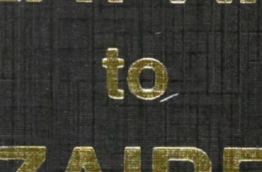
GUIDE TO PORT ENTRY

LATVIA
to
ZAIRE



SHIPPING GUIDES LIMITED

GUIDE TO PORT ENTRY

1995 – 96

VOLUME 2

LATVIA
to
ZAIRE

GUIDE TO
PORT ENTRY

Originally Devised by

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WARNING

Every effort has been made to ensure that the information contained in this *Guide* is correct. However, it will be clearly understood that this publication is intended as a guide only, that the information cannot be *Guaranteed* correct and that the final responsibility must (as always) rest with the Shipmaster.

At certain ports, items of navigational routeings and aids have been included as a means of general guidance only. Shipmasters should have in mind that full and due reference MUST ALWAYS be made to corrected charts of the area, to the appropriate Notices to Mariners, and all or any other navigational notices, warnings or amendments issued by proper Authoriies and/or navigational aid services.

The sketch maps are for general assistance and must not be used for navigational purposes. In particular, the shapes of buoys should be disregarded since these are indicated by varying symbols which may be consequent upon local usage and without resemblance to internationally applied symbols.

PLANS

All plans, unless otherwise stated, are reproduced by kind permission of the Port Authority.

IMPORTANT NOTICE

Users of previous editions of the guide are advised that some older Shipmaster's Reports and navigational information mentioned in other publications and pilots have been withdrawn from this edition of the guide. They may therefore wish to retain copies of previous editions for future reference.

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Published by Shipping Guides Limited.
Photoset by Shipping Guides Ltd., Reigate, England
Printed and bound in Great Britain at The Bath Press, Somerset, England.

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SPAIN	Gijon
TURKEY	Antalya

Shipmasters, Shipowners or Managers, Port Authorities, Administrators and Agents, are earnestly requested to assist our work in up-dating the Guide *by providing written comment, information, amendments or corrections and additional details of any ports or terminals, to the following address:*

SHIPPING GUIDES LIMITED,
SHIPPING GUIDES HOUSE,
75 BELL STREET,
REIGATE,
SURREY,
RH2 7AN,
ENGLAND

All communications will be acknowledged and will be most useful, since it is only by this means that the *Guide* will remain of great value to the user and will be up to date and thoroughly professional in content.

For assistance and guidance in the submission of information, a reprint of the items presently covered by the *Guide* is placed hereunder. Additional items will also be most welcome.

N.B. PLANS, DIAGRAMS, DRAWINGS AND SKETCHES: As you will note, this 1995/96 edition of "Guide to Port Entry" contains over three thousand three hundred plans and mooring diagrams that have been reproduced from plans and drawings very kindly sent to us by numerous Port Authorities, Agents and shipboard personnel. We hope that the special plan section will prove interesting and useful.

Presently however, the special plan section is to an extent incomplete, since there are many ports and mooring facilities for which we have not yet received the necessary plans for reproduction purposes. We are anxious to secure plans, diagrams, drawings or sketches of ports and facilities not presently shown in our special plan section, and therefore request that Port Authorities and/or Agents at the places concerned be kind enough to pass us this data together with the necessary permission for reproduction. We would also be very grateful if ship's officers calling at ports not already covered in our special plan section, could find it possible to provide us with diagrams or sketches of the facilities which would be suitable for reproduction in our later editions and/or which might be re-drawn as required by our own art department prior to reproduction.

Latvia

RIGA: 56.58 N. 24.06 E. (See Plan)

LOCATION: The Port of Riga is situated on the banks of the Daugava River falling into the Gulf of Riga 12 miles upstream from the mouth to the bridge at the banks of Milgravis Channel and Sarkandaugava Creek.

GENERAL: The Port is open for navigation all year round, but ice-breaker assistance is required for about 4 months in the year.

Ice-breaker "Varma" 17,000 h.p. (call sign "YLKV") is available to assist.

In severe Winters, there are ice conditions in the Gulf of Riga and Irbes Strait from January to April, and drift ice may form in navigable waters. Considerable changes of water level may be caused by strong winds and variation in atmospheric pressure.

No tides. Maximum rise of water level may reach 2.0 m. and maximum fall 1.0 m. from zero water level/mean water level observed over a period of many years. Usually the fluctuation of water level is between +0.60 m. to −0.60 m. During ice conditions, it usually remains at −0.30 m.

DOCUMENTS:

1 copy Master's Declaration.
4 copies General Declaration.
2 copies Cargo Declaration.
Bills of Lading
Manifests.
2 copies Stores List.
2 copies Crew Effects Declaration.
4 copies Crew List.
4 copies Passenger List.
1 copy Maritime Declaration of Health.
2 copies Veterinary and Phyto-Sanitary Declaration.

PILOTAGE: Compulsory, and operates around the clock. Government Pilots are provided. Agent will arrange Pilot on receipt of ETA at Buoy "B" (Pilot Buoy), which is to be given 96 hours, 48 hours, 24 hours and 4 hours prior to arrival.

The following information is to be forwarded together with the ETA:

(a) Name and type of vessel.
(b) Nationality and Owner.
(c) ETA.
(d) LOA, breadth, moulded depth, height of deck cargo.
(e) Actual draft and draft in fresh water.
(f) Type and quantity of cargo.
(g) Last port of call and passengers (if any).

Pilot meets vessel at Buoy "B" (Lat. 57° 06′ N., Long. 23° 57′ E.).

In case of bad weather and Pilot cannot embark/disembark vessel at Buoy "B", ships have to wait outside, at the quay or take Pilot to next safe port of call.

With permission of Traffic Monitoring Service ships with length not exceeding 100 m. with draft less than 6.00 m., Pilots can embark/disembark at Rinuzi Leading Line.

DEEP SEA PILOTAGE: See "Baltic Deep Sea Pilotage".

Vessels bound to/from Riga, with deep draft and not familiar with ice conditions, are advised to have Pilot onboard from/to Ventspils Roads.

The order for Pilot from Ventspils to Riga must be given 48 hours prior to arrival at Ventspils Roads and 24 hours prior to departure from Riga.

ENTRANCE CHANNEL:

Ship Channel	*Breadth* (m.)	*Max. Draft*[1] (m.)	*Airdraft* (m.)	*Remarks*
From Buoy B up to North Rinuzi Mooring Buoys (North Rinuzi Roads)	100.0	12.5[2]		
From North Rinuzi Mooring Buoys up to South Rinuzi Mooring Buoys (South Rinuzi Roads)	100.0	12.5[2]		
From South Rinuzi Mooring Buoys up to the entrance into Export Harbour	100.0	10.06	52.0[3]	
From Export Harbour Entrance up to Passenger Terminal		8.0		
Milgravis Canal up to Riga Shiprepair Yard's Docks		9.05		
Sarkandaugava Channel up to Berth JM-16 (Tanker Berth)		7.45		
Sarkandaugava Channel between Berth JM-16 and Berth SD-5 (Man-Tess Tanker Berth)		7.45	32[3]	Vessels of greater airdraft may be piloted in/out, subject to a special permission from the Harbour Master.
Mangalsalas Basin Approaching Channel	60.0	6.0		

Note:

[1] With zero mean water level.

[2] For inbound vessels only; going out from North or South Rinuzi Mooring Buoys for outer roads, the maximum draft is restricted to 10.06 m.

[3] Under air temperature up to +35°C.

ANCHORAGES: The best Outer Roads Anchorage is 1 mile West of Buoy "B" and is advised by Traffic Monitoring Service on VHF Channel 9.

Depths at the anchorage are from 32 m. – 35 m., bottom is mud and sand.

Roads are open to winds from S.W. to N.E. directions and unsafe for anchoraging in Autumn when these winds prevail.

With heavy waves in Outer Roads, ships are advised to leave anchorage for shelter in port or proceed to the open part of Gulf of Riga.

For Inner Roads Anchorage, Inner Roads and Turning Basin information, see Table below.

Inner Roads, Turning Basins and Anchorage:

Name	*Length* (m.)	*Breadth* (m.)	*Max. Draft* (m.)	*Remarks*
Passenger Terminal Roads (Downstream from Berth No. JPS-1 50 m. up to N. Andrejostas Lightbeacon).	600	250	8.0	Anchorage allowed (muddy clay, sand).
Andrejsala Roads (Downstream from N. Andrejostas Lightbeacon).	600	300	8.0	Anchorage allowed (muddy clay, sand).
Export Harbour (Eksportosta) Roads (From the beginning of Berth No. EO-9 to the end of Berth No. EO-15).	1,000	240	10.06	Anchorage allowed (muddy clay, sand).
Kundzinsala Roads (Opposite to Container Terminal from Berth No. KS-32 to Berth No. KS-34, both lengths inclusive).	450	400	10.06	Anchorage allowed (muddy clay, sand).
South Rinuzi Roads or South Rinuzi Mooring Buoys.	290		12.5	
North Rinuzi Roads or North Rinuzi Mooring Buoys.	300		12.8	
Milgravis – Sarkandaugava Turning Basin.	220	220	6.5	
Sarkandaugava Turning Basin (Opposite to Berth No. SD-5).	220	220	7.45	

MAX. SIZE: Max. LOA 225 m. Also see Table below.

Vessels with draft exceeding 10.06 m. are loaded/unloaded at Rinuzi Mooring Buoys 3 miles upstream breakwaters.

Permissible Size of Vessels:

Area of the Port	*Max. Length*[1] (m.)	*Max. Beam* (m.)	*Airdraft*[4] (m.)
North Rinuzi Roads or North Rinuzi Mooring Buoys	225.0 (256)[1]	35.0	
South Rinuzi Roads or South Rinuzi Mooring Buoys	225.0	35.0	
Mangalsalas Harbour	105.0[2] (131)[1]	18.0	
Kundzinsala (Container Terminal)	225.0	35.0	52.0
Berths No. PM-16/17 and PM-19 of Pilmuiza Harbour[3]	170.0	30.0	52.0
Berth No. PM-21 of Pilmuiza Harbour[5]	200.0	35.0	52.0
Export Harbour (Eksportosta)	225.0 (256)[1]	35.0	52.0
Berths of Andrew Island (Andrejsala)	200.0	30.0	52.0
Passenger Terminal	200.0 (210)[1]	30.0	52.0
South Harbour of Fishery Port	175.0	25.0	
Riga Shiprepair Yard	200.0 (242)[1]	35.0	
Daugavgriva Harbour (Berths from DA-1 to DA-6 or Karaosta)	120.0 (155)[1]	20.0	

Note:

[1] Figures in brackets show LOA of the biggest vessels which have been berthed under favourable weather conditions with special permission of the Harbour Master.

[2] For sea-going vessels only, while sea-river type vessels are not restricted in their LOA.

[3] Vessels of maximum size are allowed to be berthed, subject to Berths PM-16 and PM-20 being free from other vessels.

[4] Under air temperature +35°C.

[5] Vessels of maximum size over 9 m. in draft may be moored/unmoored if current in Daugava River is under 1 knot.

HEALTH: Pratique obtainable after vessel moors when Health Officials visit vessel with Immigration and Customs Officers.

Health Inspector to be informed of any medical assistance required.

RESTRICTIONS: Vessels must have 0.45 m. under-keel clearance at the quay.

Vessels are to proceed along the Daugava River at a speed adopted to the conditions and the type of vessel, causing no backwash along the river banks and not exceeding 8 knots.

Traffic is suspended when winds exceed 14 m./sec. or visibility is less than 4 cables.

Passage of the Daugava River is prohibited for ships having anchors under water.

The velocity of the Daugava River water stream rises sharply during discharge of water through the overflow weir of Riga Hydroelectric Power Station and can reach 2 – 3 knots.

With currents exceeding 2 knots, movements in several basins are difficult and sometimes prohibited by Harbour Master.

Due to sandy bottom and to avoid damage to the underwater parts of a berth, vessel must not exceed "dead slow ahead/astern" revolutions on her main engine until the stern of the ship is at least 15 m. from the quay.

RADIO: Vessels can establish ship-shore radio contact via Riga Radio Station, operating 24 hours a day.

All vessels navigating or laying at anchor in Port of Riga waters are to be contactable on VHF Channel 9, and if possible, Channel 16.

VHF:

Call Sign	*Channel*	*Notes*
Riga Radio – 1	16, 27	Telephone connections
Riga Radio – 67	16, 21	Telephone connections
Traffic Control	16, 09	Traffic Monitoring Service
Port Control	09	Port Control
Riga Radio – 31	14	Commercial Port Dispatcher
Riga Radio – 35	35	Fishery Port Dispatcher
Riga Radio – 13	30	Riga Shipyards Dispatcher

All Masters of inbound vessels, 10 nautical miles off Buoy "B", are obliged to advise Traffic Monitoring Service via Channel 9.

Any movement of vessels in port waters is prohibited without permission of Traffic Monitoring Service.

Traffic Monitoring Service provides navigational, hydrographic, hydrometeorological and other information to Masters.

At 0815 hrs. and 1700 hrs. local time, Port Control broadcasts weather reports on Channel 9.

RADAR/VTS: Waterborne traffic within port limits and within 10 nautical miles of Buoy "B" is regulated by Traffic Monitoring Service on VHF Channel 9.

Subject to a special payment, Traffic Monitoring Service controls the position of vessels by radar.

TUGS: The number of tugs necessary for vessel is determined by Master on Pilot's advice. Harbour Master has determined compulsory use and minimal quantity of tugs to be used in several cases.

BERTHING:

Port Area (Latvian Name)	*Berth No.*	*Length (m.)*	*Max. Draft alongside (m.)*[1]	*Max. Draft 10.0 m.off (m.)*[1]	*Disponent Owner*
Customs Embankment (Muitas Rastmala)	MK-3*				
Passenger Terminal (Juras pasazieru stacija)	JPS-1	132.0	6.0	8.0	Riga Commercial Port
	JPS-2	217.5	7.8	8.0	
Andrew Harbour's Berth (Andrejostas Piestatne)	AO	140.0	5.0		Latvian Shipping Co.
Andrew Island (Andrejsala)	AS-3	120.0	8.0		Riga Commercial Port
	AS-4	120.0	8.0		
	AS-5	144.0	8.0		
Export Harbour's Damb (Eksportostas dambis)	ED	170.0	5.5	7.0[2]	
Export Harbour (Eksportosta)	EO-6	240.0	10.06		Riga Commercial Port
	EO-7	190.0	9.0	10.06	
	EO-8	188.0	9.3	10.06	
	EO-9	130.0	7.0		
	EO-10	150.0	7.0	7.7	
	EO-11	135.0	7.0	7.7	
	EO-12	136.0	6.7	7.2	Riga Commercial Port
	EO-13	145.0	8.5	8.7	
	EO-14	100.0	8.5	9.0	
	EO-15	215.0	9.2		
Peelmuizhas Basin (Pilmuizas Baseins)	PM-16	145.0	7.0		Riga Commercial Port
	PM-17	145.0	8.0		
	PM-18	104.0	7.0		
	PM-19	172.0	7.2		
	PM-20**	218.0	8.7		Messrs. STREK
	PM-21**	350.0	10.5		
Kundzinsala (Kundzinsala)	KS-32	150.0	10.06		Riga Commercial Port
	KS-33	150.0	10.06		
	KS-34	149.0	10.06		
Sarkandaugava (Sarkandaugava)	SD-4	90.0	7.45		Man-Tess Co.Ltd.
	SD-5	120.0	7.45		
Daudersala (Daudersala)	DS-9	160.0	5.0		Messrs. BMS
	DS-11			3.7	Building Construction Plant
	DS-12	120.0	3.2[3]		
Yaunmilgravis (Jaunmilgravis)	JM-15	181.0	5.5		Messrs. Latvian Waterways
	JM-16	148.0	7.0		Messrs. Lat-East-West
	JM-17	130.0	4.0	6.0	
	JM-20				
	JM-22	86.5	3.5		Messrs. ANI
	JM-23	102.0	4.2		Messrs. ANI
	JM-27	120.0	[4]	6.5	Messrs. Cona International
	JM-29†				
Riga Shiprepair Yard (Rigas Kugu remonta rupnica)	RKR-3	70.0	4.2		
	RKR-4	120.0[5]	5.2		
		120.0[6]	4.8		
	RKR-5	161.0[5]	5.5	5.8	
	RKR-6a	105.0	6.0[5] 3.0[6]		
	RKR-6	188.0[5]	6.8	7.5	
		200.0[6]	6.8	8.0	
	RKR-7	250.0[5]	7.5	8.0	
		230.0[6]	8.0		
	RKR-8	184.0	4.7		
	RKR-9	90.0	4.7		
Vecmilravis (Vecmiilgravis)	VM-3	35.0		4.0	
	VM-4				
Mangali Shiprepair Yard (Mangalu Kugu remonta rupnica)	MRK-1	180.0	6.7		
	MKR-2	200.0	6.5		
	MKR-3				
	MKR-4				
	MKR-5				
	MKR-6				
	MKR-7				
	MKR-8				
Fishery Harbour (Zvejas osta)	ZO-1	150.0	9.9		
		(the rest of 28 m.)	8.5		
	ZO-2	140.2	8.9		
	ZO-3	100.0	7.5		
	ZO-4	100.0	7.5		
	ZO-5	100.0	7.5		
	ZO-6	100.0	7.5		
	ZO-7	100.0	7.5		
	ZO-8	100.0	7.0		
	ZO-9	100.0	7.3	8.0	
	ZO-10	100.0	7.1	7.8	
	ZO-11	90.0	7.0		
	ZO-12	130.0	6.8		
	ZO-13	130.0	6.8		
	ZO-14	162.0	6.5		
	ZO-15	173.0	7.0		
Zvejnieku Island (Zvenjnieku sala)	ZS	167.0	[7]		
Audupe Basin (Audupe)	AU-1	105.0	4.5		
Mangalsala (Mangalsala)	MS-10	120.0	5.0		Messrs. Man Tees
	MS-11	120.0	5.3		Messrs. Sala Co.Ltd.
	MS-12	120.0	5.0		
	MS-13	140.0	5.5		
Keepsala Island (Kipsala)	KPS-10			3.2	Riga Commercial Port
	KPS-14			4.0	
	KPS-16			4.0	
Ronyu Basin (Ronu Dikis)	RD-2				
	RD-3	120.0	4.5		Building Construction Plant
	RD-5††	35.0[8]	6.0		Cement Plant
Volery (Voleri)	VL-13‡	105.0	4.3		
	VL-14	65.0[9]	4.6		
	VL-17				
Kremery (Kremeri)	KR-21	135.0	4.5		
	KR-24	100.0	4.5		
	KR-25	115.0	4.5		
Lower Podcape (Gas Terminal) (Lejas Podrags)	LP-27	145.0	7.4		
Daugavgriva (Daugavgriva)	DG-1	50.0	5.2	6.5/8.0[10]	
	DG-2	48.0	5.2	6.5/8.0[10]	
	DG-3	47.0	5.2	6.5/8.0[10]	
	DG-4	48.0	5.2	6.5/8.0[10]	
	DG-5	47.0	5.2	6.5/8.0[10]	
	DG-6	48.0	5.2	6.5/8.0[10]	
	DG-24††	73.0		4.1[11]	
	DG-27*				
	DG-56	105.0	3.7	5.3/6.0[12]	Messrs. Ferrum Co.Ltd.

Notes:

[1] In case Clause 29.5 is violated, the depth shown herein becomes information only. Masters should note, that water level within limits of the Port of Riga under ice conditions is −0.3 m.

[2] This is the maximum draft to moor a vessel alongside M/V "Apse" which has LOA 145 m.

[3] Only vessels under 70 m. in length and equipped with side thrusters are allowed alongside the berth.

[4] Vessels to be moored alongside the barges, making total 26 m. breadth.

[5] Off end of the berth/jetty.

[6] Inner end of the berth/jetty.

[7] Maximum draft along the berth closer to Southern Gate is 6.5 m., while closer to Northern Gate is 5.5 m.

[8] Maximum allowable LOA for vessels to moor is 100 m.

[9] Only vessels under 56 m. in length and equipped with side thrusters may be brought alongside.

[10] The maximum draft is shown for a vessel moored at distances respectively 6.0 m. and 12.5 m. from the quay.

[11] Permissible for vessels to be moored alongside a barge and the quay.

[12] Any vessel to be moored with her port side alongside and may not exceed draft 5.3 m. forward and 6.0 m. aft.

* Under construction.

** Current caused restrictions.

† In project.

†† It is forbidden to drop anchors.

‡ Tidal restrictions. Towage compulsory.

CRANES: Cranes of up to 40 tons capacity are operated on the quays and by warehouses. There are also floating cranes with lifting capacity of up to 100 tons, other cargo handling equipment and intra-port transport.

SPECIALISED CARGO HANDLING FACILITIES: Berths PM 16-19 are suitable for handling of ships type Ro-12, Ro-30 and Ro-60.

BRIDGES: None. Airdraft on Daugava Fairway is 52 m. and on approaches to Sarkandaugava Berths SD-4, SD-5, the airdraft is 32 m. The Harbour Master may permit passage of ships with greater airdraft to Sarkandaugava Quays.

MEDICAL: All medical assistance available.

STEVEDORES: Master's and/or Shipowner's information of cargo details, stowage, etc., is required in advance. Information should be addressed to Agent in Riga.

DENSITY: 1002 (approx.).

FRESH WATER: Available. Delivered from shore or by barge to Inner Roads.

FUEL: Bunkers are supplied by barges during loading or discharging of non-inflammable cargoes.
CONSULS: Canada, Denmark, Finland, France, Germany, Italy, Netherlands, Norway, Poland, Russia, Sweden and U.S.A.
REPAIRS: All kinds of repairs for hull, machinery, radio and navigational equipment to vessels with deadweight up to 30,000 tons.
GANGWAY/DECK WATCHMEN: Recommended. These duties normally performed by crew.
OPENING/CLOSING HATCHES: Opening and closing of hatches is usually done in accordance with conditions of Charter Party.
CUSTOMS ALLOWANCES: Usual restrictions on quantities.
REPATRIATION: Crew changes and repatriation possible.
AIRPORT: International airport available. Internal flights between Riga and most cities possible.
TIME: GMT plus 3 hours in Summer, and GMT plus 2 hours in Winter.
HOLIDAYS: January 1st; Good Friday; Easter Sunday; May 1st; First Sunday in May; June 23rd and 24th; November 18th; December 25th, 26th and 31st.
TELEPHONES: Installation and use charged according to existing tariffs.
SHORE LEAVE: Crew allowed ashore.
IDENTIFICATION CARDS: Seaman's Book required.
AUTHORITY: The Port of Riga Authority, 6 Eksporta Street, LV-1227 Riga, Latvia. *Tel:* 371-2-329224, 371-2-329235. *FAX:* 371-8830215, 371-9-348967.

AGENT: Riga Shipping Agency Ltd., 13 Mazapils Street, LV-1050 Riga, Latvia. Tel: (371-8) 820250, (371-2) 210796. Telex: 161318 Risag Su, 161366 Rigag Su. Fax: (371-2) 830304.

VENTSPILS: 57.24 N. 21.33 E. (See Plan)

GENERAL: A Baltic Sea port, Ventspils is situated at the mouth of the Venta River. Ventspils is ice free throughout the year.

There are periodical alterations in the water level of the Venta River, chiefly due to the effects of the wind. The rise of the water level is usually due to moderate Westerly winds, and the fall is caused by Easterly winds.

The maximum rise of the water level is observed in the Venta River at the time of Spring floods and during Winter time.

The port of Ventspils aquatorium includes the Avant-port, the Fishery Harbour and the Commercial port. A fairway, direction 323.6° – 143.6°, 130 m. wide leads to the port from seaward of Reception Buoy "Venspils-B".

The West fairway direction 289.9° – 109.9°, 130 m. wide from the "Ventspils-A" Buoy. Both fairways are suitable for all vessels. The draft of vessels passing through the fairway should not exceed 12.50 m. (FW).

Vessels can enter the port by this fairway only after having obtained the Harbour Master's permission, as after continuous Westerly winds the fairways have soundings of 11.0 m. or less.

DOCUMENTS: *Clearance at Latvian Ports:*

1. All vessels arriving from foreign ports or foreign waters, or sailing to foreign ports or waters, shall be cleared by state authorities at the ports of Riga, Ventspils, Liepaja, Pavilosta and Salacgriva, in accordance with the regulations of clearance by state authorities at Latvian ports.

   All persons without Seaman's Registration Books on board the above mentioned vessels shall have passports with the visas of the corresponding countries.
2. After having been cleared at one Latvian port, the vessel has the right to enter another Latvian port without clearance, only notifying the respective Harbour Master.

Clearance of Vessels Arriving at Latvian Ports from Foreign Ports or Foreign Waters:

1 copy Master's Declaration.
4 copies General Declaration.
2 copies Cargo Declaration.
Bills of Lading – To be shown.
2 copies Ship's Stores Declaration.
2 copies Crew's Effects Declaration.
5 copies Crew List.
5 copies Passengers' List.
1 copy Maritime Declaration of Health.
2 copies Veterinary and Phyto-Sanitary Declaration.

The Order for Drawing-up and Submitting the Documents:

1. Prior to vessel's arrival at a Latvian port, the Master is obliged to fill in and sign "Maritime Declaration of Health" and "Veterinary and Phyto-Sanitary Declaration", which are delivered on board by the Pilot.
2. After drawing up above mentioned declarations, Pilot notifies the VTS about their contents on VHF. The VTS forwards this information to the vessel's Agent.
3. The vessel's Agent notifies the Sanitary-Quarantine, Veterinary Control and Phyto-Sanitary Authorities about the contents of the Master's Declarations.
4. The Sanitary-Quarantine, Veterinary Control and Phyto-Sanitary Authorities, according to the contents of the Maritime Declaration of Health and Veterinary and Phyto-Sanitary Declaration, decide if it is necessary to come on board the vessel, having arrived at the port and inform the vessel's Agent of their decision.
5. If the authorities decide that their presence on board of the vessel for her clearance is necessary, they come on board together with the vessel's Agent and make her clearance.
6. Immigration and Customs Authorities are notified by the vessel's Agent 2 hours prior to her mooring. Immigration and Customs Authorities arrive on board after vessel's mooring and make her clearance.

Clearance of Vessels Sailing to Foreign Ports and Foreign Waters: Documents to be submitted:

2 copies Master's Declaration.
3 copies General Declaration.
2 copies Cargo Declaration.
Bills of Lading – To be shown.
5 copies Crew List.
5 copies Passenger List.
2 copies Sailing Permit (one copy to be submitted to the Pilot on sailing).

Drawing up and Submitting of Documents: 2 hours prior to sailing, the Master shall submit the Master's Declaration, Crew List and Passenger List to the Harbour Master.

After receiving the documents mentioned above, the VTS immediately notifies the Immigration and other authorities about vessel's sailing. The above mentioned authorities carry out vessel's clearance either arriving on board or via the vessel's Agent.

Vessel's Clearance Arriving from Latvian Ports or Latvian Waters: Documents to be submitted:

1 copy Master's Declaration.
2 copies Cargo Declaration.
2 copies Crew List.
2 copies Passenger List.
Bills of Lading – To be shown.

Drawing up and Submitting of Documents: The Master or his Agent submit Master's Declaration, Crew List and Passenger List to the Harbour Master, Cargo Declaration to the Customs Authorities, and Master's Declaration and Passenger List to the Immigration Authorities.

Outward Clearance of Vessel's Sailing from one Latvian Port to another or to Latvian Waters: Documents to be submitted:

1 copy Master's Declaration.
2 copies Cargo Declaration.
2 copies Crew List.
2 copies Passenger List.
Bills of Lading – To be shown.
2 copies Sailing Permit (one copy to be submitted to the Pilot on sailing).

Vessel's Outward Clearance: At least 2 hours prior to leaving the port, the vessel's Master or his Agent submit Master's Declaration, Crew List, Passenger List and Bills of Lading to Harbour Master, Cargo Declaration, Crew List and Passenger List to the Customs Authorities, and Crew List and Passenger List to the Immigration Authorities. The Harbour Master's Permit to leave the port is valid for 6 hours. After 6 hours it has to be renewed.

DEEP SEA PILOTAGE: See "Baltic Deep Sea Pilotage".
PILOTAGE: Pilotage is compulsory for entering, shifting and leaving the port for all vessels exceeding 70 m. LOA, and for all tankers with LPG/LNG or chemical cargoes, regardless of length.

Pilots board and leave vessels in the areas of Reception Buoys "Ventspils-A" and "Ventspils-B". Pilot service is available round the clock when entering and leaving the port.

Port Control on Channels 16, 9 and 67.

ANCHORAGES: Anchorage in the outer port road for vessels loaded with chemical cargoes is allowed in Area No. 50, co-ordinates:

Lat. 57° 29.75′ N.	Long. 21° 28.62′ E.
Lat. 57° 29.12′ N.	Long. 21° 29.90′ E.
Lat. 57° 30.82′ N.	Long. 21° 31.75′ E.
Lat. 57° 31.48′ N.	Long. 21° 30.40′ E.

Area 50A: For vessels drawing over 10.0 m. co-ordinates:

Lat. 57° 31.5′ N.	Long. 21° 22.6′ E.
Lat. 57° 31.2′ N.	Long. 21° 33.5′ E.
Lat. 57° 30.2′ N.	Long. 21° 21.0′ E.
Lat. 57° 29.6′ N.	Long. 21° 22.8′ E.

Anchorage in outer port road for tankers, vessels loaded with explosive or inflammable cargoes and also for vessels holding up in quarantine is allowed in Area No. 51, co-ordinates:

Lat. 57° 29.40′ N.	Long. 21° 28.82′ E.
Lat. 57° 28.08′ N.	Long. 21° 27.15′ E.
Lat. 57° 27.90′ N.	Long. 21° 30.80′ E.
Lat. 57° 27.02′ N.	Long. 21° 28.72′ E.

Area 51A: For vessels drawing under 5.0 m. co-ordinates:

Lat. 57° 27.8′ N.	Long. 21° 31.2′ E.
Lat. 57° 27.8′ N.	Long. 21° 33.7′ E.
Lat. 57° 26.4′ N.	Long. 21° 31.2′ E.
Lat. 57° 26.4′ N.	Long. 21° 33.7′ E.

Anchorage in outer port road for all the other vessels is allowed in Area No. 52, co-ordinates:

Lat. 57° 27.98′ N.	Long. 21° 26.40′ E.
Lat. 57° 26.65′ N.	Long. 21° 24.87′ E.
Lat. 57° 26.05′ N.	Long. 21° 27.10′ E.
Lat. 57° 26.21′ N.	Long. 21° 28.88′ E.

These Areas are announced by Notices to Mariners. Depths in the anchorage are from 10 m. to 12 m. The bottom is sand; the holding ground is good.

When the wind is over 20 m./sec., it is recommended that vessels weigh anchor and drift in order to avoid losing an anchor.

The Master of a vessel has to inform the Vessel Traffic Service through their Agent of the exact position of the anchorage stating the bearing and the distance from the North breakwater lighthouse.

The anchorage in the outer road is not safe during strong Westerly winds therefore vessels are recommended to drift while awaiting entry to the port or to go to sheltered places situated in the areas of the Kolkasrags Point and the Gotland Islands.

MAX. SIZE: *Tankers:* Max. LOA 235 m. With special permission from the Harbour Master, LOA may be increased to 250 m. – 255 m. Max. draft 12.50 m. in fresh water.

Cargo vessels: Max. LOA 230 m. Max. draft 11.50 m. in fresh water. Limitations depending on type of cargo to be handled.

When proceeding along the fairway and passing through the Venta River channel, vessels should have speed not exceeding 5 knots.

HEALTH: Pratique obtainable after mooring. Sanitary Inspector visits vessel after mooring together with Immigration and Custom House Officer. If medical care required the Sanitary Inspector has to be informed.

It is strictly forbidden to throw any type of garbage materials overboard from the ship into water areas of the port (bilge water, sanitary water and other infected pollutants). There are three self-propelled barges for these services.

Note: Pratique may be granted on arrival in the roads if vessel reports "Healthy" by means of radio, radio-telephone, etc.

RADIO/VHF: Radio contact should be established via the Ventspils Radio-1 Port Radio Station which operates 24 hours a day.

Station	*Call Sign*	*Channel*
Port Radio	Ventspils Radio 1	16, 7, 22, 26, 27
Port Dispatcher	Ventspils Radio 2	16, 9, 10
Port Control	Ventspils Radio 5	16, 9
Port Fleet	Ventspils Radio 6	9
Radar Station	Ventspils Radio 9	16,14
Dispatcher oil/ chemical area	Ventspils Radio 15	16, 33
Traffic Control (SUDS)	Ventspils Radio 17	16, 9, 30, 67
Sea Channel	Ventspils Radio 20	16, 29
Bunker Service	Venoil	33

All vessels should maintain a continuous listening watch on Channel 9 whilst within the area.

ETA: The Master of a vessel shall notify, via his Agent, the Harbour Master of the estimated time of arrival 48 hours in advance, repeating it 24 hours later, and giving the final information 4 hours before vessel's arrival at the Pilot Embarkation Buoy "A" or "B".

The Master of a vessel shall furnish the following information:

Vessel's name, call sign and nationality.
Estimated time of arrival (date and hour).
Vessel's overall length and draft.
Quantity and denomination of cargo.
Vessel's Agent.

VTS: Traffic Control on VHF Channels 16, 9 and 67.

RADAR: The port has a Shore Radar Vessels' Control System.

TUGS: Use of tugs for tankers and gas tankers is compulsory. For dry-cargo vessels, the necessity and number of tugs for entering and leaving the port or shifting is determined by the Master with Pilot's agreement, in accordance with the weather conditions and other factors.

Normally tugs join vessels within the port area.

BERTHING: Berthing of vessels and shifting berths is carried out round the clock. Vessels having length over 185 m. and draft over 9.5 m. (FW) when approaching the port through the Venta River Channel are allowed to enter or leave the port, moor and shift berth during the day only and when winds do not exceed Force 5.

Cargo berths with depths alongside up to 11.9 m. situated on the right bank of the Venta River are equipped for handling general, bulk cargoes and metals. Berths of the Avantport are equipped for handling crude oil, liquid gas chemicals and oil products. They can receive vessels with the maximum permitted draft of up to 12.50 m. (FW) (at the datum at Kronstadt). There are covered warehouses and open concrete floor sheds in the port.

There is a potash handling plant.

Berth No.	*Length* (m.)	*Max. Draft* (m.)	*Owner/Operator*
Export Region: Max. LOA 215 m.			
1	204	9.7	Commercial Port
2	194	9.9	Commercial Port
3	174	9.6	Commercial Port
4	250	11.5	Commercial Port
5	720	4.9	Commercial Port
Import Region: Max. LOA 185 m.			
6	151	8.7	Commercial Port
7	150	8.5	Commercial Port
8	150	8.3	Commercial Port
9	196	9.2	Commercial Port (Ro-Ro)
10	260	8.5	Commercial Port
Bunkering Station: Max. LOA 165 m.			
11	84	8.5	Commercial Port
11A	84	8.5	Commercial Port
11B	84	8.5	Commercial Port
12	107	5.9	Commercial Port
13	94	6.0	"Enkurs".
13A	Not constructed.		Municipality
13B	100	5.0	"Banga"
14	108	5.6	Port Authority
15	108	5.0	Port Authority
16	225	5.5	Municipality
16A	229	5.5	Municipality
16B	235	5.5	Municipality
17	123	6.5	Municipality
18	96	6.5	Municipality
19	98	6.5	Municipality
20	475	6.5	Municipality
21	222	6.5	Municipality
22	160	6.0	Municipality
23	361	4.7	Border Guards
24	43	4.7	Fish Cannery
25	261	6.0	Commercial Port
25A	19	6.0	Harbour Master
25B	106	5.5	"Enkurs"
26A	153	5.5	Fish Cannery
26B	55	5.5	Fish Cannery
26C	288	8.6	Fish Cannery
Oil and Chemicals Harbour: Max. LOA 235 m.			
26	172	5.7 – 6.6	Commercial Port
27	96	5.9	Commercial Port
28	310	11.2	Commercial Port
29	310	11.2	Commercial Port
30	344	12.5	Commercial Port
31	344	12.5	Commercial Port
32	360	12.5	Commercial Port
33	360	12.5	Commercial Port
34	234	8.4	Commercial Port
36	300	12.5	Commercial Port
37	376	12.5	Port Authority
38	210	5.5 – 6.5	"Enkurs"
40	80	7.0	"Enkurs"
New Fishing Harbour:			
1	200	4.5	"Enkurs"
2	230	4.5	"Enkurs"
3	107	4.5	"Enkurs"
4	100	4.5	"Enkurs"
5	107	4.5	"Enkurs"
6	230	4.5	"Enkurs"

BULK CARGO FACILITIES: *Handling Rates:* Potash 15,000 tons/day. Steel/metal products 1,500 tons/day.

CRANES: Quays are equipped with electric cranes of up to 45 tons capacity. There are floating cranes of up to 100 tons capacity, cargo handling equipment for bulk cargoes and machinery.

STEVEDORES: Master's and/or shipowner's information of cargo details, stowage – especially for ships with inward general cargoes – is required in proper time. Information has to be addressed to Agent in Ventspils.

ETA notification 48, 24 and 4 hours before arrival to Agent in Ventspils.

MEDICAL: Hospital facilities available. Advance notice desirable, however depends on kind of sickness. Master should place orders concerning inoculations, vaccination, fumigation, hospitalisation and etc., with representative of Sanitary Inspection. Veterinary Certificate is compulsory for all kinds of animals and cargoes of animal origin; phyto-certificate is compulsory for cargoes of vegetable origin.

TANKERS: Report: October 1993.

Operator: Ventspils Port Oil Terminal. Tel: 68690.

Berth No.	*28/29*	*30/31*	*32*	*34*	*36*
Min. Depth in Approaches (m.)	14.4	14.4	14.4	14.4	14.4
Under-keel Clearance in Approaches (m.)	1.9	1.9	1.9	1.9	1.9
Max. Draft (m.)	11.0	12.5	12.5	8.5	12.5
Max. Summer d.w.t.(tonnes)	27,400	50,700	60,500	25,000	50,000
Max. Displacement (tonnes)	35,900	64,000	75,000	–	–
Max. LOA (m.)	178.8	230.6	242.6	178.5	217.0
Max. Beam (m.)	25.3	31.0	32.2	25.3	32.8
Max. Distance Stern to Manifold (m.)	120.0	125.0	150.0	70.0	70.0
Max. Height of Manifold (m.)	21.5	21.4	21.6	21.6	21.6
Min. Height of Manifold (m.)	3.0	3.0	3.0	3.0	3.0

Note: Berths No. 28 and 29 have the same characteristics, and Berths No. 31 and 32 have the same characteristics. There are a total of 7 berths.

Ballast Facilities: Shore reception facilities accept up to 15,000 tonnes. Deballasting rate up to 5,800 cu.m./hr. The port does not accept ballast if chemicals or leaded cargoes were onboard.

Products handled:

Berths No. 28 and 29: Gas Oil, Jet Kerosene, Jet Fuel.
Berths No. 30 and 31: Gas Oil.
Berth No. 32: Semi-Goudron and Crude Oil.
Berth No. 34: Methanol, Isobutanol, Monoetilen-Glycol, Nitrile-Acril Acid, Superphosphoric Acid, Glycerine.
Berth No. 36: Methanol and Ammonia.

Loading Rates: Oil products 2,200 t.p.h. LPG 1,200 t.p.h.

DENSITY: In port about 1002.

FRESH WATER: Fresh water available, delivered from shore or by barge (capacity 450 tons).

FUEL: All grades available subject to prior inquiry. Bunkers can be taken from the oil jetty or supplied by lighters.

CONSULS: No Consulates.

REPAIRS: Small deck and engine repairs, diving inspections can be carried out.

DRY DOCKS: None.

SURVEYORS: Maritime Register of Shipping (Russia), Saybolt and SGS Latvia Ltd.

GANGWAY/DECK WATCHMEN: Service of watchmen recommended; however, Master's option.

HATCHES: Opening and closing of hatches is normally done by the ship's crew. However, this will be done by stevedores at extra charge if requested by Master.

CERTIFICATES: Required to be on board:

International Tonnage.
International Class.
Load Line.
Safety Equipment.
International Radio.
Derat Certificates.
Certificate of Financial Security in respect of civil liability for oil pollution damage, 1969.

CUSTOMS ALLOWANCES: There is no restriction for crew use and bond locker is not sealed.

REPATRIATION: Repatriation of crew left behind by a vessel in hospital is arranged by other tramp-ships with Master's consent or by rail or air after the necessary documents have been arranged.

TIME: GMT plus 2 hours all year round.

HOLIDAYS: January 1st; April 17th (Easter); June 23rd and 24th (Midsummer's Day Holiday); 18th November (Day of Independence); December 25th, 26th and 31st (Christmas and New Year). Cargo work never stopped on holidays, except New Year.

POLICE/AMBULANCE/FIRE: If required have to be called through Maritime Agency.

TELEPHONES: It is possible to place telephones on board.

SERVICES AVAILABLE: Tankers' deballasting installation for slops; service for radar and VHF repairs; compass adjusting; workshop for ordinary deck and engine repairs; ship chandler service; bunker, water, garbage removal, bilge cleaning, surveyors.

SHORE LEAVE: Crew members allowed ashore.

GARBAGE DISPOSAL: Vessels shall deliver rubbish, garbage, any other solid waste, dirty ballast, bilge water, feces, and other sewage waters to special cars/lorries/barges. Master should give an order through agent. Services to be charged according to the tariffs effective at the time.

WASTE OIL DISPOSAL: Collection service available, capacity of shore tanks 55,000 cu.m./day, rate 5,800 cu.m./hour. Charges: £10/hour, minimum 6 hours, gasoline and vegetable oils excepted. Contact Tel: 6337, 66237.

SEAMAN'S CLUBS: 20 Dzintaru Str., Ventspils 229910, Latvia. Tel: 67068, 68356, 68292. Facilities include currency exchange, shop, bar, minibus collection.

CURRENCY: Latvian Lats (Ls). U.S.$ 1.00 = 0.60 Ls (7.3.94).

IDENTIFICATION CARDS: Seaman's Book required.

SHIPMASTER'S REPORT: 1976 (Updated 1994).

Port operation in foggy weather said to be controlled by radio and millimetre (aircraft) type radar installation, one scanner of which is situated on tower near root of Southern Breakwater.

Tugs: Alleged that 5 are available; 1 icebreaker type of 5,000 h.p. 4 medium size, and 1 small, 1 at least of which was propelled by Voith-Schnieder gear of about 750 h.p.

Pilots: To call Pilots, use Channel 16 and 9 and call Ventspils Traffic Service who make arrangements with Harbour Office and Agents.

During time vessel deballasting and loading; any problems can be resolved by call to Agents on VHF Channels 71 and 74.

Regulations: Fire Officers demand that suitable bonding wire be fitted (supplied by ship). No shore facility available.

Facilities: No. 1 Pier has (building) tower crane for handling hoses. Berths No. 2 and 3 are fitted with loading arms hoses and towers. Fresh water available. Bunker fuel available but not necessarily marine diesel.

Cargo Berths: There are believed to be 8 dry cargo berths, within the river port area, some with cranes, suitable for general cargo, together with storage buildings. Refrigerated/chilled cargoes have been handled regularly.

SHIPMASTER'S REPORT: May 1980 (Updated 1994).

Vessel: LPG carrier of 10,000 g.r.t.

Pilotage: The following are the Port Authority's comments (dated March 1994):

Vessels shall take the Pilot on board at the Light Buoys "A" or "B". In stormy weather, when embarkation or disembarkation of the Pilot at the light buoys is not possible, the Pilot, with the Master's agreement, may change his embarkation or disembarkation place, or lead the vessel with the shore based radar station's assistance. The radar service is carried out round the clock. The use of the shore based radar station is compulsory, nothwithstanding the weather conditions, if vessel's length exceeds 150 m., deadweight exceeds 12,000 tons and draft exceeds 11.5 m.

Liquified gas and chemicals carriers with deadweight under 10,000 tons are permitted to enter and leave the port round the clock, if wind does not exceed 14 m./sec., and visibility is over 2 miles. During entering or leaving the port by liquified gas and chemicals carriers, movement of other vessels in the outer harbour and in the channel is prohibited.

Pilotage time to berth is approximately 40 minutes.

Tugs: The following are the Port Authority's comments (dated March 1994):

At least one tug's assistance is compulsory for tankers and vessels with dangerous cargoes (Class 1, 2, 6, 7). At least 2 tugs' assistance is compulsory for vessels exceeding 150 m. in length or deadweight over 12,000 tons. For vessels having bow thrusters, the number of necessary tugs may be determined, taking into account the principles of good seagoing practice, depending on the actual weather conditions and other factors.

Berth: (Ammonia only – See "Plan"). Modern fendered concrete quayside with depth alongside 13 m. to 14 m. No tidal range but atmospheric conditions affect Baltic water level – density alongside 1001. Vessel generally berths port side alongside. Berth equipped with 12 in. 150 ASA liquid and vapour Chicksans. Ship's reducer used on vapour manifold. Ship's gangway used.

Cargo: Anhydrous ammonia received at −33° Celcius. Loading rate agreed before commencing loading (in this case requested 650 t.p.h.) and increased to over 1,000 t.p.h. after officially requesting for increased rate through agency. The rate agreed prior to loading is expected to be maintained throughout loading with usual reductions for topping off as required. Average rate for 10,230 tonnes loaded was 714 t.p.h.

Vapour return line connected but not required or used – high back pressure on line. Documentation slow – cargo documentation cannot commence until ship cleared and Chicksans not connected until cargo documentation completed. Shippers "Sojuzchimexport" require Quality Certificate for cargo heel onboard – accepted ship's declaration of purity. Also require cargo plan showing 100% tank volume for each tank – to prevent overloading. Bill of Lading quantity = cargo as measured onboard by shore surveyor (accompanied by interpreter).

Bunkers/Water/Chandler: None required but all available.

Agents: Efficient and friendly service. All representatives speak perfect English and very helpful in dealing with Authorities. Agents require ship information, cable 24 hours prior to arrival with following information:

(a) Ship's name, signal letters, nationality.
(b) Last port.
(c) Draft forward and aft, length, gross and nett tonnage.
(d) Cargo requirements.
(e) Owner's name and telex number.
(f) Bunkers, water and provisions required.
(g) Number of crew and health declaration.
(h) ETA at Buoy "B".

If Agents are required in port, call "Ventspils Radio" on Channel 16 and ask for connection to Agency.

Authorities:

Customs: Usual Bond Declaration required but unconcerned with bonded items onboard and bond locker not sealed in port.

Currency Declaration most important. Customs are not interested in personal cash holdings but must have a "TOTAL Cash Onboard Declaration" and the currencies involved. This total to include personal cash, bar cash, safe cash, etc.

Persons going ashore MUST obtain receipts for all expenditure which are then compared with the total declaration prior to departure.

Immigration: Usual Crew Lists required plus Discharge Books or Passports of all onboard. These are taken ashore, stamped and returned onboard. Persons going ashore will then be required to exchange Discharge Book for shore pass with guard at bottom of gangway. Prior to departure, all personnel must report to Immigration onboard for an identification check.

Port Health: Doctor boarded on arrival but formality only. Cursory inspection of store rooms only.

SHIPMASTER'S REPORT: November 1980. (Updated 1994).

Pilotage: Pilotage is compulsory. 12 Pilots available. Pilot boards at Fairway Buoy at the beginning of the old entrance channel and disembarks at Buoy No. "A" in the new deep water channel or Buoy B of the Main Channel. Docking and undocking without the aid of a Pilot is not allowed.

Restrictions: Vessels can enter and leave port during hours of darkness at any stage of the tide, however, vessels are not allowed to manoeuvre in fog or at times when the wind is strong. Shore radar is used at night and in fog for berthing.

Tugs: 4 tugs available.

Radio: Ventspils Radio, call sign "UNI", on 500 kHz, 2182 kHz and VHF Channel 16.

VHF: Pilot uses Channels 9 and 14 after initial call on Channel 16.

Facilities: The following are available: Fresh water, fresh provisions, small repairs, small machine shop, Lloyd's Surveyor, Salvage Surveyor (Lloyd's), laundry service, bunker fuel oil, diesel oil, small stock of lubricating oils, Doctor and hospital, groceries and meats, slop tanks – there is no slop storage – slops are segregated during discharge.

Tankers: There are 6 berths at the oil terminal at 3 piers (Berths No. 28 – 33).

Vessel berthed at No. 31. Ballast is required when arriving or sailing in a light condition (clean ballast may be discharged into the sea with permission from shore).

The tanker terminal exports crude oil, nafta and gas oil but no petrol. Ship's hoses are used. 2×12 in. lines are connected direct to the ship's manifold. No shore booster pump available. Max. pressure 5 kgs.

General Cargo Facilities: There are facilities for handling bulk cargo. Large number of cranes available.

Ro-Ro facilities at Berth No. 9. There is a floating crane with a 100 ton capacity. There is equipment for handling 20 ft. containers only, however, there is very little storage space available for containers.

Fuel: There are 2 tankers, capacity 3,000 tons each for fuel and diesel oil.

Fresh Water: There is one non self-propelled water barge, capacity 500 tons.

AUTHORITY: The Port of Ventspils Authority, 8 Uzhavas Street, LV-3601 Ventspils, Latvia. *Tel:* 371-36-22586. *Telex:* 161812 Admin Su. *FAX:* 371-36-21297. *Cables:* Ventspils Comport. *Contact:* Alfreds Machtams, Chief Executive. Guntis Tirmanis, Deputy Chief Executive. A. Buks, Harbour Master.

AGENT: See "Riga".

Lebanon

GENERAL:

DOCUMENTS: All vessels calling at Lebanese ports and terminals must have the following ready prior to arrival at Beirut Port:

3 copies of Cargo Manifest for Lebanese ports and terminals.
3 copies of Cargo Manifest for cargo in transit.
3 copies of Cargo Recapitulation (See below).

The Customs Authorities, by law, are the first authority to board the vessel upon her arrival to ascertain correctness of all cargo documents.

Should any of the above documents not be ready upon arrival for Customs checking, heavy fines are imposed by the Customs Authorities, and this being about 10% of the customs value.

Customs duties vary between 1% – 100%, and therefore in some cases, the Customs fine could be equivalent to the cargo value.

We quote hereunder an example of a message sent by Agent to a Principal, quoting Patrol Brigade/Customs Regulations:

"Vessel's Patrol Brigade Clearance No. 5, dated 8th May 1993, Master should be instructed that 40 miles from Beirut Port he will have to contact "Oscar Charlie" on VHF Channel 11 giving his Clearance No./cargo details.

Again, 12 miles from Beirut Port, Master should contact "Oscar Charlie" on VHF Channel 11, and he will then receive the clearance to proceed to Beirut Port for Customs inspection, which is usually carried out during daylight hours.

Please note that only after completion of Customs inspection will vessel be able to berth and then start discharging.

Moreover, and as per Customs Regulations, Master should have ready on vessel's arrival at Beirut, 3 copies of the Cargo Manifest and 3 copies of the Cargo Recapitulation.

If Loading Port Manifest not available on board, then Master has to prepare same prior to vessel's arrival.

As to Cargo Recapitulation to be prepared by Master, this can be prepared on normal A4 paper as per the below format:

Cargo Recapitulation
Port of Loading *Manifest* *Packages* *Weight*
Total
In Transit
Packages... weight...
Master's signature"

TANKERS: *Requirements for Tankers Calling at Lebanon:* We quote below new regulations imposed by the Ministry of Petroleum concerning requirements for all tankers calling at Lebanese oil terminals:

1. A certificate proving that the tanker is less than 25 years old, otherwise a special survey will be conducted and Sea-Worthiness Certificate required from one of the following classification societies:
   Lloyd's Register of Shipping.
   American Bureau of Shipping.
   Det Norske Veritas.
   Nippon Kaiji Kyokai.
   Registro Italiano Navale or Hellenic Register of Shipping or any other register, accredited by the Directorate General of Transport.
2. Following trading certificates must be in good order and valid:
   Safety Construction Certificate.
   International Tonnage Certificate.
   IMO "Gas Fitness" Certificate.
   Safety Equipment Certificate.
   Safety Radio Telegraphy Certificate.
   IOPP Certificate.
   Manning Certificate.
3. Possess an insurance policy from one of the internationally recognised insurance companies and/or vessel's P&I Club to cover the following risks:
   Oil pollution (up to 500 million Dollars).
   Physical damage to berth/terminal.
   Collision against floating objects.
   Death or personal injury.

The above required documents must be presented to the Ministry of Petroleum immediately after vessel's arrival for checking same/giving a clearance to the vessel to proceed to designated oil berth/start discharging.

Tankers Loaded with Petroleum Products: All tankers calling at Lebanese terminals will be allowed to approach Beirut Port for Customs inspection, but will not be allowed to moor at petroleum products berths, nor start discharging prior to receipt of satisfactory analysis results from the surveying company appointed by the Ministry of Petroleum.

In this respect, the receivers and after vessel's arrival at Beirut Port must advise the Ministry of Petroleum of the cargo specifications intended for discharge at their terminal in order for the Ministry's surveyors to take cargo samples for analysis.

CUSTOMS INSPECTION: All vessels calling at Lebanese ports and terminals "must" first call at the port of Beirut for Customs inspection and visa of Manifest.

Agent will, 48 hours prior to vessel's arrival, arrange for vessel's clearance and vessel's clearance number will be communicated to the Master.

In this respect and 40 miles from Beirut, Master will have to contact "Oscar Charlie" on VHF Channel 11 giving his clearance number/cargo details.

Again, 12 miles from Beirut Port, Master will have to contact "Oscar Charlie" on VHF Channel 11, and he will then receive the clearance to proceed to Beirut Port for Customs inspection.

Also see "Documents".

BEIRUT (Beyrouth): 33.54 N. 35.30 E.

See "General" before first port.

DOCUMENTS:

Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.

5 copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 lists of Cigarettes and Tobacco (See "Customs Allowances").

For cargoes loaded for Lebanon, there are new regulations concerning documentation as follows:

Original Cargo Manifest to be presented to the Authorities should be rubber stamped and signed by the Customs Authorities at the port of loading.

Copy of each Bill of Lading should be attached to the above Manifest.

A letter from Owners/Charterers indicating the Agents at the respective port.

PILOTAGE: Agent arranges Pilot via Harbour Master. Agent therefore to be kept well informed of ETA, 48 hours and 24 hours prior arrival. Pilot boat white with red funnel. Sound signals, 2 long and 1 short or contact can be made via VHF to Harbour Master. Pilot boards outside main breakwater. Assistance of Pilot outside daily normal hours, Sundays and official holidays, will be cost calculated at 100% more. Official normal working hours for pilotage station as follows: from 1st October up to 30th April, 0700 till 1700 hrs.; from 1st May up to 30th September, 0700 till 1800 hrs., For tankers outside harbour, the pilotage dues will be 100% extra.

Also see "Shipmaster's Report – January 1982".

ANCHORAGE: In Roads outside breakwater. Also see "Shipmaster's Report – January, 1982".

RESTRICTIONS: No particular restrictions. Pilot normally available between sunrise and sunset otherwise by special agreement.

MAX. SIZE: Max. draft in port 13 m. No limitation to breadth or length.

HEALTH: Health Authorities board in Roads. Health Form obtainable from Agent or doctor. Yellow fever certificates required for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for Crew members.

RADIO: Cables via Beirut Radio to and from Agent.

VHF: VHF Channels 13 and 16.

TUGS: Tugs of 1,000 h.p. join vessel inside port when necessary. Ship's lines to be used.

BERTHING: If port congested priority given to vessel already registered. Passenger-tourist vessels and cargo for Army have priority. Harbour capable of berthing 24 ships simultaneously and 3 moored on buoys, discharging into barges. All discharging is by ship's gear.

Dock No. 1: Surrounded by Quay Nos. 1, 2, 3. Depth of water varies between 3 m. and 8 m. Parts of Quay No. 1 and Quay No. 2 with 3 m. depth of water are reserved for floating units of port company and for launches of Harbour Master and pilotage service. Slipway of 1,000 tons capacity and workshops.

Dock No. 2: Surrounded by Quay Nos. 4, 5, 6, 7, with water depths varying between 8 m. and 10.5 m. On Quay No. 5 berthing priority is given to passenger ships, while the other quays are for cargo vessels.

Dock No. 3: Surrounded by Quay Nos. 8, 9, 10, 11, with depths varying between 10.5 m. and 13 m. All these quays can berth ships bringing general cargo. At Quay No. 8 of 13 m. depth, priority of berthing is given to grain ships.

Grain Silo: There are 120,000 tonnes capacity silos. Ships will be unloaded by means of 2 gantry type suction machines, mobile on rails with a capacity of 6×100 t.p.h.

Containers: A ship's Master advises that containers should be loaded on one side of the vessel and vessel berth that side to the berth as crane unable to reach outboard side.

Ro-Ro: All quays in Docks No. 2 and 3 can receive Ro/Ro vessels.

CRANES: Lifting capacities:

44 × 20/100 tonnes.
4 × 127 tonnes.
4 × 150 tonnes.

STEVEDORES: Ordered by Agent. No ETA to Stevedores necessary. Working hours, 0800 – 1200, 1300 – 1600. Otherwise overtime on Sundays and on official holidays.

MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required.

TANKERS: Notice: The Coral Oil Co. Ltd.: Dated November 1984. To the Master.

TANKER MOORING AND DISCHARGING PROCEDURE AT CORAL OIL TERMINAL, BEIRUT.

We should be grateful if you would kindly note the following:

1. Berthing: The following is for your guidance:

Our moorings have been laid so as to give you a stern mooring for the old lines and amidships mooring for the new line (see item 2) using ship's anchors at the head. It is recommended that both anchors should be dropped when the vessel is discharging.

The ideal position for your ship is such that she would be heading N.N.W., in which position you will be clear of all obstructions in the event of an emergency. As you are aware, there is a wreck lying on the sea-bed to the East of the moorings and a half-submerged rock to the West.

When the significant wind speed is 10 knots, it is recommended that you stop cargo operations and advise our representative on board (see item 4 below) accordingly. Our hoses will be disconnected immediately after that. Please ensure close co-ordination with him.

When the significant wind speed rises to 15 knots you are recommended to unmoor and leave the berth. It is your responsibility to ensure that arrangements are made for the Pilot's mooring boat to unmoor the ship's lines.

Please keep in touch with the Meteorological Office in periods of unstable weather, and keep your engines in a state of readiness.

N.B. For amidships discharge (see item 2 below) you are advised to have enough mooring ropes available to cover extra distance to our mooring buoys (roughly 4 × 200 m.).

Please do not "Hang On" in wind speed beyond the above limits.

2. Cargo Discharging System:
There are two systems:

(a) The "Old Lines": The so called "Old Lines" system is to be connected through our submarine hoses to your stern discharge point. At that point the following products may be discharged: Lubricating base oil through one line and Jet A-1 and a limited number of chemicals, Gasoline or Gasoil through another line. In this particular case, you are requested to pump sweet or sea-water plugs, as the case may be, to clear our submarine and shore line between products.

(b) The "New Line": The so called "New Line" is for amidships discharge and is exclusively used for chemicals through a 'pigging' arrangement. Ideally, you should have Nitrogen aboard as well as compressed air for use in conjunction with this system, bearing in mind that Nitrogen must be used (not compressed air) with low flash point products.

3. Quality of Cargo: Please hand our representative the Certificate of Quality, issued by the Refinery, corresponding to the cargo destined to us.

The cargo may not be discharged unless the Certificate of Quality is handed to us beforehand and found to be fully conforming to the latest issue of the relevant specifications.

Furthermore, we shall carry out a few tests on representative samples drawn from your tanks before discharge.

If the results of the analyses are unsatisfactory, the cargo may not be discharged.

4. Personnel on Duty: A member of our staff with a few assistants will be on duty day and night on your ship and we trust they will be allowed to use your mess-room from time to time. Installation personnel are also on constant watch checking the shore tanks, inspecting the pipelines and manipulating the signals.

We would ask you to ensure that a responsible member of your crew remain on duty at the stern or amidships to answer shore signals promptly and react accordingly.

A member of our staff is always present at the Installation while the ship is discharging and you are requested to contact him if anything should be required.

5. Security and Safety:

(i) No engine repairs should be carried out at this berth.

(ii) The Port Authority forbids gas freeing while the tanker is berthed. Besides, fishermen's practices in the immediate vicinity of the berth may endanger your ship in case of gas-freeing.

(iii) You will appreciate that we cannot be held responsible for the security of your ship or prevent unauthorised persons from going on board.

Peddlers might attempt to board tankers, in which case the safety of your operations might be affected. It is strongly recommended that you post watchmen to prevent their access to the ship.

6. Communications: (a) Pumping Signals: Shore signals are made with White and Red discs by day and coloured lights by night from the Yard Arm of the signalling mast at the shore end of our jetty.

Ship signals are a series of short blasts of 5 seconds' duration.

(i) Amidships Discharge:

	Shore Signals		*Ship Answering Signals*
	Day	*Night*	
Launch pig or sphere	One disc	One white light	One blast
Pump product	Two discs	One green light	Two blasts
Pump air or Nitrogen	Three discs	Two green lights	Three blasts
Stop pumping product, air or Nitrogen	Four discs	One red light	Four blasts
Disconnect	No disc	Two red lights	Several short and long blasts

(ii) Stern Discharge

Pump water	One disc	One white light	One blast
Pump product slowly	Two discs	One green light	Two blasts
Pump product full speed	Three discs	Two green lights	Three blasts
Stop pumping product or water	Four discs	One red light	Four blasts
Disconnect	No disc	Two red lights	Several short and long blasts

In the event of the ship having to stop pumping, please sound 4 short blasts before closing the valve, whereupon pumping should not be resumed until the appropriate signal has been run up again on our signal mast.

(b) "Walkie-Talkie": Walkie-Talkie communication is established between ship and the shore, but the equipment may fail and the above signals are essential.

(c) Motor-boat: Motor-boat is on Company service while the ship is at mooring.

7. Pumping and pumping speed: Delivery of all products may proceed day and night.

(i) "Old Lines" Jet A-1, some Chemicals, Gasoline or Gas Oil:

When delivering the above products through the "Old Line" (i.e. using water plugs), the following pumping speeds must be observed:

During the first half hour, pump slowly to clear the water plug in the pipeline and avoid development of unrelaxed static electricity. The pumping rates must be limited as follows: Kerosene/Jet A-1 90 t.p.h., Water 115 t.p.h.

After the first half hour, the rate of pumping should be commensurate with a pressure at the stern connection to the submarine hoses not exceeding 100 p.s.i. It should not be less than 300 product t.p.h.

At the end of the cargo pumping operation, sea-water is to be pumped to clear the product contained in the pipeline into the shore tanks. Pumping speed must not exceed 115 t.p.h.

(ii) "Old Lines" – Lubricating Base Oils: No restrictions except to pressure at the stern which is not to exceed 100 p.s.i.

(iii) "New Line" – Chemicals: No restrictions except to pressure at the amidships discharge point which is not to exceed 150 p.s.i.

The detailed procedure concerning the use of the sphere or pig and Nitrogen, Compressed Air, or Chemical products to push the sphere or pig will be discussed and agreed with you beforehand.

8. Quantities to be discharged: Will you please ensure that the quantities discharged agree with the B/L figures. Any difference in these figures should be confirmed in writing to the member of our staff on board your ship. In any case, the shore tanks' dips are those that will serve as a final basis for acknowledgment of the cargo received. They are witnessed and certified by the shore Customs Authorities, as well as the Insurance Surveyor.

9. Ship's Agent: The ship's Agent is expected to deal with all questions of port and harbour regulations, currency, health, etc.

Reminder: Hose-lifting derrick, air compressors and nitrogen; the tanker must be fitted with derricks of 3 to 4 tons lifting capacity (depending on the height of the connection above sea-level) to lift part of the submarine 8 in. hoses required for connection to its stern discharge or amidships discharge, as the case may be.

In the case of lubricating base oils, the tanker must be provided with an air compressor to clear the line before pumping the next grade of base oils.

In the case of chemicals, except for those to be discharged at the "Old Lines", the tanker must have Nitrogen and compressed air available in adequate quantity.

Signed: Manager Operations.

Also see "Shipmaster's Report" dated February 1983.

DENSITY: 1025.

FRESH WATER: The port company has equipped all quays with hydrants. Ships moored on buoys can also be supplied with water from cistern barge. By shore installation or by barge. Delivery rate 20/25 t.p.h. Outside harbour double price per barge.

FUEL: Fuel, gas oil, diesel obtainable. 48 hours' notice required.

FIRE PRECAUTIONS: Special berths for tankers.

CONSULS: Most countries have consulates.

REPAIRS: Most types of repairs carried out.

CUSTOMS ALLOWANCES: (Tobacco) 40 cigarettes per Crew member (Master 2-3 cartons). Customs very strict, and will search crew cabins. Regulations are as follows:

1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port, will be fixed on the basis of 2 packets per crew member, passenger per day and to be calculated on a maximum period of 4 months, if the vessel emanates from an American, Asian or African port - not central Africa; and for 2 months if the vessel last port of call is in Europe, Central Africa or Mediterranean, which will be deducted port of call, until arrival at a Lebanese port. That the number of passengers to be taken into account on a tourist vessel, will be the number of berths the vessel can accommodate and not the number of passengers actually on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.

2. In the event that it is the first call of the vessel at a Lebanese port and not aware of such regulations, and it was found onboard her an excess quantity to the actual one allowed, as indicated above, a Process Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within 1 month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure on the vessel will be lifted when a Bank Guarantee equalling the amount of fine and dues is placed, or a personal guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled the usual penalties will be inflicted according to the Law.

3. In the event the vessel is aware of such restriction, and for one reason or another, she is carrying an excess quantity, this excess must be, as per official regulations, shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut. Any excess found over and above such declaration will be considered as smuggling and the law will be applied.

Wine and/or Spirits: 1 bottle per crew member. Master allowed 3 or 4 bottles.

HOLIDAYS:

Holidays	*Date*	*Days*
New Year's Day	January 1st	1
St. Maron	February 9th	1
Good Friday (Catholic)	Varies	1
Easter Monday (Catholic)	Varies	1
Labour Day	May 1st	1
Good Friday (Orthodox)	Varies	1
Easter Monday (Orthodox)	Varies	1
Al Fitr (Ramadan)	Varies	1
Assumption Day	August 15th	1
Al-Adha	Varies	2
Moslem New Year's Day	Varies	1
Achoura	Varies	1
All Saints' Day	November 1st	1
Independence Day	November 22nd	1
Prophet's Birthday	Varies	1
Christmas Day	December 25th	1

Port closes completely: New Year's Day, Al-Adha, Easter Monday, Labour Day, Independence Day, 1st day of Ramadan and Christmas Day. On other holidays, day work in port carried out against overtime payment.

DRY DOCKS: None except for 500/1,000 tonner.
GANGWAY/DECK WATCHMEN: Available and recommended.
OPENING/CLOSING HATCHES: For liners, by stevedores, otherwise per agreement.
REPATRIATION: Very good facilities for repatriation.
AIRPORT: About 10 km. distant, served by regular airlines.
TIME: GMT plus 2 hours. Summertime, GMT plus 3 hours.
POLICE/AMBULANCE/FIRE: Telephone numbers: Police 16, Ambulance 18, Fire 17.
TELEPHONES: Available on request by shipping agency.
SERVICES: Tank-cleaning equipment. Facilities for discharge of tank-washings, compass adjusting, laundry, etc., available.
SHORE LEAVE: Crew allowed onshore.
IDENTIFICATION CARDS: Shore pass given to each crew member. Passport and Seaman's Book to remain in Master's care.
DELAYS: 1. Unavailability of berth or barges due congestion mainly during Winter months (December to April). 2. Vessel already registered will lose turn if not returned to port in time. 3. Barge ordered for bunkering might be occupied if vessel's arrival delayed.
DEVELOPMENTS: Report: July 1992.

To bring the port up to maximum standards in its existing structure, the following measures and works remain to be carried out:

Tenders for the repair of the last four warehouses.

Purchase of equipment for Dock 3 (Estimated cost: U.S.$ 27 million).

Completion of Dock 4: Extension of the breakwater (+280 m.), construction of the breakwater head and of Quay 15 (U.S.$ 24 million; duration: 18 months).

Restoration of the superstructure and purchase of handling equipment, especially 4 container gantry cranes on Quay 14 (U.S.$ 50 million).

The rehabilitation of Beirut Port and its 4 docks should be completed by 1993/94.

In addition to the capacities of Docks 3 and 4, a fifth dock with a draft of 15.0 m. is projected to receive fourth generation container ships. With a 330,000 sq.m. open storage area, 2,000 m. of quays and 8 gantry cranes, it is designated to handle 400,000 containers per year, which will add to the handling capacity of Dock 4, i.e. 200,000.

The cost of Dock 5 and ancillary equipment is approximately U.S.$ 200 million.

SHIPMASTER'S REPORT: January, 1982.

Vessels approaching Beirut Harbour from a Southerly direction are advised to make Ras Beirut Light on a bearing of 132°. When the light is approximately 3 miles away alter course to 090° until the Eastern end of breakwater is abeam and alter course to 150° to pass Green Buoy (near end of breakwater) to starboard. The Pilot will board vessel near the green buoy or at anchorage.

Good anchorages may be obtained East of breakwater with good holding ground. In view of the prevailing tension it is advisable to approach Beirut during daylight hours as incidents of sniper fire and shelling have been reported.

Shore leave for seamen/ship's personnel may be granted during daylight hours from 0900 to 1500 only in the Christian (Eastern) Sector. It is not advisable to visit the Muslim sector of the Western Beirut.

Provisions, bonded stores and good shopping available despite tension.

SHIPMASTER'S REPORT: February 1983.

Tankers: The following are the requirements for product delivery vessels calling at tanker berths operated by Dora Terminals.

Medco Terminal:

I – TECHNICAL CONDITIONS

1. Tanker mooring should take place during daylight at the berth specially provided for discharging opposite our installations at Dora i.e. "Baie Saint Georges".
2. Tanker's d.w.t. (dead weight tonnage) must not exceed 25,000 – 30,000 metric tons.
3. Only stern discharge is permissible.
4. Submerged portion of the tanker's stern must not exceed 28 ft. – 29 ft.
5. Discharge hose facilities provided are of 6 in., 8 in. and 10 in. diameter. Working pressure must not exceed 5 – 6 kg./sq.cm.
6. Upon arrival, the Shipmaster shall abide by the instructions given to him by Beirut Pilot and Harbour Master and by employees of this company, it being understood that putting the ship at anchor immediately upon arrival is subject to weather conditions. In other words mooring, anchorage and discharge of load are not possible when sea is rough.
7. Ship must be equipped with all necessary international documents in accordance with universally accepted rules and regulations because discharging takes place under supervision of Lebanese Customs Authorities and other Government Officials.
8. Swivelling tanker's crane boom to extend outside tanker minimum 3 m. in order to lift vertically flexible hoses. Also suitably located hang-off bitts for submarine hose.
9. Discharge line to be fitted with ASA 150 8 in. flange connected (or ASA 150 6 in. connection) and pressure gauge, conveniently located.
10. Pumps to be preferably centrifuge with by-pass (or relief valve) set at 9 kg./sq.cm.
11. Tanker shall be responsible for any and all damages which may occur to our installations whether it be due to weather, natural or technical reasons. Tanker shall likewise be responsible for damages caused by negligence or faulty manoeuvres on the part of the Master or the crew.
12. The company's Superintendent at his own discretion may refuse admission to a tanker or discharge of a cargo when he notices that the tanker is not adequately equipped technically for the discharging process as is usually required. Shipowners shall then carry out all necessary repairs, wherefore demurrage, if any, shall be exclusively at the tanker's expense.
13. When the discharge process has been completed and all formalities done, hose disconnected and mooring ropes released, the tanker, using its anchor to move forward, shall leave the mooring place immediately and clear a suitable distance off marine installations without using the propeller.
14. Should weather conditions worsen during discharge operations, the Superintendent shall have the right to disconnect the hose and request Shipmaster to leave discharge berth immediately for protection of human lives, installations and ship.
15. All harm befalling divers and/or company workmen during discharge activities shall be at the tanker's expense as long as these men are on board the tanker.
16. Both tanker and company shall be prepared to tie-in the discharge hose within 6 hours period effective from the time mooring at company's berth has been performed by Beirut Pilot.
17. Master is requested to give 72/48/24 hours' pre-arrival notice through "Radio Orient" to our cable address "Geochammas Beirut".

II – GENERAL CONDITIONS

1. Details of tanker arrival and discharge must be arranged beforehand. Should two tankers arrive at the terminal preference shall be accorded the tanker that has arrived first.
   In those cases where a Government-bound tanker comes in for unloading at the same time as another tanker is discharging at our installations, no demurrage shall be due by the company.
2. Quantities received are those measured in our tanks. The company shall not be responsible for any shortage due to leakage or otherwise, notwithstanding the fact that the company shall spare no effort to avoid any such loss.
3. It is clearly understood that all discharge activities such as anchorage, discharge, material receiving, storage, etc. are for the responsibility and expense of the Government. It is likewise agreed that all damage which may befall our marine installations, tanks and the company's other installations at Dora, irrespective of cause, even if it be a force-majeure, are the responsibility of the Government as the company shall then be working in accordance with the Government's request and for its account.
4. All port dues and other charges connected with the tanker or the cargo are for the Government expense.
5. All expense for products delivered by tank trucks are for the account of the receiver.
6. Under all circumstances the company shall be held free of any responsibility whether for reasons mentioned above or omitted. It is likewise not responsible in all instances where the terms "cas fortuit, force majeure" and applicable.
7. The company may be contacted through the following means:
   (a) Radio Orient Ogero.
   (b) Telex: 22259 Menira/20816 Mecham/20112 Ctctco.
   (c) Telegram: Geochammas-Beirut.
   (d) Tel: 894077 (working hours: 0800 – 1400 hrs.)
   (e) Marine Band: Channel 16 when 30 miles away.

Wardieh Terminal:

Max. draft at Terminal 30 ft.

Max. quantity which can be received through the sealine is 200 metric tons per hour.

Type of flange – 8 in. flange.

Pumping can be effected through a 10 in. submarine pipeline.

REPORT: September 1992.

Agent's advice to Ship Operator:

Procedures for Vessels calling at Beirut:

1. Vessel's arrival must be declared to Lebanese Navy/Chamber of Maritime Operations "Oscar Charlie", at least 24 hours before arrival.
2. "Oscar Charlie" will supply an entry number which Agent must convey to Master of vessel.
3. At the 12 mile limit, Master must call "Oscar Charlie" on VHF Channel 16 or Channel 11, quoting his entry number, and declare his intention to call Beirut. "Oscar Charlie" will instruct him to proceed to near harbour entrance/anchorage. Master must call "Oscar Charlie" again at 6 miles, at 1 mile, at anchorage and upon berthing/mooring, each time quoting his entry number.
4. Beirut Port should be approached on course 090° and depart on course 270°.
5. When vessel is ready for sailing, exit number must be obtained from "Oscar Charlie". Master must call "Oscar Charlie" for permission to sail quoting exit number, again at anchorage, 1 mile, 6 miles and 12 miles, each time quoting exit number.

Note: "Oscar Charlie" is available 24 hours/day and vessels may arrive/depart Beirut 24 hours/day. However, vessels proceeding to other Lebanese ports may only do so between 0600 hrs. and 1800 hrs.

Customs: Customs require Master to produce 3 complete sets of Beirut Manifest stamped and signed on every page. They also require Master to prepare a Cargo Declaration stamped and signed in 4 copies, stating quantity and weight of Beirut cargo per port of loading. This Declaration must also state weight and quantity of cargo-in-transit, and state next port of call. These documents should be ready on arrival.

Vessels calling at Lebanese Ports other than Beirut: Vessels calling at other Lebanese ports must first proceed to Beirut Roads for clearance. Procedure with "Oscar Charlie" same as for vessels calling Beirut, but vessel must wait at Beirut Roads to be boarded by Customs, who will check Manifest and Cargo Declaration before giving vessel clearance to proceed to port of destination. Permission to proceed must then be obtained from "Oscar Charlie", who should also be informed of arrival at port of destination. Departure procedure same as Beirut.

Vessels navigating between Beirut and other Lebanese ports must do so between 0600 hrs. and 1800 hrs. at a distance of 3 miles from the coast.
Note: vessels calling at Tyre must also obtain clearance from Israeli Authorities at Haifa.

AUTHORITY: Compagnie de Gestion et D'exploitation du Port de Beyrouth, B.P. 1490, Beirut, Lebanon. *Tel:* (01) 580211/16. *Cables:* Beyrouport-Beirut. *Contact:* J. Khazen, Port Director.

AGENT: Gulf Agency Co. (Lebanon) Ltd., P.O.Box 4392, Beirut, Lebanon. Tel: (961-1) 446189, 446086, 446097, after office hours 446189. Telex: 44874, 48161 ("GAC LE"). Fax: 446097.

CHEKAA (Including Enfeh Terminal): 34.20 N. 35.43 E. (See Plan)

See "General" before first port.
Port is used for cement loading and discharge of sulphates.
ANCHORAGE: Safe anchorage in Chekaa Bay.
MAX. SIZE: See "Berthing" and "Tankers".
TUGS: None.
BERTHING:

1st Quay	Length:	40 m.
	Depth:	30/31 ft. (at pier).
	Draft:	28 ft.
	Permissible d.w.t.:	15,000 tons. **
	Working Time:	Around the clock, daily outturn about 5,000 tons/WWD.
2nd Quay	Length:	45 m.
	Water Depth:	30/31 ft. (at pier).
	Draft:	27 ft.
	Permissible d.w.t.:	15,000 tons.
	Working Time:	Around the clock, daily outturn about 5,000 tons/WWD.

** Larger vessels can be accepted, but this is subject to approval from receivers.
Discharge facilities:
2 shore cranes available: 1 fixed, 1 mobile.
Discharge effected by screw conveyors.
Maximum water-line to hatch-coaming in ballast: 9.0 m.

TANKERS: *Enfeh Terminal:* Position: Lat. 34° 20′ 31″ N., Long. 35° 43′ 54″ E. Port is used to load and discharge gasoline and bitumen.
Anchorage: Safe anchorage in Chekaa Bay.
Max. size: Draft up to 20 ft.
Berthing: Using 2 anchors and moored stern to shore facilities. In event of swell vessel required to leave quay and anchor in bay.
Storage Capacity: 5,000 tons for gasoline. 2,500 tons for bitumen under construction.
Load/Discharge: Rate 150 t.p.h. Tankers to use stern discharge and communicate with shore 48 hours prior to arrival on VHF Channel 16.
Agent: Gefco.

REPORT: November 1982.
Slag is from time to time discharged at this port.

1. Max. draft permissible: 27 ft.
2. Length of berthing quay: about 40 m. – 45 m. Therefore vessels must do several shifts ahead and astern in order to discharge all holds.
3. Discharging by 2 shore cranes (1 fixed at quay and 1 mobile) using grabs.
4. Daily quantity discharged: about 2500 – 3000 tons per weather working day of 24 hours (receivers and stevedores working 24 hours round the clock, subject weather permitting).
5. The quay is at an open road, not sheltered and well exposed to South Westerly winds.
6. Agency attendance was monopolised in Chekaa since 1975 (when war started in Lebanon) and the only agents attending are:
   - (a) Messrs. Kfoury, the Pilots of Chekaa for: The Societe des Ciments Libanais Sal Chekaa.
   - (b) Pilot and Agents: Kfoury. Cimenterie Nationale S.A.L. Chekaa, the Company who owns the above mentioned quay. (Mailing address: c/o IMS 285, P.O.Box 895, Larnaca, Cyprus).

SHIPMASTER'S REPORT: March 1994.
Ship's Particulars:
G.r.t.: 25,056.
Summer d.w.t.: 44,363.
Displacement: 33,463 tonnes.
Arrival Draft: Forward 7.35 m., aft 7.84 m.
Cargo: Petcoke in bulk.
Quantity: 21,996.3 tonnes.

General: Information available through latest Sailing Directions is very scanty. There is no large scale chart or plan of the port published by British Admiralty. The only chart which could be used is No. 2633.

B.A. Chart No. 2633 was used after enlarging the area of interest more than 300%, using a photocopier on board. It served its purpose quite well and the vessel anchored at Chekka Roads about 1.25 nautical miles off the coast.

Documentation: Apart from the usual paperwork required in most countries and as per "Guide to Port Entry", Agents had advised vessel to have 3 copies of Cargo Manifest and 3 copies of Cargo Recapitulation ready for Lebanese Patrol Brigade (PB). Example of Cargo Recapitulation is as below. Both these documents should be signed and stamped and ready for the Patrol, otherwise heavy fine may be imposed.

Example:

CARGO RECAPITULATION

M.V.:
at:
Date:

Port(s) of Loading	Serial No. of Cargo Manifest	Packages	Weight

In Transit:
Packages:
Weight:

Master

Notes: (1) This form is only for cargo destined for Lebanese ports.
(2) Date and place: Arrival date of first Lebanese port where Patrol Brigade Clearance is given.

Patrol Brigade: A few days prior to arrival in Lebanese waters, our Agents had telexed us our PB Clearance number. Vessel must contact them on VHF Channel 11 (Call Sign "Oscar November"), prior to entering Lebanese territorial waters (12 nautical miles) and request permission to enter.

As per Agents' advice, vessel called at Tripoli for PB Clearance. On anchoring at Tripoli Road, boarding party came aboard and gave the Clearance papers, which were to be handed over to Customs and other officials at Chekka.

On berthing at Chekka, Customs, Immigration, Port Health, Lebanese Army Security and Agents boarded vessel for Inward Clearance. Security personnel checked all cabins. Customs stringent about quantity of cigarettes held by each crew member, but quite lenient about alcoholic beverages.

Berthing: See "Plan".

Vessel berthed starboard side to with mooring lines as per "Plan". By using starboard anchor and two starboard quarter lines, vessel was kept slightly off the berth to avoid any contact damage to ship or jetty. As this vessel does not have bow or stern thrusters and no tugs available, these will help at the time of unberthing. No berthing or unberthing is undertaken in inclement weather, especially if wind and seas are from South to S.W. direction.

Engines were on short notice throughout the period vessel was alongside, and weather was monitored by regularly taking weather reports. Pilot remained on board for the entire stay alongside.

Gangway: Provided by port.

Discharging: Only one hopper available. Hence cargo has to be discharged from adjacent hatches using ship's cranes and thus slows down rate of discharge, and since the jetty is so short, vessel has to warp to align hatches against the hopper.

Cranes:

(1) 1 fixed electric crane 3 tons S.W.L. with grab on the jetty . The same was used by vessel.
(2) 2 mobile cranes, which can be used for discharging by much smaller vessels. Details can be had from M/S Kfoury, local Agents.
(3) 1 mobile crane 125 tons S.W.L., boom 30 m., and one mobile telescopic crane 50 tons S.W.L., boom 32 m., are available on hire ex-Beirut. Hire charges and other details available from Gulf Agency in Beirut.

Max. Draft: 27 ft. (salt water).

Fenders: 10 ordinary truck tyre fenders are rigged along the length of the jetty. They are adequate for much smaller vessels using the berth regularly, but not sufficient for this size of vessel, hence the need to lay-off the berth to minimise chances of contact damage.

Repairs: Not possible at Chekka. Facilities available at Beirut, and they do undertake repairs.

Cargo receivers M/S Cimenterie Nationale Sal have their own workshop at Beirut, and they assisted vessel to repair one crane hydraulic cylinder.

Fresh Water: Available from jetty by hoses. Rate about 15 tons per hour.
Provisions: Fresh and dry provisions readily available.
Shore Leave: Being a private berth, strict security and no shore leave granted to crew by Immigration Authorities.

AGENT: See "Beirut".

RAS SELAATA: 34.17 N. 35.40 E. (See Plan)

See "General" before first port.

(A) LEBANON CHEMICAL CO. PLANT WHARF:
(B) SELA'ATA TERMINAL PORT:

(A) *LEBANON CHEMICAL CO. PLANT WHARF:*

LOCATION: Lat. 34° 16.2′ N., Long. 35° 39.2′ E.
Lebanon Chemical Co. Port is located to the South of Tripoli and is used for dry and liquid chemical cargoes.
PILOTAGE: Pilotage is provided by the Company, and the Pilot meets vessels one mile to the S.W. of the quay.
ANCHORAGE: Good anchorage is available in Sela'ata Roads.
MAX. SIZE: Depth in manoeuvring area is 21 ft. Maximum permissible draft is restricted to 21 ft.
HEALTH: Health Authorities board in harbour. Health form obtainable from Agent. Owner should check with Agent with regard to any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.
RADIO: Cables to and from Agent sent via Beirut Radio.

VHF: See "General".
BERTHING: One pier 90 m. long, suitable for vessels up to a maximum of 6,000 tonnes d.w.t.
STEVEDORES: Cargo handling is carried out by the Company's crew round the clock.
MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required.
DENSITY: 1026 – 1027.
FRESH WATER: May be available alongside pier.
FUEL: Diesel oil available by truck.
CONSULS: Most countries have consulates in nearby Tripoli.
AIRPORT: Kleiate (Tripoli) or Beirut.
TIME: GMT plus 2 hours. GMT plus 3 hours in Summertime.
HOLIDAYS:

Holiday	*Date*	*Days*
New Year's Day	January 1st	1
Al-Adha (Karban Bairam)	varies	2
Ashoura	varies	1
New Year (Islamic)	varies	1
Arab League Day	March 22nd	1
Good Friday	varies	1
Easter Monday	varies	1
Good Friday (Oriental)	varies	1
Easter Monday (Oriental)	varies	1
Labour Day	May 1st	1
Martyr's Day	May 6th	1
Ascension Day	varies	1
Mohamed's Birthday	varies	1
Assumption Day	August 15th	1
All Saint's Day	November 1st	1
Independence Day	November 22nd	1
Ramadan	varies	2
Christmas Day	December 25th	1

GENERAL: Lebanon Chemical Co. have VHF set in management building. Call sign is "Pilot Lebanon Chemical Co.". It has a range of 35 miles and listens on VHF Channel 16 from 0630 hrs. to 1600 hrs.
Agent: P. Adem may be contacted on VHF Channel 16 or through the Company.
Cables: Cables to Agents and Company are routed through Beirut Radio.

(B) SELA'ATA TERMINAL PORT:

LOCATION: Lat. 34° 16.97′ N., Long. 35° 39.87′ E.

Sela'ata Terminal Port is located to the South of Tripoli, and is used for dry, liquid, general cargoes and containers.

The entrance to the harbour and the channel entrance are restricted to vessel's having a maximum draft of 13.0 m.

PILOTAGE: Agent arranges for qualified Pilot to meet vessels 2 miles N.W. of breakwater.
ANCHORAGE: Good anchorage available in Sela'ata Roads.
MAX. SIZE: Depth at entrance 13.0 m. Max. draft alongside quay 13.0 m.
HEALTH: See Section "A".
RADIO: Cables to and from Agent (ASLAC) via Beirut Radio (OGERO).
VHF: See "General".
TUGS: There is one tug at Sela'ata (250 h.p.). A second tug could be made available upon request.
BERTHING: One pier about 140 m. long, 2 berths, 2 shore cranes and 1 grain unloader (250 t.p.h.), suitable for vessels up to 30,000 tonnes d.w.t.
STEVEDORES: No ETA to stevedores necessary. Working hours are 0700 hrs. – 1500 hrs. Overtime on Sundays and on official holidays.
MEDICAL: Master to advise Agent (ASLAC) by cable prior to arrival if medical attendance required.
TANKERS: *Liquid Cargoes:* A 6 in. connection is available at plant wharf with a length 800 m. and a discharge capacity of 200 t.p.h. Vessels to be equipped with a 6 in. discharge hose of 10 m. length.
DENSITY: 1026 – 1027.
FRESH WATER: May be available inside harbour premises.
FUEL: Diesel oil is available in trucks.
GANGWAY/DECK WATCHMEN: Recommended. Shore watchmen available round the clock.
OPENING/CLOSING HATCHES: For liners by stevedores, otherwise per agreement.
CUSTOMS: Available on request.
IDENTIFICATION CARDS: Due to prevailing situation, on shore passes issued to crew members.
CONSULS: Most countries have consulates in nearby Tripoli.
AIRPORT: Beirut or Kleiate (Tripoli).
TIME: GMT plus 2 hours. Summertime GMT plus 3 hours (15th June – 15th October).
HOLIDAYS: See Section "A".
GENERAL:

Agent : A. Sinno (Huiles et Derives) on Channel 16 (ZOUYOUT).
Cables : Cables to Agents routed through Beirut Radio (ASLAC).
VHF:
Equipment : Fixed Station sited in Terminal Building and used by Supervisor.
Call Sign : ZOUYOUT.
Range : Approximately 35 miles.
Frequency : Transmitting on Channel 16. Receiving on all frequencies.
Watches : 0630 hrs. – 1430 hrs.

Mobile Station
Equipment : Portable, battery operated, carried aboard vessel with loading/discharging Supervisor.
Call Sign : ZOUYOUT.
Range : Approximately 2 miles.
Frequency : Transmitting on CB bands (Domestic). Receiving on CB bands (Domestic).
Watches : Continuous, whilst vessel loading/discharging.

Note: The VHF system is not connected to the main telephone switchboard, and only selected shore stations have access to it.
AGENT: See "Beirut".

SIDON: 33.30 N. 35.21 E. **(See Plan)**

See "General" before first port.

BERTHS NO'S. 1, 3 AND 4 HAVE BEEN TAKEN OUT OF SERVICE AND ALL MOORING BUOYS HAVE BEEN REMOVED. THE SUBMARINE LINE IS STILL THERE.

BOTH THE WHITE AND THE RED SEABUOYS ARE MISSING.

OPERATORS: Trans-Arabian Pipe-line Company, Sidon Terminal. The Company transports crude oil from Saudi Arabia via pipelines and exports from terminal South of Sidon (Saida). Terminal operates 24 hours a day, 7 days a week.
Advance Information: Prior to acceptance of nomination of vessels, Tapline requires advance information regarding maximum draft, vessel's equipment and location of manifold in reference to distance from the stern of the vessel, permanent ballast, simultaneous loading of cargo and discharging of ballast, etc. Acceptance or rejection will be made after evaluation of above data by Sidon Marine personnel.
FLAG: All vessels required to fly Lebanese Ensign on foremast during daylight hours. Lebanese flags may be obtained from ship's Agent.
LOCATION: Sidon Terminal is open, unsheltered roadstead, situated immediately North of Zahrani River, about 5 miles South of City of Sidon (Saida), Lebanon. It is approximately 35 miles South of Beirut, and 17 miles North of Tyre.
DESCRIPTION: Terminal's Tank Farm consists of 23 storage tanks situated East of terminal at 360 ft. (average) above sea level. Marine and administrative offices, a laboratory for testing stocks, 2 large and 2 small storage tanks all located within area just above sea level. An "L"-shaped pier for harbouring Company's marine craft extends approximately 1,000 ft. from shore near Southern end of berthing area.
NAVIGATIONAL AIDS: Radio beacon tower located 1,200 ft. back from beach, S.E of moorings. Occulting red light (about 30 flashes per minute) mounted on top, elevation 184 ft. above sea level; position Lat. 33° 30′ 04″ N., Long. 35° 20′ 31″ E. Tower also marked with 2 sets fixed red lights located respectively 45 ft. and 90 ft. below occulting red light. Radio beacon is automatic and operates on 24 hr. basis on frequency of 296.5 kHz, with "SAD" as the identifying call sign. It will signal 2 times over a 10-second period and then give a constant 1,000 cycle tone for 72 seconds. Tower is of cage-type construction, painted red and white. About 2.5 miles S.W. of terminal sea buoy and approximately 2 miles offshore is rocky shoal with approximately 32 ft. of water over it. Vessels approaching from Southward should keep offshore until radio beacon tower bears 100° true before hauling-in.

Defense Mapping Agency (DMA) Pub. 132, "Sailing Directions (Enroute) for Eastern Mediterranean" (6th Edition 1989) reads in part:

Caution: Vessels should keep at least 3 miles offshore along this part of the coast, and in depths of not less than 27 m. (15 fathoms).

During darkness terminal range lights and mooring buoy marker lights may be visible. These lights are located inside the restricted area.

A conspicuous water tank (painted aluminium) on a tower located Lat. 33° 29′ 27″ N., Long. 35° 21′ 10″ E., the top of which has elevation of 460 ft. above sea level. Location is seaward of centre oil storage tanks.

There are a number of smaller radio towers to N.W. and S.W. of beacon tower. South of terminal, at Medreco Refinery, is a conspicuous black stack located Lat. 33° 29′ 31″ N., Long. 35° 20′ 08″ E. A little further N.W. from this stack is a tall pipe painted aluminium with a flare on top at Lat. 33° 29′ 35″ N., Long. 35° 20′ 03″ E.

Berth Locations:

Berth No. 1 (7 buoys) Lat. 33° 30.8′ N., Long. 35° 19.9′ E.
Berth No. 3 (6 buoys) Lat. 33° 32.0′ N., Long. 35° 20.4′ E.
Berth No. 4 (5 buoys) Lat. 33° 32.4′ N., Long. 35° 20.8′ E.

DOCUMENTS:

Health Declaration: International Health Form to be filled out by Master on arrival.
Cargo Manifest: No cargo arrival manifest required, as same usually prepared by local Agent.
Clearance: No clearance required.
Crew List: 4 copies required on arrival.
Passenger Manifest: If any passengers on board.
Store List: 2 copies.
Bonded Store List: 2 copies. Present regulations at Sidon Terminal allow each seaman to retain in his possession a maximum of 40 cigarettes or the equivalent weight of tobacco or cigars. The balance of all smoking items must be collected and carefully listed prior arrival. This list will be checked by Customs before sealing lockers. If any discrepancies, vessel subject to a fine.

PILOTAGE: Vessels to be moored at Sidon will be boarded by Mooring Master of Company within 2 miles to seaward of terminal sea buoy. Mooring Master will advise Ship's Master on approaches to berth, mooring, unmooring, connecting and disconnecting submarine hoses and in all other operations within berthing area. All manoeuvring of ships within berthing area shall be done only in accordance with advice of a Tapline Mooring Master, subject to the understanding that in all cases and circumstances Master of the vessel being manoeuvred shall remain solely responsible, on behalf of vessel's owner, for safety and proper manoeuvring of vessel. Ship's Master or qualified deck officer must be on bridge at all times while ship is manoeuvring.

Vessels must have a pilot ladder safely and securely rigged, and all vessels over 45,000 d.w.t. should have an accommodation ladder rigged in combination with pilot ladder for safe boarding of Mooring Master and Government officials. Pilot ladder should be abaft and close to accommodation ladder so that Mooring Master, after climbing a few steps, can use accommodation ladder for remaining climb. Since hoses handled on port side at Sidon, it is advisable to rig ladders on starboard side. If at night, adequate lighting must be rigged over-side for Mooring Master to approach side of ship and climb ladder safely.

Note: Vessels having special rigs, such as hoisting equipment on short sections of pilot ladder, are not required to rig pilot/accommodation ladders per the above.

ANCHORAGE: For vessels awaiting berth, good anchorage just W.S.W. of terminal sea buoy in 16 to 20 fathoms, sandy bottom. Vessels should under no circumstances anchor North of terminal sea buoy as depths are excessive for safe anchoring.

RESTRICTIONS: Berthing and unberthing during daylight hours only.

Vessels must not arrive with more than 50,000 tons cargo on board.

MAX. SIZE: Berth No. 2, depth approx. 67 ft. Tankers up to 80,000 d.w.t. or approx. 55 ft. draft are considered max. size which should be handled during Winter months at Sidon, and then only if vessel meets all of below recommended requirements. Otherwise, vessels of over 80,000 d.w.t. should not be nominated for liftings at Sidon during period November-April. In Summertime max. 100,000 d.w.t.

Based on previous experience, sudden and severe storms of long duration are not expected from April through October. Vessels over 80,000 d.w.t. may, therefore be accommodated during this period. However, prior to acceptance of nomination of vessels over 80,000 d.w.t. Tapline requires advance information regarding max. draft, vessel's equipment and location of manifold in reference to distance from stern of vessel which should not exceed 450 ft. Acceptance or rejection will be made after evaluation of above data by Sidon Marine personnel.

Summary of Recommendations for Vessels over 40,000 d.w.t.:

1. Capable, efficient and reliable anchor windlass(es).
2. 15 shots on starboard chain – 13 shots on port chain are satisfactory.
3. Mooring wire winches, 1 on aft well deck, 3 on poop deck, 200 fathoms wire on each, with adequate number of manila or synthetic ropes to double up as needed.
4. Capability of lifting 16 in. hose string – 6.5 tons static weight.
5. Suitably located hang-off bits.
6. Capability of keeping vessel in a reasonable safe ballast condition (November-March) by permanent ballast or loading while deballasting, or a combination of both.
7. Ship's manifold located not more than 400 ft. from stern.

RADIO:

(a) Facilities. Tapline has own ship-to-shore radio telegraph, and VHF radio telephone station at terminal. This station is not open to commercial traffic. Services limited to traffic between Tapline and tankers within 3 days' sailing time from terminal. Messages to or from tanker agents classed as "Commercial" and must be routed via Radio Orient, a commercial radio station. Its call sign is ODR.

Radio Orient Beirut, call sign ODR, transmits (CW) on 8702 kHz and 13101 kHz simultaneously half-past each hour beginning at 0630 until 2130 hrs. GMT, the traffic list; 524 kHz each hour beginning at 0600 hrs. until 2100 hrs. GMT, the traffic list. Listens on 8534–8374 kHz and 12531–12561 kHz for replies and calls each hour from half-past the hour until the hour; 500 kHz 0600 to 2200 hrs. GMT and 425, 454, 468 and 480 kHz from the hour until half-past the hour for replies and calls. Keeps watch only between 0600–2200 hrs. GMT on 500 kHz.

(b) Advice of Arrival. It is important that ships establish radio contact with "ODR" when 3 days distant from Sidon and maintain this contact at regular intervals until just prior to arrival at the terminal. All ships should send a 72-hour ETA message to Tapline, giving the best estimate of ship's arrival time, a statement of bunker requirements and other relevant information. Shorter notice may result in berthing delay. Further ETA messages should be sent when vessel is 24 hours and 12 hours distant and to cover any other time changes occurring in the original ETA or those subsequent thereto. The 12-hour ETA should include a statement regarding "ship's readiness to load" on arrival, and time required to discharge clean ballast after ship is moored. A further contact when 4 hours away is desirable for exchange of weather data and mooring schedule. Vessels failing to give minimum of 12 hours arrival notice may be subject to delays in acceptance.

(c) Ship-to-Shore Communications. Ship-to-shore communications, while ships are in moorings, will be by portable VHF radio units used by the Mooring Master only. The use of the ship's radio station (except Channels 16-14) and/or battery charging equipment is prohibited for safety reasons during cargo transfer operations.

In the event of normal ship-to-shore communications failure, the (ship's) emergency whistle signal should be used.

VHF: Tapline VHF radio telephone system operates on international Channels 14 and 16, 156.7 MHz and 156.8 MHz respectively. Channel 16 used to establish contact while all traffic handled on Channel 14. Tapline guards these channels on a 24 hour basis, and contact can generally be made at distances up to 100 miles from terminal. Conversations on these channels will be carried out in English language only.

Mooring Master only will be in direct charge of portable VHF ship-to-shore radio communications.

HEALTH: Rules governing quarantine of vessels are same as found in other ports.

BERTHING: 7 buoys at Berth No. 2. Berths numbered 1 to 4 from South to North. Vessels moored on 1 heading (West) basis using both bow anchors with max. possible spread of anchors to increase ship's anchor beam holding components. Ship's stern moored to cylindrical buoys fitted with release hooks, using 7 ropes (or wires) to respective mooring buoys. Permanent moorings consist of 7 steel cylindrical buoys in each berth.

Certain mooring buoys in all berths fitted with 1.5 in. diameter preventer wires, one end of which is secured to mooring buoys. When required, other end is brought on board vessel by a messenger line after ship moored in position. Preventer wires supplemental to ship's regular moorings during adverse conditions. Ships should have chain stoppers for handling these wires.

BALLAST: Masters are warned that no dirty ballast or bilge water may be discharged within an area extending 100 nautical miles seaward of the Lebanese coastline. All pipelines, sea suctions, strainers and pumps that are to be used for the discharge of clean ballast must be flushed clean prior to entering the 100 mile zone. Except for oil retrieved under "load-on-top" procedures, Masters must assure themselves that all oil tanks, pipelines and pumps are free of all traces of oil.

The terminal has no facilities for receiving oily ballast. A vessel must have sufficient ballast for safe manoeuvring. However, by carefully watching the weather, especially in the Summer months, by frequent interchange of weather information and berthing instructions, and, by a knowledge of the behaviour of his own vessel, a Master may desire to arrive at the terminal with minimum ballast thereby lessening any possibility of infringement of the pollution restrictions of this section, and also reducing time in berth.

As soon as practicable after arrival and prior to acceptance, all the vessel's tanks will be inspected for evidence of oil in ballast tanks. Inspection will continue during discharge of ballast. If evidence of oil appears at either of these inspections, the ship must return at once to a point not less than 100 miles from the coastline and there accomplish the necessary tank cleaning. Any vessel required to return to a position at least 100 miles offshore for the purpose of discharging dirty ballast, cleaning tanks or for any similar reason, automatically nullifies any Notice of Readiness already tendered, and at the same time loses any priority held for loading. On return from sea, vessel will be entered for loading at the time of the second arrival, when a new Notice of Readiness will be tendered.

Vessels discharging dirty ballast within the prohibited 100 mile zone may be subjected to action by the Lebanese Government. In addition, ship's owners and charterers will be promptly notified of any violation.

Masters are also warned that ship's garbage or trash should not be dumped within 50 miles from the Lebanese coast.

LOADING: *(a) Readiness:* Tenders to load will normally be accepted and berths assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at the time, carry clean ballast and are in all respects equipped and ready to moor. In event berthing delayed on account weather, vessels will ordinarily keep their loading priority in order of arrival. Vessels required to leave port area on account of weather (port closed), should keep in contact with terminal via VHF in order that they will be available when weather moderates. Company will make every effort to load vessels on arrival, or as promptly as berth is available, weather permitting. Notice of readiness will not be accepted unless vessel ready to load. Arrival time will be considered as time Mooring Master boards vessel underway or time vessel anchors, whichever occurs first.

(b) Connecting-up. Ships loaded by means of submarine pipelines. Weight of the 16 in. hose in No. 2 Berth about 6.5 tons. Hoses lifted by ship's gear on port side. Detail of flange templates shown in drawings below. Ships should provide manifold fittings to allow connection of flanges shown in "Plan Section".

Mooring Master advises ship's personnel in lifting, connecting, disconnecting and lowering of hoses. A ship's deck officer must be present, and must direct ship's crew in all hose handling. There must be sufficient crew on deck to perform this work.

(c) Rates: Loading is by gravity flow from tank farm which is approximately 360 ft. above sea level. Loading rates as follows (approximate maximum):

	Rates (BPH)	
Berth	*With 1 Hose*	*With 2 Hoses*
2	40,000	70,000 (16 in. hoses)

Order save ship's time and to ballast vessel as quickly as possible, as well as to make berth available for others, it is requested that ships receive oil as fast as it can be delivered, with due regard for safety. The removal of any restrictions, such as strainers, etc., is recommended.

DISCHARGING: Ships unloading crude or refined products in Tapline Seaberth must:

1. Be able to discharge at least 1,000 t.p.h.
2. Be equipped with centrifugal cargo pumps only. Piston pumps will NOT be accepted due to the damaging effect they have on the submarine hoses.
3. Ships without permanent ballast tanks must be able to discharge cargo and load ballast simultaneously.
4. Vessels must NOT strip (drain) their cargo tanks into the sealine. Air injected by this operation may cause the line to float and buckle.

Report: 1983. Cargo discharged through 8 in. line (old bunker line).

MEDICAL: Neither medical nor hospital facilities provided by Tapline. Private doctors and hospital facilities available at Sidon and Beirut. Agents acquainted with situation and can make necessary arrangements.

If unable make radio contact, then vessels requiring emergency medical assistance should hoist International Code Flag "W" in daylight, and at night, send "W" (· – –) on blinker light to attract immediate attention, the same signal "W" (· – –) should be given on ship's whistle in either day or night hours. Signal should be repeated until acknowledged visually by either another ship in berth; from shore station or from Company launch. As soon as signal is received, terminal officials will advise ship's Agent as soon as possible of the emergency medical aid required.

DENSITY: Salinity of the sea is same as open Atlantic Ocean. Temperature ranges from 60°F. to 85°F. (15.6°C. to 29.4°C.) depending on season.

FRESH WATER: Not available.

FUEL: Bunker fuel loaded at rate of 3,000–5,000 bbls.p.h. through 8 in. deck hose. Bunker connection should be located near ship's cargo manifold. Ships calling at Sidon to load crude oil should arrange for bunker fuel nominations through one of the offtaker companies well in advance of arrival. Bunker fuel will not be delivered until Tapline has received a firm nomination. Bunker fuel will be loaded as promptly as circumstances permit, but Tapline assumes no liability for any delays incurred by a vessel in berthing or loading bunker fuel. Maritime lubricants available, through marketing representatives in Beirut by arrangement through Agents.

PRECAUTIONS: *(a) Valve Control.* Ship's valves must not be closed against the oil stream.

(b) Emergency Signal. When, and if normal ship-to-shore communications fail, the emergency signal to stop oil flow will be a continuous blast on ship's whistle, until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle is used, all loading operations in all berths will be shut down until communications can be established with vessel giving the signal. For this reason, it is requested that ships in the area refrain from using their whistles for other purposes.

(c) Readiness to Leave Berth. Port is considered an "open roadstead", and under no circumstances may engine be shut down for repairs while ships moored in submarine berths. Vessels in submarine berths must be able to clear, and shall clear immediately upon advice of Mooring Master. Ship's engine and gear must therefore be ready at all times with full power for immediate use.

(d) Loading and Deballasting Simultaneously. Properly equipped vessels will be encouraged to discharge clean ballast and load oil simultaneously. This capability is especially necessary during unsettled weather order keep vessel reasonably ballasted.

CONSULS: Italy and Norway. Consular or diplomatic representatives for most nations maintain offices in Beirut.

REPAIRS: No facilities.

SURVEYORS: Available from Beirut. Saybolt also available.

OFFICIALS: Lebanese officials, such as Customs Director, Quarantine Officer, Immigration Officer, Captain of the Port and Police, stationed at Sidon. Should Customs guards be stationed on board while in berth, it is expected that ship will provide food for these guards and other officials.

STORING: See "Prelims".

1. Barge only.
2. No storing during loading/discharging.
3. Open sea-berth
4. Open sea-berth.
6. No.

SHORE LEAVE: Arranged between Agent and Lebanese Security Officer aboard vessel. Ship's personnel (other than emergency or medical cases) not allowed to disembark at terminal. All personnel going ashore must land at Sidon where small boats must cross a shallow and sometimes impassable bar. Delays have been caused to vessels whose personnel have been unable to rejoin their ship. Sufficient personnel must be aboard at all times for letting go lines so that vessel can clear berth whenever required.

GENERAL: *(a) Mooring Wires and Winches.* Use of mooring wires to powered drums for all vessels calling at Sidon is strongly recommended. Because there are no mooring tugs available, a ship's ability to moor during marginal weather conditions is dependent upon its ability to warp itself into position. Vessels with capable wire winches and deck mooring equipment that are able to place 1 or 2 mooring ropes on a windward mooring buoy, usually able to moor without difficulty. Vessels over 40,000 d.w.t. should have mooring wires to powered drums, 1 on aft well deck and 3 on poop deck. The wires should be 200 fathoms in length and so secured as to be easily let go from ship if necessary.

(b) Ropes. Vessels should have 2 suitable, best quality mooring ropes of 200 fathoms each located on aft part of after well deck for use on either port or starboard side, 3 (min.) suitable, best quality mooring ropes of 200 fathoms each and 3 additional ropes of 150 fathoms each on poop deck plus properly located warping winches and bitts. Vessels equipped with mooring wire winches on poop deck may reduce required "additional" ropes accordingly. Wires are not used on port side of aft well deck due to possible fouling of wire with hose or pipeline underwater facilities. In this position a suitable, best quality mooring rope must be used. 2 ropes of 200 fathoms each recommended, to be used on either side while mooring, and used on port side only for securing ship in berth.

SHIPMASTER'S REPORT: February 1983.

Tankers: The following notices are presented to the Master on arrival at the terminal.

TRANS-ARABIAN PIPE-LINE COMPANY
SIDON, Lebanon
Tanker Loading Advice

Master...19...........

Your vessel is scheduled to moor in Berth No..............at..................hours...............................19.........

A Mooring Master will board your vessel prior to this hour. Engines, deck machinery, mooring lines and crew should be in readiness to proceed to berth.

The cargo (a 5 ton lift) and fuel hose will be picked up on the PORT SIDE.

The Mooring Master advises ship's personnel regarding the lifting and connecting of the submarine hoses, and after loading is completed, regarding the disconnecting and lowering. In this connection, he acts in an advisory capacity and assumes no liability on behalf of the Company. A ship's deck officer must be present, and he must approve the hose connection on board. The ship's crew will do the actual connecting and disconnecting of the hose.

The Mooring Master will be in charge of all ship to shore communications.

One prolonged blast of ship's whistle is the emergency signal to shore to stop the flow of oil to the ship and apply vacuum on the submarine lines.

SHIPS MUST NOT CLOSE VALVES AGAINST INCOMING OIL. Ships will be held liable for damage resulting from such closures.

Vessels in submarine berths must be able to clear immediately upon instructions from the Mooring Master.

CAUTION: It is the ship Master's responsibility to see that no oil (crude, bunker C, diesel or bilges) is pumped or spilled overboard from his ship either in the vicinity of the Company's Terminal area or within the area of 100 miles from the Lebanese coast. In the event of any oil spillage or loss from your vessel as the result of any act or omission of the vessel, such as but not limited to, pumping of oily water over side from ballast or bilge, or oil spill during loading, the vessel shall be responsible for all costs and expenses of clean up, or for any damages to property or injury to persons resulting from such spillage or oil loss. Tapline reserves the right to take all reasonable measures to clean up any resulting pollution or contamination on land or sea and will charge to vessel for all costs and expenses incurred thereby. In addition, since Tapline, as operator of the Terminal, is responsible (as a guarantor of the ship) for any damages to property of or injury to third persons, resulting from such spillages or oil losses, in the event Tapline pays or settles valid claims of third parties for such damages or injury, Tapline shall have the right to recover from the vessel all costs and expenses arising from its handling, payment and settlement of such third party claims.

The Port Authorities are very strict in this matter and a written report is submitted to ship's owners. WELL DECK SCUPPERS MUST BE PLUGGED DURING LOADING.

Please sign the attached duplicate of this notice, acknowledging receipt of same.

TRANS-ARABIAN PIPE LINE COMPANY.

TRANS-ARABIAN PIPE LINE COMPANY
SIDON, Lebanon

Master...19..........
Sidon, Lebanon

Dear Sir,

It is the ship Master's responsibility to assure that no oil including without limitation crude, bunker C, diesel or bilges is pumped or spilled overboard from his *vessel* in the vicinity of the Company's Terminal area or within the Prohibited Zone offshore Lebanon as defined in the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as amended in 1962. In the event of any oil spillage or loss from your vessel including but not limited to spillage due to pumping of oily water over the side from ballast or bilge or oil spill during loading, the vessel and her owners, operators, *Agents, and Master* shall be responsible for all costs and expenses of cleanup and for any injury to persons or damage to property, *including Tapline employees and property,* resulting from such oil spillage or loss. Tapline reserves the right to take all reasonable measures to clean up any resulting pollution or contamination on land or sea, but only as a contractor on behalf of your vessel and/or her owners, operators, *Agents or Master* and will charge the vessel and/or her owners, operators, *Agents or Master* for all costs and expenses incurred thereby.

Tapline, as operator of the terminal, is responsible as a guarantor of the ship for any injury to third persons or damage to property resulting from such oil spillage or losses. The Port Authorities are very strict in this matter and a written report is submitted to *the vessel's owners, operators, Agents or Master* for any such incidents. In the event Tapline settles or is required to pay valid claims of third parties for such injury or damage, Tapline shall have the right to recover from the vessel and/or from her owners, operators, *Agents or Master* all costs and expenses arising from its handling, settlement and payment of such third party claims.

Please sign and return the attached duplicate of this notice acknowledging receipt of same.

TRANS-ARABIAN PIPE LINE COMPANY.

AUTHORITY: 1. Zahrani Terminal, Lebanon, P.O.Box 28, Sidon, Lebanon.

2. Trans-Arabian Pipeline Company, P.O.Box 11-1348, Beirut, Lebanon. *Tel:* Beirut 341270-5. *Telex:* 20769 Le Taplin. *Cables:* Tapline Beirut. *Contact:* Captain K. E. Hopen, Asst. Terminal Superintendent.

AGENT: See "Beirut".

TRIPOLI: 34.28 N. 35.49 E. (See Plan)

(a) DRY-CARGO PORT
(b) OIL TERMINAL
(c) PETRO-STORE TERMINAL

(a) DRY-CARGO PORT.

See "General" before first port.

Manifests should be visaed by Lebanese Consul at ports of shipment or at any port *en route* where there is a Lebanese Consul. If on account of non-existence Lebanese Consul at ports of shipment or at any ports *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.

Non-Liner vessels calling at Tripoli, are to present on arrival to the local Customs' authorities, one copy of each manifest of cargo on board (even "IN BALLAST" manifests), DULY STAMPED AND SIGNED by the Customs' Authorities at the Loading Ports.

Otherwise, the vessel is subjected to a Customs' FINE.

APPROACHES: Sunken wreck in position Lat. 34° 30′ N., Long. 35° 49′ E.

Depth in channel 9.0 m.

DOCUMENTS:
1 Legalised copy of Cargo Manifests.
5 copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco (See "Customs Allowances").

In addition to documents listed, 2 copies of each Bill of Lading are to be handed over on arrival to the Agents, for Local Customs' Authorities control and check.

PILOTAGE: Compulsory. Agent arranges with Harbour Master, therefore keep Agent closely advised ETA. Harbour Master may also be contacted on VHF Channel 16.

Pilot boarding position: Lat. 34° 29.6′ N., Long. 35° 49.5′ E.

ANCHORAGE: Good anchorage.

MAX. SIZE: Max. LOA 150 m. (occasionally 175 m.). Max. draft alongside berth 22 ft. 6 in.

HEALTH: Health Authorities board in roads. Health form obtainable from Agent or doctor. Yellow Fever Certificates required for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.

RADIO: Cables via Beirut Radio to and from Agent.

VHF: Harbour Master on Channels 16 and 6.

BERTHING: New pier about 600 m. length. 2 berths. 20 cranes, capacities 5 tons – 100 tons. 2 forklifts with capacity 20 tons each. Lighters available for discharging alongside vessel. Ship's gear often used for discharging. There is a grain silo with capacity of 4,000 tonnes. 30 steel barges of 350 tons capacity each. 40 wooden and steel barges of 200 tons capacity each. All cranes, forklift and barges are privately owned. 50 ton floating crane available, owned by port company.

STEVEDORES: Ordered by Agent. No ETA to stevedores necessary. Working hours, 0700 – 1500, otherwise overtime included on Sundays and on official holidays.

MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required. Hospitals available.

DENSITY: 1025.

FRESH WATER: Available by barge.

FUEL: Available alongside by tanker trucks.

REPAIRS: Possible.

SURVEYORS:
1. Cargo inspectors are available in Tripoli.
2. Surveyor's (Lloyd's and A.B.S.) are also available in Tripoli.

GANGWAY/DECK WATCHMEN: Available and recommended.

OPENING/CLOSING HATCHES: For liners by stevedores, otherwise per agreement.

CUSTOMS ALLOWANCES: Tobacco. 40 cigarettes per crew member. Customs very strict, checking crew cabins. Regulations are as follows:

1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port will be fixed on the basis of 2 packets per crew member, passenger per day, and to be calculated on a maximum period of 4 months, if the vessel emanates from an American, Asian or African port – not Central Africa; and for 2 months if the vessel's last port of call is in Europe, Central Africa or Mediterranean, which will be deducted from the quantity, and on the same basis the consumption by the crew members and passengers during their trip, and this to start from the last port of call until arrival at a Lebanese port.

That the number of passengers to be taken into account on a tourist vessel will be the number of berths the vessel can accommodate and not the number of passengers on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.

2. In the event that it is the first call of the vessel, at a Lebanese port and not aware of such regulations, and it was found on board her an excess quantity to the actual one allowed, as indicated above, a Process Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within one month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure of the vessel will be lifted when the Bank guarantee equalling the amount of fine and dues is placed, or a Personal Guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled, the usual penalties will be inflicted according to the law.

3. In the event the vessel is aware of such restriction, and for one reason or another she is carrying an excess quantity, this excess must be, as per official regulations, be shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut.

Any excess found over and above such declaration will be considered as smuggling and the law will be applied.

Wine and/or spirits: 1 bottle per crew member; Master allowed 3/4 bottles.

CARGO GEAR: Ship's gear to be used.

CONSULS: Most countries have consulates in Beirut.

AIRPORT: Beirut International Airport is 100 km. from Tripoli.

TIME: GMT plus 2 hours. Summertime, GMT plus 3 hours.

HOLIDAYS:

Holidays	*Date*	*Days*
New Year's Day	January 1st	1
St. Maron	February 9th	1
Good Friday (Catholic)	Varies	1
Labour Day	May 1st	1
Good Friday (Orthodox)	Varies	1
Al Fitr (Ramadan)	Varies	1
Assumption Day	August 15th	1
Al-Adha	Varies	2
Moslem New Year's Day	Varies	1
Achoura	Varies	1
Independence Day	November 22nd	1
Prophet's Birthday	Varies	1
Christmas Day	December 25th	1

BANKS:
The British Bank of the Middle East, Mina Street, Tripoli, Lebanon. Telex: 21850 Bbme.
Banco di Roma, Tell Street, Tripoli, Lebanon. Telex: 21818 Romtri.

STORING: See "Prelims".
1. Cargo ships can be stored by barge and truck and tankers by supply launches.
2. Cargo ships – Yes. Tankers can be stored only at anchorage.
3. Yes.
4. Yes.
5. Storing can be done around the clock.
6. Storing is done by ship chandlers or their Agents.

IDENTIFICATION CARDS: Shore pass given to each crew member. Passport and Seaman's Book to remain in Master's care.

AUTHORITY: The Harbour Master, Ministry of Public Works and Transport, El-Mina, Tripoli, Lebanon. *Tel:* 600283 (Harbour Master). *Telex:* 46030 LE A/B Tihama. *Contact:* V. Ghazi, Harbour Master.

AGENT: See "Beirut".

(b) OIL TERMINAL.

See "General" before first port.
Note: Terminal storage tanks were partly destroyed in late 1983. Sea berths were re-commissioned in March 1984.

DOCUMENTS: See "Section A – Dry-Cargo Port".

PORT LIMITS: There are three spar-buoys to indicate the limits of the Company's Sea Terminal boundaries.

The location of these buoys is as follows:

1st.	Lat. 34° 30′ 03″ N.	Long. 35° 52′ 30″ E.
2nd.	Lat. 34° 29′ 42″ N.	Long. 35° 52′ 26″ E.
3rd.	Lat. 34° 29′ 03″ N.	Long. 35° 51′ 04″ E.

PILOTAGE: The company's Mooring Masters will meet tankers 2 miles N.E. of Tripoli Breakwater Head. Tankers of 40,000 d.w.t. and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules are relevant.

ANCHORAGE: Good anchorage immediately W.N.W. of No. 4 sea berth buoys.

MAX. SIZE: Least depth of water available in berth, and swinging circle, after deducting 6 ft. for the height above sea bed of the sea line and cradle is as follows: No. 1 Berth, 62 ft.; No. 2 Berth, 66 ft.; No. 3 Berth, 53 ft.; No. 4 Berth, 38 ft. The swinging circle is defined as 1.5 ship's lengths from dropping position of ship's inshore anchor. The approximate draft limits quoted are based on an under-keel clearance, in the berths, of 6 ft.

VLCCs will be handled in Berth No. 2 and loaded to a draft of 60 ft. During the period April to October, and subject to the Master and Mooring Master being satisfied that weather conditions permit loading to a reduced under-keel clearance of 4 ft., then the loaded draft may be increased to 62 ft.

HEALTH: See "Section A – Dry-Cargo Port".

RADIO: The Lebanese Oil Installations Limited, Tripoli, must be informed 48 hours prior to arrival of a vessel's ETA, quantity of cargo required, maximum loading rate, SWL of derrick for lifting hoses and confirming that the ballast for discharge in port waters is clean. Communication with Iraq Petroleum Company, Limited, should be by cable addressed to "Petriraq, Tripoli, Lebanon", or direct to Tripoli Terminal Radio Station.

Tripoli Terminal Radio Station. Call Sign – ODC 8.

Waveband	*Hours (GMT)*	*Watch Details*
	0800–0830	ODC 8 Broadcast Traffic List and calls ships on 8514 kHz. Listens on 8354–8374.
	1200–1230	Will transmit on 12831 kHz on request.
High Frequency	1600–1630	
	2230–2300	
	0000–2400	Monitor 500 kHz for calls and answers only.
	0730	Broadcast on 500 kHz QSW 442 kHz.
	0730–0800	Transmit Traffic List on 442 kHz, receives ship frequencies – 425, 454, 468, 480 and 512 kHz.
High Frequency	1130	Broadcast call on 500 kHz, QSW 442 kHz.
	1132–1200	Transmit Traffic List on 442 kHz, receives on normal ship frequencies – 425, 454, 468, 480 and 512 kHz.
Medium Frequency	1530	Broadcast call on 500 kHz QSW 442 kHz.
	1532–1600	Transmit Traffic List on 442 kHz, receive on normal ship frequencies – 425, 454, 468, 480 and 512 kHz.
	2200	Broadcast call on 500 kHz, QSW 442 kHz.
	2202–2230	Transmit Traffic List on 442 kHz, receive on normal ship frequencies – 425, 454, 468, 480 and 512 kHz.
	2232	Broadcast call QSY QSX 500 kHz.

Cables to Agents may be routed through Beirut Radio.

VHF: Tripoli:

Equipment: Fixed Station sited in Terminal Building and used by Control Room.

Call sign: Tripoli Control.

Range: Approximately 15 miles.

Frequency: Transmitting on 163.6 MHz. Receiving on 159.1 MHz.

Watches: Continuous.

Mobile Station

Equipment: Portable, battery operated, carried aboard vessel with Mooring Master.

Call sign: Ship's name (before mooring), or Berth No. (after mooring).

Range: Approximately 8 miles.

Frequency: Transmitting on 159.1 MHz. Receiving on 163.6 MHz.

Watches: Continuous, whilst Mooring Master on board.

Notes

1. Tripoli also keeps a continuous watch on the international calling frequency of 158.8 MHz. This has a range of approximately 15 miles and its call sign is "Tripoli Control".
2. The VHF System is not connected to the main telephone switchboard and only selected shore stations have access to it.

TUGS: There is no tug at Tripoli.

BERTHING: *Sea Line Berths.* 5 berths numbered from N.E. to S.W. specifications as follows:

Berth No.	*Max. t.p.h.*	*Fixed Sea Line*	*Strings of Flexible Hoses*	*Approximate Limits Draft*	*Approximate Limits Deadweight*
1	5,000	2×24 in.	2×16 in.	56 ft.	140,000
2	6,000	1×32 in.	2×16 in.	60 ft.	250,000
3	5,000	1×32 in.	2×16 in.	47 ft.	87,000
4	Products	2×16 in.	2×12 in.	32 ft.	25,000
5	LPG	1×6 in.	1×6 in.	30 ft.	5,000
		1×3 in.	1×3 in.		

As loading is by gravitation, the maximum rates are dependent upon availability of suitable shore tanks and loading lines.

LOADING:

1. *Readiness to Load*, will be received by the Mooring Master, who is the Company Representative on board. The advice from the vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

2. *Derricks*

(a) Two hoses are connected on the port side amidship.

(b) Derricks or cranes reaching over the hose connection should be capable of lifting the flexible hose from the sea-bed to a height of up to 30 ft. above the deck.

(c) A minimum SWL of 5 tons is required for 12 in. hoses.

(d) The faster loading berths equipped with 16 in. hoses are available only to vessels with derricks and tackle with a minimum "Safe Working Load of 7 tons". Such vessels will be given berthing priority when queuing occurs and these berths are free but other vessels have not the capacity to handle the larger hoses.

3. *Hose Hang-off Bitts* are required at about 10 ft. from the ship's rail at the loading manifold to secure the submarine hoses on the port side.

4. *Hose Connection/Disconnection.* Ship's crew with a responsible officer in charge to perform all operations as advised by the Mooring Master, to lift, connect, disconnect and lower hoses.

5. *Ship's manifold* – to be prepared for the connection of 12 in. or 16 in. hoses with flanges of 150 series, dependent on berth allocation.

6. *Loading – Supervision and Commencement*

(a) All operations in connection with starting of loading, discharging, switching of tanks on board and topping-off must be directly and personally supervised by a responsible ship's officer.

(b) The advice from the vessel that she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

Caution: The oil loading stream to the ship is controlled on shore and it is extremely dangerous if a ship's valve is closed against the flow of oil.

To prevent excessive pressure from surge in ship and shore lines, ship's valves must not be shut-off against the stream, and when switching tanks, ship's valves must be closed slowly. Vessels will be held liable for damages resulting from any mal-operation of valves on board.

7. *Tank Dips.* During loading frequent checks should be made by the responsible ship's officer to ensure that cargo is entering the designated cargo tanks only and that there is no escape of oil into pump-rooms or through sea and overboard discharge valves. Particular care must be exercised by ship's personnel in "Topping-off" tanks and towards completion of loading to ensure that the terminal is given timely advice of any decrease in loading rate required. Adequate "standby" notice must be given before the final "stop".

8. *Loading Operations*

(a) The Mooring Master will not transmit any loading instructions to the shore until the responsible ship's officer is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.

(b) Loading rates requested by the vessel or quoted by the terminal will be the peak or maximum rate at any time during the loading period.

(c) While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repair should be carried out while in berth which would immobilize the ship or impair her fire-fighting efficiency.

Failure to vacate the berth on completion of loading may result in delays to other vessels, demurrage, and loss of throughput which shall be accountable to the vessel.

(d) The Mooring Master will advise the Master of the ship as to any signals needed for local requirements.

(e) The Mooring Master brings a portable radio on board for ship to shore communication.

Products: *Requirements for a Product Delivery Vessel:*

1. The discharge berth is an open sea berth.
2. Tripoli Terminal Call Sign is ODC 8 and Master's ETA should be sent at least 48 hours prior to vessel's arrival on 500 kHz.
3. Vessel to be equipped with centrifugal pumps capable of maintaining a ship's rail pressure of 120 p.s.i. (reciprocating pumps are totally unacceptable).
4. Max. draft loaded 32 ft. in Berth No. 4 and 62 ft. in Berth No. 2.
5. 5 ton derrick SWL.
6. 6 mooring ropes 120 fathoms each.
7. Port and starboard anchors to have a minimum of 8 working shackles each.
8. Midship connection (Portside 1×12 in. 150 ASA).
9. Pumping is against a head of 270 ft.
10. Laytime to be calculated at an average discharge rate of 250 t.p.h.

DENSITY: 1025.

FRESH WATER: May be available at anchorage before berthing, but it is expensive.

FUEL: Fuel oil is available at Berths 2 and 3. The 12 in. bunker hose is raised on the port side of the vessel. Bunkering rates are 100 t.p.h. to 350 t.p.h.

CUSTOMS ALLOWANCES: See "Section A – Dry-Cargo Port".

GARBAGE DISPOSAL: Garbage collected from alongside upon request. Collections are carried out only during office hours (0700 hrs. – 1500 hrs.). Charges are nominal.

WASTE OIL DISPOSAL: Not possible for large quantities, but small quantities in drums may be possible through ship's agent.

SEAMAN'S CLUBS: None.

CURRENCY: Lebanese Pound (L£).

GENERAL:

1. *Ballast*

(a) Vessels should arrive with sufficent clean ballast for safe handling of vessel under prevailing weather conditions.

(b) Ballast water must be clean and a declaration signed by the Master and delivered to the terminal to this effect. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard.

(c) *Pollution of the sea – warning.* It is an offence to discharge dirty ballast or pump out bilges. The authorities are very strict and your attention is drawn to the Lebanese Notice to Mariners No. 23/1 of 29th July 1965, and to the volume entitled "International Conference on Prevention of Pollution of the Sea by Oil", issued by IMO London.

In the event of your vessel discharging dirty ballast or spilling oil, cost for cleaning the pollution, third party claims and port fines shall be borne by the vessel.

It is recommended that vessels carry an adequate amount of dispersants with means of application in case of oil spills.

2. *Gear to be provided by the ship*

(a) Anchor to be fitted with marker buoys and 20 fathoms line.

(b) 4 good mooring lines of not less than 150 fathoms each and of suitable size for the vessel. 2 additional 150 fathoms lines securely tailed to the first lines for cases where 150 fathoms may not reach to the stern buoys initially.

(c) For vessels of 50,000 d.w.t. and larger, powered mooring winches with 200 fathoms of wire rope.

(d) 4 suitable rope stoppers to be available aft.

(e) 2 good chain stoppers for use on 5.5 in. circumference wires (preferably carpenter's patent stoppers).

(f) 2 good 4.5 in. circumference boat ropes 200 ft. long placed one on each side of the vessel.

(g) 2 good ropes, 15 fathoms × 3.5 in. circumference and 2 heaving lines for lowering hoses.

3. *Lighting.* Manifold and poop mooring areas should be adequately lit to enable night mooring and loading operations to be carried out with safety. Sea area around the ship to be illuminated.

4. *Deck Watch.* A deck watch must be maintained at all times the vessel is in berth. In addition to its normal duties, the watch must inspect the hose connections and area around the ship against oil spillage, pollution, and prevent unauthorised persons from boarding your vessel.

5. *Boarding of vessel.* The control of persons boarding your vessel is the ship's responsibility. Boarding should be restricted to Company employees on duty and to persons authorised by the Port Authorities as advised by your Agents.

6. *Stores/Provisions* or other items should not be received or discharged whilst loading is in progress. Launches other than the Company's mooring launch, should not lie alongside the vessel.

7. *Tanker Safety.* Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.

8. *IOTTSG Safety Check List.* The Tanker Safety check list must be completed after inspection of each item prior to commencement of and during loading. The Mooring Master is authorised to stop all loading operations should he consider that the safety of lives and property is endangered by the infringement of safety rules.

9. *Action in case of Emergency.* In the event of a fire, oil spillage or other emergency on the vessel,

The Emergency Signal is:—

3 or more blasts of not less than 10 seconds duration each on whistle or siren supplemented by a continuous ringing of the general alarm bells.

SHIPMASTER'S REPORT: February, 1983.

Documents:

1 Copy Cargo Manifest.
3 Copies Crew Lists.
1 Copy Personal Effects Declaration.
1 Copy Bonded Stores List.

Approaches: Admiralty Chart No. 2903 – Tripoli Roadstead.

Ramkin Isle Light visible on approaches to the port but cannot be relied upon for full power.

Fairway Light Buoy (flashing green every 4 seconds):
Position: Lat. 34° 30′ 00″ N.
Long. 35° 52′ 28″ E.

N.B. – The Fairway Buoy has been removed.

All buoys should be treated with caution as some removed and all unlit. Breakwater and mooring buoys give good radar targets.

Pilotage: Pilotage is compulsory. In an emergency, vessel could dock/undock without Pilot. Area on chart marked 'Pilots' should be avoided due to a wreck with only 21 ft. clearance. Most suitable position for boarding is 1 mile East of this area.

It is requested that tankers of 40,000 d.w.t. and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above the water. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water (U.K. Merchant Shipping – Pilot ladders – Rules 1965 is relevant).

Pilot ladder used for boarding. Accommodation ladder unsuitable due to swell.

Anchorage: Area for boarding Pilot is also suitable for anchoring, if awaiting berth due to adverse weather, and for approaches to the sealine berths. Good holding with 7 shackles of cable.

Restrictions: No night navigation.

Max. Size: Draft restricted to 62 ft. No restrictions on length or beam.

Health: Pratique granted on arrival.

Radio: Initial ETA sent to Beirut via Portishead Radio.

(a) Advice of ETA, is required 48 hours prior to vessel's ETA stating quantity of cargo required, max. loading rate, SWL of derrick for lifting hoses, and confirming that the ballast for discharge in port waters is clean.

(b) Lines of Communication:
 i. Tripoli Terminal Radio Station. Call sign ODC8.
 ii. By cable to "Petriraq Tripoli – Lebanon".
 iii. International VHF 156.8 MHz – range approx. 15 miles. Call sign "Petriraq Tripoli".

Tripoli Oil Installations – Lebanon.

Station: Tripoli Oil Installations – Lebanon, Tripoli Lebanon, private station for communication with tankers bound Tripoli, Lebanon.

Call sign: ODC8. Address: Toil, Tripoli Lebanon.

Periods open for traffic: ODC8 keeps a continuous 24 hours watch on 500 kHz for calls and answers only.

Medium Frequency Schedules: ODC8 transmits traffic list on 442 kHz and listens in the band 425-512 kHz.

0750 – 0800 hrs. GMT.	1530 – 1600 hrs. GMT.
1130 – 1200 hrs. GMT.	2200 – 2230 hrs. GMT.

High Frequency Schedules: ODC8 transmits traffic list on 8514 and 12831 kHz simultaneously and listens in the band 8554 – 8374 kHz:

0800 – 0830 hrs. GMT.	1600 – 1630 hrs. GMT.
1200 – 1230 hrs. GMT.	2230 – 2300 hrs. GMT.

Note: In addition to above, Tripoli Terminal keeps a continuous watch on the international calling frequency of 156.8 MHz. This has a range of approximately 15 miles and its call sign is "Toil, Tripoli Lebanon".

It is essential that tankers bound Tripoli Lebanon, communicate with station ODC8 at least 48 hours before arrival, and thereafter maintain contact (It may, at any time, be necessary to change orders regarding port of loading).

Radio station reported to be operating at reduced power but no contact made at all to date. Reasons given: No operators, no technicians, no maintenance, to name but a few. Contact made by VHF to 'Tripoli Oil Terminal', range varies from 15 miles down to 3 miles.

VHF: See "Radio". Pilots Channel 16, Port Channel 16, Agents' Channels 16 and 14.

Tugs: Not available. Vessels can dock/undock without tugs under favourable weather conditions.

Conditions of Use:

Notice: The facilities and assistance provided by TOIL to ships visiting the port for any purpose whatsoever are subject to the following conditions whether or not any charge is made therefor:

1. Assistance, Advice or Instructions.
   Neither the TOIL (which expression shall hereafter include any other owner of property used in conjunction with the property of TOIL) nor its servants or agents (in whatever capacity may be acting) shall be responsible for any loss, damage, injury or delay from whatsoever cause arising out of any assistance, advice or instruction whatsoever given or tendered in respect of any vessel. In all circumstances the Master of the vessel shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel, and the vessel and her Owners shall indemnify TOIL or its agent against all loss or damage sustained by TOIL or its servants or its agents, or for which TOIL shall be legally liable by reason of negligent navigation of the vessel.
2. Use of Sea Berths, Sea Loading Lines, Harbours, Jetties and Gear.
   (a) While TOIL has taken all reasonable care to ensure that the berths, facilities and other premises of TOIL and the gear and equipment used in connection therewith are safe, TOIL does not represent or warrant that the sea berths, sea loading or bunkering lines, harbours and jetties of TOIL or the gear and equipment (including gangways where provided) used in connection therewith are safe or suitable for any vessel, and any vessel using them or any of them shall be and remain at the sole risk of the Owners or Master thereof and in particular (but without prejudice to the generality of the foregoing) the safety or suitability of the gangway is the sole responsibility of the Master.
   TOIL does not warrant the seaworthiness of any craft hired or used by any vessel nor its fitness for any particular purpose.
   (b) TOIL will not be responsible for the acts or defaults of any of its servants or agents or of any Port Authority or its servants or agents nor for any loss, damage, injury or delay from whatsoever cause arising that may occur to the vessel or her cargo or equipment or to the Master or any member of her crew whether on board or otherwise, or in the course of mooring or unmooring or raising or lowering of the loading or bunkering lines or loading or discharging or otherwise howsoever, or to any third party, and the vessel and her Owners shall hold TOIL or its servants or agents harmless and indemnified against all claims, damages, costs and expenses arising therefrom.
   (c) TOIL will not be responsible for any loss, damage, injury or delay directly or indirectly caused by or arising from strikes, lock-outs or labour disputes or disturbances whether TOIL or its servants or agents are parties thereto or not.
   (d) If during or by reason of the use of the vessel of the sea line terminals, harbours or jetties or other premises of TOIL or its agents or the gear or equipment used in connection therewith or any craft of TOIL, any of them shall be damaged or become dangerous or unusable and irrespective of whether or not such damage has been caused or contributed to by the negligence of TOIL or its servants or agents or of any Port Authority or its servants or agents, the vessel and her Owners shall hold TOIL or its servants or agents harmless and indemnified against all loss arising therefrom.
3. These conditions shall be construed according to the law of Lebanon and if so required by TOIL the vessel and her Owners shall submit to the jurisdiction of the Lebanese Courts.

Notice of Readiness: Notice of Readiness accepted by Mooring Master at his time of boarding.

Ballast: Our vessel required a minimum of 6,000 tons of ballast on sailing light. No facilities for dirty ballast or slops.

Loading: Mooring Master remains aboard at all times. Mooring boat and crew also stand-by throughout. Meals to be provided for the extra personnel.

Loading/Discharge Operations: Ship's pumping pressure not to exceed 120 p.s.i.

Discharging: Reducers supplied by terminal. No problems for 10 in. manifold.

Programme of operations:

	Action
During Mooring Operations:	
1. Ullage, Water Dip and Sample Ship's Tanks.	Terminal for Refinery
2. Labelled Samples ex-ship and any forwarded from loading port to Refinery for checking prior to commencement of discharge.	Terminal for Refinery
3. Authority to discharge cargo after testing of ship's samples.	Refinery
General Sequence of Operations:	
1. Ship to pump sea water to clear into shore tanks the amount of gas oil contained in the sea and shore lines.	All concerned
2. When advised follow up with ship's cargo, warning of any stoppages in the ship's pumps is essential.	All concerned
3. On completion of discharge, ship to pump sea water, as required, to clear sea/shore lines.	All concerned
4. Sea/Shore Pipe-line systems to be left with sea water.	All concerned
Prior to commencement of Discharge:	
1. Pressure gauge to be fitted at hose on ship's manifold connection.	Marine Supervisor
2. Discharge pressure at ship's manifold not to exceed 120 p.s.i. (9 kgs.).	Mooring Master
3. Refinery to gauge tanks and prepare lines for the reception of gasoline (estimated at 180 long tons) and to confirm to Terminal Shift Supervisor when ready to receive the stream (time to be logged).	Refinery
4. Terminal Supervisor to ensure shift attendants are on duty to operate and supervise the booster pump at the transfer manifold.	M.M.S. and Terminal Supervisor
5. A Fireman will be required to be in attendance at the Booster Pump Manifold throughout discharge operations.	Refinery
Commencement of Discharge:	
1. Vessel to commence pumping sea water, gradually increasing pressure to maximum when all the system to the shore tank is checked and shore tank is receiving stream.	Mooring Master on board, also Ref. and Terminal Shift Supervisor
2. The booster Pump will pick up the stream at the Transfer Manifold, Pump attendants must be instructed to maintain a minimum positive suction pressure of 5 p.s.i. and operate within permissible amperage readings.	M.M.S. and Terminal Supervisor

It is VERY IMPORTANT that ship/shore operations be co-ordinated to ensure that the Booster Pump is never on stream when the ship's pumps are stopped, as this would cause DANGEROUS overheating conditions, especially dangerous in low flash point refined products.	Mooring Master, (Terminal Shift Supervisor for immediate instructions to Pump Attendant).
3. Pressure readings at ship's manifold and at Foreshore Manifold to be recorded hourly by Foreman.	Mooring Master and Terminal Foreman
During Ship's Pumping/Discharge:	
1. Refinery to sample at manifold of Tank 39 or any other points and advise when the line content of gas oil has been displaced and pumping of sea water by the ship should stop.	Refinery to Terminal Shift Supervisor
2. Refinery to advise when vessel may commence pumping its cargo.	Refinery to Terminal Shift Supervisor
3. Refinery to sample stream at Manifold of Tank 39 etc. where sea water would be drained out and switch stream into appropriate storage tanks when the required product appears in the sampling.	Refinery
4. IMPORTANT: Comply with Safety Code precautions when gauging receiving tank, especially when the oil level is below roof supports, to avoid the discharge of static electricity by the introduction of any "Conductors", such as a metal gauge tape and weight, into the space between the roof and level of the oil being received.	Refinery
Completion of Cargo:	
a) Mooring Master to advise when cargo discharge is completed and ship's tanks are dry.	Mooring Master
b) When advised, vessel to resume operations by pumping sea water to displace the line content of Blend Stock.	Mooring Master, Terminal Shift Supervisor
c) Refinery to advise when pumping of sea water may be stopped.	Refinery to Terminal Shift Supervisor
d) Refinery to gauge tanks and prepare certificate of quantity for cargo received in accordance with general procedure.	Refinery/ Terminal
e) Shore line to be re-set to "CLOSED" and to be left with sea water up to Tank 39.	Refinery to Terminal Shift Supervisor

Also see "Loading".

Density: 1025.

Fresh Water: Available by barge. Arranged through ship's Agent.

Fuel: Fuel oil is available in Berths 2 and 3 through a 12 in. hose lifted on the port side. Rates may vary between 100 and 350 t.p.h.

Diesel and lubrication oils not available.

Consuls: Nearest British Consul at Beirut.

Repairs/Dry Dock: Not available.

Surveyors: Lloyd's.

Gangway/Deck Watchmen: Due to attempted theft of paint stores by armed men, security guards recommended at the anchorage and on the berth.

Shore Leave: Not permitted.

Customs Allowances: Bond checked by Customs but not sealed.

Airport: Nearest at Beirut.

Services: Available: Laundry service, telex (unreliable), doctor, hospital, provisions, recovery of anchors, etc.

Not available: No facilities for discharge of slops or dirty ballast.

NOTICE: Responsibility for the safe conduct of operations on board your ship while at our terminal rests with you as Master. Nevertheless since our personnel, property and other may suffer serious damage in the event of accident aboard your ship, we wish before operations start, to seek your full operations and understanding on the safety requirements set out on the Ship/Shore Safety Check List.

The Safety requirements have been drawn up by ourselves in conjunction with other Terminal Operators in Middle East and representative section of the International Tanker Industry.

They are based upon the provision of the codes of safe Practice currently accepted by the Oil and Tanker Industries. We therefore expect you and all under your command to adhere strictly to them, throughout your stay in this Terminal. We, for our part, will ensure that our personnel do likewise and co-operate fully with you in the mutual interest of safe and efficient operation.

In order to assure ourselves of your compliance with these Safety requirements we have instructed our Mooring Master to report to you or your deputy and join one of your officers in a routine inspection of Cargo Decks and accommodation spaces.

If you observe any infringement of these requirements by Terminal or any other personnel on board your ships, please bring this immediately to the notice of our representative. Should you consider any immediate threat to the safety of your ships arises out of any action on our part or equipment under our control, you are fully entitled to demand an immediate cessation of operations.

Our Mooring Master is the Company Representative on board. WE RESERVE THE RIGHT IN THE EVENT OF CONTINUED OR BLATANT DISREGARD OF THESE SAFETY REQUIREMENTS IN YOUR SHIP, TO STOP ALL OPERATIONS AND ORDER YOUR SHIP OFF THE BERTH FOR APPROPRIATE ACTION TO BE TAKEN BY THE CHARTERERS AND THE OWNERS CONCERNED.

For TRIPOLI OIL INSTALLATIONS – LEBANON

AUTHORITY: *Operator:* Tripoli Oil Installations Lebanon, P.O.Box 150, Tripoli (via Beirut), Lebanon. *Tel:* 601995, 430501-8. *Telex:* 46313, 46069. *Cables:* Petriraq Tripoli. *FAX:* 06-530503. *Contact:* Captain George Abed, Marine and Terminal Manager.

AGENT: See "Beirut".

(c) PETRO-STORE TERMINAL.

PORT LIMIT: Petro-Store multi-buoy Oil Terminal is owned and operated by Petro-Store International S.A.R.L., and is situated N.E. of Tripoli Harbour in position Lat. 34° 28′ 04″ N., Long. 35° 50′ 30″ E. (British Admiralty Chart No. 2903 - Tripoli Roadstead).

DOCUMENTS: Ship's particulars, Cargo documents, Crew List, Stores Lists, Health Declaration and all tanker's certificates should be valid on date of call.

PILOTAGE: Pilotage is compulsory. Pilots meet tankers 1.5 nautical miles North of the main breakwater during daylight hours (B.A.Chart No. 2903).

ANCHORAGE: A good anchorage area is situated W.N.W. of Seaberth No. 4 of Tripoli Oil Installations - Lebanon (TOIL).

MAX. SIZE: Maximum deadweight acceptable is 35,000 tonnes with a restricted maximum draft of 7.5 m. (underwater clearance 1.5 m.).

HEALTH: Port Health Officers board tankers in Tripoli Roads. "Q" flag must be hoisted on arrival.

RADIO:

ETA: Tankers should cable their ETA 72 hours, 48 hours and 24 hours prior to their arrival at Tripoli. The Lebanese Navy (Oscar November on VHF Channel 11) should be advised of the tanker's arrival when 12 miles, 6 miles and 1 mile off Tripoli Roads.

Communications: Petro-Store International can be contacted by Telex (No. 40897, answerback FALCON), Fax (No. 966-06-610076) and by VHF Channel 16.

TUGS: Tugs of approximately 1,000 b.h.p. are available on request.

TANKERS:

Hoses: 1×12 in. and 1×8 in. hose (ASA 150 and 300) are connected on the portside.

Cargo Handling: Cargo handling is operated round the clock at a rate of 800 t.p.h.

DENSITY: Sea-water density varies between 1027 and 1030.

FRESH WATER: Fresh water is available in barges.

FUEL: Fuel oil and gas oil bunkers are available on special request.

CONSULS: British, Italian, Greek and Dutch consulates are available in Tripoli.

SURVEYORS: Most well known surveying companies are locate in Beirut and render their services in Tripoli.

CUSTOMS: Customs Officials meet tankers on their arrival at Tripoli Roads. Regulations are very strict.

GENERAL:

Tides: Tidal range is 0.3 m. to 0.45 m.

Provisions: Available in large quantities.

Deratisation: Can be obtained in accordance with International Regulations.

Garbage: Can be collected on request.

Pollution: Very heavy fines for pollution.

OPERATOR: Petro-Store International S.A.R.L. *Contact:* Mr. Ziad R. Ghandour, General Manager. Also see "Radio".

AGENT: See "Beirut".

NOTES

Please also advise Shipping Guides Ltd.

Liberia

GENERAL

COURTESY FLAG: Masters of vessels should check with the Pilot the correct times for raising and lowering (0600 – 1800 hrs.) the courtesy flag as heavy fines are imposed if raising and lowering is carried out at the wrong time. It is also advisable to carry a spare courtesy flag aboard the vessel.

PIRACY: *Notice to Mariners:*

1. Mariners are advised to exercise caution when sailing near the coast of Liberia.
2. A cargo vessels was seized by small craft believed to have been operated by the National Patriotic Front of Liberia. Information indicates that the rebel ships may be flying two flags – flag of Liberia and the flag of the National Patriotic Front (Red with Black Scorpion).
2. Mariners are advised to keep at least 30 miles off the coast.

BUCHANAN: 05.52 N. 10.02 W. (See Plan)

PORT LIMITS: A vessel shall be considered to have arrived at Port of Buchanan when she enters a circle with a 3 nautical mile radius from the beacon on the main breakwater head (FI.G.3 sec.). The above does not affect present stipulations of ore ships' Notice of Readiness, which remain unchanged nor does it limit Port Authorities exclusive right to decide in which order ships shall be worked.

Notice of Readiness: Notice of Readiness will not be accepted from vessels anchored more than 3 miles off the head of the main breakwater.

DOCUMENTS:

1 copy Clearance from last Port of Call.
1 copy Health Declaration.
6 copies Number of Passengers.
4 copies Ports of Call
6 copies Cargo Manifest (even in ballast).
7 copies Crew List.
3 copies Stores List (ship).
3 copies Personal Effects List.
1 copy Vaccination List.

Customs, health and passport inspection normally takes place at the berth.

It is recommended that the Master of the ship himself attends at the boarding party to clear the ship upon arrival and that the above documents are prepared upon the ship's arrival.

PILOTAGE: Lamco provides pilotage. Pilot boarding approximately 1.5 miles off the main breakwater, bearing 095°/110°. Pilot to be provided with a clean and safe ladder on the lee side. Buchanan Pilot on VHF Channel 16.

ANCHORAGE: If waiting for Pilot, anchor off main breakwater on bearing 090° – 110°, 1.5 miles – 2.5 miles off main breakwater (South).

Exit Channel: Anchoring is prohibited within a sector with a bearing of 060° – 080° to the head of the main breakwater, as this is the exit sector.

RESTRICTIONS: Harbour traffic hours – towage and pilotage (ore ships), 0000 – 2400 hrs. General cargo ships (tankers), 0700 – 2300 hrs.

MAX. SIZE: See "Bulk Handling Facilities", "Berthing" and "Tankers".

Arrival Draft: Maximum arrival draft for ore carriers must not exceed 8.85 m. and air draft should not exceed 15.0 m. Maximum arrival draft for cargo vessels must not exceed 9.15 m.

HEALTH: Customs, health and passport inspection normally takes place at the berths. Quarantine signal must not be hauled down before "Free Pratique" is received. If diseases are suspected on board contact the Port Authorities or Agents by radio for instructions. After call at other Liberian ports where Free Pratique has been granted, Port Health will also board here.

RADIO: Buchanan Harbour will call on 6520 kHz, 4 days before ETA, between 0800 hrs. and 0830 hrs. GMT, or when within 200 miles call Buchanan Harbour on 2182 kHz at 0800 hrs. GMT. Communications with ore ships per HF, call 2182 kHz. Traffic, 2638 kHz, 2738 kHz. VHF, call Channel 16. Traffic, Channels 6, 9, 12 and 14.

Contact immediately before arrival:

Watch schedule of Buchanan Harbour:

From about 2 hours before expected arrival of an ore ship, the LAMCO Clearing Office is keeping continuous radio watch on VHF Channel 16 and call frequency 2182 kHz, for possible subsequent switching over to VHF Channels 6, 9, 12 or 14 and 2738 kHz or 2638 kHz.

The call sign is "Buchanan Harbour", ELM 1.

All ore ships heading for Buchanan are requested to establish radio contact with "Buchanan Harbour", ELM 1, using the above frequencies approximately one hour before estimated time of arrival.

Contact 24 Hours Before Arrival:

Whenever an expected ore ship is to arrive in the Port of Buchanan within about 24 hours, the LAMCO Clearing Office will for the purpose of securing timely and accurate information on the ETA of the ship, maintain the following radio watch schedule.

Morning watch : 0800 – 0900 GMT
Afternoon watch : 1500 – 1600 GMT

Frequencies:

The radio watch is kept on call frequency 2,182 kHz for subsequent switching over to 2638 kHz, or 2738 kHz, or 6520 kHz (0830 – 0900 and 1530 –1600 GMT).

The radio set used on shore has a reach of approximately 600 miles. In accordance with the above, ore ships heading for Buchanan and having radio sets operating on frequencies listed are requested to establish radio contact with "Buchanan Harbour" and give ETA message as soon as possible after they have come within 600 miles distance from the port.

Contact at a distance of approximately 1,400 miles and on sailing from last port:

Sailing from last port: On sailing from last port for Buchanan, the owner or the Master shall telegraph to "GIMSALES", Stockholm (Telex No. 17549) and to "LAMCO", Buchanan (Telex No. 44260) stating expected date of arrival and furthermore indicate to the latter the vessel's preferred radio working frequency in the 4000 kHz – 8000 kHz range.

Radio watches: Starting 4 days before the vessel's ETA at Buchanan, "Buchanan Harbour", ELM 1, will call the vessel on 6520.0 kHz between 0830 – 0900 GMT and 1530 – 1600 GMT.

Every day, except on holidays and Sundays, Buchanan Harbour keeps watch on 2182.0 kHz between 0800 – 0830 GMT and 1500 – 1530 GMT and on 6520.0 kHz between 0800 – 0830 GMT and between 1530 – 1600 GMT. These watches will also be kept on holidays and Sundays in case a vessel is expected on those days or the following workday.

Notice in advance: The Master shall give telex or cable notice 72 hours and 36 hours prior to the vessel's expected arrival at Buchanan to LAMCO, Buchanan, if no radio contact has been established previously.

TUGS: Lamco provides towage with two tugboats 1,640 h.p. and one tugboat 3,300 h.p. Tugs join vessel about 0.5 mile North of red buoy.

BERTHING: Ore Quay: Length 257 m., depth alongside 14.0 m.
Commercial Quay: Length 320 m., depth alongside 10.0 m.
Tug Quay: Length 126 m., depth alongside 10.0 m.

Storage: A commercial warehouse with a storage capacity of 2,300 sq.m. built on the harbour along with the Customs warehouse of 1,000 sq.m.

Iron ore storage capacity: 1.7 million tons on shipping stockpiles. 0.4 million tons on feed stockpiles.

CRANES: 1×150 ton derrick crane and 1×20 ton portal crane at the Commercial Quay.

BULK HANDLING FACILITIES:

Instructions for the handling of ore ships with a draft of 39 ft. or more:

The departure shall be arranged in such a way that the following conditions are fulfilled:

1. *Minimum clearance "C"* under the ship's keel shall be 3 ft. except for ships having a beam "B" exceeding 125 ft., for which minimum clearance required shall be calculated by the following formula:

$$C = \frac{B}{125} \times 3 \text{ ft.}$$

2. *Maximum advisable draft "D" Max* in the basin shall at any time be based on the actual height of the sea level "H" at that time (measured from the project O-level) and on the required minimum clearance "C" under the keel shall under normal conditions be estimated as follows (for – 12.95 area):

$$D \text{ max} = 42.5 + H - C \text{ (all measurements in feet).}$$

3. *Departure on falling tide* is permitted only when it can be shown that the minimum clearance "C" as per above will be maintained during a period of at least 2 hours from the time the tugs start pulling. (This means as a consequence that for a ship that commences departure less than one hour *before* high water the draft shall be based on estimated level of the falling water 2 hours after commencement.

Note that the level one hour after high water has sunk about 7% and the level 2 hours after high water 25% of the total tidal range.

Deep Water Basin at Buchanan Ore Loading Quay: With the completion of the deep water basin at the Ore Loading Quay, the water depth alongside the quay is increased from 12.95 m. to 14.00 m. below the zero level of the General Elevation System.

The required keel clearance is 3 ft. for ships up to 125 ft. beam. The max. permissible draft alongside the quay is thus:

$$46 \text{ ft.} - \left(\frac{\text{beam in ft.}}{125} \times 3\right) \text{ ft.} + \text{tide}$$

Tidal range:

MHWS = +1.18 m. above zero level of the General Elevation System.
MLW = +0.05 m. above zero level of the General Elevation System.
MLWS = – 0.15 m. below zero level of the General Elevation System.

Because of the necessity to save a rock shelf to support the sheetpiling of the cells when blasting and dredging the deep water basin, new fenders have been installed at the quay in order to keep the bilges of the vessels well clear of those rocks. The new fenders have a diameter of 1.20 m. A ship loaded to maximum permissible draft can have a list of 5° without touching the rock slope but since she would touch the bottom with a list of about 3° such lists will not be tolerated.

Height of Shiploader: 17.0 m. above the water level at MHWS. A 1.0 m. safety margin is normally sufficient.

Maximum shiploader outreach (including throw) from the new fender line is 24.0 m. whereby a max. 48 m. wide vessel can be loaded. Loading rate 6,000 t.p.h. (3,000 t.p.h. July 1987).

It must be clearly understood that the sailing drafts are unchanged. The width of the deep water basin is only 60 m. It gives however, the great advantage of being able to continue loading without stopping for low water, whereby loading can often be completed 12 hours earlier than without the deep basin.

An even greater advantage is probably the increased safety, should a large ship develop engine trouble after she has exceeded the former maximum permissible low water draft, in which case operators have no alternative but to pull vessel out at HW as "dead ship" which could very easily result in a major accident with enormous economic consequences. Now operators can let vessel remain alongside over the next low tide without any risk.

Vacation of Berth: Vessels should vacate their berths immediately after completion of loading or discharging.

Ore carriers are allowed a maximum stay of 30 minutes, whereafter U.S.$1,000 per hour or any part thereof will be levied at the Harbour Master's discretion. (This may be exempt if vessel on max. draft awaiting high water sailing.)

STEVEDORES: As early as possible advance notice of ETA required latest by 1500 hrs. on day preceding arrival if a weekday, or Saturday before noon if arrival on Sunday.

Shore working hours: Ore handling: 24 hours a day.

General cargo handling:

Morning Shift:

Monday through Friday	0700 – 1500
Saturday	0700 – 1200

Afternoon Shift:

Monday through Friday	1500 – 2300
Saturday	1200 – 2300

Night Shift:

Monday through Saturday	2300 – 0700
Holidays:	0700 – 0700 of next work day.

Container vessels/Ro-Ro vessels (Afternoon Shift):

Monday through Friday	1500 – 2300
Saturday	1200 – 2300

Container vessels/Ro-Ro vessels (Night Shift):

Monday through Saturday	2300 – 0700

Container vessels/Ro-Ro vessels (Sundays and Holidays):

Sundays & Holidays	0700 – 0700

MEDICAL: Hospital and medical care is provided; advance notice should be given in serious cases. Yellow fever and cholera vaccinations are compulsory to enter the Republic. Vaccination book is required.

TANKERS: One tanker berth with 1×8 in. pipeline for discharging only. Hose connections are 6 in. and 10 in.

Max. size: 8.2 m. draft if length 170 m. or less and 7.0 m. if length over 170 m.

Oil depot capacity:
22,000 cu.m. diesel oil.
1,000 cu.m. gasoline.
15,000 cu.m. heavy oil.

Various storage tanks:
1,500 cu.m. diesel oil.
450 cu.m. heavy fuel.

DENSITY: Varying but around 1020/25.

FRESH WATER: Fresh water is available, ex-quay only, rate is 20 t.p.h. Subject to availability.

FUEL: No bunker facilities available.

GANGWAY/DECK WATCHMEN: Agent strongly recommends employment of night watchmen as thieving is commonplace.

OPENING/CLOSING HATCHES: Performed by stevedores.

CONSULS: Swedish Vice-Consul only; however, most countries are represented either by Embassy or Consul at Monrovia.

REPAIRS: No commercial facilities available. In cases of emergency Lamco might assist with minor repairs.

CUSTOMS ALLOWANCES: Direct sales from ships are strictly forbidden.

REPATRIATION: Can be arranged.

AIRPORT: Roberts International Airport about 1 hour ride by car; several connections to the rest of the world.

TIME: GMT; no alterations during the year.

HOLIDAYS: January 1st; February 11th; Second Wednesday in March; March 15th; April 12th; May 14th; July 26th; August 24th; First Thursday in November; November 29th; December 1st; December 25th. Special holidays as proclaimed from time to time by the Liberian Government. No work will be performed on January 1st, July 26th and December 25th.

POLICE/FIRE/AMBULANCE: No phone available; however the Lamco Plant Protection Force should be contacted; one Officer is normally assigned to each quay/gate.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.

DELAYS: Generally, no major delays have occurred. For ore carriers and tankers the tide may occasionally involve 24/36 hours waiting time depending on the size of ships expected to load: general cargo ships; no delay.

GENERAL: *Customs:* Two Customs Officers stay on board the ship during ship's entire stay and they should be given meals in the Officers' Mess and if necessary night quarters.

Cabins: It is recommended to keep all cabins locked during the stay in port.

Provisions: There are some chandlers in Buchanan for fresh fruits, fish, etc. No duty free or wholesale facilities provided.

Tide: Range of tide 0.90 m. – 1.50 m. (3 ft. – 5 ft.)

AUTHORITY: *Port Operators:* Lamco J. V. Operating Company, c/o Roberts International Airport, Robertsfield, Liberia. *Tel:* Monrovia 224238 (local), Monrovia 221190 (overseas), Buchanan 1545, 1546. *Telex:* 44260, 44293 Lamco. *Cables:* LAMCO Buchanan (Liberia) KTB. *Contact:* Harbour Master.

AGENT: All ore carriers must employ LJVOC as their Agent.

GREENVILLE: 04.59 N. 09.03 W.

PORT LIMITS: Sea Buoy: 04° 58.27′ N., 09° 04.27′ W.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
4 Customs and Crew Declaration.
2 Vaccination Lists and valid Cholera/Yellow Fever Certificates.
2 Copies Manifests.
2 Copies, Bills of Lading.
Load Line and Safety Construction Certificates.
Licences of Officers (for Coast Guard).
Cargo Gear Certificate.

PILOTAGE: Compulsory. Pilot embarks in position of Sea Buoy or at the authorised anchorage. Boarding is done from a launch painted black and white with the word "Pilot" inscribed. Contact can be established on a normal working day between 0730 – 1700 hrs., on Saturdays 0730 – 1200 hrs., holidays and Sundays – Office not open, but should a vessel be expected the Pilot can be contacted during the expected time of arrival on VHF Channel 16 or 12.

ANCHORAGES: Indicated on the Chart by a dotted line commencing in position Lat: 4° 58.8′ N., Long: 9° 03.4′ W. running in a direction 309° for 11 cables thence 092° for 10 cables then 188° for 7 cables with a minimum depth of 6.5 fathoms. Care should be exercised as there exists a 4 fathom patch at the edge of the anchorage area. Vessels proceeding to the anchorage area should proceed with the Sea Buoy and the North Point Lighthouse, bearing 059° to within a distance of one mile from the breakwater, thereafter altering course for the anchorage.

RESTRICTIONS: Pilotage is carried out between 0500 hrs. and 2300 hrs. daily. Under extenuating circumstances pilotage can be done after 2300 hrs., if previous arrangements are made.

MAX. SIZE: Length 156 m., beam no restriction, draft 7.31 m.

HEALTH: Pratique granted by Port Health Officer on arrival at berth, no Radio Pratique granted.

RADIO: None, ETA's should be routed to Agents via telex or cables.

VHF: Contact can be established with the Marine Office or the various Agencies during normal working hours Monday – Friday 0730 – 1700 hrs., and on Saturdays 0730 – 1200 hrs. on Channel 16 VHF.

RADAR: No Port Control radar.

TUGS: One twin screw tug of 1,450 b.h.p. available for assisting vessels. This tug is equipped with modern fire fighting appliances, and can also execute coastal towage of vessels if required. Ship's lines are preferable for towing, but if not available then tug's line can be used.

Two 192 h.p. launches are available for assisting coasters, and the towing of logs when rafting is being done.

BERTHING: One jetty 585 ft. in length with a depth of 8.1 m. Smaller jetty for vessels not exceeding 180 ft. in length with a depth of 4.9 m. alongside. In addition vessels loading floating logs can be berthed safely in the middle of the basin parallel to the main jetty with a depth of 8.1 m. Under favourable weather conditions (November – April) a third vessel can be accommodated at right angles to the jetty in a similar depth to the inner basin. All loading and discharging must be done by ship's gear.

CRANES: None presently available, but plans are underway to purchase a 70 ton mobile crane.

BULK CARGO FACILITIES: Cargo handled-forestry products only, i.e. logs, boules, sawn timber and plywood.

SPECIALISED CARGO HANDLING FACILITIES: None.

BRIDGES: None.

STEVEDORES: Arrangements can only be made on vessel's arrival as this depends on the availability of the logs and sawn timber to be loaded. The required loading rate for vessels alongside the jetty is 800 cu.m. per 24 hours and vessels in the basin 500 cu.m. per 24 hours.

MEDICAL: One Government owned hospital with 50 beds, and one private clinic, both with limited facilities available.

TANKERS: Facilities for small coastal tankers only, but larger tankers loading palm oil can use the large jetty with portable hoses/pipes connected from the permanent installation.

DENSITY: November-April 1025; May-October 1010.

FRESH WATER: Available at berth or by tug.

FUEL: Small amounts of diesel can be delivered by truck.

FIRE PRECAUTIONS: Usual precautions.

CONSULS: Nearest at Monrovia.

REPAIRS: No facilities.

DRY DOCKS: None.

SURVEYORS: All classification societies are represented at Monrovia. Surveyors will travel to Greenville if arrangements are made by Agents.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

HATCHES: Opening/closing carried out by crew but alternative arrangements can be made for shore labour.

CUSTOMS ALLOWANCES: 200 cigarettes/1 bottle spirits per crew member, but depending on duration of stay.

CARGO GEAR: Ship's gear only.

REPATRIATION: Carried out via Monrovia.

AIRPORT: Small domestic airport 5 miles from the port with two flights daily to Monrovia, approximately 45 minutes flying time.

TIME: GMT is observed throughout the year.

HOLIDAYS: There are 13 National Holidays, January 1st, New Year's Day; February 11th, Armed Forces Day; 2nd Wednesday in March, Decoration Day; March 15th, J. J. Roberts' Birthday; Good Friday; 2nd Friday in April, Fast and Prayer Day; April 12th, National Redemption Day; July 26th, National Independence Day; August 24th, National Flag Day; 1st Thursday in November, Thanksgiving Day; November 29th, Tubman's Birthday and December 25th, Christmas Day.

No work is permitted whatsoever on January 1st, New Year's Day; April 12th, Redemption Day: July 26th, Independence Day and December 25th, Christmas Day.

POLICE/AMBULANCE/FIRE: Within reach. Not available by telephone.

TELEPHONES: Not available.

SERVICES: No facilities exist for tank cleaning or compass adjusting.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.
REGULATIONS: No unusual regulations.
DELAYS: Can be expected during the rainy season (April-November) when adverse weather conditions (heavy swell) exist causing vessels to part their moorings. This usually lasts not more than 2 days in any given period. At such times, vessels are moved to the inner basin or to the roadstead until the conditions improve.
GENERAL: The port designed for the handling of logs and related wood products has just completed a re-habilitation project which included the dredging of the basin and approaches, new rafting and lighting facilities, also the placing of both fresh and salt water mains to the quay. Feasibility studies are now underway with a view to increasing the length of the Main Quay by 33 m. Despite the fact that the present facilities are for vessels of 156 m., vessels of 160 m. were safely berthed in the past year.

Navigational aids installed in 1987 as follows:
Sea Buoy R. & W. HOR. bands, Posn., 04° 58.27′ N., 09° 04.27′ W. Fl. W. ev. 10 secs.
Buoy marking mutine patch R. & W. HOR. bands, Fl. W. ev. 6 secs.
Red Buoy bearing 337° × 2 cables from the breakwater marking the Northern extremity of the Harbour, Fl. R. 3 ev. 8.5 secs.
North Pt. Lt. Ho. Sectored Fl. R. & W. 2 ev. 11 secs.

130° – 310° Obscured
310° – 040° Red
040° – 080° White
080° – 130° Red

Light at the Northern extremity of Jetty, Fl. G. ev. 3 secs.
AUTHORITY: National Port Authority, Port of Greenville, P.O.Box 165, Greenville, Sinoe County, Liberia. *Tel:* 9538/9. *Cables:* "Sinoe Port". *Contact:* Captain S. L. Wynter, Chief Pilot.

HARPER (Cape Palmas): 04.22 N. 07.44 W. **(See Plan)**

SHIPMASTER'S REPORT: August 1991.
Harper Port (Cape Palmas) located in position Lat. 04° 21.7′ N., Long. 07° 43.8′ W. is a small port with major export of logs, mainly to Europe.

The port is situated on the N.E. side of Russwurm Island.

There are buoys placed in directions and distance measured from Sea to Cape Palmas as follows (Also see "Plan"):
Buoy No. 1 – 072° × 1.6 miles. Buoy No. 2 (red) – 093.5° × 1.14 miles, near Congo Rock. Buoy No. 3 (green) – 092° × 0.6 miles, near Yoruba Rock.

Buoy No. 1 in line with beacons at Yoruba wreck (easy to spot), buoy in line with the beacons 045° × 1.8 miles which lead to Cape Palmas anchorage.

When entering the port of Harper from Buoy No. 1 steer 067°. This will bring vessel to the middle of the harbour entrance. A red buoy near Outer Rock and Cape Rock has to remain close on the portside. When entering the port the Old Jetty will remain close on starboard side. When the Old Jetty is abeam to starboard, vessel is swung to starboard in order to go portside alongside at the New Jetty. There is very little space in the port, just sufficient to swing around.

The New Jetty is about 100 m. long. There are just enough bollards to moor the ship. Several bollards are broken. Moorings break regularly and if they do not break during periods of high swell the bollards will, as happened to us, be ripped off the pier. The swell is most frequent between May and August (rainy season). The port is dangerous in the months June/July (in my opinion) when the swell is very high, especially for ships over 2,000 tons.

The New Jetty is designed for ships up to 2,000 tons but ships over 3,000 tons enter the port. Safe draft is 5.20 m., but according to personnel it is 6.0 m. at high water, but I would not recommend this. We did several trips and touched the bottom during low water with a draft of 5.2 m. (there was a big swell at the time). The swell is at times very big and it is not advisable to stay alongside the pier at night in those periods. Night navigation is also not advisable.

There are no Pilots or tugs and there is little or no communication possible by VHF or radio.

There is one working mobile crane but usually ship's gear will be used. The shipper acts as the agent so few services can be expected.

No provisions, water or fuel are available.

The following documents will be requested: 7 copies Crew List; 2 copies Narcotics List; 2 copies Stores List; 2 copies Crew Declaration; 6 copies Arms and Ammunitions List; 1 copy Health List; 6 copies Stowaway List; 6 copies Animals List; 6 copies Last Port of Call List; 2 copies Vaccinations List.

MONROVIA: 06.20 N. 10.50 W. **(See Plan)**

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists or Statements "Nil" if none aboard.
2 Manifests for Customs. This should state ballast if no cargo aboard.
4 List of Ports of call from commencement of voyage with date of calls.
1 International Health Declaration.
1 List of dates of yellow fever and cholera vaccination.
4 Stores Lists.
2 Crew Customs Declarations.
Immigration now stamp all seamen's Discharge Books or Passports.
2 Livestock Lists.

Notice:
The National Port Authority have issued Circular No. 1/1988 which reads:
"The National Port Authority, Freeport of Monrovia, is herewith announcing the following:

1. Ship's ETA, draft – and corrected ETA – shall be furnished to the Harbour Master in writing, minimum 24 hours prior to ship's arrival.
2. The following cargo documents shall be furnished minimum 48 hours prior to ship's arrival to the Operations Manager (with the exception of those cargo documents of last coastal port in West Africa, which shall be made available at ship's arrival).

Import:
6 complete and legible sets of Cargo Manifests, classing separate:
  – containers (size and type to be indicated)
  – rolling units
  – general cargo (loose)
  – LCL-container manifest (separate per unit)
  – summary.
2 Manifests of cargo to be shifted via quay
1 Stowage/bay plan
3 List of Dangerous Goods (as to IMDG-codification) for Monrovia
1 List of Dangerous Goods (as IMDG-codification) in transit

Export:
2 copies of the provisional Booking List shall be furnished minimum 48 hours prior to ship's arrival to the Operations Manager
3 complete and legible sets of Export Manifest classed as the Import Manifests – Customs passed and stamped, shall be furnished minimum 48 hours after ship's departure to the Operations Manager.

All cargo documents shall use metric system in weight and measurement.

3. As from 1st May, 1988 a new billing procedure has been established. As from this date, vessel's billing shall comprise of 2 invoices of same old form.

The first invoice shall cover marine services and facilities including water supply only, while the second invoice shall cover Operations Department tariff items i.e. shift surcharges for gangs, overtime, etc.

Payment is expected within 14 days after receipt of invoice, thereafter, port's services shall be suspended, until payment has been effected completely."

APPROACHES: The artificial harbour is protected by 2 rock breakwater extending 1.25 miles out into the open sea, encompassing some 750 acres of protected waters. The distance between the breakwater entrance is 970 ft. and in the centre of the opening a 500 ft. wide channel marked by buoys has been dredged to 49 ft. MLW. This channel is 1.33 miles long with a 30° turn half way and marked by means of 4 lighted channel buoys. North and South Mole ends of the breakwater are marked by red and green rotating light beacons respectively. The channel within the breakwaters gradually widens into a turning basin whose depth towards the Iron Ore Piers is dredged to a depth of 45 ft. MLW and 30 ft. off the General Cargo Pier.
PILOTAGE: Pilot is compulsory. Pilotage available day and night, except for vessels berthing at the oil jetties. Pilot ordered through local Agent. 24 hours or minimum 12 hours notice of ETA by Radio Telephone on 2182 kHz. Pilot instructs ship through signal tower or direct on VHF Channel 16.

Pilot comes out from inside breakwaters by pilot launch, displaying "H" flag by day and white over red light at night and "Pilot" in large black letters on side of the launch. Pilot will inform ship by VHF which direction to proceed to meet the pilot launch by the Fairway Buoy. Vessels should always keep clear of the Fairway Channel, as very large bulk carriers sail on deep draft.
ANCHORAGE: Recommended anchorage is 3 miles from breakwater (45 ft. – 60 ft.) in roadstead is to the South of the buoyed channel which provides goods holding ground on a sand and mud bottom. Vessels are not anchored within Inner Harbour except for very short periods of time.
RESTRICTIONS: Pilot service is day and night. Loaded oil tankers berth in daylight hours only. Deep loaded vessels i.e. 40 ft. draft and over are restricted to tide for berthing and sailing. Maximum draft for main ore piers is 45 ft. Vessels up to 860 ft. length can be accommodated at these piers. No restriction on beam except that carriers with beam in excess of 126 ft. may experience difficulty in loading with present loading gantries. Bulk carriers of 90,000 d.w.t. and over will berth only in daylight hours.
MAX. SIZE: Vessels loading at the Iron Ore Piers are limited to a max. draft of 45 ft. and sail from 2 hours before HW up to the time of HW.At the bunker pier vessels are limited to a draft of 32 ft. and at the marginal cargo wharf to a draft of 30 ft. Vessels exceeding these drafts can be heavily fined.

Also see "Restrictions" and "Berthing".
HEALTH: Vessels entering must fly International Code flag "Q". Port Health Officials board upon berthing. Pratique automatic for vessels having cleared at other Liberian ports, but vessel must still clear Customs.
RADIO: ETA messages from ships are received in the Freeport through Liberian Government Radio Station, Monrovia and through French Cable Station, Monrovia.

Monrovia Radio call sign ELC-2150 (6° 17′ N., 10° 48′W.) is fitted with VHF and HF radio at the Freeport, working from 0800 hrs. to 2400 hrs. The VHF is of the Marine type with Channels 6, 8, 9, 10, 11, 12, 13, 14, 15 and 16. Also transmits on 482-500-512 kHz and receives on 500 kHz A1 2.5 kW.

Other Frequencies: 8518 (8 MHz Channels 5 & 6) A1 2.5 kW
12709 (13 MHz Channels 5 & 6) A1 2.5 kW
16983 (16 MHz Channels 5 & 6) A1 2.5 kW
17146 (17 MHz Channels 5 & 6) A1 2.5 kW
22491 (22 MHz Channels 5 & 6) A1 2.5 kW

Telex Address: National Port Authority - NATPORT 44275.

VHF: Vessels arriving or sailing must make contact with Freeport Control Tower on Channels 16 and later 14 or 12 within the port area and Pilots' Office and for manouvering Channel 9.

TUGS: Use of tugs compulsory: 3 tugs available. 'Nana Kru' and 'Stockton Creek' 1,700 h.p. each and 'Bentol' 3,900 h.p. Join vessels just inside breakwater entrance. For berthing, tug lines used; for sailing, ships lines often used.

BERTHING: *Cargo Wharf:* The marginal cargo wharf is 2,000 ft. long (230 ft. leased to Amoco) and 36 ft. wide with 8 transit warehouses. The wharf has a concrete deck and has a depth alongside of 30 ft. at MLW. All cargo is discharged and loaded by ship's gear. Sufficient amount of cargo handling equipment is available such as forklift trucks ranging from 4 tons to 35 tons capacity. Tractors and trailers are available. A 40 ton capacity steam crane is available at No. 2 Berth for heavy lifts. There are also 2 mobile cranes with capacities from 25 tons to 35 tons but they are not suitable for ship discharge. Fresh water is available at this wharf, loading rate is approximately 25 t.p.h.

Bunker Pier: This is a "T" jetty on the South edge of the dredged basin with a depth of 34 ft. at MLW. No fresh water is available at this pier.

Port Authority Circular: October 1985.

"The maximum Summer deadweight of vessels allowed to berth at the Bunker Pier should not exceed 30,000 tonnes. The vessel must be provided with a minimum of 10 manila mooring ropes and under no circumstances will wire mooring lines be accepted especially those from auto-tension winches. It is also recommended that special shackles be provided by the vessels to be used in case of any unfavourable weather that will endanger the safety of the vessel while she is berthed alongside."

The bunker pier can accommodate vessels of max. LOA 700 ft. and draft 32 ft.

LPRC Crude Oil Discharging Berth: This is situated between the Bong Mine and NIOC Ore Piers and consists of one breasting dolphin and an after mooring dolphin. Tankers discharging crude oil are moored by means of 2 anchors with starboard side to the dolphin and the stern made fast to the mooring dolphin. Discharge is by means of submarine and floating pipelines connected on the starboard side amidships. Tankers are limited to a length of 700 ft. and draft of 40 ft. Fresh water is available at this pier.

Fish Pier: A pier with its own dredged channel and turning basin is used by fishing vessels to discharge cargo into cold storage. This pier is situated on the Northern Breakwater with the Cold Storage Facility located on the inshore side of the breakwater. Fresh water is available at the pier. The channel to the fish pier is 90 ft. wide and dredged to 20 ft. MLW. Size of vessels using this pier is limited to 240 ft. length and 19 ft. draft.

Iron Ore Piers:

Bong Mining Company Pier:

Approaches max. draft on MLW	45 ft.
Alongside max. LOA of vessel	900 ft.
Max. beam of vessel	125 ft.
Max. draft on HW	45 ft.
Alongside pier length	886 ft.
Depth alongside MLW	45 ft.
Loading boom height above HWOST	45 ft. 6 in.
Loading boom outreach from fenderline	57 ft.
Pier length covered by loading boom	750 ft.
Loading rate	3,200 t.p.h.

National Iron Ore Company Pier:

Approaches max. draft on MLW	45 ft.
Alongside max. LOA of vessel	1,000 ft.
Max. beam	114 ft.
Max. draft on HW	45 ft. North side 42 ft. South side
Alongside Pier length	900 ft.
Depth alongside MLW	45 ft. North side 42 ft. South side
Loading boom outreach from fenderline	60 ft.
Loading boom height above HWOST	43 ft.
Pier length covered by loading boom	640 ft.
Loading rate	1,200 t.p.h.

Fresh water available at this Pier.

Liberia Mining Company Pier: (Now used to accommodate vessels).

Approaches max. draft on MLW	45 ft.
Alongside max. LOA of vessel	830 ft.
Max. beam	130 ft.
Max. draft on HW	45 ft. North side 38 ft. South side
Alongside Pier length	825 ft.
Depth alongside MLW	45 ft. North side 42 ft. South side
Loading boom outreach from fenderline	61 ft.
Loading boom height above HWOST	46 ft.
Pier length covered by loading boom	560 ft.
Loading rate	2,000 t.p.h.

Fresh water available at this Pier.

BRIDGES: None.

STEVEDORES: Several stevedoring companies. Port Authority handles all cargo on shore and accepts cargo ex-ship's hook only.

A daily meeting with all ship's agents is conducted by the Operations Manager regarding the arrivals and departures of ships and to arrange for required gangs to load or discharge ships including requests for overtime and night work.

Stevedores gangs have to be ordered the day before required, therefore essential for Agents to receive ETA messages in sufficient time.

Working Hours: Monday-Friday: 0800-1200 and 1300-1600. Saturday: 0800-1200. Overtime is permitted at night, Sundays and Holidays if requested.

MEDICAL: Whenever possible Masters should cable Agents if require medical attention especially when arriving week-ends or during night. Hospital facilities available. Port Health require yellow fever vaccinations for crew members.

TANKERS: See "Restrictions" and "Berthing".

DENSITY: Density varies with the tide. Also varies during rainy season as river flow increases. Varies from 1009 to 1024 oz. per cu. ft. with average of approx. 1019 oz. per cu. ft.

FRESH WATER: Available (See "Berthing"). Average rate of delivery approx. 20 t.p.h.

FUEL: Light diesel oil and heavy fuel oil available and these can be blended to specification by supplying oil company. Fuel and diesel only available on bunkering pier.

CONSULS: Majority of foreign countries have Consuls.

REPAIRS: Limited deck and engine repairs can be carried out by private companies.

DRY DOCKS: One very small floating dock capable of lifting 300 tons with max. draft of 8 ft. This dock is used for small coastal craft and only accepts very limited outside work. There is also a synchrolift of about 250 tons, owned by private fishing company.

GANGWAY/DECK WATCHMEN: Private security men are engaged by the Agent. Port Security also maintain regular patrol.

OPENING/CLOSING HATCHES: Normally done by stevedores.

CUSTOMS ALLOWANCES: Tobacco, reasonable quantities for consumption while in port. Wine and/or Spirit, as tobacco.

REPATRIATION: Repatriation of crew is possible.

AIRPORT: Roberts Field International Airport 45 miles distant. Served with daily international flights to Europe and America.

TIME: GMT.

HOLIDAYS: Many official holidays during year but cargo work carried out those days on overtime rates. Port closes 3 times a year: 26th July (Independence Day), Christmas Day and New Year's Day.

POLICE/AMBULANCE/FIRE: Port Authority have own Security Force and Fire Service, situated in port area. There is also an ambulance service.

TELEPHONES: There are no facilities for telephones on board.

SERVICES: Hull, deck and engine surveys can be obtained through Lloyd's, German Lloyd, B.V., Norske Veritas, America Bureau Agents and most of the other classification societies.

Provisions are available from duty-free bonded warehouses in the Freeport area. These include frozen, chilled and tinned food, spirits and tobacco products. A wide variety of housekeeping items, such as soap, paint, etc. are also available. Fresh vegetables and fruits are available through ship chandlers. 1×100 ton capacity lighter available.

SHORE LEAVE: No restriction on shore leave.

IDENTIFICATION CARDS: Not required, but Seaman's Books are endorsed aboard by Immigration.

GARBAGE DISPOSAL: Service not available.

WASTE OIL DISPOSAL: Arranged by P & I Club.

SEAMAN'S CLUBS: None.

CURRENCY: Liberian Dollar, equivalent to U.S.Dollar.

WEATHER: *Tides and Currents:* The rise of tide varies from 2.0 ft. to 3.9 ft. from neaps to springs. The flood tide runs in a north easterly direction at approximately 1 knot and the ebb to the S.W. at approximately 1 knot. Inside the harbour a tidal flow of 0.5 – 1.0 knots is experienced. There is no prediction of the directions of flow as the water circulates around the harbour sometimes in one direction and sometimes in the opposite. The currents along the coastline are variable and not predictable.

Prevailing Wind: The prevailing wind is West to Southwest during the dry season. A Northerly wind is sometimes experienced for 2 or 3 weeks. The stronger winds are experienced during the wet season of April to November and during this period the average wind force is about Force 4 (Beaufort Scale). The wind usually rises in the afternoon or early evening and falls off during the night. During the dry season the wind is usually Northerly during early mornings and backs to the S.W. by late afternoon. Dangerous winds are revolving line squalls of intense force and usually of very short duration. Heavy rain/winds normally comes from the landside. These conditions are considered dangerous to vessels only during the process of berthing, but cause no danger to vessels in port securely moored. These infrequent tornadoes occur during the seasonal transition months of March/April and October/November.

Vessels alongside piers will sometimes experience a surge, which may part mooring lines. This is due not to the wind, but to a swell entering the harbour and is a condition which seldom occurs.

PIRACY: Acts of piracy have taken place at the port.

SHIPMASTER'S REPORT: February 1983.

Pilotage: Pilot launch has black hull, white housing and green housing top. The word "Pilot" is painted in large white letters.

Pilot boards near the Sea Buoy, 7.3 cables from Southern Breakwater.

Health: 2 Coastguard Officials and 1 Immigration Official board with the Pilot to complete formalities. We do not think that this is the case for all vessels.

Radio: The Freeport of Monrovia no longer maintains a watch on HF 2182 kHz.

Tugs: 3 tugs available.

When sailing, vessel takes 1 tug at stern, using 2 ship's lines.

Gangway/Deck Watchmen: Port security personnel maintain continuous watch while vessel is berthed.

Opening/Closing Hatches: Normally done by ship's crew.

AUTHORITY: National Port Authority, Freeport of Monrovia, P.O.Box 1849, Monrovia, Liberia. *Tel:* 221454, 222932. *Telex:* 44275. *Cables:* "Natport". *FAX:* 231-224615, 225556. *Contact:* A. Lamii Kromah, Managing Director.

AGENT: Scanship (Liberia) Inc., P.O. Box 10.0.209, Burshrod Island, 1000 Monrovia 10, Liberia. Tel: 222832, 222130. Fax: 225300. Telex: 44281. Cables: "Scanship Monrovia".

NOTES

Please also advise Shipping Guides Ltd.

Socialist People's Libyan Arab Jamahiriya

GENERAL: All ports:

NAVIGATION REGULATIONS: The following telex received from Libyan Marine Department on 21st October 1985.

Quote:

Please be advised that the following general information to be added to next edition of "Guide to Port Entry".

1. The following is a resume of instructions issued by the Libyan authorities to which all ships must abide in Libyan territorial waters (limited by 12 nautical miles and in Gulf of Sirte by parallel 32° 30′ N.).

2. Ships bound for Libyan ports must inform the authorities of the port by writing or telegram 24 hours prior to entering the Libyan territorial waters including name, flag, nationality, destination, cargo, agent, date of arrival, duration of stay in the port, port of origin and the approach route to Libyan port and the port of destination after leaving Libyan waters, they must insure continuous monitoring on Channel 16 and contact the port authorities on Channels 16, 11 or 12.

3. Commercial ships may pass on innocent passage within territorial waters only during day time provided they inform the Libyan authorities at least 12 hours prior to entering and giving the latitudes and longitudes of the points of entering and leaving, duration of stay in territorial waters, courses and speed.

4. All ships must keep to the anchorage areas shown in charts and strictly refrain from causing pollution of waters.

5. The following are declared as prohibited areas:

(A)	32° 52.8′ N.,	13° 24.5′ E.
	32° 57.7′ N.,	13° 24.5′ E.
	32° 57.7′ N.,	13° 18.0′ E.
	32° 53.8′ N.,	13° 22.3′ E.
(B)	32° 53.7′ N.,	13° 20.6′ E.
	32° 55.9′ N.,	13° 18.0′ E.
	32° 55.9′ N.,	13° 15.0′ E.
	32° 54.5′ N.,	13° 15.0′ E.
(C)	31° 09.0′ N.,	19° 42.0′ E.
	31° 09.0′ N.,	19° 19.0′ E.
	31° 56.0′ N.,	19° 42.0′ E.
	31° 56.0′ N.,	19° 19.0′ E.
(D)	32° 58.0′ N.,	13° 06.0′ E.
	32° 53.0′ N.,	13° 06.0′ E.
	32° 58.0′ N.,	12° 48.0′ E.
	32° 52.0′ N.,	12° 44.0′ E.

6. Ships that violate the instructions and the prevailing laws will be subject to punitive penalties, including opening fire at the ship and forcing her to obey the orders of the Libyan Arab Fleet.

7. All ships shall proceed to any of the following ports through the approaching point and shall inform the Port Control of her course and speed.

Tripoli Port:		
(A)	33° 00′ N.,	12° 58′ E
(B)	33° 07′ N.,	13° 10′ E
(C)	33° 05′ N.,	13° 19′ E
(D)	33° 05′ N.,	13° 04′ E
Benghazi Port:		
(A)	32° 03′ N.,	19° 50′ E
(B)	32° 09′ N.,	19° 49′ E
(C)	32° 17′ N.,	19° 53′ E
(D)	32° 20′ N.,	20° 06′ E
Zwara Port:		
(E)	33° 03′ N.,	12° 15′ E
Misurata Port:		
(F)	32° 34′ N.,	15° 16′ E
Oil Terminals (Gulf of Sirte):		
(G)	32° 22′ N.,	18° 30′ E
Derna Port:		
(H)	32° 58′ N.,	22° 42′ E
Tobruk:		
(K)	32° 10′ N.,	24° 02′ E

8. All ships shall maintain communication with the coastal stations.

9. All ships shall follow the instructions of the Port Authority about the anchorage position.

10. No ship shall have the right to change her anchorage location without port authority permission.

Unquote.

The following telex was received from Libyan Marine Department on 1st October 1990.

Quote:

The following is a resume of standard marine regulations issued by Libyan Authorities to which all ships must abide in Libyan waters, which are limited by 12 nautical miles from coastline and in Gulf of Sirte by parallel 32° 30′ N.

1. Ships bound to any Libyan port must:
   - (a) Inform her Agent in Libya, from her sailing port, of the following: Name, call sign, nationality, name and address of owner, name and nationality of Master, No. of crew and passengers (if any), G.T., type of cargo, destination port, date and ETAs or (departure), date of arrival.
   - (b) 24 hours prior to arriving at the selected approach point, vessel must contact the nearest coastal station to confirm the above information and include the following: Position, speed, course at that moment, approach point to use, state of sea, ship's condition (trim, list, draft (fore and aft)).
   - (c) On arriving at the approach point, vessel must contact the port of destination to confirm ETA, course and speed.
2. Ships leaving any Libyan port on international voyage must:
   - (a) Advise her Agent, at least 4 hours before departure, of the following: Name, call sign, No. of crew and passenger (if any), next port, cargo on board, course and speed from the outer limits of the port to the end of Libyan territorial waters.
   - (b) Insure regular communication with the port radio and coastal station on VHF Channel 16.
3. Ships on voyages between Libyan ports must:
   - (a) Advise her Agent of the following: Name, call sign, ETAs or (time of departure), cargo on board, next port, ETA, draft (fore and aft), course and speed or courses and speeds.
   - (b) Insure continuous monitoring on Channel 16.
   - (c) Insure regular contact with the port radio and/or coastal station every 4 hours or when possible.
4. All ships must abide to the anchorage and prohibited areas and must adjust their course to pass by one of the approach points.
5. All ships must insure that they have on board all certificates and documents required, including the Safe Minimum Manning Certificate, when going to any Libyan port or passing through Libyan territorial waters.
6. Ships that violate these standard regulations and prevailing laws will be subject to punitive penalties.
7. These regulations will come into force on 10th October 1990.

Unquote.

CLEARANCE: ETA to be advised to Port Authority 24 hours before arrival, including the following information: Ship's Name, type, Nationality and port of Registry; Owner, Master and Agent names; Gross and Net tonnage; Ship's length and draft forward and aft; Expected duration of stay in the port; Last port of call, tonnage, quantity and kind of cargo for discharging and loading; Full details of any dangerous liquids or cargo; Number of passengers and crew; Health situation.

Before arrival at the outer limits of the port, vessel requested to hoist the following signals: Flags of her call-sign; Flag of Quarantine; Flag of ship's Nationality; The Libyan Flag on the foremast; Red Flag during daylight and Red light during night-time, if carrying explosives or any inflammable cargo; Pilot Flag and the international flag code signals must be respected.

DOCUMENTS: *On Arrival:* Last Port Clearance; Full sets of cargo documents; Copies covering consignment; Certificate of Origin; Bills of Lading, etc. Not less than 7 copies of Crew and Passenger Lists. Other documents as required at each port.

Ship's Certificates should be delivered to the Marine Inspection Office at the port.

During the First 24 Hours of Arrival: Valid certificates to comply with all the International conventions in force for the State whose flag the ship is flying. Certificate of Registry. For the National ships, moreover, the official log book, engine log book and ship's articles.

Agency Requirements: The following agency requirements in respect of pre-arrival notices and documentation in addition to official documents and certificates needed for ordinary port clearance should be complied with. Pre-arrival notice to be communicated by telex to Agents containing following information:

(a) vessel's name and flag;
(b) g.r.t./n.r.t./s.d.w. and nature of cargo;
(c) ETA and quantity of cargo to be handled;
(d) exact address to whom disbursements accounts should be sent.

For dry cargo vessels further information should be submitted:

(e) conditions of stevedoring, whether basis liner terms or F.I.O.S.;
(f) net freight earned along with all cargo details specifically each Bill of Lading.

Upon arrival the following documents are to be handed over:

1. Masters of tankers should produce and hand over to Port Authorities 'Certificate of Discharge' pertaining to previous calls (non-compliance will cause delay in berthing);

Following only applying to dry cargo vessels:

2. 14 copies of Cargo Manifest (clearly stating measurements and weights);
3. 2 copies of Freight Manifest;
4. 2 copies each Bill of Lading;
5. 2 copies Cargo Plan.

Report: May 1984. From State Agent.

Agent to submit all ship's documents/certificates, cargo documents and crew documents and/or any other declarations connected thereto, in the Arabic language. This is effective from 1.6.84, noting until this date, we shall arrange for the required translation as a transitional period, after which and effective from the above mentioned date, all ships shall arrive with all above said documents/certificates/ declarations, etc., in the Arabic language.

Your full and strict adherence to the above is required avoiding unnecessary inconveniences to all parties concerned as any failure on your part shall never be tolerated by the concerned authorities.

Report: June 1984. From State Agent.

Please note: Temporarily vessels should arrive with the following ship certificates already translated into Arabic, otherwise vessels shall be delayed in sailing. The other documents we shall arrange for translation of same at our end on a temporary basis:

Certificate of Registry.
Safety Construction Certificate.
Safety Equipment Certificate.
Radio Telegraphy Certificate.
Load Line Certificate.

Report: September 1984. From State Agent.

Following documents imperative to be translated at your end, and not by Agent:

1. Ship's documents:

Registry Certificate.
Load Line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio – Telegraphy Certificate.

2. All Cargo Manifests.

3. All other lists and declarations such as Crew List, Officers' List, Stores, etc.

Note that the competent authorities at our end (namely the Ports and Lights Department of Tripoli) are presently insisting on collecting from ship direct all the documents in question in Arabic translation upon vessel's arrival thus leaving no possibility whatsoever for any assistance previously rendered by the Agent.

PILOTAGE: Pilotage is compulsory for all vessels. Pilot boat will meet ships outside the harbour. Ships should wait for Pilot at anchor outside the harbour if weather is good. In case of bad weather, after getting permission from Harbour Master ships may enter the harbour at their own risk and anchor inside.

ANCHORAGES: *Benghazi:* Area between Lat. 32° 11′ N. and 32° 07′ N. and Long. 19° 56′ E. and 19° 59.2′ E.

Derna: Within 1.5 miles radius of position Lat. 32° 49.3′ N. and Long. 22° 39′ E.

Es Sider: Area between Lat. 30° 41.5′ N. and 30° 43.0′ N. and Long. 18° 22′ E. and 18° 25′ E.

Misurata: Within 1.5 miles radius of position Lat. 32° 23.0′ N. and Long. 15° 18′ E. (about 4.7 miles from main lighthouse).

Tobruk: Area between Lat. 32° 03.7′ N. and 32° 05.5′ N. and Long. 24° 02.0′ E. and 24° 03.0′ E.

Tripoli: Area between Lat. 32° 55.5′ N. and 32° 56.5′ N. and Long. 13° 09.8′ E. and 13° 11.7′ E.

Zuara: Within 1 mile radius of position Lat. 32° 57′ N., Long. 12° 10′ E. (in direction 065° from main lighthouse).

Also see individual oil terminals.

HEALTH: The following documents to be provided for the doctor: A valid Fumigation Certificate; International Vaccination Certificate for every person on board; Health Certificate for any animal or bird on board. No automatic Free Pratique between the Libyan Ports.

TUGS: Tugs are available at all Libyan Ports.

BERTHING PRIORITY: The berthing priority scheme, according to law, as follows: (1) Passenger ships. (2) Animal ships. (3) Liner and mail ships. (4) Cargo ships. (5) Tankers and dangerous cargo ships. Ships with cargo of less than 300 tons, may not have to comply with the scheme; subject to Harbour Master's decision.

CONSULS: Embassies in Tripoli. No consuls at any ports.

SURVEYORS: The following addresses are Agents for the mentioned Classification Societies and may be contacted for the necessary surveys on request:–

Lloyd's Register of Shipping: P.O.Box 111115 Tripoli. Telephone: 74383. Telegraphic Address: Lloydsreg Tripoli Libya.

Bureau Veritas: Tripoli: Orfelli Agencies, 109 – 1st September Street, P.O.B. 2283, Telephone: 35338 and 37398, Telegraphic address: Shetaf Tripolilibia.

American Bureau of Shipping: Tripoli: Libyan Arab Shipping, Baghdad Street, Andalus Building, P.O.B. 882, Telephone: 41712 and 39358, Telegraphic Address: Arabship Tripolilibia, Telex 20033 Arabship.

Germanischer Lloyd: Tripoli: Johs Rieckermann, Baghdad Street, Andalus Building, P.O.B. 2121, Telephone: 37021 and 31069, Telegraphic address: Rieckermann Tripolilibia.

Registro Italiano Navale (RINA): Tripoli: Mr. Mahmoud Gamar, c/o Libyan Arab Shipping Co., Baghdad Street, Andalus Building, P.O.B. 2325, Telephone: 41712 and 39358, Telegraphic address: Gamarin Tripolilibia.

OPENING/CLOSING HATCHES: To be done by crew.

CUSTOMS ALLOWANCES: 200 cigarettes for each crew member or passenger. All kinds of alcoholic drinks are forbidden, even wine and beer, and to be kept in the store under the Customs seal. Also arms, perfume, saccharine and all kinds of anaesthetic. The sum of 10 Libyan dinars allowed for each crew member. All Libyan and Foreign currency to be declared in the Currency Declaration. All personnel effects and electronics to be declared in the Crew Declaration.

BLACK LIST: Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board on arrival in the harbour will be liable to heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.

TIME: Local time at all the seasons is GMT plus 2 hours.

HOLIDAYS: Friday is the weekly day off. 2nd March; Revolution Day (1st Sept. yearly); Evacuation Days (28th March, 11th June, 7th October; yearly), Syrian Revolution Day (8th March, yearly); Sudanese Revolution Day (25th May, yearly); Egyptian Revolution Day (23rd July, yearly); Hijra New Year (1st Moharam, Muslim year); Ashoura (half day, 10th Moharam, Muslim Year); Mohammadan birthday (12th Rabih Awel, Muslim Year); Israa Wa Merag (half day, 26th, Rajeb, Muslim Year); Eid El-Fitr (1st, 2nd & 3rd Shawal, Muslim Year); Eid El-Adha (9th, 10th, 11th, & 12th Zi Al-Heja, Muslim Year).

TELEPHONES: All calls through Tripoli and Benghazi Coastal Stations – No calls allowed when the ship is alongside.

SHORE LEAVE: Crew members permitted ashore during daytime. Shore leave not permitted at oil terminals.

IDENTIFICATION CARDS: Seaman's Book or Discharge Book, Passports, Identity Cards — all should be valid.

Shore passes issued and Seaman's Book to be kept at the gate at port entrance.

MINE FIELDS: The following areas are prohibited area and dangerous for navigation due to mines:

(1) Lat. 32° 52.78′ N. Long. 13° 24.60′ E.
Lat. 32° 57.67′ N. Long. 13° 24.46′ E.
Lat. 32° 57.67′ N. Long. 13° 18.00′ E.
Lat. 32° 53.82′ N. Long. 13° 22.30′ E.

(2) Lat. 32° 53.70′ N. Long. 13° 20.61′ E.
Lat. 32° 55.93′ N. Long. 13° 18.00′ E.
Lat. 32° 55.93′ N. Long. 13° 15.00′ E.
Lat. 32° 54.45′ N. Long. 13° 15.00′ E.

(3) Lat. 32° 37.00′ N. Long. 23° 13.00′ E.
Lat. 32° 14.50′ N. Long. 23° 31.00′ E.
Lat. 32° 10.50′ N. Long. 23° 28.50′ E.
Lat. 32° 37.50′ N. Long. 23° 7.50′ E.

ATTENTION: It is imperative that vessels contact the wireless stations on the Libyan coast at a distance of 30 miles from the proceeding port, giving the ship's position. Ship's winches and cargo gear should be in good order otherwise they will be liable to heavy fine if any delay occurs.

FLOATING DOCK: See "Tripoli".

REGULATIONS: Foreign currency not to be taken ashore. Crew members' visits between ships are not allowed without the prior permission of Customs and Immigration. Ship's lifeboats are not to be used within harbours limits without the prior permission of the authorities. No engine repairs to be carried out in port whilst alongside or at anchor in the port without prior permission of authorities. Movements of ships in the port are not allowed without instructions. Using ship's propellers whilst in port is not allowed without permission. Ship's whistles not to be used without good reason. Cleaning funnels or making smoke whilst in port is strictly forbidden. Ship's gangway to be in position at all times whilst alongside. Rat guards to be fixed all times on every rope. Painting or scraping the outer hull of the ship not to be carried out without prior permission of authorities. Duty officer to be on board all the time accompanied by sufficient crew.

For tankers or vessels laden with dangerous cargo; moreover, the mentioned hereabove: Red flag to be hoisted in daylight and red light to be on in the night-time. No movements allowed between sunset and sunrise for such ships. Electricity to be off from ship's holds whilst loading or discharging. Towing wires with suitable shackle to be ready fore and aft. Smoking and any kind of fire are strictly forbidden on deck. All steps for safety to be carried out.

POLLUTION: Pollution of any kind is strictly forbidden. Any ship causing any kind of pollution will be liable to heavy fine.

The discharge of ballast from cargo tanks is not permitted in Libyan waters by vessels calling at Libyan ports.

DELAYS: Delays in berthing and load/discharging can normally be expected.

AUTHORITY: Libyan Marine Affairs Department, P.O.Box 648, Tripoli, G.S.P.L.A.J. *Tel:* 609011/40. *Telex:* 20400, 20533 Minsco Ly. *FAX:* 605149. *Contact:* Head of Marine Department.

AGENCY: IMPORTANT.

Universal Shipping & Maritime Agency at Benghazi can attend to vessels at Benghazi, Marsa el Brega, Marsa el Hariga and Zuetina.

Universal Shipping & Maritime Agency,
P.O.Box 2450,
Omar Mukhtar Street,
Benghazi.
Cables: "Universal" Benghazi/Libya.
Telex: 40101/40025.

Universal Shipping & Maritime Agency at Tripoli can attend to vessels at Tripoli, Misurata, Zuara, Zawia, Ras Lanuf and Es Sider.

Universal Shipping & Maritime Agency,
P.O.Box 3703,
Tripoli.
Cable Address: "Uniship" Tripoli.
Telex: 20677, 20263.

Shahat Shipping & Stevedoring Co. will attend to agency matters at Benghazi, Derna, Marsa el Brega, Marsa al Hariga, Tobruk and Zuetina.

Shahat Shipping and Stevedoring Co.,
P.O.Box 2973 and 1496,
Benghazi,
Cable Address: "Shahat Ship" Benghazi.
Telex: 40231.

Germa Shipping and Stevedoring Co. will attend to agency matters at Misurata, Es Sider, Ras Lanuf, Tripoli and Zawia.

Germa Shipping and Stevedoring Co.,
(Temporary address Baghdad Street),
P.O.Box 985,
Tripoli.
Cable Address: "Germa Ship".
Telex: 20058.

The Libyan Shipping Agencies Group – Benghazi will attend agency matters at Benghazi, Marsa el Brega, Marsa al Hariga, Es Sider, Ras Lanuf, Tobruk, Zueitina, Misurata, Tripoli, Zawia and Bouri.

Libyan Shipping Agencies Group – Benghazi.
Tel: 00218-61-93912/94312/95240.
Fax: 00218-61-95916/91403.
Telex: 40497, 40074, 40103.

BENGHAZI: 32.06 N. 20.03 E. (See Plan)

Also see "General" before first port.

PORT LIMITS: (a) The water area existing within the actual breakwater and that which may fall within any new breakwater eventually constructed up to the bridge across the shallow water basin at the Eastern side.

(b) The water area known as the navigational channel outside the harbour commencing as from the harbour entrance along the distinguishing marks of the channel for a distance of 1 mile (2 km.).

ANCHORAGE: See "General" before first port.

RESTRICTIONS: Vessels are not permitted to enter harbour between sunset and sunrise.

MAX. SIZE: All types of ships with 27 ft. draft and less in Wintertime and 28 ft. and less in Summertime are safe to enter the harbour.

RADIO: Benghazi Port Radio, from 0800 to 1800 hrs., call sign 5AV, R/T 2182, VHF Channel 16.

VHF: Port Radio on Channels 16 and 12.

BERTHING: Up to 15 vessels can be berthed at one time.

Quay No.	*Length* m.	*Depth* m.
1	310	9.0
2	280	9.0
3	170	9.0
Libya No. 1	40	5.5
Libya No. 2	130	5.5
Libya No. 3	115	5.5
F.J. No. 1	135	5.5
F.J. No. 2	135	5.5
F.J. No. 3	135	8.0

Note: F.J. No. 3 not in use at the present time.

CRANES: Electric floating crane available up to 200 tons.

STEVEDORES: All stevedoring operations and formalities to be done by Agent, 2 stevedoring companies will be formed in the near future.

MEDICAL: All facilities available.

TANKERS: *Ras al Mingar:* The jetty is near Benghazi.

One side of the jetty handles dirty products and LPG.

Max. d.w.t.: 10,000 tonnes.
Max. draft: 22 ft. in Summer and 21 ft. in Winter.
Max. LOA: 140 m.

The other side handles clean petroleum products.

Max. d.w.t.: 9,000 tonnes.
Max. draft: 21 ft.
Max. LOA: 120 m.

A derrick with SWL of 5 tonnes is required. The derrick must have a minimum outreach of 2.7 m.

Also see "Shipmaster's Report".

FRESH WATER: Available by barge and alongside. Should be obtained from Port Authority through ship's Agent.

FUEL: Available through Agents. A notice of 48 hours needed, advisable for Chief Engineer to check what grades are available.

CONSULS: None.

REPAIRS: Minor repairs are possible. Also see "Tripoli".

WATCHMEN: Compulsory, provided by Port Authority.

REPATRIATION: Facilities exist without difficulty.

AIRPORT: Benina Airport situated 29 km. away.

POLICE/AMBULANCE/FIRE: Police 99, Ambulance: 2131, 2132, 2281; Fire: 5555, 5599.

SHORE LEAVE: Allowed after Free Pratique, Customs and Immigration formalities completed.

DEVELOPMENTS: Port extension project underway.

SHIPMASTER'S REPORT: April 1993.
Ras al Mingar: 5 miles North of Benghazi.

The jetty extends 600 m. from shore in direction 310° and is suitable for natural gas tankers. Two of the three berths are out of order as part of the jetty was destroyed by bad weather.

The inshore berth can accept tankers for gas oil, gasoline and jet fuel or LPG tankers with max. draft 21 ft. and max. LOA 110 m.

2 tugs assist with berthing and unberthing.

Ras al Mingar Pilot works on VHF Channel 72 but all procedures are through Benghazi Port Control.

Back pressure was 2.5 kg./sq.cm., sometimes one booster pump is used to assist with discharge.

When unberthing, the Pilot remains ashore and co-ordinates the operation on VHF Channel 77 with tugs and vessel.

Documents as per other Libyan ports.

Water is available, but only 10 – 15 tonnes in 24 hours.

AUTHORITY: Port Manager and Harbour Master.

AGENCY: See "General" before first port.

BOURI: 33.54 N. 12.39 E. (See Plan)

LOCATION: The position of the AGIP Oil FSO "Sloug" is:

Lat. 33° 54′ 32.94″ N., Long. 12° 39′ 19″ E.

The FSO is moored to a single point mooring structure by a hinged bracket. The water depth is 161 m.

FSO "Sloug": LOA 348.9 m.; Length between perpendiculars – 330.7 m.; Moulded depth 25.5 m.; Moulded breadth 51.8 m. Max. draft 20.012 m. and Minimum draft 10.0 m.

DOCUMENTS: Documents required to obtain clearance are as follows:

5 copies Crew List.
5 copies Passenger List.
2 copies Tobacco/Spirits Declaration.
2 copies Personal Effects Declaration.
2 copies Stores Declaration.

Following certificates will also be inspected by the Libyan authorities:

Clearance from Last Port.
International Maritime Health Declaration.
Animal List, with proper Health Declaration.
Entering and Leaving Territorial Waters Certificate.
Report Inwards Certificate.
Report Outwards Certificate.
Boycott Certificates.
Tankers Characteristics Certificate.
Certificate of Discharge, signed by the discharge port authorities, of the last port (cargo) loaded in Libya.
Tovalop Certificate.

Port Entry: Offtaking Vessel's Free Pratique, Customs Entry and Clearance, Immigration inspection and documentation for the loading operation will be arranged by vessel's agents.

Agency: An Agency representative is stationed on the FSO for ship's Clearance.

APPROACHES: Two production platforms (DP4, DP3) are situated respectively in position Lat. 33° 55′ 23.38″ N., Long. 12° 40′ 50.96″ E. and Lat. 33° 53′ 39.45″ N., Long. 12° 36′ 23.83″ E.

Subsea lines run between the 2 platforms and the FSO. All ships are warned that it is strictly forbidden to anchor within 0.5 miles of the line joining the two platforms.

No ship should approach any of the structures closer than 0.5 miles and should proceed to the "Waiting Area" (2 miles South of the FSO) adhering strictly to this regulation, and await for further instructions from the FSO.

PILOTAGE: The Mooring Master will board the Offtaking Vessel in the "Waiting Area" which is located 2 miles South of the FSO. Depth of water 166 m.

Also see "Mooring/Unmooring".

RESTRICTIONS: Mooring operations normally take place during daylight.

MAX. SIZE: 35,000 d.w.t. – 150,000 d.w.t. Max. LOA 283.0 m. Max. beam 44.0 m. Draft – no limit.

RADIO/VHF: *ETA:* Vessels will inform "Agip Oil Tripoli", through their local agents, of their ETA at the designated "Waiting Area" located about 2 miles South of the FSO "Sloug" Terminal.

Notices Procedure: All vessels destined to load Crude Oil at the Bouri Field are requested to inform "Agip Oil Tripoli" of their ETA 72 hours, 48 hours and 24 hours prior to their arrival at the "Waiting Area".

The "72 hour notification" must include the following information:

1. Firm ETA (local time and date).
2. Name of tanker and Master's name.
3. Flag.
4. Gross tonnage.
5. Nett tonnage.
6. DWT.
7. Quantity of cargo required.
8. Confirm 2×16 in. connections (ASA 150) on port side manifold.
9. Confirm existence of a Smit Bracket or chain stopper forward.
10. LOA and Draft.
11. Distance from bow to manifold and stern to manifold.
12. Minimum vessel's speed and equivalent RPM.
13. Confirm availability of at least 10 mooring lines forward and 6 mooring lines aft (mooring lines should be suitable for the intended service).
14. Shipper.
15. Agent.
16. Consignee.
17. Destination.
18. Last port of call.
19. Any requirements needing early attention.
20. Confirm inert gas system operating correctly and that vessel will maintain a maximum oxygen content of 8% in the tanks throughout berthing, deballasting, loading and unberthing operations.

The 48 hour and the 24 hour notification shall specify only the latest ETA, plus any amendments to the details already advised under the "72 hour Notification".

After the initial notification has been made, any change in ETA of more than 12 hours must be immediately communicated to "Agip Oil Tripoli" through the ship's agent.

Radio Contact with the FSO "Sloug": Vessels in VHF range of the FSO will call "Bouri Terminal" on Channel 16, working on Channel 70. Once in contact, a mutually agreed upon channel will be used.

A private channel will normally be used between the FSO and the Offtaking Vessel during operations. The Mooring Master will supply portable sets equipped with this channel for operations use.

Communications during Loading Operations: Medium and high frequency radio systems are to be shut down during cargo transfer and deballasting.

Communications Failure: Should communications fail during any part of the operation (mooring, cargo transfer, unmooring), the party affected shall sound the International Code Signal "K" on her whistle and all operations, if in progress, will be stopped until normal communications are re-established.

MOORING/UNMOORING: To ensure coordination between the FSO and Offtaking Vessel, a Mooring/Loading Master will be in attendance to advise the operational procedures necessary to ensure a safe, accident and pollution-free operation.

Mooring Master: The Mooring Master will board the Offtaking Vessel at the "Waiting Area" by a tug that will remain in attendance. Necessary mooring gear (when applicable) will be transferred to the Offtaking Vessel.

Lifting Gear: The Offtaking Vessel must have her own lifting gear rigged and ready for use on her port side *but not swung out.*

Accommodation Ladder: The Offtaking Vessel must have her accommodation ladder and pilot ladder, rigged in combination, on her port side and lowered to about 2.5 m. above the water level. Crews in attendance should be in radio contact with the vessel's bridge.

Lee Side: The Offtaking Vessel shall manoeuvre in a way to make a lee on her port side, to allow the Mooring Master and other Terminal personnel to board the vessel.

Mooring Master's Station: The Mooring Master shall be stationed on the bridge of the Offtaking Vessel and advise the Master on the mooring procedures. Safety Check List(s) must be signed by the vessel's Master prior to the beginning of any operation.

Aborting of Mooring Operation: The Mooring Master will always be prepared to abort the mooring operation, either on his own initiative or upon instructions of the Master of the Offtaking Vessel. The decision should be taken in ample time whilst the situation is still under control.

If, for any reason, the Terminal Superintendent on the FSO requires to abort the operation, he will inform the Offtaking Ship immediately.

Mooring Master's Duty: The advisory service of the Mooring Master will continue until the Offtaking Vessel is safely secured to the FSO, either alongside or in tandem and will resume during the unmooring and departure operations, until the Offtaking Vessel is at a safe distance from the FSO (i.e. in the Waiting Area).

Fenders: The fendering system of the FSO consists of 5 "Yokohama" rubber fenders, secured to the FSO's side prior to the beginning of the operation. Offtaking Vessel must be ready to use her own secondary fenders.

Mooring Operations Hours: Mooring operations will normally take place in daylight hours only. In special cases the Terminal Superintendent may authorise the Mooring Master to perform mooring operations during night hours.

Mooring Manoeuvre (Side to Side): The Offtaking Vessel will manoeuvre in a safe way so as to approach the FSO's starboard side, making use of her engines and *if necessary* utilising the services of the tug in attendance, under the Mooring Master's advice. A wire rope suitable for towing should be made ready and lowered from the starboard bow to the water level when approaching the FSO until securely moored, to be used by the tug *if necessary.*

Caution: No anchors must be used. Anchors must be secured in such a way as to avoid accidental release.

Number of Mooring Lines (Side to Side): A minimum of 10 suitable lines will be secured fore and 6 aft, 2 of them must be spring lines at each end.

Unmooring Manoeuvre (Side to Side): The unmooring manoeuvre will again be monitored by the Mooring Master. The tug will be in attendance. A rope suitable for towing should be made ready and lowered, from the Offtaking Vessel's starboard bow, to the water level, to be used by the tug *if necessary.*

Mooring Manoeuvre (Tandem): The Offtaking Vessel will manoeuvre in a safe way so as to approach the FSO's stern, making use of her engines and, *if necessary,* utilising the services of the tug in attendance under the Mooring Master's advice.

Caution: No anchors must be used. Anchors must be secured in such a way as to avoid accidental release. A wire rope, suitable for towing, should be made ready and lowered from the stern central fairlead to about 1.0 m. from the water level, but *no further,* unless so instructed.

The tandem mooring assembly floating pick-up rope will be heaved up from the Offtaking Vessel's bow Panama Fairlead by a polypropelene messenger rope of 1.5 in. diameter and at least 300 ft. long, that must be made ready while approaching. The Mooring assembly will then be heaved up and the chafing chain stoppered in the bow Smit Bracket or chain stopper. In case no suitable Smit Bracket or chain stopper is available, the chafing chain will be stoppered by 2 wire snotters made fast on the ship's bollards (wire snotters and necessary gear will be supplied by the FSO when the vessel is at the "Waiting Area").

Immediately after the chafing chain is made fast, the tug will pass to the offtake vessel, a nylon towing rope, 14 in. circumference, to be made fast to one of her stern bollards. The tug maintains the towing rope on its quick release hook.

Care should be taken not to move the propeller during this operation.

The tug will remain in attendance during the whole time the vessel is in "tandem", in order to avoid any contact between the Offtaking Vessel and the FSO's stern.

Caution (Tandem and Side-to-Side Mooring): Offtaking ship's main engines must remain in constant readiness to move under its own power, during the whole time spent moored at the FSO.

Tandem Mooring Assembly Composition:

The system is composed of:

1. About 30 ft.×3.5 in. diameter chafing chain, stoppered by a Smit Bracket on the FSO

   connected to

2. About 170 ft.×21 in. circumference nylon rope

   connected to

3. About 30 ft.×3.5 in. chafing chain that will be stoppered on the Offtaking Vessel by a Smit Bracket or chain stopper, or by 2×2.75 in. diameter (approx.) wire snotters. The chafing chain is held afloat by a metalic buoy connected by a 1 in. "O" Chain, about 9 ft. long, to the extremity of it

   connected to

4. About 600 ft.×14 in. polypropelene floating pick-up line.

LOADING: Max. loading rate 9,000 cu.m.p.h. (56,610 bbl.p.h.).

Crude Oil:	Name: Bouri.	Pour Point: Less than 10°C.
	API: 26.0.	Loading Temp: +37.8°C (100°F) approximately.

Hydrogen Sulphide: Masters are warned that Bouri Crude might contain Hydrogen Sulphide (H_2S)*. Crew members involved in cargo operations should be warned of the hazard that can be faced and how to deal with it.*

Loading Operations at the FSO: Loading operations will be carried out either:

1. Side-by-Side: Export tanker moored to the FSO's starboard side by her own mooring lines (minimum 10 lines forward and 6 lines aft, of which 2 must be spring lines each end)

   or

2. Tandem: Export tanker moored to the FSO's stern by the FSO's mooring assembly. Export tankers should have a Smit Bracket or chain stopper fitted. In case no Smit Bracket or chain stopper is available, suitable wire snotters and ancilliary equipment will be supplied by the FSO to allow the mooring.

Check List: Before commencing any loading operations a Check List will be completed and signed by the Offtaking Vessel's Master and retained by the Mooring Master.

Mooring Arms or (alternative) Hoses: The FSO is equipped with 2×16 in. (150 ASA) loading arms.

Stern Loading Hose: The FSO is equipped with 1×16 in. hose floating string, about 800 ft. long, connected to the stern for "Tandem Loading". The string end will be picked-up after the completion of stern mooring, by the ship's own lifting gear and connected to the port side manifold.

Deballasting: The Offtaking Vessel must be able to load while discharging ballast from her clean ballast tanks to the sea. In case the Offtaking Vessel could not load while discharging ballast, she should be prepared to load part cargo before discharging ballast, in order to maintain a proper draft and trim, while always ensuring that no oil pollution could arise.

Commencement of Loading: Loading operations will start as soon as the mooring arms (or hoses) are connected and as soon as agreed between the Offtaking Vessel's Master/Chief Officer and the Mooring Master, who will assist with the whole operation.

Loading Rate: Loading will start at low pumping rate to ensure the tightness of the system and will then be brought to the maximum *previously agreed upon* rate.

Watches during Loading: Manifolds and mooring line watches will be continuously kept on the Offtaking Vessel during the whole loading operation.

Lack of Communications: Communications between the Offtaking Vessel and the FSO will be ensured by means of portable radio sets supplied by the Mooring Master. In no case should there be a breakdown in communications during the loading operations. In event of such breakdown, the International Morse Signals, letter "K", will be blown by the Offtaking Vessel or by the FSO whistle. Loading operations will be stopped until communications have been re-established.

Completion of Loading: As soon as the loading operation is completed the loading arms/hoses will be disconnected and the Offtaking Vessel will be unmoored and sailed to a safe distance from the FSO, with the advisory services of the Mooring Master. Cargo documents will be brought to the vessel later by the tug.

BALLAST: There are no facilities for receiving clean/dirty ballast at the Terminal. Only clean ballast can be discharged overboard.

MEDICAL: In case of need of medical attention, the following information should be sent to the Agents:

1. Name, rank, nationality and passport number of the crew member.
2. General symptoms and/or any particular requirements.

FRESH WATER/FUEL: Available in cases of emergency only.

SHORE LEAVE: Crews are not allowed shore leave, however sick crew members can be repatriated or go ashore for medical attention. In case of repatriation, the Master must agree the correct procedure with his agents.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: Not available.

WEATHER: *Winds:* Radial distribution shows an increase of wind blowing from N.W. and a decrease when blowing from E.S.E. Maximum observed wind speed can reach gale Force 8 (sometimes more) from N.W. during Winter time.

Waves: Waves are mainly from West to North and from East to S.E.

Waves generated by cyclonic disturbances come from N.W. to S.E. across the Thyrrenean Sea. High pressure in the Bouri area direct waves from E.S.E. to North.

Currents: The prevailing current is flowing Eastward with a maximum rate of about 1.5 knots.

Miscellaneous:

Max. sea surface temperature:	31°C.
Min. sea surface temperature:	7°C.
Max. air temperature:	33.5°C.
Min. air temperature:	5°C.

Rain:

Annual average is about 381 mm. Significant periods are January – February with 68 mm. and November – December with 80 mm.

Max. tide range: 0.95 m.

Bottom conditions: 18 m., thick top silty carbonate sand.

GENERAL: *Flag:* All ships calling at Bouri Field must fly the Libyan flag and the Quarantine signal must be displayed upon the authorities visit.

Gangway: Normally no gangway will be rigged between the FSO and the Offtaking Vessel. Should one be used, a safety net must be fitted underneath.

Visitors: Unauthorised personnel are not allowed to visit the FSO or the Offtaking Vessel.

OPERATOR: AGIP Oil Ltd., Dahra Building, P.O. Box 346, Tripoli, G.S.P.L.A.J. *Tel:* 35135-35153. *Telex:* 20282 Ly. *FAX:* 46293.

Contact: Marine Co-ordinator – Production Department.

DERNA: 32.45 N. 22.40 E. (See Plan)

Also see "General" before first port.

PORT LIMITS: (a) The water area existing within the actual breakwater and an imaginary line connecting the end of the breakwater and the damaged breakwater existing at the Southern side.

(b) The water area known as the navigational channel outside the harbour commencing as from harbour entrance for a distance of 1 km.

ANCHORAGE: See "General" before first port.

RESTRICTIONS: Vessels are not permitted to enter harbour between 2100 hrs. and 0600 hrs.

MAX. SIZE: Depth of Inner Bay – 8 m., Entrance – 9 m. and Outer Channel 10 m.

RADIO: Recommended that radio messages for Agents be sent via Malta Radio or any other near coast station.

VHF: Port Control on Channel 16.

TUGS: 3 tugs available.

BERTHING: Old Quay, Length 120 m., depth 6 m. New Quay, length 950 m., depth 9 m.
CRANES: 3 cranes available.
STEVEDORES: All stevedoring operations and formalities to be done by Agent. Two new companies will be formed in the near future.
MEDICAL: Available.
TANKERS: Max. size 18,000 d.w.t. Max. draft 11.5 m. if weather conditions permit.
FRESH WATER: Available alongside, to be supplied by Port Authority through ship's Agents.
FUEL: Available through Agents, a notice of 24 hours needed. Advisable for Chief Engineer to check what grades are available.
CONSULS: None.
REPAIRS: Not available. See "Tripoli".
WATCHMEN: Compulsory, provided by Port Authority.
REPATRIATION: Available via Benghazi.
POLICE/AMBULANCE/FIRE: Call Port Manager, 2063 and 2074.
SHORE LEAVE: Allowed after Free Pratique, Customs and Immigration formalities completed.
DEVELOPMENTS: New port facilities to include 1 quay, length 280 m. for general cargo and container vessels, depth alongside 9 m. – 10 m.

One quay, length 500 m., depth alongside 9 m. – 10 m. This quay will have 4 berths, one for grain cargoes, one for the Port Police, one for vessels loading and for mooring of a dry dock.
AUTHORITY: Port Manager and Harbour Master.

AGENCY: See "General" before first port.

ES SIDER: 30.38 N. 18.22 E. (See Plan)

Also see "General" before first port.

DOCUMENTS: Waha acts on behalf of tankers loading at Es Sider and shall prepare all crude oil loading documents. Germa Shipping and Stevedoring Co. or Universal Shipping Co. Agency is contracted by Waha for all normal agency duties. This agency is currently the only agency used by the four Owner Companies.

After a tanker arrives at the anchorage or is moored in a berth, an agency representative will come aboard, accompanied by Jamahiriya Customs Officials and Immigration Police. The agency representative will present certain clearance forms to the Master, which should be completed as soon as possible. After these forms have been signed by the Master, they shall be returned to the agency representative, who shall make the necessary distribution.

Crude oil loading documents shall be prepared by the Waha documentation group prior to and during loading operations, to expedite their final completion. When the tanker has been loaded, the documents shall be completed and endorsed by the Customs Officer and by the representative of the Secretariat of Petroleum. The documents shall then be distributed aboard the tanker and elsewhere, in accordance with previously arranged standard documentation schedules.

The tanker shall be considered clear to depart Es Sider when the crude oil loading documents have been delivered to the Master.

Jamahiriya Customs Authorities:
- *(a)* List of the crew with a declaration of their personal belongings (Form supplied by the Customs Authorities).
- *(b)* List of tanker's stores.
- *(c)* List of passengers.
- *(d)* Six copies of Cargo Manifest for cargo to be discharged at Es Sider.
- *(e)* One copy of Cargo Manifest for cargo in transit.

Blank copies of "Certificate of Discharge" are placed on board every vessel at Es Sider. These certificates must be endorsed by the Customs, or other recognised authority, on completion of discharge. One completed certificate must then be forwarded to the Libyan Customs Authorities according to the instructions contained in the "Certificate of Discharge". At least one further copy should be retained on board, to be produced to the Customs on any subsequent voyage to a Libyan port. Failure to produce the certificate may result in delays to loading, or even rejection of the vessel by the Libyan authorities.
APPROACHES: Coastal landmarks in the area are as follows:
- *(a)* The most prominent landmark is a water tower in the terminal area which is painted white and is 180 ft. above sea level. This water tower is located at Lat. 30° 38′ 00″ N., Long. 18° 21′ 01″ E. and displays a fixed red light at night.
- *(b)* A communications tower in the Terminal area is a most conspicuous landmark. It is located at Lat. 30° 37′ 59.5″ N., Long. 18° 20′ 54.5″ E.
- *(c)* A radio antenna tower which is 395 ft. above sea level is located at Lat. 30° 36′ 56″ N., Long. 18° 16′ 55″ E. At night this tower is lighted by an occulting red light, flash two seconds, eclipse one second, and there is a fixed red light halfway up the mast. It is flanked by two dish shaped aerials.
- *(d)* There is a water tower at Ras Lanuf Terminal with a highest elevation of 179.5 ft. above sea level located at Lat. 30° 30′ 42″ N., Long. 18° 32′ 22″ E. It is white in colour. A white light, characteristics:– flash two every 5 seconds, height above sea level 163 ft., is mounted on the seaward side. There is also a fixed red air warning light on the top of the structure.
- *(e)* An omni-directional aircraft radio beacon is situated at Lat. 30° 37′ 31″ N., Long. 18° 21′ 04″ E. transmitting "OJ" 5 times every 60 seconds on 300 kHz.

Range lights and mooring buoy marker lights will appear and disappear with unscheduled frequency. These lights are for the use of the Mooring Masters at the Terminal and should be disregarded by any tankers using the Terminal.

PILOTAGE: Vessels to be moored, anchored or manoeuvred will only be boarded within the recommended anchorage area (Pilot boarding area centred at Lat. 30° 40′ N., Long. 18° 23′ 30″ E.). A vessel is not considered arrived until it is in the recommended anchorage area. The Mooring Master will advise the Master on approaches to berths, mooring, unmooring, connecting and disconnecting the hoses and in all operations within the anchorage or berthing area. All manoeuvring of ships shall be done only in accordance with the advice of a Waha Mooring Master, subject to the understanding that in all cases and circumstances the Master shall remain solely responsible for the safety and proper manoeuvring of the tanker. The Master or one of his qualified deck officers must be on the bridge at all times while the tanker is being manoeuvred.

Tankers not equipped with pilot hoists shall provide a pilot ladder, or ladders, constructed and placed in accordance with latest Safety of Life at Sea Convention. Tankers having a large freeboard are requested to use a combination of pilot ladder and accommodation ladder, which is also in accordance with the above Convention. A ship's officer, plus the necessary crew members, shall be present at the ladder or hoist to ensure the safe embarkation and disembarkation of Mooring Masters and Port Authorities. All such ladders and hoists shall be thoroughly tested and inspected before the vessel arrives in the recommended anchorage.

The Mooring Master shall be in direct control of all tanker communications while in the Terminal area. Any unauthorised communications will result in the immediate cessation of all operations excepting clearing of the berth. Such tanker immediately nullifies its Notice of Readiness.
ANCHORAGE: The recommended anchorage area is a rectangular area bounded by the following co-ordinates:
(1) 30° 43′ N., 18° 22′ E.
(2) 30° 43′ N., 18° 25′ E.
(3) 30° 41.5′ N., 18° 22′ E.
(4) 30° 41.5′ N., 18° 25′ E.
MAX. SIZE: The following are the approximate berth limitations:–

	Length	*Draft*
No. 1 Berth	920 ft.	51 ft.
No. 3 Berth	950 ft.	51 ft.
No. 4 Mono-Mooring	1,150 ft.	62 ft. 6 in.
	Max. beam 158 ft.	Max. d.w.t. 250,000
No. 5 Mono Mooring	1,165 ft.	73 ft.
	Max. beam 184 ft.	Max. d.w.t. 300,000

Note: No. 4 Mono-Mooring: The max. length overall is 1,150 ft. The max. draft to which vessel can load in good weather is 62 ft. 6 in., and when vessel lies within 30° of loading line. During adverse weather causing vessel to roll and pitch, draft may be restricted to 58 ft. The max. draft limitation in good weather is due to depth to top of loading line being 63 ft. at distance of 1,900 ft. from buoy.

Length, beam and d.w.t. could all be extended provided draft does not exceed 62 ft. 6 in.

All the above limitations are based upon standard tankers in normal weather conditions.

Waha reserve the right to vary the above limitations, depending on vessel's freeboard, (OBO's – ore/oil vessels, etc.) and also the prevailing weather conditions.
RADIO/VHF: Waha maintains direct communication with Tripoli Radio, details of which are shown in publication 205 of the U.S. Hydrographic Office and are included in the Berne Lists. Waha also maintains a VHF station at Es Sider Terminal.

Cables should be addressed to: Wahaoil Pipeline Tripolilibya. Cables addressed in this manner will be received directly by the Waha Communications Centre in Tripoli and relayed immediately by voice radio or teletypewriter to the terminal at Es Sider. Vessels with a telex facility on board should telex directly to 20158 Wahalibya, Attention Marine Superintendent.

Within 6 hours of clearing its last port for its voyage to Es Sider, each tanker shall provide the Terminal with the following information by cable addressed to Wahaoil Pipeline Tripolilibya:
- *(a)* The name of the tanker.
- *(b)* The name of the port from which the tanker last cleared.
- *(c)* The date and hour of the ETA at Es Sider Terminal.

When the Master of the tanker en route to Es Sider is of the opinion that his tanker is within 72 hours of arrival at Es Sider, he shall notify the Terminal by cable addressed to Wahaoil Pipeline Tripolilibya, or telex as above, providing the following information:
- *(a)* The name of the tanker.
- *(b)* ETA at Es Sider.

When the Master of the tanker en route to Es Sider is of the opinion that his tanker is within 24 hours of arrival at Es Sider, he shall notify the Terminal by cable addressed to Wahaoil Pipeline Tripolilibya, providing the following information:
- *(a)* The name of the tanker.
- *(b)* ETA at Es Sider.
- *(c)* Quantity of cargo required, maximum draft on departure Es Sider, and deballasting time required before vessel can commence loading.

When the Master of the tanker en route to Es Sider is of the opinion that his tanker is within 12 hours of arrival at Es Sider, he shall notify the Terminal by cable addressed to Wahaoil Pipeline Tripolilibya, or telex as above, providing the following information:
- *(a)* The name of the tanker.
- *(b)* ETA at Es Sider.

4 hours before the Master expects to arrive at Es Sider to receive a Mooring Master on board, he shall notify the Terminal by cable addressed to Wahaoil Pipeline Tripolilibya, or telex as above, and also pass the same by VHF radio, providing the following information:
- *(a)* The name of the tanker.
- *(b)* Precise ETA at Es Sider.

If the tanker is equipped with a FM radio-telephone in the 156–162 MHz band, communications may be established with the Es Sider

Terminal Dispatcher by calling on Channel 16, 156.8 MHz. This frequency is monitored continuously. The range of the Terminal station is approximately 100 miles.

VHF Channel 8 is also available for use as a marine working frequency.

When the Master submits his first estimated time of arrival to the Terminal he shall indicate if the vessel is to load a part cargo, in which case it should be stated clearly whether it is first or second part of loading.

Jamahiriya Local Time is GMT plus 2 hours (GMT plus 1 hour in Winter).

ARRIVAL PROCEDURE: Tenders to load crude oil cargo will normally be accepted and berths will be assigned to tankers in order of arrival, provided they have valid nominations for cargo and carry clean ballast, if any, and are in all respects equipped and ready to berth. In the event that berthing is delayed on account of weather, tankers will normally keep their position in line. Tankers required to leave Terminal area on account of weather (port closed) shall maintain contact with the Terminal via Tripoli Radio or VHF so they will be available when the weather moderates. Waha reserves the right to decline to berth a specific tanker if its condition or facilities are unsafe for berthing or loading, even though the Terminal may be open to other tankers. Waha Marine Superintendent's decision shall be final.

As soon as practical after arrival, all tanks will be inspected for evidence of oil in ballast. Similar inspections will continue during discharge of ballast. If evidence of oil appears at any time, the tanker shall be rejected forthwith and shall not again be accepted until it is shown the ballast can be properly discharged.

If during inspection or during progress of loading it is revealed that tanks are not tight or that oil is leaking from the tanker, it shall be rejected from further loading. Tanker shall not be later accepted for loading unless satisfactory evidence of repair is submitted, duly certified by Lloyd's or ABS Surveyors, or other recognised surveyors.

Upon arrival at the Terminal of Es Sider, the Master shall give Notice of Readiness to load by wireless or VHF but not before one or other of the following events shall have transpired:

(a) The Master shall have received the Mooring Master on board; or
(b) The Master shall have dropped anchor in the anchorage.

However, the Notice of Readiness shall not be accepted unless the tanker is in every respect ready to load.

In reporting readiness to load, the Master of any vessel arriving at Es Sider for the first time shall state whether the flanges on the manifold of his vessel are such as to permit hose connections without modification.

A tanker shall have sufficient ballast for safe handling, and in any case not less than 25% of Summer deadweight. Careful watch of the weather, frequent interchange of information between the tanker and the Terminal and the knowledge of the behaviour of his tanker may permit the Master to bring his tanker with minimum of ballast.

HEALTH: Tankers shall fly "Q" on arrival by day and display a red light over a white light at night to indicate quarantine conditions.

VHF: Tankers shall keep continuous watch on VHF Channel 16 when at anchor in the anchorage. Failure to keep watch on Channel 16 may lose them their berthing turn.

TUGS: Not required. Waha maintains launches to assist in berthing tankers. These are under the direct supervision and control of the Mooring Master.

BERTHING: The 2 (7-Buoy) conventional berths are approximately 1 mile from shore and in approximately 65 ft. of water. Central Spar Buoys of these 3 berths are:

Berth No. 1 (Easternmost)	
Lat. 30° 38′ 58″ N.	Long. 18° 22′ 43″ E.
Berth No. 3 (Westernmost)	
Lat. 30° 39′ 35″ N.	Long. 18° 21′ 53″ E.

To the West of the 3 conventional berths is a mono-mooring berth. It is about 2 miles from shore in approximately 80 ft. of water.

Berth No. 4	
Lat. 30° 40′ 31.5″ N.	Long. 18° 21′ 43.7″ E.

To the East of the 3 conventional berths is a second mono-mooring berth. It is about 3.5 miles from shore in approximately 100 ft. of water.

Berth No. 5	
Lat. 30° 39′ 55.95″ N.	Long. 18° 25′ 19.13″ E.

Conventional Berths:

The Mooring Master may reject a tanker if he deems that the tanker is not properly equipped; or that the tanker fails to have a full complement of trained personnel capable of carrying out all the berthing procedures and in particular the hose connecting as directed by him; or that the tanker has dirty ballast; or that the tanks are not suitable for carrying crude oil. Tankers having a separate system of ballast tanks shall be permitted to discharge ballast and load oil simultaneously; however, approval shall first be obtained from the Waha Marine Superintendent.

Tankers shall be equipped with an adequate propulsion unit as certified by an appropriate Survey Society. Tankers with inoperative or partially inoperative propulsion units shall be rejected. No repairs shall be made while the tanker is in or near a berth.

Tankers shall have 2 bower anchors and ground tackle in good working condition and in sizes and class to qualify under either Lloyd's or ABS ratings, even though they may have been classified by other Societies. Vessels should be capable of running out a minimum of 165 fathoms (11 shackles) of chain on each anchor in order that they may be berthed at one of the sea loading berths.

Tankers shall have at least one winch, in good working order, on the poop deck capable of heaving on two ropes simultaneously. The winch drums must be of such a size to be able to take at least 5 turns of mooring rope.

Tankers shall have one winch on the after end of the main deck, so sited that ropes led through the fairleads at the after end of the main deck, port and starboard, can be hove on. The winch drum must be of such a size to be able to take 5 turns of mooring rope.

All tankers shall have suitable stoppers for all lines and stoppers for wire ropes. Wire ropes are a part of the permanent berths and all tankers shall pick up the wire ropes unless an exception is approved by the Marine Superintendent. The exception may be based upon tanker having suitable wires with nylon or synthetic rope tails for ease of handling by launch and launch crews. These tails should be of appropriate strength and of a suitable length to enable them to be manhandled on to the mooring buoy hooks. Constant tension winches may not be used except where they can be solidly locked and the constant tension feature not used. The making fast of berth mooring wires on ship's reels will be treated as a last resort to be used only in the absence of sufficient bitts.

Tankers shall have at least 9 good synthetic fibre lines of not less than 9 in. circumference and at least 120 fathoms in length, with an eye spliced in each end. These lines shall be placed out free for running; 3 on the after end of the main deck, and 6 on the poop deck. The 3 lines on the after end of the main deck shall be married together so that if the need arises the double length can be run on either side of the tanker. The Mooring Master may require the use of additional ropes or wires to effect a safer mooring, and these are to be supplied on his advice.

Tankers shall be equipped with blocks, tackle, booms, runners, and sundry equipment to efficiently hoist the submarine hoses (5 tons at conventional berths and 10 tons at monobuoys) from the sea bottom. Other necessary equipment includes wrenches, gaskets, nuts, bolts, strops, drip pans, sawdust, drift pins, etc. The derrick should be rigged with a single wire runner of sufficient strength to be able to lift 10 tons.

After the tanker is securely berthed, the submarine hoses shall be lifted amidships on the port side. The base lift may weigh up to 10 tons. Hoses shall be lifted and connected by the tanker crew. The Mooring Master shall advise the tanker's officer-in-charge concerning lifting techniques; however, the responsibility for all operations shall remain with the officer.

It is believed that the facilities at Es Sider are similar to those of other Mediterranean Terminals, and that, generally speaking, no unusual or unique equipment shall be required by the tankers.

Shore Stops: If it is requested by the Master of the tanker that the cargo flow should be stopped from the shore at a predetermined tonnage, it must be clearly understood that Waha Oil Company of Libya, Inc. will not be held responsible for any error, and that in the case of overloading, the excess cargo cannot be pumped back ashore.

Vessels are encouraged to load and deballast at the same time providing that segregated ballast tanks or double valve separation exists.

Mono Moorings: Nos. 4 and 5 Berths are single point buoy moorings. The body of the buoy is secured in a fixed position by means of 8 moorings, whilst the top of the buoy is in the form of a turn-table, allowing the ship's moorings and hoses to rotate and take up the position the vessel naturally lies due to wind, sea and current conditions.

Vessels are normally moored by 2 bow lines only, these being provided by Waha. A selection of wire strops and shackles will also be placed on board for mooring purposes. The 2 mooring lines are hove in until the length of chafing chain to O.C.I.M.F. standards is brought inboard. According to the mooring arrangements, the Mooring Master will advise on the method of securing the vessel. Ship's wires or ropes may be required to back up mooring equipment supplied by Waha. Smit towing brackets will be utilised when fitted in suitable position and if they are of adequate strength and size. Other O.C.I.M.F. standards chain compressors and fittings are acceptable. However, it should be noted that 2 ropes are provided and therefore 2 chafe chains must be hove inboard and properly secured. Under no circumstances shall the ship be moored with the lead-in ropes.

On advice from Waha that a vessel is to load at the mono moorings, she will have the following ready before the Mooring Master boards:

(a) Port side derrick to be rigged ready to lift various wire strops, shackles, and hose securing equipment. This equipment will be placed on board at the same time as the Mooring Master boards, or as soon as possible thereafter, who will advise on its disposition.
(b) Forward, the vessel should have ready 2 good synthetic fibre mooring lines, at least 9 in. circumference, 2 good 4 in. circumference rope messengers at least 400 ft. long, or two 3 in. wire messengers of the same length, each fitted with a suitable screw shackle. Also a crowbar, spikes and hammers.
(c) No moorings will be required aft.
(d) The vessel shall make a good lee on the port side, taking due care that ladders and accommodation ladders are clear of the tanker's manifold area and overboard discharges.

It is essential on this berth that the hoses be picked up immediately mooring operations are complete. On advice from the Mooring Master, part of the ship's crew must be standing by at the port manifold for this operation.

Hose lifting and connecting operations are basically the same as in conventional berths, except that hose strings are floating and therefore may require bowsing in rough weather.

Vessel's engines must be ready at all times, and under no circumstances is the propeller to be turned ahead without prior consent of the Mooring Master. Failure to comply with this may result in cessation of operations, and possible rejection as being unsuitable for a single point mooring. Any damage caused to berth or hoses as a result of turning propeller ahead without consent will be charged against the vessel.

In adverse weather, a continuous lookout will be required on the forecastle head, by responsible persons, to keep watch on the moorings, manifold and hoses.

In adverse weather the Mooring Master may require cargo to be loaded, in the initial stages, into the forward compartments and this should be complied with when requested.

Vessels are encouraged to load and deballast at the same time, where this is possible. In the case of vessels with permanent ballast tanks, this ballast should not be started without first consulting the Mooring Master.

LOADING: Raising, lowering, connecting and disconnecting of submarine hoses, as well as all other labours and duties on shipboard, shall be performed entirely by the ship's crew. Lack of co-operation by the crew in this operation will result in the rejection of the tanker, her return to the anchorage and any consequent loss of loading turn until crew are prepared to perform this work.

Mooring Masters shall report unsatisfactory conditions to the Waha Marine Superintendent, who may reject the tanker until corrections are made. All costs accruing from these conditions shall be for the tanker's account.

Loading Rates:

Conventional Berths No. 1 and 3	40,000 b.p.h.
No. 4 Mono-Mooring	30,000 b.p.h.
No. 5 Mono-Mooring	50,000 b.p.h.

BALLAST: 4 hours deballast time (before commencing loading) is the maximum time allowable in consideration of the open and exposed nature of the berths. Vessels which take longer to deballast put the berth at unacceptable risk if the weather deteriorates. Should a tanker be unable to comply with this stipulation, Waha Marine Superintendent may berth more suitable vessels ahead of her if poor weather conditions dictate. Vessels with an unduly long deballast time may be rejected.

There are no facilities at Es Sider for the discharge of dirty ballast, and vessels arriving with dirty ballast will not be authorised to deballast in the vicinity of the Terminal. Any tanker rejected because of dirty ballast or sea pollution will automatically nullify its Notice of Readiness to load and thereby relinquish any right to priority of loading position.

It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his tanker. This includes oily water from bilges, residuals from previous voyages or any other matter that may result in pollution of the sea. Owners and Masters are invited to examine all laws concerning pollution of the sea, especially in regard to the Mediterranean Sea area. Inspections may be made by the Libyan Ports & Lights Authorities, whose opinion of the cleanliness of the ballast shall be final.

The waters in and adjacent to the Terminal of Es Sider must not be polluted, and only clean oil-free ballast may be discharged anywhere inside of a line 100 miles to seaward and roughly parallel to the Libyan Coastline.

Prior to acceptance all tanks will be inspected for evidence of oil in the ballast and during discharging similar inspections will continue.

Masters are warned that when disposing of dirty ballast outside Libyan waters, all pipelines, sea-suctions, strainers and pumps that are later to be used to discharge clean ballast, must be flushed clean so that there will be no chance of even a small amount of pollution when the clean ballast is pumped out.

Any vessel required to return to a position outside the Mediterranean Sea for cleaning tanks or for any similar reason, automatically nullifies any Notice of Readiness already tendered and at the same time loses any priority held for loading. On return from sea, vessel will be entered for loading at the time of the second arrival, when a new Notice of Readiness will be tendered.

Master's attention is directed to Es Sider Notices concerning oil pollution and to the serious consequences of discharging dirty ballast, besides having his tanker rejected.

MEDICAL: Medical assistance shall be on an emergency basis only. The Doctor will only board a vessel if it is physically impossible for the patient to attend the clinic ashore and there is no priority need for the Doctor's services on shore. Normally the Doctor will require the accommodation ladder rigged for boarding.

If it is necessary to land a patient at Es Sider, he must be accompanied by an officer able to speak English or Arabic. Patient and accompanying person must have their Passports and International Certificates of Vaccination and Immunisation, and the Authorities must be advised prior to their leaving the ship.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: Consulates are located in Tripoli, which is approximately 650 km. by road from Es Sider. Some countries having Consulates are: Algeria, Argentina, Belgium, Brazil, Chad, Czech Republic, Denmark, Finland, France, Germany, Ghana, Greece, India, Italy, Japan, Jordan (represented by Indian Embassy), Kuwait, Lebanon, Morocco, Nigeria, Nationalist Republic of China, Pakistan, Russia, Saudi Arabia, Spain, Sudan, Syria, Sweden, Switzerland, Tunisia, Turkey, Venezuela and Yugoslavia.

REPAIRS: When a tanker is in or near the berth, its engines shall remain ready with full power for immediate use. Engine repairs shall not be performed near any berth.

WATCHMEN: Not less than one capable deck officer and three able seamen shall be available on the deck at all times. No person under the influence of alcohol shall be allowed on deck. The Mooring Master's opinion on the sobriety of an individual shall be final.

CUSTOMS ALLOWANCES: Cigarettes, cigars, matches, tobacco, spirits, wines, beers, perfume, arms, ammunition, saccharine, and certain other items shall be placed under Customs seal from the time of arrival in port until such time as the tanker has left territorial waters.

Each officer and crewman is allowed the following ration for each day the tanker is in port: *(a)* 25 cigarettes per day, or 25 grammes of tobacco or 25 grammes of cigars. *(b)* One litre of beer or 0.5 litre of wine. *(c)* Special provisions are sometimes made for the Master.

REPATRIATION: No facilities exist for crew changes or repatriation.

TIME: GMT plus 2 hours.

SHORE LEAVE: None of the officers and none of the crew of any tanker shall be permitted shore leave at Es Sider.

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: No facilities.

GENERAL: The Terminal of Es Sider operates 24 hours a day, 7 days a week, while weather permits.

Range lights and mooring buoy marker lights will appear and disappear with unscheduled frequency. These lights are for the use of Mooring Masters at the Terminal, and should be disregarded by any tankers using the Terminal.

Waha maintains launches to assist in berthing tankers. These are under the direct supervision and control of the Mooring Master. Any service and facilities provided by Waha, including the services of the Mooring Masters, launches, or berthing equipment, are at the vessel's risk. The furnishing of a Mooring Master, launches, or other services and facilities shall not be construed to be, or give rise to, a personal contract. Waha shall have benefit of all exemptions from the limitations of liabilities to which an owner or a vessel is entitled under the laws of the United States of America.

When a Mooring Master and his assistants, possibly apprentice Mooring Masters, are assigned to a tanker, the tanker shall supply them with accommodation of the same standard and meals in the same manner as comparable personnel of the tanker. No special meals or special foods shall be required unless to comply with Moslem religious teachings. The intent is that the furnishing of meals to Waha personnel be kept to the minimum, compatible with the ordinary working of the Terminal.

No boats may be lowered into the water, except in an emergency.

Adequate deck lighting must be available for night mooring and loading. A good floodlight will be required to illuminate the area around the submarine and cargo hose connections during hosing and loading operations. During the discharge of ballast at night, the sea area around the vessel must be adequately lighted. If vessel is berthed on mono-mooring buoy, in addition to the foregoing, lights MUST be provided on forecastle head and over bow to facilitate supervision of moorings.

Stores of any sort shall not be handled while tanker is under "Notice of Readiness". No stores shall be handled while the tanker is in or near a berth.

Use of anchor marker buoys recommended.

Should any tanker or craft become an obstruction in any part of the Terminal or approaches thereto, or in any area of the submarine pipeline. Waha shall be empowered and shall have the right to take any steps it may deem necessary to remove the obstruction without notice to the Owners. All expenses of such removal shall be borne by the tanker or craft or by those owning it at the time of the accident causing the obstruction, and Waha shall be entitled to reimbursement by them for any such expenses incurred by it.

Power must be available at all times on all deck winches and on anchor windlass while the vessel is in the moorings.

If mooring wire winches are used, wires should be secured so as to enable them to be quickly let go from the vessel without damage.

Only in an emergency shall the tanker manifold valves be closed against crude flow, and then only with the Mooring Master's consent.

Should communications fail, the cessation of loading may be effected by a continuous sounding of the ship's whistle. This procedure will then stop the loading of all tankers in the area.

The bridge and/or control area shall not be locked nor otherwise arranged to prevent immediate entry at all times by the Mooring Master.

In adverse or marginal weather conditions Mooring Master may request that extra personnel be placed on duty on deck for tending moorings or hoses as required. Masters are advised to comply with this request.

The Mooring Master shall witness the plugging of all scuppers. Failure to plug scuppers shall result in the tanker's rejection.

The presence of unauthorised craft alongside a tanker will render it unacceptable. It shall be the duty of the tanker's personnel to clear all such craft away from the tanker.

When tankers are loading or discharging crude oil or ballast, and while tank tops are open or ullage plugs are open, boiler tubes shall not be blown. Every precaution shall be exercised to prevent sparks escaping through the funnel or stack or from the galley stack. The Mooring Master may demand all fires extinguished if he deems it necessary for safety.

Under the interpretation accorded to the Libyan "Boycott of Israel" Law, it is considered to be a violation thereof if a vessel calling at a Libyan terminal has on board any item of Israeli origin, irrespective of the nature thereof, including but not limited to manufactured products, fruit and vegetables, as well as empty crates, cartons, bottles and paper wrappings, regardless of the country where any of the foregoing was obtained. The law is strictly enforced, and the minimum penalty for violation thereof normally includes a fine and confiscation of all such items. Fines can exceed $1,000.

Charts: B.A. 3344 and Italian No. 431.

SHIPMASTER'S REPORT: May 1987.

Prior to arrival *all* storerooms were thoroughly checked to ensure that no produce, tools or equipment indicated that they were of Israeli or South African origin. "Magazines", Time, Newsweek, old newspapers etc., were put out of sight as many of these publications contain political cartoons. Israeli (and South African national flags) were removed from the flag locker together with their respective name tags. ALL alcohol placed in the bonded store and listed. An *accurate* Stores List of selected items together with a comprehensive *accurate* Crew Declaration List were prepared.

Fifteen minutes after berthing, Agent, Customs, Immigration and Port Captain boarded. Immigration checked Crew List against Passports. Customs checked Bonded Stores List against Bond Locker. Customs checked coffee and sugar against Stores List. No discrepancies were found and all other items were accepted. Port Captain checked vessel's trading certificates and had to be convinced why the vessel could not produce the trading certificates translated into Arabic. This could cause a delay on any subsequent voyage to Libya.

As stated in "Guide to Port Entry", Master has to sign a Declaration of Discharge, which *must* be endorsed by the Customs at the Port of Discharge and *must* be posted back to Libya, a copy *must* remain with the vessel. Failure to comply with the regulation will automatically mean a long delay and possible rejection of the vessel on any subsequent visit to Libya.

As all the necessary papers were in order and no discrepancies found all official were polite and quite happy.

There were no problems with mooring, loading cargo, figures, etc. However, this vessel does not have the required number of mooring ropes to berth as per port requirements. (9 ropes required Aft). See "Plan Section".

AUTHORITY: Waha Oil Co., P.O.Box 395, Tripoli, S.P.L.A.J. *Tel:* 31116/29 (ext. 6311). *Telex:* 20158 Wahalibya. *Cables:* Wahaoil. *Contact:* Captain A.R. Dunn, Marine Superintendent.

AGENCY: See "General" before first port.

MARSA AL HARIGA: 32.04 N. 24.00 E. (See Plan)

Also see "General" before first port.

LOCATION: Marsa al Hariga Oil Terminal is located on the South side of the harbour of Tobruk, approximately 1 mile Eastward of Marsa al Hariga.

DOCUMENTS:

A. Customs Requirements. On the arrival of a vessel, the Tobruk Customs Authorities will require from the Master of the vessel:

- 4 copies of a Crew List.
- 2 copies of a List of Ship's Stores.
- 2 copies of a Declaration of the Crew's Personal Belongings, including currency, cigarettes, gifts, etc.
- 4 copies of a Passenger List.
- Last Libyan (cargo discharge certificate) to be checked for validity on boarding, if not correct vessel has to wait outside for ship's purposes.

B. Harbour Master's Requirements. On the arrival of a vessel, the Tobruk Harbour Master will require from the Master of the vessel:

- 1 copy of a Crew List.
- 1 copy of a Passenger List.
- 1 copy of the Ship's Manifest.
- 1 copy of a Port Declaration (form will be made available to each vessel on arrival).

APPROACHES: Vessels bound for the terminal should approach the harbour of Tobruk from the North-East with the lighthouse on Tobruk Point bearing 238° (true). In daylight this lighthouse should be kept in line with the conspicuous German War Memorial on the South side of the harbour.

When about 4 miles from Tobruk Point, course should be altered to 224.5° (true) to bring the leading lights on Marsa Umm esc-Sciausc in line. This course should be maintained until the vessel is close to the outer buoy, where one of the company's Berthing Masters will board.

Deep-draft vessels sailing from the terminal should avoid navigating North-Westward of the leading line from Marsa Umm esc-Sciausc, owing to the presence of shoal water off Tobruk Point.

PILOTAGE: Vessels coming to and departing from the Terminal will be berthed and unberthed by Berthing Masters provided by the company, subject to the understanding that in all circumstances the Master shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel.

Berthing Masters will board at the Outer Buoy.

The Pilot and Loading Master are to be provided with cabins whilst the vessel is alongside.

ANCHORAGES: If a berth is not immediately available on a vessel's arrival off the harbour of Tobruk, the vessel will be advised by the company where she is to anchor.

Anchorage position for tankers waiting to be berthed is 1.5 miles N.E. of the Outer Buoy.

MAX. SIZE: Max. Summer deadweight 150,000 long tons and Max. draft 56 ft. at No. 1 and Max. Summer deadweight 130,000 long tons and Max. draft 52 ft. at No. 2. The berths are located at the end of a T-head jetty which extends some 700 ft. from the shore. There is a minimum depth alongside of 60 ft. and approach to and departure from the berth can be made in not less than this depth of water. Freeboard at any time whilst deballasting must not exceed 55 ft.

HEALTH: The Libyan Authorities will grant clearance by radio of a vessel coming to the terminal. Radio messages requesting clearance should be sent not earlier than 48 hours prior to vessel's arrival off the harbour of Tobruk and should give the details required in the Maritime Declaration of Health which must also be completed.

COURTESY FLAG: On entering the territorial waters of the Libyan Arab Republic which commence 6 miles off the coast of Libya, vessels should if possible, hoist the Libyan flag, and in any event the Libyan flag must be hoisted before entering the harbour of Tobruk. Should a vessel arrive without a Libyan flag on board, one may be obtained from the Company's Berthing Master when he boards at the Outer Buoy.

ARRIVAL MESSAGES: In addition to their arrival messages to Agent, vessels must pass an arrival message to the terminal via the company's radio station giving at least 72 hours notice of ETA and advising their estimates of:

- *(a)* The quantity of cargo (in long tons) to be loaded at the terminal.
- *(b)* The cargo loading rate (in long tons) per hour.
- *(c)* The quantity of ballast (in long tons) to be discharged ashore at the terminal.
- *(d)* The ballast discharge rate (in long tons).

If, subsequent to advice of their ETA there is any material change, a further ETA message must be passed via the company's radio station.

RADIO: Tobruk Radio 5 A1 (MF & HF). Position: 32° 02′ N. 24° 00′ E. Frequency: 420, 500 A1, A2, 0.5 kW. 4241 kHz at 2130 GMT, 8480 kHz at 1730 GMT, 16963 kHz at 0930 and 1330 GMT. All using A1 0.5 kW. *Note:* Station owned by Arabian Gulf Oil Company. Company telegraphic address: "Injaz Tobruk". Telex: No.: Agoco Ly 50023. All times given are GMT. Station keeps watch on 500 kHz during 24 hours.

TUGS: For berthing and unberthing at the terminal, vessels will be required to use the 2 diesel tugs which are available at the terminal. Each of these diesel tugs has a bollard pull of approximately 25 tons.

BERTHING: *Jetty:* Vessels will berth on the jetty starboard side alongside, depending on the prevailing weather conditions, though starboard side alongside is preferred. Each berthing head is "T" shaped and is protected by 4 breasting dolphins.

Moorings: Normal requirements are 4 head ropes, 3 breast ropes and 2 springs (springs to be ropes whenever possible).

All moorings, except the backsprings to the outer breasting dolphins at Jetty Berth No. 1 attached to quick release hooks.

Buoy Berth: Removed.

HOSES: New loading arms installed (balanced type) are Woodfield Mark 4, manifold size 16 in. ASA. Loading rate is maximum of 4,000 t.p.h. per hose.

OIL BARRIER: "Gemlen" floating anti-pollution booms on reels at jetty heads. Boat with chemical dispersants standing-by. Anti-pollution barge with floating boom and oil skimmer is available.

BALLAST: Vessels should make every effort to arrive at the terminal with clean ballast and with the minimum quantity for safe handling under prevailing weather conditions.

All ballast must be discharged into shore tanks provided by the company, unless it is clean ballast, carried in tanks which are completely isolated from the vessel's cargo system. However, the discharge of such ballast into harbour waters must not be commenced until the ballast has been inspected by a company official, and he has certified that it is in order to commence discharge.

Ballast can be accepted into the Company's store tanks at rates up to 4,500 t.p.h. from the jetty berths. Ballast is discharged ashore over the jetty by way of a loading boom. Max. quantity 35,000 tons.

LOADING: Cargo loading at each jetty berth is by means of four 16 in. Woodfield Mark 4 loading arms. Cargo loading at the buoy berth is by means of a 34 in. submarine line to which two 12 in. flexible hoses are attached.

This system permits a max. loading rate of approximately 8,000 t.p.h. over each jetty berth. The actual loading rate for a particular vessel will be determined prior to the commencement of loading by agreement between the Master and the Company.

Jetty: Method: gravity loading, max. head 360 ft. rate regulated to requirements. Loading rates: 2 lines each 4,000 t.p.h. Two 8,000 t.p.h. maximum.

FRESH WATER: Not available.

FUEL: Not available.

SAFETY: A copy of the Regulations will be given to Master when Company's Berthing Master boards at outer buoy. Masters should make themselves thoroughly acquainted with these Regulations, strict observance of which is required by the Company.

In the event of any infringement of the Regulations, operations may be stopped and, if so, will not be recommenced until the Company is satisfied that appropriate action has been taken by the Master to comply with all the Regulations. The Company also reserves the right to unberth a vessel in the event of a continued or blatant disregard of any of the Regulations. Any loss or expense to the Company resulting from an infringement of the Regulations and, in particular, in the event of an infringement leading to an interruption of operations and/or unberthing of a vessel, will be for the account of the Owners.

CONSULS: None.

REPAIRS: No shore facilities for carrying out repairs to vessels either at the terminal or at Tobruk.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and saccharine have to be locked up under Customs' seal from time of vessel's arrival in harbour of Tobruk until time of departure.

Whilst in harbour, each member of crew allowed following: 200 cigarettes. All spirits, beer and wines to be placed under seal.

No fixed allowances for cigars and tobacco.

Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board on arrival in the harbour of Tobruk will be liable to a heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.

REGULATIONS:

1. *Ship's Garbage.* Whilst within limits of harbour of Tobruk the throwing overside of ship's garbage is prohibited.
2. *Ship's Radio.* Once vessel berthed at Terminal the use of her radio will not be permitted.
3. *Ship's Boats.* Use of ship's boats not permitted within limits of harbour of Tobruk.

SHIPMASTER'S REPORT: April 1983.

Anchorage: Anchorage position for tankers is from 1.5 miles – 2 miles N.E. of the Outer Buoy. Holding ground is bad. As soon as wind increases up to Force 7 and swell grows, it is best to heave up the anchor and to proceed to sea and wait, keeping watch on VHF Channel 16.

Many vessels have lost anchors.

Max. Size: Berth No. 1 – Max. draft 56 ft. Berth No. 2 – Max. draft 52 ft.

AUTHORITY: General Ports and Lights Administration, P.O.Box 648, Tripoli, Libya.

Operator: Arabian Gulf Oil Co., P.O. Box 44, Tobruk. *Tel:* 87-22044/7. *Telex:* Agoco Ly 50023. *Cables:* Injaz Tobruk. *FAX:* 22044 Tobruk. *Contact:* Marine Department or Terminal Manager.

AGENCY: See "General" before first port

MARSA EL BREGA: 30.25 N. 19.34 E. (See Plan)

Also see "General" before first port.

SIGNALS/FLAGS: The Libyan maritime authorities require all vessels conducting business with Libyan ports, or plying the Libyan territorial waters, to strictly comply with the following standing international maritime practices:

1. To sound whistle signals appropriate to the different vessel manoeuvres, as well as during entering and leaving ports.
2. To fly the flag of the country of registration when approaching port(s) of destination, and during vessel's stay in port.
3. To salute Libyan navy vessels upon approaching such vessels.
4. All ships must fly the Libyan flag when inside territorial limits.
5. Libyan Law does not permit ships using Libyan waters to retain Israeli flags, stores or literature pertaining to Israel on board, even though these may be normally part of the vessel's navigation equipment.

Failure to adhere to the above may result in penalties by the Authorities.

LOCATION: Marsa-el-Brega is located in the South-Eastern part of the Gulf of Sirte in Lat. 30° 25′ 0″ N., Long. 19° 34′ E. It is an open bay contained between Ras Magdar and an unnamed headland some 3 miles to the West.

Vessels calling at Brega should have on board B.A. Charts No. 3350 and 3354, or H.D. Chart No. H203. No charts are available at Brega.

The Brega Sea Buoy is located in Lat. 30° 27.55′ N., Long. 19° 35.1′ E. A white flashing light is exhibited on a orange/white pillar buoy at a height above the water of 6.1 m. The light's characteristic is one flash every ten seconds (Fl. 10 sec.).

Single point mooring Berth No. 5 (SPB 5), is located in position Lat. 30° 26′ 45.26″ N., Long. 19° 34′ 7.4″ E.

Single point mooring Berth No. 6 (SPM 6), is located in position La. 30° 26′ 17.3″ N., Long. 19° 33′ 1.3″ E. The mooring buoys exhibit a white flasing light (characteristic "U").

Bow mooring (out of service) in position Lat. 30° 26′ N., Long. 19° 33.9′ E. with a flash red light (2 ev. 5 sec.) at a height of 28.34 m. above sea.

Radio beacon (Aero) is located in Lat. 30° 25′ N., Long. 19° 34′ 14″ E. Call sign is "MB" and operates continuously on a frequency of 403 kHz.

A single flare is located in Lat. 30° 24′ 31.9″ N., Long. 19° 35′ 49.7″ E. Three other flares are located approximately 2,213.36 m. to the West and Southwest. The flares, when burning, can be seen at extreme distances.

Numerous lit and unlit buoys are located within the restricted area shown on B.A. Chart No. 3350. Vessels are cautioned that these buoys may change position due to weather. Vessels are not permitted to enter restricted area shown, without a Brega pilot on board.

Brega is radar controlled with scanner in position Lat. 30° 25′ 02.5″ N., Long. 19° 34′ 55.6″ E. Height of tower 34.19 m.

Berth No. 2 (Naphtha) consists of 5 mooring buoys in position Lat. 30° 25.30′ N., Long. 19° 35.45′ E.

DOCUMENTS: Customs and Immigration Officials will board the vessel, except in adverse weather. All relevant documents are supplied by the Agent. The Master will sign and stamp the papers. These will then be handed over to the Authorities before clearance for loading is granted.

When ships clear inwards, they should complete the necessary forms for members of the crew, and all goods held (e.g. liquor, cigarettes, cameras, money, etc.) with the crew members' signature and rank. This form is ordinarily supplied in advance, however ships making their first call at Libya will receive advance forms for future calls.

Customs, Immigration and Lights Authorities Forms:

Port Declaration – Form P.L. 7 (1 copy).
(Title in Arabic) Inward Report – Form C.L. 128 (3 copies).
Cargo Manifest Inward – Form C.L. 1 (3 copies).
Report Outwards – Form C.L. 4 (3 copies).
Crew Manifest Inwards – Form C.L. 31 (2 copies).
Export Manifest Form C.L. 155 (6 copies).
Certificate of Discharge (see below).

Ship's Forms:

Crew List (3 copies) (also 1 copy to be handed to Pilot).
Stores List (2 copies).
Clearance from Last Port (1 copy).
Certificate of Discharge (Tankers only) from last Libyan Cargo.

Certificate of Discharge: If vessel has not called at a Libyan port since October 18th, 1973, then a letter is required from the Master, addressed to the Secretariat of Petroleum, stating that he undertakes to mail the Certificate of Discharge, for the present cargo, from the port of discharge and retain one signed stamped copy on board. It is essential that the Certificate of Discharge for any petroleum cargo loaded after that date, be on board the vessel and it must be clearly signed and stamped by the Authorities at the port receiving the last Libyan cargo. Vessels may incur delays or be refused loading permission where this is not complied with.

One copy to Secretariat of Petroleum, P.O.Box 2655 and 5335, Tripoli.

One copy to Marine Superintendent, Sirte Oil Co., Sirte Field, P.O.Box 385, Tripoli.

PILOTAGE: The services of a Pilot/Mooring Master are provided. He will normally board the vessel in the vicinity of the Brega Buoy and will advise the Master on approaches to the berths, mooring and unmooring, connecting and disconnecting cargo hoses, and all other operations within the berthing area. Vessels are cautioned not to enter the restricted area without the services of a Brega Pilot. Pilot ladder must conform to international safety standards.

The Master of the vessel shall notify the Pilot of any special conditions, difficulties or peculiarities, such as defective equipment, lines or gear, which might impose special hazards in connection with handling, mooring or loading the vessel.

The pilot will decline to moor vessels if they are not equipped with satisfactory mooring equipment, lines, gear, etc.

Vessels must be moored to the entire satisfaction of the Pilot, and must be ready at all times, to put out more lines or to adjust the lines as required by any change in the weather, or as requested by the Pilot. Masters are responsible for the frequent monitoring and careful tending of moorings throughout period on the berth.

Masters of vessels are reminded of their obligation to comply with statutory rules, and are requested to comply with the following:

The officer responsible for the embarkation or disembarkation of the Pilot must be a *Watchkeeping Officer*.

The pilot ladder must be properly secured and adequately illuminated.

The ladder must be in good condition.
The length of the ladder should not exceed 30 ft.
For vessels loading Crude/Naphtha, a combination accommodation/pilot ladder should be used.

Spreaders are to be positioned at intervals of not more than 10 ft.

Two manropes in good condition should be ready but not lowered, unless so instructed by the Pilot.

A lifebuoy with a safety line and self-illuminating light must be available at the embarking area.

If, in the opinion of the Pilot, the pilot ladder is not safe, the Pilot may refuse to board the vessel, and thus cause delay to the ship. Such delay would be for ship's account.

Vessels are cautioned not to enter the restricted area without the services of a Brega Pilot.

ANCHORAGE: Suitable anchorages are located 0.5 miles – 2.0 miles Northeast to East of the Brega Buoy in 22 m. – 23 m. depth.

Vessels are not permitted to anchor within 0.5 miles of the channels into the inner harbour, and are to keep clear of the 143° 41′ leads.

RESTRICTIONS: Shahat Shipping Co., Benghazi, advised in January 1984 that only tankers and self-equipped Ro/Ro vessels with forklift and drivers are acceptable at the port, due to non-availability of labour.

No conventional general cargo ships can be discharged until further notice.

In February 1984 Shahat further advised that receivers may discharge cargo by their own labour.

MAX. SIZE: Maximum draft for vessels entering or sailing from the inner harbour is 10.0 m.

Also see "Berthing".

TUGS: Marsa-el-Brega Port maintains tugs and mooring launches to assist vessels to moor and unmoor.

HEALTH: Quarantine signals must be displayed upon entering Brega port limits in accordance with international practice, and shall be continuously displayed until Pratique is granted.

RADIO: *Arrival Advice:* The Owner, Master, Charterer or Agent should cable the following information to Brega Marine, P.O.Box 385, Tripoli, Libya, S.P.L.A.J. (Telex 30120/21/22 SIRTCO LY or 50557 SIRTCO LY) through Tripoli or via Malta, if beyond communication range of Tripoli, 72 hours in advance, and at least 48 hours with subsequent update message 24 hours before arrival.

The cable/telex office is closed between 1900 hrs. and 0700 hrs., allowance for delays due to this, and other causes, should be allowed for.

ALL VESSELS:

Name of vessel.
Flag.
Gross tonnage.
Nett tonnage.
Summer deadweight.
Anticipated draft at loaded condition.
Last port.
Next port.
ETA at Brega (local time).
Agent.
Length of vessel.

TANKERS LOADING CRUDE:

Distance bow to manifold.
Segregated ballast or deballast time required.
Size of manifold (1×16 in. American Standard).
Safe working load of derrick.
Inert Gas System working and tanks inerted.
Vessel fitted with bow chain stopper (AKD).
Certificate of Discharge on board from last Libyan cargo, and if port of discharge same as port cleared for.
Cargo required by vessel.

TANKERS LOADING NAPHTHA:

Segregated ballast or deballast time.
Size of manifold (1×12 in. American Standard).
Minimum of 10×10 in. circumference fibre or synthetic mooring ropes (for use at after end of ship).
Safe working load of port derrick.
Certificate of Discharge on board from last Libyan cargo, and if port of discharge same as port cleared for.
Inert Gas System working and tanks inerted.

CARGO SHIPS:

Amount of cargo on board for discharge.
Receivers of cargo.
Advise number of stevedore gangs required.

Latitude 32° 30′ N.:

As a rule, vessels are no longer required to receive permission prior to crossing Lat. 32° 30′ N. en route to Brega. It is sufficient to contact Maritime Radio Tripoli or Benghazi giving ETA at Lat. 32° 30′ N. and proceed to Brega. Should permission be denied, vessels will be contacted accordingly.

VHF: *Port Control:* Marsa-el-Brega Port Control is equipped with VHF radio.

The following communication procedure should be adhered to:

Vessels approaching Brega should call Brega Port Control on Channel 16, at least 1 hour before arrival.

Prior to Pilot boarding, the vessel will be allocated one of 5 working channels (6, 9, 12, 13, 14). Sirte Co. vessels are equipped to operate on these channels.

Note: Whilst in Libyan Territorial waters, it is prohibited for vessels to use Radio and Wireless Telegraphy. However, VHF communications between vessels and Libyan Ports Authorities are not affected by this prohibition.

BERTHING: *Crude Oil Berths, SPM No. 5 and SPM No. 6:*
Maximum size of vessel: 300,000 d.w.t.
Length and draft unrestricted.
Flowrate: 48,000 bbls./hr.
API approximately 40.5.

Mooring consists of a monobuoy to which are attached 2×15 in. Samson lines. These are shackled to a single 3 in. Chaffing chain, which is attached to a pick-up line.

1. The ship's Panama lead should have minimum inside dimensions of 40 cm. high and 60 cm. wide. In the event that a vessel is not equipped with a suitable Panama lead, alternative fairleads will be examined. Should the alternative fairleads be considered insufficient to accommodate the 3 in. Chaffing chain, the vessel will not be berthed.
   In case of vessels without Chain stoppers (AKD) fitted, strops and shackles will be placed on board. *PLEASE ADVISE.*
2. The vessel is required to have ready a good 3.5 in. – 4 in. messenger line ready, and at least 137.25 m. in length.
3. Port derrick should have a S.W.L. of 10 tons, and be ready on arrival.
4. Vessels berthing at the SPM's must have their anchors secured, due to underwater PLEM and pipelines.
   Floating hose is 24 in. with a 16 in. over-the-rail hose. Ship's manifold should be ready to receive 1×16 in. hose (American Standard).
5. All mooring, unmooring and hose operations are done by the ship's crew as indicated by the Mooring Master.
   Notice of Readiness will be accepted only when the Pilot boards the vessel in the vicinity of Brega Buoy.

Naphtha Berth No. 2:
Maximum size of vessel: 55,000 d.w.t., in good weather.
Maximum length: 244 m.
Maximum draft: 12.8 m.
Maximum flowrate: 21,000 bbls./hr.
API approximately 70.

1. Ships should have ready aft, a minimum of 10×10 in. circumference fibre or synthetic mooring ropes in good condition, each not less than 230 m. (120 fathoms) in length. Mooring wires are not normally acceptable. It is recommended that 4 ropes be ready on the main deck, two on each side.
2. Port derrick to be ready to receive one 12 in. hose.
3. Both anchors to be ready and working.
4. Mooring and hose operations by ship's crew.

Product Dock:
Maximum draft: 7.92 m.
Jetty length: 260 m.
Loading arm 129 m. from corner.

Vessels loading or discharging refined petroleum will be berthed at the product jetty.

Vessels cannot remain alongside the Breakwater except in fine weather.

LNG Jetties A (North) and B (South):
Head, stern and breast lines to dolphins.

Springs are secured to the central pier, and in addition shore springs from the pier are taken on board.

Vessels must be ready to leave at short notice.

LPG Jetty A: Connection on East Breasting Dolphin.
LPG Jetty B: Connection on centre berth position.
Caustic Jetty A: Connection on North Breasting Dolphin.

Cargo Quay – West Side (Sirte Oil Co.):
Maximum size of vessel: 152.5 m.
Maximum draft: 7.92 m.
Ships must have adequate unloading gear.

The following restrictions and conditions shall be observed by Masters, consignees and Agents:

1. The permission of the Operations General Manager must be obtained before a ship can berth to handle cargo that is non-Sirte Oil Co.
2. Unloading must be from ship to truck, and no marshalling arrangements can be made available inside the area.
3. Unloading operations may not be performed, except during daylight hours as determined by the Marine Superintendent.
4. Loading trucks will adhere strictly to Sirte Oil Co. safety rules.
5. Arrangements for the entrance and movements of stevedoring personnel must be coordinated with Sirte Oil Co. Security Division.
6. The stevedores will be held responsible for cleaning up after unloading the vessel, under direction of Sirte Oil Co. Materials Division.
7. Ten (10) days advance notification must be given to the Marine Division.
8. All vessels with or loading Sirte Oil Co. cargo will be given priority, even if this requires interruption of the unloading operations of other cargo vessels.

Ro-Ro facility can be used by suitable vessels when Product Jetty is not occupied.

Height of jetty above sea level approximately 1.5 m.

East Side of Inner Harbour (NAPETCO):
Jetty No. 1: Ammonia and methanol.
Jetty No. 2: Ammonia, methanol, acid and caustic.
Maximum size of vessel: 30,000 d.w.t.
Overall moorings: Jetty No. 1 – 334 m. Jetty No. 2 – 341 m.
Load section: 42 m.
Maximum draft: 10 m.

Urea Berth:
Overall length: 200 m.
Yokohama fenders in centre, 62.5 m. from each end.
Draft restriction: 8.8 m. (29 ft.) even keel.

East Cargo Quay:
Length of Quay: 394 m.
Maximum draft: 9.2 m.
Height of Quay: 2.7 m.
Maximum size of vessel: 15,000 d.w.t.
Suitable Ro-Ro vessels may berth stern on to the quay.

Ships using the Eastern part of the harbour are controlled in the same manner as in the Western part of the harbour, together with any particular rules concerning the individual berths therein, that the National Petrochemical Co. may apply.

TANKERS: *Communications:* During loading offshore communications between ship and shore is via VHF. In the event of a breakdown in communications, the ship should sound the emergency signal, comprising a succession of short blasts on the ship's whistle. All loading will then cease until radio contact with the shore has been re-established.

Safety Rules: Safety rules for tankers are as the "International Safety Guide for Oil Tankers and Terminals." and IMO Recommendations on the Safe Transport, Handling and Storage of Dangerous Substances in Port Areas (Assembly Resolution A.435 (XI).

The Mooring Master is authorised to suspend operations in any cases where dangerous conditions or practices are deemed to exist, and if need be removed from berth.

Vessels at Sea Berths are not to adjust mooring lines before consulting the Pilot/Mooring Master.

Ballast: As soon as practicable after arrival and prior to acceptance, ballast will be inspected for evidence of oil. Samples will be sent ashore for testing. Inspection will continue during discharge of ballast.

If evidence of oil appears, the vessel may be returned to sea, or made to keep the dirty ballast on board.

Any vessel required to return to sea for the purpose of cleaning tanks or for any similar reason, automatically nullifies any Notice of Readiness, and at the same time loses priority held for loading. On return, a new Notice of Readiness must be tendered.

Vessels not having sufficient illumination will not berth if discharge of ballast continues after dark.

Loading Precautions: Masters are responsible to see that no oil is spilled from their ship.

If during inspection while loading, it is revealed that the ship's hull is not oil-tight, the ship will be rejected and refused further loading.

Vessels will be encouraged to discharge ballast and load oil simultaneously, subject to the loading rate.

Vessels Loading Crude and Naphtha: Inert Gas/Closed Ullage Requirements: It is a requirement of the amendment to "International Convention for the Safety of Life at Sea 1974", Regulation 60, that the vessel be fitted with an Inert Gas System. It is also a requirement of the same convention and the "International Safety Guide for Oil Tankers and Terminals" (ISGOTT) that, prior to loading, the cargo tanks must be inerted in accordance with the guidance laid down in Chapter 9 of ISGOTT and the I.M.O. Publication "Inert Gas Systems" 1983 edition.

Unless vessel's cargo tanks have been inerted to the required standards, that is, not more than 8% oxygen content by volume, the terminal operators will not commence loading and any delays arising, until such time tanks are inerted to the required oxygen level, will be to vessel's own account, and Notice of Readiness will not be accepted.

Furthermore, it is also a requirement of Regulation 60 that the vessel is fitted with a Closed Ullaging System. The use of which, during loading, will ensure that the inert gas/hydrocarbon vapour mixture is expelled only through the venting system designed for the purpose, and not through the ullage/sighting ports or any other deck openings.

These requirements are necessary to comply with "SOLAS" requirements, and to protect the terminal facilities and Sirte Oil Co. require vessel to confirm that they will in fact be met by signing and stamping last page of the terminal booklet.

SPM Berths No. 5 and 6, (Crude Cargo): Forecastle Head Watchman: A watchman *must* be stationed on the forecastle-head at all times to report any failure of moorings. He should also report immediately if the vessel tends to "ride-up" to the buoy.

He should be equipped with the appropriate means to communicate with the Officer of the Watch.

INSPECTION/POLLUTION: *Arrival*: As soon as practicable after arrival and prior to acceptance, all of the vessel's tanks will be inspected for evidence of oil in ballast tanks. Inspection will continue during discharge of ballast. If evidence of oil appears at either of these inspections, the ship must return at once to sea and clean tanks, etc., in accordance with the procedures as laid down in the booklet entitled "Clean Seas Guide for Oil Tankers – The Operation of Load on Top" as issued by the International Chamber of Shipping – Oil Companies International Marine Forum.

Any vessel required to return to sea for the purpose of cleaning tanks or for any similar reason automatically nullifies any Notice of Readiness already tendered, and at the same time loses priority held for loading. On return from sea, vessel will be entered for loading at the time of the second arrival when a new Notice of Readiness will be tendered.

In addition to the lights usually displayed, vessels discharging ballast or loading cargo during darkness, will illuminate the area round the ship to the satisfaction of the Mooring Master in order that any oil on the surface of the sea may be readily detected and appropriate action taken. Vessels not having sufficient illumination will not berth if discharge of ballast continues after dark. Vessels having sufficient illumination will take precedence in berthing order. Vessels should provide suitable floodlights for working on deck during night operations, and should designate a responsible person to keep a continuous watch on hoses and moorings at all times during sea berth occupancy.

Loading Precautions: Masters are responsible to see that no oil (crude, bunker, diesel or bilge) is pumped or spilled overboard from their ships. Cargo hose should be inspected to ensure proper connection; drip pans should be in place, especially when disconnecting hose; scuppers should be plugged tight to contain possible spills; loading valves should be checked and tested to ensure proper operation and tight shut off; unused cargo and bunker connections should be blanked off; stern discharge line, if any, should be closed and blanked off; all sea valves should be closed and lashed shut upon completion of deballasting; the ship should provide sufficient staff (a minimum of one officer and three other crew members are recommended) to ensure proper supervision of loading and topping off operations.

If, during first inspection or during progress of loading, it is revealed that ship's hull is not oil-tight, ship will be rejected and refused further loading. Ship will not later be accepted for loading unless satisfactory evidence, duly certified by Lloyd's or American Bureau of Shipping or other recognised survey agency, of effective repair is submitted.

Contamination of the Sea: In the event any vessel should discharge dirty ballast or spill oil in the vicinity of the Brega Terminal area, Sirte Oil Co. retains the right to take any action that may be necessary to clean up the contaminated area whether the contamination is upon the sea or the shore, or upon any structures or properties located in or upon the sea or upon the shore. In addition, Sirte Oil Co. shall have the right to settle any claims of third parties arising from such contamination. All costs and expenses incurred by Sirte Oil Co. to carry out the cleaning up of such contamination, or the settlement of third party claims, shall be borne by the vessel or by those owning the vessel at the time of the said contamination, and Sirte Oil Co. shall be entitled to reimbursement by said owners for any such cost and expenses.

FRESH WATER: No fresh water is available.

FUEL: No bunkers are available.

REPATRIATION: Crew members cannot pay off or leave the vessel at Marsa el Brega except in cases of emergency. Even in an emergency, it should be noted that Seamen's Books are not valid under the Libyan law. A valid passport is required, and with adequate notice by radio it is possible to obtain an exit visa for a crew member leaving in an emergency.

SAFETY: The vessel's personnel are responsible for the safety of the vessel and must take all necessary precautions, whether or not so advised by the Mooring Master, having in mind the hazards of the operation because of the product being loaded, weather conditions and any other circumstances requiring special care or caution.

While a vessel is moored, all the vessel's personnel and vessel's operations must comply with or be in accordance with the following Safety Rules:

(a) *Smoking is prohibited on the open decks of vessels. Smoking is permitted on board vessels only in enclosed spaces specifically assigned by the Master as Smoking Areas.*

(b) Before any loading commences all scuppers on the loading deck through which oil might escape overside must be tightly plugged and must be so maintained throughout the period the vessel remains within the limits of the harbour.

(c) The Master is responsible to see that oil from the vessel is neither spilled nor pumped into the water. At all times while loading cargo, all openings to the loading deck from crew, engine, galley and other dangerous areas shall be tightly closed.

(d) Boiler tubes are not to be blown. Every precaution must be taken so that sparks do not at any time escape from the funnel or stack.

(e) Ship's wireless is not to be operated while vessel is in the berth.

(f) Two hoses with spray nozzles to be laid out near manifolds and pressure maintained on fire mains at all times. Two suitable portable fire extinguishers (foam or dry powder) should also be available and bags of sand kept near manifold to contain any small oil spillage.

(g) Please note carefully that the Mooring Master is authorised to suspend operations in case any of the foregoing Safety Rules are not observed and in all cases where dangerous conditions or practices are deemed to exist.

Shore Alarm Signals:

Category 2 (Serious Incident): Three 2 second blasts of the District siren.

Category 3 (Major Disaster): A series of three Category 2 alarms.

Ships:

Fire: Six (6) or more short blasts, followed by a long blast repeated until shore contact, and continuous ringing of vessel's fire alarm system.

VHF Radio: *All* vessels to stand by Channel 16.

Fire or Explosion on Board Crude Vessel Berthed Offshore:

A. Responsible officer to man bridge, engines to be put on standby and crew to disconnect hoses as soon as possible.

B. Loading to be stopped on other vessels berthed offshore. Hoses to be disconnected and hung off, engines put on standby and crew standing by to vacate berth if necessary.

C. Vessels at anchor in the vicinity of the Brega Buoy to have engines on standby, with crews ready to heave up and put to sea if need arises.

Fire or Explosion on Board Ships in Inner Harbour:

A. Master to call Port Control on VHF Channel 16 with details.

B. Loading arms or hoses to be disconnected as soon as possible.

C. Loading or discharging to cease immediately on other vessels in harbour and offshore berths. Vessels to standby to vacate berths if necessary.

Fire extinguishers and hoses with nozzles capable of projecting a fine spray (fog) should be rigged in the vicinity of the loading/discharging manifold with fire mains pressurised at all times. (See 13.2.2.3 of I.O.T. & T.S.G., 2nd Edition).

Crude Oil Health Hazards (Hydrogen Sulphide Content)

A sour crude can be defined as one containing Hydrogen Sulphide (H_2S) within the range of 0.05 cu.ft. to 8.8 cu.ft. per 100 gallons or capable of generating atmospheric Hydrogen Sulphide concentrations of 5 to 1,000 p.p.m. Hydrogen Sulphide vapours in air are extremely toxic and the Maximum Allowable Concentrations (MAC) for personnel exposure throughout an eight hour day is 10 p.p.m. The gas is highly odorous and a particular hazard is its special effect of causing paralysis of the olfactory nerve, thus destroying the sense of smell.

Escape of Hydrogen Sulphide vapours from crude oil is relatively facile and due to a heavier than air effect (S.G. 1.19) may justify additional precautions under some atmospheric conditions.

The following medical effects on personnel exposed to Hydrogen Sulphide represent an indication of the degree of vigilance necessary to prevent or minimise exposure:

	Atmospheric Concentration Range	*Personnel Reaction*
(i)	50–100 p.p.m.	Slight irritation after exposure for 1 hour.
(ii)	200–300 p.p.m.	Marked irritation after exposure for 1 hour.
(iii)	500–700 p.p.m.	Loss of consciousness after exposure of 30–60 minutes.
(iv)	700–900 p.p.m.	Rapidly produces unconsciousness and death occurs a few minutes later.

The particular hazards introduced by the carriage of crudes containing Hydrogen Sulphide may be restricted by observing the following practices:

(1) Every opportunity should be taken to utilise closed loading facilities to discharge displaced gas remote from deck areas.

(2) During loading operations, where large volumes of gas are discharged to atmosphere, regular observations should be made of gas concentrations about the decks.

(3) Any persons engaged in sampling, gauging, sighting open cargo tanks or disconnecting cargo hoses, should work windward of the vapour source and should be kept under surveillance from a safe area.

(4) In the event of a person being rendered unconscious by vapours with high Hydrogen Sulphide content, urgent removal to a safe area and application of artificial respiration is of prime importance, followed by the early attention of a qualified medical practitioner.

(5) In respect of loading crude with a high Hydrogen Sulphide content, it is not necessary to take water dips after loading and ullages as indicated by "Whessoe" or other automatic gauges are acceptable on vessels fitted with this type of equipment. Cargo samples taken from the shore meter battery are acceptable.

(6) In respect of transporting crudes with a high Hydrogen Sulphide content, one day prior to arrival at the discharge port, the pressure/vacuum valves should be jacked open to allow gas concentrations to escape to atmosphere at the masthead; then prior to berthing those valves should be reset in the operating position.

The degree of sourness is normally indicated by the Hydrogen Sulphide content in p(arts) p(er) m(illion) *liquid measure.* The Hydrogen Sulphide contents of various types of sour crudes so defined are as follows:

Crude	*Hydrogen Sulphide (p.p.m. Liquid Measure)*
Agha Jari	20
Jambur/Bai Hassan	40
Kirkuk	40–70
Gach Saran	70
Brega	260
Qatar	200–300

The *Atmospheric* Hydrogen Sulphide concentration varies materially with atmospheric conditions. Particular caution should be exercised when petroleum vapours generally tend to concentrate about the decks. H_2S is readily detected with a MSA Toxic Gas Detector.

The precautions referrred to above should be carefully observed at all times.

MEDICAL: There are limited medical and dental facilities at Marsa el Brega. Personnel requiring urgent medical treatment may obtain it, but this will only be undertaken in serious cases. The cost of transport and treatment will be charged to the vessel. A form entitled "Charges for Ship Account" must be completed in quadruplicate and sent ashore with the person requiring treatment. This form can be obtained from the ship's Agent.

Masters of vessels arriving at Marsa el Brega who require medical treatment should give advance notice of their requirements by radio whenever possible.

REPAIRS: No repairs are allowed to ship's engines while vessels are moored in the berths. Ship's engines should be ready for use on short notice in case the vessel has to vacate the berth suddenly because of bad weather. There are no repair facilities for ships available at Brega.

SHORE LEAVE: Ship's personnel are not permitted ashore, nor on the wharves or jetties for any purpose whatsoever.

PORT REGULATIONS:

Cargo Vessels: Also see "Max. Size".

The following restrictions, conditions, rules and priorities shall be observed by Masters, Consignees and Agents of non-Sirte Oil Co. cargo vessels calling at Marsa el Brega and berthing at the Sirte Oil Co. cargo jetty.

1. The permission of the Operations General Manager must be obtained before a non-Sirte Oil Co. cargo vessel can discharge. The Operations General Manager also designates certain priorities which may change from time to time. Agents of cargo ships must keep in touch with Marine Superintendent who will advise them of the priority assigned to their vessel.
2. Maximum vessel draft 26 ft.
3. Maximum length overall 500 ft.
4. No repairs may be carried out to the propulsion machinery during the unloading operation and the ship must remain mobile and be ready to manoeuvre at all times.
5. Vessels must be equipped with their own unloading Gear.
6. Unloading must be from ship to truck and no marshalling arrangements can be made available inside the reserved area. The unloading operations must be completed rapidly.
7. Unloading operations may not be performed except during daylight hours as determined by the Marine Superintendent.
8. Loading trucks will be required to adhere strictly to Sirte Oil Co.'s safety rules, particularly while operating within the limits of the Industrial area.

9. Arrangements for the entrance and movement of the stevedoring personnel must be coordinated with Sirte Oil Co.'s Industrial Security Division. No housing or victualling will be provided for stevedoring personnel. All expenses, costs, remunerations and compensations associated with this activity will be borne directly by the company concerned.

10. The stevedores will be held responsible for cleaning up after completion of unloading.

11. No victual, water supply or bunkering service is available for vessels calling at Brega.

12. Advance notification must be given to Sirte Oil Co. Marine Division at least 10 days prior to arrival of vessel at Marsa el Brega. ETA of vessel to be notified 72 hours prior to arrival and confirmation and reconfirmation 48 hours and 24 hours respectively prior to arrival.

13. A system of priorities for cargo vessels entering Brega is in operation as follows: 1st – Sirte Oil Co. cargo, 2nd – N.O.C., 3rd – other vessels. This system will apply even though this requires interruption of operations of vessels already berthed.

14. Weather and sea conditions, particularly during the period December to April of each year, impose severe restrictions on the cargo pier usage. Among these restrictions are the discontinuation of unloading and the unberthing of the ships as a safeguard against ship and berth damage.

One hour's notice will be given to Masters should it be deemed necessary to vacate the berth due to bad weather.

15. Sirte Oil Co. shall not be held reponsible for any waiting period or delay (demurrage) related to the entry of cargo ships, nor be liable for any costs or compensation in that connection, regardless of the circumstances.

16. Sirte Oil Co. shall not be held liable for any loss, damage or injury that may occur to any property or persons whatever the cause thereof as long as they are related to or resulting from the use of the port. Such loss, damage or injury shall be the liability of the Master, Consignee or Agent irrespective of whether they are real or alleged. The above named shall also undertake to indemnify Sirte Oil Co. for any such losses and damages and to hold Sirte Oil Co. harmless from any liability that may arise as a result thereof.

17. All vessel movements will be subject to the control and direction of Sirte Oil Co. Marine Division Superintendent.

Tankers: Permission for overside painting is to be obtained through the Agent before painting can be started.

No repairs are allowed to ship's engines while vessel is moored in the berths. Ship's engines should be ready for use on short notice, in case the vessel has to vacate the berth suddenly because of bad weather.

Vessels should have sufficient ballast aboard for safe manoeuvring, but should not arrive excessively ballasted. The propeller should be submerged, and vessel trimmed not more than 2.43 m. by the stern.

Vessels not properly ballasted will not be berthed in turn, and will not have their Notice of Readiness accepted.

There are no facilities for the discharge of dirty ballast. *All Ships must arrive with clean Ballast.*

All tank lids must be closed and vented to the atmosphere via the agreed system.

WEATHER: *Meteorologic and Oceanographic Information:*

1. Sea conditions: Mid December to mid April, maximum wave height 25 ft. – 30 ft. Late April to early November wave height can reach 12 ft., particularly during afternoons, when winds can attain a velocity of up to 35 knots.
2. Wind direction and velocity: Late December to end of February wind direction mostly North-Westerly with a velocity of up to 75 knots. March to May wind direction varies with land/sea breeze effect with a velocity up to 15 – 35 knots. June to August mainly Northerly sea breezes. September to early November mainly light winds but with occasional gales and sand occurring. Maximum wind velocity 45 knots.
3. *Vessels should not remain at Anchor in bad weather.*
4. All berths in the inner harbour are adversely affected during periods of bad weather, particularly when the prevailing wind is from the North-West.
5. All vessels in the inner harbour are therefore required to be ready to proceed to sea, as directed by the Marine Superintendent or his representative, when adverse weather prevails or is expected. One hour's notice will be given to Masters, should it be deemed necessary to vacate the berth.
6. Masters of cargo/product vessels are cautioned that seaweed in suspension is present in the inner harbour area, and all precautions should be taken to avoid blockage of main engine intakes.

Weather:

Rain and thunderstorms	September – April
Sand storms	March – June
Fine with mostly little cloud	June – August.

Temperatures: May to October: Maximum temperature 120° F. Normal day temperature 95° F.

November to April: Minimum temperature 35° F. and maximum 85° F.

Humidity: Generally low during periods of maximum temperature.

GENERAL: *Provisions:* There are no fresh or dry provisions available at Marsa el Brega.

Mail: The Ship's Agency will handle all official and crew ship's mail.

Harbour Work: Dredging is in continual progress in the vicinity of the inner harbour. Vessels are cautioned not to enter the restricted area (B.A. Chart 3350) without the services of a Brega Pilot/Mooring Master.

All mooring lines to be fitted with adequate ratguards.

All berths in the inner harbour are adversely affected during periods of bad weather, particularly when the prevailing wind is from the North-West.

All vessels allocated berths in the inner harbour are therefore required to be ready to proceed to sea as directed by the Marine Superintendent or his representative when adverse weather prevails or is expected.

Smoking is strictly prohibited on board all tankers except in locations approved by the Masters of the vessels. No smoking on deck even if gas free.

Full power must be available for all manoeuvring to and from all berths. During deballasting and loading, vessels must maintain engines and propulsive machinery in readiness at all times to leave the berth on short notice.

No repairs are permitted which will delay or interfere with this contingency. Contravention of this ruling constitutes a serious safety hazard and will entail towage from the berth and possible delay to the vessel for which Sirte Oil Co. will accept no responsibility.

It is the responsibility of the vessel, before arriving, to see that ballast water is free of oil and to *discharge ballast water through ballast discharge lines* prior to arrival to ensure their cleanliness.

All tankers for sea berths must have port derrick ready for use.

Masters are warned that no contaminated ballast or bilge water may be discharged within Libyan territorial waters. It is the responsiblity of the vessel before arriving to ensure that ballast water is free of oil, and that all pipelines, sea suctions, strainers and pumps have been flushed clean of oil.

SHIPMASTER'S REPORT: August 1984.

Charts: British Admiralty 3354, 3350. French 5792.

Approach: Refinery buildings are radar identifiable at over 20 miles and the fairway buoy (Lat. 30° 27.55′ N., Long. 19° 35.1′ E.) at over 6 miles, also at about this distance it is possible to make out the shape of the harbour breakwaters on radar. The line of soundings is very sharp on the echosounder, and the 50 m. line 7 miles out when coming from the North was raised very easily.

Pilotage: Pilot boarded at the fairway buoy from a large tug (Dutch company contracted to the port). Vessels are not allowed to proceed into the restricted area 0.5 miles South of the fairway buoy without a Pilot. The area inside the restricted zone having several tanker SPM's and other obstructions.

The Pilot was immediately concerned about the vessel's air draft for berthing at the Urea Berth. After berthing I made a rough calculation and would say a vessel with a main deck air draft of over 38 ft./40 ft. would have great difficulty accommodating them. Our main deck air draft at the time was 31 ft. When asked the Pilot stated that the maximum departure draft was 29 ft.

To approach the berth vessels enter with 2 tugs (2,000 h.p.) fast on the starboard shoulder and quarter, berthing being port side alongside. When the breakwater has been rounded vessel is headed East until clear of the Fl. 5 sec. elbow buoy when the swing to starboard with engines and tugs is started (starboard anchor ready in case of emergency). Once vessel is swung until heading about S.W., tugs then push her alongside as near into the corner with the general cargo berth as she she will go, in our case about 8 m. (this is also to facilitate the after elevator being used to work No. 1 Hatch, on this vessel LOA 169.1 m.).

Survey/Loading: Shippers are National Petroleum Co. and all cargo survey work is done by Societe Generale de Surveillances S.A. The surveyor was very helpful. Stowage factor for treated urea is approximately 48/49.5 cu. ft. per ton. The loading rate stated was 400 tonnes p.h. although in actual fact we never achieved an average of more than 300 tonnes p.h. Treated urea is very hydroscopic, with the climatic conditions in Libya, it is impossible to load if the relative humidity is over 75%. This usually involved stopping in the evenings around 1800/1830 hrs. and restarting in the morning 0800/0830 hrs., although on one occasion we did manage to work all night.

The elevator is self-trimming and does a reasonable job, however, with the high stowage factor some hatches were filled but because of the restricted height of the elevator, it proved impossible to get the loading chute high enough to fill the coamings as we would have liked, and thus our intake per hatch was reduced.

Clearance/Customs formalities: Libyan Government have issued a statement that from 7th June, 1984, all incoming ships must have all ship's papers and documents translated into Arabic. This we managed to have done but only because of the length of stay in the previous port. In actual fact the Agent took no notice of these translations, they wanted their own forms filled in by the Master. The Customs Officials were very courteous. No alcohol is allowed, also all cameras had to be locked in the bond as El Brega is a restricted port because of the oil installations, and hence no shore leave. The main transmitter was also sealed.

SHIPMASTER'S REPORT: November 1987.

Vessel: 95,000 d.w.t. tanker.

We were advised by Charterers to inform Germa Shipping, Tripoli of our ETA and other relevant information. They in turn advised us that we should contact Shahat Shipping, Brega, but they were in fact already receiving all ETAs.

We were unable to contact the terminal until some 2 hours off as they were in the process of moving their VHF aerial. When re-sited, communications are likely to be much improved.

No information is passed by the terminal to the pilots until just prior to arrival of the vessel. It is therefore a good idea to send a 24 hour ETA to Sirte Oil Company (Telex No. 30120, 30121, 30122) who will pass messages to the pilots.

Samples were taken of all ballast tanks (even segregated ballast) for analysis ashore. If excess oil is found, vessel will be ordered off the berth for extra cleaning.

Maritime Declaration of Health not required. Pilot grants Pratique on boarding. Pilot also carries out safety and anti-pollution check lists.

Tug does not usually tow astern as an on/off shore breeze keeps the vessel clear of the buoy, however engines are to be kept on 10 minutes notice in order to give stern power.

After berthing, the Pilot gives papers to the Master, 2 of which have to be completed and signed. The remaining papers have to be signed and are taken away by the Agent. The ship's stamp is to be placed on all papers.

Libyan Discharge Certificate: It is essential that the discharge figures inserted at the discharge port are exactly the same as the Bill of Lading figures.

The Crew Declaration has to be transferred to a local form and signed by each crew member. If some of the crew members are too busy to sign this form and in order to avoid delays to the Customs, it is in order for the Master to sign on their behalf.

On departure, call Port Control and give time of departure, course, speed and destination.

A new SBM is being laid in a position 242° True × 1.04 nautical miles from the existing SBM.

AUTHORITY: Brega Marine, Sirte Oil Co., P.O.Box 385, Tripoli, Libya, S.P.L.A.J. *Tel:* 021-602052-56. *Telex:* 30120, 30121, 30122 Sirtco Ly, or 50657 Sirtco Ly. *Contact:* Marine Superintendent – Brega.

AGENCY: Universal Shipping Agency. Telex: 50635.
Shahat Agency. Telex: 50635 Shahat Ly.

Also see "General" before first port.

MISURATA (Qasr Ahmed): 32.22 N. 15.13 E.

(See Plan)

Also see "General" before first port.

GENERAL: The harbour is enclosed by 2 rubble mound breakwaters armoured by tetrapods. The North Breakwater extends 1,400 m. due East from Ras Zarrugh Lighthouse and East Breakwater extends 1,800 m. due North from the shore near the prominent radio station about 2 km. South of the Ras Zarrugh Lighthouse. There are lights on the breakwater roundhead. On the North Breakwater a green flashing light (0.3 secs.) every 3 secs. and on the Eastern Breakwater a red flashing light (0.3 secs.) every 3 secs. The Ras Zarrugh Lighthouse at the foot of the North Breakwater is a square tower with black and white vertical stripes. The structure is 8 m. high and is on the top of a 16 m. hill. The light is flashing white (0.5 secs.) every 5 secs. with a range of 8 miles.

On the South side of harbour there is Steel Mill Harbour which is under construction.

There is a radio mast 7.6 miles W.N.W. of Ras Zarrugh with fixed red flashing lights.

For Harbour Entrance there are guides, 2 fixed red lights and 1 green flashing light, bearing 273° N.W. from breakwater roundheads. The Harbour Entrance Channel is 150 m. wide and 12 m. deep.

Inside the entrance there is a turning circle, diameter 470 m., depth 12 m. and the harbour dredged area 920 m. × 200 m. to a depth of 11 m. leads due South alongside the berth. A 500 m. × 300 m. dredged area to a depth of 8 m. leads to the West alongside the North Breakwater.

Directions: Keep 2–3 miles offshore before turning due West for entrance.

Currents: Predominantly N.W. at mean rate of 0.5 to 0.75 knots but in Winter winds can reverse the flow and induce S.E. set in excess of 1 knot.

DOCUMENTS:

Maritime Declaration of Health (to be completed on arrival).
Crew List.
Passenger List (if any).
Ship's Stock.
Stores List.
Animals Aboard List.
Ship's Log.
Last Port Clearance.
Safety Certificate Certificate.
Construction Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Radio Certificate.
International Oil Pollution Prevention Certificate.

Where possible Cargo Manifests and Stowage Plans should be forwarded by airmail to the local Agent, ahead of the vessel's arrival.

PILOTAGE: Compulsory, Pilot will board about 1 mile outside the port entrance.

ANCHORAGES: Bearing approximately 273° to lighthouse on Ras Zarrugh 13 m. depth 1 mile (2 km.) offshore but holding ground is poor and it is advisable to leave anchorage at signs of onset of bad weather.

RADIO: "Misurata Port Control" should be worked as early as possible.

VHF: A high powered base station operates at the top of a 16 m. hill at the foot of the lighthouse at Ras Zarrugh. A continuous watch is maintained round the clock on Channel 16. All other Authorities such as Harbour Master, Customs, etc., should be contacted through "Radio Misurata Port Control" on Channel 16. Channel 10 can be used inside the harbour.

TUGS: Join the vessel outside the Harbour Entrance. The tugs are m.t. "Sorman", m.t. Kiklah", each 565 b.h.p. and m.t. "Al-Keriat", 2,520 b.h.p.

BERTHING: There are 6 berths, totalling 1,120 m. of concrete quay dredged to 11 m. with timber and rubber fenders and bollards at 15 m. intervals, the quay deck is at an elevation of 2.25 m. The berths include a Ro/Ro facility at Berth No. 1.

CRANES: The following types of shore cranes are available and in the near future, a floating crane of 100 tons will be available. Capacity of cranes are 57, 45, 35 and 25 tons.

STEVEDORES: *Working Hours:* 0630 to 2400 hrs., even on holidays.

MEDICAL: Full hospital facilities are available without prior notice.

TANKERS: Tankers berth at Berth No. 28. Depth alongside 11.0 m.

FRESH WATER: Available alongside and by barge.

FUEL: Available.

CONSULS: Nearest consuls are at Tripoli.

REPAIRS: See "Tripoli".

REPATRIATION: Possible.

AIRPORT: Tripoli Airport situated about 220 km. from Misurata.

TIME: Local time GMT plus 1 hour from 1st day of October until 31st March, and GMT plus 2 hours from 1st day of April to 30th September.

HOLIDAYS: Fridays; 1st day of Lunar calander year; Idd-ul-Ahada, 4 days; Idd-ul-Zoha, 4 days; 2nd March; 8th March; 28th March; 11th June; 23rd July; 1st September; 7th October. Even on holidays cargo work continuously maintained.

POLICE/AMBULANCE/FIRE: Call Port Manager Tel: 21101 & 21094.

SERVICES: All kinds of food and soft drinks are available except alcoholic drinks and pork.

SHORE LEAVE: Allowed after Free Pratique, Customs and Immigration formalities completed.

DEVELOPMENTS: Grain silos are under construction.

Stage II (Berths No. 7 – 18) has already been started for 1 passenger berth, 4 general cargo berths, 4 container berths, 2 Ro/Ro berths and sheds, etc.

SHIPMASTER'S REPORT: December 1977.
Chart: British Admirality Chart No. 3353 "Ras Ashdir to Sirte".

A mole has been constructed from Ras Zorog in an East direction, the length of which is approximately 1,100 m.

A second mole extends from the shore in a Northerly direction, approximately 1,800 m. in length. Entrance to the harbour is between the outer ends of both moles.

Wharves and sheds are being built along three quarters of the length of the Northerly direction mole, and around the South part of the inner harbour perimeter. At the time of the visit by this vessel about 350 m. of quay was completed, with depth alongside of 11 m.

All the construction work appears to be done by Yugoslavian labour. The "Overseer" acted as Pilot and was a very able and pleasant person. All questions regarding cargo and fresh water, provisions, etc., were dealt with by him. He supplied 10 tons of fresh water by road tanker, and organised a visit from a ships' chandler for a small quantity of fresh salad and potatoes.

There are 2 small tugs which were used in berthing under the Pilot's direction. These were very necessary owing to a number of obstacles in the harbour (divers boats, pipes, etc.). The Pilot's knowledge of English was limited and it is most necessary for the ship's Master to judge his intentions carefully.

Without a doubt the Port of Misurata when open for commerce will be a very useful port, although a small port (inside harbour space was roughly estimated to be about 1,500 m. × 700 m.). The Pilot advised that it was expected to be opened about the middle of 1978.

The vessel anchored off the port entrance at 0800 hrs. and Pilot boarded at 1100 hrs., vessel berthed shortly afterwards. Discharge of 208 tons of construction material from No.1 hold commenced at 1330 hrs., and ceased at 2400 hrs. for the day. Work resumed at 0930 hrs. on the following day, and was completed at 1330 hrs. A mobile shore crane was used throughout for discharge into lorries.

All Agency work was attended to by our Tripoli Agent, who arrived onboard at 1700 on day of arrival. As Tripoli was our next port, he was most helpful in advising our berthing prospects at that port, and delivering ship's mail.

The entering and clearing formalities were attended to by 2 Customs Officers. They advised that there was strictly no shore leave for the crew. All accommodation was diligently searched including the Master's for alcohol, and none whatever was allowed to be in crew's possession. However when all was found to be in order, on request a small amount of bond stores was released for Christmas.

The vessel departed at 1600 hrs. for Tripoli where the Agent's estimate of 2 – 3 days waiting (although there were 50 ships at anchor) proved to be correct.

SHIPMASTER'S REPORT: March 1978.

Work is still in progress on the Southern Mole. More warehouses are to be erected there, also a grain silo. On the Western shore of the harbour more berths are to be constructed possibly for containers, but nothing finalised yet.

Misurata is to be principally a Ro/Ro port specialising in transit cargoes. A nearby motorway runs in a Southerly direction for 1,000 miles into Central Africa.

There will be facilities for conventional cargoes. Dredging is in progress in the Western part of the harbour in preparation for the new berths. The area is being marked by red marker buoys. The port is scheduled to open in June/July this year and to date there are no services excepting Customs who attend to all the Entering and Clearing formalities. All pilotage being performed by the Master, the contractors work boats will act as tugs if requested.

Documentation is similar to requirements for other Libyan ports also the same strictness regarding alcohol. All Officers and Ratings were allowed to retain a small quantity of beer, all other alcoholic drinks being placed under Seal.

SHIPMASTER'S REPORT: February 1988.
Chart: B.A. Chart No. 3353.
Documents:

8 copies Crew List.
2 copies Crew Declaration (on Libyan forms).
2 copies Manifest.
1 copy Health Declaration.
2 copies Currency Declaration (on Libyan forms).
All Passports.
1 copy Arms and Ammunition List.
1 copy Drugs List.
2 copies Cargo Manifest.

Cameras placed under seal. No cigarette issue allowed. Bond remains sealed if proceeding to another Libyan port. Definitely no alcohol. Customs would not allow beer issue. Ship's Certificates to be in Arabic. Passports exchanged for Landing Cards at the gate. All stores checked for signs of South African and Israeli produce.

Approaches: The name Qasr Ahmed is not used. All local people use the name Misurata and all Libyan Customs and cargo documents refer to Misurata.

The harbour area and power stations (32° 20′ N., 15° 13.5′ E.) were identified on the radar at 24 miles.

There are two harbours, the older general cargo and tanker port of Misurata and the recently constructed Steel Harbour which is about one mile to the South.

On approach, the power station chimneys and the gantry crane on the new Steel Harbour breakwater and the grain silo at Misurata are visible. At night, the flashing red lights on the power station chimneys and the horizontal red flashing lights between the chimneys are very conspicuous.

There are 2 sets of antenna dishes (32° 21.25′ N., 15° 13.3′ E.) just South of Misurata Harbour which are conspicuous.

Anchorage: Vessels may anchor anywhere off the breakwaters but not within 2 miles of the port. Anchorage exposed to heavy swells.

Channel: The leading line to Misurata Harbour is 270° and is indicated by leading marks/lights (red and white horizontal, inverted triangles and a front light exhibiting flash green every 5 seconds and the rear green light flashing green every 12 seconds). The front daymark is barely visible.

The Fairway Buoy has been removed.

The Pilot advises that the depth at the tanker berth is 38 ft. and eventually all the harbour will be the same depth. The maximum draft permitted at the tanker berth is 36 ft. and this was confirmed by the echo sounder.

2 sets of buoys and a Fairway Buoy in position 32° 30.9′ N., 15° 19.0′ E. mark the channel to the Steel Harbour. The leading light is 263°. There are no leading marks or lights visible. The Channel depth is believed to be 50 ft. and this was confirmed in part by echo soundings. The channel width is approximately 200 m.

Pilotage: The Pilot boards outside Misurata Harbour entrance from a small grey tug. Pilot normally boards between 0800 hrs. and 2000 hrs. Normally there are no movements on Friday.

Tugs: There are 2 tugs available, the larger tug being approximately 2,000 h.p.

VHF: On arrival, vessels should call Misurata Port Control on Channel 16, working Channel 12. On approach all the usual details are required (See "Tripoli – Shipmaster's Report" dated March 1988). Misurata Port Control on Telex No. 90130221 PORTMSLY

Harbour: The harbour is being extended beyond the existing breakwaters. New berths are under construction to the West of the existing Eastern breakwater berths.

The new oil terminal in position 13° 22.3′ N., 15° 13.2′ E. is capable of taking product tankers up to about 30,000 d.w.t.

All charted buoys inside the harbour have been removed.

The new Steel Harbour appears to be completed and has conveyors which are adjacent to the steel mills and one gantry type grab crane.

Within the Steel Harbour there is a service harbour with control tower.

Tanker Berth: The tanker berth is on the N.W. corner of Misurata Harbour. Vessels berth port side alongside.

The newly constructed concrete berth is a pier with outlying mooring dolphins each end, which are connected to the pier by steel walkways. The mooring points and fendering are very good.

This berth handles product imports for the local area including the steel mills and the power station. The products are LPG for cooking and heating fuel, jet fuel/Avgas, gas oil and fuel oil.

At the present time, there are no bunker or fresh water facilities, however, we understand that IFO and gas oil and fresh water pipelines are to be laid to the pier.

The gangway was easily landed.

Moorings: The moorings consisted of 2 head/stern lines, 1 breast line and 2 springs at each end. The starboard anchor with one shackle in the water was used for approaching the berth and a mooring boat assists with running lines.

Cargo: LPG is handled by a 6 in. Chicksan arm with clamps, the shore required a 6 in. spool. The pipeline is 8 in. diameter and runs a distance of 5.3 km. to 5 spheres with a total capacity of 8,000 cu.m.

The terminal requires cargo at 0°C. Max. pressure 8 kg./sq.m. Maximum pumping rate 145 cu.m./h. The shoreline relief valves are set at 16 kg./sq.m. and the maximum pressure in the shore tanks is 7 kg./sq.m. The average discharge is 68 t.p.h.

There was no surveyor in attendance and no shore calculations made. The Receivers, "Breganaft" checked the ullages.

The pipeline was hot gassed for 45 minutes.

Gas oil and Avgas are handled through 2×10 in. Chicksans and fuel oil is handled through 1×12 in. Chicksan.

Fresh Water: Fresh water is available by barge and should be ordered well in advance. While we were in port the barge was moored astern of us at the Port Authority Jetty. The capacity of the barge is 200 tonnes. It will also take water to vessels at anchor in calm weather.

Customs: Customs authorities make a very thorough search of the vessel.

Shore Leave: Not permitted.

General: Friday is a holiday so there is very little movement on that day.

AUTHORITY: Port of Misurata, P.O.Box 18218, Misurata, Libya. *Tel:* (051) 24457, 29428. *Telex:* 30221 Port Ms Ly. *FAX:* (051) 22492. *Contact:* The General Manager.

RAS LANUF: 30.31 N. 18.35 E. (See Plan)

(A) VEBA OIL OPERATIONS (V.O.O.)
(B) RAS LANUF OIL & GAS PROCESSING CO. INC. (RASCO)

(A) VEBA OIL OPERATIONS (V.O.O.)

Also see "General" before first port.

DOCUMENTS: Customs will require:

4 Crew Lists.

1 Crew Declaration of personal belongings (including cigarettes, etc.)

2 Stores Lists.

1 Passenger List.

Crew Lists and Crew Declaration of personal belongings must be on the approved Libyan Government Documents. Vessels are advised on their initial visit to the port to obtain sufficient forms for future visits. Also required are:

6 Copies of Cargo Manifest for Ras Lanuf Discharge.

1 Copy of Cargo Manifest for transit cargo with a summary.

1 Copy of Passenger Manifest.

A copy of a Certificate of Discharge of the last cargo loaded at a Libyan port is required. Said Certificate to be duly signed and stamped by Customs Authorities at the discharge port. Blank forms will be delivered with the cargo documents.

Clearance from the last port of call will be required by the Government authorities. The police will require 4 copies of a Crew List and a Passenger Manifest if any passengers on board.

PILOTAGE: It is most important that ships establish communications with the Terminal, Ras Lanuf Control, by VHF on Channel 16 within 3 to 4 hours or earlier before arrival.

Upon contact, the vessel will be requested to switch to Channel 14. This channel is used by the Terminal Marine Section for internal use and tanker mooring operations.

Channel 11 is reserved for communications between ships in moorings and Ras Lanuf Control, and should only be used for general purposes after obtaining clearance from Ras Lanuf Control.

Vessels to be moored at the Offshore Terminal at Ras Lanuf will be boarded by the Company's Mooring Master in the close vicinity of the suggested Anchorage Area mentioned below.

The Mooring Master will advise the ship's Master on approaches to the assigned berth, mooring, unmooring, connecting and disconnecting hoses, and in all other operations within the port area.

The Mooring Master will have sole control of all radio communications during the period the vessel is manoeuvring or moored in a berth.

NAVIGATION AIDS:

Seabuoy, white, with white flash every 5 seconds, in approximate position Lat. 30° 33′ 56″ N., Long. 18° 34′ 35″ E.

Vessels in the vicinity should not navigate or anchor inshore of a bearing 280° and 130° from this buoy.

A white unlit spar buoy, with a 1 m. horizontal orange stripe, fitted with a radar reflector, is located in a position Lat. 30° 32′ 12″ N. Long. 18° 33′ 22″ E. This buoy marks the tie-in position between the old Berth No. 3 and the new Berth No. 3 SPM.

A Fairway Channel Entrance Buoy flashing white every 2 secs. is located in a position approximately 30° 30′ 46″ N., 18° 37′ 44″ E.

A Channel Buoy flashing red every 5 secs. is located in a position approximately Lat. 30° 30′ 17″ N., Long. 18° 36′ 16″ E.

North Breakwater Light with occulting light green 2 every 10 secs. is located in a position approximately 30° 30′ 38″ N., 18° 35′ 43″ E.

East Breakwater Light with occulting light 2 red every 10 secs. is located in a position approximately 30° 30′ 29″ N., 18° 35′ 24″ E.

A Rear Range Light with a fixed white light is located in a position approximately Lat. 30° 30′ 56″ N., Long. 18° 34′ 09″ E.

A Front Range Light with a fixed white light is located in a position approximately Lat. 30° 30′ 54″ N., Long. 18° 34′ 17″ E.

An Unlit Spar Target Buoy, colour white is located in a position approximately Lat. 30° 31′ 20″ N., Long. 18° 35′ 21″ E.

An Unlit Spar Target Buoy, colour white is located in a position approximately Lat. 30° 31′ 12″ N., Long. 18° 35′ 35″ E.

The Mooring Area has been swept to a depth of 73 ft. in Berth Nos. 1, 2 and 3, at the SPM to a depth of 96 ft.

There are very few coastal landmarks in this area. The following should prove helpful to visiting mariners:

The Terminal Water Tower with highest elevation of 179 ft. 6 in. above sea level is located in Lat. 30° 30′ 42″ N., Long. 18° 32′ 22″ E. It is coloured white. A white light (Characteristics: flash 0.2 secs., eclipse 1.05 secs., flash 0.2 secs., eclipse 3.55 secs.) is mounted on the seaward side of the structure at 163 ft. above sea level. There is also a fixed red warning light on top of the tower.

Large oil storage tanks with highest elevation 376 ft. above sea level are located in approximately Lat. 30° 27′ 24″ N., Long. 18° 29′ 58″ E. They are coloured white.

ANCHORAGE: Suggested anchorage area is within a 3,000 ft. radius of position Lat. 30° 33.5′ N., Long. 18° 36′ E. in approximately 90 ft.

MAX. SIZE: Conventional berths: Up to 56 ft. draft; up to 130,000 d.w.t.

Single Point Mooring: Up to 75 ft. draft, up to 300,000 d.w.t.

HEALTH: By day – fly flag "Q" and by night display red light over white light for Quarantine Service.

Libyan Customs, Federal Police and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and "Pratique" services. Libyan Government Regulations are strictly enforced. The vessel should have a clean Bill of Health or equivalent document from the last port of call.

RADIO: ETA messages and cargo requirements should be transmitted to Veba Oil Operations, Tripoli, Libya. Telex: 20260 LY and 20892 LY.

The first message should include, if the vessel has on board a Certificate of Discharge of the last Libyan cargo loaded, duly signed and stamped by Customs Authorities at the discharge port.

To avoid unnecessary delays, it is essential that the Master reports any discrepancies on the above certificate, in particular when the cargo was not discharged at the port stated under Section B – Port of Discharge Details.

VHF: Ras Lanuf Oil Movements Control Centre keeps continuous watch on VHF Radio-telephone Channel 16 (156.80 mHz), Channel 14 (156.70 mHz) and Channel 11 (156.55 mHz). Vessels approaching the port should make contact on Channel 16 when shore will request her to switch to Channel 14. This Channel will also be used by terminal Marine Section for internal use and tanker mooring control. Channel 11 is reserved for communications between ships in mooring and Terminal Oil Movements Control Centre and should only be used for general purposes after obtaining clearance from Oil Movements Control on Channel 16. This is a safety measure since oil flow to ships is controlled through Channel 11 and therefore it must be clear at all times in case of need to stop oil flow for any cause. Channel 16 is for calling and safety use only.

TUGS: 2×730 h.p. The company maintains launches (3×360 h.p.) to assist in mooring and unmooring vessels. These are under the direct supervision and control of the Mooring Master.

BERTHING: There are 4 submarine loading pipelines which terminate in the following approximate positions which are each marked by an unlit white spar buoy.

Berth No. 1: Lat. 30° 31′ 35″ N., Long. 18° 34′ 37″ E., from which a submarine pipeline runs to shore on a bearing of approximately 224°. Depth of water at spar buoy 70 ft.

Berth No. 2: Lat. 30° 31′ 55″ N., Long. 18° 33′ 58″ E., from which a submarine pipeline runs to shore on a bearing approximately 197°. Depth of water at spar buoy 70 ft.

Berth No. 3: Lat. 30° 32′ 54″ N., Long. 18° 34′ 40″ E., a Single Point Mooring buoy in 96 ft. water.

Berth No. 4: Lat. 30° 31′ 50″ N., Long. 18° 36′ 06″ E. – a Single Point Mooring buoy in 96 ft. of water.

In Berths No. 3 and 4, vessels are secured to the SBM by one mooring hawser. The SPM berths are designed to handle tankers up to 255,000 d.w.t. in Berth No. 4, and up to 300,000 d.w.t. in Berth No. 3.

Raising, lowering, connecting and disconnecting of submarine hoses, as well as all other labours and duties on shipboard, will be performed by the ship's crew under direction of the Mooring Master.

LIFTING HOSES: After the vessel is safely moored, the submarine hoses will be lifted on the port side. Berths No. 1 and 2 are each equipped with 2×12 in. loading hoses, the weight being approximately 5 long tons.

Berths No. 3 and 4 (SPM) are equipped with 2×16 in. loading hoses, the weight being approximately 7 long tons. Therefore, vessel must have a derrick with a cargo winch or a crane with a S.W.L. of a minimum 7.5 tons by the port side manifold.

Hose connection to be performed by the ship's crew. The derrick should be ready on arrival to lift up the Terminal's hose gear.

MEDICAL: No medical services (except in case of emergency and subject to a doctor being available) or other services are to be expected at Ras Lanuf.

BALLAST: There are no ballast reception facilities at this Off-shore Terminal. Local regulations require that ballast may only be discharged from permanent and/or segregated ballast tanks. Any vessel arriving with ballast in her cargo tank(s) must retain that ballast on board or she will be rejected. All costs accruing therefrom will be to the ship's account.

Vessels arriving at Ras Lanuf Terminal shall retain sufficient ballast on board, and shall comply with the draft requirements of Regulation 13 of Annex I of Marpol to permit safe handling of the vessel in the prevailing weather conditions.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: The only consulates are located in Tripoli which is 670 km. by road from Ras Lanuf.

REPAIRS: When a ship is in the moorings or vicinity, its engines must remain on standby with full power for immediate use. Deck machinery shall be kept in instant readiness. *Positively no repairs of any sort will be permitted in the moorings.*

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition, saccharine and possibly other items have to be locked up under Customs seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed 25 cigarettes per day of stay or 25 grams of tobacco or cigars in lieu.

REPATRIATION: Crew members cannot pay off or leave the vessel at Ras Lanuf except in cases of extreme emergency. Even in an emergency it should be noted that Seamen's Books are not valid under the Libyan law. A valid passport is required.

TIME: Libyan local time is GMT plus 2 hours.

SHORE LEAVE: Not allowed.

GENERAL: No stores, foodstuffs or goods whatsoever of Israeli origin may be on board any ship calling at Ras Lanuf.

Penalties: Fine, confiscation of goods and possibly more. The Libyan Government strictly enforces this law.

Whilst arriving fly the Libyan Ensign (plain green).

Due to the existence in these waters of the fish commonly called "Weaver" fish, ship's crew are urged to exercise extreme caution in fishing whilst lying off the port area. There have been several cases of poisoning by these fish, all of which were distressingly painful, caused by contact with the fins.

AUTHORITY: Veba Oil Operations (V.O.O.) – Ras Lanuf (V40), P.O.Box 690, Tripoli, S.P.L.A.J. *Tel:* Tripoli 30081 (ext. 4116). *Telex:* 20260, 20892. *Cables:* Pegasus Tripolilibya. *Contact:* Captain B. Michels – Ras Lanuf Marine Office.

AGENCY: See "General" before first port.

(B) RAS LANUF OIL AND GAS PROCESSING CO. INC. (RASCO)

PORT LIMITS: Southward of area bound by Latitude 30° 32.7′ N. and between Longitudes 18° 34′ E. and 18° 39′ E.

DOCUMENTS: 4 copies of Crew List on approved Libyan government document. (Vessels are advised to obtain sufficient forms for future visits during their stay).

1 copy of Personal Effects including cigarettes, etc.

2 Lists of Stores.

1 List of Passengers.

6 copies of Cargo Manifest for cargo to be discharged at Ras Lanuf Harbour.

1 copy of Cargo Manifest for cargo in transit.

1 copy of Certificate of Discharge (of the last cargo) at Libyan port duly signed and stamped by the Customs Authority at the discharge port. Blank forms will be delivered with the cargo documents. If not done on board the Ship's Purser should make request for them to be provided.

Clearance from the last port of call is required by the Government Authority.

4 copies of Crew List and the Passenger Manifest are required by the Police.

PILOTAGE: Ras Lanuf Harbour (RASCO) should be advised by telex (Telex: Ras Lanuf 50618, 50650 – Rasco Ly). Cable: Rasco, Ras Lanuf (Telephone via Tripoli 49994-99: via Benghazi 86744-48) at least 72 hours in advance, the ETA at RASCO Anchorage. It should be constantly updated/confirmed when 24 hours, 12 hours, and 4 hours distant. If more than 1 hour change in ETA occurs, the new ETA must be given. Clear specification should be made if ETA is in GMT or local Libyan time. The information in the ETA cables should be completed as per the terms of the charter party. The 72 hours message must include the ETA, last port of call, if any sickness on board, and if vessel has clean Bill of Health and cargo quantity expected to be lifted in net metric tons at 60°F (15.6°C). The 12 hour message should include definite indication as to the vessel being ready to load or not and should also include information on the time she will require to discharge ballast after arrival. Precise time of arrival should be given when ship is 4 hours distant from the terminal. On arrival at the anchorage, the vessel must contact RASCO Port Control on VHF Channel 16 to register herself.

Also see "Anchorage".

ANCHORAGE: Vessels to be secured alongside will be boarded by the Pilot in the anchorage or in its vicinity. The vessel should not manoeuvre or navigate in the vicinity of any sea buoys but should make directly for the anchorage which is a circle of diameter 1 nautical mile with centre in position Lat. 30° 32′ N., Long. 18° 38.09′ E., in more than 30 m. of water. For shallower draft vessels it is permissible to anchor due Southward as close as possible to this position, in an adequate and safe depth, Northward of the Fairway Buoy (position: Lat. 30° 30.6′ N., Long. 18° 37.7′ E.), leaving seaway free for approaching and manoeuvring. If need be vessels may anchor in safe waters Eastward of this anchoring area. Anchoring Westward of this area is prohibited.

MAX. SIZE:

(a) Tankers 3,000 – 50,000 d.w.t. will be catered for on finger jetties 1A and 1B which have a dredged depth of 14.0 m. Tankers 3,000 – 30,000 d.w.t. will be catered for on Berths 2A and 2B which have a dredged depth of 12.5 m. and Berths 3A, and 3B which have a dredged depth of 11.5 m. The quay wharf has a dredged depth of 11.5 m., on which 3 dry cargo ships of 5,000 – 20,000 d.w.t. can be berthed at one time. The quay wharf is 672 m. in length with a 35 ton multi-purpose crane to be installed and able to run the entire length of quay wall. Caustic soda discharging facilities are also available on the wharf, but the LOA of the vessel is limited as the distance between the ship's manifold and the extreme part of the vessels' stern should not be more than 48 m.

(b) *Max. Size:*

Jetty 1-A, 1-B:	
Max. LOA	250 m.
D.w.t.	50,000 tons
Max. Draft	12.5 m.
Jetty 2-A, 2-B:	
Max. LOA	189 m.
D.w.t.	30,000 tons
Max. Draft	10.5 m.
Jetty 3-A, 3-B:	
Max. LOA	189 m.
D.w.t.	30,000 tons
Max. Draft	9.5 m.
Quay Wharf:	
Max. LOA	177 m.
D.w.t.	20,000 tons
Max. Draft	9.5 m.

(c) Hooks have been provided on dolphins which are of 100 tons capacity. All bollards on the quay wharf fitted on the finger jetties are of 100 tons capacity. Other bollards are of 50 tons capacity.

HEALTH: For quarantine services:

(a) By day: Flag "Q" (yellow flag).

(b) By night: Red light over white light.

(c) Libyan Customs and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and Pratique services. Libyan government restrictions are strictly enforced. The vessel should have a clean Bill of Health or equivalent document from the last port of call.

RADIO/VHF: Direct communication between ship and shore will be made by VHF. RASCO Communication Centre maintains a continuous VHF watch on VHF channels. On approaching, vessels should make contact on VHF Channel 16 when they will be requested to switch over to another channel. ETA messages can presently be received only on telex (See "Pilotage"). When 4 hours distant arrival messages are to be passed on VHF in addition. VHF Simplex Channels allotted to this harbour are 10 and 12. The Duplex Channel allotted is 22. Vessels must confine themselves to the channel ordered by Port Communications.

RADAR: There is no radar in operation.

TUGS: The harbour will maintain 2 coastal tugs (approx. 2,000 h.p. each) with anti-pollution and fire-fighting capabilities, 2 dual purpose launches and 3 mooring launches, when the harbour is fully operational. Vessels are, however, presently berthed by hiring of tugs.

BERTHING: There are presently 6 finger jetties and a quay wharf (See "Max. Size"). Berthing will be done at the instructions of the Pilot who will board at the anchorage or in the vicinity. Vessels are to have their berthing gear in readiness well before berthing. 2 good lines forward and 2 lines aft will be required for passing to the tugs. Vessels must keep their fire-fighting and emergency system in operational readiness for their own use.

Hoses and Fuel Connections: No dirty ballast facilities at present.

All work on the ship is to be carried out by harbour staff.

BERTHING: Arrangement of Facilities at Quay Wharf and Finger Jetties

Berth No.	*Product*	*Parcel Size (Tonnes)*	*Loading Arm No.*	*Loading Arms Which Can Connect Simultaneously*	*Loading Arm Size/But Can Fit Without Spool*	*Maximum Working Rate of Loading Arm (cu.m./hr.)*	*Expected Loading Rate Approx. (cu.m./hr.) Offload Rate (cu.m./hr.)*	*Remarks*
1A	Crude or Fuel Oil	50,000	43, 44 45, 46	1. Any two adjacent 2. 44, 45, 46. 3. 43, 44, 45. 4. 43, 46	12 in./8 in., 10 in., 12 in. ANSI 150 lbs.	1,750/1,165	3,160 (3 pumps) —	Deballasting facility presently not available.
1B	Crude or Fuel Oil	50,000	53, 54, 55, 56	1. Any two adjacent. 2. 54, 55, 56. 3. 53, 54, 55. 4. 53, 56	12 in./8 in., 10 in., 12 in. ANSI 150 lbs.	1,750/1,165	3,160 (3 pumps) —	Deballasting facility presently not available.
1A	Gas Oil	50,000	42, 43, 44	1. Any two adjacent. 2. 42, 43, 44.	12 in./8 in., 10 in., 12 in. ANSI 150 lbs.	2,500/1,850	3,750 (3 pumps) —	Deballasting facility presently not available.
1B	Gas Oil	50,000	52, 53, 54	1. Any two adjacent. 2. 52, 53, 54.	12 in./8 in., 10 in., 12 in. ANSI 150 lbs.	2,500/1,850	3,750 (3 pumps) —	Deballasting facility presently not available.
1A	Deballast Bunkering	—	41 (exclusive) 46	—	12 in./8 in., 10 in., 12 in. ANSI 150 lbs.	3,000/1,500 1,000/500	—	Deballasting facility presently not available. Only one arm on each berth to be used for deballasting at one time.
1B	Deballast Bunkering	—	51 (exclusive) 56	—	12 in./8 in., 10 in., 12 in. ANSI 150 lbs.	3,000/1,500 1,000/500	—	
2A	Naphtha	10,000	22	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,850/1,500	1,550 (2 pumps) —	Deballasting facility presently not available.
2B	Naphtha	10,000	32	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,850/1,500	1,550 (2 pumps) —	Deballasting facility presently not available.
2A	Pyrolysis Gasoline	10,000	22	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,850/1,500	1,300 (1 pump) —	Deballasting facility presently not available.
2B	Pyrolysis Gasoline	10,000	32	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,850/1,500	1,300 (1 pump) —	Deballasting facility presently not available.
2A	Domestic Kerosene	30,000	24, 25	Both	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,950/1,300	3,750 (3 pumps) —	Deballasting facility presently not available. Cannot load Domestic Kerosene simultaneously on Berths 2A and 2B.
2B	Domestic Kerosene	30,000	34, 35	Both	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,950/1,300	3,750 (3 pumps) —	
2A	Jet Fuel	10,000	24, 25	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,950/1,300	1,150 (2 pumps) —	Deballasting facility presently not available. 1. Only one arm at a time. 2. Cannot load Jet Fuel simultaneously on Berths 2A and 2B.
2B	Jet Fuel	10,000	34, 35	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	1,950/1,300	1,150 (2 pumps) —	
2A	Deballasting Bunkering	—	21, 26 (exclusive)	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	3,000/1,500 1,000/500	—	Deballasting facility presently not available.
2B	Deballasting Bunkering	—	31, 36 (exclusive)	—	12 in./8 in., 10 in., 12 in.* ANSI 150 lbs.	3,000/1,500 1,000/500	—	Only one arm on each berth to be used for deballasting at one time.
3A**	Propylene	4,000	05: Liq. Load 06: Vapour/Off Load	Both	8 in./6 in., 8 in.* ASA 300 lbs.	–/720 4,168 kg./hr.	657 2,450	Both arms to be connected simultaneously.
3A**	Butadine (C4)	4,000	03: Liq. Load 04: Vapour/Off Load	Both	8 in./6 in., 8 in.* ASA 300 lbs.	–/630 4,168 kg./hr.	645 1,500	Both arms to be connected simultaneously.
3B**	Ethylene	4,000	07: Liq. Load 08: Vapour/Off Load	Both	8 in./6 in., 8 in.* ASA 300 lbs.	–/780 4,310 kg./hr.	710 3,800	Both arms to be connected simultaneously.
3B	LPG	4,000	01: Liq. Load 02: Vapour/Off Load	Both	8 in.6 in., 8 in.* ASA 300 lbs.	–/710 4,310 kg./hr.	714 2,900	Both arms to be connected simultaneously.
Quay (Import)	Caustic Soda 50%	4,000	09:	—	10 in./8 in., 10 in.* ASA 150 lbs.	–/330		Crane facility presently not available.
Quay (Import)	Methanol	4,000	10:	—	10 in./8 in., 10 in.* ASA 150 lbs.	–/650	—	Crane facility presently not available.

* Other sized spools are provided.

** Jetties assigned for cryogenic products (Ethylene, Propylene, Butadine (C4)) now in operation. Vessels should arrive ready to load – cooled down with cargo vapour in vessels's tanks similar to the cargo to be loaded.

MEDICAL: Medical service can be provided in the event of an emergency. For an emergency having occurred at sea the terminal should be informed by quickest means. The patient should be kept ready for evacuation with his gear, CDC, Passport and one person in attendance.

There are limited hospital and dental facilities available at a distance of about 30 km. from the harbour. During working hours, at a distance of about 3 km. medical facilities are available.

BALLAST: Presently there are no facilities to handle dirty ballast. Any ship arriving with dirty ballast will be rejected and all costs accruing therefrom will be to the ship's account. Notice of Readiness shall not be accepted until vessel returns with clean ballast and tanks fit to receive cargo. She will have to tender a fresh Notice of Readiness to load on the second arrival. Tank cleaning and gas freeing alongside will not be permitted under any circumstances.

DENSITY: 1027.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: When the ship is berthed, its engines must remain on standby with full power for immediate use. No repairs of any kind will be permitted when alongside.

FIRE PRECAUTIONS: Fire precautions are strictly enforced. Any laxity on this account will cause stoppage of operations.

CONSULS: Consulates are located at Tripoli 670 km. away by road from Ras Lanuf.

SURVEYORS: No facility for surveying will be provided by the terminal.

GANGWAY/DECK WATCHMAN: Vessels are to employ their own watchman on the gangway.

HATCHES: Where hatches are required to be opened, the crew will be required to open them.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfumes, arms, ammunition, saccharine and other items have to be locked up under Custom's seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed 25 cigarettes per day of stay or 25 grams of tobacco or cigars in lieu. Liquor is not allowed to be possessed or consumed by any member of the crew.

CARGO GEAR: The vessel's cargo gear is to be ready in all respects. The cargo gear may be augmented from shore. The Notice of Readiness will not be considered valid if cargo gear is not ready for instant use.

REPATRIATION: Crew cannot sign-off except in the event of extreme emergency. Even in an emergency it should be noted that Seaman's Book (CDC) are not a valid document under Libyan law. A valid Passport is needed.
TIME: Libyan time is GMT plus 2 hours (1st April to 30th September) and GMT plus 1 hour (1st October to 31st March).
AIRPORT: Although the nearest airport is about 10 km. from the terminal the flight schedules are irregular, and are operated by private airlines. Regular flights operate from Tripoli 670 km. and Benghazi 375 km. by road.
HOLIDAYS: Notice of Readiness will be accepted and cargo work will be carried out on holidays. Fridays are weekly holidays.
POLICE/AMBULANCE/FIRE: In the event of an emergency, the Duty Loading Supervisor on the berth is to be contacted.
EMERGENCY CO-ORDINATION: Call Duty Loading Supervisor.
TELEPHONES: At present no facility exists for making a local call or international telephone calls from the vessel. Telex facility is available if arranged with the agent.
SERVICES: No special service is available.
BANKS: No banking or exchange facilities are available.
STORING: No storing facilities are available.
SHORE LEAVE: Not allowed.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Libyan Dinar.
GENERAL: (a) No stores, foodstuffs or goods of Israeli or South African origin may be on board any ship calling at Ras Lanuf. Penalties are fines, confiscation of goods and possibly more. The Libyan government strictly enforces this law. (b) On arrival fly Libyan ensign: plain green flag. (c) Once the ship is berthed, there is likely to be no delay in commencement of operations.
DEVELOPMENTS: The port is under development and more information, if needed, is obtainable from the Loading Supervisor on duty.

SHIPMASTER'S REPORT: October 1987 (Updated 1992).
Documents:
5 copies Crew List.
2 copies Crew Declaration.
2 copies Manifest.
1 copy Health Declaration.
1 copy Currency List.
2 copies Arms and Ammunition list.
2 copies Drugs List.

All alcohol is placed in bond and seals are checked during vessels stay. Vessels should not have on board any produce from Israel or South Africa.

This was the vessel's first call and Arabic documentation was not required.

Certificate of Discharge of previous Libyan cargo is required.

The figures for the bond are required in bottles and not litres or weight. For first Libyan call the Master is to make a declaration that the vessel has not called before and that a Negative Certificate of Discharge is held.

Charts: BA. Chart No. 3343 and 3354.

Approaches: Vessels are to approach and report to Libyan coastal station on reaching position Lat. 32° 30′ N., Long. 18° 30′ E.

On approach we used Benghazi Radio (5AB) on M/F-R/T (The ship does not have W/T). Service was clear and prompt.

The first radar target sited was the tanks at Es Sider (Lat. 30° 37′ N., Long. 18° 17′ E.). These tanks were sighted at 80 miles.

The wreck in position (Lat. 30° 49′ N., Long. 18° 05′ E.) was conspicuous at 29 miles.

Anchored vessels at Es Sider and Ras Lanuf also make a good target.

Ras Lanuf RASCO Harbour was picked up at 24 miles.

An ETA was sent to RASCO and Benghazi Radio 4 hours before arrival.

Anchorage: The anchorage is that indicated on the BA. Chart No. 3343 (Lat. 30° 32′ N., Long. 18° 38.09′ E.)

If vessels have to wait for departure documents and are required to vacate the berth they anchor 0.5 miles east of the main breakwater.

Pilotage: Pilots for RASCO Harbour are available 24 hours. There are no night restrictions.

The Pilot boards from a tug near the Sea Buoy and on departure the pilot leaves just inside the breakwater heads.

VHF: Channel 10 is used for communicating with the Pilots. RASCO Port Control on Channel 16 after which communications are on either Channel 12 or Channel 22. Port Control normally gives 1 hours notice for raising anchor and berthing.

Tugs: At the present time there are 3 tugs in operation in RASCO Harbour. 1 × 3,000 h.p., 1 × 2,500 h.p. and 1 × 500 h.p.. Ship's lines are used to the large tug. The small tug pushes alongside.

Berthing: Vessels normally berth head out at all berths, port side to. However, if vessels manifold is in an awkward position vessel can berth starboard side to. The depths are as charted on BA. Chart No. 3343. Pilots report the maximum Winter draft at Gas Berths No. 3A and 3B as being 9.5 m. In Summer a slightly increased draft is allowed.

The very large breakwaters afford the vessel good shelter.

Gas carriers berth at the innermost berths - Berth 3A and 3B. Berth 3A handling propylene and butadine (C4) and Berth No. 3B handles ethylene and straight LPG.

Moorings consist of 2 head/stern lines, 1 breast line and 2 springs fore and aft. The finger piers are well fendered. Ship's gangway used. A mooring boat assists with running the ship's lines.

Berths 1A, 1B, 2A and 2B are for products.

Cargo: Vessel loaded propylene at Berth No. 3A. Largest vessel handled to date was 30,000 cu.m., which was a full load of propylene. The average sized vessel handled is 4,000 cu.m.

Export of ethylene and propylene commenced in May 1987 and C4 shortly thereafter. LPG production is to start in the near future. The plant which is immediately behind the general cargo berth produces 1,000 tonnes of ethylene, 500 tonnes of propylene and 300 tonnes of C4 per day.

At Berth No. 3A the propylene Chicksans are 8 in., 300 ASA for liquid and vapour. The maximum pressure on the liquid line is 5 kg./sq.cm. and on the vapour return line 1.2 Kg./sq.cm. Connection is by hydraulic clamps and shore reducers are provided.

Maximum propylene loading rate is 450 tonnes per hour.

The supply line is 3 km. in length and this causes a warm initial "slug". The coldest temperature achieved was −45°C for propylene (Terminal written advice), we got down to −44°C. There is no recirculation line. The pier staff who were mainly Yugoslavians were very co-operative. The SGS/Redwood Surveyor was from Belgium.

There is no nitrogen for purging at the present time as the plant uses the total supply capacity. It is believed that additional nitrogen production is planned.

Fresh Water: Not available.

Agent: We used Universal Tripoli who are the Government Agent. The local representative will have his own telex by November, telex number will be 50608 Uniship. We used the plant telephone to contact the agent, number being 3331/3332.

General: There is a general cargo quay called "Marginal Quay" inside of Berths No. 3A and 3B. The quay is well fendered and has a large flat quayside.

The LPG plant is immediatley behind with tanks to the South and 2 conspicuous flares in positions Lat. 30° 28.35′ N., Long. 18° 34.95′ E. and Lat. 30° 29.40′ N., Long. 18° 34.30′ E.

The breakwater lights are flashing (not occulting).

Further expansion is taking place to the South of the harbour in position Lat. 29° 12′ N., Long. 18° 35.5′ E.

No services are available at RASCO.

No alcohol is allowed in cabins. Everything is to be placed in bond. Customs check the seals at odd times.

We were advised that regular traders are sometimes made a special concession and are allowed beer and wine but only after arrival.

Positively no South African or Israeli produce to be on board. Large fines are imposed for contravention.

Ship's Certificates should be in Arabic for regular traders. However this is not necessary for the first call.

The Discharge Certificate is to be endorsed by the Customs at the port of discharge. Two copies are to be mailed to Libya and one copy is to be retained on board for the vessels next visit to Libya.

Passes are required if crew members wish to travel in the area. These are frequently and carefully checked.

AUTHORITY: Owners of the harbour: The Ras Lanuf Oil & Gas Processing Co. Inc., Ras Lanuf, Libya.
Postal address:
(i) P.O.Box Tripoli 75071 (Ghout el Shaal).
(ii) P.O.Box Benghazi 1971.
Tel: via Tripoli: 49994-99. via Benghazi: 86744-48
Telex: 50613, 50616, 50650, 50660, 50661 Rasco Ly.
Cables: Rasco, Ras Lanuf. *Telex:* 50613, 50660 (Rasco Ly)
Contact: Captain M. Sobhi Farag, Harbour Operations.

AGENCIES: 1. Germa Shipping Company.
2. Shahat Shipping Agency.
3. Universal Shipping Agency.

Also see "General" before first port.

TOBRUK: 32.04 N. 24.00 E.

Also see "General" before first port.

PORT LIMITS: The complete water area existing within Tobruk Bay or that water area existing to the West of an imaginary line commencing as from Tobruk Peninsula up to the coast to the South.

It is formed by 3 areas inside the Bay, namely Marsa Tobruk, the proposed naval base and Marsa Al-Hariga Oil Terminal.
ANCHORAGE: See "General" before first port.
MAX. SIZE: Max. draft: 29 ft. Max. length: 400 ft.
RADIO: Tobruk Radio (Station operated by Arab Gulf Oil, Operating times 0900/0930, 1300/1330, 1700/1730, 2100/2130 hrs.) 5AL: 420, 425 and 500, VHF (24 hours) Channels 12, 16 and 19.
BERTHING: Berths in Tobruk Harbour:
Quay No. 3: Length 82 ft., draft 11 ft.
Quay No. 4: Berth 1: Length 560 ft., draft 20 ft.
Berth 2: Length 395 ft., draft 28 ft.
Berth 3: Length 410 ft., draft 30 ft.
STEVEDORES: All stevedoring operations and formalities to be done by Agents. 2 companies to be formed in the near future.
MEDICAL: Available.
TANKERS: Refer to "Marsa Al Hariga".
FRESH WATER: Not available.
FUEL: Not available.
REPAIRS: Not available; see "Tripoli".
REPATRIATION: Available via Benghazi.
DEVELOPMENTS: Port extension project underway.
AUTHORITY: Port Manager and Harbour Master.
AGENCY: See "General" before first port.

TRIPOLI: 32.54 N. 13.13 E.

Also see "General" before first port.

PORT LIMITS: (a) The water area existing inside the actual breakwater and that which may fall within any new breakwaters eventually constructed in accordance with the Port Developments Project.

(b) The outer water area known as the navigational channel commencing as from the harbour entrance along the distinguishing marks of the channel for a distance of about 1 mile.

PILOTAGE: Compulsory Pilot boards at entrance of channel.

ANCHORAGE: See "General" before first port.

RESTRICTIONS: Any containers arriving on Ro/Ro ships should be on trailers.

MAX. SIZE: All types of ships with 28 ft. draft and less are safe in harbour.

RADIO: Tripoli Radio (coast station – 24 hours), 5AT, 476 and 500 kHz, R/T 2182 and 2197, VHF Channels 16 and 6.

Tripoli Port Radio (24 hours), 5AI, 500 kHz, R/T 2182, VHF Channels 8, 12 and 16 and in an emergency Channel 14. Tripoli Port Radio Telex No. 20464.

CRANES: 2 floating cranes, 100 tons and 200 tons capacity. 25 electric cranes 5 tons - 30 tons capacity. 67 cranes of various capacities up to 50 tons.

STEVEDORES: Two companies available. Working hours: 0700-2000.

BERTHING:

	Quay No.	*Length* (ft.)	*Depth* (ft.)
Main Port:	5.5	200	11
	6 East	200	13
	6 West	220	13
	7	400	18
	8	400	22
	9	400	23
	10	450	22/25
	11, 12 & 13	930	22
	Victory	550	22
	F.J. STB.S.	200	10
	F.J. PT.S.	200	9
	Japanese	4,823	19.7
Karamanly:	1 & 2 (oil)	450	27
	3	400	22
	4	400	18
	5	300	15
	F.J. STB.S.	250	14
	F.J. PT.S.	250	16.5

MEDICAL: All facilities available.

FRESH WATER: Available by barge and alongside. Passenger vessels 100 tons maximum and cargo vessels 50 tons maximum.

FUEL: Available through Agent. A notice of 24 hours needed, advisable for Chief Engineer to check what grades are available.

CONSULS: Algeria, 34631; Belgium, 37797; Bulgaria, 35733; China, 32300; Denmark, 39413; France, 33526 & 33527; Germany, 33827 & 30554; Greece, 36978 and 36689; India, 41835; Iraq, 34235; Italy, 34131; Jordan, 32707; Kuwait, 40282 and 40281; Lebanon, 33733 and 32289; Pakistan, 40072; Malta, 38081 and 38082; Morocco, 34239 and 40188; Netherlands, 41549 and 41550; Poland, 31768; Russia, 30554; Saudi Arabia, 30486; Spain, 35463 and 33275: Sudan, 39181 and 39182; Sweden, 32343; Switzerland, 32416; Syria, 31783; Tunisia, 31051/2; Turkey, 37728; Venezuela, 36838; Yugoslavia, 34114 and 33392.

DRY DOCK: *Floating Dock:*

Length over platform	136.700 m.
Length over pontoon	121.200 m.
Moulded outer breadth	30.600 m.
Inner clear breadth	23.400 m.
Depth of pontoon at centre line	3.100 m.
Height of keel blocks	1.200 m.
Depth of water above keel blocks	6.400 m.
Lifting capacity	5,000 tons

Spare parts to be supplied by ship's owner. 3 kinds of marine paint are available.

WATCHMEN: Available.

REPATRIATION: Crew changes are possible.

AIRPORT: A number of major air lines operate to and from Tripoli Airport which is about 27 km. from the city.

POLICE/AMBULANCE/FIRE: Main port call; 39111, 35010, 31518. Karamanly Wharf call: 30378, 35010, 31518.

SHORE LEAVE: Allowed after Free Pratique, Customs and Immigration formalities completed.

DEVELOPMENTS: 2.6 km. of new quays under construction with depths of 10.0 m. – 12.0 m. The second phase of new construction will include berths for container vessels and Ro/Ro vessels.

SHIPMASTER'S REPORT: March 1988.

Chart: BA. Chart No. 248.

Documents:

8 copies Crew List.
2 copies Crew Declaration (on Libyan forms).
2 copies Manifest.
1 copy Health Declaration.
2 copies Currency Declaration (on Libyan forms).
All Passports.
1 copy Arms and Ammunition List.
1 copy Drugs List.
2 copies Cargo Manifest.

Cameras are placed under seal. No cigarette issue allowed. Bond remains sealed if proceeding to another Libyan port. Definitely no alcohol, Customs would not allow beer issue. Ship's Certificates to be in Arabic. Passports exchanged for Landing Cards at the gate. All stores checked for signs of South African and Israeli produce.

Approaches: Vessels are to contact Tripoli Radio on 2182 kHz. at least 8 hours before arrival and obtain current navigational warnings. At the same time advise Tripoli Radio of vessel's ETA and inward course and speed.

Tripoli Radio normally uses 2197 kHz. as the main M/F transmitting frequency. Their reply was prompt and English was good.

Tripoli Radio has Telex Nos. 90129515 AT TPLY and 90120300 TAT TPLY.

Tripoli Port should be contacted on VHF Channel 12 as early as possible, giving ETA Tripoli and inward course and speed.

Tripoli Port will require the following information: LOA, Beam, Gross Tonnage, Nett Tonnage, Draft, Cargo Tonnage, Agent, Charterer, Owner, Flag, Number of Crew and Nationality, Last Port of Call and Next Port of Call.

Tripoli Port Control has Telex No. 90120464 TRIPORTHLY.

On approach, Tripoli Port shows up well on radar at 30 miles when there are ships anchored off.

D/F Station "Tarabulus" was not obtainable.

The N.E. Breakwater and Tarabulus High Light Tower were conspicuous but the light was weak.

All Channel Buoys except No. 3 have been withdrawn. Only the beacons are in position.

Pilot: The Pilot may be contacted through Tripoli Port Radion on VHF Channel 16, working on Channels 12 and 8. The Pilot boards from a grey tug near Beacon No. 2. If the weather is poor, Pilot may board inside the breakwaters. The Pilots speak good English and are competent.

When leaving the Port, the Pilot disembarks in the Outer Harbour before reaching the new Breakwater's entrance.

Entry: Maximum draft handled to No. 3 Pier and Karamanli Mole is 29 ft. Tidal range 1 ft. 6 in. Minimum depth found at Karamanli Mole Oil Berth was 32 ft. There are no tanker movements from 30 minutes before sunset until 0730 hrs. the next day.

Generally, cargo vessels are not handled at night, however, movements may be undertaken if absolutely necessary.

In Winter the Port is often closed due to bad weather which causes very heavy N.W. swells across the breakwater entrance near Buoy No. 3.

Anchorage: The anchorage is that indicated on BA. Chart No. 248. Anchored vessels were spread out to the East of the limits on the chart but West of the Channel Leading Line. The anchorage is unprotected from all winds except those off the land. We anchored with Tarabulus Lighthouse bearing 165° × 1.5 miles for a period of 12 hours in a Force 9 wind from the W.N.W. and whilst trying to get underway we parted our cable.

Tugs: Tugs are not used by small vessels. Pilot reports that only 2 tugs are in operation at the present time.

Berth: LPG imports are handled at the outer end of Karamanli Mole. This berth only handles LPG. The old oil product pipelines are no longer in use.

The berth face consists of old sheet piling and is in a poor state of repair, protected by old tractor tyres. Inner Karamanli Mole is generally used by bulk carriers discharging grain, this can restrict the size of ships using the oil berth. Normally LPG is handled by small vessels.

Vessels normally berth port side alongside but can berth starboard side alongside if required and if space permits.

Mooring/Gangway: There are very few bollards on the berth and only breast lines can be run. Insufficient room to run stern lines. Ship's gangway was used and it was easy to land.

Cargo: LPG mix. Normally 75% Butane and 25% Propane, but this depends on the season (cooking fuel, etc.).

Liquid and vapour lines were 3 in. rubber hoses which were connected to 6 in. and 4 in. lines respectively. The distance to the pressure tanks (20 tonnes each) is 4 km. Pressure tanks product is bled off to road tankers and also piped inland. Discharge pressure was 9 kg./sq.cm. and the minimum temperature −2°C. via ship's heater and booster pump.

The line pressure fluctuates when product is bled off to road tankers.

The liquid shore line is to be hot gassed/blown clear for 2 hours on completion of liquid discharge.

Vapour is returned to ship, only opened 2 tanks for this operation, which reached 3 kg./sq.cm.

Average rate 40 t.p.h.

No surveyor attended. The receiver "Breganaft", also the shipper, was in attendance at the start and on completion and was of assistance.

Tank Dry Certificate required on completion.

Fresh Water: Fresh water is available by tanker truck of 10 tonnes capacity or by barge of 200 tonnes capacity. 2 self propelled barges were observed in the harbour. Cost of delivery inside the harbour is U.S.$10.0 per tonne.

Agent requires 48 hours' notice for fresh water in order to prepare paperwork.

Fresh water also obtainable at the outer anchorage in calm weather but cost is high.

VHF: Tripoli Radio on VHF Channel 26 but also uses Channel 22 and others as per ALRS. The Ship's Radio Station was sealed by Port Police whilst in Port.

International calls by vessels at anchor to Italy and Greece were handled quickly.

Customs: Officials visited the vessel 17 hours after arrival. As we were under seal on coastwise voyage from Zuetina they only checked seals on the bond. We were given a cigarette issue but no alcohol of any description was issued. All alcohol remains under seal whilst on the coastal trade. All radios and cameras were manifested so were allowed to be kept in cabins.

Agent: Vessel handled by "Universal". Agent attended with Customs 17 hours after arrival and was helpful with regard to ordering stores. If vessel finishes overnight she has to wait for clearance until 1000 hrs. the following day as the Customs House does not open until 0800 hrs.

Stores: Imported stores not available. Fresh produce available but dependent upon the season, prices are high. Basic items are obtainable.
Bunkers: Most grades available by road tanker through "Breganaft".
Forms: Also see "Documents". Crew Manifest and Money List to be on Libyan forms but if first visit to Libya, international forms are acceptable. All Ship's Certificates to be in Arabic.

Crew Manifest.
8 copies Crew List on IMO Forms acceptable.
2 copies Cash in Master's Safe.
2 copies Ship's Fixture List.

Port Clearance and Customs Clearance from Last Port (very important).

General: Vessels on coastwise trade must keep at least 12 miles offshore.

The local currency is the Libyan Dinar and 1 Dinar = U.S.$3.5 (official).

Mail can be sent out via the Agent.

Repatriation and crew changes are possible but outward tickets must be paid for in Tripoli (not PTA) by remittance of hard currency. There are nearly always vacant seats on all outward flights. All crew joining require a visa.

Shore leave is only allowed during daytime. Passport is handed in at the gate and a local I.D. card is given in exchange.

Friday is the Moslem holiday. March 2nd was a Public Holiday.

AUTHORITY: Port Manager and Harbour Master.

AGENCY: See "General" before first Port.

ZAWIA (Azzawiya): 32.48 N. 12.42 E. (See Plan)

Also see "General" before first port.

LOCATION: Zawia Offshore Oil Terminal is situated about 50 km. West of Tripoli.

PORT LIMITS: Seaward limits extend from 32° 50′ 30″ N. to the coastline between 12° 40′ 00″ E. and 12° 44′ 00″ E. (refer Port Plan on B.A. Chart No.3353). Vessels are considered to be "Arrived Ships" and (subject to charter party terms) laytime will commence, when the ship is approximately 2 miles off the S.A.L.M. berths. The port is operated by the National Oil Corporation of the Socialist People's Libyan Arab Jamahyria.

DOCUMENTS: Masters are advised to have the following documents prepared before arrival in order to expedite ship's inward clearance:

6 copies Crew List.
2 copies Stores Manifest.
2 copies Personal Declaration (Crew).
Health Documents.
Cargo Documents (Cargo Inwards).
Ship's Papers.
Ship's Certificates.
Discharge Certificate (of last cargo loaded at any Libyan Port - duly authenticated at port of discharge. Loading cannot be undertaken until document presented to shore official via ship's Agent.).

PILOTAGE/APPROACHES: Vessels are advised to anchor Westwards of a position about 1 mile Northwards of Berth No.1 and not closer than 7.5 cables from any berth or to approach any berth closer than 7.5 cables without having received Harbour Master's or Duty Pilot's permission.

S.A.L.M. Berth No.1:	32° 48′ 18″ N., 12° 42′ 00″ E.
C.B.M. Berth No.2:	32° 48′ 06″ N., 12° 42′ 38″ E.
S.A.L.M. Berth No.3:	32° 48′ 12″ N., 12° 41′ 12″ E.

Flare Stack (2 Flares in North/South orientation)
North Flare: 32° 47′ 24″ N., 12° 42′ 00″ E.

Azzawiya Oil Terminal is adjacent to the flares. Tankers are warned that it is unsafe to remain at anchor during adverse weather conditions. The bottom is sand, overlaying bed-rock and the depth of water about 35 m. When unable to remain at anchor vessels are to keep Northwards of Lat. 32° 52′ N.

RESTRICTIONS: Whilst at a berth, tankers must have main engines ready for immediate use at all times. Sudden and often violent changes of weather may occur without prior indication at any time and vessels may be required to curtail cargo operations, disconnect hoses and vacate the berth at very short notice, the Loading Master will advise accordingly.

The Pilot (Loading Master) and when appropriate a Cargo Surveyor will be in attendance prior to berthing and until berth vacated, suitable accommodation, etc., and normal courtesies to be provided. The Pilot may on occasions be detained on board. Pilot, Agent and Port Officials and Service craft are available during daylight hours only. Cargo documentation and outward clearance for vessels loaded will be completed during normal daytime working hours.

Vessels must have sufficient ballast for safe manoeuvring with propeller immersed and trimmed to about 8 ft. by the stern. If in the opinion of Harbour Master/Pilot the ship has insufficient ballast she may not be allowed to berth.

The discharge of dirty ballast is strictly prohibited. There are no facilities for the reception of water ballast or tank washings ashore. In the case of crude oil vessels Crude Oil Washing is not permitted.

HEALTH: Local Officials will board vessels to grant Free Pratique. Vessels must report any suspected disease or fever to local Authority prior to being boarded by Agent or Pilot. There are facilities to treat serious injuries or illness. Inoculations and vaccinations cannot be dealt with.

VHF: Call sign: "Zawia Port Control".

Zawia Port Control keeps 24 hours watch on Channels 16, working channels 22 and 27. Vessels approaching the anchorage must give the following information when possible:

(a) Ship's name and flag.
(b) Up-dated ETA.
(c) Cargo nomination, grade and quantity.
(d) Vessels discharging to give grade and Bill of Lading figures.
(e) Distance between Ship's rail and manifold, manifold size and derrick SWL.

For cargo operations Ship/Shore communication is maintained by Loading Master via Walkie-Talkie radio or by VHF Channel 12, Call sign "Tank Farm".

Service launches operate on Channel 12, though all are equipped with standard Ship VHF sets.

Link calls may be established via Tripoli Radio.

BERTHING: Prior to berthing, vessels should have the port derrick rigged with a SWL of 10 tons if nominated for SBM No.3 (Crude Oil discharge), 7 tons for SBM No.1 (Fuel loading and Crude Oil/Reduced Crude Oil discharge) and 5 tons for CBM No.2 (Vessels handling White Oils, Vacuum Gasoil, Lubricating Oils).

Vessels proceeding to SBM's will have 2 wire rope strops with shackles placed on board to secure chafing chain ends of nylon mooring ropes.

Vessels loading Fuel Oil or discharging Reduced Crude Oil will have a special device placed on board to accommodate 2 hoses connected to one ship's manifold.

Hose handling, connecting and disconnecting to be carried out by ship's crew under the supervision of a Deck Officer to Mooring Master's advice.

Masters are requested to have available adjacent to port side manifold:

2×15 m. lengths of synthetic fibre rope 127 mm. circumference.
1×14 lb. (6 kilo) and 1×7 lb. (3 kilo) hammer.
2×1.5 ton chain blocks and/or suitable rope tackle.
Large Shifting Spanner.
1 Wire strop of 20 mm. – 25 mm. diameter, about 2 m. – 3 m. length.
Rope lashings.

S.A.L.M. Berth No.1: Buoy is moored approximately 1,400 m. offshore with a least depth of 22 m. in a position 32° 48′ 18″ N., 12° 42′ 00″ E. The berth can accommodate vessels of 15,000 d.w.t. to 100,000 d.w.t., max. draft 17.0 m. The vessel is secured at the bow with 2 nylon mooring ropes. Chafing chain ends are secured by shackles and wire strops. The floating hose strings on vessel's portside terminate in 12 in. diameter flanges, A.S.A. 150, fitted with neoprene 'O' ring gaskets. Minimum distance 3.5 m. between manifold and ship's hose rail. Cargo boom 7 tons SWL.

C.B.M. Berth No.2: "See Plan". CBM No.2 is approximately 1,100 m. offshore with an average depth of 21 m. in position 32° 48′ 06″ N., 12° 42′ 38″ E. (approx). The berth can accommodate vessels of 5,000 d.w.t. to 25,000 d.w.t. maximum 175 m. LOA and max. draft 10.0 m. The vessel is berthed heading about 310° (T) with 2 bow anchors and 3 buoys (one stern, one starboard quarter, one port quarter).

One 8 in. diameter hose (one hose each for leaded and unleaded products) terminating in an 8 in. diameter flat face bolted flange. One 10 in. diameter hose (for lubricating oils only) terminating in a 10 in. diameter flat face bolted flange.

For those vessels discharging Lub oils, a spherical device (pig) will be placed on board with air compressor.

Two refinery employees will oversee the discharge operation, control line clearing procedures and will remain on board. Food will be supplied from ashore.

S.A.L.M. Berth No.3: Buoy is moored approximately 1,350 m. offshore with a least depth of 24 m. in position 32° 48′ 06″ N., 12° 42′ 38″ E. (approx). The berth can accommodate vessels of 25,000 d.w.t. to 140,000 d.w.t., max. draft 19.0 m. The vessel is secured at the bow with 2 nylon mooring ropes. Chafing chain ends are secured by suitable shackles and mooring strops (supplied). Two floating hose strings are taken on vessel's port side, terminating in 16 in. diameter flanges A.S.A., fitted with neoprene 'O' rings and 'Camlock' bolts. Cargo boom 10 tons SWL.

No lights have yet been installed to mark CBM No.2.

SALM Berths No.1 and No.3 are each equipped with radar reflectors installed at top buoy and lights mounted on the buoy deck with the following characteristics: Colour White Fl. "U" ev. 12 secs (unreliable).

A light Fl.R.G. ev. 7 secs. is exhibited on Eastern end of small craft harbour breakwater.

Tidal streams are generally weak and ineffectual. Sub-sea and surface currents often run in differing directions. Current strengths of about 2 knots are not uncommon and are largely influenced by the wind.

GARBAGE/WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

SAFETY: *Fire and Safety:* Fire and Safety Regulations will be *strictly* enforced at all times and regular checks will be made by the responsible Refinery Official. A safety check list is to be completed and signed by the Master, the Chief Officer and Loading Master. Anti-pollution of the sea precautions are to be observed at all times. A pollution control vessel is available for use in the event of accidental spillage.

GENERAL:

No fresh water, fuel or diesel bunkers available.
No provisions or supplies available.
No shore leave or crew changes possible.
No cranes or lighters available.
No repair facilities available.
No lifeboats or other craft to be lowered in to water.
No swimming over the side allowed.

AUTHORITY: Azzawiya Refinery, P.O.Box 15715, Azzawiya. P.O.Box 6451, Tripoli. *Tel:* Tripoli 30423/24/35. *Contact:* Mohamed M.Zerti, Marine Co-ordinator.

AGENCY: See "General" before first port.

ZUARA: 32.55 N. 12.07 E.

Also see "General" before first port.

PORT LIMITS: (a) The water area existing between the actual breakwater and that which may fall within any new breakwater eventually constructed.

(b) The water area known as the navigational channel existing outside the harbour entrance for a distance of about 0.5 miles (1 km.).

APPROACHES: If approaching from the East, vessels are to give the coast a berth of at least 3 nautical miles.

ANCHORAGE: See "General" before first port.

RESTRICTIONS: Port for ships laden with direct delivery cargo only.

MAX. SIZE: Ships up to 13 ft. draft and 65 m. length are safe in the harbour.

RADIO: Tripoli Radio and Port Radio use VHF Channel 16.

BERTHING:

Quay No.	*Length*	*Depth*
Shore quay	2 ships	13 ft.
F.J. Stb.S.	165 ft.	13 ft.
F.J. Pt.S.	165 ft.	13 ft.

STEVEDORES: 2 companies available.

MEDICAL: Available.

REPAIRS: Not available, see "Tripoli".

REPATRIATION: Possible.

AIRPORT: Tripoli Airport situated about 127 km. from Zuara.

POLICE/AMBULANCE/FIRE: Call Port Manager, Tel: 025305.

SHORE LEAVE: Allowed after Free Pratique, Customs and Immigration formalities completed.

DEVELOPMENTS: 18 berths to be constructed in a new master plan.

AUTHORITY: Port Manager and Harbour Master.

AGENCY: See "General" before first Port.

ZUEITINA: 30.51 N. 20.00 E. (See Plan)

Also see "General" before first port.

LOCATION: The Terminal Fairway Buoy, moored in position Lat. 30° 55′ 00″ N., Long. 19° 59′ 48″ E., is painted black; it shows at night a white light flashing "Z" every 10 seconds. A prominent landmark is the radio mast (height 451.5 ft. above sea level) in position Lat. 30° 49′ 57.6″ N., Long. 20° 03′ 05.5″ E.; it displays at night 3 red lights in a vertical line – the top light flashing, the 2 lower fixed. The top light is on top of the mast (which is 400 ft. above the base), the middle light is 266 ft. above the base, and the lowest light is 133 ft. above the base. At night flares at the Liquid Petroleum Gas Plant, in position Lat. 30° 54.2′ N., Long. 20° 05.4′ E., can be seen from a considerable distance; by day a column of smoke emanating from this position is also conspicuous. 14 large oil tanks, painted white, near the foot of the Radio mast, are prominent landmarks.

Positions of Moorings:

"Alpatah" berth	Lat. 30° 53′ 30″ N.	Long. 20° 01′ 05″ E.
"Brega" berth	Lat. 30° 52′ 18″ N.	Long. 20° 01′ 24″ E.
"Chahett" berth	Lat. 30° 52′ 08″ N.	Long. 20° 00′ 11″ E.
"Dalila" berth	Lat. 30° 50′ 56″ N.	Long. 20° 00′ 26″ E.
"Echbar" berth	Lat. 30° 50′ 16.4″ N.	Long. 19° 59′ 16.1″ E.

"Alpatah" out of service, marked by navigation buoy.

FLAGS: When arriving at Zueitina by day, ships must display, in addition to their own national ensigns, the Libyan flag and the appropriate quarantine signal. Throughout the ships' stay, during daylight hours, they must display the Libyan flag, their own national ensigns and, when applicable, the International Code signals "B", "H" or "G", and the appropriate quarantine signal.

DOCUMENTS: Soon after vessel's arrival, a Custom's Officer will board, accompanied by a Shahat Agency representative, who will act on behalf of the ship and its Agent, as well as on behalf of the Company, in the execution of essential business. The following documents, signed by the Master and imprinted with the ship's official stamp, are required by the Customs Official for the Customs and Immigration Departments and for the Port and Lights Authority:

2 copies Entering and Leaving Territorial Waters Certificates.
2 copies Report Inwards Certificates.
2 copies Crew Declarations of Dutiable Goods.
2 copies Crew Declaration List.
2 copies Report Outwards Certificates.
3 copies Boycott Certificates.
2 copies Stores Lists.
5 copies Crew Lists.
1 copy Clearance from Last Port of Call.
2 copies Tanker Characteristics Certificates.
1 copy Certificate of Discharge, from the Discharge Port Authorities, of the last cargo loaded in Libya.

With the exception of the Crew Lists and the Stores Lists and the clearance from the Last Port, the above forms will be provided by the Company clerk.

It is important that the Master should be able to produce a properly authenticated certificate of discharge covering the last cargo loaded into the ship in Libya. If for some reason he is not in possession of such a certificate, he must write a letter of explanation which includes the pertinent extracts from the ship's log book, append his own signature to it and stamp it with the ship's official seal, and address it to the Secretariat of Petroleum, Es Zueitina, SPLAJ. If the explanation for failure to produce the certificate is considered satisfactory the ship may be permitted to load. If there appears to be any suspicion that the last port was not as stated, the ship will be turned away.

If the vessel has not previously loaded in Zueitina, the Master is required to confirm this fact in an official letter, stating also the ship's last port of discharge and giving an undertaking that the cargo about to be loaded will not be discharged in any of the countries to which the Arab embargo extends.

The Mooring Master will, after boarding, lose no time in informing Zueitina Marine that he has received one or other of these foregoing documents from the Master, which he will, at the first opportunity, send ashore for delivery to the Secretariat of Petroleum representative. This will ensure that there is no unnecessary delay in the commencement of loading.

On completion of loading, the Shahat Agent will again board the ship with the cargo documents which are to be signed by the Master. The clerk has to deliver to the Master one copy of each document for his own use and one copy for consignee and bring the rest of documents ashore with him.

1. Bill of Lading
2. Cargo Manifest
3. Time Sheet
4. Certificate of Origin
5. Master's Receipt
6. Export Manifest

All of which forms are provided by the Company or by the Agency. He will also take ashore any letters to be posted. On occasions, a Customs Official will visit the ship with the documentation clerk prior to sailing to ensure that the seals which were put on the bonded stores lockers have not been tampered with before the ship has left Libyan waters.

The documentation formalities prior to the ship's departure, are usually completed whilst the ship is unmooring from the berth, or just after it has left the berth, hove to with the Mooring Master still aboard. Sometimes, however (and particularly after the loading of "Agip" cargo), the processing of the papers ashore may take longer than usual, and the ship may have to anchor to await the clerk's eventual arrival, in which case the Mooring Master will direct it to a safe anchorage before disembarking. Zueitina Marine will then inform the Master when the launch bearing the clerk is about to leave the Small Craft Harbour, in order that the anchor may be weighed, and a lee side presented to the launch.

ACCEPTANCE PROCEDURE: *Notice of Readiness, Laytime, etc:*

Vessels Loading Crude Oils: A vessel for which a berth is available on arrival will be boarded by the Mooring Master at the Terminal Fairway Buoy and, providing that the vessel is in all respects ready to commence loading (except for the necessary de-ballasting time), the Notice of Readiness will be accepted at the time of the Mooring Master boarding, subject to the provisos – a, b, c and d, below.

If the vessel is not in all respects ready to proceed to the berth, with main engine and auxiliaries fully manoeuvrable, mooring ropes on deck, anchors, windlasses, winches, etc., in good working order and readiness, it will not be accepted until the Mooring Master is satisfied that all these conditions are met.

A vessel which has been instructed by Zueitina Marine to anchor in the roadstead on arrival should, after doing so, inform Zueitina Marine of the precise anchorage time, which time will, for the purposes of berthing order and the Port Log, be considered as the vessel's arrival time. According to the practice of the port, acceptance of the Notice of Readiness will coincide with this arrival time, providing:–

(a) that it is within the hours of daylight – deemed to be from 0600 hrs. (local time) to 1800 hrs. (local time),
(b) that it is not a Public Holiday, or a Friday (the Libyan Sabbath), unless the vessel is actually handled on that day,
(c) that the port is open, and
(d) that the vessel has been nominated to load.

An exception to clause (a) above, is when conditions allow night berthing, in which case the vessel will be accepted when the Mooring Master boards, or, should the vessel have been at anchor, when the anchor is aweigh, providing that the Mooring Master is then on board.

In the case of a vessel arriving without nomination, the Notice of Readiness will be accepted when notification of her nomination has been received at the Terminal, subject to provisos (a), (b) and (c) above, and instructions from the Company's Operations Department. On occasions when the Company deems it advisable to berth a vessel prior to the date of the nominations, acceptance of the Notice of Readiness will be at the time the Mooring Master boards, providing that the anchor is then aweigh.

In addition to clauses (a), (b) and (c) and (d), above, vessels will not necessarily be accepted when arriving at a time ahead of, or behind, their last scheduled Estimated Time of Arrival, especially if such acceptance would be at the expense of a vessel that has arrived within its nominated period.

Vessels Loading Liquid Petroleum Gas: A Liquid Petroleum Gas Tanker's Notice of Readiness will be accepted on arrival, provided that:

(a) the port is open ("port" meaning, in this case, the LPG berth),
(b) that it is not a Friday (the Moslem Sabbath) or an official holiday, unless the ship is actually handled on that day,
(c) that it is not during the night hours – deemed to be, at the LPG berth, between 1800 hrs. and 0600 hrs. (local time) – unless the ship is actually handled during that period,
(d) that the ship does not arrive on the same day, or clash with the loading of, another LPG tanker chartered under a LINOC contract,
(e) that the ship's tanks are in such a state of readiness, i.e., requiring no cooling, no purging, that loading can be commenced at *full rate* immediately the hoses are connected,
(f) that the arrival time does not differ appreciably, either before or after, from the last signalled ETA sent by the ship and received at the Terminal, and

(g) that the vessel has been nominated to load.

When a Liquid Petroleum Gas tanker does arrive whilst the port is closed, the Notice of Readiness will be accepted at the time of the opening of the port, subject to provisos (b), (c), (d), (e), (f) and (g).

The N.O.R. of an LPG loader arriving on a Friday or on an official holiday, or during the aforesaid night hours, will be accepted at 0600 hrs. (local time) on the first subsequent working day, subject to provisos (a), (d), (e), (f) and (g).

An LPG tanker arriving on the same day as an LPG tanker scheduled to load under a LINOC contract, or whose loading would clash with an LPG tanker scheduled to load under a LINOC contract, will have its N.O.R. accepted on the completion of hose connection, subject to provisos (e) and (f).

PILOTAGE: A Mooring Master will board the vessel in the close vicinity of Terminal Fairway Buoy and advise Master on all manoeuvres relative to berthing, connecting and disconnecting the hoses, and in all operations within the anchorage or berthing area.

Vessels of 40,000 d.w.t. and upwards should have a pilot ladder long enough to reach the Mooring Master's launch rigged just abaft the accommodation ladder, in such a manner that the Mooring Master can transfer to the accommodation ladder when about 10 ft. from sea level. Ladders must be strong, clean, and in good state of repair and conform to international requirements. In cases where the ladder(s) fails to conform with these requirements, the Mooring Master will decline to board until an adequate ladder has been provided. A good lee should be made, to allow the launch to come alongside and the Mooring Master to board safely. (Note: Ships which have been instructed to berth at the S.P.M's, and need to take the Company's gear aboard, should have the ladder(s) rigged on the port side, in order that they may take it aboard from the Mooring Master's launch with the working derrick as soon as the Mooring Master has boarded).

The Mooring Master may require the vessel to unberth at any time he deems it necessary for the safety of the vessel, or the installations, or both, or because of infringements of the Port Rules by the vessel.

As soon as practicable after boarding, the Mooring Master will inspect the mooring and lifting equipment and the ballast, and not until he has assured himself that the equipment is adequate, and the ballast clean, will the ship be accepted. His opinion of the adequacy of the gear, and of the cleanliness of the ballast, shall be final.

ANCHORAGE: Vessels awaiting the Mooring Master, whether for berthing in the crude oil berths or alongside the LPG berth, should heave to in the close vicinity of the Terminal Fairway Buoy. If they are obliged, or instructed to anchor, they should do so in the recommended anchorage, which is within the radius of a circle centred in position Lat. 30° 55′ N., Long. 20° 01′ E. Under no circumstances should they anchor South of the 30° 54′ 00″ parallel. Whilst at anchor, they should exercise the utmost vigilance, as they are liable to drag anchor in rough weather, and should keep in VHF radio-telephone with the Terminal at all times. If heavy weather necessitates them heaving up anchor and proceeding to sea, Zueitina Marine must be informed accordingly.

HEALTH: Pratique will be granted by the Custom's Official. He will examine the ship's logbook, and will inspect and seal the bonded storerooms.

All ships must display the appropriate quarantine signal until given Pratique.

RADIO: 72 hours prior to arrival at Zueitina, Masters should advise the Company of their vessels' ETA via Tripoli and via Portishead Radio. They should subsequently confirm or amend them when they are 48 hours and again when they are 24 hours distant from the Port.

All messages to Zueitina Terminal should be addressed to the Operations Manager, Zuetina Oil Company, with copies to the Terminal Superintendent.

Messages should include the quantity and grade of cargo to be loaded, the last port of call and destination, Bill of Health status and details of any sickness on board. Estimated times of arrival should be given in GMT. (Libyan Standard Time is GMT plus 2 hours).

Masters of vessels equipped with VHF radio-telephones should contact Zueitina Marine on Channel 13 or Channel 16 when within range, and give a firm calculated time of arrival at the Zueitina Fairway Buoy. They should also again inform Zueitina Marine Duty Officer of the quantity and grade of cargo required, the last port, estimated deballasting time and the destination. They should confirm that they have in their possession a Certificate of Discharge for the last cargo loaded into their ships in Zueitina or, in cases of ships arriving in Zueitina for the first time, that they have ready for the Secretariat of Petroleum a letter which certifies that the cargo which they are about to load will not be discharged in any country against which the Arab Oil Embargo extends. In vessels paying their first visit to the Terminal, Masters should also inform the Duty Officer of the size and type of the manifold connections (i.e. 12 in. ASA, or 10 in. European, etc), and whether or not they have on board heavy wires and shackles for mooring at the mono-buoys.

(N.B. It is important that all ships arriving at Zueitina are fitted with VHF radio-telephones, capable of operating on the main working Channels. Without VHF communications, Zueitina Marine cannot always know with accuracy a vessel's arrival time, and as a result that vessel might well lose its loading turn and be subjected to an appreciable – and, with VHF, avoidable – delay in consequence.)

An aerial radio beacon is located on the North-Eastern arm of the Small Craft Harbour, in position Lat. 30° 54′ 05″ N., Long. 20° 04′ 12″ E., intended as an aid to navigation for aircraft flying to and from Zueitina airstrip. The beacon transmits continually the call sign ZUE, on 369 kHz: the signal, which is omni-directional, has a range in excess of 100 miles.

TUGS: One tug ("Saladin") of 4,600 h.p., bollard pull 55 tons now available to assist in berthing at CBM and LPG berths.

One to six mooring launches of 370 h.p. available, normally two launches assist berthing at SBM's.

BERTHING: The sea terminal consists of five berths for loading crude oil products, two of which – "Brega" and "Dalila" – are conventional buoy moorings, and the others – "Alpatah" ("Alpatah" buoy at present temporarily removed but position marked by Tower Buoy with same characteristic light) "Chahett" and "Echbar" – are single-point moorings, or mono-buoys. Conventional buoy moorings "Brega" and "Dalila" are approximately 2.5 miles offshore, with an average depth of 70 ft. and 80 ft. respectively. 42 in. (ID) submarine lines connect the berths to the shore installations. To the header at the seaward end of each of these submarine lines are connected two strings of flexible reinforced rubber hoses, laid on the sea bed and buoyed when not in use. The forward of the two strings is made up of (from the header) three 30 ft. lengths of 24 in. i.d. hose, two 30 ft. lengths of 20 in. i.d. hose, and seven 30 ft. lengths of 16 in. i.d. hose. The after string is similar, but with one less length of 16 in. i.d. hose. To the seaward extremity of each hose string is fitted a 16 in. to 12 in. ASA reduction flange. When the ship has berthed, each hose string is towed in to the ship's side below the manifold by the attendant launch, to be hove up by crane or derrick and bolted to the ship's connections, *invariably on the port side.* Where the ship's connections differ from the 12 in. ASA flange on the hose, suitable reduction spools must be fitted. The weight to be lifted on each hose is approximately 7 tons.

Single-point moorings, "Alpatah", "Chahett" and "Echbar" are all approximately 3 miles offshore, in an average depth of 100 ft. of water. The submarine pipelines to "Alpatah" and "Chahett" berths are of 48 in. i.d., that to "Echbar" berth, 42 in. i.d. Particulars of the strings of hoses from the header to the ship's manifold are described in detail in the chapter on "Single-point Moorings". As in the conventional buoy berths, *the hoses are always taken up on the port side,* and the connecting flange on the hose is 12 in. ASA pattern. The weight to be lifted is approximately 7 tons, but this is to some extent dependent on the ship's freeboard.

Mooring Equipment: As a guide to Masters who intend to save time and labour, especially in these days of reduced "general purpose" crews, by equipping their ship with the requisite mooring gear, the following standard requirements is suggested:

(a) Two (2) flexible steel slip wires, 1.75 in. dia., 5.5 in. circumference, 130 ft. in length, or longer if the distance from the fairlead to the bitts is such that 130 ft. would be insufficient to make fast safely. Such slip-wires will have an eye spliced in one end only.

(b) Two (2) screw-pin or threaded bolt and nut, bow shackles, bow size 2.5 in., pin diameter 2.75 in., minimum width, jaw to jaw, 4 in.: breaking strain 150 tons.

Vessels fitted with A.K.D. chain stoppers will reduce mooring time.

Single-Point Moorings: The "Mono-buoy" is a large cylindrical buoy (weight 106 tons), divided by steel bulkheads into four water-tight compartments, through the centre of which emerges the loading hose. The perimeter of the buoy, to which the buoy-to-ship moorings are attached, is a turntable which revolves on bogies round the centre – hose-supporting – section, in such a manner that the vessel berthed on the buoy will always lie head to wind. The minimum depth of water within the swinging radius of the largest ship envisaged at the buoy is approximately 95 ft.

To the mono-buoy is attached a 240 ft. length of chain cable, made up of 2.375 in. U3 steel studded links, and supported in polyurathene buoyancy collars, at the seaward end of which is a "chafing chain". This "chafing chain" is 20 ft. long and of similar construction to the main chain, but with three open links at the end: it is detachable for periodic renewal. To the end of the chafing chain is attached the "approach rope" – a 200 ft. length of 10 in. circumference plaited polypropylene which, when not in use, is allowed to float out free from the buoy.

The ship approaches the buoy from downwind, taking care to keep the wind right ahead (adequate ballast should be retained aboard to provide manoeuvrability). When sufficiently close, the crew will lower to the attendant launch the end of a good mooring rope, to the eye of which has been attached a stout nylon lashing, about 2 fathoms long. This mooring rope should be passed out through a central Panama lead, if a suitable one exists (or from a fairlead on the port bow (when the ship is fitted with a bulbous bow) a line put out through a central lead, should be brought back along the forecastle, clear of the bulbous bow, and then be lowered to the water to avoid the possibility of the launch coming into contact with the bulb when coming in to collect the end of the rope. Meanwhile, two heavy 5.5 in. circumference flexible steel slip wires will have been made fast in readiness, preferably on different sets of bitts, in such a manner that there is an adequate number of turns around the bitts and that the end of the eye reaches to approximately 10 ft. and 10 ft. 9 in. respectively from the Panama/fairleads. When the chain comes aboard, it is quickly secured to the wires by two 150 tons B.S. shackles, which are bolted through two of the open links in the chafing chain. The strain on the approach rope (which had followed the ship's rope round the drum-end of the windlass) is now released, and the weight allowed to come on to the wires. The approach rope is then "turned-up" as an additional mooring and the ship is now all fast in the berth. Ship's tension wires, or other mooring lines, should also be shackled or lashed to the chain, for added security.

A GOOD A.K.D. STOPPER OR SIMILAR, BUT NOT A TOWING BRACKET SHOULD BE FITTED.

When leaving the berth, the ship's additional moorings are first detached from the chain, any slack which is in the approach rope is taken in and that rope made fast very securely. The slip wires are then slacked off slowly and carefully until the strain comes on to the approach rope (when strong winds have tightened the mooring, it will probably be necessary to put the engine slow ahead before attempting to do this). The shackles can then be taken adrift, freeing the wires, and the approach rope slacked off until the chain reaches the water – care being taken to ensure that it is not allowed to fall across the hoses. The engine is then put astern, and the rope allowed to pay out easily (with half a turn around the bitts to stretch it clear) as the ship leaves the buoy.

(Reminder – unlash the ship's rope from the approach rope before unmooring from the buoy!).

Loading: Rate of loading is between 32,000 b.p.h. and 36,000 b.p.h.

Conventional Buoy Moorings: In berths "Brega" and "Dalila" the ship is berthed with two anchors streamed out ahead and mooring lines to 5 buoys round the stern and quarters. In addition, to all buoys except No. 3 (right astern) there are attached 5.5 in. circumference steel wires, laid on the sea bed, buoyed, when not in use – in all but the most settled weather these are brought into the ship by the mooring launch, hove up and made fast on board. Vessels should have ready a good 3.5 in. rope messenger to take up these wires, and strong chain stoppers, or "carpenter's stoppers", for use when securing them.

Before the ship reaches the berth, there should be three good mooring lines ready on the after end of the main deck, two of which have been securely married in readiness to be sent away first, to warp the ship round. At least seven good ropes should be ready for running out from the poop, with lashings ready in case one rope has to be married to another. Plaited polypropylene ropes, at least 120 fathoms long and of a diameter and strength appropriate to the size of the vessel, are recommended: large manilla ropes, slow and cumbersome to handle, are definitely unsuitable for berthing under these conditions.

Synthetic ropes on automatic winches are favoured in this port, but it is recommended that they be at least 150, and preferably 200 fathoms long. The winches must be capable of being firmly locked when in the moorings – any tension feature is not permissible.

When it has been necessary to slip moorings in order to leave the berth quickly and without the assistance of the mooring launches, the Company will make every effort to recover them and to return them to the vessel as soon as possible. Normally the Company makes no charge for recovering anchors and moorings, but it reserves the right to do so under exceptional circumstances.

In the conventional buoy moorings, in order that ships may be securely moored against beam winds and with sufficient chain leading ahead to ride out heavy swells, it is recommended that they be equipped with ample chain on both bower anchors. Experience gained in sea berths suggests that the chain required on each anchor should be more than the length of the ship. In vessels of 100,000 d.w.t., for which the berths were designed, it is recommended that there should be 14 shackles (1,260 ft.) of chain on each anchor. A minimum acceptable amount of chain is 10 shackles (150 fathoms) for the safety of the ship and the company's installations. Anchor marker buoys should be used.

HOSES: The lifting, lowering, connecting and disconnecting of the cargo hoses will be done by the tanker's personnel in accordance with the advice and directions of the Mooring Master. Ship's derricks and deck winches should be capable of operating with a safe working load of 7.5 tons and preferably 10 tons. Vessels with inadequate hose-lifting equipment will be rejected. All derricks should be fitted with "preventer-guys" in addition to normal guy tackles.

The port derrick must be rigged and ready for use on arrival. In addition ships leaving SPM should have the starboard derrick ready, too, in order to facilitate the discharge of the mooring gear on the lee side.

Sets of bitts, or strong staghorns, for hanging off the hoses, must be provided, suitably located near the manifold.

On the surface, extending from the buoy (to which it is connected by a Chicksan swivel (a universal joint)), is a hose string comprised of 24 (at "Echbar") 26 (at "Alpatah" and "Chahett") 30 ft. lengths of 24 in. i.d. floating hose, culminating in a floating junction box: from the other side of this junction box emerge two strings of four lengths of 16 in. i.d. hose. The end ones – the "over-rail" hoses – are fitted with 16 in. to 12 in. ASA reduction flanges, which, after the hose has been hove aboard, are bolted or clamped to the ship's manifold.

For VLCCs, additional lengths of floating hose are inserted if necessary.

LOADING: *Zueitina Crude Oils and Debutanized Condensate:* The principal cargo loaded at Es Zueitina Terminal is Zueitina Field Blended Crude Oil, pumped in from the Company's wells, 212 km. inland, but in addition certain other grades of crude oil are loaded, namely, Zueitina Medium Crude, Zueitina Premium Crude, and Zueitina Debutanised (Stabilised) Condensate. Also loaded are Liquid Petroleum Gas products, Butane and Propane (LPG) see "LPG Loading Berth", and "Agip" Buattifel Crude Oil, from the wells of Agnezia Generale Italiana Petroli, in concession 100.

Virgin naphtha also exported.

The following pertinent data will, we believe, be of interest to tanker owners and operators, Masters and Mates, and to refinery operatives nin the discharging ports:-

Zueitina Field Blend
Average A.P.I. 40.1
Average Specific Gravity 0.8246
Pour point +35
Reid Water Vapour Pressure +5.2 p.s.i. at 100°F
H_2S less than 5 p p m.
Flash Point below 60°F
Average loading temperature on board 108°F
Barrels per long ton at 60°F 7.741

Zueitina Medium Blend
Average A.P.I. 36
Average Specific Gravity 0.8448
Pour point +85
Reid Water Vapour Pressure +5.0 p.s.i. at 100°F
H_2S less than 5 p p m
Flash Point below 60°F
Average loading temperature on board 98°F
Barrels per long ton at 60°F 7.582

Zueitina Premium Crude
Average A.P.I. 43.5
Average Specific Gravity 0.8086
Pour point +30
Reid Water Vapour Pressure +5.6 p.s.i. at 100°F
H_2S less than 5 p p m
Flash Point less than 60°F
Average loading temperature on board 108°F
Barrels per long ton at 60°F 7.922

Zueitina Debutanised (stabilised) Condensate and Debutanised Condensate:
Average A.P.I. 78.0
Average Specific Gravity 0.6706
Pour point −60°F
Reid Water Vapour Pressure 11.0 p.s.i. at 100°F
H_2S less than 1 p p m
Flash Point less than 0°F
Average loading temperature on board 75°F
Barrels per long ton at 60°F 9.555

The grades of cargoes to be loaded will affect the berthing schedule, irrespective of the chronological sequence of vessels' arrival times.

It is recommended that vessels take the maximum flow with due regard to safety, in order to both expedite the turn-round time and to obtain the bottom-weight to counteract the possible effect of local winds which frequently spring up with little warning.

Care must be taken not to overload, as there is no provision whatsoever for cargo once loaded to be pumped back ashore.

Warning is given of the danger of closing hoses against an incoming oil flow. Such a procedure may create excessive pressures which result in damage to loading hoses, sea lines, and other Terminal equipment. Vessels which ignore this warning and do in consequence cause such damage will be held responsible for all costs incurred for the renewal or restoration of the damaged equipment.

The attention of Masters is drawn to Safety Precautions, wherein they are reminded of their responsibilities for ensuring that all persons aboard their ships are cognizant with the hazards involved in the loading operations, and with the need for strict observance at all times of the Fire and Safety Rules. Debutanised Condensate, in particular, is a highly volatile fluid which must be treated with the utmost prudence.

(N.B. particulars of cargoes included in the foregoing are for information only and do not constitute a guarantee of quality).

Loading – A.G.I.P "Buattifel" Crude: Because of its high wax content – 37% – A.G.I.P. "Buattifel" Crude Oil, (hereafter referred to as "Agip") has to be maintained at a very high temperature throughout its entire transit from the wells to the Terminal system, and thence via the sea lines to the berth and the loading vessel: it will arrive on board at approximately 140°F, and the heating coils in the cargo compartments must be motivated in readiness and be capable of keeping the oil at above this temperature.

Two berths "Brega" and "Chahett", have been modified for the loading of Agip cargoes – ships may be moored in either of these berths but because of the considerable heating problem involved only one of the berths at a time can be used for loading Agip cargo. Through the submarine lines to "Brega" and "Chahett" central "gut" lines have been inserted – at "Chahett" berth where the sea line is 48 in. diameter, the gut line is of 18 in. diameter, and at "Brega" – sea line 42 in. diameter – the diameter of the gut line is 16 in. These two gut lines (which are, of course, tied in ashore with the Terminal tank and metering and pumping complex) terminate 20 ft. from the headers at the seaward ends of the sea lines. The area between the outside of the gut line and the interior wall of the sea line is called the "annulus". To the headers (from which emanate the strings of flexible hoses which are ultimately bolted to the ship's manifold connections) are fitted remote control hydraulic valves, operative from the loading station within the Terminal.

Immediately prior to the berthing of the prospective Agip loading ship, hot Zueitina crude oil is circulated from its storage tank, through the gut line, and back through the annulus, heating the entire system. Once the ship is securely moored, preparations are made to replace the hot "Zueitina" oil with hot Agip oil. (60,000 barrels is the full line content at "Chahett", 33,600 barrels at "Brega"). This process will take about four hours, and ship and shore must work in conjunction to ensure that the deballasting and the recirculation of the line with hot Agip oil are completed at about the same time. This is of vital importance, for once the line system is filled with hot Agip cargo it cannot remain in circulation for more than one hour. If the ship is not then ready to receive it, the Agip oil must be replaced by Zueitina oil, and only after this has been circulated round the line can the line be again replenished with another circulation of Agip oil. This entire process may take about 12 hours – a wastage of time which neither the Terminal nor the ship operators can afford to contemplate with unconcern.

When ship and shore are ready to begin loading, the remote control valves are opened and, at a very slow rate, the cold Zueitina oil which has been in the flexible hoses is loaded – 1,500 barrels at "Chahett", 300 barrels at "Brega".

At this point, the loading officer in the ship will transfer the cargo to other tanks to avoid intermingling of the two types of crude, for now hot Agip is entering the ship's system, from the gut line. Loading continues at a slow rate until the contents of the gut line – 6,000 barrels at "Chahett", 3,600 at "Brega" – have been pumped into the ship, after which the loading of the Agip, at normal rate, is through the annulus only. (The gut line is, at this point, filled with Zueitina oil, which will remain static throughout the loading of the Agip cargo).

With about 2,000 barrels of Agip cargo to go to completion, loading is stopped in order that the ship's loading officer may check his ullages and calculations. When, in "Brega" there are 300 barrels to go, in "Chahett" 1,500 barrels, loading is again stopped briefly: this marks the completion ashore of Agip cargo being pumped into the circuit. Now the Zueitina oil in the gut line is pumped into the flexible hose strings, so that when the required quantity of Agip oil has been loaded into the vessels, the hose strings – from the headers to the terminal flanges, disconnected from the manifold – are filled with Zueitina crude oil, which will not solidify whilst the hoses lie dormant under the sea. Similarly, the Agip crude oil in the annulus of the sea line is pumped back into the tank ashore and replaced throughout the system by Zueitina crude.

The foregoing explanation pertains to vessels loading Agip cargo only, taking the minimum essential Zueitina oil solely as a line flush. If, however, a ship requires a part cargo of Zueitina crude, it will load that after completing the Agip cargo, except for that small quantity used as the line flush at the commencement.

A.G.I.P. "Buattifel" Crude, particulars:-
Average A.P.I. 41.0 at 60°F
Average Specific Gravity 0.806
Wax Content 37%
Pour point +95°
H_2S Nil
Flash Point 68°F (ABEL)
Average Loading Temperature on board 140°F to 150°F
Barrels per Long Ton 7.9 (approximate)

(N.B. The above data is for information only and does not constitute a guarantee of quality).

LPG LOADING BERTH: *Berth, Location and Nature:* The LPG loading berth is S.S.W. of the Small Craft Harbour, inside Tre Scogli Reef. It is designed for vessels of approximately 700 ft. in length, with a cargo capacity of 32,000 cu.m. The max. permissible loaded draft (1977) is 28 ft.

The channel through the reef, between Trinity Buoy (painted yellow, quick flash green, Lat. 30° 53′ 30″ N., Long. 20° 02′ 48″ E.) and Wafeya Beacon – Scoglio Sud – (white skeleton tower, group flash, 6 every 10 seconds) runs in a 315° (T) – 135° (T) direction: it is marked by two leading marks, the front one in position Lat. 30° 53′ 16″ N., Long. 20° 03′ 42″ E., and the rear one 750 m. (2,460 ft.), 135° (T), from this position. Both marks are black steel pylons with black and red oblong grid topmarks: the front one shows at night an amber light flashing every 1.5 seconds, whilst the rear one shows an amber occulting light, the period of light being six seconds every ten seconds. A small white spar buoy, showing at night a quick flashing red light, marks the turning position for ships approaching or leaving the berth.

The loading platform is of structural steel, supported on concrete piles, and faced with heavy rubber fenders. Ships are berthed alongside four breasting dolphins (two of which are incorporated into the loading platform), with other mooring dolphins ahead and astern and on the inside bow and inside quarter. Ships approaching the berth swing round on the port anchor and about six shackles of chain – when moored, the chain is hove tight.

Only one loading line is used, with a connecting flange of 6 in. ASA 1,300 lbs. It is hove on board the ship with the ship's derrick or crane, or radial davit. A 12 in. Chicksan available for large vessels. Vapour line to "flare" only provided.

Such is the location of the berth – fully exposed to winds from most directions but sometimes protected partially by the reef from the worst effects of the swell – that on occasions LPG tankers cannot be berthed although the crude oil berths in the harbour are operational. And vice versa. Consequently, with regard to Port Closure Time, the LPG berth is regarded as a separate entity from the main harbour.

Arrival: On first contacting Zueitina Marine by VHF (Channel 13 or 16), the Master of an LPG tanker should, in addition to giving his ETA at the Terminal Light Float, inform Zueitina Marine of his last port, the intended port of discharge after leaving Zueitina, the quantity and grade of cargo required, the temperature at which he wishes the cargo to be loaded, the size of the ship's manifold connections, and whether or not he has aboard a Certificate of Discharge for the cargo loaded in Zueitina.

If the vessel is to berth on arrival, the Mooring Master will board in the close vicinity of the Terminal Fairway Buoy. If the ship is instructed to anchor, the Master should do so in the recommended anchorage.

Pratique, Customs Formalities: If the ship has been obliged to anchor, Pratique and Customs formalities may be dealt with in the anchorage. Alternatively, they may be attended to on board after the ship has berthed.

For information regarding documents required on arrival, Customs and Immigration procedure see "Documents".

Loading: For a ship which needs tank purging and cooling prior to loading, the minimum rate will be approximately 100 b.p.h. Inert gas is not provided at Zueitina Terminal – the vessel must provide inert gas for purging after previous cargoes other than butane or propane. The ship will not be loaded until the air has been purged to a maximum oxygen content of 0.5%. When loading has commenced, the minimum rate permitted by the Libyan Secretariat of Petroleum is 1,500 b.p.h. The maximum rate available is between 6,000 and 7,000 b.p.h. For "topping off", the rate can, within these limits, be adjusted to the requirements of the loading officer. Arrangements can be made in advance for the LPG plant to stop loading when the desired quantity has been metered into the ship, or alternatively, the ship's loading officer can instruct the Terminal to stop loading when he sees that the correct amount has been received aboard.

Loading operations on board are the responsibility of the ship's personnel. The Master's attention is particularly drawn to the Terms of Acceptance as detailed in the "Tanker Loading Advice" letter which he has signed, and to the "Zueitina Marine Terminal, Fire and Safety Rules".

The loading platform – abreast of the ship's manifold and within easy hailing distance – is manned at all times during loading operations, and the ship *must* maintain a continuous verbal contact with the loading operative. In addition, VHF contact between ship and loading installations must be maintained on Channel 12. In the event of any emergency – fire, leakage, parting of moorings, etcetera – the operative on the platform can stop the loading by remote control.

Unberthing in Bad Weather: Should deteriorating weather conditions necessitate the vessel leaving the berth quickly, a Mooring Master will be speedily available at all hours.

Cargo Particulars: The following data will, we believe, be of interest to Masters and Mates and operators of vessels loading LPG products:-

Propane
Average A.P.I. 146
Average Specific Gravity 0.510 60/60°F
Reid Vapour Pressure 175 p.s.i.g
Free Water Nil
Copper Strip Corrosion 1a
Flash Point less than 0°F
Average Loading Temperature −40°F (−40°C)
Barrels per Metric Ton at 60°F 12.3 (approx).

Butane
Average A.P.I. 114.2
Average Specific Gravity 0.576 60/60°F
Reid Vapour Pressure 48 p.s.i.g
Free Water Nil
Copper Strip Corrosion 1a
Flash Point less than 0°F
Loading Temperature at Ship's Request, within Ranges +18°F (−8°C) to +35°F (+2°C)
Barrels per metric ton at 60°F 10.8 (approx.)

(N.B. The foregoing data is intended for information only, and does not constitute a guarantee of quality.)

Departure: Immediately after completion of loading, the manifold connections are unbolted and the loading arms retracted. Shortly afterwards the Mooring Master will board and, with the assistance of adequate mooring boats, unberth the ship and pilot it through the reef to a safe anchorage in the outer harbour before disembarking.

When the documents pertaining to the ship's loading have been completed ashore, a clerk will take them out to the ship. (On occasions he will be accompanied by a Customs Official, boarding the ship to ensure that the seals which were put on bonded storerooms on arrival have not been tampered with before the ship has left Libyan territorial water.) It is customary for Zueitina Marine to inform the ship's Master when the documents clerk leaves the Small Craft Harbour, so that the anchor may be hove up and a lee side presented to the launch.

After the documentation formalities have been completed on board, the Master is required to pass by VHF to Zueitina Marine the official sailing time of his ship.

MEDICAL: Medical facilities are limited to emergency cases only. Under certain circumstances, however, the Terminal medical practitioner will give advice to Masters by VHF in cases where Crew members appear to be suffering from undiagnosed ailments. If it is essential for a sick person to be landed, the ship's Agent must first obtain the approval of the Government authorities.

The sick person when coming ashore must be accompanied by an officer or other responsible person able to speak English, and both the patient and the person accompanying him must be in possession of passports. (Not seamen's discharge books, which are not recognised in Libya).

BALLAST: Because of the exposed position of the sea berths, it is essential that vessels arrive with sufficient ballast for safe handling, having due regard to existing weather and sea conditions. Experience has shown that a fair estimate of the amount required is one third of the summer deadweight. A tanker found by the Mooring Master to be insufficiently ballasted will be rejected. However, it is imperative for the safety of the ship and of the installation that deballasting should be as speedy as possible, to reduce the period wherein the ship is most vulnerable to any sudden deterioration in the weather. It is, indeed, to the advantage of everyone concerned if the ship is able to commence loading as soon as the hoses are connected, deballasting simultaneous with the loading of the cargo. In cases when it is essential to complete the deballasting before loading can start, and deballasting time in excess of 6 hours will be deducted from the lay time.

As there are at Zueitina no facilities for discharging it ashore, vessels must arrive at the Terminal with clean ballast.

The Mooring Master will inspect ship's ballast on boarding, and he has the power to reject any vessel that he deems would cause pollution in the Terminal waters. A vessel so rejected must proceed to a position over 100 miles from the coast, re-ballast, and return only when the ballast is completely clean. A new notice of readiness must then be tended, and the loading turn will be counted as from this second arrival.

The sea area round the ship shall be adequately lighted, as frequent inspection by the Mooring Master will be made during ballast discharge. Any pollution whatever, including bilge discharge, will be cause for rejection. Similarly, any hull leaks causing pollution during loading will be cause for rejection – a vessel rejected on these grounds will not be re-accepted until satisfactory evidence of repairs has been certified by a qualified surveyor.

On completion of deballasting, all unused cargo connections must be blanked off, sea valves closed and lashed, deck scuppers securely plugged, and drip pans placed below the cargo hose connections. All the requirements listed on the Company's Safety and Fire Precautions Check Form must be seen to be complied with before loading is commenced.

In the event that the Company has to settle any third party claims as a result of damage to property caused by pollution attributable in any way to a vessel, the Company will have the right to reimbursement by those responsible for the vessel for all expenses incurred.

FRESH WATER: No fresh water available.

FUEL: No bunkers available.

CONSULS: None locally. See "Tripoli".

REPAIRS: There are no engineering repair shops.

SURVEYORS: Various companies of cargo inspectors perform duties at Zueitina, but must be arranged prior to vessel's arrival through U.K. or Paris headquarters. No Classification Societies at Zueitina.

CUSTOMS ALLOWANCES: Each member of the crew is allowed 25 cigarettes, or 25 grammes of tobacco (Note: No alcohol), for every day of the ship's stay in port. Other tobacco and cigarettes, wines, beers and spirits, as well as matches, arms and ammunition, and saccharine, will be retained under seal whilst the ship is in Libyan waters.

REPATRIATION: Only in an emergency can any crew member be paid off. Seamen's discharge books are not recognised in Libya. Crew members are advised to have a valid passport in their possession in case of emergency.

SHORE LEAVE: No shore leave is permitted.

WEATHER: Weather conditions in Zueitina are generally clement. The temperature during the Winter seldom falls below 10°C (50°F), and in the Summer, even at midday, is rarely in excess of 35°C (95°F). The prevailing winds are Northwesterly. During the mid-Summer months, the land- and sea-breezes phenomenon is very apparent: a Northwesterly wind springs up at about 1100 hrs. sometimes to reach near-gale force by late afternoon, then gradually dying away during the evening. At about 2300 hrs. the wind begins to blow off the land – again sometimes to a fresh breeze or near-gale – before falling away completely around dawn.

During the Spring and Autumn, and in the early Winter months, there are frequent prolonged periods of calm, tranquil weather. However, in Spring especially, and again in the Autumn, such periods may be interrupted by the onset of the "gibli", an off-shore wind which, like the "khamsin" wind in Egypt, springs up with little warning to reach gale intensity, laden with sand and dust to such an extent that visibility is reduced to a few yards.

In the Winter months, prolonged periods of strong Northwesterly gales, with very heavy seas and high swells, accompanied by frequent rain squalls, are experienced. Even after the strong winds have subsided, long, high swells may continue for several hours to prevent mooring operations. Such Northwesterly gales are usually accompanied by a sharply rising barometer, and follow the passing of a cold front, with winds from the West.

Rainfall is confined to the Winter months only. Fog is rare, though it does occasionally occur in the Spring and Summer around dawn, generally dissipating after two or three hours.

GENERAL: Vessels are advised not to have on board any articles whatsoever of Israeli origin. If anything of such a nature is found it will be confiscated and the ship be liable to a fine and possibly to a delay for further investigation.

Goods – and, in particular, alcohol and tobacco – must not be taken from ship to shore, or from ship to ship.

Being an open roadstead, vessels must keep engines in a state of immediate readiness. No repairs to main engine may be undertaken in berth. Steam or electric power must be available on deck in case adjustments to anchor cables or mooring lines are found necessary. Power must be available on ship's whistles and sirens. Ship's boats must not be lowered into the sea and detached from the falls. Swimming is prohibited. The Mooring Master (and, when applicable, his assistant(s)) assigned to a tanker, will remain on board until after the vessel has loaded, unmoored, has completed documentation formalities and has cleared the Company's installations and is safely heading for she open sea. During the time he is aboard he is to be provided with accommodation suitable for one of Master Mariner status, and with palatable meals.

SHIPMASTER'S REPORT: March 1988.

Chart: B.A. Chart No. 3346.

Documents:

8 copies Crew List.
2 copies Crew Declaration.
2 copies Ship's Manifest.
1 copy Health Declaration.
2 copies Currency List.
All Passports.
1 copy Arms and Ammunition List.
1 copy Drugs List.

No alcohol allowed in cabins, all must be place in bond and manifested. "Magazines" and "calendars" must be placed under seal.

Money in the ship's safe is to be manifested. If vessel staying in Libyan coastal waters the bond remains sealed. Customs may issue a limited amount of beer but for ship use only.

Stores must be checked to make sure that there is no produce from South Africa or Israel.

The Crew Declaration and the Crew Money List must be on Libyan forms, unless first Libyan port of call.

Approach: The harbour area was observed on radar at 24 miles and Zuetina Light was observed at 15 miles. The Light Float light is weak. Zuetina D/F was operational. Taking of soundings on approach can be of assistance.

Bengazi Radio should be contacted on 2182 kHz. when inward bound. The Station was difficult to raise but the operators were polite and spoke good English. They require vessel's destination, ETA, position, course and speed.

Zuetina Terminal Telex No. 90120130 ZUELY.

Anchorage: LPG ships anchor in the anchorage indicated on BA. Chart No. 3346. If the vessel is familiar with the Port she may anchor 0.75 miles N.W. of Scoglio Sud Reef Lighthouse.

Pilot: The Pilot/Mooring Master boards at the anchorage from a mooring launch and on departure leaves at the same position. Zuetina Marine is on VHF Channel 13. Pilots stay on board whilst the vessel is at the Offshore Mooring but does not normally stay on vessels at the LPG Berth unless the weather is poor.

Entry: Between Scoglio Sud Reef Light and Q.Fl.R. Buoy in position 30° 53.55′ N., 20° 03.40′ E. less water reported. Approach and departure to the LPG Berth is made to the South and West of the Q.R. Buoy between the buoy and Trinity Shoal. Minimum depth from the Light Float to the berth was found to be 39 ft.

Tugs: One large tug/mooring vessel of 4,500 h.p. used at the offshore moorings. 3 mooring launches of 350 h.p. used at the LPG berth, these launches also used at the offshore moorings. A total of 4 launches are available and a 5th launch is under repair.

Berth: Vessels berth starboard side to. The berth is very exposed and often closed in Winter.

Berthing and unberthing possible at night time if the weather is calm, however, night berthing and unberthing not carried out if the tanks are full.

The Radar Station at Zuetina is in the same position as Zuetina Light.

The berth flat fender face is 25 m. in length with one breasting dolphin at each end. Small vessels tend to lie on the berth flat face. The berth is aligned 104° – 284°.

There is a Q.Fl.R. Light on the N.W. breasting dolphin.

Vessels leave the berth as soon as hoses are disconnected and complete paperwork at the anchorage.

Moorings: Moorings consist of 2 head/stern lines, 2 breast lines and 2 springs at each end. The head and stern lines are sent to buoys and the breast lines to the mooring dolphins. Springs are sent to bollards on the berth.

The port anchor was let go to approximately 3 shackles when approaching the berth. The mooring launches push the vessel into the berth and hold her there until all fast.

Cargo: The Chicksan arms have been taken down and only rubber hoses are used. Liquid hose is 6 in. 300 ASA. A vapour return line is available but metered and charged. It was not used.

There is a hydraulic crane on the berth for hose handling. A ship's derrick/crane is also required and ship's crew are required to make connection.

If vessel is handling butane and propane, butane is handled first. There is about 4.5 hours' wait between products whilst the line is cleared. Normal minimum rate is about 55 t.p.h. but can go slower for short periods while cooling. The normal maximum for hose loading is 200 t.p.h. Butane chilled to about −5°C. Beware of pressure reduction on loading chilled butane.

No surveyor or terminal representative was in attendance for figures at the start or finish.

There is a terminal representative in a hut on the berth during loading with a walkie-talkie on Channel 12. Channel 12 also connects with the LPG Control Room and can be contacted if there are any queries. The Bill of Lading is on the shore figures and this compares favourably with the ships's figures.

Propane can be loaded first by prior arreangement, however, the Terminal is not keen on doing this as the line is normally left under butane.

Average Specific Gravity of butane 0.567 and propane 0.508.

Facilities: Emergency medical attention is available at the Terminal Clinic. Agent advises that there are a few fresh stores available.

Customs: Beer is sometimes allowed out of bond if the vessel is proceeding outside Libya, but alcohol will not be issued if vessel is on the coastal trade. A cigarette issue is allowed.

If vessel is on the coastal trade, make sure the "Customs Rider" is correct on departure.

Papers: All departure documentation completed at anchorage after loading. The agent attends but no representative of the terminal. Completion of documentation can take up to 3 hours. The Libyan Discharge Certificate is very important and must be properly signed at the port of discharge even if on Libyan coastal trade.

General: The oil company has flights twice a week from Tripoli. Terminal personnel often arrive and leave via Benghazi which is 2 hours by road and take Air Malta flight to Valletta for onward connections.

AUTHORITY: Zueitina Marine Terminal, Zueitina Oil Co., P.O.Box 2134, Tripoli, S.P.L.A.J. *Tel:* Tripoli 38011 (ext. 116-119 Zueitina). *Telex:* 20289, 20130 Zue Ly. *FAX:* 39109. *Contact:* Captain J. Folkestad, Marine Superintendent. M. Oun, Operations Manager.

AGENCY: All ships must have an approved Agent to look after their interests. As from 1st June, 1978, all shipping agencies in the Socialist People's Libyan Arab Jamaharaya have been superseded by one nationalised company, known as The Shahat Shipping Agency.

See "General" before first port.

Cables of estimated time of arrival sent to the Agent should be in addition to, and not in place of, those sent to Zueitina Oil Company, Tripolilibya. Total charges are 750 Libyan dinars for the first 30,000 tons summer deadweight, or part thereof, plus 2 dinars 500 Dirhams for every 100 tons or part thereof in excess of 30,000 tons, plus 2% of the total sum in revenue stamps.

NOTES

Please also advise Shipping Guides Ltd.

Lithuania

KLAIPEDA: 55.43 N. 21.07 E. (See Plan)

GENERAL: A Baltic seaport, Klaipeda is situated in a narrow strait called the "Sea Canal", which connects the Kursiu Marios (Gulf) with the Baltic Sea.

The port is open for navigation all the year round.

During strong winds blowing from directions between the S.W. and N.W., lying in the port is dangerous due to strong waves and surge. In this event vessels must proceed to sea.

DOCUMENTS:

5 copies Crew List.
2 copies Passenger List.
2 copies Ship's Stores Declaration.
2 copies Crew Effects Declaration.
2 copies Cargo Declaration.
5 copies General Declaration.
1 copy List of Ship's Certificates (date of validity).

APPROACHES: The width of the approaching channel to the port is 100 m. and depth 11.5 m. Depths of the channel at a distance of 400 m. – 600 m. from the entrance to the Sea Canal are subject to changes due to lots of sand and mud brought down from the Kursiu Marios (Gulf) by the Spring floods, in particular. The entrance to the Sea Canal is protected by the Northern and Southern moles.

The length of the fairway of the Juru (Sea) Canal from the entrance up to the Kiaules-Nugara shoal at the entrance to the Kurshiu Marios Gulf is 4 miles, width varies from 180 m. to 300 m. and the depths are from 6 m. to 9 m. at the mean water level.

The permissible drafts for vessels navigating along the Sea Canal are as follows: 10.6 m. to 8.0 m. from the canal entrance up to the Winter Harbour, but further up to the Fishing Port situated 1.5 miles and Ferry Terminal situated 2.5 miles to the South of the Dane River estuary – not more than 7.5 m. From the Fishing Port up to the Timber Harbour – not more than 5.0 m.

DEEP SEA PILOTAGE: See "Baltic Deep Sea Pilotage".

PILOTAGE: A Pilot boat usually meets a vessel at Light Buoy No. 1 (Lat. 55° 44′ N., Long. 21° 00′ E.). It carries the Pilot flag by day and lights prescribed for a Pilot boat by night.

Pilot's watch is kept 24 hours a day except in periods of dense fog and strong S.W. – N.W. winds over Force 7 Beaufort Scale.

The Master of a vessel shall order a Pilot via the Shipping Agency in advance.

The port is equipped with a coastal radar vessels' movement control system (Atlass type).

ANCHORAGE: Anchorage can be obtained in the outer roads at Receiving Light Buoy No. 1 (Lat. 55° 44′ N., Long. 21° 00′ E.).

The outer roads anchorage for tankers is situated at a distance 3.5 miles (N.W.) from Receiving Light Buoy No. 1. Depths from 31 m. – 35 m.

The holding ground is sand and clay. Anchorage in the outer roads is not safe during heavy seas caused by Westerly winds.

RESTRICTIONS: There are no restrictions for the entry to the port.

The width of the approaching channel to the port is 100.0 m. and depth 11.5 m.

MAX. SIZE: Length not greater than 193 m. and breadth unlimited. Max. permissible draft for all vessels entering the port, 10.5 m.; and for tankers loading at installations outside main port area, 10.5 m. and LOA 185 m.

RADIO/VHF: Vessels can establish radio contact through the port radio station Klaipeda Radio, operating 24 hours per day on the following frequencies:

Call sign	*Frequencies (kHz) or Channel* *Working*	*Calling*	*Type of transmission*	*Time of work*
LYK	500	500	A1	H24
	523	454	A1	H24
	4229	4186	A1	*
	12703	12554	A1	**
Klaipeda Radio	2182	2182	A3	H24
Klaipeda Radio – 1 (VIENAS)	16, 26, 27		F3	H24
Klaipeda Radio – 2 (DU) (Dispatcher of Port)	14		F3	H24
Klaipeda Radio – 15 (Penkiolika) (Oil Harbour)	30		F3	H24
Klaipeda Radio – 5 (Penki) (Pilot Control)	16, 9		F3	H24
Klaipeda Radio – 17 (Septyniolika) (VTC).	9		F3	H24

* 1900 hrs. – 0500 hrs. (UTC).
** 0700 hrs. – 1500 hrs. (UTC).

Vessel traffic in the roads and harbours is governed by the Shore Signal Station equipped with radar which gives all possible information for ensuring safe pilotage.

TUGS: Ordered by Pilot if necessary. Mooring and unmooring of large sea-going vessels can be effected with tugs' assistance only. Number of tugs to be ordered depends on the weather conditions and can be agreed upon between Master and Pilot. Master should order tugs by radio well in advance. Ship's lines to be used.

BERTHING: No specific requirements. Vessels allocated berth according to kind of cargo to be loaded/discharged and their turn.

The quays of the port with depths alongside of up to 10.6 m. are equipped to handle general, bulk and liquid cargoes. There are enclosed warehouses and concrete floor sheds.

Cranes of up to 40 tons capacity are operated along quayside and by warehouses. There are also other cargo handling facilities including floating cranes up to 50 ton capacity.

STEVEDORES: Report 12 days, 96 hours, 24 hours and then 12 hours prior arrival giving ETA, and 72 hours then 12 hours prior arrival advising perishable goods, characteristics of vessel, gross capacity, number and measurement of hatches, tween-decks, shelter-decks, description and quantity of cargo, stowage plan, heavy lifts, pieces of above 3 tons each especially indicated. Day and night loading/discharging operation, Sundays and holidays included.

MEDICAL: Master to advise by radio prior arrival if medical attendance required on board.

TANKERS: Three berths. Max. draft 10.5 m. Shore facilities for discharge of ballast.

Products handled:
Fuel oil – storage 60,000 cu.m.
Gas oil – storage 4,000 cu.m. (for bunkers only).

DENSITY: Fresh water (not affected by tide).

FRESH WATER: Most berths supply by shore installations, otherwise barge.

FUEL: Deliveries only by bunker barge.

CONSULS: Russia. Tel: 5-75-00, 9-23-35.

REPAIRS: All kinds of repairs for vessels of 10,000 d.w.t. can be effected.

SURVEYORS: Saybolt in Ventspils (Latvia).

GANGWAY/DECK WATCHMEN: Compulsory for gangway checking. Guard net and life buoy required.

OPENING/CLOSING HATCHES: Normally done by crew.

CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes and 1 litre wine/spirits.

REPATRIATION: No facilities for crew changes. Arranging any necessary repatriation at Master's request effected by Immigration Authorities.

AIRPORT: At Palanga (25 km. from Klaipeda), served by regular lines Palanga-Vilnius, Palanga-Kristianstad, Palanga-Hamburg.

TIME: GMT plus 2 hours in Winter and GMT plus 3 hours in Summer (1st April – 1st October).

POLICE/AMBULANCE/FIRE: Police, Tel: 02; Ambulance, Tel: 03; Fire, Tel: 9300, 001.

CERTIFICATES: All ship certificates required on every call.

TIDE: There are periodical alterations in the water level, chiefly due to the effects of the wind. In general, strong Westerly, Northerly, N.W. and sometimes S.W. winds raise the water and Southerly and Easterly winds lower it.

The water level usually begins to rise suddenly. It rises very quickly but lasts for a very short period of time. The max. difference between high and low level is usually observed in Autumn and Winter.

Sometimes the changes in the water level can be caused by the considerable variation in atmospheric pressure ("Seish" effect).

TELEPHONES: May be arranged on board.

SHORE LEAVE: Crew members allowed ashore with shore-pass obtainable from Immigration Authorities.

GARBAGE DISPOSAL: Ring 99414. Two small vessels "Fauna" 306 tons, and "Flora" 417 tons, and 8 containers. Cost of removal is 100 Rub./ton.

WASTE OIL DISPOSAL: See above.

CURRENCY: Local currency is Litas (Lt).
U.S.$ 1.00 = 3.96 Lt. DM 1.00 = 2.32 Lt (10th March 1994).

SEAMAN'S CLUBS: Seaman's Club, Sankryzhos 7, Klaipeda, Lithuania. Tel: 95-88, 1-64-14. Facilities: Bar, currency exchange office, duty-free souvenir shop, library, sightseeing tours of the town/out of town, tickets for performances, concerts, movies, football, basketball, table tennis and other indoor and outdoor sports games.

The Seaman's Club opens daily from 1630 hrs. – 0030 hrs.

GENERAL: In case of stormy weather or dense fog vessels are lying at Outer Roads until entering permitted by Harbour Master. In such cases vessels lying alongside berth to be shifted to Inner Road.

AUTHORITY: The Port of Klaipeda Authority, Zauerveino 18, 5813 Klaipeda, Lithuania. *Tel:* 1-45-94, 9-95-10. *Telex:* 278127. *FAX:* 5-58-62. *Cables:* Juru Uostas (Sea Port), Klaipeda. *Contact:* The Harbour Master.

Democratic Republic of Madagascar

ANTSIRANANA (Diego Suarez): 12.14 S. 49.26 E.

DOCUMENTS:

Documentation on Arrival:

Customs:
- 2 Crew Lists.
- 2 Personal Effects Lists.
- 2 Stores Lists (Bonded).

Immigration/Police:
- 4 Crew Lists and inspection of vessel and Seamen's Book.

Port Health:
- 1 Vaccination List and inspection of Derat Certificate.

Agents:
- 3 Crew Lists.
- Ship's Register to be lodged ashore.
- Clearance from Last Port.

Documentation on Departure:

An Official from the Port and the Agent visit and will wish to see:

For a Liner:
- Load Line Certificate.
- Safety Equipment Certificate.
- Derat Certificate.

For a Cargo Ship:
- Load Line Certificate.
- Safety Construction Certificate.
- Safety Equipment Certificate.
- Safety Radio Equipment.
- Derat Certificate.
- Ship's Register (held by the Agent).

After checking all these an Outward Clearance Certificate will be presented. One is then free to leave the Port, the Agent having given an undertaking that all Port dues have been paid.

APPROACHES/PILOTAGE: Tides run fast in the Orangea Pass, but seem to follow the pattern as per the Admiralty Pilot. Until experience is gained it should only be taken in the hours of daylight. There are numerous natural transit marks available to the navigator, all very clearly described in the 'Pilot'. For this reason it would be essential to take this in fine visibility. Pilot can be taken at Cape Mine but this can be difficult and dangerous in the S.E. Trade season and ships are advised that they can proceed on into the Bay right up to Port Antsiranana Point.

Harbour is large and commodious but subject to very strong N.E. winds from May to October, width of entrance 300 m. Tidal current in Roads, which may attain 3 knots. HWST 2.36 m., LWST 3.56 m., HWNT 1.63 m., LWNT 0.99 m. Pilotage compulsory for vessels of 150 n.r.t. and more. For obtaining Pilot, ETA must be sent 24 hours in advance including ship's characteristics. Course to steer: From Lat. 12° 13′ 09″ S., Long. 49° 26′ 00″ E. Entrance 275° thence beacons in line heading 230°.

ANCHORAGE: There are many splendid anchorages available in this vast Bay. Vessels can anchor 2 cables off the N.W. corner of the wharf at Antsiranana (Diego Suarez).

RESTRICTIONS: No entry for vessels or crews from: Taiwan(Formosa) and South Korea.

MAX. SIZE: No restriction except max. draft alongside 11 m.

HEALTH: Yellow fever/cholera certificates required for vessels coming from African/Indian countries. Pratique is automatic for vessels entering after calling at another port in the same country.

RADIO: Radio station is "Diego Radio".

VHF: Harbour Master's Office does not have VHF. Navy have VHF Channel 16.

TUGS: Three small tugs available (belonging to Navy and require 24 hours' notice).

BERTHING: Ocean Vessel Wharf: Length 300 m., max. depth 11 m. HW.

Coaster Quay Wharf: Length 60 m., max. depth 4.20 m.

With Pilot, vessel can come alongside day or night.

CRANES: Two port cranes, only used for small coasters. 1×5 tons and 1×2 tons.

STEVEDORES: Advise before 0700 hrs. in order to commence the same day and before 1700 hrs. in order to commence next day at 0600 hrs. with maximum gangs.

Working Hours: 0700 – 1100 hrs., 1300 – 1700 hrs. Overtime Working: 0600 – 0700 hrs., 1100 – 1300 hrs., 1700 – 0600 hrs. No half shifts.

MEDICAL: Difficult to find medicines. In case of serious illness hospital facilities available.

TANKERS: See "Berthing". Discharging rate 200 cu.m.p.h. with flexible hose. Loading rate 30 – 50 t.p.h., depending on ship.

FRESH WATER: Available.

FUEL: Not available.

CONSULS: French Consul.

REPAIRS: All types of deck and engine repairs can be carried out.

DRYDOCK: *Shipmaster's Report:* 1975.

Length overall	199.05 m.	653.00 ft.
Subdivided into sections	128.96 m. 70.09 m.	424.00 ft. 229.00 ft.
Breadth at Bottom	28.40 m.	93.00 ft.
Breadth at Coping	36.60 m.	120.00 ft.
Depth at sill and blocks at MHWS	10.42 m.	34.40 ft.

Yard Services: Nothing was too much trouble for any of their staff attending this ship. Power was a bit of a problem but they did everything to help. Fire mains, fresh water, cranes were all good. Toilets and shower-rooms were more than adequate especially after we were given our keys and had them cleaned.

Workshops: A modern well equipped yard with every conceivable service from an iron foundry to upholstery shops. A clean, well kept set of shops including the building of small craft. The Engineers of this ship were very favourably impressed with the shops and technical services.

From time to time, the yard meet with certain material supply difficulties to satisfy full needs for ship repairs. It is recommended that Owners interested in docking their vessels at this yard study this matter before contracting.

Firms Address: Societe d'Exploitation pour la Construction et la Raparation Navale, B.P. 135, Antsiranana, Madagascar. Tel: General Manager (Home) 221-70, (Office) 226-84, Central 212-65 and 222-98. Telex: 93 103. Cables: Secren, Diego Suarez.

GANGWAY/DECK WATCHMEN: Trade Union on the spot can supply.

OPENING/CLOSING HATCHES: Usually by ship's crew.

SURVEYORS: There is no Lloyd's Surveyor in the country. Often when required Lloyd's Representative flies up from Durban. Sometimes it is agreed that the resident Bureau Veritas Surveyor will subsititute. M. Ralibera Henri in Tananarive is the principal B.V. Surveyor in Madagascar. M. Ralibera received agreement from his head office in Paris to act as non-exclusive surveyor of N.K., N.V. and local insurance company.

CUSTOMS ALLOWANCES: (Tobacco/wine, spirits) Quantity permitted to be held out of bond is only for the personal consummation of each crew member.

CARGO GEAR: Load/discharge effected by ship's gear, no heavy lift cranes available.

REPATRIATION: For crew changes Entry-Visa is required and repatriation can be carried out according to Harbour Master's Certificate and Immigration permission.

AIRPORT: AirMad Services are available each day to connect with the international Air France flights to Orly from the local airfield about 8 miles from the town.

TIME: Local time is GMT plus 3 hours.

HOLIDAYS: Sunday, but can be worked on overtime from 0600 hrs. to 1400 hrs.

New Year's Day, Commemoration of 29th March 1947, Easter Sunday and Monday, May 1st, Ascension Day, Whit Monday, Independence Day (June 26th), Assumption BV Mary (August 15th), All Saints' Day (November 1st), Christmas Day, Anniversary of the Democratic Republic of Madagascar (December 30th). No work possible on these holidays. Overtime rates for all other holidays.

TELEPHONES: No telephones placed on board.

SERVICES: Facilities for compass adjusting, radar and radio repair by Secren (See "Drydock").

BANKS:

Bankin'Ny Indostria (BNI), Angle Rue de France et Rue Colbert, B.P. 4., Antsiranana, Madagascar. Tel: 221-46, 221-52.

Banky Fampandrosoana Ny Varotra (BFV), (Banque Nationale Pour Le Commerce), Rue Richelieu, B.P. 18. Tel: 211-89.

Bankin'Ny Tantsaha Mpamokatra (BTM), (Banque Nationale Pour Le Developement Rural), Rue Richelieu, Antsiranana, Madagascar.

STORING: Local stores can be delivered directly on board even during loading/discharging, by the ship chandler. Agent will arrange Customs formalities.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Seamen's Book is sufficient.

SPECIAL PORT REGULATIONS: See "Restrictions".

REGULATIONS: Any repair work involving even small temporary repairs only with Harbour Master's permission. Using vessel's lifeboat subject to Harbour Master's and Customs permission. Landing of foreign currency is strictly prohibited. Possession of local currency must be justified.

DELAYS: None.

AUTHORITY: Service Provincial de la Marine Marchande, au Port, P.O.Box 109, Antsiranana, Madagascar. *Tel:* 211-33.

AGENT: SCAC Transport International, Box Poste 384, Antsiranana, Madagascar. Tel: Antsiranana 21327 and 21549. Telex: 93102. Cables: Freight Antsiranana.

FORT DAUPHIN: 25.02 S. 47.02 E.

DOCUMENTS:
- Manifest of Cargo for discharge.
- Manifest of Cargo in transit.
- Ship's Stores List.
- List of Passengers Landing.
- Crew List.
- Franchise Certificate (for mail-carrying vessels).

PILOTAGE: The port is an open roadstead and pilotage not required.

ANCHORAGE: In depths of 8 m. Vessels anchoring are charged with port dues.

RESTRICTIONS: Port is normally used by coastal trading vessels. In case of liners handling cargo exceeding 150 tons, special permission required which is obtained by Agent.

HEALTH: Pratique should be requested from the Health Department, Tel: 36.

RADIO: Fort Dauphin Radio, call sign 5RD, between 0400 and 1630 hrs. GMT on following frequencies: 458, 500, 2182 and 2712 kHz.

TUGS: None available.

BERTHING: There are no berths alongside. Vessels work cargo at anchorage.

There is a crane on the dock with a capacity of 3 tons.

STEVEDORES: Arranged by the Fort Dauphin Lighterage Company. Advance notice of ETA required to arrange gangs. Average loading/discharging rate is 10 tons per hold per hour.

MEDICAL: 2 hospitals available in the town.

TANKERS: 1 buoy berth for tankers.

FRESH WATER: No water barge. Only small quantities can be supplied in emergency.
FUEL: Not available.
CONSULS: France.
REPAIRS: Only facilities available for repairing lighters.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Opening and closing hatches carried out by stevedores.
CUSTOMS ALLOWANCES: 1 carton of cigarettes per man. No alcohol.
REPATRIATION: No facilities for effecting crew changes.
AIRPORT: Situated 5 km. from the port, 3 regular flights per week.
TIME: GMT plus 3 hours all year round.
HOLIDAYS: Days on which work is normally carried out with overtime payment: Easter; Ascension Day; Whitsun; Assumption; Christmas.

Official holidays on which work can be arranged by special permission: 1st January; 1st May; 26th June (Independence Day); 30th December; Festival of the Republic.
FIRE/POLICE/AMBULANCE: Police Tel: 49; Fire 19; Ambulance 36.
SHORE LEAVE: Not permitted.
AUTHORITY: Service des Ports' Phares et Balises, Tananarive.

AGENT: SCAC Transport International, BP 425, Tananarive, Madagascar. Tel. 20631. Cables: "Freight Tananarive". Telex 22251. Fax: 233730.

MAHAJUNGA (Majunga): 15.44 S. 46.20 E.

DOCUMENTS:
List of Crew Members.
List of Passengers.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's papers.
PILOTAGE: Vessels requiring Pilot must apply by cable to Mahajunga Harbour Master's office at least 24 hours before arrival. Pilot embarks at Narcissus buoy.
ANCHORAGES: Indicated to Ship's Master by cable from Mahajunga Harbour Master's office.
RESTRICTIONS: Ships can enter day and night. Max. draft allowed 10 m.
MAX. SIZE: No restriction except for max. 10 m. draft.
HEALTH: Pratique automatic when vessel comes from a Madagascar port. Pilot is health agent.
RADIO: Radio Mahajunga.
STEVEDORES: Vessel informs Agent by telegraph 24 hours in advance of number of gangs needed.
MEDICAL: Hospital available.
TANKERS: 1 berth, max. draft 10 m.
FRESH WATER: Unlimited drinking water.
CONSULS: French and Greek Consulates.
REPAIRS: Minor repairs only.
CERTIFICATES: See "Toamasina".
CUSTOMS ALLOWANCES: See "Toamasina".
REPATRIATION: All facilities available.
AIRPORT: Served by regular airlines; 7 km. from town.
TIME: GMT plus 3 hours.
HOLIDAYS: Catholic and official holidays. Commercial transactions possible on public holidays.
POLICE/FIRE/AMBULANCE: Police 24–85; Fireman 13; Hospital 29–15.
AUTHORITY: Harbour Master.

AGENT: SCAC Transport International, B.P. 256, 401 Mahajunga. Tel. 22070, 22387 and 22008. Telex: 62710. Cables: Freight Mahajunga.

PORT ST.LOUIS: 13.05 S. 48.50 E.

SHIPMASTER'S REPORT: August 1990.

CHARTS: B.A. Chart No. 3873 and French Chart No. 5404.
DOCUMENTS:
Clearance from last Port.
1 Health Declaration.
1 Vaccination List.
7 Crew Lists.
4 Personal Effects Declarations.
2 Stores Lists.
1 Passenger List.
1 Arms and Ammunition List.
1 Narcotics List.
1 Parcel List.
4 Cargo Manifests.
PILOTAGE/APPROACHES: The port is an open roadstead and pilot is not available and also not required.

The approach to the anchorage with radar presents no difficulties. At night time without a radar, however, it is difficult, because of the non-existence of any buoys or lighthouses.
ANCHORAGES: As per Port Control's advice, the vessel anchors in position 13° 04.6′ S., 48° 45.7′ E., about 3.5 miles off the closest shore line, in about 9 m. of water. The holding ground is soft mud and sand, vessel did not drag.
RESTRICTIONS: No information available.
MAX. SIZE: No information available.
HEALTH: Pratique is normally granted after doctor visits the vessel.
RADIO: All local W.T. stations are reported to be inoperative. Cape Town Radio (ZSC) was used to relay ETA messages, which seemed to have arrived in time.
VHF: Channel 16 is used by Port Control and agents.
RADAR: No port radar services available.
TUGS: There are 3 small tugs of about 500 h.p., used for towing the barges to the anchored vessel. One tug is permanently under repair.
BERTHING: No berthing. There are two small tide bound jetties of 100 m. length each, which are used to load and unload the barges.

It is said that there are 12 barges, but 7 barges are in a very bad state of repair. The capacity of each barge is about 100 tons.
CRANES: It is said that there is 1 crane of 20 tons, and 2 cranes of 3.5 tonnes, on the jetties. One crane is under repair.
BULK CARGO FACILITIES: No facilities. Export products are raw sugar and molasses. Sugar is brought to the vessel in bags, hauled aboard with slings and nets, and poured into the holds through openings between hatch covers or pontoons, by cutting the bags.
STEVEDORES: Available in sufficient numbers at all times and on very short notice. Stevedores in port work in two shifts (0600 hrs. – 1800 hrs. and 1800 hrs. – 0600 hrs.).
MEDICAL: It is said that there is a hospital with all facilities.
TANKERS: No information available.
DENSITY: 1025.
FRESH WATER: It is said that fresh water can be supplied by barge. The cost is about U.S.$ 3.00 per ton.
FUEL: No information available.
CONSULS: There are no consuls locally.
REPAIRS: No information available.
DRY DOCKS: None.
SURVEYORS: None available.
GANGWAY/DECK WATCHMEN: Not compulsory, and also not necessary.
HATCHES: Opening and closing of hatches is normally carried out by crew.
CUSTOMS ALLOWANCES: No restrictions, stores are not sealed. 1 Customs Officer stays on board.
CARGO GEAR: Ship's gear is used.
REPATRIATION: There is a small local airport at Sirama, 7 km. away from Port St.Louis, which is connected with daily flights to Antsiranana (Diego Suarez), 134 km. away, and from there via the international airport of the Capital.
AIRPORT: See "Repatriation".
TIME: Local time is GMT plus 3 hours.
HOLIDAYS: See "Antsiranana" (Diego Suarez).
POLICE/AMBULANCE/FIRE: No information available.
EMERGENCY CO-ORDINATING CENTRE: No information available.
TELEPHONE: No information available.
SERVICES: No information available.
BANKS: Banque Tantsaha Mpamokatra BTM at Sirama.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: ID cards are not issued.
REGULATIONS: No particular or unusual regulations.
DELAYS: Delays are normally caused when tugs cannot bring barges, due to the tide bound jetty. Also tugs are not powerful enough. Due to the delays, an average loading rate of about 750 tons per working day (2 gangs) was experienced.
GENERAL: 6 persons are accommodated on board. Since most stevedores are also staying on board, a fire burning portable stove for feeding the stevedores, as well as a portable water tank, is put on board. Tugs and barges are in a poor state. Robberies were not reported.
AUTHORITY: See "Antsiranana" (Diego Suarez).

AGENT: Local Agent: Direction d'Etablissement at Sirama.

Main Agents: Societe Siramamy Madagascar, Rue de Belgique, Boite Postale 1633, 101 Antananarivo, Madagascar. Tel: 252.35. Telex: 22372. Cables: Sirama Antananarivo.

TOAMASINA (Tamatave): 18.08 S. 49.22 E. **(See Plan)**

DOCUMENTS:
Merchant Marine Department:
Safety Certificates.
Crew List.
Passengers List.
1 Full Set Cargo Manifest.
Health:
International Maritime Certificate of Health.
List of Passengers Disembarking.
Transit Passengers List if any.
Derat Certificate.
Crew List.
Immigration:
List of Passengers Disembarking (required on arrival and before ship's departure).
Transit Passenger List if any.
4 Copies Crew Lists.
Customs:
Ship's Register.
3 Stores Lists.
3 Crew Effects Lists.
3 Crew Lists.
5 Full Sets Cargo Manifests.
3 Lists Passengers Disembarking and Transitting if any.
Port:
4 Full Sets Cargo Manifests.
4 Dangerous Cargo Lists.
Agents:
2 Full Sets Cargo Manifests.

PILOTAGE: Compulsory. Telegraphic address: Porttave Toamasina. Telex: 55619 Port Mg. Ships advise Agents hour of ETA. Pilots informed by Agents. Due to the extension of breakwater, the South Pass is closed to deep-sea ships, except small coastal vessels. For large vessels, the pilot boat waits on the East Pass on line 277° True or range approximately 3.3 miles S.S.E. of Prunes Island Lighthouse.

The pilot boat is fitted with a small portable VHF set (Channels 16, 12, 9 and 6) but its effective range is only about 5 miles.

ANCHORAGES: No special anchorage. If no berth available on ship's arrival, Pilots put ships at best anchorage, according to draft and length of ship, between Reef and shore.

Acts of piracy have taken place at the anchorage.

RESTRICTIONS: Ships enter and sail day and night any time. Max. tide only 3 ft. However, tankers berth in daytime only between 0500 hrs. and 1500 hrs.

MAX.SIZE: For Roads, max. length about 200 m. (concerns only passenger ships). For cargo vessels max. length 180 m.; max. draft 31 ft. 2 in. (9.5 m.).

For tankers, max. LOA 230 m., max. beam 31 m., max. draft 12.20 m. in salt water. Distance from stern to manifold 110 m.

HEALTH: Quarantine message sent to Agents who inform Health Service. "Q" flag must be hoisted during daytime or red over white light at night time if health satisfactory. Master presents Maritime Declaration of Health. Health Officer and Immigration board at Quarantine Anchorage.

RADIO: Toamasina Radio, call sign 5RS.

VHF: Toamasina Radio – Channels 16, 26 and 27.

TUGS: 1 tug of 1,750 h.p. available to assist berthing. One tug 200 h.p. for towing fresh water barge.

BERTHING: 4 berths for deep-sea ships and 2 berths for coastal ships. Ships moored at berth in order of arrival and according length and draft. Mooring has to be very strong, due to swell that may sometimes enter harbour when S.E. trade winds are strong, or if cyclone in vicinity. Swell is so dangerous that ships have to go to anchorage or put to sea until weather improves.

CRANES: Mobile crane of 45 tons available.

STEVEDORES: ETA to Agents must give hatches, tonnages, and all information about cargo.

Working hours: 1st shift 0700 – 1400 hrs., 2nd shift 1400 – 2100 hrs. On Sundays there is one shift 0700 – 1400 hrs. at overtime rates.

MEDICAL: Preferable to inform Agents in advance. All hospital facilities available.

TANKERS: 1 refinery imports crude oil and exports fuel and refined oils. Tankers moored using anchors forward, and moorings aft.

Diameter of lines 12 in. No slop discharge facilities. If tanks are to be washed, slops must be discharged outside harbour.

Shipmaster's Report: A brief description of the berthing manoeuvre is as follows:

About 350 m. from the berth, let go starboard anchor and swing around to starboard with the assistance of a tug, slacking the cable all the time. As vessel completes swing, let go Port anchor, then slack down both anchors. Vessel usually finishes up with about 9 shackles on each anchor. Aft, vessel secures with 4 lines from the starboard quarter to the buoy and 4 lines from the port quarter to the quay. The mooring operation takes about 2.5 hours and unmooring about 1.5 hour.

Facilities:

1. One 12 in. rubber hose, connected always from the starboard side. You can expect 4-5 hours for connecting up the hose and about 2-3 hours for disconnecting.
2. The shore tanks are situated about 5 km. from the vessel, and have a total storage capacity of about 100,000 cu.m. The tanks are located about 4 m. above sea level, the heights of the tanks being approximately 13 m.
3. The main pipeline is 20 in. diameter by 5 km. long.
4. Maximum back pressure permitted is 6-7 kg. However, in view of the length and size of the line it is very difficult to obtain such a pressure, even with all 3 pumps going all out. Understand from the refinery Superintendent that maximum back pressure so far attained was 4 kg. The back pressures are monitored by gauges fixed on the manifold and on the quay.
5. The maximum draft permitted at the Tanker mooring is 40 ft. Fully laden tankers arriving can berth only in daylight hours. However, 24 hour sailing is possible.
6. The cargo discharging operations are as follows: The main pipeline is kept constantly filled with bunker fuel and has a capacity of approximately 1,000 cu.m. After connecting up vessels commence discharge of their crude. The bunker fuel in the line is thus pushed back and stored in a separate tank ashore. The vessel then continues to discharge her full cargo. After completing discharge, all tanks are inspected and a dry certificate obtained. The refinery then pushes back the pipeline crude (1,000 cu.m.) and about 1,200 cu.m. of bunker fuel, which must be stored on the ship in separate tanks. Thereafter, the vessel must discharge all crude, and finally the bunker fuel.

   Thus the pipeline is constantly kept filled with bunker fuel.

   The drawbacks to the vessel are obvious. 3 individual stripping operations are involved viz. stripping the crude during completion of discharge, stripping of pipeline crude stored in the ship and stripping of the bunker fuel.

   Note: Capacity of shore pumps (when transferring oil back to ship) is 800 t.p.h.
7. Communications: A telephone is installed aboard for contact between ship and shore. This however, never seems to be at its best when you need it most. Other difficulties are the language barrier (French being spoken). Notwithstanding, the slow rate of discharge obtainable, helps to offset in part the lack of communications.
8. Out-turn quantities: It is understood that these are checked by sounding shore tanks.
9. Bunkers are available on 24 hours notice. Range Redwood 1,000–1,500 seconds.
10. Diesel oil is available, however, as the supply barge has been out of commission for sometime now, supply cannot be depended upon.
11. Fresh Water available.
12. Connection and disconnection of the cargo pipeline is undertaken by the refinery personnel.

DENSITY: 1023.5.

FRESH WATER: Delivered by water-boats at rate of about 100 t.p.h.

FUEL: Available alongside. Gas oil and diesel oil at 70 t.p.h. Fuel oil at 110 t.p.h.

FIRE PRECAUTIONS: 1 fire-boat stationed near tankers.

CONSULS:

Denmark Tel: 2615	Great Britain Tel: 2680
Netherlands Tel: 2632	Norway Tel: 2549
France Tel: 2721	Sweden Tel: 2136

REPAIRS: Only small repairs possible.

GANGWAY/DECK WATCHMEN: Recommended. Very low cost.

OPENING/CLOSING HATCHES: Booms always operated by crew. If hatches are Macgregor type, by crew; otherwise by stevedores.

CERTIFICATES: Safety Certificates (3), Derat or Exemption Certificate, Register, Load Line Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes. Wine/Spirits, 1 opened bottle.

REPATRIATION: Possible, arranged by Agents.

AIRPORT: Served by regular airlines. 1 flight a day by Air Madagascar to Tananarive and 4 to 6 flights a week from Tananarive to Africa and Europe.

TIME: Local time GMT plus 3 hours.

HOLIDAYS: 13 holidays per year. Cargo work cannot be arranged on holidays but can be on about every second Sunday.

TELEPHONES: 2 connections at 2 berths used for passenger ships, but may be requested by other ships.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Only seaman's papers required.

GARBAGE DISPOSAL: The Port Authority provides a collection service on request.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Apostolat de la Mer, P.O.Box 98, 16 Rue de la Reunion, Toamasina. Tel: 324-11.

CURRENCY: Malagasy Franc (FM).

DELAYS: Not fixed. When all berths occupied, ships wait at anchorage.

GENERAL: Small tugs and lighters for ships operating on roads. One port launch for crews of ships at anchor.

DEVELOPMENTS: New quay recently constructed.

SHIPMASTER'S REPORT: January 1994.

Approaches: We kept about 10 miles off-shore until abeam of the harbour breakwater and then altered course for the pilot boarding ground.

Navigational Aids: Ile Aux Prunes Light is operative and has a maximum range. Leading marks are white stone buildings and clearly visible from seaward. They are in line 277° (T) and give the passage through Passe de L'Est. We entered at daylight, but could only ascertain that the rear marker was lit.

Shoal: When entering and leaving, we passed over two pinnacles some 5 m. shallower than the surrounding water, estimated at 23.0 m. depth. These 2 points are very close together and are on the leading line, with Ile Aux Prunes Lt. bearing 005° (T).

Pilotage: Despite information to the contrary, in the Pilot Books and Port Information Book, the Pilot does not board at the position marked outside the reef. Vessels have to enter through the reef and pick-up the Pilot inside. Standard of piloting was good.

Anchorage: Either outside the reef in depths of 22 fathoms upwards or inside in depths of 15 fathoms. The inshore anchorage is preferable, as vessels are sheltered from the swell and the prevailing S.E.'ly winds.

Berth: The tanker berth is an extension of the general cargo berth with the last 40 ft. sealed-off by a security fence. The sterns of cargo vessels on this berth are close to the shore manifold, and there are no smoking restrictions.

The Mediterranean moor is used, with the vessel approaching the quay head-on and letting-go the starboard anchor when approximately 3 ships length off the berth. The anchor is slacked out to 5 shackles, whilst the vessel is turned with the assistance of 2 tugs, and the port anchor is then let go (a second Pilot controls operations from the Fo'cs'le). Both anchors are then paid out, with the engines on slow astern until the mooring ropes can be run from the stern. 3 or 4 lines are then run to the quay. The first pair being crossed and the vessel is finally secured some 70 m. from the quay.

As we were to find out, this is not a very safe berth, as the prevailing winds are on the port quarter, and the stern falls off to starboard. This means that the starboard ropes lead across the stern and are subject to chafe. If possible, these ropes should be lead from right aft. Should the moorings part, then the stern would swing towards the vessels on the Container Terminal, without sufficient room to clear them. If problems do arise, the Port Office can be contacted by VHF, call "Securite", but whether the tugs would be available in the middle of the night is not known.

Communications: Port Office VHF is bad, and even at 5 miles the transmission is broken up. The pilot boat has a much better set and normal communication is possible.

Discharge: For refined products, a 6 in. floating hose is led from the quay to the port manifold. The hose is in poor condition and maximum pressure allowed is 5 Bar at the manifold. This gave a discharge rate of 220 t.p.h. (which was considered to be good by the local representative).

Communications from ship to shore during pumping operations are not satisfactory, the normal method being shouting and whistling from the quay until someone's attention is attracted onboard.

Prior to disconnecting, a water flush is required, followed by pumping air for 5 minutes. This is to reduce the weight of the pipeline when lifting back onto the quay.

Facilities: A launch service is available for transporting crew and officials to and from the quay. The trip is of about 2 minutes duration, and each trip costs U.S.$ 70.00.

Water is available by barge with capacity 80 tons, and appears plentyful.

Currency: Malagasy Francs, at 1977 to U.S.Dollar.

Max. Draft: Tankers 12.2 m. Cargo 10.2 m.

Messages: Send Pratique and ETA via Agency, who will pass on to appropriate officials.

AUTHORITY: Societe d'Exploitation du Port de Toamasina, B.P. 492, Republic of Malagasy. *Tel:* 321-55/56, 327-60/68/69/71. *Telex:* 55619 Port Mg and 55623 Port Mg. *FAX:* 33558.

AGENT: SCAC Transport International, Rue du Capitaine-Shoel, BP 411, Toamasina, Madagascar. Tel. 5320-48; 5320-49; 5326-80; 5326-81. Telex: 55610/55611/55628. Fax: 532910. Cables: "Freight Toamasina".

NOTES

Please also advise Shipping Guides Ltd.

Madeira

FUNCHAL: 32.38 N. 16.55 W. (See Plan)

DOCUMENTS:

Maritime Declaration of Health.
5 Crew Lists.
12 Lists of Passengers Finally Landing.
5 Lists of Passengers in Transit.
1 List of Stores and Provisions, including Deck and Engine Stores.
1 List of Contents of Shops on board.
6 Copies of Manifest of Cargo for Discharge.
2 Copies of each B/Lading of Cargo for Discharge.
1 Copy of Manifest of Cargo in Transit.
1 List of Passengers Finally Landing, visaed by Portuguese Consul at original port.

All other entry and clearance documents are arranged by the Agents.

PILOTAGE: Vessels should radio their ETA to Agents who order Pilot. 24 hours' notice requested. Pilot launch flies "H" flag during day. Exhibits bright white light over red at night. To request Pilot on approach by day fly international "G" flag, or give 2 long and 1 short blast on whistle. At night flash 2 long 1 short. For vessels berthing alongside Pilot boards in bay; for vessels anchoring Pilot does not board but pilot launch indicates where vessel should anchor. Pilot boat equipped with VHF, Channel 16 (calling) and Channel 6 (working).

ANCHORAGE: Permitted anchorage within 800 m. – 900 m. East from end of breakwater or 300 m. – 500 m. South of breakwater within a limit of 400 m. from shore.

RESTRICTIONS: None.

MAX. SIZE: No limit to size of vessels which can anchor, but all anchorage positions should be indicated by pilot launch. For vessels berthing alongside quay max. permissible length 990 ft. max. draft 36 ft. Oil carriers discharge at buoys at Praia Formosa 3 miles to West of Funchal. Max. length of oil tankers than can berth at oil discharge buoys 665 ft. max. draft 36 ft.

HEALTH: Free Pratique may be arranged by Master sending wireless message addressed "Port Doctor Funchal" – "Request Free Pratique arriving . . . from . . . sailing to . . . number passengers . . . landing . . . number passengers in transit . . . number of crew . . . all well. Master".

In event suspected disease or fever on board Master should wireless either Port Doctor direct or to ship's Agents, who will inform Port Doctor. The Master will then be instructed what further action he is to take.

When vessel other than of national flag arrives after calling at another port in same country usual procedure applies, i.e. Masters' radio for Free Pratique or Pratique granted by Doctor visiting in bay.

RADIO: Maderia Radio Station, call sign "CUB" 500 kHz. Same station normally used by Agent when communicating with vessel.

TUGS: Two tugs each of 1,000 h.p. – 1,100 h.p. (bollard pull 18 tons) are available.

N.B. Vessels up to 2,000 gross tons are not obliged to use tugs.

Vessels of between 2,000 and 15,000 gross tons are obliged to use 1 tug. Vessels over 15,000 gross tons are obliged to use 2 tugs.

BERTHING:

Quay No. 1 Length 139 m., depth 6 m.
Length 41 m., depth 7 m.
Length 19 m., depth 8.5 m.
Quay No. 2 Length 425 m., depth 11 m.
Quay No. 3 Length 347 m., depth 11 m.

CONTAINER FACILITIES: Container Terminal: Length 260 m. Depth 7.0 m.

Equipment: 1 Crane, 25 tons at 20 m.
1 Crane, 30 tons at 30 m.
1 Mobile Crane, 22 tons at 20 m.
1 "Travelift" of 45 tons capacity.
4 Container Handling Cranes with extendable spreaders for 20 ft., 30 ft. and 40 ft. containers.

STEVEDORES: When ships require labour, Agents must be notified before 1600 hrs. on working days and on Sundays and holidays before 1100 hrs., after these hours labour not available for last minute engagement. On Christmas Eve work stops at noon, even if ships loading or discharging. No labour available Christmas Day, New Year's Day or Easter Sunday.

Grain cargoes can only be worked from 0800 hrs. to 2400 hrs. daily, including Sundays, and a maximum of 4 gangs only can be worked simultaneously.

Bulk cargoes such as potash and fertilisers need to be bagged on board. Receivers supply the bags – and this generally applies to grain. Bulk cement, clinker and granulated plaster is discharged by grabs.

MEDICAL: Advance notice is required by Agents for any medical attention required. Hospital facilities available. No inoculations required.

TANKERS: Diameter of connection of discharge lines 8 in. into pipelines of 12 in. diameter for black fuel and 10 in. diameter for white fuel. 1 anchorage buoy berth with max. draft of 36 ft.

DENSITY: Salt water.

FRESH WATER: Available at all berths. Order through Agent. Approximate delivery rate 60 t.p.h.

FUEL: Fuel oil available from 3,500 seconds Redwood 1 to 200 seconds Redwood 1. Also marine diesel and gas oil. 12 hours' minimum notice required.

FIRE PRECAUTIONS: At discharging buoys usual non-smoking precautions.

REPAIRS: Repair yard available which can carry out most engine repairs on board except removing or replacing main engines. Hull work limited to removing riveting or replacing hull plates above water line, electric and oxy-acetylene welding. Most electrical work can be effected but notice required in regard to materials necessary. Foundry where castings can be made up to one ton weight.

DRY DOCKS: None.

CONSULS:

Austria	221057	Monaco	220041
Belgium	220255	Netherlands	220317
Brazil	220355	Norway	220541
Costa Rica	224888	Panama	220091
Denmark	222031	Peru	221375
Dominican Republic	221057	Spain	220535
Finland	220596	Sweden	220121
France	221445	Switzerland	222101
Germany	220338	United Kingdom	221221
Greece	220824	United States	223309
Guatemala	220824	Uruguay	220535
Italy	223890	Venezuela	224050

GANGWAY/DECK WATCHMEN: Gangway watchmen recommended.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: Tobacco, Wine and Spirits: Moderate supplies allowed for personal use during ship's stay.

CARGO GEAR: No specific local safety regulations. Vessels discharging must provide strops, slings and nets. Lifts over 5 tons must be effected by ship's gear.

10 mobile cranes are available.
1 crane – 6 tons at 12 m., 3 tons at 24 m.
3 cranes – 5 tons at 20 m.
3 cranes – 3 tons at 12 m.
1 crane – 15 tons at 13 m.
1 crane – 45 tons at 3 m.
1 crane – 20 tons at 3 m.

A floating crane is available which can lift up to 27 tons from the water line up to 8 m. This same crane can lift up to 20 tons from the water line to 12 m.

REPATRIATION: Limited facilities for crew changes. Necessary repatriations can be made.

AIRPORT: At Santa Cruz, 20 km. East of Funchal. Service between Funchal and Lisbon operated by national airline TAP, 19 flights weekly Funchal/Lisbon/Funchal.

TIME: GMT maintained throughout year.

HOLIDAYS: New Year's Day (totally unworkable); Easter Sunday (totally unworkable); Municipal Holiday (local) (workable, 50% overtime); Camoes Day (workable, 50% overtime); Corpus Christi (workable, 50% overtime); Assumption (workable, 50% overtime); Proclamation of the Republic (workable, 50% overtime); All Saints (workable, 50% overtime); Independence of Portugal (workable, 50% overtime); The Immaculate Conception (workable, 50% overtime); Christmas (totally unworkable).

Workers' Day, Portugal Day and Good Friday are also totally unworkable.

Saturday is an ordinary working day. December 24 (workable up to 1500 hrs. only).

POLICE/AMBULANCE/FIRE: Police 222022; Ambulance 222122; Fire 221163.

SHORE LEAVE: All crew visiting shore must be in possession of special Landing Card, plus Identity Cards, Discharge Books or Passports, which must be shown to Immigration Officer at gangway. Crew Landing Cards must be stamped by Immigration Officer before crew can proceed ashore.

IDENTIFICATION CARDS: Required.

GENERAL: There is a marina for 200 craft with depths between 3 m. and 6 m.

AUTHORITY: Capitania do Porto do Funchal, 9000 Funchal, Madeira.

Direccao do Porto do Madeira, Av. Sa Carneiro, 9000 Funchal, Madeira. *Postal Address:* Apartado 246, 9003 Funchal, Madeira. *Tel:* 221041, 225281, 225288. *Telex:* 72290 Dipmad P. *FAX:* 220196, 221042. *Contact:* Menezes Vasconcelos, Port Director.

NOTES

Please also advise Shipping Guides Ltd.

Malaysia

BINTULU, Sarawak: 03.16 N. 112.59 E. (See Plan)

PORT LIMITS: Following the arc of a circle with a radius of 10 nautical miles radiating from Tanjong Kidurong Point in position Lat. 03° 16.1′ N., Long. 113° 03.20′ E.
Fairway Buoy: Lat. 03° 16.35′ N., Long. 112° 59.0′ E.

DOCUMENTS: The required documents are:
4 copies Last Port Clearance/Shipping Arrival Report.
1 original Maritime Declaration of Health.
6 copies Crew List.
4 copies Voyage Memorandum.
6 copies Passenger List.
3 copies Vaccination/Cholera List.
3 copies Personal Declaration.
1 original Bonded Stores List, Ex-Customs.
5 copies Provisions List.
3 copies Engine Stores List.
3 copies Arms and Ammunition List.
3 copies Transit Manifest.

APPROACHES: The approach channel is a dredged channel 5.7 km. long, 240 m. wide with a depth of 15.0 m. at Chart Datum and is provided with leading lights and buoys. All navigational aids are reliable. For prominent points refer to B.A. Chart 2100. Current runs at 2 knots and tidal range is 2.2 m.

PILOTAGE: Pilotage is compulsory and available day and night.
Notification of Arrival: 24 hours notice of ETA required.
LNG/LPG/Ammonia vessels to give 72 hours notice.
Pilot Boarding Ground: Lat. 03° 18.0′ N., Long. 112° 58.5′ E.
VHF: All vessels shall contact Port Control by VHF Channel 12 at least 3 hours before arrival at the Pilot Boarding Ground or as soon as VHF contact can be established.

ANCHORAGE: Depth at anchorages varies from 12.0 m. to 26.0 m.
There are different anchorages within the Bintulu Port water limits:

Areas	*Depths*
(a) General Cargo Anchorage	5.0 m. – 22.0 m.
(b) Waiting Anchorage	24.0 m. – 28.0 m.
(c) Gas Tanker Anchorage	24.0 m. – 26.0 m.
(d) Petroleum Anchorage	21.0 m. – 25.0 m.
(e) Explosives Anchorage	7.0 m. – 21.0 m.

RESTRICTIONS: Depth at General Cargo Wharf is 10.5 m. Depth at Bulk Cargo Wharf is 13.5 m. Depth at LNG Jetty is 15.0 m.
No berthing after sunset at LNG Jetty.

MAX. SIZE: Max. draft for general cargo vessels is 10.0 m.
Also see "Tankers".

HEALTH: Maritime Declaration of Health to be completed on arrival in accordance with International Sanitary Convention, 1944.

VHF: Receiving channels used within Bintulu Port are as follows:
Channel 12 – Working channel.
Channel 14 – Port Operations.
Channel 16 – International calling.
Port offers 24 hours service.

Vessels are required to establish contact with Terminal Operator's Control Tower, call sign "Mike Kilo" (MK) on Channel 12 for pilots, etc., at least 3 hours before the expected time of arrival and departure from the port.

TUGS: Use of tugs is compulsory and depends on the size/length of the vessel:

Particulars of 4 Steerable Thruster Tugs:

LOA:	37 m.
Length of Design Waterline:	35.5 m.
Breadth (moulded):	11.0 m.
Depth (moulded):	4.20 m.
Main Engines:	MWM TBD 441 V12 2×1,956 h.p. @ 900 RPM each. Engine couple to Liaaen CP compass thruster type TCN 92/68-230.
Auxilliary Engines:	3×MWM D232V8 85KW/415V/50 HE.
Speed	13.5 knots.
Bollard pull:	42 tonnes.

Particulars of 2 Twin-Screw Tugs:

LOA:	27 m.
Length of Design Waterline:	26.5 m.
Breadth (moulded):	8.00 m.
Main Engines:	2×MWM TBD 440-6. 2×929 HP @ 900 RPM.
Auxilliary Engines:	2×MWM TD 232 V8.
Speed:	11.5 knots.
Bollard pull:	23 tonnes.

BERTHING: 3 berths with a total length 514.5 m. for general cargo.
1 berth of 270 m. for bulk cargoes.
1 Ro/Ro Ramp of 25.5 m.
1 Jetty for LNG vessels only.
1 Jetty for petroleum products.

The wharf apron for the General Cargo Wharf is 24 m. and for the Bulk Cargo Wharf it is 30 m. The depth alongside the General Cargo Wharf is 10.5 m. and alongside the Bulk Cargo Wharf it is 13.5 m.

CRANES: 1 Gottwald mobile crane with 100 tonnes lifting capacity, 1 mobile crane with 30 tonnes lifting capacity at 10 m. radius and 1 mobile crane with 15 tonnes lifting capacity at 7.0 m. radius.

STEVEDORES: Stevedores and cargo handlers are obtainable from the Terminal Operator's Cargo Handling Services Department.

TANKERS: *Shell MDS Jetty:*
Max. LOA: 177 m.
Max. d.w.t.: 38,000 tonnes.
Minimum Size: 1,500 S.d.w.t.
Max. Draft: 12.5 m.
Minimum Depth and U.K.C. (Berth): 13.5 m./1.0 m.
Minimum Depth and U.K.C. (Approaches): 13.5 m./1.0 m.
Density: 1016.
Night Berthing/Unberthing: Allowed.
Bunkers: Not available at berth (supply available at anchorage).
Fresh Water: Available at berth.
Max. Freeboard: 13.5 m.
Type of Berth: Finger jetty.
Lighterage: Not available.
Grades Handled: Gas Oil, Kerosene, Naphtha, Solvent Feedstock, Detergent Feedstock, Waxy Raffinate and Liquid Waxes.
Dirty Ballast Facilities: None.
Slop Facilities: None.
Tugs: 3×2,500 h.p. and 2×1,500 h.p.

General: Information on bow to centre manifold (BCM) is always required due to position of stern mooring dolphin and close proximity of shallow water to the stern.

When a LNG carrier is in the approach channel, restriction will be imposed on the movement of all other vessels entering or leaving the port.

Also see "Bintulu Terminal".

DENSITY: Average 1009 – 1025.

FRESH WATER: Available at berth. No limitation as to vessel's requirement. Rate approximately 35 – 40 tonnes per hour.

FUEL: High speed diesel available. Price varies from time to time. The supply is by bunker barge and tank trucks at all berths. Other fuel as well as marine lubricants can be obtained through suppliers.

REPAIRS: Deck and engine not attended. Minor repair facilities exist.

SURVEYORS: Kinabalu Adjusters and Surveyors Sdn. Bhd., Mr. Mathews G. Ingan. Tel. 086-34620. Kinabalu Adjusters and Surveyors Sdn Bhd., includes insurance for cargo and cargo claims.
Class survey – available by special arrangement.

GANGWAY/DECK WATCHMEN: Usually ship's crew and ship's gangway.

OPENING/CLOSING HATCHES: Stevedores or ship's crew, whichever to ship's advantage.

CUSTOMS ALLOWANCES:
25 sticks cigarettes per day per man.
1 quart beer/stout/wine per day per man.
One-eighth quart spirit per day per man.
8 sticks cigars per day per man.
1 oz. tobacco per day per man.

CARGO GEAR: Cargo gear is available for loading/discharging, etc., for heavy lifts up to 100 tonnes.

REPATRIATION: Crew changes and repatriation possible.

AIRPORT: Distance 20 km., served by Malaysian Airline System (MAS).

TIME: Local time is GMT plus 8 hours.

HOLIDAYS:
(a) First Day of Chinese New Year.
(b) First Day of Hari Gawai (1st June).
(c) First Day of Hari Raya Puasa.
(d) National Day (31st August).
(e) Christmas (25th December).

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.

TELEPHONES: Connecting points available at berth.

BANKS:
1. Bank Bumiputra Malaysia Bhd., Bangunan BDA, Bintulu. Tel: 086-331320.
2. Bank Utama Malaysia Bhd., Jln. Sommerville, Bintulu. Tel: 086-331133.
3. Hock Hua Bank Bhd., 23 Jln. Sommerville, Bintulu. Tel: 086-331433.
4. Malayan Banking Bhd., 24 Jln. Abang Galau, Bintulu. Tel: 086-331635.
5. Standard Chartered, 89 Jln. Keppel, Bintulu. Tel: 086-331272.
6. Malayan United Bank Bhd., 186 Taman Sri Dagang, Bintulu. Tel: 086-332393.
7. Public Bank Bhd., 28 Jalan Sommerville, Bintulu. Tel: 086-337751.

SHIP SUPPLY SERVICE: Pau Chiong Tai is the local ship chandler. Prices are reasonable.

SHORE LEAVE: Shore leave is normally allowed up to 1800 hrs., according to Immigration bye-law.

GARBAGE DISPOSAL: Garbage disposal service is available. Rubbish bins are provided at strategic locations throughout the port. The service is provided free of charge.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Malaysian Ringgit (MYR$).

DELAYS: Vessels generally berth on a "first come first served" basis, irrespective of day or night. No delays experienced so far at Bintulu Port.

GENERAL: The port is an "all weather port" and the most modern port in Sarawak. When a vessel is within the port limits, extra precautions must be taken to avoid oil spillages, etc.

When vessel is lying at berth no rubbish should be thrown overboard.

The Port Safety Officer will board vessel, under normal circumstances, to inspect the ship prior to loading.

Preventive measures must be taken to avoid the risk of fire whilst at the Port wharf.

AUTHORITY: Bintulu Port Authority, P.O. Box 296, 97007 Bintulu, Sarawak, Malaysia. *Tel:* 086-253888, 253130. *FAX:* 086-252929. *Contact:* Captain Awangku Malyx Pengiran Mahran, General Manager. *Operator:* Bintulu Port Sdn. Bhd., P.O.Box 996, 97008 Bintulu, Sarawak, Malaysia. *Tel:* 086-251001/7 (7 lines). *Telex:* Biport MA 73179. *FAX:* 086-253597. *Contact:* En. Ramli Abu Samah, C.E.O./Managing Director.

AGENT: See "Sibu".

BINTULU TERMINAL: 03.16 N. 113.04 E. (See Plan)

LOCATION: The single buoy mooring is positioned at Lat. 3° 20′ N., Long. 113° 01′ E. and can accommodate tankers with max. SDWT of 350,000 tonnes.

Charts: B.A. Charts No. 2100 and 1748.

DOCUMENTS:

Last Port Clearance.
9 Crew Lists
3 Malaysia Crew Lists (Provided on arrival).
2 copies General Stores Lists.
1 Shipping Arrival Report (Provided on arrival).
1 Application for Clearance (Provided on arrival).
5 Passenger Lists.
3 Narcotics Lists.
3 Arms and Ammunitions Lists.
2 Crew Personal Declaration Lists.
2 Vaccination Lists.
3 copies Inward Manifest ("Nil" Manifest required).
International Maritime Health Form, provided by Agent.

Customs and Health Requirements: A detailed Shipping Report has to be completed for Government Marine Department. Local Agents will provide the necessary forms for completion. If the vessel originates from an infected port, or if the state of health is suspect, the Port Medical Officer may board the vessel, in order to inspect the crew and relevant International Medical Certificates.

PILOTAGE: Pilotage is compulsory and is operated by Bintulu Port Authority. The Pilot boards vessels calling at the SBM at the pilot boarding ground in position Lat. 03° 13.0′ N., Long. 112° 55.2′ E. Shell Loading Master, Mooring Assistant and Cargo Surveyors board in the same area from the mooring launch.

The regulation pilot ladder should be rigged well aft on the lee side. Prior to moving to berth mooring equipment is loaded onto vessel's forecastle.

Officials: The Berthing/Loading Master, Mooring Assistant, Petronas Representative, Independent Cargo Surveyor(s) and Customs Officer remain on board throughout the vessel's stay at the SBM. It is possible that the vessel's Agent will also remain on board.

APPROACHES: *Approaches to the Port:* References should be made to the appropriate charts for the berth. From seaward, various oil and gas exploration and platform installations are spread throughout Brunei and Sabah waters. Masters of vessels are advised to give such facilities a wide berth.

ANCHORAGES: A petroleum anchorage bounded by the following co-ordinates has been established:

Lat. 03° 24.4′ N., Long. 112° 57.3′ E. Thence to position
Lat. 03° 21.3′ N., Long. 112° 59.6′ E. Thence to position
Lat. 03° 22.0′ N., Long. 113° 02.4′ E. Thence to position
Lat. 03° 26.0′ N., Long. 113° 01.2′ E. Thence along the port limits to position Lat. 03° 24.4′ N., Long. 112° 57.3′ E.

Refer to B.A.Chart No. 2100.

Use of ship's anchors is strictly prohibited except in extreme emergency. In any case, the anchor must never be dropped anywhere within a distance of 400 ft. (122 m.) on either side of the pipeline, its entire length, nor closer than 0.5 nautical miles (5 cables) radius from the SBM. Both anchors should be secured prior to berthing operations.

RESTRICTIONS: Berthing/unberthing is carried out night and day, weather permitting.

MAX. SIZE: The maximum water depth in the manoeuvring area is 62 ft. and the max. permissible draft 52 ft. Max. distance bow to centre manifold 590 ft. No restriction on LOA.

DEPARTURE ROUTE: For deep draft vessels the following departure routes (approaching – opposite course) are recommended:

North-West Route:

From SBM steer 304° to position: Lat. 3° 51′ N., Long. 112° 14′ E.

Along this route 2 navigational light buoys have been laid both South Cardinal:

1. Parsons Shoal (Beting Tugau) position: Lat. 3° 52′ 22″ N., Long. 112° 16′ 06″ E.
2. South Acis Shoal (Beting Likau) position: Lat. 3° 35′ 50″ N., Long. 112° 39′ 36″ E.

North-East Route:

From SBM steer 015° to position: Lat. 3° 35′ 25″ N., Long. 113° 05′ 25″ E., which is marked by East Cardinal light buoy (Beting Nabau).

Onward course 042° to position: Lat. 3° 52′ N., Long. 113° 20′ E.

The N.N.E.'ly tip of the Cochrane Bank is marked by an East Cardinal light buoy (Permating Payong) in position: Lat. 3° 51′ 38″ N., Long. 113° 18′ 06″ E.

A 36 in. gas trunk line has been laid to the North and East of the SBM.

HEALTH: See "Documents".

RADIO: Standard message by the Masters of vessels calling at Bintulu SBM must be sent at least 96 hours before arrival at Bintulu. ETA at Bintulu shall be addressed to the local Agents and copied to Saroilco Miri.

Also see "General".

W/T traffic should be passed through Singapore Radio, Kuching or Miri Radio.

Pre-Arrival Information: Prior to vessel's arrival at SSB/SSPC berths, 72 hours before her arrival, Master of vessel shall answer SSB/SSPC Questionnaire as outlined below.

Messages shall be sent to the local Agent and copied to Sarawak Shell Berhad/Sabah Shell Petroleum Company (Telex: MA74424/74425/74426. Fax: 085-454857).

AAA	Vessel's name, previous name (if any), call sign and nationality.
BBB	Master's name.
CCC	GRT, NRT and SDWT.
DDD	ETA, date and local time (GMT +8 hours).
EEE	Last Load Port/Discharge Port.
FFF	Next Load Port/Discharge Port.
GGG	Number of Crew.
HHH	Grade and Quantity of Cargo on arrival, previous cargo and cargo to be loaded at SSB/SSPC Terminal and tanker's maximum loading rate per manifold.
JJJ	Quantity of ballast in SBT and CBT and confirmation that the vessel is able to load and deballast simultaneously.
KKK	Arrival drafts.
LLL	Any defects that may cause pollution or affect loading.
MMM	Confirm vessel has a fully operational I.G. system and meets all SOLAS/IMO/OCIMF requirements.

All vessels loading at SSB/SSPC berths for the first time shall include the following additional information:

NNN	Length overall (LOA) and distance of bow to centre manifold (BCM).
PPP	Do manifolds meet OCIMF standards.
QQQ	What is the SWL of Tanker's starboard derrick.
RRR	Number and size of AKD bow chain stoppers.

Berthing Instructions: After ETA advice the following message will be transmitted to the Master.

AAA	Based on your ETA . . . present intention is to berth you on arrival.
BBB	Pilot will board at the boarding area of 2 miles diameter in the following position: Lat. 03° 22′ N., Long. 112° 58′ E.
CCC	Confirm ETA at least 48 hours in advance. When within range you are required to confirm your ETA 3 hours prior to arrival at Bintulu Terminal on VHF Channel 18 or 16.
DDD	Please keep us advised of any changes in your ETA. Onus of ETA confirmation rests with vessel.
EEE	After having established radio contact on VHF you will receive further instructions.

Transmission of Ship's Radio: Use of the ship's radio transmitter is prohibited during the vessel's stay at the SBM.

VHF: Bintulu Port Authority Control operates on VHF Channels 12, 14 and 16, and Bintulu Crude Oil Terminal stands by on Channel 18. Ships should inform Bintulu Port Control and Bintulu Terminal on the proper frequency of their ETA at least 3 hours before arrival at pilot boarding station, or as soon as VHF contact can be established.

Bintulu Port Authority requires every vessel whilst underway within port limits and in the approaches thereto to maintain continuous watch on Channel 12.

TUGS: Bintulu Port Authority makes it compulsory for tankers calling at the SBM to use a tug for berthing/unberthing. 3×3,500 b.h.p. and 2×1,500 b.h.p. tugs are available for such purposes.

Mooring Launch: The mooring launch will be in attendance throughout the tanker's stay at the SBM. The launch is used to send the messenger end of the pick-up ropes to the vessel. On completion of mooring operations, the launch picks up the hoses for connection and remains at the vessel until the completion of loading operations.

BERTHING: *Mooring Procedure:* The tanker is moored to the SBM by 2×16 in. circumference (8 strand plaited) mooring lines 150 ft. (45.72 m.) in length, each connected to a 3 in. (76 mm.) chafing chain. A pick-up rope 10 in. × 150 ft. in length is connected to the chafing chain. A suitable standard mooring rope must be lowered down by the vessel to the mooring launch in order to hoist the pick-up ropes.

The starboard (inner) line will be the first line to be picked up as the tanker approaches the SBM.

Closing speed, when the vessel is within range of the pick-up rope (approximately 100 m. from the SBM), must not exceed 0.5 knots.

As the vessel slowly closes in on the buoy, the pick-up rope and chafing chain are hove on board until the chafing chain is in position in the fairlead (chain support buoy just outboard of the fairlead). The chain is then secured in the bow stopper.

While the starboard mooring is being tended to, the mooring boat clears the port mooring rope from the buoy. The rope is then hove on board and is connected in the same manner to the starboard one.

Note: The vessel should have 2 mooring ropes ready on the forecastle.

Unmooring: Weight on the mooring lines may be taken off by using ship's engines. The polypropylene pick-up ropes, which remain connected to the triangle plates of the chafing chains, are lead to the winches, and the weight is taken off the bow stopper. The bow stoppers are released, and the moorings and pick-up ropes lowered from the bow into the water.

The port mooring is normally disconnected and lowered first.

When both moorings have been let go, the tanker is given sternway until the bow is well clear of the hose strings. The mooring and hose connection equipment is then transferred to the mooring launch.

LOADING: *Position of Hose Connection:* 2×16 in. cargo loading hoses (length 840 ft.) will be connected on the starboard side amidships.

Mooring and hose connection is carried out by the vessel's crew, as advised and supervised by the shore mooring assistant.

Connecting Hoses: Hose connection is carried out by ship's crew.

The hoses are lifted and connected one at a time. The forward or 'inner' hose is tended to first. The derrick runner is hooked into an enlarged link in the hose lifting chain and the hose end is then lifted out of the water until sufficient length is available for direct connection to the tanker' manifold. The weight of the hose in this position is transferred to the hose hang-off chain and the hose end is then lowered onto the deck. The blank flange is removed and the hose connected to the vessel's manifold. After connecting, the hoses are supported at the tanker side by flat webbing slings hung from the derrick runner in order to maintain a reasonable radius of bend. They are also suitably lashed to the hose bar of the side rail to reduce movement caused by sea conditions. In seas exceeding 5 ft., the floating hose strings become lively and require attention. Excessive movement of the hoses will result in chafe and strain on the flanges in way of the manifold. This can be reduced to a minimum by a suitable suspension of the hoses from the derrick runner backed up by rope lashings at the side rails or hose bars. Such preventive measures depend largely on the construction and layout of the tanker in the manifold area, also on the distance of the manifold from the vessels' side.

Loading Procedure: Three grades of crude oil are exported from Bintulu Terminal. Bintulu Crude Oil (approximate API 33.0), Bintulu Light Condensate (approximate API 60.3) and Bintulu Spiked Crude (i.e. Crude/Condensate Blend – approximate API 38.3).

The maximum loading rate on three pumps in 5,300 cu.m./hr., and a maximum back pressure of 120 p.s.i. (approximately 10 bars) at the Terminal's end. The rate will be slightly lower for Condensate and Spiked Crude. The Loading Master shall advise the vessel as to the loading rate for the lifting prior to commencement of cargo operations.

The Loading Master will remain on board throughout the vessel's stay at the berth, acts as the Terminal's representative, and will attend to all cargo formalities.

As soon as possible, the Master shall provide cargo requirements, tanker maximum loading rate and any other pertinent data as required by the Loading Master.

After all pre-loading formalities have been attended to, the following steps will be taken:

(a) Joint inspection to be carried out by the ship and the Berthing/Loading Master to ensure all requirements on the Safety Check List are adhered to.
(b) Method of communication and emergency shut-down procedure between ship and shore is established and understood. Prior to commencement of operations, the radio communication shall be tested to ensure the system is operating satisfactorily.
(c) Ship and shore to confirm readiness to commence loading operations.
(d) Commencement of loading operations to be at slow rate.
(e) Once loading operation commences, manifold connections and loading hoses are checked for leaks, and faults rectified. The mooring launch shall patrol round the vessel and the SBM to check for possible leakages into the sea.
(f) Once the vessel has confirmed receipt of cargo, the Emergency Shut Down trip is tested. On completion of the trip test, pumping is resumed and the loading rate gradually increased to the agreed loading rate.
(g) Manifold connections, hoses and water around the vessel are again checked for faults and/or leakages.
(h) Lines are to be checked at frequent intervals, and the Berthing/Loading Master shall be immediately informed of any abnormality.
(i) Ship and shore figures are to be compared every 2 hours at agreed times, and any discrepancies investigated.

Suspension of Loading Operation: If loading operations are suspended for excessive periods (e.g. leakages, ship/shore breakdown, etc.), or due to impending heavy weather, the hoses shall be disconnected, blanks flanged and made ready for lowering into the sea. The Berthing/Loading Master shall give the Master the instructions to do so after monitoring the situation.

Disconnecting Hoses: The "after" or outer hose is disconnected first. As soon as the hoses have been disconnected from the tanker's manifold, the blank flanges are fitted. Each hose is lowered over the side and towed clear from the tanker's side by the mooring launch to prevent possible entanglement with the tanker's propeller.

General Information: Tanker's manifolds should conform to/with the standards recommended in the OCIMF publication "Standards for Tanker Manifolds and Associated Equipment".

Tanker mooring equipment shall be in line with the recommendations contained in the OCIMF publication "Standards for Equipment Employed in the Mooring of Ships at Single Point Moorings".

Ship to shore communication during loading operations is by way of a portable VHF radio set provided by the Terminal. Additionally, communication can be used by VHF Channel 18.

Rig starboard derrick to maximum S.W.L.

Minimum acceptable:

16,000 – 60,000 S.d.w.t. : 10 tonnes
Over 60,000 S.d.w.t. : 15 tonnes

BALLAST: For ships with Segregated Ballast Tanks (SBT's), Masters are advised to deballast concurrently with loading, to avoid excessive trim while at the same time taking stresses on the hull into consideration. The vessel must at any time be able to manoeuvre and vacate the SBM.

For vessels with combination Clean Ballast Tanks (CBT's) and SBT's, Masters are advised to confer with the Berthing/Loading Master for directions. Nevertheless, for vessels of 70,000 tonnes S.d.w.t. and above, the ballast/cargo configuration must at all times not be less than 25% of the vessel's S.d.w.t.

MEDICAL: Medical and dental services are available at Bintulu through the local Agents.

Ship's personnel given special permission to go ashore for medical treatment must be in possession of an identification card and/or passport.

DENSITY: Varies between 1020 and 1025.

FRESH WATER: Limited supply available by water boat.

FUEL: Not available.

REPAIRS: No facilities available.

Immobilisation: Immobilisation of engines is not permitted at any time during the vessel's stay at the SBM.

TIME: GMT plus 8 hours.

SHORE LEAVE: Not permitted.

WEATHER: All the SBMs concerned are positioned in the open sea. The weather in this region is basically good for tanker operations.

The seasonal weather patterns are broadly divided into 3 and the terminology used is consistant with that of South East Asia. These 3 types are:

(1) S.W. Monsoon (June-October).
(2) N.E. Monsoon (December-March).
(3) Transitions between the Monsoons.

Persistant bad weather occurs during the N.E. Monsoon. High swell conditions can persist for periods of 3 to 4 days and in extreme conditions for up to a week. During the S.W. Monsoon winds are generally light to moderate, but during brief surges (generally lasting less than 36 hours) winds are occasionally strong, and local gale force squalls are experienced. The most favourable time for tanker operations is during the transition periods. Winds are lighter and variable. Seas in this period are rarely more than very slight. The only troublesome periods are the occasional severe squalls that originate from inland, which are associated with cumulonimbus clouds and thunderstorms.

The basic patterns of these squalls are vigorous thunderstorms inland, increasing as the storm approaches. Just before the onset of torrential rain, the wind backs rapidly towards the land and increases violently to the peak gust.

GENERAL: *Conditions of Acceptance:* SSB/SSPC accepts vessels for handling at Miri, Bintulu and Labuan on the undertaking that operations are conducted safely and expeditiously, and that berths are vacated as soon as possible after operations are completed.

The Company reserves the right not to accept vessels at the SBMs which do not adhere to the following:

(a) For tankers of 70,000 tonnes S.dw.t. and above, be capable to retain on board at all times a minimum of 25% of their S.d.w.t., either in the form of cargo, ballast water or both (Tankers with segregated ballast tanks would therefore be preferred).
(b) Be fitted with Inert Gas System and Cargo tanks to be inerted.
(c) Be fitted with bow stopper(s) to OCIMF requirements (Refer to Terminal Information for size of stopper(s)).
(d) Be capable of loading the cargo nominated at a rate of 3,000 tonnes per hour and above.
(e) Be covered by Tanker Owners Voluntary Agreement concerning Liability for Oil Pollution (TOVALOP), and the purchasers of the crude oil shall be subscribers to the Contract Regarding an Interim Supplement to Tanker Liability for Oil Pollution (CRISTAL).
(f) Be capable of complying with latest issues of OCIMF Standard for Tanker Manifolds and Associated Equipment, International Safety Guide for Oil Tankers and Terminals (ISGOTT), MARPOL, or such other safety guide as shall be agreed between the parties. The Terminal Operator shall provide for the updates to be sent to each party and acknowledgement of receipt of the same shall be sent to the Terminal Operator as soon as possible before its implementation.

The Company further reserves the right to suspend operations and require the removal of any vessel from the SBM for:

(a) Flagrant or continued disregard to Berth Regulations and ISGOTT.
(b) Defects in the vessel, equipment or manning or operations which in the reasonable opinion of the Company presents a hazard to the Company's facilities, personnel or operations.
(c) Operational performance, in the reasonable opinion of the Company, constitutes an unacceptable constraint on the Company's operation.

The Company shall not be liable for any cost incurred by the vessel, its Owners, Charterers or Agents as a result of a refusal to load all or part of a nominated shipment, delays or suspension of loading or a requirement to vacate the SBM arising from this Regulation (3) or Regulation (14) hereof.

Conditions to be observed during Loading Operations: In general, operations shall be conducted in accordance with the current requirements of the current edition of the International Safety Guide for Oil Tankers and Terminals (ISGOTT) in particular:

(a) Deck/cargo watch shall be manned by sufficient crew under the continuous supervision of a responsible officer, to control routine operations and any emergencies.
(b) A responsible English speaking ship's officer must be on watch at all times. A responsible member of the ship's crew shall be stationed at or near the ship's manifold at all times.
(c) There must be an efficient communications means between the Cargo Control Room (CCR) and the ship's crew on deck watch at all times.
(d) All doors, portholes and openings leading from the main deck to the accommodation or machinery spaces with the exception of the pumproom shall be kept closed, and doors, portholes and openings at any deck level above the main deck which overlook that deck shall be kept closed. Cargo Control Room doors opening onto or above the main deck may be opened momentarily for access.
(e) All ventilators, through which gas can enter, shall be suitably trimmed, and mechanical ventilation and air conditioning shall be stopped if gas is being drawn into the accommodation. Window type air conditioning units shall be electrically disconnected, unless situated wholly within the accommodation.
(f) The cargo pumproom mechanical ventilation system shall be kept in operation, and the atmosphere within the pumproom maintained in a condition such as to permit safe entry. On demand from the Loading Master, the responsible ship's officer shall provide evidence of safe entry conditions.
(g) The responsible ship's officer shall give a verbal notice to the Loading Master at least 15 minutes before any requirement to slow down the pumping rate. The Loading Master shall also be duly informed prior to topping of any cargo tanks, valve operations which may cause an increase in back pressure of the shore pumps.
(h) During loading operations, the responsible ship's officer must ensure that before closing any tank valve(s), another set of tank valve(s) must be in the open position. Under no circumstances must total closure of the ship's system be carried out against cargo flow.

Prevention of Sparking and Excessive Funnel Smoke: Connecting and disconnecting of cargo hoses and other operations on deck involving the use of metal instruments shall be carried out in a manner that avoids the generation of sparks.

Blowing through of boilers and main engines, resulting in production of excessive funnel smoke, is permitted for short period only.

Weather Precautions: Operations shall be stopped during severe electrical storms or periods of high winds at the discretion of the responsible ship's officer or the Loading Master, and all tank openings and cargo valves shall be effectively closed. The Berthing/Loading Master will then decide if it is necessary to disconnect the loading hoses and unmoor.

The moorings to the SBM shall be checked frequently and the Loading Master shall be advised accordingly of any abnormality.

Smoking: Smoking is only permitted in those enclosed spaces specifically designated by the Master in consultation with the Berthing/Loading Master as "Smoking Areas". Smoking is not permitted outside the designated areas.

Portable Radios, Torch (Flash) Lights: Only intrinsically safe and approved portable VHF radios and torch (flash) lights shall be used on board the vessel.

Immobilistaion of Main Engines/Generators for Repairs, etc.: Immobilisation of engines is not permitted at any time during the vessel's stay at the SBM. Engines must be ready for use at any time the Berthing/Loading Master decides to unmoor for breach of safety requirements or due to weather.

Fire Precautions: Vessel's fire fighting appliances, including main and emergency fire pumps, shall be ready for immediate use, and pressure shall be maintained while at the SBM. At least 2 fire hoses, fitted with jet/fog nozzles, shall be uncoiled and connected to the fire main on the main deck close to the manifolds. At least 2 portable fire extinguishers shall be appropriately placed in the vicinity of the cargo loading manifold(s).

Avoidance of Oil Pollution: No oil or ballast water (other than clean ballast from segregated ballast tank) shall be discharged or allowed to escape from a vessel into the water, unless they comply with MARPOL 73/78 requirements that the oil content of the effluent does not exceed 15 p.p.m., and no visible traces of oil is sighted on the surface of the water.

When alongside the SBM, during cargo operations all scuppers shall be effectively plugged.

Any leakages or spillages must be reported *immediately* to the Loading Master and operations suspended to minimise/contain such leakage or spillage. Loading Master shall then take further appropriate action after assessing the situation.

Discarding Material/Garbage Overboard: No garbage, hazardous materials or any other objectionable material(s), either solid or fluid, shall be thrown/discarded overboard.

Inert Gas Operations:

(a) The inert gas system must be capable of delivering inert gas with oxygen content of not more than 5% by volume in the inert gas supply main. The atmosphere in the cargo tanks must at all times be maintained at positive pressure, and the oxygen content must not exceed 8% by volume.

(b) In the event of failure in the inert gas system in port, the Loading Master is to be informed immediately.

(c) The Company reserves the right not to accept any tanker to the berth, unless all cargo tanks are fully inerted. The Company shall not be responsible for any loss or delays as a result thereof.

Information required prior to Arrival: The vessel's Agent will send a comprehensive message to the Master advising and requesting information. Masters of vessels should advise estimated time of arrival (ETA) at intervals of 72, 48 and 24 hours before arrival. The Bill of Health should be advised at least 24 hours prior to arrival.

Pilot Ladders: If the freeboard of a vessel exceeds 5.0 m., combination ladder shall be rigged on the leeside. Pilot ladder used must be in good condition, fitted with spreaders and securely fastened. A lifebuoy with a heaving line attached shall be sited ready for use. At night, sufficient illumination shall be provided.

AUTHORITY: *Operator:* Sarawak Shell Berhad, Locked Bag No. 1, 98009 Miri, Sarawak, Malaysia. *Tel:* 085-454545. *Telex:* MA 74424/74425/74426. *FAX:* 085-452030. *Cables:* SAROILCO. *Contact:* Captain Lionel Rodrigues, Head of Marine Services.

AGENT: See "Sibu".

DULANG MARINE TERMINAL: 05.48 N. 104.10 E. (See Plan)

LOCATION: The Dulang Marine Terminal is situated off the East coast of peninsular Malaysia. It is approximately 70 nautical miles (130 km.) N.E. of Kuala Terengganu in position Lat. 05° 48.6′ N., Long. 104° 10.1′ E.

The terminal consists of a Floating Storage and Off-loading vessel (FSO) named "Puteri Dulang". It is located 1 nautical mile South of the Dulang "B" Production Platform which processes and stabilises the Dulang crude oil prior to pumping to the FSO via a submarine pipeline.

The positions of the platforms are as follows:

Dulang "A" Platform:	Lat. 05° 49.3′ N.,	Long. 104° 11.8′ E.
Dulang "B" Platform:	Lat. 05° 44.4′ N.,	Long. 104° 09.7′ E.
Dulang "C" Platform:	Lat. 05° 50.5′ N.,	Long. 104° 08.0′ E.

The FSO has an integral Single Point Turret (SPT) attached to the bow which permits it to pitch, roll and weathervane 360°, according to wind and current conditions. It is permanently moored in 77 m. of water by means of 6 pre-tensioned anchor chains attached to sub-sea piles.

The terminal, with associated production platform, is operated by Petronas Carigali Sdn.Bhd. It is used for shipping crude oil on behalf of both Petronas and Esso Production Malaysia Inc.

All platforms are equipped with fog horns and navigation lights. The navigation lights can be seen from a distance of 2 miles and flash in sequence the Morse code letter "U". The Dulang "B" Platform can easily be seen for several miles due to its flare. The platforms are approximately 15.0 m. above the water line and can easily be detected on radar.

Caution: Dulang "B" flare may not be lit and should not be relied upon for navigation.

Mooring Method: The terminal is equipped for Alongside Mooring and Tandem Mooring. The method to be used shall be at the discretion of the Dulang Marine Terminal Representative.

THE TANDEM MOORING IS THE PREFERRED METHOD

DOCUMENTS: The following documents are required to be prepared prior to arrival to ensure speedy clearance:

16 copies Crew List.
2 copies Stores List.
2 copies Personnel Effects List.
6 copies Passenger List.
2 copies Cargo Manifest.
4 copies Drugs/Narcotics List.
4 copies Arms/Ammunition List.
2 copies Vaccination List.
4 copies Voyage Memo/Itinery.
2 copies Derat Certificate or Derat Exemption Certificate.
2 copies Tanker's General Information.
Last Port Clearance.
Ship's Certificates for inspection.

PILOTAGE: The Pilot/Mooring Master will normally board tankers from a tug at one of two boarding positions:

"North" in position Lat. 05° 52′ N., Long. 104° 11′ E.
"South" in position Lat. 05° 47′ N., Long. 104° 07′ E.

Tankers will be informed by VHF, prior to berthing, of the position to be used.

Notice of Readiness: Tankers calling at Dulang Marine Terminal are to be in all respects ready to commence loading. The Notice of Readiness will be acknowledged at the time of pilot boarding.

ACCEPTANCE CRITERIA FOR "ALONGSIDE BERTHING": At the discretion of Carigali, tankers between 40,000 d.w.t. and 85,000 d.w.t. with a length of 242 m. or less and with a maximum full load displacement of 100,000 tons can be safely accommodated alongside the FSO, provided they comply with the following minimum standards:

1. Moorings:

Forward:	4 winch mounted ropes.
Maindeck forward:	2 winch mounted ropes.
Maindeck aft:	2 winch mounted ropes.
Aft:	4 winch mounted ropes.

All to lead through closed chocks (fairleads).

Note:

(a) Tankers not equipped with self-stowing winches are not acceptable at the terminal.

(b) All moorings should be synthetic fibre ropes or wire ropes with synthetic tails. Mixed moorings are not acceptable.

(c) Winches and brakes must be in good operating condition.

(d) Mooring lines must be of adequate size and in good condition.

(e) Winch mounted wires must be fitted with synthetic tails in order to provide needed elasticity and to permit cutting in an emergency.

Additionally, closed chocks (fairleads) and bollards must be available on the tanker for making fast FSO provided preventer wires:

Forward:	2 wires.
Maindeck forward:	1 wire.
Maindeck aft:	1 wire.
Aft:	1 wire.

2. Hose Connection: The tankers must have 2×12 in. 150 ANSI flanged connections ready at port side midships manifold.

The manifolds must comply with "OCIMF Standards for Oil Tanker Manifolds and Associated Equipment".

ACCEPTANCE CRITERIA FOR "TANDEM MOORING": At the discretion of Carigali, tankers up to 150,000 d.w.t. with a length of up to 281 m. and with a maximum full load displacement of 196,000 tons can be moored astern of the FSO, provided they comply with the following minimum standards:

1. Mooring Equipment: The tanker must be equipped with correct mooring equipment relevant to it's size as recommended in the "OCIMF Standards of Equipment Employed in the Mooring of Ships at a Single Point Mooring". The minimum dimensions of the centre bow fairlead should be not less than 600 mm. wide and 450 mm. deep, in order to accommodate the FSO hawser chafing chain.

   Tankers which do not comply with "OCIMF Standards of Equipment Employed in the Mooring of Ships at a Single Point Mooring" will not be accepted for tandem mooring.

   Forward winches/windlasses must be in good condition and have sufficient capacity (10 tons S.W.L.) to lift the mooring hawser assembly. Tankers not equipped with self-stowing winches are not acceptable at the terminal.

   Tankers not fitted with a bow chain stopper will be considered "unsafe" for normal mooring operations and will not be accepted for tandem mooring at the Dulang Marine Terminal.

2. *Hose Connection:* The tanker is to be equipped with a loading manifold in accordance with the "OCIMF Standards for Oil Tanker Manifolds and Associated Equipment". It is to have 1×16 in. 150 ANSI flanged connection ready at the port side midship manifold.

APPROACHES: *Restricted Area:* Due to the presence of numerous platforms, submarine obstructions and pipelines, a Restricted Area bounded by the following coordinates has been established:

A.	5° 30′ N.	104° 34′ E.
B.	5° 10′ N.	105° 34′ E.
C.	5° 20′ N.	105° 40′ E.
D.	5° 46′ N.	105° 14′ E.
E.	5° 46′ N.	104° 48′ E.
*F.	5° 56′ N.	104° 04′ E.
*G.	5° 46′ N.	104° 04′ E.

*Note: Positions 'F' and 'G' have not yet been gazetted or included in nautical publications.

Waiting Area: A Waiting Area centred on position Lat. 5° 44′ N., Long. 104° 00′ E. and with a radius of 5 nautical miles has been established.

Navigation: Tankers bound for Dulang Marine Terminal should approach the Waiting Area keeping well clear of the Restricted Area.

Tankers should under no circumstances enter or anchor in or near the Restricted Area.

The platforms and FSO are good radar targets, normally detectable on the radar at 20 miles. However, due to the possible presence of drilling tenders and construction work taking place in the area, platforms or the FSO should not be used as navigational aids, except when positively identified and position confirmed by other means.

Tankers which have received VHF instructions from the FSO shall proceed to one of the pilot boarding positions and must maintain a distance of not less than 2 miles from all oil platforms, structures, work or crane barges within the Restricted Area. Should this distance need to be increased, they will be so advised by Dulang Marine Terminal.

ANCHORAGE: Depth of water in the Waiting Area ranges between 60 m. and 90 m. The sea bottom consists of fine mud and sand and provides poor anchor holding ground. Anchoring is therefore not recommended in the Waiting Area.

Tankers awaiting berth at Dulang Marine Terminal are advised to drift or slow steam in the Waiting Area or in the area S.W. of the Waiting Area, while keeping in VHF contact with the Terminal.

RESTRICTIONS: Berthing is carried out only during daylight hours whereas unberthing will take place day and night.

RADIO/VHF: *Radio Advice:* All radio traffic to be channelled through Singapore Radio and vessels should monitor traffic lists from the same station.

1. Cables for Petronas to be addressed to:
   Petron MA 30032 or MA 30696.
   International Marketing, KL
   with copy to Carigali MA 51487,
   Production Operations, Kemasik.
2. Cables for EPMI to be addressed to:
   Essosupply MA 30293, KL
   with copy to Offprod MA Kemasik.

Arrival Advice: Immediately after having received instructions to proceed to the Dulang Marine Terminal, the Master is required to cable Carigali and Agent the following:

AAA Tanker name, previous name (if any), call sign and flag.
BBB ETA date and local time (GMT + 8 hours). ETA to be confirmed 72 hours, 48 hours and 24 hours prior to arrival. If there are any major changes, the ETA should be reconfirmed.
CCC Master's name and nationality.
DDD GRT, NRT, SDWT, light and full load displacement tonnage.
EEE Last discharge port and intermediate ports.
FFF Next discharge port and intermediate ports.
GGG Number of crew and nationality.
HHH Number of passengers.
III Grade and quality of cargo on arrival, previous cargo and cargo to be loaded at Dulang Marine Terminal and loading rate per manifold.
JJJ Whether previous cargo or any cargo on board has high H_2S contents and H_2S concentration in tank vapour spaces.
KKK Malaysian Light Dues receipt number and date.
LLL Arms on board.
MMM Confirmation that vessel is able to load and debaliast simultaneously.
NNN Arrival draft.
OOO Any leaks which would cause pollution or affect loading.
PPP Pratique granted: Place/date. If any sickness on board or Clean Bill of Health.
QQQ Confirm inert gas system operational and cargo tanks inerted on arrival.
RRR Confirm cargo heating system operational and able to maintain Dulang Crude at 50° C. during loaded voyage.

All tankers loading at Dulang Marine Terminal for the first time to include the following additional information:

SSS Length overall and the distance from the bow to centre of the midship manifold.
TTT 1. *For Alongside Berthing:*
  (a) Confirm that 2×12 in. 150 ANSI flanges are available at port midship manifold.
  (b) Advise the number and type of moorings on self-stowing winches with location of port side chock (fairlead) in relation to midship manifold centre line. Specify whether chocks are open or closed type.
 2. *For Tandem Mooring:*
  (a) Confirm that a 16 in. 150 ANSI flange is available at port midship manifold.
  (b) Confirm that the tanker complies with "OCIMF Standards of Equipment Employed in the Mooring of Ships at Single Point Moorings" and that the minimum dimensions of the centre bow fairlead is not less than 600 mm. wide and 450 mm. deep.
 3. The tanker will be required to supply the necessary reducer for the above.
 4. In each case confirm that manifold arrangements comply with "OCIMF Standards for Oil Tanker Manifolds and Associated Equipment".
UUU Confirm that combination of gangway and pilot ladder will be ready on arrival. Only the pilot ladder will be required if freeboard is less than 4.6 m.
VVV Whether vessel is diesel or steam turbine powered.

VHF Communications: Dulang Marine Terminal keeps a 24 hour watch on Channel 12.

Communications language of the terminal is English.

Arrival Procedures: Masters should endeavour to establish contact with Dulang Marine Terminal as soon as they are within VHF radio range. Instructions thereafter will be given for further approach and also the berthing schedule.

BERTHING: *Preparation:* Prior to arrival vessels should prepare the following:

1. Pilot Ladder: A pilot ladder (with 2 side ropes) in combination with the tanker's accommodation ladder, complying with SOLAS recommendations, should be safely and securely rigged on the port side for tandem mooring and starboard side for alongside mooring. So that boarding personnel can first use the pilot ladder until part way up the tanker's side and then transfer safely and easily to the accommodation ladder.

Tankers with a freeboard of less than 4.6 m. need to only rig-up the pilot ladder with the 2 side ropes. Air operated pilot hoists are not acceptable. A responsible officer and competent personnel are to attend the pilot ladder when the Pilot and lifting crew board and leave. A light heaving line and canvas bag should be ready to take on board the Pilot's equipment.

During the hours of darkness, the pilot ladder and adjacent deck areas are to be adequately illuminated.

The tanker will provide a lee for the Mooring Master and lifting crew boat when boarding and leaving.

2. Mooring Equipment:
For Alongside Berthing: Winches, mooring and heaving lines (at each station) are to be ready on the tanker's port side to facilitate berthing on the starboard side of the FSO. 2 or 3 portable rattan or manila fenders with suitable lines are to be ready at the forward mooring station. The tug is usually secured on the starboard shoulder or bow.
For Tandem Mooring: The winch-mounted rope from the forward port winch is to be removed and replaced with a 3 in. messenger rope 200 m. long. The chain stopper and hawser handling equipment are to be inspected and readied for operation.

3. Derricks: For Alongside Berthing: The derrick is to be rigged on the port side for use when connecting the hoses. The size of derrick shall be in accordance with "OCIMF Standards for Tanker Manifolds and Associated Equipment".
For Tandem Mooring: The derrick is to be rigged on the port side to pick-up a tool-basket from the tug/support vessel for the hose connection. This derrick will subsequently be used for lifting, connecting and securing the cargo hose. The derrick shall be in accordance with "OCIMF Standards for Tanker Manifold and Associated Equipment".

4. Manifold:
For Alongside Berthing: The manifold on the port side is to be readied, for connecting 2×12 in. cargo hoses with Camlock couplings. At least 200 mm. clear space behind the manifold is necessary for connecting the Camlock couplings.
For Tandem Mooring: The manifold on the port side is to be readied for connecting 1×16 in. cargo hose with a Camlock coupling. At least 200 mm. clear space behind the flange is necessary for connecting the Camlock coupling.

Floating Storage and Off-loading Vessel (FSO): The FSO is a flat (slab) sided barge, fitted with fenders, cranes, mooring hawser and hose for alongside and tandem loading. Its overall length is 242 m. and the total crude oil capacity is 135,000 kilolitres. The FSO is fitted with a meter and prover system for the measurement of the crude.

A dedicated tug is in close attendance for assisting in the berthing and mooring of the tankers.

Tankers between 40,000 d.w.t. – 85,000 d.w.t. can be accommodated alongside the FSO's starboard side, in which case a dedicated tug will assist in the berthing operations. 2×12 in. cargo hoses will be used for transferring the crude from the FSO to the tanker.

Tankers of the larger sizes, up to 150,000 d.w.t., can be moored in tandem astern of the FSO by means of a mooring hawser secured via a chafe chain to the bow chain stopper of the tanker. Dedicated tug and support vessel will assist in the mooring operation. When so moored, crude oil is transferred from the FSO by 1×16 in. floating hose string to the port midship manifold of the tanker.

Berthing and Mooring: Prior to berthing, the Pilot/Mooring Master will discuss with the Master of the tanker the intended berthing/mooring operation and make sure that the tanker is fully manoeuvrable. He will also inspect the tanker's ballast to ensure that only clean ballast is carried and that its disposal overboard will be safely carried out if done simultaneously with the loading of cargo.

Berthing is carried out only during daylight hours, whereas unberthing can take place at any time of the day or night.

After ensuring that the manoeuvring area is clear of other traffic, and that weather and sea conditions are suitable, the Pilot/Mooring Master will manoeuvre the tanker for the approach to the FSO. The heading of the tanker will normally be such that she will have the wind ahead, but currents may have to be taken into account.

Alongside Berthing: When the tanker is about 1.0 nautical miles from the stern of the FSO, the tug will be made fast, using its own ropes, on the tanker's starboard shoulder normally in the push/pull mode.

The tanker will then be positioned, with minimum speed through the water, 50 m. – 80 m. off the starboard side of the FSO and then either a mooring boat will bring a messenger line to the tanker's bow or a light line connected to the messenger will be shot onto the tanker's forecastle head/foredeck by means of a line throwing device. When the messenger line is on board, the tanker's first two mooring ropes will be attached, retrieved by the FSO and made fast. A similar operation occurs aft.

When within heaving-line throwing-distance, the remaining moorings will be sent across to the FSO in a planned sequence, according to conditions. The tanker will the heave itself alongside the FSO.

It is important that 2 – 3 portable fenders of rattan or manila be ready to be deployed over the bow in the event there is any contact by the tanker to the FSO.

Depending upon prevailing and forecast weather conditions, the tanker's moorings will be augmented by wire-rope/nylon-grommet moorings from the FSO.

As soon as the tanker is safely moored alongside the FSO, a gangway will be rigged between the two vessels and Malaysian Officials, surveyors and the tanker's Agent will board the tanker for clearance and tank inspection, etc.

Tandem Mooring: A Mooring Master, Mooring Supervisor and other essential personnel will board the tanker for clearance and tanker inspection. The Mooring Master will be the Carigali representative on board the tanker. The Mooring Supervisor will advise the tanker's crew in hooking-up the hawser and hose. The Malaysian Officials will clear the tanker and the surveyors will inspect the tanker's cargo tanks and take ullages.

Immediately after all personnel are on board, a tool basket will be lifted on board at the midship manifold area. The tanker should have the derrick plumbed 3 m. off the ship's side. A guide line should be connected to the derrick lifting hook. Sufficient crew must be available on deck at that time to expedite the lifting of the tool basket onboard.

The following equipment, provided by the tanker, shall be in position and ready for use when the Mooring Master and Mooring Supervisor board:

On the forecastle-head:

(1) One messenger line, minimum 3 in. circumference × 200 m. long.

(2) A selection of shackles, strops and tools (sledge hammer, crowbar, etc.).

On the Poop-deck:

(1) One messenger line, minimum 3 in. circumference × 200 m. long.

When the approach to the FSO commences, the support vessels and tug will be in attendance to assist.

Approach to the FSO involves manoeuvring at close quarters to the FSO. It is imperative, therefore, that all measures are taken to ensure that there is no loss of steering during the manoeuvring.

The Mooring Master will test the tanker's engines ahead and astern and also the full port to starboard rudder movement before commencing his approach run.

The hawser messenger line is connected to the 10 in. pick-up rope followed by a 76 mm. or 54 mm. chafe chain (depending upon the size of the tanker). This chain in turn is shackled to a 24 in. circumference nylon hawser shackled to a 76 mm. chafing chain which is secured to the stern of the FSO.

During the approach of the tanker to the FSO, the tanker's crew, under the advice of the Mooring Supervisor, will prepare the forecastle for the mooring operation. This will include passing one messenger rope through the centre bow fairlead (or other fairlead designated by the Mooring Master) ready to be sent to the tug/support vessel.

Once the tanker is close to the FSO, the tug/support vessel will manoeuvre alongside the tanker and take on board the messenger line. It will then attach the tanker's messenger to the end of the hawser messenger line. The tanker will then heave in both messengers, taking up slack as the tanker approaches the stern of the FSO, until the end of the 10 in. pick-up rope is secured.

Once the 10 in. pick-up rope is safely onboard and connected to the winch, tension should be applied as the tanker moves slowly forward to the FSO. Care should be taken not to apply any excess tension on the line, until the chafe chain on the end of the pick-up rope is secured in the chain stopper.

During this operation, the distance and speed of the tanker's bow to the stern of the FSO will be continuously relayed by the Mooring Supervisor and Captain of the tug/support vessel to the Mooring Master on the bridge. The tug/support vessel will be utilised, if required by the Mooring Master, for manoeuvring the tanker into position.

After the hawser chafe chain is safely secured in the tanker's bow chain stopper, the tanker will then be allowed to settle back gently onto the chafing chain and mooring hawser assembly until she is riding safely to the stern of the FSO.

On completion of mooring operation, the tug/support vessel will be secured to the stern of the tanker, to prevent the tanker from oscillating and coming into contact with the FSO. Until the tug or the vessel is secured, it may be necessary to use the tanker's engine for this purpose.

Caution: Very slow astern should be used due to the recoil action of the hawser.

Once the vessel is secured, the tanker's engines must be maintained in a state of constant readiness, and at no time during the tanker's stay at the terminal may the engines be immobilised.

The Mooring Master will remain onboard the tanker throughout the lifting operation.

Unberthing and Unmooring: Prior to unberthing from alongside and unmooring from tandem, the Mooring Master will discuss these procedures with the Master of the tanker to ensure a safe disconnection. Upon receipt of the cargo documents, the unberthing/unmooring shall commence.

Alongside Berthing: The loading hose shall be disconnected while waiting for the cargo documents. Upon receipt of the documents, the tug will be made fast to the tanker's starboard bow, using it's tow rope. All FSO wire-rope/nylon-grommet moorings will be cast-off followed by the tanker's mooring ropes as per the Mooring Master's instructions.

Tandem Mooring: Immediately after the hose is disconnected, and the receipt of the cargo documents, unmooring of the tanker will commence. The support vessel at the stern of the tanker will be released at the discretion of the Mooring Master. On the instructions of the Mooring Master, the mooring hawser will be hove in to disconnect the chain from the chain stopper. The mooring chain and hose will then be released and the tanker will be allowed to drift away from the FSO. While the tanker moves away with or without the assistance of the tug/support vessel, the mooring hawser will be lowered into the water by easing back on the pick-up rope.

When the tanker is safely clear of the FSO, the tool basket will be lowered to the tug and the personnel will disembark.

HOSES: *Hose Connection:* The hose connection will be done by the tanker's crew, supervised by a responsible officer from the tanker. The FSO Mooring Supervisor will oversee the operation to ensure proper procedures are followed.

Alongside Berthing: 2×12 in. hoses with 150 ANSI Camlock fittings will be connected to the tanker's midship manifold. The hoses will be transferred from the FSO to the tanker using the FSO crane. If the weather conditions are poor, the tanker's derrick may be used to facilitate and expedite the hose hook-up.

Tandem Mooring: Upon completion of the mooring operation, a single cargo hose will be connected to the tanker's port midship manifold which must be prepared prior to the mooring to accept the 16 in. hose with a 150 ANSI Camlock fitting.

Depending upon the freeboard of the tanker, the weight of the hose string to be lifted could approach 8.5 tons. All tankers calling at Dulang Marine Terminal must have their port derrick rigged for a safe working load of 10 tons.

The tug will tow the end of the hose string to the tanker's port midship manifold area and connect the tanker's cargo hook to the hose pick-up chain. The hose will then be lifted to a position sufficiently above the main deck so that the hang-off chain can be connected to the snubbing chain which will be secured to the manifold bitts. The blank will be removed and the hose connected to the manifold by means of a Camlock coupling.

When the hose is connected, the length between the manifold and the rail will be supported by a nylon sling suspended from the tanker's derrick. This is to ensure that there is no undue strain on any part of the manifold or hose string.

Hose Disconnection: The hose disconnection will be done by the tanker's crew, with the FSO Mooring Supervisor monitoring the operation to ensure it is done correctly.

Alongside Berthing: On completion of loading, and when the tanker is informed by FSO Cargo Control Room that all flow has ceased, the tanker's manifold valve will be closed and drain valve opened. Once hoses have been drained, they can be disconnected from the tanker's manifold and blanked.

Tandem Mooring: During the last few minutes of loading, insignificant quantity of pour point depressant chemical shall be injected at the manifold to prevent crude solidification, for crude that will remain inside the hose string after the loading. This treatment will have negligible effect on the crude properties.

Upon completion of loading, the tanker will then be advised to first close the manifold valve followed by the hose end butterfly valve. The hose will then be disconnected, blanked and lowered into the water with the hose pick-up rope secured to the tanker's manifold bitt while waiting for unmooring.

LOADING: *Transfer Plan:* Prior to commencement of loading, an agreed oil transfer plan must be established and understood by both parties. This will include loading rates for start-up, maximum bulk, tank top-off rates and also the emergency stop procedure.

When the tanker is ready, the responsible officer will advise the Mooring Master who will in turn advise the FSO Cargo Control Room by VHF that loading may commence. The FSO will then commence the loading at the agreed start-up rate, adhering to the start-up procedures. The rate will not be increased to the bulk loading rate until it has been established that there are no leaks or significant rise in pressure on the loading line(s).

The loading operations will be controlled by VHF radio communication between the FSO and Tanker Control Rooms.

Tankers are required to maintain a 24 hour watch on the bow, midship manifold and bridge/cargo control room during the lifting and communications procedures are to be established to provide for prompt stoppage of the transfer in case of overflow or other emergency.

When the tanker is at the terminal, the boiler tubes are not to be blown. Every precaution must be taken so that no sparks escape from the funnel.

Crude Transfer Rate: The FSO pumping rate ranges from 4,500 kl./hr. to 5,700 kl./hr.

In order to expedite turn-around time, tankers are encouraged to take maximum loading rate when they can safely do so. Care must be taken not to overload.

Caution: Warning is given of the danger of closing valves against an incoming oil stream. This will create excessive pressure which may result in damage to the loading hoses and terminal facilities. Tankers will be held liable for damage resulting from failure to observe this precaution.

Heating Coils: Tankers shall be equipped with cargo tank heating coils able to maintain Dulang Crude Oil at a temperature of at least 50°C. during the voyage or as instructed by the Owner, Charterer or Consignee.

Dulang Crude Properties: Stabilised Dulang Crude Oil loaded from the FSO will have the following approximate characteristics:

API	39.4.
Specific gravity	0.8276.
Temperature	48°C – 50°C.
H_2S content	Nil.

It is a waxy crude with a pour point of about 32°C. and requires heating.

BALLAST: Tanker Owners and their Masters are responsible for complying with all International Convention Laws and Local Regulatory Body Requirements concerning pollution of the sea, having particular regard for this area.

There are positively no facilities for disposal of dirty ballast. It is the tanker Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his ship. This includes oily water from bilges, crude residues from previous voyages or any other matter that may result in pollution of the sea. Any fines imposed and cleaning costs shall be for tanker's account.

If evidence of oil appears during deballasting, the tanker will be rejected forthwith and will not be accepted until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If during inspection or during the progress of loading it is revealed that the tanker's tanks are not tight or that oil is leaking from the ship, the tanker may be rejected or refused further loading. The tanker will not be accepted later for loading, unless satisfactory evidence of repair is submitted, duly certified by a recognised Classification Society.

Any tanker rejected because of dirty ballast or sea pollution will automatically nullify her "Notice of Readiness" and will lose any priority of position for loading.

The tanker must have proper trim and sufficient ballast and/or cargo already on board for safe handling, having due regard to existing weather and sea conditions. The propeller is to be covered and stern trim should not be more than 2 m.

Tankers equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, provided that approval is first obtained from the Representative.

All spillage of oil must be reported immediately to the Dulang Marine Terminal Representative and a detailed report must be written, signed and submitted by the Master of the tanker concerned.

Deballasting: Ballast water pumped overboard should not contain oil or mixtures containing oil (a mixture with an oil content of one hundred or more parts in one million parts of the mixture) in accordance with Section 27(1) of the Environmental Quality (Amendment) Act, 1985 with regard to Malaysian waters and Section 20(1) of the Exclusive Zone Act, 1984 with regard to the exclusive economic zone.

The tanker's ballast tanks will be carefully inspected. Tankers with dirty or doubtful ballast water will not be accepted unless analysis of water samples for oil content show otherwise.

POLLUTION: The terminal is located within Malaysia's Exclusive Economic Zone and the Master or Owner of a vessel is subject to prosecution if oil is discharged or escapes into the sea.

Dulang Crude is a high wax content oil which solidifies at sea temperature. It is therefore imperative that escape of oil, whether from cargo or otherwise is prevented.

Master and Owner will be held liable for all clean-up costs and third party claims.

Oil Spills: Should an overflow or hose leak occur during loading: Immediately advise the FSO to stop loading, retain the spillage onboard and clean up or recover the oil. All spillage of oil must be reported immediately to the Dulang Marine Terminal Representative and a detailed report must be written and submitted by the Master of the tanker concerned.

TIME: GMT plus 8 hours.

SERVICES: The Dulang Marine Terminal is located offshore and the only means of transport to and from shore is via helicopter to Kerteh or by supply boat to Kemaman Supply Base (KSB). The terminal can therefore not provide logistical support to tankers calling at the terminal. There is:

No shore leave.
No crew changes.
No provisions or stores.
No bunkers or fresh water.
No Consulates/Embassies.
No engine repairs or spare parts.
No dirty ballast/slop disposal.
No doctor or clinic, however in emergencies, exceptions may be permitted for humanitarian reasons.

Only authorised personnel are permitted to board tankers while at the terminal.

GARBAGE DISPOSAL: Dumping of garbage overboard, of whatever kind, is strictly forbidden.

CHARTS: USNOA 71024, B.A. 2660(a), B.A. 2414, B.A. 3543.

SAFETY: *Ship/Shore Safety Check List:* A Ship/Shore Safety and Pollution Check List is used at the terminal and all operations closely follow recommendations contained in the International Safety Guide for Oil Tankers and Terminals.

Deck Watch and Mooring Management: It is imperative that a continuous deck watch, with a responsible officer, be kept at all times.

The quantity of cargo received by the tanker and the pressure at the loading manifold should be recorded and compared with those of the FSO at regular intervals.

Unberthing due to Weather/Emergency: If wind and sea conditions, or the load on the alongside moorings or the tandem mooring hawser, reach designed limits for the terminal, loading will be suspended and, where necessary, the tanker unberthed.

The tanker's engines should be on stand-by at all times for immediate evacuation of the berth, in case of an emergency.

VHF Communications Failure: VHF radio communications should be maintained at all times. Loading operations will be stopped if contact is lost.

Electrical Storms: Loading will be stopped during thunderstorms or when there are electrical storms in the immediate vicinity.

Fire: In the event of fire on board, immediately advise the FSO Cargo Control Room to stop loading, and prepare to disconnect the hose(s) and evacuate the berth. The tug standing-by may assist if required, under the FSO Mooring Master's guidance. In case of VHF communications failure, sound 10 short blasts on ship's whistle.

WEATHER: *Reference:* China Sea Pilot Volume 1.

Weather: S.W. Monsoon (May to September).

Winds are generally from the South or S.W. during this period and can reach gale force in local squalls.

N.E. Monsoon (November to March):

Winds are generally from the N.E. during this period, intermittent bad weather occurs during this monsoon and high sea and swell conditions can persist for extended periods.

Transition Periods (April and October):

Winds are generally variable during the transition periods, but may freshen in the late afternoon and early evening. Occasionally, local gale force squalls may occur, but these are generally of short duration.

Currents: Ocean currents are variable except in the N.E. monsoon period when a 1.0 knot – 1.5 knot S.W. setting current predominates.

CAUTION: Severe squalls often occur suddenly without warning. It is therefore important when moored that an alert deck watch is kept at all times.

AUTHORITY:

Operator: Petronas Carigali, Peninsular Malaysia Operations, Petronas Office Complex, 24300 Kerteh, Kemamam, Terengganu, Malaysia. *Tel:* 09-540722. *Cables:* Cagali. *Telex:* 51487 MA. *FAX:* 09-540855.

Shippers: Petroliam Nasional Berhad (Petronas), International Marketing Division, Menara Dayabumi, Kompleks Dayabumi, Jalan Sultan Hishamuddin, 50050 Kuala Lumpur, Malaysia. *Cables:* Petron. *Telex:* 30839 MA, 30696 MA, 30032 MA. *FAX:* 03-230-4931.

Esso Production Malaysia Inc., Supply Department, Kompleks Antarabangsa, Jalan Sultan Ismail, P.O.Box 10857, 50728 Kuala Lumpur, Malaysia. *Cables:* Essoprod/Esso Supply. *Telex:* 30293 MA. *FAX:* 03-242-8760.

KEMAMAN, Malaya: 04.16 N. 103.29 E. (See Plan)

LOCATION: Kemaman Port is situated on the East coast of peninsular Malaysia in position Lat. 04° 16.6′ N., Long. 103° 28.8′ E.

PORT LIMITS: The seaward limits of Port of Kemaman are contained between Lat. 04° 16′ 24″ N. and Lat. 04° 11′ N., and Long. 103° 34′ E.

DOCUMENTS: Following documents should be kept ready for submission:

Document	*Number of Copies*					
	Port	*Customs*	*Immigration*	*SD Police*	*Harbour Master*	*Port Health*
Declaration of Health	–	–	–	–	–	1
Crew List	1	1	3	1	1	1
Passenger List	1	1	1	1	1	1
Vaccination Certificates	–	–	–	–	–	Orig.
Derat/Derat Exemption Certificates	–	–	–	–	Orig.	Orig.
Transit Order	–	–	–	–	–	Orig.
Crew identification Documents	–	–	Orig.	R	–	–
Stowaway List	–	1	1	1	1	1
Bonded Stores/Personal Effects	–	1	–	–	–	–
Port Clearance	P.C.	Orig.	–	–	Orig.	–
Import Manifest	2	2	–	–	–	–
Transhipment Cargo Manifest	–	2	–	–	–	–
Arms/Ammo List	–	1	–	1	–	–
Drugs List	–	1	–	1	–	–
Certificate of Registry	–	–	–	–	Orig.	–
Safety Equipment Certificate	–	–	–	–	Orig.	–
Loadline Certificate	–	–	–	–	Orig.	–
Radio Safety Certificate	–	–	–	–	Orig.	–
Ship Construction Certificate	–	–	–	–	Orig.	–
Tonnage Certificate	–	–	–	–	Orig.	–
Ship's Articles	–	–	Orig.	–	Orig.	–

Note: Numerals indicate number of copies.
'Orig.' indicates original
'R' indicates on request
'P.C.' indicates photocopy

Identification documents should be arranged in the same sequence as Crew List.

PILOTAGE: The pilot can be contacted at the port on VHF Channels 16, 12, 11, 9 and 68. The pilot meets in the vessel in the port area. Pilotage is available round the clock. Pilot ladder must be on lee side.

Anchorage position for vessels awaiting a pilot is Lat. 04° 11.5′ N., Long. 103° 31.9′ E.

ANCHORAGES:

Petroleum Anchorage: Lat. 04° 10.4′ N., Long. 103° 30.7′ E., in depths of 20 m.

Deep Water Anchorage: Lat. 04° 12.2′ N., Long. 103° 33.1′ E., in depths of 24 m.

Working Anchorage: Lat. 04° 12.9′ N., Long. 103° 32.2′ E., in depths of 22 m.

Supply Vessel Anchorage: Lat. 04° 14.6′ N., Long. 103° 29.5′ E., in depths of 13 m.

The above anchorages have a bottom of mud and sand with good holding ground providing shelter in the basin.

Also see "Pilotage".

APPROACHES: *Entrance Channel:* The depth in the dredged channel is 15.0 m., length is 3.0 km. and minimum width is 250 m. The channel is marked with lighted Beacons No. 1 – 4 and an onland transit marker.

MAX. SIZE: Vessels having a max. size of 120,000 d.w.t., length of 260 m., beam 35.0 m. and a max. draft of 13.5 m., can berth alongside.

HEALTH: Healthy vessels are brought to berth. Suspect or infected vessels are taken to Quarantine Anchorage to await clearance from Port Health Authorities. Automatic health clearance is not granted.

RADIO: Radio messages are routed through Penang Radio.

VHF: Vessels should contact "Kemaman Port Control" on Channel 16.

Working channels for Kemaman Port Control are Channels 16, 11 and 68.

RADAR: There is no port radar station in Kemaman Port.

TUGS: 2 tugs available. Tugs lines are used.

1 tug (2×600 h.p.) and 1 tug (2×1,600 h.p.).

BERTHING:

Quay Name	*Length* (m.)	*Depth* (m.)	*Cargoes handled*
1-KSB	360	9.0	Supplies for offshore activities.
2-East Wharf	648	14.5	General cargo/bulk cargo.
3-Export Terminal (LPG)	320	14.0	Liquid petroleum gas.

BULK CARGO FACILITIES: Commodities handled are steel billets, hot briquette iron, scrap iron, ilmenite ore and copper slag. Cargoes handled are mainly to cater for the industries near the port.

CRANES: There is one container gantry crane with 38 ton S.W.L. and 2 privately owned cranes to handle bulk cargoes of 37 tons and 25 tons capacity.

STEVEDORES: The port works 24 hours a day, 365 days a year.
MEDICAL: Hospital/doctor are not available at Kemaman Port. General hospital/doctor are available in Kemaman Town, which is about 8 km. from Kemaman Port.
TANKERS: There are no facilities for oil tankers in Kemaman Port. The facilities at the LPG Export Terminal cater for Petronas (National Oil Company) activities.
BALLAST: No slop reception facilities available.
DENSITY: 1023.
FRESH WATER: Fresh water is supplied at 50 metric tons per hour, and is pumped from a reservoir (at KSB) direct to vessel.
FUEL: Available by truck. Advance notice required.
FIRE PRECAUTIONS: Fire fighting tugs are compulsory for LPG vessels only.
CONSULS: The nearest consuls of most countries are located in Kuala Lumpur, the capital of Malaysia, which is about 350 km. from Kemaman Port.
REPAIRS: Minor repairs possible.
DRY DOCKS: The nearest dry dock is 150 km. away in Kuala Terengganu.
SURVEYORS: The Surveyors available nearby are Caleb Brett and Ranaco Marine in Kemaman Port area, and SGS in Kuantan Port area.
GANGWAY/DECK WATCHMEN: The employment of watchmen from shore is not compulsory.
HATCHES: Crew open/close hatches.
CUSTOMS ALLOWANCES: See "Kuantan".
AIRPORT: The nearest airports are Kerteh Airport, 40 km. distant, and Kuantan Airport, 75 km. distant.
TIME: GMT plus 8 hours throughout the year.
HOLIDAYS: Port works 365 days a year.

Overtime payments are payable on public holidays as determined by the Terengganu State Government and Government of Malaysia. Overtime payments are also payable for weekends and after office hours, in which for Kemaman Port the weekends are after 1245 hrs. Thursday, and the whole of Friday, and after office hours are from 1600 hrs. until 0800 hrs.

On public holidays, as listed below, a charge of an additional 50% for pilotage and towage, and additional 25% for mooring is imposed.

Public holidays for Kemaman:

New Year Day – 1st January.
Chinese New Year – varies from year to year.
Aidil Fitri – varies from year to year.
Aidil Adha – varies from year to year.
National Day – 31st August.
Christmas – 25th December.
Deepavali – varies from year to year.
Maal Hijrah – varies from year to year.
Maulidur Rasul (Prophet Muhammad's Birthday).
Sultan Terengganu – 21st March.
Coronation Day.
Sultan Terengganu's Birthday – 29th April.
Labour Day – 1st May.
Wesak Day.
King's Birthday.
Nuzul Quran.

POLICE/AMBULANCE/FIRE: Police 09-592222. Ambulance 09-593333. Fire 09-594444.
TELEPHONES: Telephones cannot be placed on board.
SHORE LEAVE: Shore leave is permitted.
IDENTIFICATION CARDS: Seaman's Book or Passport are sufficient.
GARBAGE DISPOSAL: Garbage disposal is compulsory at the East Wharf only. Drums are provided. Charges are as follows:

Ships under 750 g.r.t.: $10.00 per vessel per day or part thereof.

Ships 750 g.r.t. – 3,000 g.r.t.: $30.00 per vessel per day or part thereof.

Ships over 3,000 g.r.t.: $50.00 per vessel per day or part thereof.

WASTE OIL DISPOSAL: Available on request. Arrangements made with private contractors. Rates negotiable with contractors.
SEAMAN'S CLUBS: None.
CURRENCY: Malaysian Ringgit (MRG).
GENERAL: *Stores:* Provisions are plentiful.
Tides: Tidal range 3.2 m.
Wind/Sea: Maximum 25 knots during North East Monsoon with choppy sea from November to January.
DEVELOPMENTS: There are plans to develop the port into a distribution centre of bulk cargoes for the ASEAN region.
AUTHORITY: Kemaman Port Authority, East Wharf Building, Teluk Kalong, 24000 Kemaman, Terengganu, Malaysia. *Tel:* 09-531590,09-531706 (Marine Department). *Telex:* PORTKM MA 51334. *FAX:* 09-531599. *Contact:* See "Kuantan".

KERTEH TERMINAL: 04.31 N. 103.33 E. (See Plan)

PORT LIMITS: The port area is enclosed between Latitudes 4° 30′ N. and 4° 37′ N. and between Longitudes 103° 26.8′ E. and 103° 33′ E.
LOCATION: The Kerteh Port Marine Terminal is situated off the East Coast of Peninsular Malaysia in the South China Sea approximately 13 miles South of Kuala Dungun.

The marine facilities consist of 3 single buoy moorings located in a 20 square mile Restricted Area which extends about 5 miles from the coast.

One CALM operated by Petronas Penapisan (Terengganu) Sdn. Bhd. (PP(T)SB), suitable for vessels up to 85,000 d.w.t. (limited by loaded draft of 11.1 m.) is used for loading refined products from the Petronas Refinery.

Two SALMs, operated by Esso Production Malaysia Inc. (EPMI) are used for loading crude oil from the Terengganu Crude Oil Terminal (TCOT).

DOCUMENTS: Masters are required to prepare documents prior to arrival in port such as:

Last Port Clearance.
Ship's Certificate.
Manifests (List of Cargo onboard).
8 Crew Lists.
8 Passenger Lists.
2 Stores Lists.
2 Personal Effects Lists.
2 Lists of Narcotics.
2 Vaccination Lists.
5 List of Arms/Ammunition.

Boarding and Duty Personnel: Tankers will be boarded, normally on arrival, by Mooring Masters, Loading Operators, Customs, Agents, Surveyors and Petronas Representatives. They will usually stay onboard till the vessel's departure and should be provided with meals and suitable accommodation. However, alcoholic beverages should not be offered to shore personnel, nor should vessel's personnel consume alcoholic drink during the vessel's stay at the terminal. A very serious view is taken of the matter which is an important aspect of vessel and terminal safety.

PREPARATIONS: Vessels should prior to arrival prepare:

(a) *Pilot Ladder:* Safely and securely rigged a combination of pilot ladder with 2 side ropes and ship's accommodation gangway, so arranged that personnel can first use the pilot ladder until part way up the vessel's side, and then transfer to the accommodation ladder. Vessels with less than 9.0 m. freeboard need only rig the pilot ladder with 2 side ropes. Air operated pilot hoists are not acceptable. A light heaving line should be ready to take the Mooring Masters' and Loading Operators' equipment onboard.
(b) *Derricks:* Derrick to be rigged on port side.
(c) *Bow Arrangements:* Vessels should be prepared to be moored to the SPM's and to make ready at forecastle: 1 coil of messenger rope of 2.5 in. circumference, minimum length 200 m., and one empty self-stowing drum.
(d) *Reducers:* The port side manifold is to be prepared for either 12 in. (PP(T)SB) or 16 in. (TCOT) hoses. In addition, 2 chain blocks SWL 2 tonnes and small wire strops to be available.
(e) Pilot hoist is not acceptable.

PILOTAGE: Two Mooring Masters normally board tankers at pilot station from a launch or tug.

Pilot Station No. 1 is located at N.E. Corner Buoy (position Lat. 4° 37′ N., Long. 103° 31′ E.).

Pilot Station No. 2 is located at position Lat. 4° 34′ N., Long. 103° 33′ E.

During the N.E. monsoon period (November-March) vessels may be requested to pick-up personnel at a position off Tanjong Berhala about 20 miles S.E. of the terminal area.

Masters should ensure that the Malaysian Flag together with the appropriate International signals are displayed for a vessel approaching port.

NAVIGATION: *Charts:* U.S. 71024, B.A. 770, B.A. 1374, B.A. 2660 (a), B.A. 2414, B.A. 3543 and Mal 6441 (Kerteh Port approach chart. Published by the Royal Malaysian Navy).
Approaches: Approaching the anchorage area from the N.E. – S.E. quadrant, there are no outlying dangers.

Pulau Tenggol, a steep-to 900 ft. high island, situated 20 miles N.E. of the terminal area, and Bukit Labohan, a 1,200 ft. high hill just South of the terminal, are excellent radar targets, easily identified.

The Kerteh Port Marine Control is equipped with a radar-based vessel tracking and traffic management computer system, and will advise vessels when VHF contact has been established.

CAUTION:

(i) Beware of the presence of fishing craft as normally they do not show any lights at night.
(ii) The refinery flare and gas plant flare are visible at a great distance, but should not be relied upon for position fixing purposes as they may not be burning at all times.
(iii) Vessels should give all structures and working vessels a wide berth and not approach closer than 2 miles.

Restricted Area: The Restricted Area is bounded by imaginary lines connecting the following points:

1. Lat. 4° 34′ N., Long. 103° 28′ E.
2. Lat. 4° 37′ N., Long. 103° 31′ E.
3. Lat. 4° 32′ N., Long. 103° 33′ E.
4. Lat. 4° 33′ N., Long. 103° 28′ E.

Vessels should under no circumstances enter the Restricted Area without the service of the Mooring Master.

NAVIGATION AIDS: In addition to the navigational aids noted on the Navigation Charts, the following Navigational Lights and buoys are placed:

1. Kerteh Port Sea Buoy:

Position	Lat. 4° 32′ N., Long. 103° 34.9′ E.
Shape	Pillar
Colour	Red and white vertical stripe
Light Characteristic	Fl. (W) every 10 secs.
Visibility	8 nautical miles
Radar Reflector	8 nautical miles

2. Paton Bank Buoy:

Position	Lat. 4° 32′ 41″ N., Long. 103° 31′ 27″ E.
Shape	Can
Colour	Red
Light Characteristic	Fl. (R) 5 secs.
Visibility	8 nautical miles
Radar Reflector	8 nautical miles

3. N.E. Corner Buoy:

Position	Lat. 4° 37′ N., Long. 103° 31′ E.
Shape	X
Colour	Yellow
Light	Fl. (4) Y 10 secs.

4. Tg. Labohan Light:

Position	Lat. 4° 31′ 18″ N., Long. 103° 28′ 18″ E.
Characteristic	Fl. (W) 4 secs.
Visibility	15 nautical miles

5. Danger Line Buoys:

These buoys are 1,000 m. apart and indicate the 15 m. (50 ft.) Admiralty Chart Datum line.

Shape	Pillar
Colour	Yellow
Light Characteristic	N1 – Fl. Y 4 secs. N2 – Gp. Fl. Y (3) – 5 secs. N3 – Gp. Fl. Y (4) – 10 secs.
Visibility	2 nautical miles
Positions as follows:	
B-4 Danger Buoy N1	Lat. 4° 33′ 33.7″ N., Long. 103° 28′ 46.7″ E.
B-3 Danger Buoy N2	Lat. 4° 34′ 06.5″ N., Long. 103° 28′ 38.3″ E.
B-2 Danger Buoy N3	Lat. 4° 34′ 35.9″ N., Long. 103° 28′ 29.1″ E.

6. Refinery SBM:

Position	Lat. 4° 34′ 32.2″ N., Long. 103° 29′ 02.1″ E.
Colour	Orange with white superstructure.
Light Characteristic	White, Fl. Letter U (· · –) every 15 secs.
Visibility	2 nautical miles

7. SALM No. 1:

Position	Lat. 4° 34′ 21.9″ N., Long. 103° 30′ 18.1″ E.
Colour	Yellow with black vertical stripes
Light Characteristic	White, Fl. Letter U (· · –) every 7.5 secs.
Visibility	2 nautical miles

8. SALM No. 2:

Position	Lat. 4° 33′ 26.5″ N., Long. 103° 30′ 45.4″ E.
Colour	Yellow with black vertical stripes
Light Characteristic	White, Fl. Letter U (· · –) every 15 secs.
Visibility	2 nautical miles

The above buoys with the exception of the SBM and SALM's are subject to shift position and should not be relied upon for navigational purposes.

When approaching the Terminal, Kerteh Port Marine Control will advise if the above buoys are in position.

ANCHORAGE: The Anchorage area is 4 miles square bounded by Lat. 4° 30.0′ N. and Lat. 4° 32′ N., and Long. 103° 32.0′ E. and Long. 103° 34.0′ E.

Vessels are strictly prohibited to anchor in any position, whether inside or outside the Restricted Area other than in the designated Anchorage Area. Crude and gas pipelines and a telephone cable are laid in the vicinity and are not shown on all charts.

During severe weather conditions it is not advisable to anchor as holding ground is poor and vessel should slowly steam 5 to 10 miles off the coast, and remain within VHF radio range.

In the event VHF radio contact cannot be established, Masters are advised not to anchor but keep to seaward of the Anchorage Area and the Restricted Zone. Contact will then be made by the Terminal's Support Craft.

ACCEPTANCE CRITERIA:
PP(T)SB: (Product).

I-*SPM Limitations:*

(i) SPM is designed to handle vessels of 15,000 to 35,000 d.w.t. However, partially loaded vessels up to 85,000 d.w.t. can also be accommodated up to a maximum draft of 11.1 m.

(ii) SPM is equipped with 2 mooring hawsers fitted with 2 in. diameter chafing chains which requires Panama leads with minimum dimensions 450 mm. × 600 mm. Bollards with snotter wires and bow shackles (See III-(x)) can be used as an alternative to secure the chafing chains.

(iii) Maximum loading rate of 20,000 bbls.p.h.

(iv) Minimum flow rate of 3,100 bbls.p.h. is acceptable for initial loading and topping-off operations. The operation at this flow rate should not exceed 15 minutes.

(v) Maximum loading temperature 75°C.

(vi) Maximum allowable working pressure of hoses 225 p.s.i. (15.8 kg./sq.cm.).

(vii) Weather Limitation: Vessels to stop loading when wind speed reaches 22 knots. When wind speed reaches 27 knots and 12 ft. swell, vessel to disconnect hose and be ready to vacate berth. However, final decision to vacate the berth lies with the Mooring Master at the scene.

II-*Port Limitation Ex-Kerteh Refinery-Safe-Dimensions of Vessel:*

	Vessel Data	
	Min.	*Max.*
Size	20,000 d.w.t.	85,000 d.w.t.
Length	163 m.	265 m.
Width	20 m.	38 m.
Loaded Draft	8.8 m.	11.1 m.

III-*Tanker Requirements:*

(i) The tanker must be able to handle the hose rigging on the port side and must be able to lift and swing safely 5 ton over and above the ship's rail. Hose has to be lifted to a height of 4.5 m. – 6.0 m. above ship's rail.

(ii) The tanker must have sufficient clear deck area adjacent to the cargo manifold. Distance from manifold to ship's rail should be a minimum of 3.7 m. Free area around centreline of manifold must be 36 in. as the end of the rail hose near the loading flange has a 30 in. diameter.

(iii) Tanker must have 12 in., 150 p.s.i. ASA (or ANSI) manifold flange connection on port side to fit on a 12 in. Camlock coupling loading/discharge hose.

(iv) Tanker must have sufficient chain falls and rigging gear to secure the loading hose.

(v) Product tankers must be able to receive water plug of 300 bbls. in a segregated tank or clean slop tank prior to commencement of loading. The water plug to be pumped back on completion of the loading plus an extra 200 bbls. of clean water (if required by PP(T)SB.

(vi) On arrival all tankers must have adequate segregated or clean or permament ballast for safe manoeuvring at all times (i.e. Propeller must be adequately submerged without excessive trim).

(vii) Refinery cannot receive slop or oily ballast, therefore any ballast discharged must be absolutely clean.

(viii) Minimum 10 ton capacity port side derrick required.

(ix) Tanker's crew are responsible for mooring, hose connection and unmooring.

(x) Mooring of product tankers at Kerteh SPM: (PPTSB)

All product carriers proposing to use the SPM facilities at Kerteh should have available onboard in case of requirement the following:

2×12 m.×54 mm. dia. (for tankers up to 40,000 d.w.t.) or 2×12 m.×64 mm. dia. (for tankers above 40,000 d.w.t.) wire rope bridles (fibre core) with a thimbled eye at one end and a soft eye on the other end.

2×50 ton safe working load bow shackles.

1×200 m. × 30 mm. and 1×100 m. × 30 mm. messenger lines.

The Loading Operator, who is responsible for the loading operations, will inspect the ship on arrival to ensure the ship's compliance to Kerteh Terminal's requirements for final acceptance. PP(T)SB reserves the right to reject any non-compliance vessel at Kerteh Port.

TCOT: (Crude)

Tankers between 40,000 and 250,000 d.w.t. can be accepted at the TCOT SALMs provided they:

1. Re: Mooring equipment, etc. comply with "Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings", published by OCIMF 1990, particularly Section 6.1 to 6.5., i.e. in brief:

   (i) Tankers of 140,000 d.w.t. or more are not acceptable during N.E. Monsoon (November to March). During other periods, these tankers must be accompanied by a tug of 6,000 t.p.h. or more, capable of operating in a pull/push mode and fitted with a towing line with stretcher rope and eye large enough for securing on bitts.

   Tugs to arrive 3 hours earlier than vessel for inspection prior to berthing operation.

   (ii) Tankers up to 140,000 d.w.t. to have bow mooring arrangements for connecting a single 76 mm. (3 in.) chain.

   (iii) Tankers over 140,000 d.w.t. to have bow mooring arrangement for connecting 2×76 mm. (3 in.) chains.

   (iv) Bow fairleads for 76 mm. (3 in.) chain to measure at least 600 mm. × 450 mm.

   (v) All tankers to have bitts, bollards, bow stoppers of minimum SWL:

Under 100,000 d.w.t.:	1×100 tonnes.
100,000 – 150,000 d.w.t.:	1×200 tonnes.
Over 150,000 d.w.t.:	2×200 tonnes.

   with adequate forward winch heaving capacity for heaving up corresponding chain system with buoy.

   Note: It is recommended that all tankers calling at this terminal be fitted with approved bow stoppers for safe and efficient mooring and unmooring operations.

   (vi) Tankers with one bow stopper to prepare one self-stowing drum and tankers with 2 bow stoppers to prepare 2 self-stowing drums to accommodate 1 or 2 × 150 m. (10 in.circumference) pick-up ropes.

   Note: Warping drum not to be used to heave up chain system on board for safety reasons.

2. Have 1×16 in. standard ANSI-B 16.5, BS 1560 Series 150 or equivalent flange ready at port side manifold, with bitts, straps, tuggers, etc. ready for connecting 1×16 in. over-the-rail hose to the manifold. The connecting 16 in. manifold flange shall be fitted to a spool piece of minimum length 200 mm. to allow sufficient space to connect the Camlock coupling of the hose end. Port side manifold arrangement to comply with OCIMF "Standard for Oil Tanker Manifolds and Associated Equipment" – Page 17. SWL of port side derrick to comply with ISGOTT (Appendix C.10.2 weight of hose strings) for single buoy moorings i.e.: Minimum SWL 10 tonnes for port side derrick is required.
3. Maximum vessel loaded draft at SALM-1 is 17.4 m. (57 ft.). Maximum vessel loaded draft at SALM-2 is 20.4 m. (67 ft.).
4. Have on arrival adequate clean or segregated ballast for safe manoeuvring and be able to limit freeboard by loading crude and discharge segregated/clean ballast simultaneously.

During the N.E. monsoon season (November-March), vessels must arrive with forward draft not less than 5.50 m., adequate ballast or cargo onboard to have propeller covered and with no more than 6 ft. trim by the stern. Vessels with only CBT system on board must be able to retain ballast or to load and discharge simultaneously without any risk of pollution or cargo contamination.

NOTE: There are no ballast receiving facilities and ballast pumped overboard must be absolutely clean.

HEALTH: Radio Pratique should be requested through a local shipping Agent.

TUGS: A tug and mooring launch will be in attendance during mooring operation.

SBM: One tug of 2,600 h.p. and 2 launches.

SALMs: Two tugs, 3,500 h.p. and 1,000 h.p.

Note: See "Acceptable Criteria – TCOT – Section 1(i)" for tug requirements for tankers over 140,000 d.w.t.

RADIO: All radio traffic to be channelled through Singapore Radio. Vessels to maintain radio watch on the same station.

(a) Cables for Petronas to be addressed to PP(T)SB, Kerteh. Telex: Petref MA 51326 and copy to "International Marketing, Petronas", Kuala Lumpur. Telex: Petron MA 30032 or MA 30696.

(b) Cables for EPMI to be addressed to TCOT, Kerteh. Telex: MA 51384 and MA 51397 with copies to Essosupply Kuala Lumpur MA 30621.

Singapore Radio works on the following frequencies:–

Call Sign	*Transmit (kHz)*	*Receives (kHz)*	*Watch (GMT)*	*Remarks*
9VG4	2182	2182	0000-2400	Call, replay and safety
9VG87	4125	4125	0000-2400	
9VG88	6215.5	6215.5	0000-2400	
9VG89	8780	8257	0000-2400	Common calling frequencies
9VG90	13162.9	12392	0000-2400	
9VG91	17294.9	16522	0000-2400	
9VG5	2760	2527	0000-2400	Working frequencies for passing of radio telegrams
9VG60	4369.8	4075.4	0000-2400	
9VG63	8728.2	8204.3	0000-2400	
9VG67	13156.6	12385.8	0000-2400	
9VG52	2780	2685	On demand	
9VG61	4376	4081.6	On demand	
9VG62	6509.5	6203.1	On demand	
9VG64	8762.3	8238.1	On demand	Connection to telephone system
9VG65	8790.2	8266.3	On demand	
9VG66	13147.3	12376.5	On demand	
9VG68	17270.1	16497.2	On demand	
9VG69	17356.9	16584	On demand	
9VG70	22630.1	22934.1	On demand	

Traffic lists will be transmitted on the following listed frequencies, except during transmitter maintenance periods when the list will be broadcast on the two frequencies consecutively.

Transmit (kHz)	*Receives (kHz)*	*Time (GMT)*
2760	2527	0005, 0405, 0805 and 1205
8728.2	8204.3	
2760	2527	1605
4369.8	4075.4	

Approximate geographical location of Singapore Radio Station is Lat. 01° 20′ N., Long. 103° 40′ E.

Notice of Arrival:

Upon departure from last port or immediately after having received instructions to proceed to Kerteh Port Marine Terminal, Master is requested to cable to either EPMI (if scheduled to load crude) or to PP(T)SB (if scheduled to load product) the following:

AAA	Vessel name, previous name (if any), call sign and flag.
BBB	ETA, date and local time (GMT + 8 hours).
CCC	Master's name and nationality.
DDD	G.r.t., n.r.t., d.w.t., s.d.w.t. and Light Displacement Tonnages.
EEE	Last discharge port and intermediate ports.
FFF	Next discharge port and intermediate ports.
GGG	Number of crew and nationality.
HHH	Number of passengers.
III	Grade and Quantity of cargo on arrival, previous cargo and cargo to be loaded at Kerteh Marine Terminal and loading rate per with 1×16 in. hose connection for crude loading and 1×12 in. connection for product loading.
JJJ	Whether previous cargo or any cargo on board has high H_2S contents and H_2S concentration in tank vapour spaces.
KKK	Malaysian light dues receipt number and date.
LLL	Arms on board.
MMM	Deballasting. Confirm that the vessel is able to load and deballast simultaneously.
NNN	Arrival drafts.
OOO	Any leaks which could cause pollution or affect loading.
PPP	Pratique Granted: Place/Date. If any sickness on board or of clean bill of health.
QQQ	Confirm inert gas system operational and whether all cargo tanks in inert atmosphere on arrival.
RRR	Length overall, breadth and bow to centre of manifold distance.
SSS	Size of port manifold flange and confirm that 2×12 in. (150 p.s.i.) ASA flanges are available for product tankers on port side manifold or confirm that 1×16 in. 150 ASA flange is available for crude tankers on port side and able to connect Camlock couplings. Confirm that manifold arrangements comply with OCIMF standards for oil tankers manifold standard and associated equipment.
TTT	Confirm that combination of gangway and pilot ladder ready on arrival. Only pilot ladder is required if freeboard is less than 9 m.
UUU	If loading products, is vessel fitted with 2-valve separation for parcels?
VVV	Is vessel fitted with segregated ballast tanks?
WWW	Is vessel diesel or turbine powered?
YYY	Confirm that vessel can moor to an SPM and indicate what bow connection equipment is available. (See "Berthing").
ZZZ	What is SWL of port side derricks for hose hoisting.

Updated ETA to be reconfirmed 72, 48, 24 and 12 hours prior arrival.

VHF: When within range, vessels should contact Kerteh Port Marine Control initially on Channel 16 for berthing instructions and assignment of working channel. Working Channels are 9, 67, 69 and 73.

The language of the Terminal is *English*.

Arrival Procedures: Masters should endeavour to establish contact with Kerteh Marine Control as soon as they are within VHF radio range.

Instructions thereafter will be given for further approach procedures.

RADAR: Marine control tower has radar.

BERTHING: *Petronas Penapisan (Terengganu) Sendirian Berhad (PP(T)SB) SPM:* The Catenary Anchor Leg Mooring (CALM) is located in 60 ft. of water in position Lat. 04° 34.5′ N., Long. 103° 29′ E. It is designated for 85,000 d.w.t. tankers on restricted draft. The SBM is fitted with 2 mooring hawsers and 2 strings of loading hoses, one for loading black oil and one for loading clean products.

CAUTION: The SBM is only a distance of 1 nautical mile from the beach. The bottom shelves from the SPM for a distance of approximately 5 cables (900 m.) to a Danger Line of 3 buoys in 50 ft. A.C.D. of water.

When the SBM is at maximum excursion, i.e. 2 mooring chains tight on the weather side, no vessels, such as tugs or standby boats, can approach this SBM closer than 50 ft. Otherwise, they will foul the anchor chain.

Therefore the terminal insists that vessel engines and crew are at all times on standby whilst moored to this SBM.

TCOT SALMs: SALM 1 is located in 26 m. of water in position: Lat. 04° 34.4′ N., Long. 103° 30.3′ E. It is designed for fully loaded 140,000 d.w.t. tankers.

SALM 2 is located in 28 m. of water in position: Lat. 04° 33.5′ N., Long. 103° 30.7′ E. It is designed for fully loaded 250,000 d.w.t. tankers with certain limitations.

Both SALMs are fitted with a single hawser system terminating in a 3 in. chafing chain. Vessels over 140,000 d.w.t. will be moored at SALM 2 and a second hawser, also terminating in a 3 in. (76 mm.) chain, will be fitted.

Berthing and Mooring: Prior to berthing the Mooring Master will discuss with the Master the berthing and mooring operations and ascertain that the vessel is fully manoeuverable. He will also inspect the vessel's ballast to ensure that only clean ballast is carried and its disposal overboard will be safely carried out simultaneously with the loading of cargo.

The second Mooring Master will discuss with the Officer on the bow the mooring operation and will via the Officer supervise the mooring operation performed by the vessel's crew.

After ensuring that the manoeuvring area is clear of other traffic and weather and sea conditions are suitable, the vessel will be manoeuvred for the approach to the mooring buoy. The heading of the vessel will normally be such that she will have the wind ahead but tidal effects may have to be taken into account. A tug of suitable power and a mooring launch will be in attendance. During the final approach, the mooring launch will pick up a messenger line from the vessel's bow and maintain station approximately 91 m. ahead of the vessel. When the mooring launch reaches the end of the mooring system's pick-up line, the vessel's messenger line will be made fast and the vessel's crew will heave in the slack as the vessel moves closer to the mooring buoy.

When the pick-up line is on board the crew will commence heaving on this line the chafing chain is on board and secured.

The Refinery *SBM is fitted with 2×54 mm. diameter chafing chains* which require *Panama Leads with minimum dimensions of 450 mm. × 600 mm.* It is the vessel's responsibility to ensure that the 2 chafing chains on the Refinery SBM are brought on board in equal lengths in order to share the load equally between the 2 mooring hawsers which are seperate and not mated or secured together in any way.

The crude oil *SALMs are fitted 1×3 in. (76 mm.) diameter chafing chain,* which requires a Panama Lead with minimum dimensions of 450 mm. × 600 mm. Vessels greater than 140,000 d.w.t. will be berthed at SALM No. 2 and two chain mooring systems will be connected, which requires 2 Panama fairleads as per the OCIMF recommendations.

Chafing chains will be connected to or bow stoppers. An alternative connecting system will be used when vessels are not fitted with the connections mentioned above. Bollard with 6 m. long×64 mm. diameter snotter wire and bow shackles can be used as an alternative to secure the chafing chain.

HOSES: *Connection Hoses:* Once the vessel is moored, the floating hose(s) will be towed alongside and connected to the vessel's port manifold under the supervision of the Mooring Master.

Connecting and disconnecting of hose(s) will be the responsibility of the vessel's crew.

While vessels are moored, it is imperative that a careful watch is maintained on the mooring systems and cargo hose.

Main engines should be kept on standby and should be ready for immediate use in the event the vessel starts to ride up on the mooring buoys.

On the Refinery SBM the floating hose strings are 12 in. ASA on the rail and have a total length each of 230 m. Camlock couplings are fitted.

On the crude SALMs 1 floating hose string terminates in 16 in. ASA flange on the rail and is fitted with butterfly valve – lock arrangements with Camlock. (Also see "Radio" – SSS).

LOADING: *Loading Rate:* Prior to the commencement of loading operations, an agreed upon oil transfer plan must be established. This will include commencement, maximum and topping-off loading rates and emergency stop procedures.

Maximum loading rate at the Refinery SBM will be approximately 20,000 bbls.p.h. through each hose and at the crude SALM, approximately 40,000 bbls.p.h. Vessels should take maximum flow, with due regard to safety, in order to expedite turnaround time. Minimum bulk loading rate shall not be less than 25,000 bbls.p.h. Care should be taken not to overload. Topping-up rate for products is between 2,100 – 3,800 bbls.p.h. Final topping-up rate for crude is between 10,000 – 14,000 bbls.p.h.

Vessels with or without permanent ballast tanks should retain ballast onboard until the vessel has taken sufficient cargo to be manoeuvrable, after which simultaneous loading and deballasting operations could commence. Such practice improves turnaround time and keeps the windage area down to acceptable levels. Vessels with excessive deballasting time may incur considerable delay in berthing. At crude SALM, no deballasting is allowed prior to loading.

Closing Valves Against Oil Flow: Warning is given of the danger of closing valves against an incoming oil stream. This will create excessive pressure which may result in damage to the loading hoses and Terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution. The Refinery and TCOT will automatically stop pumping when back pressure reaches 200 p.s.i. and 220 p.s.i. respectively.

Electrical Storms: Loading will be suspended when severe Electrical Storms are in the near vicinity to prevent the possibility of cargo gases igniting.

SAFETY/FIRE/POLLUTION:

General: A Ship/Shore Safety and Pollution Check List is used at the terminal and all operations closely follow recommendations in the International Safety Guide for Oil Tankers and Terminals.

Fire: In the event of fire onboard: Immediately stop loading, advise the Mooring/Loading Master onboard and prepare to disconnect hoses and evacuate the berth. A well-equipped tug is standing by and may assist under the Mooring Master's guidance. In case of VHF communications failure sound 10 short blasts on the ship's whistle.

Pollution: The terminal is located in an extremely pollution sensitive area, a short distance from high amenity beaches with a valuable and vulnerable marine life. It is therefore imperative that all pollution of the sea is avoided. Master will be held liable for all clean-up-costs and third party claims and Owners promptly advised in case of pollution.

Deballasting: Ballast water pumped overboard should not contain oil or mixture containing oil (a mixture with an oil content of 100 parts or more in 1 million parts of the mixture) in accordance with the Section 27(1) of the Environmental Quality (Amendment) Act, 1985 (See "Below") with regard to Malaysian waters and Section 10(1) of the Exclusive Economic Zone Act, 1984 (See "Below") with regard to the exclusive economic zone.

Vessels ballast tanks will be carefully inspected. Vessels with dirty or doubtful ballast water will not be accepted unless analysis of water samples for oil content show otherwise.

Oil Spills: Should an overflow or hose leak occur during loading; immediately advise shore to stop loading and retain oil onboard and clean-up or recover oil.

The stand-by tug is equipped with spill-booms, skimmers and oil spill dispersant spraying booms. However, spraying of chemicals should only be done as a last resort after clearance from the relevant Authorities has been obtained.

Garbage Disposal: Dumping of garbage overboard, of whatever kind, is strictly forbidden.

Appendix:

SECTION 10(1), EXCLUSIVE ECONOMIC ZONE ACT, 1984

If any oil, mixture containing oil or pollutant is discharged or escapes into the exclusive economic zone from any vessel, land-based source, installation, device or aircraft, from or through the atmosphere or by dumping:

(a) the Owner or Master of the vessel, if the discharge or escape is from a vessel;
(b) the Owner or occupier of the place on land, if the discharge or escape is from land;
(c) the Owner or person in charge of the installation or device, if the discharge or escape is from an installation or a device; or
(d) the Owner or Pilot of the aircraft, if the discharge or escape is from an aircraft,

shall each be guilty of an offence and shall be liable to a fine not exceeding 1,000,000 ringgit.

SECTION 27(1), ENVIRONMENTAL QUALITY (AMENDMENT) ACT, 1985

No person shall, unless licensed, discharge or spill any oil or mixture containing oil into Malaysian waters in contravention of the acceptable conditions specified under Section 21.

NOTES: (i) SECTION 21, ENVIRONMENTAL QUALITY ACT, 1974

The Minister, after consultation with the Council, may specify the acceptable conditions for the emission, discharge or deposit of wastes or the emission of noise into any area, segment or element of the environment and may set aside any area, segment or element of the environment within which the emission, discharge or deposit is prohibited or restricted.

(ii) SECTION 2, ENVIRONMENTAL QUALITY ACT, 1974

"Mixture containing oil" means a mixture with such oil content as may be specified by the Minister or, if such oil content is not specified, a mixture with an oil content of one hundred parts or more in one million parts of the mixture.

MEDICAL: No doctor or clinic available, however in emergencies, exceptions may be permitted for humanitarian reasons.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: None.

REPAIRS: Not possible.

Note: Vessels are strictly prohibited to carry out hot work or repairs of any kind which could cause fire hazard *or* immobilise engine at the berth or within the port area except at the designated anchorage area, with the approval of Terminal Superintendent or Representative.

SURVEYORS: Trident Malaysia Sdn. Bhd., Straits Trading Building, Lebuh Pasar Besar, Kuala Lumpur. Tel: 03-926410. Telex: MA 39551.

Caleb Brett Malaysia Sdn. Bhd., Room 301, 3rd Floor, Bangunan Yayasan Selangor, Jln. Bukit Bintang, Kuala Lumpur. Telex: MA 30579.

CUSTOMS ALLOWANCES: Usual allowance for ports in Malaysia.

REPATRIATION: Not possible.

TIME: GMT plus 8 hours.

WEATHER: The seasonal weather patterns are broadly divided into three types and the terminology used is consistent with that of S.E. Asia. These three types are:

1. S.W. Monsoon (May to September): Winds are generally from the South or S.W. during this period and can reach gale force in local squalls.

2. N.E. Monsoon (November to March): Intermittent bad weather occurs during this monsoon and high sea and swell conditions can persist for extended periods.

3. Transition Periods (April and October): Winds are generally variable during the monsoon transition periods but may freshen in the late afternoon and early evening with the sea breeze effect. Occasionally, local gale force squalls may occur but these are generally of short duration.

CAUTION: The severe squalls often occur suddenly without warning. It is therefore important whether at anchor or moored that an alert deck watch is kept.

Refer to China Sea Pilot – Volume 1 for further meteorological information.

TIDES AND CURRENTS: *Currents:* The tides off Kerteh vary widely, with periods of only one HW and one LW each lunar day, there are also marked inequalities in times and heights of high and low waters.

The tides at Kerteh are on average 30 minutes earlier than the standard Port of Tanjung Gelang but there are wide variations.

The ocean currents off the Kerteh Coast are the result of the monsoon wind pattern, setting South during the N.E. Monsoon and North during the S.W. Monsoon. The average currents are:

January	1.0 knot	180°
April	0.5 knots	170°
July	1.0 knot	010°
October	0.5 knots	variable

Combination Tide and Current: The strength of the current is dependent on the strength of the monsoon wind and when winds are strong the current can increase to 2 knots or more.

Thus in the N.E. Monsoon the combination of current and flood tide can produce a South running stream of 3 knots or more, and with a very weak North running stream. The same occurs in reverse during the S.W. Monsoon.

CAUTION: When at anchor it should be noted that with the tidal streams and currents in "conjunction" they can exceed 3 knots in strong winds and as the holding ground is not good, it is important that a very careful check is kept on the ship's position at all times.

EMERGENCY CO-ORDINATING CENTRE: Contact Kerteh Marine Control on VHF Channel 16 or other assigned working Channels 67, 69 and 73. Tel: 09-8271277, ext. 5233 (Kerteh Marine Control). Telex: MA 51384.

SHORE LEAVE: No shore leave.

GENERAL: *Language:* The language of the Terminal is English.

Mail: (a) Mail for tankers loading at PPTSB or Petronas cargoes at TCOT should be addressed to the ship's Agent.

(b) Mail for personnel on incoming crude tankers loading an Esso cargo may be sent to EPMI's Kuala Lumpur Office marked for the attention of the "TCOT Marine Superintendent" for transmission to the vessel when it arrives at Kerteh Port Marine Terminal.

Personnel: Only authorised personnel are permitted to board vessels while berthed.

Provisions: Not available.

Ballast: No dirty ballast or slop disposal.

Terminal: The Kerteh Port Marine Terminal is located off-shore and the only means of transportation available to the shore is by marine support craft to Tanjong Berhala Supply Base situated 24 miles to the S.E. As such, the terminal can offer no logistical support to the vessels calling at the Kerteh Port.

AUTHORITY:

(a) Petronas Penapisan (Terengganu) Sendirian Berhad (PP(T)SB),
24300 Kerteh,
Terengganu, Malaysia.
Tel: 09-8271244/8271234.
Telex: Petref MA 51326.

(b) Petroliam Nasional Berhad (Petronas),
International Marketing Division,
9th Floor, Menara Dayabumi,
P.O.Box 12444,
50778 Kuala Lumpur, Malaysia.
Tel: 03-2743833/2748011/2748022.
Telex: Petron MA 30032 or MA 30696.

(c) Esso Production Malaysia Inc.,
Terengganu Crude Oil Terminal (TCOT),
66th Mile Kuantan/Kuala Terengganu Highway,
24300 Kerteh,
Terengganu, Malaysia.
Tel: 09-8271277/8271278.
Telex: TCOT MA 53197 (24 hours).
FAX: 09-8271232.
Contact: Marine Supervisor.

(d) Esso Production Malaysia Inc.,
Komplex Esso,
P.O.Box 1,
24207 Kemasek, Terengganu, Malaysia.
Tel: 09-540400.
Telex: Ofprod MA 51744.

(e) Esso Malaysia Berhad,
Supply Department,
P.O.Box 10601,
50718 Kuala Lumpur, Malaysia.
Tel: 03-2485022.
Telex: Essosupply MA 30280.

AGENT: See "Port Kelang".

KOTA KINABALU (including Sapangar Bay), Sabah: 05.59 N. 116.00 E. (See Plan)

PORT LIMITS: Gaya Bay and waters to the S.W. bounded by a line joining Tanjong Aru and the Northern point of Pulau Gaya thence a line to Gaya Head including rivers entering same for a distance of 600 ft. inland from the mouth of the river.

DOCUMENTS:
Documents to be produced on arrival:
Port Clearance from Last port.
6 copies Inward Cargo Manifests.
2 copies Hatch List, *or* 1 copy Stowage Plan.
9 copies Crew Lists.
9 copies Passenger Lists.
2 copies Bonded Stores Lists (incl. Arms and Ammunition Lists).

In addition, the Master has to complete a Shipping Arrival Report Form and a Maritime Declaration of Health Form.

Notes: (a) If vessel arrives from any port outside those declared infected.

(b) These 2 copies (Inward Cargo Manifests) must be certified by the Master as follows: "I hereby certify that to the best of my knowledge and belief this manifest is complete and correct. . . . .Master".

To be supplied to Ship before Departure:
1 set Agents Outward Manifests.
2 copies Passenger Lists for Immigration.*
1 copy Passenger Lists for Customs.*
1 set Manifests for Customs.*
*To be supplied by Agent.

If vessel departs to a port outside Sabah, 2 copies outward crew list are also required for Immigration.

Where possible, cargo manifests and stowage plans should be forwarded in advance to local Agents and Port Authority ahead of vessels.

PILOTAGE: Not compulsory. Pilot normally available between 0600 hrs. and 1800 hrs. only. Applications normally made by Shipping Agents with advance notice of 24 hours prior to actual time that Pilot Services are required. Pilot boats are between 30 ft. – 40 ft. length and equipped with VHF/AM sets – 80.4 MHz frequency. Pilot station at Port Office (Marine Department) and location for vessel awaiting Pilot is within port limit. Marine Department Tel. 52213.

ANCHORAGES: (Also see "Health").
Special Anchorages and Prohibited Areas

(1) *Prohibited Anchorage:* No vessels shall anchor as to swing within 3,000 ft. of the F.R.G. Light on the N.N.E. end of the Authority Wharf in approx. position Lat. 05° 59′ 51″ N., Long. 116° 04′ 30″ E. Vessels under 150 ft. in length may anchor within this area, East of a line joining the F.R.G. Light and Gueritz Shoal Light Beacon.

(2) *Prohibited Area:* Except with the previous permission in writing of the Authority, no logs or timber shall be allowed to lie afloat within the area – Eastward of a line drawn in a 172° direction from Grieve Reef Beacon.

(3) *Explosives and Dangerous Goods Anchorage:* Vessels having explosives and Dangerous Goods on board shall anchor within a line drawn from a position in Lat. 06° 01′ 21″ N., Long. 116° 05′ 45″ E. thence in a 360° direction for 6.5 cables thence in a 270° direction for 10 cables thence in a 180° direction for 6.5 cables thence in a 090° direction for 10 cables to the starting point.

(4) *Dangerous Petroleum Anchorage:* A vessel having dangerous petroleum on board shall anchor within a line drawn from a position in Lat. 06° 00′ 42″ N., Long. 116° 05′ 45″ E. thence in a 270° direction for 10 cables thence in a 360° direction for 6.5 cables thence in a 090° direction for 10 cables thence in a 180° direction for 6.5 cables to the starting point.

(5) *Quarantine Anchorage:* A vessel which is required to proceed to a Quarantine Anchorage shall anchor within an area bounded by a radius of 3 cables from a position in Lat. 06° 01′ 34″ N., Long. 116° 03′ 46″ E.

RESTRICTIONS:

1. Entering. Vessels with dangerous cargo such as benzene are not allowed to stay alongside wharf or to berth after 1800 hrs. Vessels arriving from any port within hours of day-light not allowed to berth until they see the signals at the Customs House directing them. This applies equally to vessels arriving on schedule as well as unscheduled vessels and any infringement of these regulations can have very serious consequences.

Master of ship not sailing within 48 hours after port clearance to report to Harbour Master reason for not sailing, and, if so required obtain a fresh port clearance.

2. Shifting. The Authorities must be informed prior to shifting.

3. Immigration. No person may leave ship before clearance has been given by Customs/Immigration Officers.

4. Currency. No restriction on amount of currency which can be brought into this State but max. amount allowed to be taken out is MAL$100. Foreign exchange must be conducted through recognised banks.

MAX. SIZE: Max. size at general cargo berths is 20,000 d.w.t.

HEALTH: (Also see "Regulations"). *(a)* Sabah Government are signatories to WHO convention on Quarantine regulations. Port Health Doctor will not board unless vessel comes from infected port. Instead, Maritime Declaration of Health to be filled out and handed to Boarding Officer of Health Department who will require 1 copy of Crew List and 1 copy of Passenger List. Vessels should cable Agent prior arrival advising last port of call and whether vessel is healthy. Pratique normally cabled to ship but if unreceived, vessel need not proceed to Quarantine anchorage unless coming from infected port.

(b) Vessels arriving from ports outside the State will anchor until boarded by Authorities unless previously instructed by telegram to come alongside.

TUGS: Tug 280 h.p. available to assist vessels berthing and unberthing without a Pilot at inner berth. Ship's lines used.

RADIO: Singapore Radio recommended. (Also see "Health"). Local radio call sign "Control K.K.".

Berthing Application: Application for berthing has to be made 24 hours prior to actual time when berthing is required.

Details and Requirements: Name of vessel, gross and net tonnage, length overall, draft (fore and aft) ETA at berth, ETD from berth, nature and tonnage of cargo to be discharged/loaded, number of gangs required, amount of water, Pilot requirements. Vessels given berth on first come, first served basis.

Tankers: As much notice of arrival as possible is essential.

(a) If first port in Sabah and communication is difficult send message through Singapore Radio.

(b) If to be second or subsequent port in Sabah ensure that Agent/Installation Representative in the previous port gets an accurate ETA before vessel's departure so that this can be passed on by telephone.

VHF: Port Control on VHF Channels 12 and 16 (office hours only).

To reach the Agents directly during office hours contact 9WH26 on VHF Channel 26. The call charges will be reversed by 9WH26 which is an unofficial telecommunications VHF station.

BERTHING:

Berth No.	*Berth Length* (ft.)	*Depth* (m.)	*Capacity* d.w.t.
1	400	9.10	20,000
2	400	9.10	20,000
3	350	9.10	20,000
4	400	7.62	5,000
5	370	5.79	3,000
6	300	5.79	4,000
7	400	7.62	7,000
8	300	6.88	18,000
9	300	6.88	4,000
10	400	7.50	5,000
11	320	5.5 – 6.8	700
12	420	5.5 – 6.8	2,000

Note: The Old Wharf was closed to berthing and operations with effect from 31st December, 1987.

Ro-Ro: Facilities available at the Fast Erect Jetty. Max. size: LOA 180 m., beam 25 m. and max. draft 5.5 m.

CARGO: (Also see "Berthing".)

1. Tally: The Agent can provide tally clerks at ship's expense.

2. Inward cargo: Ship's responsibility ceases as soon as consignees take delivery ex-sling.

3. Transhipment cargo: Transhipment cargo handles via Port Authority Godown.

4. Outward cargo: All cargo is brought to the ship alongside wharf either by tractors and trailers.

5. Special cargo regulations:

(a) Dangerous Cargo: Vessels carrying explosives as cargo: All vessels arriving at, or remaining within the limits of, any port with explosives on board shall fly the gunpowder flag at the foremast.

No vessel having explosives on board shall, without the permission in writing of the Harbour Master, come or remain within 500 yards of the shore or any other vessel:

Provided that such a vessel may, with the written permission of the Harbour Master, come and remain within such limit where:

(i) such explosives are wholly and exclusively of Class V (Fulminate) or Class VI (Ammunition) or both such classes in the second schedule; and

(ii) the total quantity of such explosives does not exceed two thousand pounds; and

(iii) such explosives are carried in a properly constructed magazine duly certified as such by a British Board of Trade Surveyor or by an officer fulfilling similar functions appointed by a Government of any British possession or the vessel has a certificate from one of Her Majesty's Inspectors of Explosives or from an Officer fulfilling similar functions appointed by the Governments of Singapore, the Federation of Malaysia or Hong Kong and approved by the Governor that all the explosives on board such vessel have been properly stored and the Master of such vessel further certifies in writing that no other dangerous cargo is carried by the vessel; or where:

(iv) such explosives are wholly and exclusively explosives of one or any of Class III (Nitro-compound), Class IV (Chlorate mixture) or Class VII (Firework); and

(v) the total quantity of such explosives does not exceed three thousand pounds.

No such explosive shall be landed, shipped or transhipped between sunset and sunrise without the previous permission in writing of the Harbour Master. Any Master of a vessel offending against the provisions of this section shall be liable to a fine of MAL$1,000.

(b) Livestock: Pigs or cattle may not be loaded or discharged on any wharf without permission of the S.P.A.

CARGO HANDLING FACILITIES: *Cargo Handling Equipment:*

Equipment	*Manufacturer*	*No. of Unit*
Forklifts	Mitsubishi FD20	2
	Mitsubishi FD30	12
	Toyota 3FD30	56
	Komatsu FD30-8	8
	Toyota 3FD60	4
	Toyota FD190	2
	Toyota FD250	1
Towing Tractors	Chamberlain	8
	Toyota TD20	25
	Toyota 42-3TD20	2
	Toyota TD35	13
Trailers (5,000 kg.)	Hargill (Volvo)	30
	T.S. Engineering	18
	Besi Asia Engineering	21

Trailers (20,000 kg.)	Hargill Malaysia	6
	Rumpun Hijau	2
	Hargill	8
Trailers (30,000 kg.)	Wagon Engineering	2
Trailers (40,000 kg.)	Hargill	2
Straddle Carriers	Valmet	2

Pallets, Pallet Bridles, Wire Net Slings, Car Slings and Lorry Sling are also available for hire.

Storage Facilities:

Godown 1: 6,693 sq.m.	
Godown 2: 8,366 sq.m.	
Godown 3: 4,648 sq.m.	
Godown 4: 2,789 sq.m.	
Godown 5: 2,882 sq.m.	
Container Yard (bitumen)	2.5 acres (1.01 hect.)
Container Yard (Concrete)	2.08 acres (0.842 hect.)
Paved Area	4.20 acres (1.70 hect.)
Open Storage Area 1 (between bridges)	6,420 sq.m.
Open Storage Area 2 (opposite canteen)	6,770 sq.m.
Open Storage Area 3 (behind Godown 3)	6,330 sq.m.
Open Storage Area 4 (behind Godown 4)	2,700 sq.m.
Wharf Deck Storage Area (Northern extensions)	2,700 sq.m.
Ideal for sawn timber (7 days' free storage)	16,500 sq.m.

STEVEDORES: Stevedores provided by SPA; labour supplied for working in ships' holds and on ships' winches (if required). For cargo delivered direct ex-wharf consignee provides wharf labour; cargo for Sabah Ports Authority godown labour provided by Sabah Ports Authority.

Arrangement of stevedores should be made with 48 hours' notice to Shipping Agent. Average gang performance is 20 tons per gang hour for conventional traffic (excluding vehicles) and 40 tons per gang hour for pre-palletised cargo (excluding vehicles). Cargo work is carried out in 3×4 hour periods namely:

1st Period	0730 – 1130 hrs.
2nd Period	1300 – 1700 hrs.
3rd Period	1800 – 2200 hrs.

Work outside these hours is by prior application.

MEDICAL: Medical Officer of Health: Medical Services Department, Tel. 54303. Vaccination and inoculation (incl. Yellow Fever) can be arranged via Agent at any time during working days. In case of death on board, Agent and Harbour Master as well as the Police to be informed.

TANKERS: The port operates on a "first come-first served" basis in allocating the jetty but palletised vessels will get priority. Port Rules state that no other vessel allowed alongside when tanker discharging A-class products. As cargo vessels stop discharging at 2200 hrs., tankers are normally allowed to discharge A-class cargo until the following morning at 0600 hrs.

Berth is timber piled with concrete deck jetty, continuous 650 ft. by 40 ft. wide. Maximum displacement allowed – 13,000 tons. Maximum draft allowed – 22 ft.

Vessels berth either port or starboard side alongside according to the weather and tidal conditions prevailing at the time of berthing. Tankers berth on the outer side of the jetty only.

Fresh water available from wharf only. Vessels to provide hoses. Advance notice of requirements advisable. Rate 25 t.p.h.

Shore Line System:

(a) For Mogas, 1,440 ft.×8 in.

(b) For Jet A.1/Kerosene 1,450 ft.×8 in.

(c) For Gas oil/Light Fuel Oil, 1,380 ft.×8 in. hoses used to connect ship and shore.

(d) For Bitumen, 1260 ft.×8 in.

Sapangar Bay Oil Terminal: *Location:* 06° 05′ 10″ N., 116° 07′ 19″ E.

Pilotage: Pilotage at Sapangar Bay Oil Terminal is optional. Vessel's Master is advised to contact the Marine Department at Kota Kinabalu with any enquiries. Pilot boarding and anchorage position is at the Petroleum Anchorage at Lat. 06° 01′ 00″ N., Long. 116° 05′ 15″ E.

Navigational Aids: 5 channel markers with flashing lights are provided at Sapangar Bay. Three of the markers have red flashing lights and two have green flashing lights. The location of all the markers are as follows:

Marker No.	*Location*		*Light*
1	6° 4′ 39.5″ N.	116° 6′ 6″ E.	Red
2	6° 5′ 15″ N.	116° 6′ 46″ E.	Red
3	6° 5′ 30″ N.	116° 7′ 19″ E.	Red
4	6° 5′ 19″ N.	116° 7′ 34″ E.	Green
5	6° 4′ 39″ N.	116° 7′ 5.5″ E.	Green

Jetty Head: The jetty head/main berth is located at Lat. 06° 05′ 10″ N. and Long. 116° 7′ 19″ E.

Restrictions: Berthing and unberthing possible daily between 0600 hrs. and 1800 hrs.

Max. Size: 30,000 d.w.t. Max. draft 36 ft. Max. LOA 815 ft.

Radio/VHF: Radio/VHF facilities not available, terminal uses Kota Kinabalu Marine Tower facilities only.

Tugs: Tugs not available. Shipping Agents are required to contact Marine Department or private company.

Berthing: Length of jetty head 82.32 m. Depth alongside 12.2 m. Tidal rise 2.3 m.

Pipelines: There are a total of 8 common users' pipelines and 1 single user pipeline between the jetty head and the individual user's boundaries.

Discharge pipeline – common users	*Max. discharge rate*
10 in. dia. Gasolene (Premium and Regular)	500 t.p.h. at 150 p.s.i.g.
10 in. dia. Diesel (DE 1)	500 t.p.h. at 150 p.s.i.g.
10 in. dia. Jet A-1 (DPKE)	500 t.p.h. at 150 p.s.i.g.
10 in. dia. Domestic Kerosene (DKE)	500 t.p.h. at 150 p.s.i.g.
10 in. dia. Light Fuel Oil (LFO)	500 t.p.h. at 150 p.s.i.g.
3 in. dia. LPG (V)	500 cu.m.p.h. at 150 p.s.i.g.
6 in. dia. LPG (L)	500 cu.m.p.h. at 150 p.s.i.g.
Discharge pipeline – Single users	
10 in. dia. Bitumen (B)	500 t.p.h. at 150 p.s.i.g.
Bunkering pipeline – Common users	
6 in. dia. Diesel (DE 2)	200 t.p.h. at 150 p.s.i.g.

Bitumen and bunkers handled through hoses and all other products by marine loading arms.

Security: The Authority provides its own security personnel.

Fire Fighting Facilities: 2 Tower Fire Monitors are available at the Jetty Head which are capable of delivery of sea water or foam at 1,350 U.S.g.p.m. each. The monitors are hydraulic powered and electrically controlled remotely at the foam making plant about 150 ft. behind the jetty head.

Medical: Medical facilities only available at Menggatal town about 11 km. from Sapangar Bay.

Fresh Water: Fresh water is available at the jetty head at a pumping rate of about 50 tonnes per hour.

Slop Facilities: Not available.

Authority: Sapangar Bay Oil Terminal, Pejabat Pengurus Terminal, P.O.Box No. A/150, Teluk Sapangar, 89357 Inanam. Tel: (088) 411069, 411079, 411090, 411070. Telex: Saport MA80074. Contact: Terminal Manager.

DENSITY: Average 1020.

FRESH WATER: Can be supplied from wharf. Supply rate is 20 tons per hose per hour.

FUEL: Not available.

CONSULS: Denmark, Indonesia, Japan and United Kingdom.

REPAIRS: Some private firms and workshops undertake small engine and deck repairs in Kota Kinabalu.

DRY DOCKS: See "Labuan" and "Sandakan".

GANGWAY/DECK WATCHMEN: Not necessary. Agents may exercise option.

OPENING/CLOSING HATCHES: Normally by stevedores.

CERTIFICATES: Shore passes are only issued for crew members and passengers of those nationalities that normally require a Visa to enter the Federal Republic of Germany. No shore passes are issued for crew members and passengers who do not require a Visa to enter the Federal Republic of Germany. Seaman's Book or Passport is sufficient.

Shore passes issued to passengers are chargeable.

Registry, Load Line, Radio, Safety Equipment and Derat Exemption.

CUSTOMS ALLOWANCES: Tobacco, wine and/or spirits: No control, up to discretion of Officer of Customs and Excise.

CARGO GEAR: Ship's gear used, also for containers ex-feeder ships and heavy lifts in major ports.

REPATRIATION: Normally arranged by Agents.

AIRPORT: Some airports in State are between 4 km. to 10 km. from town centre.

TIME: Local time is 8 hours ahead of GMT. No alteration to clocks.

HOLIDAYS: Cargo work can be arranged if necessary during official holidays but not for Hari Raya Puasa, Chinese New Year and Christmas Day. Also see "Sandakan".

POLICE/AMBULANCE/FIRE: Police/Fire, Tel: 088-54111. Hospital, Tel: 088-54911.

SERVICES: Tank cleaning services can be arranged with Agents. Marine Department deals with compass adjustments.

TELEPHONES: Available.

BANKS:

Sabah Bank Berhad, G.P.O. W.D.T.132, Sinsuran Complex, 88999 Kota Kinabalu, Sabah, Malaysia. Tel: 088-218911. Telex: MA 80694. Fax: 088-231184.

Public Bank Berhad, Lot G. 06-G. 12, Karamunsing Complex, 88300 Kota Kinabalu, Sabah, Malaysia. Tel: 088-239611. Telex: MA 30780. Fax: 088-236630.

United Overseas Bank, Block 37, Lot 1 Jln. Perpaduan, 88000 Kota Kinabalu, Sabah, Malaysia. Tel: 088-243821. Telex: MA 80388 Tyehua. Fax: 088-223911.

Sabah Development Bank Berhad, Wisma Tun Fuad Stephens, Kota Kinabalu, Sabah, Malaysia. Tel: 088-232177. Telex: MA 80214 Sabank. Fax: 088-222852.

Hongkong & Shanghai Banking Corp. Ltd., 56, Gaya Street, 88817 Kota Kinabalu, Sabah, Malaysia. Tel: 088-212622. Telex: HBC 80031. Fax: 088-2133041.

SHORE LEAVE: Crew members allowed ashore after inspection by Immigration Officer.

IDENTIFICATION CARDS: Not required.

GARBAGE: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Malaysian Ringgit (MYR$).

REGULATIONS: *(a)* Arrival and Departure:

1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than 36 hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 0800 hrs. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a Customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within 600 ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(b) Special signals.

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, 6 ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, 6 ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request Pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically 6 ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received Pratique)	Nil	A red light over a white light 6 ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, 6 ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, 6 ft. apart, hoisted vertically where best seen.

(c) Priority. First come first served.

DELAYS: Due to weather conditions only.

GENERAL: Ship Chandlers: All kinds of stores and provisions available.

Recreation facilities. Two cinemas in town which show English films frequently. Three tennis courts available and football matches may be arranged. Sports Club is next to town Padang, about half a mile from wharf and golf and yacht clubs situated on beach at Tanjong Aru, 4 miles from town.

Surveyor: Harrisons & Crosfield (S) Ltd. are Lloyd's Sub-Agents and can arrange a surveyor provided prior warning is given.

Fumigation: No facilities.

AUTHORITY: Sabah Ports Authority, Bangunan Ibu Pejabat LPS, Jalan Tun Fuad, Tanjung Lipat, Karung Berkunci No. 2005, 88617 Kota Kinabalu, Sabah, Malaysia. *Tel:* Kota Kinabalu 56155, 55233, 52140. *Telex:* Saport MA 80074. *FAX:* 223036. *Contact:* Liew Khai Sing, Port Manager (Special Functions).

Office of Port Manager, Wisma Pelabuhan, Jalan Tun Fuad, Tanjung Lipat, 88617 Kota Kinabalu. *Tel:* 088-211511. *Telex:* Saport MA 80074. *Contact:* Lee Tain Chew, Port Manager.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., Unit 9.1, 9th Floor, Wisma Perkasa, Tanjung Lipat, Jalan Gaya, 88800 Kota Kinabalu, Tel: (088) 234245/238285. Telex: MA81186 Jaship. Fax: (088) 236845. Cables: "Jarship Kota Kinabalu".

Associated with Jardine Shipping Agencies.

KUANTAN, Malaya: 03.58 N. 103.26 E. (See Plan)

LOCATION: Kuantan Old Port: 03° 50′ N., 103° 19′ E. Located at Kuantan River. Kuantan New Port: 03° 58′ N., 103° 26.4 E. Located at Tanjung Gelang.

PORT LIMITS: The seaward limits of Port of Kuantan are contained between Lat. 4° 11′ N. and Lat. 3° 45′ N. and Long. 103° 34′ E.

DOCUMENTS: Following documents should be kept ready for submission:

Document	*Number of Copies* *Port*	*Customs*	*Immigration*	*SD Police*	*Harbour Master*	*Port Health*
Declaration of Health	–	–	–	–	–	1
Crew List	1	1	3	1	1	1
Passenger List	1	1	1	1	1	1
Vaccination Certificates	–	–	–	–	–	Orig.
Derat/Derat Exemption Certificates	–	–	–	–	Orig.	Orig.
Transit Order	–	–	–	–	–	Orig.
Crew Identification Documents	–	–	Orig.	R	–	–
Stowaway List	–	1	1	1	1	1
Bonded Stores/Personal Effects	–	1	–	–	–	–
Port Clearance	P.C.	Orig.	–	–	Orig.	–
Import Manifest	2	2	–	–	–	–
Transhipment Cargo Manifest	–	2	–	–	–	–
Arms/Ammo List	–	1	–	1	–	–
Drugs List	–	1	–	1	–	–
Certificate of Registry	–	–	–	–	Orig.	–
Safety Equipment Certificate	–	–	–	–	Orig.	–
Loadline Certificate	–	–	–	–	Orig.	–
Radio Safety Certificate	–	–	–	–	Orig.	–
Ship Construction Certificate	–	–	–	–	Orig.	–
Tonnage Certificate	–	–	–	–	Orig.	–
Ship's Articles	–	–	Orig.	–	Orig.	–

Note: Numerals indicate number of copies.
'Orig.' indicates original
'R' indicates on request
'P.C.' indicates photocopy

Identification documents should be arranged in the same sequence as Crew List.

APPROACH CHANNEL: A straight 220 m. wide channel aligned on 311°(T) leads from Pilot Boarding Station to Harbour Entrance. Length of this channel is 4.8 km. The dredged length (6.5 cables) is marked by 2 pairs of light buoys. Leading lights mark the centre line of the channel with minimum depth of 13.0 m. During N.E. monsoons underkeel clearance (allowance) of 3.5 m. is required.

The following navigational aids are available within the port approaches:

Designation	*Lat.*	*Long.*	*Light*
Channel Buoys:	*(N.)*	*(E.)*	*Characteristics*
No. 1	3° 57′ 02″	103° 27′ 57″	Fl. G. 5 secs.
No. 2	3° 56′ 52″	103° 27′ 50″	Fl. R. 5 secs.
No. 3	3° 57′ 26″	103° 27′ 29″	Gp.Fl. (2) G.10 secs.
No. 4	3° 57′ 03″	103° 27′ 36″	Gp.Fl. (2) R.10 secs.
North Breakwater Lt.	3° 58′ 11″	103° 26′ 37″	Gp.Fl. (4) G.Ev 12 secs.
South Breakwater Lt.	3° 58′ 05″	103° 26′ 25″	Gp.Fl. (4) R.Ev 12 secs.
Front Transit Lt.	3° 58′ 56″	103° 25′ 59″	Fl. Amber 1.5 secs.
Rear Transit Lt.	3° 58′ 57″	103° 25′ 36″	Fl. Amber 3 secs.
Tg. Gelang Lt. Ho.	3° 57′ 49″	103° 26′ 19″	Gp.Fl. (3)W. 10 secs.

Tidal streams: – During HW, direction is Southward and during LW, direction is Northward. Tidal range is 3.5 m. at springs.

PILOTAGE: Pilotage is compulsory. Ships should advise their ETA at least 48 hours in advance by telegram or telex Portku Ma 50305, marked for the attention of Marine Manager. ETA Pilot Boarding Station (Tanjung Gelang Lt. Ho 305°×3.9 miles) is to be reported to Port Control by VHF Channels 12 or 16 at least 2 hours in advance.

Pilot boats are painted international orange with white superstructure and the word "Pilot" written in black letters. Ships awaiting Pilot should display international code flag signals and sound or flash "G", if specifically requested by the port. Adequate anchorage is available. Pilot Boarding Station: Lat. 03° 55′ 33″ N., Long. 103° 29′ 30″ E.

Ships are expected to come up to the Pilot Boarding Station for the Pilot, provide a good lee for the pilot boat and rig the pilot ladder, manrope and light (at night) in accordance with IMO requirements (SOLAS 1977) and to be clear of all discharges and outlets and all outboard fittings which might foul the pilot boat.

During very bad sea conditions small vessels may be requested to follow the pilot boat and to pick up the Pilot inside the enclosed harbour.

Arriving/Departing vessels are required to produce Port Clearance to the Pilot for verification.

ANCHORAGES: Reserved anchorages are available for ships carrying general cargo, explosives and petroleum products, suspect or unhealthy ships and men-of-war (B.A. Chart No. 1379). Pilotage is compulsory except for men-of-war. Drafts of up to 11.5 m. can be accommodated safely.

RESTRICTIONS: The port is open 24 hours, but is subject to occasional restrictions due to weather during monsoon months of November – January or other similar constraints. Passage of ships drawing more than 11 m. is subject to tide.

MAX. SIZE: Max. LOA permissible 228 m.

Berth	*LOA* (m.)	*Draft* (m.)	*Displacement* (tons)
Nos. 1 to 4	200	11.2	45,500
Palm Oil Berth (Outer)	180	11.5	54,400
Palm Oil Berth (Inner)	125	8.0	8,000
Mineral Oil Berth	125	8.0	8,000
Ro-Ro ramp (Berth No.4)	150	6.5	Liveload 360 tons
Berth 1A	70	8.0	8,000

HEALTH: Healthy vessels are brought to berth. Suspect or infected vessels are taken to Quarantine Anchorage to await clearance from Port Health Authorities. Automatic health clearance is not granted.

RADIO: All communication must be routed through Penang Radio, which provides telegram, telex and telephone facilities.

VHF: 24 hour watch is maintained on VHF Channel 12 and 16 by the Port Control, additional operational channel is Channel 20.

At least 2 hours before arrival at pilot station, following particulars are to be conveyed by VHF: Name, official number, nationality, g.r.t., n.r.t., LOA, Summer d.w.t., deepest arrival draft and arrival displacement, quantity and commodity of cargo onboard and dangerous cargo, if any. Last port of call, last port clearance number and date, ETA pilot station and special berthing requirements, if any.

Ships sailing are required to confirm their readiness by displaying "Pilot Required" signals and VHF report to Port Control at least 2 hours in advance.

Tugs and pilot boats work on Channel 12 but can switch over to other channels if required.

TUGS: The port operates 2 tugs of 2,800 b.h.p. Ropes are used from the ship or the tug as demanded by situation. Tug operations on VHF Channel 12.

BERTHING: Total quay wall length is 725 m. divided into 4 berths numbered from seaward. Berth Nos. 1, 2 and 3 handle general and bulk cargoes of all types and are provided with transit sheds and apron width of 25 m. Berth No. 4 handles container and Ro-Ro cargoes.

A crane is provided at Berth No. 4 to handle containers, heavy cargoes and bulk cargoes with maximum lift of 40 tons.

EQUIPMENT: The port has adequate numbers of forklifts, tractor heads and trailers for handling general cargo and containers.

4 front loaders/reach stackers with topping-lift to handle 20 ft. and 40 ft. containers; 2 mobile cranes with lifting capacity of 11 tons and 35 tons; 40 forklifts with lifting capacity ranging from 2 tons – 8 tons; 3 tugmasters; 4×40 ft. container trailers; 12 prime movers and 27 flatbed trailers of 20 – 40 tonnes capacity are available.

BULK CARGO FACILITIES: Bulk cargoes can be handled for direct delivery at any of the berths using portable hoppers and conveyors.

SPECIALISED CARGO HANDLING FACILITIES: Berth No. 4 (length 225 m.) is designed for container handling and other cargoes requiring open storage with priority berthing for container carriers. A container handling crane has been commissioned. Ro-Ro ramp (stern ramp) is fitted at the end of Berth No. 4.

Ro-Ro cargoes can also be handled by vessels fitted with side ramps.

DENSITY: 1025.

MEDICAL: Hospital and doctor/dentist are not available at the port. Government clinic and doctor are available in Balok about 5 km. away from Kuantan Port. Government hospital and doctor/dentist are available in Kuantan Town, which is about 25 km. from Kuantan Port. Private dentists and doctors are available at Balok and also in Kuantan Town.

TANKERS: Palm Oil Berth (POB) and Mineral Oil Berth (MOB) handle bulk edible oils (250-300 t.p.h.) and petroleum products (200 t.p.h.) respectively. Loading hose diameters are 10 in. for crude palm oil, 8 in. for refined palm oil and 6 in. for petroleum products.

FRESH WATER: Available at all berths at a rate of 25 t.p.h. Water barge supply not available.

FUEL: Vessels up to 177 m. length, subject to max. draft 9.0 m., can bunker at Mineral Oil Berth for diesel. Diesel can also be supplied through road tankers at all general cargo berths. Bunkering facilities for Heavy Fuel Oil are not available to date.

SURVEYORS: Caleb Brett, S.G.S. and Ritchie and Bissett maintain offices in Kuantan. Other surveyors may be contacted in Kuala Lumpur, Port Kelang or Singapore.

HATCHES: Mechanical hatch covers must be operated by ship's crew. Stevedores handle 'lift and place' type covers including beams, if any.

CUSTOMS ALLOWANCES: Cigarettes, tobacco, wine and liquor allowed by Customs per day as follows:

(i) Spirits/Liquor – 0.125 qt. per person per day or;
Wine – 1 qt. per person per day or;
Beer/Stout – 1 qt. per person per day.
(ii) 25 cigarettes per person per day or;
8 cigars per person per day or;
1 oz. tobacco per person per day or;
1 oz. snuff per person per day.

CARGO GEAR: Normal cargo handling gear is provided by stevedores but ships have to provide heavy lift and special cargo gear.

REPATRIATION: Facilities are available.

AIRPORT: Airport handling domestic flights is 41 km. (25 miles) from the port and international connections are available at Subang Airport, Kuala Lumpur and Singapore. It is also possible to drive to Subang Airport (5 hours) and Singapore Airport (7 hours). Taxis and buses operate at frequent intervals.

TIME: GMT plus 8 hours.

HOLIDAYS: Port works 365 days a year.

There is no extra charge for public holidays. The rate imposed is the normal rate as for any other working days.

POLICE/AMBULANCE/FIRE: Fire and ambulance assistance is provided by the Port Fire Department, Tel. (09) 433201 ext. 333, or (09) 433282. Nearest Police Station is at Beserah, Tel. (09) 587222.

TELEPHONES: Public telephone available in Port Area and can be used for international calls.

BANKS: Bank Bumiputra Sdn. Bhd. operates a branch in Kuantan Port providing full banking facilities.

STORING: Ships' stores can be taken over the wharf. Lorries can go alongside except at dolphin berths where they have to park about 100 m. away. Forklifts are available. Shore gangs may be used with prior arrangement.

SHORE LEAVE: Ship's crew are permitted to land and are required to carry their passports.

GARBAGE DISPOSAL: Collection service available. Drums are provided. Request to be made via Agents at the berth meeting. Charges are as follows:

Ships under 750 g.r.t.: $10.00 per vessel per day or part thereof.
Ships 750 g.r.t. – 15,000 g.r.t.: $30.00 per vessel per day or part thereof.
Ships over 15,000 g.r.t.: $50.00 per vessel per day or part thereof.
Collection done in the morning only.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Malaysian Ringgit (MRG).

Bank Bumiputera accepts all major currencies. Bank sited at the port.

REGULATIONS: No special regulations.

DELAYS: Average time from pilot station to berth is 1.5 hours. Minimal delay may be experienced in commencement of cargo loading due to Customs and Immigration formalities, normally 30 minutes.

GENERAL: *Signals:*

Significance	*By Day*	*By Night*
1. Immigration and Customs (for ships not carrying passengers)	International Code Signal "25"	Two all-round green lights, in vertical line, 2 m. apart seen all round the horizon at a distance of at least 3 km.
2. Immigration and Customs (for ships carrying passengers)	International Code Signal "34"	Two all-round green lights, in vertical line, 2 m. apart seen all round the horizon at a distance of at least 3 km.
3. Quarantine (vessel is healthy requests Pratique)	International Code Signal "Q"	Two all-round lights in a vertical line 2 m. apart, the top of which is red and the bottom white, seen all round the horizon at a distance of 3 km.
4. Quarantine (vessel requires health clearance)	International Code Signal "QQ"	Two all-round lights in a vertical line 2 m. apart, the top of which is red and the bottom white, seen all round the horizon at a distance of 3 km.
5. Quarantine (vessel is infected)	International Code Signal "QL"	Two all-round lights in a vertical line 2 m. apart, the top of which is red and the bottom white, seen all round the horizon at a distance of 3 km.
6. Request Police Assistance	CB 3	Two all-round lights in a vertical line 2 m. apart, the top light being red, and the lower light white, seen all round the horizon at a distance of at least 3 km.
7. Port is closed and vessel not allowed to enter the breakwater mouth	Answering Pennant	Two all-round lights in a vertical line 2 m. apart, the top of which is green and the bottom red, seen all round the horizon at a distance of 5 km.

Supplies: Provisions are available in Kuantan Town. General stores can be arranged through Ship Chandlers/Agents. Bonded Stores are not available.

DEVELOPMENTS: Construction of 2 additional berths and one dangerous cargo berth is expected to commence in 1994.

AUTHORITY: Kuantan Port Authority, P.O. Box 161, 25720 Kuantan, Pahang, Malaysia. *Tel:* (09) 433201 (10 lines). *Telex:* Plara Ma 50234. *FAX:* (09) 433866. *Contact:* Dato Tik Mustaffa, General Manager. Abdul Aziz Yaakub, Traffic Manager. Wong Soon Fah, Planning and Marketing Manager and Captain Ibrahim Lambay, Marine Manager (Telex: PORTKU 50350. Fax: (09) 433588).

AGENT: Pesaka Jardine Shipping Agencies East Coast Sdn. Bhd., Lot 4, Tingkat 3, Bangunan Perdagangan, Lembaga Pelabuhan Kuantan, 25720 Kuantan. Tel: (09) 433509. Telex: MA50363. Fax: 60-9-433539. Cables: "Jarship Kuantan".

Associated with Jardine Shipping Agencies.

KUCHING, Sarawak: 01.34 N. 110.21 E. (See Plan)

DOCUMENTS:

Port Clearance to be surrendered to Customs when boarding.
Crew Lists and Passenger Lists, 2 copies for Immigration Department, 2 copies for Kuching Port Authority, 3 copies for Customs, 1 copy for Port Health Officer.
List of Ship's Stores (2 copies for Customs).
List of Ammunition (3 copies for Customs).
Health Documents (Vaccination Certificates and Cholera Inoculation Certificates to be examined by Health Inspector).
Manifests (3 sets for Customs, 5 sets for Kuching Port Authority, 1 set for Health Inspector).
Ship Stowage Plan (2 copies for port).

Customs: Permit to go alongside a legal landing place or an ocean-going vessel within the port limits is required by Customs 24 hours prior to berthing.

APPROACHES: The Channel from the pilot station to the Wharf is buoyed and is restricted by the presence of two bars. The outer bar, of sand bottom is located about 2 miles East South East of Tg. Po Lighthouse with a depth of 5.2 m. above Chart Datum and the inner bar which lies approximately one nautical mile East by South of Tg. Muara Tebas, has a depth of 5.1 m. above Chart Datum.

Recent survey indicates that shoaling has occurred in certain parts of the river. Vessels drawing more than 5.0 m. (especially during the N.E. Monsoon, October to March) on account of the swell, are advised to ensure an under-keel clearance of at least 2.0 m. when approaching and crossing the bars.

PILOTAGE: Pilotage services are provided by the Marine Department. Application for pilots could be made by giving at least 24 hours' notice of arrival by telegram to "Shipping Kuching" or telex to MA 70933. Vessels are requested to report to Marine Signal Station/Biawak Signal Station on Channel 20 at least 2 hours before arrival and listen on the above channel for information on pilotage and berthing information.

The pilot station is at one mile North East of Tanjong Po Lighthouse at Latitude 01° 44.2′ N., Longitude 110° 31.8′ E. During the North East Monsoon (October to March) the station is moved to the Embang and Senari Leads at location 01° 39.3′ N., 110° 31.3′ E. (Buoy 6).

ANCHORAGES: The existing Explosives Examination Anchorage is shifted temporarily to the bay opposite Tanjong Renard owing to the wreck at Kampong Sijingkat and is bounded by the following co-ordinates:

(i) 01° 36.60′ N. 110° 27.54′ E.
(ii) 01° 36.60′ N. 110° 27.35′ E.
(iii) 01° 35.70′ N. 110° 27.75′ E.
(iv) 01° 35.26′ N. 110° 27.62′ E.
(v) 01° 35.05′ N. 110° 27.62′ E.

Vessels loading logs under pilotage may anchor at the prohibited anchorage which is bounded by the following co-ordinates:

(i) 01° 35.10′ N. 110° 27.22′ E.
(ii) 01° 35.10′ N. 110° 26.55′ E.
(iii) 01° 35.35′ N. 110° 26.55′ E.
(iv) Along the coast of Batu Blat to the explosive and dangerous goods anchorage at Lat. 01° 34.69′ N., 110° 24.63′ E.
(v) Across the River to Tanjong Bako at 01° 34.55′ N., 110° 24.86′ E.
(vi) Along the coast to Tanjong Bako, Tanjong Buaya, Tanjong Sedup and the White Disc Beacon at 01° 34.86′ N., 110° 27.22′ E.

Vessels drawing less than 4.0-m. draft may anchor at Beting Tanju which is bounded by the following co-ordinates:

(i) 01° 35.55′ N. 110° 27.46′ E.
(ii) 01° 35.10′ N. 110° 27.22′ E.
(iii) 01° 35.10′ N. 110° 26.55′ E.
(iv) 01° 35.35′ N. 110° 26.55′ E.

The Explosive and Dangerous Goods Anchorage is 16 miles from the pilot station and is suitable for one vessel of not more than 100 m. in length.

RESTRICTIONS: Tide restriction and max. draft 5.18 m. at high tide. Not advisable to enter port at Tanah Puteh at night.
MAX. SIZE: Max. permissible length overall for vessel entering port at Tanah Puteh is 100 m. and max. draft 5.18 m. Max. overall length for oil carriers proceeding to oil installation at Baiwak Wharf, Pending Point is 110 m., and max. draft 6.4 m. At Pelabuhan Datuk Sim Kheng Hong (Pending), the LOA of ship permissible is 150 m. with a max. draft of 7.62 m.
RADIO: ETA cable to ship's Agent can be sent to Department of Telecommunications, Kuching. Code words, Kuching Radio.
VHF: All ships equipped with the Hague Plan Radio Equipment and within 40 km. to 50 km. of the Kuching Port will be able to establish communications on the following channels:

Channel No. 16 – Safety, calling and distress: A 24 hour listening watch is maintained on this channel by the Syarikat Telekom Malaysia in Kuching. (Call sign: Kuching Exchange).

Channels No. 24 and 26 – Public Correspondence: All ships after having established initial contact with the Syarikat Telekom Malaysia on Channel 16 can communicate with telephone subscribers on this channel.

Channel No. 20 – Port Operations: A 24 hour listening watch is maintained on this channel by the Marine Department, Kuching. (Call sign: Marine Signal). For pilotage, river traffic control and berthing information.

Channel No. 18 – Port Operations: A 24 hour listening watch is maintained on this channel by the Kuching Port Authority (Call sign: Kuching Port Control). For berthing and unberthing, loading and unloading of cargoes.
TUGS: 2 × 1,000 h.p. and 1 × 164 h.p. 3 mooring boats available.
BERTHING: Application for berth must be made by Agents at least 24 hours before berthing.
Tanah Puteh Terminal 244 m. wharf of the deck on piles with shore-bridge type with 13,600 sq.m. of covered storage space and 14,864 sq.m. of open storage space, depth at lowest water 5.18 m.; at *Pending Terminal* 613 m. marginal wharves, depth at lowest water 8.53 m. with 26,800 sq.m. covered storage space and 26,743 sq.m. of open storage. Feeder Container Services are available but ship must provide lift-on/lift-off gear for ship/shore and vice versa operations. Ro/Ro ramp, pontoon (40 m.×25 m.) and berth located at Eastern end of Pending Terminal.

Shore based container handling equipment: 1×42 tonne front loader with telescopic spreader. 2×32 tonne front loaders with 20 ft. and 40 ft. spreaders. 1×41 tonne reach stacker with 2.6 m. working radius, able to stack 4-high. 1× 5-high empty container handling forklift with 20 ft. – 40 ft. sidelift adjustable spreader. 6×35 tonne prime movers. 5×25 tonne 20 ft. trailers. 6×35 tonne 40 ft. semi-trailers.
Sejingkat Terminal: 125 m. long by 20.8 m. wide reinforced concrete wharf deck with two approach driveways, each measuring 25 m. × 8.0 m. with 1,872 sq.m. of covered storage space and 12,070 sq.m. open storage yards. This terminal is designed to cater for vessels of up to 5,000 d.w.t. and a maximum draft of 6.7 m. at low water level.
CRANES: *Cargo Handling Equipment:* 15 units towing tractors. 1×8 tonne forklift truck. 5×6 tonne forklift trucks. 57×3 tonne forklift trucks. 7×3 tonnes low-mast LPG forklifts. 4×3 tonnes forklift trucks with paper-roll clamp. 25 units trailers (3 – 20 tonnes). 2×35 tonnes mobile cranes.
STEVEDORES: Normal port operating hours are as follows:
(a) Discharging and loading of cargoes, First shift, weekdays including Saturdays and Sundays 0730 – 1200 hrs.; 1300 – 1530 hrs.; Second Shift, 1530 – 1700 hrs., 1730 – 2300 hrs., Fridays, First Shift, 0730 – 1130 hrs.; 1430 – 1530 hrs.
(b) Delivery of Cargoes/Receiving of export cargoes, Monday to Thursday 0730 – 1200 hrs., 1300 – 1645 hrs., Fridays 0730 – 1130 hrs. – 1430 – 1645 hrs. Saturdays 0730 – 1145 hrs.

Arrangements can be made for delivery of perishable cargo during the weekends and public holidays provided prior approval of the Customs Department is obtained.

Tractor/trailer trains are used for transfer of cargoes within the port area while forklift trucks are used for stacking palletised/unitised cargoes and storage pallets.

Cargo handlers who are stevedores as well as longshoremen working under a fully integrated gang system are employees of the Authority. The Authority receives gang orders daily between 1400 hrs. and 1500 hrs. on normal working days and between 1000 hrs. and 1030 hrs. on the days preceding Sundays and public holidays. Gang orders are placed on a shift basis.
MEDICAL: Necessary for Agents to receive advance notice of required medical attention at least 24 hours before arrival. Hospital facilities available. Crew should possess Cholera inoculation and Vaccination Certificates.
TANKERS: Tankers berth at Biawak Oil Jetty for discharge of their oil. Diameter of pipeline 6 in. Two tankers can berth at a time and max. draft is 6.4 m.

Berthing carried out near to the time of High Water. Starboard side alongside using port anchor. No berthing during darkness. Unberthing on flood tide. Mooring boat required, supplied by Kuching Port Authority.
Shorelines:

Mogas and Avgas	Single 8 in. discharging line.
Gasoil	Single 8 in. discharging line.
Jet A1	Single 8 in. discharging line.
Bitumen 80/100	Single 8 in. discharging line.
LPG	Single 4 in. discharging line, 3 in. vapour line.
Light F.O.	Single 6 in. discharging line.

DENSITY: 1008.
FRESH WATER: Available and can be supplied to vessel alongside Authority's Wharf by hose about 25 t.p.h.
FUEL: High-speed diesel fuel oil can be supplied to vessel by making arrangement with either Shell or Esso Oil Installation at Biawak.
CONSULS: Indonesia.
DRY DOCKS: Not suitable for sea-going vessels. Coastal vessels up to 220 ft. long.
REPAIRS: Minor repairs to vessels only.
GANGWAY/DECK WATCHMEN: Usually available. Ship should also provide own watchmen.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Ship should possess all relevant certificates on board in case required for reference.
CUSTOMS ALLOWANCES: Tobacco: 1 oz. tobacco or 25 cigarettes or 8 cigars permitted for each crew member daily. Up to three days ration in port. Wines and/or Spirits, 0.125 qt. bottle of spirits or 0.25 qt. of beer or 1 qt. of wines is permitted for each crew member daily. Up to 3 days' ration in port.
CARGO GEAR: Ship provides own gear especially for handling heavy lifts, vehicles, etc. Rope slings, pallets and safety nets, etc., will be provided by the Authority.
REPATRIATION: Facilities available.
AIRPORT: Airport about 10 km. from port at Tanah Puteh. It is served by MAS which operate daily flights to Kuala Lumpur, Singapore and Kota Kinabalu.
TIME: Local time GMT plus 8 hours.
HOLIDAYS: Port work can be arranged on all official holidays on overtime rates except Chinese New Year Day, Hari Raya Puasa Day, International Labour Day (1st May), Dayak Festival Day (1st June), and Christmas Day, during which the port at Tanah Puteh and Pending will be closed.
POLICE/AMBULANCE/FIRE: For emergency call, Tel: 999 is applicable to all these three services. Individual call: Central Police Station Tel: (082) 22181; General Hospital Tel: (082) 57555; Fire Station Tel: (082) 21033.
SHORE LEAVE: Crew members are allowed ashore provided permission is granted by Immigration Department.
IDENTIFICATION CARDS: Required.
GARBAGE DISPOSAL: Whilst at berth, garbage service can be arranged with the Port Authority.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: There is no Seaman's Club. However, the Port has a Social & Recreational Club whose members are employees of the Port. Games, e.g. football, basketball, volleyball, tennis, badminton, table-tennis, chess, etc. could be arranged with the Club. There is a coin-operated public telephone from which international calls could be made in the Operations Area. Postage and church services are located in the city and are within a radius of 10 km. from the Port. The ship's Agent or Port Authority would be most willing to help with any arrangements.
CURRENCY: Malaysian Ringgit (MYR$).
REGULATIONS: Refer to Sarawak Merchant Shipping Ordinance and Kuching Port Authority's Ordinance and Bye-laws.
DELAYS: At present ships can normally secure a berth within 24 hours of arrival if tide is right.
AUTHORITY: Kuching Port Authority, P.O.Box 530, 93710 Kuching, Sarawak, Malaysia. *Tel:* Headquarters and Pending Terminal – 082-482144 (10 lines). Tanah Puteh Terminal 082-333122 (5 lines). *Telex:* 70420 MA Kuport. *FAX:* 082-481696, 334776. *Cables:* Kuport, Kuching. *Contact:* The General Manager.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., Lot 8235, Section 64, No. 7, 1st Floor, 2 1/2 Miles Jalan Pending, 93450 Kuching, Sarawak, East Malaysia. Tel: (082) 334268, 334287. Telex: MA70207 Jarship. Cables: "Jarship Kuching". Fax: (082) 331471.
Associated with Jardine Shipping Agencies.

KUNAK, Sabah: 04.41 N. 118.15 E. (See Plan)

Sabah Government Requirements
(a) Customs will treat port as sufferance wharf as defined in Section 2 of Customs Ordinance (Cap. 33), with control from Lahad Datu. Agent will be required to make application to Customs for sufferance facilities in respect of each vessel, on appropriate form. Officer-in-Charge of Customs, Lahad Datu will arrange to send a supervising officer with ship; this officer will attend vessel's inward and outward Customs clearance. Transport, food and shelter of Customs Officer are for vessel's account, though it is envisaged that his transport can be concurrent with boarding and departure of the Pilot, i.e. per Marine Department launch.
(b) Immigration requires that vessel shall be cleared inwards and outwards in Lahad Datu. As Marine Department launch will be required to run mooring lines at Kunak, it will not be available to transport Immigration Officer who will *not* accompany vessel. His transport will therefore be a matter for Agent to arrange.
(c) Medical will grant Pratique by radio by Medical Officer, Lahad Datu: whose right to carry out full inspection is not affected thereby. This will only be exercised, it is anticipated, when vessel has called at an infected port within prescribed period. Radio messages should therefore give this information, e.g. "Malay Maru Hongkong Twentieth Tokyo Thirtieth Manila Second All Well Request Pratique Master".
(d) Marine Dept. In the case of a vessel arriving from foreign ports will ultimately place a Pilot on board in Lahad Datu, if requested.
(i) Pilot will receive vessel's arrival report and sight her last port clearance. Pilotage will commence at any such point on route as Master may request, at rates laid down in the Merchant Shipping (Fees) Regulations, 1961. The Pilot launch carrying berthing crew will arrive in advance of vessel at Kunak and assist in making fast.

(ii) As there is no accommodation available at Kunak, the Pilot it is hoped, can be accommodated on board ship during her stay.

(iii) Return to Lahad Datu will follow as in sub-para (i) with the Pilot issuing Port Clearance on completion of Immigration formalities.

(iv) Requests for Pilot should be made *at least* 24 hours in advance to Marine Sandakan via Sandakan Radio, 9WHZ1. Initially this service will be offered from Sandakan, and ships proceeding Kunak from there will retain the Pilot on board. Ships from foreign ports will be served by air; charges to their account.

There is now a Pilot based at Tawau, who will berth vessels at Kunak.

For information the port limits of Lahad Datu are "a line drawn from Tanjong Melandong on the South-west point of Darvel Peninsula to the most Westerly point of Sakar Island and thence to the mainland, etc." From this it can be seen that large vessels need not enter the narrow waters of the inner bay.

MAX. SIZE: *Palm Oil Jetty:* 28,000 d.w.t.

BERTHING: 1. Wharf consists of:

(a) A raised cement platform 30 ft.×30 ft. on wooden piling.

(b) Three lazy piles with rubber fendering situated 20 ft. from the front edge of the platform and 125 ft. in each direction from the centre of the platform.

(c) Two cement mooring dolphins 20 ft.×20 ft. situated 350 ft. each side of the platform and 50 ft. from the rear edge of the platform.

(d) A metal jetty approach 10 ft. wide×350 ft. long.

(e) A coral bund 24 ft. wide at the base and approximately 16 ft. wide at the top.

(f) Mooring Buoy placed 600 ft. off head of jetty.

2. Depth of water alongside: Minimum depth of water outside the lazy piles is in excess of 35 ft. datum.

3. Bulk oil will be pumped from installation along a metal pipe via coral bund and metal jetty. At a point approximately 15 ft. before cement platform the pipe bifurcates and the two terminals are situated two-thirds the way along each side of platform. To these terminals will be attached a flexible steel hose for connection with ships. Hose will be provided by shippers, and is 400 ft. long if required.

4. Pumping capacity. Maximum overall rate of pumping palm oil will be 100 t.p.h. Palm oil pipe is of 6 in. diameter.

AUTHORITY: See "Kota Kinabalu".

Thomas Soon Min On, Port Manager, Tawau.

LABUAN, Sabah: 05.17 N. 115.15 E. (See Plan)

Island of Labuan is 12 miles long and 7 miles wide lying off N.W. coast of Borneo at entrance at Brunei Bay. It is off the State of Sabah and is only 4.5 miles from mainland and some 77 miles from the State Capital of Kota Kinabalu.

DOCUMENTS:

(a) On arrival, when vessel has arrived from ports outside Sabah, Health Officer, Boarding Officer, Customs and Immigration or their representatives will board vessel. Agent cannot board until ship has been cleared.

(b) Health Officer will require Maritime Declaration of Health duly completed together with 1 copy of Passenger List and 1 copy of Crew List whenever vessel's last port of call has been outside State of Sabah.

(c) Boarding Officer will require 1 copy of Shipping Arrival Report, 1 copy of Passenger List and 1 copy of Crew List. He will also inspect various Certificates such as Load Line, Life Saving Equipment, etc.

(d) Following is summary of documents required:

	Customs	*Immigration*	*Boarding Officer*	*Agent*	*M.O.*
Passenger List	2	2	1	1	1
Crew List	2	2	1	1	1
Stores List	2	—	—	1	—
Maritime Declaration of Health	2	—	—	—	1

(e) To be supplied before Departure:

Manifests as necessary.

Master's copies of Bills of Lading.

Port Clearance.

Customs Clearance.

Certificate of *(a)* Buoys and Lights Dues and *(b)* Port and Harbour Dues.

PILOTAGE: Pilot available if adequate notice given but pilotage not compulsory. Vessels normally berth between 0600 hrs. and 1800 hrs., unberthing at any hour, day or night, provided that notice of such movements received between 0800 hrs. and 1600 hrs.

ANCHORAGES: Good anchorage for large vessels in a least depth of 5.75 fathoms South and S.E. of Beacon No. 6.

Quarantine: Vessels arriving from an unhealthy port should proceed to Quarantine Anchorage for Pratique. This anchorage is bounded on North by a line drawn 090° from Harbour Shoal Beacon to Eastern Harbour Limit; South by a line drawn between S.W. point of Papan Island and Enoe Beacon; on West by Eastern Boundary Limit of Explosives Anchorage (as under). If vessels arriving from healthy port and healthy themselves, they need not proceed to Quarantine Anchorage.

Explosives: No vessels having explosives on board may come or remain within 500 yards of shore or of any other vessel; such vessels shall fly Gunpowder Flag at foremast, and should anchor in Explosives Anchorage which is within a line drawn from Enoe Beacon to Harbour Shoal Beacon thence in 090° for 6 cables thence in 180° direction until it joins line between S.W. point of Papan Island and Enoe Beacon.

Dangerous Petroleum: A vessel having dangerous petroleum on board shall anchor within a line drawn from Harbour Shoal Light Beacon in a 360° direction for 2,500 ft., thence in a 090° direction for 3,600 ft., thence in a 180° direction to join Northern Boundary Limit of Explosives Anchorage.

Prohibited Anchorage: No vessel shall anchor within 2,000 ft. from the light of Southernmost dolphin of Liberty Pier.

TUGS: One tug, 750 b.h.p., twin screw, available to assist with berthing and unberthing.

BERTHING: 1. Wharves:

(a) Liberty Wharf: A permanent concrete wharf, measuring 800 ft. with dolphins 100 ft. off each end – least depth of water is 28.5 ft.

(b) Victoria or Small Ships' Wharf (marked on Chart as H. & C.'s Wharf): A wooden structure – length 270 ft. with min. depth of 12 ft. No longer usable except by kumpits. No vehicles allowed on wharf.

(c) New Shell Installation Wharf: Concrete jetty 170 ft. long with 2 dolphins at each end with a total length between of 700 ft., least depth of water 31 ft.

Shore Lines:

1. For Mogas 8 in. × 1,200 ft.
2. For D.P. Kero 8 in. × 1,250 ft.
3. For Gasoil 8 in. × 1,350 ft.
4. For Fuel Oil 8 in. × 1,350 ft.

8 in. hoses used to connect ship and shore.

(d) Brown & Root Jetty: A timber decked jetty with following dimensions:

Length of main jetty – 160 ft., width 40 ft.

Length of causeway – 476 ft., width 22 ft.

Least depth alongside approximate 28 ft.

Max. load (proven) – 800 lb./sq.ft.

Max. single approximate 100 short tons.

2. Buoys: No mooring buoys in Labuan.

3. Monsoons: N.E. monsoon prevails from December to April and S.W. monsoon from middle of May to middle of October. Harbour is well sheltered from both monsoons.

4. Flags and Berthing Signals:

(a) When entering port vessel should fly Signal Letters, Mail Flag if applicable, and "G" flag if requiring Pilot, and also Quarantine Flag.

(b) Berthing Signals: Following berthing signals will be used at Labuan and will be displayed from Flagstaff in Harbour Office in vicinity of Liberty Wharf, Victoria Harbour. A red and white chequered flag and International Code numbered pendant will indicate berth number allocated. Berth numbers have been allocated as follows:

(c) Berth and Pendant No.

1. Esso Wharf.
2. LCT. Landing Ramp.
3. Victoria Wharf (small ships) S.E. Section.
4. Old Liberty Wharf (inner section).
5. Old Liberty Wharf (outer section).
6. New Liberty Wharf (inner section).
7. New Liberty Wharf (outer section).
8. Brown & Root Jetty.
9. Shell Installation Jetty.
10. Anchor.

On receipt of berthing signal, vessel should acknowledge in the usual manner with the answering pendant and proceed to berth.

(d) Tidal Signal: A tidal signal consisting of a cone and ball is hoisted in conjunction with berthing signal showing state of tide at berth indicated. A cone point down signifies flood tide (West-going), a cone point up ebb tide (East-going), a ball slack water.

(e) Facilities: Max. single load without special precautions on Old Liberty Wharf is 25 tons and New Liberty Wharf is 650 lbs./sq.ft. i.e. 180 tons four axle vehicles. Any load over this figure will require to be distributed over two or more panels of 10 ft. by 10 ft. each according to weight. However, special arrangements must be made prior to discharge, and Agent should be consulted in advance.

RESTRICTIONS: Tides. Subject to diurnal inequalities but usually one HW and one LW a day. Average HW is 6.5 ft. and LW 3 ft. above datum of soundings.

Clearance: Port is open from 0600 hrs. to 1800 hrs. although vessels can be cleared later than 1800 hrs. on application provided they are sighted from Papan Lighthouse at 1800 hrs.

HEALTH: See "Regulations" and "Anchorages".

RADIO: Information required before ship's arrival. ETA Labuan, with as much prior notice as possible. Number of gangs required. Quantity of fresh water required. Whether Pilot required for berthing.

Labuan has no radio facilities and messages are received via Kota Kinabalu, Miri, Singapore, etc.

Port VHF Service operates on Channels 16 and 12, between 0530 hrs. and 2400 hrs. Also see "Tankers".

BULK HANDLING FACILITIES: Rancha Rancha Industrial Estate: One jetty for iron ore carriers up to 150,000 d.w.t. nearing completion. Unloading rate 2,000 t.p.h.

CARGO: 1. Inward: Inward cargo is tallied out of ship on to wharf or into lighter. Damaged cargo is surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge is carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of shortlanded cargo, reasonable proof must be given to Customs that the cargo has not been landed. A shortlanded Memo certified by the Chief Officer is usually accepted as proof.

2. Transhipment: After discharge of cargo from the 1st carrier, transhipment cargo is placed under supervision of Customs, unless it is

possible to arrange direct transhipment into small coastal vessel. Customs do not accept responsibility for cargo in Customs Bond.

3. Refrigerated: Only small quantities of refrigerator cargo loaded or discharged.

4. Explosives: Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from the police prior to arrival of cargo, and harbour and police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

STEVEDORES: Supplied by contractors as arranged by Agent. Working hours 0800 – 1200 hrs., 1300 – 1700 hrs. Working outside these hours on Sundays and Public holidays is overtime.

MEDICAL: Hospitals: Not possible for Government Medical Officer to visit ships but patients can be sent to Cottage Hospital. Four 1st class beds, 10 2nd class beds, 46 3rd class beds. Two private clinics, Dr. Chan Clinic and Dr. Wong Clinic, are located in town.

Dentist: A Government Dental Clinic, located in Cottage Hospital area. In addition, a dentist is available in town.

TANKERS: *Labuan Terminal (Shell):* The SBM is positioned at Lat. 5° 15′ 59″ N., Long. 115° 07′ 08″ E. and designed for tankers with max. s.d.w.t. 350,000, but currently fitted with hose strings to suit a maximum BCM of 540 ft. (165 m.).

The maximum water depth in the manoeuvring area is 84 ft. (25.6 m.) and the max. permissible draft 74 ft. (22.5 m.).

Port Restrictions: None. Berthing and unberthing is carried out day and night, weather permitting.

Sea Anchorage: A tanker anchorage 2 nautical miles in diameter is located approximately 2 nautical miles from the SBM in position Lat. 05° 15.0′ N., Long. 115° 04.0′ E.

Approaches to the Berth: References should be made to the appropriate charts for the berth. From seaward, various oil and gas exploration and platform installations are spread throughout Brunei and Sabah waters. Masters of vessels are advised to give such facilities a wide berth. At the SBM, there is a tapering of water depth to the East as well as to the South. Up to an approximate distance of 8 cables, there is sufficient water of 60 ft. (18.3 m.) in depth.

Pipelines and Cargo Hoses: A 48 in. submarine/land pipeline connects the SBM with the storage tanks on shore. Beneath the SBM, the pipeline terminates in a manifold (PLEM) for connecting the underwater hoses of the buoy. The PLEM is fitted with 2 non-return, non-slam "Mockveld" valves to eliminate potential leakage and surge pressure being built up from shore to the SBM.

Two underwater hoses, each 120 ft. in length, connect the SBM to the PLEM with a lazy 'S' configuration. Each string consists of 4×30 ft. lengths of hose.

Information Required Prior to Arrival:
Radio Advice: Vessel's Master should confirm estimated time of arrival (ETA) 72, 48 and 24 hours prior arrival. Messages should be sent to the local Agents and copied to Shell.

"Labuan Terminal" maintains a continuous radio listening watch on VHF Hague Plan Channel 14, and vessels are to contact "Labuan Terminal" when within VHF range.

Customs and Health Requirements: A detailed Shipping Report has to be completed for Government Marine Department. Local Agents will provide the necessary forms for completion. If the vessel originates from an infected port, or if the state of health is suspected, the Port Medical Officer may board the vessel, in order to inspect the crew and relevant International Medical Certificates.

Papers required on Arrival:
Master is required to provide the following:

(a) 1 copy Last Port Clearance.
(b) International Maritime Declaration of Health.
(c) 9 copies Crew List.
(d) 3 copies Crew Manifest.
(e) 4 copies Stores List (Deck, Engine and Catering).
(f) 5 copies Arms and Ammunition List (if nil, no declaration required).
(g) 4 copies Cargo Manifest.
(h) 9 copies Passenger List.
(i) 2 copies Vaccination List.
(j) 3 copies Narcotics List.

Pre-Arrival Information: Prior to vessel's arrival at SSB/SSPC berths, 72 hours before her arrival, Master of vessel shall answer SSB/SSPC Questionnaire as outlined below.

Messages shall be sent to the local Agent and copied to Sarawak Shell Berhad/Sabah Shell Petroleum Company (Telex: MA74424/74425/74426. Fax: 085-454857).

AAA	Vessel's name, previous name (if any), call sign and nationality.
BBB	Master's name.
CCC	GRT, NRT and SDWT.
DDD	ETA, date and local time (GMT +8 hours).
EEE	Last Load Port/Discharge Port.
FFF	Next Load Port/Discharge Port.
GGG	Number of Crew.
HHH	Grade and Quantity of Cargo on arrival, previous cargo and cargo to be loaded at SSB/SSPC Terminal and tanker's maximum loading rate per manifold.
JJJ	Quantity of ballast in SBT and CBT and confirmation that the vessel is able to load and deballast simultaneously.
KKK	Arrival drafts.
LLL	Any defects that may cause pollution or affect loading.
MMM	Confirm vessel has a fully operational I.G. system and meets all SOLAS/IMO/OCIMF requirements.

All vessels loading at SSB/SSPC berths for the first time shall include the following additional information:

NNN	Length overall (LOA) and distance of bow to centre manifold (BCM).
PPP	Do manifolds meet OCIMF standards.
QQQ	What is the SWL of Tanker's starboard derrick.
RRR	Number and size of AKD bow chain stoppers.

Berthing Instructions: After ETA advice the following message will be transmittted to the Master.

AAA	Based on your ETA . . . . present intention is to berth you on arrival.
BBB	Pilot will board at the boarding area 2 miles W.S.W. of SBM in the following position: Latitude: 05° 15′ 00″ N. Longitude: 115° 04′ 00″ E.
CCC	Confirm ETA at least 48 hours in advance. When within range you are required to confirm your ETA 3 hours prior to arrival to Labuan Terminal on VHF Channel 16 with Channel 14 as a working channel.
DDD	Please keep us advised of any changes in your ETA. Onus of ETA confirmation rests with vessel.
EEE	After having established radio contact on VHF you will receive further instructions.

Mooring Operation: Use of ship's anchors is strictly prohibited except in extreme emergency. In any case, the anchor must *never* be dropped anywhere within a distance of 400 ft. (121.92 m.) on either side of the submarine pipeline, for the entire length, *nor* closer than 0.5 miles (5 cables) radius from the SBM.

Floating Mooring Rope Assembly: The buoy to tanker mooring comprises 2×16 in. circumference×150 ft. nylon double braided ropes. At the buoy end, the hawsers are joined to the pad eyes of the Rotation Mooring Arm with heavy duty shackles. Each hawser of the dual floating mooring hawser is fitted with a 3 in. diameter chafing chain.

The pick-up assembly consists of:

(i) 10 in. circumference polypropylene pick-up rope with spliced eyes 2 ft. on each side. Length 150 ft.
(ii) Pick-up support buoy.

Mooring Craft: The pilot/mooring launch will be in attendance throughout the tanker's stay at the SBM. The launch is used to send the messenger end of the mooring ropes to the vessel. On completion of mooring, the launch assists in picking up the hoses for connection and remains at the vessel until the completion of loading.

Piloting Information: Piloting is compulsory and is operated by Sabah Shell Petroleum Company Limited. The Berthing Master, Mooring Assistant and Surveyors board the vessel approximately 2 nautical miles W.S.W. of the SBM. Masters are requested to provide a good lee for the pilot boat to facilitate the boarding by these persons and lifting of 2 radio sets and other equipment.

Mooring Procedure: The tanker is moored to the SBM by 2×16 in. circumference (8 strand plaited) mooring lines 150 ft. (45.72 m.) in length, each connected to a 3 in. (76 mm.) chafing chain. A pick-up rope 10 in. × 150 ft. in length is connected to the 2 in. chafing chain. A suitable standard mooring rope must be lowered down by the vessel to the mooring launch in order to hoist the pick-up ropes.

The starboard line will be the first line to be picked up as the tanker approaches the SBM.

Closing speed, when the vessel is within range of the pick-up rope (approximately 100 m. from the SBM), must not exceed 0.5 knots.

As the vessel slowly closes in on the buoy, the pick-up rope and chafing chain are hove on board until the chafing chain is in position in the fairlead (chain support buoy just outboard of the fairlead). The chain is then secured in the bow stopper.

While the starboard mooring is being tended to, the mooring boat clears the port mooring rope from the buoy. The rope is then hove on board and is connected in the same manner as the starboard one.

Note: The vessel should have 2 mooring ropes ready on the forecastle.

Cargo Loading Operations: Throughout the vessel's stay at the SBM, the Berthing Master will remain on board to co-ordinate ship/shore operations and one launch will remain at location as a safety precaution.

Connecting Hoses: Hose connection is carried out by ship's crew as advised and supervised by the Shore Mooring Assistant.

Position of Hose Connection: Two cargo hoses will be connected on the starboard side amidships. A 16 in. hose will be connected to the forward manifold, and a 12 in. hose will be connected to the aft manifold connection.

Length of hose 815 ft. (248.41 m.).

Loading Procedure: Labuan Crude Oil is loaded at Labuan Terminal. Approximate API 32.0 and temperature 30°C.

The Master shall provide cargo requirements, tanker loading rate and other pertinent information as required by the Berthing/Loading Master. The Terminal's maximum loading rate on 3 pumps is approximately 6,500 cu.m./hr., and a maximum back pressure of 120 p.s.i. (10 bars) at the Terminal's end. The Berthing Master also acts as the Loading Master and as the Terminal's Representative, and will attend to all cargo formalities. He will remain on board the vessel throughout the vessel's stay at the SBM.

After all pre-loading formalities have been attended to, the following steps will be taken:

(a) Joint inspection to be carried out by the ship and the Berthing/Loading Master to ensure all requirements on the Safety Check List are adhered to.
(b) Method of communication and emergency shut-down procedure between ship and shore is established and understood. Prior to commencement of operations, the radio communication shall be tested to ensure the system is operating satisfactorily.
(c) Ship and shore to confirm readiness to commence loading operations.
(d) Commencement of loading operations to be at slow rate.
(e) Once loading operation commences, manifold connections and loading hoses are checked for leaks, and faults rectified. The mooring launch shall patrol round the vessel and the SBM to check for possible leakages into the sea.
(f) Once the vessel has confirmed receipt of cargo, the Emergency Shut Down trip is tested. On completion of the trip test, pumping is resumed and the loading rate gradually increased to the agreed loading rate.

(g) Manifold connections, hoses and water around the vessel are again checked for faults and/or leakages.
(h) Lines are to be checked at frequent intervals, and the Berthing/Loading Master shall immediately be informed of any abnormality.
(i) Ship and shore figures are to be compared every 2 hours at agreed times, and any discrepancies investigated.

Ballast: For ships with Segregated Ballast Tanks (SBT's), Masters are advised to deballast concurrently with loading, to avoid excessive trim while at the same time taking stresses on the hull into consideration. The vessel must at any time be able to manoeuvre and vacate the SBM.

For vessels with combination Clean Ballast Tanks (CBT's) and SBT's, Masters are advised to confer with the Berthing/Loading Master for directions. Nevertheless, for vessels of 70,000 tonnes S.d.w.t. and above, the ballast/cargo configuration must at all times not be less than 25% of the vessel's S.d.w.t.

Suspension of Loading Operations: If loading operations are suspended for an excessive period (e.g. leakage, ship/shore breakdown, etc.) or due to impending heavy weather, the hoses shall be disconnected, blanks flanged and made ready for lowering into the sea.

The Berthing/Loading Master shall give the Master the instructions to do so after monitoring the situation.

Disconnecting Hoses: The "after" or outer hose is disconnected first. As soon as the hoses have been disconnected from the tanker's manifold, the blank flanges are fitted. Each hose is lowered over the side and towed clear from the ship's side by the mooring launch to prevent possible entanglement with the vessel's propeller.

Unmooring: Weight on the mooring lines may be taken off by using ship's engines. The polypropylene pick-up ropes, which remain connected to the triangular plates of the chafing chains, are lead to the winches. The weight is then taken off the bow stopper. The bow stoppers are then released and the moorings and pick-up ropes lowered to the water.

The port mooring is normally disconnected and lowered first. When both moorings have been let go, the tanker is given sternway until the bow is well clear of the hose strings. The mooring and hose connection equipment is then transferred to the mooring launch.

Facilities:

Bunkers and Lubricants	– Not available.
Fresh Water	– Not available.
Stores and Laundry	– Limited availability.
Tank Cleaning and Dirty Ballast Facilities	– None available.

Repair Facilities: Emergency minor repairs can be arranged through local Agents with Sabah Shipbuilding, Repairs and Engineering or Sabah Government Marine Dept., Engineering Works.

Special Regulations: None. Vessels are berthed day and night, weather permitting.

Other Points of Interest:
(a) Local time is GMT plus 8 hours.
(b) The Berthing/Loading Master, Mooring Assistant, Petronas Representative, Independent Cargo Surveyor(s) and Customs Officer remain on board throughout the vessel's stay at the SBM. It is possible that the vessel's Agent will also remain on board.
(c) Tanker's manifolds should conform to the standards recommended in the OCIMF publication "Standards for Tanker Manifolds and Associated Equipment".
(d) Tanker's mooring equipment shall be in line with the recommendations contained in the OCIMF publication "Standards for Equipment Employed in the Mooring of Ships at Single Point Moorings".
(e) Medical and dental services are available at Labuan through the local Agents.
(f) Crew members are not permitted shore leave.
(g) Ship's personnel given special permission to go ashore for medical treatment must be in possession of an identification card and/or passport.
(h) Ship-to-shore communication during loading operations is by way of a portable VHF radio set provided by the Terminal. Additionally, communication can be used by VHF Channel 14.
(i) Rig starboard derrick to maximum S.W.L.
    Minimum acceptable:
    16,000 – 60,000 S.d.w.t. : 10 tonnes.
    Over 60,000 S.d.w.t. : 15 tonnes.

Weather: All the SBM's concerned are positioned in the open sea. The weather in the region is basically good for tanker operations.

The seasonal weather patterns are broadly divided into three and the terminology used is consistent with that of S.E. Asia. These three types are:
(1) S.W. Monsoon (June-October)
(2) N.E. Monsoon (December-March)
(3) Transitions between the monsoons.

Persistent bad weather occurs during the N.E. monsoon. High swell conditions can persist for periods of 3 to 4 days and in extreme conditions for up to a week. During the S.W. monsoon winds are generally light to moderate, but during brief surges (generally lasting less than 36 hours) winds are occasionally strong, and local gale force squalls are experienced. The most favourable time for tanker operations is during the transition periods. Winds are lighter and variable. Seas in this period are rarely more than very slight. The only troublesome times of the periods are the occasional severe squalls that originate from inland, which are associated with cumulonimbus clouds and thunderstorms.

The basic patterns of these squalls are vigorous thunderstorms inland, increasing as the storm approaches. Just before the onset of torrential rain, the wind backs rapidly towards the land and increases violently to the peak gust.

Immobilisation: Immobilisation of engines is not permitted at any time during the vessel's stay at the SBM.

Transmission of Ship's Radio: Use of the ship's radio transmitter is prohibited during the vessel's stay at the SBM.

Also see "Bintulu Terminal – General".

Operator: Sarawak Shell Berhad, Locked Bag No. 1, 98009 Miri, Sarawak, Malaysia. Tel: 085-454545. Telex: MA 74424/74425/74426. Cables: SAROILCO. Fax: 085-452030. Contact: Captain Pui Voon Sen, Acting Head of Marine and Land Transport Services.

FRESH WATER: Only available in small quantities (usually 30 tons maximum) and at restricted hours.

FUEL: Bulk furnace oil and high speed diesel usually available but 48 hours' notice of requirements must be given.

FIRE PRECAUTIONS: In case of fire, the Harbour Master, OCPD, and Agent should be telephoned immediately. A mobile gas turbine fire pump is available.

CONSULS: None.

REPAIRS: Marine Department operates engineering workshops at Labuan.

DRY DOCKS: Marine Department has 3 Slipways in Labuan which are capable of slipping vessels of 60 tons, 200 tons and 500 tons displacements.

A Government-owned shipyard/dry dock known as Sabah Building, Repairing and Engineering Sdn. Bhd. exists in Labuan to undertake full repairs services has been established for ocean-going vessels.

TIME: GMT plus 8 hours.

POLICE/AMBULANCE/FIRE: Medical Officer 224; Asst. Commissioner of Customs 201; OCPD 400; Police Station 297; Hospital 222.

REGULATIONS: *(a)* Arrival and departure:

1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than 36 hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 0800 hrs. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a Customs Officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within 600 ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessels shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(b) Special signals:

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, 6 ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, 6 ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request Pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically 6 ft. apart where best seen.
Quarantine (vessel is infected)	International code Signal "Q L"	
Quarantine (not received Pratique)	Nil	A red light over a white light 6 ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, 6 ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, 6 ft. apart, hoisted vertically where best seen.

GENERAL: *Surveyors:* Harrisons & Crosfield are Lloyd's Sub-Agents in Labuan and may appoint a surveyor as necessary.

Ship Chandlers: Fresh fruits, vegetables and fish available and price list can be obtained from ship chandler through Agent. Cold storage with limited supplies.

Recreation Facilities: If owners pay a monthly subscription to the Labuan Recreation Club, ship's crew are automatically members. Football and cricket, etc., can usually be arranged on application to Agent. Two cinemas in town which show American, English, Chinese, Malayan and Indian films.

Good beaches all round island, however, it is strongly recommended that bathers should remain in shallow water. It is not considered safe to bathe from the ship.

Victoria Hotel situated in town. All rooms air-conditioned and have private bathrooms or showers attached. Lodging house accommodation available in town for Chinese Crew members.

A newly constructed 12 storey Labuan Hotel is situated in the town. All rooms air-conditioned with bathroom attached.

A nine-hole golf course situated about 1 mile away from town.

DEVELOPMENTS: See "Bulk Handling Facilities".

AUTHORITY: The Director, Marine Department Office, P.O.Box No. 5, 87008 Federal Territory of Labuan, Malaysia. *Tel:* 087-412208. *FAX:* 087-413515.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., Lot No. 17, 2nd Floor, Jalan Bunga Dahlia, WDT No. 81, 87009 FT. Labuan. Tel: (087) 413568/9. Telex: MA85065. Cables: "Jarship Labuan". Fax: (087) 413580.

Associated with Jardine Shipping Agencies.

LANGKAWI, Telok Ewa, Malaya: 06.26 N. 99.46 E.

(See Plan)

SHIPMASTER'S REPORT: December 1987 (Updated 1994).

Langkawi Port is one of the newest ports on the Malayan Peninsular. The port is designed to handle Bulk (both dry and liquid) petroleum products as well as general cargo. Major exports are clinker and bulk/bagged Cement. The port is approximately 80 nautical miles North of Penang Island, and in position Lat. 06° 25′ 36″ N., Long. 99° 46′ E.

PORT LIMITS: All the waters enclosed within the area bounded by a line drawn from a point at Lat. 06° 30′ N., Long. 99° 52′ E. in a Southeasterly direction to Lat. 06° 25′ N., Long. 99° 58′ E., thence in a Southerly direction to Lat. 06° 08′ N., Long. 99° 58′ E., thence in a Westerly direction to Lat. 06° 08′ N., Long. 99° 37′ E., thence in a Northerly direction to Lat. 06° 27′ N., Long. 99° 37′ E. and thence in a Northeasterly direction back to Lat. 06° 30′ N., Long. 99° 52′ E. and any navigable waters therein.

DOCUMENTS: The following documents, together with ship's documents and certificates and copies of manifest, are to be presented to the Port Officer at time of report.

Crew List.
Vaccination List.
Stores List.
Personal Declaration.
Drug and Narcotic List.
Passenger List.
Last three ports of call.

PILOTAGE: Pilotage is compulsory for all vessels entering or leaving the port limits. Pilots are available throughout 24 hours and the boarding point is in position Lat. 06° 27.8′ N., Long. 99° 45.5′ E.

While rounding off Tanjung Chinchin it is preferable to keep North of the fairway during the N.E. monsoon as considerable S./S.W. set is experienced with strong and persistent E/N.E. winds.

ANCHORAGES: Anchorage area is situated East of Pilot boarding station marked on BA. Chart No. 3943.

MAX. SIZE: There is a restriction of 9.0 m. draft at present alongside. Permission to exceed 9.0 m. may be given under exceptional circumstances with a tug on stand-by during manoeuvres.

HEALTH: Health Official boards vessel when alongside. A close check is carried out on Vaccination List.

TUGS: No tug available (July 1994). It is only used during deep draft vessels unberthing. Usually ships berth heading into the wind/tide using the off-shore anchor.

BERTHING: See "Plan".

STEVEDORES: Arranged by Kedah Cement. They usually need notice of 7 days, 72 hours, 48 hours and 24 hours.

CRANES: For clinker and bulk cement, Kedah Cement, the operators of the terminal, use one shoot of about 500 t.p.h. capacity and for raw material imports such as Bauxite/Iron ore a grab crane of 11.2 tonnes SWL is in operation at present. For loading bagged cement, ship's own gear is used.

MEDICAL: There is a hospital, for minor surgery only, at Kuah which is 24 km. from the berth. For serious cases, patients to go to the mainland, one hour further by ferry.

DENSITY: 1020/1021.

FRESH WATER: Available at the berth, rate about 20 t.p.h.

REPAIRS: All repairs are carried out on the mainland.

AIRPORT: There are daily flights to Penang and Kuala Lumpur.

TIME: GMT plus 8 hours all year round.

STORING: Fresh provisions can be obtained locally but at least 2 days notice required as some items may have to be brought from the mainland.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: There is no seaman's club operating in the port, nor is there a church. There are duty-free shops in the port, international telephone service can be arranged at the large hotels. Transportation from the port to the town can also be arranged, postage service is available and sight-seeing can also be arranged.

CURRENCY: Malaysian Ringgit (MYR$).

DELAYS: None, except rain.

GENERAL: Well organised port with efficient and skilled labour and a very co-operative stevedore. No thefts reported on board. When nearing 9.0 m. draft it is preferable to check depths even though we found 9.6 m. up to chart datum at the general cargo berth.

AUTHORITY: Marine Department Peninsular Malaysia, Telok Ewa Port Office, 07000 Langkawi, Kedah Darul Aman, Malaysia. *Tel:* 04-9591505. *FAX:* 04-9591354. *Contact:* Baharin Bin Dato Abd. Hamil, Senior Marine Officer. Badrul Hisham Bin Umar, Assistant Marine Officer.

LIMBANG, Sarawak: 04.48 N. 115.05 E.

Limbang is the principal town of the Fifth Division and is situated 8 miles above the entrance of the Limbang River. There is an anchorage for ocean-going steamers 5 miles below the Limbang Bar Buoy with a least depth of 26 ft.

Depth on Bar. The least depth reported on the bar is about 2 ft. with a highest rise of 12 ft. The channel is marked by stakes with red/white and black/white top markers and a flashing light buoy Fl.1 sec. at the entrance.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine Signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during daylight hours, for at least 12 hours before the vessel is due to sail, or if the vessel is in port for less than 12 hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the Port Clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

PILOTAGE: Pilot available at Muara Port, Brunei. No pilot available locally.

REPAIRS: Siong Hing Shipyard Company, Limbang, Sarawak.

SURVEYORS: Cargo inspectors available. Local marine surveyor available.

BANKS: Malayan Banking Berhad and Kongming Bank Bhd.

STORING: See "Prelims".

1. By truck.
2.
3. Yes.
4. Yes.
5. —
6. Yes.

AUTHORITY: Marine Department, 98700 Limbang, Sarawak, Malaysia. *Tel:* 21130 (office), 22105 (home). *Cables:* Shipping Office, Limbang. *Contact:* Port Officer.

LUMUT, Malaya: 04.14 N. 100.38 E.

SHIPMASTER'S REPORT:

DOCUMENTS:

Customs:

4 Crew Lists.
2 Report of Arrival – Appendix "A".
1 Passenger List ("Nil" certificate required).
2 Dutiable Stores Statements.
5 Inward Manifests (prepared by Agent).
1 Personal Effects List.
1 List of Cargo in Transit.
1 Lists of Arms and Ammunition ("Nil" Certificate required).
Last Port Clearance.
2 Copies Loading Manifests.
3 Outward Manifests (prepared by Agent).
1 List of Narcotics ("Nil" certificate required).

Immigration:

2 Crew Lists.
1 Passenger List.
All Passports and Seaman's Books.

Boarding Office (Port Authority):

2 Reports of Arrival.
2 Reports of Departure (Forms provided by Agent).
2 Crew Lists.
Register, Load Line, Derat Certificate.
Radio, Safety Equipment and Safety Construction Certificates.

Port Health:

2 Vaccination Lists (Cholera).
2 Health Forms.
Derat Certificate.
All International Health Certificates (Yellow Books).

Traffic Control Officer:

1 Crew List.
1 Passenger List.
1 Arms and Ammunition List. ("Nil" certificate required).
1 Narcotics List.

Clearance of vessel carried out on arrival at Lumut Anchorage or berth before loading or discharging is allowed. Usually Customs', Immigration, Traffic Control Officer, Health will come together on board and Free Pratique issued by Health Officer.

PILOTAGE: Pilot boarding position Lat: 4° 10′ 50″ N., Long. 100° 35′ E., which is 1 mile South of Pangkor Island S.E. Point light. Berthing and unberthing will only be carried out during daylight hours and at slack water or beginning of flood tide. Pilot comes from Penang for berthing and unberthing. Pilot leaves vessel at Hospital Rock on departure. Pilot launch painted blue with white superstructure and named "King Miller". Pilot rates: Launch fee M$400 in and out minimum M$750 – maximum M$2,800, depending on d.w.t. of vessel.

ANCHORAGE: Just inside harbour limits, 7 cables South of S.E. Point Light in about 12 fathoms. Bottom said to be sand and shells and reputed good holding ground.

MAX. SIZE: Max. length on grain berth 575 ft.

Max. draft into port 30 ft. 6 in. salt water on Spring tides. This is due to a bar at the entrance of Dindings River and a rather sharp turn around buoy of 125° to miss rocks marked by unlit buoy. (Lloyd Rocks, B.A. Chart 792 vicinity of River Passage).

HEALTH: See "Documents".

RADIO: *ETAs:* Sent through Penang or Singapore Radio to Flourmill Lumut, Flourmill Kuala Lumpur and ship's Agents. 72, 24 and 12 hours notice required. Agents will keep Flourmill Lumut and Pilots informed. Authorities like 5 days notice of a vessel's impending visit. Telex: MA 44285 Miller.

VHF: There are VHF communications in the port with pilot boat on Channel 12.

Reporting System of Merchant Vessel When Entering and Leaving Port of Lumut

1. Every Master of a merchant vessel when coming to Port of Lumut shall advise the Port Officer of Lumut as follows:
   (i) One hour before the arrival of the vessel to the Pilot Station (i.e. one nautical mile due South East Point Lighthouse) the following particulars:
      The name and the nationality of the vessel and the Master.
      The arrival draft.
      The gross and nett tonnage of the vessel.
      The nature of the cargo.
      The next and last port of call.
   (ii) When arriving at the Pilot Station and when the Pilot is on board.
   (iii) When the vessel is passing abeam of Dinding Buoy.
   (iv) When the vessel is at anchor or berthing at the jetty/wharf.
2. The same procedure is also applied to vessel when leaving the Port of Lumut.
   (i) To advise the Port Officer of the sailing time of the vessel one hour before the departure.
   (ii) When the Pilot is on board.
   (iii) When the vessel is passing abeam of Dinding Buoy.
   (iv) When the Pilot is away and when the vessel is abeam of South East Point Lighthouse.
3. The working hours of Port Office of Lumut are as follows:
   Monday to Friday: 0800 hrs. – 1615 hrs.
   Saturday: 0800 hrs. – 1245 hrs.
   The office is closed on Sunday and Public Holidays.
4. Calling: Marine Department Lumut
   or "Lumut Mardep".
   VHF Channel 16.

TUGS: There are no tugs at Lumut – nearest Penang (small) and Singapore (large).

BERTHING: Port side to at Malayan Flour Mill Private Wharf in position Lat: 4° 16′ N., Long: 100° 39.5′ E., ship's head in. Depth of water at wharf is 32 ft. 6 in. A modern wharf supporting two movable discharging elevators. Conveyor belt runs under wharf.

South side of dock is used by coastal tankers and has 20 ft. of water. Dock is of concrete construction with heavy wood and steel girder fendering which is rubber mounted. End of wharf has a separately fendered concrete construction which is fitted with rubber shock absorber.

STEVEDORES: Mill employs own stevedores and work continues throughout 24 hours. No cargo work on Sundays and Public Holidays unless requested by either party when the overtime charges will be borne by the said party. Discharge rate is about 118 m.t.p.h. with 2 suckers (wheat). Reported to be about 100 m.t.p.h. with corn.

MEDICAL: Doctor in Lumut and Sitiawan (7 miles from Lumut). Local hospital usually has large queue, therefore better to attend private doctor. Private doctor may be called onboard if necessary.

DENSITY: About 1022 at berth. Water is brackish both at anchorage and berth.

FRESH WATER: Available at berth, arranged through Flour Mill at $10.00 (local currency) per ton during working hours. 24 hours' notice required.

FUEL: By arrangement and brought to ship in road tankers. Cargo cannot be discharged while bunkering as the trucks are not able to pass under the grain discharger (Agent informs that one weeks' notice required for bunkers). Fuel and diesel supplies come from Shell installation at Batu Undan about 1.5 miles from mill.

REPAIRS: Minor repairs only at mills workshop, firms can be called in from Kuala Lumpur or Singapore or Ipoh.

SURVEYORS: Trident Malaysia Sdn. Bnd. in Penang.

GANGWAY/DECK WATCHMAN: Private wharf and protected area - no shore watchman required on board - only ship's watchman for ropes and safety. Shore mill patrol is armed with shotgun.

REPATRIATION: Can be arranged but make sure travel documents, i.e. passports are valid and air tickets are ready.

AIRPORT: Nearest local airport is Ipoh and then fly or by road to Kuala Lumpur International Airport. Ipoh is about 1 hour's drive and Kuala Lumpur 4 hours drive.

EMERGENCY CO-ORDINATION CENTRE: Harbour Master, Penang or Port Kelang.

TELEPHONE: On berth and in Flour Mill entrance hall during office hours only.

BANKS: The Chartered Bank, Jalan Lumut, Sitiawan, Perak; Malayan Banking Berhad, Lumut, Perak; Bank Bumiputra Malaysia, Lumut, Perak. Money Changer at Malaysia Raya Restaurant, Lumut.

STORING: See "Prelims".
1. Yes, both.
2. Yes.
3. Yes.
4. Yes.
5. Prior approval must be obtained.
6. No.

SHORE LEAVE: Local leave only, except with special permission and pass. Boats to be laid on by ship for crew shore leave to Lumut and this is about a 20 minute boat ride to shore. Charges – $25 per trip. A boat from the anchorage may be laid on. Also to Sitiawan about 7 miles from Lumut. To Ipoh 52 miles by taxi $6.00 per person one way. Special Immigration pass is required and can be arranged through Agent.

GARBAGE DISPOSAL: Can be arranged, contact Agent for service.

WASTE OIL DISPOSAL: Can be arranged, contact Agent for service.

SEAMAN'S CLUBS: None.

CURRENCY: Malaysian Ringgit (MRG).

GENERAL: The Flourmill is situated on the N.E. side of Lumut about 40 miles by road and 20 minutes by launch from Lumut town. There is a good canteen at the Flourmill which serves Chinese and Muslim foods and soft drinks. Ship's personnel are allowed and welcome to use these facilities.

There are 5 reasonable hotels in Lumut, Dindings Hotel which has only 3 rooms air conditioned, Lumut Villa Inn, Hotel Indah Lumut, Hotel MDM and Lumut Country Resort, a 3 star hotel with 40 air-conditioned rooms. If possible book in advance especially on Saturdays, Sundays and Holidays.

At Pangkor Island there are good hotels; Sea View Hotel, Beach Hut Hotel, Pan-Pacific Resort with 100 air-conditioned rooms and Pangkor Laut Resort, both are of International Standard. At Teluk Batik 10 chalets available, about 5 miles from Lumut town.

Dindings Soya and Multifeeds Sdn. Bhd. is a subsidiary of Flourmills and now in operation, using same facility of Flour Mill Wharf.

Customs: Allowances – 75 cigarettes per man for 3 days and one bottle of spirits for 8 men every 3 days. Customs office is at Lumut. One and sometimes two, Customs men remain on vessel throughout and accommodation is to be provided for them.

Immigration: Immigration clearance required.

Tide: Ebbs for 5.25 hours on berth. Tides times are based on Port Kelang – difference is minus 1 hr. 40 min. Rise and fall about 2 m. – see Admiralty Tide Tables and Admiralty N.P. 214, Malacca Strait and Southern Approaches to Malacca Strait. Atlas of Tides and Tidal Streams.

Provisions/Stores: Bonded items, beer and cigarettes and fresh provisions available but advisable to give 24 hours notice as some of the items come from outside Lumut. Fruit and vegetables are available in season from local supply and are reputed to be reasonably priced. Some fruit and vegetables imported and may be expensive. Chandlers can be arranged by Agent.

Laundry; Arranged by Chandler (see above), takes about three days.

Charts: BA 1009 Perak River & Approaches when approaching from South and BA 792 Dinding River & Approaches with inset covering flour mill wharf.

AUTHORITY: Port Office, Marine Department, 32200 Lumut, Perak. *Tel:* 05-935477. *FAX:* 05-913260. *Contact:* Meor Abd. Manap, Deputy Port Officer.

Operator: Malayan Flour Mills Berhad, Jalan David Sung, Batu Undan, Lumut, Perak, Malaysia. *Telex:* Miller MA 42285. *Cables:* Flourmill Lumut, Perak, Malaysia. *FAX:* 05-912296. *Contact:* Raja Toran Shahriman, Chief Administration Officer.

MALACCA (Tanjong Bruas), Malaya: 02.13 N. 102.09 E. (See Plan)

DOCUMENTS:
1. *Malacca Port Authority*
(a) Ship's arrival advice 72 hours prior to arrival stating estimated time of arrival and date.
(b) Ship's Manifest 48 hours prior to arrival with particulars of cargo.
(c) Berth and stevedore application for ship's working arrangement.
(d) Dangerous Goods Declaration (if any).
(e) Passenger List (if any).
2. *Harbour Master's Office*
(a) "Report of Arrival of Vessel" on prescribed form obtainable from Harbour Master's Office on arrival.
(b) One copy Passenger List, specifying names and nationalities.
(c) Port Clearance from last port and copy of Manifest of Cargo to be discharged.
(d) List of all arms and explosives on board.
(e) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port produce to Port Officer the Certificate of Registry and ship's Articles.
3. *Immigration Authorities*
(a) Crew List (3 copies).
(b) Passenger List (3 copies).
(c) Produce all Passengers Passports/Visas.
(d) Produce all Seaman's Cards/Books.
(e) Fill embarkation/disembarkation card obtainable from Immigration Department on arrival.
4. *Port Health*
(a) Crew List showing last date of vaccination.
(b) Passenger List, showing the last date of vaccination.
(c) Produce all Seamen's and Passengers' vaccination cards.
5. *Customs Department*
(a) Crew List (2 copies).
(b) Passenger List (2 copies).
(c) Personnel Effects List (2 copies).
(d) Cargo Manifests (4 copies).
(e) Last Port Clearance.
(f) Bonded Stores List (2 copies).
(g) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
(h) Customs Form CD 15 obtainable from Customs Department on arrival.

APPROACHES: Approachable from all directions as port is located in an open-sea area. Harbour open all year round.

PILOTAGE: Pilotage service is compulsory for vessels entering or leaving port limits and during berthing/unberthing. Vessels to give Malacca Port Authority 12 hours' notice. Vessels from West take Pilot 2.75 miles W.S.W. of Tanjong Kling and vessels from East take Pilot 5 miles S.S.W. of Tanjong Kling. Pilot on VHF Channels 12 and 16.

ANCHORAGES: Located approximately 1 mile – 1.5 miles off the Malacca River mouth with depth of 3 fathoms – 6 fathoms. No specific prohibited anchorage.

TUGS: One 800 b.h.p. twin-screw tug available to assist with berthing and unberthing operation and emergencies.

BERTHING: One 'T' shaped jetty of 170 m. length, capable of accommodating one vessel of 125 m. LOA on the seaward side and one vessel of 65 m. LOA on the inner side at any one time. Least depth alongside is 9.0 m.
Storage Areas: 4 modern covered warehouses with a total storage area of 10,800 sq.m. for dry bulk and break bulk cargo. Two tank farms of 6,543 tonnes storage capacity for liquid bulk cargo.

STEVEDORES: Privatised stevedoring companies working on a two-shift basis with cargo discharging capacity per day of 1,500 tonnes for dry-bulk and 1,000 tonnes for breakbulk.

MEDICAL: Modern Government and private hospitals readily available in the town centre. There are private clinics in the vicinity of the port area.

TANKERS: Sungai Udang Port:
Berth Operator: Petronas Penapisan Melaka Sendiran Berhad.
Port Managed by: Sungai Udang Port Sendiran Berhad, Serahan Tingkap No. 2023, Pejabat Pos Tanjong Kling, Tel: 06-617014. Telex: Suport MA 62461. Fax: 06-517185. Contact: Captain Safi'uddin Ali, Marine Superintendent.
Max. LOA: 297 m.
Max. Deadweight: 120,000 tonnes.
Max. Draft: 17.3 m.
Minimum Depth at Ocean Berths: 20.0 m. (Minimum 10% U.K.C. required).
Minimum Depth in Approaches: 20.0 m. (Minimum 10% U.K.C. required).
Density: 1025.
Night Berthing: LPG vessel berth in daylight only.
Bunkers and Fresh Water: Available via pipeline at the berths (At present (May 1994) only FW available).
Berthing available as follows:
  2 Ocean Berths for vessels of 20,000 d.w.t. – 120,000 d.w.t.
  2 Coastal Berths for vessels of 2,000 d.w.t. – 10,000 d.w.t.
  2 Coastal Berths for vessels of 2,000 d.w.t. – 7,000 d.w.t.
  1 LPG Berth for vessels of 1,000 d.w.t. – 6,000 d.w.t.
Minimum Size of Vessel:
  Ocean Berth: 20,000 d.w.t.
  Coastal Berth: 2,000 d.w.t.
  LPG Berth: 1,000 d.w.t.
Lighterage: Not available.
Cargoes handled:
  DPK (Dual Purpose Kerosene).
  MTBE.
  Diesel.
  Mogas.
  LSWR (Low Sulphur Waxy Residue).
  Crude.
  Condensate.
  PCN (Naphtha).
  LPG (Liquified Petroleum Gas).
Dirty Ballast Facilities:
  Light slop tank capacity: 56,900 barrels.
  Heavy slop tank capacity: 53,916 barrels.
Slops accepted:
  Slop barge capacity: 490 tonnes (98% capacity).
Tugs: 3×40 ton and 3×16 ton bollard pull tugs.
No airdraft restrictions caused by bridges.
Pilot boards at Fairway Buoy (Position Lat. 02° 11′ N., Long. 102° 07′ E.).

FRESH WATER: Available from elevated water tank of 50,000 gallons capacity through pipelines.

FUEL: Supply by road tankers with advance notice.

REPAIRS/DRY DOCKS: None.

CUSTOMS ALLOWANCES: Tobacco, cigarettes 25 in number per man per day, or cigars, 8 in number per man per day, or Tobacco, 1 oz. per man per day, or snuff, 1 oz. per man per day.
Wine and/or Spirit: Spirit, 0.125 quart per man per day, or wines, 1 quart per man per day, or beer or stout, 1 quart per man per day.

HOLIDAYS: *Port Closed Days:* Chinese New Year, Hari Raya Puasa (1 Syawal), Deepavali, National Day and Christmas Day.

AIRPORT: Batu Berendam, 15 km. from port, catering mostly for domestic flights.

GARBAGE DISPOSAL: Drums provided alongside the wharf by the Port Authority.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

CURRENCY: Malaysian Ringgit (MYR$).

AUTHORITY: Malacca Port Authority, Tanjung Bruas Port, Tanjung Kling, 76400 Melaka, Malaysia. *Tel:* 06-511766, 511216. *Contact:* Chua Yew Liang, Port Manager.

AGENT: Pesaka Jardine Shipping Agencies Sdn.Bhd., Lot 47, No. 136/2 Jalan Munshi Abdullah, 75100 Malacca, Malaysia. Tel: 60-6-237850/237381. Fax: 60-6-248588. (Associated with Jardine Shipping Agencies).

MIRI, Sarawak (incl. Lutong Terminal, Kl. Baram, Kl. Niah & Kl. Suai): 04.26 N. 113.55 E. (See Plan)

Miri Roads is an open roadstead in a shallow bay, bounded at North by Tanjong Baram and at South by Tanjong Lobang.

PORT LIMITS: All navigable waters up to the high water mark and all land from the high water mark to the land boundary within the following limits:
Inner Limit:
Batang Baram within the high water lines, from the line delineating the Coastal High Water Line at the river mouth, upstream to the geographical parallel across the river at Lat. 3° 45′ 00″ N.
Outer Limit:
(i) From a point on the Coastal High Water line on the Sarawak/Brunei International Boundary, Lat. 4° 00′ 18″ N., Long. 114° 36′ 27″ E. (approx.)
(ii) Thence along the Coastal High Water Line in a generally Southwesterly direction to a point on the Miri/Bintulu District Boundary, on the N.E. bank of Sungai Selungun, Lat. 3° 35′ 19″ N., Long. 113° 20′ 18″ E. (approx.)
(iii) Thence along a line drawn in a 324° direction to its intersection with the limit of the Sarawak Territorial Sea, Lat. 4° 48′ 30″ N., Long. 113° 20′ 18″ E. (approx.)
(iv) Thence Northeasterly along the boundary of Sarawak Territorial Sea to its intersection with the International Boundary between Sarawak and Brunei on the Continental Shelf, Lat. 4° 48′ 36″ N., Long. 113° 57′ 12″ E. (approx.)
(v) Thence along the same International Boundary to the initial point defined in Clause (i) above.

DOCUMENTS: (a) Health. Vessels exempted from inspection (see "Health") should deliver to Agent on arrival, a Declaration of Health, Last Port Clearance and 2 Crew and Passenger Lists.
(b) Inward Clearance (Also see "Anchorage"). All vessels calling Miri Roads for passengers or cargo must be cleared by Immigration and Customs and, if necessary, by Port Health.
Inward Clearance effected only between 0600 hrs. and 1800 hrs. and following signals must be shown: if passengers carried, flags "3" and "4"; if no passengers carried, flags "2" and "5"; if Free Pratique requested, flag "Q".
Following papers will be required on arrival for inward clearance:
Port Health:
Declaration of Health.
1 Crew List.
1 Passenger List, inward and through.
Customs Boarding Officer:
As above, if not boarded by Health Officer, and 2 Inwaro Cargo Manifests.
(c) Outward Clearance. All vessels will be issued a Port Clearance by Customs Officer after the application has been verified by Port Officer at their respective office. Papers required are 2 Outward Manifests, 2 Crew Lists and, if any embarked, 2 Outward Passenger Lists.

APPROACHES: The loom of gas flares on Seria Oilfields 30 miles N.E. of Miri are a general guide at night but should not be used as a bearing because flares movable within area of oilfield and liable to be extinguished at any time. Following bearings exist. By night, three lighthouses:

(a) *Tanjong Baram:* Lat. 04° 35′ 47″ N., Long. 113° 58′ 25″ E., white single light 680,000 candle power, visibility 17 miles, elevation 120 ft. in grey steel lattice tower, group flash 3 every 20 secs.

(b) *Lutong:* Lat. 04° 28′ 30″ N., Long. 113° 59′ 46″ E., white single light, 13,500 candle power, visibility 10 miles, elevation 80 ft. in grey steel lattice tower, group flash 2 every 10 secs.

(c) *Tanjong Lobang:* Lat. 04° 21′ 48″ N., Long. 113° 57′ 36″ E., white single light 20,150 candle power, visibility 18 miles, elevation 155 ft. in grey steel lattice tower, 60 ft., flash 1 every 10 secs.

By day, above lighthouses difficult to distinguish and following may be used for day-time bearings:

(a) Lutong radio mast F.R 210 ft., position Lat. 04° 26′ 25″ N., Long. 113° 59′ 54″ E.

(b) Tanjong Lobang radio masts as marked on chart.

PILOTAGE: No official Pilot stationed at Miri but Shell Company provide Berthing Masters to moor vessels at their Lutong SBM's (See "Tankers").

ANCHORAGE: For tankers, please refer to "Tankers". For cargo, passengers or clearance, the outer area within an area to Northward of Lat. 04° 25′ 42″ N., Eastward of Long. 113° 55′ E. and Southward of Lat. 04° 23′ 42″ N. It is recommended that vessels of less than 5 m. draft may anchor close inshore directly opposite Miri River Mouth, but caution must be exercised as sudden squalls and swell up to 1.5 m. can occur, for which allowance should be made. For logs at Kl. Baram it is recommended that vessels anchor close inshore S.W. of Baram River Mouth, but caution must be exercised as sudden squalls and swells up to 2 m. can occur, for which allowance should be made. Extra caution must be exercised not to intrude the prohibited anchorage area at the further end of S.W. of Baram River Mouth and the numerous submarine gas lines around the area. For logs at Kuala Niah and Kuala Suai it is recommended that vessels anchor close inshore directly opposite Niah River Mouth and Suai River Mouth, but caution must be exercised as sudden squalls and swell up to 1 m. can occur, for which allowance should be made.

Cargo usually worked into or from wooden lighters or steel dumb barges ranging from 30 tons – 300 tons capacity. Swell often restricts work to landward side only and swell or wind often make it difficult to work Hatch No. 1 in some vessels. Accommodation ladder should be lowered on landward side to enable shore personnel to board.

Prohibited Anchorage and Berthing Area. From *(a)* Lat. 4° 30′ 54″ N., Long. 113° 56′ 19″ E. in a 090° direction to the shore; and from *(a)* to *(b)* in Lat. 4° 27′ 30″ N., Long. 113° 47′ 01″ E., thence in a 090° direction to the shore.

HEALTH: Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine Signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

Free Pratique granted without health inspection to vessels calling, provided ship healthy. Vessels with unclean bill of health or vessels which have not declared themselves healthy in their arrival notice telegram are subject to normal Port Health inspection procedure. Therefore of utmost importance that arrival notice is sent not less than 24 hours before arrival and contains all information requested (See "Radio") in order to prevent unnecessary delay.

RADIO: Miri Radio, call sign 9 WW21, frequency 500 kHz, operates at following hours local time: 0800 – 0830, 0900 – 0930, 1200 – 1230, 1600 – 1630. Present station has a limited range and if difficulty is experienced making contact or contact outside the above hours, vessels should pass messages through other stations, such as Kuching Radio or Singapore Radio, or through other ships in close vicinity of Miri.

Arrival notice must be telegraphed at least 24 hours before arrival and should contain following information:

All vessels
(a) expected time of arrival (local time GMT plus 8 hours);
(b) name of last port of call and next port of call, if not previously advised;
(c) whether or not ship is healthy.
For cargo
(d) tonnage to discharge, if any;
(e) number of gangs required to load;
(f) number of winchmen required to load.
Passengers
(g) number of passengers to disembark.

Also see "Tankers" – Communications.

VHF: Vessels arrived at the anchorages and wishing to contact their local/abroad Agents should contact "Miri Control" by Channel 16 which will be subsequently transferred to either Channel 25 or 27 for through calls. "Miri Control" operates 24 hours daily.

BERTHING: Cargo vessels – see "Anchorage", oil carriers – see "Tankers".

MEDICAL: Treatment of urgent cases available on shore subject weather conditions. Early notice should be telegraphed of medical requirements.

TANKERS: SBM No. 5:

Miri Single Buoy Mooring (SBM No. 5) is positioned at Lat. 04° 26′ 49″ N., Long. 113° 53′ 48″ E., and is designed for tankers with a maximum S.d.w.t. of 150,000 tonnes.

The minimum water depth in the manoeuvring area is 64 ft. (19.5 m.), and the maximum permissible draft is 56 ft. (17.07 m.).

Information Required Prior to Arrival – Radio Advice: Standard message by the Masters of vessels calling at Miri SBM must be sent at least 96 hours before arrival at Miri. ETA at Miri shall be addressed to the local Agents and copied to "Saroilco Miri".

The Bill of Health should also be advised at least 24 hours prior to arrival.

Sarawak Shell maintains an Offshore Communications Station operating a 24 hours service (call sign "Lutong Radio") and listens on VHF Channels 18 and 22. Accurate ETA can be passed through this station when in radio range.

Alternately, if vessel is arriving during office hours on weekdays (0700 hrs. to 1600 hrs. local time, Mondays to Fridays), "Shell Marine" can be contacted direct on VHF Channel 18, and berthing instructions/prospects can be confirmed.

Pre-Arrival Information: Prior to vessel's arrival at SSB/SSPC berths, 72 hours before her arrival, Master of vessel shall answer SSB/SSPC Questionnaire as outlined below.

Messages shall be sent to the local Agent and copied to Sarawak Shell Berhad/Sabah Shell Petroleum Company (Telex: MA74424/74425/74426. Fax: 085-454857).

AAA	Vessel's name, previous name (if any), call sign and nationality.
BBB	Master's name.
CCC	GRT, NRT and SDWT.
DDD	ETA, date and local time (GMT +8 hours).
EEE	Last Load Port/Discharge Port.
FFF	Next Load Port/Discharge Port.
GGG	Number of Crew.
HHH	Grade and Quantity of Cargo on arrival, previous cargo and cargo to be loaded at SSB/SSPC Terminal and tanker's maximum loading rate per manifold.
JJJ	Quantity of ballast in SBT and CBT and confirmation that the vessel is able to load and deballast simultaneously.
KKK	Arrival drafts.
LLL	Any defects that may cause pollution or affect loading.
MMM	Confirm vessel has a fully operational I.G. system and meets all SOLAS/IMO/OCIMF requirements.

All vessels loading at SSB/SSPC berths for the first time shall include the following additional information:

NNN	Length overall (LOA) and distance of bow to centre manifold (BCM).
PPP	Do manifolds meet OCIMF standards.
QQQ	What is the SWL of Tanker's starboard derrick.
RRR	Number and size of AKD bow chain stoppers.

Berthing Instructions: After ETA advice the following message will be transmitted to the Master.

AAA	Based on your ETA......................present intention is to berth you on arrival.
BBB	Pilot will board at Pilot anchorage area at the following coordinates: Lat. 04° 25′ N., Long. 113° 54′ E. Lat. 04° 27′ N., Long. 113° 56′ E.
CCC	Confirm ETA at least 48 hours in advance. When within range you are required to confirm your ETA 3 hours prior to arrival to Miri Terminal on VHF Channel 18 with Lutong Radio.
DDD	Please keep us advised of any changes in your ETA. Onus of ETA confirmation rests with vessel.
EEE	After having established radio contact on VHF you will receive further instructions.

Customs and Health Requirements: A detailed Shipping Report has to be completed for Government Marine Department. Local Agents will provide the necessary forms for completion. If the vessel originates from an infected port, or if the state of health is suspect, the Port Medical Officer may board the vessel, in order to inspect the crew and relevant International Medical Certificates.

Papers required on Arrival: Master is required to provide the following:
(a) 1 copy Last Port Clearance.
(b) 3 copies Crew List.
(c) 5 copies Passenger List.
(d) 3 copies Malaysian Crew List.
(e) 2 copies Stores List.
(f) 1 copy Ship Arrival Report.
(g) 1 copy Application for Port Clearance.
(h) 2 copies Narcotics List.
(i) 2 copies Arms and Ammunition List.
(j) 2 copies Crew Declaration List.
(k) 2 copies Vaccination List.
(l) 3 copies Inward Cargo Manifest.

Note: Vessels arriving from the Philippines require additional documents, and local Agents will advise.

Pilotage: Pilotage is compulsory and is operated by Sarawak Shell Berhad. The Berthing/Loading Master, Mooring Assistant and Surveyors board at or around the anchorage area (approximately 2.0 nautical miles South of SBM No. 5). Masters are requested to provide a good lee for the pilot boat to facilitate the boarding by these persons and lifting of gear and equipment.

Port Restrictions: None. Berthing and unberthing is carried out day and night, weather permitting.

Sea Anchorage: A petroleum anchorage is bounded by the following co-ordinates:

From	Lat. 04° 25′ 42″ N.,	Long. 113° 53′ 00″ E. to
	Lat. 04° 25′ 42″ N.,	Long. 113° 55′ 00″ E. to
	Lat. 04° 23′ 42″ N.,	Long. 113° 55′ 00″ E. to
	Lat. 04° 23′ 42″ N.,	Long. 113° 53′ 00″ E.

Masters are advised that anchoring is strictly prohibited within the area described, "See Caution" encompassing West Lutong oilfields, pipeline areas and SBMs on B.A.Chart No. 1949.

Approaches to the Berth: There are many oil production structures in the waters off the coasts of Sarawak, Brunei and Sabah, together with a large amount of exploration and drilling activities. Masters are advised to give such structures and activities a wide berth.

Anchors: Use of the vessel's anchor(s) is strictly prohibited except in extreme emergency. In any case, the anchor must never be dropped anywhere within a distance of 400 ft. (122 m.) on either side of the pipeline, its entire length, nor closer than 0.5 nautical miles (5 cables) radius from the SBM.

Mooring Craft: The mooring launch will be in attendance throughout the tanker's stay at the SBM. The launch is used to send the messenger end of the pick-up ropes to the vessel. On completion of mooring operations, the launch picks up the hoses for connection and remains at the vessel until the completion of loading operations.

Mooring Procedure: The tanker is moored to the SBM by 2×16 in. circumference (8 strand plaited) mooring lines 150 ft. (45.72 m.) in length, each connected to a 3 in. (76 mm.) chafing chain. A pick-up rope 10 in. × 150 ft. in length is connected to the 3 in. chafing chain. A suitable standard mooring rope must be lowered down by the vessel to the mooring launch in order to hoist the pick-up ropes.

The starboard (inner) line will be the first line to be picked up as the tanker approaches the SBM.

Closing speed, when the vessel is within range of the pick-up rope (approximately 100 m. from the SBM), must not exceed 0.5 knots.

As the vessel slowly closes in on the buoy, the pick-up rope and chafing chain are hove on board until the chafing chain is in position in the fairlead (chain support buoy just outboard of the fairlead). The chain is then secured in the bow stopper.

While the starboard mooring is being tended to, the mooring boat clears the port mooring rope from the buoy. The rope is then hove on board and is connected in the same manner as the starboard one.

Note: The vessel should have 2 mooring ropes ready on the forecastle.

Tugs: Not available.

Cargo Loading Operations: Mooring and hose connection is carried out by the vessel's crew as advised and supervised by the shore mooring assistant.

Position and Size of Hose Connection: 2×12 in. cargo loading hoses (length 840 ft.) will be connected on the starboard side amidships.

Loading Procedures: Miri Light Crude is loaded at Lutong Terminal (approximate API 32.0 and temperature of 32°C).

The Terminal's maximum loading rate on 3 pumps is 3,500 cu.m./hr., and a maximum back pressure of 120 p.s.i. (approximately 10 bars) at the Terminal's end. The Berthing Master also acts as the Loading Master and as Terminal's Representative, and will attend to all cargo formalities.

As soon as possible, the Master shall provide cargo requirements, tanker maximum loading rate and any other pertinent data as required by the Loading Master.

After all pre-loading formalities have been attended to, the following steps will be taken:

(a) Joint inspection to be carried out by the ship and the Berthing/Loading Master to ensure all requirements on the Safety Check List are adhered to.

(b) Method of communication and emergency shut-down procedure between ship and shore is established and understood. Prior to commencement of operations, the radio communication shall be tested to ensure the system is operating satisfactorily.

(c) Ship and shore to confirm readiness to commence loading operations.

(d) Commencement of loading operations to be at slow rate.

(e) Once loading operation commences, manifold connections and loading hoses are checked for leaks, and faults rectified. The mooring launch shall patrol round the vessel and the SBM to check for possible leakages into the sea.

(f) Once the vessel has confirmed receipt of cargo, the Emergency Shut Down Trip is tested. On completion of the trip test, pumping is resumed and the loading rate gradually increased to the agreed loading rate.

(g) Manifold connections, hoses and water around the vessel are again checked for faults and/or leakages.

(h) Lines are to be checked at frequent intervals, and the Berthing/Loading Master shall be immediately informed of any abnormality.

(i) Ship and shore figures are to be compared every 2 hours at agreed times, and any discrepancies investigated.

Ballast: For ships with Segregated Ballast Tanks (SBT's), Masters are advised to deballast concurrently with loading, to avoid excessive trim while at the same time taking stresses on the hull into consideration. The vessel must at any time be able to manoeuvre and vacate the SBM.

For vessels with combination Clean Ballast Tanks (CBT's) and SBT's, Masters are advised to confer with the Berthing/Loading Master for directions. Nevertheless, for vessels of 70,000 tonnes S.d.w.t. and above, the ballast/cargo configuration must at all times not be less than 25% of the vessel's S.d.w.t.

Suspension of Loading: If loading operations are suspended for excessive periods (e.g. leakages, ship/shore breakdown, etc.), or due to impending heavy weather, the hoses shall be disconnected, blanks flanged and made ready for lowering into the sea. The Berthing/Loading Master shall give the Master the instructions to do so after monitoring the situation.

Disconnecting Hoses: The "after" or outer hose is disconnected first. As soon as the hoses have been disconnected from the tanker's manifold, the blank flanges are fitted. Each hose is lowered over the side and towed clear from the vessel's side by the mooring launch to prevent possible entanglement with the vessel's propeller.

Unmooring: Weight on the mooring lines may be taken off by using ship's engines. The polypropylene pick-up ropes, which remain connected to the triangle plates of the chafing chains, are lead to the winches, and the weight is taken off the bow stopper. The bow stoppers are released, and the moorings and pick-up ropes lowered from the bow into the water.

The port mooring is normally disconnected and lowered first.

When both moorings have been let go, the tanker is given sternway until the bow is well clear of the hose strings. The mooring and hose connection equipment is then transferred to the mooring launch.

Facilities Available:

Bunkers and Lubricants	– Not available.
Fresh Water Facilities	– None.
Stores and Laundry Facilities	– Limited stores available.
Tank Cleaning and Dirty Ballast Facilities	– None available.

Repair Facilities: Small repairs of urgent nature can be undertaken by local ship repairers through the local Agents.

Special Regulations: None.

Points of Interest:

(a) Local time is GMT plus 8 hours.

(b) The Berthing/Loading Master, Mooring Assistant, Petronas Representative, Independent Cargo Surveyor(s) and Customs Officer remain on board throughout the vessel's stay at the SBM. It is possible that the vessel's Agent will also remain on board.

(c) Tanker's manifolds should conform to the standards recommended in the OCIMF publication "Standards for Tanker Manifolds and Associated Equipment".

(d) Tanker's mooring equipment shall be in line with the recommendations contained in the OCIMF publication "Standards for Equipment Employed in the Mooring of Ships at Single Point Moorings".

(e) Medical and dental services are available at Miri through the local Agents.

(f) Crew members are not permitted shore leave.

(g) Ship's personnel given special permission to go ashore for medical treatment must be in possession of an identification card and/or passport.

(h) Ship-to-shore communication during loading operations is by way of a portable VHF radio set provided by the Terminal. Additionally, communication can be used by VHF Channel 18.

(i) Rig starboard derrick to maximum S.W.L.
Minimum acceptable:
16,000 – 60,000 S.d.w.t. : 10 tonnes.
Over 60,000 S.d.w.t. : 15 tonnes.

Berth Limitations:

Maximum Draft	: 56 ft. (17.07 m.)
Maximum LOA	: No restriction.
Maximum S.d.w.t.	: 150,000 tonnes. (Dependent on BCM – see below)
Hose Length	: 815 ft.
Maximum BCM	: 560 ft.

Pilotage: Pilotage is compulsory and is operated by Sarawak Shell Berhad.

Miri Products SBMs: There are 2 products SBMs in Miri. They are located about 1.1 miles apart and closer to the shore in more restricted water. These SBMs are meant for shipment of finished products from the Lutong Refinery for local consumption, export and importation of certain grades of products.

Coastal product tankers are berthed at these SBMs and at times ocean-going product tankers also.

Arrival procedures, pilotage requirements, customs and immigration requirements are the same as for vessels arriving for SBM No. 5 (see above).

SBM No. 1: *General Information:* This SBM is positioned at Lat. 04° 28.35′ N., Long. 113° 56.3′ E. There are 3 hose strings to this SBM, each for a different grade of product as follows:

Line 1A –	Miri Tops	Connection: 6 in.
Line 1D –	Mogas	Connection: 6 in.
Line 1C –	Gas Oil/Kerosene	Connection: 6 in.

Minimum water depth in the manoeuvring area is 43 ft. (13.1 m.), and the maximum permissible draft is 37 ft. (11.27 m.).

Maximum S.d.w.t. that can be handled is 100,000 tonnes.

Berth Limitations:

Maximum Draft	: 37 ft. (11.27 m.)
Maximum LOA	: 630 ft. (192.0 m.)
Maximum S.d.w.t.	: 100,000 tonnes
Maximum BCM	: 315 ft. (96.01 m.)
Hose Length	: 520 ft. (158.5 m.)

Mooring Procedures: The mooring is carried out in a similar manner as discussed for SBM No. 5 (see above). The notable difference is that the tanker is moored to the SBM by 2×15 in. circumference single (8 strand plaited) mooring lines 150 ft. (45.72 m.) in length. The starboard line is connected to a 1.2 in. (30 mm.) chafing chain. For larger vessels, this will be changed accordingly prior to the vessel's arrival. The port line is connected to a 30 ft. long × 2.5 in. wire fitted with a large eye splice, so that it can be put over the vessel's forward bollard.

Generally for vessels below 40,000 tonnes S.d.w.t., only one line is connected to the vessel. For vessels above 40,000 tonnes S.d.w.t., both moorings will be connected to 2.1 in. (54 mm.) chain accordingly.

SBM No. 3: *General Information:* This SBM is positioned at Lat. 04° 29.4′ N., Long. 113° 56.3′ E. There are 3 hose strings to this SBM, each for a different grade of product as follows:

Line 4D – Waxy Residue (SWR)/LFO	Connection: 6 in./12 in.
Line 3B – Naphtha	Connection: 6 in.
Line 4B – Gas Oil/Kerosene	Connection: 6 in.

Minimum water depth in the manoeuvring area is 43 ft. (13.1 m.), and the maximum permissible draft is 39 ft. (11.89 m.).

Maximum S.d.w.t. that can be handled is 100,000 tonnes.

Berth Limitations:

Maximum Draft	: 39 ft. (11.89 m.)
Maximum LOA	: 804 ft. (245.05 m.)
Maximum S.d.w.t.	: 100,000 tonnes
Maximum BCM	: 400 ft. (121.91 m.)
Hose Length	: 795 ft. (242.31 m.)

Mooring Procedure: The mooring is carried out in a similar manner as discussed for SBM No. 5 (see above). The notable difference is that the tanker is moored to the SBM by 2×12 in. circumference (8 strand plaited) mooring lines 150 ft. (45.72 m.) in length, each connected to a 2.1 in. (54 mm.) chafing chain.

Weather: The SBMs are positioned in the open sea. The weather in this region is basically good for tanker operations.

The seasonal weather patterns are broadly divided into three and the terminology used is consistent with that of South East Asia. These three types are:

(1) S.W. Monsoon (June – October)
(2) N.E. Monsoon (December – March)
(3) Transitions between the monsoons.

Persistent bad weather occurs during the N.E. monsoon. High swell conditions can persist for periods of 3 to 4 days and in extreme conditions for up to a week. During the S.W. monsoon winds are generally light to moderate, but during brief surges (generally lasting less than 36 hours) winds are occasionally strong, and local gale force squalls are experienced. The most favourable time for tanker operations is during the transition periods. Winds are lighter and variable. Seas in this period are rarely more than very slight. The only troublesome features of the periods are the occasional severe squalls that originate from inland, which are associated with cumulonimbus clouds and thunderstorms.

The basic patterns of these squalls are vigorous thunderstorms inland, increasing as the storm approaches. Just before the onset of torrential rain, the wind backs rapidly towards the land and increases violently to the peak gust.

Immobilisation: Immobilisation of engines is not permitted at any time during the vessel's stay at the SBM.

Transmission of Ship's Radio: Use of the ship's radio transmitter is prohibited during the vessel's stay at the SBM.

Also see "Bintulu Terminal – General".

Operator: Sarawak Shell Berhad, Locked Bag No. 1, 98009 Miri, Sarawak, Malaysia. Tel: 085-454545. Telex: MA 74424/74425/74426. Cables: SAROILCO. Fax: 085-452030. Contact: Captain Pui Voon Sen, Marine Supervisor – Tanker Operations.

FRESH WATER: No fresh or boiler water available.

FUEL: Not available.

REPAIRS: Emergency deck and hull repairs can be carried out offshore. Please contact Harbour Master for arrangements if required. Tel: 085-32911 (office hours) or 085-33232 (outside office hours).

CUSTOMS ALLOWANCES: Bonded Store on vessels other than those berthing at Lutong Moorings for bunkers only and exempted from formal clearance, sealed by Customs after allowing a daily ration for duration of stay in port.

One Customs Officer will remain on board all vessels anchored in Miri Roads and accommodation, if necessary, should be arranged for them. The Agents' staff will remain on board throughout all cargo operations and it would be highly appreciated if meals could be supplied to them and to the Customs Officer in view of the long time occupied travelling by launch between ship and shore.

REPATRIATION: Crew changes and repatriation can be carried out at Marine Office, Kubu Road, Miri with little difficulty.

AIRPORT: Distant 10 km., daily, day and night flights.

TIME: GMT plus 8 hours. Permanent.

HOLIDAYS: New Year's Day; Chinese New Year; Good Friday; Labour Day; Wesak Day; Dayak Festival Day (Gawai); Yang Dipertuan Agong's Birthday; Hari Raya Puasa; T.Y.T. Yang Dipertua's Birthday; National Day; Hari Raya Haji; Awal Muharram; Prophet Mohammad's Birthday; Christmas Day.

Chinese New Year; Dayak Festival Day (Gawai); Hari Raya Puasa normally has 2 days holiday.

POLICE/AMBULANCE/FIRE: Tel: 999.

SHORE LEAVE: It is regretted that both passengers and crew must be dissuaded from coming ashore other than for medical attention, owing to weather and tidal restrictions.

IDENTIFICATION CARDS: Seaman's Record Book is sufficient.

LUBRICANTS: Generally, lubricants not available but in emergency certain grades sometimes obtainable in very limited quantities.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Malaysian Ringgit (MYR$).

PROVISIONS: Limited fresh provisions and ex-bond stores available for which vessels should give 72 hours notice of requirements so that arrangements can be made to secure the required supplies.

REGULATIONS: The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during daylight hours, for at least 12 hours before the vessel is due to sail, or if the vessel is in port for less than east 12 hours before the vessel is due to sail, or if the vessel is in port for less than 12 hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

AUTHORITY: Marine Officer, Marine Department, Kubu Road, Miri, Sarawak, Malaysia. *Tel:* 085-32352; 085-32911, 085-33301. *Cables:* "Shipping Miri".

Miri Port Authority, River Road, P.O.Box 1179, 98008 Miri, Sarawak, Malaysia. *Tel:* 085-38481; 085-38529. *Telex:* 74227 MA Tyseng. *FAX:* 085-417191. *Contact:* The General Manager.

AGENT: See "Kota Kinabalu".

PASIR GUDANG, Johor: 01.26 N. 103.54 E. (See Plan)

LOCATION: The port is situated on the East Coast Southern tip of Peninsular Malaysia above the Straits of Johore, 10 nautical miles East of Johore Bahru Town. The approximate position is Lat. 01° 26′ 06″ N., Long. 103° 54′ 25″ E.

PORT LIMITS: The area is enclosed by the following imaginary lines:

(A) From a point of the coast at the Southernmost tip of Tanjung Datuk or Tanjung Penyusup at Lat. 01° 22.20′ N., Long. 104° 17.05′ E. direct to
(B) Lat. 01° 19.28′ N., Long. 104° 15.78′ E. thence to
(C) Lat. 01° 17.82′ N., Long. 104° 07.43′ E. thence to
(D) Lat. 01° 18.31′ N., Long. 104° 06.78′ E. thence following the boundary of the Malaysia territorial waters until reaching the Eastern side of the Johore Causeway to the coastline Eastwards and returning to position (A), including the Johor River up to the bridge where the Johor Bahru to Kota Tinggi road crosses the said river and all other navigable rivers and tributaries flowing into these waters and all piers, jetties, wharves, landing places, quays, docks and other similar works, whether within or without the high water mark and any portion of shore or bank within 45.72 m. of the high water mark, subject to any rights of private property therein.

DOCUMENTS:

Customs:

2 Personal Effects List,
2 Narcotics Lists,
2 Arms and Ammunition Lists,

2 Stores Lists made out on ships forms only, no special forms issued by the port. Customs Boarding Officer also requires a full and correct statement of all dutiable liquor and tobacco carried as ship's stores, the statement which is to be submitted in duplicate on forms provided by the Boarding Officer is to show in detail the quantities of dutiable goods held:–

(a) in the ship's stores, bars and shops;
(b) in the possession of Officers and Crew.

Immigration: 3 Crew Lists, all Crew Seaman's Books for entry visa stamp.

Port Health: 1 Vaccination List, Maritime Declaration of Health.

Police: 1 Crew List, 2 Narcotics Lists, 2 Arms and Ammunition and Explosives Lists.

APPROACHES: *Fairway:* There is no limitation imposed on size of vessels passing through the fairway except for the draft. The main channel in the East Johore Strait has a depth of water up to approximately 12.4 m. ACD up to the Port Waterfront and 11.4 m. ACD up to Sembawang Shipyard and 10.9 m. up to the causeway.

PILOTAGE: Pilotage is compulsory for vessels either exceeding 45 m. in length and/or with height structure above 30 m. or without any radio communication on board, entering or leaving the Port Water Limits. Pilotage is provided by Johor Port Sdn. Bhd. and licensed by Johor Port Authority. The pilot boarding point is 2 miles S.W. of Tanjung Stapa Lt. (01° 20.6′ N., 104° 08.2′ E.).

ETA to be sent to Harbour Master 24 hours prior to arrival, and to "Johor Port Control" 3 hours prior to arrival or departure.

ANCHORAGE: Anchorage areas have been designated within the port water limits and as indicated in all navigational charts for the following:

(a) General purposes.
(b) Dangerous goods and explosives.
(c) Quarantine.
(d) Petroleum.
(e) Lay-up.

RESTRICTIONS: A 24 hour pilotage service for all vessels entering or leaving Johore Port is provided. However, the following restrictions are imposed.

1. *Recommended Speed:*

(a) The maximum recommended speed should not exceed 12 knots and when passing Fairy Point, the speed should not exceed 6 knots.
(b) Vessels are required to slow down when passing Johore Port area, Malaysia Shipyard Engineering (MSE) and Sembawang Shipyard areas.

2. *Reporting:*

When entering, transitting or leaving the East Johore Strait, all ships of 2,000 g.r.t. and above or whose masts or superstructures exceed 30 m. above the waterline or where the vessel is under tow and the combined length of the towing vessel and the tow exceed 30 m. are requested to comply to the contents of the Port of Singapore Circular No. 23 of 1981 (See "Traffic Information") in providing the following data:–

(a) Name and Call Sign of vessel;
(b) Type of vessel (stipulate floating crane, oil rig, etc.);
(c) Max. height above waterline in metres:
(d) Destination (Sembawang port, name of shipyard, etc.);
(e) Point of origin (Sembawang port, Johore Port, Johore Shoal Buoy, etc.);
(f) ETA at Johore Shoal Buoy or ETD.

on VHF Channels 11, 21 and 63.

3. *Tugs:*

Tug services are available for towage, berthing and unberthing operations within the port's water limits. The tugs are mostly equipped with fire fighting and anti-pollution equipment.

(a) VLCCs or vessels of more than 280 m. in length are to be provided with at least 2 escort tugs when transitting the East Johore Strait.
(b) Vessels of more than 240 m. in length are required to be provided with 1 escort tug when transitting the East Johore Strait.

4. *General:*
   - (a) When a nuclear powered ship is underway in the East Johore Strait no vessel should be underway forward of her.
   - (b) Vessels above 180 m. in length will not be programmed to pass any vessel exceeding 280 m. in length transitting the East Johore Strait between Changi and Sembawang Shipyard.
   - (c) VLCCs or vessels of more than 280 m. in length will be programmed to transit the Fairy Point/Changi area during slack water or stemming the tidal current.
   - (d) Vessels of more than 240 m. in length will be permitted to transit the East Johore Strait only during daylight hours.
   - (e) Vessels of between 210 m. and 240 m. in length are permitted to transit East Johore Strait during non-daylight hours provided they have full use of engines and are programmed to transit during slack tide or stemming the tidal current.
   - (f) Anchoring is prohibited in the main channel. Any unauthorised anchoring must be reported immediately to Johore Port Control and Sembawang Control.
   - (g) During the hours of darkness, tows are generally not permitted to transit East Johore Strait.

For the purposes of the above guidelines:–
- (a) A VLCC (very large crude carrier) is deemed to be a tanker of 150,000 d.w.t. and above.
- (b) Length of vessel refers to her overall length.
- (c) Daylight hours means from 0700 hrs. to 1900 hrs.

VHF: Vessels can communicate direct with the pilot control station tower via ship to shore VHF on the following Channels:

Channel	*Ship Stations*	*Shore Stations*
11	156.550 MHz	156.550 MHz
21 (Listening Frequency only)	157.050 MHz	161.650 MHz
63	156.175 MHz	160.775 MHz

VHF network links the tugs, launches and the Port personnel working on board vessels at the anchorages.

TUGS: See "Restrictions" and "Facilities".

FACILITIES: *Oil Jetty:* Depth of water 9.0 m. (inner berth), 11.0 m. (outer berth), T-shaped with 4 berths.

Dangerous Cargo Jetty: Depth of water: Jetty No. I – 11.0 m., Jetty No. II – 9.0 m., Jetty No. III – 12.0 m.

Ocean Wharves: Depth of water 12.5 m., length 1,093 m.

Coastal Wharf: Depth of water 6.0 m., length 107 m.

Lighterage Wharf: Depth of water 5.0 m., length 61 m.

Transit Shed: (2) 21,256 sq.m.

Godown: (3) 23,411 sq.m.

Open Storage Yard: 2.05 hectares.

Container Yard: 44,175 sq.m.

Container Freight Station: 7,750 sq.m.

Palm Oil Tank Installation: Present capacity for crude and refined palm oil 121,000 tonnes.

Petroleum and Petroleum Products: Storage capacity 63,000 tonnes.

Grain Silos: 72,000 tonnes.

Fertiliser Storage: 59,000 tonnes.

Clinker and Gypsum: 27,000 tonnes.

Timber Terminal: 4.36 hectares.

Other facilities, such as bauxite and ore jetties, as well as a shipyard (Malaysian Shipyard and Engineering) are available and operated by private companies. The shipyard undertakes repairs and docking to vessels up to 400,000 d.w.t.

Shore Equipment:

	Capacity	*Unit*
Forklift Trucks	8 tonnes	6
	6 tonnes	3
	3 tonnes	24
Towing Tractors		7
Trailers		20
Mobile Cranes	less than 200 tons	3
	200 tons	1
Level-Luffing Crane	15/400 tonnes/hr.	1
	35/400 tonnes/hr.	1
Mechanical Grab	5 tonnes	6
Container Cranes	36 tonnes	2
Container Cranes (post Panamax)	45 tonnes	2
October 1994	–	1
Reach Stacker		1
Straddle Carriers	36 tonnes	6
Transfer Cranes	45 tonnes	9
August 1994		2
Skeletal Semi-trailers		50
Container Terminal Tractors		35

Floating Equipment:

Tugs	2 – 3,200 b.h.p.
	1 – 2,600 b.h.p.
	1 – 1,220 b.h.p.
	1 – 1,084 b.h.p.
Launches	4 – pilot launches
	2 – security launches
	2 (for hire)

STEVEDORES: Stevedore and shore labour undertaken by the Port Contractors and shift times are as follows:–

0700 – 1500 hrs.
1500 – 2300 hrs.
2300 – 0700 hrs.

Stevedores may undertake work of opening/closing of hatches but rigging of gear must be done by the crew.

FRESH WATER: Fresh water connections are on the berth. The rate of supply being 20 t.p.h.

FUEL: All grades of Bunkers are available at short notice.

REPAIRS/DRY DOCKS: Situated in Pasir Gudang Industrial area is Malaysia Shipyard & Engineering Sdn, Bhd. MSE is a fully equipped up-to-date engineering establishment. With facilities for ship repairing, new-building up to 12,000 d.w.t. and general engineering works.

(1) Dry dock, length 395 m., width 80 m., depth 14 m., capable of handling ships of 400,000 d.w.t.

(2) No. 2 dry dock, length 270 m., width 46 m., depth 12.5 m. capable of handling up to 140,000 d.w.t.

(3) Newbuilding dock, length (approx.) 123 m., width 25 m., depth 8.0 m., capacity approx. 12,000 d.w.t.

Berthage: No. 1 quay, 390 m. long × 7 m. draft. 1 × 15 ton luffing crane. No. 2 quay, 268 m. long × 7 m. draft. 1 × 15 ton luffing crane. No. 3 quay, 268 m. long × 7 m. draft. 1 × 15 ton luffing crane.

SURVEYORS: Classification Surveyors are available from Singapore and Kuala Lumpur. Cargo Surveyors are represented locally by Caleb Brett, General Superintendents and Trident Malaysia.

GANGWAY/DECK WATCHMEN: The Port has a Security Division responsible for the general security of the port area. The force consists of a detachment of trained armed guards. Their services are available if requested through the Agents.

CUSTOMS ALLOWANCES: Spirits: 0.125 of a quart per man per day or wine 1 quart per man per day; beer 1 quart per man per day, cigarettes: 25 in number per man per day or cigars 8 in number per man per day or tobacco 1 oz. per man per day.

Customs will issue allowance for total of 3 days, and on request to a Proper Customs Officer the seal may be broken for further issues.

CARGO GEAR: All loading and unloading is carried out by either ship's derrick or shore equipment. Mobile cranes of varied capacities available for bulk cargoes, e.g. grains, fertilisers handling via conveyors or conventional method.

REPATRIATION: Ship's crew with valid or recognised International Passport are permitted to enter and sign-off through Malaysia/ Singapore checkpoint at Causeway, provided they obtain a transit visa from the Malaysia Authorities through the ship's Agents. Ship's crew without International Passport, and only Seamen's Books must join/ leave ships via Kuala Lumpur.

TIME: GMT plus 8 hours.

HOLIDAYS: The port is operational 24 hours a day, 365 days a year.

TELEPHONES: Available.

SERVICES: *Provisions:* 6 licensed ship chandlers are able to provide and attend to all requirements.

SHORE LEAVE: Shore leave for crew members is permissible. The nearest town centre is Pasir Gudang town centre, approximately 4 km. from the port. Business class hotel, dining facilities and business centres available. Johor Bahru is approx. 40 km. from the port by road. Crew members are allowed to cross the Causeway into Singapore, providing they obtain the Immigration Authorities permission through the ship's Agent.

DEVELOPMENTS: The new full fledged container terminal Phase 3 expansion project will be fully operational by end 1994.

The terminal measures 710 m. long, 400 m. wide, with 15.0 m. water depth, capable of handling 500,000 to 600,000 TEU's of containers annually.

Phase 4 expansion project started April 1994 and expected completion end of 1996. Under this phase, a further 1,000 m. quay line with 5 multi-purpose berths, back-up area of 48.5 ha., and will enhance the port's cargo handling capacity by a further 3.5 million tonnes, as well as creation of additional capacity at the other wharves.

The port is expected to be fully privatised in July or August 1994.

TRAFFIC INFORMATION:

Port of Singapore Authority – Port Circular No. 23, dated 20th March, 1981.

To: Shipping Community

Traffic Information System for Ships Transitting Serangoon Harbour: 1. In exercise of the powers conferred by section 65 of the Port of Singapore Authority Act (Cap 173) 1970, I hereby direct that Masters of vessels entering, transitting or leaving the traffic information area shall, in the case of vessels having a gross registered tonnage of 2,000 and above or whose masts or superstructures exceed 30 m. above the waterline or where the vessel is under tow and the combined length of the towing vessel and the tow exceeds 30 m., comply with the new VHF reporting system which is given in this circular with effect from 1st June, 1981.

2. *Method of Communication:*

2.1 The VHF traffic is conducted on VHF Channel 21 and Masters of vessels are required to listen to this Channel continuously while their vessels are entering, transitting or leaving the traffic information area.

2.2 In the event that Channel 21 is inoperative, Channel 13 will be used. Masters of vessels are required to contact Port Operations on Channel 12 for confirmation of breakdown of Channel 21 prior to using Channel 13 for communication with the PSA Control Station.

3. *Notification:*

3.1 Master of vessels mentioned in paragraph 1 intending to enter or transit the traffic information area shall give at least 24 hours notice to the PSA Control Station. The information required together with this notice are:
- (a) Name and Call Sign of Vessel;
- (b) Type of vessel (stipulate floating crane, oil rig, etc.);
- (c) Max. height above waterline in metres;
- (d) Destination (Sembawang Port, name of shipyard, etc.);
- (e) Point of Origin (Sembawang Port, Johore Port, JSB, etc.);
- (f) ETA at Johore Shoal Buoy or ETD.

3.2 This notification may be given to the PSA Control Station by telephone, VHF, telex, public telegram or W/T.

3.3 Between 2 and 3 hours before arrival at Johore Shoal Buoy (approx. positon Lat. 01° 18′ 53″ N., Long. 104° 05′ 00″ E.) or 3 hours before departure from a berth within East Johore Strait, Masters of vessels mentioned in paragraph 1 shall notify and seek permission from the PSA Control Station on Channel 21. In seeking permission from the Control Station, the following information is required.

(a) Eastbound:
ETD from berth
ETA at Setia Jaya Jetty (approx. position Lat. 01° 26′ 33″ N., Long. 103° 53′ 02″ E.).
ETA at Malang Papan Beacon (approx. position Lat. 01° 24′ 07″ N., Long. 103° 59′ 27″ E.).
ETA at Malang Tiga Buoy (approx. position Lat. 01° 23′ 09″ N., Long. 104° 01′ 33″ E.).

(b) Westbound:
ETA at Johore Shoal Buoy (approx. position Lat. 01° 18′ 53″ N., Long. 104° 05′ 00″ E.).
ETA at Malang Tiga Buoy.
ETA at Malang Papan Beacon.
ETA at Setia Jaya Jetty (if applicable).

Following approval from the PSA Control Station, Masters of Westbound vessels when passing Johore Shoal Buoy and Angler Buoy (approx. position Lat. 01° 21′ 06″ N., Long. 104° 03′ 07″ E) shall confirm or update their ETAs at Malang Tiga Buoy and Malang Papan Beacon.

3.4 Masters of Eastbound vessels shall confirm or update their vessels' ETAs at Malang Papan Beacon and Malang Tiga Buoy when passing Punggol Beacon (position Lat. 01° 25′ 19″ N., Long. 103° 54′ 48″ E.) and Squance Buoy (approx. position 01° 23′ 43″ N., 103° 58′ 00″ E.).

3.5 Masters of vessels should check their vessels declared ETAs at Malang Tiga Buoy and Malang Papan Beacon when their vessels are between Angler Buoy and Squance Buoy. Should the new ETAs at Malang Tiga Buoy and Malang Papan Beacon differ by 5 minutes or more from the last declared ETAs, they should update their vessels' ETAs with the PSA Control Station.

4. Masters of vessels failing to comply with these directions shall be guilty of an offence punishable under Section 66 of the Port of Singapore Authority Act.

Signed: Port Master, Port of Singapore Authority.

SHIPMASTER'S REPORT: February 1979. (Updated 1994).

Documents: Agent: Last Port Clearance, Manifest, Bills of Lading, Ships Certificates, Crew Agreement (Articles).

Pilotage: Pilots board off Johore Shoal Buoy, request for Pilot to be made via Agents. Confirmation of Pilot boarding obtained from Johore Port Control, VHF Channels 11 and 63.

Pilot launch is a fast motor cruiser.

Pilotage is compulsory for all vessels over 45 m. in length.

Anchorage: Ships proceeding to call at any of the docks within Johore Port Limits, may be requested to use the anchorage to the East of the pilot boarding point.

Max. Size: The navigational conditions in the Straits are adequate for vessels of sizes expected to call at Johore Port as determined by depths at Ocean Wharf, Oil Jetty, and Coastal Wharf. No limitations on the size of vessel passing through the fairway except for controlling draft in the East Johore Channel of up to approx. 12.5 m. Large vessels up to 400,000 d.w.t. can navigate the Straits in ballast proceeding to Malaysia Shipyard also situated in Pasir Gudang.

Health: Vessels Agent to give advance notification to the Health Officer, if possible 48 hours prior to ETA of vessel, together with a list of ports visited within the preceding 14 days. Vessels from infected ports, or without valid Derat Exemption Certificates, or with cases of sickness or death on board, must fly the quarantine flag, and proceed to quarantine anchorage until boarded by the Port Health Officer.

Radio: Singapore Radio 9VG is the most reliable, and messages are telexed direct to local Agent in Johore Baru.

VHF: The base station is situated at Pasir Gudang, Channels presently in use are 11 and 63.

Tugs: Tugs normally meet vessels off the wharf. Tug's lines used.

Berthing: Oil Jetty: Depth alongside 10.2 m.; "L" shaped jetty, with 2 berths.

Ocean Wharves: Depth alongside 12.5 m.; length of wharf 1,093 m.

Coastal Wharf: Depth alongside 5.0 m.; length of wharf 107 m.

The Ocean berth is designed for general cargo vessels, and bulk carriers, of approx. 20,000 – 60,000 d.w.t.

All cargo work is carried out by ship's gear, shore equipment is available, e.g. mobile cranes, side loaders, vacuvators.

Specialised Cargo Handling Facilities: Oil Jetty capable of handling Palm oil shipment. Liquid chemical installation of 21,500 tonnes capacity. Grain silos, 72,000 tonnes capacity. Fertiliser storage 59,000 tonnes. Timber terminal 4.36 acres.

Medical: Medical service is available from the nearby town of Pasir Gudang, which is only a short distance from the port. There is a General Hospital situated in Johore Baru to attend to serious cases.

Fresh Water: Fresh water is available through hydrants installed at frequent intervals on the wharves and the breasting island of the oil jetty. Fire fighting hydrants are installed throughout the port area, using separate fresh water, and sea water systems. Fresh water may also be supplied to vessels in the anchorage if required by water barge.

Fuel: Bunkers are available by pipeline installed along the quay, or alternatively by barges. Bunkering is undertaken by Petronas.

Fire Precautions: The Port maintains a fire and rescue service, with trained firemen responsible for fire fighting on board, and on shore. The brigade is equipped with modern fire fighting appliances, and salvage equipment. Tugs are also equipped with fire fighting equipment, and anti-pollution equipment.

Consuls: Nearest Consuls are situated in Singapore, and arrangements can be made to obtain Visa to proceed to Singapore to carry out ships business.

Hatches: Preferably all opening/closing to be carried out by ship's crew, as the stevedoring labour is inexperienced.

SHIPMASTER'S REPORT: April 1979 (Updated 1994).

Position: The port is situated at the Southern tip of the Malaysian peninsula on the East of Johore Straits, about 10 miles East of Johore Bahru town. The straits separating Malaysia and Singapore provides good shelter and safe anchorage.

The exact position is Lat: 1° 26′ 06″ N., Long: 103° 54′ 25″ E.

Approaches: Pilot is picked up at Johore Shoal buoy. Pilots can be contacted on VHF Channels 11, 21 and 63. The access route for vessels proceeding to the port branches via the buoy off Johore Shoal, passes through Kuala Johore and the bend off Serangoon North of Pulare Ubin. From Serangoon the route leads straight N.W. of the port. The East Johore channel has a depth of 41 ft.

Berths: There are at present 13 berths in the port.

Boarding Officials: Since this vessel came from Singapore, all clearances were arranged by the Agent there. The Customs boarded to check the seal on the bond. The Immigration, Port Health, etc. also boarded for a cursory check.

Discharging: Discharging was carried out using grabs which were attached to the ship's cranes (1994: 6×5 ton grabs available). The grabs had no weight marked on them, hence it was insisted that the grab along with one full lift of cargo be weighed. This was done and the average weight of the grab was found to be 2 tons and the maximum cargo possible that could be lifted was 2.5 tons.

This port apparently handles a lot of fertiliser, but never in large parcels. This parcel of 6,000 tons was the second largest discharged. 4 cranes were used throughout and the discharge rate worked out to nearly 2,000 tons/day. The stevedores were initially warned against mishandling the cranes, and it was found that the operators handled the cranes very slowly and carefully.

Provisions: Available, but slightly more expensive than Singapore. No bonded stores available at this port.

Density: Varied from 1018 to 1021.

Shore Leave: There is no restriction on shore leave. No special permits/passes are issued, but the Agents suggested that persons going ashore should preferably carry their Passports/Discharge Books. The nearest city is Johore Bahru which is 20 miles away. Ample transport is available at moderate rates. About 4 miles away from the port there is also a village called Masai.

Medical: All types of normal medical attention available.

SHIPMASTER'S REPORT: December 1991 (Updated 1994).

Charts: B.A. Charts No. 2585 and 2586.

Documents:
8 copies Crew List.
2 copies Stores List.
2 copies Crew Personal Effects List.
2 copies Ports of Call List.
1 copy Maritime Declaration of Health.
1 copy Vaccination List.
1 copy Arms and Ammunition List, or "negative" Declaration.

Pilotage: Pilot boards between Angler Buoy and Johor Buoy from a fast pilot boat (4 units, each 18 knots). The pilot comes from Pasir Gudang. Berthing and unberthing take place throughout 24 hours. On departure the pilot leaves at Angler Buoy. Time from Johor Buoy to the Vegetable Oil Berths is about 1.5 hours.

Johor Control can be contacted on VHF Channel 11. Pilot requires 2 hours notice of arrival and 3 hours notice of departure.

Approaches: Tanjong Stapa Lighthouse is conspicuous on the S.E. shore of Johor Strait and Changi Airport control tower (Singapore) is conspicuous on the S.W. shore.

Singapore Strait VTS is in operation on VHF Channel 10 up to Johor Buoy.

Anchorages: Anchorages are as indicated on B.A. Chart No. 2569. Most vessels anchor in the "General Purpose" area to the South of the designated area.

The designated areas for different classes of vessels do not appear to be adhered to. The Southern end is very crowded. The holding ground is fair and in December and January there are sudden rain squalls.

VTS: Johor Control is on VHF Channel 11 throughout 24 hours and answers calls quickly. This station accepts orders for pilots from Shipping Agents only.

A Height Declaration (air draft) must be made before entering Johor Strait, when inbound and outbound, due to Changi Airport flight path over the shipping channel. Aircraft movements have priority and ships with air draft over 60.0 m. may have to wait for clearance.

Channel: Johor Channel is very busy with small craft and shipping going to the shipyards. It is also very busy in Pasir Gudang area. The tidal current runs at 1.5 knots. The normal maximum transit draft is 12.5 m.

Tugs: There are 5 tugs available and tugs lines are used. We used 1 tug forward.

Berths: Berthing and unberthing throughout 24 hours.

There are 4 vegetable oil berths on the jetty to the West of the general berths. The outer berths accept vessels up to 35,000 d.w.t. with draft 11.8 m. There is a new extension of jetty to the West.

The old section to the East consists of a berthing platform 70 m. in length with 2 berths (No. 1 Outer and No. 1 Inner). There are 2 breasting dolphins to the East connected by a catwalk. The platform has a roadway to the shore and a pipe gantry with hydraulic cranes serving both berths.

The Western extension has pipes on the jetty deck. The ship's gear is required for handling hoses.

Vessels berth either side alongside, depending on tide.

Fresh water is available at all berths at a good rate. The waterman ashore supplies the hoses.

Landing of the gangway is difficult at the old section as the stern overhangs and a long brow is required. Alternatively the pilot ladder can be used. There are large rubber fenders which keep the vessel 1.5 m. off the face. Moorings were 3 headlines and 1 spring forward and 3 sternlines and 1 spring aft.

Cargo: There are 10 lines to the jetty with flexible hoses. The old section is served by hydraulic cranes, and there are cranes on the new section, so ship's gear is not required.

Eight grades of vegetable oil are handled through 6 in. connections. The cargo is pumped from tanks about 0.5 miles away and the rate for each line is 220 t.p.h. We used 1 line for PKO and 2 lines for RBD Olein.

There are numerous terminal staff in attendance to adjust the lines.

Short stoppages are required for line clearing.

General: It is about 2 hours by road over the causeway to Singapore city. The nearest large town is Johor Bahru, which is 12 miles to the West.

Developments: There is an extension underway with a new container terminal to the West and the area to the East of the general cargo berths is also being developed.

AUTHORITY: Johore Port Sdn. Bhd., P.O. Box 151, 81707 Pasir Gudang, Johore, Malaysia. *Tel:* 07-2525888. *Telex:* MA 60192. *FAX:* 07-2510281 (Operations), 2510291 (Administration). *Cables:* Johan Pasirgudang. *Contact:* HJ. Nik Mohd Hashim Bin Nik Jaffar, Director – Operations.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., Container Building, P.O.Box 51, 81707 Pasir Gudang, Johore. Tel: 60-7-2514312/3. Telex: MA65084. Cables: "Jarship Pasir Gudang". Fax: 60-7-2514314.

Associated with Jardine Shipping Agencies.

PENANG, Malaya: 05.25 N. 100.21 E. (See Plan)

DOCUMENTS:

The Report of Arrival (provided in Marine Shipping Ordinance, 1952).

A copy of Passenger Statistics on prescribed forms.

A List of Crew Members.

A List of Passengers.

Evidence of last Port Clearance.

All Ship's Documents (Safety Equipment, Derat, Radio, Load Line and Register).

Maritime Declaration of Health.

International Health Certificate for passengers and crew.

Vaccination List, for Cholera, for passengers and crew.

Departures: Port Clearance Certificate signed by the Port Health Officer, to be shown to the Port Officer issuing clearance.

Clearance also required from Immigration.

For oil tankers, a copy of Ship's Manifest to be submitted. Ship carrying explosives, Master required to fill prescribed Form "D" stating quantity of explosive cargo ship is carrying together with copy of Ship's Manifest.

PILOTAGE: Vessel approaching port has to send telegram to Pilot Office direct (cable address "Pilots Penang") or to ship's Agent stating "ETA North Channel Light Float" or in case of South Channel "ETA Pulau Rimau". Draft of vessel to be given. The Pilot Office could be contacted direct on VHF Channel 12 or through Penang Radio Exchange on VHF Channel 16 to local telephone No. 613313. At least 3 hours' advance notice should be given before arrival at Pilot point.

Pilot boat painted with International red colour hull with white upperworks with "Pilot" written in bold letters on both sides of boat and fitted with VHF which operates on Channel 12.

Pilot is usually taken onboard in vicinity of the North Channel Light Float in position Lat. 5° 35.9′ N., Long. 100° 12.45′ E. for vessels entering the harbour through the North Channel. For entry through the South Channel the Pilot will be taken onboard in vicinity of Rimau Wreck Buoy, 1 mile South of Pulau Rimau Lighthouse.

Vessels awaiting Pilot can anchor, in case of North Channel, in the Pilot waiting area within the following co-ordinates:

1. Lat. 05° 35.8′ N.	Long. 100° 10.9′ E.
2. Lat. 05° 34.3′ N.	Long. 100° 10.9′ E.
3. Lat. 05° 32.7′ N.	Long. 100° 13.0′ E.
4. Lat. 05° 34.2′ N.	Long. 100° 13.0′ E.

An approach channel of 10 nautical miles × 183 m. wide for one line of traffic has been dredged at the North Channel. The available depth of water at the channel is periodically declared to port users. Current depth available is – 10.2 m. A.C.D.

Approach through the South Channel is restricted to vessels of 28 m. air draft - due to existence of the Penang Bridge. Current depth 5.8 m. A.C.D. Must comply to Merchant Shipping Ordinance 1952. Under Penang Port (Navigation within the area of the Bridge) Rules 1986.

Pilotage is compulsory for all vessels navigating in pilot district of Penang with the exception of fishing vessels and vessels of 600 g.r.t. and below.

ANCHORAGES: The Man of War, Petroleum, Quarantine, Explosive and local vessel anchorages are marked on Charts of the Penang Harbour (A.C. No. 3732).

There is no specific anchorage area in the harbour for vessels other than mentioned above. These other vessels are normally anchored South of Lat. 5° 26′ N. and North of Lat. 5° 22.80′ N. between the mainland and the island, clear of the berths, fairways and shallow areas.

RESTRICTIONS: No entry restrictions imposed other than those dictated by state of tide and draft of vessel.

Also see "Pilotage".

RADIO: Penang Radio, call sign 9MG. Channel 16 VHF for ship/shore telephone.

VHF: The Penang Port has various working Channels as follows:

Channel 16 – Watching Channel.
Channel 12 – Pilotage.
Channel 20 – Port Operations/ferries.
Channel 13 – Working Channel between tugs/Pilot.
Channel 8 – Ferry operations.

TUGS: May be required to berth vessels at all berths in the port. 3 tugs available, 2,000 b.h.p., 1,320 b.h.p. and 1,200 b.h.p.

BERTHING: Berthing facilities are available at Butterworth Wharves, Vegetable Oil Tanker Pier, Bulk Cargo Terminal, Prai (all of which are located on the Mainland) and Swettenham Pier on the island of Penang.

Conventional Cargo handled at Butterworth Wharves and Swettenham Pier.

Butterworth Wharves: 3 ocean berths with a total quay length of 549 m. Depth alongside 8.9 m. There are 3 transit sheds of 10,033 sq.m. and 5 storage godowns with an area of 19,509 sq.m. An open-sided timber shed of 4,738 sq.m. and an open storage area of 2,000 sq.m. are also available.

Swettenham Pier: 2 berths with a total quay length of 366 m. Depth alongside 10.0 m. There are 2 transit sheds of 4,464 sq.m. and 5 storage godowns of 10,900 sq.m. This terminal which is equipped with a modern passenger terminal also caters for cruise liners from all over the world.

Also see "Equipment".

BULK HANDLING FACILITIES: *Bulk Cargo Terminal:* A bulk cargo terminal has been constructed to service dry and liquid bulk carriers. The terminal comprises 2 berths of 338.2 m. length and an inner berth of 154 m. length. Private pipelines are used for the handling of liquid cargo. Depth alongside is 10.0 m. The terminal is serviced by a luffing crane and a high speed gantry crane, capable of handling 100 tonnes and 300 tonnes per hour respectively. The berths are linked to the storage area by a 1,219 m. access bridge. An area of 30.6 hectares forms the back-up for the storage sheds, stockpiling and tank farms.

Vegetable Oil Tanker Pier: A dolphin-type berth used exclusively for the Butterworth Vegetable Oil Installations. Pipe-lines connect the tanks to the berth providing speedy and efficient loading and discharge of vegetable oil, particularly palm oil, direct to and from the vessels. Depth alongside is 8.9 m.

Also see "Equipment".

EQUIPMENT:

Butterworth Wharves:	*No. of Units*	*Capacity*
Conventional:		
Prime movers	8	12 tons each
Forklifts	4	16 tons each
	46	3 tons each
Trailers	12	12 tons each
Container:		
Gantry cranes	4	30-40 tons each
Transtainers	12	30-40 tons each
Trailers	75	20-40 tons each
Prime movers	28	20-40 tons each
Front-end loaders	3	35 tons each
Reach stackers	2	40 tons each
Forklifts	16	3 tons each (for CFS operation)
Power points for refrigerated containers	122	
Bulk Cargo Terminal		
High speed gantry crane	1	300 tons per hour
Kangaroo crane	1	12.5 tons
Payloaders	2	5 tons each

For liquid bulk cargo, pipelines connect the berths to the tanks, located outside the Port area.

CONTAINER HANDLING FACILITIES: The Port has 3 container berths with total quay length of 497 m. Berth No. 6 is equipped with a Ro/Ro ramp of 8 m. wide and 28 m. long to service container and Ro/Ro vessels. Servicing the berths are 4 gantry cranes of 30-40 tonnes capacity.

An 15.4 hectare marshalling yard with a static storage capacity for 10,245 TEU of containers and 2 freight stations of 11,892 sq.m.

LIGHTERAGE: In the event of a vessel working in the Roads, lighterage is available for the transport of goods to and from the vessel. There are about 105 lighters operated by private companies.

BRIDGE: Channel width 156 m. Overhead clearance 28 m.

STEVEDORES: Stevedores and cargo handlers are obtainable from registered labour contractors. A Port Labour Board exists to register and control the employment of all categories of port labour.

Working Hours:

The Port operates round the clock. The working hours are as follows:

1st shift 0730 – 1530 hrs. (meal break 1130 – 1230 hrs.)
2nd shift 1530 – 2300 hrs. (meal break 1930 – 2030 hrs.)
3rd shift 2330 – 0730 hrs. (meal break 0330 – 0430 hrs.)

MEDICAL: Advance notice is necessary if medical attention is required so that arrangements can be made with Medical Department by Agents.

TANKERS: See "Fuel".

FRESH WATER: Fresh water is available at all times for supply to ships. Delivery can be through hydrants for vessels alongside wharf or by means of water-boats to vessels anchored in the Roads.

FUEL: Bunkering facilities are available from Shell Malaysia Ltd. and Esso Standard (M) Ltd., at their own wharves at Butterworth with a depth of 8.2 m. and from Caltex Ltd. at its wharves at Prai with alongside depth of 10.7 m.

Limited supply can be obtained by vessels anchored in the roads.

CONSULS: Danish Royal Consulate, Consulate of the Republic of France, Consulate of Germany, Honorary British Representative, Consulate of the Republic of Indonesia, Consulate General of Japan, Consulate of the Netherlands, Royal Norwegian Consulate, Swedish Consulate, Thai Royal Consulate General, Consulate of the Republic of Sri Lanka, Consulate of the Republic of Bangladesh and Consulate of the Republic of Turkey.

REPAIRS/DRY DOCKS: The Penang Port Sdn. Bhd. operates the Bagan Dalam Dockyard on the mainland for minor and urgent repairs of vessels up to 700 tons displacement. All floating craft of the Penang Port Sdn. Bhd. are serviced at the Dockyard. Two private dockyards available, capable of servicing vessels up to 700 g.r.t. and 8,000 g.r.t. respectively.

GANGWAY/DECK WATCHMEN: Services of a watchman recommended.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriation.
AIRPORT: Distance from port to airport approximately 18.3 km. Served by both international and local airlines.
TIME: 8 hours ahead of GMT. No alteration to clocks during year.
HOLIDAYS: Port works 365 days a year.
POLICE/AMBULANCE/FIRE: Dial 999 for Police and Ambulance. Dial 994 for Fire Brigade.
TELEPHONES: Available on request.
BANKS: Algemene Bank, Nederland NV, Bank Hin Lee Bank Bhd., Bank Bumiputra (M) Bhd., Bank Pusat Kerjasama Bhd., Chung Khiaw Bank Ltd., Citibank NA, Development & Commercial Bank (Ltd.) Bhd., Hong Kong & Shanghai Banking Corp., Lee Wah Bank Ltd., Malayan Banking Bhd., MUI Bank, Overseas-Chinese Banking Corp. Ltd., Overseas Union Bank Ltd., Public Bank Bhd., Southern Bank Bhd., Standard Chartered Bank, The Bank of Commerce, United Malayan Banking Corp. Bhd.
SERVICES: Some of the minor marine services provided by private firms are draft survey, general conditioning of ships, valuation of ships, accident survey, inspection of refrigeration, radar adjusting service, compass adjusting and tank cleaning.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Needed only when a crew member is discharged after hospitalisation or when he is repatriated.
REGULATIONS: When a vessel calls at port, Customs search party may go on board vessel to search for contraband goods.
DELAYS: Rain is only factor that may delay a ship's discharging or loading operations.
DEVELOPMENTS: There is a new container terminal currently under construction. The position of the container terminal is Lat. 05° 24.9′ N., Long. 100° 21.65′ E. It will be operational in early 1995.
Scope of Project:

1.	Wharf	350 m.
2.	Depth	–12 m. A.C.D.
3.	Approach Bridge	520 m. × 19 m.
4.	Land Area	Land Reclamation – 42 hectares.
5.	C.F.S.	1 Godown × 6,000 sq.m.
6.	Equipment	3 gantry cranes, 8 rubber tyred transfer cranes. A fleet of trailers and prime movers.

Implementation Programme:
Phase 1: (1991 – 1992).
Dredging and Reclamation – 42 hectares of sea-bed (completed).
Phase 2: (1992 – 1994).
Construction of wharf and bridge.
Phase 3: (1992 – July 1994).
Construction of port buildings, marshalling yard and utilities.
Phase 4: (March 1995).
Acquisition of container/cargo handling equipment.

SHIPMASTER'S REPORT: January 1992 (Updated 1994).
Charts: B.A. Charts No. 1366 and 3732.
Documents:
6 copies Crew List.
2 copies Crew Effects Declaration.
2 copies Stores List.
1 copy Ports of Call List.
1 copy Maritime Declaration of Health.
1 copy Vaccination List.
Cargo Manifest ('nil' declaration if not discharging cargo).
Officials: Immigration required that all foreign crew signing-off must have flights booked before being allowed off the ship. Crew members are not allowed to travel overland to Kuala Lumpur Airport. Travel must be from Penang Airport.

Certified officers must have a relief on board before the Shipping Master will allow them to sign-off. Ship's articles must be presented to the Shipping Master.

Customs officials may visit the vessel at any time after arrival.
Pilotage: The pilot boards from a fast cutter with an orange hull at Buoy No. 1. The pilot departs at Buoy No. 4. The pilot station is located at Swettenham Pier and can be contacted on VHF Channel 12 throughout 24 hours.

A pilot is required when anchoring in the roads for vessels more than 600 g.r.t., and for berthing of vessels more than 200 g.r.t.
Anchorage: We anchored with Swettenham Pier bearing 348°×1.25 miles to work cargo from barges. Other vessels were working cargo from barges in the same area. Officially it is prohibited to anchor on the ferry route and pilots report that coasters do not obey this rule.
Approaches: Muka Head Light was not operating at the time of our call. The pilot reports that since its conversion to mains electricity power its operation has been unreliable.

North Channel Light Float is a buoy and is a dim light.

Penang Island was observed at 64 miles on the radar.
Channel: The channel is dredged to 9.7 m. MLWS. At present no maintenance dredging is in progress but this is expected to resume when the new container terminal is completed.
Tugs: Three port authority tugs of moderate power available.
Cargo: Latex is loaded from lighters via 1×4 in. hose, using the air pressure method. There are three lighters with 80 tonnes capacity and one lighter of 40 tonnes capacity which shuttle back and forth to the loading facility at Butterworth. There are small barge tugs to tow the lighters.

The total average loading rate was 80 tonnes/hr. The surveyor boarded at the start and completion of operations. No certificates required.
Airport: Penang Airport is at the South end of the Island. There are frequent flights to Kuala Lumpur.

AUTHORITY: Penang Port Sdn. Bhd., P.O.Box 1204, 10710 Penang, Malaysia. *Tel:* 04-612211. *Telex:* Pelpin Ma 40157. *Cables:* "Wharves Penang". *FAX:* 604-613336. *Contact:* Chief Executive Officer, General Manager (Operations) or Chief Marine Officer.
AGENT: Pesaka Jardine Shipping Agencies SDN. BHD., 29, 1st Floor, Lebuh Pantai, 10300 Penang, Malaysia. Tel: (04) 624144/5. Telex: MA40073 Jarship. Fax: (04) 626531.
Associated with Jardine Shipping Agencies.

PORT DICKSON, Malaya: 02.31 N. 101.47 E.

(See Plan)

DOCUMENTS:
1. *Harbour Master's Office or Marine Department*
   - (a) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.
   - (b) One copy, Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths that have occurred during the voyage to the passengers, crew, ship or cargo.
   - (c) Port Clearance from last port and copy of Manifest of Cargo to be discharged.
   - (d) List of all arms and explosives on board.
   - (e) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port, produce to Port Officer the Certificate of Registry and ship's Articles.
   - (f) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load-line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Derat Certificate and all Certificates of Competency of all Officers on board.
   - (g) Crew List.
2. *Immigration Authorities*
   - (a) Crew List (3 copies).
   - (b) Passenger List (3 copies).
   - (c) Produce all passengers passports/visas.
   - (d) Produce all Seaman's Cards.
   - (e) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.
3. *Port Health*
   - (a) Crew List showing last date of vaccination.
   - (b) Passenger List showing the last date of vaccination.
   - (c) Produce all seamen and passengers' vaccination cards.
4. *Customs Department*
   - (a) Crew List (2 copies).
   - (b) Passenger List (2 copies).
   - (c) Personnel Effects List (2 copies).
   - (d) Cargo Manifests (2 copies).
   - (e) Last Port Clearance.
   - (f) Bonded Stores List (2 copies).
   - (g) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
   - (h) Customs Form C.D.15 obtainable from Customs Department on arrival.

APPROACHES: Deep water approach channel from N.W., marked by 5 light buoys, presents no difficulties and is clear.
PILOTAGE: The Port Dickson area does not constitute a Compulsory Pilotage District under provisions of Merchant Shipping Ordinance, 1952. Private pilotage services are, however, operated by Shell and Esso for vessels making use of their respective marine installations. Mooring Master boards tankers at Banbeck Shoal Buoy. Pilots on VHF Channel 19.
Ship's Officer's Report: Pilot boards one mile off Fairway Buoy. However, vessels of less than 30,000 d.w.t. holding Admiralty Chart No. 1140 may be requested to proceed inwards, Pilot boarding at No. 1 Buoy. Coasters proceeding to Headlands Jetties may be required to do own pilotage.
ANCHORAGES: *(a)* Good anchorage may be obtained in depths from 15 to 20 fathoms, Westward and South-Westward of Tanjong Kamunin. Small vessels may obtain anchorage in depths from 4 to 5 fathoms North-Eastward of Pulau Arang Arang, but holding ground is poor.

(b) Prohibited Anchorage Area indicated by pecked lines on chart and described under Port (Negeri Sembilan) (Amendment) Rules, 1963. This area contains a tanker SBM, with extensive ground tackle and floating hose attachments, which is connected to the shore by a submarine pipeline. Passage between the buoy and the shore is also prohibited.
RADIO: *Ship's Officer's Report:* Send ETA 96 hours and 24 hours in advance. Two hours before arrival keep listening watch on Channel 16. Shell Oil Terminal on VHF Channel 16 and 19. Cargo operations are carried out on Channel 9.
TUGS: No tug-boats available.
MAX. SIZE: Up to 49 ft. draft at S.B.M. terminal.
BERTHING: Port installations at Port Dickson comprise the following:

A small boat harbour contained in the curve of the stone approach to the Railway Jetty which affords little shelter against Southerly winds dries out at low water.

The Shell Jetty – property of the Shell Refining Co. (Malaysia) Ltd. (Private). Reinforced concrete jetty 700 ft. with "T" head 170 ft.×36 ft.

The Esso Jetty – property of the Esso Standard Malaya Ltd. (Private). Reinforced concrete island jetty 200 ft.×24 ft.

The Railway Jetty – property of the Malayan Railway Administration. Stone pier 600 ft. length terminating in a crosshead 150 ft. long with steel piling and wooden deck.

The Joint Shell/Esso single-buoy Tanker Mooring and Crude Oil Discharging Terminal (see "Tankers").

Stone ramp on foreshore usable by lighters at high water.
MEDICAL: District hospital with 150 beds.

TANKERS: *Cautionary Advice - Operating Conditions - Esso SBM:* Strong local winds, ("Sumatras"), often occur during darkness and without any advance warning. For this reason, it is essential that arrangements be made during the early part of discharge in order that a sufficient number of tanks are ready to receive ballast as soon as required.

In order to safeguard the SBM installation and the ship, no large crude carrier is permitted to fully discharge without having ballasted to at least 15% of her deadweight. For ships completing discharge and sailing during daylight hours, a 20% minimum deadweight is usually acceptable but all cases are treated on an individual basis, season of year, present weather conditions, tidal stream, etc. being considered.

If during discharge of cargo, stoppage of some hours is advised by the installation, then opportunity should be taken, after joint consultation between ship and shore, to ballast to normal sea ballast condition, to avoid a delay after the cargo discharge is finally completed, assuming that the Master wishes to take ballast additional to his permanent ballast prior to sailing.

Upon arrival, ullages and samples are taken by shore representatives. Prior commencing ballasting, tanks are certified dry by a shore representative. Likewise if ballast is taken on board prior to completion of cargo, tanks should be inspected.

Shore will instruct at what stage of the operation the compartments containing the residues and the load on top or parcels should be discharged.

Vessels moored at the SBM must keep engine ready on short notice. Immobilisation of engine is not permitted. Propeller of turbine engine should be turned at minimum revolutions. This point should be discussed and co-ordinated with the Marine Superintendent since higher revolutions may cause vessel to surge forward and damage SBM, hoses and ropes.

On approach of the "Sumatras" engine should be immediately put on standby. The critical moment is when a vessel lying with the tide is caught by the wind and swung around the buoy. During the swinging-process the vessel may gain great momentum and put the hawsers under heavy strain.

The Marine Superintendent does not remain on board the vessel during the discharge, but may be reached at any time via VHF Channel 9.

A launch remains in attendance at the ship for tending hoses, mooring, etc. In addition to the VHF radio operators, 2 workers, per shift, remain on board.

The terminal requires that a seaman from the vessel is stationed on the forecastle to watch moorings at all times and alert the Master whenever vessel's bow tends to touch the SBM and/or at anytime anything is going wrong with mooring arrangements.

General: The Shell/Esso SBM is located West of the town of Port Dickson. It is used for the crude discharge by Exxon controlled tonnage and by Shell for both crude discharge and fuel oil loading. The SBM is operated by Shell. In addition each company also operates a conventional type of wharf for export cargoes.

Communications: Radio traffic to and from vessels to be directed via Penang Radio. Vessels to monitor Penang Radio or Singapore Radio for traffic list.

Vessels should listen on VHF Channel 16 (alternate 9) 2 hours before arrival. Call sign "Shell Port Dickson".

Arrival Advice: Vessels should include in their arrival message, ETA at Fairway Buoy, draft forward and aft, Bill of Lading figures in barrels and Long Tons, number and location of tanks where slops were consolidated prior to loading and amount of water, residues and cargo loaded on top. Also include measurements of bow openings, cargo manifold and lifting capacity of ship's boom, if problem is foreseen. For crude oil washing request "Essoref PortDickson" well in advance for the COW questionnaire to be completed and cabled back to 'Essoref'.

Preparations: Crude vessels bound to SBM should have their accommodation ladder rigged on the starboard side. Port and Starboard derricks rigged. 2 good mooring ropes should be readily available on the forecastle head to be used as messenger lines. "Panama" centre fairlead to be uncovered.

Navigation: On approaching the Fairway Buoy moored in position Lat. 02° 30′ 00″ N., Long. 101° 42′ 48″ E.; the National Electricity Board Power Station chimneys provide a prominent landmark. The refinery flares also provide landmarks which can be easily identified. It should be borne in mind that the 2 gas flares may be extinguished at times. Position of NEB Power Station: Lat. 02° 31′ 58″ N., Long. 101° 47′ 30″ E. Painted white horizontal bands and red horizontal fixed lights at top and mid height. Height above sea level 307 ft.

Position of Shell flare: Lat. 02° 32′ 02.3″ N., Long. 101° 48′ 45.3″ E. The Esso flare is about 1 mile East of the Shell flare.

Fishing boats may be encountered in the approaches to the Fairway Buoy and they may present a navigational hazard.

Anchorages: It is sometimes necessary for vessels to anchor to await berth or suitable tides for berthing. Anchoring position for large crude carriers is 1 mile North of Fairway Buoy. If wait at anchorage is expected to be more than 3 days then vessel to anchor about 1.5 miles East of Fairway Buoy in order not to hamper navigation of other vessels in the Fairway Channel. Masters not familiar with this port should not enter the channel without a Pilot and should drop anchor outside at the Fairway Anchorage.

Product vessels routinely trading Port Dickson normally enter the channel and anchor about 0.5 miles N.E. of Buoy No. 2.

Pilots and Tugs: The Shell Refinery Marine Superintendent will board crude vessels for pilotage and mooring at the anchorages or 1 mile off the Fairway Buoy while underway if vessel is to berth on arrival. Anticipated time of boarding, etc. will be advised by Radio W/T or VHF. The Shell Marine Superintendent monitors VHF Channel 16 (alternate 9) on 24 hours basis. No tugs are available.

Esso/Shell SBM: General: The SBM is moored in position Lat. 02° 31′ 19.6″ N., Long. 101° 47′ 03.5″ E. (Pulau Arang Lighthouse bearing 122° 8 cables distance).

The SBM is moored in 16 fathoms of water and the least depth within a radius of 1,000 ft. from the SBM is 53 ft.

Berth Approach: Vessels from the anchorage proceed towards the SBM through the buoyed channel at the time established by the Marine Superintendent. Vessels up to 30,000 d.w.t. berth at any stage of the tide. Vessels in excess of 30,000 d.w.t. generally moor at SBM during ebb tide when N.W. tidal stream is running. There are no night restrictions for berthing.

Mooring: Vessels are moored to the SBM by means of 2×120 ft.×12 in. nylon ropes with a breaking strength of 125 tons each which are connected to 6 in. wire snotters secured on the ship's bollard. Hawser's chafing chains are, if possible, led through the ship's centre line "Panama" type fairlead. Large crude carriers may connect a third nylon preventer rope.

Mooring/unmooring is done by a shore gang, but assistance of the ship's crew will be required to operate all ship's equipment, winches, etc.

Certain mooring equipment, i.e. shackles, wires, snotters, etc. will be brought on board from the pilot mooring launch.

When the vessel is about 600 ft. from the SBM the mooring launch will run out to the vessel's port bow with one 12 in. nylon rope to which is connected a 10 ft. length of 2.25 in. diameter chain and a monkey face. To this monkey face, the launch will have connected a 500 ft. long 10 in. polypropylene pick-up rope. The tanker then lowers a ship's rope as a messenger from the port bow to the launch, which will connect the ship's rope to the polypropylene pick-up. The tanker will then heave up on the messenger and the pick-up until the monkey face is in-board when it will be shackled to the 6 in. wire snotters already fastened around the ship's bollards. When the launch has made fast the port messenger connection to the ship's rope, she will then run out the second ship's rope to the buoy and connect the second 12 in. buoy assembly line. Whether the third 12 in. nylon preventer should then be connected will be advised by the Marine Superintendent.

There is no night restriction for unberthing but awaiting of flood current is strongly recommended.

Cargo Operations: There are 2×16 in. hoses, each string 700 ft. long supported by flotation beads.

Each string terminates at the ship's end with a keystone valve having a flange of 12 in. ASA (150 psi).

Connecting and disconnecting of hoses is done by shore gang with the assistance of ship's crew and under ship's responsibility. A large crude tanker in empty condition is required to have derricks with safe lifting capacity of 10 tons to take the weight of a full hose. Hoses are fastened to the ship's main deck and are supported by means of chains. Connections from the SBM to the 30 in. diameter submarine pipeline to the shore is by means of 2×16 in. diameter submarine hoses. Hydraulically shore operated valves are fitted at the connecting points on the sea bed.

The line from the shore to the refineries is 31 in. diameter – about 2 miles long to Shell and 3 miles to Esso.

The shore system has proved capable of handling rates of 5,500 cu.m.p.h. but the governing factor at all times is the Ship's Rail Pressure. Ship's Rail Pressure must never exceed 120 p.s.i. (10 kg./sq.cm.).

Due to the SBM being a jointly owned facility, the system will on occasions contain oil owned by the other party, or another grade of crude oil. It is therefore often necessary for line clearing operations to be carried out before bulk discharge commences. Ship's manifold should remain closed when no cargo is being discharged as there may be static head back pressure of some 30 p.s.i. (2 kg./sq.cm.) once the shore lines are opened.

Line clearing involves the pumping of approximately 1,500 tons of cargo to shore tanks. The exact figure will be advised and controlled by shore; ships are, however, required to keep a close check in order that over clearance be avoided or in case radio contact is lost. Esso Refinery representative will board the vessel when berthed and will advise the quantity and procedures to be followed. Once line clearance has been completed and the necessary tanks lined up, readiness to receive cargo will be advised by shore. Discharge should commence using one pump first when oil is being received by shore, the ship will be advised to increase the pumping rate, until 120 p.s.i. at rail is reached.

Due to refinery operating requirements, it will sometimes be necessary to stop pumping during the change over of shore tanks. Shore will give ship at least 20 minutes notice before the ship is required to stop.

Advice to stop pumping will be confirmed 5 minutes before actual stoppage is required. If at that time, or any other time, radio contact is lost the ship should stop pumping until contact is re-established.

Every hour the quantities received ashore are advised by the refinery control. Ships are asked to check that these figures tally with the amount discharged.

The stripping and draining of cargo tanks should be commenced as soon as possible and every endeavour made to keep ahead of discharge, in order that no delay be incurred by draining. It is also essential that sufficient tanks be drained during the early part of the discharge, as it may at any time be necessary to suspend discharge and commence ballasting due to weather deterioration. This applies particularly to vessels without permanent ballast tanks or vessels whose permanent ballast is less then 20% of deadweight. In Port Dickson, experience has shown that a good trim is required for an efficient and quick draining. This is of particular importance for vessels stripping high vapour pressure crudes.

Two battery operated VHF radios on Channel 9, with an operator on a 6 hour shift, will be placed on board for all ship/shore contact throughout a vessel's stay at the SBM. It is suggested these should be sited in the ship's office or in some convenient room near the centre of operations (Cargo Control Room).

Ship/shore radio checks are to be made every hour, or more frequently if reception conditions are poor and if contact is lost cargo operations should cease immediately. Ship's VHF should be ready at all times to be used in case of failure of the portable sets.

Environmental Conditions: Strong local winds, known as "Sumatras" occur during the period May to October. They blow usually from a Southwesterly to a Northwesterly direction, are of short duration (1 to 4 hours average) and velocities of between 40 and 50 knots have been experienced. They are usually followed shortly after onset by very heavy rain.

Direction of the tidal current at the SBM is approximately 326°-146° with a maximum rate of 3 knots. The Northwesterly current (ebb) which normally flows for 6 hours starts 3-4 hours after HW and ends about 3-4 hours before HW. Port Dickson tides are semi-diurnal.

Density of water at the SBM varies between 1018-1023.

Safety, Fire and Protection: General: A Safety and Pollution Check List is used at each terminal and international accepted safety and pollution rules are strictly enforced. Discharge should be stopped immediately and the Marine Superintendent advised promptly in case of pollution incident.

Fire Fighting: In the event of fire on board, cargo operations should be stopped immediately, valves closed and terminal's superintendent advised.

No fire fighting facilities are available. The Marine Superintendent will be available to advise Masters and to assist if feasible in moving the vessel to an anchorage clear of the berth.

In case of breakdown of communications via VHF ships should use their whistle (six long blasts).

Security: No security problems have been reported, and shore leave is permitted.

Services: Fresh Water: Fresh water requirements should be cabled to the Agent prior arrival. It is supplied by a 180 ton steel barge.

Bunkers: All grades of bunkers are available alongside at both Esso and Shell Product Piers. No bunker barges are available to supply crude vessels at SBM or at anchor.

Provisions, Laundry, etc.: Fresh and dry provisions are available through a ship chandler. Limited selection of bonded stores also available. 24 hour laundry service available, if arranged prior to arrival. No deck/engine store available.

Tank Cleaning: There are no tank cleaning facilities. Facilities for receipt of dirty ballast are limited to Esso and Shell product piers.

Crew Change and Repatriation: Available through Kuala Lumpur airport.

Esso Product Jetty: Berth is constructed of reinforced concrete. The island jetty is 200 ft.×24 ft. with 4 off-lying mooring buoys inshore for mooring purposes. Accommodation for one vessel on outer face only.

Max. LOA 575 ft.; max. draft 34 ft.; max. size 19,500 d.w.t.

Shore connections: 1 crane to handle hose.

1×20 in. black oil/ballasting
1×16 in. white oil line
1×10 in. LPG line
1× 4 in. inert gas line

Report: December 1992.

New SRC Import/Export Facilities: Under development (See Plan).

Berth No. 1:

Max. Draft: 10.50 m.
Displacement: 14,000 tonnes.
LOA: No restriction for the above displacement.
Beam: No restriction for the above displacement.
Grades Handled: Fuel Oil, Kero, Leaded and Unleaded Mogas, Naphtha, Gas Oil.
Cargo Arms: "Kanon" 3×10 in. bolt flange connections.

Berth No. 2:

Max. Draft: 7.50 m.
Displacement: 7,500 tonnes.
LOA: No restriction for the above displacement.
Beam: No restriction for the above displacement.
Grades Handled: Base Lube Oils (Import), Kero, Leaded and Unleaded Mogas, Naphtha, Gas Oil.
Cargo Arms: "Kanon" 2×10 in. and 1×6 in. (lubes) bolt flange connections.

Berth No. 3:

Max. Draft: 10.50 m.
Displacement: 14,000 tonnes.
LOA: No restriction for the above displacement.
Beam: No restriction for the above displacement.
Grades Handled: LPG, Fuel Oil, Kero, Leaded and Unleaded Mogas, Naphtha, Gas Oil.
Cargo Arms: "Kanon" 3×10 in. with bolt flange connections and 1×6 in. for LPG with bolt flange connections and ESD and automatic release.
N.B. No vapour return line for LPG.

Bunkers up to 180 cSt available at each berth.

Bunker gas oil available at each berth.

Fresh water available ex-barge at anchorage.

Fendering: Cylindrical fenders and rectangular panels are fixed to the Outer Breasting Dolphins.

Type: Bridgestone SUC 145OH. 2 fitted to the Outer Breasting Dolphins of each berth.

Mooring Hooks: Stevens Quick Release Mooring System.

Type: U4 03008D 01.
Hook SWL 30 tons.
Hook Proof Load: 45 tons.
Capstan Load 2 tons.; speed 30 m./min.

Made by N.V. Steditek, Diepenbeek, Belgium.

Gangways: One provided for each berth with craneage.

General: Each berth also equipped with remote controlled fire water monitor and Closed Circuit TV.

On completion of construction, SRC (Marine Department) intend to sound berths to obtain detailed soundings.

No bollards are fitted to the jetty structure. All vessel impact loadings are taken by the Mooring Dolphins, the Outer Breasting Dolphins and the Inner Breasting Dolphins.

Latitudes and Longitudes for the final jetty structure will be submitted shortly.

A study will be undertaken shortly to determine the feasibility of berthing a 30,000 tonne displacement tanker with a fuel oil import cargo.

Additionally 2 transit navigation lights have been placed in a North/South line to indicate the approximate line of the subsea pipeline. Visible range of these lights will be 2 nautical miles. They will be sector lights. The rear light will be 100 m. North of the jetty, and will be white with a 10° visible sector showing to the South. The forward navigation light will be located on the jetty trestle. It will also show a 10° visible sector white light to the South. In addition, it will also show a 5° red and green sector to each side of the white light. By day, the rear navigation light shall have a daymark of a triangle point downward, and the forward navigation light shall have a daymark of a triangle point upwards.

FRESH WATER: Available at Shell and Railway jetties.

FUEL: Bunker fuel oil available. No diesel.

REPAIRS/DRY DOCKS: None.

CUSTOMS ALLOWANCES: Tobacco, cigarettes 25 in number per man per day, or cigars 8 in number per man per day, or tobacco 1 oz. per man per day, or snuff oz. per man per day. Wine and/or spirits, spirit 0.175 qt. per man per day, or wines 1 qt. per man per day, or beer or stout 1 qt. per man per day.

AIRPORT: No airport locally.

HOLIDAYS: Official holidays in the state as follows: New Year's Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Year's Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 day; Prophet Mohammed's Birthday, 1 day; His Excellency Governor's Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Raya Huji, 2 days; Christmas Day, 1 day. No cargo is worked on any of the above gazetted public holidays – port closed.

DEVELOPMENTS: Proposal to enlarge facilities and to provide deep-water berths.

AUTHORITY: See "Malacca".

AGENT: Pesaka Jardine Shipping Agencies Sdn.Bhd., Lot 47, No. 136/2 Jalan Munshi Abdullah, 75100 Malacca, Malaysia. Tel: 60-6-237850, 237381. Fax: 60-6-248588. (Associated with Jardine Shipping Agencies).

PORT KLANG, Malaya: 03.00 N. 101.24 E. (See Plan)

PORT LIMITS: *Northern Limits:* A line from Beacon B running N.W. towards Pulau Angsa Lighthouse until it intersects Lat. 3° 07′ 24″ N., thence extending due East along this latitude till it meets the mainland; *Southern Limits:* A line from Tanjung Ru running West along Lat.2° 50′ 21″ N. till it intersects Long. 101° 14′ 00″ E., thence extending due North along this longitude till it meets Pulau Pintu Gedong;

There shall be included within the limits all waters in the Klang Straits, Selat Lumut, Sungai Puluh, Sungai Aur, Sungai Langat and other waterways contained within the Lat. 3° 07′ 24″ N. and 2° 50′ 21″ N., and Westwards towards the coast from Long. 101° 28′ 30″ E. (which passes through Connaught Bridge): including all piers, jetties, landing places, wharves, quays, docks and other similar works whether within or without the line of high-water mark and any position on the shore or bank within 45.72 m. of the high-water mark, subject to any rights of private property therein.

APPROACHES: Ships from and to Penang enter and leave the port by the North Klang Straits, and ships from and to Singapore enter and leave by the South Klang Straits. The entrance channel at the North Klang Straits is dredged to 11.3 m. below datum. A very large deep water anchorage for ships is available at the North Klang Straits. Ships can also navigate in and out of Port Klang through a secondary channel at the South Klang Straits. At all times the channel is dredged to 10.8 m. below datum.

DOCUMENTS: *(a) For Agent.* Vessels required to fill in arrival report which may be obtained from Agent at Singapore or Penang or Boarding Agent on arrival. This should be completed and handed to Boarding Agent together with last Port Clearance and one copy each of Crew List and Passenger Lists for submission to Marine Department.

Vessels should have ready and hand to Boarding Agent on arrival the following:

Arrival Report.
Last Port Clearance.
Two copies of Crew List.
Two copies each of Disembarking and Transit Passenger Lists (if any).
List of Explosives, dangerous cargo on board.

Following documents should also be handed to Boarding Agent on arrival and will be returned to vessel after perusal by Marine Department:

Malaysian Light Dues Receipt (if any).
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Derat Certificate.

Port Health Officer now requires all vessels arriving from foreign ports to submit an "Entry Declaration" on form Health 43, on the International "Maritime Declaration of Health" form or on a similar copy, and this should be handed to Boarding Agent, together with copy of Crew List, in cases where vessels are not in Quarantine, in which case doctor does not attend on board.

Note: Endorsement of Port Clearance must be obtained from Port Office at Marine Office before a fresh Port Clearance can be issued by local Customs Authorities and handed to vessel before sailing.

(b) Immigration
2 copies Crew List.
2 copies Passenger List (Disembarking and Transit).
(c) Customs
2 copies Customs List (CD.15).
1 Crew List.
1 Passenger List.

FLAGS: The Malaysian flag. Flag "Q" meaning Health Clearance required. *Flag 2/5 meaning no passengers on board, or *flag 3/4 meaning passengers on board. Pennant Zero is not required since Boarding Officers do not board the ship on arrival. Flag "H" meaning Pilot on board. (*Applies only to vessels arriving from foreign ports, which includes Singapore.)

Note: Except for vessels under way, no vessel in port may use its siren except in case of an emergency when no other means of communication is available. The Authorities strictly enforce this rule and vessels infringing it become liable to heavy fine.

Shipmaster's Report: June 1983 (Updated 1994): Flags 2/5 must be flown by day, or red light over white light (all round visibility), shown by night until Immigration clearance has been obtained, otherwise the ship is liable to be fined.

PILOTAGE: Available 24 hours a day. Pilotage compulsory.

(a) Application: Piloting carried out by Klang Port Management. Masters to cable "Pilots Port Klang" giving ETA and point of arrival, i.e. Pintu Gedong or Pulau Angsa and draft at least 4 hours before arrival, as Pilots will not leave shore until confirmation received from vessel or Agent. Both North and South Channels are well marked and Pilots consider it quite safe to arrive and depart at any hour.

Vessels approaching this port normally apply through Agent, giving ETA Pintu Gedong or Pulau Angsa, together with draft and port of departure.

(b) VHF: If vessels wish to communicate direct all pilot boats are fitted with VHF for use between pilot office, pilot boats, pilot boat to pilot boat and where necessary to vessels arriving at this port. Operated on Channel 12 of International Maritime VHF radio telephone bands, and of a range of 20–25 miles.

(c) Recognition: Pilot boats painted blue and have white superstructure.

(d) Boarding. Unless advised otherwise Pilots will be ordered to board vessels at Pulau Angsa (North Channel), or Pintu Gedong, East of Fairway Buoy (South Channel).

Pilot ladders should be of approved Standard pattern internationally used. (e) Waiting for Pilot: Location for a vessel awaiting Pilot is at Pintu Gedong, 8 cables South of Temsan Buoy, at Pulau Angsa 1 mile East of Pulau Angsa Island, and at Deep Water Point where anchorage is available according to number of vessels already anchored.

ANCHORAGES: Per latest Admiralty charts. Vessels may load timber and LASH barges from privately owned junks at Deep Water Point Anchorage. In exceptional cases and with permission of Port Authority it is also possible to work with Authority Lighters at Deep Water Point.

Special Anchorages: The Port Authority provides an explosives anchorage and a LASH anchorage situated North of Tanjong Bakau in the North Klang Straits. The quarantine anchorage is located North-West of the North Port wharves.

RESTRICTIONS: (See "Max. Size"). At Pintu Gedong, the Southern Channel Pilot Station, there is a restriction which vessels will be advised of when giving their ETA.

MAX. SIZE: Maximum length of vessels using South Port is: Dry cargo vessels, 192 m. LOA and draft of 10.5 m.; tankers, up to 178 m. LOA and draft 10.5 m. Tidal conditions govern movements of all tankers over 90 m. LOA in the South Port but not at the North Port. At the North extension wharves container ships of 300 m. can be berthed.

HEALTH: Port Health Officer will board vessels arriving from infected ports, or carrying deck passengers at Deep Water Point at any time of day. All vessels should include in arrival cables confirmation that all well on board and also that all health papers in order. It should be understood that the health papers referred to include Derat, or Derat Exemption Certificate. Also it is necessary to furnish information on the last 5 ports called within 14 days and the expiry date of Derat Certificate.

RADIO: ETA cables normally routed via Singapore or Penang as no radio station in Port Klang. Such messages when received are transmitted by telephone to Agents/and or Pilots at Port Klang.

TUGS: Supplied by Klang Port Management and normally "stand-by" vessels berthing at wharves as and when required. Tugs towing use ship's lines, tugs pushing use their own lines. 8 tugs available (800 h.p. – 3,200 h.p.) to assist in berthing and unberthing and are equipped with fire-fighting appliances and radio communications system. When vessels berth or unberth at wharf tugs ordered by Agent in consultation with Pilots and once in attendance are charged for whether used or not. Tugs are also used to swing vessels in stream which are stemming ebb tide on departure.

VHF: (See "Pilotage"). Ship to shore telephones available at all berths at North Klang Straits, and VHF sets available for ships in moorings. Klang Exchange keeps a 24-hour watch on Channel 16 and will connect the vessel to any telephone receiver ashore (Channels 24, 26 and 27). For local calls the cost is RM 1.92 for three minutes (approx.).

BERTHING: There are 2 ports viz: the South Port and the North Port. Vessels berthing in the South Port are governed by tidal conditions which vary considerably. Vessels over 160 m. LOA are usually berthed port side to on the ebb and then only when tides are favourable. Night berthing at South Port commenced in July 1992, but a Letter of Indemnity is required from shipping agent before vessels are allowed to berth at night.

(a) South Port: 4 ocean wharves of 677 m. in length out of which 3 wharves are with 10.0 m. of water alongside, and 1 wharf with 9.5 m. of water alongside. 4 coastal shipping wharves of 402 m. length. Of these, 1 wharf with 6.0 m. of water alongside and 3 wharves with 5.5 m. of water alongside. Vessels of not more than 90 m. in length and with drafts of up to 4.0 m. can be accommodated at the North shore anchorage.

Berth Nos. 1 – 4 are for ocean-going vessels while Berth Nos. 5, 6, 7 and 7A are used principally by coastal vessels with a maximum size of about 6,000 deadweight tonnes. The wharf apron is 15.2 m. (50 ft.) wide and carries 3 rail tracks.

(b) North Port Wharves: There are 18 ocean wharves with a total length of 3,939 m. Of these, 6 are container berths with 13.2 m. of water alongside, 1 Ro/Ro berth with a depth of 11.0 m., 4 general cargo berths with 9.0 m. of water alongside, 7 general cargo berths with 11.5 m. of water alongside, 2 dry bulk berths with 11.0 m. of water alongside for bulk carriers of 36,000 d.w.t., and 2 dolphins for tankers up to 60,000 displacement tonnes.

There are 11 container cranes on the container wharves.

Depth of water alongside is 13.2 m. 68 acres of stacking area, capacity 10,800 TEU's (excluding 182 reefer points). Freight station measures 600 ft.×120 ft.

Container Handling Equipment: 5 container cranes of 35 tons capacity each.
52 straddle carriers of 30 to 35 tons capacity.
69 tractors and prime movers.
40 × 20 ft. and 44 × 40 ft. trailers.
27 trailers, capacity 50 tonnes.
5 Samsung rubber-tyred gantries.
61 forklifts with capacity 3 tons – 15 tons.

(c) General:

Facility		*Length* (m.)	*Depth Below New A.D.C.* (m.)
North Klang Straits Approach			11.3
Pintu Gedong Bar			10.8
Labohan Gurap Bar			8.2
No. 1 Wharf		177	10.0
No. 2 Wharf		177	10.0
No. 3 Wharf		177	10.0
No. 4 Wharf		146	9.5
No. 5 Wharf		107	6.0
No. 6 Wharf		107	6.0
No. 7 Wharf		94	6.0
No. 7A Wharf		94	6.0
No. 8 Wharf	(Ro/Ro, Containers)	216	11.0
No. 9 Wharf	(Containers)	320	13.2
No. 10 Wharf	(Containers)	320	13.2
No. 11 Wharf	(Containers)	226	9.5
No. 12 Wharf		226	9.5
No. 13 Wharf		152	9.0
No. 14 Wharf		179	9.0
No. 15 Wharf	3 General Cargo Berths converted to 2 Container Wharves)	244	9.0
No. 16 Wharf		213	11.5
No. 17 Wharf		213	11.5
No. 18 Wharf		213	11.5
No. 19 Wharf		213	11.5
No. 20 Wharf		213	11.5
No. 21 Wharf		213	11.5
No. 22 Wharf	(Dolphin Berth)	213	11.5
No. 23 Wharf		213	11.5
No. 24 Wharf		213	11.0
No. 25 Wharf		213	11.0

(d) Berth No. 8, is for Ro/Ro as well as container traffic. The Ro/Ro ramp at the Southern end of the berth is 45 m. (147 ft.) long and 8 m. (27 ft.) wide. The maximum gradient is 1:10 at tides between +0.3 m. (1 ft.) and +5 m. (17 ft.). There are 3 forklifts of 22.5 tonnes capacity specially for Ro/Ro operations, as well as 3 tractors and 3 trailers. The berth can cope with ships of up to 40,000 tonnes and is capable of accommodating vessels with 20 m.to 32 m. beams and 1.0 m. to 4.5 m. freeboards.

DENSITY: Varies considerably with state of tide and heavy monsoon rains.

BULK HANDLING FACILITIES:

South Port: The South Port caters mostly to coastal traffic between Peninsular Malaya and Sabah and Sarawak, as well as the major portion of Port Klang's bulk liquid cargo.

North Port: Located in the North Port are the Container Terminal, Breakbulk Terminal, Dry Bulk Terminal and the Liquid Bulk Terminal.

Container Terminal: This is a privatised terminal, managed and operated by the Klang Container Terminal. The second container terminal is operated by Klang Port Management (KPM).

Breakbulk Terminal: Berthing facilities (11 berths totalling 2,209 m.).

Liquid Bulk Terminal: Facilities at the terminal include a tank farm for edible oils and two fuel depots.

Storage Capacity:
Fimaly Bulking Services:
  20 edible oil storage tanks.
  37,000 cu.m., on a common user basis.
  13 tanks for chemicals, 9,900 cu.m.
Petronas (National Oil Corporation):
  3 tanks for aircraft fuel, 8,500 tonnes.
  8 tanks for petrol, fuel oil and diesel, 17,900 tonnes.
BP Malaysia:
  11 tanks for petroleum and related products, 35,879 tonnes.
  1 tank for styrene monomer, 700 tonnes.

Dry Bulk Terminal: This terminal is operated and maintained by a private company appointed by the Port Authority. The terminal is a free trade area to enable shippers to import, consolidate and re-export cargo at low cost.

There are 2 berths of length 426 m. with 11.0 m. of water alongside.

Facilities include:
  2 grab cranes, maximum lifting capacity 12 tonnes. The cranes have interchangeable grabs, one of 10.3 cu.m. and the other 6.9 cu.m. capacity; conveyor belt, 1,200 mm. wide and can convey between 800 – 1,200 tonnes of material per hour.
  3 warehouses, 45,000 sq.m.
  Maximum vessel's size, 45,000 tonnes displacement.

STEVEDORES: Working hours throughout the port: 1st shift 0000 to 0800 hrs. (meal break 0300 – 0400 hrs.). 2nd shift 0800 to 1600 hrs. (meal break 1200 – 1300 hrs.). 3rd shift 1600 to 2400 hrs. (meal break 1900 – 2000 hrs.).

MEDICAL: A number of private doctors in Port Klang and it is often not necessary to give any advance notice of medical attention being required. In event of vessel requiring urgent medical attention on arrival, advisable for Master to cable Agent in advance. First class medical facilities available in Klang. As vessels arriving at Port Klang normally do so after calling at Penang or Singapore no inoculation, vaccination or fever certificates are required unless either Singapore or Penang is declared an infected port.

TANKERS: Tankers always berth port side to on ebb and near slack water. Vessels with bulk liquid cargoes to load or discharge will berth at Wharves 1, 2, or 3. When a number of pumping vessels in port, vessels will usually occupy these wharves only for the time it takes to complete pumping and may then have to shift to stream or another wharf. Three of the ocean wharves are provided with facilities for handling liquid cargo. Liquid cargoes now being handled are: latex, palm, coconut oil, petroleum products, alkane, tallow and fuel oil.

Shell Company has a private jetty on which vessels up to 90 m. in length with drafts not exceeding 6.0 m. can be berthed.

Also see "Bulk Handling Facilities".

FRESH WATER: 3 waterboats of total capacity 750 tons, available to supply vessels in South Port and at Deep Water Point with fresh water. As much notice as possible should be given if waterboat required. At North Port (North Klang Straits) water available from wharf. Pumping rate about 20 – 25 t.p.h.

FUEL: Bunkers are available.

FIRE PRECAUTIONS: In respect of tankers loading or discharging inflammable cargo, necessary to have wharf cordoned off and "No Smoking" signs exhibited prominently. Port Fire Brigade required to be on stand-by at wharf whilst operation in progress. Vessel may not disable engines whilst alongside wharf and shall have axes ready in event has to leave wharf urgently and necessary to cut ship's lines. Port Fire Service on duty 24 hours a day throughout year. Service is capable of fighting all types of fire whether on land or on sea. Fire service has following equipment: 3 fire engines, 1 Land Rover fire engine, 2 trailer pumps, 3 fire fighting tugs, 1 elevated tank in South Port (capacity 200,000 gallons), 2 elevated tanks in North Port (capacity 200,000 gallons), 3 vans at the fire brigade station, 4 ambulances, fresh water hydrants at various points in the Ports.

CONSULS: Consulates/Embassies/High Commissions in Kuala Lumpur (28 miles from Port Klang).

Australian High Commissioner's Office.
Austrian Embassy
High Commission of the People's Republic of Bangladesh
Belgian Embassy
Embassy of the Republic of Bolivia
Consulate of Brazil
British High Commission
Canadian High Commission
Consulate of the Republic of China
Royal Danish Embassy
Embassy of the Arab Republic of Egypt
Consulate of Finland
Embassy of France
German Embassy
Indian High Commission
Embassy of the Republic of Indonesia
Embassy of the Republic of Italy
Embassy of the Republic of Iraq
Embassy of Japan
Embassy of the Republic of Korea
Myanmar Embassy (Burma)
Royal Embassy of the Netherlands
New Zealand High Commission
Consulate of Norway (at Penang only)
Consulate of Panama (at Penang only)
Pakistan High Commission
Embassy of Philippines
Embassy of the Polish People's Republic
Honorary Consul of Portugal
Embassy of the Romania Socialist Republic
Embassy of Russia
Singapore High Commission
Embassy of Royal Saudi Arabia
Royal Swedish Embassy
Sri Lanka High Commission
Embassy of Switzerland
Royal Thai Embassy
Turkish Embassy
Embassy of the United States of America.
Embassy of the Republic of Vietnam
Yugoslavia Embassy

REPAIRS/DRY DOCKS: There are no major ship repair facilities at the port. Klang Port Management operates 3 slipways for its own crafts.

Slipway No. 1 can accommodate vessels up to 27.4 m. long with a 3.10 m. draft and a displacement of 150 tonnes.

Slipway No. 2 designed for flat bottomed vessels, can cater only for craft up to 23.1 m. length, 2.1 m. draft and with a displacement of 100 tonnes.

Slipway No. 3 can accommodate vessels up to 45.7 m. in length, 4.4 m. draft and with a displacement of 450 tonnes.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS/IMMIGRATION: Customs Officer will board vessel soon after arrival to seal the "Bonded stores". For vessels staying in port some time it is usual to issue 3 days supply – a further issue may be made on request after 3 days.

Immigration Officer will clear vessels arriving from foreign ports on a 24 hour basis. No one may board or leave or approach within one cable length of such vessel without special permission until vessel has been cleared by Immigration Officer and Immigration Signal is hauled down. No Immigration formalities required for vessels arriving from or leaving for other West Malaysian ports (Malacca and Penang).

REPATRIATION: Crew changes and repatriation must be arranged by Agent. Harbour Master attends signing-on and signing-off of the crews on ship's articles.

AIRPORT: Subang International Airport approximately 20 miles from port on main trunk route to Malaysian capital of Kuala Lumpur and served by regular domestic flights and international flights.

HOLIDAYS: Port works 365 days a year.

TELEPHONES: At North Port (North Klang Straits) Wharves telephones installed on board if required. At wharves in South Port there is always a telephone within easy reach at Wharf Office.

VHF radio sets available to vessels at anchor.

IDENTIFICATION CARDS: Advisable that members of crew carry identification cards when leaving ship.

GENERAL: *(a)* Ship-Shore Communication. When vessels are berthed in stream or at Deep Water Point a 24 hour launch service can be supplied. Arranged by Agent in consultation with Master to suit requirements of ship.

Vessels permitted use own boats with proper navigation lights at night.

(b) Seamen's Club. "Mariner's Club" for officers and seamen outside No. 3 Gate of South Port. Club has swimming pool, bar, restaurant and accommodation.

(c) Diving. Diving services available for salvaging lost cargoes, examining underside of ships, etc. Divers capable of deep-sea diving down to 36 m.

DEVELOPMENTS: North Port: *Free Commercial Area:* In line with its role as trade facilitator, KPA has already set in motion plans to create a conducive environment, in which port users can carry out their business with minimal red tape.

The whole of the North Port is a Free Commercial Zone (FCZ) to reduce Customs formalities to a minimum, so as to encourage transhipment trade and to develop the port into a regional distribution centre.

A FCZ authority is being established.

Distribution Park: A distribution park (Distripark) is available within the FCZ. This is jointly developed by KPA and a private company.

Forty hectares have been earmarked for the initial development of the Distripark. Facilities being considered include coldrooms and a multi-storey warehouse.

The Distripark will offer a wide range of services, including cargo consolidation, grading, packaging, trading and other value-added activities.

West Port: A third port called West Port, will be built on Pulau Indah, an island off South Port. The new port will be the focus of development for Port Klang well into the 21st Century.

Construction of the facilities will be undertaken in three phases.

Phase I: (Construction to begin in 1992 and completed in 1994).
3 general cargo/container berths.
2 liquid bulk berths.
Phase II:
4 general cargo/container berths.
2 dry bulk berths.
1 LPG berth.
Phase III:
7 container berths.
1 dry bulk berth.
1 liquid bulk berth.
9 general cargo/container berths.

All the berths are 200 m. in length and can accommodate vessels of up to 80,000 displacement tonnes.

Construction works on a bridge linking the mainland to Pulau Lumut, and a two-lane carriageway is now completed.

Situated almost next door to the industrial and commercial heartland of Malaysia, and with a promising cargo generation from the proposed development of a huge industrial park on the island, West Port is poised to be a new growth centre of the country.

SHIPMASTER'S REPORT: May 1986.

The following advices were received from our Agents in Port Klang.

Water Supply to Ships: Owing to lack of facilities presently in the port, the Port Authority is unable to supply fresh water to vessels promptly.

Compulsory Pilotage in Port Klang: We would advise you that pilotage is compulsory throughout the pilotage district of Port Klang.

In order to ensure that the Pilot boards your vessel immediately on your arrival at the Pulau Angsa/Pintu Gedong Pilot Station (North/South Entrance Pilot Station), please cable us and "Pilot Portklang" advising your ETA, deepest draft and vessel's Readiness to Load (if berth required for that purpose) as soon as possible.

Panamanian Vessels: We would advise you that quite a number of Panamanian vessels have experienced extreme difficulties in obtaining Sailing Clearances from the Harbour Master, Port Klang, owing to expiry of Crew Rolls and/or absence of Panama Consul's endorsements on signed on/signed off entries in the Crew Rolls.

To avoid encountering this problem at Port Klang, please ensure that your Crew Roll is valid and in order.

For your information, there is no Panama Consulate in Kuala Lumpur. The nearest one in this region is in Singapore where you can have your Crew Roll validated, if necessary.

SHIPMASTER'S REPORT: December 1991.

Charts: B.A. Charts No. 3453, 2152 and 2153.

Documents:
8 copies Crew List.
2 copies Stores List.
2 copies Crew Personal Effects List.

1 copy Ports of Call List.
1 copy Maritime Declaration of Health.
1 copy Vaccination List.

Officials: Immigration boarded on arrival and Customs authorities boarded 5 hours later. The health authorities never visited the vessel.

All ships statutory documents are taken to Harbour Master's office.

Pilotage: South Boarding Station: Pilot boards in the channel near Tengah Buoy and departs off Makong Point.

North Boarding Station: Pilot boards deep-draft vessels off Angsa Lighthouse and other vessels ay Buoy No. 4. Pilot departs off Buoy No. 6.

The pilot boat for the North Port has an orange hull and pilotage to the North Port from the North or South entrances takes about 1 hour. Pilots require 3 hours notice of arrival.

Berthing is carried out throughout 24 hours at the North and South Ports but vessels may be delayed at the South Port if vessel's length over 100 m.

Pilots available throughout 24 hours on VHF Channel 12.

Approaches: When approaching from the South, the leading marks on Makong Point are conspicuous. The channel is 400 m. wide and vessels up to 10.0 m. draft plus tide may use this entrance. There are strong cross currents in the channel.

When approaching from the North, Pulau Angsa Island has a conspicuous lighthouse. Vessels with a draft of 12.0 m. plus tide may use this entrance when proceeding to the North Port. The maximum draft for proceeding to the Power Station Jetty is 13.0 m.

Anchorages: The Southern anchorage is outside the South Fairway Buoy. The Northern anchorage is North of Batu Penyu Beacon.

The North Port anchorage is as indicated on B.A. Chart No. 2152.

Deep Water Point Reserve Anchorage and Deep Water Point South Anchorage accept vessels up to a maximum of 113 m. LOA and 6.5 m. draft. The Deep Water Point Northern Anchorage accepts vessels up to 200 m. LOA and 10.0 m. draft maximum.

All anchorages experience strong currents.

There is a boat service from the inner anchorages to the South Port.

Tugs: The port authority operate 8 tugs (4×2,000 h.p. and 4×1,000 h.p.). Vessels usually use 2 tugs, except at the Power Station Jetty when large bulk carriers use all the tugs. Ship's lines used.

Berthing: There is 24 hour berthing at both ports. At the North Port vessels berth either side alongside, depending on the tide. At the South Port vessels swing off the town and normally berth starboard side alongside, head out.

All berths are well fendered. The tidal range is 3.0 m. The density of the water on a rising tide at Berth No. 22 was 1020.

Vegetable oil and latex are loaded in the North Port at Berths No. 22 and 23. Fuel oil is discharged at Berth No. 23.

Vegetable oils and latex are loaded in the South Port at Berth No. 2.

Berth No. 22 of the North Port has loading platforms of 35 m. in length with breasting dolphins North and South. The depth alongside at low water was found to be 12.0 m. The vessel lies against the dolphins with the loading face set back about 1.5 m. from the fender line. The dolphins and platform are connected by catwalks. Ship's brow gangway used onto the loading platform. A mooring boat was used to send moorings (3 headlines, 1 forward spring, 1 aft spring and 3 sternlines).

Berths in the South Port are generally for break-bulk cargoes and liquids and berths in the North Port are mainly for container and bulk traffic. The pilot reported that the container berths in the North Port (Berths No. 8, 9 and 10) have a depth of 12.0 m. at L.W.

The Power Station Jetty (Lat. 03° 06.5′ N., Long. 101° 18.7′ E.) handles bulk carriers of 240 m. LOA and 13.0 m. draft. Berthing takes place at slack water and vessels berth starboard side alongside.

Cargo: Vessels load latex at Berths No. 22 and 23 of the North Port. A maximum of 2 hoses were used straight into the tank hatches through flow control valves. The average rate per line was 70 t.p.h., which included short stops to clear the lines of blockages.

Shore personnel tend the hoses. Hoses and flow control valves are rigged quickly by the shore personnel. The whole operation is very efficient. On completion of latex loading it takes about 2 hours before shore tank figures are issued, this is due to tank settling, and figures are only approximate. Vegetable oils are also loaded at Berths No. 22 and 23. Loading is through flexible pipes from the shore manifolds.

On completion of loading latex at the North Port we proceeded to Berth No. 2 of the South Port and loaded palm oil at a rate of 240 t.p.h. through a 5 in. line.

There is a tanker lightening area off Angsa Bank light beacon (Lat. 03° 21.5′ N., Long. 101° 00′ E.).

Fresh Water: Fresh water available at all berths from a shore hose and rate was good (no meter).

Holidays: All public holidays (mainly religious) now being observed in the port will cease in 1992 when the port will operate 365 days.

Developments: There is a bridge under construction from Beacon No. 15 (Lat. 02° 59.25′ N., Long. 101° 23.85′ E.) to Pulau Lumut Island (Lat. 02° 59.35′ N., Long. 101° 24.45′ E.) which will serve the new tanker jetty at Seconda Point and the container terminal (Lat. 03° 57′ N., Long. 101° 18.3′ E.).

AUTHORITY: Klang Port Authority, Jalan Pelabuhan Utaru, Mail Bag Service 202, 42005 Port Klang, Malaysia. *Tel:* 3688211 (20 lines). *Telex:* MA 39524. *FAX:* 03-3670211. *Contact:* M.Rajasingam, General Manager/Chief Executive.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., 145A Persiaran Raja Muda Musa, P.O.Box 34, 42007 Port Klang. Tel: (03) 3684118. Telex: MA 39477, MA 39701 Jaship. Fax: (03) 3680391, 3672788. Cables: "Jarship Port Klang".

Associated with Jardine Shipping Agencies.

ROMPIN (Kuala Rompin) inc. Pahang, Malaya: 02.43 N. 103.30 E.

DOCUMENTS:

Register.
Last Port Clearance.
7 copies Crew List and 4 for Agent.
5 copies Passenger List (if any).
5 copies Stowaway List (if any).
2 copies Stores List (including firearms and ammunition).
2 copies Dutiable Liquor and Tobacco List.
2 copies Crews Declaration List (cameras, radios, etc.).
1 copy Vaccination List.

Masters of vessels to fly the necessary following flags on arrival as required under Section 448 of the Merchant Shipping Ordinance and Sub-Section (9) of the Federation Port Rules, 1953.

(1) The Federation of Malaysia Flag.
(2) The Pennant "O" Flag (Request Port Officer).
(3) The "Q" Flag (request Port Health Officer).
(4) The Pennant "2"; "5" Flags if no passengers and "3"; "4" Flags if there are passengers on board (Immigration).

PILOTAGE: Compulsory to the loading berths. Extra charge for pilotage outside normal office hours and holidays.

LOADING. *(a)* Ladders. Masters particularly advised to see that a sound and adequate ladder provided at each lighter to allow labourers engaged in loading to pass to and from ship with no undue risk. Regulations are provided in the Merchant Shipping Ordinance, Section 445, Sub-Section (O) which takes care of this requirement and failure to take adequate precaution in seeing regulation is observed may result in serious consequence to those responsible.

Masters requested to ensure that in addition to ladders for labourers, an extra ladder, preferably a clean pilot ladder, be made available at all times for the Agent for boarding. This ladder should be made fast on lee side, just forward of any scuppers in vicinity, and a heaving line from ship's rail made fast to bottom rung. When ladder not in use, bottom of ladder can be pulled up a few feet with heaving line to prevent labourers from using it or damage from lighters.

(b) Winches. All winches must be in single gear at all times.

(c) Derricks. Practice to work 2 sets of derricks to 1 lighter where practicable.

(d) Trimming. No manual trimming undertaken.

(e) Damages. In the event of your vessel sustaining damage by stevedores during loading, you are requested to inform the clerk and foreman on board immediately and as soon as practicable confirm same in writing to the Eastern Stevedoring Co. Ltd., Kuala Rompin, with copies to Hong Kong & Eastern Shipping Co. Ltd., Hong Kong, and Malay States Shipping Ltd., Kuala Rompin. It is important that full details of damage are given, together with measurements whenever possible.

Minor damage has occurred on vessels due to hatch beams not being bolted or lashed. Masters therefore requested ensure all beams adjoining working parts of hatches either bolted or lashed, otherwise stevedores will repudiate liability for any damage incurred.

ANCHORAGE: On arrival, vessels required to anchor about 1 mile outside berthed ships to obtain pratique. An accommodation ladder must be rigged on lee side to allow Port Authorities to board.

READINESS: Notice of Readiness cannot be accepted until vessel is in Free Pratique, Customs Inward Examination completed, and in all respects ready to load.

OPENING/CLOSING HATCHES: Removal and replacement of hatch beams and covers must be done by ship's crew. Ship's Officers should see that any tween-deck beam removed is replaced before ore reaches that height.

CUSTOMS: Customs office hours 0830 to 1630 Monday to Friday, 0830 to 1300 hrs. Saturday.

HOLIDAYS: New Year's Day; Hari Raya Puasa, 2nd day; Chinese New Year, 2nd day; Hari Raya Haji, 2nd day; First Day of Muharram; Vesak Day; Birthday of Sultan of Pahang; Birthday of H.M. The Yang Di-Pertuan Agong; Birthday of Prophet Muhammad; Malaysia Day; Deepavali; Christmas Day.

Note: Where a holiday falls on a Sunday, the following day will be observed as a holiday, and if such latter day is already a holiday, then the day following shall be a public holiday.

SHORE LEAVE: No seaman may proceed more than 3 miles from Kuala Rompin Customs House. The Officer in Charge Customs, as acting Immigration Officer, has authority to limit or prohibit shore leave in all cases.

IDENTIFICATION CARDS: Every member of crew must produce Identity Document or Shore Leave Pass at Customs House when landing and again when returning to vessel.

GENERAL: *(a) Scrap Iron.* Steel mills in Japan complain from time to time of finding pieces of scrap iron in the iron ore cargoes. If this scrap is not found it will cause serious damage to the plant and occasion considerable delay to production: furthermore, should scrap iron enter the machinery there is always the possibility of it endangering life, and several fatal accidents have been attributed to this cause.

The assistance of officers and crew is requested in reporting any scrap iron they see being loaded, advising shippers into which hold it went and number of the lighter it came from to enable us to take appropriate action.

(b) Whistle, Radio. Wireless Transmitters, Whistles and Sirens etc., must not be used by vessels at anchor off Kuala Rompin.

(c) Stores. Bonded stores can be obtained from Kuala Lumpur and Kuantan at prices roughly same as Singapore. Essential, view Customs formalities, that Masters give Malay States Shipping Ltd., Kuala Rompin 6 days prior notice of requirements.

SABAH (Minor Ports):
KUDAT: 06.53 N. 116.51 E. (See Plan)
LAHAD DATU: 05.02 N. 118.20 E. (See Plan)
SEMPORNA: 04.29 N. 118.37 E. (See Plan)

DOCUMENTS: 8 copies all usual documents, i.e. Crew List, Passenger List, Manifest. Others include Store List, Stowage Plan, Sea Worthiness Certificate and Last Port Clearance Certificate. Where possible, Cargo Manifests and Stowage Plans should be forwarded in advance to local Agents and Port Authority ahead of vessels.

PILOTAGE: Applications normally made by Shipping Agents with advance notice of 24 hours prior to actual time that Pilot services required. Pilot boats between 30 ft. – 40 ft. length and equipped with VHF/AM Sets – 80.4 MHz frequency. Pilot station at Port Office (Marine Department) and location for vessel awaiting Pilot is within port limit.

ANCHORAGE: All ports within bays and they provide good safe anchorages.

RESTRICTIONS: No restrictions for vessels entering port at night.

MAX. SIZE: There is no limit on cargo vessels worked at anchorage. Also see "Berthing".

HEALTH: To obtain Pratique, arrange with Shipping Agent. Pratique for vessel entering, after calling at another port in same state, is not required. Anchor in quarantine anchorage if vessel is suspect and display following signals: *By Day:* International Code Signal "QQ". *By Night:* A Red light over a White light and a separate hoist of Red light over a Green light. Hoisted vertically 6 ft. apart where best seen.

RADIO: Singapore Radio recommended.

BERTHING: Application for berthing has to be made within 24 hours prior to actual time that berthing is required.

Details and Requirements: Name of vessel, gross and net tonnage, length overall, draft (fore and aft), ETA at berth, ETD from berth, nature and tonnage of cargo to be discharged/loaded. No priority for berthing ships and the turn is, first come first served.

Kudat: L-shaped wharf with 2 berths. Western berth – length 112 m., min. depth 6.4 m. Eastern berth – length 91 m., min. depth 6.4 m. Max. size 3,000 d.w.t.

Lahad Datu: Outer Berth: Length 152 m. Depth 9.3 m. Max. size 25,000 d.w.t.

Inner Berth: Length 90 m. Depth 6.4 m. Max. size 2,000 d.w.t.

Also see "Developments".

Semporna: T-shaped wooden wharf with 2 berths. Outer berth, length 46 m. min. depth 7.9 m. Inner berth, length 39 m., min. depth 6.1 m.

The wharf is operated by the State Government.

STEVEDORES: Arrangement of stevedores should be made with 48 hours' notice to Shipping Agent. Average gang performance is 20 ton-per-gang-hour for conventional traffic (excluding vehicles) and 40 ton-per-gang-hour for pre-palletised cargo (excluding vehicles). Cargo work is carried out in 3 × 4-hour periods namely:–

1st Period 0730 hrs. to 1130 hrs.
2nd Period 1300 hrs. to 1700 hrs.
3rd Period 1800 hrs. to 2200 hrs.

MEDICAL: Arranged on arrival by Shipping Agent.

DENSITY: Average density in the ports 1020.

FRESH WATER: Available at General Cargo Wharves at a rate of 20 t.p.h.

CONSULS: Consulates in Kota Kinabalu:

United Kingdom	Japan
Indonesia	Denmark

REPAIRS: Marine Department operates engineering workshops at Labuan and Sandakan. Some private firms and workshops also undertake small engine and deck repairs in Kota Kinabalu.

DRY DOCKS: Marine Department has 3 slipways in Labuan which are capable of shipping vessels of 60 tons, 200 tons and 500 tons displacements. One in Sandakan for vessel up to 120 tons.

GANGWAY/DECK WATCHMEN: Not necessary. Agents may advise option.

OPENING/CLOSING HATCHES: Normally by stevedores.

CERTIFICATES: Registry, Load Line, Radio, Safety Equipment and Derat Exemption.

CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirits: No control and up to discretion of Officers of Customs and Excise.

CARGO GEAR: Ship's gear used also for containers ex-feeder ships and heavy lifts in major ports.

REPATRIATION: Normally arranged by Agents.

AIRPORT: Most airports in State between 4 km. to 10 km. from the town.

TIME: Local time is 8 hours ahead of GMT. No alteration to clocks.

HOLIDAYS: Cargo work can be arranged if necessary during official holidays, but not for Hari Raya Puasa, Chinese New Year and Christmas Day. Also see "Sandakan".

POLICE/AMBULANCE/FIRE:

	Fire/Police	*Hospital*
Kudat	333	335
Lahad Datu	81999	81522
Semporna	SPA 599	SPA 522

SERVICES: Tank cleaning services can be arranged with Agents. Marine Department deals with compass adjustments.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not needed.

DELAYS: Due to weather conditions only.

DEVELOPMENTS: LAHAD DATU PORT EXPANSION PROJECT: (See "Plan").

Introduction: The port of Lahad Datu is the biggest of the four existing minor ports in Sabah. Due to its demanding role in the port's industry, it is currently entering into a new era and fast becoming a next major port. This is evident based on the ever increasing volume of liquid bulk cargo handled and apparent cargo congestion at the port.

Existing Port Facilities: The existing port facilities are specifically used to cater for the needs of the Lahad Datu district proper and its hinterland. In addition, they also play a back-up role to the two major ports of Tawau and Sandakan in the event of future port congestion in both major ports.

Expansion Projects: These projects for Lahad Datu port's expansion are to be undertaken in two different phases (Phase I and Phase II) as outlined under the second SPA 20 years Masterplan (1995-2015).

Phase I: Phase I of the expansion project will commence in October 1994, and completion is projected in early 1996. A proposed new L-shape jetty is designed under this phase to handle dry cargo and containers. This jetty will eventually have 3 berths to be built which comprise the outer, river and side berths altogether.

Under this phase, the land side work will involve the reclamation of approximately 8 acres of foreshore land, which will be partly upgraded to container yard, a new gate and gatehouse plus some ancillary facilities. This phase will be constructed to cater for SPA needs until the year 2000.

The budget requirement for this Lahad Datu Port Expansion project – Phase I is estimated to be 64 million Ringgit. This amount will among others cover consultancy design, construction work, supervision and land acquisition.

Phase II: The second phase (Phase II) is projected to commence only by the year 2001, and bound for completion by latest the year 2003 A.D. The phase will again depend on a number of factors such as the increase in future traffic growth and other ports requirements.

AUTHORITY: Sabah Ports Authority, Jalan Tun Fuad, Tanjung Lipat, Locked Bag No. 2005, 88617 Kota Kinabalu, Sabah, Malaysia. *Tel:* 088-56155/088-52140. *Telex:* Saport MA80074. *FAX:* 088-223036.

Contact: The General Manager.

Lahad Datu: Sabah Ports Authority, P.O.Box No. 143, 91107 Lahad Datu, Malaysia. *Tel:* 81244, 81610, 81213. *Telex:* MA 83207.

Kudat: Office of the Assistant Traffic Superintendent, Kudat Port Area, P.O.Box 228, 89058 Kudat, Malaysia. *Tel:* 088-61261.

Semporna: See "Tawau".

SANDAKAN, Sabah: 05.48 N. 118.05 E. (See Plan)

FLAGS: Signal letters, Mail flag (if any mail on board for discharge); "Q" flag is essential if Sandakan is the first Sabah port at which a vessel calls. If ship carrying passengers it should fly Immigration Signal Nos. 3 and 4; if no passengers Nos. 2 and 5.

PORT LIMITS: The limits of the port of Sandakan shall be Sandakan Bay bounded by a line drawn in a West-South-West direction from the Northern point of Pulau Berhala to the mainland, and by another from the same point on Pulau Berhala to the most Eastern extremity of Tanjong Aru and thence to the opposite bank at the entrance of Trusan Duyong, including all passages and rivers entering the same for a distance of 600 ft. inland from the mouth of the river.

DOCUMENTS: 5 sets of Inward Manifest in the prescribed form to be airmailed to Agent to arrive at least 48 hours before the vessel.

(a) To be Produced on Arrival:

1 Sabah Lights and Harbour Dues form
2 Manifests in the prescribed form
3 Crew Lists
1 Last Port Clearance
3 Stores Lists
3 Passenger Lists
2 Arms Lists
3 Narcotics Lists
2 Parcels Lists

(b) Required by Agent:

2 sets of Inward Manifests for all inward cargo
5 sets of Transhipment Manifests for all cargo to be transhipped at Sandakan.
2 copies of Hatch List.
1 copy of Passenger List.
1 copy of Crew List.
1 copy of List of Arms and Ammunition.
1 copy Narcotics List.
1 copy Stores List.

(c) To be Supplied to Ship before Departure:

Manifests, as required by vessels.
Master's copy of Bills of Lading.
Port Clearance and Customs Clearance.
Sabah Lights and Harbour Dues form.

(d) Immigration: Immigration Officer will board vessel on arrival and clear her inward. No restrictions on crew and/or passengers going ashore. Immigration require 2 copies of Crew List and 2 copies of Passenger List. Vessels cleared inward until 1800 hrs. only. If there are special circumstances arrangements can be made to clear vessels inward after this time.

(e) Marine Department: Shipping Arrival Report to be signed by Master of Vessel.

PILOTAGE: Pilotage not compulsory but if required the Harbour Master acts as Pilot. Private pilots available by air from Kota Kinabalu. At least 24 hours' notice should be given and position where Pilot is required to embark (i.e. the bar buoy or within harbour limits) should be included in the message.

ANCHORAGES: For loading timber: A black and white conical buoy situated 1.2 miles S.W. from Government Wharf indicates the anchorage. It is important that vessels should anchor as close to this buoy as possible, when anchored further from shore it may take up to an hour longer for launches towing rafts of timber to reach ship and in addition there is less shelter from wind and weather and consequently raftsmen have to cease work earlier.

For discharging: Unless it is intended to come alongside the wharf, vessels discharging should anchor 4 cables due South of wharf. Wharf is 750 ft. long with dolphins placed 100 ft. from each end giving a total length of 950 ft. If discharging into lighters and loading log timber simultaneously vessels should proceed to Timber Anchorage.

RESTRICTIONS: *(a)* Shifting: Vessels may not berth alongside after dark without special permission but they may leave the wharf, having given prior notice.

(b) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset, except at discretion of Harbour Master. No dangerous cargo may be discharged simultaneously with general cargo except with permission of Harbour Master. Livestock: subject to approval of Veterinary Authority. Certain animals, including cattle, are prohibited imports and exports except under licence.

MAX. SIZE: 20,000 d.w.t. Draft restriction is 24 ft. on the Bar plus the height of tide, mean high water being about 6 ft.

HEALTH: (Also see "Radio" and "Regulations"). If Sandakan is first port of entry into Sabah a vessel must proceed to quarantine anchorage until cleared by Health and Immigration Officials.

The Sabah Government are signatories to the WHO convention on quarantine regulations. If vessel comes from outside State of Sabah then Port Health Authority will require to board in quarantine anchorage before vessel can proceed to wharf or timber anchorage. If, however, vessel is not coming from an infected port Pratique may be granted providing vessel cables Agent prior arrival advising last port of call and whether vessel healthy. Pratique normally cabled to ship but if unreceived, vessel must proceed to quarantine anchorage.

Port Health Authority require completed copy of Maritime Declaration of Health, and copies of Crew, Passenger and Narcotics Lists.

RADIO: Singapore Radio recommended.

(Information required before ship's arrival.) ETA, number of passengers, health situation, Manifest, amount of water required. Vessels not allowed to use their radio in port.

VHF: Marine signal station keeps watch on VHF Channel 16, from 0530 to 2000 hrs.

TUGS: A tug of 636 h.p. stationed at Sandakan.

BERTHING: (Also see "Anchorages").

(a) Mooring: The numbers of a vessel which is berthing alongside will be shown from signal station on Eastern end of Customs House. In addition, a cone indicating tidal stream will be hoisted pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines, a mooring boat will be provided by Marine Department if it is necessary to send lines to dolphins. Old Government Wharf, least depth 19 ft.

(b) Buoys: No mooring buoys.

(c) Lighters: No lighter fleet. The timber companies have their own lighters and scows which can sometimes be hired if not being used by these companies.

Rectangular Island Wharf: The particulars of the berths are as follows:

Berth No.	*Length* (m.)	*Depth* (m.)
1	213	9.45
2	122	6.4 – 9.4
3	76.2	6.1
4	164	7.8 – 9.4

The berths were dredged in 1989.

The berths are constructed to receive containers.

Storage:

2 godowns 12,054 sq.m.
2 open storage areas 5,926 sq.m.
1 container yard 4,182 sq.m.

Equipment:

Container handling:
4 forklifts (6-25 tonnes).
2 tractors (3.5 tonnes).
4 trailers (20 tonnes/20 ft.).

Conventional cargo:
35 forklifts (2 and 3 tonnes).
4 tractors (2 tonnes).
41 trailers (5 tonnes).

CARGO: (a) Tally: Tally clerks supplied by Agent if required. Sawn timber tallied on to scows by timber companies' clerks and tallied into ship by ship's tally clerks. Ship responsible for total number of pieces of timber shown on Mate's receipts. Letters of Credit do not allow the clause: "A quantity said to be" to be inserted on the B/Lading. Log timber tallied into ship by checking against specifications supplied by timber companies.

(b) Inward Cargo: Is tallied out of ship on to wharf or into lighter. Local watchmen can be supplied by Agent if necesary but it is generally found to be more satisfactory if these duties are carried out by crew. Damaged cargo is surveyed on the spot, otherwise no liability of vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-handed Memo certified by Chief Officer is usually accepted as proof.

(c) Heavy Lifts: Usually landed overside on flat-top scows for delivery to private jetties, where they are man-handled to required site. Occasionally consignees provide low-loaders.

(d) Transhipment Cargo: After discharge of cargo from first carrier, transhipment cargo placed under supervision to Ports Authority, unless it is possible to arrange direct transhipment into small coastal vessels.

(e) Outward Cargo: Main export is log timber and is towed out to loading vessels in rafts, each one accompanied by 2 raftsmen. Loading is on a single swinging derrick with gun tackle; the other derrick being used for pulling the logs into position in the holds. Vessels should have, if possible, 2 snatch blocks available at each hatch where log timber is being loaded. Sawn timber loaded in normal manner from scows and lighters. Documents required are shipping order issued by Agent and list of specifications supplied by timber companies. Other exports are rubber, copra, coconuts, palm oil, jungle and sea produce.

(f) Refrigerated cargo: Only small quantities of refrigerated cargo loaded or discharged. No formalities or certificates being required other than compliance with Customs and Agriculture Department Regulations. Inward fridge cargo is confined to foodstuffs, meat, etc., and outward to frozen prawns. 1×65 amp and 3×30 amp reefer points available.

(g) Explosives: Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior to arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

(h) Damaged Cargo: Direct delivery/cargo surveyed at shipside. Cargo discharged into godowns surveyed jointly between Port Authority and ship's representative in damaged cargo lockers.

STEVEDORES: Stevedoring in hands of Port Authority who supply gangs as required.

(a) Working hours, 0730 – 1130, 1300 – 1700 and 1800 – 2200. Gangs ordered at least 12 hours before a vessel arrives.

(b) Overtime. When working in stream, overtime usually from 1100 to 1200 and 1800 to 2200 hrs. Application for permission to work overtime must be made to Customs not later than 1500 hrs. on the afternoon that overtime is to be worked or 1100 hrs. on Saturday for weekend overtime.

(c) Working Sundays and holidays. Work is normally carried out Sundays and it is sometimes possible to arrange for work on some public holidays. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

See "Holidays".

(d) Rate. Log loading is good, comparing more than favourably with other Borneo ports. Rate of loading about 800 cu. ft. hoppus (20 B/L tons) per gang hour for logs, and 6 B/L tons per gang hour for sawn timber. Discharging general cargo about 20 tons per gang hour. Palletised cargoes about 40 tons per gang hour.

MEDICAL: *(a)* Hospitals: Duchess of Kent Hospital will receive sick seamen or officers. Three classes of wards, also isolation wing. Hospital equipped to carry out normal surgery.

(b) Inoculation: PHO will vaccinate or inoculate crew members at Duchess of Kent Hospital.

(c) Death on Board: PHO and Police to be informed immediately. They will then make an investigation into cause of death. If satisfied that death was due to natural causes, a certificate will be issued, and arrangements may then be made for interning the body. Harbour Master must also be informed in the case of seamen.

TANKERS: Two bulk oil installations at Karimunting (Pavitt Point). Esso, with storage capacity of 2,080 tons and Shell, with storage capacity 15,730 tons.

Shell Jetty extends 550 ft. from shore, is 128 ft. long with mooring dolphins 125 ft. from each end. Min. depth alongside 24 ft.

S.P.A. Oil berth, 1,000 ft. length between dolphins, with central discharging pier (73.2 m.). Least depth alongside 31 ft. This berth also used for loading palm oil in bulk. Max. size 30,000 d.w.t.

FRESH WATER: Can normally be supplied from wharf at rate of 20 t.p.h. Private water boat available on request. Occasionally water is not available and, at such times, Agent warns Principals in advance.

FUEL: Lubricants can be obtained in drums and bulk diesoline available at Shell/Esso jetty. Approval must be obtained first from Customs Department and Ministry of Trade and Industry before loading.

FIRE PRECAUTIONS: No fire-floats and in case of a vessel alongside, fire brigade should be summoned by dialling 999. The OCPD should be informed also.

CONSULS: At Kota Kinabalu.

REPAIRS: Marine Department operates engineering workshops at Sandakan.

DRY DOCKS: One in Sandakan for vessels up to 120 tons.

A Government-owned shipyard/dry dock known as Sabah Building, Repairing and Engineering Sdn. Bhd. exists in Labuan to undertake full repairs services has been established for ocean-going vessels.

WATCHMEN: No regulations regarding use of watchmen, who, however, can be supplied if required. There have been only very isolated reports of pilferage in Sandakan.

OPENING/CLOSING HATCHES: Normally by stevedores.

CERTIFICATES: Registry, Load Line, Radio, Safety Equipment and Derat Exemption.

CUSTOMS ALLOWANCES: Tobacco, wine and/or spirits: No control, up to discretion of Officer of Customs and Excise.

CARGO GEAR: Ship's gear used, also for containers ex-feeder ships and heavy lifts in major ports.

REPATRIATION: Normally arranged by Agents.

AIRPORT: Some airports in State are between 4 km. to 10 km. from town centre.

TIME: Local time is 8 hours ahead of GMT. No alterations to clocks.

HOLIDAYS:

Closure of SPA Ports
During Sabah State Public Holidays – 1990:

All ports under the jurisdiction of the Authority shall be closed completely during the following public holidays:–

(a) New Year	Monday	1st January
(b) Chinese New Year	Saturday	27th February
(c) Good Friday	Friday	13th April
(d) Hari Raya Puasa * (2 days)	Thursday & Friday	26th & 27th April
(e) Labour Day	Tuesday	1st May
(f) Harvest Festival	Wednesday	30th May
(g) Hari Raya Haji *	Tuesday	3rd July
(h) Birthday of Sabah Head of State	Sunday	16th September
(i) Christmas Day	Tuesday	25th December

* Subject to alteration.

The ports will however remain open during other public holidays.

POLICE/AMBULANCE/FIRE: Ambulance: Duchess of Kent Hospital, tel. 2111; Police/Fire: Police Station Emergency, tel. 999.
TELEPHONES: Available.
SERVICES: Tank cleaning services can be arranged with Agents. Marine Department deals with compass adjustments.
IDENTIFICATION CARDS: Not required.
DELAYS: Due to weather conditions only.
REGULATIONS: 1. Arrival and Departure. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than 36 hours prior to the estimated time of arrival of the vessel, give notice in writing by filling in Form "A" – "Notice of Arrival" to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 0800 hrs. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within 600 ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

9. Special signals.

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, 6 ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, 6 ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request Pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically 6 ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received Pratique)	Nil	A red light over a white light 6 ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, 6 ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, 6 ft. apart, hoisted vertically where best seen.

GENERAL: *(a) Surveyors:* Harrisons & Crosfield (Sabah), Sdn. Bhd. are Lloyd's Agents, neither Bureau Veritas nor the American Bureau of Shipping are represented.

(b) Fumigation: No facilities.

(c) Ship Chandlers: All kinds of stores and provisions can be supplied at reasonable prices.

(d) Call Signals and Call Flags: (i) Continuous watch kept by signal station during day-light hours. In emergency such as serious injury or fire a ship should hoist appropriate International Code signal and blow whistle or siren to attract attention. Apart from these circumstances and for purposes of navigation vessels are prohibited from using sound signals for any other reason.

(ii) Signals for attracting Public Service Launch: By day: International Code Pendant No. 8. By night: Three red lights vertical. Owing distance of anchorage from jetty these signals often indistinguishable by hire launches unless they are cruising in the harbour. Regular launch services can be arranged if required by Master. No restrictions against a vessel using its own launch or motor lifeboat but it must not land anywhere other than at Customs wharf.

(e) Recreation Facilities: Three cinemas in town which show English-language films. Cricket, football, and hockey matches can be arranged with local teams and several tennis courts available. Only suitable swimming beaches at Berhala Island at mouth of harbour. Yacht Club and Golf Club for members only, but several Shipping Companies pay Corporate Membership fee which enables all officers and first-class passengers to use club. Recreation Club offers facilities for large variety of sports and entertainment; visitors must be accompanied by a member. Churches in town for Anglican, Catholic, Seventh Day Adventist and Lutheran worship.

AUTHORITY: Sabah Ports Authority, Pejabat Pengurus Pelabuhan, Peti Surat 1368, 90008 Sandakan, Sabah, East Malaysia. *Tel:* Sandakan (089) 612411-8 (PABX), 612751 (Direct line). *Telex:* MA 82013. *Cables:* Saports. *FAX:* (089) 612975. *Contact:* Francis Lee Fah Hin, Port Manager.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., Room 902, 9th. Floor, Wisma Khoo Siak Chiew, Jalan Buli Sim Sim, 90000 Sandakan, Sabah, Malaysia. Tel: (089) 213448/271362. Telex: MA 82887 Jarship. Cable: Jarship Sandakan.

SARAWAK COASTAL PORTS

Coastal anchorages at Sibuti, Niah and Suai, 28, 30 and 47 miles S.W. of Miri respectively are being used increasingly for the export of round logs, good holding ground is to be found approximately 3.5 miles offshore in 30 ft. of water. Caution should be observed in the event of sudden wind squalls from the West.

Vessels destined for coastal ports should report to Miri for Customs and Immigration Clearance.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International code Flag "P") to be hoisted, during day-light hours, for at least 12 hours before the vessel is due to sail, or if the vessel is in port for less than 12 hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The Port Clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

AUTHORITY: Kuching Port Authority, P.O.Box 530, 93710 Kuching, Sarawak. *Tel:* (082) 482144. *Telex:* MA 70420-Kuport. *FAX:* (082) 481696. *Cables:* Kuport Kuching. *Contact:* General Manager.

SEJINGKAT (Sungei Sarawak), Sarawak: 01.35 N. 110.26 E.

Anchorage off Kampong Sejingkat approximately 14 miles from mouth of river and 3 miles below Pending Point. (See "Kuching".)

Main timber loading point for the First Division of Sarawak. Loading used to be seasonal due to log rafts having to be towed from felling areas along coast. Since this is not possible during North-east monsoon season shippers now stockpile during favourable weather and loading continues throughout monsoon period.

Vessels up to 580 ft. length and 25 ft. draft regularly use anchorage. No facilities for obtaining fuel. Fresh water obtainable through Marine Department.

Pilots may be picked up off Tanjong Po in the area marked "Pilots" on Admiralty Chart 1822 or at Sejingkat. In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during daylight hours, for at least 12 hours before the vessel is due to sail, or if the vessel is in port for less than 12 hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

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A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

AUTHORITY: Kuching Port Authority, P.O. Box 530, 93710 Kuching, Sarawak, Malaysia. *Tel:* 082-482144. *Telex:* MA 70420-Kuport. *FAX:* 082-481696, 334776 *Cables:* Kuport Kuching. *Contact:* General Manager.

SIBU, Sarawak (incl. Bintangor, Sarikei and Sungai Merah): 02.24 N. 111.56 E. (See Plan)

Sibu is the second largest town in Sarawak. There are 2 navigable routes *(a)* via Paloh River and *(b)* via Rajang River and a third entrance from the North i.e. via Igan River, is uncharted. Sibu is 61 miles from the sea via Paloh, and 70 miles via Rajang.

APPROACHES:

(a) Paloh Channel: The bar was resurveyed in 1975 and shoaling was reported in 1981 to depths of 2.7 m. below chart datum at the middle of the Fairway and Inner Buoys. Masters of ships are advised to consult their tide tables before entering. The buoys are fitted with radar reflectors and the Fairway Buoy is visible for a distance of 10 miles. A conspicuous wreck in position Lat. 2° 28′ N., Long. 111° 14.6′ E. has 2 posts above chart datum, serves as a good approach to the Kuala Paloh entrance, and Tanjong Sedi which is on the North bank of the river is marked by a light beacon.

Vessels using this entrance are restricted to a maximum length of 152 m. and drafts of 6.0 m. during the S.W. Monsoon and reduce to 5.0 m. during the N.E. Monsoon period from November to March. During the N.E. Monsoon periods, vessels of 5.5 m. have entered the Paloh Channel but entrance depends on the state of the sea.

When crossing the Kuala Paloh Channel, strong currents and swell (especially during the N.E. Monsoon period) are liable to be encountered thus necessitating caution.

An Inner Bar with at least depth of 3.7 m. exists where the Paloh joins the Seredang at Tanjong Gelang. This crossing is marked by unlit transits and is sheltered.

(b) Rajang Entrances: Vessels intending to use the Rajang River to Sibu are restricted to 61 m. in length and 7.0 m. in draft as after Tanjung Manis deepwater anchorage, the river is winding, narrow and shallow. The depth of the bar is 5.8 m. below chart datum. 2 wrecks in position Lat. 2° 07.6′ N., Long. 111° 7.25′ E. and another in position Lat. 2° 8.7′ N., Long. 111° 14.2′ E. are marked by starboard hand buoys. There is a bar situated about 3 miles below Sarikei with at least depth of 3.9 m. below chart datum.

From Sarikei to Bintangor the river is winding with some shallow patches. Lebaan Corner which is 15 miles below Sibu has a charted depth of 2.2 m.

There is an obstruction off Tanjong Ensurai approximately 6.25 miles upriver from Lebaan with a depth of 4.6 m. Caution should also be exercised when rounding Tanjong Binjei due to 3 shoals across the river, one of which has at least depth of 3 m.

Vessels using this route to Sibu are advised to navigate with caution as tugs towing barges and logs of 100 m. or more are often encountered.

DOCUMENTS: Port Clearance to be surrendered to Customs when boarding.

Crew Lists and Passenger Lists, 2 copies for Immigration Department, 2 copies for Rajang Port Authority, 2 copies for Customs, 1 copy for Port Health Officer and 1 copy for Port Officer.
List of ship's stores (2 copies for Customs).
List of ammunition (2 copies for Customs).
Health Documents (Vaccination certificates and Cholera Inoculation Certificates to be examined by Health Inspector).

PILOTAGE: Pilotage is handled by the Marine Department. Although pilotage is not compulsory, large vessels are advised to have a Pilot on board when entering the port. Movements of vessels are restricted to daylight hours only. Ships requiring a Pilot enroute to Sibu must indicate the approach channel they will be using. Ships can contact the Pilot via the "Hague Plan" and communicate with the shore via Channel 18, both on VHF radio.

(a) Kuala Paloh. The Pilots embarked off Tanjong Sedi, at position Lat. 2° 25.5′ N., Long. 111° 18′ E. and application for Pilots should be made giving at least 24 hours notice of arrival to "Shipping" Sibu.

(b) Pilots for Sarikei, Bintangor and Sibu via this river normally embarked in buoyed channel West of Jerijeh Lighthouse but it may be necessary for a ship to follow the pilot speedboat to sheltered waters inside turning buoy. Application for Pilots should be made giving at least 24 hours notice of arrival to "Shipping" Sarikei.

ANCHORAGES: *(a)* Sibu Anchorage. Some foreign-going vessels load, with Customs permission, at the mid-stream anchorage.

(b) Restricted Anchorages.

(i) The Anchorage defined by a line running 045° 2.6 cables from position: Lat. 02° 16.89′ N., Long. 111° 49.28′ E. on Pulau Kerto, thence 135° 8 cables to position; Lat. 02° 16.5′ N., Long. 111° 50.4′ E. thence 225° 1.9 cables to shore on Pulau Kerto. For loading and discharging dangerous goods other than petroleum.

(ii) The berth alongside the Sungai Merah Oil Wharf in position approximately 2 miles downstream from the junction of the Rajang/Igan River on the true right bank. For loading and discharging petroleum.

MAX. SIZE: Largest vessel to berth Sibu was 7,372 gross tons and overall length 137 m.

Deepest drafted vessel to berth Sibu was 7.1 m.

Also see "Approaches".

HEALTH: Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

BERTHING:

(a) Principal wharves at Sibu.

1. Rajang Port Authority Wharf 447.5 m. long with least depth of 8.5 m.
2. Sungai Merah Oil Wharf is a 48.8 m. long concrete wharf with at least depth of 4.6 m.

(b) Sarikei Wharf.

Rajang Port Authority Wharf 145.6 m. long with at least depth of 7.6 m.

(c) Bintangor Wharf.

Rajang Port Authority Wharf 48.5 m. long with at least depth of 4.6 m.

STEVEDORES: The Rajang Port Authority provide all labour necessary for loading and discharging at Sibu, Sarikei and Bintangor.

REPAIRS: Sibu is one of the major shipbuilding and repair ports in Sarawak and there are 8 shipyards with slipways of which one of them can accommodate vessels up to 2,000 gross tons.

GARBAGE DISPOSAL: All domestic disposals from vessels, if deposited and properly packed within the port are collected by the Sibu Municipal Council.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: No seaman's clubs are available, but Sibu town centre provides all the usual facilities.

CURRENCY: Malaysian Ringgit (MYR$). U.S.$ 1.00 = MYR$ 2.6845 (11.4.94).

REGULATIONS: The Merchant Shipping (Ports and Rivers) Regulations, 1961:–

8. The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least 12 hours before the vessel is due to sail, or if the vessel is in port for less than 12 hours, for the period of her stay in the port.

9. (i) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the Port Clearance.

(ii) The Port Clearance shall be in the form as prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

10. A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

50. No oil, oily bilge water or substance containing oil of any description shall be discharged or allowed to escape from any vessel or allowed to run off any wharf, into any river or port.

GENERAL: Small quantities of diesel oil bunkers available, also provisions and fresh water. Principal exports rubber, pepper, timber and sago.

AUTHORITY: Rajang Port Authority, 96000 Sibu, Sarawak, Malaysia. *Tel:* (084) 319004-9. *Telex:* LPR MA 72121. *FAX:* (084) 318754. *Cables:* Raport Sibu. *Contact:* Hj. Mohidin Hj. Seman, General Manager.

Marine Department, Sibu, Sarawak. *Tel:* 332754, 332752. *Cables:* "Shipping" Sibu.

AGENT: Pesaka Jardine Shipping Agencies Sdn. Bhd., Room 505, 5th. Floor, Grand Merdin Building, 131 Jalan Kampong Nyabor, 96000 Sibu, Sarawak, East Malaysia. Tel: (084) 332673/332668. Telex: MA72194. Fax: (084) 318689. Cables: "Jarship Sibu".

Associated with Jardine Shipping Agencies.

SIPITANG, Sabah: 05.03 N. 115.31 E.

SHIPMASTER'S REPORT: February 1987.

LOCATION: A new jetty called the "SFI Jetty" has been built for vessels up to about 15,000 tons deadweight at Sipitang in Brunei Bay. Approximate position of jetty is Lat. 05° 02.7′ N., Long. 115° 30.65′ E.

DOCUMENTS: Before proceeding to Sipitang we called at Labuan Quarantine Anchorage to meet Authorities (Customs, Quarantine and Immigration Officers) after which vessel proceeded to Sipitang Anchorage. A pilot was not supplied for above manoeuvring.

APPROACHES: The light which should be in position Lat. 05° 03.65′ N., Long. 115° 30.1′ E. was not in position.

ANCHORAGE: When anchoring at Sipitang, vessels should not proceed nearer than 2.5 miles to 3.0 miles off the jetty as there are fishing stakes in the vicinity and 2 obstructions located at Lat. 05° 02.4′ N., Long. 115° 29.35′ E. and Lat. 05° 03.3′ N., Long. 115° 29.4′ E.

RESTRICTIONS: Great care should be taken when crossing Brunei Bay at night as there are many unlit laid-up tankers and small fishing boats in the area.

TUGS: One tug available.

BERTHING: When going alongside the tug makes fast aft. The starboard anchor was dropped to stop the bow and vessel berthed port side alongside.

Vessel Particulars:

Length	172.0 m.	
Breadth	25.9 m.	
G.R.T.	16,703	
Arrival Draft	Forward	28 ft. 00 in.
	Aft	31 ft. 00 in.

Cargo Discharged: Wood Pulp from West Coast U.S.A./Canada.

GENERAL: There are no banks or chandlers at Sipitang.

We obtained fresh fish and vegetables at the local market and rice, flour, sugar, eggs, cooking oil, etc., at a local store called Rocky Liam.

TANJONG MANIS, Sarawak: 02.09 N. 111.21 E.

(See Plan)

APPROACHES: Rajang River entrance has at least depth of 5.8 m. below chart datum. The entrance is well lit by two lighthouses and one light beacon and the bar is marked by two light buoys.

There is a wreck situated at Lat. 2° 7.6′ N., Long. 111° 7.25′ E. which is approximately 8 cables S.E.×E. of the inner Fairway Buoy marked by a starboard hand buoy and about 7 miles further inwards South-West of Kampong Rajang another wreck at Lat. 2° 8.7′ N., Long. 111° 14.12′ E. which is also marked by a starboard hand buoy.

PILOTAGE: Pilots embarked, weather permitting in the buoyed channel West of Jerijeh Lighthouse but occasionally the Pilot will request ships to proceed into sheltered waters as they use 5 m. fibre-glass speedboats, fitted with VHF.

Application for Pilot should be made giving 24 hours notice of arrival to "Shipping Sarikei" and Masters can call "Rajang Pilot" before arrival.

ANCHORAGE: *Tanjong Manis Anchorage:* This is a deepwater anchorage 20 miles from the Fairway Buoy, used by vessels loading timber. The anchorage can accommodate approximately 3 vessels of 183 m. and 12 vessels of 120 m. – 150 m. in length.

Restricted Anchorage: Abeam of Loba Selemit on the North bank of the Rajang river in position Lat. 2° 08′ N., Long. 111° 16′ 35″ E. is restricted to loading and discharging any dangerous goods.

MAX. SIZE: The maximum length of a vessel permitted is 183 m. and max. draft 8.4 m. and max. size 20,000 d.w.t.

AUTHORITY: Rajang Port Authority, 96000 Sibu, Sarawak, Malaysia. *Tel:* (084) 319004-9 (6 lines). *Telex:* LPR MA 72121. *FAX:* (084) 318754. *Cables:* Raport Sibu. *Contact:* Hj Mohidin Hj. Seman, General Manager.

Marine Department, Sibu, Sarawak. *Tel:* 332754/332752. *Cables:* "Shipping" Sibu.

TAWAU, Sabah: 04.14 N. 117.52 E. **(See Plan)**

PORT LIMITS: The Port of Tawau shall comprise the waters of Cowie Bay and Wallace Bay and rivers entering same contained within the following limits:

A line from Lat. 4° 13.3′ N., Long. 118° 00.0′ E. to the National boundary mark on the Eastern shore of Sebatik Island, thence to the National boundary mark on the Western shore of the said island, thence in a 270°(T) direction to the shores at Burs Point, thence in a 311°(T) direction to Lat. 4° 20.0′ N., Long. 117° 25.9′ E. thence in a 070°(T) direction to Lat. 4° 25.0′ N., Long. 117° 40.0′ E., thence in a 120°(T) direction to the point of commencement.

DOCUMENTS:

(a) To be Produced on Arrival:

Customs

2 Manifests in prescribed form.
2 Crew Lists.
1 Last Customs Clearance.
2 Stores Lists.
2 Passenger Lists.
2 Arms Lists.
2 copies Through Cargo Manifest.
2 copies Crew Personal Effects List.
2 copies Parcels List.
2 copies Narcotic & Dangerous Drugs List.
2 copies Customs Clearance (Last Port).
1 copy Ship's Arrival Report.
2 copies General Information or Vessel's Particulars.

Marine

1 Marine Dept. Boarding Report, required to be completed.
1 Last Port Clearance.
1 Crew List.
1 Passenger List.

Agent

4 (2 for SPA) Manifests in the prescribed form.
1 Crew List.
1 Passenger List.

Immigration

2 Crew Lists.
2 Passenger Lists.

Travel Control Office

2 each, Crew Lists and Passenger Lists.

(b) To be Supplied to Ship before Departure:

Manifests, as required by vessel.
1 Port Clearance and 1 Customs Clearance.
3 copies of Passenger List.

(c) To be supplied by ship prior to arrival:

Where possible, cargo manifests and stowage plans should be forwarded in advance to local Agents and Port Authority ahead of vessels.

PILOTAGE: Not compulsory. A Pilot is available from 0600 to 1800 hrs. for berthing vessels given reasonable notice (48 hours). Marine Department Tel: 73510.

Applications normally made by Shipping Agents with advance notice of 24 hours prior to actual time that Pilot Services are required. Pilot boats are between 30 ft. – 40 ft. length and equipped with VHF/AM sets – 80.4 Mc/s. frequency. Pilot station at Port Office (Marine Department) and location for vessel awaiting Pilot is within Port Limits.

ANCHORAGES: Good anchorage in 8 fathoms 1,000 yd. to 1,300 yd. W.N.W. of wharf; and 350 yd. South there is an anchorage in 8.5 fathoms.

Petroleum Anchorage: An area bounded by parallels of Lat. 04° 15′ N. and Lat. 04° 16′ N. and meridians of Long. 117° 51′ E. and Long. 117° 52′ E. This area is to be marked "Petroleum Anchorage".

Explosives Anchorage: An area bounded by parallels of Lat. 04° 12′ N. and Lat. 04° 13′ N. and meridians of Long. 117° 52′ E. and Long. 117° 53′ E. This area is to be marked "Explosives Anchorage".

Quarantine Anchorage: An area bounded by parallels of Lat. 04° 12.5′ N. and Lat. 04° 13.5′ N. and meridians of Long. 117° 54′ E. and Long. 117° 55′ E. This area is to be marked "Quarantine Anchorage".

RESTRICTIONS: *(a)* Communication ship/shore when lying on Roads: Regular launch services difficult to arrange if required by Master. No recognised signals for summoning a launch, as distance between small boat jetty and anchorage is too great for flag signals to be recognised. No restrictions against a vessel using its own launch or motor life-boat apart from fact that it must not land anywhere other than at Ports Authority Wharf.

(b) Explosives: No vessel carrying explosives shall come within 500 yards of shore or any other vessel except with written permission of Port Manager which will be given provided that:

(i) quantity does not exceed 2,000 lb. of explosives of Class V and VI and are carried in a certified magazine, and there is no other dangerous cargo on board as certified in writing by the Master.
(ii) quantity does not exceed 3,000 lb. and are exclusively of one of the following classes III, IV or VII.

Danger flag must be flown by day and a red light by night.

HEALTH: *(a)* Quarantine: The Sabah Government are signatories to WHO convention on Quarantine regulations. Port Health Doctor will not board, unless vessel comes from an infected port. Instead Maritime Declaration of Health is to be filled out and handed to Boarding Officer of Marine Department, who will require one copy of Crew List and one copy of Passenger List. Vessels should cable Agent prior arrival advising last port of call and whether vessel healthy.

(b) Immigration: Immigration officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration will require 2 copies of Crew List and 2 copies of Passenger List. Vessels are cleared inward until 1800 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.

RADIO: Singapore Radio recommended.

Application for berthing has to be made 24 hours prior to actual time when berthing is required.

Details and requirements:

Name of vessel, gross and nett tonnage, length overall, draft (fore and aft) ETA at berth, ETD from berth, nature and tonnage of cargo to be discharged/loaded, number of gangs required, quantity of fresh water required. Vessels given berth on first come, first served basis.

VHF: A Maritime VHF radio telephone service now operates in the Port of Tawau on Hague Plan Channels 16 and 12.

Continuous listening watch is kept on Channel 16 and the station is operative between the hours of 0600 and 2000 daily.

Vessels are requested to make use of the above facility for notifying ETA, pilotage requirements, etc. Berth availability will be notified on vessel's call.

TUGS: No tugs available.

BERTHING: *(a)* Wharf Light at Tawau in position on N.W. end of Old Wharf, Lat. 04° 14′ 32″ N., Long. 117° 52′ 56″ E.

(b) Tides/Linesmen. The numbers of a vessel which is berthing alongside will be flown from signal station. In addition a cone, indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines; a motor boat can be hired to assist in berthing if prior advice is given.

(c) Old Wharf. Berths No. 1 and 2: Consists of a 220 ft. long approach causeway extending from a reclamation area and a 650 ft. long wharf, 40 ft. wide with a dolphin in line +100 ft. off each end.

New Wharf. Berths No. 3, 4, 5 and 6: Located 400 ft. North West of Old Wharf. 3 berths on the outer side (No. 3, 4 and 5) with a total length 1,000 ft. 1 berth on inner side (No. 6) with a length of 500 ft.

Berth No.	*Depth* (m.)
1	6.09
2	6.09
3	6.5
4	7.5
5	9.14
6	5.0

(d) Monsoon. During strong wind from S.E. and S.W. ships are liable to range alongside wharf, and during S.W. monsoon sea breeze may make it difficult for ships to leave wharf in the afternoon.

(e) Buoys: No mooring buoys in Tawau.

(f) Lighters: No lighters available except a few wooden and steel lighters owned by Bombay Burmah Trading Corpn. Ltd. and Borneo Abaca Limited. Hire of these lighters can be arranged when they are not being used by owners, which is seldom.

CARGO HANDLING FACILITIES: 41 Fork-lift trucks 3-6 tonnes capacity; 19 Towing tractors; 51 Trailers 5-7 tonnes.

Container Facilities: 1×40 tonne super stacker, 1×7.5 tonne Boss forklift truck, 2×40 ft. drawback container trailers, 8×5,000 kg. industrial trailers, 2 forklifts (25 tonne and 19 tonne), 6 trailers (20 tonnes) and 3 towing tractors.

CARGO: *(a)* Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset except at discretion of Port Manager. No dangerous cargo may be discharged simultaneously with general cargo except with permission of Port Manager.

Heavy lifts usually handled at new wharf only. Customs bonded store is available with about 4,000 sq. ft. of space including Customs Liquor and tobacco store. There are no private bonded warehouses to date. There are no facilities for handling or storing bulk cargoes in any quantity.

Livestock: Subject to approval of Veterinary Authority, certain animals including cattle are prohibited imports and exports except under licence.

(b) Damage. Ship's survey should be carried out on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign, certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

(c) Tally: Tally clerks can be supplied by Agent if required, on receiving advance notice.

(d) Inward. Inward cargo is tallied out of ship onto wharf or into lighter. Damaged cargo surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side, but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(e) Transhipment. After discharge of cargo from first carrier, transhipment cargo is placed under the supervision of the Customs, unless it is possible to arrange direct transhipment into small coastal vessel.

(f) Outward. When vessels berth alongside, packages are brought by motor transport and lighters; when in roads, by lighters.

(g) Refrigerator. Only small quantities of refrigerated cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs Regulations. Inward refrigerated cargo is confined to foodstuffs, meat, etc., and outward to frozen fish.

(h) Explosives. Explosives must be discharged into lighters or immediately on arrival onto wharf under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge, or as through cargo.

STEVEDORES: *(a)* Stevedoring in the hands of Sabah Ports Authority who will supply gangs as required.

(b) Working hours 0730 – 1130 hrs., 1300 – 1700 hrs., 1800 – 2200 hrs.

(c) Overtime: Overtime working hours are from 1800 to 2200 hrs. Application must be made to Customs 1 day in advance; double rate charged.

(d) Sundays and holidays: Work normally carried out on Sundays and holidays (See "Sandakan"). Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

(e) Handling Rate: (Net).

Conventional Vessel	:	25 t.p.h./gang
Palletised Vessel	:	50 t.p.h./gang
Container Vessel	:	150 t.p.h./gang

MEDICAL: *(a)* Hospitals. Government General Hospital is only hospital in town, and will receive any sick seamen or officers. 3 classes of wards, but first class ward can only accommodate 2 persons. Hospital is equipped to carry out normal surgery.

(b) Inoculation. Port Health Officer will vaccinate or inoculate Crew members at General hospital.

(c) Port Health Officer. General Hospital, General Office 73533, 72191. Medical Officer-in-Charge 71206. M.O.'s Residence 72239.

TANKERS: Shell Jetty: Least depth 14 ft.

S.P.A. Oil Jetty: Length 76.3 m. Depth alongside 9.75 m. The jetty is about 2.4 km. from the general cargo berths.

DENSITY: 1020 (approx.).

FRESH WATER: Can only be supplied at wharf. 24 hours' notice should be given of a vessel's water requirements. Usual rate of supply is about 15 t.p.h. A water barge is available but no guarantee of availability.

FUEL: Not available except diesoline in drums.

FIRE PRECAUTIONS: No fire floats and in the case of a vessel alongside catching fire, the fire brigade should be summoned by dialling 2999. The OCPD should also be informed.

CONSULS: At Kota Kinabalu.

REPAIRS: No facilities.

GANGWAY/DECK WATCHMEN: Not necessary. Agents may exercise option.

OPENING/CLOSING HATCHES: Normally by Stevedores.

CERTIFICATES: Registry, Load Line, Radio, Safety Equipment and Derat Exemption.

CUSTOMS ALLOWANCES: Tobacco, wine and/or spirits: No control, up to discretion of Officer of Customs and Excise.

CARGO GEAR: Ships gear used, also for containers ex-feeder ships and heavy lifts in major ports.

REPATRIATION: Normally arranged by Agents.

AIRPORT: Some airports in State are between 4 km. to 10 km. from town centre.

TIME: Local time is 8 hours ahead of GMT. No alteration to clocks.

HOLIDAYS: See "Sandakan".

POLICE/AMBULANCE/FIRE: *(a)* Police/Fire, Tel. 089-73111; Ambulance/Hospital, Tel. 089-73533.

(b) Accidents: Hoist a two-flag signal and give a blast of the whistle to call attention of signal station. Police and the hospital should be informed immediately of any untoward incident.

IDENTIFICATION CARDS: Not required.

REGULATIONS: *(a)* Arrival and Departure. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than 36 hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 0800 hrs. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a Customs Officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within 600 ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(b) Special signals:

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International code Signal "2 5"	Two green lights, 6 ft. apart hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, 6 ft. apart hoisted vertically where best seen.
Quarantine (vessel is Healthy request Pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically 6 ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received Pratique)	Nil	A red light over a white light 6 ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green light over a white light, 6 ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, 6 ft. apart, hoisted vertically where best seen.

TELEPHONES: Available.

SERVICES: Tank cleaning services can be arranged with Agents. Marine Department deals with compass adjustments.

DELAYS: Due to weather conditions only.

GENERAL: *(a) Surveyors:* Harrisons & Crosfield (Sabah) Ltd., as Lloyd's sub-Agents, may appoint a Surveyor if a survey is requested.

(b) Fumigation: No facilities.

(c) Ship Chandlers: Fresh vegetables obtainable in limited quantities early every morning from vegetable market.

(d) Priority: Vessels are berthed on a "First come first served" basis. Vessels with 75% inward palletised cargo get priority.

(e) Watchmen: These can be supplied if required.

AUTHORITY: Sabah Ports Authority, Peti Surat 335, 91007 Tawau, Sabah, Malaysia. *Tel:* (089) 773700, 772852. *Telex:* MA 83127. *FAX:* (089) 761808. *Contact:* Thomas Soon Min On, Port Manager.

NOTES

Please also advise Shipping Guides Ltd.

Republic of Maldives

MALE: 04.10 N. 73.31 E.

PILOTAGE: Not available.

ANCHORAGES: Safe anchorage with good holding ground in 50 m. water depth to the N.N.W. of the port. Strong currents of up to 5 knots at times.

RADIO: ETA to be sent to Maldives Ports Authority 24 hours prior to arrival.

Coastal Radio, Dhivehirraggey ge Gulhun (Pvt.) Ltd.
Call sign: 8Q2
Tel. No.: 182
Telex: 66069 MALRAD MF

VHF: Channel 12 used to contact Maldives Ports Authority.

BERTHING:

Accommodation: Male Commercial Port has no berths for sea-going vessels, only a barge lighterage wharf of 250 m. length. All sea-going vessels, other than small coasters, are discharged into a barge at anchorage, depth 3.05 m. – 3.66 m.

Storage: One covered warehouse of 2,850 sq.m. and open storage area of 11,000 sq.m. No refrigerated space.

CRANES: 5 cranes (Tadang 20 tonnes, Cole 12-14 tonnes, Coles 12-14 tonnes, Kobelco 25 tonnes, Kobelco 25 tonnes) and a heavy lift crane of 60 tons maximum at 10 m. radius.

All vessels anchored at Outer Harbour should use their own gear.

STEVEDORES: Ships arriving at Male Commercial Harbour have an average ship turnaround of 4 days. Gang start work at 0730 hrs. and stop work at 2200 hrs.

MEDICAL: IGM Hospital and Male Central Hospital. No advance notice is required. Emergency medical care is available in case of serious illness and accidents.

FRESH WATER: Fresh water is available. However, advance order is required for large vessels. Bottled mineral water of different famous brands are available.

FUEL: Fuel should be ordered through the local Agent.

CONSULS:

Denmark
France
India
Norway
Pakistan
Sri Lanka
Sweden
Switzerland
U.S.A.

HATCHES: Opening and closing of hatches will be undertaken by ship's crew.

AIRPORT: Distance to airport 2.5 km., served by many international airlines.

TIME: GMT plus 5.5 hours.

POLICE/AMBULANCE/FIRE: Police 119; Ambulance 102; Fire 118.

EMERGENCY CO-ORDINATION CENTRE:

1. Male Coastal Radio.
   VHF Channel 16.
   Calling Channel 606, 421, 821, 1221 kHz.
   R/T Distress and normal calling: 2182 kHz.
   R/T Distress and Supplementary calling: 6215.5 kHz, 4125 kHz.
   Range: Within Atlantic Ocean to Pacific.
2. Male Coast Guard.
   Tel: 325981/325134.
   Fax: 320427.
   Telex: 66056 AMAN MF.

BANKS: State Bank of India, Habib Bank Ltd., Bank of Ceylon, Bank of Maldives.

GARBAGE DISPOSAL: Available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Maldivian Rufiyaa (MLD.RF.). U.S.$ 1.00 = MLD.RF. 11.79 (16.7.94).

GENERAL:

Admiralty Pilot: No. 8.

Chart: No. 3323.

Provisions: Basic foodstuffs available in the local market.

DEVELOPMENTS: Construction of an alongside berth for vessels of upto 6,000 d.w.t. is planned. Completion expected at end of 1995.

NOTICE: Issued by Maldive Customs.

Notice to Ships Calling at the Port of Male

1. All ships are required to submit a Port Clearance, Cargo Manifest, Passenger and Crew List and where available any other relevant documents.
2. Departure time should be notified and a Port Clearance obtained.
3. All visitors, officers and crew and passengers of ships are requested to use the Customs Jetty when arriving or leaving Male.
4. All articles are subject to inspection by the Customs.
5. All ships anchored at Male Harbour should exhibit on board the under mentioned lights between sunset and sunrise.
   (a) White anchor light of all round visibility.
   (b) White stern light with 135° illuminated sector.
   (c) Mast light with all round visibility.

The Law On Prohibited Imports into Maldives

1. *Prohibited Items of Import Except for the Use of the State:*
   (a) Any type of gun powder.
   (b) Weapons of war.
   (c) Opium, ganja, cocaine and any other item which could be used as an intoxicant.

Articles carried by foreign distinguished personnel signifying their ranks, titles or honours and articles carried in connection with such ranks, titles or honours by those who accompany such distinguished guests shall be exception to this Article.

2. *Prohibited Items of Import Without a Permit from the Ministry of Home Affairs Except for the Use of the State:*
   (a) All forms of poisons and sulphuric acid.
   (b) Nitrates.
   (c) Dangerous animals.
3. *Totally Prohibited Items of Imports Into Maldives:*
   (a) Pornographic literature and posters.
4. *Prohibited Items of Import Without a Permit from the Ministry of External Affairs Except for the Use of the State:*
   (a) Alcoholic drinks.
   (b) Dogs.
   (c) Pigs or pork.
   (d) Statues (used for worship).

In addition to items stipulated in this Bill, the Principal Collector of Customs shall withhold such items, the import of which is in his opinion shall be prohibited and bring the matter to the notice of the Department of Finance. The final settlement will be in accordance with the decision of that Department.

SHIPMASTER'S REPORT: May 1982 (Updated 1986).

Approaches: Except in very heavy rain during the S.W. monsoon, the visibility is good and landfall can be made easily. The T.V. Tower, South of Male in position: Lat. 04° 10.2′ N., Long. 73° 30.9′ E. is visible at a distance of 30 miles. The dome of the Islamic Centre in position: Lat. 04° 10.7′ N., Long. 73° 30.85′ E. and the minaret of Grand Mosque (Islamic Centre) in position: Lat. 04° 10.69′ N., Long. 73° 30.83′ E. are also visible for approaching vessels.

Recommended entrance to Male is via East Male Passage. As many small fishing, passenger/pleasure vessels are crossing the passage, approaching vessels should be very careful and proceed at slow speed if necessary. Beacons mentioned below are still non-existent, therefore night approach should be avoided.

As there are a number of fishing vessels and other small vessels anchored at Male anchorage, Masters of vessels anchoring should give special care while approaching the anchorage.

The Northern route via Kaduoigiri Passage as described in the Sailing Directions was taken. Apart from a very strong Westerly set near the reef N.W. of Kaduoigiri Island no particulars were observed.

Beacons in the following positions non-existent:
A. Lat. 04° 11.75′ N., Long. 73° 31.05′ E. (West of Dunidu Island).
B. Lat. 04° 12.37′ N., Long. 73° 30.43′ E.
(Reef between Dunidu & Ferdo).
C. Lat. 04° 13.45′ N., Long. 73° 31.54′ E. (Vehamanafushi).

Mooring Buoy (private) in position: 04° 11.45′ N., 73° 30.97′ E. non-existent.

Navigation Warning: Unmanned/unlighted fishing vessel (approximately 60 tons gross) anchored in position: 04° 11.2′ N., 73° 30.55′ E.

Documents: Papers Required: Security: 1 Crew List (search party, search all cabins for weapons/pornographic material).

Doctor: Port Health Form (Male Issue), Vaccination List (Cholera Vaccinations).

Immigration: 2 Crew Lists (all passports checked).

Customs: Last Port Clearance, 1 Crew List, Cargo Manifests, Store List from Head of Catering. Customs will also check whether the vessel is carrying valid Safety Certificates on board, i.e. Safety Construction Certificate, Safety Equipment Certificate, Loadline and Safety Radio Telephony Certificate. Importing of alcohol without prior permission is prohibited. Whatever is on board may be sealed in the ship's bond. Import of Narcotic Drugs is totally prohibited into the Republic of Maldives. Whatever found on board will be confiscated, penalties levied and the Owner/Master and crew will be prosecuted. Customs also gave the ship a "Notice to Ships Calling at the Port of Male". See "Notice".

Agents: 1 Crew List. All passports taken ashore to be returned upon departure with Customs Clearance.

Cargo Handling: (Chief Officer's Report):

Arrived 20th May, 1982. Sailed 24th May, 1982. Port hours: 94 hours 11 minutes.

Three gangs are available in Male to work on board ships, of which 2 were supplied on 20th, 21st and 22nd May. One gang on 23rd May.

The gangs arrived diligently between 0750 hrs. and 0800 hrs. in the morning and worked till about 2220 hrs. except on the Thursday, when they worked till 1730 hrs. and on the 21st when work was interrupted from 1000 hrs. till 1415 hrs. being a Muslim religious festival.

No forklift trucks are available for work on board ships in Male and cargo stacked on pallets had to be dragged from the sides of the holds under the hook. This was the cause of damaged bags of flour and cartons of provisions.

There are 6 lighters available. Empty lighters were regularly supplied, except after rainy periods, when discharging of lighters alongside the wharf is interrupted.

Shore tally staff seemed to be very dedicated in their duties and were accompanied by a Customs Officer/Clerk.

Nett tonnages per hour:
Hatch No. 1: 12.1 t.p.h. (182 tons discharged).
Hatch No. 2: 12.2 t.p.h. (216 tons discharged).
Hatch No. 6: 16.8 t.p.h. (411 tons discharged).

A boat schedule was arranged upon arrival but a regular boat service was never carried out. The Agency appeared not to be in possession of any documentation (manifests, stowage plans, etc.) of the cargo to be discharged.

Developments: 1986: A new quay to bring lighters alongside, with Customs House and warehouses is under construction at N.W. end of Male, to be completed in 1986. On completion of the project the cargo handling will increase.

AUTHORITY: Maldives Port Authority, Boduthakurufaanu, 20-01 Male, Republic of Maldives. *Tel:* 325240, 3275681, 327102, 327228, 325237, 314881. *Contact:* Mr. Ali Abdullah, Managing Director. Ahmed Mujthaba, Assistant Director. Mr. Mohamed Haneef, Assistant General Manager.

Malta

MARSAXLOKK: 35.49 N. 14.33 E. (See Plan)

SHIPMASTER'S REPORT: October 1991.

DOCUMENTS:
3 copies Crew List.
1 copy Crew Declaration (personal effects).
1 copy Stores List.
The agent will supply the following forms:
1 copy Customs Declaration.
1 copy Malta – Pratique Deposition.
1 copy Fourth Schedule (Regulation 10).

The Cargo Gear Book is inspected by officials.

PILOTAGE: Pilotage is compulsory. Pilot comes from Valletta. The pilot will board close to the breakwater from a small, blue coloured launch. Vessels coming from the N.E. can also take the pilot near the Fairway Buoy at Valletta.

ANCHORAGE: Except during strong S.E'ly or S'ly winds, Marsaxlokk affords a safe anchorage with good holding ground. Anchorage position is about 2 nautical miles S.E. of the entrance. Smaller vessels usually anchor close to the East shore.

APPROACHES: Marsaxlokk is easy to enter. The port is approached between Delimara Point and Benghisa Point. The entrance is 8 cables wide and has a depth of 20 m. – 27 m. in the mid channel (which is not marked).

British Admiralty Chart No. 36 was used.

RADIO/VHF: ETA messages to be sent to agent as soon as possible, at least 24 hours prior to arrival, or 48 hours, if vessel carries dangerous goods.

Signal Station should be contacted on VHF (Channels 16 and 12), 2 hours in advance and again when 5 nautical miles off the breakwater. The calls will be answered by "Valletta Port Control", who normally advise the vessel to wait 2 nautical miles off the breakwater until the pilot gives information by walkie-talkie.

BERTHING:

Quay	*Length* (m.)	*Dredged Depth* (m.)
Terminal 1 – South	200	8.00
Terminal 1 – West	168	9.75
Terminal 1 – North	640	13.75
Terminal 2 – West	460	16.50
Terminal 2 – North	500	17.00
Terminal 2 – East	435	12.75
Oil Terminal	640	17.00

A container terminal with 100,000 sq.m. storage area follows a breakwater of 1,000 m. in length. The breakwater has facilities for bulk carriers up to 80,000 d.w.t.

Freeport Terminal: The main quay has a length of 548 m., dredged to 13.75 m., and is in process of expansion to about 640 m. length.

The Freeport is a customs free area.

Equipment:
1 RMG Peiner (13 across – 1 over 4 high stacking).
2 Paceco Transtainers (6 across – 1 over 3 high stacking).
3 Kalmar 42 ton FLTs.
1 Kalmar 36 ton FLT (Ro/Ro).
2 Kalmar 16 ton FLTs.
2 Bendini FLTs.
4 Terberg tractors (4 wheel drive) (Ro/Ro).
8 Terberg tractors (2 wheel drive).
4 Lansing 5 ton G.P. FLTs.
4 Lansing 2 ton FLTs (full free lift).
14 Skeletal trailers.
6 Low loader 50 ton trailers (Ro/Ro).
2 40 ft. side lift spreaders.
2 20 ft. side lift spreaders.
4 Goosenecks.
1 Demag quay crane.
1 Paceco quay crane.
3 Post – Panamax quay cranes.
2 Rubber tyred gantry cranes.

MEDICAL: Treatment available at local hospital.
REPAIRS: See "Valletta".
HOLIDAYS: See "Valletta".

REGULATIONS: The Port Authority is very strict about air and sea pollution.

DEVELOPMENTS: At the Marsaxlokk Freeport Terminal, it is expected that infrastructure works on the first phase of the oil terminal and the warehouses will be completed by the end of 1992. Works will continue on the Terminal I Container Yard extension, quay walls and dredging for the new berths of Terminal II.

AUTHORITY: See "Valletta".

Operator: Malta Freeport Corporation, Freeport Centre, Port of Marsaxlokk, Kalafrana, Malta. *Tel:* 684812/3. *FAX:* 684814.

VALLETTA: 35.54 N. 14.31 E. (See Plan)

DOCUMENTS: On arrival the Master has to fill the Pratique Deposition, the Stores List, the Crew Declaration, and the Crew List (two copies). The forms for the Pratique Deposition and for the Store List are supplied by the Customs Boarding Officer.

Arrival Notice: In accordance with the Port's Regulations Master or Agent of a vessel should give the ETA to the Ports Directorate on a form prescribed by the regulations as early as possible prior to arrival and 48 hours in the case of vessels carrying petroleum or other hazardous cargoes.

PILOTAGE: Pilotage is compulsory for vessels above 500 g.r.t. Pilots for Valletta and Marsaxlokk board vessels at Fairway Buoy, weather permitting. Pilots available round the clock all the year round. In bad weather Pilots board vessels inside entrance, subject to size of vessels, Master's knowledge of the port and Master's willingness to bring vessel up to Bighi Bay.

Vessels are expected to communicate their ETA at the boarding station at least 2 hours before arrival, and to re-confirm their ETA when they are 5 miles off the Fairway Buoy. The pilot boat is called when vessels are 2 miles off the Fairway Buoy.

The pilot boat is equipped with VHF Channels 12, 14 and 16.

ANCHORAGES: Anchorage in territorial waters and in other harbours is prohibited unless expressly authorised by the Ports Directorate.

RESTRICTIONS: Minimum depth at entrance is 16 m. Nature of bottom in entrance channel, rock and mud. Harbour channels – mud.

Harbour entrance and approaches affected by current. With North-Westerly winds there is a set of up to 0.5 knots from N.W. to N.E.

Port is subject to closure in gregale (N.E. gale) conditions – Winter months occasionally, not more than 4 times a year.

MAX. SIZE: Discharging Berths:

Deep Water Quay – 500 m. long, depth 10 m. The quay handles conventional cargo and is furnished with 3 sheds, totalling about 8,500 sq.m.

Berths No. 1, 2 and 3 have maximum depth alongside of 9.75 m. Maximum displacement tonnage of 15,000 tons.

Berth No. 4 has the same depth of water and can take maximum displacement of 25,000 tons.

Pinto Wharves 1 and 2: 264 m. long, depth 10 m.
Pinto Wharves 4 and 5: 250 m. long, depth 11 m.

These wharves are used mainly for cruise liners, naval vessels and ferries.

Flagstone Wharf: 217 m. long, depth 13.7 m. Can handle bulk coal carriers and tankers.

Magazine Wharf: Combined with Laboratory Wharf has total length of 440 m. Depth 12.2 m. – 15.0 m. The Kordin Grain Terminal is equipped to handle bulk grain carriers up to 70,000 d.w.t. Capacity of silos 86,000 tons. Maximum discharge rate 1,100 t.p.h. Maximum loading rate 1,250 t.p.h.

Laboratory Wharf has a length of 220 m. with a depth of 12 m. Two other small berths adjacent to the main wharf are used for Ro/Ro and direct deliveries.

Fuel Wharf has a length of 145 m. with a depth of 9.0 m. and handles direct deliveries.

Gun Wharf has a length of 90 m. with a depth of 7.5 m. and is used for ferry services.

There are other berths at Coal Wharf (length 110 m., depth 7.0 m.) used mainly for direct deliveries.

Anchorage areas within Valletta Port are at Bighi Bay and Barriera Wharf.

HEALTH: Port Medical Officer grants Pratique after boarding vessels on arrival. Accelerated Pratique may be granted through Agent provided crew are all in good health and ship has not called at any infected port during previous 15 days and is coming from a European port.

RADIO: Call sign 9HD. Radio telephone working frequency 2625 kHz. Listening watch 2182 kHz.

RADAR/VHF: The Palace Tower Signal Station may be contacted on VHF Channels 11, 12, 14 and 16 on call sign "Valletta Port Control".

Also see "Pilotage".

TUGS: Tug Malta Limited, which operates a fleet of 6 tugs, provides all tug assistance in the harbours and territorial limits of Malta on a 24 hour basis, 7 days a week. Lines are given at the discretion of the ship's Master under the advice of a Pilot.

BERTHING: Berthing conference held at the Ports Directorate daily at 1100 hrs. between Monday and Saturday when berths are allocated for expected ships. No specific requirements necessary. Once berth has been allocated by Ports Directorate vessels can berth at any time at the allocated berth (container and Ro/Ro berths are available).

Also see "Plan".

EQUIPMENT:
(a) One mobile crane maximum lifting capacity 250 tons.
(b) 2 mobile cranes with maximum lifting capacity of 75 tons.
(c) 6 electrical trucks.
(d) 2 diesel operated forklift trucks.
(e) 26 medium sized trailers.
(f) 10 cab tractors.
(g) Various other smaller forklift trucks and cranes.

STEVEDORES: Port workers for stevedoring are ordered by Shipping Agents and labour is allocated from a pool operated by the Manager of port workers.

Working Hours: Agents may order work according to one of the following three options:
(A) On a day's basis, commencing at 0800 hrs. up to 1700 hrs., with a one hour break from noon to 1300 hrs.;
(B) On a 14 hour shift basis: From 0800 hrs. to 1500 hrs. (day shift) and from 1500 hrs. to 2200 hrs. (evening shift);
(C) On a 24 hour shift basis: From 0800 hrs. to 1600 hrs. (day shift), from 1600 hrs. to 2400 hrs. (evening shift) and from 2400 hrs. to 0800 hrs. (night shift).

An extra allowance of LM 5.00 per head is payable to port workers engaged on night shift duties, and LM 10.00 per head for duties on Sundays and Public Holidays.

MEDICAL: Notice must be given to Agents as early as possible. Hospital facilities available. Crew must be in possession of inoculation/vaccination certificates.

TANKERS: Vessels for Valletta Port must be gas-free, except for the tank cleaning berth. Vessels carrying dangerous petroleum may enter Marsaxlokk Harbour to discharge or load petroleum products (See "Marsaxlokk").

FRESH WATER: Limited amount ex-barge subject to permission from Water Authority. Notice, as long as possible required.

FUEL: Mediterranean Offshore Bunkering Company Limited; Oiltanking (Malta) Limited; San Lucian Oil Company Limited. Grades handled include gas oil, fuel oil, thin fuel oil 30 cST up to 380 cST.

Bunkering may be carried out by barge or at Flagstone Wharf. Bunkers may also be supplied at any of the 5 anchorage areas available off the coast of Malta.

FIRE PRECAUTIONS: Precautions as laid down in Ports Regulations for cargo ships and as in Petroleum Ships Regulations for tankers. Civil tugs partly equipped with fire fighting equipment.

CONSULS:

Embassies in Malta for following countries:

Australia	338201/5	Korea (D.P.R.)	800003
People's Republic of China	334695	Kuwait	337131
Czech Rep.	511330	Socialist People Libyan Arab Jamaharija	334947
Arab Republic of Egypt	334769	Russia	515703
France	331107	Spain	514164
Germany	336531	Sudan	—
Israel	513094	U.K.	241285
Italy	241985	United States of America	241240

Consul Generals (and Honorary):

Austria	239182/627356	Netherlands	244858
Denmark	244858	Norway	245488
Japan	243977	Pakistan	237401
Liberia	243977	Sweden	244858
Republic of Korea	222372	Turkey	244306
Monaco	245488		

Consuls (and Honorary):

Belgium	228180	Portugal	246333
Brazil	225966	Senegal	220064
Greece	246788	Spain	238180
Honduras	—	Switzerland	244159
Iceland	241207	Thailand	330924
Mexico	245802	Tunisia	407000

Vice Consuls in Malta for following countries:

Austria	239182	Spain	238180

REPAIRS: Malta Dry Docks has the capability to carry out normal and specialised engine, hull and machinery repairs such as:

Engine, (diesel, steam, turbine)
Auxiliaries (turbine and diesel)
Turbine re-blading
Propeller servicing, repairs including re-tipping (tips cast in yard) and balancing
Dynamic balancing of rotors
Boiler and heat exchanger chemical cleaning
Rudder and tailshaft alignment and repairs
Gritblasting (internal/external) to all standards
Hull cleaning by high pressure water jet
Refrigeration system repairs
Replacement of lignum vitae stern tube bearings
Installation of Deutsche Werft Simplex stern tube sealings
Internal/external cathodic protection
Combustion control system repairs
Re-tubing of boilers, brickwork and lagging
Renewal of heating coils, cargo and stripping lines
Hull repairs (welded and rivetted)
Jumboizing.

Travelling Repair Parties:

Malta Dry Docks Travelling Repair Parties are available to carry out repairs at sea both as an emergency repair, or as a means of reducing lay-up time during normal voyage repairs or classification surveys.

It is possible to shorten the time of refits by employing a travelling repair party to commence work before entering or complete after leaving the Dry Docks, non-critical items being completed on passage.

Malta allows the maximum use to be made of Travelling Repair Parties, situated as it is in the centre of the Mediterranean, midway between Gibraltar and Port Said. It is ideally placed on the shipping lanes between the East and West and connected by daily air services to Europe and North Africa.

Malta Dry Docks Travelling Repair Parties are equipped to carry out the following work:

1. Repairs to main and auxiliary boilers, including re-tubing, renewal of brickwork and insulation and fitting of new furnaces in Scotch type boilers.
2. Overhauling and repairing deck and engine room auxiliary steam and diesel plant, cargo systems and valves.
3. Repairs or replacement of cargo tank heating and stripping line systems, in cast iron, steel or aluminium/brass.
4. "Metalock" cold repairs to castings by trained specialists.
5. Gas or electric welding to Classification Society requirements for steelwork repairs and reinforcements.
6. Repair or renewal of electrical wires and cables.
7. Overhaul or installation of any electrical machinery.
8. Repair or installation of all navigational aids, i.e., radar, radio, auto-pilots, gyros by qualified personnel.

Any enquiry will receive immediate attention by radio, telex or telephone.

SURVEYORS: Lloyd's Register of Shipping; The London Salvage Association; American Bureau; U.S. Salvage Association; Det Norske Veritas; Registro Navale Italiano; Bureau Veritas; Germanischer Lloyd; Panama Bureau of Shipping; Nippon Kaiji Kyokai.

DRY DOCKS: Malta Dry Docks.

Docking Facilities:

Dock Number	*Length (m.)*	*Inside Beam (m.)*	*Depth (m.)*	*Cranes Capacity (tons)*	*Other Facilities**
1	153.92	21.64	5.57	1×50 1×5	A–S–FW–SW
2	169.6	24.68	9.96	1×4 3×5 1×20	A–S–FW–SW
3	142.9	17.67	9.55	1×4 2×10 1×20	A–S–FW–SW
4	262.5	39.6	10.3	1×5 1×10 1×50	A–S–FW–SW
5	216.4	28.04	10.52	1×5 1×10 1×50	A–S–FW–SW
6	360.0	62.0	10.72	1×150 12×30	A–S–FW–SW O–P
7	100.0	35.35	4.32	1×150	FW–SW–A

*A – Compressed Air FW – Fresh Water O – Oxygen
S – Steam SW – Salt Water P – Propane

Capacity of No. 6 Dock 300,000 d.w.t.

GANGWAY/DECK WATCHMEN: Gangway recommended. Deck compulsory.

OPENING/CLOSING HATCHES: By ship's crew or shore labour.

CERTIFICATES: Ship's Register; Load Line Certificate; Derat Certificate; Factory Act Book.

CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, plus one bottle spirits (officers only).

CARGO GEAR: Certificates of cargo handling gear have to be valid before cargo work can commence. Factory Act Book to be endorsed quadriennially and annually.

REPATRIATION: Facilities exist for crew changes and repatriation by air.

AIRPORT: Luqa Airport is 4 miles from port, served by Air Malta and other airlines. Daily flights to London and Rome. Also other flights to other countries.

TIME: GMT plus 1 hour in Winter. Summer time kept from last Sunday in March until last Sunday in September.

HOLIDAYS: New Year (1st January – no work); St. Paul's Shipwreck (10th February); St. Joseph's Day (19th March); Freedom Day (31st March); Good Friday (no work performed at all on this holiday and in the afternoon of Tuesday Carnival); St. Joseph the Worker (1st May); Sette Giugno (7th June); St. Peter and St. Paul (29th June); Assumption of B.V. Mary (15th August); Victory Day (8th September); Independence Day (21st September); Immaculate Conception (8th December); 13th December (Republic Day); Christmas Day (25th December); (no work performed at all).

TELEPHONES: Can be arranged at the Dry Dock Berths, and on buoys.

SERVICES: Tank cleaning and underwater hull cleaning undertaken by Malta Dry Docks.

Ricasoli Tanker Cleaning Installation:

The tanker cleaning installation at Ricasoli accepts cleaning for dry docking, repairs and survey for upgrading tankers.

The jetty area consists of a 100 m. jetty, situated immediately inside the Grand Harbour, and capable of berthing tankers up to 100,000 d.w.t. at a maximum draft of 8.5 m. in 10 m. of water.

Tankers are assured of immediate attention on arrival from a trained crew of tank-cleaning personnel. Work is continuous 24 hours per day from the time of arrival of the vessel, together with a 24-hour security watch.

1. Washing: The installation supplies hot wash water at a temperature of 60°C and a pressure of 14 kg./sq.cm. to operate 4 washing machines simultaneously, with a delivery rate of 30 – 34 t.p.h. The discharge of slops and/or ballast is at a maximum of 1,200 t.p.h. Chemical cleaning is also undertaken and Malta Dry Docks holds stocks of well-known chemicals.
2. Gas-freeing: The installation operates 3 compressors and 6 Meco ventilators, together with trunking, are available for gas-freeing.
3. Steam Supply: This is available at the jetty when required. All associated tank-cleaning equipment is available for ship's use.

Full fire-fighting facilities are available at the jetty.

The installation also makes distilled water for sale to ships and a separate line is available at the jetty for the discharge of this product.

The reception and treatment area incorporates reception tanks, treatment tanks and an observation tank with separating baffles and oil sump. In addition there is an oil storage tank and a distilled water storage tank.

The boiler house accommodates 3 Scotch boilers with all associated auxiliary equipment. The steam supply is extensively used in the plant area for heating and treatment purposes. An evaporator-distiller is incorporated in the Boiler House for the production of distilled water.

The whole area has been designed to be perfectly safe and is to the standards laid down by the Institute of Petroleum Safety Codes for Installations storing Class A Petroleum. Strict safety regulations are applicable to the whole plant and the tank-cleaning crew has been thoroughly trained in these matters.

Mediterranean Oilfield Services Co. Ltd.:

Address: Manoel Island, Malta. Tel: 336408, 336409, 339656, 331411, 338195. Telex: MW1273, MW1485. Cables: Medserv, Malta. 24 hour service, 7 days a week.

Devoted solely to the oil industry. 800 ft. deep water quay frontage. 1,722 sq.ft. bonded warehouse. 40,000 sq.ft. covered storage. 20 acres open storage. Office space. Catering services.

One operation for loading mud, cement, water, pipes, fuel and other supplies. Labour contractors.

POLICE/AMBULANCE/FIRE: Police 191; Ambulance 196; Shore Fire Brigade 199.

BANKS: Bank of Valletta, Central Bank of Malta, Lombard Bank (Malta) Ltd., Mid-Med Bank Ltd., Melita Bank International Ltd.

SHORE LEAVE: There are no restrictions for crews to proceed ashore.

IDENTIFICATION CARDS: A personal identification card not required. Passports or seamen's books will suffice.

GARBAGE DISPOSAL: Garbage collection services are provided by private companies 24 hours per day.

WASTE OIL DISPOSAL: Tank cleaning is carried out at the Ricasoli Tank Cleaning Installation which is capable of berthing tankers up to 100,000 d.w.t. Tel: 828089.

SEAMAN'S CLUBS: None.

CURRENCY: One Maltese Pound = U.S.$ 2.5475 (27.2.94).

GENERAL: Important that tankers are gas-free before entering, and that vessels do not carry explosives.

DEVELOPMENTS: The Sea Passenger Terminal at Gun Wharf has been extensively refurbished during the past year (1993), with the aim of providing passengers with enhanced facilities.

During the coming year (1994), projected infrastructural developments will include a further extension to Pinto Wharf, the construction of a fourth quay along with an administration building at the Port of Mgarr, Gozo, and the construction of a fuelling jetty at Ta'Xbiex. Works will also be taken in hand for the construction of a Security Gate Complex at the Deep Water Quay.

Also see "Marsaxlokk".

AUTHORITY: Ports Directorate, Malta Maritime Authority, Marina Pinto, Valletta VLT 01, Malta. *Tel:* 222203/4/5. *FAX:* 222208. *Contact:* The Executive Director (Ports).

AGENT: Kirton & Co. Ltd., 18/19 Floor 3, Europa Centre, Floriana, Malta. Cable address: "Kirton Malta". Tel: 234360. After hours 372787, 319861, 820599. Telex: MW 1241. Sole and exclusive Agents for Lambert Brothers Ship Agencies Ltd.

NOTES

Please also advise Shipping Guides Ltd.

Marshall Islands

MAJURO: 07.07 N. 171.10 E.

SHIPMASTER'S REPORT: December 1990.

The vessel departed Guam on December 12th 1990, bound for Majuro. Typhoon Russ hampered the vessel's progress and we did not arrive until 0800 hrs. on December 19th. Contact with the agent was not confirmed throughout the voyage. Although the agent's answerback was received and messages were transmitted, they did not illicit replies. Shell Singapore assisted by contacting the agent and confirmed the receipt of vessel's ETA's. Direct contact was made by VHF on Channel 16.

Marshall Atoll was detected on the radar at a range of 20 miles. A pilot boarded one mile from the entrance to the lagoon. The channel is marked by 6 pillar beacons, at the time of our visit the first beacon on the port side was missing. Coral heads were visible on the starboard side, the reefs on the port side were not. On both sides, the dangers extend beyond the marker beacons, therefore the vessel had to be lined up with the channel well before entering it. A strong N.W.'ly set was experienced off the entrance, which tended towards the coral heads. Once inside the lagoon the passage to the berth was virtually unobstructed. Distance from pilot to berth was 14 nautical miles.

The berth is owned by the Marshall Island Armed Forces and operated by the Marshall Islands Power Company. It is a continuous concrete wharf, with horizontal wooden fenders and vertical rubber fenders along its length. The depth of water was reported to be 43 ft. alongside, and the wharf was reported to be 320 ft. long. Prevailing winds are from the South and the jetty has been constructed on a line 084°/264°.

The wharf is used for general cargo imports, in addition to the importing of gasoil for the power plant. No other vessel is, however, allowed alongside when a tanker is using the wharf. The gasoil is received via a flexible hose to a caged manifold connected to the storage tanks. Size of reducer required is 8 in. The hose was positioned using a fork lift truck and the ship's crane.

There are no tugs and no evidence of repair facilities. No dirty ballast or slop facilities are provided. Mobil have a tank farm terminal and seem to be the main supplier of Mogas to the Island's garages. The Power Company sell some of the imported gasoil for bunkers to fishing vessels and local boat owners. There is a jet runway and seaplane service. Most flights are by the runway, the seaplane being little used. It was reported that there are frequent flights.

The vessel was boarded by Customs, Immigration and Health Officials on arrival at the berth.

The following documents were required:
5 copies Crew List.
1 copy Passenger List.
1 copy Vaccination List.
1 copy Previous Ports List (last four ports).
1 copy Crew Declaration.
1 copy Stores List.
1 copy Declaration of Health.
Clearance from last port.

There were no problems with the formalities and the ship's clearance was arranged in advance. The port has just established a double clearance procedure were the vessel must have both port and customs clearance before departure. Although the clearance was arranged in advance there was a delay whilst the agent brought the documents to the ship.

The Marshall Islands are part of a group known as Micronesia, however they use U.S. Dollars as the standard currency. There was little commercial activity in the port and on the Atoll. Robert Reimers Enterprises run the main hotel, bank, supermarket and most commercial activities on the Island.

SHIPMASTER'S REPORT: June 1992.

Although classed as a U.S. Trust Territory, the Marshall Islands are, in fact, independant and have their own flag.

Papers required for Port Officials are:
4 copies Crew List (Not U.S.).
Customs Declaration Form.
Stores List.
Derat/Exemption Certificate.

Considerable difficulty experienced in contacting Agents, Robert Reimers Enterprises, by telex. Although the List of Agents showed the Telex No: 7300930, vessel could only make contact using 7650930 and 7657300930, both giving "answerback" as "Comwriter Senior". After arrival, the Agent confirmed that the "answerback' was the Agency, but stated that only one message was received from the ship, this being the 24 hours ETA. Our telex machine confirmed receipt of all messages sent to Agent's number with "answerback", both before and after transmission. Having had no reply to questions raised in the first telex sent, a satellite telephone call was initiated and a successful connection made to Agents.

As Robert Reimers have several operations in Majuro, one has to request the shipping agency when telephone contact is made. Dialling the number direct gave a "no service" tone, and we evertually succeeded using the Australian Satcom. Operator. The telephone code used was 692 for Marshall Is., then 9 for Majuro, then the number. The first number in the List of Agents (3250) gave "no service", but the second number (3470) was successful.

Pilotage is daylight only and pilot boards at Calalin Channel. The pilot inwards was the Harbour Master and the Berthing Pilot. He also unberthed the ship and took us out through the channel.

In addition to information already supplied, the following is worth noting. There can be strong cross currents running across the channel from East to West, and it is recommended to ask the pilot to board outside the channel. Pilot boards using a small private motor boat. The current British Admiralty Chart is out of date, as the Calalin Channel Beacons are in different positions and the berth/cargo wharf is not shown. Most of the port hand beacons in the channel are missing, having been damaged in a previous typhoon. When going through the channel inbound, only Beacons No. 1, 3 and 5 are to starboard and No. 6 to port. Once inside, there are no major problems. The beacons shown on the chart are in position Lat. 07° 05.2′ N., Long. 171° 21.9′ E.

Vessel anchored overnight 2 miles WxN of the berth in 25 fathoms with a slightly sandy bottom. The berthing went smoothly, but without tugs, and the line boats were small motor boats, the same as the pilot used. Vessel berthed starboard side to and the bow overhung the end of the solid wharf by about 10.0 m. The port anchor was dropped approaching the berth and springs were run first. Anchor chain was slacked out as vessel moved in towards the berth, and then held on to bring the bow out and the stern in. Vessel ended up with 7 shackles out. Owing to the overhang, there was nowhere to lead proper headlines, except to the fishing wharf further up, and that would have required permission from the owners of the wharf and taken considerable time. As it was, the moorings were sent as breast lines and springs from the forecastle and headlines from the maindeck. The vessel was safely moored 2-2-2 in that manner.

Vessel discharged one grade, gas oil, through an 8 in. connection. Shore line was 16 in. to tanks close by. Overall discharge rate achieved was about 1,050 cu.m./hr.

Unmooring was conducted by letting go all moorings except one forward spring, with the anchor in gear. The vessel then steamed slowly forward against the spring, bowsing in the bow until the stern was well clear of the dock. The spring was then let go and with engine on dead slow astern, the anchor chain was then heaved in to pull the bow out and astern. In moving astern, the bow swung slowly to starboard with little or no weight on the chain. Once the anchor was aweigh and clear, the turn to starboard was continued, with the vessel still moving astern.

A point to watch here, is that there is a mooring buoy some 250 m. – 300 m. off the berth. This buoy, which is not on the chart, is used for unmooring in strong N.E. winds, when a mooring line is secured to it to heave the stern off the berth.

The turn to starboard was completed with engine changed to turning ahead and vessel proceeded seawards.

SHIPMASTER'S REPORT: December 1992.

General Information: Majuro Island is an atoll and is the main island of the Marshall Islands.

This vessel made the voyage to Majuro Island in the month of December 1992. In that period, a Northeasterly wind blows constantly with wind sometimes dying down unexpectedly, but also increasing to Force 8 during squalls.

Normal wind force in the month is 4-5, which makes unmooring rather difficult, and sometimes impossible, as the wind is then blowing on to the jetty.

Load port was Singapore, Guam first discharge port, Majuro second and Saipan third and last.

Arrival draft in Majuro was 8.50 m. even keel, and departure draft 4.65 m. forward and 6.90 m. aft.

Approach: Entering and leaving is only during daylight hours.

Anchoring outside not possible due to deep water.

Good radar echo at approximately 20 miles.

Calalin Channel is the approach channel, which is deep and wide.

Buoyage rather poor, but sufficient.

Coral reefs and shoals clearly visible and buoyed where necessary.

Charts used: B.A. 984 of no use, as scale is too small. U.S.C.G. 81782 is of large scale. This chart is not obtainable at Singapore, but when Guam is first port, then Guam Agent can obtain this chart, when requested, and is recommended.

Warning: On both charts buoys not charted correctly. Also shoals and reefs not as charted.

Calalin Channel and lagoon are free of dangers. If there is a shoal, it is buoyed, but not according to chart. This makes entering and leaving during daylight only, absolutely a must.

Strong cross currents experienced in Calalin Channel.

Pilots: Compulsory.

Pilot will board by a small motor speed boat.

When there is a heavy swell outside, which is often, Pilot cannot board outside, so will meet vessel in the lagoon.

Pilot will then talk ship in via VHF Channel 16.

Same will be done when outward bound.

Approach was made on course 175°, keeping the 3 green buoys on starboard side and the only red buoy on the port side. However, one cannot see the colour of the buoys at a distance, so Pilot will inform vessel.

It is essential to keep contact with the Pilot.

It may be possible that buoys will be changed at a later date, in order to meet the need for safe navigation, as shoals will change.

There are 2 Pilots, however one is mostly off the island, and the other one will then meet vessel.

Pilot to be ordered well in advance through Majuro Agent. Pilot is very competent, but he cannot board ship by pilot ladder, only by accommodation ladder.

One has to guess what side ship will berth, and consequently what side ladder has to be rigged.

During N.E.ly wind, berthing will be starboard side to.

Anchorage: Only possible in the lagoon, and according to Pilot not everywhere has good holding ground.

From the entrance channel to the jetty, vessel has sufficient time for accommodation ladder handling.

Jetty: The jetty is situated in the S.E. corner of the lagoon in position Lat. 07° 05.2′ N., Long. 171° 21.8′ E. Jetty direction is 080°.

Jetty is made of concrete, and has a horizontal top beam of wood, which is broken in some places, and heavy steel nails could cause some damage to hull.

NOTES

Please also advise Shipping Guides Ltd.

Vertical rubber fender strips are placed regularly alongside the jetty. Bollards are placed at sufficient and regular intervals. This is not ideal, as an uneventful landing could therefore be on the concrete. High winds (squals of Force 8) could easily cause this.

Jetty length was estimated at at least 400 m.

Jetty is used for the inter-insular cargo ships (coasters) and visiting fishing vessels.

Jetty is not charted on both charts.

Berthing: No tugs or line handling boats are available. Ship will berth at the East end of the jetty, where the hose connection is located. In our case, we berthed starboard side alongside, with 8 shackles in the water on the port anchor.

As the ship's bow is close to jetty end, the forward ropes/breast lines are rather short. Aft ropes/breast lines were sufficient in length. 4 head ropes/breast lines and 2 forward springs were used. 5 aft ropes/breast lines and 2 aft springs were used. Due to the strong N.E.ly wind, one extra forward spring, leading forward, was used.

Other ships can moor close to the ship's stern.

It was very hard to get the bow alongside the jetty, due to the strong wind (Force 8) during mooring, and even with Force 4-5, it was difficult.

Draft: Various sources all issue drafts, ranging from 10.7 m. (Sietco), 10.50 m. (London) and 10.0 m. (Pilot). U.S.C.G. Publication 126, Sailing Directions for the Pacific Islands (obtainable in Singapore) states: Contact Local Authorities as depth may change and vary.

It took nearly 2 weeks to get a proper answer on the draft question, due to very difficult communications with Majuro.

Unmooring: Impossible during N.E.ly winds. Turning on fore springs with slow ahead and hard starboard rudder caused aft ship to turn away from jetty unsufficiently to get safe distance from jetty.

Any ship moored astern has to vacate jetty in order to avoid any touching with own ship.

Unmooring had to be abandoned and postponed to next day. Strong wind can last for several days. In that case, vessel has to seek assistance from any other vessel capable of towing.

There is a large buoy moored for the purpose of pulling the stern away. However, this is not recommended, due to the fact that 3 ropes have to be lashed together to reach the buoy.

Sometimes Pilot can arrange a launch to assist in pulling, but this is not always the case.

In our case, a visiting fishing vessel sent his skiff on our request and made fast and pulled the stern away from the jetty.

Special Regulations: Proceeding to and from Majuro requires navigation through the Kwajalein Missile Testing Area. This is a 200 miles radius area from Kwajalein (See B.A. Chart 761 Notice, and Pilot No. 61 and U.S. Publication 126).

In case vessel is unable to call Kwajalein Control Radio Station (ABK) by radio, then Guam Agent is able to contact the Military on Kwajalein on behalf of the Master and ask permission. Contacting the Military directly from ship, other than by radio, is impossible. There is no telex, and the telephone system is the Military telephone system, which cannot be penetrated by civil craft.

Typhoons: Majuro is situated in the region where most of the N.W. Pacific typhoons are generated. The track Guam/Majuro/Saipan is the most common track for these typhoons.

On this voyage, 2 typhoons of 945 mb. and 900 mb. were encountered within one week, all on the track Guam/Majuro. Normal typhoon warnings through the various meteo stations. There is one station which gives updates every minute. If vessel tunes to 15,000 kHz, it will have on line Port Collins in Colorado, which give warnings in human voice and the UTC time signal. After the UTC beep, updated and useful information is given for this area regarding tropical depressions, tropical storms and typhoons.

Martinique

FORT DE FRANCE: 14.36 N. 61.04 W. (See Plan)

PORT LIMITS: The seaward limit of the port is the broken line joining the following points: Extremity of Pointe des Negres, South of Fort Saint Louis, Red Buoy No. 3, Black/Yellow Buoy S., Green Buoy No. 6L and Pointe Desgras.

DOCUMENTS:

Maritime Declaration of Health.
4 Crew Lists.
2 Provisions Lists.
2 Lists of Passengers in Transit.
5 Lists of Passengers Disembarking.
2 Lists of Crew Personal Effects.
2 Vessel's Particulars Declarations.
2 Cargo Manifests.

Tankers Only: Certificate of Insurance against Oil Pollution.

PILOTAGE: Call Pilot by International Code flag "G" or by sounding "G" on whistle. Pilot launches are painted black. The Pilot joins vessel on arrival at Pointe des Negres. If Pilot not available, vessel must anchor in the Baie des Flamands, East of Point des Negres to await Pilot.

ANCHORAGES: In Baie des Flamands in front of the town. Depths of 10 m. – 14 m.

MAX. SIZE: Length: 180 m. for vessels with one right hand propeller and without bow-thruster. 250 m. if vessel has two propellers and bow-thruster. See also "Tankers".

HEALTH: Request Free Pratique by radio or can be obtained on arrival when Master completes Health Declaration and presents Health Certificates.

RADIO: Fort de France Radio, call sign FFP. ETA message to Agent required 24 hours before arrival on working days or 48 hours on holidays. Message to include number of crew on board, flag, ship's name, tonnage, length, beam, max. draft on arrival, date and time of arrival.

VHF: Port Authority on Channel 16. Pilot on Channel 13.

RADAR: None.

TUGS: None available or required.

BERTHING:

Quay	*Length* (m.)	*Depth* (m.)	*Remarks*
Avisos – Arsenal	106	6.5	French Navy
Ouest	138.5	7.5	Naval repairs have priority
Tableau Ouest	93	6.5	
Bassin Radoub	200	8	Dry Dock
Oil Quay – Aux Huiles	88.5	7	French Navy
Grands cargos	135	8	Large cargo vessels
Darse	110	9	
Annexes	113	8.5	
Tableau Tourelles	83	11	
Tourelles	320	11	Cruise Ships have priority North end of Tourelles Quay
Poste Ro/Ro			
Battellerie	135	5.5	Fishing vessels have priority
Phares – Balises	50	4	Reserved for Lighthouse and Buoy Tenders
Hydrobase	390	11	
A conteneurs	250	12	2 Container Gantries

Container Quay: Length 250 m., depth 12.0 m. 2 Paceco gantry cranes with lifting capacity of 40 tonnes. Available on reservation 10 days in advance to Chambre de Commerce et d'Industrie de la Martinique (C.C.I.M.), 50 Rue Ernest Deproge, B.P. 478, 97205 Fort-de-France Cedex. Telex: Chamco 912633.

STEVEDORES: *Working Hours:* 0700 – 1100, 1300 – 1530. Overtime payable 1100 – 1200, 1200 – 1300, 1530 – 1730, 1730 – 1800 and 1800 – 2200. Night work can be ordered for 2200 – 0200 and 0200 – 0600. Double time payable for Sunday work.

CRANES: None available.

MEDICAL: Doctor and hospital facilities available.

TANKERS: *Petrol Pier:* Depth alongside 17 m., can accommodate tankers up to 300 m. length and 120,000 tonnes displacement. Crude discharge through 2×12 in. Chicksan Arms, capacity 4,500 t.p.h.

DENSITY: About 1028.

FRESH WATER: Available from quay in unlimited quantity except during dry season. Rate 50 t.p.h. – 80 t.p.h.

FUEL: All grades available subject to 12 hours' advance notice.

CONSULS:

Belgium
Canada
Colombia
Cuba
Denmark
Dominican Republic
Germany
Haiti
Italy
Mexico
Netherlands
Norway
Panama
Portugal
Senegal
Spain
Sweden
Switzerland
U.K.
U.S.A.
Venezuela

REPAIRS: Minor repairs possible.

DRY DOCK: 1×200 m. length, 21 m. wide. Equipment restricted.

SURVEYORS: *Lloyd's Agent:* Tel. 715566.

GANGWAY/DECK WATCHMEN: Recommended. Performed by crew members.

OPENING/CLOSING HATCHES: Can be performed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes per man. All alcohol to be declared.

REPATRIATION: Facilities for crew change and repatriation.

AIRPORT: 9.5 miles from the port, served by regular airlines.

HOLIDAYS: 1st January, Shrove Tuesday, Ash Wednesday, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 25th December.

POLICE/AMBULANCE/FIRE: Police, Tel: 17 or 71 00 24; Ambulance, Tel: 17 or 71 59 58 or 70 36 48 or 71 48 88. Fire, Tel: 18 or 71 22 64.

TIME: GMT minus 4 hours.

TELEPHONES: Available in cruise ship reception building at Quai des Tourelles.

SERVICES: No tank cleaning equipment, tank-washing, or compass adjusting.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Seaman's Book.

DEVELOPMENTS: A third container gantry of 45 tons is to be installed. Cruise ship terminal at Baie de Flamands available.

SHIPMASTER'S REPORT: December 1988.

Belle Fontaine: (See "Plans").

Vessel: LOA 150 m. Beam 21.0 m. Summer draft 9.05 m. 10,330 g.r.t. 5,584 n.r.t. 3 hatches.

After completion of cargo operations at Fort de France, the pilot boarded and vessel sailed for Belle Fontaine.

The Master takes command from Fort de France pilot station to about 1.5 miles before the berth at Belle Fontaine, when the pilot again assists. The regular pilot boat follows with additional crew from Fort de France and assists in taking the ropes to the dolphins and the jetty. Usually, and preferably, the pilot berths the vessel port side alongside against a slight current. The berthing is also done, preferably, in the early morning, due to absence of wind. The starboard anchor is dropped to 2 shackles on deck when the vessel is about 4 to 3 cables from the berth and is slacked away as required. The anchor is not of use for berthing but is for assisting unberthing. Under normal conditions the vessel makes fast with 2 long headlines and 2 stern lines to the dolphins and 2 springs each, forward and aft.

The berth is built of concrete on a solid foundation, the sea bottom is rock covered with boulders. The berth is very well fendered with 8 large tube-type rubber fenders of about 1.20 m. diameter and 1.50 m. length. Both corners of the berth are additionally protected with 4 smaller tube-type fenders on each side.

The berth is fitted with 2 modern loading arms for receiving fuel for the power station, to which the berth belongs. The berth is also used to receive equipment and spares for the power station, as well as shipping used parts. We loaded 150 tons of general, consisting mainly of oversized and heavy material, also some 40 ft. containers of up to 30 tons each. The space on the berth is limited and if the vessel has to work on a second hatch it has to shift. There is sufficient room to manoeuvre with 40 ft. trailers. The stevedores come from Fort de France.

If vessels are berthing at Belle Fontaine and come directly from overseas, the customs broker takes all documents to Fort de France to obtain Clearance. Usually the authorities do not come on board.

The pilot has to be ordered from Fort de France, and will await the vessel 1 mile Northwest of the berth. All regulations valid for Fort de France are valid for this berth. The official name of the berth is: Fort de France, berth Belle Fontaine.

If repairs or stores are requested it has to be organised through Fort de France companies. In an emergency small amounts of fresh water can be taken by a 1 in. pipeline.

The position of the berth taken by bearings and from official sources (B.A. Chart No. 371) differs slightly from the position taken from the satellite. The latitude shows no difference but the longitude obtained by satellite is 61° 10.47′ W., whereas the position on the chart shows 61° 08.7′ W.

600 m. inshore of the berth is a new power station with 2 conspicuous chimneys. They are illuminated at night by white lights and make a good landmark by day and night. The chimneys are in line 055°.

AUTHORITY: Direction Departementale de l'Equipment (DDE), B.P. 661, Boulevarde du General de Gaulle, 97262 Fort de France Cedex. *Tel:* 63 00 31. *Telex:* 912529 Mr. *Contact:* Monsieur Fourlon, Port Director.

Direction Departementale de l'Equipement, Arrondissement Special, B.P. 625, 97261 Fort de France Cedex. *Tel:* 63.40.74. *Telex:* 912854 Mr.

Capitainerie du Port, B.P. 625, 97261 Fort de France Cedex. *Tel:* 63.40.74, 70.20.73. *Telex:* 912854 Mr. *Contact:* M. Gibon, Port Captain.

Mauritania

NOUADHIBOU: (Port Etienne): (See Plan)
POINT CENTRAL: 20.49 N. 17.03 W.

DOCUMENTS:
3 Crew Lists.
2 Stores Lists.
2 Crew Declaration Lists.
2 Passenger Lists (even if "NIL").
2 Ports of Call Lists of the last 30 days.
1 Health Declaration.
1 Vaccination List.

Maritime Gendarmerie: Officers of the Maritime Gendarmerie of Nouadhibou may come on board. They mainly control if the Mauritanian flag (must be flown day and night) is hoisted and check very closely the concordance between the Ship's Articles, the Seaman's Books and the Crew List.

If any difference is found between these three documents a fine may be given to the ship.

Immigration/Police: Crew members are not allowed to go ashore without a safe conduct given by the police. The list of the men asking to go ashore has to be given to Agent on arrival.

Money: On principle, foreign money is not allowed in Mauritania, but Agent may change money into local currency.

No Mauritanian money (Ouguiya) may be kept on board and if the crew have not spent their local money they have to give it back to the Agency (10 Ouguiya about 1 French Franc).

PILOTAGE: Compulsory for vessels calling at Point Central.

An outer pilot station is situated in the vicinity of No. 2 Buoy, bearing 037° distance 4.4 miles from Fairway Buoy No. 0 (Lat. 20° 40′ N., Long. 17° 04′ 30″ W.). Also see "Shipmaster's Reports".

The inner pilot station is 1 mile from the Mineral Wharf bearing East.

ANCHORAGES: Ships waiting can anchor N.E. of No. 2 Buoy, distance 1 mile in 20 m. of water, good holding ground. Another anchorage on the roadstead, the wharf bearing N.W./N.N.W. distance 1 mile can be used by ships prior to berthing.

RESTRICTIONS: Minimum depth of water below chart datum is 17 m. in the buoyed channels and swinging area. Outer channel width is 400 m. but it varies from 250 m. to 400 m. for the inner channel; the radius of the swinging circle being 500 m.

MAX. SIZE: Not to exceed 310 m. in length and 47 m. in breadth, the extreme reach of the shiploader arm being 28.5 m. from ship's side. At the limit an extreme breadth of 48 m. could be accepted after advice from the DCFP. If possible drawing should be sent prior to acceptance for vessels of more than 100,000 d.w.t.

The recommended draft for large vessels in ballast, or partially loaded is 12 m. on arrival. Smaller ships should have on board a quantity of ballast equal to half their cargo capacity.

Maximum freeboard under shiploader arm is 14 m. With hatch covers opening crosswise (abreast) the maximum freeboard must be understood as the height from sea level to the upper part of hatch covers.

On departure a draft of 16.15 m. is usually admitted.

Essential: All vessels greater than 100,000 d.w.t., which have never visited the port before must have prior approval of the DCFP.

HEALTH: Free Pratique is usually granted after vessel has berthed. Yellow fever vaccination certificates required.

TUGS: None available.

BERTHING: SNIM Port:

Mineral Wharf: The ore loading terminal of "Societe Nationale Industrielle & Miniere de Mauritanie" (SNIM) is located at mid distance between Cap Blanc and Nouadhibou, geographical position: Lat. 20° 49′ N., Long. 17° 02′ W. It consists of a platform, 20 m. wide oriented North and South, resting on 8 dolphins, 13 m. in diameter each and 32 m. distant one from the other. The platform supports a conveyor belt and one single shiploader. The maximum travel of the shiploader from one end of the rails (railway) to the other is 165 m.; the virtual loading capacity would be 5,000 t.p.h. while the actual output varies from 2,000 to 4,000 t.p.h. according to ship's size and on condition there is only one quality and grade of ore to load.

To maintain a depth below LLWT (lowest low water astronomical tides) of 16 m. at the berth, ships are laid against 2 big outrigger pontoons leaning on the dolphins and protected on the ship's side by heavy but efficient rubber rollers acting as shock-absorbers.

Ships are generally made fast port side to the quay, coming alongside with the help of the anchors which should be kept at the ready.

Shipmaster's Report: March 1983.

Heavy lifts up to 24 tonnes were discharged alongside the berth with vessel's gear.

MEDICAL: There are hospital and medical facilities at the port.

TANKERS: Oil Wharf: It consists of a light platform placed on top of 3 dolphins of the same diameter as above but 64 m. apart, adjoining the mineral wharf to the Southward. A wooden decking supports the oil pipes which are connected abreast of dolphin No. 10 to the tanker lying port side to the quay, the stern is made fast to a mooring buoy.

DENSITY: Point Central 1026–1027.

FRESH WATER: *Shipmaster's Report:* March 1983. Fresh water available in limited quantities (approx. 100 tonnes) at a cost of U.S.$1.50 per tonne.

FUEL: Not available at the moment. An oil refinery has been built which will supply fuel from May 1994.

GANGWAY/DECK WATCHMEN: Recommended as stowaways try to board at night.

SURVEYORS: Bureau Veritas, Lloyd's, Salvage Association.

CUSTOMS: Regulations are very strict, and a careful declaration of all bonded stores must be made before berthing. Ships have been fined for quantities in excess or missing even when small.

GENERAL: (a) Radiotelegrams stating the date and ETA at pilot station and addressed to SNIM Nouadhibou should be transmitted 72 hrs. and 24 hours beforehand via Nouadhibou coast radio station (5 TA) working hours 0800 – 1800 or Dakar (6 VA), hours: Continuous.

Shipmaster's Report: 1977. Telegrams to Agents through Dakar Radio 6 VA only.

(b) It is of interest to Pilots when coming on board, to know whether the ship is powered by a steam-turbine or diesel engine whether the propeller is left or righthand and if it is a variable pitch propeller, how she behaves when the engine is running astern.

DEVELOPMENTS: Extensions to the Mineral Port are being studied.

SHIPMASTER'S REPORT: 1975. Vessel 169,000 d.w.t.

Iron Ore Marine Loading Terminal:—

Approach to Cap Blanc and Baie du Levrier: Approach was from the Southward. From Dakar the course was laid to cross the 100 fathom line at 20° 04′ N., 17° 41′ W., this being a precipitous shelf, when crossed with D.F. bearings from the Radio Beacon at Port Etienne gave a reasonable fix. Vessel then steamed across the main flow of North/South traffic at quite a broad angle heading for the landfall buoy 6 miles West by South of Cap Blanc. A dense concentration of fishing vessels extending Westwards from Banc Vilmorin offered little hindrance to our landfall. The light of Cap Blanc lighthouse was visually observed in the pre-dawn darkness at 26 miles and radar contact of Cap Blanc was established at 23 miles. The landfall buoy fitted with a radar reflector, gave radar contact at 15 miles.

Pilotage: A Pilot boards in the vicinity of No. 2 Fairway Buoy from a black-hulled, white superstructure, 40 ft. high-speed motor launch with "Pilote" written on the side. VHF contact is made on Channel 16, working frequency Channel 14. Call "Nouadhibou Pilot". The Pilot, a Frenchman, had a good understanding of English and proved to be very competent. The transit inwards and through the Passe du Levrier was at half speed but the last mile towards the berth only an occasional Dead Slow ahead movement was made to maintain steerage way.

Tide/Currents: Berthing for large vessels is on the ebb tide with a Southerly set of about 1 knot. South of the headland the set is to the Eastwards again about 1 knot i.e. directly across the channel. Unberthing is made on the flood tide setting Northerly along the jetty again about 1 knot. Rise and fall is in the region of 1.6 m.

Wind: Ranges from North by West to North by East (May). During darkness it abated to about Force 3 but from early morning through to sunset gusted up to Force 6 causing a short steep sea to run. The Pilot stated that in August and September Easterly winds often occurred hence the placing of 2 mooring buoys about 1 cable off the berth to assist vessels warping clear when leaving.

Tugs: None available.

Quay: Stout cylindrical rubber fenders are chained to the sides of 2 floating pontoons laying to the quay face. An adequate number of bollards are placed along the length of the quay. 3 dolphins, connected by a catwalk, extend the Southern length of the quayside for ship mooring purposes.

Moorings: When approaching and lying off the jetty 2 motorised mooring boats will run ashore 1 synthetic fibre rope (no wire ropes at this stage) from forward and 1 similar rope from the Poop. Vessel is then to warp alongside with these 2 lines aided by helm and small engine movements. Once alongside a spring from the after extremity of the Poop is to be sent away and a forward spring. Vessel secured to the berth with 1 headline to a mooring buoy North of the jetty, 3 forward breast lines, 1 forward spring, 2 stern lines, 2 after breast lines 1 spring from the Poop, and 1 spring from the normal position on the after deck.

Gangway: The accommodation ladder could not be used because of the space between the pontoons lying between ship's side and the quay. A pilot ladder was the means of access to the after pontoon from which access could be obtained to the quay.

Depths alongside: At the first low water soundings were taken around the ship and when reduced to chart datum — obtained from a monthly tide table loaned by the Pilot – a least depth of 16.2 m. was found on the inboard side with depths generally about 18/19 m. elsewhere.

Draft: Maximum permitted for berthing 12 m. Maximum permitted draft for sailing is 16.16 m. (53 ft.) at any state of the tide.

Airdraft: Maximum 14.5 m. In our case several thousand tonnes of hold ballast had to be taken once secure alongside, this delayed loading for 5 hours.

Shiploader: This is a single conveyor belt fed gantry having a range of travel of 165 m. along the quay but the loading arm has no facility to slew horizontally. It can only be luffed in the vertical plane. The maximum outreach was stated to be 23 m. which combined with the airdraft limitation of 14.5 m. made it extremely difficult to plumb the centre of the holds. For the majority of our loading period the ship had a port list (this was exaggerated by the free surface effect of the 4 ballasted holds). To keep the loading arm from fouling the ship's structure and assisting the arm to plumb centre all the port side side-rolling hatch lids were only partially opened.

Shifting: This had to be done on 2 occasions but was successfully achieved by hauling on the 2 spring wires aft and 1 headline to warp a distance of 6 m. forward and heaving on the forward spring and stern lines to warp 26 m. aft. The shifting was necessitated by the fact that the distance centre to centre of our extreme loading hatches was 191 m.

Agency: This was conducted by SNIM, Societe Nationale Industrielle & Miniers, their telegraphic address is "Snimport – Nouadhibou".

Documents: Required are:
4 Crew Lists.
2 Stores Lists.
2 Crew Declaration Manifests.
2 Vaccination Lists.
3 Passenger Lists.
3 Ports of Call of the Last Month Lists.
2 Ballast Manifests.

The latter 3 lists can be made on 1 sheet of paper (in triplicate). No Maritime Health Declaration was asked for. All these documents were passed to the Agent, no Customs, Port Health, Immigration or Police visited the ship. Although some crew members were without Yellow Fever vaccination certificates this posed no problem with the Agent, he declared no vaccinations can be done here. Nor can the Derat Exemption Certificate be renewed.

Port Restrictions: The Agent warned that crew members could not use pounds sterling, U.S. dollars, Dutch guilders or other foreign currency ashore for fear of confiscation by the "authorities". The local currency is the Ouguiya, 100 of which are on par with £1 (approx.).

Port Capacity: The Pilot stated previous largest ships had been:

(i) *"Atland"* OBO Swedish 84,229 g.r.t.
(ii)*"Thor"* Bulk German 79,270 g.r.t.
(iii) *"Lilyprima"* OBO Italian 72,68 g.r.t.

However, our claim to be the largest vessel to call being 169,080 d.w.t. is unsubstantiated. The Agent claims a shipment of 139,000 metric tonnes is the largest cargo exported from the port.

Loading Rate: The installation foreman claimed a rate of 4,000 t.p.h. Our rate, allowing for the frequent short stoppages, was 2,813 t.p.h.

Ore: The grade "Siliceous Iron Ore Fines XBF" was extremely dusty. About 10 grades of ore are available from 3 different mines.

Water Density: From our observations at low water 1024 ozs./cu. ft. and at high water 1025 ozs./cu. ft.

Cargo Figures: All tonnages quoted this port are metric tonnes. Ship's figure was about 1,300 tonnes less than the shore quantity, however, the ship's figure was accepted and the foreman stated the shore installations were usually 1% high of the ship figure. Ship was loaded to the maximum draft of 53 ft. but a great deal of difficulty was experienced reading the draft due to the seaway.

Unberthing: This was carried out on the flood tide. Single up to the 2 spring wires aft, using small astern movements and helm movements which aided by the anchor will cant the head from the quay. When the anchor is aweigh, slip the springs and steam ahead of the jetty then using full ahead power and starboard rudder followed by full astern power the vessel is swung well within the turning area to head seawards.

Depths in Channel: Except for the area of the channel abreast Cap Blanc lighthouse where less than 1 m. beneath the keel the remaining parts of the channel showed 3 m. – 4 m. underkeel clearance.

Conclusion: It would appear impractical to enter ships of a larger physical size than ourselves at this port because of airdraft/outreach limitations, draft restriction and manoeuvrability problems. Although we were fortunate in having a trouble–free berthing and unberthing procedure serious problems could be foreseen if a vessel had a main engine failure or a sudden deterioration of the weather occurred during these manoeuvres.

SHIPMASTER'S REPORT: June 1978. The following is a brief account of the port which is in addition to the information supplied in the "Guide", which may be read as being correct. The port, formerly Port Etienne, is in Mauritania, I found travellers are afforded every courtesy. There are two flights per week from Paris via Air Africa who are very good. The flights arriving here on Tuesday and Thursday. The plane returning from Dakar Wednesday and Friday. Spare parts can be landed here and taken out to the ship with minimum of Customs formalities though it would prove to be an expensive exercise. It must also be pointed out that it is not always possible for the plane to land here due to high cross winds and resultant sand storms at the runway, in which case the plane then proceeds to Dakar direct.

Custom Authorities are most interested in the amount of foreign currency brought in as there is a strict levy on this, care must be exercised in this respect. They are also most interested in the stores on board the ship and these must be strictly accounted for precisely.

The town itself of which I did not visit is a separate community from the mining town itself. The mining town itself is self-sufficient and both French and Mauritanians live here. There is a hotel, which is practical and clean with reasonable food. There is also a club with tennis courts, a post office, power station and cinema and a hospital where major surgery can be carried out. There is also an oil refinery which is uncompleted. Refined products are imported via a modern berth. Bunkers and fresh water are available here but in limited quantities and I would imagine costly.

There are no tugs. According to the Agent wireless telegraphy may be used alongside the berth although there is a Telex ashore. I found the Agent to be most helpful.

I was assured that seamen joining or leaving here do not require a visa only a passport and discharge book are required, which I personally was never asked to produce.

The iron ore mine is approximately 650 miles from the loading berth, all the ore coming by rail and attacks are frequent by bandits and guerillas. This can cause lengthy delays to the ship as very little ore is stockpiled.

Loading is carried out by one loading arm which pours approximately 4,000 tonnes per hour. Weights loaded can be measured ashore and have proved to be quite accurate, however it is normally the practice to accept the ship's figures.

SHIPMASTER'S REPORT: September 1986.

Vessel: Ore carrier – 117,600 d.w.t.

Telegrams: Telegrams to our Agents (SNIM) were sent through St. Lys Radio in France, and were received without delay at the Agency.

Water: Requirement should be stated in the 72 hour notice of ETA cable.

Navigation: 2 Pilots working this port now.

Still no tugs available.

All buoys in the Approach Channel are unlit.

Buoys No. 1 and 3, (B.A. Chart No. 1699, 1983 edition), are missing.

Cape Blanc Lighthouse unreliable as extinguished at times.

Stowaways: The possibility of stowaways still exists. Local guards have been placed on the quay to stop unauthorised people from getting aboard, but it is recommended to have ship's crew as watchmen as well.

SHIPMASTER'S REPORT: August 1987.

Vessel: 24,750 d.w.t. 170 m. length.

Location of Oil Terminal: 20° 49.8' N., 17° 01.75' W.

Documents:

6 copies Crew List.
3 copies Crew Personal Effects List.
2 copies Stores List.
1 copy Health Declaration.

Ship's documents not required. Vaccinations not possible. It is not possible to renew the Derat Certificate.

Pilotage: Not compulsory. Pilot may be contacted on VHF Channel 16.

Anchorage: Location clearly shown on chart.

Approaches: Vessels should only approach the Pilot station and fairway buoy in daylight hours.

The buoys are in the positions shown on the chart but are incorrectly numbered and are not lit at night. The lighthouse at Cape Blanco was not working. However, the African Pilot Volume No. 1 and the chart provided sufficient information for safe approach.

Approaching without an efficient radar is not safe as the visibility is normally very poor and many fishing vessels may be in the area.

The Channel from the Pilot Station to the oil pier is dredged to 15.5 m.

Restrictions: Berthing and unberthing during daylight hours only.

Max. Size: Max. draft 15.0 m.

Tugs: Vessel berthed without tugs as none available.

Berthing: Dolphin type berth with 7 Chicksan arms connected direct to the shore.

Dirty ballast can be discharged ashore.

Fresh Water: Not available.

Fuel: Not available.

Delays: Strong winds may delay tankers berthing.

SHIPMASTER'S REPORT: September 1987.

Documents:

4 copies Crew List.
3 copies Stores List.
3 copies Crew Declaration.
3 copies Passenger List.
2 copies Ammunition List.
2 copies Stowaway List.
3 copies Ports of Call List for the last 30 days.
2 copies Health Declaration.
3 copies Vaccination List.
2 copies Currency Declaration List.

The above documents, especially Crew Personal Effects List, Bonded Stores and Steward's Stores and Provisions List should be correctly declared, otherwise vessel will be fined by the Customs and other authorities.

Pilotage: Pilotage is compulsory for vessels calling at Nouadhibou. Vessel should anchor one mile South East of Buoy No. 2 if she has to wait for berth. Constant communication with the Pilot is necessary in order to determine time for berthing. Agent could not be contacted by VHF.

Approaches: If approaching Nouadhibou during the night a vessel must be very careful as there are scattered fishing vessels in the vicinity. The fishing vessels of various nationalities are found up to 30 miles from the shore and their nets are obstructions to navigation. Navigational aids in this port are very poor, Cape Blanco lighthouse and the (7) channel buoys are not lit. Buoy "A" or the Sea Buoy has moved 1.5 cables N.W. of the charted position, the others are in their charted position. The top mark of Buoy No. 2 is broken and was difficult to identify at a distance greater than 3 miles. All the buoys in the channel are unlit. Master was informed by the Pilot that there would be no movements during the night and pilotage service will be rendered only during day time. It is recommended by the Pilot that vessels arrive at Nouadhibou during daylight.

Restrictions: Depth of water in the buoyed channel is 16.0 m.. This was monitored by our fathometer during the passage. On the Oil Berth the Pilot usually docks the vessel on slack tide, and normally port side to, using the starboard anchor with two shackles in the water. Services of the Pilot are good and satisfactory.

Communications: When the vessel is at anchor and waiting for berth communication with the agent and the terminal is difficult. If you call them on the VHF they never answer, the language barrier is the problem. The service of the Agent was poor, he did not meet the vessel even when it was berthed. At The time of our departure we waited over an hour for our Departure Clearance.

Health: Free Pratique is usually granted when the vessel is on the berth. Cholera and Yellow Fever Vaccination Certificates are required.

Tugs: Not available. Vessels with bow thrusters have no problems.

Tanker Berth: The tanker berth is constructed of light materials and cement, the floor of the platform is wood, the length of the berth is about 165 m. It has 6 loading arms of 8 in. diameter. The fenders on the pier are hard rubber supported with springs. Two mooring boats will assist with the mooring lines of the vessel being berthed. A five man mooring gang will receive the lines. Slops or dirty ballast can be received ashore at the refinery facilities. Only the Loading Master could speak a little English, so language is the main problem with the operations.

Fresh Water: Not available.

Customs: Only 2 Customs Officers boarded the vessel, they scrutinize every paper or document presented to them, especially Bonded Stores List, Steward's Stores List, and Personal Effects Lists. If a mistake is found they will start to talk about fines to the vessel. It is therefore advisable to itemise the Declaration of the Bonded Store, Steward's Stores and Provision, and Crew Personal Effects Lists in order to avoid fine or any other problems. During our stay in port the Customs Officers boarded three times.

Gangway: The vessel has to provide her own gangway as there is no shore or terminal gangway provided. Ship's personnel should keep a constant watch on the gangway during the change of tide as the current is very strong and the range of tide is about 5 ft.

SHIPMASTER'S REPORT: June/August 1989 (Updated 1994).

Vessel's ETA to be sent through Dakar Radio. Contact with Dakar Radio was extremely difficult.

Land was picked up 18.8 miles away. An almost Easterly approach was made. Navigational aids are poor.

Cap Blanc Lighthouse (5fl. 5s. 23M) is inoperative. Most of the channel buoys were unlit without top marks and rusty.

Contacting Nouadhibou Pilots on VHF is difficult. We were asked to anchor off Buoy No. 2 and we did so in position Lat. 20° 44.7′ N., Long. 17° 00.8′ W. After a day, we were taken to the inner anchorage, with Point Central bearing 347° × 1.7 miles, and awaited berthing on completion of vessel loading alongside Point Central. After spending 2 days at the inner anchorage, we were taken alongside.

Vessels should have *sufficient quantity of fresh water* as a long wait can be expected. The ship prior to us was at the anchorage for 15 days.

Berthing: Berthing is carried out during daylight, during ebb tide and is port side alongside.

There is one African Pilot and one Asian Pilot. The latter, who is the Chief Pilot, boarded our vessel. He was not very sure of himself and gave unnecessary helm and engine orders.

No tugs are available.

A mooring boat takes 2 head lines (nylon) forward and a breast line/spring aft. These are placed on bitts and vessel has to heave alongside. The starboard anchor is also used.

Final moorings: Forward: 4 head lines, 2 breast lines and 2 springs.
Aft: 2 stern lines, 2 breast lines and 2 springs.

On berthing, the Customs Officer boarded the vessel. He did not seal the bonded store and was not particularly interested in looking at any papers. The Agent boarded the vessel the next day, possibly because a curfew was imposed from 2000 hrs. to 0800 hrs. Loading commenced 20 hours after berthing.

The loader is 2 years old and is in good condition (1994). The loader can take an air draft of 14.5 m. and remains high above the hold. As the cargo is very dusty, it flies all over the place. By the time we left, the decks were concealed with this cargo.

Machinery breakdowns are very frequent and of long duration. It took us almost 3.5 days to load 75,000 tonnes. The ship's figures are always accepted. There is no cargo survey, but at the discharge port a cargo surveyor on behalf of the shipper boarded the vessel.

A sharp watch for stowaways was always maintained.

Fresh water (hard) is available alongside in small quantities (50/60 tonnes).

A pilot ladder is used to get on the wharf. A terminal bus is available every hour to go to the nearby town of Nouadhibou, which is free of charge. Taxis charge 200 Ouguiya. (U.S.$1.00 = 70 Ougiya). Only change money in the bank. Never have any transactions with the terminal people as this is viewed very seriously by the Authorities.

Further observations made during vessel's visit to Point Central (Mineral Berth) in August 1989:

Contact with Nouadhibou Pilot was extremely difficult as the VHF set in the Pilot's office is also shared with the Agent (SNIM). The radio is only switched on when the Pilot is in the office or wants to make contact with a ship.

Visibility is reduced to less than 2 miles most of the time due to the haze caused by the particles of the light ore being carried all over, by breeze, when loading is in progress.

We remained at anchorage for 11 days and alongside the berth for 4 days.

Although the loading rate of the ore is about 3,500 metric tonnes per hour, the machinery breakdowns delayed the loading.

Shore Leave: It is advisable to get the local currency as cash advance from the Agent, it can then be returned if unused. In order to change foreign currencies at the local banks, the Customs' approval must be given.

Shopkeepers and cabs quote high rates to foreigners, so bargaining is necessary.

Knowledge of French is quite useful.

SHIPMASTER'S REPORT: July 1990. Also see "Shipmaster's Report" dated July 1994.

Documents:
2 Crew Lists.
2 Vaccination Lists.
2 Personal Effects Declarations.
2 Currency Declarations.
2 Ship's Stores Lists.
2 Provisions Lists.
2 Bonded Stores Lists.
2 Arms and Ammunition Lists.
2 Narcotics Lists.
2 Cargo Manifests.
2 Passenger Lists.
1 Health Declaration.

Approaches: A large number of fishing vessels were encountered off Cabo Corveiro and Cabo Dubouchage, but they generally kept clear. The coastline is easily identifiable on radar.

Buoyage/Nav. Aids: B.A. Chart No. 1699.

No. 0 Buoy was missing. No. 2 Buoy was out of position. It was seen in approximate position 20° 42.75′ N., 17° 01.93′ W. The topmark was broken and missing. No. 1 Buoy was out of position, approximately 0.2 nautical miles S.E. of charted position. No. 3 Buoy was about 0.1 nautical miles off charted position. No. 4 Buoy was found in charted position. No. 8 Buoy was missing.

None of the lights for the buoys were working.

Cap Blanc Lighthouse light was not working.

Anchorage: About 1.5 nautical miles N.E. of charted position of No. 2 Buoy, around position marked on B.A. Chart No. 1699. Holding ground is good.

Winds: At anchorage and alongside berth, mainly Northerly winds Force 4/5 were experienced, tending to increase during late evening.

Pilotage: Compulsory. Pilot boards and disembarks between No. 1 and No. 2 Buoys. Pilot boat has a black hull and white superstructure, and has "PILOTE" written on the hull. Only 2 pilots are employed in the port.

Health: Free Pratique is granted on berthing. Quarantine officials did not board the vessel.

Customs: Bond locker was not sealed. Customs officer carried out a check of the bond locker and provisions stores.

Radio: All messages to agents had to be sent via St.Lys Radio (FFL), as Nouadhibou Radio could not be contacted at all. Agents advised that Dakar Radio was not reliable, and vessel to use only St.Lys Radio.

VHF: Pilots available on VHF only when working on ships, in daylight hours. Port Control answers only during early hours of the morning (0700 hrs. – 0900 hrs. approx.). Message can be left with pilots, requesting agents to call back on VHF.

Tugs: No tugs available.

Berthing: Vessels usually berth on ebb tide and sail on flood tide. Although the pilots do carry out these operations at other times, to avoid loader being idle. Usually pilotage is not done after nightfall. In case a vessel has to be berthed at night, the loaded vessel is removed from the berth, and anchored just off the berth, in inner anchorage.

Generally vessels are berthed port side alongside.

Starboard anchor is dropped, about one shackle in water, to assist in hauling off.

Mooring: Two mooring boats in attendance for berthing. Two head lines are sent first, followed by 2 back springs from aft. Total lines used were 4 head lines, 2 breast lines and 2 springs from forward; 2 stern lines, 2 breast lines and 2 springs from aft.

Restrictions: Maximum draft allowed for berthing is 12.0 m. Maximum sailing draft allowed is 16.15 m. Maximum air draft permissible for loader to top of hatch coaming is 14.0 m., although we found about 1.0 m. clearance at an air draft of 14.1 m.

Stevedores: Stevedores work around the clock.

Density: 1025 – 1026.

Fresh Water: Usually no fresh water available. We received a small quantity by fire tender. Fire tender capacity was 6 tonnes, and the water was very expensive.

Fuel: Usually none available. Agents advised that 50 tonnes – 60 tonnes of gas oil can be supplied by trucks in an emergency.

Watchmen: Compulsory. No stowaway problems due to presence of watchmen, according to agents.

Telephone/Fax: Telephone lines were not clear. Fax available, but messages were received garbled by Hong Kong office.

Surveyors: No surveyors available for cargo quantity surveys. Ship's figures accepted for Bill of Lading.

SHIPMASTER'S REPORT: July 1994.

Vessel: This vessel is a 148,000 tonnes d.w.t. bulk carrier (LOA 264.8 m., beam 46.03 m.) with 8 holds and hatches.

Information was obtained from Pilot, Agent and stevedores and is updating July 1990 Report.

Documents: Same, additionally "Nil" Stowaways (Currency Declaration not produced).

Customs: Speak little English but do speak French and Spanish.

They appear to read all papers produced to them carefully, then go to check bond and provision stores. Interested in food stuff and cigarettes. Bond not sealed.

Navigation Aids and Approaches: B.A. Chart No. 1699.

Cape Blanc Light is working, but weak, 3 – 4 miles. Most buoy lights not working and topmarks missing. Most buoys are bad radar targets due to swell and sea. Recommended track up to Buoy No. 2 should be followed and daylight approach is easier, due to numerous unlit small craft, fishing traffic and gear.

Sea buoy missing. Found one red buoy in position Lat. 20° 40.1′ N., Long. 17° 04.6′ W., no marks or light.

Buoy No. 1 in position but unlit, no marks.

Buoy No. 2 in position, unlit.

Buoy No. 3 missing, and a very small unlit buoy about 100 m. West in position.

Buoy No. 4 in position, but unlit.

Buoy No. 6 unlit, and about 250 m. West of charted position.

Buoy "M1" in position.

Buoy "M2" now in line East of "M1", but unlit.

Buoy "M5" in position, but unlit.

On loaded passage outward following the route, lowest sounding on echo sounder obtained off Buoy No. 3 was 1.5 m. on draft 16.15 m. with tide of 1.9 m. (speed 6 knots).

Anchorage: We were asked by Pilot to anchor 1 mile East of Buoy No. 2. Later "Cape Size" vessels anchored all round us, good holding ground.

Pilots: Board off Buoy No. 2 or anchorage when they take you straight to Buoy No. 1. Combination ladder 1.5 m. above water, lee side is normally port side. 3 local Pilots available. They speak sufficient English, are confident and do a good job in difficult conditions. They are helpful and take it easy on engines. They draw and explain mooring order of ropes and anchor. They suggest less than 12.0 m. draft for berthing. Keep watch on VHF Channel 16. They can normally be contacted on VHF between 0830 hrs. – 1200 hrs. or when ship movements are taking place. They do try and give sufficient berthing notice and contact Agent for you on VHF. Pilots depart between Buoys No. 1 and No. 2.

Berthing: Procedure same as previous Report (July 1990), though we berthed starboard side alongside to flood which is rare, early morning so no wind. If wind picks up, vessel is to abort mooring and re-anchor.

First set of 2 lines (forward and aft) must be long, on drums and synthetic for boats. Later mooring arrangement to bollards to make it easier for shifting vessel during cargo operations.

After unmooring, vessels normally do short starboard turn with engines and anchor N.E. of berth as Turning Basin only 1,000 m. Vessels are taken to inner anchorage, off Buoy "M1". If other vessels sailing, it is touch and go for tide, otherwise direct to berth. Berthing rotation changes suddenly, depending on grades you are to load, and availability. Thus a long anchorage can be expected, up to a month, though normally 10 – 15 days. A vessel who came 4 days after us berthed on arrival.

Tugs: None available.

Tide and Currents: Tide calculations and times as per B.A. Tide Tables sufficiently correct, though Pilot's local calculations as per experience was about 15 cm. less on H.W. Current as given in sailing directions was similar in direction and velocity.

Berth Information: Agent's information:

Depth LLW 16.15 m.
Tidal range 2.0 m.
Max. arrival draft 12.0 m.
Sailing draft 16.15 m.
Max. LOA 300 m.
Beam 46 m. (claimed to have loaded 50 m.).
Loader upgraded 1991.
Travel distance 165 m., max. reach measured on board 25.5 m.
Distance jetty to fender measured 9.7 m.
Throw up to about 5.0 m. (sufficient to load us properly).
Loading rate max. 3,500 tonnes/hr. (experienced 3,200 tonnes/hr. maximum, but normally many breakdowns).
Airdraft 14.00 m.
Sufficient bollards and fenders.
Boarding on vessel done off fenders on pilot ladder or gangway, if in position.
Stevedores board via the loader on the hatch cover.

Fresh Water: By trucks (up to 150 tonnes). Cost about U.S.$ 4.00 – 3.60 per 100 tonnes – 150 tonnes respectively.

Provisions: None. Provisions/stores come from Las Palmas by Ro-Ro.

Local fish and sea food can be arranged in small quantities.

Crew Changes/Spares: Agents advice – preferred via Las Palmas, as direct and less paper work and no visa required on Passport. Via Nouakchott need visa or CDC, and for spares someone from Agency has to go, with red tape and considerable delay and costs.

Vaccination: Possible at 7 days notice as vaccine to be flown in, so is costly.

Notice of Readiness: Time of arrival at Buoy No. 2 accepted, whether vessel able or unable to contact Pilot or Agent on VHF. To be sent on telex or via cable.

Bill of Lading and Draft Survey: No survey. Ship to do own and same figure accepted for Bill of Lading. Shore scale is said to be about 0.5% less. We got 1.7% less. With wind, swell and a current, especially at night, draft reading becomes difficult.

Stowaways: A problem exists. Watchmen on pier are strict (ships pay by pool). Agent and pilot information is that they come from sea side, up anchor or lines or ladders left overside and some times by grapnel. So normal watch and precautions to be taken at end of loading. Chief watchman comes aboard to search vessel with ship's staff and takes away a form and signs for "Nil Stowaways" and no liability.

Communications: Agent (SNIM Nouadhibou) received my messages on telex via Inmarsat, but never replied. He said to get action and reply better via SNIM Paris office (Agent: Telex: 974-4426. Fax: 2222-45237).

Stevedores keep watch on VHF Channel 6, and in port, call you on your working channel or vice versa.

AUTHORITY: Societe Nationale Industrielle et Miniere (SNIM), B.P. 42, Nouadhibou, Mauritania. *Tel:* 100, 114. *Telex:* 459 Snim Ndb, Snim 426 MTN. *FAX:* 45396/49027/49013. *Contact:* Mohamed Ould Boilil, Harbour Master/Chief Pilot.

NOUADHIBOU HARBOUR: 20.54 N. 17.03 W.

LOCATION: Position of Trading Port 20° 53′ 48″ N., 17° 03′ 10″ W.

DOCUMENTS:

3 Crew Lists.
2 Stores Lists.
2 List of Personal Effects.
2 Lists of Ports of Call.
Cargo Manifest, even if nil.
Manifest of Passengers Disembarking or in Transit, even if nil.
1 List of Foreign Currency held by ship and crew.

PILOTAGE: Not compulsory but recommended, effected by SNIM/Cominor. Pilotage not available at night.

RESTRICTIONS: Depth of buoyed Channel 24 ft. Anchorage strictly prohibited in the Channel.

RADIO: Nouadhibou Radio – Call sign 5TA. Hours 0800 – 1800 daily.

It is recommended that vessels advise their Agent of ETA 72 hours prior to arrival.

VHF: Request Pilot through Port Captain on VHF Channel 16.

TUGS: One tug, 150 h.p.

BERTHING: Pier of 125 m. length connected to shore by a 150 m. long bridge.

Outside general berth for ships with a 24 ft. draft and a 160 m. max. length. According to certain vessel's accommodations, the extreme hatches cannot be discharged through quayside.

Inside berth for ships with a 15 ft. max. draft and a 80 m. max. length.

The maximum payload authorised on the bridge connecting the pier to the warehouses and the storage areas being limited to 10 tons, all heavy lifts over 10 tons are to be compulsorily discharged on lighters.

Lighterage Piers: Southern Quay = length 80 m; depth 10 ft.
Western Quay = 180 m.; depth 10 ft.

The Southern Quay is connected to SNIM/Cominor railroad network, allowing the loading of heavy lifts on railcars.

2 covered sheds: total 3,500 sq.m.

1 area with macadamised roads offering 30,000 sq.m. of storage connected to SNIM/Cominor railroad system.

Lighterage: Compulsory for any ship whose characteristics do not allow a safe berth. Compulsory for any loading or unloading of heavy lift over 10 tons.

Not compulsory in case berths are occupied and if manpower and equipment are still available.

CARGO HANDLING EQUIPMENT: 1 lighter × 150 tons, 2 flat top lighters × 200 tons.

14 cranes × 4 tonnes.
2 cranes × 15 tonnes.
4 stacker trucks × 3 tonnes.
1 stacker truck × 8 tonnes.
6 tractors.
16 trailers.
1 rail mounted crane × 70 tonnes (SNIM Property).
1 mobile crane × 50 tonnes, available on request for heavy lifts.
2 cranes on rails for containers.

STEVEDORES:

Working Hours. Normal hours: from 0800 to 1200 and 1400 to 1800 from Saturday to Wednesday.

Overtime: Saturday to Wednesday: 1200 – 1400 hrs. 1800 – 2000 hrs. Thursday: 0800 – 2000 hrs. Fridays and holidays: 0800 – 2000 hrs.

Nightwork possible after 2000 hrs. in order to finish.

During the time of Ramadan work finishes at 1800 hrs.

There is no work on the following holidays: New Year's Day (Jan. 1); Tabaski (El Aid) (variable date); Day of Reunification, (Feb. 26); El Mouloud (variable date); Labour Day (May 1); Africa Liberation Day (May 25); Korite (El Fatar) (variable date); Independence Day (Nov. 28); Christmas (Dec. 25); 1st Moharam (variable date).

The holidays corresponding to the Islamic Religious holidays are calculated from Arabic calendar.

FRESH WATER: Available in small quantities.

FUEL: Available in small quantities.

SURVEYORS: Bureau Veritas, Lloyd's and Salvage Association.

CARGO GEAR: Ship's gear used.

GENERAL: *Winds:* Mainly N./N.E. in the morning, N./N.W. in the evening. Wind force: variable from August to January, rather strong from February to July. Tidal current running North during Flood, and South during Ebb (1.5 to 2.5 knots).

Swell: 0.80 m. max. Strong surge alongside all berths.

Rise and Fall: HW 2.35 m. LW 0.35 m. difference = 2 m.

AUTHORITY: Port Autonome de Nouadhibou, B.P. 236, Nouadhibou. *Tel:* 21-34, 22-35, 22-76. *Telex:* 441 Mtn.

NOUAKCHOTT: 18.02 N. 16.02 W. **(See Plan)**

NOTE: All information below, except the Shipmaster's Reports dated October 1987 and March 1988, is for the old port.

LOCATION: Nouakchott Wharf (old port) is situated in position Lat. 18° 02′ 08″ N., Long. 16° 01′ 43″ W., being about 7 km. S.S.W. of Nouakchott.

Vessels anchor off the port and movement of cargo is undertaken by barges and lighters.

WIND: The direction of the wind varies from N.N.W. to N.E. The predominant winds affecting navigation are from the N.N.W.

The rapid onset of bad weather should be noted. When conditions are bad vessels should weigh anchor and proceed seaward as the coast offers no natural shelter.

CURRENTS: There is an almost permanent North-South current running at about 0.5 knots; it reverses South-North on a few days during the year.

SWELL: 2 kinds of swell have been observed: Local swell due to the coastal winds, varying from North to N.W. in dry weather, and turning between N.W. and S.W. during the wet season.

ANCHORING ROADS CONDITIONS: The periods during which climatic conditions are liable to upset work are as follows: Strong swell, January/March; rain, July/August/September.

This virtually allows the port to be used during 200 days in the year.

WORKING CONDITIONS: Vessels must locate themselves as closely as possible, where they can anchor without risk, to the wharf, within the limits of their drafts (generally between 0.5 and 0.25 miles), in line. At the lighterage quay there is a depth of water of 7 m. – 8.5 m. It is preferable for a ring of lines to be placed in advance around the sides of the vessel to which barges may tie up.

Experience shows that the tonnage unloaded currently by the wharf is 400 to 500 t.p.d. where goods in sacks are concerned. It is possible to work 2 vessels at once, but each will only work half of this tonnage.

Work is currently carried out on board by private companies, and on land, in the launches and lighters by the Wharf Organisation personnel.

As far as wharf personnel are concerned, during working days, the normal working hours are from 0800 to 1600 hrs.

Overtime day hours are from 1600 to 1900 hrs.

Night time working is considered to apply between the hours of 1900 and 0600 hrs. (currently impossible).

It should be noted that there is an overtime hour at the beginning and end of work, which is the time required to launch or bring barges on to the landing-stage.

RECOMMENDATIONS TO MASTERS OF VESSELS: Vessels must be at all times capable of gaining the open sea rapidly, since bad weather comes up very quickly, and the coast affords no natural protection.

WHARF: The working platform is 86 m.×21 m. and lies in a N.W.-S.E. direction; it is connected to the shore by a gangway 246.5 m. length and 7 m. wide.

The wharf is designed to take a load of 2 lorries of 25 tons (2 axles of 10 tons and 1 axle of 5 tons) or an overload of 1 ton/sq.m.

The Wharf Manager's office together with Police, Customs and radio office are located on the shore.

FLOATING EQUIPMENT: 1 launch of 50 h.p., 2 launches of 100 h.p., 10 steel barges, internal dimensions 10 m.×3 m.×1.25 m. with capacity for 20 tons cargo. 1 steel barge, internal dimensions 13 m.×4 m.×1.35 m. with capacity for 30 tons cargo.
WHARF EQUIPMENT: 3 cranes with capacities of 20 tons, 8 tons and 5 tons respectively.
LAND EQUIPMENT: Goods are transported from the wharf to the storage area by 18 trailers each with a capacity of 8 tons. The port is also equipped with 2 tractors of 80 h.p. and 5 fork-lift trucks with capacity of 3.5 tons.
TANKERS: Dakar oil companies are presently building a hydrocarbon oil depot about 400 m. North of the wharf.

The depot will be fed from tankers by means of 2 sea-lines of 900 m. length.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Mauritanian Ouguiya (OM).

SHIPMASTER'S REPORT: August 1978 (Old Port).
The following is to be read in conjunction with the information above.
Currents: Reversal of current is unpredictable and may last for several days on each occasion.
Anchoring Roads Conditions: While in the main the holding ground is good, there appears to be patches of hard sand where the anchor cannot take hold.
Working Conditions: It is practical to work 4 vessels at once plus one of up to 5,000 d.w.t. at the new extension to the pier.

Present (August 1978) hours for ships at anchor are 0800 to 1600 hrs. (Ramadan) but Sunday overtime can be worked if vessel gives authority. It seems that this is very expensive as so many are involved.

At the pier extension work has been observed from 0800 to 2400 hrs. and a mobile crane is available there to assist ship's gear.
Wharf Equipment: There are 7 cranes with various capacities, two being used for lifting out barges for repairs and to house the tug launches at night. The mobile crane is backed up by some 8 small fixed jib carriers.
Tankers: The sea berth North of the pier is in operation.
Documentation: See "Nouadhibou".
Customs Control: The officer will not board until the Agent has entered the vessel with the necessary documents, hence there will always be a time interval between arrival and being boarded for inspection. So financial loss must be expected accordingly.
General Observations: Due to the lack of any VHF or similar communication system, it is difficult to assess the true performance of this port. It is most uncomfortable for any vessel of more than 7,500 d.w.t. unless the barges are prepared to come out to 7 or more cables from the pier. In the recommended anchorage the effect of swell and surf is such that the vessel frequently swings through a wide arc and the chances of breaking out the anchor are very real. The erratic current direction may also swing the ship towards the pier hence the above opinion. Other vessels may also anchor so as to swing across one's own cable and anchor.

SHIPMASTER'S REPORT: October 1979 (Old Port).
Anchorage: Vessel anchored in position Lat. 18° 02.2′ N., Long. 16° 02.7′ W.
(with the lighthouse tower on the jetty bearing 101° distance 3.3 cables).
General: City of Nouakchott (the capital) is in position Lat. 18° 05′ N., Long. 15° 58′ W. The port jetty is in position Lat. 18° 02.1′ N., Long. 16° 01.55′ W. being about 7 km. S.S.W. of the city. The official languages are Arabic and French. There are asphalt roads, one which leads to Dakar. There is an airport (close South of the city) with connections to Dakar and Casablanca. Scheduled flights being published in the daily newspapers.
Time: GMT.
Authorities: No authorities come on board on arrival, however, after a few days an agent's clerk comes on board and takes all port forms and documents ashore. No store rooms are sealed but stores list is to be filled in properly.
Documents: Two copies of each of the following are required:

(a) Crew List.
(b) Health Declaration.
(c) Vaccination List.
(d) List of Ports of Call.
(e) List of Arms and Ammunition.
(f) Ship's Register and Tonnage Certificate.
(g) Ship's Stores List.
(h) Crew's Personal Effects Declaration.
(i) Notice of Readiness/Manifest & Stowage Plans.

With regard to Notice of Readiness it is advisable to send cable via Dakar Radio. It is also advisable to ask the clerk for his identification card and ask him to sign a receipt for the above.
Shore Leave: Passports are needed for going ashore, only method of going ashore is by ship's own lifeboat or during working hours by the motor launches used for transporting barges.
Consuls: Germany, China and U.K.
Medical: All services can be arranged by Agent.
Stores: Limited amounts of vegetables, cereals, coffee (instant) and milk (condensed) can be arranged by agent (all items are imported). There is no ship chandler.
Repairs: No facilities.
Fresh Water: There is no possibility of supplying fresh water to vessels, therefore rationing of water is recommended on arrival due to the fact that turn of 30 – 40 days is normal for general cargo, bulk cargoes and bagged cargoes. Priority being given to vessels with cement cargo as construction of a new port is taking place 1.5 miles to the South. At most times there are 15 – 20 vessels at the anchorage.
Repatriation: Can be arranged by Agent via Dakar.
Weather: See "African Pilot", Volume 1 and supplements. During the time the vessel was at the port (mid-September to mid-October) there was hardly any rain. Temperatures ranged from 20°C to 42°C depending on the direction of the wind. The barometric pressure was 1008 mb. (min.) to 1012 mb. (max.). Winds normally from the North to N.W., being influenced by anticyclones in the Dakar and Casablanca areas. Occasionally winds were from the West, S.W., South, S.E. and East. The wind was from Force 3-5/6 for short periods which quickly caused deep swell and surf.

Easterly winds caused sand storms and visibility becomes poor.

The swell is reported to reach high levels in the first and last quarter of the year and vessels are advised to leave the anchorage when the rapid increase in wind appears. These winds come from two directions, namely, Northerly and Northwesterly.
Approaching/Pilotage: No Pilot available. Charts B.A. 3247 and B.A. 2078 Plan (1976/correction 1978). Vessels should approach the coast heading 090° from the 20 fathom line 9 miles to the West of the charted lighthouse (Chart B.A. 3247). The jetty is a good radar target at 37 – 40 miles and the radio beacon at Nouakchott "KC" on 297 kHz in position Lat. 18° 04.3′ N., Long. 15° 58′ W., is an excellent aid. The depths on this track are between 20 fathoms and a minimum of 30 ft., close to the shore line (0.25 miles offshore). There are no dangers or difficulties encountered approaching.
Navigational Aids: B.A. Chart 2078 Plan (1976/correction 1978) most charted buoys are not in correct position. The unlit wreck buoy in position Lat. 18° 01′ 32.2″ N., Long. 16° 02′ 48.8″ W., marks a wreck to the S.E., the wreck is not visible and the position is doubtful. For further information see the plan of the port made by the ship's officers.
Anchoring/Berthing: Anchorage is recommended in the area to the North of the green wreck buoy and between 0.25 and 0.5 nautical miles from the shore. A close anchorage is required during discharge to avoid long distances for the lighters and tugs. The jetty berth (N.W. end) could be used by vessels during calm weather and low swell. The berth is 52 m. in length and the jetty which runs in a N.W./S.E. direction is 86 m. long with a width of 21.17 m. If berthed alongside, good fenders must be available at all times and crew must stand by the mooring ropes.

Remarks: Receivers sometimes require a vessel to berth at the jetty but care should be taken, as if vessel causes any damage during the difficult approach or by swell, the authorities may sue the Master/Owners with high penalties and detain the vessel until payment is made. There has been an instance where a Master has been placed under "hotel arrest" and all papers and documents for the vessel kept ashore, resulting in a delay to the vessel of 40 days.
Stevedoring/Port Equipment: The stevedore company is So Ge Co Nouakchott, Societe Generale de Consignation.

The jetty wharf is connected to the shore by a 246.5 m. long bridge with two lanes each of 7 m. width. There is an old pipeline in the centre of the bridge between the two lanes. The bridge runs in a 104° direction to the shore. At the Southern side of the jetty-platform there are 7 cranes (one damaged) with lifting capacities of 12.5 to 25 tonnes.

There are 5 motor launches (50 – 100 h.p.) for towing lighters to and from the vessels. There are also 10 steel barges (lighters) with a capacity from 20 – 70 tonnes. At night the launches are lifted onto the jetty and the lighters are either moored alongside the jetty or at buoys.

In addition to the 7 cranes there are available on the jetty and wharf area 10 mobile cranes and 5 forklift trucks (3.5 tonnes) and 2 tractors for transporting goods on trailers (total 18), capacity of the trailers being from 8 – 20 tonnes.

Cargo is discharged into the barges and transported to the shore. Net slings mostly being used for bagged cargo and general cargo. There are stacking areas of 70,000 sq.m. and 45,000 sq.m. near the wharf. So Ge Co have 2 cold rooms (6 m. × 3 m.). There are 4 sheds, storage area 2,000 – 4,000 sq.m. capacity.

Signals: When loaded barges alongside the vessel are to be collected by the launches, vessel is to sound 2 long blasts on the ship's whistle.

Average discharge rate: Bulk cargo 7.5 tonnes per gang hour and bagged cargoes 15 tonnes per gang hour, however, this is dependent upon barges and launches. The average tonnage discharged per day/gang is for general cargo 15 – 35 tonnes and bagged cargoes 35 – 86 tonnes.

Working hours: Monday to Friday 0800 – 1600 hrs. Saturday 0800 – 1200 hrs. Sundays and local holidays are on overtime.
Note: It is compulsory that 1 hour prior to and 1 hour after working hours is counted as overtime for shore gear preparation.
Agency: Care should be taken when appointing Agents as agency fees, handling fees and port expenses can vary enormously.

SHIPMASTER'S REPORT: October 1987 (New Port).
Port: Port de L'Amitie.
Location: 3 miles South of Nouakchott Wharf.
Pilotage: Pilot (Chinese) boards between the first buoy and the wharf.
Anchorage: Vessel anchored 1.5 miles West of berth in a depth of 12.5 m.
Restrictions: No berthing on Friday.
Max. Size: Depth alongside 10.0 m. Vessel entered and sailed with a draft of 8.6 m. To the West of the port entrance there is a depth of 11.0 m.
Radio: ETA messages sent via St. Lys. It is not possible to telephone Nouakchott direct or through Nouadhibou Radio.
VHF: The Port Captain (Chinese) located at Nouakchott Wharf, 3 miles to the North, is on Channel 16 from 0800 hrs. – 1400 hrs. (except Friday). They will advise pilot and tugs of vessel's ETA.

The Agent (Compagnie Mauritanienne de Navigation) is on Channel 16 from 0730 hrs. – 1530 hrs. (except Friday).

Pilot and tugs on VHF when working.
Tugs: 2 tugs available.

Berthing: The approach jetty runs East–West and is 700 m. in length. The wharf at the western end is 585 m. long and 100 m. wide and lies in a NE'ly–SW'ly direction (060° – 240° T). The depth alongside is 10.0 m. The jetty head (length 100 m.) is protected from swell from the West.

Two buoys mark the land-side of the port limits. The wharf has an open storage shed of 50 m. length.

Stevedores: Fairly good at handling containers.

As there is a heavy swell it is preferable to use steel wire slings. Ship's derricks used as no shore facilities. Containers loaded direct on to lorries at Nouakchott Wharf (6 km.), by forklift trucks and transported to the berth.

Stevedores work from 0800 hrs. to 1700 hrs. with the possibility of overtime. No work on Friday.

Documents: Usual Declarations required plus a Foreign Currency Declaration. The Agent takes all documents ashore.

Customs: Customs make an inspection but do not seal any of the stores.

Port Captain: The Chinese Port Captain checks all Safety Certificates.

General: The port presents difficulties when there are strong trade winds as the vessel is poorly protected.

Because of the swell, the sea can come over the open storage area. Mooring should be frequently checked.

SHIPMASTER'S REPORT: March 1988 (New Port).

Please Note: The following Report translated from French.

Approaches: Coming from the North, landfall at 18° 02.5′ N., 16° 28′ W., then steer 100° to come to the South of the new port.

At 20 miles from the coast weak echoes from the town and a few buildings close to the pylon in position 18° 08.5′ N., 16° 00.5′ W. observed on the radar.

At 15 miles echoes from the new port and the old wharf appear. The coast only appears at 9 miles on the radar as the coast is dunes and swamps.

In the event of electricity power failure in the town, only the light at the end of the new port operates. This light was observed at 5 miles. This small lighthouse is a white pylon of concrete, about 10 m. high, and with a white light on top (2 secs. on, 3 secs. off).

The new port is 2.6 miles to the South of the old wharf (See "Plan" – "radar picture at 6 miles"). On land to the N.E. of the access to the port is a modern lighthouse with white and black stripes (see "Plan"). The light is Iso. white (5 secs. on, 5 secs. off). Height 37.1 m., range 16 miles (information obtained from authorities).

It is possible to distinguish an approach alignment (085°) formed by two iron pylons on top of which is a white and red diamond formation, and carrying lights (see "Plan" — "radar picture at 1.5 miles"). On this alignment and at 1.8 miles from the jetty, was a landing buoy (disappeared). The alignment brings the vessel close to the jetty.

Pilotage/Tugs: Pilot and Port Captaincy contacted on Channel 16. If entering, the Pilot requests vessels to anchor between 0.5 – 1 miles from the jetty(s). It is preferable to remain to the S.W. of the jetty at 0.8 miles. Depth of water from 9.0 m. – 10.0 m., and this for short duration of anchoring. The Pilot comes onboard when anchoring, and comes with a tug. The tug ties up near to the pilot ladder.

Do not lower the anchor until the pilot is on board (fairly long operation).

The port has 2 tugs of 980 h.p. (theoretical power), but they barely make 500 h.p. A single tug operates, and has a mixed Chinese-Mauritanian crew. There is one Chinese pilot and 2 Mauritanian trainee pilots.

NOTE: In the event of anchoring for a long time, remain in depths of 12 m. – 15 m., towards the old landfall buoy, at the North axis of the channel. No entry or sailing at night.

Port: A long arm of 750 m. is aligned East-West, followed by a 580 m. mole with 3 berths. This mole is equipped with red coloured cranes, of 10 tons lifting power. The mole runs at 240°. An 80 m. long breakwater orientated at 190° and formed by concrete blocks extends from this mole. Near to the end of this breakwater is the little white lighthouse (2 secs., 3 secs).

On land near to the access to the arm are 4 large light green sheds and a container park.

Two yellow-black and yellow-black-yellow buoys indicate the sand bank in the port. The marks are respectively N. and W. The indicator of the North buoy is partly broken away. Buoys are not lit.

Fairly strong undertow is experienced in the port, and vessel rolls almost continuously whilst at the quay. There are good fenders along the quay.

SHIPMASTER'S REPORT: August 1989 (New Port).

The new port, named "Port of Friendship", has been in operation since November 1987. The centre of the jetty is located in position Lat. 17° 59.35′ N., Long. 16° 02.1′ W., 15 km. S.S.W. from the capital city Nouakchott. The jetty is 585 m. in length and is 45 m. wide and lies in a 240°/060° direction and is connected to the shore by a 750 m. × 13 m. long bridge which lies in a 270°/090° direction.

There are 3 berths on the jetty:

No. 1: 149 m.	Min. depth	9.8 m.
No. 2: 168 m.	Min. depth	10.0 m.
No. 3: 190 m.	Min. depth	10.3 m.

The port is designed to import and export 500,000 tons per year.

The jetty is equipped with 2 gantry cranes of 10 tons' capacity each, but handling of cargo is normally by ship's gear.

There is a breakwater from the N.W. corner of the jetty, extending about 200 m. in direction 200° (See "Plan"). A light beacon has been established at its S.W. extremity.

Two yellow buoys mark the East and South extremity.

One mooring buoy lies between the Naval Berth and extreme East buoy.

There is a pair of leading lights with diamond top marks in line 080°.

Several buildings, warehouses and 42,682 sq.m. of open storage area are located about 1 km. East of the jetty wharf.

The Port Office lies close South of the port gate.

The Pilot Station is on the N.E. corner of the jetty, near Berth No. 1. Two tugboats of 900 b.h.p. each berth alongside Berth No. 1.

A naval berth is under construction on the South side of the middle of the jetty bridge.

The main lighthouse, a white round tower with black bands, about 35 m. high, lies 200 m. N.N.E. of the extreme East of the bridge (approximate position Lat. 17° 59.5′ N., Long. 16° 01.5′ W.).

Anchoring is recommended in the area 1 mile West of the breakwater in approximate position Lat. 17° 59.3′ N., Long. 16° 03.2′ W. with depth 12 m., a sandy bottom and good holding ground. The current runs at less than 0.5 knots, ship's heading is nearly always against the wind. There are no dangers or difficulties encountered when approaching the anchorage. Occasionally, there are one or two vessels waiting to berth.

Normally, one tug assists vessel to berth or unberth, but in daytime only and in good weather. During bad weather with wind from S.E. – S.W. at Force 6 or more, the vessel may have to stay on the berth, even if cargo work has been completed.

The predominant swell is Northwesterly. It always affects the berths and causes vessels to range continuously. It is therefore important that double springs are used fore and aft and that spare lines are ready when bad weather is forecast. The records show that in the Winter of 1987, a vessel broke 21 ropes during strong Northwesterly winds, after which she left the berth to anchorage for safety.

Easterly winds cause sand storms and visibility becomes poor, sometimes as low as 20 m.

Handling rate: Average discharge rate for bagged sugar, wheat or cement is 20 – 25 tons per gang/hour, tea in cases 10 – 15 tons per gang hour and other general cargo averages 10 – 20 tons per gang/hour, however this is dependent upon the trucks and gangs.

Cargo is discharged from the ship and reloaded into the trucks at the same time, thence directly to the city. These trucks have a capacity of between 10 tons – 30 tons.

Net slings are mainly used for bagged cargo and general cargo.

Work is in 2 shifts per day: Day shift from 0800 hrs. – 1800 hrs., with 1500 hrs. – 1800 hrs. on overtime. Night shifting is 1800 hrs – 0530 hrs., all on overtime which is arranged and approved by the ship.

Friday is a holiday, but work is possible at overtime rates if vessel gives approval. Saturday and Sunday are normal working days.

Documents: See "Nouadhibou".

Customs control: For Chinese vessels the Port Officers do not board on arrival. They may board later to see the vessel but do not seal the bond. The Agent boards the ship to bring back the necessary documents after berthing. For other foreign vessels they will board ship after berthing and seal the bonded store as usual. They may take away some ship's certificates for checking and return them to the ship before sailing.

There is no stealing among the stevedores, even when discharging general cargo and there are no shore watchman here.

VHF: Port Control on Channel 16, working 24 hours a day. Pilot Station on Channel 6, working when berthing and unberthing only.

Berthing sometimes delayed when not ready in time.

There are 2 Chinese Pilots and 3 local apprentices.

Supplies: No ship chandler available. Limited provisions can be supplied through Agent. Fresh water can be supplied by water tank through Agent. Each tank has 13 tons capacity, average rate 10 t.p.h. (daytime only). Good quality but expensive, U.S.$12.00 per ton.

Repatriation: Can be arranged by Agent. Regular airlines to Dakar and Casablanca.

Medical: Can be arranged by Agent.

Shore Leave: Permitted. Passport or Seaman's Book required.

Fishing: Plentiful fish in the port and anchorage. Fishing is allowed on board only.

AUTHORITY: Monsieur le Directeur du Port de Nouakchott, Ministere de l'Equipement, Nouakchott, Mauritania.

Societe Nationale Industrielle et Miniere, P.O.Box 1260, Nouakchott. *Tel:* 522-74, 523-29. *Telex:* 551 Snim Nkc.

AGENT: Societe Mauritanienne de Peche et de Navigation (S.M.P.N.), Route de l'Aeroport, B.P. 40254, Nouakchott, Mauritania. Tel: 253638, 253703. Telex: 5847 MTN SMPN. Fax: 253787.

Mauritius

PORT LOUIS: 20.09 S. 57.30 E. (See Plan)

PORT LIMITS: The commercial area of the port is the area inside the port bounded by the Entrance Buoys and the shore line of the Inner Harbour. Vessels at the Outside Anchorage lie within the limits of the port defined by an imaginary line joining Pointe Aux Sables and Pointe Aux Piments. In this area commercial activities are restricted to bunkering, ship repair and the landing of passengers or personnel.

PILOTAGE: Compulsory for vessels over 100 n.r.t. Vessels are piloted inwards and outwards at any time of the day or night if circumstances permit. Inward bound vessels are met about 1 mile (1.6 km.) seaward of the Entrance Buoys though they may, in some circumstances have to be boarded at a greater distance offshore.

Both anchors should be ready for use and ships' lines prepared.

Anchors are often used to assist in turning vessels.

ANCHORAGES: Open roadstead with anchorages for vessels of any draft. Admiralty Chart No. 713 refers.

RESTRICTIONS: Vessels carrying highly inflammable products are only berthed during daylight hours.

MAX. SIZE: Harbour Entrance depths from 12.8 m. to 36.3 m. Channel dredged to 12.1 m. Also see "Berthing".

HEALTH:

1. Free Pratique by Radio.
2. Applications should be submitted to Port Health Inspector 48 hours prior to arrival of vessel by Agent.

Following Information Required:

I Name of ship.
II Expected time and date of arrival.
III First port of loading, i.e. port of departure.
IV Last port of call.
V Has any case of contagious disease, or of sickness suspected to be of a contagious nature, occurred on board during the last 15 days?
Indicate the number of cases of contagious disease(s) occurring.
VI Has any case of death from sickness due to contagious disease(s) or otherwise occurred on board during the voyage? Indicate the number of deaths from sickness due to contagious disease(s) or otherwise occurring on board during the voyage.
VII Does the ship have a ship's surgeon on board?
VIII Number of crew (including Master) and number of passengers.
IX Indicate the number of crew members or passengers disembarking.
X Does the ship have in its possession a Derat Certificate or a Derat Exemption Certificate, also mention the date of expiry.

RADIO: The Port Master requires to be notified of the date of the vessel's arrival, the length and draft and purpose of call, by radio as soon as it is possible for Master to communicate with Harbour either:

1. By CW transmission through the Government Radio Station (3 BA) at Vacoas on 500 kHz.
2. By R/T transmission through Port Louis Harbour Radio Station (3 BB 3) on 2182 kHz.

VHF: Port Louis Harbour Radio Station is equipped with VHF and maintains 24 hour watch on Channel 16.

TUGS:

(i) 2,670 h.p. for deep sea towage and salvage. Fitted with fire fighting equipment, SSB and VHF.
(ii) 2,620 h.p. for deep sea towage and salvage. Fitted with fire fighting equipment, SSB and VHF.
(iii) 3 smaller tugs of 320 h.p. available for harbour work and fitted with VHF.

BERTHING:

Quay No.1: Length 122 m., maximum draft 11 m. at any state of tide, vessels up to 183 m. overall length can be accommodated. This berth is designed mainly for discharging petroleum products, ammonia, bulk fertiliser and coal. General cargo vessels and passenger ships are occasionally berthed at the Quay. Maximum water displacement limited to 33,000 tons.

Ships approaching the berth from seaward in daytime are swung to port with the aid of tugs and berth starboard side to the quay. At night the berthing is always port side-to. The ship will be turned in daytime when leaving the port.

As winds are often fresh, and passing traffic can cause surging. Moorings should be carefully tended.

There is little or no resilience in the fendering rubber rollers so heavy landing must be avoided.

Quays No. 2-3: Aligned quays having a total length of 366 m.; maximum draft 11.0 m.; vessels up to 195 m. overall length can be accommodated. Berth No. 2 is used for general cargo operations whereas Berth No. 3 will be restricted as far as possible to container operations.

Quay No. 4: (Container Terminal): Length 183 m., can accommodate vessels up to 220 m. LOA, maximum draft 11.0 m. This berth is used exclusively for container operations. A Park of 6.6 hectares is available for stacking of containers.

Equipment:

3 × 35 tons Hyster (4 high).
3 × 35 tons Lancer Boss (4 high).
3 × 35 tons Lancer Boss (3 high).
3 × 32 tons Hyster (3 high).
2 × 26 tons Hyster (2 high).
1 × 18 tons Hyster.
2 × 10 tons Hyster. } Empty
2 × 7 tons Hyster. } Containers.
1 Ferranti 2K90 – 40 Tons.

Vertical operations carried out by ship's gear. Horizontal transfer carried out by tractor/trailer system.

Quay D: This is a multi-purpose berth. Length 149 m., maximum draft 9.4 m. can take a vessel up to 183 m. overall length. This berth is used mainly for discharging of petroleum products, edible oil, bulk wheat and loading of molasses.

Passenger vessels are also berthed alongside the quay.

Wire moorings will be accepted, but for the ease of handling, fibre/synthetic tails are preferred.

Cautionary Advice:

(a) The quay is of concrete construction protected with modern rubber fendering. The fendering is not resilient and heavy landings must be avoided.
(b) The berth is little affected by passing traffic but fresh offshore winds may be experienced, especially during the afternoon.

Quay C: Length 121 m., maximum draft 5 m. Berth can take a vessel of up to 92 m. length berthed port side to. This berth is used mainly for the inter-island trade and discharge of cattle.

Sugar Terminal: Vessels up to 198 m. overall length can be accommodated at the terminal. Maximum draft for vessels loading sugar is 11 m. Two sheds capable of storing 175,000 tons of sugar each have been constructed. The Bulk Sugar Terminal is operated by the Mauritius Sugar Corporation. Maximum loading rate 1,400 t.p.h.

Facilities are also available on this quay for fuel oil discharge, which is connected by pipeline to storage tanks for the power station.

Ships approaching the berth from seaward are swung to starboard with the aid of tugs and berth head out.

Winds are often fresh and passing traffic can cause surging so moorings and anchors, if used, should be carefully tended.

Cement Dolphin: A bulk cement discharge point lies between Quay Nos. 1 and 2. Cement vessels up to 135 m. are regularly accommodated at this berth. Vessels up to 183 m. may be occasionally accommodated subject to adjacent berths being vacant.

Buoy Berths: 1 berth – LOA 195 m., draft 11.0 m.
1 berth – LOA 150 m., draft 11.0 m.

Vessels are berthed/unberthed at any state of tide. Tidal range is about 0.8 m. maximum.

Fishing Quay: Length 162 m., maximum draft 5.0 m. Berth can take vessels of up to 70 m. length. New Fish Quay – Length 185 m., draft 5.5 m. Vessels of up to 90 m. length can be accommodated.

SPECIALISED CARGO HANDLING FACILITIES: The following types of bulk cargo are provided with specialised handling facilities:

(i) Petroleum Products.
(ii) Fertiliser.
(iii) Sugar.
(iv) Bitumen.
(v) Tallow/Caustic Soda.
(vi) Maize.
(vii) Cement.
(viii) LPG.
(ix) Liquid Ammonia/Tallow/Caustic Soda.
(x) Soya Bean.
(xi) Coal.
(xii) Molasses.

The Container Terminal provides for a fully fledged container service with the exception of quay cranes. However, private shipping companies are allowed to use quay cranes if available.

STEVEDORES: Undertaken by the Cargo Handling Corporation Ltd. (CHC Ltd.).

Working hours: Monday to Fridays from 0700 to 1500 hrs., Saturdays from 0700 to 1300 hrs. Sundays and public holidays from 0700 – 1100 hrs. Overtime work is carried out during weekdays as well as on Sundays and Public Holidays if necessary. However, a double-shift system has been introduced at Berth No. 4 with the following working hours:

Mondays to Fridays:	1st shift – 0700 hrs. to 1500 hrs. 2nd shift – 1500 hrs. to 2300 hrs.
Saturdays:	No shift – 0700 hrs. to 1800 hrs.
Sundays:	No shift – 0700 hrs. to 1100 hrs.

Operates extended hours if and when required up to 2100 hrs.

TANKERS: There are no deballasting or slop facilities.

Bulk Sugar Terminal: Fuel oil is discharged through a single 8 in. hose with ASA bolted flange which forms the link between ship's manifold and the jetty. Ships' derrick should be plumbed mid-manifold for lifting the hose. Weight approximately 2 tons. Bunkers are supplied through the same line.

Quay D: 2×12 in. pipelines run under the quay, one for fuel oil which goes to Shell Depot only, and one for all other products. One or two 16 in. hoses can be used to link each line to the ships' manifold (ASA bolted flange).

There is also an LPG line to the Shell Depot, Elf Antagaz and Esso from near the end of the quay, but this is only used for very small ships. LPG vessels carry up to 1,300 tons.

Quay No. 1: Cargo transfer facilities are not permanently installed on the jetty. 8 in. hoses are carried to the quay when required and connected to the single pipeline which is buried in the quay. No water flush of the line is required between the products. Max. rate for gas oil is 700 t.p.h. Max. rail pressure 100 p.s.i. Max. rate for Mogas 600 t.p.h. at the same pressure as gasoil.

Also see "Berthing".

MEDICAL: Arrangements for medical attendance should be made through ship's Agent. Private clinics available.

FRESH WATER: Fresh water supplied by barges at any berth between 0700 hrs. and 1600 hrs. Arrangements can be made for supply before 0700 hrs. and after 1600 hrs. on payment of overtime. The loading rate is about 25 – 30 t.p.h. 4 barges of 50, 75, 85 and 110 tons respectively are available.

REPAIRS: Almost any type of repair can be undertaken in Port Louis.

DRY DOCK: Stevenson Dry Dock. Largest vessel that can be docked: 100 m. × 15 m., with a max. draft of 9.0 m.; vessels of up to 109 m. × 15.3 m. can also be docked, but at least 15 days' notice should be given.

FUEL: Gas oil, marine diesel and furnace oil obtainable. (Arrangements must be made in advance between Owners and Shell or Caltex). The pumping capacity of the installations at Port Louis for furnace oil is between 150 t.p.h. and 200 t.p.h., and for marine diesel oil and gas oil 50 t.p.h. Marine diesel oil and furnace oil (35 secs. to 1,000 secs.) is supplied at Quay D. Gasoil – Quays C, D, 2, 3, 4 and Trou Fanfaron Fishing Port. Marine diesel – Quays 2,3,4 and D. Furnace oil – Quays 2,3,4 and D.

A 400 ton bunkering barge is available to supply vessels in harbour and outside anchorage.

CONSULS: *Consulates:* Australian, Austrian, Belgian, Canadian, Danish, Dutch, Finnish, German, Norwegian, Portuguese, Spanish and Swedish.

Embassies: Egyptian, French, Malagasy, Pakistan, Peoples' Republic of China, Russia and U.S.A.

High Commissions: British and Indian.

TIME: Local time GMT plus 4 hours.

HOLIDAYS: Public Holidays for 1994:

New Year	Saturday	1st January
New Year	Sunday	2nd January
Thaipoosam Cavadee	Thursday	27th January
Chinese Spring Festival	Thursday	10th February
Maha Shivaratree	Thursday	10th March
National Day	Saturday	12th March
Id-El-Fitr	Monday	14th March
Ougadi	Monday	11th April
Labour Day	Sunday	1st May
Ganesh Chaturthi	Saturday	10th September
All Saints Day	Tuesday	1st November
Divali	Thursday	3rd November
Christmas	Sunday	25th December

POLICE/FIRE: Police Tel: 999. Fire Tel: 240-3741.

GARBAGE DISPOSAL: Collection service is available. Drums or skips are not provided on board or alongside. Tel: Port Louis Harbour Sanitary Services 2126710.

Charges: Garbage up to 6 cu.m. on normal days: Rs2,000, on Sundays: Rs4,000.

Collection time: Normally between 0700 hrs. and 1100 hrs.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Merchant Navy Mariners Club, Joseph Riviere Street, Port Louis. Tel: 2422617. Facilities available: Postage facilities, all currencies exchanged, football matches arranged, paperback books exchanged, Honorary Chaplain appointed by Flying Angels Mission to Seamen available at the Club, a fully stocked bar with bar snacks available from 0900 hrs. to 2300 hrs. everyday. Attractive outdoor lounges with badminton, table tennis, darts and usual club games available.

CURRENCY: Mauritian Rupee (M.Rs.). U.S.$ 1.00 = M.Rs.17.00 (14.7.94).

DEVELOPMENTS:

(1) Rice Handling Complex.
(2) Extension of Quays A and D to accommodate vessels up to 40,000 d.w.t.
(3) Construction of liquid cargo/cement berth at Mer Rouge.
(4) Construction of a 3,000 sq.m. building (6 floors) for the Marine Department.
(5) Construction of a new Container Terminal.

SHIPMASTER'S REPORT: June 1982. (Updated 1990).

Off Limits Call for Stores, Mail and Crew Changes:

Documents: (All local forms – IMO standard documents in use(FAL conv. 1965)).

1 Parcels List, 1 Shipmaster's Report Inwards, 1 Ship's Record, 1 P.F. 102 – Certificate Finder Act No. 20 of 1973 for Immigration, 1 Maritime Declaration of Health, 1 Crew Declaration, 4 Crew Lists.

Anchorage: Possible but not necessary for the 2 hour stop.

Max. Size: No limit.

Health: Vessel is boarded by 2 Quarantine Officials who grant Free Pratique.

Radio: An amended ETA had not been received 6.5 hours after transmission.

VHF: Port Louis Harbour Radio very helpful and will pass messages. We were not able to contact them until about 30 miles to the West.

General: Vessel is also boarded by, 1 Customs Official, 1 Immigration Official and the Agent. After entry formalities are completed the ship-chandler boards together with any new crew. Despite cabled request our stores were not pre-slung and had to use ship's net slings. Require derrick amidships for stores and good lee, usually port side. Stores' boat is separate from Officials' boat.

SHIPMASTER'S REPORT: July 1982 (Updated 1990).

Port Limits: The commercial area of the port is the area inside the port bounded by the Entrance Buoys and the shore line of the Inner Harbour. Vessels at the outside anchorage also lie within the limits of the port defined by a line joining Pte. Aux Sables and Pte. Aux Piments. In this area commercial activities are restricted to bunkering, ship repair and the landing of passengers and personnel.

Documents: Immigration: 2 Crew Lists, 2 Passenger Lists, 1 Certificate under Act No. 20 of 1973 (Form PF102).

Health: 1 Declaration of Health, 1 Vaccination List.

Customs: 1 Customs Form (Form F24), 1 Parcel List (Form F17), 1 Ship's Report – Inward, 1 Narcotics List, 1 Arms and Ammunition List.

Agent: 2 Crew Lists, 2 Passenger Lists, 1 Ship's Record – Port of Port Louis.

Note: Declare ship's cameras, VHF's, TV's, etc. in bonded section of F17. If space allocated on F17 for crew "other items" is insufficient, use of a supplementary list is acceptable.

Clearance: Health, Customs and Immigration board on entrance. Clearance may be obtained at the Outer Anchorage but is subject to availability of personnel and may be limited to the purposes of anchoring listed in "Port Limits" above.

Approaches: Approach directions are well covered in the Sailing Directions and Chart No. 61592. The Citadel is easily recognised from considerable distance during the day. Closer in, the middle and upper ranges are visible, but the separation is not sufficient for good accuracy. The lower range is an orange daymark, located on the red roof of the Port Office, both faded to a rust colour. It is very difficult to locate and can be confused with the daymark on the light located on "B" Berth. The Northern red can buoy is large and makes a good radar target. The Southern BW is of skeleton construction and is subsequently harder to pick up visually or with radar. There is a tidal current that sets across the channel and at right angles to it.

Pilotage: Compulsory for vessels over 100 g.r.t. Vessels are piloted inwards and outwards at any time of day or night if circumstances permit. Inward bound vessels are met about 1 mile seaward of the Entrance Buoys. The pilot boat is a white launch with a deck height of approximately 4 ft. There are only 4 Pilots, so movements may be delayed by congestion and night entrance curtailed.

Anchorage: Open roadstead with anchorages for vessels of any draft. Consult Chart No. 61592.

Radio: Government Radio Station 3BA at Vacoas is on 500 kHz. and also has high frequency Channels. Port Louis Harbour Radio Station has 2182 kHz. and VHF Channel 16. They do not have regular traffic lists but are easily reached, particularly around weather reporting times.

The Port Master requires to be notified of the date of vessel's arrival, length, draft and purpose of call, by radio, as soon as practical with the above stations.

Tugs: 2 tugs of 830 h.p. and 3 smaller units of 320 h.p. for inner harbour work, and one new multi-purpose high powered tug of 2,670 h.p.

Berthing: There are numerous speciality docks and berths for smaller vessels. The main deep-draft berth has 2 sheds for unitised and general cargo with one open container section. This new dock has excellent fenders but the older docks have virtually nothing. Bagged goods are generally worked into lighters at mooring buoys.

When berthing to buoys, the vessel is berthed head-out on 2 anchors with additional headlines to a buoy. The stern is secured to the buoy by 4 ship's lines and a heavy shore wire. A messenger is necessary for taking the wire, and lashing straps to tie the eyes to the mooring rings must be supplied by the ship. The wire is taken through the centre stern chock, and one set of bitts must be kept free for it. Chafing gear on stern lines is advisable. Vessels berthed at the container berth may be required to send 4 lines to a buoy about 100 ft. off the corner of the dock.

Medical: Medical and dental facilities are available with arrangements to be made through the Agent. Repatriation can be arranged. Radio Pratique is not available. Cholera and yellow fever vaccinations are required for arrivals from infected areas.

Consuls: The U.S. Embassy is located about 200 yards outside the main harbour gates and is easily recognised. The office is on the 4th floor of Rogers House. Working hours are 0900 – 1200, Monday – Friday.

Watchmen: 3 shifts: 0700 – 1500 hrs., 1500 – 2000 hrs. and 2000 – 0700 hrs. Number is at discretion of ship, but heavy pressure is applied to the Chief Officer to employ extra, claiming these are "normal" or "routine". If cargo is *free out,* watchmen are hired and paid by receivers, with vessel only providing meals. Quality is poor to fair. If vessel is at Outer Anchorage, no watchmen are available. There have been frequent incidents of thefts by bum-boats, so an adequate crew watch is recommended.

Customs Allowance: On arrival, officers and crew may have in their possession, an 8 day allowance of tobacco products and 4 day allowance of spirits per daily schedule of: Master: 1 oz. tobacco, 0.25 pint of spirits, 1 quart of wine, 1 quart of beer: Other Officers: 0.75 oz. tobacco, spirits same; Crew: 0.5 oz. tobacco, spirits same. (200 cigarettes for the 8 days is accepted as within amounts listed). 2 Customs Officers will be assigned to vessel, usually just during working hours, with vessel expected to provide a suitable room and meals.

Supplies: General supplies are available through Agents and private ship chandlers, though prices can be expected to be high for consumable stores and equipment. Repairs can be performed, but the shipyard dry dock is too small for larger vessels. Foodstuffs are not recommended. Fresh water is about $2/ton via barge. Fuel is expensive, about $45/bbl. for Bunker C. Numerous ship chandlers will solicit the vessel, many falsely claiming to be sent or approved by the agency.

Time: GMT plus 4 hours.

Holidays: There are 13 official holidays, and numerous others are observed in various degrees due to the mixed Chinese, French and Indian heritages.

SHIPMASTER'S REPORT: October 1983 (Updated 1990).

Off Limits Call for Mail, Stores and Crew changes:

Documents: Documents required may be:

1 Shipmaster's Report Inwards – for Customs.
1 Parcels List Customs F.17.
1 Customs F.16 – Crew Declaration although they *may* accept ship's own form.
2 copies Master's Report for Mercantile Marine Office, also an addendum in duplicate, and these forms are taken ashore by the Agent.
1 P.F. 102 – Certificate Finder Act No. 20 of 1973 for Immigration.
3 Crew Lists on arrival.
2 Crew Lists on departure – to show newly joined personnel.

Immigration require international embarkation and disembarkation cards for all joining and departing personnel.

Port Health require Marine Declaration of Health.

All these papers are required, even though the vessel is only there between 1 and 2 hours.

Ship's Spares: Any package for the vessel arriving from abroad should preferably be at the airport at least 2 days prior to the vessel's arrival as it takes time to clear such packages through Customs.
General: The Mauritius Sailors Home Society will exchange paperbacks – arranged through Agents.

AUTHORITY: Mauritius Marine Authority, P.O.Box 379, Port Administration Building, Mer Rouge, Port Louis, Mauritius. *Tel:* (230) 240-0415. *Telex:* 4238 Mauport IW. *FAX:* (230) 240-0856. *Contact:* Director General.

NOTES

Please also advise Shipping Guides Ltd.

Mexico

GENERAL:

DOCUMENTS: New Customs House Regulations are in effect, which stipulate that the following cargo and ship's documents must be submitted in a new Mexican format:

1. Crew List. *
2. Passenger List. *
3. Stores List.
4. Crew's Personal Effects Declaration.
5. Cargo Manifest. *

* Must also be visaed by the Mexican Consulate or Embassy.

Failure to comply with this new regulation can result in fines of up to U.S.$ 350.00 per document.

ACAPULCO: 16.50 N. 99.54 W.

DOCUMENTS:

Health Clearance from previous port.
Health Pratique.
4 Stores Lists.
4 Lists of Crew's Personal Effects.
12 Crew Lists.*
2 Passenger Lists.*
12 Manifests of cargo for the port.*
*One copy to be visaed by Mexican Consul.

PILOTAGE: Pilot is ordered by Agent on the basis of Master's ETA, which should be given accurately at least 24 hours before arrival. Pilot boards at the port limits, approx. 1 mile from the entrance. Pilot station on VHF Channel 16 when vessel expected.

ANCHORAGES: Vessels may anchor in the middle of the bay as indicated by the Pilot. Depths up to 150 ft.

RESTRICTIONS: The Bay of Acapulco is a natural harbour surrounded by mountains, approx. 4 miles across at its widest part and 2.5 miles across at its narrowest. There are 2 entrances, 1 called Boca Grande and the other called Boca Chica.

Boca Grande is between Punta Siclata on Isla de la Roqueta and Punta Bruja. The channel is 3,000 m. wide with a depth of 31 fathoms in mid-channel.

Boca Chica Channel, between Isla de la Roqueta and the Peninsula of Las Playas is 300 m. wide with a depth of 14 fathoms in mid-channel.

MAX. SIZE: For berthing alongside max. draft 28 ft. 6 in.

HEALTH: When vessel arrives at the port the following Authorities will board: Port Health Authority, Customs and Immigration, accompanied by the ship's Agent.

RADIO: Coastal station of Acapulco receiving on 8374 kHz in daytime and on 4180 kHz at night. Transmitting on 8514 kHz in daytime and 4250 kHz at night. Radiotelephone receiving and transmitting on 2715 kHz during the day and on 2182 kHz from 2000 – 0600 hrs. local time.

VHF: Service available from 0630 hrs. to 2300 hrs.

TUGS: *Shipmaster's Report:* December 1984.
There are no tugs at Acapulco. Berthing and unberthing are unproblematic because of the use of anchor and aft buoy line and furthermore the help of mostly weak prevailing winds which blow parallel to the pier.

BERTHING:

	Length (m.)	*Depth* (m.)
Fiscal Quay	198	8.0
Coastal Quay	150	4.0
Passenger Quay	206	10.0
Fishing Quay	173	4.0
Yacht Quay	340	3.0

Storage Area: Warehouses 7,725 sq.m. Container Yards 10,414 sq.m. Cars 550.

Equipment: 18 forklifts, 2 cranes × 40,000 lb., 1 crane 25 tons, 1 forklift 70,000 lb. for containers, 3 tractor trucks for containers.

Cargo Rates: General cargo 47 t.p.h., unitised general cargo 100 t.p.h., containers 16 boxes per hour per vessel.

MEDICAL: Agent should be advised by radio in advance if any medical assistance required. Hospital facilities available.

TANKERS: Tanker moorings operated by Petroleos Mexicanos situated on the Eastern side of the bay. It is strictly prohibited to discharge oily residues in the bay or within 40 miles of the port.

FRESH WATER: Can be supplied from the quays using ship's hoses, rate about 15 t.p.h.

FUEL: Available.

CONSULS:

Denmark	Tel: 2.11.11	Norway	Tel: 2.19.56
France	Tel: 2.43.83	United Kingdom	Tel: 2.29.21
Italy	Tel: 2.25.10		

REPAIRS: Minor engine repairs can be effected. No dry docks, only a slipway for vessels up to 100 tons.

Vessels may carry out own repairs only after permission obtained.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Crew members are only allowed to retain cigarettes, tobacco and liquor sufficient for their own consumption while vessel is in port.

REPATRIATION: Can be arranged.

AIRPORT: International Airport situated 22 km. from the port, daily flights to all parts of the world.

TIME: GMT minus 6 hours all through the year.

HOLIDAYS: The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.

POLICE/FIRE/AMBULANCE: Police Tel: 2.00.40; Fire Tel: 2.00.42; Ambulance (Red Cross) Tel: 2.02.41 and/or 2.00.88.

TELEPHONES: Cannot be connected on board the ship but Master may make calls from the quay.

SHORE LEAVE: Allowed. Crew List to be left with gate.

IDENTIFICATION CARDS: Not required.

AUTHORITY: Capitania de Puerto, Costera Miguel Aleman 306, 2 Piso, Edificio S.C.T., C.P. 39300, Acapulco, Mexico. *Tel:* 82-31-75. *FAX:* 82-20-67. *Contact:* Captain Idelfonso Carrillo Mora, Port Captain.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

CAYO ARCAS: 20.11 N. 91.59 W. (See Plan)

SHIPMASTER'S REPORT: January 1982.

DOCUMENTS: *Agents, Customs and Immigration:* The Charterer's Agent dealing with the paperwork when loading at Cayo Arcas are Benjamin Negroe Pawling, Consignatario de Buques, Calle 31 No. 1, Ciudad del Carmen, Campeche, Mexico. They only deal with the entry and clearance of the ship and preparation of the cargo papers. They also prepare and obtain a visaed Crew List irrespective of the fact that one might have been prepared and visaed at the previous discharge port.

The Customs and Immigration come by helicopter to the storage tanker and clear the ship when alongside. However, they will also clear the ship in the anchorage coming out on one of the tugs.

Papers Required: 6 Visaed Crew Lists (or plain Crew Lists with a letter from the Agent at the previous port stating that there was no Consul available).
2 Visaed Manifests for cargo on board.
2 Vaccination Lists.
4 Crew Declarations of Personal Effects.
2 Copies of Stores Lists.

During the 3 loadings at Cayo Arcas and the time spent at anchor off Coatzacoalcos no mention was ever made to the Work Permits which it was understood had to be obtained when working on the Pemex Charter. Perhaps these will be issued when the vessel loads at a port on the coast.

ANCHORAGES: 4 to 8 miles to the East of the flare in 25 fathoms, bottom sand, mud and shell. Good holding ground using 9 shackles of cable.

RESTRICTIONS: See "Loading".

RADIO: Radio communication via XFF2 . . . . Pemex Pajaritos, traffic list even hour GMT plus 30 minutes . . . . sometimes 5 to 10 minutes delay. No charges are made for any cables to Pemex.

Transmits:	Receives:
4346	4191
6442.5	6286.5
8690 (8690.5 Off Tune)	8382
12790 (12790.5 Off Tune)	12573
17075.5	16764

Always on 8 MHz, transmits on 12 MHz, receives 16 MHz.

During the course of the voyage, in addition to the arrival and departure cables, Pemex require the vessel's noon position each day, the ETA at the next port and any requirements such as bunkers and water. No acknowledgement is ever received and very few cables are sent to the ship by Pemex. Telex orders and instructions are routed via the Agent in the discharging port.

On approaching Cayo Arcas and the storage tanker, due to language problems (the Pemex operatives only speaking Spanish) all VHF calls are made through the English speaking officers on the tugs 'Eliska Theriot' and 'Martha Theriot' whose calling and working frequency is Channel 9. One of these English speaking officers also accompanies the Mexican Pilot-Berthing Loading Master and Pemex Representative to act as an interpreter when required and also when communication problems arise during cargo operations.

When at anchor off Cayo Arcas, information is usually obtainable via the 'Theriot' tugs.

BERTHING: Vessel moors port side to, alongside the storage tanker. This requires 8 parts of rope both forward and aft, 6 ship's lines and 2 from the storage tanker. All wires have to be fitted with rope pennants. Great care must be taken when going alongside to ensure that the ship's lines do not foul underneath the Yokohama fenders. Two tugs are in attendance, one forward and one aft using the tugs' lines. These are very heavy and require a messenger to heave them on board.

LOADING: Three lines are connected; these being 16 in. flexible rubber hoses with 12 in. reducers to the ship's manifold. They are connected by Pemex personnel but it is essential to have ship's staff operating the winch and the derrick gear. The API of the Maya Crude Oil is about 22.6 and the average loading temperature about 108°F. The maximum loading rate is 30,000 bbls./hr., however if the ship is receiving direct from the field, the rate drops to 15,000 bbls./hr.

It is advisable to leave the loading plan flexible as Pemex are likely to cease loading without prior warning and sail the vessel with deadfreight. The reasons for this can be due to the onset of bad weather or to ensure the ship leaves the storage tanker in sufficient time to enable the next ship to berth before dark. Unberthing is possible during the hours of darkness but the Pilots do not berth ships alongside the storage tanker between the hours of sunset and sunrise. The terminal requires 2 hours' notice prior to completion of loading and 10 minutes to stop operations. Communications between the ship and storage tanker is by a manifold watchman with a radio. These persons have a casual approach to their responsibilities and must be watched closely to make sure they are at the manifold when required.

Charles Martin (Surveyors) attend the vessel before and after cargo operations and insist on a visual inspection and manual dipping of the tanks. But they do not require water dips of the ship's tanks, a percentage allowance being noted on the Bills of Lading for these impurities.

Hydrogen Sulphide Content of Mexican Crude Oils: The H_2S content of the Maya Crude Oil is extremely high and all necessary safety precautions must be followed and adhered to.

FRESH WATER/FUEL: Fresh water, fuel oil and diesel oil are all available and are delivered to the ship by small coastal tanker or oil-rig supply tenders. They have to be ordered via Pemex preferably on the departure cable after leaving the discharge port. Whilst Pemex prefer to deliver bunkers when the ship is at the loading port, these commodities can be obtained in Curacao where Pemex have rented bunker storage facilities. Ships can avail themselves of this service when bunkers were not delivered in Mexico due to bad weather or some other cause.

DEVELOPMENTS: At the moment the only buoy in operation is No. 1 to which the storage tanker is moored. 'Boya Fija No. 3' and 'Boya No. 2' are in position as is the base for the hotel block 'HB CA1' and the degassing plant 'PBE-CA1'. It is understood the present completion date for these new installations is late March 1982 and production commencing some time after.

SHIPMASTER'S REPORT: May 1982.

DOCUMENTS:

Last Port Clearance.
5 Copies Crew List.
2 Copies Stores List.

PILOTAGE: Compulsory. Pemex Pilot boards 2 miles East of the berth.

ANCHORAGES: Depth 45 m. – 50 m. Bottom is sand.

RESTRICTIONS: Berthing daylight hours only. Unberthing at anytime.

MAX. SIZE: 350,000 d.w.t.

HEALTH: Pratique available day and night.

RADIO: Lantana Radio (WOE).

VHF: Terminal on Channel 11 only.

TUGS: 2 × 8,500 h.p. Both tugs required for docking and undocking.

BERTHING: Vessel berthed at No. 1 berth. Max. size permissible 110,000 d.w.t. Depth of water 42 m. Bottom is sand. Hoses connected on port side. No. 1 berth is alongside the storage tanker. However, after June 1st, 1982 the vessel will berth direct to the SBM.

Loading is through 3×12 in. hoses. Cargo is Maya Crude (API 22) which comes directly from oil production wells, through a gas separator. H_2S content is very high and dangerous.

The storage vessel is equipped with Yokohama fenders and also passes over 3 ropes forward and 1 rope aft.

Berth No. 2 (SBM): Max. size 250,000 d.w.t., hoses connected on port side.

Berth No. 3 (SBM): Max. size 350,000 d.w.t., hoses connected on port side.

No facilities for dirty ballast.

MEDICAL: Services available.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Not possible.

SHIPMASTER'S REPORT: May 1984.

LOCATION: Lat. 20° 12.5′ N., Long. 91° 57.5′ W.

The port of Cayo Arcas Terminal is an open sea terminal located in the Campeche Bank, some 85 miles almost West of Campeche and 90 miles North of Puerto del Carmen. The Middle Cay is the biggest with a lighthouse (round concrete tower) elevation 75 ft., Fl. (2) 14 s. 14 M.

The terminal is formed by:

1. One platform gas stabiliser (called "Cabezal de Valvulas" on Chart 28260) located in position 20° 09.6′ N., 91° 57.8′ W., with a gas burning flare (conspicuous) visible at 30 miles equipped with Racon "C" (–·–·).
2. One old gas burning structure located 1 mile S.W. of the above platform.
3. SBM No. 1 in position 20° 10.0′ N., 91° 59.0′ W.
4. SBM No. 2 in position 20° 08.8′ N., 91° 59.0′ W.
5. One fixed structure in 20° 11.4′ N., 91° 59.5′ W. to which is permanently moored the storage tanker "Venture Europe", capacity over 2 million barrels.

The platform and both storage tankers are very good radar targets at 24 miles.

DOCUMENTS: 6 Crew Lists visaed by the Mexican Consul of the last foreign port or 6 Crew Lists and a statement from the Agent at the last foreign port that no Consul in the area. 3 Ship's Stores Declarations and 4 Crew Declarations.

CLEARANCE/OUTWARD DOCUMENTS: The Agent will prepare on board after loading, all required documents already signed and stamped by the due Authority. The Agent will also prepare the Bill of Lading and Cargo Manifest with the quantities given by cargo and Pemex Inspectors.

PILOTAGE: Compulsory for berthing/unberthing. Pilot boards 2 miles S.W. of the platform and he remains on board during all operations. Accommodation and meals must be provided.

ANCHORAGES: Outside Prohibited Zone about 8 miles East of the platform or 4.5 miles S.S.E. of the platform in approximately 50 m. of water. Good holding with 9 shackles in winds up to 35 knots.

COMMUNICATIONS: ETA for Cayos Arcas Terminal: Send ETA to Pemex (Petroleos Mexicanos) Pajaritos via Pajaritos Radio Station, XFF2, working frequencies:

Transmits	*Receives*
4346	4191
6442	6286.5
8690	8382
12790	12573
17075	16764

Of the above frequencies only checked on 8 MHz.

Traffic list on even hours plus 30 minutes although some 5 to 10 minutes delay can be expected. Only listening to this station when South of Florida.

ETA to Pemex Pajaritos can also be sent via Lantana Radio Station, WOE when far from Cayo Arcas.

When close to Cayos Arcas communication with Port Control (stationed aboard "Venture Europe") via VHF on Channel 9.

ETA to Agent can first be sent via telex to Tampa Office relay Ciudad del Carmen and then by cable via Veracruz Radio Station, XFU.

BERTHING: When mooring at any of the SBMs have ready the port crane or boom to pick up gear. In the forecastle 1 mooring rope (not wire) with a tail of 3 fathoms length and 2.5 in. circumference to lash the shore rope. One gang of 10 men board the vessel with the Pilot to assist in mooring/unmooring and connection/disconnection of hoses. These 10 men remain on board throughout during vessel's stay and accommodation and meals must be provided.

2 Cargo Inspectors and 1 Pemex Inspector, and sometimes the Agent board the vessel with the Pilot. Accommodation and meals must be provided.

When mooring alongside the storage tankers, only 3 or 4 people remain aboard.

Mooring to Storage Tankers: Both storage tankers have Yokohama fenders on starboard side. Mooring port side alongside using 3 head ropes, 2 breast and 2 spring ropes fore and aft plus 2 breast ropes from the storage tanker forward. 2×12 in. hoses used.

Mooring to SBM Nos. 1 and 2: One tug is used (tug's wire) on starboard bow to assist in the mooring. One shore polypropylene rope 9 in. circumference to which a chain is attached must be heaved on deck. Minimum opening of the bracket or stopper 15 in. × 7 in., otherwise 2 shackles with a thick wire must be attached to the chain and passed around the bitt. 2×16 in. hoses used.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Not possible.

REPATRIATION: Embarking crew have to get permission from Immigration at Ciudad del Carmen before joining the vessel.

Disembarking crew cannot disembark, even if the Agent makes a request, until Immigration has cleared the vessel.

GENERAL:

Authorities: By helicopter from Ciudad del Carmen to "Venture Europe" and then by tug. Accommodation ladder requested.

Agent: Consignaciones de Buques, Canega Inc., with offices in Tampa, Florida. Telex: 803757 Canega B and Ciudad del Carmen, Campeche. Cable Address: Negroe, Ciudad del Carmen.

Charts: U.S.N.O. 28031, 28260.

SHIPMASTER'S REPORT: March 1987 (Updated Sept. 1987).

VESSEL: 117,000 d.w.t.

DOCUMENTS:

5 Crew Lists.
3 Ship's Stores Lists (including Bond).
3 Personal Manifests.
Last Port Clearance.
Ship's Register.

Personnel: 1 Agent, 1 Immigration Officer, 3 Cargo Surveyors, 1 Loading Master and 10 Mooring/Pipe-line personnel join with Pilot. 1 Pilot, 1 Loading Master, 3 Cargo Surveyors and 1 Agent remain on board and require meals. Accommodation required only if night loading.

Departure Documentation: This takes up to 4 hours but the vessel must be ready to leave the mooring on completion of ullaging and sampling, drifting clear of the area whilst the cargo calculations are completed.

September 1987: Documentation took about 3 hours, but the vessel can start to unberth 2 hours after disconnecting.

PILOTAGE: Pilot boards from a supply boat about 2.5 miles S.W. of the platform.

APPROACHES: Normal direction of approach to berths is from the S.W. When proceeding to an SBM, the supply vessel lands all pipeline equipment on board (port side), approximate weight 500 kg.

Navigational lights marked on chart are extinguished. Flare marked on chart is also extinguished.

Racon on the oil platform S.S.E. of island showed well at 16 miles.

Approaching from the West, there were no problems when keeping well to the South of the 'Area to be avoided'.

September 1987: There is a radar watch on the platform, using a Norcontrol System. All headings and distances to reach the anchorage are given through "Marine Control". Anchorage this time 4 miles to the East of platform. Depth 47 m., mud bottom.

Chart: B.A. 2626.

TUGS: 5 tugs of varying sizes, 2 supply vessels also used as tugs and several work boats. All equipped with VHF.

BERTHS: There are 3 loading berths.

(a) Storage vessel "Texaco Veraguas" moored to SPM – Maya Crude.
(b) SBM No. 1 – Maya Crude.
(c) SBM No. 2 – Maya Crude.

Storage vessel ((a) above) has fenders in place on the starboard side and loading vessels berth port side to, using 1 tug on the starboard bow and 1 tug on the starboard quarter.

Moorings depend on the size of the vessel.

Maximum size vessel: 100,000 d.w.t.

Hoses: 2×12 in.

Loading rate: 5,800 t.p.h.

September 1987: Berth used this time: VLCC "Texaco Veraguas", port side to, 4 floating fenders and 1 bow/quarter fender. Connections 2×12 in., only used VLCC's boom.

Loading vessels berth bow on to SBM ((b) and (c) above) using 1 tug on the starboard bow. Vessel picks up 1×80 mm. diameter messenger which is attached to a mooring chain for use with a Smit Bracket/AKD stopper.

Maximum size vessel: 216,000 d.w.t.

Hoses: 2×16 in. on port side.

Loading rate: 3,300 t.p.h. direct from the oil well.

Loading temperature: Up to 45°C.

Berthing is done in daylight hours only, unberthing day or night.

Tugs/supply vessels use their own lines when making fast for mooring.

In calm weather 1 tug makes fast aft to hold vessel off the SBM.

The 10 man mooring/pipeline squad stand-by forward and by the manifold whilst the vessel is at the SBM.

Ship's personnel are required only to work the winches when mooring/unmooring, connecting and disconnecting the hoses.

RADIO: All ETA messages sent to ship's Agents.

Prior to arrival call 'Marine Control' on VHF Channel 16. Working Channels are 9 and 11, they were clearly heard at 20 miles. Vessel was instructed to anchor 5 miles East of platform, this was between the 'Area to be avoided' and the marked anchorage in approximately 42 m., mud bottom.

Information required by VHF: Nationality, draft, quantity of ballast and de-ballasting time.

After anchoring call 'Marine Control' with arrival time, anchoring time, quantity of bunkers and fresh water on arrival.

CARGO: *Caution.* Maya Crude has an extremely high Hydrogen Sulphide content.

MEDICAL: A doctor is available on the platform but facilities are limited.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No facilities available.

GANGWAY: Accommodation ladder is required on the port side at SBM.

CUSTOMS: Customs allowance seems to be a 'reasonable amount'. There was no query over 200 cigarettes and 1 bottle of spirits per person.

The bond is not sealed but the Immigration Officer checked two or three items against the Ship's Stores List.

REPATRIATION: Personnel are taken by helicopter from Cayo Arcas to Ciudad del Carmen, 90 miles to the South, and then by plane to Mexico City where there is an International Airport. There is no limit on the number of personnel travelling.

TIME: GMT minus 6 hours all year round.

SHORE LEAVE: Not permitted.

GENERAL *Stores:* None available, but fresh prawns can be obtained from supply vessels/tugs.

Mail: Takes approximately 15 days to U.K./Europe but a courier service via the Agents is available taking only 5 days.

COATZACOALCOS: 18.08 N. 94.25 W. (See Plan)

PORT LIMITS: From the centre of the channel at the bar with a radius of 0.5 miles to seaward.

DOCUMENTS:

Customs:

Cargo Manifest, original and 4 copies visaed by Mexican Consul at place of origin. If no cargo carried for this port a certificate and 2 copies stating the fact.

Stores List, original and 1 copy.

Personal Effects List, original and copy if vessel is arriving from another Mexican port. Customs release from that port must be produced.

Port Captain:

Clearance from Last Port.

2 copies Crew List.

3 copies Manifest of cargo for this port.

Immigration:

Crew List, original and 1 copy, bearing consular visa.

Passenger List, original and copy, visaed by consul.

All Crew Passports or I.D. Cards.

Health:

2 copies Crew List.

2 copies Passenger List.

Crew Vaccination Certificates.

Derat Certificate.

When vessels are anchored beyond the breakwater authorities board from the pilot launch.

The following must be made available for inspection.

- Registration Certificate of Vessel.
- Certificate of Inspection of Deck Machinery.
- Certificate of Inspection of Machinery.
- Freeboard Certificate.
- Tonnage Certificate.
- Radio Certificate.
- Radio-telephony Certificate.
- Emergency Procedure in the Case of Abandoning Ship.
- Emergency Procedure in the Event of Fire.
- Vessel Insurance Policy.
- Copy of the Charter Party (where applicable).

Shipmaster's Report: November 1992.

Vessel berthed at Pajaritos, and Crew List, Stores List and Crew Declaration were required in Spanish language.

PILOTAGE: Compulsory. Pilot meets vessel off the jetties at Coatzacoalcos Estuary. Master should give Agent information not less than 24 hours prior arrival stating vessel's name, flag, and ETA as well as draft.

Pilot boat black hull, white housing and red deck. 2 launches, *Alcion* and *Vencedora.* The sound signal for calling the Pilot is 2 long blasts and 1 short blast. The light signal is a blue Bengal light.

There is a new cutter *Siriux.* The pilots' office has a VHF radio station, listening out on Channel 16.

ANCHORAGES: Ample anchorage grounds available outside the Bar of the Coatzacoalcos River.

Two anchorage areas have been established and are bounded by lines joining the following positions:

West Area:	A.	Lat. 18° 12′ 30″ N.	Long. 94° 26′ 57″ W.
	B.	Lat. 18° 12′ 30″ N.	Long. 94° 25′ 54″ W.
	C.	Lat. 18° 10′ 54″ N.	Long. 94° 26′ 57″ W.
	D.	Lat. 18° 10′ 54″ N.	Long. 94° 25′ 15″ W.
East Area:	A.	Lat. 18° 12′ 32″ N.	Long. 94° 25′ 22″ W.
	B.	Lat. 18° 12′ 32″ N.	Long. 94° 23′ 46″ W.
	C.	Lat. 18° 10′ 54″ N.	Long. 94° 24′ 51″ W.
	D.	Lat. 18° 10′ 54″ N.	Long. 94° 23′ 22″ W.

Anchorage exposed during Northerly winds when it is advisable to weigh anchor and proceed to sea.

RESTRICTIONS: *Access Channel:*

To Fiscal Zone: Length 800 m. Depth 11.0 m.

To Pajaritos Terminal: Length 2,500 m. Depth 13.1 m.

Main Navigation Channel:

Length 1,800 m. Depth 12.7 m.

Turning Basin:

Fiscal Zone: Length 250 m. Depth 11.0 m.

Pajaritos Terminal: Length 300 m. Depth 13.10 m.

MAX. SIZE: *Fiscal Zone:* 27,000 d.w.t. Max. length 185 m. Max. draft. 9.20 m.

Pajaritos: 59,000 d.w.t. Max. length 250 m. Max. draft 12.0 m.

HEALTH: Pratique never given by radio. Vessels granted Free Pratique when berthed alongside if no contagious illnesses aboard.

RADIO/VHF: Telegraphic transmitter type TH 600-M with an open sea range of 500 miles radius, frequencies of 512, 500, 432, and 419.5 kHz. Telephonic transmitter type TSB-500-Be with approx. range of 500 km., frequencies of 2182, 2270, 2542 and 2665 kHz. RDF transmitter type TT-1017-B with approx. range of 300 miles, frequency 312 kHz. Transmitter/Receiver for radiotelephony VHF type VFD-50PT/PR, with approx. range of 50 miles, frequencies in Simplex operation: Channel 12-156.6 MHz and Channel 16 International call-up 156.8 MHz. Duplex operation: Channel 26: Transmission 161.9 MHz, reception 157.30 MHz. Channel 27: Transmission 161.95 MHz and receiving channel 157.35 MHz. At the moment, there is a point to point link-up with national and coastal telegraphs, as well as teleprinters for national and international service No. 078-835 (the latter is said already to be installed and will shortly be operating normally).

Tankers: In addition local requirements are that ETA messages should be sent to Pajaritos PEMEX Terminal, Call Sign XFF2 as soon as possible after departure from the previous port and updated at least 72, 48 and 24 hours prior arrival, using following frequencies: 4191 kHz, 6286.5 kHz, 8382 kHz, 12573 kHz, 16764 kHz, 22253 kHz or 25094 kHz.

TUGS: The Free Zone has the "Servicios Portuarios del Istmo de Tehuantepec S.A de C.V.", who own the tugs *Quetzalcoatl* 2,400 h.p., *Olmeca* 1,600 h.p. and *P.L.M.8* with 600 h.p. for operations in the Free Zone and the Pajaritos Terminal, the first being able to undertake salvaging work due to extensive range of action.

A tug is obligatory for mooring, unmooring or changing position in the port. 1 tug for vessels of 2,500 g.r.t. and 2 tugs for vessels larger than 4,000 g.r.t. The signal for calling up tugs is 2 long and 2 short blasts on the vessel's siren. The signal for the tug to withdraw is 1 short, 1 long and 3 short. The tug will repeat the signal to indicate that it has been heard. Tugs are fitted with VHF radio listening out on Channel 16 and during working, on the channel which the tug captain is ordered to use.

BERTHING: 1,943 m. of quay for ocean-going vessels, 120 m. for coastal vessels.

Restrictions: Night service is suspended during times of strong currents in the Coatzacoalcos river.

CRANES: 300 ton crane for handling containers.

STEVEDORES: No ETA advice necessary. Free Port: Straight working hours: from 0800 to 1200 hrs. and from 1400 to 1800 hrs. Overtime 100% overcharged according Tariffs. Latest times to order gangs: 0730, 1330 and 1730 hrs. Straight time above hours Monday through Saturday. Sunday and holidays allowed to work except "Legal Holidays". Loading and discharging rates: 25 tons gang/hour using ship's derricks. No shore cranes available. Loading sulphur by conveyor belts at 500 t.p.h., working around the clock.

Private FFM Berth: Loading or discharging operations performed by their own personnel working 24 hours per day. Rate of loading by conveyor belt: 500 t.p.h. Rate of discharging 1,100 tons per day with ship's gear.

MEDICAL: Hospital facilities available. Inform Agent in advance if treatment required.

TANKERS: Tankers regularly moor in the Pajaritos Roads. There are 4 large quays for mooring 7 vessels up to 233 m., with max. depth at the quay of 33 ft.

The Provisional Quay has 2 lines of operation of 24 in. with 3×8 in. for crude oil.

Bunkers and Lubricants: Not available.

Fresh Water: Available at jetties but should *not* be used for drinking water.

Stores and Laundry Facilities: Available, but no bonded stores.

Limited dirty ballast facilities available. Vessels sould arrive with clean ballast. Failing to do so can result in excessive delays.

All tanks lids must be closed when entering or leaving the port.

It is strictly prohibited to emit excessive amounts of smoke from the funnel.

Shore leave is normally permitted by the local Immigration Authorities, however the shore passes are only valid inside the city limit. Severe penalties will be imposed for crew members found outside City Limits. Pajaritos crude oil contains hydrogen sulphide – H_2S.

During rainy season (May/June and November/December) currents of up to 6 knots can be experienced in the river.

Also see "Shipmaster's Reports", "Berthing" and "Rabon Grande".

DENSITY: Average 1012.

FRESH WATER: Available at berths in Free Port area, delivered by 1.5 in. hose. Loading rate about 8 t.p.h.

FUEL: Fuel can be supplied at Coatzacoalcos port by tank-trucks when vessels need small quantities. Petroleos Mexicanos (PEMEX) has, at Nanchital, a loading terminal which is about 3 miles up-river from Coatzacoalcos (max. draft 27 ft. 6 in.) where Bunker C fuel available.

Diesel oil only available at Minatitlan, about 17.5 miles up-river from Coatzacoalcos (max. draft 21 ft.). If vessel bunkers at Nanchital or Minatitlan there will be at least 1 day delay and heavy extra expenses.

Gas freeing equipment for Gas tanker at Nanchital.

CONSULS: Norway and Netherlands.

REPAIRS: Minor repairs may be effected. Electronic repairs possible.

DRY DOCK: No dry dock available.

CUSTOMS ALLOWANCES: No restriction for free use on board.

AIRPORT: At Minatitlan, about 40 minutes car drive away. 2 regular flights to Mexico City.

TIME: GMT minus 6 hours.

HOLIDAYS: No work performed on following legal holidays: January 1st; March 21st; May 1st; May 5th; September 16th; October 12th; November 20th; December 25th; and December 1st every six years when Federal Government changes President.

POLICE/AMBULANCE/HOSPITAL: Police Tel: 2 01 22, Red Cross Tel: 2 02 85; Hospital Tel: 2 00 30.

TELEPHONES: No facilities for placing telephones on ships.

SHORE LEAVE: Possible. Crew must have I.D. cards or passports. Passengers must have passports.

DEVELOPMENTS: The entrance channel up to Pajaritos roads has been dredged up to 42 ft. The quays in the Free Zone have been completely reinforced, vessels up to 31 ft. draft being able to come alongside. The warehouses for general cargo at quays 2 and 3 have been completed, with a covered area of 4,000 m. and normal loading capacity of 10,000 cu. m. There are sufficient open areas for positioning heavy loads or machinery. Apart from the lighthouse on the Gavilan Hill, in the Allende area (left bank), the port has light towers indicating the main entrance channel, another 2 to indicate the channel leading to Pajaritos roads. All 4 have flashing lights. The branch leading onwards to the Free Zone is indicated by a small tower with flashing white light. The lights of the promontories of the 2 headlands;— the East light is green, and the West light is red. The channel is marked with black coloured buoys with odd numbers, on the port side entering, and red with even numbers on the starboard side. Both sets of lights are of the flashing type. When continuing upstream towards Nanchital or Minatitlan, the bridge has to be passed under. Its characteristics are: Length 1,375 m. vertical clearance with the bridge up 35 m., with the bridge down 8.84 m. Horizontal clearance which can be used: 60 m. To have the bridge raised, vessels must give 3 long and 2 short blasts on the siren.

SHIPMASTER'S REPORT: October 1985 – LPG Carrier 35,800 cu.m.
Approaches: Present charts are not appropriately scaled, coming off Bay of Campeche chart to Chart 373 which is only a port plan, and does not extend out to the SBMs. This was partly overcome by a 'home-made' extension to Chart 373, which of course lacked soundings, but was only slightly in error by using the given Latitudes and Longitudes for marking the SBMs. The 4 fathoms rock indicated in sailing directions is said to be much closer to shore (by local knowledge) and is not close West of the new anchorage area for gas carriers. We anchored 4 miles due North of breakwaters in 28 m. of water, and soundings in the approach appeared uniform. This was just at the North limit of the dirty water from the river outflow, so vessels with a long waiting time needing to make fresh water would need to be about 6 miles off. Current was running to the East, fairly strong inside 5 miles off, at least 3 knots at times (despite freshening winds in squalls from the North, the vessel secured at No. 1 SBM was seen to be on a constant Westerly heading – a tug secured to the stern appears to be standard practice at the SBM, so it is possible the current changes at certain times). Radar targets were visible from 20 miles off, and the breakwaters were discernable on radar from 10 miles off, thus a good fix is obtainable well in the offing.
Anchorage: There were many ships at the anchorage, most of whom had taken up a position between 3 miles and 6 miles off in the N.E./N.W. vector. Holding appears to be good in this area.
Inward Transit: Pilot calls on VHF and asks vessel to meet him at the boarding ground. Pilot will accept hoist or combination ladder. Vessel is about 1 mile from breakwaters by the time Pilot reaches the bridge, so only a little time for discussion of berthing plan. Full ahead is needed to overcome outflow between breakwaters, where rate can reach 8 knots, (4.5 knots on this occasion). Good steering is essential at all points and ability to 'feel' sheer developing, but Pilots are steady and well experienced and know exactly when bow and then stern will be affected when crossing from river into Pajaritos Channel. Tugs meet vessel just after this crossing point and tie-up shoulder and quarter. Speed is reduced in the Cut to enter the basin at about 3 knots. As can be seen from chart, very little lining-up is needed for Pier 3. The same Pilot berths the vessel. This is a straight forward manoeuvre, springs first to final position, then tugs push vessel to maintain position.
Moorings: The dolphins are well placed/spaced and have good swivel slip-hooks, however there are no capstans available. The mooring gang appeared to be about 30 persons, and they eventually carried the aft back spring along the catwalk to the corner of the main platform. The mooring boat towed the messengers for the remainder of the after wires across the dolphins, while forward we used a running messenger and pulled the wires out to the hook.
Gangway: There are no shore gangways. Landing area for ships is very limited. Situation was made as safe as possible throughout, but far from comfortable.
Terminal: Pajaritos Terminal is situated within Laguna de Pajaritos which is entered via a cut-off channel from Rio Coatzacoalcos about 1.25 miles inside the breakwaters. The plan is to dredge it out to a uniform depth and face all four sides of the laguna, and build further finger piers. At present only the Western half (approx.) is in use.
Depths: It was reported that there is now a uniform depth of 42 ft. within the Western side of the laguna to a line joining the root of Jetty No. 9 with the E.N.E end of the fertiliser jetty, and outwards in the channel and river and on the leading lines outwards to the pilot boarding position, thence to seaward there are no lesser depths. This sets the controlling maximum draft for all tankers and gas carriers at 39 ft.
Berths: There are currently 10 berths in use for tankers, these being 1W, 1E, 3W, 3E, 4W, 4E, 5, 6, 7W and 7E. No. 2 has been destroyed and not yet re-built. No. 8 has not yet been built. No 9 has been built and all fendering is in position, but no pipelines yet connected, it is currently in use as a lay-by berth. All berths have modern hydraulic type fendering, adequate mooring sliphooks (but no capstans), and Chicksans of varying number and dimensions. Nos. 1, 3 and 4 are for products, with No. 3 currently temporary fitted up for LPG via hose. Nos. 5 and 6 have larger Chicksans for black products and crude blends etc., while No. 7 is currently for virgin crudes.

Berth Nos. 5 and 6 are at the Southern end of a continuous concrete jetty which extends the whole length of the Western side of the laguna from abreast the lower leading light to the S.W. corner, and the Northern part of this jetty is used for materials/pipes/service craft, etc. (The recessed berth shown on Admiralty Chart 373 is not now correct).

Vessels berth head-in, that is heading South on all berths with the exception of Nos. 7 and 9 where it is head North (thus nomination for 3E means starboard side to).
Tugs: There are 4 tugs currently on charter to Pemex, and it is normal to take 2 tugs in and out. Tugs are strapped up alongside 'American style' and are well fendered. 3 tugs were seen handling a 70,000 ton loaded tanker with comfort.
Pilots: Pilots come under the Harbour Master of Coatzacoalcos, but all movements to and from the Oil jetties are under the control of the Pemex Port Captain, who allocates berths. Night movement of LPG carriers is not permitted.
Customs/Immigration: Vessels are boarded on arrival alongside, Pratique being granted before any operations may commence. Pajaritos Oil Terminal is *not* part of the free port area. Vessels without Visaed Clearance/Crew Lists should produce a copy of diversionary telex. Shore leave without a pass system is normal, and boats are arranged by Agents from the stern dolphin of each pier to the town ferry landing.
Fuel: There is one header on each jetty for Fuel and Gas oil. However delays or shifting ships are possible if other vessels loading these grades.
LPG Cooldown: This is possible using slow loading method, not known whether there is a by-pass system at the pumphouse to control rate, there is no by-pass system on the jetty headers.
LPG Loading: Temporarily at Jetty No. 3 only, using 150 mm. flexible hose from base of jetty abaft the chicksans. No vapour return. Loading rate 450 cu.m/hr.
Standard Time: Nautical Almanac states Vera Cruz Province keeps a Summer Time. This is not so. Time here all year is 6 hours behind GMT.

SHIPMASTER'S REPORT: November 1985.

This report from sister ship confirms and updates report above dated October 1985.

Vessel was directed to proceed to Pajaritos to load a cargo of Butane and LPG Mix. The vessel arrived at Pajaritos anchorage and in keeping with the received instructions anchored well off the port to await orders. The anchorage chosen was in a position with Pajaritos breakwaters bearing 171°×13.6 miles, in 36 m. of water. 6 shackles were used and even though the wind freshened considerably during the time at anchor, no dragging occurred. That the wind did indeed freshen is made apparent by the fact that the port was closed for 3 days. When the port reopened, we were instructed by local Agents to proceed to the pilot station to take on a Pilot for berthing. This was duly done.
Approaches: As in the case of our sister ship a "home-made extension" was made for Chart No. 373, which chart is totally inadequate for approach to the port. I can confirm that a strong East-going current was encountered inside 5 miles off on the approach to the Pilot, but radar targets are good, especially the breakwaters which show up well. On this vessel's approach the port had, as noted, been closed, with a consequent build-up in ships awaiting Pilots.
Inward Approach: Once Pilot was safely on board vessel proceeded inwards. The approaches through breakwaters and into outer harbour are clearly marked with leading line beacons. Vessel had to enter between breakwaters at full ahead due to the strong outfall, estimated on this visit at about 5 knots. The Pilots however, are capable and very experienced, and inward passage to berth was similar to that of our sister ship. We entered the Laguna at about 3 knots, slowly reducing speed and with tugs in attendance forward and aft, on shoulder and quarter. The tugs are of ample power and well handled.

Vessel moved straight onto berth, in this case Berth No. 3 E, with no difficulties whatsoever being encountered. Berth was starboard side to and vessel moved into position immediately. Problems now arose however, due to the inability of shore mooring gang to handle the heavy mooring wires of the vessel's mooring complement. On this occasion no mooring boat was available and shore gang amounted to about 10 men, split fore and aft. As a result vessel resorted to running messengers to heave the wires ashore and onto the sliphooks. The jetty appears to be well constructed but alas no capstans are fitted to heave moorings to shore.

Gangway: Still no shore gangway available at this berth so ship's gangway used to the small area available, in a not wholly satisfactory position.

Cargo: Shore require vessel to present 1×10 in. (150 ASA) connection. No vapour return to shore available. 1×6 in. flexible cargo hose available, therefore only one grade at a time can be worked. For grade changes shore drain flexible hose to the sea via a small drain line on jetty, then disconnect shore end of hose and move on the jetty to the new grade shore manifold. This involves several men plus the use of ship's crane and takes from 2 hours – 4 hours.

There is no recirculation system on the shore line system, so when initially loading any grade the temperature can be anything up to 20° above normal loading temperature, resulting in a very high boil off. This can cause problems if trying to cool down a tank to load LPG Mix at −34°C, when tank had previously held Butane at −2°C. An estimated line clearance of 80-100 tonnes is received on board before liquid temperatures drop to normal, and certainly ships maximum reliquifying capacity is required during the initial loading phase, even at very low rates.

Once the bulk loading stage is reached, an average of 240 tonnes/p.h. was achieved on both Butane and LPG Mix parcels. The rate is controlled by shore pump house, working on shore line back pressure.

The vessel is required to fill in a shore document every 6 hours, giving amount of cargo received, rate, quantity remaining to load and estimated time of completion.

Loading can, and was, stopped if a Pemex priority ship berths on the adjacent jetty (No. 3W), as shore can only load one ship, one grade at a time. Shore will also stop loading when other ship connecting loading line. This vessel suffered stoppages amounting to 44 hours due to this reason, plus a change of grade to LPG Mix during the loading of the Butane parcel.

On this occasion the cargo surveyors employed by Charterers were Redwood, employing local staff. They had a reasonable command of English. These surveyors make the initial and final calculations and the Bills of Lading are based on these figures. No shore metering or tank gauging is possible as the two shore tanks are being filled continuously as the ship loads. Surveyors require 4-5 hours to calculate figures for arrival/departure.

As shore tanks are in use at all times, no shore tank densities are available. Redwood surveyors and Pemex chemists take samples from ships tanks loaded or loading at 50% to determine density of cargo loaded and for cargo analysis.

The surveyors are available throughout the loading on VHF Channel 16 and proved very helpful when communications with shore installation became difficult.

On completion, Redwood supply vessel with copies of ullage reports, density sheets and analysis reports.

On this occasion densities as follows:

LPG Mix: 0.5365 at 60°F in vacuum, loaded at −34°C

Butane: 0.576 at 60°F in vacuum, loaded at −6°C.

Communications: Initial contact with Agent is made via telex. However, whilst the Agent can receive telex messages, they are unable to send via telex to ships at sea. As an alternative, they send messages via Mobile Radio or Alabama Radio, call sign WLO, which station vessels should monitor until within VHF range of Pajaritos Agent. As Tomas Ruiz are also Pemex Agents ETA's etc., can also be sent to them. Agency monitors VHF Channel 16 and works on Channel 72.

There is no Health Clearance via radio for Pajaritos. Port officials board at berth, but no difficulties experienced.

Length/Draft: Informed by Agent that the following ship lengths/safe drafts apply:

Ship length	*Minimum safe draft* Forward	Aft
150 m. – 175 m.	12 ft.	22 ft.
175 m. – 200 m.	14 ft.	24 ft.
200 m. – 225 m.	16 ft.	26 ft.
225 m. – 250 m.	18 ft.	28 ft.

250 m. is the maximum length that can be handled.

Radio – Loading: Communications during cargo operations caused some problems and a Letter of Protest on this subject was issued to the shore installation. All stops/starts information etc. is given to ship and ship to shore via VHF radio on Channel 16 and working Channels 9 or 11, call sign Pemex Operations. Their operators have a reasonable command of English, but can be very hard to raise at times. Also vessel was supposedly able to communicate with loading supervisor and pump house directly on Channel 9, but this proved impossible as no English was spoken or understood by these operatives, hence the Letter of Protest. After this was sent to shore Pemex operations communicated directly with the ship instead of the loading supervisor and standards were markedly improved. Even so, on 2 occasions vessel observed that loading had been suspended without any information being given to ship.

For the completion of each grade an English speaking supervisor boarded vessel to assist should any language problems arise. However, when "stop loading" was given, the pump house reaction was immediate. Paperwork for cargo, safety etc., as per normal.

Once the language problems and frequent changes to loading programme were overcome, the loading operation ran very smoothly.

A further Letter of Protest was also issued due to the shore stopping loading before the requested quantity was received on board, there being no way they would restart loading to complete.

Outward Transit: No difficulties experienced leaving jetty. Vessel moved off stern first, assisted by a tug fore and aft, then swung in the laguna. The unberthing Pilot however took some time to become accustomed to the rapid swinging of the vessel. This was especially evident in the passage through the Outer Harbour and breakwaters, being accentuated by again a strong outfall of approximately 4 knots – 5 knots. After clearing entrance vessel was swung to the West to clear passage for incoming vessels and Pilot departed when West of breakwaters.

Points of Interest: At the time of our visit to Pajaritos there was an abnormal amount of plant and vegetable material both floating and in suspension in the water, from the Outer Harbour to the berths. This material resulted in frequent cleaning of sea intake filters, some of them on a daily basis. It is not known if this condition applies on a year round basis, but certainly it was a problem in November.

SHIPMASTER'S REPORT: Pajaritos. October 1987.

Pilotage: Pilot boards from a small open, orange painted launch that is of the same design as local fishing boats.

Restrictions: Agent advised that there is no berthing or unberthing between 1800 hrs. and 0600 hrs.

Shore Leave: There is a frequent ferry service from the oil terminal to the town which takes 30 minutes and is free.

Draft: The following letter was received from the terminal:

Quote:

Master. . . . . Date. . . . .

In Port . . . . Pier Number. . . . .

The Harbour Master has instructed us that the following minimum draft will be required for manoeuvring into and out of this port (including Pajaritos Lagoon):

Vessel's Length (m.)	*Minimum Draft* Fwd (ft.)	Aft (ft.)
50 – 100	4	14
100 – 125	8	18
125 – 150	10	20
150 – 175	12	22
175 – 200	14	24
200 – 225	16	26
225 – 250	18	28

Please comply with the above instructions, in any other condition Pilots will not manoeuvre your ship.

On behalf of Petroleos Mexicanos

. . . .

Unquote.

SHIPMASTER'S REPORT: August 1990.

Berth: Pajaritos.

Charts: B.A. Charts No. 373 and 1225.

Approach: Do not confuse point in position 18° 20′ N., 94° 31′ W. for Pta. San Juan.

Breakwaters at Coatzacoalcos show up well on radar.

Anchorage: About 2.5 miles N.W. of breakwaters. Very exposed in Northerly winds. In strong winds, vessels invariably drag anchors. A short steep swell can develop. Wind force increase can be sudden and dramatic. Designated anchorage areas not enforced, probably due to light traffic.

Pilots: Both port closed from 1700 hrs. to 0600 hrs. Ships observed shifting inside Pajaritos Basin up to sunset.

Pilot boards in good weather, 2 miles North of breakwater from orange steel hulled cutter (fairly slow), and leaves outside breakwater. In poor weather, pilot often boards and leaves just inside breakwater. Gangway/ladder combination compulsory for boarding in ballast condition. Pilots fairly competent.

VHF: Pilots: Channels 16 and 10, difficult to make contact at night. 'Pemex': Channels 16, 17 and 9 (0900 hrs. – 0000 hrs.). Agent (Ruiz): Channels 16 and 72.

Channel: Official entry draft for tankers/gas carriers in ballast is minimum 14 ft. forward and 24 ft. aft, but is not enforced.

Full speed is used passing through the breakwater heads, due to the swell and strong West to East cross current.

Beware of small fishing boats around the entrance. Leading lights, which operate 24 hours, are very conspicuous. Once inside the breakwaters, speed is reduced, but beware of the Rio Coatzacoalcos outgoing current, which in autumn can be up to 7 knots. Due to the river current, which causes erosion, the buoyage is not to be relied upon, buoys also drift off station, due to weed and logs striking them. In summer and autumn, a lot of weed is encountered in channel and Pajaritos Basin, engine intakes should be monitored.

Pilots report many ships 'blacking out' in channel. Channel to Pajaritos about 100 m. wide and dredged to 45 ft. Dredging constantly in progress by large dredger (Hang Jun 6002), which has very conspicuous spoil boom on top.

The minimum depth found was 14.3 m., just seaward of the breakwater heads, generally greater than 15.0 m.

Tugs: 7 tugs, which also serve Coatzacoalcos, are available. 5 'Pemex' tugs (4×2,000 h.p. tractor tugs, 1×4,500 h.p. supply type tug) and 2 British 'Cory' tugs on hire to 'Pemex' ('Yewgarth' and 'Strongbow', both 4,200 h.p.). Tugs lines used throughout. Tugs berth near 'Pemex' Control Tower.

Rescue/fire fighting ship 'Pemex 652' also on stand-by near Control Tower. Believe built for SBM moorings and offshore oil fields.

Berths: Pajaritos Basin consists of 4 piers (No. 1 – No. 4) with 8 berths, and depths of about 40 ft. for handling LPG, Ammonia and certain products. Berth No. 1 handles Ethylene and VCM.

Two berths (No. 5 and No. 6) handle crude and products, and have a depth of 45 ft., size up to approx. 100,000 d.w.t.

Berth No. 7 handles crude only, depth 45 ft.

Berth No. 8, marked on B.A. Chart No. 373 never constructed.

Berth No. 9 built to handle crude, but only used as a lay-by berth.

One fertiliser berth of 40 ft. depth. One fertiliser pier (2 berths), East and West 39 ft. depth with loading gantries.

Pier No. 2 is being reconstructed, due to heavy damage as a result of LPG ship fire.

Coatzacoalcos is for general cargo, except a chemical tanker berth with tankage positioned at the South end near the Naval Base. Berth position 18° 07.55′ N., 94° 25.05′ W.

Moorings: Always head in at all berths. Vessels generally moor with 3-2-2 at each end.

Difficulty experienced handling mooring wires. After back spring gets caught up on fenders, especially at Berths No. 3 and No. 4. We had to obtain diver to free wire. Mooring gang both ends.

Gangway: Difficult to land. At Berth No. 1, we used conventional gangway with plank from bottom platform to mooring dolphin. At Berth No. 3, B.O.T. type gangway from manifold to Chicksan platform.

Cargo: Ammonia through Anaconda hoses at Berths No. 1 – No. 4 (8 in. 150 ASA). VRL available at Berth No. 3 East and West. No VRL at Berth No. 1. Ammonia cold −32°C.

Rate generally 800 t.p.h., but possible up to 1,200 t.p.h. with 3 shore pumps. Little control on rate apart from stopping and starting pumps. Chicksans for LPG, reported to be 10 in. ASA 150. Ammonia 'First Foots' stop 2 hours – 2.5 hours.

Fresh Water: Available at all berths. Apply through agent. Reported to be of poor quality.

Agent: Tomas Ruiz most generally used, and from reports the most attentive. We found them to be helpful and obtainable on VHF. Arranged diver within one hour. Tomas Ruiz S.A., Tel: 921 2 01 17, 921 2 01 30, 921 2 95 42. Telex: 78820. Fax: 921 2 65 78.

General: In Winter months, port often closed for days, due to strong Northerly winds.

Diesel fuel available at all berths, except No. 7 and No. 9, and fertiliser berths.

Fuel oil only by barge. Order fuel several days in advance.

Boat service can be arranged at about U.S.$ 3.00 per person from piers to Coatzacoalcos.

Most services can be obtained.

A number of chandlers board on arrival. Fresh salad and vegetables reported to be good.

No security at piers, boats come and go at will. Security/stowaway search advisable on departure.

Nearest airport at Minatitlan, about 20 km. away, local service to Mexico City.

Formalities: All officials board with agent on arrival. No particular difficulties. Sometimes passports are checked, and if no U.S. visa, passport will be held for duration of ship's stay.

Shore leave possible, no passes required.
Negative Visaed Crew List now required.
Clearance last port.
1 Maritime Health Declaration.
4 Stores Lists – U.S. forms acceptable.
4 Bond Lists – U.S. forms acceptable.
6 Crew Lists.
2 Vaccination Lists.
Ship's Register and Derat Certificate sighted.
Customs Officer and officials do not remain onboard. Bond not sealed.

On departure, Immigration and agent board with pilot, and issue vessel with final Clearance.

SHIPMASTER'S REPORT: May 1992.

Vessel: 5,000 d.w.t. chemical tanker, calling at Coatzacoalcos to discharge chemicals.

We came from a Northerly direction (Houston), and on the radar at 24 miles range, the coast near Coatzacoalcos is well recognisable, especially Punta Zapotitlan, which is approximately 30 miles N.W. of the port.

Contact was established on VHF Channels 16 and 10 with Marine Control Coatzacoalcos, who keeps the pilot informed of vessel's progress towards the pilot station.

We experienced an Easterly set when approaching the coast, but this may vary with prevailing winds.

The pilot boarded 1.5 miles from the breakwater, from a launch with a red hull. Pilot's launch not able to do more than vessel's dead slow speed, which is 3 knots.

A tide rip between the outflowing water of the Rio Coatzacoalcos, and the sea was encountered just before entering the breakwaters.

Continuous dredging operations are carried out in the roads and the port, by a dredger with a conspicuous sludge boom.

Pilots speak reasonable English. We berthed starboard side to on Berth No. 5, one of the (former) general cargo berths.

As vessel has a bow thruster, no tugs were used for berthing or unberthing.

When sailing, vessel swung easily off the berth with bow thruster, engine and rudder. Also the outgoing current in the river assisted in this manoeuvre. Larger vessels however would require 2 tugs for swinging. Also during increased wind, the use of one tug might be advisable for smaller vessels.

Tugs are available at Coatzacoalcos.

We had to discharge two parcels of chemicals. Two 6 in. hoses were provided from shore for simultaneous discharge of both parcels.

The hoses were connected to pipeline connections in a well in the quay. Underground pipelines run from there to the tank farm of Cia. Mexicana de Terminales S.A. (Mexterminals), about 1 km. away.

Attention has to be paid to nearby open air sulphur storage, as well as frequent cement handling on the quays.

With prevailing winds, dust of either commodities might be blown across the vessel, which could result in deposits or dust in cargo tanks being ventilated after tank cleaning or prior to loading.

Vessel was boarded by the Agent and Officials immediately after berthing. The party was made up of 4 Officials (Customs, Port Health, Immigration and Sanitary Inspection). They requested the following:

1 copy Maritime Declaration of Health.
1 copy Vaccination List.
4 copies Personal Effects List.
5 copies Stores List.
8 copies Crew List.
1 copy "Nil" Passenger List.
Clearance from Last Port.

All crew members, except the European Senior Officers, had to present themselves to Immigration, and all Passports were inspected.

Customs sighted three crew members cabins.

The Sanitary Inspector inspected vessel's provision store rooms.

On departure, the Agent and Immigration Officer boarded, and the crew were again summoned for outward inspection. All Passports again sighted.

Papers received on departure:
1 copy Sailing Permission from Harbour Master.
1 copy Sailing Permission from Immigration.
3 copies Visaed Outward Crew List.
1 copy Outward Customs Clearance.

Fresh water can be ordered, and will be delivered by truck (capacity 16 tons), which is filled from a filling stand behind the sheds. Filling and discharging time is about 45 minutes each.

Some fresh provisions were taken at Coatzacoalcos, which were of good quality.

The quay walls on all (former) general cargo berths are heavily fendered by cylindrical rubber fenders, which are placed with their axis at a 90° angle with the quay wall. Vessel's mooring lines, especially springs, easily get caught under them.

On arrival and departure, our Agent requested the time or passage of breakwaters to be passed on to him via VHF Channels 16/67. Outward, he also required the bunkers and fresh water on departure, in the same way. Also "Coatzacoalcos Marine Control" requests to be informed about bunkers and fresh water on departure, as well as port of destination and ETA; to be passed on by VHF Channel 10, when outside of the breakwaters.

Outward Pilot left inside of the breakwaters by red-hulled outboard motor launch, which was able to match up to vessel's half speed ahead (about 10 knots).

AUTHORITY: Empresa de Servicios Portuarios, Interior Recinto Fiscal Autorizada, Coatzacoalcos, Ver. Mexico. *Tel:* (921) 454-99, 451-30. *FAX:* (921) 467-58.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12 B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

DOS BOCAS: 18.37 N. 93.10 W.

LOCATION: SBM No. 1, Lat. 18° 37′ 33″ N., Long. 93° 09′ 37″ W.
SBM No. 2, Lat. 18° 37′ 36″ N., Long. 93° 11′ 00″ W.

PILOTAGE: Compulsory. Pilot boards 2 miles N.W. or North of the SBMs. Accommodation ladder to be rigged 15 ft. above the water.

ANCHORAGES: North of SBMs in 20 fathoms.

The anchors should be secured with stoppers during loading and whilst manoeuvring.

MAX. SIZE: 250,000 d.w.t. Max. LOA 345 m.

VHF: Pemex on Channels 9 and 16.

TUGS: 1 tug available to make fast aft in an emergency. Tug keeps watch 24 hours on VHF Channels 16 or 9.

Mooring boats are only available for assisting with mooring, connecting, disconnecting the hoses and unmooring, no boat service available.

BERTHING: The terminal of Dos Bocas, Tabasco, Mexico, is equipped with 2 SBMs capable of loading vessels from 150,000 – 250,000 d.w.t.

The maximum LOA permitted is 345 m. (1,131 ft.) The maximum distance from bow to the ship's manifold is 183 m. (600 ft.) and the minimum distance is 149 m. (490 ft.).

SBM No. 1: Ships must have at the manifold 3 cargo connections each of 16 in. diameter (150 lbs.) with 1.4375 in. flange thickness (ANSI specifications) and should be able to receive Camlock connections.

SBM No. 2: Ships must have at the manifold 3 cargo connections each of 16 in. diameter (150 lbs.) with 1.4375 in. flange thickness (ANSI specifications) and should be able to receive Camlock connections.

The distance between centres of cargo connections must be at least 2,500 mm., and from cargo line to fuel line must be 2,000 mm. the min. distance from cargo manifold to the ship's side should be 4,600 mm.

The height from the centre of the cargo line to drip tray must be 900 mm., and to the deck 2,100 mm. maximum.

The height from deck to manifold will not be less than the height from deck to hose rail.

The cargo lines at the manifold must have one pressure gauge and drain valve.

The drip tray must be fitted with rounded edges to protect the hoses and must have Irving screen or similar.

The minimum S.W.L. of the booms should be 15 tons. The distance from deck to the top of the boom, not be less than 10 m. (33 ft.) in the working position.

The runner wire must have appropriate cargo hook.

Before vessel moors to the SBM, the boom has to be ready to work on the port side to lift the mooring equipment. The hoses will be connected on the same side.

The vessel must have 2 Panama Leads forward with a minimum clearance of 600 mm. by 450 mm. with a distance between centres of 2.0 m. – 3.0 m. The vessel should preferably have AKD chain stoppers.

The minimum distance, from the Panama Lead to the forward bitts should be not less than 2.7 m. (9 ft.) and not more than 8 m. (25 ft.).

The vessel has to supply a winch operator when vessel is mooring or connecting the hoses. In the event of mooring line damage the vessel has to provide lines as necessary.

Vessel will supply one messenger rope.

The terminal requests that vessel arrives with clean or segregated ballast.

The terminal requests that vessel arrives with clean or segregated ballast.

Cargo and deballasting operations, must be planned in such a way that the vessel will be as close as possible to a safe draft for manoeuvring of the buoys in case of an emergency.

Vessels are requested to arrive with a trim not greater than 10 ft. by the stern.

The Loading Master and assistants have a portable walkie-talkie (VHF), to communicate with shore, however the vessels VHF set must also be available.

One of the riggers will be required to watch the deck from the wheelhouse for early warning of leaking or spillage and maintain communications with the shore terminal.

In the event of bad weather conditions, the Pilot may take the decision to stop the loading operations and take the vessel off the SBM. However, the Ship Master's responsibility will not cease.

Pilots, Loading Master and Mooring Personnel: When vessel moors, the Pilot, Pemex Loading Master and 10 riggers will board the vessel.

The vessel has to provide meals and cabins of officers standard for the Pilot and Pemex Loading Master. The riggers will have meals of crew standard. All will remain on board the vessel during all the loading operations.

The Loading Master is a Pemex representative and coordinates operations between shore and vessel and he has control of the operations. He will deliver to the Master or Chief Officer the cargo orders, the General Safety Regulations and the notice to avoid pressure surges. When Owners or Charterers and Pemex instructions disagree, agreement must be made prior to mooring.

On completion of loading operations the vessel will be disconnected from the buoy. Cargo calculations and clearance will be carried out whilst drifting or at anchor.

Tanks: 10 tanks for crude oil, each 500,000 barrels capacity.

DEVELOPMENTS: Project included supply port to service drilling rigs, petroleum port with 3 piers which will be able to load 12 vessels up to 60,000 d.w.t. simultaneously with liquid gas and petroleum products, 3 piers for loading crude carriers up to 100,000 d.w.t. and a container terminal.

SHIPMASTER'S REPORT: December 1984.

Shore Location: Lat. 18° 26.5′ N., Long. 93° 11′ W.

Sea Terminal: There are 2 SBMs 11 miles to the North.

SBM 1: 2 lines on port side of the ship, diameter 16 in.

SBM 2: 3 lines on port side, 16 in. diameter.

Documents: Customs Officer comes onboard with the Agent before mooring. Documents required:

Last Port Clearance.
6 Crew Lists with vaccination dates.
2 Passenger Lists.
2 Arms Lists.
3 Stores Lists.
3 Crew Personnel Effects Declarations.

Anchorage: See British Admiralty Chart No. 2626. Located between 5 miles and 10 miles to the North of the SBM. As it is not very good holding ground, pilots usually recommend a position to the N.W. 4 miles or 5 miles from the SBM, as less threatening in case of ship dragging (in Winter there may be Northerly gales).

Pilotage/Berthing: Before arrival call on VHF Channel 16 or 9 for Pemex Operations. Pilot boards at 1.5 miles West or N.W. of SBM with a tug bringing out mooring equipment and shore crew. The tug assists with mooring, then goes aft and passes a line to the poop. No berthing at night time.

Crude oil: Same as Rabon Grande. Loading rate 15,000 – 45,000 bbls.p.h.

Persons on board: During vessel's stay:

1 Pilot.
1 Loading Master.
1-2 Pemex representatives.
1 Inspector (Redwood, etc.).

9 or 10 crew required for mooring, connecting and loading watches (One man permanently on the forecastle deck and one on the bridge).

Repatriation: Crew changes may be arranged.

Shore Leave: It is not possible to have regular connection with the shore.

Ship Chandler: Available via pilot boat, but food very expensive.

SHIPMASTER'S REPORT: September 1985.

Location: The Pemex Oil Terminal at Dos Bocas consists of two SPMs.

Anchorage: Anchorage for vessels awaiting berth is centred on position Lat. 18° 45.25′ N., Long. 93° 10.5′ W., 7 miles North of the SPMs.

Documents:

5 copies Crew List.
Last Port Clearance.
2 copies Stores List.
2 copies Personal Effects Declaration.
1 copy Vaccination List.

Health: Radio Pratique is obtainable by forwarding the following information to the Agent at least 24 hours prior to arrival.

(a) Vessel's name and nationality.
(b) Master's name.
(c) Total number of crew onboard.
(d) Last port.
(e) Port and date of issue of Derat Certificate.
(f) ETA local time (GMT – 6 hours).

Radio: Vessel is required to send its ETA and cargo requirements to the Agent and Petroleos Mexicanos at least 72 hours in advance and thereafter the ETA is to be updated 48 hours and 24 hours in advance of arrival.

Loading: The standard hose connections are 16 in. SPM No. 1 has 2 hoses and SPM No. 2 has 3 hoses. The average loading rate is 40,000 bbls.p.h. There are no facilities for receiving dirty ballast ashore and vessels must arrive with clean ballast.

Completion of documents: On completion of loading a further delay of about 2 hours is expected before cargo papers are finalised. The vessel may either anchor or drift in the vicinity until these documents are completed.

Accommodation: The Mooring Master, Loading Master, two Cargo Surveyors and 10 crew for handling hoses. They expect accommodation and meals to be provided.

SHIPMASTER'S REPORT: July 1987.

Anchorage Area:

1.	18° 42′ 30″ N.	93° 08′ 00″ W.
2.	18° 47′ 30″ N.	93° 08′ 00″ W.
3.	18° 47′ 30″ N.	93° 13′ 15″ W.
4.	18° 42′ 30″ N.	93° 13′ 15″ W.

Location of Buoys:

Buoy No. 1: Lat. 18° 37′ 35.2″ N., Long. 93° 09′ 57.29″ W.
Buoy No. 2: Lat. 18° 37′ 35.5″ N., Long. 93° 10′ 59.84″ W.

Arrival Draft: Vessel size 135,900 d.w.t. Initially required 20 ft. forward and 34 ft. aft. This was later changed to 18 ft. forward and 30 ft. aft and was finally changed to 16 ft. forward and 30 ft. aft.

Radio: Vessel used radio stations WLO and WDP. ETA advices to be sent to the Agent and PEMEX, 72 hours, 48 hours and 24 hours prior to arrival. Any changes in ETA should be notified to Agent and PEMEX immediately. PEMEX (Exports) Telex No. 1773171/1773671, PEMEX (Maritime Transportation) Telex No. 1773986.

Pre-Arrival Information: The following must be advised with the vessel's ETA:

1. Name of Master.
2. Number of crew and nationality.
3. Gross and nett tonnage.
4. Arrival draft, fore and aft.
5. Approximate departure draft, fore and aft.
6. Type and amount of ballast on board and time required for deballasting.
7. Derat or Exemption Certificate, together with date and port of issue.
8. To whom Notice of Readiness to be tendered (for Agent).
9. Type of cargo and amount required.
10. Last port of call.
11. Discharge port for present voyage.

All of the above information is required in order that vessel may obtain berthing date and export licence from PEMEX.

VHF: Initial communications with PEMEX prior to arrival was made on VHF Channel 16. When at the terminal, communications are made on Channel 9 (calling) and Channel 8 (working Channel).

Berthing: Mooring of the vessel is supervised by a Government pilot and a shore gang of 8 persons. The shore gang connect and disconnect hoses and are assisted by the ship's crew. Whilst the vessel is loading the personnel maintain a watch on the forecastle, manifold and bridge.

Accommodation is required for one pilot, one PEMEX representative, one inspector and 8 crew. Mooring is carried out with the assistance of one tug which remains with the vessel at all times while cargo operations are under way. One rope is required aft for the tug.

Cargo Information: Grades available: Isthmus Crude and Maya Crude. Vessel loaded Isthmus Crude API 34.4, temperature on board 32.5° C. and Maya Crude API 22.0, temperature on board 44° C.

3×16 in. hoses were connected and the loading rate was 50,000-55,000 barrels per hour.

The Bill of Lading figures were established on board when the vessel was clear of the SBM. The ship's ullages were used to obtain the figures. Taking of ullages and paperwork takes approximately 5 hours and is prepared jointly by PEMEX inspectors, independent inspectors and ship's personnel.

General: Documents required on arrival are those required at other Mexican ports. If vessel has no Mexican forms on board they will be filled in by Agent from the ship's documents.

Repairs: Immobilisation of the engine not permitted while vessel is at the SBM.

Stores: A small amount of stores are available.

SHIPMASTER'S REPORT: November 1992.

Berthing: Pemex allow 20 minutes for berthing at the SBM's. This is from the time the messenger is taken onboard until the vessel is all fast. An additional charge of U.S.$ 1,000.00 is levied, if vessel is under 140,000 d.w.t. and U.S.$ 2,000.00 if vessel is over 140,000 d.w.t., if time taken is more than 20 minutes.

ENSENADA: 31.51 N. 116.38 W.

RESTRICTIONS: *Access Channel:* Length 900 m. Depth 9.7 m. – 10.0 m.

Turning Basin: Diameter 200 m. Depth 8.5 m. – 10.0 m.

MAX. SIZE: LOA 240 m., draft 9.8 m.

VHF: Port Authority on VHF Channel 16.

TUGS: 1×1,000 h.p.

BERTHING:

	Length (m.)	*Depth* (m.)
Coastal vessel quay	483.0	4.0 – 9.5
Deep sea quay	725.0	10.5

Storage: Warehouses 14,970 sq.m. Open areas 28,260 sq.m. Covered areas 30,789 sq.m.

Equipment: Cranes: 1×36 tons, 2×20 tons, 1×15 tons, 1×14 tons, 1×12 tons; 7 tractor-trucks; 12×500 lb. tractors; 4 chutes; 2 front-end haulers; 4 clams. Forklifts: 2×30,000 lb., 2×85,000 lb., 5×10,000 lb. – 20,000 lb. and 23×4,000 lb – 10,000 lb.

BULK HANDLING FACILITIES: Conveyor belt for handling limestone. Suction units for handling bulk cargoes at high capacity. Mechanical means for discharging tuna and anchovies.
MEDICAL: Hospital services available.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Mechanical, electrical and electronic repairs possible.
DRY DOCK: Floating dock for vessels up to 1,400 tons displacement.
AIRPORT: International airport at Tijuana.
SERVICES: Electricity, tenders, stores, laundry, garbage disposal, warehousing, fumigation, rental of equipment.
AUTHORITY: Empresa de Servicios Portuarios, Blvd. Teniente Jose Azueta 224, Zona Franca del Recinto Portuario, C.P. 22800, Ensenada B.C., Mexico. *Tel:* (617) 817-20, 828-60. *FAX:* (617) 817-20. *Contact:* Fernando Castillo Menendez.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12 B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico, D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

GUAYMAS: 27.54 N. 110.52 W. (See Plan)

DOCUMENTS:
5 Crew Lists.
6 Passenger Lists.
5 Stowaway Lists.
1 Personal Effects Lists.
2 Stores Lists.
2 Provisions Lists.
2 Arms and Ammunition Lists (1 copy visaed).
4 Cargo in Transit Lists.
Ship's Official Documents.
Ballast Certificate.
Clearance from last port.
International Health Declaration.
Derat Certificate.
Manifest of Cargo for Discharge, visaed by Mexican Consul (original and 5 copies).

PILOTAGE: Compulsory. Pilot available throughout 24 hours. Pilot meets vessel at Fairway Buoy.
ANCHORAGES: Good anchorage in the vicinity of the Fairway Buoy. Depth 14.5 m. Bottom mud.
RESTRICTIONS: *Entry Channel:* Length 1,500 m., depth 12.0 m.
Turning Basin: Length 250 m., depth 11.0 m.
MAX. SIZE: 40,000 d.w.t., LOA 250 m., draft 12.0 m.
HEALTH: Free Pratique available by radio on arrival.
RADIO: Guaymas Coast Radio, "XFY". Receives on 425, 454, 468 and 480 kHz. Transmits on 429 and 489 kHz.
VHF: Pilot and Port Authority on VHF, but communications not reliable.
TUGS: 1×2,000 h.p.
BERTHING:

	Length (m.)	*Depth* (m.)
East Quay	577	10.5
South Quay	352	11.0

Storage: Sheds: 8,614 sq.m. Warehouses: 13,236 sq.m. Storage Yards: 181,000 sq.m. Tanks and Silos: 154,000 tons.
Equipment: 1×25 ton crane. Forklifts: 1×50,000 lb. – 92,000 lb., 1×20,000 lb. – 30,000 lb., 7×10,000 lb. – 20,000 lb. and 16×4,000 lb. – 10,000 lb. 3 tractor trucks; 18 tractors; 1 railway tractor; 35 clams; 22 chutes; 11 front-end haulers.
BULK HANDLING FACILITIES: The port has a specialised installation for the handling of dry bulk cargo, provided and operated by Almacenes Nacionales de Deposito S.A.

Characteristics: Warehousing capacity 68,000 tonnes. 36 silos arranged in 2 batteries. Conveyor belts permitting simultaneous filling of 4 holds of the vessel, with an absolute maximum rate of loading of 900 tonnes/p.h. Truck tipper. Hydraulic ramp for discharging road transport.

CARGO HANDLING FACILITIES: Loading and discharge of vessels is at the following rates:
General cargo – 25 tons/hr./hook.
Palletised cargo – 40 tons/hr./hook.
Dry bulk cargo – 80 tons/hr./hook (average).
Bales of cotton – average handling rate 100 bales/hr./hook.
Railroad and road transport up to alongside ship.

Vehicle ferries of Caminos y Puentes Federales de Ingresos, connect this port with La Paz and Santa Rosalia.

The port has equipment for handling all types of goods.

The Free Zone permits a more rapid transit of goods through the port, and a very great saving in Customs procedures.

Fumigation is provided for cargo, vessels, road and rail transport vehicles.

Lighting for night work permits work throughout 24 hours.

STEVEDORES: Working hours: 0800 – 0700 hrs.
MEDICAL: Doctors and hospital available.
TANKERS: Pemex Jetty – depth 10.0 m.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Mechanical, electrical and electronic repairs possible.
DRY DOCK: Slipway for vessels of less than 800 tons displacement (1,250 d.w.t.). Also see "General".
AIRPORT: International Airport in Guaymas, 10 km. from town.
SERVICES: Provisions, laundry, garbage disposal, communications, fumigation, equipment rental.
GENERAL: *Shipyards:* This is an important industry in the port with five shipyards handling the construction of fishing vessels for tuna, sardines and shrimps, with technology of international prestige. There is a slipway for repair of vessels drawing up to 15 ft., with a 135 m. long underwater ramp.

The Rodolfo Sanchez Taboada industrial zone managed by the National Fund for Port Development was created to activate industrial development in the port, and started with promoting industries allied to fishing, there being currently two fishmeal processing plants, a fishing vessel shipyard, and it is planned to install 25 more industries and a shipyard for construction of deep draft vessels covering an area of 173 ha. This complex has asphalted roads, electricity and drinking water supplies.

AUTHORITY: Delegacion de Puertos Mexicanos en Guaymas, Muelle Patio, Recinto Portuario, Zona Franca, C.P. 85430, Guaymas, Sonora, Mexico. *Tel:* (622) 253-60, 222-50. *FAX:* (622) 434-44.

Coordinacion de la Unidad de Puertos y Marina Mercante (National Port Authority of Mexico), Municipio Libre No. 377-12B, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

Servicios Portuarios de Guaymas, S.A. de C.V., P.O.Box 197, Guaymas, Son., Mexico. *Tel:* 4-34-42, 4-34-43, 2-22-50, 2-53-60. *FAX:* 4-34-44. *Contact:* Ing. Jesus Roberto Hernandez Camalich, General Manager.

LAZARO CARDENAS: 17.55 N. 102.10 W. (See Plan)

PORT LIMITS: Area within limits of anchoring described below. For "Arrived Ship", pilotage limits 1 mile to seaward from breakwaters.
DOCUMENTS:
7 Crew Lists.
2 Vaccination Lists.
1 Sanitary Health Declaration.
3 Stores Lists.
2 Personal Effects Lists.
Clearance From Last Port.
Voyage Memorandum, showing also Ship's Registry.
Derat Certificate and Cargo Gear Certificate regarding cargo.
5 Cargo Manifests.
5 Bills of Lading.

PILOTAGE: 24 hours advance notice through coastal station, addressed to "Puerto" Lazaro Cardenas, Mich. A VHF watch on Channel 16 is maintained Monday to Friday, 0800 to 1900 hrs. and at any time previously requested by ship's Agent. VHF range 45 miles. Pilot will board normally either at Sea Buoy (17° 53.1′ N., 102° 09.6′ W.) or at the anchorage, and at Master's request further out if required. In the event of heavy sea, vessel will be instructed accordingly via VHF.
ANCHORAGES: One mile West of Sea Buoy. Very good holding ground, care should be taken not to anchor on, or near leading line (304°) due to a submarine canyon with over 100 fathoms depths at 1 mile off the breakwater.
RESTRICTIONS: Vessels up to 200 m. LOA and up to 35 ft. salt water draft may enter or leave the port 24 hours a day, larger vessels or those with deeper draft only with daylight. Vessels with over 42 ft. salt water draft must wait for tide.
Access Channel: Length 1,500 m., depth 14.0 m.
Industrial Turning Basin: Length 500 m., depth 14 m.
Turning Basin: 700 m. diameter and 14 m. depth.
MAX. SIZE: 80,000 d.w.t. LOA 259 m., draft 13.2 m.
HEALTH: Pratique can be granted by VHF radio. Automatic Pratique is granted when coming from another Mexican port.
RADIO: Radio Maritima Manzanillo "XFM" and Radio Maritima Mazatlan "XMA" are recommended coastal stations through which to route ETAs. Initial contact on 2182 kHz.
VHF: At port, 25 watt 45 mile range. Channels 6, 16, 26, 11, 12, 13 and 69. Initial contact to be made on Channel 16, manoeuvring on Channel 6, port operations on Channels 11, 12 and 13.
RADAR: No radar service available.
TUGS: 1×1,000 h.p. and 1×4,000 h.p.
BERTHING:

	Length (m.)	*Depth* (m.)
Metal and Mineral Quay	650	14
Container Quay	284	12
General Cargo Quay	504	9.7 – 9.4

Shore cranes and sometimes ship's gear used for steel products. Significant cargoes are steel structure, coke-breeze, pig iron and finished steel products, also grain and sugar.
Equipment: 3 wharf cranes, 1×100 ton crane, 5×5-25 ton cranes and 7 cranes of various capacities; 31 tractor trucks; 12 tractors; 2 railway tractors; 10 chasis; 5 vacuums; 10 clams; 5 hydraulic clams; 10 chutes; 19 front-end haulers. Forklifts: 6×50,000 – 92,000 lb., 2×30,000 – 50,000 lb., 27×10,000 – 20,000 lb. and 25×4,000 – 10,000 lb.
Storage: Warehouses 33,974 sq.m. Yards 286,400 sq.m.
BULK CARGO FACILITIES: There is a shore crane clam-bucket type 250 t.p.h. capacity capable of loading and unloading. Clearance from boom to MLLW 35 m. Conveyor belt system in operation.

Also see "Developments".

SPECIALISED CARGO HANDLING FACILITIES: Berth No. 1 can handle containers and heavy lifts up to 40 tons. Berth No. 2 can handle bulk and ores.
BRIDGES: No bridges.

STEVEDORES: Agents will arrange for stevedores with Lazaro Cardenas Port Services Co.
MEDICAL: Advance notice required by Agents when medical assistance required, emergencies can be routed via VHF at pilot station (Channel 16). 2 hospitals and 2 clinics with a total of 40 beds available plus a new hospital with 50 bed capacity will accept seamen. Yellow fever and cholera vaccination desirable.
TANKERS: Mineral Wharf has 10 in. diameter lines to discharge fuel oil.
DENSITY: Highly variable, can range from 1024 in dry season to 1012 in rainy season.
FRESH WATER: Available. 3 in. pipe on Mineral Wharf (American standard thread), but is recommended to boil it for drinking purposes.
FUEL: Available.
FIRE PRECAUTIONS: Tankers should fit a good ground connection to quay and have 2 lines hanging fore and aft ready for emergency towing.
CONSULS: No consuls available at present.
REPAIRS: Small and medium size repairs can be done at the workshop of the steel works if previous advice sent to Agent and Port Services Company.
DRY DOCKS: No dry docks available.
SURVEYORS: Two independent surveyors available for draft surveys, on/off hire and damage, can be contacted through Agents.
GANGWAY/DECK WATCHMEN: Not necessary or recommended.
HATCHES: Normally done by crew members, or by stevedores at ship's request.
CUSTOMS ALLOWANCES: There are no regulations. It is according to the Master's judgement for his needs for the stay in the port.
CARGO GEAR: Normally done with ship's gear but shore cranes are available upon request. Heavy lift cranes up to 40 tons.
REPATRIATION: All facilities for crew changes.
AIRPORT: Zihuatanejo Airport, nearest 135 km. 5 daily flights to Mexico City with connections to all parts of the world.
TIME: GMT minus 6 hours.
HOLIDAYS: 1st January, 1st February, 5th February, 21st March, 1st May, 16th September, 20th November, 25th December, 1st December every 6 years when there is change of President
POLICE/AMBULANCE/FIRE: Police Tel: 2-0154. Ambulance Tel: 2-05-75. Fire Tel: 2-03-33 ext. 1020 and 1000
TELEPHONE: No shore connection available.
SERVICES: Only ship chandler and laundry.
SHORE LEAVE: Crew members allowed shore leave without any special permit.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
REGULATIONS: No special regulations.
DELAYS: No delays expected.
SERVICES: Provisions, fumigations, garbage disposal, laundry.
GENERAL: Salinity in basin and docks always changing and subject to tides and river flow, recommend taking at least 5 samples from keel to surface to get an adequate average of salinity.
DEVELOPMENTS: Fertimex Berth: Phosphate rock, length 509 m., depth from 12 m. to 14 m. 1 screw unloader with capacity of 600 t.p.h. for rock and sulphur and 500 t.p.h. for salt. The facilities were damaged by an earthquake in September 1985 and repairs underway.

Grain Berth: 250 m., depth from 12 m. to 15 m.; "L" shaped berth, outside 250 m., inside 210 m. with depth 11 m. Silo with capacity 80,000 tons. Capacity of unloader 600 t.p.h.
AUTHORITY: Administracion Portuaria Integral de Lazaro Cardenas S.S. de C.V., Rio Tepalcatepel No. 29, Lazaro Cardenas, Mich. Mexico. *Tel:* (753) 220-65, 217-23. *Telex:* 01772873 Cplcme. *FAX:* (753) 221-30, 227-86.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

MANZANILLO: 19.03 N. 104.20 W. (See Plan)

DOCUMENTS:
14 Crew Lists.
20 Passenger Lists.
Derat Certificate.
Vaccination Certificate for each crew member.
Cargo Manifest and one copy to be visaed.
8 additional copies of Cargo Manifest, unvisaed.
10 Bills of Lading, one copy to be attached to each cargo manifest.

PILOTAGE: Pilot station on VHF Channel 16, only keeps watch when vessel expected. Pilots are ordered by Agents basis Master's ETA.

Pilot boat is black with white wheel-house on which is painted letter "H". International Code signals used. Pilot normally boards vessel about 1 or 2 miles from breakwater but if requested in advance the pilot boat will come out to 5 or 6 miles. Pilot cannot board in rough weather. Vessels waiting for Pilot may anchor about 2 – 3 miles N.W. of breakwater in depths of 12-15 fathoms.
ANCHORAGES: Vessels may anchor in the whole North part of the Bay where depths are 12-15 fathoms at a distance of 1 – 2 miles from the coast.
RESTRICTIONS: Vessels may enter at any time day or night.
Access Channel: Length 450 m. Depth 12.0 m.
MAX. SIZE: No limitation for anchoring in the bay. For mooring: Fiscal Quay, max. length 200 m., max. draft 32 ft. Interior port, length no limit, max. draft 46 ft. Container Terminal, max. length 250 m., max. draft 46 ft.

Also see "Tankers".
HEALTH: Port Health Officer and Immigration Officers board vessel at anchorage. Passengers and crew may be required for inspection.
RADIO: Coastal station Manzanillo Radio, call sign XFM, operating 0600 – 1800 hrs. local time.
VHF: See "Pilotage".
TUGS: 1 tug available, compulsory to use tug when mooring alongside. Tug will join vessel as ordered by the Pilot.
BERTHING: Old Port:

Name	*Length* (m.)	*Depth* (ft.)
Muelle Fiscal Quay		
East Side	230	36 (Outer end)
		16 (Inner end)
West Side	220	36 (Outer end)
		20 (Inner end)
Coastal Quay	305	13 – 20
Naval Quay	165	13 – 37

Interior Port: Length 1,700 m., depth 40 ft. – 46 ft.
Container Terminal: Length 250 m., depth 46 ft. 2 Panamax cranes available.

Access channel and turnig basin have a depth of 46 ft.
STEVEDORES: Advise Agent in advance number of gangs required. Discharge rate approximately 20 t.p.h. – 25 t.p.h. per gang.
MEDICAL: Agent should be advised in advance if medical attendance required on board. Hospital facilities available.
TANKERS: 2 berths available, max. length 650 ft. No restriction on beam. Max. draft: N.E. side 31 ft. (Forward) and 38 ft. (Aft). S.E. side 33 ft. (Forward) and 38 ft. (Aft).
New Pemex Jetty: Located on the inner side of the west breakwater. "T" shaped berth with length of Approx. 110 m. on outer side. Depth alongside 52 ft. (inner) and 64 ft. (seaward end). 8 cargo arms available.
FRESH WATER: Should be ordered in advance. Rate of 10 t.p.h. Vessels must furnish own hose for pumping, 2 in. coupling. No barges available for delivery at anchorage.
FUEL: Should be ordered in advance. All grades available. May be expensive due Customs fees.
CONSULS: Nearest are at Colima and Guadalajara.
REPAIRS: Only repairs to auxiliary machinery can be effected with permission. At Guadalajara hull repairs may be effected provided dry dock not required.
GANGWAY/DECK WATCHMEN: No shore service available.
OPENING/CLOSING HATCHES: Normally performed by crew members.
CUSTOMS ALLOWANCES: Each crew member may retain 1 carton of cigarettes, and 1 bottle wine/spirits for his own use. No alcohol may be taken ashore.
REPATRIATION: Can be arranged.
AIRPORT: Local airport only for internal traffic.
TIME: GMT minus 6 hours all the year round.
HOLIDAYS: The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.
POLICE/FIRE/AMBULANCE: Police Tel: 4; Fire Tel: 23; Ambulance Tel: 96.
TELEPHONES: Cannot be connected on board ships.
SHORE LEAVE: Permitted, except for crews of Russian, Cuban and Communist Chinese vessels.

Crew members left behind by vessel must be covered by 10,000 Pesos bond to guarantee repatriation expenses.
IDENTIFICATION CARDS: Not required. A Crew List should be left at the gate for checking crew.
DEVELOPMENTS: Improvements are in progress to accommodate vessels up to 30,000 tons with a draft of 40 ft.
Shipmaster's Report: December 1984. A new port is under construction in Laguna de San Pedrito close East of the Old Port. There are already piers to accommodate 4 medium size vessels, and cement poles are being rammed all around the Lagoon, also dredgers are dredging the Lagoon to an expected depth of about 14 m.

SHIPMASTER'S REPORT: May 1994.
Cargo: Loading of molasses.
Charts: B.A. Charts No. 516 and 1053.
Sailing Directions: NP 8-5.69 et seq. Guide to Port Entry 1993/94 Edition (P.1318).
Approaches: No difficulties. Manzanillo is conspicuous at night with the loom of the port lights showing up well. Pta.Campo Light is conspicuous, but is almost unnecessary as the power station complex just to the East is well lit.

In daylight, the power station chimneys (3 tall concrete structures, which appear to be about 400 ft. high, 2 thin ones serving one boiler house, and a thick one serving another. The third, apparently older, unit is served by short steel chimneys) and boiler houses are highly visible, not only because of their size, but also because combustion control seems to be very poor and the cloud of white-grey smoke is a constant mark. While the ship was alongside, smoke could be seen drifting over the town and the decks were quickly soiled with ash and soot. Power lines leading to the interior show clearly on the radar from the South.

As we were expected, communications with the Pilot on VHF Channel 16 were no problem, but on a previous passage when we stopped to aid a local fishing boat, it proved impossible to raise anyone.

The bay is wide and free from obstructions. The anchorage N.W. of the breakwater head is good.

Extensive tourist development is underway on the peninsula between the two bays and along the beach of Bahia de Manzanillo. A new marina is situated at the N.W. end of the beach. Bahia de Santiago has a small amount of tourist development at the North end.
Pilotage: Pilot boards about 1 mile from the breakwater head by boat or from a tug. Pilot boat is a fairly new launch capable of a reasonable speed and has a black hull with white cabin.

Tugs are modern and of adequate power and are well handled. One tug was used forward.

We berthed on the West side of Muelle Fiscale, a concrete deck on steel piles with a concrete warehouse (See plan in "Guide").

Depths are as noted in the "Guide".

Approach to berth was taken slowly and was without any difficulties. Berth is adequately supplied with bollards and truck tyre fenders.

Only one mooring buoy exists off the pier and this is to the East.

Cargo: 11,000 tonnes of molasses loaded using 2×8 in. hoses at an average rate of 220 cu.m./hr. Lines are under the deck of the pier and the connection is under a steel plate close to the edge of the dock at the manifold area.

Officials: Dealt with quickly. On our first visit, we had come from El Salvador and were boarded by a rummage squad from the Mexican DEA who carried out a thorough drugs search (supervised by a large Alsatian). On our second visit, we had come from U.S.A., and while the same squad boarded, they left without searching.

No matter how many copies of documents you have to hand, two more are required.

Routine items seem to require a lot of paperwork. A consignment of urgent main engine parts had to be delivered from Europe via Mexico City, but to get to us quickly, they had to be accompanied from Mexico City to Guadalajara by a member of the Agency staff at an additional cost of $800.

It was said that any personnel repatriated would have to be accompanied by Agency staff as far as Mexico City, but I cannot vouch for the accuracy of this.

Stores: Fresh provisions and bond items are available. Quality appears good, but prices quoted are very high compared with U.S.A.

Chandlers seem to start with a high quote and then come down, but still do not get down low enough for any significant orders.

AUTHORITY: Administracion Portuaria Integral de Manzanillo S.A. de C.V., Ave. Teniente Azueta No. 9, Fracc. Playa Azul, A.P. 235, C.P. 28200, Manzanillo, Mexico. *Tel:* (333) 230-61. 230-54. *FAX:* (333) 208-15.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, Col. Sta Cruz Atoyac, 03310 Mexico, D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

MAZATLAN: 23.11 N. 106.26 W. (See Plan)

LOCATION: The port is located on the Pacific Ocean, at Lat. 23° 11′ N., Long. 106° 26′ 30″ W., on Northwest point of Quevedo's Peninsula.

PORT LIMITS: Dockage charges commence when vessel is made fast to wharf.

DOCUMENTS: Basic Customs documents for entry:

2 copies Form for Formal Entrance at Customs House.
2 copies Master's Oath.
2 copies General Declaration.
2 copies Arrival Crew List.
2 copies Manifest of Cargo for Discharge.
2 copies Passenger List.
1 copy Clearance from Last Foreign Port (if applicable).
2 copies Crew's Effects Declaration.
1 copy Manifest of all Foreign Cargo onboard.
1 copy Dangerous Cargo Manifest.

(All to be stamped by Mexican Consul or a representative of a friendly country).

Valid Original Vessel documents.

(Note: For more information please refer to Mexican Navigation Laws).

On arrival the following officials * will board:

Port Health Authority.
Customs.
Agricultural Department Authority for checking ship's provisions, mainly vegetables.
Doctor for checking "meat" in the fridge room.
Immigration.
Ship's Agent.
Port Authority representative.

* They may also require documents.

APPROACHES: *Channel Entrance:* 1,500 m. in length; 11.0 m. in depth and 100 m. in width in the access channel. 350 m. length and 12.0 m. depth in Harbour Dock.

Secondary Channel to fishing port: Length 1,060 m., depth 7.0 m. and width 50 m.

PILOTAGE: Compulsory. Provided by Pilot's National Union, Av.Miguel Aleman No. 616-A14, Mazatlan, Sinaloa, C.P. 82000. Tel: (69) 816101. Fax: (69) 823396. Pilots communicate with vessel through VHF Channel 16. If no answer, ask Mazatlan Port Control to call Pilots on land line. Tel: (69) 833510. Notice of ETA and request for Pilot must be made to the Pilots Union at least 24 hours in advance.

ANCHORAGE: Anchorage is designated by the Bar Pilots, which in most instances is at sea. Recommended position is with Cerro del Creston Lighthouse bearing 310°, 2 miles in approximately 10 fathoms. The approach is clear with no obstructions, except Piedra Negra Rock, which is just 7 ft. above the water.

RESTRICTIONS: No movements of large vessels permitted at night or during strong tidal streams.

MAX. SIZE: Cargo vessels: LOA 190 m., draft 27 ft. or LOA 180 m., draft 30 ft. Cruise vessels: LOA 240 m., draft 30 ft. (if fitted with bow thruster and vessel has 2 engines and uses 2 tugs).

HEALTH: Depending on the specific problem, inoculations and vaccinations must be applied to the whole crew. After which, actions will be taken to determine the possible application of the pratique.

RADIO: Mazatlan has a Coastal Radio Station (functioning 24 hours a day), which can be reached on 500, 512, 451, 455, 461 or 479 kHz on medium frequency, 4250, 6484.5, 8470, 12,703, 17,151.5 kHz on high frequency, VHF Channel 16. Lighthouse Radio on 30,009 kHz.

VHF: All facilities in operation on the Port Channel 16. To make communication, just call the name of the party you wish to contact. Once contact has been made, vessel can agree another channel to continue the communication, leaving Channel 16 free.

RADAR: No port radar service. The Military Marine Zone has radar for its own use.

TUGS: Two tugs available to assist with berthing, 2,500 h.p. and 3,600 h.p. Service is provided 24 hours a day. Tugs normally join the vessel at the Access Channel. The charge for use of tugs is minimum one hour, New Pesos $ 2,187.90 per hour for 2,500 h.p., and New Pesos $ 3,500.64 per hour for 3,600 h.p.

BERTHING: The port has 2 sections: Public Use and Exclusive Use.

Wharves	*Length* (m.)	*Depth* (m.)	*Use*
1	260	8.80	Load/discharge
2	185	7.60	Load/discharge
3	174	8.90	Load/discharge/cruises
4	168	10.00	Load/discharge/cruises
5	351	9.80	Load/discharge/cruises
Cruise	140	10.00	Cruises
Industrial Park	1,060	7.50	Tuna/fishing ships
Molasses	265	11.00	Vessels
Ro-Ro Berths	2 berths	10.00	Ferries
Pemex	22	9.00	Petroleum tankers

Supplementing the berths are 28,000 sq.m. of transit shed storage space. Approximately 60,000 sq.m. of open storage; 14,800 sq.m. of closed area; 3,500 tons of freight storage; 33,400 sq.m. of a container area; 30 electric points for freight fridge containers and 4,000 tons in tanks for blackstrap molasses.

All vessels, their Owners and Agents, desiring a berth at wharves, shall as far in advance of date of docking as possible, make application to port specifying date of docking, sailing, nature and quantity of cargo to be handled, cruise passenger lists and name of the vessel.

CRANES: Not available. Vessels are required to use their own gear. On land, the port owns forklifts of 30,000 – 80,000 lb. and less capacities.

BULK CARGO FACILITIES: See "Berthing". Quay length 1,125 m., depth 10.0 m. – 12.0 m. Maximum permissible draft 30 ft.

SPECIALISED CARGO HANDLING FACILITIES: Equipment for handling containers and blackstrap molasses available.

BRIDGES: No bridges in port.

STEVEDORES: The rates will depend on the cargoes. Recognised working hours (24 hours daily) from Monday to Saturday. There is a surcharge of 40% on Sundays and holidays.

MEDICAL: Full hospital facilities available without prior notice. Dentists available during normal working hours.

TANKERS: Only 10 in. diameter discharge lines available. No residue discharge facilities. One berth with 9.0 m. depth. Maximum permitted draft 30 ft. Shore gangways available. Facilities available to combat oil spills using containing fenders for prevention. No space for transfer facilities from ship to ship.

DENSITY: Average 1022.

FRESH WATER: Fresh water delivered to vessels at wharves or docks per tariff charge of $ 2.71 New Mexican Pesos per cu.m.

FUEL: Private firms with trucks or barges available by prior arrangement through vessel's Agent.

FIRE PRECAUTIONS: Smoking is strictly prohibited in transit sheds, warehouses, or on apron of wharves and on vessels handling dangerous, hazardous or inflammable cargo. Smoking is also prohibited in any areas where gasoline or like materials are being handled.

Explosives and hazardous or highly inflammable commodities or materials may be handled over, or received on the wharves or other facilities of Port of Mazatlan by special arrangements with and at the option of the Port Director, and the receiving, handling or storage of such commodities shall be subject to Federal and State Laws, rules and regulations.

In all cases where explosives and hazardous or highly inflammable commodities or materials are to be handled, prior consent by the Mexican Port Authority must be received, and a copy of the consent filed with the Port Director. Responsibility for safe guarding of life and property will be the duty of the shipper. Proof of sufficient liability insurance must be presented to Port Director prior to arrival of such materials.

CONSULS:

Belgium. Tel: (69) 851466.
Brazil. Tel: (69) 813209. Fax: (69) 854053.
Canada. Tel: (69) 137220 or 134455.
Denmark. Tel: (69) 850578.
Finland. Tel: (69) 813907 or 817560.
France. Tel: (69) 828552 or 826048.
Germany. Tel: (69) 135100.
Italy. Tel: (69) 851478 or 814855.
Netherlands. Tel: (69) 135155.
Paraguay. Tel: 812877.
U.S.A. Tel: (69) 852205 or 852207.

REPAIRS: Workshop for mechanical repairs. Electrical and electronic repairs possible. Repairs of very large fishing fleet or small freighters, afloat. No docking.

DRY DOCK: Shipyard and slipway for small vessels.

SURVEYORS: Lloyd's Register: Ing. Gustavo Abaroa Galvez, Alamo 268, Fracc. Alameda, Mazatlan, Sinaloa C.P. 82120. Tel: (69) 838551 (same number for Fax).

A.B.S.: Ing. Alfredo S.Troncoso Martinez, Rio Presidio 975 esp. Rio San Lorenzo, Mazatlan, Sinaloa, C.P. 82010. Tel: (69) 823320 or 813533. Fax: (69) 828442.

GANGWAY/DECK WATCHMEN: No requirement for watchmen, except for special vessel conditions or security reasons as determined by Port Director.

HATCHES: Normally opened and closed by ship's crew.
CUSTOMS ALLOWANCES: Mexican Customs Regulations apply.
CARGO GEAR: The following are available: 1×80,000, 1×30,000, 1×20,000, 1×18,000, 14×8,000, 4×6,000 and 4×4,000 lb. capacity forklifts; 14×1.5 cu.yard capacity payloaders; 22×5,000, 5×15,000 lb. capacity tractors; 1×80,000 lb. and 1×20,000 lb. capacity cranes.
REPATRIATION: Can be arranged via Mazatlan Airport or Mexico City. Several flights daily from local airport direct to Southern and Western U.S.A. airports.
AIRPORT: 12.5 miles from the port.
TIME: GMT minus 7 hours throughout the year.
HOLIDAYS: January 1st; February 5th; March 21st; May 1st; September 16th; October 12th; November 20th; December 25th; December 1st every 6 years (Presidential election year).
POLICE/AMBULANCE/FIRE: Police Tel: (69) 844499. Red Cross Ambulance Tel: (69) 851451 or 813690. Fire Department Tel: (69) 812769 or 813600.
EMERGENCY CO-ORDINATION CENTRE: Centracom Tel: 06 and Mazatlan's Fire Department Tel: (69) 812769 or 813600, radio frequency 461.950 MHz. Fire engine VHF Channel 16. Address: Av. Gabriel Leyva 1935, Mazatlan, Sinaloa, CP 82000.
TELEPHONES: Arrangements exist for placing telephones on board. A letter, detailing data regarding the telephone number in Mazatlan to which the charges will be referred, is required.
SERVICES: Fresh provisions. Salvage surveyor. Laundry service, groceries and meats, frozen vegetables, etc.
BANKS: Banks with foreign departments:

Banco Nacional de Mexico, Av. Benito Juarez esq. Angel Flores, Mazatlan, Sinaloa, CP 82000. Tel: (69) 827754. Fax: (69) 827434.

Bancomer, Av. Benito Juarez esq. 21 de Marzo, Mazatlan, Sinaloa, CP 82000. Tel: (69) 826732. Fax: (69) 817838.

STORING: Vessels can be stored by trucks or wagons.
Trucks and wagons can proceed alongside the berths.
The distance from the vessel can be as close or as far as needed.
Forklift trucks can be used on the jetty to handle stores.
Mexican Customs Regulations must be fulfilled regarding storing.
Local riggers can be employed to assist with storing.
IDENTIFICATION CARDS: Seamen's Books and a Crew List are sufficient.
GARBAGE DISPOSAL: Collection service is available and provided alongside. Arrangements must be made through the Agent.
SEAMEN'S CLUBS: None.
CURRENCY: Mexican Pesos and U.S.Dollars are accepted.
DELAYS: In mid-August, there could be delays due to weather, once the rain season starts.
GENERAL: Mazatlan is one of the largest ports in Mexico. There is a large resort with excellent hotels and large numbers of tourists. It is also the largest fishing port on the West Coast of Mexico. It has the second largest Natural Marina in the world.
DEVELOPMENTS: 100 hectares available for industry and another 365 hectares available for tourist development. Rail Road connects to Nogales, Mexicali and Mexico City. Pacific Ports Co. is building a tourist cruise terminal close to the main quay.
AUTHORITY: Servicios Portuarios de Mazatlan, S.A. de C.V., Interior Recinto Fiscal, Apdo. Postal 814, CP 82000, Mazatlan, Sinaloa, Mexico. *Tel:* (69) 823611, 823811. *Telex:* 66806. *FAX:* (69) 821822. *Contact:* Lic. Cesar Madrazo Lozano, Port Director. Captain Oscar Carrillo, Port Captain (Tel: (69) 817997. Fax: (69) 812204).

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col. Sta. Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

MINATITLAN: 17.54 N. 94.35 W.

DOCUMENTS: See "Coatzacoalcos".
PILOTAGE: See "Coatzacoalcos – Pilotage". Port about 17.5 milesup-river from Coatzacoalcos. Vessels are piloted either up-river or down-river to and from Minatitlan.
ANCHORAGES: Only at Coatzacoalcos. At Minatitlan, river is narrow and anchorage not permitted.
RESTRICTIONS: Vessels may enter harbour only in daylight. Latest time for entry and sailing to and from Minatitlan is 1500 hours.
Access Channel: Width 70 m. Depth 7 m.
Manoeuvring Basin: 850 m. × 190 m. Depth 7 m. – 11 m.
MAX. SIZE: Max. LOA at Pemex berths: 475 ft. Max. LOA at Fiscal berth: 440 ft. No breadth restrictions at both. Max. draft permitted: 21 ft. in fresh water.
HEALTH: Pratique never given by radio. Vessels granted Pratique at anchor at Coatzacoalcos. Vessels must prepare accommodation ladder, to be boarded by port authorities.
TUGS: 1 tug required to accompany vessels past the Coatzacoalcos Bridge. Tugs rejoin vessels in the river on arrival at berth. Tug's lines used. For vessels over 2,000 g.r.t. 1 tug required; over 3,000 g.r.t. 2 tugs required.
BERTHING: Normally vessels dock starboard side to. Petroleos Mexicanos (Pemex) has 8 berths for tankers, where they can load crude, fuel oil, gasoline, benzene, xylene, metaparaxylene, toluene and other petroleum derivates. Fiscal berth has a length of 73 m. depth alongside of 7.5 m. Actually only used to discharge harmless bulk fertilisers. Discharge performed by elevator at a rate of 800 tons per 24 hours, also by ship's gear using buckets at a rate of 200 tons per day per hatch.
BRIDGES: See "Coatzacoalcos – Developments".
STEVEDORES: No ETA advice necessary. Agent of Receivers of cargo order gangs to discharge. Straight working hours from 0700 to 1500 Mondays through Saturdays. Latest time to order gangs 0645 and 1445 hrs.
TANKERS: No ballast to be discharged in the river. All ballast to be discharged to shore tanks through 2×6 in. pipelines.

PEMEX No. 1 Marginal Berth:
Location 78 m. downstream from the South Face of the Lazaro Cardenas Refinery.
Arrangement: Marginal.
Length: 34 m.
Width: 12.4 m.
Useful Berthing Length: 34 m.
Height Above Average Low Tide: 3.43 m.
Depth: 3.5 m. at Average Low Tide.

PEMEX No. 2 Marginal Berth:
Location: Immediately after Berth No. 1.
Arrangement: Marginal.
Length: 103 m.
Width: 9 m.
Useful Berthing Length: 103 m.
Height Above Average Low Tide: 3.43 m.
Depth: 3.5 m. at Average Low Tide.

PEMEX Quay No. 3:
Location: 507 m. downstream from the South Face.
Arrangement: T Shaped.
Length: 12.5 m.
Width: 4.6 m.
Useful Berthing Length: 12.5 m.
Height Above Average Low Tide: 3.6 m.
Depth: 8.5 m. at Average Low Tide.
Services: Drinking water, 13 product loading and discharge lines.

PEMEX Quay No. 4:
Location: 667 m. from the South Face.
Arrangement: Pier.
Length: 17.9 m.
Width: 14.8 m.
Useful Berthing Length: 37.8 m. with the aid of 2 Dukes of Alba.
Height Above Average Low Tide: 4 m.
Depth: 9.4 m. at Average Low Tide.

PEMEX Quay No. 5:
Location: 824 m. downstream from the South Face.
Arrangement: Pier.
Length: 21.5 m.
Width: 15.6 m.
Useful Berthing Length: 31.6 m. with the aid of 2 Dukes of Alba.
Height Above Average Low Tide: 3.7 m.
Depth: 3.6 m. at Average Low Tide.

PEMEX Quay No. 8:
Location: 1,063 m. downstream from the South Face.
Arrangement: Marginal.
Length: 91.7 m.
Width: 6.1 m.
Useful Berthing Length: 91.7 m.
Height Above Average Low Tide: 3.9 m.
Depth: 1.5 m. at Average Low Tide.

PEMEX Quay No. 9:
Location: 1,178 m. downstream from the South Face.
Arrangement: Marginal.
Length: 240 m.
Width: 29.1 m.
Height Above Average Low Tide: 3.73 m.
Depth: 3.1 m. at Average Low Tide.
Services: Track for mobile crane, bitts, lighting and water (fresh), gas feed points.

Tanks: Tanks which PEMEX has within the General Lazaro Cardenas Refinery.

No. of Tanks	*Content*	*Capacity Millions of Litres*
10	Wax Crude	108.3
1	Non-wax Crude	5.3
10	Petrol	93.2
11	Diesel	94.7
7	Primary Paraffin	32.3
7	Turbosine	12.8
9	Fuel Oil	90.2
5	FR-3 Asphalt	20.3
11	Hexane Aromatics	8.8
2	Heptane Aromatics	0.9
1	Betolime	0.7
20	E. Benzine	13.1
7	Toluene	8.3
9	Xylene	6.8
2	Aromine	1.5
4	F.C.C. Catalytic	19.4
2	Heavy Aromatic	2.3
1	Reformed Naphtha	6.5
2	Formed Wood Spirit	11.6
1	Poli Gasoline	1.7
1	Refined	7.3
1	Primary G.	7.3
4	Absorption Liquid	7.6
3	Recuperated Oil	21.8
8	Neutral Lubricants	5.2
17	Finished Lubricants and those in preparation	2.2
9	Finished Lubricants and those in preparation.	1.5
11	Balance Tanks	81.0

MEDICAL: Hospital facilities available.
DENSITY: Averages 1006.
FRESH WATER: Available at all berths, but is not recommended.
FUEL: Marine diesel oil and Bunker "C" obtainable at Pemex berths. Bunker "C" also obtainable by barge, and diesel oil only by tank truck.
REPAIRS: No dry docks available, but small repairs can be done in shore repair shops.
CUSTOMS ALLOWANCES: No restrictions. Free use on board. 2 Customs guards remain on vessel while alongside.
AIRPORT: About 15 minutes' car drive away. Regular flights to Mexico City.
TIME: GMT minus 6 hours.
TELEPHONES: No facilities for placing telephones on ships.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
AUTHORITY: Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col.Sta Cruz Atoyac, 03310 Mexico, D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

MORRO REDONDO, Cedros Island: 28.03 N. 115.11 W. (See Plan)

LOCATION: Morro Redondo: Bulk Salt Terminal-Lat. 28° 10′ N., Long. 115° 11′ W.
DOCUMENTS:
3 Crew Lists in Spanish, visaed by Mexican Consulate in previous port.
12 Ordinary Crew Lists.
3 Stores and Provisions Lists.
3 Lists of Crew Effects.
1 List of Crew Vaccinations.
Clearance from Last Port.
Certificate of Registry.
The Authorities such as Port Health, Customs and Immigration together with the Agent will board after the vessel has berthed. Only in exceptional circumstances will the Authorities board at anchor or off the berth.
PILOTAGE: Pilotage available day and night. Pilot arranged by Agent on the basis of ship's ETA. Pilot boards when ship is within 1 to 3 miles of the berth, from a small MFV type pilot launch, painted black with white cabin.
ANCHORAGES: Good holding ground is found 1 – 3 miles North of the berth in 20 to 35 fathoms with the ship loading tower in line with the Morro Redondo Lighthouse.
RESTRICTIONS: None. Vessels enter and clear 24 hours a day on a first come first served basis. Height of chute above MLLW is 48 ft.
MAX. SIZE: Minimum depth alongside 17 m. Largest ship to date 160,000 d.w.t.
HEALTH: Pratique granted by Port Health Doctor who boards on arrival. Requires Crew Vaccination Certificates and Master's Declaration of Health.
RADIO: Vessels can transmit and receive through KFS San Francisco Radio or KOK Los Angeles Radio.
VHF: Loading installation calls VHF Channel 16 when ship is expected and gives any information at this time. VHF is normally manned on Channel 12 so further communication is available.
RADAR: None.
TUGS: 5 tugs are available ranging from 2,500 h.p. to 3,200 h.p. each. 2 tugs are normally used for berthing, 1 tug for unberthing. Tugs' lines at no extra charge.
BERTHING: 1 berth only, 710 ft. in length consisting of steel dolphins and wood facings, also large mooring buoys, 1 ahead and 1 astern, each about 600 ft. distance from berth. 2 mooring ropes must be bent together to reach buoys.
The large stockpile of salt at the root of the pier is conspicuous.
CRANES: None.
BULK CARGO FACILITIES: Port is solely for the purpose of loading solar salt in bulk. Loader is belt and spout type and is fixed in position. Vessel must be shifted from hatch to hatch by ship's crew.
STEVEDORES: No special requirements. Average loading rate 2,000 t.p.h.
MEDICAL: No advance notice required, doctor will attend on board at dock. Limited hospital facilities available.
DENSITY: 1026.
FRESH WATER: Not available.
FUEL: Not available.
FIRE PRECAUTIONS: No smoking allowed on dock.
CONSULS: None.
REPAIRS: No repairs possible.
GANGWAY/DECK WATCHMEN: Shore gangway only, electrically operated and tended by stevedores. Deck watchmen required.
HATCHES: Opened and closed by ship's crew.
CARGO GEAR: One fixed loader only, controlled by stevedores.
REPATRIATION: Possible, with advance notice to Agent.
AIRPORT: Close to berth. Average 3 flights per week to mainland.
TIME: Standard time GMT minus 8 hours. Daylight saving time GMT minus 7 hours from last Sunday in April to last Sunday in October.
HOLIDAYS: Cargo is worked every day of the week including Sundays and holidays (except Labour Day – 1st May).
TELEPHONES: No telephone contact with mainland.
TELEGRAPH: Government public telegraph services available in village about 11 km. from port.
SHORE LEAVE: Allowed. No special shore passes required.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Mexican Pesos (MEP). U.S.$ 1.00 = 3.30 MEP (July '94).
AUTHORITY: Exportadora de Sal, S.A. de C.V., Postal Address: P.O. Box 439054, San Ysido. CA. 92143-9054, U.S.A. *Tel:* 52-115-70505. *Telex:* 52562 ESGNME *Cables:* Essas San Diego. *FAX:* 52-115-70477. *Contact:* Edmundo Elorduy Dahlhaus, Vice President – Operations. Captain M. Orozco, Port Captain.
Tijuana Office: Exportadora de Sal, S.A. de C.V., Tijuana Office, Blvd. 3A Oeste 17518, Carita de Otay, Tijuana, B.C., 22500 Mexico. *Tel:* 52-66-232200. *FAX:* 52-66-232424. *Telex:* 566705 Estime.

NANCHITAL: 18.00 N. 94.27 W.

DOCUMENTS: See "Coatzacoalcos".
PILOTAGE: See "Coatzacoalcos Pilotage". Port about 3 miles up-river from Coatzacoalcos.
ANCHORAGE: See "Coatzacoalcos Anchorage".
RESTRICTIONS: Vessels may enter Coatzacoalcos only with daylight. Navigation from Coatzacoalcos to Nanchital remains closed from1630 hrs. to 0700 hrs.
HEALTH: See "Coatzacoalcos".
TUGS: When vessels proceed to Nanchital, 1 tug accompanies vessel to pass the Coatzacoalcos bridge, according to Port Regulations. Tugs again join vessels when arriving at Nanchital berths. Tug's lines used. For vessels over 4,000 g.r.t. 2 tugs used.
MAX. SIZE: Max. LOA 580 ft. No breadth restrictions. Max. draft permitted 27 ft. 06 in.
BERTHING: Normally vessels dock port side alongside. When current and circumstances permit vessel is turned around and docked starboard side to. There are 2 docks at Nanchital, called Old Pier and New Pier. Both to load crude oil, No. 6 fuel oil by pipeline of 6 in. and up to 10 in. Mooring, unmooring, connecting and disconnecting hoses performed by Pemex own labourers.
Old Pemex Quay:
Location: Right bank of Rio Coatzacoalcos 10.5 km. from the mouth of the port.
Built: 1950.
Arrangement: T-shaped.
Length: 88.3 m.
Width: 12.4 m.
Useful Berthing Length: 95 m. including Dukes of Alba.
Height Above Average Low Tide: 1.8 m.
Useful Depth: 8 m. at average low tide.
Services: Fresh water, lighting, bollards, fuel supply points.
New Pemex Quay:
Location: Facing the Pemex installations at Nanchital.
Built: 1969.
Arrangement: T-shaped.
Length of Platform: 32.4 m.
Width of Platform: 13 m.
Useful Berthing Length: 86.7 m. using 2 Dukes of Alba.
Height Above Average Low Tide: 2.71 m.
Depth: 9 m. at average low tide.
Services: Fresh water, lighting, fuel supply points, loading hoses.
Marginal Quay:
Location: On right bank of Rio Coatzacoalcos 11 km. upstream from port entrance.
Built: 1959.
Arrangement: Marginal.
Length: 239 m.
Width: 30 m.
Useful Berthing Length: 239 m.
Height Above Average Low Tide: 2.05 m.
Depth: 8 m. at average low tide.
Use: By Pemex.
Tanks: Used by Pemex:
3 for crude oil (8.2 million litres).
1 for fuel oil (15.2 million litres).
Located within inhabited area:
2 for diesel (1.59 and 8.7 million litres).
1 for fresh water (10.3 million litres).
MEDICAL: Hospital facilities available only at Coatzacoalcos.
TANKERS: See "Berthing".
BALLAST: Special regulation for tankers that no ballast water to be discharged in the river. Deballasting performed by 2 pipelines of 6 in. diameter to shore tanks.
DENSITY: Average 1006.
FRESH WATER: Available at both berths but is not recommended for drinking.
FUEL: Available only at the Pemex Oil Terminal at any time.
CONSULS: None.
REPAIRS/DRY DOCKS: No dry docks available, but small repairs can be done in shore repair shops.
CUSTOMS ALLOWANCES: No restrictions. Free use on board. 2 Customs guards stay on board. Vessel to provide them boarding and lodging.
AIRPORT: At Minatitlan, about 1 hour car drive away. 2 regular flights to Mexico City.
TIME: GMT minus 6 hours.
TELEPHONES: No facilities for placing telephones on ships.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
AUTHORITY: Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col.Sta Cruz Atoyac, 03310 Mexico, D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

PROGRESO: 21.17 N. 89.39 W. (See Plan)

PORT LIMITS: For port fees and freight contracts, port limits are considered as a zone within the area bounded by the meridian crossing Chicxulub port in the East, the meridian crossing Chelem port to the West, and the meridian passing through the Entrance Buoy (cylindrical beacon, painted with red and white stripes) situated in Latitude 21° 21′ 03″ N., Longitude 89° 41′ 09″ W.

DOCUMENTS:
7 copies of Crew List, visaed by Mexican Consulate.
6 copies of Ship's Stores List.
6 copies of Personal Effects Declaration.
6 copies of Bills of Lading.
Clearance from last Port.
Derat Certificate.
Tonnage Certificate.
Safety Certificates.
Loading Plan.
Stability Calculations.

PILOTAGE: Compulsory. The Pilot boards at the Entrance Buoy, his launch is identified by the international signal code day or night. Approximate arrival time must be notified by the consignee at least 24 hours before arrival, and confirmed 2 hours prior to arrival. Pilots monitor VHF Channel 16, and Telephone No. (993)-5-00-09, during office hours (0800 hrs. – 1800 hrs.)

ANCHORAGES: 1.5 miles N.W. of the Entrance Buoy in 30 ft. depth for vessels with over 20 ft. draft, and 2.5 miles N.W. of Pier No. 2, for vessels of 16 ft. draft or less, in 21 ft. depth.

RESTRICTIONS: There are no night time restrictions, except for vessels of over 16 ft. draft at Piers No. 1 and No. 2, and over 23 ft. draft at Piers No. 3 and No. 4.

MAX. SIZE: No restrictions, except for vessels over 23 ft. draft.

HEALTH: A representative of the Health Department checks the vessel on arrival.

RADIO: Progreso Coastal Radio Station (XFN) listens from 0600 hrs. to 1900 hrs. local time on 2182 kHz, Channel 16 VHF and 500 kHz. Arrival advice may be sent through the station 24 hours beforehand.

TUGS: Compulsory for vessels over 500 g.r.t. The port has 4 tugs, 2×800 h.p., 1×1,350 h.p. and 1×2,350 h.p.

BERTHING: The facilities are located 2 km. offshore in position 21° 18.25′ N., 89° 40.3′ W., and 6.5 km. offshore in position 21° 20.75′ N., 89° 40.7′ W.

Pier	*No.*	*Length* (m.)	*Official Draft* (ft.)	*Use*
Fiscal	1	204	16	General/Containers
Fiscal	2	204	16	General/Containers
Fiscal	3	240	23	General/Containers/Grain
Fiscal	4	140	23	General/Containers/Grain
Fiscal	5	140	23	General/Containers/Grain
Mooring Berth	1	170	16	Gasoline
Mooring Berth	2	170	18	Diesel (Pemex)

CARGO HANDLING EQUIPMENT:

	Capacity
2 Cranes	25 tons.
2 Cranes	18 tons.
1 Crane	120 tons.
12 Forklift trucks for stacking and unstacking	8,000 lbs.
4 Forklift trucks for stacking and unstacking	4,000 lbs.
9 Suction devices	50 tons/hour.
7 Suction devices	70 tons/hour.
6 Truck tractors	50 tons.
8 Flats for containers	40 tons.
1 Elevator	346 cu.m./hr.
3 Chutes	20 tons.
1 Forklift for container handling	80,000 lbs.
3 Conveyors for grain	250 t.p.h.
2 Buses	40 Passengers.
2 Forklift tractors	1 ton.
3 Forklift trucks	6,000 lbs.
5 Suction devices	120 t.p.h.

STEVEDORES: Service to be requested 24 hours in advance through consignee.

MEDICAL: Medical attention available at the port. There are hospitals in the city of Merida, 32 km. away.

TANKERS: There are 2 moorings or buoys, for unloading products with 8 in. and 12 in. lines.

DENSITY: 1015.

FRESH WATER: Safe drinking water available on piers through 2.5 in. pipes, or by tank trucks.

FUEL: Diesel can be supplied by truck, as well as grease and lube oil in drums. They should be requested 24 hours in advance by the consignee. Heavy fuel cannot be supplied.

WATCHMEN: These services are usually undertaken by vessel's personnel.

OPENING/CLOSING HATCHES: Usually performed by vessel's crew.

CERTIFICATES: See "Documents".

CUSTOMS ALLOWANCES: A carton of cigarettes and 2 bottles of whisky per week.

IDENTIFICATION CARDS: Not required.

CONSULS: Located at Merida, 30 minutes by road.

Cuba	Tel: 91-99-21.26.77
Germany	21.21.77
France	21.60.13
Lebanon	21.77.76
Switzerland	91-99-21.75.00
U.K.	21.67.99
U.S.A.	21.60.30

REPAIRS: Specialised shops can undertake repairs.

SURVEYORS: Lloyd's Register Agent: Manuel Mier y Teran. Tel: 91-993-5-00-29, 5-00-42 and 5-01-36. Fax: 50966. Telex: 753834 Reimme.

DRY DOCKS: Three docks (Astimex, Zena and Bonanza).

REPATRIATION: Possible.

AIRPORT: 37 km. from port, about 30 minutes driving time. Daily flights to Houston, Miami and New Orleans, also flights to Central America, Cuba, Jamaica, Germany, and connections via Can-Cun and Mexico City.

TIME: Central Standard Time (local time) GMT minus 6 hours.

POLICE/AMBULANCE/FIRE: Port Police, Tel: 5-00-48 and 5-00-90.
Ambulance, Tel: 5-04-94 (Navy Hospital).
Firemen and Municipal Police, Tel: 5-00-26.

EMERGENCY CO-ORDINATION CENTRE: Ninth Naval Zone (Yukalpeten Port) monitors VHF Channel 70, 2182 kHz and 500 kHz. Tel: 5-02-85.

SERVICES: Repairs to radar, Loran, echo sounders, gyros (any electronic device), inspections and underwater repairs.

HOLIDAYS: January 1st, February 5th, March 21st, May 1st and 5th, June 1st, September 16th, November 1st and 20th, December 1st (every 6 years), December 25th. It is possible to hire labour at 100% increase on these days.

SHORE LEAVE: No restrictions.

GARBAGE DISPOSAL: A garbage collection service is available. Waste bags and collector are provided. Tel: (91-993) 5-10-90, 5-27-10, 5-26-09. Collection time: 0800 hrs. to 1800 hrs., Monday to Saturday. Cost: About $ 8.19 (depending on currency rates) per drum or equivalent up to 200 kg.

WASTE OIL DISPOSAL: Available on all wharves. If incineration is required by any Health Authority, this will cost about $ 0.22 (depending on currency rates) per kg.

DEVELOPMENTS: The remote terminal is planned to be extended 4.5 km. Northwards with an area of 7,000 sq.m. and a 1,000 m. of lineal wharf.

AUTHORITY: Direccion General de Puertos Y Marina Mercante, P.O.Box 21, Calle 78 No. 146, 97320 Progreso, Yuc., Mexico. *Tel:* 5-00-90 and 5-12-55. Residence 40-39. *FAX:* 5-26-29. *Contact:* Captain Gilberto Andrade Castro, Captain of the Port.

Administracion Portuaria Integral de Progreso, S.A. de C.V., Calle 32, Entrada Muele Fiscal Lado Poniente, C.P. 97320, Progreso, Yuc., Mexico. *Tel:* (993) 521-74, 505-84. *FAX:* (993) 521-74.

PUERTO MADERO: 14.44 N. 92.25 W. (See Plan)

PORT LIMITS: A vessel is considered an "arrived ship" when it is alongside the berth.

DOCUMENTS:
10 Crew Lists (Spanish language), 3 stamped.
10 Passenger Lists (Spanish language) 3 stamped.
10 Stores Lists (Spanish language).
10 Cargo Manifest (Spanish language), 3 stamped.
3 Arrival Reports.
10 Bills of Lading.
3 Crew Customs Manifests.
1 W.H.O. Form.

All papers must be correct, Immigration Officer checks Crew List against all Passports/Seaman's Books.

Vessels are boarded on arrival by 7 officials.

PILOTAGE: Compulsory. Pilot will board vessel 1 mile S.E. of Fairway Buoy, depth approximately 8 fathoms.

Vessel must send ETA 24 hours in advance of arrival. Ship's Agent to request services of Port Pilot in advance. Pilot will reply by giving instructions to be followed on arrival.

ANCHORAGES: Call the Pilot on VHF Channel 16 and agree on the position of anchorage and the side where the gangway will be positioned.

As a secondary area, vessels may anchor about 2 miles to the S.W. of the Port Entrance in 10 fathoms of water.

The bottom is muddy at the anchorage and throughout the port.

RESTRICTIONS:
Channel between Breakwaters: Length 1,167 m. Width 80 m. Depth 9.7 m.
Manoeuvring Basin: Length 450 m. Width 80 m. Depth 9.5 m.
Channel to Main Dock: Length 350 m. Width 80 m. Depth 9.15 m.
Access Channel to Fish Dock and Navy Dock: Length 650 m. Width 60 m. Depth 7.0 m.

MAX. SIZE: Max. LOA 165 m. Max. beam 25 m. Max. draft 8 m.

Measurements are in accordance with the manoeuvring area and the depth of water throughout the port.

Tankers are not received in the port as there are no discharge lines, and the manoeuvring area does not permit it.

HEALTH: Request Free Pratique 48 hours and 24 hours in advance of arrival via Salina Cruz.

Report any suspicious illness to Agent prior to arrival in order that vessel may be directed to Quarantine Anchorage.

Health Officials require:
Health Declaration.
Derat or Exemption Certificate.
Crew Vaccination Certificates.
Crew List.

RADIO: Via Manzanillo or Salina Cruz, ETA 48 hours and 24 hours prior to arrival.

All vessels approaching the port to berth, and when effecting manoeuvres within the area of the port or when leaving the port, must effect all communications by VHF Channel 16.

Additional communication or for safety provided by the Naval (Coast Guard) on 500 kHz. International Call Sign for Aid to Fishing Vessels 2182 kHz on R/T or Channel 16 VHF.

VHF: Salina Cruz and Puerto Madero on VHF Channel 16.

RADAR: There is a radar system but it is only used by the Naval "Coast Guard", and no contact with this system is possible, although all vessels approaching this port are detected by this radar.

TUGS: There is a service tug (750 h.p.) which comes alongside the vessel at the port entrance, working with vessel until she is berthed alongside a quay. The services of the tug are compulsory for all shipping.

BERTHING: There are 2 reaches, an expansion basin, a turning basin and a general cargo berth 150 m. length, the depth is 9.2 m. at LW (salt water).

Vessels usually moor port side alongside and drop the starboard anchor with 3 or 4 shackles. The cargo handling is by means of ship's own gear and there are four conveyor belts for the handling of boxed bananas.

CRANES: The port has no cranes, discharge and loading has to be with the ship's derricks.

BULK CARGO FACILITIES: In the port is a single general cargo berth. Bulk cargo is handled directly from the hold to the lorry or railway trucks using hoppers and scoops and loaded into the hold and raised by the ship's derrick.

At present the port handles bananas and coffee outwards and bulk fertilisers (and in sacks) inwards. Also bagged cement and heavy machinery for hydro-electric stations.

SPECIALISED CARGO HANDLING FACILITIES: There is no equipment for handling container vessels.

BRIDGES: The entry of vessels is free, there being no bridges over the channel.

STEVEDORES: Masters of vessels must request the requisite number of gangs 24 hours in advance via the ship's Agent.

General cargo – 18 to 20 tonnes/p.h./hook.

Bananas – 3,000 cases per hour by the side-port system.

MEDICAL: 24 hours notice for requesting medical assistance.

A sick person can be hospitalised if the Master so requests by radio.

International Health requires certificates of vaccination and where necessary personnel can be vaccinated if required.

TANKERS: No facilities.

DENSITY: Average 1025.

FRESH WATER: The port quay has drinking water hydrants controlled by Administracion Portuaria Integral de Puerto Madero S.A. de C.V.

FUEL: It is possible to provide bunkers in small quantities via pipes, average supply 15,000 litres.

In cases of emergency, bunkers can be requested by radio from the ship's Agent.

FIRE PRECAUTIONS: Those normal for a cargo vessel.

CONSULS: There are no Consulates in the port. There is one in the town of Tapachula, Chiapas, 28 km. from the port.

Consul of Guatemala: 2a Calle Oriente No. 33, 30700 Tapachula, Chiapas. Tel: 6-12-52.

REPAIRS: It is possible to have repairs made to engines of small vessels in the town of Tapachula.

DRY DOCKS: None.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: It is necessary to post a watchman of the Immigration Service on the gangway when the vessel is berthed in the port.

HATCHES: Opening and closing of hatches by the crew or stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes or 50 cigars or their equivalent; 1 litre of spirits.

CARGO GEAR: Loading/discharging is carried out by means of the ship's derricks.

REPATRIATION: Possible.

AIRPORT: 12 km. from the port is the new International Airport of Tapachula.

Regular Flights:

Mexico/Tapachula:

Airline	Departure	Arrival
Aeromexico	1100 hrs.	1230 hrs.
	2015 hrs	2145 hrs.
	0700 hrs.	0835 hrs.
Taesa	1950 hrs.	2120 hrs.
Aviacsa	1545 hrs.	1815 hrs.
Tapachula/Mexico:		
Taesa	0700 hrs.	0830 hrs.
Aeromexico	0702 hrs.	0837 hrs.
Aviacsa	0715 hrs.	0950 hrs.

Executive Air Services: To any part of the country and Central America.

TIME: Local time is GMT minus 6 hours throughout the year.

HOLIDAYS: 1st January, 5th February, 21st March, 1st May, 16th September, 20th November, 25th December, 1st December every 6 years when the Executive Power is transferred.

Loading and discharge services can be provided on these days, but it is considered as overtime.

POLICE/AMBULANCE/FIRE: Police Headquarters Tel: 6-10-93, Tapachula, Chiapas.

Mexican Red Cross Tel: 6-19-49, Tapachula, Chiapas.

Fire Brigade Tel: 5-20-65, Tapachula, Chiapas.

EMERGENCY CO-ORDINATION CENTRE: Headquarters of the 22nd Military Naval Area on 500 kHz. Also see "Radio".

TELEPHONES: There is no telephone service available in the port.

SERVICES: No tank cleaning or dirty ballast facilities.

BANKS: Bancomer, S.N.C., Central Poniente y 4a Avenida Norte, 30700 – Tapachula, Chiapas. Tel: 6-12-20. Telex: Bcchme – 77715, Bcchme – 77716.

Banamex, S.N.C., 4a Av. Central Norte No. 5, 30700 – Tapachula, Chiapas. Tel: 6-29-24. Telex: Bntpme – 77714.

Banca Serfin, S.N.C., 6a Avenida Norte No. 8, 30700 – Tapachula, Chiapas. Tel: 6-1/-70. Telex: Serfme – 77735.

Multibanco Comermex, S.N.C., 6a Avenida Norte y 5a Calle Poniente, 30700 – Tapachula, Chiapas. Tel: 6-15-22.

Banco de Credito Rural del Istmo, S.N.C., 6a Avenida Norte y 1a Calle Poniente, 30700 – Tapachula, Chiapas. Tel: 6-14-20.

Banco Mexicano Somex, S.N.C., Central Poniente y 2a Avenida Norte, 30700 – Tapachula, Chiapas. Tel: 6-27-60. Telex: Bmsome – 77731.

Banco Nacional Pesquero y Portuario, S.N.C., Central Oriente No. 42, 30700 – Tapachula, Chiapas. Tel: 5-03-52.

Banobras, S.N.C., 6a Avenida Norte No. 4, 30700 – Tapachula, Chiapas. Tel: 5-15-58.

Banco Internacional, S.N.C., 1A Poniente y 2a Avenida Norte, 30700 – Tapachula, Chiapas. Tel: 6-28-00. Telex: Bichme – 77733.

Banpais, S.N.C., 4a Avenida Norte y 1a Calle Poniente, 30700 – Tapachula, Chiapas. Tel: 5-00-31.

Banco del Atlantico, S.N.C., Central Norte No. 18, 30700 – Tapachula, Chiapas. Tel: 5-12-90.

SHORE LEAVE: Possible.

IDENTIFICATION CARDS: A Seaman's Book is sufficient for going as far as the town of Tapachula, Chiapas.

DELAYS: There are no delays, on arrival a Pilot proceeds to bring the vessel into port, and the work gangs are already on the quay, commencing work as soon as the vessel is secured.

GENERAL: The port is relatively new, it lacks port infrastructure for loading/discharge of goods. But in order to handle any type of cargo, equipment can be brought from the nearest port if the ship's Agent requests it 48 hours in advance and at the same time presents the list of cargo so as to ascertain the type of equipment required. With regard to the labour force, the gangs can alternate to provide 24 hour working.

DEVELOPMENTS: It is planned to extend the breakwaters.

AUTHORITY: *Port Captain:* Captain Mauro Hector R. Martinez Hernandez, Operations Office, 30830 Puerto Madero, Chiapas, Mexico.

Apartado Postal No. 117, 30700 Tapachula, Chiapas, Mexico.

Port Director: Lic. J. Rafael Reyes Ruiz, Operations Office, 30830 Puerto Madero, Chiapas, Mexico. Postal Address: Apartado Postal 214, 30700 Tapachula, Chiapas, Mexico. *Tel:* (962) 634-46. *FAX:* (962) 619-54.

AGENT: Jose Antonio Tellez, P.O.Box 198, Tapachula, Chiapas (Province), Mexico. Tel. Office 612-40, Home 622-54.

Fruit Agent: Jose Leyba, P.O. Box 311, Tapachula, Chiapas (Province), Mexico. Tel: 615-31.

RABON GRANDE: 18.14 N. 94.23 W.

SHIPMASTER'S REPORT: September & October 1982.

LOCATION:

SBM No. 1 Lat. 18° 13′ 34″ N., Long. 94° 23′ 07″ W. Light "S".

SBM No. 2 Lat. 18° 13′ 34″ N., Long. 94° 20′ 29″ W. Light "O".

PILOTAGE: Pilot boards in a position midway between the two buoys. Tug rendezvous in same position with mooring equipment which is loaded on the port side.

ANCHORAGES: Anchorage position as advised by the Pilot is to the N.W. of a line joining the 2 SBMs and about 2 miles distant. A point of note is that there were at least 20 vessels anchored to the North and West of the port entrance, mostly oil tankers awaiting berth in the inner harbour. A U.S. Government chart covers the port area and SBM berths but was not available through the local Agency.

While the vessel was lying off in the rendezvous position waiting for Pilot and mooring equipment a very strong set to the S.E. was experienced, the wind being Northerly, Force 6 throughout the afternoon. Also during the vessel's stay it was noted that the wind increased to Force 5 – 6 every afternoon and gusting to Force 6 – 7 during the night time squalls.

Shipmaster's Report: January, 1982. Not same vessel.

Anchorage 2 to 8 miles Northwards from the breakwater. Poor holding ground anywhere in the area due to the river discharge giving a muddy ooze bottom. Even with over 9 shackles out in 18 fathoms of water, ships drag anchor when subject to the gales which blow from the Northern quadrants.

The onset of these gales are sudden and fierce, blowing towards the shore. Apart from the very accurate weather reports advising that a front is approaching, it was noted that an appreciable rise in barometric pressure preceeded the gale. The normal practice in the event of a gale being forecast was to have the engines on 10 minutes' notice and if the vessel began to drag, the anchor was weighed and the vessel cruised off the area until the storm abated.

RESTRICTIONS: Mooring to SBM in daylight hours only but unmooring allowed at anytime. Both operations depending on prevailing weather conditions.

Recommended arrival drafts are as follows:

Length O.A. (m.)	*Draft Forward* (ft.)	*Draft Aft* (ft.)
175 – 200	14	24
200 – 225	16	26
225 – 250	18	28
over 300	20	32

RADIO: Communication between ship and shore is by vessel's VHF set and constantly monitored by shore personnel.

Radio Pratique is obtainable by forwarding the following information to the Agent at least 24 hours before arrival:

(a) Vessel's name and Nationality
(b) Master's name
(c) Total crew on board
(d) Last port.
(e) Derat Certificate – Port and date of issue
(f) ETA local time (GMT minus 6 hours.)

It is also advisable to establish as soon as possible which grade the installation require to load first.

Communications with the Agency was by Telex via Portishead and/or Mobile, Ala., the latter preferred by the Agency until within range of the local station.

Pajaritos Radio Station: Call sign XFF2: Station operated by Pemex.

Traffic lists are broadcast on the even hour plus 30 minutes. Weather forecast at 0830, 1430, 2030 hrs. local time. Local time is GMT minus 6 hours.

Ship (Tx.) kHz	*Shore (Tx.)* kHz	*Times*
4191.0	3700.0	Night only
6286.5	6442.5	Day and night
12573.0	12790.0	Day and night
8382.0	8690.0	Day and night
16764.0	17075.0	

It is advisable to pass cargo information, grades, quantities and order of loading through this station as sometimes the Agencies fail to pass on information received from vessels to Pemex, the operating oil company.

On this visit (October 1982) all radio traffic was passed through Mobile Radio Station Alabama, and was received within a reasonable time at Coatzacoalcos.

BERTHING/LOADING: The 2 SBMs are fitted with 2×16 in. hoses with connection to port side of vessel.

Two grades are available, Isthmus Crude and Maya Crude and the line clearing amount is 34,000 barrels.

Loading rates vary from 17,000 to 35,000 U.S. bbls./p.h. depending on stocks and number of vessels loading. During heavy squalls and/or electrical storms loading is suspended. While secured to the buoy engines required on immediate/minimum notice.

During loading operations and while secured to the buoy the Pilot, Loading Master, 2 Petroleum Inspectors and 8 Hose Crew remain on board and have to be fed and housed. The Hose Crew change every morning and the Loading Master every third day or thereabouts.

October 1982: Once again loading on the SBM. 2 grades of oil, Maya and Isthmus Crude oils. The rate of loading varied from 12,000 to 25,000 bbls./p.h.

SHIPMASTER'S REPORT: July 1984.

Vessel (140,000 d.w.t.) anchored 320° (T) 2.1 nautical miles from No. 2 SBM which flashes 'U' every 15 seconds. Bottom was glutenous mud. Accommodation required for 1 Pilot, 1 Loading Master, 2 Cargo Surveyors and 8 hosemen. The 8 hosemen work in shifts so only require 4 beds.

Agent receives all Immigration, Customs and Health Papers. Documents required were 4 Crew Lists (1 visaed), Personnal Effects Lists and Stores Lists.

Launch service to shore available at times agreed with Agent.

In the event of squalls/thunderstorms tug will tow from the stern.

Stores are available and from the quality of items seen ashore – mangoes, avocadoes and fresh fish appear to be of good quality.

SHIPMASTER'S REPORT: September 1985.

DOCUMENTS:

5 copies Crew List.
2 copies Stores List.
2 copies Personal Effects List.
1 copy Vaccination List.

FRESH WATER: Fresh water can be arranged through Pemex or vessel's agent.

ROSARITO: 32.22 N. 117.06 W. (See Plan)

PILOT'S REPORT: April 1993.

LOCATION: The PEMEX Rosarito Terminal facility is an open, unsheltered roadstead, located 7.5 miles West of South Coronado Island, and 20 miles S.S.E. of Point Loma (8 miles South of the international border).

The Terminal Sea Buoys are located approximately 1,600 ft. due West of Conventional Berth No. 1 and Conventional Berth No. 2. There are no continuous lights and no good references at night.

Rosarito is an uninhabited port, due to difficulty of transportation of personnel of the Mexican Government (Authorities). The nearest inhabited port is located approximately 55 miles South of Rosarito, and is called Ensenada. All ships agencies are located in Ensenada, except the PEMEX Ship Agency for attending their own ships, who are in Rosarito.

There are no local charts or any other publication with the approaches to Rosarito, but it is possible to use the conventional American or British charts.

Rosarito Pilots recommend all arriving ships to keep South of Coronado Island for fixing position.

Conventional Berth No. 1:
Lat. 32° 21′ 43″ N., Long. 117° 05′ 49″ W.
Conventional Berth No. 2:
Lat. 32° 22′ 14″ N., Long. 117° 05′ 05″ W.
SBM: Lat. 32° 20′ 51.7″ N., Long. 117° 06′ 13.5″ W.

DOCUMENTS: As for other Mexican ports, with correct number of copies. All documents must be sent to the Agency on shore, normally they will attend onboard ship. This is explained by the fact that due to heavy swell it is difficult and sometimes dangerous to clear the breakwaters with boats.

Clearance and ship's papers are returned to the ship about 5 hours before departure.

PILOTAGE: Pilot boards one mile N.W. of SBM, for mooring at the conventional berths or at the SBM. The Pilot will remain on board during all operations and in the anchorage awaiting good weather conditions for mooring (if PEMEX requests).

The pilot boat has a black hull with white superstructure, and is equipped with VHF, standing by on Channels 9 and 16.

The Pilot boards together with the Loading Master and Cargo Inspector (Caleb Brett or Saybolt). Both will remain on board during all operations. The Loading Master is the PEMEX representative, and is the contact with shore cargo receivers.

Pilot, Loading Master, pilot boat, mooring boats and tugs are at hand all the times.

ANCHORAGE: The best place for ships awaiting berth to anchor is 1.5 miles N.W. of the SBM, in approximately 15 fathoms. The bottom is sand/shells and mud, and is very good holding ground.

The location of the SBM is Lat. 32° 20′ 51.7″ N., Long. 117° 06′ 13.5″ W. The SBM is 1.5 miles from the nearest point on shore.

RESTRICTIONS: The Authorities cannot permit disembarkation of any crew member, except in cases of serious medical condition.

Mooring and unmooring is only permitted in daylight.

The above restrictions are for the safety of crew members, PEMEX staff on board, Pilot and ships during transfer operations.

Also see "Max. Size".

MAX. SIZE: *Conventional Berth No. 1:* Max. LOA 210 m., max. g.r.t. 26,500 tonnes, max. draft 34 ft.

During cargo operations, if wind exceeds 20 knots or swell exceeds 12 ft., hoses will be disconnected and vessel may go to the anchorage, if the Pilot recommends such action.

Conventional Berth No. 2: Max. LOA 171 m., max. g.r.t. 17,000 tonnes, max. draft 28 ft.

During cargo operations, if wind exceeds 15 knots or swell exceeds 8 ft., hoses will be disconnected and vessel may go to the anchorage, if the Pilot recommends such action.

SBM: Max. LOA 215 m., max. g.r.t. 35,000 tonnes, max. draft 50 ft.

During cargo operations, if wind exceeds 30 knots or swell exceeds 12 ft., hoses will be disconnected and vessel may go to the anchorage, if the Pilot recommends such action.

BERTHING: *Conventional Berth No. 1:* A 5 point mooring (See "Plan"), used for the transfer of light oils (diesel and jet oil) and fuel oil. It is located 1,535 m. offshore, 950 m. South of Conventional Berth No. 2 and 2,675 m. N.N.E. of the SBM.

There are 2 unlit spar buoys and two can buoys. The seaward can buoys mark the end of the submarine hoses.

Light Oil Hose: 9×30 ft. lengths × 12 in. diameter hoses and 12 in. connection.

The submarine pipeline is 16 in. diameter. The maximum pressure for transfer operations is 4 kg./sq.cm.

Fuel Oil Hose: 10×30 ft. × 12 in. diameter hoses with 12 in. connection.

The submarine pipeline is 20 in. diameter. The maximum pressure for transfer operations is 6 kg./sq.cm.

Conventional Berth No. 2: A 5 point mooring (See "Plan"), used for transfer of LPG only. It is located 1,315 m. offshore and 950 m. North of the Conventional Berth No. 1.

There is one unlit spar buoy and one can buoy. The seaward can buoy marks the end of the submarine hoses.

LPG Hose: 8×35 ft. × 8 in. diameter hoses with 12 in. connection.

The submarine pipeline is 10 in. diameter.

SBM: The SBM is located 3,100 m. offshore and 2,675 m. S.S.W. of Conventional Berth No. 1. It is used for the transfer of light oil (gasolines). There are two hoses.

Leaded Gas Hose: 19×30 ft. × 16 in. diameter hoses with 12 in. connection.

Unleaded Gas Hose: 20×30 ft. × 16 in. diameter hoses with 12 in. connection.

Samsom Ropes: There are 2 Samsom ropes of 100 m. length and 6 in. diameter.

CARGO OPERATIONS: *Hose Connection:* The connection/disconnection of the cargo hoses is handled by ship's crew with advice and assistance of the Loading Master.

Cargo Inspector: The Cargo Inspector remains on board during all transfer operations. He takes samples of the parcels to discharge and undertakes ullaging together with the Chief Officer.

Submarine Hose and PLEM Inspection: After heavy storm activity, the terminal will arrange for a diver to inspect the submarine hose and PLEM for damage, or see if hoses are covered by mud/sand.

MEDICAL: Only available in an emergency. Contact U.S.C.G. on usual frequencies, and they will send helicopter.

FRESH WATER: Not available.

FUEL: Not available.

GENERAL: *Agent:* It is possible to contact ships agencies in Ensenada through San Diego Marine Operator via VHF.

If the ship's Master requests, the Agent will come to Rosarito every day and will contact the ship.

Supplies: Provisions can be obtained in small quantities, but only during good weather.

WEATHER: *Winds:* From April to October prevailing light N.W. wind sometimes turn to the North or West, but the dominant directions are from the N.W. During the period of April/October good weather normally prevails. Swell is predominantly from the West with height above 3 ft. to 5 ft. It is the best period for mooring in the berths.

From October to April, special attention should be paid to weather forecasts, because it is considered the bad weather season in Rosarito. The winds are variable and sometimes very, very strong. When the storms come from South or S.W., it is impossible to keep the ship in position in the Conventional Berths and sometimes also at the SBM, because when the wind comes from the Southern quadrant, the swell increases up to 12 ft. During this period of bad weather in Rosarito called "The Santa Condition", strong winds coming from the N.W. with velocities up to 68 knots have been registered.

All winds from South or West or N.W. normally come with the Pacific storms during that period, and increase of the swells is dependent on the storm.

Current: Very light from South or S.W. during period April to October.

SALINA CRUZ: 16.10 N. 95.12 W. (See Plan)

RESTRICTIONS: *Access Channel:* Length 500 m., depth 13.0 m.
Turning Basin: Diameter 185 m., depth 10.0 m.

MAX. SIZE: 32,000 d.w.t., LOA 180 m. and max. draft 10.0 m.

TUGS: 4 tugs up to 9,450 h.p. available.

BERTHING: 759 m. for ocean-going vessels, 759 m. for coastal vessels, 210 m. for fishing vessels, 221 m. for naval vessels and 382 m. for shipbuilders, and depths up to 31 ft.

1 container berth with length 274 m. and depth 39.4 ft. One Panamax Portico crane available.

Equipment: Cranes: 1×18 tons, 2×20 tons, 1×300 tons and 4 cranes with various capacities (unknown); forklifts: 11×5,000 lb., 2×6,000 lb. and 17×8,000 lb.; 15 tractor trucks; 1 railway tractor; 6 chutes; 3 front-end loaders; 6 clams.

Storage: 11,529 sq.m. of warehouse space and 73,440 sq.m. of container storage yards.

MEDICAL: Hospital available.

TANKERS: Tankers of 250,000 d.w.t. berth at the Offshore Terminal.
Sea buoy: Lat. 16° 05′ N., Long. 95° 11′ W. Make the arrival to this location about 5 miles S.S.E. of breakwaters.

Charts: For approach H.O. No. 21441; for arrival and entry H.O. No. 21442; regular traders should have Mexican Chart SM No. 667 on board.

General: Salina Cruz is located on the West coast of Mexico, at the head of Gulf of Tehuantepec.

Note: North winds blow strongly from the Isthmus into the Salina Cruz coastal lowland, particularly during the winter. However, these Northern gales are not forecasted. The hurricane season is from June to October, the most common hurricane path is Westward, parallel to the coast, offshore.

South winds can be very strong in May and June, ships may have to leave the anchorage and the loading buoys.

The currents are unpredictable, in the Gulf of Tehuantepec and close inshore the set is either East or West.

Tanker Terminals: There are 2 tanker loading/discharging berths in the Inner Harbour, at Shed No. 4 and No. 5. There are 3 single point mooring buoys Southwestward of Salina Cruz: SPM No. 1 and No. 2 are used to load product tankers for domestic distribution up the coast. SPM No. 3 is used to export crude oils.

Communications: Standard communications procedures, through the local coast station at Salina Cruz.

Voice communications are via the Petroleos Mexicanos Marine Operations Office – Pemex Operations VHF, calling on Channel 16 or 9, the office is manned throughout 24 hours.

Caution: Internal communications within Mexico are occasionally delayed, therefore, ETA notices and other messages must be sent at the earliest possible time.

Pilotage: The Pilot boards from Pemex workboat either at the anchorage, or 1 mile South of the breakwaters, or 1 to 2 miles to the S.E. of the SPM location.

Anchorage: Tankers should anchor East of the entrance range line 346°, not closer than 0.5 miles. The holding ground is only fair. Anchorage is prohibited in the pipeline area within 0.75 miles of the SPMs and North to the coastline.

Tugs: 2 harbour tugs of about 2,400 h.p. each are kept at this port by Pemex. The tugs are used regularly to assist tankers berthing at Nos. 4 or 5 and at the SPMs. 2 workboats are available and are normally used when berthing at the SPMs. Tugs and launches are equipped with VHF.

Entering and Berthing: The short West Breakwater by the Outer Harbour Entrance was lengthened about 0.3 miles to the South; 2 new breakwaters, 0.4 to 0.2 miles long were built off the beach about 0.8 and 1.1 miles West of the Outer Harbour Entrance. Work in progress is not shown on available nautical charts.

Tankers berthing at the Inner Harbour Berth No. 4 (No. 5 used mainly by smaller ships) proceed on the leading range 346° with a tug aft. The tug should have a rope through the centerline fairlead proceed at minimum steering speed and drag the port anchor on a short scope of chain. As soon as the stern clears the entrance, the ship is turned to the E.N.E. with the assistance of the tugs, and the engine run astern to stop the ship. When the ship is stopped in the basin, she is then backed to her berth with the tugs working alongside, her bow close to the tip of the West pier. Tankers are normally moored with 5 ropes forward and 5 ropes aft. The dock fendering is of old tyres so it is imperative to berth the ship very softly.

Note: The opening between the East and West pier is 50 m., the stone and concrete tips of these piers are fendered with rotating tyre-like rubber fenders; however, precise positioning and control of the vessel, turning and stopping quickly once inside the basin is most important.

The basin is silted up along the North Quay face, sufficient depth for a tanker drawing 30 ft. may extend only 250 m. N.E. of the entrance. The basin is dredged to maintain depth and turning basin size, it is necessary to obtain up-to-date information from the Pilot, also to plan and agree on the manoeuvre, before entering.

Work in progress: (a) wharf building on the East side of other basin and on the N.E. corner of the Outer Harbour, (b) dredging at different locations, (c) construction of a new LPG berth in the N.W. side of the Outer Harbour. The Master should verify with the Pilot that works in progress do not interfere with ship's operations.

Restrictions: Entering and sailing during daylight hours only.

Hoses/Cargo: Normally gasolines, DO, FO, are loaded on tankers, through 8 in. hoses, for distribution along the coast. Isthmus crude can be loaded at No. 4 and 5 for export. Products and chemicals are occasionally received.

Note: Ships sailing from Berth No. 5 are frequently turned on the tip of the pier. This operation is undesirable; moreover it is not necessary as tugs are being used. The Master should discuss the unberthing/turning operation with the Pilot, making sure the ship will not be damaged.

Berthing at the SPMs: The 2 smaller SPMs No. 1 and No. 2 have been in use several years. Tankers in coastwise traffic only are berthed during daylight hours with the assistance of Pilot and one or two tugs and workboat. Cargo is normally gasoline, diesel oil and fuel oil.

The larger SPM No. 3 became operational in 1982, to load crude oils for export on large ships (from 100,000 to 250,00 d.w.t.) Tankers pull up 2 floating nylon hawsers (18 in. diameter and 50 m. long) with chafing chain. The use of mooring brackets is preferred, however, the ship's officer must supervise the seamen sent by Pemex to ensure the proper lead of messenger ropes and the proper use of brackets.

Note: The responsibility, for satisfactory moorings and proper use of the mooring brackets, rests completely with the ship's Master. Pemex provides a group of seamen, usually lead by a bosun and/or a young tanker's officer, to help and assist the tanker's crew in mooring, to handle equipment straps and shackles which may be shore supplied for mooring, and for the hose connections.

Combination accommodation ladder/pilot ladder should always be rigged ready when operating at the SPMs.

Hoses and Cargo: 3 floating hoses respectively of 910 ft., 945 ft., 980 ft. total length, carry flashing red marker lights. The connections are standard 16 in. quick coupling with valve. There is one crude oil pipeline 48 in. and 1×30 in. pipeline, length 15,000 ft. to the beach. Either crude, Isthmus or Maya, is loaded and the rate is from 40,000 bbls./hr. – 60,000 bbls./hr. Pemex expects that all large tankers shall be gas inerted and are able to load/deballast simultaneously.

Note: The 3 SPMs are fitted with flashing light and diaphone, however, reliance should not be placed on these navigation aids; this is valid for the other navaids as well, which do on occasion fail without being reported.

It is recommended to obtain from the local radio station the status of navaids, and also check the status with Pemex Operations on VHF.

SPM 1 – Flashing white, diaphone, letter R, 16° 8.5′ N., 95° 12.9 W.
SPM 2 – Flashing white, diaphone, letter M, 16° 8.5′ N., 95° 13.7 W.
SPM 3 – Flashing white, diaphone, letter U, 16° 6.9′ N., 95° 13.3 W.

The approach to Salina Cruz should not be attempted during periods of heavy rain. The breakwaters, the port area and the hills behind the port give a good radar picture at greater than 10 miles distance.

Ballast: The SPM 30 in. pipeline is designated for ballast, however, it may well be used for cargo instead. Tankers should always arrive with clean ballast only. Tankers in ballast must adhere to usual requirements; i.e., draft and trim satisfactory for safe manoeuvring, taking into consideration the ever present strong wind.

Pollution Control: The Mexican rules against pollution are strictly enforced, however, very little equipment is available locally for prevention and clean-up. No oil dispersant in stock, nor are the tugs or workboats equipped for spraying. The Master must obtain, from the Agent and the Pemex representative a copy of local regulations relating to pollution prevention, and advice as to how to handle and report pollution.

Firefighting: The town fire brigade and the Navy are able to fight fires on ships berthed in the Inner Harbour. Ships at the SPM have to rely on their equipment only, with possible minor assistance from the tugs.

Services: Bunkers available at the Inner Harbour Berths, also at SPM Nos. 1 and 2. Fresh water is piped to Berth Nos. 4 and 5, but it is recommended that drinking water be taken only in emergency. Shore leave. Crew changes, delivery of spare parts, should not be scheduled at Salina Cruz. Small amounts of provisions and stores can be obtained. Minor repairs can be arranged with workshops. Surveyor, Divers, Mexican nautical publications must be requested before arrival.

FRESH WATER: Available.

FUEL: Available.

REPAIRS: Workshops for mechanical, electronic and electrical repairs.

DRY DOCKS: Drydock for vessels up to 21,000 tons displacement (25 ft. draft) and syncro-lift for vessels up to 8,000 tons displacement. Slipway for small craft.

SERVICES: Stores, laundry, fumigation.

DEVELOPMENTS: Breakwater under construction.

SHIPMASTER'S REPORT: May 1982.
Berth: New container terminal in Outer Harbour. Length 240 m., depth alongside by sounding 8.8 m. – 12.0 m.
Pilotage: Pilot boards 1 mile South of harbour entrance.
Wharf: Concrete structure on concrete piles, protected by rubber fenders.
Chart: B.A. Chart No. 659.
Tugs: 2 tugs available.

Berthing: To prevent damage to vessel and gantry crane it should be ascertained that the gantry crane has been moved to the North end of the wharf before berthing.

SHIPMASTER'S REPORT: October 1983.

Documents:

Last Port Clearance.
12 Crew Lists.
3 Vaccination Lists.
6 Ship's Stores Lists.
6 Crew Manifest Declarations.

The local Authorities will board vessel on arrival.

Approaches: The Lighthouse of Salina Cruz and the Pemex tanks are easily seen when Bahia de Bamba is abeam to port at a distance of 7 miles.

Pilotage: Pilot will board vessel at position Lat. 16° 08.15′ N., Long. 95° 11.4′ W., if berthing on arrival.

Anchorages: A good holding anchorage at position: 1 mile E.N.E. of Buoy No. 3.

Radio: All telegrams via Mazatlan Radio/XFM or MW Salina Cruz/XFQ.

VHF: VHF Channel 9 is for Pilots/Pemex Operations. VHF Channel 13 is working channel and Channel 16 is for the Agent.

Tugs: Two tugs are used for mooring. One of 4,500 h.p. and the second of 2,600 h.p.

On completion of mooring, the second tug will make fast astern in order to hold vessel away from SBM at all times. It is wise to have engines stand-by on 10 minutes' notice in case of sudden Southern winds and to prevent any damage to the SBM.

Berthing: There are 3 SBMs (Monobuoys). No. 1 has 12 fathoms, No. 2 has 15 fathoms and No. 3 has 20 fathoms depth.

Loading: Two lines of 16 in. each which are connected with the main line of 36 in. to the shore.

Though "Pemex" (suppliers) tanks are placed high above sea level in the mountains, Pemex use 6 loading pumps with a rate of about 12,000 bbls./hr. each.

Cargo is Mexican Blend Crude Oil. API 33.5, temperature 90°F (approx.).

Ballast: There are no facilities for discharging dirty ballast to shore tanks or pits. Vessels must arrive with clean ballast.

Medical: Local Hospital and a Navy Doctor from Pemex available.

Density: 1025.

Fresh Water: Available by barge.

Fuel: Can be obtained via Pemex.

Consuls: None.

Repairs: Available for vessels up to 13,000 gross tons.

Surveyors: Lloyd's Surveyor can be reached via the local Agency.

Repatriation: Repatriation can be arranged. One must take the bus to the "Capital" of the State (2 hours' ride). Thence to Mexico City by plane.

Time: GMT minus 6 hours (Standard Time).

Shore Leave: Pemex has a launch which will serve the vessel at certain hours. Agent to be notified of vessel's requirements. No shore-pass requested.

Developments: Port of Salina Cruz is now under construction. Calculated to be completed in three years' time.

General: N.N.E. winds are standard at Salina Cruz, rising up to 40 knots in Summer. Other seasons up to Force 5-6 (Beaufort).

Fresh provisions available at a very fair price.

The language is Castellanos (Spanish). Only "Pemex" representatives speak reasonable English.

REPORT: April 1985.

Tankers: 3 SBMs located in position Lat. 16° 06′ 54.5″ N., Long. 95° 13′ 15.7″ W. about 5 km. S.W. of Salina Cruz Inner Harbour Entrance. Max. depth at single point type mooring is 98 ft. Max. allowed d.w.t. 250,000. Maximum/minimum LOA allowed 338 m. – 320 m. No shore ballast facilities so vessel must have clean/segregated ballast. Manifold to be fitted with 16 in. (150 p.s.i.) reducers. Port side derrick/boom to have 15 tons capacity. Bow fairlead to have minimum diameter of 18 in. distance bow fairlead to forward bollard to be between 2.7 m. – 8.0 m. Average pumping rate 60,000 – 70,000 bbls./p.h.

Note: Buoy Nos. 1 and 2 are for handling domestic traffic (gasoline, diesel oil, heavy oil, etc.) up to 60,000 d.w.t.

SHIPMASTER'S REPORT: August 1993.

Charts: B.A. 659 and 1050.

Pilot Books: N.P. 8, (5.13)

Approaches: From S.W., port is very conspicuous from a great distance as loom of lights at the Refinery, which is situated a few miles to the East of the port, can be seen.

As both radars were out of action, I cannot comment on radar echoes, but the approach was no problem, taken with caution. The leading lights were as bright as the Morro de Salinas main light, being visible at more than 10 miles.

The 3 SBMs to the West of the port are visible at a useful distance.

Communications: On this charter, all ETA messages were sent to Mexico City. No replies to particular questions regarding berthing were answered. Salina Cruz Port Control was contacted on VHF Channel 16 at about 35 miles and gave the required information. We were directed to anchor to the East of the leads in 20 m. of water in company with 3 other tankers. Port Control assigns particular positions for anchoring.

On closer approach, Pemex (operations) contacted the ship and confirmed berthing information.

Once contacted, Port Control works on VHF Channel 6 and Pemex on Channel 9.

Berthing: Berthing is carried out in the harbour between 0600 hrs. and 1800 hrs. only.

Pilot boarded from black-hulled, white cabined fast launch.

Entrance to outer harbour is narrow and was made with great care. Tugs were in attendance as soon as we passed the breakwater entrance and were on hand to help line up for the 50 m. wide passage into the inner harbour.

Room is at a premium as soon as the gap is passed. The ship has to be stopped within a few metres and tugs do not waste time making fast.

Ship was swung to starboard and put alongside Berth No. 4 and backed to position at Berth No. 5. Berths are very well fendered with solid rubber fenders and large roller fenders.

Ships always berth starboard side to at Berths No. 4 and 5. Berths are clean and tidy and well supplied with fire fighting equipment. Lines are provided for a range of lighter fuel products and ballast. Fresh water is available.

Loading: Ship loaded 100,000 bbls. of gasoil. 1×10 in. and 1×8 in. hoses were provided.

Loading was by gravity from one tank on the hills above the port. Maximum rate was said to be 10,000 bbls./hr.

Inspection and loading operations were efficient and carried out with a minimum of fuss. Bunker survey was insisted upon.

Clearance: Port Control request arrival times and quantities. These are not passed on, so Pemex then ask for the same information, in the middle of berthing, and then the Agent wants the whole lot again. As we had been cleared "from San Francisco to Panama for orders", I had to produce telexes with new cargo orders and Log Books (Deck and Engine Book) for scrutiny by the Harbour Master.

On departure all papers were completed before departing the dock, except for the Harbour Master's Clearance and a visaed Crew List which local rules insist upon. These items were brought out to the ship an hour later.

Unberthing: With limited clearance in the inner harbour, the preferred routine is to walk the ship along the dock and use 2 headlines onto the last shore bollard to hold the bow while one tug eases the stern out until lined up for passage through the gap. This was accomplished without any difficulty or danger.

Services: As the port seems to be a major base for repair and storing for Pemex ships, it may be a good port for routine stores. The large shed on the dock were well stocked with a wide variety of engineering items for Pemex ships, so that people ashore may be used to dealing with more unusual engineering items.

The small dockyard was busy with small naval vessels. It has a moderate sized synchrolift and a small dry dock. A 20,000 tonne Pemex ship was alongside for some repairs.

At Berth No. 5, there is a rigging loft for wire and rope items needed at the SBMs, and it looked able to cope with most jobs.

Shipchandler boarded. No stores were bought as we had just stored in U.S.A., but he disposed of 1,500 litres plastic garbage for U.S.$100.00, which is better than San Francisco, where the quote was U.S.$600.00 minimum.

Developments: The new Eastern breakwater noted on the chart as being under construction (1986) seems complete, and 2 new jetty berths for large tankers are under construction about 2 cables to the West of this. A moderate Southerly swell was causing a heavy surf on the beach under Morro de Salinas, and whether this will affect the new berths, only time will tell.

Limits: Inner harbour: Length 180 m., beam 28 m.

Berth No. 4: Max. draft 31 ft.
Berth No. 5: Max. draft 28 ft.

A new berth is sited on the Western side of the outer harbour, equipped with 4 loading arms. Max. LOA 220 m., max. beam 32 m. Draft unknown.

AUTHORITY: Delegacion Coordinadora, Av. Tampico No. 39-B Altos. *Tel:* 4-04-36, 4-04-46.

Empresa de Servicios Portuarios, Recinto Portuario. *Tel:* 4-01-01 and 4-00-44.

Comision Nacional Coordinadora de Puertos, Cuernavaca No. 5, Mexico, 11 D.F. *Tel:* 553-87-11.

SAN CARLOS: 24.47 N. 112.08 W. (See Plan)

PORT LIMITS: The limit of the port is up to parallel 24° 39′ 41.5″ N. which passes through the position of the East Buoy of the channel entrance on Mexican Chart F.H.614.

DOCUMENTS:

Port Captaincy:

Clearance from Last Port.
Crew List.
List of Passengers.
Voyage memorandum including dates and ports visited during the previous 3 months.

Port Operations:

Stowage Plan.
Certificate of cargo handling equipment on board.
List of peculiarities of the vessel.

Health:

List of Vaccination Certificates of the crew.
List of Vaccination Certificates of passengers for the port.
Derat or Exemption Certificate.

Immigration:

Visaed Crew List.
List of Passengers for the port, also visaed.

Maritime Customs: Vessels without cargo, and arriving from abroad:

Declaration of arrival in Ballast.

Vessels coming from abroad with cargo for the port:

General Manifest for the port.

List of Passengers for the port.
List of Explosives, Corrosives, Flammables for the port, visaed.
Vessels coming from a Mexican port to load:
Customs Clearance.
Vessels coming from a Mexican port to unload:
Customs Clearance.
Cargo Manifest, visaed.
List of Passengers for the port.
List of Explosives, Corrosives, Flammables for the port.
Inspection of Animal Health:
List of Meats (tinned or fresh or refrigerated or in deep freeze).
Vessels bringing animals to the port:
Veterinary Health Certificate.
Transport Permit.
List of Meats (See above).
Inspection of Vegetable Health:
When products are not brought for discharge:
Derat Certificate or Exemption.
When products brought for discharge:
Derat Certificate or Exemption.
Vegetable Health Certificate.
Importation Permit from the Secretariat of Agriculture and Cattle Breeding of Mexico.

PILOTAGE: The Port Captaincy has VHF Channel 16 for receiving ETAs. The Pilot comes on board vessels by motor launch from San Carlos within Magdalena Bay.

There is a Landfall Buoy in position Lat. 24° 38.6′ N., Long. 112° 05.4′ W., one mile from the entrance to the buoyed channel.

ANCHORAGES: Any location between meridians 112° 05.0′ W. and 112° 03′ W. and parallels 24° 38.5′ N. and 24° 37.5′ N. Depths approximately 105 ft., sandy bottom.

RESTRICTIONS: With 26 ft. draft, vessels may navigate the Channel between Buoys "9" and "10" to "11" and "12". With a tidal rise of 4 ft., vessels enter and leave with a draft of 30 ft. at high tide.

MAX. SIZE: LOA 600 ft., beam 100 ft. and draft 30 ft.

HEALTH: When coming from abroad, hoist the yellow flag. Inspection is effected when the vessel is berthed or at the Inner Anchorage. If the vessel is coming from another Mexican port, the Health Authority's visit is not necessary.

RADIO: La Paz Coastal Radio: Call sign "XFK".

VHF: Port Captaincy on VHF Channel 16, operates between 0800 hrs. and 1800 hrs.

RADAR: This service does not exist.

TUGS: None available.

BERTHING: The "L" shaped quay is made of concrete and has 102 m. of berthing length. There are two "Dukes of Alba" making up a length with the quay for berthing of 204 m. Also there are 2 mooring buoys, one at each end of the berth. The minimum depth at LW is 37 ft. in the berthing area. Loading and discharging is effected using the vessel's own gear. It is possible to work in 2 or 4 gangs, according to the type of vessel and cargo.

CRANES: None.

BULK CARGO FACILITIES: On the quay there are installations of "CONASUPO" with a tower for shipment of grain, located in the angle of the "L". The grain generally shipped is wheat at the rate of 200 t.p.h.The height of the end of the grain output tube above sea level at full tide is 12 m.

SPECIALISED CARGO HANDLING FACILITIES: Vessels berth at the same quay as above with ammonia, unloading by means of installations located in the angle of the "L". These installations are owned by Fertimex.

BRIDGES: None.

STEVEDORES: Vessel's Agent submits a request 24 hours in advance for stevedoring services through the delegate of Puertos Mexicanos. Four products are mainly handled in the port: Cotton at a rate of 90 bales per gang/hr. Bulk wheat at a rate of 200 t.p.h.; bagged at the rate of 25 t.p.h.; Fertilisers in bags at a rate of 25 t.p.h.; and fish (tuna) at an average of 25 t.p.h. Since the mechanical equipment on shore is sufficient for 2 gangs in the case of cotton, stevedores are requested for this number of gangs. As far as wheat is concerned, the loading rate drops to 80 t.p.h. when the warehouse has little wheat in it.

Stevedores work from 0800 hrs. to 0200 hrs. of the following day, i.e. they work 18 hours in 24 hours.

MEDICAL: There is a civil hospital in Ciudad Constitucion 45 minutes away from San Carlos. There is a telephone service available for calling ambulances. There are 6 doctors in the port.

TANKERS: There is a concrete quay with length 280 m. and depth 35 ft., owned by the Federal Commission of Electricity.

DENSITY: 1023.

FRESH WATER: This is supplied when the vessel is berthed. There are various 2 in. hydrants. The rate of supply is 10 t.p.h., and the approximate cost is 13,000 Mexican Pesos per ton.

FUEL: Moderate quantities of diesel oil can be supplied, and it is brought by road tanker from La Paz, the vehicles themselves pumping supplies to the vessel.

CONSULS: There are no consuls in the port.

REPAIRS: There are workshops at Ciudad Constitucion 45 minutes away by road.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: This service does not exist.

HATCHES: Hatches are opened and closed by the stevedores.

SURVEYORS: None.

CUSTOMS ALLOWANCES: Tobacco, wine and spirits are placed under seal.

CARGO GEAR: For loading and discharge, ships' gear is used. There are no cranes in the port.

REPATRIATION: There are Immigration Authorities in the port. There are 3 hotels in the city and several in Ciudad Constitucion and in La Paz. La Paz, is the capital of the State of Southern Lower California, and is approx. 3 hours away by road.

AIRPORT: None in the port. Airport at La Paz where there is an international airport called General Marquez de Leon.

TIME: GMT minus 7 hours. There are no seasonal time changes.

HOLIDAYS: 1st January, 5th February, 21st March, 1st May, 16th September, 20th November, 25th December, and 1st December (every 6 years). These dates are all obligatory.

POLICE/AMBULANCE/FIRE: In the port there are Municipal and Prison Police (Tel: 25) and ambulance. Fire fighting services come from Ciudad Constitucion.

TELEPHONES: No service for installing phones on board vessels, but in the port there is a telephone service for communications with any part of the world.

SERVICES: None available.

SHORE LEAVE: No restrictions.

IDENTIFICATION: Seaman's Book is sufficient.

REGULATIONS: No naked lights when there is cotton in the port or ammonia is being discharged.

DELAYS: As there is only one berth, there are times when the berth is occupied, but this does not occur often. Berthing is done in shifts.

GENERAL: *Post Office:* There is a Post Office in San Carlos.
Telegraph Office: There is a telegraph office but the service is not for maritime traffic. For such purpose, vessels must send their ETA via La Paz Coastal Radio Station.

DEVELOPMENTS: At the moment, there is no programme.

AUTHORITY: Capitania de Puerto de San Carlos, Apartado Postal No. 5, Puerto San Carlos, B.C.S., Mexico. *Contact:* Captain Felix Armas Ortiz, Port Captain.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col.Sta Cruz Atoyac, 03310 Mexico, D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

SAN JUAN DE LA COSTA: 24.24 N. 110.40 W.

(See Plan)

SHIPMASTER'S REPORT: April 1985.

LOCATION: 4.1 miles South of Pta. Coyote in position: Lat. 24° 23.5′ N., Long. 110° 40.4′ W.

PILOTAGE: Compulsory. Pilot boards 1 mile to 2 miles East of berth.

ANCHORAGE: Vessels have to wait at anchor if wind exceeds Force 2 on the Beaufort Scale. Berthing only carried out in calm weather.

TUGS: Not available.

BERTHING: Open berth exposed to Easterly winds. Depth alongside 32 ft. Vessels berth port side alongside only.

There are 2 mooring buoys located about 140 m. from each end of the berth to the seaward side, used to make fast 2 slack ropes (1 forward and 1 aft) in order to assist vessel to sail, sailing mostly without Pilot.

Approach to berth is free of dangers.

On average 3 vessels a month load at the berth.

LOADING: Fixed loading installation (conveyor belt) with loading capability of about 600 – 700 t.p.h. Cargo loaded was rocky phosphate in bulk.

Vessel has to shift for loading each hold. During shifting special care should be taken as shifting is considered extremely dangerous, especially for loading extreme holds on account of short length of berth (for vessels above 180 m. in length) in combination with the prevailing winds.

FRESH WATER: Not available.

REPATRIATION: Can be arranged from the nearest port (La Paz).

GENERAL: *Provisions:* Fresh provisions not available.

AUTHORITY: Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col.Sta Cruz Atoyac, 03310 Mexico, D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

TAMPICO (Including Altamira): 22.16 N. 97.47 W.

(See Plan)

PORT LIMITS: Vessels in Mexican ports are considered to be arrived vessels as soon as permission to moor has been granted by the Port Authorities.

DOCUMENTS:
7 simple copies of Crew List.
5 simple copies of Cargo Manifest.
1 Visaed Passenger List or visaed Statement to the effect of no passengers, and 5 simple copies.
7 copies of Stores List.
7 copies of Personal Effects List.
Derat Exemption Certificate.
Passports or Seaman's Books of all crew.
Clearance from Last Port of Call.
3 copies of lists of packages containing explosives, flammable or corrosive materials.

PILOTAGE: Pilot ordered by Agent who requires 24 hours' notice of vessel's arrival. Pilots board vessels 2 miles off the breakwater. Vessels may anchor about 2 miles off the breakwater waiting for Pilot. Pilots on VHF Channel 14.

ANCHORAGES: About 2 miles East of breakwater in 40-60 fathoms of water.

RESTRICTIONS: There are no restrictions for movements at night. The drafts of the vessels will be governed by the mooring zones in which they are working.

The depths at these berths are as follows:

*Free Zone Quay	30 ft.
Minera Autlan Quay	28 ft.
Petroleos Mexicanos Quay	32 ft.
Termimar Quay	28 ft.
Metals and Minerals Quay	30 ft.
Anahuac Cement Quay	28 ft.
Grain Terminal	28 ft.

The navigation channel to the Mexican Petroleum Maritime Terminal has a depth of 38 ft. and that to the Free Zone 33 ft.

*This depth is subject to constant dredger maintenance, the draft being reported weekly to the Ship Agents.

MAX. SIZE: The max. length is 656 ft. There are no restrictions for beam. The drafts will be those admissible in the corresponding berth used.

HEALTH: No Radio Pratique. Pratique granted after docking and presentation of documents to Port Authorities. In case of disease or fever on board, Master to give notice to Agent before arrival.

RADIO: Tampico has a coastal station with frequency 2182 kHz., as have the Port Captain, the Pilots' Office and Puertos Mexicanos Office. All have the same frequency and VHF Channel 16.

VHF:

Port Captain	: Channel 12.
Puertos Mexicanos	: Channel 68.
Pilot's Office	: Channel 14.
Coastal Radio Station	: Channel 12, 16, 26 and 27.

TUGS: 4 tugs are available, intended solely for port manoeuvres, comprising "R.D.29" 1,700 h.p.; "SPTA-1" 4,352 h.p.; "SPTA-2" 3,200 h.p. and "SPTA-3" 4,352 h.p. Also Petroleos Mexicanos have tugs whose power varies between 4,200 h.p. and 5,600 h.p.

BERTHING:

1 berth at the Tergosa Quay where bulk grain like corn, wheat, sorghum and others are moved with conveyor belt system, at the rate of 400 t.p.h.

1 berth at the Minera Autlan Quay where manganese is moved by moving belt at the rate of 1,200 t.p.h.

5 berths at the Pemex Quay, where oil and its derivates are moved at the rate of 600-800 t.p.h., by means of 4 in., 6 in., 8 in. and 10 in. pipes. Petroquimicos also have a quay.

1 berth at Termimar Quay where calcium sulphate and magnesium oxide are moved by moving belt at the rate of 500 t.p.h.

2 berths at the Metals and Minerals Quay, where bulk minerals are moved by 2 moving belts at the rate of 200 t.p.h. per belt.

2 berths at the Anahuac Cement Quay, where bulk cement is moved by means of 10 in. pipes at one berth and by 2×16 in. ducts at another berth at a rate of 250 t.p.h. per pipe.

Fiscal Pier No. 9 moves mineral exports with 2 conveyor belts, at a rate of 200 t.p.h. per belt.

9 berths at the Tampico Free Zone, where general cargo is moved at the rate of 20 t.p.h. per gang.

Berth	*Length*	*Berth*	*Length*
1	215 m.	5	145 m.
2	145 m.	6	145 m.
3	145 m.	7	180 m.
4	145 m.	8	185 m.
		9	185 m.

Depth alongside 10.5 m. Official fresh water draft 9.14 m.

All quays have lighting for night operation and telephone facilities.

Altamira: Approximate position: Lat. 22° 29′ 32″ N., Long. 97° 51′ 45″ W. It has 4 berths with a total length of 750 m. (Tepeal – 2 berths, Negromex – 1 berth and Tom – 1 berth, all for tankers) and depth up to 13 m. The navigation channel has a depth of 12.0 m. The port also has areas for storage and facilities for containers and Roll-on/Roll-off.

Pilot compulsory. Pilot boards 2 miles off the entrance.

Fresh water and fuel available from Tampico.

A dock side container crane of 30.5 tons is in operation, 3 gantry cranes with 40 ton capacity (and 2 cranes under construction) and 6 yard cranes are available, other miscellaneous equipment is available.

CRANES: Heavy lift crane, capacity 150 tons.

STEVEDORES: No ETA advice necessary if Stowage Plans received in advance by Agent, otherwise ETA advice for gangs appreciated 48 hours prior to arrival. Stevedores' general cargo discharging and loading rate about 20 t.p.h. per gang. Mineral loading at Metals Pier about 125 t.p.h. per belt (2 conveyor belts available to service both berths).

MEDICAL: Hospital facilities available. No advance notice required.

TANKERS: See "Berthing". Dirty ballast is received ashore.

DENSITY: Average 1006.

FRESH WATER: Available on written request from ship's Agent. Drinking water delivered by pump at the rate of 12 cu.m. per hour.

FUEL: Available at Terminal Maritime Madero.

CONSULS: Brazil, Denmark, Finland, Germany, Honduras, Italy, Lebanon, Norway, Spain, Sweden, U.K. and U.S.A.

REPAIRS: Hull repairs can be effected, as can work on steering system, machinery, marine auxiliaries and other equipment of less importance.

There are specialist workshops attached to the dock.

DRY DOCKS: Length 250 m., depth 9.5 m., width 37 m. Max. size 55,000 d.w.t. Only for tankers owned by Pemex.

CUSTOMS ALLOWANCES: No allowances to be taken ashore, but reasonable amounts of tobacco and spirits are allowed to be taken out of bond, but to be kept on board for use of crew and passengers only.

REPATRIATION: In the port there is an office of the Administrative Secretariat, where the repatriation of any crew member can be negotiated. This negotiation will be for the account of the ship's Agent, who is required to deposit a bond of Mexican $23,000 per person in case of certain nationalities.

GANGWAY/DECK WATCHMEN: No watchmen necessary. Customs guard keeps watch at gangway while vessel alongside.

AIRPORT: At a distance of 10 km. from the port. There are regular flights to Monterrey and Mexico City with connections in any direction.

TIME: GMT minus 6 hours.

HOLIDAYS: January 1st; February 5th; March 21st; May 1st; September 16th; November 20th; December 25th; December 1st (every 6 years).

FIRE/AMBULANCE/POLICE: Fire Department Tel. 2-12-22; Red Cross Tel. 2-13-33; Police Tel. 2-11-57 and 12-10-32.

DEVELOPMENTS: Constant programming for more space at wharves, sheds, warehouses, continuous dredging and increasing capacity of operational equipment.

AUTHORITY: Puertos Mexicanos Delegacion Tampico-Altamira, Edificio Puertos Mexicanos, 1er. Piso Recinto Fiscal Autorizado, C.P. 89000, Tampico, Tam., Mexico. *Tel:* 12-45-50, 12-45-61, 12-78-71. *FAX:* 12-57-44. *Telex:* 14887 Cpdtme.

Puertos Mexicanos, Av. Municipio Libre No. 377, Col. Santa Cruz Atoyac, C.P. 03310 Mexico, D.F. *Tel:* 688-22-66, 688-77-56. *FAX:* 688-38-95.

TOPOLOBAMPO (Punta Mapam): 25.36 N. 109.03 W.

(See Plan)

SHIPMASTER'S REPORT: January 1986 (Updated 1994).

PORT LIMITS: Precise limits could not be established, however any reasonable distance from the Fairway Buoy is acceptable. See anchorage positions below.

DOCUMENTS:

3 copies Crew Lists.
3 copies Crew Personal Declaration.
3 copies Bonded/Slop Chest Stores List.
3 copies Steward's Stores List.
3 copies Vaccination List.

Manifests not always necessary for Pemex purposes.

Bills of Lading, necessary, these included with Clearance from last port and from loading port. Clearance very important.

Ship's certificates, not asked for, except ship must have licence to trade coastwise, issued by the Mexican Authorities.

PILOTAGE: Compulsory. Daylight only. Pilot on VHF Channel 16. Pilot boat is a small yellow dinghy with an outboard motor. In rough weather Pilot boards from tug 'Pemex 45' or 'Lobo'.

Pilot boards in vicinity of Fairway Buoy.

ANCHORAGE: Not defined, but in vicinity of Fairway Buoy. A good anchorage has been found in position 25° 29.3′ N., 109° 10.8′ W. in 17.6 m. of water, with the Fairway Buoy bearing 032° by 0.87 miles. On another occasion vessel anchored in position 25° 28.99′ N., 109° 12.05′ W., with Fairway Buoy bearing 057° by 1.75 miles. Positions by Satellite Navigator.

RESTRICTIONS: *Access Channel:* Length 22,224 m., depth 12.0 m. *Turning Basin:* Diameter 400 m., depth 12.0 m.

MAX. SIZE: 50,000 d.w.t., LOA 240 m. and max. draft 11.0 m.

RADIO: In our case Charterer's private radio station was used. For commercial purposes Guaymas Radio is probably best.

VHF: Pilot on VHF Channel 16.

TUGS: 2 tugs available, 2,320 h.p. and 4,352 h.p., both owned by Pemex.

BERTHING: One berth of length 790 ft. and 39.4 ft. depth, for handling containers (15 units per hour).

One berth of length 328 ft. and 32.8 ft. depth, for handling general cargo.

Storage: Warehousing: 3,869 sq.m. Yards: 144,800 sq.m. Sheds: 2,250 sq.m.

Equipment: Cranes: 1×16 tons and 2×7 tons. Forklifts: 6×8,000 lb., 1×30,000 lb. and 1×88,000 lb.; 5 tractors; 2 tractor trucks; 4 front-end loaders; 5×130 t.p.h. vacuums; 2 chutes (24 tons) and 10 chutes (12 tons); 20 clams.

TANKERS: Pemex Berth at Punta Mapam:

The berth is located 0.5 miles East of the derelict Pemex Berth in Topolobampo. The jetty is approximately 250 m. in length and aligned 087° – 267° with a depth of 14.0 m. on the South side.

Berthing at the Pemex Jetty:

North Berth: Port side to, head out to sea. Starboard anchor is let go off the berth.

South Berth: Port side to, Head in.

Unberthing from Pemex Jetty:

North Berth: Starboard anchor used to assist moving vessel off berth. HW not necessary but consider depths over the bar.

South Berth: Best just before HW when flood used to advantage to help move vessel off berth.

Currents at the Berth: Tidal stream currents set heavily across the berth so that on the flood, a vessel on the North Berth is pushed towards the berth and a vessel on the South Berth is pushed off the berth. When the tide is ebbing a vessel on the North Berth is pushed off and a vessel on the South Berth is pushed on to the berth.

Cargo Handling: Chicksan type cargo arms with 10 in. diameter for diesel oil and gasoline, sizes for other grades not checked but thought to be the same. In the case of our vessel (LOA 170 m.) the diesel arm was aligned with the manifold, but the gasoline arm was too far off forward of the manifold on the South Berth (and too far aft on the North Berth) and therefore a length of flexible 8 in. hose was used between the manifold and the cargo arm. Shore tanks were said to be 2 km. away and 42 m. above sea level.

FRESH WATER: Available, using international shore connection and ship's hoses from fire tower on jetty. Sailing directions recommend boiling before use.
FUEL: Available.
SURVEYOR: Can be arranged through Lloyd's in Mexico City.
CUSTOMS ALLOWANCES: Usual allowances for Mexico.
REPATRIATION: Possible via Los Mochis, 12 miles inland.
AIRPORT: At Los Mochis, 12 miles away. Los Mochis can be reached by bus or taxi.
TIME: GMT minus 7 hours throughout the year.
SHORE LEAVE: No restrictions, identification cards not necessary.
DELAYS: Departure from tanker berth dependant upon state of tide and in daylight only. Other berths unknown.
SHIP'S OFFICERS REPORT: Small scale B.A. Chart No. 2323 used for approach. Large scale B.A. chart for Topolobampo not available, therefore Mexican Chart S.M. 337 used.

When approaching from the vicinity of Cabo Corrientes, the best course has been found to be 327° to approximate position 25° 18.3′ N., 109° 18.0′ W. when Farallon de San Ignacio will be dead ahead by 10 miles. Course is then altered to 030° for 13 miles for the Fairway Buoy. On this course the Fairway Buoy should be in line with an identifiable hill (see "Plan"). The Fairway Buoy has been fixed using Satellite Navigator derived positions at anchor and visual bearings together with radar ranges and found to be in 25° 29.93′ N., 109° 10.44′ W.

In rough or rainy weather the buoy may be difficult to see. With radar the channel buoys present slightly better echoes and may be recognised by comparison with the channel shape from the chart.
SERVICES: Stores, garbage disposal, repairs, fumigation, warehousing.
GENERAL: *Agent:* Agencia de Buques Zamorano, Domicilio Conocido, Topolobampo, Sinaloa. Tel: 2-00-11.
AUTHORITY: Delegacion de Puertos Mexicanos, Acceso Muelle Ind. Pesquero, Topolobampo, Sinaloa, Mexico. *Tel:* (686) 200-37, 201-27. *FAX:* (686) 204-94.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

TUXPAN: 20.57 N. 97.24 W. **(See Plan)**

SHIPMASTER'S REPORT: January 1982 (Updated 1994).

LOCATION: Tuxpan is situated on the North bank of the Rio Tuxpan. On the opposite side (the South bank) is situated part of Tuxpan called Santiago de la Pena.

The entrance of the Rio Tuxpan is situated at Lat. 20° 58.2′ N., Long. 97° 18.1′ W. Breakwaters on both sides of the river mouth. Approximately 100 m. and 120 m. seaward of the mole heads is a bar with quick changing depth over it. The bottom of the bar is sand, covered with a thin layer of mud. After a strong North wind the depth on the bar is one foot less than the day before. The permissible entering draft is 18 ft. – 20 ft. at HW and calm sea with nearly no swell. Occasionally vessels with 21 ft. draft can enter. Normally there is a low swell from the East all the year. After a strong North wind (Norte) you can expect a Northerly swell of 2 ft. – 4 ft. for 1 to 2 days. A dredger is working in the river entrance most of the time.
PORT LIMITS: One mile off all port installations and structures, including SBM and breakwaters.
DOCUMENTS:
1 original and 4 copies B/L's of all Tuxpan cargo.
12 Cargo Manifests.
1 Health Declaration.
8 Crew Lists.
8 Passenger Lists (even when none/nil – lists).
4 Stores Lists.
2 Personal Effects Lists.
(No special forms required/IMO-Forms are sufficient).
Documents which have to be shown to Port Authorities:
Tonnage Certificate.
Ship's Register.
Derat Certificate.
Seaman's Books or Passports.
PILOTAGE: Pilotage is compulsory. Pilot boards vessel approximately 2 miles to 2.5 miles East of entrance. Pilot boat: A white 20 ft. boat with white cabin and blue/white deck.

Equipped with VHF Channel 16. Pilot Office open from sunrise to sunset and listening on VHF Channel 16. Call: "Tuxpan Pilot".

The Pilot has to be ordered by Agent 24 hours in advance.
ANCHORAGES: East of breakwaters from 2 miles – 4 miles on a breadth of 1 mile North and 1 mile South of this line.

Caution: Many submerged gas and oil-pipes in the vicinity of entrance to Rio Tuxpan.

Best anchorage: North mole head bearing 270° (T) and 2.8 miles off. Ground: Muddy sand, good holding.
RESTRICTIONS: Entering port and river only in daytime. Departing vessels have to pass the bar at river entrance before sunset.
Access Channel: Length 7.0 km., depth 10.0 m.
Turning Basin: Diameter 240 m., depth 10.0 m.
MAX. SIZE: Length of ships handled is 190 m., always in accordance with the draft.
HEALTH: There is a hospital at Tuxpan. Surgeons and Dentists are available. No vaccinations can be done.

Meat and vegetable rooms are sealed and opened once a day to take provisions. Garbage has to be kept on board in watertight and covered containers.
RADIO: No radio station at Tuxpan. Closest Tampico or Vera Cruz. Good communication between Tuxpan and these radio stations.

There is no repair of radars, VHF or other electric and electronic equipment possible. If required, technicians and spare parts have to be ordered from Tampico.
VHF:

Port Authorities	Channel 16
Pilot	Channel 16
Pemex	Channel 16
Tecomar (Agency)	Channel 68

RIVER: Ground: Mud. Density of water: Approximately 1005.

The current in the river is nearly always outwards and is from 0.5 knots in the dry season up to 6.5 knots in rainy season.

At Tuxpan there is a stationary bridge, which can only be passed by very small ships.
TUGS: 1×4,000 h.p.
BERTHING:

Ocean-Going	460 m.
Fisheries	138 m.
Navy	22 m.
Pemex	480 m.
CFE	80 m.
Transunisa	228 m.

Storage: Yards: 90,000 sq.m. Warehouses and Silos: 24,300 sq.m. Tanks: 12,000 cu.m.
Equipment: Private equipment includes 1 crane, 12 tractors, 31 forklifts (4,000 lb. – 96,000 lb.), 3 front-end loaders, 4 clams.
STEVEDORES: Agent has to order gangs from Port Operations 24 hours in advance. Approximately 120 men available.
Working Hours: 0800 – 1600 hrs. = 1st shift
1600 – 2400 hrs. = 2nd shift
0000 – 0800 hrs. = 3rd shift

Saturday and Sunday also, but all at overtime rates.
TANKERS: Tankers up to 6,000 tons gross can be taken inside the river to the oil companies' small jetties.

Offshore there are 2 SBMs in position:
No. 2 = Lat. 21° 02.58′ N., Long. 97° 17.43′ W. and
No. 1 = 135° – 1.9 miles from No. 2 SBM.

Tankers with 55 ft. draft acceptable. These SBMs are mainly used by Pemex. 2 additional buoys are to be installed.

Also see Shipmaster's Report dated October 1992.
FRESH WATER: Drinking water available.
FUEL: Small quantities of clean diesel oil can be delivered by trucks. No marine diesel oil or heavy fuel oil available.
DRY DOCKS: None.
SHIPYARD: For fishing boats, some slipways available.
REPAIRS: Minor repairs can be done by the fishing boat shipyards.
REPATRIATION: Repatriation is possible via Tajin Airport to Mexico City. Tajin Airport is approximately 30 miles from Tuxpan and can be reached by a good road.

At Tuxpan on the left (North) riverbank is a small Airport (Fausto Vega Santander) only for VFR flights. Runway 1,600 m. No commercial flights.
HOLIDAYS: 1st January, 1st May, 5th May, 16th September, 25th December.
TIME: GMT minus 6 hours throughout the year.
TELEPHONE: No telephone connections at the piers.

Useful telephone numbers: Police, 40252; Port Captain, 40020; Pilot Office, 40043; Custom's Office, 40055.
Office Hours: Monday – Friday 0800 – 1500 hrs.

Some offices are also open on Saturday from 0800 – 1300 hrs.
SHORE LEAVE: Allowed without restrictions. No special identification cards required.
SERVICES: Stores, electricity, laundry, fumigation.

SHIPMASTER'S REPORT: July 1990.

Intensive dredging is under way. The offshore bar near the entrance can now be passed, on leading lights line 238° with 26 ft. 06 in. at all tides (dredged to 9.5 m.).

Pilotage available day and night.

The breakwaters are being lengthened.

3 miles up-river on the South bank of Rio Tuxpan, a well operated Container Terminal can accommodate 2 vessels at a time, each 160 m. in length. Berthing is port side to, or after turning (which is advisable) starboard side to head seawards.

In good weather conditions, no use of anchor required.

One tug and one mooring boat available. Sufficient fenders are in place.

Container handling: With ship's gear only for ship-to-shore, then handled with special hydraulic mobile lifters (40 ft./20 ft. containers) on to trucks, or direct to stacking area.

Stevedores available 24 hours.

SHIPMASTER'S REPORT: October 1992.

BERTH: No. 2 SBM.
CHARTS: B.A. 373 – 1/40,000. Limited coverage.
B.A. 376 – 1/500,000 scale too small to show detail.
DMA 28320 – 1/250,000.
DMA 28321 – Tampico 1/20,000.
Tuxpan 1/25,000.
Isla de Lobos 1/20,000.
APPROACHES: From the East, approach is very simple. Offshore oil rigs show clearly, even in very poor weather, and Racon on Bajo de Tuxpan shows well. Chart 376 notes that this lies 1.1 miles N.E. of charted position, and this is confirmed by radar distances from anchorage position midway between breakwater entrance and Bajo de Tuxpan. Distance from shore to Bajo de Tuxpan notes as 7.1 miles, which is different to charted distance, but chart scale is such as to make this almost meaningless. DMA charts are reputed to give better coverage, but we have not yet received them.

DETAILS: When we arrived, there was a Westerly gale blowing, which was augmented by a very heavy N.E. swell, generated by bad weather further out in the Gulf. With so little detail showing on the B.A. charts, I decided to remain outside cruising until the weather moderated, which it did some 12 hours later. The swell remained, and a ship on the Buoy No. 1 was noted to be rolling very heavily, and in fact had to suspend cargo operations and leave the buoy when the port was closed by the Port Captain.

An anchorage position is marked on the chart (B.A. 373) about 2 miles off the entrance. We anchored about 3.2 miles off on the leading lights and found good holding ground, although we were exposed to the swell. The dominant influence on the ship was the current which is constant, and sets down the coast (about 165° T) at a rate of 1 knot to 2 knots. This put us beam-on to the swell which was inconvenient.

The pilot later advised that a good anchorage can be found 1.2 miles S.W. of Bajo de Tuxpan, which is sheltered from the swell, and is used for ship-to-ship transfers.

Once the port was opened, we were advised of pilot boarding time and requested to heave up 30 minutes beforehand. As soon as we had made a lee, a Pemex launch came alongside, and the 12 man shore gang boarded with their equipment for connecting the hose.

The pilot then boarded together with Agent, Immigration, Port Health and Customs. The ship was cleared inwards on the way to the buoy, and all officials were happy to be left with the Radio Officer. Bond was sealed. Officials departed when finished.

Approach to the buoy was made on course of 345° at dead slow speed. Four strings of buoyant hoses (2 for crude, 2 for gasoline and products) extend about 200 m. from the buoy, which is a large structure, about 10 m. in diameter with a Qk. Fl. (W) light.

2×150 mm. diameter nylon braidlines are used for mooring, these have lighter messengers attached.

On approach, the mooring boat took one of our 52 mm. Karat ropes and the messenger was picked up with this. Slack was picked up as the ship approached, and the 150 mm. rope eventually came on board and the eye was placed over a set of bitts. The second line was made fast in the same way, and the ship settled down 50 m. from the buoy.

One hose was used. Although the hose is 12 in., the buoyancy provided makes it very bulky, and there was just enough clearance to rest it on the inboard pipe-rail and connect to our manifold.

Pilot advised that lift does not exceed 3 tonnes, and this seemed to be confirmed by the behaviour of the rig.

All mooring and connection was done by Pemex shore gang who remained on board throughout discharge. They were regularly relieved. One member of shore gang remained on bridge to keep VHF watch. Pilot remained on board throughout.

All were efficient and no trouble.

12,400 tonnes of MTBE were discharged in approximately 20 hours. Maximum back pressure 100 p.s.i.

GENERAL: Agents were contacted when about 30 miles from port, and were scrupulous in providing regular and accurate information.

On sailing from load port, Agents required faxes of Certificate of Measurement, Manifest, Crew List, Crew Effects Declaration, so that they have time to translate them into Spanish before arrival.

DEVELOPMENTS: SBM No. 3 being installed to the Northwest of SBM No. 2.

AUTHORITY: Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

VERA CRUZ: 19.12 N. 96.08 W. (See Plan)

PORT LIMITS: Area bounded by the reef lighthouses outside the breakwater.

DOCUMENTS: See "Coatzacoalcos".

PILOTAGE: Compulsory, advise Agent 24 hours before arrival giving name, flag, ETA and draft.

The Port Captain is to be given a minimum of 2 hours' notice by the Agent. This to be done between 0800 – 1800 hrs. (Pilot office hours). Orders for Pilots between 1800 – 0800 hrs. to be made between 0800 – 1800 hrs.

The Pilot normally boards 3 miles N.E. of harbour entrance, but if his services are requested outside such limits the Pilot will proceed to the location, i.e. the anchorage.

The pilot launch leaves from a "T" shaped pier when expected vessel is sighted. The launch has a black hull with white superstructure and false funnel painted black.

ANCHORAGES: In good weather, vessels may anchor in the outer area off the port, in the case of bad weather, to the South of the Isle of Sacrifices (Isla de Sacrificios). If the vessel prefers to anchor within the port limits, it must request the services of the Pilot and on anchoring for its own account within this sector must pay the fees due to the pilotage service.

RESTRICTIONS: In normal weather conditions there are no restrictions on entry and departure, the sole consideration being the draft of the vessel, since if this exceeds 29 ft. the time of the tide must be taken into consideration, and also after a strong North wind, a vessel drawing more than 24 ft. must wait for the tide. Depth in access channel 10 m. – 12 m.

MAX. SIZE: Length 200 m., at Berth Nos. 4 and 6 or the oil terminal.

HEALTH: The International Health Office gives a 24-hour service for the arrival and departure of vessels. To obtain Free Pratique on arrival of vessels there is a medical inspection, with submission of the Maritime Health Declaration, signed by the Master, and examination of documents of Derat Certificate, certificates of vaccination of the crew and passengers; cholera, yellow fever, (dependent upon the location from which the ship has come); examination of crew members or passengers who might be declared as suffering from contagious illnesses. With these formalities fulfilled, Free Pratique is granted. Free Pratique can be granted by radio, provided it is considered that the vessel's arrival will not give rise to the introduction or propagation of illnesses covered by the regulations, and that also the following requirements are fulfilled:

1. Exercise of greater epidemiological vigilance in respect of illnesses covered by International Health Regulations.

2. The Master's radiogram must be presented to the International Health Delegation 8 hours in advance and must invariably fulfil all the stipulations as set out in the attached form.

3. Without prejudice to the foregoing, the Health Doctor or whomsoever he may designate, and where it is considered appropriate, shall go on board for the purpose of receiving the Maritime Health Declaration so that enquiries and verifications as may be considered necessary may be carried out.

Once the vessel has called at a national port, in subsequent national ports the requirements for obtaining Free Pratique will not be required, provided there does not exist on board any alteration in the health conditions as established in the Maritime Health Declaration.

Medical service to crew members and passengers on board foreign flag vessels is provided by doctors and private hospital institutions, through the intermediary of the consignee ship's Agent.

For possible handling of disease covered by the Health Regulations (cholera, yellow fever, bubonic plague), there are isolation wards in the Official Hospitals "Aquiles Serdan" and "Regional de Veracruz".

The Office of International Health has immunisation services required for the diseases covered by the Regulation, which are certified on special international forms, with any cost, to crew members and passengers.

RADIO: Radio station Vera Cruz Radio, call sign XFU. Transmits on 420 and 451 kHz and listens on 425, 454, 463 and 480 kHz. Also VHF Channels 12, 16, 26 and 27.

VHF: Pilot on Channels 16, 12 and 20 throughout 24 hours.

TUGS: 4 tugs available, 3×1,300 h.p. and 1×2,250 h.p.; tugs' lines used at no extra charge. Tugs join vessels inside breakwater.

BERTHING:

Berth	*Capacity*	*Length (m.)*	*Depth (m.)*
No. 1	2 vessels	384.50	10
No. 2	2 vessels	431.00	9 – 10
No. 4	5 vessels	795.20	9 – 10
No. 6	5 vessels	725.00	9 – 11
No. 7	5 vessels	548.00	6 – 8
Marginal (Minerals)	–	407	10
Grain Quay	1 vessel	250.00	9 to 10
Container Quay	1 vessel	170.00	10
Pemex	2 vessels	958.00	10

BULK HANDLING FACILITIES: Handling of grain at a mechanised plant, with storage capacity of 25,000 tons and an average discharge rate of 250 t.p.h. and loading rate of 400 t.p.h.

Handling of bulk sugar by mechanised installations, with storage capacity of 40,000 tons and an average loading rate of 800 t.p.h.

Handling of aluminium, coal brickettes, cement, latex, crystallised honey, chemical products, vegetable oils and crude oil.

STEVEDORES: *Handling rates:* General cargo, 12 tons/per hook hour. Bulk cargo, 30 tons/per hook hour.

TANKERS: Petroleos Mexicanos berth located in Northern part of port. Max. draft 28 ft. Berthing for 2 vessels of 170 m. LOA. Berth provides 5×8 in. lines for discharge of refined product and 2×12 in. lines for fuel oil.

DENSITY: 1025.

FRESH WATER/FUEL: Available.

Berth	*Location*	*Water connection*	*Diesel connection*
Pier No. 1	North	4 × 2.5 in.	
	Head		
	South	3 × 2.5 in.	
Pier No. 2	North	3 × 2.5 in.	3 × 6 in.
	Head	2 × 2.5 in.	1 × 6 in.
	South	3 × 2.5 in.	3 × 6 in.
Pier No. 4	North	7 × 2.5 in.	2 × 6 in.
	Head	2 × 2.5 in.	3 × 6 in.
	South	8 × 2.5 in.	4 × 6 in.
Pier No. 6	North	3 × 2.5 in.	
	Head	2 × 2.5 in.	
	South	6 × 2.5 in.	5 × 6 in.
Coasting	North	6 × 2.5 in.	
	Head	1 × 2.5 in.	
	South	5 × 2.5 in.	
Marginal	Single	4 × 2.0 in.	9 × 3 in. 1 × 2 in.
Pemex	Single	7 × 2.5 in. APL	6 × 8 in. refined
		1 × 4.0 in. (C/I) 2 × 3.0 in. (C/I) 4 × 2.5 in. (C/I)	10 × 12 in. fuel-oil

CONSULS:

Belgium
Brazil
Costa Rica
Cuba
Denmark
Dominican Republic
El Salvador
Finland
France
Germany
Guatemala
Honduras
Netherlands
Panama
Spain
Sweden
Switzerland
U.K.
U.S.A.

MEDICAL: Doctors, dentists and hospital facilities available (See "Health").

REPAIRS: Hull and machinery repairs can be effected by "Astilleros de Veracruz" (Vera Cruz Shipyard Company).

DRY DOCKS: "Astilleros de Veracruz S.A." has 4 docks, 3 floating and 2 dry docks. The largest of them is Floating Dock No. 4 with the following characteristics:

Length on stocks	169.210 m.
Internal useful beam	30.400 m.
Height of keel stocks	1.400 m.
Max. draft on keel stocks	8.200 m.
Lifting capacity	30,000 d.w.t.

Dock No. 2: With capacity for vessels up to 10,000 tons

Useful length	154.000 m.
Useful beam	19.400 m.
Draft	5.180 m.

Served by a 45 ton capacity crane

Floating Dock No. 3: With 3,000 ton capacity lifting capacity

Useful length	25.900 m.
Useful beam	13.550 m.
Draft	5.800 m.

Served by 2 cranes of 10 ton capacity each.

Dry Dock No. 1

Length	45.720 m.
Useful beam	7.920 m.
Draft	2.130 m.

New Floating Dock: Length 220 m., width 32.6 m. Capacity 28,000 tonnes.

SURVEYORS: Lloyd's, Norske Veritas and Germanischer Lloyd.

GANGWAY/DECK WATCHMEN: Available if required.

OPENING/CLOSING HATCHES: Mechanical hatches usually opened by crew, otherwise by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle of spirits per man and will attend as necessary for further issues.

CARGO GEAR: Piers 1 and 2, 4×20 tons, 6×10 ton, 3×5 ton and 10×4 ton mobile cranes. Various cranes at piers 4 and 6. 2 floating cranes available max. lift 46 tons.

REPATRIATION: Possible, arranged by Agent.

AIRPORT: 8 km. from Vera Cruz, flights daily to Mexico City.

TIME: GMT minus 6 hours all year round.

HOLIDAYS: During the year the following holidays are observed: 1st January, 5th February, 21st March, 1st May, 5th May, 16th September, 12th October, 20th November and 25th December.

POLICE/FIRE/AMBULANCE: Police – 2.28.23, Fire Brigade – 2.25.00, Red Cross – 2.01.40.

TELEPHONES: Available on most piers but not on vessels.

SERVICES: Provisions, laundries, and dunnage available. Garbage must be removed every 48 hours.

SHORE LEAVE: Possible.

GENERAL:

Government Secretariat – Local Administration Office

In accordance with the stipulations of Article 75 of the General Local Administration Law, vigilance of foreign crew members in vessels of any nationality tied up in national ports, together with visits or stays by the said crew members will be subject to the following requirements:

I. Heads of Local Government will designate accordingly personnel who will carry out vigilance of the vessel, in accordance with the provisions of Section II of Article 29.

II. Crew members may visit ports during the stay of the vessel, provided they deposit at the Local Administration Office their identity documents which for such purpose may be issued to them and their passports and other documents, all of which will be returned to them on re-embarkation.

III. Shipping companies, their Agents or consignee firms, for all legal purposes shall be responsible for the complete embarkation of crew members and for the costs involved in repatriating any who may remain behind after the vessel sails. When a crew member wishes to stay in the country, he must obtain documentation in compliance with one of the categories as set out in the appropriate Law and Regulations.

DEVELOPMENTS: A new petroleum quay is to be constructed to take 2 tankers of 40,000 tons.

A transtainer, portainer crane and other equipment will be acquired in the near future.

SHIPMASTER'S REPORT:

Documents:

1 Visaed and 9 Plain Spanish Crew Lists.
1 Visaed and 5 Plain Passenger Lists.
1 Visaed and 2 Plain Spanish Stores Lists.
2 Crew Customs Declarations.
5 Cargo Manifests.
1 Arrival form.

The Customs require a complete list of all shop goods priced in U.S. Dollars, failure to produce this will cause confiscation and $10,000 fine. The Customs thoroughly check bond and beer locker and seal same. All storerooms are also checked.

The Agricultural Inspector insists that all dry stores are fumigated and kept under seal for 24 hours. All refrigerated stores – except U.S.A. meat is sealed up.

Pilotage: Pilot boards 1 mile W.N.W. of Angeguda de Adentro Light beacon from black boat flying pilot flag.

Tugs: 2 tugs available for berthing.

Restrictions: Port open day and night. Prevailing Northerly winds are sometimes too strong to allow ship's movement in harbour.

Health: Health authorities board after berthing.

Radio: ETA to be sent 48 hours in advance via XFB Cuidad de Carmen. Agent orders Pilot.

Fuel: Bunker C and Diesel are available. A mixing machine is being installed to supply intermediate. Bunkers are supplied from most quays and are expensive for foreign ships.

Consul: There is a British Consul.

Repairs: There are 3 drydocks and all repairs can be done.

Airport: The airport is 6 km. from Vera Cruz with twice daily flights to Mexico City.

SHIPMASTER'S REPORT: October 1991.

Chart: B.A. Chart No. 374.

Pilotage: Pilot available throughout 24 hours for berthing and unberthing but port is often closed when Northerly winds reach 11 m./sec. (Force 6).

Pilot should be ordered through the agent with a minimum of 2 hours notice. For night time movements (between 1800 hrs. and 0600 hrs.) orders should be placed before 1800 hrs.

The pilot boards from a slow black hulled launch with white and orange upper works.

The pilot works on VHF Channel 13 only and it is difficult to contact them unless a vessel is expected. The pilot office is not manned overnight or on Sundays.

If the vessel has arrived from sea the pilot boards off Arrecife Blanquilla in position Lat. 19° 13′ N., Long. 96° 05.3′ W. If the vessel is coming from the anchorage the pilot will board in position Lat. 19° 11.6′ N., Long. 96° 04.2′ W.

Approaches: Sacrificios Lt. (LL4278) is a powerful light and is visible at 25 miles. The Racon on the lighthouse was operating and the light shows up well against the backdrop of the city lights.

Arrecife Santiaquillo Lt. (LL4318) was visible at 20 miles but Racon was not operating.

The lights on the various reefs surrounding Vera Cruz Harbour were all operating and were conspicuous.

Vera Cruz Harbour and the city show up well on the radar at 48 miles.

The powerful and conspicuous red light on top of a radio mast near Pta. Mocambo shows up well against the city lights. The light is located in position Lat. 19° 08.5′ N., Long. 96° 06.5′ W.

Anchorage: We anchored with Isla Sacrificios Lighthouse bearing 270° × 3.5 miles, but this was not a very good anchorage as it was windy and there was a swell running. If possible vessels should anchor closer to the shore. A local vessel anchored with Isla Sacrificios bearing 270° × 1.5 miles.

Pilot advised that vessels should anchor under the lee of Isla Verde (320° × 1.5 miles) when Northerly winds are blowing.

Anchoring between the reefs is not advisable.

When awaiting tugs we anchored for a short time with Arrecife Blanquilla South Lighthouse bearing 360° × 0.17 miles (position Lat. 19° 12.7′ N., Long. 96° 05.8′ W.).

Radio: Ships are advised to monitor Vera Cruz Radio (XFU) on WT/HF before arriving and MF/VHF whilst at anchor. The agent usually uses the radio station to send berthing instructions to vessels.

Tugs: At present there are 2 tugs (2,000 h.p.) available and both are generally used. Tug's lines are used.

The pilot advised that an additional tug of 3,500 h.p. will be available in December 1991.

Pemex have their own tugs for vessels berthing at their piers.

Port: Vera Cruz is the largest port in Mexico and Mexico's second city.

The Pemex berth near the N.E. Breakwater is in continuous use.

The shipyard appears to be in a state of disrepair and the floating dock is no longer in use and will be scrapped, according to the pilot.

There are 2 floating docks capable of handling ships up to 30,000 d.w.t. (Eastern dock) and 10,000 d.w.t. (Western dock).

The coastline adjacent to the dockyard has been infilled and developed.

We found the depths by echo sounder and hand lead to be slightly greater than those charted.

Depths:

Pemex	31 ft. 06 in.
Fluids	31 ft. 00 in.
Others	29 ft. 00 in. to 30 ft. 00 in.

A minimum depth of 10.0 m. was found from the breakwater entrance to the Fluids berth.

Berthing: Fluids Berth (See "Plan") is located at the Eastern end of the container quay. The minimum depth of 28 ft. 02 in. was found approximately 100 m. N.W. along the quay. In general the depth alongside was 31 ft. 02 in. The tidal range is between 1.0 ft. and 1.5 ft.

The quay is of concrete construction and has good rubber fenders.

Vessels discharging liquids (vegetable oils, tallow, molasses and latex) generally have their sterns over hanging by at least 20 m., so all stern lines are springs.

Vessels normally berth starboard side alongside, head in.

The tanks for the various commodities are adjacent to the facility.

It was just possible to land the ship's aft accommodation ladder on to the corner of the quay.

There are 2 large container cranes at the N.W. end of the quay.

Cargo: Vegetable oils are pumped through 1×6 in. flexi-hose to adjacent shore tanks at a rate of approximately 250 tonnes/hr. and a maximum back pressure of 5 kgs. Airblow is required on completion.

There is a watchman in a hut on the quay. The surveyors, Caleb Brett, took great care with sampling and gauging and Tank Dry Certificate on completion.

Vegetable oils are also handled at the aluminium berth on the N.W. corner of the harbour, into rail tank cars with discharge rate reported to be very slow.

Density: 1024.

Fresh Water: Available by barge but very expensive.

Telephones: There is a telephone in the receiver's office behind the shore tanks.

General: There are many hotels in the town. Frequent flights available to Mexico City.

A stowaway search is well advised before departure, after which gangway should be watched closely, as numerous "visitors" find their way on board.

Officials: Many officials boarded the vessel. We had Mexican Visaed Crew Lists and Crew Manifests with which they found fault, so extra "presents" were required. Immigration officials were very formal and required all passports on arrival. On departure all Philippino crew members were lined up with their passports for checking off.

Regulations:

1. Bonded stores are sealed by Customs inspector. Heavy fine for breaking seal. Contact agent if an issue is required.
2. Crew are not allowed to sell cigarettes, liquor or souvenirs. If upon inspection, Crew Personal Effects List is different from that declared heavy fines will be imposed.
3. A Port Health garbage boat will visit the vessel every 48 hours.
4. Rat guards are to be placed on lines as soon as vessel is secure.
5. No ballast or waste of any kind is to be pumped overboard.
6. No "visitors" of any kind allowed onboard without passes.
7. Vessels are not obliged to supply food or accommodation to ANY personnel (authorities, gangway watchmen, cargo watchmen, stevedores, etc.). Custom's guards onboard receive cash compensation in lieu of food and accommodation.

Weather: Between November and April strong Northerly winds are prevalent and are accompanied by heavy swell. At this time the port may be closed for a few days and vessels may find it difficult to anchor.

AUTHORITY: Administracion Portuaria Integral de Vera Cruz S.A. de C.V., Marina Mercante 210, C.P.91700, Vera Cruz, Ver., Mexico. *Tel:* (29) 32-1319, 32-7181. *FAX:* (29) 32-3040. *Contact:* Angel Gonzalez Rul, General Manager.

Coordinacion de la Unidad de Puertos y Marina Mercante (Mexican National Port Authority), Municipio Libre 377-12B, C.P. 03310, Col. Sta Cruz Atoyac, 03310 Mexico D.F. *Tel:* (525) 604-4249, 604-3829. *FAX:* (525) 688-9368.

NOTES

Please also advise Shipping Guides Ltd.

Federated States of Micronesia

TOMIL HARBOUR, Yap: 09.31 N. 138.10 E. **(See Plan)**

PORT LIMITS: Vessel is considered an "Arrived Ship" when abeam of Buoy No. 1. Laytime commences at this time.

DOCUMENTS: All necessary documents required by the Clearance Department shall be prepared before arrival. (e.g. Crew Lists, Passenger Lists, Customs, Health Documents, Manifests, Bills of Lading, Ship's Papers, Ship's Certificates, etc.)

PILOTAGE: All pilotage services must be requested by the Master or his Agent on their behalf 24 hours prior to vessel's arrival.

ETA messages for Pilotage are best routed through Port Control.
VHF: Channel 16. Tel: (691) 350-2229.
Fax: (691) 350-2267. Radio: 7876.5 kHz or 7978.5 kHz SSB.

ANCHORAGES: Inside Tomil Harbour, depth is 84 ft. MLW. Distance from dock, 3,000 ft.

RESTRICTIONS: Channel marked by lights and leading lights. Vessels can enter and leave, day and night, with approval of the Port Manager.

MAX. SIZE: The length of the channel is 9,600 ft., breadth is 300 ft. Max. size for any vessel entering the port is 10,000 d.w.t. Depth in the channel 78 ft.

HEALTH: Master of vessel or designated Agent should advise Port Authority 24 hours in advance of her arrival of any communicable diseases, sickness or injury found among its crew even if the vessel's last port of call was in the Federated States of Micronesia.

RADIO: Vessel should route her ETA via Yap Port Radio.

See "Pilotage".

VHF: Port Control Radio – Channels 16 and 22A.

RADAR: No port radar.

TUGS: None.

BERTHING: Dock is 820 ft. long, depth is 78 ft. MLW, max. size permissible at LW (salt water) is 10,000 d.w.t.

CRANES: None. Discharge is by ship's gear.

BRIDGES: None.

STEVEDORES: ETA advices required 24 hours before arrival in order to arrange Terminal personnel.

Terminal Operator: Waab Trans Co. Inc., P.O.Box 177, Yap, Western Caroline Islands 96943. Tel: 2301/2302.

MEDICAL: Advise Agent prior to arrival if medical assistance required.

TANKERS: Load/discharge lines are 6 in. diameter.

DENSITY: Average 95% salt water, 5% fresh water.

FRESH WATER: Available on pier apron using fire hose connected to fire hydrant for drawing fresh water.

FUEL: Advance notice required through Agencies' Offices in order to arrange fueling with Mobil Oil Inc. Plant. Fuel line available at the dock.

CONSULS: No consuls available.

REPAIRS: Facilities available.

DRY DOCKS: Slipway, capacity 75 tons.

SURVEYORS: Available.

HATCHES: Normally opened/closed by combination of crew and stevedores.

CUSTOMS ALLOWANCES: Each crew member is permitted to hold out of bond a maximum of 2 bottles of wine, 2 cartons of cigarettes, 12 cans of beer, etc.

CARGO GEAR: Discharge is by ship's own gear. Other relevant gear such as forklifts and trucks provided by the Terminal Operator (See "Stevedores").

REPATRIATION: Effecting of crew changes will be arranged by the proper Agency Office.

AIRPORT: Distance from Sea Port to Airport is 2.5 miles, served by regular airline with 3 flights per week on Wednesday, Friday and Sunday.

TIME: GMT plus 10 hours. No alterations made throughout year.

HOLIDAYS: Cargo work can be arranged on holidays, except Christmas Day and Yap Day.

POLICE/AMBULANCE/FIRE: Police, Tel: 350-3333; Ambulance, Tel: 3446; Fire Department, Tel: 350-3333.

TELEPHONES: None available.

SERVICES: Tank cleaning equipment, discharge of slops, compass adjustment, etc., are not available in this port.

BANKS: Bank of Federated States of Micronesia and Bank of Hawaii.

STORING: See "Prelims".

(1) No.
(2) No barges for storing.
(3) —
(4) No.
(5) None.
(6) Yes.

SHORE LEAVE: Crew members are allowed ashore if no communicable disease found onboard.

IDENTIFICATION CARDS: Seamen's Book is sufficient.

GARBAGE DISPOSAL: Drums provided by requests on telephone (691) 350-2403 at the rate of $2.00 per drum.

WASTE OIL DISPOSAL: Available.

SEAMAN'S CLUBS: None.

CURRENCY: U.S. Dollar is the local currency.

DELAYS: Usually depends on the quantity of cargo, especially bulk cargo.

AUTHORITY: Sea Transportation Office, P.O.Box 290, Colonia, Yap State, Federated States of Micronesia 96943. *Tel:* (691) 350-2403. *Cables:* Sto Yap. *FAX:* (691) 350-2267. *Contact:* Captain Serphen H. Single, Harbour Master.

NOTES

Please also advise Shipping Guides Ltd.

Monaco

MONACO: 43.44 N. 07.26 E. (See Plan)

PORT LIMITS: The seaward boundaries of the port commence by the 2 breakwaters at the Eastern entrance.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists – 3 Landing Passenger Lists.
2 Stores Lists.
1 Manifest (cargo).
1 Bill of Health.
Ship's Register.

PILOTAGE: ETA via Monaco Radio – Channels 16, 12, within range. Pilot boat is a small white boat with a black "Pilote" painted on the side of the cabin. Pilot boards vessels 0.3 miles East of the harbour entrance.

Pilotage available: 1st May – 30th September (0800 hrs. – 2300 hrs.).
1st October – 30th April (0800 hrs. – 2000 hrs.).

Pilotage compulsory for all vessels over 30 m. LOA.

ANCHORAGE: One half mile East of the Southern breakwater lighthouse. Depth at the anchorage 68 m.

MAX. SIZE: Max. length 130 m. Stern to the pier on the West side or alongside the North quay, only from October to March and with 8 days' notice. Max. draft allowed: West Pier 8 m; North Quay, 7 m.

HEALTH: Health Declaration must be handed to the Customs. If coming from neighbouring countries (France, Italy, Spain) not requested.

RADIO: Monaco Radio (Tel. 93.30.13.13). VHF Channel 16. Port Operations Channel 12. Public telephone calls Channels 20, 22, 28 and 86.

RADAR: No port radar service.

TUGS: Pilot boats (2×158 h.p.) available without notice. 1 tug boat 200 h.p. with notice.

BERTHING: All 3 quays plus inner sides of the breakwaters and Western "T" pier are available for mooring yachts stern to. The port may be congested during the Summer season. The possibility remains of anchoring off the dock.

CRANES: 1×10 tonne mobile crane.

MEDICAL: There is a state hospital fully equipped for surgery, etc.

FRESH WATER: Can be supplied at all berths alongside the quay. If vessel on Roads, water may be provided by barge up to 500 tons per day, with one week notice. Tel. Cannes 93.39.36.12.

FUEL: There is a fuel berth in S.W. area of port for ships up to 80 ft. LOA. Bunkers are available on the quay by truck but no heavy fuel available.

CONSULS: Most countries are represented in Monaco.

CUSTOMS ALLOWANCES: Same as in French ports.

REPAIRS: Only for yachts.

DRY DOCKS: 1 slipway × 100 tons, 1 slipway × 40 tons, 1 crane × 10 tons.

REPATRIATION: Good railway connections.

AIRPORT: Nice – Cote d'Azur. Distance 25 km.

TIME: GMT plus 1 hour. May to September GMT plus 2 hours.

HOLIDAYS: New Year; National Holiday, (Jan. 27th); Easter Monday, (May 1st); All Saints' Day; His Serene Highness' birthday, Nov. 19th. Harbour services work on Sundays and Holidays.

POLICE/FIRE/AMBULANCE: Maritime Police, Quai Antonie 1st Tel. 93.30.22.39; Ambulance/Police Secours Tel. 17; Fire brigade Tel. 18.

TELEPHONE: Available at all berths.

SERVICES: Engine repairs. Electronics. Maintenance for yachts. 220 volts available at all berths. TV aerial sockets at all berths free of charge.

SHORE LEAVE: Crew members allowed ashore.

REGULATIONS: *Recommendations to Ship-Owners, Masters and Crew Members:*

Ship-owners, Masters and Crew members are strongly requested not to dispose of hydrocarbon, household refuse and other rubbish into the Monaco harbour (i.e. cartons and mainly plastic containers).

Used motor oils and other petroleum residues must be transferred into tanks exclusively provided for this purpose at the beginning of the North and South jetties and on the landing stages facing the Rainier III swimming pool.

These tanks are signposted with panels bearing the words "Huiles Usees" (used oil) in red letters on a white background.

Household refuse and other rubbish is to be put into garbage containers located around the harbour throughout the year. Furthermore, during the Summer, special individual bags are made available free of charge to all in-coming vessels.

Those responsible for ships equipped with used water tanks or bilges are requested to empty these containers off the coasts of the Principality at a minimal distance of 6 miles.

Those whose ships are not equipped with these used water tanks are requested not to dispose of their used water during their stay in the Monaco harbour, and to use the sanitary installations and facilities made available to them within the harbour.

Offenders infringing the above provisions will be penalised in accordance with the stipulations of Law No. 954, dated April 19th, 1974, dealing with the fight against water and air pollution.

AUTHORITY: Directeur du Port et du Service de la Marine, 7 Avenue du President J.F.Kennedy, B.P.468, 98012 Monaco Cedex. *Tel:* 93.15.37.15. *Telex:* 489035 MC. *FAX:* 93.15.37.15. *Contact:* Captain Philippe Haquette, Harbour Master. Jean-Paul Darcis, Port Director.

NOTES

Please also advise Shipping Guides Ltd.

Morocco

AGADIR: 30.25 N. 09.38 W. (See Plan)

DOCUMENTS:

Health Declaration.
4 Cargo Manifests.
6 Stores Lists.
6 Crew Lists.
6 Passenger Lists.

PILOTAGE: Compulsory. Pilot boards at port entrance. International code signals used. Pilot on VHF Channel 16, day and night.

ANCHORAGE: Good anchorage in open roadstead.

MAX. SIZE: Up to 29 ft. draft. Max. LOA 160 m., however vessel with LOA 190 m. has been accepted.

HEALTH: Pratique given immediately after berthing when port doctor boards.

RADIO: Agadir Radio operates 24 hours a day.

TUGS: 3 tugs available, 1×350 h.p., 1×1,275 h.p., 1×1,500 h.p.

BERTHING:

No. of Berths	*Length (m.)*	*Depth (m.)*	*Remarks*
4	150	9.0	—
1	110	7.0	Ro/Ro.
3	100	6.0	Oil tankers and butane carriers.
1	—	6.0	Used by Moroccan tankers only.
1	120	5.0	Equipped with fish pumps.

CRANES: One Titan crane of 40 tons capacity.

STEVEDORES:

Working Hours: 0700 – 1200 hrs., 1400 – 1800 hrs. , 2000 – 0600 hrs. (With 24 hours' notice of ETA).

New times to be introduced but date not fixed: 0700 – 1500 hrs. and 1500 – 2300 hrs.

MEDICAL: Doctor and hospital facilities available.

FRESH WATER: Available from pipeline at berths.

FUEL: Fuel and gas oil available from pipelines at berths.

CONSULS:

	Tel.		*Tel.*
Belgium	217 00	Norway	238 40
France	228 29	Spain	221 26
Italy	226 66	U.K.	209 05 (Casablanca)

REPAIRS: Small machinery (up to 500 h.p.) and electronic repairs can be effected.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Crew allowed normal daily consumption of tobacco, wine and spirits.

POLICE/FIRE/AMBULANCE:

	Tel.		*Tel.*
Police	19	Hospital	224 77
Fire/Ambulance	15	Port Police	223 49

TIME: GMT. No changes.

HOLIDAYS: Fete du Trone, (Throne holiday); 3rd March; Fete du Travail (Labour Day); 1st May; Al Massira Al Khadra, 6th November; Fete de l'Independance (Independence Day) 18th November; Aid El-Fitr, (1st and 2nd Chaoual); 1st January; Aid Adha (10 et 11 Hija); Le Premier Moharrem (The first Moharrem) and Aid Maouloud Annabaoui (12 et 13 Rebia I).

Note: Chaoual, Hija and Rebia are months in the Muslim calendar.

The following days are movable feasts governed by the Arabian Calendar – 1/2 Choual, 10/11 Diahijja, 1 Moharram, 1/13 Rabia I.

Work may be arranged on all holidays.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required.

DEVELOPMENTS: New port of Anza under construction in position Lat. 30° 26′ N., Long. 09° 35′ W. Facilities will include 3,500 m. of quays, a Ro/Ro terminal and ship repair facilities. Depths alongside 10.5 m. – 15.0 m.

SHIPMASTER'S REPORT: November 1979.

Documents:

3 Copies Crew's Personal Effects.
6 Crew Lists.
3 Stores Lists.
3 Vaccination Lists.

Anchorage: Vessel anchored 0.5 miles South of breakwater.

Pilotage: Compulsory. Pilot boards 0.5 miles S.W. of the outer buoy. 1 hour's notice required.

Restrictions: Vessel can enter and sail during hours of darkness and at any stage of the tide.

Max. Size: Max. LOA 600 ft. (approx.) and max. draft. 26 ft. (approx.). Size of vessel limited by the swinging room.

Radio: Agadir Radio.

VHF: Pilot and Port Authority on Channel 16.

Tugs: Two available.

Berthing: Vessel berthed at No. 8 berth on the South mole which is about 7 cables from the harbour entrance. Max. LOA approximately 600 ft. and max. draft approximately 26 ft. Least depth of water in channel from sea to berth is approximately 30 ft. The bottom at the berth is sand and mud and the density is 1025.

There are no special bulk handling facilities. There are 10 cranes with safe working load of 10 tonnes. Ro/Ro facilities available, no floating cranes. There is ample equipment for handling palletised cargoes also storage space for palletised and break bulk cargoes. Containers are handled by ship's gear and storage space for containers is limited.

Facilities: The following are available: Fresh water (poor quality), fresh provisions, small repairs, there is a small machine shop, airport, Lloyd's Surveyor and laundry service.

AUTHORITY: Ministry of Equipment, Agadir Port Directorate, Agadir, Morocco. *Contact:* M. Abdelali, Port Director.

CASABLANCA: 33.36 N. 07.37 W. (See Plan)

PORT LIMITS: Vessels considered as "arrived" when passing Buoy CA 5 in position Lat. 33° 37′ 05″ N., Long. 7° 35′ 02″ W.

DOCUMENTS:

Certificate of Registration.
Cargo Manifests.
Stores List.
Crew Lists.
Passenger Lists.
Customs Declaration.
Bill of Health.
Ship's Entry Declaration.
International Tonnage Certificate.

All Stores Lists must be completed prior to arrival. If any errors found, vessel is heavily fined.

PILOTAGE: Compulsory for all merchant vessels of 100 tons and over, in the area between the meridians 7° 37′ 10″ W. (the foot of Jetee Moulay Youssef) and 7° 33′ 50″ W. (Table d'Oukacha) and South of the parallel 33° 37′ 4″ N. Pilotage is available day and night. The Pilot meets vessel at the CA5 buoy.

A red flag displayed at the signal station by day indicates that the Pilot cannot come out, on account of the sea, but vessels may enter the port at their own risk, and the Pilot will await them under the shelter of Jetee Moulay Youssef. Should bad weather prevent the Pilot from coming out, a vessel should not attempt to enter the harbour at night. The Master may contact the Pilot station for port radar service by VHF Channel 12.

ANCHORAGES: The anchorage outside Casablanca Harbour is partially protected from winds between South and West but a Westerly swell finds its way into the bay. With a heavy Westerly or Northwesterly swell the anchorage becomes dangerous.

The holding ground in most places outside the harbour is poor, but a berth with good holding ground may be obtained in a depth of 13 fathoms North of Jetee Moulay Youssef. There are numerous anchorage berths in the harbour, some at mooring buoys, in depths up to 12.8 m. (42 ft.).

MAX. SIZE: Max. length permissible, about 884 ft.; max. breadth permissible, about 105 ft.; max. draft permissible, about 32 ft.; but normally 30 ft. for berthing alongside. Tankers: Up to 37 ft. draft.

Report: A vessel's agent has reported that for tankers discharging crude oil at the Crude Oil Berth the Max. draft is 35 ft. and Max. LOA 250 m.

HEALTH: Masters must fill in the Declaration of Health and display the "Q" flag, to obtain Pratique. In the event of any suspected disease or fever on board, Masters have to warn their Agent before the ship's arrival.

TUGS: There are 9 tugs of 800 – 1,500 h.p. 3 of them are sea-going tugs fitted with modern salvage apparatus. Normally tugs join the vessel at port entrance. To call them, 4 long blasts and 1 short for 1 tug, 4 long blasts and 2 short for 2 tugs, etc. Ship's lines are mostly used.

BERTHING: To arrange berth, ETA message should be given 24 hours before the ship's arrival.

Mooring: When making fast to the jetty by the stern, the anchor should be let go at a sufficient distance from the jetty to allow for a good scope of hawsers.

Vessels are recommended to secure with special 10 in. coir hawser tailed with wire. It is recommended to moor head to the swell, but in bad weather a vessel should be ready to leave at short notice.

Pier/Jetty	*Berth No.*	*Total Length (m.)*	*Depth (m.)*	*Use*
Moulay Youssef Jetty	P3	120	10.00	Crude oil, Petroleum Products.
	F	300	10.00	Dangerous products, lights and beacons.
Tarik Pier	T2	140	6.00	Heavy loads.
	10 – 13	390	8.20	Containers.
	A1,A2,A3.	140	8.20	Car–Ferry and Ro-Ro.
Commercial Pier	20 to 24	572	9.10	Cereals, General Cargo.
	T3 – T4	250	9.70	General Cargo, Sugar, Cereals, Passengers.
	30 – 33	480	9.70	Passengers, General, Bagged goods, Containers.
	34 – 36	400	9.70	
	R2 – R3	200	7.50	Fertlisers, Mineral Sand, Iron, General Cargo.
Citrus Products Berth	40 – 44	568	8.50	General Cargo, Fruit, including citrus products.
	T5 – T6	220	9.10	Citrus products.
	50 – 55	703	9.10	Citrus products, General Cargo, Sugar in bulk.
	R4 – R5	200	7.50	Iron - Scrap.
Phosphate Jetty	60 – 63	540	9.00-12.00	Iron, Ore, Coal, Phosphates
	64 – 66	510	9.00-12.00	Ore, Coal, Phosphates
	T7	125	9.00-12.00	Phosphates

CARGO HANDLING EQUIPMENT:

Dock Cranes:	62×5 – 10 tons 3×12 – 15 tons 2×25 tons
Mobile Cranes:	17×6 tons 1×36 tons 1×72 tons
Mounted Cranes:	3×6 tons 5×10 tons
Gantry Cranes:	1×19 tons 1×12.5 tons
Floating Crane:	1×50 tons, with 120 tons load capacity.
Forklifts:	241×1 – 32 tons
Grabs	32×2 – 5 tons 13×6 tons
Straddle Carriers:	12×30 tons

RADIO: The name of radio station for ETA cables to Agents, receivers, etc., is Casablanca Radio.

VHF:
Pilot: Channels 12 and 26.
Port: Channels 16, 12 and 14.
Harbour Manager: Channel 12.
Tugs: Channels 12 and 16.

SPECIALISED CARGO HANDLING FACILITIES:
Container Terminal: The container terminal was built in 1972 and is situated on the Tarik Pier in the West side of the port.
Total area: 18 hectares divided into 8 zones.
Total quay length 790 m.
5 berths are reserved for the container traffic.
Depth 7.0 m. – 9.0 m.
Storage capacity: The storage area covers 85,000 sq.m. This allows a minimum storage capacity of 5,000 T.E.U.'s at two high.
Equipment:
2 mobile cranes on rails of 25 tons each.
2 rubber tyred travelling cranes of 36 tons each, and 1 mobile crane of 100 tons.
12 straddle carriers.
4 fork-lift trucks.
20 trailers.
7 tractors.

Grain Terminal: The Grain Terminal is located on the West side of the Commerical Pier. The terminal has a quay length of 250 m. and a depth of 9.5 m.
Capacity:
2 vertical silos of 30,000 tons storage capacity.
1 flat storage of 10,000 tons capacity.
Equipment:
3 gantries of 200 t.p.h. capacity each, reserved for import cargo.
2 gantries of 200 t.p.h. capacity each, reserved for export cargo.

Ro-Ro Terminal: The Ro-Ro facilities are located in the area of Berth A1 and A3 with 140 m. quay and depth 8.0 m.
2 Floating pontoons of 100 tons capacity.
2 Floating pontoons for Ro-Ro cargo with a maximum load of 35 tonnes.
1 freight station covering 6,000 sq.m.
Stuffing and unstuffing sheds and a parking area for TiR trailers.

Cold Storage: Two refrigerated warehouses on the Citrus Pier of 8,500 sq.m.
First warehouse is reserved for fruits, vegetables and any perishable produce, area 3,000 sq.m.
Second warehouse is intended for citrus and early vegetables, area 5,500 sq.m.

BULK HANDLING FACILITIES: *Phosphate Terminal:* 4 berths (64-65-66 and T7) located at the transversal jetty with a quay length of over 630 m.
Handling equipment:
2 conveyors of 2,500 t.p.h. for discharging railway wagons.
2 conveyors of 1,250 t.p.h. connecting the stockpile to the quays.
4 conveyors of 1,250 t.p.h. for loading purposes.
2 gantry cranes of 650 t.p.h. at Berth T7.
The storage capacity is 420,000 tons.

Iron Ore and Coal Terminal: 4 berths (60 to 63) with a quay length of 540 m.
Handling equipment:
1 gantry 12.5 tons.
1 new gantry of 600 t.p.h.
Storage area of 20,000 sq.m.

STEVEDORES: There are 13 stevedoring companies. Normal working days are in two shifts (from 0700 to 1500 hrs. and 1500 to 2300 hrs.). Ship's Agents arrange gangs in connection with stevedores. Two daily orders (at 1100 hrs. and 1600 hrs.) are made to fix the number of gangs.

MEDICAL: It is necessary for Agent to receive advance notice of required medical attention. Hospital facilities available.

TANKERS: There are 4 tanker berths, *(a)* Berth P3 for Import and Export of white products, max. permitted draft 37 ft. and 60,000 d.w.t. *(b)* Three berths for Import and Export of black products. These berths (No. 60, 61 and 62) are situated inside the harbour, vessel's draft should not exceed 30 ft. Security tug necessary when handling certain petroleum products.
Report: December 1982: Vessel with LOA 237 m. (77,000 d.w.t.) berthed at No. P 3 and parted 11 mooring lines. For this reason owners believe the berth is unsafe for a vessel of this size with a swell running.

FRESH WATER: Numerous feeders along berths. Also delivery by barges is possible.

FUEL: All grades available. Ex-wharf or by barge.

FIRE PRECAUTIONS: Two firemen remain on board tankers while vessel berthed alongside. One fireman is required for other vessels carrying dangerous cargo.

CONSULS: The following countries are represented by consuls in Casablanca:
Algeria
Argentina
Austria
Belgium
Brazil
Denmark
Finland
France
Germany
Greece
Haiti
Italy
Netherlands
Norway
Panama
Poland
Portugal
Spain
Sweden
U.K.
U.S.A.
Yugoslavia

REPAIRS: Only small repairs and dry docking works are carried out.

DRY DOCKS: One large dry dock, 152 m. long and 22 m. wide (lifting power 10,000 tons). Three slips for ships up to 700 tons.

GANGWAY/DECK WATCHMEN: It is necessary to have watchmen on board. They are hired by the ship's Agent.

OPENING/CLOSING HATCHES: This work is normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes are permitted for each crew member to be held out of bond.

REPATRIATION: Facilities exist for effecting crew change and arranging any necessary repatriation.

AIRPORT: Distance from airport, 25 miles. International connections.

TIME: GMT. No changes.

POLICE/AMBULANCE/FIRE: Police, 2210-74 or 19; Ambulance, 15; Fire, 15.

TELEPHONES: Only arrangements for placing telephones on board passenger ships are possible.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Needed.

DEVELOPMENTS: A new container terminal is to be built to the East of the phosphate jetty.

AUTHORITY: Direction d' Exploitation du Port de Casablanca (D.E.P.C.) 2 Bd. des Almohades, Casablanca, Morocco. *Tel:* 031.61.11, 031.89.51. *Telex:* 220.62, 226.90. *FAX:* 031.57.21. *Contact:* M. Bellouchi, Director.

EL JADIDA (Mazagan): 33.15 N. 08.31 W. (See Plan)

DOCUMENTS: As for "Casablanca".

PILOTAGE: Arranged by Agent, basis vessel's ETA given in advance. Pilot boards about 2 miles from the port entrance.

ANCHORAGES: About half a mile from head of North jetty in depths of 13 m. to 14 m. Hard rock bottom covered in sand. Holding ground is fair only.

RESTRICTIONS: The port comprises an entrance channel 50 m. wide and an outer harbour area 7 hectares, partially dredged to 3 m. depth to make a waiting basin. In the Southern part of the outer harbour is a quay, called the barge quay, 120 m. long, dredged to 6 m. depth.

MAX. SIZE: No limitations for vessels anchoring. For entering harbour, max. length 80 m., draft 5 m., entering at high water.

RADIO: No local radio station. Use Casablanca Radio for messages to Agent.

TUGS: Available. Normally join vessel 2 miles from port entrance.

CRANES: 2 electric cranes and 2 diesel cranes available.

MEDICAL: Hospital facilities available. Vaccinations can be arranged.

FRESH WATER: Available at the quay.

FUEL: Can be supplied subject to 24 hours' notice.

CONSULS: The only consular representatives are those of France and Portugal.

REPAIRS: Small repairs can be done on board, or parts sent to Casablanca. One small dry dock reserved for Port Authority vessels and fishing boats.

WATCHMEN: Recommended to employ watchmen.

OPENING/CLOSING HATCHES: Work performed by ship's crew.

REPATRIATION: Can be arranged via Casablanca.

AIRPORT: Nearest commercial airport is at Casablanca.

TIME: GMT. No changes.

HOLIDAYS: Sundays and holidays, except for National holidays, can be worked on payment of overtime.

POLICE/AMBULANCE/FIRE: Police, Tel: 19; Ambulance, Tel: 15; Fire, Tel: 15.

TELEPHONES: Cannot be connected to vessel, but telephone situated on the quay.

AUTHORITY: Arrondissement de L'Equipment et de la Promotion Nationale.

JORF LASFAR: 33.08 N. 08.38 W. (See Plan)

PILOTAGE: Pilot station at Jorf Lasfar Port. Pilotage compulsory at all times except for vessels under 100 g.r.t. Pilots are available day and night. There is no special arrangements. Pilot works under orders from the Port Authority. Tel: (03) 34-50-13. VHF: Channels 12 and 16.

APPROACHES: Safe depths in approaches. The 50 m. line is situated 3 nautical miles from breakwater and the depth in the entrance is 20.0 m.

ANCHORAGES: Safe anchorage 1.0 nautical miles North of jetty head. Max. permissible draft varies from 14.00 m. to 16.00 m.

RESTRICTIONS: There are no restrictions relating to movements. All ships can enter and leave port day and night, except ships carrying dangerous cargo.

RADIO/VHF: Jorf Lasfar Port Control is under the control of the Port Authority. VHF Channels are 12, 14 and 16.
Vessels are to send ETA 24 hours prior to arrival, directly to Harbour Master at Port Office. Telex: 78996M. Tel: (03) 34-54-20.

TUGS: Four tugs are always available at Jorf Lasfar, ready for manoeuvering at any time (24 hours).
"Aziz" 3,000 h.p. (Voigt Schneider).
"Said" 2,800 h.p.
"Amir" 1,800 h.p.
"Merzouk" 1,600 h.p.
The tug companies are SCRA (Societe Cherifienne de Remorqueurs). Tel: (02) 31-77-59. Contact Mr. Lachheb Aziz.
Offshore Maroc. Tel: (02) 27-21-77. Contact Mr. Rami Larbi.

BERTHING:

Berth No.	*Depth* (m.)	*Length* (m.)	*LOA permissible* (m.)
1	15.60	300	300
2	12.50	180	225
3	12.50	180	225
4	12.00	180	225
5	11.50	180	225
6	11.50	45	225
7	11.50	45	225
8	15.60	60	250
9	12.70	60	235
Q.C (10)	9.00	200	200
Q.T (13)	5.25	120	120
Ro/Ro	6.75	150	190
Q.S (11)	4.00	215	215

Berth No. 1: Berth for loading of phosphate and fertiliser. Two or three vessels, depending on length, can berth at this terminal.

Two chutes of 3,000 t.p.h. loaded directly from conveyor, which runs to stockpile 2 km. away.

Berth No. 2: Reserved for handling fertiliser in bags. In the future the berth will be extended by 300 m. Southward.

Berth No. 3: Reserved for handling coal. In the future the berth will be extended by 300 m. Southward.

Berth No. 4: This quay is reserved for discharging sulphur by 2 grabs, maximum rate 750 t.p.h. There is a conveyor running to stockpile of 4,000,000 tons.

Berth No. 5: See Berth No. 4.

Berth No. 6: Used for loading phosphoric acid and discharging ammoniac by 3 pipelines (1 for ammoniac and 2 for phosphoric acid). Loading capacity 1,800 t.p.h.

Berth No. 7: Used for loading phosphoric acid. Joined by 3 pipelines to the factory. Loading capacity 1,800 t.p.h.

Berth No. 8: Special berth for tankers but not presently equipped. At present, berth is used for the transhipment of grain from the mother ship to daughter. This operation started in 1986 and is only permitted in Summer time.

Berth No. 9: Used for discharging butane by pipeline to Somepi, whose tanks are situated about 6 km. from the berth.

Q.S. – Service Quay: This quay is reserved for tugs, pilot boats and dredgers.

Q.C. – Berth No. 10: Used for handling general cargo. There is one Ro/Ro berth with length 150 m. and depth 6.75 m.

Q.T. – Berth No. 13: Used for discharging (cement). Reserved for national lines traffic from Agadir to Jorf Lasfar, equipped with pipeline to the cement-silo of Simasfi. Stockyard capacity 250,000 tonnes.

CARGO HANDLING EQUIPMENT:

9	mobile cranes, capacity 6 tons at 25 m.
10	mobile cranes, capacity 4 tons.
2	chutes for discharging grain, rate 200 t.p.h.
11	tractors.
100	trailers.
2	travelling cranes for sulphur, 1,500 t.p.h.
2	travelling cranes for phosphate 3,000 t.p.h.
6	pipelines for phosphoric acid, 1,800 t.p.h.
1	pipeline for discharging butane, 100 t.p.h.
2	bagging machines for fertiliser.

STEVEDORES: There are 2 stevedoring companies.

ODEP is permitted to handle general cargo, grain, coal and butane. OCP is the operator for the terminals reserved for handling phosphate, sulphur, ammoniac, phosphoric acid and fertiliser.

Working Hours: Monday to Saturday 0700 hrs. – 1500 hrs. and 1500 hrs. – 2300 hrs. (2 shifts per day).

During Ramadan, there are special shifts from 0500 hrs. – 1200 hrs. and 1200 hrs. – 1800 hrs.

On Sundays and holidays, 2 shifts are available from 0700 hrs. – 1500 hrs. and 1500 hrs. – 2300 hrs. at overtime rates, or compulsory overtime, depending on port situation.

For bulk handling by OCP (Office Cherifien du Phosphate), 3 shifts work per day all the week including Sundays and general holidays.

MEDICAL: There are 4 private clinics and 3 hospitals for the general public at El Jadida, about 20 km. from Jorf Lasfar.

FRESH WATER: Available in all the quays. Cost: U.S.$ 1.5/ton.

FUEL: Fuel and gas oil available with 48 hours notice to Mory-Shell, Total or Mobil.

REPAIRS: No facilities available at the port.

If repairs are required, companies from Casablanca or Safi undertake the work. They will require 24 hours notice from the ship's Agent.

Two small docks are envisaged for repairing vessels up to 75 m. LOA.

SURVEYORS: Available through the Port Office or Pilot Station. All pilots are surveyors.

AIRPORT: Mohamed V Airport at Casablanca, distance 120 km.

POLICE/AMBULANCE/FIRE: Police, Tel: 34-54-71. If ambulance or fire service are required, call Port Control on VHF or Tel: (03) 34-54-20.

TELEPHONES: Public telephone box available near Port Office.

GARBAGE DISPOSAL: The garbage collection service is compulsory. Drums are provided on board and received alongside. Collection time is 1000 hrs. daily. Contact Port Office, Tel: (03) 34-54-20.

WASTE OIL DISPOSAL: Not available as yet.

SEAMAN'S CLUBS: None.

CURRENCY: Moroccan Dirhams (DHS).

GENERAL: *Provisions:* Fresh provisions are available.

Weather: Winds: S.W. and N.W. (Winter) November to March, but it is rare for work to be suspended.

Tide: Rise and fall of tide in the harbour 2.15 m. – 3.80 m.

SHIPMASTER'S REPORT: May 1984.

Location: The Port of Jorf Lasfar is situated approximately 62 nautical miles by sea, and 120 km. by a good tar sealed surfaced road from the town of Casablanca, in Morocco. The natural deep water bay along the coast has afforded the development of an industrial complex, designed for the export of phosphates and minerals, also phosphoric acid and sulphuric acid.

The principal breakwater, (Outer Breakwater) extends in a direction N.W. from the shore, 1.75 miles S.S.E. of Cap Blanc du Nord, on which is erected a "Yellow" square tower 31 m. in height with a black top, the position of which is Lat. 33° 09.8′ N., Long. 08° 37.6′ W. The light exhibited from tower is occulting white and red 6 secs., eclipse 1.5 secs. White visibility 9 miles 018° – 190° (172°), red visibility 6 miles, 190° – 018° (188°). The breakwater then turns S.W. and S.S.W. for a total length of 3,100 m. The Contre Digue or Lee Breakwater extends 1,250 m. N.W. from the shore 1 mile S.S.W. of the root of the Outer Breakwater.

Light structures stand each side of the entrance, on the Outer Breakwater about 500 m. N.N.E. of its head, and on the head of the Lee Breakwater (Contre Digue).

Approaching: Noon, day before arrival: Position Lat. 33° 00′ N., Long. 12° 59′ W. Course 088°(T) allowed 2° set Gyro course 086°. Day of Arrival: 0139 hrs. Sat. Nav. fix Lat. 33° 04′ N., Long. 09° 39′ W., disallowed set.

Radar observation of the coastline was made when 43 miles off (radar JMA 159B/3 cm.) but no positive fix. Vessel running in on Sat. Nav. D/R position.

0443 hrs. Radar fix obtained of Cap Blanc du Nord, 25 miles.

As vessel had no port information or charts ETA given as 0700 hrs. (Sunrise 0612 hrs. GMT).

Called Casablanca Port Control on Channel 16 from 0530 hrs. Reception was poor and distorted.

Called Jorf Lasfar Pilot on Channel 12 . . . No reply.

About 7 miles off, the Principal Breakwater was clearly outlined on radar screen, and observed 1 small coaster at anchor off the port.

Weather was cloudy, visibility clear, a light Easterly wind was blowing, slight sea with low, heavy, Westerly swell.

When about 4 miles off, contact was made with the Pilot. Due to the berthing of the coaster, we were delayed, and vessel was turned around on reciprocal course. At 0745 hrs. turned vessel around and made approach to embark Pilot, on his advice.

Embarking of Pilot: Under normal circumstances a pilot launch is available. Unfortunately for us, the launch was under repair and Pilot came out to embark on a rather large tug. Not a very suitable proposition at the best of times.

No positive position for Pilot Boarding has yet been established and no Sea Buoy to indicate any approach.

Ladder was rigged on starboard side. The tug had great difficulty to manoeuvre to come alongside, but after several attempts and much helm and engine movements, further hampered by the heavy swell running for both vessel and tug, the Pilot (French) boarded without any incident.

I am of the opinion, that the Pilot should board approximately 1.0 to 1.5 miles off the Principal Breakwater Head, by pilot launch, with vessel's speed about 5 knots, to afford a good lee and counteract the swell. The tugs should be secured before the ship enters the port as there is about a 90° to 120° port turn to line up with the entrance, with very little room for error. Both anchors to be ready for letting go. Once the turn into the entrance is made, the way must be taken off the vessel quickly and stopped, to effect a port swing again of 90° to back into the berth, for starboard side alongside berthing at Quay No. 2 where vessel berthed.

The 2 tugs attending, "El Hafid" and "Casablanca", 2,000 h.p. and 1,600 h.p. respectively, were adequate under the prevailing conditions. Both tugs used ship's lines. Vessel was secured with 5 head and 5 stern lines also 2 springs forward and aft.

Whilst alongside with a heavy swell outside the harbour area, surge was experienced alongside. Rope springs are suggested for use, or wire springs with rope tails.

The foregoing was a deeply laden vessel, length 224.5 m., draft 38 ft. (salt water) even keel.

Port Limits: The seaward boundaries of the port have not yet been defined. There are no designated anchorages off the port for vessels carrying the various categories of cargo.

There is no designated Pilot Boarding Ground.

There is no Sea Buoy, or Channel Marker Buoys to indicate a safe Fairway.

Charterer's particular requirements to vessel's Agents to be sent through Casablanca Radio, CNP (8 MHz).

We were able to contact Casablanca Radio, 5 days prior to arrival (1,600 miles).

Preliminary "Notice of Readiness" was tendered to Agents and receivers of cargo by radio on arrival (0700 hrs.).

I prepared 5 copies of my own "Notice of Readiness" which was handed to the Agent on berthing. He signed in acknowledgement, for transmission to the receivers.

"Notice of Readiness" was accepted at 0830 hrs., which was office opening hours on our arrival day.

Documents:

Crew List, 6 copies.
Passenger List, 6 copies.
Customs Crew Personal Effects Declaration, 1 copy and 1 copy for Agent.
Ship's Stores List, 1 copy and 1 copy for Agent.
Ship's Manifests. If on board for delivery to Agent.
Bills of Lading. If on board for delivery to Agent.
Ship's Particulars, 1 copy for Agent's use.

Pilotage: Give ETA to Agent at Casablanca. He arranges Pilot and tugs. Pilot comes by road from Casablanca.

Apparently 1 tug is always stationed at Jorf Lasfar port, but is not manned. A second tug comes from Casablanca. (Ordered by Agent, who arranges time). Two tugs seemed adequate for this vessel under the prevailing conditions. Advise Agent accordingly if you require more. Pilots consider 2 tugs are adequate.

Minimum 24 hours' notice is required for Pilot and tugs.

Pilot Launch: Approximately 7 m. in length, black hull, white topsides, with the word "Pilote" painted in white bold lettering on each side. (Also see "Approaching".)

Anchorages: See "Port Limits".

Pilots recommended 2 miles off breakwater, keep entrance to harbour clear. Holding ground good. Obstructions not charted.

Keep well clear of Cap Blanc du Nord. I have seen heavy breakers 0.5 miles to 0.75 miles off this point in strong Westerly winds and heavy swell/sea.

Depth lines showing a 1 m. difference in soundings have been charted on locally produced chart.

Tugs: Tugs do not have their own lines, ship's lines are used.

Also see "Approaching" and "Pilotage".

Restrictions: Movements, entry and departure are restricted to daylight hours only. From observations (personal) tidal range at spring tides is approximately 8 ft. No tidal predictions are as yet available.

We entered with a draft of 38 ft. (11.58 m.) salt water even keel. No adverse effect, or ground effect noticeable. Be careful of lift and fall in heavy swell, and rolling which will increase draft. As previously stated, apart from the light on Cap Blanc du Nord, no other lights are as yet available as an aid to navigation.

Depths: Entrance Channel 17 m. No. 1 Berth 13.5 m. (phosphate).

Max. Size: Nothing yet stipulated by Port Authority.

Our vessel: Overall length 224.50 m. Moulded breadth 32.20 m. Max. Summer draft 12.956 m. Max. d.w.t. (Summer) 64,931. G.r.t. 35,417, N.r.t. 21,296. Panamax bulk carrier.

Also see "Restrictions" and "Cargo Gear".

Health: Pratique free from one Moroccan port to next Moroccan port.

Master to send cable 24 hours prior to arrival to Agent. Cable to include following information: Number of crew (including Master) on board, certify vessel free of infectious disease, all crew healthy, and in possession of valid health and travel documents (passports) and last port or ports of call (21 days prior) arrival, and request Agent to supply for Radio Pratique and Immigration Clearance.

Prepare Health Declaration Papers if on board, otherwise Agent will prepare on arrival at berth, for signature.

Vaccination Lists, 2 copies.

VHF: Use Casablanca. Call CNP2. Frequency Channels 16, 12 and 14. When you know from the Agent that the Pilot will board on arrival at Jorf Lasfar, then call "Jorf Lasfar Pilot" on Channel 12.

Also see "Approaching".

Radar: Not available.

Radio: "Casablanca Radio". Call sign CNP on 8 MHz.

We made contact 5 days (approximately 1,600 miles from Casablanca) prior to arrival.

Berthing:

Berth No.	Depth Alongside (m.)	Length of Wharf (m.)	Width of Wharf (m.)	Surface Area (sq.m.)
1	15.60	300	82.28	24,684
2 – 3	12.50	180	75.00	13,500
4 – 5	12.80 – 11.50	180	30.00	5,400
6 – 7	11.50	45	30.00	1,350
8 (Oil Berth)	15.60	45	15.00	675
9 (Oil Berth)	12.70	45	15.00	675
Q.C./10	5.25 – 6.75 – 9.00	360	20.00	7,200
Q.S.	3.50 – 4.00 – 5.00	215	20.00	4,200

Note: The above information has been obtained from the Port and Harbour Authority. The maximum permissible draft for our vessel at Berth No. 10 was declared as 26 ft. This information was given by the Pilot who shifted the vessel from Berth No. 2 to Berth No. 10 and agreed to by the Port and Harbour Authority. I requested this in writing before shifting the vessel.

From the above legend for the Quai de Commerce (Berth No. 10) the shallowest part is at the Eastern end near the Ro/Ro adjustable run-off. Berth No. 10 Surface unsealed, and consists of loose metal/ sand/ stones, many potholes, dry grass, and totally unsuitable for discharge of grain.

Note of Protest and Indemnification of Liability served on the receivers by the vessel's command through the Agents. Receivers accepted it without question.

I am led to understand that the port is to be divided into 2 sections. Berth Nos. 1 to 7 will be privately operated, and the remainder of the port will be operated by the government.

On some plans, a grain silo is shown on the Southern side of "Quai de Commerce", adjacent to the Ro/Ro terminal. This I believe will now not be developed, and Jorf Lasfar will not be used as a grain port. At times vessels use Jorf Lasfar to lighten ship to 30 ft. and then proceed to Casablanca for further discharge.

Berth use (on completion of port):

No. 1	Phosphates	Nos. 8 & 9	Petroleum
No. 1 Bis	Coal	Nos. 10 & 10 Bis	General
No. 2	Phosphates	No. 11	Service
No. 2 Bis	Coal	No. 12	Fish
No. 3	Phosphates	No. 3	Ro/Ro
No. 3 Bis	Minerals	No. 14	Cereals
Nos. 4 & 5	Sulphur	No. 15	Containers
Nos. 6 & 7	Acid		

Cranes: There are no permanent cranes to speak of at any of the berths.

6 mobile cranes were made available for the discharge of our vessel. Type: Gottwald/Dusseldorf, luffing and slewing, diesel/motors.

Capacity: 6 tons × 8 m., 6 tons × 25 m.

Outreach: With base spreaders out, and tyres afloat, and in position the cranes could not plumb further than the centreline of the ship. (Beam 32.2 m. max., fenders alongside wharf).

No heavy lift cranes ashore or afloat available.

While in port 3 vessels were seen discharging heavy lifts for the industrial complex with their own gear.

One vessel discharged machinery and general cargo with ship's cranes.

Note: 1. Gearless ships would be serviced by the above mentioned mobile shore cranes.

2. Vessels with their own gear would have no difficulty to discharge cargoes such as grain/ores/coal/fertilisers/sulphurs/copra, etc.

Specialised Cargo Handling Facilities: A container terminal is envisaged but at time of writing is non-existent, (wharf or cranes).

Berth is available for Ro/Ro vessels with adjustable ramp, (power facilities and terminal non-existent).

Berth for tankers (Berths No. 8 and 9), available but as yet no pipelines to storage tanks, behind the ridge of hills in the background of the port, have been laid on.

Berths available for liquid chemicals, (see plan), but no pipelines or facilities as yet available.

No facilities for LPG/LNG.

Bulk Cargo Facilities: Refer to legend of berths, cranes, and additional notes.

Bridges: None.

Stevedores: Agent will organise gangs with receivers.

Port Working Hours: Monday to Saturday inclusive 0700 – 2300 hrs. over 2 consecutive shifts 0700 – 1500 hrs. and 1500 – 2300 hrs. Overtime, Sundays and holidays when available and/or compulsory. A third shift overtime also possible when ordered by receivers and agreed by Port Authority (2300 – 0700 hrs.).

There appeared to be no "meal breaks" or "smokos".

There is a language barrier unless you speak French and/or Arabic.

Medical: See "Documents".

There is a private clinic, and 3 hospitals for the general public, available at a town called El Jadida, about 25 km. from Jorf Lasfar.

Notify Agents who will make the necessary arrangements. Preferably 24 hours' notice is required due to the fact that there is no communication available from the ship or wharves (telephone). There is a telephone available at the Port Authority Office some 1.5 miles distant from the wharf area, but the office is not open day and night, also the Agent lives at Casablanca some 120 km. distant. My crew were cautioned to exercise care in their work habits to avoid accidents. Shore labourers will request first aid from the ship for minor cuts and bruises.

Dental treatment is also available at El Jadida.

It is advisable to have Cholera/Yellow Fever inoculations. Some charterers include this as a must in their charter parties. There is a Port Health Officer stationed at El Jadida, who clears the vessel on arrival.

Tankers: Two berths. No pipelines laid at present.

Density: During vessel's stay, when cargo discharged, calculations and final draft survey by ship was necessary. The average salinity (density) corrected for temperature was 1027.5/1028. Temperature varies between 16°C – 25°C.

Fresh Water: No fresh water available at Jorf Lasfar, nor are there any facilities yet laid on the wharf for this purpose.

Vessel maintained consumption, average 12 tons per day (which included domestic, culinary, toilet flushing purposes and laundry) from the water made by evaporator at sea on passage and prior to arrival.

Agents advise me that in very urgent circumstances, fresh water is available by tug, approximately 40 tons maximum, from Casablanca, but very expensive. (Not less than U.S.$2,500 per 40 ton delivery.)

Fuel: Not available.

Fire Precautions: Normal ship safety fire precautions. No equipment available from wharf. Nearest available fire brigade is from El Jadida.

Consuls: None available at Jorf Lasfar, or El Jadida, nearest is Casablanca. British Consul will act for certain Marine matters for British registered vessels.

I was able to have an extension to the vessel's "Safety Equipment Certificate" done in 30 minutes.

Take your passport to the British Embassy to gain entry. This will be checked after you have filled in a small form to indicate the purpose of your call.

Repairs: There are no facilities available for ship repairs, deck or engine.

The nearest repair yards and facilities are available at Casablanca. From the port plan, it would appear that there is to be 2 small docks or slipways, with workshop attached.

Dry Docks: None.

Surveyors: 1. Cargo Surveyors/Inspectors not available at Jorf Lasfar.

2. Ship's Surveyors (Lloyds/ABS/BV) not available at Jorf Lasfar.

Agents will arrange for Surveyors from Casablanca to attend. I was able to get the Lloyd's Surveyor at Casablanca to extend vessel's "Safety Construction Certificate" It took 7 days.

Gangway/Deck Watchmen: Compulsory. Two per vessel, one for ship and one on the wharf. It was noticed that they do a 24 hour shift. It is not essential to victual them, but as there is food available, it would seem the best idea to feed them and get good co-operation and service. The watchmen are ex-seamen and understand English. Agent will sign the victualling voucher.

Hatches: Opening and closing by ship's crew.

Certificates: To produce Ship's Register, Safety Equipment, Ship Construction, Safety Radio, Tonnage Certificate, Derat Exemption.

Customs Allowances: 200 cigarettes and 750 ml spirits per man/per week. They will open the bond stores for further issue weekly. Cost of obtaining Customs Officials per week 600 Dirhams which is about U.S.$75.

Beer is not sealed.

If vessel's stay is to be an extended one, obtain permission and take out the required amount for the stay, on *arrival.* This will save you the charge each time the bond store is opened. The Agent only advised me of this after the first request for additional allowance.

Customs Officials will examine personnel and their baggage on leaving ship and returning from shore.

Cargo Gear: Discharge was effected by shore gear, as our vessel is a gearless vessel.

Grabs were used, of which there were 8. They leak like sieves. ("Note of Protest" for loss of weight/quantity was served on receivers). The grabs are not the automatic open release type. They were landed on the hopper steel framework to effect release. The crane hooks were not moused, thus several times the grab wires came unsecured.

6 hoppers, the sides were not high enough, hence constant spillage.

A corkscrew type shaft, with an 8 in. tubular outer casing powered with a small electric motor at its head, driven by portable mobile electric generator, is used as a mini-elevator to load the grain which is dumped on the wharf into trucks and transported to the various consignees is one of the methods employed.

Cargo is also bagged from this stockpile on the wharf and carried and stacked on flat top trucks (240 bags per truck average) for delivery to consignees.

Canvas tarpaulins are used to cover the grain, in the event of rain.

We experienced 2 heavy downpours lasting about 3 to 5 hours, when pools and deep puddles of water developed (Berth No. 10), and 2 to 3 light rain periods lasting about 1 hour.

Include in your protest on arrival "Ship not responsible for damage due to discharge in wet or inclement weather, or for contamination and deterioration". This will be accepted by the receivers without question.

Direct loading from grab to hopper to trucks is also carried on. There is no weighbridge for weight checking.

Also see "Port Nador" – "Report, January 1984".

Repatriation: Crew members are able to join vessels or be repatriated.

Visas are required for certain citizens, whose country of domicile do not have diplomatic reciprocal consulates. Therefore please check before effecting any crew replacement.

On arriving at "Mohammed V" Airport at Casablanca, Immigration Authorities will endorse your passport with an entry permit. Cable or advise Agent the flight number and request Agent to assist in Immigration entry facilities.

You will have a baggage check at the airport.

When cleared you have to proceed to El Jadida where the Immigration will again endorse your passport. You will possibly have another baggage check at Customs in El Jadida and then proceed to Jorf Lasfar. This is because Jorf Lasfar is outside the jurisdiction of Casablanca.

Airport: "Mohammed V" Airport is situated approximately 35 km. from Casablanca, allow 45 minutes driving time from the heart of the city. The airport is serviced by a great many airlines, to name but a few, Royale Air Maroc, Iberia, Air France, Sabena, K.L.M., Swiss Air, Aeroflot, Lufthansa, British Airways, Iraqi Airways, Kuwait Airways, Libyan Arab Airlines.

Internal domestic flights are available to Agadir (on the coast), Marakesh and Ouarzazate (inland), Rabat the capital city of Morocco and Tangier.

There is no airport at Jorf Lasfar.

Time: GMT. No changes.

Holidays: There are 5 official governmental holidays.

There are 3 religious holidays (movable dates).

New Year's Day (English calendar).

On the above days "No Work is performed". This is questionable as we did work and sail on May 1st (Labour Day), which is one of the supposedly official holidays.

Police/Ambulance/Fire: As yet there are no facilities available at the wharf in Jorf Lasfar. There are facilities at El Jadida 25 km. away.

No assistance will be afforded the Master if he wishes security escort or Immigration facility for discharging crew members who are being dismissed for offences aboard ship, and have to be lodged in hotels prior to repatriation. They will only assist if there has been criminal assault on board.

Emergency Co-Ordination Centre: None available at Jorf Lasfar. The Agent is your co-ordinator.

Telephones: None at all available on ship, or wharf, at time of visit.

Also see "Medical".

Overseas calls are possible from the Post Office at El Jadida or some of the 4 or 5 star hotels at Casablanca. There are no direct dialling facilities. Connections are made through Paris.

I had difficulty contacting my Owners at Singapore, so had to use the telex from the hotel and request them to call me, which did not take long.

Services: None available at Jorf Lasfar. Casablanca is the nearest town to offer facilities for radio and radar repairs, through the Agents.

Banks: None available at Jorf Lasfar. "Banque Credite Maroc" operates in El Jadida. Casablanca is the nearest city to offer any facilities for transactions.

Storing: Vessels can be stored by truck.

No barges available. No launches available, only the pilot launch. In due course when the port becomes fully operational storing from barge on the offside will be possible with ship's gear.

No regulations in force regarding storing at present.

Trucks can proceed alongside ship at the berths.

Fork lift trucks (2 available – 3 ton) belonging to the port. 1 front end loader rubber tyre was available.

Customs Regulations: Ship's machinery, spare parts, deck stores, goods shipped from overseas, are subject to Customs clearance.

VERY IMPORTANT: Declarations/invoices *must* be in the French language, proper, clear and precise nomenclature for *every item,* with the cost per individual item.

e.g. It took 9 days to clear a container (LCL) containing equipment for the installation of "Halon 1301" after the container was landed at Casablanca to be delivered to ship's side.

Shore Leave: Shore leave is permitted for ship's Officers and crew. Passes are issued by the Immigration Authorities, after the vessel has berthed.

You must be in possession of your Pass when ashore.

If intending to stay at an hotel in El Jadida or Casablanca take your passport to check in at the hotel, as without it, you might not gain entry. Your passport will be held at the reception desk until account settled prior to checking out.

There is no way to obtain a taxi *from* the port.

Cargo transport trucks, initially offered crew transportation to El Jadida or Casablanca. Transport is available (taxis) from Casablanca or El Jadida, to the ship. Cost varies (day or night). Normal fare: El Jadida to ship 50 Dirhams (U.S.$6). Casablanca to ship 350 Dirhams (U.S.$42). Small mini-taxis are available for short distance transport in Casablanca. They do not have meters, 10 Dirhams seem to be the normal fare, for reasonably short distances.

"Siesta Time" is from 1330 to 1500 hrs. Business Houses (offices) close from 1300 to 1430 hrs. Working hours from 0830 to 1300 hrs. and 1430 to 1830 hrs.

Hotels: Casablanca: Several from 3 star to 5 star and prices range from 135 – 300 Dirhams for a single. Hyatt, 500 – 600 Dirhams. Consult tourist guide for information.

El Jadida: 2 hotels, the "Salam" and "Dounia", on the beach front. The former is more modern.

Sunbathing and swimming permitted in and around the hotel swimming pools. Tennis courts, volley ball, archery, horse riding, indoor dance and disco.

Identity Cards: See "Shore Leave".

Regulations: No regulations as yet promulgated by the Port Authority. A Harbour Master was appointed 1 week before we sailed.

As mentioned earlier Pilots are ordered by the Agent and come from Casablanca. The Harbour Master will not be doing pilotage.

Delays: We had none, having berthed on arrival. However, I would expect some delay if the wharf area has not been cleared from the previous vessel's cargo.

Weather: April: During the vessel's stay in port, strong winds Beaufort Force 7 were logged, coming from a West to W.N.W. direction. Winds backed to South and East, Beaufort Force 5. Heavy rain showers accompanied the winds. Temperatures ranged from 15°C at night to a maximum of 25° – 27°C during the day. Heavy dew after sunset.

Agent: The Charterers and Owners both used the services of the same Agency.

Lasry Maroc, 30 Avenue de l'Armee Royale, Casablanca. Telex: 21949, 21092. Tel: 31.38.75, 31.19.54. Cables: Jolasry.

The above Agent has an office equipped with telex and telephone facilities at El Jadida.

Lasry Maroc, 2 Rue William Redman, El Jadida. Telex: Jolasry 78990 M. Tel: 3276, 3370. Cables: Jolasry, El Jadida.

Note: 1. The telex number at Casablanca we used was Sagnav 24646 M.

2. The telephone numbers at Casablanca shown above are those printed on Agent's visiting cards.

SHIPMASTER'S REPORT: April 1988.

We were contacted by the pilot from the pilot station at El Jadida. Pilot boarded the vessel one mile off breakwater. Due to heavy swell, a good lee has to be provided for the pilot vessel. Breakwater lights were found to be working, but the light (Occ.W.R.10, 6M.) was not functioning. 2 – 3 tugs are available for assistance. There are 2 mobile cranes fitted with grabs at Berth No. 4. Each grab discharges about 8,000 tonnes per day. Heavy surging of the vessel takes place alongside and continuous attendance to moorings and gangway is required. Gangway has to be rested on uneven surface of the wharf. Fresh water is available alongside at a cost of U.S.$1.00 per ton. Nearest place for provisions, medical assistance, etc., is El Jadida, which is about 25 minutes drive by taxi and costs U.S.$30.00.

AUTHORITY: Capitainerie du Port de Jorf Lasfar, c/o Direction Provinciale des Travaux Publics, El Jadida, Morocco. *Tel:* 03-34-54-20. *Telex:* 78982. *Contact:* Captain Med Rabaz, Harbour Master. Mr.Rochi, Port Director (ODEP). Mr.Trami Med, Port Director (T.P.). Farid Warrak, Governor of El Jadida.

KENITRA: 34.17 N. 06.30 W.

Situated on the left bank of the Oued Sebou, 17 km. from the Atlantic.

PILOTAGE: Pilotage is compulsory for entering and leaving port. Vessels must wait outside the port entrance for the tide. It is possible to enter from 2 hours before until 1 hour after HW during the night, and from 3 hours before until 2 hours after HW during the day. The Pilot boards vessels at river mouth. The Pilot will be on station 2 hours before HW.

On arrival at the Roads or after 0830 hrs., call the Pilotage Department and advise arrival time at the Roads and draft. Pilotage Department on VHF Channel 16 and 2182.

RESTRICTIONS: From the mouth of the river up to the port is a dredged channel. Depths are 4.20 m. during neap tides and 5.40 m. during spring tides. Height of tide during neap tide is 2.60 m. Height of tide during spring tide is 3.80 m. The constant is 1.60 m.

During the Winter it is recommended to stay outside the port in strong squalls. Ships are advised by Kenitra Port Radio of the possibilities for entering port.

Between November and April there is a total of 6 or 7 individual days when the port is closed to navigation, due to weather conditions.

Vessels are berthed and unberthed in daytime only at present time.

RADIO: Messages to ship's Agent should be sent through Casablanca Radio. In the ETA message to Agent, also advise vessel's draft. There is a radio station at Kenitra for port use only. Watch-keeping hours are only during HW, on 2182 kHz.

TUGS: Two tugs of 250 h.p. and one of 130 h.p.

BERTHING: The outer port used only by trawlers, and a mooring quay of 360 m. length belonging to the Royal Moroccan Navy. The length of main quay is 870 m. and includes 10 berths. In addition to the above there is a jetty for wine vessels, and a jetty for oil tankers.

FRESH WATER: Supplied alongside the quays.

FUEL: There are supplies of diesel oil, gas oil and petrol in the port. These products supplied by tanker lorry along the quay.

CONSULS: The Consular representatives at Kenitra are those of Belgium, France and Portugal.
REPAIRS: There are workshops for small running repairs in the port. There is a slipway for ships up to 400 tons.
AIRPORT: The nearest commercial airport is that of Rabat-Sale and there is a small airfield at Kenitra.
TIME: GMT. No changes.
AUTHORITY: Port of Kenitra, B.P.23, Kenitra, Morocco. *Telex:* 91952. *Contact:* O. Ajebli, Port Director.

LAAYOUNE (El Aaiun): 27.04 N. 13.28 W.

LOCATION: Lighthouse at phosphate terminal in Lat. 27° 03′ 55″ N., Long. 13° 27′ 45″ W.
DOCUMENTS: See "Casablanca".
APPROACHES: There is a light located at the end of the bulk phosphate terminal in position Lat. 27° 03′ 09″ N., Long. 13° 27′ 07″ W. at the top of mineral silos, at a height of 180 ft. 1 flash every 5 seconds, range 10 miles.

There is also a fixed green light located at the Northern part of the terminal, range 10 miles, and a fixed red light at the Southern part of the terminal, range 10 miles.

The phosphate terminal installations give a good radar target at a distance of 25 miles. Vessels approaching from the North should keep 10 miles off the coast until the pier is bearing 090° and then steer towards the pier.

At night the installation lights are always visible and with a clear atmosphere can be seen from 25 miles off the coast.
PILOTAGE: Compulsory. Pilot boards about 0.50 miles off the pier head.
ANCHORAGES: Good anchorages can be found in 10 fathoms of water. When waiting for the Pilot it is recommended to anchor 0.50 miles Westward of the pier. No shelter in strong winds. Service of powerful auxiliary boats is available when lying at anchor.
MAX. SIZE: Depth 17.0 m. at LWL at the phosphate terminal berth.

General cargo is handled at a berth 2 miles North of the Phosphate Pier. The berth is managed by "Odep Laayoune".
HEALTH: Valid Yellow Fever and Cholera Certificates are required. Otherwise, usual clearance.
RADIO: There is no coast radio station in Laayoune. VHF radio communication is being placed at the phosphate terminal to work on Channel 12.

Ships calling at the terminal are required to send ETA cables or telegraph 72, 48 and 24 hours prior arrival to "Phosboucraa Laayoune".
TUGS: 2 tugs, each 960 h.p., are available to assist vessels.
BERTHING: Laayoune Mineral Terminal located approx. 6.5 miles South of Laayoune City.

The terminal head is in a North-South direction. Vessels are moored alongside dolphins that cover the two loading stations for 40,000 and 20,000 d.w.t. ships. The loading pier has a height above water of 50 ft. and the dolphins approx. 20 ft.

Facilities consist of modern equipment available for handling phosphate in bulk at a loading rate of 4,000 t.p.h. in two of the stations, and 2,000 t.p.h. at the third. The phosphate is loaded by means of movable loading machines with telescopic spouts to permit perfect trimming.

No gangway to be rigged at this terminal. Communication from ship-to-shore is by means of elevator from the loading machines.
REPAIRS: No repairs can be effected at this port.
AIRPORT: Laayoune (30 km. from harbour).
TIME: GMT. No changes.
FUEL: No bunkers available.
PROVISIONS: Provisions may be obtained.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: No seaman's clubs, but two first class hotels with usual facilities.
CURRENCY: Moroccan Dirham (DHS).

SHIPMASTER'S REPORT: November 1990.
Phosboucraa Ocean Terminal for Phosphate Loading: Chart: B.A. No. 863.

On a recent call to the above phosphate loading facility, the following observations were made:

The pier is about half a mile long, running North to South, with 3 berths, N.W., S.W., S.E. The N.W. Berth has been seriously damaged in a storm from the Southwest. The berth is closed and will not be repaired.

The Southernmost dolphin is isolated because the catwalk has fallen into the sea. Thus both the North and South light beacons are extinguished.

The vessel anchored 1.5 miles S.W. of the pier, and waited 24 hours for the swell to reduce to an acceptable level. The vessel was then placed at the S.W. Berth, using the port anchor with 7 shackles on deck, and picking up a heavy buoyant sea-line on the port side aft. The Pilot asked for 4 head lines to the Northerly dolphin, and three to the dolphin aft, no back springs required. The largest vessel to berth was 233 m. long, with a beam of 33 m., i.e. about 70,000 d.w.t.

The position of final mooring was with the vessel some 6 ft. to 15 ft. clear of the four steel breasting dolphins. Of these only the third from North had wooden cladding on it, the others were bare steel. The bearing area is pivoted and bears against a small section of rubber buffer. These dolphins are the last ditch defence of the concrete pilings on which the quay stands.

The berth has 2 telescopic extending booms, pivoted from the inboard end. The forward end is carried on a carriage around an arc, giving a wide range of movement. The booms are currently capable of 1,200 tons per hour. However, the vessel was not positioned correctly, and Holds No. 1 and 4 could not be properly centralised.

The Loading Foreman took station in the centre window of the wheelhouse, with walkie-talkie communications to the boom drivers and the shore plant. There were 3 foremen initially, and the Loading Foreman asked for a cabin for their use. They were given use of the Pilot Cabin as they were working nearby in the wheelhouse. They were fed on board.

Access was by means of a "two man cage" lowered from the loading boom onto the deck. Thus for a shift change, the 'new' foreman lowered the cage for the 'old' foreman and hoisted him up. Then the 'old' foreman lowered the cage for the 'new' foreman onto the deck, before stowing it at the boom position. Thus little chance of casual boarders visiting the ship. The pier has a permanent garrison of troops bivouaced on it. No shore leave is normally allowed, in special circumstances, visas have to be obtained from the local military commander.

The inspection party comprised Charterer's Agent, Owner's protecting Agents and 5 officials (Customs, Health, etc.). 7 Crew Lists were required, otherwise as per Casablanca. On departure, there were 3 officials for the papers. No Port Clearance is issued, but an Export Manifest is issued. The American Immigration Crew Lists were sent to the Embassy in Casablanca for processing.

The prevailing current sets across the wharf by 20° – 30°, which puts a heavy strain on the sea-line. The rapid changes of trim, and equally rapid changes in direction and height of swell can 'upset' the balance of the moorings in only a few minutes.

The vessel was moving in a constant "cork screwing motion" throughout the time on the berth, rising and falling 3 ft. – 8 ft. against the loading boom, and rolling 5° – 10°.

Several times the ship set down onto the 4th dolphin from North, and rubbed steel to steel. Damage was suffered when the dolphin got under the main deck multi-roller fairlead, breaking the welding and buckling the brackets.

While trying to heave in the sea-line, yet one more time, the deck eyebolt pulled out when holding 2 stoppers. One seaman was caught across the hand by the sea-line as it jumped, he subsequently fainted from shock. Possibly 30 ft. of sea-line was hove in during the loading. *This was in good weather with winds of Force 3 or less from the N.W.*

Ship's engines must be at short notice to leave the berth, if the wind or the swell become dangerous. The berth is very dangerous with wind and swell from the S.W. There are two dangerous wrecks reported to lie 2 miles West and Northwest of the main pier.

The vessel was unable to obtain a British, Spanish, French or American chart of the port of Laayoune in Spain or Casablanca.

A request was sent by radio for a 'Draft Survey' to be conducted on Owner's Account. The advice was that no such independant service was available, and the cargo was sold on 'sellers measurement'.

At the draft check it was found that the shore scale had apparently underread by nearly 1,000 tons or 2%. A run of 800 tons was asked for, but in fact the ship may have received 1,060 tonnes. This effectively removed any safety factor for the restricted draft at the discharge berth. Density was found to be 1028 – 1029.

The Loading Foreman, Chief Officer and Duty Officer made independant readings of draft at 6 points, with wave heights of 4 ft. across the figures as the ship continued to corkscrew actively.

The Bill of Lading was made out for the cargo tonnage shown by the draft check, with 'Quantity and Quality unknown', as endorsement.

Disbursement Account and Demurrage Statement was endorsed "Subject to Owner's Approval".

On sailing it was intended to take up the slack of anchor chain, put the sea-line on the bitts, and then single up to one line each end. Unfortunately the forward dolphin let all lines go at once.

The ship was hove forward and outward by the windlass, and holding onto the sea-line. However, the sea-line became so tight that it was dangerous to approach, and a "Dead Slow Astern" was needed to take the weight off it. It is a remarkably long line. Altogether the sailing was a tense period. A tug stood by on arrival and on sailing.

Fuel and water are not available. Any provisions or spare gear would need to be delivered by boat on the offside, due to the movement of the ship.

It was 60 hours from "finish with engines" until "stand-by main engines", with some 5 hours for electrical power failure (when the ship could not have sailed with booms extended over the ship), for 47,000 tons.

The concrete piers are showing signs of wear and stress from the heavy battering from the S.W. gales each Winter. I understand that in the future a new port will be built, and this terminal abandoned. The conventional wisdom is that in Summer months it is not an unreasonable berth, but in Winter there is much waiting for sea and swell to subside.

AUTHORITY: Phosboucraa – Laayoune, B.P. 76, Laayoune, Morocco. *Tel:* 9-36-28, 9-36-29, 9-36-30. *Telex:* Phostel 26614, Fosayoun 26769. *Contact:* Port Manager.

Operator: DC/MR Casablanca, Telex: 22052/21008/21872 Comerfos. DCN Paris, Telex: 620948 Ocfos.

MOHAMMEDIA: 33.45 N. 07.22 W. (See Plan)

DOCUMENTS:
- Bill of Health.
- Derat Certificate.
- 8 Crew Lists.
- 3 Passenger Lists.
- 3 Provisions Lists.
- Ship's Certificates.
- Personal Effects Lists.
- Cargo Documents.
- Dangerous Cargo List.
- Clearance from Last Port.

PILOTAGE: Compulsory for vessels entering or leaving the harbour or shifting berth. Pilot may be contacted on VHF Channels 16 and 11. Pilot Station. Tel: (03) 32-47-91.

ANCHORAGES: For vessels entering the basin, 3 good anchorages in depths of 11 to 6.5 fathoms about one mile N.E. of the entrance.

RESTRICTIONS: Vessels with a draft over 15 ft. wishing to berth in the basin are obliged to wait for tide. No berthing at night time. Vessels may leave day and night, except gas tankers. All movements in the basin to be effected when conditions are favourable.

MAX. SIZE: *Basin:* Max. LOA 120 m. Max. draft 6.7 m. (22 ft.).

New Terminal: Berth A: Tankers up to 100,000 d.w.t. Max. draft 16.0 m.

Berth B: Tankers up to 150,000 d.w.t. Max. draft 17.0 m.

Sealine: Mooring buoy removed. Berths not in use.

Berth No. 1: Tankers up to 100,000 d.w.t.

Berth No. 2: Tankers up to 120,000 d.w.t.

HEALTH: Port Sanitary Control Officer boards immediately after arrival for Pratique delivery. In the event of any suspected disease or fever on board, it is necessary to advise by radio to Agent 24 hours before arrival. Pratique is automatic after calling at another port of Morocco.

RADIO: Casablanca Radio Station.

TUGS: 3×2,600 h.p. and 1×700 h.p. available day and night. Additional tugs, if necessary, can be ordered from Casablanca which is 16 miles away.

BERTHING: Vessels up to 120 m. in length and drawing up to 6.7 m. (22 ft.) at Spring tides and 5.4 m. (18 ft.) at Neaps.

Quay No. 1 has a length of 70 m. with a depth of 7.0 m. (23 ft.).

Quay No. 2 has a length of 170 m. with a depth of 6.20 m. Max. LOA 120 m. Max. draft 6.0 m.

Quay No. 6 has a length of 60 m. with a depth of 6.10 m. Max. LOA 90 m. and max. draft 6.0 m.

MEDICAL: There is the hospital and clinic in Mohammedia. Vaccinations can be arranged.

TANKERS: New terminal in position Lat. 33° 43′ 45″ N., Long. 07° 23′ 24″ E. for crude oil, LPG and naphtha.

Diameter to swinging area 1,000 m. Vessels may be berthed in day time only but can sail at night. Mooring is effected with 20 nylon ropes (8 head/stern lines, 4 breast lines and 8 spring lines). Wires may also be used but must have nylon tails, length of each wire to be 200 m.

Connections: Berth A: Length of berth 260 m. Minimum LOA 180 m. Three discharging arms of 12 in. diameter (maximum pressure 15 Bar), one loading arm of 8 in. diameter and one deballasting arm of 8 in. diameter.

Berth B: Length of berth 260 m. Minimum LOA 190 m. Maximum LOA 290 m. Three discharging arms of 16 in. diameter for crude oil and 2 discharging arms of 12 in. diameter for LPG.

Also see "Shipmaster's Report" and "Chief Officer's Report".

DENSITY: 1025.

FRESH WATER: Water can be supplied at any time in the basin and at the new oil terminal.

FUEL: Available from Casablanca at 48 hours' notice.

FIRE PRECAUTIONS: All tankers are confined by gates and watched over by special firemen.

CONSULS: There is no consul in Mohammedia. All are in Casablanca.

GANGWAY/DECK WATCHMEN: Watchmen are recommended.

OPENING/CLOSING HATCHES: This work is normally carried out by crew. When carried out by stevedores the cost is charged.

AIRPORT: The nearest airport for international flights is Mohamed V (Casablanca).

TIME: GMT. No changes.

HOLIDAYS: 1st January; 1st May; 3rd March; 23rd May; 9th July; 14th August; 6th and 18th November; and any other religious holidays which are not at regular dates.

POLICE/AMBULANCE/FIRE: Police, 44.66; Ambulance/Fire, 15.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Passport and Police Permit required for leaving the harbour.

GARBAGE DISPOSAL: Available.

WASTE OIL DISPOSAL: Available. Contact Port Authority. Tank capacity: 3×5,000 cu.m. – 15,000 cu.m.

SEAMAN'S CLUBS: None.

CHIEF OFFICER'S REPORT: (L.P.G.) May 1987.

Charts: BA. Charts No. 3257 and 806.

Anchorage: The anchorage used was that indicated on B.A. Chart No. 806. This anchorage being 1 mile off the outer leading lights and in 10 fathoms of water. There are unlit mooring buoys off the outer mole.

Pilotage: The Pilot boards from a black hulled launch off the inner harbour. Communications with the Pilot are on VHF Channel 11.

Berthing: Vessel berthed at the first berth inside the harbour on the starboard side. One tug is used to push the bow around to enable vessel to berth port side to with the bow out. The pilot boat runs the head lines to buoys. Vessel secures with 2 lines and 2 springs. The maximum draft at the berth is 20 ft. and the clearance is about 2 ft.

Berthing and unberthing is carried out at high water and in daylight hours only.

Ship's gangway used.

Cargo: A small arm 4 in., 300 ASA, is connected and disconnected by shore personnel.

Ethylene discharge at the berth (temperature −102.5°C). 3 pumps used with air back pressure of 3 Bar. Average rate of discharge 170 tonnes per hour.

Difficulties can be found when starting due to auto valve in shore line which closes in when the shore tank pressure is high. Pumps then trip out on low amps.

Ideally, vessel should start with 1 pump for 30 minutes so that shore can ascertain pressures.

Shore tank capacity 3,000 tonnes. The dewpoint was checked but no samples were taken.

There are 2 reliquefaction plants at the terminal.

Customs: The bond is sealed.

General: It is about 15 minutes walk to the town. There are a few small shops outside the gate which sell fresh vegetables and fruit, etc.

The fresh water supply on the quay is metered.

SHIPMASTER'S REPORT: (L.P.G.) April 1988.

Chart: B.A. Chart No. 860 and 861.

Port: Mohammedia. In some publications the port is known as Port Fedala.

Pilotage: The pilot boards from a black hulled launch off the inner harbour (Jetty Nord).

Pilot can be contacted on VHF Channel 11.

Anchorage: The anchorage is that indicated on B.A. Chart No. 861. Vessel anchored one mile NW of Point Sidi in a depth of 19.0 m. This anchorage was exposed.

The inner anchorage is about 0.5 miles N.E. of Jetty Nord but is very restricted.

Tugs: 3 tugs available. 1×3,000 h.p., 1×2,500 h.p. and 1 small pusher tug of 500 h.p.

Berthing: Vessel berthed at Berth No. 6 to discharge ethylene. Maximum draft over the bar is 6.6 m. at HW. Berth No. 6 accepts vessels up to 90.0 m. length. Depth at the berth is 7.0 m. at LW.

One tug used for berthing, ship's line. The tug pulls the vessel's bow round to starboard off the berth and vessel berths port side to, head out. The pilot boat runs the headlines to the buoy. Moorings forward consisted of 2 headlines and 3 springs. Similar moorings required aft.

Berthing is carried out during daylight hours only and at or near to high water, depending on draft. Berthing is carried out with a wind force up to Force 5.

Departure depends on draft but usually 3 hours either side of high water.

Ship's gangway used.

Berth No. 1, which is just West of Berth No. 6, handles vessels up to 125.0 m. LOA with a maximum draft inward of 6.6 m. The depth alongside the berth is 8.0 m. at low water. Berth No. 1 is used for chemical handling.

Cargo: Ethylene is discharged through 1×4 in. 300 ASA arm. Shore personnel connect and disconnect arm. The best discharge temperature is −102.5° C. The pumping rate varies with the temperature and ranges from 170 t.p.h. to 60 t.p.h. if the discharge temperature is high. The auto valve ashore closes if the temperature rises. The ethylene storage tank is a short distance from the berth and holds 2,800 tonnes. The tank is cooled to −103° C by vapour boil – off pumped by two Sulzer compressors to VCM production tank some distance away.

The discharge pressure again varies as temperature, but at full rate, back pressure was about 3 Bar.

When discharging, it is advisable to use one pump for about 30 minutes so that the shore can ascertain pressures. Trouble can be found when starting, due to the auto valve in the shore line, which closes when shore tank pressure is high, pumps then trip out at low amps.

About 1,500 tonnes of ethylene is imported each month.

Customs: The bond is sealed.

Shore Leave: Shore passes are issued, these are to be returned prior to departure. There is a guard on the gate.

General: It is about 15 minutes walk to the town.

The exchange rate for the Pound Sterling on our visit was 14 Dirhams to the Pound Sterling.

There are a few shops outside the gate which sell fresh vegetables, fruit, etc.

Fresh water available on the quay and is metered.

All services are available from Casablanca which is about 15 miles to the South.

Doctor available locally.

Developments: There is a new jetty for tankers inside the new outer breakwater. There are 2 berths for handling of LPG, chemicals, Naphtha and crude oil through Chicksan arms. Vessels berth head out.

SHIPMASTER'S REPORT: December 1988 (Updated 1992).

The following is an update of the Shipmaster's Report, dated April 1988.

Tugs: An additional tug of 2,500 h.p. is available.

Large tankers berthing at the Outer Harbour may require the assistance of an additional tug from Casablanca.

Berthing: Additional spring lines required if there is a large swell.

Daylight berthing only for LPG carriers. Product carriers berth between 0500 hrs. and 2000 hrs. Time depends on draft, but usually at or near HW.

Vessels at Berth No. 6 can sail at any time, depending on draft, but generally 3 hours either side of HW.

Pilot often unavailable between 2200 hrs. and 0600 hrs. (in December 1988 we sailed at 0100 hrs.).

Berth No. 1 used for chemicals and refined products.

Berth No. 2, inside of Berth No. 1, is used for refined products and loading salt. Depth about 7.0 m.

Cargo: Chicksan cooled with ship's condensate.
Watchman: Onboard throughout vessel's stay.
Officials: No Clearance at anchorage. In rare cases, crew changes are permitted at the anchorage.
Time: Summertime, GMT plus 1 hour, from June to September.
Airport: About 30 minutes by motorway to airport which is S.E. of Casablanca. West Europeans need "Negative Visas".

SHIPMASTER'S REPORT: October 1989 (Updated 1992).
Documents Required:
5 copies Crew List.
2 copies Stores List.
2 copies Crew Declaration List.
Cargo Manifest and Cargo Documents.
Pilotage: Pilotage is compulsory for tankers entering or leaving. Pilot boards about 2 miles N.W. of the breakwater in a pilot boat with "Pilote" written on the sides. Pilots keep watch on VHF Channel 11.
Anchorage: It is advisable to drift West or Northwest of the breakwater while vessel is awaiting berthing instructions as the holding ground is poor. Many ships have lost both anchors as the anchorage area is exposed to weather.
Restrictions: Berthing of tankers is carried out in daylight hours only. Vessels can sail anytime.

Vessels do not berth when the swell height is more than 3.0 m.
Tugs: Normally, 5 tugs are employed for berthing. The 3 small tugs belong to the Harbour Authorities (ODEP) and 2 tugs (one each tied up forward and aft with tug's line) of 2,500 b.h.p. each belonging to "Offshore Maroc". Tugs join vessel Eastward of the breakwater. Sufficent Notice of Arrival must be given to the Agent as these 2 tugs come from Casablanca.

During the months of December, January and February, a considerable amount of surging of the vessel is experienced while alongside due to an enormous amount of swell that builds up inside the breakwater. During this period, it may be necessary to employ at least 2 tugs to keep vessel alongside, otherwise the mooring ropes part.
Breakwater: The breakwater extends about 2,800 m. into the sea. (See "Plan").
Berthing: At present, 2 jetties are in operation:
Jetty "A": For tankers from 15,000 d.w.t. to 100,000 d.w.t.
Max. length of tanker 260 m. (Minimum 180 m.).
Max. draft 16 m.
3 3 12 in. Chicksans for discharging oil products.
1 3 8 in. Chicksan for loading naphtha.
1 3 8 in. Chicksan for receiving dirty ballast.
Jetty "B": For tankers from 25,000 d.w.t. to 150,000 d.w.t.
Max. length of tanker 290 m. (Minimum 190 m.).
Max. draft 17 m.
3 3 16 in. Chicksans for discharging crude oil.
2 3 10 in. Chicksans for discharging oil products.

There are plans to build 3 more jetties with a total wharfage of 470 m.
The ship's head is 044° when secured to the jetty.
The dirty ballast receiving facility can receive 15,000 cu.m. of dirty ballast.

There are 10 dolphins for securing vessel at each berth and vessel is moored with 4 head lines and 4 stern lines, 2 breast lines and 4 back springs forward and aft.
Fresh Water: Connection available on the jetties and there is no restriction on the amount of water that can be taken.
Gangway/Deck Watchmen: 3 deck watchmen belonging to a private company are necessary.
Identification Cards: I.D. cards are issued by the Immigration Authorities and are required for seamen going ashore. It is advisable to send the Crew List in advance to the Agent.
Shore Leave: Crew members wishing to go ashore have to walk about 2.5 km. to the main gate. There is no transport provided by the terminal up to the main gate. From the main gate, taxis and buses are available to go either to Mohammedia town or to Casablanca.

AUTHORITY: Office d'Exploitation des Ports, Direction d'Exploitation du Port de Mohammedia, B.P. 98, Mohammedia, Morocco. *Tel:* 32.47.92, 32.40.76, 32.40.77, 32.40.78. *Telex:* 22969 M. *FAX:* 32.40.75. *Contact:* Commandant de Port.

PORT NADOR (Beni Enzar): 35.17 N. 02.56 W.

SHIPMASTER'S REPORT: November 1979.

DOCUMENTS:
6 Crew Lists.
3 Stores Lists.
Vaccination List.
PILOTAGE: Compulsory. Pilot boards off the breakwater and requires 1 hour's notice.
ANCHORAGE: About 0.5 miles N.E. of the breakwater.
RESTRICTIONS: Vessel is able to enter and leave at any stage of the tide, day or night.
MAX. SIZE: LOA 500 ft. (approx.). Max. draft 8.5 m. (approx.). Size of vessel limited by swinging room. Underkeel clearance of 1.5 m. required.
RADIO: Nador Radio.
VHF: Port Authority and Pilot on Channel 16.
TUGS: One tug of 600 h.p. An additional tug of 1,500 h.p. may be available.
BERTHING: *Berth No. 1:* The berth is close to the entrance and the max. size permissible is approximately 400 ft. LOA and approximately 8.5 m. draft. The least depth in the channel from sea to the berth is 13 m. The nature of the bottom at the berth is sand and mud and the density is 1025.
Cargo Facilities: There is 1 ore loader for small vessels. There are 4 mobile cranes with safe working load of 6 tonnes. No Ro/Ro facilities. There is ample mechanised equipment for handling palletised cargoes. There is storage space for break-bulk cargoes and storage for palletised cargoes, however, there is little covered space. There is no equipment for handling containers and there is no storage space for containers as there is no hard ground.
FACILITIES: The following are available: fresh water, fresh provisions, small repairs, small machine shop, airport (at Oudja 140 km.), Lloyd's Surveyor, Salvage Surveyor, laundry service, doctor and hospital, groceries and meats.
CONSULS: Spanish Consul located in the port. British and French Consuls at Oudja.
TIME: GMT. No changes.
GENERAL: Port Nador is situated next to Melilla, and the same entrance between the breakwaters is used for entering, although both ports are run entirely separately, Melilla being Spanish and Port Nador being Moroccan.

The port under construction is to have 14 berths, at the moment there are only 2 berths working, both of which are only partially completed. The only shed constructed is used for palletising and storing fruit.

Maximum intended draft when all is completed will be 13 m.
DEVELOPMENTS: Port construction is taking place at the present time and eventually 14 berths will be available. There will be 1 oil/mineral berth with depth of 12.5 m., 2 berths with 8.5 m., 1 berth with 6.5 m. and 1 berth with 5 m. in the initial stages.

REPORT: September 1980.

This port is still under construction but for the last 2 years has been open for trade of iron ore, lead and citrus fruit (seasonal). There are 3 piers now in use as follows:
Mole No. 1 (S.W. side) for the shipping of iron ore.
Mole No. 2 (N.E. side) for lead and general cargo.
Mole No. 2 (S.W. side) for citrus fruit.

The N.E. side of Mole No. 1 will also be for minerals but is still under construction.

REPORT: January 1984.

Ships have discharged on voyage charter at Nador on two occasions with similar experiences in the discharge of grain. Ships berthed at an open quay and the cargo was 'dumped' by portable cranes of light construction which are fitted with anemometers, in an area too far from the side of the ship to allow the use of ship's cranes. When the wind reaches Force 4 it is considered too dangerous to continue discharge and work ceases.

Charterers claim that work is stopped by the Port Authorities and that such time lost does not count as laytime, claiming it is a non weather working day.

This method of discharge is used because of a shortage of lorries, which, if they were available, could be loaded using ship's gear alongside the ship during such stoppages for wind.

Whilst no delays have been experienced at the port of Jorf Lasfar, the Master informed us that the same method of discharge was used at that port.

Owners should endeavour to protect themselves when fixing business which is likely to include discharge at this port as the wind seems to reach Force 4 on many days and a lot of time is lost resulting in costly delays.

SHIPMASTER'S REPORT: December 1989.

On arrival at Port Nador all Passports for non-Moroccan crew were taken ashore by a representative from the Immigration Authorities. A non-Moroccan crew member wanted to go across the border to Melilla (the Spanish part of the harbour) and therefore wanted his Passport back, he was told by the Agent that the Passports would not be released until time of departure, in exchange for the shore passes issued on arrival.

When the Master spoke to the Agent to try to find out what the problem was, he was told that if we wanted to go to Melilla, we should have informed the Agent/Authorities on arrival, in order to have our Passports processed.

No laundry service available in the Port of Nador.

SHIPMASTER'S REPORT: April 1993.

DOCUMENTS:
8 copies Crew List.
1 copy Maritime Declaration.
2 copies Arms and Ammunition List.
1 copy Passenger List.
2 copies Cargo Manifest.
1 copy Ship's Stores List.
1 copy Crew Personal Effects List.
PILOTAGE: Compulsory. Pilot boards about 1-1.5 miles N.E. of breakwater.

Pilot is available between 0630 hrs. – 2200 hrs., and tug is available between 0630 hrs. – 2000 hrs. only.
APPROACHES: It is recommended that vessels approach at a minimum speed of about 2-3 knots when about 2 miles off breakwater and head for breakwater of Melilla (Spain).

BERTHING: There is only one berth of 400 m., where large vessels can be berthed with max. draft of about 8.5 m. Our vessel (Panamax) is the longest in port in last two years. There is only one small tug of about 1,800 h.p. available, so it is very difficult to berth if wind is stronger than 10 knots, and especially if it is Westerly. It is advisable to berth with at least 4 lines, 2 breast lines and 2 springs, fore and aft.
STEVEDORES: The port is run by ODEP Stevedores Co., which is government-owned. Berth No. 1/2 has 4 mobile cranes. The cranes are very high and have good plumbing reach. The drivers are professional and can discharge up to 1,000 tonnes of wheat per 2 shifts. Normal shifts are 0700 hrs. – 1500 hrs. and 1500 hrs. – 2300 hrs. Sunday is a holiday, but overtime can be arranged. Cargo is either dumped directly on jetty or at times into trucks, which in turn dump a few feet away on jetty. Cargo lies in open space most of the time.
MEDICAL: All facilities are available at nearest town Nador, which is about 15 km. away. Taxis are available at main road, which is about 2.5 km. – 3 km. from jetty.
FRESH WATER: Available by shore connection. Cost is U.S.$1.0/ton. The loading rate is about 25 t.p.h.
AIRPORT: Nearest airport in Morocco is Oujda, about 140 km. from port. The other airport which can be used is Melilla (Spanish territory). Visas may be required by persons belonging to certain countries, if they wish to go ashore.
WEATHER: In April, winds mostly from West or E.S.E. In December and January, it is very difficult to keep vessel alongside as strong gusty Westerlies blow and push vessel off berth. Many vessels had experience of mooring ropes being parted.
WATCHMEN: Compulsory by Harbour Master's order. Watchman normally expects food to be provided by vessel.
PROVISIONS: Available, but need very careful checking of prices as all ship chandlers hike their prices to double normal price. One may need to go ashore with Agent to confirm prices of certain items, prior to getting reductions in their quoted rates.
GENERAL: As winds normally reach about 20 knots – 25 knots, crane drivers refuse to work if over 30 knots, depending on situation as to whether they are just dumping on jetty or have to align in funnels.
AUTHORITY: R.A.P.C.

SAFI: 32.19 N. 09.12 W.

DOCUMENTS: Clearance procedure is very simple. 3 Crew Lists, 1 Personal Effects Lists, 3 Passenger Lists and 1 Stores Lists only are required. Other documents are presented on berthing.
PILOTAGE: Arranged by vessel's Agent, to whom a correct ETA should be given. There is VHF radio contact with the pilot station and Harbour Master's Office. The pilot boat is located inside the harbour and the Pilot boards in position Lat. 32° 19′ N., Long. 9° 16.1′ W. Pilot ladder only is required.
ANCHORAGE: Recommended anchorage is S.W. of harbour entrance. Safe holding ground for 25,000 d.w.t. vessels. Vessels should keep port entrance clear.
MAX. SIZE: Vessels with a draft of more than 28 ft. and up to a max. of 30 ft. enter and sail at high water.
Also see "Shipmaster's Report".
HEALTH: Health Officer boards shortly after berthing but Agent must be advised before arrival if suspected disease or fever on board. Health clearance in one Moroccan port holds good for the next.
RADIO: Casablanca Radio for normal traffic or Safi Radio for local R/T traffic. Harbour Radio VHF Channel 16.
TUGS: Tugs stand by vessel inside breakwater and, usually, ship's lines are used.
BERTHING: Vessels berth in order of arrival. Port used for export of manganese and barytes. No night entry after 1900 hrs.
STEVEDORES: Gangs are arranged by vessel's Agent. Night work is possible from 1800 to 2200 hrs. and, very exceptionally, until 2400 hrs.
MEDICAL: Advance notice of required medical attendance is advisable but not essential. Modern hospital and clinic are available. Vaccination is only necessary when vessels have called at cholera and yellow fever ports.
TANKERS: Only small tankers used in this port. White products and gas oil imported; no export. Ammonia tanker berth max. draft HW 30 ft.
DENSITY: Density varies between 1024 and 1026.
FRESH WATER: Availability not limited; by hoses from quay.
FUEL: Limited supplies gas oil; diesel available but must be stemmed. Fuel oil and large quantities diesel, gas oil can be delivered by tanking lorry from Casablanca.
CONSULS:

Denmark	Tel: 30.39	France	Tel: 27.97
El Salvador	Tel: 28.76	Portugal	Tel: 23.58
Finland	Tel: 31.40	Sweden	Tel: 29.06

REPAIRS: Major repairs not possible; small workshops only for repairing fishing boats.
GANGWAY/DECK WATCHMEN: Watchmen necessary. One watchman day and night.
OPENING/CLOSING HATCHES: Normally done by crew but can be arranged by stevedores with advance notice.
CUSTOMS ALLOWANCES: 200 cigarettes, and one open bottle of spirit allowed each man. Bond is sealed and heavy fines are imposed by Customs for smuggling.
REPATRIATION: Repatriation by air or sea through Casablanca, 150 miles away.
AIRPORT: Nearest at Casablanca, served by principal European airlines.
TIME: GMT. No changes.
HOLIDAYS: On the following holidays no work is possible: 1st January (New Year's Day); 3rd March (Coronation Day); 1st May (Labour Day); 18th November (Independence Day). Other Moslem and Christian holidays are subject to last minute decisions as far as tariff is concerned, but work can be arranged.
TELEPHONES: No telephones can be placed on board. Public telephone available on the quay during working hours only.
SHORE LEAVE: Police permits are required by crew and are delivered by Immigration Authorities.
IDENTIFICATION CARDS: These are needed.
GENERAL: Masters are strongly advised to take local currency from their Agent. Landing of foreign currency encourages black market transactions and incurs confiscation and heavy fines as well as delays by the Customs Authorities.

SHIPMASTER'S REPORT: January 1983.
Max. Size: Max. draft on entry was said to be 35 ft. (10.67 m.) on HW.
At Phosphate Wharf vessels loading to more than 8.8 m. must – due to berth/draft restrictions – work for completion on HW. Max. LW draft at inner end was given as 9.3 m. minus 0.5 m. for surge effect.
Air draft problems affect large vessels in ballast and it is advisable to keep tank ballast in until alongside.
Conveyor outreach limits can cause problems for wide beam twin hatch vessels.
Berthing: Restriction on night entry on longer vessels applicable. (This vessel sailed at 2300 hrs. on HW with a draft of 10.54 m. Pilot transferred to another large deep draft vessel which was to move into our berth after we cleared).
Stevedores: At Phosphate Wharf, 24 hour working to suit tides, via 2 conveyors each of capacity 750 t.p.h., weights found to be accurate.
General: Small amounts of foreign currency may be taken/used ashore; occasionally gate officials enter amount on back of landing permit.
Phosphate company generally require all final ships' paperwork to be signed in their office ashore.

AUTHORITY: Capitainerie de Port.

TANGIER: 35.47 N. 05.48 W. (See Plan)

PORT LIMITS: To the South by the coast and port installations and to the North by a line joining Pointe de Malabata and the Mouth of L'Oued Elyhoud.
DOCUMENTS: Required on arrival:
Health Declaration.
2 Crew Lists.
7 Cargo Manifests.
5 Lists of Passengers Disembarking.
4 Lists of Passengers in Transit.
Required on departure:
5 Cargo Manifests.
5 Manifests of Passengers Embarking.
PILOTAGE: Pilotage is compulsory for ships of more than 50 g.r.t. for entering, leaving and shifting in harbour. Departure possible throughout 24 hours. Pilot on VHF Channel 16/12 throughout 24 hours. Vessels should advise arrival 6 hours and 1 hour in advance.
Pilot boards 0.5 miles North of head of breakwater.
ANCHORAGES: There are good anchorages to the East and Southeast of the breakwater head in depths of 10 m.–16 m.
RESTRICTIONS: The harbour area between the breakwater and the extremity of the main pier has a minimum depth of 9 m.
Wreck Buoy: It is very important that vessels keep the wreck buoy (35° 47.27′ N., 05° 47.05′ W.) on their port side when entering the port.
HEALTH: Apart from the international laws which must be obeyed, vessels coming from an infected area must send in advance (12 hours) a telegram to "Saniport Tangiers" describing the state of the vessel and persons on board.
Vessels having a sick person on board to be landed at the port must send a telegram as soon as possible to "Saniport Tangiers" with all details concerning the case to be brought ashore and await the corresponding reply.
Evacuation of sick persons is effected by ambulance, either municipal or private, after having advised the Port Health authorities.
RADIO: Tangiers Radio listens on 2182 kHz and VHF Channel 16. Weather forecast at 0915 hrs. and 1630 hrs. GMT on 1911 kHz.
TUGS: The port owns 1 tug of 1,500 h.p.

BERTHING: Mole de Commerce:

Berth	*Length* (m.)	*Depth* (m.)	*Remarks*
TC	114	12.0	Large Cargoes
Quai C1 & C2	170	12.0	TC and Various
P1	130	9.0	Cereals
P2	100	6.0	Containers
P3	100	6.0	Containers
P4	100	4.0	Tugs
P5	100	2.5	Fishing Boats
P6	100	8.5	Liners
P7	100	8.5	Cruise Ships
P8	100	8.5	Various
T1	120	5.0	Small Car Ferries
T2	120	5.0	Small Car Ferries
T3	115	4.0	Small Car Ferries/Ro-Ro
T4	165	6.0	Large Car Ferries/Ro-Ro
Ro-Ro	130	6.0	Ro-Ro Terminal
Post Petrolier	115	9.0	Tanker Terminal
Quai Peche	270	2.0 – 3.0	Fishing
Quai Capitainerie	180	2.0 – 3.0	Fishing/Yachting
Quai Barcasse	190	2.0 – 3.0	Fishing
Quay Alyscaphes	160	2.0 – 3.0	Navy

CRANES:

2 rail mounted cranes with capacity of 10 tons.
4 rail mounted cranes with capacity of 6 tons.
2 mobile cranes, lifting capacity 6 tons.
1 mobile crane, lifting capcity 3 tons.
1 container crane with capacity of 45 tons.
1 crane, lifting capacity 30 tons.
1 autocrane for heavy goods with capacity of 30 tons.

STEVEDORES: Working hours: 0700 hrs. – 1500 hrs., 1500 hrs. – 2300 hrs.

MEDICAL: Hospital and clinics are available.

TANKERS: Length of berth 115 m. Butane gas carriers also handled.

FRESH WATER: Available.

FUEL: Only available to fishing vessels.

CONSULS:

Finland	932085	Spain	935625
France	932039	Sweden	935872
Italy	931064	Switzerland	934721
Netherlands	932145	United Kingdom	935895
Norway	937173	U.S.A.	935904
Portugal	931708		

REPAIRS: Slipway for fishing vessels.

GANGWAY/DECK WATCHMEN: Advisable, order through Agent.

AIRPORT: International airport 12 km. from port on the road to Rabat.

TIME: GMT. No changes.

TELEPHONE: Installation only possible at the jetty.

POLICE/AMBULANCE/FIRE: Police: Tel. 19; Town Ambulance: Tel. 932444, 934242 and 937683; Private Ambulance: Tel. 921089; Fire Brigade: Tel.15.

GENERAL: *Tides:* Height of Springs, 2.20 m. Height of neaps, 0.50 m.
Wind: (October – May) W. and S.W., (May – October) E.N.E. (sometimes Force 8).
Swell: From the N.W. in Winter which creates fairly rough seas in the port.
Currents: Insignificant.

AUTHORITY: Direction d'Exploitation du Port de Tanger, B.P.305, Tangier, Morocco. *Tel:* 936040/45. *Telex:* 33690. *FAX:* 931505. *Contact:* Port Director (Tel: 936040). Port Captain (Tel: 931882). Commercial Division (Tel: 936040).

TAN-TAN: 28.29 N. 11.01 W.

The following is a translation of French Notices to Mariners.

The new fishing port of Tan-Tan is situated close to and to the S.W. of Cape Nachtigal. The main breakwater is 1,698 m. long, running N.E. for about 900 m. and then to the East towards the coast. The counter-dyke (230 m.) is perpendicular to the main breakwater at about 100 m. from its end. In the extension of the counter-dyke, and starting from the coast, the cross dyke is 548 m. long.

The port entrance faces S.W., the passage is about 100 m. wide between the ends of the counter-dyke and the cross dyke.

The port has 2 berths with 6 m. and 4 m. depth, one berth on the cross dyke and the other on the main breakwater. It also has a slipway 100 m. long and 50 m. wide.

Inside the port care must be taken when the winds are from West to North which produce a fairly strong undertow.

In October 1979 there were no lights or buoys. Arrival by day is recommended. A characteristic gap in the cliff and buildings to the N.E. of the port, together with a mountainous summit to the South will be seen. To the North of the main breakwater, the sea breaks over a barrier reef. Near the port the current runs Southwards.

Anchoring is possible in 12 m. – 13 m. of water, with sandy bottom and very firm, 1.2 miles to the W.S.W. of the end of the main breakwater.A shallow of 6.4 m. is located 0.5 miles to the West of the end of this breakwater.

VILLA CISNEROS (Dakhla): 23.42 N. 15.55 W.

DOCUMENTS: *Foreign Vessels*

Crew List.
Health Pratique.
Passenger List.
Cargo Manifest.
Safety Equipment Certificate.
Radio Safety Certificate.
Seaworthiness Certificate.

PILOTAGE: Pilot is necessary to cross the bar and for river navigation. Pilot joins at anchorage. Pilotage compulsory for all vessels over 50 g.r.t. Contact Pilot by radio-telephone, via Port of Villa Cisneros Radio operating on 2182 and 2626 kHz from 0800 to 1300 hrs. and from 1500 to 2000 hrs. GMT.

ANCHORAGES: In depths of more than 10 m. about 0.6 miles East of the breakwater head. This situation is well protected from swell from the S.W. but open to winds from the N.E. which are frequently strong creating difficult conditions for very small vessels. There are no mooring buoys.

Vessels loading transhipment cargo anchor in position with Punta Galera Light bearing 030°T, 1.2 miles off. The prevailing winds blow mostly from the North up to Force 3 with a long low swell mostly from a Northwesterly direction.

MAX. SIZE: Length 100 m., beam 12 m., draft 5 m.

HEALTH: Masters are required to complete a health certificate for the Port Captaincy declaring that the vessel has not called at any infected ports.

TUGS: None available, only one small launch which may assist.

BERTHING: Breakwater of 750 m. length extends towards the S.E., berths alongside the last 200 m., 1 concrete pier for small vessels, 3 small jetties enclosing 2 docks, can be used by vessels of medium size.

STEVEDORES: Employed by Port Authority and engaged by ship's Agent.

MEDICAL: Hospital available for any kind of medical attention; doctors and ambulance service available.

TANKERS: Moor at Jetty No. 2. Pipe-lines 4 in. diameter.

FRESH WATER: On the quays are 3 hydrants, capacity 3 t.p.h. and 4 of 2 t.p.h.

FUEL: Atlas Company can supply fuel subject to advance notice.

CONSULS: No local representation.

REPAIRS: Only facilities for very minor repairs.

OPENING/CLOSING HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: Crew are allowed to take only sufficient tobacco ashore for their own consumption. It is not permitted to take alcohol ashore.

REPATRIATION: Can be arranged provided that documentation is in order.

AIRPORT: Situated 1 km. from the port. 5 flights per week.

TIME: GMT is used all year round.

HOLIDAYS: Mohammedan Holidays: Aid el Queber (2 days); Aid el Mulud (1 day); Aid el Seguer (2 days).

POLICE/FIRE/AMBULANCE: Police Station situated 100 m. from the quays. Fire, Tel: 18. Ambulance, Tel: 17.

SHORE LEAVE: Allowed without restriction.

IDENTIFICATION CARDS: Seamen going ashore must take an identity card or a shore pass, issued by the Master.

Mozambique

BEIRA: 19.46 S. 34.50 E. (See Plan)

PORT LIMITS: Vessels are considered to be "arrived ships" when they enter the pilotage area, i.e. when they enter within a radius of 5 miles from the "P" Buoy (Pilot Buoy). The custom of the port is that vessels are in "Free Pratique" only when they have entered port and have been cleared by the Immigration Authorities. Immigration will only clear vessels in port.

DOCUMENTS:

Customs Clearance from Last Port.
Declaration of Health (Form Modelo No. 101-s.s.).
2 Sets Vaccination Lists.
7 Crew Lists.
7 Passenger Lists (with Passport Nos.)
2 Stores Lists (Lista De Mantimentos).
2 Crew Declarations (Company Form).
3 In-Transit Cargo Lists (Tonnage and Main Items) Company Form/Letter.
3 Hazardous Cargo Manifests.
Register of Entrance (Form DSM-079) (To Pilot).

Note: Shore passes issued at gate in exchange for Seaman's ID Card/Book. Radio Pratique not available.

PILOTAGE: Compulsory for all ships other than naval vessels, fishing vessels, pleasure craft and Mozambican registered coasters. Coasters only to/from inner anchorage.

Ship's name, ETA and draft should be radioed via Beira Radio, call sign CRS, 24 hours in advance to Port Captain Beira and owner's Agent.

Buoy "P": Lat. 19° 52′ 47″ S., Long. 34° 57′ 21″ E.

VHF Channels 16, 12 and 10 (plus most intership channels). Report arrival to Pilot on VHF Channel 16 or 12.

Unless instructed to the contrary by the pilot boat, vessels with a draft under 25 ft. anchor by "P" Buoy, 19° 52′ 47.3″ S., 34° 57′ 21.1″ E., and vessels with draft over 25 ft. anchor between "P" and "A" Buoys, 19° 56′ 20.1″ S., 35° 02′ 44″ E.

Pilot service is suspended when there are Force 7 winds from S.W.

ANCHORAGES: At Bar, "P" and "A" Buoys as indicated above. There is anchorage for 4 – 6 ships, depending on size (with draft under 6.0 m.), in inner harbour off Cabedelo sandpit.

RESTRICTIONS: Ships with draft 16 ft. and under can enter at any time. Ships with draft over 16 ft. generally enter 2 hours either side of high water.

MAX. SIZE: Max. permissible length about 800 ft. Max. permissible drafts between 31 ft. – 34 ft. at springs, depending on depth alongside, about 27 ft. – 29 ft. at neap tides.

HEALTH: Vessel to radio "Sanidade Maritima", Beira, their ETA and "All Well". If "All Well", Health Certificate given by Pilot.

RADIO: Cape Town Radio.

VHF: Beira Pilots and Beira Port Control on VHF throughout 24 hours.

TUGS: Join incoming vessels at inner anchorage, about 1 mile distant from quays. Ship's lines used. 2 tugs available, up to 2,200 h.p.

BERTHING: No night berthing done unless with prior consent of Chief Pilot, otherwise no specific requirements.

Pungue Wharf:

Berth No.	*Depth* (ft.)	*Length of Berth* (ft.)	*Cranes* (Electric)
Fishing Wharf:			
1			3× 5 tons
Container Terminal:			
2, 3, 4, 5	34	2,115	2×50 tons gantries
General Cargo Terminal:			
6	29	540	4× 5 tons
7	29	540	1×10 tons 4× 5 tons
8	30	630	Coal conveyor
9	30	540	1×10 tons 4× 5 tons
10	30	550	1×20 tons 4× 5 tons
Oil Terminals:			
11	31	560	Oil Terminal
12	45	787	New Oil Terminal (To be operational April/May 1994)

Berth No. 1: Generally used by trawlers and coasters.

Berths No. 2, 3, 4, 5: Located at the Container Terminal and used mainly by container, Ro-Ro and general cargo vessels loading granite, copper and sawn timber.

Berths No. 6, 7, 9, 10: Used by general cargo vessels loading logs and cereals and discharging cement, cereals in bulk and general cargo.

Berth No. 8: Used by vessels loading cattle and discharging vegetable oil, tallow and molasses in bulk.

For loading of coal, there is a conveyor belt with one spout.

Range of Tides: 15 ft. – 21 ft. Maximum depth of water should only be taken as an approximate guide as actual depths are dependent on the port dredging programme. Maximum permissible draft for turning ships round at or off the wharves is 30 ft.

CARGO HANDLING FACILITIES: There is a mechanical appliance at No. 8 Berth Pungue Wharf, used for coal. This appliance is new and has never been used but it has been designed to achieve 700 t.p.h.It is also equipped with 1 spout.

Container Cranes: 3×40 tons capacity.

Mobile Cranes: 25 cranes with capacity 1-10 tons.

Electric Cranes: See "Berthing" – Pungue Wharf.

Molasses: Storage tanks, capacity 18,000 tons. Served via No. 8 Berth.

Vegetable Oils and Tallow: 5 tanks with total capacity 1,800 tons.

STEVEDORES: Ordered by Agent. Vessels should advise Agent their ETA at least 48 hours in advance.

Port Cargo Working Hours: (3 shifts throughout all days): 0700 – 1500 hrs., 1500 – 2300 hrs., 2300 – 0700 hrs.

From 1500 hrs. Saturday until 0700 hrs. Monday – all overtime.

MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid cholera and yellow fever certificates on international forms. Vaccination/ fever inoculations and certificates may be obtained ashore if required.

TANKERS: *Berth No. 11:* Discharge lines white and black oils, 2×10 in. lines feeding into 12 and 14 in. lines leading to storage tanks. Also a 22 in. discharge line for crude oil. No slop discharge facilities.

Berth No. 12: New oil terminal expected to be operational in April/May 1994.

Terminal equipped with 3×10 in. hydraulically operated loading arms, one hose derrick and various lengths of loading hose. Slop system available. Products handled: Diesel, petrol, fuel oil, jet fuel, av. gas, kerosine and solvents.

Note: The terminal is designed to accommodate tankers up to 50,000 d.w.t. However, the access channel has to be dredged first. As yet, there is no information as to when this will take place.

Also see "Shipmaster's Report" dated January 1994.

DENSITY: In harbour area allow 3 to 4 in.

FRESH WATER: Available at Berths No. 6, 7, 9 and 10. Rate depends on the city pressure.

FUEL: Fuel oil 1,000 Secs R. viscosity, marine diesel 43.1 Secs R., diesel 34.1 Secs R. 3 – 4 days' advance notice required. Bunkers delivered when alongside, no bunkering barge available.

CONSULS: Belgium, Netherlands, Portugal and Zimbabwe.

REPAIRS: Most types of deck and engine repairs are possible, but major repair jobs are not undertaken.

DRY DOCKS: 1 dry dock 115 m.×17 m.×8.5 m., suitable for ships up to 5,000 tons, LOA 377 ft. and max. beam 55 ft.

GANGWAY/DECK WATCHMEN: Compulsory to employ watchmen to prevent pilferage.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

CUSTOMS ALLOWANCES: There is no restriction on crew member holding in his cabin any amount of tobacco/wine, spirits.

CARGO GEAR: All gear supplied by stevedores except rain tents and special spreaders for heavy lifts.

REPATRIATION: Facilities exist and a valid passport is necessary as Immigration Authorities do not recognise a Seamen's Book as a valid travel document.

AIRPORT: Beira Airport situated 7 miles from port and is served daily by domestic airline which maintains flights to Nampula, Quielimane, Tete and Maputo, from where international flights are available.

International flights from Beira to Harare (Zimbabwe) only on Monday, Wednesday and Friday, preferably to be booked in advance.

TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during year.

HOLIDAYS: January 1st (New Year's Day); February 3rd (Hero's Day); April 7th (Woman's Day); May 1st (Labour Day); June 25th (Independence Day) and September 25th (Army Day).

POLICE/AMBULANCE/FIRE: Port Police (Tel. 22920); Ambulance (Tel. 22442); Fire (Tel. 22222).

TELEPHONES: No telephones placed on vessels.

SERVICES: Services normally available for tank cleaning, compass adjusting, minor repairs to radar and radio.

SHORE LEAVE: Crew members and officers are allowed ashore, and shore passes are issued against Seaman's Book or Passport.

IDENTIFICATION CARDS: Required. Passport if possible, otherwise Seamen's Book.

DELAYS: Generally no delays, but sometimes 24 – 48 hours' delay following rain or bunching of arrivals.

GENERAL: Beira port works 24 hours per day, 7 days a week (except 25th December and 1st January). Overtime to be requested by vessel's Agent.

DEVELOPMENTS: A long term master plan is to be undertaken.

The plan includes a new coal terminal for vessels up to 125,000 d.w.t. and a new bulk terminal for sugar and cereals. The access channel will also be deepened in order to accommodate larger vessels.

SHIPMASTER'S REPORT: January 1994.

Approaches:

(1) New buoy Fl. 2 every 10 secs. (Racon "M") established in position Lat. 20° 08.98′ S., Long. 35° 20.03′ E.
This marks the shoal patches to Southwards.
(2) "A" Buoy operational (Racon "C").
(3) Following non-operational:
  Savane Lt.
  Macuti Lt.
  Macuti D/F Beacon and Aero D/F Beacon.

Anchorage: All vessels, apart from shallow draft coasters, anchor to Eastwards of "A" Buoy whilst awaiting Pilot. Ample water available.

Pilotage: Pilots meet vessels between "P" Buoy and Buoy No. 2.

Beira Pilot can be contacted on VHF Channel 12 and Port Control on Channel 16.

Port meetings are held at 1030 hrs. local time every day, and berthing information is available from 1100 hrs. onwards.

Shoal Patch: Immediately before the buoys marking the Western end of the Macuti Channel, a sand spit has encroached into the channel from the North. This is marked by a green buoy. On passing this buoy, we had a 2.0 m. underkeel clearance at high water (draft 8.72 m.).

Berth: Tankers berth at Quay No. 11, but a new terminal is under construction some 5 cables up-river of No. 11, and according to information will be operational by the end of February 1994.

When mooring starboard side to at Berth No. 11, ropes are sent out in following sequence:
(1) 2 springs fore and aft.
(2) 4 breast ropes forward to buoy.
4 stern lines aft.
(3) 2 headropes forward to head buoy – These ropes have to be long ones.

During spring tides, the port requires a tug to hold up for approximately 4 hours during the worst of each ebb. This is because the outgoing tide runs off the bank and pushes the vessel away from the berth.
Discharge: The rate is good and we averaged 1,000 t.p.h. whilst discharging two grades.
Water: Difficult to obtain at Berth No. 11, as no pipeline, and would have to be delivered by road tanker. Hoses to be supplied by ship. At present, Beira only has water turned on for 2 hours daily.

AUTHORITY: Direccao do Porto da Beira. *Tel:* 321236 (Pilot Station). *Contact:* Captain Jan Waterdrinker, Port Captain.

AGENT: King and Sons (Beira) Lta., P.O.Box 1485, Beira, Mozambique. Tel: (27) 258-3-328620. Telex: 7393. Cables: Baronet, Beira.

MAPUTO: 25.59 S. 32.34 E.

DOCUMENTS:
6 Crew Lists.
1 Stores List.
6 Passenger Lists.
Last Port Customs and Port Clearance.
1 List of Ports of Call.
1 Health Declaration (given by Pilots on arrival).
1 Entrance Report (given by Pilot on arrival).
1 Customs Entrance (given by Agent on arrival).
1 Railway Statistics Form (given by Agent on arrival).
Shipmaster's Report: March 1981.
Same as Beira Report except:
6 Crew Lists (1 to Pilot).
Stores List.
6 Passenger Lists.
1 Crew Declarations.
1 List Ports of Call.
In Transit and Hazardous Cargo List is required.

Notes: Immigration requires all-hands muster with I.D, Card/Book on entering and sailing.
Immigration Clearance: Inwards: 0600 – 1800 hrs. only inside harbour proper. Outwards: 0600 – 2400 hrs. except in special circumstances.

N.B. Vessels at the pilot station cannot obtain Pratique because this includes Immigration Clearance and can therefore be considered as not having arrived or not being in all respects ready to load.

PILOTAGE: Compulsory. Available during daylight hours only.

Pilot granted only if 16 hours' notice of ETA given.

On arrival vessels can contact Pilot on VHF Channel 16 (working on Channel 14).

The pilot ladder is used together with the accommodation ladder in order that the Pilot has a climb of 9 ft. on the pilot ladder.
Pilot Boarding Position: Pilot boards at Buoy No. 4 (South).

ANCHORAGES: Inside harbour: One each for vessels drawing 33 ft., 31 ft., 27 ft. and 26 ft. respectively. Six for vessels between 17 ft. and 19 ft. Vessels delayed in berthing are brought in from pilot station at port's convenience.

RESTRICTIONS: Berthing and Unberthing only during daylight hours.

MAX. SIZE: Maximum draft is 7.5 m. plus height of tide (Max. 3.8 m. HWST) = 11.3 m. Also see "Berthing".

The controlling factor is the depth in Polona Channel, which in August 1988 was 35 ft.

HEALTH: Pratique granted by Pilot unless disease prevalent on board when Masters should telegraph "Saude" Maputo.

RADIO: Advice of arrival 16 hours before to the Harbour Master or Chief Pilot and Port Health should be sent through the station C9C (Naval), operating 24 hours on 500 kHz, replying on 487 kHz, also 2000 to 0500 hrs. GMT on 8356 kHz to 8376 kHz (replying 8642 kHz) and 0800 to 2000 GMT on 12534 kHz and 12564 kHz (replying 12990 kHz). All other non-official messages through station CRL, operating 0200 – 1800 GMT on 8 MHz at even hours, 0400 to 1800 GMT on 4 MHz at even hours plus 30 minutes (answering on 4259 kHz). Continues watch 0200 – 0400 GMT on 4 MHz. Radio telephone through CRL on 2132 kHz at even hours plus 45 minutes 0600 – 1700 GMT answering on 4415 kHz.

VHF: Pilot boat and Port Radio operate on Channel 16 (calling) and Channels 12 and 14 (working) from 0530 to 1830 hours.

TUGS: 2 tugs available, 3,200 h.p. and 2,300 h.p.

BERTHING: *Main Wharf:* All facilities owned and operated by Caminhos de Ferro de Mocambique (CFM), including stevedoring.

Dimensions: Wharf is in an uninterrupted line running roughly N.E./S.W., accommodating 12 – 15 vessels. Length: 3,275 m. Depth 9.0 m.
Grain: For loading or discharging bulk grain there are 2 Buhler machines at a berth with 33 ft. depth of water LWOST. About 120 t.p.h. A recent vessel averaged 2,900 tons per day. Bagging plants handle 1,000 bags per hour.
Bulk Loading Terminal: Length 210 m., depth 10.0 m. (max. sailing draft 11.3 m. (HWST) and 10.0 m. (HWNT). Terminal equipped with 2 shiploaders, 2 discharge/reclaimers, 2 wagon tipplers and conveyor system.
Coal: The best loading rate, in theory, is about 12,000 tons per day, however, in practice, allowing for shunting trucks, warping ship, etc., average rate is about 4,000 – 4,500 tons per day. In mid-1988 a vessel achieved 18,000 tons in 24 hours.

The length of the chute is 181 m. and it operates between angles of 46° and 58° to the perpendicular. At 46° the tip of the chute is 4.80 m. above wharf level and 9.50 m. from the wharf edge. At 58° the tip of the chute is 7.60 m. above wharf level and 11.80 m. from the wharf edge. At lowest spring tide the water at the coaling berth is 5.90 m. below wharf level and at highest spring tide 2.15 m., the difference between max. extremities being 3.75 m.
Sugar Terminal: Terminal equipped with 2 shiploaders and conveyor system from storage sheds. Sugar discharged from railway wagons by overhead cranes and grabs into hoppers which feed conveyors to storage sheds. The daily intake capability of installation is 2,000 tonnes and it has storage facilities in three sheds with a capacity of 40,000 tonnes each. Daily discharge rate 10,000 tons. Length of berth 200 m. Depth alongside 9.7 m.

Also see "Shipmaster's Report" – July 1988.
Steel Terminal: Adjacent to the Container Terminal. Length 200 m., depth 9.7 m. Terminal equipped with 4×20 tonnes electric quayside cranes and 20 tonnes capacity forklift trucks. Storage area for approximately 20,000 tonnes.
Container Terminal: Length 300 m., depth 9.7 m. Terminal equipped with 2×35 tonnes ship to shore gantry cranes for 20 ft. – 40 ft. containers, 1×35 tonnes and 8×20 tonnes forklift trucks, 10 MAFI/tugs and trailers and 3×40 ton heads/trailers. Storage capacity of terminal approximately 1,300 teu's.
LPG Carriers: Berth at Matola Ore Berth.
Timber: Vessels berth at Matola, Post No. 1 (P.I.). Max. draft 32 ft. Max. LOA, 600 ft. Vessels over 550 ft. LOA and draft over 25 ft. berth and sail during daylight hours only.

STORAGE CAPACITIES:
Ore and Coal Dumps: Gorjao Wharf.

	Tons
Coal	200,000
Ores	20,000
Copper	40,000
Vermiculite	4,000
Steel, Beams and Billets	100,000
Vanadium	7,000
Containers	1,000 TEU

Oil: Storage capacity 200,000 tons.
Molasses: 4 tanks, capacities 6,000, 9,000, 11,000 and 7,000 tons.
Fruit: 7,500 tons (1.133 cu.m./ton) in 100 chambers.
Fish: 200 tons.
Ore: Via Ro-Con unit attached to container cranes, rate 5,000 tons per day.
Sugar: See "Berthing".

CRANES: *Electric Cranes:* 75 units with capacity 3 tons to 60 tons.
Mobile Cranes: 15 units with capacity 3 tons to 20 tons.

Heavy lift crane with capacity of between 60 tons – 80 tons.

STEVEDORES: *Working Hours Monday through Sunday:*
0700 – 1100 1300 – 1700
1900 – 2300 0000 – 0600

All above periods are considered normal time.

MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid yellow fever certificates (cholera certificate too if cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required. Men for sick parade must first go through the port doctor whose hours are week-days 0800 – 1130 hrs. and 1400 – 1730 hrs.; Saturdays 1000 – 1130 hrs., but always available on an emergency call.

TANKERS: Matola Mineral Wharf, 35 ft. LWOST, max. length of vessel 200 m.

Tanker Terminal: "T" jetty, 60 m. in length with mooring dolphins. Depth alongside 10.0 m. Pipeline from jetty to oil storage farm.

DENSITY: Average 1022.

FRESH WATER: Available at all berths, not available ex-barge.

FUEL: Vessels can be supplied from pipelines whilst working at all berths, including the Matola Appliance and Tanker jetty, but excluding the new wharf extension, where pipes have been laid but the system is not yet ready for delivering bunkers. The rate of delivery varies between 300 t.p.h. and 500 t.p.h. depending on the type of vessel taking bunkers. At present, supplies of gas oil and marine diesel oil are not in very plentiful supply, recommended to stem as far in advance as possible.

CONSULS:
Belgium
Brazil
Bulgaria
China
Congo
Cuba
Czech Republic
Egypt
France
Germany
Greece
Guinea
Hungary
India
Iran
Italy
Korea
Lesotho
Libya
Netherlands
Nicaragua
Nigeria
Pakistan
Poland
Portugal
Romania
Russia
Spain
Swaziland
Sweden
Switzerland
Tanzania
United Kingdom
U.S.A.
Vietnam
Yugoslavia
Zaire
Zambia
Zimbabwe

REPAIRS: No dry dock except for small coasters. Facilities for most normal work, except underwater riveting, cutting and welding, and shaft balancing.

WATCHMEN: Strongly recommend employing services of a local watchman, who will also control visitors and labour passes.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.

CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

CUSTOMS ALLOWANCES: Bonded stores are usually not sealed.

REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Mozambique. A valid Passport and visa is necessary as Immigration Authorities do not recognise a Seaman's Book as being a valid travel document.
AIRPORT: Maputo International Airport 4 km. from port.
HOLIDAYS: No cargo work on 1st January, on other holidays, work continues normally in the port.
TIME: Local time GMT plus 2 hours. No alterations made to clocks during the year.
TELEPHONES: A telephone will be placed on board the vessel.
SHORE LEAVE: Crew are allowed ashore, from 0600 hrs. – 1700 hrs. excepting nationals of those countries not maintaining diplomatic relations with Mozambique.
IDENTIFICATION CARDS: Crew and passengers are issued with Immigration Boarding Permits and they must be carried at all times. (Such permits to be returned to Immigration Officer prior to sailing.)
GENERAL: Crew and passengers not to take photographs in the dock area. Permission through Agent required to lower any boats or gear overside into the water or on to the wharf.

Do not immobilise main engines or carry out engine trials at the wharf until permission has been obtained by the Agent as the Authorities require vessels to maintain sufficient steam for main engines to be used at 2 hours' notice.

Customs guards to be supplied with meals and accommodation whilst at Inner Anchorage and alongside the wharf otherwise cost per guard will have to be paid by Agent on Owner's behalf.
DEVELOPMENTS: New buoyage system being installed.

Dredging in progress.

SHIPMASTER'S REPORT: April 1987.

The following navigational problems were encountered when arriving from South:
Canal Do Sul: The Canal Do Sul is closed and the buoys indicated on BA. Chart No. 644 no longer exist. All ships have to proceed via Canal Do Norte.
Canal Do Norte: It is advisable to proceed in daylight only as most of the buoys are missing or out of position.

Pilot boarding position is at Buoy No. 4 (25° 56′ S., 32° 45′ E.). No pilot launch available during our visit so outbound and inbound ships sometimes exchange Pilot with their own lifeboats. If one of the tugs is in operation, pilot will embark with that tug.

Berthing and unberthing was made without tugs using one anchor.

Most of the cranes were non-operational.

Before departure a thorough search for stowaways is to be made.

Due to problems of pilot transportation, Masters are sometimes asked to proceed outbound without pilot through Canal da Polana, this means dropping Pilot at Buoy No. 15. This is not to be recommended as positions of buoys are doubtful and numerous small fishing craft cross the channel.

When a tug is available the Pilot disembarks at Buoy No. 10.

Special attention has to be paid to Xefina Bank which is extending southwards.

SHIPMASTER'S REPORT: July 1988.
Vessel: 20,900 d.w.t.
Cargo: Loaded 17,500 tonnes of bulk raw sugar at the Sugar Terminal. Vessel used 2 loaders alternately at 500 t.p.h.
Sailing Draft: Forward: 9.2 m. Aft: 9.3 m.
Approaches: North Channel: Navigation limited to daylight hours only as some channel buoys are missing and some are unlit. IALA system used, red to port and green/black to starboard.
B.A. Chart 644:

Lacerda lighthouse unlit.

Macomana lighthouse unlit.

Necessary care must be taken when approaching No. 2 N. Buoy for clearing Baixo Cutfield Shoals.

No. 2 N. Red buoy missing.
No. 4 N. Red buoy in position but unlit.
No. 1 N. Black buoy missing.
No. 3 N. Black buoy missing.
No. 6 N. Red buoy in position but unlit and rusted.
No. 3 Black buoy in position but unlit.
No. 3 A. Green buoy is a new buoy laid in position Lat. 25° 55.5′ S., Long. 32° 51.2′ E. (approximate).

After No. 3 Buoy, steer to pass close East of No. 3 A Green buoy and then with approximate course 268° to No. 4 Red buoy which is the Pilot's boarding position.
Pilotage: Pilots are experienced and cooperative. Pilot ladder required on the leeside, combination with accommodation ladder not needed.
Tugs: Two tugs available. One is used for mooring/unmooring and the other for pilot service at Buoy No. 4.
Watchman: Local watchman is compulsory. Special attention is required prior to sailing as stowaways may try to board.
Fresh Water: Plentiful supply, rate about 25 t.p.h.
Provisions: Fresh fruit and vegetables and good provisions available from local market.
General: Extreme caution must be taken when navigating in the North Channel when in a loaded condition, between Buoys No. 4N – No. 6N. In this area the echo sounder shows approximately 30 cm. under keel clearance.

Dredger was working in the Inner Channel, close to Maputo Port.

Passage close to Baixo Rebeiro Beacon not recommended, when in a loaded condition due to suspect depths and at times a strong current.

Most buoys of the Inner Channel was discoloured and rusted.

SHIPMASTER'S REPORT: March 1994.
Navigational: Approaching via Canal do Norte and leaving: Buoy No. 1 N was 3 cables to the North of the position on the Chart B.A. 644. The other small buoy, South of Buoy No. 1 N, was in position. Buoy No. 2 N and Buoy No. 3 N positions were correct, but Buoy No. 4 N was not in the position and was missing. Buoy No. 5 N was 3 cables N.N.E. from the position on the chart. Lacerda Lighthouse and Buoy No. 1 N were giving good Racons. All these positions checked out by GPS Navigator and fixing positions from Lacerda and Riberio Lighthouses.

Pilot embarked and disembarked just in the positions of the symbol on the chart.

After Pilot was dropped, outward bound vessel headed for Buoy No. 5 N and turned hard to port, keeping this buoy very close on the starboard side, then steered North by fixing position from Riberio Lighthouse. Very special attention to the Barra Norte, between Buoys No. 3 N and No. 4 N, as mud patches were seen in the wake, due to insufficient keel clearance. With a heavy swell, there is a danger of touching the bottom.
Berthing: The tugs were old and weak. One was under repair and the other not reliable or efficient. Ship came in to Matola to berth, dropped starboard anchor and turned in a narrow space with tug and propeller. It was a dangerous manoeuvre.
Loading: There was only one chute. The other had been blown into the sea during high winds several months ago. Average daily loading rate was 5,763 tonnes. Quantity calculated with draft survey. Shore scale was not reliable. Bill of Lading weight was fixed by survey calculations. The Matola Pier is also a tanker berth, and Port Authority gives priority to tankers for city supplies.
Density and Tide: Density changes rapidly, so needs to be read at the time of draft check. The cargo quantity to load depends on the tide. We completed the loading with a cargo of 23,052 tonnes, but if we had stayed one day more, we could have loaded another 1,000 tonnes (30 cm. of draft). The problem was Polana Channel's depth. The depth in channel was not reliable due to lack of surveying. The Port Authority required 1.0 m. underwater clearance through this channel.

AUTHORITY: National Directorate of Ports and Railways (DNPCF), P.O.Box 276, Maputo, Mozambique. *Tel:* 28790, 25152. *Telex:* 6-438, 6-208. *Contact:* Mr. F. Ferreira Mendes, National Director.

Maputo Port (CFM-S), P.O.Box 276, Maputo. *Tel:* 27173. *Telex:* 6-208. *Contact:* Dr.F.I. Diniz, Executive Director. Issufu D'Amarcy, Port Director.
AGENT: King and Sons (Maputo) Lta., P.O.Box 2902, Maputo, Mozambique. Tel: (27) 258-1-430021. Telex: 6-276. Cables: Baronet, Maputo.

MOZAMBIQUE: 14.58 S. 40.45 E.

DOCUMENTS:
Customs Clearance from last port.
Port Clearance.
Health Certificate.
6 Crew Lists.
6 Passenger Lists in Transit.
7 Passenger Lists Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Mozambique Cargo.
PILOTAGE: One Pilot available, 24 hours pilot boat is black and grey. Ships take Pilot near Buoy No. 2 (Red Buoy) placed off Goa Island. At night ships should send Morse signals with Aldis lamp to the middle of Mozambique Island (location of port office). ETA should be given as soon as possible to pilot station off Mozambique Island and/or to ship's Agent.
ANCHORAGES: When waiting for Pilot, or due to their draft (more than 30 ft.) ships may drop anchor off red Buoy No. 2 (0.5 miles seawards). Depths between 60 ft. and 90 ft. Bottom with sand and some broken coral; current from North to South, sometimes up to 4 knots.
MAX. SIZE: Only ships with drafts less than 30 ft. can cross the bar and enter the Port.
HEALTH: Quarantine flag should be flown, even after calling at other ports in this country. Health Certificate given by Pilot.
RADIO: Radio Mozambique, call sign CRQ. Also available Maputo or Beira Radio Stations.
TUGS: Tugs are not necessary in this port.
BERTHING: No quay berths. Vessels work cargo at anchor.
STEVEDORES: All requirements on this purpose must be sent to the Agent.
MEDICAL: Medical assistance can be given at any time, even to vessels unable to cross the bar because of draft. Hospital with adequate facilities, and emergency services available.
FRESH WATER: Always available in any quantity. Supplied by barge of 40 tons capacity.
FUEL: Small quantities available.
CONSULS: No local representatives.
REPAIRS: Light repairs can be effected.
OPENING/CLOSING HATCHES: By stevedores.
CARGO GEAR: Vessels anchor in bay and load and discharge by lighter and barges.
HOLIDAYS: 1st January; 2nd March; 1st and 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December. Cargo handling can be arranged on these days.
POLICE/AMBULANCE/FIRE: Maritime Police, Customs and Agents will always be on board during stay.
TELEPHONES: No telephones, but walkie-talkies are available; arrange with Agent.
IDENTIFICATION CARDS: Required.
AUTHORITY: Capitania do Porto de Mocambique.

NACALA: 14.32 S. 40.40 E. (See Plan)

PORT LIMITS: The line joining Ilha Goman to Cabo Columulomo Light at the entrance of Bay of Fernao Veloso.

DOCUMENTS:

6 Crew Lists.
6 Passenger Lists.
2 Supplies Lists.
2 Stores Lists.
4 Cargo Manifests.
3 Cargo Plans.
5 Ports of Call Lists.
2 Animal Lists.
2 Vaccination Lists.
1 Health Certificate.
1 Clearance from Last Port.

These documents are to be completed, and presented, at the time of report to local authorities.

PILOTAGE: Compulsory. Request for Nacala Pilots with VHF radio on Channel 16, and then change to Channel 12 or 11.

Advance notice of ETA and draft are required at least 24 hours before arrival, through the Agent, and then 4 hours before entering Fernao Veloso Bay, via VHF.

The normal area of boarding is usually 2 miles × 237° from the Nacala Lighthouse, except during the period of strong winds from N.E. to S.E., when Pilot will embark inside the Bay if Port Authority give permission. Usual requirements for ladders are in force, and Pilot boarding requires the ladder to be about 3 ft. to 4 ft. above waterline.

ANCHORAGE: After entering the narrow passage between Cape Fernao Veloso and Cape Sacamulo, in the outer anchorage Bay of Muananculo and the inner Bay of Bengo, away from the middle fairway to the harbour. Maximum size of the vessel permissible in the outer anchorage area is about 130,000 d.w.t., and 18.0 m. draft.

RESTRICTIONS: No night time restrictions. Berthing/unberthing might be possible 24 hours a day on request.

HEALTH: International health regulations are to be observed. Any vessel, which is suspect, should inform the Harbour Office.

RADIO: Pilot radio station works with VHF on Channels 16 and 12. Port Tel. No. 526549 and Fax. No. 526390 (Area Code 06).

All early reports, ETAs, draft, etc., should be sent through the Agent or Fax/VHF to the port.

RADAR: No radar installation in the port.

TUGS: 1×960 h.p. and 1×2,640 h.p.

BERTHING:

Quay	*Length* (m.)	*Depth* (m.)
Container Terminal	335	14.0
	37	12.0
General Cargo Terminal	190	9.7
	160	9.0
	225	7.7
	90	7.0

CONTAINER HANDLING FACILITIES: 1,119 ground slots and connection possibilities for 26 reefer units. There is 1×22 ton and 1×5 ton crane for handling containers, and 1×25 ton rail-mounted transtainer for loading and unloading wagons and lorries.

For container handling, there is 1×42 ton front loader with flexible spreader (20 ft. – 40 ft.), and 2×32 ton front loaders.

For long distance transport, there are 3 tractors and 9 trailers with different dimensions.

Also stripping and stuffing operations available, in a 1,480 sq.m. container freight station.

GENERAL CARGO HANDLING FACILITIES: Nacala Port has a covered storage area of 21,000 sq.m., and an open area of about 25,000 sq.m.

For ships' operations there are 1×20 ton, 1×10 ton and 7×5 ton quay cranes.

Forklifts available, equipped also with bale clamps.

BULK HANDLING FACILITIES: Possibilities of handling bulk cargoes, such as grain, fertilisers, etc., at the North Quay.

STEVEDORES: Particulars of cargoes for discharge to be sent, with the ETA message, for arranging the gangs. Normally, the port is working in 3 shifts, from 0700 hrs. to 1500 hrs., from 1500 hrs. to 2300 hrs., and from 2300 hrs. to 0700 hrs. After 1100 hrs. on Saturdays, Sundays and public holidays, the work is charged as overtime, and must be ordered at least 48 hours in advance.

MEDICAL: Nacala Hospital has 3 doctors, and the Military Hospital has one doctor. Dentist available.

TANKERS: Petrochemicals handled at the East end of the General Cargo Terminal (North Quay), with minimum depth of water 9.7 m., and a quay length of 190 m.

The pipeline diameter is 8 in. No slop discharge facilities available.

Maximum receiving rate of about 100 t.p.h. – 120 t.p.h.

DENSITY: 1025 inside the bay.

FRESH WATER: Available in limited quantities by hose from the quay.

FUEL: Marine diesel available, delivered by lorries.

Some delays are to be expected in bunkering operations, due to lack of lorries.

SURVEYORS: Cargo inspectors available.

WATCHMEN: Should be ordered through the Agent, either from the port or other sources. An Immigration Gangway Watchman is always stationed onboard the vessel.

OPENING/CLOSING HATCHES: By crew members.

CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

AIRPORT: In Nacala, there is a military air base, used by civil aeroplanes upon request. No regular service to the Nampula. The nearest commercial airport, about 190 km. from the port, with 5 weekly domestic flights to Maputo.

TIME: GMT plus 2 hours.

HOLIDAYS: January 1st (New Year's Day); February 3rd (National Heroes Day); April 7th (Mozambican Womens Day); May 1st (Labour Day); June 25th (Independence Day); September 7th (Victory Day, commemorating the Lusaka Agreements and the end of the war for independence); September 16th (Nacala Day); September 25th (Armed Forces Day and Revolution Day); December 25th (Family Day).

Vessels are requested to "Dress ship" on these days.

POLICE/AMBULANCE/FIRE: The port has its own Police Force and Fire Brigade. The local hospital has an ambulance.

TELEPHONES: No connections for ships alongside. Public telephones for local or international calls are located in the Post Office building, in the city centre, close to the port.

BANKS: There are branch offices of the following Banks: Bank of Mozambique, Commercial Bank of Mozambique, Standard Totta Bank and People's Development Bank.

SHORE LEAVE: Crew and passengers need an Immigration Shore Leave Permit when leaving the port area.

GARBAGE DISPOSAL: Not available as yet.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: There are no seaman's clubs operating in Nacala. However, there is a local delegation of Club Ferroviario (which belongs to the Mocambique Ports and Railways organisation) and soccer or basketball matches can be arranged if requests are made to the Port Direction. In Nacala city center, which is very close to the port area, there are also religious services available for catholic, protestant and muslim religions as well as postage facilities.

GENERAL: The port authority hopes that the Shipmaster will give any reports about the lighthouses nearby.

SHIPMASTER'S REPORT: June 1988 (Updated 1992).

Port Limits: Vessel considered arrived when at entrance off Pta. Narenque. Free Pratique only granted after boarding by Immigration authorities at inner anchorage (off Baiai De Bengo) or at berth.

Documents: Last Port Clearance, 8 copies Crew Lists, Stores List, Crew Personal Property List, Manifest, Vaccination List and Agent's Forms (given on arrival). Shore passes issued at gate in exchange for Passport, shore leave up to 2200 hrs. only.

Pilotage: Available off Fernao Veloso, with prior arrangement. If B.A. Chart No. 649 on board, then advisable to move in without pilot, as delays are quite normal. Similarly, if outbound it is at Master's discretion (Small coasters only) to drop pilot off the berth or retain his services until past Pta. Narenque.

Pilots can be called on VHF Channels 12 and 16.

Advisable to approach at daybreak as lighthouses are unlit. For the same reason berthing/unberthing carried out in daylight hours only. A small pilot boat is available and Pilot is accompanied by a trainee.

Draft: Very deep water exists. Vessels with drafts up to 14.0 m. can berth at New S.W. Container Terminal. N.W. Quay has depths up to 9.5 m. and Berth No. 4 at N.E. end of N.W. Quay, used for product tankers, has depths of 12.0 m., depending on tide.

ETA: Messages to be radioed via Maputo Agents, who then inform Nacala branch by radio. At least 24 hours to be allowed for this information to reach Nacala.

Tug: One tug available, using ship's lines.

Medical: Minor medical complaints can be attended to by doctor arranged via agent.

Tankers: Discharge through 1×8 in. connection leading to storage tanks about 2 km. away. BP Mocambique in charge of liason, etc. We discharged 3,000 tons of jet fuel in 36 hours.

Fresh Water: Available ex-jetty, but as jetty infested by rats and cockroaches it is not advisable to use same for drinking.

Fuel: Not available.

Watchmen: As per Port Regulations, one watchman is compulsory.

Customs Allowance: No particular restrictions.

Ship's Certificates: Not required to be taken ashore.

Consuls: None.

Repairs: No facilities.

Time: GMT plus 2 hours throughout the year.

Provisions: Minimum amounts of fresh vegetables available locally at market. Currency must be changed officially through agent only and excess returned.

AUTHORITY: Empresa Nacional dos Portos, Direccao do Porto de Nacala, Caixa Postal No. 70, Nacala, Mozambique. *FAX:* (06) 526390.

Contact: Boaventura M.Cherinda, Port Director. Captain Erkki Lantta, Harbour Master.

PEMBA: 13.00 S. 40.28 E.

DOCUMENTS:

6 Crew Lists.
6 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
1 Master's Declaration.
1 Stores and Provisions List.
1 Health Declaration.
5 Sets of Cargo Manifests.
2 Sets of non-negotiable Bills of Lading.
Clearance Documents from last port.

PILOTAGE: It is necessary to order by radio request to Agent 14 hours before arrival.

ANCHORAGES: Vessels may anchor South of the dock about 300 m. off. Other suitable anchorages will be indicated by the Pilot.

RESTRICTIONS: Vessels may enter with Pilot at any hour day or night.
MAX. SIZE: Draft up to 27 ft. 6 in. for berthing.
HEALTH: In case of contagious disease on board, the Port Health Authorities must be advised in advance.
RADIO: Send messages through Beira radio.
TUGS: None available
BERTHING: One berth, length 182 m., depth alongside 28 ft.
STEVEDORES: In ETA message to Agent, indicate number of gangs required and advise quantity and description of cargo for discharge.
MEDICAL: In case of urgency advise Agent by radio before arrival. Hospital facilities available. Vaccinations can be performed.
FRESH WATER: Available.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Not necessary as there is a permanent guard on board.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Bond is not sealed and no restrictions made.
REPATRIATION: Can be arranged.
AIRPORT: Situated 7 km. away. Flights to Beira and Maputo daily.
TIME: GMT plus 2 hours. No alterations during the year.
HOLIDAYS: No work performed from 1700 hrs. Christmas Eve until 0600 hrs. 26th December; no work performed from 1700 hrs. New Year's Eve until 0600 hrs. on 2nd January. Work may be arranged on the following holidays: 1st January, 3rd February, 7th April, 1st May, 25th June and 25th September.
POLICE/FIRE/AMBULANCE: Police, Tel: 2828; Hospital, Tel: 2211.
SHORE LEAVE: Allowed. Except for nationals of countries not maintaining diplomatic relations with Mozambique.
IDENTIFICATION CARDS: Required by police.
AUTHORITY: Capitao do Porto de Pemba.

NOTES

Please also advise Shipping Guides Ltd.

Union of Myanmar (Burma)

YANGON (Rangoon): 16.47 N. 96.15 E. (See Plan)

DOCUMENTS:
Ship's Register.
Crew and Passenger List.
Dangerous Cargo List, if any.
Customs Declaration for Crew and Ship.
Lat Port Clearance.
Safety Radio Certificate.
Safety Construction Certificate.
Valid Cargo Gear Certificate.
International Load Line Certificate.

PILOTAGE: Compulsory. The services of Pilots are required to bring ships alongside.

Vessels bound for the port of Yangon should make for the *Dagon* Light Vessel (China Bakir) Lat. 15° 59.9′ N., Long. 96° 14.5′ E. and then proceed towards *Lanthaya* Light Vessel. Vessels of 26 ft. draft and over should anchor off *Dagon* Light Vessel due to insufficiency of depths at the pilot station at low water, and await instructions from the pilot vessel for embarking Pilot.

Vessels below 26 ft. draft may proceed direct to the pilot vessel for embarkation of Pilot.

The pilot vessel or its relief is normally cruising or anchored at Lat. 16° 11.0′ N., Long. 96° 19.6′ E., approximately 10 miles North of *Dagon* Light Vessel and approximately 2 miles East of Lanthaya Light Float and 42 miles from the Port of Yangon.

ANCHORAGES: Specific areas of the port are reserved for special anchorages as follows:
(a) *Petroleum Anchorage* at Liffey Reach just below Syriam, accommodating 2 vessels.
(b) *Explosives Anchorage* below Admiralty Jetty near Chokey Point.
(c) *Small Craft Anchorage* at King's Bank, accommodating 20 inland vessels and schooners, etc.

ETA: 48 hours advance notice of ETA required, confirmation to be made 24 hours later or one working day ahead of the ship's ETA to enable necessary arrangements to be made regarding Pilots. Information required in the advance notice are:
(a) ETA, *(b)* Fresh Water Draft, *(c)* Speed, *(d)* Gross tonnage, *(e)* LOA and LBP.

RESTRICTIONS: Generally on a flood tide between the time of LW to HW at the pilot station, depending on ship's actual draft and speed in order to obtain sufficient depths at the Outer Bar.

Navigation day and night during river passage, but entry into Inner Harbour is normally restricted to daylight hours.

The Master Attendant regularly issues Draft Forecasts to all vessels Agents advising them of the drafts to be obtained within the next month.

MAX. SIZE: The port is accessible to vessel of 548 ft. LOA, and draft up to 28 ft. at Spring tides. The draft of the vessel entering the river is controlled by the depth available at the Outer Bar, carrying 12 ft. depth at datum. Entry into the harbour is controlled by the Inner Bar off Monkey Point, carrying from 10 ft. to 12 ft. depth at datum. These depths are subject to seasonal variations and are least during the dry season from November to May.

HEALTH:
(a) Maritime Declaration of Health signed by the Master and also by a Ship's Surgeon if one is available.
(b) Valid Derat or Derat Exemption Certificate.
(c) Valid Vaccination Certificates against cholera for crew and passengers (if a certified list of date of expiry of these Certificates is available, the issue of Pratique will be expedited).
(d) Pratique is issued by the Medical Officer on duty, after examination of the crew and passengers of the ship. The Pratique is automatic if the vessel arrives after touching other ports in the country. NO RADIO PRATIQUE IS ISSUED.
(e) Quarantine Clearance on sailing is essential.

RADIO: International single operator watch period for Zone "C". Assigned frequencies are 425, 454, 468, 512, 500 kHz and 2.8, 4.26 MHz, call sign XYCZ.

In cases of inability to contact the pilot vessel by wireless, the Master should send cable to the Harbour Master "Portrust" via Yangon Radio Station, call sign XYR.

Within harbour limits contact can be made with Port Tower by light visual signalling. VHF contact can also be made with Port Tower, call sign XYU, Channel 16 (calling frequency). The working frequencies are Channels 14, 12 and 6 (Hague Convention).

TUGS: Generally not used for mooring and berthing purposes, but available in emergency.

BERTHING: There are 11 wharf berths and 2 pontoon berths for sea-going vessels:

Rice and Farm Produce Loading Berths:
(a) *Hteedan Coal Berth,* length 480 ft., accommodating a vessel of 485 ft. LWOST varies from 23 ft. to 27 ft. approx.
(b) *Hteedan No. 1,* length 456 ft. accommodating a vessel of 460 ft. LWOST varies from 26 ft. to 30 ft. approx.
(c) *Ahlone Wharf,* length 440 ft. accommodating a vessel of 440 ft. LWOST varies from 26 ft. to 28 ft. approx.

General Cargo Berths:
Sule Pagoda Wharf, Berths No. 1, 2, 3, 4, 5, 6 and 7 accommodating five vessels ranging from 450 ft. to 520 ft. LWOST varies from 24 ft. to 30 ft. approx.

Container Berths:
Bo Aung Gyaw Street Wharf: Berth Nos. 1 and 2, accommodating two vessels of 450 ft. each. LWOST varies from 26 ft. to 29 ft. approximate. 2×40 ton container cranes, 54 reefer points and storage for over 1,800 TEU.

Passenger Berth:
The Port Health Station. A Pontoon Jetty equipped with a large floating pontoon 500 ft. length and accommodating vessels of 520 ft. to 595 ft. LWOST varies from 25 ft. to 28 ft.

Moorings: The port is equipped with 13 swinging moorings and 2 sets of fixed moorings in the Inner Harbour; 3 swinging mooring buoys at Hastings, and 2 fixed moorings for oil tankers. In addition, a number of mooring buoys are provided for small sized seagoing vessels.

Mooring and Berthing Procedure:
While in port, ships lie alongside wharves or moorings. The procedure is as follows:
(a) *Single Buoy Mooring* – Vessels moored with ship's own cable which is led through hawse pipe and shackled on to buoy cable. The shackle is provided by the Myanma Port Authority.
(b) *Fixed Mooring* – Same procedure as above but the vessel is moored to 4 buoys.
(c) *Berthing* – Normal ship's ropes and wires are used for berthing at wharves. In addition, wharves' mooring chains are also provided for securing to ship's bollards.

CARGO HANDLING EQUIPMENT: The heaviest lifting capacity of the port is a 36 ton crane at the Bo Aung Gyaw Street Wharf.

Heavy packages may be landed or shipped by a vessel's own tackle at the wharves, subject to prior notice being given to the Deputy General Manager (Traffic).

STEVEDORES: In two shifts of 0800 hrs. to 1600 hrs., and 2000 hrs. to 0400 hrs. Overtime work is arranged on special request from Agents. Stevedoring undertaken by Port Authority. To enable ship's Agents to order labour gangs in time, it is important to obtain in advance the accurate ETA of vessels. Latest time to order gangs is 1100 hrs. for booking for that night and the next day.

FRESH WATER: Available either directly alongside the wharves or in midstream, delivered by water boats.

FUEL: Fuel, diesel and gas oil (HSD) from Myanma Petroleum Products Enterprise. Fuel oil provided by barges of 150 tons to 180 tons capacity alongside vessel during daylight hours. Coal supplied by Government No. 3 Mining Enterprise.

FIRE PRECAUTIONS: A special land-based Port Fire Brigade is maintained by the Port Authority, supplemented by fire-fighting vessels "Nat-Min" and "Hyine Gyi".

CONSULS: The following countries are represented by consulates or embassies at Yangon:
Afghanistan
Algeria
Australia
Austria
Bangladesh
Belgium
Bulgaria
Cambodia
China
Cuba
Czech Republic
Denmark
Egypt
Finland
France
Germany
Hungary
India
Indonesia
Israel
Japan
Republic of Korea
Laos
Malaysia
Mongolia
Nepal
Netherlands
Nigeria
Norway
Pakistan
Philippines
Poland
Russia
Singapore
Sri Lanka
Thailand
U.K.
U.S.A.
Vietnam
Yugoslavia

REPAIRS: Deep-sea repairs are undertaken by MPA's engineers. The "Setsan Dry Dock", a tidal dock owned by the MPA, can take vessels up to 1,000 tons and 250 ft. in length.

The Myanma Shipyards can take vessels up to 2,000 tons and 300 ft. in length.

GANGWAY/DECK WATCHMEN: Compulsory. Arranged by the Traffic Department of the Myanma Port Authority.

The working hours of a watchman are the same as the wharf working hours.

OPENING/CLOSING HATCHES: Undertaken by port labour for hatch boards and pontoon type covers only.

POLICE/AMBULANCE/FIRE: Port Police 74520; Ambulance 71111; Port Fire Brigade 78653.

HOLIDAYS: Ships may work on holidays on application to the Deputy General Manager (Traffic) and on payment of holiday fees.

GARBAGE DISPOSAL: For garbage disposal, suitable arrangements may be made with the Shipping Agency Department of Myanma Port Authority when called for. There is no fixed rate and transportation and labour charges are at cost and service fees will be added.

WASTE OIL DISPOSAL: Not available at present.

SEAMAN'S CLUBS: None.

CURRENCY: Myanma Kyats. U.S.$ 1.00 = 6.10 Kyats (27.5.94).

SHIPMASTER'S REPORT: July 1978 (Updated 1994).

Approaches: Approach was from the Malacca Strait, in generally overcast and rainy weather. The last reliable fix obtained prior to picking up the Dagon Light Ship at 1330 hrs. on 6/7/78 was at 0530 hrs. on 5/7/78. From 1330 hrs. on 5th, 2° were allowed for Easterly set, apart from a 2-hour period on the 6th, when only the Compass Error was allowed. This would seem to indicate that an Easterly set was experienced, but it is possible that what actually occurred was that the vessel was set to the Eastward by the tide, from about 0900 hrs. on the 6th until the Dagon Light Ship was picked up. We sighted the Dagon at about the time and on about the bearing we expected.

The tidal information provided on B.A. Chart 823, although depending on observations obtained during the dry season, was most helpful.

On clearing the Rangoon River, shortly after HW Elephant Point, there was a slight South-Westerly tidal set, as one would expect. The departure Pilot provided the following information, which we were not able to check:

B.A. Chart 823: "Thuriya" Light Buoy is in position Lat. 15° 19′ N., Long. 95° 01′ E., and not as charted. (Charted position: Lat. 15° 20′ N., Long. 95° 10.5′ E.).

The two dangerous wrecks about 38 and 40 miles South of Thante Light are no longer dangerous.

B.A. Chart 833: The dangerous wreck between Upper Western and Upper Middle Buoys is no longer dangerous. We passed between the buoys without any difficulty, drawing 19 ft. 03 in., fresh water. The following is from our own observations: Upper Spit Buoy is now in approximate position 290°(T) – 7 cables from its charted position. All buoys, from and including Upper Spit Buoy to the berth, with the sole exception of "C.M.B." Buoy, were unlit.

Naturally, vessels do not transit this portion of the river during the hours of darkness. With the exception of Upper Spit Buoy all buoys, light floats and the light ship appeared to be in their charted positions. When crossing the bars and during the river passage very close attention must be paid to the steering. With a top-class helmsman who is really concentrating, little difficulty would be experienced. In order to carry the tide up to Rangoon, it is important that a vessel should arrive at the pilot station not later than HW Elephant Point; we were in fact 10 minutes late, and would not have continued except that we were fortunate enough to have the most senior Pilot on board.

It was noticed on departure that an inbound vessel giving an ETA at the pilot station 30 minutes after HW Elephant Point, was directed to anchor.

Anchorages: Vessels may anchor in the vicinity of the pilot station shown on B.A. Chart 823 or in the petroleum or explosives anchorages shown on B.A. Chart 833.

Berthing: Vessel was originally placed at a buoy berth, the anchor cable down the hawsepipe and shackled on to the buoy.

As we have a short length of cable inboard of each anchor with a joining shackle, this operation presented little difficulty but took considerable time.

When we were placed at the buoy, it was dark by the time the operation was completed, but if we had gone straight alongside this could have been done under twilight conditions. Neither the Pilot nor I could understand why the vessel was not berthed on arrival, since our berth was then vacant. The explanation I received was that the shore lighting was poor and that, as a safety precaution, ships are only berthed in full daylight.

At 0625 hrs. the next morning, we commenced unshackling from the buoy and the vessel was secured alongside No. 1 Berth, Sule Pagoda Wharf at 0805 hrs. We berthed starboard side to, stemming the ebb tide and river outflow. The buoy anchor remained hung off until after berthing. When berthing, the offshore anchor is placed in a convenient position to assist in getting the vessel off again. When alongside and the cable slack, we had 4.5 shackles out on the port anchor. Moorings were as follows: Forward – 3 headlines, 1 ship's wire and a shore mooring chain, all leading ahead. No spring. The shore chain is brought on board and turned up on the ship's bitts. Aft – 1 breastrope, 2 sternlines and ship's wire leading aft. No spring.

Departure: The vessel leaves the berth on the last of the ebb and drops down the harbour stern first to a position North of the transit beacons on the South bank, where she anchors until there is sufficient water to cross the Inner Bar and proceed downstream.

Pilotage: Is compulsory. River Pilots take the vessel from the pilot station to the port or buoy and Docking Pilots do the berthing and unberthing, including dropping down to the temporary anchorage. The Docking Pilot remains on board while at anchor. River Pilots, when boarding and leaving, require pilot ladder, manropes and a boatrope. Ship comes under the stern, never ahead, of the cutter, with ladder rigged on the lee side. Docking Pilots board and leave by the gangway.

Communications: Rangoon Radio, call sign XYR, keeps regular watch schedules on 6 HF frequencies. However from departure Lae on 24th June to 2nd July, nothing was heard of this station.

Two-way contact was established on 3rd July, but after the station had instructed the Radio Officer to change frequency, it ceased working.

It was not until 0500 hrs. GMT on 4th July that traffic could be cleared. Later that day it became possible to work XYR on MF. All calls were then answered promptly and an efficient service provided.

An advice of bad propogation conditions from Portishead Radio was in effect during the period covered by the above remarks. This may have had some bearing on the difficulties experienced. The vessel arrived at the pilot station at 0830 hrs. GMT, 6th July, 1978.

VHF: The Pilot cutter, the Harbour Master's Office and the Agent's Office are fitted with VHF Channel 16. This is efficiently operated.

Telephone: I spent many hours in the Agent's office, attempting to contact London. We were unsuccessful. The hours, local time, during which one may attempt to call London, are: via Hong Kong – 0900 to 1430 hrs.; via India – 1630 to 1800 hrs. These hours are nominated by the Port and Telecommunication Corporation.

Telex: There are 2 telex machines in the Agent's office, and the Operator's normal hours of duty are 0930 to 1630 hrs. After office hours, the telex machines are open for auto-receiving of inward telexes, and special arrangements can be made for outward telexes on request.

Mail: Both to and from Europe and Australiasia, appeared to be reliable.

Agents: S.A.D. is a government corporation and handles every vessel that uses the port. All concerned are most charming, and very polite. All persons I came into contact with from S.A.D. spoke excellent English.

Documents: Required on arrival: 20 Crew Lists, 6 Crew Personal Effects Lists, 6 Ship's Declarations of Foreign Currency, 6 Crew Declarations of Foreign Currency, 1 International Health Declaration, 1 List of dates of Cholera Vaccinations.

Notes:

1. The Customs do an efficient rummage on arrival, and again on sailing. Their main concerns seem to be cigarettes, foreign currency, drugs and pornography.
2. It is most important that all paper money of any foreign country held either by the ship or by individuals is accurately declared and then placed in one or other of the ship's safes. The safes are then sealed and can only be opened with the approval of the resident Customs Officer. Time and trouble on arrival can be saved by collecting all foreign currency in advance. Some small amounts of foreign currency were found by rummagers, but a lenient attitude was taken and these sums were allowed to be placed under seal. The Penalties for attempting to evade the regulations with regard to foreign currency are severe.
3. All on board are required to be photographed, so that local shore passes may be issued. The passes are valid for 12 months from date of issue and cover subsequent calls at Rangoon or any other Burmese port. No shore leave is permitted until shore passes in quadruplicate have been processed. This happens quite swiftly and takes about 12 hours.
4. With the exception of the Health Declaration, there do not appear to be any pre-printed Burmese Forms, and the ship will have to make up her own.

Tugs: There are tugs in the port, but they are not powerful and are only used in an emergency.

Departure: At least 6 up-to-date Crew Lists are required. All shore passes must be collected prior to departure, they are stamped by Immigration and returned to the holders.

All 3 government departments involved with the vessel (Customs, Immigration and Quarantine) issue a clearance on departure. In addition, the Master is given a letter from the Burma Ports Corporation for the River Pilot, stating that all sailing documents have been produced and giving permission for the vessel to proceed to sea.

Register and supporting Certificates: (Load Line, Safety Equipment, etc.) are taken ashore by Agents on arrival, against a receipt, and returned immediately prior to departure.

Officials: Supervisors and Tally Clerks wear uniform with badges of rank. They must be provided with an office on board, and it is compulsory to provide these gentlemen with meals. Two Customs Officers live on board at all times and accompany vessel to anchorage or buoy berth. These Officers must be fed in the dining saloon and provided with accommodation. On arrival the Customs seal the bond and, if requested to do so, will also seal the dry stores, which is a wise precaution.

Beer is not put under seal. The Customs Officer will make an issue of bonded items daily if requested. The only thing to which restrictions are applied is cigarettes, where the daily issue is limited to 40 per man. Customs also exercise a tight control over all local currency drawn from the Agents and all must be accounted for prior to departure, even cash spent on Provisions.

Cargo Work: Two shifts of 8 hours are normally worked, that is, 0800 – 1600 hrs. and 2000 – 0400 hrs. Cargo can be worked at any time. Overtime hours being 1600 – 2000 hrs. and 0400 – 0800 hrs. Ship's gear was used for discharge. Two gangs were employed at each hatch, and rates of discharge were: No. 2 – 10.35 t.p.h. No. 3 – 14.46 t.p.h. The rate of discharge at No. 2 was remarkably good when one takes into consideration that No. 2 after crane, due to a winch breakdown, was not available after the first 1.5 days. Two gangs were employed throughout at this hatch. After the crane failure the after gang were employed in shifting cargo to where the forward crane could plumb it.

Weather permitting, discharge continued 24 hours a day. A total of 37 hours 40 minutes working time was lost due to rain. When one takes into consideration the many delays and the fact that the Watersiders were discharging a random stow, the rate of discharge was most creditable. Crane drivers and Watersiders were very satisfactory; Supervisors were helpful. Pilferage was nil, damage to cargo was slight and there was no damage to the ship.

Pratique: Granted on arrival. There are no facilities for Radio Pratique.

Provisions: Obtained through the Shipchandler. But very expensive. We purchased salad and bread at the local market at reasonable prices and of reasonable quality. This was done by the Purser/Catering Officer, going there with the Agent and paying cash. This is common practice and was condoned by our Customs Officer.

As we had no contact with the Official Shipchandler, we do not know what his prices were or what his product range is. Any future vessel calling at Rangoon should arrive with as much in the storerooms as possible.

Fresh Water: Obtainable either from water boats or the wharf. Give 2 days notice. It is expensive, 10 Kyats (about 79 pence) a ton. As a precaution, we treated what we took with chloride of lime.

Repairs: We employed some electricians from the machine shop of the Central Electric Service to assist in our investigations of the winch fault at No. 2 hatch. An Electrical Engineer and 3 Electricians were provided and appeared competent. Unfortunately, they did not trace the fault.

Currency: The unit of currency is the Kyat, worth approximately 12.69 to the Pound Sterling.

Weather: Hot and humid, with much rain, it being the season of the S.W. monsoon. Winds in the port were generally light. At the time of our stay, the river was just beginning to rise as a result of the monsoonal rains in the high country, but had not reached full flood. There was, however, a continuous outflow past the port at all states of the tide.

Health: Up to date Cholera Vaccination Certificates are required by the local Authorities and anti-malaria precautions should be taken. Mosquitoes and many other insects are numerous, especially in the wet weather.

General: Five watchmen were provided. When at anchor or at buoy berth, the ship must feed them. When alongside, they eat ashore. The security at the gate is very strict indeed and all local people leaving the port area are searched. No ship's gear or personal effects went missing. There is no garbage collection at Rangoon, so the ship must make her own arrangements for storing waste. Burmese people are unfailingly polite and courteous and naturally expect the same treatment in return. The vessel can work cargo on any day.

Repatriation: Possible but not recommended.

SHIPMASTER'S REPORT: August 1982.

Navigation: Dagon Light Vessel was showing Gp. Fl. (3) 20 sec. on the vessel's arrival, but was unlit on departure 10 days later. The Racon was not operating. The light vessel was in its charted position.

The pilot vessel "Thamada", call sign XYCZ, anchors around position Lat. 16° 13′ N., Long. 96° 18′ E. In August 1982 the pilot vessel's VHF was not operating, but they could be contacted by WT on 500 kHz and also by Aldis lamp. When picking up a Pilot the pilot vessel will be under way; boat rope, manropes and heaving line are required; the Pilot comes off by motor launch from the pilot vessel. If the anchorage is crowded extreme caution is advised while manoeuvring, due to very strong tides, estimated at 6 knots to 7 knots at Springs. Many collisions have taken place during embarkation of Pilots.

Lanthaya Light Float was observed to be 1.8′ N.N.E. of its charted position. It is small and inconspicuous. Northwards of Lanthaya, buoys and light floats are moved as conditions in the channel require, and their charted positions should not be relied upon.

There are no navigational aids available which are useful in approaching the pilot station; however, acceptable results were obtained by taking RDF bearings of the Burma Broadcasting Service broadcast station operating on 955 kHz with antennae in position Lat. 16° 52′ N., Long. 96° 10′ E. (position from World Radio & TV Handbook 1982).

There is a Port Radio station at Rangoon Port, operating on VHF Channel 16, call sign "Port Tower".

Tugs: No tugs are available for berthing, however Pilots are very experienced and all were found to be excellent shiphandlers.

Formalities: Immigration require 4 photographs of each crew member and will issue shore passes; Agents can arrange a photographer to attend on board on arrival.

Customs Regulations are extremely strict, particularly with regard to foreign currency. All foreign currency must be declared and will be put under seal during the vessel's port stay. It has been reported that violations of currency regulations have resulted in severe prison sentences recently. Firearms and narcotics will also be placed under Customs seal. Shore-going crew must undergo Customs inspection at the Main Gate.

Derat is available.

Cargo: The vessel loaded a full cargo of 2,982 hoppus tons of Burmese round logs of mixed varieties; logs were very heavy, averaging out at 1.23 tonnes/cu.m. Cargo was brought alongside by trucks and loaded ex-wharf by ship's gear. Stevedores were inexperienced; stowage was poor and loading rate slow. Cargo was also found to be rat infested. Shippers originaly requested 600 (repeat six hundred) original B/L's, and when this request was dismissed they eventually agreed to 60, issued through Agents, covering 41 parcels of cargo.

Shippers also presented a proforma copy of "Burma Ports Corporation B/L Form" which they requested be issued instead of Owners' forms, stating that this was a standard Burmese B/L form. After studying the clauses contained in this B/L form it was rejected as being poorly written, badly printed, containing many misprints and having no provision for the inclusion of the "Clause Paramount". Masters are therefore advised to exercise caution in accepting a B/L for signature in this form, in order to safeguard Owners' interests.

General: There is a Philippine Embassy in Rangoon, where Filippino crew may renew or be issued with Passports conveniently. Call Embassy for appointment. Fresh water is available alongside or by barge. Bunkers are not available. Minor repairs can be undertaken, but are very expensive. Good medical facilities are available. Fresh provisions may be obtained at the local markets at very reasonable prices. The British Embassy is next door to the main post office. The Strand Hotel, near the British Embassy, provides good meals and adequate facilities at reasonable prices.

SHIPMASTER'S REPORT: August 1992 (Updated 1994).
Documents/Formalities:

Procedure for clearing the ship in the Port of Yangon (Rangoon).

(A) Official parties which come aboard for arrival formalities:

Quarantine (Health) Party	(2 – 4 persons)
Immigration Party	(4 – 6 persons)
Special Intelligence Party	(4 – 6 persons)
Naval Intelligence Party	(3 – 5 persons)
River Police Party	(3 – 5 persons)
Customs Boarding Officer	(1 person)
Customs Inspection Party	(2 – 5 persons)

Customs Search Party (Officers 4 – 5, ratings 10 – 15, but, as a rule, it is not less than 10 – 15 persons total).

Agent (Manager and 3 – 5 Assistants, including Superintendent, Operations Officer, etc.).

(B) Time and trouble on arrival can be saved by preparation in advance of all documents and forms which are required, also by collecting all foreign currency, ship's walkie-talkie, bonded stores (if any) in order that they may all be sealed.

With the exception of the Health Declaration, there does not appear to be any pre-printed Burmese forms, and the ship will have to make up her own.

Following papers should be duly prepared prior to the ship's arrival in the port:

1. For Quarantine Officers:

Maritime Declaration of Health	1 copy
Crew List	3 copies

Free Pratique granted on arrival. No Radio Pratique is issued. Quarantine clearance on sailing is essential.

2. For Immigration:

Declaration for Arrival/Departure Form	2 copies
Crew List	3 copies

All crew members photographs are required, in order that local Shore Passes may be issued. The Agent usually arranges this by photocopying the Seamen's Passports.

3. For Special Intelligence:

Certified Arrival Form	2 copies
Crew List	3 copies
Arms, Ammunition and Explosives List	2 copies

4. For Naval Intelligence:

Certificate of Arrival Form	2 copies
Crew List	2 copies
Arms, Ammunition and Explosives List	2 copies

5. For River Police:

River Police Department's Form	2 copies
Crew List	2 copies
Arms, Ammunition and Explosives List	2 copies

6. For Customs Boarding Officer:

History of the Vessel Form	1 copy
Crew List	1 copy
Declaration of Walkie-Talkie List	1 copy
Arms, Ammunition and Explosives List	1 copy
Bonded Stores List	1 copy
Private Property List	1 copy
Foreign Currency List	1 copy

Boarding Officer should be provided with these papers by Agent, but it is advisable to keep copies for Boarding Office separately, to avoid unwanted request of Boarding Officer during arrival formalities procedure, as sometimes the Agent is last to come on board (due to regulations).

Customs Boarding Officer lives on board at all times, and accompanies vessel to anchorage or buoy berth. This Officer must be fed in the messroom and provided with accommodation.

On arrival, the Customs Boarding Officer seals the bond, currency, ship's walkie-talkie, explosives (ship's pyrotechnics), and if required to do so, will also seal the dry stores, which is a wise precaution. Beer is not put under seal.

The Customs Boarding Officer will make an issue of bonded items daily, if requested.

7. For Customs Inspection:

Master's confirmation regarding ship's cargo, passengers and mail on board.

8. For Customs Search Party:

History of Vessel (in/out) Form	2 copies
Crew List	5 copies
Declaration of Walkie-Talkie List	2 copies
Arms, Ammunition and Explosives List	2 copies

The Customs Search Party do an efficient rummage on arrival, and again on sailing. Their main concerns seem to be drugs, cigarettes, foreign currency and pornography.

9. For Agent (of M.P.A. – Shipping Agency Department):

Myanma Port Authority Form of Import Manifest of Stores – Yangon	3 copies
Bonded Stores List	3 copies
Provision Stores List	3 copies
Deck Stores List	3 copies
Engine Stores List	3 copies
Arms, Ammunition and Explosives List	1 copy
Crew List	3 copies
Private Property List	3 copies
Foreign Currency List	3 copies
Ship's Particulars	1 copy

Ship's documents, which are given to the Agent for arrangements of clearance of the ship in and out:

Ship's Register.
Safety Equipment Certificate.
Safety Construction Certificate.
Safety Radio Telegraphy Certificate.
Load Line Certificate.
Port Clearance from Last Port of Call.

These documents are taken ashore by Agent on arrival, against a receipt, and returned immediately prior to departure.

3 Government Departments are involved with the vessel (Customs, Immigration and Quarantine), and issue Clearance on departure.

General:

1. Entertainment is extremely desirable. This is part and parcel of shipping life in Yangon.
2. Burmese people are unfailingly polite and courteous, and naturally expect the same treatment in return.
3. There are tugs in the port, but they were not used for berthing whilst our vessel in port. Pilots are very experienced, and all were found to be excellent ship handlers.
4. There is no garbage collection at Yangon, so the ship must make her own arrangements for storing waste.
5. Mosquitoes and many other insects are numerous, especially in the wet weather.
6. Navigation: Dagon Light Vessel was showing Gr. Fl. (3) 20 sec., but is sometimes not lit. The Racon is not operating.
7. Pilot vessel "Thamada" (call sign "XYCZ") anchors around position Lat. 16° 13′ N., Long. 96° 20′ E. It is equipped with VHF, and keeps watch permanently on Channel 16. To call on VHF, say "Pilot Vessel".

   When picking-up a pilot, the pilot vessel will be underway, when the sea condition is rough.

   Boat rope, manropes and heaving line are required. The pilot comes off by motor launch from pilot vessel.

   If the anchorage is crowded, extreme caution is advised while manoeuvring, due to very strong tides, estimated at 6 knots to 7 knots at Springs.
8. Yangon Port Information, which is shown in "Guide to Port Entry", is correct.

SHIPMASTER'S REPORT: September 1992 (Updated 1994).

1. Time: GMT plus 6.5 hours. No alterations during the year.
2. Communications: Communication between vessel and harbour and Harbour Authority was carried out by Telex No. 21208, and Agency Department of Myanma Port Authority by Telex No. 21208 and 21447 via Inmarsat. Yangon Radio (call sign "XYR") does not keep watch schedules on HF (high frequency). All attempts to establish contact had negative results. The day before arrival at pilot station, contact was established with Yangon Radio (XYR) and pilot vessel (XYCZ) on MF. Yangon Radio keeps watch on MF according to schedule of Admiralty List of Radio Signals. The pilot vessel keeps a poor watch on 500 kHz. Pilot vessel keeps watch on VHF Channel 16 for calling another vessel, if it has any information from Harbour Master only, and does not answer other vessel's calls. Within harbour limits, contact can be made with Port Tower, call sign "XYU" on VHF Channel 16 (calling frequency).
3. ETA: Information required in advance of arrival: Exact ETA in local time, fresh water draft, speed, g.r.t., LOA, LBP, d.w.t., how many anchors on board, what is condition of radar. 48 hours advance notice of ETA required, confirmation to be made 24 hours later, or one working day ahead of ship's ETA.
4. Anchorages: At 0715 hrs., 31st August, vessel was anchored 3.5 miles S.E. of Lanthaya Light Float. At 1208 hrs., 15th September, vessel was unberthed during ebb flood, and anchored 1 mile from berth, and awaited tide up to Yangon, then proceeded via Inner Bar (near Monkey Point), and anchored at 1710 hrs. same day in New Explosives Anchorage to await daytime. Distance from coal berth to N.E. Anchorage – 14 miles. Distance from N.E. Anchorage to pilot station – 33 miles. Outer Bar located in the Western Channel (near Elephant Point).
5. Pilotage: Compulsory. River Pilots (3 men) took the vessel from pilot vessel (pilot station) to the Buoy No. 3, and Docking Pilots do the berthing and unberthing.

   River Pilots, when boarding and leaving, require pilot ladder, manropes and boatrope. Ladder rigged on the lee side.

   Docking Pilots board and leave by the gangway. Pilots are experienced.
6. Berthing: At 1045 hrs. on 2nd September, vessel was placed at Mooring Buoy No. 3 to obtain Pratique.

   Anchor cable down the hawsepipe and shackled on the buoy.

   At 1140 hrs. on 4th September, the vessel was secured alongside Sule Pagoda Wharf – Berth No. 4.

   We berthed starboard side to, stemming the ebb tide and river outflow. Tugs are not used during berthing.

   Sule Pagoda Wharf – Berth No. 4, is a berth for general cargo, and storage of cargo situated about 5 miles from ship.

   At 1820 hrs. on 9th September, vessel was shifted to Hteedan Coal Berth.
7. Formalities: Required on arrival.

   26 Crew Lists.
   5 Crew Personal Effects Lists.
   5 Ship's and Crew Declarations of Foreign Currency.
   3 Deck Stores Lists.
   3 Engine Stores Lists.
   5 Bonded Stores Lists.
   5 Stewards Provisions Lists.
   5 Arms and Ammunition Lists.
   10 Walkie-Talkie Lists.
   5 History of Vessel Lists.
   3 River Police Department Declarations.
   3 Naval Intelligence Unit Declarations.
   3 Special Intelligence Declarations.
   1 International Health Declaration.
   3 Ship's Particulars.
   3 Mail Lists.
   Ship's Register.
   Safety Construction Certificate.
   Safety Equipment Certificate.
   Safety Radiotelegraphy Certificate.
   Load Line Certificate.
   Register of Ship's Cargo Gear and Lifting Appliances.
   Last Port Clearance.
   List of Dates of Cholera Vaccinations.

   It is most important that all paper money of any foreign currency is accurately declared, and then placed in Master's safe under seal during the vessel's port stay.

   Immigration require 3 photographs of each crew member and will issue Shore Passes.

   Customs seal the bond, firearms (rockets), foreign currency and walkie-talkies.

   One cabin required for Customs Boarding Officer, who lives and eats on board before sailing.

   On arrival at Mooring Buoy No. 3, to obtain Pratique, the following Port Authority personnel came on board:

   1. Quarantine Officals – 4 men.
   2. Police Officers Special Intelligence, Naval Intelligence – 5 men.
   3. Immigration Officials – 9 men.
   4. Customs Inspection – 4 men.
   5. Customs Search Gang – 25 men.

   Time and trouble on arrival can be saved by collecting all foreign currency in advance, readiness of all papers, cigarettes, spirits, beer, soft drinks and food are required for entertainment (very important).

   Required on departure:
   20 copies Crew List.
   2 copies History of the Vessel.

   One cabin required for 2 policemen, who live and eat on board when the vessel awaits high tide at anchorage.
8. Pratique: There are no facilities for Radio Pratique. Pratique granted on arrival at the harbour port limits.
9. Agency Department of Myanma Port Authority. Telex: 21208 and 21447. Cables: "Transagent Yangon". VHF: Channel 16 through Port Tower. Agency is Government company. Mr. Kyi Tha, the Agent, is experienced.
10. Cargo: The vessel loaded a full cargo of 5,901.55 tonnes of copper concentrate from 1450 hrs. on 4th September to 0100 hrs. on 15th September. Cargo was brought alongside by 8 – 11 trucks and loaded ex-wharf by ship's cranes. Each truck has 3 buckets with total capacity of 4.5 tonnes.

    Loading rate is very slow as a lot of time was lost due to the following:

    1. Rain – 49.3 hours lost, on average 4.7 hours per loading day.
    2. No stevedores – 38.25 hours lost, on average 3.6 hours per loading day.
    3. Very old technology for loading – on average loading rate was 565.8 tonnes per loading day.

    All attempts to improve loading process (to use payloaders, to save time during changes of gangs, to use special hook for loading 2 buckets at one time, to use buckets of larger capacity) failed, as local regulations (Customs, Immigration, Port Authority, etc.) are extremely strict, and each problem/question requires a lot of time and efforts for agreement between different departments, and very difficult to reach positive results. Local Government is military, and all Departments are under military control.
11. General: Watchmen are compulsory. 4 or 5 watchmen were provided, when the vessel was alongside the wharf, they eat ashore.

    There is no garbage collection at Yangon.

    Fresh water is available by the barge, but expensive, 56 Kyats (U.S.$ 9.51) per ton, and from Wharf 12 Kyats per ton. Minimum quantity of fresh water supplied is 50 tons.

    Medical facilities are available, but are very expensive.

    Fresh provisions may be obtained at the local markets at reasonable prices.

AUTHORITY: Myanma Port Authority, P.O.Box No. 1, Yangon, Union of Myanmar. *Tel:* 83122. *Telex:* BM 21208, BM 21449. *Cables:* Portrust Yangon. *Contact:* The Managing Director.

NOTES

Please also advise Shipping Guides Ltd.

Namibia

LUDERITZ: 26.39 S. 15.09 E. (See Plan)

PORT LIMITS: East of the line from Angra Pt. to a point 1,097 m. due North thereof, thence by a line from the latter point to the South shore extremity of N.E. Point.

DOCUMENTS:
1 copy Arrival Form T958 for Agent.
2 copies Crew List.
2 copies Passenger List.
Certificate of Ship's Registry.
Ship's Articles.
Manifests.
Charter Party.
Bills of Lading.
Official Log Book.
List of Dutiable Stores.
Ship's Radio Station Licence.
Safety Certificate.

PILOTAGE: ETA at least 72 hours in advance if possible; unless in an emergency. Cables addressed to Port Captain Luderitz.

All pilotage inside port limits is compulsory.

Pilot Boarding Positions: 1 mile North of Angra Point. Contact Pilot on VHF Channels 16 and 12.

Pilot Vessels: "Fisant": Black hull, white wheelhouse and yellow roof. "Pelican": Grey overall.

Specific Requirements:
2 manropes at ladder.
Lifebuoy at ladder.
Ship's officer in attendance when Pilot embarking or disembarking. At night, the ladder is to be lit without blinding Pilot. No broken or slippery ladder rungs.

ANCHORAGES: Outside port limits: Shearwater Bay: Between Diaz Pt. and Angra Pt. Good holding ground. Depth up to 20 m.

Inside port limits: Luderitz Harbour: Between Angra Pt. and Shark Island. Good holding ground. Depth up to 16 m.

Robert Harbour: Between Shark and Penguin Islands. Good holding ground. Depth up to 9 m. Confined anchorage.

RESTRICTIONS: Docking and undocking may take place between 0600 hrs. and 2200 hrs. or at any other time in an emergency.

MAX. SIZE: Shearwater Bay: No restrictions. Luderitz Harbour: No length restrictions, draft 15 m. Robert Harbour: Length approx. 140 m., draft 7.5 m. Alongside main jetty: Length up to 105 m., draft 6.0 m. (In an emergency 6.1 m.)

HEALTH: Arrange for Pratique via Agent.

RADIO: Radio-telephone calls, cables etc. to Agents, Shippers, etc, through Walvis Bay Radio; call sign ZSV. Frequencies as per International Telecommunication Union list of Coast Stations.

VHF: VHF contact with Port Control on Channels 16 and 12. Working Channels: 6, 8, 9, 10, 11, 13, 14, 17, 67, 68, 69, 70, 71, 72, 73 and 74. Same VHF channels apply to Pilot and Tugs.

Diaz Point Lighthouse maintains a 24 hour watch on VHF Channel 16; with working channels as for Port Control. If no reply from port control, contact Diaz Point Lighthouse.

RADAR: No port radar service.

TUGS: Two small tugs are stationed at the Port: "Pelican", 12.5 tons bollard pull, length 26 m. and "Fisant" (diesel) of 220 h.p. length 14 m.

Tugs usually join vessel at head of the channel in Robert Harbour. Tugs lines' are used; at no extra charge.

Tugs are equipped with fire fighting hoses and salvage pumps.

BERTHING: Entrance Channel: Length 708 m., width 60.9 m., depth 6.1 m.

Turning Basin: 236 m. by 198 m., depth 6.1 m.
Main Jetty: Length 242 m. Two berths of 92 m. length, depth 6.1 m.
New Jetty: See "Plan".
Wooden Jetty: Length 168 m., depth 3.5 m.

One berth is available on each side of the main jetty for vessels up to 150 m. in length. A draft restriction of 6 m. at low tide exists. Sea bottom alongside berths and entire channel is soft mud and silt.

The wooden jetty is used mainly for the local fishing fleet of small wooden boats.

No specialised berths exist at Luderitz, at present.

CRANES: 2×4 ton cranes able to work over either side of jetty but unable to work in tandem. Any heavier lifts by ship's gear only.

STEVEDORES: 72 hours' notice is required in order to arrange gangs. Average rates: Frozen fish 18 t.p.h. General cargo 32 t.p.h. Timber 45 t.p.h.

MEDICAL: 2 doctors, one hospital (36 beds), one hospital (160 beds), notice of 4 hours required, except emergencies.

TANKERS: 5×4 in. lines.

DENSITY: 1025.

FRESH WATER: Available on jetty by pipeline through meter at approximately 25 t.p.h.

FUEL: Gas oil connections to 8×3 in. pipelines from shore tanks.

Gas oil bunkers points on the main jetty supply at approximately 25 t.p.h. 1,200,000 litres of gas oil are available.

Small quantities of gas oil by 6,819 litre capacity road tanker are also available at immediate notice.

CONSULS: None.

REPAIRS: Light engineering facilities exist. Underwater inspections and working divers available.

DRY DOCKS: One slipway of 400 tons capacity and 1×150 ton capacity. Used mainly by local fishing boats.

SURVEYORS: Department of Transport surveyor is available at Walvis Bay. Cargo surveys, underwater surveys and other independent surveys are available by Master Mariner (foreign-going).

GANGWAY/DECK WATCHMEN: Not necessary but available if required.

HATCHES: Opened and closed by crew.

CARGO GEAR: Alongside jetty by shore cranes (4 ton capacity) by ship's gear at anchor when using lighters. Eight lighters, 26 m. long, 150 ton capacity are stationed at the port.

REPATRIATION: Handled by Agent.

AIRPORT: 12 km. from harbour. 2 flights a week to and from Windhoek and Cape Town. Charter flights may be arranged.

TIME: GMT plus 2 hours.

HOLIDAYS: Cargo can be worked on any day.

POLICE/AMBULANCE/FIRE: Police: 10111, Ambulance: 2266, Fire: 2607.

SERVICES: Compass adjusting, diving and cargo surveys.

SHIP SUPPLY SERVICE: An Off-Shore Ship Supply Service is operated by the Namibian Transport Services (Harbours) by means of a small tug and (occasionally) by means of a launch.

If the vessel does not have an Agent at the port, a deposit is required before the service will be rendered. The service is provided on a 24 hour basis, provided (except in an emergency) the necessary arrangements are made during normal office hours.

The normal rendezvous position is approximately 3 miles N.E. of Diaz Point Lighthouse (Position of lighthouse: Lat. 26° 38.2′ S., Long. 15° 05.6′ E.) but the tug, by special arrangement, will proceed further to seaward if required. The depth of water at the normal rendezvous position is 22 m.

SHORE LEAVE: 24 hours at anchorage, launch available. No restrictions when alongside.

IDENTIFICATION CARDS: Seaman's Book.

GARBAGE DISPOSAL: Drums are available. Collection on request through ship's Agent or Port Control. Tel: 06331-2337.

WASTE OIL DISPOSAL: Drums are available. A 1 cu.m. mobile tank for use on wooden jetty is available. Contact Port Control, Tel: 06331-2337. Slop barge of 12.0 cu.m. also available.

SEAMAN'S CLUBS: None.

CURRENCY: Namibian Dollar.

DELAYS: No delays normally, except due to weather.

GENERAL: Fresh provisions, supplies and services available by arrangement with Agent.

Basic weather conditions: Summer – South to S.W. wind up to 35 knots frequently experienced. Winter – winds variable but mainly North up to 20 knots. Fog is frequently experienced West of Angra Pt.

Charts: BA. 3861 and 3863; South African Naval Charts: 1002 and 1003.

SHIP'S OFFICER'S REPORT: December 1983.

Medical: No facilities for blood tests; these can only be done when there is a direct flight to Cape Town.

Surveyors: Port Captain acted as Cargo Surveyor.

Customs: Very strict regarding magazines. These should be sealed in bonded store, otherwise fines payable.

Shore Leave: Possible from anchorage using tug.

Stores: Fresh vegetables available, but at very high prices.

AUTHORITY: Transnamib Harbours, P.O.Box 88, Luderitz, Namibia. *Tel:* 06331-2337. *FAX:* 06331-21228. *Contact:* Port Captain.

WALVIS BAY 22.57 S. 14.30 E. (See Plan)

PORT LIMITS: The area bounded on the West by a line drawn from Pelican Point Lighthouse to a point North (true) for a distance of 4 km; on the North by a line from this point drawn East (true) to the mainland; together with the foreshore therein and the jetties, harbour works and harbour lands vested in the Government. For the purposes of calculating port charges a vessel is regarded as an "arrived ship" when it enters the dredged channel in Walvis Bay Harbour or when the vessel anchors in the port limits.

DOCUMENTS:
5 copies Crew List.
8 copies Passenger List.
2 copies Report Inwards/Outwards.
2 Certificates of Clearance DA3.
2 copies Transire DA4 for each port of call.
Manifest of Cargo in duplicate.
3 copies Manifest of Stores DA5.
1 Portnet Clearance.
Shipping Master's Certificate.
Immigration Certificate.
Post Office Certificate.
Income Tax Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Load Line Certificate.

PILOTAGE: Pilotage is compulsory. The vessel's Master must radio his ETA to his local Agent, who completes Form T.958 for submission to the Port Authority.

Channel 16 on VHF radio can be used to call the Port Control Office, working Channel 12.

The Pilot boards at a point approximately 0.5 miles North of the Fairway Buoy (Entrance Channel Buoy) in the direction of the Bell Buoy (Pelican Point Spit Buoy).

The pilot boarding ladder and manropes are required mainly on the port side for docking and on the starboard side for sailing.

ANCHORAGES: Varying in depth from 13 m. – 14 m. at LWOST 1.0 miles North of Fairway Buoy. Bottom – sand and silt. (Also see "Africa Pilot" Vol. II).

RESTRICTIONS: The movement of Oil Tankers and vessels carrying explosives or dangerous goods are restricted to daytime hours (berthing 0600 hrs. – 2000 hrs., unberthing up to 2145 hrs). The maximum permissible draft is 10.0 m.
MAX. SIZE: Max. LOA 224 m., max. draft 10.4 m.
HEALTH: Master to contact Port Health via Walvis Bay Radio to request Pratique. Same procedure applicable if disease reported.
RADIO: Call sign Z5V. VHF radio in Port Captain's Office.
VHF: Port Control equipped with VHF Channels 16 – 12. Port working Channels 9 – 11.
RADAR: Radar is fitted to the harbour tugs and pilot boats. Master to contact Port Control for radar service.
TUGS: Two first-class tugs equipped with radar, wireless telegraph and telephone, direction-finding apparatus and salvage and fire-fighting appliances; 1 pilot boat and 2 launches.

Tugs normally join a vessel on Pilot's request in the entrance channel and are secured by means of the tugs' wires.
BERTHING: 8 berths available excluding tanker berth. Quay length 1,374 m., max. permissible draft alongside 10.0 m. (salt water). Load/discharge by shore cranes unless cargo of such nature that it is essential to use ship's derricks. Berths No. 1 – 6 general cargo, No. 7 container berth and No. 8 berth allocated to bulk loaders, also utilised as repair berth.
CRANES: 12 cranes available, 10×4 tons, 2×15 tons.
BULK CARGO FACILITIES: Berths No. 1 – 6 utilised if necessary. Berths No. 1 – 7 served by shore cranes. Max. draft 10.0 m. (salt water). Bulk cargoes at Walvis Bay consist of salt/petalite/coal/fluorspar.
SPECIALISED CARGO HANDLING FACILITIES: Berth No. 7 utilised as container berth. Ro/Ro vessels berthed at No. 6, liquid chemicals at Berth No. 5. Container stacking area and 2 container stacking cranes available. Ship's gear will still be required for loading and unloading containers. Liquid chemicals are handled in tank containers.
STEVEDORES: Stevedoring is undertaken by private enterprise and stevedores are appointed by Ships' Agents.

Stevedores require minimum notice 72 hours prior arrival. Main export salt in bags rate 18/25 t.p.h. depending on method of delivery to ship's side (rail/road).

Working Hours: Normal working hours (weekdays): 0700 hrs. – 1200 hrs. and 1300 hrs. – 1700 hrs.

Overtime until 2000 hrs.

Saturday and Sunday on request.
MEDICAL: Hospitals are available but prior arrangements have to be made with Agents for medical assistance.
TANKERS: Only one berth available. Max. length of vessel accommodated 192 m. Diameter of load/discharge lines 10 in. and 12 in. Discharge rate 10 in. – 240 t.p.h. and 12 in. – 350 t.p.h. Max. draft 9.9 m.
DENSITY: 1025.
FRESH WATER: Available and delivered by hose ex-wharfside – hydrant at 15 t.p.h.
FUEL: Gas oil only available, 12 hours' notice required. Delivery by pipeline at Berths No. 1 – 5, and by road tanker at Berths No. 6 – 8.
FIRE PRECAUTIONS: When berthed alongside a wharf or jetty, a ship having explosives or any other goods of a dangerous nature, the Master shall, if the Port Captain so directs, have a fireman in attendance, the cost whereof shall be borne by the Owner of the ship and the Master of any such ship shall also, at the expense of the Owner of the ship, adopt such other or further precautionary measures as the Port Captain may consider reasonably necessary for ensuring the safety of the harbour, the ship or the cargo.
CONSULS: France.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCK: There are no dry-docks available at this port. A syncrolift with a lifting capacity of 2,000 tons, maximum permissible length of 72 m., max. beam 13 m., and a depth of 10 m. is operated by Namibian Ports Authority.
SURVEYORS: Lloyd's and N.V. represented.
GANGWAY/DECK WATCHMEN: Arrangements have to be made with vessel's Agents to secure services of gangway/deck watchmen.
HATCHES: Opened by crew.
CUSTOMS ALLOWANCES: Officers: 200 cigarettes, wine 3 litres, spirits 1 litre, beer 2 litres.

Crew: 3 litres wine, 200 cigarettes.

Allowances are based on 4 day issues.
CARGO GEAR: Loading/discharging of cargo is effected by means of shore cranes. 30 ton mobile crane available in case of emergency (Private).
REPATRIATION: All facilities available.
AIRPORT: Situated 14 km. from Walvis Bay. Served by Air Namibia, 3 flights per week, Tuesday/Friday/Sunday.
TIME: GMT plus 1 hour (Winter). GMT plus 2 hours (Summer).
HOLIDAYS: New Year's Day (1st January); Good Friday; Easter Monday; Ascension Day; Day of Covenant (16th December); Christmas Day; Boxing Day (26th December).

Cargo worked on all holidays except Christmas.
POLICE/AMBULANCE/FIRE: Police Tel. 10111; Ambulance Tel. 3441; Fire Department; Municipal: Tel. 3117.
TELEPHONES: Arrangements have to be made with Post Office to have a telephone connected.
SERVICES: 24 hour launch service available, divers inspect fouling, underwater photography, tank cleaning, hold cleaning, compass adjusting, radar repairs, hull cleaning.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Seaman's Book sufficient.
GARBAGE DISPOSAL: Collection service is available by means of 2×10 tonne high side trailers on a daily basis or when required. 18 purposely designed skips per berth are on the quays. Charge for garbage disposal R24.20 per cu.m. or part thereof.
WASTE OIL DISPOSAL: Road transport service available at N$50 per hour. Capacity: 27,000 litres.
SEAMAN'S CLUBS: Mission to Seaman, 13th Road, Walvis Bay. Tel: 2594. Facilities include shop, telephone, church services, bus collection.
CURRENCY: Namibian Dollar (N$). U.S.$ 1.00 = N$ 3.83 (7.94).
REGULATIONS: A copy of the Regulations are supplied gratis to Masters on arrival.
DELAYS: If any delays, caused by fog.
AUTHORITY: Namibian Ports Authority, P.O.Box 361, Walvis Bay 9190, Namibia. *Tel:* (0642) 8390. *FAX:* (0642) 8390. *Contact:* Captain J-D von der Fecht, Chief Executive Officer.

AGENT: King & Sons (Pty.) Ltd., P.O.Box 529 (174 3rd. Street East), Walvis Bay 9190. Tel: (0642) 2771. Telex: 530092. Fax: (0642) 3994.

NOTES

Please also advise Shipping Guides Ltd.

Republic of Nauru

NAURU: 00.32 S. 166.56 E. (See Plan)

PORT LIMITS: Vessels to arrive approximately 4 miles to the West of the island and establish contact with Nauru Port Control on VHF Channel 16 to obtain further instructions. Vessels are advised not to approach closer than 0.5 miles off the island, due to very strong and variable currents.

DOCUMENTS:

International Declaration of Health, 1 copy.
Clearance from Last Port.
Crew Lists, 2 copies.
Passenger Lists, 2 copies.
Manifest, 1 copy.

PILOTAGE: Pilotage is compulsory. The pilot station is 0.25 miles bearing 315° (T) from the Northern-most buoy ('A1') of the Northern (No. 2) cantilever, on the West side of the Island, which is approximately 0.5 miles offshore.

Masters should inform the Harbour Master on departure from last port, 72 hours and 24 hours before arrival. ETA messages should be sent through Radio Nauru (C2N) or through Sydney Radio to telegraphic address "Nauruphos Nauru" or telex No. ZV 33082 Nruphos for attention of the Harbour Master. On receipt of the second ETA message, Nauruphos will advise the Master through Nauru Radio or Sydney Radio of any messages for the vessel.

The Harbour office is open from 0700 hrs. daily, 0730 hrs. Sundays, and the Harbour Master will contact vessels on VHF Channel 16 or 2182 kHz regarding berthing instructions.

Vessels should fly the Nauru National flag when approaching the island.

A safe, clean pilot ladder with 2 manropes should be rigged on the port side of the vessel with the bottom rung 0.7 m. above the water. Vessels should approach the pilot station from the North on a heading of about 220° (T).

The pilot normally remains on board throughout the period that the vessel is made fast to the mooring system. The weather is extremely unpredictable and the vessel may be required to slip and sail at very short notice.

ANCHORAGES: No sea anchorage is available at Nauru due to extreme depths of water all around the island. Vessels unable to moor due to adverse weather, late arrival or berth occupancy drift off the port and return by daylight next morning, or when required to do so by the Harbour Master.

There are no known shoals offshore.

RESTRICTIONS: There are no restrictions on draft or tide. Onshore winds (Westerly) generate an onshore set which may make ship handling unsafe when the Harbour Master will declare a non-weather working day. Vessels are only brought in to the moorings during daylight hours.

MAX. SIZE:

No. 1 (Southern) Cantilever: Condemned as beyond repair.

No. 2 (Northern) Cantilver:

Maximum arrival deadweight	18,000 tonnes.
Maximum sailing displacement	42,000 tonnes.
Maximum length	192.02 m.
Maximum beam	28.34 m.
Maximum airdraft	12.73 m.

HEALTH: Masters of vessels approaching Nauru are required to send a telegram or telex directly to the Quarantine Officer, Nauru, not more than 24 hours and less than 12 hours before arrival either through Nauru Radio or Sydney Radio. The quarantine message should state the name of the last port, the date of departure from the last port, the number of crew and passengers, and the presence of any infectious disease. If no reply is received from the Quarantine Officer, the vessel should call Nauru Radio on VHF Channel 16 and obtain pratique, after arrival off the island. The telex number of the Quarantine Officer is ZV 33086 NRUMIC.

RADIO: Nauru Radio. Call Sign: C2N.

Hours of operation: 0800 – 1300 (local time) 2000 – 2330 (UTC)
1300 – 1630 (local time) 0100 – 0430 (UTC)

For frequencies and schedules see 'Admiralty List of Radio Signals'. If difficulty is experienced in raising Nauru Radio, messages can be passed through Sydney Radio or any convenient Coastal Radio Station. Messages may also be sent to Nauru Radio on telex No. ZV 33086 NRUIMC or ZV 33081 GOVNRU.

There is a short wave radio in the Harbour Office and contact can be made on 2182 kHz. Other frequencies are 6215.5 kHz, 6221.6 kHz and 16590.2 kHz.

VHF: The Harbour Office (Nauru Port Control) has a VHF set with a range of 20 miles to the West of the island. Difficulty is experienced communicating by VHF with vessels to the East of the West side of the island.

Calling: Channel 16 – Working: Channel 14.

Nauru Radio Station is situated on the South side of the island. Some difficulty is experienced communicating by VHF with vessels to the North of the island. Nauru Radio operates on Channels 16, 11, 26 and 68.

RADAR: A radar set is installed in the Harbour Office for the purpose of monitoring rain squalls.

TUGS: No tugs available.

BERTHING: There are 2 sets of mooring buoys for the phosphate loading cantilevers. The mooring gear for making fast to the mooring system for vessels coming to load phosphate or discharge oil is supplied from ashore. Mooring gangs board the vessel at the pilot station to carry out the mooring operation under the direction of the duty Harbour Master (Pilot). All Harbour Master's are qualified Master Mariners. Ship's anchor cables are not used. The ship's forward and after cranes/derricks must be rigged on the port side for lifting the mooring gear on board.

A vessel is moored initially to the outer buoys which are anchored in approximately 600 m. of water and are then hove to an inner mooring system. In the loading position the vessel lies in about 30 m. of water and about 18 m. – 24 m. from the reef edge.

Loading of phosphate is from 2 cantilevers with a combined pour rate of 3,000 tonnes per hour.

Vessels handling containers or general cargo tie up to the outer buoys and use ship's lines. Lighters are brought alongside for the handling of cargo.

STEVEDORES: Supplied by Nauruphos, no advice required. When shore mooring ropes are used, the stevedore supervisors are in charge of the mooring gangs fore and aft. Cargo operations are normally conducted during daylight hours only. Occasionally vessels may be sailed after dark if it is possible to complete phosphate loading by 2200 hrs. General cargo is not handled after dark.

MEDICAL: Medical treatment can be given at short notice. There are 2 hospitals on Nauru and emergency surgery can be carried out. Cholera vaccinations are required if the vessel has come from an infected area.

If vessels are calling at the island solely for the purpose of obtaining medical assistance, the request for medical assistance should be sent directly to the Principal Immigration Officer, Nauru, on telex No. ZV 33086 NRUIMC or ZV 33081 GOVNRU.

TANKERS: Length and beam as for phosphate vessels. 8 in. discharge line, to storage tanks, capable of 60 p.s.i. discharge pressure.

Small tankers (less than 150 m.) usually use ship's lines for head and stern lines, but inner and outer breast lines are supplied from shore as for phosphate vessels.

DENSITY: The entire mooring system is in the open sea. Normal salt water at all states of tide and season.

FRESH WATER: A new desalination plant was built in 1993, and fresh water supply is now plentiful on the island. However, there are no water barges available, and ships can only get water in small quantities, and only in case of emergency.

FUEL: Island stocks are imported for use in the phosphate industry. Bunkers are not normally supplied. Limited quantities may only be made available in cases of extreme emergency.

CONSULS: Australian and Republic of China (Taiwan).

REPAIRS: Small repairs such as welding, brazing and lathe work may be carried out when such repairs are essential to allow the vessel to proceed on its voyage. Electronics technicians employed by the phosphate corporation may be able to effect repairs to electronic navigational aids providing that circuit diagrams are available.

Main engines may not be immobilised while the vessel is made fast to mooring system.

SURVEYORS: Nauru Phosphate Corporation is the appointed agent of Lloyd's of London. The Harbour Master performs the surveys. Draft surveys are the responsibility of the vessel.

GANGWAY/DECK WATCHMEN: The inshore gangway is usually used for labour to gain access to the vessel. The alighting platform of the gangway should be suspended about 2.0 m. above the water. A member of the crew should be available to raise or lower it as necessary.

OPENING/CLOSING HATCHES: Carried out by ship's crew.

CUSTOMS ALLOWANCES: No restrictions on crew consumption apply. Trading between ship and shore is prohibited.

CARGO GEAR: Cargo gear should be up to the standard demanded in Australian ports. Derricks and/or cranes must be topped and made ready for operation by the ship's crew who should instruct the winch/crane operators in their use. The handling of containers and general cargo is by ship's gear only.

REPATRIATION: Repatriation can be arranged. No facilities are provided for crew changes.

AIRPORT: Airport is 1 km. from the Harbour Office. Air Nauru operates regular flights to Australia, New Zealand, S.E. Asia and major locations in the Pacific.

TIME: GMT plus 12 hours. No alterations during the year.

HOLIDAYS: Christmas Day, New Year's Day, Good Friday and Easter Sunday are normally closed holidays. Other National holidays occur during the year but work normally continues on these days.

POLICE/AMBULANCE/FIRE: All emergencies are handled by the Harbour Masters.

TELEPHONES: Nauru International dialling code: 674.

No telephones are placed on board. The duty Harbour Master and Stevedore Supervisors carry radios for communication with the Harbour Office, wharf supervisors and plant operators. No radiotelephone facilities exist.

SERVICES: No special services are available.

BANKS: The Bank of Nauru is the only bank on the island. There are 2 branches of the bank, both within 0.5 km. of the Harbour Office. The main office is located in the Civic Centre. The currency of Nauru is the Australian dollar. Money transfers can be arranged directly with the bank, or through the Westpac Bank of Australia. Bank of Nauru, P.O.Box 289, Republic of Nauru, Central Pacific. Telex No. ZV 33085 BANKNRU. Telephone 5239 and 5240.

STORING: No facilities exist for revictualing or the provision of stores.

SHIP SUPPLY SERVICE: The Marine Department can provide a barge to ferry personnel to and from the ship in emergency cases. At all other times, use of the barges is subject to availability. A charge of A$50.00 is levied for the service.

SHORE LEAVE: This may be granted by the Master in consultation with the Harbour Master on board.

IDENTIFICATION CARDS: Some form of identification, Passport, Discharge Book, or I.D. card, should be carried by crew members.

REGULATIONS:

1. Unless otherwise advised, derricks and/or cranes must be rigged for discharging to or from lighters alongside the vessel.
2. The rigging and adjusting of derricks and cranes prior to, or during cargo operations is the ship's responsibility.
3. Shore crane drivers are supplied solely for the loading and discharge of cargo.
4. The opening and closing of hatches is the ship's responsibility.

5. Shore labour does not apply or release cargo lashings, except in the case of twistlocks within a container stow.
6. Hatch cleaning is not performed by shore labour as part of cargo operations.
7. The handling of ship's moorings is the responsibility of the ship's crew. Shore labour will handle the moorings when the vessel ties up alongside the phosphate loading cantilvers.
8. Normal hours are 0700 – 1900. Any variation is at the Harbour Master's discretion.
9. The pilot is to be provided with access to the wheelhouse at all times in order to operate the radar to detect rain squalls.
10. Mooring winches to be available at all times.
11. The engines are not to be immobilised, but are to be ready at 10 minutes notice. When notice is given, it is expected that the mooring winches will be immediately available.
12. The weather is extremely unpredictable. If the weather deteriorates, the vessel will be slipped from the moorings and put to sea *WHETHER OR NOT THE MASTER AND CREW ARE ON BOARD*. For this reason, it is imperative that the vessel is adequately manned at all times.
13. Barges may be provided to ferry crew ashore, subject to their availability. All requests should be referred to the pilot or Stevedore Supervisor.
14. Vessels must not approach the port unless requested to do so.
15. Trimming of bulk phosphate is not performed by shore labour.

DELAYS: Normally no delays should be expected. Vessels arriving in the afternoon usually berth the following day. One or two days delay may be experienced due to port congestion, but this is rare. Phosphate vessels usually take preference over other vessels which will be berthed after the phosphate vessels have tied up.

Delays can occur due to adverse weather, the duration of which is unpredictable.

GENERAL: The mooring system is in the open sea with no protection from the wind or waves from the West. Waves under the cantilevers are shorter and steeper than outside as a result of the shoaling effect of the coral reef. Vessels are continually rolling and heaving while under the cantilevers This makes it extremely dangerous for the ship's crew to open and close hatches with pontoons.

Vessels with derricks cause delays because it is usually not possible to swing the cantilevers between hatches for the various pours without heaving the vessel out on the moorings and back in again after shifting the cantilever.

Easterly trades predominate for most of the year when the mooring system is in the lee of the island. However, Westerly monsoons blow during the wet season from November to March. Westerly winds blow up to 45 knots and rain squalls are frequently experienced. Strong onshore currents remain for several days after the winds have eased. For this reason it is extremely dangerous to approach the buoyage system after Westerly winds.

During the monsoon season vessels should have sufficient fuel, fresh water and provisions for at least 30 days over and above the normal duration of the voyage.

Strong mooring winches are essential since no tugs are available and the vessel has to heave out on the mooring ropes before sailing.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Australian Dollar (A$).

AUTHORITY: Nauru Phosphate Corporation, Marine Department, Aiwo District, Republic of Nauru, Central Pacific. *Tel:* 4192, 4191. *Telex:* ZV 33082 NRUPHOS "Attn. Harbour Master". *Cables:* Nauruphos, Nauru. *Fax:* Area Code 674, 555-4111. *Contact:* Captain R.N. Underdahl, Harbour Master (Tel. Office (674) 555-4189. Residence (674) 555-4205.

NOTES

Please also advise Shipping Guides Ltd.

Netherlands

GENERAL:

CUSTOMS: *Shipmaster's Report:* June 1993.

The Customs gangs who search vessels on arrival will confiscate protected animals, corals and products made out of materials from protected animals.

AMSTERDAM: 52.22 N. 04.54 E. (See Plan)

PORT LIMITS: Notice of Readiness will only be accepted (subject to C/P terms) if vessel has actually arrived at Amsterdam, which means that vessels have to enter from sea and pass the locks at Ymuiden, proceeding through the North Sea Canal to Amsterdam. There are various buoys and quays available where vessels can be moored waiting for final discharging berth.

DOCUMENTS:

Health Certificate. Forms obtainable from sea Pilot.

Crew List in triplicate.

2 copies of Crew Manifest for cigarettes, cigars, spirits, etc., belonging to crew.

Passenger List in triplicate.

1 copy of Manifest.

1 copy of Bills of Lading.

Dangerous Cargo List.

Ship's Register.

1 copy Stores List.

Also see "Rotterdam".

PILOTAGE: *Ordering a Pilot:* In order to avoid possible delay in obtaining a Pilot, all ships bound for the North Sea Canal range should send a standard message at least 6 hours in advance when inward bound, and 4 hours in advance when outward bound to:

Pilot VTS Ijmuiden, Traffic Centre, 19 Seinpostweg, 1976 BT Ijmuiden. Telex: 71169 PI.VTS. Fax: 02550-32535. Tel: 02550-64500. Day and night service VHF Channel 12.

Messages regarding deep draft ships (more than 45 ft. in salt water) are expected 24 hours in advance, and are to be confirmed at least 8 hours before arriving in position Lat. 52° 30′ N., Long. 03° 50′ E.

Messages regarding licensed ships (draft range from 43 ft. to 45 ft., particular transports, etc.) at least 7 days before arrival at above mentioned position.

Vessels carrying dangerous goods at least 24 hours before entering Dutch territorial waters.

Delays of one hour or more have to be corrected.

The Master shall transmit his vessel's ETA via Scheveningen Radio (PCH), or any other suitable means of communication.

Communications: All arriving ships are requested to maintain continuous watch on VHF Channel 12 as soon as within VHF range, for Pilot messages and berthing orders, as well as for the locking process and other information. At the special request of Traffic Centre Ymuiden, ships should change to Channel 9.

Pilot Service Information:

1. Pilot Coordinator: Information about the boarding of the Pilot, pilot helicopter services, advice to deep draft vessels, etc., can be obtained 24 hours a day from the Pilot Coordinator at Traffic Centre Ijmuiden on VHF Channels 12 and 9, or by Tel: 02550-64503.

2. Pilots Corporation (Regionale Loodsencorporatie Amsterdam – Ijmond): Messages concerning the organisation of the pilot service, complaints, etc., should be sent to: The President of the 'Regionale Loodsencorporatie Amsterdam – Ijmond', 242 Kanaaldijk, 1975 AJ Ijmuiden, or during office hours by Tel: 02550-64501.

Operations:

1. Piloting of Ships with Draft up to 45 ft.:

Boarding generally takes place in an area around the Racon Buoy (Racon --.-) varying from one mile North to one mile South of the leading line 100°, depending on the tide and from 2 miles East to 3 miles West of that buoy, depending on type and size of the ship.

Pilot launches operate between the harbour and the vessels to be piloted. The hull of these ships is yellow, the superstructure white and the word 'Pilot' painted in black on sides. Vessels are equipped with radar and VHF. In order to perform a smooth piloting procedure, it is advisable to contact the launch on Channel 9.

2. Piloting of Ships over 45 ft.:

Ships exceeding this draft are boarded in the approach of the IJ-Channel (52° 30′ 00″ N., 03° 50′ 00″ E.) by helicopters. Outward bound debarkation takes place after passing Buoy 'Y 1'. The vessels concerned must be equipped in conformity with the safety standards of the International Civil Aeronautical Organisation (ICAO) as published in the 'Guide to Helicopter/Ship Operations' by the International Chamber of Shipping (ICS).

In view of the narrowness of the IJ-Channel, vessels which have to be restricted thereto are urged to use Government Pilots. To promote the safety of shipping, the Pilots work with a Decca electronic position finding system in combination with a Norcontrol computerised surveillance radar ashore.

3. Piloting suspended with Launches:

Boarding by launch is suspended when wind force is 7 or 8 Beaufort Scale (wave height exceeding 2.70 m.).

As a substitute, Pilots of the local Pilot Corporation Amsterdam-IJmond may embark by helicopter.

1. Ships with Helicopter Facilities:

Ships, due to arrive at the North Sea Canal area, should pay special attention to the weather situation, as piloting with launches is stopped when wind force increases to 7/8 Beaufort Scale. Helicopting is available on demand against a fixed tariff, but is a matter to be deliberated between Agents and the coordinating Pilot. Early consultation with Agents is desirable.

If helicopter pilotage is not possible, Pilots may embark in other ports under the following conditions:

2. By means of public transportation: At Rotterdam (4 hours), Antwerp and Flushing (5 hours) previous notice. Pilot can also board at other places.

3. Shore-based Pilotage (Remote Pilotage):

Pilot's information and advice for ships with a length overall up to 125 m. can also be obtained by means of shore based radar, when launches are not working outside the breakwater.

Shipping is notified of the fact that the existing radar equipment does not entirely meet the operational requirements for remote pilotage.

For this reason, it is mandatory that the Master explicitly states that he wishes to enter the harbour using RRP, and that there is no objection to do this under the terms of the conducted access policy.

Procedure:

(a) Traffic Centre IJmuiden (Channel 9) requests the ship to switch over to Channel 19.

(b) The ship has to proceed to a position 100° about 4 miles West from the breakwater prior to entering.

The following are to apply:

Reasonable contact ship-shore and vice versa.

Two good working VHF units.

Some manoeuvring data needs to be known ashore.

The Master of the ship is obliged to board the Pilot as soon as the ship is inside the breakwaters.

1. Pilot Launches:

Pilot launches engaged on their station on pilotage duty shall fly, exhibit, display, hoist or sound.

(a) By day: The pilot flag, a blue flag with white letter 'L' displayed from the foremast.

(b) At night: The lights as prescribed by Regulation 29 of the Regulations for Preventing Collisions at Sea.

(c) During fog, mist, snow, heavy rainstorms or any other weather conditions which in like manner cause visibility to deteriorate, the sound signal as prescribed by Regulation 35(a), (b), (f) and (i).

2. Pilot ladder:

Pilot ladders should be rigged on starboard or port side, depending on the weather situation, at a height of about 2.0 m. (6 ft. – 7 ft.) above sea level.

In cases of freeboard more than 9.0 m. (29 ft. 06 in.), the ladder should be made ready in combination with the accommodation ladder.

3. Hoist landings: (ICS Guide character 'D').

Hoist landings must meet the following conditions: Manoeuvring zone 27.5 m. (90 ft.) diameter. Broken white circle need not to be painted. Clear zone (solid yellow circle, with same centre point) not less than 4.6 m. (25 ft.) diameter. Maximum height of obstacle within manoeuvring zone 3.05 m. (10 ft.). Minimum height the helicopter will hover – about 10 ft. above the highest obstacle in manoeuvring zone.

All other deck markings as shown in the ICS Guide under 'A', 'D' and 'C' may also be used for hoist landings.

In order to prevent useless spending, Agents should be aware of the fact that ships without deck markings, as well as those which fail to comply with the operating recommendations, may be refused by the boarding Pilot.

Limitations:

Wind of more than 10 Beaufort Scale (55 km./hr.).

Visibility less than 800 m. at 150 ft.

Severe air turbulence, icing and extreme rolling and pitching of the ship.

Container ships:

Container carriers, which intend to request a Pilot by helicopter, shall provide, in advance to the helicopter company, drawings (preferably on an original deckplan), showing arrangements as outlined under "Operations" No. 2 and "Procedure" No. 2.

Maritime Traffic Act: Pilotage is mandatory for vessels over 65 m. LOA, and all vessels equipped for bulk transport which are not gas-free or are carrying dangerous cargo in bulk, regardless of the length.

1. Exemptions:

All sea-going vessels over 40 m. have to pay pilotage dues. The following vessels with a length of less than 65 m. are exempted from pilotage/pilotage dues.

(a) Tugs.
(b) Salvage vessels.
(c) Dredgers and vessels for conveyance of sand, mud and gravel.
(d) Fishing craft.
(e) Lifeboats.
(f) Pilot vessels.

Unless they are used for other purposes than specified above. When a vessel has failed to engage a commissioned Pilot, full dues are charged, unless it can be proved that a Pilot was not available.

Note: Revised legislation will come into force in the course of early 1993.

2. Owners and Master are requested to note that neither the Pilotage Corporation or the Pilot can be sued for damage sustained or done to any other vessel or object by a ship carrying a commissioned Pilot.

Pilotage in all estuaries, seaports, rivers, navigable waterways and canals within the Netherlands is exclusively carried out by the commissioned Pilots of the local Pilots Corporations (Regionale Loodsencorporatie).

3. Pilotage dues are based on the draft of the vessel measured in decimetres. Fractions up to 0.5 are rounded off and fractions above 0.5 are counted as full in assessing pilotage dues. For rendering pilotage

service outside the limits of any pilotage district, retaining fees and travelling expenses are charged in addition to dues as specified in the tariff (other instances when retaining fees or travelling expenses become due are specified in the Addenda to the Traffic of dues).

Dues and other charges for both inward and outward pilotage services shall be paid before sailing outward, but in no case later than one month after the service was rendered. Custom-house officers shall refuse clearance of a vessel without a certificate of payment or of a lawful document authorising exemption from pilotage. Claims for readjustment of payment for pilotage services must be made within 12 months.

Also see "Ymuiden".

ANCHORAGE: Anchoring in Ymuiden outer harbour, North Sea Canal and in harbour of Amsterdam is prohibited.

RESTRICTIONS: Entry possible at night.

MAX. SIZE: Vessels proceeding to Amsterdam have to pass locks at Ymuiden. Dimensions of Northern lock (largest): 400 m. long, 50 m. width and 15.00 m. deep at N.A.P. (N.A.P. is 1.13 m. above LLWS.) Max. LOA 325 m. Max. width 42 m., and with special permission up to 45 m.

At max. width 45 m. the max. draft is 40 ft. salt water. Between 45 m. width and 42 m. width the draft increases gradually from 40 ft. till 45 ft. salt water. All these ships have to pass the locks with special permission.

The official max. draft to enter Ymuiden is 54 ft. salt water. Vessels with a draft of 43 ft. to 45 ft. salt water may enter Ymuiden and proceed to Amsterdam.

RADIO: Cable Agents giving ETA, draft, cash and other requirements via Scheveningen Radio/PCH.

RADAR/VHF:

VHF Channel	*Channel Use*	*Call Sign*	*Compulsory Monitoring*	*Compulsory Reporting Sea-Going Traffic*	*Compulsory Reporting Other Traffic*	*Remarks*
12	VTS-Channel	Traffic Centre IJmuiden	Yes	Yes	No	Area: IJmuiden approach within radar coverage as indicated on navigational charts (See "Plan"). Outside circle radius of 5 miles from piers.
9	VTS-Channel	IJmuiden Port Control	Yes	Yes	Yes	
11	VTS-Channel	Northsea Canal Traffic Centre	Yes	Yes	Yes	Westbound traffic with destination locks, switch to Channel 22 upon request by Northsea Canal Traffic Centre.
14	VTS-Channel	Amsterdam Port Control	Yes	Yes	Limited to vessels carrying 0, 1, 2 or 3 cones and push tows over 100 m.×22.80 m.	Strictly reserved for reporting, traffic information and instructions. Further information: Amsterdam Port Control – Channel 4.
4	Port Information Channel	Amsterdam Port Control	No	No	No	First establish contact on Channel 14.

Telephone/Telex Numbers:

Amsterdam Port Control:	020-622 15 15
Emergencies:	020-625 59 24
Dangerous Goods and Environmental Control:	020-623 91 30
Telefax:	020-625 40 15 or 626 62 15
Telex:	15480
Zaanstad Port Office:	075-51 28 88
Telefax:	075-51 24 32
Bevervijk Port Office (VHF 71):	02510-2 47 50
IJmuiden Locks:	02550-6 42 20
IJmuiden Fishing Harbour:	02550-1 90 09

Traffic Centre:	
Head of Traffic Centre:	02550-1 90 27
Operations:	02550-3 48 12
Telefax:	02550-3 51 44
Telex:	71169
Oranje-Locks (VHF 18):	020-36 07 44
Willem I-Lock:	020-36 09 70
Westerkeer-Lock (VHF 22):	020-24 98 76
Wilhelmina-Lock (VHF 20):	075-16 49 32
Pilotage Northsea Canal:	
Pilot VTS IJmuiden	
Telephone:	02550-6 45 00
Telefax:	02550-3 25 35
Telex (pivts nl):	7 11 69

24 hours service.

TUGS: Sea-going tugs available between piers at Ymuiden assisting vessels, into locks or outer harbour. Harbour tugs available in locks assisting vessels to Amsterdam. The rates include use of tug hawser.

BERTHING: Possible at night. If no berth available vessels may be moored on buoys.

Quay	*Length* (m.)	*Depth* (m.)
Amerikahaven	810	15.00
Cacaohaven	320	4.50 – 7.50
Australiehaven	—	15.00
Tasmaniehaven	—	4.50
Aziehaven	250	12.00
ADM Haven	—	7.00 – 9.00
Westhaven	2,650	14.00 – 15.00
Sonthaven	188	9.50 – 13.00
Bosporushaven	400	5.00
Suezhaven	1,108	10.00
Beringhaven	190	9.00
Mainhaven	—	4.00
Moezelhaven	—	4.00
Hornhaven	537	10.00 – 12.50
Jan van Riebeeckhaven	170	4.50 – 12.50
Carel Reinierszhaven	90	4.00
Usselincxhaven	—	12.50
Adenhaven	200	10.00
Petroleumhaven	—	10.00 – 10.50
Coenhaven	3,450	10.00
Mercuriushaven	500	15.00
Vlothaven	1,910	15.00
Neptuneshaven	255	10.00
Minervahaven	240	6.50 – 7.50
Noordzeekanaal (Amfert)	310	10.20
Nieuwe Houthaven	90	6.50
Graansilokade	170	10.00
De Ruyterkade	190	6.00 – 8.00
Johan van Hasseltkanaal (West)	—	3.00 – 3.50
Kop O. Handelskade	80	3.00
Oostelijke Handelskade	1,800	7.70 – 9.80

CRANES:

	Capacity	*Number*
General cargo cranes	1 – 30 tons	58
General cargo cranes for inland craft	1.5 – 5 tons	3
Bulk-cargo cranes (shipping)	2 – 16 tons	10
Container cranes	50 tons	3
Mobile container cranes	35 & 45 tons	2
Container railway cranes	35 tons	2
Van carriers	30 tons	3
Table cranes	5 – 30 tons	7
Transporter bridges	7 – 50 tons	8
Floating bulk cargo cranes	2.5 – 16 tons	8
General cargo cranes (industry)	1 – 40 tons	13
Bulk cargo cranes (industry)	1.5 – 6 tons	10
Mobile cranes (shipping)	1 – 6.5 tons	12
Floating derricks	10 – 300 tons	12

CARGO HANDLING FACILITIES: Grain:

I.G.M.A. (Internationale Graanoverslag Mij. Amsterdam B.V.): The grain terminal, Situated in Vlothaven, is specially designed for the fast discharge and transhipment of grain and derivatives.

Depth alongside 49 ft. 3 in.

A fast conveying installation transports grain into the silos or to receiving ships. Capacity of the silos: 52,700 tonnes. Also soyabeans are transhipped to the soya oil extraction plant next to the I.G.M.A. silo.

Equipment: The installation has a main jetty of 1,200 ft. length to accommodate 2 vessels up to 100,000 d.w.t. The ships are unloaded by 2 mobile pneumatic suckers, with a capacity of 400 t.p.h., 2 screw grain dischargers with a capacity of 800 t.p.h. each and 1 floating elevator with a capacity of 200 t.p.h. for heavy grain. Two crane/weigh tower combinations with a capacity of about 400 tons heavy grain each. A floating crane, capacity 15 tonnes is available for handling stores, spare parts, etc.

Despatch: With the modern equipment and the efficient way of handling, a good despatch can be realised. If two or three discharge units are available, a bulk carrier with 30,000 tons will be completed within 2 days. Daily discharge capacity in total is about 40,000 metric tons.

Supplies: Water obtainable from ashore, stores must be transhipped on barge at the quay as jetty is not accessible to trucks; bunkers by barge.

Pier C: Alongside this berth bulk carriers and tankers can be accommodated to load directly ex-silo. Max. draft 30 ft., max. airdraft 30 ft. Loading capacity 2,000 t.p.d.

Cargill B.V.: Located adjacent to the IGMA Grain Terminal.

Importing vessels are berthed alongside the IGMA pier and the plant receives the soyabeans directly by conveyor belt.

The finished products are loaded into coasters which moor alongside the jetty of the plant along the Mercurius Harbour. Loading capacity: About 200 t.p.h.

Ore, Coal, Agricultural Products, Derivates, etc.:

B.V. Overslagbedrijf "Amsterdam": This stevedoring company for the transhipment and storage of all kinds of dry bulk cargoes is situated in the West Dock, only 10 miles from Ymuiden. Along the quay with a length of 2,600 ft., large bulk carriers with a draft up to 49 ft. 03 in. fresh water can be accommodated. Vessels up to 54 ft. can be lightened at Ymuiden to a maximum draft of 45 ft. salt water.

There are no restrictions as to the length, height or beam of the ships. Maximum outreach of loading/discharging gear over water: 164 ft.; maximum height of loading/discharging gear above water level: 80 ft. 5 in.

Equipment: 4 high speed gantry cranes, gross lifting capacity 3×30 tons (20 tons net) and 1×50 tons (30 – 33 tons net) with built-in electronic weighing system. The 3×30 tons gantries have a maximum outreach over water of 131 ft., allowing a maximum air draft of 50 ft. whereas for the 50 tons gantry the maximum outreach over water is 164 ft., allowing a maximum airdraft of 80 ft.

Double independent conveyor belt-system (length 5 km.) for simultaneous stockpiling/reclaiming into barges and/or railcars with separate cranes for that purpose.

Loading machines for (push) barges and sea-going vessels up to 18,000 d.w.t.

Discharging equipment for railcars. Double track rail connection with Dutch Railway System with automatic weighing equipment. Storage capacity up to 3 million tons.

Capacity: Total discharging rate of gear: For ore up to 100,000 tons per 24 hours; for coal up to 60,000 tons; for derivatives up to 25,000 tons. Loading rate of gear into seagoing vessels from stockpile: up to 2,000 t.p.h. Ex barges: depending on size of barges.

Supplies: Water, stores and bunkers can be delivered by truck and/or barge.

Havenbedrijf de Stuwer B.V.: Handles coal, minerals, ore, derivatives and fertilisers in the Western port area.

Equipment: 3 floating cranes with a capacity up to 16 tons;

Excellent rail connections and weighing bridge;

Screening installations for coal and coke;

Storage capacity up to 200,000 tons;

Vast paved storage areas.

Very reasonable dispatch. Capacity about 15,000 tons per running day; with combined working of gantries and floating cranes even more. Quays with length of 4,800 ft. can accommodate large bulk carriers with a draft of 35 ft. With the floating cranes, vessels drawing up to 45 ft. can be handled at any place in the Port of Amsterdam.

Supplies: Stores, bunkers can be delivered by truck, and/or barge.

Phosphate: *Amfert B.V.*

At the fertiliser works, rock phosphate is discharged and after manufacture the ready product (fertiliser) shipped in bulk.

Equipment and berth: The main jetty has a depth alongside of 35 ft. and 2 vessels of up to about 25,000 tons can be accommodated. With the 2 grab cranes a daily out turn of 5,000 tons phosphate is reached.

Container and Ro-Ro/Ferry Terminals:

Combined Terminals Amsterdam V.O.F. (C.T.A.): Combined Terminals Amsterdam V.O.F. offer a complete container terminal service on the West Terminal which is located in the Westhaven.

Container Freight Station and Intercontainer Railway Terminal incorporated on the terminal site.

Roll-on/Roll-off ramp especially constructed for heavy axle loads. Car terminal facilities for handling large quantities of factory automobiles/trucks.

Berths:

Berth No. 1: Length 250 m. Depth alongside 13 m. (42 ft.)
No. 2: Length 215 m. Depth alongside 11.5 m. (37 ft.)
No. 3: Length 140 m. (Ro/Ro) Depth alongside 11.0 m.(35 ft.)
No. 4: Length 290 m. Depth alongside 11.0 m. (35 ft.)

Equipment: 3 Portainers, with lifting capacity 50 tons each, outreach 36 m. (116 ft.), rail width 20 m. (65 ft.) and backreach 24 m. (80 ft.) with 20 ft., 30 ft., 40 ft. and adjustable spreaders, also to lift two 20 ft. containers simultaneously.

Four multi-purpose-rail mounted dock cranes with lifting capacity of 30 tons on 20 m. (66 ft.) and 12 tons on 40 m. (131 ft.) outreach.

Two rail mounted transtainers, capacity 35 tons and 45 tons with 28 m. (90 ft.) and 40 m. (129 ft.) span rotating and adjustable spreader serving 3 railway tracks.

Eight van carriers, terminal tractors and chassis and heavy lift trucks equipped for containers, steel coils and pulp.

Facilities: Container storage yard 165,000 sq.m.

Car park 140,000 sq.m. (28 acres).

Container freight station 3,000 sq.m. (33,000 sq.ft.) 46 doors.

Two transit sheds 16,000 sq.m. (172,000 sq.ft.).

Workshop for the maintenance and repair of containers and road chassis.

40 reefer receptacles at the required voltages.

Depot of lease containers and road chassis. Container railway terminal.

Working Hours: Usually around the clock, 7 days per week.

Supplies: Fresh water obtainable from the quay, bunkers by barge.

Verenigd Cargadoorskantoor: VCK operates 2 modern stevedoring terminals of which one is equipped for Ro/Ro and passenger traffic: the Scandia Terminal. Regular ferry services sail from there to Norway (Summer passenger service) and Finland (cargo service).

Scandia Terminal: Scandia Terminal in the Suezhaven and Beringhaven, 10.5 nautical miles from the sea-locks in Ymuiden. Total area 105,080 sq.m., marshalling area 84,785 sq.m., quay length 771 m., 3 Ro/Ro ramps, one in Suezhaven and two in Beringhaven, shed space 20,295 sq.m., modern passenger building.

Westport Terminal: 1 mobile container crane of 45 tons. 16 breakbulk cranes of 5 tons – 25 tons. Total area: 5,600 sq.m., quay length: 570 m., shed space: 13,700 sq.m. Marshalling area: 42,340 sq.m.

Also available on both terminals: side loaders (20 tons), tugmasters, slave trailers, flats, containers and forklift trucks.

P. Ter Haak & Zn. B.V.: Double berth Ro/Ro Terminal – Draft 39 ft. Regular Ro-Ro Service to East Coast of Sweden.

Molasses: Cargill – 2 jetties, max. draft 11.30 m. receiving capacity 1,000 t.p.h. Max. d.w.t. 65,000 tons (approx.). Connections 8 in.

Minerals: Eggerding & Co. B.V. Length of quay 400 m. Depth alongside 33 ft. Discharge is carried out by floating cranes.

STEVEDORES: In order to enable Agents to order gangs in time it is recommended to keep Agents duly informed about ETA. No ETA to stevedores necessary.

MEDICAL: If immediate medical assistance will be required in the locks at Ymuiden, Agents must receive advance notice.

TANKERS: *Oiltanking B.V.:* 1 jetty for 2 vessels of 100,000 tons. Max. LOA 310 m., max. draft 15.0 m., 2 jetties for 2 vessels of 3,500 tons, 1 jetty (used in case of fire). One jetty for 1 ship up to 45,000 d.w.t. Pipeline connection 6 in. and 8 in. Receiving rate 2,000 t.p.h. LPG loading rate 2,000 t.p.h. depending on grade and condition. Fresh water available from jetty, fuel by barge. Stores by barge or trucks. (Jetty not accessible to trucks). Dirty ballast by barge.

Mobil: 2 jetties, 1 for vessel of 30,000 tons and another for vessel of 80,000 tons. Max. LOA 255 m., max. draft 13.7 m. Pipeline connections 10 in. and 12 in.

The receiving rate for crude oil is 4,000 cu.m./hr. The loading rate varies from 400–1,900 cu.m/hr. depending on grade.

Fresh water available from jetty. Fuel available, pipeline 8 in. Facilities available for dirty ballast if vessel to load at berth. Max. capacity 10,000 tons. Stores by barge or truck (Jetty not accessible to trucks).

Van Ommeren: 2 jetties, max. LOA 250 m., max. draft 10.5 m. Pipeline connections 6 in. – 12 in.

Receiving rate, up to 2,000 t.p.h. depending on grade and back pressure, if any. The loading rate is about 1,000 t.p.h. depending on grade.

Fresh water available by barge. Fuel available by barge. Stores mainly by truck (Jetties not accessible to trucks).

Comos: Two jetties, max. LOA 300 m., max. draft 12.5 m. Pipeline connections 8 in. and 12 in. Four jetties available for seagoing vessels and barges up to a max. draft 14 ft. 9 in.

The receiving capacity is about 2,000 t.p.h. and loading rate up to about 1,000 t.p.h.

Fresh water available by barge. Fuel available by barge or pipeline. Stores by truck. There are no facilities for dirty ballast.

Smid & Hollander: 2 berths for receiving crude oil, max. LOA 245 m., max. draft 12.5 m. Fuel available at berth. Fresh water available by barge. Stores by truck (Jetty not accessible to trucks). There are no dirty ballast facilities.

Noord Europees Wijnopslagbedrijf B.V.: One jetty, max. draft 41 ft. For wines, fruit juice and alcohol. Fresh water and fuel available by barge. Stores by truck.

TTS: Located in Petroleumhaven. Max. LOA 170 m., max. draft 10 m. Fresh water and fuel available by barge. No dirty ballast facilities.

De Humber: Located in Petroleumhaven. Max LOA 150 m., max. draft 10.0 m. Fresh water and fuel available by barge. No dirty ballast facilities.

G.E.Plastics: Located in Hornhaven. Max. LOA 100 m., max. draft 5.50 m. Fresh water and fuel available by barge. No dirty ballast facilities.

Schuurman: Located in Usselincxhaven. Max. LOA 180 m., max. draft 11.30 m. Receives molasses at up to 1,000 t.p.h. Fresh water and fuel available by barge. No dirty ballast facilities.

TCA (Tank Cleaning Amsterdam): Located at Petroleumhaven. 2 berths available for 100,000 d.w.t. and 30,000 d.w.t. vessels (See "Services").

DENSITY: Amsterdam is not a tidal port. The water is brackish to fresh.

FRESH WATER: Drinking and boiler water can be supplied by barge, or if connection available, from shore. Price depends on quantity ordered.

FUEL: All grades of fuel are available and delivered mainly by barge. Advance notice 48 hours.

FIRE PRECAUTIONS: No repair work to be carried out to tankers without permission of Harbour Authorities. Usual non-smoking precautions, etc.

CONSULS: In Amsterdam only. Many countries represented in The Hague and Rotterdam.

C = Consul. C.G. = Consul-General.

Consulates and Embassies: Argentina (C.G.), Austria (C.G.), Bangladesh (C.), Belgium (C.), Benin (C.), Bolivia (C.), Brazil (C.), Central African Republic (C.), Chile (C.G.), Colombia (C.G.), Cyprus(C.), Czech Republic (C.), Denmark (C.G.), Ecuador (C.G.), Finland (C.G.), France (C.G.), Germany (C.G.), Ghana (C.G.), Great Britain (C.G.), Greece (C.), Haiti (C.), Iceland (C.G.), Italy (C.G.), Ivory Coast (C.), Jamaica (C.), Japan (C.G.), Luxembourg (C.), Malawi (C.), Mauritius (C.), Mexico (C.), Monaco (C.G.), Morocco (C.G.), Nepal (C.), Norway (C.G.), Panama (C.G.), Peru (C.G.), Philippines (C.G.), Senegal (C.), Spain (C.G.), Surinam (C.G.), Sweden (C.), Switzerland (C.G.), Thailand (C.), Togo (C.), Uganda (C.), U.S.A. (C.G.).

GANGWAY/DECK WATCHMEN: Not required. Dependent on commodity of cargo.

OPENING/CLOSING HATCHES: Liner vessels by crew or by stevedores, payable per man per hour. Tramp vessels as per Charter Party.

CERTIFICATES:

Ship's Register.

Usual Cargo Certificate.

Safety Radio.

Safety Equipment Certificate.

Crew Roll.

All usual certificates required for navigation.

REPAIRS: All types of deck and engine repairs are possible including gas-freeing and tank-cleaning.

DRY DOCKS: Ship and engine repairs. Maintenance, survey, damage repairs, lengthenings, conversions, voyage repairs to vessels lying at berths from Amsterdam to Ymuiden. Repair, maintenance and construction of offshore equipment.

At the site of Shipdock Amsterdam B.V. dry docks are available capable of taking vessels up to 70,000 d.w.t.

Maximum sizes of vessels to be dry docked.

Graving docks	Length×Breadth×Depth (in feet)	Dock capacity in D.W.
No. 1	439× 63 ×16.1	10,000
No. 2	518× 69.5×19.0	18,000
No. 3	639× 86 ×26.6	32,000
No. 4	803×117 ×24.3	85,000

Total quay length 5,500 ft.

Equipped with 9 cranes up to 60 tons. Floating crane up to 300 tons available.

Oranjewerf B.V.:

Floating Docks	*Length* (ft.)	*Breadth* (ft.)	*Depth on sill* (ft.)	*Lifting capacity* (tons)
1 floating dock	426	88	18	4,000
1 Transverse slipway	328	115	11	3,000

SURVEYORS: Many Classification Societies and cargo surveyors available.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per man or equivalent of tobacco or cigars. Wine and/or Spirits: 5 litres of wine per man. Spirits: total 5 litres for the whole ship.

CARGO GEAR: Usual cargo certificate.

REPATRIATION: Facilities for repatriation of crew to any destination are available.

AIRPORT: Distance to Schiphol Airport (served by regular airlines) 15 km.

TIME: GMT plus 1 hour. Summer time GMT plus 2 hours.

HOLIDAYS: New Year's Day; Good Friday; Easter Sunday; Easter Monday; Queen's Birthday (April 30th); Ascension Day; National Liberation Day (May 5th); Whit Sunday; Whit Monday; Christmas Day and Boxing Day.

Cargo can be worked during these days subject to labour being available at premium rates.

POLICE/AMBULANCE/FIRE: Police 222222; Ambulance 555555; Fire 212121.

SERVICES: Compass adjusting/direction finder calibration, representatives of all leading radio installations, radar and other nautical instruments available.

Tanker Cleaning Amsterdam B.V.: The largest jetty can accommodate vessels up to 270 m. in length, 11.0 m. draft, and has a depth of 33 ft. alongside the berth to hydraulically test cargo tanks.

2 jetties are available for smaller tankers up to 260 ft. and 600 ft. in length, and have a water depth alongside of 16 ft. and 18 ft. respectively.

Cold work may be carried out in the engine room during gas freeing operations in the cargo tanks subject to prior consultation and approval of the management and local authorities.

Tank storage capacity of 27,000 tons.

Barges are available for taking slops or contaminated oil.

Specialised equipment for alongside can be supplied for taking oil-spillages.

BANKS:

	Tel:
Alcredis Bank B.V., 541 Herengracht	5 20 49 22
Algemene Bank Nederland, 32 Vijzelstraat	29 91 11
American Express Int. Banking Corp., 13-15 Leidsegracht	22 93 22
Amsterdam-Rotterdam Bank N.V. (AMRO), 47 Rembrandtplein	28 93 93
Amsterdamse Crediet & Handelsbank N.V., 553 Herengracht	24 34 99
Banco de Brasil s.a., 457 Herrengracht	25 59 42
Banco de Jerez, 471 Keizersgracht	23 81 55
Banco de Viscaya, 479 Herengracht	26 30 33
Banco do Estado de Sao Paulo, 565 Keizersgracht	22 45 22
Banco Exterior Nederland N.V., 31b Leidseplein	26 12 61
Banco Popular Espagnol, 28/1 Rokin	26 15 51
Bank Kyowa Ltd., 1 Frederiksplein	26 91 31
Bank of America, 617 Keizersgracht	5 57 19 11
Bank of Tokyo, 603 Keizersgracht	5 20 89 11
Banque Chaabi du Maroc, 87 Rokin	23 47 05
Banque Paribas, 539-543 Herengracht	5 20 49 11
Banque de Suez Ned. N.V., 320 Herengracht	22 97 26
Banque National de Paris, 477 Herengracht	5 50 12 12
Barclays Bank Intern. Ltd., 500 Herengracht	26 22 09
A. de Bary & Co. N.V., 448-454 Herengracht	5 55 49 11
Canadian Imperial Bank, 79 Vijzelstraat	22 93 97
Chase Manhattan Overseas Corp., 478 Herengracht	25 56 44
Dai-ichi Kangyo Bank, 540 Singel	26 41 82
Daiwa Europe N.V., 344 Singel	22 99 77
First National City Bank, 545 Herengracht	26 44 55
Gilissen N.V., Theodoor, 12-14 Nwe Doelenstraat	24 73 73
Grenswisselkantoren, Hal Central Station	22 13 24
Hollandsche Bank-Unie N.V., 434-440 Herengracht	29 92 22
Hollandse Koopmansbank, P.O.Box 569	23 66 60
Hongkong and Shanghai Banking Corp., 499 Herengracht	22 02 67
Indonesian Overseas Bank, 662 Keizersgracht	5 51 77 11
Jugobanka, 512 Singel	24 92 74
Kas-Associatie N.V., 172 Spuistraat	21 25 21
Korea Exchange Bank, 31 Sarphatistraat	25 40 22
Labouchere & Co. N.V., 12 Tesselschadestraat	16 00 11
Lloyds Bank Int. Ltd., 29 Leidseplein	26 35 35
Mees & Hope, 548 Herengracht	5 27 91 11
Mendes Gans & Co. N.V., 619 Herengracht	23 81 81
Midland Bank, 26 Weteringschans	26 34 59
Nederlandsche Bank N.V., 1 Westeinde	5 24 91 11
Nederlandsche Credietbank N.V., 458 Herengracht	21 27 27
Nederlandsche Middenstandsbank N.V., 2 E.v. Beinumstraat	5 43 91 11
Nederlandse Overzeebank N.V., 542 Herengracht	5 27 91 11
Nomura Europe N.V., 7 De Boelelaan	44 48 60
Philippine National Bank, 272 Herengracht	23 25 40
Pierson, Heldring & Pierson, 214 Herengracht	21 11 88
Ship Mortgage Int. Bank, 530 Keizersgracht	22 29 11
Slavenburg's Bank N.V., 179-181 Herengracht	22 72 20
Soc. Generale, 17 Museumplein	76 83 21
Tokai Bank, 431 Keizersgracht	23 96 25
Yamaichi International, 1 Frederiksplein	24 24 56

TELEPHONES: Telephone connections on board are only possible on certain quays (passenger ships). It is possible to rent portable mobile phones.

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: Can be arranged through ship's agent.

WASTE OIL DISPOSAL: A waste oil facility, operated by TCA Milieutechniek, Tanker Cleaning Amsterdam BV, 48 Petroleumhavenweg, 1041 AC Amsterdam. Tel: 020-130225/115773. Fax: 020-118723. The facility is situated on the South bank of the Noordzeekanaal, near Amsterdam. The company offers a vast range of services, details of which can be obtained direct from them.

SEAMAN'S CLUBS: Seamen's Welfare of Amsterdam is located at 14 Coenhavenweg, Havens West in Amsterdam. Tel: 020-6880574.

The Seaman's Club works in close cooperation with the Apostleship of the Sea and Deutsches Seemannsheim. Seamen's Welfare offers table tennis, billiards, a shop, television, telephone service, a bar and information about Amsterdam. It also organises excursions, football matches and other entertainment.

The German Seaman's Home (Deutsches Seemannsheim) is located at 733 Keizersgracht. Tel: 020-6220842.

It is possible to stay overnight at this club which also offers a wide range of services and information for the seaman, including arrival times and berthing places of ships, various magazines and newspapers, information about transportation and cultural and tourist attractions.

Churches: The Apostleship of the Sea works in close cooperation with the Seamen's Welfare Center. For assistance, conversation or religious services, Loodskotterhof 3. Tel: 020-6333537. Mass can be celebrated onboard.

The Church of England is located at 42 Groenburgwal, services every Sunday at 1130 hrs. and 1830 hrs. Tel: 020-6248877.

The English Reformed Church is located at 48 Begijnhof, services every Sunday at 1030 hrs. Tel: 020-6249665.

Deutsche Evangelische Gemeinde is located at 44 J.J.Viottastraat, services every Sunday at 1030 hrs. Tel: 020-6732522.

Roman Catholic Services are held at the Catholic Center for foreigners, 35 Begijnhof, in English every Sunday at 1200 hrs. and in French on Tuesday at 1100 hrs. For information about other languages and nationalities call Tel: 020-6258853.

CURRENCY: Dutch Guilder (Fl).

DELAYS: Usually no congestion.

AUTHORITY: Gemeentelijk Havenbedrijf Amsterdam. (Port Management of Amsterdam), De Ruyterkade, 7, 1013 AA Amsterdam. *Tel:* 20-5238600. *FAX:* 20-6209821. *Contact:* G.C.G. van den Heuvel, Executive Director. Captain C. Oudendijk, Harbour Master (Tel: 20-6221515).

DELFZIJL: 53.20 N. 06.56 E. **(See Plan)**

LOCATION: On the estuary of the River Ems, opposite Emden.

DOCUMENTS: See "Rotterdam".

PILOTAGE: Pilot boats normally cruise at Wester-Ems Buoy. During bad weather they withdraw into estuary, but never further than Borkum Roads. Pilot boats listen on Channel 6 and 16 and Pilot Office on Channel 14 VHF; distance from pilot station to Delfzijl 36 miles. Pilot service compulsory for all vessels with a length over 60 m. Foreign vessels may call Pilot on 2182 kHz. Traffic between the cutter and the vessel will be held on 1657 kHz. Tel: 05960-14988. Telex: 53785.

Approaching vessels from sea should inform the Pilot Commissioner of their ETA in M.E.T. with a notice at least 12 hours in advance via a coastal radio station; the pilot cutter may be informed via VHF at least 4 hours in advance.

The ETA message should contain the following details: *(a)* ETA Pilot Westereems (time in M.E.T. in a group of 4 figures); *(b)* Draft; *(c)* Port of destination; *(d)* Name, Call Sign and Gross Tonnage.

Departing vessels should apply for a Pilot at least 1 hour before ETD; the request should be made to the Office of the Inspector of Pilotage.

Pilotage from Delfzijl to Emden is compulsory.

Boatman Service: Seagoing vessels with a length overall over 40 m. are required to use boatmen for mooring or unmooring operations, unless they use their own crew. Assistance of boatmen has to be applied for by the Master and/or Pilot at least one hour before arrival or departure at the berth via Delfzijl Port Control on VHF Channel 14.

ANCHORAGE: Vessels up to 4,000 tons d.w.t., which for some reason have to anchor outside the piers can do this East of the harbour entrance near Oterdum. Anchorage is situated within the following area: a line connecting the Buoys 53/PS-55-57 and PS2-BW28. Larger vessels should seek an anchorage in the Doekegat. There is no anchorage inside the harbour.

ENTRANCE: The harbour entrance lies opposite the former village of Oterdum. The entrance extends to reach the deep water of the Bocht van Watum, and lies opposite the dredged channel between the Bocht van Watum and the Oostfriese Gaatje near Paapsand Sud.

The harbour entrance has an initial depth of N.A.P. −10 m., and a bottom width of 208 m. The harbour channel has the same depth, and a width of 100 m.

Depths: All depths are indicated in relation to N.A.P. LLWS at Delfzijl lies 2.03 m. below N.A.P. (Normal Amsterdam Level).

Tides: The range at Springs is 3.26 m. and at Neaps 2.59 m. Tidal movement is diurnal with an average range of 2.99 m.

MAX. SIZE: The harbour entrance has a depth of 8 m. at LLWS. Vessels drawing up to 9.0 m. can enter under normal HW circumstances; a keel clearance of 10% of the draft will be maintained. Masters of vessels with large draft are recommended to contact the Port Authority in good time with regard to the water level to be expected near Paapsand-Sud and in the Zeehavenkanaal. In the harbour "always afloat" can be guaranteed along the entire length of the Handelskade West for vessels with a draft up to 8.7 m. See "Depths" above.

TUGS: 4 tugs up to 32 tons bollard pull available. Additional tugs can arrive within 3 hours from Emden.

RADIO: Cable to Agents via Radio Scheveningen (PCH) on VHF Channel 27.

VHF: The Pilot Office at Delfzijl and Eemshaven is equipped with VHF Channel 14. The station is constantly manned 24 hours a day.

The Port Office is working on Channel 14 for general information and Channel 66 for vessels sailing in the VTS area. All movements should be reported to the VTS Operator.

The Eemskanaal – Lockmaster's Office is equipped with a VHF installation, Channel 11, which is constantly manned from Monday 0000 hrs. till Saturday 2400 hrs.

For bridge passage of "Weiwerderbrug", call "Sea Locks Delfzijl" on VHF Channel 11.

"Heemskesbrug": For bridge passage call Port Office Delfzijl, Channel 14 (1 hour's notice).

RADAR: An integrated German/Dutch radar chain has been installed along the River Eems. The chain comprises the radar stations "Borkum" (German), "Oudeschip" (Dutch), "Emden" (German) and "Wybelsum" (German). The coordination of the stations has been centralised at Emden.

In the ports of Delfzijl and Eemshaven, radar assistance can be given from the Harbour Co-Ordination Centre "Eemsmanding" and stations "Delfzijl Radar" and "Eemshaven Radar".

Radar assistance can be given when visibility decreases to a distance less than 2,000 m. The radar stations are working on a regular basis. Guidance and assistance can be given according to the table.

Station	*Area*	*VHF Channel*
"Borkum Radar"	River Eems from Westereems Buoys 1/2 or Huibertgat Buoys H1/H2 to Buoy 33	18
"Knock Radar"	River Eems from Buoy 33 to entrance Port of Delfzijl Buoys 56/57	20
"Delfzijl Radar"	Port entrance to quays or locks.	66
"Wybelsum Radar"	River Eems from Buoys 56/57 to entrance Port of Emden	21
"Eemshaven Radar"	Port entrance to quays (only position information).	19

BRIDGES: Bridge to the Damsterhaven may always be worked. The Weiwerderbrug to the Oosterhornhaven will be handled from Monday to Saturday. On Sunday bridge may be opened on special request at the Sea Locks Office.

BERTHING: The Outer Harbour is divided into 3 communicating basins: Handelshaven, Balkenhaven and Zeehavenkanaal.

Handelshaven, in the Western part of the Outer Harbour, has a deepwater quay, 570 m. long, with a depth of 11 m. alongside; A floating jetty of 320 m. length in a depth of 11 m. also jetties 110 m. and 130 m. in length, with a depth of 5.0 m. alongside.

In the Balkenhaven, East of Handelshaven, a new quay is under construction. Until it is ready, no traffic is allowed in the area.

Zeehavenkanaal is the Eastern part of the Outer Harbour and is being developed as a deep-sea harbour; it has a depth of 10.0 m. – 10.5 m. There are several private mooring facilities in the Zeehavenkanaal, from West to East:

a. Private quay of Wagenborg Terminal B.V. Length of quay 110 m. 1×35 ton crane. Depth 7.0 m.;

b. Private jetty of the Nedalco Factory. Tankers up to 25,000 d.w.t., LOA 200 m. and draft 9.0 m. can be accommodated. Loading capacity 250 t.p.h.; discharging capacity 350 t.p.h.;

c. Private jetty of N.A.M. Tankers up to 6,000 d.w.t. loading condensate can be handled. Vessels berth starboard side alongside. Depth alongside 9.5 m.;

d. Private jetty of AKZO is equipped with a loading station with a loading capacity of 1,200 tons salt/hour. Ships up to 35,000 d.w.t. can be accommodated here; depth alongside 11 m.; vessels berth starboard side alongside.

e. Private jetty of the Methanol Chemie Nederland (M.C.N.) equipped with a loading station with a loading capacity of 500 tons of methanol per hour. Tankers up to 200 m. LOA accepted. Vessels berth starboard side alongside. Depth 10.0 m.;

f. Private jetty of Aluminium Factory equipped with 1 crane and is able to accommodate ships up to 30,000 d.w.t., LOA 200 m. and draft 9.0 m. Discharging capacity 300 t.p.h.

The Oosterhornhaven behind the dyke is a basin with a total length of 3,100 m. and a width of 60 m.

Navigating Oosterhornhaven is prohibited for vessels having a LOA exceeding 75 m. and/or having a maximum beam exceeding 12.50 m. and or having a draft exceeding 4.50 m. or having a height of over 8.0 m., unless a special permission is obtained from the Sea Locks, subject to certain conditions.

Amongst others there are mooring facilities located in this canal alongside the yard of Azko, Methanol Chemie, Dow Benelux, Norgips and ESD, equipped with loading installation and a tanker jetty of North Refining.

The Eemskanaal:

Several private mooring facilities are located here. These are the following:

Name	*Type*	*Suitable for*
Jonker's Terminal	Potatoflour, bulk term	Coasters
Aceco	Grain elevator	Inland vessels/Coasters
Terminal Delfzijl	Timber Terminal	Coasters
North Sea Petroleum	Oil storage	Inland vessels
O.M.D.	Oil storage	Inland vessels/Coasters
Eemsmond	Cement factory	Inland vessels/Coasters
Mulder/Marne	Grain elevator	Coasters
Cebo Holland	Mud/Cement Storage	Inland vessels/Coasters
Betoncentrale Eemsmond b.v.	Concrete mortar plant	Inland vessels/Coasters

The Sea Locks:

The link between the Outer Harbour and the Eemskanaal and also the Oosterhornhaven of the port area is formed by the provincial sea locks. Sea-going vessels up to 6,000 tons d.w.t. with a beam of 16 m., a length of 120 m., and a draft of up to 5 m. can use these locks. As this will generally apply to vessels in ballast, the locks for this size of vessel are only of importance for the Groningen Shipyards.

For loaded vessels, the limit lies between 2,000 and 2,200 d.w.t. In the Outer Harbour of the locks sufficient berths have been provided for vessels waiting to pass through the locks.

Dimensions of Locks:

The Western (small) Lock has a length of 123 m. at falling tide and 81 m. at rising tide, a width of 7 m., a depth of sill outside 4.2 m. inside 2.4 m.; across each lock head lies a bascule bridge. The Eastern (large) Lock has a length of 120 m., a width of 16 m., depth of sill 5.4 m.; across each lock head lies a drawbridge. The opening times of the locks are continuous on weekdays.

Sheds and Warehouses:

There are several sheds and warehouses (total capacity: 3,250 sq.m.); also open storage. Grain silo with a storage capacity of 2,000 tons loose and 500 tons in bags. Also several private sheds, warehouses and grain silos.

CRANES: There are 6 shore cranes at Handelskade West with capacities up to 30 tons for handling general cargoes and bulk commodities, a floating 60 ton crane and mobile cranes.

STEVEDORES: *Normal Working Hours:*

Morning shift	0800 – 1200
Afternoon Shift	1230 – 1600
Evening Shift	1630 – 2030
Night Shift	2100 – 0030

Work on Saturdays and Sundays: Work on Saturdays and Sundays can be arranged in the same manner as this is done in the ports of Rotterdam and Amsterdam, *viz.* in consultation with the stevedores.

DENSITY: Ranging between 1012 and 1018, depending on the tide and the season.

FRESH WATER: Water obtainable alongside the quays or can be delivered by a motor tanker, capacity 20 t.p.h.

FUEL: Fuels in limited quantities for coasters are always available. For bunkering of larger vessels, arrangements should be made in advance.

CONSULS:

At Delfzijl		*At Groningen*	
Denmark	Tel: 05960-15820	Belgium	Tel: 050-141555
Finland	Tel: 05960-16016	France	Tel: 050-345322
Norway	Tel: 05960-15820		

REPAIRS: Most engine and deck repairs can be carried out by a local shipyard.

DRY DOCKS: At the Eemskanaal at the inner side of the locks a dockyard for ships up to 3,000 tonnes d.w.t. and a draft not exceeding 32 dm. is available.

In the Southern part of the Handelshaven there are 2 floating docks. Ships with max. sizes of length 125.0 m.; breadth 19.0 m. and draft 7.2 m. can be accommodated in the dock on the East side. Lifting capacity of the dock is 5,000 tonnes.

The dock on the West side can accommodate ships of 162 m. LOA, 21.0 m. beam and 8.0 m. draft. Lifting capacity 6,000 tonnes.

For larger vessels, dry-docking facilities exist in the nearby Port of Emden (Germany).

GANGWAY/DECK WATCHMEN: According to Port Regulations, Master has to keep watchmen on board.

AIRPORT: Eelde (Groningen).

OPENING/CLOSING HATCHES: Normally carried out by ship's crew.

CERTIFICATES: The International Tonnage Certificate should be shown to Harbour Master on first call every year.

HEALTH, MEDICAL ATTENDANCE, HOLIDAYS, LOCAL TIME, CUSTOMS ALLOWANCES: See "Rotterdam".

GARBAGE DISPOSAL: A special collection service is not available. Garbage containers are situated on the quay, free of charge.

WASTE OIL DISPOSAL: In the Netherlands, port authorities are responsible for the provision of reception facilities in their ports.

The Port Authority of Delfzijl/Eemshaven has appointed "Eems Milieutechniek BV" (EMT) as the port reception facility for Delfzijl and Eemshaven. EMT, in which Tanker Cleaning Amsterdam BV, Niestern Sander BV (Delfzijl) and North Sea Petroleum (Groningen) participate, collects and processes oily residues delivered to the bilge boat and/or vacuum lorry.

For further information please contact: Eems Milieutechniek BV, Visserijweg 10, 9936 HB Farmsum, Tel: 05960 – 18803, Fax: 05960 – 18796.

SEAMAN'S CLUBS: None.
CURRENCY: Dutch Guilder (Fl).
REGULATIONS: *Regulations for Arrival and Departure of Sea-Going Vessels:*

1. The arrival of a sea-going vessel, other than vessels passing through the port, must be reported in writing by the Master, or his local representative at the Harbour Master's Office 24 hours prior to arrival;
2. The declaration of arrival must contain:
   - a. name, call sign and flag of vessel;
   - b. nature and amount of the cargo to be discharged and/or loaded;
   - c. dangerous goods, according to the IMO Code;
   - d. last port of call;
   - e. ETA and next port of call;
   - f. Maximum draft.
3. Declaration of Arrival must be made on the special forms to Fax No. 05960-30424 or by teleprinter (53299 Hsddz);
4. At least 3 hours before departure the Master, the shipping company or its local Agent must notify the Harbour Master's Office of the intended departure, stating the estimated time of departure and the destination of the vessel.

AUTHORITY: Port of Delfzijl/Eemshaven Authority, Noordersingel 1, 9934 AK Delfzijl or P.O.Box 20004, 9930 PA Delfzijl. *Tel:* 05960 – 40400. *Telex:* 53299 Hsddz. *FAX:* 05960-30424. *Contact:* A.J. Monster, Port Director. Captain R.K. Mast, Harbour Master. Captain J. Stokroos, Deputy Harbour Master.

DEN HELDER: 52.58 N. 04.47 E. (See Plan)

PILOTAGE: Not compulsory but advisable for Molengat and Schulpengat fairways.

Pilotage is compulsory East of Long. 04° 44′ E. for most classes of vessels.

ETA Reports: In order to obtain a Pilot, a request signal should be broadcast at least 6 hours before arrival at the Schulpengat/Molengat Fairway Buoy. When in range VHF Channel 12, can be used for reporting.

RESTRICTIONS: Permission for entry must be granted by the harbour office from the Naval Base Control (Tel: (02230) 56822/52770).

MAX. SIZE: Max. draft 9.5 m. The largest vessel to visit the port was 300 m. LOA with draft 7.0 m.

RADIO/VHF: Pilot service on VHF Channel 12.

Naval Base Harbour Control and Municipal Port Control on VHF Channel 14.

V.A. Moorman Bridge on VHF Channel 18.

The locks are on VHF Channel 22.

VTS: Den Helder VTS Station on VHF Channel 12, call sign "Den Helder Traffic Centre".

Vessels are obliged to report on VHF Channel 12 when:

(a) Entering or leaving the VTS area.
(b) Mooring or unmooring.
(c) Dropping or raising anchor.
(d) Passing the Moormanbrug.

TUGS: 9 private tugs available, up to 95 tonnes bollard pull.

BERTHING: The port is a supply centre for North Sea oil and gas platforms. The port also has a naval base and fishing harbour.

Industrial Harbour: For ships up to 70 m. LOA, beam 14.0 m. and draft 4.65 m.

Berths No. 39, 40, 41 and 42: Fish auction area. Accepts fishing vessels up to 50 m. LOA, beam 9.0 m. and draft 5.2 m.

Berths No. 43 – 55: Accepts vessels up to 70 m. LOA, beam 14.0 m. and draft 5.2 m.

Berths No. 36 – 38: Accepts vessels up to 120 m. LOA, beam 18.0 m. and draft 7.0 m.

Berths No. 31, 32, 34 and 35: Accepts vessels up to 100 m. LOA, beam 18.0 m. and draft 7.0 m.

CRANES: Cranes from 40 tonnes to 110 tonnes available. Larger cranes up to 300 tonnes capacity are available on request. There is also a floating crane with capacity of 100 tonnes at 10 m. and 45 tonnes at 18 m.

STEVEDORES: *Working Hours:* Port works throughout 24 hours.
MEDICAL: Hospital available nearby.
DENSITY: 1025.
FRESH WATER: Available.
FUEL: Available by barge.
CONSULS: Norway.
REPAIRS: Facilities available.
DRY DOCKS: There are 2 graving docks and 3 floating docks operated by the Navy. Diving services available.
REPATRIATION: Facilities available.
AIRPORT: Schiphol Airport is 90 km. from the port.
TIME: G.M.T. plus 1 hour in Winter and G.M.T. plus 2 hours in Summer.
SERVICES: The following services are available: Radio and compass repairs, fumigation, dirty ballast facilities, garbage collection, provisions and launch service.
AUTHORITY: Gemeente Den Helder, Dienst Economische Zaken, Postbus 36, 1780 AA Den Helder, Netherlands. *Tel:* 02230-71476. *FAX:* 02230-71475. *Contact:* F. Romeijn.

Note: Area Code changes from 02230 to 2236 in October 1995.

DORDRECHT: 51.49 N. 04.40 E. (See Plan)

LOCATION: At the junction of four important rivers, the "Merwede", which is the lower end of the Rhine and main route of all inland water traffic to Germany, France and Switzerland; the "Noord" leading to Rotterdam; the "Dordtse Kil" leading to Belgium and the "Oude Maas" giving Dordrecht its own open connection with the North Sea. Vessels up to 31 ft. can be accommodated.

Entrance: The main entrance is via Maasmond (See "Rotterdam"), Rotterdam Waterweg and Oude Maas, a distance of 26 miles above Hook of Holland, with a least depth of 32 ft. below NAP.

DOCUMENTS:

2 copies Cargo List.
2 copies Passenger List.
2 copies Stowaway List.
3 copies Crew List.
Health Certificate.
Also see "Rotterdam".

PILOTAGE: Compulsory. Vessels have to enter New Waterway at Hook of Holland and proceed to Dordrecht via this New Waterway and the River Oude Maas. Masters of vessels bound for Dordrecht should state destination in ETA message as Pilots for Dordrecht embark from pilot cutter at roads. Deep-drafted vessels may have to exchange Pilots just inside breakwaters at Hook of Holland. (See Rotterdam "Ordering a Pilot").

ANCHORAGE: At sea off Hook of Holland (See "Rotterdam"). No anchorage between entrance to New Waterway and Dordrecht.

RESTRICTIONS/MAX. SIZE: Maximum L.B.P.P. 175 m., beam 25 m., draft 31 ft. (MHW). Vessels exceeding maximum length or beam could be allowed to navigate the Oude Maas under certain conditions.

For dangerous cargoes, see "Rotterdam".

The Pilot will decide the number of tugs required for passage on the Oude Maas, usually a minimum of 3 – 4 tugs.

Vessels exceeding 135 m. LOA or 17.5 m. beam must give notice to the Harbour Co-ordination Centre (H.C.C.) before navigating the Oude Maas. (H.C.C. Tel: 010-4764855, Fax: 010-4773489, Telex: 27370 Drhcc NL.)

Notice should contain: Ship's name, call sign, nationality, g.r.t., length, beam and draft, first port of call and berth (port and berth in case of ships leaving or shifting berth), ETA in Oude Maas or time of departure if leaving/shifting berth, Agent's name.

Tides and Currents; The tides are diurnal, with a daily rise and fall of 0.80 m. The current turns about half an hour after HW and LW.

RADAR: Radar service provided by V.T.S. and Dordrecht Radar Post.

RADIO/VHF: Dordrecht on VHF Channels 4 and 19. Also see "Rotterdam".

TUGS: Tugs ordered by Pilot when entering New Waterway. Tugs normally meet vessels at Dordrecht.

BERTHING: *Harbours:* There are 6 basins for sea-going vessels.

Wilhelmina Harbour: Has a water area of 52 acres, can accommodate ocean-going vessels with a draft of about 31 ft. A 300 ft. wide pier with railway connections, a spacious transit shed and an open storage site of 200,000 sq.ft. for bulk cargo has been constructed. Furthermore, at a distance of 80 ft. from this pier, there is a jetty 900 ft. long and 31 ft. wide with a depth alongside of about 31 ft. below NAP. Rivercraft can moor either directly alongside the large vessels or in the basin between pier and jetty. The basin has a depth varying between 13 ft. and 20 ft. below NAP. There are 9 mooring buoys.

Juliana Harbour: This harbour with its 3 basins has a water area of 67.5 acres and a depth of about 29 ft. below NAP.

Basin No. 1 has a depth up to 27 ft. below NAP and is used for handling chemicals and mineral oils. Gebr. Broere b.v. has a large tank storage installation with a capacity of 250,000 cu.m. The terminal has 7 jetties of which 6 are used for fast service to ocean-going tankers or river tankers and 1 jetty is used for river tankers only. The location is excellent for their distribution via river, rail and road to inland destinations.

Basin No. 2 has a depth up to 29 ft. In this basin there are 3 smaller companies handling gasoline, petrol and lubricating oil. Silo Dordrecht, also situated in this basin, is a company which mainly handles agricultural products and sometimes general cargo for which they have 2 sheds with a capacity of 30,000 sq.ft. A company called Trans Terminal Dordrecht, specialising in handling fertilisers, has an open storage area of 110,000 sq.ft. and two sheds with a capacity of 35,000 sq.ft. are also located here.

Basin No. 3 has a depth up to 17 ft., this will be 26 ft. in the near future. There are 2 sand/gravel jetties in this basin and one for blasting grit. The company which handles this blasting grit is called Nietim.

The Mallegat: The Mallegat has 2 dock basins, and is enclosed by 2 dams. This has added about 40 acres to the dock area in Dordrecht.

The Northern Basin of the Mallegat has been developed as an extension of the Wilhelmina Dock, and has a 900 ft. long pier and an open storage area of 50,000 sq.ft. The depth of this basin is now 26 ft. below Normal Amsterdam Level.

The Southern Basin of the Mallegat has been under development on the Western side since the release of the Krabbepolder. A number of companies have now located here, including Guis Funderingstechniek B.V., Chem Care and Volker Stevin Materieel (VSM).

Principal Riverside Quays:	*Length*	*Depth – NAP*
Buitenkalkhaven	1,000 ft.	12 ft.
Hooikade	250 ft.	11 ft.
Groothoofd		
Passenger Landing Pier	290 ft.	15 ft.
Merwekade	1,000 ft.	16 ft.
Handelskade	450 ft.	16 ft.

Coasters can be accommodated at the Handelskade, Buitenkalkhaven and 2nd and 3rd Merwedehaven. For clearance of inward and outward bound coasters, the lower part of the Handelskade has been reconstructed. Mooring free of harbour dues is restricted to the time needed for clearance only.

Principal Harbours – Inland Vessels and Coasters:

	Length	*Width*	*Depth – NAP*
Binnenkalkhaven	800 ft.	230 ft.	11 ft.
Bomhaven	265 ft.	165 ft.	10 ft.
Wolwevershaven	1,000 ft.	165 ft.	8 ft.
Riedijkshaven	650 ft.	120 ft.	10 ft.
1st Merwedehaven	2,000 ft.	400 ft.	10 ft.
2nd Merwedehaven	2,000 ft.	600 ft.	16.5 ft.
3rd Merwedehaven	2,000 ft.	600 ft.	15 ft.

CRANES: 2 Transporting bridges 15 tons each, 2 Portal cranes 12.5 tons each, 1 Portal crane 7 tons, 1 cargo crane 5 tons capacity.

BRIDGES: Bridges across the River Oude Maas are opened day and night. Sea traffic has preference over shore traffic.

Immediately above its confluence into Nieuwe Maas, the Oude Maas is spanned by 2 lifting bridges:

1. The Botlek Bridge with a free width of 53.80 m.
2. The Spijkenisse Bridge with a free width of 80.00 m.

TANKERS: Oil installation of Gebr. Broere N.V. has 7 tanker berths. Max. draft 9.0 m. There are other tanker berths for small tankers. No slop (residue) storage facilities.

DENSITY: Fresh water.

REPAIRS: B.V. Scheepswerf en Machinefabriek "De Biesbosch" Maasstraat 24, 3313 CR Dordrecht, Tel: 078-14 70 77, Telex: 29494 Biesb. NL.

Machinefabriek L. Straatman B.V. Kuipershaven 61, 3311 AM Dordrecht. Tel: 078-14 24 22.

B.V. Scheepswerf Hoebee, Merwedestraat 56, 3313 CS Dordrecht. Tel: 078-13 00 88.

Machinefabriek C.P. Bolier B.V., Grevelingenstraat 21, 3313 LB Dordrecht. Tel: 078-16 41 11, Telex: 29329 Bomak. N.L.

DRY DOCKS: Small dry dock available.

STEVEDORES: Working hours: 0730 hrs. on Monday until 1900 hrs. on Saturday.

FRESH WATER: At oil installations fresh water can be supplied from shore or supply by waterboat. Fresh water can be ordered from the Harbour Master's Office.

FUEL: Available by barge, capacity 100 tons – 1,400 tons.

CONSULS: Denmark Tel: 132177, Norway Tel: 132177. Other consulates at Rotterdam at 20 km. distance.

POLICE/AMBULANCE/FIRE: Tel. Police 339911; Ambulance and Fire 133333. General Emergency 06-11.

AIRPORT: Rotterdam and Amsterdam airports at a distance of 25 km. and 90 km. respectively served by regular airlines.

PILOT CUTTERS, HEALTH, MEDICAL ATTENDANCE, BUNKERS, CUSTOMS ALLOWANCES: See "Rotterdam".

HOLIDAYS: New Year's Day, Easter Day, H.M. Birthday (30th April), Ascension Day, Whit Sunday, Christmas Day.

TIME: GMT plus 1 hour. Summer plus 2 hours.

GARBAGE DISPOSAL: General Information: Dutch port authorities are responsible for the provision of reception facilities in their ports. They publish who have been designated to receive waste from ships in their port. It is forbidden to deliver waste to persons who have no official designation as a port reception facility.

Fees: The costs incurred as a result of the delivery and further processing of waste are to be paid by the ship to the receiving company.

Advance notice requirements: In Dutch ports, the ship's need for reception facilities must be reported 24 hours in advance.

Contact Port Authority for details.

WASTE OIL DISPOSAL: See "Garbage Disposal".

SEAMAN'S CLUBS: See "Rotterdam".

CURRENCY: Dutch Guilders.

AUTHORITY: Havendienst Dordrecht, Merdekade 56, 3311 TH Dordrecht, Netherlands. *Tel:* 078-134211. *Telex:* 29492 Haven nl. *FAX:* 078-312141. *Contact:* J. Maat, Harbour Master.

EEMSHAVEN: 53.27 N. 06.50 E. (See Plan)

LOCATION: On the Western shore of the River Eems, about 15 km. N.W. of Delfzijl.

DOCUMENTS: See "Rotterdam".

PILOTAGE: See "Delfzijl".

ANCHORAGE: Near the Western Mole of the Eemshaven is an anchorage with a depth of about 16 m.

RESTRICTIONS: The entrance channel Doekegatkanaal has a depth of 11.5 m. thus enabling ships with draft up to about 10.5 m. to enter at HW.

Tides: The range at Springs is 2.78 m. and at Neaps 2.13 m. Tidal movement is diurnal with an average range of 2.49 m. (all approx.).

Depths: All depths are indicated in relation to N.A.P. LLWS at Eemshaven lies 1.84 m. below N.A.P. (Normal Amsterdam Level).

RADIO/TUGS/RADAR: See "Delfzijl".

VHF: Channel 19: "Eemshaven Radar" – A VTS is operational in the Eemshaven. All ship movements should be reported to the VTS-Operator.

Channel 14: Information channel and for ordering tugs, linesmen and pilot and weather information, etc.

BERTHING: The harbour is divided into 4 communicating basins:

Doekegatkanaal: Has a width at the entrance of 325 m. and a bottom width of 200 m. over the rest of the channel. At the end of the Doekegatkanaal is a turning basin with a diameter of 500 m. and a depth of 11.0 m.

Wilhelminahaven: East of the turning basin is a special basin for tankers with a depth of up to 15 m. and a bottom width of 200 m. This basin has a length of 600 m. There are 5 mooring bollards and 4 mooring buoys with SWL up to 300 tons for several berthing possibilities.

Julianahaven: Located West of the turning basin. This basin has a length of 1,200 m. and a width of 250 m. to 300 m. ultimately. The depth of this basin varies between 12.0 m. and 14.0 m.

To the South of this basin a quay has been constructed with a length of 1,150 m. and a width of 300 m. This private quay is operated by three stevedoring firms:

1. Transit Centre Eemshaven: Quay length 469 m. 6 electrical cranes up to 20 tons lifting capacity; storage area 100,000 sq.m.; 35,000 sq.m. shed space. Handling general cargo and containers. The Eemshaven Sugar Terminal is located on the premises of and is managed by Transit Centre Eemshaven. A bulk sugar silo of 136 m. × 65 m. × 33 m., with storage capacity of 100,000 tons. Reception possible by bulk rail wagon, bulk road truck and bulk barge.

Loading into sea-going vessels is via 2 spiral shiploaders (120 t.p.h.) or by a bulk-loader (750 t.p.h.).

2. Terminal Eemshaven: Quay length 554 m.; 3 electrical spiralveyors; 2 electrical cranes of 5 ton lifting capacity; several mobile cranes up to 200 tons lifting capacity. Handling general cargo, containers and Ro/Ro traffic. The Ro/Ro ramp has a capacity of 92 tons and a ramp width of 7.0 m.

General cargo shed of 6,500 sq.m.; air-conditioned cold store, divided into 12 boxes with a total capacity of 13,500 pallets. Each box can be cooled down to temperatures from −2° C. to 14° C. for all kinds of fruit.

3. Sealane Coldstorage B.V.: Quay length: 110 m. A multi-temperature public bonded cold store, ranging from +14°C to −30°C, with 6 different rooms and a total capacity of 75,000 cu.m., is owned and operated by Sealane Coldstorage B.V. The cold storage is classed with Lloyd's Register: Lloyd's RSC 10/80 URSI. The cold store is located on the quay, with direct access to the vessel's side.

There is a temperature controlled airlock of 15,000 cu.m. with dock shelters for loading trucks and access to a railway loading station inside the store.

On the N.E. side of this basin, a new bulk terminal operated by the Port Authority has been built. Length 200 m., depth 15.0 m. N.A.P.

Emmahaven: Has been constructed South of the quay and West of the swinging basin. This basin with a length of 600 m. and a width of 130 m. has been dredged to 10 m.

In the N.W. corner a Ro/Ro facility is operated by A. G. Ems-Nederland b.v., serving the island of Borkum and can also be used for International Ro/Ro traffic. For trailers and cars, a fenced parking area is available.

A floating jetty for inland ships with a length of 225 m. has been constructed on the S.E. side, and is operated by the Port Authority.

On the S.W. corner, a floating pontoon has been established for sectional building of vessels.

STEVEDORES: See "Delfzijl".

DENSITY: Between 1018 and 1021, depending on tide.

FRESH WATER: Water can be delivered by private companies on the quays. It is also available at the floating jetty.

FUEL: Supply should be arranged in advance.

AIRPORT: Eelde (Groningen).

GANGWAY/CERTIFICATES: See "Delfzijl".

SUPPLIES: Fuel oil and provisions should be arranged in advance.

REGULATIONS: See "Delfzijl".

GARBAGE DISPOSAL: A special collection service is not available. Garbage containers are provided on the quay.

WASTE OIL DISPOSAL: In the Netherlands, port authorities are responsible for the provision of reception facilities in their ports.

The Port Authority of Delfzijl/Eemshaven has appointed "Eems Milieutechniek BV" (EMT) as the sole port reception facility for Delfzijl and Eemshaven. EMT, in which Tanker Cleaning Amsterdam BV, Niestern Sander BV (Delfzijl) and North Sea Petroleum (Groningen) participate, collects and processes oily residues delivered to the bilge boat and/or vacuum lorry.

For further information please contact: Eems Milieutechniek BV, Visserijweg 10, 9936 HB Farmsum. Tel: 05960 – 18803. Fax: 05960 – 18796.

SEAMAN'S CLUBS: None.

CURRENCY: Dutch Guilders (Fl).

AUTHORITY: Port of Delfzijl/Eemshaven Authority, Noordersingel 1, 9934 AK Delfzijl or P.O.Box 20004, 9930 PA Delfzijl. *Tel:* 05960-40400. *Telex:* 53299 Hsddz. *FAX:* 05960-30424. *Contact:* A.J. Monster, Port Director. Captain R.K. Mast, Harbour Master. Captain J. Stokroos, Deputy Harbour Master.

FLUSHING (Vlissingen): 51.27 N. 03.35 E. (See Plan)

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
1 Store List.
1 Personal Effect List.
Ship's Register.
1 Manifest or Bill of Lading.
Also see "Rotterdam".

APPROACHES: Approaches to the Scheldt Estuary:

	MLWS (m.)	*Rise Spring* (m.)	*Rise Neap* (m.)
South Channel:			
Wielingen	8.0	4.7	3.8
Scheur	13.9	4.7	3.8
North Channel:			
Oostgat	8.0	3.9	3.0

PILOTAGE: Position of pilot cutters in the Scheldt Estuary: Pilotage is compulsory.

Wielingen (Southern Approach) or via Scheur: Vessels approaching the Scheldt Estuary from the English Channel pass the light vessels Sandettie Banks and West Hinder. The Belgian pilot cutter *Wandelaar* is stationed near Buoy A1 at Lat. 51° 22′ N., Long. 02° 53′ E. This cutter has a black hull with a white number on her bow, a yellow funnel with black top and flies a red flag with the letter "P" in white.

A vessel bound for Flushing to discharge, bunker, load, to embark or disembark passengers or for repairs will be provided with a Dutch Pilot, who will take the vessel into harbour. Other vessels for Flushing (sheltering, awaiting orders, unplanned repairs, etc.) will be provided with a Belgian Pilot to Flushing Roads, where a Dutch Pilot comes on board to take the ship into harbour.

Oostgat (Northern Approach): Vessels approaching the Scheldt Estuary from the North can take a Pilot in the vicinity of the S.B.Z. Lightbuoy (Lat. 51° 42.3′ N., Long. 03° 14.3′ E.) where a Dutch pilot cutter is stationed, flying a blue flag with the letter "L" in white. As a rule vessels bound for Flushing are provided with a Dutch Pilot.

ETA Messages: Masters' telegrams via Scheveningen Radio, call-sign PCH, are passed on to Agents 24 hours a day, week-ends inclusive.

For this reason it is advisable that Masters communicate with Agents via Scheveningen Radio, via which station Agents also route their messages to vessels.

Vessels bound for the River Scheldt shall contact pilot stations below 6 hours prior to arrival (always advise changes of 2 hours or more) and advise the following information:

Inbound via Steenbank to Belgium port: "Pilot VTS Steenbank" via Scheveningen Radio (PCH) or Tel: 31-(0) 1184-89600. Fax: 31 (0) 1184-12321. Telex and Satcom: 37811.

Inbound via Wandelaar (A1) to Belgium port: "Pilot VTS Wandelaar" via Oostende Radio (OST) or Tel: 32- (0) 50-550801. Fax: 32- (0) 50-547400. Telex or Satcom: 81417.

Inbound to port in the Netherlands: "Pilotage Flushing" via Scheveningen Radio (PCH) or Tel: 31-(0) 1184-89600. Fax: 31-(0) 1184-12321. Telex or Satcom: 37811.

Information requested:
A Name, call sign, flag.
I Port of destination.
J ETA pilot station in UTC and name of pilot station.
O Draft in metres and centimetres.
P Cargo and IMO class.
T Agent.
U Dimensions (gross tonnage, LOA, beam).
X Miscellaneous.

Pilot cutters may be contacted on VHF Channel 64 (Steenbank) and Channel 65 (Wandelaar).

During bad weather both pilot cutters shift to Flushing Roads.

ANCHORAGE: The Roads of Flushing offer a safe and spacious anchorage with a sandy bottom. Vessels anchoring in the Roads are recommended to do so Southward of the Koopmanshaven (the Western harbour of Flushing) at not less than 0.75 miles from the Northern Coast. In this part of the Roads depths vary from 10 m. (33 ft.) to 26 m. (85 ft.).

The greatest depths and the strongest tides are encountered on the Southern part of the Roads. When lying there vessels are less exposed to the risk of collision in foggy weather etc. and are well away from vessels proceeding up and down the river, manoeuvring for the purpose of landing and/or embarking Pilots, and from ferry boats crossing between Flushing and Breskens.

At the Northern part of the Roads the tidal stream slackens gradually until HW is reached and under normal conditions of tide and wind the ebb stream is already felt along the shore from half an hour after HW until 1 hour after LW. From 1 hour after LW the flood tide sets in again and is felt until shortly after HW.

At the South side of the Roads the tidal stream is running until slightly over an hour after HW when the stream slackens and turns. 2 hours after HW the stream is running in N.W. direction gradually veering West.

A new anchorage Wielingen Noord, North of the line of the lightbuoys W6 and W10, is marked by yellow conical buoys. It is strongly recommended that vessels carrying dangerous cargoes anchor there, exceptional circumstances excepted and weather permitting.

MAX. SIZE: *Flushing East Harbour:* Entrance 12.5 m. at MLLWS. A depth of 11.3 m. (length 550 m.) and 13.3 m. (length 350 m.) alongside the quay.

Max. draft at Buoys 12.5 m. (2 berths).

Outer Harbour: West side, max. draft 9.5 m.

Inner Docks: Max. depth 7.3 m.

Total: Max. length 280 m., max. draft 15 m. (S.W.), max. d.w.t., 100,000 tons. However, draft is controlled by the depth in the approach channels.

HEALTH: No certficates required. In event of any disease or fever contact Agents.

RADIO: All messages to Agents via Scheveningen Radio.

Flushing Radio can be reached by VHF Channel 14.

VHF: Harbour tugs Channel 6. Also see "Pilotage".

TUGS: Join vessels in Flushing Roads. Vessel's lines usually used. Extra for tug lines. For contract holders 5% reduction.

BERTHING: *Outer Harbour:* West side, quay of 350 m. long, depth of water 11.5 m.. MLLWS. Quay height above sea level 2 m. at high tide and 7 m. at low tide. Opposite the West Side Quay is an oil jetty with depth of 9.5 m. alongside (LLWS). The jetty is owned by the Oil Terminal Flushing. In Northern part of Outer Harbour a landing stage with length of 360 ft. Depth at low tide 6.0 m. Depth at HW 8.8 m.

Flushing East Harbour: The Sloeharbour has a quay length of 530 m., depth 11.3 m. LWOST and 350 m., depth 13.3 m.

The Bijleveld Harbour, situated in the North West part of Flushing East Harbour has a public quay with a length of 800 m. and depth 9.0 m. LLWS on the West side and a quay with a length of 800 m. and depth 10.5 m. LLWS on the East side. The quay will be used for the transhipment of refrigerated products and steel.

The Kaloothaven Terminal, situated in the South part of Flushing East Harbour, has a quay with length of 650 m. and has a depth at LLWS alongside over 250 m. of 10.5 m. and over 400 m. of 5.0 m., and a depth of 16.5 m. with floating cranes and pontoon placed between vessel and quay. The terminal is a coal transhipment facility and can handle vessels of 150,000 d.w.t. Coal is handled by floating cranes of 25 tons capacity. The stockyard has a capacity for 600,000 tons.

Inner Docks: A double lock and sluice give access from Outer Harbour to inner docks and canal through Walcheren. Largest lock length 140 m., width 22 m., depth on still LWOST of 5.4 m.. The other lock is 65 m. long, 7.8 m. wide, and 3.0 m. deep.

STEVEDORES: Provided by N.V. Haven Van Vlissingen (Port of Flushing Limited). Tel: 01184-26000. Telex: 37837 A.

Stevedore Company – Westerschelde. Tel: 01184-60020. Telex: 37798.

Flushing Stevedoring. Tel: 72800.

MECHANISED CARGO HANDLING: Quay length 920 m. equipped with 2 portainers (65 tons capacity), suitable for handling 20 ft. up to 40 ft. containers. Straddle carriers capacity 32 tons and forklifts capacity 32 tons available.

Roll-on/Roll-off service between Flushing and Sheerness. Service twice a day. Vessels berth in the Outer Harbour at the Olau Line Terminal. At Flushing-East, Ro/Ro facilities for deep sea vessels, as well as Ro/Ro facilities for short sea Ro/Ro traffic.

LPG HANDLING FACILITIES:

Eurogas Terminal, Flushing East: The Eurogas Terminal is dedicated solely to storage and throughput of Liquefied Petroleum Gases and Chemical Gases.

Documents: Eurogas has been authorised by the Dutch Customs Authorities to prepare and complete all necessary Customs and transportation documents, which reduces waiting time to an absolute minimum.

Pilotage: In close co-operation with Eurogas, the shipping Agent and the Pilot, the Harbour Authorities control the arrival and subsequent mooring in the Quarles Harbour.

Max. Size:

				Facilities	
Vessel Size	*Length* (m.)	*Beam* (m.)	*Draft* (m.)	*Refr.*	*Press.*
Jetty 1	213	38	9.5	×	×
Jetty 2	295	44	13.5	×	×
Jetty 3	110	12	5.0	–	×
Jetty 4	110	12	5.0	–	×

The harbour has a depth of 16 m. NAP (13.50 m. LLWS) and is therefore accessible to all existing fully loaded LPG-carriers. Maximum drafts may also be dependent on the prevailing least depth in 'Het Scheur' and the near approaches to the jetties and are conditional on the agreed procedures and Port Authority requirements for the safe movement of LPG-carriers. For safety reasons loading/unloading can be stopped due to high wind forces depending on wind direction.

Berthing: Jetty 1: At which inland barges and ocean-going vessels with a max. draft of 9.5 m., overall length of max. 213 m., a max. bow to manifold distance of 115 m., a max. stern to manifold distance of 108 m. and a max. beam of 38 m. can safely reach and leave and at which such vessels can always lie safely afloat.

Loading and discharging shall normally be allowed to continue as long as the ship's manifold connection stays within the reach of the loading arm of Eurogas.

The reach of the loading arm can accommodate:
- max. height +14.0 m. NAP (Normaal Amsterdams Peil) which is comparable with approx. 11.5 m. above water-level at HW.
- minimum height −1.5 m. NAP which is comparable with approx. 1 m. above water-level at LW.
- range out of centre loading arm parallel to berthing line approx. 5 m.
- range out of – and perpendicular on berthing line approx. 7 m.

Jetty 2: At which inland barges and ocean going vessels with a draft of max. 13.5 m., overall length of max. 295 m., a max. bow to manifold distance of 150 m., and a max. stern to manifold distance of 150 m. and a max. beam of 44 m. can safely reach and leave and at which vessels can always lie safely afloat.

Loading and discharging shall normally be allowed to continue as long as the ship's manifold connection stays within the reach of the loading arm of Eurogas.

The reach of the loading arm shall be able to accommodate:
- max. height +28 m. NAP which is comparable with approx. 25.5 m. above water-level at HW.
- minimum height −1.5 m. NAP which is comparable with approx. 1 m. above water-level at LW.
- range out of centre loading arm parallel to berthing line approx. 7 m.
- range out of – and perpendicular on berthing line approx. 12 m.

Jetty 3/4: At which inland barges and coastal vessels with a draft of max. 5 m., overall length of max. 110 m., a max. bow to manifold distance of 40 m. (Jetty 3), and 55 m. (Jetty 4), a max. stern to manifold distance of 50 m. and a max. beam of 12 m. can safely reach and leave and at which vessels can always lie safely afloat.

Jetty 4 is also suitable for small coastal vessels (max. deadweight approx. 1,500 tonnes), ship size depending on manifold allocation.

Loading and discharging shall normally be allowed to continue as long as the ship's manifold connection stays within the reach of the loading arm of Eurogas.

The reach of the loading arm shall be able to accommodate:
- max. height +14.0 m. NAP.
- minimum height −1.5 m. NAP.
- range out of centre loading arm parallel to berthing line approx. 5 m.
- range out of – and perpendicular on berthing line approx. 6.0 m.

Discharging: Eurogas operate 24 hours a day, 7 days a week.

Eurogas and the independent surveyor check the facilities of the vessel and the quantity of the cargo before discharge commences.

Receiving Capacities at Various Jetties (all in cu.m./hr.)

	Into refrigerated tanks	*Into pressure tanks or to other jetties*
Jetty 1	1,000 (per tank)	500
Jetty 2	3,200 (per tank)	500
Jetty 3		500
Jetty 4		500

In order to minimise laytime on jetties, refrigerated propane and butane can be discharged simultaneously at Jetty 1 and 2.

Additionally, all pipelines on shore can be cooled down before the arrival of a vessel by means of separate cool-down lines. All jetties are equipped with vapour return facilities including a blower-system at Jetty 2.

Board/board transfers between all the jetties can be realised with or without the use of 2 heaters. These heaters have a capacity of 500 cu.m./hr. each, with a temperature differential of up to 47°C underall weather conditions.

Loading: 4 vessels/barges, 3 railcars and 4 road trucks can be loaded simultaneously with capacities as described below.

Railcars and road trucks are each loaded on a weighbridge. The consecutive loading of 2 products into 1 railcar/road truck can take place without disconnecting and reconnecting of loading arms and necessary shunting/shifting to another loading point.

Loading Capacities in cu.m./hr.	*Product.* *Refrig.*	*Press.*
1. From the refrigerated tanks:		
To Jetty 1 or 2 (per tank)	600	–
To Jetty 3 or 4	–	–
Via heater to pressure tank	–	500
Via heater to Jetty 1, 2, 3 and 4	–	500
2. From the pressure tanks:		
To Jetty 1, 2, 3 or 4	–	350
To each railcar loading point	–	120
To each roadtruck loading point	–	80

Storage: The terminal consists of 6 pressure tanks with a gross capacity of 3,369 cu.m. each, and 2 refrigerated tanks of 55,000 cu.m. each. Total capacity is therefore 130,000 cu.m.

The refrigerated tanks are constructed with double integrity steel inner tanks and a concrete outer wall capable of holding refrigerated product.

In the pressure tanks, chemical gases can also be stored.

Product List:

1. Refrigerated tanks: propane, butane and/or mixtures.
2. Pressure tanks: butane, isobutane, butadiene, butylene, isobutylene, cyclopropane, propane, propylene-oxide, propylene.

Products for the pressurised storage are:

Spheres 1, 2, 3, 4, 5 and 6. Butane, isobutane, butadiene, butylene, isobutylene, cyclopropane, propane, propylene-oxide. Spheres 4 and 5 also propylene.

A. Pressure tanks: Product stored in tanks 1, 2, 3 and 6 shall have a vapour pressure of less than 13.5 bar gauge at 30°C.

B. Pressure tanks: Product stored in tanks 4 and 5 shall have a vapour pressure of less than 16.5 bar gauge at 30°C.

C. Refrigerated tanks: 2% mol. max. ethane content in propane was the design basis for the refrigerated system. The tolerances on the compressors and the cooling system are the technical limitations on storage of products with higher ethane contents.

Safety: E.S.D. systems (Emergency Shut Down systems)

Activated by:

(a) Gas detection system.
(b) Loading arms limit switches.
(c) Ship's E.S.D. system.
(d) Control-room.
(e) Local push buttons.
(f) General E.S.D. pressure storage fill system.
(g) Fill shut down (overflow).
(h) Shut down sendout system.

Gas Detection System.

Sensors located at:

(a) Annular space tanks.
(b) Fan intake.
(c) Roof tanks.
(d) Relief valves' exhaustline.
(e) Area general.
(f) Process area.
(g) Boiler house.
(h) Office heating air intake.
(i) Jetties.
(j) Existing pressure storage.
(k) Generators' area.
(l) Expansion-tank water/glycol system.

Firefighting: The terminal site has been equipped with all sorts of fire-fighting apparatus like:

– 45 water guns, which can spray 1,600 litres per minute each over a distance of 70 m;

– sprinkler installations at all vital points;

– 2 separated pumping systems, to be sure of water supply under all circumstances; 1 at the harbour with 2 diesel-powered pumps with a total capacity of 2,000,000 litres water per hour, the other 65,000,000 litres at the pond which is constructed on the site.

– Eurogas has its own fire brigade, with a special fire-fighting truck which can also travel on rails. In this way every part of the terminal site and its perimeter can be reached with the greatest possible speed.

Operator: Eurogas Terminals C.V.

Office: Frankrijkweg 4, 4455 TR Nieuwdorp. Tel: 01196-12820. Telex: 55684. Fax: 01196-13444.

MEDICAL: Two hospitals available.

TANKERS: Vessels carrying over 4,400 gallons of combustible liquids with a flash point up to 21°C, or over 22,000 gallons with flash point up to 55°C require Harbour Master's permission for entry.

2 discharging berths alongside the quay. Discharge lines 3×8 in. diameter with capacity of about 2,000 t.p.h.

Total: See "Max. Size".

One jetty for tankers up to 100,000 d.w.t. and 3 jetties for barges and coasters with depth of 20 ft. and 30 ft.

Cautionary Advice: Due to adverse tidal conditions, vessels may tend to drift away from jetty during period before high tide. It is, therefore, very important that ships pay particular attention to moorings.

Connections:

Commodity	Loading arms
Fuel oil	2×12 in.
Clean products	2×10 in.
Bunkers (fuel oil only)	1× 8 in.

The two fuel oil loading arms can also be used for the discharge of crude oil. The loading arms are hydraulically operated.

Deballasting: One 12 in. and one 10 in. loading arm can also be used for the discharge of dirty ballast water in unlimited quantities at the rate of about 1,000 t.p.h.

Capacities: Discharging rate of crude oil 3,000 t.p.h. and the loading rate of fuel oil about 2,700 t.p.h.

Supplies: Water obtainable from jetty. Bunkers by barge. Stores by small vehicles max. axle load 12 tons.

DENSITY: About 1024.

FRESH WATER: Can be supplied either alongside the quay or by water boat. Possible to supply fresh water in Flushing Roads weather permitting.

FUEL: All grades obtainable from major oil companies and supplied by barge only.

Economical bunkering arrangements can be made at the sheltered anchorage Schaar van Everingen, a few miles up river from Flushing. No harbour dues. Max. draft HW Neaps 42 ft. Springs 45 ft.(S.W.).

CONSULS:

Belgium	Tel: 78892	France	Tel: 63590
Denmark	Tel: 12711	Germany	Tel: 01185-2618

REPAIRS: All repairs possible.

DRY DOCKS: Largest (Graving) Length 229 m., width 36.1 m., draft 8.5 m. (HW), 90,000 d.w.t. and 2 smaller docks.

A dry dock with 300,000 metric d.w.t. capacity is planned.

GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.

OPENING/CLOSING HATCHES: On liners by crew or stevedores, ship's option.

CERTIFICATES: On arrival, ship's register only.

CUSTOMS ALLOWANCES: 200 cigarettes for each member of crew and total on board out of bond 5 litres spirits and 100 litres wine.

CARGO GEAR: The port is equipped with modern mobile cranes, which can be used both in the outer harbour and in the inner docks, with the following capacities:

2 cranes – 30 tons
2 cranes – 25 tons
3 cranes – 12 tons
2 cranes – 10 tons
1 crane – 8 tons

Floating cranes are available with capacities of 225, 75, 40 and 8 tons.

REPATRIATION: All facilities available for crew changes; good railway connections.

AIRPORT: Rotterdam (Zestienhoven) 120 km.; Brussels (Melsbroek) 140 km.; Amsterdam (Schiphol) 180 km.

TIME: GMT plus 1 hour. Summertime, GMT plus 2 hours.

HOLIDAYS: New Year's Day (January 1st); Easter Monday; Queen's Birthday (April 30th); Ascension Day; Whit Monday; Christmas Day (December 25th); Boxing Day (December 26th).

Work can be arranged on above days, however dependent upon permission of the Docker's Inspection.

POLICE/AMBULANCE/FIRE: Police, Ambulance and Fire 06-11.

TELEPHONES: Possible to place telephones on board and for vessels berthing at the shipyard "De Schelde".

SERVICES: Compass Adjuster; Radio/radar services also calibration of the Direction Finder, Seamen's Home (Mission to Seamen); Lloyd's Sub-agents; Ship's Laundries.

SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Garbage container placed alongside on request by Wielemaker B.V. (Tel: 01185-2440). Charge depends on quantity.

WASTE OIL DISPOSAL: The shore reception facility is located at the ship repair yard owned by Martens B.V. (Tel: 01105-1775).

SEAMAN'S CLUBS: Missions to Seamen (The Flying Angel). Tel: 01184-67063.

AUTHORITY: Flushing Ports Authority, Engelandweg, Haven 1199, Vlissingen-Oost, P.O.Box 1056, 4388 ZH Oost-Souburg, Netherlands. *Tel:* 01184-68080. *Telex:* 37865 Haven Nl. *FAX:* 01184-67020. *Contact:* Captain J. Verkiel, Harbour Master. Captain E.A.v.d.Berg, Deputy Harbour Master.

GRONINGEN: 53.15 N. 06.34 E. (See Plan)

The port is connected with the Ems Estuary via the Eemskanaal and the lock at Delfzijl.

DOCUMENTS: See "Rotterdam".

Clearing is done at Delfzijl.

PILOTAGE: For the approach of the lock see "Delfzijl".

The length of the lock is 120 m. and the width 16 m. Depth over sill at LW 3.9 m. and at canal level 6.07 m.

On the locks Canal-Pilots are available but pilotage on the canal is not compulsory. The length of the canal is 14 miles and it has a least depth of 5.2 m. There are 4 bridges all 16 m. wide.

MAX. SIZE: Maximum size for ships passing lock and navigating canal; beam 13 m. and draft 4.5 m. (Vessels with greater beam and draft possible with permission of the Canal Authority.)

TUGS: Available at Delfzijl and Groningen.

BERTHING: *Hunzehaven:* South side 300 m. quayage, railway connected, max. draft 4.5 m., 3 grab cranes 3.5 tons.

Deense Haven: 3 mooring buoys, max. draft 4.5 m. One private grab crane on wharf, capacity 8 tons.

Eemskanaal: Private silo. Max. beam 12 m., max. draft 3.6 m., private timber yard max. beam 12 m., max. draft 3.6 m.

Van Starkenborghkanaal: Private silo. Max. beam 9.6 m., max. draft 2.9 m., private timber yard max. beam 9.6 m., max. draft 2.9 m.

CRANES: Floating sheerlegs up to 250 tons.

STEVEDORES: Available.

MECHANICAL CARGO HANDLING: Silos with equipment for bulk-handling of grain on Eemskanaal and Van Starkenborghkanaal.

MEDICAL: 3 hospitals available.

FRESH WATER: Available.

FUEL: By barge only.

CONSULS: Belgium, Tel: 138222; Norway, Tel: 189444; Spain, Tel: 137879.

REPAIRS: All repairs possible at Delfzijl.

DRY DOCKS: Transverse slipway at Delfzijl.

CERTIFICATES: On arrival, Ship's Register only.

AIRPORT: Eelde, 10 km. from Groningen, daily services to Schiphol.

HOLIDAYS: New Year's Day, Easter Monday, Queen's Birthday (30th April), Ascension Day, Whit Monday, Christmas Day, Boxing Day.

POLICE/AMBULANCE/FIRE: Police Tel: 121212; Ambulance Tel: 123456; Fire Brigade Tel: 123456.

TELEPHONES: Can be placed on board alongside Hunzehaven Quay.

AUTHORITY: Gemeentelijk Havendienst Groningen, Oosterkade 14, 9711 RS Groningen, Netherlands. *Tel:* 050-673742, 050-673743. *FAX:* 050-143534. *Contact:* J. Legters, Harbour Master. Tel: 050-144962 (Private).

MOERDIJK: 51.42 N. 04.38 E. (See Plan)

PORT LIMITS/LOCATION: Moerdijk is a large-scale industrial estate located in the Province of Noord-Brabant, between the main ports of Rotterdam and Antwerp, on the Hollands Diep, offering major docking facilities to both sea-going and inland vessels.

With direct access to the open sea, vessels coming from the Hook of Holland navigate the Nieuwe Waterweg, Oude Maas, Dordtse Kil, crossing the Hollands Diep to arrive at the Moerdijk dock area.

The dock area is located between the Rijkshaven Moerdijk (Moerdijk State Port Facilities) and the Noordschans Marina, bounded to the North by the Sassenplaat. Navigation into and from the dock area is allowed only through the East side of the Zuid-Hollandsch Diep.

When entering the dock area, over the port bow the Harbour Basin Roodevaart, the Central Harbour Basin and the Western Harbour Basin are observed in succession.

In the ports of the Moerdijk Authority for Industry and Ports, berthing fees are charged at a rate based on tonnage, class, vessel, duration and cargo.

DOCUMENTS: *Customs:*

2 copies Crew List.

2 copies Crew Declaration.

2 copies Manifest.

1 copy Health Declaration.

2 copies Crew Manifest.

Also see "Rotterdam".

PILOTAGE: With respect to pilotage services and regulations, etc. – See "Rotterdam".

ANCHORAGE: Inside the Moerdijk port limits, anchorage is prohibited without the consent of the Harbour Service. Lay-by berths are available at 2 dolphins located in the Zuid-Hollandsch Diep.

RESTRICTIONS/MAX. SIZE: *General Remarks (for Moerdijk):*

It is inadvisable, in poor visibility, to pass the bridges going with the current.

Draft signals Oude Maas exceeding 70 dm., Dordtsche Kil exceeding 55 dm. Length signal exceeding 135 m.

Delays may arise due to the presence of 6-barge push-towing and other substantial objects.

Max. clearance in relation to high voltage transmission cables 41 m. plus NAP if destined for Moerdijk.

Criteria for Navigability of the Oude Maas and Dordtsche Kil:

	Oude Maas	Dortsche Kil
Ship's length	175 m.	175 m.
Ship's beam	25 m.	25 m.

Deviation from above criteria may be permitted after consultation with the Waterway Controller and the Pilotage Service.

Particulars for Sea-Going Vessels destined for Ports of the Moerdijk Authority for Industry and Ports:

Obligation to register arrival and departure of vessels with Harbour Master I.H.M. (Moerdijk Authority for Industry and Ports Authority), being in conformity with port regulations. Moerdijk Authority for Industry and Ports. Tel: 01683-2601 and Fax: 01683-2697.

Obligation to register to be addressed to the H.C.C. (Fax: 010-47-71800).

(a) Registration 24 hours in advance for dimensions exceeding 135 m. length and 17.50 m. beam.

(b) Ships with a draft exceeding 70 dm. for the Oude Maas and 55 dm. for the Dordtsche Kil must show in daytime one cylinder, and at night-time 3 red lights in vertical line.

Permits and Tide Arrangements:

For vessels up to certain dimensions, these can be obtained from H.C.C. on behalf of Head Traffic Service (Telephone number for tide arrangements: 010-42-51400, for normal orders: 010-42-51433).

R.V.C. Dordrecht (Tel: 078-13-24421).

Exemptions: By the H.I.D. of the RSW/H.C.C.

Dortsche Kil – Crossing Hollands Diep/Zuid-Hollandsch Diep:

Policy regarding access for sea-going vessels to IHM
(Moerdijk Authority for Industry and Ports).

The RWS Chief Engineer – Director for the Directorate Zuid-Holland in Rotterdam, and the Managing Director of the Moerdijk Authority for Industry and Ports in Klundert

Announce

1. That the maximum draft for ships with destination Moerdijk Authority for Industry and Ports (IHM), or as the case may be, departing from IHM, shall be 7.40 m. at a water level equal to NAP. Above mentioned draft may be increased, or as the case may be, to be decreased, proportional to the Moerdijk water level being above or below NAP.
2. That the maximum allowed draft shall basically not exceed 8.40 m.
3. That vessels are, at all times, to navigate intended waters with a keel clearance of 10%, that it is however permitted to reduce this keel clearance to 5% for the stretch Willemsdorp – IHM, and vice versa, provided the conditions set by the Pilot on duty are complied with regarding tug assistance to ensure the vessel's navigability.
4. That in the course of 1994, depending on the dredging works to be performed, the maximum draft will be extended to 8.00 m. at NAP, increased/decreased by the Moerdijk water level, but will basically not exceed 8.40 m. This extension of the draft will be announced in due course.
5. Incoming sea-going vessels with destination IHM, or as the case may be, outgoing sea-going vessels coming from IHM, shall be piloted in accordance with the guidelines set for that purpose (See Annex 1).
6. That sea-going vessels with a length exceeding 135 m., or sea-going vessels with a draft exceeding 5.50 m. showing the additional day signal, or the additional lights as intended in Article 10.03 of the Regulations Inland Waterways Police, shall enjoy a special right of way by virtue of Article 10.08 of the above described regulations.

Harbour Basin Roode Vaart: Length 1,100 m., width 240 m. and depth 35 dm. – 90 dm.

Central Harbour Basin: Length 1,850 m., width 240 m. and depth 85 dm.

After 900 m., there is a branch with length 900 m., width 154 m. and depth 90 dm.

Western Harbour Basin: Length 1,900 m., width 240 m. and depth 90 dm.

Annex 1: *Navigational Guidelines from and to the Moerdijk Authority for Industry and Ports:* The schedules given below have been computed in consultation with the Rijnmond Waterway Controller and Pilotage Service and are based on averaged tidal data and target depths maintained under the responsibility of the Controller of the navigation lanes.

Drafts are calculated in sweet water. (L = Length overall). Schedules and guidelines given below are for information purposes and under revision. To obtain accurate data regarding tidal windows, drafts, piloting time and such, you are to contact the H.C.C. (010-42-51400) and the Pilot Service Supervisor (010-42-51530).

Arriving at Moerdijk: (Note: HvH = Hook of Holland).

(1) Vessels with length under 150 m. and draft under 75 dm. – No limitation regarding piloting time.

(2) Vessels with length under 150 m. and draft between 75 dm. and 84 dm.: Pilot onboard from H.W. (HvH) −3.5 hours until H.W. (HvH) +1 hour.

Transfer time Dordtse Kil / Zuid-Hollandsch Diep: H.W. (HvH) +1 hour until +5.5 hours.

Please note: Negotiating Botlek Bridge under head current conditions.

(3) Vessels with length over 150 m. and draft under 75 dm.: Pilot on board from H.W. (HvH) +2 hours until H.W. (HvH) −1.5 hours.

Transfer time Dordtse Kil / Zuid-Hollandsch Diep: H.W. (HvH) −6.5 hours until H.W. (HvH) +3 hours.

(4) Vessels with length over 150 m. and draft between 75 dm. and 84 dm.: Pilot on board from H.W. (HvH) −3.5 hours until −1.5 hours.

Transfer time Dordtse Kil / Zuid-Hollandsch Diep: H.W. (HvH) +1 hour until +4 hours.

Leaving Moerdijk:

(1) Vessels with length under 135 m. and draft under 75 dm.: No limitations regarding piloting time.

(2) Vessels with length under 135 m. and draft between 75 dm. and 84 dm.: Pilot on board from H.W. (HvH) +30 minutes.

(3) Vessels with length between 135 m. and 150 m. and draft under 75 dm.: Pilot on board form H.W. (HvH) +5 hours until H.W. (HvH) −1 hour.

(4) Vessels with length over 150 m. and draft under 75 dm.: Pilot on board from H.W. (HvH) −3 hours until H.W. (HvH) −1 hour.

(5) Vessels with length over 135 m. and draft over 75 dm.: No access under normal tidal conditions.

Navigation to Moerdijk, in particular, is dependant on the river upper reaches drain-off volume and the Haringvliet Locks discharge programme. With reference to the daily RWS (Department of Public Works) tidal projections, maximum draft tolerances can be computed.

No night-time limitations are applicable.

TUGS: No tugs are stationed in the Moerdijk dock area.

Compulsory Use: Sea-going vessels with a length over 80 m., and in case they are not fitted with a properly functioning bow propeller, are obliged, when mooring, casting-off and warping at Shell Moerdijk No. 3, 4 and 6 manifolds positions, to make use of at least one tug, capable of delivering a minimum of 400 h.p.

On departure, should the vessel's bow be pointing in the departure direction, then the need for tug assistance is decided in consultation with the Pilot.

BERTHING: All harbour basins have banks with a rock-fill surface.

Various piers and quay walls are available, which are owned by established companies. Depths at the piers vary for each pier.

Information can be obtained from the operator in question.

Harbour Zuid-Hollands Diep is 6.0 km. in length, 550 m. wide, and has a lane for sea-going vessels indicated by buoys, being at the approach to the Zuid-Hollands Diep, 140 m. minimum width and 78 dm. – 100 dm. in depth.

TANKERS: See "Shipmaster's Report".

SPECIALISED CARGO HANDLING FACILITIES: Bulk goods, general cargo, containers, liquids, minerals and chemical solids.

MEDICAL: Doctors and dentists are available.

FRESH WATER: Drinking water is supplied from Dordrecht by barge.

FUEL: Orders can be placed for the delivery of lubricants and fuels by bunkering ship.

FIRE PRECAUTIONS: Smoking and naked fires are prohibited in a certain number of locations.

GARBAGE/WASTE DISPOSAL: List of Port Receiving Installations (HOI):

This annex lists the designated companies offering port receiving facilities in the dock area of the Authority for Industry and Ports.

Company offering port receiving facilities, acceptance and processing of liquids containing oil and chemicals and ship cleaning locations (Marpol Annex I and II):

Waste Materials Terminal Moerdijk, Vlasweg 12, 4782 PW Moerdijk. Tel: 01680-32200. Fax: 01680-23197. Designation valid through 1st June 1994.

Company offering port receiving facilities for the collection of, exclusively, oil residues and oil-containing mixtures (Marpol Annex I):

Afvaloliehandel (Waste Oil Trading) J.C.Jongen B.V., Uilenvliet 10, 3333 BT Zwijndrecht. Tel: 078-123648. Carphone: 06-52738498. Designation valid through 1st January 1995.

Company offering receiving facilities for the collection of garbage from vessels (Marpol Annex V):

Van Gansewinkel, Rijksweg Zuid 11, 4735 TZ Zegge. Tel: 01650-52288. After office hours Tel: 01650-62374, or 076-414850. Fax: 01650-69011. Designation valid through 1st January 1995.

SHIPMASTER'S REPORT: June 1987.

Documents:

6 copies Crew List.
2 copies Crew Declaration.
2 copies Manifest.
1 copy Health Declaration.
3 copies Crew Manifest.

Pilotage: Pilot normally boards at the Maas Centre Buoy, except when there is very poor weather when small vessels that know the area (with hydrocarbons) can proceed inside the Hook of Holland breakwaters and embark the Pilot there.

There is a special Pilot for Dordrecht and Moerdijk.

The average pilotage time to Moerdijk, depending on the state of the tide, is 4 hours.

River Passage: Pilots sometimes take small vessels up river on automatic pilot. On reaching the Oude Maas bridges, about 10 minutes after Botlek, the Pilot requires a man forward and changes to manual steering.

Anchorage: Vessels use anchorages in the Hook of Holland area.

Tugs: Sea-going vessels are obliged to use a tug when berthing, leaving or warping at Berths No. 3, 4 and 6, unless the LOA is less than 80 m. and the vessel is equipped with a bow-thruster. When the vessel is leaving Berths No. 3, 4 and 6 with the bow in the direction of departure, a tug is in most cases not necessary. Also see "Berthing".

Berthing: Vessel berth at Shell Moerdijk at Jetty "T" where there are 5 berths for small vessels. The largest vessel handled is about 20,000 d.w.t. The maximum draft is 7.8 m. (there is a tunnel under the Oude Maas near Dordrecht).

Vessels with a draft of 6.5 m. can navigate at any state of the tide, there is a shoal patch near Moerdijk.

Larger vessels are berthed against flat face of the "T". Ethylene is handled at Berth No.2 on the "T". Normally vessels berth head in – port side to, without the use of tugs. However, should the vessel have to berth starboard side to, a tug is required.

Mooring consisted of 2 head/stern lines and 2 springs. A mooring boat is provided and the fenders are good. Shore gangway provided.

When entering and leaving, the pilot has to be very careful that the bow overhang does not hit the Chicksans on Berth No. 3.

Cargo: Vessels discharge ethylene. However vessels are also able to load at this berth.

If 2 vessels are carrying the same product, only 1 vessel is allowed to discharge at one time.

There is one Chicksan (8 in. 150 ASA) for discharge at both Berths No. 2 and 3. Rate of discharge 80 t.p.h.

Samples are taken about 3 hours after commencement of discharge.

Fresh Water: Fresh water is available on both berths from a hydrant and is metered. The charge is DFL 2.75 per ton.

General: All services are provided from Rotterdam. A telephone is placed on board but there is no meter. The meter indicating the total charges is at the gate office. Cost of call to U.K. is DFL 1.20 per minute and to Rotterdam DFL 0.25 per minute.

Vessel used Dirkzwager message agency at Maasluis (telex 26751 dirknl) for all communications with Pilot and Harbour Authority prior to arrival. This service can also be used for after hours messages to the agent, etc.

There is a lay-by berth available at Shell Moerdijk for small vessels.

Should the vessel be taking on stores, the truck is only allowed as far as the car park which is about 150 m. from the vessel.

The best way to Dordrecht from Rotterdam is by train from Lage Zwaluwe Station. Taxi from the car park to the station costs DFL 32.50.

Chart: B.A. Chart 137

SHIPMASTER'S REPORT: December 1988.

The following is an update on Shipmaster's Report, dated June 1987.

Berthing: Vessels with a draft of 7.5 m. (not 6.5 m.) can navigate at any state of the tide.

Normally vessels berth starboard side to at Berth No. 2 and port side to at Berth No. 3 without use of tug. Vessels can berth starboard side to at Berth No. 3 if a tug is used.

Cargo: Rate of discharge for ethylene is 110 t.p.h.

Generally, there is no surveyor. The terminal will not sign ullage sheet.

Make sure that the Loading Master signs the Statement of Fact on completion.

Time between completion and sailing is over 3 hours.

General: Lay-by Berth at Shell is suitable for vessels 100 m. LOA and 8.0 m. draft.

Developments: Loading/discharging facilities to be upgraded in 1989 with extra ethylene lines for faster turnarounds.

AUTHORITY: Industrie en Havenschap Moerdijk, Zuidelijke Randweg 2, 4782 PS Moerdijk, Netherlands. *Tel:* 01680-30055. *Fax:* 01680-30044. *Contact:* G.C.A. Rodewyk, Harbour Master.

ROTTERDAM: 51.55 N. 04.24 E. (See Plan)

DOCUMENTS: The following documents have to be handed over to Customs and Immigration Authorities:

3 copies General Declaration.
3 copies Crew List on arrival, 2 copies on departure.
2 copies Passenger List.
2 copies Crew Personal Effects List.

In addition to the above, the following documents have to be available on board for inspection by Customs, Immigration Authorities and Netherlands Shipping Inspectorate:

Ship's Register or Certificate of Registry.
Cargo List, manifest or certificate.
Bill of Lading.
Log Book.
Crew List.
Stores List.
International Health Certificate or Declaration of Health.
Tonnage Certificate.
*Tanker Check List (to be handed over to the pilot).
*Tovalop Certificate.
*Dangerous Cargo List.
*Gas Free Certificate.
Safety Equipment Certificate.
Certificate of Depth.

* If appropriate, depending on the type of vessel.

Oil Pollution Damage Certificate: In Dutch ports, tankers carrying over 2,000 tons of oil or oil products in bulk have to produce a Certificate of Insurance in respect of civil liability for oil pollution damage (TOVALOP certificate). Fines will be imposed if vessels do not comply with these international regulations. Authorities will not allow such vessels to leave port.

Inspection of international statutory certificates: Surveyors of the Netherlands Shipping Inspectorate (NSI) will check certificates at random in accordance with the Memorandum of understanding on Port State Control (MOU).

If the required certificates are not on board or not valid, or if there are clear grounds for believing that the ship does not substantially meet the requirements of the relevant conventions, a more detailed inspection will be carried out.

On all tankships entering or leaving the port area of Rotterdam, the E.E.C. Tanker Check List has to be filled out and handed over to the pilot.

Pilots may report deficiencies to the NSI.

Shipmaster's Report: November 1988.

River Police: 2 copies Crew List on arrival and 2 copies Crew List on departure.

Agent	1 copy Stores List.
	1 copy Personal Effects List.
Customs	1 copy Personal Effects List.

PILOTAGE: Pilotage is compulsory for the following:

(i) Vessels with a length over 40 m. (without disciplinary measures).
(ii) Vessels sailing for or from berths along the Nieuwe Waterweg and the Nieuwe Maas with a length over 60 m. (with disciplinary measures).
(iii) Vessels sailing for or from berths along the Beerkanaal and Calandkanaal with a length over 70 m. (with disciplinary measures).
(iv) Vessels carrying dangerous goods.

Pilot cutters: Pilot cutters cruise continuously, day and night, off entrance to the New Rotterdam Waterway, one cruises North of line North Mole/Maasbuoy and the other near Maas Centre Buoy.

Characteristic signals:

1. The distinguishing mark of the pilot cutter is the word "PILOT" on each side of the vessel.
2. By day: Pilot flag, being a blue flag with the letter 'L', displayed from the main top mast.
3. At night: Lights as prescribed by the Regulations for Preventing Collisions at Sea.
4. During bad visibility: The fog signal prescribed by Rule 35 of these Regulations.

Pilotage Authority: The Pilotage Authority for the Rotterdam Rijnmond region is the Regional Pilots Corporation Rotterdam-Rijnmond. The Pilots are supported by their company "Loodswezen Nederland B.V." which is responsible for equipment, etc.

Ordering a Pilot – ETA: Vessels with a draft less than 17.37 m. bound for the New Waterway must send an ETA 6 hours before arrival at Maas Centre.

ETA to be send to: 'PILOTVTS ROTTERDAM', via (in order of preference):

TOR or Satellite No. 26751 (dirknl)
Telegram Scheveningen Radio (PCH)
Sector Maas Approach by VHF Channel 1, 3 hours before arrival at the Pilot Station.

Contents of ETA Message:

(a) Ship's name and call sign.
(b) Date and time group transmission of ETA (first two digits: date; last four digits: time. State if local time or UTC).
(c) Date and time group (see above) expected at boarding position and the words "Maas Centre".
(d) Request pilot.
(e) Deepest draft in metres and centimetres (4 digits).
(f) LOA and GT or GRT.
(g) Destination.

Consult Notice to Shipping No. 58/1988.

ETA-messages through your local agent *are not considered* to be a message according to these regulations.

Non-compliance with these regulations might cause delay to your vessel.

On arrival at the pilot station, vessels requiring a Pilot are to display the following signals, seperately or together:

1. *By day:* International code signal 'G', Pilot flag, vis., vessel's National Flag with white border from foremast.
2. *By night:* Morse signal 'G' by flash light. Blue lights at intervals of 15 minutes. A bright white light shown just above bulwark for 1 minute at short intervals.
3. *During bad visibility:* At least 3 seconds after the normal fog signal the international code signal 'G'. Pilot vessel will answer: the normal fog signals, followed after at least 3 seconds by international code signal 'H' (I have a Pilot on board).
4. Radio central VHF Channel 2 "Pilot Maas".

Pilotage for Deep Draft Vessels and Helicopter Service: Vessels drawing over 57 ft. (SW) must use the "Euro-channel" between the "Euro Buoy" and the "Maas Centre Buoy". Pilots board by helicopter in position Lat. 52° 00′ N., Long. 03° 00′ E. Helicopter may ask vessel to work on VHF Channel 9 or 16.

Radio communication (according P.J.M.O. recommendation):

1. HF frequency 5645 kHz: Ships will be informed by telegram of the time of departure from base and ETA of the Helicopter over the ship, which must be acknowledged. Listening watch should be maintained by the vessel on HF frequency 5645 kHz as from the advised departure time of the helicopter. Urgent messages for the vessel may be sent on this frequency by the helicopter and/or KLM helicopters home-base. The ship may close down listening watch on this HF frequency only after VHF contact with the helicopter has been established.

2. VHF frequency 156.30 MHz (Channel 9): The helicopter will contact the vessel on the VHF-FM voice frequency VHF Channel 9 or Channel 16, when within range (usually between 20 and 40 nautical miles distance from the ship). The helicopter may request the ship to change to another VHF Channel if radio traffic requires this. All instructions from the helicopter pilot to the vessel and vice versa will be on this VHF frequency. The call-sign of the helicopter is the word "helicopter" followed by the group of registration letters, of which the ship is informed in the departure telegram.

3. Operational information: As soon as VHF contact is established (normally initiated by the helicopter), the vessel shall advise the helicopter pilot of its position, courses, speed (when under way), the actual wind direction and speed over the deck, pitch, roll and condition of deck (e.g. dry, spray, wet, etc.). The helicopter pilot will confirm the acceptability of those conditions, or ask for a possible change in heading and/or speed.

Restrictions:

1. Min. visibility 800 m. at 150 ft. above sea level.
2. Max. wind Force 10 (55 knots).
3. Severe turbulence and icing conditions at or below 150 ft.

Pilot Ladders: Vessels with a freeboard over 9 m. must provide an accommodation ladder in addition to the pilot ladder. If boarding equipment does not strictly comply with the SOLAS provisions, Pilots must be embarked/disembarked by helicopter. Generally Pilots refuse to use the mechanical pilot hoists or other constructions which do not comply with the recommendations of the "International Maritime Pilots Association" (I.M.P.A.).

DEEP SEA PILOTAGE: See "Brixham" or "Cherbourg".

SHORE BASED PILOTAGE: In order to promote the safety and the smooth handling of maritime traffic, it is possible to provide "Shore Based Pilotage". This means that the Pilot, insofar as he is unable to board the vessel to be piloted, can also perform his task from another vessel or from the shore.

There are a number of conditions attached to "Shore Based Pilotage" of which the most important are stated below.

1. *Informative shore-based radar assistance:*
As a result of extension of the shore-based radar coverage outside, and an increase of range of the VHF Channels concerned in seaward direction.
The Shore-Based Radar Sectors, as seen from the sea are:
Maas Approach
Pilot Maas
Maas Entrance

1.1 *Maas Approach Radar:*
Communication VHF Channel 1.
The radar working area involves the sea area, including the anchorages within the sector with a radius of 23 nautical miles, calculated from the position of the light-platform Goeree (approx. position 51° 55′ N., 03° 40′ E.), with the exception of the working area of "Pilot Maas" situated within this sector.

"Maas Approach" gives general nautical information and renders (informative) shore-based radar assistance, up to the following shore-based radar sector "Pilot Maas", where the pilot cruising ground is, or up to the anchorages. In order to make early identification, c.q. information possible "Maas Approach" is to be contacted, if possible, 3 hours prior to arrival at the pilot cruising ground "Maas Centre", but in any case for traffic coming from the Southwest near the "M.W.1 Buoy" and for traffic coming from the North, near the platform "PD 15".

These rules do not alter the instructions for obtaining a Pilot in the Rijnmond District, as stated in the Notice to Shipping.

1.2 *Pilot Maas Radar:*
Communication VHF Channel 2.
The radar working area involves that part of the legally determined pilot-water in the sea area just off the Hook of Holland within which the pilot cruising grounds are located.

In the Pilot Maas-sector (advisory) shore-based radar assistance is rendered with respect to embarkation/disembarkation of the Pilot.

1.3 *Maas Entrance Radar:*
Communication VHF Channel 3.
The radar working area involves that part of the legally determined pilot-water in the sea area off the Hook of Holland, East of the Sector Pilot Maas, Maas Entrance up to the Calandcanal and the Rotterdam Waterway up to kilometerpole 1031 (TCH traffic station).

Maas Entrance Radar provides the informative shore-based radar assistance.

2. *Shore Based Pilotage in the Rijnmond District:*
As a rule a pilot will embark a vessel in order to perform his task but, during periods in which pilot boats cannot be operational at sea on account of weather circumstances, it frequently happens that seagoing vessels enter or leave the Hook of Holland estuary without a Pilot.

Other vessels have to anchor in one of the anchorages, or will be kept outside, due to the impossibility of taking a Pilot on board.

In order to promote the safe and smooth handling of these vessels and other maritime traffic, the estuary of Hook of Holland has been provided with the so-called "Shore Based Pilotage".

This takes place according to the following principles:

2.1 During the periods from the moment that the Pilot Boat Service outside – on account of weather circumstances – will be suspended for "small vessels", until the time pilot service will be resumed.

Furthermore, "Shore Based Pilotage" can be used occasionally during normal weather conditions, in case the construction of certain vessels make it impossible to embark/disembark the pilot outside.

2.2 "Shore Based Pilotage" is carried out from the pilot cruising area outside to the Maas Entrance near TCH, and vice-versa.

2.3 The Pilots perform their tasks from the traffic stations Pilot Maas (VHF Channel 2) and Maas Entrance (VHF Channel 3).

2.4 In case the Master of a vessel with compulsory pilotage indicates that he wants to enter Maas Entrance during the period as described under 2.1, he will be informed by Traffic station Maas Approach that "Shore Based Pilotage" can be provided, taking into account all relevant factors of the admission policy for such a vessel.

The Master should explicitly accept this proposal, since the present Pilot Act does not yet provide a formal basis for this kind of pilotage.

The Master of a vessel with Non-Compulsory Pilotage can, at his request, also ask for "Shore Based Pilotage".

2.5 In view of the entire admission policy, it will be considered, with regard to each vessel, whether it is acceptable in view of the circumstances and taking into account all relevant legislation, rules and regulations in connection with the safety of shipping and surroundings – that the vessel concerned enters or leaves Maas Entrance without a Pilot, whether or not using "Shore Based Pilotage".

2.6 —

2.6.1 Sea-going vessels with Compulsory Pilotage should stay outside if they do not want to make use of the possibility to enter by means of "Shore Based Pilotage".

2.6.2 Sea-going vessels with Compulsory Pilotage on account of their cargo should in principle remain outside if they do not want to use "Shore Based Pilotage" for entering.

2.7 With respect to the vessels mentioned under 2.6.2. that should have a Pilot on board, it will be considered whether these vessels, dependent on among other things their size and the Master's knowledge of the area, can be allowed to enter Maas Entrance with "Shore Based Pilotage", all in view of the admission policy.

2.8 Large sea-going vessels can only navigate in Euro Channel, Maas Channel and Maas Entrance if a qualified and – for this purpose – trained Pilot is *on board* as stated in the Government Harbour Master's Notice to Shipping.

2.9

2.9.1 In principle, outbound sea-going vessels with Compulsory pilotage, in particular those with dangerous cargo, as mentioned under 2.6.2. should, also in view of 2.4 and 2.5, actually have a Pilot on board until the pilot cruising area.

2.9.2 In view of 2.4, 2.6.1. and 2.6.2., vessels with "Compulsory" pilotage should on no account disembark at the Berghaven.

2.10 Vessels or coupled vessels which, in view of among others The Inland Navigation Police Regulations art. 1.06 and 1.21 and the Special Rules and Regulations Rotterdam Waterway, are judged by the Government Harbour Master to be "Special Transport", should have a qualified Pilot on board.

2.11 Requests for "Shore Based Pilotage" should be made to:
Inward bound: Maas Approach Radar,
Outward bound: (before departure) Harbour Co-ordination Centre Rotterdam, Central Traffic Controller Rotterdam, (VHF Channel 11).

ANCHORAGES: The following 5 anchorages are available:

1. Long term anchorage for deep draft vessels (17.37 m. or more) North of North Hinder Junction.
2. Short term anchorage for deep draft vessels (17.37 m. or more).
3. "Maas Outer". Recommended max. draft 17.37 m.
4. "Maas West". Recommended max. draft 12.20 m. (North), 9.10 m. (South).
5. "Maas Noord". Recommended max. draft 13.70 m.

RESTRICTIONS:

Restrictions for entering:

Entry times: Depend on prevailing circumstances.

Europoort:

Tankers: Up to 74 ft. (SW) draft; some berth's have tide restrictions.

Vessels with a draft of 57 ft. (SW) or more and/or a length of 250 m. or more must comply with the "Shipping Rules for Large Vessels".

On entering Europoort, tugs are made fast just inside the breakwaters. At all times tug's hawsers must be used. The time at which deeply loaded vessels destined for Europoort enter the New Waterway depends on the prevailing circumstances and is always subject to agreements made between the Pilot Service and the Harbour Master.

Botlek and 3rd Petroleumharbour:

Max. draft 44 ft. (SW), exceptionally 45 ft. (SW), under certain conditions. Vessels exceeding 200 m. and/or drafts over 33 ft. are tidebound.

To obtain permission one should apply to the Harbour Master at Harbour Co-ordination Centre (H.C.C.).

Waalhaven:

Vessels with a draft of 36 ft. (SW), or a length of 200 m. or more should arrive at the entrance of the Waalhaven at slack water Rotterdam.

Basins at the right bank of the river Maas,Maashaven,Rijnhaven:

Vessels with a draft of 28 ft. or more and a length of 180 m. or more are generally tidebound. All harbours in Rotterdam can be entered at any time during day and night.

Shipping Rules for Large vessels:

Vessels drawing 17.4 m. (57 ft.) up to 22.52 m. (74 ft.):

These vessels must use the approach channels "Eurogeul" and "Maasgeul". Such vessels must report at least 8 hours prior to their arrival at the Pilot "rendezvous" position (52° N., 03° E.) by radio telegram to Harbour Co-ordination Centre (HCC) Rotterdam via Scheveningen Radio (PCH) or to Dirkzwager Maassluis (Telex No. 26751) if vessels equipped with "Telex Over Radio" and/or Inmarsat the following information:

(a) Name and call sign of the vessel.
(b) Tonnage in GT/GRT and deepest draft in salt water.
(c) ETA at rendezvous position.
(d) Confirmation of correct functioning of:
  1. Gyro compass-equipment.
  2. Radar.
  3. VHF, operational on Channels 1, 2, 3, 6, 11 and 13.
  4. Decca Navigator Mark XII or Mark XXI provided with a connection for the so-called Brown Pattern Indicator. (Brown Box Connection).

Vessels with a length of 250 m. or more but with a draft of less than 57 ft. (SW) (not bound to use the approach channels) must report, at least 6 hours prior to their arrival at the Maasbuoy, the information mentioned under (a), (b), (c), and (d) 1, 2 and 3.

The intention to leave Europoort must be reported by the Master or the Agents at least 3 hours prior to the departure to Harbour Co-ordination Centre, Rotterdam, giving the information mentioned under (a), (b), (c), and (d) 1, 2 and 3.

The 6 hours' report prior to arrival will also be considered the 6 hours' ETA message for obtaining a Pilot.

Vessels equipped with a "T.O.R." or Maritex installation can send their messages to Harbour Co-ordination Centre Rotterdam via Dirkzwager's message relay and ship's reporting station (Telex No. 26751 "dirk nl").

Outward bound vessels drawing 57 ft. (S.W.) or more, having to make use of the "Maasgeul" and "Eurogeul" must give 12 hours Notice of Departure to the Harbour Co-ordination Centre through their Agent.

Vessels drawing 20.7 m. (68 ft.) up to 22.52 m. (74 ft.):

These vessels, which must use the selected route via "The Straits of Dover" and the Southern North Sea to the "Eurogeul" are urgently recommended:

1. To act in accordance with the instructions of the manual "Deep Draft Planning Guide", Greenwich Buoy to Europoort.
2. Preferable to make use of the services of a certified North Sea Pilot as from Greenwich Buoy.
3. To report 24 hours prior to arrival at the rendezvous area near Cherbourg, by telegram to Harbour Co-ordination Centre, Rotterdam via Scheveningen Radio (PCH) or to Dirkzwager Maassluis (Telex No. 26751).

The telegram should contain:

(a) Name and call sign of the vessel;
(b) Tonnage in GRT and deepest draft in salt water;
(c) ETA Pilot-location near Cherbourg, at about 13 miles North of Cap de la Hague.
(d) The order for a chartered pilot for the "Eurogeul" to be embarked by helicopter near Cherbourg;
(e) Confirmation of correct functioning of:
  1. Gyro compass equipment.
  2. Radar.
  3. VHF, operational on Channels 1, 2, 3, 6, 11 and 13.
  4. Decca Navigator Mark XII or Mark XXI provided with a connection for the so-called Brown Pattern Indicator (Brown Box Connection).
(f) If necessary required expert assistance for equipment mentioned under (e).

4. To confirm or amend via Scheveningen Radio the telegram mentioned under 3, 12 hours before arrival "rendezvous" location Cherbourg or by T.O.R. and or Inmarsat via Dirkzwager Maassluis (Telex No. 26751).
5. To make use of Dutch sea charts issued by the Hydrographic Service:
   No. 1971 – Sandettie to North Hinder.
   No. 1972 – North Hinder to Europoort.

Shifting: Vessels which have lightened at Europoort/Maasvlakte terminals should arrive at Botlek entrance at about 30 minutes after high water at Rotterdam.

Shifting rules Europoort - Botlek:

Length overall:	Max.draft allowed:
up to 270 m. (885 ft.)	44 ft. S.W.
270 m. – 300 m. (885 ft. – 916 ft.)	42 ft. S.W.

Verolme maximum draft allowed: 27 ft. (3 ft. trim).

Dangerous Goods: Regulations are based on several Governmental laws and Municipal bye-laws.

The "Dangerous Goods Department" of the Municipal Port Management is the centre where all information on dangerous goods on board vessels is collected, administrated and distributed to those concerned.

Inspection on board vessels berthed in the Port of Rotterdam will be carried out mainly by inspectors of the Municipal Dangerous Goods Department, although in certain cases (e.g. explosives), Governmental Dangerous Goods Inspectors are in charge as well.

For detailed information the following Regulation should be consulted: Rotterdam Port Bye Laws (Havenverordening Rotterdam).

From these regulations the following significant obligations have been extracted:

1. *Signals:* Vessels carrying:
In Packages:
(a) More than 100 kg. gross of IMO class 1 hazard division 1.1 and 1.5
(b) More than 1,000 kg. gross of IMO class 1 hazard division 1.2, 1.3 and 1.4 or IMO class 5.2 in packages with an explosive label.
(c) More than 1,000 kg. gross of IMO class 2 with a poison label.
In Bulk:
(d) Any dangerous substances in any quantity. Also empty tanks which are not certified as being clean by an acknowledged expert, should hoist the following signals before entering Rotterdam Waterway area:
I. *by day* the international signal flag "B";
II. *by night* 1 red light.

2. *Prior Notification:* Masters of vessels carrying:
(a) Dangerous goods of IMO class 1 and 5.2 in packages.
(b) More than 1,000 kg. gross weight per substance of the other IMO classes in packages.
(c) Dangerous substances in bulk: Report these commodities to the Dangerous Goods Dept. of the Municipal Harbour Master 24 hours before arrival.

3. *Explosives:*
There is a restriction on the carriage of explosives by ships, dependent on kind, quantity and stowage of the explosives.

Permission to deliver explosives is given by the Minister of Transport.

Masters of vessels are advised to make sure whether such a permission has been granted.

4. *Dangerous Cargo List:*
Apart from these obligations the Rotterdam Port Bye-Laws prescribe that a vessel having any dangerous cargo on board is prohibited from being in the harbour unless there is a list on board and an identical list has been submitted to the Harbour Master (See "Port Authority"), stating the correct technical names, IMO class, gross quantities and the stowage of these materials.

5. *Operational Notice:*
Masters of vessels showing the signals as mentioned above ("B" flag or 1 red light) shall give notice to "Maas Approach" on VHF Channel 1 on arrival.

This notice shall be given at least half an hour but not more than 1 hour before the ship enters the Rotterdam Waterway area. Upon departure: on Channel 13 to "Regional Traffic Centre".

This notice shall contain: Ship's name, position, destination and expected time needed for passage in the port area.

When visibility is less than 500 m., ships are prohibited from navigating the Rotterdam Waterway, unless permission has been obtained from "Regional Traffic Centre" on VHF Channel 13. Navigation on the Rotterdam Waterway might be prohibited if circumstances make it necessary.

Combination Carriers (OBO's): Combination carriers must, as per Rotterdam Port Bye-laws, comply with the following regulations when calling to load and discharge dry cargo:

(a) The dry cargo holds may not contain combustible or remnant liquids.

(b) The spaces adjacent to the dry cargo holds:
may not contain combustible or remnant liquids; or
must be gas free; or
must contain an inert gas under positive pressure.

(c) Slops or previously carried oil cargoes may not be stowed adjacent to a dry cargo hold and must contain an inert gas.

At least 24 hours prior to arrival the following information must be cabled:

1. The nature of the dry cargo;
2. Nature of operation (loading or discharging);
3. Where loading and discharging will take place;
4. The chemical or technical name of the last liquid cargo;
5. The date of discharging of the last liquid cargo;
6. The stowage of the cargo residues of combustible liquids;
7. Description of the atmosphere above the cargo residues referred to in 6;
8. Description of the atmosphere of all other spaces.

In case of repairs, tank cleaning or delivery of slops, a combination carrier is considered to be a tank vessel and should comply with the regulations applicable to this kind of ship.

Tidal Information.

The mean height of M.H.W. off the Hook of Holland 105 cm. above Datum (N.A.P.)
LLWS (Low Low Water Spring) 84 cm. below Datum
MLW (Mean Low Water) 64 cm. below Datum
All permissible drafts and depths of water mentioned are given at NAP unless otherwise mentioned.

Tidal Range:	Neap Tide:	Spring Tide:
Mean Rise above Datum	82 cm.	121 cm.
Mean Fall below Datum	64 cm.	63 cm.
Tidal Range	146 cm.	184 cm.

DEPTHS:

Location	*Max. Depth** (m.)
Wilhelminakade	10.65
Merwehaven	10.65
Keilehaven	4.65
Lekhaven	10.65
IJselhaven	10.90
Schiehaven	9.15
St.Jobshaven	8.65
Koningshaven	7.50
Rijnhaven	10.65
Maashaven	11.65
Waalhaven:	
Entrance and channel	13.50
Pier 1 and 2	10.65
Pier 3 and 4	13.15
Pier 8	6.15
Pier 6 and 7	14.15
Pier 5	11.65
Eemhaven:	
Entrance and Channel	13.50
1st Eemhaven	4.65
Prins Johan Frisohaven	10.65
Prinses Beatrixhaven	11.65
Prinses Margriethaven	13.65
Prins Willem Alexanderhaven	12.65
Pernis:	
2nd Petroleumhaven	12.00
1st Petroleumhaven	11.65
Botlek:	
Geulhaven	4.65
3rd Petroleumhaven	14.50
Botlek	14.50
Chemiehaven	12.65
St.Laurenshaven	14.50
Torontohaven	13.65
Europoort (East side):	
Seinehaven	6.50
Brittaniehaven	12.65
Europoort (West side):	
7th Petroleumhaven	21.65
Donauhaven	7.15
Wezerhaven	5.65
5th Petroleumhaven	21.65
4th Petroleumhaven	17.65
Scheurhaven	6.15
Beneluxhaven	21.65
Dommelhaven	4.65
Dintelhaven	5.65
Maasvlakte:	
6th Petroleumhaven	22.25
Amazonehaven	21.65
Mississippihaven	23.65
Hartelhaven	5.50
Europahaven	13.65
8th Petroleumhaven	24.00

* = N.A.P. (Normal Amsterdam Level)

HEALTH: The Master has to fill in and sign a Maritime Declaration of Health, which is handed to him by the Pilot. Vessels subject to medical inspection have to hoist flag signal according to Pilot's orders. In case of quarantine problems, the pilot will contact the head of the department of Infectious Diseases of the Municipal Health Service (GGD). Telephone (10) 4339419.

RADIO: *ETA messages and T.O.R./Maritex:* Masters' telegrams via Scheveningen Radio, call-sign PCH, are passed to Agents 24 hours a day, weekends inclusive. For this reason it is advisable that Masters communicate with agent via Scheveningen Radio, via which station they also route messages to vessels. Vessels equipped with "Telex Over Radio" may, outside office hours channel their messages to Agent via Dirkzwager's message relay and ships' reporting station at Maassluis, telex No. 26751, Answerback "dirk nl". Such messages are passed on to Agent immediately, also during weekends.

RADAR/VHF: A chain of 29 shore-based radar stations permits navigation during all weather conditions. Radio and radar station Maas Approach at Hook of Holland, communicates via VHF Channel 1 (Port Operations).

Masters are requested to call this station, especially during bad visibility, well in advance of arrival at pilot station. Maas Approach provides nautical information for vessels within range and acts as a link with pilot cutters.

Radio-Radar Station: The radio station "Traffic Centre Hook (TCH)" in Hook of Holland acts as a Communication Centre and as a Traffic Regulation Station near the entrance and on the New Waterway. The station provides weather forecasts on request by VHF Channel 13. Radar assistance is provided on VHF Channel 66 from "CA2-NW1" Separation Buoy into Europoort and vice versa.

Information on berths, Harbour Pilots, tugs and linesmen in Europoort can be obtained on VHF Channel 11.

VESSEL TRAFFIC MANAGEMENT SYSTEM: With the completion of the VTS system and the related Data Handling System, the Port Management now has one of the world's most advanced safety systems for the control of shipping. However, it is always open to improvement.

The Vessel Traffic Management System (VTMS) is in operation for the approaches to Europoort and the New Waterway; It covers an area from 45 miles West of Noorderhoofd up to 2 miles East of the van Brienenoord Bridge and 4 miles East of the Spijkenisse Bridge in the Oude Maas river, including all adjacent harbour basins.

The area is divided into three regions, each having its own Traffic Centre to communicate with the shipping (VHF Channel 13). The three regions are sub-divided into 12 sectors, each having a traffic attendant and a seperate VHF-channel.

Traffic Centre Hook of Holland:	
Maas Approach	VHF 1
Pilot Maas	VHF 2
Maas Entrance	VHF 3
Waterweg	VHF 65
Europoort	VHF 66
Traffic Centre Botlek:	
Maassluis	VHF 80
Botlek	VHF 61
Oude Maas	VHF 62
Traffic Centre City:	
Eemhaven	VHF 63
Waalhaven	VHF 60
Maasbruggen	VHF 81
Brienenoord	VHF 21

TUGS: Tugs normally join vessels on river when nearing the basin where vessels will be accommodated. The towing lines used are always from the tug.

BRIDGES: The New Waterway connects the Port of Rotterdam with the North Sea, without any locks or bridges. Only to reach some shipyards, situated East of Rotterdam, vessels have to pass the "Koninginnebrug" (Koningshaven).

The railway bridge remains open since the construction works of the tunnel are completed.

The "Koninginnebrug" is opened day and night on request (VHF Channel 18).

Barrage time during weekdays: 0730 hrs. – 0900 hrs. and 1630 hrs. – 1800 hrs.

To reach berths in Brittaniehaven, vessels have to pass the Calandbridge. To reach berths in Seinehaven and Neckarhaven, vessels have to pass the Rozenburg locks (between the Calandcanal and the Hartelcanal).

GENERAL CARGO/MULTI-PURPOSE FACILITIES:

C. Steinweg (Handelsveem) BV: Parmentierplein 1, 3088 GN Rotterdam. (P.O.Box 1068, 3000 BB Rotterdam). Tel:(10) 4879555. Fax: (10) 4879200. Telex: 22227. Management: E. de Werk (President), P.A. Govers (Director).

Quays in Operation: Rijnhaven, Waalhaven Pier 1, Beatrixhaven, Botlek, Beneluxhaven (Europoort).

Berth and Cranage: Total length 5,000 m., max. draft 12.50 m., max. lifting capacity 45 tons.

Nederlands Transport Bureau B.V.: Willemskade 17, 3016 DL Rotterdam. (P.O.Box 23068, 3001 KB Rotterdam). Tel: (10) 4145611. Fax: (10) 4129569. Telex: 22139. Board of Directors: L.L. Kolisch (Chairman of the Board), Tel: (10) 4138752. Ir.N.J.B. Edelhauser (Director), Tel: (10) 4224648. W. Laurs (Director), Tel: (1807) 21733. P.A. Moons (Director), Tel: (71) 618069.

Waalhaven North side: Container/general cargo handling, fertiliser in bulk.

Berth and Cranage: 1 berth – length 200 m., depth 12.0 m.; 1 berth – length 1,200 m., depth 10.0 m.; 1 berth – length 150 m., depth 9.0 m.

Terminal Facilities: 12 cranes, 3 transtainers.

Computer Systems: EDI.

Rail Facilities: 1,500 m. rail track.

Lehnkering Montan Nederland B.V.: Zweth 24, 2991 LH Barendrecht. (P.O.Box 350, 2990 AJ Barendrecht). Tel: (1806) 46400. Fax: (1806) 22212. Telex: 22175 NL.

Seinehaven (Europoort, East side):

Berths and Cranage: Total quay length 250 m., depth 6.5 m., served by 2 fixed cranes and 3 mobile cranes.

Terminal Facilities: Total area 9 ha., 1 transtainer and 2 sheds.

CONTAINER HANDLING FACILITIES:

Container Handling Statistics Rotterdam:

1991	3,782,595
1992	4,122,782
1993	3,955,000

ECT Terminals:

Terminal operating company: Europe Combined Terminals (ECT), Postbus 7400, NL-3000 HK Rotterdam. Contact: W. den Dulk, Chairman.

Delta Container Division, Europaweg 875, P.O.Box 7400, NL-3000 HK Rotterdam. Tel: 010-4916911. Telex: 28056 ECT NL. Contact: Ir.J.C.Rijsenbrij, Director – Delta Container Division.

Container Handling Statistics ECT:

1990	1,435,712
1991	1,478,000
1992	1,600,000
1993	1,700,000

Delta Terminal (Europahaven):

Berths and Cranage: Total quay length 1,550 m., depth 13.6 m., served by Nelcon container gantry cranes (55 tons – 67 tons), of which 2 are shared with Delta/Sealand Terminal (Europahaven).

Hartelhaven: One container barge berth, length 260 m., served by 2×50 tons/55 tons Nelcon container gantry cranes.

Direct Call Liner Services: ACL, CGM, CMB, Cosco, ECL, H-L, Hanjin, K-Line, Maersk, MISC, NL, NOL, Norasia, Nosco, OOCL, OPDR, P&OCL, Portlink, Rheintainer, S-L, Unifeeder, WCL.

Terminal Facilities: Total area 100 ha.; 366 electric reefer points; 29 Nelcon (35 tons) straddle carriers; 8 Kalmar/LMV 16/1200 (16 tons) front handlers; 36 DAF floor yard tractors; 75 floor yard chassis; 60 Buiscar trailer trains.

Computer Systems: Hardware Unisys A6/A12, DEC Vax; software in-house; functions multi-user container control system, ship planning, training, finance and systems development.

Rail Facilities: 4×600 m. rail tracks served by 2×50 tons/55 tons Nelcon rail mounted road/rail transfer gantries.

Future Plans: Development of the second and third phases will provide for a further 290 ha. with quay length of 2,390 m. available.

Delta/Sealand Terminal (Europahaven):

Berths and Cranage: Total quay length 970 m., served by 8 Nelcon container gantry cranes, of which 2 are shared with Delta Terminal Europahaven.

Direct Call Liner Services: NL, Norasia, OOCL, P&OCL, S-L.

Terminal Facilities: Total area 56 ha. Equipment: 576 electric reefer points; 25 yard gantries; 5 Nelcon straddle carriers; 5 Kalmar LMV 12-1200 front handlers; 10 DAF yard tractors; 30 yard chassis.

The terminal is also equipped with 50 Gottwald automatic guided vehicles and 25 Gottwald automated stacking cranes.

Computer Systems: Hardware DEC, Digital VAX 6000-610; software RDB 4GL:Ingres.

Europe Combined Terminals BV: Home Container Division, Seattleweg 7, P.O.Box 7400, NL-3000 HK Rotterdam. Tel: (10) 4916911. Telex: 28301 ECT NL. Contact: A. Stolk – Joint Director – Home Container Division.

Alexander Terminal (Prins Willem Alexander Haven/Prinses Margriethaven):

Berths and Cranage: Quay length 3,100 m. (Prins Willem Alexanderhaven 1,300 m., Prinses Margriethaven 1,800 m.), minimum depth 10.6 m. – 13.0 m., equipped with 2 Demag (53 tons/39 tons), 1 Peiner (42 tons), 8 Paceco (2×43 tons, 6×41 tons), 2 Nelcon (50 tons), 3 Conrad Stork (50 tons) and 1 Nelcon (45 tons) container barge cranes. Ro-Ro ramp on the North West side.

Direct Call Liner Services: ANZECS, B&I, Bugsier, Capricorn, CGN, CMB, Comar, Contemaris, Contship, CSC, CY, DSR, ECL, Evergreen, Feederlink, GNSL, Hapag-Lloyd, MDV, NOL, NYK, OPDR, P&OCL, Portlink, Red Sea Express, Rheintainer, SAECS, Sealand, Senator, Star Shipping, Unifeeder, WEC, WCL, YMTC.

Terminal Facilities: Prins Willem Alexanderhaven/Prinses Margriethaen: Total area 87 ha. (Alexander Terminal 81.5 ha.; Margriet Terminal 5.5 ha.). Equipment: 598 electric reefer points; 48 liquid nitrogen reefer points; 37 Nelcon straddle carriers; 20 Kalmar LMV (16 tons) front handlers; 70 DAF yard tractors; 535 DAF yard chassis; 6 Buiscar trailer trains.

Computer Systems: Hardware 2 Unisys A10/A12; software in-house; functions Sealand Terminal Container control system; finance and training.

Rail Facilities: 3×550 m. rail tracks on the Terminal, served by 2×41 tons Demag and 1×45 tons Nelcon rail mounted road/rail transfer gantries. ECT Venlo inland rail terminal (175 km. from Rotterdam). Total area 6.5 ha. Daily shuttle services with 42 wagons (84 TEU) to/from ECT Alexander and ECT Delta Terminals.

Botlek Terminal (1st Werkhaven):

Berths and Cranage: Total quay length 802 m., depth 11.6 m. Container and Ro-Ro facilities, served by 2 Nelcon 40 tons container gantry cranes.

Direct Call Liner Services: BCSL, Koala, Kersten, NMB, Samskip, Stork, Wilhelmsen.

Terminal Facilities: Total area 24.8 ha.; storage 3,000 TEU (3 high); reefer points on Terminal, front handlers various; 10 yard tractors DAF/SISU; 20 yard chassis.

Rail Facilities: Rail link available.

Margriet Terminal (Prinses Margriethaven/Prinses Beatrixhaven):

Berths and Cranage: Total quay length 2,700 m., depth 10.65 m., served by 4×30 tons level luffing portal cranes, 3×25 tons cranes, 4×17.5 tons cranes and 2×67 tons mobile cranes.

Direct Call Liner Services: A.C.S., Alianca, ALL, Bank, Black Star, Bore, Capricorn, CATM, CAVN, Euro-Caribe, Eurosal, FMG, G&C Line, GNSL, H-L, H-S, Hoegh, India SS, MSC, NMB, Red Sea Express, SAECS, SITM, SNTM, Star Shipping, Transinsular.

Terminal Facilities: Storage 2,000 TEU (5 high); 1 rail mounted Nelcon (45 tons) yard gantry; various front handlers (to 42 tons). Consolidation: CFS on Terminal. Covered area 5,700 sq.m.

Unitcentre Terminals: Terminal operating Company: Unitcentre B.V., Zaltbommelstraat 10, P.O.Box 5048, 3008 AA Rotterdam. Tel: (10) 4237911. Fax: (10) 4950806. Telex: 28325 Uccom nl. Contact: A.J. Kleijn, Commercial Director.

Unitcentre Container Handling Statistics:

1991	409,242	
1992	457,832	
1993	403,000	(estimated)

Waalhaven – Pier 7:

Berths and Cranage: 800 m. quay length, maximum depth 12.2 m., equipped with 4×35 tons Krupp container gantry cranes.

Direct Call Liner Services: See "Waalhaven – Pier 6".

Terminal Facilities: Total area 22 ha. Storage 10,000 TEU. Equipment: 160 electric reefer points; 80 Conair reefer points; 6 rail mounted Conrad Stork (35 tons) yard gantries; 15 yard tractors; 20 yard chassis; front handlers see "Waalhaven – Pier 6".

Consolidation: See "Waalhaven – Pier 6".

Computer System: See "Waalhaven – Pier 6".

Rail Facilities: See "Waalhaven – Pier 6".

Waalhaven – Pier 6:

Berths and Cranage: 750 m. quay length, maximum depth 13.5 m. equipped with 3×50 tons Nelcon container gantry cranes.

Direct Call Liner Services: (All Terminals) Ahlers, Alpina, Bishcoff, BSC, CCS, CFNR, CMA, Comar, Cosco, DSR, Dubbelman, ESC, Eurobarge, H-L, Iscont, JCS, KNSM, Latvian, LB, LP, MDV, MOL, MTA, Murmansk, NSC, NYK, POL, Portlink, Rhine Container, UASC, Unifeeder, ZIM.

Terminal Facilities: Total area 17.9 ha. Storage 8,000 TEU. Equipment: 160 electric reefer points; 2 rail mounted Liebherr (40 tons) yard gantries; 1 rail mounted Conrad Stork (35 tons) yard gantry; 8 Kalmar (7×42 tons and 1×12 tons) front handlers; 3 Hyco (45 tons) front handlers; 15 Terberg yard tractors; 20 yard chassis.

Consolidation: CFS 2 km. distant. Total area 2 ha., covered area 6,000 sq.m.

Computer Systems: Hardware Tandem VLX; software in-house; functions container control, invoicing, EDI.

Rail Facilities: 4 rail tracks over total length of Waalhaven Terminals, equipped with road/rail transfer gantry crane.

Future plans: Optional 4th Nelcon container gantry crane.

Multi-Terminals: Terminal operating Company: Multi-Terminals Waalhaven B.V., Pannerdenstraat 50, Postbus 5242, NL-3008 AE Rotterdam. Tel: (10) 4002922. Fax: (10) 4280263. Telex: 28023 Store NL. Contact: R. van der Sluijs, Commercial Manager.

Quay number: 2200.

Multi-Terminals Container Handling Statistics:

1991	21,302
1992	36,018

Pier 2 Terminal:

Berths and Cranage: Multi-purpose Terminal with 1,500 m. of quays, providing 2 container/Ro-Ro berths. Quay cranes include 1 Takraf (60 tons), 9 Figee (2×36 tons, 2×16 tons, 4×8 tons, 1×5 tons), 3 Hensen (1×20 tons, 2×10 tons) and 2 Conrad Stork (17.5 tons).

Direct Call Liner Services: BSC, Cosco, Latvian, Navrom, Rickmers, van Aden.

Terminal Facilities: Total area 31.3 ha. (6,000 sq.m. stacking, 3.5 ha. covered). Equipment: 36 electric reefer points; 1 rail mounted Conrad Stork (35 tons) yard gantry; 1 Kalmar 42-1200 (42 tons) front handler; 1 Kalmar 32-1200 (32 tons) front handler; 1 Kalmar 25-1200 Ro-Ro (25 tons) front handler; 2 Kalmar 16-1200 (16 tons) front handlers; 28 various (6×8 tons, 7×5 tons, 4×4 tons, 11×3 tons) front handlers; 2 DAF 1301 DF yard tractors; 4 Terberg 200.4 yard tractors; 14 Mafi (40 ft. flatbed) yard chassis.

Consolidation: No CFS on Terminal.

Computer Systems: Hardware GEAC, IBM; software GEAC, Pakhoed/IBM; functions invoicing, management reports, equipment planning and reporting, administration, EDI.

Seaport Combi Terminal: Terminal operating Company: Seaport Terminals B.V., Merseyweg 70, NL-3197 KG Rotterdam (Botlek), P.O.Box 1197, 3180 AD Rozenburg. Tel: (1819) 44911. Fax: (1819) 12015. Telex: 29783 Brico NL. Contact: J.J. Erkamp, Deputy Director – Operations.

Seaport Combi Terminal Container Handling Statistics:

1991	140,196
1992	150,409
1993	152,500

Brittanie Terminal:
Berths and Cranage: Quay length 1,240 m., depth 12.6 m., providing 1 Kocks (70 tons), 2 Conrad Stork (38.5 tons) and 2 Bailey (25 tons) container gantry cranes and 1 Gottwald (50 tons) mobile crane.
Direct Call Liner Services: CGM, Eimskip, ELMA, Finncarriers, H-L, Olsen, OTAL, Star Shipping, TMM, Transroll, Wilhelmsen.
Terminal Facilities: Total area 32.5 ha. Storage 10,555 TEU. Equipment: 100 electric reefer points; 27 Conair reefer points; 3 Kalmar (14 tons) front handlers; 3 Lancer Boss (42 tons) front handlers; 6 PPM (40 tons) front handlers; 12 Svetruck (12 tons) front handlers; 3 various (28 tons) front handlers; 6 Sisu TR160 yard tractors; 9 Terberg R200 yard tractors; 15 Buiscar yard chassis and 60 various yard chassis.
Consolidation: CFS on Terminal. Total area 9,000 sq.m., covered area 2,500 sq.m. storage on Terminal. Reefer points on Terminal.
Computer Systems: Hardware Data General MV/7800 XP; software in-house; functions container stacking, planning and listing, Ro-Ro stacking area, depot control and container administration.
Rail Facilities: Rail connection.
Hours of Working: 0730 hrs. – 1600 hrs., 1600 hrs. – 0015 hrs., 0015 hrs. – 0730 hrs. on request.

Uniport Multipurpose Terminals: Terminal operating Company: Uniport Multipurpose Terminals B.V., Lloydstraat 35, NL-3024 EA Rotterdam. Tel: (10) 4789500. Fax: (10) 4760515. Telex: 21306 UPORT NL. Contact: W.A. Boer, Managing Director.
Terminal Merwehaven: Marconistraat 80, NL-3029 AK Rotterdam. Tel: (10) 4253222. Fax: (10) 4255215. Telex: 25488 UMTRD NL.
Uniport Multipurpose Terminals Container Handling Statistics:

1991	50,348
1992	48,574
1993	51,000

Berths and Cranage: Merwehaven: Quay length 335 m., depth 10.0 m., equipped with 1×Liebherr P115 (45 tons) container gantry crane and 1×Liebherr F1800 (45 tons) level luffing quay crane.
Direct Call Liner Services: Borchard, Caribtainer, EWIL, Montemar, NSC, SCI, WCL, WEC Lines.
Terminal Facilities: Total area 3.5 ha. (container marshalling 3.2 ha.). Storage 3,500 TEU. Equipment: 90 electric reefer points; 20 liquid nitrogen reefer points; 2 rail mounted Liebherr G200 SLR (35 tons) yard gantries; 2 Hyster H920B (42 tons) front handlers; 1 Hyster H350B (17 tons) front handler.
Consolidation: CFS on Terminal. Covered area 2,000 sq.m. Storage on Terminal; reefer points on Terminal; 2 Hyster H50XL (2.5 tons) forklifts.
Computer Systems: Hardware NCR 9050; software in-house; functions Terminal control, stacking system, gate control.
Rail Facilities: Available.
Hours of Working: 24 hours a day, 7 days a week.

Handico Terminal: Terminal operating Company: Handico Terminals B.V., Theemsweg 34, NL-3197 KM Rotterdam. Tel: (1819) 46200. Fax: (1819) 15147. Telex: 29805 HANDI NL. Contact: R. van Gelderen, Managing Director.
Handico Terminal Container Handling Statistics:

1991	42,000
1992	42,000
1993	42,000

Berths and Cranage: One berth, length 100 m., depth 6.0 m., served by mobile cranes.
Terminal Facilities: Total area 4.3 ha. Storage 3,000 TEU. Equipment: 10 electric reefer points; 2 Kalmar 16-1200 (16 tons) front handlers; 1 Kalmar 18-1200 (18 tons) front handler; 1 Caterpillar 12-1200 (12 tons) front handler.
Consolidation: CFS on Terminal. Covered area 2,500 sq.m. Storage on Terminal; 1 Caterpillar (12 tons) front handler; 3 Kalmar front handlers; 3 Caterpillar (2.5 tons and 2.4 tons) forklifts.
Computer Systems: Hardware IBM AS400/B35; software in-house; functions depot and repair administration, accounting, transport detail, statistics and management information.
Rail Facilities: Available at Handico depot.
Hours of Working: 0730 hrs. – 2015 hrs.

Hanno Rotterdam: Terminal operating Company: Hanno Rotterdam BV, Postbus 51255, NL-3007 GG Rotterdam. Tel: (10) 4858244. Fax: (10) 4847404. Telex: 28965 HANRO NL.
Harbour No.: 1300-1307.
Berths and Cranage: Maashaven: Total quay length 1,850 m., minimum depth 11.7 m., served by 4 portal cranes (up to 39 tons) and 12 other portal cranes (5 tons – 25 tons).
Direct Call Liner Services: Baco, Bank, Camship, Cobalt, Contemaris, Cosco, DL, DSR, ENC, Ethiopian, FA, Interglobal, Ivaran, LP, MISR, OTAL, PNSC, Portline, Samatour, Sinotrans, SJSC, Unimex.
Terminal Facilities: Total area 14 ha. Storage 7,500 TEU. Equipment: 63 electric reefer points; 1 rail mounted Nelcon yard gantry.
Consolidation: CFS on Terminal.
Computer Systems: Hardware DEC; software CIG; functions container administration.
Hours of Working: Monday to Friday 0730 hrs. – 2400 hrs.; Saturday 0730 hrs. – 1600 hrs.; other times by arrangement.
Future Plans: Terminal to be equipped with container gantry cranes.

Waalhaven Terminal: Terminal operating Company: Waalhaven Terminal B.V., Postbus 5308, NL-3008 AH Rotterdam. Tel: (10) 4298122. Fax: (10) 4298869. Telex: 28076 WAAL NL. Contact: P.A. Kuyper, Managing Director.
Waalhaven Terminal Container Handling Statistics:

1991	143,000
1992	164,500
1993	170,000

Berths and Cranage: One container berth, length 185 m., depth 6.5 m., served by 1×20.5 tons Aumund container gantry crane.
Direct Call Liner Service: Born.
Terminal Facilities: Total area 8 ha. Storage 7,000 TEU. Equipment: 66 electric reefer points; 6 Kalmar 16-1200 (16 tons) front handlers; 3 DAF yard tractors; 3 Buiscar yard chassis.
Consolidation: No CFS on Terminal.
Computer Systems: Hardware DEC Vax 3400; software in-house; functions container tracking.
Rail Facilities: 200 m. rail track.
Hours of Working: 0700 hrs. – 2200 hrs. on working days.

Hoogewerff de Rijke Terminal: Terminal operating Company: Hoogewerff de Rijke Terminals B.V., Postbus 5145, NL-3197 ZG Rotterdam. Tel: (10) 2310310. Fax: (10) 4385777. Telex: 28574 HRT NL. Contact: H. Treffers, Managing Director.
Hoogewerff de Rijke Terminal Container Handling Statistics:

1991	107,554
1992	102,420
1993	115,360

Berths and Cranage: Quay length 250 m., depth 12.5 m., served by 2×75 tons Takraf quay cranes and 2 harbour cranes.
Direct Call Liner Services: Lykes, Lys, Maras, Senator.
Terminal Facilities: Total area 8.5 ha (container parking 5 ha.). Equipment: Electric reefer points; 2 rail mounted Kocks yard gantries; 1 Belott (40 tons) mobile crane; 2 Hyster (42 tons) front handlers; 3 various yard chassis.
Consolidation: CFS on Terminal, covered area 1.5 ha.
Computer Systems: Hardware Altos; software Softpak; functions yard control.
Rail Facilities: Rail connection available.
Future Plans: Anticipated purchase of yard chassis and automation of crane stacking.

Bell Lines Terminal: Terminal operating Company: Bell Lijn B.V., Brielselaan 85, Postbus 1035, NL-3080 AA Rozenburg ZH. Tel: (1819) 46899. Fax: (1819) 15923. Telex: 29589 BELL NL. Contact: J.W. van Zundert, Terminal Manager.
Bell Line Terminal Container Handling Statistics:

1991	240,000	
1992	260,000	
1993	260,000	(estimated)

Berths and Cranage: Britanniehaven: Total quay length 310 m., maximum depth 7.5 m., providing 3 container berths served by 1×35 tons Kone, 1×32 tons Paceco-Vickers and 1×45 tons Liebherr T77 Super container gantry cranes.
Direct Call Liner Services: ASMN, Bell, Containerships, Unifeeder, Van Uden.
Terminal Facilities: Total area 4 ha. Storage 2,000 TEU. Equipment: 65 electric reefer points; 3 Svetruck (1×42 tons, 2×16 tons) front handlers.
Consolidation: No CFS on Terminal. 1×4 tons Balkancar and 2 Hyster (3 tons and 2 tons) forklifts.
Computer Systems: Hardware DEC Vax 4100; software DEC/in-house; functions gate and terminal control.
Rail Facilities: 2×300 m. rail tracks and 3 shunt tracks.
Hours of Working: 24 hours a day, 7 days a week.

BULK HANDLING FACILITIES:

Grain/Coal and Ore:

European Bulk Services (EBS) BV, Brielselaan 85 (Rotterdam Port No. 1359), P.O.Box 59180, 3008 PD Rotterdam. Tel: (10) 4961800. Fax: (10) 4961888. Telex: 62066.

1. *EBS Vulcaanhaven Terminal Vlaardingen:* Schiedamsedijk 2a (Vlaardingen Port No. 610), P.O.Box 59180, 3008 PD Rotterdam. Tel: (10) 4457500. Fax: (10) 4457572. Telex: 23394.
Berths and Cranage: Quay length 440 m., max. draft 12.0 m., at LLWS. Tidal range 6.3 ft., min. depth 10.52 m. (LW). 3×16 tons gantry cranes, 1×6 tons level luffing crane, max. air draft 16.0 m. at LW.
Terminal Facilities: All kinds of dry bulk, which can be handled by grab. Discharging by grab direct overboard. Loading direct by grab and partly reloading via conveyor belt. Loading and discharging by floating grab is also possible.
Capacity: 25,000 tons per day based on discharge of phosphate.
Open storage 44.855 sq.m. Covered storage 132,630 cu.m. Sheds 25.859 sq.m. Silos 77,250 cu.m.
Bunkers and fresh water from shore not available.

2. *EBS Botlek Terminal:* Montrealweg 151, Botlek (Rotterdam Port No. 4260), P.O.Box 59180, 3008 PD Rotterdam. Tel: (10) 4904450. Fax: (10) 4904470. Telex: 20568.
Berths and Cranage: Maximum size 90,000 Summer d.w.t. Depth at discharging berth 13.0 m. at LLWS. Depth at loading berth 10.0 m. at LLWS (tidal range 6 ft. 4 in.). Water density 1020. Equipment: 3×16 tons floating cranes; 3×36 tons floating cranes. Max. outreach: Floating cranes 20 m. – 35 m., pneumatics on jetty 25 m.
Terminal Facilities: Bunkers and potable water available during the day. Capacity depending on cargo 20,000 – 30,000 tons per 24 hours. All dry bulk grades handled, agri and mineral. Storage available in silos up to 60,000 tons in 170 bins and 32,000 tons in 5 bins (flat storage), both for agribulk only. No air draft restrictions.

3. *EBS Sint Laurenshaven Terminal:* Montrealweg 50, Botlek, Rotterdam (Port No. 4310), P.O.Box 59180, 3008 PD Rotterdam. Tel: (1819) 43500. Fax: (1819) 43582. Telex: 29745.

Berths and Cranage: Length of quay: Discharging quay 832 m., West Quay 847 m., Reloading quay 180 m. Vessel's maximum LOA no restrictions. Vessel's maximum beam no restrictions, if cargo can be discharged via conveyor belt. Direct over board, maximum beam is 36 m. If necessary, discharge by floating cranes is possible. Maximum Summer d.w.t. 80,000 to 90,000 tons. Depth 13.7 m. at HW by consent of Harbour Authority only, 13.0 m. at LLWS. Water density between 1002 and 1005. Equipment: 2×32 tons gantry cranes; 1×16 tons gantry crane; 1×16 tons level luffing crane; 1×15 tons mobile crane. Discharging and loading by grab direct overboard or via conveyor belt.

Terminal Facilities: Night (un)berthing allowed. Bunkers and potable water from shore not available. Maximum air draft 25.0 m. above NAP. Maximum outreach of cranes 44.5 m. Discharge rate 35,000 tons per day, based on discharge of coal. Dry bulk grades handled; all kinds of dry bulk that can be handled by grab. Open storage 156,225 sq.m., covered storage 361,440 cu.m.

4. *EBS Europoort Terminal (I/II):* Elbeweg 139, Europoort, Rotterdam (Port No. 5843-5862), P.O.Box 59180, 3008 PD Rotterdam. Tel: (1819) 62988. Fax: (1819) 58154. Telex: 29881.

Europoort Terminal (I):

Berths and Cranage: Maximum Summer d.w.t. and length no restrictions. Maximum displacement no restrictions. Length/depth main pier (outside) 352 m./18.0 m., length/depth main pier (inside) 315 m./14.0 m., depth at the dolphins 21.0 m. Water density 1025. Maximum outreach of cranes 28 m. (no protruding equipment), travel distance of cranes 240 m.

Terminal Facilities: Night (un)berthing allowed. Bunkers from shore not available. Potable water on main pier available. Maximum airdraft 23.0 m. Method of (un)loading, pneumatic, mechanical and grab, 4 travelling pneumatic unloaders 1,000 tons per hour, 4 floating units 1,500 tons pe hour. Normal average discharge rate per day 50,000 tons. Dry bulk grades handled Agri bulk (grains, oilseeds, feeding stuffs). Storage 110,000 tons in silos and floating storage; one complex of vertical storage.

5. *EBS Europoort Terminal (II):* (Port No. 5817-5838).

Berths and Cranage: Maximum length 300 m., maximum Summer d.w.t. 150,000 d.w.t., maximum depth (LLWS) 16.0 m. Water density 1025. 3 travelling pneumatic unloaders (1,000 t.p.h.), floating units up to 1,500 t.p.h. can be shifted from EBS Europoort Terminal I. Method of discharge: pneumatic, mechanical and grab. Travel distance of crane 180 m., no protruding equipment, maximum reach 23 m.

Terminal Facilities: No bunkers and no potable water available. Night (un)berthing allowed. Average discharge rate per day 15,000 tons (heavy grain). Dry bulk grades handled: Agribulk. Storage available, 100,000 tons in silos and floating storage.

Coal and Ore:

1. *EMO B.V. Maasvlakte:* Missouriweg Rotterdam-Maasvlakte (Port No. 8010), P.O. Box 9000, 3100 XA Maasvlakte Rt. Tel: (1818) 62611. Fax: (1818) 63435. Telex: 29632.

Europees Massagoed – Overslagbedrijf (EMO) B.V.: (European Bulk Transhipment Company).

Mississippihaven: World's largest bulk transhipment and storage installation for ore and coal is situated on the Maasvlakte. 3 fully loaded bulk carriers up to 350,000 d.w.t. can be discharged simultaneously.

A conveyor belt system (20 km.) connects the discharging pier in the Mississippihaven with the barge loading section in the Hartelhaven, the shiploading quay in the Amazonehaven and with the storage area.

Berths and Cranage: Unloading capacity 150,000 t.p.d. Sea berth: Draft at MLW 24 m. (74 ft.), berth length 1,050 m. (3,445 ft.), maximum deadweight 350,000 d.w.t. Unloading equipment: 2×50 tons and 1×85 tons unloaders, outreach 45.0 m., grab clearance 30 m. (98 ft.).

Amazonehaven:

Loading Equipment: Loading capacity 50,000 t.p.d., continuous ship loader outreach 31.5 m. (103 ft.), quay depth 21.0 m. (68 ft.).

Terminal Facilities: Stockyard storage capacity, stockyard 6,000,000 tons, stockyard equipment 5 stacker reclaimers.

Barge Pier: Depth at MLW 6.0 m. (20 ft.), length 950 m. (3,120 ft.). Loading equipment: 3 continuous barge loaders, loading capacity up to 80,000 t.p.d., unloading equipment for barges 2×50 tons unloaders.

Wagon Loading: Loading capacity up to 2,500 t.p.h. (up to 10 full trains per day).

Blending Installation: 6 bunkers of 7,000 tons each.

Screening Installation: 4 semi-mobile Liewell units 150/200 t.p.h. per unit and 2 mobile units, washing installation for coal.

Hours of Working: Around the clock, including weekends.

2. *Europoort C.V.:*

Ertsoverslagbedrijf Europoort C.V.: Markweg 131 (Port No. 6250), 3198 NB Europoort Rt. Tel: (1819) 57899. Fax: (1819) 57703. Telex: 29728. Management: B.V. Stuwadoorsmaatschappij Kruwal.

This transhipment Company, specialising in the handling of iron ore, is situated between Caland Canal and Dintelhaven.

A conveyor belt system connects the discharging berth in the Caland Canal with the barge loading section in the Dintelhaven, both direct and via the stockpiling area.

Discharging Section: Quay length 645 m./395 m., depth at MLW 59 ft. (S.W.) – 74 ft. (S.W.). Equipment: 3 unloading towers conveyor belts, 4 stacker reclaimers. Discharging: Max. 6,900 tons/hr., average 4,500 tons/hr. Maximum outreach discharging gear 34.75 m. (114 ft.), maximum height of gear above MHW 24.0 m. (78 ft. 8 in.). Storage capacity 3.5 million tons.

Loading Section: Quay length 850 m., max. depth at MLW 20 ft. (S.W.). Equipment: 2 loading machines. Loading rate: Max. 6,000 tons/hr. Maximum outreach loading gear 18.1 m. (59 ft. 4 in.). Transhipment capacity 20 million tons a year.

Rail Facilities: None.

Hours of Working: 24 hours a day, 7 days a week.

SPECIALISED CARGO-HANDLING FACILITIES:

Fruit:

There are two modern fruit terminals in the Merwehaven:

1. *Rotterdam Fruit Pier (R.F.P.):* Galileistraat 32, NL-3029 AM Rotterdam. Tel: (10) 4763055. Fax: (10) 4763432. Owned and operated by the fruit importers: Velleman en Tas, Citronas and International Fruit Company.

Berths and Cranage: Quay length 260 m., max. depth 9.65 m.

Terminal Facilities: 5,000 sq.m. temperature-controlled transit shed (Temperature 4°C – 8°C). and 5,000 sq.m. for the cold storage.

2. *Fruit Terminal Rotterdam (F.T.R.):* Galileistraat 36, NL-3029 AM Rotterdam. Tel: (10) 4251251. Fax: (10) 4761373. Contact: Mrs. I. Van den Maagdenberg. Owned by Rotterdam Fruit Pier (R.F.P.) and Fruit Stevedores Rotterdam (F.S.R.).

Fruit Stevedores Rotterdam (F.S.R.) is acting as stevedores and Terminal operators on the Fruit Terminal Rotterdam.

Berths and Cranage: Quay length 600 m., max. depth 9.65 m., 2 pallet gantry cranes and 13 cranes (5 tons to 37 tons).

Terminal Facilities: Three temperature controlled transit sheds (temp. 4°C – 8°C), total area 32,400 sq.m., plus 13,500 sq.m. cold stores for fruit storage. Each temperature controlled shed can contain 6,000 pallets of fruit. The short side of each shed runs parallel to the quay side, whilst, via a row of doors in both long sides, 48 lorries can be loaded simultaniously per shed.

Rail Facilities: One rail track on the Terminal.

Future Planning: To take part in the Rotterdam Fruitport: Concentration of fruit activities and services is the basic idea of fruitport, a strategic combination of logistics services dedicated to the flows of fruit, vegetables and fruit juice cencentrates.

Hous of Working: 24 hours a day, 7 days a week (partly on voluntary basis).

Juice:

European Juice Terminal B.V. (E.J.T.):

Port Number 260.

IJselhaven Terminal: EJT stands for a modern equipped terminal (1984) handling the discharge and storage of Brazilian Orange Juice Concentrate (Brazil being the leading force in the world juice market).

At the terminal, storage takes place under −10° C in tanks having a capacity of 1,000 tons each.

Two bulk reefer carriers ("Orange Star" and "Orange Blossom") are purpose built and carry 12,000 tons concentrate each.

Thousands of road tankers are taking the concentrate to customers spread all over Europe. As a whole, Rotterdam handles 80% of all orange juice destined for consumption in Europe. About half of this goes into storage owned and operated by EJT, and the remainder is shipped directly to processing plants.

Cold Storage: *HIWA Rotterdam Port Cold Stores:* Van Maasdijkweg 15, 3088 EC Rotterdam. Tel: (10) 4294877. Fax: (10) 4296420. Telex: 28128. Contact: Mr. D. Zeddeman, Managing Director. Port No. 2330.

Specialists in handling and storing fruit juice concentrates and fruit juices. Decanting, drumming, defrosting and blending. Sophisticated laboratory for sampling and analysing.

Waalhaven Location: Capacity 65,000 cu.m. for freezing (−18°C) and chilling (+2°C).

IJsselhaven Terminal: Capacity 115,000 cu.m. for freezing (−18°C), capacity will be increased with 40,000 cu.m. in the course of 1994.

Berths: Max. depth 9.65 m., quay length 480 m.

L.A.S.H.: Vessels discharge and load on buoys in Waalhaven.

Length and depth between buoys:

Buoy	Length	Depth	
26	286 m.	13.15 m.	(LASH buoy)
27	286 m.	13.15 m.	(LASH buoy)
28	160 m.	13.15 m.	
29	300 m.	13.15 m.	
30	240 m.	11.65 m.	
34	250 m.	11.65 m.	

Ro/Ro Facilities:

North Sea Ferries Terminal: Terminal operating Company: Noordzee Veerdiensten (North Sea Ferries) B.V., Postbus 1123, NL-3180 AC Rozenburg ZH. Tel: (1819) 55333. Fax: (1819) 55215. Telex: 29652 NSF NL. Contact: P.M. Nagelkerke, Quay Superintendent.

North Sea Ferries BV Container Handling Statistics:

1991	44,196
1992	45,829
1993	46,100

Berths: Quay length 270 m., depth 7.0 m., with 3 Ro-Ro ramps.

Direct Call Liner Services: NSF.

Terminal Facilities: Total area 20 ha. Equipment: 6 electric reefer points; 1 Nellen (25 tons) mobile crane; 1 Caterpillar (42 tons) front handler; 1 Kalmar front handler; 1 Contchamp 4560RS front handler; 1 Steinbock (6 tons) front handler; 20 Douglas N58 yard tractors; 690 various yard chassis (20 ft./30 ft./40 ft. skeletal).

Consolidation: No CFS on Terminal.

Computer Systems: None.

Rail Facilities: Rail link to Terminal.

Future Plans: Additional Ro-Ro berth.

Stena Lline B.V. Terminal: Terminal operating Company: Stena Line BV, Postbus 2, NL-3150 AA Hoek van Holland. Tel: (1747) 83944. Fax: (1747) 87047. Telex: 32557 ZLDVZ NL. Contact: B. Severed, Managing Director.

Berths and Cranage: Quay length 580 m., providing one Ro-Ro berth.

Direct Call Liner Services: Stena Sealink, Stena.

Terminal Facilities: Total area 3 ha., 3 DAF yard tractors.

Computer System: None.

Hours of Working: 7 days a week (0700 hrs. – 2315 hrs.).

P & O European Ferries Terminal: Terminal operating Company: P & O European Ferries Rotterdam B.V., Postbus 1114, NL-3180 AC Rozenburg. Tel: (1819) 62366. Fax: (1819) 63463. Telex: 29760 POEF NL. Contact: J. Zevenbergen, Port Manager.

Berths and Cranage: One Ro-Ro berth, length 324 m., depth 7.0 m. with double deck Ro-Ro ramp. 1×32 tons Paceco Vickers container gantry crane and 1×25 tons mobile crane.

Direct Call Liner Services: P&OEF.

Terminal Facilities: Total area 14.5 ha., 2 front handlers and 10 yard tractors.

Rail Facilities: 200 m. of rail track.

TANKER BERTHS:

Europoort:

Installation	*Basin*	*No. of Berths*	*Max. Draft. SW (ft.)*	*Hoses (in.)*
Shell (No. 104)	Beneluxhaven	1	68	3×16
Shell (No. 103)	4th. Petr. haven	1	55	2×16
Shell (No. 102)	4th. Petr. haven	1	51	3×12
Shell (No. 101)	4th. Petr. haven	1	45	3×12
Texaco/Esso	4th. Petr. haven	2	49	3×12
	5th. Petr. haven	1	72	4×16
		1	72	3×16
Kuwait Petroleum Corporation	5th. Petr. haven	1	72	8×(10-20)
		1	42	6×(10-12)
		1	32	4, 6, 8
		1	32	6, 8
Nerefco	6th. Petr. haven	2	74	4×12(1+2)
		1	39	4×10(5)
		1	41	5×10(4)
		1	41	5×10(3)
		1	35	8, 10(6)
MET/Mobil	7th. Petr. haven	2	72	4×16
Europak	7th. Petr. haven	2	72	4×16 3×12 1×8
V.O.T.T. (Van Ommeren Tank Terminal)	7th. Petr. haven	1	51	6×16
		1	49	5×12
MOT	8th. Petr. haven	2	74	4×20 2×16 2×24
Botlek:				
Esso	3rd. Petr. haven	2	39	Hardarms only
		1	25	6,8,10,12
TTR (Tank Terminal Rotterdam)	Torontohaven	1	42	6,8,10,12
		1	20	6, 8
		1	20	8
		1	34	8,10,12
V.O.T.T.	3rd. Petr. haven	6	40	4, 6, 8, 12 and 16 in.
	Vlaardingen	3	41	6, 10
Paktank	3rd. Petr. haven	4	39	4,8,10,12
Nerefco	3rd. Petr. haven	1	40	
Pernis: (Max. LOA 810 ft.)				
Paktank	2nd. Petr. haven	2	39	6, 8
Panocean	1st. Petr. haven	2	41	4,6,8,10
	Chemiehaven	3	41	4,6,8,10
Shell	1st. Petr. haven	9	36	4×8
	2nd. Petr. haven	5	39	4×8
Nerefco	2nd. Petr. haven	1	38	3×12
		1	35	3×12
Mobil	2nd. Petr. haven	1	36	3, 6

No facilities for discharging dirty ballast at Mobil (2nd. Petrol Haven), Texaco (5th Petrol Haven), Tank Terminal Rotterdam (Toronto Haven) and Paktank (3rd. Petrol Haven).

No bunkers (ex-installation) at Mobil Oil, Esso, Tank Terminal Rotterdam, Paktank, V.O.T.T. and Nerefco.

Moerdijk:

Dimensions of sea-going ships on the river Oude Maas: Vessels sailing for the rivers Oude Maas and Dordtse Kil with a length of more than 135 m. or a breadth of more than 17.5 m. must contact the Harbour Co-ordination Centre (H.C.C.).

The maximum length allowed is 175 m. (between perpendiculars).

The maximum breadth allowed is 25 m.

Passage with a length of more than 175 m. and/or a breadth of more than 25 m. is possible under certain conditions.

This permission must be applied for at the Harbour Co-ordination Centre in good time, in writing either by telex or fax.

"In good time" is to be understood: for incoming ships, at least 24 hours prior to entering the River Oude Maas. For outgoing ships and ships shifting berth, at least 24 hours prior to leaving berth.

The application for these ships should contain the following data:

1. Ship's name and call sign.
2. Nationality.
3. Length and breadth in metres.
4. Expected date and time of arrival at the Oude Maas, Dordtse Kil or departure from berth.
5. Gross tonnage and deepest draft on arrival. (Draft in fresh water.).

The address for permission is: Harbour Co-ordination Centre, 15 Galvanistraat, 3029 AD Rotterdam. Tel: 010 – 4251400. Telex: HCC-24045. Fax: 010 – 4771800.

Restrictions: Max. draft Oude Maas 31 ft.(FW), draft Dordtse Kil 25 ft. 6 in. (FW); max. length 175 m. (between perpendiculars), max. breadth 25 m., max. height 41 m., channel width (100 m. – 150 m.).

The use of tugs is compulsory for certain categories of vessels, the number of which depends upon length, draft and circumstances.

Also see "Moerdijk".

DENSITY:

Europoort: At high water 1025; at low water 1022.

Botlek: At high water 1014; at low water 1001.

Waalhaven and other basins in the Rotterdam port area: at high water 1004 and at low water 1000. All depending on the amount of fresh water carried down river.

STEVEDORES: Official office hours in Rotterdam are: Monday – Friday 0900-1700 hrs. Saturdays 0900-1200 hrs.

1. Bulk Cargoes other than Agribulk:
EMO B.V. and Europoort C.V.: Around the clock, weekends inclusive.
Bulk cargoes other than EMO BV and Europoort CV.
Monday 0730 hrs. – Saturday 1400 hrs. continuously. For work between Saturday 1400 hrs. and Monday 0730 hrs. permission is required from the labour authorities and unions. Labourers are only available on a voluntary basis.

2. Agribulk – European Bulk Services (EBS), Europoort Terminal I and II and Botlek Terminal:

Monday 0730 hrs. until Saturday 1530 hrs. Meal breaks: 30 minutes per shift.

In principle, no work is performed on Saturday nights, Sundays and official holidays.

Overtime: Work during weekends and holidays to be agreed with the management.

3. Containers: The large Container terminals ECT and Unit-Centre operate around the clock, weekends inclusive.

No work is permitted: 24th December 1530 hrs. – 26th December 0715 hrs., 31st December 1530 hrs. – 1st January 1515 hrs.

4. General cargo: The shift hours are as follows: Day shift 0730-1600 hrs. Evening shift 1600-0015 hrs. Night shift 0000-0730 hrs.

Normal working hours are during the day shifts and the evening shifts on Monday till Friday as well as the day shift on Saturday. Generally gangs will be allocated on basis, 2 for the day shift and 1 for the evening shift. For the night shift overtime has to be paid, as well as for work on Sundays and holidays, starting as from the end of the day shift on the preceding day until the beginning of the day shift on the next day.

5. Oil: At the oil refineries of Shell, Texaco, Esso, Kuwait Petroleum Europoort (K.P.E.) and Nerefco, tankers can discharge continuously, including weekends without extra charge. This also applies to the Maasvlakte Oil Terminal, Maatschap Europoort Terminal (Mobil) and Europak.

The oil storage companies operate around the clock at overtime rates:

Paktank	1st, 2nd and 3rd Petroleum Harbour and Chemie Harbour
V.O.T.T.	Vlaardingen and 3rd Petroleum Harbour
Tank Terminal Rotterdam	Torontohaven, Botlek.

MEDICAL: All medical facilities are available. Advance notice only in emergency or if attendance required during the weekend.

OPENING/CLOSING HATCHES: On liners by stevedores. On tramp vessels by crew; stevedores lift beams.

FRESH WATER: Fresh water can be supplied ex-quay at many berths. Where no shore connections are available and at buoys fresh water can be delivered by waterboat (Hatenboer-Neptunus. Tel: (10) 4767711. Fax: (10) 4771596).

FUEL: All types of oil bunkers can be supplied by means of barges or ex-shore installations for tankers. Coasters can take bunkers ex-installation during their inward or outward passage. Advance notice is required for vessels which are only 24 hours or less in port and for bunkering during weekends.

FIRE PRECAUTIONS: No craft are allowed alongside tankers during discharge or loading of dangerous cargoes and during ballasting.

GANGWAY/DECK WATCHMEN: Recommended.

CERTIFICATES: See "Documents".

CONSULS: Area code 010

Consul	*Street*	*Telephone*
Bangladesh	7 Veerhaven	4367636
Belgium	11 Koningin Emmaplein	4363633
Bolivia	57 Boompjes	4248600
Brazil	45 Stationsplein	4119656
Cape Verde Islands	326 Mathenesserlaan	4778977
Costa Rica	106 Meent	4130320
Cuba	45B Stationsplein	4128970
Cyprus	44c Beatrysstraat	4257087
Denmark	27 Westerkade	4360440
El Salvador	28 Parklaan	4361343
Finland	28 Parklaan	4365500
Germany	36 Parklaan	4365133
Greece	9 Westplein	4365600
Haiti	51 Mecklenburglaan	4138937
Iceland	57 Boompjes	4248600
Ireland	23 Willemskade	4143322
Italy	24 Eendrachtsweg	4139361
Japan	34 Blaak	4303716
Korea, Rep. of	65F Wijnhaven	4038482
Madagascar	97 Heemraadssingel	4255212
Morocco	11 Calandstraat	4366177
Monaco	180 Westblaak	2249224
Norway	12 Willemskade	4144488
Panama	723 Weena	4138512
Paraguay	38 Rozenburglaan	4532397
Peru	7 Veerhaven	4367575
Philippines	7c Westerkade	4363636
Portugal	18 Willemskade	4111540
Spain	19c Delftsestraat	4133400
Sweden	12 Willemskade	4144488
Tunisia	6 Vasteland	4000800
Turkey	67 Eendrachtsweg	4132270
Uruguay	75 Coolsingel	4118382

REPAIRS: A variety of shipyards and workshops are available for engineering and all types of repairs. Various yards are specialised in the construction of dredgers, ferry boats, offshore equipment, heavy derrick vessels and/or jumboizing vessels.

If VLCC's with a length of over 270 m. do not have full engine power for manoeuvering or have not made sufficient engine trials after repairs, they must be escorted to and from the repair yards by 2 tugs of sufficient capacity. The Municipal Harbour Master (also acting Government Harbour Master), must be notified in this respect 12 hours prior to arrival or departure.

For repairs on board any vessel outside a ship repair yard, permission from the Municipal Harbour Master is required. Depending on nature and location of repairs, a certificate may be required to be issued by a recognised marine chemist after inspection.

For sea-going vessels an application for permission shall be made by telex to the Harbour Master of Rotterdam (Harbour Co-ordination Centre, Dangerous Goods Department. Telex: GEVST 25720), containing the following information:

1. Ship's name.
2. Date of commencement of repairs.
3. Duration of repairs.
4. Berth.
5. Nature of repairs.
6. Location of repairs.
7. By whom repairs will be carried out.
8. Any cargo-operations, bunkering etc., during repairs.
9. Cargo on board and stowage.
10. Effect of repairs on ship's manoeuvrability and time and duration of immobilised situation.

The Municipal Dangerous Goods Department will contact the Labour Inspectorate, which organisation is in charge of the National law: Cleaning and repairing tank vessels.

Some shipyards are situated beyond the bridges across the River Maas, East of Rotterdam. They can be reached via the Koningshaven, where a traffic bridge, the "Koninginnebrug", has to be passed. Max. draft at HW: 21 ft. (FW.) LW: 17 ft. (FW.) For opening times see "Bridges".

YVC Bolnes B.V.:
Repair yard and Engine works, Oostdijk 25, 3077 CP Rotterdam, Holland. P.O. Box 9357, 3007 AJ Rotterdam, Holland. Tel: (10) 4799799. Telex: 20459. Fax: (10) 4793760.

Management:
K.R. Bosma, Managing Director
A. de Kock, Commercial Manager
J. Bakker, Production Manager
J.R. Godlieb, Project Manager

Repair yard and engineworks, capacity:
2 floating docks:
1 – 175 m. × 25.80 m. Lifting capacity 13,000 tons.
1 – 160 m. × 23.85 m. Lifting capacity 11,000 tons.
2 side slipways:
1 – 123 m. Lifting capacity 3,600 tons.
1 – 97 m. Lifting capacity 2,700 tons.
Repair quays: Total length 600 m.
Cranes: 4×15 tons, 2×12 tons and 1×6 tons.

Wilton Fijenoord B.V.:
P.O. Box 22, 3100 AA Schiedam.
Location: Admiraal Trompstraat 2, 3115 HH Vlaardingen. Tel: (10) 4269200. Fax: (10) 4732577. Telex: 21451/24436.
Port No.: 550.

Drydock facilities up to 160,000 d.w.t. Maintenance, repair and conversion of naval ships, merchant ships and offshore craft. Maintenance and repair work also throughout the Rotterdam port area. The open connection with the North Sea ensures accessibility for very large vessels and offshore constructions. Completely covered 40,000 d.w.t. building dock available.

Facilities include servicing and repairs to all types of engines. Wilton-Fijenoord is an authorised repairer for MAN - B & W engines, SEMT - Pielstick and Mitsubishi MET type turbo chargers. Specialised in stainless steel cladding of rudder stocks, tail shafts, rudder pintles, etc. Company's Name: Dok- en Werfmaatschappij Wilton Fijenoord B.V.
Facilities: 4 floating dry docks, 3 graving dry docks, one covered.

Length:
Floating Drydock No. 2 LOA 111.24 m.
Floating Drydock No. 3 LOA 155.44 m.
Floating Drydock No. 4 LOA 231.33 m.
Floating Drydock No. 5 LOA 195.45 m.
Graving Drydock No. 6 LOA 210.83 m.
Graving Drydock No. 7 LOA 216.55 m.
Graving Drydock No. 8 LOA 307.37 m.

Entrance Breadth:
Floating Drydock No. 2: 17.48 m. (between fenders)
Floating Drydock No. 3: 23.16 m. (between fenders)
Floating Drydock No. 4: 36.57 m. (between fenders)
Floating Drydock No. 5: 29.26 m. (between fenders)
Graving Drydock No. 6: 28.35 m. (between fenders)
Graving Drydock No. 7: 28.35 m. (between fenders)
Graving Drydock No. 8: 46.13 m. (between fenders)

Max. draft:
Floating Drydock No. 2: 19 ft.
Floating Drydock No. 3: 14 ft. fwd., 20 ft. aft.
Floating Drydock No. 4: 25 ft.
Floating Drydock No. 5: 26 ft.
Graving Drydock No. 6: 26 ft. fwd., 28 ft. aft.
Graving Drydock No. 7: 26 ft. fwd. 28 ft. aft.
Graving Drydock No. 8: 28 ft. fwd., 30 ft. aft.

Lifting capacity:
Floating Drydock No. 2: 9,000 d.w.t.
Floating Drydock No. 3: 20,000 d.w.t.
Floating Drydock No. 4: 90,000 d.w.t.
Floating Drydock No. 5: 38,000 d.w.t.
Graving Drydock No. 6: 40,000 d.w.t.
Graving Drydock No. 7: 42,000 d.w.t.
Graving Drydock No. 8: 160,000 d.w.t.

Repair Quays – draft:
Berth 10 and 20: 28 ft.
Berth 12, 14, 16 and 18: 26 ft.
Berth 22 and 24: 26 ft.
Berth 29 and 30: 30 ft.
General Remarks: Graving Drydock No. 6 is covered and can be used for maritime and non-maritime projects.

Verolme Botlek B.V.:
Ship and offshore repair yard.
P.O.Box 1001, 3180 AA Rozenburg.
Location: Prof.Gerbrandweg 25, 3197 KK Botlek Rt. Tel: (1819) 14644. Fax: (1819) 18082. Telex: 29710. Contact: Ir.M.J. van der Wal, Managing Director. Port No.: 4550.

Verolme Botlek (UK) Ltd., 30 Hill Street, Mayfair, London WIX 7FU. Tel: 071-491-3646. Fax: 071-495-0243.

Verolme Botlek Norway A/S, Moellergaten 24 VII, 0179 OSLO I. Tel: 2.362684. Fax: 2.381176. Telex 74242.

Facilities:	Dock 5	Dock 6	Dock 7
Length:	230 m.	275 m.	405 m.
Breadth:	33.45 m.	40.38 m.	90 m.

Largest dry dock for vessels up to 500,000 d.w.t. with tank cleaning installation. See "Repairs".

Dry docking and ship repair facilities for all types and sizes of vessels and offshore structure. Port repair services throughout Rotterdam port.

Van der Giessen-de Noord:
Van Der Giessen-de Noord, Maritime Services Division B.V., P.O.Box 13, 2950 AZ Alblasserdam, Holland. Tel: (1859) 13700. Fax: (1859) 13514.
Ship repairs – Management:
After office hours, contact: H.J. Jurgens, General Manager. J. van Hecke, Project Manager. N. Zwijnenburg, Project Manager. J.P. Baas, Project Manager.
Shipyard longitudinal slips:
No. 1: 80 m. × 9.5 m., draft 3.3 m., lifting capacity 1,200 tons.
No. 2: 115 m. × 20 m., draft 5.10 m., lifting capacity 3,000 tons.
No. 3: 105 m. × 20 m., draft 4.70 m., lifting capacity 3,000 tons.
2 Shiplifts:
Sternlift No. 1: 125 m. × 13.80 m., draft 4.00 m., lifting capacity 500 tons.
Shiplift No. 2: 51 m. × 14 m., draft 6.00 m., lifting capacity 1,250 tons.
4 Repair quays. 2×20 ton and 1×15 ton cranes. Yard area: 73,000 sq.m.

Vlaardingen Oost Shiprepair:
Vlaardingen Oost Scheepsreparatie B.V., (P.O. Box 47, 3130 AA Vlaardingen), Schiedamsedijk 2, 3134 KK Vlaardingen. Tel: (10) 4342744. Fax: (10) 4340887. Telex: 22119.
Management: J.A. Ransdorp.
Voyage repairs throughout Rotterdam harbour and in other ports and abroad.
Location: Vulcaan Harbour No. 612, 12 miles inland, no locks.
Shipyard: Floating docks:
Dock No. 1: Lifting capacity 4,200 tons, length 110 m., breadth 20.3 m. draft over blocks 6.0 m.
Dock No. 2: Lifting capacity 5,300 tons, length 127 m., breadth 23.0 m., draft over blocks 7.0 m.
Dock No. 3: Lifting capacity 3,500 tons, length 130 m., breadth 15.8 m., draft over blocks 6.0 m.
Broadside slipway lifting capacity 3,500 tons, length 125 m., breadth 25.0 m.
Stand-by Berths: Available in Vulkaan Harbour, draft up to 13.0 m.
Mooring facilities: On the buoys for ships up to 80,000 d.w.t. with max.draft of 13 m.
Cranes: 8 cranes up to 17.5 tons.
Yard area/Outfit quays: About 11,000 sq.m./550 m.

Van Brink Shipyard B.V.:
Van Brink Shipyard B.V., Waalhaven Pier 8, Ophemerstraat 60, 3089 JE Rotterdam. Tel: (10) 4291511 (day and night). Telex: 28111 brink NL. Fax: (10) 4295923.
U.K. Agents: Ship Repairers and Shipbuilders Ltd., Station House, 150 Waterloo Road, London SE1 8SB. Tel: 071-928-5265/4302. Telex: 918828 SRS G. Fax: 071-928-5346.

All repairs to sea-going and inland vessels. Floating dry docks for sea-going vessels up to 110 m. length. Workboats and tugs for repairs in port, floating cranes up to 25 tons. Official representative for MAN B & W Alpha Diesel Propulsion Systems.
Dry docking: 3 Floating docks.
90 m. × 20 m. × 5.20 m. Lifting capacity 4,000 tons; 95 m. × 17 m. × 5.20 m. Lifting capacity 3,200 tons; 67 m. × 14 m. × 3 m. Lifting capacity 700 tons.
Repair quays: 3.
Steel construction, mechanical workshop, carpentry.

D.van de Wetering B.V.:
Bunschotenweg 134, 3089 KC Rotterdam, Holland. Tel: (10) 4296255 (day and night). Telex: 28122 NL. Fax: (10) 4294035.
After office hours: Contact R.J.M. Horsten, Managing Director. Tel: (1854) 2987. R.B.J. Bomius, Project Manager. Tel: (78) 172491. D. Buys, Workshop Manager. Tel: (1854) 2184.

U.K. Agents: Carlden Marine and Industrial Agencies Ltd., Plantation House, 4th Floor, 23 Rood Lane, London EC3M 8AP. Tel: 071-4811744. Fax: 071-6231200.
Specialised work: Port repairs for hulls, deck and electrical equipment. Lay-by berth facilities.
Other work: After-sales service and spare parts for: Daihatsu auxiliary diesel engines, Hansin propulsion diesel engines, Kvaerner Eureka pumps, Tanabe Air compressors, Naniwa pumps, Kvaerner Brug deck equipment, Ameron glassfibre piping, Tsuji deck machinery.

CUSTOMS ALLOWANCES: Spirits: 5 litres per vessel plus 1 bottle per man. Wine: 5 litres per man. Each crew member permitted out of bond for use on board only, 200 cigarettes or 25 cigars, or 500 gm. tobacco.

Each crew member is permitted to take 40 cigarettes if he goes ashore.

DRY DOCKS: Largest dry dock for vessels up to 500,000 d.w.t. with tank cleaning installation for the largest vessels. See "Repairs".

REPATRIATION: All arrangements for crew changes and repatriation can be made.

AIRPORT: Rotterdam Zestienhoven Airport (distance 6 km.) and Amsterdam Schiphol Airport (distance 70 km.) are served by national and international airlines.

TIME: During Winter GMT plus 1 hour. During Summer GMT plus 2 hours.

HOLIDAYS: New Year's Day, Easter Sunday, Easter Monday, Queen's Birthday (30th April), National Liberation Day (5th May), Whit Sunday (4th May), Ascension Day (25th May), Whit Monday (5th June), Christmas Day, Boxing Day.

POLICE/AMBULANCE/FIRE: Police Head Office. Tel: 4242911. Telex: 23587. Fax: 4241911. Address: Doelwater 5, 3011 AH Rotterdam.

General alarm, accidents, Ambulance, Fire. Tel: 06-11.

River Police. Tel: 4243410. Address: Sint Jacobsweg 6, 3024 EJ Rotterdam.

Emigration office. Tel: 4243480. Fax: 4241934.

TELEPHONES: A telephone is usually placed on board without extra charge at major shipyards, oil and grain terminals.

EMERGENCY CO-ORDINATION:

Emergencies/Disasters:

Contingency information: A disaster, aircraft accident, leaking tanker, explosion, poisonous gas dispersion or any other imminent danger where human life might be involved, happily seldom occur in the Netherlands. Nevertheless, there always remains a small chance, an accident can happen. And even an occurence far away can affect the port area (e.g. Chernobyl).

The risks to which one is exposed nowadays have increased, especially when noxious and dangerous goods are involved. The government has to reduce the effects of a disaster. Although prevention is considered to be of great importance, every effort was made to set up an efficient contingency plan.

IF SIRENS ARE HEARD IT MEANS: ALARM!!!

If you hear the sirens, immediately enter (somewhere) and stay inside. This effects everybody. Close windows and doors and shut down the air conditioning.

Tune to Rotterdam Port Office and/or Radio Rijnmond. Rotterdam Port Office will inform you in both Dutch and English language on VHF Channel 11.

On FM 93.4 MHz on your radio you will be (mostly in Dutch language) informed about the danger and the activities: to stay inside or to evacuate. Also information will be given about the area affected. You will also be told when the situation is regarded safe. Also the Harbour Office (VHF Channel 11) can provide the necessary information.

If only a limited area is affected you will be informed by either patrol cars (police) or patrol boats (Port of Rotterdam) by means of loudspeaker installations.

If the advice is given to "remain inside" the advice says: Render help to others! Offer shelter. Inform other people who did not hear the alarm. If you hear via Radio Rijnmond (93.4 FM) or VHF Channel 11 that a gas dispersion or radioactivity exists, immediately:

extinguish open fires and boilers, also the pilot-flames;
close all air inlets and escapes;
choose accommodation, if possible in the centre; off the wind. If possible on the highest level, but without ventilation;
Take a radio with you and remain listening;
Radio Rijnmond will be your most important information source as telephones will probably refuse to assist due to an instant lack of capacity;
Keep wet cloths ready to cover nose and mouth if necessary;
Do not smoke and avoid exertion so as to limit the use of oxygen.
Stay inside until further notice.

It might happen that all people have to leave the area for some time. E.g. due to a gas dispersion.

A likely decision will be ordered by the mayor of the city and transmitted by the radio.

In that case:
Shut down all engines;
Take only the utmost necessities; valuables, passports, money, clothes, toilet articles, domestic animals and if possible a portable radio;
lock doors.

The municipality will provide public transport if possible. You will hear about this from the patrol cars or boats or via Radio Rijnmond.

Reception centres will be established for refugees. Sick and disabled people are if necessary transported by ambulance or wheelchair taxis. Notice: On each first Monday every month the sirens are tested at 1200 hrs. If this day is an official holiday, the test will be carried out the next week.

The siren might go off due to technical trouble. Radio Rijnmond (93.4 FM) will inform if this is the case.

PORT RECEPTION FACILITIES:

Sources of waste on board ships: Any vessel has a wide variety of potential pollutants (harmful substances) on board, such as cargo, bunkers, stores, etc.

Each of these potential pollutants may generate waste materials in due course. Bulk liquid cargoes will also generate oily and chemical residues after cleaning cargo and bunker tanks, bunkers may make sludge during purification, leakages in and cleaning of engine rooms may generate bilge-water and residues from stores and packing material may form garbage.

In order to prevent the pollution of the marine environment by discharges into sea from ships of harmful substances or effluents containing such substances, MARPOL 73/78 was established. To achieve this aim, MARPOL 73/78 contains 5 annexes, in which detailed regulations are given with respect to the handling on board ships and the discharge into the sea of 5 main groups of harmful substances.

IN PORT ANY DISCHARGE INTO THE WATER OF POLLUTANT MATERIAL FROM SHIPS IS PROHIBITED.

Adequacy of reception facilities: Different sources of pollution should be checked in order to determine the need and the adequacy of reception facilities in port.

Ship related sources from which harmful substances may enter the water as a result of ship's operations are:

Any ship when disposing of fuel oil residues and oily bilges;
Any ship when disposing of garbage;
Tanker operations where harmful substances are discharged as a result of tank cleaning procedures and ballasting operations;
Ships, other than tankers during ballasting and cleaning fuel tanks and the discharge of this ballast and washing;
Chemical tankers where residues and mixtures of noxious liquid substances, which have been handled in port are required to be discharged to reception facilities;
Marine casualties such as stranding, foundering and collisions;
Terminal operations where harmful substances can be spilled during loading and unloading cargo and the bunkering of oil on all types of ships and barges;
Operations in transfering oil and noxious liquid substances from one vessel to another, such as in the case of lightering operations or bunker from barges.

It is clear that the adequacy of port reception facilities only should be related to the first 5 causes. The three other causes shall be dealt with by spill response operations. According to the Convention (MARPOL 73/78), ports are required to provide adequate reception facilities for residues and mixtures of harmful substances to such an extent that ships are not caused *undue delay* when discharging their residues and mixtures to reception facilities.

Spills into the marine environment in port: Harmful substances entering the marine environment, caused by marine casualties, leakages and spills, including overflows from bunkers and cargo tanks, will call for spill response operations.

Because of the rapid changes in spill location and conditions, a swift response to any spill, which floats on the surface, is necessary.

The Port Authority, in conjunction with other emergency services, employs facilities in case of marine accidents in port, where pollutant material enters the water.

A contingency plan for major spills includes the following actions, executed by the Harbour Co-ordination Centre (HCC) of the port:

Collect and disseminate information, follow up the evolution of the situation, estimate the scale of the spill;
Co-ordinate traffic and if appropriate, direct the clean-up operation;
Keep adequate and detailed records.

The contingency plan contains information regarding the availability of:

Means of assistance: towage, patrol boats, traffic control.
Means of action to contain and recover the spill: oil booms, recovery vessels equipped with skimming devices, vacuum trucks and transport barges.
Means of control of the source: leak containment equipment, pumping units, salvage equipment, etc.

Overflows as a result of bunker operations form a major part of accidental water pollution in the Port of Rotterdam. Because, in the Port of Rotterdam the vast majority of all bunker operations are carried out by self propelled tanker barges, protective measures to prevent such overflows are obvious and shall be applicable to all ship-to-ship operations in general and to bunker vessel/seagoing vessel operations in particular.

Protective measures are:

Effective deck watch in attendance on board both ships.
An agreed ship/ship communication system in operation.
Agreed procedures for bunker handling.
An agreed emergency shutdown procedure.
Certified bunker hoses, in good condition and properly rigged.
Effectively plugged scuppers on deck of both vessels and drip-trays in position.
Unused bunker connections shall be blanked.
Sea and overboard discharge valves, when not in use, shall be closed and lashed.

Disposal of ship's waste: The sea and inland waters are continuously in need of protection against the threat of pollution. It is obvious that the practice of disposing or dumping of waste in the marine environment must be stopped. Enforcement of the international MARPOL Convention is one way of protecting the sea against pollution. As a complement of the prohibition of disposing of residues and mixtures of harmful substances at sea, ports have to provide adequate reception facilities. Naturally these reception facilities are not only open to sea vessels but to inland barges as well.

According to Dutch Law (Act for the Prevention of Pollution from ships), port authorities are entitled to lay down regulations on the use of reception facilities in their own harbour.

On this basis the Port of Rotterdam has drafted a new chapter regarding port reception facilities in the Port By-Laws. These regulations have been used as a model for the Port By-Laws of all Dutch ports. The By-Laws stipulate the conditions under which the Port Management will designate facilities to receive both oily and chemical waste and garbage.

Five categories of facilities will be eligible for designation under certain conditions, provided these facilities are licenced under the Chemical Waste Act:

(A) Terminals with loading and unloading facilities for liquid bulk cargoes and ship repair yards. These companies may only receive those substances that are included in their chemical waste permit and have been handled during respectively cargo and repair operations by that particular company.

(B) Companies that are exclusively or primarily involved in the collection, storage , treatment, processing and disposal of harmful substances from ships. These companies must have permanent premises ashore and include the ship cleaning stations.

(C) Companies with mobile collecting facilities for liquid waste, such as barges and trucks, who possess no permanent premises ashore, with a permit for collection and delivery under the Chemical Waste Act, that obliges them to deliver their waste to companies designated under (B).

(D) Companies with permanent premises for the reception, processing and disposal of garbage and residues of dry cargo.

(E) Companies with mobile collecting facilities for garbage and residues of dry cargo, who are obliged to deliver this waste to the companies designated under (D).

Under the Prevention of Pollution from Ships Act, ships have been prohibited from discharging harmful substances to facilities of non designated companies. Reception by unauthorised units is likewise prohibited. Both contraventions are economic offences under Dutch Law.

The designation of a port reception facility shall be made with due observance of the proportion between the anticipated offer of harmful substances from ships on one hand and the reception capacity within the harbour on the other hand.

Waste disposal strategy: For the reception and treatment of oillike and chemical waste from ships, a strategy has been put up. In the first place the reception and treatment of harmful substances shall be useful to an appropriate disposal of this waste. This suitability principle has three elements:

Continuity, a responsible economic and technical functioning of a treatment plant will be of paramount importance for a continuous process chain in general and for a continuous reception of waste material in particular.

Disposal procedures, optimum environmental treatment methods and recycling has to be promoted, reduction of quantities and harmfulness of residues with responsible treatment must be realised.

Capacity and dispersion, treatment capacity has to harmonise with the delivery of harmful substances, optimum dispersion and placing of reception facilities has to be realised.

In the second place disposal activities must be executed by private companies, while any monopoly shall be prevented.

Aforementioned strategy plays an important role in the policy of the Ministry of Environment regarding the issuing of licences in accordance with the Chemical Waste Act for the collection, storage, treatment and final disposal of harmful substances.

Any licencee is obliged to accept all harmful substances, which have been offered to him. In this way it is always insured that a ship that wants to deliver harmful substances to a reception facility will be able to do so under the restrictions and requirements which have been communicated.

These conditions take into account:

The types of harmful substances that will be received;

The tariffs of the costs to be charged to ships that deliver harmful substances;

The reporting in advance of the intension of the ship to deliver harmful substances;

The reporting of the reception of the harmful substances on a so called transfer form by the reception facility.

Cleaning:

For cleaning and gas freeing, the Master has to report at least 24 hours prior to the arrival to the Harbour Co-ordination Centre (H.C.C.) the following in writing:

(a) Name and call sign of ship;
(b) Nationality and port of registry;
(c) Name of the agent, shipowner or charterer;
(d) Date and time of cleaning operations;
(e) Berth where cleaning is to be carried out;
(f) Indication of tanks to be cleaned;
(g) Chemical or technical name of the last carried products;
(h) Method of cleaning.

Tank Cleaning – Waste Water:

TCR Environmental Techniques (Tankcleaning Rotterdam) has a complete Port Reception Facility (MARPOL – Treaty) with floating and rolling equipment for all cleaning jobs and for the collection and processing of all kinds of dirty waste water, such as ballast water, slops and industrial chemical wastes. Shore installation at TCR (Rotterdam-Botlek).

SEAMAN'S CLUBS:

International Seaman's Centre – Heyplaat, Oostbroekweg 4, 3089 KL Rotterdam Heyplaat. Tel: (10) 4290702. Bar, barbeque, basketball, billiards, darts, information, library, mail service, money-exchange, shop, quiet room, snacks, soccer, swimming pool, table-tennis, telephone service, TV, Video, track, volleyball.

Seaman's Centre – "De Beer/Europoort", Europaweg 208, 3198 LD Rotterdam Europoort. Tel: 01819 – 63133/63343. Bar, barbeque, basketball, library, mail service, money exchange, shop, snacks, snooker, soccer, swimming pool, table-tennis, telephones, TV, Video, tennis, volleyball.

Seaman's Home – Rotterdam, Willemskade 13, 3016 DK Rotterdam. Tel: (10) 4119260/4148952. Restaurant, bar, shop, money-exchange, laundry, telephone service, mail service, information, social assistance, church, sports, billiards, table football, darts, radio, TV/Video, reading room.

HARBOUR DUES: Ports in the Rotterdam-Rijnmond area came to terms on harbour dues for sea-going vessels.

When ships call at two or three ports in the Rijnmond area, ship's Owners have to pay harbour dues only once. This agreement will come into force as from 1st September 1994. The following ports entered into the agreement: Schiedam, Vlaardingen, Maassluis, Dordrecht and Moerdijk.

DEVELOPMENTS: In 1992, the construction of the ECT/Sealand Terminal was completed at the Maasvlakte. This fully computerised Terminal, with a capacity of 450,000 containers a year, was put into operation in the first half of 1993.

Plans have been crystallised for further expansion of container transhipment on the Maasvlakte: The Delta Plan 2000-8.

In 1993, Rotterdam Municipal Council provided credit to allow a start to be made on the first phase of the construction of quay walls for eight new "dedicated" container terminals.

SHIPMASTER'S REPORT: September 1988.

Berth: Akzo Zout Chemie, Botlek.

Pilotage: Call "Maas Pilot" when approaching pilot boarding ground. The Pilot boards from a small boat which is sent from the large pilot cutter, or from a yellow launch in the vicinity of the Maas Centre Buoy.

Anchorage: The anchorage used by small vessels is to the South of the Maas Centre Buoy, outside the separation zone.

Tugs: Tugs not used.

Berthing: Akzo Zout Chemie, Botlek, is located in Chemiehaven. This is the South arm within the Botlek complex, on the East side. The berth is well fendered and low and is mainly used by small vessels and barges. Good leads for mooring lines are available.

The vessel is swung off the berth using the port anchor and berths starboard side to. Care should be taken when berthing as ships/barges are berthed at the Stolt (Panocean) Berths on the opposite side of the dock. Mooring usually consists of 2 head/stern lines and 1 spring at each end.

Cargo Operations: Initially the vessel had to purge with nitrogen. This was done on the berth, but with the nitrogen being supplied by Hoek Loes from trucks. The nitrogen was heated, both within the truck and by a heater at the manifold, to approximately 50°C. They can supply at 80°C if they can get trucks nearer to the ship. The nitrogen was supplied at 700 cu.m.p.h., but they can supply at up to 2,000 cu.m.p.h. if requested, but with corresponding drop in temperature.

Vessel loaded VCM through 4 in. (300 ASA) liquid line and 3 in. (300 ASA) vapour line (flexible hose attached to side of liquid arm). Shore supply and connect all reducers. Initially they required 1 ft. to be loaded into the tank, after which samples are taken. Analysis of each tank takes approximately 1.5 hours. As soon as first tank is cleared, vessel can commence loading, but only into that tank. Once all tanks are cleared, it is required that each tank is loaded individually so that the inhibitor can be added in the correct quantities. This takes approximately 2 minutes for each tank.

The maximum rate that shore can supply is 220 t.p.h. Cargo can be supplied at ambient temperature from pressure storage, or fully refrigerated.

Due to a mix-up between Charterers, cargo was initially supplied at ambient temperature and final 30 minutes at ambient temperature, due to the lack of refrigerated cargo. Refrigerated cargo was loaded at −15°C at the manifold and the final tank temperatures were −11.8°C.

Vapour is returned ashore and is passed through a scrubber before being vented. However, due to the size of the line (2 in. on the jetty) throughput is low. To increase this and reduce the tank pressures from 2 Bar down to 300 mb. prior to sailing, for the last 3 hours of loading, 2 compressors blowing ashore were used.

There is a control room at the head of the jetty which may be contacted by radio. Most communications were by word of mouth.

Caleb Brett have a surveyor permanently stationed within the plant. He handles all surveys and samples and the adding of inhibitor. In addition to taking samples at commencement of loading (first foot), samples are also taken when each tank is completed.

A telephone is placed on board the vessel.

Fresh Water: Available by barge.

General: Stores have to be manhandled along the jetty, but shore crane can be used to place large items aboard the vessel.

SHIPMASTER'S REPORT: May 1989.

Pilot ladder required 2 ft. above water.

Sea Pilot takes EEC Check List for tankers and Health Declaration.

Vessels with a draft of 9.0 m. and over are to display deep draft signals.

Vessels proceeding to Europoort display a green light.

Agent requires copies (for Customs Clearance) of Bills of Lading, Letters of Protest, ullage reports at loading port(s) and ullage report arrival Rotterdam.

Any duty free items purchased by crew must be locked up ready for Customs inspection.

AUTHORITY: Port of Rotterdam, 15 Galvanistraat, P.O. Box 6622, 3002 AP Rotterdam, The Netherlands. *Tel:* 31-10-4896911. *Telex:* 23077 Eurot NL. *FAX:* 31-10-4778240.

Harbour Co-ordination Centre, Traffic Control. Tel: (31) 10 4251501. Telex: 24045. Fax: (31) 10 4771800.

Dangerous Goods Department: Tel: (31) 10 4251505. Telex: 25270. Fax: (31) 10 4257334.

SCHEVENINGEN: 52.06 N. 04.16 E. (See Plan)

DOCUMENTS: See "Rotterdam".

PILOTAGE: For Pilot service via the Hook Tel: 010-2954686 and for service via Ijmuiden Tel: (02550) 64500.

MAX. SIZE: Max. draft 4.80 m. (afloat).

VHF: Port Radar Services on Channel 21, Port Operations on Channel 14.

TUGS: Available up to 700 h.p.

BERTHING: First Harbour, depth 8 m.
Second Harbour, depth 4 m.
Third Harbour, depth 6 m. Two Ro/Ro berths available.

FRESH WATER: Available.

FUEL: Available.

REPAIRS: Possible.

POLICE/AMBULANCE/FIRE: Dial 06-11.
SHIP SUPPLY SERVICE:
Rederij Vrolyk, Doorniksestraat 7, 2587 XJ 's-Gravenhage.
Rederij Trip, Dr. Lelykade 3, 2583 CL 's-Gravenhage.
G. de Ruiter's Scheepsagenturen, Statenlaan 156, 2582 GX's-Gravenhage.
Jaczon Offshore B.V., Vissershavenweg 38, 2583 DK 's-Gravenhage.
GARBAGE DISPOSAL: On request via Port Office (Tel: 070-3527701), or direct to Environment Sector (Tel: 070-3536175).
WASTE OIL DISPOSAL: On request via Port Office (Tel: 070-3527701).
SEAMAN'S CLUBS: Zeemanshuis Scheveningen, Visserhavenweg 21, Scheveningen. Tel: 070-3585357.
CURRENCY: Dutch Guilder.
AUTHORITY: Gemeentelijke Dienst Stadsbeheer (Sector Bedrijven), Visafslagweg 1, 2583 DM Scheveningen, Netherlands. *Tel:* 070-3527700. *FAX:* 070-3505764. *Contact:* Harbour Master.

SCHIEDAM: 51.54 N. 04.25 E.

DOCUMENTS: See "Rotterdam".
PILOTAGE: See "Rotterdam".
ANCHORAGES: See "Rotterdam".
RESTRICTIONS: See "Rotterdam".
MAX.SIZE:
Wilhelminahaven: Length 260 m., draft 24 ft.
Wiltonhaven (private): Length 305 m., draft 33 ft.
HEALTH: See "Rotterdam".
RADIO: See "Rotterdam".
VHF: See "Rotterdam".
RADAR: See "Rotterdam".
BERTHING: Offshore facilities operated by European Marine Contractors B.V. at the Wilhelminahaven (Tel: (10) 4737566). Several berths for all kinds of offshore vessels are available.

H.S.M. Schiedam, Offshore production Yard, Westfrankelandsedijk 9, P.O.Box 212, 3100 AE Schiedam. Tel: (010) 4264580. Telex 27188 hcgsc nl. Fax: (10) 4279201. Jetty of 200 m. available water depth 30 ft. All facilities available.

P.v.d.Kooij Transport, transport and transportation at Wilhelminahaven, Length of berth 100 m. Tel: (010) – 4737422.

J. Soufflet Holland B.V. Tel: (10) 4267288. Fax: (10) 4737573. Import French and British cereals for transhipment at Wilhelminahaven. Length of berth 100 m.
CRANES: None.
BULK CARGO FACILITIES: Van Mannekus & Co. B.V. Tel: (10) 4091500. Fax: (10) 4762342. Magnesium imports. Berth of 150 m. length in Wilhelminahaven.

Bol Peat Import. Tel: (10) 4267666. Berth of 110 m. length on North bank of Nieuwe Maas.
SPECIALISED CARGO HANDLING FACILITIES: None.
BRIDGES: None.
STEVEDORES: None.
MEDICAL: Full hospital facilities available.
DENSITY: 1000.
FRESH WATER: See "Rotterdam".
FUEL: See "Rotterdam".
FIRE PRECAUTIONS: Specific precautions for tankers during repairs at Wilton-Fijenoord B.V. (Tel: (10) 4269200. Fax: (10) 4732577) are according to the Harbour Regulations Schiedam.
REPAIRS/DRY DOCKS: Largest dry dock 1,000 ft. long and depth of 35 ft. (graving dock). One graving dock 656 ft. length and 98 ft. wide at entrance with 2 building berths; 2 graving docks each 700 ft. long, 93 ft. wide at entrance, and with a depth of 32 ft.

One of the largest floating docks in Europe – extreme length 760 ft., width at entrance 128 ft., depth on blocks 33 ft.

There are 3 other floating docks with lifting capacities of 3,700, 12,500 and 21,500 tons respectively.

Stork Werkspoor Diesel engines and fuel injection components. Berth alongside workshop. Tel: (010) 4260055. Telex: 25037. Fax: (10) 4264571.
SURVEYORS: See "Rotterdam".
GANGWAY/DECK WATCHMEN: Not necessary.
CUSTOMS ALLOWANCES: See "Rotterdam".
REPATRIATION: See "Rotterdam".
AIRPORT: Zestienhoven, 6.4 km. (Rotterdam). Schiphol, 96 km. (Amsterdam).
POLICE/AMBULANCE/FIRE: Police. Tel: 4494499. Ambulance. Tel: 4333300. Fire, Tel: 4735544.
TELEPHONES: This service is available aboard vessels at all berths at the shipyard.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
GARAGE DISPOSAL: Service available.
WASTE OIL DISPOSAL: Service available.
SEAMAN'S CLUBS: Missions to Seamen, Admiral De Ruyterstraat 14, Schiedam. Tel: (10) 4269614. Services: Bar, football, shop, money exchange, international telephone and transport.
AUTHORITY: Municipal Harbour Master, Havenstraat 6, 3115 HD Schiedam. Postal Address: P.O. Box 79, 3100 AB Schiedam. *Tel:* (010) 2621000. *FAX:* (10) 4271962. *Contact:* A.J. Hertog, Sector Manager (Tel: 010-4465360). A. Boom, Operations Manager (Tel: 010-4465390).

TERNEUZEN: 51.20 N. 03.50 E. (See Plan)

LOCATION: At mouth of the ship canal from the River Scheldt to Ghent. Lat. 51° 20′ 14″ N., Long. 3° 49′ 39″ E.
DOCUMENTS: Customs Clearance takes place in the docks, except vessels bound for Belgium. Clearing of ships comprises the production of a document signed by the Master, accompanied by the following documents: Crew List (2 copies), Stores List (2 copies) and Cargo Manifests (3 copies).

Masters are requested to have Crew List completed beforehand to avoid delay in the lock.

Also see "Rotterdam".
PILOTAGE: Compulsory for all sea-going vessels entering, leaving, and navigating inland waterways. Sea Pilot meets inward vessels at Buoy A1, Lat. 51° 22.00′ N., Long. 2° 53.24′ E. for ships entering by Wielingen Channel; or at Middensteen Bank Buoy, Lat. 51° 39.30′ N., Long. 3° 19.00′ E. for ships entering by the Oostgat Channel.

In Wielingen Channel Belgian and Dutch Pilots available. In Oostgat Channel a Dutch pilot cutter is stationed. Belgian pilot boat carries at the masthead a red flag with a white letter "P", the Dutch pilot boat has a blue flag with a white letter "L". Communicate with pilot cutter by VHF Channel 6.

Also see "Ghent – Pilotage" in Belgium.

Warning: In approaches Masters may encounter fishing boats steaming a parallel course about 300 ft. apart. The net is being towed between the two vessels. If there is danger of fouling the net, the fishing vessels will display by day International Code flag "D", or by night a searchlight from each vessel.
ANCHORAGE: Vessels anchor outside fairway where depth is at least 49 ft. Mud bottom and good holding ground.
RESTRICTIONS: No restrictions on night entry.
MAX. SIZE: Controlling depth 31 ft. 4 in. Keel clearance 3 ft. 0 in. Height of tide 12 ft. to 15 ft. A vessel of max. draft 40 ft. 6 in. can reach Terneuzen in most circumstances.

Ships not exceeding the following dimensions are allowed to pass through West lock and canal: Length 256 m., breadth 34 m., draft in fresh water (canal) 12.25 m.

Vessels loading a maximum cargo for Ghent should not exceed 12.25 m. draft (Fresh water).

Also see "Ghent" – "Shipmaster's Report".

Also see "Berthing".
HEALTH: Arriving vessels are only subject to medical examination when arriving from countries where contagious diseases reported or when such cases suspected on board. Medical Officer will board in Terneuzen Roads or Outer Harbour.
RADIO/RADAR: Communicate via Traffic Control Terneuzen on Channel 3 between Buoys PvN/Spr and No. 35 including the Braakmanhaven West, East and Ferry Harbour.

Radar Control also operates between Buoys No. 17 and 35 on Channel 3. 24 hour watch maintained.
VTS: Vessel Traffic Service – Scheldemond:

Traffic Area/ Call Sign	*VHF Channel*	*Coverage (Buoys)*	*Radar Station/ Call Sign*	*Radar Station VHF Channel*
"Traffic Centre Wandelaar"	65	"A" Zuid - S2/A1 Bis	"Radar Zeebrugge"	4
"Traffic Centre Zeebrugge"	69	S2/A1 Bis - W4/W5	"Radar Zeebrugge"	4
"Centrale Vlissingen"	14	W5/OG13 - PvN/Spr-EzA	"Radar Vlissingen"	21
		PvN/Spr-EzA-35	"Radar Terneuzen"	3
"Havendienst Terneuzen" (Dutch part)	11			
"Havendienst Gent" (Belgian part)	11			
"Centrale Zandvliet"	12	35 – 55	'Radar Hansweert"	65
		55 – 65	"Radar Waarde"	19
		65 – 76	"Radar Saeftinge"	21
		76 – 86	"Radar Zandvliet"	4
		86 – 100	"Radar Kruisschans"	66

Marinas and Locks:

VHF Channel	*Lock/Marina*
9	Nieuwpoort
14	Oostende Mercator Lock
71/13	Zeebrugge
13/9	Blankenberge
22	Vlissingen Locks
31	Breskens
3	Terneuzen
22	Hansweert
10	Upper Scheldt
68	Brussel Sea Channel (Wintham)
22	Royers Lock and Kattendijk
13	Imalso Yacht-Basin

Every hour plus 5 minutes a weather-bulletin, navigation reports and warnings are given.

Communicate on the Canal via Traffic Control Terneuzen, Channel 11.

TUGS: Towage compulsory for ships exceeding 180 m. LOA; also for car-carriers and ships exceeding 245 m. LOA there are specific rules. Tugs can be ordered from Terneuzen Tugboat Company or Towage and Salvage Union Ltd. respectively by Channel 72 and Channel 32. Both companies maintain continuous listening watch on Channels 3, 6, 11 and 14.

Slop barge can be ordered from tug companies.

BERTHING: The port has 4 outer harbours: Braakman, West, East and Ferry. The Braakman Harbour is only in use for handling chemical products. There are 2 jetties, also see "Dow Chemical". Braakman Jetty 450 m. in length, max. length of ship 140 m. (East side) and 165 m. (West side). Ocean Dock 350 m. length, least depth 14.5 m., max. length of ship 280 m. The West Harbour has 2 locks (West and Middle), which is mainly used by sea-going vessels. The East Harbour has 1 lock (East Lock) for inland craft, while the Ferry Harbour (no locks) is used mainly by fishing craft and yachts. Ships not exceeding the following dimensions are allowed to pass through the West Lock and Canal: length 256 m., breadth 34 m., fresh water draft (canal), 12.25 m. East Lock: ships of a length 200 m., breadth 23.0 m., draft 4.0 m. can pass. This lock is used by inland craft. Sea-going vessels with a max. length of 70 m. and a max. draft of 4.0 m. may also pass through the East Lock.

There are 4 harbours on the East bank of the canal situated about 1 mile South of Terneuzen Locks.

Noorderkanaalhaven (Northern Canal Harbour): Length of North Quay, 170 m., max. draft 5.50 m.; South Quay, 192 m., max. draft 5.50 m.; the middle of the harbour max. draft 7.50 m.

Zuiderkanaalhaven (Southern Canal Harbour): Length of North Quay, 225 m., max. draft 2 m.; South Quay, 230 m., max. draft 5.75 m.; in the middle of the harbour max. draft 8.25 m. and 5 m.

Massagoedhaven (Bulk Harbour): Length of North Quay 504 m., max. draft 12.25 m. and 7.50 m. Length of South Quay 275 m., max. draft 7.50 m.

Zevenaarhaven (Zevenaar Harbour): Length of North Quay 1060 m., max. draft 12.25 m.; South Quay, 790 m., max. draft 8 m., in the middle of the harbour max. draft 12.25 m.

New terminal (August de Meyer B.V.) built by extending Zevenaar Harbour. The basin has been extended by 300 m. and deepened to 13.5 m. to provide accommodation for vessels, up to 65,000 d.w.t. The terminal is equipped with 2 Kangaroo cranes (36 tons capacity), each with a capacity of 440 t.p.h. and fitted with dust-free grabs. The 2 warehouses have a capacity of 130,000 tons in total.

Sluiskil (sub-port, about 4 miles South of Terneuzen) length of quay, 900 m., max. draft 10 m. to 10.50 m.

Sas van Gent (sub-port, on the canal about 7 miles South of Terneuzen) length of quay, 210 m., max. draft 7.00 m.

There are several sheds and warehouses, total capacity 160,000 sq.ft., also open storage, total capacity, 100,000 sq.ft. Grain silo with a storage capacity of 10,000 tons. Vessels up to 80,000 d.w.t. which for some reason have to anchor outside the piers can do so on the River Scheldt near Buoy No. 27. Ships with max. draft of 40 ft. 6 in. can reach Terneuzen under practically all circumstances.

Cranage: 10 movable cranes of 5 tons capacity; 4 floating cranes, 1×8.5 tons and 3×16 tons; 1 floating derrick of 40 tons. At Sluiskil there are 2 coke-loading plants, 3 cranes of 15 tons and 4 loading bridges. Sas van Gent has 2×5 ton cranes. Water and provisions available.

Container and Ro/Ro Facilities: Ro/Ro Harbour, width 24 m., max. draft 7.25 m. In Zevenaarharbour a Ro/Ro berth for 2 vessels, depth 9 m. and 8.50 m.

Ore and Bulk Cargo Facilities: Available at the Massagoed Harbour.

Dow Chemical: *On the Scheldt River – The Scheldt Jetty:* The Scheldt Jetty provides 1 berth only and is suitable for accommodating vessels, ranging from barge-size up to ocean-going ships with a maximum of 22,500 tonnes deadweight (d.w.t.).

The jetty has no draft limitations and the maximum allowable length of the vessels (LOA) is 200 m. Also see "Product Handling Facilities".

In the Braakman Harbour – The Barge and Coaster Docks: The Barge and Coaster Docks have 3 platforms, providing 5 berths for loading and unloading purposes.

Certain draft limitations as well as size restrictions for the various berths have to be taken into account. See "The Braakman Harbour". For product handling facilities at the Barge and Coaster Docks see "Product Handling Facilities".

In the Braakman Harbour – The Ocean Dock: The Ocean Dock provides 2 berths and is suitable for accommodating vessels, ranging from barge-size up to ocean-going ships with a maximum of 100,000 tonnes deadweight (d.w.t.).

Certain draft limitations as well as size restrictions have to be taken into account, see "Braakman Harbour". For product handling facilities at the Ocean Dock see "Product Handling Facilities".

Berthing: A seagoing vessel calling at the Ocean Dock has to be:

(a) Moored with the bow in N.W. direction. Except as otherwise agreed by the Harbour Master.

(b) Turned away from the Ocean Dock.

A seagoing vessel calling at the Barge and Coaster Dock has to make its turn to starboard unless wind or other circumstances justify a different decision.

Masters must ensure that their vessels remain afloat under all circumstances.

Masters must moor their vessel in such a manner that the berth can be left without delay, unless decided otherwise by, or on behalf of the Harbour Master. At least 1 steel cable must be positioned on both the bow and the stern of the vessel. Each cable must be properly attached and adjusted for easy pick-up by a tug.

General Facilities and Limitations: Bunkering facilities are not available.

Supplies of bunker oils, fresh water or large quantities of stores can be supplied with a barge alongside the vessel. In this case the cargo operations have to be interrupted for the time the barge is alongside. Depending on conditions in the port such operations will as a rule be limited to those vessels for which bunkering on the roads is legally not allowed (LPG vessels).

Bunkering at the berth requires 24 hours' notice and will be co-ordinated by the Loading Master. Limited quantities of stores can be taken on board via the jetties.

If for bunkering or any other reason a barge or boat has to moor alongside a ship, moored on one of the Dow Jetties, the Loading Master has to be informed 24 hours before the operation.

With the permission of the Loading Master it is allowed to transport cylinders with acetylene, nitrogen, helium, hydrogen, freon and oxygen from the jetty on board the moored ships and vice versa. By hoisting the cylinders it is obliged to use the specially made blue hoisting-containers from Dow. The cylinder valves must be protected by the screw-caps.

Slops or ballast water cannot be received at the jetty.

Tank cleaning of oil or chemical tankers is not permitted alongside the jetties. LPG vessels can be purged. Nitrogen and methane for purging purposes are available.

Vessels, moored at the Dow Jetties, have to comply with the International Ship/Shore Safety Check List and the additional Dow Marine Safety Regulations.

An intercom set and a telephone will be placed on board immediately after berthing. The intercom is for direct communication with the Loading Master

Charges for the telephone will be made via the ship's Agency. The telephone number of the set placed on board depends on the berth where the vessel is moored.

The following numbers are in use:

A West:	01150 – 72653
A East:	None
B West:	01150 – 72899
B East:	01150 – 72899
C:	01150 – 72679
OD North:	01150 – 73118
OD South:	01150 – 73118
Scheldt Jetty:	01150 – 19637 – 72211

The Braakman Harbour: General lay-out: See "Plan".

It should be noted that given water depths on the plans are valid immediately after dredging. A certain siltation should be taken into account. *The average rate of the siltation is unknown.*

Given water depths are translated to the General Mean Level for the Netherlands (N.A.P.). For the calculation of actual water depths, undermentioned tidal differences should be taken into account.

Tidal differences in metres:
High Water Spring (HWS) +2.7
High Water (HW) +2.0
Mean Level (N.A.P.) ±0.0
Low Water (LW) −2.0
Low Water Spring (LWS) −2.6

Barge and Coaster Docks:
Dock A (West) – Max. size 10,000 d.w.t. Depth 11 m.
Dock A (East) – Depth 7.5 m.
Dock B (West) Max. size 15,000 d.w.t. Depth 11 m.
Dock B (East) – Max. size 8,000 d.w.t. Depth 9.5 m.
Dock C (West) – Max. size 10,000 d.w.t. Depth 11 m.

In addition to the information, given on the Plan, the following "General Directives" should be observed:

The overall length of vessels is restricted to a maximum of 140 m. at Dock A (East) and Dock B (East), and 165 m. at Docks A, B and C (West).

Mooring at Berth B (East) is limited to the port side only.

The Ocean Dock: North and South Berth: Max. d.w.t. 100,000 tonnes. Max. length 280 m. Depth 14.5 m. L.L.W.S.

In addition to the information, given on the Plans, the following "General Directives" should be observed:

Time of berthing at/or departing from the Ocean Dock depends on tidal conditions and max. d.w.t. or draft of each vessel and will be appointed by the pilotage.

The maximum allowable draft of vessels is determined by the water depth at the Scheldt River Entrance, at Scheur. At present max. draft is at least 43 ft. (approx.). New figures are published every month.

Berthing with ship's bow pointing seaward is compulsory.

Port Regulations: To maintain order and safety of Navigation and based on Article 4 of the Port Regulations, the Harbour Master of Terneuzen has announced the following with regard to the Braakman Harbour and the berths, situated therein:

Admittance into the Harbour:

1. The largest admissable lengths and/or widths are for:

Sea-going vessels:
– in the harbour : Length overall 280 m.
– along the Ocean Dock : Length overall 280 m.
– along the A, B and C Docks (West) : Length overall 165 m.
– along the A and B Docks (East) : Length overall 140 m.

Vessels exceeding 250 m. LOA should give ETA 36 hours in advance.

inland craft : Length 140 m.
push barges : Length 185 m.
Width 22.8 m.
An additional length of 8 m. is permitted, provided that the maximum length of the barge does not exceed 153 m. and the pushtug is lashed in the axis of the barge.
lashed barges : Length 110 m.
Width 22.8 m.

2. It is prohibited to enter the harbour with vessels or boats which:
   a. Do not have to load or unload in the harbour.
   b. Do not have to carry out any work.
   c. Are not equipped with an VHF radio, suitable for transmitting and receiving on Channel 3.

3. Dispensation from measurements and conditions as mentioned above can be granted by the Harbour Master or his Substitute, except for the max. admittable LOA of 280 m.

Dow Chemical Marine Department can be contacted by VHF radio on Channels 6, 8, 13 and 34. Constant radio watch is kept on Channels 13 and 34.

Traffic Control:

1. Traffic is controlled by the Terneuzen Traffic Control Station. Tel: 01150-95651. (Traffic leader Tel: 01150-12161). Telex: 55482. FAX: 20527. VHF: Channel 3. Call sign: Radar Terneuzen.

2. The procedure of "Reporting in Writing" is also compulsory for inland craft, whereby the term of 3 hours also applies for the activities as mentioned below.

Masters of seagoing vessels and inland craft must report by VHF on Channel 3 to Terneuzen Traffic Control Station, call sign "Radar Terneuzen", when:

(a) On the Western Scheldt River with destination Braakman Harbour and:

Ascending the river: Entering the radio area "Radar Terneuzen" and in the neighbourhood of Buoy 17.

Sailing down the river: Entering the radio area "Radar Terneuzen" and in the neighbourhood of Buoy 22.

(b) Entering or leaving the harbour.
(c) After berthing and before unberthing.
(d) Changing berth.

4. All traffic inside the harbour or harbour entrance is obliged to have VHF radio tuned to Channel 3.

5. If necessitated by weather, or other circumstances, the required number of tug boats will be determined by the Harbour Master.

6. *Seagoing* vessels, having to carry the signals in accordance with Article 22 of the Decree of the Ministry of Transport and Public Works, dated 31/12/1971 Nr.A-5/071054 (Regulations for Dangerous Goods) are not allowed to enter the harbour if the visibility is 500 m. or less.

Inland craft, having to carry the signals in accordance with Article 10 of the Decree of the Ministry of Transport and Public Works, dated 31/12/1971 (Regulations of Dangerous Goods) are not allowed to enter the harbour if the visibility is 500 m. or less.

During approach under the above conditions vessels may be ordered by the Harbour Master, to berth or drop the anchor at a suitable place.

Dispensation from the paragraphs as provided above may be granted by the Harbour Master.

7. Entering and leaving the harbour is prohibited if a red light is shown below the green and red harbour lights.

Mooring:

1. Masters must ensure that their vessels remain afloat under all circumstances.

2. Masters must moor their vessel in such a manner that the berth can be left without delay, unless decided otherwise by, or on behalf of the Harbour Master.

At least 1 steel wire must be positioned on both the bow and the quarter of the ship. Each wire must be properly made fast and adjusted for easy pick-up by a tug.

Pilotage: Pilotage is compulsory for sea-going vessels, entering, leaving or manoeuvring in the harbour.

Dispensation may be granted by the Harbour Master.

Marking:

1. The entrance of the harbour is marked by a fixed green, and a fixed red light on top of piles on West side and East side of the white leading lights.

2. Night and day, the axis of the harbour entrance is marked by 2 synchronous interrupted white leading lights (iso 2 sec.) located on the Southern Harbour Dyke. Bearing is 191°.

3. The green and red harbour lights are located respectively 170 m. and 215 m. from the axis, indicated by the white leading lights.

The minimum width of the harbour entrance on either side of the axis, measured at right angles, is 112 m.

4. Night and day the centre of the turning-basin, West of the Ocean Dock, is indicated by interrupted green leading lights (3 sec. on, 1 sec. off). These lights are located on the Southern Harbour Dyke. Bearing is 211.5°.

5. The centre of the almost circular turning basin lies at the intersection of the green leading lights and the Westward lengthened axis of the Ocean Dock. The radius of the turning basin is 200 m.

6. During fog, 2 sodium fog-lights are lit underneath the green light of the harbour entrance.

One of these fog lights is directed towards the Scheldt River, the other one towards the harbour.

During the night and poor visibility, the piles, marking the harbour entrance are illuminated by floodlights.

7. The shoal in the harbour, extending from the South side of the Barge and Coaster Docks to further Southward is covered by 3 light buoys, located on a water depth of N.A.P. −7.5 m.

Depths:

1. The dredged bottom-depths in the harbour are:

In the Harbour Entrance : N.A.P − 15 m.
In the Turning Basin : N.A.P − 16 m.
The Western Berths of the B & C Docks : N.A.P − 11 m.
B & C Dock Berth B-East : N.A.P − 9.5 m.
B & C Dock Berth A-East : N.A.P − 7.5 m.

The above mentioned bottom depths are typical figures and certain deviations as a result of siltation can occur.

2. Information with regard to permitted draft can be obtained from the Harbour Masters' Office or from the Traffic Control Station.

Tugs: A sea-going vessel mooring, or leaving a berth has to be assisted by at least:

(a) 1 tug if the length overall is less than 100 m.
(b) 2 tugs with sufficient power if the overall length exceeds 100 m. unless the vessel is equipped with a functioning bow-thruster when only 1 tug is required.
(c) The number of tugs may be 1 less when leaving Berths B-West or B-East and when moored with the bow to the North.

Assisting tug must be attached to the towing lines on the sea-going vessel.

Loading/Discharging:

Manifold Position:

The manifold position for ships bound for Terneuzen should be:

- about midships.
- 2 m. minimum from rail.
- 1 m. minimum above deck.
- Flange connection 6 in. minimum.

A well supported manifold is required and the space around and above the manifold should be free of obstructions.

Product Handling Facilities and Capabilities:

Marine Loading Equipment: All LPG products are loaded/unloaded at the Barge and Coaster Docks. Butane and propane can also be loaded/unloaded at the Ocean Dock. The following equipment is available:

B & C (A-West): 2 stainles steel loading arms for propane, nominal diameter 6 in., minimum temp. −104°C.

1 carbon steel loading arm for butane and propane, nominal diameter 6 in., with integrated vapour return line, nominal diameter 4 in., minimum temp. −10°C.

B & C (A-East): 1 carbon steel loading arm for butane and propane, nominal diameter 6 in., with integrated vapour return line, nominal diameter 4 in., minimum temp. −10°C.

B & C (B-West): 1 carbon steel loading arm for butane and propane, nominal diameter 8 in., with integrated vapour return line, nominal diameter 4 in., minimum temp. −10°C.

B & C (B-East): 1 carbon steel loading arm for butane and propane, nominal diameter 8 in., with integrated vapour return line, nominal diameter 4 in., minimum temp. −10°C.

B & C (Dock C): 2 stainless steel loading arms for propane, nominal diameter 6 in., minimum temp. −104°C.

O.D. (South): 2 low temperature steel loading arms for butane and propane, nominal diameter 10 in., minimum temp. −50°C.

O.D. (North): 2 low temperature steel loading arms for butane and propane, nominal diameter 12 in., minimum temp. −50°C.

Except for the carbon steel loading arm on Berth A (West and East), all other arms are equipped with an emergency shut-off/disconnecting device and a fire fighting nozzle, directed on the ship's cargo line manifold.

On the Braakman Jetty a C-4 vaporiser and booster pump are available for C-4 unloading from barges which do not have own discharge facilities.

Propane can be unloaded with this booster-pump as well.

Nitrogen or methane supply from shore is necessary to produce enough over-pressure in the ship tanks, when unloading C-3.

Purging:

Purging of LPG vessels with nitrogen or methane can be carried out at the Barge and Coaster Docks. Maximum delivery rate of nitrogen is 2,000 N cu.m./hr., methane 1,800 N cu.m./hr.

Nitrogen can be heated to a temperature of +70°C to increase the drying effect of the vessel's cargo tanks which were waterwashed prior to the purge. Prior to loading LPG, vessels must meet the requirements as laid down in the "Guidelines for Cargotank Condition".

Conditions for unloading Propane and Butane:

All refrigerated propane and butane vessels should arrive with tanks over-pressure not exceeding 60 mb. to achieve maximum discharge rates.

Unloading of propane and butane is without vapour return.

Transfer Capabilities:

Discharge rates for refrigerated propane and butane are about 1,100 cu.m./hr.

Loading rates for refrigerated propane and butane are about 800 cu.m./hr.

Loading rates for pressurised propane and butane are about 250 cu.m./hr.

Storage:

Butane and propane are stored in refrigerated and pressurised tanks and loaded/unloaded at either ambient temperature or refrigerated. Refrigerated propane delivery is at −38°C and butane delivery is at −5°C.

LPG Storage Tanks:

2×50,000 cu.m. propane/butane fully refrigerated.
1×15,000 cu.m. butane fully refrigerated.
1×5,000 cu.m. butane pressurised.
2×3,000 cu.m. propane/butane pressurised.

Ventmasts must have clearly marked purge connections for either steam or nitrogen.

The vessel must have updated cargo-piping diagrams on board. Copies of drawings must be submitted to Dow on request.

Inspection – Visual Inspection:

Cargo tanks, pumps and refrigeration plants shall be easily accessible for inspection, and crew will upon request open the blinds, valves, drums, etc., as appropriate in accordance with vessel's safety practices.

Cargo Transfer Operations:

Loading or unloading will not start until the appropriate safety and operating procedures have been communicated by the Loading Master to the responsible ship's officer. The vessel must be securely moored alongside the jetty. If requested by the Loading Master additional mooring lines should be attached.

The Loading Master must be informed about the true set pressure of the cargo tank safety valves.

Non-used line ends must be blanked off. All bolt holes must be filled at all pipe connections.

Gas detection on board must be in good order. The Master must permit testing upon request. Master must allow the installation of additional shore gas detectors on deck during loading/unloading operations.

In case of inerted tanks and/or void-spaces, the Master is fully responsible for the necessary warning tags.

If a sprinkler test is requested by the Loading Master or Government Representatives, this must be permitted. If an ESD test is requested by the Loading Master or Government Representatives, this must also be permitted. Upon request the Master must state the valve closure time of his ESD system, to assure safe transfer at short ESD valve closing times. Dow reserves the right to the product transfer rates in order to keep the pressure, as a result of an activated ESD system, below the safety valve settings at no cost to Dow.

Pneumatic ESD connections for shore connections must be clearly marked. (ESD = Emergency Shut Down.)

At the berth, the venting of gas through ventstacks is not permitted.

Upon request of the Loading Master, cargo pumps must be checked for proper functioning. Leakage of gas must not exceed a concentration of 30% LEL outside a circle of 25 cm. If the vessel's cargo compressors have to be used for loading or unloading operations, they will be tested as well. The Master must give full co-operation for these tests.

Safety:

1. Fire/emergency: In case of Fire/emergency (including personal accidents).

(a.) Inform jetty operator.

(b.) Dial 94982, report name, position, emergency situation and required help.

2. Communication: Ship to jetty and Marine office by means of portable telephone or intercom on board. Telephone: dial 18920, ext. 2563 Marine office, ext. 3165 Loading Master.

3. Use of intercom: Push button and call operator or office. Release button and wait. Always mention your ship's name. (If there are more ships alongside).

4. Emergency shutdown: Loading: To prevent overloading of ship's tanks and emergency shutdown can be carried out on deck by means of "the emergency shutdown switch" after which the shore-valve will immediately close.

5. Fire on board: Stop loading/unloading operations. Inform shore personnel.

6. Fire ashore or on other vessels: Stop loading/unloading operations. Make ship ready for departure. Wait for instructions.

7. Supervision: At all times during loading/unloading operations, adequate supervision must be carried out on deck and in the cargo-control room.

8. Tank cleaning: Tank cleaning or gas venting into the atmosphere alongside the jetty is strictly prohibited.

9. Deballasting: No deballasting of cargo tanks is allowed without permission of the Loading Master or his representative.

10. After loading: The loading arm will be blown with Nitrogen under pressure. You will receive approximately 3 cu.m. more.

Alarm signals: (Every Monday at 1200 hrs. there is an alarm test). Sounding of following signals:

Attention: 5 3 5 3 5 3 seconds: Stop cargo transfer, wait for instructions.

Evacuation: 1 1 1 1 1 1 seconds: Prepare ship for departure.

All clear: 20 seconds: Recommence operations (contact jetty operator). In case of loading: Loading will be stopped from: Ship/shore.

MEDICAL: One modern hospital available.

TANKERS: Slop tanker available. Also see "Berthing" – Dow Chemical.

FRESH WATER: Available from water barge.

FUEL: Fuel oil and lubricating oil available from lighter or tanker barge. Bunker coal available by prior arrangement.

CONSULS: Belgium, France, Finland, Norway and Spain.

REPAIRS: Terneuzen Shipbuilding Yard situated at junction of East and West Canal branches. Able carry out hull and engine repairs. Floating cranes and diving equipment available.

GANGWAY/DECK WATCHMEN: Available. Tariff increase 100% on Sundays and holidays.

OPENING/CLOSING HATCHES: Can be effected by crew or stevedores.

CUSTOMS ALLOWANCES: See "Rotterdam".

SURVEYORS: See "Flushing" or "Rotterdam".

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: See "Rotterdam".

SERVICES: Repairs of radio, radar, etc., can be effected.

EMERGENCY CO-ORDINATION CENTRE: Harbour-Control Terneuzen continuous watch on VHF Channel 11. Tel: 12161. Telex: 55482.

BANKS: Amsterdam-Rotterdam Bank, Herengracht 15, 4531 GM Terneuzen. Tel: 94041. Telex: 55249.

Raiffeisen-Boerenleenbank, Herengracht 1, 4531 GM Terneuzen. Tel: 94651. Telex: 55260.

Algemene Bank Nederland, Herengracht 11, 4531 GM Terneuzen. Tel: 95051. Telex: 55429.

STORING: Vessels can be stored by barge and truck. At Braakman Harbour only with special permission of Dow Chemical Company, and not during loading and discharging. Trucks can proceed alongside at the berth except at Braakman Harbour. Approximate distance from truck to ship at Braakman Harbour, about 300 m.

At Braakman Harbour, no forklift trucks can be used to handle stores. For Customs Regulations, see "Rotterdam".

Local Riggers can be employed to assist with storing.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: General Information: Dutch port authorities are responsible for the provision of reception facilities in their ports. They publish who have been designated to receive waste from ships in their port. It is forbidden to deliver waste to persons who have no official designation as a port reception facility.

Fees: The costs incurred as a result of the delivery and further processing of waste are to be paid by the ship to the receiving company.

Advance Notice Requirements: In Dutch ports the ship's need for reception facilities must be reported 24 hours in advance.

Contact Port Authority for further information.

WASTE OIL DISPOSAL: See "Garbage Disposal".

SEAMAN'S CLUBS: Seaman's Friend Society, Varenscentrum, Westkolkstraat 17, 4531 AV Terneuzen. Tel: 01150-95373. Facilities include free transport, bar, souvenirs, reading and writing facilities, newspapers, TV, games, telephone, currency exchange and postal services.

CURRENCY: Dutch Guilders.

DEVELOPMENTS: Plans made to widen and deepen Outer Harbour.

SHIPMASTER'S REPORT: May 1988.

Chart: B.A. Chart No. 120.

Pilot: Vessels arriving from the West take Pilot at Wandelaar "A1" Buoy. Pilot on VHF Channel 6 and Telex No. 4682125.

If vessel arriving from the North, Pilot is taken at Steenbank. Pilot on VHF Channel 6 and Telex No. 4437811.

Gas ships with tank capacity over 1,500 cu.m., passage has to be via Schooneveld. If under 1,500 cu.m. the inside route via Oostgat can be used.

Under normal circumstances the Pilot taking the vessel to Terneuzen will also berth the vessel.

Anchorage: Vessels with dangerous cargo awaiting a berth at Terneuzen should anchor at Wielingen North Anchorage which is 3 miles West of Flushing, depth of water 7 fathoms.

Flushing Control monitors VHF Channel 21.

Everingen Anchorage, off Terneuzen, may be used for bunkers and repairs only. Loaded gas ships cannot wait at this anchorage.

If vessel awaiting orders she should stay to the North of "A1" Buoy.

Tugs: If berthing at Dow Chemical, vessels up to 100 m. LOA require 1 tug and if over 100 m. LOA, 2 tugs are required. We used 1 tug aft with the tug's line but the tug was too powerful for a small vessel.

Berths: For gas ships there are 4 berths available. These berths are both sides of Berth A and the West side only of Berths B and C. Vessels head North at all berths. Shore gangway used at all berths and the fendering was good. Depth alongside at low water 8.5 m.

Pilots advise that the maximum draft permissible at Ocean Pier is 14 m. and at any tide 10 m.

Cargo: Shore capacity for ethylene is 10,000 tonnes. Normal production 200 tonnes per day. Normally ethylene is exported from Terneuzen but at present there are problems with the production plant.

At present the shore reliquefaction plant is not working at full capacity and this is restricting discharge rate.

For handling of ethylene a 6 in. arm and a 4 in. vapour return line are used. Hot gas blown from ship on completion.

Berth C handles ethylene, propane, styrene, cumene, naphtha, resin oil and aromatic oil. Discharge rate for ethylene is 111 t.p.h. It takes about 3 hours for samples.

General: At present the maximum draft to Antwerp is 50 ft. if using 2 tides and 48 ft. if proceeding on 1 tide.

Fresh water is not available at Dow Chemical berths. Fresh water is provided by barge from Terneuzen.

Whilst at Flushing Anchorage, Ostend Radio is best for public correspondence, vessels can also use PCH. If anchored off Terneuzen it is best to use Antwerp Radio.

Barges with stores may proceed alongside before discharging, whilst sampling or after discharge. Stores can also be brought down the jetty with the aid of shore trolleys and crane. Bunkers may only be taken after completion of discharge.

Officials: Customs and Immigration board on arrival at the Berth. There was also an immigration check whilst at anchor off Flushing as the vessel had Eastern Block crew.

AUTHORITY: Havenschap Terneuzen, Maritiem District Scheldemond, Buitenhaven 1, 4531 BX Terneuzen. *Tel:* 01150-82400. *Telex:* 55104. *FAX:* 01150-20232 (office hours), 01150-30699 (24 hours - Control Centre). *Contact:* Captain J.W.P.Prins, Harbour Master.

VLAARDINGEN: 51.54 N. 04.20 E.

On the Waterway about 5 miles from Rotterdam.

DOCUMENTS: See "Rotterdam".

PILOTAGE: See "Rotterdam".

VHF: Port Authority on Channel 20.

TUGS: Available.

BERTHING:

Old Harbour (Municipal): Berths No. 701-705. For tugs and inland craft. Depth at entrance 10 ft. at LW. Total length of quay 2,000 m.

Koningin Wilhelmina Harbour (Municipal): Berths No. 634-653. Depth 12 ft. to 17 ft. at LW. Length of quay 1,300 m.

Vulcaan Harbour (Private): Berth No. 601-620. Suitable for vessels up to a draft of 10.4 m. (34 ft.) at LW. Stevedoring by: Frans Swarttouw's Havenbedrijf.

Length of quay for cargo handling 750 m. Phosphate loading jetty (on riverside) for barges 140 m. 3×16 ton electric cranes, 3×6 ton electric cranes and 2×5 ton mobile cranes. Belt conveyors on phosphate jetty. Large shed with a capacity of 30,000 tons and 6 storage tanks with a total capacity of 90,000 tons for various bulk cargoes.

Nieuwe Matex Wharves (Private): Berths No. 621-633. 3 berths for seagoing vessels on riverside up to 35 ft. draft at LW. Several berths for barges and coasters on inner side of jetty up to 22 ft. draft.

Large tank installation; bonded warehouses. 424 storage tanks (total) capacity 450,000 cu.m. for vegetable and mineral oils, molasses, latex and chemicals.

Lensveld Wharf (Private): Berth No. 654. For general cargo and timber. Max. draft 14 ft. at LW.

Lever-Sunlight Jetty (Private): Berth No. 712. Jetty 75 m. Max. draft 10 ft. at LW (no harbour dues).

N.V. Van Neerbos Ind. en Handels My. Jetty (Private): Berth No. 715. Length of jetty 70 m. Max. draft 10 ft. at LW. 1×3 ton electric crane.

Mostert Absorbents Jetty (Private): Berth No. 716. Max. draft 20 ft. at LW.

Hydro Agri Fertiliser Works Harbour (Private): Berths No.731-744. Length of harbour 300 m. Max. draft 11 ft. to 14 ft. at LW. Two jetties on riverside: Phosphate discharging jetty, max. draft 16 ft. and acid discharging jetty, max. draft 23 ft. at LW. Harbour dues by arrangement.

FRESH WATER: Available by barge.

FUEL: Available by barge.

REPAIRS: *Ship Repair Yard "Vlaardingen Oost":* All kinds of repairs undertaken. Outfitting quay of 1,100 ft. length. Anchor and chain factory. *Machinefabriek Kreber:* Builders and repairers of boilers, engines and various kinds of dredgers.

SURVEYORS: Saybolt Cargo Inspectors available at Vlaardingen, others (Caleb, Brett, Bureau Verwey, etc.) at Rotterdam. Lloyd's Register, American Bureau, Bureau Veritas and Det Norske Veritas Surveyors available at Rotterdam.

DRY DOCKS: Three dry docks (capacity 3,500, 4,200 and 5,300 tons) and one broadside slipway of 400 ft. (capacity 3,500 tons) in Vulcaan Harbour, (Western part).

AIRPORT: Rotterdam Airport (designed for international short and medium haul air traffic) lies at a distance of 10 km. from the Vlaardingen port area.

EMERGENCY CO-ORDINATION CENTRE: Alarmcentrale Politie, Tel: (010) 4344444. VHF Channel 11 (Port of Rotterdam).

AUTHORITY: Port of Vlaardingen, Oosthavenkade 85a, P.O. Box 141, 3130 AC Vlaardingen. Harbour Number 660. *Tel:* (010) – 4344700. *FAX:* (010) 4344373. *Contact:* Mr.S. van Berge, Harbour Master.

YMUIDEN (Ijmuiden): 52.28 N. 04.34 E. (See Plan)

Also refer to "Amsterdam".

DOCUMENTS:
2 Personal Effects Lists.
2 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
Declaration of Health.
Also see "Rotterdam".

APPROACHES: The approach channel "IJ-geul" for navigation for ships with a draft of up to 54 ft. (16.5 m.). The channel leads to the Port of Ymuiden.

Approach Channel "IJ-geul": The navigation channel, officially known as the IJ-geul, has a width of 450 m. and is 23 km. long, when measured up to the piers at Ymuiden. The section of the channel within the piers is 4 km. long, and it is considerably narrower at some places.

Navigation: A number of measures have been taken to ensure a safe passage through the navigation channel. Ships which, due to their draft, need to use the new channel are obliged to take a Pilot on board. In other words it is prohibited to enter the channel without a Pilot. The Pilot boards the ship from a helicopter about 45 km. from the coast or is taken off at the Hook of Holland.

The deep draft ships can only sail in during a certain period of the tide (approx. 3 hours after flood-tide). Certain conditions (excessively high waves) can lead to a temporary closure of the channel. A special system has been developed to recognise and to forecast these conditions. A navigation plan that takes account of the water level prediction, weather and wave height forecasts and the draft of the ship in question is prepared and relayed to the Pilot. The conditions are continuously monitored and, if necessary, the plan is adjusted. Use is also made of a portable Decca receiver, which the Pilot takes on board with him. These portable receivers make use of more than the 2 customary transmitting stations, which means a considerable improvement in the determining of position – and as a consequence – improved navigation. Furthermore, these receivers are specially adapted to the situation at Ymuiden. Altogether this means that the Pilot can ascertain the position of the ship quite accurately, even at night or in fog, which leads to considerable improvement in safety.

A circular emergency anchorage area has been planned with a diameter of 1,600 m. about 10 km. from the pier. This emergency anchorage area is desirable because, should a disaster occur, the harbour mouth could suddenly become obstructed, preventing the ships in the channel from entering, whilst they would be unable to retrace their course back due to the approaching ebb-tide.

PILOTAGE: On entering and leaving Ymuiden Government pilotage is compulsory. Pilots will board ships at sea, being transported from shore to the pilot boarding position by means of a sea-going tender. The boarding position is in the vicinity of the outer buoy.

"Traffic Centre Ymuiden" (Telegraphic address "Pilots VTS Ijmuiden") can be informed via Scheveningen Radio or via VHF Channel 12. Pilotage and navigation are possible at night.

Pilot Ladders: Bottom of the pilot ladder should be 6 ft. above the water. Pilots strictly adhere to Regulation 17b, Chapter V of the International Convention for the Safety of Life at Sea, which reads as follows:

"Whenever the distance from sea level to the point of access to the ship is more than 30 ft. (9 m.), access from the pilot ladder to the ship shall be by means of an accommodation ladder or by another equally safe and convenient means".

Pilot from Helicopter: When the pilot service per pilot tender has been suspended owing to weather conditions it is possible to take a Pilot on board vessels by helicopter. Helicopter pilotage is carried out for vessels which have an obstacle free hoisting area on deck of minimum 15 ft. in diameter. Deck plans should be provided in advance.

Vessels over 45 ft. draft always take helicopter pilotage.

Helicopter rates:
Dfl. 5,045. – per flying hour/pro rata exclusive fuel costs.
Dfl. 305. – per hoist transfer.
Dfl. 432. – Additional charge per flying hour from 1800 until 0600 hrs. and on Saturdays, Sundays and Dutch public holidays.

A variable fee per flying hour for fuel consumption fluctuating monthly.

Restrictions
1. Minimum visibility 800 m. at 150 ft. above sea level.
2. Maximum wind Force 10 (55 knots).
3. Severe turbulence and icing conditions.

Remote Pilotage (RP): During periods that pilot service is suspended for (small) vessels, shipping approaching Ymuiden can obtain the information and advice of a pilot at the Port Operation Centre, under the following conditions and provisions:
1. RP is for shipping for which pilotage is compulsory and vessels which voluntarily wish to make use of the service of a pilot.
2. RP will only be provided when it is impossible to board a vessel because of the weather conditions or for other reasons.
3. The Master explicitly announces that he wishes to approach the harbour using RP and that there is no objection to this under the terms of the access policy conducted.
4. The Master is obliged to take the pilot on board between the breakwaters.

Pre-Entry Reports:
Note: All reports must be updated if vessel delayed one hour or more.

7 Days Before Arrival: (Vessels using lock system with draft over 13.1 m. up to 13.7 m. and/or beam over 42 m. up to 45 m. and/or length over 325 m. up to 370 m.).
To: Pilot VTS Ymuiden.
Giving: IMO SRS Items: Alpha Bravo Golf India Juliet Oscar Papa Quebec Tango Uniform X-Ray.
Via: Telex: 71169 PIVTS NL.
Fax: 02550-32535.
Tel: 02550-64500 or Agent.

24 Hours Before Arrival in Netherlands Waters: (Tankers, dangerous cargo and draft over 13.7 m. up to 16.5 m.).
To: Pilot VTS Ymuiden.
Giving: As previous report.
Via: Telex, Fax, Tel. or Agent.
Note: Tanker Check List, if appropriate to Pilot on boarding.

8 Hours Before Arrival: (52° 30′ N., 03° 50′ E.). (Draft over 13.7 m. up to 16.5 m.).
To: Pilot VTS Ymuiden.
Giving: As previous report.
Via: Telex, Fax, Tel. or Agent.

6 Hours Before Arrival at Outer Buoy: All ships.
To: Pilot VTS Ymuiden.
Giving: As previous report.
Via: Telex, Fax, Tel. or Agent.

ANCHORAGE: Vessels may anchor off Ymuiden. Recommended area is 2 miles N.W. of Outer Buoy.

RESTRICTIONS/MAX. SIZE: All drafts listed below have been calculated in salt water with a specific gravity of 1.026.

Maximum Dimensions of Vessels: The approach channel to the port mouth of Ymuiden (IJ-geul) and the fairway in the Outer Harbour of Ymuiden via the Northern fairway to the Outer Quay No. 2 of Hoogovens is accessible for vessels with a maximum draft of 54 ft. in salt water. The maximum length of a vessel with a draft of 54 ft. that must swing is 300 m. Before vessels with a length of 250 m. – 300 m. and a draft of 49 ft. 3 in. can swing, consultation should be made as to the time of the swing manoeuvre in connection with the water level. Maximum draft of vessels longer than 300 m. to a maximum length of 350 m., that must swing, is 39 ft. 9 in. Ships with a draft of more than 45 ft. must remain in the channel and therefore should, when making a sailing plan, report at least 48 hours before entering Dutch waters.

In addition to the above mentioned report vessels restricted to the channel should report at least 24 hours before passing the Western border of the approach area. This approach area is located between the co-ordinates:
Lat. 52° 31′ 47″ N., Long. 3° 48′ 29″ E. and
Lat. 52° 27′ 25″ N., Long. 3° 41′ 20″ E.

This report should be corrected if there is more than 1 hour deviation, and should in any case be repeated at least 6 hours before arrival at the approach area.

Maximum dimensions for the North Sea Canal via the Northern fairway and the Northern Lock.

1. *Without a Licence:*
Length: 325 m.
Beam: 42 m.
Draft: 131 dm. (43 ft.)

2. *With Licence:*
Beam: 45 m.
Draft: 137 dm. (45 ft.)

Note: Should the beam exceed 42 m., restrictions will apply regarding the maximum permitted draft. Applications of such a licence are judged on basis tentatively fixed criteria per case.

Licences to exceed the maximum permitted draft and/or beam, to sail with an irregular transport should be applied for at least 7 days in advance.

Address: Directorate-General Shipping and Maritime Affairs, Head Traffic Service, Seinpostweg 19, 1976 BT Ymuiden. Telex: 71169 PIVTS NL. FAX: 02550-35144.

HEALTH: Pratique granted automatically on arrival after completion of Maritime Declaration of Health. In case of suspected disease on board notify Agent by radio before arrival advising full details.

RADIO: *Obo-Carriers:* Masters of this type of vessel must, when calling to load and/or discharge dry cargo, cable at least 24 hours prior to arrival, the following information:

1. That vessel has no slops on board and is certified gas free or alternatively;
2. a. Correct name of liquid cargo carried last, with place and date of discharge.
   b. Stowage of cargo remnants (gases and/or liquids) and whether mixed with water or not.
   c. Whether non-gas free spaces are adjacent to dry cargo holds and if so, which holds.
   d. Which spaces contain inert gas.

Also see "Pilotage".

RADAR/VHF: The port is equipped with a shore based radar installation to facilitate navigation if necessary. Ymuiden has a VHF installation and Masters of vessels entering or leaving the port area must contact the Port Operations Centre (callsign – Ymuiden Port Control) by VHF to obtain information for safe navigation and rapid locking.

VHF Channels:

- In the approach area to Ymuiden seawards from the outer buoy: Channel 12 (Traffic Centre Ymuiden).
- From the outer buoy to the locks: Channel 9 (Ymuiden Port Control).
- On the North Sea Canal from the locks to kilometre 11.2: Channel 11 (Traffic Service North Sea Canal).
- On the North Sea Canal Eastwards at kilometre 11.2: Channel 14 (Traffic Service North Sea Canal).
- In the Port of Amsterdam: Channel 14.

TUGS: Available. Meet vessel in harbour entrance if required.

BERTHING: Steelworks Harbour (Private): Coal and ore cargoes discharged to Blast Furnace and Steel Works Company in Outer Harbour.

Quay 1: Length of quay: 1,360 ft. Depth alongside quay: 29 ft. 6 in. LLWS.

Opposite the quay there are 3 dolphins available where one vessel can wait for a loading/discharging berth (up to 34 ft. depth).

Equipment:

2 cranes, lifting capacity 30 tons, max. outreach 57 ft.
1 crane, lifting capacity 30 tons, max. outreach 63 ft.

Finished products such as rolling mill products, pig-iron, cast iron, steel ingots, slabs and coils are handled.

Supplies: Water obtainable from quay. Stores can be delivered by truck, bunkers by barge.

Quay 2: Length of quay: 1,800 ft. Depth alongside quay: 45 ft. (East) and 52 ft. (West) at LLWS.

Max. draft: The entrance to Outer Harbour is accessible to vessels up to 43 ft. draft and with special permission of the Harbour Authorities up to 45 ft. draft salt water.

Equipment:

3 bridge cranes, lifting capacity 40 tons each, max. outreach 115 ft.
2 conveyor belt systems (capacity 6,000 t.p.h.).

Despatch:

About 60,000 tons iron ore per 24 hours. About 50,000 tons coal per 24 hours.

Supplies: Water obtainable from quay. Stores can be delivered by truck, bunkers by barge.

Quay 3: Length of quay: 825 ft. Depth alongside quay: 31 ft. 6 in. LLWS. With special permission of the harbour authorities, max. sailing draft 34 ft. West of the quay are 4 dolphins available where a vessel can wait for a loading/discharging berth (up to 31 ft. 6 in. draft).

Equipment: 2 cranes with a capacity of 60 tons each. Outreach 70 ft.

Inner Harbours: These harbours are mainly used for loading or discharging smaller vessels having drafts between 11 ft. and 20 ft.

Finished products such as rolling mill products, pig-iron, cast iron, steel ingots, slabs, coils but also fertilisers are handled.

CRANES: Inner Harbour No. 1 – 1 portal crane.
Inner Harbour No. 2 – 1×7.5 ton portal crane.
Inner Harbour No. 3 – 3×30 ton portal cranes.

STEVEDORES: *Working Hours:* In the Outer Harbours round the clock, also on Sundays and holidays.

In the Inner Harbour round the clock except from 1400 hrs. on Saturdays until 0600 hrs. on Monday.

FRESH WATER: Available from quay.

FUEL: Available by barge.

CONSULS: And all general information; refer to "Amsterdam".

MEDICAL: Doctors, hospital and all services available.

REPAIRS: Possible.

DRY DOCKS: None.

CUSTOMS ALLOWANCES: 200 cigarettes for each crew member; 5 litres spirits for whole ship.

AUTHORITY: Directorate General of Shipping and Maritime Affairs, Head of Traffic Service, Seinpostweg 19, 1976 BT Ymuiden. *Tel:* 02550-19027. *FAX:* 02550-35144. *Telex:* 71169 HOCYM NL.

ZAANDAM (Zaanstad): 52.26 N. 04.49 E. (See Plan)

LOCATION: Zaandam lies on the Northern side of the North Sea Canal, near to Amsterdam. See "North Sea Canal" and "Amsterdam" plans. The Port of Zaanstad is divided into two parts by "Wilhelmina" sluice, the outer harbour being for large vessels and the inner harbour for coasters, etc.

PORT LIMITS: A line drawn from the Western side of W. Thomassenhaven entrance to the Eastern side of Zijkanaal "G" entrance defines the port limits.

DOCUMENTS: IMO Crew List, IMO Fal form 5, other Customs papers to be supplied by Agents.

PILOTAGE: Procedure, etc. same as for Amsterdam. Not compulsory, but recommended. Pilot will take vessels all the way to Zaanstad. Amsterdam Harbour Service should be notified on VHF Channel 14 of vessel's intentions, they will arrange for Zaanstad Harbour Service vessel to meet the vessel at the entrance to Zijkanaal "G" and direct it to its berth. When a vessel is leaving for sea, notice should be given to the Sluice Command via VHF Channel 11.

ANCHORAGE: It is prohibited to anchor in the port of Zaanstad.

RESTRICTIONS: Vessels with dangerous cargoes will not be handled at night.

All Zaandam harbours have direct unrestricted connection with the North Sea Canal.

LOCKS: Wilhelmina Sluice is 116.8 m. long, 12 m. wide and has a depth of 2.80 m.

MAX. SIZE: Max. draft 10.0 m.

HEALTH: Same as Ymuiden.

RADIO: Scheveningen Radio.

VHF: Wilhelmina Sluice – Channel 20. Alexander Bridge – Channel 18.

RADAR: No port radar service.

TUGS: Available.

BERTHING: (Docks)

Isaac Baarthaven: Length 900 m., width 70 m., depth 9 m. Quayage 370 m., with depths of 7 m. – 9 m. alongside. Ro/Ro quay at Houtcentrum with length 25 m. and depth 9.0 m.

Dirk Metselaarhaven: Length 600 m., width 112 m., depth 10 m. Quayage 180 m., for transshipping liquids only (Private).

Zijkanaal E: Length 400 m., width 45 m. depth 7 m. Quayage 40 m., for transhipping only.

W. Thomassenharbour: Length 700 m., width 130 m., depth 10.0 m. Vessels up to 10 m. draft can berth. Quay with length 200 m., 6 berths with approximate width of 35 m. and 2 mooring buoys. No bridges and no locks.

CRANES: Mobile cranes only.

BULK CARGO FACILITIES: None.

SPECIALISED CARGO HANDLING FACILITIES: Ro/Ro vessels can be discharged in Isaac Baarthaven.

STEVEDORES: *Working Hours:* Monday – Friday 0600 hrs. – 1700 hrs.

Overtime possible from 1700 hrs. – 0800 hrs. on Saturday and Sunday.

MEDICAL: Full hospital facilities available without prior notice. Tel. 075-502911.

DENSITY: 1015.

FRESH WATER: Available.

FUEL: Arranged from Amsterdam.

REPAIRS: Possible.

DRY DOCKS: At Amsterdam, and Zaandam (Max. 90 m.).

CONSULS: All at Amsterdam (10 km.).

REPATRIATION: Possible.

AIRPORT: Schiphol Airport (Amsterdam) 20 km.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Port holidays similar to major Dutch ports, plus 2 extra holidays (Whit Tuesday and 1st May).

POLICE/AMBULANCE/FIRE: Tel: 06-11.

GARBAGE DISPOSAL: General Information: Dutch port authorities are responsible for the provision of reception facilities in their ports. They publish who have been designated to receive waste from ships in their port. It is forbidden to deliver waste to persons who have no official designation as a port reception facility.

Fees: The costs incurred as a result of the delivery and further processing of waste are to be paid by the ship to the receiving company.

Advance notice requirements: In Dutch ports the ship's need for reception facilities must be reported 24 hours in advance.

Contact Port Authority for further details.

WASTE OIL DISPOSAL: See "Garbage Disposal".

SEAMAN'S CLUBS: Available at Amsterdam.

CURRENCY: Dutch Guilder (Fl).

GENERAL: *Dirty Ballast:* Facilities available at Amsterdam.

Provisions: Available locally.

Chart: No. 124.

Prevailing Wind: Westerly.

AUTHORITY: Municipality of Zaanstad, Westkade 2, 1506 BA Zaandam, Netherlands. *Tel:* 075-816888. *Telex:* 19110. *FAX:* 075-816799. *Contact:* P.C.C. Majoor, Harbour Director. (Tel. 075-816522).

Netherlands Antilles

BONAIRE TERMINAL (Brasil): 12.13 N. 68.23 W.

(See Plan)

OPERATORS: Bonaire Petroleum Corporation N.V. Terminal is capable of handling all types of crude oil and heavy oils (bunker C and residual fuels). Heated and non-heated storage tanks are available for storage, blending and transhipment.

LOCATION: No. 1 Jetty is situated on the South coast of the Northern portion of the Island of Bonaire in Lat. 12° 13′ 12.9″ N., Long. 68° 23′ 17.2″ W.

DOCUMENTS:

5 Crew Lists.
2 Stores List.
2 Lists of Personal Effects of Crew.
5 Medicine and Drugs Lists.
1 Vaccination List.

PILOTAGE: Compulsory. The Pilot-Berthing Master will board the vessel at the established arrival point in Lat. 12° 10′ N., Long. 68° 25′ W., which is 2.5 miles, 235° True from No. 1 Jetty.

The Pilot will embark from one of the tugs or launches assigned to assist the vessel in the berthing operation. The Pilot will assist the Master in every way possible to manoeuvre the vessel from the arrival point into the berth with the assistance of 2, or in case of a VLCC/ULCC 3 to 4 tugs and utilising the services of 1 mooring launch to run mooring lines from the vessel to the mooring dolphins.

ANCHORAGE: There is no anchorage area at Bonaire for tankers; therefore, if the berth is occupied, vessels will be appropriately instructed to remain within radio/telephone (VHF Channels 16 and 13) radius pending advice with respect to a clear berth or other advices.

NAVIGATION: Navigable waters surrounding Bonaire Island are clear; however, the coasts of the Island are steep-to and should be avoided. The currents in the offing and off the points of the Island set Westward. On days with little wind a weak current sets to the Westward, generally parallel with the coast from Kralendijk Roads toward Wekoewa Point and parallel to the coast line in way of the jetty. It is urged that reference be made to the British Admiralty South American Pilot Volume V or United States HO Pub. 22 Sailing Directions for the West Indies Volume II or equivalent publication of the Netherlands Government.

Lacre Point, on which a light is shown, is at the Southern extremity of Bonaire. A light is situated on Boca Spelonk, the Eastern mid-point of the Island. Seroe Bentana Light, situated near the Northern extremity of the Island, is visible for approach from the N.E. through N.W. South of 250°/070° on the West side of the Northern end of the Island this light is obscured and then jetty lights and Radio Netherland Towers may be used for bearings.

Prevailing winds are the E.N.E. trade winds.

RESTRICTIONS: For tankers arriving in ballast, the following minimum drafts are required for manoeuvring under normal weather conditions:

Minimum Draft for Tankers in Ballast Entering the Harbour of Bonaire:

Gross Register (tons)	Draft (ft.)
upto 15,000	11 – 18
15,000 – 19,000	12 – 19
19,000 – 25,000	13 – 20
25,000 – 29,000	14 – 21
29,000 – 35,000	14 – 22
35,000 – 40,000	15 – 23
40,000 – 45,000	16 – 24
45,000 – 50,000	17 – 25
50,000 – 55,000	18 – 27
55,000 – 60,000	19 – 28
60,000 – 65,000	20 – 29
65,000 – 70,000	21 – 30
70,000 – 75,000	22 – 31
75,000 – 80,000	23 – 32
over 80,000	24 – 33

Draft may be more, but trim should not exceed 10 ft.

HAZARD ZONE: *Radio Transmitting Installation:* Vessels approaching Bonaire should remain clear of an area within a radius of 3 nautical miles from the Radio Netherlands Towers situated on the Island of Bonaire in Lat. 12° 13′ N., Long. 68° 19′ 15″ W. This area is noted as a danger area due to strong radiation from the powerful radio transmitters on shore. Bonaire Terminal is situated sufficiently West of this area to be well clear of any radio radiation influence.

HEALTH: There are no health formalities.

RADIO: When a vessel leaves its loading port, the shipper should advise the date of anticipated arrival at Bonaire. For vessels departing from remote loading ports, the estimated arrival date should be revised at least once each week while the vessel is en route.

A government wireless/telegraph station operates daily from 0700 to 2130 hrs. local time (1100 to 0130 hrs. GMT). Vessels bound for Bonaire should route their messages for Bonaire through Curacao Radio (PJC).

Arrival Advice: The Master should advise his estimated time of arrival not less than 72 hours in advance, again 48 hours in advance and again 24 hours prior to arrival, and this last message should be revised if an unusual change in the ETA should occur. Wireless telegraph messages of this nature must be sent to the ship's Agent who, in turn, will immediately relay the information to the Terminal Management.

Tankers from Mediterranean, Africa and Middle East should give ETAs 10 and 5 days as well as 72, 48 and 24 hours.

The text of any one of the arrival advices should contain the following data in addition to the declared time of arrival:

1. Draft of vessel, fore and aft.
2. Available fittings, i.e. number and diameter of connections at deck manifold system for prompt connecting of 2×24 in. and/or 2×12 in. steel swivel loading arms.
3. Any conditions which may affect loading or unloading operations.
4. Any unusual condition which may require abnormal attention prior to berthing.
5. Quantity of ballast and estimated time of deballasting.

VHF: International VHF Maritime Band Communication should be commenced within a radius of 30 miles from the Terminal, or more, if possible. The Terminal may be called on International VHF Channel 16 (156.800 MHz). When radio/telephone contact with the Terminal has been established, communication should then be shifted to Channel 13 (156.650 MHz).

After initial radio/telephone contact has been established, radio/telephone communication with the Terminal will remain on Channel 13. This will include communication with the 2 tugs and the 2 mooring launches on standby, all of which will be available to assist the vessel into the berth.

Mooring, Unmooring VHF Communication: Communication on Channel 13 during the immediate approach and mooring procedure will be confined rigidly to berthing operations which includes all directives from the Berthing Master to the tugs, the mooring launches and the jetty. The only messages which may interfere with these communications will be those caused by an extreme emergency.

After the vessel has been secured in the berth and the Berthing Master has cleared all berthing operations, communication on VHF Channel 13 will be secured and all base VHF receivers will be returned to guard Channel 16 pending an emergency or when the Berthing Master resumes his function for a departing vessel. It is to be noted that hand radio/telephone sets transmit and receive only on Channel 13. The base sets in the Terminal Office (Control Room) and on each of the tugs and launches is equipped with radio/telephone equipment for transmitting and receiving on Channels 16 and/or 13.

Radio/Telephone UHF (Private Frequency): Communication between the platform and the vessel and the Terminal before, during and after transfer of product will be via portable intrinsically safe, hand carried, radio/telephones supplied by the shore on a private UHF frequency.

Radio/Telephone VHF Resume Use Departing: When the vessel is ready to depart and the Berthing Master has boarded and resumes his function, VHF radio/telephone communication will again be established on International Maritime Channel 13 between the vessel's bridge, the 2 or 3 tugs, the mooring launches and the jetty, so that the casting off operation may be properly accomplished.

Radio Telephone – Guard Call Channel 16: After the Berthing Master disembarks and the tugs are dismissed, and the vessel has departed full away, it is expected the vessel will resume a guard watch on Channel 16. The terminal station may be called on Channel 16 and/or 13.

Radio Repairs: A Radio Holland Service Engineer available and can be arranged through the Agent.

TUGS: Tug assistance is compulsory. Mooring launch is available.

Normally 2 tugs are used for ships up to 150,000 d.w.t., from 150,000 to 350,000 d.w.t. 3 tugs, and above 350,000 d.w.t. 4 tugs will be used for docking.

When 2 tugs are used both will make fast on the port side main deck fore and aft; using tugs' lines. In case of VLCC or ULCC whereby 3 or 4 tugs are required, the Pilot determines the position where the tugs are to make fast. When sailing only 2 tugs can be used under normal weather conditions.

CUSTOMS/IMMIGRATION: When the vessel is secure in the berth and the gangway is landed on deck, the Immigration Officer, the Customs Officer and the Agent will board to attend formal entry of the vessel. The Immigration Officer may act on behalf of the Quarantine Service.

Immigration: Two copies of the crew list are to be ready for presentation to the Immigration Officer. Crew List is to be delivered to the Terminal Gate for Security Control, therefore no Gate Passes are required.

Customs: The Customs Officer will require 1 Crew List, 1 Stores List, 1 List of Personal Effects for those crew men leaving the vessel at Bonaire and 1 List of all Medicines and Drugs. The Customs Officer with the assistance of the ship's Agent will prepare the Inward Clearance document. This document is to be signed by the Master. Upon completion of the above formalities, the vessel is declared free and shore leave may be granted.

BERTHING: Berth No. 1: Max. size vessels 500,000 d.w.t. on full draft and no restrictions for length and beam. Depth of water 97 ft.

Minimum size vessels approximately 25,000 d.w.t. due to distance between the Inner Breasting Dolphins Nos. BD2 and BD3.

Mooring Facilities: Berth No. 1 consists of an operating platform 132 ft. 10 in. (40.48 m.) long facing the sea and 94 ft. (28.65 m.) wide toward the shore with 2×24 in. and 16 in. swivel jointed steel loading arms for the transfer of petroleum products. Loading arms are equipped with hydraulic quick couplings and will fit on all standard ASA/DIN flanges. The 24 in. loading arms are constructed to fit on 16 in., 18 in. and 24 in. ship connections and the 16 in. loading arms are constructed to fit on 10 in., 12 in., 14 in. and 16 in. ship connections. The waterfront side of the platform is 22 ft. 3 in. (6.787 m.) inside and away from the ship's side.

Breasting Dolphins: There are 6 breasting dolphins, 4 of which are designed for the vessel to rest against and to which forward and back spring lines are to be secured to heavy quick-release mooring hooks. At each end of the system of breasting dolphins there is 1 landing dolphin offset to allow a vessel 5° off the parallel line to land against the berth system. These are noted "a" for the offset dolphin and the main dolphin is noted "b". The dolphins are numbered from No. BD1a and BD1b in the West and through BD2, BD3 and BD4 and BD4a to the East. The centre line of the berthing facility is 17 ft. 5 in. (5.3 m.) East of the centre line of the operating platform. This point is well marked on the seaward panel of the platform with a 4 in. wide white reflecting vertical stripe. BD2 and BD3 are each 135 ft. (41.148 m.) West and East of this white vertical stripe. BD1b is 80 ft. (24.4 m.) further West from BD2 and BD4 is 119 ft. (36.4 m.) further East from BD3.

Mooring Dolphins: Inshore 215 ft. (65.532 m.) perpendicular from the berthing line are 6 mooring dolphins. These dolphins are numbered from MD1 in the West to MD6 in the East, MD3 and MD4 are each 350 ft. (106.680 m.) West and East from the centre line of the mooring structure system noted by the white vertical stripe on the seaward face of the operating platform. MD2 and MD5 are each 250 ft. (76.200 m.) West and East respectively, from MD3 and MD4. MD1 and MD6 are each again 250 ft. (76.200 m.) West and East respectively, from MD2 and MD5.

Berth No. 2: Max. size vessels 150,000 d.w.t. with limited ballast or cargo quantity on board, down to 90,000 d.w.t. fully loaded. Max. depth of water on mooring line is 49 ft. 6 in. (Ship's Master reported depth as 51 ft. 6 in. in May 1987).

Minimum size vessels approximately 25,000 d.w.t. due to distance between the Inner Breasting Dolphin Nos. BD2 and BD3.

Mooring Facilities: Berth No. 2 consists of a triangular platform 49 ft. (14.94 m.) long, facing the sea and 42 ft. 6 in. (12.95 m.) wide towards the shore with 3×12 in. swivel jointed steel loading arms for the transfer of petroleum products. The waterfront side is 11 ft. 6 in. inside and away from the ship's side. All loading arms are equipped with hydraulic quick couplings and will fit on all standard ASA/DIN flanges of 10 in., 12 in., 14 in. and 16 in. on ship's manifold.

Breasting Dolphins: There are 4 breasting dolphins for the vessel to rest against and to which forward and back springs are to be secured to heavy quick-release mooring hooks. The dolphins are numbered BD1 and BD2 on the West side of the platform and BD3 and BD4 on the East side. BD2 is located 139 ft. 4 in. (42.5 m.) West of the centre line of the platform and BD3 is located 123 ft. (37.5 m.) East of the centre line. BD1 and BD4 are each 5.7 m. further West and East respectively from BD2 and BD3.

Mooring Dolphins: Inshore, 164 ft. perpendicular from the berthing line are 3 mooring dolphins of which 2 are on the East side and 1 on the West side to handle respectively the head and stern lines. These dolphins are numbered MD1, MD2 and MD3 from West to East. MD1 is 328 ft. (100 m.) West of the centre line of the operating platform. MD2 is 328 ft. (100 m.) East of the centre line of the operating platform, MD3 is 262 ft. (80 m.) East of MD2.

GENERAL INFORMATION APPLICABLE FOR BOTH JETTIES:

Capstans: On each of the breasting and mooring dolphins there is a small capstan with sufficient power to heave up on to the deck of the dolphin a ship's mooring line for securing to the heavy quick-release hooks.

Mooring Lines: Prior to coming alongside, the vessel must have all mooring lines on station and available on that side which will be to the berth (normally port side to). Bearing in mind that the product transfer is via steel swivel loading arms, it is imperative that the forward and back spring lines be adequate to maintain a minimum fore and aft motion of the vessel to remain within the limitation of the envelope of loading arms.

Spring, Breasting, Head and Sternlines: The first lines lead out are headlines to the mooring dolphin, immediately followed by the forward and back springs to the breasting dolphins. Hereafter respectively the forward and after breasting lines are lead out to the appropriate mooring dolphins and finally the sternlines to the mooring dolphin. The procedure may be altered in accord with physical equipment on the ship, weather and sea conditions, along with other circumstances, all subject to the Berthing Master's requirements and combined approval of the Master and terminal management.

Mixed Mooring Lines Prohibited: Mixed moorings are prohibited, i.e. a wire and a fibre rope in parallel service is undesirable due to unequal elasticity. All mooring lines must be so arranged that loss of effect cannot occur when slacking off or heaving in one line, as required, due to the rise or lowering of the vessel during discharge or loading of cargo.

Mooring Machinery – Deck Winches: All deck machinery used for the heaving in and control of mooring lines must be operable. A vessel having deck machinery in poor state of maintenance to that point where mooring lines cannot be hove tight or brakes that tend to slip under tension will be sufficient reason to require consideration of terminal management to refuse connecting of the steel loading arms, or if same are already connected and the mooring lines become insecure, all transfer of product will be stopped and the steel loading arms disconnected pending correction of the mooring situation.

Surge-Tension Controls Prohibited: Wire mooring lines not on winch drums are not to be used for spring lines. Mooring wires secured on surge and tension controlled winches are prohibited. All mooring lines must be secured positively, i.e. on winch drums with the brake properly drawn tight or properly secured on bitts.

Power to Deck Machinery: At no time during the period the vessel is in berth is the power to operate deck machinery to be shut off.

Motion of Vessel in Berth: The vessel, while loading arms are connected, must not be permitted any motion alongside or away from its proper position in berth.

Surveillance of Mooring Lines: Mooring lines must remain under constant surveillance during unloading and loading operations. Failure to ease tension on mooring lines during unloading or failure to maintain proper tension on mooring lines while loading will be sufficient reason to stop transfer of product.

Fire Warp – Emergency Towing Wire: After the vessel is all fast fore and aft, an emergency wire of suitable quality and strength to tow the vessel should be positioned on the offshore bow and the after offshore quarter of the ship. This towing wire should be secured so that the eye may be readily picked up by a towing vessel. It is required that the length of the wire hawser should be not less than one-half again that of the highest freeboard of the vessel at the point of its location on the ship where the ship end is well fast on bitts.

EMERGENCY SIGNAL: In the event of any form of emergency such as fire, bursting of transfer piping, Operating Platform emergency signal will be an intermittent signal on the general alarm system for not less than 15 seconds. Since a shore radio is supplied to the vessel for proper communication, this radio must be used in the event of an emergency to inform the Loading Master. The vessel will use its own emergency signals in the event of any emergency on board.

To co-ordinate any emergency procedure, the personnel on the Operating Platform must be advised of the vessel's emergency signals.

In the event of any emergency either on board the vessel or the operating platform all oil transfer must be stopped and all oil transfer valves closed.

LOADING: *Electric Bond – Earthing:* Prior to manoeuvring the loading/unloading steel mechanical loading arms toward the vessel from the Operating Platform, the electric bond wire must be connected to a clean metal contact on the vessel in the area of the manifold.

The electric bond wire shall not be disconnected until the loading/unloading mechanical arms have been disconnected and manoeuvred well clear of the vessel.

The flame proof switch on the jetty will remain open until the electric bond wire has been connected to the ship. Prior to disconnecting the electric bond wire from the ship, the flame proof switch on the jetty will have been opened.

Connection to Oil Transfer Piping System: On both jetties there are steel pipe swivel jointed loading/unloading arms. (See also "Berthing").

This equipment is controlled either from the deck of the Operating Platform or from the ship's deck by using a remote control panel. Connections of the fittings requires clean flat faced flanges on the vessel's manifold, using a O-ring gasket, to ensure a secure tight connection.

Cargo and Ballast Transfer: Before transfer of cargo or ballast may be started, the Chief Officer and the Terminal Representative will ensure that all necessary controls and safety measures have been attended. A Declaration of Inspection is to be signed by a responsible Ship's Officer and the Terminal representative certifying that all precautionary measures have been taken, that all equipment used in the transfer operation is in proper order and that all concerned are in agreement on the proper procedure of the operation.

Discharge of Cargo: Upon advice from the Terminal Loading Master to the Ship's Officer in charge that oil transfer may be started, the Officer will arrange for the initial flow to be slow with sufficient pressure to permit inspection of all transfer piping and connections for any leakage. When the terminal personnel advise they are receiving product, the flow may be increased to the rate agreed upon.

Completion of Cargo Discharge: After all cargo tanks have been drained and the pumps have lost suction and the discharge of cargo has been declared finished, the flow of product will have stopped. With the agreement between the Ship's Officer and the Terminal Marine Supervisor, the oil transfer valves on the Operating Platform will be closed. All product remaining in the unloading arms will be drained back into the vessel. If the vessel's pipeline system does not allow the complete draining of the unloading arm, then arrangements must be made to drain the arm into a container or via a drain hose led into a cargo tank. *No product will be permitted to drain out onto the open deck of the vessel !* After the arms have been completely drained, they may be disconnected and the ends blanked off to prevent any drippage of oil.

Loading of Cargo: Upon advice from the Ship's Officer in charge that oil transfer may be started, the Terminal Loading Master will arrange for the initial flow of product into the vessel. When the Ship's Officer advises that he is satisfied that product is flowing in accord with the loading programme, he will advise the terminal personnel and the flow will be increased to the rate agreed upon.

Communication, Audible, Visual: Constant contact with the personnel on the Operating Platform during the topping off procedure is mandatory ! The rate of flow of product is to be adjusted to that point where complete control is constant and that in the event of an emergency immediate shut down will not create any pressure surge on the shore transfer piping.

Topping Off of Cargo Tanks: Every precaution must be observed to avoid over-filling of any tank or causing any listing of the vessel. Observance of the trim by the stern shall be constant to avoid any undue strain upon the vessel's longitudinal structure. The cargo tanks and pipelines thereto on most tankers are segregated into groups. One tank in each group should be selected for the overflow relief tank by maintaining the level of liquid considerably lower than the other filling tanks to permit prompt relief of that tank reaching an overfilled level.

Completion of Loading: After all cargo has been loaded all product remaining in the loading arms will be drained into the vessel. If the vessel's pipeline system does not permit complete draining of the loading arms, then arrangements must be made to drain the arm into a container or via a drain hose led into a cargo tank. *No product will be permitted to drain out onto the open deck of the vessel !* After the arms have been drained they may be disconnected and the ends blanked off to prevent any drippage of oil.

CRUDE OIL WASHING: Crude Oil Washing (C.O.W.) must be requested before arrival to obtain approval of the Terminal Manager.

It is the terminal's intention to allow vessels to C.O.W. at the terminal. However, the vessel must strictly adhere to the International Safety Guide for Oil Tankers and Terminals Guidelines pertaining to C.O.W. procedures and a terminal representative will check the procedure before and during the C.O.W.

BALLAST: *Ballast Loading:* Should the vessel have permanent ballast tanks with entirely separate pipelines and ballast transfer system sea water ballast may be loaded in accord with the Master's requirements.

Sea water ballast is not to be loaded into any cargo tanks or through any oil transfer system while there is any cargo on board the vessel. In the event of an emergency, special arrangements must be agreed upon with the terminal management for the loading of ballast into any cargo tanks before all of the cargo has been completely discharged.

The vessel's Senior Officer in charge will personally supervise the arrangement of the pumproom system for the ballasting operation. The Public Cargo Inspector will accompany the Officer into the pumproom to break the seals on the sea suction valves.

No sea suction valve may be opened until all down coming pipelines have been drained and are completely free of product and the down coming valve closed. In most instances the pumps should be operating just prior to opening the sea suction valve.

Ballast loading will be under the entire control of the ship's personnel and it is expected that all normal loading precautions will be observed.

Deballasting: En route to Bonaire the vessel should have thoroughly cleaned certain appropriate tanks for the containment of clean ballast for discharge overboard. Only dirty ballast (oil contaminated sea water) and tank cleaning slops are to be discharged into the terminal's ballast receiving system.

Ballast, Oily Water, Discharge: Under no circumstances will dirty ballast water be discharged overboard within a radius of 50 miles from any Netherlands Antilles Island.

Ballast Discharge to Shore: After the steel loading arm to be used has been connected to the ship's manifold, the discharge of ballast water will be accomplished in the same manner as the discharge of cargo.

Tank Bottoms and Slops: Upon completion of the deballasting operation, all of the vessel's tanks will be inspected and approved for the reception of cargo. The sea suction valves will then be sealed in the closed position by the public inspector or by a Bonaire Petroleum Corporation N.V. representative. Any bottoms and slops remaining must have the approval of terminal management prior to "loading on top".

MEDICAL: Modern facilities are available for medical and dental treatment. A "Medical Service Request" form must be signed by the Master for crew members requiring medical or dental attention.

In the case of crew members having to be left behind at Bonaire for hospitalisation or otherwise, Master must sign authorisation guaranteeing expense of attention rendered and repatriation.

FRESH WATER: Fresh water on Bonaire is desalinised sea water and the supply is minimal, but available. 72 hours' notice is requested and maximum 100 tons can be supplied.

FUEL: Bunkers for steam propelled tankers are available.

Bunker Transfer: During the period of time the vessel is in berth, the transfer of bunkers from one tank to another is prohibited. All bunkers to be consumed while in port must be available in that tank from which bunkers are normally consumed.

Fuel: Marine gasoil is available in small quantities from a shore storage tank. Limited Luboil available and supplied in drums. Water and fuel oil chemical treatment is available in drums by Drew Chemical.

REPAIRS: There are no repair facilities on the Island of Bonaire. Upon sufficient advance notice, special service personnel and minor mechanical repair work may be arranged from Curacao. Transportation for such service personnel is via scheduled airline.

POLICE/AMBULANCE/FIRE: Tel. 8000 via Terminal's Control Room or Office.

CARGO INSPECTION: Along with the Government Boarding Officers the representative of the petroleum inspecting organization mutually engaged by the Shipper and Bonaire Petroleum Corporation N.V. will board the vessel for the purpose of gauging the cargo tanks, obtaining the temperature of the cargo and obtaining required samples. His function is to protect the interest of the vessel as well as the Shipper and the consignee. Every assistance is to be rendered to expedite his function on board the vessel. An Officer should accompany the Inspector while on board and should assist by making available all information requested such as cargo tank calibration tables, etc. Cargo transfer may not be commenced without the approval of the Inspector.

Completion of Discharge of Cargo – Inspection: Upon completion of discharge of the cargo, the Inspector will examine all of the cargo tanks and will sign the tank inspection certificate.

Loading Cargo, Inspection: In the case of a vessel arriving to load cargo, the Inspector will examine all of the cargo tanks to determine the condition of the cargo tanks for reception of the cargo. Upon completion of loading all of the cargo, the Inspector will gauge the cargo tanks, take temperatures and samples as required.

Incomplete or Part Cargo: In the event the vessel does not complete the discharge of cargo, or does not load a full cargo, the Inspector will board the vessel to gauge the cargo tanks to record the amount of cargo in the vessel after transfer operations have been completed.

Cargo Pumproom Sea Suctions: Prior to loading or unloading the Public Inspector will certify that the sea suction valves connected to the vessel's oil transfer system are closed, lashed and sealed. *Do not lock these valves under any circumstances.* These valves are to be sealed in the *Closed* position and sufficiently lashed so they may not open due to vibration or any other reason.

STORES/PROVISIONS/LAUNDRY: All stores and provisions are available. There are no deck and engine stores available. Upon sufficient advance notice, all items not available on Bonaire may be obtained from Curacao.

Laundry service may be arranged through the ship's Agent and available for unlimited quantities. Advance notice required.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.$ 1.00 = 1.78 Nafs.

DEVELOPMENTS: The terminal now has the facility to handle up to 5 million barrels of heavy and/or residual oils.

AUTHORITY: The Harbour Master, Kralendijk, Bonaire, Netherlands Antilles. *Tel:* 599-7-8151. *FAX:* 599-7-8416.

Operator: Bonaire Petroleum Corporation N.V., Bopec Building, P.O.Box 117, Kralendijk, Bonaire, Netherlands Antilles. *Tel:* 8177 (Terminal). *Telex:* 1284 (Terminal). *FAX:* 8266. *Contact:* Jose R. Aulacio, Terminal Manager.

BULLEN BAY, Curacao: 12.11 N. 69.01 W. **(See Plan)**

LOCATION: Bullen Bay is an open bay on the South coast of Curacao, 8 miles N.W. of Willemstad.

DOCUMENTS: Documents and all General information, refer to "Willemstad".

PILOTAGE: Pilotage is compulsory and rendered day and night. There is no resident Pilot at the Bay. Ships arriving and leaving are piloted by government Pilots supplied from Willemstad.

Pilot Station: 1 mile S.W. of Cape St. Marie (that is the cape on the West side of Bullen Bay).

Communications: Ships destined for Bullen Bay are to inform Traffic Control at Willemstad (call "Fort Nassau" on VHF Channel 16) and also Isla Terminal at Bullen Bay (VHF Channel 11) of their approach. The Pilots at Bullen Bay operate on VHF Channel 9.

ANCHORAGE: There is no anchorage in the bay. Ships that have to wait for berth are to remain in the vicinity within VHF radio range.

MAX. SIZE:

Jetty No.	*Max. LOA* (ft.)	*Max. Draft* (ft.)
1	1,120	69
2	850	40-42
3	900	56
4	1,350	94
5	900	63
6	No limit	94

VHF: "Bullen Bay Operations" on Channels 9 and 11, with watch on Channel 11 throughout 24 hours.

"Smit Tugs" on Channels 9 and 11 throughout 24 hours.

TUGS: Compulsory. There are 2 tugs of 3,852 h.p. with 53 tons and 60 tons bollard pull stationed at Bullen Bay. 2 tugs will assist the tankers on their arrival and departure. 3 tugs will assist the VLCCs on their arrival and 2 tugs will assist on their departure.

BERTHING: The terminal located at Bullen Bay facilitates economical trans-shipment of Eastern hemisphere crude arriving in very large crude carriers (VLCCs) for storage and on-carriage in smaller ships to draft restricted U.S. ports.

Jetties: Ships moor port side alongside.

Tanker jetties from East to West:
No. 1: 250,000 d.w.t. 4×12 in. connections, heading 196°
No. 2: 70,000 d.w.t. 4×12 in. connections, heading 176°
No. 3: 100,000 d.w.t. 4×12 in. connections, heading 148°
No. 4: 530,000 d.w.t. 4×16 in. connections, heading 128°
No. 5: 100,000 d.w.t. 4×12 in. connections, heading 127°
No. 6: 530,000 d.w.t. 4×16 in. connections, heading 125°

The tugboat jetty is located between Jetties No. 2 and 3.

Total tank capacity: 17,750,000 barrels.
1 – 1,000,000 barrels capacity – 1,000,000
16 – 750,000 barrels capacity – 12,000,000
6 – 375,000 barrels capacity – 2,250,000
38 – small tanks capacity – 2,500,000

Pipe-lines: Main track consists of 5 strings of 36 in. pipe. The jetties carry 2 strings of 36 in. pipe in a loop. The loading rate is up to 12,000 t.p.h. Tankers' discharge rate is up to 25,000 t.p.h.

Deballasting: Capacity 4,000 t.p.h. per jetty. Ballast treatment produces affluent of less than 20 parts per million (20 ppm) oil content.

Throughput:

Transhipment	1,200,000 barrels per day
Refinery import	250,000 barrels per day

Operator: Refineria Isla (Curacao) S.A., P.O.Box 3843, Emmastad, Curacao, N.A. Tel: 662700. Telex: 1441, 1442, 3400 ISLA NA. Fax: 662588.

FRESH WATER: Fresh water available at the piers.

FUEL: Bunker facilities for all grades are available at a rate of 3,800 bbls.p.h.

NAVIGATIONAL AIDS: There is a leading range of 043° True bearing on the West side of the bay for ships entering the bay, running 851 m. (approx. 4.5 cables) clear of the shore near Cape St. Marie, with red daymarks and a green and (yellowish) red light at night.

SHIPMASTER'S REPORT: February 1979.

Restrictions: Crude oil washing permitted subject to notice below. Tank wash piping must be tested before arrival and oxygen metres calibrated.

Health: As for U.S.A.

VHF: Channel 9 to give Notice of Readiness and for berthing with Pilot and tugs. Call Agent on Channel 25.

Berthing: Shore gangway at 2 largest berths.

Notice No. 1: Issued by Isla Curacao S.A.

Crude Oil Washing

Only tankers equipped with a well constructed inert gas installation and provided with fixed tank washing machines connected to the tank wash piping system by means of fixed steel piping may crude wash cargo tanks under the following conditions:

1. Oxygen content in cargo tank may not exceed 5% (*metres calibrated*).
2. Minimum inert gas pressure of 200 mm. water gauge must be maintained in the cargo tanks.
3. Continuous supervision by a specifically appointed and experienced operator is mandatory.
4. The "in-line" O_2 analyser must be arranged to allow for calibration during inert gas operation.
5. The hydrants of the tankwash piping must be equipped with screwed-on heads.
6. Tankwash piping must be tested for tightness.
7. Exceed of discharge time will be for ship's account.

For each "crude washing" a request for cleaning must be submitted to the Head of Operations of Isla.

Please sign for receipt: Isla Curacao S.A.
Signed............................
____
Master
Operation Manager

Notice No. 2: Issued by N.V. Curacaosche Scheepvaart Maatschappij. Emmastad, Curacao, N.A.

CUSTOMS REGULATIONS
BONDED STORES

In connection with revised Customs Regulations for the ports of Curacao, we draw your attention to the following:

1. All stores on board of vessel on arrival, also personal effects, must be declared to Customs Officials when clearing in vessel.
2. While ship is in port, Customs Officials may seal bonded stores, e.g. beer, wine, spirits, cigarettes and tobacco.

When sealing bonded stores, permission may be granted by the Customs Officials, to take out a certain amount of these stores, from the bonded store-room, before sealing the store-room.

3. Stores on board, which are *not* sealed by the Customs Officials, may be used on board vessels, but may not be taken ashore without permission of Customs.
4. All stores ordered in bond at the port of Curacao, MUST REMAIN UNBROACHED, until departure of vessel from Curacao, and it is more likely than not, that Customs Officials will board before departure for control. If bonded stores are found opened up, or missing, Customs will charge import duties, whilst the possibility exists that the ship may be fined for such breach of law.

SHIPMASTER'S REPORT: December, 1982.

Customs require one Narcotics List and will seal beer store if it contains more than 100 cases of beer.

If vessel requires to use shore crane for stores, etc., written permission must be obtained. This permission is supplied by Loading Master.

AUTHORITY: Harbour Master of Curacao. See "Willemstad".

AGENT: See "Willemstad".

CARACAS BAY, Curacao: 12.04 N. 68.52 W.

The port is temporarily out of operation and will no longer be used as an oil terminal.

LOCATION: Caracas Bay is an open bay on the South coast of Curacao, 5 miles S.E. of Willemstad.

DOCUMENTS: Documents and all general informations, refer to "Willemstad".

PILOTAGE: Pilotage is compulsory and rendered day and night. There is no resident Pilot at the bay. Ships at Caracas Bay are piloted by government Pilots supplied from Willemstad.

Pilot station: 1 mile S.W. of Lijhoek (that is the cape on the West side of Caracas Bay).

ANCHORAGE: There is no anchorage in the bay.

MAX. SIZE: Vessels with a max. overall length of 1,050 ft. and max. draft of 45 ft. can be accommodated. Max. displacement 100,000 tons.

VHF: Ships destined for Caracas Bay are to inform Traffic Control at Willemstad (call "Fort Nassau" on VHF Channel 16) of their approach. There is no VHF radio station at Caracas Bay.

TUGS: Tugboats operate from Willemstad. Tug assistance only for ships arriving. Tugs are automatically provided:

1 tug for cargo and passenger ships exceeding 16,000 g.r.t. and 600 ft. length.

2 tugs for cargo and passenger ships exceeding 30,000 g.r.t.

Ships leave without tug assistance.

BERTHING: 2 piers are at the East side of the bay, naturally protected from prevailing wind and sea, with depths up to 47 ft. alongside. Vessels dock directly with their port side along the piers.

Pier No. 2, with a depth alongside of 46 ft., and Pier No. 3, with a depth alongside of 46 ft., are concrete piers/quays, modern and equipped for handling oil in bulk, with enough platform to serve also as passenger terminal. The largest cruise ships moor along these piers regularly.

STEVEDORES: Lighters and longshoremen are supplied from Willemstad.

REPAIRS: Small repairs can be done at the bay through working barges alongside.

GENERAL: Clearance, port administration, port charges and regulations are the same as at Willemstad.

SHIPMASTER'S REPORT: March 1986. Vessel 95,000 d.w.t.

Pilots usually request access on port side (due prevailing wind) but will accept starboard side if given a good lee. Pilot boards from tug which then makes fast through centre lead forward. As vessel gets into the bay a second tug makes fast on the main deck forward, then first tug lets go and makes fast starboard main deck aft. Tugs lines used.

Berth is not designed for vessels over 800 ft. in length. Forward moorings: 3 headlines, 2 springs, 2 breasts in that order. Aft moorings: 2 springs, 2 breasts, 3 stern lines in that order. Only 1 mooring boat was available so forward end was made fast first. Shore gangway used and shore passes required. Fresh water is available U.S.$6.00/ton. No dirty ballast facilities. Trade wind normally prevails but is liable to change during hurricane season.

AUTHORITY: See "Willemstad".

FUIKBAY, Curacao: 12.03 N. 68.50 W.

LOCATION: Fuikbay, on the South coast of Curacao, 7 miles S.E. of Willemstad, is an inland bay with a 147 ft. wide navigable entrance. The depth of this harbour is 26 ft.

DOCUMENTS: Documents and general information, refer to "Willemstad".

PILOTAGE: Pilotage is compulsory.

ANCHORAGE: There is an anchorage area in the West side of the bay.

RESTRICTIONS: As a rule vessels only enter this port during daylight. Sailing can take place day and night.

MAX. SIZE: Vessels can enter and leave with a max. draft of 24 ft. and a max. length of 360 ft.

BERTHING: This bay is mainly used as a loading terminal of the "Mining Company Curacao" for export of limestone mined out of the "Tafelberg".

There is one berth under the conveyor which transports the limestone from shore into the holds of the vessel alongside. Depth alongside is 28 ft.

There is also a 84 ft. berth available for handling explosives or other cargo, usually named Westwerf. Only small vessels with a max. draft of 12 ft. can come alongside. Vessels with a greater draft can moor with the help of floats between ship and quay.

The piers are privately owned by "Mining Company Curacao" situated on private territory of this company.

FUEL: This port has no bunker facilities, so vessels bound for this port must take bunkers in Caracas Bay or Willemstad before or after calling at this port if bunkers are desired.

GENERAL: Other services such as tugboats, repairs, power, etc. are rendered from Willemstad. 5 ton mobile crane available.

AUTHORITY: See "Willemstad".

KRALENDIJK, (including Salina) Bonaire: 12.09 N. 68.17 W. **(See Plan)**

PORT LIMITS: Within 3 miles of the Port.

DOCUMENTS:

	Customs	*Immigration*	*Agent*
Passenger List	1	2	2
Crew List	1	2	2
Personal Effects List of Crew	1		
Stores List	1		
Curio List	1		

PILOTAGE: Pilot service is compulsory. Pilot meets vessels 0.75 miles S.W. of the berths. Pilot boat flies "H" flag by day and red over white light at night. The pilot boat is either a small tugboat or a fast speed GRP boat, orange hull, white superstructure with words "Pilot" on both sides.

ANCHORAGES: Anchorage for small vessels between Playa Lechi and the North Pier only under pilotage and with the permission of the Harbour Master.

RESTRICTIONS: Notify the Agent at least 24 hours in advance. No tide.

MAX. SIZE: Length 1,050 ft., also see "Berthing".

INWARD CLEARANCE: Inward Clearance is effected on board immediately on docking. Immigration Officer arrives on board immediately after docking. Passengers disembarking at Bonaire must present themselves for documents check.

Customs Officer boards immediately after docking and together with a representative of the Agency's Shipping Department the inward clearance document of the vessel (in ballast or with cargo in transit, as the case may be) is prepared and signed. This document must be signed by the Master. Occasionally the Customs Officer may insist that the Master sign in his presence. Only upon completion of the above formalities, usually carried out in a very short time, is the vessel declared free and passengers and crew may go ashore. It is recommended that one of the public rooms be made available for the purpose of inward clearance in order to avoid congestion in the Purser's Office.

HEALTH: Free Pratique is granted by the Pilot.

RADIO: The Government Harbour Pilot Office operates on Channel 16 VHF on a daily basis from Monday through Friday, between the hours of 0730 to 1200 and 1330 to 1700 hrs. Outside these hours and at weekends and official holidays the office remains unattended.

Any vessel bound to Bonaire after the normal working hours should route their messages to BOPEC Oil Terminal which operates VHF radio Channels 16 and 13 on a 24 hour basis, who in turn will relay the vessel's message to their Agent for pilot and berthing instructions. The Government Radio and Telephone Station maintains daily telephonic communications with Curacao, U.S.A., Europe, etc.

VHF: Call sign "Bonaire Pilots". Calling Channel 16, working Channel 11. Rescue operations Channel 6. Watchkeeping 0730 – 1200 hrs. and 1330 – 1700 hrs. except Saturdays, Sundays and holidays. Plans being made for 24-hour service.

RADAR: There is no Radar Port Control.

TUGS: 2×3,400 h.p. tugs are available. Vessels which require tug assistance for berthing should advise their Agent in advance in order to make necessary arrangements with the Bonaire Petroleum Company.

BERTHING:

*North Pier:**

Berthing space	225 ft.
Depth	30 ft. alongside at LW
Height	6 ft.

Max. permitted load factor on pier is 2,000 kilos per sq.m.

Vessels of max. length of 750 ft. are allowed to berth alongside.

*North Pier not in use at present as major repairs required for reconditioning.

Southern Pier:

Length	394 ft.
Width	46 ft.
Depth alongside	40 ft.
Height	6 ft.
Length of connecting bridge from shore to pier	199 ft.
Width of connecting bridge from shore to pier	68 ft.
Max. LOA	1,050 ft.

Mooring Facilities:
1: Double Mampaey easy-release electrical capstans (100 tons each)
2: Two (2) bollards 50 tons each
3: Double Mampaey easy-release electrical capstans (100 tons each)
4: Bollards of 50, 25 and 10 tons (every 20 m.)

Fendering: Vredestein Gigant Fenders; Block fenders and D-fenders (made of rubber).

Roll-on/Roll-off Facilities: At the South Pier a small Ro-Ro Platform for "coaster-size" ships and small "landing-craft" type. Max. permitted load factor 3,000 kg./sq.m. Depth 5.5 m.

Off the Harbour Office between the North Pier and the South Pier a Ro-Ro Pier for ships up to 3,000 gross and/or a max. length of 90 m. Max. permitted load factor 3,000 kg./sq.m. Depth 6 m. Max. size: LOA 300 ft. Draft 15 ft.

The mooring and unmooring at the pier is done by labourers of Kralendijk Port Services (KPS), at the expense of the shipping line. The KPS was founded in July 1993 as the common stevedoring company for the Port of Kralendijk. Motor-boats are available for running lines.

Salina: Position: Lat. 12° 05.3′ N., Long. 68° 16.7′ W. This port is situated 4 miles South of Kralendijk and is owned by the Antilles International Salt Co., loading of salt in bulk only can be carried out at this pier. Pilot boards 0.75 miles from jetty.

Largest vessel accommodated is the M/V "Nelvana" of up to 70,000 tons d.w.t.

Depth alongside 45 ft. The Pilot will board vessels destined for this port 0.75 miles West of the jetty, from a motorboat displaying the signals as referred to for Kralendijk. Also see "Bulk Handling Facilities".

CRANES: In Kralendijk, there are 2 mobile cranes available, 1×18 tons and 1×24 tons lifting capacity.

BULK CARGO FACILITIES: Salt in bulk is handled at the Port of Salina. The pier consists of 5 breasting dolphins and 2 mooring dolphins. The loading chute is situated on the centre breasting dolphin. Loading rate approximately 1,000 t.p.h. The chute is fixed and for shifting ship there are 2 mooring buoys, one on each side of the pier. The total length of the pier is 614 ft. and the max. draft is 45 ft. Vessels of up to 70,000 tons d.w.t. can be accommodated.

SPECIALISED CARGO HANDLING FACILITIES: There are no liquid, chemicals and LPG facilities. For Roll-on/Roll-off facilities see "Berthing".

BRIDGES: There are no bridges in the port of Bonaire.

STEVEDORES: The KPS (Kralendijk Port Services) was founded in July 1993 as the common stevedoring company for the Port of Kralendijk, and has been operational since November 1993. Tel: (599-7) 7772. Fax: (599-7) 7773.

Working Hours: Monday-Friday 0700 – 1200 and 1300 – 1600. Overtime possible.

MEDICAL: Modern facilities are available for medical and dental treatment. A "Medical Service Request" form must be signed by the Master or other authorised officer for crew members requiring medical or dental treatment. In case of crew members having to be left behind at Bonaire for hospitalisation or otherwise, Master must sign an authorisation guaranteeing expense of treatment and repatriation.

TANKERS: There is no tanker facility in the port.

DENSITY: Average salinity of water is 1025.

FRESH WATER: Fresh water from the Government water distillation and power plant can be supplied at the pier.

FUEL: Gas oil can be delivered by truck.

FIRE PRECAUTIONS: No specific precautions.

CONSULS: Venezuela and Colombia.

REPAIRS: There are no facilities for carrying out major repairs. Qualified technicians are available for electronic instrument repairs.

DRY DOCKS: No dry dock facilities.

SURVEYORS: Inspeciones Petroleras Bonaire N.V. available in Bonaire for dry and liquid cargo. Tel: (599-7) 5175. Fax: (599-7) 7572.

IMB (Independent Maritime Bureau (Bonaire) Inc.) represents ICS, P&I Club nautical and technical inspectors, inspectors for Liberian Bureau and Marine Affairs. Tel/Fax: (599-7) 7383.

GANGWAY/DECK WATCHMEN: Watchmen are not necessary but recommended; Overtime as usual.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: No specific regulations, customs allow only a reasonable quantity out of bond.

CARGO GEAR: Load/discharge operations always by ship's gear.

REPATRIATION: All facilities exist for crew changes. Good connections, several times a day to Curacao and several times a week to U.S.A. and Europe.

AIR SERVICES: There is a good daily air service between Bonaire and Curacao. 8 to 10 flights a day with good connections at Curacao with the international services to and from many parts of the world.

HOLIDAYS: New Year's Day; Monday after Carnival; Good Friday; Easter Monday; Queen's Birthday (April 30th); Labour Day (May 1st); Ascension Day; Bonaire Day (September 6th); Christmas Day and Second Christmas Day.

TIME: 4 hours behind GMT. No Summer Time kept.

CUSTOMS OFFICERS ON BOARD: 1 or 2 Customs Officers will remain on board during the vessel's stay in port. Such officer(s) must be furnished meals at regular meal hours.

POLICE/AMBULANCE/FIRE: Police Tel: 8000; Ambulance Tel: 8580; Fire Tel: 8580.

TELEPHONE: Telephone connection on board is possible, to be arranged by ship's Agent in advance.

EMERGENCY CO-ORDINATION CENTRE: Nearest Emergency Co-ordination Centre is the Rescue Co-ordination Centre of the Royal Netherlands Air Force on Curacao. Tel: (599-7) 681628/637900. Fax: (599-7) 690476/637950.

SERVICES: No tank cleaning equipment or facilities for discharge of tank washings. For compass adjusting, contact Shipping Inspection, Curacao. Tel: (599-9) 612361/611421. Fax: (599-9) 612964.

For marine consultants, draft, quantity and damage survey, and for survey of tanks and machinery, contact Independant Maritime Bureau and Inspeciones Petroleras Bonaire (See "Surveyors").

BANKS: ABN-Amro Bank, Kaya Grandi No. 2. Tel: (599-7) 8417 and 8429. Fax: (599-7) 8469.

Maduro and Curiel's Bank, Kaya L.D. Gerharts No. 1, P.O.Box 366. Tel: (599-7) 5520. Fax: (599-7) 8548.

Banco di Caripe N.V., Kaya Grandi 22. Tel: (599-7) 8295.

Interbank, Kaya Grandi 49. Tel: (599-7) 7660. Fax: (599-7) 7665.

McLaughlin Bank N.V., Kaya Almirante Luis Brion No. 12. Tel: (599-7) 4500. Fax: (599-7) 4510.

STORING: As a rule the vessel is stored by truck. Trucks can proceed alongside at the berth. Forklifts can be used on jetty to handle stores.

No particular Customs Regulations regarding storing.

Local people can be employed for storing, contact ship's Agent.

SHORE LEAVE: No restrictions for shore leave.

IDENTIFICATION CARDS: Passengers: No landing cards required, but some ships carrying a large number of passengers furnish landing cards to passengers for their own control of passengers returning on board. Crew: No landing cards required.

REGULATIONS: All ballast water discharged in the waters of the Island Territory of Bonaire should have been taken aboard at least 12 miles offshore and constitute clear, oceanic water devoid of any obvious riverine or coastal influence. Discharge of dirty ballast, garbage or petroleum is strictly prohibited and heavy fines may be levied.

DELAYS: As a rule there is no delay in berthing, loading or discharge. Delay in loading or discharging may be caused by rain.

GENERAL:

Live Animals: The importation of dogs, cats, horses and certain other animals is permitted, provided these animals are accompanied by a certificate issued at place of origin by a licensed Veterinarian, stating that the animal in question is free from any contagious disease. Dogs must have, in addition, a Certificate of Rabies Inoculation. All animals imported (including birds) will moreover be examined on arrival.

Prohibited Imports: The importation of the following is strictly prohibited: Parrots and parakeets, absinth, explosives, firearms, ammunition and firework, except with prior permission from local authorities. All kinds of narcotics and drugs, the sale and use of which is regulated by International Conventions, except for legitimate use by and for sale to drugstores by duly accredited importers. Unauthorised reprints of copyrighted scientific and literary works of art. Copper, bronze and nickel coins, except for account of the Government of the Netherlands Antilles. Obscene printed matter.

Immigration Law: All passengers disembarking in Bonaire as temporary visitors, for business purposes, on vacation, or in transit to other destination, must be in possession of:

(a) Valid Passport/birth certificate.
(b) One Passport photograph.
(c) A return ticket, through ticket or passenger-order to next destination outside of the territory of the Netherlands Antilles.
(d) All documents and visas necessary for continuing to next destination or return to place of origin.
(e) Sufficient means to be able to support themselves during their stay in the territory.

No visa is required from a Netherlands Consul on any of the aforementioned documents.

DEVELOPMENTS: A port development plan has been prepared for the port of Kralendijk. The Netherlands is willing to finance expansion and improvement, but before that, a new port management organisation has to be founded.

AUTHORITY: Bonaire Port Authority, Harbour Office, Kralendijk, Bonaire, Netherlands Antilles. *Tel:* (599-7) 8151. *FAX:* (599-7) 8151. *Contact:* Captain L.O. Statie, Harbour Master/Chief Pilot. Captain R. Sint Jago, Pilot.

PHILIPSBURG, St. Maarten: 18.01 N. 63.03 W.

(See Plan)

LOCATION: Philipsburg, capital of Netherlands St. Maarten, lies in a well-protected bay in the S.E. corner of the island. The only obstruction to the harbour is "Proselyte Reef" or "Man-of-War-Shoals", located Lat. 17° 56′ N., Long. 63° 04′ W., with a minimum depth of 2.5 fathoms. Entrance to the harbour can be accomplished by passing either to the North or the East of this reef.

DOCUMENTS:

Crew List: Immigration 1 copy.
Agent 1 copy.
Passenger List: Immigration 1 copy.
Agent 1 copy.
Stores List: None required.
Ship's Register: Pilot will require to see this document for obtaining the official tonnage.

Note: No special form is prescribed for the above documents, consequently these may be made out in Company's regular form. No consular visa required on any of the above documents.

Immigration: Immigration Officer boards ship immediately after docking. Passengers and crew are usually free to disembark immediately after boarding.

Agency Personnel: Agency personnel board immediately after vessel is docked together with Immigration Officer.

PILOTAGE: Pilotage is compulsory and performed by Government Pilots. Ships bound for the pier at Philipsburg should await the Pilot at a max. distance of 1 mile from the line Point Blanche-Fort Amsterdam. Pilotage service available day and night.

Pilot Ladder: Jacob's ladder, in clean and sound condition is sufficient.

Time to Berth: From pilot station to pier, about 15 to 30 minutes.

ANCHORAGE: Ample suitable anchorage area available with sufficient depths of water for several large ships simultaneously.

A good anchorage can be found in 40 ft. depth at the cross point of line joining the pier and Fort Amsterdam (Fl. ev. 4.5 secs.) and line joining radio masts and the mountain "Naked Boy".

If and when the pier is already occupied by another cruise-ship, cruise-ships can proceed to anchorage, in which case communications between ship and shore to be by ships' own launches.

For ships proceeding to anchorage, pilotage is also compulsory.

MAX. SIZE: 1 berth (North side of pier) max. LOA 300 ft. and draft 30 ft. 1 berth (South side of pier) max. LOA – no limit, max. draft 30 ft. Vessels berth portside alongside. 1 berth (East side of pier) max. LOA 360 ft. and maximum draft forward 12 ft.

RADIO: The Government radio and telegraph service operates daily from 0700 L.T. to 2400 L.T. worldwide.

Radio Telephone: VHF Channel 16.

ETA Messages: ETA messages should be sent to Agent preferably in local time at least 24 hours in advance through Saba Radio (PJS), and any changes occurring thereafter should be advised.

Use of Ship's Radio in Port: Prohibited.

VHF: Port Authority and Pilot on Channel 12; Shell Terminal on Channel 9.

TUGS: 1×700 h.p.

BERTHING: *A. C. Wathey Pier:* The concrete pier at Philipsburg is located at Point Blanche in Great Bay and has a length of 210 m., with an additional 60 m. of berthing space, located at a 60° angle to the finger pier. Minimum depth is 34 ft. of water. 4 jumbo rubber fenders are located along the berthing space.

Height from sea-level to the deck of the pier at high tide is 4.02 m., at low tide 4.48 m. Ship will lie with port side to the pier.

Mooring and Unmooring: 3 dolphins are located in an extended line of the berthing space for mooring. Minimum required size of openings in shackles is 40×50 cm. Mooring boat is available.

Equipment: Cranes are available with a capacity of 20 tons max. Forklifts up to 40 tons for handling 20 ft. and 40 ft. containers and sufficient flat-bed trailers and low-buoys are also available.

Ro-Ro Facility: The Ro-Ro facility is a concrete quay of length 110 m. with a depth of 6.0 m.

STEVEDORES: There are 3 gangs available. Each gang has a total of 9 workers.

MEDICAL: Government physicians are available in Philipsburg and there is also a small, but up-to-date hospital operated by the Netherlands Antillean Government. A "Medical Service Request" form must be signed by the Master or other Authorised Officer for crew members requiring medical treatment.

Dental facilities available.

TANKERS: See "Shipmaster's Report".

FRESH WATER: Available.

REPAIRS: No facilities for carrying out repairs except for radio and radar (Radio Holland).

SURVEYORS: There is a representative of Lloyd's on the island.

AIRPORT: The island is served by A.L.M. (Dutch Antillean Airlines), Air France, Eastern Airlines, K.L.M. (Royal Dutch Airlines), L.I.A.T. (Leeward Island Air Transport), Prinair.

There are direct almost daily flights to and from New York and Miami connecting to other major places.

TIME: GMT minus 4 hours.

HOLIDAYS: The following Official holidays are observed in St. Maarten: New Year's Day (January 1st); Good Friday (varies); Easter Monday (varies); Queen's Birthday (April 30th); Labour Day (May 1st); Ascension Day (varies); Whit Monday (varies); St. Maarten Day (November 11th); Kingdoms Day (December 15th); Christmas Day (December 25th); Boxing Day (December 26th).

TELEPHONE: Service from ship to shore is not available.

GARBAGE DISPOSAL: A garbage collection service is available *on request*.

Garbage should be properly packed into biodegradable plastic bags.

Garbage collection can be arranged through the ship's port Agent or directly with the Ports Authority on VHF Channel 12. Charge per trip is $ 22.00.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: There is a Seaman's Club located at Upper Princes Quarters, about one mile from the port.

CURRENCY: Netherlands Antilles Guilders.

GENERAL:

Ship's Bars and Shops: No restrictions and these may remain open for business while in port.

Laundry: Available.

Wind: Prevailing winds on the island between the months of March and December are East to South, velocity 6 to 10 knots. Between December and March winds are generally North to East at a velocity of 8 knots to 15 knots.

Tide: The tidal range in Philipsburg is at most 2 ft., but regularly not more than 1 ft.

Current: The current outside Philipsburg Harbour changes from Easterly to Westerly, with a max. velocity of 2 knots. At the Pier the current generally runs from North to South, with an average velocity of 0.5 knots.

Gangways: No gangways are available from the pier and ship's gangways will have to be used.

Ship's Launches: There are no restrictions on the use of ship's launches.

Stores: Available.

Garbage: No disposal facilities available.

Port Health: No regulations or requirements.

Customs: None.

SHIPMASTER'S REPORT: November 1989.

Berth: Shell mooring at Cole Bay.

Chart: B.A. Chart No. 2038.

Pilotage: Not compulsory. Pilots are available from Philipsburg by prior arrangement with the ship's agent. Pilots are not generally available until after mid-morning as prior to this time they are occupied with berthing of cruise ships.

The pilot boards off Philipsburg and can be contact on VHF Channel 12.

It is advisable to use a pilot on the first visit to Cole Bay, but is not necessary for later visits as the water is deep.

Approaches: The Shell and Texaco moorings are located in Cole Bay which is approximately 5 miles West of Philipsburg. The location is identified by silver fuel tanks and the power/desalination plant.

The buoys are located in position Lat. 18° 01′ N., Long. 63° 05′ W.

When approaching the moorings, vessels should beware of the shoal patch 1.5 miles due South of the Great Bay.

Anchorage: Anchorages are located in Great Bay (off Philipsburg) or in Simpson Bay which is to the West of Cole Bay.

Mooring: Shell: When approaching the moorings, contact Shell on Channel 9 a few miles before arrival. On arrival the mooring boat will appear and station itself at the anchorage position. The boat is a work boat with an outward motor and is well handled. The vessel should make a broad approach towards the head buoy, leaving it fine to port and letting go the starboard anchor when the signal is given by the mooring boat. The stern will swing with the thrust and end up parallel to the hose buoys.

Texaco: Vessels proceeding to the Texaco mooring pass inside the Shell mooring and moor to 3 buoys and drop an anchor where indicated by the boat man. When berthing at Texaco the vessel should attempt to get as near as possible to the shore as ship's hoses are used.

Mooring at both berths is carried out in daylight only, but vessels may unmoor after dark.

Berth: The currents set towards the West and there is nearly always a swell with an Easterly breeze. The boat man advised us that it is only rarely calm at the berth and on occasions the weather conditions can stop vessels mooring.

The Shell mooring is the Westerly of the two moorings. The head buoy is painted orange and the stern port buoy is painted white and the stern starboard buoy is painted orange. In addition there are 5 hose marker buoys. All buoys have hooks. The minimum depth at the Shell mooring, reduced to datum, was found to be 9.5 m.

The Texaco mooring is to the East of the Bay and consists of 4 buoys, all of which are rusty.

Cargo Operations: Night time discharge is not permitted at Shell or Texaco.

Shell have under sea lines which radiate from a small pier near their tanks and terminate at 5 marker buoys. The Western marker buoy is connected to a 6 in. line for LPG, the centre marker buoy is connected to a 6 in. line for black oil and the Eastern marker buoy is connected to an 8 in. line for white oils. The other 2 buoys are pipeline markers. The LPG line is to be renewed in the near future.

The ship's port derrick is connected to the marker by cable and the hose is lifted from the sea bed. The mooring boat will assist with the operation.

The flange on the LPG hose is 4 in. and the pumping rate is approximately 55 t.p.h. The storage capacity at Shell is 200 tonnes in 4 tanks.

Formalities: One copy of the Crew List is required on arrival. At the time of departure, the agent leaves the Clearance at the Shell Office.

Ship Chandler: Chandlers are available in Philipsburg but it would be difficult to bring large quantities of stores aboard at the mooring.

Radio: Saba Radio was very good for public correspondence, use Channel 26.

Airport: There are international flights from the airport which is in the next bay to the West of Cole Bay.

AUTHORITY: Sint Maarten Ports Authority, Pointe Blanche, St.Maarten, Netherlands Antilles. *Tel:* (599-5) 22307/22348. *FAX:* (599-5) 25048.

Contact: Sonny H. Hoo, Harbour Master and Port Director.

ST. EUSTATIUS: 17.29 N. 63.00 W. (See Plan)

LOCATION: Statia Terminals N.V.'s jetty and shore facilities are located at Tumbledown Dick Bay on the Northwest shore of the island in position Lat. 17° 29′ 39″ N., Long. 63° 00′ 28″ W.

The jetty, berthing 246°, extends 920 m. seaward and can accommodate a vessel on each side.

Vessels of up to 175,000 tons can be accommodated in the Southern berth and up to 100,000 tons on the Northern berth.

A barge loading berth is located inshore of the platform on the South side of the pier.

An array of mooring buoys for barges is located North of the Pier, 0.25 miles offshore.

Sub-sea lines of about 2,700 ft. length have been constructed in a North West direction from the shore end of the Terminal Jetty. The sub-sea lines terminate in approximately 52 ft. of water depth at the Pipeline end manifold (PLEM). A set of hoses connects the PLEM to a Floating Dock.

Two vessels can be accommodated at the Floating Dock, one on the East side and one on the West side.

Vessels taking bunkers are usually bunkered by barge at the anchorage, which lies to the South of the jetty. The barges are 70 m. and 80 m. long, and are brought alongside by a tug on the port side of the vessel.

Vessels coming to take bunkers should prepare ship's mooring ropes (not wires) on the port side before arrival to secure the barge; 2 ropes forward of the bunker connection and 2 ropes aft. Also a derrick boom or crane to pick up the hose from the barge and a pilot ladder (or ladder combination on ships with high freeboard) on the port side to allow the Bunker Master to board the vessel before the barge is brought alongside.

DOCUMENTS:
2 copies Crew Lists.
2 copies Passenger Lists.

PILOTAGE: The Pilot will normally board vessels 1 mile from the end of the finger jetty.

Pilotage to the terminal berths and Government piers is compulsory.

Pilotage to the anchorage is not compulsory but is available on request.

Pilotage to and from the Floating Dock is available during daylight only. Pilotage to and from the Jetty is available round the clock.

Pilot ladder must conform to internationally accepted standards of construction. When vessels arrive at the pilot station, a good lee should be provided for the Pilot, who will normally board from one of the tugs attending the vessel.

APPROACHES: Except for the Saba Bank about 10 miles to the West of the island, the waters in the vicinity of St. Eustatius Island are generally clear of obstructions. However, vessels are advised to heed the cautionary notices on the charts of the area, regarding the existence of shoal patches, and should keep outside the 200 m. line where possible. The bottom slopes gently all around the Island, and in the Terminal Area the depth 1 mile off-shore is 150 ft.

The Island, and the neighbouring islands of St. Kitts and Saba, are steep and present excellent radar targets. The mountains on all 3 islands also provide good visual bearing during the approach. The Southern portion of the Island is dominated by an extinct volcano 600 m. high (the Quill), while a lesser hill 289 m. high (Boven) is located at the Northern end.

ANCHORAGE: The recommended anchorage is off the village of Oranjestad where a shelf with depths of up to 90 ft. extends almost 2 miles offshore.

Vessels approaching the anchorage to receive bunkers or to wait for berthing will be advised in what position they should drop the anchor.

The anchorage area provides good holding ground in water depths of 22 m. – 30 m., 0.5 miles from the shore.

MAX. SIZE: See "Berthing" and "Tankers".

HEALTH: Pratique will normally be granted when the Pilot boards. Masters must report on any communicable disease which may have occurred on board prior to arrival.

RADIO: ETA must be communicated 72, 48 and 24 hours prior to arrival by cable addressed to Staterm St. Eustatius via Radio Curacao (PJC). Thereafter if ETA varies by more than 2 hours, the terminal must be advised. The initial message should include the following:

Discharging Vessels:
1. Name of vessel, call sign.
2. ETA St. Eustatius.
3. Draft on arrival.
4. Gross barrels and temperature on arrival (by grade).
5. Expected discharge rate.
6. Number and size of manifold connections.
7. Ballast hours required after completion.
8. Bunker requirements: quantity and grade.

Loading Vessels:
1. Name of vessel, call sign.
2. ETA St. Eustatius.
3. Draft on arrival.
4. Ballast: Quantity and discharge time.
5. Last cargo carried.
6. Ability to load while deballasting.
7. Maximum loading rate.
8. Number and size of manifold connections.
9. Departure draft.
10. Bunker requirements: Quantity and grade.
11. Slops retained: Quantity and grade.

Bunkering Vessels:
1. Name of vessel, call sign.
2. ETA St. Eustatius.
3. Type of vessel (tanker, cargo ship, etc.).
4. Flag.
5. Gross tonnage.
6. Length overall.
7. Draft on arrival.
8. Bunker requirements: Quantity and grade.
9. Maximum bunker rate.
10. Size bunker manifold.
11. Distance bow to bunker manifold.
12. Distance waterline to rail.
13. Distance rail to bunker connection.

VHF: Statia Terminal and the Pilot Station maintain listening watch on Channel 9. Channel 9 is used as a working Channel between ship, tugs and shore.

Vessels to make contact on Channel 9, 4 hours prior to arrival for berthing/anchoring instructions.

TUGS: Two twin screw Kort nozzle tugs, of approximately 2,900 b.h.p., 34 tons bollard pull, assist vessels at the terminal. Tugs' ropes will be used.

BERTHING:
1. At Gallows Bay, a breakwater extends 152 m. into the sea in a direction of 258° and continues in a direction of 318° for 45 m. A green flashing light (Fl.G 5 sec. – 6 miles) marks the seaward end of the breakwater. The first 60 m. of this breakwater has been paved and gives access to the Government Pier, which extends from the breakwater in a direction of 318° for 100 m. The West side of this pier is made suitable to accommodate Ro-Ro vessels, and provides a quay length of 60 m. with a minimum depth of 4.3 m., and a 20 m. wide Ro-Ro landing platform.

   The East side of the pier provides a quay length of 85 m. with a minimum depth of 4.0 m.
2. A small Ro-Ro mole is situated North of the Government Pier, and is built with a recess on the North side for passengers to load and discharge from tenders or other boats. There is a depth of 5 ft. minimum for this area. This picturesque site is well gardened with coconut palms and abundant tropical flowers, and is below the restored historic Fort Oranje.
3. About 1.5 miles N.W. of the Government Pier is an oil jetty with depth 62 ft., extending about 5 cables into the sea in a direction of 245°. This Pier can accommodate tankers up to 175,000 deadweight tons. A white flashing light (Fl. 5 sec., 10 miles) marks the most seaward end of the Pier. Position Lat. 17° 29′ 39″ N., Long. 63° 00′ 28″ W. By night, the jetty and the loading platform show many yellow/orange lights. Also see "Tankers".
4. About 3.7 cables North of the oil jetty, 2 multiple mooring buoy systems have been installed to accommodate vessels up to 700 ft. LOA with a maximum draft of 47 ft. on the West berth, and vessels up to 350 ft. LOA with a maximum draft of 30 ft. on the East berth. Also see "Tankers" and "Developments".

TANKERS: (Also see "Developments".)

Berth	*Max. d.w.t.*	*Max. Draft* (ft.)	*Loading Arms*
No. 1 (South Berth)	175,000	55	5×12 in. 1×6 in.
No. 2 (North Berth)	100,000	55	5×12 in. 1×6 in.

Berthing: Vessels lie alongside flexible, woodfaced breasting dolphins fitted with Yokohama fenders on either side of the jetty. Vessel's mooring lines are secured to mooring dolphins fitted with quick release hooks. Spring lines are secured to the breasting dolphins.

The water inshore along the jetty shoals gradually. The tug and barge berths are at the landward end of the jetty.

Fire fighting monitors are installed on the loading platform.

Loading: Bunker "C", I.F.O. and M.D.O. can be handled at both berths.

Connection to the shore is by Chicksan loading arms which the vessel's crew will connect under the supervision of a responsible officer.

Discharge is by ship's pumps assisted by shore booster pumps as required.

Loading is by gravity and/or shore pumps.

Maximum discharge rate is 25,000 bbls./hr. and loading rate 30,000 bbls./hr.

The bunker "C" and I.F.O. arms on the jetties are fitted with 12 in. presentation flanges, and the diesel and gas oil arms are fitted with 6 in. presentation flanges.

Both berths are fitted with gangways for ships' use.

Floating Dock: Two berths are provided on either side of a Floating Dock, 3.7 cables North of the Terminal Jetty, by means of mooring buoys.

The Floating Dock services as a work platform to transfer products between the shore tanks and vessels via sub-sea pipelines and floating hoses.

Vessels are moored on mooring buoys, parallel to and at a distance of 100 ft. from the Floating Dock on the West Berth and 50 ft. on the East Berth. The West Berth can safely accommodate vessels of maximum 700 ft. LOA × 90 ft. beam. Maximum allowable draft is 47 ft. The East Berth can safely accommodate ocean-going product barges and tankers of maximum 350 ft. LOA × 60 ft. beam. Maximum allowable draft is 30 ft. Only polypropylene or nylon mooring lines are to be used.

Floating hoses from the Floating Dock to the vessel are used for the transfer of cargo.

1×150 lbs. and 4×20 lbs. BC-powder fire extinguishers are installed on the Floating Dock, besides remote sensing devices to detect gas leaks.

Ballast Facilities: The terminal can receive up to 63,000 barrels of dirty ballast, which is processed at 2,800 bbls./hr. The terminal will not accept ballast containing any chemical which may affect the processing systems.

MEDICAL: A qualified general practitioner practices on the island and there is a local hospital in Oranjestad.

In the case of more serious illness the patient can be evacuated for hospitalisation at St. Kitts or St. Maarten.

FRESH WATER: Not available.

FUEL: All grades of bunkers can be supplied at the terminal berths.

In addition, Statia Terminals operate 2 bunker barges which can deliver all grades of bunkers in the anchorage area. Pumping rate 500 t.p.h.

Also see "Location".

SAFETY/FIRE PRECAUTIONS: The provisions of the current edition of the "International Safety Guide for Oil Tankers and Terminals" will be observed by vessels alongside the terminal facilities, and a copy of the Company's "Terminal Information and Regulations" booklet will be given to the Master by the Pilot on boarding.

REPAIRS: There are very limited repair services on the island.

AIRPORT: Winair services the island with four flights per day to and from St. Maarten, where international connections can be made.

CUSTOMS: There are no Customs restrictions.

TIME: Local time is GMT minus 4 hours.

BANKS: Barclays Bank of the Netherlands Antilles N.V. operates a sub-office in Oranjestad, St. Eustatius. The address of the main office in St. Maarten is P.O.Box 141, Front Street, Philipsburg, St. Maarten, Netherlands Antilles. Tel: (599-5) 22567, 22491, 23511, 22877. Telex: 8022.

CURRENCY: The Netherlands Antilles Florin and the American Dollar are the local currency (NAPL 1.78 = U.S.$ 1.00).

GENERAL:

Currents: Currents in the vicinity of the island, and particularly at the jetty, have not been studied. Information indicates that the currents at the jetty are subject to change in direction and velocity. Experience has shown that the currents are generally to the North at approximately 0.5 knots.

Tides: The normal tidal range at the jetty does not exceed 2.5 ft.

Weather: The normal weather at St. Eustatius is fair, with the prevailing winds from the East.

In the months of June until November, hurricanes may develop in the Caribbean area, although St. Eustatius is considered outside the normal hurricane tracks. However, in the event a hurricane should threaten, all seamanlike precautions should be taken by vessels using the anchorage and terminal facilities.

DEVELOPMENTS: During the 2nd half of 1994, a CALM-type SPM system will be installed, which will become operational in the 1st half of 1995.

The location of the buoy will be Lat. 17° 30′ 52.300″ N., Long. 63° 00′ 57.350″ W.

The SPM will be used to accommodate crude oil tankers up to 520,000 d.w.t. at a discharge rate of 90,000 b.p.h. and a loading rate of 100,000 b.p.h.

AGENCY: Statia Chandlers N.V. is the exclusive Agent for Statia Terminals N.V.

SHIPMASTER'S REPORT: March 1986 (Updated 1990).

Tanker of 95,000 d.w.t. called for bunkers only.

Vessels normally berth with bow heading out. 2 tugs with tug's lines. Forward tug at port bow and after swinging, second tug makes fast aft.

When berthing on Eastern side of jetty use the port anchor. A strong Westerly set can be experienced and may appear during berthing.

Require ship's messengers fore and aft as there are no winches ashore.

Moorings: 6 lines (head/stern/breast lines), preferably ropes, not wires and 2 springs on either end of ship. Lines to be sent ashore with ship's messenger lines fore and aft as there are no winches ashore.

Ship's personnel not allowed on jetty. Shore leave permissible by boat.

SHIPMASTER'S REPORT: October 1990.

Vessel approached from the South (very good radar target).

VHF contact established with Statia Terminal at about 30 miles, initially Channel 16 and afterwards all communications on Channel 9.

Vessel had bunker fuel oil for discharge, and was instructed to anchor 5 cables West of Statia Terminal Jetty in Tumbledowndick Bay. The water depth was 47 m. and the holding ground good, vessel had 8 shackles on deck.

Discharge was into 3 barges, all made fast on vessel's port side, with 2 ship's wires forward and aft.

Berthing at the jetty was effected starboard side to, with vessel heading South and turning to port, prior to swinging. Two tugs made fast fore and aft, at break of forecastle head and forward of after accommodation – tugs lines with eye on deck.

Vessel swung through 360° and slid stern first into berth. Port anchor was used, and when in position, 5 shackles were in the water. Moorings forward were 3 head lines, 2 breast lines and 2 springs, and aft 2 springs, 2 breast lines and 4 stern lines. Mooring boat was out of action, so all lines were passed by heaving line. Head and stern lines to be ropes only.

Chicksan discharge arm and shore gangway used, but no ship's personnel allowed to use the jetty.

All shore communications (for shore leave and ship's business) had to be by the terminal tugs, fitting in with their schedule, as the boat usually used was out of commission.

All terminal, Pilot, tugs and agency communications and co-operation were of a high standard.

Caleb-Brett were terminal surveyors.

Vessel later returned to the terminal area for bunkers. We were instructed to anchor 5 cables South of the jetty and 6 cables from the shore, in 22 m. of water. Vessel lay to the South while bunkering operations were taking place.

Crew changes were effected while in the port. All outgoing and incoming personnel were routed via the Isle of St.Maarten.

St.Maarten Port Services were vessel's Agent on both islands.

Cash was obtained, but had difficulty with Bank transfer from St.Maarten to St.Eustatius.

All Customs and Immigration documentation handled by the Agent (2 copies Crew List, 1 copy Stores List, 1 copy Personal Effects List and Last Port Clearance).

After cargo discharged at the terminal, vessel anchored 1.6 miles South of the terminal to await port clearance, documentation, etc. Vessel anchored in 30 m. with 6 shackles in the water, on the line 078° to the Gallows Bay 'City Pier'.

Once clearance obtained, Netherlands Antilles Government charge approximately U.S.$350.0 per day "waiting fee", if vessel remains in the anchorage area off the island, so it is prudent to move away to the Saba Bank and wait.

OPERATOR: Statia Terminals, N.V., Staterm Building, P.O.Box 170, Oranjestad, St. Eustatius, Netherlands Antilles. *Tel:* (599-3) 82300, 82259, 82395. *Telex:* 384-8029 Term NA. *FAX:* 82259. *Contact:* Marine Superintendent.

Statia Terminals Inc., Two Datran Center, 9130 South Dadeland Boulevard, Suite 1508, Miami, Fl. 33156. *Tel:* (305) 670-0700. *FAX:* (305) 670-0709. *Telex:* 6504-787851 Staterm CGBL.

SINT MICHIELSBAY, Curacao: 12.09 N., 69.01 W.

LOCATION: Sint Michielsbay, on the South coast of Curacao, 5 miles West of Willemstad, is an open bay, naturally protected from prevailing winds and sea.

PILOTAGE: Compulsory.

ANCHORAGE: In the bay 650 ft. out of the coast in 130 ft. water is laid a S.P.M. buoy, which gives a good anchorage to vessels up to 350,000 d.w.t. which, because of dangerous cargo, quarantine or because of a defect cannot enter another port of Curacao.

BERTHING: Vessels are moored with their stern to the buoy and their bow anchors are heaved out to hold the foreship from the coast.

REPAIRS: Repairs or handling cargo can be carried out by way of barges. A landing jetty for barges is available.

GENERAL: Other services as tugboats, lighterage, stevedoring, etc. are rendered from Willemstad.

AUTHORITY: See "Willemstad".

WILLEMSTAD/EMMASTAD, Curacao: 12.06 N. 68.56 W. (See Plan)

DOCUMENTS:

For Immigration:

2 copies of Crew List.

2 copies of List of Passengers. Passenger Lists should indicate full names, age, sex, civil state, and occupation. Passengers must show proof of citizenship (a passport, voter's registration or birth certificate is acceptable).

For Customs:

1 copy of List of Stores (deck, engine, narcotics, firearms and stewards department).

Manifest of Cargo for Curacao, if any, in duplicate, on special form called "Vrachtlijst" itemising the cargo by lots of the same mark and showing numbers, kind of packages, general description of contents and weights in kilograms or pounds of each lot.

Manifest of Cargo for Curacao, in transit, for transhipment through Curacao to other ports, if any, in duplicate for each different port separately on special form and itemised as indicated above.

Manifest of Cargo on board, in transit, if any, in duplicate on special form as indicated above, showing only the total number of packages on board, general description of the merchandise and total weight in kilograms or pounds; if the cargo is in bulk, this is indicated accordingly.

2 copies of tally books of cargo for discharge at Curacao, if any.

1 copy of Crew List, plus 1 copy of Personal Effects List.

1 copy List of Passengers landing at Curacao.

If the ship is in ballast, only the Stores List is required.

The Customs Officer will then make out his "Akte van inklaring" (Certificate of Entry).

The above documents have to be signed by the Master. They may be made out in Dutch, English, Spanish or French.

PILOTAGE: Pilotage is compulsory. Rendered day and night. Pilots are government officials and are stationed at Willemstad. The Harbour Master is also the head of the Pilot Service.

Vessels must provide a lighted, manned, properly secured and clean pilot ladder, fitted with sufficient spreaders.

A lifebuoy fitted with a Holmes light, as well as a reliable heaving line, should be placed close to the pilot ladder and the embarkation and disembarkation should be supervised by an officer. Vessels arriving or leaving with a freeboard exceeding 30 ft. must use the accommodation ladder in conjunction with the pilot ladder (Safety of Life at Sea Convention 1960).

Vessels bound for Curacao should proceed to Willemstad Harbour except when they have specified orders for another bay.

Vessels in sight of Willemstad will be contacted by the signal station at Fort Nassau for further orders. From this same station, lights are shown to direct the traffic in port.

Vessels should stay 1 mile off shore S.W. of the harbour entrance to await Pilot. Both anchors should be ready for immediate use.

Defects of engines, steering gear, anchor gear and other defects which influence the manoeuvring ability of the vessel should be reported before entering to the Harbour Master.

The pilot motorboat is identified by a blue flag with the letter "L" in daytime, and a red light above a white light at night.

ANCHORAGE: As a rule there is no anchorage area in the harbour, but in the Eastern part of the Schottegat there is a dolphin with mooring buoy on each side available to await berth or orders for limited time, subject to permission and conditions from the Harbour Master.

4 vessels, 2 vessels alongside each other can be safely moored at these buoys. Depth: 40 ft.; distance between each buoy and dolphin 1,000 ft. Furthermore, in the Southern part of the harbour a set of 2 dolphins can accommodate 2 vessels with length up to 600 ft. and a max. draft of 20 ft.

BRIDGES: Santa Anna Bay is crossed by 2 bridges, the Queen Emma floating pontoon bridge and the new Queen Juliana fixed bridge.

The pontoon bridge opens day and night for in and outgoing vessels. There will no longer be any waiting period at the harbour entrance. Automobile traffic will be diverted to the new bridge and those on foot will have continuous ferry service available. Ships will have overall preference for openings.

The fixed arch bridge, dominating Willemstad's skyline and the entrance to Schottegat Bay, is 185 ft. high, (clearance 180 ft.) enabling the biggest vessels to pass under. The bridge is of box girder construction and is open to automobile traffic only. Glare-proof lights are installed to prevent interference with light signals that harbour Pilots rely on when bringing a ship through the channels.

Tankers passing through the Santa Anna Bay must have all tank-lids properly closed, even if they are gas free. This is a harbour regulation.

RESTRICTIONS: The harbour of Willemstad consists of a 1,400 yd. long and min. 270 ft. broad channel, the Santa Anna Bay, with depths from 50 ft. to 79 ft. and an adjacent inner bay, the Schottegat, a 150-acre body of water with a depth of more than 10 ft. and a maximum of 79 ft.

The navigable portion of the entrance of the port is 865 ft. wide, marked on either side by a light-buoy, and the minimum depth is 50 ft.

Required minimum draft for tankers arriving, shifting and sailing:

g.r.t.	fwd. ft.	aft. ft.
up to 11,000	10	16
11,000-15,000	11	18
15,000-19,000	13	19
19,000-25,000	14	20
25,000-29,000	15	21
29,000-35,000	17	23
35,000-43,000	18	24
43,000-45,000	19	25
45,000-47,000	20	25
47,000-50,000	21	26
50,000-55,000	22	28
55,000-60,000	22	29
60,000-65,000	23	30
65,000-70,000	23	31
more than 70,000	24	32

Maximum trim for tankers: 10 ft. by the stern, 2 ft. by the head.

MAX. SIZE: Length 850 ft., draft 45 ft. Vessels with a LOA of 1,000 ft. have been piloted in the harbour.

HEALTH: The Port Doctor will visit only if there is a case of quarantinable disease on board. The Netherlands Antilles Bill of Health is free of charge.

RADIO: VHF Radio-telegraph and radio-telephone. PJC Coast Station operated by the Netherlands Antilles.

Location	:	Curacao.
Call Sign	:	PJC.
Frequencies (Telegraph)	:	438/500 kHz, 4334, 8694, 13042.5 and 17170.5 kHz. Schedules as indicated in the List of Coast Stations.
Frequencies (Telephone)	:	2182, 2550, 4125, 4379.1, 8725.1, 13119.4 and 17251.5 kHz. Schedules as indicated in the List of Coast Stations.
Watchkeeping	:	24 hours.
Range	:	Mid-Atlantic and Caribbean area.

VHF: *Port Operations Station (Operated by Harbour Authorities):* Location, Fort Nassau. Call sign, Fort Nassau. Frequencies, International Channels 16 (156.80 MHz), calling and safety; 12 (156.60 MHz), working, first choice; 14 (156.70 MHz). Watchkeeping, 24 hours on Channel 16. Type of operation, Simplex, Frequency modulated. Range, 20 to 25 miles.

Main Private Station. Operated by Isla (Refineria Isla Curacao S.A.): Location, Emmastad. Call sign, Refinery Isla Curacao. Frequency, international Channel 19 (receiving, 156.950 MHz); (transmitting, 161.55 MHz). Type of operation, Duplex working, frequency modulated; operated by remote control from Isla's telephone exchange; ask operator for connection with party desired. Range, 20 miles. Watch-keeping, 24 hours on Channel 19; normal daily business, 0730 hrs. till 2400 hrs.; urgent business only, 2400 hrs. till 0730 hrs.

Tug Base Station:

Location	:	Bullenbay and Willemstad (Grote Werf).
Call Sign	:	Marine Department – For tug movements only and in an emergency to direct the tugs at Refineria Isla (Curacao) S.A. Watchkeeping during office hours on Channel 19. Sleepboat Central Scharloo on Channel 14, or Fort Nassau on Channel 16. Central Post – For tug movements only. Watchkeeping 24 hours on Channel 19. Tugboat Jaro II/Tugboat Lima – For emergency calls to tugs on Channel 14 and Channel 19. Watchkeeping 24 hours on Channel 14 and 19. Telephone 612848/612849.
Frequency	:	International Channel 14 (156.700 mHz)
Operation	:	Simplex.

Tug Mobile Stations: Location, 1 on each tug. Call sign, Piku, Lima, Jaro II and Buni. Frequency, International Channels 16, 12, 14, 9, 8 and 6. Watchkeeping, 24 hours on Channel 14. Operation, Simplex – frequency modulated.

Curacao Drydock Co.

Location	:	Koningsplein (Schottegat Harbour).
Call Sign	:	Curacao Drydock.
Frequencies:	:	International Channels 13 (156.650 MHz), and 6 (156.300 MHz).
Watchkeeping	:	0730 hrs. till 2400 hrs.
Operation	:	Simplex.

TUGS: Compulsory for all tankers exceeding 3,000 g.r.t. Tankers exceeding 700 ft. LOA and all tankers which are not gas-free, must make one tug fast forward before entering.

S.I.A. (Smit International Antilles N.V.) has 2 modern powerful tugs stationed at Bullen Bay, for rendering services to tankers calling at Bullen Bay.

The "Piku", 4,000 h.p., 59 tons bollard pull, built in 1974.

The "Buni", 4,000 h.p., 59 tons bollard pull, built in 1975.

They are also used by "ship-to-ship transfer" in the coastal waters South of Curacao.

All tugs are provided with extensive firefighting and salvage equipment, and each tug carries some 25 tons of oil dispersant together with a spray system to be utilised in case of oil spill.

K.T.K. (Kompania di Tou Korsou) has 2 seagoing motor tugs stationed at Willemstad, and 4 pilot launches, of which two launches can be used as tugs (348 h.p.).

The "Lima", 2,250 h.p. GRT 162, bollard pull 30 tons.

Jaro II, 4,450 h.p., bollard pull 63 tons, built 1990.

The tugs can be engaged for rendering towage assistance both inside and outside the harbour. As a rule, however, all vessels dock or undock at all wharves and enter or leave the port without tug assistance. In case of abnormal circumstances or in case the Harbour Master may require tug assistance. Tugs lines are usually used, charge is U.S.$ 80.00.

Tugs can be requested by the Master for speeding up docking or undocking the vessel.

There are about 20 small harbour tugs available, varying from 60 h.p. to 300 h.p. and about 80 lighters, to receive cargo or bring it alongside a vessel, varying from 60 tons to 250 tons capacity.

Also see "Services".

BERTHING: There are berths on either side of the Santa Anna Bay, North of the pontoon bridge, with depths varying from 18 ft. to 33 ft. alongside, generally used for bunker, cargo and passenger ships.

On the Eastern side four wharves: the Handelskade, depth 18 ft.; the Kleinewerf, depth 24 ft.; Grotewerf, depth 31 ft.; and Salazarwerf, depth 24 ft.

On the Western side there are 6 wharves: the Matheywerf, depth 23 ft.; Westwerf I, 25 ft.; Westwerf II, 36 ft.; Nieuwewerf, 33 ft.; Motetwerf, 33 ft.; Oranjewerf, 19 ft.

In the Schottegat there are seven more berths, generally used for bunker, cargo or passenger ships.

Prins Hendrikwerf which closes the Western corner Santa Anna Bay/Schottegat, has a depth of 34 ft.; however, ships with a draft of more than 35 ft. can be moored by way of placing rafts of 10 ft. width between vessel and the quay.

At the Eastern part of the Schottegat are the Admiral Brion Wharves, which have 3,000 ft. docking space available with 33.5 ft. depth alongside.

In the Schottegat on the peninsula of Asiento are situated the 10 jetties owned by Isla, which are mostly used by tankers; however, other vessels are able to use these jetties for bunker facilities. Jetty No. 1 may be used for general cargo.

The Schottegat also has about 6,000 ft. of quay available for repairs. The names of the wharves, lengths and depths alongside are: Beatrix I and II, 1,300 ft. (each) – 20 ft.; Beatrix III, 400 ft. fore, 10 ft. aft – 35 ft.; Beatrix IV, 350 ft. – 31 ft.; Beatrix V and VI, 1,000 ft. (each) – 35 ft.; Repair Quay, 1,650 ft. – 35 ft.

There are sufficient covered and open storage places available on the wharves to load or unload a ship, generally dry cargo. Total covered storage area: 57,650 sq.ft., open storage: 500,000 sq.ft.

These areas can be used for transit as well as local cargo.

In the N.E. part of the Schottegat LASH lighters can be moored at 2 sets of buoys, depth 20 ft.

Storage capacity for liquid petrol products is 4,600,000 tons in tanks of Isla Refinery.

All Isla piers are modernly equipped to handle oil in bulk, safely, and speedily, in order to make the turn around of the vessels as short as possible. Sufficient hose connections are installed to load or discharge oil, water-ballast or residue, and to supply steam and fresh water.

The wharves in Santa Anna Bay and the Brion Wharves are all modernly equipped to supply different kinds of bunkers and also handle cargo simultaneously. General cargo is normally handled with ship's gear. Sufficient pallets and fork-trucks are available. Mobile cranes are available if needed up to 140 tons.

Docking of cruise ships and cargo vessels in Willemstad harbour: The following piers operated by Curacao Port Services Inc., are regularly used by cruise ships and rarely by cargo ships:

Nieuwewerf, Motetwerf: West side St. Anna Bay. Type: Quay. Construction: Sheet piling, concrete top, stelcon plates floor. Length: 1,200 ft. Draft: 33 ft. Height above water: 4 ft. One transit shed each: Nieuwewerf, width 65 ft., length 216 ft., area 14,000 sq.ft. Motetwerf, width 65 ft., length 216 ft., area 14,000 sq.ft. Open space area 200,000 sq.ft. One warehouse facility 6,500 sq.ft.

Oranjewerf: On West corner St. Anna Bay/Schottegat. Type: Quay. Construction: Iron piles, concrete top, concrete floor. Length: 418 ft. Draft: 19 ft. Height above water: 6 ft. Special bunker pier.

Prins Hendrikwerf: In the Schottegat near West corner Santa Anna Bay. Type: Quay. Construction: Iron piles, concrete top, concrete floor. Length: 690 ft. Draft: 34 ft. Height above water: 5 ft. One transit shed: width 65 ft., length 385 ft., area 25,000 sq.ft. Open space area 120,000 sq.ft. No warehouse facilities. Bunker facilities, water.

Admiral Brion Wharves: Nos. 1, 2, 3, 4, 5 and 6 situated at the East side Schottegat. Type: Quay. Construction: Sheet iron cells with concrete top, asphalt floor. Total length: 3×1,000 ft. Depth: 34 ft. Height above water: 5 ft. Two transit sheds; one with width 65 ft., length 680 ft., area 44,000 sq.ft.; one with width 65 ft., length 210 ft., area 13,650 sq.ft. Open space area 500,000 sq.ft. Two platforms for Ro-Ro ships are available. Max. draft 23 ft. – 33 ft.

Kleinewerf, Grotewerf, Salazarwerf: East side of St. Anna Bay. Type: Quay. Construction: Sheet piling, concrete top, asphalt floor. Total length wharf: 1,470 ft. Maximum depth alongside 24 ft. – 31 ft. Height above water: 2 ft. One transit shed, width 65 ft., length 330 ft., area 21,500 sq.ft. Open space area 154,000 sq.ft. No bunkering facilities.

Matheywerf: West side Santa Anna Bay. Type: Quay. Construction: Sheet piling, concrete top, asphalt floor. Total length wharf: 650 ft. Draft: 23 ft. Height above water: 4.5 ft. Open space area: 36,000 sq.ft.

Westwerf I: West side Santa Anna Bay. Type: Quay. Construction: Sheet piling, concrete top, asphalt floor. Length: 480 ft. Draft: 25 ft. Height above water: 4.5 ft. One transit shed: width: 61 ft., length: 396 ft. Area: 20,000 sq.ft. Open space area: Nil.

Westwerf II: West side Santa Anna Bay. Type: Quay. Construction: Sheet piling, concrete top, asphalt floor. Length: 430 ft. Draft: 36 ft. Height above water: 4.5 ft. Open space area: 18,000 sq.ft.

Bunker facilities. Water only available through fire hose from Nieuwewerf.

Container Terminal: This terminal offers a 500 m. (1,650 ft.) quay length with 1 Lo-Lo berth, 1 Ro-Ro berth and 1 combined Ro-Ro/Lo-Lo berth. The Ro-Ro berths are 25 m. length, each with a depth alongside of 40 ft.

At the terminal, an area of 100,000 sq.m. (about 25 acres) of container storage space, including reefers and modern repair and maintenance facilities is available.

A very modern gantry crane (capacity 50 tons) now handles approximately 25 moves per hour, in order to despatch ships as fast as possible. A mobile crane, with capacity of 40 tons under spreader, is also available.

The reefer parking area is to be equipped with 195, 220, 380 and 440 volt connections for 28 reefer containers.

Designed for up to 50,000 moves per year (with possibilities for further extension), the terminal is now handling 25,000 TEU moves each year.

Cruise Terminal: Located on the Mattheywerf in the Santa Anna Bay.

The terminal has a covered area of 745 m. (8,080 ft.) and is provided with all necessary facilities to embark and disembark passengers and has Customs and Immigration offices and counters, telephone (local and international) and tourist information office.

An extensive facelift is presently under way at the Matthey Cruiseship Wharf which is conveniently located within walking distance of the downtown area. When completed, facilities will include a covered open-air area with chairs, a snack bar and kiosks offering information on Curacao and booking for sightseeing trips, car rentals, etc., as well as restrooms.

Cargo handling and bunkering can be carried out simultaneously.

Besides the wharves mentioned above, there are 10 oil piers in the Schottegat for discharging crude oil and feedstocks for the Isla Refinery and loading products. These wharves are therefore used mainly by tankers. They are all equipped to provide bunkers.

All main grades of marine lubricants are stocked at the Port of Curacao. Shell Marine lubricants and Marine technical service with laboratory facilities for the examination of used oil samples are available 24 hours a day.

STEVEDORES: Gangs must be engaged between 0600 and 0630 hrs. for the day, on weekends and Saturdays. For work on Sundays and holidays, gangs must be ordered between 0600 and 0630 hrs. on Saturday or the workday preceding the holiday. Masters of vessels carrying out cargo operations are consequently recommended to advise Agents their ETA well in advance of above deadlines.

MEDICAL: 600 bed hospital available.

TANKERS: Besides the wharves mentioned in "Berthing", there are 10 oil piers in the Schottegat. Pier No. 1 for discharge of chemicals for Isla Refinery, Pier No. 10 for discharge of slops and tank cleaning, and Piers No. 2 – 9 for discharging of crude oil, loading of products and supply of bunkers.

All main grades of marine lubricants are stocked at the port of Curacao. Marine lubricants and Marine Technical Service with laboratory facilities for the examination of used oil samples are available 24 hours a day.

Name	*L.W. Max. Draft* (ft.)	*Max. Displ.* (tons)	*Max. Length* (ft.)
Isla Jetty 1	27	25,500	580
Isla Jetty 2	31.5	25,500	575
Isla Jetty 3	33	25,500	575
Isla Jetty 4	38	54,000	775
Isla Jetty 5	45	100,000	850
Isla Jetty 6	39	54,000	750*
Isla Jetty 7	31	25,000	560
Isla Jetty 8	45	100,000	850
Isla Jetty 9	33.5	40,000	850
Isla Jetty 10	For'd 21 Aft 31	40,000	850

* Max. LOA at Jetty No. 6, when Jetty No. 7 is occupied, is 665 ft.

SLOP RECEPTION FACILITIES: Available at Jetty No. 10.

FRESH WATER: Fresh water for drinking and use in boilers is available day and night in sufficient quantities. Fresh water is distilled from sea water by one of the biggest distillation plants in the world. The quality is very good and chemically pure.

Fresh water is delivered alongside by means of water barges. 5 water barges are available. Each barge can deliver 50/100 tons of fresh water per hour. The rate of delivery depends on the quantity required and how many barges can simultaneously deliver fresh water to the vessel. It also depends on the amount of connections on board the vessel and the height above water to be lifted. Vessels must advise Agent of requirements in advance.

On the *Motetwerf, Nieuwewerf* and *Prins Hendrikwerf* water can be delivered by means of a pipeline.

FUEL: Besides the Isla Piers, there is one bunkering installation: namely the "Motet" bunkering installation comprised of 4 berths.

The bunkering facilities of the "Motet" installations in Otrabanda, which are comprised of 7 storage tanks and pumping facilities, are supplied through 2 pipelines of 12 in. and 6 in. diameter from the refinery. The rate of delivery, by gravity and pumps, is 600 t.p.h. for fuel oil and 500 t.p.h for diesel oil.

Modern fuel blending facilities are available at all installations in Willemstad.

Note: Vessels calling exclusively for bunkers have free wharfage, provided they do not discharge and/or load in total more than 2 tons of cargo, land and/or embark in total more than 5 passengers, and they vacate the berth within 2 hours of completing bunkering (Not valid at Refinery wharves).

CONSULS:

	Tel.		*Tel.*
Argentina	0602-781-8479	Haiti	612436
Belgium	615666	Honduras	615951
Bolivia	612792	India	612262
Brazil	615222	Israel	377068
Canada	613515	Italy	375973
Chile	615666	Japan	613075
Colombia	614663	Lebanon	684779
Costa Rica	375513	Liberia	375011
Denmark	614032	Mexico	614900
Dominica	373478	Norway	611119
Dominican Republic	375676	Panama	375013
Ecuador	613222	Peru	613319
El Salvador	375411	Portugal	688333
Finland	612104	Spain	615699/615888
France	70649	Suriname	611842
Germany	613433	Sweden	375409
Great Britain	371698	Uruguay	376615
Grenada	681446	U.S.A.	613066
Guatemala	375011	Venezuela	614140/613100

REPAIRS/DRY DOCKS: The Curacao Drydock Company Inc. has repair yards, 2 graving docks laid out in the Schottegat and 1×10,000 ton capacity floating dock.

The largest graving dock is 919 ft. long, width of entrance between wheel fenders 152 ft. and a depth of water over sill of 27 ft. Suitable for up to 155,000 d.w.t. Movable cranes of 25 and 75 tons lifting capacity are fitted alongside the dock.

The Curacao Drydock Company Inc. has 6,000 ft. of repair wharf with varying depths up to 40 ft. Cranes alongside up to 75 tons lifting capacity. Mobile truck cranes of 140 tons are also available.

Electric shore-power A.C., D.C. 110, 220 or 440 volts can be supplied directly from shore at wharves of Isla and at other wharves from generators on barges. Isla can also supply steam directly from the shore at a pressure of 8–15 kg./cm.

SURVEYORS: A.B.S., Lloyd's, N.V., B.V., R.I., G.L. and others.

Caleb Brett, Independent Marine Bureau, Aivepet, Saybolt, Chas. Martin, Caribbean Marine Consultants, J. Mesas and R. Lapre.

AIRPORT: There are daily international flights from Dr. Albert Plesman Airport.

ALM: Frequent daily trips to Aruba and Bonaire. Daily flights to Miami and New York. Regular air services to St. Maarten, Caracas, Maracaibo, Colombia, Haiti, Sto. Domingo, Puerto Rico, Trinidad and Paramaribo.

TAP (Air Portugal): 3 flights a week to Lisbon.

Servivensa: Daily flights to Punta Fijo, Maracaibo and Caracas.

Avianca: Daily flights to Colombia.

LAV: Many daily flights to Caracas.

KLM: Daily flights to Amsterdam, Lisbon, Madrid, Frankfurt, Zurich and Central and South America.

Ferry: Ferry's Del Caribe S.A. runs a regular service with a ferry which carries 120 automobiles. This ferry has regular service between Curacao and Coro, Venezuela on Monday, Tuesday, Wednesday and Thursday. On Thursday the ferry also goes to Aruba and Punto Fijo, Venezuela.

TIME: GMT minus 4 hours.

HOLIDAYS: New Year's Day, Carnival Monday (February), Good Friday, Easter Monday, Coronation Day (April 30th), Labour Day, Ascension Day, National Flag Day (July 2nd), Christmas Day, Second Christmas Day. "No work", holidays for cargo operations: New Year's Day, Good Friday, Labour Day and Christmas Day.

POLICE/AMBULANCE/FIRE: Police and Fire, Tel: 44444. Ambulance Tel: 625822.

EMERGENCY CO-ORDINATION CENTRE: Curacao is a major Search and Rescue Centre in the Southern Caribbean and has the following resources at its disposal:

Communications: Curacao Radio listens on the standard frequencies (VHF Channel 16) – (2182 kHz. (voice) and 500 kHz (morse). Fort Nassau (Channel 12 and 16) is the harbour traffic control centre.

Co-Ordination: RNLAF (Royal Netherlands Air Force) Rescue Co-Ordination Centre (Curacao Rescue) at the Dr. Albert Plesman International Airport. Tel: 681628 (24 hours service).

During the emergencies the following frequencies are being used: 2182 kHz and VHF Channel 16.

The Curacao RCC maintains a communication link with the United States Coast Guard RCC in San Juan (Puerto Rico) and can use the AMVER information.

Air Search: In case of a missing aircraft or vessels the following forces are available for conducting Search and Rescue missions under control of the Curacao RCC:

2 Fokker F-27 maritime aircraft of the RNLAF long range patrol type. (Both aircraft can communicate on Channel 16 and 2182 kHz).

Coast Guard Auxiliary (CITRO) short range aircraft. Consisting of single and twin-engined light aircraft flown by Civil Pilots under RCC direction. Some of them can communicate on Channel 16.

Helicopters are not available.

Rescue Units: Commercial tugboats. Coast Guard Auxiliary (Citizens Rescue Organisation of the Netherlands Antilles – CITRO), using private boats.

Royal Netherlands Navy. If available the station vessel (a frigate and a minesweeper) will be despatched for emergencies.

Merchant Navy ships, in general Merchant Navy vessels, which will be directed by the aircraft described before, to emergencies. This in accordance with the Mersar-booklet on Search and Rescue.

SERVICES: *Salvage, etc.:* A supply vessel is permanently stationed at Willemstad by "Smit Tak International Antilles N.V." on a 24 hours service base. She is provided with extensive salvage equipment such as pumps, hoses, burning and welding equipment and an hydraulic crane with a capacity of 10 tons.

Facilities for divers such as compressors, decompression tank, etc., are on board. The ship is furthermore very suitable for bringing stores, spare parts, packed oil products, crew on board, passing, or on the roads, waiting ships.

Underwater Cleaning/Underwater Services:
Cleaning of submerged hull sections of ships while afloat. This cleaning can take place while the ship is moored in the main harbour at Willemstad and also at other locations, such as Caracas Bay, Bullen Bay and St. Michiels Bay.

Cleaning of cruise ships takes place while bunkering and the passengers are ashore.

A local company has developed its own underwater cleaning apparatus which cleans ships up to 250,000 d.w.t. within 24 hours. Also the rudder and propeller are properly cleaned. The cleaning does not affect the paint but only removes the very thin upper layer of spent anti-fouling paint, leaving the active anti-fouling exposed.

The company carries out various kinds of underwater works, e.g. sealing off sea-intakes and ropeguard, all other kinds of cutting and welding works, underwater inspections, made by certified divers, which can be combined with photographing of bottom condition in colour and black and white. Closed circuit underwater television with video-tape recorder is available.

It is the largest professional salvage and underwater cleaning company in the Netherlands Antilles and has experienced divers able to make certified damage reports. (Contact via Curacao Drydock Co. Inc.).

Peteres Divers Company Ltd.: The following underwater services are carried out by Peters Divers Company Ltd. Underwater hull cleaning by means of the "Scamp" makes it possible to clean the largest VLCC's during loading or discharging.

The average cleaning time for a VLCC is 12 hours. Underwater T.V. system for underwater surveys and inspections are available.

Further underwater services are: welding, cutting, photographing of the bottom condition, etc. in colour and black and white, sealing of intakes, etc. All inspections are carried out by licensed marine engineers.

REGULATIONS: Both anchors should be ready for immediate use. Defects of engines, steering gear, anchor gear and other defects which influence manoeuvring abilities of the vessel should be reported before entering, to the Harbour Master.

Dangerous Cargo: Explosives, ammunition, fireworks, radio active material and other dangerous cargo.

All vessels carrying explosives or other dangerous cargo, for discharge at Curacao, for transhipment or in transit without transhipment, *require special permission in writing, obtained prior to arrival,* for entering any port in the island of Curacao. Full details must be furnished in advance.

Only limited quantities of explosives, etc., are permitted in the port of Willemstad. For calls with larger quantities outports are used. Details of the regulations in force on the subject will be furnished on request by shipping Agents.

Entry permit required for ships carrying dangerous and/or hazardous cargo. Cost of form including stamp is fls. 4.00. Additionally administration fee is charged on the following basis:

Cargo in transit not being off-loaded from the ship – Nil. Local cargo to be discharged from the ship:

Up to 500 kilos	NAfls. 5.00
500 kilos to 5 tons	NAfls. 15.00
5 tons up to 25 tons	NAfls. 30.00
25 tons to 50 tons	NAfls. 45.00
over 50 tons	NAfls. 60.00

Transhipment cargo landed from one ship and reloaded on another ship: Double the local charge, indicated above.

At the discretion of the Harbour Master a special guard may be assigned onboard vessels handling or having dangerous and/or hazardous cargo on board. The charge, if and when incurred, is NAfls. 15.00 per hour in straight time and NAfls. 30.00 in overtime. Please note that this happens very seldom.

GENERAL: Customs Officers remain on board on duty during the vessel's stay in port. They must be fed by the ship and are entitled to the equivalent of officers' mess or first-class dining saloon.

GARBAGE DISPOSAL: Possible. Contact Selikor, Parera. Tel: 5999-614500.

WASTE OIL DISPOSAL: The Refineria Isla (Curacao) S.A., refinery in the Schottegat area is able to receive pumpable hydrocarbon waste oil NOT containing chemicals. Ship's Agent will arrange for a slops disposal barge of a capacity of 60 cu.m., and a tow boat. Price of barge Nafl. 1,200; price of tow boat Nafl. 175 per hour with a minimum of 3 hours; Sundays and public holidays Nafl. 225 per hour with a minimum of 3 hours.

SEAMEN'S CLUBS: Emancipatie Boulevard c/2. Tel: 5999-375317.

CURRENCY: Netherlands Antilles Guilders, pegged to the U.S.$ since December 1971 at U.S.$ 1.00 = Naf. 1.790.

SHIPMASTER'S REPORT: November 1986.

For "off-limits" call at Curacao stores and spares come out on pilot boat. Customs official will be on boat, and Agent or ship chandler will board. No official papers required, just sign and stamp Customs' stores receipt.

SHIPMASTER'S REPORT: January 1990.

Charts: B.A. Charts No. 702 and 1412.

Approaches: No particular difficulties from any direction. Willemstad easily identifiable with its oil refinery, bridge over Sint Anna Baai and hotel on the S.E. entrance to Sint Anna Baai.

Anchorages: None. Aruba, which is approximately 60 miles to the N.W., has a shelf of about 24 m. at the N.W. end, some parts of which are under 'Port Control'. The S.E. shelf is very exposed to prevailing winds and swell.

There is an area 50 miles to S.W., off Venezuela, giving reasonable anchorage, but this is in Venezuelan waters.

Most vessels waiting drift off the South coast of Curacao. We drifted 7 miles off the coast, starting South of Caracas Bay, and in 11 hours drifted to about 6 miles South of Kaap St.Marie.

Pilot: Pilot boards from workboat with white and blue upperworks, 0.5 miles off Sint Anna Bay entrance.

Fort Nassau Signal Station on VHF Channel 12.

Procedure: Isla Refinery (VHF Channel 19) requires cargo grades and amounts, draft, agent, if gas-free, loading rate in cubic metres, tank preparation, facilities required (slops, bunkers, fresh water).

Note: Trim not to be more than 10 ft.

A tug is necessary if trim exceeds 10 ft. and/or vessel not gas-free, and if vessel over certain dimensions. Even if vessel advises necessary information, a tug often appears and should be rejected, otherwise vessel will be liable for a fee.

Tugs: Four tugs available. All are modern Smit harbour tugs, based in Sint Anna Baai, near the Pilot Station at Salazar Wharf.

Max. Size: Pilots reported that present maximum size of vessel to pass through Sint Anna Baai into the Schottegat, is length 936 ft., breadth 160 ft. and draft 45 ft.

Berth: Berth No. 9: For lube oils, maximum size 40,000 displacement tons (near to dockyard). Port side too. After rounding Berth No. 8 dolphin, approach head on with starboard anchor ready. Depending on pilot, a good or poor approach can be made with or without anchor. Care should be exercised aft, as vessel landed heavily on a fender support bracket, which thereafter penetrated the ship's side. Best to hold off and land very gently on large rubber fender.

Two headlines and 2 springs are compulsory forward and aft.

Berth No. 2: Gas oil and Av. Jet, starboard side too. West end of Schottegat.

Berth No. 3: Gas oil and Av. Jet, port side too. West end of Schottegat.

Berth No. 7: Gas oil and Av. Jet, port side too.

All berths have gangways. Mooring boat used at all berths.

Cargo: Berth No. 9: Lube oil. Vessel has loaded up to 6 grades through Chicksans, maximum 4 grades at any one time.

For No. 1 tanks, Chicksans landed on deck and connected to manifold by hoses, otherwise manifold liable to damage due to unsupported Chicksan weight.

Vessel should always request "First foots" and give letter to this effect on arrival. Tank Survey for lube oil is strict.

A lot of paperwork procedure on berthing. Delays can be expected in sampling. At completion sampling/documentation can take up to 5 hours.

As a guide, lube oil rate for large quantities around 2250 bbls./hr., for small quantities 1,000 bbls./hr. At Berths No. 2, 3 and 7 loading rate reported high.

Officials: Agent deals with most paperwork.

Water Police (Immigration) board on arrival.

Documents:
2 Crew Manifests.
2 Bond Lists.
2 Stores Lists.
1 Health Declaration (sited by Immigration).
2 Cargo Manifests.
4 Crew Lists.

If bond or beer being taken, Customs board to seal.

Shore passes required to pass through refinery (free service to be used, no walking inside refinery). Special forms made out by Master.

Two Customs Clearance Forms given by agent on departure, original to be handed to pilot.

General: Radio Holland will not board for repairs on Sundays and public holidays.

Refinery now owned by Curacao Government/Venezuelan partners with refining agreement until 1995.

New floating dry dock at Curacao dry docks (Berth No. B5).

Pontoon bridge across Sint Anna Baai out of commission, due East landing area being damaged by ship.

AUTHORITY: Curacao Port Authority N.V., Werf de Wilde Z/N, P.O.Box 689. Willemstad, Curacao, Netherlands Antilles. *Cables:* Harbour Office Curacao. *Tel:* (9) 611133, 614422. *Telex:* 3339 CURPA NA. *FAX:* (9) 613907. *Contact:* Mr. Ing. E. Voges, Managing Director.

AGENT: SEL Maduro & Sons (Curacao) Inc., Maduro Plaza, P.O. Box 3304, Willemstad, Curacao, Netherlands Antilles. Tel: 599-9-376564/376352. Telex: 1092, 3325 or 3393 Selms NA. Fax: (5999) 371266. Cables: "Maduroship".

New Caledonia

NOUMEA: 22.16 S. 166.27 E. (See Plan)

PORT LIMITS: *Port Area:* Main Harbour as far as entrance between Port Lestelle and Point Kongou.

Secondary Harbour and Orphelinat Bay as far as the entrance between Brun Islet and Point Denouel.

DOCUMENTS:

8 copies Cargo Manifest.
2 copies Manifest of parcels to be unloaded for New Caledonian Residents.
2 copies List of Personal Objects.
(detailing photographic and audio-visual equipment, watches, etc.).
2 copies List of Foreign Currency.
2 copies List of Provisions.
2 copies Inventory of Consumable Matter.
2 copies List of Drugs and Narcotics.
(which *must* remain on board).
2 copies List of Weapons and Ammunition.
(under Master's responsibility).
4 copies List of Crew Members.
4 copies List of Disembarking Passengers.
(or notification of no Disembarking Passengers).
4 copies Transit Passenger List.
1 copy Maritime Health Certificate.
4 copies Declaration of Vessel's Specifications.
1 copy Submission Form.

PILOTAGE: Compulsory for foreign vessels (exemption for vessel with French Registery under 60 m. LOA), pilotage rendered day or night. Ladder to be 1.5 m. above water.

Pilot boats are wooden launches about 15 m. long, with black hull, equipped with VHF (permanent reception on Channel 16. Channels 12, 14 and 17 working). Pilot boats also transmit on 2182, 4072.3 and 8207.4 and receive on 2197.5, 4366.7 and 8731.3

Two access channels to Noumea through reef.

Boulari Channel: (Lat. 22° 30′ S., Long. 166° 26′ E.)

Pilot boards 1 mile off, on the Leads of Amedee Lighthouse.

Havannah Channel: (Lat. 22° 21′ S., Long. 167° 03′ E.)

Pilot boards off Goro Lighthouse on the Leads of Cap N'Dua by day, and off Port Boise at night.

In bad weather, pilot launches remain on leads as close as possible to entrance.

Pilot should be ordered at least 6 office hours before departure or moving.

ANCHORAGES: In Great or Small Road. Prohibited zone shown on chart in vicinity of underwater sealine.

RESTRICTIONS: Vessels may enter and anchor at any time, mooring may be effected at night, except for tankers at buoys.

MAX. SIZE: *Cargo Vessels:* Max. draft 10.30 m.

Tankers: Max. LOA – 260 m. Max. draft 9.70 m.

HEALTH: If vessel is "healthy", Pratique is accorded by the Pilot at the entrance, or by the Harbour Master (VHF).

In the case of contagious disease or death on board the Harbour Master must be notified by radio (VHF) before entering inner reef and the vessel must anchor at the Quarantine Station at N'Die (East of Freycinet Islet in Dumbea Bay).

Port Regulations: All vessels must comply with current Quarantine Regulations and if necessary undergo fumigation and disinfestation before tying up.

Before docking, any vessel arriving from a country infected by Rhino Beetle (*Oryctes Rhinoceros*) must:

(a) Anchor 400 m. from the coast between sunrise and sunset, keeping holds closed.

(b) Be visited by a Quarantine Inspector and if necessary disinfested.

(c) Holds must remain closed 2 hours after fumigation.

Infected Countries: Fiji, Tonga, Samoa, Wallis/Futuna, Bismarck Archipelago (New Britain, New Ireland, New Hanover), Sarmi, Manokwari Sorenarwa (Western Irian Jaya), Palau Islands (Carolines), Indonesia, Philippines, Taiwan, Japan, Dominican Republic/Haiti, Cuba.

(d) Any ship coming from Japan is inspected to prevent contamination by *Papillia Japonica*.

(e) Any vegetable goods to be unloaded must be accompanied by a Quarantine Clearance Certificate.

(f) Special permit is necessary from the New Caledonian Agricultural Department prior to importation of plants and seeds, etc.

Hygiene: All ships alongside must be equipped with rat guards.

RADIO: All messages by Coast Station Noumea, call sign FJP. Harbour Master's Office equipped with VHF Channels 16, 12 and 14, operated during normal working hours.

Arrival Advice: To Agent 48 hours before arrival: Indicate: Arrival time at Pilot pick-up point; name of pass; overall length; forward and aft drafts of vessel; damage or mechanical problems, if any to vessel's apparatus and cargo; tonnage to be unloaded; dangerous cargo, explosives, etc.

Note: This information must be lodged with the Harbour Master's Office 24 hours before arrival.

VERY IMPORTANT: Tankers carrying hydrocarbons must notify their Agent as to whether they have or have not the International Certificate for Prevention of Pollution by Hydrocarbons.

To Agent and Pilot Station 24 hours prior to arrival: Confirmation of arrival time at Havannah Passage or passes outside the Southern Zone.

12 hours prior to arrival: Confirmation of arrival time at Boulari Pass.

Note: Application for a Pilot must be made to the Pilot Station during official office hours (Monday to Friday 0700 hrs. to 1100 hrs. and 1330 hrs. to 1730 hrs.; Saturday 0700 hrs. to 1100 hrs.), either by telephone or telegram by the ship's Master addressed to the Pilot Headquarters and transmitted to the Coastal Communications Centre (Tel: 27.32.74).

TUGS: Tug's service is compulsory for vessels over 60 m. LOA. 1×25 tonnes B.P. and 1×28 tonnes B.P. tugs available to assist. Tugs equipped with VHF Channels 16, 12 and 14. Tel: 27.45.57.

BERTHING:

Petite Rade (Small Road):

Berth	*Length* (m.)	*Depth* (m.)
Cruise Ship Berth	110*	8.60
Coaster Wharf	190	3.50 – 5.50
Coastal Trader Wharf	140	3.50 – 4.50
Tourist Vessel Wharf	75	9.50
	(with 2 dolphins 155 m. apart)	(For vessels up to 170.0 m. LOA)

The new berth for passenger ships will accept vessels up to 200 m. LOA.

Grande Rade (Great Road):

Fishing Vessel Wharf	121	8.00
Coaster Wharf	140	3.80 – 5.00
Main Wharf (Berths Nos. 4–7)	694	10.00 – 10.50

Note: Access to Berth No. 4 limited to 8.80 m. by shoal 70 m. off wharf.

There is one mooring buoy 160 m. from the N.W. corner and in line with the main wharf.

BULK HANDLING FACILITIES:

Grain: 4 grain silos of 815 tonnes each, and mill with 5 silos and total capacity of 4,000 tons.

Cement Berth: Private berth located in Baie de Numbo (position: Lat. 22° 15′ S., Long. 166° 25′ E.). Initially designed for vessels of LOA 135 m. but can handle vessels with a max. LOA not exceeding 168 m. and draft not exceeding 9 m. Vessels berth alongside 3 dolphins 110 m. apart with mooring buoys fore and aft. Middle dolphin equipped with crane, hopper and conveyor. Fresh water available.

Usine le Nickel: Private wharves with 3 berths for ore carriers, tankers and freighters.

Quai Sud: 1 berth, length 170 m., depth 9 m. Equipped with 3 shore cranes for unloading ore carriers.

Quai Nord Ouest: 2 berths. Total length 397 m. Berth No. 3/4 depth 9 m. Berth No. 5/6 depth 10 m. Loading of processed metal and unloading of tankers on behalf of Shell.

Also see "Tankers".

EQUIPMENT: Stevedore Company equipment:

Societe du Chalandage:

Fork Lift Trucks: 6×1.5 tons, 10×2.5 tons, 12×4.0 tons, 3×5.0 tons, 4×6.0 tons, 10×10.0 tons.

Forklift/Frames (for Ro-Ro/Spreaders): 1×30 tons, 1×25 tons, 2×22 tons, 1×12 tons.

Karry Crane: 5×3 tons (6 tons doubled).

Tractors for Vehicles: 2.

Cranes: Poclain P.P.M. automotive, 14 tons (4 – 5 tons useful load). Richier on carrier (jib 24 m.) 40 tons (at 3 m.).

Self-Loading Trailers for Container Vessels: 20 tons (1 container 20 ft.). 30 tons (containers 20 ft. – 40 ft.)

Spreaders for Containers: 3 automatic for 20 ft., 1 automatic for 40 ft.

Trucks with Crane: 2 with jib 6 m., 7.5 tons/m., 1 with jib 7 m., 9 tons/m.

Semi-Trailer: 10×12 m. long. 7 Espadon type.

SOFRAC:

Crane Belotti: 1×22 tons with directional spreader.

Forklifts: 2×22 tons with frontal frame.

Forklifts: 3×8.5 tons, 2×6.5 tons, 1×6 tons, 1×5 tons, 3×4 tons, 2×3 tons, 1×3 tons (lowered for unloading containers), 1×2.5 tons (lowered for unloading containers), 2×2 tons (lowered for unloading containers).

Karry Crane: 1×3 tons (6 tons doubled).

Semi-Trailers for Containers: 6 for 20 ft., 24 tons. 4 for 20 ft. – 40 ft., 24 tons.

Heavy Duty Tractors: 6 for loads from 38 tons to 60 tons.

Tank Trucks: 1×35 cu.m. (1 tank), 22 tons. 1×24 cu.m. (2 tanks), 22 tons.

Automatic Spreaders: 2 for containers 20 ft., 25 tons. 1 for containers 40 ft., 30 tons.

Suction Pumps for Grain: 1×140 t.p.h., nominal 40 – 45 t.p.h. 1×35 t.p.h., nominal 25 t.p.h. 1×200 t.p.h.

Semi-Trailer with Worm: 1 for unloading grain containers.

S.A.T.O.:

Forklift Trucks: 2×2.5 tons (on board), 4×4 tons, 3×6 tons, 1×8 tons, 1×12 tons, 1×25 tons.

Karry Crane: 1×3 tons (6 tons).

Automatic Spreader for Containers: 1×20 ft., 25 tons.

TANKERS:

Baie des Dames: (Mobil Oil Australia). (Position: Lat. 22° 14′ S., Long. 166° 24′ E.).

1. 5 mooring buoys (max. distance between East and West Buoys 361 m.) 2×8 in. lines for clean and black oils (each marked by a Spar Buoy and a Marker Buoy). Max. LOA 200 m., max. draft 10 m. The buoy mooring is used to discharge Mobil/Total tankers and bunker cargo vessels, liners and ore carriers.

2. "T" shaped jetty, length 9 m. 4 mooring dolphins and 2 mooring buoys (110 m. apart). Max. LOA of tankers 100 m., max. draft 5 m. Berth used for discharge of tankers and liquid gas carriers, bunkering of vessels and loading of tankers.

Also see table.

SLN: Quay Nord-Ouest at Doniambo. Max. LOA 260 m., max. draft 9.7 m. Products handled: Black oils and black fuel oil No. 2.

Oil Terminals:

	Bay des Dames Mooring	Bay des Dames Anchorage	Doniambo (SLN) Shell Tankers
Position	22° 14.3′ S. 166° 24.1′ E.	22° 14.5′ S. 166° 23.4′ E.	22° 15.6′ S. 166° 25.9′ E.
Controlling Depth	12 m.	12 m.	10 m.
Nature of Bottom	Mud	Mud	Mud
Description of berth	Berths at jetty/4 dolphins and 2 buoys	5 buoys	Berths/wharf
Companies using oil terminal	Mobil Shell Total	Mobil Shell Total	Shell
Tanker:			
d.w.t.	1,200	28,000	28,000
LOA (m.)	100	200	200
Beam (m.)	—	25	—
Draft (m.)	5	10	10
Grades handled	Light oil Black oil	Light oil Black oil	Light oil —
Max. weight cargo hoses (tons)		3	2
Pump Rate (t.p.h.)			
Discharging	100	280	150/200
Clean oil			
Discharging	80	340	—
Black oil			
Bunkering	70	120	—
Clean oil			
Bunkering	80	100	—
Black oil			
Min. quantity	50	50	—
Pressure kg/sq.m.			
Clean oil	7	7	7
Black oil	7	7	—
	These two terminals are operated by Mobil Oil and are used for discharging and loading tankers as well as for bunkering all types of vessels.		For tankers containing products for Shell.

LPG Terminal:

Gas carriers berth port side to wharf, against the jetty and the 4 dolphins which make up the Mobil Oil installations in Bay des Dames.

Limits: Overall length : 100 m. Draft: 5 m.

Capacity of reservoirs: 3,115 tons. Sphere No. 1: 330 tons; Sphere No. 2: 560 tons; Sphere No. 3: 2,225 tons.

All the spheres can be used for stocking butane.

Sphere No. 1 can also stock propane.

Average density of butane gas: 0.580.

Maximum pressure of liquid: 15 kg/sq.cm.

Normal delivery pressure: 7 kg/sq.cm.

Maximum vapour pressure: 5 kg/sq.cm.

Pumping speed: Maximum 70 t.p.h. Minimum speed: 10 t.p.h.

Hoses used by vessel: 1 hose for liquids 4 in. diameter; 1 hose for vapours 3 in. diameter.

Obligatory requirements for tankers carrying Hydrocarbons: Masters of all vessels carrying hydrocarbons and on the point of entering New Caledonian waters are under obligation to send to the Marine Commander in Noumea (F.U.J.), a message, indicating:

(1) Intended course.

(2) Navigation and manoeuvring possibilities.

6 hours before entering territorial waters.

6 hours before sailing.

Note: During sojourn or transit in New Caledonian waters, permanent radio contact is observed; international radotelephonic call frequency on the maritime metric band.

Tankers must use the following passes:

Havannah or Boulari: Tankers carrying less than 8,000 tons of petroleum products and less than 8 m. draft.

Pilot pick-up point 5 nautical miles off Boulari:

1. Entry via Boulari Pass if less than 20,000 tons of petroleum products and draft under 10 m. (night or day);
2. Entry via Dumbea Pass if more than 20,000 tons of petroleum products or more than 20 m. draft (daytime only).

Thio and Poro:

Tankers: Less than 20,000 tons of products and draft under 10 m.

Very Important:

Docking of tankers is in accordance with the possession of:

International Certificate for the Prevention of Pollution by Hydrocarbons; consequently:

This must be indicated to ship's Agent 48 hours prior to arrival.

Certificate must be shown to Pilot at the entrance, and to the Harbour Master or his representative upon docking.

STEVEDORES: Service provided by three private companies. 2 or 3 days' notice required to arrange work.

Working Hours: Normal Hours: Monday to Friday 0700 hrs. – 1100 hrs. and 1300 hrs. – 1700 hrs. Overtime: Monday to Friday 1800 hrs. – 2300 hrs., Saturday 0700 hrs. – 1100 hrs. and 1300 hrs. – 1700 hrs.

MEDICAL: Clinique de Magenta, Rue du 18-Juin, Magenta, Box H5. Tel: 28.49.29.

Clinique Magnin: Route Territoriale No. 13, Vallee des Colons, Box 64. Tel: 27.26.01.

Hospital Gaston-Bourret, Avenue Paul-Doumer, Noumea, Box C5. Tel: 27.21.21.

Polyclinique de l'Anse-Vata, Route de l'Anse-Vata. Tel: 26.14.22.

Note: Numerous dispensaries located in villages and mining centres of the interior. If necessary, urgent medical evacuation possible by plane or helicopter.

DENSITY: 1026.

FRESH WATER: Supplied by pipeline at the quays in the Commercial Port, S.L.N. and Numbo Private Cement Factory; rate, 40 t.p.h.

FUEL: Refuelling with marine diesel oil (M.D.O.) or bunkering fuel oil (B.F.O.) is possible.

Authorisation previously obtained by the shipowner from the Australian or French Head Offices of the 3 companies present in Noumea can aid local formalities:

Mobil Tel: 27.31.52

Shell Tel: 28.57.20

Total Tel: 27.52.91

"Light" fuels can be delivered by tanker, but "heavy" fuels must be loaded at the Mobil refuelling post, Bay des Dames.

Docking: LOA 100 m. draft 5 m.

Mooring to buoys: LOA 183 m., draft 10 m.

Note: When tying up to buoys: One must count 3/4 hours' lost time for the various operations. A derrick capable of lifting the hose (3 tons) is necessary.

CONSULS: Australia, 19-21 Avenue du Marechal-Foch, Noumea. B.P. 22. Tel: 27.24.14. Cables: Austcom. Telex: 087 NM.

Belgium, 13 Rue Jules-Ferry, Noumea. Box 2683. Tel: 28.46.46.

Indonesia, 4 Rue de Strasbourg, Noumea. Box 26. Tel: 28.25.74.

New Zealand: 4 Boulevard Vauban, Noumea. Box 2219. Tel: 27.25.43. Cables: Kereru. Telex: 036 NM.

REPAIRS: Many engine, hull and electronic repairs can be effected. Slipway for small vessels. One slipway, to lift vessels of 1,000 tonnes.

SURVEYORS: *Marine Surveyors:*

Bureau Naval Serve, 32 Rue du General-Gallieni, Noumea. Tel: 28.25.02.

Bureau Veritas, 21-23 Rue de l'Alma, Noumea. Tel: 27.20.31.

Lloyd's Register of Shipping, 7 Rue Anatole-France, Noumea. Tel: 27.20.83.

For all problems relating to cargo and/or vessel damages.

Draft surveys for estimation of nickel ore loads per ship.

Classification Societies:

Lloyd's Register of Shipping, Societe W. A. Johnston, 7 Rue Anatole-France, Noumea, Box 445. Tel: 27.20.83. Cables: Johnston. Telex: 070 NM.

Bureau Veritas, Societe des Etablissements Ballande, 21-23 Rue de l'Alma, Noumea, Box C4. Tel: 27.20.31. Cables: Ballande. Telex: 025 NM.

Germanischer Lloyd and Nippon Kaiji Kyokai. Bureau Naval Serve, 32 Rue Gallieni, Noumea, Box 2387. Tel: 28.25.02. Cables: Surveyor. Telex: Gemar 065 NM.

GANGWAY/DECK WATCHMEN: Recommended, but not compulsory.

OPENING/CLOSING HATCHES: Can be performed by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes per man(400 cigarettes at Outports). Additional allowance can be made after 10 days. Maximum 2 bottles of spirits per man. Wines and beer not limited. Landing of cigarettes, wines and spirits prohibited.

CARGO GEAR: Ship's gear normally used. Possibility of hiring cranes 10 tons – 104 tons.

REPATRIATION: All facilities available for crew change and repatriation.

AIRPORT: Tontouta Airport situated 50 km. from Noumea. Several connections a week to all parts of the world.

TIME: GMT plus 11 hours. N.B. Daylight saving is sometimes introduced between December and February.

HOLIDAYS: 1st January, Easter Monday, 1st May, Pentecost Monday, Ascension Day, Whit Monday, 14th July, 15th August, 24th September, 1st November, 11th November, 25th December. Work may be arranged on Sundays and holidays.

POLICE/AMBULANCE/FIRE: Police, Tel: 17; Fire, Tel: 18; Ambulance, Tel: 27.21.21.

EMERGENCY CO-ORDINATION CENTRE: Call "Noumea Marine" on VHF Channel 11.

BANKS: Banque de l'Indochine et de Suez, Corner of Rue de l'Alma and Avenue du Marechal-Foch, Noumea. Box G5 Tel: 27.22.12. Cables: Indosuez. Telex: 023 NM.

Banque Nationale de Paris/Nouvelle-Caledonie. 60 Avenue de la Victorie, Noumea. Box K3. Tel: 27.55.55. Cables: Natio Par. Telex: 022 NM.

Banque de Nouvelle-Caledonie Credit Lyonnais. 75 Rue de Sebastopol, Noumea. Box L3. Tel: 28.50.69. Cables: Calbank. Telex: 091 NM.

Banque de Paris et des Pays-Bas-Nouvelle-Caledonie. Corner Rue del'Alma et Rue Georges-Clemenceau, Noumea. Box J3. Tel: 27.51.81. Cables: Paribas. Telex: 086 NM.

Societe Generale Caledonienne de Banque. 56 Avenue de la Victorie, Noumea. Box G2. Tel: 27.22.64. Cables: Pacsoge. Telex: 067 NM.

STORING: See "Prelims".

1. By Truck.
2. None.
3. Yes.
4. Yes.
5. Duty Free.
6. Yes.

WEATHER: *Wind:* The prevailing wind is the South-Easterly Tradewind blowing regularly from June to October.

N.B.: The Tradewind freshens with the sun.

Close to shore: Maximum around 1400 hrs.

Open Sea: Maximum around 1800 hrs.

Cyclone Season: From November to April (variable winds, rain, gusty conditions).

Rainfall: Dry season: Minimum 50 mm./month.

From January to March: Heaviest rainfall owing to the Cyclone season.

Rainfall varies between coasts depending on their exposure to winds.

Temperature: Average temperature: 24°C.

The maximum temperatures are during the month of February: 34°C.

Tides: Semi-diurnal type affected by daily inequalities. The high and low April tides are on an average 0.40 m. higher/lower than the October tides.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Recommended that crew carry Seamen's Books.

SHIPMASTER'S REPORT:

Communications: Radio W/T. Short wave service and MF service very good. First message to state which passage used – Draft – Tonnage – and nature of dangerous cargo, this should be sent at least 24 hours before arrival, Agent and Harbour Master required this message.

Shore Telephone: Service available as receivers can be connected.

VHF: Available to Harbour Office and pilot station during office hours 0700 hrs. to 1100 hrs. and 1300 hrs. to 1700 hrs. Monday to Friday. Pilot vessel when at Havannah Passage keeps VHF watch 1 hour before the last given ETA. In our case we made contact with the pilot vessel when 12 miles from Havannah Passage. If at anchor VHF contact to Agents can be made via Harbour Office.

Pilotage: Boarding ground: Canal de Havannah. The Pilot boards the vessel when on the leads, but inside the reef, when the vessel is off Port Goro. The 3 leading lights stand out well at night time, each light is individually powered in case of failure, in our case they were seen 25 miles away. During strong S.W'ly winds the Pilot will board in the lee of Ioro Reef. As the leads do not stand out so well in day time, night time seems to be the best arrival time. This channel has been swept to a depth of 34 ft. Strong cross currents can be expected at the entrance to Havannah Passage.

Anchorages. See CHINPACS for area dangerous due to mines. Otherwise vessel anchors Grande Rade.

Quarantine. Pratique granted by Pilot, Health Signal not required unless notifiable sickness on board.

Controlling Factors: Berthing times: Vessels are now berthed at any time, the usual side to being Starboard side, a 1,200 h.p. tug being used to assist.

Length: No limit at berth.

Berthage: 700 m. at the New Wharves.

Stevedoring. Working time. 0700 hrs. to 1100 hrs. then 1300 hrs. to 1700 hrs. and overtime from 1800 hrs. to 2200 hrs. The labour will also clean out the hatches provided one gang is actually working cargo, otherwise they stop when cargo work is all finished. Saturday is not an overtime day. Only Sunday is an overtime day. Good Friday and Easter Saturday are considered normal working days. The Stevedoring is good, with a fast working rate, but I regret to state that some pillage took place. As regards unprotected cars, the most minor marks were claimed against the vessel, these were repudiated.

Documents:

1 Cargo Manifest.
1 List of Dangerous Cargo.
2 Crew Lists.
1 Crew Personal Effects List, this list to include currency held, (French Forms accepted).
1 Bonded Stores List.
1 Health Form.

OUTPORTS: (See Plans).

For Ore loading vessels:

Nepoui: Lat. 21° 20.1′ S., Long. 164° 25.5′ E.

LOA vessel 163 m. Draft 8.7 m. Telescopic shuttle clearance 12.5 m. Loading rate 1,250 t.p.h.

1 Launch available.

Tankers: 6 in. flexible hose, weight 2 tons, 8 in. pipeline. Pumping rate 200 t.p.h. Pressure 7 kg./sq.cm.

Thio: Lat. 21° 37.5′ S., Long. 166° 15.5′E.

LOA vessel 170 m. Draft 10.8 m. Telescopic shuttle clearance 11 m. Loading rate 686 t.p.h.

1 Launch available.

Tankers: 6 in. flexible hose weight 2 tons. 6 in. pipeline. Pumping rate 130 t.p.h. Pressure 7 kg./sq.cm.

Kouaoua: Lat. 21° 24′ S., Long. 165° 49.8′ E.

LOA vessel 150 m. Draft 8.5 m. Telescopic shuttle clearance 10.5 m. Loading rate 628 t.p.h.

2 Launches (1 shared with Poro) available.

Poro: Lat. 21° 19′ S., Long. 165° 44′ E.

LOA vessel 169 m. Draft 9 m. Telescopic shuttle clearance 11.05 m. Loading rate 900 t.p.h.

2 Launches (1 shared with Kouaoua) available.

Tankers: 8 in. flexible hose, weight 2 tons. Pipe-line 6 in. Pumping rate 130 – 150 t.p.h. Pressure 7 kg./sq.cm.

Baie Ugue: Lat. 21° 09′ S., Long. 165° 33′ E.

LOA vessel 170 m. Draft 11 m. Telescopic shuttle clearance 12 m. Loading rate 600 t.p.h.

1 Launch and 1 tug 400 h.p. available.

Loading of Ore by Lighters:

Vessels anchored in bays, sheltered from the ocean swell by the barrier reef, but not sheltered from heavy seas caused by wind.

West Coast: Poum/Paagoumene, Karembe, Teoudie, Poya, Bourail (anchorage and mooring buoy), Bay N'Go (anchorage and mooring buoy).

East Coast: Moneo, Kouaoua, Nakety, N'Goye, Ouinne (anchorage and mooring buoy).

Loading Operations: Loading is carried out under supervision of the miner and his stevedore who embarks and lodges part of his personnel on board the vessel.

1. Lighter train towed by a tug, runs a shuttle between the loading wharf and the anchored vessel. Very few powered lighters.
2. Trucks empty their load into lighters.
3. Lighters are emptied by unloading apparatus on board vessel.
4. Ore estimations (richness and humidity) are carried out on shore by the miner and a Japanese representative of O.M.I.C., and a sample is placed on board for the smelter, another sample being reserved for the Department of Mines.
5. Non-stop loading, except in some bays where tide flow inhibits loading lighters at low tide.

Loading rate: From 1,500 to 9,000 tons per day.

Depending on:

1. Whether port is sheltered or not;
2. Distance between loading point and anchorage.
3. Tide flow at lighter loading point;
4. Number of lighters and tugs used by the stevedore.

OFF-LYING ISLANDS: (See Plans).

Art Island – Wala Wharf: Lat. 19° 43′ S., Long. 161° 19′ E. Wharf orientated N.N.E./S.S.W., parallel to shore. Length 30 m. framed by 2 dolphins each 15 m. Width 7 m. Wharf top 3.50 m. above low tide. Depth 4 m. Roadway: 85 m. long, 2.7 m. wide with 2 footpaths 80 cm. wide, supporting vehicles of up to 19 tons (axle 13 tons).

Ouvea Island – Wadrilla Wharf: Lat. 20° 35′ S., Long. 166° 33′ E. Wharf orientated W.N.W./E.S.E., perpendicular to shore. Length 40 m. with mooring buoy 35 m. from the end. Width 7 m. Wharf top 3.5 m. above low tide. Depth 4 m. Roadway: 220 m. long, 2.7 m. wide with 1 footpath 80 cm. wide, supporting vehicles of up to 19 tons (axle 13 tons).

New Wharf: Max. LOA 75 m., max. draft 4.2 m.

Lifou Island – We Wharf: Lat. 20° 55′ S., Long. 167° 17′ E. Wharf orientated N.E./S.W., parallel to shore. Length 40 m. prolongated to the N.E. by a dolphin 15 m. away. Width 7 m. Wharf top 3.5 m. above low tide. Depth 5.5 m. Roadway: 90 m. long, 4 m. wide, supporting vehicles of up to 19 tons (axle 13 tons).

New Wharf: Max. LOA 75 m., max. draft 4.2 m.

Mare Island – Tadine Wharf: Lat. 21° 33′ S., Long. 167° 53.5′ E. Wharf orientated N.N.E./S.S.W. Length 48 m. with an adjacent wharf 13 m. long (150 in. lower). Width 2 m. Wharf top 2.8 m. above low tide. Depth 3 m.

New Wharf: Max. LOA 75 m., max. draft 4.2 m.

Isle of Pines – Kuto Wharf: Lat. 22° 39.7′ S., Long. 167° 26′ E. Wharf orientated W.N.W./E.S.E., parallel to shore. Length 30 m. framed by 2 dolphins 15 m. away. Width 11 m. Wharf top 3.35 m. above low tide. Depth 4 m. Roadway: 118 m. long, 2.70 m. wide with one footpath 80 cm. wide, supporting vehicles of up to 19 tons (axle 13 tons).

Touho Bay: Wharf orientated E.N.E./W.S.W., parallel to shore – 4 bollards. Length 12.6 m. Width 6.7 m. Wharf top 4 m. above low tide. Deep water at 20 m. from end of wharf.

Paagoumene Wharf: Lat. 20° 29.2′ S., Long. 164° 10.5′ E. Wharf orientated N.E./S.W. Length 15.6 m. N.E. section: Length 30.5 m. S.W. section: Length 43 m. Overlapping landing stage, 2.14 m. Wharf top 3.83 m. above low tide.

AUTHORITY: Port Autonome de Noumea, Avenue Cook, P.O.Box 14, Noumea, New Caledonia. *Tel:* (687) 27.59.66. *Telex:* 3838 NM. *FAX:* (687) 283772. *Contact:* Philippe Laffleur, Port Director. Jean Louis Boglio, Port Captain.

NOTES

Please also advise Shipping Guides Ltd.

New Zealand

GENERAL: All ports.

AGRICULTURE:

Masters of all vessels are required to notify the Ministry of Agriculture and Fisheries, located at the place of their expected arrival, a minimum of 12 hours before the estimated arrival time.

The New Zealand Ministry of Agriculture and Fisheries requires a Shipmaster's Bond and Guarantee (Form Ag.L35) to be completed in triplicate if vessel is carrying animals, i.e. cats, dogs, fish, birds, etc.

In addition, the Masters of all overseas vessels are required to complete in duplicate a Ship's Meat Locker Certificate (Form Ag.L36). Ship's Meat Lockers (chambers) containing prohibited meat from overseas countries are sealed on arrival at the first port in New Zealand, and must remain sealed during the vessel's stay on the New Zealand coast.

There are also restrictions relating to ship's garage. The Quarantine Service Office will advise on these matters.

All goods of an agricultural nature must be held until they have been inspected and a Permit to Land (Form Ag.G.78) issued by the Ministry of Agriculture and Fisheries.

Crews signing-off are required to check with the Quarantine Service and obtain Release/Treatment of any agriculture items which they wish to take ashore.

Authority: Ministry of Agriculture and Fisheries Quarantine Service.
Auckland: P.O.Box 1254. Tel: (09) 377-3008. Fax: (09) 307-0124.
Wellington: P.O.Box 12-108. Tel: (04) 473-8996. Fax: (04) 473-2975.
Christchurch: Private Bag. Tel: (03) 379-4100. Fax: (03) 364-7926.
Contact: Regional Manager, Quarantine Service.

SHIPMASTER'S REPORT:

Health: Coming from an Australian port the clean Bill of Health was accepted.

Documents: 2 Poison Lists (if there is poison in the cargo). 2 Reports of Pillaged Cargo (marks and numbers).

Cargo Gear: When working general cargo with derricks "in union purchase" without preventer guys, ship (via Agent) must seek an exemption from Regulation 2 (a) of the General Harbour (Safe Working Load) Regulations 1935 Amendment No. 5 by applying for dispensation from the Chief Surveyor of Ships, Marine Department, Ministry of Transport, Private Bag, Wellington.

AUCKLAND: 36.51 S. 174.45 E. (See Plan)

PORT LIMITS: South of a line drawn from Toroa Point to the S.W. Point of Rakino Island.

DOCUMENTS:
3 copies Passenger List.
3 copies Crew List.
1 copy Search List (Form 2).
1 copy Stores List (Form 3).
1 copy Prohibited and Restricted Immigrants.
1 copy Poisons List.
1 copy Animals and Birds List.
1 copy List of Firearms (not cargo).
1 copy Arrival Manifest (Form 1), plus 2 for other ports visited (Reg. Form 16 refers).
1 copy of List showing the gross tonnage of cargo for discharge in New Zealand.
3 copies Shipmaster's Bond and Guarantee (Form Ag.L35).
2 copies Meat Locker Declaration (Form Ag.L36).

Ship's Register to be presented to the Harbour Master on first visit to the port.

Also see "Health".

Radio Officer's Report: March 1991.
1 copy Personal Effects List, stating make, model and serial numbers of radios, cameras, etc.
3 copies Master Certificates, stating the type and weight of the meat on board, country of origin and the port where loaded. (Agriculture will most likely seal the meat locker).
3 copies General Declaration, stating the particulars of the ship.
1 copy Maritime Declaration of Health.
1 copy Ships Stores List.
5 copies Crew List.
1 copy Particulars of Ship's Certificates List.
1 copy Shipmaster's Bond, and guarantee stating the particulars of animals, if any on board.

PILOTAGE: Vessel approaching port to give 24 hours' notice by radiotelegraphy and addressed "Shipping Services Manager Auckland". A second notice by radiotelephone confirming or amending first to be sent 4 hours before expected time of arrival. Signal Station on Mt. Victoria, call sign "Auckland Harbour Radio", calling frequency 2182 kHz., working frequency 2012 kHz. VHF, call sign "Auckland Harbour Radio", Channel 12 and 16. Continuous listening watch on Channel 16.

Pilot boat is 13.0 m. long "Stolkcraft", painted orange and white, speed 30 knots. Reserve pilot launch is 20.0 m. long, single mast, painted white. Name is *Akarana.* Standard flag and lights are shown. Word "Pilot" painted in black on white above cabin.

Pilots board 1 mile North of Rangitoto Beacon, but will proceed farther when necessity arises. Good pilot ladder with manrope required to within 1.5 m. of water-line with proper lighting at night. Heaving lines will be needed for mail.

ANCHORAGES: For vessels waiting Pilot: (Bearings and distances from Rangitoto Beacon). Gulf Anchorage No. 1 bearing 000° distance 2 miles; No. 2 bearing 006° distance 2.5 miles; No. 3 bearing 012° distance 3 miles.

All inner anchorages in pilotage area can be indicated by Pilot. All anchorages are in 11 m. – 18 m. with good holding ground.

RESTRICTIONS: Ships may enter harbour at any time of day or night. Main channel has least depth of 11 m. chart datum. Vessels with greater draft must wait for tide to make and enter at Harbour Master's orders. It is preferable for all vessels to have not less than 10% vessel's draft as under keel clearance. Tankers not berthing immediately on arrival anchor as directed at one of Gulf Anchorages.

See "Bridges".

MAX. SIZE: No limits, within reason, on the length or breadth. Controlling depth at chart datum: entrance 11 m.; Rangitoto Channel 11 m.; anchorages 9.8 m. – 15.0 m.; berths 6.09 m. – 12.20 m.

HEALTH: 12 – 24 hours before arrival time, despatch message to Port Health, Auckland. Message to state ETA, last port, and date of departure therefrom, number of crew, number of passengers and state of health and indicate if there is a doctor amongst the crew. 12 hours before arrival confirm ETA.

Customs and Health formalities are usually carried out when vessel is alongside. Ship's gangway required for access by port officials.

Papers Required:
Completed Maritime Declaration of Health.
Derat Certificate.
Complete Crew List with dates of last vaccinations.
N.B. Crew and Passenger Lists to be certified as being correct by the Master.
List of Addresses of Disembarking Passengers.
List of Dangerous Cargo on board.

Pratique is granted initially, and covers all subsequent coastal movements in New Zealand for that voyage. Radio Pratique can be granted only after prior approval from New Zealand Health Department.

Vessels requesting Pratique should exhibit appropriate International Code Signals by day and night until Pratique is granted.

Shipmaster's Report: August 1994.
Request "Radio Free Pratique" via Taiaroa Heads.
Call Sign: "ZMH 32".
Tel: 3478-0868.
Fax: 3478-0744.

RADIO: Station for routing traffic to the Auckland area is Auckland Radio. Call sign ZLD. Working both W/T and R/T on continuous watches.

VHF: See "Pilotage".

RADAR: Radar station with range of 72 km. located on Mt. Victoria Lat. 36° 49′ 42″ S., Long. 174° 47′ 57″ E. Masters may call on radio telephone and request particulars of their bearing and range as shown on radar screen. Responsibility for the use of this information rests entirely with Master of vessel.

TUGS: 2 working tugs available, 1 on stand-by. Tugs join vessel East of Eastern Tide Wall. Tugs supply lines at no extra charge.

BERTHING: Tankers berth at Wynyard Wharf depot. Large tankers must arrive at pilot station not later than one hour before sunset, otherwise berthing will be postponed until following morning. Tankers not exceeding 125 m. in length may be berthed during the hours of darkness.

Depth of Water:

Wharf	*Dredged Depth* (m.)
Wynyard East	7.0 – 13.0
Princes West	7.5 – 11.5
Princes East	7.0 – 13.0
Queens East	8.5 – 12.0
Captain Cook East	6.5 – 10.0
Bledisloe West	10.5 – 12.5
Bledisloe No. 1	7.5 – 10.0
Jellicoe West	8.5 – 13.0
Jellicoe East	8.5 – 12.0
Freyberg East	8.3 – 12.0
Fergusson West	10.6 – 13.5

CRANES: At Fergusson Container Terminal there is 1 twin lift container crane of 45.72 tonnes capacity, 2 single lift container cranes of 40.64 tonnes capacity and 1 Noell Post Panamax crane of 70 tonnes capacity. In the conventional cargo port quay-side cranes of 5 tonne capacity are provided at Freyberg and Jellicoe only. At the bulk sugar berth there is a 10 tonne capacity gantry grabbing crane. At Bledisloe West berth there is a Samba crane with 35 tonnes capacity.

BULK CARGO FACILITIES: *Cement:* A special berth is provided where bulk cement is discharged pneumatically via pipeline to privately owned silos. Depth at chart datum 6.0 m., quay length 94 m.

Sugar: Bulk sugar is discharged at Chelsea Wharf. This wharf is equipped with a 10 tonne capacity gantry grabbing crane and a conveyor system connected to the refinery store. Depth at chart datum 9.9 m. Quay length 91 m.

4 other berths can also be made available for discharge of dry bulk cargo as required.

See "Bridges".

SPECIALISED CARGO HANDLING FACILITIES:

Tanker Terminals: 2 berths are at a continuous quay 486 m. long, depth at chart datum 9 m. – 11 m. The berths are connected by pipeline to adjacent tank farms.

Container and Ro/Ro Facilities: Fergusson Wharf Container Terminal: Quay length 610 m. Depth at chart datum 12.2 m. The terminal is equipped with 3 Vickers Hoskins/Paceco gantry container cranes, 1 single lift Noell Post-Panamax crane of 70 tonnes capacity, 2 single lifts of 40.64 tonnes capacity and a twin lift of 45.72 tonnes capacity. Total back-up area of the terminal is 26 hectares of which 17.41 hectares is used for container handling and storage and 4.30 hectares is used for container repairs and LCL containers. Included in the latter area is the Monash Street Container Base which provides 7,432 sq.m. of covered transit storage for LCL cargo. Rail exchange sidings are located immediately adjacent to the terminal. There are power outlets for 1,424 refrigerated containers. Container terminal equipment includes 17 straddle carriers as well as various tractors and fork lift trucks. The terminal is operated by the Ports of Auckland Ltd.

Freyberg Wharf: A common user Ro/Ro berth for quarter ramp vessels up to 228 m. in length is provided at Freyberg Wharf.

Bledisloe Ro/Ro Terminal: Quay length No. 1 Berth 137 m., No. 2 Berth 224 m. Depth at chart datum 9.5 m. Each berth is equipped with a link span with a fork lift axle load capacity of 56.9 tonnes and a low loader capacity of 182.9 tonnes. No. 2 Berth can accept ships equipped with a port quarter ramp. A total back-up area of 4.8 hectares is provided including a cargo shelter of 4,000 sq.m. and rail exchange sidings.

Bledisloe West Wharf: Length 285 m. Depth alongside 12.3 m. Handles ships with unitised cargo, including container ships. A total back-up area of 5.2 hectares is served by 1 × 35 ton Samba gantry crane and 4 heavy duty forklift trucks and Hyco reach stackers. A 1,000 sq.m. timber store and a 3,000 sq.m. empty container stacking area is also available.

BRIDGES: Navigation in daylight hours only under Auckland Harbour Bridge. Navigation span is 45.2 m. – 42.4 m. above MHWS for 76 m. each side of centre. Only ships berthing at Chelsea Wharf sugar berth need pass under the bridge.

STEVEDORES: Labour is available 24 hours, 7 days a week, by prior arrangement.

MEDICAL: In case of urgent medical attention being required, Agents can arrange for doctor to board in stream at any notice. Hospital and ambulance services available 24 hours.

TANKERS: See "Special Cargo Handling Facilities".

Any size pipelines can be used, oil companies have all reducing pieces needed.

No facilities for slop discharge.

DENSITY: Always 1025.

FRESH WATER: Fresh water always available. Delivery rate 40 t.p.h., through canvas hoses. Ports of Auckland supplies all equipment.

FUEL: Light fuel oil, diesel, gas oil and heavy fuel are available. To be ordered in ETA notice.

FIRE PRECAUTIONS: In addition to usual precautions, Class 1 tankers are under extra security with a nightwatchman from Harbour Master's staff in addition to the normal tanker guard.

CONSULS: (Consuls, Trade Commissioners, etc.): Australia, Belgium, Brazil, Costa Rica, Denmark, El Salvador, Fiji, Finland, France, Germany, Greece, Ireland, Italy, Japan, Korea (South), Nauru, Netherlands, Norway, Peru, Philippines, Portugal, Sweden, Switzerland, Tonga, Turkey, U.K., U.S.A., Venezuela, Western Samoa.

REPAIRS: Ship repairs can be carried out. Private slipways are available.

DRY DOCKS: Max. size of vessel that can be accommodated in Calliope Dry Dock, operated by the Ministry of Defence, is 181.35 m. LOA and 19.8 m. beam. Water on sill at MHWS 10 m.

SURVEYORS: American Bureau of Shipping, Bureau Veritas (Paris), China Corporation Register of Shipping, Det Norske Veritas, Germanischer Lloyd, Lloyd's Register of Shipping, Nippon Kaiji Kyokai, Registro Italiano Navale, Russian Register of Shipping.

GANGWAY/DECK WATCHMEN: Watchmen are necessary. Best to use crew. Also see "Fire Precautions".

OPENING/CLOSING HATCHES: Crew open completely mechanical hatches only. All other hatches opened by waterside workers.

CERTIFICATES: Register, Derat, Load Line, Safety Equipment, Safety Radio, Articles of Agreement, are main Certificates required.

CUSTOMS ALLOWANCES: 1 bottle of spirits (in use) *or* 1 bottle of wine (in use) *and* 12 quart bottles (or the equivalent) of beer, 200 cigarettes *or* half a pound of tobacco *or* 50 cigars. For ship use only. To be declared on Search List. Also gifts up to a total value of $100.0 may be landed.

CARGO GEAR: Preventer guys must be entirely wire. All blocks and shackles must be moused. Safety strops on all heel blocks. All wires, ropes, chains and blocks to have Certificate of Test.

REPATRIATION: All facilities exist for repatriation.

AIRPORT: 23 km. from harbour to airport. Served by all major international airlines.

TIME: Local time is GMT plus 12 hours, add 1 hour for Summertime, October to March.

HOLIDAYS: The port works during all holidays except Christmas Day.

POLICE/AMBULANCE/FIRE: All emergency services are called through one telephone number. Dial 111 and state service required.

TELEPHONES: Telephones at all berths. Charges available on application.

SERVICES: Services include tank cleaning, compass adjusting, all cargo surveying, average adjusting, etc. Tank washings may be pumped to road tankers.

SHORE LEAVE: Crew members may go ashore.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Service provided daily by private contractor, NZ Medical Waste Ltd, Tel: 309-1381. Bins are provided by contractor and exchanged "empty" for "full" daily.

WASTE OIL DISPOSAL: Several private contractors operate in the port, using tanker trucks for collection of waste oil.

SEAMAN'S CLUBS: Several seaman's clubs in port. Regular football matches arranged, church services available. Contact Flying Angel Club, 14 Quay St., Tel: 7034-352.

CURRENCY: New Zealand Dollar (NZ$).

REGULATIONS: All guests aboard vessel in the evening must have passes signed by the Master. All visitors' passes expire at 2300 hrs. All ships in port are subject to the Rules and Regulations contained in the Harbours Act 1950, and the By-laws of Ports of Auckland Ltd. On first visit to the Port copies of these and other relevant Regulations are supplied to ships.

DELAYS: There are seldom any delays awaiting berths.

GENERAL: *Refuse Disposal:* It is important that no refuse be allowed to pass into tidal waters either directly or indirectly. This is covered by strict Government Regulation.

Refuse, which is to be kept in provided covered containers, is collected each morning by a road vehicle.

AUTHORITY: Ports of Auckland Ltd., P.O.Box 2353, Auckland, New Zealand. *Tel:* (09) 366-0055. *Telex:* NZ 2705. *FAX:* (064) (09) 366-0219. *Contact:* Robert Cooper, Chief Executive. Captain Ron MacKenzie, Marine Services Manager. G.J. Bissell, Secretary.

BLUFF: 46.37 S. 168.22 E. (See Plan)

DOCUMENTS: See "Auckland".

PILOTAGE: Pilotage is compulsory. Pilots board vessels from launch in position Lat. 46° 39′ S., Long. 168° 21′ E. Arrangements regarding boarding will be made by VHF Channel 16 with Bluff Harbour Radio.

Vessels, other than those which are exempt from pilotage, must not proceed within the pilotage area without a Pilot.

A 24 hour pilotage service for tidal conditions. Vessels generally enter and leave the port at slack HW and slack LW.

Caution: Vessels stopping to pick up a Pilot are particularly warned not to approach entrance shoal too closely, especially during flood stream as stream sets strongly on to entrance shoal, North-Eastward.

Coastal Pilots: Coastal Pilots are available on 24 hours' notice for piloting service in the Fiordland Sounds.

Stewart Island Pilotage: The area within the Stewart Island Pilotage District is a Compulsory Pilotage District. The definition of this area can be obtained from the South Port NZ Ltd. who are the Stewart Island Port Authority and provide Pilots.

ANCHORAGE:

Southward of Stirling Point: In fine weather, vessels awaiting tide may anchor in 10 to 12 fathoms with Stirling Point lighthouse bearing about 356° and Dog Island lighthouse bearing about 108°.

Eastward of Dog Island: Anchorage for vessels delayed longer than 6 hours awaiting to enter Bluff is situated 5 miles East of Dog Island.

Safe anchorage in heavy Westerly weather may be found off the N.W. coast of Stewart Island between Otaku Point and Gull Rocks, position: Lat. 46° 47′ S., Long. 168° 02′ E.

RESTRICTIONS: The safest time to enter the harbour is at slack water. Strict attention should be paid to radio messages passed from the Harbour Authority Operations Office. No vessel should attempt to enter without a Pilot, unless possessing local knowledge.

Least depth in fairway is 8.53 m. on Northern edge of Channel Rocks; also 7.62 m. (about 1 cable West North-Westward of the tidal beacon).

MAX. SIZE: Length 198 m., beam 29 m. Vessels of over 198 m. length and/or 29 m. beam are restricted to HW arrival and departure. Vessels up to Panamax size 225 m.×33 m. will be handled at a reduced draft at the Manager – Operation's discretion.

Max. draft is 9.7 m. ordinary HW and up to 10.0 m. at HW Springs. LW max. draft is 7.0 m. up to 7.8 m. at Neap tides.

HEALTH: Radio Pratique available at Berth.

RADIO/VHF: A continuous watch is maintained by the Harbour Authority Operations Department and vessels can communicate by VHF. Call sign is "Bluff Harbour Radio". VHF radio calling Channel 16. A continuous watch is maintained on VHF Channel 16.

TUGS: Two tugs are available. Both twin-propulsion Voith Schneider vessels of 1,200 i.h.p. and 15.3 tons static pull and 2,600 h.p. and 30 tons. Both vessels are equipped for fire fighting and salvage. Tugs supply towing lines.

BERTHING:

Wharves	*Length Wharf* (m.)	*Max. Length Vessel* (m.)	*Berth Depth MLWS* (m.)	*Max. Draft* (m.)	*Deck Above MLWS* (m.)
Island Harbour No. 1	160	150	8.0	7.7	4.37
Island Harbour No. 2	190	170	8.0	7.7	4.37
Island Harbour No. 3A	152	150	9.4	9.15	4.37
Island Harbour No. 3 Island Harbour No. 4	426	198	10.0	9.7	4.37
Island Harbour No. 6	135	90	8.0	7.6	4.37
Island Harbour No. 5	213	198	10.0	9.7	4.37
Island Harbour No. 7	100	90	9.1	8.5	4.37
Island Harbour No. 8	230	198	11.0	10.0	3.77
Town Wharf No. 11	210	192	10.0	9.7	3.46
Town Wharf No. 12	183	180	9.0	8.7	3.46
Town Wharf No. 14	157	140	8.3	8.0	3.46
Ferry Wharf	200	150	7.0	6.5	4.19
Tiwai Wharf – (273 m. including mooring dolphin)	200	250	11.5	11.0	5.68

Vessels of a greater length may berth at these berths at the Manager – Operation's discretion.

All Island Harbour Berths except Nos. 1, 6, 7 and 8 have rail access. No rail at Tiwai Wharf or Town Wharf.

Bulk phosphate or sulphur cargoes are discharged into hoppers thence road trucks.

A Ro/Ro linkspan is situated at Berth No. 1 (not in use).

A bulk grain facility serves Berth No. 2. Silo capacity 6,600 tonnes, maximum loading rate 500 tonnes/p.h. Bulk tallow is loaded at Berth Nos. 3 and 3A. Ten storage tanks with total capacity of 4,775 tonnes are connected to ship's side by a 300 mm. diameter heated pipeline giving a loading rate of 400 tonnes/p.h.

Four all weather meat-loaders are situated at Berth No. 5.

Berth No. 8 is a bulk woodchip loading facility (via conveyor) and also serves the log and sawn timber trade. Grain and coal are also loaded at No. 4 or No. 8 Berth via truck ramp to conveyor.

Bulk cargoes for Tiwai Aluminium Smelter are discharged at the Tiwai Wharf by a mobile twin unit pneumatic unloader with a capacity of 300 tonnes/p.h. A dedicated vessel "TNT Altrans" discharges alumina via air slide to smelter at over 800 t.p.h.

STEVEDORES: Agents require ETA in advance to arrange labour for cargo handling. Two stevedoring companies are available.
MEDICAL: Port doctor available through Agents. Nearest hospital is at Invercargill City, 16 miles from Bluff. Medical service whilst at sea through Awarua radio.
TANKERS: Tankers are berthed at Berth No. 11 Town Wharf. Side connections are to be used. Only 1 pipeline connection on wharf. Black products are handled through 250 mm. lines, white products through 200 mm. lines. Bitumen tankers discharge at No. 12 Berth.

Oil cargoes for Tiwai Point discharged at Tiwai Wharf via manifold and 300 mm. pipeline.
DENSITY: 1025.
FRESH WATER: Available alongside all berths, rate 20 tonnes/p.h.
FUEL: Bunkering facilities are available. Boiler fuel is supplied by 8 in. diameter pipeline located at Berth No. 11, Town wharf. Delivery rate 240 t.p.h. Limited quantities of coal, light diesel oil and lubricating oil can be arranged for delivery by road or rail to the wharves.

Gas oil available by pipeline at Berth Nos. 11, 12 and 14 and by road tanker at all other berths.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Carried out by crew if automatic hatches. Otherwise by stevedores.
CUSTOMS ALLOWANCES: See "Auckland".
REPAIRS: Major repair work can be undertaken by various machine shops situated at Bluff and Invercargill. A diver is available for underwater inspections through Agents.
DRY DOCKS: The Port Company operates a "Syncrolift" docking facility capable of accommodating vessels with a displacement up to 1,000 tonnes on a platform 40.3 m. × 13.4 m.
REPATRIATION: Facilities exist.
AIRPORT: Internal air services from City Airport, Invercargill, 16 miles by road connecting with international airports of Christchurch, Wellington and Auckland.
TIME: GMT plus 12 hours. Summer Time GMT plus 13 hours from November to March (actual day may vary).
HOLIDAYS: The following days are not usually worked at Bluff: Christmas Day, New Year's Day, Good Friday and Anzac Day.
POLICE/AMBULANCE/FIRE:

	Tel. (Emergency)	*(Other)*
Ambulance	111	Inv'gill 2183099
Police	111	2128844*
Fire Brigade	111	2128050

* If no reply ring Invercargill 2144039.
TELEPHONES: All vessels can be connected with telephone system, through their agent.
SERVICES: Compass adjusting, refuse collection daily.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Drums for garbage available from South Port NZ Ltd. Garbage collected daily by port operating company and removed prior to sailing.
WASTE OIL DISPOSAL: Various waste and waste oil disposal companies by tanker truck. No special berth but port company permission required with usual precautions.
SEAMAN'S CLUBS: Small seaman's club with shop, telephone, TV lounge, gym equipment. Check with agent about opening times.
CURRENCY: New Zealand Dollar (NZ$).
AUTHORITY: South Port NZ Ltd., P.O.Box 1, Bluff, New Zealand. *Tel:* 03-212-8159. *Telex:* 5206 Onebluf NZ. *FAX:* 03-212-8685. *Contact:* D. Cowie, General Manager. Captain J.A. Henderson, Manager Operations and Chief Pilot/Harbour Master.

GISBORNE: 38.42 S. 178.02 E. (See Plan)

PORT LIMITS: All of Poverty Bay within a line from the Northern point of Young Nick's Head to Tuaheni Point.
DOCUMENTS: See "Auckland".
PILOTAGE: Telegraphic address – General Manager, Gisborne. Advance notice – 24 hours before ETA. VHF Channel 16 and 12.

Pilot boat is painted white with word "Pilots" on both sides, 13.71 m. in length; exhibits pilot flag or lights. Pilot boards on line of leads (332°) 2 miles from breakwater light.
ANCHORAGE: Vessels awaiting Pilot and berth anchor with Tuaheni Light bearing 084° 3.2 miles in 18.29 m. of water.
MAX. SIZE: Maximum length 180 m. Beam, no restriction. Draft, 8.6 m. at HW, 7.0 m. at LW. Contact General Manager for current situation as there can be slight variations according to heights of tide and weather conditions.
HEALTH: Same procedure as "Auckland".
RADIO: Auckland Radio ZLD, Wellington ZLW.
VHF: Signal station not permanently manned. Listening watch Monday–Friday 0800 – 0815 hrs.; 1130 – 1145 hrs.; 1330 – 1345 hrs.; 1600 – 1615 hrs. Signalman in attendance 1 hour before vessel's arrival. Call sign: "Gisborne Harbour Radio", Channel 16 and 12.
TUGS: Tugs join vessels in channel outside breakwater. Normally use tug's lines, no extra charge.

A twin screw Schottel Rudder/Propeller 22 m. steel tug with bollard pull 14 tonnes (1,000 h.p.) and a 15 m. steel hulled twin-screw tug of 8 tonnes bollard pull (600 h.p.) are available.
BERTHING: 213.35 m. at 9.75 m. depth at LW; 426.7 m. at 5.49 m. – 6.1 m. depth at LW.
Moorings: Shore hawsers placed on vessels on arrival.
SPECIALISED CARGO FACILITIES: Two 1,000 tons silos for bulk grain, etc. behind Berth No. 7 and a conveyor for loading grain, etc. in ships. Loading rate 400 t.p.h. There is also a fish unloader, rate 40 t.p.h.

STEVEDORES: Advice of ETA and particulars of stowage required in order that required number of gangs can be ordered. Stevedores can work 24 hours a day, 7 days a week.
MEDICAL: No advance advice required for medical attention. Full hospital facilities available.
TANKERS: Tankers discharge petrol and diesel oil.
DENSITY: 1025 at all stages of tide.
FRESH WATER: Available by 63 mm. (2.5 in.) hoses at approx. 20 t.p.h. per hose.
FUEL: Fuel is at present only available by rail tanker and should be ordered through ship's Agent in advance.
CONSULS: None.
REPAIRS: Normal maintenance repairs.
DRY DOCKS: One 400 ton slipway.
SURVEYORS: 1. Ministry of Transport Surveyors in Napier for grain cargo. Private surveyors available in Gisborne.
2. Lloyd's Register available on request, also A.B.S.
GANGWAY/DECK WATCHMEN: Ships provide own watchmen.
OPENING/CLOSING HATCHES: Stevedores normally carry this out.
CUSTOMS ALLOWANCES: See "Auckland".
REPATRIATION: Full facilities available for effecting crew changes and repatriation.
AIRPORT: 3.5 miles. Regular internal service.
TIME: Standard Time is 12 hours ahead of GMT. Daylight time GMT plus 13 hours from last Sunday in October to first Sunday in March normally.
EMERGENCY CO-ORDINATION CENTRE: Local Police Station for minor emergency operations otherwise all Search and Rescue Co-ordinated from Wellington.

Local Police	Tel: 06-8679059.
Wellington S.A.R.	Tel: 04-738890.

STORING: See "Prelims".
1. By truck or launch – only.
2. Not applicable.
3. Trucks can come alongside at berths, only restricted for Tankers.
4. Fork Lifts available and used.
5. Customs clearance required for bonded goods.
6. Yes.

IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Garbage cans placed on board. Contents burnt in company's incinerator.
WASTE OIL DISPOSAL: Collection available by tanker trucks. Contact Waste Management Services NZ Ltd., Tel: 06-868 9548.
SEAMAN'S CLUBS: None.
CURRENCY: New Zealand Dollar (NZ$).
AUTHORITY: Port Gisborne Ltd., P.O.Box 549, Gisborne, New Zealand. *Tel:* (06) 86-85129. *FAX:* (06) 86-78084. *Cables:* Harbour Board. *Contact:* Mr. B.M. Tahata, General Manager.

LYTTELTON: 43.35 S. 172.42 E. (See Plan)

PORT LIMITS: All those tidal waters of the Port of Lyttelton comprised within the area enclosed by the arc of a circle having a radius of 3 nautical miles from the Northernmost point of Adderley Head.
DOCUMENTS: Customs procedure: Overseas vessels, on arrival in New Zealand, should have following papers ready to produce to Customs Officers:
Particulars of Ship's Certificates.
List of Persistent Oils (Tankers only).
Register.
Names of Owners and Agents.
Crew List.
Passenger List.
List of Prohibited or Restricted Immigrants.
Search List.
Stores List.
List of any stock or birds on board.
List of Poisons.
List of Firearms.
Declarations by Passengers arriving in New Zealand.
Baggage Declarations by Passengers for duty purposes.
On departure for overseas, Master or his Agent is required to produce:
Manifest of Cargo.
Stores List.
Crew List.
Passenger List (if any).

A home trade vessel under *transire* is required to produce her cargo book to Collector of Customs and such particulars as to passengers, crew, and cargo as the Collector may at any time demand. Cargo book shall contain name and port of registry of ship, Name of Master, and date of arrival at, and departure from each port. Particulars as to dates of arrival and departure must be entered not later than 24 hours after time of such arrivals and departures.
PILOTAGE: Required for all vessels over 100 g.r.t. Inward-bound vessels should give 24 hours notice of maximum draft and ETA. Pilot Fax: (03) 3287828.

Pilots will board vessels 2 miles from Godley Head Light (080° from lighthouse). Pilots embark and disembark on pilot ladders in accordance with New Zealand Pilot Ladder Regulations. Ladders should be rigged 1.0 m. above water. Speed 5 knots to 8 knots. Boatrope is not used, and the use of tripping line is strictly prohibited. In adverse weather, or for large bulk vessels, a helicopter may be used.

The pilot vessel "Canterbury" has the word " Pilot" on the cabin sides, and is painted orange.

ANCHORAGES: *Outside Godley Head:* A vessel awaiting the arrival of a pilot should anchor about 1.5 miles to seaward of Godley Head in depths from 16 m. to 18 m.

Camp Bay Anchorage: Permission must be obtained from the Marine Services Manager before using this anchorage, and draft of vessel is restricted to 8.5 m. All vessels drawing more than 8.5 m., whether awaiting Pilot or not, must use the outside anchorage. Vessels using Camp Bay Anchorage should anchor with the anchorage lighted leading beacon, situated on the Southern shore of Camp Bay, in transit, bearing 195.5°. Each beacon is painted white, and each exhibits a fixed red light. Vessels may anchor to the Westward of this bearing, but must not proceed Westward of a line bearing 345° from rear anchorage beacon. In fog, or poor visibility, Camp Bay shall not be used by vessels wishing to anchor.

Note: Anchoring in or near the dredged channel, which extends from 1 mile inside the heads, is not permitted.

RESTRICTIONS: Vessels can berth and depart at any time, unless restricted by draft.

The following are the controlling depths at mean low water springs, mud bottom in each case;

Entrance to port	14.6 m.	soft mud
Dredged channel	12.0 m.	
Camp Bay Anchorage	11.0 m.	
Inner Harbour Berths	9.8 m. – 12.6 m.	
Cashin Quay Berths	13.5 m.	

MAX. SIZE: Max. permissible draft for entering or leaving:

Cashin Quay Nos. 1, 2, & 3	12.00 m. at H.W. 10.80 m. at L.W.	(May be increased at Marine Operations Manager's discretion).
Inner Harbour	11.28 m. at H.W. 9.75 m. at L.W.	

Maximum size permissible for entry is at discretion of Marine Operations Manager to the Inner Harbour and 294 m. at Cashin Quay, beam no limit.

HEALTH: Master of every ship about to enter a New Zealand port shall, not later than 12 hours and not earlier than 24 hours before expected time of arrival at that port, inform Port Health Officer by radio of last port of call, date of departure therefrom, and state of health of vessel.

Arrival of vessels: On arrival, vessel showing International Code quarantine signal, should proceed to inspection area to await arrival of Port Health Officer. Inspections are normally carried out at berth.

Radio Pratique: Certain ships may be granted Pratique by radio and hence need not be visited by a Port Health Officer, provided that medical officer carried as part of ship's complement.

Maritime Declaration of Health: Masters of all vessels arriving in New Zealand from any port beyond New Zealand shall complete and deliver to Port Health's Officer a Maritime Declaration of Health countersigned by the ship's medical officer, if required.

Crew List and Passenger List: Master of every ship liable to quarantine should be prepared to furnish Port Health Officer a list of all passengers, showing in respect of each passenger, name, sex, race, age, and port of embarkation; and a list of crew giving the name, nationality, and rating of each member.

RADIO/VHF: *Signal Station:* A signal station is situated on the tower of the Container Terminal Administration Building. It is connected by telephone to Lyttelton and Christchurch. On request, the Marine Operations Manager will arrange for the signalling of messages to vessels, circumstances permitting. Call sign is ZMH61, 2182 kHz and working frequencies.

Radio – Telephone: The station is equipped with a radiotelephone and VHF. The call sign is Lyttelton Harbour Radio, the calling frequency is 2182 kHz., and the working frequencies are 2012, 2045, 2129, 2162, 4125, 4146 and 4417 kHz. VHF Channels 16, 12 and 63.

VHF Channel 12 is used for the exchange of messages in or near the port relating to the operational handling, the movement and the safety of ships and in emergenices.

TUGS: The port company has 2 modern tugs fully equipped for harbour duties:

"Purau"	A twin Z–Peller right angle drive diesel tug powered by two 1,120 kW. engines, built in 1986. Fully equipped for harbour duties and fire fighting. Max. speed 11.6 knots, max. bollard pull 37 tonnes.
"Godley"	A twin Schottel right angle drive diesel tug powered by two 745 kW. engines, built in 1977. Fully equipped for harbour duties and fire fighting. Max. speed 11.5 knots, max. bollard pull 28 tonnes.

Communication with the tugs is by VHF Channel 12.

BERTHING: No vessel is to enter and take up a berth unless signalled to do so from the signal station. These signals may be sent either by radiotelephone or VHF.

All vessels to contact Signal Tower 5 minutes prior to sailing for clearance.

BERTHING FACILITIES: The Port of Lyttelton is able to offer a large number of berths suitable for all types of vessels and cargo handling requirements. Specialist facilities are available at a number of the berths as detailed below:

Cashin Quay: Cashin Quay is a linear berth of 855 m. in length, which may be subdivided into 4 berths.

Cashin Quay No. 1: Cashin Quay No. 1 is a 230 m. berth decked in heavy duty concrete with a water depth of 13.0 m. below MLWS. Cashin Quay No. 1 is a multi-purpose berth with transit shed and flat land for storage. The wharf provides a smooth heavy lift area for handling containers and has adjacent facilities for 102 refrigerated units. The berth is equipped with a shiploader and conveyor system with an operational capacity of 400 – 800 tonne per hour. Bulk commodities may be loaded directly from road or rail transport into a dump hopper and transported via conveyor to the ship. The Lyttelton grain silos, bulk materials stockpile area and weighbridge are all situated nearby. Although the loading system is used for the export of bulk coal, it is also suitable for the handling of other bulk products including woodchips and grain.

Cashin Quay No. 2: With a water depth of 13.0 m. below MLWS, this berth is suitable for handling the largest of multi-purpose vessels. The berth is 215 m. long with flat land behind for handling breakbulk, palletised or containerised cargoes.

Cashin Quay No. 3: Although this heavy duty concrete wharf is used in the main for working the container crane, it is also suitable for multi-purpose, quarter ramp and conventional vessels. Cashin Quay No. 3 has a berth depth of 13.0 m. below MLWS. Rails for a 46 tonne Paceco container crane run along the length of the wharf. Full cargo handling services, including 458 electrical points for refrigeration and pre-tripping of containers, are available through the Lyttelton Container Terminal, which is located immediately behind the berth.

Cashin Quay No. 4: A new heavy duty concrete berth suitable for handling container shipping, multi-purpose and Ro-Ro vessels. Container crane rails extend from Cashin Quay No. 3 onto Cashin Quay No. 4 to provide a dual crane operation extending over 410 m. of berth. A new 70 tonne Leibherr container crane commenced operation in February 1993.

Inner Harbour:

Z Berth: Located at the Eastern mole of the Inner Harbour, this berth is suitable for both general cargo and fishing operations. Two large privately owned coolstores are located behind the berth. With a total capacity of 3,000 tonnes, the coolstores are suitable for the storage of fish, meat or horticultural products. A stern linkspan suitable for container handling by forklifts is available. The berth is 160 m. long and has a water depth of 10.1 m. below MLWS.

Gladstone Pier: Gladstone Pier is 275 m. long with a water depth of 11.9 m. below MLWS. This berth has 2 heavy duty pads suitable for handling containerised cargo from quarter ramp and small lift-on/lift-off vessels.

No. 1 Breastwork: A general cargo berth regularly used for the discharge of bulk cement. Construction of a heavy duty pad for lift-on/lift-off vessels was completed in November 1992. Berth length is 159 m. and the depth is 9.5 m. below MLWS.

Wharf No. 2: This finger wharf is concrete decked to road transport standards (Class 1 Highway). In the main, it is used for the discharge of dry bulk import and general cargoes. Bulk cargoes, such as gypsum and fertilisers, are discharged by 5 tonne wharf cranes, or ship's cranes, into mobile hoppers. 4 mobile hoppers with capacities between 60 – 100 tonnes are available. The total berth area of 6,585 sq.m. provides a smooth cargo handling area and excellent working space for road transport vehicles. No. 2 East is 270 m. in length, and has a water depth of 12.0 m. below MLWS. No. 2 West is 169 m. in length, and has a water depth of 10.5 m. below MLWS.

Wharf No. 3: A finger pier of wooden construction, this berth is suitable for use as a lay-up/repair berth, or for light operations because of an axle loading restriction of 3 tonne. No. 3 East is 195 m. in length with a water depth of 10.0 m. below MLWS. No. 3 West is 223 m. in length with a water depth of 12.7 m. below MLWS.

Wharf No. 4: This finger wharf, constructed in timber, has an axle loading limit of 3 tonnes. There is a pad at No. 4 West which may be used for the stern loading of some Ro-Ro vessels. No. 4 East is 148 m. long with a water depth of 11.0 m. below MLWS. No. 4 West is 170 m. long with a water depth of 9.2 m. below MLWS.

Wharf No. 7: This wharf is maintained to road transport standards (Class 1 Highway). It is constructed in timber and equipped with a heavy duty pad at No. 7 East for quarter ramp vessels and stern Ro-Ro vessels. No. 7 West is equipped with a ramp for stern Ro-Ro vessels. The wharf is regularly used by coastal shipping services. In addition, the wharf has facilities for 18 refrigerated container points. No. 7 East is 187 m. long with a water depth of 9.9 m. below MLWS, and No. 7 West is 200 m. long with a water depth of 9.7 m. below MLWS.

Oil Wharf: See "Tankers".

Cattle Jetty: This wharf of timber construction is used in the main for bunkering of fishing vessels. The jetty is 60 m. long and has a depth of 7.0 m. below MLWS.

Weighbridge: The port has a public weighbridge for road transport (50 tonne maximum).

Ice Plant: The Lyttelton Port Company has combined with the local fishing industry to provide a waterfront site for an ice-making plant with 35 tonne storage capacity at No. 6 Jetty, and 2 ice plants at No. 5 Jetty (with associated fuel supplies).

STEVEDORES: Three companies with their own permanent labour provide stevedoring services in the port. Contact details are:

Lyttelton Port Company Limited	Tel: (03) 3328 8198.
Canterbury Stevedoring Services Ltd.	Tel: (03) 3328 7149.
Pacifica Shipping (1985) Limited	Tel: (03) 3328 8059.

CARGO HANDLING FACILITIES: The Cargo Handling Division of the Lyttelton Port Company offers specialised cargo handling services for containers, bulk cargo, general stevedoring and plant hire.

Containers: The Port of Lyttelton has modern facilities, equipment and services for the safe and efficient handling of containers. Currently handling over 90,000 TEU's annually, the port is dedicated to providing the rapid turnaround of vessels and the speedy despatch of containers to their destinations.

Lyttelton is a deep water port and is able to service large container ships through modern heavy duty container berths, up-to-date equipment and a reliable and experienced workforce.

Containers are transported by road or rail to and from the port which is only minutes from Christchurch, the largest commercial centre in the South Island. Documentation can be processed very quickly with the appropriate Government agencies, the Ministry of Agriculture and Fisheries, Customs and the Ministry of Forestry, all conveniently located nearby.

The Lyttelton Port Company is committed to further improving the level of service and container handling facilities available for customers. This is demonstrated by the recent investment in a new container berth, a second container crane and a fully computerised container tracking system.

A technologically advanced container tracking system is due to be operational in 1994. It will eventually provide customers with a direct link for up-to-the-minute information on the status of their containers.
Facilities: The major facility for handling containers is the Lyttelton Container Terminal situated alongside Cashin Quay No. 3 and Cashin Quay No. 4.

The Terminal's container handling is highly efficient with a low berth usage, and vessels being turned around in one day. Key services include the direct ship exchange of containers, packing and unpacking, container washing, refrigerated container monitoring and storage. Container repair is also available at the port.

The terminal area currently occupies over 8 hectares and is completely fenced with entry restricted to those on official business. Within the Terminal, there is capacity for the storage of over 3,500 containers with specialised areas for imports, exports, refrigerated containers, repairs, container washing and empty containers. Containers are stacked 3 high and all areas are serviced by straddle carrier.

Specialised container handling facilities and services are also available at Cashin Quay No. 1 and No. 2, Gladstone Pier and Wharf No. 7.
Equipment: The ability to reduce the dwell time of shipping and cargo has been further improved with a second crane. The second crane and the new berth are providing customers with the flexibility of working 2 cranes on one ship, or 2 ships may be worked simultaneously utilising one crane each.

Cashin Quay No. 3 is equipped with a 46 tonne SWL Vickers Hoskins Paceco single lift portainer crane.

Outreach from fender:	32.38 m.
Total lift height:	39.32 m.

Cashin Quay No. 4 accommodates a new Post Panamax Liebherr crane which has a 70 tonne lifting capacity.

Outreach from fender:	40.63 m.
Total lift height:	46.50 m.

7 Clark straddle carriers, each with UHF radio, ISO IC spreader and maximum lift capacity of 30 tonnes, manoeuvre containers around the port. These diesel powered straddle carriers can stack ISO IC containers 3 high and ISO IA containers 2 high.

2 new Valmet straddle carriers joined the fleet in September 1992. These straddles have a maximum lift capacity of 40 tonnes. Each is fitted with a telescopic spreader to enable ISO IA, IB and IC containers to be stacked 3 high.

With the introduction of the new container tracking system in 1994, all straddle carriers will be equipped with computer screens.

Other specialised equipment available for the handling of containers include 5 diesel powered forklifts with UHF radios. Telescopic side lifting, top lifting and fork or prong functions are available with a maximum capacity of 25 tonne.

All Port Company equipment is maintained and serviced regularly on site to a high standard.

Bulk Cargo: Lyttelton is a principal port for the export of coal which is railed from fields on the South Island's West Coast.

Lyttelton Port Company staff are able to arrange all bulk cargo handling requirements and facilities for fertilisers, gypsum and grains.

Complete facilities for the receipt, storage and shiploading of grain are available. The Port Company has 4 silos with a total capacity of approximately 12,000 tonnes, depending on the type of grain stored.

The silos are also used for the storage and delivery of imported grains. Specialist equipment includes mobile hoppers, shiploader, conveyor systems and cranes.

MEDICAL: Hospital facilities are available at Christchurch, 12 km. from port, and international regulations apply in regard to inoculations, vaccinations, etc. Agents can be notified at any time of medical allocation required, preferably with 24 hours' notice.

TANKERS: *Oil Wharf:* The oil wharf is used for the loading and unloading of liquid bulk cargoes as well as bunkering.

All tankers berth at the Oil Wharf. Maximum draft 11.3 m.

Three 200 mm. nominal bore marine unloading units are provided: 2 units for "white" products and 1 unit for "black" products. These can be connected during hours of darkness; they are not allowed to be disconnected until daylight, unless permission has been given by the Marine Operations Manager. Slop or oily residue facilities are not available.

Boiler Fuel Oil: Suppied by 100 mm. and 150 mm. diameter hose.

Diesel Oil: Bunker hose connected to a 200 mm. diameter pipeline located on the Oil Wharf.

Delivery rate: Boiler oil 200 tonnes per hour. Diesel oil 60 tonnes per hour.

An LPG Marine unloading arm is situated on the oil wharf. LPG is pumped direct to Christchurch.

DENSITY: 1025, salt water.

FRESH WATER: Available at all berths at the Port of Lyttelton. Supply rate is approximately 60 tonnes per hour.

FUEL: See "Tankers"

FIRE PRECAUTIONS: Tankers are not permitted to immobilise engines at the oil wharf. Repairs may be carried out at other wharves with Marine Operations Manager's permission. Boiler and galley fires are not required to be extinguished when loading or discharging. All scuppers are to be plugged and cemented in case of spillages.

CONSULS: At Christchurch.

Belgium	3486772	Malaysia	3389059
Chile	3791197	Netherlands	3669280
Denmark	3895734	Norway	3798980
Finland	3661658	Spain	3660244
France	3516259	Sweden	3650000
Germany	3793193	U.K.	3655440
Italy	3597372	U.S.A.	3790040 or 3661097
Japan	3665680 or 3669030	Uruguay	3650000/3798606
Korea	3790040		

REPAIRS: A complete service for industrial or marine construction, steel fabrication, machinery design and repairs, and electrical contracting is available. Lyttelton has a long history as a port renowned for high quality repair work undertaken by private contractors.

DRY DOCKS: Lyttelton has the only graving dock in the South Island. It is used by various classes of coastal and overseas vessels. Its dimensions are: Floor length 137.15 m., width 14.0 m., top length 146.75 m., entrance width 18.90 m., maximum draft 5.00 m. Electric pumps take 4.5 hours to pump the dock dry.

SURVEYORS: Representatives of the major classification societies are available for survey examinations. Divers are available for underwater inspections.

GANGWAY/DECK WATCHMEN: All ships must be provided with a watchman whilst at oil wharf; a shore watchman is also required. Watchmen may be ordered at any time by contacting Union Maritime Services, Tel: (03) 28 7149.

OPENING/CLOSING HATCHES: By waterside labour.

CUSTOMS ALLOWANCES: 250 grams and/or 200 cigarettes per person, 1 bottle of wine and/or 1 bottle of spirits, 24 cans of beer per person on arrival. Every 10 days: 200 cigarettes per person, 12 bottles of spirits per ship (regardless of crew size) and 2 cans of beer per person per day.

REPATRIATION: Facilities available.

AIRPORT: Distance from Christchurch – 12 km., served by regular airlines.

TIME: Local time is 12 hours ahead of GMT. N.Z. daylight time from 0200 hrs. (NZST) on last Sunday in October until 0200 hrs. (NZST) on the 2nd Sunday in March – 13 hours ahead of GMT.

HOLIDAYS: 1st January (New Year's Day); 2nd January (Statutory); 6th February (Waitangi Day); Good Friday; Easter Monday; 1st Monday in June (Queen's Birthday); Second to last Monday in October (Labour Day); 2nd Friday in November (Canterbury Anniversary); 25th December (Christmas Day); 26th December (Boxing Day).

Many operations work on public holidays.

POLICE/AMBULANCE/FIRE: For emergency calls from ship's telephones, dial 111 and ask the operator for service required.

TELEPHONES: All vessels may be connected to the Telecom New Zealand system.

SERVICES: *Electricity:* Shore electricity is available. Type A.C., 50 Hz, 415 Volts, 3 phase or 230 volts single phase.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Passes are necessary at oil wharf but not required otherwise.

GENERAL: *Hours of Work:* The Port of Lyttelton is open 24 hours a day, 7 days a week. The hours of operation vary according to the cargo being worked.

Security: A continuous listening watch is maintained on 2182 kHz and VHF Channel 16.

GARBAGE DISPOSAL: A garbage collection service is available. Drums are provided on board and collected each morning. The charge for this service is included in the berthing charge.

WASTE OIL DISPOSAL: Fleet of 100 tonne tanks available to collect waste oil from any berth. Current charge NZ$ 165.00/tonne. Contact Stark Brothers Ltd. Tel: 643-3288550. Fax: 643-3288791.

SEAMAN'S CLUBS: There are two banks, a post office, sports field, squash courts, tennis courts, swimming pool, library, shops, churches (Catholic/Anglican/Presbyterian), 7 public houses (taverns), a Seafarer's Centre and 13 eating places, all within 2 km. of port wharves.

CURRENCY: New Zealand Dollar (NZ$).

AUTHORITY: Lyttelton Port Company Limited, Norwich Quay, Lyttelton. Postal Address: Private Bag 501, Lyttelton, New Zealand. *Tel:* (3) 328-8198. *FAX:* (3) 328-7828. *Contact:* Captain W.T. Oliver, Marine Operations Manager/Harbour Master.

NAPIER: 39.29 S. 176.54 E. (See Plan)

DOCUMENTS: See "Auckland".

PILOTAGE: Pilotage is compulsory.

Pilot boards in position: Lat. 39° 28′ S., Long. 176° 57.6′ E. Refer to New Zealand Port Information Manual Part I, Admiralty Pilot No. 51 (New Zealand Pilot), Chart NZ 5713.

ANCHORAGES: No. 1 Anchorage – 2 miles East of breakwater with Southern Leading Beacons in line. 19.0 m. sand, mud.

No. 2 Anchorage – 1 mile N.E. of North Pania Buoy with Northern Leading Beacons in line. 21.0 m. sand.

RESTRICTIONS: Vessels are berthed between 0500 hrs. and midnight. Other times by arrangement. Vessels up to 9.0 m. draft may berth at any state of tide.

MAX. SIZE: Max. LOA 230 m.; beam, no limit; draft, 10.4 m.

HEALTH: Cable Port Health Napier 24 hours before arrival. Port Health will board on arrival.

RADIO/VHF: 24 hour listening watch on VHF Channel 16, call sign "Napier Harbour Radio".

TUGS: Two tugs available (1×32 ton and 1×28 ton bollard pull).

BERTHING: Vessels at max. draft limited to HW for arrival and/or departure. Vessel's ETA must be given to Harbour Master, Napier, 24 hours before arrival or on departure from previous port if less than 24 hours, and amended 4 hours prior to arrival. Max. draft arrival to be included.

Vessels arriving during a weekend, ETA to be given by 1500 hrs. Friday and at 1500 hrs. on a day preceding a public holiday.

SPECIALISED CARGO FACILITIES: *Woodpulp Storage:* Adjacent Higgins Wharf, Shed Nos. 7 and 9. Total capacity, 49,000 tons.
Bulk Fertiliser Storage: Adjacent Higgins Wharf, Shed No. 8 – rock phosphate, capacity 60,000 tons; Shed No. 10 – fertiliser bases, capacity 32,000 cu.m.
Logs: Storage area 50,000 tons.
General Cargo Sheds: Adjacent Geddis, Herrick & Kirkpatrick Wharves, Shed Nos. 1, 2 and 3, total size 5,300 sq.m.
Container Packing/Devanning: Adjacent Kirkpatrick Wharf, Shed No. 5, size 3,000 sq.m.

Electric power and storage for 240×20 ft. reefers. 4 acre paved dry box yard. Serviced cleaning yard for 70×20 ft. and 40 ft. reefers.

Tanks for tallow and edible oils.

Cement Silos.

Mobile Plant: 1 mobile container crane, capacity 30 tons at 40 m. radius.
Installed Plant: 2 spiralveyor units. Integrated automated all weather materials handling system for import and export of cartonned, bagged and carcass products.

STEVEDORES: ETA required for discharging ships 24 hours before arrival. Loading ships 48 hours before arrival with proposed stowages and vacant spaces. Advise number of gangs able to work. All work done by ship's gear.

MEDICAL: No prior notice required for medical attention. Hospital facilities available. Advice would be needed of any contagious disease on board in advance, in accordance with Port Health Regulations.

TANKERS: Standard size discharge lines. All connections supplied by oil companies. 2 berths available: 1 berth, max. length 200 m., draft 10.4 m.; 1 berth, max. length 230 m., draft 10.0 m.

DENSITY: Variable, generally 1020 – 1025.

FRESH WATER: Available all berths 20 t.p.h. per hose.

FUEL: 220 and 1,000 sec. Oil available ex-pipeline at 110 t.p.h. Marine diesel and gas oil ex-road tanker. All at immediate notice. Lubricating oil available. 1 week's notice. Residue service available when tank vessels discharging/loading or having hazardous goods in transit.

FIRE PRECAUTIONS: Watchman supplied on wharf at ship's expense.

REPAIRS: First class service available.

GANGWAY/DECK WATCHMEN: All ships must have gangway watchmen. Cargo and deck watchmen available on request.

OPENING/CLOSING HATCHES: Hatches normally opened and closed by stevedores unless automatic type.

CERTIFICATES:

Ship's Register.
Health Certificate.
Cargo Safety Certificate.
Radio Safety Certificate.
Load Line Certificate.

CUSTOMS ALLOWANCES: See "Auckland".

REPATRIATION: On arrangement with Customs and vessel's Agents.

AIRPORT: Hawke's Bay Airport, served by internal airline 3 miles from port.

TIME: Winter GMT plus 12 hours. Summer GMT plus 13 hours.

HOLIDAYS: The port operates 24 hours a day and on all public holidays.

POLICE/AMBULANCE/FIRE: Emergency telephone 111.

TELEPHONES: Connections at all berths.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Drums are provided on board. Should ship exceed two drums, a charge will be made. Contact Tel: 06-834-4400.

WASTE OIL DISPOSAL: A1 Septic Tank Cleaners, 43 Thackeray St., Napier, N.Z. Tel: 06-8359767. Allens Tank Cleaners, P.O.Box 4021, Marewa, Napier, N.Z. Tel: 06-8436633.

SEAMAN'S CLUBS: Seafarers Centre, Breakwater Road, Napier. Tel: 06-8351906. Facilities include shop, international telephone service, chaplain on request, football matches arranged, postage facilities, games, TV.

CURRENCY: New Zealand Dollar (NZ$).

AUTHORITY: Port of Napier Limited, P.O.Box 947, Napier, New Zealand. *Tel:* (06) 834-4400. *FAX:* (06) 834-4408. *Contact:* G.J. Marshall, Commercial Manager. F.J. Roil, Port Operations Manager.

NELSON: 41.16 S. 173.17 E. (See Plan)

PORT LIMITS: Within 3 miles radius of Old Lighthouse on Boulder Bank.

DOCUMENTS: See "Auckland".

PILOTAGE: Compulsory for vessels of 100 g.r.t. and over. 24 hours' notice of ETA to Harbour Master. Confirm ETA before 1500 hrs. Friday if arriving during weekend or public holiday.

Harbour Office maintains 24 hour watch on VHF Channel 16. Call sign is "Nelson Harbour Radio".

VHF on Channel 16 listening and Channel 12 working. Pilots board inward-bound vessels 2 miles to seaward of main entrance.

Anchorage awaiting Pilot in depth about 30 ft., and with Old Boulder Bank Lighthouse (conspic.) bearing 180° distance 1.8 miles. By night landfall light (K 4224) bearing 160° distance 2 miles. Pilot vessel 40 ft. planing hull, speed 19 knots, painted orange.

ANCHORAGES: Anchorage as indicated in pilotage or further seaward according to weather conditions, draft and length of stay at anchor.

RESTRICTIONS: Vessels may enter, berth, unberth, or leave during hours of darkness. Overseas vessels (over approx. 120 m.) enter port on flood tide and usually swing and berth port side to.

MAX. SIZE: Max. permissible length 200 m. Beam 32.5 m. Draft limits 9.2 m. Max. draft at Main Wharf is 8.7 m.
Note: Max. draft of 9.2 m. may be exceeded at Harbour Master's discretion.

HEALTH: Radio Pratique usually granted. Pratique automatic after clearance at first port. If suspected disease or fever on board advise Medical Officer of Health, Nelson, by radio and await instructions.

RADIO: ZLW Wellington Radio; ZLB Awarua Radio; ZLD Auckland Radio.

TUGS: Two tugs available, join vessel inside harbour. Tug's own line used on berthing. Tugs are equipped for fire-fighting.

Also see "Ship Supply Service".

SPECIALISED CARGO-HANDLING FACILITIES: Facilities are available at one general cargo berth for discharging motor spirits and oil. Another berth is used for loading wood chips pneumatically (the loading equipment is owned by Nelson Pine Forest Limited, Nelson). Common user Roll-on/Roll-off Linkspan.

STEVEDORES: Labour ordered 0700 hrs. for weekday work; 0900 hrs. Friday for Saturday work. ETA should be received by Agents before these times.

MEDICAL: Advise Agents of any medical attention required, giving up to 24 hours' notice. Hospital facilities are obtainable.

TANKERS: Diameter of discharge pipe, 10 in. white products; 8 in. black oil. No slop discharge facilities. Oil tanker berth, one only. Max. draft at berth 7.9 m.

DENSITY: Average sea water, 1025.

FRESH WATER: Obtainable at any time. Approximately 20 t.p.h. delivery rate.

FUEL: Marine fuel oil, gas oil. Notice required, 24 hours.

REPAIRS: Deck and engine repairs are possible. Limited underwater repairs available and hull cleaning service.

DRY DOCKS: Slipway available for up to 1,500 ton vessels.

GANGWAY/DECK WATCHMAN: Watchman necessary but usually provided by ship's crew. Shore watchman can be engaged if requested by vessel. Cost in accordance with national award.

OPENING/CLOSING HATCHES: By stevedores only.

CUSTOMS ALLOWANCES: See "Auckland".

REPATRIATION: Facilities exist.

AIRPORT: Distance 3 miles. Served by internal airline only.

TIME: GMT plus 12 hours. Daylight saving in Summer months, advance clocks 1 hour to GMT plus 13 hours.

HOLIDAYS: New Year's Day (1st January); 2nd January; Picnic Day (usually near end January); Anniversary Day (1st Monday in February); New Zealand Day (6th February); Good Friday; Easter Monday; Queen Elizabeth II Day (1st Monday in June); Labour Day (4th Monday in October); Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Police 88309; Ambulance 88299; Fire 81589; Emergency calls, dial 111.

EMERGENCY CO-ORDINATION CENTRE: S.A.R. Emergency Centre situated in Wellington covers the whole country.

TELEPHONES: Can be connected on board.

STORING: Vessels can be stored by truck (no barges available) which may proceed alongside (except tankers). Fork lift trucks available, however no riggers available.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

SHORE POWER: 400 v., 3 h.p. 50 Hz, 60 amps maximum.

SHIP SUPPLY SERVICE: The Nelson Harbour Board operates 2 tugs and one pilot vessel. The larger tug, "Huria Matenga", is 3,000 h.p. Niigata Z pellar, the smaller tug, "W. H. Parr" is 1,500 h.p. Schottel, and the pilot vessel, "Waimea" is a 40 ft. planing hull vessel with a top speed of 19 knots.

Nelson also has a locally based helicopter firm of Helicopters (N.Z.) Ltd. based at Nelson Airport, who undertake contract work, as well as emergency work. Their helicopters also have marine VHF Channel 16.

GARBAGE DISPOSAL: Collection is available. Drums are provided. Tel: 0354-82099. Charges and collection time by arrangement.

WASTE OIL DISPOSAL: By arrangement through ship's agent.

SEAMAN'S CLUBS: Mission to Seamen, Kingsford Quay. Tel: 0354-87623. Facilities include comfortable lounge, pool tables, tea making. Other services by arrangement.

CURRENCY: New Zealand Dollar (NZ$).

AUTHORITY: Nelson Harbour Ltd., P.O.Box 844, Nelson, New Zealand. *Tel:* 03-5482099. *Telex:* Nelharb NZ 31066. *Cables:* Nelharbour. *FAX:* 03-5469015. *Contact:* D.H. Green, Managing Director. Captain B.J. Westbrooke, Harbour Master (After hours Tel: 5446877).

NEW PLYMOUTH, Port Taranaki: 39.03 S. 174.02 E. (See Plan)

PORT LIMITS: All waters contained within the area of a circle with radius 2.5 nautical miles whose centre is the trig station on Mount Moturoa in position Lat. 39° 03′ 56.8″ S., Long. 174° 01′ 44.9″ E.

DOCUMENTS: *Customs:* See "Auckland".

Agriculture: Shipmaster's Bond List. Meal Locker Declaration Form AGL 36 (2 copies).

Health: Maritime Declaration of Health (issued by Port Health Officer).

PILOTAGE: Compulsory. Advise ETA to "Operations Manager Westgate" (Telex: NZ 3500. Fax: 06-7599844) 24 hours prior to arrival, and confirm 6 hours and 2 hours prior to arrival. VHF Channels 16 and 12 (30 miles) and Channel 61 (60 miles). Radiotelephony 2182 kHz and 4125 kHz.

Pilot boat has orange hull with yellow cabin. Pilot boards 2.5 miles North of Main Breakwater. Ladder to be rigged 2.0 m. above water.

Pilot boat white with buff deckhouse and "Pilot" in black on side. Pilot taken on board about 1.5 miles due North of Main Breakwater Head.

ANCHORAGE: Vessels can anchor to the West of a line due North from the Main Breakwater head seaward of the 10 fathom line. Good holding on sandy bottom. Not recommended in Northerly weather conditions.
RESTRICTIONS: Max. draft 10.0 m. Ships under 7.5 m. not affected by state of tide. In range 7.5 m. to 10.0 m. time of berthing relevant to high tide.
MAX. SIZE: Length 225 m. (can be extended with prior permission). Beam according to berth and draft.
HEALTH: Pratique granted by radio (Port Health, New Plymouth – Fax: 64-6-753-2023). Pratique automatic if vessel has already called at another New Zealand port.
RADIO: Radio telephone system operates watches for 15 minutes every 4 hours from midnight. Call sign New Plymouth Harbour Radio, call frequency 2182 kHz. Working frequency 2012 and 2162 kHz. 24 hour watch maintained on VHF Channel 16. VHF Channels 12 and 61 also available.

Oil and chemical tankers must send cargo details 48 hours prior to arrival.
TUGS: 2 tugs available. 1×7 ton and 1×30 ton bollard pull.
BERTHING: In general all ships are swung in basin coming alongside berth stern first. Shore moorings are used.
Breakwater: Length 122 m., width 10 m., depth alongside LWOST 6.5 m. For use by oil field barges, supply vessels and fishing vessels. Road transport only.
Moturoa Wharf: Length 335 m., width 27.4 m.

East side of wharf: 1 berth 260 m. long, depth alongside LWOST 10 m. Urea loader with capacity 500 tonnes/p.h. Storage 18,000 tonnes. One berth 76 m. long, depth alongside LWOST 6.5 m.

West side of wharf: 1 berth 137 m. long, depth alongside LWOST 7.5 m. Bunkering point on No. 2 berth. Road and rail transport may be used to load and discharge dry cargo.
Newton King Wharf: Tanker use only. Max. LOA 212 m. Motor Spirit, Bitumen, Oils, Caustic, Chemicals. Exports: Condensate, Methanol and LPG, Synthetic Petrol. Depth alongside LWOST 11.5 m.
Blyde Wharf: West side of the wharf: See "Container Handling Facilities".

East side of the wharf: Length 80 m., width 5.5 m. and 13.4 m., depth alongside LWOST 6.5 m. Road transport only. For use by oil field supply vessels.

Two mobile heavy lift cranes, capacity 70 tonnes each, available for use on Blyde Wharf and Breakwater Berth.

Cold storage with 5,000 tons capacity adjacent to Blyde No. 1 Berth, and dry storage with capacity 4,000 tons adjacent to Blyde No. 2.
CONTAINER HANDLING FACILITIES:
Berth: Blyde Wharf.
Length: 420 m.
Depth: 11.0 m.
Max. Draft: 10.0 m.
Equipment available for gearless ships:
2 crawler cranes with the following capabilities:
2 tons at 30 m. from berth face.
10 tons at 25 m. from berth face.
18 tons at 14 m. from berth face.
24 tons at 11 m. from berth face.
30 tons at 7.5 m. from berth face.

3×D.55 forklifts with 20 ft. and 40 ft. spreaders, max. lift 24 tons stack 3 high.

2×D.25 forklifts with side frames, max. lift 6 tons 3 high.

Gearless vessels of 900 T.E.U. regularly use the berth with exchanges of 500-700 T.E.U. and with careful attention to stowage weights do not have to turn around. On a mixed load and discharge of full boxes, average rate is 12 boxes per hour per crane, empties 20 boxes per gross hour per crane.

Storage for 76 reefer slots and 66 integrals are available plus storage for in excess of 2,000 T.E.U. A cleaning and repair facility is also available.

Operations possible 24 hours a day, 7 days a week.

F.C.L. boxes are delivered throughout the North Island within 24 hours of discharge.

Rail access to ship's side and yard.
STEVEDORES: Available 24 hours a day, 7 days a week. Agents should be advised ETA at least 24 hours, preferably 72 hours, in order arrange cargo if vessel loading.
MEDICAL: Hospital services available.
DENSITY: Sea water.

FRESH WATER: Available all berths from main supply at about 100 t.p.h.

FUEL: Gas oil line at Blyde No. 3, Moturoa Berths and Newton King Wharf.

FIRE PRECAUTIONS: Tanker berths closed to public. Harbour Board watchman in attendance.
TANKERS: *Newton King Tanker Terminal:*
Number of Berths: Two.
Operator and Owner: Westgate Transport Ltd.
Maximum Size:

	Max. LOA		*Max. Stern to Loading Arm*		*Max. Bow to Loading Arm*	
Berth	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2
Condensate/ Crude (SBPT Loading Arm)	212 m.	212 m.	102 m.	92 m.	113 m.	113 m.
Synfuel	212 m.	212 m.	111 m.	101 m.	104 m.	104 m.
Methanol	212 m.	212 m.	125 m.	115 m.	90 m.	90 m.
LPG	–	–	–	62 m.	–	–

Maximum Displacement: 50,000 tonnes.
Max. Draft Arrival: 10.0 m.
Max. Draft Departure: 10.0 m.
Max. beam at 10.0 m. draft: No. 1 – 35 m. No. 2 – 35 m.
Hours of Operation: Dependent on draft/tide combinations. Loading/discharging on 24 hour basis.
Tugs: 1 Liaan Compass thruster tug, 30 tonne bollard pull.
1 Voith Schneider tractor tug, 7 tonne bollard pull.
Ballast Facility: Max. ballast receiving capacity 22,000 tonnes. Ballast must be lead free.
Special Conditions: Arrival drafts to be not less than normal sea-going ballast condition. No excessive trim at any time. All vessels use shore wire coirs. One ship's line each end only used for berthing/unberthing. Marine diesel is available. Fuel oil is not available. Fresh water is available.
Products Handled:

	Avg. S.G.	*Avg. Temp.* (°C.)	*Loading Rate* (t.p.h.)	*Connection*
Kapuni	0.7658	19	1,300	Loading Arm
Maui (12 in.)	0.7468	19	1,300	Loading Arm
McKee	0.829	28	1,600	Loading Arm
Synfuel (12 in.)	0.7316	19	1,400	Loading Arm (dedicated)
Methanol (10 in.)	0.7924		1,000	Loading Arm (dedicated)
LPG (6 in. and 6 in.)	0.532	20	150	Loading Arm (dedicated)

In addition to the above, a variety of other products are also shipped, namely small parcels of caustic soda and other chemicals through flexible hoses. Tallow is also occasionally transhipped across the wharf.
CONSULS: None available locally. Nearest at Wellington or Auckland.
REPAIRS: All repairs except underwater work of a major nature.
SURVEYORS: Surveyors can be arranged.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
CERTIFICATES:
Normal Safety Certificates.
Ship's Register.
CUSTOMS ALLOWANCES: See "Auckland".
REPATRIATION: Facilities exist.
AIRPORT: 7 miles from city, 10 miles from port. Served by domestic service only, 5 flights Northbound and Southbound each daily.
TIME: 12 hours ahead of GMT. N.Z. Daylight time observed.
HOLIDAYS: New Year's Day; 2nd January; Stevedores Picnic (4th Monday in January); Waitangi Day (6th February); Provincial Anniversary Day (2nd Monday in March); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday in June); Labour Day (4th Monday in October); Christmas Day; Boxing Day.
POLICE/FIRE/AMBULANCE: Telephone numbers respectively, 7575449, 7575505, 7575439.
EMERGENCY CO-ORDINATION CENTRE: *Emergencies:* Contact New Plymouth Harbour Radio on VHF Channels 16 or 12 or Tel: 06-7510516.
Port Alarm: Wailing siren with red flasing light on top of cement silo at inshore end of Newton King Tanker Terminal. Action – cease work, muster crew, open contact with Harbour Radio on VHF Channel 12 for instructions.
TELEPHONES: Can be connected on board.
STORING: By road or rail truck to shipside. Tankers by road to wharf gate and hand truck to shipside approx. 400 ft. Customs available. Ship's crew to be used for stores.
SHORE LEAVE: No restriction.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Garbage service provided (drums). Charges included in marine services charge. Collection time 1100 hrs. Monday to Saturday.
WASTE OIL DISPOSAL: Tanker trucks of various sizes available, arrange through Agent.
SEAMAN'S CLUBS: Seafarers Centre (Port Taranaki), Wharf Street, Port Taranaki. Tel: 7510012. Snacks, shop, money exchange and international telephone.
CURRENCY: N.Z.$.
GENERAL: Ship's garbage must be in covered containers supplied by Harbour Board and removed daily. Any meats on board vessel on arrival which have been supplied from other than Australia or New Zealand will be sealed off and fresh supplies obtained.
AUTHORITY: Westgate Transport Ltd., P.O.Box 348, New Plymouth, New Zealand. *Tel:* 64-6-7510200. *Telex:* NZ 3500. *FAX:* 64-6-7519844. *Cables:* Taragate. *Contact:* Captain R. Barlow, Operations Manager.

ONEHUNGA: 36.56 S. 174.47 E. (See Plan)

PORT LIMITS: All that area of water contained within an area bounded to seaward by an arc of a circle 4 miles radius from the Southern extremity of Paratutai Island.
DOCUMENTS: See "Auckland".
PILOTAGE: Not compulsory, but arrangements can be made with the Harbour Master at Auckland to supply the services of a Pilot if required. A Pilot will then board a vessel off Te Pirau, situated about 2 miles N.E. of South Head main light.

Pilotage District: All those waters of the Manukau Harbour contained within a line drawn 180° to the South shore from Jackie Hill on Kaiteke Point 015.5° – 2.85 miles approximately from the Southern extremity of Paratutai Island.

The signal station is equipped with both medium frequency and VHF radiotelephone. Call sign is "Manukau Harbour Radio" and VHF Channels 10, 11, 12, 13, 14 and 16.

Listening watches are maintained as follows:
0800 to 0830 – Call 2182 kHz, work 2012 kHz.
0830 to 0900 – Calling and working 2012 kHz.
1800 to 1830 – Calling 2182 kHz, working 2012 kHz.
1830 to 1900 – Calling and working 2012 kHz.
0800 to 0900 – VHF Channel 16.
1800 to 1900 – VHF Channel 16.
Other times by arrangement.

Note: Should a vessel be crossing the bar during the scheduled watch periods, the signalman will be working on 2012 kHz with that vessel and not listening on 2182 kHz.

Vessels equipped with radiotelephone must maintain contact with the signal station while crossing the bar.

Weather conditions permitting, information concerning bar conditions will be supplied on request from the signal station. Such information can only be regarded as a guide, as observations are made from the signal station which is situated about 5 miles from the bar and elevated 243.84 m. (800 ft.).

Radiotelephone – Onehunga: A radiotelephone is installed at the office of the Officer-in-Charge at Onehunga. The call sign is "Onehunga Harbour Radio" and the working frequency 2012 kHz.

Vessels equipped with radiotelephone, when within Puponga Point, must maintain a listening watch on 2012 kHz for information relative to berthing, harbour traffic or other harbour conditions.

No regular watches are maintained.

ANCHORAGES: After crossing the bar it is not advisable to anchor until after rounding Puponga Point, if proceeding to Onehunga; or after rounding Kauri Point (situated about 15 miles S.E. of Puponga Point), if proceeding to the Southward.

Prohibited Anchoring and Fishing Area: Within an area extending 2 miles from Destruction Gully front beacon in a 182° direction and having a width of 152 m. (500 ft.) on each side of the transit of Destruction Gully beacons.

Prohibited Anchorage: Within 91 m. (300 ft.) of a sewage submarine pipeline laid in a 152° direction across Wairopa Channel about 1 mile Westward of Onehunga Wharf. On the Northern shore, 2 white triangular beacons, each bearing the word "Sewer" in black letters, mark the middle of the Prohibited Anchorage. The pipeline lies approximately 3 m. (10 ft.) to the Eastward of the beacons when in transit.

Prohibited Anchoring and Fishing Area: Anchoring and fishing are prohibited within an area bounded by a line commencing at the South end of Renton Road (Lat. 37° 00.08′ S., Long. 174° 45.2′ E.); thence running 180° for 2,590 m.; thence 090° for 5,291 m.; thence 050° to the shore. The Northern boundary commences at Nganui Point (Lat. 37° 00′ S., Long. 174° 48.4′ E.); thence 090° to the opposite shore.

The above area, adjacent to Auckland International Airport, is marked by following lights and beacons, bearings and distances from Aero light (37° 00′ 48″ S., 174° 47′ 31″ E., approx.).
Light F. 058° 45′ – 1,936 m.
Beacon 259° 30′ – 3,185 m.
Beacon 220° 45′ – 2,848 m.
Beacon 183° 15′ – 1,890 m.
Beacon 143° – 2,317 m.
Light Beacon Qk.Fl. 239° – 3,642 m.
Light Beacon Fl.R.2 secs. 122° 45′ – 3,466 m.
Light Beacon Fl.R.2 secs. 112° 45′ – 3,261 m.
Light Beacon Fl.R.2 secs. 108° 30′ – 2,453 m.

RESTRICTIONS: Berthing and unberthing during the hours of darkness is not recommended.

Controlling Depths Below Chart Datum		*Nature of Bottom*
Entrance to port (Southwest Channel)	5.48 m.	Sand.
Anchorages	5.486 m. – 7.62 m.	
Channel	3.048 m.	Mud, Shell, and Sand.
Approaches to berth	3.048 m.	
Berth (Onehunga)	3.3 m. – 4.7 m.	

MAX. SIZE: LOA, 95 m. Beam, No limit. Draft 4.7 m.
HEALTH: See "Auckland".
RADIO: See "Auckland".
VHF: See "Pilotage".
RADAR: A radar station having a maximum range of 72 miles is operated by Ports of Auckland Ltd. at South Head Signal Station Lat. 37° 03.2′ S., Long. 174° 32.6′ E. Masters may call on radio telephone and request particulars of their bearing and range as shown on the radar screen. Responsiblity for the use of this information rests entirely with the Master of the vessel.
TUGS: 1 twin screw tug is available. 52.5 tonnes gross, 400 b.h.p., static pull 3.5 tonnes. Tug is equipped with both medium and VHF Radiotelephone.
BERTHING: The principal wharf is situated at Onehunga and is a ferro-concrete structure 293 m. in length which includes a launch jetty of 17 m. at the Eastern end, and with a width of 49 m. A grid for the use of small craft has been constructed immediately North of the wharf. There is a small jetty at Cornwallis.

The deck level of the wharf is 6.401 m. above chart datum.

The wharf is connected to the railway system and the distance from the outside face of the wharf to the centre of the railway track is 3.73 m.
CRANES: No quay-side cranes. One 12.5 tonne capacity mobile crane available. For heavier loads cranes available for hire from outside port.
BULK CARGO FACILITIES: Eastern end of quay is equipped with a pipeline for the discharge of bulk cement to adjacent privately owned silos.
SPECIALISED CARGO HANDLING FACILITIES: Ro-Ro ramp with width 18.0 m. at the mid-length of the main quay.
BRIDGES: None.
STEVEDORES: Arranged by Agents. See "Auckland".
MEDICAL: See "Auckland".
TANKERS: No facilities.
DENSITY: 1025.
FRESH WATER: Available.
FUEL: Boiler fuel oil, diesel oil, and lubricating oil are available from tank wagons; delivery at the rate of 13,500 litres per hour through a 50 mm. hose. Coal is not kept in stock but can be obtained.
CONSULS: See "Auckland".
REPAIRS: Outside firms are available to do machine shop and foundry work.
DRY DOCKS: No facilities.
SURVEYORS: See "Auckland".
GANGWAY/DECK WATCHMEN: See "Auckland".
HATCHES: See "Auckland".
CUSTOMS ALLOWANCES: See "Auckland".
CARGO GEAR: See "Auckland".
REPATRIATION: Full facilities exist.
AIRPORT: 8 km. from port. Served by major international airlines.
TIME: See "Auckland".
HOLIDAYS: See "Auckland".
POLICE/AMBULANCE/FIRE: All emergency services are called through one telephone number. Dial 111 and state service required.
SERVICES: No special services.
SHORE LEAVE: Crew members may go ashore.
IDENTIFICATION CARDS: Not required.
REGULATIONS: See "Auckland".
DELAYS: Seldom any delays.
AUTHORITY: See "Auckland".

OPUA: 35.19 S. 174.07 E. (See Plan)

PORT LIMITS: Commencing at Northern extremity of Cape Wiwiki, thence by a straight line to the Eastern extremity of the Nine Pins, thence by a straight line to the North Western extremity of Cape Brett.
DOCUMENTS: See "Whangarei".
PILOTAGE: Compulsory Southward of a line from the Eastern extremity of Tapeka following a 350° True bearing to the Eastern extremity of the Black Rocks, thence in 271° True direction to the mainland. Pilots are available all hours day and night subject to prior minimum notice of 24 hours being received during normal weekday working day. Second notice confirming or amending first to be sent 4 hours before expected arrival. The Pilot supplies Harbour By-laws. Pratique, Agriculture and Customs clearance is normally undertaken on arrival at berth. Pilot from Whangarei, VHF contact possible.
ANCHORAGE: Renown Anchorage as per Bay of Islands Chart N.Z. 5122.
RESTRICTIONS: Veronica Channel: Restricted depth 6.0 m. at C.D.
MAX. SIZE: Max. draft 7.0 m. at H.W. and 6.00 m. at L.W.
RADIO: See "Whangarei".
TUGS: Available by arrangement with Northland Port Corporation, Whangarei. At least 72 hours' notice required.
BERTHING: Total length 214 m., width 12.5 m., overseas berthage on Eastern side of wharf. Depth at berth is 9.45 m. at MLWS. Wharf is serviced by rail.
CARGO HANDLING: Ship's own gear. 2 permanent gangs available subject to Stevedore requirements as per Whangarei.
MEDICAL: Hospital and Ambulance at Kawakawa, 12.8 km. (8 miles) from Opua. Port Doctor at Paihia, 8 km. (5 miles) away.
DENSITY: 1025.
FRESH WATER: Available.
FUEL: By arrangement with oil companies via road transport.
CONSULS: See "Whangarei".
SURVEYORS: See "Whangarei".
CUSTOMS ALLOWANCES: See "Whangarei".
REPATRIATION: See "Whangarei".
AIRPORT: See "Whangarei".
TIME: See "Whangarei".
HOLIDAYS: See "Whangarei".
POLICE/AMBULANCE/FIRE: See "Whangarei".
TELEPHONES: Telephones available.
SHORE LEAVE: See "Whangarei".
GARBAGE DISPOSAL: Service available. Limited to approximately 2 tonnes per day. 100 litre drums provided on board. Incinerator on wharf. Daily collection. NZ$ 10/hr. burning time.
WASTE OIL DISPOSAL: Not available locally. Can be arranged from Whangarei (70 km.) to be collected by road tanker (capacity 7,000 litre).
SEAMAN'S CLUBS: None.
CURRENCY: New Zealand Dollar (NZ$).
REGULATIONS: See "Whangarei".
DELAYS: See "Whangarei".
AUTHORITY: Northland Regional Council, Private Bag 9021, Whangarei, New Zealand. *Tel:* (09) 438-4639. *Telex:* NZ 2955. *FAX:* (09) 438-0012. *Cables:* "Harbour". *Contact:* Captain P.J.R. Wavish, Maritime Manager.
Port Company: The Owners/Managers of Opua Wharf are Far North Maritime Ltd., c/o P.O. Opua. *Tel:* (09) 402-7505. *FAX:* (09) 402-7763. *Contact:* Mr.J. Knappett, General Manager.

OTAGO, (includes Dunedin, Port Chalmers and Ravensbourne): (See Plan)

PORT CHALMERS: 45.49 S. 170.38 E.
DUNEDIN: 45.53 S. 170.31 E.

PORT LIMITS: The harbour limits are defined by a line extending from Heyward Point Trig Station in an 020°T direction for 3 miles thence 126°T for 1.75 miles thence 200°T to the shore off Howlett Point.

The entrance to Otago Harbour is situated in the bay between Heyward Point and Taiaroa Head.

Within the entrance the harbour extends about 13 miles South-Westward and at its head stands the city and Port of Dunedin. The town and port of Port Chalmers is situated about 6 miles within the harbour entrance.

About 1 mile Southward of Port Chalmers, the Portobello Peninsula, with Quarantine Point at its head, together with the adjacent Quarantine and Goat Islands, form a natural barrier across the Otago Harbour inlet. That part of the harbour which lies North-Eastward of this barrier is the "Lower Harbour" and that which lies South-Westward is the "Upper Harbour".

DOCUMENTS: See "Auckland".

APPROACHES: *Harbour Entrance Channel:* A sand bank extends about 1.25 miles Northward of Taiaroa Head, and the dredged entrance channel effectively divides this into Eastern and Western banks. There is a least depth of 21 ft. (6.4 m.) on the Eastern bank, and the sea can break dangerously over it in heavy weather. The Western bank has a least depth of 28 ft. (8.5 m.).

The entrance channel extends from the seaward (Northern) edge of the bank to a gap between North Mole and Taiaroa Head. The channel is dredged to 45 ft. (13.7 m.), and is 600 ft. (183 m.) wide – it is unprotected and sea and swell can cause vessels to pitch, roll, and lift bodily in the approaches.

North Mole, an artificial rock breakwater, extends about 4,000 ft. (1,219 m.) N.E. from the low sand spit on the Western side of the entrance. The underwater toe extends about 400 ft. (122 m.) N.E. of the visible head.

The tidal range in the entrance channel is 6.5 ft. (2.0 m.) at Springs, and 4.3 ft. (1.3 m.) at Neaps. Tidal streams run generally along the axis of the channel at rates up to 2 knots on flood and ebb but, near the harbour entrance, vessels may be set to the Westward on the flood stream, and to the Eastward on the ebb stream.

PILOTAGE: Address "Chief Pilot, Dunedin." Through coastal radio station ZMH 32 (Taiaroa Head) giving ship's name, draft, and ETA. First message 72 hours out, revise 24 hours out: if from another New Zealand port (coastwise) similar message as soon as possible after leaving that port. ZMH 32 (Taiaroa Head) maintains continuous listening watch on 2182, 4125, 6215 and 8255 kHz and VHF Channel 16. Pilot boat is 13.0 m., orange launch, also fitted with VHF frequencies, which meets vessels as required but does not remain on station otherwise. Boarding position is with Taiaroa Head Lighthouse bearing 180° distant 2.5 miles; good anchorage with Taiaroa Head Lighthouse bearing 160° – 2 miles, depth 14 fathoms. Pilots can board in this vicinity provided Master has ship under way at slow speed and obeys Pilot's instructions. Vessels arriving to work general cargo should endeavour to embark Pilot by 0500 hrs. in order to be alongside berth ready to take labour on board at normal commencing hour of 0700 hrs.

ANCHORAGES: *Anchorage Outside the Harbour Entrance:* A recommended anchorage which is considered safe in all winds except rare Easterly gales is, in a least depth of 13 fathoms (23.8 m.), sand, with Taiaroa Head Lighthouse bearing 160°T and Heyward Point Light Tower bearing 220°T.

Note: There is no anchorage inside the Harbour entrance, but in a case of emergency, vessels up to 500 ft. (152.4 m.) long may be able to anchor in the swinging basin at Port Chalmers.

Prohibited Anchorage: Anchorage is prohibited in the vicinity of a submarine power cable laid between Battery Point, Port Chalmers, and Quarantine Point at the North-Western end of Portobello Peninsula.

The cable is marked on its North-Western end by 2 beacons situated approximately 1.5 cables South by West and approximately 2.25 cables South by East from Observation Point. Both beacons are rectangular in shape and painted in green and white horizontal stripes. The latter beacon also serves as No. 31 channel beacon, and exhibits a flashing green light – these beacons when in line bearing 139.5° T indicate the route of the power cable across the channel.

RESTRICTIONS: Tankers proceeding to or from the oil jetty at Dunedin make passage of the upper harbour in daylight hours only. Also see "Max. Size".

Entering and Leaving: Any vessel wishing to enter, leave, or move within the Port of Otago must first obtain permission to do so from the signal station at Taiaroa Head, and this directive shall include any boat or yacht exceeding 11 m. in length wishing to enter the Upper Harbour.

Upper Harbour – Overhead Power Line: An overhead power line from Port Chalmers to Portobello crosses the channel via Goat and Quarantine Islands, supported by steel lattice-work towers painted in bands of orange and silver. The vertical clearance beneath the power line where it crosses the channel is 168 ft. (51.2 m.) at MHWS.

Upper Harbour – Submarine Power Cables: A power cable buried 10 ft. (3.1 m.) below the sea bed runs across Victoria Channel between beacons No. 40 and 41. From Beacon No. 41 the cable is laid on the sea bed in a 280°T direction to the shore. From Beacon No. 40, 3 cables are laid on the sea bed in 115°T, 118°T, and 131°T directions to the shore. Anchoring is prohibited in this vicinity.

MAX. SIZE: *Lower Harbour to Port Chalmers:* Vessels up to 850 ft. (259 m.) length overall, and 39.3 ft. (12.0 m.) draft can transit the Lower Harbour to and from Port Chalmers by day and night. Longer vessels may be handled by prior arrangement with the Harbour Master.

The maximum draft permissible at LW is 36 ft. (11 m.) which may be further reduced to a minimum of 32.5 ft. (9.9 m.), if there is a heavy swell in the entrance channel.

Upper Harbour to Dunedin: Vessels up to a maximum of 607 ft. (185 m.) length overall, 95 ft. (29.0 m.) beam and 28 ft. (8.6 m.) draft can transit the Upper Harbour channel to Ravensbourne and Dunedin. Non gas-free tankers, and vessels over 550 ft. (167.6 m.) in length transit the Upper Harbour in daylight hours only, but all other vessels can be handled both day and night. The maximum draft permissible at LW is 21 ft. (6.4 m.).

HEALTH: Master to radio to Port Health Officer (entry port in N.Z. only) 24 hours before ETA requesting Free Pratique or declaring adverse state of health. Agents will advise Port Health Officer and Health Department inspectors who will board vessel on arrival, alongside actual wharf if Free Pratique requested. N.Z. regulations will require sealing of domestic meat chambers and purchase of local meats for use coastwise.

RADIO: Through Taiaroa Head – ZMH 32.

RADAR/VHF: A signal station is situated on Taiaroa Head about 1 cable Southward of the lighthouse. Vessels can communicate with the signal station by flashing lamp or radiotelephone.

VHF and MF radiotelephones are fitted in the signal station and continuous watch is maintained on VHF Channel 16 (156.8 MHz) and 2182, 4125, 6215 and 8255 kHz. The call sign is "ZMH 32".

If using VHF, initial contact should be made on Channel 16 (156.8 MHz), and Channels 14 (156.7 MHz) or 12 (156.6 MHz) should be used for subsequent working.

If using MF, initial contact should be on 2182, 4125, 6215 and 8255 kHz. 2162, 4146, 6227 or 8297 kHz should be used for subsequent working.

Notice of Arrival: Estimated times of arrival together with maximum draft must be passed to the Chief Pilot by radio 12 hours, and confirmed 4 hours, before reaching the pilot station. This is in addition to any previously submitted notification. Radar operated at station on request has range in excess of 20 miles to North and East.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Max. Draft* (m.)	*Height Above Datum* (m.)	*Decking*	*Cranes*		
						No.	*S.W.L.* (tonnes)	*Out-reach* (m.)
Port Chalmers								
George Street No.1 (Container Terminal)	301.2	12.5	12.00	4.6	Concrete	2	46.0	32.4
George Street No.2 (Multi-Purpose)	296.1	13.0	12.50	4.6	Concrete			
Beach Street	412.5	11.6	11.3	4.6	Concrete	2	5.08	16.7
Dunedin								
Victoria Wharf – T & U	175.3	8.3	8.0	4.6	Concrete	4	5.08	16.7
Leith Wharf	152.4	8.3	8.0	3.8	Concrete	—	—	—
Rattray Street	254.8			4.6	Wood	—	—	—
Rattray Street Q		5.7	5.5					
Rattray Street Qa		5.7	5.5					
Rattray Street R		6.2	6.0					
Rattray Street S		6.2	6.0					
Victoria Wharf – X & Y (Fishing)	213.4	8.0	7.7	4.6	Wood	—	—	—
Birch Street (Fishing)	304.8	7.3	7.0	3.8	Concrete and Wood	2	5.08	16.7
Cement Wharf	137.2	5.5	5.2	4.1	Wood	—	—	—
Oil Jetty	219.5	8.3	8.0	4.6	Concrete	—	—	—
Ravensbourne (Fertiliser)	149.0	8.3	8.0	4.4	Wood	—	—	—
L.P.G. (Dolphins)	49.0	6.0	5.4	3.9	Concrete	—	—	—

Port Chalmers

Beach Street Wharf: 2 berths with a total length of 412.5 m., serve the forestry, woodchip and general cargo trade. A new shed of 2,300 sq.m. on the wharf assists with cargo storage facilities. Reclaimed land of 3.5 ha. is available for forest products storage and further reclamation is underway to double the area by 1995. Depth alongside 11.6 m. LWOST.

George Street No. 1: A 301.2 m. concrete wharf, and is the main container terminal berth. Depth 12.5 m. at LWOST.

George Street No. 2: A 296.1 m. concrete multi-purpose berth. Depth 13.0 m. at LWOST.

Both wharves are served by 2×46 ton container cranes with sufficient straddle carriers, toplift and forklift machines to service the 13.6 ha. back-up area.

Dunedin:

Wharves with a total length of 950 m. See table above for depths alongside. All berths have transit sheds with a total floor space of 3,600 sq.m. All berths have roads at sheds, Victoria Wharf has a rail connection. There are 6 × 5 ton electric cranes, 16 fork lift trucks and 10 tractors available for use at wharves.

Leith Wharf: The ex-Ro/Ro wharf has been upgraded to provide for shipments from the adjacent Apple and Pear Marketing Board cool store, plus general cargo. Depth alongisde 8.3 m.

Ravensbourne Wharf: Situated 1 mile from Dunedin is available for the discharge of bulk phosphate and sulphur via hoppers and conveyor belt direct into works. Maximum size of ship for this jetty 184.1 m. overall. Depth alongside 8.0 m.

LPG Berth: A dedicated berth for coastal gas tankers has been constructed 300 ft. (91.5 m.)×106°T from end of Leith Wharf.

All berths in the port have fresh water connections, ample floodlighting and telephone facilities.

TUGS: 2 tugs, each 2,000 h.p. (30 ton bollard pull). Tug's used in vicinity of wharves turning, berthing and unberthing, etc. Tug's lines used without charge.

CRANES: The Container terminal is equipped with 2 Vickers Hoskins Paceco 46 tonne Mach Container Gantry Cranes with an outreach of 32.4 m. and a backreach of 10.67 m.

Also see "Berthing".

STEVEDORES: Services are provided by operators to handle any type of general, bulk or unitised cargo. Port Chalmers Container Terminal specialises in handling containers. Two shifts, each of 8 hours, are worked daily as required, and a 3rd shift may be available by prior arrangement.

MEDICAL: Emergency medical services and full hospital services always available at short notice. Emergency advice by radio available. Top priority given arrangements for landing urgent cases for medical treatment.

TANKERS: Diameter of lines 200 mm.; minor slop facilities only; one tanker discharge berth 220 m. long, 7.5 m. depth alongside at low water. Max. size 184 m. long.

DENSITY: Harbour density 1024 at all states of tide.

FRESH WATER: Fresh water is available at all berths. Delivery rates are approximately 15 tonnes/p.h. at Dunedin wharves and 25 tonnes/p.h. at Port Chalmers.

FUEL: Marine diesel, heavy and light fuel oils, and lubricating oils are usually available. Small quantities can be delivered to any berth by tank trucks, and larger quantities can be loaded by pipeline at the Oil Jetty at a rate of about 100 tonnes/p.h.

CONSULS: Consular Agencies: Denmark, France, Germany, Italy, Netherlands, Norway, Portugal, Sweden.

REPAIRS: Private companies capable of undertaking all forms of repair work are established in Dunedin and Port Chalmers. There is no dry dock, but a 500 tonne slipway capable of accommodating vessels up to 191 ft. (58.2 m.) long is available.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Shore watchman not normally required except at entry to oil jetty, such watchman arranged for by ship's Agents. Ships required to maintain own gangway surveillance.

OPENING/CLOSING HATCHES: Automatic hatch gear may be operated by ship's personnel. Manual hatches by shore labour only.

CERTIFICATES: Normal cargo gear and equipment certificates as required for British ports; also Fumigation (Derat) or Exemption Certificate.

CUSTOMS ALLOWANCES: See "Auckland".

REPATRIATION: Repatriation arrangements can be made.

AIRPORT: Dunedin is served by all internal main airlines with connections to overseas via Christchurch, Wellington and Auckland. Airport 35 minutes (25 km.) from Dunedin City by car.

TIME: N.Z. Standard Time throughout year is GMT plus 12 hours, except that Summer time now operates from first Sunday in October to third Sunday in March. (Add 1 hour).

HOLIDAYS: As for all N.Z. ports, i.e. January 1st and 2nd; Good Friday and Easter Monday; Anzac Day (April 25th); 1st Monday in June; Labour Day (Monday, nearest October 24th); Christmas Day and Boxing Day; Waterside Picnic Day (Monday at end January). Where New Year and Christmas holidays coincide with Saturdays and/or Sundays, holidays are taken following Monday and/or Tuesday.

POLICE/AMBULANCE/FIRE: Police 4776011; Ambulance 4777111; Fire Brigade 4779119; Hospital 4740999; Emergency (serious) dial 111 and ask for any service needed.

TELEPHONES: Slot telephones can be put on board with all local calls free, others by cash in slot.

SERVICES: Radar and gyro compass technicians available. Good shop and providore facilities. Compass adjuster usually available. Divers employed by a private company are available for underwater inspections.

SHORE LEAVE: Crew members not restricted ashore.

IDENTIFICATION CARDS: Not required for British subjects. Alien identification cards to be retained on board in case of need.

GARBAGE DISPOSAL: A collection service is available, 24 hours a day, seven days a week. Drums are provided and are placed on board on ship's arrival. Servicing continues during daylight hours until ship's departure. Contact is through the Cargo Services Supervisor, Tel: Dunedin 474 0881, Ext.852. Charges are under review.

WASTE OIL DISPOSAL: B.J.Dakin Ltd. provide a service handling up to 40,000 litres at any one time. Tel: Dunedin 488 2437. Please note this service applies to waste oil disposal and not to bilge oil disposal.

SEAMAN'S CLUBS: Otago Seafarers' Society is affiliated to the International Sailors Society (New Zealand) and the British Sailors Society, London. Two club rooms operate, one at Port Chalmers and one at Dunedin. A ship visiting officer provides each ship with a notice and details of facilities.

CURRENCY: New Zealand Dollar (NZ$).

REGULATIONS: No special local regulations, but all N.Z. ports have very strict rules for garbage collection and disposal, etc. and against oil spillage.

GENERAL: No special moorings are required. Harbour, though tidal, is landlocked and there is no surge at any berth. Tide rise averages 6 ft. above datum (extremes 1.52 m. and 2.44 m.).

Harbour Chart: N.Z. 6612 Otago Harbour.

Adjacent Coastal Charts: N.Z. 64 Banks Peninsula to Otago Peninsula. N.Z. 66 Taiaroa Head to Nugget Point. N.Z. 661 Approaches to Otago Harbour.

Sailing Directions: New Zealand Pilot.

Communications: Dunedin and Port Chalmers are connected with the post, telegraph, telephone, and telex systems.

State Highway No. 1 and the main trunk railway line both pass through Dunedin. Regular road and rail services operate to other South Island towns.

DELAYS: Ample berths normally available. Occasional delays for labour shortage or wet weather (rainfall average 762 mm. per year). Small quantities bunkers available ex-tank wagons at any berth. Larger quantities obtainable by shifting to oil jetty outside cargo work hours or as otherwise convenient.

DEVELOPMENTS: Most development is at present centered on Port Chalmers which is the region's deep water port.

Beach Street Wharf extensions were completed in July 1991 and planning is under way to extend the area for storage and facilities for forestry products.

George Street No. 2 (Multi-purpose wharf) was officially opened on 27th August 1992. Planning is now under way to extend storage facilities for container and general products.

AUTHORITY: Port Otago Ltd, P.O.Box 8, Port Chalmers, New Zealand. *Tel:* 03-4727890. *FAX:* 03-4727891. *Contact:* Captain K. Plate, Chief Executive. Captain D. Hart, Terminal Manager. M.A. Bakx, Marine Services Manager. G.L. Grenfell, Cargo Operations Manager. T.T. Riches, Marketing Manager. Captain J.M. Harger, Chief Pilot.

PICTON: 41.17 S. 174.00 E. **(See Plan)**

PORT LIMITS: Inside straight lines from Cape Jackson to Cape Koamaru and from East Head to West Head at Tory Channel Entrance.

DOCUMENTS: See "Auckland".

PILOTAGE DISTRICT: *Queen Charlotte Sound:* Inside a straight line drawn in a 303° direction from Paparoa Point on Arapawa Island to the opposite shore, and the arc of a circle radius 1 mile centred on West Head Light.

Pelorus Sound: Inside a straight line drawn in a 121° direction from Paparoa Point (East of Harding Point) to Alligator Head.

PILOTAGE: Pilotage is compulsory inside a straight line drawn in a 180° direction from Snake Point to the opposite shore, including all the waters of Tory Channel. Pilotage in the Outer Reaches of Queen Charlotte Sound and in Pelorus Sound is optional. Unless otherwise requested, Pilot will board vessels in a position 090°T, 0.6 miles from Motuara Island Light Tower. Pilots are available through Port of Wellington Pilot Services and Tasman Bay Pilots Ltd.

ANCHORAGES: Except during strong N.W. winds, there is a good anchorage Northward of Mabel Island in 16 fathoms for vessels of all sizes.

Quarantine Anchorage: Within the navigable area to Westward of Mabel Island enclosed between the foreshore and a line from Kaipupu Point 047° to the Western extremity of Mabel Island, thence 349° to Wedge Point. Vessels not in quarantine can use this anchorage.

RESTRICTIONS: Controlling depth in approaches to anchorage is 13 m. MLWOS.

MAX. SIZE: Max. length 201 m. Draft 11 m. aft, 8 m. – 10 m. forward depending on length. Vessels of this size can berth at any state of the tide. Longer vessels may be accommodated by arrangement with the Harbour Master.

HEALTH: First entry at a New Zealand port Pratique is granted after vessel berths provided she has a clean bill of health from her last port, otherwise vessel would anchor in the Quarantine Anchorage, where port Health Officer would board. Once clear at the first port in New Zealand no further Pratique is required.

RADIO: Port is equipped with medium frequency and VHF, call sign "Picton Harbour Radio", calling frequency 2182 kHz. Watch is maintained Monday to Friday, 0900 to 0933, 1140 to 1203, 1540 to 1603 hrs. daily and at other times by arrangement. In addition the following schedule is maintained for communication with the road/rail ferries: 0103, 1140, 1640, 2020, 2050 hrs. Sundays only: 1603 hrs.

TUGS: None.

BERTHING: One overseas wharf 240 m. length with accommodation for 2 vessels. Depth at wharf up to 11.58 m.

Two road/rail ferry berths 152 m. long with modern terminal facilities for Roll-on/Roll-off traffic.

STEVEDORES: Services can be provided by Port Marlborough New Zealand Ltd.

MEDICAL: It is necessary for Master to give his Agent as much advance notice as possible. Two doctors reside in the port. Hospital at Blenheim, 35 km. by road. Ambulance service available.

DENSITY: 1025.

FRESH WATER: Supplies available at 30 t.p.h. Cost 60 cents/tonne.

FUEL: By tank wagon only.

CONSULS: At Wellington.

REPAIRS: Small repairs undertaken by three companies.

SURVEYORS:

1. Cargo Surveyors available.
2. Lloyd's Register available. Other societies available from Wellington.

GANGWAY/DECK WATCHMEN: Required by general harbour regulations and is generally carried out by ship's deck hands.

OPENING/CLOSING HATCHES: Performed by crew.

CUSTOMS ALLOWANCES: See "Auckland".

CARGO GEAR: Marine Department control this and regulations are issued accordingly. These regulations are very similar to those in the United Kingdom.

REPATRIATION: Crew changes can be made.

AIRPORT: Woodbourne – 36 km. by road from Picton, served by feeder services to Wellington – Christchurch. Local seaplane service from Picton Harbour. Local airline to Wellington.

TIME: GMT plus 12 hours. Daylight saving time, plus 1 hour, in force from October to March.

HOLIDAYS: New Year's Day, Anniversary Day, Good Friday, Easter Monday, Labour Day, Sovereign's Birthday, Christmas Day, Boxing Day, Anzac Day, New Zealand Day.

POLICE/AMBULANCE/FIRE: Police Tel: 111. Ambulance, through doctor or in case of emergency Tel: 111.

EMERGENCY CO-ORDINATION CENTRE: S.A.R. Co-ordination Centre, Wellington. Tel: 881035. If in port contact Harbour Master.

TELEPHONE: Facilities exist to place telephones on board.

BANKS: Bank of New Zealand, High Street, Picton.

STORING: See "Prelims".

1. Storage from trucks only available.
2. No restrictions on storing.
3. Trucks can proceed alongside berth.
4. Forklift trucks can be used to handle stores.
5. Purchase of stores requires Customs Dept. approval.
6. Stevedores available for loading stores.

SHIP SUPPLY SERVICE: No ship supply services operate in this area.

Notwithstanding the above, there are a number of commercial operators in the district who have the capability to provide a variety of supply services.

There are sheltered areas in the outer reaches of the Marlborough Sounds which would be ideal for vessels transiting Cook Strait to take advantage of a ship supply service, incurring a minimum of delays in the process.

The Customs Department have advised that by prior arrangement it would be possible for a vessel in transit to take aboard mail and/or goods from a launch without completing full Customs formalities.

1. *Emergencies:*
   Contact: Port Marlborough New Zealand Ltd.
   Radio Call Sign: "Picton Harbour Radio".
   Radio frequencies: MF 2182 kHz or VHF Channel 16.
   Notice Required: 4 hours if possible.
   (NB: Helicopter available ex-Wellington).
2. *General Supply Services:*
   Various Commercial launch and barge services are available from Picton (Queen Charlotte Sound and Approaches) and Havelock, (Pelorus Sound and D'Urville Island). For further information contact Port Marlborough New Zealand Ltd.

Rendezvous points would depend on the needs of the vessel requiring the service, survey limits of the vessel providing the service and weather conditions prevailing at the time.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Limited service available. Drums are provided for on board use. All food waste must be kept in separate drums as this waste and any food contaminated garbage must be incinerated. Contact Port Company for details.

WASTE OIL DISPOSAL: Limited service available. Contact Port Company for details.

SEAMAN'S CLUBS: None.

CURRENCY: New Zealand Dollar (NZ$). U.S.$ 1.00 = NZ$ 1.78 (4.4.94).

DEVELOPMENTS: 6 deep water berths may be built at Shakespeare Bay with depth alongside 20.0 m.

AUTHORITY: *Operator:* Port Marlborough New Zealand Ltd, P.O. Box 111, Picton, New Zealand. *Tel:* 03-573-8000. *FAX:* 03-573-7659. *Contact:* Mr.B. Fitzpatrick, Managing Director. Mr.M. Santaana, Manager Operations.

Statutory Authority: Marlborough District Council. *Tel:* 03-578-5249. *Contact:* Captain J. Clark, Harbour Master.

TAHAROA: 38.11 S. 174.42 E.

LOCATION: The Port of Taharoa is situated on the West Coast of the North Island of New Zealand, in Lat. 38° 10.7′ S., Long. 174° 42.4′ E. It is one of the few ports in the world where a solid cargo, ironsand, is pumped in a slurry form and loaded into ships moored at a single point mooring buoy.

Kawhia Extended River Limits: Taharoa Harbour lies within the Kawhia Extended River Limits, which is delineated by a straight line commencing near Taranaki Point in a 270° direction to the East Point of Gannet Island, then 180°×15.5 miles, thence 090° to the shore.

PORT LIMITS: The port limits is the arc of a circle radius 2 miles centred on the pumping station, Lat. 38° 10.7′ S., Long. 174° 42.4′ E. and the pilotage district is the arc of a circle of radius 3 miles also centred on the pumping station.

There are no known dangers in the pilotage district, and the sea bed depth increases at a reasonably uniform gradient from the beach seaward.

The Motunau Beacons, which are unlit, are established some 4 miles South of the SBM in line bearing 158° (T). This line passes 835 m. inshore of the SBM, and from the North to the point where it crosses the Southern prohibited anchorage line gives a least depth of 22 m.

A 1.5 m. diameter wave rider buoy, which is difficult to see, is positioned some 0.5 miles N.E. of the SBM.

PILOTAGE: Pilotage is compulsory in the Pilotage District. Application for a Pilot should be made to B.H.P. – New Zealand Steel Mining Limited, telegraphic address "Ironsands Taharoa", via Awarua Radio.

Pilots embark and disembark by helicopter. Ships awaiting the Pilot, should lie, head to wind, about 3 miles W.N.W. of the buoy.

Depending on weather conditions ships can be berthed by day or night though much better conditions are required for night berthing. As a general but not absolute rule, ships can be berthed with a significant wave height of up to 3.5 m. and a maximum wind gust of 40 knots. While at night the maximum wave height must be less than 2.0 m., and the wind gusts less than 15 knots.

Also see "General".

ANCHORAGE: Ships awaiting the berth are normally anchored about 2 miles W.N.W. of the buoy in good holding ground. The anchorage is exposed to the Westward, and in weather conditions in which it is not possible to moor, ships should head out to sea.

Prohibited Anchorage: All that area bounded by straight lines, commencing at the low water mark in position Lat. 38° 10.8′ S., Long. 174° 42.4′ E. Thence to Lat. 38° 11.1′ S., Long. 174° 40.1′ E. Thence to Lat. 38° 10.3′ S., Long. 174° 42.15′ E., thence to the point of commencement.

The Northern and Southern limits are marked by rectangular beacons painted in red and white vertical bands. The Northern Beacons are in line bearing 088° (T), and the Southern Beacons in line bearing 081° (T).

NAVIGATION: *Lights:* Taharoa Main Light, exhibited from a 47.5 m. high frame work tower painted in red and white bands, in position Lat. 38° 10.0′ S., Long. 174° 42.3′ E. has the characteristics group flash 2 white every 20 secs. A fixed red obstruction light is also exhibited on the tower.

The SBM has white light flashing every 5 secs.

The wave rider buoy light has the characteristics group flash 3 white every 15 secs.

The prohibited anchorage beacons each exhibit a fixed red vertical light.

RESTRICTIONS: Arrival draft should be: Forward – 3 per cent of the vessel's overall length and Aft – propeller submerged.

HEALTH: *Quarantine:* 24 hours before the expected time of arrival, ships must send to B.H.P. – New Zealand Steel Mining Limited for onward transmission to the Department of Health in Hamilton, a message detailing the last port of call, the date of departure, and the state of health on the vessel.

Vessels calling regularly at Taharoa are usually given Pratique by radio, though Quarantine Officers reserve the right to inspect the vessel at any time.

RADIO/VHF: *Communications:* Ship loading at Taharoa must advise New Zealand Steel Mining Limited of their departure from the last port before arriving in Taharoa, and give their ETA.

The ETA must be updated 7 days, 3 days and 24 hours before arrival.

The ETA 3 days before arrival is particularly important, as special shift patterns have to be set for loading, which by agreement with the unions, are based on this arrival time.

The Port Operations Centre, which is manned only when a ship is in port or expected, is equipped with radio. (Medium frequency 2182 kHz, single side band, and VHF Channels 9, 10 and 16).

Ships calling at Taharoa should maintain a listening watch on 2182 kHz, at 0833 hrs. and 1503 hrs. New Zealand standard time, the day before arrival, and call up the Port Operations Centre, call sign "Port Taharoa", on Channel 9 when 2 hours out.

Radio messages to B.H.P. – New Zealand Steel Mining Limited should be addressed to "Ironsands Taharoa", via Awarua Radio, or alternatively Auckland Radio.

BERTHING: The berth is a single point mooring buoy, 11 m. in diameter designed by SBM Inc., using a catenary anchor leg mooring (CALM), to secure it to the sea bed. It is capable of mooring ships up to 150,000 tonnes deadweight.

There are 6 anchor legs, arranged radially 60° apart, each consisting of some 347 m. of 102 mm. chain, attached to a 9,000 kg. Bruce Mk II anchor. Each leg is pre-tensioned to 220 tonnes, and has a holding power of 400 tonnes.

The buoy is 1.64 miles offshore in position: Lat. 38° 10.6′ S., Long. 174° 40.25′ E. The depth of water at the buoy is 30 m. at MWL.

Loading: Loading rate 1,200 dry tonnes/p.h. on each line. Sand density 4.64 average.

MOORING: *Mooring Rope:* The mooring rope is a 65 m. endless grommet of 168 mm. diameter two-in-one braided nylon rope, which has a breaking strain of 1,000 tonnes. One end of the grommet is attached to the buoy, and the other end, when the ship is moored, is placed over the ship's single centreline mooring post.

The ship's end of the rope has a 5.5 m. soft eye protected with a chafing sleeve. An heaving eye, which is attached to a 60 m. heaving tail of 80 mm. two-in-one braided polypropylene rope, breaking strain 76 tonnes, is attached 1.5 m from the crown on one part of the ship end eye.

Ship's Equipment: To moor at Taharoa, a ship should be fitted with a mooring post (700 mm. diameter) on the centreline, between 2.0 m. and 3.5 m. from the fairlead. The post should be about 750 mm. in height and the top should slope forward.

The centreline fairlead should have minimum dimensions of 1,400 mm.×1,700 mm., and the bearing surface lined with stainless steel; if this lining is not fitted, all paint should be removed from the fairlead, and the bearing surface coated with tallow, before the ship arrives. Tallow will be supplied by B.H.P. – New Zealand Steel Mining Limited, but the ship must provide a suitable bucket, so that it can be transported from the Operation Centre on the helicopter.

A roller on a stand, 1 m. in height, should be positioned about 2.0 m. abaft the mooring post, and set slightly off the centreline.

The ship should have a 300 m.×80 mm. strand polypropylene messenger line, either on a warping drum, or suitably flaked out. To one end of the messenger line a 16 mm. polypropylene heaving line should be attached. The heaving line is then passed through the centreline fairlead, and led down the ship's side, (usually the port side, though the Pilot will confirm this when he boards) to about the after end of No. 1 hatch, from where it will be passed to the service vessel.

MOORING PROCEDURE: The service vessel will have checked the buoy, mooring rope and hoses before the ship arrives, and when the Pilot boards will stand off and wait for the ship to close the buoy. The Pilot will manoeuvre the ship to approach the buoy usually along the line of the hoses, and when about 300 m. from the buoy will instruct the service vessel to pick up the heaving line. The service vessel will then manoeuvre close alongside abreast of where the heaving line is prepared. The heaving line should be thrown to the service vessel foredeck, from where the crew will pass it aft to their winch. When this is done, the service vessel will steam ahead, to a position about 100 m. ahead of the ship, winching in the mooring messenger until there is about 6 m. inboard.

As both the ship and the service vessel steam slowly towards the buoy, the line should be paid out so as to keep the rope slack at all times, but at no stage should the rope be allowed to run aft of the ship's stern.

When the service vessel is close enough, the messenger line will be connected to the heaving tail. As the ship will be moving ahead while this is being done, any slack should be picked up, but under no circumstances should the rope be lifted out of the water between the ship and the service vessel.

As soon as the connection between the messenger and the heaving tail is made, the service vessel will steam clear, and the rope should be heaved in at a steady rate. Normally, the mooring line is stored on a platform on the buoy, so that sufficient weight must be put on the messenger to heave the mooring line into the sea. Once the mooring rope is clear, it is important that as the ship closes the buoy, only the slack in the ropes is picked up.

When the ship is about 15 m. from the end of the main mooring rope, the ship's end eye and 2 flotation covers may be lifted out of the water. Gradually, as the ship moves closer to the buoy, a little more of the rope may be lifted out of the water, until with the ship end eye of the main rope at the bull nose, there is about 15 m. from the stem to the point where the rope touches the water. Should the bows pay off, or the ship move astern, the heaving tail should be slacked down immediately, so as to maintain a minimum distance of 15 m. from the stem to the point where the rope touches the water.

When the rope is actually being made fast, it should hang almost vertically from the centreline fairlead.

HOSES: *Equipment:* The ship's manifold should be on the starboard side, abreast No. 1 hatch, loading through either 1 or 2 lines. The flanges must be standard 150 lb. ASA 12 in. flange, with 12×1 in. holes, 1 hole at the exact top. The hose handling derrick should be capable of plumbing over the manifold with sufficient height to lift a 10.7 m. hose just clear of the deck, and have a SWL of 8 tonnes.

4×15 mm. wire pennants 3.0 m. long, and 4 chain blocks, or tackles, will be required to make fast the hose hang off chains.

Picking up the Hose: As soon as the ship is fast, the service vessel will put a dinghy in the water, to bring the No. 1 hose pick-up line to the ship's side. An heaving line should be passed to the dinghy, so that the pick-up line can be brought on board. The pick-up line, which is a 55 m. length of 56 mm. square line polypropylene rope is then used to winch the first hose of the string to deck level where the derrick hook can be attached, and the hose lifted to its full extent.

In marginal weather conditions, a second heaving line should be passed to the dinghy, while the first is still being heaved in. This, when attached to the No. 2 hose pick-up line, is secured to the rail, and can be heaved in later. The dinghy can then be released, reducing the time it has to spend in the water.

When lifting the hose, the derrick should be plumbed about 1.5 m. inboard from the ship's side. This keeps the hose against the ship's side thus reducing the oscillating effect in marginal weather conditions.

With the first hose in the string lifted to its full extent, the hang-off chains can be grappled, brought on board and secured to a 15 mm. diameter wire pennant, attached to a chain block or tackle, so that the length of the unit can be adjusted if necessary.

Letting go the Hose: A small wire strop is passed through one of the eyes on the hose nipple, and anchored by an 80 mm. long by 24 mm. diameter stainless steel bar, to which is attached a heaving line. The lifting wire is hooked into the strop, and when all the connecting bolts are removed, the hose is lifted to its full extent and wire pennants disconnected from the hang off chains. The hose is then lowered into the water and when the weight comes off the lifting wire, the bar can be pulled clear.

MEDICAL: There is no resident doctor or nurse. The nearest hospital is in Te Kuiti about 1 hour's drive away over a bad winding road.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Not possible.

GENERAL: *Provisions:* Supply of provisions, which come from Hamilton, can be arranged if adequate notice is given.

Weather: The prevailing wind is Southwesterly. The winds are usually stronger in Winter and Spring than at other times of the year, though gales can occur at any time, from any direction.

The significant height of the combined sea and swell is above 1.5 m. for 50% of the time, and the maximum recorded sea height has been 12 m.

Customs and Agriculture: Officials from the Departments of Customs and Agriculture will clear the vessel on arrival, and before departure.

Regulations: The general harbour regulations for New Zealand are applicable.

Tidal Streams and Currents: The tidal stream sets Northward with a rising tide and Southward with a falling tide, but these are weak and generally do not affect mooring.

During Southwesterly weather an intermittent current sets Northward parallel to the coast, and can reach a velocity of 1.0 – 1.5 knots.

Agency: New Zealand Steel Mining acts as its own Agent, and will act for others when prior arrangements have been made.

Administration: The Port is under the jurisdiction of the Marine Division of The Ministry of Transport, but is leased to B.H.P. – New Zealand Steel Mining Limited, who own the buoy and the loading equipment.

The Pilots are contracted to B.H.P. – New Zealand Steel Mining Limited, and remain on board during the time the ship is moored, acting as Loading Masters. A change of Pilots usually takes place at 0630 hrs. and 1830 hrs.

OPERATOR: B.H.P. – New Zealand Steel Mining Ltd., Taharoa, Te Anga, Private Bag, Te Kuiti, New Zealand. *Tel:* Te Anga (0813 67) 859, Auckland (09) 309-3794. *Telex:* NZ 21172. *FAX:* (081) 367350, Auckland (09) 393794 (Group 3). *Cables:* Ironsands Taharoa. *Contact:* G. Hook, Operations Manager.

TAURANGA (Mount Maunganui): 37.39 S. 176.11 E. (See Plan)

PORT LIMITS: The arc of a circle radius 2 miles centred on the summit of Mount Maunganui (Lat. 37° 37.9′ S., Long. 176° 10.3′ E.), from the N.E. Coast of Matakana Island to a position 093° from North Rock Light (4.25 cables N.N.E. of Mount Maunganui summit), thence 273° to the light and thence South to the coast of Mount Maunganui.

The port of Tauranga, situated in the Bay of Plenty on the North Island's East coast, is the principal export port of New Zealand, and also the only natural deep water port between Auckland and Wellington providing safe berthage in all weathers.

DOCUMENTS:

6 Crew Lists.
1 General Declaration Form.
1 Search List (on regulation form).
1 Bonded Store.
1 Gift List (Parcel List).
1 M.O.T. Declaration of Safety Certificate.
1 Maritime Declaration of Health.
1 Cargo Manifest (for each Port of discharge).
1 Derat Certificate.
1 Clearance, Last Port.
1 Poisons on Board.
1 Firearms on Board.
1 Ship's Papers.
2 Master's Certificates (Form AGL36).
2 Master's Bond and Guarantee (only if animals are being carried).

PILOTAGE: Pilotage is compulsory for merchant vessels of over 100 tons gross tonnage; Pilot boards vessel about 2.5 miles N.E. of Mount Maunganui light structure. All vessels inward bound must give 24 hours' notice by radio of their ETA off the port limits. If bound from Auckland or near ports, vessels send their ETA immediately on departure from that port.

A second message confirming or amending the first is to be sent 4 hours before the ETA. Should, however, the vessel expect to arrive later than her 24-hour message, her 4-hour message shall be sent 4 hours before the ETA given in her original message. ETA is also required on Friday before 1600 hrs. for vessels arriving over the weekend.

All communications, which should be addressed to "Operations Manager, Port of Tauranga Ltd.", will be attended to at all hours of the day or night.

Two pilot launches. One with length 14.6 m. speed 10 knots, painted international rescue orange. And the other, length 13.7 m., speed 18.5 knots, aluminium hull, with cabin painted international rescue orange. Both fitted with radar, VHF standby on Channels 16 and 12. Working Channels 14 and 11 and R/T 2182 kHz, 2162 kHz and 2045 kHz.

ANCHORAGES: Good holding ground in most conditions can be found in a position about 3.0 miles N.E. of Mount Maunganui. The Quarantine Anchorage is in a position bearing 075° (T) distance 3.25 miles from Mount Maunganui Light. Prohibited anchorage on or near No. 1 Reach Leads.

APPROACHES: Entry and exit is generally at slack tide, day and night. Berthing normally takes place 30 minutes after negotiating the harbour entrance. Tankers will be berthed where practicable, starboard side alongside (bow out), to facilitate emergency departure. The entrance approaches are dredged, giving a minimum depth of 14.1 m. During Northerly and Easterly gales, breaking seas may be experienced in this vicinity, particularly on an ebb tide. Inner Harbour navigable channels have been dredged to 12.9 m. The Western Channel is now closed to shipping.

RESTRICTIONS: Vessels can berth and unberth by day and by night, but those over 110 m. in length are generally handled at slack water.

MAX. SIZE: Max. length permissible is 290 m., no restrictions on beam. Max. arrival and departure draft at high water is 13.0 m. and at low water 11.7 m.

HEALTH: Radio notification to be sent to "Port Health Tauranga", regarding state of health of crew and ETA 24 hours before arrival requesting Radio Pratique.

Pratique is granted by Port Health Officer on arrival if Radio Pratique not requested or granted. Notification should be made by radio to Port Health in case of suspected disease or fever on board.

Pratique is automatic if vessel has been previously cleared at another New Zealand port.

RADIO/VHF: The port of Tauranga Signal Station, call sign "Tauranga Port Radio", call sign ZMH 70, is fitted with radar, VHF and R/T and is manned 24 hours a day. Listening watch on 2182 kHz, 4125 kHz and VHF Channels 16 and 12.

TUGS: 3 tugs are available with bollard pulls of approximately 40, 28 and 15 tons. They usually join inward vessels in the vicinity of the Harbour entrance. Tug's lines are normally used, for which there is no extra charge.

BERTHING: The quay type concrete wharf at Mount Maunganui is 2,055 m. in length, (nominally 11 berths), and is fitted with wooden faced piling and rubber buffers. A linkspan is situated in the centre of the wharf area.

The quay type concrete wharf at Tauranga – Sulphur Point is 600 m. in length (nominally 3 berths), it is fitted with wooden faced piling and rubber buffers.

Berthing Facilities:

Commencing from the North, berths are numbered accordingly.

Mt. Maunganui:

No.	*Length* (m.)	*Distance from North End* (m.)	*Depth* (m.)	*Max. Draft at HW* (m.)
1	170	0 – 170	10.4	9.8
2	170	170 – 340	10.4	9.8
3	170	340 – 510	10.6	11.7
4	170	510 – 680	9.5 – 10.4	11.7 – 9.0
5 Ro/Ro	228	680 – 908	9.5	9.0
6	150	962 – 1112	10.4	9.8
7	160	1112 – 1272	10.4	9.8
8	180	1272 – 1452	12.5	11.7
9	180	1452 – 1632	11.6	10.7
10	200	1632 – 1832	11.6	10.7
11	223	1832 – 2055	12.5	10.7 – 11.7
Cement/Tanker			13.0	12.0
Tauranga – Sulphur Point:				
23	200	001 – 200	14.5	13.2
24	200	200 – 400	14.5	13.2
25	200	400 – 600	14.5	13.2

Ro/Ro: Ro/Ro facility available at Common-User Berth. Linkspan ramp 8.6 m. trafficable width, forklift capacity 52 tons payload, front axle load 55 tons. A number of forklifts up to 40 tons capacity are available.

Cruise Terminal: Cruise vessels berth at Berth No. 1, no terminal available.

Private Wharves: Yacht marina with berthing facilities for 560 craft.

Cargo Storage: On Mount Maunganui Wharf, 6 cargo sheds 22,956 sq.m., dry timber store 1,016 sq.m., transit coolstore 3,700 sq.m., covered verandahs 2,783 sq.m., coldstore 22,500 sq.m. (20,300 tons capacity), woodchip storage 80,000 tons, log storage over 122,000 tons, a 3,000 ton grain silo, an 8,000 ton cement silo and container storage on 30.34 ha. open areas. 100 refrigerated container power points and a container wash are also available.

Off wharf, petroleum products tank storage 115,000 tons, cement storage 2,250 tons, fertiliser storage 7 ha. Covered storage bulk storage for methanol and caustic soda. Salt refinery up to 60,000 tons annually.

At Tauranga – Sulphur Point Wharf, 2 cargo sheds totalling 20,000 sq.m., dairy industry storage shed of 6,900 sq.m., 27.5 ha. paved storage for containers and general cargo and 494 reefer points.

Principal Imports and Exports:

Imports: Cement, chemicals, fertiliser bases, grain, petrol products, salt, steel and general cargo.

Exports: Butter, cement, cheese, kiwifruit, livestock, logs, milk powder, steel, timber, woodchip, woodpulp and general cargo.

Consolidation: Full cargo forwarding service available by arrangement.

Computer Systems: Provided by stevedores/marshallers.

Rail Facilities: Transportation links are provided by roadways throughout the port region, and by major rail marshalling yards connected to the East Coast and Main Trunk railway systems, which are immediately adjacent to the wharf rail network.

CRANES: A 40 tonne lift SWL multi-purpose gantry crane for unit loads, bulk granular products, logs and containers, operates at the Southern end of the Mount Maunganui Wharf (from the 1,600 m. to the 2,055 m. point), electro-hydraulic grab available for gantry crane. Other equipment, owned by private stevedoring companies, includes forklifts with up to 40 ton capacity, tower cranes, 2 Gottwald HMK 8029.S cranes and log handling equipment with up to 45 ton capacity. A weighbridge with 60.0 tonne capacity, and 10 hoppers including 2×300 ton capacity hoppers are available for bulk cargo discharge.

2×40 ton (55 ton post-Panamax) container cranes are operating at Tauranga – Sulphur Point Wharf.

STEVEDORES: ETA to stevedoring companies is usually worked in conjunction with ETA to Agent.

Working Hours: 7 days a week, 0700 hrs. – 1530 hrs., 1530 hrs. – 2330 hrs., 2330 hrs. – 0700 hrs.

MEDICAL: Unless specifically required for arrival, Agents do not require advice. Local medical practitioners are consulted and services of one public and two private hospitals are utilised.

Mount Medical Centre	Tel: 0064-7-5753073
Dee Street Medical Centre	0064-7-5754057
Omanu Medical Centre	0064-7-5757188
Arataki Medical Centre	0064-7-5755077
BayCare Medical Centre	0064-7-5788111
Tauranga Medical Centre	0064-7-5789059

Tauranga Hospital is 12 km. from the port. Tel: 0064-7-5778000.

TANKERS: Discharge of black and white products is carried out at a specially built tanker berth, permissible draft presently 12.5 m. Both products are discharged through 250 mm. pipelines. The flexible connection to ship is 200 mm.

Chemical tankers discharge and load at the same facility. Limited waste oil facilities available, removed by tank truck.

Cement/Woodchips: Bulk cement discharged via pipeline on tanker berth to adjacent silos. Woodchip carriers loaded by conveyor across tanker berth from adjacent stockpile.

DENSITY: Salt water, 1025.

FRESH WATER: Fresh water is supplied by pipeline at 20 tonnes/p.h., prior arrangements must be made with the Operations Manager for quantities in excess of 1,000 tonnes.

FUEL: Bunkering connections are placed at Berths No. 1 – 11 and Cement Tanker Berth. LMFO 40 and LMFO 180 are supplied through a 10 in. line to all bunker points at rates of up to 150 tonnes per hour. Marine gas oil is also available ex-road tanker.

FIRE PRECAUTIONS: The tanker berth is securely fenced and the gate is manned by the Company's Security Staff to prevent entry by unauthorised persons. A pass system operates. Normal precautions are taken. The berth is equipped with a remotely controlled foam monitor.

REPAIRS: All types of engine and deck repairs are possible. A slipway can take vessels of 610 tonnes displacement and up to 56 m. length.

SURVEYORS: *Registered Cargo Surveyors:* Cargo & Marine Services, P.O.Box 5001, Mount Maunganui South. Tel: 0064-7-5756988. Fax: 0064-7-5758777.

Classification Societies – Surveyors: American Bureau of Shipping: Surveyor N. K. Farell, P.O.Box 1974, Auckland. Tel: 0064-9-3031284. Fax: 0064-9-3095655.

Bureau Veritas (NZ) Ltd., 27 Bath Street, Parnell, Auckland. Tel: 0064-9-3098279. Fax: 0064-9-777633, exclusive Surveyor: G.Anderson.

Lloyd's Register of Shipping, P.O.Box 2682, Auckland. Tel: 0064-9-733311. Fax: 0064-9-3095786. Cables: "Lloydsreg". Principal Surveyor: L.Johansson.

United States Salvage Association Inc., Non-exclusive Representatives: G. W. Dunsford Marine Ltd., P.O.Box 46-216, Auckland. Tel: 0064-9-3781254/5/6/7. Fax: 0064-9-3781258.

OPENING/CLOSING HATCHES: Usually performed by stevedores and/or ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes or 250 grams tobacco or 50 cigars. 1 part bottle of spirits and 4.5 litres of wine or beer. Vessels are entitled to an issue of duty free stores every 10 days while remaining on the coast.

REPATRIATION: All facilities exist.

AIRPORT: The airport is situated 1.6 km. from the wharf and is served with regular internal flights to other main centres (Wellington – 544 km., Auckland – 221 km.), where overseas flights may be connected with.

TIME: GMT plus 12 hours. GMT plus 13 hours in Summer.

HOLIDAYS: New Year's Day; 2nd January; Picnic Day and Anniversary Day, both in latter part of January; Waitangi Day, 6th February; Good Friday; Easter Monday; Anzac Day, 25th April; Queen's Birthday, early June; Labour Day, late October; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: All connected through automatic exchange, Emergency No. 111.

EMERGENCY CO-ORDINATION CENTRE: When vessels are in port, any queries should be directed to the Port Company's Signal Station which is manned 24 hours per day. For specific emergencies (Fire, Police, Ambulance) dial 111.

TELEPHONES: Telephones are placed on board all ships when they arrive.

SERVICES: Local compass adjusters are available. Ship's stores can be provided by local Providore firms. Fumigation can be arranged. Ships' garbage is collected daily. Limited facilities for discharge of tank washings exist.

STORING: Vessels can be stored by truck – barges not used. Trucks can proceed alongside at the berth and remain close alongside if not interrupting cargo operations.

Forklift trucks may be used to handle stores but normally not necessary. Customs regulations in force when Bonded Stores are being loaded. Storing carried out by ship's crew and providores.

SHIP SUPPLY SERVICE: A small scale launch service is available when required for the ship-to-shore transport of personnel and/or essential stores and/or sick crew members. This can be arranged through local shipping agents.

SHORE LEAVE: No restrictions.

GARBAGE DISPOSAL: Drums provided for daily collection, 0500 – 0600, 1200 – 1300, 1600 – 1700 hrs. Port service charges cover the first 4 drums, excess NZ$ 32/drum. Service provided by Port of Tauranga Ltd.

WASTE OIL DISPOSAL: Service by road tanker. Charges NZ$ 65/hr. plus GST plus disposal charges.

Contact: Pete's Takeaways, P.O.Box 775, Tauranga. Tel: 0064-7-5441016.

NZ Marine Services Ltd., P.O.Box 5286, Mount Maunganui. Tel: 0064-7-5758445 or Mobile 025-980-570.

IDENTIFICATION CARDS: Not required, but Crew List should be handed to the Security Staff.
SEAMAN'S CLUBS: Bay of Plenty Seafarers Centre, Hull Road, Mount Maunganui. Tel: 0064-7-5756992. Services: Meals, snacks, shop, money exchange, international telephone and transport.

Galilee Mission, Wharf Road, Mount Maunganui. Tel: 0064-7-5758341.
CURRENCY: New Zealand Dollar (NZ$). U.S.$ 1.00 = NZ$ 1.77 (13.1.94).
GENERAL: *Gyro/Radio Repairs:* Gyro/Radio Repairs services available.
Fumigation: Fumigation services available.
Consular Services: Consular services for most countries located at either Auckland or Wellington.
Tides: Tidal rise and fall is between 1.3 m. and 2.0 m., and ebb/flood tides flow at approximately 3 knots at Neaps and 5 knots at Springs through the entrance channel.
Prevailing Winds: Southwesterly.
Charts: Admiralty Chart Reference NZ 54, 541, 5412, 5413.
AUTHORITY: Port of Tauranga Ltd., Post Bag 1, Mount Maunganui, New Zealand. *Tel:* 0064-7-5751899. *FAX:* 0064-7-5751800, 0064-7-5751747 Operations, 0064-7-5751759 Signal Station. *Contact:* John M. Halling, Chief Executive. J.I. Mayson, Operations Manager. Athole J. Herbert, Company Secretary. John M. Palmer, Engineering Manager. Colin J. Boocock, Finance Manager. Mike P. O'Rourke, Sales Manager.

TIMARU: 44.24 S. 171.19 E. (See Plan)

PORT LIMITS: 2.5 miles radius with centre at Eastern Extension Light.
DOCUMENTS: See "Auckland".
PILOTAGE: Pilotage is compulsory, and Pilots are available day and night. A vessel requiring a Pilot should remain 1.5 miles seaward of Eastern Extension Mole, near and to South of Fairway Beacon. Vessels should not proceed Northward of line of leading lights on Benvenue Cliff.

Contact Pilot on VHF Channels 16 and 9 ("Timaru Harbour Control"). Pilot boards vessel at Fairway Beacon.
ANCHORAGES: A vessel should anchor in a depth of not less than 12.8 m., sand, and Eastward of harbour light structure, and not within 1.5 miles of Eastern Extension Mole.
RESTRICTIONS: Swell and tidal conditions may affect time of entering harbour.
MAX. SIZE: Length, 200 m. (LOA 227 m. if fitted with bow and stern thrusters); Beam, no limit; Max. permissible draft 10.0 m. Time of berthing vessels of over 8.4 m. draft will depend on swell and tidal conditions and at Harbour Master's discretion.
HEALTH: Due to exposed nature of anchorage, incoming vessels are examined and Pratique is granted after a vessel berths. In event that vessel is quarantined, she will be required to return to anchorage without any contact being made with shore.
RADIO/VHF: Port of Timaru Ltd. has a radio telephone station equipped with both medium frequency and VHF installations.

Call sign "Timaru Harbour Radio", calling frequency 2182 kHz, working frequency 2162 kHz. Fixed watches maintained for a period of 15 minutes every 4 hours, e.g.: 0345 – 0400, 0745 – 0800, 1145 – 1200, 1545 – 1600, 1945 – 2000, 2345 – 2400 hrs. (New Zealand Standard Time) and at other times mutually arranged. VHF call sign is "Timaru Harbour", Channels 16 and 9.
TUGS: 1 tug, 2,238 kW. and Pilot launch/tug, 350 kW. available.
BERTHING: Berthing space available with depths alongside at LWOST, 190 m. with 10.25 m. depth; 400 m. with 10.00 m. depth; 545 m. with 9.75 m. depth; 212 m. with 9.5 m. depth; 195 m. with 8.0 m. depth and 160 m. with 6.0 m. depth., railway lines on most wharves. Rail to Christchurch and Dunedin.
SPECIALISED CARGO HANDLING FACILITIES: *All Weather Mechanical Loaders:* 4 all-weather mechanical meat loaders. Each machine is capable of loading 720 units per hour, to a max. of 2,500 units per hour. Also butter, cheese, frozen vegetables and fish can be handled. Can be used to unload suitable cargoes, e.g. fruit.
Ro/Ro - Lo/Lo Container Terminal: Terminal for handling Ro/Ro and container vessels. Mobile pedestal crane (SWL 47 tonnes) and forklifts for container handling, otherwise loading/unloading by ship's equipment. Port currently has services to Australia, Pacific Islands, Near East, Middle East and Far East, Europe, North and South America. Container cleaning and inspection facilities available.
BULK HANDLING FACILITIES: Grain silos and shiploader: 10 silos with total storage capacity 19,500 tonnes. Ship loading rate 700 tonnes per hour via conveyor/shiploader.

Bulk discharge equipment: 6 mobile hoppers (27 cu.m. capacity each hopper), normally used for discharge of fertiliser/sulphurs. Mobile pedestal crane equipped for loading/discharge by grab.

Bulk tallow facility: Storage capacity 6,000 tonnes, ship loading rate 300 tonnes per hour through 8 in. delivery pipe.
CRANES: One multi-purpose mobile pedestal crane equipped for handling containers, bulk and general cargoes. SWL 47 tonnes at 29 m. radius, 30 tonnes at 41 m. radius. Also 1×48 tonne crawler crane, 1×16 tonne crawler crane and 1 Hamilton Crane.
STEVEDORES: Two stevedoring companies operating. Labour must be ordered before 0700 hrs. weekdays and before 1500 hrs. Friday for weekend work.
MEDICAL: Full medical facilities are available as required, including an excellent public hospital.
TANKERS: 1 tanker berth, discharge through 8 in. hoses.
DENSITY: Specific gravity 1025 at all states of tide.
FRESH WATER: Available at all berths, delivered at up to 25 t.p.h. (cost $0.53 per 1,000 litres).
FUEL: Bunkers available, heavy and medium fuel oil. 24 hours advance notice required.
FIRE PRECAUTIONS: When tankers are discharging, access to wharf is prohibited except to those holding passes. Fire-fighting equipment is placed in readiness on wharf.
REPAIRS: Most deck and engine repairs can be undertaken.
GANGWAY/DECK WATCHMEN: Available if required.
CUSTOMS ALLOWANCES: See "Auckland".
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: 8 km. from port. Daily flights to and from Christchurch and Wellington. 160 km. by road to Christchurch International Airport.
TIME: Approximately March-October New Zealand Standard Time (GMT plus 12 hours). Approximately November-February New Zealand Daylight Saving Time (GMT plus 13 hours). Actual dates of changeover to and from Daylight Saving Time decided annually.
HOLIDAYS: New Year's Day; 2nd January; New Zealand Day, (6th February); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (first Monday in June); South Canterbury Anniversary Day (third Monday in September); Labour Day (last Monday in October); Christmas Eve; Christmas Day; Boxing Day. All days can be worked if arrangements made.
POLICE/AMBULANCE/FIRE: Emergency No. 111 and ask operator for service required. Other than emergency calls: Police, 6884199 Timaru; Ambulance, 6847129 Timaru; Fire Brigade, 6847089 Timaru.
EMERGENCY CO-ORDINATION CENTRE: If within the port area contact Harbour Master's Office, in Ritchie Street. Tel: 6844199.
TELEPHONES: Can be supplied to vessels at all berths, rental N.Z.$14.00 per day.
STORING: See "Prelims".
1. Storing by truck only.
2. N/A.
3. Yes.
4. If necessary.
5. None.
6. If necessary.

SHIP SUPPLY SERVICE: Port Company craft will assist with transfer of crew.
SHORE LEAVE: Allowed.
GARBAGE DISPOSAL: Garbage service available with drums supplied on board as required through Port Company. Drums placed on board on vessel's arrival, collected daily and finally prior to departure. Charges NZ$ 27.00/can per day, plus labour.
WASTE OIL DISPOSAL: Small quantities only by lorry (private company).
SEAMAN'S CLUBS: South Canterbury Seafarers Club, Ritchie Street, Timaru. Tel: 03-6848811.
CURRENCY: New Zealand Dollar (NZ$). U.S.$ 1.00 = NZ$ 1.42 (1.3.94).
IDENTIFICATION CARDS: Not required.
DEVELOPMENTS: Upgrading of heavy equipment, installation of additional reefer points and development of storing/marshalling areas for logs. Container tracking system being developed.

Port's North Mole facility and container freight station has ISO 9002 Certification, and it's Marine Services should be certified by mid-1994.
AUTHORITY: Port of Timaru Ltd., P.O.Box 544, Timaru, New Zealand. *Tel:* 0064-3-6844199. *FAX:* 0064-3-6845615. *Contact:* I.J.F. Alexander, Manager - Corporate Services.

WANGANUI: 39.57 S. 175.00 E. (See Plan)

PORT LIMITS: Arc of a circle of 3 nautical miles radius centred at the flagstaff at Castlecliff, sited Lat. 39° 56′ 49″ S., Long. 174° 59′ 23″ E.
DOCUMENTS: See "Auckland".
PILOTAGE: If Wanganui is first N.Z. port, initial application for Pilot and vessel's ETA should be passed to local Agent by radio through one of three Post Office radio stations. If not first N.Z. port, this information should be given to local Agent by Agent at previous port. Final details settled when R/T contact made between pilot station and ship.

Pilot launch "Strathallen", LOA 48 ft. painted white, high midship wheelhouse. Pilot boards at anchorage position. International signals for Pilot should be used if no R/T contact made.
ANCHORAGES: One anchorage for vessels awaiting to enter.
RESTRICTIONS: Port worked day or night at HW when bar conditions are suitable.
MAX. SIZE: Length 120 m., beam 20 m., draft dependent on bar depths at particular time but usually 5.5 m. max. at HWS. No installations outside main port area.
HEALTH: See "Auckland".
RADIO: Wellington Radio ZLW. R/T frequencies 2182, 2162, 2012, 2045, 4419.5 and 6818.8 kHz.
VHF: Channels 16, 12, 9, 68 and 14.
TUGS: No tug available. Pilot launch used for swinging.
BERTHING: Berthing takes place at HW.
SPECIALISED CARGO HANDLING FACILITIES:
No. 1 Wharf: Pipeline for bulk cement connecting wharf with adjacent silos.

Direct handling into cool store. Fishing berth and fish unloader for hire and rail sidings.

Portable hoppers used for bulk cargoes to load directly into road trucks.

There are no facilities for containers, Roll-on/Roll-off traffic, liquid chemicals or LPG carriers.

CRANES: One mobile crane, capacity 4 tons. 3–20 ton from contractor.
STEVEDORES: Requirements for labour by arrangement.
MEDICAL: 24 hours' notice required if possible. Hospital facilities available. Inoculations, certificates, etc.
DENSITY: 1020 at HW. 1005 at LW. These figures vary greatly according to amount of fresh water in river.
FRESH WATER: Plentiful supply through wharf hose connections. Rate of delivery depends on height of ship's filling pipe above wharf level.
FUEL: All grades available but ship has to pump out of road tankers. Amount of notice depends on grade required.
REPAIRS: Minor deck and engine repairs possible.
GANGWAY/DECK WATCHMEN: Watchman necessary, either crew member or shore watchman.
OPENING/CLOSING HATCHES: Carried out by stevedores or crew.
CUSTOMS ALLOWANCES: See "Auckland".
REPATRIATION: Facilities exist but more easily accomplished at a main port.
AIRPORT: About 4 miles. Airport caters for internal services only which can connect with international services.
TIME: N.Z. Standard Time (12 hours in advance of GMT). N.Z. Daylight Time (13 hours in advance of GMT) is kept from last Sunday in October until first Sunday in March.
HOLIDAYS: As Auckland, except Anniversary Day holiday which is that held in Wellington Province.
POLICE/AMBULANCE/FIRE: Call 111 and ask for service required.
TELEPHONES: Arrangements can be made for placing telephones on board.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Drums available.
WASTE OIL DISPOSAL: Not available.
DELAYS: Fresh onshore winds could make entrance unworkable for a vessel waiting to enter. Cargo work stops in rain and in unusually strong wind. Bunkering would be slow if large amount of bunkers required.
DEVELOPMENTS: Development plan in course of preparation but as yet no details of size of any possible new installations or draft increases.
AUTHORITY: Ocean Terminals Ltd., P.O.Box 623, Wanganui, New Zealand. *Tel:* (06) 3447684. *FAX:* (06) 3447524. *Contact:* J.S.M. Blaikie, General Manager.

WAVERLEY HARBOUR: 39.51 S. 174.36 E.

The port of Waverley Offshore Terminal has been permanently closed to shipping. All port operations have ceased, and all aids to navigation have been discontinued and removed.

WELLINGTON: 41.17 S. 174.47 E. (See Plan)

PORT LIMITS: All waters within an arc of a circle of 3.85 nautical miles radius having its centre at a point on Outer Rock at the South end of Barretts Reef.
DOCUMENTS:
Port Health:
Completed Maritime Declaration of Health (if Pratique not granted).
2 copies of Poison List, if there is poison in the cargo (i.e. Class 6, 7 or 8 substances) or a Declaration.
Crew List, stating name, rank, sex, nationality and dates of last vaccinations.
Current Derat Exemption Certificate.
List of addresses of disembarking passengers.
List of any dangerous cargo on board.
Customs:
3 copies Passenger List.
3 copies Crew List.
1 copy Search List (Form 2).
1 copy Stores List (Form 3A).
1 copy Poisons List or Declaration.
1 copy Animals or Birds List or Declaration.
1 copy List of Firearms (not cargo) or Declaration.
1 copy Arrival Manifest, plus 2 copies for other ports visited.
1 copy of Cargo List, showing gross tonnage of cargo for discharge in New Zealand or a Declaration.
1 copy Form 1A - General Declaration.
1 copy MOT Form - Particulars of Ships.
Certificates (see also "Certificates").
1 copy MOT Form 5743 - Declaration of Insurance (for Tankers only).
Agent:
Varies, but at least 1 Crew List.
1 copy Cargo Manifest.
Agriculture:
1 copy Crew List.
3 copies Shipmaster's Bond and Guarantee (Fm. Ag. L35).
2 copies Meat Locker Declaration (Fm. Ag. L36).

Customs: Wellington is a designated Customs port. The practice of boarding all commercial vessels arriving from and departing for overseas has been replaced by a selective system known as 'Discretionary Entry/Clearance'.

When the vessel's agent has been advised that the vessel has been afforded Discretionary Entry or Clearance, the Master, Owner or Authorised Agent is required to lodge all arrival or departure documents (known as the Inward/Outward Report) at the Customs Office.

Discretionary Entry is granted depending on the vessel's last port, crew and voyage history. It is applied in most cases for coastwise voyages.

PILOTAGE: Pilotage is compulsory within that area of the Pilotage District being Northward of a line drawn 090° from Gordon Point through the Rear Lead Light on Hope Shoal to the Eastern shore, for all merchant vessels over 500 tons gross, except vessels whose Masters have Pilotage Exemption Certificates and to which exemption applies.
Pilotage District: The outer limit of the Pilotage District is an arc of a circle 3.0 miles in radius centred on Outer Rock.
Notice for Requiring Pilot: All vessels requiring a Pilot are required to give 24 hours notice by radio of their estimated time of arrival (ETA), at the pilot boarding area.

An updated ETA is required 4 hours before arrival in every case and again 1 hour before arrival.

Vessels approaching Wellington from the North and East may contact Wellington Harbour Radio (Beacon Hill) for amending and confirming ETA's via the VHF repeater on Cape Palliser (VHF Channel 4). The approximate range to the Northward is to Castlepoint.

If the vessel will be late arriving, a new ETA must be sent 4 hours before the original ETA.

ETA messages should be sent through a coastal radio station, or other means, addressed to "Pilots – Wellington".

Vessels equipped with cell phones or fax can, in addition, repeat these messages to the port's 24 hour signal station (Beacon Hill). Tel: (04) 388-5470. Fax: (04) 388-4319.
Note: Port of Wellington is *not* fitted with Telex.

After hours the Coastal Radio Station receiving such ETA messages, direct these messages to Wellington Harbour Radio (Beacon Hill) for actioning – this station is manned 24 hours. It is preferable that all communications be directed through a Coast Radio Station but vessels with the appropriate equipment may use direct facsimile links.

Vessels coming from the North down the East coast of the North Island may contact Wellington Harbour Radio on VHF Channel 4.

Vessels approaching from the West through Cook Strait may contact Wellington Harbour Radio on VHF Channel 62.

Vessels fitted with cell (transportable) telephones may telephone such information to Wellington Harbour Radio direct on (04) 388-5470 or in office hours, direct to the Duty Pilot on (04) 472-8912. Wellington Harbour Radio is also equipped with a facsimile (04) 388-4319.
Note: If no Notice of Arrival is sent it may be up to 2 hours after a vessel is sighted by Beacon Hill before a Pilot can board.
Pilot Transfer Area – Launch: The transfer area is situated on the extension of the leading line (Front Lead and Rear Lead in transit) and approximately 3 miles from the entrance buoy, where the leading line extended meets Pilotage Limits.
Lat. 41° 24′ S. Long. 174° 49.5′ E.
This position provides adequate searoom for ship maneouvring under most conditions.

Vessels approaching for an inwards Pilot are requested to stay in the general area of this point, and in particular outside the 2 nautical mile range from Pencarrow Head Light, unless directed otherwise by Wellington Harbour Radio or the Pilot.

In heavy Southerly weather it is recommended to stay to seaward of the Pilotage Limit unless directed.

In heavy Southerly weather it may be necessary to embark or disembark the Pilot in smoother water between the Compulsory Limit and the Front Lead. The Master will be advised by the Pilot if this is necessary and a lead from the launch will be offered.

The Pilot launch "Tarakena" has a speed of about 18 knots.

Anchors should be cleared away before passing Pencarrow Light and remain on standby for berthing.

Note: In some extreme Southerly conditions, and particularly on an ebbing tide, a considerable short steep sea builds up at the entrance and in the outer part of the channel which may cause some handling problems to some vessels. Vessels will be advised by the Pilot if, in his opinion, this is the case and in the interests of safety these vessels may be advised to stand-off to seaward until conditions moderate or the tide changes.
Appraisal of Local Weather – ETA's: Vessels coming down the East coast of the North Island and not familiar with Cook Strait weather should consider local weather forecasts carefully when estimating times of arrival, particularly when in light draft or low powered. Experience has shown that in some circumstances only light Westerly winds may be blowing down the East coast until rounding Cape Palliser when a full gale from ahead may be experienced which may greatly influence the ETA.
Timing of Sending of ETA's – Pilotage and Exempted Vessels: Masters and Port users are reminded that vessels arriving over a weekend or holiday and requiring to berth before 0730 hrs. on a Monday or working day after a holiday, are required to advise their Estimated Time of Arrival (ETA) to "Pilots – Wellington", Tel: (04) 388-5470, Fax: (04) 388-4319 by 1430 hrs. on the Friday or last working day preceding a Public Holiday.

Such notification may be made directly to the Duty Pilot by the vessel's Port Agent.

This facilitates operational planning and the ordering of tugs and linesmen over the weekend or Public Holiday.

Although a basic gang of linesmen are available to service small vessels at short notice, extra linesmen to complement the mooring gangs have to be pre-ordered.

Under usual circumstances, once ordered, linesmen's time of commencing work cannot be brought forward.
Pilotage by Leading or Signalling: An extract from the Wellington Harbour Byelaws 1985, Part 3, 3.5 reads:
"3.5 Pilotage by Leading:
The leading of ships by or signalling to ships from a pilot boat under the conduct of a Pilot shall be pilotage which may be requested by a Master as a service for his ship if:
(a) by reason of adverse sea or weather conditions or otherwise the Pilot available to pilot the ship decides that he is not or will not be able with safety to board or disembark from the ship requesting his services.
(b) the number of ships requesting the services of a Pilot exceeds the numbers of Pilots available."

Pilot Launch Signals: In addition to the signal flag 'H', the pilot launch when leading by day will fly code flags 'UF' which is the International Code signal meaning 'you follow me'. By night the usual pilot boat signals only are displayed.

The pilot launch has a red hull, grey deck, white deck housing, diagonally disposed broad red band over housing, superimposed with the work "Pilot" in white lettering.

Pilot Leaving Times: When using the launch, the Pilot launch leaves its base at King's Wharf 35 minutes before the vessel's scheduled ETA.

When there is more than one arrival one hour or more apart which are to be serviced by launch, the Pilot for the second vessel may join the Pilot launch at Seatoun Wharf, approximately 30 minutes before the second or subsequent arrival.

If vessels are arriving less than 30 minutes apart, the Pilot for the second vessel will leave on the launch with the Pilot for the first vessel.

Convoy Movements: Due to the numbers of foreign fishing vessels which visit the port, these vessels, when numbers require, are sailed in a convoy system, usually at 1230 hrs. on Saturdays, Sundays and holidays, and at 1530 hrs. on weekdays.

Depending on convoy numbers and Pilot availability, a Pilot may be on the launch at the beginning of the convoy, with another Pilot or Pilots being on board selected vessels.

Mariners may meet such foreign fishing vessels proceeding inward to the anchorage on their own without waiting for a Pilot. Such vessels may or may not respond to VHF calls.

Pilot Transfer by Launch: Do not approach closer than 2 miles range from Pencarrow Head without Pilot's instructions.

Make a good lee for the Pilot launch with the wind and swell abaft the beam on the weather side and with a ship's speed of about 5 knots. The Pilot will advise you of an appropriate heading and boarding ground. The launch "Tarakena" has a service speed of about 18 knots, so Masters should bear in mind that their way needs to be reduced in good time down to the working speed required (8 knots).

Pilot Ladder: The Pilot ladder is to be constructed and rigged in accordance with IMO requirements, Regulation 17, SOLAS 1974 for Pilot ladders and The New Zealand Shipping (Pilot Ladders) Rules 1974. The ladder should be clean, properly fitted with spreaders, well clear of discharges and outlets, and all outboard fittings which may foul the Pilot Launch.

The ladder must be placed well amidships on the flat part of the hull. The Wellington launch is 25 m. in length and it requires a similar 25 m. length of flat hull to land astern of the ladder.

The bottom of the ladder should be 2.0 m. above the water.

Two *clean manilla* manropes of at least 20 mm. diameter are to be securely made fast to the ship and must not be made fast to the ladder at any point. *Manropes are to be without knots and be no longer than the ladder.*

ANCHORAGES: Depth in anchorages 15 m. to 22 m.

Fairway: Within portion of harbour lying inshore and to Westward of a line drawn from Post Point, the Easternmost point of Oriental Bay, in a 349° direction, to Kaiwharawhara Shore.

9*Inner Anchorage:* Within portion of harbour lying between the Seaward boundary of Fairway and a line drawn from Point Jerningham, in a 359° direction to Kaiwharawhara Shore.

Outer Anchorage: Within portion of harbour Eastward of Inner Anchorage.

Note: Vessels anchoring in Outer Anchorage should take up a position well up towards Kaiwharawhara.

Explosives Anchorage: Within that portion of the harbour contained in a circle with a radius of 0.3 nautical miles having as its centre a point bearing 000° true, distant 1.45 nautical miles from Point Halswell Light Beacon or in such other place within the Harbour of Wellington as may be specified by the Harbour Master on any occasion having regard to weather conditions.

Caution When Anchoring: It is advisable when anchoring (especially when in light draft) to anchor with 2 anchors well spread in a general West and East direction, as it frequently blows hard with heavy gusts of wind off the high land, causing a vessel to sheer about.

Depending on the vessel's draft, 7 shackles veered on one anchor and 3 shackles veered on the other will make the vessel lie much easier.

A strict visual and radio watch should be kept and the short anchor should be raised (and veered again later if required) should the wind change direction to a marked degree, for example when the wind backs from the Northwest to the South on the passage of a front.

Prohibited Anchorages:

(a) Anchorage is prohibited within 150 m. (500 ft.) of the jetty situated on the Northeastern side of Somes Island.
(b) Within one cable of any power or telephone cable.
(c) Within 50 m. of the Greta Point sea water intake, marked with a white triangle on the shore.
White triangular beacons, situated on the foreshore, mark the ends of the power cables.

RESTRICTIONS/MAX. SIZE: Entering and Leaving – Controlling Factors:

Maximum Draft: The maximum draft in the channel is 9.8 m. This maximum draft is when the tide gauge (Wellington) reads zero – that is, at Chart Datum.

The maximum draft for any time can be obtained by adding the current tide gauge reading to the 9.8 m. constant.

The tide gauge is situated at Waterloo Quay and Beacon Hill Signal Station is equipped with a remote tide gauge and can give readings on request.

The usual maximum drafts for channel passage are between 11.2 m. and 11.4 m., depending on the height of the tide, and providing there is no excessive swell condition in the area between Steeple Beacon and the Front Lead – Southerly swell conditions may affect these maximums.

Under Vessel Clearances:

In the entrance channel 1.5 m.
At the berth 0.9 m.

Length and Beam: Subject to any berth limitations there is no limit to length or beam for entrance to the Port.

Port Operational Hours: Subject to the operation of Port Operational Hours, vessels may enter or depart at any time.

The usual hours of operation of tugs and linesmen are 24 hours.

Pilotage is available 24 hours a day, although pilotage is generally undertaken to fit in with the above stated port operational hours.

Deep draft vessels which are subject to tidal constraints, vessels with emergencies, sickness, etc., are handled at any time.

Small non-commercial vessels (i.e. foreign fishing vessels requiring bunkering only or storing) are generally, but subject to other Port movements, only piloted within the pilotage hours of 0700 – 1800 daily.

Tides: Masters wishing to know the height of the tide at any time may direct their request to Wellington Harbour Radio (Channel 14).

For information concerning heights and times of high water refer to the New Zealand Nautical Almanac.

Tidal Range: Neaps 0.8 m. Springs 1.00 m.
Tidal stream in entrance channel: Min. 0.3 knots.
Max. 0.8 knots.

HEALTH: 24 hours before arrival, despatch message through a Coastal Radio Station, to Port Health, Wellington. Radio Pratique can be granted at the discretion of Port Health. The request for pratique is to state ETA, last port with date of departure, number of crew, number of passengers, state of health of all crew and passengers, and indicate if there is a doctor on board. Once pratique is granted it covers all subsequent coastal movements on that voyage.

Vessels requesting Pratique should exhibit the appropriate international signals until Pratique is granted.

Vessels are usually cleared by the authorities once berthed alongside.

Health Officers Examination Ground: Within that portion of the harbour contained in a circle with a radius of 0.2 nautical miles, having as its centre a point bearing 347° True, distant 0.56 nautical miles from Point Jerningham Lt. Beacon, or such other place within the Harbour of Wellington as may be specified by the Harbour Master on any occasion having regard to relevant circumstances. Until Pratique has been granted, vessels arriving from ports beyond New Zealand must not proceed inwards beyond the limits of this area.

RADIO: *Beacon Hill Signal Station:* A signal station (call sign 'Wellington Harbour Radio' and marked as 'SS' on Chart NZ 4633) is situated on Beacon Hill, at an elevation of 131 m., and about 2 miles North-Northwestward from Pencarrow Head.

A 24 hour watch is maintained on VHF Channel 16, VHF Channel 14 and MF 2182 kHz (working 2012 kHz). Channel 14 is the local working channel. Channels 4 and 62 also available.

Shipping movements, berthing information, local weather and sea conditions at the entrance, tide heights and navigational information can be obtained on request.

Frequencies available – M/F (Range 100 miles):
TX 2182, 2162, 2012, 2045, 2129, 4125 kHz (calling 2182).
RX 2182, 2153, 2012, 2045, 2129, 4125 kHz (working 2012).
Frequencies – VHF (Range 30 miles):
Calling – Channel 16 (international).
Channel 14 (local call).
Working – Channel 14 (local working).
Channel 12 – (tugs, etc.).
Other Channels used – 10, 9, 62, 68, 71 and others.
Routine – Continuous service on M/F and VHF. Monitors M/F 2182 and VHF Channels 16 and 14.

RADAR: A radar with ranges 0.25 to 72 nautical miles is situated at the Signal Station.

The radar is installed for the information of the signalman only.

VHF: *Port Operations:* To avoid unnecessary VHF channel changing, all vessels within Wellington Harbour limits are requested to use VHF Channel 14 for receiving and transmitting harbour traffic.

All vessels arriving at the port are requested to make their initial call on Channel 16 and then change to Channel 14 and remain on that channel whilst in harbour limits (unless actually working with tugs).

Where possible they should also monitor Channel 16 as this still remains the International Safety Channel.

All Port Company floating plant will initially listen and transmit on VHF Channel 14.

The tugs/ship manoeuvring channel is Channel 12.

Beacon Hill Signal Station will inform the Masters of all ships arriving at the port of the need to remain on Channel 14 whilst in harbour limits.

The Duty Pilot can be contacted on Channel 14 during office hours (call "Port Operations Pilots Office"). Linesmen can also be contacted on this channel (call "Shipping Supervisor" or "Boatmen Mobile").

Also see "Radio".

TUGS: The Port of Wellington Ltd. owns 2×2,700 h.p. (2,200 kW) Voith Schneider water tractor tugs, ('Kupe' and 'Toia'). Bollard pull is 28 tonnes and each has a free running speed of 11 knots, with a steaming endurance of approximately 9 days. Two tugs are equipped for fire fighting, deep water towage and salvage duties. The tugs are painted bright red.

The tugs are available for hire by the Port of Wellington Ltd., subject to the provisions of the standard form of Hire and Indemnification Agreement. The Port of Wellington Ltd. and the Harbour Master may also direct a vessel to take a tug and the Harbour Master may also direct the manner in which it is used.

Harbour tow lines (hawsers) are provided by the tug.

Tugs usually meet vessels approximately 40 minutes from the usual Pilot boarding area.

BERTHING: (Max. drafts using criteria of 0.9 m. underkeel clearance).

Wharf	*Berth* No.	*Berth Length* (m.)	*Max. Draft* * (m.)
Overseas Terminal	2	238	9.2 & 8.4
Overseas Terminal	3	255	9.2
Taranaki Breast		234	7.5
Taranaki Wharf		152	7.4
Queen's Wharf	1	224	7.4 & 6.5
	2	93	4.8
	3	92	5.2 & 4.3
	4	114	7.0 & 5.5
	5	79	4.8 & 2.8
Waterloo Quay	2	110	6.0 & 6.1
Waterloo Quay	3	107	5.0
Inter Island Wharf	2	150	6.9
Inter Island Wharf	3	213	8.4 & 7.5
Glasgow Wharf	2	218	8.4 & 6.3
Glasgow Wharf	3	240	8.4 & 7.2
King's Wharf	2	251	8.5 & 6.5
Thorndon Container	1	292	11.1
Thorndon Container	2	292	10.6
Aotea Quay	1 – 6	1,115	9.8 to 8.4
Seaview		250	11.2
Burnham		257	8.2 & 4.9
Miramar West		165	9.0 & 7.3

* The maximum drafts indicated are the drafts at chart datum (i.e. tide gauge reading zero). Low water tide predictions are generally 0.2 – 0.4 positive and may allow deeper drafts than those indicated.

Notes: Tankers use berths at Seaview, Burnham and Aotea Quay.

Harbour Service craft using King's No. 2.

Berths at Overseas Terminal to Police Jetty (inclusive) are owned by another Company, but are allocated an operating agreement by the Port of Wellington Ltd.

CRANES:

Wharf Cranes:

Wharf	*Distance of Centre First Rail Track from Outside Face of Berth*	*Cranes* No.	*SWL* (tonnes)	*Outreach Past Wharf Fender*
Glasgow 3	3.63 m.	3	3.0	18.5 m.
(Maximum radius 22.8 m. Minimum radius 6.1 m.)				
Thorndon	– (D crane)	1	46.00	32.2 m.
Container	– (C crane)	1	46.00	32.2 m.
Wharves	– (B crane)	1	52.83	32.2 m.
Aotea Quay 2 and 3 only	4.57 m.	4	4.5	15.5 m.

(Maximum radius 15.5 m. Minimum radius 7.6 m.).

(3 cranes rigged for grabs with SWL 2 tonnes).

Mobile Cranes: The Port of Wellington Ltd. has 3 mobile cranes available for cargo operations with capacities of 20,000 kg., 5,000 kg. and 4,000 kg.

CARGO HANDLING FACILITIES:

Thorndon Container Berth: This area comprises 2 berths with a total length of 585 m. Maximum draft alongside is 11.1 m. (SW). The berth is served by 3 container cranes with maximum lifting capacities of 46, 46 and 52.8 tonnes. Crane outreach is 32 m. The berth is served by a back-up area totalling 24 hectares. There is maximum storage for 6,284 containers, including 1,370 refrigerated containers.

Usual working hours within the terminal are 0730 – 2230 hrs. on weekdays, but the terminal has the capacity to operate on a 24 hour basis if required, and 0800 – 2200 hrs. on other days, including holidays.

The berth is a common user berth but is owned by a consortium of shareholders involved in the New Zealand container trade.

The cranes are owned by the Port of Wellington Ltd. The Terminal operators are: Container Terminals Ltd., P.O. Box 563, Wellington (Manager: Mr.P.Snow).

Bulk Petroleum Products: Tanker terminals are provided at Seaview, Burnham and Aotea Quay. Maximum drafts alongside these berths (when tide is at chart datum) are Seaview – 11.2 m., Burnham – 8.2 m. and Aotea Quay – 9.8 m.

Also see "Tankers".

Roll-on/Roll-off Berths: There are two dedicated Roll-on/Roll-off berths provided for the inter-island rail ferry link. Vessels with quarter ramps may use Glasgow Wharf No. 3 (length 235 m. – max. draft 8.4 m. with open areas of 4,200 sq.m. with 2,000 sq.m. adjacent), Aotea Quay No. 4/5 (length no limit, max. draft 8.4 m. with open back-up area of 9,500 sq.m.) or Aotea Quay No. 1/Container Berth No. 2. There is also a dedicated Roll-on/Roll-off Inter-Island Wharf No. 2.

BULK CARGO FACILITIES: *Cement:* There are 3 dedicated cement manifolds at Aotea Quay No. 5/6, discharging to storage and packing areas.

Wheat and other bulk cargoes: There are available 2 wheeled mobile hoppers with a capacity of 25 tonnes. Three cranes at Aotea Quay are fitted with grabs, SWL 2 tonnes.

General: There are available several areas of open stacking area (see above under "Roll-on/Roll-off Berths" suitable for stacking of any bulk cargo and containers. Aotea Quay has 1 cargo shed with floor storage area of 5,120 sq.m., suitable for general cargo, served by internal cranes with a capacity of 5 tonnes.

STEVEDORES: There are 4 main stevedoring companies based in Wellington, one of which is a dedicated container terminal operator.

1. Container Terminals Ltd. This is the operating division of a consortium of major shipping companies involved in the container trades.
   Manager: Peter Snow.
   Telephone: 472-2395.
   Facsimile: (4) 499.0524.
2. Wellington Cargo Services. A subsidiary of Port of Wellington Ltd.
   Cargo Manager: Roger Sullivan
   Telephone: 472-8912
   Facsimile: (4) 734.549 (Harbour Office)
3. Wellington Stevedoring Services.
   Manager: David Oliver.
   Telephone: 473-9088
   Facsimile: (4) 499.2000
4. Pacifica Shipping Ltd.
   Local Manager: Roger Grylls.
   Telephone: 472-8381
   Facsimile: (4) 731.966

From time to time stevedoring companies from other ports may operate in Wellington, mainly on specialised cargoes.

Watersiders Working Hours:

Hours of work are as follows:

1st period	0730 – 1600 hrs.
2nd period	1600 – 2330 hrs.
3rd period	2330 – 0730 hrs.

Watersiders are available to work 7 days per week. A maximum of 2 hours overtime can be worked after the first shift, with an extension of a further hour if the vessel is sailing.

A 30 minute meal break is taken within the shift.

Stevedoring Equipment: The Port of Wellington owns most of the stevedoring equipment available in the port. This is hired out as required.

Major equipment available:

1 × 30 tonne forklift truck with 40 ft. (12.2 m.) and 20 ft. (6.1 m.) spreaders (SWL under the spreader is 25 tonnes).

1 × 28 tonne forklift truck.

1 × 25 tonne forklift truck with fork and 20 ft. side frame.

4 × 7 tonne forklift trucks.

6 × 4 tonne forklift trucks.

6 towing tractors with drawbar, capacities 7,000 kg. – 3,000 kg.

5 × 20 tonne trailers (TEU compatible).

20 × 2.5 tonne capacity trailers.

2 Mobile cranes with capacities ranging from 4 tonnes to 20 tonnes. Also see "Cranes".

MEDICAL: Wellington is a main centre and all medical facilities are available. With adequate notice Agents can arrange the service required. Wellington Public Hospital is a main facility.

TANKERS: Tanker terminals are provided at Seaview, Burnham and Aotea Quay.

Aotea Quay No. 1 is primarily a general cargo berth. When used as a tanker terminal the berth is fenced off with barriers, and the overhead electric crane line isolated.

Tankers are berthed and sailed at Seaview and Aotea Quay during the hours of darkness – see "Restrictions/Max. Size" – "Port Operational Hours" for more specific detail on berthing and sailing hours. Tankers are also sailed from Burnham during the hours of darkness up to 2200 hrs. and after 0630 hrs., provided they are berthed bow North, that is, starboard side to, but are *NOT* manoeuvred for berthing during the hours of darkness in Evans Bay.

As Evans Bay is in the direct approach or departure route for aircraft using Wellington International Airport, all vessels moving in Evans Bay are required to report their air-draft to Wellington Harbour Radio who will forward this height to the airport Control Tower.

Depending on the strength of the prevailing weather, tankers are usually berthed starboard side to at Seaview, so as to utilise the solid apron for landing gangways. Vessels are also usually berthed starboard side to at Burnham, that is, they are swung on berthing so as to have their bows North. Vessels may berth either side to at Aotea Quay.

Oil Spills: Contact Wellington Harbour Radio (Channel 14 – 24 hours) with particulars. This station will advise the appropriate personnel.

General: Side hose connections are to be used at all berths, and ship's cranes or derricks are required for hose lifting and brow gangways (where used).

Boiler and galley fires are not required to be extinguished.

All precautions must be taken to avoid pollution of the harbour. Scuppers must be plugged and absorbent material kept at hand in the event of spillage.

The General Cargo Regs. (1968/240, para. 106) state that all tankers should have towing hawsers placed overside when berthed at any berth. These towing hawsers should be of such size as to be able to accept the tugs in the Port of Wellington. These tugs have a bollard pull of approximately 28 tons and considerably more in some 'indirect pull' situations.

Seaview Wharf: Seaview Wharf is exposed to the weather and in the event of a Southerly gale special attention must be paid to the vessel's moorings.

Cargo Operations in Hours of Darkness: Subject to approval from the Harbour Master or his representative, discharge of oil and chemical cargoes is permitted during the hours of darkness. During these hours pipelines must not be disconnected without first obtaining the permission of the Harbour Master.

Discharging to Road Tankers at Seaview Terminal: Direct loading to a road tanker may be undertaken at Seaview providing the following procedures are complied with:

1. The vessel is completely shutdown and engaged in no other cargo operations before road tankers are allowed onto the jetty.
2. The vessel remains completely shutdown for the duration of the transfer, i.e. no sampling of other tanks will take place.
3. The road tankers will stay as far away as practicable from the vessel.
4. No more than 2 road tankers to be at the T-head of the jetty at the same time with their drivers in attendance throughout.

Concurrent operations are not permitted. This is a safety measure due to the restricted access and manoeuvring area for large road trucks on the berth and its approach road.

Tanker Berth Pipelines:

Details of industry pipelines serving the tanker terminals are as follows:

Seaview Terminal:

1 × 100 mm./4 in.	Industry Chemical S/S
1 × 100 mm./4 in.	BST Chemical S/S
1 × 100 mm./4 in.	BST Chemical S/S
1 × 150 mm./6 in.	Industry Chemical S/S
1 × 150 mm./6 in.	BST Chemical S/S
1 × 200 mm./8 in.	Industry White Oil
1 × 250 mm./10 in.	Industry Lube Oil
1 × 350 mm./14 in.	Industry White Oil
1 × 350 mm./14 in.	Gas oil

Aotea Quay:

1 × 200 mm./8 in.	Light Fuel Oil
1 × 300 mm./12 in.	Gas Oil
1 × 300 mm./12 in.	Spare line – not in use

Burnham:

1 × 250 mm./10 in.	Jet A1 – Mobil
1 × 200 mm./8 in.	Bitumen – Shell

DENSITY: Density in the harbour varies between 1032 and 1036.

FRESH WATER: Fresh water is available at all berths on application to the Port Services Manager and after hours through Wellington Harbour Radio on Channel 14.

Water can also be supplied in small quantities from Port Company tugs.

Water is supplied from the city system and average loading rates are about 25-30 tonnes per hour, per hose, depending on line pressures.

FUEL: The following fuels are available:

Aotea Quay No. 1:
Light Marine Fuel Oil 40.
Marine Gas Oil.

Aotea Quay No. 5:
Light Marine Fuel Oil 40.
Marine Gas Oil.

Aotea Quay No. 6:
Marine Gas Oil only.

Seaview Terminal:
Marine Gas Oil only (by special arrangement with the Oil Companies concerned).

Small quantities of bunker and lubricating fuel may be taken by road tanker at all berths (but not concurrent with tanker operations).

Bunker Loading Rates: Bunker loading rates depend mainly on the ability of the vessel to receive the product.

The product may be either gravity fed or pumped aboard.

As a guide, a maximum of about 100 tonnes per hour by pipeline can be supplied at Aotea Quay berths using 100 mm./4 in. hoses.

CONSULS: Consular Representatives or Embassies in Wellington: Australia, Austria, Canada, Chile, Republic of China, Cook Islands, Czech Rep., Denmark, Fiji, Finland, France, Germany, Iceland, India, Indonesia, Israel, Italy, Japan, Korea, Malaysia, Netherlands, Norway, Papua New Guinea, Philippines, Portugal, Russia, Singapore, Sweden, Switzerland, Thailand, U.K., U.S.A., Western Samoa, Yugoslavia.

REPAIRS: Major repairs can be undertaken. There are machine shops and foundries. Diving equipment and the services of trained divers are available for underwater inspections and repairs. Marine Radio and Radar Services, licensed compass adjusters.

Divers: Diving equipment and the services of divers are available for underwater video and photography inspections (with the provision of inspection reports), basic hull repairs, hull cleaning and underwater cutting (on wooden and metal hulls) using hydraulically operated and metal cutting equipment.

DRY DOCKS: None.

SURVEYORS: Marine Surveyors from the Ministry of Transport, Lloyd's Surveyors and private cargo surveyors are available.

GANGWAY/DECK WATCHMEN: Watchmen are available through Union Maritime Services who are the agents for the Shipping Federation of New Zealand who supply the watch personnel. Contact: Union Maritime Services, Wellington. Fax: (04) 384-5853.

OPENING/CLOSING HATCHES: Work normally carried out by stevedores. Only time crew are to open and close top hatches is when advised by stevedores. In case of hydraulic hatches in tweendecks, crew are to open and close, not stevedores.

HOLIDAYS: New Year's Day (1st January); 2nd January; Wellington Province Anniversary Day (22nd January); Waterside Workers Union Picnic Day (generally observed on Monday of the week 29th January falls); Waitangi Day, (6th February); Good Friday; Easter Monday; Anzac Day (25th April); Sovereign's Birthday Observance (first Monday in June); Labour Day (fourth Monday in October); Christmas Day (25th December); Boxing Day (26th December).

Note: Normal port operations during public holidays if services are required.

CERTIFICATES: Customs Department require Ship's Register on arrival.

Marine Division, Ministry of Transport require:
Load Line Certificate.
Tonnage Certificate.
Certificate of Registry.
Convention Certificates, i.e.
Safety Equipment Certificate.
Safety Radio-telegraphy Certificate.
Safety Construction Certificate.
Exemption Certificate (if any).
If passenger ship, Passenger and Safety Certificate.
Cargo Gear Register.
Certificates for all Cargo Gear, i.e. runners, spans, shackles, swivels, etc.
Derat Certificate.
Oil Pollution Certificate.

REPATRIATION: Facilities are available for crew changes and arranging any necessary repatriations.

AIRPORT: Situated 7 km. S.E. of City Wharves by road; regular internal and Australian services.

TIME: Local time is GMT plus 12 hours in Winter, (Daylight saving of one extra hour during Summer months, October to March).

CUSTOMS ALLOWANCES: See "Auckland".

POLICE/AMBULANCE/FIRE:

	Routine	Emergency
Wharf Police	4723-000	Dial 111 and ask operator for service required
Ambulance	4722-999	
Fire Brigade	3850-188	

EMERGENCY CO-ORDINATION CENTRE: Contact Wellington Harbour Radio (Channel 14 – 24 hours) with particulars.

TELEPHONES: Vessels may be connected to the telephone system at all city berths on application to the Port of Wellington Ltd. (and attended to by the Shipping Services Co-ordinator). New Zealand coastal tankers only may be connected to the telephone system at the oil berths.

Depending on tonnage, up to three telephones may be connected per vessel, and these are included within the Port Tariff.

Telephones are usually provided for local calls only. Toll calls outside the local charge area may be made on selected telephones, but such calls are for the users account.

Telephones may be requested 'toll barred', where it is not possible to make toll calls, or 'toll free' calls.

SERVICES:

Shore Electricity: Available at all city berths on application to the Port of Wellington Ltd. – type AC/50 kHz, voltage 230 – 400 volts, amperage either 60 or 200 amps.

Storm Ropes: Two 96 mm. ropes with a breaking strain of approximately 72 tonnes are available for hire.

Weighbridge: A road weighbridge of 40 tonnes capacity is available on wharf.

Compass Adjusters: At least two licenced compass adjusters are available in the port.

Slop Removal: Small quantities of slop removal can be removed by road tanker. Arranged through private contractors.

Chart Supply: All New Zealand charts can be supplied at short notice.

Painting Punts: Small painting punts are available for hire through the Port of Wellington Ltd.

Steam Cleaning: The Port of Wellington has an industrial steam cleaning facility available.

Gangway: Brow gangways of varying lengths are available for hire.

Boat Hire: The Pilot craft "Tarakena" is available for hire to transport personnel or stores to vessels at anchor when not required for piloting duties.

Nautical Publications and Safety Equipment: There are several ships providores in the port who can supply these requirements.

BANKS: The following banks have branches and agencies in Wellington:

	Telex
ANZ Banking Group N.Z. Ltd	NZ 3385
Bank of New Zealand	NZ 3344
National Bank of N.Z. Ltd	NZ 31388
Westpac Banking Corporation	NZ 3884

STORING: Vehicles can proceed alongside ships to load and unload stores.

SHORE LEAVE: Crew members are allowed shore leave at all times.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Garbage cans are provided on board. Costs are included in port hire charges. Limit of 8 cans for vessels up to 10,000 g.r.t, and 10 cans over this size. Additional cans NZ$ 20 or NZ$ 40 for 44 gal. drums. Contact Port Authority for details.

WASTE OIL DISPOSAL: 24 hour service available via tanker truck.

Thurline Transport Services, P.O.Box 38668, Petone. Tel: 5682185. Fax: 5682185.

Anslows, P.O.Box 29003, Ngaio, Wellington. Tel: 4723140. Fax: 4723140.

SEAMAN'S CLUBS: Missions to Seamen, 25 Upland Road, Kelburn, Wellington. Tel: 4757293. Services: Shop, snacks and bar.

British Sailors Society, 121 Thorndon Quay. Tel: 4722259 or 4728311. Services: Shop, snacks, international telephone and transportation.

CURRENCY: New Zealand Dollar (NZ$).

GENERAL: For nautical and more detailed information on New Zealand ports, refer to the following publications which are kept up to date by the issue of Notices to Mariners in respect of nautical matters:
New Zealand Port Information Manual and New Zealand Pilot
New Zealand Nautical Almanac

These publications and up to date charts are available from New Zealand Government Shipping Offices.

Charts and Navigational Information:

NZ 4633	Wellington.
NZ 4634	Wellington Harbour Entrance and Plans of wharves.
NZ 463	Approaches to Wellington.
NP 51	New Zealand Pilot 1987.
(annually)	New Zealand Nautical Almanac.

Regulations:
Wellington Harbour Bylaws 1985.
General Harbour Regulations (Nautical and Misc.) 1968/239.
General Harbour Regulations (Ship, Cargo and Dock Safety) 1968/240.
Health (Quarantine) Regulations 1983/52.
Marine Pollution Act 1974.
Dangerous Goods Regulations 1985.
(plus amendments).

Garbage: Garbage may only be disposed of in accordance with strict N.Z. Government Regulations. Heavy penalties are provided for those breaching the regulations.

The responsibility for the collection and incineration of all refuse is carried out by the Port of Wellington Ltd. under the supervision of the Ministry of Agriculture and Fisheries.

All vessels, unless fitted with a garbage incinerator or holding tanks approved by the Ministry, will receive and have collected suitably approved refuse bins on a daily basis, Sundays and holidays excepted, unless so requested by the vessel or the Ministry.

Cans must not be placed on the wharf.

The following *must not* be placed in cans for incineration:

(i) Chemicals or any dangerously combustible or explosive material.
(ii) Fuel, lubricating or other oils.
(iii) Bilge scrapings, metals, concrete or other non combustible solids.
(iv) Oil soaked rags and wastes.

Garbage Incinerator: An incinerator facility is available within the port, capable of burning approximately 16 tonnes of refuse a day.

AUTHORITY: Port of Wellington Ltd., P.O. Box 794, Wellington, New Zealand. *Tel:* (04) 472-8912. *FAX:* (04) 499-0720 (Administration), 473-4549 (Shipping). *Contact:* Graham Mulligan, Managing Director. Paul Wright, Operations Manager. Captain R.J. Field, Executive Pilot.

WESTPORT: 41.45 S. 171.40 E. (See Plan)

LOCATION: The port is situated at the mouth of the Buller River and has a bar at its entrance. Two breakwaters approximately 155.5 m. apart form the entrance and farther within are 3 tide training walls.

Passage over the bar is considered impracticable when the river is in flood or during a N.W.'ly gale. In bad weather the sea breaks heavily over the outer part of the bar.

The town of Westport and wharves are situated on the Eastern bank of the Buller River, about 1.5 miles within the entrance.

APPROACHES: *Cape Foulwind:* A light flashing every 12 seconds, visible 21 miles (nominal range 14), is exhibited at an elevation of 70.40 m. (231 ft.) from a white concrete tower situated on Cape Foulwind, a headland about 6 miles Westward of the harbour entrance. The light is obscured when bearing more than 242°.

Main Harbour Light: A light flashing every 5 seconds (flash 1 sec.), visible 8 miles, is exhibited at an elevation of 19.8 m. (65 ft.) from a white lattice tower on the old signal station situated about 1.5 cables from the head of the Western breakwater.

Caution: At night, care must be taken not to mistake the powerful electric lights of a coal industry situated about 9 miles Eastward of Westport, or the lights of cement works about 3 miles Westward of Westport, for the harbour lights.

Directional Light (occasional): A fixed red, white, and green directional light is exhibited from the same tower as the Main Harbour Light as required – not always exhibited. This light is redirected to suit the best water over the bar. The arcs of the sectors from East to West are red 12°, white 2°, and green 6°, and their nominal ranges 12, 16, and 12 miles respectively.

Radio Masts: Red fixed obstruction lights are shown from radio masts situated about 8 cables S.S.W. and 5.5 miles Westward of the main harbour light.

Landmark: Three chimney stacks, each 60.7 m. (199 ft.) in height, close together with two adjacent silos, are situated about 4 miles Westward of Westport. They are of white appearance and are conspicuous from seaward.

Entering: When within 2 miles of the harbour entrance or on the Harbour Master's advice, steer to bring the main leading beacons on the Eastern Full-tide Wall in line. On entering between the breakwaters, the inner leads will be in line at approximately abeam of the old signal station and course should be altered to starboard to maintain the inner leads in line. Pass the white flashing light on the Western Half-tide Wall on starboard hand. These inner leads direct ships between the Western Half-tide Wall and the Eastern Full-tide Wall. When abeam of the fixed light on the Eastern Full-tide Wall, this light will change colour to fixed green; on observing this change steer for the wharves.

Note: Wharf working lights close to the line of the outer leads will be extinguished as and when required for vessels which have notified their intention to enter.

Floodlights: Two powerful floodlights are exhibited from two lattice-work towers, 29 m. (95 ft.) in height, situated in the railway yards at Westport. These lights, about 3.75 cables apart, are in line bearing 163°. They must not be used for navigational purposes.

PILOTAGE: Pilotage is compulsory. All vessels should notify the Harbour Master of their intention to enter at least 12 hours before arrival. No vessel must attempt to enter the port until authority to do so is received from the signal station. In the event of a Pilot being unable to board, a vessel will be led through the bar.

Pilotage District: All the waters comprised within the harbour of Westport having as their outward seaward limit the arc of a circle running from the landward boundary of the foreshore Westward of the Western Breakwater and thence into the Tasman Sea and thence to the landward boundary of the foreshore Eastward of the Eastern Breakwater such arc being the arc of a circle 1.5 nautical miles radius having as its centre the signal station on the Western Breakwater.

Old Signal Station: The old signal station is in a square concrete building with a white lattice signal mast and is situated about 1.5 cables within the head of the Western Breakwater. It has a large white diamond painted on the seaward wall and white horizontal bands on the East and West walls.

New Signal Station: The new signal station is situated at the harbour office at the northern end of the main wharf, 1.2 nautical miles within the harbour entrance. Vessels can communicate by radiotelephone, VHF, or by morse signalling lamp. Call sign: "Westport Harbour Radio".

Visual watches are maintained for pilotage purposes and for all vessels entering and leaving harbour (at the Harbour Office situated at the lower end of the Crane Wharf).

ANCHORAGES: Vessels can anchor in Buller Bay in depths from 18.3 m. to 23.7 m. (10 to 13 fathoms). A recommended berth is in a position 2 miles Northward of the old signal station.

Caution: There is poor holding ground Eastward of the entrance to the harbour and in the S.W. part of Buller Bay. Vessels should be prepared to proceed to sea directly there are signs of wind rising from the West to North quarter, as anchorage in Buller Bay is unsafe during N.W. gales. A falling barometer and lightning Westward and S.W. of Westport are almost certain indications of deteriorating weather conditions.

Quarantine Anchorage: In the open roadstead within the navigable area enclosed in a circle having a radius of 2 nautical miles from the old signal station, or such other position within the aforesaid area as may be indicated by the Westport Harbour Authorities in accordance with existing local weather conditions.

RESTRICTIONS: All vessels, may, depending on weather, bar and draft conditions, enter, berth, unberth, and depart during the hours of darkness. Vessels berth and unberth at or near HW.

MAX. SIZE: LOA 131.7 m. Beam 20 m. – 25 m., depending on bar condition.

Bar Depths: Depths over the sand and shingle bar vary between 1.8 m. (6 ft.) and 3.6 m. (12 ft.) at chart datum.

River Depths: There is ample depth in the river for all vessels which can cross the bar. Vessels up to 120 m. (393 ft. 08 in.) in length can turn in the harbour at HW neaps provided they do not draw more than 5.4 m. (17 ft. 08 in.) forward; vessels up to 131.7 m. (432 ft.) in length can use the port, but there is only swinging room if drawing not more than 4.6 m. (15 ft.) forward.

VHF: Westport Harbour Radio and tug on VHF.

RADAR: A radar station, operated by Westport Harbour Staff, has been established at the new signal station (position of scanner: Lat. 41° 44′ 50.77″ S., Long. 171° 35′ 40.31″ E.). Range 12 miles. Masters of vessels equipped with VHF or radiotelephone may request from the Harbour Master's Office, during conditions of restricted visibility, particulars of their bearing and range as shown on the radar screen. The information given will be in the following form:

According to my observation you are bearing .... degrees.......... miles from the Westport Radar Station.

TUGS: 1×420 h.p.

BERTHING: *Crane Wharf:* A quay-type wharf 670.6 m. (2,200 ft.) in length of wooden construction which has 243.8 m. (800 ft.) of usable berthage with depths of 5.8 m. (19 ft.) below chart datum alongside. The bottom is shingle.

The deck level is 7.2 m. (23 ft. 6 in.) above chart datum.

Merchandise Wharf: A quay-type wharf of wooden construction situated about 243.8 m. (800 ft.) farther Southward to Crane Wharf. Maximum berthage is 152.4 m. (500 ft.) with depths alongside of from 4.3 m. to 5.2 m. (14 ft. to 17 ft.) below chart datum. The bottom is shingle.

The deck level is 6.5 m. (21 ft. 3 in.) above chart datum.

In the inlet to the lagoon, from the seaward end of the Crane Wharf, there is a wharf used for Harbour Authority vessels.

CRANES: 1×12 tonne movable electric crane with 18.3 m. (60 ft.) outreach are situated on Crane Wharf.

MEDICAL: Local hospital for minor ailments. Base hospital at Greymouth. Dentist locally available.

FRESH WATER: Available.

FUEL: Diesel and lub oil available in limited quantities in drums.

REPAIRS: One machine shop for minor repairs.

SURVEYORS: Stationed at Christchurch.

GARBAGE DISPOSAL: Available on request. Drums provided for small quantities. Large quantities disposed of by arrangement.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: New Zealand Dollar (NZ$).

REGULATIONS: The Master of any vessel which touches the bar when outward bound shall inform the Harbour Master by radiotelephone, VHF, or morse signalling lamp after he is clear of the bar. This will be acknowledged by the Harbour Master or the watchkeeper on duty at the Harbour Master's Office.

GENERAL: *Berthing Signals:* These are given from the new signal station. Vessels drawing more than 2.4 m. (8 ft.) must inform the new signal station on arrival of their draft.

Tidal and Bar Information: All information regarding bar conditions and tides is communicated by radiotelephone, VHF, or morse signalling lamp.

Tides: Heights of tides above chart datum are:

MHWS	3.30 m.	(10.8 ft.)	MHWN	2.54 m. (8.33 ft.)
MLWS	0.28 m.	(0.91 ft.)	MLWN	0.91 m. (2.98 ft.)
Range	3.12 m.	(10.23 ft.)	Range	1.63 m. (5.35 ft.)

A tidal gauge, situated in the Harbour Master's Office, shows automatically the depth above chart datum.

For information concerning heights and times of high and low water see New Zealand Nautical Almanac.

Tidal Streams and Currents: Outside the bar the flood stream sets Westward and the ebb stream Eastward. The rate of the tidal stream is least about the time of HW and during 1 to 2 hours before and after HW.

During river freshes, which may occur at any time of the year, the river current in the harbour attains a rate of from 8 to 10 knots.

The tides rise highest with Easterly winds and lowest with Westerly winds.

Currents set across the bar according to the direction and force of the wind. Strong winds from the West and S.W. cause Easterly sets with rates of up to 6 knots; Easterly winds cause sets to the Westward with less effect.

Berthing Light: A small quick-flashing amber light is placed on the berth at night to indicate where the vessel's bridge should be placed alongside.
Garbage: Refuse must be kept on board. No arrangement is made for its collection.
Communications: Westport is on the railway. For freight purposes only; there are connections to Christchurch and Greymouth and Nelson by bus on weekdays. The domestic airport lies South of the port with flights to Wellington daily.
Customs: Westport is a Customs sub-port controlled by the Collector of Customs, Christchurch.
AUTHORITY: Westport Harbour Authority Administered on their behalf by: Buller Port Services Ltd., P.O.Box 335, Main Wharf Harbour Office, Westport, New Zealand. *Tel:* 0064-3-7897249. *FAX:* 0064-3-7897739.
Contact: Captain Sean Bolt, Harbour Master.

WHANGAREI: 35.45 S. 174.21 E. (See Plan)

PORT LIMITS: From a point due South of the summit of Sentinel Rock, thence to a point 5 cables due East of Sentinel Rock, thence to a point 5 cables due East of Bream Head, thence to a point 5 cables due East of Tutukaka Head, thence to Tutukaka Head.
DOCUMENTS:

3 copies Passenger List.
3 copies Crew List.
1 copy Search List (Form 2).
1 copy Stores List (Form 3).
1 copy Prohibited and Restricted Immigrants.
1 copy Poisons List.
1 copy Animals and Birds List.
1 copy List of Firearms (not cargo).
1 copy Arrival Manifest (Form 1).
1 copy List showing the gross tonnage of cargo for discharge in New Zealand.

PILOTAGE: Compulsory. Pilots embark on the line of leads 141°/321° at the seaward extremity of Pilotage District, i.e. up to 1.5 miles South-Eastward of the Fairway Buoy. In heavy Easterly weather, it may be necessary for pilot vessel to lead ship in through the Outer Channel and embark in the lee of Frenchman Island.

Pilots are available all hours day and night subject to prior minimum notice of 24 hours being received during normal week-day working hours Second notice confirming or amending first to be sent 4 hours before expected arrival or during the previous working day if possible. The Pilot supplies a set of Harbour bye-laws. Pratique, Agriculture and Customs clearance is normally undertaken on arrival at berth.

Pilot boats are equipped with VHF. Working frequency is Channel 11, but Channels 6, 8 and 16 are also fitted. Pilot vessels are *Ngapuhi* – call sign ZM2146. Range approximately 20 miles. *Ngapuhi* painted blue, white housing, yellow capping rails. Pilot vessel *Kemp* has blue hull with yellow deckhouse.

Pilot ladder with manropes required.
ANCHORAGE: Situated 5 to 10 cables Eastward of the Fairway Buoy in 12 to 20 fathoms (21.63 m. – 36.57 m.) of water in the section enclosed by the Fairway Buoy bearing 225° T to 315° T. Holding ground good in fine sand, but exposed to Easterly weather.
Harbour Anchorage: At Marsden Point, 2 cables West of Passage Island Light, in 5 fathoms (9.14 m.) of water. Max. draft 7.31 m. (24 ft.). Good holding ground, sand and shell bottom.
RESTRICTIONS: Controlling depth in entrance channel 15.24 m. (50 ft.) MLWS. Depth in upper harbour channel maintained at 8.53 m. (28 ft.) MLWS.
MAX. SIZE: Marsden Point: Oil Refinery dolphin berths, LOA 304 m., draft 16.0 m. (52 ft. 06 in.), Cargo berth LOA 182.88 m. (600 ft.), draft 8.52 m. (28 ft.)

Port Whangarei: LOA 182.88 m. (600 ft.), draft 9.44 m. (31 ft.).
HEALTH: All vessels examined by Health Officer on arrival.
VHF: The station is Marsden Point, Whangarei. Call sign "Whangarei Harbour Radio" Continuous 24-hour watch is maintained on VHF Channels 16 and 11, range 40 miles.
RADAR: Tugs and pilot boats *Ngapuhi* and *Kemp* fitted with radar.
TUGS: Available. Tugs equipped with VHF. Tugs usually secure to vessels entering in vicinity of Frenchman Island. Numbers of tugs normally used are: 1 tug for vessels up to 25,000 d.w.t., 2 tugs for vessels from 25,000 – 70,000 d.w.t., 3 tugs for vessels over 70,000 d.w.t. Unberthing: 1 tug is normally required for vessels under 25,000 d.w.t., and 2 tugs for all other vessels, subject weather conditions. These parameters are under examination.
BERTHING: Marsden Point Oil Berths (2) – operated by the New Zealand Refining Company, Marsden Point. LOA 304 m. Max. draft 16.0 m. when berthing on H.W. and 13.1 m. maximum if berthing on L.W.

Marsden Point Cargo Berth (1), LOA 190 m., max. draft 8.53 m. at any state of the tide.

Port Whangarei berths (3), LOA 190 m., max. draft 9.44 m. when berthing on H.W. and 7.31 m. maximum if berthing on L.W.

Portland berths, bulk cement berth; LOA 82.89 m., max. draft 5.63 m. when berthing on H.W. and 4.26 m. maximum if berthing on L.W.
SPECIALISED CARGO HANDLING FACILITIES: Portland bulk cement loading jetty.

Port Whangarei, 7 portable hoppers for use discharge of bulk cargoes.
STEVEDORES: Confirmation of arrival time 4 hours before ETA or revised ETA, whichever is earlier is required. Notice of arrival during a week-end or public holiday must be given not later than 1400 hrs. on the last working day preceding arrival.
MEDICAL: Hospital and dental services available.

TANKERS: *ETA Advice:* Advise Agent on Departure from last Port. Agent will then telex/fax Refinery Check Lists to Master.

Confirmation of ETA to Agents and Port Corporation. If ETA is Saturday, Sunday or a Monday Public Holiday, notice must be given before 1400 hrs. on previous Friday. Also, advise that vessel is oil tight. 4 hours before arrival:

Final ETA to Port Corporation, confirming or amending 24 hour advice. Also see "VHF".
Berthing: Marsden Point Oil Berths – Vessels up to approximately 30,000 d.w.t. are berthed at any state of the tide and swing bow to tide before berthing.

Vessels in excess of 40,000 d.w.t. are berthed at high and low slack water only. Max. draft LW 13.1 m.; max. draft HW 15.24 m. Vessel's deadweight may be increased dependent on weather.

The Pilot will board 1 hour 15 minutes before H.W. and 2 hours 15 minutes before L.W. for vessels in excess of 50,000 d.w.t.
Restrictions: Due to limited operating height of hose gantry at both berths, vessels must at all time restrict the vertical distance from top of manifold to waterline to 15 m. or less.

During the ballasting operation a safe trim must be maintained and every care must be taken to ensure that no oil escapes into the waters of the harbour.
Loading/Discharging: Slop reception facilities are available. Diameter of load/dischage line 10 in. ASA.
Regulations: Vessels must be oil tight. Prior to entering an inspection is made by the pilot boat to confirm this.

All deck scuppers must be plugged and made oil tight.
DENSITY: 1025.
FRESH WATER: At Northland Port Corporation wharves by hose 15 – 20 t.p.h. at 40 cents per 1,000 litres. Refinery jetties 10 t.p.h. at NZ$1.50 per 1,000 litres.
FUEL: Available from Refinery berths (viscosities 3,500 secs. Red 1. 1,500 secs. Red 1 and MDO).
FIRE PRECAUTIONS: Tugs have fire-fighting capability. Tankers to have fire wires fore and aft.
CONSULS: None.
REPAIRS: Most repairs undertaken.
DRY DOCKS: None. One slipway capable of receiving vessels up to 1,500 tonnes/d.w.
SURVEYORS: 1. Cargo Inspectors are readily available and are employed by ships' Agents, usually in the form of a reputable Master Mariner working for the Harbour Authority.

2. Surveyors for Lloyd's, American Bureau, Bureau Veritas, etc., should be arranged through the offices of the surveyor required in Auckland.
OPENING/CLOSING HATCHES: Usually carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or 250 gm. tobacco or 50 cigars permitted each crew member. Wine/spirit: one opened bottle wine/spirits for each crew member.

A New Zealand flag ship arriving from overseas may have a concessionary allowance.
REPATRIATION: Facilities exist.
AIRPORT: 12.8 km. (8 miles) from Port Whangarei; regular daily internal flights.
TIME: GMT plus 12 hours. Daylight saving time observed from early October to early March.
HOLIDAYS: The following are recognised holidays: New Year's Day; 2nd January; Anniversary Day (usually last week in January); Waitangi Day (6th February); Good Friday; Easter Monday; Anzac Day (25th April); Sovereign's Birthday (first Monday in June); Labour Day (fourth Monday in October); Christmas Day; Boxing Day; Waterside Workers Picnic Day.
POLICE/AMBULANCE/FIRE: Telephone 111 for emergency, and ask for service required.
EMERGENCY CO-ORDINATION CENTRE: Contact any harbour radio station or police station.
TELEPHONES: Available at wharves.
SERVICES: Tank cleaning, radio and radar repairs. Compass adjuster from Auckland.
SHIP SUPPLY SERVICE: Port Company craft will assist with transfer of crew and stores in an emergency.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Crew are to carry some form of indentification (Seaman's Book).
GARBAGE DISPOSAL: Garbage cans are put on board by port corporation work boat on arrival. These are changed daily. All overseas vessels must use bins provided as required by government regulations.
WASTE OIL DISPOSAL: Oily slops from tankers are accepted at refinery jetties up to a maximum of 15,000 tonne at Marsden Point. Tel: (09) 432-8311. At Whangarei facility limited to road tankers. Contact Allens United Cleaning Service. Tel: (09) 438-2203.
SEAMAN'S CLUBS: Flying Angel, P.O.Box 14, Ruakaka. Facilities include pool, table tennis, shop, telephone (international), foreign exchange. Tel: (09) 432-7987 or 432-7433.
CURRENCY: New Zealand Dollar (NZ$).
REGULATIONS: Issued by Pilot on arrival.

Should a vessel be berthed at Main No. 2, then other vessels are restricted to passing inwards and outwards from Main No. 3 during the top half of the tidal cycle.
DELAYS: Tidal delays and berth vacancies.
AUTHORITY: Northland Port Corporation (NZ) Ltd., P.O. Box 848, Whangarei, New Zealand. *Tel:* (09) 438-1279. *FAX:* (09) 438-7067.
Contact: T.W. Archer, General Manager. P.T. Barling, Marine Operations Superintendent. 24 hour duty numbers: Tel: 09-4382253. Fax: 09-438430.

Nicaragua

GENERAL

DOCUMENTS: *Consular Documents:*
The Consular Law of October 26, 1904, amended by a decree of September 5, 1952, provides that "Nicaraguan Consuls must, regardless of the flag of the vessel, visa, certify or draw up in conformity with the Master; the Crew List and the Passenger List, or the "no passengers" declaration, or changes in any of the lists, when for that voyage, the lists were visaed, certified or formulated by the Nicaraguan Consul, or where there is none, by the Consul of a friendly country".

There is much confusion in enforcing of the Consular Regulations, since often consular clearances in ports of loading that are not the last port of call before reaching Nicaragua are complete, that is with visa of all forms, not merely the manifest. Visa of the original bill of lading by the shipper is also required, a procedure that is later monitored by Customs through the import policy. The fine for failure to comply with this requirement is 100% of the FOB value of the goods.

Required Prior to Arrival:

Arrival Notice:

48 hours before the vessel's arrival in the Pilot Waiting Area, the Shipping Agency must submit to the Port Authority the form entitled "Arrival Notice" in 5 copies.

24 hours before, the ship's arrival is reported in writing to the Captain of the Port, Customs, Maritime Health and the Delegation of the Agricultural Ministry.

Information on Cargo for the Port:

The arrival notice is accompanied by a stowage plan, if any, plus a breakdown of the cargo to be unloaded. At least the total tonnage of cargo to be handled is to be reported.

Additional Requirements:

If the ship carries export cargo, that fact must be reported to the Port Authority 2 to 6 days in advance, according to the amount of cargo, so that the ship can tie-up at the pier most suitable for unloading its cargo.

On Arrival:

Type of Document	*Number and Distribution of Documents*						
Basic Forms	*Captain of Port*	*Customs*	*Security*	*Maritime Health*	*Agriculture*	*Port Authority*	*Total*
General Declaration	1	3	–	–	1	2	7
Cargo Manifest	2	2	–	–	1	2	7
Crew List	1	1	1	1	1	1	6
Passenger List	1	2	–	–	1	1	5
Ship's Stores List	1	2	1	–	1	1	6
Crew Effects Declaration	–	1(a)	1(a)	–	–	1(a)	3(a)
Maritime Health Declaration	–	–	–	1	–	–	1
Mail List	–	–	–	–	–	–	1
Additional Documents:							
Clearance from Last Port(b)(c)	1	1	–	–	–	–	2
Consular Manifests	–	3(d)	–	–	–	–	3(d)
Crew List(c)	–	1	–	–	–	–	1
"No Passenger" Declaration	1	2	–	–	1	1	5
List of Passengers or "No Passengers" Declaration(c)	–	1	–	–	–	–	1
Manifest of Missing or Extra Packages	5	–	–	–	–	2	7
Sets of Bills of Lading	–	–	–	–	–	1	1
Dangerous Cargo List	–	–	–	–	–	2	2
List of Cargo to be Loaded	–	–	–	–	–	–	1
Stowage Plan of Cargo to be Loaded	–	–	–	–	–	2	2
Tally Books	1	7	–	–	1	7	16

(a) This form is not required, but if it is available, carry 3 copies.
(b) Customs checks the clearance from the last port and remits it to the Captain of the Port.
(c) With consular visa.
(d) 3 visaed manifests for each port of loading are required, but 1 visaed and 2 without visa are acceptable.

Other Requirements:

In the port of Corinto, the following documents must be submitted: *Basic Forms:* Cargo Manifest, 20 copies, 3 of which must be visaed. Crew List, 8 copies, 3 of which must be visaed. Passenger List, 8 copies, 3 of which must be visaed. Ship's Stores List, 8 copies, 3 of which must be visaed. Maritime Health Declaration, 2 copies.
Additional Documents: Clearance from the last port, certified. Ballast Manifest, 12 copies, 5 of which must be visaed. Voyage Memorandum, 10 copies. Bill of Lading, 3 sets for each port of loading. Stowage Plan, 3 copies. List of Cargo Distribution, 4 copies. Tally Books, 10 copies.

Prior to Departure:

Before clearance, a report is submitted to Customs on export cargo, so that it can be compared with the export policies.

The vessel's clearance permit is requested from the Captain of the Port, which requires payment of 84 cordobas for this service, and for the official visit.

Customs considers the ship cleared and countersigns the clearance permit when the following payment vouchers have been submitted to it:

Mayor's Fee	300.00 cordobas
Municipal Welfare Fund	300.00 cordobas
Maritime Health Official Visit	56.00 cordobas
Agriculture Official Visit	30.00 cordobas
Customs Administration Fees	14.00 cordobas for unloading 21.00 cordobas for loading and unloading or, loading only

Certification that the vessel's documents were approved by the Nicaraguan Consul at the last port of call before arrival in the country. If there is no consulate, the Port Captain's declaration is accepted. If the documents are visaed and stamped "fees to be collected in Nicaragua", the fees amount to 207 cordobas (U.S.$31), which are divided as follows:

Clearance Permit	U.S.$ 9.00
Manifest	U.S.$10.00
Crew List	U.S.$ 6.00
Passenger List	U.S.$ 6.00

If consular visa is not obtained, Customs charges twice the rates mentioned.

If the cargo comes from other ports and is bound for Nicaragua, only a visaed manifest is required, which costs U.S.$10. Failure to comply with this requirement is punishable by a fine of U.S.$50 for each manifest.

PIRACY: Report dated 1982.
"Our vessel was off the East coast of Nicaragua at Lat. 14° 10′ N., Long. 83° 07′ W., on the morning of January 31st. The main engine was stopped for minor repairs when an armed motor boat with seven men and no identification attacked our ship, putting hundreds of bullet holes in the bridge, funnel and elsewhere but not injuring any crew. The attack commenced at 1115 hrs. and was broken off at 1145 hrs., when the vessel got back under way".

CORINTO: 12.30 N. 87.11 W. (See Plan)

ARRIVED SHIP: Vessels are considered as arrived only after having negotiated the entrance channel and are safely inside the proper harbour; vessels at the Pilot station are not considered as having arrived.
DOCUMENTS: (Also see "General" before first port).
For the official clearance, the following authorities will board the vessel:
The Port Captain
The Operations Chief
The Public Health Delegate
The Delegate from the Ministry of Agriculture and Livestock
A representative of the Port Authority
Two Customs Officers
A representative of the steamship agency.

Each vessel must present documents legalised by the Nicaraguan Consul from the port of origin of the cargo as well as from the last port of call before Corinto. The documents required are the following:

	Legalised	Non-legalised
From the port of origin of the cargo:		
Cargo Manifest	3	18
Bills of Lading	—	2
Tally Books	—	14
From the last port of call:		
Manifest	3	18
Clearance	1	—
Crew List	—	6
Passenger List	3	6
Stores List	—	6
Health Declaration	—	3
Voyage Memorandum	3	10

In the cases where there is no Nicaraguan Consul at the port of origin of the cargo or at the last port of call, the documents may be legalised by the Consul of a friendly nation or can be certified by some competent authority of the port certifying that there is no Nicaraguan Consul in said port. When a vessel brings cargo for Corinto from the last port of call, then it must also bring both sets of documents mentioned above, the manifest in the second group being replaced by the Cargo Manifest.

Once these documents are satisfactorily received, the vessel is declared in "Free Pratique" or rather, officially cleared and numbered by the Port Authorities.

Vessels are cleared, numbered and attended in their successive order of arrival with the exception of vessels loading perishable cargo (bananas). In Corinto there is no preferential treatment given to these vessels since they operate on their own special berth.

To clear the vessel for sailing, the only requirement is the presentation of a Customs Solvency Certificate and the Clearance for the next port of call extended by the Port Captain.
Customs: Customs assigns 2 Customs Guards to each vessel docked or anchored, the vessel being under the obligation to provide these guards 3 meals daily. Besides meals, guards on anchored vessels must be given a cabin since watches are made in shifts.
PILOTAGE: The Port Authority must receive in writing from Agents advice regarding vessel's ETA 72 hours prior to vessel's arrival and a confirmation 12 hours prior to arrival. All advice must be sent through Agents by cable via Balboa or Limon Station. Pilotage is compulsory on all vessels exceeding 500 g.r.t or exceeding 7 ft. draft. Pilot boards 1 mile off Isla de El Cardon.
ANCHORAGES: The anchorage inside the harbour can accommodate 5 vessels, depending on size and draft.
RESTRICTIONS: The port is open 24 hours; however, entry is restricted in accordance with tide and vessel's draft. Access channel and turning basin dredged to 13.5 m. Due allowance should be made for heavy swell if necessary. Speed limit 8 knots in Corinto Bay, and 5 knots in the vicinity of berths or other craft.
MAX. SIZE: Maximum permissible length 650 ft., 80 ft. beam. Draft controlled by depth of water in approach channel and state of swell (typical draft 13.5 m.).
RADIO: ETA cables are generally routed via NBA Balboa Station or TIM Limon Station.

VHF: The Port Authority has a VHF station to communicate directly with all vessels nearing the port.

HEALTH: After entry and vessel has berthed or anchored, 3 long blasts are given requesting Free Pratique; after these blasts the Authorities board the vessel together with the Agent's representative and proceed with distribution of the documentation. In the event of any suspected disease on board, the action to be taken will be given by the Representative of the Health Department. There is no automatic Pratique even though vessel is proceeding from another port in the same country.

Although the port is open 24 hours, vessels arriving after 2100 hrs. are not boarded by the Authorities until 0600 hrs. the following day, unless the vessel will berth and commence operations immediately. This being the case, Free Pratique is granted regardless of the hour. This arrangement is restricted to 0100 hrs. as gangs are not allowed to commence operations after that hour.

TUGS: Compulsory for berthing and unberthing. The tug joins vessel just after vessel passes Buoy No. 7. Tug's lines are generally used: however, at times ship's lines are used. There is no charge for use of tug's lines. 1 tug of 2,182 h.p. (30 ton bollard pull), 1 tug of 1,100 h.p. and one launch of 167 h.p. available.

BERTHING: There is no preferential berthing, and berthing is indicated by the Port Authority. Vessels are attended to in the manner "first come first served".

Berthing facilities are as follows:

1. Container Pier, length 240 m. Depth alongside 13 m. (Designed for 25,000 d.w.t. vessels).
2. Concrete Pier (Container Pier extension of this Pier). Length 370 m. (2 berths). Depth alongside 12.1 m.
3. A special berth with conveyor-belt system for loading of carton boxes such as bananas, frozen meat, as well as the handling of inbound and outbound cargoes such as fertiliser and cottonseed meal. Bananas can be loaded into 4 hatches at one time at a rate of 4,500 boxes per hatch per hour. Depth alongside at LW is 11.2 m.

Port Authority equipment includes fork-lift trucks with capacity up to 7,000 lb., 6 tractors with 5,000 lb. capacity, 95 trailers with 4,000 lb. capacity, 10 trailers of 40 tons for 20 ft. and 40 ft. containers, 3 front end loaders for 20 ft. and 40 ft. containers and 3 barges (2×60 ton and 1×80 ton capacity).

CRANES: Two mobile cranes, capacity 30 tons and 25 tons, and 1×40 ton crane for containers.

STEVEDORES: *Working Hours:* The Port gives service 24 hours a day under the following schedule:

From 0700 to 1200
From 1300 to 1800
From 1900 to 2400
From 0001 to 0600

Each shift is of 8 hours. Meal hours are from 0600 to 0700; 1200 to 1300 and 1800 to 1900. The first shift commences at 0700 and is completed at 1600; the second shift is from 1600 to 2330. When a vessel announces with sufficient notice its intention to work during night-time continuously until the following day then a second shift does not work a full 8 hours but is relieved at 2200 hrs. and completely new gang takes over from 2200 until 0600 the following day.

When a vessel does not wish to work during the entire night, it may do two things: (1) Suspend all operations at 2330; (2) Work with the gangs of the second shift up until 0230 hrs. of the following day after which time the gangs of said second shift cannot continue working. Normally gangs are called at the following fixed official hours: 0630, 0930, 1230, 1530, 1830 and 2130, however on special occasions and with the approval of the syndicate, it is possible to integrate gangs at any hour of the day.

Average Cargo Handling Rates:

Exports:	Tonnes per gang hour
Cottonseed meal in bulk	48
Raw sugar in bulk-dumped by hand	48
Cottonseed in bags	45
Coffee in bags	45
Sesame seed in bags	45
Cotton in bales of 250 kilos each	40
Frozen meat	28
Lumber	12

Imports:	Tonnes per gang hour
Drums	40
Wire rolls	40
Bulk cargo (discharged by clam-shells)	35
Fertilisers – insecticides in bags	30
Vehicles (by weight)	30
Paper rolls	27
Wheat (by aspirators)	20
Oats (by aspirators)	15
General cargo	15

MEDICAL: There are several doctors in the port and most of the Agents have a particular doctor to their service. Hospital facilities are also available. No particular inoculation is required.

FRESH WATER: Fresh water is available and is supplied from connections on the pier, by gravity, at a rate of approximately 10 t.p.h.

FUEL: Corinto cannot supply bunkers. In emergencies small quantities of bunkers and/or diesel oil may be supplied by private firms.

CONSULS: In Corinto:

Colombia
Costa Rica
Denmark
Ecuador
El Salvador
France
Honduras
Mexico
Sweden
Venezuela

REPAIRS: There are no shipyards; no large scale repairs available. Small motors and generators may be repaired in shops in Corinto and Chinandega.

GANGWAY/DECK WATCHMEN: After entering, 2 Custom Officers are placed on board all vessels and their meals must be furnished on board.

TANKERS: The only tankers which frequent this port are those of Esso Standard and Parcel Tankers. There is one tanker berth; depth alongside 12.2 m. and each of the above-mentioned companies have their particular load/discharge lines.

The Esso tankers only discharge oils, the Parcel tankers discharge solvents and occasionally others load cotton seed oil.

There are 9 lines belonging to the consignees ranging from 4 in. to 12 in.

Loading rates:		*Tonnes per hour*
Molasses	12 in. pipe	140
Bunker or asphalt	8 in. pipe	409
Aviation gasoline	6 in. pipe	237
Hexane	6 in. pipe	240
Aromatics	6 in. pipe	203
Chemical Products	6 in. pipe	210
Turpentine	6 in. pipe	125
Coconut oil	4 in. pipe	60
Lubricants	4 in. pipe	45
Tallow	4 in. pipe	35

DENSITY: (Average) Rainy season 1014, dry season 1020.

OPENING/CLOSING HATCHES: If vessel is equipped with regular hatch boards or pontoons, stevedores open and close hatches as well as swing out booms. However, if covers are of the MacGregor type or mechanical, the crew has to do the job.

CERTIFICATES: Ship's Registry Certificate is required from ships making their first call at the port.

CUSTOMS ALLOWANCES: There is no limit on tobacco allowance to be held out of Bond but crew members are only permitted to take 2 packages of 20 cigarettes ashore. Crew not permitted to take any alcohol ashore. Anyone trying to do so will be subjected to heavy fine through Master of their vessel.

REPATRIATION: Can be effected.

AIRPORT: The airport at Managua is approximately 150 km. from the port and served by regular airlines with daily flights.

TIME: Local time is Central Standard Time, GMT minus 6 hours. There are no alterations during the year.

HOLIDAYS: Official holidays are: January 1st (New Year's Day); Holy Thursday; Good Friday; May 1st (Labour Day); May 3rd (Local Patron Saint's Day); July 14th (Annullment Chamorro-Bryan Treaty); September 14th (San Jacinto Independence Battle Day); September 15th (Independence Day); October 12th (Columbus Day); December 25th (Christmas Day).

In accordance with regulations, no work will be done on these days, however, from experience, with the only exception of May 1st (Labour Day), all other holidays are workable under special arrangement.

POLICE/AMBULANCE/FIRE: Police 269; Ambulance 313; Fire 421.

SERVICES: *Provisions:* There are several ship chandlers operating in the port who are in position to supply vessels with provisions necessary and required by stewards, engine or deck departments.

Laundry: The same ship chandlers can take care of any amount of laundry. Drycleaning can be done by these suppliers in the nearby city of Chinandega.

Cleaning: There are special gangs of labourers in the port who work on vessels doing odd jobs such as cleaning, chipping, painting, etc.

Transportation: For anchored vessels, there is a very efficient ship-to-shore launch service.

There is taxi service available for transportation by day or night to any part of the country. There is an air-conditioned express bus service between Corinto and Managua under the following schedule:

From Corinto	0400 hrs.	arrive Managua	0645 hrs.
From Corinto	0600 hrs.	arrive Managua	0845 hrs.
From Managua	1445 hrs.	arrive Corinto	1800 hrs.
From Managua	1745 hrs.	arrive Corinto	2030 hrs.

Hotels: There is a small third-class hostel in the port, however in the city of Chinandega there is the Hotel Cosiguina with all the modern conveniences and facilities desired. Chinandega is connected to Corinto by a modern highway.

SHORE LEAVE: Allowed. See "Identification Cards".

IDENTIFICATION CARDS: Crew members allowed ashore if they wish to do so after being previously identified by means of a Seaman's Book or a Passport. This document is kept by the Customs Guard at the foot of the gangway and given back to the crew member when he returns to the vessel.

DEVELOPMENTS: Projected installation of bulk handling plant, additional warehouses and extension of pier by 1,500 ft. with 2 transit sheds, new administration building, stevedores shed, equipment shed and repair shops; re-designing of range lights and buoys and increasing amount of same, also area for Industrial Park.

A 40 ton container handling crane, 70,000 lb. capacity front loader, tractors and trailers have been ordered for the container berth.

SHIPMASTER'S REPORT: August 1981.

Documents:

12 copies Ship's Particulars.
3 Legalised and 7 without Visa Ballast Manifests.
3 Legalised and 7 without Visa Passenger Lists.
10 copies Negative List.
3 Legalised and 7 without Visa Crew Lists.
3 copies Crew Declaration List.
3 Legalised and 7 without Visa Stores Lists.
7 copies Mail List.
Vaccination List.
Health Declaration Form.

Pilotage: Compulsory. Pilot boards by Buoy No. 2. Notice required 72 hours.

Anchorage: 3 miles West of Isla Cardon Lt. Depth at LW is 48 ft.

Max. Size: LOA 700 ft., max. draft 28 ft., mean tidal range 8 ft.

Restrictions: Vessels may enter and leave anytime, day or night.

Radio: Limon Radio.
VHF: Port Authority on Channel 16.
Tugs: None available at time of visit.
Berthing: Vessel berthed at Banana Pier (Lat. 12° 28.6′ N., Long. 87° 10.2′ W.). Distance from entrance to berth is 4 miles. Max. LOA 600 ft., max. draft 25 ft. Least depth in Channel to berth 26 ft. 6 in. Density 1016.
Services: The following are available: Fresh water, fresh provisions, Lloyd's Surveyor, telex, diesel oil (expensive), doctor and hospital.
General: On arrival at the Pilot Station the Pilot will board accompanied by a member of the Quarantine Department who will insist on going into every cabin, Store Room, etc., armed with a pressurised can of insecticide for fumigation purposes. This will take approximately 1 hour. The vessel is not allowed in the channel until the Quarantine fumigation formalities are over so it is advisable to approach the Pilotage Station No. 2 Buoy at right angles to the channel.

Once safely secured and if in convenient position to lower the accommodation ladder it must be lowered or B.O.T. gangway rigged to one of the dolphins. Ensure that the Board of Trade ladder is in good condition and the wheels running free as the vessel tends to roll a little at the Banana Pier if there is any swell outside. No official or stevedore labour will climb a pilot ladder so it is essential to have one of these access ready on arrival.

The Doctor will board and after medical clearance the Port Officials (Army) and Immigration Officer will board. They will browse through the various documents whilst Immigration Officer will check all Passports, I.D. Cards, etc., and eventually he will physically check that everyone is on board. These Officials and Immigration Officer do not speak a word of English, the Agent is conversant in English and is most helpful.

On completion of Immigration formalities, 2 Ship's Officers are required to escort two groups of Port Authority Officials who will search every cabin except the Master's for drugs. On completion the Customs Officer will seal the bond and beer lockers. Beer is allowed out of the locker before it is sealed. There is no set allowance for cigarettes and spirits within reasonable bounds.

Shore leave; if anyone requires shore leave a form is furnished by the Immigration Official which must be filled in. Shore leave is allowed from 1700 hrs. to 2200 hrs. Anyone extending this period will be fined U.S.$25.

Time taken for clearance is approximately 2 hours.

Clearing vessel outwards most Immigration Officers want to physically check everyone on board, this takes 1.5 hours.

It is essential that rat guards are fitted to *all* ropes, if not a heavy fine will be imposed.

Navigation: Pilots are satisfactory. The depths of water on the Chart are dubious. Have echo sounder on at all times. If docking or undocking between tides, both Ebb and Flood tides are very strong and there is no tug.

At the Banana Pier there is an unprotected dolphin (solid concrete) at the North end and one at the South end, the others are fendered.

SHIPMASTER'S REPORT: February 1987.

1. On anchoring, the Pilot, doctor and assistant board the vessel. After inspecting vaccination lists, and all cabins are sprayed, permission is given to weigh anchor.
2. Pilot very capable. 1 tug available.
3. Documents required when alongside:
    14 copies Manifest in Ballast.
    17 copies Manifest of Cargo (3 copies visaed).
    14 copies Bills of Lading.
    17 copies Crew List (3 copies visaed).
    17 copies Stores List (3 copies visaed).
    8 copies Money List.
    8 copies Personal Effects Lists.
4. During our stay at La Guaira the following were visaed: Crew Lists, Passenger Lists, Arms and Ammunition Lists, Narcotics List. The Nicaraguan Consul at Caracas charged U.S.$175.00 for this service.
5. Authorities were polite. Before sealing stores it was possible to take out immediate requirements (cigarettes, spirits, etc.).
6. All crew members to be present and passed by Immigration Officer one by one, in order to obtain shore passes.
7. Shore leave possible at following times: Master/Chief Officer/Chief Engineer from 0800 – 2400 hrs. Others 0800 – 2200 hrs.
8. All cabins and decks inspected by 1 Customs Officer and 2 soldiers.
9. It is possible to contact Agent 24 hours a day on VHF Channels 16 and 12, even on holidays.
10. Departure depends on Immigration Officer. All crew members to be passed by the Officer.
11. Pilot boards after clearance given.
12. It is possible to shift cargo, even containers, via the quay.
13. All stevedores equipment is up to date.
14. Consult "Guide to Port Entry" for further navigation details.

AUTHORITY: Autoridad Portuaria de Corinto, Apartardo Postal No. 11, Corinto, Nicaragua. *Tel:* 211-214. *Telex:* 1294. *Contact:* The General Manager.

Empresa Nacional de Puertos, Apartado Postal No. 3570-2727, Managua, Nicaragua. *Tel:* 74452, 74430, 74383. *Telex:* 2422. *Contact:* Cesar Delgadillo Machado, Director General.

PUERTO CABEZAS: 14.01 N. 83.23 W.

DOCUMENTS: (Also see "General" before first port).
1 Clearance from Last Port.
10 Voyage Memorandums.
11 Crew Lists.
10 Passenger Lists.
10 Stores Lists.
1 Bill of Health.
12 Ballast Manifests.
13 Manifests of Cargo.
4 Bills of Lading.
10 sets Tally Books.

PILOTAGE: ETA required 24 hours before arrival at the port. The Pilot uses a boat with an outboard motor and boards about 1 mile off the port. Agent advises the Pilot the date of arrival, he goes out when he sees vessel.
ANCHORAGES: Vessels can anchor about 0.5 mile South of the wharf. Depths in anchorage 20 ft. – 22 ft.
MAX. SIZE: Max. length 400 ft. Draft 19 ft. 6 in. Difference between high and low tide is 18 in.
HEALTH: The inspection takes place on arrival. It is not necessary when the vessel comes from another port in Nicaragua.
RADIO: The Port has a radiotelephone for personal use, but they make contacts with vessels. The frequency is 2738 kHz.
TUGS: There is no tug service.
BERTHING: One wooden quay, length 683 m. Width 8.4 m. and depth 6.7 m. at the seaward end. There is wreck in front of the wharf. The location is: Lat. 14° 0′ 57″ N., Long. 82° 22′ 4″ W., 1,200 yd. from wharf end.
STEVEDORES: The Agent advises stevedores of arrival of vessel. They discharge 8 tons of general cargo each hatch (one gang) per hour.
MEDICAL: Not necessary to advise the need of a doctor, only for emergencies. One hospital and two other doctors, apart from the official doctor of the port.
TANKERS: There are 2 pipes of 6 in. diameter on the wharf. There is no special berth for oil tankers.
DENSITY: 1025.
FRESH WATER: Fresh water is carried to the wharf by truck or from one pipe on the wharf. Boiler water is carried to the vessel by the pipe on the wharf.
FUEL: Gasoline, diesel oil and lubricants are supplied by Texaco. Arrangements are made when the vessel arrives.
CONSULS: Only consul of Panama available locally.
REPAIRS: Minor repairs only can be effected.
GANGWAY/DECK WATCHMEN: Not compulsory. It is customary to have two Customs guards on the gangway.
OPENING/CLOSING HATCHES: The opening and closing of hatches is done together by the crew of the vessel and the stevedores.
CUSTOMS ALLOWANCES: Each of the crew can have 2 packs of cigarettes with the seal broken, and one bottle of wine or liquor opened.
REPATRIATION: It is possible and only a passport needed. Necessary to go to the capital by air, thence to any part of the world.
AIRPORT: Distance to airport from wharf is about 2 km. Service every day to the capital except Sundays and holidays. The name of the only airline is Aeronica.
TIME: Local time is Central Standard Time, GMT minus 6 hours.
HOLIDAYS: Holidays are 1st January; Holy Thursday; Good Friday; 1st May; 14th July; 14th and 15th September; 12th October and the 25th December.
SHORE LEAVE: The crew is allowed to go ashore after the vessel is received by the Authorities.
IDENTIFICATION CARDS: Not needed, just passport or Seaman's Book.
DELAYS: Delays in berthing can be expected due to bad weather.
DEVELOPMENTS: A hydrographic survey has been completed in the port zone and surrounding area to establish the best place for future port facilities or whether expansion should be made to the existing port. This survey is being effected in view of projected installation of paper and pulp industry and forthcoming development of agricultural and mineral products which could be exported through the port.

The Port Authority is taking the necessary steps to get technical and financial help to make a general survey of the zone in order to find an adequate and/or protected site to place the new port installations. Port plans are combined with the paper and pulp industry, which is supposed to be installed in the next few years.

AUTHORITY: Empresa Nacional de Puertos, Apartado Postal No. 3570, Managua, Nicaragua. *Tel:* 74430, 74452, 74383. *Telex:* 2422. *Contact:* Cesar Delgadillo Machado, Director General.

PUERTO SANDINO: 12.12 N. 86.46 W. (See Plan)

DOCUMENTS: (Also see "General" before first port).
Clearance from previous Port.
6 copies Voyage Memorandum.
6 Stores Lists.
6 Passenger Lists or negative declaration, 3 to be visaed.
6 Crew Lists.
8 Cargo Manifests, 3 to be visaed.
8 Tally books.
6 Lists of Mail, Explosives or Drugs if carried.

9 Crew Lists and 6 Stores Lists should be despatched by the Nicaragua Consul at loading port if possible, otherwise they are forwarded by Agents from the Panama Canal.

APPROACHES: *Shipowner's Report:* 1981. Charted positions of the mooring buoys, navigation aids and other coastal landmarks are unreliable and may be off by two miles.

It is strongly recommended that approach to the coast not be made at night-time unless radar-assisted navigation is possible. The radar should be used while making the approach. Vessels may anchor about one mile S.W. of the radar/light buoy No.1 which is positioned W.N.W. of the mooring buoys.

Vessels are cautioned against proceeding North and East of the radar/light buoy No.1. The recommended approach to the anchorage and the pilot boarding area is made on a course of 045° with volcano Momotombo dead ahead.

If a night-time approach to the anchorage is made, it is best to determine well in advance (using radar and visual means) that the sea-buoy is lighted. There have been reported instances of this light being extinguished on occasion.

PILOTAGE: Optional; by local Pilots. Leading lights are installed, at the entrance to the port, prominently sited on a hill. Several buoys indicate exact anchorage positions.

Tankers: A Pilot is provided by the oil company in agreement with the Panama Canal Authority. Pilot boards about 0.5 mile West of the sea berth.

ANCHORAGES: About 1.75 miles off port entrance, depth is 30 ft. at low water, and about 45 ft. at high water.

RESTRICTIONS: Port is open day and night without exception.

MAX. SIZE: Tankers at Sea Line Terminal up to 850 ft. length and 41 ft. draft.

HEALTH: Port Health Inspector boards all vessels on arrival.

RADIO: Nicaragua does not have a coast radio station. All traffic should be sent via Balboa. Ships transitting the Panama Canal bound for Puerto Sandino shall give the agent at the Panama Canal, prior to departure from Balboa, their ETA message for transmittal to Nicaragua.

VHF: The office of the Captain of the Port has a VHF. Normally Channel 6 and 16 are used for calling. If no answer try Channel 13 as this is usually the channel used for communication. If VHF communication cannot be established proceed to anchorage.

TUGS: Not available for manoeuvring vessels. 5 small tugs employed for shifting lighters.

BERTHING: No quays for ocean-going vessels. Vessels work cargo to lighters at the anchorage.

2 lighters (100 ft. × 30 ft.) each with capacity of 400 tons.

STEVEDORES: Port has 4 gangs of 40 men each for boarding vessels.

MEDICAL: Doctor available in case of emergency. Nearest hospital at Leon, 35 km. away.

TANKERS: *Sealine Terminal:* The sea berth is situated in approximate location Lat. 12° 10′ N., Long. 86° 49′ W., about 2 miles offshore in a depth of 47 ft. Discharge rate 7,500 bbls./p.h.

Strong winds may delay berthing or cause vessel to vacate the berth once moored. Sailing at night is not recommended for safety reasons. The discharge hose is lifted on the port side by ship's crew.

Mooring Masters: The services of a Mooring Master/Adviser is provided by Esso.

The Mooring Master will either board ship West of the sea berth or prior arrangements will be made with owners and/or Agent to have the Mooring Master embark and disembark at Balboa, and accompany vessel for the voyage.

The Mooring Master and Refinery Representative will remain aboard at all times while the vessel is moored in the berth. A mooring launch is kept standing-by the ship to let go lines in case it should become necessary to vacate the berth due to bad weather. It is imperative that this launch be kept at the ship at all times.

Moorings: The sea berth consists of 5 mooring buoys, 2 forward and 3 astern. Usually 4 to 5 lines are required forward and 8 lines aft. The approach to the berth with the Mooring Master on board is made on an Easterly course, turning Southward between Buoys No. 3 and 4. The ship's starboard anchor is occasionally dropped, to steady her head in the berth. One or two shackles of chain are used. 2 line boats take the ship's lines to the buoys, usually in the following sequence (See "Plan").

(1) 2 lines to Buoy No. 5; 2 lines to Buoy No. 1.
(2) 2 lines to Buoy No. 3; 2 lines to Buoy No. 2.

The crew should be ready to bend mooring lines together, so as to reach the forward buoys. Once berthed, the tankers should have the following mooring lines out:

Buoy No.	Nos. of Lines	Approximate Distance, Ship to Buoy	
1	2 – 3	855 ft.	250 m.
2	2	700 ft.	200 m.
3	2	330 ft.	100 m.
4	2	430 ft.	130 m.
5	4	300 ft.	90 m.

Steel mooring wires cannot be used as the size and capability of the line boats prohibit this.

Vessels moor and unmoor in daylight hours only.

Tugs: Not available.

Hoses and Ship's Boom: Ship's crew assists with hose connecting. A 12 in. diameter submarine hose is lifted on the port side.

The ship's boom (minimum 5 tons SWL) must be in readiness for hose lifting on the Port side.

Gangway: It is necessary to rig an accommodation ladder. A good clean pilot ladder is satisfactory. If the ladder is rigged on the port side, it must be shifted to starboard after vessel is secure in the sea berth.

Oil Pollution Prevention: The usual sensitivity as to oil pollution exists in this area. There are no oil dispersants or spray equipment available ashore. A customs guard remains aboard each ship during entire port stay and reports any oil spills to his supervisors ashore.

Bunkers and Fresh Water: Not available.

Fire Fighting: Ships should have all fire fighting equipment in readiness while in berth. There are no floating fire fighting units available in this area to assist tankers.

Repairs: No ship repair facilities are available. Divers can be made available with advance notice.

Ship's Stores and Provisions: No facilities.

FRESH WATER: Not available for supply to ships.

FUEL: Not available for supply to ships.

CONSULS: Nearest at Leon, 35 km. distant.

REPAIRS: Small items for repair can be sent to Leon.

OPENING/CLOSING HATCHES: Normally performed by stevedores. Mechanically operated hatches are opened by ship's crew.

CUSTOMS ALLOWANCES: Each crewman allowed two packets of cigarettes. No wine/spirits allowed to be taken ashore.

REPATRIATION: No facilities for crew changes. If crew member left behind, Agents are responsible for his repatriation at vessel's expense.

AIRPORT: Las Mercedes international airport at Managua, 75 km. away.

TIME: Central standard time, GMT minus 6 hours. No alterations.

HOLIDAYS: All holidays can be worked.

POLICE/FIRE/AMBULANCE: Police available locally. Nearest fire and ambulance stations are at Leon, 35 km. away.

IDENTIFICATION CARDS: Seaman's Book required for going ashore.

SHIPMASTER'S REPORT: 1978.

Approach: Coastwise from the North, no difficulties being encountered.

Anchorage: Vessel anchored in position with the rear leading light bearing 088°(T) – 2.1 miles, starboard anchor used, 4 shackles in 8 fathoms of water.

It is advisable to run in to the anchorage slightly to the North of the leading line, thus avoiding the shoal patches on and to the Southward of the line. The anchor should, however, be let go right on the leads, otherwise the vessel will be required to shift anchorage, as happened in our case.

Buoyage was as per B.A. Chart 1960.

Point Penas del Tiscuco: Now has a large power station on it, not shown on the Chart. This is a good land mark when making the port. The shape of the point, as observed on Radar, appeared slightly different from the shape shown on the Chart.

Pilotage: Pilot is available if required, but was not used. I would advise a deep draft vessel to take a Pilot.

Communications: For long distance communications, it is best to maintain radio watches.

The Charterer's Agents have a VHF set in their office at Corinto and contact can be maintained for day to day matters in this way.

Charterer's Agents: They have a resident water clerk at Pto. Sandino, who can be contacted on Channel 27, VHF. He is available from 0800 to 1200 hrs. and from 1400 to 1800 hrs.

Under normal circumstances, a representative from Corinto will meet the vessel on arrival and visit her prior to departure, but this was not possible on this occasion.

Documents required: As per "Guide to Port Entry".

Officials: Were helpful. 1 Customs guard is on duty at all times, but the Guards are regularly relieved from the shore and the ship is not required to provide accommodation for them.

Cargo Work: Continuous and fast. Large, modern lighters, towed by powerful tugs, were used. Due to the swell, these lighters ranged heavily alongside. Although the lighters were well fendered, several indentations were caused in the ship's side. Delays due to lack of lighters were minimal.

Rate of discharge, net of delays, was 60 tons per gang hour, steel coiled rod.

Pratique: Granted on arrival.

Provisions: Not purchased.

Fresh Water: Unobtainable.

Shore Leave: Under normal circumstances, can be arranged by using the lighters.

AUTHORITY: Empresa Nacional de Puertos, Apartado Postal No. 3570, Managua, Nicaragua. *Tel:* 74430, 74452, 74383. *Telex:* 2422.
Contact: Cesar Delgadillo Machado, Director General.

SAN JUAN DEL SUR: 11.15 N. 85.53 W.

SHIPMASTER'S REPORT: December 1984 (Updated 1986).

DOCUMENTS:
10 copies Passenger Declaration.
10 copies Ballast Declaration.
10 copies General Declaration (Ship's Particulars).
6 copies Provision and Store Lists.
6 copies Personal Declaration.
1 copy Ammunition List.
12 copies Crew List.
Clearance from last port.

Authorities: The following Authorities board after anchoring: Customs, Immigration, Captain of the Port, Doctor, Military.

A Customs search will probably be made. It takes 4 hours to clear vessel.

APPROACHES: Straight in from sea on an 067° (T) course to anchorage. At the time of the vessel's visit the light on the headland South of the bay (Fl. 6 secs.) and 1 red leading light were extinguished.
PILOTAGE: Pilot available. We arrived after dark and had to wait until 0600 hrs. the following day for the Pilot.
ANCHORAGES: Vessel anchored about 1.5 miles out in 15 fathoms to await Pilot.

Discharging anchorage is about 0.5 miles from the jetty in 5 fathoms. We anchored about 1 mile from the jetty in 10 fathoms as another vessel occupied the innermost anchorage. Walking back anchor to bottom and paying out cable as ship falls astern is recommended. When anchor was dropped in 15 fathoms area it took some time to hold.

The holding ground at the working anchorage was good, both vessels lying to 1 anchor in Force 6 – 7 winds and choppy seas.
TUGS: There is a small tug which is used to tow barges, also numerous launches.
EQUIPMENT: 3 barges of 150 tons – size about 24 m. × 5 m. 2 barges of 40 tons – size about 12 m. × 3 m.

Barges are open and are fitted with tyre fenders. Barges can also be obtained from nearby ports.

4 Fork lift trucks of 8 tons and 2 of 2.5 tons capacity. (Not all of these trucks were sighted).

3 mobile cranes for discharging barges ashore. There are also tractors ashore.
Storage: There is a large storage shed and an unsurfaced storage yard.
STEVEDORES: Port Authority stevedores. The port works 24 hours a day as follows:

From 0700 – 1200 hrs. Straight time.
From 1300 – 1800 hrs. Straight time.
From 1900 – 2200 hrs. Straight time.
From 2200 – 0600 hrs. Double time.
Sundays and holidays triple time.

Labour works 24 hours and are then replaced by other gangs.

Meal hours are from 0600 – 0700, 1200 – 1300 and 1800 – 1900 hrs., however, these hours are flexible often expanding to 2 hours. Labour go ashore for their meal hour.

The steel was discharged at about 35 tons per gang hour.
FRESH WATER: Not available.
FUEL: Not available.
CONSULS: None.
REPAIRS: Noted that barges were being constructed at San Juan and it is possible that steel work could be done in an emergency.
GANGWAY/DECK WATCHMEN: One armed military guard, an Immigration Officer and 1 Customs Officer live on the vessel during vessel's stay.
OPENING/CLOSING HATCHES: MacGregor hatches opened by the crew, we also used crew for pontoons.
CERTIFICATES: Certificates inspected on board, not taken ashore.
CUSTOMS ALLOWANCES: Not known. The Master of another vessel advised that the Customs were quite generous.
AIRPORT: At Managua some 2 hours by road.
TIME: GMT minus 6 hours.
SHORE LEAVE: Passes are issued to the crew. 3 senior officers are given 24 hour passes, other officers and crew required to be on board by 2200 hrs.
DEVELOPMENTS: It is planned to build a pier in order that vessels may berth alongside.
GENERAL:
Charts and Publications: General Chart B.A. 1049 – Ellana Bay to San Jose.

Harbour Chart BA 1960 – Plans on West Coast of Central America.
Port Information: Admiralty Sailing Directions Vol. 8, Eighth Edition, "Pacific Coasts of Central America" and United States Pilot.
Weather: Winds from N.E. Force 6 – 7 from December to February.
Winds from S.W. in July and August.
Squalls experienced in May and October.
Refer to Admiralty Sailing Directions.
Hotels: One small third class hotel and a number of boarding houses. A tourist hotel is being built but is not complete.
Communications: Post Office can place telephone calls internally and internationally, reception on international line bad.

The Post Office is equipped with an internal telex machine.
Operations: Good. The speed at which a vessel can be discharged depends on the availability of gangs and lighters. The turnaround time of barges is quite rapid and the gangs work well. We achieved 35 tons per gang hour and the other vessel, discharging bagged beans, did equally as well.

NOTES

Please also advise Shipping Guides Ltd.

Nigeria

GENERAL

TERRITORIAL WATERS: The territorial waters of Nigeria shall for all purposes extend to 30 nautical miles from the coast of Nigeria (measured from low water mark), or the seaward limits of inland waters.

RADIO:
Accurate ETA Required:
The following circular has been received from the Nigerian Ports PLC: Quote:

It is observed with regret that ships arrive in our territorial waters/roads long before their published Expected Time of Arrival, thus building up unnecessary congestion which Decree 40 of 1975 (now Act 40) was promulgated to check. The effect of this phenomenon is that the control built into the 'Ship Entry Notice' is neutralised and abused.

To give the desired effect to the control of ships inflow as intended in the 'Ship Entry Notice' no ships arriving 7 days earlier or later than their Expected Time of Arrival will be treated as Arrived Vessels and therefore will not be accorded berthing facilities. Action will be taken to clear such ships from our roads to the high seas and such Owners or Agents will be blacklisted.

With the Federal Government's relaxation of import restrictions which is followed by a progressive rise in the number of ships calling, the need for rigid application of the provisions of Act 40 cannot be over-emphasised. It will therefore be in the best interest of all concerned to co-operate in this direction with a view to controlling a possible build-up of waiting vessels.

Shipping companies are invited to take advantage of other ports outside Lagos and Port Harcourt, where facilities are under-utilised, such as Calabar and the Delta ports.

Fines will be imposed if vessels arrive early.

Unquote.

Notice: Issuance of Ship Entry Notice (SEN) and Decree (ACT) 40 of December 1975 (amended July 1986).

The following received from the Nigerian Ports PLC is for Principals information and guidance.

Efficient port operation which is necessary to give the desired quick turn round to ships can, among other steps, only be attained through effective allocation and use of available resources in terms of berthing facilities and other port inputs. In addition there is also the need on the part of all port users to abide with laid down rules and procedures for maximum benefit. In view of the foregoing and in order to rationalise sailings to all Nigerian ports, you are hereby reminded on the provisions of Decree (ACT) 40 of December 1975 which stipulates:

3 weeks' notice to be given for applications for ships scheduled to Nigeria before they could be considered for SEN (Ship Entry Notice).

You are also advised to take advantage of the facilities available at the under-utilised ports of Warri, Port Harcourt and Calabar, which equally have connecting links with the hinterland of the country.

Note: The SEN is not applicable to vessels carrying crude oil or petroleum products in bulk.

Notice: From Terminal Operator to vessel's Master (Dated August 1991).

ETA Reporting Procedure Nigerian Terminals:

For crude oil export planning, it is important that ETA's of tankers nominated to load at Nigerian terminals are known well in advance. For this purpose we request you to adhere to the following:

Vessels are required to report their ETA at the applicable Terminal anchorage or Fairway Buoy as follows:

(a) 7 days before estimated arrival, or upon clearing last port if there is less than 7 days steaming time before estimated arrival.
(b) 72 hours before estimated arrival.
(c) 48 hours before estimated arrival.
(d) 24 hours before estimated arrival.
(e) Any other time(s) between the 72 hours notice, 48 hours notice and 24 hours notice when estimated arrival is to be revised by more than 12 hours from that most recently notified.

As soon as vessels are within VHF range of the destination, the Terminal should be contacted on the applicable VHF channel for berthing information.

ANCHORAGE:
Thefts from Vessels at Anchorage: There have been recent reports of vessels being boarded and robbed of ship's stores (tarpaulins, paint, ropes, etc.) while the vessels were laying at anchor in the Lagos Roads and the Bonny River.

In some cases the thieves were seen to be armed.

We regret to have to caution Masters of the danger of theft, and to ensure attractive goods are kept under safe lock. Guards should be posted at night, whether in port or in the Roads. Alternatively, while in the roads, vessels could steam out a further few miles, out of reach of small boats. Also see "Bonny" – "Piracy".

CARGO GEAR: Nigerian Ports PLC inspect all cargo gear certificates on arrival.

SURVEYORS: If a Lloyd's Surveyor is required at any port other than Lagos at least 3 days' notice is required to make travel arrangements.

PILOTAGE: Bonny River Ports: Pilotage is now compulsory for all classes of vessels including service boats, fishing boats, etc. Harbour Master Bonny has been instructed that no vessel shall be allowed to enter Bonny town anchorage until all Nigerian Ports PLC dues are fully paid in advance and clearance for entry is received from the Chief Port Harbour Master, Port Harcourt.

All vessels will therefore be piloted to their various berths by Nigerian Ports PLC Pilots only and no exception will be granted and all genuine unexpired local pilotage licences are now revoked.

Delta Ports: Notice to all shipping companies, Agents and port users from Nigerian Ports PLC, dated 28th July 1992.

Compulsory Pilotage for the following Areas of the Delta Ports:

With immediate effect, the following areas of the Delta Ports are hereby declared Compulsory Pilotage Districts:

(1) Fairway Buoy to Escravos Station/Lighthouse.
(2) Escravos Station/Lighthouse to Bennett Island.
(3) Escravos Station/Lighthouse to Koko Port.
(4) Escravos Station/Lighthouse to Sapele Port.
*(5) Bennett Island to Warri Port.

All vessels of whatever description, except those vessels exempted by statute, must now be piloted inwards and outwards by Nigerian Ports PLC Licenced Pilots.

Where for reasons of emergencies only, the Nigerian Ports PLC Licenced Pilots cannot board any vessel(s), the Harbour Master can authorise such vessel(s) to proceed inwards and/or outwards without a Pilot, but the normal pilotage charges shall be raised against such vessel(s), as if Nigerian Ports PLC Licenced Pilot had piloted the vessel(s).

Signed: General Manager, Central Zone.

* Bennett Island to Warri Port is already a Compulsory Pilotage District.

Ports affected: Burutu, Escravos, Koko and Sapele.

Report: August 1992.

15 vessels waiting at Escravos Pilot Station, as no pilots available.

REPATRIATION/CREW CHANGES: Immigration Authorities now insist that expatriate crew members should obtain entry visa prior to coming into Nigeria to join any vessel trading within Nigerian Territorial Waters. The entry visa should be valid for 3 months and at the expiration can be extended for another 3 months and no more.

DOCUMENTS: The Port Authorities have to be provided with 26 copies of the Cargo Manifest 14 days before the vessel berths (distribution: NPA 17 sets, Customs 5 sets, Agencies 2 sets and Container Control 2 sets).

From Port Manager – River Ports.

Central Planning and Information Centre: It will be mandatory on all Shipping Companies Agents and others intending to work their vessels in our ports to submit the underlisted documents to the Principal Traffic Officer in charge of C.P. & I.C. at the former office of the Deputy Dock Superintendent inside the wharf at least 7 days before the commencement of discharging operations of their vessels:

(a) Ship's Entry Notice (SEN).
(b) Ship's Manifest.
(c) Stowage Plan.
(d) Hatch List.
(e) Bulk Item List.
(f) Special/Valuable Cargo List.
(g) Hazardous/Dangerous Cargo List.

This stipulation came into effect as from 22nd August, 1983. It should be emphasised that as from that date preference is given to any ship which complies with the above stipulation.

Port State Control: The Surveyor of Ships, Federal Ministry of Transport, has issued the following circular letter:

"Following the ratification of SOLAS 1974 and Resolution A466 (XII) by the Federal Government of Nigeria, the Maritime Administration has decided to implement Port State Control which entails:

1. Maritime Surveyors boarding all flag state ships in the harbours for purposes of inspecting all international certificates of ships.
(a) International Cargo Ship Safety Certificate,
(b) International Cargo Ship Radio Telegraphy Certificate,
(c) International Load Line Certificate,
(d) International Safety Construction Certificate,
(e) Classification Certificate, and
(f) Certificate of Registry.

2. Manning: (a) particulars of Masters, (b) particulars of Chief Engineer.

3. General inspection – if the Surveyor considers the ship to be sub-standard and if found un-seaworthy, vessel will be detained until defects are rectified.

4. It is therefore pertinent that all shipping Agents bring this new dimension of safety inspection by national Surveyors to all their shipping Masters calling at any port in Port Harcourt and all other ports in Nigeria where we have our Surveyors"

Report: 1986.

Master's only to declare cargo for Nigerian port and not to include In-transit cargo in order to avoid difficulties with the Nigerian Ports PLC

TANKER CHECK LIST: January 1992.

The following "Check List", of items that need attention for tankers calling at Nigeria, has been compiled by associates in Nigeria.

1. At nomination of vessel to NNPC or Equity Holder as prospective lifter:
   (a) In Nigeria, we have what we call the 90% rule. This means, that all vessels loading at offshore terminals are obliged to load up to 90% of their deadweight. Since most lots of crude oil sold in Nigeria average around 900,000 barrels, vessels with d.w.t. of up to 140,000 are normally used as loaders (maximum size for Bonny Inshore is 135,000 d.w.t.).
   (b) At the Inner Terminal in Bonny, the rule is 60% of total d.w.t., unless vessel will top-up at another terminal up to 90%.
   (c) Vessels, partly loaded at other ports outside Nigeria, are accepted, provided the vessel sails from Nigeria with up to 90% capacity loaded.
   (d) Only if the vessel is loading at more than one Nigerian terminal, will they allow a loading of under 90%, but by the last terminal, the capacity of 90% must be met.

(e) Sometimes vessels are remeasured by owners, in order for the deadweight to comply with this 90% rule. In such cases, the nominating party must submit original remeasurement certificates at the time of nomination. NNPC use the weekly Lloyd's Ship Movement List to determine the d.w.t. of any vessel, and if the remeasured tonnage is not shown therein, they will reject the nomination, unless they received confirmation from Lloyd's Register (irrespective of vessel's class) on original letterhead to the effect that the remeasurement has taken place.

(f) To be accepted as a loader, the vessel must not have called in South Africa for at least 6 months. If she performed badly at any previous call, the vessel could be rejected out of hand without explanation. Thus, Masters should report any performance lapses noticed, and steps should be taken to rectify them before vessel is renominated to call in Nigeria.

2. On acceptance of your vessel as a loader:

(a) There are 3 clearances that must be obtained prior to loading any vessel. These are:

NNPC Marketing Division.
NNPC Inspectorate Division now known as D.P.R. (Department of Petroleum Resources).
Navy Task Force for Crude Oil.

(b) The Nigerian Ports PLC have recently dictated, that vessels will not be allowed to berth, unless the preliminary proforma bill is settled (which they now enhance by 25% for possible variations). Principals should thus endeavour to give Agents sufficient lead time between nomination and laydays to ensure no delays. For your guidance, it may take Nigerian Ports PLC accounts department several working days to raise the preliminary bill. The terminals affected by this directive are Bonny Inshore, Okrika, Warri and Lagos.

(c) Once the vessel has been nominated, and is on any terminal's program, it is safe to enter Nigerian territorial waters (Nigeria define territorial waters as 30 miles from the furthest terminal – not the coastline).

3. On completion of loading:

(a) EDP has been abolished at all terminals, except Qua Iboe and Antan, but Master can refuse even at those terminals, although vessel will be made to stand-off until the documents are ready.

(b) Masters should refuse to sign any blank forms, especially Bills of Lading, for whatever reason.

(c) Radio/communcation rooms should preferably be restricted with only authorised radio/telex operators of the vessels being allowed into them. There have been cases of fraudulent messages being sent on vessel radios.

(d) Particular care should be given to the comings and goings of any unauthorised persons.

(e) Prior to sailing, a thorough search of all spaces should be made for stowaways.

4. Piracy:

Especially at Bonny Anchorage, piracy, in the form of armed groups of people coming on board to steal vessels' ropes, has been rampant. Thus any vessel in the area is advised to drift at least 30 miles offshore, and maintain watches on the deck. Water cannons should be made ready to repel boarders. The pirates gain entrance to the vessel by climbing the anchor chain, although they have been known to board vessels amidships on ropes thrown onto the deck.

5. Vessels, calling at Refinery Jetties or discharge facilities for refined products, should be wary of allowing anybody not authorised to board the vessel. Any visitors should be escorted at all times, while on board.

Above is a brief synopsis of the major points, that should be kept in mind, when sending vessels to Nigeria. We should point out that the situation is not static, and could change at any time. However, we trust you have been given a clear idea of the nature of the business in its current condition.

LOADING: *Oil Terminals:* A new regulation which took effect from 3rd December 1984, applies to all oil terminals in Nigeria. Vessels must load up to 90% of their deadweight. The remaining 10% being allowance for bunkers/water. Vessels are permitted to load part cargo at more than one terminal/port within Nigeria. This means that a vessel can load part cargo at one terminal and then complement loading at another terminal also within Nigeria. Vessels coming into Nigeria to load crude oil must arrive in ballast without part cargo from another country, otherwise such a vessel will not be allowed to load.

Since introducing the law that vessels with part cargo from another country cannot call at a Nigerian terminal the following new regulations have come into force.

Quote:

Tankers coming into Nigeria may now come in with part cargo provided that:

1. The quantity of the cargo to be brought in and its source are given at the time the tanker is nominated.

2. All details about the incoming cargo are declared to the Customs on arrival at the Nigerian terminal.

3. Such vessels will be fully loaded within the operational tolerance limit as set in (1) above before departing from Nigeria.

However, still in force is the 90% loading at offshore terminals of d.w.t. for tankers which arrived in ballast. Vessels are not permitted to load part cargo but can complement loading at more than one terminal provided within Nigeria.

Unquote.

Report: November 1989.

Vessels loading at offshore terminals are required to load to 90% of their deadweight. Vessels at inshore terminals are required to load to 60% of their deadweight due to draft restrictions.

FUEL: Some companies have now been licensed for the purpose of bunkering vessels. The stipulations in Nigerian Ports PLC Harbour Master's Notice No.2/83 (See "Lagos") must however be strictly adhered to. The Master should contact the Agent in this regard.

WATCHMEN: Compulsory. Tankers require 4 men and general cargo vessels 16 men.

SHIPMASTER'S REPORT: 1978.

No ship is to enter Nigerian waters unless issued with a Ship's Entry Number.

ANTAN TERMINAL: 04.13 N. 08.20 E. (See Plan)

LOCATION: Antan Oil Terminal is located offshore of Nigeria, at Lat. 04° 13′ N., Long. 08° 20′ E. in a water depth of 126 ft.

The terminal consists of the tanker-based floating production, storage and off-loading system "FPSO VI" of 285,000 d.w.t., moored by means of a stern yoke to a platform mounted single point mooring. The "FPSO VI" has a crude oil storage capacity of some 230,000 tons. The "FPSO VI" contains equipment necessary for production, storage and transhipment of crude oil. The Antan Marine Terminal offices, testing laboratory and accommodation for terminal personnel are also located on board the "FPSO VI".

To comply with international regulations, during the hours of darkness the "FPSO VI" will show lights with the distinctive characteristics of the Morse code letter "U". In periods of poor visibility the fog signal will sound the Morse code for the letter "U".

Vessels using the terminal will be moored in tandem, bow to bow, to the storage tanker and loading will be by means of a floating hose between the vessels.

DOCUMENTS: The following forms are required by Customs and Health Officials:

1 copy Vessel Registration Certificate
1 copy Last Port Clearance
8 copies (for past 6 weeks) Ports of Call List
3 copies Stores List
7 copies Arms and Ammunition List
4 copies Master's Declaration
9 copies Crew List
3 copies Crew Declaration List
9 copies Passenger List
9 copies Kroo Boy List
3 copies Stowaway List
3 copies Vaccination List
5 copies Animal List

Note:

(a) Also on arrival, 20 copies of Notice of Readiness.

(b) Before sailing and immediately upon completion of loading, vessel must provide 20 copies of Ullage Report. Government Officials representing various departments may, at their discretion, board the vessels in the Terminal area.

ESSENTIAL REQUIREMENTS: *Summary of most essential requirements to be met by tankers lifting oil at Antan Oil Terminal:*

1. Berthing and unberthing shall only be permitted at the discretion of SBM's Terminal Superintendent.

2. No dirty ballast disposal.

3. Advise arrival time by radio.

4. SBM's Mooring Master together with Custom Officials meet ships in suggested anchorage area.

5. Make a lee for SBM's Mooring Master and Officials to board.

6. Have ready: 2 messenger lines forward; ship's derrick on port side, port manifold with 16 in. connection.

7. Vessel's Master responsible for safety of own ship at all times.

8. Lifting vessel's crew performs all operations of mooring, connecting and disconnecting hoses, and unmooring aboard lifting vessel.

9. Do not close valves against crude flow.

10. Emergency flow stop signal if all communications fail will be a continuous sounding of ship's whistle from either lifting vessel or "FPSO VI".

11. No shore leave or crew changes are permitted.

12. When arriving: by day fly flag "Q"; by night display red light over white light for Quarantine Service.

13. Vessel's anchors to be secured against accidental use from the time the SBM Mooring Master boards.

14. All vessels must exhibit the Nigerian National Ensign from their foremast or other appropriate place while in the vicinity of the moorings.

15. Smit Bracket of lifting vessel if fitted, is free, greased and ready for use. A large 14 lb. hammer should also be available.

16. During loading: by day fly flag "B"; by night display red light.

17. Vessel must arrive with no less than 30% ballast/cargo on board and be able to maintain this condition during the loading period.

Note:

Antan local time is GMT plus 1 hour throughout the year.

No supplies of any kind or medical services (except in case of emergency and subject to a doctor being available), or other services of any kind are available at Antan Oil Terminal.

PILOTAGE: Pilot boards at the anchorage.

ANCHORAGE: Suggested anchorage area consists of a circle radius 1.5 miles, positioned 4 miles due South of the FPSO VI mooring platform, in postiton Lat. 04° 14′ N., Long. 08° 19′ E.

MAX. SIZE: The terminal is designed for tandem off-loading of shuttle tankers from 100,000 d.w.t. to 270,000 d.w.t. Although there is no specific allowable maximum draft, shuttle tankers berthing at the terminal are expected to have sufficient ballast/or cargo already on board of up to 30% deadweight.

Minimum size 100,000 d.w.t. Max. size 270,000 d.w.t. There is no draft restriction.

HEALTH: The vessel shall have a clean Bill of Health or equivalent document from the last port of call. The vessel's Master and all members of the crew shall possess International Certificates of Health showing such valid Vaccination Certificates as all required by current Nigerian Law. From time to time Cholera Vaccination Certificates may be required and it is, therefore, prudent that all crew members be in possesion of valid Cholera Vaccination Certificates.

RADIO: 1. It is most important that incoming tankers advise their ETA, 72 hours, 48 hours, 24 hours and 4 hours in advance of arrival, stating GMT or local time.

Call sign 3EYH3.

Terminal listens to Portishead Radio at 0900-1000Z and 2100-2200Z daily on 17236 kHz.

Local R/T Frequency: 6,992.1 A3J 24 hours.

Inmarsat Telex No: 1331763. Answerback 1331763 FPSO X.

Selcall No: 1C 21876.

VHF working channel: 6.

Once direct communication has been established, the terminal will provide a pre-arrival message.

The following information shall be included in the message given 72 hours in advance:

(1) Name of tanker and radio call sign.
(2) ETA.
(3) Cargo requirements.
(4) Deballast time.
(5) Maximum loading rate capabilities in t.p.h.
(6) Estimated draft on arrival.
(7) If there is any sickness aboard or clean bill of health.
(8) Last port of call.
(9) Any hull, bulkhead, valve or pipeline leaks on vessel which could negatively affect loading or cause pollution.
(10) Distance in feet from the bow to tanker's loading manifold, and from port rail to manifold.
(11) Agreement of Compliance with these Antan Oil Terminal user Regulations and Procedures.,

All vessels shall confirm ETA 24 hours and 4 hours distant or any time a 1 hour change of ETA is determined.

2. On receipt of the first message from the lifting vessel, Ashland Oil (Nigeria) Company will respond to the tanker giving preliminary requirements of the Terminal. Vessel's Masters will comply with these requirements in all details in order to facilitate Vessel turnaround and government formalities.

3. Once ships are within 4 hours of Antan Oil Terminal, communication should begin with the "FPSO VI" on VHF Channel 16. When contact has been made on this channel, further communication will be conducted on a mutually compatible channel, normally Channel 6.

4. The SBM Mooring Master will carry a VHF/FM Radio-Telephone when he boards the Tanker.

5. The 4 hour signal should confirm information on the time required to discharge ballast after arrival and should establish a better ETA.

6. Insufficient or inaccurate ETA messages can cause delays as Government officials have to come from elsewhere. Acceptance of Notice of Readiness may be affected by such insufficiency or inaccuracy.

RESTRICTIONS: Day and night-time mooring/unmooring of vessels at the terminal is possible. However, night-time mooring is permitted only at the sole discretion of the Terminal Superintendent, weather conditions permitting.

TUGS: *Mooring Launches:* The terminal maintains boats to assist in mooring and unmooring vessels. These boat are directed by the Mooring Master, to whom requests by the lifting vessel for action or assistance must be directed.

TERMINAL FACILITIES: 1. Vessels using the terminal will be moored bow to bow (tandem), to the "FPSO VI" by means of a 150 ft. nylon mooring rope. On the outer end of the mooring rope is a short length of chain ending in a triangle plate for connection to the lifting vessel's Smit Bracket. For vessels not equipped with a Smit Bracket or chain stopper, extra equipment consisting of a 82 ft.×17 in. snotter, with special shackle can be supplied.

2. During the period the lifting vessel is on the berth a tug/supply vessel furnished by the terminal will remain secured to the stern of the lifting vessel. The lifting vessel shall have no authority to direct or control the tug/supply vessel.

3. The loading hose connection is ASA 150 16 in. I.D.

4. Loading rates at the terminal will be governed by either the lifting vessel's maximum loading rate, or the maximum pumping rate of the "FPSO VI" whichever is the lesser.

5. The companies do not perform general agency functions. Owners or Charterers of vessels calling at the terminal must arrange for their own Agents.

BERTHING: 1. Lifting vessels will normally be accepted and berthed in chronological order of arrival provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast, if any, and have cargo tanks in a fit condition to receive cargo. Also, they must be in all respects properly equipped, manned and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

2. Vessels required to leave the terminal area on account of bad weather should keep in contact with the terminal via the Radio Telephony Station at Antan Oil Terminal, in order that they may be available when the weather is fit for resumption of operations. SBM reserve the right to load vessels out of turn followng the return of good weather. Further, SBM reserves the right to decline to moor a specific vessel if its condition or facilities are unsafe for mooring or loading even though the terminal may be open to other vessels.

3. The decision of SBM's Terminal Superintendent on berthing will be final.

4. A lifting vessel will be expected to have ready on the forecastle head the following equipment: windlass ready for use, Smit Bracket free, open and greased: a large coil of messenger line and a large 14 lb. hammer.

5. On approaching the berth, the messenger line is lowered to a small boat. This boat will take the end of the messenger line and attach it to the end of a floating rope. SBM Mooring Master will then instruct the crew to heave in the ropes successively until the chafe chain is in the fairlead and the triangle plate is in a position to be fitted to the Smit connector.

6. Once the lifting vessel is connected to the mooring, its engines, on request of SBM's Mooring Master, may have to be run "very slowly" astern in order to avoid contact between the two vessels until the tug/supply vessel has been made fast to the stern of the lifting vessel.

VESSEL'S GEAR: 1. SBM's Mooring Master may reject a ship if it is not, upon inspection, properly equipped or if it is not suitably manned or if he deems it to have dirty ballast or tanks unsuitable for receiving the cargo. A vessel is suitably manned only if it has a full complement of officers and crew in a sober condition, competent and willing to carry out their duties and orders, and sufficient English is spoken so that SBM's Mooring Master can understand and be understood.

2. All vessels must be equipped with a good working propulsion unit as passed by an appropriate classification society. Inoperative vessels or partially inoperative vessels will be rejected. Should vessels become inoperative while on the berth, they may be removed from the terminal area by the Company at the expense of the Owners or Charterers of the vessel.

3. Additionally, a vessel must have both bower anchors and ground tackle in good working condition and in such sizes and amounts as to meet either "Lloyds" or "ABS" standards although they may be in fact classified by other societies. On instruction from SBM's Mooring Master, the vessel's anchors must be properly secured against accidental dropping.

4. All vessels must carry suitable stoppers for all manila or synthetic lines for mooring use.

5. All vessels must have suitable winches or capstans in good operating condition on the forecastle deck.

6. All vessels must be adequately equipped with a 10 ton derrick boom, blocks, tackles, wire runners and sundry equipment on both sides to efficiently hoist the hoses to the loading position. Sundry equipment should include wrenches, drift pins, nuts and bolts, wire and fibre strops, drip pans, gaskets, etc. To assist in vessel's turnaround, the vessel should have all necessary booms and cargo gear rigged and ready before being boarded by SBM's Mooring Master. All vessels which consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly. This does not relieve the vessel of the necessity to provide adequate lifting gear as already described for Antan Oil Terminal operations.

7. The vessel's manifold should be prepared for 16 in. 150 ASA hose connection prior to the vessel's arrival. Where no crossover valves exist on loading manifolds it is recommended that loops between loading lines on the starboard side of these manifolds be fitted. Vessels equipped with smaller than 16 in. hose connections at the loading manifold should arrive with such hose connections suitably adapted for 16 in. hose so that maximum flow through the 16 in. cargo hose will be achieved.

Vessels equipped with larger than 16 in. hose connections at the loading manifold should provide their own reducers.

MOORING/UNMOORING:

1. The terminal is normally open 24 hours a day, 7 days a week, weather conditions permitting. The Terminal Superintendent shall be the final authority as to when the terminal is open or closed for normal working due to weather conditions. Night time berthing will only be permitted at the sole discretion of SBM's Terminal Superintendent.

2. Vessels to be moored, anchored or manoeuvred at Antan Oil Terminal will be boarded by SBM's Mooring Master in the close vicinity of the suggested anchorage area as shown in the "Plan Section". The anchorage area consists of a circle of radius 1.5 miles positioned 4 miles due South of the FPSO VI mooring platform in positionLat. 04° 14′ N., Long. 08° 19′ E. No lifting vessel may enter the terminal area unless SBM's Mooring Master is on board. SBM's Mooring Master will advise the vessel's Master on approaches to the berth, mooring, unmooring, tug handling, connecting and disconnecting the hoses and other operations within the anchorage and terminal area. All such manoeuvring of vessels shall be carried out only in accordance with the advice of SBM's Mooring Master, except where the vessel's Master believes such advice to be contrary to the proper navigation and safety of the vessel and crew, and subject to the understanding that in all cases and circumstances the Master of the vessel being manoeuvred shall remain solely responsible on behalf of his vessel's Owners or Charterers for the safety and proper manoeuvring of the vessel. The vessel's Master or one of his designated qualified deck officers specifically appointed by him at the time must be on the navigation bridge at all times while the vessel is being manoeuvred.

3. Vessels will provide a lee for the SBM Mooring Master's boat while the Mooring Master is boarding and leaving. All vessels are requested to have a pilot ladder safely and securely rigged and ready for immediate use and long enough to reach the Mooring Master's boat. A combination of a pilot ladder and vessel's accommodation ladder so arranged that personnel can first use the pilot ladder part way up the vessel's side and then transfer to the accommodation ladder is recommended, especially on very large vessels. A light line should be ready to take aboard the Mooring Master's portable radio. There should be adequate lighting at night.

4. The SBM Mooring Master will be in direct control of all the vessel's communications while in the terminal area. Any unauthorised communications will at the option of SBM's Mooring Master be cause for the cessation of all operations except clearing of the berth, and the vessel's Notice of Readiness will immediately be nullified.

5. Raising, lowering, connecting and disconnecting of oil loading hoses, as well as all other labours and duties on board will be performed by the vessel's crew under advice of the SBM Mooring Master (see "Vessel's Gear").

6. The Mooring Master may refuse to accept a vessel for loading, if he considers the vessel's condition to be unsatisfactory. In the event the Master of lifting vessel and SBM's Master can not agree to a procedure by which the vessel can meet satisfactory loading conditions, both Ashland and the charterer of the vessel shall be immediately contacted so that corrections can be made. The time required to bring the vessel into satisfactory condition shall not count as used lay time.

7. The services of SBM's Mooring Master are provided without charge upon the express understanding and conditions that when the Mooring Master goes on board the vessel for the purpose of assisting such vessel, he becomes for such purposes the servant of the Owners or Charterers of the vessel, and the Companies shall not be liable for any damage or injury resulting from any advice or assistance or actions given or made by the Mooring Master.

8. SBM's Mooring Master may require the vessel to unmoor at any time he deems it necessary for the safety of the vessel or mooring or both, or for infringement of these Terminal Regulations.

9. Various combinations of wind, sea and tidal conditions, also the size, length, ballasted trim, and handling qualities of a vessel can affect the decision to berth a vessel at Antan Oil Terminal. All these factors have to be evaluated before a final berthing decision is made and agreed by the vessel's Master and SBM's Mooring Master. All time lost, as a result of weather conditions, shall count as half time in laytime or demurrage calculations.

HOSES: *Connecting Hoses:* 1. After the vessel is securely moored the cargo hose will be hoisted aboard, normally on the port side. The berth is equipped with a single 16 in. loading hose string, the weight of the hose lift being approximately 7 tons. Therefore, all lifting equipment and tackle should have a safe working load of at least 10 tons. The hose is lifted by vessel's gear and crew, and all connecting of the hose will be carried out by them. The lifting derrick, equipment, tackle, etc., should be topped off and ready on arrival. Terminal loading hoses are fitted with ASI 150 flat face flanges with Camlock couplings and vessels should have adapters and fittings to enable these hoses to be connected to the vessel's manifold. SBM's Mooring Master advises the vessel's personnel on hose lifting and connecting procedures; however, a vessel's Master or deck officer must be present and must direct the vessel's crew in all handling. SBM's Mooring Master may reject a vessel for unsatisfactory hose handling.

2. When SBM's Mooring Master is assigned to a vessel, the vessel at her cost will supply him with meals at the same time and in the same manner as for comparable personnel of the vessel. The vessel will also provide a suitable cabin and smoking facilities.

LOADING: *Loading Readiness and Arrival Time:* 1. SBM will make every effort to moor offtaking vessels upon arrival in daylight, weather permitting. Night-time berthing shall only be permitted at the discretion of SBM's Terminal Superintendent.

2. Notice of Readiness will not be accepted at the time of arrival unless the vessel is in all respects ready to load including compliance with all terms of these Antan Oil Terminal Regulations. Arrival time will be considered as the time when SBM's Mooring Master boards the vessel, or the time the vessel reaches the deep water Anchorage area, whichever occurs first. The approved Anchorage area is shown (see "Plan"). Notice of Readiness shall be in English.

3. During loading the International Code Flag "B" shall be displayed from a top-most signal halyard during daylight hours. During hours of darkness a red light shall be displayed; visible at a distance of at least one mile and shown an unbroken light all around the horizon.

BALLAST: *Regulations require either:*

1. Segregated or dedicated ballast facilities.
   or
2. Ballast able to be discharged and cargo loaded concurrently.
   or
3. Tanker arrives partially loaded.

All vessels must maintain a minimum of 30% Summer deadweight at all times while at the terminal.

Disposal of Ballast: 1. Owners and Masters are responsible for complying with all International Conventions and Nigerian Laws concerning pollution of the sea, having particular regard for the offshore sector. The Nigerian Authorities are becoming increasingly concerned at the rising level of pollution in these waters and any infringement of the International Laws regarding pollution of the sea by oil will be dealt with most severely. Pollution of the sea by dirty ballast water, bilge discharge or any other means will result in heavy fines being imposed, and in severe cases may result in imprisonment or confiscation of the vessel concerned.

2. Vessels must arrive with clean ballast only. There are no facilities for disposal of dirty ballast. It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oily water from bilges, crude residue from previous voyages or any other matter that may result in pollution of the sea. Any fines imposed or third party claims shall be for the vessel's account.

3. In addition to the lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate the area around the vessel to the satisfaction of the SBM Mooring Master, in order that any oil on the surface of the sea may be readily detected and appropriate action taken. Vessels unable to illuminate the sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable floodlights for work on deck during night operations.

4. If evidence of oil appears during deballasting, the vessel will be rejected forthwith and will not be accepted until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If during inspection or during progress of loading it is revealed that the vessel's tanks are not tight or that oil is leaking from the vessel, the vessel may be rejected or refused further loading. The vessel will not be later accepted for loading, unless satisfactory evidence of repair is submitted, duly certified by "Lloyds", "ABS", or other recognised surveyors. Any vessel rejected because of dirty ballast or sea pollution will automatically nullify her "Notice of Readiness" and will lose any priority of position for loading. SBM at its sole discretion may suspend, delay or unberth any vessel which is under suspicion of oil pollution. The Companies will not be liable for any demurrage, loss claims or demands resulting from such suspension, delay or unberthing.

5. Vessel should have segregated ballast facilities and be capable of maintaining a minimum of 30% draft at all times and be capable of discharging clean ballast in accordance with MARPOL either concurrent with loading or separately.

6. If the vessel cannot comply with the above conditions then it should arrive at the terminal at least 30% laden with cargo.

7. All spillage of oil must be reported immediately to the SBM Terminal Superintendent and a detailed report must be written, signed and submitted by the Master of the lifting vessel concerned.

DENSITY: 1025.

SURVEYORS: Watson Gray and Caleb Brett available from Port Harcourt.

WATCHMEN: The Terminal Regulations stipulates the shuttle tanker is to have not less than 1 deck officer and 3 seamen on duty and available at all times. One of the seamen shall also keep watch at the bow to avoid shuttle tanker contact with FPSO IV (Antan Terminal).

GARBAGE DISPOSAL: Drums provided on board and sent on-shore for disposal.

WASTE OIL DISPOSAL: No facilities.

CURRENCY: Naira. U.S.$ 1.00 = N.22.00. U.K.£ 1.00 = N.32.51 (March 1994).

WEATHER: The navigator is referred to published sailing instructions for this area for information on winds, tides and currents, viz: The Defense Mapping Agency (DMA) Pub. 121, Sailing Directions (Planning Guide) for the South Atlantic Ocean, and Pub. 123, Sailing Directions (Enroute) for the Southwest Coast of Africa, published by the U.S. Government Printing Offices Washington D.C. British Admiralty: Africa Pilot Vol. 1, Published by the Hydrographer of the Navy London.

Tides: The maximum range of tide in this area is about 6.5 ft.

Currents: The general set of current in the area is Eastward except during the Harmattan season, from November to February, when it is Westward. Within depths of 50 ft. or 60 ft. the current is irregular with many eddies. Outside those depths the speed of the current is about half a knot.

Winds: The Guinea Monsoon is the prevailing Southwesterly to Westerly wind (average speed 5-10 m.p.h.) which is strongest in the months March through November (average speed 10-20 m.p.h.). During the months of July through September the Guinea Monsoon is strengthened in speed because of the Saharan heat blow. The Guinea Monsoon is moisture laden and causes heavy rainfall in Nigerian area. Waves and swell in the area are mostly Westerly.

Harmattan winds occur intermittently during December-February period. The Harmattan winds are dry and often laden with Saharan dust. They are offshore winds and do not develop waves of significant height.

Waves: Waves are generally from Westerly direction and average about 2 to 4 ft., increasing in height with the stronger Monsoon wind during the months of July through November when the average height is about 4 ft. to 6 ft.

Rainfall: The heaviest average rainfall is in July (442 mm.). During the Harmattan season in January the rainfall averages about 42 mm.

GENERAL: *Charts:* British Admiralty Charts Nos. 1357 and 1860 and U.S. Navy Charts No. 57160 and 57163.

Repairs: Should it be necessary to supply divers, a boat, materials, equipment or labour, to carry out repair work to enable the vessel to continue loading, any costs involved will be charged to the vessel's account at rates to be established at that time. These services will only be provided in emergencies.

Services: There will be no bunkers, no fresh water, no small boat hire, no shore leave, no shore services, and no medical assistance (except in cases of emergency) available at the Terminal. Information on port services in the area should be obtained from the vessel's Agents.

Shore Leave/Repatriation: Crew members cannot leave the vessel at Antan Oil Terminal except in cases of extreme urgency. Even in an emergency it should be noted that Seamen's books may not be valid under the local Government Law. A valid Passport is required. No crew changes will be permitted during the period a vessel is in the terminal area.

Documents: After each tanker lifting, the terminal will prepare all necessary loading documents. Documentation will be finalised on board the lifting vessel as soon as practicable after loading operations are completed.

Visitors: Visitors must obtain a special pass from the SBM Terminal Superintendent at least 48 hours before visiting the terminal. Visitors will be restricted to a minimum due to the hazards involved

OPERATOR: Ashland Oil (Nigeria) Company, P.O.Box 2629, Lagos, Nigeria. *Tel:* 613334, 612657, 614277. *Telex:* 21877, 21103 and 22175, attention General Manager. *FAX:* 616816. *Contact:* The General Manager.

BONNY: 04.26 N. 07.09 E. (Inshore Terminal)
04.11 N. 07.14 E. (Offshore Terminal)
(See Plan)

IMPORTANT NOTICE: Vessels lifting crude oil must comply with restrictions that may be generally imposed by the Government of the Federal Republic of Nigeria on vessels entering Nigerian Waters for any purpose whatsoever.

DOCUMENTS:
3 Stowaway Lists.
7 Crew Lists.
3 Vaccination Lists.
3 Maritime Declarations of Health.
8 Lists of Last Port of Call (6 weeks).
6 Lists of Birds & Animals.
7 Passenger Lists.
4 Stores Lists.
4 Personal Effects Lists.
2 Arms & Ammunition Lists.
3 Narcotics Lists.
3 Kroo Boy Lists.
1 Clearance Last Port.

Agent: Requires Nigerian Ports PLC Lights and Buoy Dues form.

PILOTAGE: *Inshore berths:* Pilotage is compulsory. Pilots board off Fairway Buoy; incoming ships must *not* enter Bonny Channel without a Pilot on board unless instructed to do so by Nigerian Ports PLC on VHF.

Offshore berths (SBMs): Berthing Master will board vessel on arrival or at anchorage, and remains on board throughout and acts as Loading Master. On arrival at anchorage contact Berthing Master on VHF Channel 10, call sign "Offshore Pilot".

N.B. Also contact Bonny Terminal on Channel 8 on arrival at Offshore anchorage to ensure vessel's arrival details are recorded.

ANCHORAGES: *Inner Berths:* Consult chart.

Outer Berths: 3 miles South of manifold platform in position Lat. 4° 11.2′ N., Long. 7° 14.2′ E.

Vessels must not proceed inshore of this position without a Pilot. When at anchor listening watch must be kept on VHF Channel 8 and this Channel must not be used for inter-ship communication.

RESTRICTIONS: *Inshore berths:* Tide, no night pilotage.

Offshore berths: Worst weather period June – September, when heavy swell may be encountered.

Inshore berths: The maximum draft to which a vessel can load at Bonny is governed by three factors *viz.*
1. Datum Depth in Bonny Channel.
2. Height of the tide.
3. The underkeel clearance allowed.

Datum depth of the Bonny Channel is dependent on the amount of dredging; at present time the Datum depth is 10.25 m. (33 ft. 07in.)

Note: This depth can change and Operators and Charterers of vessels stemmed for the Inshore berths are reminded to ensure that they are in possession of the latest depths which can be obtained on application from their Agents.

Tide is variable but the relevant factor is the height of the tide at the time the vessel will transit the Channel. The underkeel clearance allowed is dependent on the time of the year and is related to the height of the swell expected to be encountered in the Bonny Channel.

The present allowances during the year are as follows:

1/1 to 15/2 = 2 ft. 6 in. – 0.76 m.
16/2 to 15/3 = 2 ft. 9 in. – 0.84 m.
16/3 to 31/3 = 3 ft. 0 in. – 0.91 m.
1/4 to 30/4 = 3 ft. 3 in. – 0.99 m.
1/5 to 15/5 = 3 ft. 6 in. – 1.07 m.
16/5 to 31/5 = 3 ft. 9 in. – 1.14 m.
1/6 to 31/8 = 4 ft. 0 in. – 1.22 m.
1/9 to 15/9 = 3 ft. 0 in. – 1.14 m.
16/9 to 30/9 = 3 ft. 6 in. – 1.07 m.
1/10 to 15/10 = 3 ft. 3 in. – 0.99 m.
16/10 to 31/10 = 3 ft. 0 in. – 0.91 m.
1/11 to 15/12 = 2 ft. 9 in. – 0.84 m.
16/12 to 31/12 = 2 ft. 6 in. – 0.76 m.

Thus it can be seen that the maximum draft at any particular time is equal to:

Datum Depth plus Height of Tide minus Underkeel Clearance Allowance.

A typical calculation would be as follows:

		ft.	in.
Datum Depth	=	33	4
Height of Tide	=	+ 7	0
		40	4
Underkeel Clearance Allowance		– 3	9
Max. Draft	=	36	7

HEALTH: "Q" flag to be shown on arrival, except if from another Nigerian port, yellow fever inoculations compulsory. In case of suspected disease on board, advance notice to Agent advisable. Valid Yellow Fever Certificates to be produced for all crew members. Also Derat Exemption Certificate.

RADIO: ETA messages of tankers, which are to load at Bonny (inshore and offshore), are to report their ETA direct to Shell Lagos Telex No. 21235 Attention: MRCL or via the INMARSAT system to "Shell Lagos MRCL" Telex No. 1772142 (SHLT X), 72 hours before arrival, using Satcom when available on board. Experience has shown that this system improves communications considerably. 48 hours and 24 hours before arrival at the Fairway Buoy a further ETA message should be sent to Lagos Agents. When approaching or anchored at the Fairway Buoy vessels should contact Bonny Terminal on Channel 8 and Bonny Harbour Master on Channel 14 when bound for the Bonny Inshore Berths passing date and time of arrival, thereafter keeping watch on VHF Channels 8 and 14. Failure to comply with the requirements for ETA messages may result in delays in berthing the ship.

ETA by Radio for all Ships: Shell Nigeria is a subscriber to the "Inmarsat" system and vessels can now send their ETA's direct to "Shell Lagos-MRCL".

Shell Nigeria's Inmarsat subscriber numbers are as follows:

	Access No.	Answer Back
Telex	1772142	SHLT
Telephone	1772144	

In view of the communication problems in this part of the world, we would request you to instruct your vessels to send their ETA's direct to "Shell Lagos-MRCL" when loading at Bonny.

Our standard ETA reporting procedure is as follows:

Vessels are required to report their ETA at the Terminal anchorage or Fairway Buoy as follows:

(a) 7 days before estimated arrival, or upon clearing last port if there is less than 7 days steaming time before estimated arrival.
(b) 72 hours before estimated arrival.
(c) 48 hours before estimated arrival.
(d) 24 hours before estimated arrival.
(e) Any other time(s) between the 72 hours notice, 48 hours notice and 24 hours notice when estimated arrival is to be revised by more than 12 hours from that most recently notified.

As soon as vessels are within VHF range of Bonny, the Terminal should be contacted on VHF Channel 8 for berthing information.

Also see "General – Radio" before first port.

VHF: Nigerian Ports PLC Bonny Harbour Master – Channels 14 and 16.Bonny Terminal – Channels 8, 16 and 10.

Special Regulations: It is essential for ships proceeding to inshore berths to pass time of arrival on VHF Channel 14 as soon as possible on arrival off Fairway Buoy.

Also see "Radio".

Shipmaster's Report: 1987.

The following are alterations to VHF Channels at Bonny Offshore Terminal.

Channel 10 – Bonny Offshore Terminal and Bonny Offshore Pilot.
Channel 8 – Shell Bonny.
Channel 14 – Bonny Signal Station.

Bonny Signal Station must be called before arrival/departure giving all usual information on ship's particulars, cargo information required when loaded, voyage details, etc.

DEADFREIGHT: Due to draft limitation at Bonny Inshore, Deadfreight applies (when necessary). This means that the Terminal will obtain approval from the Minister of Petroleum and Energy for the Deadfreight.

Also see "General".

MAX. SIZE: *Inshore Terminal:* Min. size approximately 18,000 tonnes SDWT or 161 m. (530 ft.) LOA. Max. length 320 m. (1,050 ft.). Max. beam no restriction. Max. SDWT – 135,000 tonnes, subject to review during wet season, i.e. May to October. Max. draft, see "Restrictions", draft may be reduced due to silting (mud and sand shifting, caused by current).

Offshore Terminal: Min. SDWT 45,000 tonnes. Max. SDWT 350,000 tonnes. Max. length no restriction. Max. beam no restriction. Max. draft 22.8 m. (75 ft.).

Also see "Port Harcourt" – "Report".

TUGS: None available.

BERTHING: *Inshore Terminal:* There are 3 berths (CBMs) designated A, B and C, from upstream. A and C consisting of (5 buoys (1 astern, 1 on each quarter, 1 ahead and 1 on the inshore bow). A and C are flood tide berths. B is ebb and flood tide berth consisting of 6 buoys, the 6th buoy is on the offshore bow or quarter depending on which direction the ship is berthed.

Tankers berth on the flood tide (or ebb at Berth B) using the offshore ship's anchor as an additional mooring point. Ships moor by means of 40 mm. wires (provided by the Terminal). One 40 mm. wire is picked up from each of the buoys and ship's ropes are not normally used. Mooring is carried out by ship's crew; and care must be taken to ensure that the mooring wires are laid out in a seamanlike manner to prevent the formation of runs and kinks. Mooring wires must not be kept on tension winches, but stoppered off by means of Carpenter's stoppers provided by the Terminal, and then "turned up" on the bitts. Two men from the Terminal are put on board the vessel to assist the ship's crew to position and set up the Carpenter's stoppers.

Vessels must be equipped with hose handling derricks with a SWL of not less than 10 tonnes.

Vessels must arrive with clean ballast.

Load-on-top system operates at Bonny. Slops cannot be accepted ashore. Maximum loading rate: 5,000 t.p.h.

Grades handled: both light and medium crudes.

Offshore Terminal: 2 SBMs fitted with 2 × 16 in. double nylon moorings and 1 hose string terminating in 2×16 in. diameter end hoses.

No. 1 SBM is S.S.W. of the Platform. No. 2 SBM is S.S.E. of the Platform.

Berthing effected under guidance of Berthing Master and local assistant who both remain on board throughout loading operations. Accommodation to be provided for Berthing Master and Assistant, Nigerian Ports PLC Pollution Officer and a Cargo Surveyor. Whilst berthed, a mooring launch remains secured at the stern (ship's polyprop rope), so that in the event of the vessel riding up on the SBM, she will tow to correct the situation.

Vessels must be equipped with hose handling derricks with a capacity of not less than 10 tonnes.

Vessels must arrive with clean ballast.

Load-on-top system operates at Bonny. Slops cannot be accepted ashore. Max. loading rate: 6,000 t.p.h. Grades handled: Bonny Medium and Light. Medium is handled as Sandwich loading.

HOSES: *Inshore Terminal:* (Amidships). Vessels should endeavour to present 2×12 in. diameter 150 ASA connections on the port side of the vessel when berthing at Berths A and C. On Berth B, 2×12 in. 150 ASA connections should be provided on the port or starboard sides of the vessel – dependent on whether the vessel is berthing on ebb or flood tides. Vessel's hose handling derrick to be rigged and plumbed overside. Hoses will be connected by shore labour, but winchmen must be supplied to operate the ship's lifting gear. The derrick runner must be equipped with a suitable hook. The estimated weight of each hose string at Berths A, B and C, when lifting with the ship in light condition is between 3 tonnes and 5 tonnes. Ships fitted with only 5 tonne derricks should exercise care when lifting to avoid shock loads.

Weight of Hoses: The following table gives the approximate weights of hose strings in tonnes (including fittings, floats and pick-up buoy) with all hoses full of crude oil S.G. 0.850. The assumed total lift is 7.5 m.(25 ft.) above deck level, with the tanker on light draft.

Size of Tanker *d.w.t.*	*12 in. I.D. Hoses* *tonnes*
100,000	5.1
70,000	4.9
50,000	4.7
35,000	4.5
18,000	4.2

Offshore Terminal: Port or starboard side amidships (dependent on which SBM is used). Vessels should endeavour to present 2×16 in. standard 150 ASA connections on arrival. Ship's crew are required to connect and disconnect the hoses under the advice of the Berthing Master and/or his assistant. A derrick SWL at least 7 tonnes must be rigged ready on both port and starboard sides and plumbed clear of the side. Derrick runner must be equipped with suitable hook.

Weight of Hoses: The following table gives the approximate weights of hose strings in tonnes (including fittings, floats and pick-up buoy) with all hoses full of crude oil S.G. 0.850. The assumed total lift is 7.5 m. (25 ft.) above deck level, with the tanker on light draft.

Size of Tanker *d.w.t.*	*16 in. I.D. Hoses* *tonnes*
500,000	11.4
330,000	9.4
270,000	9.1
200,000	8.7
100,000	7.5
70,000	7.1

SHORE LINE SYSTEM: *Inshore Terminal:* Crude oil is loaded at Berths A and C via 32 in. submarine lines and 2 strings of flexible hoses each consisting of 6 lengths of 12 in. hose and via a 28 in. submarine line and 2 strings of 7 lengths of 12 in. flexible hoses at Berth B.

Reducers are made available by the Terminal on request.

Offshore Terminal: Vessels load through SBM from shore through a 48 in. diameter line, thence through a 24 in. diameter floating hose which is terminated by a "Y" piece and two 16 in. diameter hose tails which connect to the ship's manifold. Loading rates up to 6,000 t.p.h. may be expected. The 48 in. submarine loading line to the shore is some 16 miles in length, therefore great care must be exercised during loading when ship's valves are manipulated to avoid pressure surges. Pressure recorders are normally fitted at the spool piece between ship's manifold and tail end of the hose string to monitor pressure changes generated on board the vessel.

BALLAST: No facilities for dirty ballast, no tank cleaning facilities.

MEDICAL: Hospital at Bonny. Also see "General".

DENSITY: *Inshore Terminal:* 1020 at HW. 1015 at LW during rainy season. *Offshore Terminal:* Salt.

FRESH WATER: Available by barge at rate of 15 t.p.h. 48 hours' advance notice required as barge comes from Port Harcourt.

FUEL: Available only by barge from Port Harcourt.

CONSULS: None.

REPAIRS: No facilities available. See "General".

WATCHMEN: Whilst berthed at the SBM a security watch must be kept on the forecastle head by member(s) of the ship's crew throughout the hours of darkness, to raise the alarm and advise the Berthing Master on the approach of local small craft. Instances have occured at Nigerian offshore terminals where a nylon mooring rope has been cut and stolen with the vessel in the berth. The Berthing Master should also be advised in the event that the vessel rides up to the SBM. Also see "Notice" and "Piracy".

CUSTOMS ALLOWANCES: 200 cigarettes per man per 7 days. 1 bottle of wine or 1 bottle of spirits per officer per 7 days.

REPATRIATION: Possible via Port Harcourt and Lagos.

AIRPORT: 28 miles by river, to Port Harcourt, then 30 km. by road, flights twice daily to Lagos, 5 international flights per week to London, Rome and Amsterdam.

TIME: GMT plus 1 hour, no change.

POLICE/AMBULANCE/FIRE: Contact via Harbour Master, or Shell on VHF Channel 8.

SHORE LEAVE: Not permitted.

IDENTIFICATION CARDS: Crew to carry Passport or Seaman's Book whilst ashore.

GARBAGE/WASTE OIL DISPOSAL: No facilities.

SEAMAN'S CLUBS: None.

GENERAL: Accommodation ladder must be rigged – used in conjunction with pilot ladder at offshore terminal – and for direct access in inshore terminal.

Limited medical assistance available but in extreme emergencies only. Treatment of minor ailments and vaccinations, etc. is under no circumstances available. It may be possible in the event of an accident to obtain medical advice (Contact Terminal on VHF Channel 8 in the first instance).

Pollution of the sea by dirty ballast, bilge discharge or any other means will result in heavy fines, or in severe cases, imprisonment.

Any attempt on the part of the boarding officers to persuade the Master to supply more than normal representation should be resisted. In the event of any problem arising over such a matter, full details should be *reported to the Agent and to the Terminal.*

Nigerian flag to be flown.

Air letter forms are not acceptable unless with Nigerian stamps.

Delays: Inshore berths: None if the channel buoys are lit. Otherwise, only daylight pilotage.

Offshore berths: Worst weather period June–September when heavy swell may be encountered.

Immobilisation of engines: Not permitted at the inshore berths. Not permitted at SBMs. Not advised at sea anchorage due to indifferent holding ground and the existence of obstructions and foul ground in the vicinity.

Loading: Ships are required to load cargo as rapidly as possible by day and night in accordance with the terms of their charter parties.

This means that ships are expected to load as fast as the Company can supply or they can safely receive. The question of how fast a ship can load is the responsibility of the Master having regard to his Owner's instructions, the charter party and the experience of ship's personnel. However, as further guidance and in absence of any instructions to the contrary, ships are accepted by the Company on the understanding that ships will be able to accept a bulk loading rate per hour of not less than ten per cent of the summer deadweight of the vessel.

At offshore berth the Berthing Master acts as Loading Master during loading operations and is provided with walkie-talkie radio to ensure adequate ship/shore communication.

Loading Masters visit each vessel, and Masters are requested to co-operate in the completion of the Company's Tanker Port Performance Time Sheet by ship and shore personnel. Only crude oil is handled at Company's terminals, loading temperatures and specific gravities of Light and Bonny crude are usually within the following ranges:

Light	0.8400 – 0.8500	at loading temperature
Medium	0.8600 – 0.900	at loading temperature

Early Departure Procedure: There is no Early Departure Procedure at either Bonny Inshore or Offshore Terminals.

Documents are brought to the ship for signature after completion at loading.

Customs and Agency representatives will normally board vessels before commencement of loading. Depending on other commitments of the offshore launch, it may be necessary to request Masters to provide temporary accommodation for these officials.

NOTICE: *Special Notice to all Masters:*

There have been recent cases of serious theft from vessels in the Port of Bonny. It appears that the intruders who invariably gain access to the vessel via the anchor hawse pipe have on occasions been armed.

In your own interest we would advise you to arrange to have a strong jet of water running down the hawsepipe of the anchor in use. The other anchor should be stowed in the pipe and not left hanging off. In addition, you should implement the normal standard precautions of augmenting deck watches and arranging over-board floodlights where possible. Jets of water around the stern will also deter intruders from gaining access by other means.

All the assaults on ships have been made from canoes; therefore we suggest that traders and other persons in canoes be discouraged from coming close to your vessel.

Should unauthorised persons gain access to your vessel, instruct Shell Company Radio Operator to contact the terminal who in turn will contact the local police. Also see "Piracy".

PIRACY: February 1986: An act of piracy took place at Bonny Offshore in February 1986. About 8-10 pirates were involved, they boarded the vessel via the hawse pipe. A seaman was bound hand and foot and guarded while the other pirates went to the ship's stores. It is suggested that Shipowners and Operators urge their ships' crews to take extra care when in this vicinity.

April 1987: Vessel attacked by 6 pirates at night whilst waiting to load.

August 1987: A vessel lying 15 miles South of Bonny Fairway Buoy was boarded by 30 armed men who attacked and seriously injured 2 crewmen and made off with some walkie talkies and the hawsers.

February 1988: Whilst waiting at anchor at Bonny River Fairway Buoy to proceed to Port Harcourt, vessel was boarded by a gang of about 10 pirates who broke the locks/chains to the Fore Peak strong room. The gang left the vessel when discovered by the vessel's watchmen who sounded the ship's whistle and flashed the searchlights.

Notice issued by Nigerian Ports PLC at Port Harcourt:

Sea Piracy at Bonny Fairway Buoy: While the Nigerian Navy is geared to combat the ugly situation of piracy on board deep sea vessels anchored offshore of Bonny awaiting berth, it is recommended that the Masters of such vessels should screen all the visitors accompanying Customs/Immigration and Security Agents and unscrupulous men be kept out of the vessels.

As a precaution against undesirables having easy access to the vessels, it is also recommended that the Pilot ladder is hoisted back aboard the vessel after use and not left hanging over the ship's side.

NOTE: April 1992.

Masters of vessels are always advised to drift within Radar (VHF) range instead of anchoring near the Fairway Buoy. This has resulted in a "Nil Attacks" report for the last 2 years. This is an advice given out by the Oil Companies Joint "Marine Operators" committee and is applicable to all Nigerian offshore terminals.

SHIPMASTER'S REPORT: January 1983.

Pilot on arrival and departure requires 4 copies Nigerian Ports PLC Master's Declaration.

Immigration liable to check all Discharge Books.

Health Doctor liable to check all vaccination dates in books.

Shore boat keeps a constant check on ballast discharge.

According to Customs no 'Ladies' are allowed to visit and if any found on board then Customs are liable to rummage vessel.

There was no night navigation in channel as buoys were unlit.

Vessels normally unberth at half tide and if waiting for daylight channel navigation, will anchor in the Prohibited Anchorage Area off berths.

SHIPMASTER'S REPORT: November 1983 (Updated 1990).
Documents: Also required:
3 copies Kroo Boy List (People under 18 years.)
3 copies Currency List.

Pilotage: Inshore Terminals: In nearly all cases pilots request Masters' of vessels to proceed to Buoy No. 29. However, in cases where Masters are not familiar with the Bonny Channel, pilots will still board at the Fairway Buoy when requested to do so.

Pilots also advise Masters of vessels regarding the situation of the buoys in the Bonny Channel (missing, not in position, un-lit, etc.).

SHIPMASTER'S REPORT: February 1990.

Vessel which is a 40,000 tonnes deadweight tanker loaded in Bonny, Nigeria, during the last week of February. My orders were to load a maximum cargo consistent with high water sailing draft, of low pour low sulphur fuel oil.

On the run into Bonny, the Brass Oil Terminal gas line flare was clearly seen at night at over 13 miles (BA Chart No. 1863), approximate position Lat. 03° 56′ N., Long. 06° 24′ E., as was the Bonny gas line flare in approximate position Lat. 04° 16′ N., Long. 07° 19′ E. There was no Racon observed in operation at Bonny Offshore Terminal. The Fairway Buoy was observed in approximate position Lat. 04° 13′ N., Long. 07° 01′ E. (BA Chart No. 3287) and later noted to be unlit, anchorage South of the buoy is spacious in greater than 10 fathoms. This anchorage position will place a vessel over 10 miles off the coast, but this is no protection from Bonny River pirates. A few days before our arrival a vessel was attacked in this very anchorage by a canoe – full of assumed locals but were beaten off by the crew with the help of parachute flares and line throwing guns during a battle which lasted for an hour. After reporting in, the ship's agent was contacted and I was advised to go out at night to 30 miles off the coast. This was done and the vessel drifted during the night with an alert 3 man deckwatch plus bridge officer. No incident occurred and vessel re-anchored at dawn off the Fairway Buoy. Some ships appeared to leave the anchorage at night. We berthed port side to alongside anchored storage tanker "Tuma" (130,000 d.w.t.) in approximate position Lat. 04° 25′ N., Long. 07° 08′ E. The "Tuma" has Yokohama type fenders and berthing was routine.

Two flexible hoses of 10 in. and 8 in. were used to load and the rate was about 1,700 tonnes p.h. Specific gravity 0.9507 at 15° C. and loading temperature around 42° C.

Unfortunately "Tuma" developed problems so we anchored at Bonny Town where loading was completed by "Tuma's" replenishment tanker "Delfi". Bunkers were taken ex-barge whilst at anchor and fresh water is also available here but not at the Fairway Buoy Anchorage. There was a lot of small boat traffic in the river and a deck watch was kept and hawse pipes were securely blocked. Plentiful supplies of local fruit can be bartered for from the canoes and this was taken advantage of (bananas, pineapples, papayas, coconuts, etc. were fresh and of good quality).

During loading the ship is assigned a Cargo Co-ordinator who proved to be extremely helpful and was able to provide or would find out all necessary information required. In other words he did co-ordinate loading operations and he also does the cargo papers. Surveyors were SGS. One bit of information which was not forthcoming was the maximum draft I was allowed to exit the channel, which is dredged to 36 ft. The tidal prediction for my sailing day was 2.4 m. or 2.5 m. and the density at the anchorage was observed to be 1018. Cargo was arbitrarily stopped by "Delfi" and vessel sailed drawing 11.7 m. even keel at 1018 density. Least depth observed under the keel when transiting the channel was never less than 2.5 m. (slightly more than 46 ft. total).

The following buoys were missing on departure – Nos. 24, 21, 17, 12, 11, 10, 9, 8, 7, 3 and 2. No lighthouses were lit at night.

Entry and boarding officials: Fairly efficient and fairly routine, make sure that you have "Nil Declarations" for everything you don't have, such as animals, mail, stowaways, arms and ammunition, passengers and "Boat People". The usual "presents" were requested but denied. The government is trying to crack down and there are jingles on the local radio station.

SHIPMASTER'S REPORT: August 1991.

The vessel (a 135,000 tonnes d.w.t. tanker) loaded Bonny Medium Crude Oil at Bonny Inshore Terminal.

When approaching Bonny, vessel has to rely on Brass Oil Terminal flare (approximate position 03° 56.2′ N., 06° 24′ E.), Bonny gas line flare (approximate position 04° 16′ N., 07° 19.5′ E.) and Bonny Offshore Terminal for fixing the vessel's position. Use of the echo sounder is also very helpful while approaching the Fairway Buoy, which is in approximate position 04° 13′ N., 07° 00.5′ E. Both the above mentioned flares were picked up at a range of 20 miles. The land is very low lying and Fouche Pt. and Field Pt. were picked up on radar when the vessel was 5 miles South of the Fairway Buoy. Neither Field Pt. Lighthouse nor any of the channel buoys were lit.

We were only able to contact "Shell Bonny" on VHF Channel 8 as the VHF sets of the Agent and the Port Signal Station were out of order. Communication in general was found to be poor.

Upon arrival 3 miles South of the Fairway Buoy, we "reported our arrival" to Shell Bonny, and were advised by them not to anchor off the Fairway Buoy, but to drift 15 miles – 20 miles South of the Fairway Buoy, due to the risk of being boarded by pirates.

As we had arrived in the late evening, and there were no berthing prospects we drifted 20 miles South of the Fairway Buoy, and anchored off the Fairway Buoy the next morning after daybreak.

The Pilot boarded off the Fairway Buoy. Pilot tries to persuade the Master to enter the channel and says that he will board midway. But it is not advisable to do so as a large number of the channel marking buoys are missing, and we found one of the buoys with a broken topmark drifting in the middle of the channel.

Vessel berthed on flood tide at Berth "B" with hose connections on the port side. Vessel moored by dropping starboard anchor and then falling back by paying out on the anchor cable to a position between the buoys.

There are no tugs to assist in mooring.

Vessel was finally secured with 6 wires, each of 40 mm. diameter, forward and aft. Forward moorings consisted of 2 wires each from a buoy on either bow and 2 wires from a buoy right ahead. After moorings were similar to forward with 2 wires from buoys on each quarter and one buoy right astern.

Mooring men from shore assisted the ship's crew in mooring the vessel. Carpenter's stoppers are brought by the mooring gang to transfer the wires from the winches to the bollards. The Loading Master proved to be very helpful and would get any information required. We were given the maximum permissible draft and river water density in writing from the terminal.

Vessel was not allowed to commence loading until cleared by Port Officials. About 15 persons boarded the vessel from Port Health, Customs, Immigration and Navy Task Force to clear the vessel inwards. Requests were made for very large quantities of "presents" and pressure put on the Master. A compromise was reached for a reasonable amount of "presents and souvenirs".

Size of connections were 2×12 in. The loading rate achieved was 4,600 cu.m./hr., despite a request for 7,000 cu.m./hr.

After completion of loading it took about 10 hours to prepare the documents, during which time the vessel was anchored 3 cables off the berth.

While casting-off the mooring wires the crew should be kept well clear of the wires as they are allowed to just run free out of the fairleads and snake around very dangerously.

While at the buoys or at anchor in the river a good anti-piracy watch was maintained with 4 crewmen on deck. Also all accommodation doors, with the exception of one door, were kept locked from inside because we were warned by all the Port Officials of piracy, thefts and the possibility of stowaways boarding the vessel. Prior to departure a thorough search was made for stowaways.

We were loaded to a draft of 10.90 m. The letter from the Terminal stated a maximum permissible sailing draft of 10.90 m. and depth of water over the bar as 12.12 m. and river water density of 1020. Over the bar in the channel an under-keel clearance of 1.2 m. was recorded.

The outward Pilot disembarked at the Fairway Buoy as is the practice with all loaded tankers.

AUTHORITY: Nigerian Ports PLC.
Operator: The Shell Petroleum Development Company of Nigeria Ltd., Freeman House, 21-22 Marina, Private Mail Bag 2418, Lagos, Nigeria. *Tel:* 601600 (17 lines), 601820 (9 lines). *Telex:* 21235. *Cables:* "Shell, Lagos". *Contact:* Marine Co-ordinator – MRCL. Tel: 2634210 (direct line).

BRASS TERMINAL: 04.04 N. 06.17 E. (See Plan)

LOCATION: Brass Terminal is an open mooring located 13.5 miles off the South Nigerian coast at: Lat. 4° 04′ N., Long. 6° 17′ 10″ E.

Chart of the area is BA 1863.

Brass Terminal operates on a 24 hours, seven days a week basis, including public holidays.

PORT LIMITS: The limit within which a vessel is considered arrived and to be within operational waters is 3 miles seaward of the BOP.

FLAG: All vessels are required to fly the Nigerian Flag on the foremast during daylight hours.

GENERAL:
Description: Brass Terminal consists of 2 SBMs. These buoys serve as a single mooring point for a tanker and enables it to freely rotate a full 360° angle while handling cargo. Each ground mooring consists of 6 sets of radial chains, each set is attached to an anchor pile. The 6 mooring legs are made of 3.25 in. diameter chain. Water depth is approximately 90 ft. Two strings of floating hoses connect each buoy with the header at the end of the sea line. The system is built to provide a safe mooring for tankers up to 300,000 d.w.t. under the following environmental conditions:

(a) Max. wind speed of 30 knots and max. significant wave height of 9 ft.

(b) Max. wind speed of 20 knots and max. significant wave height of 10 ft.

(c) Max. wind speed of 10 knots and max. significant wave height of 11 ft.

However maximum overall length should be 1,200 ft., and the minimum 720 ft.

Signals: Each single buoy is equipped with:

Radio Beacon – Racon (the ship's radar must operate at X band 3 cm., 9300 to 9500 MHz and with horizontally polarized radiation. The controls for radar gain, sea clutter and differentiator FTC should be set at normal position).

NOTICE OF READINESS: Notice of Readiness will be tendered on arrival provided that vessel is ready to load in all respects and after Free Pratique has been granted. Lay time will commence 6 hours after acceptance of Notice of Readiness for vessels arriving within agreed ETA range or when loading commences whichever is earlier.

DOCUMENTS: To be submitted on arrival:

- Maritime Declaration of Health
- 4 copies Vaccination List
- 8 copies Arrival Crew List
- 6 copies port of call list —for the past 6 weeks or 3 previous ports with dates of Arrivals/Departures)
- 6 copies Passenger List
- 6 copies Animal or Livestock List
- 6 copies Arms and Ammunitions List
- 4 copies Stores List
- 4 copies Crew Declaration List signed by all crew members
- Customs Clearance for last Port of Call.

The Naval Office in charge of the task force on crude oil liftings at Brass Terminal has advised that all tankers calling at Brass from other Nigerian Ports must obtain, in addition to the normal Customs Clearance, a Health Clearance Certificate from the first Port of Call.

APPROACHES: *Agbara Field:* One drilling Platform, has been installed in position 03° 56.5′ N., 06° 23.8′ E. (about 10.12 miles S.E. of the NAOC BOP). This structure is equipped with necessary navigational aids including warning lights and fog horn.

PILOTAGE: The Mooring Master will board the tanker in the anchorage area and all manoeuvring of ships within the Terminal area shall be done only in accordance with advice of the Mooring Master subject to the understanding that in all cases and circumstances the Master of the vessel being manoeuvred shall remain solely responsible for the safety and proper manoeuvring of the vessel and possible damage to the Terminal or service boats.

The Berthing Master and 3 local assistants remain on board throughout loading operations and accommodation to be provided.

ANCHORAGE: Vessels awaiting the Mooring Master should anchor in a position approximately 2.5 miles N.E. of the terminal. Depth of anchorage area range from 15 fathoms to 16 fathoms. Holding ground is fairly good.

Un-nominated Vessels: Tankers arriving at the terminal un-nominated, that is, not yet formally programmed to load at Brass River for that current month or vessels standing-by awaiting instructions from Owners/Charterers or under-going repairs are advised to anchor outside the terminal operational waters as given in "Port Limits".

HEALTH: Masters are advised, for avoidance of delays, to have valid cholera and yellow fever papers before departure last port of call. However, medical and health requirements are to be included in notices of ETA transmitted to Agents. Such information is also to be confirmed by VHF Radio immediately on arrival to the port.

RADIO: VHF radio telephone Channel 16 (156.8 MHz) is in use 24 hours a day as a stand-by Channel. A not too busy Channel (6, 8, 10, 12 or 14) will be used as working channel by the Marine Office/Berthing Master acting as Loading Master during Mooring/Loading operations. They are provided with walkie talkie radios to ensure adequate ship/shore communications.

Cablegrammes: Cables to Brass Terminal may be sent to LAGOS RADIO and addressed to AGIPOIL LAGOS and FREIGHT LAGOS.

Acceptance Procedures: The following vessels are not permitted to enter Nigerian territorial waters:

(a) Any vessel which is owned directly or through subsidiaries or chartered or managed by companies or persons in Israel, or is registered in Israel.

(b) Any vessel which has called at a port in Israel during a period of 6 weeks immediately proceeding her arrival off any of the Nigerian Terminals (a port call includes the calling off or near a port for the purpose of receiving services from the shore by helicopter or launch boat).

(c) Any vessel which has as officers, crew, passengers or supernumeries who are nationals or residents of Israel.

All vessels must give the Company at least 5 days' notice of arrival at Brass; this ETA to be updated 72, 48 and 24 hours prior to arrival by cablegramme sent via Lagos Radio and addressed to: AGIPOIL LAGOS and FREIGHT LAGOS.

The messages should specify cargo requirement, ANSI diameter of flanges used for loading connections, safe working load of port derrick, advise whether a Smit's towing bracket is available, last port of call and final (discharging) port, sickness on board if any.

Vessels should contact the Brass Marine Office by VHF as soon as possible.

Upon arrival of vessel off the Terminal, Government Authorities shall check to ensure that the above mentioned provisions, set in points (a), (b) and (c), have been adhered to. Any infringement of said provisions may have serious consequences for the Master, Owner or Charterer of the vessel.

Shipping Agents: The only Shipping Agent – Alraine Agency, operating in the port for and on behalf of other shipping Agents has been provided with marine VHF Radio set. Masters of vessels when within range can contact the Agent on Channel 16. Advance report of ETA to the port must be made available to the Agent through their office in Lagos: Mail address – 26 Creek Road, Apapa., P.O.Box 2206, LAGOS; Telex 21244 and 22330; Freight – Lagos.

BERTHING:

Mooring: *Fore:* Each single buoy mooring is equipped with a mooring line system. The chain is fitted with a special open link which can be used if the vessel is equipped with Smit's Bracket.

Aft: Whilst berthed, mooring rope must be ready on the poop deck so that the mooring launch (line boat) may in the event of the vessel riding up on the SBM make fast and tow to realign vessel. Whilst berthed at an SBM a security watch must be kept on the forecastle head by member(s) of the ship's crew throughout the hours of darkness to raise the alarm and advise the Berthing Master on the approach of any local small craft.

Instances have occurred at Nigerian offshore Terminals where a nylon mooring rope has been cut and stolen with the vessel in the berth.

LOADING: The line boat will tow the end of the floating hoses to the point below the tanker's port cargo manifold. The safe working load of the tanker's port derrick should be at least 7 tons.

Loading Operations can commence only after the Loading Permit is issued by the Custom Authorities, NNPC inspectorate and Navy Commander.

Ships are requested to load cargo as rapidly as possible by day and night in accordance with the terms of their Charter Party.

Ships are expected and nominations of vessels are accepted by NAOC on the understanding that ships will be able to accept a bulk loading rate per hour of not less than 10% of the Summer d.w.t. of the vessel or at the optimum terminal loading rate, whichever is lower.

It is extremely dangerous to close ship's valves against the oil stream as such operation may create excessive pressure in terminal piping and hoses.

Should damage result from failure to observe this precaution the Master of the vessel will be held responsible.

During the loading operations the following signals shall be displayed: International Code Flag "B" during daylight. By night a red light, visible all round the horizon at a distance of at least 2 miles.

Brass Blend crude oil loading temperature is reasonably constant as well as API gravity at approximately:

Brass Blend	85°F	40.00 API	R.V.P. 10.00 (approx.)

The approximate loading rate is 5,000 t.p.h.

Also see "General" before first port.

POLLUTION: Pollution of rivers and beaches by oil is a serious matter. The Mooring Master shall inspect tanker's ballast so that there will be no chance of even a small amount of pollution when the ballast is pumped out, thereby lessening any possibility of infringement of the pollution restrictions envisaged by Nigerian law.

Pollution of the sea by dirty ballast, bilge discharge or any other means will result in heavy fines or in severe cases, imprisonment.

MEDICAL: Although medical assistance is normally not available locally, Agency will provide medical assistance to the tankers' personnel when required in advance. In case of emergency the Terminal medical facilities will be at tanker's disposal.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: There are no facilities available in the Terminal for vessel repairs. However, in case of necessity contact Agent.

REPATRIATION: Permitted only in cases of emergency and only if the person concerned holds the necessary documents, i.e. Yellow Fever Certificates.

MAIL: Ship's mail and personal mail will be handed through vessel's Agent.

SAFETY:

Smoking, lighters, matches: Smoking is prohibited on board during loading operations except those areas in the accommodation jointly agreed to by the Master and the Terminal Representative. Personnel on board the vessel other than in the accepted areas, must not carry lighters or matches.

Portable equipment: Any electrical equipment which is not wholly within an approved explosion proof container, an approved air pressurised container or any equipment which is not intrinsically safe, must be disconnected from the power supply.

Hand Torches: Only those hand torches provided with a Certificate of Approval delivered by a recognised authority are allowed.

Radio transmitters, radar: The main transmitting aerials must be grounded. VHF apparatus are allowed provided their output power is not higher than one watt.

Portable radio transmitter must be of approved type for safe operation in flammable gas areas.

Radar must be switched off.

Doors and portholes: Amidship doors and portholes are to be kept closed during loading operations except for entering or leaving accommodation.

Doors and portholes on the fore-end of the after accommodation must be kept closed.

Access to the after accommodation may be from the stern or from the side doors.

Air conditioning: Central air-conditioning is allowed but air intakes must be shut off and full circulation must be adopted.

All window type coolers must be disconnected unless the units are safe to operate in flammable gas areas (as certified by a recognised authority).

Ventilators: Should any doubt arise that flammable gases may enter the area, ventilators must be completely closed.

Galley: Gas, oil or coal fires are prohibited. Only approved flame-proof electrical equipment or steam heated galleys are permitted.

Lights: During loading operations vapour-proof electric lights only are allowed.

Moored vessels discharging ballast or loading cargo during period of darkness will brilliantly illuminate the sea around the ship so that any pollution can be readily observed.

Cargo and unused connections: A deck officer is also requested to inspect cargo connections and hoses to ensure that they are in good condition.

All unused connections must be blanked.

Cargo tanks: All tank lids are to be kept closed. The method of venting requested by the terminal is the closed system.

Should the ship not be equipped with the closed venting system, tank portholes will be opened for intermittent periods but such portholes will be protected with flame arresters.

Main engines: The ship's engines must remain ready for immediate use in case of emergency. Therefore no engine repairs or overhauling are allowed.

Boilers: Blowing of boiler tubes is forbidden whilst moored.

Vessel maintenance: During the time a vessel is moored at Brass Terminal, use of tools which may cause sparks or fire is forbidden in dangerous areas.

Fire fighting: The Master of the vessel must keep a continuous fire watch during loading operations. All fire equipment must remain ready for immediate use.

Unsafe operations: The Master of the vessel will remain solely responsible for damage of any sort that may occur and which is due in whole or in part to infringement of aforesaid safety regulations.

Lifebuoys: Lifebuoys should be available in loading manifold area and at the entry and exit from ship, e.g. at the pilot ladder.

Scuppers: All scuppers must be plugged with leak-proof plugs, and remain plugged until all hoses are disconnected.

WEATHER: *Climate:* The weather is generally fine from November to April, but it is unfavourable during the remaining period of the year owing to the high humidity degree. The temperature varies comparatively little from 70° F to 100° F and averages over 80° F.

Winds: Most winds are from South-Westerly direction with a normal speed range 5 to 18 knots.

Tides: The tidal mean range is 4.6 ft. Main values (referred to chart datum) are as follows:

Mean LW spring level	0.2 ft.
Mean HW spring level	6.1 ft.
Lowest LW level	−0.6 ft.
Highest HW level	7.1 ft.

Currents: Maximum total strength of the current (tidal + density + wind drift) is about three knots.

Direction: North-North Westerly for approximately 75% of the year, South-South Easterly for the remainder. The currents often reverse direction very quickly causing the tanker to swing heavily at the buoy.

SHORE LEAVE: Crew members cannot leave the vessel at Brass except in cases of emergency.

SHIPMASTER'S REPORT: 1976.

Documents:

1 Maritime Declaration of Health.
2 Vaccinations Lists.
6 Crew Lists.
4 Passengers Lists.
2 Stores Lists.
2 Personal Effects Lists.
4 Arms and Ammunitions Declarations.
4 Lists of Animals and Birds.
4 Lists of Ports of Call (last 6 weeks).
Clearance from last port.

Approaches: Coast line is well defined on high definition radar at a distance of 12 miles to 15 miles and sounding machine will assist efficiently while approaching.

Terminal consists of a central platform showing 2 flashing lights (one red and one white) – letter "U".

Two SBMs: No. 1 situated 1 mile East of the platform is equipped with a Racon (letter "A"). No. 2 situated 1 mile West of the platform.

Pilotage: Berthing Master will board the vessel 2.5 miles North East of the platform. Contact "Brass Terminal" on VHF Channel 16 for berthing instructions and immediately on anchoring to ensure that vessel's arrival is recorded.

Anchorage: 2.5 miles N.E. of the platform.

Restrictions: Vessels berth in daylight hours only.

Max. Size: About 250,000 d.w.t.

Pratique: Agent, Health and Customs Officers board at same time as Berthing Master.

Radio: ETA to be given via Lagos Radio, 120, 72, 48 and 24 hours before arrival at the Terminal anchorage.

Tugs: None available.

Berthing: Effected under the guidance of Berthing Master assisted by a party of 4 Nigerian people and ship's crew.

Whilst berthed a mooring rope must be ready on the poop deck so that the mooring launch, in the event of the vessel riding up on the SBM, may make fast and tow to realign the vessel.

Each SBM is fitted with 2 nylon mooring ropes connected on a single chain and two hose strings with 16 in. end hoses. Position of hose connection: amidships port side. Vessel should endeavour to present on arrival 2×16 in. connections on port side. A derrick of 7 to 10 tons SWL with a suitable hook must be rigged ready on port side.

Medical: No facilities but assistance may be given on an emergency basis.

Density: About 1025.

Fresh Water: Not available.

Fuel: Not available.

Repatriation: No crew changes possible.

Shore Leave: Not permitted.

General: Crude oil handled is: Light Nigerian Crude API=44.0. Temperature about sea temperature, R.V.P.=10.5. Two of the four Nigerian crew stay on the forecastle head and maintain security watch throughout loading operations. Accommodation must be provided for Berthing Master and 2 men. Accommodation ladder is not required. Pilot ladder or pilot hoist are more suitable because of the swell. Immobilisation of engine is not permitted at SBMs.

Early Departure Procedure: Masters are required to sign all documents in blank. On completion of loading, seals are controlled by customs officer and Agents complete Master's and Consignee's copies of documents whilst ship is disconnecting and leaving berth.

SHIPMASTER'S REPORT: May 1980.

Documents: 5 each of Passengers or Nil passengers, Nil stowaways, Nil distressed seamen, Nil birds and animals, Narcotics List, Ports of Call, Clearance Last Port and 3 copies Deviation Cable.

Customs: All lengths of cloth to be placed under seal.

AUTHORITY: *Operator:* Nigerian AGIP Oil Co. Ltd. Head Office, 9/11 MacCarthy Street, Lagos. P.O.Box 1268, Lagos. *Tel:* 600880/9 (10 lines) *Cables:* Agipoil – Lagos. *Telex:* 21268. *Contact:* Captain G. Palchetti, Marine Superintendent.

District New Base: Mile 4 – Port Harcourt, P.O.Box 923. *Tel:* 300400/20 (21 lines). *Cables:* Agipoil – Port Harcourt.

AGENT: Alraine (Nigeria) Ltd., 26 Creek Road, Apapa. P.O.Box 265, Apapa and P.O.Box 2206, Lagos. Tel: 234 1 877 580/873887. Fax: 234 1 874 542. Telex 21244 and 22330. Cables: "Freight Lagos".

BURUTU: 05.21 N. 05.31 E. (See Plan)

No commercial vessels are today using the Port of Burutu. Future developments include the construction of a major ship repair facility with graving dock, capacity 150,000 d.w.t.

PILOTAGE: To obtain a pilot, call "Niger Line Burutu" on VHF Channel 16.

Also see "General" – "Pilotage" before first port.

CALABAR: (See Plan)

Old Port: 04.58 N. 08.17 E.
New Port: 05.04 N. 08.16 E.

LOCATION: New Calabar Port (Lat. 05° 04′ N., Long. 08° 17′ E.) is situated about 84 km. from the Fairway Buoy in Calabar River going through a well marked channel by 58 buoys (IALA System). The channel is dredged to 8.0 m. chart datum with 150 m. width. Old Port is 74 km. from Fairway Buoy.

DOCUMENTS:

Nigerian Ports PLC:

7 copies Manifest.
copy SEN (Ship Entry Notice).
Agent to pay in advance for ship.
Clearing Agent to pay wharfage and wharfinger.
4 copies Stowage Plans.
4 copies Hatch Lists.
3 copies Hazardous Cargo Lists.
4 copies Container Lists.
8 copies Master's Declarations. (4 inward, 4 outward)
5 copies Passenger Lists.

Customs:

2 copies Crew Lists.
2 copies Stores Lists.
List of Ports of Call.
1 copy Animals List.
1 copy Arms and Ammunition List.
1 copy Passenger List.
1 copy Crew Personnel Effects List.

Quarantine:

2 copies Crew List.
1 copies Inoculation List.
2 copies Derat Certificates.
1 copy Clearance from Last Port of Call.
1 copy Stores List.
2 copies Vaccination Certificates.

PILOTAGE: Compulsory pilotage from anchorage area which is between Buoys No. 24 and 25 (near Parrot Island). Ship calls Calabar Port Control on VHF Channel 16 asking for advice from 0600 – 1800 hrs. Ship will be advised when the Pilot will board her, normally it takes about 1.5 hours for the Pilot to reach the ship. There is a pilot cutter flying "H" flag. The vessel is normally allowed to enter after the Agent books a Pilot, and dues are paid,.

ANCHORAGES: The area between Buoys No. 24 and 25 is a good area for anchorage. The depth is 8 m., with 3 – 4 shackles the ship holds well. There is a deeper area called "Parrot Deep" with depth 11.0 m. at C.D.

RESTRICTIONS: When a vessel arrives at the Fairway Buoy Lat. 04° 18′ 31.7″ N., Long. 08° 14′ 51.3″ E., which can be passed on either side, the vessel can call "Calabar Port Control" or "Harbour Master's Office" on VHF Channel 16 and if no contact made, vessel may proceed to Parrot Island. No night navigation in channel.

MAX. SIZE: Max. LOA 170 m. and draft 7.6 m.

RADIO/VHF: No radio service in Calabar at present. "Port Control" operates from 0600 – 1800 hrs. on VHF Channel 16. Steps are in hand to extend the service for 24 hours. S.S.B. 2182 kHz. also available.

RADAR: No radar service.

TUGS: 4 small tugs of 240 h.p. 1 manoeuvring tug of 2,400 h.p. Ship's lines to be used if towing, at a charge.

STEVEDORES: Supplied on request of Agent round the clock if required.

MEDICAL: Port Authority clinic and Government Hospitals. Swiss Air Ambulance also available for repatriation.

BERTHING: Old Port:
Ashland Oil Co. – Mellerio Wharf (Private): Length 51 m., max. draft 8 m. Can accommodate vessels up to 150 m. LOA.
Ashland Oil Co. – Jackson Wharf (Private): Length 27 m., max. depth 8 m. Can accommodate vessels up to 100 m. LOA.
Calcemco Wharf (Private): Jetty 75 m. but the depth is affected at the moment, and draft is restricted to 4 m. Can accommodate vessels up to 160 m. LOA.
MacIver Jetty (Private): 55 m. long, max. draft 5.5 m. Used by lighters.
New Port: Length of berth 860 m., can accommodate 4 – 5 vessels of 150 m. LOA with a depth alongside of 9 m. Distance between bollards 30 m.
Pool: 11 mooring buoys can accommodate 10 vessels, length between buoys varies from 220 m. to 130 m.
CARGO FACILITIES: 3 transit sheds, each 175 m. long by 40 m. wide. 2 warehouses of the same dimensions, fire station, fully equipped with up-to-date fire fighting appliances.
Cargo Equipment: 19 forklift trucks, 3 – 6 tons capacity. 6 mobile cranes, 25 tons capacity. 20 trailers of 40 – 60 tons capacity. 6 Mafi tractors. 3 freight lifters of 25 tonnes and 6 freight lifters of 13 tonnes. 6 Portal cranes 10 – 25 tons capacity. 2 tower cranes 36 tons capacity.

Modern Gear Store with new cargo handling gear including spreaders and wires for 20 ft. containers plus lorry and lifting gear. (Note: Shipping Companies should provide their own gear for heavy lifts and 40 ft. containers).
Barges and Pontoons: There are a number of barges and pontoons for seaward-side or mid-stream discharge – tonnages vary between 60 tons and 500 tons.
Container Areas:

A.	Pack I	5,500 sq.m.
B.	Pack II	4,000 sq.m.
C.	Pack III	4,000 sq.m. for empty containers only.

FRESH WATER: Can be supplied in the New Harbour. (2 water tanks, 2,400 litres each).
FUEL: Diesel oil can be supplied by motor tankers (30 tons each).
REPAIRS: Deck and engine repairs can be carried out. Under water repairs can be carried out on vessels not exceeding the following dimensions: Length 62.5 m., breadth 12.5 m. and draft 1.5 m.
DRY DOCKS: Graving dock available. Size: Length 62.5 m., breadth 12.5 m., draft 1.5 m.
Slipway: Capable of taking vessels up to 25 tons.
SURVEYORS: Lloyd's and Bureau Veritas are available.
WATCHMEN: Security men are compulsory and supplied by the Agent.
OPENING/CLOSING HATCHES: By crew.
REPATRIATION: A good air link from Calabar International Airport to different places in the world via Lagos, Douala and Libreville.
POLICE/AMBULANCE/FIRE: Ambulance: Contact Harbour Master. Fire: Port Fire Service operates on VHF Channel 14. Port Fire Officer Tel: 221573 (Office). Police: Tel: 221575 Office, 223196 House.
CUSTOMS ALLOWANCES: See "Lagos".
SHORE LEAVE: See "Lagos".
IDENTIFICATION CARDS: See "Lagos".
GARBAGE DISPOSAL:
(a) The Nigerian Ports PLC at Calabar provides garbage disposal facilities to vessels at the new port. Ship's Agents apply for such services on application forms.
(b) Collection of these services is solely by the Authority, and charges not fixed, and vary on mode of supply and regularity.
WASTE OIL DISPOSAL: No facilities available.
SEAMAN'S CLUBS: The Seaman's Club is in the making and being handled by "Port Working Committee". However, in the meantime, the Port Authority provides clubs facilities, such as recreational games, drinks and swimming pool, at their Harbour Village for seafarers, a distance of about 4 km. from the new port.
CURRENCY: The local currency rate of exchange against U.S.Dollar fluctuates daily at an alarming rate. There is no restriction whatsoever on exchange, and all major currencies are exchangeable.
DEVELOPMENTS: Steps in hand to bring the depth to 9 m. chart datum and to widen the channel.

SHIPMASTER'S REPORT: October 1986. (Updated 1994).
Re: "Buoyage System at Calabar River".

1. For a Vessel approaching Calabar Fairway from South it is very difficult to distinguish the Fairway Buoy at night, because of the density of oil platforms and pipes and also their dense illumination. On the other hand, for vessels approaching from Westwards (their draft permitting), it is easier sailing between the shoreline and the platforms determining their position by land and on their arrival at Fairway Buoy having a fix with the West Point. The Fairway Buoy lies near and S.E. of a platform the position of which is: Lat. 04° 21.70′ N., Long. 08° 14.80′ E.

Position of the Fairway Buoy: Lat. 04° 20.70′ N., Long. 08° 15.30′ E.

2. Because of the strong tidal currents prevailing in the area of the river's estuary, the lateral buoys constantly drift, and as a result of this, their charted positions are not to be relied upon and some of them do not even exist. (In March 1990, No. 11 Buoy was missing). Note: All channel buoys (total 54) being laid in April 1992.

3. The positions of the following buoys were altered as follows:
No. 6. Red. In position: Lat. 04° 27.38′ N., Long. 08° 20.82′ E.
No. 7. Green. In position: Lat. 04° 27.40′ N., Long. 08° 20.63′ E.
No. 13. Constantly drifts between the positions: Lat. 04° 32.17′ N., Long. 08° 23.18′ E. and Lat. 04° 32.27′ N., Long. 08° 23.08′ E. (Missing in March 1990). Note: In position April 1992.
No. 16. Red. In approx. position Lat. 04° 37.61′ N., Long. 08° 22.35′ E. (Missing in March 1990). Note: In position April 1992.
No. 17. In position.

4. The following buoys were found in their correct positions:
No. 18 Red. Lat. 04° 40.45′ N., Long. 08° 21.75′ E.
No. 19A Green. Lat. 04° 40.55′ N., Long. 08° 21.90′ E. (Missing in March 1990). Note: In position April 1992.
No. 19 Green. Lat. 04° 41.92′ N., Long. 08° 21.32′ E.
No. 20 Red. Lat. 04° 41.85′ N., Long. 08° 21.20′ E.
No. 21 Green. Lat. 04° 43.90′ N., Long. 08° 20.55′ E.
No. 22 Red. Lat. 04° 44.70′ N., Long. 08° 20.11′ E.
From Buoy No. 22 to Parrot Island the channel buoys are in their positions.

5. During the navigation from No. 19 buoy all the way through to Parrot Island anchorage, extreme caution is needed because of the floating tree trunks drifting outwards and inwards in the river following the current, of which only a small part is distinguishable above water.

6. Because of the doubtful positions of the buoys the safest way to navigate is determining the vessels' position by the river banks' line as shown on the radar. The following points are characteristically conspicuous on the radar screen especially with HW, all of them lying on the port side for inbound vessels:

1. West Point.
2. Okposo.
3. Tom Shot Point.
4. The edge of Red Cliff.
5. Jackdaw Point.
6. Sandy Point (on the starboard side).

AUTHORITY: Nigerian Ports PLC, P.M.B. 1014, Calabar, Cross River State, Nigeria.
Managed By: Port Manager *Tel:* 221179, 222429, 225111-5 Office; 223124 House. Traffic Manager Tel: 220189 Office; 221570 House. Chief Port Harbour Master Tel: 221562 Office; 222968 House. Pilot Office Tel: 225444 House. Calabar Exchange Code 087. *Telex:* Calport 65170. *Cables:* Genports, Calabar.
AGENT: Intertrans (Nigeria) Ltd. P.O.Box 10, Calabar. Tel: 087-222-554. Telex: Via Lagos 21244. Attn: Calabar.

DEGEMA (Including Abonnema): 04.44 N. 06.46 E.

LOCATION: Degema and Abonnema are very close to each other on the Sonbreiro River and are divided by a Creek through which launches and small craft sail to Port Harcourt.
PILOTAGE: Compulsory through Boler Creek. Pilots embark at Bonny.
BERTHING: The ports are approached from Bonny via Boler Creek, which has a depth of 4.88 m. at HW. Anchorages for 3 vessels in harbour to load/discharge, max. draft 16 ft. (limited by depth of Boler Creek). Cargo is handled by lighters.

Bulk Oil Plants of Nigeria Ltd. operate a berth for the loading of bulk palm oil onto main line vessels.
AUTHORITY: Harbour Master, Port Harcourt.

ESCRAVOS: 05.30 N. 05.00 E. (See Plan)

DOCUMENTS:
8 Crew Lists.
7 Passenger or "Nil" Passenger Lists.
7 Animal Lists.
5 Narcotics Lists.
5 Arms and Ammunition Lists.
4 Stores Lists.
4 Crew Declaration Lists.
Documents concerning cargo if any aboard.

Following paper's, required by the terminal operating company, Chevron Nigeria Ltd., will be supplied by the Mooring Master:

The Master of tankers calling for the first time at Escravos will be supplied with the terminal information booklet.

The Master is requested to sign the "Conditions of Entry and Use of Escravos Terminal, Nigeria" and the "Safety Requirements" forms prior to start of berthing.

Before the loading operations are commenced, the Master must also sign two letters concerning the loading and stoppage of cargo procedured.

Other papers to be filled up and signed by the Master are:
Ship's Reports.
Master's Declaration.

At completion of loading, only in event of cargo ship/shore difference over ± 0.5%, the Master will be required to sign the "Certificate of Undertaking".
PILOTAGE: Compulsory. Boarding area is in a position approximately 3 miles W.N.W. of the Berth Operations Platform. Also see "General" and "General" – "Pilotage" before first port.
NAVIGATION AIDS: *Berth Operations Platform:* This is a conspicuous steel structure 85 ft. high (Position 05° 30′ 32″ N., 05° 00′ 19.5″ E.), between the berth and the shore. On top of this structure is a heliport, which at night is surrounded by red lights. In the event of a power failure a green intermittent light will be shown from one corner of the seaward side of the platform.

A RACON reflector is mounted on this platform for easy identification of the Chevron sea loading area. Radar transmission from the incoming vessel triggers the RACON Unit which responds with the Morse Code letter "G" (– – ·), followed by a solid tail. This signal is observed visually on the ship's radar screen and appears very close to the point where the radar echo of the berth operations platform itself should appear.

The racon is, however, most of time out of service. An RDF, located at the local airport for air traffic purpose, can be useful for Escravos Terminal approach in poor visibility conditions. Such RDF, working on 305 kHz frequency with ES (. ...)signal, is of limited power, being not an official navigational aid, and can be detected at a distance of about 30 miles.

Berth No. 2 – SBM: Light: White. Light 6.0 secs., Eclipse 4.0 secs. Range 5 miles. Radar Reflector.

Foghorn: Electric air oscillator. Range 0.5 miles, letter "U" every minute.

Berth No. 3 – SBM: Light: White. Light Fl. 10 secs. Range 4.5 miles. Radar Reflector.

Foghorn: Range 2 miles, letter "U" every minute.

Charts: B.A. 1862 and B.A. 3304.

ANCHORAGE: Vessels required to anchor on arrival will anchor in position approx. 3 miles W.N.W. of the Berth Operations Platform, i.e. in a position Lat. 05° 31′ 00″ N., Long. 04° 57′ 30″ E., or as otherwise instructed.

On approaching the terminal, VHF contact can be established with the Mooring Master on Channel 10, and the vessel will be advised of which berth has been nominated for her cargo. At the same time, the vessel will be advised where the Mooring Master will board. In cases where VHF contact is not made, the vessels will remain in the anchorage area until such time as contact is made by radio or the pilot boat. Vessels are advised to anchor only in the stated area due to the existence of submarine pipelines in other areas.

Mooring Master's office is presently equipped with Channels 10 and 16 for communications with the incoming tankers, but it is expected that in the future a marine set with all the VHF channels will be installed.

Anchorage is forbidden in the mooring area.

RESTRICTIONS: Mooring and unmooring operations will be undertaken by day and by night under normal weather conditions.

Notice of Readiness will be accepted by the Company representative on boarding, providing that the ship is in all respects ready to load.

MAX. SIZE: The Escravos Terminal consists of two Single Buoy Mooring Berths No. 2 and 3 only, the conventional Sea Berth (Berth No. 1) having now been de-commissioned.

The location of the Sea Terminal Berth No. 2 (SBM) for vessels up to 120,000 d.w.t. is off the North of the Escravos River in a position Lat. 5° 30′ 37″ N., Long. 4° 59′ 25″ E., and has a minimum depth of water of 65 ft. at LWS.

Berth No. 3 (SBM) is situated 4.25 miles W.S.W. of No. 2 berth in a position Lat. 5° 29′ 29″ N., Long. 4° 55′ 54″ E., and will accommodate vessels up to 300,000 d.w.t. in a minimum depth of 100 ft. at LWS on a year round basis, but during the dry season, October to March, vessels up to 350,000 d.w.t. will be accommodated on receipt of their acceptability by the Terminal.

RADIO: Vessels bound for Escravos must advise their ETA to Chevron, Lagos, 72 hours and 24 hours before arrival – the message to contain the vessel's name, ETA, Master's name. A 24 hour watch is maintained on VHF Channel 10, in the Senior Mooring Master's Office, and ships are usually able to make contact on this Channel at a distance of 20 miles to 40 miles on the seaward side of the Berth Operations Platform. Channels 10 and 10A used for internal traffic and ship berthing operations. Also see "Anchorage".

Incoming vessels may be advised by the Mooring Master to keep outside Nigerian territorial waters where no official nomination or clearance has yet been received by the terminal. In such cases, the vessel is required to monitor continuously VHF Channel 10 and await permission to proceed to the anchorage.

HEALTH: Arriving vessels will be required to supply information for dispatch in the Inward Pratique to the local government agencies, such information (i.e. name of vessel, nationality, Summer d.w.t., arrival time, last port of call, next port of call, owner's name and address, quantity of cargo required, destination of cargo, crew nationality, home port, Master's name, Certificate of Registry, bunkers on arrival, draft on arrival, cargo on board) should be at hand on the bridge and passed by VHF Channel 10 at the Mooring Master's request.

MOORING: Before arrival at the pilot boarding area, it will be necessary to ensure that the following moorings are ready for use on arrival at the berths:

Forward: 2 mooring ropes on forecastle – buoyant lines if possible, e.g. polypropylene, on the forecastle head.

When the vessel is within reasonable distance of the buoy, 1 ship's line will be carried by the mooring launch to the floating buoy lines and secured to same, this line will then be heaved aboard. As the buoy rope comes clear of the water it will be noted that a chain is attached to it. This chain is to be secured to either a bow stopper or a towing bracket if fitted on the vessel otherwise terminal provided Pelikan hooks will be used, the latter being secured to a set of bitts on the vessel. This chain is to be secured in such a manner that the mooring rope is outside of the extreme length of the vessel; i.e. so that the chain will absorb any chafing if the buoy line crosses the bow.

Because of the mooring chain weight, incoming vessels are requested to particularly check the efficiency of their bow winches.

Power must be available at all times on deck winches and windlass while vessel is at the berth.

Aft: A mooring line must be available aft, secured to the bitts and of sufficient length to enable a tug-boat to pick up the eye and tow on it to realign the vessel if necessary. If available, a buoyant line is also preferred in this position.

There are no special arrangements for unmooring.

MEDICAL: Not available except in an emergency.

CARGO: Nigerian Light Crude - API 36.5° approx. Temperature 90°F. (fairly steady throughout the year).

HOSES: Lifting, connecting, disconnecting, lowering and other handling of hoses will be performed by the ship's crew, as advised by the Company representative, and the Company will provide a pipeline gang to assist the ship's crew. At all times a deck officer must be in attendance.

Port derrick must be rigged and ready for use on arrival and vessels are cautioned that the weight of each hose is at least 7 tons under favourable conditions. In any case, members of the ship's crew will be required to operate the winch or winches.

Particular care should be taken during the hose handling operations in order to avoid serious damage to the hoses, on the plate edges, rails, etc. The cargo hoses are fitted with Camlock connections and blank flanges. As no equipment will be supplied from the shore; it is essential that all vessels nominated for this port have an adequate supply of gaskets, nuts, bolts, spanners, tools, etc. ASA reducers for use with the Camlock connections can be supplied in an emergency in the standard sizes. Failure to have these items will lead to delay in berthing and could even lead to a situation where the vessel may no longer be accepted by the terminal. Such delays would be for the ship's account.

Before hose handling operations begin, materials must be near the manifold and remain near the manifold to cope with any escape of oil, i.e. drip trays, sand, detergent, etc., and must in the event of a spill be utilised as rapidly as possible.

Berth No. 2: Loading is through an SBM which is approx. 40 ft. in diameter and held in position by 4 chains secured to piles sunk into the seabed. 1×24 in. floating hose is secured to buoy and has 2×16 in. tail pieces attached to it; they are also fitted with Camlock connections.

Berth No. 3: Same as No. 2 but improved type and more heavily moored with 8 chains secured to piles sunk into the seabed. There is 1×24 in. floating hose with 2×16 in. tail pieces. There are ASA flanges with Camlock connections, similar to those at Berth No. 2.

There are 2 SBM Berths only at this terminal – the conventional berth (No. 1) has been de-commissioned. The max. loading rate is 30,000 b.p.h. (approximately 4,000 t.p.h.).

LOADING/BALLAST: All vessels must arrive with only clean or segregated ballast as there is no ballast reception facilities.

"Load on top" is accepted, and vessels are requested to arrive with the slops settled. A minimum 30% Summer d.w.t. is to be maintained by all vessels, while manoeuvering or moored at the terminal, either by simultaneous deballasting and loading, or by loading part cargo first, stopping the operation for deballasting and completing cargo.

The Nigerian Government has very strong views on pollution and vessels are warned that a very careful watch is kept at all times to ensure that pollution does not take place, or that if pollution should occur it is controlled as quickly as possible.

An Oil Pollution Monitoring Inspector is assigned to each vessel on behalf of Nigerian Ports PLC.

All vessels are cautioned to keep a close watch on the floating hose (or hoses) towards the end of deballasting, as it is possible, under certain conditions of weather and tide for the hose to become trapped under the fore-foot of the vessel. Should this situation appear likely to arise vessels are requested to attempt to keep the fore-foot submerged by transfer of water or bunkers, etc. If the hose becomes foul, it must be disconnected and towed clear causing considerable delay to the vessel.

During the hours of darkness it is requested that searchlights from bridge wings and approved floodlights be used to illuminate the surrounding water to facilitate detection of oil and assist generally in loading operations. Vessels are advised that failure to supply sufficient lighting could result in cargo operations not being allowed during the hours of darkness. Such delay would be for the ship's accounts.

After the ballast tanks have been inspected and found to be satisfactory, deballasting will commence on the advice of the Cargo Surveyor. When all the ballast has been discharged, the tanks will again be inspected and if ready for cargo a Dry Certificate, if presented, will be signed by the Company representative. In any case, cargo will be loaded when both ship and shore are ready to commence operations. In no circumstances will the vessel be expected to load at a faster rate than that requested by the Master. It is the ship's responsibility to check that the requested loading rate is not being exceeded. The Company for their part will make every effort to maintain the requested rate and will advise of any alteration of loading rate immediately; prior warning being given if circumstances permit.

Throughout the deballasting and cargo operations, a deck officer must be on deck with sufficient crew members to safely handle the operation. Company representatives will be on board throughout to co-ordinate terminal and marine operations and will be in constant communication with the terminal by portable and/or ship's VHF sets. Before loading commences the amount of cargo required must be given to the Company Representative in writing and the Terminal will, in conjunction with the vessel, arrange to stop the flow of cargo at this predetermined figure.

THERE ARE NO FACILITIES AVAILABLE TO DISCHARGE EXCESS CARGO SHOULD THE VESSEL OVERLOAD.

When requesting the tonnage required in writing, a statement should be included, and will be deemed to include, that Chevron Nigeria Limited will not be held responsible for any errors or any costs or claims arising directly or indirectly from such errors. Such statement is a condition of loading. It is recommended that frequent checks are made on the loading speed and the quantities received and required so that, if possible, adjustments can be made.

The Company Representative will advise on the detailed procedure for shutting down and disconnecting, but briefly, after cargo is completed and oil has ceased to flow, loading valves on the shore and Berth Operation Platform (BOP) will be closed. Then and not before, the vessel's manifold valves may be closed.

Do not close ship's valves against incoming oil as such procedure creates excessive pressure which may damage hoses, terminal facilities, or ship's piping. Vessels will be held liable for damages resulting from failure to observe this precaution. In addition to the above, serious pollution could result which will involve the vessel in further claims and or fines. Therefore, for the sake and safety of all parties concerned, please use the utmost care and vigilance when loading at this terminal.

Figures taken after completion will be passed to the shore by VHF and a ship/shore difference obtained. Full sets of cargo papers will be prepared and delivered to the Master as speedily as possible. However the briefer form of documentation can be used, but only with Master's acceptance, the remainder of the documents will be forwarded by airmail. At the same time the Company will arrange clearance for the vessel. Loading signal to be displayed is the International Code flag "B" from a conspicuous halyard during the hours of daylight. During the hours of darkness a red light visible all around the horizon at a distance of at least one mile is to be exhibited.

REPAIRS: No facilities of any kind are available at this port.

Under no circumstances are engine repairs or the immobilisation of main engines permitted within the port limits.

REPATRIATION: Not permitted except in grave emergency and then only if the person concerned holds all the necessary valid certificates and documents, e.g. valid Cholera and Yellow Fever Certificates.

WEATHER AND CURRENTS: Wind and swell are mostly from a South-westerly direction. The weather is generally good from November to May, but is unfavourable during the wet season, i.e. May to November. For approximately 75% of the year the current sets in a N.N.W. direction and for the remainder of the year it is reversed, i.e. S.S.E. The strength of the current varies from 0.5 to 1.5 knots, and the currents frequently reverse direction very quickly causing the vessel to yaw (swing) heavily at the berth.

FRESH WATER: Not available.

FUEL: Available. A fuel barge from Warri can go alongside vessels whilst still at anchor.

STORES: Stores are not available at this Terminal and urgent spares/equipment forwarded by air can take up to 3 weeks to clear formalities. In view of this it is essential that Chevron be advised of the airwaybill number at the earliest opportunity to avoid further delays.

NATIONAL FLAG: Available from the Company.

TIME: Local time is GMT plus one hour throughout the year.

SHORE LEAVE: In view of the isolated positions of the buoy moorings (approx. 15 and 19 miles from shore) Masters are strongly advised not to grant shore leave. The weather and swell conditions could result in persons being injured either embarking or disembarking from the vessel, and in addition the boat journey will take approx. 2.0 – 2.5 hours. Should the weather deteriorate, it could mean delay to the vessel as outward clearance would not be granted until all the crew were on board the vessel. As the terminal does not own any suitable boats, it would be necessary for the vessel to charter one for shore leave purposes.

In view of the foregoing, the terminal does not recommend shore leave being granted.

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: No facilities.

CURRENCY: Naira (N.).

Quantities allowed out of the country limited to Naira 50.00 plus U.S.$ 5,000.00 or the equivalent in foreign currency.

GENERAL: In view of the exposed location of the berths, the Mooring Master and pipeline gang will have to remain on board throughout the vessel's stay at the berth and, therefore, it will be necessary for the vessel to arrange food and accommodation for this period. A pipeline gang will usually consist of four men, but this number may be varied at the discretion of the Company.

It is assumed that the Mooring Master will be accommodated in the Pilot Room; but where such a room does not exist on board, then accommodation equivalent to a minimum standard required for a Senior Officer is to be provided. In the case of meals, due allowance and provision is to be made for the fact that irregular hours of work by day and night may be involved.

AGENCY: Owners of vessels calling at the terminal must arrange for their own agents. Principle Agents are: Gulf Agency and Shipping Ltd., Lagos, and Elder Dempster Agency, Lagos.

OPERATOR: The Senior Mooring Master – Escravos, c/o Chevron Nigeria Limited, Kilometre 19, Lagos – Epe Expressway, Lekki. Postal address: P.M.B. 2469, Lagos, Nigeria. *Tel:* 664180, 664157, 664414, 664046. *Telex:* 21314. *Cables:* Cogon, Lagos. *FAX:* Extension 8129.

FORCADOS (Offshore Terminal): 05.10 N. 05.10 E. (See Plan)

IMPORTANT NOTICE: Vessels lifting crude oil must comply with restrictions that may be generally imposed by the Government of the Federal Republic of Nigeria on vessels entering Nigerian Waters for any purpose whatsoever.

DOCUMENTS:

	Customs	*Health*	*Agent*
Vaccination List	–	3	–
Maritime Declaration of Health	–	3	–
List of Last Port of Call (6 weeks)	1	5	2
List of Arms and Ammunition	2	–	–
List of Animals and Birds	2	4	2
Crew List	1	4	2
Passenger List	1	4	2
Stowaway List	1	1	1
Stores List	1	–	–
Personal Effects List	1	–	1
Clearance from Last Port of Call	1	–	–
Derat Exemption Certificate (copies).	–	3	3

Vaccination Booklets for all crew to be sighted.

Officials: Vessel will be boarded on arrival by a Naval Taskforce, Customs, Immigration, Health and Agents for clearance. These officials will normally board during daylight, but Masters of vessels will be advised if night boarding by officials will be required.

Berthing Master's Report: September 1992: 8 copies of each document required.

APPROACHES: An efficient sounding machine and a high definition radar will assist in making the terminal for the first time. A heavy cluster of radar echoes from the Escravos area may be recorded on passing the 100-fathom line. On making the 20 fathom line from the West, it is reported that the coastline from North Point to Moore Point and from South Point to Ajamabri shows on the radar screen with good chart comparison.

Once the vessel's position is ascertained and the course for Forcados adopted, the first and most obvious sighting, at night, will be that of the platform, which is marked with numerous fixed lights at several levels. The platform, which also serves as a helicopter platform, is in close proximity to the two SBMs.

PILOTAGE: Berthing Master will board vessel on arrival or at anchorage, and remains on board throughout. Contact Forcados Terminal on VHF Channel 8, and they will advise pilots. Call sign "Forcados Offshore Pilots". *N.B.:* Also contact "Forcados Terminal" on Channel 8 immediately on anchoring to ensure that vessel's arrival is recorded and that berthing turn will be in correct sequence.

Arriving tankers are to make a good lee for the embarking Pilot. Boarding facilities such as pilot ladders must not be made of nylon rope.

ANCHORAGES: 3 miles West of or 3 miles N.W. of Production Platform.

Vessels must not proceed inshore from these positions without a Pilot. Vessels should contact "Forcados Terminal" on VHF Channel 8 immediately on anchoring to ensure that vessel's arrival is recorded and that berthing turn will be in correct sequence.

When at anchor, vessel should maintain a constant listening watch on VHF Channel 14, which may not be used for intership exchanges.

Main engine must be ready at short notice.

Note: A 14 mile × 48 in. pipeline extends from the coast at South Point near Forcados to the manifold Platform and thence to the SBMs. Vessels are warned not to anchor in the vicinity of the pipeline.

RESTRICTIONS: Vessels berth at any state of tide, night or day.

Also see "Max. Size".

MAX. SIZE: Minimum size 45,000 tonnes Summer d.w.t. Max. size 320,000 tonnes Summer d.w.t. Vertical distance bow fairlead to water line not to exceed 60 ft. at any time. No restriction on length and beam. Max. draft 65 ft.

PRATIQUE: Health and Customs Officers board at a convenient hour and come from Forcados, 20 miles distant from the buoys. Normally travel by high-speed launch, but may occasionally use helicopter.

RADIO: Vessels are required to report their ETA as follows:

(a) 7 days before estimated arrival, or upon clearing last port, if there is less than 7 days steaming time before arrival.
(b) 72 hours before arrival.
(c) 48 hours before arrival.
(d) 24 hours before arrival.
(e) Any other time(s) between the 72 hours notice, 48 hours notice and 24 hours notice, when estimated time of arrival is to be revised by more than 12 hours.

Vessels should send their ETA messages to "Shell Lagos MRCL". Telex: 21235, or via the Inmarsat System to "Shell Lagos" No. 1772142 (SRLTX) or Fax: 15636864.

Also see "General" – "Radio" before first port.

VHF: Vessels approaching Forcados are to give their particulars and receive instructions for berthing on Channel 8.

TUGS: No tugs available. A mooring launch assists in mooring and remains standing-by. A mooring rope must be ready on the poop deck, so that in cases of vessel riding up on the SBM, the launch may make fast and tow to realign vessel.

BERTHING: Effected under guidance of Berthing Master and local assistant who both remain on board throughout loading operations. Accommodation for both to be provided. Whilst berthed a suitable buoyant mooring rope must be ready on the poop deck so that the mooring launch (line boat) may, in the event of the vessel riding up on the SBM, make fast and tow to realign vessel.

Two SBMs each fitted with 2 OCIMF standard 15 in. × 150 ft. nylon grommet ropes and 1 hose string some 840 ft. long with 2×16 in. end hoses. No. 1 SBM is South of platform and No. 2 is West.

Position of hose connections: Amidships on port or starboard side, depending on seasonal conditions (See "Shipmaster's Report" dated December 1989). Vessels should endeavour to present 2×16 in. (400 mm.) (150 ASA) connections on arrival. Ship's crew are required to connect and disconnect the hoses under the advice of the Berthing Master and/or his assistant. A derrick, SWL at least 10 tonnes, must be rigged ready on both sides and plumbed clear of ship's side. Derrick runner must be equipped with suitable hook.

In the case of vessels with a heavy multisheaved block a short wire strop of adequate strength with a hook should be provided.

Weight of Hoses: The following table gives the approximate weights of hose strings in tonnes (including fittings, floats and pick-up buoy) with all hoses full of crude oil of SG 0.850. The assumed total lift is 7.5 m. (25 ft.) above deck level, with the tanker on light draft.

Size of Tanker	*16 in. Inside Diameter Hoses*
500,000 d.w.t.	11.4
330,000 d.w.t.	9.4
270,000 d.w.t.	9.1
200,000 d.w.t.	8.7
100,000 d.w.t.	7.5
70,000 d.w.t.	7.1

Loading: Load-on-top system operates at Forcados. Slops cannot be accepted ashore. Vessels must arrive with clean ballast. Maximum loading rate 9,300 t.p.h.

A single grade of crude oil is handled which is known as "Forcados Blend".

Shore Line System: Vessels load through SBM from shore through 48 in. line to SBM. The 48 in. submarine line to the SBM is some 14 miles in length, therefore great care must be exercised during loading when ship's valves are manipulated to avoid pressure surges. Pressure recorders are normally fitted at the spool piece between ship's manifold and tail end of the hose string to monitor pressure changes generated on board the vessel.

Cargo Documents: On completion of loading, processing of documents takes 6 hours.

Depending on other commitments of the offshore launch, it may be necessary to request Master to provide temporary accommodation for the officials.

BALLAST: There are no facilities for the receipt of ballast. Vessels must arrive with absolutely clean ballast.

MEDICAL: Limited medical assistance available but in extreme emergencies only. Treatment of minor ailments and vaccinations, etc. is under no circumstances available. It may be possible in the event of an accident to obtain medical advice. Contact Terminal VHF Channel 8 in first instance.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: Available. Contact Agent.

REPAIRS: No facilities available.

CUSTOMS: See "Documents".

WATCHMEN: Whilst berthed at an SBM, a security watch must be kept on the forecastle head by member(s) of the ship's crew throughout the hours of darkness to raise the alarm and advise Berthing Master on the approach of local small craft. Instances have occurred at Nigerian Offshore Terminals where nylon mooring ropes have been cut and stolen with the vessel in the berth. The Berthing Master should also be advised in the event that the vessel rides up to the SBM.

REPATRIATION: Possible, but not advisable.

SHORE LEAVE: Not permitted.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: No collection service available.

CURRENCY: Not applicable as no shore leave allowed.

GENERAL: Nigerian flag to be flown.

Air letter forms are not acceptable unless used with Nigerian stamps.

Freeboard: The maximum forward freeboard is 60 ft. while vessel is moored to the SBM. Masters are requested to comply with this limitation.

Loading: Ships are required to load cargo as rapidly as possible by day and night in accordance with the terms of their charter parties.

This means that ships are expected to load as fast as the Company can supply or they can safely receive. The question of how fast a ship can load is the responsibility of the Master having regard to his Owner's instructions, the charter party and the experience of ships' personnel. However, as further guidance, and in absence of any instructions to the contrary, ships are accepted by the Company on the understanding that ships will be able to accept a bulk loading rate per hour of not less than 10% of the summer deadweight of the vessel.

At Offshore Berth the Berthing Master acts as Loading Master during Loading Operations and is provided with "walkie-talkie" radios to ensure adequate ship/shore communication.

Loading Masters visit each vessel, and Masters are requested to co-operate in the completion of the Company's Tanker Port Performance Time Sheet by ship and shore personnel. Only crude oil is handled at the Company's terminal, loading temperature and specific gravity of the grade of crude, Forcados Blend is reasonably constant and is approximately 0.856 at loading temperature of 86°F.

Immobilisation of Engines: Not permitted at SBMs. Not advisable at sea anchorages as there are many obstructions if vessel drags anchor.

Restrictions Which May Cause Delays: Weather. Worst period June–September when heavy swell may be encountered.

Early Departure Procedure: There is no Early Departure Procedure at Forcados Terminal. Completed documents are brought to the ship for signature after completion of loading.

Customs and Agency representatives will normally board vessels during daylight hours. Government regulations require that all vessels are cleared inwards before commencement of loading. Depending on other commitments of the offshore launch, it may be necessary to request Masters to provide temporary accommodation for these officials. Any attempt on the part of the boarding officers to persuade the Master to supply more than normal representation should be resisted. In the event of any problem arising over such a matter full details should be reported to the Agent.

Stores: No facilities except those arranged through the Agent.

Tides and Currents: Seaward of the terminal, the general set of the current is S.E., rate about 0.5 knots, except during the Harmattan Season (November-February) when it is N.W. Within the 20 m. line (10 fathom line) the current is irregular and at times strong.

Wind and Sea: The prevailing wind is S.W. during the rainy season (May-October) and N.E. during the dry season (November-April). Worst period is June-September, when heavy swell may be encountered. Fog occurs during December and January, especially in the morning. Heavy rains begin in April and continue until October. Annual rainfall averages 4.5 m. (180 in.).

SHIPMASTER'S REPORT: The SBMs are sited about 11 miles offshore.

Moorings: Starboard derrick topped and doubled up. If accommodation ladder rigged, then on port-side. Not necessary for vessels up to 50,000 d.w.t.

Hoses: All sizes of reducers available.

SHIPMASTER'S REPORT: 1979.

Documents: Ship's stamp to be on all documents.

5 lists Ports of Call; 5 Arms and Ammunition (3 for Agent, 2 for Customs); 4 each of vaccinations; nil passengers; nil stowaways; crew labour list (presumably DBS); 1 copy of Diversion Cable; 4 lists "Nil" animals or birds.

Pilotage: Require accommodation ladder with pilot ladder for large vessels due to swell.

VHF: Channel 8 for all communications with Pilot, Loading Terminal, and Cargo Operations.

Berthing: Line required aft should preferably be polypropylene or one that floats.

Tankers: Loading temperature about 99°F, will vary slightly depending on loading rate.

SHIPMASTER'S REPORT: December 1989 (Updated 1992).

EDP not in operation. On completion of loading, vessel leaves the SBM and anchors awaiting papers, normally about 8 hours. All documents prepared ashore to Shipper's advice, and delivered by launch to be signed on board. No security pinhole punch allowed. Destination terminal requires SCAC code before loading, and they put it on the Bills of Lading ashore.

Fourteen officials board before berthing to give clearance, Check last Port Clearance and Discharge Books, etc.

2 SBM's in use but only one loads at a time. SBM No. 1 – hoses portside, and SBM No. 2 – hoses starboard side. Draft and freeboard restrictions enforced.

Loading pumps ashore are turbines driven by gas from oilfields, so load rate fluctuates according to gas pressure ashore. The maximum is about 9,000 t.p.h.

Currents in the vicinity of the SBM's are irregular, and can cause problems during approach. Expatriate Loadmasters and local surveyors attended vessel.

SHIPMASTER'S REPORT: August 1991 (Updated 1992).

Contact made with "Shell Forcados" on VHF Channel 8 when 25 miles off the terminal.

Upon arrival vessel anchored 2 miles West of the platform in a depth of about 30 m. as instructed by terminal.

Despite coming from Bonny, vessel was boarded by 12 Port Officials to clear the vessel inwards. They checked Last Port Clearance, Health Books, CDC, etc. and issued Port Clearance for departure. Request for rather large amounts of "presents" made by the Port Officials, especially bonded stores/provisions/paint. Each person given one item as "present". Port Officials do not board the vessel at the time of departure.

Two SBM's in use, but as different loading rates cannot be given to 2 vessels loading simultaneously, only one SBM is used at a time for loading. Currents in the vicinity of the SBM's are very variable and make approach difficult.

Throughout our stay at the SBM a tug was made fast astern, with a ship's polypropylene hawser, to prevent the vessel from overriding the SBM.

Despite a request for a loading rate of 7,000 cu.m./hr., we achieved a rate of 5,800 cu.m./hr. Pilot advised that the loading depends upon gas pressure ashore, as the shore pumps are turbines driven by gas from the oilfields.

After completion of loading, vessel cast-off from the SBM and anchored 3 miles N.W. of platform to await documents, which takes about 8 hours to be prepared. EDP not being followed.

Accommodation is required for 4 persons (Pilot/Loading Master, local Mooring Master, local SGS representative and Nigerian Port PLC Surveyor).

We were able to pass ETA and cargo requirements to "Shell Lagos" – (Attention MRCL 1) via "Inmarsat" Telex No. 1772142 (SHLT X) which proved to be very helpful.

OPERATOR: The Shell Petroleum Development Co. of Nigeria Ltd., Freeman House, 21-22 Marina, Private Mail Bag 2418, Lagos, Nigeria. *Tel:* 601600 (17 lines), 601820 (9 lines). *Telex:* 21235. *Cables:* Shell, Lagos. *Contact:* Marine Co-ordinator.

Forcados Terminal, c/o Shell Petroleum Development Co. of Nigeria, P.O.Box 230, Warri, Nigeria. *Tel:* (053) 200100/119, extension 5530, 4280. *Telex:* 43482 Shell Warri. *Contact:* Terminal Superintendent or Head of Terminal (PRDW/11).

KOKO: 06.01 N. 05.29 E. **(See Plan)**

DOCUMENTS: See "Lagos".

APPROACH: Escravos Fairway Buoy Lat. 05° 30′ N., Long. 05° 04′ E. for entry to Escravos River. Present draft limit 6.4 m. Dredging of channel from Escravos down to 10 m. expected to be completed soon.

PILOTAGE: See "General" – "Pilotage" before first port.

Compulsory for all vessels. Whenever ships are bound for Koko Port, Masters should send telegram at least 7 days in advance before ship's arrival at Escravos Fairway Buoy to Escravos Pilot Station, P.O.Box 368, Warri, Nigeria via 'Lagos (50W)' confirming Ship's name, Call Sign, Flag, LOA, Draft, Port of destination, Last Port and accurate ETA at Escravos Bar. When Escravos Pilot Station is aware of ship's ETA, it will arrange a reliable Pilot for the ship, before her arrival at Escravos Bar. On approaching Escravos Fairway Buoy, Masters should contact Escravos Pilot Station direct on VHF Channel 16 (Working on Channel 14) to report Vessel's arrival and request the name of the pilot boarding. After which the Pilot will be sent onboard outside the Breakwater to pilot the vessel up river to Koko Mid-Stream Anchorage, where the Sapele Harbour Pilot normally comes onboard to take vessel alongside. Berthing operations are carried out during daylight hours only.

The mouth of Escravos River (5° 31′ 30″ N., 5° 07′ 20″ E.) is the main entrance for the Niger Delta Ports of Warri, Burutu, Koko and Sapele. Before entering any of the rivers, creeks and channels from Escravos to the above Ports, vessels will embark a Pilot from the Pilot's Station before proceeding up river. Positions should be broadcast at frequent intervals and vessels should keep constant VHF listening watch on

Channel 16. The Pilot Station at Escravos is located 0.5 miles South of the Escravos Beacon and operates from 0600 hrs. – 1800 hrs. daily. Pilot boards inward bound vessels about 2.0 miles S.W. of the Breakwater from a motor boat flying 'SG' in international code flags. Ships are advised to hoist the same 'SG' Flags on the Mast, on arrival at Escravos Bar. Positions and movements can be exchanged with other vessels in the vicinity on VHF.

In foggy weather periods, vessels are advised to proceed inside the Breakwater to the Pilot Station to embark a Pilot, as the pilot boat is not equipped with navigation aids. The IALA Maritime Buoyage System 'A' (Red to Port) is adopted after the entrance down the Escravos River. Vessels should sound 3 prolonged blasts followed by one short blast (– – – ·) on the whistle as "Pilot Call Signal" on arrival at Buoys No. 11/12, when proceeding to the Pilot Station at intervals of 10 minutes. In such cases, the pilot will board inward bound ships after 1.0 miles from Buoys No. 13/14. Vessels sometime drop anchor at the Pilot Station and wait for further instructions from Koko Port Control before proceeding up river to Koko Mid-Stream Anchorage. On arrival of vessel at the Pilot Station a pilot usually boards with one helmsman and they may stay onboard until the ship sails back to Escravos Pilot Station. In most cases, the helmsman stays onboard and the Pilot comes back when the ship is ready to sail.

RADIO: See "Lagos" for ETA advices to Agent. Warri Harbour Master at Warri, or Beach Master at Koko, to be contacted on VHF Channel 16.

VHF: Contact Pilot VHF Channel 16, working on Channel 14. Hours are 0600 – 1800 daily. Contact Agent in Warri on VHF Channel 16.

BERTHING: Two hard quay berths giving a total quay length of 137 m. and max. draft of 7.32 m. Berthing during daylight hours only.

MEDICAL: Facilities available.

FRESH WATER: Available and delivered by barge.

FUEL: Diesel oil available locally and delivered by barge. Fuel oil available by barge from Warri and arranged through Agent, both products in limited supply.

FIRE PRECAUTIONS: No local facilities.

REPAIRS: No local facilities. See "Warri".

GANGWAY/DECK WATCHMEN: Compulsory during the night while in port.

REPATRIATION: By road to Benin or Warri, both connected with Lagos by regular air service.

TIDE: Range approx. 2 m., and velocity up to 3.5 knots.

DENSITY: Salt.

SHORE LEAVE: See "Lagos".

IDENTIFICATION CARDS: See "Lagos".

TELEPHONES: Not available for placing on board. Available in Post and Telegrams Office in Sapele, and at Agent's Office at Warri.

SHIPMASTER'S REPORT: 1977.

Documents: Livestock List also required.

Pilotage: Request Creek Pilots through Escravos Pilot on VHF Channel 16. The Pilots are local fishermen and race each other to the vessel to offer their services. They will not proceed beyond the breakwater. Special care must be taken when entering, as many of the buoys are out of position.

A strong N.W. current runs by the breakwater, also there is a heavy swell which makes steering difficult.

Draft varies but seems to be not less than 18 ft. at LW to 24 ft. at HW. In Escravos not only a Pilot boards the ship but a helmsman too. The latter is quite useful especially in the narrow part of Nana Creek.

Koko has a VHF station Channel 16 for port operations.

Cargo shed capacity is insufficient, so more often than not this shed is full and cargo is discharged into "direct delivery". But because of the bad infrastructure of this port and the frequent lack of lorries, this discharge is a slow operation (sometimes less than 100 tons per day).

Ships waiting for berthing at Koko can anchor downstream or upstream of the berth. The anchorage is good and the "Creekpilots" stay onboard, i.e. they stay till the ship's return to Escravos, where they boarded.

Repatriation: By road to Warri and there by small plane to Port Harcourt or Lagos.

LAGOS (including Apapa and Tin Can Island): 06.27 N. 03.24 E. (See Plan)

DOCUMENTS:

Documentation Procedures:

(1) By Federal Decree 3 weeks prior to vessel's arrival the Agent requires certain information from Principals in order to register the vessel with NPA for obtaining the Ship Entry Notice (SEN). Not applicable to vessels carrying petroleum products in bulk, or in ballast.

Without SEN the vessel cannot enter Nigerian territorial waters (30 nautical miles).

Information required is as follows: Name of ship, nationality, g.r.t., n.r.t., draft, LOA, Port of Registry, Certificate of Registry Number, Owners and/or Agents in Nigeria, Port of Origin, Port(s) desired in Nigeria, ETA, Total Tonnage of Cargo to be Carried (Outward and Inward), Description of Landings and Loadings for which permission is sought, e.g. General Cargo, Containers (in container vessel or mixed cargo vessel). Cement, Bulk Liquid, etc.

In addition, for preparation of preliminary Manifest, the following are required: Shipper, name and address, Consignee, name and address, Cargo Marks, Cargo Quantities (numbers), Cargo Description, whether Freight Prepaid or Collect, Estimated Time of Departure from Port of Loading.

(2) 14 days prior to arrival Agent requires:
10 Manifests.
3 Stowage Lists.
3 Hatch Lists.

(3) On arrival at Lagos, Master must be prepared to present:
5 Ports of Call Lists (last voyage).
5 Crew Lists.
4 Kroo Boy Lists.
4 Animal Lists.
*4 Arms and Ammunition Lists (if none on board only 2).
1 Extra Manifest for transhipment (if applicable).
1 Stores List.
1 Crew Declaration List (personal effects).
1 Declaration of Health.
1 Vaccination List.
1 Narcotics List
1 Parcel List.
5 Passengers Lists.
1 Stowaway List.
1 Declaration – fuel in double bottom tanks.
Currency List (for National Safety Organisation). Foreign currency may have to be deposited ashore.

*Ship's Master allowed 1 gun and 100/150 rounds of ammunition.

Where not applicable all documents still to be prepared bearing the marking "Nil".

Other forms prepared by the Agent and furnished on arrival.

(4) For departure all documentation prepared by the Agent.

Berthing Procedures:

(1) Master to cable Agent via Lagos Radio ETA 7, 4, 2 and 1 day prior to arrival enabling Agent to declare vessel at the Berthing Committee Meeting well in advance.

(2) Master to contact Agent on VHF Channel 16 prior to arrival at anchorage (range approximately 30 miles).

(3) On arrival at anchorage Master to contact Lagos Port, Call Sign "East Mole Station" giving all vessel and cargo particulars, Agent's name, SEN No. and date of issue. Vessel also to cable Harbour Master's Office for identical information. Thereafter watch on VHF as per Agent's instructions.

(4) Only on arrival and strictly after declaration can Agent book Pilot and time for boarding will be advised.

(5) The pilot station (Call sign "Chief Pilot's Office") will contact vessel well in advance to allow her to proceed to the Fairway Buoy for boarding of Pilot.

(6) The Agent with the Health, Immigration and Customs and Excise Authorities board the vessel after berthing.

Unberthing Procedures:

(1) Agent prepares (outward) Customs clearance and delivers a copy to Master.

(2) Agent books Pilot and advises time for boarding.

(3) Vessel keeps continuous watch on VHF for instructions from the Chief Pilot's Office.

PILOTAGE: Compulsory. Hoist "G" flag. Contact Pilot by VHF Channel 16. No pilot boat stationed outside. Daylight service only (until 1600 hrs.).

Only on arrival, and strictly after declaration, can Agent book Pilot; time for boarding will be advised.

The pilot station (call sign "Chief Pilot's Office") will contact vessel well in advance to allow her to proceed to the Fairway Buoy for boarding of Pilot.

ANCHORAGES:

	Length	Draft
Pool 1	480 ft.	24 ft.
Pool 2	600 ft.	28 ft.
Pool 3	450 ft.	26 ft.
Pool 4	450 ft.	26 ft.
Badagry Creek	380 ft.	22 ft.

Vessels not permitted to remain at anchor at Pool 1 during hours of darkness due to poor holding ground.

4 vessels, maximum length 380 ft. can anchor at Badagry Creek Anchorage. Max. draft 22 ft.

RESTRICTIONS: Max. draft Pool Anchorage 8.23 m., Bruce Mooring Buoys 8.23 m., Marina Mooring Buoys 8.23 m., Apapa Hard Quay Nos. 1 – 14, 8.23 m., Apapa Hard Quay Nos. 15 – 20 10.50 m. and Tin Can Island Berth Nos. 1 – 10, 9.50 m.

MAX. SIZE: Max. draft 10.0 m. (salt water)

HEALTH: Port Health Officer boards vessel on arrival. ETA's must be advised by ship or Agent direct to Port Health. Pratique automatic when from Nigerian port. Also see "General".

RADIO: Master to cable Agent via Lagos Radio ETA 7, 4, 2 and 1 day prior to arrival, enabling Agent to declare vessel at the Berthing Committee Meeting well in advance.

Master to contact Agent on VHF Channel 16 prior to arrival at anchorage (range approx. 30 miles).

On arrival at anchorage, Master to contact Lagos Port, call sign "Signal Station" giving all vessel and cargo particulars, Agent's name, SEN No. and date of issue. Vessel also to cable Harbour Master's Office identical information. Thereafter watch on VHF as per Agent's instructions.

TUGS: No specific joining position, depending on tide and on Pilot's request, otherwise close to berth. Normally ship's line used. 1 tug 1,800 h.p., 1 tug 1,226 h.p., 1 tug 825 h.p. and several smaller tugs for towing lighters. 24 hour service available. Also see "General".

BERTHING: Daylight hours only.

No specific arrival time is required for berths, except for Petroleum Wharf where tankers need high water. Berthing on ebb tide required for Fish Wharf and Ijora Wharf.

Unberthing: See "Documents".

Apapa Berths: 19 general cargo berths, 1 bulk cargo berth at Ijora, 6 container berths including 1 Ro/Ro ramp. Also 3 petroleum berths, 1 gas oil, 3 bulk oil and 1 grain berth, 5 storage sheds, although no cold storage available. Quay cranes not operative. The third Apapa Wharf extension is now completed and in full use. Container Quay 1,600 m. 2 gantry cranes with 40 tons lifting capacity have been installed and are in use with stacking area for Ro/Ro and containers. General cargo quay 525 m. Depth alongside 10.5 m. Vessel's Agent to make arrangements for discharge of 40 ft. containers due to lack of equipment.

Tin Can Island Berths: Tin Can Island Port (TCIP) is situated N.W. of Apapa, North of Badagry Creek.

Draft Restrictions: Berths 1 – 10, 9.50 m.

Tugs: 2 of 1,400 h.p.

Accommodation: Area 73 hectares, quay length of 2.5 km. Extensive quay apron 40 m. wide with berthing capacity for 10 – 15 vessels, of which 2 for Ro/Ro, depending on size of vessels and one of which has fixed stern ramp. Bulk berth for handling bulk commodities. Two service berths for tugs and light craft.

Dredged Channel is 200 m. wide with turning basin.

Two fresh water wells (250 m. deep) with purification plant.

Ten quayside cranes – 8 of 6 tonnes at 28 m. radius, 2 of 10 tonnes at 25 m. radius, transit sheds and warehouse each of 7,000 sq. m. area.

No cold storage.

Midstream Berth: 8 Marina Buoys and 1 Bruce Buoy.

CRANES: 1 floating crane of 100 metric tonnes and 1 of 250 metric tonnes. Apapa and Tin Can Island equipped with mobile cranes, forklift trucks, tractors, freight lifters, conveyors, trailers and container handlers.

250 ton crane: 50 ton lift at 31 m.
100 ton lift at 28 m.
150 ton lift at 21 m.
250 ton lift at 10 m.

STEVEDORES: Available. First shift: 0730 – 1530 hrs.; 2nd shift: 1530 – 2230 hrs.; 3rd shift: 2230 – 0730 hrs. Overtime is paid for 2nd and 3rd shifts. Saturdays 0730 – 1530 hrs.

Overtime, Sunday and third shift not always worked as Nigerian Ports PLC making cutbacks.

MEDICAL: Agents to be given advance notice of medical attention required as early as possible. Hospital facilities available. International Certificates of yellow fever required.

TANKERS: 3 berths operated by the Port Authority. Length 177 m. Max. draft 7.62 m. No night berthing. Water and bunkers available. (Subject to tidal restriction).

Atlas Cove Berth: The Atlas Cove Jetty has 2 berths of LOA 180 m. and 80 m. and draft of 10.7 m. and 6.3 m. respectively.

Report: October 1981

Facilities for tankers discharging clean products.

(a) No Ship Entry Notice is required for tankers coming into Nigeria to load/discharge cargo.

(b) There are three main oil tanker jetties available in Lagos namely PWA, NOJ and BOP each with max. LOA of 175 m. and max. draft. 7.6 m. There is also another jetty called "Ijora Wharf" from which Mobil Oil mostly take delivery of their cargo. This jetty has max. LOA of 115 m. and 18ft. 6 in. draft.

(c) Bunkers are supplied to vessels at these jetties by pipeline as well as by barges.

(d) Fresh water is also available from both Nigerian Ports PLC and private barges but difficult in most cases.

DENSITY: 1012.

FRESH WATER: Delivery by barges at between 20 to 40 t.p.h. Advance notification needed. Available by pipeline at Tin Can Island.

Notice: February 1984.

It is hereby notified to Owners/shipping companies including their Agents that owing largely to the limited quantity of available fresh water in the port, the maximum quantity of fresh water to be approved to any vessel for one request is 50 tons only.

Other new requests for the same vessel will not be approved until all requests previously recorded before them are supplied. The Assistant Harbour Masters will not allow any request for more than 50 tons of fresh water to be paid for. Please ensure strict compliance.

FUEL: Fuel oil available by barge only, coal bunkers obtained from Ijora Wharf. A guarantee of sufficient bunkers to last the period of stay on a berth will be one of the conditions to be satisfied before a vessel is allocated a berth.

SEN also required for vessels taking bunkers only.

Also see "General – Notice No. 2/83".

FIRE PRECAUTIONS: Tankers and vessels with explosives: fire-boat always in attendance with fire-control depot ashore working in conjunction with the Harbour Master on VHF Channel 16. Port area tugboats also equipped for fire fighting.

CONSULS: Most countries maintain Embassies/High Commissions or Consuls.

REPAIRS: Major repairs available. Spares often in short supply.

DRY DOCKS: Authority maintains large, well-equipped dockyard, which, while primarily for maintenance of Authority's own fleet, provides facilities to commercial interests. There is a modern floating dock which has lifting capacity of 4,000 tons. Max. draft 18 ft. Synchro-lift available lifting capacity 100 tons max.

In addition to facilities offered by Authority's dockyard, major shipping agencies in port maintain dockyard installations, including slipways for taking smaller vessels and lighters; can provide first-aid repair for main line vessels.

Bull Nose – No. 1 – can accommodate a vessel of 380 ft. in length and max. draft 16 ft. 6 in.

Bull Nose – No. 2 – can accommodate a vessel of 250 ft. in length and max. draft 16 ft. 6 in.

GANGWAY/DECK WATCHMEN: Compulsory during night while in port. Recommended at night also for vessels anchored Lagos roads unless at least 20 miles offshore as pirates may attack vessel.

If vessel is attacked blow whistle continuously to attract attention of Security Agents, and call Port Authority on VHF Channel 16.

OPENING/CLOSING HATCHES: Stevedores/crew.

CUSTOMS ALLOWANCES: Tobacco allowance: 200 cigarettes per person, re-issue after 7 days. Wine/Spirit: 1 part bottle, re-issue to officers after 7 days.

REPATRIATION: Facilities available for effecting crew changes and arranging any necessary repatriations.

AIRPORT: Ikeja 14.4 km. from port, served by regular airlines.

TIME: GMT plus 1 hour.

HOLIDAYS: Fixed: New Year's Day (1st January); National Day (1st October); Christmas Day (25th December); Boxing Day (26th December). Variable: Good Friday; Easter Monday; Eid-El-Fitir Festival; Eid-El-Kebir Festival; Maolud Nabiyyi (Mohammed's Birthday). Port closed on National Day, Good Friday and Christmas Day.

POLICE/AMBULANCE/FIRE: Police Apapa 45798, Lagos Custom 20030; Ambulance Apapa 41341/227; Fire Apapa 41741, Lagos Custom 20777, General Emergencies 199.

TELEPHONES: No arrangements for telephones on board.

SERVICES: Small services available.

SHORE LEAVE: Crew members allowed ashore after clearance by Port Health and Immigration Authorities.

IDENTIFICATION CARDS: Passports or identity cards.

GENERAL: Notice issued by the Harbour Master in May, 1976:

Will all ships' Agencies note that from the date of this circular letter, Lagos Radio has been instructed to reject any telex messages from any ship addressed to the Harbour Authority unless the itemised particulars are included:

(a) Ship's name.
(b) Ship's call sign.
(c) Ship's Agent's name.
(d) Ship's length overall.
(e) Ship's tonnage loaded.
(f) Ship's draft.
(g) Nature of cargo (i.e. cement, general cargo, etc.).
(h) Last port of call.

Notice issued by the Nigerian Federal Ministry of Health in May, 1976:

Please communicate to all Masters that request for Radio Pratique either by international sanitary codes or otherwise must state clearly the following:

(a) Last port of call.
(b) Number of crew.
(c) Vaccination and inoculation of crew.
(d) Date and time of arrival.
(e) Condition of ship.
(f) Number of passengers onboard.
(g) Name of Agent.

Notice dated 1982 issued by Nigerian Ports PLC.

The following documents must be despatched with manifest from the last loading port in order to report vessel in advance to the Department of Customs and submit advance manifest to facilitate payment of Nigerian Ports PLC dues to berth vessel on arrival.

1. Crew Declaration.
2. Crew List.
3. List of Arms and Ammunition.
4. Passenger List.
5. Animals List.
6. List of Ports of Call.
7. Mail List.
8. Authority to Act as Agents.

Two copies of each of the documents are necessary.

Nigerian Ports PLC Harbour Master's Notice No. 2/83:

"BUNKERING IN PORT

Further to my previous circulars concerning bunkering in port, it is still observed that Masters/Agents of vessels calling at port of Lagos are not advising the Harbour Master before bunkering the vessel about their intention to bunker the vessel.

It is imperative that Masters/Owners of vessels/Agents should, before 'repeat' before bunkering the vessel, forward to the Harbour Master, the N.N.P.C. document showing that the supplier is an authorised one and the Nigerian Ports PLC Licence permitting the barge to supply vessels with bunkers.

This notice should also be in good time before bunkering the vessel to enable the Harbour Master to advise the Chief Fire Officer about the operation. This instruction should be carried out whenever a vessel is getting bunker to ensure that N.N.P.C. instructions and Nigerian Ports PLC regulations are complied with, failing which heavy fines must be imposed."

AUTHORITY: Nigerian Ports PLC, Private Mail Bag 12588, 26-28 Marina, Lagos, Nigeria. *Tel:* 600620 (12 lines). *Telex:* 21500, 213763. *FAX:* 630306. *Cables:* Genports, Lagos.

AGENT: Alraine (Nigeria) Ltd., 26 Creek Road, Apapa, Lagos. P.O. Box 2206, Lagos. Tel: 877580, 873887. Cables: "Freight Lagos". Telex: 21244 and 22330. Fax: 874542.

ODUDU TERMINAL (OML 100): 04.00 N. 07.45 E.

(See Plan)

PORT LIMITS: *Arrived Vessel:* When vessel drops anchor in the anchorage area or time when Mooring Master boards, which ever occurs first.

Charts: B.A. Charts No. 1357, 1860 and 1863. U.S. Navy Charts No. 57160 and 57163. French Chart SHOM No. 7188.

Terminal Area: Lines joining the following points:

(A) 04° 04' N., 07° 40' E.
(B) 04° 04' N., 07° 55' E.
(C) 03° 50' N., 07° 40' E.
(D) 03° 50' N., 07° 55' E.

DOCUMENTS: *Customs and Health Requirements:*

1. Nigerian Government Customs, Immigration and Task Force officials will board the vessel at the same time as the SBM's Mooring Master. They will provide Inward Clearance and Free Pratique services. Nigerian Government Regulations are strictly enforced.

   Cigarettes, cigars, tobacco, matches, spirits, wines, perfumes, arms, ammunition and other restricted items must be locked under Customs seal from the time the vessel arrives until the time the vessel leaves Nigerian territorial waters.

   Each person is allowed 200 cigarettes per week of stay or the equivalent amount of tobacco or cigars in lieu thereof. Each person is allowed 1 bottle of spirits and 1 case of beer.

   Special allowances are made for Masters under special circumstances. If the slop chest and bonded stores are not combined in one locker, the Customs Officer must be informed.
2. The vessel shall have a clean Bill of Health or an equivalent document from the last port of call. The vessel's Master and all crew members shall possess international certificates of health showing such valid vaccination certificates as required by current Nigerian Law. From time to time cholera, smallpox and yellow fever vaccination certificates may be required, and it is therefore prudent for all crew members to be in possession of these certificates.
3. The following forms are required by Customs and Health Officials:

   1 copy Vessel Registration Certificate.
   1 copy Last Port Clearance.
   8 copies Ports of Call List (for last 6 weeks).
   3 copies Stores List.
   7 copies Arms and Ammunition List.
   4 copies Master's Declaration of Health.
   9 copies Crew List.
   3 copies Crew Declaration List.
   9 copies Passenger List.
   9 copies Kroo Boy List.
   3 copies Stowaway List.
   3 copies Vaccination List.
   5 copies Animal List.
   20 copies Notice of Readiness (on arrival).

   Also see "Certificates".

   Before sailing and immediately upon completion of loading, vessel must provide 20 copies of Ullage Report.

   Government officials representing various departments may, at their discretion, board the vessels in the Terminal area.

ESSENTIAL REQUIREMENTS: *Summary of the most Essential Requirements to be met by Tankers Lifting Oil at the Terminal:*

1. Charterer must give Elf and FSO a minimum of 10 days notice prior to loading, in order to allow time for the necessary clearances and approvals of the Nigerian Authorities.
2. Vessel must be fitted with a bow chain stopper, and fairleads suitable for 3 in. chain.
3. Vessel must arrive with not less than 30% ballast/cargo on board and be able to maintain this condition during the loading period.
4. Upon arrival, vessel's trim must not be more than 2.0 m. by the stern with the propeller nearly submerged.
5. Normally the Terminal towing vessel will provide a tow wire, but vessel must provide and make ready for use, a mooring line in good condition, suitable for towing at the stern.
6. Berthing and unberthing shall only be permitted at the discretion of SBM's Terminal Superintendent.
7. No dirty ballast disposal.
8. Advise arrival time by radio (see "Radio" for other required information).
9. SBM's Mooring Master together with Custom Officials meet ships in suggested Anchorage Area.
10. Make a lee for SBM's Mooring Master and Officials to board.
11. Have ready: 2 messenger lines forward, ship's derrick on port side and port manifold with 2×16 in. connections.
12. Vessel's Master responsible for safety of own ship at all times.
13. Lifting vessel's crew performs all operations of mooring, connecting and disconnecting hoses, and unmooring aboard lifting vessel.
14. Do not close valves against crude flow.
15. Current Nigerian Government Regulations require that export tankers depart fully loaded, although they may arrive partially loaded.
16. Emergency flow stop signal, if all communications fail, will be a continuous sounding of ship's whistle from either lifting vessel or storage vessel.
17. No shore leave or crew change is permitted, except in case of emergency.
18. When arriving:

    By Day: Fly International Code Flag "Q".
    By Night: Display red light over white light for Quarantine Service.
19. Vessel's anchors to be secured against accidental use from the time the SBM Mooring Master boards.
20. All vessels must exhibit the Nigerian National Ensign from their foremast or other appropriate place, while in the vicinity of the moorings.
21. During loading:

    By Day: Fly International Code Flag "B".
    By Night: Display red light (see "Readiness").
22. All cargo tanks must be fully inerted.

Note that:

Local time is GMT plus 1 hour throughout the year.

No supplies of any kind or medical services (except in case of emergency and subject to a doctor being available), or other services of any kind are available at the Terminal.

PILOTAGE: See "Berthing – Mooring/Unmooring".

ANCHORAGE: The tanker anchorage area consists of circle radius 1.5 miles which centre is positioned 5.5 miles, bearing 065°(T) from the FSO XV Domy. Centre of anchorage Lat. 04° 02′ N., Long. 07° 50′ E. (also see "Plans").

Also see "Berthing – Mooring/Unmooring – No. 2".

RESTRICTIONS: *Berthing:* Berthing undertaken day and night, weather permitting. Terminal Superintendent shall be final authority as to when the terminal is open or closed.

Unberthing: Day or night, no restrictions.

Also see "Readiness".

MAX. SIZE: *Arrival:* Not less than 30% of Summer d.w.t. Berth designed to accept 80,000 – 280,000 d.w.t. tonnes.

Departure: 280,000 d.w.t. tonnes.

Depth: 64 m.

HEALTH: See "Documents".

RADIO:

1. *Cable or Telex:* It is most important that incoming tankers advise their ETA, 72 hours, 24 hours and 4 hours in advance of arrival, stating GMT or local time. Also see "Essential Requirements – No. 1".

   Contact with the Terminal is as follows:

   Vessel Name: "FSO XV Domy".
   Call Sign: C6JZ4.
   Traffic lists from Portishead Radio and St.Lys.
   Working frequency 6992.1 kHz. (24 hours).
   Inmarsat Telex No. 61327.
   Inmarsat Phone No. 581/583 and 1103701. Ship Station Atlantic Ocean.
   VHF Frequency: Channels 16 and 72.

   This information is published in the Admiralty List of Radio Signals, Volume 6, and the Book of Beacons and Fog Signals, Serie C (SHOM).

   The following shall be included in the 72-hour message:

   (1) Name of tanker and radio call sign.
   (2) ETA.
   (3) Cargo requirements.
   (4) Deballast time.
   (5) Maximum loading rate capabilities in t.p.h.
   (6) Estimated draft on arrival.
   (7) If there is any sickness aboard or clean Bill of Health.
   (8) Last port of call.
   (9) Any hull, bulkhead, valve or pipeline leaks on vessel which could negatively affect loading or cause pollution.
   (10) Distance in feet from the bow to tanker's loading manifold, and from port rail to manifold.
   (11) Advise if vessel fitted with one or two bow chain stoppers.
   (12) Advise if bow chain stoppers are suitable for Terminal's 84 mm. mooring chain.
   (13) Acceptance and compliance with these OML 100 Oil Terminal User Regulations and Procedures.

   All vessels shall confirm ETA 24 hours and 4 hours distant or any time a one-hour change of ETA is determined.
2. The Terminal maintains a listening watch on 2182 kHz and VHF Channels 6 and 16.
3. On receipt of the first message from the lifting vessel, Companies will respond to the tanker giving preliminary requirements of the Terminal. Vessel's Master will comply with these requirements in all details in order to facilitate vessel turnaround and Government formalities.
4. Once ships are within 4 hours of the Terminal, communication should begin with the "FSO XV" on International Marine VHF Channel 16. When contact has been made on this channel, further communication will be conducted on a mutually compatible channel, normally Channel 6.
5. The SBM Mooring Master will carry a VHF/FM Radiotelephone when he boards the tanker.
6. The 4-hour signal should confirm information on the time required to discharge ballast after arrival and should establish a better ETA.
7. Insufficient or inaccurate ETA messages can cause delays as Government officials have to come from elsewhere. Acceptance of Notice of Readiness may be affected by such insufficiency or inaccuracy.

TUGS: The Terminal maintains boats to assist in mooring and unmooring vessels. These boats are directed by the Mooring Master, to whom requests by the lifting vessel for action or assistance must be directed.

READINESS: *Loading Readiness and Arrival Time:*

1. SBM will make every effort to moor off-taking vessels upon arrival in daylight, weather permitting. Night-time berthing shall only be permitted at the discretion of SBM's Terminal Superintendent.
2. Notice of Readiness will not be accepted as at the time of arrival, unless the vessel is in all respects ready to load, including compliance with all terms of these Terminal Regulations. Arrival time will be considered as the time when SBM's Mooring Master boards the vessel, or the time the vessel reaches the Deep Water Anchorage Area, whichever occurs first. Notice of Readiness shall be in English.
3. During loading the International Code Flag "B" shall be displayed from a top-most signal halyard during daylight hours. During hours of darkness, a red light shall be displayed; visible at a distance of at least 1 mile and show an unbroken light all around the horizon.

BERTHING: Terminal Facilities:

1. Vessels using the Terminal will be moored bow to stern of the "FSO XV" by means of a nylon mooring rope approximately 45 m. in length at the end of which is a short length of 3 in. diameter chain. The chain will be made fast to the lifting vessel by means of the lifting vessel's bow stopper.

   Note that the Oil Companies International Forum recommend that all ships securing to a single point mooring be fitted with one or two bow chain stoppers. Details of the bow chain stopper are given in the booklet "Recommendations for Equipment Employed in the Mooring of Ships at a Single Point Mooring" (OCIMF 1988, 2nd Edition). This recommendation became mandatory for tankers loading crude oil in Nigeria in July 1990.
2. During the period the lifting vessel is on the berth, a tug/supply vessel furnished by the Terminal will remain secured to the stern of the lifting vessel. The tug/supply vessel will be directed by the Mooring Master, to whom requests by the lifting vessel for tug/supply vessel actions or assistance should be addressed. Should the Master of the lifting vessel disagree with a Mooring Master's decision, it is requested that he supply his reasons for the disagreement, in writing, promptly to the Terminal Superintendent.
3. The loading hose connections are ASA 150 16 in. I.D.
4. Loading rates at the Terminal will be governed by either the lifting vessel's maximum loading rate, or the maximum pumping rate of the "FSO XV" (8,000 cu.m./hr. to 12,000 cu.m./hr.), whichever is the lesser.
5. The Companies do not perform general agency functions. Owners or Charterers of vessels calling at the Terminal must arrange for their own Agents.

Mooring /Unmooring:

1. The Terminal is normally open 24 hours a day, 7 days a week, weather conditions permitting. The Terminal Superintendent shall be the final authority as to when the Terminal is open or closed.
2. Vessels to be moored, anchored or manoeuvred at the Terminal will be boarded by SBM's Mooring Master in the close vicinity of the suggested Anchorage Area. The Anchorage Area consists of a circle of radius 1.5 miles which centre is positioned 5.5 miles, bearing 065° from the "FSO XV" with coordinates Latitude 04° 02′ N., Longitude 07° 50′ E. No lifting vessel may enter the Terminal area unless SBM's Mooring Master is on board. SBM's Mooring Master will advise the vessel's Master on approaches to the berth, mooring, unmooring, tug handling, connecting and disconnecting the hoses and other operations within the anchorage and Terminal area. All such manoeuvring of vessel shall be carried out only in accordance with the advise of SBM's Mooring Master, except where the vessel's Master believes such advice to be contrary to the proper navigation and safety of the vessel and crew, and subject to the understanding that in all cases and circumstances the Master of the vessel being manoeuvred shall remain solely responsible on behalf of his vessel's Owners or Charterers for the safety and proper manoeuvring of the vessel. The vessel's Master, or one of his designated qualified Deck Officers specifically appointed by him at the time, must be on the navigation bridge at all times while the vessel is being manoeuvred.
3. The embarkation and disembarkation of the Mooring Master is entirely the responsibility of the Master of the lifting vessel.
   - (i) On all vessels, in which the distance from the sea level to the point which permits access to or departure from the vessel exceeds 9.0 m., it should be anticipated that the Mooring Master will embark and disembark by means of an accommodation ladder together with a pilot ladder on each side, unless it is not possible to carry one.
   - (ii) The ladder should be orientated towards the stern. When it is utilised, the lowest extremity of the ladder should rest solidly against the side of the vessel, set back in relation to the midships part of the vessel and set back in relation to the half midships section and away from any discharge outlets.

     Configurations which conform better to particular types of vessels and which present the same degree of safety shall be acceptable.
   - (iii) The length of the accommodation ladder should be sufficiently long, so that its gradient does not exceed 55°.
   - (iv) The bottom landing of the accommodation ladder should be positioned horizontally when the ladder is in service.
   - (v) Intermediate landings, if there are any, should automatically position themselves horizontally. The dimensions of the steps and the treads of the accommodation ladder should permit placement of the foot in a correct and sure fashion, given the gradient of the accommodation ladder.
   - (vi) The ladder and the landing should be equipped with two stairway sides and rigid hand railing, but if ropes are utilised, they should be well tightened and correctly placed. The vertical space between the hand railing or the ropes and the side of the ladder shall be close enough for safety.
   - (vii) The pilot ladder should be positioned immediately alongside the bottom landing of the accommodation ladder and its top should be at least 2.0 m. above the bottom landing.
   - (viii) There must be a night light which permits proper illumination along the entire length of the ladder.
   - (ix) If a trap door in the bottom landing of the accommodation ladder is used to rig the pilot ladder, this door should be no smaller than 750 mm. × 750 mm. In this case, the aft part of the bottom landing should be enclosed as described in paragraph (vi) above, and the pilot ladder should extend from the bottom landing up to the level of the hand railing.
   - (x) The accommodation ladder, including the hoisting mechanism, must be approved by the vessel's country of registry.
4. The SBM's Mooring Master will be in direct control of all the vessel's communications while in the Terminal area. Any unauthorised communications will, at the option of SBM's Mooring Master, cause the cessation of all operations except clearing of the berth, and the vessel's Notice of Readiness will immediately be nullified.
5. Raising, lowering, connecting and disconnecting of oil loading hoses, as well as all other labours and duties on shipboard will be performed by the vessel's crew under advice of the SBM's Mooring Master (see "Loading – Connecting Hoses").
6. The Mooring Master may refuse to accept a vessel for loading, if he considers the vessel's condition to be unsatisfactory. In the event the Master of the lifting vessel and SBM's Mooring Master cannot agree to a procedure by which the vessel can meet satisfactory loading conditions, both Company and the Charterer of the vessel shall be immediately contacted, so that corrections can be made. Time required to bring the vessel into satisfactory condition shall not count as used laytime.
7. The services of SBM's Mooring Master are provided without charge upon the express understanding and condition that when the Mooring Master goes on board the vessel for the purpose of assisting such vessel, he becomes for such purposes the servant of the Owners or Charterers of the vessel, and the Companies shall not be liable for any damage or injury resulting from any advice or assistance or actions given or made by the Mooring Master.
8. SBM's Mooring Master may require the vessel to unmoor at any time he deems it necessary for the safety of the vessel or Terminal or both, or for infringement of these Oil Terminal Regulations.
9. Various combinations of wind, sea and tidal conditions, also the size, length, ballasted trim and handling qualities of a vessel can affect the decision to berth/unberth a vessel at the OML 100 Terminal. All these factors have to be evaluated before a final berthing/unberthing decision is made and agreed by the vessel's Master and SBM's Mooring Master.
10. In the event of a storm nearby, loading shall be suspended if necessary. In the event of a fire on board a vessel moored in the Terminal area, the Master shall give the alert by means of short and rapid blasts of the siren. He is responsible for making use of all methods at his disposal of fighting the fire. He shall take any measure to get underway if necessary.

Berthing:

1. Lifting vessels will normally be accepted and berthed in chronological order of arrival, provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast, if any, and have cargo tanks in a fit condition to receive cargo. Also, they must be in all respects properly equipped, manned and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.
2. Vessels required to leave the Terminal area on account of bad weather should keep in contact with the Terminal via the Radiotelephone Station at the Terminal, in order that they may be available when the weather is fit for resumption of operations. Companies reserve the right to load vessels out-of-turn following the return of good weather. Further, SBM reserves the right to decline to moor a specific vessel, if its condition or facilities are unsafe for mooring or loading, even though the Terminal may be open to other vessels.
3. The decision of SBM's Terminal Superintendent on berthing will be final.
4. A lifting vessel will be expected to have ready on the forecastle head an operational bow chain stopper with a minimum vertical and horizontal opening of 350 mm.
5. On approaching the berth, the messenger line is lowered to a small boat. This boat will take the end of the messenger line and attach it to the end of a floating rope. SBM's Mooring Master will then instruct the crew to heave in the ropes successively until the chafe chain is in the fairlead and in a position to be secured to the chain stopper.
6. Once the lifting vessel is connected to the mooring, its engines, on request of SBM's Mooring Master, may have to be run "very slowly" astern, in order to avoid contact between the two vessels until the tug/supply vessel has been made fast to the stern of the lifting vessel.

Vessel's Gear:

1. SBM's Mooring Master may reject a ship if it is not, upon inspection, properly equipped, or if it is not suitably manned, or if he deems it to have dirty ballast or tanks unsuitable for receiving the cargo. A vessel is suitably manned only if it has a full complement of officers and crew in a sober condition, competent and willing to carry out their duties and orders, and sufficient English is spoken, so that SBM's Mooring Master can understand and be understood. The Companies shall in no circumstances be liable for any loss, damage or delay arising or resulting from any decision, justified or not, by the Mooring Master to reject a ship pursuant hereto.
2. All vessels must be equipped with a good working propulsion unit as passed by an appropriate classification society. Inoperative vessels or partially inoperative vessels will be rejected. Should vessels become inoperative while on the berth, they may be removed from the Terminal area by the Companies at the expense of the Owners or Charterers of the vessel.
3. Additionally, a vessel must have both bower anchors and ground tackle in good working condition, and in such sizes and amounts as to meet either Lloyd's, ABS or Bureau Veritas standards, although they may in fact be classified by other societies. On instruction from SBM's Mooring Master, the vessel's anchors must be properly secured against accidental dropping.
4. All vessels must carry suitable stoppers for all Manila or synthetic lines for mooring use.
5. *All vessels must have suitable winches or capstans in good operating condition on the forecastle deck.*

6. All vessels must be adequately equipped with a 15 ton S.W.L. derrick boom, blocks, tackles, wire runners and sundry equipment on both sides to efficiently hoist the hoses to the loading position. Sundry equipment should include wrenches, drift pins, nuts and bolts, wire and fibre strops, drip pans, gaskets, etc.

   To assist in vessel's turnaround, the vessel should have all necessary booms and cargo gear rigged and ready before being boarded by SBM's Mooring Master. All vessels which consider the lifting capacity of their gear to be marginal should strengthen their gear accordingly.
7. The vessel's loading manifold should be prepared for 16 in. 150 ASA hose connection prior to the vessel's arrival. Where no crossover valves exist on loading manifolds, it is recommended that loops between loading lines on the starboard side of these manifolds be fitted. Vessels, equipped with smaller than 16 in. hose connections at the loading manifold, should arrive with such hose connections suitably adapted for 16 in. hose, so that maximum flow through the 16 in. cargo hose will be achieved.

   Vessels equipped with larger than 16 in. hose connections at the loading manifold should provide their own reducers.

LOADING: *Connecting Hoses:*

1. After the vessel is securely moored, the cargo hose will be hoisted aboard, normally on the port side. The berth is equipped with a single 20 in. loading hose string dividing into 2×16 in. hose lengths at the lifting vessel end, the weight of each hose lift being approximately 7 tons. All lifting equipment and tackle should have a safe working load of at least 15 tons. The hose is lifted by vessel's gear and crew, and all connecting of the hose will be carried out by them. The lifting derrick, equipment, tackle, etc., should be topped-off and ready on arrival. Terminal loading hoses are fitted with ASI 150 flat face flanges with Camlock couplings, and vessels should have adapters and fittings to enable these hoses to be connected to the vessel's manifold. SBM's Mooring Master advises the vessel's personnel on hose lifting and connecting procedures; however, a vessel's Master or Deck Officer must be present and must direct the vessel's crew in all handling. SBM's Mooring Master may reject a vessel for unsatisfactory hose handling.
2. When SBM's Mooring Master is assigned to a vessel, the vessel at her cost will supply him with meals at the same time and in the same manner as for comparable personnel of the vessel. The vessel will also provide him with a suitable cabin.

   Also see "Berthing – Terminal Facilities".

BALLAST: *Disposal of Ballast:*

1. Owners and Masters are responsible for complying with all International Conventions and Nigerian laws concerning pollution of the sea, having particular regard for the offshore sector. The Nigerian Authorities are becoming increasingly concerned at the rising level of pollution in these waters, and any infringement of the International Laws regarding pollution of the sea by oil will be dealt with most severely. Pollution of the sea by dirty ballast water, bilge discharge or any other means, will result in heavy fines being imposed, and in severe cases, may result in imprisonment or arrest of the vessel concerned.
2. Vessels must arrive with clean ballast only. There are no facilities for disposal of dirty ballast. It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oily water from bilges, crude residue from previous voyages or any other matter that may result in pollution of the sea. Any fines imposed on or third party claims against the Companies or any of them shall be for the vessel's account.
3. In addition to the lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate the area around the vessel to the satisfaction of the SBM's Mooring Master, in order that any oil on the surface of the sea may be readily detected and appropriate action taken. Vessels unable to illuminate the sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable floodlights for working on deck during night operations.
4. If evidence of oil appears during deballasting, the vessel will be rejected forthwith, and will not be accepted until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If during inspection, or during progress of loading, it is revealed that the vessel's tanks are not tight or that oil is leaking from the vessel, the vessel may be rejected or refused further loading. The vessel will not be later accepted for loading, unless satisfactory evident of repair is submitted, duly certified by Lloyd's, ABS, Bureau Veritas or other recognised surveyors. Any vessel rejected because of dirty ballast or sea pollution will automatically nullify her "Notice of Readiness", and will lose any priority of position for loading. Companies may suspend, delay or unberth any vessel which is under suspicion of oil pollution.

   The Companies will not be liable for any demurrage, loss claims or demands, resulting from such suspension, delay or unberthing.
5. Vessels should present themselves with sufficient clean ballast and correct trim, in order to be able to manoeuvre safely. Such ballast shall be not less than 30% of deadweight. Deballasting may only be carried out with the agreement of SBM's Mooring Master.
6. If the vessel cannot comply with the above conditions, then it should arrive at the Terminal at least 30% laden with cargo.
7. All spillage of oil must be reported immediately to the SBM's Terminal Superintendent, and a detailed report must be written, signed and submitted by the Master of the lifting vessel concerned.

MEDICAL: No facilities.
FRESH WATER: Not available.
FUEL: Not available.
SURVEYORS: Available from Port Harcourt.
CUSTOMS ALLOWANCES: See "Documents".
TIME: GMT plus 1 hour.

CERTIFICATES:
Certificate of Registry.
Safety Equipment Certificate.
Safety Radiotelephony Certificate.
Safety Construction Certificate.
Load Line Certificate.
I.O.P.P. Certificate.
International Tonnage Certificate.
Canal Tonnage Certificate(s).
Certificate of Insurance in respect of Civil Liability for Oil Pollution.
TOVALOP Certificate.
FMC Certificate of Financial Responsibility (Water Pollution).
Date of U.S.C.G. Letter of Compliance.
Derat Exemption Certificate.
Minimum Manning Certificate.

GENERAL:

1. Should it be necessary to supply divers, a boat, materials, equipment or labour, to carry out repair work to enable the vessel to continue loading, any costs involved will be charged to the vessel's account at rates to be established at the time. These services will only be provided in emergencies.
2. There will be no small boat hire, no shore leave, no shore services, and no medical assistance (except in cases of emergency) available at the Terminal. Information on port services in the area should be obtained from the vessel's Agent.
3. Crew members cannot leave the vessel at the OML 100 Oil Terminal, except in cases of extreme urgency. Even in an emergency, it should be noted that Seamen's Books may not be valid under the local Government Law. A valid passport is required. No crew changes will be permitted during the period a vessel is in the Terminal area.
4. After each tanker lifting, the Terminal will prepare all necessary loading documents. Documentation will be finalised on board the lifting vessel as soon as practicable after loading operations are completed.
5. The currency of Nigeria is the Naira.
6. The nearest international airport is Port Harcourt, although the main entry point into the country is at Lagos.

SAFETY: *Safety Precautions:*

1. The lifting vessel's personnel are responsible for the safety of the vessel, and must take all necessary precautions whether or not so advised by SBM's Mooring Master or other Terminal personnel. The Mooring Master may refuse to accept for loading, or may suspend or delay the loading of, or may unberth the vessel, when the conditions and/or the vessel do not comply with the OML 100 Oil Terminal User Regulations and Procedures, and/or safety precautions imposed by SBM's Terminal Superintendent. The time required to bring the vessel into compliance shall not count as used laytime. A responsible English speaking ship's officer is required to be on deck or in the control room at all times.
2. When a vessel is on the moorings or vicinity thereof, its engines must remain on stand-by with full power always available for immediate use. Deck machinery shall be kept at instant readiness. Positively no repairs of any sort affecting the availability of the vessel's machinery or engines will be permitted. Other repairs (including all painting), which present any hazard to the loading operation, are strictly prohibited. The vessel's whistle is to be at instant readiness at all times.
3. The Bridge and/or Control Area shall be kept unlocked and so arranged to allow immediate entry at all times by the Mooring Master.
4. The vessel shall be suitably manned. Not less than one deck officer and 3 seamen shall be on duty, sober, alert and available at all times. One of the seamen shall always be kept on the lookout on the bow to avoid contact with the "FSO XV", and at the same time report the presence of any suspect craft in the vicinity of the vessel to SBM's Mooring Master, who will take the necessary action.
5. No person under the influence of alcohol is to be allowed on deck. The opinion of SBM's Mooring Master on the sobriety of any individual will be final, unless an independent medical physician present at the time indicates otherwise.
6. No transistor radio sets or other electrical appliances may be used on deck, unless certified for use in hazardous petroleum areas and subject to the approval of SBM's Mooring Master.
7. All scuppers must be plugged and witnessed by SBM's Mooring Master and the vessel's Master. Refusal to plug scuppers will result in the ship being rejected. Drain trays and all materials necessary to clean up any oil spillage on deck are to be available for immediate use.
8. After complete discharge of ballast, SBM's Mooring Master and Petroleum Inspector (if any) will witness closing of Pumproom sea suctions and sealing of same.
9. The presence of unauthorised craft alongside the vessel will render the vessel unacceptable for loading. It is the duty of the vessel's personnel to see that the vessel's sides are clear of all such craft.
10. SBM's Mooring Master is authorised to shut-down loading operations during severe electrical storms, or if another vessel or craft of any description comes alongside the loading vessel, and under any other circumstances which in the opinion of SBM's Mooring Master may imperil the loading operations. The Companies shall not be liable for any demurrage loss, claims, or demands resulting from such shut-down.
11. Fire fighting equipment shall be in instant readiness throughout the vessel with additional equipment available at the loading manifold while in the berth. Water shall be available on deck service at all times, and fire hoses connected at all fire stations and flaked out for immediate use.
12. No radio transmissions will be permitted on board, except with the express permission of SBM's Mooring Master in each case. This regulation shall apply during the period the vessel is in the Terminal area or under the direction of SBM's Mooring Master.

13. When vessels are at the Terminal, boiler tubes are not to be blown. Every precaution must be taken that no sparks escape from the funnel or stack or from the galley stack. No ullage hole shall be left open, unless effectively covered with a gauge mesh wire spark arrester.
14. Smoking will not be permitted on deck while the vessel is moored, and will only be permitted in places approved jointly by the vessel's Master and SBM's Mooring Master. There may be occasions when smoking will be entirely prohibited. Cigarette butts should not be thrown overboard or through portholes at any time.
15. Lifebuoys shall be available throughout the vessel, and in particular in the loading manifold area and at all points of entry and exit, e.g. at pilot ladder.
16. All vessel personnel are to be adequately instructed by the vessel's Master, to avoid breathing gas escaping from tank ullage plugs while loading, and gas vents should be used. The vessel shall be equipped with fresh air masks, gas masks and resuscitators, which shall be kept in a conspicuous and readily accessible position ready for immediate use.
17. All accommodation doors, portholes and ventilators should be closed during loading operations, and doors and openings to machinery spaces in vicinity of vessel's tanks are to be closed.
18. If an emergency stop of loading is required and communications between the vessel and Terminal fail, the vessel's siren or whistle is to be continuously sounded. This signal stops all loading.
19. Vessel shall have "Fire Towing Wires" of suitable strength laid out and hung overside to sea level from the poop deck.
20. No swimming in the sea is permitted while vessels are on the berth.
21. No fishing is permitted in the loading berths or within the restricted navigation area.
22. When manoeuvring or during their stay in the Terminal area, vessels must comply with all aspects of the International Regulations for the Prevention of Collisions at Sea.

WEATHER: The navigator is referred to published sailing instructions for this area for information on winds, tides and currents, namely:

United States Hydrographic Office Publications 121 and 123 "Sailing Directions for the South Atlantic Ocean" and "Sailing Directions for the South West Coast of Africa", published by the U.S. Government Printing Offices in Washington, D.C.

British Admiralty: Africa Pilot Vol. 1, published by the Hydrographer of the Navy.

I.M. (SHOM) France Ref: Vol. V, series C, West African Coast, 2nd Volume.

Tides: The maximum range of tide in this area is about 2.0 m.

Currents: The general set of current in the area is Eastward, except during the Harmattan season, from November to February, when it is Westward. Within depths of 15.0 m. – 20.0 m., the current is irregular with many eddies. Outside those depths, the speed of the current is about 0.5 knots.

Winds: The Guinea Monsoon is the prevailing Southwesterly to Westerly wind (average speed 5 knots – 10 knots) which is strongest in the months March through November (average speed 10 knots – 20 knots). During the months of July through September, the Guinea Monsoon is strengthened in speed because of the Saharan heat low. The Guinea Monsoon is moisture laden and causes heavy rainfall in the Nigerian area. Waves and swell in the area are mostly Westerly.

Harmattan winds occur intermittently during the December – February period. The Harmattan winds are dry and often laden with Saharan dust. They are offshore winds and do not develop waves of significant height.

Waves: Waves are generally from a Westerly direction and average about 1.0 m., increasing in height with the stronger Monsoon wind during the months of July through November, when the average height is about 1.0 m. – 2.0 m.

Rainfall: The heaviest average rainfall is in July (442 mm.). During the Harmattan season in January, the rainfall averages about 42 mm.

Temperature and Humidity: The average temperature is between 28°C and 30°C. The daily average is from 22°C – 35°C. The humidity is as high as 75% – 85%.

AUTHORITY: *Operator:* Elf Petroleum Nigeria Ltd., Port Harcourt Office, Plot 25, Trans Amadi Industrial Layout, P.M.B. 5160 and P.O.Box 696, Port Harcourt, Nigeria. *Tel:* (084) 300310, 300311, 300312, 300313, 300314, 300315. *Telex:* 61261 Elf Ng. *FAX:* (Via Elf Lagos) 615722.

Contact: Captain T. Whittaker and Captain S. Emms, Marine Superintendents – OPS/Logistic/Marine, Port Harcourt.

PENNINGTON OFFSHORE TERMINAL:

04.15 N. 05.36 E. **(See Plan)**

COURTESY FLAG: All vessels must exhibit the Nigerian National Ensign from their foremast or as appropriate while in the vicinity of the moorings.

LOCATION: The floating storage vessel, is the VLCC m.v. "Oloibiri" (272,535 d.w.t.) moored to SPM–A, one of two single point mooring berths.

1. SPM-A is located approximately 20 miles off the mouth of Fishtown River in a position
Lat. 4° 14′ 35.2″ N.
Long. 5° 36′ 53.2″ E.
2. The Export Tanker Buoy (SPM-B) is capable of accommodating vessels up to 250,000 displacement tons and is located at
Lat. 4° 15′ 0.0″ N.
Long. 5° 36′ 10.5″ E.

on a bearing of North 60° West and a distance of approximately 5,000 ft. from SPM-A. The minimum water depth at SPM-B is approximately 88 ft.

APPROACHES: Incoming tankers should make their terminal approach from a Westerly direction to a point not less than 2 miles Westward of the Export Tanker Berth. At this location the Mooring Master will board the vessel, or will direct the vessel to the Anchorage (2.5 miles S.W. of the terminal).

Pilot's Report: June 1986. B.A. Chart No. 1863. – 10 fathom depth reported by Pilot to extend 1.5 nautical miles to seaward of the charted position.

DOCUMENTS: Following documents required by Customs and Health Officials.

Last Port Clearance.
Ship's Register.
6 copies Vaccination List.
6 copies Stores List.
1 copy Crew Declaration.
15 copies Crew List.
4 copies Passenger List.
5 copies Animal List.
4 copies Ports of Call (last 6 weeks).
5 Arms and Ammunition List.
3 copies Stowaway List.
3 Crew Labour Lists.
20 Copies Dry Tank Certificate.

Also on arrival, 20 copies of Readiness Letters.

Before sailing and immediately upon completion of loading, vessel must provide 20 copies of Ullage Report.

Government Officials representing various departments may, at their discretion, board the vessels in the Terminal area.

PILOTAGE: (See "Approaches"). The Company Mooring Master, together with Customs Officials will board incoming vessel about 2 miles Southwestward of the Terminal Export buoy. Vessel's Master will be advised on approach to the berth details in respect of mooring, unmooring, connecting and disconnecting hoses, loading operations and departure from the berth.

Vessels are requested to have a combination ladder safely and securely rigged for immediate use, and long enough to reach the Mooring Master's launch. A light line should be ready to take on board the Mooring Master's radio and/or briefcase.

The Mooring Master will remain on board during loading operations and he will be in direct control of all ship communications while in Terminal area.

RESTRICTIONS: Operation of the terminal is on a 24 hour, seven days a week basis, weather and other circumstances permitting.

MAX. SIZE: Max. displacement 250,000 tons.

RADIO: Vessels proceeding to be loaded at the Terminal must cable their ETA to the Company (Cable Address: "Topcon – Lagos") 96 hours and again 24 hours prior to arrival. The Company in Lagos will then notify the Marine Superintendent Topcon, Warri. Also as early as possible prior to arrival, vessels should establish direct communication with the Terminal. The Terminal radio station watch keeping is for 5 minutes at 0700 – 1100 – 1500 – 1900 hrs. GMT.

Call Letters: 5 NDF (Oloibiri)
On A1 Listen on 8362 – 8365 kHz
On A2 Listen on 500 kHz.

Terminal equipped with Satcom No. 1772103 OLOI X (Atlantic).

Ship to Terminal communication while vessels are in the export tanker berth will be by portable VHF radio-telephone units, provided by Terminal.

The Company Mooring Master will advise ship's Master regarding emergency whistle signals set up for use in event radio-telephone units become inoperative. Use of ship's radio station and/or battery charging is prohibited while loading is in progress.

VHF: When in VHF range vessels shall contact the Terminal on VHF Channel 16 (156.8 MHz).

TUGS: *SPM Vessels:* The Terminal will have available 2 line handling vessels and one SPM-Hose maintenance vessel. These 3 vessels are under the control of the Mooring Master and are used to assist the mooring of the Tanker as required. These service vessels are not available to the Tanker for any other work.

READINESS: The Company will make every effort to load vessels upon arrival, or as promptly as berth is available, weather permitting.

"Notice of Readiness" will be accepted as at time of arrival, provided vessel is in all respects ready to load and subject to task force clearance.

Arrival time will be considered as at the time Mooring Master boards vessel, or at the time vessel anchors off the terminal, which ever occurs first.

The Mooring Master may reject a vessel if in his judgment she is not properly equipped or suitably manned, or if, upon inspection, he deems her to have dirty ballast or tanks unsuitable for cargo. However, Company will not issue any certificate or representation purporting to state that vessel's tanks, pipes and pumps and appurtenances are clean or acceptable for receiving cargo nor will the Company assume any responsibility for "contamination of cargo aboard ship caused by condition of ship's tanks, pipes, pumps or appurtenances".

The vessel shall have in readiness one nylon rope with a minimum diameter of 1 in., approximately 600 ft. long and terminated with a 2.25 in. joining shackle to attach and retrieve the SPM mooring line.

Vessels must be adequately equipped with blocks, tackle and booms to hoist the floating hose string in a safe, efficient and expeditious manner. Vessels must also have an adequate supply of nuts, bolts, gaskets and wrenches to connect cargo hoses system.

BALLAST: Absolutely no provision is made for dirty ballast. Vessels with dirty ballast will be rejected and all costs therefrom will be to the vessel's account.

It is the Ship Master's responsibility to see that no oil or oily ballast is pumped or spilled overboard. Drip pans must be used at all times and all scuppers must be plugged. The waters in and adjacent to the Terminal must not be polluted, and only clean oil-free ballast and/or clean bilge water may be discharged at the Terminal.

As soon as practicable after arrival, and prior to acceptance for loading, all vessel's tanks will be inspected for evidence of oil in ballast, and during discharge of ballast, similar inspections will continue. If evidence of oil appears at these inspections, the vessel may have to vacate berth. Upon her return, vessel will be obliged to tender new "Notice of Readiness".

If, during the first inspection or during process of loading it is revealed that vessel's tanks are not oil-tight, she will be rejected, or refused further loading.

In addition to lights usually displayed, vessels discharging ballast or loading cargo during darkness will illuminate the area around the ship to satisfaction of the Mooring Master, in order that any oil on the surface of the sea may readily be detected and appropriate action taken. Vessels unable to illuminate sea satisfactorily may not discharge ballast during darkness. Vessels should provide suitable floodlights for working on deck during night operations.

In the event any vessel should accidently discharge dirty ballast or spill oil in the vicinity of the Terminal, the Company shall have the right to take any action that may be necessary to clean up or remove any contamination or pollution resulting from such discharge of dirty ballast or spillage. In addition, the Company shall have the right to settle any claims of third parties arising from such contamination or pollution. All costs and expenses incurred by the Company to carry out the cleaning up of such contamination or pollution or the settlement of third party claims, shall be the joint and several liability of the Vessel, its Owners and Managers, and the Company shall be entitled to claim reimbursement accordingly in any jurisdiction.

Vessels properly equipped will be encouraged to discharge clean ballast and load simultaneously.

BERTHING: All manoeuvring of vessels within the loading berth area is to be done only in accordance with advice of the Company's Mooring Master, subject to the understanding that in all cases and circumstances the Master of the vessel being manoeuvred shall remain solely responsible for the safety and manoeuvring of the vessel. Vessel's Master or a qualified Deck Officer must be on bridge at all times during manoeuvring.

EXPORT TANKER BERTH FACILITIES: The Export Tanker Buoy is a conventional SBM which is 10 m. in diameter and held in position by 6 chains secured to piles sunk in the seabed. One mooring hawser with one chain and a single floating hose string extend from the buoy.

CONNECTING MOORING LINES: When the vessel is within reasonable distance of the SPM-B, ship's line will be carried by a line handling launch to the floating buoy line and secured. This line will then be heaved aboard. As the buoy ropes come clear of the water it will be noted that the chain is attached to it. This chain is to be secured through chain stopper (able to accommodate 3.25 in. chain links), in such a manner that the nylon is outside of the extreme length of the ship; i.e. so that the chain will absorb any chafing if the buoy line crosses the bow. Power must be available at all times on all winches and windlass while vessel is at the berth.

HOSES: The hose system is 910 ft. long (26 sections)×16 in. hose.

CARGO: Crude API 35.8 at 60°F. Average temperature 82°F. – 85°F.

LOADING: During loading, the International Code Flag "B" shall be displayed from top-mast signal halyard during daylight hours. During hours of darkness, a red light shall be displayed, visible at a distance of at least 1 mile, and showing unbroken light all around the horizon.

Raising, connecting, disconnecting and lowering of the floating hose system will be performed by vessel's crew under direction and supervision of an appropriate vessel's Officer as advised by the Mooring Master, who will remain on board while the vessel is in moorings.

After the vessel is securely moored the floating hose will be lifted to the rail on the port side amidships. The weight of the lift is approximately 7 tons and is lifted with the vessel's gear. The Mooring Master advises the vessel's personnel in the lifting, connecting, disconnecting and lowering of the hose system. A vessel's Deck Officer must be present, and direct the crew in all hose handling. There must be sufficient crew on deck to perform this work.

The vessel's Master is responsible for own vessel at all times. The max. loading rate is about 22,000 bbls.p.h. and the Company Mooring Master will advise in respect to loading pressures and hazards, but will not direct the loading except as may be necessary to protect the Terminal facilities. Manipulation of the vessel's valves is the direct responsibility of vessel's personnel.

Prior to commencement of loading, the Chief Officer will assure the Mooring Master that sea suction valves are *closed* and he will make note to that effect in Mooring Master's log before cargo loading is started. Final ullaging and computation of cargo will be done by an Officer of the vessel who will hand this information to the Mooring Master for transmittal to the Terminal for use in comparing metered-out cargo.

Caution: The incoming oil stream is controlled by the Terminal and it is extremely dangerous to close a cargo valve against the incoming stream. Such a procedure creates excessive pressure, which may damage hoses, piping or Terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

Emergency Signal: When normal ship-to-Terminal communications fail, the emergency signal to stop the flow of oil will be a continuous blast on the whistle until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle is used, all loading operations will be shut down until communications can be re-established.

Fire on Board of Export Tanker: The emergency signal must be given immediately to the Terminal. A vessel's Deck Officer with sufficient crew members must be ready and when so ordered by Mooring Master, close the manifold, disconnect the hose and standby on fo'castle ready to let go of the mooring line.

Terminal Stops: Request for the Terminal to stop the flow of cargo at a predetermined tonnage must be made in writing. Requests must include the statements that the Company will not be held responsible for any error and in case of overloading, the excess cargo cannot be pumped back to the Terminal. Some delays are always incurred when such a Terminal stop request is made.

SAFETY: The vessel's personnel are responsible for the safety of the vessel, and must take all necessary precautions whether or not so advised by the Mooring Master. Any safety precautions imposed by the Company Mooring Master and disregarded by ship's Officers or Crew, will be considered just cause for rejection of the vessel and all expenses and liabilities related thereto will be for account of the tanker.

Not less than 1 Deck Officer and 3 seamen shall be available on deck at all times while vessel is in the moorings.

One of those to be kept always on look-out on the bow to avoid contact with the SBM.

Power must be available at all times on deck winches and windlass while vessel is in the moorings.

The presence of unauthorised craft alongside is extremely hazardous and Masters are requested to require all unauthorised craft to clear the vessel's side prior to ballast pumping and cargo loading.

Mooring Masters are authorised to shut down loading operations during severe electrical storms, if another vessel or craft of any description comes alongside the loading vessel, and under any other circumstances which imperil loading operations.

MEDICAL: Medical assistance on an emergency basis only.

WEATHER/CURRENTS: Wind and swell are mostly from a Southwesterly direction. The weather is generally good from November to May but is unfavourable during the wet season months of May to November. The currents are irregular and at times strong. The Mooring Master will provide the Master with this information when boarding the vessel.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No facilities of any kind are available. Pennington Offshore Terminal is considered an open roadstead and under no circumstances may engines be shut down for repairs while a vessel is moored in the Export Tanker Berth. The vessel must be able to depart from the berth immediately on instructions to do so.

STORES: Not available.

REPATRIATION: Not permitted except in grave emergencies.

SHORE LEAVE: Not permitted.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

CURRENCY: Naira. All travellers, including seamen, can export up to a maximum of 50 Naira.

GENERAL: Cargo inspection services are available from several companies who have offices in Lagos. The use of this service will be for account of vessel or Consignee.

Cash and laundry service not available.

SHIPMASTER'S REPORT: December 1983 (updated 1988).

Radio: Export tanker radio transmits on 8385 kHz and receives on Channels 5/6. Advisable to give tanker a 2 day ETA.

Berthing: During vessel's stay 1 Berthing Master, 1 Cargo Surveyor and 2 Nigerians stay on board and require food and accommodation.

The 2 Nigerians keep a buoy watch together with the vessel's own watchman.

Loading: API is usually 36.9 at 60°F. Loading rate approx. 3,000 t.p.h at 84°F.

After loading there is no EDP and it is necessary to leave the berth, anchor and wait about 2 hours for paperwork.

Customs: Customs inspect store rooms.

SHIPMASTER'S REPORT: January 1986.

Vessel loaded 1,000,000 barrels of Pennington Light Crude Oil.

Documents: The authorities now require 6 copies Vaccination List, 4 copies Stores List and 11 copies Crew List.

Approaches: The Mooring Master boarded the vessel 1.2 miles West of the export tanker buoy.

Radio: The following Standard Messages were received from the storage tanker "Oloibiri":

Standard Message No. 1:

Quote

Note to Master –

On arrival have ready on starboard side the combination ladder (gangway plus pilot ladder) STOP on port side have boom ready to lift the mooring equipment STOP on forecastle have one 1 in. diameter messenger line 600 ft. long STOP on stern have towing line ready for handing to the tug STOP after mooring you will be connected with 1×16 in. hose on your port side STOP please call Pennington Terminal on VHF Channel 16 two hours before arrival STOP thank you STOP Pennington Terminal – MASTER Oloibiri/5NDF +

Unquote

Standard Message No. 2:

Quote

In addition to messages to Topcon Lagos please advise following information to this terminal –

1 – eta Pennington Terminal (4° 14′ 35.2″ N., 05° 36′ 53.2″ E.).
2 – cargo quantity to load.
3 – deballasting time.
4 – last port of call.
5 – next port of call.
6 – port at which cargo to be discharged.
7 – note – loading rate approximately 21,000 barrels per hour. Crude oil API 36.5. Approximate temperature 82° F. Any ballast to be discharged must be clear. – Topcon Warri – Master Oloibiri +

Unquote

Tugs: 2 tugs assist with berthing. 1 tug remains and tows aft throughout the entire stay at the SBM.
Hose Connecting/Mooring: In addition to the Mooring Master, 2 men board the vessel on arrival. They assist with mooring and connecting the hose. They stay on board all the time until the vessel is unmoored.
Surveyor: 1 cargo surveyor stayed on board whilst the vessel was at the SBM.

AGENCY: The Company does not perform general agency functions. Owners of vessels calling at the Terminal may arrange for their own Agents.
NOTE: Should any vessel or craft sink or become an obstruction in the vicinity of the Terminal or at the Terminal, the Terminal Operator shall be empowered and shall have the right to take any steps it may deem necessary to remove the obstruction without notice to the owners. All expenses of such removal shall be borne by the vessel or craft or by those owning it at the time of the accident causing the obstruction, and the Terminal Operator shall be entitled to reimbursement by them for any such expenses incurred by it.
OPERATORS: Texaco Overseas (Nigeria) Petroleum Company, P.O.Box 1986, 36 Gerrard Road, Ikoyi, Lagos, Nigeria. *Tel:* (01) 2690227-36. *Telex:* 21293 Topcon Lagos. *FAX:* (01) 2692367.
Contact: J.R. Ortiz, Chairman and Managing Director.

PORT HARCOURT (incl. Okrika Refinery):
04.46 N. 07.00 E.

DOCUMENTS: Ship Entry Notice, See "Lagos".
14 days prior arrival Agent requires:
16 Manifests.
3 Stowage Plans.
3 Hatch Lists.
On arrival at Port Harcourt, Master to present:
7 Ports of Call Lists.
7 Crew Lists.
2 Kroo Boy Lists.
3 Animal Lists.
5 Arms and Ammunition Lists.
1 extra Manifest for transhipment is applicable.
4 Stores Lists.
3 Crew Declaration Lists (belongings).
1 Declaration of Health List.
4 Vaccination Lists.
3 Narcotics Lists.
2 Parcel Lists.
6 Passenger Lists.
2 Stowaway Lists.

Where not applicable, forms to be marked "nil". All other forms including departure documentation prepared by Agent.
PILOTAGE: Compulsory from Bonny Fairway buoy. The pilot station for Port Harcourt is at Bonny, 15 miles from Fairway Buoy, 28 miles from Port Harcourt. The Harbour Master keeps watch on VHF Channels 16 and 14 and on 2182 kHz from 0700 hrs. to 1800 hrs. Pilot boards at Fairway Buoy from pilot-cutter green hull, stone colour superstructure.

Position of Fairway Buoy: Lat. 4° 12′ 56″ N., Long. 7° 00′ 28″ E.

It should be noted that Bonny is an Oil Terminal and as such heavy traffic of tankers is continuous. In extreme circumstances vessels may be requested by Harbour Master to pass the channel from Fairway Buoy at Bonny, and anchor at Bonny without a Pilot, in which case latest Notices to Mariners should be studied in order not to damage oil pipelines in prohibited anchorage areas.
ANCHORAGES: Position West of Fairway Buoy, depths 8 – 9 fathoms. Also on Bonny River at Bonny Town.
RESTRICTIONS: Vessels for Okrika and Port Harcourt can only navigate during daylight.
MAX. SIZE: Also see "Berthing" and "Report". Max. draft is 7.32 m. at HW. Max. length 600 ft., no restrictions on beam. Ebb tide reaches a max. of 3 knots off the berths and 2.5 knots in the river, flood tide 2.5 knots off berths and in the river.
HEALTH: Q-flag to be shown on arrival, except if from another Nigerian port. Yellow fever inoculations compulsory.
RADIO: Master to cable "Agent" Lagos via Lagos Radio ETA 7, 4, 2 and 1 day prior arrival. Master to contact Bonny Harbour Master on VHF Channel 14 on arrival at anchorage giving all vessel and cargo particulars, Agent's name, SEN No., and date of issue.

Master also required to advise Port Harcourt Harbour Master identical information through Lagos Radio and to contact Port Harcourt Agent on VHF Channel 14, keeping watch on this Channel per Agent's instructions.
TUGS: 3 N.P.A. tugs of about 1,000 h.p.
BERTHING: *Port Harcourt:* 8 berths for general cargo at hard quays. Maximum practical draft 7.32 m.

8 dry cargo berths depth 33 ft. – 35 ft.

Mooring buoys, Dockyard Creek with 5 buoys, max. draft 7.62 m.; Dawes Island anchorage discharging for about 12 vessels, max. draft 8.23 m.; Pool 4 buoy berths max. draft 6.01 m.; Tanker buoy 1 berth.
B.O.P. Berth. This berth lies outside the Quay area, and is for the loading of palm oil by means of a direct pipeline from the installation of Bulk Oil Plants (Nigeria) Limited. It consists of a central "T" jetty with dolphins and is capable of berthing vessels up to 480 ft. in length. It is also used for the discharge of explosives as such cargo is not permitted to be handled across the general cargo Quay.

Oil is supplied by a 6 in. diameter pipe at a maximum rate of 250 t.p.h.
Coal Handling Facilities: Facilities for loading coal have been completed and a conveyor capable of loading about 60 t.p.h. is working. Max. draft at the coal berth is 7.62 m. This berth is situated at the Northern end of the port, berth No 8.

Okrika Oil Refinery: (Lat. 04° 44′ N., Long. 07° 05′ E.). Okrika lies on the Bonny River, 56 km. from the sea. The approach over the bar is by a channel 12.8 km. in length. Depth in channel: See "Bonny". The river from Bonny to Okrika has been dredged as necessary to a depth of 8.84 m. Chart Datum. The bar channel and river are well buoyed with light buoys, port and starboard. There are also beacons in the river. Jetty at the oil refinery suitable for berthing coastal and ocean tankers up to 33,000 d.w.t. The jetty is "L" shaped with a square dolphin at the end of the arm. Ocean tankers secure on the outside of the jetty making fast to two sets of mooring dolphins each end. The coastal vessels and barges are berthed on the inside of the jetty. Oil is supplied via gantry hoses on either side.

Max. draft limit for tankers sailing from port 9.67 m., draft for berthing 7.92 m.

Fresh water available from the jetty.

The tugs based at Port Harcourt are available if required.

Pilotage is compulsory from the Fairway Buoy to the Refinery Jetty except for Naval vessels and vessels of less than 1,000 tonnes whose Master holds a licence issued by the Nigerian Ports PLC. All vessels using the Refinery Jetty will berth and unberth on the flood tide only during daylight hours until further notice.

Also see "Report" and "Shipmaster's Report" dated October 1990.
STEVEDORES: Gang requirements and hatch distribution should be included in 48 hours ETA cable to Agent. Discharging general cargo 8 tons per gang/hour, cement 15 tons per gang/hour, bagged cargo 20 tons per gang/hour, loading produce 15–20 tons per gang/hour.
MEDICAL: Doctors available 24 hours, but limited supply of medicines available. Yellow fever vaccination required.
TANKERS: See "Berthing".
DENSITY: Approx. 1015.
FRESH WATER: Limited supply by barge.
FUEL: Most standard lubricants available, fuel and gas oil available by barge or road tanker. Requirements by 48 hours ETA cable.
REPAIRS: Only very minor repairs available, no spares.
GANGWAY/DECK WATCHMEN: Compulsory. Tankers take 4 watchmen and cargo vessels take 16 watchmen. Acts of piracy have taken place at the port. See "Bonny" – "Piracy".
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCES: 200 cigarettes per man per 7 days. 1 wine or 1 bottle spirits per officer per 7 days.
REPATRIATION: Possible via Lagos or Port Harcourt.
AIRPORT: Port Harcourt International Airport 30 km. from port. International and domestic flights.
TIME: GMT plus 1 hour, no changes during the year.
HOLIDAYS: See "Lagos".
POLICE/AMBULANCE/FIRE: All can be contacted by telephoning 999.
SHORE LEAVE: Allowed provided crew carry Passport or Seaman's Book.
IDENTIFICATION CARDS: Crew to carry Passport or Seaman's Book whilst ashore.

REPORT: September 1984.
(a) Okrika sailing draft now 31 ft. 9 in.
(b) Compulsory pilotage for all classes of vessels including service boats is now in force.
(c) All vessels are to direct radio messages/cables advising ETA's to the port of destination and not to Nigerian Ports PLC headquarters in Lagos to avoid delays.
(d) Station Tanker "Maryland" – 152,035 d.w.t., LOA 915.34 ft. Summer draft, 58 ft. and operating on max. draft of about 40 ft. with which she is capable of lifting 85,000 tonnes of product. Vessel's position is approximately Lat. 4° 25′ N., Long. 7° 08′ E. at Bonny Inner Anchorage.

SHIPMASTER'S REPORT: May 1982.
Documents: 6 Crew Lists, 5 Passenger Lists (or negative), 8 Arms and Ammunition Lists (or negative), 6 Livestock Lists (or negative), 7 Ports of Call Lists, 2 Bonded Store Lists, 5 Vaccination Lists, 2 Crew Declarations.

As we were a tanker in ballast we did not present any Manifests and Bills of Lading. However, the Immigration Officer asked for a declaration from Master that there were no stowaways on board. No special form used.
Pilotage: Pilot keeps watch on Channel 14 and all traffic passed from this Channel to others (12, 13). As there is a shortage of Pilots, sometimes one Pilot comes out at Fairway Buoy and boards the first vessel to enter. The two or three other vessels entering at same time are directed to follow the vessel with the Pilot on board through the entrance channel to Bonny. When no Pilot waits at "N" buoy, the Pilot on board the first vessel will direct the others to the anchorages at Bonny as far as Buoy 1A.

During our stay it was observed that sailing out was performed at any hour but sailing in was only performed during daylight hours.

As the channel from Fairway Buoy and Bonny is a one-way channel all traffic is controlled by Bonny Signal Station who keep watch on VHF Channel 14 continuously and gives permission to vessels who intend to use the channel regarding the other vessels who are using it.

The Pilot from Port Harcourt to Bonny will normally disembark at Bonny outward bound. However, if another vessel is waiting at the fairway buoy to proceed inward or if requested by Master, Pilot will take vessel to the Fairway Buoy.

Our Pilot left at Bonny Pilot Station and vessel can proceed to sea after getting permission from Bonny Signal Station to do so. If outward channel is not clear from inbound vessels you are requested to wait until the last vessel reaches "N" buoy. In some circumstances they will allow vessels to cross each other near "M" buoy but no further than that.

On this occasion it was noted that "L" buoy (starboard) was missing.

Tankers between Bonny and Port Harcourt can only proceed with Pilot and during daylight hours. When proceeding to Okrika the Pilot boards at Bonny Pilot Station or at Bonny Anchorage and conducts vessel up river to Okrika and berths vessel. If possible he starts from Bonny when tide begins flooding up river, it takes about two hours for tide to reach Okrika and vessels take about same time in steaming, so when we reached Okrika the tide begins flooding.

Tankers berth port side to and use starboard anchor to make the turn. Pass a line to a mooring buoy so that it will be on starboard bow when the vessel is berthed to assist the berthing. After completion of berthing this line is taken in, as it has no more use and on account of thieves. Vessels remain secured by 3 breast lines to dolphins forward and aft and 1 spring line to jetty forward and aft.

When sailing, after taking in all lines, the last ones being one breast line forward and aft, the starboard anchor will assist the vessel to leave the jetty and reach the middle of the channel.

Maximum draft for sailing out of Okrika Terminal is 32 ft. (9.75 m.), when berthed port side to the jetty. If berthed starboard side to the jetty the maximum sailing draft is 25 ft. (7.60 m.). It is convenient when sailing at maximum draft to go to the jetty always port side as if going starboard side to when loaded to 25 ft., vessel has to stop loading, unberth, turn and berth one more time and all these operations must be performed only during daylight hours and at special stages of tide.

Sailing out from Okrika with 32 ft. will be performed in daylight and vessels must leave jetty two hours before high tide at Bonny.

The channel from Okrika to Bonny has been kept dredged to the Chart Datum, it was well buoyed and was made by the vessel loaded without any difficulties. Our sailing draft was 32 ft.

Health: "Q" flag to be shown on arrival, on river and on berth, till the Health Authorities board the vessel and give clearance.

Okrika Jetty: Further to the information above there is a new jetty, down river, close S.E. of the former, which is ready as a normal quay, but will have to have oil loading facilities and pipelines, connected to the existing ones at the middle of the connection to shore of the former jetty. The new jetty is provided with six buoy fenders (cylindrical type), four of them in the middle, (the small type) and two (large type) near the extremities of jetty. It is expected that the mounting of pipelines, oil loading facilities and other facilities will take about 2–3 years.

Density: During our stay, May 6th – 9th, we experienced the following: at LW 1018; at HW 1019; water temperature 30°C.

Fuel: Fuel oil, diesel oil and gas oil are available. We took gas oil without difficulty but fuel oil takes a long time as occasionally they need to flush all lines and this takes time. Orders must be placed well in advance as it takes a long time to get confirmation from Lagos about the supply.

Shore Leave: No difficulties, but recommended in daylight hours.

Communications: Between Lagos and Port Harcourt are very poor. Telex lines were inoperative at time of our stay and all messages between Lagos and Port Harcourt Agency Offices were passed by radio or telephone with delays.

SHIPMASTER'S REPORT: October 1990.
Vessel: 50,000 d.w.t.
Berth: Okrika Refinery.
Report: The following is a copy of a telex received from a Master.

Okrika Pilot boards at Bonny Town. Daylight berthing only. River passage fairly well buoyed. There are two berths ('A' and 'B') on the East side of the river. Vessel berths portside to, so has to turn short round adjacent to berths. Tug "Limburgh" in attendance. After turning, starboard anchor used to check approach alongside. Tug was used as mooring boat. Tie up with 4 head/stern lines and 2 springs fore and aft. Berth 'A' is of good solid cement construction. Good fenders alongside berth at approximately 70 m. intervals. Dolphins for head lines have good leads, but aft dolphins give poor leads for stern lines and breast lines.

Berth 'B' (length 110 m.) is best berth. Also of good solid cement construction with very good fenders, leads to dolphins each end good. Both berths have 10 in. Chicksans. Density 1012 varies. Max. sailing draft 9.5 m. Communications overall chaotic, very difficult to get any information. One task force soldier onboard. We had no problems with pirates, but other vessels did. Pirates can be vicious and will come out 30 miles from coast. Port officials board at Okrika and Bonny. Vessel requires two complete sets of entry papers.

AUTHORITY: Nigerian Ports PLC, Private Mail Bag 5043, Port Harcourt, Nigeria. *Tel:* 300370/516. *Telex:* 61348. *Cables:* Genports. *FAX:* 335402. *Contact:* Port Administrator.

AGENT: Alraine (Nigeria) Limited, P.M.Bag 622, Port Harcourt. Tel: 084 222.531. Telex: 61120.

QUA IBOE: 04.20 N. 07.59 E. (See Plan)

LOCATION: The Terminal is located on the Eastern side of the estuary of the Qua Iboe River in approximate position Lat. 4° 33′ 00″ N., Long. 7° 59′ 30″ E.

The crude oil storage facilities consist of seven tanks each of 500,000 barrels capacity.

Note: The eighth tank with same capacity is nearing completion. Also under construction are three condensate tanks of 670,000 bbls. capacity each.

IMPORTANT FEATURES AT QUA IBOE TERMINAL:

1. There are 2 loading SPM's for handling VLCC's up to 300,000 d.w.t.
2. Approximate average API 36.0, average loading temperature 89°F. to 92°F.
3. Vessels proceeding to the safe anchor area should approach from the Southeast, and when instructed to anchor should drop anchor 5 miles Southeast of the Berth Operation Platform (BOP). The BOP is equipped with a Racon, transmitting the letter "K".
4. The Pilot at Qua Iboe Terminal will moor/unmoor and supervise all other operations and movements of the vessel at the Single Point Mooring Buoy and at the anchorage.
5. Safety rules are strictly enforced. The safety requirements are based on the ISGOTT standard regulations.
6. Display of quarantine signals on approach to Qua Iboe Terminal must be maintained until Free Pratique is granted. By day the flag of Nigeria must be flown throughout the vessel's stay in the Terminal area.
7. SPM No. 1 (Berth No. 2): Single Point Mooring (SPM) buoy is located in position Lat. 4° 13′ 05″ N., Long. 8° 02′ 45″ E., approximately 19.4 nautical miles, 170° of the Terminal Tank Farm. Depth of water at the manifold is 85 ft.
   Vessel's max. draft 72 ft.
8. SPM No. 2 (Berth No. 3): Single Point Mooring (SPM) buoy is located in position Lat. 4° 13′ 30″ N., Long. 8° 03′ E., approximately 18.8 nautical miles, 165° from the Terminal Tank Farm. Depth of water at the manifold is 85 ft.
   Vessel's max. draft 72 ft.

8a. *Proposed* SPM No. 3 (Berth No. 4): Single Point Mooring (SPM) to be positioned in Lat. 04° 13.3′ N., Long. 08° 05.5′ E., approximately 19.3 miles × 163° from Terminal Tank Farm. The depth of water at the manifold is 85 ft.

9. Charts and Publications: Masters of vessels proceeding to load at Qua Iboe Terminal should obtain the latest sailing directions, charts and hydrographic bulletins for the area.
   In this respect attention is drawn to the following editions of:
   (a) British Admiralty Chart: No. 1860.
   (b) British Admiralty sailing direction: African Pilot Vol. 1.
   (c) U.S. Naval Oceangraphic Charts: No. 2352, 2353.
   (d) U.S. Naval Oceangraphic sailing directions: No. 50 S-West Coast.
   (e) Latest edition of Guide to Port Entry.
   (f) Up-to-date and appropriate tide tables.

ESSENTIAL REQUIREMENTS AND QUESTIONNAIRE FOR TANKERS ARRIVING FOR LOADING:

1. No dirty ballast.
2. Nigerian time is GMT plus 1 hour.
3. All vessels must exhibit the Nigerian National Ensign while in the vicinity of the Qua Iboe Terminal moorings.
4. Vessel to radio the following information prior to arriving at Qua Iboe Terminal Anchorage:
   a. Tanker's name.
   b. Port of Registry/Country.
   c. Summer deadweight.
   d. Last port of call.
   e. Port of destination.
   f. Cargo requirements.
   g. Loading rate required.
   h. Deballasting time prior to commence loading.
   i. Arrival time at anchorage.
   j. Anchoring time.
   k. Master's name.
5. Vessel to have ready prior arrival:
   a. Port side derrick.
   b. Port side manifold for 2×16 in. hose connections.
   c. Combination ladder or pilot hoist.
   d. One floating ship's rope astern to tie-up tug.
   e. Two ship's ropes at the bow or a long 1.5 in. diameter nylon messenger.
6. Mooring Master and/or Government Officials will meet the vessel in the suggested Safe Anchorage Area.
7. Vessel to provide a good lee for the Mooring Master and/or Government Officials.
8. The Master of the vessel is fully responsible for the safety of his ship at all times.
9. Ship's crew to perform all operations of mooring/unmooring, connecting/disconnecting hoses on board the vessel.
10. Sufficient crews and at least one suitable deck officer must be on duty at all times while the vessel is moored to the SPM.
11. An Agent will be available, if requested by the Charterer/Ship's Operator.
12. The following services are not available:
    a. Shore leave.
    b. Crew changes.
    c. Supply of stores, fresh water, bunkers.
    d. Medical assistance, only on extreme emergency basis and will be debited to the vessel's account.
13. The following personnel live on board throughout the stay of the vessel.
    1 Pilot.
    1 Cargo Surveyor.
    1 Nigerian Ports PLC Environmental Inspector.
14. Lineboat is tied up astern using a ship's rope.

DOCUMENTS:

The following documents are required by the Nigerian Government Customs Representative at Qua Iboe Terminal:

4 copies Crew List.
4 copies Ports of call within the last three months.
4 copies List of Birds and Animals.
4 copies Passenger List.
4 copies Stores List (with attached list of narcotics).
4 copies List of Arms and Ammunitions.
4 copies Crew Personnel Effects List.
4 copies Vaccination List.
1 copy Sailing Clearance, last port of discharge.
1 copy Loading Instructions (telex).

In addition the Task-force Officials and the Agent require one copy each of the above listed documents.

The Master must be aware of the Nigerian National Maritime Authority (NMA) levy on oil shipments to/from Nigeria.

PILOTAGE: Vessels loading at Qua Iboe will be boarded by a Company Mooring Master either at the anchorage or where directed.

The Mooring Master will advise the ship's Master in regard to the approaches to the berth; and the mooring, unmooring, connecting, disconnection of hoses, departure from the berth and loading operations.

All vessels must have upon arrival a pilot ladder in good, clean condition safely and securely rigged. A vessel arriving with freeboard of 30 ft. or more must use its accommodation ladder in conjunction with the pilot ladder unless a "pilot hoist" or similar arrangement is available.

In the event that a vessel is deemed by the Mooring Master to be improperly or insufficiently equipped with adequate mooring facilities, lines or gear, then he shall so inform the ship's Master. In such an event the vessel will not be brought into the mooring until satisfactory gear or equipment is provided.

ANCHORAGE: Numerous submarine pipelines and structures exist in the approaches and close vicinity of the loading berths.

Under no circumstances whatsoever should vessels anchor except in the approved anchorage described below.

The Anchorage Areas are as follows:

North-West Anchorage is bounded by lines joining the following points: 04° 13.0′ N., 08° 03.0′ E.; 04° 09.8′ N., 08° 03′ E.; 04° 13′ N., 08° 05.5′ E.

South-East Anchorage is bounded by lines joining the following points: 04° 10′ N., 08° 04.3′ E.; 04° 10′ N., 08° 07′ E.; 04° 12.5′ N., 08° 07′ E.

Vessels bound for the Qua Iboe Terminal should proceed with extreme caution from the S.E. to the safe Anchorage Area. If uncertain of the vessel's position because of poor visibility stay S.E. and clear of the safe Anchorage Area until visibility has improved.

HEALTH: Pratique may be granted by radio (Lagos Radio).

The vessel should have a clean Bill of Health or an equivalent document from the last port of call. The vessel's Master and all members of the crew shall possess International Certificates of Health showing valid Cholera and Yellow Fever Vaccination Certificates.

MAX. SIZE:

Berth	*Length*	*Beam*	*Draft*
No. 2 (SPM1)	No restriction	No Limit	72 ft.
No. 3 (SPM2)	No restriction	No Limit	72 ft.

RADIO: Cable address: Mobiloil Lagos. Telex: 21228, 22608 and 21801.

Vessels proceeding to load at Qua Iboe must radio:

1. Mobiloil, Lagos indicating their cargo requirements, last port of call and ETA 7 days prior to arrival. When their passage time is such as to not permit a 7 day ETA then the maximum possible advance notice must be given.
2. Mobiloil, Lagos, confirming or amending the ETA given in (1) above at 72 hours and 24 hours prior to arrival.
3. The Nigerian Government Port Health Officer at Lagos at least 72 hours before arrival advising the following:
   - (a) Vessel's name and call sign.
   - (b) ETA Qua Iboe Terminal.
   - (c) Last port of call.
   - (d) Cargo requirements.
   - (e) Number of crew and whether healthy or not.
   - (f) Whether or not a doctor on board.
   - (g) Requesting Free Pratique.

The Port Health Official boards vessel on arrival. If the request has not been radioed to the vessel, the yellow flag "Q" by day or red over white lights by night must be displayed on arrival at Qua Iboe.

In addition, as soon as possible prior to arrival, vessels should establish direct communication with the Terminal ("Qua Iboe Control") on VHF international calling Channel 16 (156.8 MHz) or call on Channel 84 (Qua Iboe Terminal).

Vessels not equipped with VHF or whose equipment is not fully functional should advise Mobiloil, Lagos, at the time of their ETA messages previously referred to.

The (BOP) Berth Operation Platform is fitted with a Racon and transmits the Morse signal "K" (–·–). All vessels equipped with 3 cm. radar will be able to pick this up on their radar screen at a distance of approximately 17 miles – 20 miles.

After direct contact has been established with the vessel, Qua Iboe Control will transmit preliminary requirements and berthing instructions.

VHF: The primary system of communication with the terminal while in berth shall be through the Mooring Master by means of a portable VHF unit provided by the company.

TUGS: None. Terminal launches assist in berthing.

BERTHING: All vessels must be equipped with adequate on-deck and overside lighting. A spotlight should be rigged on the bridge when berthing during the hours of darkness.

To assist in the vessel's turnaround, tankers should have all booms and cargo gear rigged on the port side before the ship is boarded by the Mooring Master.

Berthing Requirements: Berth Nos. 2 and 3: All vessels proceeding to the SPM must secure their anchors with chain stoppers or compressors.

Floating hoses taken aboard on the port side.

The moorings have been designed in general accordance with the recommendations of the SPM Forum. The mooring lines consist of 2×18 in. braided nylon ropes each 160 ft. long with floats attached.

In order to heave the mooring lines aboard, the vessel must have ready on the forecastle a ship's rope or a rope messenger not less than 1.5 in. in diameter and a minimum length of 720 ft. The rope/messenger is led through a fairlead, large enough to permit the entry of a 3.25 in. diameter chafing chain, on port side or centre line (Panama Lead) down to the water clear of the ship's bulbous bow. This rope must have a good lashing attached to the eye.

The terminal line boat assisting in mooring, will proceed to the vessel, as soon as she is within her reach, to pick up the ship's rope and to make the connection with the terminal provided 12 in. circ. polypropylene rope. The ship will then heave steadily on the rope until the chafing chain lies across the fairlead of the vessel.

Tenders by vessels to load crude oil cargo at Qua Iboe, will be normally accepted and berths assigned to vessels in chronological order of arrival providing such vessels have current nomination for cargo valid at the time of tender, carry clean ballast, if any, and have cargo tanks in a fit condition to receive cargo. Also they must be in all respects properly equipped and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

HOSES: Berth Nos. 2 and 3 SPMs are equipped with 2 floating hose strings, 870 ft. long on the left hand and 840 ft. long on the right hand facing the buoys. The over-the-rail hoses have a 16 in. ASA connection provided with a butterfly-valve at the end.

Tanker on Light Draft: Weights of Hose Strings for SPM: Indication of hose strings approximate weights of hose strings in *long tons* (including fittings and floats) with all hoses full of crude oil S.G. 0.850. Assumed total lift 25 ft. above deck level.

Size of Tanker	*Inside Diameter of Hoses* *12 in. – 16 in.×30 ft.*
285,000 d.w.t.	6.8 tons
200,000 d.w.t.	6.0 tons
100,000 d.w.t.	5.2 tons
80,000 d.w.t.	5.0 tons

LOADING: All vessels must be adequately provided with bollards or cruciforms and suitable leads to facilitate the hanging off of the hoses during the lifting operation.

The Mooring Master will inspect the vessel's cargo tanks and will sign the Dry Certificate prior to the commencement of loading.

The Mooring Master may reject a vessel if it is not upon inspection properly equipped or if it is not suitably manned or if deemed to have dirty ballast or tanks unsuitable to receive cargo. Any vessel rejected because of being insufficiently equipped, will automatically nullify her (NOR) "Notice of Readiness" and will not be accepted until satisfactory evidence is produced, that the vessel's gear is in good working condition.

The ship's Master or a suitable Qualified Officer must be on duty on the bridge at all times while the ship is manoeuvring, mooring and unmooring or whenever requested by the Mooring Master.

All mooring, unmooring and hose connection and disconnection must be carried out by the ship's crew under the supervision of a suitable Qualified Officer acting on the advice of the Mooring Master.

Ship's loading manifolds should be prepared for 2×16 in. hose connections prior to arrival at the Qua Iboe Terminal. Sundry equipment should include tools to connect the hoses, nuts, bolts, gaskets and rope strops as none of these items are supplied by the Terminal. All 16 in. hoses have ASA flanges.

The Notice of Readiness will be signed by the Mooring Master on behalf of the Company. The time for giving the Notice of Readiness is the time of the vessel's arrival at the usual anchorage, or the time of boarding of the Mooring Master, whichever is the earlier. Notice of Readiness will not be accepted unless the vessel is ready to load.

Loading normally commences with one booster pump until it is confirmed by the deck officer that the crude oil has entered the ship's tank, loading rate then will be gradually increased until the maximum or requested rate has been reached.

Pumping rate at both SPM's can be expected to be up to 53,000 bbls.hr.

The vessel must give 30 minutes notice to the Mooring Master prior to completion of loading and shall advise if a decrease in loading rate is desired. The Mooring Master will advise the vessel of the expected gross API and the approximate loading temperature.

Upon completion of loading, the vessel will be required to leave the berth immediately after disconnecting hoses to await shore figures and outward clearance at the anchorage.

Pressure Surges: Because of the long lengths and large diameters of the pipelines, ships' loading valves must not be closed against the flow of oil.

Vessels provided with mechanically or hydraulically operated valves whose closing time is less than 30 seconds must advise the Mooring Master accordingly. In such circumstances the loading rate may have to be reduced.

EARLY DEPARTURE PROCEDURE: Procedure discontinued.

BALLAST: *There are positively no facilities for disposal of dirty ballast.*

It is the ship's Master's responsibility to see that no oil of any kind is pumped or spilled overboard from the ship.

This includes oily water from bilges, crude residual from previous voyages or any other matter that may result in pollution of the sea. Any fines imposed shall be to ship's account.

As soon as it is practical, all vessels' cargo tanks will be inspected by the Mooring Master, Cargo Surveyor and Nigerian Ports PLC. Environmental Inspector, for oil in the ballast, and during discharge of ballast similar inspections will continue.

If evidence of oil appears at any of these inspections the ship will be rejected forthwith and will not be accepted until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If during inspection or during progress of loading it is revealed that ship's tanks are not tight or that oil is leaking from the ship, the ship may be rejected or refused further loading.

Any vessel rejected because of dirty ballast or sea pollution will automatically nullify its "Notice of Readiness" and will lose any priority of position for loading.

A vessel must have sufficient ballast for safe handling, having due regard to existing weather and sea conditions. Through a careful watch of the weather and sea conditions, frequent exchange of information between ship and terminal, and by a knowledge of behaviour of his own vessel, the Master may come to the terminal with a minimum of ballast and thus lessen any possibility of infringement of sea pollution regulations.

Vessels are to maintain safe draft. If unable to load and deballast at the same time, then part cargo may have to be loaded before deballasting.

In addition to the lights usually displayed, vessels at the mooring discharging ballast or loading cargo during darkness will brilliantly illuminate the sea around the ship, so that any pollution will readily be noticeable.

Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load simultaneously, providing approval is first obtained from the Company Operations Superintendent.

DENSITY: 1015 – 1018.

FRESH WATER: Not available.

FUEL: Not available.

STORES: Not available.

MEDICAL: Only emergency medical facilities.

CUSTOMS ALLOWANCES: Nigerian Government Customs Officials will board the vessel as soon as possible after arrival to give inward clearance and "Free Pratique" service. Nigerian Government Regulations are strictly enforced.

Cigarettes, cigars, tobacco, matches, spirits, wines, perfumes, arms, ammunition and possible other items have to be locked under Customs seal from time of arrival of ship in port until time of leaving territorial waters.

Each person is allowed 200 cigarettes per week of stay or equivalent amount of tobacco or cigars in lieu thereto. Each person is allowed 1 bottle of spirit and 1 case of beer. Special allowances are made for Masters under special circumstances. If the slop chest items and the bonded store items are not combined in one locker, the Customs Officer has to be informed.

REPATRIATION: Crew changes not possible.

TIME: Nigerian local time is GMT plus 1 hour throughout the year.

SHORE LEAVE: Not possible.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

WEATHER: *Tidal Streams and Currents:* Tidal streams and currents occur throughout the year in irregular directions, however, predominating in an Easterly/Westerly direction with occasional rates of 2 knots to 3 knots.

Winds: Southwesterly to Westerly winds predominate from May to September and at their strongest average between 25 knots and 30 knots. From October to April the winds are variable and unpredictable in force and direction. From December to February winds are mainly from the North and their weakest average is 5 knots to 10 knots.

Squalls: Squalls of varying intensity are common between March and November. These squalls are unpredictable in force and direction and are accompanied by torrential rain, thunder, lightning and sudden shifts in wind direction. During these squalls winds of 55 knots to 60 knots have been recorded.

Masters of vessels are therefore advised to keep a lookout for these unexpected changes in the weather conditions, keeping the engine on constant readiness to be able to leave the berth under full power on short notice.

Sea Swell: Throughout the year a long low Southwesterly swell is prevailing. During the wet season, June to October, this swell together with a rough sea becomes very high, especially during heavy squalls.

Rain: The rainfall is very heavy with a yearly average of about 3,700 mm. There are basically two seasons, a wet season from June to October and a dry season from November to May.

Fog and Visibility: Fog is virtually non-existent. Visibility is good except during heavy rains and during the dry season, when the visibility drops occasionally to 4-5 cables.

Temperature and Humidity: The average temperature is between 28° and 30° celsius. The daily range is from 22° to 35°. The humidity is high, 75% to 85%.

The surface sea temperature is between 26° and 28° celsius.

The sea bottom temperature is between 22° and 24° celsius.

GENERAL: *Agency:* The Company will handle documentation requirements for vessels loading at the Terminal. It does not carry out general vessel agency functions. Ship's mail and personal mail will be handled by Agent (Gulf Agency Company or Elder Dempster (Nigeria) Agencies).

"B" Flag: During loading, the International Code Flag "B" must be displayed from a topmast signal halyard during daylight hours. During hours of darkness a red all around light must be displayed where it can best be seen.

SHIPMASTER'S REPORT: December 1984 (Updated 1992).

1 Pilot, 1 N.P.A. Environmental Inspector and 1 Cargo Surveyor live on board.

Immigration and Customs Officials board for usual formalities and store room inspection.

Lineboat tows astern most of time using ship's line.

EDP discontinued, vessel does not obtain clearance until ship's figures checked against shore figures, after which, Customs Clearance is received. This can involve a wait of several hours. Vessel has to complete consignees' papers after sailing. Supernumeraries may cause difficulties with Immigration, it is best to have everyone signed on.

For vessels waiting, a good anchorage can be obtained in position 03° 55′ N., 05° 46′ E., taking care to avoid the 120 fathom hole in position 03° 55.5′ N., 05° 42.9′ E. When hove up, the cable was very clean with only a little mud on the anchor.

AUTHORITY: Nigerian Ports PLC, 26/28 Marina, PMB 15288, Lagos, Nigeria. *Tel:* 600620. *Telex:* 21500 ONPNPA NG. *Cables:* Genport. *Operator:* Mobil Producing Nigeria – Qua Iboe Terminal, Marine Office, c/o Mobil House, Lekki Expressway, Victoria Island, PMB 12054, Lagos, Nigeria. *Tel:* 619010, 619020, 619085, 619091. *Telex:* 21801, 21228 and 22608. *Cables:* Mobiloil, Lagos. *Contact:* Captain P.B. Etim, Marine Superintendent, Qua Iboe Terminal. Mr.Rudi Hanschitz, Operations Manager. Mr.S.O. Otori, Area Operations Manager – QIT Eket. Mr.Carl Burnett, Production Manager – Lagos.

SAPELE: 05.55 N. 05.42 E. (See Plan)

PORT LIMITS: Escravos Fairway Buoy.

DOCUMENTS: See "Warri".

APPROACHES: Escravos Fairway Buoy Lat. 05° 30′ N., Long. 05° 04′ E. for entry to Escravos River. Present draft limit 6.4 m. Dredging of channel 100 m. from Escravos down to 10 m. expected to be completed soon.

PILOTAGE: See "General" – "Pilotage" before first port.

Compulsory for all vessels. Whenever ships are bound for Sapele Port, Masters should send telegram at least 7 days in advance before ship's arrival at Escravos Fairway, to Escravos Pilot Station, P.O.Box 368, Warri, Nigeria, via 'Lagos (50W)' comfirming Ship's name, Call Sign, Flag, LOA, Draft, Port of destination, Last Port and accurate ETA Escravos Bar. When Escravos Pilot Station is aware of ship's ETA., it will arrange a reliable pilot for the ship, before her arrival at Escravos Bar. On approaching Escravos Fairway Buoy, Master should contact Escravos Pilot Station direct on VHF Channel 16 to report vessel's arrival and request the name of the Pilot boarding. Afterwhich the Pilot will be sent onboard outside the Breakwater to pilot vessel up river to Koko Mid-Stream Anchorage, where the Sapele Harbour Pilot normally comes aboard to take vessels alongside. Berthing operations are carried out during daylight hours only.

The mouth of Escravos River (5° 31′ 30″ N., 5° 07′ 20″ E.) is the main entrance for the Niger Delta Ports of Warri, Burutu, Koko and Sapele. Before entering any of the rivers, creeks and channels from Escravos to the above Ports, vessels will embark a Pilot from the Pilot Station before proceeding up river. Positions should be broadcast at frequent intervals and vessel should keep constant VHF listening watch on Channel 16. Pilot Station at Escravos is located 0.5 miles South of the Escravos Beacon and operates from 0600 hrs. to 1800 hrs. daily. Pilot boards inward bound vessels about 2.0 miles S.W. of the Breakwater from a motor boat flying 'SG' in international code Flags. Ships are advised to hoist the same 'SG' flags on the mast, on arrival at Escravos Bar. Positions and movements can be exchanged with other vessels in the vicinity on VHF.

In foggy weather periods, vessels are advised to proceed inside the Breakwater to the Pilot Station to embark a Pilot, as the pilot motor boat is not equipped with navigation aids. The IALA Maritime Buoy System 'A' (Red to Port) is adopted after the entrance down the Escravos River. Vessels should sound 3 prolonged blasts followed by one short blast (– – – ·) on the whistle as "Pilot Call Signal" on arrival at Buoys No. 11/12. when proceeding to the Pilot Station, at intervals of every 10 minutes. In such cases the Pilot will board inward bound ships after 1.0 miles from Buoys No. 13/14. Vessels sometimes drop anchor at the Pilot Station and wait for further instructions from either Koko or Sapele Port Control, before proceeding up river to Koko Mid-Stream Anchorage. On arrival of vessel at the Pilot Station, the Pilot usually boards with one helmsman and they may stay onboard until the ship sails back to Escravos Pilot Station. In most cases the helmsman stays onboard and the Pilot comes back when the ship is ready to sail.

ANCHORAGES: At Koko with max. LOA 170 m. and max. draft 6.4 m.

MAX. SIZE: Max. permissible length 170 m., draft 6.4 m., depth alongside berths 10.0 m.

HEALTH: See "Lagos".

RADIO: See "Lagos" for ETA advices to Agent.

VHF: Port Authority Sapele to be contacted on VHF Channel 16. Working hours 0700-1800.

TUGS: A tug is available as Koko to Sapele is a compulsory pilotage district.

BERTHING: Six berths (incl. one Ro-Ro) at new port. Mooring during daylight hours only.

MEDICAL: NPA Port Clinic with a doctor and a number of para-medical staff available Monday to Saturday.

FRESH WATER: Available in Sapele and supplied by water hydrant and by barge.

FUEL: Fuel oil available by barge from Warri. Diesel available locally. Both products in limited supply.

REPAIRS: No facilities.

DRY DOCKS: None.

GANGWAY/DECK WATCHMAN: Compulsory during hours of darkness while in port or at Koko Anchorage.

CLOSING/OPENING HATCHES: Either by crew or stevedores.

CUSTOMS ALLOWANCES: See "Lagos".

REPATRIATION: By road to Benin, or Warri, both connected with Lagos by regular air service.

TIME: GMT plus 1 hour.

POLICE/FIRE: Police/fire services are available in the port every day throughout the year.

TELEPHONES: External (P. & T.) and internal telephones are available in the port.

SHORE LEAVE: See "Lagos".

IDENTIFICATION CARDS: See "Lagos".

AUTHORITY: Nigerian Ports PLC, Sapele Port Complex, Private Mail Bag 4024, Sapele, Nigeria. *Cables:* Genports. *Contact:* The Port Manager.

AGENT: Alraine (Nigeria) Ltd., P.O.Box 4030, Sapele.
Tel. (234) 5441788. Telex: Lagos 21244.
N.B. Correspondence should be addressed to Warri office.

WARRI: 05.30 N. 05.44 E. (See Plan)

DOCUMENTS:
(a) Ship Entry Notice, SEN. (See "Lagos").
(b) 14 days prior arrival Agent requires:
12 copies of Manifest.
5 Stowage Plans.
5 Hatch Lists.
(c) On arrival Master to present:
7 Ports of Call Lists.
8 Crew Lists.
2 Vaccination Lists.
5 Animal Lists.
4 Arms and Ammunition Lists.
1 Extra Manifest for Transhipment (if applicable).
1 Stores List.
1 Crew Declaration List (crew belongings).
1 Maritime Declaration of Health.
2 Narcotics List.
2 Parcel Lists.
5 Passenger Lists.
1 Stowaway List.

All above to be prepared and if not applicable to be marked nil. Other forms prepared by Agent and furnished on arrival.

(d) Warri Ro/Ro Terminal Company require:
12 Copies of Manifest.
4 Copies of Dangerous/Hazardous Cargo List.
4 Copies of Discharge Plan.
2 Copies General Arrangement Plan for each vessel.

APPROACHES: Escravos Fairway Buoy Lat. 5° 30′ N., Long. 5° 04′ E. for entry to Escravos River. Present draft limit 6.4 m. Dredging of channel from Escravos down to 10 m. expected to be completed soon.

PILOTAGE: See "General" "Pilotage" before first port.

Compulsory for all vessels. Whenever ships are bound for Warri Port, Masters should send telegram at least 7 days in advance before ship's arrival at Escravos Fairway Buoy to the Harbour Master, Nigerian Ports PLC, Central Zone, Warri, confirming Ship's name, Call-Sign, Flag, LOA, Draft, Port of destination, Last port and accurate ETA at Escravos Bar. When Escravos Pilot Station is aware of ship's ETA, it will arrange a reliable pilot for the ship, before her arrival at Escravos Bar. On approaching Escravos Fairway Buoy, Master should contact Escravos Pilot Station direct on VHF Channel 16 to report vessel's arrival and request the name of the Pilot boarding and find out if vessel has permission to proceed inwards. After which the Pilot will be sent onboard outside the breakwater to pilot vessel up river to Bennett Island, where the Warri Harbour Pilot normally comes aboard to take vessels alongside. Berthing operations are carried out during daylight periods only.

The mouth of Escravos River (5° 31′ 30″ N., 5° 07′ 20″ E.) is the main entrance for the Niger Delta Ports of Warri, Burutu, Koko and Sapele. Before entering any of the rivers, creeks and channels from Escravos to the above ports, vessels will embark a pilot from the Pilot Station before proceeding up river. Positions should be broadcast at frequent intervals and vessel should keep a constant VHF listening watch on Channel 16. The Pilot Station at Escravos is located 0.5 miles South of the Escravos Beacon and operates from 0600 hrs. to 1800 hrs. daily. Pilot boards inward bound vessels about 2.0 miles S.W. of the breakwater from a stand-by pilot cutter (colour buff and green) belonging to Nigerian Ports PLC. Inward-bound vessels to call pilot cutter on VHF Channel 16 for their Pilots. Positions and movements can be exchanged with other vessels in the vicinity on VHF.

In foggy weather periods, vessels are advised to proceed inside the breakwater to the Pilot Station to embark a Pilot, as the Pilot Boat is not equipped with any navigation aids. The IALA Maritime Buoyage System 'A' (Red to Port) is adopted after the entrance down the Escravos River. Vessels should call Escravos Pilot Station on VHF Channel 16 on arrival for Pilot's information. In such cases, the Pilot will board inward-bound ships after 1.0 miles from Buoys No. 13/14. A Harbour Pilot takes over at Bennett Island.

Nigerian Ports PLC (previously Nigerian Ports Authority) conducts pilotage right from the Escravos Fairway to all the Delta Ports of Warri, Koko, Sapele and Burutu.

Note: Harbour Master, Pilots and Pilot Cutter, stationed at Escravos Pilot Station. All vessels should report their arrival to this Station on Channel 16. No call from any other station should be entertained. In case of lack of response from Escravos Pilot Station, call "Warri Port Control".

ANCHORAGES: 1 anchorage known as "the pool", opposite Okorodudu Town; max. draft for pool anchorage 14 ft. MLWS. Further anchorage at Forcados for vessels waiting to proceed to Burutu or Warri.

MAX. SIZE: LOA 156 m., and due to Escravos bar max. draft 6.4 m.

HEALTH: International Pratique Regulations prevail. Pratique *not* necessary when coming from another port in Nigeria.

RADIO: See "Lagos" for ETA advices to Agent.

VHF: Contact Port Authority and Agent via VHF Channel 16.

TUGS: 2 tugs available.

BERTHING:

Warri: The new Warri Port facilities now include:

11 hard quay berths of which 1 equipped with ramp for Ro/Ro.

10 buoy berths. Berthing daylight hours only. New Warri Port quay length 1,600 m. and depth alongside 11.50 m. 4 new sheds with total 28,800 sq. m.

Warri Refinery: 2 oil loading jetties and 2 cargo jetties specially for refined products. Berthing only during daylight hours. Refinery jetties total quay length 121.2 m. and depth alongside 7 m. Products available for lifting: AGO, HPFO, LPFO, DPK, PMS, LPGO Butane and Propane. Fresh Water available.

Private Jetty: Delta Steel Corporation at Aladja can accommodate vessels with max. draft 6.4 m.

CRANES: NPA Warri has got one 250 metric tonne floating crane and portal cranes of 10 metric tonnes and 6 metric tonnes. Mobile cranes also available.

UNBERTHING: Agent prepares outward Customs Clearance Certificate and delivers copy to Master. Agent books Pilot and advises Master time of boarding. Vessel to keep continuous watch on VHF Channel 16 for instructions from Harbour Master and Agent.

STEVEDORES: See "Lagos".

MEDICAL: Facilities available.

TANKERS: See "Berthing".

DENSITY: Brackish.

FRESH WATER: Available; delivered by barge or via hydrant.

FUEL: See "Lagos".

FIRE PRECAUTIONS: Port Authority provides modern fire-fighting equipment.

REPAIRS: Minor repairs only. *N.B.* Spare parts in short supply.

GANGWAY/DECK WATCHMAN: Compulsory in port and at anchorage Bennet Island during darkness.

OPENING/CLOSING HATCHES: By crew.

CUSTOMS ALLOWANCES: See "Lagos".

REPATRIATION: Regular airline services between Warri and Lagos.

TIME: GMT plus 1 hour.

POLICE/AMBULANCE/FIRE: All these services available in port area.

TELEPHONES: Not available – see Agent.

SHORE LEAVE: See "Lagos".

IDENTIFICATION CARDS: See "Lagos".

AUTHORITY: Nigerian Ports PLC, Central Zone, Warri, Nigeria.
Contact: General Manager.

AGENT: Intertrans (Nigeria) Ltd., 4 Khalil Road, POB 374, Warri. Tel: (234) 53232039. Telex: 43517.

NOTES

Please also advise Shipping Guides Ltd.

Commonwealth of the Northern Mariana Islands

SAIPAN (Commercial Port): 15.13 N. 145.44 E.

(See Plan)

PORT LIMITS: The Channel Entrance is marked by Buoys No. 2 and No. 3, 400 ft. wide, and the Freeway Channel marked by Buoys No. 4 and No. 5, and No. 6 and No. 7 extending 10,000 ft. length.

DOCUMENTS:

5 General Declarations.
5 Crew Manifests.
5 Passenger Manifests.
4 Crew Personal Effects Lists.
3 Sealed Stores Lists (food, medication, etc).
3 Cargo Manifests.
3 Dangerous Cargo Lists.
2 Crew Vaccination Lists.
2 Entry Permits.

Note: Entry Permit may be requested via cable to Northern Marianas Immigration or through local Agent.

PILOTAGE: Compulsory for vessels 300 g.r.t. and above. Vessels below 300 g.r.t. may request Pilot via Agent. Pilots are privately operated by Saipan Marine (Saimar). Tel: (670) 322-7345. Fax: (670) 322-7347, and Marianas Tugs and Barge (Martug). Tel: (670) 322-7788. Fax: (670) 322-5705. Private Pilot only available upon request with advance notice of at least 24 hours. Pilot boards at Tango Buoy (Pilot Station) at Lat. 15° 12′ 07″ N., Long. 145° 40′ 20″ E. Pilot communicates with Harbour Master and the vessels before entering or departing through VHF Channel 16.

ANCHORAGES:

Outside Anchorage: M (Mike): 100 ft. to 250 ft. depths with 800 yards radius, Lat. 15° 13′ 00″ N., Long. 145° 39′ 13″ E.

L (Lima): 50 ft. to 100 ft. depth with 600 yards radius, Lat. 15° 11′ 50″ N., Long. 145° 40′ 30″ E.

Inside Anchorage: N (November): 20 ft. to 40 ft. depths with 350 yards radius, Lat. 15° 13′ 30″ N., Long. 145° 42′ 30″ E.

RESTRICTIONS: No waste discharge within harbour or within territorial waters (3 miles). Harbour depth restricted to 30 ft. MSL.

MAX. SIZE: Berth space limited to 24 ft. draft and 500 ft. at longest portion of dock. Vessels longer than 500 ft. require special permission from Port Superintendent.

HEALTH: No formal clearance required; however, authorities may demand proof of immunisation against certain communicable diseases if ship is coming from infected countries.

VHF: Saipan Port Control on Channel 16 for arrival and berthing assignment. U.S. Coastguard and Civil Defence on Channel 16 for emergency and distress.

RADAR: Not available.

TUGS: Saimar: 2×2,200 h.p. and 1×200 h.p. Martug: 1×2,500 h.p. (Also see "Pilotage").

BERTHING: Charlie No. 1: 200 ft. length and 18 ft. depth.
Charlie No. 2/3: 496 ft. length and 24 ft. depth.
Charlie No. 4: 150 ft. length and 16 ft. depth (salt water).

CRANES: 2×50 ton cranes and 1 × 165 ton crane.

BULK CARGO FACILITIES: None.

SPECIALISED CARGO HANDLING FACILITIES: None.

BRIDGES: None.

STEVEDORES: Available on request prior to arrival of vessel, at least 24 hours advance notice required.

MEDICAL: At least 48 hours advance notice for requests other than emergencies. Hospital facility is limited.

TANKERS: Discharge at Baker Dock with 6 in. × 1,500 ft. long floating hose.

FRESH WATER: Available by private water tanker.

FUEL: Mobil diesel fuel ASTM No. 2 D grade, flash point 150°, API 34 – 42, viscosity SSU at 100°F. 33 – 45.

REPAIRS: No repair facilities.

DRY DOCKS: None.

SURVEYORS: John Robinson and Larry I. Guerrero.

GANGWAY/DECK WATCHMEN: Available upon request.

HATCHES: Stevedore in charge.

CUSTOMS ALLOWANCES: 1 case beer; 0.6 gallons spirits; 3 cartons cigarettes, duty free for personal consumption.

REPATRIATION: Not possible.

AIRPORT: Approximately 9 miles from port. Continental Airlines, Air Mike Express, All Nippon Airlines, Northwest Airlines and Japan Air Lines serving Saipan from Guam and Japan.

TIME: GMT plus 10 hours.

HOLIDAYS: New Year's Day (January 1st); Commonwealth Day (January 9th); President's Day (February 19th); Covenant Day (March 23rd); Memorial Day (May 28th); Liberation Day (July 4th); Labour Day (1st Monday of September); Colombus Day (2nd Monday in October); Citizen's Day (November 5th); Veteran's Day (November 12th); Thanksgiving Day (last Thursday of November); Constitution Day (December 7th); Christmas Day (December 25th).

POLICE/AMBULANCE/FIRE: Police Tel: 234-6333 and 234-6431. Ambulance Tel: 234-6222 and 234-6115. Fire Tel: 234-9222 and 234-6222.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard Tel: 233-9495. Fax: 233-9493. Civil Defence Tel: 322-9528.

SERVICES: Scuba divers available.

BANKS: Bank of Guam, Telex: 607. Union Bank, Telex: 634. Bank of Saipan, Telex: 682. Bank of Hawaii, Telex: 621.

SHORE LEAVE: Crew members are allowed on shore once cleared by Immigration and Customs.

DELAYS: Due to limited berthing space, vessels are usually delayed until the berth is vacant.

SHIPMASTER'S REPORT: May 1991.

1. On this occasion, all ETA's and other required details were passed by Guam Agency, which, in most cases, is first port of discharge. On arrival at the berth, the vessel is visited by Customs and Immigration Officials. Forms and shore passes have to be made, which are later picked up by the Agent.
2. Mooring and unmooring only by daylight.
3. Pilotage compulsory.
4. Sea Anchorage: Close and East of Outer Buoy with good holding ground.
5. Approaches to the Berth: From the Outer Buoy to the first two buoys of the channel, steer 045° (approx.). The first two buoys are Buoys No. 2 and 3. When entering the channel, which is 60 m. wide, steer a course of 088° and keep to the North side of the channel. After passing Buoys No. 6 and 7, steer a more Southerly course and head for Pier B. When approximately 2 cables from Pier B, change course to 045° (approx.) with the help of 2 tugs. When abeam of Pier B, drop starboard anchor and move backwards. When 4 shackles are out on the starboard anchor, drop port anchor. With the assistance of the tugs, the vessel is moved in to a position heading 310° (approx.). The first ropes are sent from the starboard quarter, and the vessel is heaved backwards to a position approximately 40 m. from a line connecting Piers A and B. This line is clearly marked with orange buoys. When the ship is in a good position, she has approximately 10 shackles on the starboard anchor and 7 shackles on the port anchor. From starboard side aft 5 soft lines are sent to the shore (length 100 m. approx.), and from portside aft 2 soft lines of approximately 180 m. each.

Max. draft as advised by pilot is 7.0 m.
Max. draft in the berth is 9.4 m.
For berthing, wind speed not to exceed 20 knots.

When the vessel is in the berth, the wind speed is monitored, and when there is too much movement in the mooring, the vessel has to leave the berth. No exact wind speed is given.

One 6 in. floating hose taken on the portside.
Accommodation ladder on portside.
Discharge rate 350 cu.m./hr. (approx.) for white products.
On completion, and between different grades, there is a waterplug.

For approaching, B.A. Chart can be used. However, for proceeding to the berth, it is advisable to use U.S.A. Chart No. 81076.

SHIPMASTER'S REPORT: June 1991.

Our vessel discharged part cargo at Apra (Guam), leaving the following cargo on board for Saipan:

707 tonnes Unleaded Regular Mogas.
4,983 tonnes Gas Oil.

The planned draft for arrival at Saipan was 1.94 m. (forward) and 7.02 m. (aft). Shortly before completing discharge at Guam, the Agent delivered on board a Fax from the Saipan sub-agent requesting a maximum arrival draft of 22 ft. This Fax had been received by Agent in Guam one week before, but apparently no action had been taken to pass the information on. On arrival at Saipan Fairway Buoy, cargo was run to reduce the draft to 22 ft.; this was not possible earlier, as it placed the stress over seagoing limits.

There was a delay on arrival at Saipan Fairway. There is one tug based in Saipan; the second tug required for berthing comes from Guam, and it arrived one hour after us. It then had to berth for Inwards Clearance before it could work. The pilot also flew up from Guam (the same pilot berthed and unberthed the vessel at Guam and Saipan). He appeared to be the senior pilot, and was very good. He recommended berthing and unberthing during daylight hours only. I would agree with this as a requirement.

The berthing had been discussed with the pilot while in Guam, and proceeded more or less according to plan. The starboard anchor was let go earlier than originally planned, resulting in a shorter scope. The weather was reasonably good with the wind from E.N.E. It had blown up a little stronger with the passing of a rain shower, while the vessel was waiting at the Fairway Buoy, but did not give any problems during the berthing. Both tugs were used to push on the portside. Single length ropes were sufficient to reach to Dock B, but Dock A finished about 200 m. away, requiring ropes to be lashed end-to-end. When the ropes were made fast, the lashings were just outside the fairleads. Final mooring were as shown on the "Plan". Mooring took 1 hour 50 minutes, against a previous best of some 6 hours. If we were to go to Saipan again, I would plan not to use the polypropylene rope on the starboard quarter to Dock B, and would then be able to run it as a third line on the port quarter to Dock A.

The small yellow marker buoys appear to have shifted, and should be repositioned to mark the limit of shallow water.

There was one Shell boat used for all operations: A fibreglass speedboat powered by an outboard; it was adequate for running the moorings. There was one gang ashore to take the moorings. To get from Dock B to Dock A, they had to climb into their truck and drive up to the road, completely around the Shell tank farm. However, this did not particularly delay operations. The same boat was made available to ferry ship's personnel ashore. It was equipped with ship's lifejackets for the time in port (the boat handlers had their own lifejackets).

The weather remained fair throughout the port call. We were fortunately between tropical depresssions, one passing just before we arrived and Guam. The wind remained from the E.N.E. at about 12 knots, i.e. on the starboard beam.

The berth can only be described as a provisional arrangement. One 50 tonne bollard on each quarter (or possibly 2×50 tonne bollards, there were 2 bollard posts set in each block of concrete) can barely be adequate. Fortunately on Dock B, there is also what appears to be the shank of a buried anchor sticking up out of the ground, and one rope was taken to this as a back-up.

There were 2 floating strings of 6 in. hose, each said to be 1,400 ft. long. Initially discharging started with one grade on each hose. After completion of the Mogas parcel, the line was plugged with water, and then also used for gas oil. On completion of discharge, both lines were cleared with water and then blown with air. To blow with air, an air hose was connected at the vessel's manifold crossover vent connection, and air-blowing to the shore appeared very successful.

The gas oil discharged on one hose was received direct by the power station some distance away, at a bulk rate of 267 cu.m./hr. The unleaded Mogas on the second hose to Shell, discharged at a bulk rate of 351 cu.m./hr. With both hoses in use on gas oil, a rate of 585 cu.m./hr. was achieved.

SHIPMASTER'S REPORT: June 1992.

Saipan is part of the Northern Marianas Group, and is considered as U.S.Commonwealth. U.S.A. flag is flown.

Cargo orders indicated that Guam Agents (Atkins Kroll) would handle vessel at Saipan as well. However, they appointed Microl Corporation to handle agency work.

Microl is a sister company of Atkins Kroll, Guam.

Their details are as follows:

Microl Corp., P.O.Box 267, Saipan, MP 96950. Tel: 234-5911/18. Telex: 783-613 (answerback Microl Sp or Microl Spn). Fax: 234-6514.

Papers required for Port Officials are:

Customs Entry and Declaration (one per crew member, supplied by Atkins Kroll and delivered to vessel at Majuro).

Immigration Form 958, one per crew member (as above).

2 copies General Declaration.

2 copies Stores List.

2 copies Last Port Clearance.

4 copies Bill of Lading.

4 copies Cargo Manifest.

4 copies Standard Crew List.

Pilotage is daylight only, and pilot boards at Buoy "T", 2 miles S.W. of entrance channel.

There is a shoal area West of the Buoy "T", running N.E./S.W., about 5 miles long and 1 mile wide, average depth approximately 14 fathoms, where vessel could anchor whilst awaiting daylight. However, as Admiralty Sailing Directions indicated, that it is only suitable as a temporary anchorage for larger vessels, it was decided to drift off at a safe distance until pilot boarded at 0630 hrs. following day.

Pilots were American, and both efficient and friendly. The entrance channel buoys appeared to be in the correct positions. The channel was rather narrow, and with vessel drawing 7.0 m., there was 7.0 m. under the keel.

The berth area is approximately 0.5 cables N.W. of Pier A on B.A. Chart No. 1101 (Saipan Harbour Plan).

As vessel cleared Buoys No. 6 and 7, one tug was made fast on the port maindeck forward, using tug's line. The vessel then started a slow turn to starboard, to a position where vessel was North of the leading line markers on Pier B. The port anchor was then dropped, and cable slackened out to 8 shackles on deck as vessel moved forward, turning to port with tug pushing sideways. Then the starboard anchor was dropped and tug let go.

The tug re-secured on the port maindeck aft. The starboard cable was run to three and a half shackles, with vessel dropping astern into the berth, with the tug pushing the stern round. Cables were then slackened as required, until the stern was close enough to run the after lines.

There are marker buoys, not shown on the chart, which indicate the shallow water at the stern end of the berth area, and pilots advise it is safe to put the stern close to the buoys. The harbour bottom is also scattered with coral heads and wrecks, which can, at times, foul anchors and cables when berthing/unberthing. However, vessel did not experience any problems at either time.

The prevailing wind currently comes from the N.E., and standard aft moorings are 4 starboard quarter lines and 3 port quarter lines, or if wind likely to be strong, 5 starboard quarter and 4 port quarter lines.

Full length lines are needed as the leads are very long.

The tug continued to push the stern round towards Pier A to enable starboard quarter lines to be run to bollards on the end of the pier. Once these lines were out, the stern was brought back to port with the aid of the tug and wind, slacking on starboard lines as required to enable port quarter lines to be run to bollards on a concrete block, especially positioned on waste ground for the purpose. When the port lines were balanced for weight and secured, the tug pushed the stern back into the middle of the berth, and starboard lines were heaved up, balanced and secured. Weight was taken on both anchor chains to prevent the stern dropping back any further.

With the vessel in final position, Managaha Island is right ahead.

Vessel discharged 3 grades through 2×6 in. connections to 2×6 in. floating hoses. Length of shore lines 1,500 ft. Overall rates achieved were 327 cu.m./hr. for Premium ULG, 227 cu.m./hr. for Fuel Oil and 255 cu.m./hr. for Gas Oil. 500 barrels of Gas Oil was retained to flush the Fuel Oil line through, with water plugs as final line clearance after each grade.

As the tank facilities are limited here, line flushes are critical.

The terminal requested that the Gas Oil flush be down the ship's Gas Oil line into the Fuel Oil hose. This required changing the hose over. The reason for doing so was that on a previous ship's visit, a slug of Fuel Oil went down the line at the end of the Gas Oil line flush, after the terminal had changed back over to the Gas Oil tank. The ship was then issued with a Protest for Contamination.

The terminal is currently planning to install a Slop Tank which will help to alleviate such problems. It is also planning to install a Jet Tank.

Unmooring was fairly standard. The tug was initially made fast on the port maindeck aft to manoeuvre the stern across the berth. The port quarter lines were let go first, then starboard quarter lines. Once all after ropes gone, vessel commenced heaving the starboard anchor, and when all clear aft, the engine was started. The tug then transferred to the port maindeck forward and re-secured. When the starboard anchor was aweigh and clear, the port anchor was heaved up. Once the port anchor was sighted and clear, vessel then manoeuvred into position to enter the channel. No problems were encountered through the channel, and once clear, the pilots departed.

AUTHORITY: Commonwealth Ports Authority, P.O.Box 1055, Saipan, MP 96950, Commonwealth of the Northern Mariana Islands. *Contact:* Roman T. Tudela, Executive Director. *Tel:* (670) 234-8315/16/17. *FAX:* (670) 234-5962. Tony Castro, Port Superintendent. *Tel:* 322-9865, 322-9973, 322-4036. *FAX:* (670) 322-4710.

NOTES

Please also advise Shipping Guides Ltd.

Norway

GENERAL:

REGULATIONS:

The following was translated by Shipping Guides Ltd.

REGULATIONS FOR NAVIGATING AND APPROACHING THE MARITIME DISTRICT OF GRENLAND:

Compiled by the Fisheries Department on 21st January 1988 in accordance with Section 6 of the Law of 8th June 1984, No. 51 covering ports and navigable waters.

Section 1:

Geographical and Appropriate Scope of Effect:

The Regulations are valid for navigable waters to the North of a straight line through the Northernmost point of Molen and the Northernmost point on Sasteinen.

The Regulations are valid for vessels over 50 g.r.t. or where the vessel is not measured with the greatest length over 24 m. with lesser other dimensions as determined in the individual paragraphs. They are also valid for tugs with the greatest length or beam exceeding 24 m. Vessels which push, or those which are pushed shall be reckoned as a vessel in accordance with these regulations.

Within the category of vessels with hazardous cargoes shall also be included those which have very combustible gases on board with a flash point lower than 23° C and which in ballast are not gas-free.

For the transport of bulk chlorine on all occasions the special regulations appertaining thereto are also valid.

Section 2.

Definitions:

Vessels are deemed in these regulations, and as governed by the Law of 8th June 1984 covering ports and navigable waters, to be any floating installation which can be used as a means of transport, navigation, support, production or storage, including underwater vessels of every kind. Also included are hovercraft. The Department, on application will determine by individual resolution or further regulations, what may be determined as a vessel.

G.R.T. means gross registered tons in accordance with the Ships' Measurement Convention of 1947. Conversion of gross tons in accordance with the 1969 Convention to gross registered tons shall be effected in accordance with the Maritime Navigation Directorate Regulations of 14.6.1982 covering measurement of vessels, with subsequent amendments.

For vessels with International Measurement Certifications (1947 Conventions) showing two different gross registered tonnages, the greater tonnage shall be deemed to be valid.

Hazardous Cargo shall be termed as:

1. *Packed hazardous goods and solid bulk loads* which are covered by the terms set out in the International Maritime Safety Convention SOLAS 1974 Chapter VII, Part-A and which are listed in the respective code International Maritime Dangerous Goods Code (IMDG-code) and Code of Safe Practice for Solid Bulk Cargoes (BC-code) Appendix B, with subsequent amendments, the quantity of which is 10 tons or more.

2. *Liquid bulk chemicals* which are covered by the terms set out in the International Maritime Safety Convention SOLAS 1974, Chapter VII, Part B. The materials are set out in codes:

For new vessels (built after 1st July 1986) International Code for the Construction and Equipment for Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapter 18 with subsequent amendments.

For existing vessels (built before 1st July 1986) Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH-code) Chapter 6 with subsequent amendments.

3. *Liquid gases in bulk* which are covered by the terms set out in the International Maritime Safety Convention SOLAS 1974 Chapter VII, Part C. The materials are set out in codes:

For new vessels (built after 1st July 1986) International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) Chapter 19 with subsequent amendments.

For existing vessels (built after 31st October 1976, but before 1st July 1986) Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (Gas Carrier Code) with subsequent amendments.

For existing vessels (built before 31st October 1976) IMO Code for existing gas carriers with subsequent amendments.

Materials which have a flashpoint of 23° C or more shall not be considered as dangerous cargoes.

Furthermore, the following materials shall not be considered as hazardous cargoes.

Product name	*Chemical formula*	*UN No.*	*UN Class*
Ammonium nitrate	NH_4NO_3	1942	5.1
Amm. nitrate fertiliser		2067	5.1
Amm. nitrate fertiliser		2068	5.1
Amm. nitrate fertiliser		2069	5.1
Amm. nitrate fertiliser		2070	5.1
Amm. nitrate fertiliser		2072	5.1
Amm. nitrate fertiliser		2071	9
Argon	Ar	1006/1951	2
Potash lye	KOH	1814	8
Carbon dioxide	CO_2	1013/2187	2
Formic acid	HCOOH	1779	8
Magnesium granules	Mg	2950	4.3
Sodium hypochloride	NaOCl	1791	8
Sodium lye	NaOH	1824	8
Spent caustic			8
Nitrogen	N_2	1066/1977	2
Salmiac spirit	NA_4OH	2672	8
Nitric acid	HNO_3	2031	8
Salt acid	HCl	1789	8
Sulphuric acid	H_2SO_4	1830	8
Titanium trichloride	T_1Cl_3	2441	4.2

The Coastal Directorate will be able to determine whether new materials may be considered as hazardous cargoes. Their deliberations will be based on whether possible damage may result to the environment as the consequence of grounding, collisions, etc.

Section 3

Traffic Centre:

The Traffic Centre at Brevik can set in motion the safety measures considered to be necessary to afford maritime traffic the highest degree of safety at all times. The Traffic Centre cannot actively intervene in the sailing and navigation of a vessel. These regulations do not detract in any way from the responsibility of a Ship's Master for her movement, navigation and manoeuvring.

The Traffic Centre shall see to it that these regulations and orders are complied with.

Vessels approaching or already in navigable waters must address all information and inquiries concerning their sailing and navigation to the Traffic Centre by VHF radio telephone Channel 80, or by telephone or telex. Radio traffic concerning a vessel's commercial operations must be directed over the nearest coastal radio station.

Section 4

Permission:

Vessels wishing to use the navigable waters, must seek prior permission from the Traffic Centre. Permission must be requested in good time and at least 1 hour prior to the arrival of the vessel in the navigable waters or before leaving her berth, anchorage or other mooring installation in the navigable waters.

Vessels carrying hazardous cargo must, however, report their arrival in the navigable waters 24 hours in advance.

The Traffic Centre can, where necessary to ensure safe traffic development, amend, withdraw or set special conditions for permission.

The Traffic Centre can, in individual cases, give a vessel permission to use parts of the navigable waters.

When applying for permission, the following details must be given to the Traffic Centre:

(a) Name of Vessel.
(b) Call Sign.
(c) Nationality.
(d) Name of Master.
(e) Length Overall.
(f) Beam.
(g) Draft.
(h) GRT.
(i) Port of destination.
(j) Type of cargo.
(k) Amount of hazardous cargo in tons.
(l) Estimated time of arrival.
(m) Estimated time of departure.

Vessels are required to give further information which the Traffic Centre may deem essential for a safe and effective development of traffic or which the Master of the vessel considers to be necessary.

Section 5

Position reporting and requirements for listening:

Vessels intending to use the navigable waters, must be equipped with fully operative maritime VHF radio telephone.

Such VHF radio installations must be operated from the vessel's mains voltage, but must have the facility for rapid changeover to battery operation, or the vessel must be equipped with portable VHF with battery charger. Such portable VHF must have sufficient range.

All communications with the Traffic Centre on VHF Channels 80, 16, 14, 13 and 12 are automatically recorded on magnetic tape.

Vessels must send a position report on:

(a) Passing the Southern limit of the navigable waters.
(b) Leaving the quay, anchorage or mooring installation.
(c) Arrival at the quay, anchorage or mooring installation.
(d) Passing other positions which may be determined by the Traffic Centre.
(e) In the event of accident.
(f) The request of the Traffic Centre.

Reports must contain the following information:

On entry:

Name of vessel.

New time of passing the Southern limit of the navigable waters.

New estimated time of arrival at the quay, anchorage or mooring installation.

New time of arrival at the quay, anchorage or mooring installation.

On sailing:

Name of vessel.

Time of leaving the quay, anchorage or mooring installation.

Estimated time of passing the Southern limit of the navigable waters.

Actual time of passing the above limit.

On sailing within the navigable waters:

Name of vessel.

Sailing time from quay, anchorage or mooring installation.

Estimated time of arrival at the quay, anchorage or mooring installation.

Time of arrival at the quay, anchorage or mooring installation.

The position report must be addressed to the Traffic Centre on VHF Channel 80.

If this position report cannot be given directly to the addressee VHF station, it must be transmitted without delay by another means, in port by the use of telephone or telex, and at sea over Tjome Radio.

Vessels underway in the navigable waters must listen out continuously on VHF Channels 16 and 80.

This requirement is valid for all vessels equipped with VHF radio telephones, irrespective of the vessel's size.

Section 6

Limitation of visibility:

Where visibility is less than 1 nautical mile (1,852 m.) in the navigable waters or a part of them, the Traffic Centre will hold back all vessels with hazardous cargoes.

Where an anchored vessel with hazardous cargo has free visibility to the quay or mooring installation, the Traffic Centre may, nevertheless, permit her to proceed to such quay or mooring installation where the Centre considers it to be appropriate. The same holds good for movement from the quay or mooring installation to a nearby anchorage.

Section 7

Capacity limitations:

On passing Dypingen, Kalven and Brevikstrommen, no vessel may have an overall length, beam and draft exceeding those quoted below:

Dypinen:

LOA	198.1 m. – 650 ft.
Beam – vessel with hazardous cargo	27.4 m. – 90 ft.
Beam – other vessels	30.5 m. – 100 ft.
Draft	10.4 m. – 34 ft.

Kalven:

LOA	274.3 m. – 900 ft.
Beam	45.7 m. – 150 ft.
Draft	13.4 m. – 44 ft.

Brevikstrommen:

LOA	198.1 m. – 650 ft.
Beam – vessel with hazardous cargo	27.4 m. – 90 ft.
Beam – other vessels	30.5 m. – 100 ft.
Draft	9.9 m. – 32.5 ft.

Pilots in Grenland can, in special circumstances, give vessels with a draft up to 10.4 m. (34 ft.), without hazardous cargo, permission to pass Brevikstrommen in daylight.

Section 8

Traffic separation:

The Traffic Centre indicates which course the vessel must use between Langsundsbukta and Brevik when she applies for permission to enter the navigable waters.

Section 9

Anchoring:

Vessels may only anchor if it is necessary. Before a vessel proceeds to an anchorage, permission must be obtained from the Traffic Centre. The Traffic Centre, on the grounds of safety, may indicate a specific anchorage to which the vessel may proceed. Anchoring, with undernoted exceptions, may only take place in the following areas and positions:

Helgerofjord:
A. Amlirogna Light in a straight bearing 062°, 0.6 nautical miles distant.
B. Amlironga Light in a straight bearing 046°, 0.4 nautical miles distant.
Eidangerfjord:
C. North on a line running East-West through Southernmost point of Orviktangen.
Frierflaket:
D. Ringsholmen Light in straight bearing 192°, 1.1 nautical miles distant.
E. ,, ,, ,, ,, ,, 207°, 1.1 ,, ,, ,,
F. ,, ,, ,, ,, ,, 202°, 0.9 ,, ,, ,,
G. ,, ,, ,, ,, ,, 212°, 0.9 ,, ,, ,,
H. ,, ,, ,, ,, ,, 219°, 0.7 ,, ,, ,,
I. ,, ,, ,, ,, ,, 226°, 0.9 ,, ,, ,,
Herrebukta:
J. Rafsnes Quay No. 3 in straight bearing 125°,0.7 nautical miles distant.
K. Rafsnes Quay No. 3 in straight bearing 125°, 0.4 nautical miles distant.

Traffic Centre can in special cases indicate other anchorages.

A vessel may anchor outside these areas where it is necessary to avoid danger. The Traffic Centre must then be informed immediately.

The Traffic Centre can refuse to give vessels at anchor permission to leave the anchorage, and can order already expedited vessels to leave anchorages.

Section 10

Use of Tugs:

Vessels over 500 g.r.t. carrying liquid condensed gases and vessels over 2,000 g.r.t. carrying hazardous cargo in bulk as defined in these Regulations must have tugs attached during entry and leaving and during manoeuvring to and from quays, mooring installations or anchorages.

The Traffic Centre can instruct a vessel which is under the above-mentioned tonnage limits and which is carrying gas or other hazardous cargoes in bulk to use tugs.

On entry, the tow lines must be connected immediately after the Pilot has come on board, insofar that wind and sea conditions do not prevent it. On sailing, tugs must be attached before vessels leave the quay, mooring installation or anchorge, and until they have passed Aroya.

The Traffic Centre can, when from a safety aspect it is deemed necessary, order the use of several tugs.

Vessels without hazardous cargo, but which exceed one or more of the following dimensions,

LOA	182.9 m. – 600 ft.
Beam	26.2 m. – 86 ft.
Draft	9.9 m. – 32.5 ft.

must have tugs attached when underway in a zone which in the South is limited by a line on bearing 045°/225° True, through Gjermesholmen Light and in the North limited by a line on bearing 270° True, through Saltbuodden Light.

Tugs used must have the capacity to control the movements of a vessel at all times.

Section 11

Tow lines:

During entry and sailing, vessels with hazardous cargo must have attached and lowered to the water fore and aft a spark-preventing and fire-resistant tow line with eye.

Section 12

Pleasure boat traffic:

Pleasure boats and open craft must refrain from entering the paths of large vessels and vessels navigating at night. They must as far as possible sail along the coast within a distance of 100 m.

Pleasure boats and open craft must not cross the path or course in such a way that the progress of a vessel which can only sail safely in such path or course is prejudiced. Sea Navigation Regulations 44 and 9 also apply.

The current section covers pleasure boats and open craft irrespective of their size.

Section 13

Dispensations:

In very special cases, the Coastal Directorate can give dispensation from these regulations. Application for dispensation must be submitted in writing to the Coastal Directorate as far as possible 1 month prior to the vessel's arrival. The Traffic Centre may in very special circumstances grant dispensation from the terms covering permission in accordance with Section 4.

Section 14

Penalties:

Where intentional or inadvertent transgressions of these regulations occurs, penalties in accordance with Penal Law Section 418 will be applied, unless stronger penalties are deemed necessary.

Section 15

Validity:

These Regulations enter into force on 1st March 1988. From that date, the Regulations covering entry in the port districts in Grenland as promulgated by the Fishery Department on 1st March, 1984, are cancelled.

(Coastal Directorate/Nautical Department, Oslo, 5th February 1988).

PILOTAGE:

REGULATIONS FOR THE USE OF PILOTS IN THE GRENLAND AREA

Issued by the Fishery Department 25th March 1988 in conjunction with the law governing the use of pilots of 9th April 1948. No. 2 Section 5, confirmed by Royal Resolution 29th April 1977.

Section 1

State Pilots must be used by vessels over 100 g.r.t. navigating in the waters to the North of a line through the North point of Molen – North point of Sasteinen. Furthermore, to the South of a straight line from Herreelva in Bamble to the Southern end of the Western Quay at Porsgrunn Factory.

Section 2

Vessels in these regulations are, in the law covering pilot usage of 9th April 1948 Section 1, also include lighters, loaded barges, pontoons, drilling platforms and similar floating installations, floating docks and dredgers.

G.R.T. means gross registered tons in accordance with the Ships' measurement Convention of 1947. Conversion of gross tonnage in accordance with the 1969 Convention to gross registered tons is effected in accordance with the Maritime Directorate Regulations of 14th June 1982 covering measurement of vessels, and subsequent amendments.

For vessels with International Measurement Certificate (1947 Convention) which indicates two different gross registered tonnages, the highest tonnage shall be taken as that valid.

Section 3

The Coastal Authority's No. 1 District or those which it authorises can give dispensation from the conditions in Section 1 for vessels under 500 g.r.t. which are not carrying hazardous cargo, when the ship's Master can prove that he frequently visits ports in the area and has therefore gained knowledge of the navigable waters and has always complied with the rules and conditions valid on each occasion for sailing and navigating in the navigable waters.

Furthermore, dispensation can also be given for vessels under 2,000 tons g.r.t. which are not carrying hazardous cargoes or cargoes covered by the rules in the International Convention governing the prevention of Pollution for ships MARPOL 73/78, where the Master or Chief Officer can prove that he has frequently visited ports in the area and has gained navigational knowledge of an adequate nature, and that he is well acquainted with the regulations and conditions which on every occasion are valid for navigation and sailing in the navigable waters. For Chief Officer it is required that in such cases they fulfil the conditions for acting as Masters of incoming vessels.

Dispensation may also be forthcoming on some strict conditions from the terms of Section 1 for vessels of 2,000 g.r.t. or more which are not carrying hazardous cargoes or cargoes which are covered by the rules in the International Convention covering prevention of Pollution from ships MARPOL 73/78. Ships' Masters or Chief Officer must in such cases also be able to prove that within the last 24 months they sailed in the navigable waters under the guidance of a State Pilot in the vessel in question or corresponding with at least 8 voyages in the navigable waters. Furthermore, ships' Masters or Chief Officer must present themselves to the Pilotage Authority in Grenland for examination concerning knowledge of the navigable waters and current regulations. The Coastal Directorate will give more precise details of this on application.

Requests for dispensation must be sent through the ship's Agent to the Pilotage Authority in Grenland. Dispensations given are valid for up to 2 years but can, however, be extended.

Section 4

When dispensation is used, there must be a navigator on the bridge who, in accordance with the conditions of Section 3, fulfils the requirements for navigation in the area without the use of a State Pilot.

Section 5

Where intentional or inadvertent transgressions of these regulations occur, penalties in accordance with Penal Law Section 418 will be applied, unless stronger penalties are deemed necessary.

Section 6

These regulations permit no alterations in the rules for the use of a state pilot for foreign non-military vessels over 50 g.r.t. as per Royal Resolution of 9th February 1968 covering forbidden maritime areas on Norwegian territory.

Section 7

These regulations come into force on 1st April 1988.

From the same date, the Regulations covering the use of pilots in the Grenland area as promulgated by the Fishery Department on 21st June 1978 with subsequent amendments are cancelled.
AUTHORITY: Coast Directorate (Harbour, Lighthouse and Pilotage Services), P.O.Box 8158, 0033 Oslo 1, Norway. *Tel:* (02) 11 40 90. *Telex:* 21555 KDIR N. *FAX:* (02) 42 48 35. *Cables:* Kystdirektoratet, Oslo, Norway.

AAHEIM: 62.02 N. 05.32 E.

SHIPMASTER'S REPORT: January 1989.

LOCATION: Aaheim, a small ore exporting village, lies in the Vanelvs Fjord. The berth is well sheltered by the islet of Torvhl in the West and the mainland to the South and East.
DOCUMENTS:
Ship's Register.
Stores List, 2 copies.
Private Property List, 2 copies.
Crew List, 2 copies.
Maritime Declaration of Health.
PILOTAGE: Give 24 hours notice of ETA to Kristiansund Pilots. (See "Notice"). When approaching from the South, the Pilot boards in position Lat. 62° 12′ N., Long. 05° 18′ E. When approaching from the North, the Pilot boards off Runde Island.
ANCHORAGE: None available outside. If due to strong winds vessel is unable to berth, then it is possible to anchor about 0.5 miles West of Fiskaahl Light (North of Slagnes).
MAX. SIZE: Max. permissible draft 13.5 m.
TUGS: One tug is available at all times. If a second tug is required, it may be called from Alesund.
BERTHING: Vessels normally berth port side to. The length of the quay available for loading is limited. Hence one shore fibre line has to be picked up and made fast at the stern. This acts as a stern line. As the stern extends outside the jetty, the remaining lines are all back springs. At least one breast line should be given due to the possibility of strong offshore winds.
LOADING: For loading lump olivine, only one shore loader is available, which runs on rails over a length of 75 m. The loader has an outreach of 16 m. The vessel has to be shifted frequently to enable loading at all hatches. The rate is claimed to be 1,000 tonnes p.h. but averages about 800 tonnes p.h. due to frequent conveyor breakdowns. For the finer grades (0 – 3 mm.) a rate of 2,500 tonnes p.h. can be achieved.
DENSITY: 1025.
FRESH WATER: Excellent drinking water available. No charge. Shore hoses available.
FUEL: Not available.
REPAIRS: Only minor repairs possible.
REPATRIATION: By taxi to Alesund and a 45 minute flight to Oslo.
CUSTOMS ALLOWANCE: 1 bottle spirits and 200 cigarettes per person.
GENERAL: Olivin (Magnesium Silicate + 7% Iron Ore). The world's largest deposit is found in Norway.

The annual world consumption of olivin is about 5 million tonnes and 2.1 million tonnes is shipped every year from Norway, thereby meeting almost 40% to 45% of the world's needs.
Holds/Tunnel Wash: No restrictions. Possible to wash down cargo holds and tunnel when alongside. However, the Agent has to be informed.
Stores: Not available.
NOTICE: Dated: July 1988.
INFORMATION ABOUT THE PILOT SERVICE IN MORE AND TRONDELAG:

The Coast Directorate has established new Regulations regarding ordering of pilot services.

As it will take some time before an official translation into English language is ready for distribution from the central authorities, we give below some information about the main points:

Vessels approaching from the sea, and vessels in port, which desire a pilot or due to national regulations are enjoined to use pilot in restricted areas, shall order the pilot with at least 24 hours notice. The order shall be confirmed 6 hours before arrival/departure and a final confirmation should be given 2 hours before arrival at the pilot station (boarding ground) or departure port.

When ordering a pilot the following information should be given about the vessel:
(a) Name.
(b) Call sign.
(c) Nationality.
(d) LOA and beam, or gross registered tonnage.
(e) Draft.
(f) Type of cargo.
(g) Destination.
(h) Purpose of call.
(i) ETA pilot station (boarding ground)/ETD port.
(j) Whether one or two pilots are required.

If the pilot has been ordered to report to a certain place at a certain time, but has to wait for the ship, waiting money has to be paid according to the Regulations for Coastal fees.

If long waiting time occurs, the pilot may be called back, due to lack of available pilots. A new pilot must then be ordered.

The new Regulations are implemented 1st August 1988.

More and Trondelag Pilot District includes the pilot stations Trondheim, Kristiansund N., Aalesund and Runde. The office is situated in Kristiansund and ordering of pilots from the stations mentioned should be given to Kristiansund.

Post address: Losoldermannen i More og Trondelag,
Kaibakken 1,
6500 Kristiansund N.,
Norway.
Telephone: 073 – 70800.

Out of office hours the pilot cutter, if the cutter is in port, receives orders for pilot on the same telephone number. If she is at sea, mobile telephone number 090 – 32997 may be used.

For direct communication between vessels and pilot cutter, maritime VHF radio-telephone may be used.

Signed: Pilot Master.

OPERATOR: A/S Olivin, N-6146 Aaheim, Norway. *Tel:* 070-24016. *Telex:* 42307. *Cables:* Olivine. *FAX:* 070-24266. *Contact:* Mr. H. Berget (private tel. 070-24152), Mr. S. Solheim (private tel. 070-24182).

AGOTNES: 60.25 N. 05.01 E. (See Plan)

DOCUMENTS:
1 General Declaration.
2 Cargo Declarations.
1 Stores List.
1 Health Declaration.
1 Personnel Effects.
2 Manifests.
PILOTAGE: Usual entrances to port at Korsfjord and Fedje.
Provisions for Advance Reports in connection with the ordering of Pilots. Issued by the Director of Pilotage.

1. Vessels approaching from the sea and desiring a Pilot should order the Pilot at 24 hours notice insofar as possible and confirm arrival at pilot station at 2 hours notice.

The advance order can be sent in the following manner:
(a) From ships at sea over radio direct to the sea pilot watch (calling frequency 2182 kHz from 2 minutes past until 10 minutes past each full hour, or over VHF-radio telephone, calling frequency 156.80 MHz, Channel 16).
(b) From ships at sea over coastal radio station to pilot station or pilot office.
(c) From broker or shipowner over telephone to sea pilot station or to any pilot office which will immediately convey the report to the sea pilot station.

2. Vessels lying in port and desiring Pilot will order the Pilot from the nearest pilot office during its office hours and if possible at 4 hours notice.

3. Vessels approaching from the sea as well as vessels lying in port shall, when making an advance order state the name and destination of the vessel and whether 1 or 2 Pilots are desired.

4. The Pilots will on the whole be despatched to the ships in accordance with the advance orders, and vessels are therefore requested to comply with the foregoing rules as far as possible in order to avoid having to wait for Pilot.

5. The international provisions for summoning Pilots by signal flags or blue lights, etc., are still in force, but should in future be used as a supplement to the radio communications or as the sole communication in emergencies.
ANCHORAGE: About 1,600 ft. North of CCB Quay, depths 29 m. – 74 m.
RESTRICTIONS: No special restrictions upon entry to the port.
MAX. SIZE: Water depths up to 60 ft. at quayside.
HEALTH: No Certificates required. In event of any disease or fever, contact Agents.
RADIO: All messages to Agents via Bergen Radio or Rogaland Radio.
VHF: Bergen Radio on Channel 16 or direct on Channel 10 (24 hour service).
TUGS: Available upon request. Vessel's lines usually used. No extra charge for tug's line.
BERTHING:
West side, quay of 180 m. long. Depth of water 60 ft.
East side, quay of 105 m. long. Depth of water 14 m.
North West side, quay of 120 m. long. Depth of water 7.2 m.
South side, 2 berths, each 60 m. long. Depth of water 10 m.
CRANES: 1 Mobile crane 210 tons lifting capacity. 4 Mobile cranes 50 tons – 100 tons lifting capacity.
BULK CARGO FACILITIES: For drilling mud and cement only.
SPECIALISED CARGO HANDLING FACILITIES: Loading/unloading carried out by mobile cranes and trucks.
BRIDGES: Bridge between Knarrevik and Drotningsvik. Height at mean level 50 m.
STEVEDORES: Provided by Coast Centre Base.
MEDICAL: 4 hospitals available (Bergen). No advance notice except serious illness.
TANKERS: Bunker line 6 in. No slop facilities.
DENSITY: About 1024.
FRESH WATER: Can be supplied alongside the quay, rate 70 t.p.h.
FUEL: New tank of 5,000 cu.m. 3 ships may take bunkers at the same time at a rate of 120 cu.m./hr.

No advance notice required.
CONSULS: (in Bergen). Austria, Belgium, Brazil, Denmark, Finland, France, Germany, Great Britain, Greece, Iceland, Netherlands, Panama, Peru, Portugal, Spain, Switzerland, Sweden, Turkey, Uruguay.
REPAIRS: All repairs possible.
DRY DOCKS: Available in Bergen. 3 Dry docks 365 ft. long with 12.5 ft. – 21 ft. depth on blocks.

1 floating dock for vessels up to 10,000 g.r.t. and 2 smaller floating docks. Largest vessel 51,839 g.r.t. Draft 34 ft. 4 in.

Drafts up to 35 ft. can be accommodated.
SURVEYORS: Lloyd's, A.B.S. and Norske Veritas.
GANGWAY/DECK WATCHMAN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: 0.75 litres of spirit and 200 cigarettes for each member of the crew.
REPATRIATION: All facilities available for crew changes.
AIRPORT: 35 km. from Bergen Airport served by regular airlines.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: New Years Day (January 1st); Maundy Thursday; Good Friday; Easter Monday; May 1st; May 17th; Ascension Day; Whit Monday.

Cargo work can be arranged with special agreement.

POLICE/AMBULANCE/FIRE: Bergen 002; Bergen 003; Bergen 001 respectively.
EMERGENCY CO-ORDINATION CENTRE: Tel: Bergen 002.
TELEPHONES: No arrangements for connection on board ships. Telephone box on quayside.
SERVICES: Compass adjuster, Radio/Radar service. Also calibration of the Direction Finder, Ships laundries.
BANKS: Bergen Bank, 5364 Kystbasen – Agotnes.
STORING: See "Prelims".

1. Vessel can be stored by barge or truck.
2. No special regulations regarding storing.
3. Trucks can proceed alongside at the berth.
4. Forklift trucks are available.
5. No special regulations regarding customs.
6. Local riggers can be employed on request.

SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
IDENTIFICATION CARDS: Not required.
REGULATIONS: No particular or unusual regulations.
DELAYS: No particular reason for delays.
DEVELOPMENT: A new Ro/Ro berth is planned at Dock No. 31.
AUTHORITY: KS Coast Center Base, P.O.Box 55-CCB, 5364 Kystbasen, Agotnes. *Tel:* (05) 92 30 00. *Telex:* 42 835 ccb n. *FAX:* (05) 335191 *Contact:* Knut Aas, Managing Director. Hans Agotnes, Harbour Master.

ALESUND: 62.27 N. 06.09 E. (See Plan)

DOCUMENTS:

1 Crew List.
1 Passenger List.
1 Customs Documents.
1 Health Documents.
3 Manifests.
3 Bills of Lading.
1 Ship's Papers.
1 Stores Lists (provisions).

PILOTAGE: From open sea, Pilot is taken on board at Alesund Pilot Station. Watch 24 hours a day. To be called 3 – 4 hours before ETA by VHF 16, or radio.
ANCHORAGE: On the North side of the town in Valderhaugfjorden in depths of 20 m. – 60 m.; bottom, sand and mud.

On the South side of the town in Aspovagen in depths of 20 m. – 40 m., bottom mud.

RADIO: Orlandet Radio (Tel: 125) 2182 kHz and VHF Channel 16. Harbour Office (VHF Channels 16 and 12) is manned 24 hours. Tel: 21425.
TUGS: Meet vessel normally before entering the harbour, or by order.
BERTHING: *Storneskaia:* East side, length 85 m., depth 6 m. – 14 m. On this side Ro/Ro berth available ramp width 22 ft. South side, length 153 m., depth 10 m. – 14 m. West side length 60 m. depth 5.0 m. Warehouse capacity 1,600 sq.m.
Prestekaia: South side, length 220 m., depth 13 m. – 16 m. West side, length 40 m., depth 5 m. – 13 m. North side length 41 m. Depth 5 m. – 13 m. Warehouse capacity 4,100 sq. m.
Skutvika: Special quay for fishing vessels, length 330 m., depth 4 m. – 6 m. Only mooring on N.E. side. Quay, length 80 m., depth 4 m. – 7 m.

Container terminal on S.W. side. Quay length 205 m. Depth 10.0 m. – 16.0 m. Container storage area 20,000 sq.m.
Sjogata: Mooring quay, length 210 m., depth 4.0 m. – 9.0 m. At Northern Harbour there is one commercial quay.
Skansekaia: North side, length 195 m., depth 10 m. – 13 m. West Side, length 60 m. Depth 4 m. – 8 m. South side, length 130 m., depth 5 m. – 6 m. This quay forms protection for a small inner harbour with several smaller quays.
Flatholmen: Length 50 m. Depth 7 m. Dirty ballast facilities available.
Brunholmkaia: Length 100 m., depth 4.0 m.
Skansegata: Length 200 m., depth 6.0 m.
Spjelkavik Kai: Length 80 m., depth 7.0 m.
STEVEDORES: Obtained by Agent who requires ETA 12 hours before ships arrival.
CRANES: Mobile crane to lift 18 tons available. Floating crane to lift max. 100 tons available.
FRESH WATER: Available. Tel: 70121425.
FUEL: Bunkering facilities from all major oil companies. Loading by barge or pipeline at berth.
CONSULS: Denmark, Finland, France, Germany, Iceland, Italy, Mexico, Portugal, Spain, Sweden and U.K.
REPAIRS: Available.
DRY DOCKS: 2 dry docks, lifting capacities 2,750 tons and 8,000 tons.
SURVEYORS: Det Norske Veritas. Tel: 071-25290.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: This work is normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle of spirits.
AIRPORT: Alesund Airport, Vigra. Frequent daily flights to and from Oslo. Trondheim, Bergen.
TIME: GMT plus 1 hour, GMT plus 2 hours in Summer.
HOLIDAYS: 1st May; 17th May.
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 003; Fire 001.
EMERGENCY CO-ORDINATION CENTRE: Located at Sola. Tel: 51517000.
TELEPHONES: No arrangements for placing telephones on board.
IDENTIFICATION CARDS: Not required.
GARBAGE/WASTE OIL DISPOSAL: Services available. Contact Miljorens (Environmental Cleansing), Emblem 6013, Alesund, Tel: 70150184. Fax: 70150571. Facilities available for handling spilt oil, chemical waste, batteries,tank cleaning, and providing oil seperators, 20/40 ft. ISO containers and lifting equipment, and approved special waste containers. Contact Alesund Port Authority,Tel: 071-21425 or VHF Channel 16/12 for further details.
SEAMAN'S CLUBS: None.
AUTHORITY: Alesund Havnevesen, Skansekaia, 6002 Aalesund, Norway. *Tel:* 70121832 or 70121425. *FAX:* 70124084. *Contact:* Oddbjorn Humblen, Harbour Master. Tel: 70121832, 70142614.

ALVIK: 60.26 N. 06.24 E.

Alvik located in inner part of Hardangerfiord. Ferrosilisium works. Vessels from abroad may call Haugesund for Inward Customs' Clearance.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs' District.
BERTHING: Quay No.1: Length 80 m. 2 cranes, 7.5 and 9.5 tons. Quay No. 2: Length 90 m. 1 crane 7.5 tons. Depth alongside 7.5 m.
AUTHORITY: Alvik Port Authority, Bjolvefossen a/s, N-5614 Aalvik, Norway. *Tel:* 05-557200. *Telex:* 42146. *FAX:* 05-557305. *Cables:* Ferro Aalvik. *Contact:* Arvid Auganaes, General Manager.

ARDALSTANGEN: 61.14 N. 07.42 E. (See Plan)

LOCATION: Ardalstangen Aluminium works located in innermost part of Sognefiord. Lat. 61° 14′ 03″ N., Long. 7° 42′ 28″ E.
DOCUMENTS:

Receivers: Bills of Lading.
Manifests.
Customs: Crew List.
Bills of Lading.
Manifests.
Health Documents.
Ship's Certificates.
Ship's Papers.
Ship's Stores Declaration.
General Declaration.
3 Crew Lists.
Crews Personal Effects Declaration.
Inward and Outward Clearance.

PILOTAGE: Compulsory. Pilots belong to Bergen Customs District.
ANCHORAGE: Depth 500 ft.
RESTRICTIONS: No berthing after 2100 hrs. or before 0600 hrs.
RADIO: 12 hours notice of ETA required.
VHF: Channel 16.
TUGS: None available. Local lineboat available if required at a cost of NoK. 1,000.
BERTHING: One quay, length 600 ft., depth alongside 40 ft., 1×5 ton crane and 1×25 ton crane.

One quay, length 300 ft., depth alongside 36 ft. 1×30 ton crane. The berths are ice free.

STEVEDORES: No work Saturdays, Sundays and holidays.
MEDICAL: Advance notice required if medical attention needed.Tel: 47-56-65290.
DENSITY: 1026.
FRESH WATER: Available, cost NoK. 200 per filling.
OPENING/CLOSING HATCHES: By crew.
REPATRIATION: Crew changes and repatriation possible.
AIRPORT: 1 hour 20 minutes by ferry to airport at Sogndal.
CARGO GEAR: Loading/discharging by shore gear.
TELEPHONES: Available if required.
GARBAGE DISPOSAL: Service available daily and provided alongside. Contact Hydro Aluminium. Charges are included in port dues.
WASTE OIL DISPOSAL: Authorised service only available from Bergen.
SEAMAN'S CLUBS: None.
AUTHORITY: Hydro Aluminium Aardal, P.O. Box 303, 5870 Ovre Ardal, Norway. *Tel:* 056-59000 (47-56-59000). *FAX:* 056-59753/59555 (47-56-59753/59555). *Contact:* Anders Rudi, Port Manager (Tel: 47-56-59849).

ARENDAL: 58.28 N. 08.46 E. (See Plan)

DOCUMENTS: See "Bergen".
PILOTAGE: The pilot boat *Arendal* is stationed at Arendal. Contact may be made on VHF/RT or telephone 21071–23668 or out of office hours via Kristiandsand Radio or Tjome Radio.
ANCHORAGE: Safe anchorage ground is readily available and there are numerous mooring places for vessels not docking alongside the quays.
MAX. SIZE: See "Berthing".
RADIO: *Arrival Advice:* Notice to be sent through Agent to Port Authority, or direct on telephone No. (47) 370 13147, at least 24 hours before arrival.
TUGS: 1 tug 500 h.p.

Additional tugs can easily be requested from Kristiansand.
RADAR/VHF: Radar at Pilot station. Pilot on VHF Channels 16 and 13.
BERTHING:

	Depth (ft.)	Length (m.)
Nye Tollbodkaien	33	230
Batterrikaien	33	110
Hotellbryggen	30	77
Malmkaien	28	30
Stenkaien	26	110
Utstikkerkaien Barbu	24	58
Fryselagerkaien	22	76
Jaktekaien	20	50
Gamle Tollbodkaien	20	45
Kallevigs Brygge	20	43
Langbryggen	15	120
Ferjekaien	26	30

No tide even in exceptional weather conditions, increase in water level never exceeds 3 ft.
CRANES: 1×3 ton, 1×12 ton (mobile), 1×15 ton truck, 1×12 ton truck and 1 crane 75 ton capacity.

Several mobile cranes up to 60 ton can easily be arranged.
BRIDGES: One bridge crossing Tromoysund, height from sea level to bridge 37.0 m.
STEVEDORES: Available 24 hours and for 24 hours working.
MEDICAL: Hospital available with all facilities. Advance notice required for doctor and dentist.
FRESH WATER: Available all quays.
FUEL: Advance notice required.
FIRE PRECAUTIONS: Usual non-smoking precautions. Only when repair on tank vessels, or welding in engine room and other gas-free areas close to oil/chemical tanks, paint stores, etc., Harbour Office to be informed. Harbour authorities will arrange for firewatch on board during works.
CONSULS: Sweden, Denmark, Finland.
REPAIRS: Port has well-equipped workshop to carry out engine repairs as well as hull work above water line.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Crew or stevedores.
CERTIFICATES: Normal International Certificates required.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 litre spirits.
AIRPORT: Kjevik 60 km.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Police 22030; Fire Station 22255.
TELEPHONES: Can be placed aboard.
SHIP SUPPLY SERVICE: Available. Storing when passing entrance to Arendal can be arranged.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Compulsory. Garbage container available at ship's expense.
AUTHORITY: Arendal Havnevesen, P.O.Box 33, N-4801 Arendal, Norway. *Tel:* (47) 370-13147 or (47) 370-23668. *FAX:* (47) 370-13155. *Contact:* Jurgen H. Sievers, Harbour Master.

BATSFJORD: 70.38 N. 29.44 E. (See Plan)

PORT LIMITS: Straight line from the light at 'Makkaur' to the 'Kolneset' defines the port limits.
DOCUMENTS:

3 copies Maritime Declaration of Health.
4 copies Cargo Declaration.
3 copies Ship's Stores Declaration.
3 copies Crew Effects Declaration.
3 copies Crew List.
2 copies General Declaration.
Clearance from last port.
3 copies Passenger List.

PILOTAGE: Not necessary. Harbour pilotage is optional, but if required, 24 hours' notice should be given.

ETAs to be reported 24 hours and 3 hours prior to arrival. Information given should include:

(a) Name/call sign of vessel.
(b) Nationality.
(c) Length, draft and g.r.t.

Pilot boarding ground 2 miles off entrance.
ANCHORAGES: Unlimited anchoring available at the Outer Harbour. Very good anchor conditions for fishing vessels in bad weather.
RESTRICTIONS: No restrictions other than maximum draft.
HEALTH: Cable Agent with following information: Ports of call during voyage, nature of cargo, number of crew and passengers, port of destination and Agent, condition of health of all on board with details of any sickness.
RADIO: Vardoe Radio, VHF and MF.
VHF: Pilot and pilot boat use Channels 16 and 12. All communications with Harbour Authorities should be conducted on Channel 12.
TUGS: One tug available. Will be ordered by Pilot on request.
BERTHING: Pilotage optional. Berths are arranged by Harbour Master. Linesmen and boatmen are arranged through Harbour Office.

Berth Number	Wharf Length (m.)	Depth at LW (m.)	
1	92	7	
2	70	5	
3	77	3	
4	273	5-7	
5	73	3	
6	50	—	(under construction)
7	110	6	
8	60	5	
9	50	8	(under construction)
10	200	6-10	
11	92	5.5	
12	60	3	
13	100	4	
14	32	3	
15	90	6	

CRANES: Mobile cranes available on request. Stationary cranes on most private piers.
STEVEDORES: Arranged through Harbour Authorities.
MEDICAL: No advance notice required except in case of serious illness which is to be included in arrival cable. Doctor and dental facilities available.
TANKERS: Discharge lines: 6 in. Slop removal possible.
DENSITY: 1025.
FRESH WATER: Available at all berths.
FUEL: Fuel delivered by pipeline at 4 berths, and by tank trucks at all other berths. Major grades of bunker fuel and diesel as well as marine lubricants can be obtained through suppliers.
REPAIRS: Most deck and engine repairs can be carried out.
DRY DOCKS: Size: 70 m. × 25 m.
SURVEYORS: Norwegian Ship Control Office.
GANGWAY/DECK WATCHMEN: Usually carried out by ship's crew, but watchmen available. Ship's gangway used, but shore gangway available.
HATCHES: Opening/closing by ship's crew.
CUSTOMS ALLOWANCES: Check with Agent.
REPATRIATION: Crew changes and repatriation can be carried out without difficulty.
AIRPORT: Distance 5 km. Served by 3 flights daily.
TIME: GMT plus 1 hour. Summertime kept.
HOLIDAYS: New Year's Day, "Skjaertorsdag" and Good Friday, Easter Monday, 1st May, 17th May, Whit Monday, Christmas (2 days).
POLICE/AMBULANCE/FIRE: Police: 83131. Ambulance: 83116. Fire: 51122. Area Code: 085.
EMERGENCY CO-ORDINATION CENTRE: Bodo Rescue Centre: Tel: 081-25000.

Rescue Vessel Station in Batsfjord: 83498 or VHF Channel 16.
TELEPHONES: No arrangements for telephone on board.
SERVICES: Compass adjusting, radar repairs, R/T repairs, gyro compass repairs, all types of electronic equipment repaired.

Divers available for surveys and underwater repairs. Several ship chandlers, ice delivery, freezing plant, Forwarding Agent, weekly arrival of UK-Continent liner.
BANKS: A/S Fiskernes Bank, P.O. Box 56, 9991 Batsfjord. Tel: 085-83451. Telex: 64378.

Ost-Finnmark Sparebank, P.O. Box 310, 9991 Batsfjord. Tel: 085-83369.
SHORE LEAVE: No restrictions.
SHIP SUPPLY SERVICE: The port renders full service for transport of passengers and goods.

For transport of sick and injured people from ships, the port is equipped with the rescue vessel m.v. "Sjofareren" all the year round.

Telephone numbers for these services are as follows:
Passenger/goods transportation: 085-83385 or 085-83607 also VHF Channels 16 and 12.

Sickness/injuries: 085-83498 also VHF Channel 16.

For helicopter services, this will be covered by the Rescue Station in Bodo, Tel: 081-21267.

Tug services will be carried out by the "Sjofareren" – see above.
AUTHORITY: Port of Batsfjord, P.O. Box 68, N-9991 Batsfjord. *Tel:* 047/85-83385 or 83607. *FAX:* 047/85-83789. *Cables:* Harbour Master, Batsfjord. *Contact:* Harald Aas, Harbour Master, Fjellvn. 2, 9990 Batsfjord. Tel: 085-83553.

BERGEN: 60.24 N. 05.19 E. (See Plan)

DOCUMENTS:

1 Provisions List.
1 List of Bonded Stores.
1 Health Declaration.
2 Manifests.
2 Crew Lists.
2 Passenger Lists.
Certificate of Tonnage.
Dangerous Cargo List.

PILOTAGE: Compulsory. Main entrance to port at Marsteinen Lighthouse (pilot station) Lat. 60° 24′ N., Long. 5° 18′ 50″ E. 24 nautical miles from town, but vessels from South may enter at Skudesnes (88 nautical miles) and from North at Fedje Pilot Station (32 nautical miles). VHF Channel 16. Practically no tide. Port free of ice throughout whole Winter and well sheltered from all winds. Sound signals for Pilot, 3 long and 1 short. Harbour pilotage not compulsory but advisable.
ANCHORAGE: Puddefiord. Good holding grounds. Depth 10 fathoms to 50 fathoms of water.
RESTRICTIONS: Vessels can enter day and night.
MAX. SIZE: Max. draft 35 ft. Vessels up to 50,000 tons have been berthed at Dokkeskyaersquay. Oil installation up to 30,000 d.w.t.
HEALTH: See "Documents". If vessel carries quarantine flag on contagious diseases, radio communication should be sent to Agents for instructions, otherwise no special regulation.
RADIO: Communication to Agent should be sent through Rogaland Radio or Bergen Radio.
VHF: VHF radio for port operations. Call sign "Bergen Port Radio".
TUGS: 2 tugs, 1×1,900 h.p. and 1× 1,000 h.p. available. Ship's lines to be used, contractors Bukser og Beredskap A/S. Tugs normally join vessel at Puddefiord or subject to requirements.
BERTHING: Berthing instructions from Harbour Authorities through Agent's office.
CONTAINER FACILITIES: Container terminal at Dokkeskjaerskai area. The quay is 210 m. long with a depth of 9 m. at MW. 1×50 ton container crane. It is intended for bow/stern loaders and is equipped with a Ro/Ro bridge with an axle load of 60 tons and 25,000 sq.m. area for storage and container handling.
BRIDGES: A bridge between Knarrevik and Drotningvik is completed. Height of bridge from the water is 50 m. at mean water level. Bridge position is 5 miles from harbour in the entrance to port from South.
STEVEDORES: Stevedoring arranged by Agents subject to requirements. 24 hours notice, important obtain in good time accurate ETA. Ordinary working hours at port 0730 hrs. – 1530 hrs. Saturdays until 1300 hrs.
CRANES: 5 shore cranes, lifting capacity 6 tons. One heavy lift crane 50 tonnes capacity.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: Discharge lines usually 6 in. and 8 in. No slop (residues) discharge facilities. Number of tanker berths 5: Shell, Esso, Fina, Mobil Oil, and BP. Max. drafts 30 ft.
DENSITY: Salt water.
FRESH WATER: From all quays and wharves with exception of some oil berths where water barge necessary.
FUEL: All grades of diesel, fuel and gas oil including lubricating oil available at all wharves in main entrance. Supplies also from barge subject reasonable notice.
FIRE PRECAUTIONS: No special precautions. Special harbour fire-fighting boat. As usual no smoking permitted during discharge operation.
CONSULS:

Austria	210 173	Netherlands	256 000
Belgium	233 873	Panama	200 011
Denmark	215 000	Peru	218 028
Finland	230 700	Portugal	218 140
France	230 050	Spain	214 192
Germany	219 984	Sweden	219 760
Greece	215 090	Switzerland	215 115
Guatemala	214 493	Turkey	210 105
Iceland	219 680	U.K.	210 990
Italy	218 135	Uruguay	213 307

REPAIRS: All repairs possible.
DRY DOCKS: Major: Bergens Mekaniske Verksteder. Minor: Mjellem & Karlsen Verksted A/S, Bergen. 6 patent slips and 1 dry dock, 365 ft. long. Floating dock for vessels up to 20,000 d.w.t.
GANGWAY/DECK WATCHMEN: Obtainable on request for 12 hours watch from 1900 hrs. to 0700 hrs.
OPENING/CLOSING HATCHES: Crew allowed to open and close hatches.
SHIP'S CERTIFICATES: All certificates to be on board. Ship's Tonnage Certificate to be produced to Custom Authorities upon arrival.
CUSTOMS ALLOWANCES: Tobacco, 20 cigarettes per day or 20 grams tobacco per crew member. Wine and/or spirit, 1 bottle spirit or wine for consumption on board allowed per crew member.
REPATRIATION: All facilities available.
AIRPORT: Flesland Airport, 12 miles outside Bergen. Bus service from town, daily connections with Europe and U.S.A.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: General holidays: New Year's Day (January 1st); Maundy Thursday; Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day; National Holiday (Sunday in May); Christmas Eve (December 24th); Christmas Day (December 25th); Boxing Day (December 26th); New Year's Eve (December 31st).
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 003 or 210 185; Fire 001.
TELEPHONES: Telephones may be installed on board during ship's stay at Dokkeskjaeskai or Skoltegrunnskai if required.
GARBAGE DISPOSAL: Arranged by Agent.
WASTE OI DISPOSAL: Arranged by Agent.
SERVICES: Compass adjusting, laundry, ship chandlers for delivery of provisions and bonded stores. Radar servicing for following types: Decca, Nera, RCA, AEI, Raytheon, Kelvin Hughes, Therma Sperry. Service arranged through port agent.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
DELAYS: Under normal conditions, no special delay should be expected.
AUTHORITY: Bergen Og Omland Havnevesen, Slottsgt. 1., 5003 Bergen, Norway. *Tel:* 05.97.89.50. *FAX:* 05.97.89.86. *Contact:* Nils Standal, Port Director. Karl M. Baardsen, Harbour Master.

BODO: 67.17 N. 14.24 E. (See Plan)

DOCUMENTS:
1 Stores List.
1 Crew List.
1 List Crew's Personal Effects.
PILOTAGE: Sea Pilot North of Fleinvaer Island position Lat. 67° 12′ N., Long. 13° 48′ E. White Pilot boat with VHF Channel 16. Harbour Pilot outside breakwater head – 24 hours' notice.
ANCHORAGE: Outside breakwater. According instructions from Sea or Harbour Pilot. No draft limitation.
RESTRICTIONS: None – weather permitting.
MAX. SIZE: Max. gross tonnage for oil carriers 18,000 tons with max. draft 32 ft. Otherwise max. draft 22 ft. along quays for coal, salt and warehouse goods. New terminal quay has a depth of 9.0 m.
RADIO: Bodo Radio/LGP. VHF Harbour Office and Bodo Radio.
TUGS: Rescue Vessel/Tug available on 24 hours' notice.
BERTHING: Usually on arrival – otherwise Harbour Pilot will bring instructions from Agent or Port Authorities.

A new harbour with quay of 250 m. and 9 m. depth, together with a new terminal for warehouse goods.
STEVEDORES: Ordered by Agents – working day and night.
MEDICAL: 24 hours' notice of medical attention required. Hospital facilities available.
TANKERS: Shore lines, 6 in., 8 in. and 12 in., 2 berths, slop facilities not available, max. draft 32 ft. Fresh water available.
DENSITY: 1025.
FRESH WATER: Available all quays.
FUEL: All kinds of bunkers and oil without notice from 2 installations.
CONSULS:

Denmark	75525095
Finland	75520010
Germany	75520031
Netherlands	75521033
Sweden	75520115

REPAIRS: Minor deck and engine repairs possible.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew.
CERTIFICATES: Ship's Certificates.
CUSTOMS ALLOWANCES: 200 cigarettes or 150 gm. tobacco and half bottle of spirit.
CARGO GEAR: No additional requirements. Ship's gear to be used except for discharging coal, coke and salt where special cranes used.
REPATRIATION: Good facilities.
AIRPORT: 2 km. distant. Regular airlines.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: 1st May and 17th May (national holiday) Cargo work may be arranged.
POLICE/AMBULANCE/FIRE: Police 75531800; Ambulance 113; Fire 111.
TELEPHONES: No arrangements for placing telephones on board.
SERVICES: Compass adjusting, all kinds of nautical instruments. Ships' chandler.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
GENERAL: Imports oil, coal, coke and salt. Exports fish, herring meal, herring oil.
AUTHORITY: Bodo Havnevesen, Postboks 138, 8001 Bodo, Norway. *Tel:* 75581580; Harbour watch 75525800; Mobile telephone 948-10882. *Cables:* Havnefogden, Bodo. *Contact:* Harbour Master.

BREVIK: 59.03 N. 09.43 E. (See Plan)

PORT LIMITS: Port limits begin in Langesundfjorden, 2 nautical miles S.E. of Brevik.
DOCUMENTS:
Crew List.
Tobacco and Spirit List.
Cargo and Stores List.
3 copies of Manifest.
Declaration of Health List.
PILOTAGE: Vessels approaching from the sea and desiring a Pilot shall, as far as possible, order a Pilot 24 hours in advance and thereafter confirm arrival at Pilot Station 2 hours in advance.

Vessels lying in port and desiring a Pilot shall, as far as possible, order a Pilot 4 hours in advance and thereafter confirm departure from the port 2 hours in advance.

Orders for Pilots should be addressed to "Brevik Control" (Channel 80). Also see "Regulations".

Pilot boat located 1 mile S.E. of Langoytangen Lighthouse (position: Lat. 58° 59′ 30″ N., Long. 9° 45′ 30″ E.).
ANCHORAGE: At Helgerofjorden, 2 miles East of Langoytangen Lighthouse. Depths 15 fathoms – 25 fathoms.
RESTRICTIONS: No entry restrictions, except in bad visibility.
MAX. SIZE: Tankers: LOA 600 ft. Beam 85 ft. Max. Draft 34 ft.

New Bulk Terminal (Coal): LOA 900 ft. Beam 150 ft. Max. draft 46 ft. Others: LOA 600 ft. Beam 85 ft. Max. draft 34 ft.
HEALTH: Pratique obtained when alongside wharf; arranged by Customs.
RADIO: Cable Agents, giving ETA, draft and cash required via Tjome Radio/LGT or Farsund Radio/LGZ.

TUGS: Tugs not normally used in Brevik. 1 tug, 1,200 h.p. and 1 tug 3,000 h.p. used for tankers.
BULK HANDLING: 1 berth handling bulk cargo, situated at Norcem, half a mile North of Brevik. Cargo: Cement and cement-clinker. Length of berth: 200 m. Depth alongside 36 ft.

Coal Terminal: Operated by Norcem A/S. Berth length 200 m. 2 cranes, average discharge rate 11,000 tonnes per day.

Also see "Max. Size".
STEVEDORES: 24 hours prior notice required for ordering gangs.
MEDICAL: No advance notice required for medical attention.
TANKERS: Discharging hoses 8 in. diameter. No slop discharge facilities. 2 tanker berths draft 32 ft.
DENSITY: Brackish water, density from 1012 to 1023.
FRESH WATER: Hoses from shore, capacity 10 t.p.h.
FUEL: All grades available.
REPAIRS: All types of repairs possible (deck and engine).
SURVEYORS: S.G.S. available.
GANGWAY/DECK WATCHMEN: Watchmen available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew members.
CERTIFICATES: Ship's Register and Derat Certificate required.
CUSTOMS ALLOWANCES: 200 cigarettes per man. 1 bottle of spirits per man.
REPATRIATION: Can be arranged.
AIRPORT: Fornebu – Oslo airport – 100 miles, served by regular airlines.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day; Day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 17th; 25th and 26th December. No work done on these days.
POLICE/AMBULANCE/FIRE: Police 35560000; Ambulance 35550170; Fire 35551522.
EMERGENCY CO-ORDINATION CENTRE: Brevik Control, VHF Channel 80 or telephone 35571233.
TELEPHONES: Can be placed on board at no extra cost.
BANKS: Sparebanken, Brevik. Tel: 35570822.
STORING: See "Prelims".

1. Yes.
2. No regulations.
3. Yes.
4. Yes.
5. Only bonded stores.
6. Yes.

SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION CARDS: Not needed.
REGULATIONS: *Regulations requiring the use of Pilot Services in the Grenland Area.*

In pursuance of Section 5 of Act No. 2 of 9th April 1948 relating to the Pilot Service, cf. Royal Decrees of 29th April 1977, the Ministry of Fisheries lays down the following regulations:

Section 1:

State Pilots shall be used by vessels of 100 g.r.t. and above navigating the waters North of a line through the North point Molen – North point Sasteinen.

Section 2:

The Coast Directorate or anyone it so empowers may grant exemption from the provisions in Section 1 in respect of vessels of under 500 g.r.t. which are not carrying dangerous cargo, provided that the Shipmaster is able to satisfy the authorities that he has obtained, through regular calls at ports in the area, a comprehensive knowledge of these waters and is conversant with the rules and regulations currently applicable with respect to passage and navigation in these waters. Requests for exemption shall be addressed to the Coast Directorate and forwarded via the Pilot Master in Porsgrunn.

Exemption thus granted may be revoked at any time.

Section 3:

Anyone wilfully or negligently violating these regulations shall be punished in accordance with Section 418 in the Penal Code, unless stricter penal provisions are applicable.

Section 4:

These regulations do not entail any changes to the rules concerning the use of State pilots for foreign non-military vessels of 50 g.r.t. and above laid down by Royal Decree of 9th February 1968 concerning provisions on prohibited zones in Norwegian territorial waters.

Section 5:

These regulations shall enter into force on 1st September 1978.

Also see "General" before first port.
AUTHORITY: Grenland Havnevesen, Postboks 20, 3951 Brevik, Norway. *Tel:* 03-35571200. *Cables:* Porsgrunn Havnevesen. *FAX:* 03-35571703. *Contact:* Torjus Johnson, Port Director.

BRONNOYSUND: 65.30 N. 12.13 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot ordered through Harbour Office, Tel: 20 078. Cable address: "Losforman".
ANCHORAGE: Prestoytaren. Lat. 65° 29.0′ N., Long. 12° 11.5′ E. Depth 28 ft. to 180 ft.
MAX. SIZE: Inner Harbour: Depth 18 ft. – 24 ft. Outer Harbour: Quay length 100 m., depth 60 ft.
RADIO: Orlandet Radio or Bodo Radio
VHF: Bronnoysund Port Radio. Channel 16 – 156.800 MHz; Channel 12 – 156.600 MHz primary work; Channel 14 – 156.700 MHz secondary work; Channel 13 – 156.650 MHz pilotage work.
TUGS: None.
BRIDGES: Bronnoysund Bridge, max. clearance – 33 m.
MEDICAL: Medical service ordered through Harbour Office. Small Hospital. Air Ambulance.
FRESH WATER: Delivered by hose to all Port Authority Berths.
FUEL: Delivered to all berths, 24 hour service.
CONSULS: None.
REPAIRS: Limited deck and engine repairs. Turner's shop and welder's shop available.
GANGWAY/DECK WATCHMEN: Watchmen at gangways optional.
CUSTOMS ALLOWANCES: Master 400 cigarettes or 40 grams tobacco; all other crew 200 cigarettes or 20 grams tobacco. Wine/spirits; Master 2 litres; all other crew 0.75 litre.
AIRPORT: 2 km. from port. Regular airlines. Helicopter base.
TIME: GMT plus 1 hour, GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Police 20 400; Ambulance 20 500 and 20 800; Fire 20 000.
IDENTIFICATION CARDS: Crew to possess identification card with passport photo.
AUTHORITY: Bronnoy Havnevesen, P.O.Box 65, 8901 Bronnoysund, Norway. *Tel:* (086) 20078. *Contact:* R. M. Jorgensen, Harbour Master.

DRAMMEN: 59.49 N. 10.13 E. (See Plan)

DOCUMENTS:
Bill of Health.
2 Crew Lists.
2 Passenger Lists.
2 Customs Lists for crew members and passengers.
Bills of Lading.
3 Manifests for every port of discharge.
PILOTAGE: Give 6 hours notice by R/T 2182 kHz or VHF Channel 16 to "Faerder Pilot". Coast stations "Tjome Radio" LGT or "Farsund Radio" LGZ can also be used. Harbour Pilots ordered through ship's Agents. Harbour pilotage is not compulsory.
ANCHORAGES: Pilot service supplies information regarding anchorages.
RESTRICTIONS: Svelvikstrommen Channel, depth 10 m., equipped with beacons and radar reflectors for safe navigation.

During ice-breaker season, which may last from end-December, to mid-March, ice breaker is in radio contact with port and with ships needing assistance.
MAX. SIZE: Max. draft for main harbour 30 ft., otherwise no restrictions.
HEALTH: International procedure followed to obtain Pratique. In case of suspected diseases or fever inform Port Authorities, Tel: 81 88 90. When arriving from a Norwegian port - Pratique automatic.
RADIO: Tjome Radio, call sign "LGT" Farsund Radio, call sign "LGZ". Oslo Port Radio or VHF Channel 16.

Port Authority maintains VHF radio-telephone watch: Monday – Friday 0630 hrs. – 1600 hrs. and Saturday according to requirement. Call sign "Drammenhavne Radio". Not on holidays.
RADAR/VHF: VHF Channel 16 and 12 when communicating with Drammen Port Authorities. No port radar service.
TUGS: Under normal conditions not necessary except for large vessels, but available on request. Normally ship's hawsers or lines used for towing. Tugs ordered through Agent.
BERTHING: *Main Harbour*

Quays	*Depth* (m.)	*Length* (m.)	*Remarks*
Tollbukaia	7.0	110	Coastal/local traffic. Railway lines available.
Kranbrygga	7.0	200	General cargo. Railway lines available.
Myrakaia	7.0	155	General cargo and bulk. Railway lines available. Electric crane 23 tons for bulk cargoes.
Langbrygga	8.0	255	Paper, General cargo Railway lines available.
Tjomekaia	7.0	160	Paper. Railway lines available.
Holmen South	9.0	486	Gen. cargo. Air conditioned. Containers. Railway lines available.
Holmen South Ro/Ro Ramp S.E. end.	9.0	—	New Berth. Cars, Trailers. See "Container and Ro/Ro Facilities".
Holmen South Oil Berth	7.0	70	New Berth. Tankers. Size of vessel determined by water depth alongside.
Risgardkai Ro/Ro	10.0	151	Cars, Trailers
Holmen East Ro/Ro	7.0	60	Cars, Trailers
Kattegat Ro/Ro	10.0	168	Cars, Trailers,Containers. 1× 60 ton portal crane.

Container and Ro/Ro Facilities: Three Ro/Ro quays for containers, vehicles and trailers.

1. Holmen South Ro/Ro:
   Max. Depth 9.0 m.
   Length (Approx.) 486 m.
   Beam 20 m.
   Height of working ramp 0.5 m. – 2.0 m.
   Mooring boat advisable when berthing.

2. Holmen East Ro/Ro:
   Max. Depth 18 ft.
   Length (Approx.) 350 ft.
   (i) Inside ramp: Beam 30 ft., Height 5 ft.
   (ii) Outside ramp: Beam 30 ft., Height 1 ft. 6 in.
3. Risgarden Ro/Ro:
   Max. Depth 30 ft.
   Beam 105 ft.
   Length of vessels berthing depends on max. draft.
   Height of working ramp 6 ft.
4. Kattegatkaia Ro/Ro:
   Max. Depth 30 ft.
   Beam 70 ft.

Warm fruit storage of 3,600 sq.m. Air conditioned fruit-storage of 2,000 sq.m.

Also see "Tankers".

DEPTHS: Chart depths vary only slightly owing tidal fluctuations. Exceptional conditions, such as snow melting in Spring, heavy rainfall and prevailing strong Southerly or Northerly winds will cause stronger currents and a variation in water levels.

CRANES: 1×60 ton portal crane, 1×50 ton portal crane, 2×23 ton portal cranes, one equipped for bulk handling, 1×20 ton portal crane and 6 portal cranes – 3 tons to 6 tons capacity. All cranes are electric.

9×3 ton electric cranes; 1×4 ton electric crane; 1×6 ton electric crane.

BULK HANDLING FACILITIES: The 23 ton crane "Hendrik" located at Myrakaia can be adapted for bulk handling with a capacity of approximately 1,000 tons per day.

STEVEDORES: Labour must be ordered latest 1500 hrs. day before arrival. Saturdays and Mondays before 1500 hrs. on Friday. Working hours: Monday to Friday from 0700 to 1500 hrs., with breaks from 1100 to 1130 hrs. and 1500 to 1530 hrs.

Saturday from 0700 to 1200 hrs. with break from 0900 to 0930 hrs. Overtime can be arranged through Agent.

MEDICAL: In case of emergency, notice regarding required medical treatment must be given as soon as possible. First class hospital facilities available. No special inoculation or fever certificates necessary, except those according to international health regulations.

TANKERS:

Holmen South Oil Berth

Concrete quay, max. draft 7.0 m. Fresh water available.

Pipe-line connections: Gas oil 8 in.; light fuel oils 8 in.; paraffin 6 in. heavy fuel oil 4 in.

B.P. Berth, Solumstrand

9 m. wide quay at end of pier, max. draft 16.4 ft. (5 m.).,

Pipe-line connections: Propane 2 in.

Folakroken Quay: New Berth: Gullaug explosives factory. Situated 6 nautical miles North of Svelvik Narrows on East side of Dramsfjorden.

Length	114 ft. (35 m.)
Depth alongside	19 ft. (6 m.)

FRESH WATER: Delivery by hose, available anywhere.

FUEL: Available at Holmen South. Fuel 2,000 sec. and marine diesel 200 sec.

FIRE PRECAUTIONS: International danger signals and precautions practised. Wires for towing must be ready for immediate use. In case of fire on board or in vicinity, vessel must leave quay and harbour as soon as possible.

CONSULS:

Denmark Iceland Madagascar
Finland Monaco Netherlands

All other consulates situated in Oslo.

REPAIRS: Shipyard facilities for all kinds of deck and engine repairs available.

DRY DOCKS: 2 floating docks, 20,000 tons and 3,000 tons capacity. Nearest dry docks in Horten and Oslo. Distance by sea respectively 24 miles and 46 miles.

GANGWAY/DECK WATCHMEN: Watchmen recommended, through Agent.

OPENING/CLOSING HATCHES: If necessary hatches can be opened or closed by stevedores, but usually by crew.

CERTIFICATES: Usual ship's certificates according to international regulations.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes/100 grams of tobacco allowed weekly. Wine or Spirits, 1 bottle wine or spirits usual weekly allowance.

CARGO GEAR: International Safety Regulations followed.

REPATRIATION: All facilities available.

AIRPORT: Nearest airport Oslo Airport, Fornebu, situated 16 miles by road from Drammen. Regular services to all parts of the world.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: On Saturdays work stops at 1200 hrs., but if ships can be finished, loading and discharging is continued to 1830 hrs.

All Sundays; 1st January; Maundy Thursday; Good Friday; Easter Monday; 1st May; Ascension Day (17th May); Whit Monday; Christmas Day; 26th December.

On Easter, Whit, Christmas, and New Year's Eve work stops at 1400 hrs.

POLICE/AMBULANCE/FIRE: Fire-alarm accidents 832020; First-aid station 831585; Hospital 834585; Police 838170; Taxi 835060.

TELEPHONES: Telephones can be connected if ordered through Televerket. Tel: 832380.

SERVICES: Ice-breaker assistance available during Winter months.

SHORE LEAVE: No restrictions on shore leave when all formalities in order.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Service available at no charge. Galley waste must be sealed in plastic bags. Containers are painted green and are at 5 locations in the port (Port Authority letter handed to Master).

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

DELAYS: Delays may occur, when very heavy traffic cause shortage of labour.

GENERAL: Notice will be given to local Agents regarding changes or new developments which can affect usual procedure in port.

AUTHORITY: Drammen Havnevesen, Hans Kiaersgaten 1A, N-3401 Drammen, Norway. *Tel:* 4732-818890-94. *Telex:* 473281. *FAX:* 4732-812704. *Contact*: O. Mahliem, Port Captain.

EGERSUND: 58.27 N. 06.00 E. (See Plan)

DOCUMENTS: Health Certificate (forms obtainable from Customs when entering harbour). Crew List, Dangerous Cargo List, Ship's Register. Vessels bound for Egersund must be provided with document signed by Master, setting out specification of cargo to be discharged Egersund, also quantities all provisions and stores on board. Document must include name, tonnage, port of registration, last port, next port, and number of crew and passengers on board.

PILOTAGE: Pilot – if necessary – to be ordered latest 3 hours prior arrival pilot station. Order to be given to Pilot Office – telephone 51477377 or mobile 94584127, or to ship's Agent, giving ETA, name of vessel, gross tons, where Pilot required, draft in feet, and discharging/loading place. Vessels entering Egersund liable to inward and outward pilotage dues, mileage money according distance piloted; and pilot dues, whether services of Pilot used or not. Pilot station lying on Rekefjord – and Pilot available for Southern and Northern entrance, from pilot boat. Southern entrance mostly used, max. draft 37 ft. In case of using Northern entrance, ship has to pass bridge between Eigeroy and the continent. Max. height 23.5 m. Max. draft 16 ft.

ANCHORAGE: Any place in harbour available for anchorage. Especially used is Hovlandsviken – 36 ft. draft.

MAX. SIZE: Largest vessel which has entered Egersund – 45,000 d.w.t. Max. draft 31 ft. In harbour there are 2,000 ft. of quayage with 18 ft. – 27 ft. alongside.

RADIO: Rogaland Radio and Farsund Radio.

TUGS: Not available in Egersund.

BERTHING: 3,000 m. of quay frontage. Facilities for container and Ro-Ro vessels. 30 tonne fork lift.

STEVEDORES: Ordered by Agent – no ETA to stevedores necessary. Time for ordering gangs for next morning must be given by 1300 hrs. day before.

TANKERS: Esso Norge A/S bunkering station: Length 140 m. and depth 24 ft. The berth can accept vessels up to 3,000 g.r.t.

Statoil bunkering station: Located in middle of Egersund Harbour.

FRESH WATER: Can be delivered at most discharging/loading places.

FUEL: Gas oil and Light Marine Diesel oil available by truck or at bunkering station.

CONSULS: Denmark and Sweden.

REPAIRS: All minor repairs possible. Service station for electronic aids.

GANGWAY/DECK WATCHMEN: Available – but not compulsory.

OPENING/CLOSING HATCHES: Crew allowed to open and close.

CERTIFICATES: On first call Registered Tonnage Certificate necessary – thereafter not required unless gross/net tonnage changed.

CUSTOMS ALLOWANCES: (Dependent size – destination, etc.) each crew member is allowed 100 cigarettes, 20 cigars or 100 grams tobacco and one bottle spirits.

CARGO GEAR: No additional requirements. One 150 ton crane, one 30 ton crane and some mobile cranes 5 tons – 15 tons available.

HOLIDAYS: Work can usually be arranged on all holidays.

POLICE/AMBULANCE/FIRE: Police 51.49.16.00; Fire 51.49.15.00; Hospital/Ambulance Tel: 51.49.00.22.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Service available through Container Transport, Gronvikveien 5, 4365 Hellvik. Tel: 04-496915, 24 hour service.

WASTE OIL DISPOSAL: Service available through Statoil, Lindoy, 4370 Egersund. Tel: 04-491336/490530.

SEAMAN'S CLUBS: Sjomenns Leseverelse, Nygaten 8, 4370 Egersund. Tel: 04-491226, 24 hour service.

AUTHORITY: Egersund Havnevesen, Havnebygget, Strangt. 2, P.O.Box 117, 4370 Egersund, Norway. *Tel:* 51.49.13.28 or 51.46.83.60. *FAX:* 51.49.01.96. *Contact:* Odd Hansen, Harbour Master.

FIBORGTANGEN (Skogn): 63.43 N. 11.10 E. (See Plan)

PORT LIMITS: Holsandbukta.

DOCUMENTS:

1 Crew List
1 Passenger List
1 Crew Personal Effects List.
1 Stores List
1 List of Animals
Last Port Clearance
Safety Certificates:
Safety Equipment, Load Line, Radio, Construction.

PILOTAGE: Pilotage is compulsory for all foreign vessels.

Notice of ETA and request for Pilot can be made to the local Agents, not less than 24 hours before ETA at Grip Lighthouse.

Confirmation of ETA is required 2 hours before arrival at Grip Lighthouse.

Channel 16 VHF is continuously watched by Kristiansund Radio and Pilot boat.

The usual pilot boarding point is inside Grip Lighthouse Lat. 63° 16′ N., Long. 07° 36′ E.

Pilot boat has orange upper works, white hull with the word "LOS" on each side.

The usual international signals may be employed by vessel requiring a Pilot.

In case of bad weather the pilot boat will lead ahead to sheltered waters. There is no anchorage for vessel awaiting a Pilot.

ANCHORAGES: At the bay North and N.E. of the wharf in about 20 m. of water, bottom sand, good holding ground.

Electric power cables cross from Valoya – Hestoya, anchorage in this area is prohibited.

MAX. SIZE: Vessels up to 160 m. LOA (vessels with LOA 214 m. have berthed) and 10.40 m. draft can be accepted at the North side of the wharf. On the East side 215 m. LOA, 6.4 m. draft.

HEALTH: Vessels will be cleared alongside.

RADIO: Kristiansund Radio is the long range area station.

VHF: Kristiansund Radio and Orland Radio. Continuous watch. All calling should be on Channel 16. Pilot boat also monitors Channel 16.

TUGS: Can be ordered by the local Agents.

BERTHING: The wharf is made of concrete. The North berth is 141 m. long, depth 10.4 m. The East berth is 215 m. long, depth 6.4 m. Permissible wheel loading for standard type vehicles is 12 tonnes.

STEVEDORES: *Working hours:*

Monday – Thursday	0700 – 2400
Friday	0700 – 2030

MEDICAL: Full hospital facilities available without prior notice.

FRESH WATER: Good quality water is available in unlimited quantities at about 20 tonnes per hour per connection.

FUEL: Not available, but can be ordered from Trondheim.

SURVEYORS: Cargo Inspectors: Can be ordered by local Agents.

Bureau Veritas	Tel: 73525030
Norsk Veritas	Tel: 73903500
Lloyd's Register	Tel: 73520124

GANGWAY/DECK WATCHMEN: Can be ordered by the local Agents.

OPENING/CLOSING HATCHES: Normally handled by ship's crew.

CARGO GEAR: Discharging and loading is by ship's gear, however, some mobile cranes up to 30 tonnes capacity are available for extended hire at short notice.

REPATRIATION: Scheduled aircraft connected with direct overseas flights leaves from Trondheim Airport several times a day.

TIME: Local time is GMT plus 1 hour. Summertime is used.

POLICE/AMBULANCE/FIRE: All emergency services are available through the gate watchman.

Automatic fire alarms are installed at the wharf.

EMERGENCY CO-ORDINATION CENTRE: Call nearest radio station.

BANKS: Fokus Bank. Tel: 076-85163. Telex: 55219. Levanger Sparebank. Tel: 076-85137.

STORING: Vessel can be stored by truck during loading or discharging. Fork lift trucks can be used on the jetty to handle stores. Local Riggers cannot be employed to assist with storing.

SHORE LEAVE: When Immigration and Customs have been satisfied, there is no restriction on crew's shore leave as long as they rejoin the vessel before departure.

GARBAGE DISPOSAL: Containers for garbage distributed on the wharf.

WASTE OIL DISPOSAL: Collection of waste oil is not available. Special receivers can be ordered.

SEAMAN'S CLUBS: None.

CURRENCY: Norwegian Kroner (NKr).

AUTHORITY: Norske Skogindustrier A.S., 7620 Skogn. *Tel:* 74087000. *Telex:* 55216 Skogn N. *FAX:* 74087100. *Contact:* Gjermund Lyngfelt, Terminal Manager (Private Tel. 74084244).

FLORO: 61.31 N. 05.02 E. (See Plan)

DOCUMENTS:

2 Manifests.
Crew List.
Provisions List.
Health Document.
Passenger List.

PILOTAGE: Pilotage is not compulsory when coming into Floro. Ships usually enter by Kvanhovden light. (See Admiralty Chart No. 3037). Vessels can also enter at Fedje.

Nearest station Fedje (Lat. 60° 51′ N., Long. 04° 37′ E.). Distance to Floro Harbour about 52 nautical miles. Pilot boat a white-painted cruiser-type marked "LOS" on both sides of bow.

Fixed watch on Fedje Island covers both Holmengra and Hellesoy. VHF Channels 8, 12 and 16. Listening first 10 minutes of every hour. ETA 24 hours before arrival. Telegram "Feielos". If bad weather, Pilot to be picked up on Eastern side of Fedje Island.

ANCHORAGE: No anchorages close to pilot station. Floro Harbour: space of about 1 sq.km., depths from 15 fathoms to 30 fathoms.

RESTRICTIONS: Tide difference about 1.5 m. Max. draft entering Floro Harbour 40 ft.

MAX. SIZE: Entering Floro Harbour: No restrictions in main harbour concerning length and breadth. Max. draft berthing: "Gunhildvagen" 25 ft. and length of 120 m., Ewos A/S produce feed for fish farms and Skaarfish A/S export fish.

NB. – "Gunhildvagen" lies outside main harbour, and has narrow entrance. Weather permitting, ships of 100 m. length and breadth 20 m. can pass.

BERTHING: *Vestlandske Kjopelag:* A bulk grain/molasses terminal for vessels up to 6,000 d.w.t. Berth length, 100 m. Depth alongside 7.0 m. Storage capacity 20,000 tons of Grain/Molasses.

Fugleskjaerskaia: The deep-sea pier to the West of Fugleskjaerskaia (61° 36′ N., 05° 02′ E.). Fugleskjaerskaia now offers 500 m. of pier frontage, depth from 16 ft. to 43 ft. New section: 36 m., 18 ft. depth; 140 m., 33 ft. depth; and 1 berth 43 ft. depth. Cranes of 30 ton and 45 ton capacity available.

The extension of Fugleskjaerskaia provided 21,000 sq.m. new cargo handling space. A Ro/Ro facility is also provided, max. axle load 60 tons, width 18.0 m.

Also see "Developments".

Fjord Base A/S: Located at Botnaneset. Address: P.O.Box 323, 6901 Floro. Tel: (057) 49200, 43-866. Fax: (057) 49346. Telex: 40189 fb n.

Quay A	Length 100 m.	Depth 10.0 m.
Quay B	Length 50 m.	Depth 18.0 m.
Quay C	Length 60 m.	Depth 8.0 m.
Quay D (Saga Petroleum)	Length 40 m.	Depth 10.0 m.

Mobile cranes with capacity 35 tons – 115 tons.

STEVEDORES: ETA before 1600 hrs. for gangs required next morning.

MEDICAL: Hospital close to harbour, and available any time.

TANKERS: Harbour is only used by small tankers, about 500 to 1,000 reg. tons.

FRESH WATER: Only available alongside berth. Delivery about 30 t.p.h., possibility of 60 t.p.h. At Fugleskjaerskaia fresh water available at a rate of 200 t.p.h.

FUEL: Available at Fjord Base.

CONSULS: None.

REPAIRS: Most repairs possible.

DRY DOCKS: None. There is a berth at Kleven Shipyard. Length 85 m. Depth alongside 14 m.

Also see "Developments".

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Mostly done by crew.

AIRPORT: Regular service with De Haviland Twin Otters, 2 flights to Oslo, 5 flights to Bergen and 2 to Aalesund each day. (Runway 860 m.).

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: Cargo work can be arranged any time, holidays included.

POLICE/AMBULANCE/FIRE: Police 42011; Ambulance 41011; Fire 001.

TELEPHONES: Can be arranged on board alongside wharf.

SERVICES: Servicing for all kinds of ships navigation instruments can be arranged, except adjusting radio bearings.

SHIP SUPPLY SERVICE: The port has 6 small passenger vessels (50 ft. – 60 ft.), all capable of 20 – 27 knots, one or more are vacant at any time, and willing to take on assignments.

Services can be ordered through K. Jansen, 6900 Floro. Tel: (057) 43555. Fax: (057) 43860.

Helicopters can obtained from Helicopterservice, Bergen.

SHORE LEAVE: Permitted.

CREW IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Generally open containers of 8 cu.m. are ordered through the Harbour Office. Cost of delivery of one such container comes to NKr.420. Closed containers are placed on quays, where "normal" quantities (up to approximately 3-4 cu.m.) can be deposited without extra charge.

WASTE OIL DISPOSAL: Statoil runs a slop-service from Fjord Base. Tel: 057-49366. Fax: 057-49212.

SEAMAN'S CLUBS: No seaman's clubs, but local clubs arrange events for crew members if requested and time permits.

DEVELOPMENTS: A new extension of Fugleskjerskaia is going out to tender in early March 1992. A 100 m. quay front will be constructed. 6,000 sq.m. of new space will result from this project. A new cargo shed is being contemplated.

All this is caused by the greatly increased shipment of reefer containers to the Far East (frozen mackerel). A 42 ton capacity container truck has also been purchased. Extension probably operational by end of 1992.

Kvaerner Kleven Shipyard is planning construction of a building dock, 250 m. long.

AUTHORITY: Floro Havnevesen, P.O.Box 17, 6901 Floro, Norway. *Tel:* 057-41428. *FAX:* 057-40916. *Contact:* Nils A. Hovland, Assistant Harbour Master.

FRAFJORD: 58.51 N. 06.17 E. (See Plan)

SHIPMASTER'S REPORT: May 1979. Also see "Agents Report" below.

Vessel loading stones.

The berth at Frafjord is situated at the Eastern end of the Fjord leading to Frafjordsoyr (Lat. 58° 50′ 40″ N., Long. 06° 17′ E.) and consists of an angled quay 15 m. in length.

The Pilot is embarked at Kvitsoy Pilot Station and vessel then proceeds to Stavanger for Customs Clearance and Agency work due to the remoteness of the loading berth. Pilots are changed at Stavanger and this Pilot remains on board until Kvitsoy outwards.

Approach to the berth is made at right angles with 3 shackles out on the starboard anchor until the headline and forward spring can be passed to the quay, the vessel is then turned on the anchor.

The quay is made of wood and is in poor condition with one end and bollard damaged. On the quay a single fixed conveyor is situated with a mobile extending arm and this is fed from a bin filled by tip-up lorries. The approximate lorry load is 13 tonnes. The extending arm can be remotely controlled in and out but is not quite long enough to adequately fill the outboard side. If loading mixed stones the lighter stones can be projected outboard. The loading foreman tended to be inexperienced and care has to be taken not to let the height of the stow build up too much and also along the inboard side as a slight starboard list is preferable due to the shallow areas of water on the inboard side and slack ropes aft will facilitate a general movement to the deeper water, (by sliding off the bottom).

No. 2 hold is loaded completely and then the stern is canted into deeper water in order to load in No. 1. The sequence that was adopted by this vessel was to load 750 tonnes in the after end of No. 1 followed by 750 tonnes in the forward end of No. 2 and then 700 tonnes in the after end of No. 2. This increased the after draft to approximately 6.3 m. The stern was then canted out into deep water and the final 800 tonnes was loaded forward. The vessel has to be constantly moved along the quay in order to get an even stow height approximately one-third the way up the hatch coaming.

The bollards on the beach are very badly positioned and the ones on the quay which were used for the springs were on the verge of being ripped out, one already having done so on the damaged end of the quay.

Loading commenced at 1600 hrs. on 11th May and ceased at 2215 hrs. that day, resumed at 0720 hrs. on 12th May and completed at 1000 hrs. on 12th May. 3,010 tonnes of stone chippings were loaded, final draft being, forward 5.32 m., aft 5.66 m. No gangway can be used, only pilot ladder.

Little wind was experienced during our stay but I would consider that any adverse weather conditions during berthing, loading or unberthing must make this a dangerous operation.

AGENT'S REPORT: August 1984.

The Pilot can be embarked at Kvitsoy, Tananger or Skudesnes Pilot Station.

Vessel proceeds direct from pilot station to loading berth (Pilot stays on board during loading), which normally takes 6 hours for a vessel of 3,000 tons. Agency/Customs clearance is now performed at Frafjord.

The loading berth is now of concrete and extended – mooring points are new, and there is no need to use anchor when approaching the berth. Official draft limitation is 18 ft.

The max. length allowed at the berth is 95 m.

The loading foreman is now well experienced and is conducting the loading/shifting with professional skill.

GARBAGE DISPOSAL: No facilities available.
WASTE OIL DISPOSAL: No facilities available.
SEAMAN'S CLUBS: None.

AGENT: Odd H. Torjusen A.S., P.O.Box 523, N-4371 Egersund, Norway. Tel: 51-465200. Telex: 33084. Fax: 51-465211. Cables: Torjusen.

FREDRIKSTAD: 59.12 N. 10.57 E. (See Plan)

Note: On 1st January 1993, the Ports of Fredrikstad and Sarpsborg amalgamated under the name of Borg.

DOCUMENTS:
Bill of Health.
2 Crew Lists.
2 Passenger Lists.
2 Custom List for Crew Members and Passengers.
Bill of Lading.
3 Manifests for each port of discharge.

PILOTAGE: Compulsory. Pilot boarding at Faerder Lighthouse, 59° 02′ N., 10° 32′ E. or between Tresteinene Lighthouse and Vidgr. Lightbuoy, 59° 01′ N., 10° 56′ E. Agents report vessel's ETA to pilot station and vessel to give 2 hours' notice by R/T 2182 kHz or VHF Channel 16 to Faerder Pilot and Fredrikstad Pilot (Herfol Pilot). Coast station Tjome Radio LGT or Farsund Radio LGZ can also be used. Harbour Pilot and tugs, when necessary, will be arranged by Agents to meet at Belgen.

ANCHORAGES: Safe anchorage for larger vessels Belgen, East entrance. For smaller vessels anchorage to be pointed out by Pilot or Harbour Master.

RESTRICTIONS: Max. draft, East entrance 36 ft.; West entrance, 17 ft. Otherwise no restrictions.

HEALTH: See "Documents".

If vessel carries Quarantine Flag for contagious diseases, radio communication should be sent to Agent for instructions, otherwise no special regulations.

RADIO: Communication to Agent through Tjome Radio or Rogaland Radio.

VHF: Borg Port Control, Ora Quay, Tel: 69-324990 or VHF Channels 16 and 12, during daytime.

TUGS: Three tugs, 750 h.p., 1,200 h.p. and 2,700 h.p. More powerful tugs can be ordered from Oslo if necessary.

STEVEDORES: To be arranged by Agent subject to requirements. 24 hours' notice important to obtain in good time accurate ETA.

Ordinary working hours 0700 to 1530 hrs., Monday to Friday. Saturday from 0700 to 1400 hrs. 100% overtime and from 1400 hrs. for a minimum of 8 hours – 100% overtime.

Bulk cargoes are usually discharged in shifts until Saturday 2200 hrs.

BERTHING: As instructed by Harbour Master through Agent, depending on vessel's draft and size.

East River Berths:
Oera Quay:
Southern part, max. draft 34 ft.
Northern part, max. draft 28 ft. – 33 ft.
Denofa Lilleborg Quay:
Max. draft 33 ft. (5 m. off the quay).
Additional Facilities:

4 warehouses, each at 2,000 sq.m., 1 warehouse of 600 sq.m. and 1 warehouse of 10,000 sq.m.

4 ordinary cranes up to 3 – 6 tons (radius 8 m. – 26 m.).

2 mobile harbour cranes up to 40 tons at 28 m. radius and 24 tons at 40 m. radius, with telescopic container spreaders, both cranes have mechanical grabs of 8.5 cu.m.

1 × 37 tons fork lift, with telescopic container spreader.
1 × 32 tons fork lift.
2 × 28 tons fork lifts.
2 × 30 ton fork lifts.
30 × 2 ton – 12 ton fork lifts, 8 equipped to handle bales and reels.
5 Tugmasters, capacity 120 tons.
2 Ro-Ro terminals with an open area of about 40,000 sq.m.

MEDICAL: Master to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.

TANKERS: Discharge pipelines usually 6 in. and 8 in. No slop (residues) discharge facilities. Tanker berths are at NUROL and Denofa/Lilleborg.

Sulphuric Acid is loaded at Oera Quay.

DENSITY: Brackish water, 2.7% salt water.
FRESH WATER: From shore or by barge. Tel: 09-346027.
FUEL: All grades available. For larger quantities, delivery arranged by barge. Tel: 09-346027, mobile 094-51764.
CONSULS: Danish, French, Finnish, Netherlands, Swedish.
REPAIRS: All repairs possible.
GANGWAY/DECK WATCHMEN: Obtainable.
OPENING/CLOSING HATCHES: Crew members allowed to open and close hatches.
SHIP'S CERTIFICATES: To be produced to Customs Authorities on arrival.
CUSTOMS ALLOWANCES: *Tobacco:* 20 cigarettes or 20 gm. tobacco per man, per day.
Wines/Spirits: 1 bottle of spirits or wine for consumption on board per crew member.
REPATRIATION: All facilities available.
AIRPORT: Fornebo, Oslo, 110 km. from Fredrikstad. Frequent connection by train.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day (1st January); Maundy Thursday; Good Friday; Easter Monday; Labour Day (1st May); Constitution Day (17th May); Christmas Eve; Christmas Day; 2nd Christmas Day; New Year's Eve.
POLICE/AMBULANCE/FIRE: Police, Tel: 69395500; Hospital, Tel: 69393000; Fire, Tel: 693107091 or 111.
TELEPHONES: May be installed on board at the quay of Oera.
SERVICES: Compass adjusting, laundry, ship chandler for delivery of provisions and bond stores.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required, except at the quay of Defona/Lilleborg, when Master, upon arrival, will receive a sufficient number of cards for filling-in for each crew member, to be shown when passing the gate.
GARBAGE DISPOSAL: Garbage container will be placed on quay alongside vessel on arrival by ship's agent. Container is free of charge.
WASTE OIL DISPOSAL: Waste oil can be delivered to tanker trucks. This service is provided by Ostfold Hoytrykkspyling. Tel: 09-347100. Fax: 09-346695. 24 hour service 094-55828. The charge for one litre is NKr.1.50.
SEAMAN'S CLUBS: No seaman's clubs. Most facilities are available in the city of Fredrikstad, 15 minutes from harbour.
CURRENCY: Norwegian Kroner (NKr.).
AUTHORITY: Borg Havnevesen, Oraveien 27, P.O. Box 1205, 1631 Gamle Fredrikstad. *Tel:* 69-324990. *FAX:* 69-324930. *Contact:* Sven-Jan Johansen, Port Captain (Tel: 69155188, 94315498).

GLOMFJORD: 66.50 N. 13.57 E. (See Plan)

DOCUMENTS:
3 Crew Lists.
Customs List.
Shipping Manifest.
Health Statement.
Bill of Lading.
Ship's Certificate of tonnage.

PILOTAGE: Pilot station, approach from South, is Aasvaer, 66° 17′ N., 12° 18′ E. VHF Channel 16 and radio telephone, frequency 2182.

Pilot station, approach from North, is Fleinvaer, 67° 13′ N., 13° 42′ E. Order Pilot over Bodo Radio, Tel: Bodo 22115.

ANCHORAGE: No berth for anchoring in Glomfjord but possible anchor at Sandaabukten close to Glomfjord.
HEALTH: Health certificate – only for first port in Norway.
RADIO: Sandnessjoen or Bodo Radio station.
VHF: On quay. Call: Hydro Glomfjord Port Station on Channel 16.

TUGS: None.
BERTHING: No specific requirements relating to berthing. Quay length 317 m. and depth 8 m.
STEVEDORES: In accordance with Charter Party.
MEDICAL: Medical aid in Glomfjord, and hospital in Bodo.
TIDE: Difference between high and low water about 3 m.
FRESH WATER: Alongside quay.
FUEL: None.
CONSULS/REPAIRS/REPATRIATION: None.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Usual certificates.
CUSTOMS ALLOWANCES: 200 gm. tobacco or 200 cigarettes per man. 0.75 litre spirits or 0.75 litre wine per man.
CARGO GEAR: Discharging and loading by conveyor.
AIRPORT: Airport in Bodo.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: See "Drammen".
POLICE/AMBULANCE/FIRE: Police station 52100 Meloy.
TELEPHONES: On quay.
IDENTIFICATION CARDS: Usual Passport necessary.
REGULATIONS: No particular or unusual regulations. Control by passing gate between dock area and surrounding field.

SHIPMASTER'S REPORT: 1976.
Anchorage: The nearest anchorage to the berth, which is part of Norsk Hydro's chemical plant is Sandabukta, about 6 miles away. It is safe and sheltered and the Agent will board there. Communication with Glomfjord is by VHF Channel 16 or via the local boatman with whom private arrangements for shore leave are possible.
Clearance: Ship is boarded on arrival at the anchorage by the Glomfjord Customs Officer who also acts as Immigration and Port Health.
Pilotage: There are no Harbour Pilots at Glomfjord. If proceeding direct to berth, Sea Pilot will put ship alongside. If awaiting berth at Sandabukta Anchorage, Pilot leaves there and it is normal for ships to complete the passage unaided. A Pilot can be obtained from Bodo but is not always available. If another ship is arriving at the anchorage, Pilot will transfer.

SHIPMASTER'S REPORT: September 1990.
Pilotage: Not compulsory, but advisable for foreign vessels and especially for tankers. When arriving from the South, Pilot boards 1.5 miles N.W. of Aasvaer Lighthouse, from a large cutter with a white hull and red deck house. It is similar in appearance to a fishing boat and can attain a speed of 14 knots.

Pilots have to be ordered through the Agent or through Lodingen Pilot Office, which is near Narvik. As much notice as possible is required, and notice should not be less than 2 hours when arriving, and 6 hours when leaving Glomfjord. When a vessel leaves the port, the Pilot arrives by car or by one of the attending tugs. The Pilot comes from Sandnessjoen Pilot Station by cutter, approximately 2 hours. Five pilots are stationed here for coastal duties and for berthing vessels at small ports up to Narvik.

No pilots are stationed at Aasvaer.

The distance from Glomfjord to Aasvaer is 65 miles, most of the passage is at near full sea speed and in sheltered waters through the islands.
Approaches: Lovunden Mountain in position Lat. 66° 22′ N., Long. 12° 20′ E., is 2,031 ft. above sea level, and can be seen from 45 miles on a clear day. It has a distinctive pinnacle. Sanna Island in position Lat. 66° 30′ N., Long. 12° 02′ E., is also conspicuous. Aasvaer Lighthouse is painted a distinctive red in colour, and has a very good Racon.
Charts: Charts used for approaching the port were B.A.Charts No. 3887 (3886/3885/2310).
Anchorage: There are no safe anchorages outside the pilotage district. Once inside the islands, numerous anchorages can be found. Pilot advised vessel to use Lillesjona anchorage in position Lat. 66° 13.5′ N., Long. 13° 04′ E. Pilotage is not compulsory for going to the anchorage, but it is advisable to use one, if you do not have local knowledge.
VHF: Pilots at Sandnessjoen monitor Channels 16 and 13. There is now no pilot VHF service at Aasvaer Lighthouse. Vessels should call Lodingen Pilot Office through Bodo Radio (Tel: 082-31104).

Norsk Hydro at Glomfjord listen continuously on Channels 16 and 12 from 0600 hrs. on Monday to 2200 hrs. on Friday. They do not listen at weekends or public holidays.
Tugs: 2 tugs are available, 1×1,500 h.p. and 1×2,000 h.p. One tug comes from Mo-i-rana and the other from Sandnessjoen, both these places are about 6 hours from Glomfjord.

Large vessels inward bound usually use 2 tugs and outward bound one tug, but if strong winds are blowing, 2 tugs should be ordered.

Ship's lines are used.
Berthing: Ammonia Berth: Ammonia Berth is to the West of the Fertiliser Berth, in position Lat. 66° 48.4′ N., Long. 13° 56′ E. The Ammonia Berth is of concrete pile construction with a berthing face of 30 m. length, with breasting/mooring dolphin to the West, which is connected by walkway giving another 25 m. of berthing face. The berth is set out 30 m. from the shore line (See "Late Plans").

When the vessel is berthed port side to, the ship's bow overhangs to the East so mooring is poor, no head or stern leads, only breasts and springs. There are electric capstans on the jetty and the fenders are good. Only a bridle can be used as a gangway. The berth is fairly well sheltered, except when high winds are blowing from the East, when the wind funnels from the mountains down the Fjord. At this time, the berth becomes very exposed to violent wind gusts, and in Winter long delays can be incurred with berthing and unberthing.

When approaching the berth, to berth port side to, starboard anchor is let go when approximately 100 m. off the berth, to 5 or 6 shackles in the water, to assist unberthing.

When vessel comes parallel with the berth, it is eased alongside by the tugs. This is due to shallow areas to the West of the berth. The mooring gang for the Ammonia Berth came from the fertiliser plant and do not like handling wires. For mooring, it is suggested that a vessel tries to moor with 3 head/stern lines, 2 breast lines and 2 springs at each end. This is particularly necessary during the Winter months. The rise and fall of the tide is approximately 2.0 m.

Vessels usually berth port side to at all berths. However, in my opinion, large ammonia gas tankers would be better berthing starboard side to, if the wind is calm, and using 2 tugs, thereby being in a more favourable position for leaving in ballast.

Largest vessel to berth at the Ammonia Berth was 30,000 cu.m. The Fjord is very deep, but the depth alongside at low water is 15.0 m.
Fertiliser Berth: The Fertiliser Berth has a straight quay of approximately 300 m. length. The berth can accept vessels up to 26,000 d.w.t. Depth alongside at low water is 8.5 m.
Cargo Operations: The berth is equipped with an 8 in. Chicksan (300 ASA) with clamps. It is possible to use a 150 ASA reducer. The maximum discharge rate is approximately 520 t.p.h. Discharge is to a storage cavern with a capacity of 42,000 tonnes, which is set in the hillside 60 m. below sea level. The cavern was blasted out in 1985/86. It is possible to receive warm product up to ambient temperature, but discharge is very slow.

Cavern storage compressors are in the Machinery/Control House, adjacent to the berth. Whilst the vessel is discharging, there is an operator on watch in the Control Room, and he is in continuous contact with the ship by Motorola VHF.

About 80,000 tonnes of ammonia are imported each year, and approximately 220 tons are taken from storage each day. Production at Glomfjord plant is 100,000 tonnes per year.

The surveyor from SGS is in attendance and helpful, no samples taken. A representative from Norsk Hydro is in attendance for arrival and departure survey.
Fresh Water: Available at the jetty at a good rate and is free.
Stores: A local chandler can deliver stores alongside. Fresh produce is very expensive, and the quality is poor.
Agent: Norsk Hydro have an office on the Fertiliser Quay, which is about 1 km. from the Ammonia Berth. They may be contacted between 0730 hrs. and 1500 hrs, Monday to Friday. They are very helpful when on duty, but are difficult to contact out of hours. There are two metered telephones in the office for the ship's use.
Documents: The Agent handles all documentation. Customs are based in Bodo, but do not normally attend on board. The following are to be prepared on Norwegian forms:

3 copies Crew List.
1 copy Master's Declaration, and 3 copies.
1 copy Cargo Manifest, and 2 copies.
1 copy Crew Declaration, and 2 copies.
1 copy Maritime Declaration of Health.

Radio: Bodo Radio. Melroy Radio is a slave station and can handle public correspondence. It was not possible to use the ship's satellite communicator whilst alongside, due to the high mountains surrounding the Fjord. The Agent reports that this is usually the case.
Airport: There are 5 return flights each day from Oslo to Bodo, which is 2.5 hours away by car.
General: Agent will lay on tour of the surrounding area which is interesting, especially to the glacier. The town of Glomfjord has one hotel and a few shops, but prices are high.

It is possible to make telephone calls from the hotel.

A minibus passes the berth at ten minutes to the hour on weekdays from 0700 hrs. to 0300 hrs.

Port State Control (Norwegian Coastguard) visited the vessel, they are based in Bodo. Bodo is the Northern administrative capital of Norway. They are very strict on pollution in the area.

AUTHORITY: Norsk Hydro a.s. Glomfjord, 8160 Glomfjord, Norway. *Tel:* (081) 52 321. *Telex:* 64061 Hydro N. *FAX:* (081) 52654. *Cables:* Norskhydro. *Contact:* Shipping and Clearance Office.

HALDEN: 59.08 N. 11.25 E. (See Plan)

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot boat at Faerder light station. Ordering usually over Radio Land Station. Tjome Radio = LGT (also VHF). Signals according to ordinary international requirements. Exact area for Pilot boat: Faerder light station (Store Faerder); Hvasser pilot station.
ANCHORAGE: At Faerder light station in Oslofiord-Singlefiorden West side.
RESTRICTIONS: No special restrictions but larger vessels have to take necessary care with passing Svinesund. The tide current altering according to high and low water time.
MAX. SIZE: For the harbour inside Svinesund (Main Harbour) length 560 ft., beam 70 ft., draft. 25 ft.
HEALTH: Pratique, ordinary.
TUGS: If required tugs join outside Sponviksskansen light at the entrance to Svinesund. Usually ship's lines.
RADIO: All radio services over Tjome Radio-Land Station (use the ordinary international frequency — (600-705-800 m.).
VHF: Port Authority on Channels 16 and 12.

BERTHING:

Quay	*Depth* (ft.)	(m.)
Ytre Molbrygge	23	7.2
Indre Molbrygge	23	7.2
Jernbanebryggen	22	6.9
Krankaien	27	9.0
Brokaien	23	7.2
Sundsbrygge	16	5.3
Felleskjopet	16	5.0
Grain Elevator	12	3.8

FRESH WATER: Available; good quality.
FUEL: Available.
FIRE PRECAUTIONS: According to Harbour Regulations.
REPAIRS: Only small repairs carried out.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
REPATRIATION: No facilities.
AIRPORT: Nearest Fornebu–Oslo.
POLICE/AMBULANCE/FIRE: Police 09-180111; Ambulance/Fire (09) 181212.
TELEPHONES: None available for shipboard use.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required.
GARBAGE DISPOSAL: Drums provided alongside. Contact Halden Havnekontor. Tel: 09-183200, or Alf Rod AS. Tel: 09-182233.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
AUTHORITY: Halden Havnevesen, P.O.Box 184, Langbrygga 3, 1750 Halden, Norway. *Tel:* 69-183200. *FAX:* 69-180680. *Contact:* O. Johannessen, Harbour Master.

HAMMERFEST: 70.40 N. 23.40 E. (See Plan)

DOCUMENTS: See "Bergen".
PILOTAGE: Entering from sea: Pilot should be ordered 24 hours in advance, and boards ship at Melkoy (2.5 miles off Hammerfest Harbour).
ANCHORAGE: Anchoring as appointed by the State Pilot or Harbour Pilot.
MAX. SIZE: Alongside ships up to 30,000 g.r.t., with max. draft 30 ft. For anchorage no limitation.
RADIO: Vardoe Radio, equipped with VHF.
TUGS: One small tug, bollard pull 6 tons.
BERTHING:

Berth No.	*Length*	*Berth No.*	*Length*
1	138 m.	13	85 m.
2	75 m.	14 (not built)	265 m.
3	46 m.	15 (private)	37 m.
4	50 m.	16 (private)	25 m.
6 (private)	32 m.	17 (private)	170 m.
7	32 m.	18 (private)	30 m.
8	70 m.	19 (private)	60 m.
9	142 m.	20 (private)	30 m.
10	130 m.	21 (private)	60 m.
11	65 m.	22 (private)	18 m.
12	45 m.	23	60 m.

MEDICAL: Hospital facilities available at Hammerfest.
TANKERS: Discharge line 8 in.
DENSITY: Salt water.
FRESH WATER: Capacity 300 t.p.h. at Harbour Board Quay. No water barge available.
FUEL: All grades except heavy fuel oil available.
CONSULS: French, Danish, Finnish, Icelandic, Netherlands and Swedish Vice-Consuls.
REPAIRS: Slipway for smaller ships, up to 200 ft. Only minor repairs and radar repairs available.
DRY DOCKS: None.
CUSTOMS ALLOWANCES: See "Stavanger".
REPATRIATION: Daily connection by ship and air.
AIRPORT: Hammerfest Airport. Regular service several times a day.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Containers provided alongside, 24 hours notice to harbour authorities if disposal of more than 5 cu.m. is required. Charge: NKr.110 per cu.m. Collection on departure or whenever required.
WASTE OIL DISPOSAL: Tanker truck available. Capacity 20 cu.m. Notice required by harbour authorities. Charge: NKr.4,000/per cu.m.
SEAMAN'S CLUBS: "Velferd for Sjofolk og Fiskere", mostly indoor activities, skis and equipment available. Closed from June 1st until August 31st. Tel: 084-12231.
CURRENCY: Norwegian Kroner (NKr.).
AUTHORITY: Hammerfest Havnevesen, P.O.Box 123, 9601 Hammerfest, Norway. *Tel:* 784-11201/11202. *FAX:* 784-11571. *Contact:* Roll H. Stiansen, Harbour Master.

HARSTAD: 68.48 N. 16.39 E. (See Plan)

PORT LIMITS: Inside a straight line from Trondenes Church to Stangnes Light.
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Derat Certificate.
PILOTAGE: If entering via Andenes, 12 hours' advance notice of ETA in order to arrange Pilot. If entering via Lodingen, 2 hours' notice. VHF Channel 16 both at Lodingen and on pilot-cutter at Andenes. 24 hour watch maintained.
ANCHORAGE: Inside harbour limits, fairly good anchorages available, Pilot will assist.
RESTRICTIONS: No restrictions, except all foreign ships must have a Coast Pilot on board in inland waters.
MAX. SIZE: Any size vessel can anchor in harbour.
HEALTH: In case of suspected disease doctor has to be called by radio before entering. After calling at another Norwegian port and no disease, Pratique is not necessary.
RADIO: Routing of ETA cables to Agents at Harstad is best over Bodo Radio. VHF installed at Harbour Office.
TUGS: Two small tugs available.
BERTHING: Public quays of 680 m. Private quays of 1,200 m.
SPECIALISED CARGO-HANDLING FACILITIES: One coal bunkering station; draft about 24 ft.; equipped with crane.
Two mobile cranes, capacity 30 tons each.
Trucks: 1×20 tons, 1×10 tons. Also fork lift trucks between 1 ton and 6 tons.
MEDICAL: No advance notice required. Hospital facilities available. No medical information required if no suspected disease on board.
TANKERS: Two berths. Esso 33 ft. Norol 36 ft.
TIDE: Rise in tide about 6 ft.
FRESH WATER: Available at most quays day and night.
FUEL: All grades available. In the Winter 3 – 4 hours' notice required.
CONSULS:
British Vice-Consulate:
Strandgt. 7, Harstad. Tel: 77064631 or 77063093.
Danish Vice-Consulate:
Samasjovn 22, 9400 Harstad. Tel. 77066722 or 77064219.
REPAIRS: All types of repairs possible.
DRY DOCKS: 1 dry dock 110 m. long, 17 m. wide. Capacity: 8,000 d.w.t.
SURVEYORS: Cargo Inspectors available.
Lloyd's Register and Det Norske Veritas in Harstad.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Usual international certificates.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or equal amount of tobacco. Wine and/or Spirits: Spirit half a bottle per person.
REPATRIATION: Facilities available.
AIRPORT: Airport of Evenes, about 45 minutes (45 km.) drive from Harstad by road.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: Cargo work can be arranged on holidays, except 1st and 17th May, Easter Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police: 77069000; Ambulance: 003 or 77015000; Fire: 001 or 77061122.
EMERGENCY CO-ORDINATION CENTRE: The nearest emergency centre is Hovedredningssentralen in Bodo. Tel: 75521267/75525188.
Local contact in Harstad is the Harbour Office. Tel: 77062880 or 77062459, or Senja Police Office. Tel: 77069000.
TELEPHONES: Available, can be arranged by Agent or Dockyard.
SERVICES: Harbour Office: Tel. 77062880 or 77062459. The Norwegian Government has decided that Harstad is to be the main base for most of the oil activity North of 62° N., and the town and the harbour are under construction to meet future requirements in this connection.
BANKS: Den Norske Bank. Tel: 77063530.
Sparebanken Nord-Norge. Tel: 77013000.
Kreditkassen-Fiskernes Bank. Tel: 77066411.
STORING: See "Prelims".
1. Vessel can be stored by barge and/or truck.
2. No special regulations.
3. Trucks can proceed alongside the berth.
4. Fork lift trucks can be used on the jetty to handle stores.
5. No special regulations.
6. Local riggers can be employed to assist with storing.

SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Not needed.
DEVELOPMENTS: *Sor-Stangnes:* Sor-Stangnes is developed, and there is a quay of 120 m. with depth 11.5 m. – 13.0 m., and another of 30 m. with depth 8.0 m. – 10.0 m.
AUTHORITY: Harstad Havnevesen, Box 193, N-9401 Harstad, Norway. *Tel:* 77062459. *FAX:* 77061413. *Contact:* K. Kollstroem, Harbour Master.

HAUGESUND: 59.25 N. 05.16 E. (See Plan)

DOCUMENTS:

3 copies Maritime Declaration of Health.
4 copies Cargo Declaration.
3 copies Ship's Stores Declaration.
3 copies Crew Effects Declaration.
3 copies Crew List.
2 copies General Declaration.
Clearance from last port.
3 copies Passenger List.

PILOTAGE: 24 hours notice addressed to Kvitsoy Pilot Station, who keep a 24 hours watch on VHF Channel 16, working Channel 13.

Pilot boards vessels off Skudenes (59° 07′ N., 05° 16′ E.) in Skude Fjord, or off Rorver (59° 27′ N., 05° 03′ E.).

Vessels proceeding to the Lay-up Area at Bovaagen, take Pilot off Skudenes.

Shipmaster's Report: September 1990.

Pilot Station now centralised on Kvitsoy Pilot Station. Tel: 04-515397. VHF Channel 13.

Rorver Pilot Station is closed.

No pilot required if arriving or sailing to the North. Pilot is required if arriving or sailing from the South (Military Zone).

ANCHORAGE: Anchorage in Karmsundet off the city can generally only take place after agreement with the Harbour Office. Alternatively safe Anchorage is possible 1 mile North of Kopervik in 30 m. of water.

MAX. SIZE:

Entrance from the North: No restrictions as to height. Minimum depth in the Harbour is 23 m.

Entrance from the South: The bridge between Haugesund and Karmoy, crossing at Salhus, free height of 45 m. Minimum depth of water 11 m. (just North of the bridge).

RADIO: Rogaland Radio.

VHF: Rogaland Radio on Channel 16. Kopervik Pilot on Channels 16 and 13. Haugesund Harbour Office on Channels 16 and 12, throughout 24 hours.

TUGS: Two tugs available in the Port and further tugs can be called from Stavanger.

BERTHING:

Berth	*Length* (m.)	*Depth at LW* (m.)
Garpeskjar – West	418	10.0
Garpeskjar – North	213	7.0
Garpeskjar – East	268	7.0
Inner Harbour	220	6.4
Killingoy Offshore Base East	120	10.0
Killingoy Offshore Base South	111	10.0
Killingoy Offshore Base West	157	15.0

At Garpeskjar – West, there is a Ro/Ro Terminal with landing point for ships ramps with a width up to 15 m.

At Garpeskjar – East, there is a Reefer Store.

There are several private companies in the port with berthing facilities with depths between 5 m. and 7 m.

Lay-Up Areas: A well recommended Lay-up Area is situated at Bovaagen Bay, just to the South of the bridge between Haugesund and Karmoy (2 miles to the South of the city).

The Lay-up Area can accommodate vessels up to 250,000 d.w.t. The depth in Bovaagen Bay is from 23 m. to 40 m., with good holding ground.

The Bollards are certified from 200 – 400 tons holding capacity.

There is a 380 volt current supply and telephone connections are available. Fresh water is supplied by boat. Entrance to the Lay-up Area in general takes place from the South, limited by a link-span 47 m. high.

To the West side of Storasundskjaerene is an excellent lay-up area for oil rigs. Bollard of 250 tons. 380 volt current supply, fresh water and telephone.

CRANES: Mobile cranes of all sizes available. Floating crane of 80 tons available.

STEVEDORES: To be ordered by local Agent in ordinary Office hours (07.30 – 15.30).

MEDICAL: Doctor and hospital facilities available at any time.

FRESH WATER: Available ex-wharf or by boat.

FUEL: Available ex-wharf and by boat or truck.

CONSULS: Denmark, Finland, France, Germany, Iceland, Sweden and United Kingdom.

Countries not mentioned above are in general represented in Stavanger.

REPAIR/DRY DOCKS: HMV Shipyard offers dry dock facilities for vessels up to 155,000 d.w.t. and a floating dock for vessels up to 17,000 d.w.t.

Drilling rigs can be berthed alongside the yard's 100 m. long "deep water quays".

There are also several smaller repair yards in the Port.

At Killingoy (offshore base) there are repair facilities in general and also service on offshore underwater works (diving operations, etc).

AIRPORT: At Karmoy, 15 minutes drive from Haugesund.

GARBAGE DISPOSAL: Collection service available from local company. Arranged through local Agent or Harbour Office.

One garbage container (5 – 7 cu.m.) is charged about N.Cr.450.00.

WASTE OIL DISPOSAL: Waste oil disposal available by truck or at berth by local company. Contact: Haugesund Skipsbase. Tel: 04-724290. Fax: 04-716740.

AUTHORITY: Haugesund Harbour Authority, P. O. Box 186, N-5501 Haugesund, Norway. *Tel:* 52714744. *FAX:* 52712819. *Contact:* A.J. Simonsen, Harbour Inspector.

HEROYA: 59.07 N. 09.38 E. (See Plan)

DOCUMENTS:

Clearance documents – forms obtainable from Custom Officers on arrival.

Derat Certificate.
Bill of Lading.
Manifest.
2 Crew Lists.
Ship's Register.

PILOTAGE: Vessels approaching from the sea and desiring a Pilot shall, as far as possible, order a Pilot 24 hours in advance and thereafter confirm arrival at Pilot Station 2 hours in advance.

Vessels lying in port and desiring a Pilot shall, as far as possible, order a Pilot 4 hours in advance and thereafter confirm departure from the port 2 hours in advance.

Orders for Pilots shall be addressed to "Brevik Control" (Channel 80). Also see "Brevik – Regulations".

Pilot boat located 1 mile S.E. of Langoytangen Lighthouse (position: Lat. 58° 59′ 30″ N., Long. 9° 45′ 30″ E.).

ANCHORAGES: All anchoring at Frierfjorden. Also see "General" before first port (Agotnes).

RESTRICTIONS: No restriction on night entry except for large vessels when Pilots prefer daylight. Also see "General" before first port (Agotnes).

MAX.SIZE: Max. draft 32 ft. 6 in., max. length 600 ft. entering Kjorttingen between Langesund and Brevik. Also see "General" before first port (Agotnes).

HEALTH: See "Documents". Norwegian Health Certificate required on clearance inwards.

RADIO: Cable Agents giving ETA, draft and cash required via Tjome Radio/LGT or Farsund Radio/LGZ.

TUGS: Tugs join at berthing place. Ship's lines used.

BERTHING: No specific requirements relating to berth.

CARGO HANDLING FACILITIES: On the East side of the river, a berth of 800 ft. length, 20 ft. to 21 ft. alongside. A new quay for vessels up to 10,000 tons, 26 ft. to 27 ft. depth, specially for handling bulk cargoes.

No berth equipped for handling Ro/Ro traffic, but berth available for liquid chemical and LPG carriers.

Norsk Hydro A/S Oil Pier, vessels up to 20,000 d.w.t.

Norsk Hydro A/S Main Quay, length 1,838 ft., draft 26 ft. to 34 ft. 6 in.

Norsk Hydro A/S Western Quay, length 1,263 ft., draft 26 ft. to 32 ft. 6 in.

CRANES:

Norsk Hydro A/S Main Quay:

4 cranes reaching 10 m.-11 m. outside quay border capacity 6 tons.
2 cranes reaching 18 m. outside quay border capacity 6 tons.
3 elevators for loading of bagged cargo reaching 16 m.

Norsk Hydro A/S Western Quay:

2 cranes reaching 18 m. outside quay border capacity 7 tons.
1 crane reaching 15 m. outside quay border capacity 8 tons.
1 crane reaching 9 m. outside quay border capacity 3 tons.
3 elevators for loading of bagged cargo reaching 8 m.

Deep Water Jetty:

2 cranes reaching 16 m. outside quay border capacity 10/12 tons for bulk cargo only.
1 crane capacity 5 tons for handling of stores, etc.

BRIDGES: Brevik Bridge max. height 45 m. Porsgrunn Bridge (VHF Channel 12) only when proceeding to Menstad, Borgestad, Waterloo and Skien, liftbridge with breadth of 30 m. Sound signals for passing bridge inward, 1 long and 2 short. Outward signals, 1 long and 1 short.

STEVEDORES: Ordered by Shippers/Receivers or Agents.

MEDICAL: All medical assistance to be arranged via Agents.

TANKERS: Discharge lines 4 in., 6 in., 8 in.

DENSITY: Brackish 4 in. – 6 in. allowance.

FRESH WATER: Obtainable various quays.

FUEL: All grades available.

FIRE PRECAUTIONS: Tankers discharging, smoking only by Officers in saloon, crew in messroom.

CONSULS: Belgium (03) 35520083 (Skien), Denmark (03) 35550069, Germany (03) 35525093 (Skien), Netherlands (03) 35522742 (Skien), Finland (03) 35552620.

REPAIRS: Repairs possible.

DRY DOCK: Draft 14 ft ., length 155 m., breadth 20 m., also 4 smaller docks.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Crew normally open and close. Otherwise according Charter Party.

CERTIFICATES: Registered Tonnage Certificate; Derat Certificate. Otherwise normal international certificates.

CUSTOMS ALLOWANCES: 400 cigarettes for the Master and 200 for each crew member. *Wine and/or Spirits:* 4 bottles spirit for Master and half bottle for each crew member.

CARGO GEAR: No additional requirements, but using vessel's rain tents.

REPATRIATION: Facilities exist for effecting crew changes and repatriation.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer (Last Sunday in March till last Sunday in September).

HOLIDAYS: New Year's Day, Maundy Day, Good Friday, Easter Eve (half day), Easter Monday, Christmas Eve (half day), Christmas Day, 26th December, New Year's Eve (half day).

POLICE/AMBULANCE/FIRE: Police 35560000; Ambulance 35550170; Fire 35551522. Other numbers: Pilot Station 35571233; Tug Station 35571144; Norsk Hydro Central 35562000; Porsgrunn Bridge 35552492; Custom House 35554540; Taxi 35556900; Harbour Office: 35571200.

IDENTIFICATION CARDS: Only necessary at quays belonging to Norsk Hydro. Special identification cards will be delivered to Master on arrival.

SHIPMASTER'S REPORT: December 1988.

Pilotage: Pilot boards about 2 miles South of Langoytangen Lighthouse (near Langesund), from a fast sea cutter painted orange. Call "Brevik Control" on VHF Channel 80, working Channel 13.

One pilot is used for the complete passage into Frierfjord, which serves Rafnes, Porsgrunn and Heroya.

When unberthing or sailing from the inner anchorage, the pilot and tugs require 2 hours notice through "Brevik Control".

Anchorage: The anchorage is located in Frierfjord off Versvik, in a depth of 20 fathoms. The anchorage is sheltered.

It is difficult to anchor outside the Pilot Limits as the water is deep and the coast is exposed to the prevailing winds.

The pilot advised that the only suitable anchorage outside is at Sasteinflak Bank, about 2.7 miles S.W. of Langoytangen Lighthouse. This anchorage is exposed to S.W. winds and swell. If vessel anchors at this location it is to report to "Brevik Control" prior to anchoring.

Approaches: The pilotage time to Rafnes via Brevik Fjord for vessels with a draft of less than 32 ft. is 1 hour. Due to restrictions at Kjortingen Passage and Brevik Bridge, vessels in excess of 32 ft. draft use Kalven Passage to the East of Brevikfjord. However, vessels can only go as far as Brevik.

The Pilot reports that the waters never ice over as the water is salt and currents are always running.

Tankers which are not gas free must have a minimum visibility of 1.0 nautical miles in order to make a passage.

Tugs: A safety tug is compulsory for all tankers which are not gas free. Large vessels require 2 tugs.

Tugs join vessels off Aroy Island and make fast astern with 2 ship's lines from the centre lead.

Fire wires are required, forward and aft, when proceeding from the pilot station to Rafnes, and vice versa.

There are 4×3,500 h.p. tugs available and one is always on stand-by at Rafnes when tankers are alongside. When vessels are alongside and not loading or unloading (cooling down does not count as loading) a charge of about £60.00 per hour is made for the stand-by tug and this is for the vessel's account.

Berthing: There are 3 berths for gas and product tankers at the Norsk Hydro Refinery at Rafnes, on the West side of the Fjord.

Largest vessel handled 32,000 cu.m. (gas vessel).

The main imports are propane and butane and the main exports are ethane, sodium and sulphuric acid.

The berths are No. 1, No. 2 and No. 3, from North to South. Berths No. 2 and No. 3 have a depth of 12.0 m. The berths are well constructed and have good fenders. The berths are 'T' shaped jetties with mooring dolphins connected by catwalks either side of the jetty.

Vessels normally berth port side alongside. Shore gangway provided.

There is a fairly strong South flowing current along the line of the jetties.

Cargo: Ethylene is loaded at Berth No. 3 from ethane Chicksan, at about 150 t.p.h. at −100°C.

The liquid and vapour Chicksans are 6 in. (150 ASA).

As handling of ethane and ethylene is through the same Chicksans, a period of 18 hours is required for shore line purge between products.

Ethylene is stored at −95°C. and is further cooled through expansion valves to −100.5°C. in order to arrive at the ship's rail at −100°C.

Stoppages for "First Foot" and "75% samples" varies due to shore loading requirement. We did not stop, due requirement for cold product and in order to avoid line heating.

Vapour return by ship's compressor, mainly at 100% compressor loading.

Ethylene is not normally exported, although it is sometimes imported. It is used for VCM, but not at the present time due to VCM cracker explosion.

Vessels are not normally allowed to stay alongside for cooling down as other vessels are usually waiting and there is a charge for a stand-by tug.

General: VHF: Whilst at anchor Tjome Radio, VHF Channels 25 and 62, was used.

Stores: Stores are expensive.

SHIPMASTER'S REPORT: October 1993.

Approaches: B.A. Chart 1327. Found to be as charted, and communications for Pilots and VTS as published.

Pilotage: Larger vessels go via Helgerfjorden, Haoyfjorden and Kalvsundet to Brevik. Smaller vessels use the channel between Geitraya and Kjortingen.

Two Pilots board and leave just inside the pilot station charted, but are in contact by VHF during the approach.

Pilots require 2 hours notice for shifting berth and departure. The Agent and Loading Foreman liaise with the vessel to reduce delays.

As the bulk fertiliser requires covering on completion of loading before the hatches are closed, allow about 2 hours for this work to be completed, and order Pilots when loading is completed.

Tugs: Larger vessels take a tug forward and aft, using 2 ship's lines to each tug. Tugs join just after clearing Kalvsundet inward and remain with the vessel until berthing is completed. Similarly outward, two tugs remain with the vessel until approaching Kalvsundet.

Tug's lines may be used.

Berthing is starboard side to on both the Main and West Quays.

Draft and Navigation Restrictions: Maximum draft on the berths is 10.2 m.

Density is 1002.

Large vessels are not taken in or out of the port in darkness, but moving between berths is permitted.

All movements are at the discretion of the Pilots.

Vessels of up to 200 m. LOA have entered the port.

Ice is not usual, but can be experienced in hard Winters.

Heroya: Heroya is a large factory complex handling compound fertilisers, ammonia and chlorine in bulk.

Main Quay: Well fendered and well fitted with mooring bollards. The apron of the quay for about 200 m. from the N.W. end is approximately 1 m. wider than the remainder, and the face of the quay is tapered over approximately 10.0 m.

A cooling water outlet discharges under the quay about 200 m. from the N.W. end, pushing the vessel off whilst berthing.

The bulk cargo loader on this quay has a nominal air draft of 12.0 m., but it was able to work over the top of side opening hatch covers, 0.5 m. from the ship's side, with an air draft of 13.06 m.

The loader has an outreach of about 16.0 m., and the trimming spout was able to make a reasonable stow on this vessel (31.0 m. beam), although a level stow was not achieved.

Loading rate for 8,000 tonnes of calcium nitrate was 302.3 tonnes/hr.

Stowage factor 0.9 to 0.93 cu.m./ton.

West Quay: Fendered and fitted as the Main Quay.

This vessel (188.4 m. length) berthed overhanging the quay at the after end by about 10.0 m., and stern lines were run to bollards ashore some 60 m. from the face of the quay.

No air draft was quoted for the bulk loader on this quay, but it was estimated at about 15.0 m., with an outreach of about 25.0 m. and capable of giving a level stow to any vessel which can enter the port.

The loading rate for 27,000 tonnes of NPK fertiliser was 463.86 tonnes/hr. (gross) and 483.76 tonnes/hr. (nett).

This vessel was taking the last of this grade available, so the loading rate was slow at the finish. Early loading was at about 570 tonnes/hr.

Stowage factor 0.87 to 1.05 cu.m./ton.

Loading: The bulk loaders at both quays are used on a 24 hour basis.

At West Quay, moving the loader between holds takes from 5 minutes to 10 minutes.

Holds not being loaded should be covered as the cargo is very liable to moisture damage.

On completion of each hold, the crew are required to cover the surface of the cargo with plastic sheeting to protect the cargo during transit. The necessary sheeting tape and wooden spikes are supplied by the shippers.

Clearance: Carried out by the Agent.

Customs officials may board during the vessel's stay, and a full search of the vessel, including accommodation, may be carried out using sniffer dogs.

Agents: Norsk Hydro (Agency Department), P.O.Box 1043, N-3902 Porsgrunn, Norway. Tel: 4735-564086 (Mobile 47-031-05260). Telex: 21368 Hydro N. Cables: Hydrosped Porsgrunn. VHF Channel 14. Fax: 4735-553655.

The Agents are a department of Norsk Hydro, who are the operators of the complex, as well as being the shippers of the cargo.

There is an Agency office on the Main Quay. Office hours are 0800 hrs. – 1600 hrs., but they are available 24 hours by telephone.

The Loading Foreman will assist if any difficulties are experienced in contacting the Agents.

AUTHORITY: Grenland Havnevesen, P.O.Box 20, 3951 Brevik, Norway. *Tel:* (03) 35571200. *FAX:* (03) 35571703. *Contact:* Torjus Johnsen, Port Director.

HORTEN (on West Side - Oslo Fjord): 59.24 N. 10.28 E.

DOCUMENTS: Health Certificate, Provisions List, etc., all forms obtainable from Customs Officer boarding on arrival. Ship's Register and 2 copies of Manifest (with or without freight).

PILOTAGE: Compulsory for foreign ships over 50 g.r.t. Pilot station at Hvasser (Sandosund) outer Oslofjord, Tel: Hvasser 178 via Tjome Radio, VHF Channel 16 and RT 2182 kHz. Cutter or motor cruiser at Faerder Lighthouse bearing 3 miles N.N.E. White hulls with word LOS in black letters. Pilot usually ordered through Agent. Inner Harbour, Horten, compulsory Harbour Pilot ordered through Agent.

ANCHORAGE: Langgrunn outside Horten, any size vessel.

RESTRICTIONS: No restrictions night entry, but Inner Harbour at Horten only entered with Harbour Pilot on board.

MAX. SIZE: Ships up to max. length 900 ft. (anchored moorings outside jetty). Deep-water Wharf, length of N.E. side 530 ft. Draft 28 ft.

HEALTH: See "Documents". Advise Agent if suspect any disease or fever.

RADIO: Cable Agent giving ETA via Tjoeme Radio. Local Harbour Master's Office can be contacted by VHF Channels 16 and 12.

TUGS: Tugs if required use ship's line. Tugs ordered through Agent.

BERTHING: Max. draft alongside quay 28 ft.

STEVEDORES: Ordered by Agents.

MEDICAL: No special notice required, but preferred if urgent. Local hospital-Horten Sykehus Tel: 43191.

DENSITY: About 1022.

FRESH WATER: Available at most berths and from lighter.

FUEL: All grades. Direct from Installation and also by lighter. If large quantities, give earliest possible notice.

FIRE PRECAUTIONS: Usual restrictions and no smoking inside Cleaning Installation gate.

CONSULS: Only Finnish Consul in Horten Tel: 33042189, but most Consulates in Tonsberg – 18 km. distant. British Vice-Consul, Tonsberg Tel: 33311605, Netherlands Vice-Consulate Tel: 33313224.

REPAIRS: Any kind can be carried out.

DRY DOCKS: Dry docks for vessels up to about 60,000 d.w.t.. at Horten Shipyard. Tel: 33047700.

GANGWAY/DECK WATCHMEN: Available, not compulsory.

OPENING/CLOSING HATCHES: Usually opened/closed by vessel's crew.

CERTIFICATES: Ship's Register and usual certificates.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or 250 grammes tobacco, 200 cigarette papers for persons over 15 years only. Wine and/or Spirit, Spirit of max. 60% 1 bottle (1 litre) and 1 litre wine (1.25 bottle) – 2 litres of wine if no spirits and 2 litres of beer (for persons over 21 years only).
CARGO GEAR: No additional requirements except when extra heavy lifts (20 tons).
REPATRIATION: Crew changes, etc., can be arranged.
AIRPORT: Nearest international Airport is Oslo Airport (Fornebu) and Torp Airport (Sandefjord). Charter flights may be arranged to and from Sandefjord Airport – any size of plane. Distance to Sandefjord about 30 km.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day; Thursday before Good Friday; Good Friday; Easter Monday: 1st May; Ascension Day; 17th May; Whit Monday; Christmas Day; 26th December. 24th December is half holiday – work stops at noon or 1300 hrs.
POLICE/AMBULANCE/FIRE: Fire 111, Police 112 and Ambulance 113.
TELEPHONES: Can be placed on board at Deepwater Wharf, the Cleaning Installation and the Dockyard at comparatively cheap rates.
SERVICES: Adjusting of all kinds of ship's instruments.
SHORE LEAVE: Crew members are allowed on shore.
IDENTIFICATION CARDS: Not needed.
REGULATIONS: Compulsory harbour Pilot when calling at Inner Harbour.
GENERAL: Important Electronic Industry.
DEVELOPMENTS: Committee at present working with plans for building more berths for ferries and traffic.
AUTHORITY: Borre Havnevesen, Post Box 167, N-3191 Horten, Norway. *Tel:* 33041021. *FAX:* 33044727. *Contact:* Kjell Fjellin, Harbour Master.

HOYANGER: 61.10 N. 06.04 E.

LOCATION: Hoyanger Aluminium Works located North of Bergen in outer part of Sognefiord. Lat. 61° 10′ 18″ N., Long. 6° 04′ 07″ E.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs District and unless otherwise arranged beforehand vessels from abroad must call Bergen for inward clearance.
BERTHING: Length of Quay: 600 ft. (approx.) Depth alongside: 36 ft. Cranes. Ice free.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
AUTHORITY: Hydro Aluminium, Hoyanger Verk, Postboks 114, N-5900 Hoyanger, Norway. *Tel:* 57715260. *Telex:* 42584 hoal n. *FAX:* 57715262. *Contact:* Torfinn Laegreid, Transport Manager.

HUSNES: 59.52 N. 05.46 E. (See Plan)

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
2 Bills of Lading
2 Manifests.
PILOTAGE: No pilotage in port. Sea Pilots in stations at Skudesnes (59° 05′ N., 05° 19′ E.), Kvitsoy (or Kopervik) and Utsira.
ANCHORAGE: Lat. 59° 53′ N., Long. 05° 45′ E. in 20 m.
MAX. SIZE: 70,000 tons.
HEALTH: Customs Authorities in Bergen to be advised on entrance.
RADIO: Best radio stations: Rogaland Radio. ETA to Receiver's cable address: "Soeraluminium, Husnes".
VHF: Vessels may contact harbour on Channel 9.
TUGS: Normally not necessary. If wanted, can be ordered from Bergen or Haugesund.
BERTHING: 240 m. Depth alongside: South 10 m., North 17 m. 2 cranes, on quay, each 8 tons at 20 m. and 1 pneumatic gear for discharging alumina. Capacity 5,000 tons per 24 hours.
STEVEDORES: Normal working time: Monday-Friday 0700 – 1500 hrs.
MEDICAL: Hospital at Stord (about 1 hour by ferry and car). Doctor at factory during daytime (0800 hrs. – 1500 hrs.).
TANKERS: Discharging line 9 in.
FRESH WATER: Available, direct from quay to ship.
FUEL: Not available.
CONSULS: None.
REPAIRS: Only small workshops.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: To be carried out by crew.
CARGO GEAR: Per Norwegian safety regulations for loading and discharging.
REPATRIATION: No facilities for obtaining new crew (Haugesund or Bergen).
AIRPORT: Bergen-Flesland. 2 hours – 2.5 hours from Husnes to Bergen by hydrofoil, and 0.5 hours by plane. Haugesund Airport 3 hours by car from Husnes.
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 003; Fire 001.
TELEPHONES: Agent has one telephone in office on quay.
SERVICES: No services at quay. Tank cleaning at Bergen, compass adjusting at Haugesund.
SHORE LEAVE: Permitted. Crew required proceed direct from quay to gate of plant.
IDENTIFICATION CARDS: Crew need cards signed by Master.
GARBAGE DISPOSAL: No facilities.
WASTE OIL DISPOSAL: No facilities.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner.

SHIPMASTER'S REPORT: September 1979 (Type "Panamax").
Tugs: For large ore carriers 2 tugs ordered for arrival, and 1 tug on departure by Sor-Norge Aluminium A/S.
Stevedores: Normal working time for alumina carriers from Monday 0600 hrs. – Saturday 0600 hrs.
Fresh Water: Flat charge of Nkr. 800 for all water taken. Smaller vessels Nkr. 400.
Discharge Rate: The discharge rate for alumina is still in the region of 5,000 tonnes per day despite the reduction in working hours.

AUTHORITY: *Shippers/Receivers:* Sor-Norge Aluminium a/s.
AGENT: Sor-Norge Aluminium A/S P.O.Box 85, 5460-Husnes, Norway. Tel: 47-53-475093. Telex: 42420. FAX: 47-53-475015. Contact: Mr.A. Solbakken, after hours Tel: 53-471193.

KARSTO (Kaarstoe): 59.16 N. 05.30 E. (See Plan)

DOCUMENTS:
Quarantine:
Completed Declaration of Health.
Valid Derating Certificate.
International Vaccination Certificates.
Customs:
Crew's Effects Declaration (RG-223).
Ship's Stores Declaration (RG-104).
General Declaration (RG-110).
Crew List.
Passenger List.
APPROACHES: From Boknfjorden to Falkeidflaeet. The main entrance to Karsto is situated between Flate Rova and Austreflu marked by light beacons. In addition the entrance is marked with green leading lights situated on Ognekalven.
PILOTAGE: Compulsory. The sea pilot, also acting as harbour pilot, will board arriving vessels off Kvitsoey Lighthouse in position 59° 05′ N., 05° 19′ E. The pilot boat normally operates on VHF Channels 16 and 13 and medium wave radio telephone 2182 kHz.

Once the Pilot is onboard, he should immediately contact "Karsto Harbour Office" on VHF Channel 11, informing them that the vessel is underway to Karsto Harbour. Karsto Harbour Office will promptly advise whether the vessel is to be berthed or be anchored on arrival. The vessel will also be advised of any events at the Terminal, which might prevent or delay the vessel's loading of products.
ANCHORAGES: Vessels awaiting berth will be anchored at Falkeidflaeet or the Hervik Fjord. The place will be considered jointly between the pilot and the Terminal.
RESTRICTIONS: Normally no restrictions on berthing at night time.
Safety Zone: The Terminal is surrounded by a Safety Zone, both landward and seaward (See "Plan"). No vessel, regardless of size, is permitted to move inside the seaward Safety Zone, unless authorised by the Terminal. Safety Zone and specially designated seaward areas with limitations are established and marked with leading marks on Norwegian Chart No. 18.
MAX. SIZE: *LPG/Naphtha Jetty:* Max. length 210 m., max. draft 11.3 m.
HEALTH: Completed Declaration of Health and International Vaccination Certificates required.
RADIO: Rogaland Radio.
Pre-Arrival Information: LPG Carriers/Product Tankers: The Master shall send ETA via ship's Agent at least 72 hours prior to arrival. ETA shall be confirmed 48 hours, 24 hours and 12 hours prior to arrival. The Master shall thereafter advise of any changes in the ETA.
Coasting Vessels: The Master shall send ETA via ship's Agent 24 hours in advance, if possible. Master shall thereafter contact Karsto Harbour Office on VHF Channel 11 no later than 30 minutes prior to arrival, for further berthing instructions.
VHF: Channel 11 for communication with the Terminal.
TUGS: Two tugs, each with 3,000 h.p. and bollard pull of 42 tonnes, are stationed at Karsto Harbour.

In general, all ships will be assisted by 2 tugs. The Terminal reserves the right to impose use of additional tugs, in the event of adverse weather conditions, where uncontrolled drift of the vessel may represent a hazard to the quays. Tugs' rendezvous will be at the main entrance to Karsto Harbour, about 1.5 nautical miles off the harbour.
BERTHING: The Terminal berthing facilities consist of two "T" product quays for handling LPG products, natural gasoline and condensate, and one dry cargo quay for handling general cargoes.
Water Depths:
Product Quays No. 1 and 2: 13.5 m.
Coaster Jetty: 7.7 m.
Ro-Ro Jetty: 7.5 m.
Tide: Difference between high and low water is small in the area, maximum 1.0 m., normally 0.6 m.

Current: Currents in the vicinity of the jetties vary in direction according to wind and tides. Measurements indicate average current of 0.4 knots at 5.0 m. depth. Maximum recorded current is 1.7 knots setting S.E. However, mariners are warned that surface flow of current exceeding this value may be expected during strong gales.

Wind:

Prevailing winds March-August: North-Northwesterly.

Prevailing winds September-February: Southeasterly.

Coaster/Ro-Ro Quay: *Arrival/Departure Procedures:* Mariners shall follow the guidelines and regulations laid down in Karsto Harbour Regulations and Information Handbook.

These regulations apply to all ships arriving at and departing from Karsto Harbour area.

Karsto Terminal enforces a Traffic Control Plan which requires clearance for all ships arriving and departing Karsto Harbour area. No vessel, regardless of size, is permitted to enter or leave the restricted area, unless authorised by Karsto Terminal.

Pre-Arrival Information: If possible, coasters shall send ETA 24 hours in advance, and they shall contact Karsto Harbour Office for berthing instructions on VHF Channel 11, no later than 30 minutes prior to arrival.

Vessel Alongside: It is of utmost importance for safe operations that the vessel is securely moored and maintained in the desired position at all times.

Loading/discharging shall take place only when weather conditions are considered safe.

Departure: Vessels ready for departure shall contact Karsto Harbour Office on VHF Channel 11 for clearance outward.

Also see "Tankers".

MEDICAL: No advance notice except in case of serious illness to be included in arrival cable. Hospital facilities available.

TANKERS: Product Quay No. 1:

Vessel Size: Minimum 2,500 cu.m. and LOA 80 m. Maximum LOA 210 m. Maximum draft 11.3 m.

Note: Vessels exceeding above stated maximum LOA must obtain special berthing permission from the Terminal, in advance.

Manifold Elevations: The minimum (loaded condition) and maximum (ballast condition) manifold elevations above waterline are:

Product	*Minimum*	*Maximum*
Propane/N-Butane	4.0 m.	19.8 m.
Iso-Butane	2.0 m.	19.8 m.
Naphtha	2.0 m.	12.3 m.
Condensate	2.0 m.	12.3 m.

Minimum Normal Loading Rate: In order to prevent excessive loading time, the following minimum loading rates are utilised at the Terminal:

LPG Vessels:

Vessel Size (cu.m.)	*Propane/N-Butane*	*Iso-Butane*
2,500 – 5,000	300 cu.m./hr.	300 cu.m./hr.
5,000 – 10,000	600 cu.m./hr.	600 cu.m./hr.
10,000 – 20,000	850 cu.m./hr.	850 cu.m./hr.
20,000 – 40,000	1,400 cu.m./hr.	1,400 cu.m./hr.
40,000 – 60,000	1,800 cu.m./hr.	1,500 cu.m./hr.

Oil Tankers:

Vessel Size (d.w.t.)	*Nat. Gasoline*	*Condensate*
5,000 – 10,000	450 tonnes/hr.	450 tonnes/hr.
10,000 – 20,000	700 tonnes/hr.	700 tonnes/hr.
20,000 – 40,000	1,300 tonnes/hr.	1,300 tonnes/hr.

Loading Arm Flange Sizes, Pressure Ratings: The Terminal's Product Quay No. 1 is equipped with following arms:

Arm Designation	*Product*	*Flange*	*Operating Pressure*
47 MU 102	N.Gasoline/Conden.	10 in. ANSI 150	1 – 8.6 bar
47 MU 103	Propane liquid	12 in. ANSI 150	1 – 8.0 bar
46 MV 103	Propane vapour	10 in. ANSI 150	0.7 bar (approx.)
47 MU 104	N-Butane liquid	10 in. ANSI 150	1 – 8.0 bar
46 MV 104	N-Butane vapour	8 in. ANSI 150	0.7 bar (approx.)
47 MU 105	I-Butane liquid	8 in. ANSI 150	1 – 8.0 bar
47 MV 105	I-Butane vapour	8 in. ANSI 150	0.7 bar (approx.)

Custody Metering by Dynamic Measurement: Custody transfer of all products loaded will be on the basis of onshore measurement and sampling. Each NGL product will be measured by its separate turbine flow meter station. The meter stations are calibrated using stationary meter provers. Primary means of measurement for products loaded aboard vessel is by the shore metering system.

The metering equipment is designed in accordance with the requirements and guidelines from the Norwegian Petroleum Directorate.

Product Loading: All NGL products are stored at near atmospheric pressure. Propane, iso-butane and normal butane are stored in fully refrigerated conditions. Loading of two products simultaneously is possible. At the Product Quay No. 1, there are separate vapour arms for propane, iso-butane and normal butane products. At the the Product Quay No. 2, vapour return arm is installed for propane only.

Such loading arms system can possibly cause delays for vessels which are not in a fully refrigerated condition on arrival. Therefore, the shippers shall endeavour to ensure that vessels arrive in fully refrigerated condition.

	Propane	*I-Butane*	*N-Butane*	*Natural Gasoline*	*Condensate*
Max. loading rate (cu.m./hr.)	3,500	1,500	2,500	2,000	2,400
Min. loading rate (cu.m./hr.)	100	100	100	100	300
Gasoline return capacity (cu.m./hr.)	11,500	4,200	6,300	N/A	N/A

The content of impurities in vapours that are to be returned from ship's tank to the shore tanks must not exceed the current measured concentration of impurities present in the vapour phase of the shore product tanks for the product concerned. Vapours not fulfilling this requirement are to be routed to flare.

Loading Arrangement: Minimum distance between liquid and vapour manifolds hooked up onboard vessel must be 1.50 m.

Product Quay No. 2: *Vessel Size:* See Product Quay No. 1.

Manifold Elevations: The minimum (loaded condition) and maximum (ballast condition) manifold elevations above waterline are:

Product	*Minimum*	*Maximum*
Propane	4.2 m.	19.8 m.
Butane	4.2 m.	19.8 m.
Naphtha	4.2 m.	19.8 m.
Condensate	4.2 m.	19.8 m.

Minimum Normal Loading Rate: In order to prevent excessive loading time, the following minimum loading rates are utilised at the Terminal:

LPG Vessels:

Vessel Size (cu.m.)	*Propane/N-Butane*	*Iso-Butane*
2,500 – 5,000	300 cu.m./hr.	300 cu.m./hr.
5,000 – 10,000	600 cu.m./hr.	600 cu.m./hr.
10,000 – 20,000	850 cu.m./hr.	850 cu.m./hr.
20,000 – 40,000	1,400 cu.m./hr.	1,400 cu.m./hr.
40,000 – 60,000	1,800 cu.m./hr.	1,500 cu.m./hr.

Oil Tankers:

Vessel Size (d.w.t.)	*Nat. Gasoline*	*Condensate*
5,000 – 10,000	450 tonnes/hr.	450 tonnes/hr.
10,000 – 20,000	700 tonnes/hr.	700 tonnes/hr.
20,000 – 40,000	1,300 tonnes/hr.	1,300 tonnes/hr.
40,000 – 60,000	1,300 tonnes/hr.	1,300 tonnes/hr.

Loading Arm Flange Sizes, Pressure Ratings: The Terminal's Product Quay No. 2 is equipped with following arms:

Product	Flange	Operating Pressure
Conden./Nat.Gasoline	12 in. ANSI 150	1 – 9.0 bar
Conden./Nat.Gasoline	12 in. ANSI 150	1 – 9.0 bar
Propane liquid	12 in. ANSI 300	1 – 8.0 bar
Propane vapour	12 in. ANSI 300	0.7 bar (approx.)
Butane liquid	12 in. ANSI 300	1 – 8.0 bar

Custody Metering by Dynamic Measurement: See Product Quay No. 1.

Product Loading: All NGL products are stored at the Terminal at near atmospheric pressure. Propane, iso-butane and normal butane are stored in fully refrigerated conditions. At the Product Quay No. 2, loading of two products simultaneously is possible. However, attention should be paid to vessels which are not in a fully refrigerated condition on arrival.

Butane vessels arriving with warm tanks will be alloted berthing at Product Quay No. 1 as Quay No. 2 is not equipped with sufficient vapour return arms.

	Propane	*I-Butane*	*N-Butane*	*Natural Gasoline*	*Condensate*
Max. loading rate (cu.m./hr.)	3,500	1,500	2,500	2,000	6,000
Min. loading rate (cu.m./hr.)	100	100	100	100	300
Vapour return capacity (cu.m./hr.)	11,500			N/A	N/A

Loading Arrangement: Minimum distance between liquid and vapour manifolds hooked up onboard vessel must be 1.50 m.

DENSITY: 1025.

FRESH WATER: Available.

FUEL: Bunkers are not obtainable at the Terminal. Marine lubricants can be obtained through supplier. Possible to supply bunkers in the area.

CONSULS: Denmark, Finland, Germany, Iceland, Sweden and United Kingdom.

REPAIRS: Hot work is forbidden. Any repair or maintenance work which may immobilise the vessel is prohibited unless approved by Terminal Manager.

DRY DOCKS: Available at Haugesund. Max. docking capacity 150,000 d.w.t. Max. LOA 283 m. Beam 45.3 m.

SURVEYORS: Lloyd's Agents: Bergesen d.y. A/S, N-4001 Stavanger.

(1) Cargo Inspectors: T.G.Soundings, Caleb Brett, SGS.

(2) Norske Veritas, Lloyd's Register.

WATCHMEN: Ship's crew.

CUSTOMS ALLOWANCES: Tobacco and cigarette paper may be freely supplied for consumption on board for up to 10 days as follows:

Master of vessel: 400 cigarettes or 400 grammes of other tobacco goods and 200 cigarette papers.

Other crew members: 200 cigarettes or 250 grammes of other tobacco goods and 200 cigarette papers.

Spirits – of which the volume percentages of alcohol must not exceed 60% – and wine may be freely supplied for consumption on board as follows:

Master of vessel: 2 litre altogether.

Other crew members: 1 litre of spirits and 1 litre of wine.

REPATRIATION: Crew changes and repatriation possible.

AIRPORT: Helganes Airport, Haugesund is located 45 km. from Karsto with several domestic flights daily.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

EMERGENCY CO-ORDINATION CENTRE: Terminal: Local emergency number 100.

SERVICES: Compass adjusting, radar repairs, R/T repairs, gyro compass repairs, all types electronic equipment repairs. Divers available for surveys and underwater repairs.

SHIP SUPPLY SERVICE: Several ship chandlers in the area.

SHORE LEAVE: Ship's crew and visitors will only be allowed to pass through the Terminal area from the jetty to the main gate when escorted by Terminal personnel.

CREW IDENTIFICATION CARDS: Not required.

HARBOUR REGULATIONS: The following are part of the regulations.

Traffic Regulations: No vessel, regardless of size, is permitted to enter the Karsto Harbour area, unless authorised by the Terminal. During arrival/departure, manoeuvring of product vessels is always of first priority. No vessel movements are permitted inside the seaward Safety Zone, until said vessel is either safely moored alongside the quay, or is unmoored and has left the Safety Zone outward-bound.

Mooring Arrangement: Vessel will normally berth starboard side to Product Quay No. 1 and port side to Product Quay No. 2.

Note: Arrangements must be made through the Harbour Office on each occasion in case of deviation from above stated mooring plan.

Both Product Quays have identical dimensions.

The Product Quays are equipped with quick release mooring hooks, which can be operated either from the Harbour Office or locally from the harbour area. Mooring arrangements on both Product Quays are identical, and consist of 16×100 tons (nominal) mooring hooks arranged in 10 bollard positions.

Mooring: It is of utmost importance for safe operations that ships are securely moored and maintained in the desired position at all times. The Master shall ensure that all the vessel's moorings are closely monitored and tended regularly to prevent undue movement of the vessel, and that all moorings on self-tensioning winches are secured with winch brakes in locked position. Use of self-tensioning winches in automatic position is strictly forbidden.

All mooring wires shall have rope-tail ends. All vessels, while secured alongside the Product Quay must provide and rig towing wires with sufficient length and strength on seaward bow and quarter, with eyes maintained just above the water level ready for emergency towing. The wires must be securely fastened to the ship's bollards.

Gangway Facilities: Following guidelines are accepted by the Terminal as suitable for vessel's use of the Products Quays fixed installed gangway arrangement:

Vessel size above 5,000 cu.m.: Gangway facilities available on request.

Vessel size less than 5,000 cu.m.: Gangway facilities not available.

Use of the Terminal's fixed installed gangway facilities will be considered in each individual case by the Terminal.

Condition of Pre-Acceptance: Vessel must have been properly cleared and accepted by Statoil in accordance with the appropriate nomination procedures.

Pre-Operational Procedures: Before operations commence, a pre-operations meeting shall take place between the representative from the Terminal and the Master or the officer-in-charge of the cargo operations.

They will jointly:

Complete and sign the Ship/Shore Safety Check List.

Evaluate any deficiencies revealed by the Check List and decide whether additional precautions are required. The Terminal reserves the right to refuse to load a vessel if the requirements are not met.

Check vessel's loading/discharging records of the 3 previous cargoes and any tank purging/washing operations that have taken place during voyage.

Evaluate and agree upon which ship samples are required. The Terminal reserves the right to draw any tank samples considered necessary prior to, during and after loading. Loading will not commence if oxygen content in tanks exceed 2% by volume (LPG ships only).

Evaluate and agree upon a loading/discharging programme, including:

(a) Quantities and grades to be loaded/discharged including deballasting.
(b) Loading/discharging rate.
(c) Products temperature/pressure on shore and on board.
(d) Emergency procedures for shut-down of operations.
(e) Discuss and agree upon the means of communication to be used during operations.
(f) Connecting/disconnecting procedures.
(g) Purging requirement.
(h) Use of vapour return/flare system.
(i) Emergency procedures.

Third Party Independent Surveyor: The Terminal reserves the right to employ a third party independent surveyor for the sampling and measuring of cargo.

Cargo Handling Requirement: All operations shall generally be conducted in accordance with International Chamber of Shipping Tanker Safety Guide for Liquified Petroleum Gases and the International Maritime Dangerous Goods Code.

Chemist's Certificate: The Terminal reserves the right to have an independent surveyor to check the condition of the vessel's tanks or the quality of the contents of the tanks.

Emergency Shut-Down System: In order to protect loading arms and pipelines from dangerous stresses/surge pressure, the Terminal's shut-down system should be used, when necessary. The vessel's emergency shut-down system should not be activated except in extreme emergencies.

Operational Procedures: Loading/discharging will not commence until all the safety checks have been carried out and approved by the Terminal.

Before any operation is carried out, the ship is to be earthed. Vessels equipped with an electrical cathodic protection system must switch off the system one hour before the earthing cable is connected.

Connection of loading arms is undertaken by the operating personnel. Representative from the operating personnel and the responsible officer of the vessel are to agree that systems are correctly lined up before operations start. The quay loading arms will be pressure tested by nitrogen with minimum 8 bar and vapour return arms with minimum 2 bar.

Vapour return arms will be connected before operations commence to enable vessel to return vapour to flare. Charging of vapour return to flare will be at the ship's expense. Vapour return to storage tanks will only be permitted subject to quality of vapour being acceptable to the Terminal's standard.

Vapour return arms must always be used when loading Propane or when loading Butane (if vessel's tanks are "warm" or inerted). These vessels will be alloted berthing at Product Quay No. 1, which has a vapour return system for all LPG products.

Operating personnel will remain in quay area at all times during loading or discharging.

Responsible crew member with a good command of Scandinavian or English language must remain on deck at all times during loading and discharging.

The ship must give at least 10 minutes notice if it is necessary to stop or start pumping, unless in an emergency.

Operating personnel will clear the loading arms before disconnecting.

The cargo loaded will primarily be calculated according to the shore metering system.

An independent surveyor or representative from the Terminal will witness the ship's dip/ullage, and obtain from the Master the quantity loaded according to the ship's figures.

Rules to be Observed During Operations: During operations, adequate crew must remain onboard under continuous supervision of a responsible and experienced officer, in order to deal with routine operations and any emergency situation which may arise.

In addition, during operations, vessel should comply with the following rules:

A vessel shall by day fly Flag "B" of the International Signal Code, and by night exhibit a red light visible all round the horizon, situated above upper level of the superstructure.

All doors, portholes and openings leading from the main deck to accommodation or machinery spaces shall be kept closed. This applies to portholes and openings at any deck level above the main deck which overlooks the main deck.

All ventilators through which gas can enter shall be suitably trimmed, and mechanical ventilation and air conditioning units shall be stopped if a possibility exists of gas being drawn into the accommodation.

The venting of the vessel's tanks shall take place only through the vessel's fixed venting system (pressure/vacuum system) (Naphtha/Condensate tankers only).

Sighting and ullage ports must be kept closed when not in use. These may however be opened momentarily for taking samples or ullage/temperature in the event of failure of remote tank gauging equipment (Naphtha/Condensate tankers only).

If for any reason there is an unusual evolution of gas, loading shall be stopped or the loading rate into a particular tank or tanks reduced at the discretion of either the operating personnel or the responsible ship's officer (Naphtha/Condensate tankers only).

Overboard suction and discharge valves connected to the cargo or bilge system shall be sealed on arrival at the Product Quay by the operating personnel.

Except in an emergency, seals may be removed only with the approval of the operating personnel and in their presence.

The responsible officer-in-charge shall notify the operating personnel to commence the discharge of segregated ballast and again when this operation has been completed.

All vessels at the quay must be maintained in a state of readiness for vacating a berth at short notice, except in cases of approved repair work.

Ship's radio station transmission equipment, except low energy transmitters such as used for satellite and VHF communication, shall not be used at the quay and aerials shall be earthed.

The safety of loading operations requires that the operating personnel shall take into consideration whether loading of Naphtha/Condensate should be stopped under conditions of thunder or other unfavourable weather.

All cargo tank lids shall be kept closed and secured, and all cargo and bunker hose connections shall be blanked and fully bolted when not in use.

Wind Limitations: Master and Terminal should pay attention to the following wind limitations as given below as a guideline only. The given wind criteria do not limit the responsibility of the Master or the Terminal for safe and effective conduct during arrival, loading and departure operations. Assessment of smaller vessels from 2,500 cu.m. and over, which can be affected by environmental factors such as onshore wind, must be taken into consideration, to prevent undue movement while such vessels are at the quay.

Vessels up to 15,000 cu.m. are not allowed to go alongside the quay when the wind force exceeds 18 m./sec., or when the wave height exceed 1.0 m.

Vessels from 15,000 cu.m. to 28,000 cu.m. are not allowed to go alongside the quay when the wind force exceeds 16 m./sec., or when the wave height exceeds 1.0 m.

Vessels from 28,000 cu.m. to 54,000 cu.m. are not allowed to go alongside the quay when the wind force exceeds 14 m./sec., or when the wave height exceeds 1.5 m.

Vessels over 54,000 cu.m. will only be permitted to go alongside the quay in daylight with maximum wind force 10 m./sec. See "Tugs" regarding possibility to call for a third tug. Departure by night shall take place only when the weather conditions are considered to be safe.

Loading operations are to be stopped for all vessels when the wind force exceeds 22 m./sec. and wave height exceeds 1.5 m. The loading arms will be disconnected if weather conditions increase more than the above stated values. If necessary, the vessel will be prepared for departure or be secured alongside the quay with extra mooring ropes.

Inspection: The Terminal representative shall, at any time, have permission to board the vessel to ensure that Harbour Regulations are being complied with, and that cargo equipment is in good working order.

A special inspection will take place on LPG ships, prior to their first arrival at Karsto, in order to "pre-qualify" the ship.

This inspection must be repeated within 2 years after the first arrival. Further information can be obtained from the Terminal or the Agent.

Fully Pressurised Vessels: All requirements and implementation of measures concerning fully pressurised vessels will be considered in each individual case by the Harbour Office, based on information provided by the owner of the vessel.

Product Oil Tankers Equipped with Fixed Inert Gas System (IGS): Product oil tankers destined to load Naphtha or Condensate at the gas terminal at Karsto shall be aware that said tankers on arrival at the Terminal with oxygen contents exceeding 8% in the cargo tanks will not be granted permission to load. This regulation applies to vessels subject to IMO's regulations concerning oil tankers equipped with fixed inert gas system (IGS) onboard.

Prior to commencement of loading, spot checks will be taken from the cargo tanks to confirm that the oxygen content does not exceed 8%.

In the event that the vessel does not comply with the above stated regulations, she will be required to vacate the Terminal and return to sea until an assurance can be given that the required level has been achieved. Prior to re-entering the Terminal, Notice of Readiness will have to be re-tendered. All relevant expenses due to vessel not being ready to load shall be for the account of the vessel.

Purging and Venting: Purging and venting from vessel's tanks/system into the atmosphere is not permitted at the quay. Oxygen content above 2% by volume will not be permitted to flare.

CO_2 inert gas is not permitted through the Terminal's flare system. If the LPG vessel is inerted on arrival with inert gas other than nitrogen, the ship has to load Coolant and do the purging in the open sea or at the anchorage.

Portable Instruments: The Terminal reserves the right to require intrinsically safe portable instruments to be placed on board during loading and discharging.

SAFETY REGULATIONS: The following are part of the regulations.

Repairs and Maintenance: Repair work involving either hot work or cold work or the use of naked flames is prohibited, unless the permission of the Terminal has been requested and granted in writing.

Repair work includes, but is not restricted to boiler tube cleaning, chipping and scraping, hull painting, testing or servicing of electrical equipment.

If permission is granted to undertake repairs, a list of specified repairs and a list of shore workmen to be employed on the vessel must be forwarded to the Terminal before work commences.

Repairs and other work, which might immobilise the vessel, should not be commenced without written prior approval from the Terminal.

Tank Cleaning/Gas-Freeing/Purging: Tank cleaning, cool down and gas-freeing will not be permitted while ships are alongside the Product Quays.

LPG vessels, arriving at the gas terminal at Karsto with only air contents in the cargo compartments, will not be granted permission to load.

However, an inerted vessel will be instructed to load sufficient coolant according to additional separate documents issued beforehand in accordance with the shipper's instructions.

According to above stated condition, vessels will then be required to vacate the Product Quay without delay to perform cool down operation in open sea.

Note: Under special circumstances, the Terminal may grant dispensation concerning cool down operation, provided that such an operation alongside the quay or at the anchorage does not cause any berthing delay for other vessels arriving at the gas terminal on schedule.

Intoxicated Persons: Persons apparently intoxicated will not be allowed into the Terminal area unless special permission is granted by the Terminal.

Movement of Craft/Tugs: During operations, no vessel, regardless of size, shall be allowed to come either alongside the quay, or closer than 150 m. to a vessel alongside the Product Quays, unless so authorised by the Terminal.

The vessel's funnel(s) shall be equipped with effective spark arrester. When tugs are alongside assisting a vessel, all cargo system openings must be closed and loading stopped.

POLLUTION: *Pollution:* Utmost care must be exercised when handling cargo, ballast and bunkers in order to avoid spills into the sea. Any pumping from bilges is prohibited.

Emission of smoke, including soot blowing is prohibited. Throwing any kind of waste/rubbish overboard is prohibited.

If, inspite of precautions, an oil spill should occur, this must be immediately reported to the Terminal, and measures to recover or limit the spill must be taken. Use of spill dispergents is forbidden unless authorised by Norwegian authorities. Assistance will be rendered from the Terminal with available equipment and manpower.

The Terminal will also report to the proper Norwegian authorities and request further assistance, if needed.

Violation of the Norwegian Pollution Regulations may result in heavy fines, both for responsible officers and ship.

In addition, the cost of the recovery/cleaning operation will be charged to the ship's account.

Ballast Water/Slops: Only clean ballast water contained in segregated ballast tanks will be permitted to be discharged into the sea at the Terminal harbour area.

Slops and contaminated ballast water, defined as such according to Norwegian Law, will not be permitted to be pumped overboard, but will have to be pumped ashore, to the Terminal's receiving tanks. All received slops will be on the vessel's account.

A request for discharging contaminated water ballast should, if possible, be sent together with the 72 hours ETA.

Tank Temperature: Notice of Readiness (NOR) will be accepted with "warm" tanks when the minimum normal loading rate is achieved.

Waste: No waste of any sort, either liquid or solid, shall be discharged overboard from a vessel, but shall be retained in suitable receptacles on board.

Arrangements for disposal of such garbage can be made before arrival, through the Agent. Disposal of oil, noxious liquid substances, marine pollutants in package form and some non-polluting liquids as defined or listed in annexes of the IMO Convention, is prohibited in this waste reception facility.

Rubbish, declared as food waste, but not for wood products, large tins and drums, must be disposed of in sealed plastic bags. Food waste bags must then be placed by the ship's crew in the waste container located on the quay.

Note: It is strictly forbidden to leave the harbour with remaining food waste bags on board.

GENERAL: *Transport to/from Gate/Ship:* No personnel, crew or visitors are allowed to proceed unaccompanied between gate and ship. Transport is arranged by the operating personnel or the gate security guard upon request.

The transport is free of charge.

Visitors are not allowed onboard vessels without permission from the Terminal and the Master of the vessel.

Passes: A pass system is in force, and boarding passes for ship's personnel will be supplied to the Master by the Agent or the Terminal.

Crew List: The Master shall provide the Terminal with list of crew members and a list of expected visitors.

Stores Handling: Stores must preferably be handled before or after cargo operations. Only small hand-carried items of ship's stores may be taken onboard during cargo operations. Drums, steel plates and any other heavy metal parts, capable of causing a spark, shall always be handled before or after cargo/ballasting operations.

Customs: Customs clearance is performed by the ship's Agent.

Launch Services: Request for launch service, if any, should be applied for via the ship's Agent.

TELEPHONE NUMBERS: The harbour will be continuously manned by operating personnel when vessels are moored at the quay. Communication between vessel and Terminal during loading should be maintained on UHF by calling "Karsto Control".

All vessels at anchorage or underway to or from the Terminal should contact "Karsto Harbour Office" within office hours (0800 hrs. to 1600 hrs.) on VHF Channel 11.

Outside normal office hours, vessels should call "Karsto Control" on same VHF channel.

Important telephone numbers and radio channels:

Fire Station	2500	
Main Control Room	2777	
Shift Superintendent	2777	
Harbour Coordinator	2682/2680	
Product Quay No. 1	2720/2721	UHF Channel 1
Product Quay No. 2	6505/6606	UHF Channel 1
Ballast Receiving Station	2728	
Laboratory	2512	
Operations Manager	2324	
Main Gate	2279	
Harbour Gate	2690	

AUTHORITY: Kystverket 2. Distriks, Strandgaten 171, Haugesund, Norway. *Tel:* 04-712555.

Operator: Statoil, P.O.Box 308, N-5501 Haugesund, Norway. *Tel:* 52-712555 (Karsto). *Telex:* 40807 Staka N. *FAX:* 52-721681 (Karsto).

Contact: Svein Brandt Andersen, Operating Manager.

KIRKENES (Bokfjord): 69.43 N. 30.03 E.

DOCUMENTS:
3 Crew Lists.
Bill of Health.
Bill of Lading.
Ship's Certificates.

PILOTAGE: If vessel is due to call at Kirkenes Harbour at any time, Pilot *must* be ordered through the Pilot's Head Office in Loddingen. Pilot must be ordered at least 1 week prior to arrival.

Pilot boards vessel at Oksebaasen, and to be contacted over Channel 16 VHF. Pilot vessel carries white flag "H".

Pilot Station Lodingen, P.O.Box 183, 8551 Lodingen, Norway. Tel: 769-31104, 800-31082. Fax: 769-31289.

Pilots at Kirkenes: Mr.Eilert Moe, Tel: 789-92686 (Private). Reidulf Pettersen, Tel: 789-92244 (Private). Pilot Boat, Tel: 948-99383 (On board), and VHF Channel 16.

ANCHORAGE: As directed by Pilot.

MAX. SIZE: Oil carriers 20,000 d.w.t., draft 33 ft. Iron ore carriers 120,000 d.w.t., max. sailing draft 51 ft. under optimal conditions.

Max. draft at Import Quay is 27 ft. at L.W.

HEALTH: If any contagious sickness quarantine to be informed by radio.

RADIO: Vardo Radio.

TUGS: One tug "Kraft Johansen" with 2,500 h.p. and 25 tons bollard pull. One tug "Hans Oscar" with 4,000 h.p. and 42 tons bollard pull. Tugs join vessel within harbour basin. Ship's lines to be used during towage.

BERTHING: In the harbour of Kirkenes, following quays are available:
No. 1: Jakobsnes Quay belongs to the community.
No. 2: Prestoya Quay belongs to the community.
No. 3: Kirkenes Trelast A/S belongs to a private owner.
No. 4: Kirkenes Byggcenter A/S belongs to a private owner.
No. 5: Kaerner Kimek A/S belongs to the shipyard and is also privately owned.
No. 6: A/S Sydvaranger belongs to a private owner.

No. 1 Jakobsnes Quay: This quay belongs to Sor-Varanger community and is made of steel reinforced concrete. In connection with the quay there is an industrial area with a storage capacity of 15 ha.

Any vessel which is going to call at this quay will have to announce its arrival to the Harbour Master between 0730 hrs. and 1500 hrs., Monday through Friday on Tel: 789-91601, ext. 102. Outside these hours, please contact the Fire Brigade on Tel: 789-91941, or your local Agent.

Technical Data:

Length of quay	40 m.
Breadth	50 m.
Water depth at quay front on L.W.	7.0 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	4 tons/sq.m.
Point load	70 tons/sq.m.
Axial load	100 tons/sq.m.
Horizontal load	25 tons/sq.m. of quay front
Bollards (6 pieces)	50 tons

If water supply is needed, notify the Fire Brigade or local Agent. Fuel truck is available from Esso, Shell or Statoil. Notify your Agent or direct to the oil company.

Disposal of garbage: Notify Rognmos Renovasjon by telephone in advance.

No. 2 Prestoya Quay: This quay belongs to the Sor-Varanger community and is constructed of steel reinforced concrete.

Any vessel which is going to call at this quay will have to announce its arrival to the Harbour Master between 0730 hrs. and 1500 hrs., Monday through Friday on Tel: 789-91601, ext. 102.

Outside these hours, please contact the Fire Brigade at Tel: 789-91941, or your local Agent.

Technical Data:

Length of quay	104 m.
Breadth	11 m.
Water depth at quay front on L.W.	7.0 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	4 tons/sq.m.
Point load	70 tons/sq.m.
Axial load	100 tons/sq.m.
Horizontal load	25 tons/sq.m. of quay front
Bollards	50 tons

If water supply is needed, notify the Fire Brigade or your local Agent. Fuel truck is available from Esso, Shell or Statoil. Notify your Agent or direct to the oil company.

Disposal of garbage: Notify Rognmos Renovasjon by telephone in advance.

No. 3 Kirkenes Trelast Quay: (Private Owner). This quay is constructed of timber with concrete cover. Any vessel which is going to call at this quay will have to announce its arrival to Kirkenes Trelast, attn. Mr.Hans M. Mollersen, between 0730 hrs. and 1600 hrs. daily, on Tel: 789-91731, or private 789-98358. After hours, please call Tel: 789-98358, or Fire Brigade Tel: 789-91941.

Technical Data:

Length of quay	10 m.
Breadth	15 m.
Water depth at quay front on L.W.	4.2 m.
Height of the quay from above L.W.	4.0 m.
Useful load evenly distributed	1.5 tons/sq.m.
Point load (0.4 m. × 0.4 m.)	7 tons/sq.m.
Axial load	7 tons/sq.m.
Bollards, 2 pieces	Normal

Water supply is available, notify Owner. After hours, notify Fire Brigade. Fuel truck is available from Esso, Shell or Statoil. Notify Agent, Owner or oil company direct.

Disposal of garbage: Notify Rognmos Renovasjon at least 24 hours in advance.

No. 4 Byggcenter Kirkenes A/S: Private Owner. This quay is constructed of timber. Any vessel which is going to call at this quay will have to announce its arrival to Kirkenes Byggcenter A/S, to the Owner, Mr. Martin Lund, between 0730 hrs. and 1500 hrs. daily on Tel: 789-91595 or private 789-98382. After hours, please call Tel: 789-98382 or Fire Brigade Tel: 789-91941.

Technical Data:

Length of quay	50 m.
Breadth	10 m.
Water depth at quay front on L.W.	6.0 m.
Height of the quay from above L.W.	4.5 m.
Useful load evenly distributed	1.5 tons/sq.m.
Point load	1.5 tons/sq.m.
Axial load	1.5 tons/sq.m.
Bollards, 4 pieces	Normal

Water supply is available, notify Owner in advance. Fuel truck is available from Esso, Shell or Statoil. Notify Agent, Owner or oil company direct.

Disposal of garbage: Notify Rognmos Renovasjon at least 24 hours in advance.

No. 5 Kvaerner Kimek A/S Shipyard: Private Owner. Kvaerner Kimek A/S has two quays, one made out of concrete and one of timber. Any vessel which is going to the shipyard or one of the docks will have to announce its arrival to Kvaerner Kimek A/S, between 0730 hrs. and 1600 hrs. daily on Tel: 789-91955. After hours, please telephone private Tel: 789-98220/789-92062.

Technical Data: The concrete quay:

Length of quay	60 m.
Breadth	16.5 m.
Water depth at quay front on L.W.	4.7 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	5 tons/sq.m.
Point load	5 tons/sq.m.
Axial load	Unknown
Bollards, 3 pieces	Normal

Water supply is available with advance notice. Fuel truck is available from Esso, Shell or Statoil. Notify Owner or Agent in advance.

For water supply, fuel or disposal of garbage notify Owner in advance, day or night.

Technical Data: The timber quay:

Length of quay	110 m.
Breadth	16.5 m. and 30 m.
Water depth at quay front on L.W.	4.9 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	1 tons/sq.m.
Point load	1.5 tons/sq.m.
Axial load	Unknown
Bollards, 8 pieces	Normal

Water supply, fuel and garbage as mentioned above.

No. 6 A/S Sydvaranger: Private Owner.

Export Dock: This quay is made of concrete and can accommodate ships up to 140,000 tons. Any vessel which is going to call at this quay will have to announce its arrival to A/S Sydvaranger on Tel: 789-94500 in office hours between 0730 hrs. and 1600 hrs. After office hours Tel: 789-98295 or 789-91116.

Pilot is required for ships which is enroute to A/S Sydvaranger. If you are due to call at Kirkenes outer harbour, Pilot *must* be ordered through Loddingen Pilot Station, Tel: 769-31104 or 800-31082, one week prior to arrival at Kirkenes. Local Pilot is also available, and can be reached on the following telephone numbers:

Pilot boat:	Tel: 948-99383 mobile.
Pilot (Private):	Tel: 789-92686.
Pilot (Private):	Tel: 789-92244.

Technical Data:

Length of quay	177 m.
Breadth	6.0 m. to 37 m.
Water depth at quay front on L.W.	13.1 m.
Water depth at quay front on H.W.	15.5 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	2 tons/sq.m.
Point load	12 tons/sq.m.
Axial load	Unknown
Horizontal load tons at quay front with max.	2.0 m. excentricity
Bollards, 5 pieces, alternative 1	100 tons horizontal
alternative 2	50 tons horizontal and 87 tons vertical

Water supply is available. Notify Owner.

Fuel is available from Esso, Shell and Statoil.

Disposal of garbage is possible, notify Owner.

No. 7 A/S Sydvaranger: Private Owner.

Import Dock: This dock usually accommodates dry cargo, heavy lifts and bulk cargo. The dock is made of concrete. Other information, please check information under Export Dock (No. 6 Berth).

Technical Data:

Length of quay	110 m.
Breadth	35 m. to 40 m.
Water depth at quay front on L.W.	9.0 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	4 tons/sq.m.
Point load	70 tons/sq.m.
Axial load	100 tons/sq.m.
Horizontal load, same as Export Dock	
Bollards, 4 pieces, alternative 1	100 tons horizontal
alternative 2	50 tons horizontal 87 tons vertical
Loading crane capacity	20 tons

Water, fuel supply and garbage disposal: See information under Export Dock.

No. 8 A/S Sydvaranger: Private Owner.

Stand-by/Tug Quay: This dock usually accommodates tugs and pilot boats. The dock is made of timber. Other information, please check information under Export/Import Dock (Berths No. 6 and 7).

Technical Data:

Length of quay	59.5 m.
Breadth	13 m.
Water depth at quay front on L.W.	9.0 m.
Height of the quay from above L.W.	5.0 m.
Useful load evenly distributed	2 tons/sq.m.
Point load	Unknown
Axial load	Unknown
Horizontal load, Inwards/Outwards	2.5 tons
Alongside the quay	2.0 tons
Bollards, 4 pieces,	
3 pieces at quay front	50 tons
1 piece at rear of quay front	50 tons

Water, fuel and garbage disposal: See information under Export/Import Dock.

CRANES: Mobile crane of 50 tons capacity available.

MEDICAL: Agents to receive advance notice of required medical attention. Hospital facilities available.

TANKERS: Diameter of load/discharge lines 8 in. Max. draft 33 ft.

DENSITY: Specific weight of water at 17.5 centrigrades = 1.026 – 1.011 (varies very much with time of year).

FRESH WATER: Available, delivered through pipes from quay.

FUEL: Heavy fuel to be ordered at least 1 week in advance from Shell in Oslo.

Suppliers:

Esso Norway A/S, Egne-hjemsvey 42, 9910 Bjornevatn, Norway. Contact: Mr. Kjell Thoresen, Tel: 789-99222 (Work), 948-02179 (Private/Mobile).

Norske Shell A/S, P.O.Box 199, 9901 Kirkenes, Norway. Contact: Mr. Hans Hakonsen, Tel: 789-92336 (Work), 789-99018 (Private). Fax: 789-92900 (Office).

Statoil, Norway A/S, Elvenes, 9900 Kirkenes, Norway. Contact: Mr. Bjornar Gjertmundsen, Tel: 789-90814 (Office), 789-92233 (Private). Fax: 789-90891 (Office).

Also see "Berthing".

CONSULS: Finland, Germany, Russia and Sweden.
REPAIRS: Repairs possible.
DRY DOCKS: Floating dock with capacity 8,500 tons.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Must be carried out by crew.
CUSTOMS ALLOWANCES: *Tobacco and cigarette paper:* May be freely disposed of for use on board for up to 10 days as follows:

Master of the vessel: 400 cigarettes or 400 grammes of other tobacco goods and 200 cigarette papers.

Other crew members: 200 cigarettes or 250 grammes of other tobacco goods and 200 cigarette papers.

Spirits: of which the volume percentages of alcohol must not exceed 60% – and *Wine* may be freely disposed of for use on board as follows:

Master of the vessel: 2 litres altogether.

Other crew members: 1 litre of spirits and 1 litre of wine.

Quantities above those specified must be deposited in the care of the Master and on his responsibility stored in a locked room. Other forms of storage are punishable under the Customs and Excise Act.

If according to regulations governing exemption from duty for travel equipment and luggage a member of the crew brings goods ashore without payment of duty or fees, a corresponding reduction shall be made in the quantity of goods which he may dispose of freely for use on board according to the provisions above.

CARGO GEAR: 2 cranes, 20 tons and 75 tons.
REPATRIATION: Facilities exist for crew changing, but normally no crew available. Arranging repatriation possible.
AIRPORT: Distance to airport 16 km. Airport served by regular airlines, 2 flights per day.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: January 1st, Easter Day, Whitsun Day, May 1st, May 17th, December 25th and 26th. Work carried out if permission given by the authorities.
POLICE/AMBULANCE/FIRE: Fire alarm 91942; Ambulance 91701; Police 91151.
TELEPHONES: Ship's telephone connections not available.
SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Containers for disposal of garbage can be ordered from Rognmos Renovasjon, Amtmann Graffsgt. 14, N-9900 Kirkenes. Contact: Bjorn Erik Rognmo. Tel: 789-91480 (Office/Private). Garbage Truck No. 1 – Mobile 948-69832. Garbage Truck No. 2 – Mobile 948-04743.

Bjorn Erik Rognmo will be available at home before 0600 hrs. and after 1700 hrs. Outside these hours, the mobile telephone numbers are to be used. Disposal of garbage must be ordered the day before arrival at the quay. If arrival is on Saturday or Sunday, ordering must be done on Friday at the latest.

DEVELOPMENTS: An additional berth (Length 119 m., width 40 m. and depth 10.0 m.) will be available early 1995.
AUTHORITY: Municipality of Sor-Varanger, Radhusplassen 3, P.O.Box 406, N-9901 Kirkenes, Norway. *Tel:* +47 789-91601, ext. 102. *FAX:* +47 789-92212. *Contact:* Harbour Master.

KOPERVIK: 59.17 N. 05.19 E.
SKUDENESHAVN: 59.08 N. 05.16 E.

PORT LIMITS: Harbour entrance of each port constitutes their port limits.
DOCUMENTS:
Declaration of Health.
General Declaration for Customs.
Cargo Declaration.
Ship's Stores Declaration.
Passenger List.
Crew's Effects Declaration.
PILOTAGE: 24 hours notice for Pilot. Pilot boat and office maintain 24 hour watch on VHF Channel 16. Pilot boards vessels off Skudenes in the Skude Fjord. The Pilot office is in Kopervik.
ANCHORAGES: *Kopervik:* 1 mile North of the harbour in 30 m. of water. *Skudeneshavn:* Between Bakarholmen Island and Karmoy in depths of 6 m. – 7 m.
MAX. SIZE: *Kopervik:* Length 80 m., depth of water 10 m. *Skudeneshavn:* Length 90 m., depth of water 5.5 m. *Fosen* (for lay-up): 500,000 d.w.t.
RADIO: Rogaland Radio.
VHF: VHF sets operated by Rogaland Radio, Kopervik Pilot Office, Karmoy Harbour Office and Pilot boat.
RADAR: No port radar.
TUGS: Available from Stavanger and Haugesund with approx. 2 hours notice required.
BERTHS: Kopervik:
No. 1 Berth; length 55 m., depth 6 m.
No. 2 Berth; length 75 m., depth 6 m.
No. 3 Berth; length 55 m., depth 10 m.
No. 4 Berth; length 100 m., depth 6 m.
No. 5 Berth; length 200 m., depth 6 m.
Skudeneshavn:
2 Ro/Ro berths for regular ferry traffic.
One berth; length 60 m., depth 5 m.
CRANES: Mobile cranes available. At Skudeneshavn, there is one stationary heavy lift crane, lifting 50 tons maximum.
SPECIALISED CARGO FACILITIES: Refrigeration plants available at Skudeneshavn and Aakrehamn.
STEVEDORES: Arrangements to be made by Agents.
MEDICAL: Full hospital facilities at Haugesund.
DENSITY: 1026.
FRESH WATER: Available ex-wharf.
FUEL: Contact local oil companies.
FIRE PRECAUTIONS: Normal fire precautions.
CONSULS: None, nearest at Haugesund.
REPAIRS: There are several shipyards in the area able to carry out repairs.
DRY DOCKS: There is a dry dock at Skudeneshavn, with the following dimensions: Length 93 m., width 15 m. and depth 4.8 m. Larger dry docks are available at Haugesund and Stavanger.
SURVEYORS: None, nearest at Haugesund and Stavanger.
AIRPORT: At Karmoy and Haugesund.
EMERGENCY CO-ORDINATION CENTRE: Haugesund Police Tel: 527-11011.
BANKS: Local banks only.
STORING: See "Prelims".
1. Vessels are stored both by trucks and barges
2. No special regulations.
3. Trucks can proceed alongside at the berth.
4. Fork lifts can be used.
5. Bonded store to be sealed.
6. Local riggers can be employed.

AUTHORITY: Karmsund Interk. Havnevesen, P.O.Box 186, 5501 Haugesund. *Tel:* 04-714744. *FAX:* 04-712819.

Note: The ports of Karmoy and Haugesund merged on 1st January 1992.

KRAGERO: 58.52 N. 09.25 E.

DOCUMENTS:
Ship's Register.
Passenger List.
Crew List.
1 List of Articles – radios, cigarettes, tobacco, spirits, etc.

If on inspection, articles or quantities not in conformity or in excess, Master responsible, articles removed and heavy fine imposed.

PILOTAGE: Pilot station at Langesund. Pilot to be ordered by Agent on given ETA.
ANCHORAGE: Almost anywhere in the Fjord, watch out for sign of waterpipes and telephone cables.
RESTRICTIONS: Weather permitting, draft up to 30 ft.
RADIO: Tjome Radio Station or Farsund Radio Station.
TUGS: Only small tugs in harbour, tugs available from nearby town order to be given 24 hours in advance.
STEVEDORES: To be ordered by Agent. Notice to be given before 1530 hrs. for next morning, or 3 hours before work to start.
MEDICAL: Doctor and hospital facilities available.
FRESH WATER: Available at Centre Quay.
FUEL: May be available with trucks ordered from nearby town.
CONSULS: France Tel: 81555. Denmark Tel: 81055. Netherlands Tel: 81020.
REPAIRS: Small repairs may be available.
OPENING/CLOSING HATCHES: To be carried out by crew.
CUSTOMS ALLOWANCES: 100 cigarettes or 50 cigars. 1 bottle wine or spirits per man.
AIRPORT: Kristiansand 170 km. away. Oslo 200 km.
HOLIDAYS: Work can be arranged on most Holidays, except New Year's Day, Easter Day, 1st and 17th May and Christmas Day.
TELEPHONES: Police, 35982200. Ambulance, 35982000. Fire 001. On most berths telephones are available.
SHORE LEAVE: No restrictions.
AUTHORITY: Kragero Kommune – Havnestyret, P.O.Box 158, 3771 Kragero, Norway. *Tel:* 35981750. *Contact:* H. Carlsten, Harbour Master.

KRISTIANSAND S.: 58.09 N. 08.00 E. (See Plan)

DOCUMENTS:
3 Cargo Manifests for Customs.
Tobacco/Spirits List.
Bill of Health (if arriving from outside Scandinavia).
Passenger List for Immigration.
No Crew List required.
PILOTAGE: Oksoy Pilot Station. Compulsory pilotage for non-Norwegian ships, 2 hours notice minimum, contact on ordinary shipping Channel, or VHF call Channel 16 and 13, pilot boat marked "LOS" on each bow, international light or sound signals, Pilot boarding between Oksoy and Gronningen Lighthouse, no special anchorage for vessel awaiting a Pilot, but Pilots available around clock.
ANCHORAGE: Several good and safe anchorages in inner and outer harbour for vessels of any size.
MAX. SIZE: Any size in harbour. Max. 24,000 gross tons at quay.
RADIO: Farsund Radio LGZ.
VHF: Port Radio, Channels 16 and 12.
TUGS: Bukser and Sjotransport. Tel: 22590. 1 tug 1,600 h.p.; 1 tug 1,250 h.p.; 1 tug 650 h.p. and 1 mooring boat.

BERTHING:

Berth	*Depth at MLW* (ft.)
Railway and Car Ferry Terminal	20
Car Ferry Terminal	26
Car Ferry Terminal	26
Coastal Berths (4)	16–26
Roll-on/Roll-off Terminal	30
Fishing Harbour	20
Tug Terminal	12
Grain, Concrete and Overseas Terminal	33 (North end) 40 (Mid-section) 60 (South end)
Oil Terminal	40
Overseas Ro/Ro Terminal	30
General Cargo Terminal	30
Cruise Pier	24

STEVEDORES: ETA to Agents who arrange stevedoring.
MEDICAL: Hospital in Kristiansand. Doctor available around clock.
TANKERS: B.P. Bunker Station: 1 Berth depth 33 ft.
Shell Bunker Station Odderoy: 1 Berth depth 31 ft.
FRESH WATER: Available from quays.
FUEL: All grades up to 2,000 sec. available at short notice.
CONSULS:

Denmark	Tel. 23097	Netherlands	Tel. 29596
Finland	26990	Portugal	29616
France	26210	Spain	21040
Germany	22455	Sweden	26160
Greece	24446	United Kingdom	24452
Iceland	21068		

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock; length 689 ft. width, 100 ft. width at entrance, 95.9 ft. Depth 25 ft. for vessels up to 13,000 d.w.t.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Normally carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or equivalent tobacco for each crew member per 10 days and 1 bottle spirits.
REPATRIATION: Can be arranged.
AIRPORT: Situated 17 km. from harbour, served by regular air lines.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Police 002, Ambulance 26000, Fire 21010.
TELEPHONE: Possible to place telephone on board at some quays.
SHIP SUPPLY SERVICE: 2 tugs able to assist, contact Agent.
GARBAGE DISPOSAL: Contact Renovasjon Service A/S. Tel: 042-44204.
WASTE OIL DISPOSAL: Contact Seplileservice A/S. Tel: 042-86333. Mobile Tel: 094-80789. Fax: 042-86390.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner.
AUTHORITY: Kristiansand Havnevesen, Havnebygget, Gravane 4, P.O.Box 3, 4601 Kristiansand S, Norway. *Tel:* (042) 29552. *Contact:* Helge Andresen, Port Captain.

KRISTIANSUND N.: 63.07 N. 07.43 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Customs Document.
1 Health Document.
1 Ship's Papers.
1 Stores List.
3 copies Manifest.
3 copies Bill of Lading.
PILOTAGE: From open sea. Pilot is taken on board at Grip Lighthouse. Watch 24 hours a day. Vessels approaching from the sea and desiring a Pilot should order the Pilot at 24 hours' notice as far as possible.
ANCHORAGES: Several good and safe anchorages in inner and outer harbour for vessels of any size.
MAX. SIZE: Max. depth alongside quay 40 ft., length of all quays about 900 m.
RADIO: From ship at sea via Orlandet Radio (LGA) direct to the Sea Pilot. Watch calling frequency 2182 or by VHF radio-telephone, calling Channel 16. Harbour Office is manned day and night, Tel: 71483.
TUGS: None, but small motor vessels assist when required.
BERTHING:

Storkaia	Length 330 m., depth 19 ft. – 40 ft.
Holmakaia	Length 100 m., depth 34 ft. (East Side)
Holmakia	Length 80 m., depth 24 ft. (South Side).

Vestbase (Oil Service Base): Located on the South side of Nordlandet (63° 06′ N., 07° 47.5′ E.).

3 Berths: Open storage area of 79,600 sq.m. and 3 storage sheds of 5,100 sq.m. Forklifts and mobile cranes up to 70 tons capacity. Fresh water, bunkers, drilling mudd, etc. available.

Berth No. 1:	Length 50 m., depth 7.3 m.
Berth No. 2:	Length 63 m., depth 10.0 m.
Berth No. 3:	Length 40 m., depth 7.3 m.

BRIDGES: Sorsund Bridge 140 m. wide, 38 m. high. Nordsund Bridge 50 m. wide, 28 m. high.
STEVEDORES: Obtained by Agents provided ETA given 12 hours before arrival.
FRESH WATER: Delivered from quay or from water boat.
FUEL: All grades available.
CONSULS: Following countries are represented at Kristiansund N.:
Denmark
Finland
France
Germany
Italy
Netherlands
Portugal
Spain
Sweden
United Kingdom
Uruguay
REPAIRS: All kinds of repairs may be effected, deck and engine. Patent-slips for vessels up to 250 ft. long, crane-lift up to 40 tons. Ice-free harbour.
GANGWAY/DECK WATCHMEN: Available but not necessary.
OPENING/CLOSING HATCHES: This work will normally be carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCES: For each man – 200 cigarettes, 1 bottle of spirits for 10 days.
REPATRIATION: All facilities available.
AIRPORT: Kristiansund Airport, Kvernberget. Passenger flights 3 times a day to Oslo. 2 flights a day to Trondheim and Bergen. Situated about 4 miles from centre of Kristiansund N. (about 15 minutes by car).
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: 1st May and 17th May.
POLICE/FIRE/AMBULANCE: Police, Tel: 75000; Ambulance, Tel: 72500; Fire, Tel: 001.
TELEPHONES: May be installed during the ship's stay at the quay.
SERVICES: Laundry, ship chandlers for delivery of provisions and bonded stores, and servicing for all kinds of ship's navigation instruments can be arranged.
SHORE LEAVE: Allowed.
GARBAGE DISPOSAL: Garbage collection service available. Sufficient number of garbage containers (8 and 10 cu.m. open and covered) are available for ordinary garbage. Containers will be placed on the berth and collected upon request from the ship or agent. Contact Waage Transport. Tel: 716-72977. Charges: NKr.1,400/container.
WASTE OIL DISPOSAL: 12 small mobile tanks approximately 2 cu.m. for lub oil and engine room bilge water available on request from ship or agent. Contact B.Hansen. Tel: 716-73504. Charges on request.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner (NKr.).
IDENTIFICATION CARDS: Not required.
DEVELOPMENTS: Devoldholmen Terminal to be extended by late 1994 to form an unbroken quay line of 202 m. with depth of 27 ft. The Ro-Ro ramp is 16.0 m. wide, and can take a load of 5 tons per square meter. There will be 8,000 sq.m. of storage area and reefer points of 380 Volts.
AUTHORITY: Kristiansund Havnevesen, Havnefogden, Kaibakken 1, 6500 Kristiansund N., Norway. *Tel:* 716-74333. *FAX:* 716-78710. *Contact:* Jan Westad-Olsen, Harbour Master.

LARVIK: 59.03 N. 10.02 E. **(See Plan)**

PORT LIMITS: The official port limits for the Port of Larvik is a line from Sandefjord in the East to Porsgrunn in the West. Notices of Readiness for loading or discharging, however, will be accepted when the vessel is anchored in any of the anchorages in inner Larvik Fjord.
DOCUMENTS:
General Declaration.
Maritime Declaration of Health (vessels arriving from ports outside Scandinavia only).
Tolliste, i.e. Tobacco and Curio List, Crew List and Crew Effects List for total number of crew.
Varefortegnelse med Proviantliste, i.e. Cargo and Ship's Stores Declaration.
Fartoys Anmeldelse, i.e. Notice of vessel's arrival.
3 Ship's Manifest.
3 Bills of Lading.
Customs Officer will accept Tobacco and Curio Lists, also Provision Lists filled in on foreign forms, if all goods correctly stated.
PILOTAGE:

1. Vessels approaching from the sea and desiring a Pilot shall order the Pilot at 24 hours' notice insofar as possible and confirm arrival at pilot station at 2 hours' notice:
   (a) by telephone or telegram from ship to the pilot office concerned or sea pilot station over an official coastal radio station.
   (b) by telephone or telegram from broker/shipowner to the pilot office concerned or sea pilot station.
2. For direct connection between ships desiring Pilot and the pilot service, VHF-radio telephone Channel 16 (156.8 MHz) shall be used for calling and reply, and a VHF-radio telephone ship-to-ship Channel or harbour Channel shall be used for conversations. Ships not equipped with VHF-radio telephone may use the distress and calling frequency 2182 kHz for calling pilot vessel, but both the ship desiring Pilot and the pilot vessel shall in such cases immediately turn to ship-to-ship frequency. At such connections minimum transmission effect shall be used.
3. Vessels lying in port and desiring Pilot will order the Pilot from the nearest pilot office during its office hours and if possible at 2 hours' notice.
4. Vessels approaching from the sea as well as vessels lying in port shall, when making an advance order, state the name and destination of the vessel.
5. The Pilots will on the whole be despatched to the ships in accordance with the advance orders, and vessels are therefore requested to comply with the foregoing rules as far as possible in order to avoid having to wait for Pilot.

6. The international provisions for summoning Pilots by signal flags or blue lights, etc., are still in force but should in future be used as a supplement to the radio communications or as the sole communication in emergencies.
7. These provisions came into force on the 1st April, 1984.

Description of pilot boat: White painted, orange wheelhouse, 2 masts, "Los" on both sides of bow. The pilot vessel is situated in Langesund Harbour on watch 24 hours every day. Pilot boards ships S.E. of Langoytangen lighthouse (58° 59.4′ N., 9° 45.8′ E.).

The Agent must in general order Pilot before 1200 hrs. and before 1530 hrs. Friday when Pilot is required before Monday morning.

ANCHORAGES: Safe anchorages at end of fjord, West side. Masters should consult Pilots and/or charts before anchoring. Ample water and good holding ground for all sizes of vessels.

MAX.SIZE: Largest vessel berthed at Larvik Canal Quay, LOA 644 ft. 8 in., breadth 83 ft. 3 in., max. draft 32 ft. 6 in.

HEALTH: Advise Agents of any suspected disease or fever on board by radio or telephone before entering. Vessel will then anchor in anchorage and be boarded by state doctor. When vessel is healthy, Customs Officer will grant Pratique.

RADIO: Tjome Radio LGT, Rogaland Radio LGQ.

TUGS: No tugs at Larvik. Tugs to be ordered via ship's Agents from Fredrikstad or Porsgrunn. If tugs required by vessel or demanded by Pilot, Agents should be given 12 to 24 hours' notice. Tugs join vessel in fjord off harbour breakwater. Extra charges for use of tug's lines.

BERTHING: Insignificant tidal variances.

Revquay West: General cargo. Length 118 m. Depth alongside 9 m.

Warehouse 1,600 sq.m. and 10,000 sq.m. outside asphalted storage area. Also Ro-Ro ramp with berthing alongside dolphins. Max. length 170 m., depth 8.0 m.

Revquay South (Revkaia Syd): Length 70 m., depth alongside 10.0 m. Storage area measuring 52,000 sq.m. partly asphalted. One portal electric crane with capacity 50 tons.

Kanalquay (Kanalkaia): Kanalquay North – Length 335 m. Depth. 10 m. Kanalquay West – Length 120 m. Depth 6 m. Kanalquay South – Length 90 m. Depth 5 m.

Facilities at Kanalkai North: Railway tracks. 3 portable cranes, capacities 6 tons – 50 tons. Warehouse. Grain discharging plant, capacity 85,000 tons. Outdoor storage 20,000 sq.m.

East Pier (Ostre Brygge): Length 130 m. Depth 8 m. New Ferry quay with Roll-on/Roll-off facilities. Car park for 560 cars or 52 lorries/trailers 18 m. Passenger terminal. Customs.

West Pier (Vestre Brygge): West side for visiting yachts.

Ferry quay with Roll-on/Roll-off facilities on West side. Good parking.

Private Wharves: Treschow-Fitzoe Pulp Quays – West side: Length 50 m. Depth alongside 5 m. East side: Length 90 m. Depth alongside 6.3 m. 1 portable electric crane capacity 5 tons.

STEVEDORES: Gangs to be ordered before 1600 hrs. and cranes before 1500 hrs. for following day. During office hours 2 hours' notice required.

MEDICAL: No advance notice required, unless in urgent medical cases and when ambulance needed. No particular inoculations required.

TANKERS: For larger oil-tankers for asphalt works, 8 in. connections required; for coasting vessels, 6 in. connections used. No slop tanks. one berth for tankers. Max. draft in berth 32 ft. 6 in.

DENSITY: Salt water, brackish at times.

FRESH WATER: Delivered by hose from quays. Cost Nkr. 5.0/ton plus handling charge.

FUEL: Fuel oil, gas oil, diesel oil, delivery rate by tank lorry 20 t.p.h.

FIRE PRECAUTIONS: Any vessel discharging benzine must have city fireguard on watch. 30 m. clearance required to next vessel.

Ships loading explosives require fireguards on watch on board.

CONSULS: Danish and French Vice-Consulates Tel: 33182030. Netherlands Vice-Consulate Tel: 33187800. Finnish Consulate Tel: 33181917. Swedish Consulate Tel: 33182090.

REPAIRS: Minor deck and engine repairs only.

GANGWAY/DECK WATCHMEN: Not compulsory, but recommended for larger overseas vessels.

OPENING/CLOSING HATCHES: Usually done by ship's crew.

CERTIFICATES: Vessels must have all usual International Certificates, no special certificates required.

CUSTOMS ALLOWANCES: Every crew member allowed one bottle wine or spirits, and 200 cigarettes out of bond for use in port. This allowance is for 10 days. After this period new tobacco allowance is granted, but no new spirit issue.

CARGO GEAR: No additional requirements.

REPATRIATION: Facilities for effecting crew changes and necessary repatriation by railway, continental ferry and by air.

AIRPORT: Distances from the port to international airports at Oslo 130 km. and Sandefjord 40 km.

Private airport open for small aircraft at Larvik.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Maundy Thursday, Good Friday; Easter Monday; May 1st & 17th; June 24th; Ascension Day; Whit Monday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Tel: Police 112, Fire 111, Ambulance 113.

TELEPHONES: Onboard telephones not available.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: For garbage disposal Tel: 11130320.

WASTE OIL DISPOSAL: For waste oil disposal Tel: 11130320.

SEAMAN'S CLUBS: None.

CURRENCY: Norwegian Kroner (NKr.). U.S.$ 1.00 = NKr. 7.50 (10.3.94).

AUTHORITY: Larvik Port Authority, P.O.Box 246, 3251 Larvik, Norway. *Tel:* 33-181275. *FAX:* 33-181262. *Contact:* Oivind Blaasvaer, Harbour Master.

LILLESAND: 58.15 N. 08.23 E.

DOCUMENTS:
Health Certificate.
Crew List.
Cargo List.
Manifest.
Passenger List.
Bill of Measurement.
Derat Certificate.

PILOTAGE: Ships arriving from South and West cable: Okso Pilot Station, VHF Channel 16. Pilot to be taken on board at Okso Pilot Station or if bad weather, inside Okso.

Ships arriving from East cable: Merdo Pilot Station, VHF Channel 16. Pilot to be taken on board at Torungen, or if bad weather, inside Merdo. Pilot boat is 45 ft. long and marked "Los".

ANCHORAGES: Tingsakerfjorden – depth 40 m.

MAX. SIZE: See "Berthing".

RADIO: Cable Agent giving ETA via Farsund or Tjome Radio.

TUGS: Normally join at Kristiansand. Tugs lines to be used.

BERTHING: The Kokkenesquay – Kokkeneskaia. Length 80 m. with free water at both ends. Depth 10 m. There is 1 crane with a maximum lifting capacity of 30 tons. Petroleum-coke and sand discharged by crane and grab about 130 t.p.h.

The Langquay – Langbrygga. Length 70 m. with free water at the deepest end, depth 10 m. reducing at inner to 7 m. One crane 7.5 ton capacity

The Fosbaekquay – Fosbaekkaia. Messrs. H. Bjorum – Norfloat A/S quay. Length 50 m. with free water at both ends, depth 10 m.

STEVEDORES: Gangs to be ordered before 1600 hrs. for the following day and day before holidays 1320 hrs. During office hours 3 hours' notice required.

FRESH WATER: Delivery by hose from quay.

FUEL: None available.

CONSULS: Denmark, telephone 262.

REPAIRS: Some small repairs possible and electrical repairs.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: May be performed by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes or 250 gm. of tobacco, 0.75 litre of spirits and 1 litre of wine.

AIRPORT: About 30 km. to airport.

HOLIDAYS: New Year's Eve no work after 1230 hrs.; New Year's Day no work; Maundy Thursday, Good Friday no work; Easter Eve no work after 1230 hrs.; Easter Sunday no work; Easter Monday, May 1st and 17th no work; Ascension Day no work; Whitsun Eve no work after 1230 hrs.; Whit Sunday 1st no work; Whit Sunday 2nd, Christmas Eve no work after 1230 hrs.; Christmas Day no work, and December 26th no work.

POLICE/AMBULANCE/FIRE: Police 170; Ambulance 18; Fire Brigade call the switchboard.

IDENTIFICATION CARDS: Not required.

AUTHORITY: Lillesand Havnevesen, 4790 Lillesand, Norway. *Tel:* 041-70033. *Contact:* Roald Hellenes, Harbour Master.

MAALOY: 61.55 N. 05.07 E. (See Plan)

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Health List.
3 Manifests.
1 Bill of Lading.

Goods Lists including Stores, 3 if general cargo and 1 if goods or oil in bulk.

PILOTAGE: Harbour Pilot available, ordered from Harbour Office, tel. 578-51278. No coastal Pilots in harbour. Coastal Pilots ordered from Bergen through Nor-Cargo Maaloy A/S (Tel. 578-51077. Fax. 578-50379), and must be requested at least 24 hours before arrival.

ANCHORAGE: Good holding ground in about 17 fathoms of water 300 m. off-shore from middle of harbour.

MAX. SIZE: Entrance from South through main channel 33 ft. and entrance from North about 60 ft.

RADIO: Nearest radio stations is Floro Radio.

VHF: Maaloy Harbour Radio on Channel 16, working Channel 12, from 0800 – 1530 hrs. every day except holidays. After hours call for "Maaloy Port Control" over Floro Radio.

TUGS: B/B Mammut, Mobile Tel: 94732260.

BERTHING: The main quay 160 m. long and from 24 ft. to 36 ft. deep alongside. No cranes available at the dock. Quay, length 110 m. Depth alongside 12 m. – 15 m.

Fisker Quay: Length 152 m. (+54 m.) Depth 10.0 m. – 12.0 m.
Ro/Ro Quay: Length 132 m. Depth 7.0 m. – 10.0 m.

CARGO HANDLING: Special berth equipped with a Ro/Ro berth in connection with quay 225 ft. long, from 18 ft to 36 ft. depth alongside.

STEVEDORES: Nor-Cargo Maaloy A/S.

MEDICAL: Nearest hospital Nordfjordeid Sykehus, 1 hour by car.

FRESH WATER: Available at main quay and delivered from a fresh-water line at quay.

FUEL: Bunkers available from Esso, Shell and Mobil Oil. 3 bunker barges available.

CONSULS: None.

REPAIRS: Minor repairs only possible.
SURVEYORS: Surveyors and Cargo Inspectors available from Bergen.
DECK WATCHMEN: Deck watchmen available in the harbour.
OPENING/CLOSING HATCHES: Done by crew.
CUSTOMS ALLOWANCES: Tobacco: Wine/Spirits: 200 cigarettes or 100 gm. tobacco. 1 bottle of spirit and 1 bottle of wine.
AIRPORT: Nearest airport Floro, 1 hour by boat, Sandane Airport 1 hour by car and Flesland Airport (Bergen) 4 hours (morning and afternoon) service by sea.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: 1st January; Easter Sunday; Easter Monday; Thursday and Friday before Easter; 1st May; 17th May; Whit Sunday and Whit Monday; Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Police Tel: 112; Fire contact Tel: 111. Ambulance Tel: 113.
EMERGENCY CO-ORDINATION CENTRE: Contact Police Station Tel: 057-50211.
STORING: See "Prelims".
(1) Both.
(2) Yes.
(3) Yes.
(4) Yes.
(5) No.
(6) Yes.
TELEPHONES: Can be placed on board and cost same as on shore.
SERVICES: No tank cleaning services available. Compass adjusting.
BANKS: Vagsoy Sparebank, Maaloy. Tel: 578-51433.
Den Norske Bank. Tel: 578-51111. Fax: 578-50646.
Kredittkassen. Tel: 578-50244. Fax: 578-50702.
SHIP SUPPLY SERVICE: For the transport of sick crew members and as such, by helicopter or launch/tug, arrangements have to be made with the nearest coast radio station. Tug/rescue vessel R/S "Hjalmar Bjorge" operates from Maaloy Harbour. The vessel can be contacted 24 hours directly by radio or over Floro Radio.
SHORE LEAVE: No restrictions on shore leave.
GARBAGE DISPOSAL: Garbage containers available 24 hours, up to 10 cu.m. Contact Martin Blaalid. Tel: 578-51543. Charges: NKr. 600/container, garbage NKr.85/100 kg.
WASTE OIL DISPOSAL: Waste oil can be delivered to 3 bunker stations at Maaloy.
Mobil: Tank 10 cu.m., drums 200 l. Tel: 578-51711. Fax: 578-50390.
Shell: Tank 25 cu.m., drums 200 l. Tel: 578-51466. Fax: 578-50917.
Esso: Drums 200 l. Tel: 578-50722.
Charges: NKr.1.50/l.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner (NKr.).
AUTHORITY: Maaloy Havnevesen, P.O.Box 104, 6701 Maaloy, Norway. *Tel:* 578-51278, 51852. *FAX:* 578-50635. *Contact*: Kristoffer Stokke, Harbour Manager. Vidar Endal, Port Captain.

MANDAL: 58.02 N. 07.29 E.

DOCUMENTS:
Bill of Measurement.
General Cargo List (2 copies).
Cargo and Provisions List (ship's stores).
Derat Certificate.
Maritime Declaration of Health.
Tobacco list.
PILOTAGE: Pilot station on Oksoy Lighthouse outside Kristiansand. Telephone 32834 via Kristiansand Radio.
ANCHORAGES: Mannefjorden. Depth approx. 30 ft. Bankefjorden, shallow entrance with approx. depth 15 ft.
MAX. SIZE: New berth at Gismeroya outside Kleven can accept vessels up to 20,000 g.r.t. Oil carriers to installations outside main port area up to 50,000 tons.
HEALTH: Contact Agent for Pratique.
RADIO: Farsund Radio or Kristiansand Radio.
TUGS: Two tugs available.
VHF: Harbour Office equipped with VHF Channels 16 and 12.
BERTHING: Mandal main harbour is Kleven, situated 1 km. East of Mandal town. There is also a harbour in Mandal River, running through town. Entrance to Mandal River is dredged to 15 ft. In South-easterly strong winds it can be impossible to go up the river. Kleven Harbour is a good harbour in all weather conditions. There is 1 × 97 m. quay 30 ft. deep and 1 × 45 m. quay 17 ft. deep.
Gismeroya: New berth and warehouse at entrance to Kleven Harbour is now the main harbour. Length 100 m. Depth alongside 10.5 m.
CRANES: One floating crane with up to 50 tons capacity and a wide range of mobile cranes available at short notice.
STEVEDORES: 6 hours notice to Agents to arrange gangs.
MEDICAL: No advance notice required. Hospital facilities available.
DENSITY: 1026.
FRESH WATER: Delivered by local firemen. Rate of delivery 20 t.p.h.
FUEL: At Oil installation inside Harbour limit.
CONSULS: Sweden 382-62521; Finland 382-61288; Denmark 382-61799.
REPAIRS: All types of deck and engine repairs can be carried out.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Certificate of Nationality.
CUSTOMS ALLOWANCES: Tobacco: 200 gm. or 200 cigarettes. Wine and/or Spirits: 2 litre alcohol for ship's Master, 0.75 litre for crew.
AIRPORT: Kristiansand Airport at Kjevik. Distance from Mandal 64 km. Airport served by regular airlines.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: The only holidays on which cargo work cannot be arranged are Christmas Eve (after 1400 hrs.), Christmas Day, Easter Day, 1st May, 17th May (Independence Day). The rest of the year cargo work can be carried out day and night.
POLICE/AMBULANCE/FIRE: Police 61211; Ambulance 61113; Fire 61112.
TELEPHONES: Telephones available at quay.
SERVICES: No services for tank cleaning. Compass adjusting and all kinds of electronic repairs.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Containers placed alongside. Contact Tel: 094-63821 or 382-62361.
WASTE OIL DISPOSAL: Only possible for small quantities.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner (NKr.).
AUTHORITY: Mandal Havnevesen, P.O.Box 57, 4501 Mandal, Norway. *Tel:* 382-62011. *Cables:* Mandal Havnevesen. *FAX:* 382-63476. *Contact:* Captain A.O. Johannessen, Harbour Master.

MO-I-RANA: 66.19 N. 14.08 E.

PORT LIMITS: The vessel is considered to be an "arrived vessel" when within the Hauknes Port Lighthouse – about 2 nautical miles from the port.
DOCUMENTS:
1 Cargo List.
1 Stores List.
1 Sealing Certificate.
1 Health Certificate.
2 Crew Lists.
2 Passenger Lists.
(All Forms obtainable from Agent by clearance on board).
PILOTAGE: Asvaer Pilot Station Lat. 66° 17′ N., Long. 12° 09′ E. (lighthouse). Order preferably through Agent or direct to station 24 hours before arrival. Tel. 769-91104. 1 boat "L/K 083" painted white with red top. "LOS 083" painted in black on both sides. VHF Channel 16.

Pilots embark at Asvaer Lighthouse. Pilots advise alternative place or anchorage if necessary. Pilot compulsory unless vessel ballasting for loading at another port in Norway.
ANCHORAGE: In the fjord at Nesna or at Utskarpen Bay to be advised by Sea Pilot. Anchorage in the inner harbour to be advised by the Harbour Pilot.
HEALTH: See "Documents". No animals allowed on shore.
RADIO: From South; Rogaland Radio/LGQ, LGW, LGB. Within 24 hours off; Rorvik Radio/LGD. From North; Vadso/LGV or Hammerfest/LGI or Tromso/LGE or Bodoe Radio/LGP.
VHF: At Harbour Office call sign. "Mo Port Radio" Channels 16 and 12. At Rana Industriterminal A/S call sign. "Rana Industriterminal" Channel 9.
TUGS: Available and recommended for vessels above 10,000 d.w.t. 24 hours' notice to be given. Ships' lines used.
BERTHING: Harbour Pilot recommended but not compulsory for small vessels. Details given through Pilot/Harbour Pilot.

Rana Gruber A/S	
Iron Ore	37 ft. depth alongside
Bulkterminalen	36 ft. depth alongside
Town Pier (Toraneskaia)	25 ft. depth alongside
Rana Industriterminal A/S	26 ft. depth alongside
Andfiskaa Pier	23 ft. depth alongside

CARGO HANDLING FACILITIES: The harbour has the following facilities for handling cargoes:

Rana Gruber A/S depth 37 ft. Shiploader for loading of Iron Ore only, vessels up to 80,000 d.w.t.

Bulkterminalen depth 36 ft.; length 427 ft. and 295 ft., North and South side handling following cargoes: ore, coal, coke and oil.

Rana Industriterminal A/S: handling ore, coke, steel products and general cargoes. Length of quay, 823 ft.; depth 25 ft.

A/S Bleivassli Gruber Pier, length 115 ft.; depth 23 ft. Has equipment and elevator for handling pyrites – fast loading.

The Town Quay (Harbour Board Quay), length 823 ft. and depth 18 ft. to 26 ft., handling general cargoes of all kind, with up to 15 ton lifts.
STEVEDORES: Ordered by Agents preferably in office hours 0900 – 1600 hrs. Exact time for commencement of work to be arranged with Agent. Vessels to pay for waiting hours for workers if delay not reported. If such report after office hours, vessel to pay for 2 hours.
MEDICAL: If in need of doctor/dentist preferably inform Agent from sea if vessel stays only 1 day.
FRESH WATER: Available at all piers from shore installations.
FUEL: All types available.
GANGWAY/DECK WATCHMAN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open/close.
CUSTOMS ALLOWANCES: Per 10 days in Norway per crew member – 200 cigarettes or 200 gm. tobacco and 2 packages cigarette paper, and 1 bottle spirits.
CARGO GEAR: Winchmen from shore required.
REPAIRS: Small repairs only.
AIRPORT: 12 km. to local airport "Rana Airport" connection with Bodoe (North) twice per day and Trondheim (South) twice per day.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day; Thursday before Good Friday; Good Friday; Easter Monday; Labour Day; National Day (17th May); Ascension Day; Whit Monday; Christmas Day and Second Christmas Day. No work can be arranged on any of these days.

TELEPHONES: Accidents/hospital: 51233; Ambulance: 51510; Fire: 51222 and Police: 51122.
GARBAGE DISPOSAL: Collection service not available. Drums are provided alongside. Contact Noronorsk Tankren A/S. Tel: 087-54008.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner (NKr.).
SHORE LEAVE: No restrictions.
AUTHORITY: Rana Havnevesen, P.O.Box 185, 8601 Mo-I-Rana, Norway. *Tel:* 087-50867, 50866. *FAX:* 087-51797. *Cables:* Havnevesen. *Contact:* Per A. Nygaard, Harbour Master.

MOLDE: 62.44 N. 07.10 E. (See Plan)

DOCUMENTS:
Health Certificate.
Crew Lists.
Passenger List.
Dangerous Cargo List.
Ship's Register.
PILOTAGE: Telegraphic address "Alesund Radio". Address of pilot station "Rundo".
ANCHORAGE: A well-protected harbour. Depth from 15 to 20 fathoms. Tide rises about 6 ft.
MAX. SIZE: Passenger vessels of 35,000 g.r.t. berth at Storkaia.
RADIO: Oerlandet Radio.
VHF: Molde Harbour Radio, Channels 16 and 12.
TUGS: None. Tugs called from Alesund.
BERTHING: Depths alongside quay 25 ft. to 32 ft. LW.
A new port, 2 km. from the town. Two quays with Ro/Ro ramps. Depth alongside No. 1 – 6 m. and No. 2 – 12 m.
CRANES: 150 ton crane and 20 ton mobile crane.
STEVEDORES: Available, ordered by Agents.
MEDICAL: Hospital available.
DENSITY: 1025.
FRESH WATER: By shore installation.
REPAIRS: Most repairs possible.
SURVEYORS: Norske Veritas.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: By crew or stevedores.
POLICE/AMBULANCE/FIRE: Police 71250500 or 002; Ambulance 71254300; Fire 001.
EMERGENCY CO-ORDINATION CENTRE: Telephone Police Station.
AIRPORT: Aaro Airport, 4 km. from town.
STORING: See "Prelims".
(1) By truck.
(4) Yes.
(6) Yes.
SHORE LEAVE: Possible, no restrictions.
IDENTIFICATION CARDS: Not required.
AUTHORITY: Molde Havnevesen, P.O.Box 281, N-6401 Molde, Norway. *Tel:* 71251860. *FAX:* 71255965. *Contact:* Ottar Grotte, Harbour Master.

MONGSTAD: 60.49 N. 05.02 E. (See Plan)

OPERATORS: Oil refinery and crude oil terminal operated by Statoil Mongstad, 5154 Mongstad, owned by Den Norske Stats Oljeselskap a.s., P.B. 300, 4001 Stavanger and Norsk Olje a.s., Postboks 1176, Sentrum, 0107 Oslo 1.
DOCUMENTS:
3 copies Crew List.
1 copy Crew Effects Declaration.
2 copies Ship's Stores Declaration.
1 copy Health Declaration.
1 Passenger List (if any).
IMO standard forms in most cases required.

On ship's arrival the following documents must be available: Letter of Registry, Outward Clearance from last port of call, Derat or Derat Exemption Certificate, and Certificates of Insurance for Civil Liability for Oil Pollution Damage. Non-member registered ships of the International Convention on Civil Liability for Oil Pollution Damage, 1969, must after 30th June, 1976, carry a Certificate issued by Maritime Directorate, P.O. Box 8123, Oslo-Dep., Oslo, Norway. Before this date Certificates issued by Denmark, Sweden and U.K. covering non-Convention registered ships, will be recognised.
PILOTAGE: Compulsory. Pilots listen on VHF Channels 13 and 16. Vessels will be berthed/unberthed by Pilots from Fedje Pilot Station (Position Lat. 60° 51′ N., Long. 04° 39′ E.). Contact Pilots on VHF Channel 16, 2 – 3 hours notice required.
ANCHORAGE: N.W. of refinery area. However, not well sheltered and holding ground not good. No anchorage for VLCCs.
MAX. SIZE:

Jetty (No.)	*Ship Size* (d.w.t.)
1	15,000 – 300,000
2	3,000 – 35,000
3	Up to 5,000
4	5,000 (Pet Coke) 6,500 cu.m. (LPG)
7	40,000 – 180,000
9	5,000 – 50,000
10	Up to 10,000

HEALTH: International procedure followed to obtain Pratique. In case of suspected disease or fever on board, the Port Authorities to be informed in advance.
RADIO: Cable Agent ETA, cash, bunkers, personnel, bonded stores, or other special requirement. For the refinery's guidance also cable flange dimensions on ships' headers, cargo quantities acceptable and order of loading, quantity of clean ballast and estimated time for discharge, size of cargo to be discharged and max. pumping rates, max. acceptable loading rates, quantity of tank washings and estimated time for discharge.
TUGS: Two tugs of 4,259 b.h.p. each (bollard pull 54 tons) situated at the refinery. Additional tugs available from Bergen.
BERTHING:
Berth No. 1 (Crude): Draft limitation 22 m., min. length 124 m., depth 125 ft.
Berth No. 2 (Products): Draft limitation 38 ft., min. length 69 m., depth 59 ft.
Berth No. 3 (Products/Coasters): Draft limitation 6.5 m., min. length 36.5 m., depth 25 ft.
Berth No. 4 (Pet. coke & LPG): Draft limitation 6.7 m., min. length 50 m.
Berth No. 7 (Crude): Draft limitation 19.7 m., min. length 120 m.
Berth No. 9 (Products: Draft limitation 16.4 m., min. length 80 m.
Berth No. 10 (Module Jetty): Draft limitation 10.3 m. at Ro/Ro part of jetty.
Berth No.10 (Module Jetty): Draft limitation 4.9 m. at general cargo part of jetty, min. length 114 m.
CARGO HANDLING FACILITIES:
Berth No. 1: 4×16 in. plus 2×16 in./10 in. Woodfield Autoflow booms.
Berth No. 2: 4×10 in. plus 2×8 in. Autoflowbooms.
Berth No. 3: 2×8 in. plus 2×6 in. Autoflowbooms.
Jetty No. 4: 1×6 in. LPG Loading Arm.
Jetty No. 7: 4×16 in. and 1×10 in. Emco-Wheaton autoflow booms.
Jetty No. 9: 3×12 in. and 2×8 in. Emco-Wheaton autoflow booms.
BALLAST: Deballasting facilities available at Jetties No. 1, 2, 3, 7 and 9. Tankage capacity 99,999 cu.m. All ballast except SBT to be discharged ashore.
MEDICAL: Medical attention available. Hospital facilities at Bergen.
DENSITY: Salt water.
FRESH WATER: Available from all jetties except Jetty No. 10. Cost per ton Nkr. 2.50.
FUEL: All grades available.
FIRE PRECAUTIONS: Special safety regulation forms given when berthed.
CONSULS: Consuls available at Bergen from the following countries: Austria; Belgium, Brazil, Denmark, Finland, France, Germany, Greece, Iceland, Italy, The Netherlands, Panama, Peru, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom, Uruguay.
REPAIRS: Repair shop facilities available. Repair work must not be commenced without the agreement of the Port Captain.
SURVEYORS: The following Classification Societies represented by Surveyor at Bergen: American Bureau of Shipping, Bureau Veritas, Det Norske Veritas, Germanisher Lloyd and Lloyd's Register of Shipping.
GANGWAY/DECK WATCHMEN: Available.
CUSTOMS ALLOWANCES: 200 cigarettes or 200 gm. tobacco and 1 bottle spirit or 2 bottles of wine, each man.
REPATRIATION: All facilities. Bus or Taxi transport to international airport.
AIRPORT: Flesland Airport, approx. 86 km. (54 miles) distance from Mongstad. Distance Bergen to Mongstad approx. 45 km.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Police, Tel: Knarvik 350504 and 350505. Ambulance and Fire fighting brigade available at the refinery.
TELEPHONES: No telephones on board. Long distance calls to be arranged via Agent. Local calls from Gatehouse.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Shore passes delivered on board on arrival.
GARBAGE DISPOSAL: Garbage containers are available on the jetties. Garbage to be delivered by ship's crew.
WASTE OIL DISPOSAL: Waste oil can be collected. Arrangements to be made with Terminal ADR Statoil Mongstad, 5154 Mongstad. Tel: 47-56-361100. Fax: 41-56-361671.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner.
PORT REGULATIONS: *Moorings:* Mixed moorings in the same direction are not allowed. Wire ropes shall have nylon "tails, forerunners" of about 10 m. – 15 m. Due to occasionally heavy swell in the fjord, particular attention is paid to the moorings.
AUTHORITY: Statoil Mongstad, N-5154 Mongstad, Norway. *Tel:* 47-56-361100. *Cables:* Stadimo. *Telex:* 42266 Stadm n. *FAX:* 41-56-361671. *Contact:* Port Captain.

MOSJOEN: 65.51 N. 13.11 E. (See Plan)

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Ship's Register.
Cargo List.
Bonded Store List.

PILOTAGE: Pilot station at Asvaer, location 66° 15′ 9″ N., 12° 18′ 03″ E. Telegraphic address: Pilot Station, Asvaer. VHF Channel 16. Telegraph ETA 24 hours prior to arrival. Piloting around clock.

ANCHORAGES: Hellesvik. Location 66° 01′ 30″ N., 12° 54′ 20″ E.

RESTRICTIONS: No restrictions on night entry. If draft above 33 ft. enter on high tide and commence discharging immediately.

HEALTH: Free Pratique given automatically when "Q" flag not to be flown.

RADIO: Bodo Radio.

TUGS: Stationed at Sandnessjoen. Have to be ordered through Agents 24 hours prior to arrival. Normally used by vessels above 20,000 d.w.t.

BERTHING: Drafts over 33 ft. berthed only on high tide and commence discharging immediately. No restrictions on length and breadth.

Crane for bulk cargo (alumina), capacity 300 t.p.h. Mosjoen Aluminiumverk, private berth. Maximum outreach from quay – 15 m.

No other special facilities (Ro/Ro facilities may be constructed).

STEVEDORES: Ordered through Agents. No ETA to stevedores necessary.

MEDICAL: Master to advise prior to arrival if medical attention required. Hospital facilities available.

DENSITY: Brackish in port.

FRESH WATER: Supplied from installations at berth.

FUEL: Gas oil, delivered by lorries.

CONSULS: None.

REPAIRS: Minor repairs possible.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Performed by vessel's crew.

CUSTOMS ALLOWANCES: 1 bottle spirits, 200 cigarettes, 200 gm. tobacco.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Good Friday; Maunday Thursday; Easter Monday; Workers' Day (1st May); 17th May; Ascension Day; Whit Monday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Fire Tel: 001; First Aid Tel: 003; Police Tel: 75172100.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Facilities available. Contact Tel: 751-71355 for details.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Norwegian Kroner (NKr.).

AUTHORITY: Mosjoen Havnevesen, Havnegaten 60, 8650 Mosjoen, Norway. *Tel:* 75175265. *Cables:* Harbour Master. *FAX:* 75170365. *Contact:* Oddvar Toender, Harbour Master.

NAMSOS: 64.28 N. 11.30 E. (See Plan)

DOCUMENTS:
Crew List.
2 Passenger Lists.
2 Health Certificates.
Manifests.
Ship's papers.

PILOTAGE: Pilot can be ordered by ship's Agent from Trondheim.

ANCHORAGE: Good anchorage inside harbour.

MAX. SIZE: Vessels up to 15,000 d.w.t. have entered harbour. 3 small oil berths with depth 5 m. LW.

HEALTH: Normal Norwegian regulations.

RADIO: Oerland Radio.

VHF: Channels 12 and 14.

TUGS: 1 tug of 16 tonnes bollard pull.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)
Tiendeholmen	55	8
S.T.K.	120	6
Jernbanekaia	95	8
Sandkaia	65	7
Ekspedisjonskaien	150	7/9
Lokalrutekaien	60	5
Private		
Norske Skogindustrier A/S Kai	120	8
Felleskjopet	50	5
Ole Morkved	100	5
Shell	20	5
Norsk Olje	20	5
Esso	20	5

CRANES: 50 ton mobile crane.

STEVEDORES: Notify day before arrival to arrange gangs.

TANKERS: 3 tanker berths with 5 m. alongside LW.

DENSITY: Average density 1020 in Spring, and in Summer 1015.

FRESH WATER: Available by hose. Capacity 10 t.p.h. – 15 t.p.h.

FUEL: Light grades available.

CONSULS: None.

REPAIRS: Small repairs available.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Stevedores operate hatches.

CERTIFICATES: Usual international certificates.

REPATRIATION: Organised by Seamen's Office.

AIRPORT: 4 km. from town. Regular service 3 times a day South and North.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

POLICE/AMBULANCE/FIRE: Police 72151; Ambulance 72500; Fire 72000.

TELEPHONES: Can be placed on board.

STORING: Vessels may be stored by truck. Trucks may proceed alongside the berth. Fork-lift trucks and riggers available.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: Not needed.

DELAYS: None expected.

GARBAGE DISPOSAL: Containers deposited alongside, 5.5 cu.m., open or closed. Contact H. Sunde Transport. Tel: 077-76600. Charges: NKr.800/container.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Norwegian Kroner.

AUTHORITY: Namsos Havnevesen, Postboks 107, 7801 Namsos, Norway. *Tel:* Office: 74272400, Private 74275423. *FAX:* 74272400. *Contact:* Arne Rostad, Harbour Master.

NARVIK: 68.25 N. 17.24 E. (See Plan)

The following information applies mainly to vessels arriving to load ore cargoes.

LOCATION: The Port of Narvik is located in position: Lat. 68° 25′ 30″ N., Long. 17° 24′ 00″ E.

DOCUMENTS: All ships arriving from a foreign port will be boarded by Customs.

The following documents should be completed prior to arrival:
Maritime Declaration of Health Form 1 – 1012.
General Declaration IMO Form 1 in quadruplicate.
Ship's Stores Declaration IMO Form 3 in triplicate.
Crew's Effect Declaration IMO Form 4 in triplicate.
Crew List in triplicate.
The above forms will be supplied by mail on request.

PILOTAGE: *Sea Pilot:* Sea Pilot will embark off Tranoy Pilot Station. Location: Lat. 68° 11′ N., Long. 15° 34′ E.

Distance from Tranoy to Narvik 46 nautical miles.

Note: Vessels bound for Narvik will have to pass through Restricted Area. It is compulsory for all foreign non-military vessels of not more than 50 g.r.t. to have a Norwegian State Pilot on board when approaching Restricted Areas in Norwegian Waters.

The Sea Pilot will assist during undocking and leave the vessel off Tranoy Pilot Station.

Harbour Pilot: The use of Harbour Pilot is compulsory during docking. When docking on arrival, the Harbour Pilot will board the vessel inside the harbour limits.

Ordering of Pilots: Vessels approaching from the sea shall order the Pilot at 24 hours' notice in so far as possible and confirm arrival at pilot station at 2 hours' notice.

Provisions for Advance Reports in Connection with the Ordering of Pilots:

Issued by the Director of Pilotage, 10th May, 1963, amended 1st January, 1971.

1. Vessels approaching from the sea and desiring a Pilot shall order the Pilot at 24 hours' notice in so far as possible and confirm arrival at pilot station at 2 hours' notice:
    (a) By telephone or telegram from ship to the pilot office concerned or sea pilot station over a coastal radio station.
    (b) By telephone or telegram from Broker/Shipowner to the pilot office concerned or sea pilot station.
2. For direct connection between ships desiring Pilot and the Pilot Service, VHF radio-telephone Channel 16 (156.8 MHz) shall be used for calling and reply, and a VHF radio-telephone ship-to-ship channel or harbour channel shall be used for conversations. Ships not equipped with VHF radio-telephone may use the distress and calling frequency 2182 kHz for calling pilot vessel, but both the ship desiring Pilot and the pilot vessel shall in such cases immediately turn to ship-to-ship frequency. At such connections minimum transmission effect shall be used.
3. Vessels lying in port and desiring Pilot will order the Pilot from the nearest pilot office during its office hours and if possible at 4 hours' notice.
4. Vessels approaching from the sea as well as vessels lying in port shall, when making an advance order, state the name and destination of the vessel and whether 1 or 2 Pilots are desired.
5. The Pilots will on the whole be despatched to the ships in accordance with the advance orders, and vessels are therefore requested to comply with the foregoing rules as far as possible in order to avoid having to wait for Pilot.
6. The international provisions for summoning Pilots by signal flags or blue lights, etc. are still in force, but should in future be used as a supplement to the radio communications or as the sole communication in emergencies.
7. These provisions come into force on 1st January, 1971.

Vessels in Port: Luossavaara-Kiirunavaara AB will notify the Sea Pilot in due time before completion of loading. LKAB will also arrange for Harbour Pilot to assist during docking or when otherwise required by vessel's Master.

ANCHORAGES: Anchoring must take place in the recommended areas as advised by the Pilot, i.e. inside the harbour basin or West of "Framnesodden".

Warning: The bottom usually gives good anchorage but vessels are requested to keep continuous watch while at anchor. Frequent anchor bearings must be taken during adverse weather conditions.

Vessels at anchor inside the harbour basin are especially exposed to gusting winds from S.E. (locally named "Beisfjord-winds").

HEALTH: The Master of a ship arriving from a foreign port, must hand to the Customs Officers a Maritime Declaration of Health form signed by the Master. If there is a ship's Surgeon on board, the declaration to be countersigned by this person.

A valid Derat Certificate to be presented to the Customs on request.

RADIO: *ETA Notices:*

1. Please cable ETA to Malmexport Stockholm 6 days prior to arrival at loading port and to MALMEXPORT NARVIK as follows:

Sailing from last port and 48 hours and 24 hours before arrival.

If any change in ETA of more than 1 hour occurs after transmission of the 24 hour ETA, the vessel must send a corrected ETA.

2. Following should be included in the 48 hours ETA notice:
   a. Tonnage of cargo required and quantity in each hold.
   b. Cash advance requirement.
   c. Order for repairs, bunkers, stores, charts, etc.
   d. In case of repatriation, please state name of crew member(s) to be repatriated, destination and date of departure preferred.
3. Docking instructions – prospects.

Request for docking instructions, loading time, etc. should preferably be included in the 48 hours ETA.

Docking instructions will also be advised by Pilot on arrival Tranoy Pilot Station.

4. Estimated time for ballast pumping after arrival should be advised with the 24 hours ETA.

Other Vessels: Cable Agents giving ETA, draft and cash required. Radio station: Rogaland Radio/LGB but other stations can be used.

VHF: Contact with LKAB can be obtained by VHF (Channel 14) on a 24 hour basis. Vessels at anchor are requested to keep continuous VHF watch. It is also advisable for vessels alongside to have the VHF switched on. Messages to the Agent should be given by VHF.

Local and long distance calls can be ordered via Bodo Radio on VHF Channel 65.

Other Vessels: Local and long-distance calls may be ordered through Bodo Radio on Channel 16 or 65.

Port frequency is Channel 14, on which vessels may communicate with the port ferry launch and Agent (ore-loading vessels).

TUGS: Tug service is compulsory at LKAB's Ore Berths.

Luossavaara-Kiirunavaara AB reserve the right to order the number of tugs (maximum 3) which they consider necessary to ensure safe mooring and unmooring of a vessel.

Vessels above approximately 70,000 d.w.t. will normally be assisted by 3 tugs.

Main particulars of tugs available: M/V "Svarta Bjorn", g.r.t. 277, b.h.p. 1,640, bollard pull 23 tons, 11 knots. Fluid couplings and single reduction gearing. Reverse gear to screwshaft.

M/V "Rallaren", g.r.t. 435, b.h.p. 3,800, bollard pull 43 tons, 12.4 knots. Two Voith-Schneider directional propellers.

M/V "Rombak" g.r.t. 440, b.h.p. 4,000, bollard pull 47 tons, 12.5 knots. Two Voith-Schneider directional propellers.

Tugowners: A/S Bukserbater, Narvik.

Towing lines will be provided from the tugs.

Normal communication between tugs and Pilot is by VHF. Operating Channel 6 (156.3 mHz.).

Bilge Pumps: The tugs M/V "Rallaren" and M/V "Rombak" are equipped with 2 transportable bilge pumps. Average pumping capacity of each pump: 2,000 litres per minute.

Fire Fighting: Tugs M/V "Rallaren" and M/V "Rombak" are equipped with foam/water guns for fire fighting.

Other Vessels: Must be employed for tankers, 3 tugs available, capable of assisting vessels up to 250,000 d.w.t.

LOADING:

Docking Data for Ore Berths: (Measurements in metres, unless otherwise stated).

	Berth No. 3	*Berth No. 4*	*Berth No. 5*
Building completed (year)	1950 (Caisson in 1967)		1977
Type	Concrete Pier		Concrete Caisson Berth
Length	214.00	214.00	208.00
Breadth	13.50	13.50	Min. 8.25, Max. 18.00
Depth alongside at LWOST	*13.50	13.00	27.50
Height under shiploader (Airdraft) on HWOST	13.00	11.00	26.00
Max. outreach of shiploader from fender line	15.00	11.00	43.00 When perpendicular to wharf
Number of shiploaders	2	2	1
Suitable ship's size in d.w.t. (approx.)	40-75,000	5-45,000	70-250,000
Max. ship's size in d.w.t. depending on type and construction	90-100,000	45-50,000	over 300,000
Limitation of ship's length from bow (bulb) to aftermost loadpoint	200.00	175.00	No limitation
Max. length between ship's foremost and aftermost loadpoint loadable without warping	152.00	152.00	220.00

*Note: Maximum guaranteed draft at Berth No. 3 is 13 m. on LWOST (minimum 0.5 m. under-keel clearance required).

Loading to draft exceeding 13 m. may take place during favourable tide and weather conditions.

Iron Ore Qualities/Average Stowage Factors:

Ore Qualities	*tons/ cu.m.*	*cu.m./ tons*	*tons/ cu.ft.*	*cu.ft./ tons*
KB (Kiruna B)	3.30	0.30	0.093	10.8
KBS (Kiruna BS)	3.00	0.33	0.085	11.8
KBF (Kiruna B Fines)	3.20	0.31	0.091	10.9
KD (Kiruna D)	3.05	0.33	0.086	11.6
KDF (Kiruna D Fines)	3.00	0.33	0.085	11.8
KPBO (Kiruna Pellets with Olivine)	2.05	0.49	0.058	17.2
MPBO (Malmberget Pellets with Olivine)	2.05	0.49	0.058	17.2
PF (Pellets Fines)	2.50	0.40	0.071	14.1
MAF (Malmberget A Fines)	2.95	0.34	0.083	12.0
MPRD (Malmberget Pellets Direct reduction)	2.15	0.465	0.061	16.4
Apatite	1.50	0.667	0.043	23.5

Weighing: The ore is weighed continuously during loading by electronic belt scales.

Margin of error maximum ±0.25%.

All weights as well as quantities issued in the Bills of Lading are expressed in metric tonnes (1,000 kg.).

Load Line Zones:

Winter: 1st November – 31st March.

Summer: 1st April – 31st October.

BERTHING:

General Description: The Ore Berths, hereinafter described as Berth Nos. 3, 4 and 5, allow 3 ships to be berthed simultaneously.

The ore is transported from the stockyards to the shiploaders on conveyor belts. Both stockpiling and loading is automatically directed from a central control station. On the way to the pier belts, the ore is transferred via sampling stations which also include computer controlled screen analysis for pellets.

After having passed the sampling station, the ore is weighed by electronic belt scales with a very high degree of accuracy.

Mooring: Ships usually berth:

Starboard side to Berth No. 3.

Port side to Berth No. 4.

Starboard side to Berth No. 5.

It is the responsibility of the Ship's Master to provide for and make sure that his ship has sufficient mooring ropes and wires ashore at all times, and that the moorings are properly and evenly tightened.

Ships berthing at Berth No. 5 should preferably use floating mooring ropes (nylon, polypropylene or similar) for head- and sternlines.

Berth Nos. 3 and 4: Consists of a slender reinforced concrete pier, supported by 13 heavy concrete pillars resting on steel piles which are rammed through clay and silt to solid rock some 30 m. – 35 m. below the pier deck, above which the superstructure, carrying the conveyor belts, rises about another 15 m.

The outer end of the concrete pier deck is based on a caisson, placed on a reinforced concrete foundation slab, resting on steel piles driven to rock base.

The caisson as well as the pier itself is equipped with heavy rubber fenders of Seibu type and with heavy rubber tyre fenders.

Shiploaders: There are 2 travelling boom loaders on each side of the pier with a working area of approximately 150 m.

If 2 ships are loaded simultaneously, only 1 shiploader can be used on each side.

Designed capacity of each shiploader is 4,500 tonnes/p.h., but the average capacity should be calculated between 3,000 tonnes/p.h. and 2,000 tonnes/p.h. depending on the kind of ore being loaded.

Berth No. 4 – Olivine discharge: A construction consisting of 2 discharging bins connected to a conveyor belt system allowing self-discharging vessels to discharge bulk cargoes at a max. rate of about 700 t.p.h. is mounted on Berth No. 4. The unloading facilities are intended for olivine which is being used in the pellet production (KPBO), but the discharging system can also be used for other bulk cargoes.

Berth No. 5: Is a concrete caisson berth, parallel to the shoreline.

The basement of the berth consists of 5 cylindric caissons resting on foundations connected to solid rock.

The face of the berth is fitted with heavy Seibu fenders, dimensioned to obtain pressure of a 40% ballasted ship of about 350,000 d.w.t., approaching at a speed of 0.15 m. per second.

The Shiploader: Is of a linear slewing type, turnable around a fixed point in the rear. The loader travels on rails along the berth in a length of 140 m. The shiploader boom can be elevated to any suitable height over a vessel's hatch coamings. Maximum horizontal loading range is 220 m.

Designed capacity is maximum 11,000 tonnes/p.h. for lumpy ore and fines, and approximately 7,500 tonnes of pellets per hour.

Apatite Berth: The berth is located between Berth No. 5 (East side) and shore. Minimum depth 12 m. Vessels up to approx. 10,000 d.w.t. can load Apatite in bulk at this berth. One shiploader with designed capacity 800 metric t.p.h. The cargo is stored in a silo of 7,035 cu.m., containing about 11,000 tonnes apatite.

Loading takes place via a closed and dust free system through special openings in vessel's hatchcovers.

Fagerneskaien: There is a deepwater quay, "Fagerneskaien", located to the South of the harbour.

Length of quay 280 m.

Depth alongside on LW 15 m.

The quay has easy access from the shore side and suitable for ships taking onboard heavy goods and provisions as well as for ships carrying out repairs.

The quay is directly connected to the main railway.

Fresh water is available with connections conveniently located.

STEVEDORES: Ordered by Agent. Not necessary to contact stevedores.

Working Hours: Ordinary working hours 24 running hours, except Saturday 2200 hrs. to Sunday 0600 hrs.

CRANES: Fixed crane, SWL 5 tons, is available at Fagerneskaien (deep-sea wharf), and mobile cranes can be hired from local companies.

DENSITY: 1022.

FRESH WATER: Can be supplied from all berths. Connections are conveniently located with hoses available on the dock.

Fresh water can also be delivered by tugs. An extra fee will then be charged.

Capacity per delivery: M.V. "Rallaren" 93 cu.m.
M.V. "Rombak" 112 cu.m.

FUEL: Bunkers are available on an emergency basis only. Orders for fuel and diesel should preferably be given in due time directly to the supplier. Fuel oil can only be supplied from coastal-tankers.

Diesel oil can be delivered by the tug M.V. "Rombak" at the daily market rate and from the supplier used by the tugboat company.

Capacity per delivery about 100 cu.m.

An extra fee will be charged for the tug per delivery.

It is also possible to supply diesel oil by tank wagons. Capacity per delivery about 10 cu.m. – 12 cu.m.

Lubricants: Can be procured, but due notice must be given as all types are not kept in stock.

CONSULS: See "Telephone Numbers".

REPAIRS: Minor repairs can be effected by local repair firms.

SURVEYORS: Lloyd's representative and surveyor are available at the port.

DRY DOCKS: None.

GANGWAY/DECK WATCHMAN: Not available.

OPENING/CLOSING HATCHES: May be handled by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes or 250 gm. tobacco and 1 litre spirits and 1 litre wine (or 2 litres wine only). Any excess of this quantity to be declared on Custom's List.

AIRPORT: Narvik Airport, 5 minutes by taxi from the port. Local commuter service with connection to the nearest major airports.

Evenes Airport, 1.5 hours by bus from Narvik. Regular service to Oslo (Fornebu Airport) and other major Norwegian airports.

REPATRIATION: Facilities exist for crew change and necessary repatriation.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; May 1st; May 17th; Easter; Christmas Day; December 26th. Also see "Customs of the Port".

POLICE/AMBULANCE/FIRE: Police 76923400; Hospital 76944044; immediate help 4300 (only at night time); Ambulance 76943600; Fire 76942555 or 111.

TELEPHONE NUMBERS:

	Telephone No.	After Hours No.
Police Station	76923400	
Police – Emergency	112	
Fire Brigade	76942555	
Fire/Accidents	111	
Hospital	76944044	
Immediate Help	76943000	
Ambulance	76943600	
Custom House	76941580	
Harbour Office	76922370	76922375
Harbour Master	76922371	76942796
Pilot Office (Lodingen)	76931104	
Lloyd's Agency	76923800	76944382
Det Norske Veritas Surveyor	76923700	76943685
British Vice Consulate (Harstad)	77064631	77063093
Danish Vice Consulate	76944015	76942232
Finnish Vice Consulate	76941150	76943528
French Consulate	76946050	76943555
German Consulate	76956707	76956707
Swedish Consulate	76923800	
Apostleship of the Sea "Stella Maris"	76941634	
International Seaman's Centre of the Swedish Church	76941414	
Telegraph/Telephone Inquiry	0180	

TELEPHONES: Vessels at berth may hire a telephone. A telephone watch should then be kept on board.

LAUNCHES: The Agent will supply a time table and tickets on arrival. If a launch is required, the "B" flag or red light should be displayed from the signal mast.

SERVICES: Compass adjusting can be arranged when necessary.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Shore passes to be used when passing the LKAB gate will be supplied by ship's Agent.

GARBAGE DISPOSAL: Garbage disposal containers available on quay. Ship's agent or Port Authority should be contacted when disposal is required.

WASTE OIL DISPOSAL: Upon request, tanker trucks from Harstad (about 120 km. distant) will collect waste oil disposal direct from vessel. Due to transport distance, request for such disposal should be forwarded to ship's agent/Port Authority, prior to arrival.

SEAMAN'S CLUBS: Svenska Sjomanskyrkan (International Seaman's Centre), P.O. Box 145, N-8501 Narvik. Tel: 769-41414/43030.

CUSTOMS OF THE PORT:

1. The ships will generally be loaded in regular turn, providing they present with starting hatches opened and holds properly cleaned and do not have ballast pumping which will exceed expected loading time.

2. For establishing turn of vessels a ship will be considered "Arrived" at the time of passing a line between the S.W. point of "Framnesodden" and "Batberget", or if anchored outside the Harbour limit, at the time of anchoring.

3. The time of arrival stated in the Notice of Readiness shall be the time when a ship has moored alongside loading berth, (finished with engines) or when loading berth is not available, at the time of anchoring.

4. Notice of Readiness shall be given by the Master on arrival whether in berth or not any time SHINC with the exception of certain holidays.

5. Loading plans, duly dated and signed, stating quantity in each hatch and rotation of loading, must be presented to the Agent on arrival and to the loading foreman as soon as the ship has moored.

6. All weights shown on the Bill of Lading will be the same as recorded on the weighing facilities of Luossavaara – Kiirunavaara AB. The weights will be given in tonnes of 1,000 kilogrammes (metric tonnes).

7. Pilots and tugs will be ordered in due time before loading is finished. The ship must leave the pier upon completion of loading when the cargo documents have been received. If any delays occur in preparing the cargo documents, or on occasion of missing crew members, or in case of any dispute or otherwise, the ship must leave the pier immediately when so ordered by the shippers, and matters will be settled while the ship is waiting in the roads.

8. Ore – Oil and OBO vessels will not be accepted for loading unless gas-free certificate has been obtained.

9. *Working Hours:*

Ordinary working hours 24 running hours.

Loading does not take place on the following holidays:

December 24th	1300 hrs.	–	December 26th	2200 hrs.
December 31st	1300 hrs.	–	January 1st	2200 hrs.
Maundy Thursday	1400 hrs.	–	Easter Monday	2200 hrs.
Whitsun Eve	1400 hrs.	–	Whit Monday	2200 hrs.
April 30th	2200 hrs.	–	May 1st	2200 hrs.
May 16th	2200 hrs.	–	May 17th	2200 hrs.

Note: The above stipulated working hours are subject to alteration without notice.

GENERAL:

Tide:	Range of tide:	Maximum approximately	4.50 m.
		Minimum approximately	0.50 m.
		Average	1.75 m.

Currents: The existing currents are mainly caused by tide water. The average speed of the current varies from 1 knot – 3 knots.

During May – June there is a constant Northwesterly flood-current setting out from "Beisfjorden" (a narrow fjord to the South of the harbour).

This current reaches an estimated speed of 4 knots – 5 knots when it coincides with the fall of the tide.

The direction of the current in the harbour basin is exposed to seasonal and local variations owing to snow-melting and changes in water temperature.

It is important that the Ship's Masters are aware of the fact that the existence of variable currents in the harbour may affect the manoeuverability and bring vessels at anchorage in the bay to turn in dissimilar directions.

Winds: The local fall winds from Southeast occur suddenly and unexpectedly but are most frequent and strongest during the Winter season, when winds force 30 sec./m. have been measured.

Harbour Charts: Norwegian Chart No. 461 and British Admiralty Chart No. 3753.

Garbage: Trucks will remove garbage from vessels at berth on request. Garbage can also be removed by lighter if necessary from ships at anchor.

Launch Service: A regular launch service is operated and administrated by the Harbour Authorities.

Port Passenger Ferry Service: Until further notice is given, the Narvik Port Authority's passenger ferry service to/from all vessels anchored on the inner/outer roads is scheduled as follows:

INNER ROADS

Weekdays: Departure Ferryquay: 0715 – 0800 – 0900 – 1000 – 1200 – 1300 – 1400 – 1600 – 1800 – 2000 – 2200 – 2400.

Saturdays, Sundays and Holidays: Departure Ferryquay: 0800 – 1000 – 1200 – 1400 – 1600 – 1800 – 2000 – 2200 – 2400.

OUTER ROADS (outside Framnesodden)

Every day: Departure Ferryquay: 0800 – 1000 – 1200 – 1400 – 1600 – 1800 – 2000 – 2200 – 2400.

The ferryboat will call at your vessel *only* if passengers are to be put on board, *or* if the ship by means of proper signals indicates that ferry service is required.

The proper "ferryboat requested" signals are:

In daylight: A red flag hoisted at the yardarm.
In darkness: A well visible red light.

Pilot Ladders/Gangways: For safe embarkation/disembarkation of passengers to/from any vessel anchored on the roads, the following regulations should be observed:

1. Either pilot ladder or gangway to be rigged on the leeward side of the vessel. In rough weather, both a pilot ladder and a gangway must be arranged on the leeward side in such a way that the ladder can be reached from the embarking/disembarking platform of the gangway when lowered to the sea surface.

2. The pilot ladder is – when rigged – to be safely secured on the main deck, and extend to the sea surface. In order to prevent capsizing, every 4th rung of the ladder should be extended.

3. Properly secured on deck, 2 strong holding ropes should be arranged close to the pilot ladder, 1 on each side, and extend to the sea surface.

During darkness, proper lights to be rigged above ladder/gangway, so that embarkation/disembarkation may be carried out in a safe way.

4. The vessel's watchman should stand by the ladder/gangway during embarkation/disembarkation, in order to assist the passengers when necessary.

General: During unfavourable weather conditions, when the sea is rough, the captain of the ferryboat may have to cancel one or more scheduled calls at your vessel, until conditions have improved.

You may communicate with the ferryboat on VHF Channel 14.

With reference to the above regarding Ferryboat service, we regret that the last ferry from shore leaves at 2400 hrs.

Transport to the ship in the Roads between 2400 hrs. and 0715 hrs., respectively 0800 hrs. on Saturdays, Sundays and Holidays, can only be arranged in case of absolute emergency.

Officers and crew members on ordinary shore leave who miss the last ferry at 2400 hrs., will have to wait until the first ferry the following morning.

Provisions and Stores Available: Advance notice preferred.
Ship's Laundry: Can be taken care of.
Agency: Luossavaara-Kiirunavaara AB (LKAB) will handle the Agency and perform all normal service functions at this port. Tel: 769-41020. Cable address: "Malmexport Narvik". Telex: 64022. Answerback code: lkabn N. VHF (24 hour basis) calling Channel 14, Working Channels 12 and 14. Call sign: LKAB.

Advance funds sufficient to cover estimated compulsory port expenses and additional outlays, such as cash to Master, must be remitted prior to vessel's arrival.

Bank remittances should be sent to LKAB's account No. 6370.05.01045 with Christiania Bank og Kreditkasse Narvik. Cable address: "Kreditkassen Narvik". Telex: 64081. Answerback code: Cbknk n.

AUTHORITY: Narvik Havnevesen, P.O.Box 627, 8501 Narvik, Norway. *Tel:* 769-22372. *FAX:* 769-42981. *Contact:* G. Berntsen, Port Manager. K. Heggelund, Asst. Port Manager.

OSLO: 59.54 N. 10.43 E. (See Plan)

DOCUMENTS:
Maritime Declaration of Health.
Sealing Certificate.
2 Crew Lists.
2 Passenger Lists.
2 Lists Crew Personal Effects.
Provisions List.
3 Cargo Manifests.
Certificate of Tonnage.
Dangerous Cargo List.

PILOTAGE: Compulsory. Pilot boards at Faerder Lighthouse, 57 miles from docks. Give 24 hours notice "Faerder Pilot". Pilot station on VHF Channel 13.

ANCHORAGE: Good sheltered anchorage in Western and Eastern Harbour Basins, depths up to 20 m.

RESTRICTIONS: Vessels may enter at any time, except tankers with draft over 30 ft., which may only enter in daytime. Tankers over 35,000 d.w.t. are not allowed to enter the harbour. No tide or current.

MAX. SIZE: Vessels up to 31 ft. draft may berth at Filjstad Quay and 34 ft. at Sjursoya Quay.

Tankers: Up to 36 ft. draft at Oslo, or 38 ft. draft at Fagerstrand.

HEALTH: International procedure followed to obtain Pratique. In case of suspected disease or fever on board, inform the Harbour Master's Office in advance. When arriving from a Norwegian port, Pratique is automatic.

RADIO: Communicate through Tjome Radio, call sign LGO. Harbour Master's Office equipped with VHF Channels 16 and 12.

TUGS: Sufficient tugs available for all requirements.

BERTHING: Instructions given from Harbour Master. Masters of ships are requested to send their ETA to the Harbour Master's Office through Oslo Havne Radio, VHF Channel 12, one hour prior to arrival.
Filipstad Quay: Up to 10 m. depth alongside.
Sjursoya Quays: Up to 11 m. depth alongside.
Vippetangen: Up to 8 m. depth alongside.
Pipervika: Up to 11 m. depth at Akershus Pier.
Bjorvika: Up to 7 m. depth at Lang Quay, and up to 10 m. depth at Revier Quay.
Bispevika: Up to 10 m. depth at Sorenga Pier.
Gronlia: Up to 8 m. depth alongside.
Kongshavn Quays: Up to 8 m. depth alongside.
Bekkelaget: Up to 10 m. depth alongside.
Ormsund: Up to 9.0 m. depth alongside.

BULK CARGO FACILITIES: Container traffic handled at Filipstad and Ormsund.

Sorenga Pier equipped for palletised cargo handling and Ro/Ro.

15 berths for Ro/Ro traffic. 3 Container cranes for 20 ft., 30 ft. and 40 ft. units, up to 35 tons (net) and container handling equipment, quay cranes and mobile cranes and floating Ro/Ro ramp.
Sjursoya North: Cement, phosphate, grain and molasses.
Sjursoya South: Gasoline and oil and propane gas.
Bekkelaget North: Molasses, general cargo and oil.
Filipstad: General cargo and containers.
Sorenga: General cargo and Ro/Ro.
Kongshavn: Building material.
Ormsund: Containers.

STEVEDORES: Arranged by Agents. Working hours 0700-1600 hrs., Saturdays overtime is voluntary.

MEDICAL: All facilities available. Masters to advise by radio prior to arrival if medical attendance required on board.

TANKERS: Also see "Slagen".
Oslo: Oil pier at Sjursoya, depth alongside 15 m. or more. A tug required to stand by during discharge for tankers over 6,000 d.w.t.
Fagerstrand: Terminal operated by Norske Braendselolje A/S situated in Oslo fjord, 12 miles South of Oslo. 1 berth for tankers up to 30 ft. draft.

One berth for tankers up to 38 ft. draft.

DENSITY: Salt water, 1025.

FRESH WATER Available by pipeline from all quays.

FUEL: All grades available, ex-wharf at many quays. Can be delivered by barge.

FIRE PRECAUTIONS: 2 boats fully equipped with fire-fighting equipment.

CONSULS: Following countries are represented at Oslo:
Albania
Argentina
Australia
Austria
Bahamas
Bangladesh
Belgium
Benin
Botswana
Brazil
Bulgaria
Canada
Chile
China
Colombia
Cook Islands
Costa Rica
Cyprus
Czech Republic
Denmark
Egypt
Estonia
Finland
France
Gambia
Germany
Ghana
Greece
Grenada
Guatemala
Guinea Bissau
Honduras
Hong Kong
Hungary
Iceland
India
Indonesia
Iran
Ireland
Israel
Italy
Ivory Coast
Jamaica
Japan
Jordan
Korea
Latvia
Lesotho
Liberia
Liechtenstein
Lithuania
Luxembourg
Madagascar
Malaysia
Mali
Malta
Mexico
Monaco
Morocco
Nepal
Netherlands
New Zealand
Pakistan
Panama
Papua New Guinea
Peru
Philippines
Poland
Portugal
Romania
Russia
Senegal
Seychelles
Singapore
Slovakia
South Africa
Spain
Sri Lanka
Sudan
Sweden
Switzerland
Thailand
Togo
Tunisia
Turkey
U.K.
U.S.A.
Uruguay
Venezuela
Yugoslavia

REPAIRS: All types of machinery repairs can be effected.

CUSTOMS ALLOWANCES: 200 cigarettes allowed weekly, 1 litre of wine and 1 litre of spirit weekly, for each man.

CARGO GEAR: International Safety Regulations to be observed.

REPATRIATION: All facilities available without restrictions.

AIRPORT: Fornebu Airport situated 8 km. from city centre. Regular services to Europe, South America, Far East and U.S.A.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: January 1st; Good Thursday; Good Friday; Easter Monday; May 1st; May 17th; Whit Monday; Christmas Day; Boxing Day.

No cargo work normally on Saturday, Sunday and Holidays.

POLICE/FIRE/AMBULANCE: Police, Tel: 669050 or 002; Fire, Tel: 114455 or 001; Ambulance, Tel: 117080 or 003.

TELEPHONES: Can be placed on board vessels at most quays.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.

DEVELOPMENTS: Extensions of the land areas in the port by approx. 200,000 sq.m. Quay extensions of 1,000 m. Storage halls in hills, 100,000 sq.m. or more, sheds and service buildings.

AUTHORITY: Oslo Port Authority, Vippetangen, N-0150 Oslo. Postal address: P. O. Box 230, Sentrum, 0103 Oslo 1. *Tel:* (22) 416860. *FAX:* (22) 416751, (22) 429528. *Cables:* Osloport. *Contact:* Per Mauritz Hanssen, Port Director.

RISOR: 58.43 N. 09.14 E.

DOCUMENTS:
3 Crew Lists.
3 Customs Lists.
Ship's Register.
Bill of Lading.

PILOTAGE: Contact Arendal Pilot.

ANCHORAGE: In 15 fathoms depth.

MAX. SIZE: 10,000 d.w.t., draft 28 ft.

RADIO: Farsund and Tjomoy Radio. VHF Channel 16. No radar.

TUGS: No tugs for berthing.

STEVEDORES: Available. 24 hours notice of ETA required.

FRESH WATER: Available by pipeline at berth.

FUEL: Not available.

CONSULS: French and Swedish.

REPAIRS: No shipyard.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: May be performed by ship's crew.

CUSTOMS ALLOWANCES: Tobacco: Wine/Spirits: 200 cigarettes per crew member for 10 days. 3 bottles spirit for ship's Master only for 10 days.

AIRPORT: 10 miles; every day service.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: Work can be arranged by 100% overtime.

TELEPHONES: Can be arranged on board.

IDENTIFICATION CARDS: Not needed.

AUTHORITY: Risor Radmannskontor, 4950 Risor, Norway. *Tel:* 370-50500. *Cables:* Havnekontoret, Risor. *FAX:* 370-50058. *Contact:* Kjell Skarheim, Harbour Master.

SARPSBORG: 59.17 N. 11.07 E.

Note: On 1st January 1993, the ports of Sarpsborg and Fredrikstad amalgamated under the name of Borg.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Health Certificate.
3 Manifests.
1 Bill of Lading.
2 Tobacco/spirit Lists.

PILOTAGE: Pilot ordered by Faerder Losstasjon or Herfol Losstasjon via Tjome Radio. Harbour Office can be contacted by VHF.

Pilotage compulsory for all vessels of 100 g.r.t. and over above Huidstonodden Lt. (59° 16′ N., 11° 03.7′ E.).

ANCHORAGE: Between Struten Light and Stromtangen Light.

MAX. SIZE: 24 ft. draft.

HEALTH: No particular action necessary, but Agent to be informed.

RADIO: Tjome Radio.

VHF: Harbour Master's Office (Tel: 943-18061), Channels 16 and 12. Day and night service.

TUGS: Small harbour tug available.

BERTHING: A Roll-on/Roll-off berth has been built to handle vessels of up to 6,000 tons gross. Depth alongside 24 ft. Vessels will moor alongside the old Alvim Pier enabling them to work through the side doors and stern doors.

STEVEDORES: Ordered through Agent.

MEDICAL: If medical attention necessary Agent must be informed in advance.

FRESH WATER: Only at Alvim Kai, average 15 t.p.h.

FUEL: Fuel obtained only with tank cars.

CONSULS: Denmark, Finland, Iceland, Sweden and Greece have vice-consulates.

REPAIRS: Deck and engine repairs possible.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: No gangways from shore. Watchman can be obtained.

OPENING/CLOSING HATCHES: Carried out by crew.

CUSTOMS ALLOWANCES: 100 gm. tobacco or 200 cigarettes per crew member. Wine 1 litre per member or 1 bottle of spirit.

REPATRIATION: Facilities available.

AIRPORT: Fornebu Airport 110 km. from Sarpsborg. Served by regular airlines.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: 1st January; 1st May; 17th May; 25th/26th December. No work on these days.

POLICE/AMBULANCE/FIRE: Police 112; Ambulance 113; Fire 111.

TELEPHONES: No arrangements exist for placing telephones on board.

SHORE LEAVE: No restriction.

IDENTIFICATION CARDS: Have to be used for Melloes Quay only.

GARBAGE DISPOSAL: Garbage containers placed on all quays. Disposal free of charge. Emptied when required.

WASTE OIL DISPOSAL: No waste oil disposal.

SEAMAN'S CLUBS: Seaman's club operating in Fredrikstad.

CURRENCY: Norwegian Kroner (NKr.).

AUTHORITY: See "Fredrikstad".

SAUDA: 59.40 N. 06.22 E. (See Plan)

DOCUMENTS:
Health Certificate.
Crew List.
Derat Certificate.
Ship's Register.

PILOTAGE: Skudefjorden Pilot Station, Tel: 047-58337 (or pilot boat "Skudefjord" on VHF). Kvitsoy, position Lat. 59° 05′ N., Long. 05° 20′ E.

ANCHORAGES: Safe anchorages everywhere in Sauda Harbour area.

RESTRICTIONS: No restrictions on night entry – but Sea Pilots usually refuse to take in vessels over 10,000 d.w.t. between 1800 hrs. and 0600 hrs. during Winter time, October-March.

MAX. SIZE: *Sauda Smelteverk A/S* (Private Quays): Draft 30 ft. – but vessels over 30 ft. are allowed to get alongside at owner's own risk. Length no restriction. Breadth, 75 ft.

Official Quays: Length of quays – 230 ft. and 200 ft. Max. draft 13 ft.

RADIO: Cable Agents giving ETA, draft and cash requirement via Rogaland Radio.

VHF: VHF installed in Agents office, Channels 16 and 9.

TUGS: Not necessary.

BERTHING: May take place at any time provided quay available.

(1) Import Quay: 250 m. long. 2 unloading towers with a capacity of about 3,500 tons ore per day.

(2) Export Quay: 115 m. long. 2 loading cranes with a capacity of about 1,600 tons ferro alloys per day. One loading machine with capacity 400 t.p.h.

STEVEDORES: Ordered by Agents. Normal working hours 0700 – 2300. Saturdays and Sundays – No work.

MEDICAL: Masters to advise by radio prior arrival if medical attendance required aboard. Modern hospital.

DENSITY: Brackish in port area, average salinity 2.39%.

FRESH WATER: Good fresh water available, delivery irrespective of quantity.

FUEL: No fuel available at Sauda, must be ordered from Stavanger.

CONSULS: No consulates at Sauda. Nearest in Stavanger.

REPAIRS: Minor repairs possible.

DRY DOCKS: No dry dock at Sauda. Nearest in Stavanger and Haugesund.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Crew allowed to open and close.

CERTIFICATES: Registered Tonnage Certificate required.

CUSTOMS ALLOWANCES: Master: 400 cigarettes or 400 gm. tobacco, 2 litres spirits/wine.

Crew: 200 cigarettes or 250 gm. tobacco, 1 litre spirits and 1 litre wine.

CARGO GEAR: No additional requirement.

REPATRIATION: Repatriation may take place.

AIRPORT: Stavanger and Haugesund.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Labour Day (May 1st); National Day (May 17th); Ascension Day; Whit Monday; Christmas Day; Second Christmas Day (December 26th) (no work on these days).

POLICE/AMBULANCE/FIRE: Police 04-783266; Ambulance 04-782811 or 04-782511; Fire 04-783222

TELEPHONE: Not available to vessels.

IDENTIFICATION CARDS: Not necessary. Crew List at gate.

REGULATIONS: Strictly prohibited to throw wastes or garbage into sea within port area, fjords and on Norwegian coast.

DELAYS: All vessels loaded/unloaded in turn, very seldom any congestion in port.

AUTHORITY: Sauda Havnevesen, Raadhusgaten, N-4201 Sauda, Norway. *Tel:* 04-782585. *Contact:* John Henning Hansen, Harbour Master.

SKIEN (including Menstad and Vollsfjorden): 59.12 N. 09.38 E.

DOCUMENTS:
Clearance documents, forms obtainable from Customs Officers on arrival.
Derat Certificate.
Bill of Lading.
Manifests.
2 Crew Lists.
Ship's Register.

PILOTAGE: Ship's Agent gives ETA pilot station 24 hours before arrival and direct to Pilots 2 hours before arrival. Telegraphic address: Pilot station, Langesund. VHF Channel 16 to be used when contacting Pilots. Pilot boards at Steingrunnen light buoy, Langesund Bay, (58° 55′ N., 09° 44′ E.). Flag, sound and morse signal "G". Pilotage compulsory for all foreign vessels but dispensation can be obtained for smaller Scandinavian vessels.

MAX. SIZE: Between Porsgrunn and Skien, Norsk Hydro have loading place, Menstad, for vessels up to 425 ft. length and max. draft 18.5 ft. Between Menstad and Skien Grain Silo for vessels with max. length 425 ft. and max. draft 18 ft. 06 in. At Skien vessel's length must not exceed 280 ft., breadth 46 ft. and max. draft 17 ft.

Dispensation can be obtained for vessels with a breadth of less than 46 ft.

RESTRICTIONS: No restrictions on night entry for vessels of above mentioned sizes.

BRIDGES: On passage from sea, vessels pass Porsgrunn where there is a lifting bridge with breadth 30 m. Signals for passing bridge inward: 1 long and 2 short sound signals. Outward signals, 1 long and 1 short sound. There is also a bridge at Brevik: Max. height 45 m.

RADIO: Tjome Radio/LGT or Farsund Radio/LGZ.

TUGS: Modern tugs available.

BERTHING: Also see "Max. Size".

Vollsforden:

Bridges: From sea vessels pass Brevik Bridge, max. height 45 m.

Overhead Cable: At Kjeoya there is an overhead cable which permits an airdraft of max. 37 m. Dispensation for airdraft up to 40 m. can be obtained for daytime entry.

Tugs: A number of modern tugs are available.

Berthing: 2 quays. No. 1: Length 135 m., depth from 8.5 m. to 11 m. No. 2: Length of quay 165 m. but open to sea with mooring pillar at 250 m. from Ro/Ro ramp. This quay has Ro/Ro facilities with ramp of 30 m. breadth, and depth of 11 m. for full length.

Cranes and Ro/Ro Materials: 2 stationary cranes of 6 tons capacity, any size of mobile crane and floating cranes up to 250 tons available. Container truck of 30 tons and 22 tons lift/capacity, 2 Tugmasters of 21 tons towing power, Forklifts from 3 – 6 tons, Warehouse 9,200 sq.m. Unlimited open space.

Density: Practically fresh water.

MEDICAL: All medical assistance to be arranged via Agents.

STEVEDORES: Ordered by Agents.

DENSITY: At Menstad and Skien practically fresh water.

FRESH WATER: Obtainable.

CONSULS: Belgium, Netherlands, Sweden, Germany, Finland.

REPAIRS: All repairs possible. Dry dock: Lifting capacity: 2,000 tons. Radar/radio services can be arranged through Agents.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: By crew or stevedores.

CUSTOMS ALLOWANCES: 400 cigarettes and 4 bottles spirit for the Master. 200 cigarettes and half a bottle spirit for each crew member.

REPATRIATION: Facilities exist for effecting crew changes and repatriation.

AIRPORT: International at Oslo and Skien airport.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Eve (half day); Easter Monday; Labour Day (1st May); Ascension Day; National Holiday (17th May); Whit Monday; Christmas Eve (half day); Christmas Day; (26th December), New Year's Eve (half day).
AUTHORITY: Skien Havnevesen, Postboks 2634, 3701 Skien, Norway. *Tel:* 03-593184, 03-593160. *Mobile telephone:* (094) 50439. *FAX:* 03-593250. *Contact:* T. Holtan, Harbour Master.

SLAGEN: 59.20 N. 10.31 E. (See Plan)

LOCATION: Esso Norge a.s., Slagen Refinery is located on the West coast of the Oslo Fjord near Tonsberg, about 20 miles from the Ferder Lighthouse. The Marine Terminal, a finger pier, is located at Slagentangen, near the refinery.
DOCUMENTS:

Ship's Register (Certificate)	(For Customs examination)
SBT Certificate	(For Customs examination)
Derat Certificate	(For Customs examination)
Health Declaration	(For Customs examination)
Cargo Manifest	(For Consignee)
Provision List, original and 1 copy	(For Customs information)
3 Copies Crew List	(For Customs and terminal information)
Personal Effects List, original and 1 copy	(For Customs information)

NOTE: Crew List to show date and place of birth for each crew member.
APPROACHES: The approaches to the Oslo Fjord via the Skagerrak are free of any particular navigational dangers and there is deep water close to the Norwegian coast.

Tankers of 40,000 d.w.t. or larger are requested to keep a minimum distance of 15 nautical miles off the Norwegian coast until entrance to the Oslo Fjord, where traffic separation scheme is in force inside territorial waters.

There are no particular navigational difficulties in the Oslo Fjord, all depths of less than 35 m. (115 ft.) can be easily avoided. Laden crude and black-oil vessels above 20,000 d.w.t. bound for or leaving Slagen, will be escorted by a tug while navigating in the Oslofjord, due to safety and environment risks.
Navigation Aids: Esso Norge a.s. has provided two leading light/marks, one on the jetty itself and one on shore at Stubrekk. These lights when in line bear 309°(T) and mark a deep approach (least depth 25 m., 82 ft.) between Lysboye and the Slagen Terminal Jetty.
PILOTAGE: Pilotage is compulsory for all foreign flag ships. The pilot service is provided by the Norwegian Government. Request for Pilot minimum 24 hours in advance through Agent or direct to Hvasser Pilot Station. Tel: 33393178 or Telex: 70304. The pilot boats lay in a harbour on Hvasser Island from where a radar and VHF watch is kept. The pilot station listens out on Maritime Channel 16 and 13 and when your ship is about 2 hours from Ferder Island (Store Faerder) contact should be made. You will be given instructions as to where and how the Pilot will board. The Pilot boards East of Ferder Island from a 20 m. long white boat marked "LOS" and capable of doing 18 knots. In bad weather, ships of less than 10,000 d.w.t. may have to proceed in as far as Fulehuk before a Pilot can board.

Choice Pilots are employed for berthing vessels of 20,000 d.w.t. or above and/or when tug assistance is required.
ANCHORAGE: North of pier head. Particulars regarding anchorage will be given by Pilot or by Slagen Harbour Office on VHF Channel 14.
MAX. SIZE: Tankers up to 350 m. length and 66 ft. draft can be berthed. Berth No.1 designed for vessels 250,000 d.w.t. Depth of water alongside 69 ft.
HEALTH: Clearance is effected on arrival. International procedure followed to obtain Pratique. In case suspected disease or fever on board inform port authorities in advance.
RADIO: 72 hours prior to arrival at pilot station, radio Agent ETA, cash, bunkers, dirty ballast, personnel, bonded stores, or other special requirements. ETA should be repeated 48, 24 and 12 hours prior arrival pilot station. When Pilot has embarked, contact should be established with Slagen Harbour Office via VHF Channel 16 or 14 for exchange of information prior to berthing, such as berth availability, current, wind, draft, ballast to be discharged, etc.
TUGS: A total of 8 tugs ranging from 1,100 to 5,200 b.p.h. can be made available to shipping at Slagen. However, none of the tugs are normally stationed at the terminal, except when a vessel of 20,000 d.w.t. or larger is discharging or loading. On such occasions one or two tugs will be kept on stand by at the terminal. If additional tugs are required they must be ordered from Horten or Oslo.

The number of tugs required for berthing are ordered by the Agent in accordance with the berthing Pilot's advice. All tugs are diesel powered, single screw, single rudder and suitable for towing on the hook or alongside. When on the hook, ship's towlines are used.

The tugs are normally made fast en route between the Slagentangen light buoy and the terminal.
Communications: All communications between Pilot, tugs and terminal should be on VHF Channel 14. Should there be any breakdown, ship's whistle will be used. It is very important that communications within the ship between bridge, forecastle head and poop be good, particularly on the larger ships.
BERTHING: The main effect on ship handling in the berth approaches comes from the current, which for most of the time sets S.E. across the jetty which is aligned North-South. Ships berthing on the West side of the jetty (Berth Nos. 2 and 3) will tend to set down onto the berth. The marine terminal has a current speed and direction meter and advises the Pilot.

A submersible oil boom enclosing the pier is anchored on the sea bed, and the boom and its system of anchorage will be damaged if vessel's anchors are dropped in the shaded area on "Plan". *Except in emergency situations anchors should not be used within the shaded area.* Manoeuvres to and from the berths should be discussed with the Harbour Office which will give you information on currents.

Ice affects navigation at the terminal about every 6 years, and Pilots use special manoeuvres to deal with ice situations.
The Terminal: The terminal consists of a finger pier. On the East side (Berth No. 1) the water depth is 21 m. (69 ft.) and vessels with max. length 350 m. (1,148 ft.) and max. draft 20.1 m. (66 ft.) can be accommodated. On the West side (Berth Nos. 2 and 3) there is a water depth of 11.5 m. (37 ft. 9 in.). The West side is mainly used for coasters and barges, but vessels up to a max. length of 175 m. (574 ft.) with max. draft 10.3 m. (34 ft.) can also be accommodated on this side of the pier.
Fendering: On Berth No. 1, the breasting face is protected with timber-faced gravity fenders and timber-faced panels backed by laminated rubber units. Berth Nos. 2 and 3 are fendered with timber-faced panels backed by rubber tubing.
Limitation on Berthing Speeds/Angles: On Berth No. 1, the *maximum* speed of approach ranges from 8.15 m. (26.5 ft.) per minute for a fully loaded 100,000 d.w.t. tanker to 5.19 m. (17 ft.) per minute for a fully loaded 250,000 d.w.t. tanker. (See "Plan"). For the larger tankers, the target should be 1 m. (3 ft.) per minute. The speed of approach is monitored by Doppler Radar and the Pilot is kept frequently informed of the speed. The angle of approach should be as small as possible, a parallel landing being the target.
Berthing: Tankers for Berth No. 1 are usually berthed port side to, by paying off the bow to starboard and having tugs push the ship bodily, against the prevailing current, on to the berth. Headlines are usually run out first to the Northern-most dolphin.

The larger ships berthing on Berths No. 2 and 3 usually go port side to berth with tugs on the hook holding the ship off against the current. The approach to Berth Nos. 2 and 3 is normally facilitated by the fendered sliding front.
Moorings: Moorings are taken ashore by mooring boats and lifted onto dolphin/jetty by power capstans.
Shore Moorings Used: On Berth No. 1 a 48 mm. (1.875 in.) diameter shore-based mooring wire is placed on board large tankers as an extra aft back spring. The wire has an eye which is put over the bitts after being taken on board by rope messenger. No shore moorings are used on Berths No. 2 and 3.
Gangway: At Berth No. 1, near the Southern end of the breasting island, there is a telescopic hydraulic operated gangway reaching a deck height of about 22 m. above sea level. Also a portable gangway is available to accommodate handy size vessels. Whenever the latter one or when the vessel's own gangway is used, the vessel shall provide a safety net under the gangway, and a lifebuoy with not less than 15 fathoms of line attached should be positioned near the gangway for use in an emergency.
Cautionary Advice, Mooring Supervision: Breast moorings at the jetty have a scope of only 25 m. (82 ft.). The offsetting current at Berth No. 1 makes the tending of moorings during the discharge of a tanker with large light freeboard a very important operation and should only be done under the supervision of a ship's officer.

The area dredged to 21 m. is limited, and a VLCC needs to take care that it does not get too far to the South. When in position, there is 25 m. (82 ft.) clearance between the stern and the edge of the dredged area. It is for this reason a shore wire backspring is provided.

It is of the utmost importance that large vessels, in particular, are moored adequately and that moorings are carefully tended.

Before hard arms are connected, the ship's moorings and the mooring equipment are checked by the terminal personnel.
Special Regulations: If the wind speed reaches 20 knots or offsetting current reaches 0.6 knots, the discharge of a VLCC is stopped and the arms drained. All tank lids and ullage plugs must be closed and a tug will be ordered to stand by.

If the wind speed reaches 25 knots or offsetting current reaches 0.7 knots, the arms will be disconnected and the ship ordered to stand by for possible departure.

Weather forecasts in addition to actual current and wind velocity readings are available from the terminal office.
Preparation of Manifold Area: All crude ships should arrive with manifold stripped to the outboard 12 in. flange. All derricks, stays, radio aerials, etc. should be removed from the vicinity of the manifold to be used.
Ullaging, temperatures, water finding, etc.: On arrival ullages, temperatures and water dips should be taken by ship's personnel in co-operation with terminal representative. Vessel equipped with an inert gas system will be requested to depressurise tanks sufficiently to allow for sampling, ullaging, temperature and water dipping on arrival, and for checking of oil and residues left on board after completion of discharge.
Deballasting Facilities: All ballast must be pumped ashore unless from segregated tanks. Maximum quantity receivable, if advanced notice given, is 8,500 cu.m.; any quantity greater than this will cause delays.

Ballast/slops, etc. mixed with any chemicals to be tested by the Refinery before discharge.

Any ballast/slops, etc. not accepted have to be discharged for owner's account. Advance notice to be given.
Restriction on concurrent loading, discharging, ballasting, deballasting. Max. back pressure at ship's manifold:

No concurrent loading, discharging, ballasting, deballasting is allowed unless the two systems are entirely separate. Should a discharging ship require to reduce her freeboard due to weather or hard arm/hose limitation, she will be required to stop all cargo operations while ballast is taken on. The responsibility for ensuring remaining cargo is not contaminated by water rests with the ship. Maximum back pressure at ship's manifold is 10.55 kg./sq.cm. (150 p.s.i.).
HOSES:
Grades of Cargo, Bunkers Handled, Connections and Lines:

Crude oil and most grades of clean and dirty products and pressurised LPG are handled at the terminal.

Berth No. 1: Crude oil is received/shipped via 4×12 in. fully counterbalanced hard arms with 12 in. ASA flanges. Maximum pressure at ship's rail 12 kg./sq. cm. (170 p.s.i.). The berth is also used for loading dirty products and reception of ballast water.

Clean products are handled through 3×10 in., dirty products and bunkers through 1×8 in. all fully counterbalanced hard arms. The 8 in. bunker arm can also be used for loading dirty products. LPG is handled through 1×4 in. hard arm.

Berth No. 2: Dirty products are handled through 1×10 in. and 1×6 in., clean products through 2×8 in. all half hose half metal arms.

Berth No. 3: (Coaster berth). Dirty products are handled through 1×6 in., clean products through 1×6 in. and 1×4 in. half metal arm. LPG is handled through 3 in. hose connection, or through 1×4 in. hard arm.

All flanges are to ASA Standard.

There is no vapour return.

There are no check (non-return) valves in the import lines; and, therefore, the contents of shore tanks which are situated on high ground will flow back into ship if allowed to do so.

The crude oil discharge rate is up to 10,000 t.p.h.

MEDICAL: Medical attention and hospital facilities available.

DENSITY: 1017 – 1020.

FRESH WATER: Fresh water is available ex-jetty at a rate of 30 cu.m. an hour. Water is supplied by 2 in. hose and is metered. Cost is $1 per ton. Quality is good. Quantity required must be included in arrival cable.

Distilled Water: Distilled water is not normally available and can only be supplied with great difficulty. Maximum notice must be given. It is expensive.

FUEL: All main grades of bunkers, lubricants and hydraulic oils are available. Quantities and specification required must be included in the cable of advice of ETA. Lubricants and hydraulic oil are available in bulk as well as barrels.

FIRE PRECAUTIONS: Special safety regulation forms given when berthed.

CONSULS: Denmark, Finland, France, Netherlands, Spain, Sweden and U.K. have representatives in Tonsberg. German Consul in Sandefjord. Most countries represented in Oslo.

REPAIRS: All kinds of ship repairs can be undertaken by nearby ship yards. Service for radio, gyro, radar, echo sounder, data bridge, etc. available.

No ship may immobilise its engines, steering gear, etc. while alongside the Slagen jetty.

DRY DOCKS: Available at Horten about 5 miles from Slagen, max. size is about 60,000 d.w.t.

SURVEYORS: S.G.S., Caleb Brett, N.V., Lloyd's Register and A.B.S.

GANGWAY/DECK WATCHMEN: Oil Pollution/Safety Inspector placed on board all vessels over 20,000 d.w.t.

CUSTOMS ALLOWANCES: 200 cigarettes or 200 gm. tobacco and 1 litre spirits and 1 litre wine for each man.

REPATRIATION: Changes of crew are available. Transportation by train and plane from Oslo (about 100 km. from Slagen), passenger lines from Oslo. Hotel accommodation available at Tonsberg (10 km. from Slagen).

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Labour Day (1st May) 17th May; Ascension Day; Whit Sunday and Whit Monday; Christmas 25th and 26th: Discharging/loading all days.

POLICE/AMBULANCE/FIRE: Ambulance/Fire local at the refinery. Police Tonsberg 13355.

TELEPHONES: Ship to shore connections available.

SHORE LEAVE: Shore passes are issued on board on arrival and each crew member must be in possession of a shore pass before he goes ashore.

GARBAGE DISPOSAL: Disposal of garbage into containers at berth, free of charge. Large amounts taken ashore by small boat. Manpower and boat hire for vessel's account.

WASTE OIL DISPOSAL: Waste oil not accepted by refinery ballast recovery. To be delivered into small boat either in drums or in bulk. Transportation and destruction for vessel's account. Advance notice for agent or Essoship on quantity and grade of oil.

SEAMAN'S CLUBS: None.

CURRENCY: Norwegian Kroner (NKr.). U.S.$ 1.00 = NKr.7.50 (2.94).

GENERAL: *Safety:* A safety inspector will attend the vessel upon arrival and complete a Safety Check List.

Oil Pollution, Clean-Up Facilities: A very serious view is taken of oil pollution of Norwegian coastal waters and every effort must be made to prevent it.

Should oil pollution occur, it must be reported and tackled at once.

The terminal has supplies of oil dispersant, spill booms, sawdust and two mechanical removal devices. These will be used to combat any oil pollution and costs will be billed to the ship if the ship is responsible for the pollution.

Firefighting Facilities: The terminal is equipped with comprehensive fire fighting facilities including an 800 cu. m./hour fire pump, a supply of foam compound, remote-controlled elevated foam cannons and other fire hydrants, hoses, etc. A tug which stands by the terminal has fire fighting facilities and other fire fighting tugs can be summoned in an emergency.

Shore Steam, Shore Electricity: Normally not available.

Stores: All regular ship's stores, laundry and other similar facilities can be supplied by local ship's chandlers.

Tank Cleaning: Tank cleaning and gas freeing are not allowed alongside.

AGENCY: Several shipbroker firms are established in Tonsberg and may be called upon as acting Agents for owners and/or charterers. Esso Norge a.s., S & T Dept. act as general Agent for all Exxon owned tonnage, cable address "Essoship" Tonsberg.

AUTHORITY: Esso Norge a.s., P.O.Box 2001, Postterminalen, N-3103 Tonsberg, Norway. *Tel:* 47-33377300 (Switchboard); 47-33377557 (Harbour Office). *Telex:* 70558 ERAFF N. *Cables:* Essoship. *FAX:* 47-33377558 (Direct line). *Contact:* Sigard Erdal, Harbour Master.

SOLA (Tananger): 58.55 N. 05.35 E. (See Plan)

LOCATION: A/S Norske Shell's Sola Refinery is situated at Risavika Bay, on the West coast of Norway just West of Stavanger.

The Refinery, which was started up in 1968, has a capacity of about 2,500,000 tons a year of crude oil.

The Refinery's berthing facilities consist of a "T" head jetty situated in the following position: Lat. 58° 55′ 28″ N., Long. 5° 34′ 45″ E. The area is covered by a special issue of Norwegian Coast Chart No. 475.

There is another jetty in Risavika Bay at Shell's Tananger Depot in position: Lat. 58° 55′ 42″ N., Long. 5° 36′ 10″ E. This jetty is used for loading G.P.'s when Refinery Berth is occupied.

DOCUMENTS: One Crew List. Agent supplies Customs Forms on arrival.

READINESS: *International Transport Federation – Blue Card:* A ITF or bonafide certificate must be presented. Notice of readiness will not be accepted until such a document has been presented to Shell Refinery.

ACCEPTANCE: *Conditions of Pre-Acceptance:* Vessels must have been properly cleared and accepted by Shell in accordance with the appropriate nomination procedures.

Vessels must be able to receive/discharge cargo at bulk rates as laid down in the existing sale contract.

Ballast water to be discharged ashore must not exceed 30% of the quantity of cargo to be loaded.

Failure to meet the above conditions, due to the vessel's condition or equipment, will be accounted for and adjustments made accordingly to any demurrage claims.

All vessels nominated to load/discharge must be either subscribing members of "TOVALOP" (Tanker Owners Voluntary Agreement Concerning Liability for Oil Pollution) and "CRISTAL" (Contract Regarding and Interim Settlement to Tanker Liability for Oil Pollution) or have confirmed some equivalent form of insurance.

All crew must be covered by an ITF (International Transport Federation) agreement or a bonafide trade union agreement acceptable to ITF.

APPROACHING: *Additional signals to be exhibited and sound signals to be used by certain tankers navigating in waters outside Risavika off Stavanger:* Tankers of 40,000 d.w.t. or above when navigating within the territorial waters to and from Risavika shall in accordance with Rule 28 of the International Regulations for Prevention of Collision at Sea show:

By Night:

In addition to the lights prescribed in Rule 23 of the International Regulations for Preventing Collisions at Sea, and when these lights are exhibited, three red lights in a vertical line one over the other so that the upper and the lower lights shall be at the same distance from and not less than 2 m. above or below the middle light.

The lights shall be carried where they can best be seen and visible all round the horizon at a distance of at least 2 nautical miles.

By Day:

A black cylinder of not less than 0.6 m. in diameter and a length of not less that twice the diameter where it can best be seen.

In addition to the above signals these vessels may, whether by day or night, use a sound signal consisting of one long blast followed by two short blasts.

The above lights, shape and sound signal indicate that the vessel using them is hampered in her ability to comply with the Steering and Safety Rules of the Regulations and that other vessels must not impede her safe navigation.

PILOTAGE: Use of pilot on vessels to and from Risavika Bay, carrying dangerous or polluting cargo, is compulsory by law for all non Norwegian (non Norwegian Flag) registered vessels of 50 gross registered tons and above.

A combination of accommodation ladder and pilot ladder must be used. Pilot hoists are not acceptable, and the Pilot may refuse to board if one is offered.

The Sea Pilot, who also acts as a Harbour Pilot, will board arriving vessels off Feistein Lighthouse in position: Lat. 58° 50′ N., Long. 5′ 26′ 30″ E.

The pilot vessel is painted white with orange superstructure and marked "LOS".

The Kvitsoy Pilot Station maintains a 24 hours watch on VHF Channel 16. The working frequency is Channel 13. Tel: 04-515397.

Feistein Pilot Cutter also operates on VHF Channel 16, with Channel 13 as a working frequency. Tel: 04-699170, or mobile Tel: 090-41511.

The Pilot, whilst serving on board incoming and departing ships, carries a walkie talkie, operating on VHF Channel 11. With this he maintains communications with mooring boats, refinery jetty supervisor and tugs.

The pilots require 24 hours, 4 hours and 2 hours notice of arrival.

For vessel's departure, the pilots require 2 hours notice.

ANCHORAGE: Vessels awaiting berth must anchor at one of the following anchorages:

Kalsmedgrunnen, South and North of the island of Roth, West of Oksefotskjaer in Risavika Bay or Amoyfjord, depending on the weather conditions and the ship's size. Pilot will give instructions on VHF.

RESTRICTIONS: Vessels over 40,000 d.w.t. normally berth and unberth during daylight hours only. The depth of water off the jetty is 16.5 m. (54 ft.). At Tananger Depot Jetty depth is 11.6 m. (38 ft.).

MAX. SIZE: Max. d.w.t. 240,000 tons. Max. draft 15.8 m. (52 ft.). Max. LOA 1,100 ft. Max. draft at Tananger Jetty is 10.5 m. (34 ft. 05 in.).

RADIO: Whilst engaged in Scandinavian coastal trade Masters are requested to keep the Agent well advised of changes in ETD/ETA.

All wireless/radio telephone messages are transmitted via Rogaland Radio (Tel: 04-67 30 11). Traffic lists being sent at following times (GMT). 0705, 1105, 1505, 1905 and 2305 hrs. This list is also sent out on VHF Channel 16. Working frequency of the radio telephone is 1729 kHz.

While the vessel is moored, the main transmitter may not be used.

Pre-Arrival Information: The Master shall via the ship's Agent send ETA at least 72 hours in advance of arrival. The 72 hours ETA shall be confirmed by 48 hours and 24 hours ETAs. The Master shall thereafter advise of any changes in the ETA:

The 72 hours ETA (local time and date) shall contain the following information:

(a) Ship's Name and Call Sign.
(b) Flag.
(c) Owner's Flag.
(d) S.D.W.T. and G.R.T.
(e) Last Port of Call.
(f) Arrival drafts, forward and aft.
(g) Manifold configuration.
(h) Cargo loading rates and loading sequences for the different cargoes.
(i) Quantities of ballast/slops to be discharged ashore and expected time of discharging.
Also whether ballast/slops water contains any chemicals at all, and if so, the type of chemical(s) present.
(j) Quantity of cargo to be discharged and expected discharging rates.
(k) Tank washing needs and time.
(l) Whether the inert gas system is operable with tanks inerted to a maximum 8% volume oxygen content.

VHF: Refinery VHF radio station: Risavika Port Radio. Calling: Channel 16, working: 11 – 12. The vessel can maintain communication with Rogaland Radio during stay in port over VHF radio.

Also see "Pilotage" and "Radio".

TUGS: Tugs are normally available. Tugs up to 2,700 b.h.p. (35 tons bollard pull) are normally available for larger vessels. The tugs are stationed in Stavanger and must be ordered in advance by the ship's Agent.

One or two mooring boats will be provided for both arrival and departure operations together with portable VHF and radio sets to enable radio links to be maintained between the ship, mooring boats, tugs, Pilot and Jetty Supervisor.

BERTHING: Vessels normally berth port side to, if weather permits them to turn on arrival. The decision on this matter will be taken by the Master after consultation with the Pilot.

For product carriers the decision on which side to berth to, should also be based on consideration of matching of vessel's and shore loading and bunkering arrangement. It is therefore important that all information regarding cargo and bunker connections are sent to the refinery prior to arrival.

At Tananger Depot jetty, vessels normally berth starboard side to, depending upon weather condition and loading pattern.

MOORING: It is of utmost importance for the safe operations that ships are securely moored and maintained in the desired position at all times in accordance with recommendations laid down in the OCIMF "Mooring Equipment Guide Lines" (1st Edition 1992).

Mooring lines should be kept tight and fore and aft springs doubled to prevent any undue movement at berth caused by changes in wind strength or direction, current or tidal stream flow or surging action created by a ship passing the berth. Any undue movement in berth, or breaking away, may result in the rupture of cargo arms, manifold fitting or loading arm and cause spillage of oil and serious fire hazard.

Excess strain on moorings resulting from variations in level between ship's deck and shore mooring point due to vertical movement caused by tide and cargo handling shall be adjusted at regular intervals to avoid damage to the fender system of the jetty.

Note particularly the vertical movement of the Yokohama fenders which must be adjusted from time to time to avoid the above mentioned damage.

The Master shall ensure that all moorings on self-tensioning winches are secured with winch brakes in locked position. Use of self-tensioning winches in automatic position is strictly forbidden.

All mooring wires shall have rope-tails connected with the proper mooring link. Wires and ropes shall not be mixed in the same service. All vessels, while secured alongside at the jetty, must provide towing wires with sufficient length and strength on seaward bow and quarter, with eyes maintained just above the water level, ready for emergency towing. The wires shall be securely fastened to the ship's bollards.

All vessels must, in addition to the normal number of mooring lines, have 2 extra lines forward and aft as spare.

Recommended Moorings: For ships of about 120,000 d.w.t., normally 4-2-2 at both ends is required. Vessels of 30,000 d.w.t. normally need 2-2-1.

Ships above 40,000 d.w.t. are recommended to use wire moorings. If polypropylene tails are used, the same size and type should be used on all lines run out in the same service (spring, breast, head lines, etc.).

If wire ropes are used, fibre ropes may be used as additional moorings, as long as it is realised that the fibres will not add to the final restaining capacity of the system.

Immobilisation of Engines: While alongside the vessel must be able if required to move under its own power. Permission to immobilise ship's boilers, main engine, steering machinery and other equipment essential for manoeuvring should be requested from the refinery beforehand, and if granted, would be given on the conditions that emergency towing wires are correctly positioned forward and aft and a suitable tug is on stand-by in Tananger Harbour or within Risavika Bay.

CARGO OPERATIONS: *Pre-Operational Procedures:* Before operations commence, a pre-operational meeting shall take place between the Company Representative and the Master or the Officer-in-Charge of the cargo operations.

They will jointly:

(a) Complete and sign the ship/shore check list for crude, product or LPG.
(b) Evaluate possible deficiencies revealed by the check lists and agree additional precautions required. The Company reserves the right to refuse to load/discharge a vessel if the requirements are not met.
(c) The vessel shall provide the loading/discharging records of the 3 latest cargoes and of any purging/washing that has taken place during passage.
(d) Evaluate and agree the ship samples that are required. The Company reserves the right to draw any tank samples, considered necessary prior to, during and after, loading.
(e) Evaluate and agree a loading/discharging programme including:
   1. Quantities and grades to be loaded/discharged.
   2. Loading/discharging rates, initial loading rates according to IMO Regulations.
   3. The contents of vessel's slop tanks may be discharged to ashore tankage, subject to agreement with the Company Representative.
   4. Product temperatures onshore and on the vessel.
   5. Procedure for emergency shut down of operations.
   6. Discuss and agree on procedures for controlling the segregated ballast water tanks and taking inert gas samples.
(f) Evaluate and agree the means of communications to be used during the operation.
(g) Evaluate and agree:
   1. Connecting/disconnecting procedures.
   2. Purging/washing requirements.
   3. Crude oil washing.
   4. Use of vapour return/flare system (LPG). Max. O_2 content of 2 vol %.
   5. Emergency procedures.

Third Party Independent Survey: The Company reserves the right to inspect the ship's tanks and loading systems, or anything that may influence the quality or the quantity measurement of the cargo. The inspection may be performed by Shell or an independent surveyor.

Closed Loading Requirement: All vessels loading products from Shell Refinery shall be equipped with a closed loading system.

Closed loading is defined according to International Safety guide for oil tanker and terminals (ISGOTT) Chapter 7.6.3 as follows:

Unless the vessel's design dictates otherwise, the cargo must be loaded with the ullage, sounding and sighting ports securely closed. The gas displaced by the incoming cargo should be vented to the atmosphere via the vent stack and through high and constant velocity valves, either of which will ensure that gases are taken clear of the cargo deck.

Devices fitted to vent stacks to prevent the passage and flame must be regularly checked to confirm that they are clean, in good condition and correctly installed.

Vessels, which do not satisfy the above regulations, will be given a statement of temporary exception, after inspection and depending upon type of cargo.

Loading/Discharging Arms: All flanges are ASA flanges, 150 p.s.i. series. Arm No. 9 is the seawardmost arm.

Arm No. 1	(12 in.)	Fuel oil, crude oil, dirty ballast.
Arm No. 2	(12 in.)	Fuel oil, crude oil, dirty ballast.
Hose	(4 in.)	Bunker gas oil.
Arm No. 3	(12 in.)	Fuel oil, crude oil, dirty ballast.
Arm No. 4	(12 in.)	Fuel oil, crude oil, dirty ballast.
Arm No. 5	(8 in.)	Bunker F.O., fuel oil, dirty ballast.
LPG	(3 in.)	Vapour return connection.
Arm No. 6	(8 in.)	Gas oil.
Arm No. 7	(8 in.)	Mogas (unleaded).
Arm No. 8	(8 in.)	Mogas (leaded), ballast (white oil ships only).
Arm No. 9	(8 in.)	Jet A-1 Kero.

Connecting of Loading Arms: The connection of the loading arms is undertaken by the vessel's personnel. The Company Representative and the responsible officer of the vessel will agree that systems are correctly lined up before operations start. Crude oil vessels should arrive with 4×12 in. ASA manifolds for cargo and 1×8 in. ASA for bunkers ready for connection to the loading arms. The LPG jetty loading arm will be leak tested with nitrogen.

Product vessels should arrive with a 8 in. ASA manifold for white products and a 12 in. ASA manifold for fuel oil loading.

The jetty is equipped with all metal loading arms. It should be noted that the arms cannot be crossed. Simultaneous loading of different products and/or bunkering will often depend on the matching of ship's and shore's line-up. This matter should be studied before vessel is berthed, as in some cases reversal of the side of berthing may facilitate efficient handling. Vessels are recommended to discuss this matter over the radio with the refinery before planning the berthing operation.

A Jetty Operator will remain in jetty area at all times during loading/discharging. A responsible crew member with a good command of Norwegian or English must remain on main deck at all times during connecting/disconnecting/loading/discharging.

The vessels shall give a minimum of 10 minutes notice of the requirements to start/stop pumping, unless there is an emergency. The Jetty Operator will clear the loading arms before disconnecting. The cargo loaded/discharged will be calculated according to the shore metering system.

Vessels which are equipped with Inert Gas systems shall have the system tested and in operation during loading/discharging. The Company will enforce the IMO regulations with respect to the Inert Gas systems.

White and black products are blended in the pump stations of the refinery directly into the ships.

Crude oil is received into underground storage or, about 20% of the time, into a tank above ground.

Ship's crew will be responsible for hose/arm coupling duties. Jetty operator will present the hoses or arms to the ship so that connection may be made to manifold, but it is emphasised that labour beyond this point, will not be available from the shore.

Leakage of oil or vapour from unused cargo/bunker connections constitutes a hazard and all such connections on ship and on shore should be properly blanked.

Tank Temperature: Notice of Readiness (NOR) will not be accepted with "warm" tanks when the temperature of the remaining liquid is in excess of 10°C above atmospheric boiling point of the liquid products to be loaded. It is not the policy of the Company to permit inerting while alongside the berth, and in most cases the vessel will not be permitted to berth or will be requested to leave the jetty if moored.

Loading/Discharging Rates: Max. receiving rate for crude is 14,000 cu.m.p.h. Max. loading rate for fuel is 2,000 cu.m.p.h., White products 800 – 1,200 cu.m.p.h. and LPG 400 cu.m.p.h.

De-Ballasting: The ballast tank ashore is sometimes limited in the quantity it can receive. For this reason and in order to minimise the de-ballasting time Masters are requested to arrive with the minimum quantity of ballast on board consistant with weather conditions prevailing.

De-Ballasting into the harbour is prohibited.

Max. ballast receiving rate is 1,500 cu.m.p.h. Max. back pressure 150 p.s.i. Max. ballast receiving capacity 16,000 cu.m.

Cargo Handling: When discharging or loading the vessel should fly signal flag "B" from sunrise to sunset, and from sunset to sunrise show an all round red light.

The Master must take all necessary precautions to prevent the vessel's tanks from overflowing during loading/tank transfers. The Master will be held responsible for damages incurred when an oil spill may be traced back to his vessel.

A refinery operator will supervise jetty/ship operations and should maintain contact with the Officer nominated by the Master to supervise the ship operations. Safe and efficient operations will depend on good co-operation at this working level, if it fails both the ship and shore are entitled to suspend operations until the situation is corrected.

Ship-to-Ship Transfers: In ship-to-ship transfers, both tankers should comply fully with the safety precautions required for the normal cargo operation.

If the safety precautions are not being observed on either vessel, the operations should not be started, or should be stopped.

Description of the safety aspects of this transfer operation must be in accordance with ICS/OCIMF (Ship-to-Ship Transfer Guide – Petroleum) to which reference should be made before starting the transfer.

POLLUTION: The refinery is located in an area which is very sensitive to pollution matters. Waters are confined and used by fishermen for keeping live fish and lobster, and any emission of smoke is visible over a wide range.

The utmost care must be exercised in handling cargo, ballast and bunkers in order to avoid oil spilling into the sea. Deck is not to be washed down during stay in port.

Scuppers must be plugged.

Scrubbing of the ship's underwater hull is not allowed.

Discharge of ballast or contents of bilges into the harbour is prohibited. Contaminated water should be retained on board or discharged into the shore de-ballasting system.

Sea valves to be shut and sealed during loading/discharging.

Emission of smoke must be kept at a minimum by proper combustion control.

Soot blowing of boilers is prohibited.

Disposal of garbage into the sea is prohibited.

In case an oil spill occurs the refinery should be notified immediately.

Violation of Norwegian Regulations on Pollution is likely to result in prompt action from local Authorities.

Oil Spills: Oil spills caused by ships moored alongside refinery jetty will be *the ship's* responsibility, but the refinery will take action as if the spill had been caused by the refinery, and the refinery personel will immediately start trying to limit the spill, and start cleaning up. All such work will be for the ship's account.

If an oil spill occurs while alongside the Tananger Depot jetty, the refinery will give assistance if asked by the person in charge of the Depot.

Several contractors will be available with manpower, in case refinery duty personnel and maintenance crew are insufficient.

The following equipment is available at refinery and Depot:

1 × 25 ft. boat with tank for oil. This boat can be used for setting of oil booms, towing, etc.

2 × 14 ft. boats.

1 vacuum truck at refinery.

Boats, barges and vacuum trucks are available from contractors.

1 aluminum raft.

1 Komara skimmer.

1 Skimmy skimmer.

Pumps and ejectors.

1,600 m. oil booms.

EXPANDI, WSA and T.T.

Oil absorbent.

Oil dispersents are available but will *not* be used without special permission from the Norwegian Authorities.

MEDICAL: Hospital at Stavanger, 16 km. away.

DENSITY: Average density off the jetty is 1028.

FRESH WATER: Available at jetty (2.5 in. flange).

FUEL: All grades of gas oil, diesel oil, heavy fuel oil, and lubricating oil available, at the jetty.

Notify agent of requirement with original ETA.

REPAIRS: Hot work such as welding, burning etc. is only allowed on board if covered by a written permit issued by the refinery.

SURVEYORS: *Cargo Inspectors:* Caleb Brett Tel: 51697922; SGS Tel: 51690340, 51871104; Saybolt Tel: (095) 46-31540610 (Sweden).

Classification Societies: Det Norske Veritas Tel: 51535030 (after hours 51418553, 51699566, 94672466. Lloyd's (at Bergen) 51122002.

AIRPORT: International airport at Sola, 3 km. away.

GANGWAY: Upon arrival and when securely moored alongside refinery jetty, a gangway will be provided to tankers.

The gangway which is fasten to the gangway tower (on dolphin S.2) will be adjusted according to the vessel's height and deck space available.

For small ships where deck space is limited, a small gangway will be provided. This gangway will be landed on jetty deck and vessel's rail.

A safety net must be provided by vessel for the gangway. Also a small stepladder from vessel's rail to deck should be provided by the vessel.

EMERGENCY CO-ORDINATION CENTRE: At Sola Airport.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

POLICE/AMBULANCE/FIRE: Police Tel: 51899000, Emergency 112. Ambulance Tel: 51533333, Emergency 113.

TELEPHONES: For personal calls, a coin operated telephone connected to Stavanger exchange is placed in a kiosk at the refinery gate.

If requested by the ship, a telephone (No. 51696769) is available to be placed onboard. The Agent reads the meter and charges the ship. Before departure the ship's crew must place the telephone in the jetty house.

The jetty operator will keep contact with the control room by means of walkie talkie.

Also see "General".

SHORE LEAVE: See "General" – "Shore Transportation/Regulations".

GARBAGE DISPOSAL: Garbage container service at most berths provided by jetty owners. If special service required, containers (size 3.0 cu.m. – 10.0 cu.m.) can be hired at a fixed price of NOK.700 (delivery/collection included). Price based on daytime service. Company name: System-Transport, Stavanger. Tel: 51894020, after hours 94671383. Special containers of 15 cu.m. – 30 cu.m. available on request.

WASTE OIL DISPOSAL: Shore tank max. capacity 2,000 cu.m. Boat max. capacity 70 cu.m. Truck max. capacity 16.0 cu.m.

Rates for boat hire: NOK.650/hr. (daytime), NOK.830/hr. (evening), NOK.1,010/hr. (night). Rates for truck hire: NOK.390/hr. (daytime), NOK.480/hr. (evening), NOK.570/hr. (night). Disposal fee: NOK.600/cu.m. based on engine slop (no chemicals).

Special fee on request for tank cleaning water (mostly dirty water).

Company name: Henriksen Oljetransport, Stavanger. Tel: 51-531190, 94-532220 (mobile). Fax: 524332 (The Company has a private berth with draft 5.5 m.).

SEAMAN'S CLUBS: No Seamen's Club in the Stavanger area.

CURRENCY: Norwegian Kroner (NOK.). U.S.$ 1.00 = NOK.7.50. U.K.£ 1.00 = NOK.11.00 (March 1994). No local currency restrictions placed upon seafarers.

GENERAL: *Stores:* It should be noted that all deliveries to the ship while handling cargo is limited by restrictions against approach by both powered road vehicles and powered boats, suitable arrangements for alternative transport, manpower, etc. must be made in advance.

Ship Stores Handling: Stores must preferably be handled before or after cargo operations. Only small items of the ship's stores, if carried by hand, may be taken on board during cargo operations. Cranes can be used during discharging if the ship has an inert gas system in operation.

Drums, steel plates and any other heavy metal parts likely to cause a spark, shall always be handled before or after cargo/ballasting operations.

Shore Transport/Regulations: Ship's crew will only be allowed to pass through the refinery area when possessing a pass. The pass will be handed to the Master by the Agent on arrival for issue by the Master. Photography in the refinery is prohibited.

Unauthorised or intoxicated persons are not to be admitted onboard. Such persons may be ordered from the jetty. Vessels are expected to undertake their own precautions in respect of intoxicated persons appearing on deck. Ship's personnel are not allowed to walk through refinery.

For taxi see "Useful Telephone Numbers".

Visitors are not allowed on board vessels, except with permission from the Shift Manager and the Master of the vessel.

Motorised road traffic on the jetty and powered boats are not allowed to approach the vessel nearer than 50 m. (distance measured from the loading manifold and/or open hatches of ship's tanks into which oil is loaded/discharged) while cargo operations are in progress.

Launch Service: Whilst at anchor in the roads no launch service is available. In an emergency the Master can contact the pilot station or the pilot vessel, for transport to the shore.

In emergency, helicopter transport is available.

Services: Services such as stores, laundry, doctor, etc. should be ordered in advance through the Agent. It should be noted that all deliveries to the ship, while handling cargo, is limited by restrictions against approach by both powered road vehicles and powered boats. Suitable arrangements for alternative transport, manpower, etc., must be made in advance.

Steam and compressed air are not available at the jetty.

Current: Risavika being confined waters, currents are usually small, however influenced by strong winds. Highest measured velocity 0.7 knots in entrance of bay, setting to the North.

Tide: The average tidal range is 0.7 m. (2 ft. 3 in.). Highest observed level +1.6 m. and lowest −0.11 m.

Wind Directions: Prevailing winds are: April – October: Northwesterly. October – April: Southwesterly.

Emergencies: From the "Bird's nest telephone" fire/emergency can be reported by dialling 188 (Control Room). On the "railing" is attached a press button for remote stopping of all refinery's loading pumps, particularly intended for quick stoppage of loading operations in case of emergency onboard.

Fire: The refinery is equipped with fixed and wheeled equipment for applying foam, water and dry powder to fight fires. Floating firefighting equipment is normally not readily available, but some tugs and supply vessels are equipped with water pumps, monitors and foam making equipment and may be called in on short notice.

Safety: No loading/discharging to take place between the refinery and a tanker berthed at the jetty, if another tanker comes alongside for transfer of cargo.

The refinery representative will when boarding the ship bring the safety check list for joint examination with the ship's Officer in Charge.

Useful Telephone Numbers:

Taxi: Tananger Drosjeholdeplass:	51-69 96 00
Sola Drosjeholdeplass:	51-65 04 44
Stavanger Drosjeholdeplass:	51-88 41 00
Weather Bureau, Sola Airport:	51-65 81 65
	or 82 07 20 40
Scandinavian Airlines System:	51-65 89 00
	51-65 10 55
Braathens SAFE Airlines ticket office:	51-51 10 00/51-65 90 00
Kvitsoy Pilot Station:	51-73 53 97
Tananger Pilot Sation:	51-69 91 70
A/S Norske Shell	51-69 30 00

Long distance and international calls must be arranged on the ship's VHF radio via Rogaland Radio, or on telephone supplied by Agent upon request.

AUTHORITY: A/S Norske Shell, Postboks 144, N-4051 Sola, Norway. *Tel:* Stavanger 47-51-693000. *Telex:* 33091 Sraff N. *FAX:* 47-51-693805. *Contact:* Line Geheb, Port Captain.

STAVANGER: 58.58 N. 05.44 E. (See Plan)

DOCUMENTS:

Declaration of Health, 1 copy.

List of Goods, including stores, 1 copy.

Crew's Lists of Goods liable to duty, 1 copy.

List of Goods, 2 copies for each port of discharge. All Bills of Lading to be entered with marks, numbers, weight and quantity.

General List of Goods, 1 copy.

A form for entering ports of call where discharging will take place.

PILOTAGE: Vessels approaching from sea and desiring a Pilot should order at least 24 hours' notice in so far as possible and confirm arrival at pilot station at 2 hours' notice. Advance order can be sent in following manners:

(a) From ships at sea over radio direct to Sea Pilot watch or over VHF radio-telephone calling Channels 16 and 13.

(b) From ships at sea over coastal radio station to pilot station or pilot office.

(c) From broker or shipowner over telephone to sea pilot station or to any pilot office which will immediately convey report to sea pilot station.

Vessels lying in port and desiring Pilot will order Pilot from nearest pilot office during its office hours and if possible at 4 hours notice.

Vessels approaching from sea as well as vessels lying in port shall when making an advance order state name and destination of vessel and whether 1 or 2 Pilots are desired.

Pilot will be despatched to ships in accordance with advance orders, and vessels are therefore requested to comply with foregoing rules as far as possible in order to avoid having to wait for Pilot.

International provisions for summoning Pilots by signal flags or blue lights, etc., are still in force, but should in future be used as a supplement to radio communications or as sole communication in emergencies.

Pilots are taken on board at:

A. *Feistein Lighthouse,* 19 miles South of Stavanger, or in bad weather 6 miles North of lighthouse under the lee of Rott.

B. *Skudefjorden,* 18 miles N.W. of Stavanger. In bad weather under the lee of Karmoy or Kvitsoy, as weather permits.

Pilot boats are stationed at Tananger and Skudesneshavn. No boats are out cruising.

ANCHORAGE: Found in the Byfjord, 3 nautical miles North of Stavanger. Pilots recommended when anchoring.

MAX. SIZE: Greatest depth alongside goods and passenger quays is 30 ft. Also see "Berthing" and "Tankers".

RADAR/VHF: Radar service for inner harbour.

TUGS: Normally used.

BERTHING: The port has a total quay length of approximately 3,400 m. The coasting and the foreign trade is located in the East and West harbour, comprising the 3 main quays namely the Bekhus Quay, the Skagen Quay and the Strand Quay. These quays measure 2,000 m. with depth alongside 24 ft. – 30 ft.

Cranes: 1×50 tons, 1×28 tons and 1×3 tons travelling cranes, 3×20-70 tons mobile cranes and 1×100 tons floating crane.

Grain: Rogaland Felleskjop: Capacity for storing 72,000 tons quay length 190 m., depth alongside 48 ft. Discharging capacity 200 t.p.h. Stavanger Havnesilo: Storing capacity 140,000 tons, quay length 170 m., depth alongside 51 ft. Discharging capacity 500 t.p.h.

Roll-on/Roll-off: Traffic is offered by a ferry berth constructed for ships up to 10,000 g.r.t., depth alongside 30 ft.

Containers: Sandvika Container Quay. Length 170 m., depth alongside 40 ft., also fitted with Ro/Ro facilities for vessels up to 20,000 g.r.t.

Offshore oil-exploration bases: Aker-Norsco A/S at Risavik, Tananger, North Sea Exploration Services A/S, Dusavik, Stavanger.

STEVEDORES: No particular ETA advices required.

MEDICAL: Agents should get advance notice to secure speedy service. Hospital facilities available.

TANKERS: *Esso Norske:* 3 nautical miles South of central harbour, depth alongside 45 ft.

Norske Shell A/S: See "Sola".

Norske Braendselolje A/S: 7 nautical miles South of the central harbour.

Texaco Oil: 1 nautical mile from central harbour, depth alongside 25 ft.

A/S Kulimport: Coal and coke. Length of wharf 116 m., depth alongside 27 ft.

DENSITY: 1025, no change in relation to state of tide.

FRESH WATER: Delivered from quay or from water boat.

FUEL: Normal grades available without advance notice.

CONSULS:

	Tel. No.		*Tel. No.*
Belgium	555334	Greece	525030
Denmark	57001	Iceland	532025
Finland	532030	Netherlands	520080
France	527500	Sweden	527500
Germany	522594	United Kingdom	525801

REPAIRS: All kinds of repairs available.

DRY DOCKS: One, 545 by 75 by 24 ft. Marine slipway up to 1,500 d.w.t.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually carried out by crew.

CUSTOMS ALLOWANCES: Tobacco: 20 cigarettes per day. Wine and/or Spirit: 2 bottles of wine or 1 bottle of brandy.

AIRPORT: 10 km. from port. Airlines to Continent, U.S.A. and U.K.

TIME: GMT plus 1 hour in Winter. Summertime GMT plus 2 hours.

HOLIDAYS: 1st January; Maundy Thursday; Good Friday; Easter Monday; 1st May; 17th May; Whit Monday; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Police Tel. 534000; Ambulance 531000; Fire 522111.

TELEPHONES: There are arrangements for placing telephones on board.

SHORE LEAVE: No restrictions.

AUTHORITY: Stavanger Interkommunale Havnevesen, Nedre Strandtg. 51, 4005 Stavanger, Norway. *Tel:* 51-507800. *Cables:* Stavanger Havnevesen. *FAX:* 51-507822. *Contact:* O.M. Odland, General Manager. Edgard Bergsvik, Harbour Master.

STURE: 60.37 N. 04.51 E. (See Plan)

LOCATION: The Sture Crude Oil Terminal is located at Hjeltefjorden on the East side of Alvoy in the position Lat. 60° 37.2′ N., Long. 04° 51.5′ E.

The terminal is owned by a consortium of companies, and is operated by Norsk Hydro a.s.

The Sture harbour area is defined as the terminal's jetties with facilities, and the total sea area inside the seaward safety zone.

DOCUMENTS: See "Mongstad".

APPROACHES: Two approach channels with very deep water, give good access to the Sture Terminal. The main approach is through Fedjeosen, South of Fedje. The other approach is North of Holmengra.

The approaches to the pilot area and the Sture Terminal are covered by Norwegian Chart No. 120.

PILOTAGE: Pilotage is compulsory for all vessels calling at the terminal. The pilot will embark in the vicinity of Fedje or Holmengra.

The terminal recommends that all Norwegian and NIS vessels also use a pilot.

ANCHORAGE: There is no safe anchorage in the vicinity of the terminal. If the jetties are occupied, arriving vessels must wait outside the pilot area. Further particulars may be obtained from the pilot station.

RESTRICTIONS: Berthing and unberthing day and night, weather permitting.

All ships shall comply with IMO and Terminal Regulations. All ships calling at the terminal must confirm that they are fully I.T.F. approved and members of Tovalop.

The following ship types can be accepted:

1. Conventional tankers and product/crude combination carriers in the range from 30,000 d.w.t. to 300,000 d.w.t.
2. OBO/OO Carriers are subject to prequalification according to the Terminal's "Procedures for Approval of OBO/OO Carriers", valid from 1st March 1992.

The vessel shall be able to accept a minimum bulk loading rate per hour:

For vessels of up to 89,999 tons s.d.w.t.: 7.5% of s.d.w.t. per hour.

For vessels of between 90,000 tons s.d.w.t. and 179,999 tons s.d.w.t.: 6.6% of s.d.w.t. per hour.

For vessels of 180,000 tons s.d.w.t. and above: 5.8% of s.d.w.t. per hour.

Prior to any vessel's first acceptance for loading at Sture, the "Questionnaire For Crude Oil Tankers" must be filled out by the owners/operators of the vessel and sent to the terminal. Incorrect information given in the questionnaire may result in rejection of the vessel.

Traffic Regulations: No vessel, regardless of size, is permitted to move inside the Sture Harbour Area, unless authorised by the terminal.

Wind Limitations: Vessels up to 180,000 d.w.t. will not be allowed to go alongside when the wind force exceeds 14 m./sec. (10 min. average) from unfavourable directions. For vessels from 180,000 d.w.t. – 300,000 d.w.t., the wind limitation is 12 m./sec. (10 min. average).

In the period from 1st October till 31st March only vessels up to a maximum of 200,000 d.w.t. will be accepted at Sture.

MAX. SIZE: The terminal's berthing facilities consist of 2 jetties for handling of crude oil.

Jetty No. 1:	DWT min/max:	30,000 d.w.t. – 300,000 d.w.t.
	Depth alongside:	26 m.
	Max. allowed draft:	23 m.
Jetty No. 2:	DWT min/max:	50,000 d.w.t. – 150,000 d.w.t.
	Depth alongside:	26 m.
	Max. allowed draft:	23 m.

HEALTH: See "Mongstad".

RADIO: An arriving vessel must give proper notice through the agent or directly to the terminal by cable or telex.

The vessel must have received approval from the terminal to proceed inside Fedjeosen or Holmengra to the dedicated jetty.

Vessels proceeding inwards should communicate with the terminal on VHF Channel 9.

During berthing operations, the vessel is in contact with the Shift Supervisor on VHF Channel 72 9 through the pilot's radio.

Pre-Arrival Information: 72 hours before arrival, the Master shall inform the terminal about the following, either via his Agent or direct to the terminal on Telex No. 40314, or Fax. No. 56-389420.

A. Ship's name (and ex-name), call sign and Official Number.
B. Flag/nationality.
C. Name of Master.
D. Owners.
E. Gross Registered Tonnage.
F. Summer Deadweight.
G. Draft, fore and aft.
H. Last port of call.
I. Confirm ETA (local time and date).
J. Whether loaded/part loaded or in ballast. If loaded, nature and quantity of cargo. If ballasted, type (segregated/oily) and quantity to be discharged ashore and estimated deballasting time.
K. Quantity of cargo to be loaded, and requested loading rate.
L. Length overall and beam, number, size, distance from bow to connections and position (above water line and from ship's side) of vessel's manifold connections.
M. Defects in vessel or equipment affecting the safe operation of the ship.
N. Confirmation that an inert gas system is fully operational, and that the oxygen content of all tanks does not exceed 8% by volume.
O. Last three cargoes.
P. Mooring equipment.
Q. OBO/OO Carriers:
   Confirm tightness of cargo tank covers and tank pressure minimum 500 mm./wg. on arrival.
   Confirm common tank venting system and capacity of same.
   Confirm that segregated ballast is clean.
R. Is vessel equipped with Bow Thrusters? (Y/N)
   Bow . . . . . Stern . . . . .

Also see "VHF".

VHF: The Sture Crude Oil Terminal will be manned 24 hours a day and can be contacted on VHF Channel 9.

V.T.S. in operation on Channel 9.

When moored alongside the jetty, a vessel shall communicate with the terminal by means of a UHF radio handset provided by the terminal.

The Agent can supply mobile telephone if required.

Each jetty is equipped with two telephones for internal use.

Communications: A portable radio hand set will be supplied by the terminal to the vessel for use during loading operation. A receipt will be required for the radio hand set. The radio will be used for contact with the Jetty Operator during normal loading operations and for notification of an emergency condition. The radio must be returned to the terminal operator when the documents are delivered onboard.

TUGS: The use of tug boat escort is compulsory for all tankers calling at the terminal.

There are 2×50 tons and 1×35 tons bollard pull tugs available for handling berthing/unberthing operations at all times. Under normal circumstances, tugs towing hawsers will be used. Tugs have fire fighting and oil recovery equipment.

Two mooring boats are available for handling of mooring lines.

BERTHING: *Mooring Facilities:* The loading platforms and mooring dolphins are equipped with mooring hooks and pulleys. The hooks and pulleys have quick release facilities and capstans to haul in mooring lines. The release can be done locally or remotely from the control room.

The jetties are equipped with monitoring systems comprising:

(a) Wind and sea current sensors, detecting speed and direction.
(b) Berthing aid system, monitoring the tanker's approach velocity, distance to jetty and angle of approach during the final stage of berthing.
   Approach velocity max. 0.10 m./sec.
   Approach angle max. 7°.
(c) Sensor in the mooring gear to detect mooring line loads.
(d) Measurement of tanker surge movements and sway, when the loading arms are connected.
(e) Closed circuit television cameras.
(f) Area radar display.
(g) VHF/UHF radios.

All data from the monitoring systems are displayed in the control room.

The berthing aid data are available when the ship is at a distance of approximately 100 m. from the jetty.

Mooring Arrangements: It is of the utmost importance for safe operation that ships are securely moored and always kept in the correct position. Minimum requirement is 16 mooring lines, of which at least 10 mooring lines must be permanently installed on mooring winches/drums.

Vessels must be equipped with 2 wire spring lines at each end.

For vessels over 200,000 d.w.t., a minimum of 14 moorings on winches/drums is required.

The Master of the vessel shall ensure that his vessel's moorings are closely watched to prevent undue movement of the vessel. Ensure that all moorings on self-tension winches are secured with winch brakes in locked position. Use of self-tension winches in automatic position is strictly forbidden.

All mooring lines leading in the same direction shall be of the same type and have the same working strength.

All mooring wires shall have rope tail ends, with minimum the same working strength as the wires.

Mooring diagrams for small, medium and large size vessels are shown in the "Plan Section".

Safety Towing Wires: Vessels, while secured alongside the jetty, must provide and rig towing wires with sufficient length and strength on seaward bow and quarter, with eyes maintained just above the water level, ready for emergency towing.

The wires must be securely fastened to the ship's bollards.

LOADING: *Jetty Details:* Each jetty has 4 loading arms which can be either locally operated from a fixed jetty head console or from a portable remote control panel.

Each loading arm is equipped with the following facilities:

(a) Loading arm stripping pump with 30 cu.m.p.h. design capacity.
(b) Hydraulically operated valves, couplings and quick release ("PERC") arrangements.

Loading Arms Flange Sizes and Safe Working Ranges:

Loading arms are equipped with adjustable flanges in the range of 12 in. – 16 in.

Ship's manifold connection must meet loading arm envelope configuration and must provide space and support on which to place loading arm support legs.

	Min.	*Max.*
Distance from ship's side:	1.145 m.	8.145 m.
Height of centreline to deck or suitable working platform:	1.3 m.	2.4 m.

Min./Max. Loading Rates:

Loading rates:	Min.	800 cu.m.p.h.
	Max.	15,000 cu.m.p.h.
Loading arm design capacity:		3,750 cu.m.p.h.

Also see "Restrictions".

Pre-Operational Meeting and Inspection: Before any operations commence, a Pre-operational Meeting will take place between the terminal representative and the Master or the officer-in-charge of cargo operations. They will:

(a) Complete and sign the Ship/Shore Safety Check List.
(b) Discuss any deficiencies shown up by the above Check List and agree on any additional precautions required.
   The terminal reserves the right to refuse to load a vessel if the requirements are not met.
(c) Discuss and agree on procedures for taking ballast tank samples (See "Ballast"), and inert gas samples (See "Inert Gas Systems").
(d) Agree on a loading/discharging programme that includes:
   Quantities of cargo to be loaded.
   Loading rates.
   Deballasting procedures and rates.
   Procedures for emergency shut-down of operation.
(e) Discuss and agree on the means of communication to be used during the operation.
(f) Discuss and agree on connecting/disconnecting procedures.
(g) Discuss actions to be taken in the event of an emergency. This should include both communication and emergency procedures.

Operational Procedures: Loading/discharging will not commence until all the safety checks have been carried out to the satisfaction of the terminal representative and the Master or the officer-in-charge.

(a) Before any operation is carried out, the ship will be earthed.
(b) The jetty operator will be responsible for connecting the loading arms to the vessel's manifold as indicated by the officer-in-charge.
(c) The jetty operator and the ship's officer-in-charge must agree that systems are correctly lined up before operations can begin.
(d) Loading operations will be closely watched from the terminal control room.
(e) The vessel must give at least 10 minutes notice if required to stop or start any operation, unless under emergency conditions.
(f) The jetty operators will empty the loading arms onboard before disconnecting.
(g) A representative from the terminal and/or independent surveyors will witness the ship's dip/ullage/water dip/temperature/samples and quantity loaded according to ship figures.
(h) Preferably the ship must give notice to the terminal control room before any shut down operation is carried out.

Cargo Quantity Calculations: The cargo loaded will primarily be calculated according to the shore metering system, and the same figures will be entered on cargo documents.

Emergency Shut-down: If the vessel is loading, and it becomes necessary to manually initiate an emergency shut-down, the jetty system should, if possible, be used.

In the event of an emergency, jetty personnel should immediately be alerted to the situation, and the emergency stop, which is placed on the gangway, activated.

Manifold valves should not be closed until so advised by jetty personnel.

Inert Gas Systems: All vessels must have a fully operational Inert Gas System. Prior to arrival, the vessel must confirm that all empty cargo tanks and those containing dirty ballast have been fully inerted and have an oxygen content of 8% or less by volume.

If the vessel does not comply with these regulations, she will have to leave the berth without delay and return to sea in order to complete the inerting of tanks.

In such an event, Notice of Readiness will have to be re-tendered prior to re-entering the port.

Weather Precautions: Operations shall be stopped during severe electrical storms and all cargo valves and valves in the gas line riser shall be closed.

During periods of high winds above 18 m./sec., cargo operations shall be stopped and loading arms disconnected.

BALLAST: Only clean ballast water contained in segregated ballast tanks will be permitted to be discharged into the waters in the terminal area. Random samples can be taken from segregated ballast tanks.

Ballast water carried in vessel's cargo tanks has to be pumped ashore to the terminal ballast water storage.

In order to minimise the de-ballasting time, Masters are requested to arrive with minimum ballast on board for safe navigation. For safety reasons, vessels are not allowed to exceed their arrival freeboard.

Ballast water and slops containing any oil or product other than crude oil residues (such as engine sludge, hydraulic oil, luboil, solvents or other chemicals) are not permitted to be pumped into the shore storage, but have to be considered as MARPOL waste, and will be handled separately on vessel's own account. Arrangements for the discharge and reception of above referred effluents are to be made by vessel's agent.

MEDICAL: Medical requirements for ship's personnel should be arranged through the vessel's agent prior to arrival. Emergency medical services while berthed at the terminal may be arranged through either the vessel's agent or terminal operating personnel.

DENSITY: 1025.

FRESH WATER: Potable water can be delivered at a rate of 30 tonnes p.h. Ship's hoses are to be used.

FUEL: No bunkers of any kind are obtainable at the terminal and bunker barges are not permitted to deliver bunkers at Sture.

FIRE PRECAUTIONS: In case of fire on board, the ship's responsible officer should:

1. Activate the ship's fire alarm.
2. Notify the terminal by UHF/VHF or other established line of communication.
3. Make a signal in the form of a series of prolonged blasts on the vessel's whistle.

In case of fire on the jetty or the terminal, the jetty operator will inform the ship's responsible officer accordingly.

In all events of fire, whether on board or onshore, all jetty operations will cease and loading arms be prepared for disconnection.

Fire Fighting Equipment on Jetties: Each jetty is equipped with 4 infra-red detectors which will automatically stop loading pumps on the outbreak of fire. Additionally each jetty is equipped with 4 remotely controlled fire foam/water monitors. These monitors are electrically powered and remotely controlled, either from the main jetty fire fighting control panel, or a local control panel located on the jetty causeway.

On each jetty you will also find the following equipment:

Two fire hydrants for water and foam.
Fire hoses.
200 litres of foam.
Powder extinguishers of 12 kilos and 56 kilos.
International ship/shore connection.

CONSULS: At Bergen, 60 km.

REPAIRS: Hot work or any other repair work including tube cleaning, chipping and scraping, hull painting, testing or servicing of electrical equipment (including radar, radio and domestic electrical equipment), is prohibited on the vessel unless a written application, specifying the repair work to be carried out, has been submitted to the Terminal Manager and written permission granted.

If permission is granted, a list of specific repairs and a list of shore workmen employed on the vessel, must be given to the Terminal Manager before work commences.

Repairs and other work which may immobilise the vessel, must not be commenced without prior approval, in writing, from the Terminal Manager.

In all cases, adequate fire fighting equipment should be ready for immediate use.

SURVEYORS: S.G.S. Surveyor based at the terminal.

CUSTOMS ALLOWANCES: See "Mongstad".

REPATRIATION: Possible.

AIRPORT: Bergen, 60 km.

TIME: Norway uses Central European Time, therefore local time is one hour ahead of coordinated universal time (UTC). During the Summer period Norway uses local Summer time, which is 2 hours ahead of UTC.

STORING: Stores must be handled before or after cargo operations. Only small items of ship's stores, if carried by hand, may be taken on board during cargo operations.

Vehicles will only be allowed on the jetty approach roadway or jetty head after permission from the terminal.

Close to the jetties there are designated parking areas for visiting vehicles.

SHORE LEAVE: Permitted.

GARBAGE DISPOSAL: Garbage container placed on jetties. – See "General" – "Garbage".

WASTE OIL DISPOSAL: Facilities available, contact Agent.

SEAMAN'S CLUBS: Nearest clubs are at Bergen, 60 km.

WEATHER: *Tides:* Tide is semi-diurnal.

Normal tidal variance is of the order 0.9 m. – 1.0 m.

Max. astronomical tidal difference is in the order of 1.6 m.

Highest difference between extreme high and extreme low water is 2.6 m.

Tidal Currents: Tidal-generated currents in Hjeltefjorden have a maximum rate of 1.2 knots. The average rate is 0.4 knots. The dominant directions of the current are from South-Southeast and North-Northwest.

Wind: Prevailing winds are from South-Southeast and North-Northwest.

GENERAL:

Movement of Tugs and Other Craft: During operations, no vessel or small craft shall be allowed alongside the vessel unless authorised by the Terminal Manager or Shift Supervisor and agreed by the Master.

When tugs or authorised craft are alongside or assisting a vessel, all cargo system openings must be closed unless all tanks are gas free.

Garbage: No garbage and materials, either solid or fluid, shall be discharged overboard from a vessel.

Garbage from vessels' galley and other non-hazardous waste are to be disposed of into containers placed on the jetties.

Hazardous garbage/waste, such as:

Oil products
Solvents
Paint, thinner, alcohol products, tar, etc.
Products containing mercury, cadmium (batteries)
Acid, caustic and other corrosive products
Any other products classified as hazardous to health and environment
All waste contaminated by above material

must be properly and separately packed and labled. The above materials are to be placed in dedicated containers on the jetties. Before any landing of hazardous waste, the Terminal Shift Supervisor must be notified.

SHIPMASTER'S REPORT: June 1990 (Updated 1994).

Operator: Norsk Hydro A/S.

Documents:

3 copies Crew List.
1 copy Crew Manifest (only the amount in excess of allowances to be shown).
2 copies Stores/Bond List.
1 copy Health Declaration.

Agents and Customs board and check ship's papers. No crew are taken ashore and there is no port clearance.

Cargo Manifest and Bills of Lading completed by the terminal.

Pilotage: Compulsory. Pilot boards South of Fedje Island (one mile S.E. of Hellisoy Lighthouse) or if weather does not permit, to the North of Holmengra.

Anchorages: None. Vessels must drift if berth is occupied.

Radio: Communications: ETAs to be sent 7 days, 3 days, 2 days and 1 day in advance to the Agent, or terminal direct (Telex 40314 Hydro N), who also require the following pre-arrival information before permission is granted to enter.

1. Ship's Name and Call Sign.
2. Flag/Nationality.
3. Master's Name.
4. Owner/Charterer.
5. Shipper of Cargo.
6. Voyage Number.
7. Gross Register Tons.
8. Summer Deadweight.
9. Draft forward and aft (Arrival/Departure).
10. Last Port of Call.
11. Loaded or in ballast condition; if in ballast, type segregated/dirty and quantity to be discharged ashore (dirty ballast facilities available). If loaded, type and quantity of cargo.
12. Estimated deballasting time required (usually 2 connections).
13. Quantity of cargo to be loaded and required rate of loading.
14. Length overall; beam; number of connections and size, distance from bow to manifold; height above water line of manifold; distance from rail to manifold.
15. Any defects in equipment affecting cargo work and navigation, etc.
16. Confirm IG system is fully operational, and all cargo tanks are under 8% oxygen content.
17. Last 3 cargoes carried.
18. Mooring arrangements/equipment.
19. Confirm ETA.

Tugs: Two stern drive type tugs available with bollard pull of 50 tons. Tugs have fire fighting and oil recovery equipment onboard.

Harbour Regulations require that a tug escorts the vessel at all times whilst in the pilotage area, arranged by terminal.

Berthing: Always head to wind at time of berthing. 3 tugs used, tug lines. No mixed moorings allowed in same direction and mooring wires must have rope tails. 4 head/stern lines, 2 breast lines and 2 back springs are the usual requirements. Jetty well fendered. Tower type shore gangway used.

Berths: There are 2 jetties, both have depths of 26 m. alongside and max. allowed draft of 23 m. Each jetty has 4 loading arms with adjustable flanges from 12 in. to 16 in. and designed loading capacity of 3,750 cu.m/hr. Jetty No. 1 to North is for tankers of 30,000 d.w.t. to 300,000 d.w.t. and Jetty No. 2 is for 50,000 d.w.t. to 150,000 d.w.t.

Tankers: Conventional tankers and product/crude combination carriers from 30,000 d.w.t. to 300,000 d.w.t. can be accepted.

Vessels are expected to be able to accept a minimum bulk loading rate of Summer d.w.t. per hour:

For vessels up to 89,999 s.d.w.t. – 7.5% of s.d.w.t. per hour.
For vessels between 90,000 s.d.w.t. – 179,999 s.d.w.t. – 6.6% of s.d.w.t. per hour.
For vessels of 180,000 s.d.w.t. and above – 5.8% of s.w.d.t. per hour.

Vessels must have onboard at all times approximately 33% of Summer d.w.t., so vessels first load this amount of cargo before loading is stopped. Once this amount of cargo is aboard, vessel is allowed to deballast ashore from cargo tanks. On completion of deballasting, loading is resumed. During the deballasting, stores from quay are allowed to be taken, using the shore crane if required. Any stores can be carried up the gangway at any time. No stores allowed onboard by crane during the loading operation.

Cargo: Osberg Blend – API 34.1. Density 0.8542. Loading temperature about 8°C – 9°C.

Medical: Terminal will arrange on an emergency basis only. Agent needs plenty of notice to arrange a doctor, 24 hours if possible.

Fresh Water: Available from shore by ship's hose, rate 30 t.p.h.

Fuel: No bunkers are available.

Fire Precautions: As per terminal instructions and usual safety regulations.

Consuls: At Bergen.

Surveyors: At Bergen and Mongstad.

Watchmen: Not required.

Repatriation: All facilities available via Bergen.

Time: GMT plus 1 hour in Winter and GMT plus 2 hours in Summer.
Telephone: Agent supplies a mobile telephone on request for ship. Telephone also on quay in terminal office.
Stores: Available from ship chandlers in Bergen and locally through Agent.
Shore Leave: Shore passes supplied by terminal. Distance to Bergen about 60 km. (1.5 hours by car).
Agent: We used Ole R. Olsen, P.O.Box 65, N-5330 Tjeldstoe, Norway. Telex: 40610. Telephone (56) 389430. Mobile Telephone: 946-83530. (The Head Office is in Bergen).

AUTHORITY: Sture Crude Oil Terminal, 5330 Tjelsto, Norway. *Tel:* (56) 386000, Main Control Room (56) 386111, Shift Supervisor (56) 386222, Emergency (56) 386333. *Telex:* 40314 and 40192 Hydro N. *FAX:* (56) 389420, (56) 389409. *Contact:* T. Aagotnes, Terminal Manager. H. Schutt, Marine Superintendent.

SUNNDALSORA: 62.41 N. 08.36 E.

DOCUMENTS:
2 Crew Lists
2 Passenger Lists
Declaration of Health
General Declaration
Cargo List
Cargo Manifest
Personal Effects List

PILOTAGE: Telegraphic address of Pilot Station: "Grip Pilot". Description of Pilot Boat: White hull, orange wheelhouse, length 43 ft., speed 18 knots. The Pilot has to be taken on board 1 nautical mile East of Grip Lighthouse (Lat. 63° 14′ N., and Long. 07° 37′ E.), no alternative area. No anchorage for vessel awaiting Pilot.
ANCHORAGE: Poor conditions in the Sunndalsfjord. Possible to anchor at Freifjord and Bolgsvaet West of Kristiansund.
RESTRICTIONS: No restrictions.
MAX. SIZE: Max. draft 33 ft.
HEALTH: "Declaration of Health" to be issued before arrival.
RADIO: Rogaland Radio and (20–30 hrs. before arrival) Alesund Radio.
VHF: For inner harbour on Channel 16 (normally in use when mooring).
RADAR: No Port Radar Service.
TUGS: Not available in Sunndalsora. Nearest Alesund, steaming time about 12 hours. Tugs only required when Pilot/Master find it necessary.
BERTHING: Length of quay: 1,007 ft. Max. draft 33 ft. Load/discharge by shore equipment.
CRANES: 1×15 tons and 1×25 tons.
BULK CARGO FACILITIES: 1 grab crane 400 t.p.h.
SPECIALISED CARGO HANDLING FACILITIES: None.
BRIDGES: None.
STEVEDORES: No notice required.
MEDICAL: Doctors available in Sunndalsora. Nearest hospital: Kristiansund or Molde (60 miles from Sunndalsora).
TANKERS: The usual rules for tankers to be complied with.
DENSITY: Average density of the port 1019 – 1020.
FRESH WATER: Available.
FUEL: Available in smaller quantities (from Mobil and BP).
FIRE PRECAUTIONS: No specific precautions.
CONSULS: None. Nearest at Kristiansund: Denmark, Finland, France, Germany, Netherlands, Portugal, Sweden and United Kingdom.
REPAIRS: Only small repairs can be carried out.
DRY DOCKS: None.
SURVEYORS: Nearest Kristiansund (Norske Veritas) and Bergen (Lloyd's).
GANGWAY/DECK WATCHMEN: Not required.
HATCHES: Opening/closing to be carried out by crew.
CUSTOMS ALLOWANCES: Quantity permitted for each Crew member to be held out of bond: 200 cigarettes or 200 gm. tobacco, 1 bottle spirit and 1 bottle of wine.
CARGO GEAR: Load /discharge effected by shore gear.
REPATRIATION: Crew changes and repatriation possible.
AIRPORT: Kvernberget (Kristiansund) and Aro (Molde), both at 60 miles distance and with regular air service.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: May 1st and May 17th. No cargo work can be arranged on those days.
POLICE/AMBULANCE/FIRE: Police Tel.: 91166, Ambulance (doctor) 91346, Fire 001, Lifeguard 91933.
TELEPHONE: In harbour office.
SERVICES: Not available. Nearest Kristiansund or Molde.
SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION CARDS: Sunndal Verk a.s. demands identification cards, obtained from Dock Master.
GARBAGE DISPOSAL: Service available. Garbage must be divided between burnable and non-burnable. Two small containers on the quay, free of charge.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner.
REGULATIONS: Forbidden to take photographs within boundaries of Hydro Aluminium Sunndal A/S property.
DELAYS: Usually no delay if notice of arrival given to Agent in good time.
GENERAL: No cargo on Saturday and Sunday.
AUTHORITY: Hydro Aluminium Sunndal A/S, 6600 Sunndalsora, Norway. *Tel:* 716-93000/93453. *Telex:* 15222 Sual N. *FAX:* 716-93607. *Cables:* H.A.Sunndal, Sunndalsora. *Contact:* Port Manager (Tel: 716-93453) or Quay Foreman (Tel: 716-93332).

SVOLVAER: 68.14 N. 14.35 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Custom Documents.
Stores List.
Manifest.
Bill of Lading.
Ship's Papers.
Valid Derat Exemption Certificate.

Ships arriving from Finland, Denmark, and Sweden need Customs permit from last port.
PILOTAGE: Vessel approaching Svolvaer may call Bodo Radio, 2182 kHz. by radio asking for Svolvaer harbour pilot. Telegraph ETA Svolvaer 24 hours before arrival. All communication with harbour pilot boat on VHF Channels 16 and 12. Exact position for pilot boat is Lat. 68° 11′ 13″ N., Long. 14° 36′ 00″ E. Different types of pilot boats are used, but usually the pilot boat flies pilot flag. No special requirements for boarding, except usual pilot ladder.
ANCHORAGES: Boundaries for safe anchorage Lat. 68° 13′ 36″ N., Long. 14° 37′ 00″ E.; Lat. 68° 13′ 48″ N., Long. 14° 36′ 12″ E. Depth in area about 25 fathoms.
MAX. SIZE: Max. permissible length 520 ft., draft 30 ft. in the Oil Harbour.
HEALTH: Pratique is automatic, given by radio. Vessel only required fly yellow flag. In event of any suspected disease or fever on board call Svolvaer Harbour Master by telephone via Bodo Radio (2182 kHz).
RADIO: Call Bodo Radio by R/T 2182 kHz or VHF-Channel 16. Svolvaer Harbour office VHF-Channel 16/12.
TUGS: Small tugs available.
STEVEDORES: All information regarding gangs, loading and discharging rates can be obtained by calling ship's Agent in Svolvaer via Bodo Radio.
MEDICAL: Hospital facilities available.
TANKERS: There are discharging berths for oil carriers in Svolvaer. Diameter of lines at berth 6 in. and 8 in.
DENSITY: Density in port is 1025.
FRESH WATER: Delivered from piers by hose with a rate of about 20 t.p.h.
FUEL: All kinds of fuel oil are available.
CONSULS: Swedish and Italian Consulates.
REPAIRS: Nearly all types of engine and deck repairs. Both for internal combustion and turbine engines.
DRY DOCKS: No dry docks in port, only slipways for ships up to 240 ft.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally done by ship's crew but can also be done by stevedores.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCES: Tobacco: Quantity for each crew member is 20 cigarettes or 20 gm. tobacco and 20 leaves cigarette papers per day. Wine and/or Spirit: For crew members 1 bottle spirit or wine (0.75 litre) and for each passenger 0.25 litre.
REPATRIATION: Facilities for effecting crew changes are available.
AIRPORT: 4 km. from town. Nearest main airport is Bodo.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: Official holidays stated by Norwegian Government.
POLICE/AMBULANCE/FIRE: Tel. 70177.
TELEPHONES: Telephones on pier.
SERVICES: Compass adjusting.
IDENTIFICATION CARDS: Not required.
GENERAL: Svolvaer is the main port in Lofoten Island, and a typical fishing harbour. Radar, Decca, Radio and VHF service, and all other electrical services can be executed.
AUTHORITY: Vagan Havnevesen, P.O.Box 121, 8301 Svolvaer, Norway. *Tel:* 088-71011. *Cables:* Harbourmaster. *Contact:* Eilif Mosand, Harbour Master.

THAMSHAVN (Thamshamn): 63.20 N. 09.52 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Stores List.
Bill of Lading.
3 Manifests.

PILOTAGE: 24 hours prior arrival Grip, Pilots can be ordered by cable to "Loskontoret, Kristiansund N." or by telephoning Kristiansund Pilot Office, tel. 74333 during office hours, and 74595 private. Pilots can also be ordered by radio through Kristiansund Radio or through Agents. Use Channel 16 for VHF., contact to Kristiansund Pilot Office, or pilot boat. Pilot boat equipped with radio telephone 2182, carries red and white flag during day and white and red light during night.
ANCHORAGES: Vessels should anchor 150 m. off piers where depth between 26 m. and 30 m. Anchoring between piers and buoys is not permitted.
MAX. SIZE: Depth at Import Quay 24 ft. MLW. Max. LOA 200 m. Max. Beam 23 m.
RADIO: Vessel should route ETA cables to Agent through Rogaland Radio or Aalesund Radio.
TUGS: No tugs needed or available.
BERTHING: Berthing only between 0700 hrs. and 2300 hrs.

CARGO HANDLING: 1 berth is specially equipped for handling of concentrates in bulk. Ships of 28 ft. draft can load at the pyrites quay. Loading by conveyor. There are no berths equipped for containers or Ro/Ro traffic, nor berths handling liquid chemicals or LPG carriers.
STEVEDORES: Arranged by Agent. No ETA to stevedores necessary.
MEDICAL: Hospital facilities available.
FRESH WATER: Available, delivered at berth.
FUEL: No fuel supplies available. Nearest port for such supplies is Trondheim.
CONSULS: Nearest consul available in Trondheim.
REPAIRS: Only small repairs can be carried out.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Not compulsory, and this service is left to the discretion of the Master.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCES: Each crew member allowed 20 cigarettes on shore. When leaving ship, 200 cigarettes and 1 bottle of wine and 1 bottle of spirit permitted.
AIRPORT: Nearest airport, Vaernes, 62 miles N.E. Served by regular airlines with several flights per day.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: January 1st; Easter Holidays; Ascension Day; Whit Monday; 1st and 17th of May; December 25th and 26th.
POLICE/AMBULANCE/FIRE: All mentioned services obtained through Agent or by contacting local telephone exchange.
TELEPHONES: No facilities for placing telephones onboard ships.
SERVICES: Provisions available.
BANKS: Forretningsbanken A/S, 7300 Orkanger, Norway.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Not required.
AUTHORITY: (Private Wharves): Thamshavn Verk A/S and Co., P.O.Box 10, 7301 Orkanger, Norway. *Tel:* (074) 80400. *Telex:* 55628. *FAX:* (074) 81930. *Cables:* Thavn, Orkanger. *Contact:* Arne Lauritzsen, Shipping Manager.

TONSBERG: 59.16 N. 10.25 E.

DOCUMENTS:
Ship's Register.
Crew Lists.
Customs Manifest for each crew member (cigarettes, spirits, etc.).
Stores List. Cargo Papers. Health Certificate.
PILOTAGE: Sea Pilots obtainable from Ferder Pilot Station. Pilots normally take vessels to berth.
ANCHORAGES: Good anchorages at Byfjorden and Traela; anchorages for large vessels are found in Narverodbukten and Husoyflaker.
MAX. SIZE: 18 ft. draft for East entrance and 24 ft. draft for West entrance. Up to 30,000 tons in ballast.
RADIO: Cable ETA via Tjome Radio prior arrival.
TUGS: Available.
BRIDGE: 1 bascule bridge over East entrance. Working days open 0730 to 2000 hrs., holidays 0900 to 1700 hrs. Signal 1 long and 2 short to open bridge. Opening can also be arranged by VHF Channel 12. Horizontal clearance 88 ft., depth 22 ft.
MEDICAL: Medical, dental and hospital facilities available.
DENSITY: Occasionally brackish.
FRESH WATER: Available from hydrants at quays.
FUEL: Delivered by lorry.
CONSULS: (Vice-Consuls) France, Netherlands, Finland, Denmark, Sweden and Spain.
REPAIRS: All types of repairs available.
DRY DOCKS: At Kaldnesmek, a shipyard for total length of 515 ft. The shipyard is building ships up to about 50,000 d.w.t.
GANGWAY/DECK WATCHMEN: Available on request.
CUSTOMS ALLOWANCES: 200 cigarettes or tobacco and 1 bottle spirits, for each man.
REPATRIATION: Possible. Regular flights from Torp (5-7 flights daily) to Copenhagen, Stavanger, Bergen and Trondheim.
AIRPORT: Torp, 20 km.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Labour Day (1st May); 17th May; Ascension Day; Whit Monday, Christmas (25th and 26th December). Mostly no working.
POLICE/AMBULANCE/FIRE: Police 112; Ambulance 113; Fire 111.
TELEPHONE: Lines available on board vessel.
SERVICE: Mostly all services or equipment available from Tonsberg or Oslo. Inform prior arrival.
SHORE LEAVE: Crew members allowed to go ashore.
DELAYS: Ice during January and February, but port kept open by ice breakers.
AUTHORITY: Tonsberg Havnevesen, Nedre Langgate 36 B, N-3100 Tonsberg, Norway. *Tel:* 33348850. *Cables:* Tonsberg Havnekontor. *FAX:* 33319917. *Contact:* Per Svennar, Harbour Master.

TROMSO: 69.39 N. 18.58 E. (See Plan)

DOCUMENTS:
Trade Certificate.
Tonnage Certificate.
Certificate of Nationality.
Number of Crew and Passenger Lists.
Customs and Health Documents.
Manifest and Bills of Lading.
PILOTAGE: Pilot Station maintains 24 hours watch. Booking during daytime to Tel: 47-77682245. Outside office hours contact can be made via Bodo Radio or Vardo Radio. Telegraphic address of pilot station is "Tromso Pilot Station". Order latest 12 hours before arrival.
ANCHORAGES: Depth at anchorage is 15 m. – 35 m.
RESTRICTIONS: No restrictions on night entry.
RADIO: Bodo Radio, all VHF Channels.
VHF: Harbour Office Channel 16 and 12 throughout 24 hours (except 0700 hrs. – 2300 hrs. on Sunday). 20 miles from town.
TUGS: If necessary, join vessel North or South end of harbour. Tugs up to 1,500 h.p. available.
BERTHING:
1,300 m. of quay with depth 4.5 m. – 7.5 m.
210 m. of quay with depth 10.5 m.
100 m. of quay with depth 11.0 m.
All depths are at low water.
Containers: Handled at Breivika Terminal. Container park for 1,000 units and reefer plugs of 380 Volts.
CRANES: 9 mobile cranes with capacity up to 40 tonnes.
BRIDGES: Tromso Bridge, 60 m. wide, 36.5 m. high.
Sandnessundet Bridge, 120 m. wide, 41 m. high, min. dredged depth 10.4 m.
STEVEDORES: Ordered by Agent. No ETA to stevedores necessary.
MEDICAL: Master to advise by radio prior to arrival if medical attention required aboard. Hospitals in town (University).
TANKERS: There are 4 oil berths:
Norol – 20 ft. depth.
Mobil Oil – 21 ft. depth.
Esso – 31 ft. depth.
Shell – 39 ft. depth.
FRESH WATER: Most berths supplied by pipeline.
FUEL: All grades available.
FIRE PRECAUTIONS: Ordinary restrictions.
CONSULS:

Belgium	77 68 15 93	Iceland	77 68 30 24
Finland	77 68 20 60	Netherlands	77 68 45 50
France	77 68 76 47	U.K.	77 68 48 00
Germany	77 68 55 50		

Note: When calling from abroad, please dial +47 before dialling the above numbers.
REPAIRS: All engine and instrument repairs. Shipbuilders' yard.
DRY DOCKS: 4 slipways 80 ft. – 222 ft. 1 small dock.
SURVEYORS: Lloyd's, N.V.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open and close.
CUSTOMS ALLOWANCES: Crew members 200 cigarettes or 20 cigars or 100 gm. tobacco, and 1 bottle spirits.
AIRPORT: 5 km. from town.
TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.
HOLIDAYS: No work on New Year's Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 112; Ambulance 113; Fire 111.
SERVICES: Compass adjusting, stores, etc.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Not required. Seaman's Book.
GARBAGE DISPOSAL: Service available using containers alongside. Contact Tel: 776-82537/75824 for further details.
Charges: 8 cu.m. = NKR 700.
WASTE OIL DISPOSAL: Contact Shell Fuel Station. Tel: 776-30811.
SEAMAN'S CLUBS: None.
CURRENCY: Norwegian Kroner (NKR).
REGULATIONS: Max. speed in port waters 6 knots. Ships size passing Tromso Bridge max. 5,000 tons displacement.
DELAYS: Minor delays only.
AUTHORITY: Tromso Havnevesen, P.O.Box 392, Kirkegt. 1, 9001 Tromso, Norway. *Tel:* 776-81191-83374. *FAX:* 776-58529. *Contact:* Captain Knut A. Mortensen, Harbour Master.

TRONDHEIM: 63.25 N. 10.24 E. (See Plan)

DOCUMENTS: See "Bergen".
PILOTAGE: Pilotage is compulsory for all foreign flag ships. The pilot boats lie in Kristiansund Harbour, where a VHF watch is kept. The pilot station listens on Channel 16. When vessel is about 10 miles from Grip Lighthouse, contact should be made. Vessel will be given instructions as to where and how the Pilot will board. The Pilot boards from a 20 m. long, white boat marked 'LOS', capable of doing 10 knots. In bad weather vessel will be advised by VHF regarding Pilot procedures. The pilotage service is provided by the Norwegian Government. All the Pilots are recruited from the Norwegian Merchant Navy after they have obtained a 1st Mate's Licence.

Note: When approaching Trondheim from the North, ship will be in coastal trade with Pilot on board. Vessel will enter the Trondheim Fjord East of Halten Lighthouse.

RESTRICTIONS: The fjord is very deep and easy to enter. The channel is clear and ice-free throughout the year.

There are no speed limitations from Grip to Trondheim, but consideration should be given to small ships and the narrow water.

MAX. SIZE: Controlled by depth at berth.

HEALTH: Free Pratique arranged by Agent.

RADIO: Orlandet Radio (also VHF).

VHF: Harbour Pilot: Havne Kontoret, Tel: 528015 or VHF Channel 16.

TUGS: Arranged by Agent.

BERTHING:

Pier 1: Ro/Ro Berth: Length 442 ft., depth 26 ft. New Quay: Length 460 ft., depth 26 ft.

Pier II-River Harbour	Quays	4–15	Depth alongside up to 26 ft.
Outer Harbour	Quays	17–18	Depth alongside up to 18 ft.
Inner Harbour	Quays	19–24	Depth alongside up to 20 ft.
Ilha Pier	Quays	26–32	Depth alongside up to 34 ft.
Pier I	Quays	1– 2	Depth alongside up to 27 ft.
Ladehammer Quay	Length	760 ft.	Depth alongside up to 16.5 ft.
Strandvei Quay	Length	1190 ft.	Depth alongside up to 16.5 ft.
Transit Quay	Length	780 ft.	Depth alongside up to 26 ft.
Coal Crane Pier	Length	700 ft.	Depth alongside up to 26 ft.
Cruise Ship Terminal	Length	320 ft.	Depth alongside up to 43 ft.

BRIDGES: Skansen Bridge, Jernbanebrua, and Brattor Bridge divide Inner Harbour and Nidelven Bridge divides the river harbour.

STEVEDORES: Available.

MEDICAL: All facilities available.

TANKERS: Berth depth 9 m. – 12 m. Total length of quays 270 m. easy access. Mobil, Esso, Norsk Olje (Norol) and Shell installations.

Berth Approaches: The main effect on ship handling in the berth approaches comes from the current, which always sets along the jetty. Current direction depends on the tide.

Berthing: All tankers usually berth with port side alongside and with tugs on the hook. An anchor may be used under unfavourable conditions. With wind Force 8 and above from an Easterly direction, vessels will not be allowed to go alongside due to risk of damage to ship and jetty.

FRESH WATER: By hose from quay.

FUEL: Available.

CONSULS:

Belgium	Tel: 73 959600	Italy	Tel: 73 532080
Denmark	Tel: 73 581500	Netherlands	Tel: 73 524560
Finland	Tel: 73 549911	Sweden	Tel: 73 967722
France	Tel: 73 532600	U.K.	Tel: 73 968211
Germany	Tel: 73 521120		

REPAIRS: All types of deck and engine repairs are possible.

DRY DOCK: 113 m. × 20 m. × 8.0 m.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirit, 1 bottle wine allowed each man.

REPATRIATION: Can be arranged.

AIRPORT: 35 km. away from port. Regular airlines.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: Christmas (2 days); Easter, (4 days); 17th May; Ascension Day; Whitsun, (2 days).

POLICE/AMBULANCE/FIRE: Police 73 899090 or 002; Ambulance 003; Fire 73 547600 or 001.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required.

GARBAGE DISPOSAL: Collection service available (Tel: 73-547037).

(1) Alongside dock: Containers.
(2) At anchor: Barge.
(3) Telephone: 07-547037.
(4) Charge and collection: Container: Transport 460 NOK plus 435 NOK per ton plus 20%.
(5) Collection time: Monday – Friday, 0700 hrs. – 1500 hrs.

WASTE OIL DISPOSAL: Service by tanker trucks at any berth. Contact Borstad Transport, P.B. 204, 7501 Stjorda. Tel: 74-827700. Fax: 74-827743.

SEAMAN'S CLUBS: None.

CURRENCY: Norwegian Kroner.

DEVELOPMENTS: Plans for reconstruction of Outer Basin with new bridges planned.

AUTHORITY: Trondheim Havn, Pir-Senteret, N-7005 Trondheim, Norway. *Tel:* 73-528015. *FAX:* 73-509480. *Contact:* Kurt Saether, Harbour Master.

VADSO: 70.04 N. 29.45 E. (See Plan)

DOCUMENTS:

Trade Certificate.
Tonnage Certificate.
Certificate of Nationality.
Number of Crew and Passenger Lists.
Customs and Health Documents.
Manifests and Bills of Lading.

PILOTAGE: Vessels approaching from sea and desiring Pilot should order at 24 hours' notice and confirm arrival to Pilot Office, Vadso, at 2 hours' notice. The advance order can be sent over Coastal Radio Station Vardo to Vadso Pilot/Harbour Master in Vadso, Tel: 789-51318. Vadso Harbour Pilot on VHF Channel 16, working Channel 12.

The Harbour Pilot usually boards vessels within 0.5 miles of the harbour entrance, in fine weather conditions.

ANCHORAGE: West of harbour between Vadsoya and Lille-Vadsoy in depths of 16 m. – 20 m. The holding ground is good.

APPROACHES: *New Entrance:* Entrance from the West is between 2 breakwaters 180 m. apart.

A 475 m. long, 180 m. wide and 6.5 m. (21 ft.) L.L.W.S. deep dredged and lighted channel leads from outer to inner harbour.

RADIO: Call via Vardo Coastal Radio Station.

VHF: Harbour Master's Office on Channel 16, working Channel 12, during working hours (0800 hrs. – 1500 hrs. local time).

TUGS: 1×6 ton bollard pull. Larger tugs can be ordered if necessary.

BERTHING: Traffic/Cargo Quay: Length 250 m., depth alongside 7.0 m.

Fishing Port: 4 quays, length 65 m. – 105 m. Depth alongside 5.5 m. – 6.5 m.

STEVEDORES: Vadso Skipsekspedisjon A/S, 9800 Vadso. Tel: 789-51395 or 789-51137, Telex: 64222, Fax: 789-51314. Stevedores arranged by vessel's Agent.

TANKERS: There is a discharge berth for tankers. Max. size 2,500 g.r.t. Length of jetty 125 m. Depth of water 18 ft.

FRESH WATER: Fresh water is available at the Traffic Quay, rate 100 t.p.h. Water is also available at the fishing port (Quay No. 1) at a rate of 30 t.p.h. at the fuel berth. No water barge available.

FUEL: Fuel oil, gas oil and diesel oil available direct from oil-installation of Norske Shell A/S at Vadsoya. Tel: 789-51869.

CONSULS: Finnish Vice-Consul in Vadso. Tel: 789-51225.

REPAIRS: Minor deck and engine repairs possible. No dry docks or slipways available.

GANGWAY/DECK WATCHMEN: Watchmen not necessary. If required, the Master may use ship's crew as gangway and deck watchmen.

CUSTOMS ALLOWANCES: Allowance for 10 days: 200 cigarettes or 200 gm. tobacco and 0.25 litres of spirits per crew member.

AIRPORT: Vadso Airport is 4 km. from the Traffic Quay and Vadso town centre. There are 4 flights a day to Oslo.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

POLICE/AMBULANCE/FIRE: Police, Tel: 002 or 789-50500. Ambulance, Tel: 789-51999. Hospital, Tel: 789-51691. Fire, Tel: 001 or 789-51554.

SERVICES: Ship chandlers are available for supply of provisions and arranging laundry. If service required for vessels instruments, this can be arranged by contacting Varanger Skipselektronikk A/S, Tel: 789-52290.

GARBAGE DISPOSAL: Garbage disposal is available when ships are alongside.

WASTE OIL DISPOSAL: Waste oil disposal service is available.

SEAMAN'S CLUBS: Velferds Klubben, Tel: 085-52290.

CURRENCY: Norwegian Kroner (NKr.).

AUTHORITY: Vadso Havnevesen, P.O.Box 39, 9801 Vadso, Norway. *Tel:* 789-61318. *FAX:* 789-54310. *Contact:* Kare Roald Nilsen, Port Director.

NOTES

Please also advise Shipping Guides Ltd.

Sultanate of Oman

GENERAL:

ANCHORING:
Notice to Mariners No. 1/84:

All vessels anchoring South of Latitude 24° parallel and within the territorial waters of Sultanate of Oman (12 miles), for the purpose of waiting for orders or in order to carry out engine repairs, should anchor within Lat. 23° 40′ N., and Long. 58° 10′ E. and Long. 58° 27′ E.

No vessel shall anchor in any other part of Mina-Al-Fahal except when actually loading/discharging on SBM buoys. All cargo ships should call at Port Sultan Qaboos when handling cargo or at anchorage West of Fahal.

Signed: Superintendent General Maritime and Ports Affairs.

Notice: Received from ship's Agent.

Vessels can anchor within Lat. 23° 53′ N. and the coastline of Oman and between the meridians of Long. 58° 10′ E. and Long. 58° 28.5′ E., which is West of Fahal Island. On arrival contact Mina Qaboos Port Control on VHF Channel 16 or 14 for reporting arrival and request anchoring position giving vessel's particulars. Vessel not permitted to lower life-boat or unauthorised boats to lie alongside. Agent requires 5 copies Crew List, 1 Stores List, 1 Crew Declaration List and 1 Vaccination List. Distance to anchorage being such we have to commute by tugboat hired at O.R. 55/– per hour or part thereof. Launch service possible only during daylight hours and weather permitting. Following particulars of vessel should be furnished in advance:

1. Flag/port of registry.
2. D.w.t./g.r.t./n.r.t./call sign.
3. Ports of call including last port and next port.
4. Nationality of Master and Crew.
5. Whether any dangerous/hazardous cargo on board.

Vessels on arrival should be cleared through Immigration, Customs and Health by an Agent.

MINA-AL-FAHAL: 23.40 N. 58.30 E. (See Plan)

DOCUMENTS: Required on arrival (provided by vessel):

6 copies Crew List (2 copies required by Berthing Master).
2 copies of Vaccination List.
2 copies Stores List.
1 copy Bonded Stores List.
1 copy Personal Effects List.

All other necessary papers will be supplied on arrival by the Berthing Master.

P.D.O. employ the "Early Departure Procedure" for completion of cargo documentation.

PILOTAGE: The Berthing Master will board the vessel off Fahal Fairway Buoy as directed by VHF. The portside derrick should be rigged and crew standing-by ready to lift hose securing equipment from the launch when Berthing Master and Assistant come on board. Harbour steaming is deemed to start at this point.

The pilot access should be in good condition, clean and ready on the leeward side. The Pilot will board by accommodation ladder only unless the vessel's freeboard makes the use of a combination accommodation ladder and pilot ladder necessary, or the vessel is advised otherwise. The use of a pilot hoist is not permitted.

The Berthing Master's Assistant, acting as shore representative, stays on board vessels at the SBMs. Vessels are requested to provide him with proper accommodation and meals. As Oman is a Muslim country the appropriate type of food, i.e. no pork or pork products, should be supplied. Any failure to comply with this request may result in delays to the vessel and complications with the local authorities.

Also see "Ship Supply Service".

ANCHORAGES: *Tankers:* Before anchoring tankers should contact "Fahal Control" on VHF Channel 12 for a designated anchorage.

In all cases tankers are required to anchor at least 2 miles West of Fahal Island and at least 2 miles clear of the Omani coastline.

Ships proceeding to an anchorage within the Port Area should pass North of Fahal Island and under no circumstances enter the prohibited area unless instructed to or accompanied by a Mina-al-Fahal Berthing Master.

Note: The following positions are foul due to lost anchors and cables:

1. Fahal Island Light 121°×2.95 miles.
2. Fahal Island Light 150°×3.4 miles.
3. Fahal Island Light 126°×1.16 miles.
4. Fahal Island Light 144°×2.5 miles.

Anchors: In order to prevent damage to SBM moorings and submerged pipelines, anchors are to be secured in the seagoing condition before the ship enters the Restricted Area. Under no circumstances is the seagoing security of the anchors to be altered whilst the vessel is moored to the SBM.

RESTRICTIONS: Open sea approaches.

All tankers calling at Mina-al-Fahal must be equipped with inert gas system in good working order and arrive with all cargo tanks fully inerted.

Arrival Draft: All vessels scheduled to berth at an SBM must arrive with the propeller fully immersed. The forward draft should be deep enough in order to:

(a) Allow safe handling of the ship in all operational weather conditions for the area.
(b) Prevent the bow riding above the fendering on the SBM.
(c) Allow connection of the mooring hawser, whilst maintaining a safe distance from the SBM.

An example of a safe arrival ballast draft for a vessel of 250,000 tonnes loaded displacement is:

Forward	7.00 m.
Aft	11.00 m.

MAX. SIZE:

Berth	*Max. d.w.t.* (tonnes)	*Max. Draft* (m.)
SBM No. 1	350,000	19.5
SBM No. 2	600,000	N/A
SBM No. 3	100,000 *	14.0

There is no LOA or beam restriction.

* Max. loaded displacement 125,000 tonnes.

Also see "Berthing".

RADIO/VHF: Initial ETA should be sent 72 hours before arrival and confirmed 48 hours and 24 hours before arrival. ETA messages should be sent to "Petromar Muscat" (Telex No. 5212 ON; Fax: 675150), or via Muscat Radio (call sign A4M). If no contact can be established with Muscat Radio, the message should be sent through an alternative coast station such as Bahrain Radio.

The message should contain the following information.

(a) ETA in local time and date in plain language.
(b) Confirmation that vessel is fully inerted.
(c) Last port of call.
(d) Quantity of cargo required.
(e) Time required for deballasting prior to loading.
(f) Maximum loading rate.
(g) Maximum draft on arrival and trim.
(h) Maximum draft on departure.
(i) Type, number and SWL of bow stoppers for securing SBM mooring chains.
(j) Hose handling derrrick or crane SWL.
(k) Confirmation that manifolds to OCIMF standard.
(l) Confirmation that vessel has pollution insurance coverage.
(m) Arrival displacement.
(n) Main engine power in BHP.
(o) Vessel's Flag of Registry.
(p) Master's name.

VHF communications should be established as soon as possible, and at least 2 hours prior to arrival, with "Fahal Control" on Channel 12. A 24 hour watch is maintained on Channel 12 only. The range of the station is approximately 50 miles, but may be reduced to 20 miles when approaching from the Eastwards due to the screening effect of the mountains. This station may call ships on Channel 16, but a watch will not be maintained on Channel 16. All vessels when in port or laying off Mina-al-Fahal should keep watch on Channel 12. The mooring launches are also equipped with Channel 12.

HEALTH: When advising ETA, include in message whether any sickness on board.

Port Health Officer, Immigration and Customs board with Agent; Port Officer will carry out any necessary vaccinations. 'Q' flag to be flown until Pratique granted.

TUGS: None available and not required.

BERTH DESCRIPTION: 3 single buoy moorings with floating hose strings. SBM lights are Iso.W.

SBM No. I: Crude export and Long Residue.

This buoy is served by 2×30 in. submarine crude lines each 3,139 m. long.

The floating crude hoses are 2×265 m. long × 20 in. reduced to 16 in. for manifold connection.

SBM No II: For crude and bunker export and is served by 1×40 in. submarine crude line and 2×10 in. submarine fuel oil lines each 4,261 m. long. The floating crude hoses are approx. 2×302 m. long × 20 in. reduced to 16 in. at manifold connection. Bunkering is by a single 12 in.×311 m. floating hose.

SBM No. III: Products imports only (Gas Oil, Mogas, Jet-A1) served by 2×10 in. submarine pipelines, length 2,439 m. Floating hoses are 201 m. in length with 8 in. manifold connections.

Unless instructions are given to the contrary, both mooring ropes are to be used.

Loading/Discharge Rates:

Crude oil export by gravity only; maximum rate 8,000 cu.m./hr.

Long residue export by gravity only; maximum rate 3,000 cu.m./hr. (SBM 1).

Bunker fuel export by pump; maximum rate 500 cu.m./hr.
White product import (SBM 3); maximum rate 500 cu.m./hr.
White product export (SBM 3); maximum rate 350 cu.m./hr.

Coastal Tanker Mooring:

There are also 2 inshore berths for coastal tankers.

The maximum draft permissible is 4.5 m. Vessels moor using both anchors forward and ropes to a buoy on each quarter. The hose is usually connected to the vessel's stern discharge line.

Approximate density of water: 1026.

Coastal tankers should approach the berths from Westward of Fahal Island.

BERTHING: Vessels berth head on to a single buoy mooring system comprising 2 nylon grommet-type mooring lines which terminate with chafe chains for securing on board using the vessel's bow chain stoppers. Vessels which are not fitted with approved tongue or hinge-type bow stoppers will not be accepted for loading operations at Mina-al-Fahal Terminal. A suitable messenger of 25 mm. minimum diameter should be provided by the ship to lift the end of the 200 m. × 80 mm. diameter polypropylene pick-up rope from the mooring boat. It is advisable to have 2 good mooring lines available forward. No moorings are used aft. A Berthing Master and one assistant board the vessel for mooring and will advise the details of the mooring procedure.

HOSE CONNECTIONS: Hose connections will be made on the port side amidships. Crude loading ships should fit 2 × 16 in. reducers. The derrick should be rigged with equipment in good condition and have a minimum SWL of 10 tonnes.

Hose connection and disconnection is carried out by the ship's crew with advice from the Berthing Master's Assistant.

LOADING: Every 2 hours ship-shore check has to be made via the Loading Master.

Private radio channels in the UHF band are used for ship/shore/launch communication during all operations.

BALLAST: No facilities for reception of dirty ballast.

Tankers should arrive with clean ballast, lines and pumps and no oil should be released into the sea.

MEDICAL: Medical and dental treatment can be arranged via local agent. Radio advise with details 24 hours before arrival. Patients are taken ashore through Port Sultan Qaboos.

Patients should be able to speak Arabic/English/Dutch or be accompanied by a competent interpreter and should bring their passport. To avoid delay to patients, a form containing the following information must be sent in triplicate with every patient:

Name, address and telex address of ship's owners.
Name of ship.
Rank and name of patient.
Nature of complaint (in general terms).

DENSITY: Approximately 1026.

FRESH WATER/FUEL: Fresh water and gas oil available by barge "Nizwa", arranged via vessel's agent. 24 hours notice required. Barge capacity, fresh water 280 tonnes, minimum quantity 100 tonnes. Gas oil 270 tonnes.

Marine fuel oil is available at SBM 2. Gas oil is available at SBM 3 (60 cu.m./hr.). Marine lubricants are available, supplied in drums.

A wide range of marine lubricants is available and is supplied in drums. At least 24 hours' notice is required for supplying lubricants.

Also see "Shipmaster's Report".

REPATRIATION: Crew changes are possible at Mina-al-Fahal provided the Agent receives at least 7 days' notice giving full particulars of embarking/disembarking crew, such as full name, nationality, place and date of birth, Passport/Seaman's Book number with date and place of issue and expiry date, and also destination for repatriation of disembarking crew members, to enable Agents to obtain necessary permits (visas) and arrange air passages.

Notice for crew change to be given as soon as possible as the issue of N.O.C's. (Non Objection Certificates) can take up to 7 days.

N.B. If the information required as above is received on a Thursday or a day preceding a holiday, the time mentioned of 72 hours will not be sufficient as no permits can be obtained from the Authorities during holidays.

REPAIRS: It is not permitted to immobilise main engines whilst moored to the SBMs. Engines are required to be maintained at 15-20 minutes notice whilst vessels are berthed. Under no circumstances should the propeller be turned in the ahead direction.

TIME: GMT plus 4 hours all year round.

SERVICES: There are 24-hour laundry facilities. Stores (fresh, frozen and bonded) are available, but at least 24 hours notice is required.

SHORE LEAVE: Not possible.

SHIP SUPPLY SERVICE: The Port of Mina-al-Fahal is operated by Petroleum Development Oman, and they have 3 launches, 2 of which are on 24 hours' duty every day. These launches would assist in a marine emergency, but are normally used for ships loading at Mina-al-Fahal. Mina-al-Fahal Pilots keep watch on VHF Channel 12.

NOTICES: *Circular No. 9/85:* Prohibited Area Off Mina-al-Fahal.

All vessels leaving or entering Port Sultan Qaboos should stay well clear of the prohibited area off Mina-al-Fahal.

Masters are required to pass at least 1 nautical mile to the Eastward of the Mina-al-Fahal Fairway Buoy on arrival and departure.

Charts affected: B.A. 3522, 2851, 2869.

Signed: Acting Superintendent General, Maritime and Ports Affairs.

REGULATIONS: The import of liquor or alcohol of any sort into the Sultanate is strictly prohibited. Therefore nobody is permitted to bring any liquor ashore from vessels in the port, and under no circumstances should liquor, or other items, be traded with local fishermen in exchange for fresh fish, under penalty of suspension of operations and removal from the buoy.

The ship's main transmitter and radar must not be used while the vessel is moored to the SBM.

The Sultanate of Oman is one of the countries subscribing to the Israeli Boycott.

SAFETY REGULATIONS: During approach to the berth, the Berthing Master's assistant will test two cargo tanks to ensure that oxygen content is below 8%, using vessel's equipment.

"In-Port" safety regulations apply as per ISGOTT, and as per the Safety Check List.

Two suitable fire-wires should be prepared, one forward standing-by on deck to avoid fouling the SBM, and one aft rigged from the starboard side poop deck and hanging 1.0 m. above the water.

SHIPMASTER'S REPORT: October 1987.

Fresh Water: Available by waterboat at a cost of Rial 2/ton. Minimum quantity 50 tons, maximum 250 tons, to be ordered 24 hours beforehand if possible. No transportation cost charged. Delivery possible 7 days a week. The quality of the water is very good.

Fuel: Gas oil is available by barge. Minimum order, 50 tons.

AUTHORITY: Petroleum Development Oman L.L.C., P.O.Box 81, Muscat, Sultanate of Oman. *Tel:* 677230, 677231, 677232. *Telex:* 5212 On Muscat. *Cables:* Petro Muscat. *Contact:* Captain P. Branton, Port Captain, or Duty Berthing Master.

AGENT: See "Port Sultan Qaboos" (Mutrah).

PORT RAYSUT (Salalah): 16.56 N. 54.01 E. (See Plan)

PORT LIMITS: Going on the level of HW, the water limits of the port are bounded by:

1. Crossing of coastline with Long. 54° 04′ E.
2. Then in the True South direction to Lat. 16° 55′ N.
3. And to the West the limits, follows the coastline interception with Lat. 16° 55′ N., and along the coast to the starting point.

DOCUMENTS:

5 copies of Crew Lists and Passenger List (if any).
2 copies of List of Personal Effects of crew and passengers.
2 copies of Ship's Stores List.
Valid Vaccination Certificate.
Valid Derat Certificate.
Last Port of Clearance.
Customs Documents.
5 copies of Manifest.
Ship's Papers and Ship's Certificates.
2 copies of Stowage Plans.
2 copies of Hatch List.
2 copies of List of Dangerous/Hazardous Cargo for Discharge.
2 copies of List of Dangerous/Hazardous Cargo in Transit.
2 copies of List of Heavy Cargo which requires special equipment.
2 copies of List of any Wine, Spirits and Narcotics or cargo of such nature on the vessel and its location or, in the absence of which, a nil return.
A Declaration of Type of Reefer Cargo.
An Application for Discharge Permit.

PILOTAGE: Compulsory for vessels of more than 150 n.r.t., except Port Authority craft and naval ships of Oman. Pilots wait near the East Breakwater, vessels are to proceed to the entrance of the harbour on request either from Pilot or Harbour Control. Pilot boat has a green hull with white superstructure and an Oman National Flag on the mast. Boats keep VHF radio watch on Channel 12. The entrance of the harbour is marked with a Buoy-Flashing Green light for a duration of 1 second in every 5 seconds.

ANCHORAGES: The Roads of Raysut offer an open sea anchorage with a sandy bottom. The depth at the Entrance Buoy is 13 m. and North-Eastward it increases, however anchorage position at present is given to all vessels upon reporting by VHF radio. Anchorage positions are set with 0.5 miles between each ship in a minimum of 10 m. of water for large vessels, less depth of water as required for coasters.

Anchorage Area:

1. Lat. 16° 57′ N., Long. 54° 04′ E.
2. Lat. 16° 55′ N., Long. 54° 04′ E.
3. Lat. 16° 55′ N., Long. 54° 02′ E.
4. Lat. 16° 57′ N., Long. 54° 02′ E.

RESTRICTIONS: Berthing and unberthing throughout 24 hours.

Prohibited Area: Within 2 square miles in front of the Royal Palace towards the sea is a prohibited area either for entry or for anchorage.

MAX. SIZE: Max. draft for cargo vessels is 9.5 m. and tankers about 12 m. Vessels will be brought to the berths regardless of the tide conditions since the port operates as a year round all weather port.

HEALTH: Quarantine procedures are followed and all ships upon arriving must fly flag "Q" until completion of quarantine procedures. Public Health requires certificates of vaccination for cholera and yellow fever. Derat Certificate also required.

RADIO: Muscat Radio or Bahrain Radio.

VHF: For advance ETA data the Harbour Control listens on 2182 kHz and works on 2023.5 kHz. VHF watch is kept on Channel 16 and other Channels available are 12, 10 and 6. The service is available around the clock. Area weather available on request.

Radio Muscat on Channels 16, 26 and 27.

RADAR: None available at present.

TUGS: Join vessels with the Pilots. 2 powerful tug boats (1,700 h.p. and 2,250 h.p.) of harbour/ocean going type, fitted with fire fighting facility, also 2 small mooring tugs equipped with 2 engines: 120 h.p and 220 h.p. respectively.

BERTHING: The harbour provides a quay of 522 m. with a depth of water 10 m. Also available: 200 m. length with 8 m. depth and 460 m. length with 4 m. depth. An oil terminal, dolphin type, 130 m. length with 12 m. depth. 1 ramp for small landing craft.

Berth No.	*Length (m.)*	*Depth (m.)*	*Permissible Draft (m.)*
1	173	10.0	9.5
2	173	10.0	9.5
3	173	10.0	9.5
4	200	8.0	7.5

CRANES:

2×15 ton capacity fixed quay-side cranes.

2×6 ton capacity fixed quay-side cranes. (Operated on Berths No. 1, 2 and 3).

1×35 ton capacity gantry crane for containers – operated on Berths No. 1 and 2.

1×150 ton rated mobile crane.

9 mobile cranes, rated capacities 12 tons – 58 tons.

1 forklift truck (container handling), capacity 35 tons.

23 forklift trucks, capacities 3 tons – 10 tons.

BARGES: 350 d.w.t. barge is available.

SPECIALISED FACILITIES: Ro/Ro services are carried out in the port. Such vessels must meet the standard requirements for entry to the berth. There are no bulk handling facilities.

BRIDGES: None.

STEVEDORES: Arrangements must be made through the Agent for maximum notification of arrival to arrange gangs. Minimum notification 24 hours. Normal working hours from Saturday to Wednesday 0700 hrs. – 1530 hrs., 1530 hrs. – 2330 hrs., 2330 hrs. – 0700 hrs. Thursday and Friday 0700 hrs. – 1200 hrs. and 1400 hrs. – 1900 hrs. (work could be extended up to 2300 hrs. subject to prior notice).

Notes:

1. The above hours are subject to change during the month of Ramadan.
2. Overtime is applicable after 1530 hrs.
3. Friday and Public Holiday working shall be at special overtime rate.
4. Port Authority reserve the right both to allocate the gangs to vessels at their discretion and decide the extent of overtime to be worked.

MEDICAL: Agents handle all medical matters. A hospital is available in the town of Salalah (17 miles away). Also see "Health".

TANKERS: Tankers up to 35,000 d.w.t. are accommodated at the Oil Pier which is 130 m. in length and about 12 m. in depth. 2×6 in. Chicksan arms available.

FRESH WATER: For vessels at berths, fresh water is available ex-pipeline.

FUEL: Available to ships at the berth by tank truck, must be arranged by the Agent.

FIRE PRECAUTIONS: Fire hydrants available alongside berths.

CONSULS: None available.

REPAIRS: No facilities.

DRY DOCKS: None available.

SURVEYORS: Lloyd's representative is Oman United Agencies in Salalah.

GANGWAY/DECK WATCHMEN: Not required except as deemed necessary by the Master of the vessel and then he must supply his own.

HATCHES: Opening and closing hatches is normally done by the crew but arrangements may be made with the port for provision of this service. Agents can advise.

CUSTOMS ALLOWANCES: 200 cigarettes or 50 cigars or 250 gm. of tobacco. 1 bottle (1 litre) alcoholic spirit. 1 bottle (1 litre) wine. 24 cans of beer and various used personal effects such as radios, cameras, etc.

CERTIFICATES:

Construction Certificate.
Registration Certificate.
Classification Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Load Line Certificate.
Cargo Gear Book.
Israel Boycott Declaration.

CARGO GEAR: Normally handled by shore equipment and shore gear. Any special lifting equipment required must be provided by the vessel. Ships in the anchorage are normally expected to supply all gear required. The port has rental gear for those vessels requiring same.

REPATRIATION: Permitted, arrangements may be made by the Agent for this service. Crew changes may be effected at this port.

AIRPORT: Salalah International Airport. Distance 25 km.

TIME: Time local is GMT plus 4 hours.

HOLIDAYS: All Muslim holidays are observed. Working hours are reduced during the period of Ramadan. Special National days celebration is held on 18th November each year. Working of overtime may be arranged during most of the holiday periods, Agents can advise.

POLICE/AMBULANCE/FIRE: The port has Police available at the port at all times. Ambulance service is also available at the port. The port has the only telephone service and the Police located within the port also maintain telephone service. Required numbers are familiar to all persons in these two areas.

A complete fire fighting system is installed in the Port with 20 fire hydrants (4 in.) distributed through the jetty capable of handling all kinds of fire. The new tug boats are fitted with fire fighting facilities.

TELEPHONES: For any long distance calls G.T.O. maintains office and card telephone cabins everywhere in Raysut and Salalah where calls may be placed and paid for. For local calls the port will permit the use of Port phone on a limited basis.

SERVICES: None available.

SHORE LEAVE: Master, First Officer and Chief Engineer are permitted restricted shore leave but all other members of the crew are restricted to the ship or port area.

IDENTIFICATION CARDS: Seaman's Book or Passport are sufficient for those persons going ashore.

GARBAGE DISPOSAL: Collection service is available by port truck every morning. The charges are R.O. 2.250/day. Contact Tel: 219002.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Rial Omani (R.O.).

REGULATIONS: No vessel shall enter the port area unless authorised by the Harbour Master. The Harbour Master may at his discretion refuse to allow vessels, with the exception of vessels in distress, to enter the port, and may order from the port any vessel with the exception of vessels unfit for sea, which does not have business within the port, or is in breach of these Regulations.

No vessel shall anchor, or weigh anchor or move within the port area except when and where required by the Harbour Master.

No unclean water ballast which is not free from oil or other harmful contaminants, shall be discharged into the waters of the port area. In case of the pumping of bilges or pollution by oil or harmful contaminants into the waters of the port area, the vessel will be responsible for any fines imposed by the Port Authority and any compensation or other damages according to Port Rules and Regulations.

Should fire break out aboard any vessel the Master should make an immediate signal either by a continuous sounding of long or short blasts on the ship's whistle or siren or by ringing of a fire bell.

In cases of adverse weather it is the sole responsibility of the Harbour Master to decide whether the sea conditions are suitable for handling cargo with barges in the Anchorage or whether the day will be declared a "Weather non-working day".

Masters shall be responsible for the adequate provisions of safety equipment and lights on board whilst cargo is being handled.

Conveyance of alcoholic liquor, other than manifested cargo under Customs supervision, from any vessel to the shore or from one vessel to another is prohibited.

No unauthorised person may enter the port area. Visitors to vessels are prohibited except by permission of the Harbour Master.

Ship's personnel and passengers are not permitted ashore except by permission of the Immigration Authorities and the Harbour Master.

Every merchant vessel in port shall fly her national flag, and the national flag of Sultanate of Oman, between sunrise and sunset.

GENERAL: The port operates on a year round basis with the exception of vessels requiring barging. All barging is closed from mid-June to late September depending on the sea state.

DEVELOPMENTS: Feasibility study is taking place for more facilities for transhipment cargo.

SHIPMASTER'S REPORT: 1978 (updated 1994).

Radio: Send ETA, draft, LOA, g.r.t., n.r.t., cargo to discharge, last port, to: General Manager, Port Raysut, Salalah, Sultanate of Oman, giving 48 hours', 36 hours', 24 hours' notice.

Labour: A gang consists of 10 men.

Fresh Water: Available on all berths. Not available at anchorage.

Provisions: Supplied by Agent.

Airport: Daily flight to Muscat.

Telex-Telephone-Cable-Posts: Available by "Cable & Wireless" offices.

Hospital: Very good.

Workshop: Not available.

Fuel Oil: Not available.

REPORT: September 1985.

Approach Procedure: Vessels approaching Port Raysut should advise Agent of their ETA at least 96 hours in advance confirming same 24 hours prior to arrival. The first ETA message should also include LOA, draft, g.r.t., n.r.t. and details of cargo distribution.

No quarantine message need be sent if the vessel has a clean bill of health but if there is illness on board the Master should advise Agent Salalah in his ETA message.

Pilotage: Pilotage is compulsory. Vessels arriving at the anchorage should request an anchorage position from the Harbour Master prior to anchoring.

Quarantine: It is recommended that crew members should have valid certificates of innoculation against Cholera, which is sometimes necessary, if there has been an outbreak in the area.

Extension of Derat/Exemption Certificates are not possible and vessels arriving with expired certificates are liable to a fine of RO 50,000.

Gangways: Vessels at the anchorage should rig a safe and efficient accommodation ladder on the lee side. During rough weather a good pilot ladder should be ready for use on the lee side. When berthed a safe and efficient accommodation ladder must be rigged at all times.

Readiness: Notice of Readiness to be handed to Agents Representative, to be presented to Receivers in accordance with Charter Party terms and conditions.

Priority: Vessels on liner voyages normally obtain discharge priority over charter vessels.

Turn: Subject to 'priority' above vessels are worked on a "first come first served" basis.

Customs: Bonded and other goods will be placed under Customs seal, on arrival in port. Allowances for consumption during stay in port will be provided. See "Customs Circular".

Dangerous and Inflammable Cargo: Details of all dangerous cargo on board should be included in the vessels ETA message, as this information has to be furnished to the Port Authority.

General Regulations: No liquor may be brought ashore or sold to shore staff. Ship's crews, except the Master, Chief Officer and Chief Engineer are not permitted ashore. Other normal port regulations apply.

Air Services: There are daily flights from Salalah to Seeb Airport, Muscat where international flight connections can be arranged.

Ballast: Oily ballast must not be discharged within 50 miles of "Oman" coastline.

Banks: International banking facilities are available in Salalah. The local currency is the Rial Omani which is subdivided into one thousand baizas.

Bunkers and Lubricants: Limited supplies of gas oil and lubricants can be obtained for vessels berthed alongside only. No IFO available and no facilities for supply at anchorage.

Buoys: There are no mooring buoys for vessels.

Cranes: Usage of the 4 quayside cranes is optional.

Heavy Lifts: Heavy Lifts must be discharged with the vessel's own gear and should be taken delivery of direct from vessel. Lifts in excess of 30 tons should not be accepted without prior reference to Agent.

Hotels: There is one hotel of international standard and accommodation is normally not difficult to obtain. There are also 3 other private hotels.

Labour: All labour is supplied to vessels by the Port Authority, and the vessel must provide drinking water and toilet facilities for the labour, while discharging operations are in progress.

Launch Hire: Port Launch can be hired for visiting vessels at anchor.

Laundry Facilities: Laundry facilities can be arranged by Agent, but minimum delivery time 48 hours.

Lighterage: Barge of 350 tons capacity available at the port.

Passport and Visas: All persons entering Oman require a valid Passport and Visa/Non Objection Certificate. Omani visas can be obtained from a Sultanate of Oman Embassy subject to receipt by that office of a Non Objection Certificate from Sultanate of Oman. Non Objection Certificate can be obtained from Agent in Muscat, these usually take between 3 and 4 weeks to obtain.

Post and Telegraphs: Airmail letters usually take 5 to 7 days from Europe and 7/8 days from the USA. There are telephone, telegraph and telex links with all parts of the world via satellite.

Reefer Cargo: There are 28 units of reefer container facilities available. For larger consignments, arrangements are usually made to discharge as late as possible in the evening, enabling delivery to consignees transport with least possible lapse of time from cargo leaving ship's cool room to reaching consignees freezers.

Refuse/Rat Guard: Vessels should not dump refuse at the anchorage. There are compulsory shore facilities for the landing of refuse for vessels which have berthed, at a charge of RO 2.250 per day. Rat guards are compulsory.

Roads: Road connections with outside territories are available but are usable by non-Arab nationals only with permission from the Royal Oman Police.

Ship Chandler: Available.

Spare Parts: Can be forwarded by air to Salalah. Agent should be advised in advanced of Airway Bill No. and flight details, etc.

Stores and Provisions: Most provisions and fresh vegetables are available. Engine stores can be arranged if prior notice is given.

Surveyors: there are no classification surveyors at Salalah. Lloyd's Surveyors are available at Muscat, but costs for their services at Salalah, to be borne by the vessel.

Transhipment: Transhipment of cargo is allowed.

Water: Fresh water is available to vessels which can berth. No facilities available for the supply of water at anchorage.

Notice: Royal Oman Police – Customs Department, Dhofar Customs Salalah to all Shipping Agents

Customs Control – Port Raysut: With effect from 1st May, 1980, under instructions from Director General of Customs.

stituted On arrival in the Port, Ship's Master will be required to produce to the Customs boarding Officer the following documents:–

1. A copy of the cargo manifest.
2. A declaration made by members of the crew stating the dutiable goods in their possession.
3. A list, signed by the Captain, of the dutiable Ship's stores on Board.

Vessels will no longer be permitted to have free use of their stores (Tobacco goods, Alchohol etc) whilst in the confines of the Port.

On arrival in Port, an allowance will be given by the Customs Boarding Officer and the surplus stores will then be placed under Customs seal. The allowance will be:

1. 200 cigarettes or 50 cigars or 250 gms. tobacco.
2. One bottle (1 litre) alcoholic spirit.
3. One bottle (1 litre) wine.
4. 24 cans beer, and
5. Various used personal effects such as radios, cameras, etc.

Should a vessel remain in Port for more than 4 days, an issue of stores will be given upon request being made to the Customs Authorities. It is hoped that in the initial stages of these changes any inconvenience will be kept to a minimum and your co-operation is requested.

May I suggest that you acquaint any vessels you visit in the near future with details of the forthcoming changes.

Shipping Agents are reminded that their representatives should not board a vessel in advance of the Customs Boarding Officer.

Signed: Officer in Charge, Dhofar Customs.

AUTHORITY: Directorate General of Ports and Maritime Affairs – Port Raysut, P.O.Box 369, Salalah, Sultanate of Oman. *Tel:* 219295. *Telex:* 7640 (M Raysut On). *FAX:* 219279. *Contact:* Port Manager, Port Raysut.

AGENT: Gulf Agency Co. (Oman) L.L.C., P.O.Box 1346, Salalah 211, Sultanate of Oman. Tel: 294662, 290405, after hours 292003. Telex: 7647 ("GAC SAL ON"). Cables: "Confidence", Muscat or Salalah.

PORT SULTAN QABOOS (Mutrah):

23.37 N. 58.34 E. **(See Plan)**

Muscat has ceased to be a commercial port and instead vessels now call at Port Sultan Qaboos.

PORT LIMITS: From the level of HWS at a point near Ras Kab at Long. 58° 33′ 12″ E. on a line due North to Lat. 23° 41′ N.;

Thence due East to Long. 58° 35′ 36″ E.;

Thence due South to Jazirat Muscat;

Thence in a generally Southerly direction by the line of H.W.S. on the Western side of Jazirat Muscat to Pinnacle Rock;

The anchorage area between coast line of Oman and Lat. 23° 53′ N. and between the Longitudes 58° 10′ E. and 58° 38.5′ E.

Thence South-West to the West to the Easternmost point of Siraz al Gharbiyah

Thence by the line of H.W.S. to the point of commencement.

DOCUMENTS:

Required on Arrival:

Clearance from Last Port.

4 copies Crew List.

1 copy Maritime Health Declaration form with ports of call from commencement of voyage.

3 copies of Crew Personal Declaration List.

3 copies of Ship's Bonded Stores List.

2 copies Vaccination List.

6 copies Passenger List.

3 copies In-Transit Passenger List.

To be Airmailed in Advance:

3 copies Hatch List, and other details of vessel (Flag, Draft, LOA, Last Port, Next Port, G.R.T., etc.).

3 Hazardous Cargo Lists.

3 Heavy Lift Lists.

5 copies Cargo Stowage Plans.

9 copies Cargo Manifest.

1 copy Freight Manifest.

2 copies Bills of Lading.

Customs and Immigration Requirements for Vessels Entering and Leaving Ports: 24 hours' advance notice, Cargo Manifest, Passenger List and Crew Personal Declaration. No cargo vessel is allowed to discharge until health, customs and immigration formalities are completed.

APPROACH: Port Sultan Qaboos has a very open approach with a deep water anchorage. The hilly coast is radar conspicuous. Lights on Fahal Is., Jazirat Muscat and the Breakwater make night navigation fairly simple. There is no appreciable current once inside the bay.

Shipmasters calling at Port Sultan Qaboos are advised that vessels navigating under their charge and approaching Port Sultan Qaboos whether from East or West must first pass 5 cables Eastwards of Mina-al-Fahal Fairway Buoy before making final approach to Port Sultan Qaboos Anchorage or Breakwater Head for picking up Pilot.

Prohibited Entry Area: The whole of the bay of Khawr Muscat, South of a line between Ras Kalbuh and Ras Muscat.

PILOTAGE: Compulsory for vessels other than exempted vessels as defined in Port Rules and Regulations and Port Tariff.

Arrival notice requirements: ETA, LOA, draft 72 hours, 48 hours, 24 hours before arrival. Berthing and unberthing – 24 hours a day.

ANCHORAGES: Vessels should anchor Northwest of the breakwater within the area enclosed by the following perimeters:

1. A line extending 060° (T) from Port Sultan Qaboos Breakwater.
2. The Westernmost extremity of Port Sultan Qaboos.
3. A line extending 325° (T) from Muscat Forward Leading Light after crossing perimeter (1).

All areas described above are clearly defined in the current edition Admiralty Chart No. 2869.

Temporary Anchorage West of Fahal: See "Laying-Up" before "Shipmaster's Reports".

Prohibited Anchorage Area: The area enclosed by the following perimeters is a Prohibited Anchorage Area:

North Boundary:	The parallel of Lat. 23° 41′ 00″ N.
East Boundary:	The meridian of Long. 58° 36′ 00″ E.
South Boundary:	Sultanate of Oman coastline.
West Boundary:	Muscat Forward Leading Light bearing 145° (T) from seaward and Port Sultan Qaboos Breakwater Light bearing 240° (T) from seaward.

Severe penalties are imposed for vessels infringing the above prohibited area.

MAX. SIZE: Depth of entrance channel 10.4 m. at LAT. Also see "Berthing".

Present maximum length allowed is 785 ft.

Berths No. 1 and 2: Multi-purpose/Container Terminal by end of 1994. After port development completed, depth 13.0 m.

Berths No. 4 and 5: Container Terminal, present depth 9.1 m. After development and hydrographic survey, depth data will be announced.

For your guidance only, vessels with good engines and extra manoeuvrability powers of bow thrust and stern thrust will be given clearance.

HEALTH: International Health Regulations apply. Pratique may be granted by the Port Health on receipt of following information:

1. All Cholera vaccinations valid.
2. Valid Derat Certificate.
3. No sickness on board.
4. No sickness at last Port.
5. Country of origin and date of departure.

Port Health normally board alongside and issue Health Form. They require:

1 Crew List.

1 Vaccination List.

Valid Derat Certificate.

Last Port Clearance.

RADIO: Port Control can be contacted on VHF Channel 16 or 14. 24 hour operation, including Fridays and holidays.

Notice of Arrival: Vessels should advise their Agents of their ETA, LOA and draft. The Agents will in turn inform Port Services Corporation SAOG. ETA from Masters of vessels should also be cabled direct to Harbour Master, Port Services Corporation SAOG (Telex No. 5233 ON) 72, 48 and 24 hours in advance of arrival.

Three hours prior to arrival off the port, vessels should contact Port Sultan Qaboos Signal Station on VHF Channel 16 and working Channel 14 and request berthing instructions, etc.

VHF: Muscat Radio on Channels 1, 3, 4, 16, 26 and 27. Coast Guard on Channel 11.

Also see "Radio"

BERTHING: There are 9 deep water berths, 3 coaster berths and 1 berth for launches. The berths vary in length from 76 m. to 228 m. and are sheltered by a breakwater on one side and cliffs on the other.

Supporting the berths are 4 modern transit sheds facing broad uncluttered aprons, providing both covered and open storage space and 1×6,000 sq.m. shed for C.F.S. Two berths make up a container terminal front directly on to a large container yard ideally suited for rapid discharge of containers. The container yard has an area of 4.7 hectares, holding 1,044 dry and 192 reefer ground slots, plus a new area has been converted as multi-purpose berth and a 14 hectares storage area reclaimed from the sea holding 1,206 ground slots.

Berth	*Length*		*Depth at LAT*		*Max. draft*	
No.	(ft.)	(m.)	(ft.)	(m.)	(ft.)	
1	900	275	34	10.4	34	Multi-purpose
2	600	183	34	10.4	34	
3	750	228	32	9.8	31.5	
4	600	183	30	9.1	30	Container Terminal
5	600	183	30	9.1	30	
6	650	198	30	9.1	30	
7	600	183	30	9.1	29.5	
8	600	183	30	9.1	28	
9	400	122	13	4.0	13	
10	600	183	13	4.0	13	
11	600	183	30	9.1	30	
12	250	76	10	3.1	10	
13	500	152	7	2.2	7	

Berths No. 1 and 2, 4 and 5, 7 and 8 are "in line", therefore larger vessels can occupy part of a second berth when necessary.

Area of the Port:

Transit sheds – total area 27,000 sq.m.

Open storage area – total area 143,000 sq.m.

Cold Storage Warehouse (Oman National Fisheries Co.): Capacity 3,000 tons with cold rooms, blast freezing and ice making facilities. The Port provides reefer cargo facilities.

Fish processing plant belonging to Oman National Fisheries Co. (S.A.O.G.) is in the immediate vicinity of the Port.

TUGS: Four tugs available, including two Voith Schneider propulsion tugs of 3,000 h.p. each. Tugs normally join vessel 1 mile N.N.W. off breakwater light.

SPECIAL HANDLING FACILITIES: *Grain Silos:* Capacity 120,000 tons supplied by quayside underground conveyor from the berth. In conjunction, 2 km. from the port, a highly automated mill produces various flour and animal feed products for local consumption and export.

Containers: The port has modern container and Ro-Ro handling equipment, including a Mafi-type roll trailer system, backed up by 9×35 ton forklifts, and 2×25 ton Ro-Ro forklifts.

The container terminal is equipped with 2 highly sophisticated 35 ton gantry cranes supported by 9 heavy duty forklifts and 7 empty container handlers. The terminal has a large storage yard to accommodate about 1,236 slots and 1,206 slots at Shutaify Bay. As from July 1994, the container handling system will change to chaises system, backed by 8 rubber tyre gantry cranes (transtainers) in the yard, and 2 additional new quayside gantry cranes.

Containers are also accepted from self-sufficient vessels. Containers are transported by trailers and handled in stacking area by mobile crane or forklift truck. Reliance Mercury Tractors of 160 b.h.p. with Mafi-type trailers are available for Ro/Ro vessels. LASH and BACAT service.

Bitumen Storage: Capacity 2,000 tons.

CRANES:
2×41 tons gantry cranes.
2×35 tons gantry cranes.
8 RIG transtainers.
27 Prime movers.
35 trailers.
1×150 tons (rated) mobile crane.
1×70 tons (rated) mobile crane.
12 mobile cranes, capacity 3 tons – 25 tons.
9 forklift trucks (container handling), capacity 35 tons – 42 tons.
55 forklift trucks, capacity 3 tons – 7 tons.
7 forklift trucks, capacity 7.5 tons (empty container handling).
12 tractors
Ro-Ro
39 trailers
2 Ro-Ro forklifts, capacity 25 tons.

STEVEDORES: Large pool of deligent, disciplined and skilled labour is employed by the Port. Requests for labour for vessels should be made daily by Agents to Director General (Operations and Traffic).

Landing rates: Bagged cargo 500/700 tons (3 gangs, 16 hours); general cargo 400/600 tons (3 gangs, 16 hours); timber 700/1,000 tons (3 gangs, 16 hours) during fair weather provided no congestion on jetty and if cargo stowed in more than 3 hatches.

Working Hours – Conventional:

1st Shift	Saturday-Wednesday:	0700 – 1500 hrs. (with half-hour break, which will be adjusted amongst the gangs).
	Thursday:	0700 – 1400 hrs. (without any break).
2nd Shift	Saturday-Wednesday:	1500 – 2300 hrs. (with half-hour break, which will be adjusted amongst the gangs). 2300 – 0300 hrs. (overtime if required).
	Thursday:	1400 – 0100 hrs. (overtime if required).
	Fridays/Public Holidays:	Overtime (subject to availability of labour).

Container Terminal:

Day Shift	Saturday-Wednesday:	0700 – 1500 hrs. (with half-hour break, which will be adjusted amongst the gangs). 1500 – 1900 hrs. (overtime if required).
	Thursday:	0700 – 1400 hrs. (without any break). 1400 – 1900 hrs. (overtime if required).
Night Shift	Saturday-Thursday:	2000 – 0600 hrs. (with half-hour break, which will be adjusted amongst the gangs).
	Fridays/Public Holidays:	Overtime (subject to the confirmed arrival of container vessels).

Deliveries of Cargo – Conventional:

1st Shift	Saturday-Wednesday:	0700 – 1500 hrs.
2nd Shift		1500 – 2300 hrs.
1st Shift	Thursday:	0700 – 1400 hrs.
2nd Shift	Thursday:	1400 – 2100 (overtime if required).
	Fridays/Public Holidays:	Overtime (subject to availability of labour).

Container Terminal:

Saturday-Thursday: 0700 hrs. – 1900 hrs.

Note: Direct delivery of cargo will be as usual, on request.

MEDICAL: Port Clinic and Government hospitals available.

FRESH WATER: Available at all berths and at the anchorage, 72 hours' notice required for barge supply (capacity 250 tons).

FUEL: Diesel oil available at Berths No. 6, 7, 8, 9, 10 and 11 at the anchorage by bunker barge of 250 tons capacity owned by the port, 72 hours' notice required. Other fuels can be supplied by arrangement with Owner's Agent. Marine lubricating oils available.

CONSULS:

Embassies in Oman:

	Telex No.	Fax No.
Algeria	5754	
Austria		
Bahrain		605072
Bangladesh	3800	
China	5114	564602
Egypt	5047	
France	5223	
Germany	3440	
India	3429	
Iran	5066	
Iraq	3471	
Italy	5450	
Japan	5087	
Jordan	5518	
Korea	3132	
Kuwait	5746	
Malaysia	3747	
Morocco	5560	
Netherlands	3050	799020
Pakistan	5451	
Qatar		
Russia	5493	
Saudi Arabia	3253	
Somalia	3253	
Sri Lanka	5158	
Sudan	5088	
Sweden	3871	
Syria	5029	
Thailand	5210	697053
Tunisia	5251	
Turkey	5571	
United Arab Emirates	5299	736040
United Kingdom of Great Britain	5216	
United States of America	3785	
Yemen	5109	
Consulates in Oman:		
Belgium	5430	564905
Chile	5336	
Colombia	3636	
Cyprus	5242	
Denmark	3214	
Finland	73278	
Greece	3229	
Mexico	5336	
New Zealand	3022	
Norway	3214	
Philippines		
Spain	5235	
Switzerland	5586	
International Organisations in Oman:		
U.N.I.C.E.F.	5719	
U.N.D.P.	5234	
W.H.O.	5680	

AIRPORT: Seeb International Airport is located 45 km. from the Port.

GANGWAY/DECK WATCHMEN: To be provided by vessel.

Security: Port Security is undertaken by the Royal Oman Police. Port Services Corporation provides watchmen on 24 hour patrol. Watchmen can also be supplied to vessels.

REPATRIATION: Is now possible if Masters give full particulars of the seamen to be repatriated by telegram at least 72 hours earlier. This also applies to embarking crew members. The 72 hours' notice is not enough in the case of a Friday, or any other holiday which falls in between.

Also see "Laying-Up".

CUSTOMS ALLOWANCES: Vessels will no longer be permitted to have free use of their stores (Tobacco goods, Alcohol, etc.) whilst in the confines of the port.

On arrival in port, an allowance will be given by the Customs Boarding Officer and the surplus stores will then be placed under Customs Seal.

The allowance will be:
200 cigarettes or 50 cigars or 250 gm. tobacco.
One bottle (1 litre) alcoholic spirit.
One bottle (1 litre) wine.
24 cans beer.
Various used personal effects such as radios, cameras, etc.

Should a vessel remain in port for more than 4 days, an issue of stores will be given upon request being made to the Customs Authorities.

These Regulations also apply to ships at the Anchorage.

SERVICES: Fresh and dry provisions from chandler. Limited availability of ship and engine room stores. Radio, radar and electrical repairs possible.

SHORE LEAVE: Crews are only allowed ashore between the hours of 0700 – 1900.

GARBAGE DISPOSAL: Skips are provided at berth. Collection of garbage is done every day by Muscat cleaning contractor appointed by Port Services.

Port Services to be contacted for any service required from the cleaning contractor. Charge: R.O.3.0/per skip per day.

WASTE OIL DISPOSAL: Not provided by port, but road tankers can be arranged through Agents on request.

SEAMAN'S CLUBS: None.

CURRENCY: Baizas 0.388 = U.S.$ 1.00.

GENERAL:

Ships Arriving at Port Sultan Qaboos:

Ships may approach Port Sultan Qaboos without a Pilot as far as the perimeter of the limits of the port. No ship shall proceed through the entrance to or from the port without the permission of the President or the Harbour Master.

All ships, other than expected ships, shall be under the pilotage of a Pilot appointed by the Port Authority when underway within the limits of the port. The ship shall have rigged and ready for use a pilot ladder of modern pattern, in good repair and provided with reliable manropes. Such pilot ladder shall be well illuminated between dusk and daybreak.

No ship shall enter or leave Port Sultan Qaboos unless her draft marks are correctly shown and clearly visible.

Every ship shall at all times when entering, navigating in or leaving the port have both anchors ready for immediate use.

Ships proceeding to berth at the port premises shall have no list and shall be trimmed upright.

Before entering Port Sultan Qaboos every ship shall hoist the following flags: The ship's signal letters. The "Q" flag, International Code, unless the Port Health Officer has previously given Pratique. The "H" flag, International Code, denoting that a Pilot is on board. The "I" flag, International Code, if the ship is carrying passengers.

Until Pratique has been granted communication between ship and shore shall be made by: Flag hoist, using the International Code of Signals, Morse Code, by signal light, or radio-telephone on approved frequencies, which will be promulgated for use for such purpose.

Conduct: The Master or Owner of every ship shall be held directly responsible for the proper conduct and behaviour of the crew of such ship while in the port and for strict observance of the laws of the Sultanate of Oman, particularly those laws concerning the sale, transference or consumption of any narcotic or alcoholic or intoxicating drink of any kind.

Flags: Every merchant ship within Port Sultan Qaboos between the hours of sunrise and sunset shall fly her national flag and the national flag of the Sultanate of Oman.

Repairs: The Master of any ship wishing to carry out major engine repairs or adjustments, which will affect the mobility of the ship whilst in the port shall make written application to the Harbour Master to do so. The Harbour Master shall give his permission or otherwise in writing.

Safety of Ships and Persons: The Master of every ship anchored or moored in the port or berthed at the port premises shall, unless the Harbour Master concede some relaxation in this port rule, at all times retain on board sufficient crew to work or move the ship.

Ships Berthed or Anchored Within Port Limits: No person shall swim from any ship berthed at the port premises.

No person shall make fast or anchor any country craft or boat of any kind at any quay, wharf, pier or landing place or at any steps provided thereat in the port premises except with the prior permission of the Harbour Master.

Pollution: It shall be unlawful for any person, or corporation to deposit, place, or discharge into the waterways of Port Sultan Qaboos, either directly or through private or public sewers, any sanitary sewage, butcher's offal, garbage, dead animals, gaseous liquid or solid matter, oil, gasoline, residium of gas, calcium chloride, trade waste, tar or refuse or any other matter, which is capable of producing floating matter or scum on the surface of the water, sediment in the bottom of the waterways, or the odours and gases of putrefaction.

Vessels discharging ballast, oil from bilges or tanks or solid matter into the waters of Port Sultan Qaboos will be reported to the Pollution Control Officer and be subject to a fine of R.O. 500.00 for each offence, imposed by and payable to Port Sultan Qaboos. Such fine shall be in addition to any other fines, which may be levied for the same offence by the Sultanate of Oman.

Hygiene: The port provides garbage bins at various points for use by vessels. The use of these bins is compulsory and a charge for this facility will be made whilst the vessel is alongside.

Rat Guards: The use of rat guards on all mooring ropes and wires is compulsory whilst vessels are alongside. Vessels without their own rat guards will be required to hire from the Corporation.

Ships Leaving Port Sultan Qaboos: Port Rules applying to ships arriving at Port Sultan Qaboos apply equally, in so far as they are relevant, to ships leaving the port.

Merchant ships shall fly the "P" flag International Code, for 24 hours before sailing from the port.

The Port Authority may refuse to give the Master of any ship Outward Clearance, unless and until all charges due in respect of the ship and any penalties, to which the ship or her Master are due, have been paid or secured to the satisfaction of the Port Authority.

Transhipment: Due to the advantageous geographical location of Port Sultan Qaboos outside the War Zone it provides very appropriate transhipment base for most shipping companies. Many international shipping lines are using Port Sultan Qaboos as a base for their transhipment operation to the Arabian Gulf, Karachi and the Indian sub-continent.

Working of Cargo at Port Sultan Qaboos: Ships may be permitted to discharge or load cargo in the anchorage if a berth is not available at the port premises or if in the opinion of the Port Authority the ship's cargo is more suitable for handling to or from barges or lighters.

The Master or Owner of any ship shall be held responsible for any loss or damage arising from careless or improper slinging of cargo onboard such ship.

Any cargo, cargo-handling equipment or ship's gear, which may be dropped overboard shall at once be reported by the Master or appointed Officer to the Port Authority and shall be immediately recovered by the ship's personnel if it is reasonably possible so to do. Failing this, it may be recovered by the Port Authority at the ship's expense. The Port Authority shall not be responsible for any damage to or loss of cargo, equipment or gear so recovered.

The Master of every ship discharging or loading cargo in the port, whether at anchor or berthed alongside shall provide drinking water for all cargo handling labour and all other persons appointed and directed to be on board such ship in connection with the discharge or loading of cargo.

If the labour or transport allocated or engaged for the purpose of landing, loading or transhipping cargo from or to any ship is not fullycontinuously employed by reason of a fault or action attributable to such ship, the expenses incurred thereby shall be paid by such ship.

In the event of any accumulation of cargo or goods upon the quay or jetty or in a lighter for any cause that may appear reasonable to them, the Port Authority may require the ship discharging such cargo or goods to suspend or reduce the rate of discharge of such cargo or goods.

The Port Authority may refuse to permit cargo to be landed from any ship until suitable shed or open storage space or other accommodation is or becomes available for such cargo.

Delivery of cargo or goods shall not be deemed to have been made to the Port Authority until such cargo or goods have been brought into the port premises and until the Port Authority accepted delivery of such cargo or goods and have issued an official receipt therefor to the Master of the ship discharging such cargo or goods or to the ship's Agent or to any other person duly authorised so to do, conveying such cargo or goods to the port premises.

LAYING-UP: Vessels can anchor within the limit Lat. 23° 53′ N. and the coastline of Oman and between the parallels of Long. 58° 10′ E. and 58° 28.5′ E.

Port dues of 1.0 Baisa per g.r.t. per period of 1 month or part thereof is payable for lay-up anchorage at West of Fahal. Vessels on arrival should be cleared through Immigration, Customs and Health by an appointed Agent. Distance being such that Agents have to commute by hired tugboat (minimum 4 hours required for a trip and back). Launch service permitted only during daylight hours and weather permitting.

No vessel shall temporarily lay-up in the "Waiting Anchorage" for more than 3 months without the permission of the Harbour Master, Port Sultan Qaboos.

No vessel shall temporarily lay-up without its full complement of crew and sufficient power to handle any emergency.

Crew Change: While anchored within Omani Territorial Waters crew changes can be effected through Port Sultan Qaboos only and not from any other neighbouring country. Vessels are also not permitted to lower lifeboat or allow unauthorised boats to lie alongside.

For purpose of effecting crew changes Passport or Seaman's Book particulars should be furnished in advance for obtaining Visas for crew to join/leave vessel. Issuance of Visas will take minimum 7-10 days. Particulars required are as follows:

Full Name.
Nationality.
Passport or Seaman's Book Number.
Date of Issue.
Date of Expiry.

And only after obtaining confirmation that Visas are obtained can crew be sent to Muscat failing which they will not be permitted to land and will be deported at Owner's expense.

Mail/spare parts/provisions, etc. can be delivered to vessels at anchorage. Invoices should be attached along with spare parts arriving by air and consigned to: Master (vessel's name), c/o Agent, "Ship's Spares in Transit".

DEVELOPMENTS: *Planned Project of Comprehensive Development:* To upgrade the facilities to meet increasing cargo movements based on demand forecasts upto the year 1995 and beyond, comprehensive development of Port Sultan Qaboos was initiated through feasibility study performed by a consultant in 1988. The recommendations of the study were again reviewed by consultants in 1990.

The proposed development involves the following:

(i) Conversion of Berths No. 1 and 2 into container berths and providing 2 additional gantry cranes.
(ii) Dredging of entrance channel and basin to the depth of 13 m. chart datum.
(iii) Reclamation and development of Shutaify Bay, adjacent to Port Sultan Qaboos, by using the dredged material and blasting of mountains to provide storage area of 15 hectares for containers.
(iv) Procurement of rubber tyred gantry cranes, tractors, trailers,low-mast forklifts, etc.
(v) Re-allocation of available space by dismantling/re-erecting sheds, container freight station, terminal offices and other buildings, including cold storage for upgrading the existing facilities.
(vi) Develop entry/exit gates, provide additional road communication within Port Sultan Qaboos, etc.

Procurement of the following additional cargo handling equipment for which tenders will be invited soon is envisaged in the project:

2 container gantry cranes.
8 rubber tyred gantry cranes.
27 tractors.
19 trailers.
11 low mast forklifts.

The entire project is likely to be completed by end of 1994.

SHIPMASTER'S REPORT: January 1986.

Vessel awaiting orders: Authorities require vessel to drift or anchor at least 12 miles from coast. Good anchorage 12.5 miles to N.W. of the port using 7 shackles.

SHIPMASTER'S REPORT: December 1988.

Pilotage: Inward pilot boards from a tug. The pilot ladder must be 2.0 m. from the water. According to local Regulations, the vessel's freeboard should not be greater than 8.0 m. if pilot ladder only is to be utilised. If the freeboard is greater than 8.0 m., the gangway should be rigged in conjunction with the pilot ladder.

Shore Leave: If ship's crew are granted permission to leave the port area (this permission is not automatically given) in order to visit the town or city, this permission is restricted to the hours between 0700 hrs. – 1900 hrs. These times are strictly enforced.

Each individual officer and rating must present himself, with passport, at the Immigration/Police desk in the Port Quarantine Office, for written approval to issue a pass. This initial authority can cover more than one person.

The Authority for Approval is then taken to a Marine Police Station at the main gate, where the Authority of Approval and passports are handed over and the crew member is given a Royal Oman Police Coast Guard Pass to complete. This pass is retained by the crew member until the day of departure and must be stamped and signed at the main gate, each day before leaving the port. All passports are retained by the police until such time as an individual makes his final return to the vessel from ashore, at which time the pass is exchanged for the passport.

If individuals are unable to leave the vessel to exchange their passports for the Gate Passes the agent will usually do this on their behalf.

The wearing of shorts of any description (i.e. showing bare legs) is not permitted outside the port enclosure.

Smoking is not permitted in any area where cargo is worked either ashore or aboard vessels.

Crew members are not permitted to wear "Seaman's Knives" whilst on deck.

Stevedores: The official cargo working hours are 0700 hrs. – 1500 hrs., with a 1 hour break for a meal, not always taken, and 1500 hrs. – 2300 hrs.

Telephones: Not placed on board.

Departure Pilotage: The Pilot requires 2 hours Notice of Departure via the vessel's agent. Vessel is to call pilot 30 minutes prior to departure on VHF Channel 16/14. At this time the pilot will wish to know the vessel's Outward Customs Clearance Number.

AUTHORITY: Port Services Corporation S.A.O.G., P.O.Box 133, Muscat, Sultanate of Oman. *Tel:* 714000-6. *Telex:* 5203 Opsco On, 5233 Mqaboos On. *FAX:* 714007. *Contact:* Awad Bin Salim Al Shanfari, The President. Captain Ahmed Said Al Busaidy, Harbour Master. Saud Bin Ahmed Al Nahary, Operations Manager. N.Y. Al-Kindy, Marketing Manager.

AGENT: Gulf Agency Co. (Oman) L.L.C., P.O.Box 740, Ruwi 112, Sultanate of Oman. Tel: Mutrah (968) 605155. After Hours 952402. Telex: 5616 ("Gacship ON"). Fax: 602561. Cables: "Confidence", Muscat. VHF Channel 16. Call sign "Confidence Muscat".

NOTES

Please also advise Shipping Guides Ltd.

Pakistan

KARACHI: 24.49 N. 66.59 E.

DOCUMENTS:

Required Before Vessel's Arrival:

2 copies Freight Manifest.
2 sets Bills of Lading.
3 copies Stowage Plan.
2 copies Passenger Manifest.
3 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
6 copies Passenger Lists.

With Vessel:

2 copies Cargo Manifest.
Last Port Clearance Certificate.
6 copies each Passenger List, disembarking and transit.
2 copies List of favour parcels.

The following special Pakistan forms are brought on board by Agent for completion on arrival:

2 Customs Arrival Reports.
2 Opium and Dangerous Cargo Certificates.
2 Ship's Currency Lists.
6 Deck Cargo Certificates.
1 Company's Arrival Report.
1 Ship's Crew Advance (if required).
1 Expiry date of Ship's Certificate.
1 Same Bottom or In Transit Cargo.
1 Water Indent.
10 Crew Lists.
3 Stores Lists.
3 Crew Effects Lists (including cameras, radios, etc.)
7 Cargo Gear Information Forms.

Metric weights and measures to be used on Particulars of Cargo, Tonnage Certificates, Stevedoring Bills, Manifests and Bills of Lading.

Immigration:

(i) Masters should ensure that all crew are in possession of valid health documents.
(ii) All nationals, other than those holding British Passports, require visas for entry into Pakistan. Ship's crew can enter and leave Pakistan on Seaman's documents for purposes of joining vessel and/or on repatriation.
(iii) Seaman Books/Passports are required to be collected from Immigration authorities prior to sailing of vessel on surrender of the shore passes.
(iv) Taiwan and Israel nationals are not allowed shore leave facilities.

PILOTAGE: Pilotage is compulsory for vessels of 200 n.r.t. and upwards. Pilot boards at the Outer Anchorage.

Vessels are piloted day and night, subject to tides, length and draft, to berths lying on the East and West of the fairway, which is 4.27 miles long. Pilotage distance is about 5 to 6 miles.

ANCHORAGES: Outer Anchorage where ships await berth safe except during the S.W. monsoon from mid-May to September. During monsoon no anchorage is recommended. Vessels should anchor a safe distance outside the breakwater within Lighthouse bearings 045° and 025°. Depth of water at the anchorage is about 9 fathoms.

RESTRICTIONS: Datum depth is 30 ft. Dry cargo vessels with a draft in excess of 32 ft. are not permitted to enter Karachi due to dredged depths at berths.

Berthing can be done at any time during day/night, except vessels over 560 ft. in length having bridge aft, which are permitted in daylight only.

Berthing of tankers at Oil Berths is done during daylight only.

MAX. SIZE:	*Length*	*Draft*
Bulk carriers and general cargo (dry cargo)	945 ft.	32 ft.
Bulk oil tankers, white oil products	750 ft.	35 ft.
Bulk oil tankers, black oils	750 ft.	35 ft.
New Oil Pier No. 4, crude oil	850 ft.	39 ft.

HEALTH: The Port Health Authorities give automatic clearance on receipt of a "clean" standard quarantine message and this will be conveyed by the Pilot. However, ships from Yellow Fever areas must be cleared during daylight hours by the Port Health Officer on arrival alongside. On sailing to ports outside India and Pakistan, a medical inspection takes place on the day before sailing. It is, in theory, necessary for a member of the crew to be present at this inspection, although usually the inspection is only a formality. All vessels required obtain Immigration Clearance on arrival.

All vessels which have touched any port or ports between Port Sudan and Durban, on the East Coast of Africa, including these ports, are considered "suspected" vessels on account of Yellow Fever and Jigger and may not have communication with the shore till cleared at berth by the Port Health Officer, who attends only between sunrise and sunset, except in special circumstances. The incubation period for Yellow Fever under the rules is given as 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for Jigger.

RADIO/VHF: Port Authorities equipped with VHF radio-telephone, calling Channel 16, working Channel 12. Control Station call sign "Manora Pilot Control".

Vessels should establish radio contact with control station as soon as they are within VHF range.

Use of Channel 12 is restricted to the following: Ships while entering harbour are to maintain watch on Channel 12 as soon as Pilot boards. Ships in harbour scheduled to sail are to keep a listening watch half an hour before sailing till their clearance from the port.

"Intercommunication with the ships, other than Pilot Control, at Outer Anchorage or ships in harbour on Channels 12 and 16 is strictly prohibited. The Manora Pilot Control Station is equipped with multi-channel VHF Radio Telephone sets which are operating on International Maritime Channels 8, 9, 11, 12 and 16 subject to above restrictions."

Vessel's Registration: All vessels calling at Karachi Port, upon arrival at anchorage are required to make immediate contact with Port Control (Manora Station) by Aldis Lamp and notify arrival time, vessel's name, flag, cargo, and position. Also vessel is to make contact on VHF repeating all of the above information, declaring readiness of vessel to berth, and the time noted by Port Control by light is taken as the time of arrival off the Port, both for berthing turn and also serving NOR (in case of Charter Vessel) to receivers/charterers.

TUGS: There are 8 diesel tugs owned by Port Trust. Four tugs have bollard pull varying from 10 tons to 18 tons, 2 tugs have 27 tons bollard pull and 2 (Voith Schneider) tugs have 35 tons bollard pull.

Towage inside the harbour is rendered by Port Trust on signal from Pilot. Towage is not provided outside the breakwater except in very special circumstances at the discretion of the Deputy Conservator, subject to weather permitting and availability of tugs on special terms and conditions.

BERTHING: There are 17 berths at East Wharves, total quayage 8,622 ft. Berth Nos. 1 to 17 are on a concrete quay wall of the latest type. All berths are rail-served. Berth lengths vary from 470 ft. to 550 ft. Available depths vary from 28 ft. to 32 ft. There are 13 berths at West Wharf and their length varies from 550 ft. to 700 ft. Depths available vary from 30 ft. to 32 ft.

There are 3 Bulk Oil Piers which can accommodate tankers of overall length between 525 ft. and 850 ft. Also see "Tankers".

Moorings: Three moorings of 700 ft. each and one LASH mooring of 1,000 ft. have been laid and are commissioned for accommodating the vessels of sizes between 600 ft. and 850 ft. respectively.

Bulk Wheat: Discharged by bulk evacuators at Berth No. 17.

Passenger Vessels: Berth No. 24.

Fertiliser: Discharge at Berth No. 22. Bagging machines installed.

Vessels with LOA 900 ft. and over berth at Nos. 16 and 17.

CRANES: All berths except Nos. 5, 6, 7, 17, 25, 26, 27 and 28 are equipped with electric cranes. Floating crane available up to 100 tons S.W.L.

STEVEDORES: Working Hours: Monday through Thursday and Saturday, day shift: 0730 – 1130 and 1230 – 1630 hrs. On Fridays day shift: 0730 – 1230 and 1400 – 1630 hrs. Mondays through Saturday, night shift: 1900 – 2300 and 2330 – 0330 hrs. next day.

Overtime periods: 0330 – 0630, 1130 – 1230, 1630 – 1830 hrs.

TANKERS: Mineral oils discharged at the Bulk Oil Pier, 3 berths, and at West Wharf Berth No. 20. Heavy grades may be discharged at the steamer wharves but dangerous petroleum only at the Oil Piers.

Vegetable oils are handled at both the terminals mentioned above.

Oil Pier No. 4: Max. LOA 850 ft., max. beam 130 ft., max. loaded draft 39 ft., max. size 75,000 d.w.t. and 95,000 tons, max. gross displacement.

New Oil Pier No. 5: Report: July 1994.

When fully operational, OP-5 will be capable of accommodating vessels with the following parameters:

Maximum draft	35 ft. (10.67 m.)
LOA	850 ft. (259.08 m.)
Beam	130 ft. (39.62 m.)
Deadweight	65,000 tonnes

In May 1994, a deep draft tanker carrying 62,745 tonnes of gas oil docked, drawing about 35 ft.

OP-5 has a main jetty platform, housed with 9 loading arms, manually operated by quick universal connect couplers. The terminal can handle 8 million tons of liquid bulk cargo a year, consisting of all major products being imported into and exported from Pakistan.

Apart from loading arms which connect direct to ship's manifolds, there are various pipelines which have jetty manifolds for connection with ship's manifolds by using flexible hoses. The loading arms and other manifolds on the jetty are connected to shore manifolds, which provide connections to all common users.

The pipelines from jetty platform to shore are given below:

No.	*Diameter* (in.)	*Product*	*Connection*
1	30	Crude oil	via loading arm.
1	20	Furnace oil	via loading arm
1	18	Deballasting	via loading arm
1	12	Lubes and additives	via hose connection/ piggable
3	8	(SS) chemicals of all types	via hose connection/ piggable
1	24	Naphtha	via hose connection
1	20	POL white products	via loading arm
1	24	Gas/diesel oil	via loading arm
4	24	Molasses	via loading arm interchangeable/piggable
6	16	Edible oil/fats/tallow	via loading arm interchangeable/piggable
2	8	Bunker supply to vessel	via hose connection
1	8	Fresh water to vessel	via hose connection

Slop Reception Facilities: Available at Oil Pier No. 4 only.

Also see "Berthing".

FRESH WATER: Available alongside by pipeline at all shipping berths. Also available alongside and at outer anchorage by private barges.

At times due to water shortage vessels are required to arrive with sufficient water for duration of stay.

FUEL: In addition to coal, 3 grades of petroleum are available – furnace oil, light diesel oil and high speed diesel oil. Furnace oil can be supplied by pipeline at all berths. Light diesel only at Berth Nos. 1 to 4. Large quantities can be supplied by pipeline at the Bulk Oil Pier only.

DRY DOCKS: The Karachi Shipyard and Engineering Works Ltd. have 2 dry docks. One of 609 ft. × 90 ft. × 18 ft. above keel blocks which can accommodate vessels up to 25,000 d.w.t. and the second dry dock measuring 560 ft. × 80 ft. × 16 ft. above keel blocks and can dock vessels up to 18,000 d.w.t. Prior booking of the dry dock is essential.

REPAIRS: Repairs can be carried out at the anchorage except in the monsoon season. 2 ship repair jetties are available in the port. In addition, Karachi Shipyard and Engineering Works Ltd. provide all kinds of repair and ship-building facilities.

Immobilisation of Main Engine: Requests for immobilisation must be included by the Master of the vessel in their arrival messages so that the permission of the Deputy Conservator, Karachi Port Trust may be obtained for the period required to carry out maintenance and necessary repairs. Oil tankers are not permitted to immobilise engines, particularly at oil pier berths.

CARGO GEAR: *Cargo Gear Certificate:* The Dock Labour Safety Officer (Government Department) is very strict and requires all gear/ derricks/ winches and accessories to have valid certificates. In the event their certificates are out of date, delays will be incurred before cargo discharge operations are allowed to commence.

AIRPORT: Karachi Airport, 7 miles from city. International connections to all parts of the world.

TIME: GMT plus 5 hours all year round.

HOLIDAYS: Eid-ul-Azha; Muharram; Republic Day (23rd March); Eid e Miland un Nabi; Independence Day (14th August) Defence of Pakistan Day (6th September); Jamat-ul-Wida; Eid-ul-Fitr; Anniversary of Death of Quaid-e-Azam; Allama/Iqbal Day (9th November); Christmas Day and Birthday of Qaid-e-Azam (25th December).

SHIP SUPPLY SERVICE: There are privately operated services for transportation of personnel and some essential stores, etc., for ships lying at Outer Anchorage to inside the port. These services are of a small scale and carried out by small launches, only during good weather. In bad weather such as monsoon season these services are suspended.

SERVICES: Brokers, Stevedores Bagging and Lighterage Contractor. Contact: Seatrade Private Ltd., 71 Al-Badar, Kokan Muslim Housing Society, Hayder Ali Road, Karachi. Tel: (9221) 4931362/4937370/ 4933501. Mobile telephone 0321-331002, 0321-223322. Fax: (9221) 4938007. Telex: 24839 Cargo Pk. Cables: Cargohook Karachi.

SHORE LEAVE: Shore passes are granted by Immigration Authorities when they first go on board and must be returned on departure of the vessel. These passes permit entry/exit to the docks until 2200 hrs.

Indian crew are not allowed ashore except in emergency. An Immigration Policeman will remain on board in port where Indian crew are carried. This policeman will ask for some sort of accommodation. This need only be given if it does not cause inconvenience to the ship.

GARBAGE DISPOSAL: This service is privately arranged by ship's agent through licenced contractors.

WASTE OIL DISPOSAL: This service is privately arranged by ship's agent through licenced contractors. The waste oil is collected in drums and removed outside the port area for disposal.

SEAMAN'S CLUBS: None.

CURRENCY: Pakistani Rupee (P.Rp.).

GENERAL: The Karachi Port Authorities advise that in order to avoid delays to ships requiring abreast berths for working cargo, it has been decided not to berth more than 1 vessel for receiving supplies of fresh water and bunkers. Ships due to call at Karachi are therefore *recommended to arrive with sufficient fresh water and bunkers to last for 2 or 3 weeks from the date of arrival at the Outer Anchorage.*

DEVELOPMENTS: Modern integrated container terminal for third generation vessels to be built. Initially 2×900 ft. berths with depth of 42 ft. are planned.

One container crane already commissioned at Berth No. 23.

4 general cargo berths completed and commissioned at Juna Bunder (Berth Nos. 25 – 28), depth alongside 30 ft.

2 modern sea-going pilot boats under construction.

SHIPMASTER'S REPORT: January 1980: Survey Vessel.

Approaches/Pilotage: There were a large number of ships anchored in the approaches – even in the "Prohibited Anchorage Zone".

Port Control System: Contact must first be made by Aldis lamp, and a vessel's arrival is not acknowledged until this has been done. On our first visit we had some trouble as the actual Signal Station is not at the position marked "Signal Station" but at Lat. 24° 48.8′ N., Long. 66° 57.0′ E. marked F.S. on the Chart. I was politely informed on the VHF that unless I contacted them by Morse lamp, they would not be able to speak to me on the VHF.

The Pilot boards 2 miles S.W. of the breakwater – if vessel comes closer it will be sent out again. Manropes are required for the ladder.

Quarantine: The normal message should be sent 24 hours before arrival. A doctor boarded on arrival alongside, and required Vaccination Lists, together with the Maritime Declaration.

Port Officials: Immigration/Docks/Customs: A vessel bound for Karachi would do well to get a set of local forms from the Agent in advance.

The main Customs Declaration is very detailed.

Ship's own Personal Effect Declaration Lists showing, in addition, beer, watches, cameras, and foreign currency, were accepted.

At least 12 copies of the Crew List on arrival are required, plus 2 Sailing Crew Lists.

When all other Officials have finished, the Customs seal up the Bond.

Special Warning: Pakistan is a Muslim country. Notices should be displayed warning that it is prohibited:

1. To use cameras.
2. Give alcohol to locals.
3. Change money without obtaining a proper receipt.

Berths: We called at Karachi twice, and each time, in spite of a very full port, Agent managed to obtain a berth alongside.

Explosives: Loaded ex-barge, whilst alongside. No problems. Shore stevedore gang used.

Bunkers: Ex-road wagon, well organised and quick.

Water: Ex-quay. Good rate. Good quality.

Lub Oils: Received 2 drums of Stern Tube Oil, which we had not been able to obtain elsewhere.

Divers: The services of a diver were used to clear fouling from engine cooling water intakes.

Ship Chandler: Only fresh vegetables and some chickens were purchased, but these were good quality.

Laundry: Good and fast.

Watchmen: Supplied by shipwrights. With the rise and fall of tide in Karachi, the gangway needed constant attention. Nothing was reported stolen.

Repatriation: Possible.

SHIPMASTER'S REPORT: May 1989.

Documents: When the Pilot boards the ship he will provide the Master with two forms to be filled in. The total cargo on deck is requested, as well as the cargo on deck for Karachi and the cargo on deck in transit, both in measurement tons.

Agent:

2 copies Crew List.
5 forms stating the amount of deck cargo.
1 form stating: (a) Number of passengers.
(b) Amount of ship's foreign currency.
(c) Number of favour parcels on board.
(d) No opium nor dangerous drugs on board.

2 forms stating: Names of the officers, together with their Seaman's Book number, their Certificate of Competency number and date and place of issue.

2 copies Arrival Reports.

2 copies Vessel Stores Lists, stating amount of explosives and rockets.

The Agent will provide all the forms.

Customs:

5 copies Crew List.

2 copies Personal Effects List, showing crew's currency and ship's currency.

2 copies Stores List (make sure the figures are correct as the Customs Officer will actually count everything in the bonded stores).

All cameras should be placed in the bonded stores.

Quarantine:

1 copy Maritime Declaration of Health.
1 copy Crew List.

Immigration:

5 copies Crew List.

VHF: When making a VHF telephone call through Karachi Radio, they require permission from the Agent, so have the telephone number of the Agent ready.

Shore Leave: Shore passes are obligatory and shore leave is prohibited between 2200 hrs. and 0600 hrs.

OPERATOR'S REPORT: September 1991.

Karachi has 2 oil berths presently in use, these being Bulk Oil Pier No. 1 (OP 1) and Bulk Oil Pier No. 4 (OP 4). The former Bulk Oil Piers No. 2 and 3 are being demolished and a new berth Bulk Oil Pier No. 5 (OP 5) will be constructed on the site.

The oil berths are situated within the entrance to Karachi Port on the East Breakwater. The entrance channel is narrow and movement of shipping is controlled to avoid vessels passing in the channel. There is a turning basin off the oil berths. The oil berths are adjacent to the Keamari District of Karachi which contains the petro-chemical and vegetable oil storage tank installations.

Berthing of tankers to the berths is restricted by tidal conditions, and larger tankers, as well as those with bridge aft, are berthed during daylight hours only.

Bulk Oil Pier No. 1: This berth is the Southern finger of the 'T' Jetty formed with OP 2, which in turn was connected to OP 3. The face of the jetty is parallel to the main channel.

The maximum size of vessel that the jetty can accommodate is 35,000 d.w.t. or 50,000 tons loaded displacement, and this figure is strictly adhered to. There is a draft limitation of 35 ft. (10.66 m.).

The jetty is used for the handling of white oil products, base oils, chemicals as well as vegetable oils. It was reported that there are 67 lines on the jetty to accommodate all products for the various receivers in the area.

It was not possible to determine the exact number of lines available for white oil products (although reported to be 12), as there are common lines, as well as company owned lines. In addition there are lines dedicated to an oil product as well as lines that are water flushed between grades. Flexible tanker rail hoses are provided by the installation receiving the product, and it was reported that all are stored on the jetty head.

The condition of the jetty was very poor, with a noticeable 'sagging' of the jetty at the jetty head. The pipelines as seen were in a very poor condition and with apparent little order to pipe siting on the support racks. Welded repairs over a flange were noted as well as corrosion and leakage from others.

The jetty is owned by the Karachi Port Trust, but the lines are owned by the various receivers.

Bulk Oil Pier No. 4: This pier is adjacent to and situated South of OP 1. It is a 'T' jetty configuration designed to handle larger vessels carrying crude oil and petroleum products only.

The maximum size vessel permitted on the jetty is 75,000 d.w.t. or 95,000 gross displacement tons. As for OP 1 this figure is strictly adhered to. The maximum permissible draft is 39 ft. (11.9 m.).

The jetty is equipped with Chicksan arms for connection to the ship's manifold, and in addition to the crude oil lines it has a 20 in. fuel oil line and a 20 in. white oil line. The white oil line has a 'pigging' facility and can be used for multigrade white products.

This jetty was in apparent good condition, although the fendering required attention.

Bulk Oil Pier No. 5: Construction of this berth has commenced and it is estimated that it will take 2 years to complete.

A crane barge was working in the vicinity of the oil jetties OP 2 and OP 3. It was reported that this was the commencement of the work by a contracting company in removing the remains of the old oil jetties prior to constructing OP 5 on the same location.

It was not ascertained whether the new jetty would be an extension of OP 1, and hence utilise the lines at the jetty head of OP 1, or if it would be a completely new 'T' jetty having new lines directly to the shore. It was reported that initially it would be provided with lines for petroleum products only, but other users would be permitted to construct lines for their own facilities.

The jetty is being designed to accommodate vessels of up to 75,000 d.w.t. but the draft restriction was not specified.

Berth Utilisation: Both berths in Karachi are suffering from over utilisation, and as a result essential maintenance is not being carried out.

OP 1: Berth used for such wide ranging products as vegetable oils, chemicals, base oils as well as black and white petroleum products is in constant use. The Deputy Conservator of the Karachi Port Trust advised that priority is given to tankers carrying petroleum products. Tankers carrying vegetable oils were suffering berthing delays of up to 14 days.

The delays to vessels on OP 1 are a result of the restrictions in the reception facilities in the tank farms, as well as poor standard of vessels that use the port. Both contributing to the extended port turnaround times. This was particularly true of the vegetable oil trade. Similarly, delays are compounded by the restrictions imposed by the port authority in timing the berthing of vessels to suit the tide as well as daylight hours.

The Port Authority were very concerned about the utilisation of the berth and delays to vessels, but believed that the commissioning of OP 5 would alleviate the problem.

The oil companies were less concerned about the congestion caused by the number of vessels using OP 1 as they relied on their influence to ensure that petroleum oil tankers had priority. Despite this, petroleum product tankers do suffer delays awaiting berth, up to 5 days being recorded.

OP 4: This berth does not suffer congestion to the same degree, although berth occupancy was believed to be in excess of 60%, and may be as high as 80%. The Port Authority advised that there are approximately 7 crude oil imports per month through the jetty, and allowing a 2 day turnaround per vessel this gives approximately 50% occupancy. Added to that are the imports of fuel oil and gasoil, which gives credence to an estimated occupancy rate approaching 80%.

This berth is the sole import facility for crude oil, and crude oil tankers have priority in the berthing programme. It was noted that product vessels have discharged part cargoes at both Berth OP 4 and then moved to OP 1.

Pipelines: The oil pipeline network in both cases lead from the jetty heads to the shoreline on pipe racks mounted on the jetties. From the end of the jetty they pass beneath the road at OP 1 (the jetty end of OP 4 was not seen) and from there run down open pipe trenches alongside roads into the network of tankfarms in the Keamari District.

AUTHORITY: Karachi Port Trust, (P.O.Box 4725), Eduljee Dinshaw Road, Karachi 2. *Tel:* 201787. *Telex:* 2739 Kpt Pk. *Cables:* Portrust, Karachi. *FAX:* 2415567. *Contact:* Commodore S.N.A. Shah, General Manager – Operations.

AGENT: G.A.C. Shipping (Pvt.) Pakistan Ltd., 4th Floor, K.D.L.B. Building, 58 West Wharf Road, Karachi, Pakistan. Tel: (92-21) 2310704, 2310648. After hours: (92-321) 335039. Telex: 28809 GAC Pk. Fax: (92-21) 2310714. Cables: Gacshipping, Karachi.

PORT MUHAMMAD BIN QASIM: 24.46 N. 67.21 E.

(See Plan)

PORT LIMITS: Seaward Boundaries: Area enclosed within the following geographical co-ordinates:

(a)	Lat. 24° 35′ N.	Long. 67° 00′ E.
(b)	Lat. 24° 35′ N.	Long. 67° 02′ E.
(c)	Lat. 24° 32′ N.	Long. 67° 00′ E.
(d)	Lat. 24° 32′ N.	Long. 67° 02′ E.

DOCUMENTS:

1. Freight Manifest (4 copies).
2. Bills of Lading (4 copies).
3. Stowage Plan (4 copies).
4. Passenger Manifest (4 copies).
5. Cargo Manifest (4 copies).
6. Hatch Lists (4 copies).
7. Exception Lists (4 copies).
8. Passenger Lists (4 copies).

With vessel:

9. Cargo Manifest (4 copies).
10. Last Port Clearance Certificate (4 copies).
11. Passenger List, Disembarking and Transit (4 copies).
12. List of Favour Parcels (4 copies).

The following special Pakistan forms are brought on board by Agent for completion on arrival:

13. Customs Arrival Reports (4 copies).
14. Opium and Dangerous Cargo Certificate (4 copies).
15. Ship's Currency Lists (4 copies).
16. Deck Cargo Certificates (4 copies).
17. Company's Arrival Report (4 copies).
18. Ship's Crew Advance, (if required), (4 copies).
19. Expiry date of Ship's Certificates (4 copies).
20. Bottom or In-Transit Cargo (4 copies).
21. Crew Lists (4 copies).
22. Stores Lists (4 copies).
23. Property Lists (4 copies).
24. Cargo Gear Information Forms (4 copies).
25. Advance Arrival Note (4 copies).
26. Application to enter port (4 copies).
27. Permission to enter and berth (4 copies).
28. Ship's Documents Check List (4 copies).
29. Officers – Certificates of Competency.
    Ratings – Proficiency Certificates.

PILOTAGE: Compulsory. Pilot boards about 1.5 miles S.W. of Fairway Buoy. Give 48 hours' notice to Port Qasim Control by cable and later contact them by VHF Channel 16, about 6 hours before arrival.

ANCHORAGES: Outer anchorage is bounded by limits mentioned in "Port Limits".

Holding ground is good but during S.W. monsoon heavy swell persists and it is advisable to anchor in Western part of the outer anchorage and pay out extra cable.

RESTRICTIONS: Channel is well marked but night pilotage is not provided at present. Vessels must dock before dark and sail out in sufficient time to clear the channel before dark.

MAX. SIZE:

Periods	*Berths*	*Max. Draft* (m.)	*Max. LOA* (m.)	*Max. Beam* (m.)
(i) Monsoon				
15th May to 15th September	IOC Berth	10.5	201.0	25.3
	MW Berths			
	1 to 4	10.0	183.0	25.0
	5 to 7	10.5	183.0	25.0
(ii) Non-Monsoon				
16th September to 14th May	IOC Berth	12.0	225.0	32.0
	MW Berths			
	1 to 4	10.0	183.0	25.0
	5 to 7	11.0	183.0	25.0

Note: 1. Draft is subject to change monthly and without any notice.
2. Minor deviation permissible at the discretion of Port Qasim Authority on submission of Indemnity.
3. Maximum permissible draft/dimensions are promulgated through Notices to Mariner. Normally ships up to 50,000 d.w.t. can be handled during non-monsoon period and 25,000 d.w.t. during monsoon period.

Also see "Shipmaster's Report" dated October 1985.

Notice:

Notice to Mariners: 173(T) – Port Muhammed Bin Qasim – Permissible Draft from 1st October 1988 – 31st December 1988.

Maximum permissible drafts for ships calling at Port Muhammed Bin Qasim between 1st October 1988 and 31st December 1988 will be as follows:-

Period	*Berths*	*Max. Draft* (m.)	*Max. LOA* (m.)	*Max. Beam* (m.)
1st October 1988 to 31st December 1988.	IOC Berth	11.0	225.0	32.2
	M.W. Berth 1	9.5	183.0	25.0
	M.W. Berth 2 – 4	10.0	183.0	25.0
	M.W. Berth 5 – 7	10.5	183.0	25.0

2. Ships on arrival at outer anchorage to intimate drafts and specification of the vessel.
3. Cancel PNM No. 150(T)/88 on 30th September 1988.

WARNING: In July 1994, the maximum draft declared by the Port Authority was 9.5 m.

All Owners and Operators should check draft limitation with Port Authority before vessels are loaded.

HEALTH: Pratique granted only after berthing.

RADIO: Send all messages via Karachi Radio, call sign ASK,MF 500 kHz, 466 kHz, 484 kHz, HF 8644 kHz, 1302 kHz, 3024 kHz, 8361.2 kHz, 12541.8 kHz and 8658 kHz.

Karachi Radio can also be contacted on Radio telephony on following frequencies:

Channel	*MHz*
16	158.80 VHF
10	156.50 VHF
07	160.95 VHF
02	160.70 VHF
05	160.85 VHF

VHF: Contact should be made with Port Qasim Control as soon as within VHF range and ETA transmitted. Berthing and boarding of Pilot instructions are given on VHF by Port Qasim Control on following Channel/Frequencies:

Channel	*MHz*
16	156.800 VHF
10	156.500 VHF

Round the clock watch on above Channels is maintained.

RADAR: No port radar service available.

TUGS: 3 tugs namely "Chara", "Gharo" and "Kadiro" assist vessels and they join the vessel about 1.5 miles off the jetty. Each tug 3,500 b.h.p., bollard pull approximately 40 tons. In addition two light tugs each 1,000 b.h.p. are available. Ship's lines are usually used.

BERTHING: There are 7 multi-purpose berths for handling general and bulk cargo along a 1,400 m. long wharf for ships drawing 10.0 m. – 11.0 m. draft. Iron Ore and Coal Berth 279 m. long is used for importing bulk raw material for PAK Steel for ships drawing 10.0 m. – 12.0 m. draft. Also see maximum permissible draft information under "Max. Size".

Two permanent fixed mooring systems were established during the period from November 1989 to May 1991 for 25,000 d.w.t. and 50,000 d.w.t. vessels respectively within the Port limits. A fixed mooring for 25,000 d.w.t. vessels was established near Iron Ore and Coal Berth in the Gharo Creek on the Western bank of the Channel, and the other fixed mooring for 50,000 d.w.t. vessels was established in the Channel at Phitti Creek opposite Buoys No. "P-2" and "P-4".

CRANES: 2 grab gantry cranes with a capacity to discharge about 500 t.p.h. each at Iron Ore and Coal Berth. Mobile cranes with lifting capacity up to 35 tons are available and can be provided upon request.

BULK CARGO FACILITIES: *Grain:* 2 automatic unloading and bagging plants with a total capacity of 4,000 tons per day are available.

Also see "Berthing" and "Cranes".

SPECIALISED CARGO HANDLING FACILITIES: None at present.

BRIDGES: None.

STEVEDORES: 3 cargo handling companies appointed by the Port work as terminal operators for handling the cargo at multipurpose berths. Average handling rate per hook hour for following commodities is:

Rice	:	43.0 tonnes
Pig Iron	:	38.0 tonnes
Cotton	:	12.0 tonnes
General Cargo	:	10.0 tonnes
Wheat	:	25 – 50 tonnes

12 hours' advance notice to be served in order to arrange gangs.

Working Hours: 0800 – 1600, 1600 – 2400, 2400 – 0800.

MEDICAL: Medical centre with first aid facilities is available round the clock in the port area. Adequate medical facilities and hospitals are available in Karachi, (the nearest one within 20 km.). Medical facilities can be arranged by the Ship's Agent on Master's request.

TANKERS: Marginal Wharf No. 1 temporarily converted into tanker berth. Diameter of discharge line 18 in. Rate of discharge 1,000 t.p.h.

Also see "Operator's Report" dated September 1991.

DENSITY: Average density of water is 1025.

FRESH WATER: Available through shore connection and by barge.

FUEL: Arranged by Agent and available through local oil companies, delivered by oil barge or road tankers.

FIRE PRECAUTIONS: Normal fire precautions, fire hydrants are located at Marginal Wharf and IOC Berth. Port has two fire tenders (water and foam) plus 5 fire trailers (heavy duty) with water and foam to fight fires.

CONSULS: Available at Karachi.

REPAIRS: All types of repairs can be carried out through private contractors of which prior notice, with details, must be given to Agent in good time. Repairs are subject to Port Authority's permission, keeping in view availability of berth, other safety precautions, prevailing rules, etc.

DRY DOCKS: None at Port Qasim, however, available at Karachi Port.

SURVEYORS: Cargo Surveyors available, services if required can be arranged through local Agents; also Classification Surveyors of various societies such as Lloyd's Register, American Bureau, Bureau Veritas, etc., have local offices in Karachi.

GANGWAY/DECK WATCHMEN: Advisable, but at Master's discretion.

HATCHES: Opening and closing by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes and 6 ozs. of spirits (for non-Muslims only) per week.

CARGO GEAR: Heavy lift cargo and normal loading/discharging carried out by ship's gear. Mobile cranes available for hire on request.

REPATRIATION: Possible. Advisable to give prior notice to Agents to complete formalities.

AIRPORT: Karachi International Airport is approximately 30 km. from Port Qasim and is served by regular national and international airlines.

TIME: GMT plus 5 hours throughout the year.

HOLIDAYS: As declared by Government of Pakistan. Cargo work can be arranged on holidays except on Eid Ul Fitr, Eid Ul Azha, Muharram, Defence Day of Pakistan (6th September), Eid Milad Un Nabi, Independence Day (14th August), Pakistan Day (23rd March), Jumatul Vida, Quaid-E-Azam Birthday (25th December), Quaid-E-Azam Death Anniversary (11th September) and any other days so declared by Government of Pakistan or Port Qasim Authority.

POLICE/FIRE/AMBULANCE: Can be contacted through Port's PABX telephone exchange 719700 (10 lines).

EMERGENCY CO-ORDINATION CENTRE: Pakistan Navy frequencies – 500 and 8364 kHz. on HF and 282 and 243 MHz. on VHF.

TELEPHONES: Facilities for installing telephones on board available on request, telephone calls can also be made from telephones in the C.H.C. offices, located on jetties.

SERVICES: All facilities such as compass adjusting, radio and radar repairs, tank cleaning, etc., can be arranged through respective shipping Agents.

BANKS: 4 local banks are available.

STORING: See "Prelims".

1. Yes.
2. Yes, except when disallowed for safety reasons.
3. Yes.
4. Yes.
5. Prevailing Customs rules are to be observed.
6. Can be arranged through ship's Agent.

SHORE LEAVE: Allowed. Shore passes issued by Immigration Authority to ship's crew.

IDENTIFICATION CARDS:. Only valid shore passes used as identification.

GARBAGE DISPOSAL: The Port does not provide any garbage disposal service. However, if the vessel desires to dispose of garbage, the same may be communicated to the vessel's local Agent, who will arrange disposal with private labour after approval from the Port Authority.

WASTE OIL DISPOSAL: At present there is no service provided.

SEAMAN'S CLUBS: None.

CURRENCY: Rupee.

REGULATIONS: As per Gazette of Pakistan notification No. S.R.O. 42 (KE)/81 dated: 17th October, 1981 – Part IV (Safety Regulations).

DELAYS: None.

DEVELOPMENTS: Establishment of integrated Container Terminal and Oil Tanker Terminal are in hand.

SHIPMASTER'S REPORT: September 1982 (Updated 1988).

Port Limits: A vessel is considered to be an arrived ship when she is in the anchorage marked on the chart West of Fairway Buoy. Vessel must register with Port Bin Qasim Control as an arrived ship and only when same confirmed by the port can the Master tender notice of readiness. Pilot boards about 1 nautical mile off Fairway Buoy.

Documents: Same as for Karachi. Keep extra Crew Lists at hand. Private property declaration must contain serial numbers, make, etc., wherever possible. All currency must be declared.

Pilotage: Give 48 hours' and 24 hours' notice to Bin Qasim Pilot Control by cable and later contact them by VHF Channel 16, about 12 hours before arrival.

Anchorage: Outer anchorage is in area bounded by positions A, B, C and D. See "Port Limits".

Holding ground is good but during S.W. monsoons heavy swell persists and it is advisable to anchor near Western proximity and pay out extra cable.

Restrictions: No night pilotage. Vessel must dock before dark and similarly must sail out in sufficient time to clear the channel before dark. Draft restrictions as per tide. Heavy swell/tide runs across the channel at S.W. monsoons.

Max. Size: Presently max. size is 50,000 d.w.t. but main limiting factor is the depth of water in the channel which varies with the tide.

Health: Pratique granted only after berthing. Radio Pratique not possible.

Radio: Send all messages via Karachi Radio. Contact should be made with Bin Qasim Port Control as soon as within VHF range on Channel 16 and ETA given. Berthing instructions are given on VHF.

Tugs: Port has 3 tugs and they join the vessel about 1.5 miles from the jetty. Usually ship's lines are used for tugs.

Berthing: Iron ore and coal jetty owned by Pakistan Steel Mills for importing coal and iron ore for the steel plant. Jetty is 900 ft. long, 12.80 m. depth alongside.

Cranes: Two cranes with grabs each weighing about 11 tons. Together they can discharge bulk coal at approximately 15,000 tonnes per day of 24 hours. Cargo is carried directly to the steel mill by conveyor belt – about 2 miles long.

Bridges: None.

Stevedores: Pakistan Steel Mills personnel.

Medical: No facilities exist in Bin Qasim. All medical facilities in Karachi.

Density: Salt water.

Fresh Water: Available by shore connection. Costs about Pak. Rs.45/– per ton.

Fuel: Not available.

Consuls: At Karachi.

Repairs: Only very minor repairs possible by workshops from Karachi. Prior notice with details must be given to Agents in good time.

Dry Docks: None.

Surveyors: Available from Karachi.

Gangway/Deck Watchmen: Not necessary.

Hatches: Opening/closing carried out by crew.

Customs Allowances: One bottle spirits and 200 cigarettes per week. Before arrival Master must collect all cameras to be placed under seal by Customs.

Cargo Gear: Shore gear is used.

Repatriation: Possible. Advisable to give prior notice to Agents to complete all formalities prior arrival.

Airport: Karachi International airport is about 35 miles from Port Bin Qasim.

Time: GMT plus 5 hours throughout the year.

Telephone: Available on jetty only.

Shore Leave: Shore passes issued by Immigration and crew allowed ashore.

Delays: Usually none.

General: All the information above is for Iron Ore and Coal Jetty at Port Bin Qasim only.

I called at this port on 25th with 27,100 tonnes of coal in bulk from Newcastle (N.S.W.) and sailed out on 27th.

I was asked to arrive at a maximum draft of 10.00 m. For deep drafted vessels Pilot normally boards about 2.5 hours before HW so that vessel docks alongside at HW. The channel (about 25 miles) is dredged to 11.30 m., while alongside berth and in the turning basin off the berth the depth is 12.80 m. However, in my case the Pilot boarded about 2 hours after HW and by the time vessel tied up alongside it was almost LW. All along the channel I noticed that there was at least 2 m. clearance under the keel at all times.

SHIPMASTER'S REPORT: October 1985.

Max. Size: In October the following maximum drafts and sizes were permitted for vessels calling at Port Bin Qasim:

Pakistan Steel Mills Wharf (IOC berth): Draft 11 m., LOA 223 m., beam 31.1 m.

Main Wharf, Berths No. 1 to 4: Draft 10 m., LOA 183 m., beam 25 m.

Main Wharf, Berths No. 5 to 7: Draft 11 m., LOA 183 m., beam 25 m.

Health: All crew to have valid cholera vaccination.

Shore Leave: All crew should be back on board by 2200 hrs.

Provisions: Delivery by trucks alongside main wharf but extra charges for transportation as everything has to come from Karachi, 75 km. away.

Fresh Water: Available by shore connection at all berths. Delivery rate 15 to 20 t.p.h. Good quality.

Bulk Cargo Handling (Main Wharf): Bulk grain discharged by vacuators into bagging machines. No elevators.

General Cargo Handling: All cargo normally handled by ship's gear. Some mobile cranes available in emergency, SWL not known. Containers not normally handled at Bin Qasim. This port is mainly used for large consigments of bulk grains and bagged rice for export.

Stevedores: Normally round-the-clock basis with only 3 meal breaks. Loading rate of bagged rice: Up to 1,000 tonnes per hatch per 24 hours.

SHIPMASTER'S REPORT: March 1986.
Chart: No. 1284.
Pilotage: Compulsory. Pilot boards in vicinity of Fairway Buoy 24° 33′ N., 67° 03′ E. and likes to disembark from outgoing vessels between Buoys No. 7 and 8. Vessels handled during daylight hours only. Pilot boat "Lahoot" steel motor boat, equipped with Radar and VHF. Distance from Fairway Buoy to berths 24 miles.
Anchorage: In vicinity of Fairway Buoy or Quarantine Anchorage close by, good holding ground.
Drafts: For iron ore and coal berths (4 berths), 10 m. For multi-purpose berths (7 berths), 11 m.
Radio: Karachi Radio ASK (a very busy station). Port Qasim Control maintains continuous VHF watch on Channel 16, working 10, can be contacted from a great distance and advises vessels for berthing. It is a very helpful station.
Tugs: There are 3 well equipped sea going tugs of 3,500 b.h.p. with a bollard pull of 40 tons to assist vessels for berthing/unberthing. Ship's lines always used.
Cranes: Loading/discharging carried out by ship's gear. Mobile cranes of 24 tons lifting capacity available at extra cost.
Specialised Cargo Handling Facilities: Bulk unloading facilities for iron ore and coal. Mechanised bulk wheat handling facilities.
Bunkering: Available through local oil companies, delivered ex-barge or truck, ample time required for stemming bunkers.
Classification: Surveyors for Classification and cargo available (from Karachi).
Airport: Karachi International Airport situated approx. 30 km. from Port Qasim.
Consuls: None at Port Qasim, all reside in Karachi approx. 65 km.
Fresh Water: Available at all berths. Good quality. Supplied through Port Authorities on very short notice. Stevedores usually take care of it.
Tides: Approximately 1 m.
Future Development: Future dredging of the Channel in order to take vessels fully laden up to 75,000 d.w.t. Also plans for navigating the channel day and night.
Rice Cargoes: Vessels loading rice (which is the main export cargo in this port) are inspected at Fairway Buoy prior to berthing by a total of five Government Inspectors who issue relevant Certificate.

OPERATOR'S REPORT: September 1991.

Port Qasim opened in 1980 with imports of bulk iron ore and coal at the IOC berth (iron ore and coal). The port was fully commissioned with an additional 7 dry cargo berths by 1983.

There is no tanker berth in the port, but a temporary discharge facility has been built at one of the dry cargo berths (Marginal Wharf No. 1) in order to supply fuel oil to the local power station.

Plans have been drawn up for the construction of a tanker jetty and it was reported that preliminary tests have been made to assess the suitability of the proposed site. It is not anticipated that the jetty will be available prior to 1995.

Marginal Wharf No. 1: The temporary tanker discharge facility has been constructed at the most Easterly of the dry cargo wharves, Berth No. 1. This has been achieved by laying an 18 in. line to the power station tank farm, a distance of approximately 2.5 km., and the construction of a manifold arrangement on the jetty. Flexible hoses are used for connection to the vessel's manifold, although it was not determined how many are used.

It was reported that the designed receiving rate was in excess of 1,000 tonnes/hr., but the average rate achieved by vessels has been in the region of 600 tonnes/hr. This gives a turnaround time for optimum size tankers of 2 days.

The maximum size of vessel permitted is 30,000 d.w.t., but draft is the major limitation and at present is restricted to 9.5 m. on the berth. Dredging is being carried out and in time the maximum permissible draft will be 10.0 m.

Berthing is carried out in daylight only.

Tankers have priority at this berth and there is therefore very little time awaiting berth.

Oil Storage Facilities: The sole receiver of the fuel oil in Port Qasim is K.E.S.C. (Karachi Electricity Supply Company) for use in the power station.

The tank farm consists of 6 tanks, 4 of which were reported to be of approximately 20,000 – 25,000 tonnes capacity, and 2 smaller tanks which were used as settling tanks. Of the larger tanks it was reported that only 2 have been calibrated and as a result only these are used for receipt of imported oil.

The oil at present is being supplied in 20,000 tonne parcels, approximately 5 shipments per month, this being the optimum size tanker that can enter the port.

Oil Berth Information:
Berth: Marginal Wharf No. 1.

Berth Operator and/or User:	Port Qasim Authority/Karachi Electricity Supply Company (K.E.S.C.).
Maximum LOA:	183 m.
Max. beam:	Not specified.
Maximum Summer deadweight or displacement:	30,000 d.w.t. (approx.).
Max. draft:	9.5 m. (temporary) will be dredged to 10.0 m.
Minimum depth at berth:	10.5 m.
Underkeel clearance required: ..	1.0 m.
Water density:	1025
Night berthing/unberthing:	Not possible.
Bunkers:	By truck or barge.
Fresh water:	From jetty or by barge.
Limitations on freeboard:	None.
Type of berth:	General cargo wharf.
Minimum size of vessel:	No restriction.
Lighterage:	Not possible.
Grades of cargo handles:	Fuel oil.
Dirty ballast facilities:	None.
Tugs:	3×3,500 h.p. (40 tonne bollard pull).
Airdraft restrictions caused by bridges, etc.:	None.
Pilot boarding areas:	Off the Fairway Buoy in good weather. Off Buddo Island in heavy swell.

AUTHORITY: Port Qasim Authority, P.O. Port Bin Qasim, Karachi-48, Pakistan. *Tel:* 7737601-20. *Telex:* 2633 Qasim Pk. *Cables:* Port Qaty. *Contact:* Rear Admiral Syed Wasi Haider H.I., Chairman. Captain Khalid Ali Khan, General Manager (Operations); Captain M. Mohsin Khan, Deputy Conservator. Captain N. A. Shamsi, Harbour Master.

AGENT: See "Karachi".

NOTES

Please also advise Shipping Guides Ltd.

Republic of Panama

AGUADULCE: 08.14 N. 80.30 W. (See Plan)

LOCATION: The Port of Aguadulce is located 7 km. from the coast on the Palo Blanco inlet in the Bay of Parita, Pacific coast of Panama.

The port consists of a single quay 70 m. long used mainly for shipment of bulk sugar and molasses to ports in the U.S..

DOCUMENTS: The same documents are required and the same procedures are followed as for Almirante, Puerto Armuelles and Bahia Las Minas. See "Almirante".

PILOTAGE: There is an official pilotage service with Pilots available 24 hours a day. Pilotage is compulsory for all vessels greater than 150 g.r.t., wishing to enter and leave the port. To request the Pilot, the vessel's Agent must make arrangements with the National Port Authority. The pilot station is in Aguadulce. Vessels can also ask for Pilot by calling the National Port Authority on Channel 12 VHF.

ANCHORAGE: Vessels must await the Pilot at the anchorage located near the sea buoy which is painted white with a white light flashing every 2 seconds. Position of the buoy is Lat. 08° 13′ N., Long. 80° 25′ W. Depth of water at the buoy's location is 7.4 m. (22 ft.), average low tide, and in places 1 mile to the N.E. it increases to 10.14 m. (30 ft.).

RESTRICTIONS: The port is on an inlet. It has an access channel 13 km. long from the sea buoy. The width of the channel varies from 200 m. in its widest part down to 75 m. at its narrowest.

The channel is marked by buoys which are lit and coming from the sea the buoys on the starboard side are red with even numbers and red lights and those on the port side are green with odd numbers and green lights.

The port is tidal and vessels may only enter and leave on the high tide. At low water the access channel has depths of less than 1 m. (3 ft.) for which reason the maximum draft permitted in the port is 6.4 m. (19 ft.) with 6.1 m. (18 ft.) high tides. Furthermore, inside the inlet there are fairly sharp curves which do not permit entry of vessels greater than 100 m. overall length and 2,500 g.r.t. In the future it is planned to dredge the access channel to provide minimum depths of 3.3 m. (10 ft.) at low tide.

HEALTH: As with other Panamanian ports, the doctor boards the vessel with the other officials of the reception commission. If there is any infectious illness on board, the Master must communicate this to the Port Authority by VHF Channel 12.

VHF: The Port Authority has VHF equipment. Call on Channel 12. It operates throughout the day.

TUGS: None available.

BERTHING: There is a main quay 70 m. long with an average low water depth of 3 3 m. (10 ft.) There is also a small quay 30 m. long which is not used. The quay has a fender system. There is also a dolphin type quay for shipment of molasses with depth 2.7 m., and a 50 m. berth for sugar carriers, which has automatic sugar loaders, depth 2.7 m.

No loading equipment available. Unloading must be by ship's gear. There are belt type sugar loaders. Mobile cranes can be contracted in Aguadulce.

There are two storage tanks for molasses of 1,000,000 and 500,000 gallons capacity respectively.

There are also open air facilities for storage of general cargo.

STEVEDORES: Loading and unloading work is carried out by a gang of local workmen contracted by the ship's Agent, via their representative.

MEDICAL: Hospital in Aguadulce.

DENSITY: Approximately 0.9971 gm./c.c. at 85°F.

FRESH WATER: Available via tanker lorries. No supply via pipes.

FUEL: Not available.

CONSULS: None; the nearest are in Panama City, 193 km. from the port by road.

REPAIRS: No facilities.

CUSTOMS ALLOWANCES: See "Almirante".

PROVISIONS: Supplies available in Aguadulce.

COMMUNICATIONS: The port is connected to the town of Aguadulce by an asphalt highway 5 km. long.

Aguadulce is connected to Panama City by road, the capital being 193 km. distant.

REPATRIATION: There are Immigration Officials on the quay. Repatriation presents no difficulty.

AIRPORT: At Aguadulce there is a small airstrip. There is an airport at Chitre 60 km. from Aguadulce and where a local airline effects two trips between this town and the airport of Paitilla in Panama.

TIME: GMT minus 5 hours.

POLICE/AMBULANCE/FIRE: Available in Aguadulce 5 km. from the port.

TELEPHONES: Telephone communication from the port by public telephone by micro-wave to any part of the world. No facilities for phones on board vessels.

SHORE LEAVE: No restrictions.

AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

National Ports Authority – Aguadulce, Carretera del Puerto, Aguadulce, Provincia de Cocle, Panama. *Tel:* 97-4264. *Contact:* The Port Administrator.

ALMIRANTE (Bocas del Toro): 09.18 N. 82.23 W. (See Plan)

LOCATION: Located in Almirante (Bocas del Toro) Bay, on the N.E. end of the Atlantic coast of Panama.

The Port of Almirante consists of a pier 204.5 m. long used for loading bananas. The port is used principally by reefer vessels coming from Europe and bound for European ports.

The port was built by the United Brands Company and later transferred to the Government. Currently, it is rented by United Brands but is administered by the National Port Authority.

DOCUMENTS:

1 General Declaration.
1 Clearance from Last Port.
5 Cargo Manifests, or Declaration that no cargo is carried.
4 Crew Lists.
3 Passenger Lists, or Declaration that no passengers are carried.
3 Stores Lists.
2 Crew Personal Effects Declarations.
1 Maritime Health Declaration.
1 Mail List.

The above documents must be presented in Spanish language by the Master of the vessel, when the National Port Authority boards the ship.

Once the National Port Authority finds the documents correct, Free Pratique is given, enabling the vessel to commence operations.

PILOTAGE: Pilotage is compulsory for vessels entering Almirante.

The service is provided by a private Pilot who has his station in the town of Bocas del Toro. To request his services, the Agent must make arrangements with the Port Administration. Vessels using Almirante frequently take the Pilot on board in the Bay of Almirante, in front of the town of Bocas del Toro. The pilot cutter is blue with white superstructure, and has VHF radio. To communicate with the cutter, call up on VHF Channel 12 and Channel 16, with SSB fitment.

The Port Authority has established an official pilotage service, and all arrangements for the services of the Pilot must be made with the Port Authority. For vessels arriving for the first time in Almirante, they must anchor outside the entrance of Bocas del Toro aligned at 150° to 180° to Toro Point and 8 cables off. At this point, they must await the Pilot.

ANCHORAGES: Within the Bay of Almirante there are good locations with depths up to 27.4 m.

In front of the quay there is space to anchor with depths of 15.2 m. – 18.3 m.

RESTRICTIONS: The entrance channel has a minimum depth of 9.2 m. and is marked by buoys and light floats as indicated on the Port Nautical Charts. Also see "Developments".

Shipmaster's Report: The water depths on passing Bocas del Toro are greater than 9.2 m. as you follow the charted course lines.

Proceeding at a reduced speed consisting of "dead slow" and "stop", with enough manoeuvrability, to minimise the vessel's pitching, you can enter or leave the Bocas del Toro with a draft of 7.9 m. without any difficulties.

On entering and leaving I was forced by cargo circumstances to berth with a 7.9 m. deepest draft, and never had less than 3.05 m. below my vessel's keel (deepest section), at low water.

MAX. SIZE: There are no restrictions as to beam and size of vessel; but as far as draft is concerned this must not exceed 9.2 m.

Bocas del Toro can be entered and left with drafts of 8.84 m. without difficulty.

HEALTH: The doctor on boarding the vessel with the Reception Commission receives his documents and declares Free Pratique.

In the event of illness on board, Agent must be advised by VHF radio and this will be passed on to the doctor.

RADIO: Cables for and from the Agent are sent by radio operated by Tropical Radio Telegraph Co. The Port Authority has VHF and SSB equipment. The SSB equipment operates on the call-up frequency of 7447.5 kHz.

VHF: VHF communications can be made on Channel 12 at a distance of 30 miles from the port. Furthermore, United Brands Co. has VHF equipment which receives calls on Channel 16.

TUGS: None available.

BERTHING: A banana quay 204.5 m. long with a single mooring frontage and with 4 automatic banana loaders. It is recommended that vessels moor on the starboard side. Also there is a general cargo quay 103.05 m. long which has pipes for discharge of refined oil. The depth at the quay is 7.3 m. – 9.7 m.

Equipment: 4×4 tonne forklift trucks, 1×5 tonne mobile crane.

STEVEDORES: Loading work is carried out by the local Workers Union. The Agent must make contact with United Brands Co. for these workers.

MEDICAL: A modern hospital is available in Changuinola 20 km. from Almirante. Almirante also has a small hospital.

TANKERS: Quay No. 2 fitted with pipes for discharge of refined products.

DENSITY: 1022.

FRESH WATER: Available throughout the year. The pumping capacity is 2–3 t.p.h.

FUEL: Not available.

CONSULS: Costa Rica, El Salvador, Honduras, Nicaragua.

REPAIRS: No facilities for repairs to vessels.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CUSTOMS ALLOWANCES: The Customs offices are in the port vicinity. Permitted quantities are 2 packs of cigarettes of 20 packets each per crew member and 2 bottles of whisky or other alcoholic drink per crew member for consumption on board.

REPATRIATION: Can be effected without difficulty.

AIRPORT: There is a small airport at Changuinola 21 km. from Almirante, which connects the province of Bocas del Toro with the rest of the Republic. There are 2 flights a day between the airport of Changuinola and Tocumen in Panama City. Changuinola is connected with Almirante by railway.

TIME: GMT minus 5 hours.
POLICE/AMBULANCE/FIRE: Available in Almirante.
TELEPHONE: There is a micro-wave telephone service to Panama and other places in America. The Port Authority has telephones in their offices, but there are none available for installation on vessels.
PROVISIONS: Obtainable in the local market; but it is preferable for provisions to be obtained in Colon.
SHORE LEAVE: No restrictions.
DEVELOPMENTS: It is planned to reposition the buoys marking the port entrance channel for the purpose of obtaining a minimum depth of 9.7 m. along the whole of the port access channel.
AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

National Port Authority, Entrega General, Almirante, Changuinola, Bocas del Toro, Panama. *Tel:* 78-3711. *Contact:* Port Administrator.

BAHIA LAS MINAS : 09.24 N. 79.49 W. (See Plan)

LOCATION: Situated 11 km. to the East of the entrance of the Panama Canal on the North Coast.
DOCUMENTS:

2 General Declarations.
1 Clearance Certificate from last port of call.
5 Cargo Manifests, or Declaration to the effect that no cargo is carried.
4 Passenger Lists, or Declaration that no passengers are onboard.
2 Supply Lists, or Declaration that no supplies are carried.
2 Lists of Crew's Personal Effects, or Declaration that none carried.
1 Maritime Health Declaration.
2 Mail Lists or Declaration that no mail is carried.
2 Crew Lists.

PILOTAGE: Compulsory for all vessels entering the port and is offered by the Pilots of the Marine Department of the Refineria Panama S.A.

Vessels must await the Pilot beyond Buoy No. 1 painted white, with a flashing white light every 3 seconds. The best position for anchoring is near Buoy No. 1 in position Lat. 09° 25′ 30″ N. Long. 79° 40′ 35″ W. where there is a depth of 63 ft. to 66 ft.

Vessels wishing to enter the port may call up the Port Authority on VHF Channel 12 or Refineria Panama on VHF Channel 16.

The Pilot craft has a black hull and white superstructure. When weather conditions are bad, a tug is used for boarding vessels.

The boarding ladder is placed in accordance with conditions of the sea.

Vessels may also ask for a Pilot via their Agents who will communicate the request to Refineria Panama. In this case, they must give an ETA 12 hours in advance.

RESTRICTIONS: The Port of Bahia Las Minas is mainly an oil port, specialised in importing crude oil and exporting refined products, being operated from an oil aspect by Refineria Panama S.A., and administered by the National Port Authority.

Apart from the tanker quays, there is a small quay for handling general cargo, length 90 m. This quay is administered and operated by the National Port Authority. The access channel to the port has a width varying from 300 m. in its widest part to 100 m. in its narrowest part, and a minimum depth of 40 ft. at the tanker quays. However, the general cargo quay can only take vessels of up to 23 draft. Tidal variation in this port is less than 1 ft., and so there are no restrictions for entry and leaving relating to tides.

MAX. SIZE: The port can be used by vessels up to 240 m. LOA at its tanker installations and their draft may not exceed 40 ft.

The general cargo quay can be used by vessels up to 152 m. LOA and 23 ft. draft. However, restrictions in vessels' lengths vary when the quay is used by Ro/Ro vessels which tie up by the bow or the stern, and in this case vessels up to 600 ft. length are permitted.

HEALTH: When a vessel arrives it must hoist the yellow flag of the International Signalling Code. Free Pratique will be granted by the Reception Commission after handing over of documents (See "Documents"). In the case of illness on board, this must be communicated to the vessel's Agent so that he may pass on the information to the Authorities. The vessel may not moor or carry out any operations until the doctor has come on board and verified that the illness does not constitute any danger.

RADIO: Vessels may communicate via the coastal station of the Panama Canal. Generally speaking, the same ships' agencies operating in the Canal are those who represent vessels arriving at Bahia Las Minas.

VHF: The Port Authority has VHF equipment at Colon which operates 24 hours a day on Channels 12 and 16.

For calls to the Port Authority, Channel 12 must be used. Refineria Panama also has VHF radio equipment and calls must be made via Channel 16.

RADAR: There is no radar service.
TUGS: Refineria Panama S.A. supplies this service to vessels which may require it. There are 4 tugs available. Generally, tugs work at the bow and stern of the ship, and lines must be fixed by the vessel's crew.
BERTHING:

Quay	*Length*	*Depth (Average low tide)*
Tanker quay	140 m.	40 ft.
2 lighter quays (refined products)	75 m. each	20 ft.
General cargo quay	90 m.	23 ft.

CRANES: There is no cargo handling equipment on the general cargo quay. All unloading must be by ship's gear.
SPECIAL CARGO FACILITIES: The dry cargo quay is used by Ro/Ro vessels making regular trips between Miami and Panama. The port offers unloading and loading services to these vessels.

The oil quays have special equipment for unloading and loading oil and its derivates.

STEVEDORES: These are provided by the Colon Port Workers' Union, and must be contracted by the ship's Agent. Working hours: 0700 – 1500 hrs. and 1700 – 0100 hrs.
MEDICAL: Hospital available in the town of Colon 15 minutes from the port.
DENSITY: 1.0212 grams per cu.cm. at 85°F.
FRESH WATER: Available.
FUEL: Pipe-lines are available at all oil quays, but no such facility is available at the general cargo quay.
CONSULS: Denmark, Finland. Norway, South Africa, Sweden, U.K.,
REPAIRS: Refineria Panama S.A. has a machine shop for minor repairs.
PROVISIONS: These can be obtained in the town of Colon via local suppliers, the Agent making the necessary arrangements.
REPATRIATION: This can be done without difficulty via the Immigration offices.
AIRPORT: There is a small runway at Colon. At Panama, 90 km. from Colon, is Tocumen Airport, which is an international airport, served by the main world airlines.
TIME: Local time is GMT minus 5 hours.
HOLIDAYS: 1st January, 9th January, Mardi Gras, 1st May, 11th October, 2nd and 3rd November, 4th November, 8th and 25th December.
POLICE/AMBULANCE/FIRE: Available in Colon. Refineria Panama has a small fire brigade, and also in the town of Colon, 15 km. away, there is a fire brigade.
TELEPHONE: None available for connection to vessels. Available in the Port Authority offices. Tel: 42-1658.
SERVICES: No special services offered. In the ports of the Canal it is possible to have compass adjustments, laundry, chemicals, etc.
SHORE LEAVE: No restrictions; but due to the distance between the port and Colon, a taxi service must be used.

SHIPMASTER'S REPORT: November 1989.
Chart: B.A. Chart No. 1300.
Documents:

2 copies Crew Manifest.
2 copies Stores List.
6 copies Crew List.
6 copies Cargo Manifest.

Officials: Port officials boarded the vessel one hour after berthing, due to local holiday. All formalities were carried out quickly.

Pilotage: The pilot boards at the Fairway Buoy from a launch with a black hull and white superstructure. The pilot office is near the root of the South tanker jetty and can be contacted on VHF Channel 16, working on Channels 10, 12 and 14.

Approaches: The port is 5 miles to the West of Cristobal and is identifiable by the silver coloured tanks on the shore and ships anchored off the port.

Buoys: See plan of Bahia Las Minas on B.A. Chart No. 1300.

The following changes were observed:

A. Buoy No. 1 is painted white and has been reclassified as the Fairway Buoy.
B. Buoy No. 3 has been renumbered No. 1 – the light and colour are as charted.
C. Buoy No. 5 has been renumbered No. 3 – the light and colour are as charted.
D. Buoy No. 7 has been renumbered No. 5 – the light and colour are as charted.
E. Buoy No. 9 has been renumbered No. 7 – the light and colour are as charted.
F. Buoy No. 11 has been renumbered No. 7B – the light and colour are as charted.
G. Buoy No. 10 has been repositioned in position Lat. 09° 23.85′ N., Long. 49° 21′ W.
H. There is a new buoy, No. 7A, Fl.W. (painted black) in position Lat. 09° 23.7′ N., Long. 79° 49.0′ W.

All other buoys are as charted.

Anchorages: The anchorages are in the vicinity of the Fairway Buoy in a depth of 10 fathoms. there is a small ground swell running.

Tugs: There are 3 U.S. type tugs available and one small tug. The small tug is quite suitable for small vessels. The tugs tie up alongside in the standard "U.S. method".

Berthing: There are 2 tanker berths, one barge dock and one dry cargo berth available. The tanker berths are standard "T" type jetties with mooring dolphins at each end and are connected to the shore by catwalks. Both berths are orientated 163°/343°. The original (South) jetty has a 24 m. straight face with large vertical wooden fendering. The platform is about 5 m. above chart datum. This berth handles all products, including the LPG and small crude tankers.

The newer berth, which was constructed in about 1977, is 0.25 miles North of the original berth. Crude oil imports only are handled at this berth by a 16 in. Chicksan arm.

There are currents running at the berth after heavy rain when the outflow from the Alejandro River has an effect. This also causes silting at the berth. In the dry season there is little or no current running.

The pilot advises with the maximum draft is 39 ft. and the depth alongside 45 ft. We found the least depth in the channel at chart datum to be 40 ft., except off the Southern tanker berth where 31 ft. was found in position Lat. 09° 23.6′ N., Long. 79° 49.05′ W.

The depth alongside the Southern tanker jetty was found to be 44 ft. at chart datum. The tidal range was about 1.5 ft. The maximum size vessel that can be accepted at the berth is 750 ft. LOA and 100 ft. beam.

Vessels berth port side alongside with the bow to seaward. Small vessels use 2 head lines and 2 stern lines and one spring forward and aft.

Oil pollution booms were sited but were not used.

The shore gangway (bridal type) is available at the South berth.

Cargo Operations: Only ambient Butane is received into the Horton Sphere and 5 horizontal cylinders. The total capacity is 20,000 bbls. The maximum shore back pressure is 100 p.s.i. (7 Bar). We pumped at our maximum rate of 700 bbls./hr. The hoses which were connected and disconnected by shore personnel are 4 in. – 300 ASA (liquid and vapour).

The Surveyor boards the vessel after the vessel is cleared inwards. Samples are taken and cargo operations cannot commence until analysis has been completed.

Fuel: Bunkers are available at both berths and by barge, which is owned by the refinery, at the anchorage. IFO is also available on the North berth.

At the time of our visit bunkers were not available at Cristobal, either alongside or at the inner anchorage, this was however only a temporary restriction.

Fresh Water: Available at the South Tanker Pier.

General: It is about 5 miles to Colon/Cristobal and the taxi charge is U.S.$5.0. It is possible to telephone for a taxi from the dock office.

U.S. Dollars are the only currency used and are obtainable from the agent with prior notice.

The local radio station is "Intelmar Panama". A good VHF service is in operation but is expensive and long delays with connections can be expected.

AUTHORITY: National Port Authority, P.O.Box 8062, Panama 7, Republic of Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

National Port Authority, Bahia Las Minas, Colon, Republic of Panama. *Tel:* 42-1658, 47-9181. *Contact:* Port Administrator.

BALBOA: 08.58 N. 79.34 W. (See Plan)

(N.B. For items not listed below, see "Panama Canal".)

DOCUMENTS: See "Panama Canal".

PILOTAGE: Pilotage in the Port of Balboa is compulsory, and is effected by Pilots of the Canal Commission.

Vessels arriving for the purpose of using the port area in order to make use of a port facility must also pay for the pilotage service, which will be requested by the Agent.

Vessels of 65 ft. or less do not require a Pilot.

When due to "force majeure" a vessel may have to enter the waters of the port area, this may be done without using a Pilot.

With regard to pilotage, furthermore, the vessel must comply with the 4 points in the Notice to Shipping which appear under the heading "Pilotage" in the port of Cristobal.

Also see "Cristobal".

ANCHORAGES: Vessels must anchor in the various allocated areas for the port.

(a) *Anchorage for Merchant Vessels:*

This area is limited by the following co-ordinates:

Lat. 8° 51′ 50″ North, Long. 79° 30′ 00″ West
Lat. 8° 54′ 30″ North, Long. 79° 30′ 46″ West
Lat. 8° 54′ 46″ North, Long. 79° 30′ 00″ West
Lat. 8° 53′ 26″ North, Long. 79° 31′ 22″ West
and continuing out to sea.

(b) *Prohibited Anchorage Area:*

This is limited by the following co-ordinates:

Lat. 8° 51′ 50″ North, Long. 79° 30′ 00″ West
Lat. 8° 52′ 47″ North, Long. 79° 31′ 38″ West
Lat. 8° 52′ 58″ North, Long. 79° 32′ 31″ West
Lat. 8° 54′ 15″ North, Long. 79° 33′ 36″ West
Lat. 8° 55′ 12″ North, Long. 79° 32′ 25″ West
Lat. 8° 54′ 17″ North, Long. 79° 30′ 52″ West
Lat. 8° 53′ 26″ North, Long. 79° 31′ 22″ West
and from here to the initial point.

(c) *Anchorage Area for Vessels Carrying Explosives:*

This area is defined by the following co-ordinates:

Lat. 8° 52′ 47″ North, Long. 79° 31′ 38″ West
Lat. 8° 51′ 52″ North, Long. 79° 31′ 38″ West
Lat. 8° 51′ 52″ North, Long. 79° 33′ 00″ West
Lat. 8° 52′ 36″ North, Long. 79° 32′ 31″ West
and from here to the initial point.

RESTRICTIONS: Port open throughout 24 hours.

MAX. SIZE: Harbour limitations generally unrestricted as to length and beam. Depth about 40 ft. low water. Vessels in excess of 38 ft. 6 in. draft not handled during period 2.5 hours before and 2 hours after low water. Average tide 3.97 m. (13 ft.).

Tankers working cargo restricted to 700 ft. length and 36 ft. salt water draft.

Berth No.	*Max.Draft** (m.)	*Max.LOA* (m.)	*Berth* No.	*Max.Draft** (m.)	*Max.LOA* (m.)
6 A	8.3	213	15 C	9.2	305
7 A	9.2	259	16 B	9.1	183
7 B	9.0		18 A	9.75	152
8	8.3	162	18 B	8.1	152
14 A + B	9.6	236	18 C	11.1	152
15 A	10.1	305	18 D	9.3	137
15 B	9.4	305	18 E	7.8	58

* Max. draft with 0.9 m. U.K.C.

VHF: Vessels must make contact with the Port Entry Coordinator via VHF Channel 12. Commercial telephone calls and messages to Agents must be made via Panama Radio or Intel Mar Radio on VHF Channel 16.

TUGS: Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.

BERTHING: No specific requirements as to arrival times. Nine berths available.

(Pleasure yachts, under 65 ft. length, may be permitted to dock at Panama Canal Yacht Club or Balboa Yacht Club after clearance by Boarding Officer and after Master has received permission from Port Captain, Customs Authorities and Yacht Club Officials concerned. Chief Customs Inspector shall have authority to grant or deny such permission at his discretion.)

Rodman Naval Station: Piers can accommodate vessels of 700 ft. length and up to 39 ft. draft for oil discharge, bunkers or stores.

NPA Dock:

Berth No.	*Length* (m.)	*Average Depth at MLWS* (m.)	*Use*
6 A	226	9.2	Passenger/Bunkering.
7 A	322	10.1	Breakbulk, Chemicals,
7 B		9.9	Passenger, Bunkering.
8	143	9.2	Shipyard
14 A + B	236	10.5	Container, Breakbulk (ship's gear only), Bunkers.
15 A	349	11.0	Containers, Bunkering.
15 B		10.3	
15 C		10.1	
16 A	226	10.4	Container, Breakbulk (ship's gear only), Bunkers.
16 B		10.0	
18 A	152	10.65	General Cargo, Bunkering.
18 B	152	9.0	Tuna Fishing Vessels, Bunkering.
18 C	152	12.0	General Cargo, Passenger and Bunkering.
18 D	152	10.2	
18 E	61	8.7	Tuna Fishing Vessels and Bunkering.

STEVEDORES: In Balboa there are 7 ship gangs and 4 shore gangs, who are available every day of the year, 24 hours a day.

Endeavour to arrange arrival to avoid cost of "stand by" as Agent arranges gangs for 0700 hrs. or 1700 hrs. commencement. Working Hours: 0700 –1500 hrs., 1700 – 0100 hrs. Overtime possible between 1500 – 1700 hrs. and 0100 – 0700 hrs.

CARGO HANDLING EQUIPMENT: The Port of Balboa has various equipment for handling cargo. To handle general cargo and containers, there are cranes with capacities of 2, 4, 10, 15, 30 and 40 tons, chassis, internal lorries, tractors of the agricultural towing type, roller platforms. Bulk cargo handling is by conveyors and suction pumps.

CRANES: Dock 15 has a container crane with 32.5 tons' capacity. The crane is owned by the National Port Authority. Mobile cranes of 10 tonnes and 18 tonnes available.

The Dry Dock Department has 4 cranes: A "D-4", steam crane, with max. capacity of 50 tons, and a "D-19" diesel electric crane with max. capacity of 30 tons. These 2 cranes run on rails alongside Dry Dock No. 1, and along Docks 8 and 13, also providing service to Docks 2 and 3.

Apart from cranes "D-4" and "D-19", the Dry Dock Department has two petrol-electric portable cranes with max. 5 ton capacity.

MEDICAL: Medical attention on arrival at the port of Balboa can be immediate, since there is a First Aid Clinic with a doctor and nurse on duty by day. At night there is a nurse on duty.

TANKERS: Max. draft 36 ft. (Under certain conditions 40 ft. draft can be accommodated). Tankers receive preferential treatment at Dock 6, and at Quays 1, 2 and 3 of the Rodman Naval Station.

DENSITY: The density of the water in the anchorages in the Port of Balboa is 1.01219 gm./cu.m., at a temperature of 85°F (63.87 lbs./cu.ft. at 85°F).

FRESH WATER: Available at Docks 6, 7, 14, 15, 16 and 18.

FUEL: Bunker "C", marine diesel, petrol, light diesel, paraffin, HDO, LDO and FO are available at Quays 6, 7, 14, 15, 16, 17 and 18. At some of these quays, only certain of the mentioned products are available.

Rate of discharge of fuel is 2,000 – 4,000 bbls./p.h. Crew members are required to connect and disconnect fuel lines on board vessels. The vessel provides the accessories for necessary coupling adjustment to U.S. standard of 4 in. and 6 in. 150 lb. flanges.

A bunkering area has been established in the Pacific Anchorage.

REPAIRS: Emergency repairs possible. The most current repairs are: Machinery in general, welding, different kinds of painting, hull cleaning and sand blasting.

International Repair Services S.A., Balboa. Tel: (507) 69-5834, 69-5097, 69-5201. Telex: 2515, 3415. Fax: 69-5679.

INREPSA represents Alaska Diesel Electric Inc., Lugger Marine Engines (60 h.p. – 1,300 h.p.) and Northern Lights Marine Generators (5 kW – 75 kW), and services/repairs this equipment on board vessels transiting the Panama Canal.

DRY DOCK: There are 3 docks, of which the main one is Dry Dock No. 1 (60,000 d.w.t.). Characteristics of Dock Nos. 1, 2 and 3 are:

Dry Dock	*Total Length* (m.)	*Width* (m.)	*Depth Max.* (m.)	*Depth Av.* (m.)	*Depth Min.* (m.)
No. 1	318.21	33.59	12.77	8.88	8.35
No. 2	111.56	28.04	8.05	4.09	3.62
No. 3	71.73	14.94	5.76	1.87	1.31

AIRPORT: Tocument International Airport is located 32 km. (approx.) by road. This airport has flights to different parts of the world.

POLICE/AMBULANCE/FIRE: All quays have special connections for water to be used in fire-fighting.

The telephone numbers of the departments of police, ambulance and fire brigade which are nearest to the port are:

Police	Tel: 104
Ambulance	64-3871 (Social Security)
Hospital Santo Tomas	25-1436
Red Cross	28-2786 and 28-2787
Fire Brigade	52-2592 (Balboa)

TELEPHONES: Telephone services can be installed on board by arrangement between the Master and the Port Administrator.

SHORE LEAVE: Generally permitted, landing card required.

CUSTOMS: Customs and Immigration Inspection Service available Monday to Saturday from 0700 to 1700 hrs. Charges for such service after hours and on Sundays and holidays. Number of Inspectors required will be determined by Chief Customs and Immigration Inspector of port.

GARBAGE DISPOSAL: There is a daily collection service from 0600 to 1400 hrs., when needed, by the local sanitation department (DIMA). Tanks of 4, 6, 8 cu.yd. are provided alongside the vessel at a cost of $ 3.50/cu.yd. DIMA's Tel: 32-5918.

WASTE OIL DISPOSAL: Collection service is performed by Environmental Protection Services, using two barges, one of 90,500 gals. capacity and the other of 136,000 gals. capacity, or a 8,000 gals. tanker truck, or a 3,000 gals. vacuum truck. Barging fee is $ 1,000 plus a minimum of 2,000 gals. at $ 0.20/gal. of oily water and $ 0.42/gal. for sludge. The trucking fee is $ 250.00/trip. Contact: EPS. Tel: 63-9533. Fax: 63-9493/9495.

SEAMAN'S CLUBS: None.

CURRENCY: Panamanian Balboa ($). U.S.$ 1.00 = $ 1.00.

DELAYS: Delays in berthing, load or discharge or bunkering are minimal and infrequent. Eight hours is considered excessive.

AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 69-5442, 32-5574. *Telex:* 2765. *FAX:* 32567. *Contact:* Jerry Salazar, Director General; Jose A. Reyes, Director of Operations. Mariano Sosa, Port Administrator. Angel M. Solano, Deputy Administrator.

Balboa Port Administrator. *Tel:* 32-5442.

AGENT: C. Fernie & Co., S.A. Apartado (P.O.Box) 212, Balboa, Ancon, Republic of Panama. Cable Address: "Fernie Balboa". Telephone Nos.: 62-1372, 62-2018, 62-2019 or 62-2021. After office hours telephone numbers: 50-0030 or 34-1401. VHF: Standby Channels 16 and 12.

All communications should be directed to Cristobal, Republic of Panama.

CHIRIQUI GRANDE: 08.56 N. 82.07 W. (See Plan)

LOCATION: The Petroterminal Transhipment Terminal is located in the Laguna de Chiriqui on the Western side of the village of Chiriqui Grande in approximate position Lat. 8° 56′ N., Long. 82° 07′ W.

The Terminal is linked by pipeline to Puerto Armuelles Oil Terminal in the Pacific. Oil flow is one way only from the Pacific to the Atlantic Terminus.

DOCUMENTS: The following documents are required:

2 General Declarations.
1 Clearance from Previous Port.
5 Cargo Manifests or Declaration that no cargo is carried.
3 Crew Lists.
4 Passenger Lists or Declaration that no passengers are carried.
2 Supplies Declarations (Stores Lists) for Crew or Declaration that there are no supplies.
2 Crew Personal Effects Declarations.
1 Maritime Health Declaration.
2 Mail Lists.
1 Bill of Lading.

Also see "Health".

APPROACHES:

Laguna de Chiriqui: Laguna de Chiriqui deep-water bay, about 30 miles long, in an East/West direction, and about 10 miles wide, is bound on the East by Peninsula Valiente, on the South and West by the mainland, and on the North by Isla Popa, Cayo Agua, and the adjacent islands and reefs. Canal del Tigre, which lies between Peninsula Valiente and Cayo Agua, is the main access channel into the lagoon.

The North side of the lagoon, including the entrance is fringed by detached shoals. These lie up to about 5 miles South of the entrance and along the East shore of the lagoon. The West end of the lagoon South of the fringing reefs is almost entirely clear of dangers.

The low shores of the lagoon are indented by numerous small bays and rivers and marked by several villages.

Canal del Tigre (Tiger Channel): The North approach to Canal del Tigre lies between Roca Tigre and the S.E. side of Cayos Zapatilla to the West.

Punta Valiente (Lat. 9° 11′ N., Long. 81° 55′ W.) a bold densely wooded point, rises to an elevation of 152.4 m. to 182.9 m. (500 ft. to 600 ft.) on the East side of the East entrance to Laguna de Chiriqui. Foul ground extends about 1.25 miles West from the point and continues South about 1.75 miles to the entrance to Bluefield Creek. Cayos Valiente, a group of islets extending about 0.25 miles in an East and West direction lie on the North part of this reef. Virginia Rocks lie on the West edge of the reef about 1.25 miles W.S.W. of Punta Valiente, and Bluefield Rock, 9.8 m. (32 ft.) high, stands on the South edge about 1.5 miles South of the point.

Valiente Peak (Lat. 9° 10′ N., Long. 81° 55′ W.), a conspicuous 231 m. (758 ft.) hill, stands about 1 mile South of Punta Valiente.

Cayos Tigres (Tiger Cays), several islets lying in an East and West direction for about 1 mile, stand about 1.75 miles North of Punta Valiente. Roca Tigre, a detached 8.5 m. (28 ft.) rock marked by a white beacon, stands about 2.5 miles N.N.W. of the same point. Tiger Breakers, over which the sea breaks heavily, together with several shoal patches, lie on a bank within about 0.75 miles N.W. of Roca Tigre.

Canal del Tigre leads into Laguna de Chiriqui, this channel is buoyed (See "Navigation").

PILOTAGE: *Pilotage for Canal del Tigre:* Pilotage for the channel leading into the Laguna de Chiriqui is optional.

Masters requesting a Pilot for the passage into the lagoon should follow the procedure outlined under "Anchorage".

The Master will act as Pilot for those vessels wishing to proceed directly to the inner (lagoon) anchorage, without taking a Pilot, and will observe all applicable Navigation Rules.

Vessels arriving and intending to proceed through the Canal del Tigre to anchor are requested to give outbound vessels priority in the use of the buoyed channel.

In sending arrival times, it should be remembered that the pilot boat requires about 1 hour to travel from the base at Chiriqui Grande to the pilot station (see "Pilot Station" below).

Pilotage/mooring/unmooring to the SBMs is available on a 24 hour basis and supplied by the Terminal on terms set out in the Terminal's Pilotage/Towage contract, which must be signed by all Masters.

Pilot Station: For arriving vessels which require a Pilot, the pilot station is in position Lat. 9° 12′ N., Long. 81° 59′ W. For ships arriving, the ladder will normally be rigged on port side (heading S.W.) approximately 4 ft. from the water and for ships departing, on starboard side approximately 4 ft. from water. Pilot ladders to be in good condition and conform to international standards.

Vessels with a freeboard of 30 ft. or more shall provide a suitable accommodation ladder in addition to pilot ladder. This ladder must be rigged on the starboard side to avoid interference with the cargo hose connection. Vessels rigged in this manner may have to turn N.E. to make a proper lee for boarding the Pilot.

The Master remains responsible for the proper navigation of his vessel throughout the time his vessel is attending this facility. The Pilot remains on board throughout vessel's stay.

Pilot Boats: Pilot boats are 36 ft. in length, with blue hull, white deckhouse with "Pilots" on either side. The boats are equipped with VHF Channels 16, 14, 13, 12, 11 and radar.

Also see "Mooring".

ANCHORAGES: All vessels at anchor awaiting turn at the SBMs should maintain a radio watch with the terminal ("Rambala Control") on VHF Channel 16 calling (working Channel 14).

Vessels Not Berthing on Arrival: Pilot will be available to bring vessel into lagoon anchorage, if requested by the Master (call on Channel 16 or 14).

If Pilot is not available, vessel should anchor outside the lagoon and maintain a listening watch on VHF Channel 16. The terminal will advise vessel of docking time sufficiently in advance to make necessary preparations.

Outside: Vessels may anchor on the coastal shelf outside the lagoon. Suggested anchorage location in area Lat. 9° 12′ N., Long. 82° 00′ W. where the mud bottom provides good holding ground.

At the Master's option, the vessel may proceed to the lagoon anchorage. Vessels inbound are requested to make a VHF traffic call before entering the channel, and give priority to vessels outbound.

In Lagoon: The area to the East of the SBMs is probably the most convenient area for anchoring. The bottom of the lagoon is reported to be soft mud. Vessels should keep at least 2 miles clear of SBM if at anchorage. Suggested anchorage location between Latitudes 8° 59′ N. and 9° 00′ N. and Longitudes 82° 00′ W. and 82° 04′ W.

RESTRICTIONS: Depth at SBM 72 ft. Depth in approach channel 120 ft.

MAX. SIZE: 150,000 d.w.t.

NAVIGATION: Approach to the Terminal is from approximately N.E.

The controlling depth for the port is 72 ft. (at the SBMs). There is deeper water in the approach.

There are 4 principal navigation aids available to mariners:

1. Roca Tigre Light.
2. Roca Tigre Racon.
3. Canal del Tigre buoys.
4. Terminal leading lights and daymarks.

SBMs: The SBMs are fitted with flashing white lights, and the hoses with white winker lights (Fl.W. ev. 1 sec.).

SBM No. 1 (North) Lat. 8° 58′ 04″ N., Long. 82° 06′ 27″ W.
SBM No. 2 (South) Lat. 8° 57′ 28″ N., Long. 82° 06′ 06″ W.

Terminal Leading Lights and Daymarks: Lights in line 212° – 032° (T).

Front Fl.W. ev. 1 sec.(0.3 sec. on, 0.7 sec. off)
Lat. 8° 56′ 29.8″ N., Long. 82° 06′ 47.9″ W.
Rear Oc.W. ev. 4 sec.(3.7 sec. on, 0.3 sec. off)
Lat. 8° 56′ 28.9″ N., Long. 82° 06′ 48.5″ W.

These lights are cylinder lights visible approximately 10° each side of transit line.

Daymarks: White panels 24 ft. in height, 12 ft. wide with 4 ft. vertical black stripe in centre.

Canal del Tigre – Channel Marking Buoys:

Buoy		*Position*	*Characteristic*
No. 1	Lat.	9° 08′ 34″ N.	Fl.G. 4 sec.
	Long.	81° 58′ 56″ W.	
No. 2	Lat.	9° 08′ 40″ N.	Fl.R. 4 sec.
	Long.	81° 59′ 56″ W.	
No. 3	Lat.	9° 08′ 00″ N.	Fl.G. 4 sec.
	Long.	81° 59′ 13″ W.	
No. 4	Lat.	9° 07′ 59″ N.	Fl.R. 4 sec.
	Long.	82° 00′ 9″ W.	
No. 5	Lat.	9° 06′ 16″ N.	Fl.G. 4 sec.
	Long.	82° 00′ 11″ W.	
No. 6	Lat.	9° 06′ 11″ N.	Fl.R. 4 sec.
	Long.	82° 01′ 01″ W.	
No. 8	Lat.	9° 05′ 35″ N.	Fl.R. 4 sec.
	Long.	82° 01′ 20″ W.	
No. 9	Lat.	9° 04′ 33″ N.	Fl.G. 4 sec.
	Long.	82° 00′ 16″ W.	

All buoys are equipped with a solar panel and radar reflector built into the tower structure of the buoy.

Roca Tigre: Light exhibited from steel tower 50 m. above sea level. (Beacon on chart). Lat. 9° 13′ 02″ N., Long. 82° 56′ 28″ W. Flash ev. 5 sec. (1.5 sec. on, 3.5 sec. off). Visible 35 miles on a clear night.

Racon: Frequency range – 9500 MHz (3 cm.) swept frequency type.

Azimuth coverage 360°

Nominal range 18 miles.

Sweep period – 70 sec.

Transmission – 24 hours.

This Racon operates in the marine radar band, being actuated by the ship's radar in the course of normal operation. It gives the observer his range and bearing from the position of the beacon.

The Racon signal appears as narrow flash/letter "P" (· – – ·) or lengthened echo superimposed on the radar screen on the bearing of the Racon, commencing at a point just beyond the Racon position and continuing radially outwards, away from the vessel.

The Racon sweeps the frequency band 9300/9500 MHz once every 70 seconds approximately, and the flash will appear on the screen for a few radar trace revolutions.

The number of successive flashes seen will depend on the distance of the ship from the Racon site and will be fewest at maximum distance.

Range measured to the point where the flash begins will be about 60 m. greater than the range of the Racon.

If interference with the normal radar display is experienced from the Racon signal, it may be reduced by suitable adjustment of the differentiator or anti-clutter controls on the ship's radar set.

Terminal Lights: It is reported that the yellow lights on the crude oil tanks, located at Lat. 8° 56.6′ N., Long. 82° 08.3′ W., elevation 200 m., can be seen at a great distance on a clear night.

The red communications tower light, located 200 m. East of the crude oil tanks, and elevation of 250 m. can be similarly observed.

The white working lights within the terminal are also reported to be conspicuous.

HEALTH: *Quarantine/Pratique/Documentation:* The Port Officials will board the vessel after mooring or at the anchorage within the lagoon as the case may be.

The ship's Agent will advise the Master of the anticipated boarding time sufficiently in advance.

RADIO: Notices/Time of Arrival:

A. ETAs:

ETAs may be sent via ship's Agents who will notify the Terminal. All communications with Chiriqui Grande should be in local time (ZD+5).

ETAs at the pilot station should be received by the Terminal at least 72 hours prior to the vessel's arrival and any variation of more than 4 hours advised.

B. ETAs should include:

1. Vessel's name.
2. ETA pilot station (local time).
3. Quantity of oil required.
4. Any condition that will affect loading operations, including estimated quantity of ballast to be discharged ashore.
5. Deviations from the recommended fittings.

In practice the Terminal is notified by the customer what cargo is required and the Terminal has the data on all vessels that have already visited Petroterminal.

In giving arrival times, it should be noted that the Terminal is interested in the time the vessel will arrive at the pilot station (not when the ship made "end of passage").

Notice of Readiness: Notice of Readiness is considered to be received by the Terminal when the vessel arrives at the pilot station or, if going to anchorage, when the vessel anchors.

VHF: *Radio Communications:*

Frequency Allocation

Channel	*Use*
13	Cargo handling only.
11	Alternative cargo frequency. (Use only on instruction from "Rambala Control").
14	Pilots' and boats' working Channel.
16	Calling. All vessels at anchor maintain a listening watch on this Channel.

General: Vessels at anchor within the lagoon are requested to refrain from using VHF Channel 13; since a persistent FM "Duct" causes interference with cargo operations at the other PTP Terminal at Puerto Armuelles. Channel 14 use should be minimised for the same reason.

Always identify calling vessel and vessel being called.

Vessels approaching the Terminal should establish VHF communications as soon as they are within range (about 50 miles).

The Terminal maintains a continuous listening watch on Channel 16.

Call sign for the Terminal is "Rambala Control".

Call sign for the Pilots is "Chiriqui Grande Pilots".

Vessels at anchor should maintain a listening watch on Channel 16.

Most Terminal radios are equipped with Channels 11, 13, 14 and 16.

Communications While at SBM: All communications while at the SBM will be conducted in the English language.

Deballasting and loading operations will be controlled by VHF radio communication between the vessels at the SBM and "Rambala Control" on VHF Channel 13.

The Berthing Master will bring 2 portable VHF radio units on board at the time the ship begins its approach to the SBM. One of these radios will be assigned to the person in charge of ballast and cargo operations. The person in charge must maintain this radio in his possession *at all times.* This radio must not be changed to any other channel unless instructed to do so by "Rambala Control".

All cargo communications will be identified by ship's name.

Communications Failure: In the event of a complete communications failure, vessels at the SBM will indicate their inability to make VHF contact by sounding 5 long blasts on the ship's whistle or siren. At night, the vessel's signal searchlight or Aldis lamp may be used to alert control room personnel (at the base of the pier).

(It may not be possible for a vessel at the North SBM to see the Control Room while lying West of the buoy).

Agency Communications: Agents wishing to contact ships will call "Rambala Control" on VHF Channel 16 and request the operator on duty to so advise the ship.

Ships may call their Agent on Channel 16. Ship/agency business cannot be communicated on Channel 13.

Ships must use their bridge VHF, on LOW POWER, when communicating with Agents, to avoid interference with cargo communications.

The cargo operations radio must not be used for agency traffic, or changed from Channel 13 unless so directed by "Rambala Control".

TUGS: *Floating Equipment:* 2×36 ft. Mon Ark Pilot Boats, equipped with radar and echo sounder. 2×6V-71 GM engines.

2×42 ft. Mooring Launches (Damen). 1×8V-71 GM engine.

1 Work Barge equipped with 40 ton crane 120 ft.×40 ft.

1×30 ft. Marco Oil Skimmer Boat.

Various small boats powered by outboard engines.

SBMs: The catenary anchor leg mooring buoys are designated "South SBM" and "North SBM". A double channel rotating head on the turntable allows two completely segregated flow streams to be routed through the buoy. The rotating head can be connected with the tanker through 2×12 in. hose strings. 2×20 in. manually operated ball valves act as block valves between the rotating head and each 12 in. hose with a third 20 in. manually operated ball valve mounted in a by-pass between the two. This allows diversion of the fluids to the ballast or crude oil lines.

Battery driven navigation lights are installed in accordance with marine regulations.

EQUIPMENT: Strops and shackles will be held by the Terminal for use in the event a vessel does not have this equipment.

The vessel to have the following equipment:

On Forecastle Head:

1. 2 Ship's mooring ropes with 12 ft. tails of 3.5 in. – 4 in. circumference lashings to make fast to pick-up rope. These two mooring ropes must be married together using one of the 12 in. tails before approaching the buoy.
2. 3 stoppers of 3.5 in. – 4 in. circumference and 12 ft. long.
3. Fire axe.
4. 100 ft.×3.5 in. – 4 in. messenger rope.

Anchors to be ready for use but in *stowed* position in hawsepipe.

Bow Chocks of Vessel: Should be of suitable size (approx. 24 in.×18 in.) to take the 3 in. chafe chain approximately 16 in. × 8 in. for the rope rig (13 in. circumference rope eye).

If Smit or other type brackets are fitted, they should be in accordance with OCIMF publication "Standards for Equipment Employed in the Mooring of Vessels at SBM".

Manifold Area:

1. 2×12 in. reducers in place on the manifolds to be used for discharging ballast and loading cargo.
2. Cargo boom – SWL 5 tons. Plumbed 2 ft. – 3 ft. inboard and midway between two manifolds.
3. 1 handy-billy (small 2 and 1 block and tackle).
4. 2 nylon hose slings (wide).
5. 1 small come-along (approx. 1.5 tons).
6. 1 heaving line.
7. 3 bolts long enough to bolt hose/manifold flange.
8. 2×3.5 in. – 4 in. circumference rope slings approximately 8 ft. length.
9. 2×3.5 in. – 4 in. circumference rope approximately 60 ft. length (eye in one end).
10. 1 boat hook or chain hook.
11. 4×12 in. gaskets.

At Stern of Vessel: One mooring rope – eye lowered to water level and made fast on bitts. This will enable launch to pull vessel away from buoy.

Note: It may be requested that the vessel leave steam cracked open on astern turbine to avoid vessel riding up on buoy.

Petroterminal launch will carry:

1. Sufficient "O" rings for Camlocks.
2. 2×6 ft. chain stoppers with 3 in. circumference nylon tails 8 ft. long.
3. Spare rope slings.

MOORING: *Mooring Gang/Hose Gang:* As the vessel approaches the SBM the Terminal Mooring Gang of approximately 5 persons will board the vessel by pilot ladder and/or accommodation ladder. The same ladder used by the Pilot will suffice.

If there is additional gear to be put aboard the vessel, the boom at the port side manifold should be manned and the hook lowered to lift the bucket of gear.

Winch/Capstan/Windlass Operators: The ship will provide personnel to operate all deck machinery and assist the Petroterminal mooring gang. On completion of hose connection the gang will leave the vessel.

The Pilot/Berthing Master: Remains aboard the vessel whilst the ship is at the SBM. A cabin should be provided for his use.

A Berthing Master will assist and advise in the connection and disconnection of hoses/moorings, etc. During deballasting and loading operations he will be available to assist and advise on procedures. In cases of oil spill or other emergencies, he will advise the Master.

The Berthing Master will be the Terminal's Representative on board the vessel and will have the authority to stop all operations if regulations or required procedures are not observed.

Where any disagreement arises between the vessel personnel and the Berthing Master regarding some aspect of the SBM procedure, the procedure to be followed will be that which provides closest compliance with guidelines established by the latest edition of International Safety Guide for Oil Tankers and Terminals, published by the International Chamber of Shipping, Oil Companies International Marine Forum.

Mooring to SBM: The ship will approach the buoy from downwind maintaining the wind exactly ahead. (Adequate ballast should be retained to maintain manoeuvrability).

From the stem chock, or a port bow chock close to the stem, lead a mooring rope (eye-end) and lower the eye to the waiting launch.

(For the Smit Bracket, a chock approximately 24 in. × 18 in. will be required.)

The launch will take the ship's mooring rope and secure it to the buoy approach rope. This approach rope (480 ft.×10 in. plaited polypropylene) is hove aboard with the ship's windlass, heaving the vessel toward the buoy. Made fast to the end of the buoy approach rope is a 45 ft. × 13 in. circumference stable braid strop with a 5 ft. eye. The eye of this strop should either be placed on the bitts or made fast by means of a short strop and shackle.

Vessels equipped with a Smit bracket will secure the buoy rig to the bracket using a pear link and shackle.

ALTERNATIVE RIG: See "Plan".

From the port bow or centre chock, a mooring rope (with eye in end) is lowered through a fairlead sufficiently large to permit the entry of chain chafing cable and steel triangular plate 9 in. × 7 in.

The launch will take this rope and secure it to the buoy approach rope. This approach rope (480 ft. of 10 in. plaited polypropylene) is hove aboard first, heaving the vessel toward the buoy.

Prior to heaving the buoy rope aboard, a heavy wire strop will have been placed on the port side of the forecastle, onto suitably placed bitts, with 50 ton shackles in readiness.

This shackle is secured both to the wire strop and the triangular plate. Once the shackle is fast, the weight is released from the approach rope and allowed to come onto the wire strop. The chafing chain tail and buoy rope are then cast off the windlass.

Strops and shackles will be available from the terminal for use in the event a ship does not have this equipment.

The approach rope is made fast to the bitts.

If required additional back-up is needed, ropes can be made fast to the other links in the chafing chain. This should not be necessary with the good weather conditions of Chiriqui Lagoon.

HOSES: *Connection of Hoses:* Once the vessel is safely secured at the buoy, the launch which had been holding the hoses clear during this operation will tow them to the port side of the vessel and they will be connected.

The hoses will be 2×12 in. and will be fitted with short spool Camlock couplings. Forward 12 in. hose will be lifted first.

1. The vessel's boom will be plumbed so that it is approximately 2 ft. – 3 ft. inboard of port side and midway between the manifolds to be used.
2. The forward hose will be lifted first by the eye attached to the hose blank.
3. Hose will be lifted clear of water and level with ship's deck. Snubbing chain will then be brought on deck before hoisting hose any higher.
4. Once hose is at correct height above deck, snubbing chain will be made fast to bitts, hose lowered so weight is taken by snubbing chain. Hose will bend over to face ship's manifold. After the hose end blank has been removed, the hose will be connected to the ship's manifold with camlock couplings. "Come alongs" or handy billies may be used for positioning hoses. After securing the connection, check each camlock fitting to ensure that the ratchets are engaged.
5. The same procedure is followed for second hose.
6. When both hoses have been connected, the boom will be plumbed over the hoses and bar and webbing straps used to support hose, throughout transfer operations.
7. If Camlocks alone will not provide a leak-free connection it may be necessary to use bolts to tighten the connection.

Camlock couplings at hose end: Pipe size, 12 in.; flange OD, 19 in.; flange thickness, 1.25 in.; seal ID, 13.375 in.; number of cams, 4; minimum locking range, 1 in.; maximum, 1.5 in.

Disconnection of Hoses: Once cargo operations have been completed, a reverse of the connection procedure is followed and the hoses lowered over the side, but made fast to the ship's side until the ship slips from the buoy or are towed clear by the launch – the reason for not immediately releasing the hoses is to keep them clear of the vessel's propeller.

Weight of Hose Strings for Single Buoy Moorings: The following table gives the approximate weights of hose strings in tonnes (including fittings, floats and pick-up buoy) with all hoses full of crude oil of S.G. 0.850. The assumed total lift is 7.5 m. (25 ft.) above deck level, with the tanker on light draft.

Size of Tanker	*12 in. I.D. Hose*
270,000	6.5
200,000	6.2
100,000	5.4
70,000	5.1
50,000	4.9
35,000	4.7
18,000	4.3

Information taken from International Safety Guide for Oil Tankers and Terminals manual.

Hose Information – Petroterminal:

	Tanker Rail Hose 12 in. (Barbel type)	Floating Hose 12 in.
Length	9.25 m.	12.19 m.
Weight	890 kilograms	1,940 kilograms
Electrically	Discontinuous	Continuous
Built-in fitting type	ASA 150	ASA 150
Ancillary equipment weight (flanges)	317 kilograms	—
Bend radius	1.85 m.	—

Hose make: Kleber (France).

BALLAST: Within the lagoon, ballast should be handled by type, as per international convention, as follows:

Segregated: All ballast in segregated ballast tanks should be visually inspected prior to discharge. After inspection, segregated ballast may be discharged overboard according to standard shipboard procedure.

Dedicated Clean: All ballast in dedicated clean ballast tanks should be visually inspected prior to discharge. After inspection, dedicated clean ballast tanks may be discharged overboard in accordance with IMO Regulations.

Treated: Ballast water which has been chemically treated (with detergents, emulsifiers, etc.) must be retained on board.

Others: All other ballast water will be pumped ashore prior to loading. The Terminal has 3×120,000 barrel tanks for the reception of dirty ballast. The ship will advise the Terminal of the quantity of ballast to be discharged ashore prior to commencing discharge.

Crude Oil Washing (C.O.W.): As vessels will be loading only, we do not anticipate any crude oil washing requests. Should the necessity arise, the Terminal should be advised.

LOADING: *Safety Check List:* Prior to start of operations, the Berthing Master and responsible Officer will complete the Safety Check List and also agree:

(A) Designated Smoking Areas.
(B) Galley and Appliance Limitations.
(C) Emergency Assistance.
(D) Vessel will be ready to move under her own power at all times whilst moored to SBM.

Pre-Transfer Conference: A Pre-Transfer Conference will be held between Berthing Master and responsible Officer prior to commencement of operations. (IOTTSG Chapter 5) to agree on procedures for deballasting and loading, including:

1. Communications between ship/shore/Berthing Master.
2. Deballasting procedures.
3. Cargo start-up procedure.
4. Any deviations from normal procedures.
5. Loading rates, initial, maximum and topping off.
6. Notice times required to change rates and shutdown procedure.
7. Emergency shutdown, moorings failure, oil spill, etc.
8. Any ship's deficiencies to be made known.
9. Any Terminal deficiencies to be made known.
10. Completion of loading.
11. Emergency assistance.
12. Vessel will be ready to move under her own power at all times
13. while moored at the SBM.
14. Prior to the start of operations, the Berthing Master and responsible officer will complete the Safety Check List.
    Designated smoking areas.
    Galley and appliance limitations.

Flow Rates: The tanker loading system is designed to be able to load a tanker at each SBM simultaneously. Each system has a maximum loading capacity of 50,000 bbls.p.h. using 2 × 12 in. hoses or 60,000 bbls.p.h. using 3×12 in. hoses. The third 12 in. hose is not currently fitted.

Deballasting of tankers is also handled through the same hose as used for loading, at a designed rate of 30,000 bbls.p.h.

Pressures:

Maximum crude oil static pressure on shoreside manifold 339 p.s.i.g.

Maximum allowed static pressure on buoy system 275 p.s.i.g.

Maximum allowable static pressure at ship's manifold to be determined by the ship's Master and communicated to the Berthing Master.

All vessel operations in connection with deballasting/loading, switching of tanks, topping off, must be directly supervised by a responsible officer.

Deballasting/Loading: Upon being informed by the responsible officer that the vessel is ready in all respects to commence operations, the Berthing Master will request that deballasting or loading operations proceed according to previously agreed plans as discussed at the pre-transfer conference.

Deballasting procedures are conducted in the following sequence:

1. After the 2×12 in. hoses are connected, Terminal personnel will line-up the buoy valves, prior to vessel opening manifold valves.
2. Vessel will be notified when Terminal is ready to receive ballast.
3. Vessel will be instructed to commence deballasting at approximately 11,000 bbls.p.h.
   Rambala Control will advise when the discharge rate can be increased to the required tanker rail pressure to attain a 30,000 bbls.p.h. deballasting rate (111 – 120 p.s.i.g.).
4. The vessel will advise when deballasting is completed and shut down at manifolds.
5. The terminal will secure ballast system ashore.

Loading Operations:

Loading procedure will follow the sequence below:

1. The Terminal will change from ballast to cargo piping alignment at buoy (because of piping arrangement, ship can expect to receive about 280 barrels of dirty ballast at start of cargo loading).
2. The vessel aligns its piping to load cargo.
3. The vessel opens manifold and advises "Rambala Control".
4. The shore valves will be slowly opened to pressurise the system.
5. The vessel confirms that cargo is being received into tanks.
6. The Terminal will advise vessel hourly of loading rate. This routine also provides a radio check. If the ship does not receive its hourly rate check at the expected time, it should attempt to contact "Rambala Control".

Topping off/Completing: When topping off, the following procedures will be observed:

1. The vessel advises shore prior to start, topping off, and requests desired flow rate.
2. Using shoreside flow/pressure control valves, give vessel loading rate required.
3. When vessel indicates "Stop" the flow/pressure shoreside valve will be closed.
4. When flow has stopped ashore, "Rambala Control" will notify the ship to secure its manifold valves.
5. The vessel closes ship's manifold valves.

Stripping:

1. Shoreside stripping pumps will be started to clear the hose ends of crude oil. (Vent valves at ship's manifold should be opened.)
2. SBM and shore tank valves will be shut. Close vent valves.

Disconnection of Hoses: Once cargo operations have been completed, the procedure for disconnecting hoses is a reverse of the connection procedure. Hoses are then lowered over the side, but made fast to the ship's side until the ship slips from the buoy or the hoses are towed clear by the launch.

The reason for not immediately releasing the hoses is to keep them clear of the vessel's propeller.

Emergency Shutdown: In the event of an oil spill, line rupture or other cause which requires immediate shutdown, the vessel will advise the control to "Stop Stop Stop" and the flow/pressure control valves will be immediately shut. Simultaneously the vessel will close its manifold valves.

The ship will be advised immediately these valves have closed.

Oil Type:

Alaskan North – Slope Crude.
API Gravity 26.7° – 26.9°.
Sulphur 1.05.
Flash Point 0°F.
Reid Vapour Pressure 3.8 at 100°F.
Viscosity 60°F, 68 centistoke seconds.
Viscosity 100°F, 22 centistoke seconds.
Approximate loading temperature 80°F to 90°F.

EMERGENCY PROCEDURES:

Oil Spillages: Should an oil spillage occur from a vessel, from SBM, or from sea lines, "Rambala Control" is to be advised immediately and all shore and ship valves closed in the shutdown sequence.

The Berthing Master will be informed and will initiate action to counter oil spill following procedures as outlined in terminal oil spill manual.

Ship's crew will recover spilled oil from ship's deck.

Fire: In case of fire aboard a vessel, in addition to the internal shipboard alarms, Masters are requested to sound a prolonged blast on the main siren or whistle.

If deballasting or loading, the vessel should:

1. Immediately cease all operations. If loading, call Control Room for emergency shutdown.
2. Initiate fire fighting procedures.
3. Be prepared to disconnect hoses and unberth.

Any other vessel at SBM should also shut down operation and be prepared to unberth.

Loss of Communication: Vessel to sound 5 long blasts on whistle or siren. All operations will be shut down immediately and remain so until communications have been restored.

UNMOORING:

Unmooring from the SBM: To unmoor from the buoy, the approach rope is taken to the windlass and the weight taken whilst the shackle is released from the Triangular Plate or Open Link.

The rope is slacked into the water as the ship goes slowly astern.

At this time, the hoses are also slipped from the ship's rails if they have not previously been slipped and towed clear by the launch.

EARLY DEPARTURE PROCEDURE: All loading vessels are requested to use an Early Departure Procedure (E.D.P.).

(A) If the Master of vessel consents to use the E.D.P. it will be implemented in the following manner:

1. The Master will sign a letter agreeing the use of E.D.P.
2. The cargo documents and other relevant forms will be put aboard the vessel.
3. On completion of loading, the vessel's tanks will be gauged by the Cargo Inspector.
4. The vessel will sail.
5. The terminal will transmit Bill of Lading figures to the vessel by VHF radio. The cargo documents are to be completed by the Master.
6. Written confirmation of these figures will be provided by the vessel's Agent.

(B) If the Master of a vessel does not agree to use E.D.P. the vessel will be unberthed immediately after loading. Terminal's representative will bring completed cargo papers by launch.

MEDICAL: There are no medical or dental services available. Emergency medical requests will be handled by the vessel's Agent.

DENSITY: 1018 (approx.).

FRESH WATER: Not available.

FUEL: Not available.

SURVEYORS: *Petroleum Inspection:* Vessels will be inspected by inspectors from Caleb Brett, Saybolt or S.G.S. Inspection Companies.

These inspectors will follow the procedures laid down by Sohio, Exxon, Arco, etc. as the case may be.

REPATRIATION: Possible using daylight airstrip (length 1,120 m.).

TIME: GMT minus 5 hours.

SERVICES:

Chandlers: None.

SHIP SUPPLY SERVICE: Launches also available and helicopters are easily hired.

SHORE LEAVE: See "General".

WEATHER:

Wind: The normal seasonal wind regime occurring at the lagoon is as follows:

November – March: Wind speeds greater than 19 m.p.h. occur 20.4% of the time in February. The predominant directions are from N. and N.E. (72.2%, occurrence in February). This is the primary windy season. February is the windiest month.

April – June: Wind speeds exceed 19 m.p.h. 3.3% of the time in June. The predominant directions are N., N.E., and E. (58.3% occurrence in June). This season is the secondary calm season.

July – August: Wind speeds exceed 19 m.p.h. 8.8% of the time in July. The predominant directions are N., N.E., and E. (71.2% occurrence in July). This season is the secondary windy season.

September – October: Wind speeds exceed 19 m.p.h. 2.3% of the time in October. Predominant wind directions are N. and N.E. (28.4% occurrence in October), and S. and S.W. (27.6% occurrence in October). This season is the primary calm season.

Waves: The seasonal wave height is:

November – March: Significant wave height exceeds 1.9 ft. 36.2% of the time in February N. and N.E. wave directions predominate, occurring 72.2% of the time in February. This is the roughest season. February is the roughest month.

April – June: Significant wave height exceeds 1.9 ft. 7.8% of the time in June. N., N.E. and E. wave directions predominate, occurring 58.3% of the time in June. This is the secondary calm season.

July – August: Significant wave height exceeds 1.9 ft. 19.7% of the time in July. N., N.E. and E. wave directions predominate, occurring 71.2% of the time in July. This is the secondary rough season.

September – October: Significant wave height exceeds 1.9 ft. 3.9% of the time in October. N. and N.E. wave directions, occur 28.4% of the time, and S. wave directions occur 14.6% of the time in October. This is the primary calm season.

Rain: Rain squalls with strong winds of short duration may be expected from time to time, being more prevalent from November through March.

GENERAL:

Charts: U.S.H.O. (Defence Mapping Agency) 28042 and 28041. British Admiralty 1793.

Sailing Directions: U.S.H.O. Publication – Pub. 144 – Sailing directions for Caribbean Sea and British Admiralty Pilot No. 7A.

Tides: The maximum tidal range is 2.1 ft. The Mean Range is 0.8 ft. The tidal flow in the Lagoon is weak.

Currents: Cross currents of varying velocity have been observed entering Canal del Tigre.

At the offshore anchorage prevailing currents are predicted to be from the E.N.E.

Launch Service: The terminal launches are for terminal use only. Crew members are not permitted aboard these launches.

The launch attending the vessel will be available to the cargo officer of a vessel loading/discharging for the purpose of reading the vessel's draft.

Shore Leave: The terminal will not provide a launch service for shore leave and crew members may not use the launches.

Smoking Regulations: Smoking is prohibited in the following locations:

1. Entire terminal crude tank area.
2. Aboard launches within 0.5 miles of the vessel.
3. In motor vehicles in crude tank area, also in area of ballast tanks except inside designated buildings.
4. On ships except in places designated by the Master and agreed by the terminal's representative.

In accordance with IOTTSG; 2 locations only will be established in the after end of the vessel.

N.B. If an oil spill occurs on jetty or ship, all smoking will be prohibited until the spill has been removed.

OPERATOR: Petroterminal de Panama, S.A., Apartado 901, David, Chiriqui, Republic of Panama. *Tel:* 75-6513, 75-6573. *FAX:* 75-4958. *Contact:* J. Perez, Operations Superintendent – Atlantic Terminal.

AGENT: Fernie (Puerto Armuelles) S.A. VHF: Standby Channel 16. See "Puerto Armuelles".

COCO SOLO NORTH: 09.22 N. 79.53 W.

(See Plan)

LOCATION: The port is located on the Atlantic Coast in Manzanillo Bay, 2 miles N.E. of Colon.

DOCUMENTS: See "Bahia Las Minas".

PILOTAGE: Private Pilot available.

ANCHORAGES: See "Panama Canal".

MAX. SIZE: Max. LOA 140 m., max. draft 5.0 m.

BERTHING:

Pier No.	*Length* (m.)	*Depth** (m.)	*Use*
1 A	175	7.0	General and Timber
1 B	175	9.0	Containers
1 C	175	7.0	Timber
2 A	150	6.0	General Cargo
2 B	150	6.0	General Cargo
3 A	150	6.0	General Cargo
3 B	150	6.0	General Cargo
4 A	120	6.0	Vehicles and Containers
4 B	160	9.0	Vehicles and Containers

* Depths given are for a distance of 10.0 m. from pier.

FRESH WATER: Available at Piers No. 1 and 4.

FUEL: Available at all piers.

SERVICES: Pilotage, tugs, launch service, bunker supply, ship chandlers, repairs, etc., all available from private companies.

AUTHORITY: National Port Authority, P.O.Box 8062, Panama, Republic of Panama. *Tel:* 23-3997, 64-4021. *FAX:* 69-6992, 64-7432. *Contact:* Jerry Salazar, Director General.

COLON: 09.21 N. 79.55 W. (See Plan)

LOCATION: Located in the Bay of Limon, the port of Colon constitutes Quay No. 3 in the area of Fort Lesseps.
DOCUMENTS: The same documents are required and the same procedures are followed as at Bahia Las Minas.
PILOTAGE: No pilotage service at Colon. Vessels berth and unmoor under the orders of their Masters.
RESTRICTIONS: The port is restricted to vessels of length not greater than 100 m. due to the size of the quays. Draft at the berths varies from 2.6 m. to 6.1 m., which also restricts the size of vessels.
Aids to Navigation: The port entrance channel has no aids of its own for navigation. Maritime accesses are however marked clearly by the Panama Canal Commission.
HEALTH: Same as Bahia Las Minas.
RADIO: Vessels can communicate with the Port Administration on Channel 12 VHF.
TUGS: None at Quay No. 3, but they may be contracted in the Canal.
BERTHING:

Berth	*Length*	*Depth (average low tide)*
Quay 2	75 m.	4.9 m.
Quay 3	58 m.	2.05 m.

MEDICAL: In the town of Colon.
STEVEDORES: All loading and unloading operations are carried out by the Union of Port Workers of Colon. The ship's Agent must make the necessary arrangements.
CRANES: None.
DENSITY: 1.0212 grams cu.cm. at 85°F.
FRESH WATER: Available.
FUEL: Available at the quay by pipeline. Also Refineria Panama supplies fuel in the Bay of Colon by means of lighters.
CONSULS: Denmark, Finland, Norway, Sweden, U.K.
PROVISIONS: Available in Colon.
TIME: GMT minus 5 hours.
POLICE/AMBULANCE/FIRE: Available in Colon.
TELEPHONE: Available in the offices of the National Port Authority. Tel: 47-9181.
GENERAL:
Shelter: All the quays are protected from the sea by the breakwater which protects the canal entrance in the Atlantic sector.
General Description: The Port of Colon (Quay No. 3) is used by small vessels of length not greater than 100 m. engaged in coasting trade between Colon and Bocas del Toro, and international trade between Colombia and Panama.
Port Maritime Access: The Colon port access is the same as that which leads to the port of Cristobal in the Canal.
Nature of Bottom: Soft mud and clay.
AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

CRISTOBAL: 09.21 N. 79.55 W. (See Plan)

(N.B. For items not listed, see "Panama Canal".)
PORT LIMITS: Ship's arrival time is normally determined by their passage between the breakwater lights. Those that anchor outside the breakwater by arrangement with the Port Captain are timed as arrived when they drop anchor.
DOCUMENTS:
(a) Documents are to be presented by vessels in transit; who do not embark or disembark passengers; or handle cargo, to the Canal Commission.

General Declaration Form: 2 copies
Crew List: 3 copies
List of Passengers: 2 copies
Local Cargo Manifest: 1 copy
Stores or Supply List: 1 copy
Mail List: 1 copy
Clearance Outwards Certificate from last port visited: 2 copies

(b) Documents which vessels must present when they embark or disembark passengers, or handle cargo, to the National Port Authority.

General Declaration Form: 2 copies
Local Cargo Manifest: 4 copies
Crew List: 3 Copies
List of Passengers: 4 copies
Stores or Supply List: 2 copies
Crew Effects List: 2 copies
Maritime Health Declaration: 1 copy
Mail List: 1 copy

PILOTAGE (Also see "Panama Canal"): Pilotage into Cristobal not compulsory, although services of Pilot outside breakwater are available on request.

Vessels arriving outside Cristobal Breakwater who have requested an outside Pilot are required to *heave to and make a good lee.*

A pilot ladder rigged with appropriate spreaders and well illuminated at night to be provided by vessel. Accommodation ladders not acceptable for embarking Pilots outside breakwater.

Notice to Shipping:

1. A vessel shall, weather permitting, have both an accommodation ladder and a pilot ladder rigged and ready for use upon arrival in Canal Waters.
2. The pilot ladder shall conform to Regulations of the International Convention for the Safety of Life at Sea (SOLAS) and to all additional recommendations of the International Maritime Organisation (IMO).
3. The accommodation ladder may be turned in and secured after the Pilot has boarded the vessel in the anchorage, provided the freeboard does not exceed 9 m. (30 ft.). If the freeboard exceeds 9 m., the accommodation ladder may not be turned in until the last Panama Canal employee boards prior to arrival at the locks.
4. A pilot hoist may be used provided the design and construction of the hoist and ancillary equipment are of such a standard as to ensure an effective and safe means of embarkation and disembarkation. The pilot hoist should only be used when:
   (a) A conventional pilot ladder is rigged and ready for immediate use but triced up well clear of the hoist;
   (b) A lifeline attached to a safety stop and a lifebuoy fitted with a self-igniting light are ready for immediate use.

ANCHORAGES: Vessels will ordinarily proceed to anchorage area according to length and draft unless otherwise directed. Arriving vessels expected to anchor as far to South and inward from main channel in their anchorage area as is consistent with safety. Vessels anchoring in non-designated areas may be required to move.

Anchorage Area "A". For all ships with a deep salt-water draft of not less than 10.4 m.(34 ft.) and not in excess of 11.9 m. (39 ft.). Minimum charted depth is 42 ft. MLW.

This area starting at	Lat. 9° 23′ 21″ N.,	Long. 79° 55′ 21″ W.,
thence to	Lat. 9° 22′ 48″ N.,	Long. 79° 56′ 15″ W.,
thence to	Lat. 9° 22′ 14″ N.,	Long. 79° 56′ 15″ W.,
thence to	Lat. 9° 21′ 56″ N.,	Long. 79° 55′ 48″ W.,
thence to	Lat. 9° 21′ 25″ N.,	Long. 79° 55′ 48″ W.,
thence to	Lat. 9° 21′ 25″ N.,	Long. 79° 55′ 21″ W.,

thence due North to starting-point. However, restricted area North and West of Buoy 2, as charted, must be observed. Explosive sector charted in this area to be avoided whenever possible.

Anchorage Area "B". For all ships with salt-water draft under 9.7 m. (32 ft.) Minimum depth is 32 ft. MLW. Explosive sector restricted to vessels carrying explosives or specially designated vessels. All ships of such length are under no circumstances swing into Anchorage Area "A".

This area starting at	Lat. 9° 22′ 48″ N.,	Long. 79° 56′ 15″ W.,
thence to	Lat. 9° 22′ 32″ N.,	Long. 79° 56′ 41″ W.,
thence to	Lat. 9° 21′ 42″ N.,	Long. 79° 56′ 41″ W.,
thence to	Lat. 9° 21′ 52″ N.,	Long. 79° 56′ 00″ W.,
thence to	Lat. 9° 21′ 25″ N.,	Long. 79° 56′ 00″ W.,
thence to	Lat. 9° 21′ 25″ N.,	Long. 79° 55′ 48″ W.,
thence to	Lat. 9° 21′ 56″ N.,	Long. 79° 55′ 48″ W.,
thence to	Lat. 9° 22′ 14″ N.,	Long. 79° 56′ 15″ W.,

thence due North to starting-point.

Anchorage Area "C". Required pilotage waters for inbound vessels. Minimum depth 42 ft. MLW.

This area starting at	Lat. 9° 21′ 25″ N.,	Long. 79° 55′ 21″ W.,
thence to	Lat. 9° 21′ 25″ N.,	Long. 79° 56′ 00″ W.,
thence to	Lat. 9° 20′ 48″ N.,	Long. 79° 55′ 57″ W.,
thence to	Lat. 9° 20′ 27″ N.,	Long. 79° 55′ 27″ W.,

thence due North to starting-point. Restricted area East and South of Buoy 2, as charted, must be observed.

Anchorage Area "D". For all ships of over 106.7 m. (350 ft.) in length. Minimum depth 35 ft. MLW.

This area starting at	Lat. 9° 23′ 19″ N.,	Long. 79° 55′ 15″ W.,
thence to	Lat. 9° 22′ 55″ N.,	Long. 79° 54′ 21″ W.,
thence to	Lat. 9° 22′ 22″ N.,	Long. 79° 54′ 21″ W.,
thence to	Lat. 9° 22′ 02″ N.,	Long. 79° 54′ 55″ W.,
thence to	Lat. 9° 22′ 02″ N.,	Long. 79° 55′ 15″ W.,

thence due North to starting-point.

Anchorage Area "E". For all ships less than 106.7 m. (350 ft.) and small craft. Minimum charted depth of water is 7.3 m. (24 ft.)

This area starting at	Lat. 9° 22′ 55″ N.,	Long. 79° 54′ 21″ W.,
thence to	Lat. 9° 22′ 27″ N.,	Long. 79° 53′ 54″ W.,
thence to	Lat. 9° 22′ 22″ N.,	Long. 79° 53′ 54″ W.,
thence to	Lat. 9° 22′ 22″ N.,	Long. 79° 54′ 21″ W.,

thence due North to starting-point.

Anchorage Area "F". For small craft and yachts. Pilotage for this area will be decided by Cristobal Port Captain, based on merit of each individual case. Under no circumstances may a vessel proceed to this area prior to being cleared by Boarding Officials. (Bounded by Channel Buoy "3" by a direct line through Buoys "A," "B," "C," "L4," "L2" and return to Buoy "3".)

Outer Anchorage Area. Established N.W. of Cristobal breakwater has the following co-ordinates: Commencing at Lat. 09° 23′ 14″ N., Long. 79° 55′ 21″ W. (West breakwater light); thence to Lat. 09° 24′ 40″ N., Long. 79° 56′ 00″ W. (Buoy "A", whistle sea buoy); thence to Lat. 09° 24′ 40″ N., Long. 79° 57′ 00″ W.; thence to Lat. 09° 23′ 14″ N., Long. 79° 57′ 00″ W.; thence due East to starting point.

During periods of harbour congestion, large, deep-draft vessels and/or any vessel so directed may anchor outside the breakwater in the approved area. Such vessels must advise Cristobal Signal Station, by VHF Channel 12, the time of passing sea buoy, in order to establish order of transit. Masters will be given a definite time to enter the breakwater, where the vessel will be met by transit Pilot(s) and Boarding Officials.

Vessels must strictly adhere to the breakwater entry times as given, in order that transit schedule can be maintained.

Prohibited Anchorage. Eastern side of channel, Canal waters South of Lat. 9° 22′ 02″ N. to Mole Buoy in order to give clear access to Colon Harbour. Also, no vessel or craft may proceed South of Lat. 9° 21′ 25″ N. prior to being cleared by Boarding Officials. No vessel may anchor with any part of the vessel in the main channel or closer than 274 m. (900 ft.) to either East or West breakwater lights.

In cases due to harbour congestion, any vessel may be directed to anchor to Westward outside breakwater entrance and given an order as to the time it is to pass through the breakwater entrance.

RESTRICTIONS: Port open throughout 24 hours.
MAX. SIZE: Harbour limitations generally unrestricted as to length and beam. Draft 12.2 m. (40 ft.).

HEALTH: The Official who comes on board has to verify that the vessel complies with the requirements of the Republic of Panama as far as International Health, Animal and Agricultural Health, Migration and Customs are concerned. If there is any violation, non-fulfilment or omission in respect of any of the International or National requirements concerning human, agricultural health and Customs, the granting of Free Pratique will be suspended until the Competent Authority has been informed and has finally decided as to whether or not Free Pratique can be granted. Also, the respective Authority has to inform the authorities of the circumstances, evidence or a reasonable indication that on board the vessel there is danger to human, animal and vegetable life.

RADIO/VHF: The Port Captain (Port Entry Coordinator) may be contacted via VHF Channel 12. Commercial telephone calls and messages to Agents may be made via Panama Radio, VHF Channel 16.

TUGS: Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.

BERTHING: No specific requirements as to arrival times. Fifteen cargo and bunkering berths. No limitation on beam.

Dock	Berth	*Usable Length* (m.)	*Depth M.L.W.* (m.)	*Max. Lgth. of Ship at Max. Draft* (m.)	*Total Lgth. Avail. of Dock Face* (m.)	*Remarks*
6	AB	314.0	12.2		314.0	FO, HDO, Water, General Cargo, 20 ft. Containers
6	B		10.4			
6	CD	314.0	13.0		314.0	FO, HDO, Water, General Cargo, 20 ft. Containers
7	AB	298.0	13.4		298.0	FO, HDO, Water, General Cargo, 20 ft./40 ft. Containers
7	B		13.0			
7	CD	304.8	12.2		304.8	FO, HDO, Water
7	E	76	11.2		73.2	Water
8	AB	302.0	12.8		301.7	FO, HDO, Water, General Cargo
8	B		10.7			
8	CD	308.0	12.8		307.8	FO, HDO, Water, General Cargo
9	AB	325.0	11.8		325.5	Gasoline, DO, FO, Water, Containers
9	B		10.5			
10		129.0	9.8	183.0	129.0	FO, HDO, Gasoline, Water, General Cargo and Containers.
16	AB	326.0	13.7		326.1	FO, Water, Gasoil, Gasoline
16	CD	326.0	12.9		326.1	FO, HDO, LDO, Water, Gasoil, Gasoline (no Gasoil at 16D), Clinker, Cars
16	E	140.0	9.8	91.4	139.6	Water, Gasoil, Gasoline, Diesel, Clinker, Cars

STEVEDORES: Endeavour arrange arrival to avoid cost of "stand-by" as Agent arranges gangs for 0700 hrs. or 1700 hrs. commencement.

CARGO HANDLING EQUIPMENT: The Port has all kinds of equipment for handling cargo arriving at the quays.

To handle container and other types of cargo, there are 2×40 ton gantry cranes, dock lorries, chassis, forklift trucks of varying capacities (4, 8, 10, 15, 30, 35, 40 tons), agricultural type towing tractors, rolling platforms, and other smaller aids.

CRANES: The only crane in the port is at the pier end of Quay No.8 at Berth A. It has a steel arm capable of lifting 40 tons to a height of 90 ft.

MEDICAL: Medical attention on arriving in the Port of Cristobal can be immediate, since the port contains a first aid clinic in which a doctor and a nurse are present during the day, and a nurse at night. In the town of Colon there are hospitals and private clinics.

TANKERS: Four berths available.

FRESH WATER: Available from piers.

FUEL: Bunker "C", diesel, light fuel and light diesel available at Government wharves from commercial companies. Rate of delivery 2,000 bbls. per hour.

The Southern part of Anchorage C, Cristobal Harbour, has been designated a limited bunkering area for vessels whose draft is too great to use the East breakwater bunkering area.

Pilotage is compulsory out and into this area for vessels and bunkering barges.

Also see "Balboa".

REPAIRS: Emergency repairs possible.

DRY DOCK: (Not available for commercial activities). Length 117.6 m. (386 ft.), breadth 18.3 m. (60 ft.), depth over blocks 6.2 m. (20 ft. 6 in.) MLW.

POLICE/AMBULANCE/FIRE: Police 104, Fire 103.

TELEPHONES: May be placed aboard through arrangement with Agent.

SHORE LEAVE: Generally permitted.

CUSTOMS: Customs and Immigration Inspection Service available Monday to Saturday from 0700 hrs. to 1700 hrs. Charges for such service after hours and on Sundays and holidays. Number of inspectors required will be determined by Chief Customs and Immigration Inspector of port.

DELAYS: Delays in berthing, load or discharge or bunkering are minimal and infrequent. 8 hours is considered excessive.

AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

Cristobal Port Administrator: *Tel:* 41-4848 (Ext. 112).

AGENT: C. Fernie & Co., S.A. Apartado (P.O.Box) 5042, Cristobal, Republic of Panama. Tel: 45-1133 (5 lines). After Hours Tel: 42-1424, 41-4246, 35-4389, 42-3150 or 45-2278. Telex: 8520, 8542, 8814 or 9211. Fax: 41-4168. Cable Address: "Fernie Cristobal". VHF: Standby Channels 12 and 16.

PANAMA CANAL (entering **Cristobal** or **Balboa**) (See Plan)

§ Indicates Panama Canal – Code of Federal Regulations Number (Title 35).

REGULATIONS: The following are some of the important Canal Regulations.

§101.1 Signal Stations at the Canal entrances:

The Panama Canal Commission maintains established signal stations at both the Atlantic and Pacific entrances of the Canal. A vessel arriving at the Canal must communicate with the signal station which is located at the entrance of the Canal at which that vessel arrives. Vessels required to be equipped with a radiotelephone pursuant to Part 123 of this subchapter must, upon arrival, communicate with the appropriate signal station on Channel 12, 156.600 MHz. All other vessels may use International Code and flashing light. Such stations are also utilised to assist and coordinate vessel movements within the Pacific and Atlantic Anchorages.

5. The cross reference which follows *§101.1* is revised as follows:

Cross Reference: See Part 123 for provisions respecting radio communication by vessels prior to arrival and while they are in Panama Canal waters.

§101.2 Boarding of arriving vessels:

(a) Unless otherwise directed, all arriving vessels will anchor in designated anchorages to await Boarding Officers. No person other than Boarding Officers of the Panama Canal Commission and the Republic of Panama may go on board or leave any vessel until such vessel has been entered by the Commission and, where applicable, by the Republic of Panama.

(b) Arriving vessels that are subject to inspection for compliance with Panama Canal shipping and navigation regulations will normally be boarded upon arrival inside the breakwater at the Atlantic entrance of the Canal or off the seaward end of the dredged, marked channel at the Pacific entrance. When such vessels are not boarded immediately upon arrival, they shall anchor in a designated anchorage area and await the Boarding Official. Weather and sea conditions permitting, the boarding of vessels may take place outside of these areas. Boarding will be performed by a Commission Boarding Official in accordance with the procedures established under this part.

(c) Admeasurement functions shall be performed on arriving vessels either while at anchor or during transit.

§101.3 Definitions and functions of the Boarding Officer:

(a) Boarding Officer means any official or employee of the Panama Canal Commission who is duly assigned the functions of a Boarding Officer, including admeasurement and sanitation.

(b) The Commission Boarding Officer shall perform the functions of admeasurer for the purpose of determining Panama Canal tolls and shall make inspection for the purpose of insuring compliance with Panama Canal shipping, navigation and sanitation regulations.

§101.4 Measurement of vessel making maiden transit:

A vessel that arrives after 2000 hrs. and is to make her maiden transit will normally be admeasured on the following day.

§103.4 Load and trim:

(a) A vessel shall not be permitted to transit the Canal if she:

(1) Has a list of more than 10 degrees; (2) Is so tender or otherwise so loaded as to dangerously affect her stability or manoeuvrability; or (3) Is so trimmed as to dangerously affect her manoeuvrability.

(b) A vessel having a list of between 3 degrees and 10 degrees, or which is so loaded or so trimmed as to adversely affect her manoeuvrability, may be permitted to transit at the discretion of the Canal Operations Captain or his designee. If such vessel is allowed to transit, however, it may do so only at its own risk and, to the extent and in the proportion that such failure to meet the requirements of this section proximately causes or contributes to a casualty and resulting damages, the Master of such vessel on behalf of said vessel, her Owners, Operators, or any other persons having any interest in her, and for himself, will be considered to have released the Panama Canal Commission and the United States from, and to have indemnified them against, any loss, damage, or liability incurred by the Commission, or the United States under or in respect to:

(1) Sections 1411 – 1416, inclusive, of Pub. L. 96 – 70, 93 Stat. 485 – 87.

(2) Property of the Panama Canal Commission or the United States;

(3) Panama Canal Commission employees under the Federal Employees' Compensation Act, 5 U.S.C. 8101, *et seq.*, or any other employee compensation system.

The Master of the vessel that fails to meet the requirements of this section may be required to execute, in the presence of a Commission official, a form undertaking to release the Panama Canal Commission and the United States from liability in case of an accident and to indemnify the Commission and the United States for any damages sustained. The failure of the Master of a vessel to sign such a form, however, will not relieve the vessel, her Owners, or any other person having an interest in her from liability incurred as a result of the vessel's failure to meet the requirements of this section.

(c) Nothing shall be done, or permitted to be done, by the Master or any member of the crew, which would alter the trim or draft of a vessel while transiting the Canal, without the prior, express approval of the Pilot.

§103.7 Temporary holding of vessels:

The Canal authorities may hold a vessel for the purpose of investigating a marine accident under Parts 115 or 117. A vessel may also be denied transit until, in the opinion of the Canal Authorities, its tenderness, trim, list, cargo, hull, machinery, and equipment have been put into such condition as will make the vessel reasonably safe for her passage through the Canal. No claim for damages shall be allowed or considered because of any such temporary holding of vessels.

§103.8 Preference in the transit schedule; Order of transiting of vessels:

(a) *General:* Except as provided in §103.9 of this part, and subject to the limitations imposed by Article III of the 1901 Treaty to Facilitate the

Construction of a Ship Canal, entered into by the United States and Great Britain, and by Articles II and VI of the 1977 Treaty Concerning the Permanent Neutrality and Operation of the Panama Canal, between the United States and the Republic of Panama, vessels arriving for transit of the Canal will be placed in the transit schedule in accordance with the rules in this section.

(b) *Definitions:* As used in this section:

(1) *Booked for transit* means that a vessel has been assigned a date on which it will be moved through the Panama Canal.

(2) *Regular transit* means the movement through the Canal of a vessel that has not been booked for transit.

(c) *Transit bookings:* There will be two periods during which bookings may be made for a given date. In the first period, a limited number of bookings (not to exceed 7) will be available between 21 days and 4 days prior to the date of intended transit. In the second period, an additional number of bookings (not to exceed 9), plus any first-period bookings not taken or any bookings which have been cancelled, will be available on the third and second days prior to the date of transit. The Canal authorities may cease accepting requests for bookings during times of high traffic congestion at the Canal. If there is a loss in Canal capacity, the number of bookings available may be reduced. The specific order of transit will be determined by the Canal authorities. Except as provided herein, a vessel may not transit prior to the date for which it has been booked, unless the Canal authorities determine that an early transit would promote efficiency of the Canal and would not result in delay for any regular transits. In the event that a vessel transits prior to the date for which it is booked, the fee will be retained by the Commission. Substitution of booked transits will be permitted under conditions specified by the Canal authorities.

(d) *Preference:* If, on any day during the first period, or on either day of the second period, requests exceed the number of bookings remaining available, preference for the remaining bookings will be given in the following order:

(1) First, vessels carrying primarily perishable cargoes, in the order of frequency of transit during a specified period;

(2) Second, all other vessels in the order of frequency of booked transits during a specified period.

(3) If two or more vessels are found to have equal number of booked transits under the procedure above, then preference will be given in the order of frequency of transit during a specified period.

(4) If two or more vessels are still found to have equal number of transits under the procedures above, then preference will be given to the vessel having transited most recently.

(e) *Fees:* The fee for booking shall be $0.23 per Panama Canal Gross Ton. The minimum fee for any vessel is $1,500.

(f) *Penalties:* (1) When a vessel that is subject to transit restrictions (e.g. clear-cut; clear-cut daylight), has been booked for transit and does not arrive at a terminus of the Canal by 0200 hrs. of the day of the transit, the booking fee will be forfeited. Similarly, the fee will be forfeited if a booked vessel, that is not subject to such transit restrictions, does not arrive by 1300 hrs. on the day of the transit. In either case, upon arrival, the vessel will be placed in the regular transit schedule. This forfeiture will not occur if late arrival is due to humanitarian reasons or a natural event of major proportions, which is not caused by the intervention of man, and which could not be reasonably predicted in advance. The booking fee will also be forfeited if the vessel arrives on time but cannot or, at the operator's election, does not, transit as scheduled when the agency is ready to proceed. In these latter cases, the Canal authorities shall have discretion to waive the forfeiture where it is established that the delay was due to external causes that the vessel operator could not reasonable have anticipated.

(2) Failure to provide complete and accurate information on the request form may result in rejection of the booking and forfeiture of the fee.

(3) If the vessel does not begin its transit on the day for which it has been booked due to a decision by the Canal authorities, its operator thereafter, at any time prior to the day that the vessel has subsequently been scheduled to make a delayed transit, may elect to receive a refund of the fee, in which case the vessel will be listed on the regular transit schedule. In the alternative, the operator may elect to have the Commission retain the fee, in which case the vessel will be transited on a preferred basis.

(4) When a vessel booked for transit is delayed by a decision of the Canal authorities, and that delay could result in the vessel's failure to arrive on time for a subsequent transit which was booked before the delay was encountered, the vessel's Agent may, within 24 hours of completion of the delayed transit request:

(i) Change of the second booking to another date (if bookings are available on the requested date); or

(ii) Cancellation of the second booking, without charge, and inclusion in the regular schedule.

(5) A vessel will be deemed to have transited the Canal on the day for which it has been booked if it arrived at the first set of locks prior to 2400 hrs. that day and its in-transit time (ITT) is 18 hours or less. In-transit time begins when the vessel enters the first set of locks at either terminus of the Canal, and ends when the vessel departs the last set of locks at the opposite terminus. The booking fee will be refunded whenever ITT, through no fault of the vessel, exceeds 18 hours.

(g) *Cancellation:* A transit that is booked may be cancelled if notice of cancellation is received by the Canal authorities prior to the required arrival time. A charge will be assessed for such cancellations, however, in accordance with the following schedule.

Date of cancellation	*Cancellation charge (the greater of)*
Over 10 days prior to transit	20% of booking fee or $500.
10 to 7 days prior to transit	40% of booking fee or $750.
6 to 2 days prior to transit	60% of booking fee or $1,000.
1 day or less	80% of booking fee or $1,250.

Failure to cancel prior to scheduled arrival time on the date of intended transit will result in forfeiture of the booking fee.

(h) *Regular Transits:* Vessels which are not booked for transit will be dispatched through the Canal in the order determined by the Canal authorities. Priority of arrival at a terminal port does not give a vessel the right to pass through the Canal ahead of another that may arrive later; however, the time of arrival will be a consideration in fixing the order of passage. Generally, regular transits will equal or exceed one-half of the total number of vessels moved through the Canal on any given day.

(i) *Suspension:* The Canal authorities may suspend or discontinue, in whole or in part, the transit booking system established by this section if they determine that its continuation may adversely affect the safe or efficient operation of the Canal.

§103.10 Vessels required to be equipped with certain indicators:

(a) All vessels in excess of 150 ft. in length shall be equipped with properly operating rudder-angle and engine-revolution indicators in the wheelhouse so located and illuminated as to be readily visible to a Pilot.

(b) All vessels with beams in excess of 80 ft. shall be equipped with properly operating rudder-angle and engine-revolution indicators in the wheelhouse and on each bridge wing so located and illuminated as to be readily visible to a Pilot.

(c) All vessels in excess of 150 ft. in length which are equipped with variable pitch propellers shall have properly operating pitch indicators in the wheelhouse so located and illuminated as to be readily visible to a Pilot.

(d) All vessels with beams in excess of 80 ft. which are equipped with variable pitch propellers shall have properly operating pitch indicators in the wheelhouse and on each bridge wing so located and illuminated as to be readily visible to a Pilot.

(e) Any vessel which fails to meet the requirements of this section may be denied transit. If the Canal authorities decide that a vessel can be handled without undue danger to equipment or to personnel, notwithstanding her failure to comply with other requirements of this section, and permit her to transit, such vessel may do so only at its own risk and, to the extent and in the proportion that such failure to meet the requirements of this section proximately causes or contributes to a casualty and resulting damages, the Master of such vessel, on behalf of said vessel, her Owners, Operators or any other persons having any interest in her, and for himself, will be considered to have released the Panama Canal Commission and the United States from, and to have indemnified them against any loss, damage or liability incurred by Panama Canal Commission or the United States under, or in respect to:

(1) Sections 1411 – 1416, inclusive, of Pub. L. 96 – 70, 93 Stat. 485 – 87;

(2) Property of the Panama Canal Commission or the United States;

(3) Panama Canal Commission employees under the Federal Employees' Compensation Act, 5 U.S.C. 8101, *et seq.*, or any other employee compensation system.

The Master of the vessel that fails to meet the requirements of this section may be required to execute, in the presence of a Commission official, a form undertaking to release the Panama Canal Commission and the United States from liability in case of an accident and to indemnify the Commission and the United States for damages sustained. The failure of the Master of a vessel to sign such a form, however, will not relieve the vessel, her Owners, or any other person having an interest in her from liability incurred as a result of vessel's failure to meet the requirements of this section.

§103.27 Clear view forward from the bridge and steering light requirement for certain vessels:

(a) A vessel may not be navigated in Canal waters unless there is a clear, unobstructed view from the bridge.

(b) All vessels over 100 m. (328 ft.) in length shall have installed at or near the stem, a steering range equipped with a fixed blue light which shall be clearly visible from the bridge along the centerline. If said range and light so placed would be partially or completely obstructed, then two such ranges and lights must be installed at an equal distance from the centerline and shall be clearly visible from the bridge along lines parallel to the keel.

(c) Naval or military vessels exempted from the requirements of Part 111 of this chapter shall also be exempt from the requirements of paragraphs (b), (d) and (e) of this section.

(d) The light required by this section shall be capable of being illuminated and extinguished by a suitable control switch located either on the navigation bridge or on the forecastle deck, or both.

(e) The use of this steering light shall be at the discretion of the Panama Canal pilot who has control of the navigation and movement of the vessel.

§109.5 Ship's gear to be ready during transit; test:

Before beginning transit of the Canal, a vessel shall have hawsers, lines and fenders ready for passing through the locks, for warping, towing, or mooring as the case may be; and shall have both anchors ready for letting go. The Master shall assure himself, by actual test, of the readiness of the vessel's main engines, steering gear, engine room telegraphs, whistle, rudder-angle and engine-revolution indicators, and anchors. During the transit, at all times while a vessel is underway or moored against the lock walls, her deck winches, capstans, and other power equipment for handling lines, as well as her mooring bitts, chocks, cleats, hawse pipes, etc., shall be ready for handling the vessel, to the exclusion of all other work.

DOCUMENTS: *§101.10* (a) *Documents for Commission Boarding Officer.* All documents listed below shall be ready for immediate delivery to the Boarding Officer when he boards the vessel upon each arrival of the vessel at the Canal.

Documents Required

1. Ship's Information and Quarantine Declaration (Panama Canal Form 4398) – 1 copy.
2. Cargo Declaration (Panama Canal Form 4363) – 1 copy.*
3. Crew List (Panama Canal Form 1509) – 1 copy.
4. Passenger List (Panama Canal Form 20) 1 copy.
5. Dangerous Cargo Manifest – 1 copy.†
6. Loading Plan – 1 copy.‡
7. Panama Canal Tonnage Certificate – 1 copy.*

8. Ship's Plans (general arrangement, engine room, capacity, midship, etc.) – 1 copy.*

*Required only if vessel transits Canal.
†Required only if vessel is carrying packaged, dangerous goods.
‡Required only if vessel is carrying dangerous cargo in bulk.

(b) *Documents for Examination Only.* The following documents shall be available for inspection by the Commission Boarding Officer:

1. Ship's log,
2. All ship's documents pertaining to cargo, classification, construction, load lines, equipment, safety, sanitation, and tonnage,
3. SOLAS Certificate, for ships carrying dangerous cargo in bulk,
4. An International Oil Pollution Certificate, for ships carrying dangerous cargo in bulk, and
5. Certificate showing compliance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), if the nation of registry has implemented the conventions standards. If the nation of registry has not implemented the STCW convention, then certifications issued or accepted by the registry nation attesting to the qualifications of officers and crew will be accepted by the agency. Certification requirements will apply only to officers and crew responsible for the safe handling of the vessel.

(c) *Crew List.* For the purposes of additional identification of crew members, the Crew List required by this section shall include for each seaman the serial number of his certificate of identification, continuous Discharge Book, Passport or other satisfactory identifying documentation. In addition, the given name and middle initial, as well as the family name, shall be shown for all seamen.

(d) *Passenger List.* The Passenger List required by this section shall be in accurate and legible form and shall be delivered to the boarding officer. The list shall show passengers in alphabetical order.

(e) *Dangerous Cargo Manifest.* The Dangerous Cargo Manifest for vessels carrying packaged dangerous goods, as defined in *§113.2*(m) see below, of this title, shall show the correct technical name, United Nations number, International Maritime Organisation class, storage location, and quantity for each packaged dangerous goods carried as cargo.

(f) *Loading Plan.* The Loading Plan for vessels carrying dangerous cargoes in bulk, as defined in *§113.2*(f) see below, of this title, shall show the location of cargo tanks or holds and the correct technical name, United Nations number, International Maritime Organisation class, and quantity of dangerous cargo carried in each cargo tank or hold.

§113.2(f) "*Dangerous Cargo in Bulk*" means any dangerous substance, carried without any intermediate form of containment, in a tank or cargo space which is a structural part of a vessel or in a tank permanently fixed in or on a vessel.

(m) "*Packaged Dangerous Goods*" means any dangerous cargo contained in a receptacle, portable tank, freight container or vehicle. The term includes an empty receptacle, portable tank or tank vehicle which has previously been used for the carriage of a dangerous substance unless such receptacle or tank has been cleaned and dried, or when the nature of the former contents permits transport with safety.

Documents Required for Maiden Transit:
Please Provide the Following for Panama Canal Admeasurer:

1. National Register.
2. Panama Canal Tonnage Certificate.
3. Suez Canal Tonnage Certificate (if available).
4. International Load Line Certificate.
5. International Tonnage Certificate.
6. General Arrangement Plan.
7. Capacity Plan.
8. Engine Room Plans.
9. Midship Section Plan.
10. Tank Sounding Tables for L.O. & F.O. tanks.
11. Lines Plan.

PILOTAGE: *§105.4 Pilotage Charges:* Pilotage for vessels in transit through the Canal is free, but whenever any vessel requires a Pilot for other than transit, it is liable for the applicable pilotage charge.

§105.5 Pilotage Beyond Atlantic Breakwater

Should a vessel desire a Pilot to meet it outside the Atlantic breakwaters, such vessel shall remain there and make signal to that effect.

§105.6 Status and Function of Pilot

The Pilot assigned to a vessel shall have control of the navigation and movement of such vessel.

§105.1 Pilots Required

(a) Except as provided by *§105.2* and *§105.3*, or by paragraph (c) of this section, no vessel shall pass through, enter or leave the Canal or manoeuvre in the Canal or waters adjacent thereto, including the ports of Cristobal and Balboa, without having a Panama Canal Pilot on board.

(b) Normally, a vessel will, unless advised to the contrary by the Canal Operations Captain or his designee, be boarded by the Panama Canal Pilot inside the breakwater at a point North of the Mole Beacon at the Atlantic entrance and in the Merchant Vessel Anchorage to seaward of Buoys 1 and 2 at the Pacific entrance.

(c) In conformity with past practice, vessels anchored in Anchorage Area C and Anchorage Area F, as shown in the Pilot Handbook, Limon Bay Chart, may proceed to sea without a Panama Canal Pilot on board. All such vessels, prior to getting underway, must obtain permission to depart from the Cristobal Signal Station.

(d) Whenever the Administrator finds there is a critical shortage of Certified Panama Canal Pilots available for movement of vessels in Canal waters, he may suspend the rule on compulsory pilotage set out in paragraph (a) of this section. The Administrator shall impose such conditions upon the suspension of the rule, with respect to any given vessel, as are reasonable and appropriate to protect human life and property and to safeguard the facilities of the Panama Canal.

§103.19 Requirements for Pilot Platforms and Shelters on Certain Vessels

(a) Suitable platforms and shelters, port and starboard, must be provided by certain vessels for assisting pilots. Vessels with extreme beam of 30.48 m. (100 ft.) or more and a length of 190.5 m. (625 ft.) overall or more, may require more than 2 pilots when transitting the locks of the Panama Canal:

(1) Vessels with the bridge in the extreme afterpart of the vessel (assisting pilot and platforms will be forward).

(2) Vessels with the bridge in the extreme forepart of the vessel (assisting pilot and platform will be aft).

(b) Platforms must afford shelter suitable to protect assisting pilots from rain and sun. A sketch of a simplified pilot platform acceptable to the Panama Canal Commission can be seen in the "Plan Section".

(c) Each platform is to be erected directly over the furthest point forward of the extreme beam at the waterline, and not more than 6 in. inboard from the outside of the vertical plane of the shell plating. For vessels where the bridge is located forward, these pilot platform shelters will be required to be erected directly over that position, which is the furthest point aft of the extreme beam at the waterline, and not more than 6 in. inboard from the outside surface of the vertical plane of the shell plating.

(d) In addition, all vessels whose extreme beam is 24.38 m. (80 ft.) or more, are required to provide bridgewing shelter platforms for the protection of control pilots. A sketch of a bridgewing shelter platform acceptable to the Panama Canal Commission can be seen in the "Plan Section". Alternate arrangements, including portable shelters, which provide equivalent or better protection and visibility, may be acceptable.

(e) The awning indicated in the "Plan Section" is to be made of suitable material to provide shelter from the sun and rain. The deck of the pilot's platform is to be made of wood or other material with non-skid surface, sufficient to provide dry footing at all times. Overhead awing should be rigged to avoid spilling water inside the framework of the shelter during rain.

(f) Further inquiries on this subject should be directed to the Canal Operations Captain.

§103.18 Pilot Ladders, Hoists and Side Ports

(a) A vessel shall, weather permitting, have both an accommodation ladder and a pilot ladder rigged and ready for use upon arrival in Canal waters.

(b) The pilot ladder shall be constructed and rigged in accordance with Regulation 17, Chapter V, International Convention for Safety of Life at Sea, 1974, TIAS 9700, except that;

(c) When the distance from the water line to the point of access of the vessel exceeds 9 m. or 30 ft., a combination pilot ladder and short brow accommodation ladder must be provided for boarding purposes.

(d) A mechanical pilot hoist may be used for Boarding Officials and Pilots only at their discretion, and provided that the design and construction of the hoist and ancillary equipment are in accordance with Regulation 17, Chapter V, International Convention for Safety of Life at Sea, 1974.

(e) When a mechanical pilot hoist is used, a ring buoy fitted with a lifeline and self-igniting light shall be available and ready for immediate use. The pilot ladder required by *§103.18* (a) shall be in close proximity to the pilot hoist, ready for immediate use but lashed up so as not to interfere with the pilot hoist.

(f) When the side ports are used for boarding, the minimum vertical distance between the waterline and the bottom of the side port at any draft shall be 6 ft.

ANCHORAGES: No vessel shall anchor within the navigable waters of the Canal in other than a designated anchorage, except in an emergency, and no craft shall tie up to any aid-to-navigation in Canal waters.

§ 101.8 Vessel Anchorage Areas

The following areas are designated as authorised anchorages within Canal waters.

(a) *Atlantic Entrance.* – (1) *Merchant-Vessel Anchorage:* An area to the West of the Canal channel bounded as follows: Starting at a point "A", located in position 9° 21′ 25″ N., 79° 55′ 31″ W., and marked by lighted Buoy No. 2, thence 900 yards 270° True to a point "B" located in position 9° 21′ 25″ N., 79° 55′ 58″ W., thence to lighted Buoy "I", thence to lighted Buoy "H", thence due North to a point "C" located in position 9° 22′ 07″ N., 79° 56′ 41″ W., thence 2,800 yards 59° True to a point "D" located in position 9° 22′ 50″ N., 79° 55′ 29″ W., and thence to the starting point. The line extending due West from the Cristobal Mole through lighted Beacon No. 1 and lighted Buoy No. 2 (9° 21′ 25″ N.) marks the southern limit of the anchorage area. Except as provided by *§105.3*, no vessel shall pass this line without having been passed by the boarding officer and without having a Canal Pilot on board.

(2) *Outside Explosive Anchorage.* An area bounded by a line from Point A at position 9° 23′ 53″ N., 79° 56′ 29″ W. thence to Point B at position 9° 24′ 40″ N., 79° 56′ 29″ W. thence to Point C at position 9° 24′ 40″ N., 79° 57′ 00″ W. thence to Point D at position 9° 23′ 53″ N., 79° 57′ 00″ W. thence to Point A.

(3) *Inside Explosive Anchorage.* The area included in a rectangle 1,000 yards wide immediately South of the West breakwater, the rectangle extending 2,000 yards along the West breakwater from a point on the West breakwater 1,000 yards from the West breakwater light.

(4) *Small-Craft Anchorage.* An area to the East of the Canal channel bounded as follows: Starting at Buoy "A", a flashing amber Buoy located in position 9° 20′ 43″ N., 79° 55′ 10″ W., thence 1,075 yards 066° True, through fixed amber lighted Buoy "B" to fixed amber lighted Buoy "C", thence 375 yards 143° True, thence 1,760 yards 233° True to the East prism of the Canal channel, thence due North 410 yards to flashing special anchorage Buoy "3", thence 525 yards 023° True to the starting point at Buoy "A".

(b) *Gatun Lake Anchorage:* An area immediately East of the Canal channel line, bounded by a line extending from the South end of the East wing-wall of Gatun Locks, thence 450 yards 120° True, thence 676 yards 146° True to flashing special anchorage Buoy "A", thence 1,415 yards 078° True to flashing special anchorage Buoy "1", thence 1,199 yards 155° True to flashing special anchorage Buoy "3", thence 2,314 yards 225° True through special anchorage Buoy "5" to special anchorage Buoy "7", thence 901 yards 220° True to special anchorage

Buoy "9", thence 952 yards 205° True to the Canal channel line at flashing Buoy "11", the channel prism line being the Westerly boundary line of the anchorage area.

(c) *Pacific Entrance* – (1) *Merchant-Vessel Anchorage:* An area bounded as follows: Beginning at a point in position 8° 51′ 50″ N., 79° 30′ 00″ W., marked by a lighted, whistle buoy which is painted with alternating black and white vertical stripes and which shows short-long flashing white light every 8 seconds, (i.e. light 0.4 seconds, eclipse 0.4 seconds, light 1.6 seconds, eclipse 5.6 seconds), thence due East to Long. 79° 28′ 00″ W.; thence due North to 8° 54′ 31″ N., thence due West toward Flamenco Island Light to a point 8° 54′ 31″ N., 79° 30′ 46″ W.; thence Southwestward touching the Northwest corner of San Jose Rock to position 8° 53′ 27″ N., 79° 31′ 23″ W., marked by canal-entrance lighted Buoy No. 2, thence Southwestward to the point of beginning.

(2) *Explosive Anchorage.* An area South of Naos Island bounded on the East by a line drawn South (True) from canal-entrance lighted Buoy No. 1; on the South by a line drawn East (True) from Tortolita Island, and in the North and West by the curve of 30 ft. depth.

(d) If there are any discrepancies between the designated anchorage areas as described in this section and the anchorage areas described in paragraph 4 of Annex A of the Agreement in implementation of Article III of the Panama Canal Treaty of 1977 and the attachments thereto, the description in the treaty documents shall govern.

Also see "Cristobal" and "Balboa".

MAX. SIZE/RESTRICTIONS:

§103.6 Size and Draft Limitations of Vessels

Panama Canal Commission:

Marine Director's Notice to Shipping No. N-1-94 (Dated 1st January 1994).

To: Steamship Agents, Owners, Operator

Subject: Vessel Requirements

Editor's Note: Not all subjects have been included, so the full text of this notice should be obtained from your Owner, Operator or Agent.

Purpose and Scope:

The purpose of this document is to inform the shipping community of the procedures and amplifications found necessary to implement the Panama Canal Regulations published in Title 35, Code of Federal Regulations (35 CFR). *Non-compliance with Canal rules and regulations may subject vessels to unnecessary delays or denial to transit.* Deviations from these rules may be ordered by appropriate Canal authority if special circumstances so warrant.

Effective Date and Cancellation:

(a) This notice cancels Marine Director's Notice to Shipping No. N-1-93, N-1-93 errata (Ps.17-18), and is effective on the date of issue.

(b) A revised notice will be issued in January of each year or when otherwise required.

Organisation and Responsibility:

(a) The Marine Bureau (Telephone 52-4500, Fax: 52-3892) under the direction of the Marine Director is the organisational unit of the Panama Canal Commission responsible for the control of maritime traffic through the Canal and its terminal ports, and through which all Commission services to shipping are handled. Following is a summary of Marine Bureau units which, due to their function, often require contact with Agents, Operators and Owners:

(1) Admeasurement Division (Tel: 52-4567, Fax: 52-7901) headed by the Director of Admeasurement, is responsible for ascertaining the correct Panama Canal tonnage of vessels transiting the Canal, boarding and clearing of vessels for medical surveillance, gathering information for the Ship Data Bank and generating billing invoices for transits and related services.

(2) Board of Local Inspectors (Tel: 52-3403, Fax: 52-3548) headed by the Chairman, Boad of Local Inspectors, is responsible for the official inquiry and examination into the circumstances surrounding marine accidents which occur in the Canal operating area, harbours, Canal anchorages and areas adjacent thereto, involving Commission personnel and/or equipment, and the certification of marine credentials of Commission employees.

(3) Canal Operations Unit (Tel: 52-4211, Fax: 52-7688) headed by the Canal Operations Captain, is responsible for the immediate direction of daily maritime operations, maritime emergency reaction and recovery, supervision and enforcement of rules and regulations governing the navigation of the Canal, approval of new construction including chocks and bitts, boarding facilities, wheelhouse design features and visibility requirements and for ensuring that vessels arriving for transit are properly equipped. The Canal Operations Captain's responsibilities are exercised through the Duty Operations Captain and the Canal Port Captain.

(4) Marine Safety Unit (Tel: 52-4243, Fax: 52-3015) headed by the Special Assistant to the Director for Marine Safety, is responsible for matters involving the safety aspects of vessel traffic flow and control, vessel material conditions and inspections, hazardous cargo, Canal physical conditions, marine personnel qualification, marine environmental protection and industrial health, and certification of Commission floating equipment.

(5) Traffic Management Division (Tel: 52-4220, Fax: 52-3976) headed by the Chief, Traffic Management Division, is responsible for processing ETA information, preparation of the daily transit schedule, monitoring and coordinating all vessel movements within Canal operating areas and administration of the Panama Canal Transit Booking System.

(b) Transit of vessels is a joint effort. In addition to the responsibilities outlined above, vessel Owners, Operators, Agents, officers and crew are responsible for compliance with Canal rules and regulations. The cooperation of all concerned parties is necessary to ensure safe and efficient transit.

Communications: Direct communications with Marine Bureau units may be established by the following means:

(a) Mail – address to:	Panama Canal Commission (Name of Division) Unit 2300 APO AA 34011-2300 U.S.A.
(b) Telex – address to:	(Name of Unit) 3023 PCCMTCC PG
(c) Fax:	(Name of Unit) (Fax number listed above by unit)
(d) Telephone:	(Telephone number listed above by unit)
(e) International access code (for fax and telephone):	(507)

Notice to Shipping No. N-1-94
Vessel Requirements

1. Definitions

(a) *Barge:* A flat-bottomed vessel of full body and heavy construction without installed means of propulsion.

(b) *Commercial Vessel:* A self-propelled vessel other than a naval, military or other public vessel.

(c) *Dangerous Cargo:* Any material which is explosive, flammable, radioactive or toxic to humans or the environment.

(d) *Integrated Tug-Barge Combination:* A barge that is specifically configured to receive a tug and with the tug becomes, for navigational purposes, a single self-propelled unit with normal ship characteristics, that meets all PCC regulations for transit, and can operate under all conditions in which a ship of equivalent size can operate.

(e) *Maximum Authorised Transit Draft:* Deepest point of immersion in TFW of a particular vessel permitted at anytime, Gatun Lake level and Canal restrictions permitting.

(f) *Maximum Beam:* The maximum breadth (width) of the hull between the outside surfaces of the shell plating.

(g) *Maximum Length:* The distance between the forward and after extremities of a vessel, including the bulbous bow and protrusions (also length overall – LOA).

(h) *Maximum Width:* The extreme width of a vessel, including protrusions, at its widest point.

(i) *Non-Self-Propelled Vessel:* A vessel which either does not have an installed means of propulsion, or has an installed means of propulsion which is not functioning during transit. Also referred to as dead tow.

(j) *Protrusion:* Anything that extends beyond any portion of the hull of a vessel, whether it is permanent or temporary.

(k) *Published TFW Maximum Draft:* Deepest point of immersion in Gatun Lake waters as promulgated by the Marine Director, taking into account the water level of Gatun Lake and other limitations deemed necessary because of restrictions in the Canal.

(l) *Tropical Fresh Water (TFW):* Tropical fresh water of Gatun Lake, density 0.9954 gms./cc. at 85°F (Transition to fresh water frequently alters the trim of large vessels 7.5 cm. to 10 cm. (3 in. to 4 in.) by the head).

2. Size and Draft Limitations of Vessels

(a) *Maximum Length:*

(1) The maximum length overall including bulbous bow for commercial or non-commercial vessels acceptable for regular transit is 289.56 m. (950 ft.), except passenger and container ships which may be 294.13 m. (965 ft.) in overall length. Vessels transiting the Canal for the first time at an overall length exceeding 274.32 m. (900 ft.), whether newly-constructed or newly-modified, are subject to the requirements of inspection and prior review and approval of vessel plans. Vessels not receiving advance approval and/or not complying with Canal requirements, may be denied transit.

(2) The maximum length for integrated tug-barge combination acceptable for regular transit is 274.32 m. (900 ft.) overall, including the tug. A tug-barge combination must transit together as one unit with the tug supplying the propelling power.

(3) The maximum aggregate overall length for non-self-propelled vessels acceptable for transit is 259.08 m. (850 ft.), including accompanying tugs. Accompanying tugs must lock through with the non-self-propelled vessel. One-time only transits, that exceed these limitations, may be permitted on a case-by-case basis with prior approval of the Canal Operations Captain and subject to requirements listed in paragraph 2(k) of this section.

(b) *Maximum Beam:*

(1) The maximum beam for commercial or non-commercial vessels and the integrated tug-barge combination acceptable for regular transit is 32.31 m. (106 ft.).

(2) Wider commercial vessels including integrated tug-barge combination up to a beam of 32.61 m. (107 ft.) may be permitted, with prior approval of the Canal Operations Captain or his designee, to transit on a one-time delivery basis only if the deepest point of immersion does not exceed 11.28 m. (37 ft.) TFW.

(3) The maximum beam for non-self-propelled vessels (other than integrated tug-barge combinations) acceptable for transit is 30.48 m. (100 ft.). One-time transit of wider vessels may be permitted with prior approval of the Canal Operations Captain and subject to requirements listed in paragraph 2.(k) of this section.

(c) *Maximum Width:*

(1) No vessel with a maximum width exceeding its maximum beam may transit the Canal without prior review and approval of vessel plans. Vessels not receiving advance approval and/or not complying with Canal requirements, may be denied transit.

(2) Vessels which carry cargo within 2.5 cm. (1 in.) or less of the extreme beam must have approved provisions, such as rubbing bands, to protect the cargo, should the vessel rest alongside the wall while in the chamber. The maximum beam of 32.31 m. (106 ft.) should not be exceeded by the cargo protection method. This is brought about by the large number of container vessels which are designed to load containers virtually to the extreme beam. If the ship lands on the wall in a heeled condition or where the locks' wall fendering, or the miter gate fendering protrudes, damage may occur.

(d) *Protrusions:*

(1) Anything which extends beyond a vessel's hull shall be considered a protrusion and subject to all applicable laws and limitations.

(2) The Commission is not responsible for damages to protrusions whether permanent or temporary.

(3) Vessels with protrusions may be permitted to transit, provided that such protrusions will not interfere with the safe transit of the vessel, or present a hazard to Canal structures as determined by the Canal Operations Captain. In either case, before transit is permitted, Masters of vessels will be required to execute a form undertaking to release the Panama Canal Commission from liability in case of accident and to indemnify the Commission for damages sustained to or as a result of protrusion.

(4) Vessels with permanent protrusions must, prior to proceeding to the Canal, furnish detailed information about the protrusion(s), including plans, and request authorisation for transit. Advance information will minimise the possibility that transit may be delayed or denied. For detailed information contact the Canal Operations Captain.

(5) Vessels with protrusions extending beyond the maximum length and beam limitations specified in paragraphs 2.(a) and 2.(b) above, may, on a case-by-case basis, be permitted transit, provided that approval is obtained in advance from the Canal Operations Captain, that protrusions do not present a hazard or interfere with lock structures, equipment and/or operation, and the Master executes a form releasing the Panama Canal Commission from liability (See paragraph 6.6).

(e) *Maximum Height:* The allowable height for any vessel transiting the Canal or entering the Port of Balboa at any state of the tide is 57.91 m. (190 ft.), measured from the waterline to its highest point. With prior permission from the Canal Operations Captain, height may be permitted to 62.48 m. (205 ft.) on a case-by-case basis with passage at low water (MLWS at Balboa). Maximum Height Restrictions are due to the tide and the unpredictable upward movement of water from swells, surges, waves, etc., and the maintenance equipment suspended beneath the bridge at Balboa.

(f) *Draft:*

(1) The maximum permissible draft for Panama Canal transits has been set at 12.04 m. (39 ft.06 in.), Tropical Fresh Water (TFW) at Gatun Lake level 24.84 m. (81 ft. 06 in.) or higher. This provides a safe navigational margin of at least 1.50 m. (5 ft.) over critical elevations in the Canal proper, and a clearance over the South sill of Pedro Miguel Locks of 0.52 m. (1 ft. 08 in.) at Miraflores Lake level 16.61 m. (54 ft. 06 in.).

(2) Prior to the initial transit of a vessel whose transit draft will exceed 10.82 m. (35 ft. 06 in.), Owners, Operators, or Agents must supply in full the information required in 35 CFR 103.6, and request the maximum authorised transit draft for the vessel (deepest point of immersion TFW) from the Canal Operations Captain not later than two weeks prior to the loading of the vessel. This request will be returned with the approved maximum authorised transit draft stamped thereon.

(3) The initial transit is permitted at or under the approved maximum authorised transit draft. After the initial transit, unless the vessel's Agent or Owner is notified of any restrictions imposed by Canal authorities, this maximum authorised transit draft will remain in effect.

(4) All vessels transiting the Canal should have sufficient ballast to permit safe handling during transit.

(5) A vessel whose ballast draft does not meet the minimum draft requirements established by this section may be accepted for transit on a regular basis, provided the vessel operator is granted permission after submitting the following information to the Canal Operations Captain.

(a) Principal dimensions of the vessel.
(b) Deepest attainable minimum draft (fore and aft).
(c) Limitations on visibility fore and aft from the navigation bridge.
(d) Necessary excerpts from the vessel's plans, drawings and manoeuvring data that relate to the vessel's suitability for transit.

(6) Table 1 provides the minimum salt water drafts for vessels anticipating transit. Drag must not adversely affect manoeuvrability.

Table 1 – Minimum Salt Water Drafts:

Length	*Minimum Drafts*
Up to 129.54 m. (425 ft.)	Trimmed so Pilot can see the ranges over the forecastle from centre of navigation bridge.
Over 129.54 m. (425 ft.)	2.44 m. (8 ft.) forward, 4.27 m. (14 ft.) aft, TSW
Over 144.78 m. (425 ft.)	5.49 m. (18 ft.) forward, 6.10 m. (20 ft.) aft, TSW
Over 160.02 m. (525 ft.)	6.10 m. (20 ft.) forward, 6.71 m. (22 ft.) aft, TSW
Over 176.78 m. (580 ft.)	6.71 m. (22 ft.) forward, 7.31 m. (24 ft.) aft, TSW
Over 190.50 m. (625 ft.)	7.31 m. (24 ft.) forward, 7.92 m. (26 ft.) aft, TSW

(7) Figure 1 (See "Plan Section") provides the limiting drafts due to bilge radius. On an off-centre lockage with the vessel touching the lock wall, the turn of the bilge will clear the locks wall batters at the most critical point as shown in the table.

(8) A vessel having received permission to transit at less than the minimum required draft will be inspected by Canal authorities upon its first visit under ballast conditions. If the vessel is acceptable for transit at less than the prescribed minimum draft, the Operator will be notified that transit on a regular basis is authorised, provided the vessel meets the special minimum draft specified in that notification, and the Master executes a form releasing the Panama Canal Commission from liability.

(9) If the vessel is found not to be acceptable for transit on a regular basis, a single transit may be authorised, at the discretion of the Canal Operations Captain, subject to imposition of special conditions that may be required for reasons of safety or continuance of regular Canal Operations.

(10) Vessels are expected to arrive at the Panama Canal properly trimmed and with a draft which, when in fresh water, its deepest point of immersion will not exceed either the published TSW Draft, the Maximum Authorised Transit Draft established by PCC for that particular vessel, or the maximum allowable draft established by classification society, whichever is less.

(11) Vessels with drafts exceeding these figures, when in Miraflores Lake, are subject to denial of transit. Northbound vessels found by actual reading to be overdraft would be required to turn around and proceed back to sea. That transit would be considered completed. Southbound vessel will be held in the Gatun Anchorage. The transit will be reinitiated only after the Canal Operations Captain considers it is safe to proceed.

(g) *Potential Seasonal Draft Restrictions:*

(1) In the event of an unusually dry season (nominally, 1 out of 10 years), draft restrictions might become necessary.

(2) During the rainy season (May – December), Gatun Lake and Madden Lake, the upstream reservoir for the Canal and the municipal water supply of Panama are filled to capacity. During the dry season (December – May), the Madden Lake reserve is drawn off to keep Gatun Lake at an optimum level. In an unusually dry season, the Madden Lake reserve is exhausted and the Gatun Lake level continues to decrease. As the Gatun Lake level is depleted below 24.84 m. (81.5 ft.), it becomes necessary to reduce the maximum allowable draft to preserve the safe navigation margin. The reductions are made in 15 cm. (6 in.) decrements, with 3 week advance notice where possible, based on computer-assisted lake level and precipitation forecasts made by the Commission's hydrologist and meteorologists. Ships already loaded to a prevailing draft limitation at the time of promulgation of a new draft restriction are waived for transit, subject to overriding safety considerations. Ships loading after promulgation of a new draft restriction are held to a tolerance of not more than 15 cm. (6 in.) above that restriction and may be required to trim ship or offload to achieve safe transit draft.

(h) *Release from liability:*

(1) Masters of vessels will, prior to transit, be required to execute a form undertaking to release the Panama Canal Commission from liability in case of accident and to indemnify the Commission for damages sustained in the following instances:
(a) When a vessel transits at less than the minimum drafts in paragraph 2.(f), has a list in excess of 3°, or is so loaded or trimmed that manoeuvrability is adversely affected.
(b) When a vessel has protrusions.
(c) When visibility from the navigation bridge of a vessel presents a hazard, as determined by the Canal Operations Captain (See Section 4).
(d) When the vessel's chocks, bitts or other equipment does not meet Panama Canal requirements as determined by the Canal Operations Captain (See Section 8).
(e) When a vessel transits on a one-time delivery basis with extreme beam exceeding 32.31 m. (106 ft.).

(2) Master of vessel will be required to execute a form undertaking to release the Panama Canal Commission from liability in case of accident for the identified problem when a vessel is to be docked, dry docked, or berthed by a Panama Canal Commission Pilot. This requirement is due to the conditions of the Inner Harbour areas of the Port of Balboa and inadequate fendering or lighting in the Piers of Balboa and Cristobal. Pilots are requested to have the Master of the vessel sign the form prior to docking vessels exceeding 10.97 m. (36 ft.) draft, or when a vessel is to be berthed on a pier that has inadequate or absent fendering and/or lighting.

(3) A refusal to sign such release may result in a delay of transit.

(i) *Approval of Plans and Delivery Transits:*

(1) Vessel plans for new construction or newly modified vessels should be submitted to the Office of the Canal Operations Captain for review prior to modification or construction. Failure to do so may result in delay or denial of transit because of unsuitable or unsafe features.

(2) The numerous constraints affecting the transit schedules of vessels and tows make it important that information provided in advance of the initial transit of the vessel include a capacity plan, general arrangement plans, engine room plans and, whenever possible, photostatic copies of its National Register, Loadline Certificate and Panama Canal Tonnage Certificate. This advance information will minimise the possibility that transit might be denied due to non-compliance with Canal regulations. For detailed information contact the Canal Operations Captain.

(j) *Denial of Transit:* The Canal authorities may deny any vessel passage through the Canal when the character or condition of the cargo, hull, or machinery is such as to endanger the structures pertaining to the Canal or which might render the vessel liable to obstruct the Canal, or whose draft at any part of the vessel exceeds the maximum allowable draft in the Canal as designated from time to time by Canal authorities. Other specific circumstances under which a vessel shall be denied transit are:

(1) When the vessel's maximum point of immersion exceeds its maximum authorised draft as determined by its bilge keel radius.

(2) When the vessel's maximum point of immersion exceeds the published TFW maximum draft then in effect.

(3) When the vessel's mean draft exceeds the maximum allowable mean draft as provided by the most current Loadline Certificate.

(4) When the length overall including bulbous bow exceeds that stated in paragraph 2.(a) above.

(5) When the maximum width or extreme beam exceeds that stated in Section 2.(b) above by any amount, unless the vessel was approved for regular transit prior to 10th March 1981.

(6) When a vessel has protrusions which will interfere with the safe transit of the vessel or present a hazard to Canal structures as determined by the Canal Operations Captain.

(7) When the vessel has a list of 10° or more.

(8) Unusual vessels requiring both lock lanes simultaneously.

(9) When visibility from the navigation bridge of a vessel does not meet minimum requirements as stated in paragraph 4.(e), and/ or when in the judgement of the Canal Operations Captain, transit would present an extreme hazard.

(10) Vessels whose list, trim or handling characteristics are such as to endanger themselves, Panama Canal appurtenances and/or a third party, may have such further limitations placed on them as Canal authorities deem necessary to insure reasonable safety.

3. Requirement for Pilot Platforms and Shelters on Certain Vessels

(a) As required by 35 CFR 103.19, suitable platforms and shelters must be provided by certain vessels for assisting Pilots. Based on current operating experience, the following vessels with extreme beam of 30.48 m. (100 ft.) or more, and a length of 190.5 m. (625 ft.) overall or more, may require more than 2 Pilots when transiting the locks of the Panama Canal:

(1) Vessels with the bridge in the extreme afterpart of the vessel (assisting Pilot and platforms will be forward).

(2) Vessels with the bridge in the extreme forepart of the vessel (assisting Pilot and platforms will be aft).

(b) Platforms must afford shelter suitable to protect assisting Pilots from rain and sun. Figure 2 (See "Plan Section") is a sketch of a simplified pilot platform acceptable to the Panama Canal Commission.

(c) Each platform is to be erected directly over the furthest point forward of the extreme beam at the waterline and not more than 6 in. inboard from the outside of the vertical plane of the shell plating. For vessels where the bridge is located forward, these pilot platform shelters will be required to be erected directly over that position which is the furthest point aft of the extreme beam at the waterline and not more than 6 in. inboard from the outside surface of the vertical plane of the shell plating.

(d) In addition, all vessels whose extreme beam is 24.38 m. (80 ft.) or more, are required to provide bridgewing shelter platforms for the protection of control pilots at conning positions No. 4 and 5. Figure 3 (See "Plan Section") is a sketch of a bridgewing shelter platform acceptable to the Panama Canal Commission. Alternate arrangements, including portable shelters, which provide equivalent or better protection and visibility may be acceptable.

(e) The awning indicated in the sketches in Figures No. 2 and 3 of this section is to be made of suitable material to provide shelter from the sun and rain. The deck of pilot platforms shall be made of wood or other material with non-skid surface, sufficient to keep a dry footing at all times. Overhead awning should be rigged to avoid spilling water inside the framework of the shelter during rain.

(f) Further inquiries on this subject should be directed to the Canal Operations Captain.

4. Navigation Bridge Features Required of Transiting Vessels

(a) *Authority:* The following vessel bridge design rules are issued under Authority of Title 35, Code of Federal Regulations sections 103.2, 103.10, 103.27 and 123.3. Vessels not meeting the requirements of these rules after 1st January 1980 may, at the discretion of the Canal authorities, be allowed transit after execution of an undertaking and release. This undertaking and release is to be made on behalf of the Owners, Operators, Masters, and all other persons having an interest in the vessel, and shall provide that in case of damage of any sort proximately resulting from non-compliance with these rules, the Panama Canal will be released from any liability, and will be indemnified for any damage or expense incurred.

(b) *Wheelhouse:* Wheelhouse windows shall be:

(1) Of sufficient size and number to provide a clear view.

(2) Of clear safety glass. Tinted windows must be removable.

(3) Arranged so as to include a centre window.

(4) Equipped with efficient mechanically operated rain wiper blades on windows at normal bridge conning positions as described in paragraph 4.(d).

(c) *Bridgewings:* Bridgewings shall extend to the maximum beam of the vessel and shall provide a clear, unobstructed passage along their forward portions from the wheelhouse doors to the extreme ends of the bridgewings. If it is impossible to extend these bridgewings the full breadth of the vessel, they shall extend as far as possible and swing-out or portable platforms shall be provided as follows:

(1) Extending to the maximum beam of the vessel.

(2) Of adequate size, strength, and rigidity to hold 2 persons.

(3) Equipped with horizontal safety handrails and a toe board around the deck, 4 in. high minimum.

(4) Platforms shall be safe and secure and maintained in good condition.

(d) *Normal Conning Positions:* (See Figure 4 in "Plan Section")

(1) Conning Position No. 1 is located directly behind and close to the forward centre wheelhouse window.

(2) Conning Position No. 2 is located to port of Conning Position No. 1 directly behind and close to the nearest window thereto that provides a clear unobstructed view ahead.

(3) Conning Position No. 3 is located to starboard of Conning Position No. 1 directly behind and close to the nearest window thereto that provides a clear unobstructed view ahead.

(4) Conning Position No. 4 is located at the extreme end of the port bridgewing and must provide a clear and unobstructed view fore and aft of the vessel's port side.

(5) Conning Position No. 5 is located at the extreme end of the starboard bridgewing and must provide a clear and unobstructed view fore and aft of the vessel's starboard side.

(6) No equipment or instrumentation shall block the close approach to the forward windows and the forward and after portions of the bridgewing ends. Bridgewing controls shall be positioned so that the operator does not interfere with the pilot visibility.

(e) *Minimum Visibility Requirements:*

(1) If the vessel is laden, objects on the surface of the water shall be visible from the navigation bridge (Conning Positions No. 1, 2 and 3) a minimum distance of one ship length forward in all conditions of trim (See Figure 4).
NOTE: Vessels billed at the laden rate are considered laden for the purposes of this requirement.

(2) If the vessel is in ballast, objects on the surface of the water shall be visible from the navigation bridge (Conning Positions No. 1, 2 and 3) a minimum distance of one and one-half ship lengths forward in all conditions of trim (See Figure 4).

(3) If visibility from normal conning positions is obscured by cargo gear or other permanent obstructions forward of the beam, the total arc of obstructed visibility from Conning Position No. 1 shall not exceed 15°.

(4) The side hull plating at the vessel's waterline, fore and aft, shall be visible from bridgewing conning positions.

(5) Vessels shall be required to execute an undertaking and release if visibility from the bridge is considered by the Canal authorities to present a hazard.

(f) *Indicators:* All vessels over 45.72 m. (150 ft.) in length shall be provided with:

(1) Rudder Angle Indicators as follows:

(a) On vessels less than 24.38 m. (80 ft.) in beam, at least one of such design that it can be easily read by day or night from all normal conning positions and from the steering station.

(b) If of 24.38 m. (80 ft.) or more in beam, at least one inside the wheelhouse and one on each bridgewing of such design and placement so that at least one can be easily read by day or night from each conning position and from the steering station.

(c) They shall show in degrees clearly and accurately the position and direction of the rudder or rudders.

(2) Propeller Revolution Tachometers or Variable Pitch Propeller Indicators as follows:

(a) On vessels less than 24.38 m. (80 ft.) in beam, at least one for each propeller, of such design as to be easily read by day or night from all normal conning positions.

(b) If of 24.38 m. (80 ft.) or more in beam, at least one for each propeller, located inside the wheelhouse and one for each propeller located on each bridewing, of such design and placement so that at least one can be easily read, by day or night, from each conning position.

(c) Indicators shall show revolutions per minute clearly and shall accurately indicate the direction of the propeller or propellers.

(d) All vessels with variable pitch control indicators will have them so located as required in (a) and (b) of this subsection.

(3) Indicators must be operational: Vessels with missing or broken indicators may expect delays in transit.

(g) *Very High Frequency (VHF) Radio:* Every power-driven vessel of 300 gross tons or over, every power-driven vessel of 100 gross tons or over carrying one or more passengers for hire, and every commercial towing vessel of 7.92 m. (26 m.) in length or over shall be equipped with at least one VHF transceiver as follows:

(1) Must be operable from the navigational bridge.

(2) Must be equipped with International Channels 12 (156.00 MHz), 13 (156.650 MHz) and 16 (156.800 MHz).

(h) *Whistle Controls:* Vessels shall be provided with whistle controls as follows:

(1) On all vessels, one within easy reach on the navigational bridge from Conning Positions No. 1, 2 and 3 as described in paragraph 4.(d).

(2) If the beam of the vessel is over 15 m. (49.2 ft.), additional controls shall be provided at the extreme end of bridgewings, at Conning Positions No. 4 and 5.

(3) Controls shall make it possible to regulate precisely any required whistle signal.

(i) *Steering Light:*
   (1) All vessels over 100 m. (328 ft.) in length shall have installed, at or near the stem, a steering range equipped with a fixed blue light which shall be clearly visible from the bridge along the centreline. If said range and light so placed would be partially or completely obstructed, then two such ranges and lights must be installed at an equal distance from the centreline and shall be clearly visible from the bridge along lines parallel to the keel.
   (2) Naval or military vessels exempted from the requirements of 72 COLREGS (See 35 CFR Section 111.1) shall also be exempt from the requirements of this section.
   (3) The light required shall be capable of being illuminated and extinguished by a suitable control switch located either on the navigation bridge or on the forecastle deck, or both.
   (4) The use of this steering light shall be at the discretion of the Panama Canal Pilot who has control of the navigation and movement of the vessel.

(j) *Bow/Stern Thrusters:* Vessels equipped with bow/stern thrusters should provide controls located at the extreme ends of the bridgewings, as well as inside the wheelhouse.

(k) *Compass:* A magnetic compass (properly compensated at least in the previous 12 months) or properly functioning gyro compass shall be positioned where it can be easily read from Conning Position No. 1. Vessels not complying with this requirement should expect transit delays during periods of fog or inclement weather, a common occurrence in Panama coincidental with the rainy season (May to December).

(l) *Course Recorders:* Vessels fitted with devices for recording engine orders and responses, movement of the rudders, and changes in ship's heading, shall have them operating while navigating in Canal waters.

5. Requirements for Non-Self Propelled Vessels

(a) Non-self-propelled vessels, other than integrated tug-barge combinations, will be accepted only on an individual basis; advance permission for initial transit as a non-self-propelled vessel is required. Displacement of these vessels is limited to 35,000 tons and the draft requirements of paragraph 2.(f) of this document are applicable.

(b) The draft of non-self-propelled barges 167.64 m. (550 ft.) or more in length may be limited, when in the opinion of Canal authorities such limit is necessary to insure reasonable safety.

(c) Upon arrival, the tug will break up the tow and secure the bridle, so no part of it extends below the surface of the water.

(d) Tows should have the capability of anchoring.

(e) All tows will be inspected before being scheduled for transit. For safety reasons and to ensure that important details are not overlooked, inspections will normally by performed in the inner harbour and during daytime.

(f) Agents, Operators and/or Owners will be responsible to make any required alterations or additions to equipment or stowage.

(g) Boarding facilities will comply with Regulation No. 17, Chapter V, International Convention for Safety of Life at Sea (SOLAS) and Section 10 of this Notice.

(h) For tows with freeboards of 9.1 m. (30 ft.) or more, this also includes provisions for a 9 m. rig as described in paragraph 10(3)(b). There must be a clear passage, free of obstructions, from the boarding facility to all working areas, otherwise catwalks with handrails and steps must be provided. Figure 5 is a sketch of a catwalk and ladder acceptable to the Panama Canal Commission (See Section 10 – see "Plan Section").

(i) The working area near chocks and bitts on all dead tows must be clear of obstructions and fitted with safety rails or lines at the vessel's sides.

(j) Towns must provide a pilot shelter with a clear view forward, on the centreline, about midway between the bow and stern. This shelter may be permanent or portable, but must protect the pilot from the elements. All tows with beam in excess of 24.35 m. (79 ft.) shall provide pilot shelters, at the extreme beams from which the pilots may readily view the vessel's sides.

(k) Dead tows must be equipped with the chocks and bitts as set forth in 35 CFR 109.6.

(l) Tows must provide mooring and heaving lines, in good condition, and have mooring arrangements, and bitts or cleats for securing tugs that do not interfere with those chocks and bitts required for locomotive wires.

(m) All barges will be fitted so that a pusher tug can be secured with its stem held firmly to the centreline of the barge. Pushing tugs are to be equipped with wire cable snubbers and springs.

(n) Barges with poor visibility forward will be assigned additional tug assistance for their transit. The commercial tug may be placed in the notch or on a hawser at the discretion of the Canal Operations Captain. The determination of what constitutes poor visibility will be made by the Canal Operations Captain. The suitability of additional commercial tugs used in the transit will also be determined by the Canal Operations Captain.

(o) Riding crews must be provided in sufficient numbers as required by the Canal Operations Captain, to safely handle tows' lines and boarding ladders, and to assist in mooring. While underway in Canal waters, anchors shall be manned and ready to be dropped in case of emergency.

(p) Agents, Operators and Owners of dead tows are urged to contact the Canal Operations Captain as early as possible but not later than 48 hours prior to ETA, so that particular requirements essential to planned transits can be met without delay.

6. Deckload Cargo

(a) As provided in 35 CFR 103.5, a vessel carrying a deckload shall have it so stowed as to be sufficiently clear to provide safe working space around all chocks, bitts, and other gear used in transiting, and so arranged as not to obstruct any direct lead from chock to bitts.

(b) Deck cargo shall so stowed to provide safe passage to and from necessary working areas. If access to working spaces is necessary over a deckload, as with lumber, a catwalk will normally be required, unless a level, continuous surface free of encumbrances such as lashings is already provided. When catwalks are required, they shall be at least 0.90 m. (3 ft.) in width and provided with adequate guard rails. Where the deck cargo is sufficiently level for gangway purposes without a catwalk, the guard rails, or life lines, spaced not more than 30 cm. (12 in.) apart vertically, must be provided on each side of the deck cargo to a height of at least 1.20 m. (4 ft.) above the cargo.

(c) If deck access is provided on deck adjacent to deck cargo, a level continuous passage at least 0.90 m. (3 ft.) in width shall be provided. This access shall be unencumbered by shoring, lashings or other obstacles deemed hazardous to normal passage. Height over passageway may not be less than 2.10 m. (7 ft.).

(d) When personnel are required to traverse over deck cargo, ladders adequate for safe access must be provided between the deck and top of deck cargo. Such ladder must be provided with guard rails or safety lines as previously described for catwalks.

(e) Deck cargo shall be stowed securely to prevent any shifting or displacement during access to working spaces by personnel.

(f) Vessels may transit with deck cargo protruding over one side only not to exceed 4.57 m. (15 ft.), but the maximum beam, including protrusions, must not exceed 25.90 m. (85 ft.).

(g) An adequate bulwark or railing shall be provided between deck cargo and ship's side.

(h) All sharp edges and projections on deck cargo adjacent to normal accesses shall be adequately protected to prevent injury to personnel.

(i) Sufficient lighting shall be provided by the vessel to illuminate deck accesses and working spaces during hours of darkness.

(j) Figure 5 (See "Plan Section") is a sketch of a catwalk and ladder acceptable to the Panama Canal Commission.

7. Sanitary Facilities

(a) Vessels which transit the Canal should have suitable sanitary facilities for the pilot(s). This is particularly important for barges, handlines and other vessels which are not normally so equipped and whose progress is slow.

(b) If a transiting ship does not have adequate sanitary facilities, the interval for which each pilot is assigned will be shortened, and significant delays could result.

8. Construction, Number and Location of Chocks and Bitts

(a) A vessel passing through the locks shall normally be assisted by electric towing locomotives using steel towing wires. At the discretion of the Canal Operations Captain, certain vessels, usually those under 38.10 m. (125 ft.) in length, may be handled with their own lines either against the lock wall or from both walls in the centre of the chamber. Vessels transiting the Canal are required to have chocks and bitts as follows:
   (1) All chocks for towing wires shall be of heavy closed construction and shall have a convex bearing surface with a radius of not less than 180 mm. (7 in.). The convex surface shall extend so that a wire from the bitt, or from the towing locomotive through the chock, shall be tangent to the 180 mm. (7 in.) radius at any angle up to 90° with respect to a straight line through the chock.
   (2) No part of the vessel which may be contacted by the towing wires, at any angle, shall have less than a 180 mm. (7 in.) radius.
   (3) Chocks designated as single chocks shall have a throat opening of not less than 650 sq.cm. (100 sq.in.) in area – preferred dimensions are 305 mm. × 230 mm. (12 in. × 9 in.) – and shall be capable of withstanding a strain of 45,000 kg. (100,000 lbs.) on a towing wire from any direction.
   (4) Chocks designated as double chocks shall have a throat opening of not less than 900 sq.cm. (140 sq.in.) in area – preferred dimensions are 355 mm. × 255 mm. (14 in. × 10 in.) – and shall be capable of withstanding a strain of 64,000 kg. (140,000 lbs.) on the towing wires from any direction.
   (5) Use of existing roller chocks is permissible provided they are not less than 15 m. (49 ft.) above the waterline at the vessel's maximum Panama Canal draft and provided they are in good condition, meet all of the requirements for solid chocks as specified in paragraphs 8.(a)(1), 8.(a)(2), 8.(a)(3) and 8.(a)(4) of this section, as the case may be, and are so fitted that transition from the rollers to the chock body will prevent damage to towing wires. *Starting 1st January 1994, roller chocks will not be accepted in drawings of new constructions submitted for approval as per paragraph 2.(i) of this Notice.*
   (6) Each single chock shall have an accompanying bitt capable of withstanding a strain of 45,000 kg. (100,000 lbs.).
   (7) Each double chock located at the stem and at the stern, in accordance with paragraph 8.(a)(8) of this section, shall have two pairs of accompanying heavy bitts with each bitt of each pair capable of withstanding a strain of 45,000 kg. (100,000 lbs.). Other double chocks shall have a pair of accompanying heavy bitts with each bitt capable of withstanding a strain of 45,000 kg. (100,000 lbs.).

(8) All vessels, except vessels not requiring locomotives, shall be fitted with a double chock set athwartships right in the stem and another double chock set athwartships right in the stern, except that on vessels of less than 22.86 m. (75 ft.) beam, 2 single chocks may be substituted for each double chock required by this subsection; on vessels of over 22.86 m. (75 ft.) beam, two double chocks may be substituted. If such substitution is made, the chocks shall be placed port and starboard not more than 2.50 m. (8 ft.) abaft the stem or 3 m. (10 ft.) forward of the stern, provided that these chocks are not more than 3 m. (10 ft.) from the centreline of the vessel.

(9) Vessels under 60.96 m. (200 ft.) in length and not exceeding 9.14 m. (30 ft.) in beam shall have a double chock or 2 single chocks at the stem and stern. If the vessel is equipped with the 2 single chocks they shall be placed, port and starboard, not more than 2.50 m. (10 ft.) off the centreline (See Figure 6 – see "Plan Section").

(10) Vessels 60.96 m. to 121.92 m. (200 ft. to 400 ft.) in length and not exceeding 22.86 m. (75 ft.) in beam, shall have a double chock at the stem and at the stern or 2 single chocks at the bow and stern, port and starboard, not more than 2.50 m. (8 ft.) abaft the stem or 3 m. (10 ft.) forward of the stern and not more than 3 m. (10 ft.) off the centreline, and shall have 2 additional single chocks, port and starboard, 9 m. to 16 m. (30 ft. to 50 ft.) abaft the stem and 9 m. to 16 m. (30 ft. to 50 ft.) forward of the stern (See Figure 6 – see "Plan Section").

(11) Vessels 121.92 m. to 173.74 m. (400 ft. to 570 ft.) long and not more than 22.86 m. (75 ft.) in beam, shall have a double chock at the stem and stern or 2 single chocks at the bow and stern, port and starboard, and in addition shall have a double chock port and starboard, 12 m. to 16 m. (40 ft. to 50 ft.) abaft the stem, a single chock port and starboard, 24 m. to 28 m. (80 ft. to 90 ft.) abaft the stem, and a single chock port and starboard, 12 m. to 16 m. (40 ft. to 50 ft.) forward of the stern (See Figure 6 – see "Plan Section").

(12) Vessels over 173.74 m. (570 ft.) long or 22.86 m. (75 ft.) in beam or over, shall have a double chock at the stem and stern, a double chock port and starboard, 12 m. to 16 m. (40 ft. to 50 ft.) abaft the stem, a single chock port and starboard, 24 m. to 28 m. (80 ft. to 90 ft.) abaft the stem, a double chock port and starboard, 12 m. to 16 m. (40 ft. to 50 ft.) forward of the stern and a single chock port and starboard, 24 m. to 28 m. (80 ft. to 90 ft.) forward of the stern.

(13) Vessels with large flared bows or unusually high freeboard such as container vessels or vehicle carriers will be required to provide single chocks located further aft than those required in paragraph 8.(a)(12) of this section for correct positioning of assisting tugs or may be required to fit recessed tug bollards into the hull, so that tugs can work without coming in contact with the bow flare or without requiring extra long lines and/or inefficient leads (See Figure 6 – see "Plan Section").

(14) Where recessed hull bitts are installed in the hull, they shall be installed not less than 3.7 m. (12 ft.) nor more than 4.6 m. (15 ft.) above the vessel's waterline. Vessels which have an appreciable variation in draft may be required to install 2 sets of recessed hull bitts, so that one bitt is located over the other bitt. Also, the recessed hull bitts are to be installed in the hull as far forward as possible, both port and starboard sides, where the bow flare does not exceed 25° as measured from the vertical line of the vessel's side. This position may require locating the chocks and bitts further aft than 24 m. to 28 m. (80 ft. to 90 ft.) abaft the stem as in paragraph 8.(a)(11) above. This position will allow PCC tugs to work safely under the bow flare without the tug's mast or pilothouse coming in contact with the vessel's hull.

(15) A vessel not requiring locomotives shall have a chock arrangement similar to that described in paragraph 8.(a)(9) of this section, except that the chocks need only be single chocks or, if approved by the Canal authorities, of lesser strength.

(16) Any vessel which fails to meet these requirements may be denied transit. If the Marine Director or his representative decides that the vessel can be handled without undue danger to equipment or to personnel, notwithstanding her failure to comply with other requirements of this section, the vessel may be allowed to transit after executing a release. The Master of the vessel must sign an undertaking for said vessel, her Owners, Operators, or any other persons having any interest in her, and for himself, releasing the Panama Canal Commission from and indemnifying it against, any loss, damage or liability incurred by the Panama Canal Commission to the extent and in the proportion that such failure to meet the requirements of this section proximately causes or contributes to the casualty and resulting damages.

(17) For further information contact the Canal Operations Captain.

9. Mooring Lines

(a) Vessels are required to have on deck 3 manila or synthetic mooring lines forward and 3 aft prior to commencing transit. The size and strength suitable for the vessel to dock, moor at a lock approach wall or secure in a lock chamber are the vessel's responsibility. Master shall inform the Boarding Officer whether or not the vessel complies with the above, so that he may advise Marine Traffic Control. Wire ropes, and ropes composed of both wire and fibre or filament, are not acceptable for Canal operations.

(b) These lines are required to be on deck prior to commencing transit and ready for immediate use. The lines should be in good condition. Each line should have an eye of 1.50 m. (5 ft.) or more in length spliced into each end. On each end of the vessel there must be 5 available eyes, each with 75 m. (250 ft.) of usable line. Wire rope or wire laid rope is not acceptable for mooring use.

10. Boarding Facilities

(a) The Panama Canal Commission considers proper boarding facilities to be an absolute necessity to insure that safety of our operating personnel and others using these facilities in Panama Canal waters. Poorly constructed, installed, maintained, or operated boarding facilities are not acceptable for use in Panama Canal waters. Requirements for boarding facilities are defined in Part 103.18 of Title 35 of the Code of Federal Regulations. Vessels with unsafe or inadequate boarding facilities will be required to correct such deficiencies before transit. Lengthy delays may result. Figure 7 (not reproduced) is a pictorial representation of acceptable boarding facilities which comply with Panama Canal standards.

(b) Safe boarding facilities should be available through full transit for Pilots and Linehandlers. Improper accommodation ladder may require use of a tug to hold the vessel dead while boarding or disembarking. This is considered a vessel deficiency, therefore tug will be charged to the vessel.

(c) Boarding facilities of vessels arriving the Panama Canal shall comply with the requirements shown below, which conform with Regulation 17, Chapter V, International Convention for Safety of Life at Sea (SOLAS).

(1) *Pilot Ladders:*

(a) The ladder shall be efficient for the purpose of enabling the pilots to embark and disembark safely, kept clean and in good order and may be used by officals and other persons while a ship is arriving or leaving a port.

(b) The ladder shall be secured in a position so that it is clear from any possible discharges from the ship, that each step rests firmly against the ship's side, that it is clear so far as is practicable of the finer lines of the ship, and that the pilot can gain safe and convenient access to the ship after climbing not less than 1.50 m. (5 ft.) and not more than 9 m. (30 ft.). A single length of ladder shall be used, capable of reaching the water from the point of access to the ship; in providing for this, due allowance shall be made for all conditions of loading and trim of the ship and for an adverse list of 15°. Whenever the distance from sea level to the point of access to the ship is more than 9 m. (30 ft.), access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means.

(c) The steps of the pilot ladder shall be:

Of hardwood, or other material of equivalent properties, made in one piece free of knots, having an efficient non-slip surface; the four lowest steps may be made of rubber of sufficient strength and stiffness or other suitable material of equivalent characteristics. Steps shall not be painted an opaque colour or with high gloss paint. The grain and character of the step shall be visible in order that any cracks or defects may be readily visible to the person using the ladder.

Not less than 480 mm. (19 in.) long, 115 mm. (4.5 in.) wide, and 25 mm. (1 in.) in depth, excluding any non-slip device.

Equally spaced not less than 300 mm. (12 in.), nor more than 380 mm. (15 in.) apart, and be secured in such a manner that they will remain horizontal.

(d) No pilot ladder shall have more than 2 replacement steps which are secured in position by a method different from that used in the original construction of the ladder and any steps so secured shall be replaced as soon as reasonably practicable, by steps secured at position by the method used in the original construction of the ladder. When any replacement step secured to the side ropes of the ladder by means of grooves in the sides of the steps, such grooves shall be in the longer sides of the steps.

(e) The side ropes of the ladder shall consist of 2 uncovered manila ropes not less than 60 mm. (2.25 in.) in circumference on each side. Each rope shall be continuous with no joints below the top step. 2 manropes properly secured to the ship and not less than 65 mm. (2.5 in.) in circumference and a safety line shall be kept at hand ready for use required.

(f) Battens made of hardwood, or other material of equivalent properties, in one piece and not less than 1.80 m. (6 ft.) long, shall be provided at such intervals as will prevent the pilot ladder from twisting. The lowest batten shall be on the fifth step from the bottom of the ladder, and the interval between any batten and the next shall not exceed 9 steps.

(g) Means shall be provided to ensure safe and convenient passage onto or into and off the ship between the head of the pilot ladder or of any accommodation ladder or other appliance provided. Where such passage is by means of a gateway in the rails or bulwark, adequate hand holds shall be provided. Where such passage is by means of a bulwark ladder, such ladder shall be securely attached to the bulwark rail or platform and 2 handhold stanchions shall be fitted at the point of boarding or leaving the ship not less than 0.70 m. (2 ft.03 in.) and no more than 0.80 m. (2 ft.07 in.) apart. Each stanchion shall be rigidly secured to the ship structure at or near its base and also at a higher point, shall not be less than 4.0 cm. (1.5 in.) and no more than 5.0 cm. (2 in.) in diameter, and shall extend not less than 1.20 m. (4 ft.) above the top of the bulwark.

(h) Handholds and handhold stanchions should be free of protrusions, such as loops, welded bars or padeyes, and designed to allow the human hand to grasp any portion and slide up and down, as necessary, without removing the hand or releasing the grip.

(i) Lighting shall be provided at night such that both the pilot ladder overside and also the position where the pilot boards the ship shall be adequately lit. *A lifebuoy equipped with an igniting light* shall be kept at hand ready for use. *A heaving line* shall be kept at hand ready for use if required. *A responsible officer* of the vessel with direct communication to the navigation bridge shall stand-by at the top of the ladder when boarding or disembarking in in progress.

(j) Means shall be provided to enable the pilot ladder to be used on either side of the ship.

(k) The rigging of the ladder and the embarkation and disembarkation of a pilot shall be supervised by a responsible officer of the ship.

(l) Where on any ship constructional features such as rubbing bands would prevent the implementation of any of these provisions, special arrangements shall be made to the satisfaction of the Commission to ensure that persons are able to embark and disembark safely.

(2) *Mechanical Pilot Hoists:*

(a) A mechanical pilot hoist, if provided, and its ancillary equipment shall be of a type approved by the Commission. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner, including a safe access from the hoist to the deck and vice versa.

(b) A pilot ladder complying with the provisions of paragraph 10.(c)(1) shall be kept on deck adjacent to the hoist and available for immediate use.

(3) *Accommodation Ladders:*

(a) Accommodation ladders should lead aft, that is, with the lower platform at the after end. Accommodation ladders which lead forward or which do not rest firmly against the vessel's side are not considered safe for use by Panama Canal Commission employees. The lower end of the accommodation ladder must be within the parallel mid-body of the vessel, not near the bow or stern. Safety stanchions and rails or lines shall be rigged. The lower platform of the accommodation ladder shall be kept in a horizontal position, with vertical stanchions installed and it should be held at a distance above the water equal to the deck of the boarding launch. The boat spar shall be extended. The upper platform shall also have vertical stanchions and safety lines in place.

(b) An accommodation ladder used in combination with a pilot ladder should have a maximum slope of 55°. The pilot ladder and the accommodation ladder must be close together and secured together at the edge of the lower platform with the pilot ladder hanging vertically. The lower platform must be held at a level to allow for the height of the launch deck, plus the height of a person standing on the deck, plus the rise and fall due to swell; normally 7 m. (23 ft.) above the water is sufficient.

(c) When an accommodation ladder is in use, provisions of paragraph 10.(c)(1)(h) concerning safety equipment and personnel shall be observed.

11. Deck Loaded Containers on Ships not Purpose-Built for Container Carriage

(a) *General:* Transits with deck-loaded containers by ships not designed for container trade have become more frequent in recent years. Many of these ships are smaller general purpose, breakbulk, liquid or dry bulk carriers. When such a ship carries deck-loaded containers well forward or aft of the bridge, the Pilots's view can be obstructed, tug and locomotive sound signals can be blanketed, and risk of damage to the ship and Canal structure and equipment is increased. Failure to meet minimum visibility requirements can disrupt overall Canal operations, and can delay the vessel's transit by a day or more.

(b) *Approval for Transits:* In some cases, ships not meeting minimum visibility requirements may, at the discretion of Canal authorities, be allowed the instant transit after execution of a proper release that relieves the Panama Canal Commission from liability, and indemnifies the Commission for damage or expense incurred, in case of damage of any sort immediately resulting from non-compliance with the visibility requirements. Additional tugs may also be assigned at the vessel's expense. Permanent waivers cannot be granted, and any future transits are expected to be in compliance with visibility requirements.

(c) *Advance Notice and Inspection:*

(1) Ships not container-designed but carrying deck-loaded containers are requested to include in their Canal ETA messages information on the number and location of deck-loaded containers. As a minimum, ships should provide location of deck-loaded containers by hatch or tank; the number of containers loaded abeam, fore and aft, and how high they are stacked; and whether containers are oriented athwartship or longitudinally.

(2) Such ships transited for the first time or that only transit occasionally with deck-loaded containers will be checked by boarding officers or Port Captains, or both, to determine the need for visibility waivers.

(3) Such ships transiting regularly with deck-loaded containers will be advised of any limitations on the number and configuration of deck-loaded containers necessary to satisfy minimum shipboard visibility requirements.

12. Dangerous Cargo Requirements

(a) *General:* Panama Canal Commission regulations require a minimum of 48 hours notice of intent to transit with dangerous cargo (35 CFR 123.4). The specific characteristics of the dangerous cargo, whether in bulk or packaged, are the primary factors which determine what, if any, precautionary measures shall be taken by Canal authorities. Cooperation in this matter will help in applying PCC resources for the benefit of all customers, and assure appropriate levels of safety for all vessels in transit.

(b) *Test of Equipment on Board:* Vessels carrying dangerous materials are also required to test all dangerous cargo alarms, safety devices, and fire fighting equipment as specified in 35 CFR 113 4. An entry shall be made in the ship's log stating that such tests were conducted and that the systems were found in proper working condition or, if not in proper order, a detailed listing of discrepancies shall be included within the log.

(c) *Holding due Non-Compliance:* Vessels are also reminded that a dangerous cargo hold ("H") will be imposed on vessels not providing the required advance dangerous cargo information, and that continuing non-compliance will result in not scheduling the vessels for transit until cleared by a PCC Boarding Officer. This can result in delay to the ship.

(d) *Tankers Claiming Cargo Tanks as "Gas Free" or "Inert":* In order to standardise the term "gas free" for applicability of 35 CFR 113, Dangerous Cargoes, and its interpretation when used by tankers in item GOLF of the pre-arrival radio message to Marine Traffic Control required by 35 CFR 123.4, the following policy is established:

(1) The term "gas free" is widely used within the shipping industry and the level of being gas free has several values depending on the application. For PCC dangerous cargo regulations, the definition of "gas free" requires that all cargo tanks, including cargo slop tanks, be free from dangerous concentrations of flammable or toxic gases. The goal is to have a vessel which, while in transit or at dock, is safe enough to endure a collision and not risk an explosion.

(2) To bring this definition to a working application for transiting or docking vessels, empty tanks shall be tested by the crew and verified safe for entry and hot work. When applicable, Masters will report in GOLF of their pre-arrival radio message the following: *"All cargo tanks and cargo slop tanks are gas free and considered safe for entry and safe for hot work"*.

(3) Vessels with inert gas systems on board shall provide the following information in paragraph GOLF of their pre-arrival radio message:

(a) If cargo tanks have been stripped of cargo and are inert.

(b) If inert gas system is operational.

(c) The last cargo carried.

(e) *Reporting Shipments of Direct Reduced Iron:*

(1) Vessels transporting Direct Reduced Iron (DRI) in any of its forms, hot or cold moulded briquettes, lumps or pellets, are required to report the shipment by its correct technical name and International Maritime Organisation (IMO) number of the Traffic Management Divison in vessel's advance radio messages.

(2) DRI has been classified by IMO as belonging to the "Materials Hazardous only in Bulk, MHB" class and is listed in the IMO "Code for Safe Practice for Solid Bulk Cargoes (BC), Appendix B". The IMO number for cold moulded briquettes, lumps or pellets is "BC No. 15" and for hot moulded briquettes is "BC No. 16".

(3) Additionally, the following advance information should be provided to the Marine Safety Unit (MRRM):

(a) Copy of Certification that DRI is suitable for loading.

(b) Copy of Certification that DRI conforms to IMO requirements.

(c) Statement from Master or Shipper that IMO precautions as listed in the IMO "Code of Safety Practices for Solid Bulk Cargoes" for cold or hot moulded briquettes have been followed.

(d) Copy of procedures to be followed by the ship to ensure safety of ship and cargo in the event the cargo gets wet.

(e) Copy of current U.S. Coast Guard permit, if issued.

(f) *Precautionary Measures due to Dangerous Cargo:*

(1) The Commission takes precautionary measures for vessels carrying dangerous cargo, which vary depending on the ship and other factors. The specific characteristics of the cargo, and whether in bulk or packaged, are the primary factors which determine what, if any, precautionary measures shall be taken.

(2) Information on dangerous cargo on board shall be provided by the vessel no less than 48 hours in advance of arrival, and verified by the Commission Boarding Officer upon arrival.

(3) Based on this information, a Precaution Designator (PD) is assigned to the vessel. "PDs" are numbers (1, 2, 3, 4, 5, 6 or 0) or letters ("N" or "H"), where "PD-1" is the most hazardous, and "PD-0" the least. "PD-N" means no dangerous cargo is aboard.

(4) When a vessel does not provide the necessary information as required by the regulation, an "H" or "HOLD" is assigned. This means that the vessel will not be scheduled for transit or docking until the cargo information is made available.

(5) The "PD" assigned to each vessel sets forth the imposed precautionary measures due to cargo that will be taken for that vessel while in Canal waters, which include actions such as the level of pilot assignment; docking, clear-cut or channel restrictions; special precautions while at the locks, or whether or not a fire truck will stand-by at the locks during lockage.

(6) While the precautionary measures taken by the Commission are internal actions to ensure a safe transit or docking to every vessel, it is important that Masters provide exact and timely information as there is a direct relationship between the type of cargo and the way the vessel is scheduled for transit or for docking at Cristobal or Balboa.

(7) *Failure to provide proper information could result in delays to the vessel.*

13. Transit Requirements for Manning of Stations aboard Vessels

Vessels Agents and their principals are requested to remind ships' personnel that sufficient personnel must be available for a safe operation while in Canal waters. This includes:

(1) A full watch on deck and in the engine room while underway in Canal waters.

(2) Sufficient officers and crew forward and aft to handle lines expeditiously when approaching a lock, while moored temporarily to a lock or wall, when in a lock chamber, or when so requested by the pilot.

(3) Sufficient seamen to receive and let go of tug lines.

(4) As otherwise required by 35 CFR 107.

HEALTH: Application for Radio Pratique is available to all vessels arriving in Panama Canal waters. Radio Pratique is a quarantine clearance by radio, based upon information from the vessel prior to its arrival at Balboa or Cristobal and past experience with the vessel and its personnel. A limited number of vessels will be sampled for compliance with the required standards of health and sanitation on board. The sampling will generally be done on a random basis and will provide a measure of the success of the programme.

It should be emphasised that Radio Pratique applies only to the quarantine section of the required forms and documents for the Panama Canal. All vessels must still complete the required boarding forms, and in most cases, be prepared to receive the Panama Canal Boarding Inspector on arrival in Canal waters. Such forms as crew and passenger lists, ship's information forms, and the cargo declaration must always be completed for presentation to the Panama Canal officials.

Attached is a listing of the items to be reported prior to arrival in the Canal waters. The information is similar to that now required of vessels requesting Radio Pratique in U.S. ports. In addition, there are some special circumstances that make additional information necessary.

The manner of reporting the information required should be clear and orderly as specified in 35 CFR, section 123.4, listing information required in advance. The request for Radio Pratique should originate from the Master and can be submitted directly by radio or through the vessel's local Agent. The local Agent should submit his request with all the required information to the Admeasurement Office at the port of arrival of the vessel. The local Agent will be notified when Radio Pratique is granted or refused and the Agent will communicate this information to the ship.

It is hoped that vessels will take advantage of Radio Pratique when arriving for transit and that in as many instances as possible it may be able to grant this time saving privilege.

Radio Pratique Programme

1. *General*

(a) The granting of Radio Pratique is an Office of Health and Safety responsibility designated to the Occupational Health Division. (35 CFR 61.264) see below.

§61.264 Radio Pratique; vessels only.

The Medical Officer in charge may grant Pratique by radio to a vessel upon the basis of information regarding the vessel, its cargo and persons aboard, received prior to arrival of the vessel, when in his judgement, and in accordance with instructions by the Chief, Occupational Health Division, the entry of the vessel will not result in the introduction, transmission or spread of communicable diseases.

(b) In order to process the details of this programme more expeditiously, communication may be held between the quarantine offices and the ship's Steamship Agent representing the vessel hereinafter called local Agent.

(c) All vessels coming to the Panama Canal may request Radio Pratique by means of the ETA radio message or through the ship's local Agent.

(d) Requests for Radio Pratique must be submitted to the Admeasurement Office at the port of arrival not less than 48 hours in advance.

2. *Specific Requirement for Each Voyage*

(a) The vessel will be maintained free from rats and vermin.

(b) The Derat Certificate or Derat Exemption Certificate must be valid (i.e. date of issue not more than 180 days prior to date of arrival at the Panama Canal).

(c) Vessels arriving within 15 days from the ports designated in the Aedes Aegypti Indices Bulletins must be disinfected with the aerosol described in the Aedes Aegypti Indices Bulletin No. 8, 1970.

(d) The restrictions imposed in 61.281 through 61.302, "Importation of Certain Things", Title 35 CFR, must be strictly adhered to and followed.

3. *Action taken by the Medical Officer in Charge**

(a) Radio Pratique *may* be granted by the Admeasurement Office upon request from the vessel or through the ship's local Agent representing the vessel provided it is documented by ship's radio.

(1) If the information requested in the Appendix hereto is complete; *and,*

(2) If the Medical Officer in charge* is of the opinion that the vessel is reasonably free from any condition either from a health or sanitation standpoint that might introduce illness into the Canal.

(b) Radio Pratique may be denied by the Medical Officer in charge:

(1) If the requested information is incomplete; or,

(2) If the Medical Officer in charge* feels that medical or sanitary reasons prevail requiring careful inspection upon arrival of the vessel.

*Or designated representative.

4. *For Sampling and Surveillance of Compliance Purposes*

After the information supplied by the Shipmaster has been reviewed the Medical Officer in charge* will advise the ship's local Agent concerned whether Radio Pratique has been granted or denied and if any restrictions or limitations have been imposed. He will also inform the Marine Traffic Controller.

*Or designated representative.

5. *Action taken by Ship's Local Agent*

(a) The ship's local Agent may submit requests for Radio Pratique to the Admeasurement Office if the vessel has not done so by radio. The information required is listed in the Appendix hereto. Such requests should be submitted, properly documented by ship's radio, not later than 24 hours before the vessel is scheduled to arrive nor earlier than 48 hours before the expected arrival of the vessel.

(b) The ship's local Agent will advise the vessel which he represents whether Radio Pratique has been granted or denied; and any restrictions or limitation imposed.

6. *Action taken by Panama Canal Commission Boarding Inspectors*

On vessels that have been granted Radio Pratique, the Panama Canal Commission Boarding Inspector will:

(a) Ascertain that the Ship's Master has completed the Ship's Information and Quarantine Declaration (Form 4398) *except* the "quarantine data" portion at the bottom of the form; and,

(b) Otherwise process the vessel (e.g. for Admeasurement, and any other non-quarantine requirements) and any further questioning on quarantine matters. This processing will be in the bay. Passengers that are disembarking from vessels may be processed by the Panamanian Authorities at the docks.

(c) Vessels that are denied Radio Pratique or have failed to request Radio Pratique, will be cleared through Quarantine by the Panama Canal Commission Boarding Inspector in the prescribed routine manner.

7. *Action taken by Shipmasters*

(a) Shipmasters should request Radio Pratique directly by radio or through the Agent representing them in the Panama Canal and supply the information requested in the Appendix hereto.

(b) Shipmasters should take cognizance of the requirements listed in paragraph 2, "Specific requirement for each voyage", above.

(1) If granted Radio Pratique, they may enter the anchorage area flying the quarantine flag; they must however comply with any restrictions or limitations imposed by the Medical Officer in charge.

(2) Vessels *must* await boarding by a representative of the Panama Canal authority.

(3) If denied Radio Pratique, vessels must be cleared for Quarantine in the prescribed routine manner; that is enter the Canal waters flying the quarantine flag and must await processing by the Panama Canal Commission Boarding Inspector.

(4) It is important that the Shipmasters remember that in all instances all forms regularly required are to be completed prior to arrival for presentation to the Boarding Inspector.

Appendix

Information required by Quarantine Officer in Charge from Shipmaster requesting Radio Pratique through ship Agency representing him at the Panama Canal.

Full name of vessel.

Country of registry.

International radio call letters.

Estimated date of arrival and port.

Whether docking at Balboa or Cristobal and reason therefor.

List of ports of call within past *15* days prior arrival.

Report any illness or communicable diseases on board.

Report any death occurring on board since departure from last port and cause, if known or suspected.

Report the number of passengers to be disembarked and port of disembarking (e.g. Cristobal or Balboa).

Report the date of the Derat Certificate or Derat Exemption Certificate.

Record the number, kind, and origin of all animals aboard and if any are scheduled for disembarking.

Report the origin or source of the meat in the ship's stores.

Only vessels in the following categories need still be subject to "on board" public health clearance upon arrival:

A. Vessels which, during the 15 days prior to arrival in the Canal ports, have or have had on board passenger or crews with any of the following conditions or symptoms of illness:

1. Temperature of 100° F (38° C) or greater *(a)* which persisted for 2 days or more: or *(b)* which was accompanied or followed by any one or all of the following: rash, jaundice, glandular swelling; *or*
2. Prolonged diarrhoea (lasting 1 full day or more).

B. Occurrence of death on board for any reason.

C. Vessels which have been in a country infected with plague in the 60 days prior to arrival in the Canal.

RADIO: Balboa Naval Radio NBA.

Signal Stations: (a) Visual-signal stations established for communication on arrival Canal approaches by International Code and/or flashing light, at top of Building 1105, Cristobal, and on Flamenco Island at Pacific entrance.

(b) Flamenco Island and Cristobal Signal Station also contactable on VHF Channel 12 frequency 156.6 MHz, and R/T 2182, 2638 and 2846 kHz – call letters WHC.

(c) Vessels awaiting transit at Balboa anchorage should keep VHF radio watch on Channel 12 for transit orders.

(d) Arriving ships may communicate with Port Captain's Office, Cristobal through Cristobal Signal Station. Radio communication is maintained on international maritime VHF Channel 12 (156.6 MHz) through "Cristobal Radio".

§123.4 Advance information required by radio from vessels approaching Canal: (a) Vessels approaching the Panama Canal shall communicate by radio to the Traffic Management Division not less than 48 hours in advance of arrival at the Canal (or earlier if radio communication is practicable at an earlier time), the information required by this section unless this information has been previously communicated to the Canal Authorities by other means. Symbols of the phonetic alphabet shall be used to identify each item and the word "NEGAT" shall be used after the items that can be answered "no", "none", or "not applicable". The following information shall be provided: ALFA – The Panama Canal Identification Number of the vessel.

BRAVO – Estimated date and time of arrival, port of arrival and request for Canal transit if desired.

CHARLIE – Estimated draft upon arrival, in feet and inches (fore and aft), in tropical fresh water.

DELTA – Any changes in the vessel's name, country of registry, structure, or use of tanks that have occurred since the vessel last called in Panama Canal waters.

ECHO – Will the vessel dock at Balboa or Cristobal? What is the reason for docking? If it is for cargo operations, fuel or water, give the tonnage involved in each case. Is there any other reason the vessel will not be ready to transit upon arrival? What is the reason?

FOXTROT – The nature and tonnage of any deck cargo.

GOLF – If the vessel is carrying any explosives or dangerous cargoes as classified in 113.3, state the correct technical name, quantity (in long tons), United Nations Number, and the International Maritime Organisation class and division (including compatibility group for explosives only), and the stowage for each dangerous cargo carried. If the vessel is a tanker in ballast condition and not gas free, state the technical name, United Nations number, and International Maritime Organisation class and division of the previously carried cargo. Tankers reporting "Golf:Negat" shall, in addition, state the technical names of non-dangerous cargoes carried.

HOTEL – If the vessel is carrying any packaged dangerous goods (as classified in 113.3) other than explosives state the International Maritime Organisation class and division and the total quantity (in long tons) within each class.

INDIA – Quarantine and Immigration information:

(1) Is Radio Pratique desired?

(2) State the ports at which the vessel has called within 15 days preceding its arrival at the Canal.

(3) State all cases of communicable disease aboard and the nature of the disease or diseases, if known.

(4) The number of deaths which have occurred since departure from the last port and the cause of each death, if known.

(5) The number of passengers disembarking and their port of disembarkation.

(6) The number of ports of origin of any stowaway and a brief description of the identity papers of each stowaway.

(7) The number, kind and country of origin of any animals aboard. Are any animals to be landed?

(8) The country of origin of all meat, whether carried as cargo or as ship's stores.

(9) Has the vessel called at a port in any country, infected with foot-and-mouth disease or rinderpest during its present voyage? Countries considered to be infected are:

(a) All countries East of the 30th Meridian West longitude and West of the International Date Line except Australia, Channel Islands, Fiji, Greenland, Iceland, Japan, New Zealand, Northern Ireland, Norway, Republic of Ireland.

(b) All countries of South America;

(c) Curacao;

(d) Cuba;

(e) Martinique;

(f) Guadeloupe.

(10) Specify whether the vessel has a valid Derat Certificate or a Derat Exemption Certificate issued 180 days prior to arrival.

The following additional information shall be transmitted via radio to the Port Captain from all vessels as applicable:

(1) Vessels approaching from the Pacific shall report actual time of passing Cape Mala, or the latitude of Cape Mala, and the vessel's speed.

(2) Vessels approaching from the Atlantic shall report 12 hours prior to arrival at Cristobal any change of 1 hour or more in the expected time of arrival.

(3) Any other matters of importance and interest.

Timely receipt of the above information will facilitate the transit or docking of arriving vessels. Failure to comply with these reporting requirements may subject a vessel to delay since vessels which do comply will receive priority of service and handling over those which do not.

VHF: *§123.3 Radiotelephones required.*

(a) Except for vessels operated by the Panama Canal Commission or another agency of the United States, the following vessels shall comply with the requirements of this section:

(b) A vessel of a type described in paragraph (a) of this section shall be equipped with a radiotelephone which can be operated from the navigation bridge and which can be used to communicate on the following Channels in the 156 – 162 MHz frequency band:

(1) Channel 12, 156.600 MHz;
(2) Channel 13, 156.650 MHz;
(3) Channel 16, 156.800 MHz.

(c) A vessel of a type described in paragraph (a) of this section, which has notified the Canal Operations Captain or his designee that it is ready to transit or otherwise navigate in Panama Canal waters and requires a Panama Canal Pilot, shall, until a Pilot boards the vessel, maintain a continuous watch on Channel 12. Channel 12 will be used for notification to vessels of their transit time and for advisory harbour control communication in Limon Bay.

(d) A vessel of a type described in paragraph (a) of this section shall maintain a continuous watch on Channel 13 when underway in Panama Canal waters without a Panama Canal Pilot aboard, and shall use Channel 13 only for ship-to-ship or ship-to-coast navigational communications. When such vessels have a Panama Canal Pilot aboard, Channel 13 may be used only by the Pilot or at his direction for navigational communications.

(e) The signal stations on Flamenco Island and in Cristobal may be called on Channels 12 and 16. Channel 16 may also be used by all vessels for ship-to-coast communications with steamship Agents or other commercial businesses.

VTS: Vessel Traffic Management System in operation.

TANKERS: *Transit Restrictions:* Vessels carrying combustible liquids in bulk having a flash point above 61°C (141°F.) are not considered to be dangerous by virtue of their fire hazard.

Special rules apply to vessels carrying dangerous cargo or not gas free. These rules concern the conduct of navigation in the Canal and in the approaches to the locks. Generally it may be assumed that vessels carrying a dangerous cargo shall:

(a) Not overtake.
(b) Not be overtaken.
(c) Meet oncoming vessels at a safe speed.
(d) Avoid meeting oncoming traffic at turns.
(e) If required to anchor, anchor well clear of the channel and other vessels.
(f) Take a tug at locks and Gaillard Cut if required by the Pilot.

DANGEROUS CARGO REQUIREMENTS:

(a) *General:* Panama Canal Commission Regulations require a minimum of 48 hours notice of intent to transit with dangerous cargo (35 CFR 123.4). The specific characteristics of the dangerous cargo, whether in bulk or packaged, are the primary factors which determine what, if any, precautionary measures shall be taken by Canal authorities. Cooperation in this matter will help in applying PCC resources for the benefit of all customers, and assure appropriate levels of safety for all vessels in transit.

(b) *Test of Equipment on Board:* Vessels carrying dangerous materials are also required to test all dangerous cargo alarms, safety devices, and fire fighting equipment as specified in 35 CFR 113.4. An entry shall be made in the ship's log stating that such tests were conducted and that the systems were found in proper working condition or, if not in proper order, a detailed listing of discrepancies shall be included within the log.

(c) *Holding due Non-Compliance:* Vessels are also reminded that a dangerous cargo hold ("H") will be imposed on vessels not providing the required advance dangerous cargo information, and that continuing non-compliance will result in not scheduling the vessels for transit until cleared by a PCC Boarding Officer. This can result in delay to the ship.

(d) *Tankers Claiming Cargo Tanks as "Gas Free" or "Inert":* In order to standardise the term "gas free" for applicability of 35 CFR 113, Dangerous Cargoes, and its interpretation when used by tankers in item "Golf" of the pre-arrival radio message to Marine Traffic Control required by 35 CFR 123.4, the following policy is established:

(1) The term "gas free" is widely used within the shipping industry and the level of being gas free has several values depending on the application. For PCC dangerous cargo regulations, the definition of "gas free" requires that all cargo tanks, including cargo slop tanks, are free from dangerous concentrations of flammable or toxic gases.

(2) To bring this definition to a working application for transiting vessels, the Master must report in "Golf" of their pre-arrival radio message the following: "All cargo tanks and cargo slop tanks are gas free and considered safe for entry and safe for hot work".

(3) Vessels with inert gas systems on board shall provide the following information in paragraph "Golf" of their pre-arrival radio message:

(a) If cargo tanks have been stripped of cargo and are inert.
(b) If inert gas system is operational.
(c) The last cargo carried.

(e) *Reporting Shipments of Direct Reduced Iron:*

(1) Vessels transporting Direct Reduced Iron (DRI) in any of its forms, hot or cold moulded briquettes, lumps or pellets, are required to report the shipment by its correct technical name and International Maritime Organisation (IMO) number to the Traffic Management Division in vessel's advance radio messages.

(2) DRI has been classified by IMO as belonging to the "Materials Hazardous only in Bulk, MHB" class and is listed in the IMO "Code for Safe Practice for Solid Bulk Cargoes (BC), Appendix B". The IMO number for cold moulded briquettes, lumps or pellets is "BC No. 15" and for hot moulded briquettes is "BC No. 16".

(3) Additionally, the following advance information should be provided to the Marine Safety Unit (MRRM):

(a) Copy of Certification that DRI is suitable for loading.
(b) Copy of Certification that DRI conforms to IMO requirements.
(c) Statement from Master or Shipper that IMO precautions as listed in the IMO "Code of Safety Practices for Solid Bulk Cargoes" for cold or hot moulded briquettes have been followed.
(d) Copy of procedures to be followed by the ship to ensure safety of ship and cargo in the event the cargo gets wet.
(e) Copy of current U.S. Coast Guard permit, if issued.

DENSITY: On several occasions vessels arriving for transit have been found to be over authorised draft after entering Gatun Lake. Overdrafts in these instances have been caused, it is believed, by assuming fresh water densities different from what actually exists in Canal.

Using distilled water as 1.000 at 3.98° C, water densities have been determined to be as follows:

	Density	
Location	*Gm./cc. 85° F*	*Lb./cu.ft 85° F*
(a) Gatun Lake	0.9954	62.21
(b) Miraflores Lake	0.9971	62.32
(c) Balboa Anchorage	1.0219	63.87
(d) Cristobal	1.0212	63.76

FRESH WATER: Available at Balboa or Cristobal.

BOILER WATER: May be taken without charge from Gatun Lake subject Pilot's permission and draft.

CONSULS: (Colon or Panama City).
Argentina, Australia, Austria, Belgium, Bolivia, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Cyprus, Denmark, Dominican Republic, Ecuador, Egypt, El Salvador, Finland, France, Germany, Greece, Guatemala, Haiti, Honduras, India, Israel, Italy, Jamaica, Japan, Korea (South), Libya, Malta, Mexico, Netherlands, Nicaragua, Norway, Paraguay, Peru, Philippines, Portugal, Spain, South Africa, Sweden, Switzerland, Thailand, Turkey, U.K., U.S.A., Uruguay, Vatican, Venezuela, Yugoslavia.

CERTIFICATES: See "Documents".

CUSTOMS: Allowances: Tobacco, Wine and/or Spirits at Master's discretion sufficient for immediate consumption. Alcohol not permitted to be taken ashore.

REPATRIATION: Possible. Advise Agent in ample time in order to prepare necessary documentation.

AIRPORT: Tocumen International Airport is located outside Panama City, 18 miles from Balboa; 48 miles from Cristobal, served by all major scheduled international airlines operating in Southern hemisphere.

TIME: EST. No alterations to clocks necessary throughout the year.

HOLIDAYS: January 1st; January 9th; Good Friday; Carnival Tuesday (day before Ash Wednesday); May 1st; August 15th (Pacific side only); October 12th; November 3rd; November 5th (Atlantic side only); November 28th; December 8th; December 25th.

LOCKS: Gatun Locks (Atlantic side) raise and lower vessels 85 ft., Miraflores (nearest to Pacific) 54 ft. and Pedro Miguel (Pacific side) 31 ft.

SHIPMASTER'S REPORT: (Southbound) November 1991.
Charts: B.A. Charts No. 3111, 1300 and 1299.
Approaches: A strong Easterly flowing current was encountered when approaching Cristobal. The Racon on Cristobal East Breakwater was conspicuous. The breakwaters and vessels at the Atlantic anchorages showed up well on the radar.
Signal Station: Vessels should call "Cristobal Signal" on VHF Channel 12.
Anchorages: Depending on the size of the vessel and if the vessel is carrying dangerous cargo, vessels either anchor outside the breakwaters in the Atlantic anchorages or inside the breakwaters in the Areas A, B or D and generally without a Pilot. The Signal Station will advise which area to use. The Pilot is available at an extra charge and the anchorages are often very crowded.
Canal Transit: The standard draft for transit is 39 ft.6 in. in tropical fresh water (density 0.9954). This is decreased in the very dry season but this is normally only once every 10 years. Transit time is about 10 hours.

Moderate sized vessels normally take one Pilot for the transit and vessels arriving before 1100 hrs. generally transit on the same day. It usually takes about 20 minutes to pass through each lock but time for transitting Gatum Lock is about 1 hour as it has 3 chambers. Occasionally vessels have to anchor in Gatum Lake if there are large vessels transitting Northbound.

Our vessel's d.w.t. is 12,750 tonnes and we used 4 locomotives in each lock (2 either side). The lock crews handle all wires.

An officer and crew members should standby forward from Gamboa until clear of the Canal.

Officials: The Agent and Boarding Officer boarded the vessel at the inside anchorage soon after anchoring. They will not board if the vessel is outside the breakwaters.

All documentation is completed on standard canal forms and is generally undertaken very quickly.

Repatriation: Crew changes are possible through the international airport at Panama, no particular problems reported.
Shore Leave: Shore leave was not advised at the time of our visit.

SHIPMASTER'S REPORT: (Southbound) April 1992.

The following observations were made for the passage through the Panama Canal on 3rd March 1992 on Panamax size vessel with max. draft of 39 ft. 06 in. (TFW) from Cristobal to Balboa.
Approach: Anchoring instructions were given only when the vessel was 5 miles off the breakwater.
Anchorage: Though the chart and other sources of information indicate a pilot boarding ground just inside of the breakwater at Cristobal, the vessel was not provided with a pilot and was asked to anchor without a pilot in Anchorage Area ("A").

It is a difficult place to anchor for a Panamax sized vessel as the anchorage area is very small, and due to very little underkeel clearance, it is difficult to turn around to face the strong winds from the Atlantic. The vessel needs to be turned practically through 180°.

Our vessel arrived around 0900 hrs. local time. The anchorage area had only two other vessels, but later in the evening the anchorage became quite crowded and it was observed that other ships had difficulty in manoeuvering into the anchorage. A tanker loaded to maximum draft, trying to get into the Explosives Anchorage took more than 1.5 hours to manoeuvre into position and turn around in the Explosives Anchorage.

The practice of not providing pilots for vessels coming into the anchorage seemed to be highly dangerous. A lot of confusion and anxious conversations were overheard throughout the day with ships of different nationalities unable to communicate effectively.
Panama Canal Inspection: The Panama Canal inspection went off smoothly and the inspectors were very cordial. In the locks, drafts were carefully checked.
Customs: The bond locker was not sealed.
Health: Radio Pratique was applied for by the vessel.
Provisions: Fresh vegetables and fruits were found to be reasonably priced and of satisfactory quality.
Passage through Canal: The passage was without any difficulties but a shortage of tugs for some vessels was observed. A Panamax sized vessel following had to wait for tugs from our vessel.

The vessel was asked to anchor in the Explosives Anchorage for bunkering.

The depths in the Explosives Anchorage marked on B.A. Chart No. 1299 being insufficient, the vessel anchored in position S.W. of Fairway Buoy, about 1.5 miles off.

AUTHORITY: Panama Canal Commission, Balboa, Republic of Panama. Postal Address: Panama Canal Commission, Canal/Operations Unit, Unit 2300, APO AA 34011-2300, U.S.A. *Tel:* 52-4500 (Marine Bureau), 52-4211 (Canal Operations Unit), 52-4220 (Traffic Management Division). *Telex:* 3023 PCCMTCC PG. *FAX:* 52-3892 (Marine Bureau), 52-7688 (Canal Operations Unit), 52-3976 (Traffic Management Division). *Contact:* Captain George T. Hull, Marine Director. Carlos A. Alvarado, Deputy Marine Director. Captain G.A. Markham, Canal Operations (Fax: 52-7688, Telex: 3023, 3028).
AGENT: See "Cristobal".

PEDREGAL: 08.23 N. 82.26 W. (See Plan)

LOCATION: The Port of Pedregal is 7 km. to the South of the City of David, Chiriqui Province, in the West part of the Pacific coast of the Republic of Panama. The port is at the head of an estuary of the River Garibaldo.
DOCUMENTS:
General Declaration, 2 copies.
Cargo Manifest, 5 copies.
Crew List, 3 copies.
Passenger or Negative Passenger Declaration, 4 copies.
Stores or Supplies List, 4 copies.
Crew Personal Effects, 3 copies.
Health Documents, 1 copy.
Maritime Health Declaration.
Derat Certificate.
Crew Vaccination Cards.
PILOTAGE: There is no official Pilot in the port. The pilotage service is covered by persons who are duly licensed and who have much experience, since they work full time on ships in this area. When their services are requested, they ask permission of their employers if it is during normal working hours (private undertakings). They obtain a launch which has no means of communication at all with the port.
ANCHORAGE: Vessels intending to enter the port must anchor near the Fairway Buoy installed at the Port Entrance at San Pedro Mouth. Around this buoy are depths of 70 ft. and 80 ft.
RESTRICTIONS: All vessels entering port must do so on high tide. Vessels are not allowed to enter or leave the port area at night. Entry and departure is only allowed if a Pilot is on board. Vessels must advise their local Agents 48 hours in advance of their intended arrival.
MAX. SIZE: The length of the quay is 86 m. and the width is 6 m. at the part where there is a buoy, with 4.2 m. along the rest of it. The max. depth of water for a vessel entering the port is 18 ft.; but the draft of the vessel must not exceed 15 ft.
HEALTH: The vessel is boarded by a Quarantine Inspector, who will inspect the entire vessel, and if there is no suspicion of illness or contamination, and all health stipulations as covered by Panamanian Laws are met, Free Pratique is granted. If there is any suspicion of illness or contamination, the vessel is immediately fumigated far from the quay, with the crew being forbidden to come ashore.
VHF: There is a radio unit for VHF communication and calls are made on Channel 16, passing then to another available channel. This equipment receives calls on frequency 156.8 MHz.
TUGS: None available.
BERTHING: The port consists of a single marginal quay 86 m. long, made of reinforced concrete (both surface and uprights).

The quay has depths of 3.35 m. (11 ft.) and 4.27 m. (14 ft.) at its ends, and in the centre 5.18 m. (17 ft.).

To one side of the quay is a building of reinforced steel covered with sheets of corrugated zinc with an area of 360 cu.m. and a free internal height of 6 m.
CARGO HANDLING: For handling purposes, there are only a few hand trucks, and vessels are obliged to utilise their own resources.
Cranes: Loading and discharge is by the ship's own gear, excluding shipment of sugar which is done by land-based equipment.
STEVEDORES: There is a stevedores' syndicate which is independent of the National Port Authority.
MEDICAL: There is no doctor in the port; but there is a medical centre not far away.
FRESH WATER: There are water installations available for supplies to ships.
FUEL: There are no pipelines. Oil is supplied by road tankers.
FIRE PRECAUTIONS: None.
REPAIRS: No repairs are carried out on ships.
AIRPORT: The National Airport of David is some 5 km. away on the road between Pedregal and David. It has commercial flights only at national level.
POLICE/AMBULANCE/FIRE: In the port there are no services; 5 km. away in the City of David there are services, and their telephone numbers are: Police 75-1446 or 75-2210. Fire Brigade and Ambulance 75-4216.
SHORE LEAVE: Allowed.
DELAYS: Any delays are caused by the tides, another vessel occupying the quay or arrival at night.
GENERAL:
Observations: The quay of the Port of Pedregal is in a bad state in every respect, both the top surface and the water side supports, and some of the piles need to be repaired.
Shelter: The Port of Pedregal, being at the head of an estuary, is not affected by the sea or swell.
Tides: The average tidal difference (average tide) in the port is 2.5 m. (8.2 ft.) and the average Spring tide is 3.05 m. (10 ft.).
Common Operations in the Port: Pedregal is a port whose operations are on a small scale, handling cargo such as fertilisers, general cargo, bulk commodities, and local fishing. International vessels arrive at the port very sporadically, due to the reduced depth of water and the poor state of the quay.
AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

PUERTO ARMUELLES: 08.17 N. 82.52 W. (See Plan)

SECTION A: GENERAL CARGO PORT.
SECTION B: OIL TERMINAL.

SECTION A: GENERAL CARGO PORT.

LOCATION: Puerto Armuelles is located on the Pacific coast of the Republic of Panama.

Puerto Armuelles is a port solely used for the export of bananas, it is operated by United Brands Co., and administered by the National Port Authority of Panama.

DOCUMENTS: Same documents and the same procedure as Almirante.

PILOTAGE: United Brands Company has a Pilot who is available 24 hours of the day. Pilotage consists in mooring the vessel at the quay from the anchorage, for which the vessel must position a ladder on the port side. The pilot launch is white and has no VHF radio. The mooring operation is fairly complicated and United Brands provide a gang of men who board the vessel and manipulate the cables used in the mooring process. Mooring at the quay is always done on the starboard side of the vessel and the bow must be pointing out to sea.

The Pilot must be contacted by the ship's Agent and requested by the vessel by VHF radio on Channel 12 to the Port Authority or Channel 16 to United Brands Co.

ANCHORAGE: Vessels may anchor half a mile from the pier, where there are depths of 36.6 m. (120 ft.). However, due to the great depth of water in front of the quay, care must be taken in letting out the anchor, it being necessary to find places where the water is not so deep.

It is recommended that for Masters of vessels arriving for the first time in the port ask for the Pilot when anchoring.

There are no aids to navigation indicating the best place to anchor.

RESTRICTIONS: Puerto Armuelles is located in the Bay of Charco Azul, where there are great depths making it unnecessary to have aids to navigation. Access to the port is free of sandbanks or any other obstruction to navigation. There are therefore no restrictions for vessels wishing to enter the port, except on the quay itself.

On the quay proper, restrictions are as follows: Ships are not to be moored during bad weather and mooring is permitted in daytime only, unless there is an emergency. Bad weather usually prevents securing and mooring cannot be performed.

HEALTH: The vessel is boarded by the doctor in the operation of clearance. In the event of illness on board, the Port Authority must be advised on VHF Channel 12 and the vessel must wait at the anchorage for the doctor's visit.

RADIO: A radio service exists via telegraphic cables operated by Tropical Radio Telegraph Co. The Port Authority has VHF/FM equipment which receives calls on Channel 12. United Brands Co. also has VHF and receives calls on Channel 16. The range of these stations is 50 nautical miles. The Port Authority also has SSB equipment which takes calls on frequency 7447.5 kHz.

TUGS: None available.

BERTHING: The quay consists of a pier with a single berth 137 m. long and 12.2 m. (40 ft.) minimum depth. Vessels must moor on the starboard side.

The quay has 4 banana loaders with a loading capacity of 42 boxes of bananas per minute, each weighing 42 pounds. There is no other type of loading equipment.

Since the quay is located in a position open to the sea a set of 3 mooring buoys is used to keep vessels away from the N.E. side of the pier.

CRANES: 1×5 ton rail mounted crane.

STEVEDORES: Loading and discharging work is carried out by the Union of Port Workers. The vessel's Agent must contract the services of the workers via United Brands Co.

MEDICAL: There is a modern hospital in Armuelles.

DENSITY: 1.0219 gm./c.c. at 85°F.

FRESH WATER: Supplied at the rate of 2 t.p.h.

FUEL: Not available.

CONSULS: Colombia, Costa Rica, Nicaragua.

REPAIRS: Facilities for painting, cleaning, ship and machinery repairs are available.

OPENING/CLOSING HATCHES: Carried out by port workers.

CUSTOMS ALLOWANCES: See "Almirante".

PROVISIONS: Shipchandler facilities available. Can be obtained locally or in the town of David 100 km. away.

REPATRIATION: Can be effected without difficulty.

AIRPORT: Armuelles has a small airstrip for light aircraft. However, the town of David 100 km. away by road from Armuelles has a larger airport. There are 2 daily flights by local commercial lines between David and Tocumen in Panama; thus repatriation can be effected without difficulties.

TIME: GMT minus 5 hours.

POLICE/AMBULANCE/FIRE: Available in Armuelles.

TELEPHONE: Micro-wave connects Armuelles with any country in America or Europe. No facilities for telephones on board vessels.

SHORE LEAVE: No restrictions.

AUTHORITY: National Port Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432. *Contact:* Jerry Salazar, Director General.

Puerto Armuelles Port Administrator: *Tel:* 75-1230.

AGENT: See "Section B".

SECTION B: OIL TERMINAL.

LOCATION: The PTP transhipment Terminal is located on the Western side of Bahia de Charco Azul in position Lat. 8° 12.5′ N., Long. 82° 53′ W., on the Eastern side of the Burica Peninsula, approximately 8.5 miles North of Punta Balsa and 3.5 miles South of Puerto Armuelles.

DOCUMENTS: The following documents are required for entry and clearance:

2 copies General Declaration.
1 copy Clearance from Previous Port.
5 copies Cargo Manifests or Declaration that no cargo is carried.
3 copies Crew List.
4 copies Passenger List or Declaration that no passengers are carried.
2 copies Stores List or Declaration that there are no supplies.
2 copies Crew Personal Effects Declaration.
1 copy Maritime Health Declaration.
2 copies Mail List.
1 copy Bill of Lading.

APPROACHES: Approaches to the Terminal are from the South to the S.E. (See "Plans").

Lights:

1. Isla Burica Lat. 08° 01.5′ N., Long. 82° 52.5′ W., flashing every 10 secs., 12 miles, white light exhibited from a metal framework tower which is 34 m. high and solar powered.
2. Puerto Armuelles (Banana Pier) Lat. 08° 16′ N., Long. 82° 52′ W. An occulting light is exhibited from the head of the pier in combination with a fixed red light.
3. At the Terminal, flashing lights are exhibited from the extremities of the berths.

No. 1 Berth: Flashing red every second.
No. 2 Berth: Flashing red every second.

There are no leading lights.

PILOTAGE: Pilotage to and from the Terminal Jetties is compulsory and is available on a 24 hour basis.

Vessels should not approach the immediate vicinity of the Terminal without being authorised.

The outgoing or unberthing vessel will have priority over the incoming vessel providing the normal rules of navigation are not infringed.

For discharging vessels, pilot station is 3.5 miles S.E. of Jetty No. 2. For loading vessels, pilot station is 3 miles East of Jetty No. 1.

Ships should make a lee for the Pilot and the ladder should conform to normal international standards. Discharging vessels should place the ladder on the starboard side when on Northerly heading. Loading vessels should place ladder on the starboard side when on a Westerly heading.

Vessels with a freeboard of 30 ft. or more shall provide suitable accommodation ladder, in addition to pilot ladder.

Vessels shall have both anchors ready for use.

Masters will advise Terminal, before berthing, of any damage or disability to his vessel.

ANCHORAGE: The area immediately to the East of the Terminal is very deep.

The North East area of the Bahia Charco Azul is believed to be the appropriate area to anchor. The holding ground is reported to be good.

Radio contact should be maintained with the Terminal via VHF Channel 16.

MAX. SIZE: 265,000 d.w.t.

HEALTH: In accordance with standard international practice, ships are required to display International Code Signals for vessels requiring Free Pratique and these should be displayed until Pratique has been granted.

N.B. The Autoridad Portuario Nacional (A.P.N.) permits employees of P.T.P. to board vessels (before the ship receives Free Pratique) for the purposes of setting loading arms. Discharge of ballast may commence in case of a vessel with ballast. Discharge of cargo *is not* permitted. Employees of P.T.P. are not permitted in ship's accommodation areas before clearance.

RADIO: *Notices/Time of Arrival:*

ETAs: All communications should be in local time. ETAs should be received by the Terminal at least 72 hours prior to arrival and any variation of more than 4 hours should be advised.

ETAs should be sent via ship's Agents who will notify the Terminal. The ETA cables should include the following:

1. Name of vessel.
2. ETA Puerto Armuelles.
3. Draft on arrival, fore and aft.
4. For discharging vessels: B/L, gross and net barrels of oil to nearest barrel.
   For loading vessels: ballast for discharge ashore to nearest 1,000 barrels.
5. Any conditions which will affect loading or unloading operations.
6. Deviations from the recommended deck fittings. (See "Berthing/Loading").
7. Water request, if any.

Notice of Readiness: Notice of Readiness is considered to be received by the Terminal if either:

1. Vessel tenders the Notice of Readiness to load or discharge upon arrival at the Pilot Station.
2. When a berth is not available and a vessel elects not to close the port, it may tender its Notice of Readiness at a distance of 15 miles from the Terminal. In this case notice is considered received at this time *plus 2 hours*.

Nothing in these rules will interfere with any business arrangements made by P.T.P. and the user in respect of lay-time, demurrage, and other contractual obligations.

VHF: Vessels approaching the Terminal should establish VHF communication as soon as they are within range (about 50 miles).

The Terminal keeps a listening watch on Channel 16; call sign "Petroterminal Control". Vessels which have to lay-off the Terminal should maintain a listening watch on Channel 16.

The Terminal also uses Channels 11, 12, 13, 14.

The Terminal tug boats and line handling boats are also equipped with Channels 11, 12, 13 and 14.

The Terminal radio monitors Channels 11, 13, 14, 16 at all times.

Also see "Chiriqui Grande" – re-skip.

Frequency Allocation:

Channel	*Use*
13	Cargo handling ONLY.
14	Tugs and berthing.
(11)	(Alternate channel for cargo).
16	Call-up channel. Vessels at anchor maintain listening watch.

Always identify calling vessel and station being called.

Communication with Agents: Vessels may contact their Agents by using Channel No. 16 (using the bridge set) and shifting to a working channel other than Nos. 11, 13 or 14.

Do not use the cargo radio for any ship's business except cargo operations.

Communications While at Dock: The Terminal will provide a portable radio for the use of the vessel's Person-in-Charge of petroleum and ballast transfer operations.

The Person-in-Charge must maintain the radio in his possession at all times, and it must not be changed to any other channel unless instructed to do so by "Petroterminal Control".

The dock-hand is equipped with a portable radio on the cargo working channel.

A third radio is permanently installed in the dock shed.

All communications are conducted in English.

TUGS: 3 tugs of more than 4,200 h.p. are available and usually will make fast alongside. Tug's lines are used for making fast to vessel.

When working tugs alongside, ullage plugs shall be closed.

Tugs available throughout 24 hours.

BERTHING/LOADING: Also see "Table" overleaf.

The Terminal Representative will direct where and when a vessel is to berth.

A. Mooring & Connecting

1. *Mooring Pattern:* At both Berth No. 1 and No. 2 the normal mooring pattern will be:

FORWARD	AFT
3 Head Lines	3 Stern Lines
3 Breast Lines	3 Breast Lines
2 Spring Lines	2 Spring Lines

Discharging vessels will normally berth with port side to Berth No. 1. Loading vessels will normally berth port side to No. 1 or No. 3, and starboard side to No. 2 Berth. Any variation will be advised by the Berthing Master and Masters should advise any preference prior to arrival.

Mixed moorings are undesirable, e.g. a wire and fibre rope in parallel service is undesirable due to unequal elasticity. All moorings must be arranged so that loss of effect cannot occur when slacking off or heaving in on one line, as required, due to the rise or fall of the vessel during loading or discharge operations.

It is imperative that spring lines be adequate to maintain a minimum fore and aft movement of the vessel to remain within the limitation of movement of the loading arms.

Wire ropes may be used and are preferred for spring lines.

Marine Manager's Notice to Mariners: Our experience has shown that vessels using synthetic tails on the end of their wire mooring lines have considerably reduced their mooring time at this Terminal.

If your vessel's wires are not already fitted with tails we request they be fitted for your next visit to our Terminal.

Some vessels fitted with 'End Less' tails at the end of their wires do not have the two parts lashed together at the shackle, the tail is then free to pull through the shackle, this also causes difficulties with mooring.

The diagram (See "Plan") shows type of shackle we have found most suitable, also length of synthetic tail required.

Your attention to this matter would be appreciated.

Pre-Transfer Conference: The Pre-Transfer Conference will be held between the Control Room/Supervisor and responsible Officer prior to commencement of operations. (IOTTSG Chapter No. 5) to agree on procedures for deballasting and loading, including:

1. Communications between ship/shore/Control Room/Supervisor.
2. Deballasting procedures.
3. Cargo start-up procedures.
4. Any deviations from normal procedures.
5. Loading rates, initial, maximum, and topping off.
6. Notice times required to change rates and shutdown procedure.
7. Emergency shutdown, moorings failure, oil spill, etc.
8. Any ship's deficiencies to be made known.
9. Any Terminal deficiencies to be made known.
10. Completion of loading.
11. Designated smoking area.
12. Galley and appliance limitations.
13. Emergency assistance.
14. Vessel will be ready to move under her own power at all times while moored at the SBM.

Prior to the start of operations, the Supervisor and responsible Officer will complete the Safety Check List.

Where any disagreement arises between the vessel personnel and the Berthing Master regarding some aspect of Terminal procedure, the procedure to be followed will be that which provides closest compliance with guidelines established by the latest edition of International Safety Guide for Oil Tankers and Terminal, published by the International Chamber of Shipping, Oil Companies International Marine Forum.

Flow Rates: Terminal can receive crude oil at 100,000 b.p.h. or more. Berth No. 1, individually, can receive approximately 60,000 b.p.h. Terminal can receive ballast water at 30,000 b.p.h. or more. Discharge pressure of 125 p.s.i.g. at ship's rail is permitted. The crude oil loading rate is 48,000 b.p.h. by pumping. Higher rates can be given on request.

Cargo operations shall not commence until the Master or Mate has informed the Port Representative that all necessary valves are opened and the vessel is ready to discharge or receive cargo and regulations being complied with.

In the event of a vessel requesting a shore-stop, Masters should understand that Petroterminal accepts no responsibility for any errors in quantity.

Loading Arm Connections: (See also Section B and C).

Bonding cable shall be secured to a clean surface before loading arm connection.

Ship's crew must be available to assist in connection and disconnecting loading arms to the manifold of the ship.

a. Preferred connections at Berth No. 1 for discharging vessels are 4×16 in. ANSI 150# Weldneck flanges on the port side (3×16 in. at Berth No. 2). *Standard flanges are required.*

(1) Non-standard flange thicknesses and/or non-standard outside diameters may prevent loading arm couplings from functioning.

(2) At least 8 in. of straight pipe (free of supports, lugs, or reducer) is required behind the flange for coupling clearance.

(3) The preferred flange spacing fore and aft is 3.0 m. – 3.0 m. – 3.0 m. (10 ft. – 10 ft. – 10 ft.), or less between centres. In no case can the distance be less than 1.6 m. (5 ft 3 in.), 1.1 m. (3 ft. 7 in.), 1.6 m. (5 ft. 3 in.).

b. Preferred connections for loading vessels are 4 each 12 in. ANSI 150# Weldneck flanges on the starboard side. *Standard flanges are required.*

(1) Non-standard flanges thicknesses and/or non-standard outside diameters may prevent loading arm couplings from functioning.

(2) At least 8 in. of straight pipe (free of supports, lugs, or reducers) is required behind the flange for coupling clearance.

(3) The preferred flange spacing fore and aft is 3.0 m. – 3.0 m. – 3.0 m. (10 ft. – 10 ft. – 10 ft.), or less between centres. In no case can the distance be less than 1.6 m. (5 ft 3 in.), 1.1 m. (3 ft. 7 in.), 1.6 m. (5 ft. 3 in.).

(4) Disconnection of loading arms: Once cargo transfer is complete the loading arms will be drained and then disconnected by shore personnel.

B. Berth No. 1 (See Plan).

Berth No. 1 is designed for discharging or loading vessels of 28,000 to 265,000 d.w.t., without draft restrictions. Least depth alongside is 80 ft. Jetty head is connected to shore by trestle.

Gangway: Hydraulically operated telescoping gangway from loading platform to ship's deck is provided.

Loading Arms: 4 Mannesmann 16 in. size fully powered loading arms are installed. They are fitted with positive locking hydraulic couplers for 16 in., 14 in. and 12 in. standard flanges. All arms are capable of transfer of crude oil and ballast water.

Crane: A 1 ton capacity crane for handling of supplies, etc., is installed.

Breasting Dolphins: Four single steel tube breasting dolphins equipped with pivoting timber-faced fenders are installed. The two outer dolphins are spaced approximately 380 ft. apart and are equipped with double quick release hooks and power capstans. The two inner dolphins are spaced approximately 260 ft. apart and are similarly equipped.

Mooring Dolphins: There are four mooring dolphins. All are equipped with 3 quick release hooks and power capstans.

C. Berth No. 2 (See Plan).

Berth No. 2 is designed for discharging or loading vessels of 28,000-270,000 d.w.t. without draft restriction. Least depth alongside is 77 ft. Jetty head is connected to shore by a trestle.

Gangway: A hydraulically operated telescoping gangway from loading platform to ship's deck is installed.

Loading Arms: 3 Mannesmann 16 in. size fully powered loading arms are installed. They are fitted with positive locking hydraulic couplers for 16 in., 12 in. and 10 in. standard flanges.

Crane: A 1 ton hydraulic crane for supplies, etc., is installed.

Breasting Dolphins: 4 each single steel tube breasting dolphins equipped with pivoting timber faced fenders are installed. The distance between dolphins is 375 ft. Each dolphin is equipped with two quick release hooks and a powered capstan.

Mooring Dolphins: There are four mooring dolphins, all are equipped with 3 quick release hooks and power capstans.

BALLAST: When alongside, ballast should be handled by type, as per international convention, as follows:

1. *Segregated:* All ballast in segregated ballast tanks should be visually inspected prior to discharge. After inspection, segregated ballast may be discharged overboard according to standard shipboard procedure.

2. *Dedicated Clean:* All ballast in dedicated clean ballast tanks should be visually inspected prior to discharge. After inspection, dedicated clean ballast tanks may be discharged overboard in accordance with IMO Regulations.

3. *Treated:* Ballast water which has been chemically treated (with detergents, emulsifiers, etc.) must be retained on board.

4. *Others:* All other ballast water will be pumped ashore prior to loading. The Terminal has 3×120,000 barrel tanks for the reception of dirty ballast. The ship will advise the Terminal of the quantity of ballast to be discharged ashore prior to commencing discharge.

Ballasting: Before ballasting, the cargo lines shall be drained back into cargo tank. Ballast pumps shall be started before sea valves are opened.

CRUDE OIL WASHING: Crude oil washing may be done during discharge if this does not cause delay to other vessels awaiting berth.

The Terminal should be kept fully advised of any extra time required in order to comply with IMO Regulations.

MEDICAL: Doctor will only board vessel in cases of emergency. There are limited medical and dental services available. Treatment should, when possible, be arranged via Ship's Agent in advance.

DENSITY: Offshore salinity is 1.025. Salinity (Specific Gravity), due to river run-off, is about 1.010 close to the shore during the rainy season (July-November/December). During this period, substantial changes may occur.

Sea temperature varies between 80° and 83°F.

Petroterminal – Berth Description:

	Berth No. 1	*Berth No. 2*
Vessel size (design)	28,000 – 270,000 d.w.t.	28,000 – 275,000 d.w.t.
Type of berth	Fixed loading platform	Fixed loading platform
Deck level of berth	40 ft. MLLW	40 ft. MLLW
Depth alongside at MLLW	80 ft.	77 ft.
Loading arms (number and size)	4×16 in. also 14 in. and 12 in. adapters	3×16 in. also 14 in. and 12 in. adapters
Max. rate loading	48,000 bbls.p.h. plus	48,000 bbls.p.h. plus
Max. design flow rate (per berth)	100,000 bbls.p.h.	90,000 bbls.p.h.
Loading arm spacing on operating dock/minimum ship manifold spacing	9 ft. 4 in. (4)	9 ft. 4 in. (3)
Quick disconnect coupling size (QDC)	16 in.	16 in.
Manifold size range acceptable to QDC (#1)	16 in., 14 in. and 12 in.	16 in., 14 in. and 12 in.
Max. ship manifold pressure	PSIG – not to exceed 125	PSIG – not to exceed 125
Emergency shutdown	Can be initiated by berth operator or by Control Room. Shutdown complete within 6 seconds after initiation.	Can be initiated by berth operator or by Control Room. Shutdown complete within 6 seconds after initiation.
Access to ship	69 ft. aluminium gangway	69 ft. aluminium gangway
No. of mooring dolphins	4	4
No. of breasting dolphins	4	4
Mooring/breasting hooks	1 triple hook per mooring dolphin/4 double hooks per breasting dolphin	1 triple hook per mooring dolphin/1 double hook per breasting dolphin
Potable water	Limited	Limited
Bunker facilities	None	None
Public telephone	None available	None available

Notes:

1. Although all berths are designed to handle vessels in the 25,000 d.w.t. size, loading arm size requires ship's manifolds to be a minimum of 12 in. in diameter for Berths No. 1 and 2.
2. Vessels in the 250,000 d.w.t. range will be acceptable only if dock/deck machinery and mooring leads allow an efficient bow and stern mooring line pattern plus bow to manifold distance.
3. Preferred flange spacing fore and aft is 10 ft. – 10 ft. – 10 ft. (or less) between centres, however, in no case can the distance be less than 5 ft. 3 in. – 3 ft. 7 in. – 5 ft. 3 in.

ANSI No. 150 Weldneck Flanges.

FRESH WATER: Fresh water can be supplied, as available, via the jetty connections. Prior notice is requested. Maximum delivery is 200 tons.

FUEL: There are no bunkers available.

EARLY DEPARTURE PROCEDURE: All loading vessels are requested to use an Early Departure Procedure. (E.D.P.).

(A) If the Master of a vessel consents to use the E.D.P. it will be implemented in the following manner:

1. The Master will sign a letter agreeing to the use of E.D.P.
2. The cargo documents and other relevant forms will be placed aboard the vessel.
3. On completion of loading, the vessel's tanks will be gauged by the vessel's appointed cargo inspector, whose inspection is expected to be completed prior to sailing.
4. The vessel will sail.
5. The Terminal will transmit Bill of Lading figures to the vessel by VHF radio. The cargo documents are to be completed by the Master.
6. Written confirmation of these figures will be provided by the vessel's Agent in the Canal Zone.

(B) If the Master of a vessel does not agree to use E.D.P. the vessel will be unberthed immediately after loading and should proceed to the pilot station. Terminal's Representative will bring papers by launch or tug.

(C) Vessels will be requested to unberth once loading arms have been disconnected regardless of the time set on the sailing board. A terminal launch will be available for returning crew to vessel.

(D) If a vessel fails to vacate its berth upon completion of operations or causes delay to cargo operations because of mechanical breakdown, inadequate loading/discharging rates, lack of adequate crew, non-compliance with these rules, the vessel will be responsible for:

1. Jetty demurrage at the applicable rates.
2. Hold P.T.P. harmless against demurrage detention or loss of any nature incurred as a result of other vessels awaiting berth.
3. Cost of tugs requested to stand-by the vessel by the Terminal Representative if, in his opinion, he considers it necessary.

TIME: GMT minus 5 hours.

INSPECTION: *Petroleum/Tank Inspection:* This will be carried out by Inspectors appointed by the User (SGS Redwood or Saybolt).

Valdez – Crude Oil Characteristics:

Specific Gravity	0.888 @ 60°F
API Gravity @ 60°F	26.6°
Pour Point	+15°F
Viscosity	7.3 SSU @ 100°F (22 centistoke) 160 SSU @ 60°F (68 centistoke)
Reid Vapour Pressure	3.8 at 100°F
Sulphur Content	0.99% by weight
Waxing	85 – 117°F (begins to precipitate) 50 – 55°F (bulk of wax begins to come out of solution)
Mercaptan Sulphur	Approximately 20 p.p.m.

SAFETY: No dangerous cargo shall be permitted to be shipped or landed at the jetties. Whilst petroleum loading/discharging operations are being carried out, no other cargo will be handled without permission of the Terminal Representative.

No welding, cutting, etc., is permitted on any vessel in the Terminal.

Blowing or cleaning of boiler tubes in vicinity of the Terminal is prohibited.

Smoking Regulations: Smoking is PROHIBITED in the following locations:

1. Entire Terminal area.
2. Aboard Launches.
3. On Jetties and in motor vehicles inside the Terminal, except inside designated buildings.
4. On ships except in places designated by the Master and agreed by the Terminal's Representative. In accordance with IOTTSG, two locations only will be established in the after end of the vessel.

N.B. If an oil spill occurs on Jetty or ship, all smoking will be PROHIBITED until the spill has been removed.

Emergency Procedure: For cases of fire on vessel, in addition to the normal ship's alarms, Masters are requested to sound a prolonged blast on the main whistle of not less than 10 seconds duration. If the vessel is discharging or deballasting it should:

1. Immediately cease operations.
2. Initiate fire fighting procedures.
3. Be prepared to unberth at short notice.

If loading cargo, the Terminal will, on hearing the signal, immediately stop all operations and:

- (i) Initiate fire fighting procedures from Jetty.
- (ii) Put Terminal emergency plan into effect.
- (iii) Disconnect loading arms.
- (iv) Order tugs to vessel and make preparations for unberthing.

Vessels at other berths should also cease operations and be prepared to put to sea.

Fire Protection System: Each jetty is equipped with:

1. Water spray system underneath.
2. Hydrant system on platform.
3. Two 500 g.p.m. remote operated monitors. These are connected to discharge with either water or foam.

The plant water supply is by diesel driven pumps at two locations and the total water flow is 7,000 g.p.m.

SHIP SUPPLY SERVICE: 3 large tugs and launches available to assist with transportation of stores and crew, on an emergency basis only.

Helicopter can easily be hired.

SHORE LEAVE: *Launch Service:* The launches at the Terminal are intended for Terminal use only. They may be hired by prior notice, depending on operational requirements. Crew members and visitors use the launches at their own risk.

Shore Leave: Shore leave is permitted by the local authorities. Crew members should check in at the Customs Gatehouse leaving and returning to the Terminal area. Masters should take reasonable steps to ensure no alcoholic drinks, drugs, etc. are supplied or conveyed to any unauthorised person.

GENERAL: *Charts and Publications:* Charts Ref. USHO 21580, 21581, 21584 and 1018 and BA 1928.

Sailing Directions: USHO PUB 153. B.A.N.P. No. 8 Pacific Coasts of Central America and United States Pilot.

Tides: The maximum tidal range is 12 ft. The mean range is 7.6 ft. The tidal flow in this area is, at present, ill defined.

Strong tides in North-South direction have been experienced close to the docks. At times these are unpredictable.

Currents: Currents in the area are not well defined.

Weather Conditions in Bahia de Charco Azul:

(A) Wind: The seasonal normal wind regime occurring in the Bahia de Charco Azul is:

1. December-March: Wind speeds greater than 14 m.p.h. occur approximately 8% of the time in January. The predominant directions are from W., N.W., N. and N.E. Winds are W., N.W., N. and N.E. approximately 70% of the time in January.
2. December-April: Is considered to be dry season.
3. April-May: Winds exceed 14 m.p.h. 6% of the time in April. The predominant wind directions are S. and S.W., and N. and N.W. Winds are S. and S.W., and N. and N.W. approximately 60% of the time in April.
4. June-August: Wind speeds exceed 14 m.p.h. approximately 13% of the time in July. The predominant directions are S., S.W., and W. (approximately 60% occurrence) in July.

5. June-November: Is considered to be the rainy season.

6. September-November: Winds exceed 14 m.p.h. approximately 22% of the time in October. Predominant wind directions are S., S.W., W. and N.W. Winds are S., S.W., and W. and N.W. approximately 86% of the time in October.

(B) Waves: The seasonal wave height is:

1. December-March: Significant wave height exceeds 3.9 ft. 1% of the time in January N.E., E. and S.E. wave directions predominate, occurring 84.9% of the time in December.

2. April-May: Significant wave height exceeds 3.9 ft. 1.6% of the time in April. N.E., E. and S.E. wave directions predominate, occurring 85.5% of the time in April.

3. June-August: Significant wave height exceeds 3.9 ft. 6.4% of the time in July. N.E., E. and S.E. wave directions predominate, occurring 82.9% of the time in July.

4. September-November: Significant wave height exceeds 3.9 ft. 11.3% of the time in October. N.E., E. and S.E. wave directions predominate, occurring 81.0% of the time in October.

Flag: Every vessel shall fly her national flag and the flag of the Republic of Panama between sunrise and sunset.

Rubbish: The dumping of trash and other garbage is prohibited. Any trash or garbage so dumped will be removed and the expenses involved for the vessel's account.

AUTHORITY: Petroterminal de Panama, S.A., Apartado 8-179, Panama 8, Republic of Panama. *Tel:* 64-2655, 64-2246, 63-7777. *FAX:* 63-9949.
Contact: Luis Roquebert, Operations Manager.

Puerto Armuelles: P.O.Box 26. *Tel:* 70-7246, 70-7261. *Fax:* (Area code 507) 75-4958 or 75-6993.

AGENT: Fernie (Puerto Armuelles), S.A., Apartado (P.O.Box) 22, Puerto Armuelles, Chiriqui, Republic of Panama. VHF: Standby Channel 16. Telephone: 70-7301. After hours Tel: 70-8993. Cables: "Fernie Puerto Armuelles". Fax: 70-7403.

With the exception of times vessels are actually in or approaching Puerto Armuelles (i.e. within V.H.F. range) all other communications should be directed to "Fernie Cristobal".

VACAMONTE: 08.51 N. 79.40 W. (See Plan)

LOCATION: The fishing port of Vacamonte is located 27 km. S.W. of Panama City, in Arraijan District, Province of Panama.

DOCUMENTS:

Voyage Documents:
General Declaration (1 original and 5 copies)
Cargo Manifest (4 copies)
Crew List (4 copies)
Passenger List (4 copies)
Stores/Supplies List (4 copies)
Crew Effects List (2 copies)
Maritime Health Declaration (Derat) (1 copy)
Mail List (1 copy)

Ship's Documents:
Certificate of Registration
Certificate of Civil Security
Certificate of Radio Safety
Oil Record Book
Safety Construction Certificate
Civil Responsibility Insurance Certificate
Radio Licence Certificate (date of expiry)

Documents Requested from Tuna Vessels:
General Declaration (obligatory)
Crew List (obligatory)
Cargo List (if available)
Clearance from Last Port (obligatory)
List of Stores/Supplies (if available)
Derat Certificate (obligatory)

Documents Required from National Shrimp Vessels:
Clearance from Last Port of Call
Consular and Vessel Clearance Certificate
Monthly Invoice or Last Invoice for Marine Resources
Clearance Documents from the main Treasury Office

APPROACHES: *Disposal Area:* There is a dumping site approximately 1.5 km. from the port access channel (to the S.W.). The average depth in the dump is 6.1 m. at MLWS (varies from 5.5 m. to 7.0 m.). It is located in position:

1.	Lat. 08° 50′ 04″ N.	Long. 79° 39′ 17″ W.
2.	Lat. 08° 49′ 50″ N.	Long. 79° 38′ 48″ W.
3.	Lat. 08° 49′ 43″ N.	Long. 79° 38′ 51″ W.
4.	Lat. 08° 49′ 57″ N.	Long. 79° 39′ 21″ W.

PILOTAGE: Pilot is compulsory for any vessel greater than 150 g.r.t. that enters or leaves the Port. Pilot can be contacted on VHF Channel 15.

ANCHORAGE: Located in Lat. 08° 50′ 14″ N., Long. 79° 38′ 45″ W. in the area of the Fairway Buoy near Melones Island.

MAX. SIZE: The Port can receive vessels up to 3,000 tons with maximum length of the vessel of 120 m. and with draft of 7 m. Access channel dredged to 6.0 m. in 1992. Average tide variation 3.96 m.

HEALTH: When vessels arrive in port, they are received by a Health Official who comes on board to examine documents. The Quarantine Officials inspect stores and store rooms and these are sealed in the event of any anomaly (foodstuffs in poor condition, meats which originate in countries with outbreaks of aphthous fever, etc.).

In the event of illness on board, this must be communicated to the Ship's Agent, who will transmit the information to the Authorities. The vessel must not be moved until the doctor determines whether or not the illness represents a danger for persons on land.

RADIO: S.S.B. with the following frequencies:
2182.00 – Channel 1   4139.50 – Channel 4
2638.00 – Channel 2   4358.80 – Channel 5
2738.00 – Channel 3   7447.50 – Channel 6

For calling use Channel 1.

VHF: Station has 55 channels. Calling use Channel 15 (156.750 MHz). Station in operation throughout 24 hours.

TUGS: 2 tugs of 700 h.p. each.

BERTHING:

Tuna Fleet Facilities: Pier: Head-length 132 m. Width of pier 12.5 m. 2 inside berths each 60 m. The "T" head pier can accommodate 4 tuna vessels at the same time. Depth at Pier A-3 is 8.4 m., and depth at Pier A-4 is 6.4 m.

Potable water and fuel obtainable at the pier.

Shrimp Fleet Facilities: 2 piers which are able to receive 8 vessels at any one time, depth 4.5 m. Fuel and potable water available.

There are 2 additional piers where vessels are able to undertake repair operations.

Fresh Fish Market: 1 marginal pier which is able to accommodate 8 vessels at one time, depth 4.2 m. – 5.3 m. Adjacent to the pier is a fish cleaning station and 2 cold rooms.

Freight Elevators: 1 freight elevator of 10 tons capacity. 10 freight elevators of 2 tons capacity.

EQUIPMENT: 4 fixed cranes (shrimp quays) × 1.5 tons. 12 × 2 ton fork lift trucks. Cold storage for 3,000 tons of tuna.

STEVEDORES: The National Port Authority does not offer a stevedoring service in the port. In case of need, the Ship's Agent is able to contract one or more private gangs to carry out the work.

MEDICAL: There is a doctor in the port for first aid treatment. There is also an ambulance to transport urgent cases to the nearest medical centre.

FRESH WATER: The NPA offers a service of water supply to vessels requiring it. The port has a water tank with a capacity of 600,000 gallons which meets all the needs of the port.

FUEL: For supplies to vessels, the port has a modern fuel pumping system and two tanks of good capacity.

FIRE PRECAUTIONS: The port has its own corps of fire fighters and a modern fire engine. The aqueduct system for drinking water has numerous hydrants spread throughout the port area.

REPAIRS: Vacamonte has a modern yard for repairs to vessels, including a synchro-lift with 200 tons capacity, and berths for repairing 20 vessels engaged in the national fishing industry, covering an area of 18,000 sq.m. which includes future space for four additional construction berths. There is also a vessel repair workshop with an area of 700 sq.m., and vessel repair offices and shops with an area of 1,000 sq.m.

WATCHMEN: The NPA has a complete security corps working throughout 24 hours and permanently guarding the port entrance.

AIRPORT: Vacamonte is only 25 minutes from Panama City and 25 minutes from there is Tocumen International Airport.

POLICE/AMBULANCE/FIRE: Police 510360; Fire Brigade 51-2550; Ambulance Tel: Port Authority.

SERVICES: In the port is a ship chandler, an electricity system capable of generating 4,687 kVA, Ships' Agents' Offices, Post Office, Defence Force Member, Customs, Ministry of Health, Warehouse (marine hardware, materials, and accessories) and Banks.

SHORE LEAVE: Officials of the Migration Authority grant a provisional card for coming ashore, including leaving the port area.

DEVELOPMENTS: The NPA has 100 hectares of land adjacent to the port for industrial development. Here the industrial area will have plots of land from 2,000 sq.m. upwards for installations. The plots of land will be obtained by concession and those in Industrial Area No. 1 have already been acquired.

AUTHORITY: National Ports Authority, Apartado 8062, Panama 7, Panama. *Tel:* 23-3997, 64-4021. *Telex:* 2765. *FAX:* 69-6992, 69-7432.
Contact: Jerry Salazar, Director General.

Papua New Guinea

GENERAL:

APPLICABLE TO ALL PORTS IN PAPUA NEW GUINEA

(See also details under individual ports) **(See Plan)**

NOTICE: The following Notice to Mariners No. 36/90 issued by the Government of Papua New Guinea is quoted in its entirety:

Overseas vessels are advised to stand clear of the Islands of Bougainville and Buka, and to remain outside Territorial Waters, extending 12 nautical miles from the coast of Bougainville, and immediately adjacent Islands, but excluding Solomon Islands territory, and excluding the groups of Islands or Atolls known as Feni, Green, Nuguria, Carteret, Mortlock and Tasman. Any vessel entering the waters adjacent to Bougainville or Buka will be subject to stop and search powers. This Notice to Mariners is effective immediately (22 May 1990 EST) in respect to overseas shipping. Papua New Guinea coastal vessels will be restricted as of midnight local time 20 May 1990.

Restrictions will continue for an indefinite period.

Charts affected: B.A. 214, B.A. 2766, B.A. 3419, B.A. 3420, B.A. 3830, B.A. 3994, I.N.T. 604 and Aus 4604.

Issuing Authority: Department of Transport, Port Moresby, Papua New Guinea.

DOCUMENTS: International conditions i.e. at the first port of call in Papua New Guinea the following inward Customs documents are required to be handed to Customs within 24 hours of ship's arrival.

3 copies Inward Passenger List.
7 copies Inwards Customs Manifest.
3 copies List of Crew.
3 copies Articles in private possession of officers and crew, Form 5.
3 copies Stores List.
2 copies Immigration Restriction Ordinance List (Form 6) being complete list of passengers disembarking and in transit.

If other than first port of call:

3 copies Inward Passenger List.
7 copies Inwards Customs Manifest.
Outward Customs Clearance from last port of call.

PILOTAGE: *Coastal Pilotage:* Pilotage services through China Strait, Raven Channel, Goschen and Ward Hunt Straits are conducted by pilots of the Queensland Coastal Pilot Service Pty.Ltd. and the Queensland Coast and Torres Strait Pilot Service. See "Australia" – "Torres Strait" for details.

RESTRICTIONS: Night berthing is not recommended, but is subject to weather conditions in Lae, Rabaul and Port Moresby.

HEALTH: (a) Vessels arriving directly from Australia. Pratique is given by radio to vessels which voyage directly from Australia to a Papua New Guinea port, Master of vessel notifies Quarantine Officer at the port of entry to which he is proceeding of ETA, the number of passengers and crew and whether there is any sickness aboard. This notification from Master is sent not longer than 24 hours and not less than 12 hours of ETA. If there is no sickness aboard a reply is sent stating that Pratique is granted, and when a vessel arrives the actual pratique form is delivered to Master of vessel or to Collector of Customs to hand to Master. Full Pratique is given.

(b) Vessels arriving from a Foreign Port. All vessels which arrive from a foreign port must anchor in the designated position and await arrival of a Quarantine Officer who boards the vessel by himself – no other person (except a Pilot) is to be allowed on board vessel until Pratique has been granted. If a Pilot is on board he must remain on board until Pratique is granted.

Cholera: All passengers and crew are required to be inoculated against cholera if the vessel is expected to arrive at a port in the country within 7 days of leaving an area where cholera is either endemic or is present.

Note: The presence on board of a qualified doctor will normally assist in the granting of Pratique.

VHF: VHF services are available at:

Port Moresby	– Channel 16 and 12 Call Sign "Moresby Harbour Control"
Lae	– Channel 16 and 12 Call Sign "Lae Harbour Control"
Rabaul	– Channel 16 and 12 Call Sign "Rabaul Harbour Control"
Kieta	– Channel 16 and 12 Call Sign "Kieta Harbour Control"
Madang	– Channel 16 and 12 Call Sign "Madang Harbour Control"
Anewa Bay	– Channel 6, 12 and 15 Call Sign "Anewa Bay Pilots"
Kimbe	– Channel 16 and 12 Call Sign "Kimbe Harbour Control"
Alotau	– Channel 16 and 12 Call Sign "Alotau Harbour Control"
Vanimo	– Channel 16 and 12 Call Sign "Vanimo Harbour Control"
Wewak	– Channel 16 and 12 Call Sign "Wewak Harbour Control"
Oro Bay	– Channel 16 and 12 Call Sign "Oro Bay Harbour Control"
Kavieng	– Channel 16 and 12 Call Sign "Kavieng Harbour Control"
Daru	– Channel 16 and 12 Call Sign "Daru Harbour Control"
Buka	– Channel 16 and 12 Call Sign "Buka Harbour Control"

Normal working hours are 0800 till 1621 hrs. local time, except for Anewa Bay where hours are 0700 till 2300 hrs. local time.

RADIO: 2 radio stations are available.

(a) Port Moresby Radio – Call sign P2M operating between the hours of 2100 – 1000 hrs. GMT.

(b) Rabaul Radio – Call sign P2R operating 24 hours per day.

These stations are generally used for all contact with agents or Government Departments, etc.

RADAR: No port radar services exist in Papua New Guinea.

TUGS: Berthing. Tugs are available in Port Moresby, Lae and Anewa Bay.

CRANES: There are no wharf mounted cranes in Papua New Guinea, however, mobile cranes are available in most main ports capable of lifting up to 20 tonne containers. Shippers are advised though to check this before shipping and with heavier loads prior advice and approval must be sought from the relevant Port Authority.

BULK CARGO FACILITIES: Except for Anewa Bay (copper concentrate) and the Jant Wharf at Madang (Woodchip), no bulk cargo facilities exist in Papua New Guinea. (Details of the above are given in the appropriate port summaries).

MEDICAL: Medical attention is available in most Papua New Guinea Ports, however as much advance notice as possible should be given by contacting the nearest radio station.

CONSULS: The following Consulate and Commission services are available.

	Tel.
American Consulate General, P.O.Box 3492, Port Moresby.	21-1447
Australian Consulate General, P.O.Box 1180, Lae.	42-3000
Australian High Commission, P.O.Box 9129, Hohola.	25-9333
Austrian Honorary Consul, P.O.Box 850 Port Moresby.	21-2588
British High Commission, P.O.Box 739, Port Moresby.	21-2500
People's Republic of China Embassy, P.O.Box 1351, Boroko	25-9856
French Embassy, P.O.Box 1155, Port Moresby.	25-3740/25-1323
German Honorary Consulate, P.O.Box 1549, Boroko.	25-6311
Indonesian Embassy, P.O.Box 7165, Boroko.	25-3116
Italian Consulate, P.O.Box 276, Lae.	42-3987
Embassy of Japan, P.O.Box 3040, Port Moresby.	21-1800
Korean Embassy, P.O.Box 381, Port Moresby.	25-4755
Malaysian High Commission, P.O.Box 1661, Port Moresby.	25-1506/25-2663/25-2076/25-2201
New Zealand High Commission, P.O.Box 1144, Boroko.	25-9444
Philippines Embassy, P.O.Box 5916, Boroko.	25-6577
Sweden Consulate, P.O.Box 1228, Boroko.	25-5411
Swiss Consular Agency, P.O.Box 136, Port Moresby.	21-1307

DRY DOCK: No dry dock or major repair facilities exist in Papua New Guinea.

GANGWAY/DECK WATCHMEN: Not usually necessary.

HATCHES: Opening/closing usually carried out by crew.

CUSTOMS ALLOWANCES: Entry regulations permit 200 cigarettes or 1lb. of tobacco, and 40 oz. of wines or spirits.

Crew members may hold 200 cigarettes and 1 carton of beer (or 1 bottle of spirits) out of bond per week.

CARGO GEAR: Wharf equipment supplied by stevedores, load/discharge by ship's gear.

REPATRIATION: Possible, frequent scheduled air services to Australia, Hong Kong, Manila, Singapore and USA via Guam.

TIME: Local time in all ports is 10 hours ahead of GMT.

HOLIDAYS: The only days on which cargo cannot officially be worked are Good Friday and Christmas Day.

TELEPHONES: Not available at present for ship to shore connection.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Generally a Seaman's Book is held at the main entrance to the port. Individual passes are not normally required for crew.

BERTH RESERVATIONS: A berth reservation system applies for all overseas vessels at all Papua New Guinea Harbours Board ports.

Samarai does not handle overseas traffic.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 671, Stanley Esplanade, Port Moresby, Papua New Guinea. *Tel:* 21 1400 (8 lines) *Telex:* NE 22243 (A/B Harbours). *FAX:* 211546. *Cables:* Harbours, Port Moresby. *Contact:* The Managing Director.

AITAPE: 03.08 S. 142.21 E. **(See Plan)**

(See General section on Papua New Guinea ports).

PILOTAGE: Not compulsory.

Pilot Boarding Place: Lat. 3° 08.25′ S., Long. 142° 23.9′ E.

TUGS: Not available.

RADIO: Communications not available.

BERTHING: Position of wharf, Lat. 03° 08.51′ S., Long. 142° 21.24′ E. Length of berthing head 18.3 m. (60 ft.). Width 6.2 m. (20.3 ft.). Height of deck above LAT 2.5 m. (8.3 ft.). Minimum depth of water at LAT at wharf head 4.3 m. (14 ft.) – subject to seasonal change. Maximum tidal range 1.4 m. (4.6 ft.)

STEVEDORES: *Working Hours:* 0700 – 1200 hrs., 1300 – 1800 hrs.

MEDICAL: Hospital facilities 3 miles from port can attend to minor cases.

FRESH WATER: Not available to ships.

FUEL: Available in 200 litre drums.

CUSTOMS ALLOWANCES: 200 cigarettes or 250 grams tobacco. 1 litre of spirits or 1 litre of wine or 6 beers (total 4.5 litres) for each 7 days. Aitape is not a port of entry.

AIRPORT: Distance 1 mile, daily flights to Wewak and Vanimo.

GENERAL: *Chart:* AUS 652

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 3, Aitape, Sandaun Province, Papua New Guinea. *Tel:* 872044, 872052 (after hours). *Cables:* Portman, Aitape. *FAX:* 872125. *Contact:* Robert Parer, General Manager, W. & R. Parer Pty. Ltd., Agent for P.N.G. Harbours Board.

ALOTAU: 10.19 S. 150.27 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary: From a position in Lat. 10° 20′ S., Long. 150° 26′ E. bounded on the West by a straight line due North to the coastline. From the same point bounded on the South by a straight line due East to a position in Lat. 10° 20′ S., Long. 150° 28′ E. thence bounded on the East by a straight line due North to the coastline.

DOCUMENTS:
Customs:
- Crew Declaration.
- Last Port Clearance.
- Inward Ship's Stores List.
- Inward Cargo Manifest.
- Crew Personal Effects List.
- Crew List.
- Passenger List.
- First Aid List.

Health:
- Pratique Request.
- Ports of Call List.
- Declaration of Health of all on board, with details of any sickness and whether all vaccinated.

PILOTAGE: Pilotage is not compulsory. There are no pilots stationed at Alotau but a pilot will attend from Port Moresby given 48 hours notice of the ship's estimated time of arrival.

Pilot boarding ground: Lat. 10°19.2′ S., Long. 150° 26.75′ E.

ETA to be sent not less than 12 hours prior to arrival via Port Moresby Radio (P2M) and to be confirmed not more than 5 hours and not less than 4 hours prior to arrival.

ANCHORAGE: There are no recommended anchorage areas for large vessels in the vicinity of Alotau. There is a safe anchorage in the harbour.
RESTRICTIONS: There are no restrictions.
MAX. SIZE: LOA about 130 m., with max. draft 20 ft.
HEALTH: Quarantine Officer Tel: 61 1049. Health Officer Tel: 61 1164.
RADIO: None.
VHF: "Alotau Harbour Control" on Channels 16, 12 and 8 during working hours and when vessels are expected during non-working hours.
RADAR: Not available.
TUGS: Not available.
BERTHING: Overseas Wharf is 93 m. long and 18.0 m wide, height of deck above L.A.T. 2.4 m., minimum depth of water at face at L.A.T. 10.0 m.

Vessels may berth either port or starboard side to at the discretion of the Port Authority.

Coastal Wharf: Length 55.8 m. (183 ft.) Width 9.8 m. Minimum depth of water 4.9 m. (16 ft.). Height of deck above L.A.T. 2.1 m.

Barge Ramp available.

Load/discharge is by ship's own gear (except under special arrangement).

CRANES: Vessels are required to use their own gear, as no cranes available on the Overseas and Coastal Wharves.
BULK CARGO FACILITIES: Only at Overseas Berth, where copra in bags is handled, these are cut open onboard vessels using ship's gear.
SPECIALISED CARGO HANDLING FACILITIES: Overseas Berth handles containers and could handle Ro/Ro Traffic.
BRIDGES: None.
STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required.
MEDICAL: At least 48 hours notice required by Agent to arrange for medical attention at the General Hospital. Dental facilities also available at the General Hospital.
TANKERS: Facilities for tankers at Coastal Wharf with draft of 14 ft. maximum.
DENSITY: 1010.
FRESH WATER: Available in limited quantities and restricted during periods of the year. Prior application to be made to the Port Manager.
FUEL: Available by road tanker. Supplier: B.P. Also through pipeline. Arrangements through Reno Pty. Ltd. Tel. 61-1159.
FIRE PRECAUTIONS: None, other than the usual non-smoking precautions, etc.
CONSULS: None.
REPAIRS: No facilities available.
DRY DOCKS: No dry docks available at Alotau.
SURVEYORS: Not available in Alotau.
GANGWAY/DECK WATCHMEN: Usually ship's crew/ ship's gangway.
HATCHES: Opening/closing of hatches by ship's crew preferred.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 litre spirit or wine for 7 days. Tobacco should be equivalent to 200 cigarettes for 7 days.
CARGO GEAR: Load/discharge effected by ship's gear.
REPATRIATION: No facilities exist at Alotau for effecting crew changes or necessary repatriation.
AIRPORT: Gurney Airport approximately 20 km. away from Alotau town is served regularly but not daily.
TIME: GMT plus 10 hours.
HOLIDAYS: Christmas/Boxing Day, New Year's Day, Good Friday, Queen's Birthday, Independence Day. Cargo work can be arranged on these days except on Christmas Day.
POLICE/AMBULANCE/FIRE: Police: 61 1222. Hospital (No separate ambulance): 61 1308 and Fire: 61 1055.
EMERGENCY CO-ORDINATION CENTRE: Not available.
SERVICES: None available.
BANKS: Westpac Bank, P.O.Box 135, Alotau. Tel: 61 1003.

PNG Banking Corporation, P.O.Box 260, Alotau. Tel: 61 1197.

STORING: No facilities available.
SHIP SUPPLY SERVICE: Not available.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
REGULATIONS: Berthing Applications and Indemnity to be submitted to the Port Authority 48 hours prior to berthing of vessel.
DELAYS: Delays at Alotau are most unlikely.
GENERAL: *Storage:* Covered Storage Area for Overseas Cargo – 1,874 sq.m. Open Storage Area – 7,640 sq.m.
Chart: AUS 629.
DEVELOPMENTS; Proposed Palm Oil mill to the North of Overseas Berth, no fixed dates set for commencement or completion.
AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 42, Alotau, Papua New Guinea. *Tel:* 61 1276. *Telex:* NE 22243. *Cables:* Portman Harbours, Alotau. *Contact:* Port Manager.

ANEWA BAY: 06.11 S. 155.33 E. (See Plan)

PORT AND MINE CLOSED LATE 1989 AND NOT LIKELY TO OPEN AGAIN IN NEAR FUTURE.

(See General Section on Papua New Guinea Ports).

PORT LIMITS: Seaward Boundary – a line joining the Southern end of Takanupe Island and Karikiberia Shoal.
DOCUMENTS: Crew List – 4 copies; Ship's Store's List – 2 copies (P.N.G. forms); Crew Declaration Form – 2 copies of P.N.G. Form 5; Vaccination Certificates of all crew members for sighting; International Declaration of Health.
PILOTAGE: Compulsory. Boarding station 06° 07′ S., 155° 35.3′ E., from a tug 'Masthead' or a launch 'Kuruki', normally between the hours of 0600 and 2200, or in certain circumstances, as per arrangement. ETA advices 72, 48 and 24 hours in advance via Rabaul Radio or Port Moresby Radio to Boucop Loloho NE95812; when in close vicinity, VHF Channel 12.
ANCHORAGE: Available at Port Authorities advice, but safe anchorage exists 1 mile N.E. of Dakome Pt. in 30 fathoms of water.
APPROACHES: 3 km. wide channel runs in a Southerly direction between Kuruki Reef and Banaru Reef, to between Takanupei Island and Karikiberia Shoal. The depth of this channel is in excess of 180 m. After crossing the 180 m. line, depths exceed 35 m. until adjacent to the wharf. The only hazard near the approach is Bara Shoal, 1.6 km. Southward of Takanupei Island.
MAX. SIZE: Maximum draft permitted alongside is 12 m. (40 ft). The longest vessel yet to have berthed measured 270 m. (partly loaded tanker). It is envisaged that vessel to load copper concentrate should ensure that, on berthing, hatch coamings are not more than 11.5 m. (38 ft.) above water line, to enable ship loader to be positioned on board.
HEALTH: Vaccination Certificates required. Quarantine Officer boards either with Pilot or at the berth. When anchoring, Free Pratique will be granted then. Code of signals 'Q' flag should be exhibited on arrival off Port. Pratique is automatic for vessels arriving from other P.N.G. ports, New Zealand and Australia. In certain circumstances Radio Pratique may be granted (check with local Agent).
RADIO: ETAs are best routed through either Rabaul Radio, Port Moresby Radio or Sydney Radio, who in turn will relay to Pilots and Agents.
VHF: The Port Control operates Channels 6, 12 and 16, but normally, messages between Vessels, Pilots, Port Control, Tug and Lines Boat are relayed on Channel 12. Therefore a vessel should use this channel when approaching. VHF services are available between 0700 hrs. and 2300 hrs. daily.
TUGS: 'Masthead' – 28 tons bollard pull – 1600 b.h.p., equipped with hydraulic warping winch and fire fighting equipment. Pilot may join incoming vessels from tug. It is common to use the tug's lines. Charges, etc. on application.
BERTHING: Wharf (Position Lat. 06° 11.1′ S., Long. 155° 32.7′ E.) is 77 m. long with mooring dolphins located 59 m. and 107 m. Eastward and 59 m. Westward of main wharf. Maximum draft is 12 m. This berth is used for all vessels and normally starboard side alongside. Loading/discharge of general cargo, containers, etc., by ship's own gear.
CRANES: 127 tonnes mobile crane can be made available if required.
BULK CARGO FACILITIES: Bulk loading gantry for copper concentrate situated just Eastward of the main berth. Nett loading rate approximately 800 – 1,200 tonnes/p.h. Please note that gantry is a fixture and vessels are required to shift to facilitate loading.
SPECIALISED CARGO HANDLING FACILITIES: 2 × 25 ton forklifts available for handling of containers. Berth has proved suitable for certain Roll-on/Roll-off traffic. Westward of berth are provisions for discharge of white oils, black oil, and M.I.B.C. Small L.P.G. carriers anchor in position Lat. 06° 11.4′ S., Long. 155° 32.7′ E., and by way of hoses connected up to shore facilities.
STEVEDORES: The Port Authority (Bougainville Copper Limited) operates its own stevedoring function. Working Hours: from 0700 – 1500 and 1500 – 2300 hrs., 7 days a week. ETA advices as per "Pilots".
MEDICAL: Hospital facilities and medical clinic exist.
TANKERS: Heavy oils: 2×30 cm. marine connections to a 56 cm. main discharge line, giving a maximum discharge rate of 4,000 tonnes/p.h.

Light oils: 1×25 cm. marine connection to a 20 cm. discharge line giving a maximum discharge rate of 700 tonnes/p.h.

FRESH WATER: Available, but limited at times.
FUEL: Only small quantities of gas oil by road tanker.
CONSULS: None.
REPAIRS: Not available.
CUSTOMS: As per P.N.G. Regulations.
AIRPORT: Aropa Airport, 34 km. distant. Regular services to other P.N.G. centres, connecting to overseas centres.
TIME: GMT plus 10 hours.
HOLIDAYS: *Local Holidays:* As for Papua New Guinea. Port is normally closed Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Initially B.C.L. controlled within Port area, otherwise 95 1222 (Police), 951333 (Fire), 951666 (Ambulance).
DELAYS: Estimated and advised as per weekly shipping schedule.
GENERAL: *Chart:* Aus. 683.
Provisions: Small quantities generally available through local Agents.

SHIPMASTER'S REPORT: 1975 (updated 1988).

Documents:

Crew List. (2 Copies of Papua & New Guinea forms to be filled in on arrival at pilot station).

Ship's Stores List. (2 copies of P.N.G. forms to be filled in on arrival at pilot station).

Crew Declaration Form: – (2 copies of P.N.G. Form 5 – Articles in Private Possession of Officers & Crew to be filled in on arrival at pilot station).

Vaccination Certificates of all crew members for sighting.

International Declaration of Health.

Pilotage: Two Pilots, employees of the Bougainville Copper Company Ltd., are available 24 hours a day. Pilot boards in position Lat. 06° 07′ S., Long. 155° 35′ 18″ E. Pilot vessel is a tug called the "Masthead", which has a dark blue hull and white superstructure or launch "Kuruki". Pilots listen on VHF Channels 12 and 16. ETA's will have been passed to the Pilots by the ship's Agents, as per charter party, but pilot boat should be advised by VHF when vessel is 2 hours and 1 hour respectively from pilot station. Channel 12 is monitored by Pilots daily 0700–2300 hrs. and when vessels are expected. Pilotage is compulsory.

Max. Size: Restriction mainly on draft. Least water on berth is 40 ft. Although the problem has not as yet arisen, max. length is also restricted to about 885 ft.

Pratique: Immigration Officer boards as vessel berths. International Code of Signals "Q" flag should be exhibited on arrival off port. Same officer deals with customs clearance.

Radio: ETA's to Pilots are best routed through Rabaul Radio, call sign P2R, who will pass the message direct to the Pilot Office. Port Moresby Radio may also be used for messages to the ship's Agents.

Tugs: Only one tug, the "Masthead", 28 tonnes bollard pull, is available, Tug's line always used.

Berthing: Only one berth in the port, with a least depth of 40 ft. alongside. The berth is used for the loading of copper concentrates and the discharge of general cargo and containers. Vessels intending to load copper concentrates should ensure that their hatch coamings are not more than 38 ft. above the water line on arrival, to enable the loader to be positioned over her holds. In some cases ballast hatches may have to be left filled until after loading has commenced. The berth is approached at an angle of 45° and a mooring boat will take one head rope ashore first. The back spring should be sent ashore by heaving line as soon as possible. All vessels berth starboard side to the quay. The berth itself is 250 ft. long. Dolphins stand 175 ft. Westward and 135 ft. and 310 ft. Eastward of the ends of the wharf. The ore loader is not a movable fixture, and vessels are required to shift up and down the wharf to facilitate loading concentrates at the requisite hatches. When leaving the wharf the vessel is sprung off, using one head rope and the backspring.

Stevedores: Normal cargo hours for vessels loading are 0600 – 2300 hrs. but in cases where required cargo will be worked 24 hours a day. Stevedores are employees of the Bougainville Copper Company. Approx. loading rate for concentrates 750/1,000 t.p.h. Stevedores will render all possible assistance in shifting ship. For vessels discharging, mobile cranes capable of lifting up to 127 tonnes are available. Shore gangway is normally used.

Medical: There are good hospital facilities in nearby Arawa. Advanced notice of required medical attention not normally necessary.

Tankers: Tankers are also discharged at Anewa Bay's only wharf. As with other vessels, draft is restricted to 40 ft., and length to about 885 ft.

Density: Varies between 1022 and 1025 according to season and amount of rainfall recently experienced.

Fresh Water: Available on the wharf except during periods of drought. Supplied by 3 in. hose at approximately 60 t.p.h. Can only be supplied at main wharf (not at Dolphins) and it is therefore sometimes necessary when loading concentrates to wait until after hatches are being loaded before hose can be put aboard.

Fuel: Only small quantities of MDO (Gas Oil) by road tanker.

Repairs: No facilities.

Dry Docks: None close by.

Surveyors: None.

Hatches: Steel hatch covers to be opened and closed by crew.

Customs Allowances: 200 cigarettes and 1 bottle spirits or 12 bottles of beer (4.5 litres) per person.

Repatriation: Regular flights from Kieta Airport (34 km. distant) to Port Moresby, where possible to link up with international flights. Repatriation can therefore easily be arranged from this port. Also possible via Honiara.

Time: GMT plus 10 hours.

Shore Leave: All crew members are allowed ashore. No shore passes required.

Delays: No delays normally experienced, but possible up to 24 hours max.

General: Berth very exposed to S.E'ly winds. Moderate ground swell experienced on berth at times. Considerable rain experienced throughout the year, mainly during the night and early morning.

AUTHORITY: Bougainville Copper Limited, P.O.Box 155, Arawa, N.S.P., Papua New Guinea. *Tel:* 972100. *Telex:* NE95812. *FAX:* 972180. *Cables:* Boucop, Loloho. *Contact:* Captain H. Bailey, Port Manager – Shipping, Air and Port Services (Ext. 152) after hours 95-1627. Captain B. P. Ross, Superintendent – Marine Operations. Captain M. G. Hairsine, Superintendent Stevedore Operations. W. R. Ledwidge, Superintendent Port Services.

Bougainville Copper Limited, P.O.Box 1274, ANG Haus, Hunter Street, Port Moresby, Papua New Guinea. *Tel:* 21-2044, 21-2152. *Telex:* NE 22129. *FAX:* 21-3634.

BUKA: 05.26 S. 154.40 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PILOTAGE: Not available. Not compulsory.

RADIO: Not available.

VHF: Call "Buka Port Control". Channels 16 and 12.

TUGS: Not available.

BERTHING: Wharf position: Lat. 05° 26′ S., Long. 154° 40.4′ E. Length 31.4 m. (103 ft.) Width 5.2 m. (17 ft.). Berthing dolphins 9.2 m. (30 ft.) off each end. Height of deck above LAT. 2.22 m. (7.3 ft.). Minimum depth of water at LAT. 3.65 m. (12 ft.). Tidal range 1.5 m.

FRESH WATER: Not available.

FUEL: Not available.

CUSTOMS: Not Port of Entry.

POLICE/AMBULANCE/FIRE: Police Tel: 96 6022. Ambulance Tel: 96 6012.

GENERAL: *Chart:* Aus 643.

Storage: Shed No.1 – 165 sq.m. Open – 1,000 sq.m. (approx.)

Currents: Strong currents in Passage.

AUTHORITY: Papua New Guinea Harbours Board, P.O. Box 19, Buka, Papua New Guinea. *Tel:* 96 6017. *Cables:* Portman, Buka. *Contact:* Port Manager.

DARU: 09.04 S. 143.12 E. (See Plan)

(See General Section on Papua New Guinea Ports).

PILOTAGE: Not compulsory. Available from Port Moresby on 48 hours notice.

Pilot boarding position: Lat. 9° 06.9′ S., Long. 143° 19.4′ E.

HEALTH: Quarantine Officer Tel: 659033. Health Officer Tel: 659108.

RADIO: Not available.

VHF: Call "Daru Port Control". Channels 16 and 12.

TUGS: Not available.

BERTHING: Position of wharf: Lat. 09° 04′ S., Long. 143° 12.6′ E.

Length of wharf head 29.6 m. (97 ft.). Average width 12.2 m. (40 ft.). Height of deck above LAT – 4.8 m. (15.7 ft.) min. depth of water LAT 2.4 m. (8.0 ft.) Tidal range 4.0 m.

The wharf head is connected to the shore by a wharf bridge length 120 m. (394 ft.) and causeway 220 m. (720 ft.).

FRESH WATER: Available in limited quantities.

FUEL: Available in drums. Suppliers – Caltex and Mobil.

POLICE/AMBULANCE/FIRE: Police Tel: 659022. Ambulance Tel: 659064.

CUSTOMS: Port of Entry. Customs Tel: 659114

GENERAL: *Chart:* Aus 840.

Currents: Strong currents off wharf.

Storage: Open storage 1,000 sq.m. (approx.)

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 137, Daru, Western Province, Papua New Guinea. *Tel:* 659025 (Office) 659144 (after hours). *Cables:* Portman, Daru. *Contact:* B. Favave, Port Manager.

KAVIENG: 02.35 S. 150.48 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary.

Large vessels should approach from the Nusa Channel where the port limits are as follows:

From the beacon on Cape Siwusat by a straight line 220° (T) to the extreme North point of Usien Island thence by a straight line due West to position in Lat. 2° 37.87′ S., Long. 150° 44.57′ E., thence by a straight line due North to the Western extremity of Edmago Island. From the Eastern extremity of Edmago Island the line of the port limit crosses the Eickstedt Passage in the direction 253° (T) to the Southern extremity of Nago Island.

PILOTAGE: Pilotage is not compulsory but a Pilot will attend from Rabaul given 48 hours notice of the ship's estimated time of arrival.

Pilot Boarding Ground: Within 300 m. radius of a position with Eastern extremity of Edmago Island bearing due North 900 m.

ETA to be sent not less than 12 hours prior to arrival via Rabaul Radio (P2R) and to be confirmed not more than 5 hours and not less than 4 hours prior to arrival again via Rabaul Radio (P2R).

ANCHORAGE: Anchorage may be obtained in sand with depth 20 m. in a position East Reef Light structure bearing 042° (T) distant 890 m.

HEALTH: Quarantine Officer Tel: 942243. Health Officer Tel: 942179.

VHF: Call Kavieng Port Control on Channels 16, 12 and 6. Listening watch maintained during working hours and when ships are expected during non-working hours.

TUGS: Not available.

BERTHING: Overseas Wharf is 93.8 m. long, height of deck above LAT 2.7 m., minimum depth of water at face at LAT 7.0 m. Tidal range 1.2 m.

Vessels may berth port or starboard side to at the discretion of the Port Authority.

Load/discharge is by ship's own gear.

STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required. Working hours: Day shift: 0800 – 1200 hrs., 1300 – 2000 hrs. and 2100 – 2400 hrs. Gang shift: 0800 – 1200 hrs. and 1300 – 1600 hrs. (day shift), 1600 – 2000 hrs. and 2100 – 2400 hrs. (evening shift).

Licensed Stevedores: Buntings Stevedores. Tel: 942125. Telex: 91905. Fax: 942041.

MEDICAL: Kavieng Hospital – Tel: 942040.

Advise agents at least 24 hours in advance if medical attention is required.

Dental facilities available.

FRESH WATER: Available in limited quantities, provided prior application made with the Port Manager.

FUEL: Diesel available through pipelines at the wharf. Suppliers: Shell, Mobil and B.P.

REPAIRS: No facilities available.

CUSTOMS: Port of Entry. Office, Tel: 942163. Residence, Tel: 942130.

AIRPORT: Kavieng Airport is some 2.8 km. from the wharf and is served by Air Nugini and Talair.

POLICE/AMBULANCE/FIRE: Police: 942222. Ambulance: 942040. Fire: 942000.

BANKS: Papua New Guinea Banking Corporation, Kavieng. Tel: 942084.

Westpac Bank, Kavieng. Tel: 942180.

Banks are 1.25 km. from the wharf.

GARBAGE DISPOSAL: The port authority does not provide this service, but can provide garbage cans on request.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Papua New Guinea Kina (K).

DELAYS: Delays at Kavieng are most unlikely.

GENERAL: *Storage:* Covered Storage Area: 750 sq.m. Open Storage Area: 3,000 sq.m.

Chart: Aus. 667.

DEVELOPMENTS: A new wharf has been proposed on which the feasibility studies are being carried out. (See "Plan").

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 127, Kavieng, New Ireland Province, Papua New Guinea. *Tel:* 942182. *Telex:* NE 940. *Cables:* Portman, Kavieng. *FAX:* 941408. *Contact:* Sakeus Gem, Port Manager.

KIETA: 06.13 S. 155.38 E. **(See Plan)**

(See General Section on Papua New Guinea Ports).

PORT LIMITS: Seaward Boundary

By a straight line bearing 328° (T) from a point in Lat. 6° 10′ S., Long. 155° 42.3′ E., on the seaward edge of Gero Reef to a point in Lat. 6° 07.1′ S., Long. 155° 40.4′ E., thence due West to a point at the Northern most extremity of Banaru Reef.

PILOTAGE: Compulsory – Pilot service available 24 hours. (Pilot, Tel: 956049 (office), 956308 (residence).

Pilot boarding ground: Within 400 m. radius of Lat. 6° 07.6′ S., Long. 155° 40.3′ E.

ETA pilot boarding ground not less than 12 hours prior to arrival via Port Moresby Radio (P2M) or Rabaul Radio (P2R). Confirm or amend ETA not more than 5 hours but not less than 4 hours prior to arrival again via Port Moresby or Rabaul.

ANCHORAGE: There are 2 recommended anchorages for large vessels in Kieta Harbour.

HEALTH: Quarantine Officer, Tel: 956073. Health Officer, Tel: 921266.

VHF: Call: Kieta Port Control on VHF Channels 16, 12, 8 and 6. Listening watch maintained during working hours and when ships are expected during non-working hours.

TUGS: Tug "Boroko" 1,200 b.h.p. and 450 b.h.p. Tugs available for hire from Bougainville Copper Pty. Ltd., at Anewa Bay.

BERTHING: Overseas Wharf 122 m. long, height of deck above LAT 3.0 m., minimum depth of water at face at LAT 8.5 m. Tidal range 1.7 m.

Vessels may berth either port or starboard side to at the discretion of the Port Authority.

Berth No. 2 (coastal): Length 58 m., depth at LAT 4.8 m.

Berth No. 3 (coastal): Length 58 m., depth at LAT 4.8 m.

STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required. Working hours: Day shift 0800 – 1200 hrs., 1300 – 1600 hrs. Evening shift 1600 – 1900 hrs., 2000 – 2400 hrs.

Licensed Stevedores: North Solomons Stevedoring Co., P.O.Box 37, Kieta. Tel: 956350.

TANKERS: Discharge carried out at Anewa Bay.

FRESH WATER: Not available to overseas vessels. Coastal vessels may be supplied depending on availability and following prior arrangement with Port Manager.

FUEL: Diesel available from road tankers. Suppliers: Shell and Mobil.

CUSTOMS: Port of Entry. Collector of Customs, Tel: 956067.

AIRPORT: Aropa Airport is some 19 km. from the port and is served daily by Air Nuigini.

POLICE/AMBULANCE/FIRE: Police Tel: 956222. Ambulance Tel: 951266. Fire Tel: 951333.

DELAYS: Delays rarely occur at Kieta but if so are of fairly short duration, rarely exceeding 48 hours.

GENERAL: *Storage:* Covered Storage: 2,780 sq.m. Open Storage: 14,720 sq.m.

Chart: Aus. 683.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 149, Kieta, North Solomons Province, Papua New Guinea. *Tel:* 956066, 956063, 956447. *Telex:* Harbours NE 95905. *Cables:* Portman, Kieta. *Contact:* Karo Karo Ilo, Regional Port Manager.

KIMBE: 05.33 S. 150.09 E. **(See Plan)**

(See General Section on Papua New Guinea Ports)

PORT LIMITS: *Seaward Boundary:* Commencing at a point Latitude 5° 30′ S., Longitude 150° 6′ 24″ E., thence in direction 079° to Grabo Reef light beacon, thence in a direction 100.5° to a point in Latitude 5° 30′ S., Longitude 150° 20′ E., then following the meridian to the point 10 miles East then following the meridian to the point 10 miles perpendicular distant landward.

PILOTAGE: Pilotage is compulsory with 4 hours' notice of ETA and 6 hours' notice of ETD and amend at least 2 hours before both for Kimbe and Buluma – SBLC log port some 11 nautical miles East of Kimbe port.

Pilot boarding ground: Lat. 5° 30.5′ S., Long. 150° 13.5′ E.

ANCHORAGE: There are no recommended anchorage areas for large overseas vessels outside the compulsory pilotage area.

HEALTH: Health Officer, Tel: 935142. Quarantine Officer, Tel: 935002.

VHF: Call Kimbe Port Control on VHF Channels 16, 12 and 6. Listening watch maintained during working hours and when ships are expected during non-working hours depending on advance notice given by the respective shipping agents.

TUGS: Not available.

BERTHING: Overseas Wharf is 116 m. long, height of deck above LAT 3.1 m., min. depth of water at outer face at LAT 15.0 m. Tidal range 1.2 m.

Vessels may berth either port or starboard side to at the discretion of the resident Pilot depending on the wind or current.

Load/Discharge is by ship's own gear.

STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required. Working Hours: 0800 – 1200 hrs., 1300 – 1800 hrs., 1900 – 2400 hrs. (If handling large quantity of bulk cargo stevedores may by request in writing to the Port Manager grant permission to work around the clock to complete).

Licensed Stevedores: I. S. O'Hanlon, P.O.Box 27, Kimbe. Tel: 935107.

Meto Investments, P.O.Box 108, Kimbe. Tel: 935399, 935369.

FRESH WATER: Available.

FUEL: Diesel is available by road tanker. Suppliers: Shell and B.P.

CUSTOMS: Port of Entry. Collector of Customs, Tel: 935056.

AIRPORT: Hoskins Airport is approx. 50 km. distant and is served by Air Nuigini and Talair several times a week.

POLICE/AMBULANCE/FIRE: Police: 935022. Ambulance: 935142. Fire: 935411.

GENERAL: The town shopping centre and banking facilities are 0.5 km. from the port.

Storage: Covered Storage: 1,490 sq.m.

Open Storage: 12,025 sq.m.

Chart: Aus. 674.

DEVELOPMENTS: A new port at Bialla is in use to cater for large oil tankers to load palm oil. Bialla is some 100 km. by road East of Kimbe.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 65, Kimbe, Papua New Guinea. *Tel:* 935134, 935355. *Telex:* NE 93144. *Cables:* Portman, Kimbe. *FAX:* 935609. *Contact:* K.Kent Tausi, Port Manager.

KUMUL MARINE TERMINAL (Kutubu): 08.06 S. 144.34 E. **(See Plan)**

LOCATION: The Kumul Marine Terminal consists of one single point mooring berth and one operations platform.

The location of the berth is off the South coast of Papua New Guinea (Gulf of Papua) in position Lat. 08° 06′ 00″ S., Long. 144° 33′ 49″ E.

The area within a radius of 1 nautical mile from the buoy must not be entered without a Chevron Niugini Pty.Limited Mooring Master on board.

Kumul Marine Terminal is the export crude facility of the Kutubu joint venture. Chevron Niugini Pty. Limited is the operator of the project on behalf of the joint venture participants.

Crude oil from various onshore fields is transferred to export tankers berthed on the export SPM (Single Point Mooring).

DOCUMENTS: See "Shipmaster's Report".

PILOTAGE: The Mooring Master boarding area for the terminal is 1.5 nautical miles South of the SPM.

Use of a Mooring Master is compulsory. Masters of tankers are reminded to comply with statutory rules and are requested to comply with the following:

The officer responsible for the embarkation or disembarkation of the Mooring Master is to be a watch-keeping officer.

The access ladder is properly secured.

The access ladder and immediate areas are adequately illuminated at night.

Means are to be provided to enable the Mooring Master to pass safely and conveniently from the head of the ladder into the ship and onto the ship's deck. Portable stanchions, if used, should be independently secured to the rail or deck, one on each side of the ladder.

The ladder is in good condition and its treads remain horizontal throughout the embarking or disembarking. Tread to have a non-slip surface.

The length of the ladder should not exceed 30 ft. Whenever the distance from sea level to the point of access is more than 30 ft., a combination accommodation ladder/pilot ladder or other equally safe and convenient means for embarking or disembarking the Mooring Master is to be used.

The pilot ladder will be rigged in such a manner that each step rests firmly on the ship's side.

Spreaders are to be positioned at intervals of no more than 10 ft. apart.

Also see "Australia" – "Torres Strait".

NAVIGATION AIDS: *SPM:* The SPM berth is fitted with a yellow light flashing every 15 seconds. Range 5 nautical miles, characteristic 'U' and a foghorn with a range of 2 nautical miles, characteristic 'U'.

Operations Platform: This is a conspicuous steel structure 31 m. high in position Lat. 08° 03′ 47″ S., Long. 144° 33′ 35″ E.

The platform is in a water depth of 20 m. and 2.0 nautical miles N.W. of the SPM, and provides the crude flow control facilities for the SPM berth. A helideck is located on this structure.

The platform is fitted with white lights flashing 'U' every 30 seconds, visible at a distance of 10 nautical miles and a foghorn, characteristic 'U', range 2 nautical miles. There is also a Racon fitted.

ANCHORAGES: The recommended area is South of the SPM and is centred on a position Lat. 08° 08′ 00″ S., Long. 144° 33′ 49″ E.

Anchorage within the terminal limits (within 1 nautical mile radius of the SPM) is strictly prohibited.

APPROACHES: *Approach to the Anchorage/Mooring Master Boarding Area:* When within VHF communication range, Masters of export tankers should ascertain berthing prospects from the terminal.

Tankers in ballast should approach the terminal from the South.

Should it be necessary to anchor, then the tanker should proceed to the recommended tanker anchorage area, which is approximately 3.5 nautical miles South of the platform (See "Anchorages").

Tanker Masters are reminded, that when passing through the Torres Strait, local pilots are compulsory.

Arrival at Anchorage/Boarding Area: A safe means of access to the tanker should be provided in accordance with the requirements of SOLAS, and early advice will be given by the Chevron Mooring Master, indicating the side of the vessel, that access should be provided.

During night operations, the access area shall be adequately illuminated to allow the safe approach and boarding of the Chevron Mooring Masters and Government officials.

The conditions of entry into and use of the Kumul Marine Terminal form will be presented to the Master of the tanker, and shall be signed prior to commencement of berthing operations.

The Notice of Readiness will only be accepted provided the Chevron Mooring Master is satisfied that the tanker is in all respects ready to berth and load.

Notice of Readiness will not be accepted during a period when the terminal is closed due to adverse weather.

The foregoing paragraph notwithstanding, in no event shall a Notice of Readiness, whether previously accepted or not, be valid or binding on the terminal unless the tanker, her tanks and equipment, are in fact in every respect ready to receive cargo.

TERMINAL ACCEPTANCE:

MINIMUM STANDARD OF ACCEPTANCE:

Size: Maximum 150,000 d.w.t. (displacement 186,000 tons).

Maximum distance bow to centre manifold 146.3 m. (480 ft.).

Loading tankers must comply with latest SOLAS and MARPOL conventions and protocols. Tankers found to be seriously deficient and substandard in any safety requirements will be refused to berth and load.

Inert Gas System: All tankers must be equipped with an inert gas system conforming to the SOLAS Regulations (Tanks 8% or less by volume, line supply 5% or less, ref. SOLAS Regulation 62). This must be operable throughout the tanker's operations at Kumul Marine Terminal. Tanks are to be monitored by the tanker crew to ensure the correct atmosphere is maintained. The terminal will check the condition of the tanks on arrival and throughout the operations. In the event of failure of the system or, when the tank atmospheres depart from industry accepted limits, the tanker will be removed from the berth. The Mooring Master will check oxygen content of cargo tanks.

Air Conditioning: Due to the climatic conditions of the area, tankers not fitted with a working air conditioning system, pose a threat to the safety of loading operations. Only in exceptional circumstances, when a tanker has demonstrated its ability to comply with all conditions of the ISGOTT safety check list, will a tanker without air conditioning be accepted for loading.

Crew: Tanker crew must be qualified to the requirements of the International Convention on Standards of Training Certification and Watchkeeping for Seafarers 1978. If any infringement of safety regulations or the inability of the tanker's crew to operate safely and efficiently is noticed, then the tanker will be removed from the berth.

Insurance: The owner of the vessel or bareboat charterer is to be a party to TOVALOP and have insurance covering liabilities under the International Convention of Civil Liabilities for Oil Pollution Damage 1969 (C.L.C.); the cargo to be loaded will be covered by CRISTAL and/or the International Convention on the Establishment of International Fund for Compensation for Oil Pollution Damage 1971 (C.L.C.).

RESTRICTIONS: The Kumul Marine Terminal will operate 24 hours a day, 7 days a week. Tankers will be berthed at any time, day or night, provided conditions are favourable.

MAX. SIZE: The berth is designed to accommodate fully loaded vessels up to 150,000 d.w.t. in a minimum water depth of 25 m. at LWS under normal operational conditions. Maximum draft is restricted to 17.1 m.

RADIO/VHF: Tankers bound for Kumul Marine Terminal are required to advise their ETA to Chevron Niugini Pty.Limited (To be advised on receipt of approval permits from PNG). These messages are to be sent on departure from their last port of call and 72 hours, 48 hours and 24 hours prior to arrival at the Terminal, and should initially contain the following information:

Name of vessel.
ETA in local time (GMT + 10), at the Anchorage Area.
Name of Master.
Estimated arrival draft, fore and aft.
Cargo requirements, and destination of cargo.
Any anticipated delays.
Last port of call.
Confirm that vessel has a clean Bill of Health.
If there is any sickness on board, give all available information as to the possible type of sickness.
Distance in feet from the bow to the tankers' loading manifold.
Confirmation that cargo tanks are inerted to 8% or less by volume and IGS is operational.

A 24 hour watch is maintained on VHF Channel 16 (Channel 74 – working) at the Operations Platform, and tankers should make contact on this channel at a distance of 20 – 40 miles on the seaward side of the platform. VHF channel (to be advised after approval) is used for internal terminal traffic and berthing operations.

Messages should be sent to Chevron Niugini Pty. Limited, P.O.Box 842, Port Moresby, Papua New Guinea. Tel: 211088. Telex: NE 22305. Fax: 675-225588; and to Kumul Marine Terminal. Fax: (675) 596173, Inmarsat 872-155-3233. Telex: 578-155-3232.

TUGS: Support craft available. Also see "Shipmaster's Report".

BERTHING: *Order of Berthing:* Tankers will normally berth in order of arrival with due regard to nominated date ranges.

Mooring Procedure: The Mooring Master will board tankers at either the anchorage area or an agreed location. The Mooring Master will advise the tanker's Master on approach to the SPM, mooring and unmooring, connecting and disconnecting hoses, and all other operations within the terminal area, including all manoeuvring of the tanker. The Master must be on the bridge at all times while the tanker is being manoeuvered.

Support vessels assist in mooring tankers. These are under the direct control and supervision of the Mooring Master. Any service and/or facilities provided by the terminal including, but not limited to, the services of Mooring Master, support vessels or other services and facilities, shall not be construed to be, or give rise to, a personal contract.

Tankers not fitted with OCIMF standard chain stoppers, commensurate with the vessel size, will not be permitted to berth.

The Mooring Master will normally board tankers from the support vessel, which also serves as a tug throughout the loading operation. Immediately after the Mooring Master has boarded, the support vessel will proceed to the port side derrick area of the tanker, where mooring and hose connection equipment will be lifted on board. Sufficient crew must be available on deck to transfer the equipment, as no shore mooring/hose connection gang is supplied.

From time to time, the Mooring Master and Government officials may board by helicopter, in which case the International Guide to Helicopter/Ship Operations should be adhered to.

The following equipment, provided by the tanker, shall be ready for use when the Mooring Master boards:

Forward at forecastle: 1×10 in. circumference 220 m. long mooring rope of polypropylene or other man-made fibre (nylon or any rope which does not float is unacceptable); 1 messenger line of 1 in. diameter × 600 ft. of polypropylene or other man-made fibre.

Aft at stern: 1×10 in. circumference 220 m. long mooring rope of polypropylene or other man-made fibre and one messenger.

At manifold area on port side: A selection of shackles, chain blocks, wire and rope strops and hammers.

During the approach of the tanker towards the SPM berth, the tanker's crew, with the advice of the Mooring Master, will prepare the forecastle for the mooring operation. This will include passing the 1 in. messenger line through the centre bow fairlead, taking the end to the after port corner of the forecastle and, from this point, lowering the end to sea level.

Upon the close approach of the tanker's bow, the support vessel manoeuvres alongside the starboard shoulder, and attaches the mooring pick-up rope to the tanker's messenger line. The tanker will then heave up the messenger and pick-up rope, carefully picking up the slack as the tanker approaches the SPM. The unsecured support vessel will now be stationed at the end of the floating hose string in order to tow the hoses clear of the tanker's approach.

The pick-up rope (10 in. circumference) should be continually hove in as the tanker nears the SPM, until the mooring hawser chafe chain is brought on board. Once the chafe chain is onboard, it will be made fast by closing the chain stopper.

After the connection to the mooring is made, it may be necessary to run the engines astern to ensure the tanker does not contact the SPM. The Mooring Master will then advise the tug to be made fast at the stern of the tanker with a tug's line.

At no time during the tanker's stay at the terminal shall the tanker's engines be immobilised.

Vessels should make every endeavour to arrive with propeller and rudder fully submerged, and trim should not exceed 10% of the aft draft. Masters should note that in the event of arrival with excessive trim or too light in draft, Notice of Readiness will not be accepted, and berthing will be refused.

Unmooring Procedure: Immediately after the loading hose is disconnected and transferred to the custody of the support craft, unmooring of the tanker will commence. The support vessel/tug at the stern of the tanker will be released, but will remain on location to assist if required. On advice from the Mooring Master, the mooring hawser will be hove in by the tanker, the chain stopper will be released and the chafe chain and hawser is then lowered to the sea. In some cases it may be necessary to steam the tanker ahead to relieve the weight on the moorings.

As soon as the moorings are released, the tanker's engines will be ordered astern and the tanker will back away from the SPM. During the move astern, the mooring hawser and pick-up rope will be lowered into the water.

When the tanker is safely clear from the SPM, all terminal mooring equipment will be transferred from the tanker to the support boat.

Any cargo calculations and paperwork will be completed before the tanker sails. When such paperwork is completed, the Mooring Master will disembark, and the tanker is cleared to proceed to sea.

LOADING: Tankers loading at the Kumul Marine Terminal must comply with the latest SOLAS and MARPOL protocols. Tankers which are found to be seriously deficient in any way will be refused permission to berth or load.

Cargo Information: Oil loaded at the Kumul Marine Terminal is Kutubu Light Crude with an average API gravity of 44.2°. The loading temperature will be approximately 80° – 85°F, pour point 36°F, BS&W less than 0.5%, viscosity 2.0 cst at 77°F, minimum vapour pressure 8 p.s.i. at 80°F.

The loading rate will vary from 80,000 bbls. per day up to 205,000 bbls. per day. Average daily rate 150,000 bbls.

1 × 12 in. floating hose string will be connected to the tanker manifold by Camlock coupling.

Hose Connection: Upon completion of the mooring operations, the loading hoses will be connected to the tanker's port side manifold, which must have been prepared to accept 1 × 12 in. 150 ASA flange prior to berthing.

Depending on the freeboard of the tanker, the weight of the hose to be lifted could approach 10 tonnes, and all tankers calling at Kumul Marine Terminal must have a derrick or crane with 15 tonnes S.W.L. (Safe Working Load) capacity.

A support vessel will tow the tanker end of the hose to a position below the manifold area and connect the tanker's cargo runner to the hose pick-up chain. The hose will then be lifted to a position above the main deck so that the hang-off chain can be made fast to the hose bitts in such a way that the hose flange will closely align with the required manifold flange. The hose end will then be lowered to the deck for the blind flange to be removed. The hose flange will be connected to the manifold by a Camlock coupling.

When the hoses are connected, the length between the tanker manifold and rail will remain supported on 2 slings by the tanker's derrick. This is to ensure that there is no undue strain on any part.

Hose connection will be made by the tanker's crew, who must be under the supervision of a responsible deck officer. The Mooring Master will advise on the correct procedures to be adopted.

Manifold reducers to suit the above 12 in. connection should be supplied by the tanker.

Cargo Operations: The Chevron Mooring Master will remain on the tanker throughout the transfer operation, and will co-ordinate all activities on the tanker with the terminal.

When the Officer-in-charge on board the tanker has declared the tanker ready to load, with all necessary valves open, the hose and butterfly valve will be opened, and the Mooring Master will instruct the terminal to commence loading at a slow rate. The loading rate will not be increased until the tanker has confirmed that the hose connections are tight, that cargo is being received in the selected tanks and that no leakage is taking place through the sea valves. Thereafter the loading rate will be increased, on request by the tanker, to the max. rate available.

Throughout the loading, a responsible deck officer shall be in charge of operations on the tanker, either on deck, or in the cargo control-room. In addition, an efficient deck watch in constant contact with the cargo control-room must be maintained at all times. Additionally, one crew man must be stationed on the forecastle at all times to observe and report on the mooring conditions, i.e. the state of moorings and the distance and attitude of the tanker relative to the SPM.

At any time during the loading operations, the rates can be reduced on request. Except in an emergency, 10 minutes notice should be given to the terminal when rate reduction is required. *As is normal tanker practice, valves must not be closed against the oil flow without permission from the terminal.*

If, for any reason, radio communications between tanker and terminal are lost, the terminal will stop the loading until communication is re-established.

In the absence of radio contact, oil flow can also be stopped by the tanker blowing her whistle to attract the attention of tug astern. The tug will then call the terminal to stop loading.

The volume of oil loaded is accurately available at all times from the terminal, and periodic comparisons should be made between tanker and terminal readings.

The question of tanker or terminal responsibility to stop cargo on loading the required quantity will be discussed and agreed before loading commences. Request for the terminal to stop the flow of cargo at a pre-determined volume must be in writing. The request must include a statement by the tanker's Master that the terminal cannot be held responsible to any error, and that in the case of a tanker being overloaded, the excess cargo cannot be pumped back to the terminal. The tanker's Master will also be held responsible for any spills caused by this request.

It is recommended that every tanker should be equipped with a marine VHF set in the cargo control-room.

In order to minimise rolling in the berth, the tanker should endeavour to load only 2 tanks at any one time, thereby keeping free surface effect to a minimum.

Hose Disconnection: On completion of loading, and when the tanker is informed by the terminal that all flow has ceased, the hose end butterfly valves will be closed first, followed by the tanker's manifold valve.

The hose will then be disconnected from the manifold (sufficient drip trays must be available to contain any oil remaining in the spool pieces) and the blind flange will be replaced on the hose. The weight of the hose will be taken on the derrick and pick-up chain to allow the hang-off chain to be disconnected from the hose bitts.

The hose will then be lowered to the water, where a support vessel will be in attendance to remove the cargo hook and tow the hoses clear.

Inspection: Immediately upon completion of loading, the official Bill of Lading quantity will be relayed by radio to the Master via the Mooring Master. In the event of dispute, the tanker will be requested to recheck the measurement and calculations of the quantity. After both ship and shore figures have been verified, should an appreciable difference still exist, receipt of a Letter of Protest will be acknowledged by the Mooring Master.

Notes of Protest, if any, should be handed to he Mooring Master for further delivery to Chevron Niugini Pty. Limited. Please note that the Mooring Master will acknowledge receipt only of the Note of Protest, and is not authorised to accept such letters.

From time to time owners, charterers, consignees or other interested parties may appoint third party oil inspectors to survey the loading operations on their behalf. Any delays caused by oil inspectors shall be considered "tanker delays".

Cargo Documentation and Inspection: Documents such as Bills of Lading, Certificate of Quality, Certificate of Quantity, Certificate of Origin, Cargo Manifest, Harbour Report (Time Sheet), Receipt for Samples, Receipt for Documents, etc., are prepared at Kumul Marine Terminal when the tanker has been loaded. The documents will be completed and taken aboard the tanker for the Master's signature. Signing of these documents by the Master will take place at the same time final departure clearance formalities are being carried out.

Early Departure Procedure (EDP): Provided the tanker's Master is agreeable, an Early Departure Procedure is available, under which the following documents shall be transmitted to the consignee via the tanker's Master:

One copy Master's Request for EDP.

One incomplete non-negotiable copy of the Bill of Lading placed on board for Master's completion from radio shore figures plus one non-negotiable copy for consignee.

Samples and Receipt for Samples, one copy each Master and consignee.

Certificate of Authenticity, one copy each Master and consignee.

Time Sheet (Harbour Report), one copy each Master and consignee.

Master's Receipt for Documents, one copy each Master and consignee.

Certificate of Ullage, one copy each Master and consignee.

Certificate of Tank Inspection, one copy each Master and consignee.

BALLAST: There are no ballast or slop reception facilities at Kumul Marine Terminal, therefore all tankers must arrive with clean ballast suitable for discharging directly into the sea in accordance with the standards set by the International Conventions. Tankers arriving with ballast unsuitable for discharge to the sea will be rejected for loading. Any tanker rejected because of contaminated ballast or sea pollution will automatically invalidate her Notice of Readiness and will lose any priority of loading. Tankers discharging contaminated ballast to the sea will be subject to the anti-pollution laws of Papua New Guinea.

Tankers arriving at Kumul Marine Terminal should have sufficient ballast to ensure safe handling and manoeuvering in the prevailing weather and sea conditions and in accordance with good seamanship practice.

Any tanker unable to maintain 30% deadweight ballast condition during loading will not be accepted at the terminal. Alternatively a tanker may be allowed to load-deballast-load in order to maintain the 30% deadweight requirement. Tankers requiring to deballast prior to loading will be rejected by the terminal.

Shippers are required to reasonably endeavour to utilise tankers with segregated ballast tanks.

MEDICAL: Medical assistance is only available in an extreme emergency.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No facilities available.

REPATRIATION: See "Shore Leave".

SHORE LEAVE: Due to the exposed location of this terminal, Masters are advised that shore leave is not permitted. Masters and Owners are advised that crew changes are only permitted in emergency situations, and when personnel involved hold all necessary valid certificates and documents.

SAFETY: *Safety Check List:* On completion of berthing and prior to the commencement of cargo loading, the Kumul Marine Terminal safety check list will be completed following a joint inspection by the Mooring Master and a responsible tanker officer. The Chevron Niugini Pty.Limited safety check list is based on the recommendations of the "International Safety Guide for Oil Tankers and Terminals" (ISGOTT).

Inert Gas System: Should it be necessary for tanks to be inspected, then it should only be done on a tank-by-tank basis. The system shall be maintained at a pressure of about 200 mm. water gauge, except for the individual tank to be opened which, if possible, is to be isolated from the system and the sighting port opened with care. On completion of inspection, the tank shall be secured and re-pressurised. The next tank is not to be isolated and opened until the preceding tank is secured and open to the I.G. system.

All gauging, sampling, water dips and temperatures will be taken either through special fittings provided; or if it is necessary, to open up tanks for this purpose, then this will be done one tank at a time as described above.

Conditions during Transfer/Deballasting: A responsible, English speaking ship's officer, is required to be on deck or in the control-room at all times. A continuous deck watch is to be maintained to ensure moorings are carefully tended and cargo hoses are under observation at all times.

Towing-off wires shall be made fast to bitts as far forward and aft as possible on the starboard side. The wires shall be in good condition, at least 1.125 in. (28 mm.) diameter, and secured with at least 5 turns or have the eye on the bitts. The outboard eye shall be maintained at a height of between 1.0 m. and 2.0 m. above the water at all times using a small diameter heaving line for this purpose.

WEATHER: The terminal is situated between two opposing seasonal prevailing winds, the N.W. monsoon and the S.E. trades. The N.W. monsoon usually lasts 3 months, from December to March, and the S.E. trades dominate from May to October. The two seasons are separated by brief periods of 4 – 6 weeks, when light variable winds are characteristic, and poor weather conditions are common.

The Kumul Marine Terminal is an open unsheltered mooring. On occasions there may be circumstances which may preclude mooring operations. In these circumstances, good judgement should be used by the tanker's Master, in conjunction with the Mooring Master's advice as to what action to take.

Currents: During N.W. monsoon, set is towards the E.S.E. at up to 1.5 knots and during S.E. trades, set is towards the N.W. at up to 2.0 knots (currents affected by tides and outflow from Aird Delta).

GENERAL: *Flag:* The national flag of Papua New Guinea shall be permanently displayed by tankers while at the terminal.

Charts: Australian Chart No. 378 and B.A. Chart No. 1039.

Stores: Not available.

Accommodation: The Mooring Master will stay on board throughout the loading. The accommodation provided should therefore be commensurate with that of a senior officer.

Agency: Suggested Shipping Agencies:

Century Shipping Agencies, Musgrage Street, P.O.Box 1403, Port Moresby, Papua New Guinea. Tel: 229264. Telex: 22116. Fax: 229201.

Steamships Shipping Agencies, Stanley Esplanade, P.O.Box 634, Port Moresby, Papua New Guinea. Tel: 220370. Telex: 22198. Fax: 211174.

SHIPMASTER'S REPORT: July/August 1992 (Updated 1994).

The Terminal comprises one single point mooring buoy, and one operations platform. Communication is by helicopter from the platform to Kopi Camp, thence by helicopter to Kikori Airport, and from there by light aircraft to Port Moresby, which lies about 180 miles to the Southeast.

Port Limits: None are defined, either on the chart (Aus. 378) or in the Kutubu Marine Terminal Handbook (KMTH).

Documents: Customs and Quarantine Officers, with an Agency representative, will normally board at anchor before berthing, to clear the vessel inward. A tug or support vessel brings them from the Terminal platform out to the anchorage. In our case, bad weather prevented them boarding from the tug, and the following documents and details were subsequently collected by support boat and delivered to the platform:

6 copies List of Crew.
1 copy Crew Declaration of Personal Effects.
1 copy Ship's Stores List.
Clearance from previous port.
Maritime Declaration of Health.
Valid Derat/Exemption Certificate (details).
Vaccination List.
Voyage Memo (List of previous Ports of Call/dates).
Summary of Vessel's Principal Particulars.

Pilotage: No pilot is required for anchoring on arrival. Two Mooring Masters board the vessel from the Terminal platform by tug or supply boat to berth the vessel at the SPM Buoy, and remain on board until the vessel sails. Call the Terminal when within VHF range to confirm ETA, anchoring position and berthing prospects.

Anchorage: Vessels should anchor in the designated anchorage, which is of one mile radius, centred on the position 08° 08′ S., 144° 33.8′ E., just over 2.0 miles South of the SPM. It is a rather small anchorage, but vessels may anchor further East or West of the anchorage limits, provided they remain at least one mile clear of the SPM, but check with the Terminal first. The depth of water in the anchorage and adjacent water varies from 15 to 20 fathoms, but the bottom consists of heavy mud, and is good holding ground.

Restrictions: Vessels are berthed around the clock, day or night, 7 days a week, subject only to weather conditions. The present limiting criteria is wind speeds in excess of 30 – 35 knots, and a swell height greater than 4.0 m. – 4.5 m. at the SPM.

Health: Radio Pratique is available via Agent.

Radio: The vessel's Agents should be instructed to keep the Terminal and Chevron Niugini advised of the vessel's ETA.

VHF: The Terminal platform listens on Channels 16, 72 and 74. During our prolonged stay, the working channel was 74.

Radar: There is no port radar service or V.T.S., nor any necessity for either at this time.

Approaches: B.A. Chart No. 1039, Aus. No. 378.

There is a clear deep water approach from E.S.E. through South to S.S.W. with no navigational hazards. The Terminal platform is equipped with a Racon, which we detected when some 8 – 10 miles to the Southeast.

Tugs: There is one twin-engined 9,600 h.p. tug, said to have a bollard pull of some 94 tonnes, named "Nakari Tide". In addition, there is one support boat in attendance, "Kikori Tide".

Berth: The berth consists of one single point mooring buoy, which can accommodate vessels up to 150,000 tons d.w.t. It is equipped with a single 20 in. hawser of 200 tons S.W.L. and a breaking strain of 500 tons. Maximum draft is 17.1 m. Engines may not be immobilised while the vessel is secured to the SPM. There is one 12 in. hose string only, and the average loading rate is 150,000 barrels per day of Kutubu Light crude oil, averaging 44.0° API gravity, and a loading temperature of 80°F. – 85°F. The prevailing wind is S.E.'ly from May to October, and N.W.'ly from December to March. There is a strong tidal current with a rate of 2 – 3 knots at Springs, which may be markedly affected by the outflow from the Aird River Delta.

Medical: Medical services are not available, except in emergency.

Density: 1025 during the flood, dropping to 1017 in the ebb stream.

Stores/Fresh Water/Fuel: Not available.

Services: There are no repair facilities available at the Terminal. The attendance of Cargo and Class Surveyors can be arranged in advance, normally via Port Moresby.

Customs Allowances: These were not specified. Because of bad weather, the Customs did not attend on board until the day before the vessel's departure, to issue the Outward Clearance, and the Bond was not sealed at that time. During a stay of 24 days, prolonged mainly by bad weather, which prevented berthing, permission was obtained by radio from the Customs Officer on the Terminal platform to make an interim bond issue.

Repatriation: Possible only in exceptional circumstances, and subject to the following tariff:

(1) Helicopter from Terminal platform (or possibly the vessel) to Kopi Camp U.S.$ 1,400.00.
(2) Helicopter from Kopi Camp to Kikori Airport U.S.$ 100.00.
(3) Cessna charter flight from Kikori Airport to Port Moresby International Airport U.S.$ 1,300.00.

Port Moresby connections: To Singapore – twice weekly, To Hong Kong – once a week, To Manila – once a week.

There are also daily Qantas flights to either Brisbane or Cairns.

Emergency Co-Ordination Centre: Contact Kumul Marine Terminal Operations Platform.

Berthing/Unberthing Procedures: The approach to the SPM Buoy begins at a distance of about one mile, after lining up the vessel to stem the predominating tidal stream or weather. One Mooring Master is stationed on the bridge to manoeuvre the vessel into close proximity with the SPM Buoy, and the other is stationed on the fo'c's'le head, and they work together in the approach. When sight of the SPM has been lost from the bridge under the bow, the Mooring Master forward takes the con and conveys engine and helm orders to his colleague on the bridge for the final approach. At this stage, a support boat comes in to the starboard shoulder with a 10 in. buoyant polyprop pick-up line, which is attached to the SPM hawser. The ship's crew lower into the support boat a similar 10 in. polyprop, with a shackle for bending it on to the buoy pick-up line. When the connection is made, both the ship's line and buoy pick-up line are hove up and stowed on a previously cleared winch-spool, while the vessel is brought ever closer to the buoy, until finally the chafing chain of the SPM hawser is brought on board and secured in the bow stopper. Astern engine movements may then prove necessary until the tug is made fast on a centre lead aft. The tug remains fast until the vessel leaves the SPM and is used to keep the vessel from riding up on the buoy, and for changing the vessel's head into the swell as required, in order to prevent rolling in the berth.

During our two periods in the berth, there was a coincidence of a strong steady wind, which generated and sustained a swell up to 3.0 m. – 4.0 m. in height, and a tidal current estimated at 2 – 3 knots. The wind direction stayed S.E.'ly throughout, while the tidal stream flooded and ebbed in roughly N.W.'ly and S.E.'ly directions respectively. The exact direction of the tidal/current stream was undetermined, and as it changed direction between ebb and flood, the vessel regularly settled on a heading, which put the swell on or near the beam. Rolling inevitably followed to an extent which varied with the height and period of the swell, on one occasion reaching 15° either side of the vertical and imposing high snatch loads on the buoy hawser. During the first of the two periods in the berth, a support boat was secured aft, instead of a tug, to keep the vessel clear of the SPM, and haul the stern round as required, to realign the vessel heading into the swell. However, it lacked the power to accomplish this, and when rolling reached 10° – 12°, loading was stopped and the hose disconnected, so that the vessel was ready to leave the berth, if conditions persisted or worsened. We had one stoppage and hose disconnection during the first loading period, and then subsequently had to leave the berth because of the weather and the support boat's inadequacy as a substitute tug. Following repairs, the Terminal tug was available for the second period in the berth and successfully kept the vessel in position. This coincided with much improved weather, and loading was completed without further incident. The Mooring Masters worked a 6 hour watch system. If the vessel started to roll or ride up on the buoy after a change of tide, a man was required on the bridge to pass compass headings to the duty Mooring Master on the bow, and on occasions to run the main engine as necessary, while the stern tug realigned the vessel as directed.

The Mooring Masters specified the following equipment requirements for the berthing operation, which differ slightly from those prescribed in the KMT Handbook, viz:

1. One 10 in. buoyant polyprop rope, with a connecting shackle.
2. One 3 in. nylon messenger, minimum 300 ft. in length. This was not needed, but must be ready in case the pick-up using the ship's rope fails.
3. One crowbar.
4. Grease to lubricate the chafing chain where it passes through the vessel's fairlead.

Except for the crowbar, the same requirements apply aft, for picking up the stern tug's tow line.

The unberthing procedure is straightforward and brief. First, the hose is disconnected and lowered into the water, leaving the hose messenger rope secured on board. The SPM pick-up rope on the winch spool is then hove up to take the weight off the buoy hawser chafing chain, using a kick ahead on the engines, if necessary. After releasing the chain from the bow stopper, the buoy pick-up rope is paid out until the shackle connecting it to the ship's rope comes clear. The buoy pick-up rope is then stoppered off to disconnect the shackle, before finally letting it go. The stern tug is then cast-off, and comes round to pick up the hose messenger line and tow the hose string clear of the vessel and the bow. Engines are then run astern until the vessel is well clear of the SPM.

Hose Connection Procedures: In addition, the Mooring Masters' equipment requirements for this operation are as follows:

1. Crane of 15 tons S.W.L. ready on the portside, topped to position the hook midway between the rail and the manifold, and lined up with the ship's hose connection.
2. Three half ton chain blocks.
3. Three rope and three wire strops.
4. Two large adjustable spanners.
5. One large hammer.
6. Two C-clamps.

Miscellaneous Requirements: For the embarkation of the Mooring Masters, a combination accommodation ladder/pilot ladder is required, about 1.5 m. above the water. A good lee is required, if there is either a strong wind or a heavy swell, or both.

Both Mooring Masters remain on board from the time of boarding the vessel at the anchorage until the vessel sails. Accommodation may also be required for an independent cargo surveyor, but no other representatives or port officials live on board the vessel. The Mooring Masters will monitor cargo operations to ensure that closed loading is maintained, and that the oxygen content of the cargo tanks is less than 8%.

Summary of Vessel's Movements and Delays: The vessel arrived and was anchored in the Kumul Marine Terminal designated anchorage at 1106 hrs. on 13th July 1992. Notice of Readiness to load was tendered at 0001 hrs. on 15th July. The SPM Buoy was occupied by another vessel for periods interrupted by bad weather and the failure of the buoy's main hawser, until the morning of 25th July.

Two Mooring Masters boarded at 0940 hrs. on 25th July, but because of bad weather, an attempt to berth the vessel did not begin until 1526 hrs., and was then abandoned at 1742 hrs., when the SPM hawser was found to be foul.

Conditions for berthing were not judged suitable again until 1000 hrs. on 26th July, when the vessel weighed anchor. She was secured to the SPM Buoy at 1236 hrs., but hose connection was postponed until 1500 hrs., because the vessel was rolling in a beam swell. Loading began at 1518 hrs. and was stopped from 2308 hrs. to 0336 hrs. on 27th July, because the vessel began to roll heavily in the berth, and the support vessel "Pacific Hawk", acting as a stern tug, was unable to turn the vessel out of the beam swell, or keep it clear of the SPM Buoy. Loading was again stopped at 1106 hrs. on 27th July, and the vessel was taken off the buoy at 1135 hrs., because of heavy rolling in the berth, and the ineffectiveness of the stern tug. The vessel was then anchored at 1216 hrs. to await an improvement in the weather.

The weather had improved on 30th July, but no tug was available that day or the next day, when the weather had again deteriorated. On 1st August, the weather was suitable, and the vessel left the anchorage at 0912 hrs. when the 9,600 h.p. tug "Nakari Tide" became available, although with only one of two engines operational. The vessel was secured to the SPM Buoy at 1124 hrs., and loading recommenced at 1300 hrs. The weather remained good throughout the remainder of the loading operation, which was completed at 0600 hrs. on 5th August. The vessel left the berth at 0819 hrs., then lay off until 1133 hrs., awaiting delivery of the cargo documents, and finally sailed at 1212 hrs.

We were the fourth vessel to load at the Terminal since it was commissioned. The prolonged delays were mainly a result of adverse weather, complemented by various operational teething problems and equipment breakdowns or failures.

AUTHORITY: *Operator:* Chevron Niugini Pty.Ltd., P.O.Box 842, Port Moresby, Papua New Guinea. *Tel:* 211088. *Telex:* NE 22308. *FAX:* (675) 225588.

Kumul Marine Terminal: *Tel:* (675) 596171-2. *Telex:* 578-155-3232. *FAX:* (675) 596173. *Contact:* Marine Terminal Superintendent.

LAE: 06.44 S. 146.59 E. (See Plan)

(See General Section on Papua New Guinea Ports)

LOCATION: Port is located at the N.W. end of Huon Gulf, approximately 1 km. East of the Markham river mouth.
PORT LIMITS: West of a line drawn between Voco Point and the N.E. point of Salamaua Peninsular.
DOCUMENTS: Basic Customs documents for entry:

1 copy Cargo Manifest.
1 copy Passenger Manifest.
1 copy Disembarking Passenger Manifest.
1 copy Embarking Passenger Manifest.
1 copy Crew Manifest.
1 copy Stores List.
1 copy Customs Declaration (Ship).
1 copy Customs Declaration (Crew).
1 copy Customs Declaration (Passenger).
1 copy Health Declaration.

Also see "General" before first port.

PILOTAGE: Compulsory. Pilotage service operated by Port Authority (Papua New Guinea Harbours Board). Notice of ETA must be given at least 12 hours in advance. Pilot boarding ground is in position Lat. 6° 44′ 50″ S., Long. 147° 00′ 33″ E. Pilot launch is fitted with VHF radio and operates on Channels 12 and 16.

Coastal Pilotage: Pilotage services through the Great North East Channel to Torres Strait, through China Strait to Rabaul, and through China Strait and Raven Channel to Lae are conducted by pilots of the Queensland Coastal Pilot Service Pty.Ltd. and the Queensland Coast and Torres Strait Pilot Service. See Australia – "Torres Strait" for details.

Pilotage recommendation: The Great North East Channel is covered by a recommendation on pilotage by IMO. See Australia – "Torres Strait" for details.

ANCHORAGE: In a position Lat. 6° 47.83′ S., Long. 146° 58.1′ E. Depth of water 27 m.
RESTRICTIONS: Berthing and sailing are normally restricted to between 0600 hrs. and 2200 hrs.
MAX. SIZE: The largest vessel to use th port and berth was the "Queen Elizabeth 2". Vessels with length overall in excess of 200 m. regularly use the port.
HEALTH: Quarantine Tel: 42 4199. Health Tel: 42 2033.
RADIO/VHF: Arrival information to Agents can best be routed through either Rabaul Radio or Port Moresby Radio. The port is equipped with VHF radio and may be contacted by calling Port Control on Channel 16. Working channel is Channel 12, or is allocated by Port Control. A listening watch is maintained during normal working hours and when ships are expected outside normal hours.
TUGS: One tug of 780 h.p. is available, and the use of a tug is mandatory for all vessels of 75 m. LOA and over when berthing.
BERTHING: A wharf 466 m. in length with a minimum depth alongside of 11.00 m. In addition, 2 coastal wharves of 54 m. and 35 m. in length with depths alongside of 4.90 m. and 2.70 m. respectively. A dedicated liquid bulk facility 100 m. in length, having a wharf face of 33 m. and a minimum depth alongside of 14.10 m., is situated 100 m. to the East of the Main Wharf. This facility is used by tankers and LPG tankers.

There are no facilities specially equipped for handling Ro-Ro traffic.

Storage: Covered storage totalling 14,890 sq.m. and open storage totalling 63,500 sq.m. is available for use.

CRANES: There are no cranes available at any of the wharves, and all vessels using the facilities must be self-sustaining.
STEVEDORES: Stevedoring is carried out by private contractors who are licenced by the Board. Normal working hours are from 0800 hrs. to 1600 hrs., Monday to Friday. However, stevedoring operations can continue outside normal hours by arrangement with the stevedoring contractor concerned. At least 24 hours notice must be given to the stevedoring contractor to arrange labour.
MEDICAL: Maximum possible notice should be given so that full arrangements can be made with regard to hospitalisation, etc. Full hospital facilities are available approximately 2.5 miles from the wharf.
TANKERS: New tanker berth with depth 14.0 m. completed. The berth will accommodate vessels of 40,000 d.w.t.

Discharge and bunkering facilities are available for all ship requirements.

FRESH WATER: Available, rate of 30 t.p.h.
FUEL: Diesel and distillate available by road tanker.
REPAIRS: No repair facilities available.
SURVEYORS: Lloyd's Agent.
CUSTOMS: Port of Entry. Collector of Customs, Tel: 424899.
AIRPORT: Lae Airport at Nadzab is approximately 40 km. distant. Serviced daily by Air Niugini flights.
HOLIDAYS: The port is closed to normal work on Christmas Day and Good Friday. The port is also subject to closure unofficially on New Year's Day, Independence Day and Provincial Days, depending on the willingness, or otherwise if the Waterside Workers and Seamen's Union work on these days.
POLICE/AMBULANCE/FIRE: Police: 422222. Ambulance: 426095. Fire: 424333.

Fire alarms are connected to the Gatehouse which has a direct telephone link to the Police station for emergency purposes.

BANKS: Papua New Guinea Banking Corporation, Coronation Drive, Lae. Tel: 42-2244.

Westpac Bank – PNG Limited, P.O.Box 325, Lae. Tel: 21-1066. Fax: 42-6421.

ANZ Bank, ANZ House, Central Avenue, Lae. Tel: 42-4655. Fax: 42-6135.

Bank of South Pacific Limited, 6th Street, Lae. Tel: 42-1944. Fax: 42-2701.

CURRENCY: Currency unit is Kina. 1 Kina = U.S.$1.0402 (9.3.94).
DELAYS: Lae is the largest and busiest of the country's ports and at times delays for up to 48 hours can be expected.
GENERAL: *Chart:* AUS 574. BA 2054.

SHIPMASTER'S REPORT: 1978 (Updated 1988).
Approaches: No difficulties were encountered either approaching or leaving. There is deep water close to the shore. Muddy water from the outflow of the Markham River is encountered off the port, but is of no navigational significance.
Wharf: Modern, well-fendered and convenient. Currents and tides alongside are irregular and unpredictable, being almost entirely influenced by the discharge from the Markham River. A tanker berth, consisting of concrete dolphins, is under construction close Eastwards of the main wharf and a pile-driving barge is operating. When berthing, some vessels use the off-shore anchor but under normal conditions this appears to be unnecessary and can in fact be something of an embarrassment when leaving. We did not use either anchor or tugs, weather conditions being good. Powered line boats are available and were used. There is a depth of water alongside of about 11 m.
Anchorage: The usual anchorage is as described in Pacific Islands Pilot Vol. 1, 9th Edition and Supplement No. 5 of 1976. We lay quietly to the port anchor in 30 m. of water, with 4.5 shackles in the water, in position with the Northern of the 2 beacons shown on Chart Aus. 385 bearing 268°(T) distant 2.1 miles approximately.

It is not customary to take a Pilot for the anchorage.

Pilotage: Compulsory when berthing and unberthing.
Tugs: There are 3 in the port, privately owned. As most of their income is derived from sources other than berthing and unberthing ships, their availability is uncertain. No doubt a vessel requiring a tug or tugs would be able to make advance arrangements.
Communications: Vessel came from Gladstone, Queensland, and our advices were sent through P2M, Port Moresby Radio, no difficulties being encountered.

Pilots and Harbour Control are available on Channel 16 VHF, when shipping movements are expected.

Documents Required:

5 Passenger Lists.
5 Crew Lists.
7 Inward Customs Manifests.
3 Lists of Crew Effects.
3 Stores Lists.
2 Arms and Ammunition Lists.

We were able to obtain local forms prior to arrival, and experienced no problems. Also see 'Pratique'.

Officials: The Bond and Beer Rooms are sealed on arrival. The Customs stuck rigidly to the rules and confiscated any undeclared goods, particularly alcohol, cigarettes and what they judged to be pornographic literature. No fines were levied nor charges brought.

The Port Authority allocates berths and decides priorities for vessels.

During our stay, and for a considerable period prior to then, the port had been very busy.

Depending upon the nature of her cargo and the rate of discharge, it is possible for a vessel to reserve a berth in advance.

Because such a vessel arrived when we were alongside and neither our cargo nor our rate of discharge brought us into the berth reservation category, we were obliged to go out to anchor until a berth again became available.

Cargo Working: Our cargo for Lae consisted of 1,524 tonnes of bulk wheat in No. 1 hatch and 9 containers, the heaviest of which was 19.76 tonnes, on No. 2 hatch. The containers were discharged in 3 hours 20 minutes by ship's gear, no problems being encountered.

Our grain cargo was discharged in 36 hours, including time taken rigging and unrigging the sucker and adjusting the length of the suction pipe. Thus, an average rate of 42.3 m/t.p.h. was achieved.

Grain is discharged by means of a portable sucker, weighing approximately 3.5 tonnes, placed on the hatch lids, where it stays throughout discharge. From the sucker, the grain is transferred to a hopper ashore and from there to lorries that transport it to the Mill, about 1 km. away. No significant delays on account of a lack of transport were encountered.

Working Hours: The standard working day is from 0800 hrs. to 2400 hrs. On 2 occasions, once successfully, attempts were made by receivers to start work at 0700 hrs.

The vessel being on Voyage Charter, receivers made strenuous efforts to arrange for discharge after midnight, but without success. They are also investigating making grain discharge an all-weather operation. This could easily be achieved by rigging a tent over the sucker and open portion of the hatch, but whether Union and/or Government Rules would permit this is another matter.

Pratique: If coming from Australia or New Zealand, Pratique is not required, nor is a Health Declaration. Nevertheless, Radio Pratique was requested but no reply was received.

Provisions: Available but very expensive. We stocked up prior to departure Gladstone and this proved to be a wise decision.

Fresh Water: Available from the wharf, at a rate of 25 t.p.h. – 30 t.p.h. This is well water and not used by the local residents, who collect the rainwater off their roofs. To be on the safe side it was treated with Chloride of Lime.

Repairs: Only minor repairs can be undertaken. We called in a local firm for some non-urgent burning and welding work, but they were unable to do anything due to a products tanker discharging astern of us. The Chief Engineer reports that appearances suggest that competent work would be done, but that prices would be rather high.

Weather: Was hot and humid, with temperatures ranging from 23.2°C to 28.2°C. During the afternoons a South-Easterly breeze, about Force 2-3 usually came up, dying away in the evenings. Rain showers were prevalent, night and morning.

Health: Local residents confirmed that malaria is present at Lae and the usual precautions were taken on board.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 671, Port Moresby, Papua New Guinea. *Tel:* (675) 211400. *FAX:* (675) 211546.

Regional Port Manager, P.O.Box 563, Lae, Papua New Guinea. *Tel:* (675) 42-2477. *FAX:* (675) 42-2543.

LORENGAU: 02.01 S. 147.16 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary.

From the Eastern extremity of Hauwei Island by a straight line due North for 2,050 m., thence by a straight line due East for 2,920 m., thence by a straight line due South for 2,000 m. to the Old Light House on Ndrilo Island.

PILOTAGE: Pilotage is not compulsory but a Pilot will attend from Madang given 48 hours notice of the ship's intention to call at Lorengau.

Advice from an officer of the PNG Defence Force may be obtained for ships proceeding to Lombrum Naval Base.

Pilot Boarding Ground: Lat. 01° 56.6′ S., Long. 147° 18.3′ E.

ETA to be sent not less than 12 hours prior to arrival via Port Moresby Radio (P2M) or Rabaul Radio (P2R) and to be confirmed at not more than 5 hours and not less than 4 hours prior to arrival. No VHF facility.

ANCHORAGE: Anchorage may be obtained in soft mud in depths of about 30 m. anywhere in Seeadler Harbour but an anchorage in position Bear Point 210° (T) 2,600 m. is recommended.

HEALTH: Contact Port Manager if Quarantine Office or Health Officer required.

TUGS: Not available.

BERTHING: Nabu Wharf is now regarded as a run down wharf as it has been ruled as unsafe for working cargo – break bulk, containers, etc, with the exception of Bulk Fuel products.

Coastal vessels still use the facility for handling of seafarers only.

Salasia Wharf is 40 m. long and 20 m. wide. Height above deck is 1.5 m., minimum depth of water below LAT is 1.4 m. The facility caters for all coastal ships. Overseas vessels rarely utilise the facility.

STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required.

R. L. & V. J. Knight, P.O.Box 108, Lorengau. Tel: 409159

FRESH WATER: Not available.

FUEL: Diesel available by road tanker at Salasia Wharf. Suppliers: Shell Agencies.

CUSTOMS: Port of Entry. Collector of Customs Tel: 409034.

AIRPORT: Momote Airport is some 45 km. from Lorengau and is served by Air Nuigini but not daily.

POLICE/AMBULANCE/FIRE: Police and Fire: Lorengau 409122. Ambulance: 409055.

DELAYS: Delays at Lorengau are most unlikely.

GENERAL: *Storage:* Covered: None. Open: 1,000 sq.m.

Chart: AUS 662.

DEVELOPMENTS: Salasia Wharf has an open storage area of 1,000 sq.m., and a transit shed with 100 sq.m. storage space.

Future redevelopment of the Salasia Wharf will consist of resheeting of sheet piling and possible sealing of wharf apron.

AUTHORITY: Port Manager, P.O.Box 21, Lorengau, Papua New Guinea. *Tel:* 409078. *Cables:* Portman, Lorengau. *Contact:* R.C.Ruhuwamo, Port Manager.

MADANG: 05.13 S. 145.49 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary is 2.0 km. East of entrance to Dalman Passage.

DOCUMENTS: Basic Customs documents for entry:

1 copy Cargo Manifest.
1 copy Passenger Manifest.
1 copy Disembarking Passenger Manifest.
1 copy Embarking Passenger Manifest.
1 copy Crew Manifest.
1 copy Stores List.
1 copy Customs Declaration (Ship).
1 copy Customs Declaration (Crew).
1 copy Customs Declaration (Passengers).
1 copy Health Declaration.

Also see "General" before first port.

PILOTAGE: Compulsory. Pilotage service operated by Port Authority (Papua New Guinea Harbours Board). Notice of ETA must be given at least 12 hours in advance. Pilot boarding ground is in position Lat. 5° 13.6′ S., Long. 147° 50.6′ E. Pilot launch is fitted with VHF radio and operates on Channels 12 and 16.

ANCHORAGE: In a position Lat. 5° 12.35′ S., Long. 145° 48.8′ E. Depth of water 43 m.

RESTRICTIONS: Berthing and sailing are normally restricted to between 0600 hrs. and 2200 hrs.

MAX. SIZE: The largest vessel to berth at the port's facilities was the "Statendam" with an LOA 220 m.

HEALTH: Quarantine clearance compulsory on arrival from foreign ports. Routine inspection carried out on arrival from local ports (Plants/Animals).

Quarantine Officer Tel: 82 2193. Health Officer Tel: 82 2224.

RADIO/VHF: Arrival information to Agents can best be routed through either Rabaul Radio or Port Moresby Radio. The port is equipped with VHF and may be contacted by calling Port Control on Channel 16. Working channel is Channel 12, or as allocated by Port Control. A listening watch is maintained during normal working hours and outside normal hours when ships are expected.

TUGS: None available.

BERTHING: Overseas Wharf (Berth No. 1) 137.1 m. long, height of deck above LAT 3.1 m., minimum depth of water at face at LAT 10.1 m. Tidal range 1.2 m.

Berth No. 2 for coastal vessels has a length of 52 m. and depth 5.0 m.

Vessels may berth either port or starboard side to at the discretion of the Port Authority.

Load/discharge is by ship's own gear (except under special arrangement).

A separate facility to serve woodchip vessels and Caltex tankers only is situated within Binnen Harbour West of the main wharf facilities.

STEVEDORES: Stevedoring is carried out by private contractors licensed by the Board. Normal working hours are from 0800 hrs. to 1600 hrs., Monday to Friday. However, stevedoring operations can continue outside normal hours by arrangement with the stevedoring contractor concerned. At least 24 hours notice must be given to stevedoring contractor to arrange labour.

TANKERS: Discharge at main wharf for both Shell and Mobil. Caltex discharge by floating pipeline while moored at the Jant woodchip facility.

FRESH WATER: Limited supply available.

FUEL: Diesel and distillate are available from road tankers. Suppliers: Shell, Mobil and Caltex.

REPAIRS: A coastal slipway at Madang but only minor deck repairs P.O.Box 605, Madang.

AIRPORT: Madang Airport is 6 km. from the port and is served daily by Air Nuigini.

CUSTOMS: Port of Entry. Collector of Customs Tel: 82 2253.

POLICE/AMBULANCE/FIRE: Police: 82 2222. Ambulance: 82 2022. Fire: 82 2777.

HOLIDAYS: The port is closed to normal work on Christmas Day and Good Friday. The port is subject to closure unofficially on New Year's Day, Independence Day and Provincial Days, depending on the willingness, or otherwise if the Waterside Workers and Seaman's Union to work on these days.

BANKS: Papua New Guinea Banking Corporation, P.O.Box 448, Madang. Tel: 82-2477.

Westpac Bank – PNG Limited, Nuna St., Madang. Tel: 82-2479. Fax: 82-2917.

ANZ Bank, Coast Watchers Drive, Madang. Tel: 82-22866. Fax: 82-24408.

CURRENCY: Currency unit is Kina. 1 Kina = U.S.$1.0402 (9.3.94).

DELAYS: Although there is only one overseas berth at the main wharf, Madang delays are not common and are of short duration when they do occur.

DEVELOPMENTS: When traffic justifies expenditure an extension of the overseas wharf Eastward will be undertaken.

GENERAL: *Storage:* Covered Storage: 2,700 sq.m. Open storage: 8,800 sq.m.

Chart: AUS 648.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 671, Port Moresby, Papua New Guinea. *Tel:* (675) 211400. *FAX:* (675) 211546.

Regional Port Manager, P.O.Box 273, Madang, Papua New Guinea. *Tel:* (675) 822352. *FAX:* (675) 823097.

ORO BAY: 08.54 S. 148.29 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary.

From the extreme North point of the mainland on the South side of the entrance to Port Harvey by a straight line due North for 2,935 m. thence by a straight line due West for 2,760 m. to the coastline.

PILOTAGE: Pilotage is not compulsory but a Pilot will attend from Port Moresby given 48 hours notice of the ship's intention to call at Oro Bay.

Pilot Boarding Ground: Within 300 m. radius of a position with the North corner of Oro Bay wharf bearing 225° (T) distant 1,850 m.

ETA to be sent not less than 12 hours prior to arrival via Port Moresby Radio (P2M) and to be confirmed not more than 5 hours and not less than 4 hours prior to arrival.

ANCHORAGE: In sand and mud at 15 m. depth may be obtained on the leading marks 239° (T) distant 400 m. from the North corner of the wharf.

VHF: Call Oro Bay Port Control on VHF 16, 12 and 6. Listening watch maintained during working hours and when ships are expected during non-working hours.

TUGS: None available at present. Arrangements may be possible via Kamusi Timber if tugs required.

BERTHING: Wharf is 60.3 m. long, height of deck above LAT 2.5 m., minimum depth of water at outer face at LAT 11.4 m. Tidal range 1.3 m.

Vessels may berth either port or starboard side to at the discretion of the Port Authority.

Load/discharge is by ship's own gear (except under special arrangement).

Berthing may be delayed during the N.W. season, December – March.

STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required.

Licensed Stevedores: New Guinea Forwarding Agencies: P.O.Box 77, Popondetta Tel: 297050/297268. Carnell Carriers: P.O.Box 151, Popondetta Tel: 29 7095, 297257.

FRESH WATER: Not available.

FUEL: Diesel is available by road tankers. Suppliers: Shell and Mobil.

AIRPORT: Popondetta Airport is 40 km. from the port and is served by Air Nuigini daily.

POLICE/AMBULANCE/FIRE: Police: 29 7122. Ambulance: No service available. Fire: 29 7144.

DELAYS: Delays at Oro Bay are most unlikely.

GENERAL: *Storage:* Covered Storage: 739 sq.m. Open Storage: 4,645 sq.m.

Chart: AUS 520.

DEVELOPMENTS: The area around Popondetta is being developed as major palm oil plantations. Overseas Wharf to be lengthened.

On completion, palm oil tankers and general cargo vessels of 40,000 d.w.t. will be handled.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 160, Popondetta, Papua New Guinea. *Tel:* 29 7295. *Cables:* Portman, Popondetta. *Contact:* Port Manager.

PORT MORESBY: 09.29 S. 147.09 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary of port limits is the entrance to Basilisk Passage.

DOCUMENTS: Basic Customs documents for entry:

1 copy Cargo Manifest.
1 copy Passenger Manifest.
1 copy Disembarking Passenger Manifest.
1 copy Embarking Passenger Manifest.
1 copy Crew Manifest.
1 copy Stores List.
1 copy Customs Declaration (Ship).
1 copy Customs Declaration (Crew).
1 copy Customs Declaration (Passengers).
1 copy Health Declaration.

Also see "General" before first port.

PILOTAGE: Compulsory. Pilotage service operated by Port Authority (Papua New Guinea Harbours Board). Notice of ETA must be given at least 12 hours in advance. Pilot boarding ground is in a position with Basilisk Beacon bearing 065°(T), distant 1,500 m. Alternative boarding ground in bad weather is in a position with Basilisk Beacon bearing 220°(T), distant 950 m. Pilot launch is fitted with VHF radio and operates on Channels 12 and 16.

Coastal Pilotage: Pilotage services through the Great North East Channel to Torres Strait, through China Strait to Rabaul, and through China Strait and Raven Channel to Lae are conducted by pilots of the Queensland Coastal Pilot Service Pty.Ltd. and the Queensland Coast and Torres Strait Pilot Service. See Australia – "Torres Strait" for details.

Pilotage Recommendation: The Great North East Channel is covered by a recommendation on pilotage by IMO. See Australia – "Torres Strait" for details.

APPROACHES: The outer entrance lies through a gap in the barrier reef which has a navigable width of 600 m.

ANCHORAGE: In a position Lat. 9° 30.5′ S., Long. 147° 9.5′ E. Depth of water 26 m.

RESTRICTIONS: Berthing and sailing are normally restricted to between 0600 hrs. and 2200 hrs.

MAX. SIZE: The largest vessel to berth at the port's facilities was the "Rotterdam" with a length overall of 229 m.

HEALTH: Health Officer Tel: 255566. Quarantine Officer Tel: 211475.

RADIO/VHF: Arrival information to Agents can be routed through either Port Moresby Radio or Rabaul Radio. The port is equipped with VHF and may be contacted by calling Port Control on Channel 16. Working channel is Channel 12, or as allocated by Port Control. A listening watch is maintained during normal working hours and outside normal hours when ships are expected.

TUGS: Two tugs of between 550 b.h.p. and 750 b.h.p. are available for hire from private operator.

BERTHING: Old Port:

	Length (m.)	Width (m.)	Water Depth Below LAT (m.)	Deck Height Above LAT (m.)
Berth 1 (Main Wharf):	106	18.2	8.5	4.4
Berth 2 (Main Wharf):	107	18.2	8.5	4.4
Berth 3A (Coastal):	67	18.2	3.8	4.4
Berth 3B (Coastal):	113	18.2	4.5	4.4

Barge Ramp 1: Width 6 m. Grade 1 in 8
Barge Ramp 2: Width 9 m. Grade 1 in 8

Storage: Shed 1: 1,790 sq.m. (73.2 m. × 24.4 m.)
Shed 2: 1,790 sq.m. (73.2 m. × 24.4 m.)
Shed 3: 1,110 sq.m. (30.4 m. × 36.5 m.)
Coastal Shed: 650 sq.m. (36 m. × 18 m.)
Open (Old Port): 3,100 sq.m.
Open (APC): 3,250 sq.m.

New Port:

	Length (m.)	*Width* (m.)	*Water Depth Below LAT* (m.)	*Deck Height Above LAT* (m.)
Berth 4A (Container):	125	25.3	10.0	3.6
OK Tedi Jetty: (Berth 4B)	25	5.0	3.0	2.0

Storage: Shed 4: 5,110 sq.m. (140 m. × 36.5 m.)
Open: 28,400 sq.m.

Load/discharge is by ship's own gear.

STEVEDORES: Stevedoring is carried out by private contractors licensed by the Board. Normal working hours are from 0800 hrs. to 1600 hrs., Monday to Friday. However, stevedoring operations can continue outside normal hours by arrangement with the stevedoring contractor concerned.

At least 24 hours notice must be given to stevedoring contractor to arrange labour, but 72 hours notice preferred.

TANKERS: Tankers mainly use mooring buoys N.W of the wharf area, max. draft 13 m. The discharge is through submarine pipelines. Tankers also discharge at Berth 4A.

FRESH WATER: Available at all berths.

FUEL: Diesel and distillate can be supplied by road tanker, pipeline or mini-barge (100 tonnes). Suppliers are Shell, Mobil and B.P.

REPAIRS: A small slipway for coastal vessels only is situated adjacent to the old main wharf.

CUSTOMS: Port of Entry. Collector of Customs Tel: 214428.

AIRPORT: Jacksons Airport, Papua New Guinea's only international airport is 13 km. from the wharf and is served by flights to and from Australia daily, to Manila, Hong Kong, Japan, Singapore and Honolulu weekly as well as almost daily flights to all main internal centres.

POLICE/AMBULANCE/FIRE: Police Tel: 000. Ambulance Tel: 256822. Fire Tel: 225169.

HOLIDAYS: The port is closed to normal work on Christmas Day and Good Friday. The port is subject to closure unofficially on New Year's Day, Independence Day and Provincial Days, depending on the willingness, or otherwise of the Waterside Workers and Seaman's Union to work on these days.

BANKS: Papua New Guinea Banking Corporation, P.O.Box 78, Port Moresby. Tel: 22-9700. Fax: 21-1954.

Westpac Bank – PNG Limited, Douglas Street, Port Moresby. Tel: 22-0700. Fax: 21-3927.

ANZ Bank, Douglas Street, Port Moresby. Tel: 21-1666. Fax: 21-4896.

Bank of South Pacific Limited, Douglas Street, Port Moresby. Tel: 21-2444. Fax: 21-3741.

CURRENCY: Currency unit is Kina. 1 Kina = U.S.$1.0402 (9.3.94).
DELAYS: The port now has 3 overseas berths although only 1 of these is capable of handling direct container traffic. Some delays can be expected at peak times.
GENERAL: *Storage:* See "Berthing".
Chart: AUS 621.
AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 671, Port Moresby, Papua New Guinea. *Tel:* (675) 211400. *FAX:* (675) 211546.
Regional Port Manager, P.O.Box 384, Port Moresby, Papua New Guinea. *Tel:* (675) 211637, 211634. *FAX:* 21-3606.

RABAUL: 04.12 S. 152.10 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary of port limits is a line between the Eastern extremity of Matupit Island and Raluana Point.
DOCUMENTS: Basic Customs documents for entry:
1 copy Cargo Manifest.
1 copy Passenger Manifest.
1 copy Disembarking Passenger Manifest.
1 copy Embarking Passenger Manifest.
1 copy Crew Manifest.
1 copy Stores List.
1 copy Customs Declaration (Ship).
1 copy Customs Declaration (Crew).
1 copy Customs Declaration (Passengers).
1 copy Health Declaration.
Also see "General" before first port.
PILOTAGE: Compulsory. Pilotage service operated by Port Authority (Papua New Guinea Harbours Board). Notice of ETA must be given at least 12 hours in advance. Boarding ground is in position Lat. 4° 15′ S., Long. 152° 13.75′ E. Pilot launch is fitted with VHF and operates on Channels 12 and 16.
Coastal Pilotage: Pilotage services through the Great North East Channel to Torres Strait, through China Strait to Rabaul, and through China Strait and Raven Channel to Lae are conducted by pilots of the Queensland Coastal Pilot Service Pty.Ltd. and the Queensland Coast and Torres Strait Pilot Service. See Australia – "Torres Strait" for details.
Pilotage recommendation: The Great North East Channel is covered by a recommendation on pilotage by IMO. See Australia – "Torres Strait" for details.
APPROACHES: Depth at entrance to Simpson Harbour is in excess of 100 m.
ANCHORAGE: There are no recommended anchorage areas for large ships, but anchorage in approx. 30 m. of water may be obtained in good holding ground in a position with lower leading light bearing 015° (T) distant 1,110 m.
RESTRICTIONS: Berthing and sailing are normally restricted to between 0600 hrs. and 2200 hrs.
MAX. SIZE: The largest vessel to berth at the port's facilities was the "Europa" with a length overall of 200 m.
HEALTH: Quarantine Officer and Health Officer Tel: 92 1416.
RADIO/VHF: Arrival information to Agents can be routed through Rabaul Radio. The port is equipped with VHF and may be contacted by calling Port Control on Channel 16. Working channel is Channel 12, or as allocated by Port Control. A listening watch is maintained during normal hours and outside normal hours when ships are expected.
TUGS: None.
BERTHING: There are two overseas berths. Bay Road Wharf (Berth No. 2) is 152.4 m. long, height above LAT 2.8 m., min. depth of water at LAT 10.2 m.
Blanche Street Wharf (Berth No. 1) is 121.9 m. long. Height of deck above LAT 2.8 m. Minimum depth at LAT 7.9 m.
Vessels may berth either port or starboard side to at either wharf at the discretion of the Port Authority.
Load/discharge is by ship's own gear (Except under special arrangement).
STEVEDORES: Stevedoring is carried out by private contractors licensed by the Board. Normal working hours are from 0800 hrs. to 1600 hrs., Monday to Friday. However, stevedoring operations can continue outside normal hours by arrangement with the stevedoring contractor concerned. At least 24 hours notice must be given to the stevedoring contractor to arrange labour.
TANKERS: Discharge facilities are available for overseas vessels at the Blanche Street Wharf only.
FRESH WATER: Available at a rate of 25 t.p.h., supply sometimes restricted.
FUEL: Diesel fuel and distillate available by road tanker. Suppliers: Shell, Mobil and B.P.
REPAIRS: Only light deck repair facilities available.
SURVEYORS: Lloyd's Agent, Burns Philp (N.G.) Ltd., P.O.Box 87, Rabaul.
CUSTOMS: Port of Entry. Collector of Customs Tel: 92 1173.
AIRPORT: Rabaul Airport is 4 km. from the port and is served daily by Air Nuigini.
HOLIDAYS: The port is closed to normal work on Christmas Day and Good Friday. The port is subject to closure, unofficially, on New Year's Day, Independence Day and Provincial Days, depending on the willingness, or otherwise of the Waterside Workers and Seamen's Union to work on those days.
POLICE/AMBULANCE/FIRE: Police: 922222. Ambulance: 7333. Fire: 921411.
BANKS: Papua New Guinea Banking Corporation, P.O.Box 85, Rabaul. Tel: 92-1788.
Westpac Bank PNG Limited, Mango Avenue, Rabaul. Tel: 92-2844. Fax: 922820.
ANZ Bank, Mango Avenue, Rabaul. Tel: 92-1299. Fax: 923192.
Bank of South Pacific Limited, Mango Ave, Rabaul. Tel: 92-1266. Fax: 921240.
GARBAGE DISPOSAL: Garbage services are provided by Rabaul Town Council, P.O.Box 1133, Rabaul. Tel: 922522. Charges: Every year rates vary from K.10.00 to K.20.00. Collection time: Only when requested, whilst ships are in port.
WASTE OIL DISPOSAL: No companies dispose of waste oil, however, Shell Company does provide one road tank for mixture of oil and water, whereby the oil product is put back into tank storage and then blended. Contact: Shell Company, P.O.Box 226, Rabaul. Tel: 922606.
SEAMAN'S CLUBS: None.
CURRENCY: Local currency Kina and Toea. Kina 1.0 = U.S.$1.0402 (9.3.94). Exchange rates fluctuate every day. Rates can be seen in daily paper.
There is no local restriction on Kina and Toea as is nationally used in rural and urban areas.
All major overseas currencies are accepted, *except* Taiwanese currency which is not accepted by P.N.G. banks.
DELAYS: Delays at Rabaul are unlikely, except for union activities from time to time.
GENERAL: *Storage:* Covered Storage: 6,890 sq.m. Open Storage: 20,300 sq.m.
Chart: AUS 680.
AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 671, Port Moresby, Papua New Guinea. *Tel:* (675) 21-1400. *FAX:* (675) 21-1546.
Regional Port Manager, P.O.Box 592, Rabaul. *Tel:* (675) 92-1317. *FAX:* (675) 92-1367.

SAMARAI: 10.36 S. 150.39 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward boundary.
From a point on the Northernmost point of Samarai Island due North for 800 m. thence due West for 1,300 m. thence due South for 1,000 m. thence due East for 1,000 m. to a point on the N.W. coast of Samarai Island.
PILOTAGE: Not available.
ANCHORAGE: There are no recommended anchorage areas for large vessels in the vicinity of Samarai.
HEALTH: Quarantine Officer Tel: 62 1257. Health Officer Tel: 62 1225.
TUGS: Not available.
BERTHING: Berth No. 1. (Main Wharf). Length 28 m. Depth at LAT 7.8 m. Tidal range 1.0. m.
Vessels may berth either port or starboard side to at the discretion of the Port Authority.
Load/discharge is by ship's own gear.
STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required.
Licensed Stevedores: Murina Stevedoring Company, P.O.Box 33, Samarai.
Osiri Trading Co., P.O.Box 1, Samarai. Tel: 62 1238.
TANKERS: Discharge only at main wharf.
FRESH WATER: Not available.
FUEL: Diesel available by pipeline. Supplied by Shell.
CUSTOMS: Port of Entry. Collector of Customs Tel: 62 1226.
AIRPORT: There is no airport at Samarai. The nearest airport is at Gurney, outside Alotau.
POLICE/AMBULANCE/FIRE: Police Tel: Samarai 62 1222. Ambulance Tel: 62 1225. Fire: No service available.
DELAYS: Delays at Samarai are most unlikely.
GENERAL: *Storage:* Covered Storage: 950 sq.m.
Open Storage: 140 sq.m.
Chart: AUS 625.
AUTHORITY: Papua New Guinea Harbours Board, (Through Agents – Milne Bay Fishing Authority), P.O.Box 86, Samarai, Papua New Guinea. *Tel:* 621348. *Cables:* Fisheries. *Contact:* N. Stanton, Port Manager.

UMUDA: 08.29 S. 143.54 E.

SHIPMASTER'S REPORT: January 1994.

Vessel: 24,000 g.r.t. 42,000 d.w.t.
Umuda Station: So called "Umuda Station" is M/V "Karabi" which is anchored at approximate position Lat. 08° 29.5′ S., Long. 143° 54.5′ E. in the estuary of the Fly River in Papua New Guinea. The M/V "Karabi" is anchored abeam of the most Southern island in the mouth of the river, which has no name. Umuda is closest to this place/island with a proper name. M/V "Karabi" is anchored in depth of 12.0 m. at MLW (Chart AUST. 378).

M/V "Karabi": It is a vessel built in 1972. LOA 218 m., beam approximately 30.0 m., max. draft approximately 12.5 m. with 4×25 tonnes cranes situated on her starboard side. She has 7 holds but only 6 are in use. Hold No. 1 is inoperative, as a helicopter platform is located above the Hold No. 1. Six Yokohama fenders are floating on chains alongside her starboard side, also tractor tyres are fixed as fenders on her starboard side, just below railings. Hull is rusty and has lots of minor damage. Starboard lifeboat is missing (was crushed some time ago during berthing of a vessel). M/V "Karabi" is anchored with her port anchor, 10 shackles in the water. She looks like metal scrap, but is well equipped. She has GPS system, two good radars, gyro, sat nav system, satcom system, computer weighing system (connected with grabs) and good mooring lines. Each grab takes about 10 tonnes of cargo. Average loading capacity is about 175 tonnes/hour/crane.

Cargo: Wet concentrate of copper has allowed transportation content of water 10.3%. They have laboratory which continuously monitors water content and at the end of loading gives to the vessel a certificate showing actual water content (less than 10.3%). Cargo is extremely expensive. Content of gold inside each ton of concentrate is about one ounce plus other rare metals, plus natural copper.

Cargo is delivered from mines, which are about 500 miles up the river, by small vessels (2,000 – 3,000 d.w.t.). They have problems with delivery of the cargo during dry season (May – September), as river becomes very shallow and not navigable, even for these small vessels.

Navigation Aids: No lighthouses, marks or buoys exist in the approaches to the estuary of the Fly River and M/V "Karabi". The place is not described in the Pilot Book. The only way for our vessel to fix the ship's position was by radar observations of the island abeam of "Karabi". As shoals on both sides of "Karabi" are not marked with buoys, we had to fix ship's position, even during berthing, up to close approach (5 cables) from the stern of "Karabi". In this situation, a GPS system would have been of great assistance.

Preparations: We had to wait at anchor for 3 days for collecting enough cargo (30,500 tonnes). Torres Pilot was on the vessel as it was cheaper for Charterers to pay additional days for Pilot than to take him back by helicopter and to send him to the vessel again after loading (one way helicopter trip costs U.S.$ 3,000 – 4,000). The Pilot was not a port pilot, but he had 50 years experience in sea practice. So combining his 50 years and my 35 years practice, we evolved a plan of approach to the "Karabi" and mooring.

Authorities: Local Authorities (Quarantine Officer, Customs Officer and Shipper's representative) arrive on the vessel by helicopter. Customs Officer collects Customs documents and sealed Bonded Stores. He is most interested in "magazines" which he collects and puts under seal also. Quarantine Officer checks that the ship hoists "Q" flag before helicopter arrival. Supervisor gives full information about loading, documents, etc. He also advises on how to moor. It is important to listen to his advice, but not to follow it as he is not a seafarer. When there is no Pilot, the supervisor acts as advisor during mooring. The supervisor can be used to maintain contact with the Master of "Karabi" on VHF Channel 12.

Mooring: The Master of the "Karabi" nominates the time of approaching alongside. The idea is to have about 2 knots of current. This is a very important matter which fully depends on the experience of the Master of the "Karabi".

We approached the "Karabi" on ebb tide (to avoid coming around "Karabi" on flood tide). Ebb heading of "Karabi" is about 330° – 340°, and flood tide heading is about 130° – 140°. Our course was about 10° less than course of M/V "Karabi", and we steered a little ahead of her forecastle. When 6-7 cables off the stern of the "Karabi", we stopped the engine, later we used only kicks. We approached to a distance of 30 m. – 40 m. off on a parallel heading. Though we arrived 15 minutes before time fixed, the current was already 3 knots and increased quickly.

Method of giving first 2 head lines is as follows:
"Karabi" fires rocket with line.
Crew takes the line, then messenger.
Fix messenger to head lines.
Crew of "Karabi" takes the messenger, then ship's lines.
Put them on "Karabi" bollards.
Vessel's crew takes the slack of head lines.

Naturally it takes a lot of time and the best distance to fire rocket is 80 m. – 100 m. between ship's bows. Master of "Karabi" gives the command to fire rocket. These 2 moments (strong current and late giving of ropes) made mooring even more dangerous. Using engine, helm and later on head lines, we succeeded in getting alongside safely.

The current between ship's hulls is quicker than outside current and it's speed increases all the time when the vessels become closer. At a distance of between 10 m. – 15 m., the speed of this current became 5-6 knots, pressure dropped and force of suction arose. Vessel came on to "Karabi" very quickly. This phenomena is known about from literature and "Karabi" advised us about the matter before mooring. So we succeeded in making our hull parallel to "Karabi" at this moment and lay alongside on many Yokohama fenders.

Loading/Lying Alongside: We had to load cargo in two places (Amamapare and Umuda) and at Umuda for two Consignees. As a result we had to make 2 shiftings, 20 m. back each time, and "Karabi" could only use 2 cranes on each stage of loading. It doubled time of loading and risk accordingly. The most dangerous time during loading is swinging when tide changes. It happens 4 times a day. After mooring, we greased all Panama leads (naturally ropes were sent only through Panama leads) and put burlap material (tarpaulin, old bags, etc.) on mooring ropes in the places of contact with metal parts on our vessel and on the "Karabi". All ropes were very tight and had same tightness.

Our crew kept sea watches (officer and 2 seamen on deck). It was rainy season, so sailors worked with mooring ropes and closed/opened hatches. When swinging we made all hands on deck, engine on stand-by and chief engineer and electrical engineer in the engine control room. We had swell from S.S.E. at 2.0 m. – 2.5 m. During each swing, both vessels rolled up to 9° on both sides and their periods of rolling did not correspond. Mooring ropes and fenders took very big strains. Due to all precautions, only 2 ships' ropes were broken and immediately changed. When swinging, it is impossible to work with cranes and they stop loading.

Another problem is during ebb tide, which is naturally stronger (about 4 knots) than flood in river. This vessel is too big for the "Karabi", so her anchor dragged on full strength current. Usually drift did not exceed 1-2 cables, but on one occasion, "Karabi" dragged her anchor for 2 miles to S.E., notwithstanding working with her engine dead slow ahead, sometimes (kicks) slow ahead. All this time, "Karabi's" crew and our crew were at mooring stations and we were ready to depart.

Nobody calculated holding force of "Karabi" anchor and strength of her chain. Our experience showed that holding ability of "Karabi's" anchor is not enough for 2 vessels, and without any calculations, I can tell that in bad weather "Karabi's" anchor chain would have broken.

Weather: April – September is the worst season at Umuda Station, as it is season of S.E. Monsoon. Umuda Station absolutely open to S.E.-S.S.E. winds and swell.

They consider November to March the best season for loading, as it is N.W. Monsoon season (wind from shore). The only problem is cyclones which pass the area, most often in December, January and February (usually 5-6 cyclones in these 3 months). From arrival up to January 30th 1994, cyclone "Sarah" crossed Coral Sea. That is why we experienced S.S.E. swell. On January 30th-31st 1994, cyclone "Sadie" was in the Gulf of Carpentaria. As a result, West winds were over the area and swinging lasted 1.5 – 2 hours instead of 0.6 – 1 hours.

Unmooring: As unmooring was totally controlled by our vessel, it was much easier and safer than mooring. We let go all ropes except 2 head lines and 2 stern springs, then started to pay out head lines and made rudder 20° to starboard. Stream entered between hulls, bow began to go to starboard, we let go everything forward, rudder midships. Started to pay out stern springs. When bow about 10 m. and stern about 5 m. off "Karabi", we gave dead slow ahead and let go all aft.

Conclusions: Umuda is an unsafe place from any point of view – contractual, practical, logical, etc.

Vessels of this size must not be loaded at Umuda in my opinion. Vessel of any size is at risk when mooring/loading/unmooring at Umuda. Naturally smaller vessels reduce the risk. In my opinion, the biggest vessel which could relatively safely be loaded at Umuda is 30,000 – 35,000 tonnes d.w.t. The ideal case is when vessel has bow thruster.

In any case, the following to be done to increase chances of safe completion:

Master of the vessel must receive all possible information about Umuda before departure from some previous port to have possibility to make preparations for this trip.

Vessel must have full supply of fresh water and provisions.

Charts could be obtained through Agent in Australia and delivered by Torres Strait Pilot.

Vessel must have sufficient good mooring ropes and tarpaulins, or other materials could be used as burlap materials to protect ropes.

Vessel must have some good fenders to protect ship's constructions (superstructure, wing, etc.), if necessary.

Cargo plan should be for loading of all 5 hatches (1 port of loading) or at least 4 hatches (if 2 loading ports). It gives possibility to load 30,000 tonnes of cargo in about 50 hours.

Pilot is compulsory. If no Pilot at Umuda (on "Karabi"), it is necessary to use assistance of Torres Pilot. There are already at least 3 Torres Pilots who have been to Umuda. Master of the vessel which has been to Umuda could also be used as a Pilot.

When berthing, it is necessary to try to approach the "Karabi" with a slight current (1-2 knots) when ebb tide.

"Karabi" must fire rocket with line at a distance at least 70 m. – 80 m.

When alongside, full scale watch must be kept on deck in any weather. Most dangerous moments are swinging when tide changes and when ebb current has maximum speed.

Utmost attention to be payed to the mooring ropes. They must be tight at all times.

The ship must lie alongside as parallel as practicable to touch as many Yokohama fenders as possible.

NOTICE: Ok Tedi Mining Limited.

Guidance Notes and Responsibilities for Masters of Export Vessels Loading Ok Tedi Copper Concentrates at Umuda Station:

Dear Captain

On behalf of Ok Tedi Mining Limited, we are pleased to welcome you to Umuda Station, Papua New Guinea, and our transfer and loading terminal M/V "Karabi".

The following Notes are to assist you in the mooring, loading and unmooring of your vessel at "Karabi".

For your information, apart from what is already described in the Charter Party between your Owners/Disponent Owners and Ok Tedi, your responsibilities whilst at Umuda Station are as follows:

1. Notwithstanding any pilotage advice or assistance given by "Karabi", the Master of the export vessel is at all times responsible for it's safe navigation.
2. To provide a sufficient quantity of good quality ropes (wires or nylon ropes, which can snap without warning will NOT be handled by "Karabi") to ensure that the vessel can be safely berthed and remain alongside.
3. Nominating the holds to be loaded and quantity of cargo to be loaded into each hold (as per governing Charter Party Clause 7B). This will be the subject of discussion with the Charterer, but will in no way relieve the Master of his responsibilities.
4. To ensure at the end of loading of each hold, directions are given to the Deck Officers of your vessel to stand-by at the hold and inform us for trimming if required (Cahrter Party Clause 7B). See paragraph below "Trimming Cargo".
5. To ensure vessel is maintained in seaworthy trim and condition, and safely and properly loaded, having regard to the International Loadline Certification (Charter Party Clause 7B).

6. To ensure mooring lines are properly tended throughout the time alongside "Karabi".
7. To ensure vessels crew maintain the hatch covers in working order and open/close them as necessary during the loading, and in particular if required to do so in the event of adverse or threatening weather.
8. To provide accommodation and board for one Customs Official throughout your stay.
9. To ensure the vessel is at all times maintained in a state of readiness to unberth from "Karabi" at short notice in the event of an emergency or adverse conditions (See paragraph 12 below "Engine Readiness").
10. To maintain a continuous watch on VHF radio, Channels 16 and 12. See also paragraph 26 below.
11. To pilot your vessel to safely unberth and depart from "Karabi".
12. Berthing:
    "Karabi" is fitted with Yokohama fenders on starboard side, and large ore-truck tyre fenders attached to the sheer strake. No fenders are required on your vessel.
13. There is no Pilot at Umuda Station, you have to pilot your vessel alongside "Karabi". We normally berth vessels on flood tide and heading into the wind. However, if the wind is not too strong, we may ask you to berth with wind astern, always heading into the tide. we may also ask you to berth at night, if conditions are favourable, subject to the Master of "Karabi" and yourself being in agreement. The tides can be very strong, at times running at 3 – 5 knots.
14. Do NOT (unless in an emergency) drop your anchor approaching "Karabi". It will only give you serious manoeuvring problems, resulting in you possibly striking the Terminal Ship.
15. Approach "Karabi" on almost parallel heading, either approximately 140°T on flood tide, or 315°/320°T on ebb tide. Stay well clear of "Karabi" when approaching. If you come too close to the stern area, the wind and current will set you down, bearing in mind your vessel is in ballast and will be prone to leeway.
16. When sufficiently close, "Karabi" will fire a rocket line to your vessel's foc'sle with a messenger rope attached. Heave these lines on board and attach your mooring lines (two headlines if possible) to the messenger rope. Please ensure that your ropes are prepared, your winches are professionally manned and heaving lines ready and available. Speedy and efficient making fast of these two head lines is of utmost importance. The aft spring is next, and then later we will double up on this aft spring, as it and the headlines take all the weight of your ship against the current and wind. Again, the "Karabi" will NOT handle wires or nylon ropes.
17. If at all possible, all ropes should go through your Panama leads (not roller leads), otherwise when your vessel is loaded, and your freeboard is much less than the "Karabi" freeboard, your ropes may jump off the roller leads, resulting in damage to your ship's structure, or breaking the lines, causing your vessel to part from the Terminal Ship.
18. Unberthing:
    Please take careful note of the following paragraphs relating to unberthing of your vessel:
    Recently there have been two potentially serious incidents during the unberthing operations. The "Karabi" suffered minor damage, but the anchor chain was at great risk of being cut. *Both export vessels suffered extensive damage.*
    The incidents were identical in nature, and these guidance notes are offered in an attempt to ensure it will not happen again.
    When proceeding to unberth from the "Karabi", it is normal to single up to 2 head lines forward and 1 or 2 back springs aft. The two headlines are let go and the bow allowed to separate from "Karabi's" bow prior to kicking ahead on your engines and letting the back springs(s) go. Patience and calm is of the essence to accomplish a proper separation.
    It is absolutely essential that the bows separate before going ahead on your engines.
    If you go ahead without this separation having taken place and whilst still in contact without fenders, you will just take us with you and as our anchor cable draws tight astern, it will keep us pressed firmly together. The inevitable result being that as you gradually draw ahead, you will take a sheer to port across our bow and your bridge wing area will impact on the break of our foc'sle head with the additional grave risk of fouling your propeller/rudder on our anchor cable.
    The tide is sufficiently strong to virtually guarantee that this separation will take place with little problem, providing no attempt is made to depart while the vessel is swinging to the change of tide. We recommend that you should wait about an hour after the swing before departing, in order to allow the tide to gain sufficient velocity to guarantee the separation.
    Once separated from the "Karabi", keep a good distance off and in case of need, avoid crossing the "Karabi" bow until well ahead of us, bearing in mind that the tide will set your vessel down towards the "Karabi" and her anchor chain.

Other:

19. Trimming Cargo:
    On completion of loading of each of your holds, we will, if required, do utmost to trim the top off the cargo using our grabs. To assist us in this, we suggest that when about 300 tonnes balance remain to be loaded in that hold, your Duty Officer directs these last approximate 30 grabs to whatever area of the hold they are required, e.g. forward/aft, port/starboard. If after loading any further trimming is required, your Duty Officer is required to stand-by at that hatch and direct our crane driver accordingly, or pass the information to our Desk Officer by VHF who will inform the crane driver.
20. Deballasting:
    Please consult the Master of "Karabi" before you commence pumping out ballast tanks. We may require limited air draft on your vessel to permit us to reach the offside of your hatches.
21. Engine Readiness:
    Please ensure that whilst alongside "Karabi", your main engine is kept at readiness for use at 15 minutes notice or less. Should this be impracticable, or should you wish to carry out maintainance work on the main engine, kindly consult with the Master of "Karabi".
22. VHF Communication:
    We keep VHF watch on Channel 12 if you or your Officers wish to communicate with "Karabi's" Master, Deck Officer or the Ok Tedi Terminal Supervisor.
23. Agency:
    A Papua New Guinea Customs Official remains on board your vessel throughout your stay. Please provide him with suitable cabin and board. He will sign the Loading Manifest on completion of loading, sight the Bills of Lading prior to you signing, and give you Port Clearance. The Terminal Supervisor handles all Agency matters, inwards/outwards, cargo documents and assists the "Karabi" Master in your vessel loading. Do not hesitate to call on the Supervisor for assistance in any Agency matter. It should be noted, however, that in addition to the Pilots and tugs not being available, there are no services such as provisioning, fresh water, bunkers, crew changes, medical, mail, telex, fax, available at "Karabi".
24. Fishing Lines:
    The Master of "Karabi" insists that no fishing lines are permitted between the two vessels. Fishing from our vessel's starboard side may take place only. The "Karabi" fenders have on occasions been found coated with fishing lines and hooks, resulting in damage and collapse of fenders, with repair bills running into thousands of dollars.
    If any of your crew members are seen fishing, we have to advise you that photographs (film dated) will be taken, and your Owners will be put on Notice by Owners of "Karabi", holding you responsible for any damage to the fenders and cost of repairs to same for your Owner's account.
25. Radio Silence:
    Due to heavy traffic in the Fly River area, you are requested to keep Radio Silence (unless in an emergency) between 0800 hrs. – 1000 hrs. and 1500 hrs. – 1800 hrs., to facilitate communication between river vessels and the Mine Operation Centres.
26. Progress of Loading:
    The amount of cargo loaded at any time can be read off our loading computer and passed to you. These figures are in any case passed to you daily at 0700 hrs. and 1800 hrs. Subject to weather conditions, loading time is of course depending on the amount of cargo your vessel is loading. However, as a rule, an average of 175 tonnes per crane per hour is obtainable, with faster loading in the early stages and slowing down towards the end of the loading.
    If any queries, you are welcome to contact the undersigned. In the meantime, we wish you a pleasant stay in Papua New Guinea.

Signed:
Terminal Supervisor
Ok Tedi Mining Limited.

VANIMO: 02.41 S. 141.18 E. (See Plan)

(See General Section on Papua New Guinea Ports).

PILOTAGE: Pilotage not compulsory. Pilot available from Madang on request at 48 hours notice. Pilot Boarding Place: Lat. 2° 39′ S., Long. 141° 18′ E.

HEALTH: Quarantine Officer Tel: 87 1210. Health Officer Tel: 87 1196.

VHF: Call Vanimo Port Control on VHF 16 and 12. Listening watch maintained during working hours and when ships are expected during non-working hours.

TUGS: None available.

BERTHING: *Papua New Guinea Harbours Board:* Position of wharf: Lat. 02° 41.09′ S., Long. 141° 17.84′ E. Length, 18.7 m. (61.5 ft.); width 6.1 m. (20 ft.). Minimum depth alongside at LAT 4.9 m. (16 ft.). Tidal range 1.6 m.

Vanimo Forest Products: Position of wharf: Lat. 02° 40.85′ S., Long. 141° 17.36′ E. Length 75 m. Storage 3,000 sq.m. Minimum depth 8.00 m. Max. draft 7.5 m. Contact: General Manager, P.O.Box 41, Vanimo. Tel: 87 1018.

FRESH WATER: Not available to ships.

FUEL: Distillate available by road tanker. Supplier: Mobil Oil (NG) Ltd. Tel: 87 1221.

CUSTOMS: Port of Entry. Collector of Customs Tel: 87 1192.

POLICE/AMBULANCE/FIRE: Police Tel: 87 1022. Ambulance: 87 1080.

GENERAL: *Storage:* 1 Shed – 135 sq.m.
Chart: AUS 389.

AUTHORITY: Papua New Guinea Harbours Board, P.O.Box 71, Vanimo, Papua New Guinea. *Tel:* 87-1024. *FAX:* 87-1024. *Cables:* Portman, Vanimo. *Contact:* Port Manager.

WEWAK: 03.34 S. 143.39 E. (See Plan)

(See General Section on Papua New Guinea Ports)

PORT LIMITS: Seaward Boundary.

From Wewak Point by a straight line due North for 2,900 m. thence by a straight line due East for 3,725 m. thence by a straight line due South for 4,780 m. to a point 800 m. due East of Cape Boram, thence to Cape Boram.

PILOTAGE: Pilotage is not compulsory but a Pilot will attend from Madang if given 48 hours notice of the ship's intention to call at Wewak.

Pilot Boarding Ground: Lat. 3° 32′ S., Long. 143° 39.4′ E.

ETA to be sent not less than 12 hours prior to arrival via Port Moresby Radio (P2M) or Rabaul Radio (P2R) and to be confirmed not more than 5 hours and not less than 4 hours prior to arrival.

ANCHORAGE: There are no recommended anchorage areas for large vessels in the vicinity of Wewak.

HEALTH: Quarantine Officer Tel: 86 2586. Health Officer Tel: 86 2166.

VHF: Call Wewak Port Control on VHF Channels 16, 12, 6. Listening watch maintained during working hours and when ships expected during non-working hours.

TUGS: None available.

BERTHING: Overseas Wharf is 73.1 m. long, height of face above LAT is 3.5 m., min. depth of face at LAT is 6.7 m. Tidal range 1.3 m.

Vessels may berth port side to only.

Load/discharge is by ship's own gear.

Berthing may be delayed during the N.W. season December – March.

STEVEDORES: 72 hours notice preferred, but a minimum of 24 hours required.

Working Hours: Day shift: 0800 – 1200, 1300 – 1600. Evening shift: 1600 – 1900, 2000 – 2400. 2 hours extension to finish possible.

Licenced Stevedores: Sepik Coastal Agencies, P.O. Box 118, Wewak. Tel: 86 2464. Kreer Development Corp.Ltd., P.O.Box 695, Wewak. Tel: 86-2869.

TANKERS: No overseas discharge or bunkering facility exists.

FRESH WATER: Not available.

FUEL: Diesel available from road tankers. Suppliers: Mobil and Shell.

CUSTOMS: Port of Entry. Collector of Customs Tel: 86 2591.

AIRPORT: Wewak Airport is 5 km. from the port and is served regularly by Air Nuigini.

POLICE/AMBULANCE/FIRE: Police: 86 2222. Ambulance: 86 2166. Fire: 86 2122.

DELAYS: Delays at Wewak are unlikely but if they do occur are of short duration.

GENERAL: *Storage:* Covered Storage: 2,200 sq.m.

Open Storage: 11,500 sq.m.

Chart: AUS 651.

DEVELOPMENTS: The port development plan which is unlikely to take effect for a few years, calls for a land backed facility off the causeway joining the land to the existing wharf.

AUTHORITY: Port Manager, P.O.Box 270, Wewak, Papua New Guinea. *Tel:* 86 2298. *FAX:* 86-2506. *Cables:* Portman, Wewak.

NOTES

Please also advise Shipping Guides Ltd.

Paraguay

NOTES

Please also advise Shipping Guides Ltd.

GENERAL:

DOCUMENTS: *Consular Documents:*

If ports of embarkation are non-Paraguayan, the Agency must submit an original Cargo Manifest and two copies, as well as three copies of the Crew List to the Paraguayan Consulate. The Consul returns the original and one copy of each of these documents, and the Agency must ensure that these papers are mailed, time permitting, or delivered to the vessel.

Prior to Arrival:

Arrival Notice:

The time and date of the vessel's arrival shall be reported at least 24 hours in advance to the following Authorities: Port Authority (National Navigation and Port Administration), the General Prefecture of Ports (National Navy), Customs, Migration, and Maritime Health.

Information on Cargo for the Port:

The shipping Agency must receive duly in advance the following documents for presentation to the Authorities and for the preparation of the tally books: Cargo Manifest and Stowage Plan. It is of the utmost importance that manifests be received duly in advance, even if by telex, to avoid any delay in servicing the vessel.

The manifests and a written request that may be submitted 72 hours prior to the arrival of the vessel, must be delivered to Customs. Customs opens a Customs file and allocates a number to the vessel to expedite the processing of the import documents.

Requests for Port Services:

A request must be submitted to ANNP, indicating the expected time of arrival (ETA) of the vessel, to obtain clearance for berthing and port services. 5 copies of the manifests giving the number assigned by Customs to the vessel and 1 copy of the Stowage Plan must be presented, as well as copies of the tally books, and a list of container contents.

In the absence of manifests, clearance for berthing will not be given and, therefore, the cargo cannot be handled.

On Arrival:

Type of Document	*Number and Distribution of Documents*						
Basic Forms	*Gen. Pref. Ports*	*Customs*	*Immigration*	*Marit. Health*	*Veterinarian†*	*Agency*	*Total*
1. General Declaration(a)	1	–	–	–	–	1	2
2. Cargo Manifest	1(b)	1(b)	–	–	1	1	4
3. Crew List	1(b)	1(b)	1	–	–	1	4
4. Passenger List	1	1	1	–	–	1	4
5. Ship's Stores List	–	1	–	–	1	2	4
6. Crew Effects Declaration	–	1	–	–	–	1	2
7. Maritime Declaration of Health	–	–	–	1	–	–	1
8. Mail List	–	–	–	–	–	1(c)	1
Additional Documents:							
9. In-ballast Declaration	1	1(b)	–	–	–	1	3
10. Bills of Lading	1	1(b)	–	–	–	1	3

†Transitory provision of the Ministry of Agriculture, of November 1978.

(a) If the vessel has the forms, LAFTA/OAS Form 1 should be employed; if not, Agencies use their own form, containing data on 1 through 10 and 11A of the General Declaration.

(b) Visaed by the Consulate of Paraguay.

(c) For the Postal service.

Prior to Departure:

A Departure Request must be filed with Customs, to which the Export Cargo Manifest and the Provisional Export Permit must be attached. This procedure cannot be started until the entire cargo has been loaded.

After this request has been recorded by the Registration Division and the Cashier's Office, the Customs Administration issues the safe-conduct for departure.

Once the safe-conduct is obtained from Customs, this is attached to the Crew List and submitted to the General Prefecture of Ports, which authorises clearance, and designates the Pilots who are to guide the ship on the stretch Asuncion-Confluencia.

Peru

GENERAL:

FLAG: The Peruvian Flag must be hoisted at all times whilst vessel is in Peruvian Waters until time of leaving Peruvian Waters.

DOCUMENTS:

Prior to Arrival:

Arrival Notice:

Notice of a vessel's arrival must be sent 24 hours in advance to the Captain of the Port, Customs, International Police, Migration and Public Health.

Information on Cargo and Passengers for the Port:

The Agency must have received the following documents by air, sufficiently in advance to submit them by the deadlines indicated in the following paragraph, and to prepare the tally sheets:

5 sets Cargo Manifest.
2 sets Freighted Cargo Manifest.
1 copy Passenger List.
6 copies List of Container Contents.
5 copies Dangerous Cargo List.
2 copies List of In-Transit Dangerous Cargo.
2 copies Stowage Plan.

Deadlines for Submission of Documents:

(a) Vessels from South American and Pacific coast ports are exempt from submitting documents by air mail in advance. However, the Agency must receive by telex, in sufficient time to prepare and submit before initiating tally sheet operations, the following information on regional cargo: marks, numbers, amount, class and weight of cargo, its location on board, shipper and consignee.
(b) Vessels from Panama and Colombian ports on the Atlantic. 24 hours before the vessel's arrival. Fine for failure to comply with the deadline.
(c) Vessels from Central American ports. 48 hours before the vessel's arrival. Fine for failure to meet the deadline.
(d) Vessels from any other port. 72 hours before the vessel's arrival. Fine for failure to meet the deadline.

Request for Port Services:

24 hours before the vessel's arrival, the request for pilotage and berthing, and port services shall be submitted to the marine terminal of the Peruvian National Ports Agency (ENAPU) on special forms.

On Arrival:

On entrance of the vessel, the following documents must be submitted:

Type of Document	*Number and Distribution of Documents*						
Basic Forms	*Captain of Port*	*Customs*	*ENAPU*	*Police*	*Migration*	*Public Health*	*Total*
1. General Declaration	1	2	2	–	–	–	5
2. Cargo Manifest	1	2	4	–	–	–	7
3. Crew List	1	2	–	1	1	1	6
4. Passenger List	1	2	2	1	1	1	8
5. Ship's Stores List	–	2	1	–	–	–	3
6. Crew Effects Declaration	–	2	–	–	–	–	2
7. Maritime Health Declaration	–	–	–	–	–	1	1
8. Mail List	–	2	2	–	–	–	4
Additional Documents:							
9. Clearance from last Port	1	–	–	–	–	–	1
10. In-transit manifest	1	1	–	–	–	–	2
11. "No Passengers" Declaration	1	2	2	1	1	1	8
12. List of Passengers In-transit or "No In-transit Passengers" Declaration	1	2	2	1	1	1	8
13. List of Passengers Baggage or "No Baggage" Declaration	–	4	4	–	–	–	8
14. List of unaccompanied Baggage or "No unaccompanied Baggage" Declaration	–	4	4	–	–	8	16
15. Bill of Lading	–	1	2	–	–	–	3

Prior to Departure:

Clearance Documents:

The Clearance Permit must be duly paid for at the Bank of the Nation. Receipts therefore must accompany the request for clearance.

The Clearance Permit is requested from the Captain of the Port on a special form in triplicate, accompanied by 3 sets of the General Declaration, the Crew List and the List of Passengers on board, In-Transit or "No Passengers" Declaration.

At the time of clearance, a representative of the Captain of the Port returns on board a stamped set of these documents.

In addition, the following must be submitted before clearance:

Documents:

	ENAPU	*Migration*
Crew List		1
List of Passengers Embarked or "No Passengers" Declaration	1	
List of Passengers Baggage or "No Baggage" Declaration	1	
Bill of Lading for all cargo loaded	2 sets	

Within 24 hours after clearance, Customs must be given a copy of the Export Cargo Manifest or a set of the Bills of Lading for all export cargo.

Request for Pilotage:

Requests for unberthing, including the request for pilotage shall be submitted daily at 1500 hrs. to the ENAPU on a special form.

SHIP REPORTING: The following was received from a ship's agent in November 1991.

POSITION AND SAFETY INFORMATION SYSTEM IN PERUVIAN WATERS:

National and foreign merchant and fishing ships of more than 1,000 g.r.t., are obligated to report their positions by radio to Coast Guard General Director, via Peruvian Coast Stations of Paita, Mollendo or Callao, if they enter, stay or depart from Peruvian waters. The nonfulfillment of this procedure is subject to fines up to U.S.$5,000.

Peruvian Water Boundaries:
Northern: Lat. 03° 25' S.
Southern: Lat. 18° 20' S.
Western: 200 nautical miles offshore.

Structure of Message Information:

Message Identification: SHIPREP.

Model:

A. A group of two or three letters.
"EPW" (Entrance notification into Peruvian waters).
"PR" (Notification of position).
"FR" (Final notification).
"DPW" (Sailing out of Peruvian waters notification).
B. Vessel name, call sign and nationality.
C. Date and local time, a group of 6 figures to indicate the day of the month (first 2 figures), hour and minutes (last four figures).
D. Situation, port of origin.
E. Position, a group of 4 figures to indicate the Latitude in degrees and minutes, with the 'N' or 'S' suffix and a group of 5 figures to indicate the Longitude in degrees and minutes with the suffix 'E' or 'W'.
F. Course, a group of 3 figures.
G. Speed, a group of 2 figures.
H. Port of destination.
I. ETA at port of destination, a group of 6 figures, to indicate the day (first 2 figures) and to indicate the hours and minutes (last 4 figures).

Model Examples: All messages have to be sent to: "Director General de Capitanias y Guardacostas".

1st Case:

EPW Information on Entrance to Peruvian Waters that the vessel must send at the moment of entering Peruvian waters.
SHIPREP/A/B/C/D/E/F/G/H/I.
Example:
SHIPREP / EPW / Smederevo – YTJ6 – Yugoslav / 281257 / Oita – Japan / 10325S – 07750W / 150 / 12 / San Nicolas 300500.

2nd Case:

PR Position Report of the vessel at 0800 hrs. and 2000 hrs. (local time) each day that the vessel is navigating in Peruvian waters.
SHIPREP/A/B/C/E/F/G/H/I.
Example:
SHIPREP / PR / Smederevo – YTJ6 – Yugoslav / 282000 / 10401S – 07730W / 148 / 11 / San Nicolas 300600.

3rd Case:

FR Final Report. Information to be sent one hour before arrival at destination port.
SHIPREP/A/B/C/H.
Example:
SHIPREP / FR / Smederevo – YTJ6 – Yugoslav / 300500 / San Nicolas.

4th Case:

DPW Information on Departure from Peruvian Waters to be sent at the time the vessel leaves Peruvian waters.
SHIPREP/A/B/C/E/H.
Example:
SHIPREP / DPW / Smederevo – YTJ6 – Yugoslav / 030500 / 1820S / Bar – Yugoslavia.

Coastal Station Frequencies: Frequencies to be used to contact Coastal Radio Stations.

Name	*Call Sign*	*Frequencies Transmits (kHz)*	*Frequencies Receives (kHz)*	*Type of Emission*	*Working Hours*
Paita Radio	OBY2	8527	8363.2 – 8366.4	0.1 A1A	24
		2182 – 2738	2182	H.3E/J3E	24
		156.70 MHz	Channel 14 VHF	F3E	24
		156.80 MHz	Channel 16 VHF	F3E	24
Callao Radio	OBC3	460 – 500	500	0.1 A1A	24
		8546	8363.2 – 8366.4	0.1 A1A6	24
		13015.5	12544.8 – 12549.6	A1A	24
		2182 – 2738	2182	H3E/J3E	24
		156.60 MHz	Channel 12 VHF	F3E	24
		156.70 MHz	Channel 14 VHF	F3E	24
		156.80 MHz	Channel 16 VHF	F3E	24
		Telex No.	26069 COASTCAL		
Mollendo Radio	OBF4	8490	8363.2 – 8366.4	0.1 A1A	24
		2182 – 2738	2182	H3E/J3E	24
		156.70 MHz	Channel 14 VHF	F3E	24
		156.80 MHz	Channel 16 VHF	F3E	24

Messages to be addressed to: Director General de Capitanias y Guarda Costas, Telex No. 26071 DICAPI.

Remarks: If the vessel cannot make contact with Paita or Mollendo coastal stations, she can make contact with Callao radio station.

If contact is not made, the Master must submit a detailed written report explaining the causes or reasons why there was no communication with the above coastal stations.

Master's report will be inspected by the Port Captain in order to determine whether there is a responsibility or not.

The radio information has to be transmitted when the vessel is in position or before.

Nonfulfillment of the above regulations will be cause for a fine of U.S.$1,000 to U.S.$5,000. The amount of fine will depend on the Port Captain's office.

Shipmaster's Report: If possible, send messages by telex in order that you may obtain an answerback for photocopy and proof that messages were sent and received.

OFFICIALS: Master must be at gangway to greet authorities. If he is not there, Harbour Master may impose a fine.

HEALTH: Vessels are cleared before entering port.

Ratguards must be in place at all times. Harbour Master will check hourly, and if any ratguards not in position, vessel will be fined.

In 1991, Cholera was a problem (see below).

RADIO: Vessels are to maintain radio contact with the Port Authorities at all times whilst in Peruvian Water, until vessel has left Peruvian Waters.

Cholera: *New Regulations on the Peruvian Coast:*

Please be advised following telex received from Peruvian Port Authorities:

Quote

We are pleased to inform you, that recently the United States Government has detected the "Vibrio Cholera" bacteria in the ballast water of 3 vessels proceeding from Latin American ports, hence U.S.A. has extremed the warning measures in order to avoid the reach of Cholera epidemic at North America coasts. Therefore, the Peruvian Port Authorities, through the Coast Guard, have decided, as from this date on, and for an indefinite time, to forbid the ballasting in Peruvian ports and coast, for all vessels dedicated to the international maritime traffic, being able to make this duty only 12 nautical miles from the coast, registering same in the Deck Log, detailing the starting and finishing time.

Unquote.

The following is a circular letter to Masters from Callao Agent (dated 2nd March 1992):

Re: Vibrio Cholerae

Dear Sir,

We refer to our previous letter on the subject and now transcribe complementary instructions on ballasting and deballasting, as received from the Port Captain today:

(a) Ballasting effected within 12 miles must be deballasted during the transit to the next port of call.

(b) In the event vessel requires to ballast in navigation to the next port, the ballast water obtained at the port from where vessel sailed, must be interchanged in transit, in order that on arrival to that port the tanks may only have water taken 12 miles off the coast.

(c) These tasks should be recorded in the Log Book, indicating date/hour and position at the beginning and completion of same.

Master's Note: It all comes down to recording in the ship's Log Book, where each tank has been ballasted, in order to prove/show that all ballast is from outside the 12 mile zone.

If the vessel has to ballast in or near any port, this is to be changed at sea outside the 12 mile zone, before reaching the next port.

ATICO: 16.14 S. 73.43 W.

Atico is an open roadstead and unprotected. The main activity is the loading of fishmeal.

PILOTAGE: Not available.

ANCHORAGE: Vessels anchor in the open roads.

TUGS: 1 available.

LIGHTERS: 3 available, 100 tons each.

CRANES: None.

STEVEDORES: See "Pimentel" for working hours and overtime rates.

There are 2 gangs available.

MEDICAL: Available at Mollendo.

FRESH WATER: Not available.

FUEL: Not available.

GENERAL: *Swell Period:* Heavy swell in the Winter months, June-September.

CALLAO: 12.03 S. 77.10 W. (See Plan)

PILOTAGE: Compulsory. 24 hours advance notice of ETA required. Pilot boards at anchorage after vessel has been granted Free Pratique. Various pilot launches painted white, black and red.

RESTRICTIONS: Vessels of up to 32 ft. draft may enter at any time. Vessels of more than 32 ft. draft must enter at high water. Pilots available 24 hours.

MAX. SIZE: Length and breadth practically unlimited, draft 32 ft. plus height of tide making allowance for keel clearance.

HEALTH: Cable Agent requesting Free Pratique. Agent must be notified in advance if any illness or disease suspected on board. Free Pratique is hardly ever given unless Health Officer and Captain of the Port and other Officers board.

Also see "General" – "Health" before first port.

DOCUMENTS:

Airmail copies must be presented to Port Authorities 72 hours before arrival of vessel as otherwise vessel will be fined. No docking is allowed until Cargo Manifests and Cargo Plan are presented.

Vessel copies to be delivered on clearing vessel inbound on arrival when Health, Customs and other Authorities board.

	By Air	*By Sea (With the Vessel)*
Cargo Manifests, including additionals. Must be faithful copies of Bills of Lading descriptions	5	7
Same Manifests, but freighted	5	2
Cargo Manifests covering cargo shortshipped but manifested on previous vessels calling at Callao	5	7
(If Master Stencils are airmailed, the required number of Manifests will be printed)		
Transit Cargo Manifests	–	3
Freighted copy of each Bill of Lading	–	4
Lists of Containers with their numbers	2	2
Content List, each Container, properly identified with marks, numbers and Bills of Lading numbers	2	2
Dangerous Cargo Lists showing complete description of goods, Flash Point, IMO Classification, Type of Label, marks, numbers and Bills of Lading numbers	3	3
Transit Dangerous Cargo Lists	3	3
Mail Manifests	5	5
Passenger Lists	1	10
Transit Passenger Lists	–	10
Tally Books	–	16
Stowage Plan	3	–
Consolidated Stowage Plan, prepared or checked on board	–	3
Visaed Tonnage Certificate or General Declaration from First Port receiving cargo for Peru and every port of call thereafter	–	1
Health Clearance, last port of call	–	1
Vaccination List	–	1
General Declaration	–	7
Crew List	–	10
Crew Personal Effects Declaration	–	3
Stores List	–	4
Sealed Consular Documents addressed to Customers, in envelope	–	1

Also see "General" before first port.

Shipmaster's Report: September 1991.

The following documents should be presented to Authorities on arrival:

	Total	Presented by Agents
General Declaration		5
Cargo Manifest	2	5
Cargo in Transit Manifest	2	
"IMO Cargo" Manifest	2	
"IMO Cargo" in Transit Manifest	2	
Crew List	10	
Passenger List or "Nil" Declaration	2	
List of Passenger in Transit or "Nil Declaration	2	
Ship Stores List (including radios, refrigerators, etc.)	3	
Crew Effects Declaration	3	
List of Passengers Baggage or "Nil" Declaration		
List of unaccompanied Baggage or "Nil" Declaration		
Maritime Health Declaration	1	
Vaccination List	2	
Mail List or "Nil" Declaration	1	
List of Arms and Ammunition or "Nil" Declaration	1	
List of Animals or "Nil" Declaration	2	
Ports of Call List (last 30 days)	1	
Last Port Clearance	1	

Before sailing, 3 copies of "Sailing Plan" have to be presented to Authorities.

ANCHORAGE: Very large area to the West of entrance buoys.

Shipmaster's Report: December 1988.

The following is part of the telex received with the above ("SHIP REPORTING").

Re: Port of Callao

The Port Captaincy of Callao has appointed the following official anchorage places for arriving vessels:

	Latitude:	Longitude	
1.	12° 02′ 00.0″ S.	77° 11′ 49.5″ W.	(These are the corner points of Anchorage "A", as per B.A. Chart No. 1853)
2.	12° 02′ 11.3″ S.	77° 10′ 41.5″ W.	
3.	12° 01′ 10.0″ S.	77° 11′ 41.5″ W.	
4.	12° 01′ 21.0″ S.	77° 10′ 33.5″ W.	

NON-FULFILLMENT OF THESE INSTRUCTIONS WILL RESULT IN A HEAVY FINE.

RADIO: Radio Costera, OBC3, 460, 500, 8546, VHF 16 and 14 (Peruvian Navy 24 hours).

Arrival Advice: 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.

Shipowner's Report: October 1982.

Please note there is a new regulation for vessels calling Callao. All ships must send 1 hour prior to arrival at Callao Roads a telegram addressed to "Costera Callao" indicating their revised ETA. If this is not done and Authority gets notice of this, vessel will be fined (A copy of this telex is to be produced when vessel is being cleared at the anchorage).

As per experience this telegram arrives at "Costera Callao" after vessel has departed. Sometimes Authority asks for presentation of telegram copy.

Radio Officer's Report: September 1982.

During a recent call at Callao and Pisco at the beginning of September 1982, only slight difficulties were experienced in establishing radio contact with Callao Radio – OBC3.

However, Callao Radio seems mostly to be listening only on 8364 kHz HF, answering calls on its working frequency 8546 kHz. Also the station seems to be using "QRY-operation". Ships' radio operator will get his turn number, whereafter Callao Radio calls back in due time for QSO.

Even at a very close range, no answer was obtained on 500 kHz. However, a call on VHF Channel 16 was answered at once, and vessel was advised to shift to the above mentioned HF frequency for QSO.

VHF: Port Captain on Channel 16. Working on Channel 12. All communications carried out in Spanish.

TUGS: Port Authority Tugs join vessel once inside mole, 1 or 2 as required, using vessel's lines, later passed to pier. 4 tugs available; 2 at 175 h.p., 1 at 500 h.p. and 1 at 800 h.p.

BERTHING: There are 9 piers with a total of 24 berths, 22 for large vessels, and 2 for coasters.

The various berths of the port can be subdivided into areas for their appropriate usage as follows:

	Quays	*Berths*
General cargo	1, 2, 3, 4, 5	1A, 1B, 2A, 2B, 3A, 3B, 4A, 5A, 4B.
Dry bulk cargo	11, 9	11A, 11B, 11C, 9A, 9B, 9C.
Liquid bulk cargo (Oil derivates)	7	7A, 7B.
Minerals	5	5B, 5C, 5D, 5F.
Logistic supplies and coastal vessels	9, 10	9D, 10A, 10B.

All piers except the petrol pier are connected to railway system for unloading and loading to railway wagons.

Within port limits anchorages can be used for discharge of livestock, scrap and occasionally for general cargo after permission obtained from the Port Authorities.

Berths 5B, 5C, 5D and 5E are equipped with conveyor belts for shipping granulated bulk ore.

Berths 9A, 9B and 9C have a conveyor belt for shipping fishmeal in pellets.

For discharge of grain, there are three pneumatic mobile suction towers and silos with a capacity up to 23,000 tons. The average rate of discharge of the pneumatic towers is 2×100/150 t.p.h. and 1×300 t.p.h.

STEVEDORES: No particular advice necessary but Agent must receive Stowage Plan beforehand to advise Port Authority of planned operation.

Working Hours: 1st shift 0700 – 1200 hrs. and 1300 – 1600 hrs. 2nd shift 1700 – 2400 hrs. Both are compulsory, except 2nd shift on Sundays and Holidays. 3rd shift 0100 – 0700 hrs., optional, except after Sundays and Holidays when not worked. There is an additional charge of 25% for the 3rd shift.

Lighters: In the port, a lighter service is provided by private concerns to enable vessels to discharge at moorings, and thus reduce the time they are at the quays.

CRANES: There are a number of cranes with lifting capacity from 4 tons to 50 tons. The Callao Naval Base has a floating crane with a lifting capacity of 80 tons, which can be called upon if necessary.

MEDICAL: Advance information as to sick crew members not required but helpful. Ample first class facilities in the Lima area.

TANKERS: Petroleum Pier: Pier No. 7: Max. depth 35 ft., however, depth in approaches to berth is 33 ft. at HW and 31 ft. at LW, max. length about 200 m.

There are numerous loading and discharge pipelines of different diameter to handle oil derived products.

These lines can be used simultaneously at the Berths A and B, but also depending on store facilities on shore or delivery into trucks.

Discharging pressure of the lines: 100 lb./sq.in. for 12 in. to 22 in. lines. On the pipeline of 6 inches it is possible to reach a pressure of 250 lb./sq.in., for discharge of LPG.

Connections: There are connections from 4 in. to 10 in. for all kind of flanges.

Water: Supply of water is possible, 40 t.p.h.

Discharge of ballast or slops inside mole prohibited. Tankers loading fish oil must arrive free of ballast.

DENSITY: Sea water.

FRESH WATER: Available at Oil Pier No. 7 only. Cost U.S.$ 3.14 per cu.m.

FUEL: Available from Petroleos del Peru in an emergency only. Arrangements take a long time and cost is high.

FIRE PRECAUTIONS: Use of Port Authority Fire Equipment mandatory during discharge of petroleum products with charge for service. Safety equipment charge applied to all vessels on tonnage moved.

CONSULS:

Argentina
Austria
Belgium
Bolivia
Brazil
Canada
China
Colombia
Costa Rica
Denmark
Dominican Republic
Ecuador
Egypt
El Salvador
Finland
France
Germany
Greece
Guatemala
Haiti
Honduras
India
Israel
Italy
Japan
Jordan
Lebanon
Mexico
Netherlands
Nicaragua
Norway
Panama
Paraguay
Poland
Portugal
Russia
Spain
Sweden
Switzerland
Uruguay
U.K.
U.S.A.
Venezuela
Yugoslavia

REPAIRS: Normal Deck and Engine repair facilities available through private companies in Lima and Callao.

DRY DOCKS: Major repairs can be undertaken by the Naval Industrial Department, including careening and repairs in dock.

(a) Dry dock – length 632 ft., width 82 ft., depth 21 ft.
(b) Floating dock 107 – length 408 ft., width 48 ft., depth 20 ft.
(c) Floating dock 106 – length 288 ft., width 46 ft., depth 14 ft.

SURVEYORS: Lloyd's Register of Shipping, ABS, R.I., and N.V.

GANGWAY/DECK WATCHMEN: Recommended. Ship's crew should supplement the watchman service.

PIRACY: *Report:* October 1990.

The pirates were armed with knives and daggers, and managed to steal various articles such as mooring ropes.

CERTIFICATES: All vessels arriving at Callao must have updated certificates, this refers especially, and as per MARPOL agreement, to Oil Pollution Certificate and Engine Log Book.

If these certificates are not in order, the vessel will be heavily fined. All may be required but normally only the Derat Certificate is asked for. If ratguards are not used on all lines, vessel is liable to fines.

CUSTOMS ALLOWANCES: Any amount over normal consumption usually causes difficulties, including searching.

CARGO GEAR: No additional requirements.

REPATRIATION: All foreign crew members who do not have Peruvian Visas, which only obtainable abroad, must be repatriated by quickest means (Air) by Agent, paying all detention expenses. Peruvian and foreign crew members available.

AIRPORT: Lima/Callao within city limits has regular direct international service North and South America, Europe and Far East.

HOLIDAYS: Only 1st May when work is not possible.

SHORE LEAVE: Permitted.

Officers and crew should not walk alone at night whilst in the city, and should not wear jewelry or carry valuables.

IDENTIFICATION CARDS: Supplied by Agent and stamped by Immigration. Authorisation required for all crew members.

DEVELOPMENTS: Quay No. 5 is being converted to a container terminal.

SHIPMASTER'S REPORT: September 1980.

Navigational Notice: All vessel navigating in Peruvian waters to a distance of 200 nautical miles from the coast are required to radio their position, course, speed and destination every 12 hours to: "Capitania General de Costera y Capitania de Puerto Callao" via Callao Radio, which is very difficult to contact as naval traffic appears to be their main concern. Other coastal radio stations are even less available.

Documents: Cancel all reference to LAFTA documents which are now obsolete and also there is no longer any visaed or consular items to obtain. The requirements for air mailed copies still remains for Bills of Lading, Cargo Manifest and Contents List where applicable. The remaining requirements are the same as listed.

Pilotage: The Pilots boarding station is 1.25 miles 095° from that marked on BA Chart 1853.

Anchorage: Very large area to the North and West of entrance leading line. The area to the South is reserved for Peruvian naval and merchant vessels which navigate therein without lights on occasions.

Restrictions: The maximum draft dictated by the entrance channel is 33 ft. 10 in. (10.30 m.). On occasions with a maximum tide, vessels in excess will be docked but the chances are based upon the Pilot's willingness. With a 3 ft. (1 m.) rise this vessel charted a minimum under keel clearance of 1.3 ft. on a draft of 34 ft. 3 in. within the channel outside the breakwaters.

Density: This was checked daily and found to be 1027.5 to 1028 in Berth No. 11.

Berthing: For discharge of grain there are 3 pneumatic suction towers on rails with 3 suction pipes to each. The two Southern units are reserved for loading road trucks while the third and most Northern discharges onto the silo belt only. Thus delays may be experienced due to lack of trucks and subsequent order of discharge regulated to accommodate this factor. There is a minimum depth of 36 ft. by hand lead at this berth.

Fresh Water: Very early request via Agent and follow up. Max. 10 t.p.h.

Gangway/Deck Watchmen: The strictest watch must be maintained at ALL hours for persons who board to steal. The worst are those whose identity card is for "Tribulante" indicating a seafarer, for they know where most ship's officers stow gear and where the keys to the chartroom are, etc. A patrol is required as well as a static gangway watch. Cargo thieves are very well organised.

Ashore, no person should travel alone in Callao or Lima.

Port Authority Permits: These are required for repairs, overside painting, etc., and a 3 man inspectorate will board to check progress and conditions.

SHIP'S OFFICER'S REPORT: January 1985.

Hull maintenance only possible after permission obtained from Port Captain.

A very extensive cabin search made on sailing day and articles not declared on arrival were taken away (if possible).

The following were not declared on arrival (but should have been declared): Cabin refrigerators, portable cabin heaters, Loadmaster computer.

In our case all charges and fines were waivered after consultations. Therefore if in doubt all items should be declared.

Make sure all ratguards are marked with ship's name otherwise they may be stolen and resold to the ship.

Ensure correct courtesy ensign is flown otherwise a fine will be imposed.

SHIP'S OFFICER'S REPORT: October 1990.

Documents: Vessel's copies to be delivered on clearing vessel inbound on arrival, when Health, Customs and other Authorities board.

Cargo Manifests, including additionals. Must be faithful copies of Bills of Lading descriptions (Manifiesto de carga para puerto).	4
Same Manifest, but freighted.	Nil

Transit Cargo Manifests (Manifiesto de carga en transito).	3
Cargo Manifests, covering cargo shortshipped but manifested on previous vessels calling at Callao (Manifiesto de carga de transbordo).	2
Bills of Lading, full set and copies.	3
Dangerous Cargo Lists (Lista de carga peligrosa para puerto).	2
Transit Dangerous Cargo Lists (Lista de carga peligrosa en transito).	2
Mail Manifests (Guia de correos).	2
Passenger Lists (Pasajeros para puerto).	6
Transit Passenger Lists (Pasajeros en transito).	6
Tally Books.	Nil
Stowage Plan	Nil
Consolidated Stowage Plan, prepared or checked on board.	Nil
Visaed Tonnage Certificate or General Declaration from first port receiving cargo for Peru and every port of call thereafter.	1
Health Clearance, last port and a Declaration of Health (Declaracion de sanidad).	1
Vaccination List (Lista de vacuna).	1
General Declarations (provided in port).	7
Crew Lists (Rol de tripulacion).	8
Crew's Personal Effects Declarations (Declaracion de efectos de la tripulacion).	3
Stores Lists (Declaracion de suministros del buque).	3
Baggage Declarations (accompanied) (Equipajes acompanades).	4
Baggage Declaration (unaccompanied) (Equipajes no acompanades).	Nil

Remarks:
(a) The vessel considered, is a general cargo vessel, without passengers or mail on board.
(b) No containers were unloaded at Callao, and therefore no container lists.
(c) There was no transhipment cargo on board.
(d) It seemed preferable to prepare the documents in Spanish for the good reason that "everything ran smoother".

SHIPMASTER'S REPORT: May 1992.
Arrival Procedure: Vessel to call "Tramar" on VHF Channels 12, 16 and 70, and request permission to enter the Control Area (10 miles around San Lorenzo Lt.). State ETA and request permission to proceed to anchorage for clearing by Authorities.

"Tramar" will indicate where to anchor, vessel to reduce speed to 5 knots when 4 miles from the anchorage.

After Free Pratique has been granted, vessel to inform pilot, and pilot will request vessel to proceed to pilot station. Before doing so, vessel to request permission to proceed from "Tramar" (max. speed again 5 knots).

Fines are imposed if vessel does not follow these guidelines.

AUTHORITY: Port Captain, Terminal Maritimo de Callao.

CHANCAY: 11.35 S. 77.16 W. (See Plan)

Chancay is an unprotected open roadstead about 31 miles North of Callao. The main activities are the loading of fishmeal and discharging of fertilisers.
PILOTAGE: Compulsory. The Port Captain currently acts in this capacity.
ANCHORAGES: There is a good anchorage, in 5 and 8 fathoms of water, on a sand and mud bottom, located in the outer area of the bay, which is 1 mile long by 0.5 miles wide.
RADIO: *Arrival Advice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.
TUGS: 2 Tugs of 56 h.p.
BERTHING: There is a pier for loading barges.
LIGHTERS: 12 lighters with a capacity of 40 tons each.
CRANES: 2×14 tons capacity.
STEVEDORES: The same system applies here as throughout the Republic, the tariff only altering according to the number of workers employed.
3 shifts and 2 more if necessary.
MEDICAL: Medical consultations possible.
FRESH WATER: Not available.
FUEL: Not available.
AUTHORITY: Port Captain.

CHIMBOTE: 09.05 S. 78.37 W. (See Plan)

Chimbote is a port with possibilities to load and discharge from and into lighters if berths are not available. Main activity: Loading of fishmeal and minerals; discharging of iron, steel, and general cargo.
PILOTAGE: Compulsory. Official Pilot boards vessels at entrance to bay and leads ship to appropriate anchorage according to draft. Private Pilot to moor to the quays of the "Corporacion Peruana del Santa" and to "Sogesa". Vessels enter the inner roadstead through Southern side of each channel. Depart through Northern side of channel.
ANCHORAGES: Good anchorages in bay according to draft. Anchorages are of mud and sand. Best place to anchor ship of medium draft is inner side of Paso del Norte, 6 fathoms deep, near port and safe. Another good anchorage for ship of medium draft is with Island bearing 170° and Rosas Blancas bearing 275°, 6 fathoms deep.

DOCUMENTS:
For Entry
2 Entry Declarations (Form No.1).
1 Departure Licence of the last foreign port en route.
1 Maritime Health Declaration (Form No. 2).
2 Passenger Lists with entry baggage (Form No. 3).
1 Consular Roll of the last foreign port en route.
1 Consular Passenger List of the last foreign port.
Customs Administration
1 Original Cargo Manifest(s) with the Consular stamp. (Form No.4).
The envelope(s) from the Consul, enclosing copies of the Consular invoices, Bill of Lading and Cargo Manifest for the port with the Consular stamp.
1 Cargo Manifest (Form No.4).
1 Cargo Manifest of cargo, but with further destination for another national or foreign port (Form No. 4).
1 Cargo Manifest in transit.
1 Gross or Net Tonnage Certificate, with Consular visa.
1 Unaccompanied Baggage List (Form No. 5).
Customs
1 Entry Declaration (Form No. 1).
1 Cargo Manifest(s) for port without Consular visa (Form No. 4).
1 Manifest of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
2 Passenger Lists with entry baggage (Form No.3).
2 Unaccompanied Baggage Lists (Form No. 5).
1 Crew Personal Effect List.
1 Stores List, food and spirits.
1 Mail List.
Port Administration
1 Entry Declaration (Form No.1).
1 Passenger List with entry baggage (Form No. 3).
1 Unaccompanied Baggage List (Form No. 5).
3 Cargo Manifests for the port, without the Consular visa (Form No.4).
3 Manifests of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
3 Sets of Bills of Lading.
Also see "General" before first port.
HEALTH: Health Authorities board on arrival.
RADIO: Hablanaves Radio at Talara and Trujillo (Buenos Aires), Radio Costera at Callao.
Arrival Advice: 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.
TUGS: 6 private, 3 of 80 h.p., 1 of 60 h.p. and 1 of 165 h.p. and 1 of 180 h.p. The Port Authority has two tugs, 1 of 400 h.p. and 1 of 200 h.p.
BERTHING: 3 Piers available.
No. 1 Pier: Length 158 m., width 16 m., depth alongside 27 ft. – 28 ft.
No. 2 Pier: Used only for the loading and discharge of lighters (fishmeal). Length 54 m., width 18.40 m. Average depth 4.5 m.
No. 3 Pier: Operated by Siderperu. Length 265 m., width 25 m., depth alongside 28 ft. – 31 ft. There are two bridges for discharging coke and minerals by clamp. (Total capacity 300 t.p.h.)
LIGHTERS: 12 for dry cargo: 2 at 150 tons and 10 at 50 tons. 10 tank lighters with a total capacity of 1,300 tons.
CRANES: 5 cranes: 3×17 tons, 1×13.8 tons and 1×6.25 tons capacity.
STEVEDORES: See "Callao".
MEDICAL: Agent arranges emergency attention. Hospital and private clinic available.
TANKERS: Three zones for load/discharge of fish-oil and lubricants. Ship loads fish-oil by barges at anchor. Discharge of fuel when ship anchored to buoys by means of submarine lines.
FRESH WATER: Not available.
FUEL: Not available.
CONSULS: Only the Vice-Consul of Spain and Panama.
REPAIRS: Only minor repairs are possible.
DRY DOCKS: "Sima" have a 15,000 ton floating dock.
GANGWAY/DECK WATCHMEN: Watchmen are necessary.
OPENING/CLOSING HATCHES: This job is carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco: 10 packets per person per week. Wine and/or Spirits: With approval of Customs, within normal consumption.
CARGO GEAR: Vessel's derricks used, the quay has fixed crane for 50 tonnes and 3 mobile cranes for 15 tons.
REPATRIATION: Facilities for crew changes and arranging any necessary repatriation.
AIRPORT: Port has airstrip, but it is only for national use, not for international flights.
TIME: GMT minus 5 hours, all year round.
HOLIDAYS: Cargo work can be arranged on holidays with an extra 100% charge over basic pay. The only exception is 1st May, on which cargo work cannot be arranged.
TELEPHONES: No arrangements for placing telephones on board. They are about 50 m. from ship.
SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION CARDS: Needed for both crew and passengers.
REGULATIONS: Not allowed to use wireless when ship is in port. Nor allowed to put any boat on the water without permission of Capitania del Puerto. Not allowed to throw any waste or litter into bay. Not allowed to make unnecessary sound signals.
GENERAL: *Swell Period:* February/March and June/October.
DEVELOPMENTS: New quays to be built.
AUTHORITY: Capitan de Puerto – Direccion Capitania de Puerto Chimbote.

CONCHAN: 12.10 S. 77.00 W.

Tanker Buoy berth about 30 miles South of Callao.
DOCUMENTS: Tankers calling at Conchan must first call at Callao anchorage to be received and cleared by Authorities. Not necessary to call at Callao after discharge as clearance is simultaneous with reception.
PILOTAGE: Private Pilot boards vessel at Callao anchorage and either remains on board or returns to take vessel out, as required by Master.
BERTHING: Vessels moor to buoys. Depth 60 ft. One submarine line of 16 in. reducing to 12 in. at vessel's connection, running 1,000 m. from shore opposite Conchan refinery.
LAUNCH: Launch service between Conchan and Callao or Conchan and Fish Pier at Barranco, southern suburb of Lima, during vessel's stay in port.
GENERAL: Two Customs police and two refinery employees board at Callao and remain on vessel during discharge.

ETEN: 06.56 S. 79.52 W. (Port closed)

Eten is about 348 miles North of Callao. The port is an unprotected open roadstead. All cargo operations are undertaken by lighters. The main activities are the export of sugar and import of fertiliser and general cargo.
PILOTAGE: Not available.
ANCHORAGE: Vessel anchors about 0.5 miles off the Mole Head in 7 – 8 fathoms.
RADIO: *Arrival Notice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.
TUGS: 4 tugs of 80 h.p. each.
LIGHTERS: 13 lighters with a total capacity of 635 tons.
BERTHING: There is a pier for handling barges.
CRANES: 3 steam cranes, 2×2 tons and 1×15 tons. 1 diesel crane of 3 tons capacity.
STEVEDORES: See "Pimentel".
MEDICAL: There is a hospital at Chiclayo 15 km. from the port.
FRESH WATER: Not available.
CONSULS: Vice-Consul of the Netherlands.
GENERAL: *Swell Periods:* Eten being an unprotected open road port it frequently occurs that the port has to be closed due to heavy swell. The swell comes up suddenly and is not subject to any specific period, but it occurs more frequently during June/September and the Easter week.

GENERAL SAN MARTIN: 13.48 S. 76.17 W. (See Plan)

PISCO: 13.43 S. 76.14 W.

PILOTAGE: Compulsory.
RADIO: *Arrival Advice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.
Also see "Callao" – Radio Officer's Report.
TUGS: 16 tugs available. 10 h.p. – 800 h.p.
BERTHING: 1 quay with 4 berths each 175 m. in length. Max. draft 32 ft. (25,000 tons). Cargo is loaded by portable conveyor belts.
LIGHTERS: 28 wooden lighters for general cargo, total capacity 1,800 tons. 5 steel lighters (not immediately available), total capacity 600 tons. 3 lighters for liquid cargoes, total capacity 500 tons.
CRANES: 1×13.61 tons, 1×22.68 tons and 1×6.25 tons capacity.
STEVEDORES: *Working Hours:* 0800 hrs. – 1200 hrs., 1300 hrs. – 1700 hrs., 1800 hrs. – 2400 hrs., 0100 hrs. – 0700 hrs.
109 stevedores available.
MEDICAL: There is a hospital available.
TANKERS: *Submarine Pipe-line:* The pipeline belongs to Petroperu. Position Lat. 13° 36′ 20″ S., Long. 76° 15′ 54″ W. Length of pipeline 700 m., diameter 8 in. Pilotage is compulsory. Depth of water 7.5 fathoms. Pumping rate 70-75 t.p.h.
FRESH WATER: Not available.
FUEL: Not available.

HUACHO: 11.07 S. 77.37 W.

Huacho is an unprotected open roadstead about 69 miles North of Callao. The main activity is the loading of fishmeal and minerals and discharging of fertilisers.
PILOTAGE: Not available.
ANCHORAGE: Vessels anchor in open roads.
RADIO: *Arrival Advice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.
TUGS: 4 tugs available, 1 each at 50, 60, 72 and 180 h.p.
LIGHTERS: 29 lighters, total capacity 1,450 tons.
BERTHING: There is a pier for mooring barges, length 223 m.
CRANES: 3×13.60 tons each.
STEVEDORES: See "Pimentel" for working hours and overtime rates.
4 gangs of 9 men each available.
MEDICAL: Assistance available.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: *Swell Period:* Frequently during the Winter months (May-September).

HUARMEY: 10.06 S. 78.10 W.

Huarmey is an unprotected open roadstead for the loading of fishmeal.
PILOTAGE: Not available.
ANCHORAGE: Vessels anchor in the open roads.
RADIO: *Arrival Notice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and Agent.
TUGS: 4 tugs available, 2×145 h.p. and 1 each at 120 h.p. and 165 h.p.
LIGHTERS: 18 at 50 tons each.
CRANES: 1 of 2 tons capacity and 1 mobile crane.
STEVEDORES: See "Pimentel" for working hours and overtime rates.
3 gangs of 9 men each available.
MEDICAL: Assistance available.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: *Swell Period:* June to August.

ILO: 17.39 S. 71.21 W. (See Plan)

DOCUMENTS: Original Cargo Manifest to be sent by Agency from loading port.
6 Crew Lists.
4 Personnel Effects Lists.
4 Stores Lists.
4 Narcotic Lists.
3 Passengers to Disembark Lists.
3 Passenger Lists.
3 Passengers in Transit Lists.
3 Mail Lists.
3 Vaccination Lists.
1 Maritime Declaration of Health.
Also see "General" before first port.
PILOTAGE: ENAPU Pilot (Port Authority) on VHF Channels 16 and 12. Practimar Pilot on Channels 16 and 68. Pilots to be ordered 2 hours in advance by Agent.
Ilo Pilot (Captain Cesar Ulfe Herrera) may be contacted on Tel/Fax: 51-781495.
Pilot boards at anchorage 0.8 miles from extension of the SPCC Quay.
Shipmaster's Report: July 1986. Tanker.
Pilot compulsory. All Pilots for tankers calling Peruvian ports are situated in Callao. An accurate ETA to Callao Agent is very important in order to provide Pilots with sufficient time to fly to the appropriate port of call.
Pilot boards approximately 1 mile off the berth. The Pilot stays onboard the vessel if 2 or more ports are called at in Peru.
ANCHORAGES: See chart.
RESTRICTIONS: Port closed during heavy swell. Berthing and unberthing day and night.
MAX. SIZE: See "Berthing".
HEALTH: Pratique given by Customs. In cases of suspected illness a doctor should be requested in advance. When the ship arrives from another Peruvian port Free Pratique is automatic.
RADIO: Cables connect with National Communications network. ETA sent to Port Authority and to Agencies.
TUGS: 1×690 h.p. tug available.
BERTHING: Berthing anytime. There are two piers, one belonging to Southern Peru Copper Corp. and one to ENAPU.
SPCC: Two vessels are able to berth alongside. Length of pier 520 ft., width 60 ft. Depth alongside varies from 35 ft. to 50 ft.
ENAPU: Length of pier 300 m., width 27 m. Depth alongside varies from 23 ft. to 60 ft. Vessels able to berth both sides. South side depth 23 ft. at inner end, 54 ft. at outer end. North side depth 28 ft. inner end, 60 ft. outer end.
STEVEDORES: Stevedores are ordered by Agents.
Loading Rates: Copper sheets loaded 65 tonnes/p.h. Fish-flour loaded at 100 tonnes/p.h. in a 6 hour shift.
Working Hours: 0000 – 0600, 0600 – 1200, 1200 – 1800, 1800 – 2400 hrs.
MEDICAL: Medical assistance ordered by Agents. Hospital "El Centro de la Salud", and the Saint Geronimo Hospital.
TANKERS: *Ilo:* Discharge line diameter 10 in., 2 lines, connection to the ship's manifold 8 in. Connection and flexible line working pressure 100 lb. A buoy mooring berth.
Depth of water 40 ft. Vessels of Petroperu have preference.
Also see "Shipmaster's Report" – July 1986.
Pesca Peru Buoys for loading fish oil. Depth 50 ft.
Punta Tablones: Discharge line diameter 12 in., connection to the ship manifold 8 in. Flexible connection line, working pressure 100 lb. or 400 b.p.h. A buoy mooring berth.
Max. length 750 ft. Depth of water 40 ft.

DENSITY: Salt water.
FRESH WATER: Available by truck.
FUEL: Not available.
CONSULS: None.
REPAIRS: Some minor repairs.
GANGWAY/DECK WATCHMEN: Watchmen provided by Agents when necessary.
OPENING/CLOSING HATCHES: By crew or stevedores.
CERTIFICATES: When the ship comes from foreign port it is compulsory to produce Certificate of Gross Tonnage.
CUSTOMS ALLOWANCES: Tobacco: 10 packets per person. Wine and/or Spirits: Sufficient for meal times. Normal crew consumption only.
REPATRIATION: There are facilities for effecting crew changes and arranging any necessary repatriation. Those who are going to be repatriated must have a permit from the Port Authority to be allowed ashore.
AIRPORT: Ilo Airport, 8 km. Scheduled flights twice a week on Tuesdays and Saturdays. Regular airport in Tacna, 1.5 hours by taxi, scheduled flights twice daily to Lima.
TIME: GMT minus 5 hours. No alterations during the year.
HOLIDAYS: 1st January (New Year); Maundy Thursday and Good Friday; 1st May (Labour Day); 29th June (Saint Peter and Saint Paul); 28th and 29th July (Motherland Days); 30th August (Saint Rosa of Lima); 1st November (All Saints Day); 8th December (Our Lady); 25th December (Christmas).
POLICE/AMBULANCE/FIRE: Southern Peru Copper Corporation operate fire service. Police, tel. No. 3; Ambulance, tel. No. 3.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore and identify themselves with cards signed by Capitania del Puerto given through ship's Agents.
IDENTIFICATION CARDS: Agents arrange for cards to be signed by Port Authority for each crew member.
DELAYS: Only delays when quay is occupied by 2 ships. In the load/unload operations the port can attend to 4 ships simultaneously and 4 more when new quay (now being built) is completed.
GENERAL: Tank cleaning and well cleaning must be done 5 miles leeward of port. Explosive cargoes may be unloaded if written authorisation is obtained.
DEVELOPMENTS: Terminal quay of 900 ft. long is now being built.

SHIPMASTER'S REPORT: July 1986.
Anchorage: Approximately 1.2 miles, 280° from the Cape in front of the hotel.
Approaches to the Berth: No difficulties encountered.
Immobilisation of Engines: Permitted.
Brief Description of Berth: Conventional buoy mooring.
4 buoy berth.
3 buoys astern and 1 port side ahead.
Both anchors to be used.
Starboard anchor 8 to 9 shackles and port anchor approximately 6 shackles in the water.
2 lines to each buoy. The 2 headlines and the first line aft (centre buoy) to be long and of good quality.
Maximum draft 12.0 m. to 12.5 m. and this making allowance for swell as the minimum depth of water in the area of the stern buoys is 15.2 m.
Charts: Approaches to Matarani and Ilo, U.S. chart No. 22182.
Peru Hidronav Chart No. 2359.
Tugs: None.
Berthing: Vessel to be moored in an S.E. direction.
Density: 1025.
Description of Shore Line System: Position of connections amidships on port side. 2×8 in. hoses available. Connecting and disconnecting of hoses is carried out by shore gang.
Maximum back pressure at the manifold allowed by Petroperu is 7.0 kg./sq.cm.
Discharge rate approximately 1,150 cu.m.p.h. Lines to be flushed with water after completion of discharge.
Availability of Bunkers, lubricants and water: None.
Availability of Provisions: Fresh vegetables and fruits in limited supplies.
Points of Interest: All documents, oil record books and cargo papers are checked very carefully by the Authorities.
Shore leave is possible by launch to Ilo port.

SHIPMASTER'S REPORT: April 1988.
We berthed at night without problems, but the buoys are unlit and the mooring boat had no searchlight. Bridge wing projectors or the Suez light would assist in securing lines to the mooring buoys. These are fitted with hooks and lashings are not used.
Following moorings were used:
Starboard Anchor – 6 shackles.
Port Anchor – 3 shackles.
2 lines to port head buoy (60 m.).
2 lines to port quarter buoy (60 m.)
2 lines to stern buoy (25 m.).
1 line to starboard quarter buoy (60 m.).
Ship's head in berth 237°. Depth in berth 20 m. aft, 23 m. forward.
2×8 in. hoses were connected on the port side.
The berth was well sheltered from South Easterlies by the headland, but quite open to the North and West.

AUTHORITY: Empresa Nacional de Puertos S.A. (ENAPU), Terminal Maritimo de Ilo, Calle Zepito s/n, Ilo, Peru. *Tel:* 781520. *FAX:* 781215.
Contact: Roberto Espinosa Espinosa, Manager.
Capitania de Puerto, Ilo, Peru. *Tel:* 781151. *FAX:* 781151.

LA PAMPILLA: 11.55 S. 77.09 W. (See Plan)

Tanker Buoy Berth about 30 miles North of Callao.
DOCUMENTS, ETC.: As for Callao.
Tankers calling at La Pampilla must first call at Callao Anchorage to be received and cleared by Authorities. Not necessary to call Callao after discharge as clearance simultaneous with reception.
PILOTAGE: Pilot boards vessel at Callao anchorage and either remains on board or returns by launch to take vessel out, as required by Master.
BERTHING: Vessels moor to buoys. 1 submarine line of 18 in. reduced to 10 in. at vessel's connection running 1,500 m. from shore opposite La Pampilla refinery. Max. size 200,000 d.w.t. or 250,000 d.w.t. with part load.
LAUNCH: Launch service between La Pampilla and Callao during vessel's stay in berth.
GENERAL: 2 Customs police and 2 refinery employees board at Callao and remain in vessel during discharge.

SHIPMASTER'S REPORT: December 1991.
The Oil Terminal consists of two moorings, one for products and the other for crude oil.
On arrival into Peruvian waters all merchant ships must send "Reporting Messages". Non-compliance can lead to fines and delay for the vessel. When clearing inwards, the Harbour Master's representative requires certified Xeroxed copies of these "Reporting Messages".
For Pilots and Clearance Inwards, vessels must proceed to Callao anchorage (about 10 nautical miles S.S.W. of La Pampilla), where after clearance, pilot boards and then proceeds to La Pampilla.
Considerable swell is experienced at moorings and the vessels head S.W'ly. The current is predominantly N.E'ly.
Position of Moorings:
No. 1 (Product): Lat. 11° 55.0′ S., Long. 77° 09.0′ W.
No. 2 (Crude Oil): Lat. 11° 55.9′ S., Long. 77° 11.2′ W.
When mooring at No. 2, both anchors are used. In addition there are four buoys aft and one buoy on the port bow to which mooring ropes are made fast (See "Plan"). The first lines out have to be doubled (two lengths joined together) and at least 2 ropes forward and 4 ropes aft should be doubled and ready.
There are 2 hoses (2×12 in.) at No. 2 made fast on the port manifold, which lead to a 34 in. submarine pipeline. Very little back pressure is experienced.
About 8 shore representatives have to be provided with meals during vessel's stay and three single cabins are also required. The shore personnel were very cooperative.
All services to vessel are from Callao and the boat ride is about 1 hour.
For departure from moorings, pilots come from Callao and require 12 hours accurate notice to arrange launch, etc. Pilot disembarks just off moorings.
Mooring and unmooring is possible 24 hours. No tugs are available.
Berth Particulars:

	Sea Berth No. 1	Sea Berth No. 2
Cargo Handled	Black and white products	Crude oil
Number of Sealines	2 (one black, one white)	1
Diameter of Sealine	16 in.	34 in.
Distance to Shore	1.5 km.	4.5 km.
Manifold Connection	2×8 in.	2×12 in.
Depth at Berth	53 ft. – 59 ft.	63 ft. – 64 ft.
Max. Draft	39 ft.	47 ft.
Max. d.w.t.	32,000	70,000
Berth Heading	–	210°
Max. LOA	700 ft.	930 ft.

MATARANI, including Mollendo: 17.00 S. 72.07 W. (See Plan)

Matarani is a berth port. Main activity: loading of minerals, wool, coffee, skins, tin-ingots, discharging general cargo. Matarani is an important transhipment port for cargo to and from Bolivia.
PILOTAGE: Compulsory.
RADIO: *Arrival Advice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent through Radio Station in Naval Station, frequencies as per Callao.
TUGS: 1×780 h.p., 1×690 h.p. and 1×800 h.p.
BERTHING: 1 quay with 4 berths. Length 540 m., width 20.15 m. Vessels of 570 ft. length can berth. Depth alongside 30 ft.
Berth 1A, 1B and 1C each 150 m. length. Berth 1D length presently 90.50 m., but being lengthened to 132.9 m. length.
CRANES: 5×10 tons, 4×6.25 tons and 1×20 tons lifting capacity.
MEDICAL: A hospital is available.
STEVEDORES: *Working Hours:* 0800–1200, 1300–1700, 1700–2400, 0000–0600 hrs.
9 gangs available of 15 men each.
TANKERS: Buoy Berth at Mollendo. See "Shipmaster's Reports".
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: *Swell Period:* From June to August.
DEVELOPMENTS: A Ro/Ro berth is under construction at the Southern end of Muelle de Atraque.

SHIPMASTER'S REPORT: July 1986.
Berth: Mollendo – Conventional buoy mooring in Position Lat. 17° 02′ 18″ S., Long. 72° 00′ 19″ W.

Radio Advise prior to Arrival: In order to avoid heavy fines Master must send a cable or telex to Paita, Mollendo or Callao Radio Stations according to Peruvian Regulations (for details see "General" – before first Port).

Copies of these cables to be handed over to Harbour Master on arrival. It is difficult to contact the above mentioned station by telegraphy.

Telex is recommended. Callao/OBC3. Telex: 0036-26069PE Costcal. Mollendo/OBF4. Telex: 0036-59644PE Kececomo.

Documents: Original Cargo Manifests to be sent by Agency from loading port.

6 Crew Lists.
6 Personal Effects Lists.
6 Stores Lists.
6 Narcotic Lists.
6 Passengers to Disembark Lists.
6 Passenger Lists.
6 Passengers in Transit Lists.
6 Animal Lists.
6 Mail Lists.
1 Vaccination List.
1 Maritime Declaration of Health.

Pilot: Compulsory. All Pilots for tankers calling Peruvian ports are situated in Callao. An accurate ETA to Callao Agent is very important in order to provide Pilots with sufficient time to fly to the appropriate Port of Call. Pilot boards approximately 1 mile off the berth.

Restrictions: Berth is closed during heavy swell. Berthing recommended during daylight only. Unberthing day and night.

Anchorage: Approximately 1 mile off the berth.

Approaches: No difficulties.

Immobilisation of Engines: Permitted.

Description of Berth:

Conventional buoy mooring.

4 buoy berth.

3 buoys astern and 1 port side ahead.

Both anchors to be used.

Starboard anchor approximately 8 shackles and port anchor approximately 6 shackles in the water.

2 lines for each buoy. The 2 headlines and the first line aft (centre buoy) to be long and of good quality.

Maximum draft approximately 16 m. This draft makes allowance for heavy swell as the depth of water is approximately 21 m.

Charts: Approaches to Matarani and Ilo U.S. Chart No. 22182.

Peru Hidronav No. 2337.

Tugs: None.

Berthing: Vessel to be moored in a S.E. direction.

Density: 1025.

Shore Line: Position of connections midships, port side. 2×8 in. hoses available.

Connecting and disconnecting of hoses is carried out by shore gang.

Maximum back pressure at the manifold allowed by Petroperu is 7.5 kg./sq.cm. Discharge rate approximately 930 cu.m.p.h.

Lines to be flushed with water after completion of discharge.

Bunkers, Lubricants, Water and Stores: None.

Tank Cleaning/Dirty Ballast Facilities: None.

Points of Interest: All documents, oil record books, and cargo papers are checked very carefully by the Authorities.

Shore leave possible by launch to Matarani.

SHIPMASTER'S REPORT: April 1988.

Berth: Mollendo.

We berthed at night and the same remarks apply (See "Ilo", Shipmaster's Report, dated April 1988) and are even more relevant. The mooring boat was a small, open, double ended fishing boat, not fitted with means for going astern. It is doubtful if this launch could handle mooring wires, since it can only handle one rope at a time. Mooring buoys are unlit and fitted with hooks. Lashings are not used.

The following mooring was used:

Starboard Anchor – 8 shackles.
Port Anchor – 7 shackles.
2 lines to port head buoy (80 m.).
2 lines to port quarter buoy (140 m.).
2 lines to stern buoy (100 m.).
1 line to starboard quarter buoy (140 m.).

Ship's head in berth 187°. Depth in berth 24 m. aft.

This is an open sea berth, subject to swell. Moorings are liable to chafe. 2×8 in. hoses were connected on the port side. We discharged Diesel No. 2, other grades handled are fuel oil, Jet, Mogas and gas oil.

Peruvian ports in general do not accept Crew Lists, etc., in English, the agent will provide the appropriate forms in Spanish.

The port officials board with the pilot.

PACASMAYO: 07.24 S. 79.35 W.

APPROACHES: Reference points are the lighthouse of Cruz Punta Pacasmayo with a range of 12 miles, and during the day the cylindrical tower of cement factory with a height of 50 m. situated in the S.E. of the bay. On the head of the quay there is also a small iron tower of 9 m. height with a permanent red light of 2 miles visibility. The quay is very old and only flat boats can moor.

PILOTAGE: The port has no Pilots as it is an open bay.

ANCHORAGE: To the South of an East-West line from the quay, as there are obstacles to the North.

MAX. SIZE: Wide anchorage without problems concerning length or breadth. Recommended draft 24 ft., but it is possible to find 6, 8 or 10 fathoms towards the West. Current from South to North at an average of 6 knots.

DOCUMENTS:

3 copies Voyage Log Extract.
2 originals and 5 copies of Entry/Exit Declaration, endorsed by Consul.
8 copies of Passenger Lists for the Port.
8 copies of Transit Passenger List.
4 copies of Stores List.
4 copies of Personal Belongings Manifest.
13 copies of Cargo Manifest.
1 Maritime Health Declaration.
2 Crew Lists.
1 Vaccination List.

When this is the first Peruvian port, Gross Tonnage Certificates.

When having cargo for the port, Statement of Cargo, endorsed by Consul.

When Pacasmayo is the first or last port called, Lists or Manifests of Cargo in Transit (2 copies each).

Also see "General" before first port.

HEALTH: Sanitary control is carried out by the health doctor who comes on board with port officials. Normally, Masters notify any suspected illness or any other information by telegraph.

TUGS: They only bring in or take out flat bottomed barges to the vessel once the vessel is anchored.

BERTHING: Vessels anchor in open bay. There is an Iron Quay for the use of barges, length 533 m., width 10 m., depth at West end 3 m.

LIGHTERS: 9 lighters with a total capacity of 400 tons.

CRANES: 1×1 tons, 2×3 tons.

STEVEDORES: Agents order the number of gangs required. These gangs work at a tariff hour/ton and the amount is controlled by the Port Captain. The number of gangs (9 men each) depends on loading/discharging speed required and on the number of holds and winches available. For overtime rates see "Pimentel".

MEDICAL: Can be provided by Centro Preventivo del Area de Salud or by Hospital Regional de Chepen, 35 km. from port (150 beds).

DENSITY: Salt water.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: There are no Consuls in the port.

REPAIRS: There is a small workshop in the port for minor repairs such as soldering, etc. There is no foundry.

DRY DOCKS: Nearest at Callao.

OPENING/CLOSING HATCHES: Carried out by the stevedores.

SHIP CERTIFICATES: Derat or Fumigation Certificate; Vaccination Certificates for Crew and Passengers; Tonnage Certificate when coming from abroad.

CUSTOMS ALLOWANCES: Only tobacco, wines, spirits required for normal consumption, which must be included in vessel's Stores List.

CARGO GEAR: Ship's gear used.

REPATRIATION: Members of crew and passengers can be repatriated subject to Port Authorities' permission and passport control.

AIRPORT: There is a small emergency airport 2 km. from the port where planes can land.

TIME: GMT minus 5 hours.

HOLIDAYS: Holidays have been restricted. The national official holidays are: 27th and 28th July (National Independence Days); 1st January (New Year); 25th December (Religious Fete); Maundy Thursday and Good Friday; variable days and 1st May (Workers' Day).

POLICE/AMBULANCE/FIRE: Police 2126; Ambulance 2225; Fire 2081.

TELEPHONES: It is not possible to install telephones on board. Communication by walkie-talkie radio.

SERVICES: There is no tank-cleaning equipment and the discharge of tank washing and any other kind of garbage is forbidden, as the bay is a bathing area.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required unless leaving the vessel.

DELAYS: The vessel is anchored on arrival. Delays can occur due to heavy sea or rain in case of cement loading.

GENERAL: Fresh and dry provisions can be supplied, such as meat, poultry, vegetables and fruits.

DEVELOPMENTS: When the mines of Micchiquillay (copper) start working, the loading capacity of the port has to be 100,000 tons per month. Consequently it is planned to build a quay for minerals or a floating island 6 miles from the port for loading raw materials by pipelines.

AUTHORITY: Captain of the Port.

PAITA: 05.05 S. 81.07 W. (See Plan)

DOCUMENTS:

5 Copies Peruvian "Declaracion de Entrada".
13 Crew Lists.
5 Cargo Manifests, from each port where cargo loaded, or negative.
5 Copies of each Bill of Lading.
3 Personal Effects Lists.
13 Stores Lists.
1 Tonnage Certificate from first and last port.
1 International Maritime Health Certificate.
13 Passenger Lists, disembarking, or negative.
13 Passenger Lists, in transit, or negative.
1 Clearance from last port.
1 Sealed envelope from Peruvian Consulate addressed to Customs.
(Documents should be visaed by Peruvian Consulate.)

Also see "General" before first port.

PILOTAGE: Compulsory. There are two Pilots, on 24 hour service. Arranged by Agent. The boat is an old disembarking launch, hoisting blue flag with a white "P" Pilot will board at anchorage after Free Pratique has been granted by Port Captain and Health Authorities.
ANCHORAGE: Recommended in Lat. 5° 03.5′ S., Long. 81° 06′ W.
RESTRICTIONS: Draft restricted to 31 ft. at low water.
MAX. SIZE: Length and breadth practically unlimited.
HEALTH: Agent will notify Health Authorities about the vessel's arrival.
RADIO: Recommended Balboa Radio.
Arrival Notice: 24 hours' Notice of Arrival should be sent to the Captain of the Port and Agent.
VHF: Pilots on Channel 16, working on Channel 14.
TUGS: 1 tug of 850 h.p., 1 tug 360 h.p. and one launch 60 h.p. used by the Pilot.
BERTHING: One finger pier, length 475 m. width 36 ft. Four berths available, depths are as follows:

No. 1A (North-West Berth)	32.0 ft.
1B (North-East Berth)	32.0 ft.
1C (South-West Berth)	23.8 ft.
1D (South-East Berth)	22.9 ft.

A safety margin of 3 ft. should be observed. It is advisable to request (from Pilot) Berths "B" or "D", if empty, due to the prevailing winds. The berths have good fenders.

Cranes with capacity of 25,000, 15,000 and 10,000 lbs. available.
STEVEDORES: Arranged by Agent at 24 hours' notice.
Working Hours: 0800 – 1200, 1300 – 1700, 1700 – 2400 and 0000 – 0700 hrs.
Night Work: Possible, as long as it is ordered in plenty of time.
10 gangs of 9 men each available per shift.
MEDICAL: There is a local hospital with all facilities.
TANKERS: There are 4 mooring buoys 0.25 m. East of the finger pier. Facility is the property of Petroperu. Oil loaded and discharged by submarine pipeline.
DENSITY: 1030.
FRESH WATER: Not available.
FUEL: Not available.
FIRE PRECAUTIONS: Port Authority fire equipment stationed at the end of the pier.
CONSULS: Ecuador.
REPAIRS: No facilities.
STORES: Fresh provisions available.
GANGWAY/DECK WATCHMEN: Available on request.
CERTIFICATES: Not requested.
CUSTOMS ALLOWANCES: Two cartons and one bottle per person.
CARGO GEAR: No additional requirements.
REPATRIATION: Allowed on request to the Port Captain.
AIRPORT: Piura Airport 55 km. with domestic flights to Lima International Airport.
HOLIDAYS: 1st May only.
IDENTIFICATION CARDS: Not required.
GENERAL: Painting and chipping ship's side restricted. Very strict concerning rat-guards, disposal of garbage, etc.
AUTHORITY: Captain del Puerto.

PIMENTEL: 06.50 S. 79.56 W. (See Plan)

Pimentel is an unprotected open road port, loading/discharging only from/into lighters. Clearance is possible day and night, including Sunday and holidays, but of course with overtime additional. Main activity: Sugar export, import of fertilisers and general cargo.
PILOTAGE: Not available.
ANCHORAGES: Vessels usually anchor about 1.5 miles off the Pier Head in 7 – 8 fathoms.
RADIO: *Arrival Notice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.
TUGS: 2×82 h.p., 2×120 h.p. and 2×134 h.p.
LIGHTERS: 15 lighters with a total capacity of 1,170 tons.
CRANES: On the mole there are 3 diesel cranes each 3 ton capacity, 3 steam cranes with 4, 6 and 15 ton capacity. Maximum dimensions of cargo handled 27 ft. (length)×15 ft. (wide)×21 ft. (height).
STEVEDORES: *Working Hours:* 0700 – 1100 and 1300 – 1700 hrs. Overtime (plus 100%) 1100 – 1300 and 1700 – 2400 hrs. Overtime (plus 200%) 0000 – 0700 hrs.

On Sundays and holidays an additional 100% to the above-mentioned tariffs.
MEDICAL: There is a hospital at Chiclayo 15 km. from the port.
TANKERS: *Submarine Pipe-line:* Diameter 8 in. max. draft 18 ft. 1 pipeline for clean products and 1 for dirty products. Length of pipeline 1,770 m.
FRESH WATER: Not available.
FUEL: Not available.
CONSULS: Vice-Consul of the Netherlands.
SURVEYOR: Mr. Manuel S. Reyes H., sub-agent of Lloyd's of London.
GENERAL: *Swell Periods:* Pimentel being an unprotected open road port it frequently occurs that the port has to be closed due to heavy swell. The swell comes up suddenly and is not subject to any specific period, but it occurs more frequently during June-September and the Easter week.

PUERTO BAYOVAR: 05.47 S. 81.03 W. (See Plan)

SHIPMASTER'S REPORT: December 1985.

Puerto Bayovar is operated by both, Petroleos Del Peru (PETRO-PERU) and Empresa Nacional de Puertos S. A. (ENAPU). No breakwater as is a natural sheltered harbour. However, there is a constant mild swell which causes the vessel to gently surge continuously at the berth. The current is mild and at the berth flows in a direction of about 300°. The port consists of a jetty, shore tanks and the main office building. There are no facilities of any kind nearby. The nearest town is Piura, which is 125 km. away (2 hours by car).

The port has 15 steel tanks to store approximately 1,700,000 barrels of crude. In addition there is a basin with 50,000 tonnes capacity for dirty ballast.

All the surrounding land is barren and dusty, and according to the Pilot there is negligible rainfall throughout the year.

Except for the Saybolt Inspector, nobody else speaks passable English. However, they understand all the technical terms and loading was not a problem. They keep a strict log of all timings and every small detail is put in the Time Sheet.
DOCUMENTS:
4 copies General Statement (these will be made out by the Agent after he boards along with the Authorities).
5 copies Cargo Manifest. If none then "Nil" lists.
5 copies Cargo Transit Manifest. If none then "Nil" lists.
10 copies Crew List.
10 copies Passenger List.
10 copies Crew Declaration.
10 copies Ship's Stores List.
10 copies Accompanied/unaccompanied Baggage Lists. If none then "Nil" lists.
In addition the vessel must have ready:
Insurance Policy on Hull and Machinery.
Covering Contract of P & I.
Oil Record Book.
IMPORTANT: 1 copy of the statutory cables sent to the Direccion General de Capitanias y Guardacostas regards entering and plying within Peruvian waters. If these messages not sent, a fine of U.S. $1000 – 5000 is levied by the Peruvian Authorities.
See "General – Ship Reporting" before first port.
PILOTAGE: Pilotage is compulsory for berthing the vessel. However, pilotage is *not* compulsory for proceeding to the anchorage within the boarding area, or elsewhere. Frequently, when sending the ETA messages by cable to the Harbour Authorities they assume that a pilot is required to anchor the vessel. This implies an extra charge of U.S.$1000. Since the anchoring is straightforward, a Pilot is not necessary, and the Master should specifically state that a Pilot is not required if the vessel is to proceed to anchor. Also, the Master must refrain from asking any information about pilotage in his ETA messages. When berthing the Pilot will board within the boarding area.
ANCHORAGE:
Boarding Area: There is a boarding area bounded by the following co-ordinates:

Latitude (South)	Longitude (West)
5° 46′ 08″	81° 00′ 54″
5° 45′ 43″	81° 00′ 54″
5° 45′ 43″	81° 01′ 24″
5° 46′ 08″	81° 01′ 24″

The vessel must be within these co-ordinates for the Harbour Authorities to board and clear the vessel. If vessel is asked to anchor, it is better to anchor directly in the boarding area.

The depth in the boarding area is approximately 26 m., rocky bottom. We used 7 shackles on deck to be safe. The wind sometimes worked up to Force 4 – 5, but, coming from land, caused no heavy swell.
MAX. SIZE: 250,000 d.w.t. Max. LOA 400 m. Max. draft 21.95 m. No limit on beam. No restriction as to minimum size of vessel.
HEALTH: Authorities board at the anchorage.
RADIO: We sent our ETAs to our Agent and asked them to inform all parties, which they did.
TUGS: 3 Tugs available. 'Oro Negro' and 'Bappo' 1,852 h.p. and 'Corvina' 150 h.p.
BERTHING: *Mooring:* Vessels are always moored port side to, except in extreme cases. Reason is that after being loaded it is very difficult to turn the vessel because of the tugs power, wind and current.

Tugs made fast were 'Corvina' on starboard bow, and 'Oro Negro' on starboard quarter, one ship's line to each tug. The forward tug was ineffective.
Note: The tugs cause considerable pollution around the vessel and it is good to bring this to the notice of the Terminal if the vessel is to avoid difficulties later on.

When 100 m. off the berth, starboard anchor was let go to 2 shackles on deck and then paid out as necessary while coming alongside until 5 shackles on deck. After letting go anchor, the tugs will then push the vessel gently onto the berth. As it was a calm day, mooring was easy, but according to the Pilot, when the wind blows (mostly from a direction of 170° – 140°), it builds up the current in the same direction which sets the ship's stern onto the berth. Pilot wanted the mooring arrangement as 2 head/stern lines, 2 breast and 2 springs, but we changed it to 3/3/2, due to the constant movement of the vessel at the berth. Moorings have to be regularly tended. First ropes sent out are 2 breast ropes each forward and aft.
Berth: There is only one berth. It is a "T" shape with the manifold at the head and 8 platforms (4 on each side) along the arms. When the ship is moored she will head in a direction of 322°. There are quick-release hooks on each platform, and also an electric capstan on each. The fenders are good and keep the vessel 2 m. off the pier. There are 4 loading arms, they are modern Chicksan hydraulic type. No ships derricks are required. Due to a constant mild swell, the ship continually

surges gently at the berth. The pier is provided with an elevator-type gangway and also an MOT ladder. We used the MOT ladder for fear of damaging the other which was previously damaged by another vessel and took a long time to repair.

LOADING: *Cargo:* There is only one type of cargo exported which is Loreto Crude.

Source: Received through a pipeline 825 km. long, into the shore tanks on top of the hill next to the jetty.

Loading Rate: Loading rate through each of the 4 loading arms is 25,000 bbls.p.h., making a total capacity of 100,000 bbls.p.h. However usually only 2 – 3 arms are connected.

Method: Loading is by gravity only, from the shore tanks. The rate is readily adjusted to suit the vessel's requirements.

Flanges: Flange sizes are 16 in. diameter.

API: Varies between 22 – 24. Very occasionally API 21. We loaded API 23.4.

Load Temperature: Varies around 84°F.

B S & W: 0.2%

Flash Point: +15°C

Pour Point: −5°C

After cargo is loaded, there is a usual delay for inspection, calculations and waiting for shore papers to arrive, amounting to 5 hours. Thereafter 1 long blast is given on the ship's whistle to call the Pilot and the tugs.

BALLAST: Dirty ballast facilities available.

MEDICAL: There is a First Aid post only. All hospitalisation and other cases must be sent to Piura.

DENSITY: Sea Water, 1025.

FRESH WATER: Not available.

GANGWAY/DECK WATCHMEN: See "General-Security".

REPATRIATION: *Transportation/Repatriation:* Agent must be given advance notice so as to arrange car/bus to come from Piura to pick-up personnel. Takes about 2 hours. There is a daily flight from Piura/Lima which takes about 1.5 hours.

Charges for transportation to Piura are as follows:

1 car for 5 passengers approx. U.S.$80.00
1 bus for 12 passengers approx. U.S.$150.00
Waiting period per hour approx. U.S.$6.00

Agent said these charges were for a round trip, but cannot be sure.

Agents report that they have carried out quite a few crew changes successfully, but advance notice must be given.

AIRPORT: At Piura, distance 125 km.

GENERAL: *Security:* No one except the terminal representatives must be allowed on board. Keep all unused accommodation and stores doors locked. Absolutely no one must be allowed to stroll around in the accommodation, especially at night, no matter what their excuse. Only 1 shore guard may be allowed on board and he must be kept at the gangway. During our stay, at night, while the Master was on deck attending to problems, 3 guards entered his cabin. 2 guards kept a lookout while the 3rd guard was rummaging through the drawers. They were caught by surprise and taken to a room and searched. After that they were made to leave the ship. No case was made.

Note: Nobody boards the vessel while at anchor.

Cash: As much advance notice as possible required. 2% will be deducted from the amount to be delivered to cover special insurance for theft, assault, etc.

Fresh Provisions: Restricted quantities available from Piura, but Agent must have as much advance notice as possible.

Sea Water Temperature: Just prior to arrival the sea water temperature was 26°C. After anchoring, and throughout our stay the temperature was around 18°C – 19°C.

Agent: Our Agents were extremely helpful, and very prompt in their telex replies.

Fines:

1. If vessel comes alongside pier without previously informing the Port Authority of having Dangerous cargo aboard U.S.$2,000.
2. If vessel does not immediately inform the Port Authority of any emergency on board the vessel U.S.$500.
3. If vessel discharges any bilge water U.S.$1,000.
4. If vessel throws any garbage overside, in each case U.S.$500.
5. If vessel discharges water onto the pier U.S.$500.
6. If vessel discharges water onto any warehouse U.S.$500.
7. If any repairs carried out which immobilise the vessel U.S.$1,000.
8. If vessel berths, unberths, shifts or comes alongside another vessel without Pilot's assistance, in each case U.S.$500.
9. If vessel uses welding machines on deck, paints or scrapes hull without Port Authorities' permission U.S.$500.
10. If vessel does not have rat-guards on each line, for each unguarded line per day U.S.$20.
11. If vessel does not have 1 man constantly at duty to attend to any emergency on board U.S.$100.
12. If vessel's auxiliary pumping equipment not functioning U.S.$150.
13. If vessel does not have cargo protection nets during loading or unloading, for each net not rigged per day U.S.$20.
14. If vessel's Master sets aside the Pilot's assistance in spite of the Pilot being on board U.S.$500.
15. If vessel's anchoring system is not working U.S.$200.
16. If vessel's fire-fighting equipment is not working U.S.$250.
17. If unused anchors are not housed during loading or unloading of inflammable cargoes in bulk U.S.$70.
18. For pollution of pier or water with funnel soot U.S.$200.

PUERTO CHICAMA: 07.42 S. 79.26 W.

Puerto Chicama is about 295 miles North of Callao. Fishmeal is loaded from lighters in an open roadstead.

PILOTAGE: Not available.

ANCHORAGE: Vessels anchor about one mile from the Mole.

RADIO: *Arrival Advice:* Advise general Agents in Lima who will telephone Port Agents.

TUGS: 3 tugs available, 1 of 65 tons and 2 of 80 tons each.

BERTHING: 1 Pier, length 324 m.

LIGHTERS: 20 lighters with a total capacity of 1,000 tons.

CRANES: 4 cranes, 2 of 2 tons, 1 of 4 tons and 1 of 6 tons.

STEVEDORES: Working hours are from 0700 – 2400 hrs. These hours may be exceeded to complete loading. Five gangs of 9 men are available.

FRESH WATER: Not available.

FUEL: Not available.

GENERAL: *Swell Period:* During the months of June, July and August.

SALAVERRY: 08.13 S. 78.59 W. (See Plan)

DOCUMENTS: See "Callao".

PILOTAGE: Compulsory.

RESTRICTIONS: Harbour entrance is sand and liable to silting. Advisable to check draft requirements in advance, as depths are subject to latest dredging. Designed depths: Entrance channel 11.0 m. Basin 10.0 m. Berths 11.0 m.

MAX. SIZE: Approx. 25,000 d.w.t. with up to 29 ft. draft. Draft varies greatly and quickly due to heavy constant sanding, although dredging is practically continuous.

HEALTH: Cable Agent requesting Free Pratique. Agent must be notified in advance if disease suspected on board.

RADIO: *Arrival Advice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.

TUGS: 4 tugs available, 1 each at 690 h.p., 190 h.p., 85 h.p. and 40 h.p.

BERTHING: *No. 1 Pier:* Length 225 m. Vessels able to berth both sides. Max. draft 28 ft. There are pipes installed for the discharge of liquids and loading of molasses and alcohol.

No. 2 Pier: Length 230 m. Vessels able to berth both sides. Max. draft 28 ft. This pier is specially for the loading of sugar in bulk, 2 loading bridges available, loading rate 300 tonnes/p.h. each.

CRANES: 1×22.68 tons, 1×13 tons, 2×6.25 tons and 1×4.5 tons.

STEVEDORES: *Working Hours:* 0700 – 2300 hrs. Sugar and molasses in bulk loaded 24 hours a day. 10 gangs available of 9 men each.

MEDICAL: At Trujillo, 15 km. from the port.

TANKERS: *Submarine Pipe-line:* Length 700 m., diameter of 10 in., depth 26 ft.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: Nearest at Callao/Lima.

REPAIRS: Workshops available.

GANGWAY/DECK WATCHMEN: Recommended.

CUSTOMS ALLOWANCES: Any amount held over normal consumption may result in Customs search being imposed.

HOLIDAYS: Only 1st May when work is not available.

IDENTIFICATION CARDS: Supplied by Agent and stamped by Immigration. Required for all crew members.

GENERAL: Due to constant swell and undertow which, during Winter months, May/September, may even close port, it is recommended vessel moor with greatest possible number of synthetic lines which must be constantly adjusted, otherwise usual line breakage will increase.

SAN NICOLAS: 15.14 S. 75.14 W. (See Plan)

LOCATION: The port of San Nicolas Bay is located between the parallels of 15° 09′ 30″ S. and 15° 14′ 30″ S.

The harbour and its approach were surveyed in 1987 by the Peruvian Navy Hydrographic Office. The following Peruvian charts were revised that year: Chart No. 2218, shows the San Juan and San Nicolas Bay, Chart No. 2219 shows the Southern section and pier area of San Juan Bay and Chart No. 2220 shows the Southern section and the pier area of San Nicolas Bay.

A vessel is considered to be an "arrived vessel" when, after entering San Nicolas Bay, she has arrived at pilot station (1 mile North of Pier Head).

DOCUMENTS:

Port Authorities Inspection: As the Peruvian regulations indicate, the Master of the vessel should receive the Harbour Master on deck (by accommodation ladder) when anchored. If the vessel is under way or manoeuvring, the Chief Officer or 2nd Officer should receive the Harbour Master on deck. Nonfulfillment of this rule will cause fines of about U.S.$1,000.

Official hours for port officials are from 0700 hrs. – 1100 hrs. and from 1300 hrs. – 1800 hrs., Monday to Friday. Upon request Port Officials will board vessels at any time, day or night, Sundays and holidays included.

Reception official hours are 0700 hrs. – 1100 hrs. and 1300 hrs. – 1800 hrs., Monday to Friday. Upon request, reception is carried out at any time, day or night, Sundays and holidays included. Authorities overtime fee is about U.S.$2,500 for a vessel of 60,000 g.r.t.

Masters must be sure to get the corresponding clearance from the previous port and complete the official forms provided by the Agent.

If the vessel has no forms on board, they will be completed after arrival, an extra set of forms will be provided by the agent prior to departure for the next voyage.

Controls are very strict and any attempt to smuggle goods is heavily fined, the same applies for any breach of the port regulations, which are internationally known, such as anti-pollution measures, use of radio while anchored, bad behaviour of crew members, etc.

Normally, you can change foreign currency in local banks. Any crew member or passenger going ashore with foreign currency should change money at the bank. There is no strict regulation as there was previously. In the interest of security it is better to change currency at a bank or at the Agency office. The Agency will help the Master with any Peruvian cash advances he may require, or will direct the crew member's through proper channels to local banks but, in case of emergency, be sure that the currency is being changed in a reliable place.

The following documents should be available for inspection:

Vessel's Certificates.
Clearance from Last Port of Call,
Valid fumigation or Exemption Certificate.
Crew's identity documents.
International Vaccination Certificates of all persons on board.
International Oil Pollution Prevention Certificate.
Oil Record Book, fully up to date.

This book must be strictly completed according to Marpol 73/78 (Annex I, Chapter II, Regulation 9 and 20). If vessel is other than a tanker, she must record code letter and item number in the Oil Record Book Part – Machinery Space Operations (instructions for all ships). If your vessel is a combined carrier, i.e. O/O or OBO type vessel, in addition to Part I she must also record code letter and item number in Oil Record Book Part II – Cargo/Ballast operations (additional instructions for oil tanker) when such cargo/ballast operations have been carried out.

All operations must be recorded continuously, so do not leave empty spaces between any two operations recorded. Vessel should also keep on board the last Oil Record Book with operations. When incorrect data is found, vessel will be subject to very severe fines.

Sewage Treatment Plant Certificate and/or latest report of inspections.
International Tonnage Certificate.
P & I Policy Number.
Hull and Machinery Policy Number.
The following completed forms:
2 copies Health Declaration*.
5 copies General Declaration*.
5 copies Cargo Manifest*.
5 copies Manifest Cargo in Transit.
6 copies Crew List*.
6 copies Passenger List*.
5 copies Passenger's Effects Declaration.
4 copies Stores Declaration.
4 copies Crew's Effects Declaration.
2 copies Postage Manifest.
List of Ports of Call in last 4 months.
* Forms supplied by Agent.

PILOTAGE: Pilotage is compulsory for berthing and unberthing. When approaching the pier, the docking speed should not be more than 50 cm. per second, or about 1 knot. Vessel will not proceed to the pier until permission to berth has been granted.

While loading or during periods of heavy swells and surge, a Pilot will be on board permanently. Masters are requested to make arrangements and facilities available.

Upon arrival in port, vessels must wait for Pilot. The starboard accommodation ladder must be rigged for Port Officials and Agency representatives. Ships approaching San Nicolas must fly their national, Peruvian, call letters and quarantine flags. If vessel is carrying any type of explosive material, she must fly "B" flag.

ARRIVAL ADVICE: All vessels proceeding to San Nicolas Port will telex to Empresa Minera del Hierro del Peru, Telex: 20005PE Hierrope; and Agentes Navieros San Nicolas, S.A., Telex: 21410PE Agnav; her ETA, 5 days, 48 hours and 24 hours prior to arrival.

When vessels are within or outside the 200 miles of jurisdictional Peruvian waters, they have to contact Paita (OBY2), Callao (OBC3), or Mollendo (OBF4) coastal stations, in order to transmit their messages; a Pre-Stowage Hatch List has to be transmitted to Agnav giving tonnage per hatch and loading sequence.

Berthing instructions and other messages from port Agent at San Nicolas will be transmitted by the above coastal stations.

The port Agency is Agentes Navieros San Nicolas, S.A., Telex: 21410PE.

Changes in ETA should be transmitted as soon as possible.

Vessels can get in contact by VHF communication system (Channel 16) 4 hours before arrival at San Nicolas by calling Agnav.

Also see "Radio" and "General" before first port.

BREAKWATER: A 808.6 m. (2,653 ft.) long breakwater has been built in order to reduce the effects of the swell alongside the pier. The breakwater is at the West side of the pier 800 m. off and does not run parallel to the pier, but at a N. 36° 35′ 28″ E. angle. The North end of the breakwater is 435.84 m. (1,430 ft.) from the North end of the dolphin, but the perpendicular distance from the pier to the closest point of the breakwater is only 322.22 m. (1,090 ft.)

At the North end of the breakwater there is a light with the following characteristics: Fixed red light, visible 3 miles.

AIDS TO NAVIGATION:

(a) San Juan Lighthouse, located on Pt. San Juan, Lat. 15° 21′ 27.2″ S., Long. 75° 10′ 49.1″ W. Characteristics: 2 W.Fl. ev. 22.5 secs. light 0.4 secs. eclipse 3.6 secs. light 0.4 secs. eclipse 18.1 secs. Height of light above sea level 85.03 m. vis. 22 miles. Sector illuminated 360°. Type of building: Circular concrete tower, white.

(b) San Nicolas Lighthouse, located on Pt. San Nicolas in Lat. 15° 15′ 11.0″ S., Long. 75° 15′ 20.6″ W. Characteristics: 1 W.Fl. ev. 4 secs. Height of light above sea level 58.60 m. vis. 20 nautical miles. Sector illuminated 360°. Type of building: Square steel and plastic tower, painted 2 black stripes and 2 white stripes.

(c) Fixed red light, vis. 3 nautical miles, located at the North end of the breakwater.

(d) Fixed red light, vis. 3 nautical miles, located on the head of San Nicolas Pier.

(e) Fixed green light located at the South end of the pier, used as a leading light for berthing purposes.

(f) Around the dolphin which is North of the pier head, there are 9 red lights, 3.048 m. (10 ft.) above the water level and lower than the dolphin deck, visible only from 1 mile distance.

(g) There is a radio beacon located at Lat. 15° 21′ 27″ S., Long. 75° 10′ 09″ W., transmitting on 395 kHz – 24 hours and signal letters SJN.

(h) In position Lat. 15° 14′ 36.5″ S., Long. 75° 14′ 08.5″ W. exists a luminous buoy with following characteristics: 1 white flash ev. 4 secs. (light 0.4 secs. eclipse 3.6 secs). Sector illuminated 360° vis. 3 miles. Height 1.52 m. (5 ft.).

ANCHORAGES: The anchorage areas recommended for vessels waiting for berth are:

(1) Lat. 15° 14′ 00″ S., Long. 75° 14′ 00″ W.
(2) Lat. 15° 13′ 52″ S., Long. 75° 14′ 29″ W.
(3) Lat. 15° 13′ 31″ S., Long. 75° 14′ 07.5″ W.
(4) Lat. 15° 13′ 23″ S., Long. 75° 14′ 38″ W. (only for vessels having dangerous cargo on board).

When anchoring, it is essential to leave sufficient sea room, about 0.75 miles for ships to manoeuvre in and near the berth.

Wreck of M/S *Templar* lies in position: Lat. 15° 13′ 27″ S., Long. 75° 15′ 01″ W., or 341° from the pier head, distance 1.6 nautical miles. The obstruction lies in approximately 150 ft. of water. Clearance above the obstruction is 18.29 ft. (60 ft.). Do not anchor in the vicinity of the wreck.

MAX. SIZE: The following are the maximum permissible vessel's characteristics at the Hierro-Peru – San Nicolas Loading Pier:

LOA – 320.02 m. (1,050 ft.)
Max. beam – 49 m. – 53 m. (161 ft. – 174 ft.) if it is previously co-ordinated.
Max. draft – 17.98 m. (59 ft.)
Max. airdraft – 12.26 m. (40 ft. 3 in.)

Loading boom belt speed has been increased and maximum beam approved is 53.0 m. if it is previously co-ordinated. Also LOA has been increased to 335 m., provided maximum distance from bow to aft end of last hatch coaming is no more than 266 m. Vessels whose distance from port side hull to port side hatch coaming is greater than 16.76 m. (55 ft.), previous co-ordination will be required to see if it may load.

General Arrangement Plan must be submitted well in advance, indicating measurements of the hatches and clear height at loading draft.

RADIO: Coast Radio Station "OAS" is located in port of San Juan and serves both San Juan and San Nicolas. This station listens on 500 kHz, 1200 – 2200 hrs. GMT each day. It handles traffic on 410, 425, 444, 448, 454, 468, and 480 kHz.

There is a new transmitter with the following frequencies schedule:

8,680 kHz – 1600 – 1630; 2000 – 2030 hrs. GMT
16,978 kHz – 1330 – 1400; 1630 – 1655; 2100 – 2200 hrs. GMT

TUGS: 2 small tugs available at 300 h.p. each

BERTHING: *Pier and Mooring Facilities:* The pier is located at the South side of the bay and is built in a North-South direction. It is constructed of pre-stressed concrete and steel tubes with deck 304.79 m. (1,000 ft.) long and 15.24 m. (50 ft.) wide. The deck is 3.43 m. (11 ft. 3 in.) above MLW.

At the pier head, a 15.24 m. (50 ft.) diameter mooring dolphin has been constructed to make fast the stern lines of any vessel bigger than 274.31 m. (900 ft). overall length. Distance from Northern end of pier to Northern end of dolphin 60.35 m. (198 ft.)

There are 3 big bollards, 2 pelican hooks and an electric winch to make fast the stern lines. There is also a connecting bridge from the pier to the dolphin, which is 45.11 m. (148 ft.) long.

There is a fendering system on both sides of the pier consisting of wood pilings and a continuous rail of laminated lumber and rubber cylinders which keep vessels 1.52 m. (5 ft.) from the concrete pier. On the West side of the pier (ore-loading side) there are 28 mooring cleats, 12 bollards and 3 double mooring bitts. At the centre of the pier-head there is one bollard. On the East side of the pier there are 23 cleats, 2 bollards and one double mooring bitt.

The depth of the loading berth at the West side of the pier is 18.9 m. (62 ft.) alongside the pier and up 91.44 m. (300 ft.) Westward from the pier fender, except in the place known as "anchor pocket" which is located between the pier-head and the dolphin. The anchor pocket is 21.33 m. (70 ft.) deep, 76.20 m. (250 ft.) long and 91.44 m. (300 ft.) wide. When docking the 2 anchors are let go in that pocket where enough water exists to prevent any collision of the ship with her own anchors when she is fully loaded.

The East side of the pier still has the original depth, which is 12.5 m.

The bottom alongside is mud and sand. The ore ship loader has a pier straddle clearance height of 4.27 m. (14 ft.) and width of 3.66 m. (12 ft.) when the gantry is positioned inshore thus restricting the size of cargo parcels placed on the pier.

Berthing and Mooring: Vessels calling at San Nicolas for the discharging of general cargo must berth on the East side of the pier with the starboard side of the ship to the pier.

Ore vessels berth at the West side of the pier. Wires are not permitted as moorings to the pier except when attached to tension winches.

VERY IMPORTANT: While vessels are alongside the pier, engines must be ready for immediate use. Sufficient crew must be on deck at all times to tend mooring lines and heave in the slack as loading progresses. Failure to do so may result in a stoppage of loading and the vessel being moved out from the berth.

LOADING: Prior to commencement of loading the Master or Chief Officer will deliver to the Port Agent a pre-stowage plan with the following information:

Total cargo required, calculated tonnage per hatch, sequence of loading, fuel on board, water and stores on board in long tons, and calculated draft and trim upon completion of loading.

Loading is generally carried out at a rate of about 4,000 long tons per hour, depending on cargo type and size.

Tonnage on board at any stage of the loading is available from the Loading Master, or at the scale house at the upper end of the pier. In order to avoid last minute delays, it is very important that a constant check be made of vessel's draft, ballast left to discharge and cargo on board during the entire loading.

Any change in tonnage of cargo required must be reported to the Port Agent or Loading Master not later than when there is approximately 2,000 long tons remaining for completion of loading, and always in writing.

It is convenient to check drafts, ballast and tonnage of cargo on board each time the loading gantry shifts from one hatch to the next.

While loading is actually in progress in a hatch, no loading interruptions are permitted, except in case of emergency. At the termination of each pouring, a slip stating cargo loaded and draft readings, will be delivered to the Chief Officer.

It should be remembered that cargo is spout trimmed only.

No trimmers/bulldozers are available at San Nicolas.

Vessels will depart from the pier immediately upon completion of loading.

The Pilot will take the vessel out from the berth. If the Master wants to anchor in San Nicolas Bay prior to proceeding to sea, he must advise the Pilot who will in turn advise suitable anchorage. The Master will advise the Pilot of the estimated time of departure in order that this may be reported to the Port Authority.

Delays of port operations, as well as delays of other vessels waiting to berth, caused by a vessel which for any reason is not prepared and able to move from the pier when so ordered by the Port Operator, *are chargeable to the vessel which causes the delay.*

Clearance papers, Bills of Lading, Statement of Facts and all necessary papers for clearance of the vessel will be delivered shortly after completion of loading. This can be accomplished while the vessel is being moved from the berth, or at anchor, *but never alongside the pier when other vessels are waiting for loading turn.*

CRANES: None.

STEVEDORES: *Working Hours:* 0800 – 1200, 1300 – 1700, 1800 – 2400, 0100 – 0700 hrs.

MEDICAL: Medical attention may be arranged through the port Agent's office. No person will be attended to unless he is provided with a letter from the Master authorising such treatment. All costs incurred will be for the vessel's account.

Send radio message advising how many people require medical attention in order to make proper appointments with doctors at San Juan Hospital. Otherwise the medical inspection will be very difficult.

TANKERS: On the West and East side piers there are 3 raisers to which 3×8 in. diameter hoses can be connected to a main pipeline of 16 in. diameter for the discharging of Bunker C. Flanges are U.S. Standard (ASA). Location on the pier is for midship connection on vessels.

Maximum pressure permissible is 125 p.s.i. and maximum temperature 135°F. The length of the 16 in. pipeline from the manifold on the pier to the storage tanks is 1475 m. (4,840 ft.).

There are 3 storage tanks of 7,000 bbls., 67,000 bbls. and 252,000 bbls. Total capacity 326,000 bbls. The height of the tanks above MLW is 43.28 m. (142 ft.) to the bottom and 57.91 m. (190 ft.) to the top of the tanks. The intakes to the tanks are at the top.

Diesel oil is discharged in San Nicolas.

There is a crew on the pier to sling the hoses; the vessel's crew is required to operate the winch, boom, hoist the hoses on board, and connect same to vessel's manifold.

BALLAST: Special attention is called to ballast requirements of vessels which do not need ballast in order to enter under the loading boom. Such vessels are required to carry sufficient ballast for safe handling during berthing. It is permissible to discharge clean ballast in the bay.

A ballast discharge rate of 4,000 long tons per hour is recommended. Any delay in loading operations due to slow deballasting, is not only on account of the vessel, but if any other vessel is waiting for loading turn, the vessel slowing down the loading process is liable to be undocked in order that the vessel waiting for turn to load may be docked. All time lost and expenses for undocking and redocking the vessel is for Owner's account.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: At Lima.

REPAIRS: Except in extreme emergency, ship repairs cannot be effected at this port.

GANGWAY/DECK WATCHMEN: Recommended by crewmen to prevent stowaways.

OPENING/CLOSING HATCHES: Stevedores/crew.

CARGO GEAR: The loading boom extends 18.29 m. (60 ft.) from face of pier fender, and can be retracted from this position to a minimum length of 9.45 m. (31 ft.). Gantry with loading boom is mobile. Range of its mobility is 272.56 m. (900 ft.) starting at a point 33.52 m. (110 ft.) from the head of the pier. Shifting of vessels during loading is therefore not required. When not loading, the gantry is parked at the inner end of the pier with its boom and the loading conveyor belt in a vertical position. In the most vertical position the boom has a clearance of about 1.22 m. (4 ft.) inside the face of the dock fender.

After the gantry has been moved into loading position, the boom is lowered to horizontal position. Height from water level to underside of boom is 12.5 m. (41 ft.).

Vessels must be ballasted so that height of any coaming or any other objects in the vicinity of the hatch where loading is to start will not exceed 12.25 m. (40 ft.) above waterline.

REPATRIATION: In cases where crew changes are to take place in San Nicolas, at least 7 days' advance cable notice is required to obtain the necessary Immigration Authorities' permission. The advance cable must set forth name, nationality and passport number. If the above is not complied with, crew changes cannot be carried out. The above applies also to passengers.

TELEPHONES: Available, Masters are able to communicate with any port in the world.

SHORE LEAVE: Shore leave may be granted at the Master's discretion. All crew members must possess gate passes before proceeding ashore. These must be shown to the Immigration Authorities when required. Peruvian laws and Immigration Regulations must be strictly adhered to in order to avoid unnecessary difficulties. Crew members are not permitted to travel 100 km. outside of San Nicolas – San Juan port areas without written authorisation or pass from the Master approved by Immigration Authorities.

IDENTIFICATION CARDS: Required (Seaman's Book or Passport). Also see "Shore Leave".

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Nuevos Sole.

WEATHER: There is generally a prevailing S.E. wind which may vary from a light breeze to a strong wind. The months of May, June, July, August and September are Winter months. Swell and surge are occasionally experienced in the port.

CONDITION OF CARGO HOLDS: Cargo holds must be properly cleaned. Special care must be taken when vessel, prior to her arrival at San Nicolas, has carried the following cargoes: Gypsum, phosphate, pyrite, coal, sulphur, silica, aluminium, sand, gravel or quartz, or any other ore containing arsenic, phosphorous, silica, aluminium or copper.

Prior to commencement of loading, cargo holds will be inspected by a Representative of the Shippers. Furthermore, Master is requested to present a list of cargoes loaded in the last 6 months.

MAIL: All mail received by the port Agent will be delivered to the vessel upon arrival. For quickest delivery, mail should be addressed as follows: c/o Agentes Navieros San Nicolas, S.A., Apartado 1229, Lima 1, Peru.

Officers or crew members should be advised that taxes could be charged by the Peruvian Customs Authorities, depending on the contents of parcels mailed to them at Peruvian ports. Outgoing ship and crew mail will be accepted ONLY directly from the Master. The vessel will be billed the corresponding amounts for postage.

GENERAL: It is forbidden to throw out garbage, debris or any kind of dirty ballast in the Bay.

It is forbidden to hunt seabirds; to throw out explosive material or to use any pyrotechnic object on board.

Vessels can do underwater work only with Port Captain's permission.

Emergency Signals: A number of short blasts on the whistle indicates an emergency. The whistle will not be used except for emergency in accordance with Peruvian regulations.

Provisions: Fresh provisions are available at San Juan and Nazca. Vessels may acquire provisions on shore by themselves, by advance written notice to the agent and the Customs House.

Stowaways: Unauthorised persons should not be allowed on board the vessel. Cases of attempted stowaways have occurred. Masters must take all necessary care and precautions to insure against unauthorised personnel being on board while in port.

Stowaways aboard on arrival should be reported to the Port Captain in order that the necessary steps be taken to prevent their unauthorised landing. It should be noted that all costs for the repatriation of stowaways is for account of the vessel concerned.

Crew Replacement/Deserters: Masters are requested to have ready identity documents and lists of personal effects (in triplicate) prepared for delivery to Port Agent as soon as possible covering deserters and hospitalised crew members.

A letter of authorisation is required when the Port Agent is expected to provide hotel accommodation, meals, medical attention, transportation, travel expense, and/or cash advance to the disembarking crew for account of vessel.

No crew member may be paid off from a foreign vessel without prior permission from the Port Captain. Under Peruvian Law, Agents are responsible for repatriation of all foreign seamen left in Peru.

Authorisation for crew replacement requires at least 7 days' prior notification by radio/telex. The notification must provide names, passport number, age and nationality of persons to be embarked or disembarked.

Fumigation: Facilities are not available at this port.

Visitors: Visitors to vessels at San Nicolas may board only at the Master's request, who will deliver a list with the guest's names to the agent, in order to obtain the corresponding pass from Port Authorities.

When visitors are on board, they are the sole responsibility of the Master.

Drugs: Drug trafficking is forbidden and strictly punishable under Peruvian Law.

Master, Officers and Crew should take necessary steps to avoid drug traffic. Any misunderstanding or breach of the measurements of international (IMO) recommendations to prevent drug traffic could be understood by the authorities as being collaboration with the trafficker, causing the Master and officers to be arrested until the case is clarified.

SHIPMASTER'S REPORT: March 1992.

General: Reports are to be made to Peruvian Authorities (Coast Guard) upon entering, transitting and leaving Peruvian waters. Authorities are very strict about this, and non-compliance can invite a fine of up to U.S.$ 10,000.00.

Reporting limits, i.e. boundaries of Peruvian waters, are as follows:
Northern limit: Parallel of latitude 03° 25′ S.
Southern limit: Parallel of latitude 18° 20′ S.
Eastern limit: 200 nautical miles.

Copies of all "SHIPREP" messages are to be handed over to Harbour Master upon arrival.

Apart from Coast Radio Stations through which "SHIPREP" messages can be sent, following are the latest telex numbers for ships with satellite communications – 20143 PE, 20671 PE.

Approaches/Anchorages: Approaching from North or South, it is best to come to parallel of 15° 14′ S., and enter port heading on a course of 090°.

Vessel can anchor 1 mile North or N.N.E. of pier head in depth of 50 m. (vessel anchored in position pier head dolphin bearing 190° × 9 cables).

Free Pratique/Arrival Formalities: Radio Free Pratique is not granted. Upon arrival, vessel must anchor off pier head, where Harbour Master and other Authorities board vessel. Starboard side accommodation ladder should be ready for Authorities. As per Peruvian regulations, Master has to receive Harbour Master at gangway.

Free Pratique is granted by Harbour Master after inspecting certificates and documents.

Apart from usual documents, the following are important: P & I Policy Certificate, Hull & Machinery Insurance Policy Certificate (copy), Sewage Treatment Plant Certificate, Oil Record Book, List of Ports Called in last 4 months, Port Clearance from previous port.

Berthing: Ore loading berth is West side of pier, always port side alongside.

Pilot boards at anchorage. Berthing is carried out without tugs, and both anchors are used. From anchorage position North of pier head, vessel heads directly towards dolphin at pier head. Approach speed is always kept to below 2 knots. Both the anchors are lowered to 2 shackles and kept ready on brakes. When bow is just about a ship's length away from the dolphin, vessel is allowed to cant to starboard (hard over to starboard). When stern is in line with dolphin, vessel is swung to port and Officer forward must stand-by on anchors. As vessel becomes parallel to pier, both the anchors are dropped, just when bow is in line with pier head (i.e. about 20 m. – 30 m. off dolphin), both cables are laid out to 9 shackles and vessel moves forward. Between dolphin and pier head, the bottom is deeper and serves as an anchoring pocket. If by any mistake or communications gap between bridge and forward, anchors are not dropped in time in the anchoring pocket, there will be a risk of a deeper draft, vessel sitting on her own anchor towards final stages of loading.

Recommended mooring is 4+2+2 forward and 4+2+2 aft. However, continuous offshore winds were experienced, and significant continuous swinging resulted in parting of 3 ropes. More ropes were passed later to keep vessel in position, final moorings were 11 ropes forward and 11 ropes aft. Breakwater does not provide much protection from swell. Wind can suddenly freshen, and a vessel breaking her ropes will land on breakwater. Tidal range is small.

Loading: Loading is through travelling conveyor loader, and shifting of vessel is not required. Large vessels will invariably have to take extra hold ballast to meet the airdraft restriction of 41 ft.

"Empresa Minera del Hierro del Peru" are the shippers. Pilot usually acts as the representative of the shippers, and signs Hold Inspection Certificate, ship's Draft Survey Forms, etc. Cargo is shipped directly from the processor, which is close to mines right on the mountains, through a conveyor system, which is about 25 km. long. Each time the loader shifts, Loading Master on duty gives a slip to the vessel, stating amount of cargo poured in hold. Bill of Lading figures are taken from shore weightometer, and 1% difference from ship's figures is usual.

Departure Formalities/Documentation: Usually vessel is instructed to depart from berth immediately after completion of loading, and loading documents are prepared while she is casting-off. Harbour Master boards again off the berth by boat to give Port Clearance. Master, however, can request formalities and documentation to be carried out whilst alongside, if there are no ships waiting for berth.

A sailing plan showing route and alteration points has to be submitted before departure.

Agency: The only Agency is "Agentes Navieras San Nicolas". Agents have their branch office at the end of pier. Language difficulty is frequently experienced as most people only speak Spanish.

AGENT: Agentes Navieros San Nicolas, S.A., P.O. Box 1229, Lima. Tel: 411493, 418314. Fax: 51-14-411493. Telex: 21410 agnav pe or 20005 hierrope pe.

San Nicolas Port Office: Superintendent – Tel/Fax: 034-223511. Assistant Superintendent – Home Tel: (San Juan) 476. Chief Traffic – Home Tel: (San Juan) 481.

All documents relating to vessels calling at San Nicolas and San Juan should be addressed to the head office in Lima.

SUPE: 10.48 S. 77.45 W.

Supe is about 84 miles North of Callao. Cargo operations are undertaken in an open unprotected roadstead. The main activities at the port are the loading of fishmeal and discharging of fertilisers, cellulose and chemical products.

PILOTAGE: Not available.

ANCHORAGE: Vessels anchor in the open roads.

RADIO: *Arrival Advice:* 24 hours' Notice of Arrival should be sent to the Captain of the Port and the Agent.

TUGS: 8 tugs available, 1 of 65 h.p., 2 of 85 h.p., 4 of 134 h.p., and 1 of 165 h.p.

BERTHING: There is a pier for mooring barges, length 331.5 m.

LIGHTERS: 32 (14 of wood and 18 of steel) for dry cargo only. The capacity of the lighters varies from 50 to 100 tons. Total capacity being 2,100 tons.

CRANES: 3×9 tons and 1×11 tons.

STEVEDORES: See "Pimentel" for working hours and overtime rates. 5 gangs of 9 men available.

MEDICAL: There is a hospital at Barranca.

TANKERS: *Submarine Pipe-line:* One line 10 in. diameter for dirty products and one line 8 in. diameter for clean products. Depth of water 48 ft. At Paramonga there is a 10 in. line, depth 36 ft.

FRESH WATER: Not available.

FUEL: Not available.

GENERAL: *Swell Period:* June/August.

TALARA: 04.35 S. 81.17 W.

DOCUMENTS, and all general information, refer to "Callao".

PILOTAGE: Compulsory. In the vicinity of Talara there are several off-shore oil drilling platforms and near the entrance to the port there is a shallow of 24 ft.

ANCHORAGES:

Summer	Lat. 04° 34′ 09″ S.,	Long. 81° 17′ 36″ W.	9.25 Fathoms
Winter	Lat. 04° 34′ 12″ S.,	Long. 81° 17′ 29″ W.	10 Fathoms
3rd Position	Lat. 04° 34′ 03″ S.,	Long. 81° 17′ 42″ W.	6 – 10 Fathoms

RADIO: Arrival Notice should be sent at least 24 hours before arrival to Captain of the Port and Agent via the government radio station OAH. Station on 500 kHz from 0800 to 2400 hrs.

TUGS: 1×13.5 h.p.

BERTHING: At Talara there are 2 berths for loading fuel and water; one is a regular quay, the other a petroleum berth in which vessels lie, moored to dolphins alongside hose platform.

Quay length 385 ft., depth alongside 18 ft. to 34 ft.
Petroleum berth, length 585 ft., depth alongside 34 ft.

Talara is mainly a bunkering port as it is the main port for the Northern Peru Oilfields. The little general cargo discharged is done at the quay; bunkering being done at the quay and at the dolphin berths.

Larger vessels load/discharge into lighters at anchorage. Seven lighters are available, total capacity 1,400 tons.

CRANES: 3×5 tons, 1×31 tons and 1×22.5 tons.

TANKERS: See "Berthing".

Submarine Pipe-lines: 12 in. diameter. Vessels with a max. draft of 36 ft. can moor to the pipeline.

BALLAST: Facilities for 10,000 barrels of dirty ballast.

STEVEDORES: It is possible to work 24 hours a day with interruptions at meal hours. 3 gangs of 16 men each available. Overtime only charged for Sundays and holidays at 50%.

MEDICAL: A private clinic is available.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: Panama and Nicaragua.

REPAIRS: Minor repair facilities.

GENERAL: Smoking is prohibited on deck, at the piers and near the refinery installation.

Philippines

GENERAL

DOCUMENTS: *To be Submitted in all Government and Private Ports:*

1 copy of Quarantine Pratique.
6 copies of the Inward Cargo Manifest for all cargoes to be discharged in the Port.
2 copies of Cargo Storage Plan or Hatch List.
3 copies of Stores List.
3 copies of Passenger List.
4 copies of the Crew List.
4 copies of the Crew Declaration List.
3 copies of Bonded Stores List.
3 copies of Firearms and Ammunition Inventories.
3 copies of List of Drugs and Narcotics.

Original copies of all Through Cargo Manifests destined to other ports to be deposited with the Customs Inspector on board and to be returned to the Master prior to the departure of the vessel.

Clearance from the last port.

TIME: GMT plus 8 hours. Daylight Saving Time (1990) GMT plus 9 hours from April 21st until August 31st.

SHORE LEAVE: Nationals of countries with whom the Philippines maintains diplomatic relations are allowed ashore after securing a pass from the Immigration Officer in the Port.

REGULATIONS: We quote below pertinent sections of PPA Administrative Order No. 13 – 77 regarding PPA General Port Regulations on Arrivals/Departures of Vessels and Berthing Regulations:

Article II – Arrivals and Departures

Section 4. *Notice of Arrival* – The Owner or Agent of every vessel other than a vessel of 100 g.r.t. or less, intending to call at a port shall, within the time specified in Section 29 of these Regulations, prior to the ETA, give notice in writing to the Authority of its arrival, and make application for a berth if it is intended to berth at the wharf, pier, or anchorage within the Port, Port District or harbour limits.

Section 5. *Particulars to be Furnished* – The notice of arrival and the Application for a Berth shall be a form prescribed by the Authority and shall contain full particulars regarding:

(a) Name of vessel and its flag.
(b) The Gross Registered Tonnage (g.r.t.) and Nett Registered Tonnage (n.r.t.).
(c) Draft, LOA, and beam.
(d) Names of the Owner, Master, ship's Agent in the port of call.
(e) ETA and ETD of vessel.
(f) Tonnage of cargo to be discharged and loaded.
(g) Dangerous Cargo (Whether to be discharged or not).
(h) Number of passengers, disembarking and embarking.
(i) Any other pertinent information relating to the working (e.g. heavy lifts) or safety of the vessel in the port.

Section 6. *Hoisting of National Colours* – The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted its national colours and signal letters, if any. The national colours shall continue to be exhibited while the vessel remains in port.

Section 7. *Immigration and Quarantine Signals* –

(a) The Master of every vessel arriving from a foreign port shall exhibit the Customs, Immigration and Quarantine signals as prescribed by those government agencies. Such signals shall remain hoisted until the proper officer has given the permission to lower those signals.

(b) No vessel other than an authorised vessel shall approach within 200 m. to a vessel which is exhibiting the Immigration, Health, or Customs signals. An authorised vessel shall mean an Immigration, Health, Customs, Pilot Launch, or Philippine Coast Guard (PCG) vessel.

(c) No person other than a Pilot or authorised government officer(s) may board or disembark from any vessel coming from a foreign port until the vessel is cleared by the Immigration, Quarantine, Customs and PCG officers and the respective signals have been lowered.

Section 8. *Securing of Vessel before Discharge/Loading* – Every vessel entering a port shall be anchored or properly secured to a wharf, pier, or buoy before commencing the loading or discharging of cargo, and/or the embarkation or disembarkation of passengers.

Section 9. *Port Clearance* – No vessel shall leave a port unless in possession of a valid PPA Port Clearance issued by, or on behalf of, the Authority, in addition to the requirements of other government agencies and the final clearance issued by the PCG.

Article IV – Berthing

Section 29. *Berthing Regulations* –

(a) The allocation of a berth belonging to, or operated by, the Authority shall be at the Authority's discretion.

(b) A vessel shall be considered for berthing allocation only after the Agent of said vessel has filed an application for berth.

(c) All applications for berthing at pier/wharf/anchorage shall be submitted 24 hours before arrival for vessels on scheduled runs and 36 hours for tramping vessels (without regular schedules). In either case application should be filed within sufficient allowable time.

(d) All applications received after berthing meeting shall be deliberated upon the following day before the actual arrival of the vessel.

(e) No vessel shall be berthed or unberthed alongside a wharf or pier belonging to, or operated by, the Authority without its permission or contrary to its directions, nor shall any vessel occupy a berth other than the berth allocated to said vessel.

(f) First-come-first-served basis shall be the general rule in determining berthing priorities of vessels, subject to the exceptions hereunder provided. Vessel's arrival will mean the time a vessel drops anchor at the Anchorage Area when there is no available area or the time a vessel reaches the Port's Boarding Area when a berth is available.

(g) When the available berthing space is inadequate for berthing a larger vessel having the priority to berth, the smaller vessel next in priority which can be accommodated shall be allowed to berth on condition that should additional space be made available such that the larger vessel can be accommodated, the smaller vessel shall be moved to the anchorage to allow the larger vessel to berth.

(h) The Pilot manoeuvring a vessel to berth shall be advised by the Authority as to the position or berth which the vessel will occupy and the vessel shall comply with the directions or instructions therefor of the Authority and/or the Pilot.

(i) When a vessel scheduled to berth encounters some mechanical troubles thereby restraining said vessel from docking, an allowance of one (1) hour shall be given for repairs. If after the lapse of this grace period, said vessel is still inoperative, the priority to berth shall be passed on to the vessel having the next priority to berth.

(j) Vessels with berthing priority but scheduled to depart the following day shall be allowed to berth to allow passengers to disembark. Provided, however, that said vessel shall pull-out from berth to give way to passenger vessel scheduled to depart on the same day.

(k) Any vessel intending to berth solely for the purpose of loading fresh water, bunkering or victualling, before such vessel will be able to depart for another port, shall be given priority over other vessels, provided that such stay shall not exceed the time fixed by the Authority.

(l) Government-owned vessels on official business, vessels of foreign government not engaged in foreign trade, vessels under stress, and vessels carrying perishable articles or goods shall be given berthing priority over other vessels.

(m) Whenever practicable, passenger liner or tourist vessel shall, subject to the discretion of the Port Manager/OIC, also be given priority of a limited number of hours stay at berth over purely cargo vessel.

(n) Berthing priority of any vessel shall not be waived in favour of another vessel.

(o) Vessels waiting for cargoes shall be moved to anchorage to allow the next vessel to berth. However, said vessel shall be allowed to berth again, provided that cargoes for loading are ready, unless another vessel is allowed to take the berth temporarily by the Authority.

(p) Domestic vessels may be allowed by the Authority to dock at berths designated for foreign vessels if there are no other vessels waiting to dock at such berths.

(q) Shut-down time caused by heavy rains and other major calamities or accidents which will stop work on a vessel shall be excluded from the time limitation prescribed herein. However, breakdown of lifting gear and also loading of fresh water, bunkering and victualling which should be done simultaneously with cargo handling operations shall not be considered as reason for time extension.

AUTHORITY: Philippines Ports Authority, P.O.Box PA62, Manila. *Telex:* 40404 (ITT) and TABX 0203. *Cables:* Phports Manila.

ANTIMONAN, Luzon: 14.00 N. 121.55 E. (See Plan)

SHIPMASTER'S REPORT: 1976.

Berth in position Lat. 14° 00′ 30″ N., Long. 121° 55′ 30″ E. Vessel required to be ballasted to one third deadweight. Tidal range 6 ft. Nature of bottom at berth, mud and sand. Density 1025. Anchorage 0.5 miles S.E. of jetty.

Terminal Information: Ship's hoses used to rail only. Length of shoreline, 3,000 ft. diameter 8 in. Products handled at the berth, coconut oil and pellets of copra.

Port Information: Pilotage compulsory. Notice of 24 hours and 12 hours required. Pilot boards from a small catamaran flying the pilot flag. Boarding position 2 miles S.W. of the port. Vessel is able to enter or leave at any stage of the tide. Vessel cannot enter after dark and it is not advisable to leave after dark as some of the piles on the sea bed near the jetty are broken. Also there are no navigation lights in the bay and many vessels are fishing. Max. LOA 650 ft. Max. beam 100 ft. Max. draft 44 ft. No tugs available. Radio station used, Manila, though messages delayed in receipt at Antimonan.

Facilities Available: Fresh water in small quantities for cash. Fresh provisions, groceries and meats in small amounts, doctor and hospital.

No repair facilities, laundry, fuel or slop facilities.

Improvements: The face of the jetty is being piled and breasting dolphins created.

At the present time a barge is inserted between the ship and jetty as the piling is broken.

APARRI (Including Port Irene, San Vicente, Mission, Abulog, Maconacon and Divilacan), Luzon: 18.22 N. 121.38 E. (See Plan)

See "General" before first port.

PORT LIMITS: Quarantine anchorage or loading point.

DOCUMENTS: *Before the Vessel's Arrival:*

Submit/transmit to Philippine Ports Authority – Aparri Terminal/Irene Terminal, the vessel's Notice of Arrival, at least 48 hours before ETA for foreign vessels and 24 hours before ETA of domestic vessels.

Upon Vessel's Arrival:

Aparri Terminal/Irene Terminal Safety Officer will inspect cargo handling gear of all incoming vessels.

Submit to Aparri Terminal/Irene Terminal a copy of the following documents:

Inward Foreign Manifest (for foreign vessels); Coasting Manifest (for domestic vessels).
Passenger Manifest.
Crew List.
Stowage Plan/Hatch List.
Transit Cargo Manifest (if any).
Oath of Master.
Vessel's Roll Book – to be temporarily filed.
Vessel's Information Sheet – to be completed.

Before Vessel's Departure:

Submit to Aparri Terminal/Irene Terminal a copy of the following documents:

Outward Foreign Manifest (for foreign vessels); Coasting Manifest (for domestic vessels).
Passenger Manifest.
Transit Cargo Manifest (if any).
Oath of Master.

Entrance and clearance formalities in the traditional sense of the terms of foreign and domestic vessels shall remain with the Bureau of Customs until Aparri Terminal/Irene Terminal's own clearance is duly stamped in the Manifest and after all port charges, fees, dues and other charges had already been paid.

Payment of charges leviable against the vessel and cargo shall be made either in cash, Manager's or Cashier's Cheque to the Aparri Terminal/Irene Terminal.

Notice must be transmitted to Aparri Terminal/Irene Terminal of Aparri when Export Entry is processed and Wharfage fee is paid to the Philippine Ports Authority – Aparri Terminal/Irene Terminal of PPA HO.

PILOTAGE: ETA to be sent to Aparri Pilotage Station, Aparri, Cagayan, one day before vessel's arrival.

Pilot Boat is a motorised launch.

ANCHORAGES:

Port of Aparri: Boundaries – Lat. 18° 22′ 39″ N., Long. 121° 35′ 33″ E. Depth – 11 fathoms.
Port Irene: Boundaries – The portion between Nulton Pt. and Batulinao Pt. This bay known as Casambalangan. Depth – 12 m.
San Vicente Port: Boundaries – Lat. 18° 30′ 43″ N. Long. 122° 08′ 26″ E. Depth – 15 fathoms.
Port of Divilacan: Depth – 11 fathoms.
Mission Port (Cagayan): Boundaries – Lat. 18° 17.5′ N., Long. 121° 54.2′ E. Depth – 8 fathoms.
Abulog Port (Cagayan): Boundaries – Lat. 18° 28.8′ N., Long. 121° 26.5′ E. Depth – 9 fathoms.
Maconacon Port (Isabela): Boundaries – Lat. 17° 24.25′ N., Long. 122° 14.75′ E. Depth – 7 fathoms.

RESTRICTIONS: Aparri: Enter channel with Pilot's assistance and at daytime only. Abulog, Mission, Maconacon: Enter channel with Pilot's assistance.

RADIO: RCPI. TELEFAST. PT & T. TELECOM. All in Aparri, Cagayan.

VHF: RCPI. TELEFAST. PT & T. TELECOM. All in Aparri, Cagayan.

RADAR: Pagasa Weather Bureau Radar, located in Bukig, Aparri, Cagayan.

TUGS: Available at Claveria, Aparri, Port Irene, Abulog, Mission, Maconacon and Divilacan.

BERTHING:

Port of Aparri: Anchorage area. Ship's side loading and ship's own gear. Cargoes handled at Shipper's log pond.
Port Irene: Two available berths. Ship to pier with ship's derricks. Cargoes to be handled at a specified reclaimed area.
San Vicente: Anchorage area.
Port of Divilacan: Anchorage area. Ship's side loading and ship's own gear. Cargoes handled at Shipper's log pond.
Mission Port: Anchorage area. Ship's side loading and ship's own gear. Cargoes handled at Shipper's log pond.
Abulog Port: Anchorage area. Ship's side loading and ship's own gear. Cargoes handled at Shipper's log pond.
Maconacon Port: Anchorage area. Ship's side loading and ship's own gear. Cargoes handled at Shipper's log pond.

CRANES: Truck mounted cranes.

BULK CARGO FACILITIES: None.

SPECIALISED CARGO HANDLING FACILITIES: None.

BRIDGES: No bridges.

STEVEDORES: North Luzon Port Services Inc. – Aparri, Cagayan; Krisandra Services Corp. – Port Irene; ACME Group of Companies – Maconacon, Isabela; Basco Arrastre and Stevedoring Services, Basco, Batanes.

MEDICAL: Aparri Emergency Hospital.

TANKERS: River stream-draft 16 ft. Discharge lines are through depot discharging pipelines Aparri, Cagayan.

FRESH WATER: Not available.

FUEL: Diesel, gasoline and kerosene.

FIRE PRECAUTIONS: None.

CONSULS: None.

REPAIRS: No facilities.

DENSITY:

Port of Aparri: 30%.
Port Irene: Salt.
San Vicente Port: 30%.
Port of Divilacan: 30%.
Abulog Port: 30%.
Mission Port: 30%.
Maconacon Port: 30%.

DRY DOCKS: None.

SURVEYORS: None.

GANGWAY/DECK WATCHMAN: Available from Stevedore in Aparri.

HATCHES: Normally carried out by crew and stevedores.

CARGO GEAR: Cranes.

REPATRIATION: With permission of Bureau of Immigration, Aparri, Cagayan.

AIRPORT: Tuguegarao Airport – Flights Monday, Wednesday and Friday. Aparri Airport – Flight temporarily suspended.

POLICE/AMBULANCE/FIRE: Aparri Integrated National Police, Tel: 2-2222; Aparri Emergency Hospital, Tel: 2-2233; Aparri Fire Department, Tel: 2-2014. All in Aparri, Cagayan.

TELEPHONES: PLDT.

SERVICES: None.

SHIP SUPPLY SERVICE: *Water Taxi Services:*

There are 3 private operators engaged in the ship-to-shore transport of personnel duly registered by the The Port Authority, namely:

1. O. Ragonjan Water Taxi Services – Orlando Ragonjan (Operator/Owner).
2. G. Alveza Water Taxi Services – Gregorio Alveza (Operator/Owner).
3. J. Ragonjan Water Taxi Services – Julio Ragonjan (Operator/Owner).

The business addresses of the above operators are all located at Punta, Aparri, Cagayan.

All the above listed operators are based in Aparri, Cagayan. However, special arrangements could be made with any of them for precise details and other conditions relative to the services required including rendezvous positions. They could be contacted through local telecommunications systems available in the locality such as RCPI, PT & T, and the Philippine Long Distance & Telephone Co., Inc.

Ship Supply/Shipchandling Services: None.

SHORE LEAVE: Request permission from the Bureau of Customs.

IDENTIFICATION CARDS: Issued by the Bureau of Customs and Philippine Ports Authority.

REGULATIONS: See "General" before first port.

DELAYS: Weather conditions.

AUTHORITY: Philippines Ports Authority, Aparri Terminal/Irene Terminal, Aparri, Cagayan. *Tel:* 2-2134. *Contact:* Jerome A.Balisi, Aparri Terminal Supervisor. Ruben M.Santos, Irene Terminal Supervisor. Captain Bonaparte Casenas, Chief Pilot.

Head Office: Philippines Port Authority, Marsman Building, South Harbour, Port Area, P.O.Box No. PA62, Manila, *Telex:* 40404 (ITT), 0203 (Tx Bx). *Cables:* Phports, Manila.

BATAAN (Limay - Mariveles), Luzon: 14.30 N. 120.38 E. (See Plan)

(A) BATAAN (Including Mariveles).
(B) BATAAN – CBM.
(C) BATAAN – SBM.
(D) PRODUCT PIER.
(E) LPG PIER.
(F) PLANTERS PRODUCTS INC. PIER.
(G) LAMAO.
(H) BATAAN STORAGE CORPORATION PIER.

SECTION (A) – BATAAN

See "General" before first port.

DOCUMENTS: See Section (B).

PILOTAGE: Pilotage is compulsory, Pilots assigned by the Manila Pilots Association. Pilot boards vessel just off the berth.

ANCHORAGE: There is a good anchorage with depth of 9.1 m. – 11.3 m.

Designated Lay-up Area: In Mariveles Bay in Lat. 14° 25′ 36″ N., Long. 120° 29′ 30″ E.

RESTRICTIONS: Approaches are open deep water. Vessels may berth and unberth at any hour and any stage of the tide. Keel clearance of 10 ft. required.

MAX. SIZE: LOA 1,000 ft. Max. draft 52 ft. at conventional buoy mooring. See "Section B".

HEALTH: Port Health Officials board with the Pilot. Radio request for Free Pratique can be made prior arrival.

RADIO: Manila Radio. At the berth, shore communication with vocaline JRC 475 transceivers on 465 MHz.

VHF: Vessels can advise their ETA via "Lamao Pilots" on Channel 16 or via the Refinery by calling "Limay 1" or "Limay 2" on Channel 67.

TUGS: Available.

BERTHING:

	Length (m.)	Width (m.)	Depth (m.)
Lamao National Public Pier	90.00	9.00	4.50
Petron Bataan Refinery	343.20	15.90	9.90 to 30.00
Planters Products Inc.	317.99	—	14.60
LPG Pier	24.60	3.00	5.40
Bataan Storage Corporation			
Sea Berth	261.00	40.00	10.97
Finger Pier	60.97	3.66	3.30
Baseco/PDC/7-R Shipyard	850.00	7.90 to 9.10	8.50

Also see "Repairs/Dry Docks".

DENSITY: 1025.

MEDICAL: Doctor and hospital facilities available. Advance notice required of any medical attention needed.

TANKERS: *Products Pier:* Inner berth depth 13 ft. Outer berth depth 32 ft. Can accommodate vessel up to 530 ft. length. No slop discharge facilities available. Also see "Shipmaster's Report – September 1980" and "Sections B, C, D, E and H".

FRESH WATER: Available at Lamao Pier and PPI Pier.

FUEL: Bunkers, fuel and diesel, obtainable from berth, advance notice required.

REPAIRS/DRY DOCKS: Repair facilities available at Baseco Shipyard, located at Mariveles Bay, about 20 km. away.

Mariveles Shipyard Corp. Port: Two integrated bulk handling terminals rae currently being constructed at this port. Total berth length of about 850 m. with maximum depth of 30 ft. Along the berths are air and water pipes. A graving dock can accommodate a 10,000 d.w.t. vessel. There are 15 repair buildings, shops and 4 warehouses with a total floor area of 7,500 sq.m. or volume capacity of 20,000 cu.m. with large vacant areas, which in the past have been used for storage of containerised cargoes. Along the wharf are 3 fixed 30 ton Dolby cranes, a fixed 60 ton gantry crane and a rolling 45 ton crane at the graving dock. At the PDC side are the 80 ton and 60 ton gantry cranes.

Foreign vessels docking at the Shipyard are boarded by the Pilot at the Mariveles Anchorage and guided to their assigned berths alongside the pier or wharf the conventional way. Any shifting of the vessels at the private ports does not require PPA's approval. Usually, it is Shipyard that informs PPA's office beforehand of any vessel that is arriving at the shipyard for repair or dry docking. Ship's Agents do this when there is any cargo handling involved.

SURVEYORS: (1) Cargo Inspectors available.

(2) Surveyors such as Lloyd's Register, American Bureau, etc., have offices in Manila.

CERTIFICATES:

Certificate of Registration.

Certificate to Operate.

Certificates of Officers and Engineers (Licences).

Officers and Seaman's Books.

CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and 1 bottle of liquor for each crew member.

REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship's Agent and the Foreign Embassy concerned.

HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December). When any holiday falls on a Sunday, the following day (Monday) is by law considered a public legal holiday. Employees of the Philippines Port Authority – Port of Manila, Limay Sub-Port, report for work on Saturdays, Sundays and Holidays.

EMERGENCY CO-ORDINATION CENTRE: For emergencies, please contact Philippine Ports Authority, Port District Office Manila, PDO-Manila Building,South Harbour, Port Area, Manila. Tel: 47-34-41 to 49.

BANKS: No American or European banks are operating in the area. Excellent banking facilities and services available at Manila.

STORING: See "Prelims".

(1) Vessels can be stored by barge or "water taxi".

(2) Vessels can be stored by barge only after discharging at the anchorage.

(3) Not applicable.

(4) Not applicable.

(5) Companies which sell stores to ships calling at Limay must secure clearance from the Philippine Ports Authority – Port of Manila, Limay Sub-port and from the Bureau of Customs.

(6) Local riggers may be allowed to assist in storing.

IDENTIFICATION CARDS: Essential.

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: No facilities.

SEAMAN'S CLUBS: None.

CURRENCY: Philippine Peso. U.S.$1.00=P.26.50 (8/1994).

GENERAL: Customs Inspector and 2 guards accommodated on board during vessel's stay.

SHIPMASTER'S REPORT: September 1980.

Locally the port is known as Limay, Bataan. VHF Channel 11 appears to be used for all communications. 7 copies each of all forms.

If any crew members being repatriated then Agents require their full names, nationality, ages, and Passport or Seaman's Books number in advance.

Hand soundings alongside South side of jetty indicated 38 ft. and 34 ft. at Eastern end and about 450 ft. Westward (inshore) respectively at LW.

Liberty boat from vessel to shore as crew personnel are not allowed through refinery. Vessel loaded Mogas at rates of between 250 and 450 t.p.h. Good holding ground in the anchorage off berth in Manila Bay.

SBM for VLCCs being constructed in approximate positionLat. 14° 31.7′ N., Long. 120° 38.8′ E. (See "Section B").

Experienced a strong Southerly current, about 4 knots, the day after a typhoon passed about 100 miles to the North. This current due to flood waters leaving the bay.

3×500 h.p. tugs used for berthing, only pushing, do not make fast. 2.5 hours to Manila by bus. No shore passes required. Fresh water by barge from Manila but very expensive. I was advised that the first 137 tons would cost £285.00 including tug. For the next 163 tons tug and barge would cost £841.00.

SHIPMASTER'S REPORT: April 1981.

Ship to ship transfer into m/t "Petron Gasul".

Approaches: Chart BA 976. The approach is straightforward with good fixes being available by radar and visual means. The light on La Monica is extinguished. Ample water and there is nothing to be gained by using the South Channel.

Advised that the transfer position would be 14° 31′ N., 120° 37.5′ E., although this may be altered slightly to suit "Petron Gasul" and may be affected by the amount of shipping at anchor off the refinery.

PNOC carry out a number of lightening operations in the area and awaiting tankers may be encountered between Lat. 14° 28′ N. to Lat. 14° 34′ N., and bounded by Long. 120° 40′ E. (This anchorage area is not official). Besides the buoys marked on the chart there is a mooring buoy in approximate position Lat. 14° 31.8′ N., Long. 120° 38′ E. This red buoy has a pipeline attached and you are advised to anchor well clear to allow PNOC vessels access to the buoy. There is a large white cross on Mt. Samat which is not marked on the chart and affords a good reference point for anchor bearings.

Large numbers of unlit fishing vessels may be met in the bay and the approach channels and especially so at sunset and sunrise. These fishing boats also haunt the anchorage area.

Advised by Agents that movements were limited between sunrise and sunset but this appears to depend upon the local Pilots. The anchoring on arrival was done without a Pilot.

Documents:

Clearance from Last Port of Call.

8 copies Crew List – visaed, if possible, at departure port.

List of Passengers.

Lists of Animals, Narcotics, Firearms, mails.

List of Bonded Provisions, including Deck and Engine Stores.

List of Animals, etc., were simply 'nil' statements and were perfectly satisfactory.

Formalities are unlikely before 0800 hrs., and were straightforward. Bonded stores sealed and application may only be made after 10 days for an issue of cigarettes, etc.

Health: The doctor who clears for Pratique is a local doctor and will carry out any necessary vaccinations. Very helpful. Crew requiring specialist or hospital treatment must go to Manila.

Shore Access: By means of small outrigger launch. The daily charge for 3 journeys to and from the ship was 800 pesos.

Agents: The main agency (C. F. Sharp) is in Manila although they station a representatitve locally ashore in Limay. Attendance was very good and only hampered by local communications by telephone, telex and VHF. Our visit coincided with the Easter holidays and this seriously disrupted communications to and from U.K. As an urgency measure radio messages were sent via Manila Radio. VHF contact to Manila was easy via Channel 16 and thence to working channel.

Transfer: Contact may be made with "Gasul" on Channel 13. The "Gasul" in effect is used as a storage vessel by PNOC and delays may be expected due to the status of her tanks on arrival and the availability of fenders. This last is serious since there only appears to be one set of fenders for all lightening operations and this includes oil tanker transfers.

Small local gas tankers take the product from "Gasul" and as these are few in number this can also lead to considerable delay. A certain amount of blending of propane and butane is sometimes necessary into these craft and on the whole tends to lead to a very confused situation as regards the probable time of commencement of transfer. Estimates varied wildly from day to day and perhaps the most reliable estimates may be gleaned direct from "Gasul".

The Master and Chief Officer will board to discuss the transfer and decide on the final transfer position.

A Pilot will board to shift to the new position. "Gasul" is manoeuvred alongside by a Pilot and 2 tugs. If necessary another tug may take a line from your stern to hold the vessel steady during berthing. Three of her lines each end further supplemented by our own moorings.

"Gasul" was well fendered with three (3.3 m.×6.5 m.) and two (2.5 m.×5.5 m.) fenders.

Reputed to have a full range of hoses and reducers on board but some have 300 ASA flanges.

The transfer was completed without any difficulties although "Gasul" can only accept one grade at a time necessitating shifting lines from one manifold to another. VRL used.

Surveyors: SGS attended with PNOC surveyor. Figures based on our vessel's outturn since the gauging devices and temperature recorders on "Gasul" are suspect.

Pilots are reluctant to unberth during the hours of darkness and this decision will also be affected by the prevailing weather conditions. Two Pilots for the operation.

SHIPMASTER'S REPORT: January 1994.
Communications: Arrival notices to the Agents who will make all arrangements for Pilots and tugs.

Limay Port Radio and Quarantine can be contacted, when in range, on VHF Channel 16, working Channel 13, and will give anchorage instructions for clearance.

Clearance: Carried out at anchor with up to 15 officials attending, but is informal and courteous.

Customs: A Customs Officer remains on board the vessel throughout the stay in port and requires food and accommodation.

Port Health: Officials carry cholera vaccine and will make good any expired certificates. Yellow fever vaccinations are not obtainable.

Immigration: Request a visaed Crew List from the Philippine Embassy in the previous port, but will accept a letter explaining that there was insufficient time at the port for the visas to be obtained.

Shore leave passes are not issued.

Shore leave is by boat from the offshore gangway.

Coast Guard: Officials inspect all Philippine Seamen's Books.

Approaches: B.A. Chart No. 976 and 3545 found to be as charted with the following exceptions:

(1) The pier in position Lat. 14° 29′ N., Long. 120° 36.9′ E. is in ruins, and the 4 mooring buoys close to it do not exist.
(2) The beacon, F.R. 18 ft. (occas) in position Lat. 14° 29.34′ N., Long. 120° 36.9′ E. does not exist.
(3) The wrecks in position Lat. 14° 30.41′ N., Long. 120° 37.4′ E. and Lat. 14° 30.62′ N., Long 120° 37.4′ E. are reported to have been blown up and to have a depth of 9.0 m. over them.
(4) The two buoys, R. P.D. in position Lat. 14° 30.95′ N., Long. 120° 37.4′ E. do not exist.

Anchorage: The vessel anchored for clearance in position Lat. 14° 30′ N., Long. 120° 38′ E., although requested to anchor North of this position, the presence of other vessels at anchor and fishing boats made this impractical.

Pilotage: The Pilots and tugs come from Manila and board the vessel at anchor after Inward Clearance has been granted.

Approach to the berth is from the South, with tugs on the starboard bow and quarter made fast with ship's lines.

Berth: Position Lat. 14° 31.4′ N., Long. 120° 36.8′ E., the 'T' Pier on B.A. Chart No. 3545, noted with 'crane" is for discharge of bulk cargoes, mainly cement clinker.

The head of the 'T' was originally constructed of 9 dolphins on steel piles with a fixed gantry crane on the centre, larger, dolphin.

The Northern and Southern dolphins are not fitted with fenders and are used for mooring ropes only.

The third dolphin from the Southern end is damaged and only the piles remain, which causes problems when shifting astern to work Holds No. 1 and 2, as it is necessary to stop the stern swinging in to either sit on the jagged piles of the missing dolphin or land on the penultimate Southern dolphin.

The fenders on the dolphins are not even, the centre (crane dolphin) being about 0.5 m. wider than on the others, which increases the danger of the stern swinging in onto the missing dolphin.

Depth: The echo sounder gave 4.8 m. under-keel at 10.56 m. draft, however, there is a build-up of cargo under the centre dolphin which was hand sounded at 8.0 m., and which keeps the vessel about 1.5 m. off the fenders until partly discharged. At loaded draft, engines are required to move the vessel between holds, but at light draft warping with moorings is sufficient.

Current: The Pilot reported a tidal current of up to 3 knots on the South-going tide, but only about 0.5 knots on the North-going tide.

Cargo Working: The gantry crane has seen better days and is equipped with a 6 ton capacity grab, discharging 38,500 tonnes of cement clinker, a discharge rate of 215.6 tonnes/hr. was achieved, excluding stoppages for rain, breakdowns and shifting.

In addition to the gantry cranes, barges were put alongside the off-shore side, and about 6,000 tonnes was discharged to these using a shore grab on ship's cranes.

Gantry outreach is about 14.0 m. when the vessel is alongside the fenders, which results in the vessel taking an off-shore list which has to be compensated with ballast until enough cargo is cleared to put in payloaders to discharge the off-shore side. The discharge is very dirty, even though the hatch covers are swept regularly.

Air Draft: Air draft of the crane is about 15.0 m.

Fresh Water: Available from the pier at about 3 tonnes per hour.

Provisions: Available from chandlers in Manila.

Guards: Six armed guards are employed round the clock in groups of three and require meals, but not accommodation.

Draft Surveyor: Remains with the vessel throughout discharge and requires food and accommodation.

AUTHORITY: Philippines Port Authority, Port Management Office – North Harbour, Fronting Pier 8, Marcos Road, North Harbour, Tondo, Manila, Philippines. *Tel:* 27-34-19, 26-22-15. *Contact:* William A. Enriquez, Port Manager.

SECTION (B) — CBM.

LOCATION: The Seaberth of Petron Bataan Refinery is located at Limay Town in Bataan Province.

The berth is a conventional buoy mooring (CBM) system and is located in position 14° 32.1′ North., 120° 35.9′ East.

The enterprise is owned by Philippine National Oil Company and operated by Petron Bataan Refinery.

Products handled: Crude Oil, IFO, Naphtha, Diesel, Fuel Oil and Kerosene.

Also see "Single Buoy Mooring".

DOCUMENTS: *Immigration:* Vessels coming from countries where Filipino Consular Authority is available are required to have, on arrival, visaed Crew Lists. However, in the event that the vessel, for some reason, is not able to obtain a visaed Crew List, this requirement is waived, provided the Agent furnishes a guarantee for payment of the visa fee.

When the vessel has on board personnel from countries without political relations with the Republic of the Philippines, at least 2 Immigration Officers remain on board during the vessel's stay in port and food and spare cabin should be provided for them. These personnel are forbidden to leave the vessel and are not granted shore leave.

The following documents are required by Immigration on arrival:

Visaed Crew List (1 original and 1 copy).
Ordinary Crew List (12 copies).

Customs: Bonded lockers containing spirits, cigarettes, etc., are required to be sealed. Each crew member is allowed to retain 1 carton of cigarettes. Cigarettes in excess should be placed in bonded lockers.

A Customs Inspector and 2 guards will remain on board throughout the vessel's stay in port. Food and a spare cabin should be provided for them.

The following documents are required by Customs:

Crew Personnel Effects List (6 copies).
Stores List (6 copies).
Firearms and Ammunitions List (6 copies).
Bonded Stores List (6 copies).
Narcotics List (6 copies).
Currency belonging to Crew and Ship List (6 copies).
Last Port Clearance.
Ship's Register.
Tonnage of Cargo for Discharge.
Duly Accomplished Certificate of Lading (6 copies).

The following documents are required by the Authorities at Bataan, Bataan C.B.M. and Bataan S.B.M.

Notice of Arrival.
Application for Berth.
Inward and Outward Foreign Manifests.
Oath of Master.
Statistical Supplement.
Application for Assessment.
Clearance.

All of the above to be available and submitted by the Agent.

Outward Clearance: This clearance is granted by the Customs officials who board the vessel prior to departure and effect clearance on board. Also, an Immigration Inspector goes on board, just prior to departure, and musters the crew and verifies that all crew members are on board.

The following documents are required for the Outward Clearance:

Port Clearance.
Immigration Clearance.
Customs Clearance.
Coast Guard Clearance.

The above documents are prepared and arranged by Agent.

APPROACHES: *From End of Sea Passage to Pilot Station:*

Manila Bay is entered between Limit Point and Cochinos Point. The entrance is divided into 2 channels, named South Channel and North Channel, by Corregidor and Caballo Islands; both these channels are deep and clear of dangers in the fairway.

As a general rule, vessels use the channel which provides the shortest route into the bay. Entry is not recommended during darkness or periods of poor visibility if vessel is not equipped with radar.

Vessels entering Manila Bay through the North Channel shall pass midway between La Monja Island and Guardia Shoal and shall proceed directly through the middle of the channel between Corregidor Island and the mainland, steering 070° until 1 mile distance from the shore is cleared. The same route shall be followed by vessels when leaving Manila Bay through the North Channel.

Vessels entering Manila Bay through the South Channel should not approach any shore closer than 1 mile and shall keep South of the restricted area, South of La Monja, Corregidor and Caballo Islands, which is embraced within The North section of the following bearings: 296° from El Fraile Island and 236° from Caballo Island lighthouse. Furthermore, on the Southern side of the channel, vessel should not approach the line joining El Fraile and the N.W. point of Limbones Island closer than 1 mile. The same restriction applies to vessels leaving Manila Bay through the South Channel.

Deep draft laden crude tankers should always enter through the Southern Channel, which is wider and deeper.

After having entered the channel, vessels should make for the Pilots embarking point. Pilot boat usually waits 2 miles off Lokanin Point. During the approach to the above position, vessels should steer clear of land for at least 1 mile.

Many fishing boats are operating in the area and very often they are without lights and unable to move from their fishing position as they have nets laid down. Therefore, utmost caution should be exercised; radar watch and visual lookout should be maintained and a wide berth, to the maximum possible extent, should be given to any fishing boat.

When entering or leaving the port, especially during hours of darkness, we suggest to consider having the tanker preceded, at a close distance, by a service boat or a tug boat. This boat steaming right ahead of the vessel could clear the vessel's way of fishing boats or other craft or could at least warn the tanker in advance of any danger laying ahead.

ANCHORAGE: Vessels awaiting berth should anchor about 0.5 miles S.E. of the Conventional Buoy Mooring (CBM).

RESTRICTIONS: *Controlling Depth:* Entry Channel more than 66 ft. below MLLW. Approach Channel 64 ft. below MLLW. Alongside Berth 64 ft. below MLLW.

LOA Limitation: 1,000 ft.

Breadth Limitation: 160 ft.

Berthing and Unberthing: No particular restriction applies and vessels are berthed and unberthed at any stage of the tide; also during hours of darkness except during particularly severe metereological conditions. Following unberthing, ship is expected to move out, with assistance of tugs instead of using her own power. The strong turbulence created by the ship's propellers tends to get the hoses entangled with each other.

MAX. SIZE: Below are the maximum vessel sizes that are acceptable at the Petron Bataan Refinery – Crude Seaberth:

DWT	120,000 tons
LOA	890 ft.
Beam	135 ft.
Draft	52 ft.

However, crude tankers greater than 120,000 d.w.t. with LOA and beam up to 1,000 ft. and 160 ft., respectively, could be accepted at the sea berth if the tanker is partially loaded, such that draft does not exceed 50 ft. and if the prevailing climatic condition warrants safe berthing.

HEALTH: The Quarantine Doctor boards the vessel in the outer roads during her approach to the port. After Pratique is granted, the Pilot, Customs and Immigration Officers, the Loading Master, the Petron Bataan Refinery representative, and the hose gang are allowed to board. *No Radio Pratique is contemplated.*

The following documents to be ready prior to arrival of health officials:
Maritime Declaration of Health.
Vaccination Lists (4 copies).
Health papers of all ratings.
Derat Certificate (vaild for 6 months).

RADIO: Whilst at sea, vessel is to communicate with "Philippine National Oil Company – Manila" via Manila Radio. VHF Channel 67 is the working frequency of PSTC, owners of tugs and service boats assisting the mooring.

In the arrival message, Master to include: ETA, forward and aft drafts, confirmation that instructions contained in port information are understood and will be adhered to, any requirement.

It is most essential that vessel confirms ETA 72, 48 and 24 hours before arrival.

Communications between vessel, tugs, mooring gang and refinery are well established by various portable VHF sets supplied by the refinery and contractors and working is on several channels.

VHF: Channel 71 is the working channel of Petron Bataan Refining.

BERTHING: The Sea Terminal consists of 8 mooring buoys of 16 ft. dia.

Buoys 2, 3, 4 and 6 are fitted with 1 self-releasing Pelican hook and Buoys 1, 5 and 8 are provided with 2 Pelican hooks each.

Mooring/Unmooring: Currents usually set in a North-South direction at the berth, and vessel always approaches and enters the berth from South. However, berth is so designed that tankers, depending on prevailing wind and/or current direction, could enter from the North, if necessary. Mooring and unmooring may take place also during hours of darkness, provided meterological conditions are fair and visibility is good. Currents are weak and berthing or unberthing takes place at any state of the tide.

Berthing of vessels should be assisted by a Pilot, Petron Bataan Refinery's Maintenance Superintendent or Supervisor, a Mooring Master, and a Radio Operator, the latter two of PNOC Shipping and Transport Corp., which also provides the mooring gang. The Radio Officer brings along his own portable VHF radio set for communicating with the mooring crew and service boats.

Vessels usually approach the berth from a S.S.E. direction and are stopped some 3,000 ft. off the South end. From this point vessels proceed to and enter berth at dead slow speed between Buoys 5 and 6. Just before entering, the starboard anchor is usually dropped. This anchor is dragged or paid out accordingly in order to check the vessel's bow. The bow is brought abeam of Buoys 1 and 2 where the port anchor is dropped. Lines are then given ashore and the vessel is backed into final position approximately 40 ft. abeam of the floating beacon marking the pipe-end manifold. When using anchor, caution should be exercised so as not to foul the buoy legs or cargo pipes and hoses.

Usually, 2 powerful service tugs are in attendance for mooring plus 2 large tugs with capacities of not less than 2,000 h.p. for assisting tankers. These tugs are suitable for handling the heavier wire ropes. Usually, 2 lines are run on Buoys 1, 2, 7 and 8 and one to Buoys 3, 4, 5 and 6. There is no particular requirement on whether ropes have to be of wire or nylon. Pilots indicated that they may require, at times when wind from S.E. is particularly strong, additional lines to be run to Buoys 3 and 5.

Night berthing is carried out with the assistance of the service boats, which tie up alongside Buoys 1, 7 and 8 and indicate quite effectively the approach and entry to the berth.

Vessels calling at the CBM should make use exclusively of wire ropes of suitable dimensions, quality and condition.

When leaving, vessel must be towed and engine of tanker shall be at standstill to prevent kinking of hoses caused by strong current generated by the tanker/vessel propeller.

HOSES: Presently, 5 strings of hoses are used.

(a) Two strings consist of 3 lengths of 20 in. diameter × 30 ft. and 4 lengths of 16 in. diameter × 30 ft. each. The two over the rail lengths are provided with a 12 in. ASA 150 hand operated butterfly valve.

(b) One string consists of 7 lengths of 10 in. diameter × 30 ft. provided with a 10 in. ASA 150 hand operated butterfly valve with separate manifold.

(c) Two strings consist of 3 lengths of 14 in. diameter × 30 ft. and 4 lengths of 12 in. diameter × 30 ft. each.

The submerged pipe end manifolds can be connected to each other by a 'Y' spool piece for shipboard connections and flushing of lines.

The end of each hose is marked by a buoy consisting of 2 cans welded together. When resting on the sea bed, the ends of the hoses are attached to these buoys by means of a chain. For lifting the hoses onboard, divers disconnect the chain from the cans and pass them to the vessel's derrick hook. The marker buoys remain on the water.

The hoses are connected and disconnected by a shore gang supplied by a contractor. It takes, on the average, about 1 hour 30 minutes to have 2 hoses connected and cargo started. Ullages and cargo calculations are carried out concurrently with connecting of cargo hoses. It takes about 30 minutes to 1 hour for disconnecting, but this is done concurrently with ballasting operations after discharge.

In order to expedite turnaround time, vessels should arrive with both derricks rigged for a minimum safe working load of 7 tons.

Blanks at 2 connections of the port manifold should be removed prior to arrival and 2 reducers, if available, should be installed to have the manifolds ready for the 12 in. ASA hose connections.

Safe working load and connections available should be notified to Petron Bataan Refinery prior to arrival.

Minimum acceptable manifold height above deck is about 20 in. Minimum spacing of ship's cargo manifold for connecting hoses to adjacent manifolds is about 18 in.

The hoses when in operation are not suspended from ship's gear but are fastened to the vessel's superstructure by means of chains.

There are no specific guidelines for disconnecting in emergency. The hose gang remains on stand-by throughout the operation and can be readily available.

Hoses are to be connected to the vessel's reducers with bolts and nuts fastened to every second hole of the flange.

The maximum pressure requested at the vessel's manifold is 150 p.s.i.

LOADING: *Description of Cargo System:*
Crude is presently received at the 8 buoy seaberth, located about 2,100 ft. off the end of the Product Pier. The current crude receiving facilities consist of a 28 in. dia. line. The line from the tank to the berth is about 4,700 ft. long. This includes the submerged section from the pier head to the berth of 2,040 ft. The end pipeline manifold is fitted with 2 outlets. Each outlet is provided with a 20 in. butterfly valve, a 20 in. check valve and a 20 in. chicksan swivel joint where currently 2 strings of 3×20 in. dia.×30 ft. and 4×16 in. dia.×30 ft. hoses are connected. The butterfly valves are manually operated by divers. The other facilities for diesel/kerosene, napthta and fuel oil loading and unloading consist of 3 lines of 14 in. diameter each from the manifold product lines at the pier end to the berth of about 2,040 ft. The submerged pipe end manifold consists of 7 lengths 10 in. dia.×30 ft. hoses which can be connected to each other by a 'Y'-spool for shipboard connection and flushing of line.

The pipe manifold is marked by a 'T' buoy, and in order not to put hoses under strain, the vessel's manifold should be abeam of this marker at a distance of about 20 ft.

MEDICAL: The Agent will arrange for transportation to and from Manila for crew members requiring elaborate medical or dental attention; otherwise, they will be attended to in Bataan.

FRESH WATER: Supply by barge. Requirements should be included in arrival message. Ample notice is required if water supplied by barges.

FUEL: Bunkering is by barge. Bunkering may take place concurrently with discharging operations. Ample advance notice required.

REPAIRS: There are several repair firms in Manila that can undertake minor repairs. Requirements for repairs should be passed on to the Agent, and briefly outlined in ETA message. Major classification societies available.

GANGWAY: For vessels at the CBM, gangway to be prepared and rigged prior to arrival, on port side.

STORES: Stores and provisions can be supplied by ship chandlers in Manila. Master should radio requirements at least 36 hours before arrival to the Agent so that stores can be transported from Manila to the ship on time. Bonded stores are unavailable, except for local beer. Laundry requires a minimum of 36 hours.

WEATHER/WIND/TIDE: *General:* Although the Petron Bataan Refinery is only 26 miles across the bay from Manila, rainfall data is not exactly the same for both of these locations. This is partially due to the mountain directly behind the refinery, which tends to precipitate the S.W. monsoon immediately as they come over the mountain, dissipating them to some extent by the time they reach Manila.

The average rainfall for the Petron Bataan Refinery is about 98 in. per year varying from 56 in. to 136 in. per year. Maximum and minimum air temperature are about 102°F and 58°F respectively.

Wind and Typhoon: During the typhoon season, from June through September, the winds are predominantly from the S.W. and are known as the S.W. monsoons. In October through January, the winds are from the N.E. For the month of February, the winds are predominantly from the East and in March through May, from the S.E.

The typhoons are frequent during their season and bring with them high winds and heavy rains. The typhoons generally go up the East coast of Luzon, however, late in the year, they cross the land mass.

Range of Tide: For Lamao, data obtained from the coast and geodetic survey of the Philippines are:

Extreme High Water	5.60 ft. (58 year record)
Mean Higher High Water	2.99 ft.
Mean High	2.54 ft.
Mean Tide Level	1.41 ft.
Mean Sea Level	1.36 ft.
Mean Low Water	0.29 ft.
Mean Lower Low Water	0.00 ft.
Extreme Low Tide	2.00 ft.
Mean Tide Range	2.25 ft.

There are no unusual weather conditions associated with these tides.

Intensity and Direction of Currents: A hydrographic survey in February and March, 1958 indicated that current, at its greatest strength, to be not exceeding 1 knot. However, there was sufficient indication that the current is of the reversing type; that is, tidal in nature. Current varies from day-to-day, principally in accordance with the range of tide, its diurnal inequality, and its daily routine, whether diurnal or semi-diurnal. The rising tide is counteracted, to some extent, by the water which enters Manila Bay from rivers, and thereby lessening its velocity. The ebb tide is assisted by this water and accounts for the maximum recorded velocity, which, however, seems always to be less than 3 knots.

Water Density: Salinity varies from a high of 36.1 parts per thousand to a low of 4.6 parts per thousand during a monsoon. The mean salinities are 14 in June, the lowest month, and 34 in May, the highest.

The surface temperature of the sea water adjacent to the site ranges from about 76°F to 90°F.

Tankers arriving at Petron Bataan Refinery in laden condition should not consider this density variation, which is very difficult to predict and to determine.

Waves: About 2 ft. to 3 ft., based on information given by Pilots.

Sea Bottom: Upper layer of sea bottom is soft mud.

SECURITY: Serious security problems may arise during nighttime and strict surveillance and alertness must be exercised at all times. Guards supplied by a local contractor and arranged by the Agent should be employed at all times. Stores and cabins should be kept under lock.

Vessel's Master, at all times, should take positive steps to prevent smuggling and keep native boats away from the ship and watch for pilferage while the vessel is approaching or is in port. We believe that security guards may be of help and we recommend Masters to use them at all times.

Shore leave may be arranged by Agent. Crews are ferried to and from the CBM to the near local village. Tug service is arranged by the Agent.

Crews of vessels moored at the product pier or LPG pier have also to go ashore by boat since nobody is authorised to pass through the refinery.

EMERGENCY PROCEDURES: Petron Bataan Refinery is not provided with an anemometer nor specific procedures to vacate the berth under severe metereological conditions. Should weather conditions deteriorate, the vessel's Master, in consultation with the Pilot, Mooring Master, and Petron Bataan Refinery representative, take the decision to vacate the berth.

A close watch should be maintained for typhoon and weather forecast. At all times, vessels should maintain a state of readiness and engines should be kept on standby and at short notice. No repairs or tank cleaning should be allowed alongside.

PBR REPRESENTATIVE: An employee of a third party surveyor, (representing Petron Bataan Refinery) boards the vessel after quarantine clearance to co-ordinate unloading operations. A ship-to-shore portable radio is placed on board for communication and controlling ship's discharge only. The Petron Bataan Refinery representative remains onboard throughout discharge and liaises between shore and ship. During the pre-discharge, sounding and final inspection after discharge, a Petron Bataan Refinery operator boards and accompanies the third party surveyor.

SHIPMASTER'S REPORT: June 1982.

Pilotage: Arranged by Manila Agent.

Health: Doctor will board and give Free Pratique and perform vaccinations.

Radio: Arrival message to include Master's name and number and nationalities of all crew.

VHF: Contact was made Channel 11 at 25 miles from S.W.

Tugs: One tug stands by during vessel's stay and 1 service boat is available for transportation to and from the shore.

Berthing: The sea berth has 4 buoys each side, with hoses on port side, derrick required and shore hose gang for connecting. Buoys to starboard are numbered 1 to 7 buoys and to port are numbered 2 to 8 from forward to aft in both cases and these numbers are referred to by Pilot when berthing. There is also a Loading Master on the bridge who liaises for ship's positioning regarding hoses. 2 tugs for pushing and 1 tug puts line aboard. 2 service boats for running lines. It is best to have wires without rope tails and service boats are quite powerful enough to run the wires. 1st lines are headline to No. 1 Buoy and stern line to No. 7 Buoy. Then usually No. 2 and No. 8 Buoys, followed by No. 4 and No. 5 Buoys. Usual final moorings are 3 lines each to Nos. 1, 2, 7 and 8 Buoys and 1 each to 3, 4 and 5 Buoys. No. 6 Buoy not normally used unless there is a strong offshore wind. It is advisable to keep a note of the order of putting out ropes in case of letting go during the hours of darkness. On approaching berth it is usual to let go starboard anchor to 2 shackles. The anchor is hove up before commencing to single up on departure.

Medical: If Doctor boards for vaccinations then he will attend to any patients.

Tankers: For Sea berth 2×12 in. reducers, for SBM 2×16 in. reducers.

SECTION (C) — SBM.

LOCATION: The sea berth of Petron Bataan Refinery is located at Limay Town in Bataan Province.

The berth is a single buoy mooring (SBM) system and is located in position Lat. 14° 31′ 32.47″ N., Long. 120° 37′ 48.90″ E.

The enterprise is owned by Philippine National Oil Company (PNOC) and operated by Petron Bataan Refinery.

DOCUMENTS: See Section (B).

RESTRICTIONS: *Water Berth:* 94 ft.

Max. Operating Conditions: Wave height 8 ft. Wind speed 55 m.p.h. and current 3 knots.

VHF: See "Section A".

MAX. SIZE: 300,000 d.w.t. 1,120 ft. LOA. 175 ft. beam and 70 ft. draft.

Shipmaster's Report: March 1987.

Vessel discharged at the SBM.

The characteristics of the vessel are as follows:

LOA 343 m.
Breadth 53 m.
DWT 283,400 tonnes.
Arrival Draft 22 m.

We were allowed to enter with the above draft and did not experience any difficulties on entering through the Southern entrance or at the SBM itself.

At all times we had more than 3.0 m. keel clearance. There is therefore a minimum draft of at least 22 m. at this port.

BERTHING: The SBM is installed in Manila Bay, approximately 1 mile offshore. From the surface, all that is visible is the top of the 23 ft. diameter mooring buoy and 2×800 ft. long strings of floating loading hose. The mooring buoy is painted orange, yellow and white and the hose strings are orange and black spiral stripes. At night the buoy is marked by a white flashing light and the hose strings are marked by 8 white flashing lights. The hose strings will generally float in the direction of current but they may be influenced by the wind direction.

Preparation of the Tanker: Usually, 2 powerful service tugs are in attendance for mooring plus 2 large tugs with capacities of not less than 2,000 h.p. for assisting tankers. Additionally, 2 small tugs of not less than 250 h.p. each will be needed for mooring lines and hose handling.

All tools and materials required for the mooring and hose hook-up operations should be placed aboard the hose handling and mooring launches in readiness for passing to the tanker.

Prior to the approach of the tanker, the Pilot or other terminal personnel should ascertain the size of the tanker's cargo manifolds, the capacity of its hose lift derricks, and the arrangement and capacity of its forward fairleads, bollards and winches. If spool pieces, lines and special fittings are required, these should be made ready.

The hoses may be brought to either side of the tanker, although it is customary that they be brought to the port side. The appropriate derrick should be rigged for lifting the end of each hose string. The lift to the manifold of a loaded tanker will be approximately 4 tons. However, a lift capacity of approximately 11 tons will be required to lower each hose string from the tanker in a light condition (based on 70 ft. draft amidships).

A clear area is required adjacent to the manifold for storage of the pick-up buoys. Cables and come-alongs should be rigged to strong points in the vicinity of the manifold to tie-off the hoses.

A boarding ladder should be rigged on the tanker side opposite the operating manifold. Boat ropes should be rigged along each side of the tanker. Messenger lines should be made ready on the forecastle for picking up the hawsers.

The arrangement of fairleads, fittings and obstructions should be studied carefully to determine the best means of securing the tanker to the mooring.

The mooring fittings should be capable of withstanding the appropriate loads. If the environment should worsen to the capacity of the mooring or the tanker fittings then the tanker should apply ahead power, suspend discharging, lower the hoses and leave the mooring.

Each mooring line is provided with chafing chain assembly which is used for 100,000 d.w.t. to 300,000 d.w.t. tankers having chain stoppers or no conventional mooring fittings. The use of Smit Bracket (or pin type) is very risky particularly during strong winds and current.

At the end of the chain assembly is a secondary triangular plate for connection of the 500 ft. polypropylene pick-up ropes. These ropes are incorporated in the assemblies, strictly for the purpose of winching the mooring assemblies on board the vessel and should on no occasion be used for mooring. The chains must be brought partway through fairleads on the forecastle and secured to towing brackets, bitts or other fittings on the deck of the tanker.

Experience has indicated that no standard means of securing the chain can be advised since a wide variety of arrangements are apt to be encountered on a tanker forecastle. It is recommended that the chains are secured to Smit towing brackets or chain stoppers if these are available. Otherwise wires or ropes will have to be improvised to secure the chains to ship's fittings. It is important that, whatever means and fittings are used, the arrangement must be adequate to withstand severe loads.

Fairleads as close to the stem as possible should be used to pass the chafing chains. If available, a lead in the centre of the bow should be used to pass both lines. Arranging the mooring lines through fairleads as close together as possible will assure that loads are equally distributed between the lines and will minimise the possibility of parting a line.

Mooring: Prior to making the approach to the mooring, the Pilot and tanker Master should carefully study the wind, waves and current to determine the best approach direction. The approach should be made in the direction in which the tanker can best be handled at very low speed and can best be held stopped in the water. There is adequate depth to manoeuvre a loaded 300,000 d.w.t. tanker (70 ft. draft) within a 3,360 ft. (1025 m.) radius of the mooring buoy.

The side to which the hoses should be brought should also be determined. This is preferably the port side for tankers with conventional right hand screws as the tanker will then move away from the hoses as the tanker moves forward out of the mooring. At the single anchor leg mooring the hoses may be brought to either side of the tanker. In cases where it is evident that the hoses will tend to string to starboard of the tanker during the entire unloading operation, it may be preferable to bring the hoses to the starboard manifold.

The instructions given here assume that the hoses are to be brought to the port manifold. These instructions should be reversed if the hoses are to be brought to the starboard manifold.

The tanker may, if necessary in an emergency, drop an anchor or anchors while approaching the mooring. Anchors should not be dropped, however, within 200 ft. of the mooring buoy, or along the route of the submarine pipelines. If an anchor is dropped during an approach to the mooring, it may not be left down after the mooring is completed. A tanker may not remain moored to both the mooring buoy and its own anchor during unloading. Care must be taken not to foul the hose strings or mooring lines in dropping or lifting an anchor.

Just prior to the approach of the tanker to the mooring, the hose launch should pull the hoses to a position to port of the direction of approach. In making the approach the tanker must stay well clear of the hose. During the final approach the tanker should take a course which would pass to starboard of the buoy so that, if the tanker moves too far forward it would safely pass the buoy and not endanger the hoses.

As the tanker approaches the mooring, a messenger line should be passed from the forecastle to the mooring launch. The mooring launch should then proceed ahead and to port of the tanker and make the messenger fast to the port mooring pick-up line. If the large messenger line marker buoys are in position they should be removed from the line and stowed on the launch. The small buoys can pass through the ships fairlead and may therefore be left in position.

At this point the tanker should have only enough headway to carry it within about 150 ft. of the mooring buoy. As soon as the launch is clear, the messenger should be winched aboard the tanker as rapidly as possible. As the mooring pick-up line is winched on deck, it should be coiled on deck. When the chafing chain passes through the fairlead, it should be snubbed in the best manner possible to secure ship fittings.

Stern movement should be used if necessary to avoid overrunning the mooring. The tanker should be allowed to settle back slowly on the port mooring line. Meanwhile, the mooring launch should take another messenger line from the forecastle and secure it to the starboard mooring line messenger. As soon as the launch is clear, the starboard messenger should be winched aboard and the chafing chain made fast to ship's fittings.

Once the tanker is secured to the mooring, the engines should be placed on stand-by. Grease may be applied to the chafing chains at the fairlead to prevent wear. The mooring lines, chafing chains and other mooring gear should be inspected frequently while the tanker is at the mooring.

Connecting the Cargo Hoses: As soon as the tanker is securely moored, the hose launch may tow the ends of the floating hoses to a position beside the tanker manifold. The necessary tools and fittings should be made ready on the tanker deck. The manifold derrick runner should then be lowered to the launch and secured to the pick-up buoy of the hose nearest the tanker.

The hose should be lifted approximately 20 ft. above deck level and the end swung inboard. Make sure the hose is not lying over sharp edges at the rail. Anti-chafing material may be necessary to protect the hose. The hose should be securely tied-off with cables and come-alongs to strong points on the tanker.

Remove the blind flange from the hose end. There should be no danger of oil spillage because the hose remains sealed by the butterfly valve. Check the "O" ring seal on the quick coupling. The hose can now be connected to the tanker manifold by the quick coupling. The hose lifting chain may now be lowered and the hose marker buoy stowed near the rail. the second hose may now be lifted and connected to the manifold in the same manner.

Fit the hand wheels to the butterfly valve gear operators. The tanker manifold valve and butterfly valves may now be opened. *The butterfly valves should be locked in the open position. Under no circumstances should the hose end butterfly valves be operated while oil is flowing through the hose.*

The shore station should be notified that the tanker is prepared to begin discharging. When instructed by the shore station, pumping should begin. Pumping should begin slowly at first until crude oil is recorded reaching the shore station and it is determined that the whole system is operating satisfactorily. The hose launch should inspect the hose strings and the area around the mooring buoy for evidence of leakage.

When it is certain that the entire system is operating correctly, the pumping rate may be increased to the maximum rate prescribed by the shore station. The pumping pressure must not exceed 200 p.s.i. During discharge, periodical inspections should be made of the manifold connection, the entire hose system and the area around the mooring buoy. This inspection may be made from the deck and forecastle of the tanker during daylight hours, night or when visibility is poor, the inspection should be made from a launch.

At regular intervals the pressure at the manifold and the quantity of cargo discharged from the tanker should be recorded. These figures should be compared with those recorded by the shore station. Any marked discrepancy between quantities should be investigated immediately.

It is inadvisable to allow the tanker to get to a completely light condition. Ballast should be taken aboard as necessary to keep the tanker near ballasted trim with the screw completely submerged at all times.

Disconnecting the Hoses and Departing the Mooring: When discharge is completed, the butterfly valves and tanker manifold valves should be closed and the hand wheels removed and returned to the hose launch. Beginning with the hose string further from the tanker, connect the derrick to the hose pick-up chain with the marker buoy in place, and take up the weight of the hose. Depending on the freeboard of the tanker, the lift load may be great. Disconnect the manifold connection and replace the blind flange on the quick coupling. A small amount of cargo may spill into drip pans during this operation.

The hose securing lines should now be released. After both hoses are released the hose launch should pull the hoses away from the side of the tanker.

After the hoses have been disconnected and released and the tanker has taken on sufficient ballast, the tanker may leave the mooring by disconnecting and lowering the mooring lines. The mooring pick-up line should be attached to the chafing chain and the assembly should be lowered until the end of the chain is at the water surface. The mooring pick-up lines may then be dropped. The tanker should get up steam and may use power to move forward before dropping the lines.

Once the lines are dropped, the tanker may either drop slowly astern until clear of the floating hose or may proceed forward and to starboard to pass beside the mooring buoy on the side opposite the hoses. The tanker may then proceed on its voyage.

SHIPMASTER'S REPORT: September 1983.

Prior to Arrival: Prior to arrival Agent requests (if using SBM) height from deck to centreline of manifold, distance of manifold flange faces from side railings and the flange diameter PCD and bolt size manifold or reducers. Also requires dimension of fairlead opening, distance of Smit lock pin to fairlead, bracket clearance of Smit lock assembly and pin diameter.

Berthing: Our vessel (140,000 dwt.) berthed at SBM during SW Monsoon. We picked up one line from the buoy while larger vessels take two lines. PNOC officials will inspect vessel's Smit lock or other mooring arrangement. Used one tug for berthing with tug's line starboard.

Require Customs clearance before commencement of discharge.

Fuel: Bunker suppliers wanted payment or Agent's guarantee thereof before supplying.

Circular: Following letter received on arrival:

M/T.......................... Port of Limay, Bataan
Attn: M/T.......................... The Master/Chief Engineer
Gentlemen:

As in ports all over the world, the quality of the environment has become a matter of vital concern to the government. Thus, the Port of Manila Authorities have promulgated regulations covering water pollution, oil spillages and indiscriminate dumping of waste.

Our Company, VRV Resources Corporation, in line with the government's ever continuing campaign to keep Manila Bay and the waters surrounding the Philippine archipelago clean from oil pollution, service inter-island and ocean-going vessels on the *safe handling of slops, used oil* and *contaminated fuel.*

To service our ever-increasing clients, we have a fleet of self-propelled barges and trained personnel ready to receive and safely dispose of potential water pollutants efficiently and without any delay to the ships' schedule. This service is our contribution to the government's effort to keep Manila Bay clean without any expense to the vessel, that is *free of charge.*

SECTION (D) – PRODUCT PIER: **(See Plan)**

The pier is an open concrete structure, finger shaped, extending 840 ft. in an East/West direction from a 280 ft. long causeway. The piling is of steel pipes covered by concrete from the pier deck to just below the lower tide level. There are 3 loading stations on each side (North-South) of the pier equipped with 20 marine loading arms terminating in an 8 in. or 6 in. ASA flange. Ship should be properly installed with required manifold ready for connections.

The structural strength of this pier is sufficient to safely handle up to 30,000 d.w.t. vessels. Stations 5 and 6 are provided with a fendering system consisting of panels made up of vertical members and horizontal walers faced with wooden rubbing strips and backed up by Resilie & T Rubber (Bridgestone) fender buffer units. At the other stations, fender panels, faced with rubbing strips and backed by resilient fender buffers, are used. Stations 5 and 6 are provided with 2 bollards of cast steel material of 50 tons capacity and 3 others of 25 tons which should be sufficient to handle fully loaded "Kure Class" vessels.

The fendering system is designed to absorb the impact of 18,000 d.w.t. approaching at a speed of 1 knot and it is suitable to contain the impact energy of the smaller vessels and barges using this pier.

Barges and vessels' Masters should carry out proper manoeuvring, limiting their approach speed to 0.5 knots and coming alongside almost parallel or at a small angle of incidence (10° max.).

Should Masters be unable to manoeuvre properly, assistance of a service boat or tug boat should be sought and charged to the vessel's Owners. Vessels of about 2,000 d.w.t. capacity should be berthed only with tug assistance.

Berthing operations are normally witnessed by a Petron Bataan Refinery representative and claim for any damage is properly filed holding owners of vessels responsible. A fully loaded "Kure Class" vessel, down at her tropical mark and drawing 31 ft. 6 in. may be accommodated at this berth. Vessel would come alongside with her starboard side to, but special care should be exercised for the aft mooring arrangements since the stem of the vessel would be over the pier by about 50 ft. Approach to the pier is somewhat obstructed by the CBM. When going alongside either the North or South side of the pier, use the offside anchor for keeping the bow under control.

Considering the limited width of the dredged basin and presence of cross currents, 2 tugs of 400 h.p. each are recommended to manoeuvre in an out of this berth.

The Northern slope of the – 35 ft. below MLLW basin extends seaward parallel to the South face of the pier. In front of the jetty head, close to and parallel the to North slope of the basin the submarine pipes running to the CBM are laid down. The depth of water above these pipes is not well defined but is certainly less than that of the dredged basin. Deep draft laden tankers leaving or entering Station 5 should at all times avoid passing North of the Northern slope of the basin since a danger of running aground and hitting the submarine system exists.

Masters and Pilots should be aware and read poster placed at the pier end warning mariners of this danger.

Smaller tonnage should also make use of the Pilots and assistance of a service boat (100 h.p.) in view of cross currents when manoeuvring alongside or off Berths No. 5 and 6.

Product Pier Data:

Number of berths: Six.

Berths No. 3 and 4 can handle tankers up to 17,000 bbls. capacity.
Berths No. 5 and 6 can handle all vessels up to 120,000 bbls. capacity.
Barges can be handled at all six berths.
Fixed berth time (time exclusive of loading) is 3 hours per barge.
Fixed berth time for 120,000 bbls. vessel is 8.5 hours.
Fixed berth time for 70,000 bbls. vessel is 7.0 hours.
Fixed berth time for 30,000 bbls. vessel is 5.5 hours.

Fendering system: Load 18,000 d.w.t. at 1 knot speed.
Bollards: 2×50 tons and 3×25 tons.
Pier average draft: 32 ft.
Marine loading arm envelopes:
NW/SW Stations (Berths No. 1 and 2): 19.22 ft. × 16.8 ft.
NC/SC Stations (Berths No. 3 and 4): 19.22 ft. × 19.1 ft.
NE/SE Stations (Berths No. 5 and 6): 26.21 ft. × 43.575 ft.
Distance of vessel from pier edge: 6 ft. (plus 5 ft. allowance).
Safety Fire Fighting:
At the Product Pier, foam protection is provided by 13×6 in.×2.5 in. double hydrants in the berthing area at 100 ft. – 150 ft. centres. Some of them are fitted with hydrofoam nozzles, specifically those located near the NE and SE stations. Two 500 gpm. foam-water monitors are also permanently stationed on this pier. They can be connected directly to the fire main or can be supplied with foam solution from 1,000 gpm. fire trucks. Also, there are 6 fixed water monitors directly connected to the fire water line.

Two manually started diesel engine driven pumps, each rated at 750 gpm., situated at the far end of the Refinery pier, may be used for pumping salt water into the mains should other Refinery fire water facilities fail. Additional foam can be supplied by a 4,000 gallon capacity foam nurse truck.

In addition, 3 completely equipped foam hose carts with cellar nozzle, 2.5 in. and 1.5 in. diameter fire hose lines, 2.5 in. and 1.5 in. diameter nozzles, foam eductors and foam nozzles and 2×150 lbs. wheeled dry chemical extinguishers are provided.

The LPG pier is protected by one fixed monitor with 2.5 in. hose connections.

Total foam liquid storage at Refinery will be maintained at 7,500 U.S. gallons.

SECTION (E) — LPG FACILITIES.

Alongside the breakwater, there is a "T"-shaped jetty designed to accommodate LPG vessels. The pier consists of 2 breasting and 2 mooring dolphins. The breasting dolphins are provided with a fendering system consisting of a panel made up of vertical steel members and horizontal waler faced with wooden rubbing strips and backed up by rubber arch fenders.

Maximum dimensions of vessels received at this berth are as follows: LOA 210 ft., beam unlimited, d.w.t. 700 long tonnes. Energy of absorbtion, maximum displacement and speed of approach are not available.

The approach basin to and alongside this berth has been dredged (in 1971) and sounding revealed a minimum depth below MLLW of 18 ft. Therefore, a max. draft of 16 ft. appears safely acceptable at all tidal conditions.

Because of the limited size of the basin and lack of any beacon or buoy indicating its extent, assistance of Pilot should be sought. Also, it would be advisable to request the assistance of a 100 h.p. service boat to enter and leave the basin since the approach and the clearing of the berth has to be made in a parallel direction to the axis of the berth.

LPG is loaded through a Niigata Chicksan loading arm which carries both the liquid and vapour lines. Liquid line is connected directly on the loading arm with a bolted 4 in. flange. The vapour line is connected by a section of 2 in. diameter × 5 ft. long hand rubber hose terminating in a 2 in. ASA flange. An additional 2 in. rubber hose is available should vessel's vapour and liquid connection be more than 5 ft. apart.
AUTHORITY: *Operator:* Petron Bataan Refinery, 7901 Makati Avenue, MCC P.O.Box 1053, Makati, Metro Manila, Philippines. *Tel:* 85-90-61/85. *Telex:* 22259 PNO PH, 63667 PNOC PN, 45270 PNOC PM, 14817 PNOC PS. *Cables:* Bataanref-Manila.

Plant Site: Limay, Bataan. *Tel:* 85-69-30/39.

SECTION (F) — PLANTERS PRODUCTS INC.

SHIPMASTER'S REPORT: November 1979 (Updated 1992).

PORT: Limay: Lat. 14° 34′ N., Long. 120° 36′ E.
DOCUMENTS: 3 copies of Visaed Crew List. The form for the Crew List should be in the approved form and these are available from the Philippines Embassy at the loading port.
4 copies of Ships Stores List.
7 copies of Ordinary Crew List.
1 copy of Maritime Declaration of Health.
APPROACHES: This is a very minor port with 1 berth for discharging dry cargo and 1 berth for tankers. The only conspicuous land mark is a single gantry crane. Limay Port Authority has a VHF station and can be contacted on Channel 13. The vessel has to clear Health and Immigration prior to berthing. The quarantine anchorage and pilot boarding ground is between 14° 30′ N. – 14° 31′ N. and 120° 37′ E. – 120° 38′ E. Immigration and Health Authorities board the vessel (generally only during daylight, especially since the weather deteriorates at night) on arrival and clear the vessel.
PILOTAGE: Pilotage is compulsory. 2 Pilots are available. The Pilots are from Manila and they are stationed at Limay for 2 weeks duration on rotation.
TUGS: 2 tugs are available. They are normally stationed at Manila and brought to Limay when vessel berthing/unberthing at Limay. 6 hours notice has to be given. The large tug is 750 b.h.p.

As per "Pilot" during the months of October-November the surface current runs North-South and the undercurrent which is very strong runs East-West. Due to this, it is very "tricky" while berthing and unberthing. Tankers are not berthed or moored during night. Dry cargo vessels may be berthed at night if weather is good. The pier is not very well lit. Moreover very often empty barges, etc., may be in the fairway to the berth and thus makes berthing or unberthing more difficult.
BERTH: The dry cargo berth is about 500 m. long consisting of 3 concrete dolphins on either side of the crane. The crane is gantry type with 6 tons SWL grabs. The berth juts out from the land and the discharged cargo is directly taken into the factory by conveyor. If there are no breakdowns cargo can be discharged at up to 2,000 tonnes per day.

Bulldozers are used to collect the cargo in the hold. The crane is fixed and the vessel has to be warped fore and aft if cargo has to be discharged from more than one hold. Stevedores work 24 hours. Berth is mainly used by the Farm Products Co., which imports muriate of potash and urea. They export NPK fertiliser. The maximum depth found alongside by hand lead and line was 48 ft. and minimum 41 ft. (Planter's Products Inc. is not operating, facilities now leased to Teletrade Corporation).

There is one wreck near the dry cargo berth where a tanker blew up and sank. The position of the wreck is approximately Lat. 14° 30.3′ N., Long. 120° 37.3′ E. which is marked by an unlit buoy.
DENSITY: Between 1017 and 1020 reducing during rains.
FRESH WATER: Available at berth and at Government Pier at Lamao.
FUEL: Can be arranged from Manila.
REPAIRS: Not available.
STORES: Available but expensive compared with Manila.
WATCHMEN: It is advised to take watchman due to piracy which was reported recently. Generally watchmen are arranged by the Agents.
HATCHES: To be opened by the ship's crew.
CUSTOMS ALLOWANCES: 1 bottle of spirits and 200 cigarettes per crew member.
CARGO GEAR: Not required.
REPATRIATION: Can be arranged. The nearest airport is at Manila which is 2 hours by car.
SHORE LEAVE: Shore leave is allowed. But no crew are allowed to pass through the factory. Boat has to be arranged to take crew to the nearest village next to the factory. The nearest town is Balanga which is the capital of the District. Small mini buses run frequently between Limay and Balanga which is about 20 miles away by these buses.
MEDICAL: Good medical facilities are available at Manila.

SECTION (G) — LAMAO.

DOCUMENTS: See Section (B).
BERTHING: Government owned pier with 2 berths. Depth alongside 13 ft. General cargo loaded and unloaded from small vessels.
STEVEDORES: Contractor has to be notified in advance. A meeting is held at the P.P.A. Office with Agent and Charterer.
Working Hours: 0600 – 1800 and 1800 – 0600.
FRESH WATER: Available alongside and at anchorage by barge.
FUEL: Available.
SERVICES: Trucking, ships stores, ferry, car rental, ship chandler, mooring/unmooring.

SECTION (H) — BATAAN STORAGE CORPORATION.

Bataan Storage Corporation is engaged in the storage of liquid bulks and petroleum products at Lucanin Point, Mariveles, Bataan. The company also provides the facilities and manpower services of customers who come with tankers for loading and unloading through the use of pipelines and submarine hoses.

Five mild steel vertical cylindrical tanks with capacities of: Tanks No. 1 and 2 – 135,000 barrels; Tank No. 3 – 3,081,690 litres; Tank No. 4 – 1,320,204 litres and Tank No. 5 – 3,220,466.54 litres.

Pipe trestle consisting of 3 pipes, 2×10 in. diameter and 1×6 in. diameter with average receiving and discharging capacities of 350,000 litres per hour, utilising 3 GM engines with model 353 pumps. With mooring array consisting of 4 main mooring anchor buoys and 2 intermediate buoys capable of handling tankers with a maximum draft of 36 ft. There is also 1 barge loading pier capable of handling a maximum of 1,000 tons with 3×6 in. diameter discharging lines and with average loading rate of 65,000 litres per hour for petroleum products.

At the Bataan Storage Corporation Pier, loading of imported oil products belonging to Union Refinery Corporation takes place at the finger pier, where small tankers could berth alongside and receive cargoes from the storage tank ashore through large hoses.

BATANGAS (including Tabangao), Luzon: 13.45 N. 121.03 E. **(See Plan)**

See "General" before first port.
PORT LIMITS: Batangas Harbour embraces all waters of Batangas Bay extending seaward up to an imaginary line connecting Cazador Point and Matuco Point.

DOCUMENTS: Upon arrival, the following papers should be forwarded to the Authorities:

2 Crew Lists (visaed).
3 List of Stores, Deck, Engine, Stewards Dept.
3 List of Stores, Firearms, Medicine and Narcotics.
6 Personal Effects Declaration.
6 Inward Manifest.
8 Ordinary Crew List.
Clearance from last port of call
Also see "Shipmaster's Reports".

APPROACHES: "Suggested Approach": From the South between Matuco Point and Malajibomanok Islands, with an opening of 3.5 miles. White flashing beacon on Malajibomanok Island duration 0.3 seconds every 10 seconds visible for 8 miles in clear weather. Islands and point can be approached within 0.5 mile.

Landmarks and Coastal Lights: Government Pier at Bo. Sta. Clara may be approached safely from either direction paralleling its face. Batangas church dome, Bauan church bell tower, refinery stacks and columns and wharves are good landmarks. Batangas Lighthouse is Gp. Fl. (3) green every 5 seconds.

PILOTAGE: Pilotage for shifting from Quarantine Anchorage, docking and undocking compulsory for all vessels engaged in foreign trade. The vessel is met by the harbour pilot approximately 2 miles South of the wharf. Pilotage for entering the Batangas Harbour and anchoring in the Quarantine Anchorage is optional but pilotage for shifting therefrom or changing in the stream is compulsory for vessel engaged in foreign trade. At least 48 hours before ships arrival, advise ship's Agents of estimated time of arrival (ETA).

Visual Signals, "I need a Pilot" – The single hoist of the International Code flag "G".

Sound Signals – "I need a Pilot" – the International Morse Code "G" or 2 prolonged blast, followed by 1 short blast of the ship's siren.

Pilot Launch: 25 g.r.t. white with a black "P" at both sides of bow and with International Code Flag "H" hoisted. At night time, all around white light on top of a red light in a vertical line, with green and red sidelights.

ANCHORAGE: All vessels entering Batangas Harbour shall show their colours and signal letters shall be kept flying until the vessel is boarded by the proper Officials within 2 miles before arriving at the designated Quarantine Anchorage.

1.	13° 45′ 06″ N.	121° 02′ E.	Quarantine
2.	13° 45′ 13″ N.	121° 02′ 14″ E.	for vessels less than 1,000 g.r.t.
3.	13° 45′ 06″ N.	121° 02′ E.	for vessels over 1,000 g.r.t.
4.	13° 45′ 30″ N.	121° 01′ 55″ E.	for vessels over 3,000 g.r.t.
5.	13° 45′ 30″ N.	121° 01′ 42″ E.	
6.	13° 46′ N.	121° 01′ 15″ E.	for Caltex wharf
7.	13° 43′ 35″ N.	121° 02′ 50″ E.	for Shell wharf
8.	14° 42′ 54″ N.	121° 03′ 06″ E.	for Pacific Flour Mills Pier
9.	14° 46′ 18″ N.	120° 58′ 15″ E.	for Batangas Bay Terminals, Inc. Pier.

MAX. SIZE: See "Berthing" and "Tankers".

TUGS: Tug service is not furnished by the two oil refineries. The use of a tug for berthing and unberthing is required. Although a tug is normally available at Batangas it may be necessary to dispatch a tug from Manila. Accordingly, it is important for Masters of vessels to provide at least 48 hours advance notice of ETA to ensure availability of the tug boat.

BERTHING: Berthing may be done any time during the day or at night and Masters should exercise their own judgement in this respect. Vessels moor either port or starboard side to, depending on prevailing conditions.

Batangas Govt. Pier:

	Length (m.)	*Width* (m.)	*Depth* (m.)
Pier I	127.5	15	10.5
Pier II	105.0	15	10.0
	48.0	12	
Pier III	84.0	15	5.0

Bauan and Mainaga Pier:

Bauan: Lat. 13° 46′ 48″ N., Long. 121° 04′ 06″ E.
Mainaga: Lat. 13° 35′ 48″ N., Long. 120° 57′ 12″ E.

Alternative loading or discharging ports, but only in cases when there is congestion at the government piers at the Port of Batangas.

Pacific Flour Mill: Location: The area contained from the Southernmost pile of the Shell Refinery to the area West of Little Tabangao River extending 1 mile Westward.

Max. Size: LOA 492 ft., draft 45 ft.

Pier: Length 93 m. with 142.5 m. causeway, width 7.5 m., depth 14 m.

Special Regulations:

(A) That a navigational and mooring area of 0.5 mile from the Northernmost and Southernmost mooring dolphins of the PFM Pier be free from fish traps and other fishing devices.

(B) That a freeway from incoming and outgoing vessels from the PFM Pier be kept free from all fish traps of any forms, and/or any other fishing devices that may obstruct navigation for a distance of 0.5 mile North and South of the PFM pierhead outside of the 50 ft. depth contour approach to the pier.

Purefoods Corporation – Flour Mill:

Location: Mabini, Batangas.

Position: Lat. 13° 43′ 08″ N., Long. 120° 53′ 07″ E.

Pier:

Causeway 75 m.
Pierhead length 40 m.
width 29 m.
Depth 20.0 m. – 11.5 m.

Max. Draft: 11.5 m. (approx.).

Discharge Equipment: High speed pneumatic suction system and a network of chain conveyor and bucket elevator.

Discharging Rate: 250 tonnes per hour/6,000 tonnes per day.

Storage Capacity: Total capacity 30,000 tons, in 33 silos.

Owners: Purefoods Corporation, Greentop Building, Ortigas Avenue, San Juan, Metro Manila, P.O.Box 2695, Manila. Tel: 722-0411/16, 721-6171/74. Telex: 42282 PFC. Fax: 722-4619.

Pilotage: Compulsory. Pilot will board the vessel at Quarantine Anchorage.

Tugs: 2×3,500 h.p. Vessels of 100 m. LOA or more have to use a minimum of 2 tugs. Tugs are available at Sta. Clara Pier, Batangas.

Line Handling: There are 12 line handlers for docking/undocking.

Line Boats: Two line handling boats of 120 h.p. are available for assisting with docking/undocking.

Water: No water available at the pier. Fresh water is delivered by water truck or by water barge or tugs.

Batangas Bay Terminal, Inc: Pier facilities: 3 breasting dolphins 80 m. apart; 2 fender piles (wooden) and 2 mooring dolphins. Causeway 290 m. long.

Max. Size: LOA – 700 ft. Draft – 39 ft.

Location: The Batangas Bay Terminal, Inc. located at 13° 47′ 00″ N. and 120° 59′ 02″ E. It is in Bo. Bolo, Bauan, Batangas, the total area (shoreland) is 5.5 hectares and 18 hectares (foreshore) land.

Special Regulations:

(A) That the area contained between the S.W. site of the BBTI for a distance of 1 mile from shoreline North and South be entirely free permanently from all forms of fishing devices.

(B) That a distance of 100 yards around the pier be entirely free from all forms of fish traps, fish corrals, fish weirs, etc. and it be "Off Limits" to all unauthorised persons, including fishermen and those travelling by bancas underneath the said pier.

PNOC Shipping and Transport Corp.:

Max. Size: LOA 340 ft., draft 14 ft. Pier: Length 97 m., width 4.87 m.

PNOC Energy Supply Base:

Max. Size: LOA 426 ft., draft 25 ft.

All vessels proceeding to Batangas should radio either Caltex or Shell, whichever is their destination, their estimated time arrival at Batangas as early as possible, but not less than 96 hours before arrival, amending this ETA subsequently if it varies more than 2 hours from the original estimate in order to arrange towing gangs with the Luzon Stevedoring Corporation.

Vessels loading sugar: See "Iloilo – Shipmaster's Report".

STEVEDORES: Stevedoring is usually handled by Luzon Stevedoring Corporation.

MEDICAL: Both refineries have small hospitals for handling emergency cases. Should any ship's personnel need prolonged hospitalisation, arrangement will have to be made to transfer the patient to Manila or to the Provincial Hospital of Batangas where suitable medical attention is available. Dental treatment can be obtained from local dentists in the town of Batangas.

TANKERS: *Shell Refinery, Tabangao:*

Jetty No. 1:	
Length	336 m.
Width	9.0 m.
Depth	15.0 m.
Hoses	2×10 in.
Jetty No. 2:	
Length	700 m.
Width	9.0 m.
Depth	15.0 m.
Loading Arms	4×12 in.
Max. Size	75,000 d.w.t.
Jetty No. 3:	
Max. Size	20,000 d.w.t.
Max. LOA	165 m.
Max. Draft	9.3 m.
Grades Handled	Crude LPG (pressurised) Mogas Kerosine Gas oil Fuel oil
Jetty No. 4:	
Max. Size	320,000 d.w.t.
Max. LOA	348 m.
Max. Draft	23.0 m.
Grades Handled	See "Jetty No. 3".
Shore Connections	Crude: 4×16 in. hard arms. LPG: Hard arms (Contact Shell on advice on adaptability). Liquid – 6 in. 300 ASA. Vapour – 3 in. 300 ASA.

LPG: Report: Dated June 1984.

1. Send ETA to "Shell Gas Manila".
2. Vessel to dock port side alongside.
3. Shore manifolds from stern to bow – Butane – Butane Vapour – Propane Vapour – Propane.
4. Shore flange characteristics:
   Butane liquid 12 in. diameter ANSI 150 lb. flat flange.
   Butane vapour 8 in. diameter ANSI 150 lb. flat flange.
   Propane vapour 8 in. diameter ANSI 150 lb. flat flange.
   Propane liquid 12 in. diameter ANSI 150 lb. flat flange.
5. Appropriate cross-overs and reducers for simultaneous discharge of propane and butane (both with vapour return) should be installed by ship prior to arrival.
6. Vapour will be returned to ship while discharging.
7. Cargo must arrive as cold as possible, propane at −43°C and butane at −10°C, during discharge. Ship's tanks back-pressure against vapour return must not exceed 80 millibars gauge. To achieve the above conditions, the ship may have to operate its refrigeration equipment at full capacity during the inward voyage and while discharging cargo at the port.
8. The ship should provide an accommodation ladder or gangway.

Also see "Shipmaster's Reports" dated April 1990 and August 1990.

Caltex Refinery Wharf: The Caltex Refinery including the island wharf is located North of the government pier and at night can be distinguished by illumination lighting on its structures and red aviation warning lights at the top of the columns. A gas flame at the top of the 150 ft. flare stack is also visible several miles from shore. The Caltex Wharves are adequately lighted to facilitate night berthing or unberthing operations if desired. LOA 755 ft., draft 41 ft. Jetty designed for 45,000 d.w.t.

Location: Lat. 13° 48′ 24″ N., Long. 121° 01′ 00″ E.
Lat. 13° 46′ 12″ N., Long. 121° 01′ 36″ E. (Service Wharf)

Construction: 2 wharves with the following dimensions:

T-Head: Length 84 m., width 13 m., depth 14 m., with 2 mooring buoys 244 m. apart parallel to the berths facing the shoreline.

Island Wharf: 2 breasting dolphins 91 m. apart. Length 16 m., width 12 m., depth 27 m., with unloading platforms installed in between the dolphins and provided with 2×125 ton quick release hooks and 2×125 ton bollards.

Crude oil is delivered by 200,000 d.w.t. to 300,000 d.w.t. supertankers.

Special Regulations:

(A) That a distance of 100 yd. around each of the 2 wharves (including island wharf) be entirely free from all forms of fishing devices such as "bonbons" fish corrals, fish weirs, etc., and that it be "Off Limits" to all unauthorised persons, including fishermen and those travelling by bancas within the areas.

(B) That a navigational and mooring area of 0.5 miles North and South respectively of the limits stipulated be likewise free from fish traps and other fishing devices, but with option to fishermen to fish with hooks or with bancas within the said area provided that they do not come within 100 yd. around the jetty.

(C) That a freeway for incoming and outgoing vessels from the Shell Refinery piers be kept free from "bonbons" and/or any other fishing devices that may obstruct navigation for a distance of 0.5 miles North and South of the jetty head outside of the 50 m. depth contour approach to the jetty. See "Shipmaster's Report" dated June 1982.

DENSITY: 1026.

FRESH WATER: Fresh water is available to vessels loading, unloading or bunkering at Batangas Port. It is delivered to the vessel through hose connections. The water satisfies the physical and chemical requirements for drinking water.

FUEL: Bunkers are available from the 2 refineries. Prior advice should be given through the ship's Agent.

FIRE PRECAUTIONS: At both refineries smoking or open fires are prohibited on the wharves or on vessels alongside or within 100 yards of either wharf. Furthermore, each vessel's personnel is responsible for the safety of its own ship at all times.

CONSULS: Consulates are located in Manila.

REPAIRS: *Keppel, Philippines:* (Finger Pier) Total berth of 300 m. with deep water, provides facilities for repair of vessels of up to 5,000 d.w.t.

Cranage: 1×5 ton travelling crane on floating deck; 2×37 ton crawler cranes; 1×12 ton mobile crane.

Hull shop: 80 m.×22 m. covered workshops equipped with 2 units 10 ton overhead travelling crane; 1×750 ton×6 m. long flanging press; 1×500-ton hydraulic portal press.

Machine shop: 80 m.×14 m. covered workshop equipped with 1×5 ton overhead travelling crane, 1×10 m. long×800 m. swing lathe, other lathes, milling machines, drilling machines, etc.

Electrical shop: Facilities for electrical repairs, rewinding, insulation repairs, etc., other shops are pipe and carpenter shop to give full range of services for new constructions and repairs.

PNOC Marine Corporation: Principal Facilities:

Shiplift Drydock:
Lifting Capacity: 7,500 long tons.
Length of Platform: 172.5 m.
Width of Platform: 28 m.
Maximum Draft Liftdock at MLLW without Keel Blocks: 7.97 m.
Elevation at Top of Pier at MLLW: 4.6 m.

Transfer System Parameters:
Total Rated Lift Capacity: 7,500 long tons.
Maximum Lift Capacity: 11,300 long tons.
Keel Block Bogie Jacks: 164 units (maximum).
Outrigger Bogie Jacks: 46 units (maximum).
Rail Lift Cylinders: 120 units (maximum).

Work Berths:

New Construction Berth No. 9: Capacity 7,500 long tons (light displacement weight). Length 168.3 m. Width 27 m.

Repair Berth No. 8: Capacity 7,500 long tons (light displacement weight). Length 168.3 m. Width 27 m.

Repair Berth No. 7: Capacity 5,000 long tons (light displacement weight). Length 108 m. Width 27 m.

Repair Berth Nos. 1 – 6: Capacity 2,700 long tons (light displacement weight). Length 108 m. Width 21 m.

Other Facilities, Buildings and Shops:

Lift Control Building. New Construction/Erection Area. Gantry Crane (50 ton capacity). Whirley Crane (42 ton capacity). Receiving and Control Building. Covered Fabrication Area. Steel Fabrication Shop. Open Storage. Carpentry Shop and Mold Loft. Vehicle Repair Shop. Power Plant. Propane Storage Pad. Flammable Storage. Oxygen Plant. Water Storage Tank. Pump House. Crane Control House. Warehouse. Gate and Control Building. Parking Area. Administration/Clinic Building. Employee Service. Canteen. Outfitting Shop. Piping Storage. Foundry Shop. Transfer Area.

DRY DOCKS: Keppel, Philippines has its floating dock with the following data of information: Max. length of vessels, 110 m.; Max. beam of vessels, 19 m.; Max. draft of docking, 5 m.

CUSTOMS ALLOWANCES: Sufficient for crew's use in port.

REPATRIATION: Pre-arrangement by ship's Agent and/or Master of the vessel and the Immigration Officer assigned on board the vessel.

AIRPORT: At Manila.

HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); R.P.-U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th); Special holidays declared by the President of the Philippines are also included. If any other legal holiday falls on Sunday the following day is observed as a holiday. Cargo handling work can be arranged on any or all holidays with the vessel's Agent.

POLICE/AMBULANCE/FIRE: PPA Port Police: 725-2882. National Customs Police: 725-2971. Batangas City Police: 725-2125. Ambulance: 725-2890. Fire Department: 725-2470.

TELEPHONES: At present placing telephones on board foreign vessels is not available; however, telephone service is available on the jetty of both refineries.

IDENTIFICATION CARDS: Not required in the Port of Batangas. Pedestrian and vehicle passes required.

GENERAL: *Discharge of Ballast:* No dirty ballast may be dumped into the territorial waters of the Republic of the Philippines. The refineries have provisions for off-loading a limited amount of oil water ballast.

Rat Guards: Rat Guards shall be placed on all mooring lines to the wharves and piers.

Parking Facilities: 7,226 sq.m.

DEVELOPMENTS: New coal discharge terminal to be completed for vessels of 100,000 d.w.t., discharge rate 1,600 t.p.h.

Passenger terminal and concrete wharf (550 m.) to be constructed.

SHIPMASTER'S REPORT: June 1982.

Caltex Island Wharf:

Prior to arrival call "Luzsteveco" (Luzon Stevedoring Co.) on Channel 16 or 11 for berthing information. Berthing is slow as pilot boat runs lines and is not powerful enough to handle big wires. Moorings are 3, 2, 2. We were advised 16 in. reducers but they prefer 14 in. which are more suitable for their hydraulic clamps. 4 surveyors on board for cargo. Boat required to get ashore.

SHIPMASTER'S REPORT: January 1987.

Daylight berthing only at BBTI Pier as berthing dolphins (2) are only 60 m. apart. Also lighting is insufficient. Pilot advises that depth at pier is 45 ft.

SHIPMASTER'S REPORT: May 1987.

On arrival, the Port Officials, Pilot and Agent board the vessel from a tug in the vicinity of Batangas Town and the ship then drifts while they clear the ship before proceeding to the berth. The number of officials are numerous and include the Plant Quarantine Officer who requires a list of all pot plants onboard.

They depart on the tug after completion of formalities.

The following documents are required by Port Authorities on arrival at Tabangao:

9 copies Crew List.
6 copies Crew Declaration List.
6 copies Crew Vaccination List.
6 copies Vessel Information List.
8 copies Stores List.
7 copies Provisions List.
6 copies Narcotics List.
7 copies Plant and Animal List.
6 copies Ammunition List.

Distribution of documents is as follows:

Medical Quarantine Doctor - 1 copy of Crew Vaccination List.

Customs - 5 copies of each document.

Immigration - 2 copies of Crew List.

Plant Quarantine Officer - 1 copy each of Stores List, Provisions List and Plant and Animals List.

Animal Quarantine Officer - 1 copy each of Stores List, Provisions List and Plant and Animals List.

Narcotics Police - 1 copy of Narcotics List.

Coast Guard - 1 copy each of Crew List, Crew Declaration List, Stores List and Ammunition List.

Agent - 1 copy each of Crew List and Vessel Information List.

SHIPMASTER'S REPORT: April 1990.

The following is a copy of a telex received from Pilipinas Shell in Manila.

Quote:

Please advise following information:

(a) Number and Nationality of Crew.
(b) D.w.t. / Beam / Draft on Arrival / Call Sign.
(c) Flag / Port of Registry / Year Built / Owners / Speed.
(d) Voyage No. / Next Port of Call after Batangas.
(e) Last Port of Call / Date Sailed Last Port of Call.
(f) Bill of Lading Details: Figures / Shipper / Bill of Lading Date.

The following documents are required by Port Authorities on arrival at Tabangao:

1. 12 copies Crew List.
2. 6 copies Crew Declaration List.
3. 6 copies Crew Vaccination List.
4. 6 copies Vessel Information List.
5. 8 copies Stores List.
6. 7 copies Provisions List.
7. 6 copies Narcotics List.
8. 7 copies Plant and Animal List.
9. 7 copies Ammunition List.
10. 5 copies Stowage Cargo Plan.
11. 1 copy Derat Certificate.
12. 5 copies Bills of Lading.
13. 6 copies Port of Call or Voyage Memo.
14. 5 copies Cargo Manifest.
15. 5 copies Parcel List.
16. 10 copies Passenger List.

Grateful if you could arrange distribution of documents before arrival Tabangao as follows:

1. Medical Quarantine Doctor: one original copy of Items 3, 11, 13.
2. Customs: 5 copies each of all documents, except 11.
3. Immigration: 5 clear copies of Items 1 and 16.
4. Plant Quarantine Officer: 1 copy each of Items 5, 6 and 8.
5. Animal Quarantine Officer: 1 copy each of Items 5, 6 and 8.
6. Narcotics Police: 1 copy of Item 7.
7. Agent: 1 copy each of Items 1, 4 and 12.
   Please ensure that a copy of the Bill of Lading is given to the attending Agent to enable us to satisfy Government Regulations on freight remittance.
8. Coast Guard: 1 copy of Item 1.

Please be advised that the following procedure is being applied in port formalities:

(a) Medical Quarantine Officer: Will board the vessel before Customs and Immigration Officers. Kindly prepare to show him your crew's yellow fever/cholera vaccination cards, properly segregated into those with expiring vaccination and those with new vaccination. Also please show him your latest Derat Certificate. You will be required to fill up a form "Maritime Declaration of Health". After Pratique is granted, you can lower your yellow flag.

(b) Customs Boarding Officer: Hand over 5 copies of all documents requested above and your Last Port Clearance. If none, please prepare an explanation why you do not have any Customs Clearance at last port.

He will further brief you with current port regulations, especially the strict regulation against illegal and unauthorised boarders. For your information, the penalty for illegal boarders or unauthorised boarders like women, vendors, is ten thousand pesos.

Kindly ensure that this regulation is strictly followed to avoid any problem and ensure maximum safety of your vessel.

For your information, agents of the communist rebels may pose as hospitality girls with intention to sabotage vessel or terminal. Also, the terminal will not allow berthing with illegal boarders on board your vessel. Further, 3 Customs Officials will be staying onboard the vessel until operation is completed.

(c) Immigration Boarding Officer: Please hand over all travel documents: Passport and Seaman's Book of crew members for verification. If you do not have a valid crew visa on board issued by the Philippine Consulate, kindly prepare a brief explanation as to why you do not have a Crew Visa, and address your letter to the following:

Commissioner of Immigration and Deportation.
Through the Alien Control Officer.
Port of Batangas.

The Immigration Officer will be inquiring whether you need to have shore passes. Accept the Immigration Officer's offer of shore passes for all crew. Please advise early of any intended crew changes at Batangas (crew signing on/off). If you have any signing-off crew members for repatriation, please prepare a referral letter on your ship's letterhead with the following format:

Quote
To whom it may concern.
Dear Sir,
The following personnel will be paying off the vessel at Tabangao:
Name Rank Passport No.
This is a certification of their seamen's status and good for whatever purpose it may serve them.
Yours faithfully,
(Master) M.V."........"
Unquote.

Also, please hand over travelling documents of the signing-off crew to the Immigration Officer for stamping/verification, and give same to Agent, who will forward it to Manila to secure their plane tickets if required.

(d) Plant Quarantine: Please hand over required above-mentioned documents.

(e) Animal Quarantine: Please hand over required above-mentioned documents.

(f) Narcotics Police: Please hand over Narcotics List. He will inspect/seal your narcotics cabinet. Ensure that all narcotics are declared in the Narcotics List.

(g) Coast Guard: Please hand over one copy of Crew List.

Please send us your Crew and Vaccination Lists, and your requirements (cash advance, bunkering, crew changes, provisions, expected mails/spares delivery from owners, etc.) in advance to avoid delays due to holidays, etc.

For LPG tankers, there is no land transport between Jetty No. 2 and the Jetty Gate, a distance of approximately 1 km. Crew wishing to go ashore will have to walk this distance. Therefore to avoid inconvenience, joining and signing-off crew should join/disembark the vessel while at anchorage. Also, delivery of requirement should be done before or after discharge, at anchorage. This is due to strict safety regulations of terminal for LPG operations.

SHIPMASTER'S REPORT: August 1990 (Updated June 1992).

The following is a copy of a telex received from Pilipinas Shell in Manila.

Quote:

A. Please prepare following documents and arrange distribution as follows:

1. 12 copies Crew List (5 copies for Customs, 5 copies for Immigration, 1 copy for Coastguard, 1 copy for Agent).
2. 6 copies Crew Declaration List (5 copies for Customs).
3. 6 copies Crew Vaccination List (1 copy for Quarantine Doctor, 5 copies for Customs).
4. 6 copies Vessel Information List (5 copies for Customs, 1 copy for Agent).
5. 8 copies Stores List (5 copies for Customs, 1 copy for Plant Quarantine, 1 copy for Animal Quarantine).
6. 7 copies Provisions List (5 copies for Customs, 1 copy for Plant Quarantine, 1 copy for Animal Quarantine).
7. 6 copies Narcotics List (5 copies for Customs, 1 copy for Narcotics Police).
8. 7 copies Plant and Animal List (5 copies for Customs, 1 copy each for Plant and Animal Quarantine).
9. 6 copies Ammunition List (5 copies for Customs).
10. 5 copies Stowage Cargo Plan (5 copies for Customs).
11. 1 copy Derat Certificate (for Medical Quarantine).
12. 6 copies Bill of Lading (5 copies for Customs, 1 copy for Agent).
13. 7 copies Ports of Call or Voyage Memo (1 copy for Medical Quarantine, 5 copies for Customs, 1 copy for Agent).
14. 5 copies Cargo Manifest (5 copies for Customs).
15. 5 copies Parcel List (5 copies for Customs).
16. 10 copies Passengers List (5 copies for Customs, 5 copies for Immigration).
17. Last Port Clearance: Please hand over to Customs.
18. Vessel Arrival Condition Report (1 copy for Agent).

B. Following is the normal procedure with Port Formalities:

1. Medical Quarantine will board your vessel first. Please prepare your yellow fever/cholera vaccination cards with expired cards separated.
2. Customs/Immigration/Plant and Animal Quarantine will board vessel upon advice of the Quarantine Doctor.
3. Customs Boarding Officer will brief you on the current Port Regulation against illegal boarding, specially "women". For your information, penalty for illegal boarding is ten thousand pesos. 3 Customs Officials will stay on board until vessel sails.
4. Immigration Boarding Officer: Please hand over all crew's Passport/Seaman's Books for verification. If vessel does not have Valid Crew List Visa, kindly prepare brief explanation addressed to the following:

   Commissioner on Immigration and Deportation.
   Thru Alien Control Officer.
   Port of Batangas.

   The Immigration Officer will ask if you need shore passes. Please accept the offer of shore passes for all the crew. If you have crew for repatriation, kindly prepare referral letter on ship's letterhead in the following format:

   Quote
   To whom it may concern.
   Dear Sir,
   The following personnel will be paying off the vessel at Tabangao:
   Name Rank Passport No.
   This is a certification of their seaman's status and good for whatever purpose it may serve them.
   Yours faithfully,
   (Master)
   Unquote.

Master's Note: A total of 15 officials boarded and required all the copies prepared and more. Fortunately extra copies had been prepared.

C. Quarantine Anchorage at Lat. 13° 45′ 06″ N., Long. 121° 02′ 00″ E.

AUTHORITY: Philippine Ports Authority, Port of Batangas, Batangas City, Philippines. *Tel:* 725-2862, 725-3793. *Contact:* Salvador L. Reyna, Port Manager.

AGENT: See "Manila".

BISLIG, Mindanao: 08.14 N. 126.22 E.

See "General" before first port.

PILOTAGE: Vessel should send direct advice to the Pilot or through its Agents 48 hours prior or at the very least 24 hours before ETA by commercial telegraphy.

There is no VHF operated by the Pilot.

Pilot boat is painted black (hull) and white (bridge and mast). International Code Signals used to call Pilot.

Pilot station is located at Lat. 8° 11.4′ N., Long. 126° 21.2′ E.

Pilot boat will be located (if by prior advice/arrangement by Master requiring specific service of meeting vessel outside of entrance and conducting vessel through channel to inner harbour) at Lat. 8° 16.85′ N., Long. 126° 26.50′ E. or 340°, 2.35 miles off Sanco Pt. Lighthouse.

Pilot will always board a vessel (outside of entrance) via the Pilot's or Jacob's ladder on the leeward side of the vessel.

ANCHORAGE: While waiting for a Pilot, the recommended anchorage (at entrance) is at Lat. 8° 16.1′ N., Long. 126° 26.1′ E. on or about this position and/or within an area of 0.5 miles radius from this point.

Quarantine anchorage or inner harbour is based on the point Lat. 8° 12.9′ N., Long. 126° 22.0′ E. to within 0.25 miles radius from this point as centre, otherwise 1 mile North of BBLCI Pier's end.

Working anchorage at stream. When vessel is through with all the port formalities, she has to go to a working area for loading/unloading operations, thus:

BBLCI: Vessels will anchor at least within a 0.5 mile radius from the tip of BBLCI Pier.

PICOP: Is especially preferred during N.W. monsoon at least within a 0.5 mile radius from the foot/base of PICOP breakwater.

Bislig Bay: In general is bounded by a line from *(a)* Sanco Pt. to *(b)* Mawes I. to N.W., thence to *(c)* town of Bislig to the S.W., thence to *(d)* the village of Mangagoy to the S.W., and back to *(a)* Sanco Pt.

MAX. SIZE: 30 ft. at PICOP Pier.

HEALTH: Any vessel can be given Free Pratique if upon inspection everybody is healthy, vessel is clean and all certificates of vaccination are complete. However, if there is a suspicious quarantinable disease, a probationary Pratique should be issued and after 6 days, if it was found out that there was no quarantinable disease at all, Free Pratique will be issued.

RADIO: RCPI, Clavecella and CRC.

TUGS: Tugs normally meet vessel with Pilot at the 5 miles limit and assist Pilot in docking, using ship's lines. 5 available. 4 at 225 h.p. and 1 at 112 h.p.

BERTHING: Berthing is on a first-come first served basis. During the N.E. monsoon berthing is in daylight only for precautionary measures.

BBLCI and PICOP maintain 2 piers and 1 marginal pier.

BBLCI: Pier Position Lat. 8° 11′ 51″ N., Long. 126° 21′ 55″ W. This is an all concrete pier 800 ft. long and 30 ft. wide with berthing space of 550 ft. on each side. Max. draft 28 ft. at seaward end, 22 ft. at shore end. Both sides are protected by dolphins constructed of pile fenders and large tyres as absorbers. Largest vessel to berth at pier at present is 18,500 tons gross. Lumber, veneer, plywood and logs are loaded at this pier.

BBLCI Marginal Pier. For vessels of less than 1,000 tons gross and 10 ft. draft.

PICOP Piers:

	Length (m.)	*Width* (m.)	*Depth* (m.)
Pier I (concrete)	244	8.0	8.8
Pier II	130	17.7	9.1

There are several patches of reefs projecting N.W. of the channel from Sanco Point to the fairway leading to the PICOP Piers. The port therefore should be entered only during daylight.

January, February and March, the season of the N.E. monsoon, makes it difficult for approaching and securing ship because of strong winds and heavy seas.

CARGO HANDLING FACILITIES: Both companies have ample equipment. Fork lifts, lighters, mobile cranes max. lift 50 ton (BBLCI), and 75 ton (PICOP), sideloaders, trucks and trailers.

STEVEDORES: ETA should be advised 2 days before ship's arrival stating workable hatches and gang requirement for berthing and gang arrangement.

20 gangs available, shifts change at 0600 and 1800 hrs. when port is full. If only few ships in port change at 0600, 1500 and 2300 hrs.

MEDICAL: It is necessary for the Agent to receive advance notice if there is serious medical attendance and hospitalisation. However, less serious medical attendance does not need notification. Port of Bislig has hospital facilities with complete cholera, El Tor and typhoid vaccine available.

DENSITY: About 1025 with tendency to become heavier during dry season and on flood tide.

FRESH WATER: Available at East end of BBLCI Pier. The connection is 2 in., situated 100 ft. from the approach, discharge rate 20 g.p.m.

FUEL: Small quantities available. BBLCI maintain 3 tanks for Caltex.

1. Bunker oil tank	30,000 bbls.
2. Diesel oil tank	11,300 bbls.
3. Gasoline tank	5,100 bbls.

Tank trucks available to deliver oil and gasoline.

REPAIRS: May be made to ship's gear and equipment by arrangement with BBLCI. The company have an engine repair shop, machine shop and foundry.

GANGWAY/DECK WATCHMEN: P1.00 per hour for at least 3 men.

OPENING/CLOSING HATCHES: Rigging of booms is done by ship's crew, while opening and closing of hatches is carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle liquor for each man.

AIRPORT: 5 km. distant; daily flights.

HOLIDAYS: On Christmas Day; New Year's Day and Good Friday. Cargo work may be arranged.

IDENTIFICATION CARDS: Needed.

GENERAL: Engineering supplies available from BBLCI and PICOP. Dunnage available through BBLCI. Provisions available through chandler or market 1 km. from BBLCI Pier.

DEVELOPMENTS: More berthing facilities are on the programme for the next 3 to 5 years when the pulp and paper mill is in operation. Installation of more log-processing plants to increase shipments.

SHIPMASTER'S REPORT: June 1978

Bislig Bay – East coast of the Philippines – 8° 15′ N., 126° 25′ E.

Apart from the B.A. Charts, Philippine Charts 4627 and 4664 were used. (Available at Manila).

Directions: Experienced an insetting current along the coast before entering the bay. For High and Low water Bislig Bay see A.T.T. Hinatuan, No. 5057.

(a) The tower at Sanco Point has been destroyed though the foundation (5 m. high) is still visible when not obscured by trees when entering the bay.
(b) All buoys have disappeared.
(c) Beacon B was blown away but Beacons A & C are conspicuous.
(d) Prominent Hill of 920 ft. in the direction of 230° was invisible because of morning mist.

Kept Beacon "A" on bearing 205° till Beacon "C" was 130° and the small island of Agonoy 270°. One way of keeping clear of the shallow depths near the entrance.

Altered course to 230° and steered for the Quarantine Anchorage when Agonoy was 320°.

There is one Pilot available. Pilotage is compulsory. He embarked halfway between Sanco Point and the anchorage from a prao, displaying a large "H" flag.

Berthed starboard side to at the East side of the pier with starboard anchor one shackle in the water slacking away when necessary. Observed a noticeable swell on the other side of the pier. Moored with 3 headlines and 1 spring forward. Two springs from Hatch 6 leading forward and 2 lines from the fore-end of Hatch No. 5, Hatch No. 6 could not be accommodated alongside the wharf. Inferring not to stow any Bislig cargo in that hatch. It is possible but this hampers the despatch as cargo has to be driven by fork lift truck from the deck of Hatch 6 to Hatch 5.

Two small mooring boats assist in the berthing. On departure these 2 boats assisted in pushing the vessel around.

The normal Quarantine telegram, as for other countries, is not necessary for the Philippines.

Two cabins are required for Immigration and Customs.

Connection with shore: Via the offside gangway and prao. There is a curfew from midnight till 0600 hrs.

Cargo handling: The width of the wharf and the lack of fork lift trucks slowed down operations. Another factor is the presence of another discharging or loading vessel alongside the other side of the pier.

Agency: Agent from Manila Office flew from Manila to assist the local offices.

Fruits and vegetables available.

AUTHORITY: Collector of Customs.

CAGAYAN DE ORO, Mindanao: 08.32 N. 124.40 E. (See Plan)

See "General" before first port.

DOCUMENTS:

Application for Berth.
Vessel's Information.
Inward and Outward Manifests.
Passenger Lists.
Oath on entering Vessel from Foreign Port.
Oath of Clearance of Vessel.
Crew Lists.
Store Lists.
Personal Effects Lists.

PILOTAGE: Pilotage is compulsory for vessels engaged in foreign trade of 100 tons or over, docking or leaving at or leaving the Government Wharf or any privately owned wharf in the Port of Cagayan de Oro.

Notice of ETA should reach the Pilot Association of Cagayan de Oro 24 hours before vessel's arrival. Call Pilot on VHF Channel 16, 3 hours prior to arrival. For purposes of berthing allocation, foreign vessel's ETA should be received by PPA 72 hours before arrival. Approaching vessels are required to blow whistle (2 long and 1 short blast) stop the engine and wait for the Pilot to come. A foreign vessel is met by the Harbour Pilot approximately 2 miles from the wharf except for vessels docking at Philippine Sinter which requires the Pilot to meet the vessels 5 miles from the PSC wharf.

ANCHORAGE:

Quarantine Anchorage: Lat. 8° 30.5′ N., Long. 124° 40.5′ E.
Anchorage Area No. 1: Lat. 8° 29.5′ N., Long. 124° 40.5′ E.
Anchorage Area No. 2: Lat. 8° 29.5′ N., Long. 124° 41.0′ E.
Anchorage Area No. 3: Lat. 8° 29.5′ N., Long. 124° 41.5′ E.
Anchorage Area No. 4: Lat. 8° 29.0′ N., Long. 124° 42.0′ E.

MAX. SIZE: Max. draft of 13 m. alongside, 80 m. from the Northern portion of the quay; the rest 10.5 m. along the quay side.

HEALTH: Foreign ships will clear quarantine on arrival at Cagayan de Oro Harbour. Quarantine officers will board the vessel before the pilot's boat meets the vessel.

RADIO: It is not wise to send ETA of vessel through the radio station. ETA could be best transmitted through the different telegram offices in the city such as RCPI, PT&T, Telefast, Clavecilla and Globe Mackay which is worldwide.

VHF: PPA Port Radio on Channel 16, Pilots on Channels 16 and 12.

TUGS: 4×3,200 h.p. tugs for hire, available through Cagayan Harbour Pilots Inc.

BERTHING: Berthing may be done any time during the day or during the night. Max. permissible ship's draft along the 80 m. portion from the North of the quay is 13 m. and 8.5 m. along the rest of the quay. The present quay is 982 m. in length, giving a total of 11 berthing spaces.

CARGO HANDLING FACILITIES: The port has two cargo handling operators. Phase I is operated by The Gold City Integrated Port Services, Inc. (INPORT). The company has 18×3 ton forklifts; 1×5 ton forklift, 1×20 ton forklift, 1×25 ton forklift; 1×35 ton forklift; 1×10 ton crane; 1×24 ton crane; 4× 6-wheel trucks.

Phase II is operated by the Continental Arrastre and Stevedoring Company (CASCO). The company has 15 forklifts with capacity 2.5 tons – 20 tons, 1 top loader with 35 tons capacity and 1 mobile crane with 25 tons capacity.

MEDICAL: Hospital facilities are available in the City of Cagayan de Oro.

FRESH WATER: The Philippine Ports Authority supplies water at the Cagayan de Oro Port. Water is delivered through hose connections direct from PPA's underground water tank. There are 8 outlets at Phase I and 6 outlets at Phase II.

FUEL: Vessels are required to apply for bunkering at PPA with a bunkering fee of P25.00 per vessel. Fuel oil is supplied by the local distributors of Caltex, Petrophil and Shell.

REPAIRS: Minor repairs, not to exceed 2 hours, may be allowed for vessels at berth upon approval by the Philippine Ports Authority. Major repairs have to be done at the anchorage.

SURVEYORS: None locally. Available from Manila and Cebu.

HATCHES: Opening and closing of hatches is carried out by the stevedoring companies.

CUSTOMS ALLOWANCES: Sufficient amount for crew's consumption whilst in port.

AIRPORT: Lumbia Airport is 9 km. from the Macabalan Wharf and is served by regular airlines.

HOLIDAYS: New Year's Day (January 1st), Holy Thursday, Good Friday, Labour Day (May 1st), Araw ng Kagitingan (May 6th), Independence Day (June 12th), Phil. American Friendship Day (July 4th), Bonifacio Day (November 30th), Rizal Day (December 30th).

Special Holidays declared by the President of the Philippines are included. If a legal holiday falls on a Sunday, the following day is a holiday. Normally, the integrated port service works on the vessel regardless of the day except for a 4 hour break in the afternoon of Good Friday, Christmas and New Year's Eve.

POLICE/AMBULANCE/FIRE: Police Tel. 110; Ambulance: Tel. 35-01 (Northern Mindanao Regional Training Hospital); 30-69 (Medical Centre); 42-21 (Madonna and Child Hospital); 32-66 (Cagayan Capitol College Hospital).

EMERGENCY CO-ORDINATION CENTRE: Philippine Coast Guard Station, Port Area, Cagayan de Oro City. No telephone.

STORING: See "Prelims".

1. Truck.
3. Yes.
4. Yes.
6. Yes.

SHIP SUPPLY SERVICE: The following Chandlers operate in the Port:

Alpha Premier Enterprises, 30 Matilde Neri St., Cagayan de Oro City.

Amity Shipping Agency, 70 Gomez, Cor. Capistrano Sts., Cagayan de Oro City.

Andres A. Maandig, Jr., Corrales Ext., Cagayan de Oro City.

Citizen Protective Agency, 1346 Buara, Puntod, Cagayan de Oro City.

D A Ship Chandler, 248 San Juan II, Lapasan, Cagayan de Oro City.

Doris C. Talaroc Shipchandling, 9-4th Sts., Nazarethe Subd., Cagayan de Oro City.

DVJ Trading, Mr. Obulan St., Capistrano Complex, Gusa, Cagayan de Oro City.

Pair Marine Supplies, 190 CM Recto Ave., Lapasan, Cagayan de Oro City.

Q.C. Magada Shipping Agency, YMCA Bldg., J. Pacana St., Cagayan de Oro City.

IDENTIFICATION CARDS: Seaman's Book and/or Passport, Shore Leave or Liberty Pass.

GARBAGE DISPOSAL: Service provided by City General Services Department, Cagayan de Oro City. Tel: 49-78. Skip hoist lorries available.

WASTE OIL DISPOSAL: No registered waste oil disposal facilities. However, vessels may upload waste oil in drums with proper clearance from the Bureau of Customs.

SEAMAN'S CLUBS: None, however, Philippine Ports Authority, PMO Cagayan de Oro, has basketball and tennis hard courts which can be utilised by seafarers at P10.00/hour.

CURRENCY: Philippines Pesos (P).

GENERAL: *Lay-Up Area:*

1. Cabulig Bay, Jasaan Area: Lat. 08° 38.5′ N., Long. 124° 45.5′ E.
2. Tagoloan Area: Lat. 08° 31′ 24″ N., Long. 124° 44′ 42″ E.

SHIPMASTER'S REPORT: June 1978 (Updated 1988).

Anchored 4.75 cables, 337° from the lighthouse. (F.R. 58 ft.) lowered 4 shackles into the water and after dropping slacked away to 7 shackles in the water in 50 fathoms of water.

Moored port side to owing to the distribution of the cargo in hatches Nos. 5 and 6. The Pilot prefers to berth starboard too.

Fore and aft springs, use nylon ropes (no wires, to facilitate the handling by the boat crews). Small tugs push vessel alongside. Anchor lowered with 1 shackle in the water, slacking away when necessary.

Cargo handling was good. Pallets were nicely stacked on the wharf. Provisions, vegetables and fruit, available.

Recommendation: Arrivals at daylight only. Consult Agents before signing papers.

AUTHORITY: Philippine Ports Authority, Port of Cagayan de Oro, Port Management Unit, Macabalan, Cagayan de Oro City, Philippines 9000.*Tel:* 44-48, 45-48. *Contact:* Regino R. Labilles, Port Manager.

CEBU, Cebu Island: 10.18 N. 123.53 E. (See Plan)

See "General" before first port.

GENERAL:

Port of Cebu City: General Description:

Situated at the city frontage between Cebu and Mactan Island. 4,474 m. of quayside (including international and domestic zones).

3 finger piers at 155 m.×32.8 m. The international zone has a length of 451 m., excluding the 2 finger piers.

3 government transit sheds on each pier with a total area of 6,264 sq.m.

Total port area is 423,245 sq.m.

Port District of Cebu:

(a) The National main Port of Cebu.

(b) Aside from the main Port of Cebu, there are 11 other ports within Cebu Harbour namely:

1. The Ludo Private Port.
2. The Mandaue Municipal Wharf.
3. Ouano Private Wharf.
4. San Miguel Corp. Private Wharf.
5. Fil Oil Depot Private Pier.
6. General Milling Corp. Private Wharf.
7. Matimco Private Wharf.
8. Opon Municipal Wharf.
9. Mobil Oil Depot Private Wharf.
10. Caltex Oil Depot Private Wharf.
11. Shell Island Depot Private Wharf.

PORT LIMITS: The Port Limits of Cebu: Cebu Harbour as that part of the Strait between Mactan Island and the Island of Cebu within the following boundaries: an imaginary line extending from Bantolinao Point, Mactan Island, due North (true) to the Island of Cebu; and an imaginary line extending from Lawis Ledge, Mactan Island, to Lipata Point, Island of Cebu.

DOCUMENTS: *For Entry:*

7 copies of the Inward Foreign Manifest listing therein all cargoes to be discharged in the port.
4 copies of the Cargo Stowage Plan.
3 copies of the Stores List.
3 copies of Bonded Store List.
3 copies of Firearms and Ammunition List.
3 copies of List of Drugs and Narcotics.
3 copies of Passenger List.
3 copies of Crew List.

The original copy of the Manifest for all through cargo destined for other ports to be deposited with the Customs Inspector on board.

For clearance:

3 copies of Post Office Clearance (for mail discharged or loaded).
3 copies of Request for Clearance.
5 copies of B.C. Form 101 (Customs Inspector report on departing vessel).
5 copies of B.C. Form 98 (Clearance of Vessel to Foreign Port).
5 copies of B.C. Form 198 (Oath of Master).
3 copies of Quarantine Clearance.
1 copy of Plant and Animal Quarantine Clearance.
7 copies of B.C. Form 88 (Outward Foreign Manifest).
6 copies of B.C. Form 88–A (Statistical Supplement).
5 copies of Master's Oath covering list of officers on board.
5 copies of Crew List.

PILOTAGE: At least 48 hours before arrival, the Shipmaster shall transmit to the ship's Agent in Manila through the Coastal Station, Manila Radio (DSZ, operated by the Association of International Shipping Lines), a message indicating the ship's position and the estimated time of arrival (ETA).

In turn, the ship's Agent shall pre-arrange the meeting time at the designated boat station through a telegram to the Cebu Harbour Pilots' Association.

Boat Station No. 1:

1 mile off Black Buoy No. 1 in the vicinity of Bantolinao Lighthouse, Mactan Island for foreign vessels coming from the North of Cebu Harbour.

Boat Station No. 2:

1 mile off Lauis Ledge, Mactan Island for foreign vessels coming from the South of Cebu Harbour.

Visual Signals: Request for Pilot. The single hoist of the international code flag "G".

Sound Signals: Request for Pilot. The international morse code "G" or 2 prolonged blasts, followed by 1 short blast of the ship's whistle.

Pilot Boats:

During night-time:

1. All around white light on top of a red light in a vertical line.
2. Side lights.

During daytime:

A motor launch of approximately 20 gross tons, with the single hoist the international code flag "H".

APPROACHES: *Fairway:* Vessels can enter the harbour through the narrow strait either from the Northeast or from the South. With the construction of the Cebu-Mactan Bridge, large ocean going vessels have to take the South entrance. The Northeast channel is narrow. It has a navigable width of at least 50 m. and a controlling depth of 8.8 m. It is comparatively straight and properly marked with beacons, buoys and lights for navigational guides. The channel from the Southern approach is wider. It is 805 m. or 0.5 miles wide at the narrowest point.

Navigational Aids: To achieve maximum safety to sea navigation, the port is equipped with the following safety facilities:

The Cebu North Channel: Black Buoy No. 1, Red Buoy No. 2, Bantolinao Light Beacon No. 3 and White Beacon Fronting Pier No. 1.

The Cebu South Channel: Lawis Lighthouse and Red Buoy No. 1, Black Buoy C No. 3, Black Buoy C No. 1, Red Buoy C, Beacon No. 2, Capitol Light, Ludo Wharf, San Nicolas Church Red-Lighted Cross.

ANCHORAGE: *North Stream:*

(a) 1st Anchorage: In front of Pier 3 in position, Lat. 10° 17.8′ N., Long. 123° 54.90′ E. Depth MLLW=4 fathoms.

(b) 2nd Anchorage: In front of William Lines Warehouse in position, Lat. 10° 18.0′ N., Long. 123° 55.25′ E. Depth MLLW=5 fathoms.

(c) 3rd Anchorage: In front of Aboitiz Terminal in position, Lat. 10° 18.2′ N., Long. 123° 55.5′ E. Depth MLLW=6 fathoms.

South Stream:

(a) 1st Anchorage: Opposite Ludo Wharf in position, Lat. 10° 16.88′ N., Long. 123° 53.43′ E. Depth MLLW=6 fathoms.

(b) 2nd Anchorage: N.E. of Kawit Island in position, Lat. 10° 16.54′ N., Long. 123° 53.33′ E. Depth MLLW=8 fathoms.

(c) 3rd Anchorage: Lat. 10° 16.17′ N.. Long. 123° 53.28′ E. Depth MLLW=6 fathoms.

(d) Explosive Anchorage: South of Lipata Point, West of Lawis Ledge.

Anchorage Instructions:

(a) Only 3 vessels of 600 ft. overall length can anchor at the anchorage with a safety margin for dragging and swinging during bad weather with 4 shackles in the water recommended for safe anchorage.

(b) For each vessel of 600 ft. overall length with 4 shackles of anchor chain in the water, approximate turning circle radius is 960 ft.

RESTRICTIONS:

1. Foreign ships are not allowed to pass the North Channel, due to the bridge between Madaue and Opon. However, ships of 80 ft. vertical height from MLW and length of 300 ft. may pass with utmost care.

2. Draft limitation of 40 ft. for Cebu Channel while port established berthing spaces vary from 10 ft. up to 30 ft.

3. Ballast, oil are prohibited to be discharged within the Cebu Harbour and Philippine waters.

MAX. SIZE: See "Berthing".
HEALTH: Pratique obtained after Quarantine personnel have boarded, mustered crew and passengers, and examined ship's health documents. Pratique automatic if vessel coming from another Philippine port.
RADIO: Globe Mackay & Radio Corp. Call letters DZM. (Other call letters and frequencies available).

Working Frequencies: 4328 kHz, 6492 kHz, 8656 kHz, 12984 kHz.
Listening Frequencies: 425 kHz and 500 kHz; 6258.5 – 6265.5 kHz; 8354 – 8374 kHz; 12531 – 12561 kHz.

Master may contact Cebu Stevedoring Company through Channel 1 (156.7 MHz) and Channel 2 (157.8 MHz) VHF.
VHF: Harbour Pilots may be contacted on VHF Channel 16.

Vessels are to call "Cebu Pilots" 2 hours prior to arrival advising them if coming from the North or South.
TUGS: The Cebu Harbour Pilots Association has available tugs of varying h.p. When additional h.p. is required, National Stevedoring and Lighterage Corporation can provide for more powerful tugs of varying capacities.
BERTHING: Berthing may be done at any time during the day or at night and Masters should exercise their own judgment in this respect. Vessels moor either port or starboard side to, depending on prevailing conditions.

Port of Cebu: Berthing of vessels engaged in foreign trade are limited to moor only at the following berthing areas.

(a) Cebu International Port:

Berth Number	*Length of Berthing space* (m.)	*Draft Limitation* (ft.)
1	172.5	30
2	172.5	30
3	172.5	30
4	172.5	30

1×35 ton and 1×25 ton level luffing cranes for containers; 3×25 ton forklifts; 3 toploaders × 20 tons capacity; 49 reefer points; 14 trailers; 2 prime movers; C.F.S. of 6,480 sq.m.; open storage area of 10,000 sq.m.

(b) Ludo Private Port: Berthing of vessels engaged in foreign trade at Ludo Private Port are moored to concrete dolphins running N.E. or S.W. of the Ludo Pier. Draft limitation: 40 ft.

Port Establishment of Mandaue: Berthing of vessels engaged in foreign trade are not allowed at Mandaue. Draft limitation: 12 ft.

Port Establishment of Mactan: Berthing of vessels engaged in foreign trade are allowed at General Milling Corporation Private Wharf, and Shell Island Depot Private Wharf.

Port District	*Draft Limitation* (ft.)
General Milling Corp. Pvt. Wharf	25
Opon Municipal Port	15
Mobil Oil Depot	25
Caltex Oil Depot	25
Shell Island Depot	30

Cebu is a principal port of entry open to both foreign and domestic trade.

Other Ports of Entry under PMU-Cebu.

I. Mactan. Another port of entry, N.E. of the Port of Cebu City. Considered as an industrial port, it has jurisdiction over all of Mactan, Shell and Olango islands. Average ship call is 145 vessels (foreign and domestic) per month.

Other ports of entry under the jurisdiction of PPA-Mactan but owned by private entities are:

General Milling Corporation – A 275 m. private marginal wharf with an average depth of 12.20 m. Foreign vessels usually carry raw wheat materials for processing at GMC mills.

Mobil Oil Philippines – 97 m. long with an average depth of 9.90 m. Has total storage capacity of 424,162 bbls. Used exclusively by tankers.

Caltex – Shell – 156.34 m. long with total storage capacity of 273,750 bbls.

II. Tagbilaran. Tagbilaran City is the capital and commercial centre of Bohol. It has a population of 56,000 out of Bohol's total of 0.9 million.

The port of Tagbilaran is the biggest and main port of Bohol. It is situated right in the heart of Tagbilaran City at the narrow channel formed by a cove on the S.W. end of Maribojoc Bay and Panglao Island, the later providing a natural barrier that protects the port from adverse weather.

Tagbilaran is 41 nautical miles from Cebu City (approximately 4 hours sailing). The whole of Bohol is provided with a coastal and central road network which makes travel around and across the island possible.

Pilotage is compulsory which is handled by the Tagbilaran Harbour Pilots Association.

Philippine Sinter Corporation (PSC) Private Port: Situated in Garcia Hernandez, S.E. of Bohol and is 53 km. from Tagbilaran City.

Port Facilities:
245 m. of berthing.
14 mooring bitts.
10 rubber fenders.
41 rubber tyre fenders.
2 fixed Ro-Ro ramps.

Draft of 8.0 m. alongside; 6.0 m. at the entrance channel (below MLLW).

Storage and back-up area of 18,200 sq.m. and 13,300 sq.m. respectively.

Transit shed of 300 sq.m.

Passenger Terminal of 200 sq.m., complete with amenities.

Central water system with 16 cu.m. elevated water tank and underground reservoir.

Stevedores: Cargo handling services is provided by Tagbilaran Maritime Services Inc.

Equipment:

No.	Description
3 × 2 ton	Forklifts
1 × 3.5 ton	Forklift
2 × 6.0 ton	Forklifts
6	Freight trucks

III. Other Private Ports which also serve as Ports of Entry.

Atlas Consolidated Mining & Development Corporation (ACMDC) at Sangi, Toledo. Under the jurisdiction of the PPA Sub-port of Toledo, this private port caters to ocean-going vessels which unload imported machinery and equipment, anhydrous ammonia, sulphuric acid among others. While those exported are copper concentrates and pyrite cinders.

Durano Private Port in Danao, Cebu.

APO Cement Corporation Private Port in Tina-an Naga, Cebu.

Philippine Mining Service Corporation Private Port, located at the Municipality of Dalaguete, Cebu caters to foreign vessels to load dolomite with the use of conveyor belts.

National Power Private Port, located at Tina-an Naga, Cebu caters to foreign and domestic vessels to load or unload coal.

Total Bulk Corp. in Mandaue City.
Prime White Cement in Asturias, Cebu.
Petrophil Corp. in Mandaue City.

CRANES: Level-luffing cranes of 25 tons and 35 tons are available at Cebu International Port only.
BULK CARGO FACILITIES: Bagging hoppers available. Discharging/loading of break bulk 15 tons/net gang hr. For containers 11 boxes/hr. Quay crane outreach maximum of 7 rows of containers.
BRIDGES: The Opon-Mandaue Bridge crossing the North channel is completed and open to traffic. According to Cebu Pilots Association, clearance is 76 ft. at HW and 80 ft. at LW.
STEVEDORES: Ordered by Agents, no ETA to stevedores necessary from Master.

Cranes (50 ton floating crane), forklifts, trucks, tugs, barges and lighters are used for cargo handling and are mostly owned by private contractors.
MEDICAL: No advance notice to Agents needed. Hospital facilities available anytime.
TANKERS: See "Berthing".
DENSITY: 1030.
FRESH WATER: Most berths supplied by shore installation, otherwise by barge or trucks.
FUEL: Fuel oil can be obtained by arrangement with the different oil installations on Mactan Island (Shell, Caltex and Petrophil).
FIRE PRECAUTIONS: Tankers discharging: Smoking only allowed in saloon (officers), crew in the messroom.
CONSULS: Norwegian 9-77-20; Chinese 7-45-85; American 7-31-51.
REPAIRS: Minor repairs possible.
DRY DOCK: Cebu Shipyard – Dry dock: 160 m.×30 m.×6.0 m. on sill. 6 slipways, max. size 6,000 d.w.t.
SURVEYORS: Jardine Surveying Services.
GANGWAY/DECK WATCHMEN: Services of watchmen necessary subject Master's recommendation.
OPENING/CLOSING HATCHES: Stevedores, with aid of ship's crew.
CUSTOMS ALLOWANCES: (Tobacco) 1 carton a week for each crew member. (Wine and/or Spirits) 1 bottle a week for each crew member.
REPATRIATION: Facilities available.
AIRPORT: Distance 7 miles from port and regularly served by all domestic airlines.
HOLIDAYS: Cargo can be arranged on following holidays: Holy Thursday; Bataan Day (April 9th); Labour Day (May 1st); Independence Day (June 12th); Republic Day (July 4th); Bonifacio Day (November 30th); Rizal Day (December 30th). No work on Christmas Day, Good Friday or New Year's Day.
SERVICES: Compass adjusting services available. Contact Captain Chong at G.P. Shipping Lines or Captain Basa at Aboitiz Shipping Lines.
SHORE LEAVE: Possible. Nationals of Communist countries require clearance from Immigration Office.
IDENTIFICATION CARDS: Required by Immigration Authorities.
GARBAGE DISPOSAL: Garbage disposal can be arranged with the Port Management Office, Philippines Port Authority, Port of Cebu.
WASTE OIL DISPOSAL: There is no collection service available. Each shipping line has its own waste oil disposal.
SEAMAN'S CLUBS: There is no Seaman's Club operating at the port. However, Fr. Roland Doriol is in the process of organising a club in the Port of Cebu. Tel: 21-64-79 or 9-54-92.
CURRENCY: Local currency is Peso. Under Central Bank Circular No. 1318 dated 3rd January 1992, Chapter II Section 11, maximum local currency imported/exported into or out of the Philippines should not exceed P.5,000.00 without Central Bank authorisation.
DELAYS: Berthing on North side of piers depends upon tide and current. South side of piers, vessel can dock any time.
DEVELOPMENTS: *Future Port Development:*

Reclamation of an additional area in the shallow basin Northward of the existing port will serve as the room for expansion of the proposed facilities. The area is divided into three development stages with varying implementation schedules, depending on its viability.

The proposed reclamation will have wider potential back-up areas, less constraints in layout design and the availability of the areas for Stages II and III for future expansion of cargo handling facilities. The disadvantages include the shortage of suitable fill materials, the probable settlement in the newly reclaimed areas and longer construction. (Detailed surveys and soil investigations have already been completed for these sites).
AUTHORITY: Philippine Ports Authority, Port of Cebu, MacArthur Boulevard Extension, North Reclamation Area, Cebu City, Philippines 6401. *Tel:* 214268, 70815, 96281. *FAX:* (06332) 91859. *Cables:* PPA-Cebu. *Contact:* Manuel T.Gorme, Port Manager – PMO Cebu.

AGENT: See "Manila".

DADIANGAS (General Santos City), Mindanao: 06.06 N. 125.09 E. (See Plan)

See "General" before first port.

PORT LIMITS: Port of General Santos embraces all that portion of Saranggani Bay bounded by an imaginary line extending across the bay from Tampuan Point to Sumpang Point, thence along the shoreline until the point of commencement (Lat: 06° 06′ N., Long: 125° 09′ E.). This shall include all foreshore areas and delineated port area of Makar Wharf.

DOCUMENTS: Vessels calling at General Santos are required upon entry to submit to the Philippine Ports Authority the following: 2 copies of Inward Manifest, Passenger and Crew Declaration List, 1 copy of Cargo Storage Plan, Hatch List and Vessel Particulars.

APPROACHES: At sea, navigating towards Dadiangas, there is only 1 navigational marker (Tinoca Point in Saranggani Strait) and that is an approach from the open Pacific, about 40 miles from Dadiangas. There are no buoys, beacons or other radar targets. The sea and harbour approaches are open and free of obstructions, and there is deep water almost to the beach, all the way into Saranggani Bay.

PILOTAGE: Pilotage is compulsory for all vessels of foreign registry of 100 g.r.t. and over, and domestic vessels of 50 g.r.t. or over. The Pilotage District covers the waters and harbours of the Port of General Santos, Saranggani Bay, Glan, Kiamba and other ports of South Cotabato.

Pilot Boarding Ground: One mile East of Dole Pier by a red and white pilot launch flying the "H" flag. Privately owned pilot launches are used by the Harbour Pilots in serving vessels calling at General Santos. The pilot launches are painted white and red with the marking "Pilot" at their bows and fly a small Philippine flag and the red and white flags. These launches are stationed at the Western end of the quay at Makar Wharf.

One Pilot and one stand-by Pilot are on duty on a 24 hour basis.

Docking Priority: As a general rule, the port has adopted the "first- come-first-served" basis in determining berthing priorities of vessels, subject to the exceptions hereinafter provided. Vessels arrive at pilot boarding area which is one mile East of Dole Pier.

Navigation Signals:

The following signals are recognised by all Pilots:

The pilot jack hoisted at the fore.

The international code signals or P.T.

The international code signal P.T. by flashing lights.

ANCHORAGE: Vessels drop anchors at the designated area along the Saranggani Bay Cove near Barangay Bula Zone and just off the city. Vessels proceed immediately to pilot boarding area where Pilot boards vessel for anchorage or for berth at the public or private wharves or to wait for Customs boarding formalities and quarantine.

Anchorage of vessels is prohibited at the Fairway area, between the Dolefil Pier and Makar Wharf.

RESTRICTIONS: No restrictions on entering the harbour limits even at night time, but shipping Agents must notify and secure permits from the Authorities before incoming vessels are allowed to enter.

MAX. SIZE: Makar Wharf: Draft 8.0 m. – 10.0 m.

HEALTH: Foreign vessels calling at the port are inspected by Immigration Officers to determine whether the vessels observe quarantine rules and regulations or whether the vessels are free from any quarantinable or communicable diseases.

RADIO: There is one privately owned radio installation in Dadiangas and one communication system from Dadiangas Harbour Pilots Association, which should be listened to for special instructions and late priority needs.

Dadiangas	– Dole/Stanfilco Marine
Call Sign	– DXA2
Frequency	– 8722
Power	– 250 to 300 watts
Open	– 0630 to about 0700 hrs. daily. – Special arrangement can be made provided the station has been advised earlier.
Pilot	– Pilot Office inside port area maintains VHF radio on Channel 16.
Power	– 100 watts
Open	– 24 hours.

When at anchorage, 1 hour's notice of berthing is to be given on VHF Channel 16 by the ship sailing into the wharf.

Estimated Time of Arrival (ETA) Notices:

The Master of the vessel sends a radio message to the ship's Agent in Manila containing advance shipping information as follows: name of vessel, port of destination, discharging/loading point (public or private wharf, at anchorage or at berth), ETA, LOA (length overall), estimated draft while alongside (in metres), nature and tonnage of cargo for discharging, and special berthing or cargo handling gear/equipment requirement.

The ship's Agent relays this shipping information at the earliest possible time to the shipping line branch/agency or Agent either by telegram, long distance or radio message which in turn, the branch Agent applies for berthing and/or anchorage allocation at the PPA, Port of General Santos. In the case of foreign or domestic vessel where it has no local Agent, messages are sent to the Harbour Pilot and to the government concerned agencies and its supervisor usually comes to arrange with agencies involved in the berthing/anchorage allocation of the vessel.

TUGS: Two tugs available.

BERTHING: Berthing of vessel is done by Harbour Pilot and assisted by tugboat anytime during the day or night.

Generally, the length and breadth of a vessel entering the approaches of the Port of General Santos do not pose any problem.

	Length (m.)	*Width* (m.)	*Depth Alongside* (m.)
Public Berth:			
Makar Wharf	561	20	8.5 – 11.0 MLLW
Private Berths:			
Dole Pier	145	18	11.5
GMC Wharf	47	9	12.6
Agro-Techs (dry or liquid)	47 (with dolphin)	9	12.6
Fishing Wharves:			
Congson Pier	47	9	12.6
R.D.Fishing Industries	47	9	12.6

BULK CARGO FACILITIES: Bulk cargoes can be discharged/loaded at Makar Wharf, Dole Pier, GMC Wharf and Agro-Techs.

Port Services:

a. Port facilities servicing the banana, fish and pine industries with the use of refrigerated cargo container equipment are at the Dolefil Pier.

b. Port facilities servicing copra/by-products and other agricultural products are at Makar Wharf, GMC Pier and Agro-Techs.

c. Port facilities handling containers using the vessels' cranes or booms are at Makar Wharf, Dole Pier and GMC Pier.

CRANES: 2×40 tons.

SPECIALISED CARGO HANDLING FACILITIES: Ro/Ro ramp at Makar Wharf. Conveyor at Agro-Techs.

BRIDGES: None.

STEVEDORES: Agent of incoming vessel should advise and arrange gangs with cargo handling contractor at last 24 hours before arrival.

MEDICAL: There are three hospitals in General Santos City: Doctors' Hospital, St. Elizabeth Hospital and the General Santos Emergency Hospital. Shipping Agent makes arrangements with hospitals concerned in advance.

TANKERS: There are no available discharge facilities for tankers at the port except at the designated anchorage area where devices are installed by oil companies to allow vessels to discharge their cargo.

DENSITY: Variable.

FRESH WATER: Supply of fresh water is available alongside the quay. The Authority (PPA) has its own water system capable of supplying fresh water simultaneously to all vessels lying alongside the wharf. Present rate is P20.00 per ton for domestic vesssels and P25.00 per ton for foreign vessels.

FUEL: Supply of fuel or bunkering is done privately by local oil companies. A vessel shall be allowed to refuel at berth provided prior permit from the Authority is secured.

FIRE PRECAUTIONS: As a precautionary measure, vessels intending to refuel at the port are required to provide fire extinguishers for use in case of emergency. Vessels with dangerous cargoes are not allowed to berth alongside, but will be provided with a special area in the anchorage.

CONSULS: None.

REPAIRS: Minor repairs at berth may be allowed provided that a permit is secured from the Authority.

DRY DOCKS: 2 dry docks for fishing vessels only.

SURVEYORS: None available locally, but can be arranged from Manila or Davao.

GANGWAY/DECK WATCHMEN: Shipping Agents arrange with private security agencies the hiring of gangway/deck watchmen when the service is needed.

HATCHES: Stevedores usually open and close hatches. But when a vessel is of different model and the hatches are constructed differently, Crew members are requested to assist stevedores.

CUSTOMS ALLOWANCES: Quantity of goods permitted for each Crew member to be held out of bond are goods the crew can use for personal consumption.

CARGO GEAR: Special cargo equipment used in the discharge or loading of heavy lifts can be arranged with private contractor.

REPATRIATION: Shipping Agent can arrange this with the Bureau of Immigration Office.

AIRPORT: There are 2 airports intended for domestic flights: Buayan Airport located 10.5 km. N.E. from the port; and the Allah Valley Airport in Surallah, South Cotabato is located 75 km. from Makar Wharf. Flights from Buayan Airport: Monday, Tuesday, Wednesday, Friday and Sunday 0745 hrs.; Thursday and Saturday 1040 hrs. Daily afternoon flights are at 16.25 hrs.

HOLIDAYS: There are about 11 public holidays in the Philippines. Cargo work can be arranged with the contractor during any of these holidays.

POLICE/AMBULANCE/FIRE: Use telephone system.

		Telephone No.
Police:	Desk Sergeant	119
	Chief of Police	3011
	Makar Sub-Station	2534
	Lagao Sub-Station	4427
Ambulance:	Doctor's Hospital	3141; 4714
	GS Emergency Hospital	115; 2811
	St.Elizabeth Hospital	3162; 4784
Fire:	Desk Officer	113; 4013
	Fire Chief	3013

SERVICES: Aside from the usual services rendered by the port, other ancillary services which are performed by private contractors are bunkering, re-watering, victualling, tug assistance, mooring, ship chandling, etc.

SHORE LEAVE: Crew members are allowed ashore provided that at all times there are sufficient personnel on board to attend in case of movement/shifting of vessel lying alongside the wharf.

IDENTIFICATION CARDS: Seaman's Book or shore pass is sufficient.

GARBAGE DISPOSAL: Garbage collection is available anytime, and performed by the dock workers. This can be secured or negotiated through the PPA operations personnel or the stevedoring contractor. Negotiations determine the charges as there is no permanent or franchised company to perform the services.

WASTE OIL DISPOSAL: There is no firm rendering this kind of service in the port of General Santos. However this can be performed anytime by the cargo handling operator through proper negotiation with the Philippine Ports Authority.

SEAMAN'S CLUBS: None.

CURRENCY: Philippines Pesos (P).

REGULATIONS: PPA gate pass system is enforced to regulate and control the movement of vehicles and pedestrians in the port zone.

DELAYS: Work stoppages due to rain/inclement weather/strikes/waiting for cargo.

GENERAL: The Port of General Santos is considered the country's first modern port and is equipped with the newly introduced cylindrical rubber fenders fixed to the wharf's cope line which serve as protectors to both berthing vessels and the wharf.

Three transit sheds with an area of 6,480 sq.m. and a 26,820 sq.m. open storage area with lighting are available.

AUTHORITY: Philippine Ports Authority, Port of General Santos, P.O.Box 53, General Santos City, Philippines. *Tel:* 4446, 4484, 4705. *Contact:* Manuel C.Albarracin, Port Manager.

DAVAO, Mindanao: 07.04 N. 125.38 E. **(See Plan)**

See "General" before first port.

PORT LIMITS: Vessels enter the port through the Southern entrance of Pakiputan Strait. A vessel is considered to be an "arrived ship" and laytime will commence (subject to Charter-Party Terms) at the Pilot's boarding position located approximately 3 miles off the lighthouse at Sta. Ana Pier.

DOCUMENTS: Required on entry

The Philippine Ports Authority (PPA):

3 Inward Foreign Manifest.
1 Cargo Stowage Plan and Hatch List.
1 Passenger List.
1 Crew Declaration List.

The Bureau of Customs (BOC):

7 Inward Foreign Manifest.
5 Cargo Stowage Plan and Hatch List.
5 Stores List.
5 Bonded Stores List.
5 Firearms and Ammunitions List.
5 Drugs and Narcotics List.
5 Passenger List.
5 Crew Declaration List.
Clearance from last port of call.

PILOTAGE: The pilot station is furnished with a copy of the approved Application for Berthing/Anchorage Permit filed with the Port Authority 36 hours prior to ship's arrival, serving as a notice for meeting an incoming vessel.

ETA Notices: The Master of the vessel sends a radio message to the ship's Agent in Manila through the coastal radio station (DSZ) Manila, operated by the Association of International Shipping Lines containing the advance shipping information as follows:

Name of vessel.
Port of destination and discharging/loading point.
ETA.
LOA.
Estimated draft whilst alongside.
Nature and tonnage of cargo for discharging.
Special berthing or cargo handling gear/equipment requirement.

The ship's Agent in Manila consequently relays this shipping information to the local Agent at the Port of Davao either by long distance telephone, telegram or telex. Where the vessel does not have a local Agent, necessary messages are sent to the Harbour Pilot and GovernmentAgencies directly involved; the supercargo normally comes a day ahead of the vessel's ETA.

Signals: The following signals are recognised by all Pilots:

To ask for Pilot by day:
The pilot jack hoisted at the fore.
The International Code Signals or P.T.
To ask for a Pilot by night:
The pyrotechnic light, commonly known as blue light, flashed every 15 minutes.
A bright white light, flashed or shown at short or frequent intervals just above the bulwark for about a minute at a time.
The International Code Signal P.T. by flashing lights.

Pilot Launches: A total of 6 launches are regularly used by the Harbour Pilots distinctively painted red and white with a number preceded by "P" at their bows and fly a small Philippine flag and a red and white flag. 3 Pilots are posted to attend to all pilotage needs of vessels on an 8 hour shift scheduled for 24 hours. The pilot launches are stationed at Sta. Ana Pier, Sasa Wharf and Hijo Wharf.

The Pilot's boarding position is at 7° 02.0′ N. 125° 39.0′ E.

Shipmaster's Report: June 1987.
Call "Davao Pilots" on VHF Channel 16, 2 hours before arrival, and advise them that you are arriving from the North or South.

RESTRICTIONS: There are no particular restrictions in entering the harbour limits, even at night time, after prior advices have been served and prescribed berth/anchorage permit has been secured from the Port Authority.

MAX. SIZE: Generally, length and breadth of any vessel does not pose a problem in entering the approaches of the Port of Davao, however, berthing in individual ports varies on the ports' facilities and characteristics as listed below.

MAX. SIZE:

Name of Port Facility	*Location*	*Controlling Draft (m.)*	*Length Overall (m.)*	*Approx. Heading/ Position*	*MLLW Elevation (Sea Level) (m.)*	*Remarks*
A. Principal Ports. (Port of Entry).						
1. Sasa Wharf	Sasa, Davao City	10.6	920.0	007°/187°	3.05	General cargo, Foreign, Domestic
2. Sta. Ana Pier	Sta. Ana Davao City	4.0	N–104.4 S–88.5	270°	2.65	General cargo, domestic only.
B. Sub-port of Entry						
1. Mati Wharf (Also see Mati)	Mati, Davao. Oriental	7.3	81.0	—	—	General cargo.
C. Private Ports. (Port of Entry).						
1. Caltex Jetty I	Sasa, Davao City	7.0	66.0	030°/210°	—	Oil berth.
Caltex Jetty II	Sasa, Davao City	9.7	55.18	041°/221°	—	Oil berth.
2. NIDC Wharf	Sasa, Davao City	9.3	205.0	042°/222°	4.3	Coco oil, general cargo. Foreign only.
3. Shell Jetty.	Sasa, Davao City	10.4	42.98	032°/212°	—	Oil berth.
4. Tefasco Wharf	Ilang, Davao City	10.0	400.0	017°/197°	3.0	General cargo.
5. MTBS Wharf	Ilang, Davao City	8.8	101.0	347°/167°	—	General cargo, banana berth.
6. DUCC Wharf	Ilang, Davao City	7.0 9.5	142.0 131.0	— —	3.0 3.0	Cement, coils, coal, slag, gypsum, clinker.
7. Pacinter Wharf	Bayawa, Panabo, Davao	12.0	110.0	050°/230°	3.6	General cargo, banana berth.
8. Tadeco Wharf	Bayawa, Panabo, Davao	12.0	258.5	050°/230°	4.3	General cargo, banana berth.
9. HPI Wharf	Madaum, Tagum Davao.	13.0	270.0	318°	4.3	General cargo, banana berth.
D. Municipal Ports						
1. Dawis Pier	Digos, Davao del Sur	5.0	27.0	6° 45′ N. 125° 30′ E.	2.5	General cargo, domestic only.
2. Malalag Wharf	Malalag, Davao del Sur	10.0	30.0	6° 36′ N. 125° 35.5′ E.	5.0	Cane molasses and general cargo.

ANCHORAGE: General Anchorage.

Sta. Ana Anchorage: Vessels awaiting berth availability, anchor about 450 yards N.E. or S.E. of Santa Ana Pier in 12 fathoms, mud. The anchorage is well protected except during the S.W. monsoon.

Loading Anchorage.

Maco Anchorage: Anchor in 50 fathoms with the sawmill bearing 057°, the white plantation house near the mouth of Madaum River bearing 288°, and, the Western tangent of Bassa Point bearing 223°. The bottom is mud and evidently is good holding ground.

Tambongon Anchorage: Anchorage can be taken in 10 to 20 fathoms with good holding ground.

Bunawan Anchorage: Vessels anchor Eastward of the ruined pier in 8 to 15 fathoms.

Tibungco Anchorage: Vessels anchor Eastward of the ruined pier about 0.5 mile offshore in 12 to 15 fathoms.

Talomo Anchorage: Vessels anchor at the Southwestern part of the bay in 20 fathoms, mud bottom. It is open to the S.W. monsoon.

Daliao Anchorage: Vessels anchor about 300 yards Southeastward of the ruined pier in 8 to 15 fathoms. This anchorage is exposed to Easterly winds and sea.

Tagabuli Anchorage: A deep inlet, 0.9 mile long and about 500 yards wide, is 2.3 miles Northward of Digos Point. The anchorage is protected from winds, except those from E.S.E., is in the middle of the bay in 16 to 20 fathoms, mud bottom, where the width of the bay is about 400 yards between the edges of the reefs.

Malalag Anchorage: Anchorage for vessels of any size and with more protection is Northeastward of the pier in 16 to 19 fathoms, mud bottom. Vessels entering the bay for shelter will find good protected anchorage between the islet near the head of the bay and the North shore in 20 fathoms mud.

HEALTH: Vessels arriving from foreign ports are subject to quarantine inspection at their first port of call in the Philippines. A vessel inspected and granted a Pratique in a Philippine port is not subject to quarantine inspection at its next Philippine port of call except when during the trip there has been a case of illness or death on board or its last Philippine port of departure is infected with a quarantinable disease.

Vessels from the U.S.A., Canada, Australia, or New Zealand are permitted to enter a port, disembark and commence operations provided they have complied with the provisions of the Controlled Free Pratique.

The following are required from the Master:

1. Maritime Declaration of Health duly signed by the Master.
2. Crew List.
3. A valid Derat and/or Exemption Certificate.
4. Cargo Manifest.

For any suspected disease or fever on board, the following will apply:

1. For quarantinable disease, special measures by the Quarantine Medical Officer will be undertaken to prevent its entry.
2. For a non-quarantinable disease, patients should be disembarked and hospitalised and the local Health Officer notified. For non-landing patients, they should be isolated on board and treated.

RADIO: Other than those mentioned under "Pilotage", all messages from vessels to Agents can be sent via Apo Communication Service in Davao City, HF frequency DXF and VHF, DXF-6.

VHF: Radio communication linking Pilot to Philippine Ports Authority uses VHF Channel 16. Everett Steamship Corp. have VHF Radio set capable of connecting a ship in port to local office communications.

RADAR: No radar facilities available.

TUGS: Tugs are available for vessels entering the Port.

BERTHING: For details of available berths and types of cargoes handled respectively thereat, see table of port facilities under "Max. Size". Normally, discharging and loading of cargoes are by ship's gear.

CRANES: 65 ton, 35 ton and 25 ton cranes are available at Sasa Wharf and 30 ton cranes at Legoil and Tefasco wharves.

BULK CARGO FACILITIES: Bulk cargoes, if any, are handled at general cargo berths. Loading rate is from 10-20 tonnes per net gang hour at Sasa Government Wharf and various banana berths.

SPECIALISED CARGO HANDLING FACILITIES: There are none available, except for those mentioned as oil berths, all other ports are utilised as multi-purpose berths.

BRIDGES: The fairway is clear of bridges.

STEVEDORES: Upon arrival, the Arrastre Stevedoring Company is furnished a copy of the Application for Berthing Permit which is filed 36 hours prior to ship's arrival. Based thereon, gangs are mobilised as would be necessary to service the size of cargoes to be handled.

Conventional cargoes are worked at the rate of 14 tons per net gang hour at Sasa Government Wharf.

MEDICAL: There is 1 government hospital and 4 private hospitals in the area equipped with adequate medical services and facilities.

TANKERS: Diameter of discharge lines at oil berths range from 1.5 in. – 8.0 in.

DENSITY: Average salinity – 1025.

FRESH WATER: Fresh water is available and delivered by tank lorries or barges.

Point of Delivery	*Distance (Nautical Miles)*	*Minimum Delivery (Tons)*	*Method of Delivery*
1. Source	—	—	
2. Sta. Ana	10	50	Barge
3. Sasa	12	50	Barge Lorry
4. Panacan	16	50	Barge Lorry
5. Panabo	24	100	Barge
6. Madaum	29	100	Barge
7. Maco & Malalag	31	200	Barge

FUEL: All grades available – bunkering and other special fuel.

Mindanao Trucking Corp., Lanang, Davao City Tel: 7-55-15, 7-41-33.

Caltex (Phils) Inc., Sasa, Davao City Tel: 7-82-52.

Shell Chemicals Co., (Phils) Inc., Sasa, Davao City Tel: 7-84-91, 7-91-17.

FIRE PRECAUTIONS: At the oil berths, there are no specific fire precautions other than the usual non-smoking precaution.

CONSULS: Japanese Consulate Tel. No. 7-37-81

Indonesian Consulate General Tel. No. 7-84-86

REPAIRS: Engine overhaul; all types of deck repairs; underwater bottom cleaning.

DRY DOCKS: Temporarily non-operational; capacity – 1,600 g.r.t.

SURVEYORS: R. J. del Pan Mindanao Surveyors, Inc. representing Lloyd's, A.B.S., N.K.K., Cargo and Marine Engineers, P&I Club, G.L. and Cargo Gear Bureau.

GANGWAY/DECK WATCHMEN: Watchmen necessary and recommended. Minimum cost per watchman – Philippine P.4.75 per hour; overtime P.6.41.

HATCHES: Normally, opening/closing of hatches is carried out by the stevedores.

CUSTOMS ALLOWANCES: Crew members are allowed to bring out supplies to be held out of bond but not to cost more than P.10.00 per article. Generally, sufficient amount for crew's consumption while in port is permitted.

CARGO GEAR: Ship's gear usually used in loading and discharging. When shore cranes are needed, vessel's notice to Agent should contain the requirement.

REPATRIATION: The Immigration Station can effect crew changes and likewise, allow the disembarkation of alien seamen for repatriation to their countries of origin, provided, they possess valid travel documents. Final repatriation shall be effected in Manila after securing the necessary immigration clearances.

AIRPORT: Davao International Airport, 3 km. from Sasa Wharf. Regular daily jet flights to Manila and other major cities. Turbo-prop services available for other points.

HOLIDAYS: New Year's Day (Jan. 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Araw Ng Kagitingan (May 6th); Independence Day (June 12th); Fil-Am Friendship Day (July 4th); National Heroes Day (Aug. 31st); Bonifacio Day (Nov. 30th); Christmas Day (Dec. 25th); Rizal Day (Dec. 30th). Special holidays declared by the President of the Philippines. Work can be arranged on any holiday with the shipping Agent.

POLICE/AMBULANCE/FIRE: Police Tel: No. 7-26-48; Ambulance Tel: No. 7-27-31; Fire Tel: No. 07.

EMERGENCY CO-ORDINATION CENTRE: Philippine Port Authority, Sasa Wharf, Davao City 8000, P.O.Box 501, Philippines. Main office: Tel: 78461-63; Sasa Terminal Office: Tel: 7-95-86; Sta. ANA Sub Office: Tel: 7-49-54. Mati Sub-port: Tel: 596.

TELEPHONES: No facilities for placing telephones onboard.

SERVICES: Cleaning on board is done either by stevedores or hired deckhands with the use of ship's equipment.

Catering, laundry, Ship chandling also available.

SHIP SUPPLY SERVICE:

Launches Services:

Arcal Development Inc., Corner Guzman & 3rd Ave., Davao City. Tel: 7-69-32, Gen. Manager: Mr. Rafael N. Garcia.

Coco Traders Inc., Corner 2nd Ave., Sta. Ana, Davao City. Manager Mr. Ricardo Ng Suy.

Garcia's Water Transportation, Dona Rosario Bldg., Guzman St., Davao City. Tel: 7-66-60. Manager: Antonio D. Garcia.

SHORE LEAVE: Crew members are issued shore pass by the Bureau of Immigration Officers.

IDENTIFICATION CARD: Seaman's Book is sufficient.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Mary Star of Sea Centre (Seaman's Centre).

CURRENCY: Philippines Pesos (P).

REGULATIONS: All vessel's movements and works thereof are regulated by the Port Authority.

DELAYS: Usual causes of delays are due to non-availability of berth and rain.

GENERAL: Sasa Wharf, St. Ana Pier, and Mati Wharf are government port facilities; the others are privately-owned.

DEVELOPMENTS: Construction of passenger terminal proposed. Clean bulk terminal and an additional Ro-Ro ramp to be built.

SHIPMASTER'S REPORT: September 1977 (Updated 1986).

Berthing (for bananas):

1. HPI Wharf – Del Monte, Banambo, Fruiti Rita bananas
2. Tadeco Wharf – Chiquita bananas
3. Pacinter Wharf – Dole bananas
4. MCP Wharf – Del Monte bananas.

Berthing (for general cargo):

Sasa Wharf: Max. draft North 14.8 m., Centre 11.0 m. and South 13.5 m.; max. length 920 m. with 1 Ro-Ro berth, 2 container berths and 4 general berths.

Documents:

14 copies Inward Foreign Manifest
12 copies Crew List
8 copies Passenger List
8 copies Narcotic List
8 copies Personal Effects List
10 copies Store List
5 copies Vessel's General Information
8 copies Money List
8 copies List of Arms and Ammunition
8 copies Parcel List
1 copy Clearance from last port
2 copies Quarantine Declaration
8 copies Plant List
8 copies List of Animals

Note: Narcotic List, Money List, List of Ammunition and Arms, List of Plants and Animals may be on the same sheet.

Radio/VHF Communications:
APO Communications DXF and Marphil Radio. The Agents Maritime Company of Phil and Everett Steamship Company are equipped with VHF in their offices.
Hospital: Davao Medical Centre (government-owned); Brokenshire Memorial Hospital, San Pedro Hospital, Davao Doctors' Hospital, Ricardo Limsu Medical Centre. All hospitals located in Davao City.
Identification Card: Not required.
Shore Leave: Curfew hours from 2400 (0000) up to 0400 hrs.
Repatriation: Expensive. Crew to be escorted by one Immigration Officer from Davao City to Manila and all expenses including overtime of Immigration Officer to be charged to Owner's account.
Holidays: New Year – Jan. 1st; Bataan Day – April 19th; Labour Day – May 1st; Independence Day – June 12th; Fil-Am Day – July 4th; All Saints Day – Nov. 1st; Bonifacio Day – Nov. 30th; Christmas Day – Dec. 25th; Rizal Day – Dec. 30th.
Bunkers: Fuel, diesel and lube oils available, clearance takes only a short time.
Shipchandler/Laundry: Available, prices reasonable.
Working Gangs for Painting Cleaning, etc (1986): Foreman: regular time – Peso 5.50/hour; overtime – Peso 7.50/hour. Ordinary workers: regular time – 4.88/hour; overtime – 6.58/hour.

Other charges: Meals. Foreman require 3 meals per day; ordinary require 2 meals per day. Transportation included in working hours.
Repairs of Ship's Instruments: Radar – any type; Radio – any type; Gyro – any type.
Ship Repairs: Minor.
Time: Standard time minus 8 hours on GMT (but 1977 was the first year with Summer time which commenced in March until September.)

AUTHORITY: Philippine Ports Authority, Port District of Southern Mindanao, Anteliz Hotel Complex, Lanang, Davao City; Port Management Office, P.O.Box 502, Sasa Wharf, Davao City 800, Philippines. *Tel:* 78461-63; Sasa Terminal Office 7-95-86, Sta. Ana Terminal 7-49-54, Mati Sub-Port Terminal 596. *Telex:* ITT 48200 or 40104 PPA-Davao. *Cables:* PPA-DAVAO. *FAX:* 234-2330.
Contact: Tantung L. Abam, Port Manager. Capt. Edgardo V. Estarija, Harbour Master. Ernesto J. Fernando, Port District Manager. Commander Carlos L. Agustin, General Manager. Romulo C. Andres, Port Services Division Manager.

AGENT: See "Manila."

DUMAGUETE, Negros: 09.15 N. 123.18 E.

Bacong Ammonia Terminal.
PILOTAGE: Pilots/Port Officials come from Dumaguete City, which is approx. 10 km. North of Bacong Terminal.
MAX. SIZE: Max. draft 12 m., max. d.w.t. 20,000 tons.
TUGS: No tug assistance.
BERTHING: Length of pierhead – 40 m. Wooden fenders fore and aft, 40 m. from pierhead.
HOSE CONNECTION: 6 in. single manifold. Pipe-line 6 in. diameter, 300 m. long, leading to shore tank with 6,000 tonnes capacity.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Philippines Pesos (P).
AUTHORITY: Philippine Ports Authority, Port Management Office, Port Area, Dumaguete City 6200, Philippines. *Tel:* 32-52, 25-58, 40-41.
Contact: Prudencio B. Mercado, Jr., Manager - Port Management Office. Raul V. Merecido, Manager - Port Services Division.

GINGOOG, Mindanao: 08.50 N. 125.06 E. (See Plan)

BERTHING: *Gingoog Municipal Port:*
Location: Gingoog City.
Position: Lat. 8° 50′ N., Long. 125° 06′ E.
Berthing: Reinforced concrete pier, 114 m. long × 12 m. width, with timber pile fenders on both sides. Depth alongside 2.0 m. – 12.0 m.
Indophil Port:
Location: San Luis, Gingoog City.
Position: Lat. 8° 53′ 26″ N., Long. 125° 02′ 23″ E.
Berthing: Reinforced concrete pierhead (6.0 m. × 6.0 m.) for foreign and domestic export cargoes. There are breasting and mooring dolphins either side of the pierhead. Depth alongside 10.0 m. There is a 140 m. catwalk to the shore with a 135 m. long conveyor and 8 in. pipeline for coconut oil.

Close by to the export pier is an import pier (4.0 m. × 10.0 m.) for receiving copra from domestic vessels. Depth alongside 4.0 m. The berth is equipped with a hopper, 110 m. long copra conveyor and a jib crane.

SHIPMASTER'S REPORT: October 1982.
The loading berth for Copra expeller pellets is situated in position Lat. 8° 52.5′ N., Long. 125° 02.6′ E. This is not marked on the Admiralty Charts. There is deep water all around and the approach is fairly safe. The Pilot boards about 1.5 miles N.E. of the berth and approaches in a mechanised canoe with outriggers. Vessel is berthed either side alongside depending on the flood or ebb. No night pilotage. The loader height is sufficient and deep water at the berth. No VHF facilities. Repatriation not possible. Neither fresh water or bunkers can be supplied at this berth. No piracy or thefts but vigilance of security should not be neglected.

SHIPMASTER'S REPORT: January 1990.
Chart: B.A. Chart No. 3810.
Location: The port of Gingoog is situated on the West side of Gingoog Bay on the North coast of Mindanao (position Lat. 08° 53′ N., Long. 125° 03′ E.). The port is about 1.5 miles S.E. × S. from Medina Lt. (Fl.G.5s.). The terminal is owned by Indophil Oil Mills Inc. of San Luis, Gingoog City and is used for the export of copra pellets and coconut oil.
Documents: Visaed Crew List: Vessels arriving from abroad to any Philippine port must be in possession of a Visaed Crew List, issued by a Philippine Consulate at last foreign port. Failure to have such a document can result in the vessel being fined. In addition to Name, Date and Place of Birth, Nationality, Passport No., etc., they require physical details such as complexion, colour of eyes and hair, also height and weight.

An Immigration Officer will stay onboard throughout the vessel's stay in and between all Philippine ports, at the Owners expense.
Note: The number of Immigration Officers staying on board is governed by the number of crew members (one Immigration Officer for every ten crew members).
Officials: At the first port of arrival in Mindanao Island a Supercargo from the Manila Agents, together with a Cargo Surveyor, board the vessel and travel with the vessel to all loading and discharging ports. At each port of call an Immigration Officer and 2 Customs Officers will remain onboard after formalities have been completed and will require food and accommodation.
Pilotage: Compulsory. Pilot comes from Cagayan de Oro. Vessels should send their ETA to main agent in Manila at least 36 hours prior to arrival to enable Manila agent to order the Pilot and Port Authorities.

The pilot boards the vessel about 2 miles from the berth from an outrigger type canoe with an outboard motor. The pilot requires the accommodation ladder to be rigged as the outrigger cannot get alongside a normal pilot ladder.
Anchorage: There are not suitable anchorages so vessels normally drift in the Bay awaiting a berth.
Tugs: None available.
Berthing: Vessels berth port or starboard side alongside dependent on the weather and tidal conditions. An outrigger canoe is used to run the ship's lines to the mooring dolphins so no wire ropes are allowed.
Berth: The berth consists of 4 dolphins orientated 163°/343° with a distance between dolphins of approximately 50 m. giving a berthing face of approximately 150 m. The berth is 150 m. from the shore and the loading tower is 100 m. high with a span of 12 m.

In addition to the 4 mooring dolphins there are concrete dolphins 100 m. either side of the outer berthing dolphins which are set back about 100 m. from the mooring line. The depth alongside the berth at MLLW is 15 m.
Loading: The single fixed loading gantry is fed by the covered conveyor into a flexible steel spout and has a reach of about 12.0 m. The conveyor belt is supported by steel pylons and is angled up to the loading tower which is 100 m. high.

There is a small discharging berth about 70 m. North of the main loading gantry which also has a covered conveyor belt which is fed by a crane and is used by small coastal craft for discharging copra.

The gantry tower, which is 150 m. from the shore, also carries an 8 in. (20 cm.) diameter pipe for the loading of coconut oil.

Vessels up to 60,000 g.r.t. have berthed and the dolphins are well fendered.
Exports: Copra pellets and coconut oil. The pellets are loaded at a rate of approximately 150 t.p.h. – 200 t.p.h., but loading stops for rain or if there is a threat of rain. Coconut oil is loaded through 2 × 6 in. hoses at a rate of up to 300 tonnes per hour.
Cranes: There is a small crane at the end of the discharge pier for unloading small coastal vessels.
Medical: There are 2 hospitals in Gingoog City.
Fresh Water: Only brackish water available.
Fuel: Not available.
Repairs: No facilities available.
Airport: Not available.
General: Communications: There is no telephone or telex at the plant. The local plant uses R/T via Manila Radio for communications. (The agent from Manila had to travel to Cagayan de Oro in order to telephone his office in Manila).
Security: Large scale thefts are prevalent in all Philippine ports. It is advisable to hire private security guards. The cost is not high.
Rescue and Distress: No centre locally.
Ship Chandlers: None available.
Authorities: The port is officially administered from Cagayan de Oro in Macajalar Bay which is about 130 km. by road. They make a special journey to meet each ship. (Also see "Documents").

AUTHORITY: See "Cagayan de Oro".

HONDAGUA, Luzon Island: 13.56 N. 122.14 E.

SHIPMASTER'S REPORT: 1974.

APPROACHES: B.A. Charts 3806 and 3475, neither of which are of very much assistance. There are no navigational marks by night, but the water is deep and we made a comfortable approach by Radar.
PILOTAGE: Minimum 12 hours' notice required. Pilot boards at Siain, a village 10 miles West of Hondagua on the North coast of the mainland. Pilot boat is a small dug-out canoe fitted with outriggers and an outboard motor, and by day exhibits the pilot flag, and at night a single white light similar to a normal fishing canoe. Pilot shouts to attract attention when close to the vessel at night.
DOCUMENTS: Officials embark at Siain but not before 0630 hrs., due to curfew. Accommodation ladder required. All documents required as for first port of entry, excepting quarantine which is not performed twice.

10 Ship's Stores Lists.
8 Crew Personal Effects lists.
12 Crew Lists.
3 Health Declarations.
2 Visaed Crew Lists.
2 Plant Quarantine Lists.
2 Animal Lists.

Officials disembark again at Siain with the exception of the 3 Customs Officers, who remain on board and who require meals and accommodation.
TUGS: Not available.
BERTHING: One berth only, for grain discharge and for coastal tankers supplying fuel to the Mill. Berth lies East/West with approx. depth at LW East Dolphin 28 ft., Elevator about 34 ft. 6 in., and West Dolphin about 39 ft. The berth is thought not to be suitable for vessels exceeding 500 ft. LOA. The dolphins are of timber-pole construction, and the elevator is concrete. Arrival and departure from the berth is during daylight only. Mooring arrangement is 2 head ropes to buoy, 2 breast ropes to shore, spring-wire to bollard on elevator, 4 stern lines to concrete dolphin, and 1 spring-wire to bollard on elevator. An old landing-barge is used as a mooring boat, but this has only one engine on the port side and is not very manoeuvrable. A motorised dug-out canoe also assists, but is not powerful enough to pull a line very far. The elevator has two discharging suckers, but these are fixed and the vessel has to be shifted hatch to hatch. Combined capacity about 80 t.p.h. which could be improved, but foundations of conveyor-belt system damaged by earthquakes.
FRESH WATER: Available at berth but not of very good quality. Ship's hoses required.
AIRPORT: None. There is a train service to Manila, about a 6 hour journey.
CURFEW: Area is under Martial Law. Curfew from 2300 hrs. to 0600 hrs.

ILIGAN, Mindanao: 08.14 N. 124.14 E. (See Plan)

DOCUMENTS:

8 copies Foreign Outward Manifest – Last Port of Call.
8 copies Slop Chest – Bonded List.
8 copies Crew List.
8 copies Crew Declaration List.
8 copies Money List (Currency List).
8 copies Arms and Ammunition List.
8 copies Through Cargo Manifest.
8 copies Stowage Plan.
8 copies Ship's Arrival Condition.
8 copies Ship's Property List.
8 copies Parcel List.
8 copies Itinerary of Travel.
12 copies Inward Foreign Manifest.
12 copies Pre-Pratique.

PILOTAGE: Pilotage for docking and undocking at government and privately owned piers/wharves for foreign vessels is compulsory. The Harbour Pilot meets the vessel 1 to 2 miles N.W. of the pier. Vessels coming from foreign ports intending to dock at any of the private piers will first anchor at designated anchorage area for boarding formalities.

For docking vessel, at least 24 hours advance notice of the ETA is required. For undocking, at least 3 hours notice is needed. Tel: 20858, or VHF Channel 16.
ANCHORAGES: Anchorage in the Iligan area is almost anywhere at a distance of about 0.5 to 1 mile from the coastline. The average depth varies from 37 m. to 56 m. At a distance of more than half a mile from the coastline, anchorage is difficult due to the deep water that runs to over 180 m., which has caused several vessels to lose their anchor. The characteristic of the bottom near the beach is muddy and hilly. Beyond 0.5 miles, there is good holding ground with sand and gravel. In case of strong S.W. winds, vessels may resort to natural protection of Initao and Kiwalan, called the "Quinalang Cove".
RESTRICTIONS: See "Berthing".
MAX. SIZE: Max. LOA 240 m. Max. draft 25 ft. and 15,000 g.r.t. at the R.C.Wharf (For foreign-going vessels).
HEALTH: Vessels clear quarantine upon arrival from foreign port. Health Officer boards the vessel 2 miles off the pier at designated area.
VHF: Port Office on Channel 16.
TUGS: The Iligan Harbour Pilot's Association owns 2 tugs both serving the domestic and foreign vessels. The use of tug is necessary, especially when docking and undocking vessels on government and private piers. Additional tugs are also available if the Harbour Pilot thinks necessary. It is important that the Masters of vessels/shipping Agents notify the Harbour Pilot at least 48 hours in advance of vessels arrival to ensure the availability of tugs.
BERTHING: Berthing for domestic vessels may be done anytime of the day or night. Foreign-going vessels berth during daylight hours and undock at anytime.

	Length	*Width*	*Depth*
Pier No. 1 (Concrete)	96 m.	12 m.	5.4 m.
Pier No. 2 (Concrete)	96 m.	12 m.	5.4 m.
R.C. Wharf	240 m.	15 m.	7.62 m.
Ro/Ro Wharf	15 m.	10 m.	5.4 m.

There are also 8 private ports along the coast of the City of Iligan. (See "Plan").
CRANES: The cargo handling contractor has a 25 ton mobile crane. A 100 ton capacity crane is available at nearby private port of National Steel Corporation.
BULK CARGO FACILITIES: None in the Government Port of Iligan, but available in nearby private ports.
SPECIALISED CARGO HANDLING FACILITIES: None for foreign vessels, domestic Ro/Ro wharf (15 m. × 10 m.).
BRIDGES: None.
STEVEDORES: The cargo handling contractor is the Iligan Merged Arrastre/Stevedoring Company (IMASCO). At least 24 hours advance notice is needed by them to assign sufficient number of men to work on the vessel.

Labour Productivity:

Foreign	35 tons per net gang hour.
Domestic	30 tons per net gang hour.

Overtime is possible upon arrangement.
MEDICAL: Medical and dental facilities are available in the city.
TANKERS: No facilities.
FRESH WATER: Fresh water is only available at night. It is supplied to the vessel through a 4 in. pipeline (Cost: P 38.00 per ton).
FUEL: Bunkers are available, provided prior notice is given through the ship's Agent.
CONSULS: In Manila.
REPAIRS: No facilities.
DRY DOCKS: None.
SURVEYORS: Available locally.
GANGWAY/DECK WATCHMEN: There should be sufficient men to man or take care of the vessel. Watchmen available for hire.
HATCHES: Opening/closing of hatches is carried out by stevedores.
REPATRIATION: Local Immigration takes care of any repatriation or disembarkation, provided advance notice is given together with the names and destination of each crew member.
AIRPORT: Baloi Airport 15 km. Lumbia Airport, Cagayan de Oro City 110 km.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year's Day (January 1st); Araw ng Kagitingan (April 9th); Holy Thursday and Good Friday (movable); Labour Day (May 1st); Independence Day (June 12th); National Heroes Day (August 30th); Bonifacio Day (November 30th); Christmas Day (December 25th); Rizal's Day (December 30th).

Special holidays declared by the President of the Philippines and the Regional Autonomous Government are included.

Cargo work can be arranged on any holidays, except Good Friday and New Year's Day.
POLICE/AMBULANCE/FIRE: Police 101; Fire Department 103; City Hospital 21558; Mindanao Sanitarium Hospital 20558; Dr.Uy's Hospital 20818; Iligan Medical Centre 21253.
EMERGENCY CO-ORDINATION CENTRE: Philippine Ports Authority. Tel: 21013, 21780, 21022.
TELEPHONES: Placing of telephones on board foreign vessels is not available at present.
SERVICES: Special services are available, provided advance notice is given by the ship's Agent to the service contractors accredited by the Authority.
BANKS: Allied Banking Corp., Juan Luna Cor. del Pilar St., Iligan City. Tel: 21712, 21213.

Bank of the Philippine Island, Juan Luna Cor. de Leon St. Tel: 21152, 21269.

Far East Bank and Trust Co., Quezon Avenue Cor. Lluch St. Tel: 21768, 20780, 21804.

Al Amanah Islamic Investment Bank of the Phils., Roxas Avenue. Tel: 21027, 20950.

PCI Bank, (1) Quezon Avenue. Tel: 20083, 21771.
(2) Del Pilar Cor. Labao St. Tel: 20666, 20677.

Security Bank and Trust Co., Quezon Ave. Cor., Labao St. Tel: 21135, 20147.

Philippine National Bank, Gen. Aguinaldo St. Tel: 20664, 20665, 21843.

Development Bank of the Phils. – Noria Mahayahay. Tel: 20566, 21424.

Interbank, Quezon Avenue, Iligan City. Tel: 21006.
STORING: See "Prelims".

1. Yes, through local chandlers.
2. No, interference with cargo work.
3. Yes.
4. Yes.
5. –
6. Yes.

SHIP'S SUPPLY SERVICE: The ship's Agent usually contacts the local supply service contractors accredited by the Authority.
SHORE LEAVE: Crew members are usually allowed ashore.
IDENTIFICATION CARDS: Not compulsory, but helpful, if crew members have to identify themselves to the Authority.
GARBAGE DISPOSAL: No service available.
WASTE OIL DISPOSAL: No service available.
SEAMAN'S CLUBS: None.
CURRENCY: Peso.
REGULATIONS: None.
DELAYS: Only bad weather.
DEVELOPMENTS: None at present.

SHIPMASTER'S REPORT: 1974

Approaches: B.A. Chart 3426. This is of not very much use as an approach chart as the scale is too small. However, the water is deep and therefore it does not matter too much. On this voyage we made an approach in darkness and solely on Radar, the only navigational light, a fixed red, being very hard to distinguish.

Pilotage: The Pilot boards about 1 mile N.W. of the piers. Pilot boat is a river-type launch about 50 ft. in length with a grey hull and a white funnel.

Anchorage: 2 cables from old harbour piers. 7 shackles in 50 fathoms.

Radio: No VHF facilities.

Officials: Iligan is a Port of Entry. Officials board at the anchorage. Accommodation ladder required. Usual procedures take about 1 hour to 1 hour 30 minutes.

Documents:

20 Ship's Stores Lists.
14 Crew Personal Declarations.
3 Vaccination, and inoculation dates.
3 Ports of Call and dates for previous 3 months.

Immigration: Before leaving last foreign port for the Philippines, obtain 4 official Crew List Forms from the Philippine Consul. Complete these forms and have them visaed by the Consul who will retain 2, and return 2 to the ship. Passes are required for crew members going ashore.

Customs Allowance: 1 bottle and 200 cigarettes per person. 3 Customs officers live on board all the time, and require accommodation and meals.

Tugs: Up to 4 tugs available if required, but it is advisable to give notice of requirements well in advance, since these tugs may be engaged in towing barges elsewhere around the island.

Berthing: Quinalang Cove: 1 grain discharge berth. Depth at berth 40 ft. and ample room for a vessel of 600 ft. L.O.A. Discharge is by sucker direct to the Silo. There are 2 suckers with a combined average discharge rate of 100 t.p.h., but suckers are located in fixed positions requiring the vessel to be shifted hatch to hatch. Berth is well-fendered, with a shore gangway. Stevedores supply a good hatch-tent for working in the rain. 1 bulk-copra loading berth, 600 ft. in length and draft said to be 32 ft. 1 bulk-cement loading berth, reported to be capable of accommodating vessels of 25,000 g.r.t.

Camp Overton: Located South of Iligan, there is reported to be a steel-loading berth to accommodate vessels of 750 ft. length, and 36 ft. draft.

Fresh Water: Available at most berths.

Repairs: Only very minor repairs can be undertaken.

Airport: About 20 miles distant. Daily flights to Cebu and Manila.

Stores: Fresh fruit available, also good supply of seafood.

Time: GMT plus 8 hours.

Shore Leave: Crew members should take special care when proceeding ashore, and should not carry cameras or wear wrist watches, etc. It is advisable to return aboard before darkness.

SHIPMASTER'S REPORT: September 1976 (updated 1988).

Coconut Oil Berth: Located at "Quinalong Cove" 08° 17′ N., 124° 15′ E. Least depth of water in channel from sea to berth – 40 fathoms. Mean tidal range 5 ft. Density 1025. Nature of bottom at berth – mud. Vessels can berth in daylight only, unberthing anytime. This private facility is owned by San Miguel Corporation Iligan Coconut Oil Company.

Anchorage: 3 cables S.W. of City Pier. Depth at LW 70 fathoms, cable should be "walked out".

Vessel's hoses used, length of shore line 300 m., size 12 in. No shore booster pumps used. Products handled, coconut oil and coconut products.

Pilotage: Compulsory. Pilot requires 24 hours' notice and boards 1 mile N.W. of City Pier.

Max. size of vessel that can enter the port of Iligan is 100,000 d.w.t. and draft 45 ft. Keel clearance required, about 2 ft.

5 small and medium size tugs available.

Nearest consuls are in Manila.

Facilities available: Fresh water, 5 t.p.h. Fresh provisions. Laundry.

No slop tanks, surveyor, repair facilities, fuel.

Documents:

2 Visaed Crew Lists (Philippine) from previous port. If diverted at sea, a copy of the diversionary cable required.
6 Ordinary Crew Lists.
6 Personnel Effects Lists.
6 Stores Manifests.
6 Parcel Lists.
6 Arms Lists.
6 Mail Lists.
6 Narcotics Lists.
6 Animal Lists.
6 Plant Lists.
6 Cargo Manifests.
6 Transit Manifests.
6 List of Ports.
6 Currency Lists.

There is a cabin search by 4 Customs Officers, accompanied by 2 Ship's Officers. They collected an undeclared radio and 2 cameras. They did not impose any fine, as they said they had been courteously treated, and this was the vessel's first visit.

3 Customs Officers remain aboard, and have to be fed.

SHIPMASTER'S REPORT: June 1989.

Pilotage: Contact Pilot on VHF Channel 16, 3 hours prior to arrival and give your amended ETA. Pilot will meet foreign vessels to anchor at suitable anchorage for quarantine and customs formalities, prior to berthing at designated piers.

Radio: Radio Telephone (Marine SSB-Voice) available soon.

VHF: Our Agent (OROSHIP) on VHF Channel 16 for Agent's vessel only. Harbour Pilot Station has Channel 16 but for emergency assistance you can call through their facilities.

Medical: There are 6 private hospitals with modern facilities for crew.

Fresh Water: Available at all berths, or by trucks.

Watchmen: Recommended.

Surveyors: Local marine cargo surveyor is Del Pan.

Repatriation: Crew changes can be arranged by local Agent and will exit through Manila International Airport, which is about 1 hour 25 minutes by air from Cagayan de Oro/Iligan Airport.

Banks: Philippine National Bank; Philippine Commercial & Industrial Bank; Development Bank of the Philippines; Far East Bank and Trust Co.; Family Bank of the Philippine Islands; United Coconut Planters Bank.

Services: Oro Shipping Agency offers the following services: Chandling, laundry, chipping / painting, hold cleaning, lashing / shoring gangs, launch service and crew repatriation.

AUTHORITY: Philippine Ports Authority, Port Area, Iligan City, Philippines. *Tel:* 21013, 21022 and 21780. *FAX:* 76-4224. *Contact:* Benigno V. Magpale, Jr., Port Manager. Pedro A. Riego, Port Services Division Manager.

ILOILO, Panay: 10.41 N. 122.35 E. (See Plan)

See "General" before first port.

PORT LIMITS: Also see "Anchorage" – last paragraph. Iloilo Harbour is defined as that portion of Iloilo Strait within the following boundaries: an imaginary line extending from the Northern bank of Dumangas River, Island of Panay, across Iloilo Strait to Navalas Point on the Northern coast of Guimaras Island; thence along the N.W. and West shore of Guimaras Island to Luzaran Point thence along an imaginary line extending from Luzaran Point to the South bank at the mouth of Siuaragan River in the municipality of San Joaquin, Province of Iloilo, Island of Panay. Thence along the Southern shore line of the Island of Panay to the North bank of Dumangas River, the point of commencement.

DOCUMENTS:

Bureau of Customs:

1. On Arrival:
   7 Inward Foreign Manifests.
   3 Crew Lists.
   3 Personal Effect Lists.
   3 Stores Lists.
   3 Arms and Ammunition Lists.
   3 Narcotics Lists.
   3 Mail Lists.
   3 Bonded Stores Lists.
   3 Passenger Lists.
   3 Storage Plans (if vessel has cargoes to be discharged).
   2 Bills of Lading.
   1 Clearance from last port of call.
2. On Departure:
   4 Statistical Supplement (for vessels leaving directly for a foreign port).
   7 Outward Foreign Manifests.

Philippine Ports Authority:

1. On Arrival.
   2 Inward Foreign Manifests.
   2 Passenger Lists.
2. On Departure:
   2 Outward Foreign Manifests.
   2 Statistical Supplements.

PILOTAGE:

1. Application (notice) for pilotage services is usually made by a shipping Agent at least 24 hours before the vessel's arrival. Notice may also be tendered via a commercial telegraph office addressed to Iloilo Harbour Pilot Association, Muelle Loney St., Iloilo City. The Pilot Association is on VHF Channel 16.

2. The Pilot Association owns 5 standard-designed pilot boats, with one being utilised as water taxi for vessel's crew intending to go on shore leave.

3. Request for pilotage services may be done in either of the following ways:
(a) 2 long and 1 short blast of the vessel's whistle.
(b) Continuous flashing of blue light during night-time.
(c) Display of the international "G" flag during daytime.

4. There are 2 pilot stations where the Pilot may be taken aboard, namely:
(a) Sinapsapan Point at the South entrance, 8 miles from the port.
(b) Nabalas Point at the North entrance, 12 miles from the port.

5. With respect to the boarding and safety measures, the Pilot requires a sturdy and reliable pilot ladder.

VHF: Call "Iloilo Pilots" on Channel 16 advising that vessel wishes to take Pilot at Sinapsapan or Nabalasa.

ANCHORAGE: (proposed)

The anchorage of the Port of Iloilo is that portion of Iloilo Strait within the following boundaries: an imaginary line extending from Balabago Point, Island of Panay across Iloilo Strait up to Cabugao Point on the Northern Coast of the Island of Guimaras, thence along N.W. and West shore of Guimaras Island to Bondulan Point; thence along Southern shore line of the island of Panay to Balabago Point, the Point of commencement.

Note: A vessel is considered "arrived" after it drops anchor at any point within the boundaries described above.

RESTRICTIONS: Generally, a vessel may enter the port from the pilot station at any time of the day or night. However, said entrance of the vessel is restricted by the draft of the vessel and the tide at the time of entrance. At MLLW, only vessels with a maximum draft of 28 ft. may enter or depart from the port. At HW (5 ft.) vessels with a maximum draft of 33 ft. may enter or depart from the port.

MAX. SIZE: Iloilo Commercial Port Complex: Total length 400 m. Depth at MLLW 10.5 m. Max. draft 10.1 m.

HEALTH: The port has 1 Quarantine Doctor. Quarantine formalities are done while vessel is at the Quarantine Station. Notice for quarantine formalities is usually given by the shipping Agent 24 hours before the vessel's arrival.

The following documents are necessary for presentation to the Quarantine Officer on arrival.

A. On Arrival:

1. Derat Exemption Certificate. (If expired or about to expire, the same could be renewed at the port for a period of 6 months).
2. International Certificate of Vaccination. (If expired or about to expire, vessel crew could be vaccinated locally).
3. Maritime Declaration of Health. (Form to accomplish available locally).

Above documents are necessary for the issuance of Free Pratique.

B. On Departure:

1. Quarantine Clearance for Outgoing Vessels. (A fee of P4.00 or approximately $0.53).

Free Pratique is issued at the first port of call. It becomes automatic if the vessel intends to call at another port within the Philippines.

RADIO: Coastal Marine Radio Station:

Location:	Lat. 10° 41.4′ N., Long. 122° 32.8′ E.	
Call Sign:	DYV	
Frequencies:	8632 kHz.	0000 GMT – 0400 GMT
		0600 GMT – 0900 GMT
	12948 kHz.	0900 GMT – 1130 GMT
VHF	Channel 16	

Also private telegraph companies with international relaying stations; Central Radio Communications, Radio Communications of the Philippines., Inc.

VHF: Retransco on Channels 16 and 13.

TUGS: Tugs usually join vessels for docking and undocking operation. The services may be provided by the pilot's boat or tugs of the Visayan Stevedoring & Transportation Corp. The charge is P150.00/tug during daytime and P180.00/tug during nightime.

BERTHING: Also see "Shipmaster's Report".

Usually, loading and discharging are done with the use of the vessel's own gear, except catch-all nets and crane for heavy lift cargoes which may be provided by the Stevedore operator.

The Arrestre Operator is capable of handling general and heavy lift cargoes, cargoes in bags (like sugar, fertilisers, cements, copra cake, etc.). Bulk loading may be done also by "bleeding" cargoes in bags directly into the vessel's hold.

Commercial Port Complex: New facility of 400 m. length for container vessels and Ro-Ro vessels with depth 10.5 m. (MLLW). One mobile crane and 3×28 ton fork lift trucks available.

CRANES: 1 crawler crane with 15 ton capacity owned by private Arrestre. The Ministry of Public Highways has 4 heavy-lift cranes of 25 tons capacity.

BULK CARGO FACILITIES: Within the harbour limit of the port is sugar bulk-loading installation situated at Jordan, Guimaras Island. The berth is capable of accommodating a vessel with a LOA of 182 m. and a draft of 35 ft. at MLL.

Loading is done with the use of a mechanical conveyor which has a rated capacity of 400 – 500 tonnes per hour. The discharging gear has a maximum height of 30 ft. above HWL.

Cargo handled in this berth is exclusively sugar in bulk.

SPECIALISED CARGO HANDLING FACILITIES: The port is *not* specially equipped for handling containers or Ro/Ro traffic.

LPG facilities at Petron.

STEVEDORES: An advice of 24 hours before the vessel's ETA is required to prepare the gangs necessary to perform stevedoring services. Stevedoring services can average at the rate of 900 – 1,000 tonnes of loading/unloading per 24 hours.

MEDICAL: The port itself does not own any medical facilities. However, within the City itself are 6 modern hospitals which could be used by the vessel's sick crew. Vaccinations and inoculations may be done by the Quarantine Doctor who also issues corresponding certificates for the same.

TANKERS: Bunker is handled through 6 in. pipelines; however, Petron load bunker through a 4 in. pipe. "White oil products" are handled through 8 in. pipes. There are 2 privately owned oil-water separators.

Types of oil available: premium, regular, automotive diesel fuel oil, kerosene, and bunker C; rate of delivery: 10–12 t.p.h.

FRESH WATER: Fresh water can be supplied by a private supplier, Springwater Marine Services, Iloilo City. Water is supplied to the vessel while at anchorage or at berth from a water barge at the rate of 15 – 20 tonnes/hr. cost is P16.00 ($2.13) per tonne. Water is safe and potable.

FUEL: Bunker fuel and fuel oil (of any desired viscosity) are available and can be supplied by Philippine Shell Petroleum Corp., Lapuz, Iloilo City. It can be delivered either by barge or by road tanker at the rate of 10 – 12 t.p.h. An advance notice of 24 hours prior to delivery is necessary.

CONSULS: British, at Hongkong and Shanghai Bank, Ledesma Street, Iloilo City, Tel: 7-50-86.

REPAIRS/SERVICES: The Iloilo Dock and Engineering Company offers the following major services: Marine construction and repairs, conversion, machine shop, electronics navigational equipment installation and repairs, steel fabrication, sand blasting, engineering and project consultation. Other services offered: Marine salvage, stevedoring and longshoring, lighterage, towing-harbour, inter-island and ocean warehousing and in-transit handling.

Radar: Repair of ship's radar may be done by Louman & Sons Technical Service Inc. The company is capable of repairing radar, radio transmitter and receiver, fathometer and steering system. Usually contacted by the ship's Agent.

DRY DOCKS: Largest dry dock at Ideco is Shipway 1: Length 587 ft., width 56 ft. depth (draft at MLLW, 10 ft. without keel blocks), capacity 2,500 L.T. There are 4 other smaller docks, and several side berths.

SURVEYORS: Local Marine Surveyor, Delpan.

WATCHMEN: Watchmen are optional, however if the Master so desires, watchmen can be hired.

HATCHES: Opening/closing of vessel's hatches and securing the vessel's derricks, are usually done by the stevedores.

CUSTOMS ALLOWANCES: Vessel's crew are permitted an individual allowance of 1 bottle of whisky and 1 carton of cigarettes per week. However, if necessary, the Master may request the Collector of Customs through the Customs Inspector on board for a further issue within the week.

CARGO GEAR: Load/discharge is effected by ship's gear. There is no special cargo equipment except for heavy lift cranes.

REPATRIATION: Crew changes and repatriation may be effected by the local Regional Office of the Immigration Commission with the approval of its head office in Manila.

AIRPORT: An all-weather airport situated about 7 km. from the pier. Regular Iloilo – Manila flight is 3 times a day. Other flights to Cebu, Davao, Puerto Princesa, Palawan and General Santos.

HOLIDAYS: *Legal Holidays:* Sundays, January 1st (New Year's Day); April 9th (Bataan Day); May 1st (Labour Day); June 12th (Independence Day); July 4th (Phil.-American Friendship Day); November 30th (National Heroes Day); December 25th (Christmas Day); December 30th (Rizal Day).

Note:

1. Special Public Holiday may be issued by the President.
2. Under Philippine Law, if a legal holiday falls on Sunday, the following day (Monday) is also a holiday.

Regular working days in the Philippines are Monday through to Friday. Holidays notwithstanding, the Master/Agent may request continuance of stevedoring work after proper notice has been made with the stevedoring company.

POLICE/AMBULANCE/FIRE: Police Tel: 7-55-21; Fire Tel: 7-30-11; 7-49-89; Ambulance Tel: 7-25-61; 7-24-41.

TELEPHONES: PLDT (Tel Co.) can install a telephone on board a vessel at berth with the following charges:

P200.00	Deposit for the instrument, refundable upon return of the instrument.
74.41	rate/month
45.00	for services
3.00	electrician's fee
322.41	Total charges

Port Authority Telephone Numbers: Manager's Office: 7-69-45; Operations: 7-60-73; Administration: 7-76-43; Security: 7-29-79.

SERVICES: See "Repairs".

SHORE LEAVE: Shore leave is granted after the issue of shore passes by the local official of the Commission on Immigration.

DELAYS: Occasional congestion of the port may delay vessels berthing. Bunkering may be done whether the vessel is at anchorage or at berth.

IDENTIFICATION CARDS: Identification card is not necessary for the issue of shore passes. Visaed Crew List will suffice.

GENERAL: Vessel's ETA has to be relayed to Philippines Ports Authority, Iloilo at least 24 hours before arrival.

DEVELOPMENTS: The Iloilo Commercial Port Complex is fully operational. It is situated approximately 1 km. from the existing port, the Old Foreign Pier and the Marginal Wharf.

Proposed Development: Old Foreign Pier: Proposed Ro-Ro Facilities:

Ramp Movement	Reference Deck Elevation – 25 m.
Upward (max.)	2.00 m.
Downward (max.)	1.50 m.
Line Load (max.)	88 tons
Vessel Beam Consideration	12.6 m. to 20.6 m.
Vessel LOA Consideration	68.8 m. to 132 m.

Proposed Apron Widening: Widening of existing apron at RC from 12.0 m. to 18.0 m. toward the sea.

Proposed Reclamation: Reclamation of the open space area between Old Foreign Pier and the National Road, approximately 1.7 hectares to be used as back-up area.

SHIPMASTER'S REPORT: 1977

There are 3 ports where bulk sugar loading facilities exist, Pulupandan (which see), Iloilo and Batangas Bay. Ships first call at Pulupandan on Negros Island, approximate position Lat. 10° 31′ 30″ N., Long. 122° 47′ 36″ E. and load up to a draft (SW) of 29 ft. The rate of loading by using 1 trimmer is about 300 – 400 tonnes per hour. Pilotage is compulsory and the Pilot boards in a position (approx.) Lat. 10° 27′ 24″ N., Long. 122° 46′ 12″ E. After completion of port formalities, the vessel is berthed alongside the Bulk Sugar Installation with a stationary conveyor.

The vessel then proceeds to Iloilo for loading up to 32 ft. This vessel, which is 675 ft. in length, loaded bulk sugar in hatches 2, 4, 6, 7 and 8. It was possible to load in hatch No. 1 also. The loading is done from a fixed conveyor with 2 trimmers and the loading rate is between 400 – 500 tonnes per hour. Finally the vessel proceeds to Batangas Bay and after the usual formalities, goes alongside the Batangas Bay Terminals Inc. (BBTI) at Bolo – Bauan – Batangas, where there is no draft restriction. The loading rate is about 300 – 400 tonnes per hour. Loading is done from a fixed conveyor with one manually operated trimmer. Pilotage is compulsory and ships awaiting Pilots can anchor either at Santa Rita or Santa Clara (Batangas City) or Tabangas.

The main sugar crop is brought to Iloilo, known locally as Sugar City, because it is the main sugar exporting port, from Negros Island, where most of the sugar farms and factories are situated. The sugar for export at BBTI is brought from factories around Laguna Bay by trucks. The Stowage Factor for bulk sugar worked out to between 40 – 41.

AUTHORITY: Philippine Ports Authority, PMO – Iloilo, Iloilo Commercial Port Complex, Brgy Loboc, La Paz, Iloilo City. *Tel:* 7-69-45, 7-77-91, 7-77-92, 7-77-93. *FAX:* 7-69-45. *Contact:* Bienvenido P. Basco, Port Manager.

ISABEL, Leyte: 10.54 N. 124.25 E. (See Plan)

SHIPMASTER'S REPORT: July 1987.

See "General" before first port.

DOCUMENTS: See "General" before first port. Vessels anchor in bay prior to berthing and Officials board for Formalities. As there is no local Immigration or Customs post, there are occasionally delays waiting for the necessary officials to come from either Manila or Tacloban. Permits from Customs and Immigration are required for most things, but usually arranged by vessel's agent. 3 Customs Officers and 4 Immigration Officers stayed on board throughout vessel's entire stay. On vessels which cannot accommodate them, it is apparently possible for them to stay somewhere on shore in shifts.

The fact that this vessel has crew mainly from Eastern Bloc countries may have had something to do with large Immigration presence.

APPROACHES: Clear in deep water from seaward, BA. Chart No. 3825 rather small scale, but all features show up well on radar, and port is a blaze of light at night owing to extensive industrial installations on eastern shore of bay, which is frequently well occupied with anchored vessels.

PILOTAGE: Generally available on a 24 hour basis, pilots have Channel 16 and 12, but can be difficult to contact until quite close to. Pilot boat is a launch of fairly robust metal construction, but it is very slow, so ships should reduce speed in sufficient time.

Pilot generally meets large vessels about 0.75 miles off Catiyana Point, whether berthing or proceeding to anchor.

ANCHORAGE: Although chart does not indicate the fact, there is a fair amount of space for vessels in the bay. Vessels anchor in vicinity of 0.5 miles S.E. to E. of Sacay Point, in depths of 25 fathoms and decreasing to 15 fathoms. Smaller vessels can proceed closer inshore to shallower water.

Holding ground is fair in good weather, but reportedly poor in adverse conditions. The Admiralty Pilot recommends that 2 anchors should be used. This vessel, a 14,000 gross ton LPG Carrier, anchored for 2 days in good weather with 6 shackles on one anchor, on local Pilot's advice without any problems.

RESTRICTIONS: Berthing/Unberthing is apparently at Pilot's discretion, depending on weather conditions, but during vessel's stay in good weather, continuous movements were taking place on a 24 hour basis.

HEALTH: Quarantine Officer boards with Pilot and checks documents at anchorage and issues Free Pratique Certificate. He requires Maritime Declaration of Health, Vaccination Certificates (Cholera) and Crew List. it is possible to have Cholera vaccinations done at this port, but not Yellow Fever.

TUGS: There are 2 tugs, of standard Japanese design, adequate to assist all vessels capable of entering the port. Tugs ropes used.

BERTHING: The Terminal is operated by Philippine Phosphate Fertiliser Corporation, and main quay has 2 large gantry-type grab cranes for discharging phosphate on to a continuous conveyor belt. Other parts of the quay appear to be used for loading bagged fertiliser by ship's gear.

At Southern end of main quay are several Chicksan connecting arms for the discharge of Liquid Ammonia, Sulphuric Acid and Phosphoric Acid.

There is an additional small quay just south of main quay fitted with a large grab-crane, hopper and conveyor belt, which is mainly used by small local bulk carriers.

MEDICAL: There is a small hospital where non-serious cases can be treated, serious cases require transportation either to Ormoc City or Tacloban.

FUEL: Vessel was supplied with both Fuel Oil and Diesel Oil by barge which came from Cebu. It is possible to bunker ex-barge either at anchorage or alongside. Customs Permits required for bunkering.

REPAIRS: No commercial repair facilities available.

REPATRIATION: Possible via Tacloban Airport, about 3 hours by car from Isabel, thence to Manila on local flight to connect with International flights. If crew from Eastern Bloc countries (as has this vessel) it is necessary for Immigration Permits to be issued, and leaving/joining seamen require Immigration escort to and from Isabel to Manila.

AIRPORT: Tacloban Airport.

SHORE LEAVE: Permitted. Obtain pass from Immigration in return for passport.

GENERAL: Apart from pilot boat, all other communications between ship and shore whilst at anchorage was carried out by local fishing skiffs, which are fitted with large outriggers, thus making it impossible for them to come properly alongside pilot ladder or gangway. This makes any transfer of personnel or spare parts, etc., somewhat hazardous, even in calm conditions.

Provisions: Local Ship chandler available, prices for fair quality local fruit and vegetables is reasonable. The chandler has a fair selection of other items but anything imported or transported from elsewhere can be expensive.

Communications: All communications via main agent in Manila, who sends sub-agent to attend locally.

SHIPMASTER'S REPORT: October 1988.

VESSEL: 19,846 d.w.t.

LOCATION: Lat. 10° 56′ N., Long. 124° 26′ E.

For identification purposes the port is referred to as Isabel, Leyte.

DOCUMENTS:

Port Health:

3 copies Crew List.

1 copy Vaccination List (all crew members must have valid vaccination cards).

Immigration:

4 copies Crew List.

2 copies Visaed Crew List (General Visa/Visaed Crew List to be obtained from Philippines Embassy before entering Philippines waters).

Customs:

4 copies Crew List.

3 copies Crew Personal Effects Declaration.

3 copies Narcotics and Medicine List.

20 copies Cargo Manifest.

1 copy Declaration of Cargo/Favour Parcels on boards on prescribed forms supplied by Boarding Officer.

Accommodation: Accommodation is required for 1 Customs Inspector, 2 Customs Guards, 1 Immigration Officer or Assistant Immigration Officer and 2 Guards.

If accommodation and food cannot be provided on board it is to be arranged ashore on Owner's account.

PILOTAGE: Pilotage is available throughout 24 hours. Pilot boarding position is at Lat. 10° 53.5′ N., Long. 124° 25′ E., this is about 1.5 miles South of Sacay Point.

ANCHORAGE: Anchoring is carried out under Pilot's instructions. Vessels anchor in depth of 15 fathoms – 40 fathoms, depending on size of vessel and space available.

Our vessel anchored in a depth of 25 fathoms at a distance of 7 cables from Sacay Point.

TUGS: There are 2 tugs of approximately 6,000 b.h.p. Both tugs are used for berthing and unberthing. There is a mooring boat available to run lines.

BERTHING: *PHILPHOS:* 5 berths with a total length of 760 m.

Depth alongside: No. 1 – 12.0 m.; No. 2 – 9.0 m.; No. 3 and 4 – 7.0 m.; No. 5 – 5.0 m.

PASSAR: 1 berth with length 90 m. and depth 12.0 m.

CARGO HANDLING FACILITIES: Bulk, bagged and liquid cargoes handled.

PHILPHOS: 2 grab cranes used for discharge of cargo to chute and conveyor belt.

2 cranes available for loading bagged/bulk cargoes from chutes. 3 mobile cranes also available.

PASSAR: One crane available.

STEVEDORES: Cargo work carried out day and night on 3 shifts, 0800 hrs. – 1600 hrs., 1600 hrs. – 2400 hrs. and 2400 hrs. – 0800 hrs.

Our vessel loaded bagged fertiliser (DAP) by ship's gear at an average rate of 18 t.p.h. per gang. The Chief Supervisor of the stevedores claimed that the average loading rate was 30 t.p.h. per gang in perfect conditions.

MEDICAL: PHILPHOS and PASSAR have clinics available for their employees. Ship's crew can receive treatment at these clinics.

In cases of serious accident or illness, patients are sent to Ormoc or Tacloban.

FRESH WATER: Available.

FUEL: Fuel is not available locally but can be arranged by Philippines Petroleum, who can supply bunkers by barge, which is towed from Cebu. Fuel is also available by road tanker from Ormoc.

REPAIRS: No facilities locally.

SURVEYORS: Classification Society Surveyors can be arranged from Manila. Representatives of Admiral Adjuster and Surveyor, Manila and SGS Far East Ltd., Manila attend to cargo surveys at Isabel. They inspect holds and cargo during loading and unloading.

AIRPORT: Tacloban Airport with 2 daily flights to Manila is the nearest.

Ormoc is about 50 km. away. There are 2 weekly flights from Ormoc to Cebu and daily ferry services from Ormoc to Cebu.

Cebu is about 50 nautical miles by sea. The journey by ferry takes about 6 hours.

SHORE LEAVE: Permitted. Immigration Officers issue Shore Passes.

GENERAL: *Provisions:* There are 3 ship chandlers who attend vessels in turn, to provide provisions.

Telephone: Long distance (Domestic and International) calls can be made through the Passar Guest House between the hours of 0900 – 1400 and 1700 – 2200 local time.

Service Boat: There is a service boat available for taking crew from anchorage to the town, max. capacity 15 – 20 people.

Publications/Charts: Philippines Pilot, page 226. B.A. Charts No. 3810 and 3825. Philippines Chart No. 4426.

Agent: No agents maintain offices in Isabel. Agents representatives come from Manila to attend the vessel. Ship's telexes or telegrams are passed by telephone or telegram from the local post office to Manila, thereafter passed by telex to their destination.

Berth Operators: PHILPHOS (Philippines Phosphate and Fertiliser Corporation), Leyte.

PASSAR (Philippines Association of Smelting and Refinery Corp.), Leyte.

SHIPMASTER'S REPORT: March 1992.

DOCUMENTS:

Port Health:

2 copies Crew List.

Immigration:

4 copies Crew List.

2 copies Visaed Crew List (obtained from Philippines Consul in Fiji).

Customs:
4 copies Crew List.
3 copies Crew Personal Effects Declaration.
2 copies Narcotics List.

PILOTAGE: The pilot boat is a river-type tug of about 60 ft. length, with black hull, flying the "H" flag.

Pilot Boarding Ground: One mile S.E. of Sacay Pt. Pilot on Channels 16 or 12. At least 48 hours before arrival, Master shall send ETA to the ship's Agent in Manila, through a coastal station.

ANCHORAGE: See "Plan". Vessels anchor in Isabel Bay in depth of 15 – 40 fathoms.

Our vessel anchored in a depth of 23 fathoms, at distance of 6 cables East of Sacay Pt. There were 6 vessels of 5,000 d.w.t. – 30,000 d.w.t. at the anchorage. Our position Lat. 10° 54.66′ N., Long. 124° 25.41′ E.

TUGS: 2 tugs for hire available through the Harbour Pilots. Our vessel used 2 tugs for berthing, and 1 tug for unberthing. A mooring boat is available to run lines.

BERTHING: Philphos: Berths No. 1 – 5 with a total length of 760 m. Depth alongside 12.0 m. – 5.0 m. (See "Plan").

Pasar: 1 Berth – length 90 m., depth 12.0 m. (Berth No. 6).
1 Berth – length 30 m., depth 5.0 m. (Berth No. 7).

CARGO HANDLING FACILITIES: Philphos: Bulk, bagged and liquid cargoes handled.

Pasar: One crane available. Our vessel unloaded 7,300 tonnes of copper concentrate in 34 hours.

Berth No. 7 only for loading of slag by conveyor belt.

FRESH WATER: Available. Rate 5 t.p.h.

FUEL: Fuel is not available, but can be supplied by barge from Cebu, but is very expensive.

GENERAL: *Agent:* No Agents maintain offices in Isabel. Agents representatives come from Manila. Ship's telexes or telegrams are only by Fax.

Service Boat: There is a service boat available for taking crew from anchorage to the town, maximum capacity 15 people. Price about U.S.$ 8.00 – 12.00.

SHIPMASTER'S REPORT: August 1994.

Philipos cargo discharge facilities: Fertiliser Plant No. 1 and 2 Wharves. See "Plan".

Bulk cargo discharge wharves with 2 gantry cranes with grabs, running conveyor to factory of 10 tonnes capacity each.

Berths No. 3 and No. 4 have automatic bag loading facilities.

Berth No. 5 is a general cargo berth with mobile crane of about 10 tonnes capacity.

Imports are sulphur, phosphate acids and liquid ammonia.

Exports are bagged fertiliser and gypsum (Byproduct).

Berth No. 6 (Pasar Copper Smelter): Copper concentrate discharge with one movable jib crane with grab with conveyor to factory for discharge.

Berth No. 7: Slag loading fixed loader. Vessels normally tied-up port side to, and dolphins forward and aft for lines. Not a very good berth, especially during strong Southerly winds. Maximum hatch coaming airdraft 7.2 m., so vessels of about 12,000 d.w.t. have to ballast one hold to get under the loader. Not a very good situation when vessel loading No. 1 Hold and stern sticks out, almost unsupported by stern lines, which almost become spring/breast lines to aft dolphins.

Imports are copper concentrate.

Exports are copper products, copper slag and gold (gold goes by air).

Both Pasar and Philipos keep watch on VHF Channel 16 for Pilot and other information.

Anchorage available is about 30 m. deep, keeping the 3 points, the fixed light (Sakay Point), Isabel Finger Jetty and Airstrip Point 5 cables away and paying out about 6 shackles of cable (vessel anchored without Pilot).

Vessel berthed with 2 tugs and Pilot from Tacloban who rotates every 5 days with another Pilot.

The drive from Isabel to Ormoc is worthwhile with a good seafood restaurant by the sea in Ormoc City and basic shopping.

There is a small guesthouse in Pasar for making international calls. Entry is restricted to senior staff of the ship. Passes arranged by Agent.

JIMENEZ, Mindanao: 08.19 N. 123.52 E. (See Plan)

SHIPMASTER'S REPORT: January 1990.

LOCATION: The berth is located in Iligan Bay on the island of Mindanao, in position Lat. 08° 19.38′ N., Long. 123° 51.69′ E.

Charts: B.A. Charts No. 3810, 3811 and 3426.

APPROACHES: From the East steer a Westerly course to about 4.5 cables South of Tabu Pt. This will put the vessel in the middle of the channel between the reefs. When clear of the North reef, alter course to 308° (approximately) until 150 m. from the pier.

The fixed red leading light mentioned in Volume F of the Light Lists (1989) is non-existent.

Chart No. 3426 (Plan of the Port of Jimenez): This does not show the reef South East of the reef on the plan, with a now non-existent red conical buoy, so the actual width of the channel (approach) to the loading pier is not shown in its entirety.

PILOTAGE: Pilotage is compulsory. The pilot comes from Ozamiz City and boards 1.5 miles East of the reefs from a 22 ft. white pilot cutter.

Pilot should be ordered through vessel's main agent in Manila.

The pilot has a portable VHF set.

ANCHORAGE: There is no anchorage in Iligan Bay. Vessels may anchor for a few hours only, South of the "T" pier. The holding ground is poor.

RESTRICTIONS: Berthing and unberthing in daylight hours only.

MAX. SIZE: Max. draft 10.0 m. (33 ft.). Maximum size 28,000 g.r.t.

TUGS: There are no tugs available. The pilot cutter and canoes will assist in the running of mooring lines.

BERTHING: *New Concrete Pier:* The berth is for the export of coconut oil and copra products from the Jimenez Oil Mill, Inc. About 30 – 40 product tankers call each year to load coconut oil and about 12 – 15 bulk carriers call each year to load copra pellets. The pier head is 18.6 m. long and has mooring dolphins 100 m. off either end. Vessels berth port side alongside. The depth alongside at MLW is 10.67 m.

The covered loading conveyor is expected to be in operation August 1990.

Wooden Pier: There is a wooden pier adjacent to the new concrete pier mentioned above. This pier has been cut back in order to accommodate the new concrete pier. There is an 8 in. pipeline for coconut oil, pumping rate up to 300 tonnes per hour.

CRANES: None available.

MEDICAL: There is a doctor available locally and a hospital in Ozamiz City.

FRESH WATER: Available direct from the mill but the rate varies as the mill has priority. We loaded 100 tonnes in 2.5 days. At the present time vessels have to use their own hoses all the way from the shore to the ship.

When the new loading conveyor is completed there will be a 65 mm. pipeline to carry the fresh water from the seaward end of the pier to the shore.

REPAIRS: No facilities available.

GENERAL:

Hull/Tank Cleaning: No facilities available.

De-Rat Certificate: Health officials are based in Ozamiz City.

Ship Chandler: A limited amount of provisions are available.

Transport: There is a bus service during daylight hours between Jimenez and Ozamiz.

Communications: There are no telephones in the port. Telephones are available in Ozamiz City for long distance calls.

Authorities: All authorities are based in Ozamiz City.

SHIPMASTER'S REPORT: January 1991.

LOCATION: Approximate position of copra loading berth: Lat. 08° 19.4′ N., Long. 123° 51.7′ E.

DOCUMENTS:

Prepared by Agent:
10 copies Inward Foreign Manifest.
10 copies Outward Foreign Manifest.
10 copies Oath of Master.

Prepared by vessel:
Last Port Clearance.
6 copies Crew List.
3 copies Stores List.
3 copies Personal Effects List.
3 copies Animals List (even if 'nil').
3 copies Arms and Ammunition List (even if 'nil').
3 copies Plants List (even if 'nil').
3 copies Narcotics List (even if 'nil').
3 copies Passengers List (even if 'nil').
3 copies Ports of Call List.
2 copies Ship's Particulars.

If Jiminez is the first Philippine port:
1 copy Health Declaration.
2 copies Vaccinations List (Cholera and Yellow Fever).

PILOTAGE: Compulsory and during daylight only.

The Pilot comes from Ozamiz (about 20 minutes by car) and boards the vessel from the mooring boat between 1 mile and 1.5 miles East of Tabu Point lighthouse.

The vessel enters the port South of the small reef, which is noted as 'awash at L.W.' on B.A. Chart No. 3426. The red buoy noted on the chart is missing and only 2 bamboo sticks indicate the southern end of the reef. At the Northeastern side of this reef and the Southeastern side of the Madre Reef are 2 fixed beacons which could easily cause navigation errors as this is not the entrance to the port and is only suitable for small boats to pass.

ANCHORAGES: At Pilot's discretion. There is no anchorage for large vessels. Vessels should drift about 3 miles – 4 miles off shore when waiting for the Pilot. Pilot is furnished with a walkie talkie on VHF Channel 16 from which he can call the vessel to the boarding position.

BERTHING: Vessels are berthed port side to only and use the starboard anchor, with up to 6 shackles, to make unberthing an easier operation.

There is a concrete berth with a length of about 30 m. with a wooden pier connected to it. Depending upon the size of the vessel it is possible to load with 2 derricks. The cargo arrives in trucks with each truck carrying 2 buckets with a weight of 5 – 6 tonnes. The loading rate with one derrick is about 21 tonnes/hr.

Loading Facilities: A conveyor is under construction on the concrete berth which is hoped to be ready in mid-1991.

The conveyor will have an air draft of 17 m. and it's loading capacity will be 200 tonnes/hr.

RESTRICTIONS: As advised by Pilot. Maximum sailing draft is 35 ft.

FRESH WATER: Not available.

REPAIRS: Not possible.

JOLO (Jolo Island): 06.03 N. 121.00 E. (See Plan)

See "General" before first port.
DOCUMENTS: 4 copies each of Crew Lists; Passenger List; Import Cargo Manifest; Oath of Master and a copy of Vessel's Information Sheet.
PILOTAGE: Pilots are stationed at nearby Zamboanga City. Advice of ETA at least 3 days before is requested to facilitate arrangement of pilotage service.
ANCHORAGE: Anchorage areas are N.W. of Jolo Wharf and West of Caltex Depot.
MAX. SIZE: Main Wharf; Draft 4 m. LOA 60 m. At Caltex, Mobil and Petron Oil depot: LOA – no limit; Draft 6 m.
HEALTH: Ships will be cleared by quarantine officers upon arrival at anchorage.
RADIO: Presently SSB radio of Local Port Authority is waiting for re-installation. However ships may send message through Philippine Coast Guard Station at port or through local telecommunications like RCPI, PT & T and Post Office Telecom.
BERTHING: Berthing space at main wharf is reserved for large foreign vessels and domestic vessels. Max. permissible draft at MLLW is 4 m. (SW); Cargo handling by ship's own gear; Cargo may be worked at open storage and direct delivery only.
STEVEDORES: 24 hours advice before ETA is required. Stevedores provided by Sulu Dockhandlers and Forwarders, Inc.
MEDICAL: Sulu Public Hospital and Integrated Provincial Health Office.
TANKERS: The private wharf of Sulu Agro Industrial Corporation within the port limit is designed to handle crude coconut oil.
FRESH WATER: Water system has been installed at wharf with 4 in. piping and supplied by Local Waterwork Utility Administration (LWUA).
FUEL: Supplied by Petron and Caltex Philippines, Inc.
FIRE PRECAUTIONS: Dangerous cargoes are worked at assigned berthing area.
CONSULS: In Manila.
REPAIRS: Minor repairs may be undertaken by and within the vessel itself after permission is sought and granted by the Port Authority.
GANGWAY/DECK WATCHMEN: Customs Guard and Customs Inspector are on routine and continuous guard.
HATCHES: May be opened by stevedores and port workers.
CUSTOMS ALLOWANCES: Minimum quantity for personal use permissible only on board.
AIRPORT: Jolo Airport, flights to Zamboanga only, 2 flights a day.
HOLIDAYS: Cargoes are worked on holidays.
POLICE/AMBULANCE/FIRE: Central telephone system connects Port Authority with Police, Ambulance and Fire Departments.
BANKS: 6 banks available; Philippine National Bank, Metro Bank, Allied Bank, Producers' Bank, Land Bank of the Philippines and Philippine Amanah Bank.
SHORE LEAVE: Curfew hours are from 2200 hrs. to 0400 hrs. Crew members are allowed ashore. Identification cards not necessary.
GARBAGE DISPOSAL: Vessels are to provide their own containers/drums.
WASTE OIL DISPOSAL: No service available.
SEAMAN'S CLUBS: None.
REGULATIONS: No discharge of ballast oil in any territorial waters of the Philippines.
DELAYS: Delays in cargo handling: Rain.
DEVELOPMENTS: Reclaimation and wharf extension in progress.
AUTHORITY: Philippine Ports Authority, Port of Jolo, Jolo, Sulu, Philippines. *Contact:* Sisali B.Arap, Port Manager.

JOSE PANGANIBAN, Luzon: 14.18 N. 122.40 E. (See Plan)

See "General" before first port.
DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.
PILOTAGE: Pilotage is compulsory. ETA advise should be sent to the Harbour Pilot Association, Legazpi City at least 36 hours before vessel's arrival. The vessel is met by the Harbour Pilot about 2 km. from the wharf aboard a boat displaying a pilot flag.
ANCHORAGE: Within Tanay Strait but not less than 500 m. from existing wharf.
RESTRICTIONS: Present port facilities could only allow vessels at anchorage considering the draft limitation and length of the pier.
MAX. SIZE: LOA 230 m. Draft 30 ft.
HEALTH: Vessels clear quarantine on arrival at Jose Panganiban Harbour. Quarantine Officers will normally board the vessel 2 km. from the wharf.
BERTHING: Present port facilities have been damaged by typhoon. Only 75 m. of the wharf is usable for berthing purposes. Length of quay 75 m., width 12 m. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 5 m. at low tide. Average rate of loading/discharging 18 tons per gang hour. Storage area 1.15 hectares.
CRANES: The port is not provided with shore cranes. Each vessel calling at the port is required to use her own gear.
STEVEDORES: Bicol Port Services.
MEDICAL: 1 government hospital located in the town about 3 km. from the wharf.
FRESH WATER: Can be provided by means of lorries and pipelines.
FUEL: All grades except premium gasoline obtainable from major oil depots and supplied by lorries alongside.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
HATCHES: Opening and closing of hatches are part of stevedores' work or at the Master's option.
REPATRIATION: All facilities available for crew changes; good land and air connections.
AIRPORT: At the capital town of Daet, Camarines Norte.
HOLIDAYS: New Years Day (Jan. 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I. – U.S. Friendship Day (July 4th); Bonifacio Day (Nov. 30th); Special holidays declared by the President of the Republic of the Philippines are also included. If any other legal holiday falls on a Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's Agent.
SHORE LEAVE: Crews are allowed ashore in company of an Immigration Agent.
GENERAL: Vessels intending to call at Jose Panganiban shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocation is on a first-come-first-served basis.
DEVELOPMENTS: Repairing of damaged wharf and water pipelines. 3 sets of fender pile clusters installed.
AUTHORITY: Philippine Ports Authority, Pier Site, Legazpi City, Philippines. *Tel:* 20-12, 29-96. *Contact:* Winfred G.Elizalde, Port Manager.

LEGAZPI, Luzon: 13.10 N. 123.45 E. (See Plan)

See "General" before first port.
DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.
PILOTAGE: Pilotage is compulsory. ETA advise should be sent to the Harbour Pilot Association, Legazpi City at least 24 hours before vessel's arrival. The vessel is met by the harbour Pilot about 2 km. N.E. of the wharf aboard a boat displaying a pilot flag.
ANCHORAGE: Within the Albay Gulf outside the imaginary line within the vicinity of Legazpi Port from San Roque Lighthouse to the East breakwater with depths varying from 80 ft. to 100 ft. with good holding grounds. The bottom is generally of sand and coral.
RESTRICTIONS: Present port facilities allow for 1 vessel at a time considering the draft limitation and length of the pier.
MAX. SIZE: Legazpi Port: LOA – 120 m.; Draft – 25 ft.
Leg Oil Company: LOA – 230 m.; Draft – 35 ft.
HEALTH: Vessels clear quarantine on arrival at Legazpi Harbour. Quarantine Officers will normally board the vessel 2 km. N.E. of the wharf.
RADIO: Following Stations are normally used:
RCPI FILTEL
TELEFAST
TUGS: No tugs available. Motor launch is used to attend to mooring and unmooring. Arrangement for tugs can be made in Manila and Batangas.
BERTHING: Only the end of the wharf is usable by foreign vessels considering the draft limitation and constricted manoeuvring area. Legazpi Oil Company, Private Pier is, however, capable of accommodating vessels of any type and tonnage.
Legazpi Port: Length of quay 328 m. Width 30 m. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 5 m. at low tide. Average rate of loading/discharging 15.95 tons per gang hour.
Legazpi Oil Company, Private Pier: Length of quay 100 m. Width 10 m. Max. depth of water 60 ft. Quay height above sea level 3 m. at high tide and 6 m. at low tide. Average rate of loading/discharging 83.33 tons per gang hour. Facilities are suitable for handling of bulk copra, pellets, copra cakes and copra crude oil by conveyor and pipelines.
CRANES: The port has no shore cranes. Mobile cranes are provided by the Arrastre Operator to load/unload cargoes on non-sustaining vessels.
STEVEDORES: *Legazpi Port:* Provided by Regal Arrastre and Stevedoring, Incorporated. Tel: 2187 and 3107.
Legazpi Oil Company, Private Pier: Provided by Northern Carriers Inc.
MEDICAL: 1 government hospital and 6 private hospitals available.
TANKERS: See "Berthing".
FRESH WATER: Can be provided by Regal Arrestre and Stevedoring Inc. (See "Stevedores").
FUEL: All grades obtainable from oil depots and supplied by lorries alongside.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
HATCHES: Opening and closing of hatches are part of stevedores' work or at the Master's option.
REPATRIATION: All facilities available for crew changes; good land and air connections.
AIRPORT: 5 km. from port area. Flights to Manila twice a day.
HOLIDAYS: New Year's Day (January 1st); Araw Ng Kagitingan (April 9th); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I. – U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special holidays declared by the President of the Republic of the Philippines is also included. If any other legal holiday falls on a Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's agent.
POLICE/AMBULANCE/FIRE: Police, Tel: 4222; Ambulance, Tel: 4432; Fire, Tel: 2666, 5222.

TELEPHONES: Placing of telephones on board can be arranged with the local telephone company (MATELCO).
SHORE LEAVE: Crews can be allowed ashore in company of an Immigration Agent.
GARBAGE DISPOSAL: Garbage truck from the city will collect garbage on request.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Philippines Pesos (P).
GENERAL: Vessels intending to call at Legazpi shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocated is on a first-come first-served basis.
DEVELOPMENTS: Dredging of port basin to an average depth of 25 ft.

SHIPMASTER'S REPORT: April 1981.

Berth: Legazpi Oil Co. Jetty. Vessel loaded Copra Expeller Pellets in bulk.

For all details regarding control, pilotage, harbour installations, documents, etc., see "B.A. Pilot No. 33" and "Guide to Port Entry".

The docking manoeuvres were effected from an Easterly direction. The anchor was let go with 1 shackle prior to berthing. This served later, together with the rear cross buoy, to hold the vessel away from the pier (bad condition), and to heave off during the undocking manoeuvres.

The mooring buoys are secured to the bottom by 3 anchors each and 1 concrete block. However, their positions are not finite.

The vessel is to be maintained about 1.5 m. from the Dukes of Alba at the end of the pier, and therefore damage to the deteriorating pier is avoided.

A landing stage was positioned from the land, and was positioned likewise by the vessel on runners, since the vessel was rolling considerably in the persistent swell.

According to the Pilot, the swell in January is at its worst, and then the berth is not safe. During July and August, it is at its quietest in Albay Gulf. From October to December it is "Typhoon Time" and during November/December it is the heaviest rainy period, however, during the time we were in port there was considerable rainfall.

The pilot station has no VHF. The Pilot is ordered via the Agent, who was most co-operative. The pilot vessel brings the lines from the shore and to the buoys.

The copra expeller pellets were stored in a warehouse of approx. 80 m. × 50 m. According to the statement of the loader they were consistently loaded. The fresh goods, which came from the press at a temperature of approx. 44°C, were always loaded straight on top of the cargo already loaded. On board, temperatures of 32°C to 45°C between surface and core were measured.

According to the opinion of the loader, the high cargo temperature is not dangerous, but he was emphatic that a danger existed through wetness.

The expeller was brought to the weighbridge by lorry and then moved to the pile.

The conveyor belt is not covered, and the nozzle reached right up to the landside hatch coaming on the vessel.

The wet conveyor belt was "operated dry" with expeller and the wet material piled on deck, where it was bagged and shipped back to land. Also where due to sudden rainfall the cargo in the hold became wet, this was carefully segregated by the trimmer, and sent back to the land.

A trim extractor is available, and was partly used. The main trimming work is carried out by a gang of approximately 25 men.

Every instruction given from the ship was promptly executed by the conveyor belt personnel.

Delivery rate: 55 t.p.h. (approx.).
Stowage factor: 1.7 cu.m. to the ton (approx.).
Working time: Around the clock.

The loaders made sure that no chemical additive such as benzene, benzol or hexane had been used to extract the oil, and handed over a certificate with the following values:

Moisture content: 9.6%; Oil content: 6.2%.

The certificate of an independent surveyor showed 8.51% humidity and 7.15% oil content.

SHIPMASTER'S REPORT: October 1982.

Our ship was an 63,770 tons d.w.t. gearless bulk carrier of overall length of 225.03 m. which loaded 3,500 metric tons of Copra expeller pellets in bulk and stowing at an S.F. of 1.6 cu.m./ton. The loading terminal of the Legazpi Oil Company is situated in Lat. 13° 11.5′ N., Long. 123° 45.4′ E., which is unmarked on the Admiralty chart. There is over 54 ft. of water at the berth but the height of the loader is only 40 ft. hence it is important that ships do not arrive with a greater air draft than 39 ft. The port does not have VHF facilities or tugs. The Pilots are well experienced and normally meet vessels about 2 miles N.E. of the berth. The loader is protected by, recently constructed, 4 concrete dolphins and the vessel normally berths starboard side alongside. Two lines are passed to the shore side dolphins fore and aft, one line each to the seaward buoys and one line each to axis buoys and one spring fore and aft. The buoys are situated over 1,000 ft. from the axis of the berth and may necessitate joining of the mooring lines. The loading rate is about 80 t.p.h.

While we were at this berth we had the misfortune of encountering tropical revolving storm "Typhoon Irwing" which passed directly overhead. Berth was vacated when the storm was 150 miles from us to the East. Shelter was sought at an anchorage off the Legazpi harbour breakwater (bearing 230° – 1.0 mile from us). The eye of the typhoon passed directly over us within 24 hours and winds reached a velocity of 75 m.p.h. maximum. The holding ground was good and we rode out the typhoon with 9 shackles of chain out with engines going dead slow ahead when the winds increased to over 40 knots. With the aid of the doppler log on ground tracking and satellite navigator we were able to remain rock steady in the strongest gusts.

Wave heights at this anchorage was never more than one metre. The loading berth is directly exposed to sea and had we remained at the berth the vessel would have been pounded against the dolphins.

The Port Authorities are co-operative. There were no incidents of piracy or thefts.

AUTHORITY: Philippine Ports Authority, Port of Legazpi, Pier Site, P.O.Box 164, Legazpi City, Philippines. *Tel:* 20-12. *FAX:* 21-81. *Contact:* Winfred G.Elizalde, Port Manager.

MANILA, Luzon: 14.35 N. 120.58 E. (See Plan)

See "General" before first port.
PORT LIMITS: Manila Harbour is defined as that portion of Manila Bay within the following boundaries:

A line extending from the Vitas Estero due West (270°) to its intersection with a line running South (180°) to Sangley Point Light, thence along this latter line towards Sangley Point Light until its intersection with a line running E.N.E. (075°) to the N.W. corner of the airport site to the shore to the mouth of the Vitas Estero, the place of commencement. (Philippine Coast Pilot, Part 1, Coast and Geodetic Survey, 1968 edition, p.5-92).

However, Port of Manila jurisdictional district includes that of North and South Harbour and the Manila International Container Terminal.

Under the Port Management of North Harbour's jurisdiction are the smaller ports called sub-ports, namely Subport of Bataan, Romblon and Subic. The operational jurisdiction of Port Management of South Harbour includes the Terminal Management of Pasig.

DOCUMENTS:

Quarantine:

Innoculation List of Crew.
Innoculation List of Passengers, if any.
Health Certificate from Last Port of Call.

Customs:

General Declaration (6 copies) – APAA Form.
Cargo Manifest.
Crew List.
Ship's Stores List.
Passenger List.
Crew Effects Declaration.
Maritime Declaration of Health.
Transit Passenger List.
Plant and Animal List.
Arms and Ammunition List.
Mail List.
Parcel List.
Drugs and Narcotics List.
Stowaway List.
Foreign Currency List.
Dangerous Goods List.
Stowage Plan.
Sequence of Loading and Unloading.

Immigration/Customs Boarding Officer:

Crew List.
Passenger List, if any.
Seaman's Books.
Passports.
Oath of Master.
Inward Foreign Manifest.
Parcel List.
Stores List.
Medicine List.
Crew List.
Passenger List.
Plant List.
Animal List.
Crew Declaration List.
Narcotics and Dangerous Cargo List.
Arms and Ammunition List.
Ship's Clearance from Last Port of Call.
Through Cargo Manifest.
Through Parcel List.
Foreign Currency List.

Note: Above documents are requirements depending if there is such cargo on board vessel.

In order to avoid delay, the Owner, Master or Agent of a ship bound for the Port of Manila must notify the following government and private entities at least 24 hours prior to ship's arrival for regular vessels and 48 hours for non-regular vessels/tramping vessels.

1. Philippine Ports Authority – PDD Manila
   Attention: 1. The Port Manager, for PMO - South Harbour
   2. Office of the Harbour Master, Int'l Container Terminal Services Inc. for M.I.C.T.
2. Bureau of Customs – Boarding and Inspection Section
   Attention: Boarding Officer
3. Bureau of Quarantine
4. Commission on Immigration and Deportation
5. Bureau of Plant Quarantine
6. Bureau of Animal Quarantine
7. Philippine Coast Guard Boarding Team
8. Manila Pilots' Association (Private)
9. Cargo Handling Contractor (Private)
   Marina Port Services, Inc.

PILOTAGE: Pilotage in and out of Manila Harbour and to the piers and into the Pasig River is compulsory.

Agents or owners of vessels calling at the Port of Manila shall inform the Pilot of their vessel's arrival.

Agents can contact the Pilots Association through Channel 16, 24 hours a day, including Sundays and Holidays. Pilots are availableday and night.

The pilot boat is a white vessel with a big letter "P" and the number of the boat painted red at the forward end of the vessel. It is usually located in the vicinity of Quarantine Anchorage where port formalities are conducted.

During bad weather, the pilot boat is located inside the breakwater upon the expressed permission of Port Authorities.

Foreign vessels are boarded outside the breakwater while inter-island vessels at Buoy No. 1, near the entrance to the Pasig River and off the lighted buoy North of North Breakwater.

Notice of vessel's arrival shall be made at least 24 hours before their arrival.

Lights exhibited when a vessel has a Pilot on board are white over red together with other regular navigational lights. Otherwise, only navigational lights are displayed.

During typhoons and bad weather, Pilots require vessels to rig the pilot or accommodation ladder on the lee side.

ANCHORAGES: Vessels which for any reason do not intend to enter either harbour or the river immediately on arrival may anchor anywhere outside of the Entrance Channel. There is also deep water anchorage inside the breakwater. Anchorage is regulated by the Port Services Division, PMO - South Harbour, through the Marine Section.

Quarantine Anchorage: The Manila Quarantine Anchorage is bounded as follows: Beginning at the Manila Outer Harbour Lighted Buoy 1, approximate position Lat. 14° 33′ 09″ N., Long. 120° 54′ 04″ E. thence 000°, 2,360 yards to position Lat. 14° 34′ 23″ N., Long. 120° 54′ 00″ E., thence on a range of 076° 24′ (Customhouse in line with City Hall Tower), 4,000 yards to approximate position Lat. 14° 34′ 50″ N., Long. 120° 56′ 14″ E., thence 242° 30′, 4,440 yards to the Manila Outer Harbour Lighted Buoy 1, the point of commencement.

Forbidden Anchorage: Anchorage is prohibited in that portion of Manila Bay known as the Cable Area which is defined as follows: From a point approximately at Lat. 14° 33′ 42″ N., Long. 120° 59′ 05″ E., the junction of the breakwater forming the South side of the Yacht Basin with the shore of Manila Bay, thence along the breakwater to its end, from its end 255° to 3.65 miles North of Sangley Point Light, thence 066° to the shore of Manila Bay.

Explosives Anchorage: Vessels having gasoline, dynamite or other highly inflammable or explosive compounds on board are not permitted to berth at piers or wharves until such cargo has been discharged. Such cargo must be discharged into lighters from vessels at the anchorage within the circle with a radius of 175 yards centred in Lat. 14° 35′ 15″ N., Long. 120° 54′ 05″ E.

Other Special Anchorages: Lighters, scows, cascos and similar craft are prohibited from anchoring East of the breakwater, Manila Harbour, except in the following designated places:

(a) South of the new Luneta, inside of vessels' anchorages, but only in cases of urgent necessity and with special permission from the Chief, Marine Section.

(b) Along the East side of the West Breakwater and within 85 yards of it, and well clear of the fairway leading to the Engineer Island slipways and well clear of the manoeuvring space usually needed by vessels docking or leaving the oil wharf. No craft shall moor along the breakwater beyond the sharp bends of the breakwater towards the gap.

(c) In the Inner Basin (Engineer Island) East and well clear of the fairway and then only in case of urgent necessity. It is provided that such craft during severe typhoon weather with special permission of the Chief, Marine Section, may anchor temporarily in the Inner Basin West of the fairway, but well clear of the vessels.

Others:

1. No vessel shall anchor or moor in any prohibited anchorage nor use an anchor in that area except for the purpose of assisting in berthing alongside or unberthing.
2. No vessel shall anchor in, or use an anchorage, other than for the purpose for which the anchorage is designated or intended.
3. No vessel shall anchor, berth, moor or lie:
    (a) In the approaches to a port.
    (b) In any principal fairway.
    (c) In such a manner as to obstruct the approach to anchorage or pier/wharf used by other vessels.
    (d) In a cable reserve area, or in any special anchorage indicated on the chart of the Port or Port District except for the purpose specified.
    (e) In a position which is likely to foul a vessel which is anchored, moored, or made fast to a buoy.

RESTRICTIONS:

1. No explosives or dangerous goods shall be loaded or discharged between 1800 hrs. and 0600 hrs. without the permission of the Authority.
2. No vessel or harbour craft with explosives or dangerous goods on board shall remain alongside any other vessel or craft, pier or wharf or other physical landing place between 1800 hrs. and 0600 hrs. without permission of the Authority.
3. No person shall smoke and no fire or naked light, other than navigation or signal lights prescribed by the Collision Regulations, shall be allowed on board any vessel or harbour craft which has or is about to receive on board any explosives or dangerous goods.

MAX. SIZE: The maximum permissable draft inside the port is 9.75 m.

HEALTH: There are 3 types of Pratique that can be obtained at the port: Free Pratique, Provisional Pratique and Radio Pratique.

Foreign vessels calling at the port are inspected by Immigration Officers. When all the quarantine rules and regulations are complied with and the vessel is found free of any quarantinable or communicable diseases, Free Pratique is obtained by the vessel.

On the other hand, if some of the conditions above are not satisfied, a Provisional Pratique is given by the Quarantine.

Radio Pratique is provided to army and navy ships on the following grounds:

1. A doctor is among the crew of the ship.
2. There is no member of the crew sick with any disease.
3. Vaccination Certificates of the crew are in order and valid.
4. The vessel is not from a sick area.

For vessels calling at the Port District of Manila, but already coming from another port of entry in the Philippines, Pratique is automatic. However, if somebody aboard the vessel is sick during the voyage, Pratique shall still be obtained.

RADIO: The particular radio station to be used by a vessel to route ETA cables to agent is at the discretion and selection of the vessel.

Radio Officer's Report: August 1980.

Radio: Intercom Manila Radio, call sign (DZF) operated by the International Radio Communication Philippines. Serving ship to shore and vice versa, domestic and international communications, on HF, MF, and HF radio telephone on 24 hours operation.

VHF: The only coastal station equipped with VHF radio telephone listening on Channel 16 international calling frequency. Simplex and duplex operations on working Channels, for a direct contact with Agents.

Also accepting radio calls on land locally and international link via their local telephone network (PLDT).

VHF: Manila Pilots Association on Channel 16.

RADAR: No existing Port Radar Service.

TUGS: Tugs normally join vessel inside the breakwater.

BERTHING: There are 5 finger piers at South Harbour.

Pier No.	*Pier Length* (m.)	*No. of Berths*	*Depth* (m.)
3	389	4	10.02 – 11.90
5	390	5	9.23 – 11.08
9	393	5	9.49 – 11.68
13	494	7	9.65 – 10.95
15	397	4	10.82 – 11.86

Container Berths: PMO - South Harbour: There are 2 container berths at Berths No. 3 and 4 of Pier 3. Length 163.1 m. each.

One fixed Ro/Ro berth at Pier 13, of 50 ton capacity, 40 ft. loaded.

CONTAINER HANDLING FACILITIES:

Manila International Container Terminal:

Address:	International Container Terminal Services Inc., (ICTSI), ICTSI Administration Building, MICT South Access Road, North Harbour, Manila, P.O.Box 279, Manila Central, Philippines.
Telephone No.:	21-36-51, 21-36-61, 21-36-71, 21-36-81.
Telex:	27182 (ICTSI PH)
Fax:	274-780, 200-413 Planning
Location:	North of the mouth of Pasig River off Pier of the PMO-North Harbour.
Navigational Approach:	The Fairway Channel has a length of 4,000 m. and a width of 250 m. Controlling depth is 12.2 m.
Tidal Range:	Mean Range – 0.763 m. Diurnal Range – 1.021 m.
Total Berth:	Length: 900 m. Width: 420.28 m. Depth alongside: 12.0 m.

Facilities		
Container Yard 1 paved area	—	290,321 sq.m.
Rated capacity	—	19,000 TEUs
Monthly average throughput	—	39,000 TEUs
Reefer Facilities	—	40 Outlets × 220 Volts
	—	170 Outlets × 440 Volts
Container Freight Station Area (CFS 1 - 3)	—	27,238 sq.m.
Rated Capacity	—	114 container vans may be handled at any one time.
Average Tonnage Stored Daily	—	8,000 tons
Berths	—	4
Total Length	—	900 m.
Average Depth at Berth	—	12.0 m.
Average Length per Berth	—	215 m. except Berth No. 1 which has a length of 255 m.
Operational Berthing Space	—	850 m. (can accommodate 4 vessels at any given time with 150 m. LOA per vessel)
Berthing Hours	—	Anytime, with 24-hour notice
Working Hours	—	24 hours
Equipment		
Shore Gantry Cranes	—	3 (All electrically powered)
Capacity	—	35 tons SWL
Travelling Distance	—	645 m.
Waterside Outreach	—	35.05 m.
Back Reach (Landside)	—	10.66 m.
Upper Lift	—	1 container over 4 containers above deck
Lower Lift	—	8 tiers below deck
Straddle Carriers	—	14 Units (8 Valmet, 6 MHI)
Prime Movers	—	42 Units (4 Hino, 38 Ottawa)
Forklifts	—	61 Units (47 Toyota, 7 TCM, 1 Hyster, 4 Mitsubishi, 2 Sidelifters)
Chassis	—	119 Units (82 × 20/40 ft., 29 × 20 ft., 6 × 40 ft., 2 flatbed)
Service Vehicles	—	13 Units

Other Facilities

Weighbridges		—	2
Back-Up Area DASSAD	For dangerous cargo	—	5,000 sq.m. with 2 CFS at 1,500 sq.m. each
NAWACO	For overstaying containers	—	28,000 sq.m. with 8 CFS at 1,254 sq.m. each
APEX	For overstaying containers	—	28,840 sq.m. with 1 CFS
Truck Holding Area		—	2.8 ha.

CRANES:

	No. of Units	*Description*	*Capacity*
Container Terminal:			
Container Cranes (Liebherr)	3	Electric-powered with telescopic spreader for 20 ft., 30 ft. and 40 ft.	35 tons
Container Crane (MHI)	1	High operating speed, latest technological innovations	
Yard Transfer Cranes	2	Mitsubishi Rubber Tyred Gantry Cranes, 20/40 ft., telescopic spreader-bar	40 tons SWL
South Harbour:			
Container Cranes (Liebherr)	2	Electric-powered	35 tons
Mobile Cranes	3	MI-Jack	Lifting Crane

CONTAINER/GENERAL CARGO STORAGE FACILITIES:

Transit Shed	*Number*	*Use*	*Capacity*
Pier 15	2	Transit sheds – temporary storage for import and export	6,000 tons/ 5,750 sq.m.
Pier 13	1	Transit shed – temporary storage for import and export	3,000 tons/ 3,100 sq.m.
Pier 9	3	Transit sheds – temporary storage for import and export	11,020 sq.m.
Pier 5	4	Transit sheds – temporary storage for import and export	12,000 tons/ 12,664 sq.m.
Container Yard	3	Asphalt paved and partially concreted CY 01 3,150 TEUs CY 02 535 TEUs CY 03 250 TEUs	100,650 sq.m.
Container Freight Station	2	For stripping/stuffing, storage purposes	10,000 tons
Open Storage Area	5	Asphalt paved	24,300 sq.m.
Car Compound (STALAG)	1	For cars and other small vehicles	4,000 tons
Warehouses	9	Storage of import/export cargo	35,000 tons
Chassis Parking	1	Asphalt paved	2,000 TEUs, approx. 2 hectares

Liquid cargoes are handled at South Harbour, at the anchorage only through ship to ship or in to lighters.

BRIDGES: None.

STEVEDORES: Arranged by vessel's Agent prior to arrival.

MEDICAL: Notice from shipping Agents is required at least 24 hours in advance.

For quarantinable diseases, there is a 12-bed hospital, the Quarantine Isolation Centre is located at the airport.

Hospitals: Manila Doctors Hospital, Medical Arts Center, 664 T.M. Kalaw. Tel: 59-16-11

Hospital, 667 United Nations Avenue. Tel : 50-30-11.

Medical Center Manila, 1122 General Luna. Tel: 59-16-61, 59-09-21, 59-00-21.

TANKERS: Tankers are accommodated at Limay Sub-port.

Rosario: Filoil Refinery Sea Berth: Located at the entrance to Manila Bay in position: Lat. 14° 26′ 30″ N., Long. 120° 46′ 40″ E. This position is 2.5 miles off the shore of Rosario, Province of Cavite.

The mooring area is marked by 6 mooring buoys. A ship's guide buoy marks the point where the ship's starboard anchor will be dropped upon entry into the berth. 4 other buoys inside the berth at midport mark the end of the submarine pipeline, centre of ship's manifold and the hose ends respectively. The bearing of the centre of the berth is N. 65° E. The depth is 50 ft. at high tide and 45 ft. at low tide approximately.

The weather is quite good during the dry season, but is unfavourable during monsoon season (May to November). Wind and swells are mostly from a S.W. direction and usually prevalent during monsoon season.

It is emphasised that vessels moored at the berth must be in good condition to clear the berth immediately in case of an emergency. Ship's engines and gear must be ready with full power for immediate use. Ship's personnel should be at their stations at all times during mooring, unmooring and cargo unloading operations.

Radio: Filoil Makati Office may be contacted by dialling telephone Nos. 87-40-61 and 87-40-71. The Rosario Refinery may be contacted by dialling telephone Nos. 47-95-51 and 47-95-53.

Communication from the Sea Berth with the Refinery, Filoil's launch and Filoil Representative on board is through VHF radio. If VHF radio fails, the Filoil launch will be despatched to bring message either way.

Filoil Representative on board maintains a radio watch and constant communication with the shore for general purposes and emergencies.

Luzon Stevedoring Company tugboats also maintain a constant radio communication with their representative at the shore. In case of emergency, messages can be relayed via these tugs.

Ship's Agent: All vessels carrying crude or other cargoes for discharge at Filoil Refinery Sea Berth must appoint their local ship's Agent who will provide them with the necessary ship husbandry services.

Notice of Arrival: They must report their ETA to Filoil Refinery Corporation, cable address "Filoil", Manila, Philippines, 3 days after leaving port of loading and 72 hours before arrival at Manila.

Pilot and Boarding Parties: Pilots are arranged for by the ship's Agent. Generally, Pilots board the tanker at the Manila Anchorage to assist the Master to moor in the berth and leaves at the Sea Berth after berthing.

Filoil Representative boards the tanker 1 mile before the Sea Berth, but if it is the first voyage, he boards the tanker together with the Port and Government Authorities at Manila Anchorage.

Tugs: Tugboat service is arranged for by ship's Agent. Tugs generally come from Manila. Give at least 48 hours' notice when ordering tugs.

Quarantine, Customs and Immigration: Manila is the port of entry for the Rosario Sea Berth. Therefore, entry and clearance must be arranged by the Ship's Agent at Manila. Boarding Officers board the vessel in the Quarantine Anchorage prior to arrival within the mooring area. Pertinent Government Officials should be given sufficient time, usually not less than 24 hours Monday to Friday, and 48 hours Saturday and Sunday. Generally, entry and clearance can be arranged by the Agent who should advise Customs well in advance of the vessel arrival.

Ballast, Bilge and Garbage Disposal: There are no ballast facilities at the refinery. Masters are advised that in Manila Bay, the Harbour-Pollution Regulations are rigidly enforced. Therefore no bilge water, oil contaminated water, garbage or similar refuse which may pollute the sea water in any way, is to be discharged overboard while the vessel is within Manila Bay and approaches thereto. The staff at Rosario are required to report any violation of this Philippine Merchant Marine Regulation.

Launch Service: Regular launch service for crew transportation is not available and has to be arranged through ship's Agent. The Luzon Stevedoring launch is used to run lines, assist in picking up cargo hoses, etc. Filoil's owned or hired launch is for the exclusive use of Filoil Representative and personnel boarding the vessel; however, transportation may be arranged through Filoil Representative in cases of emergency.

Medical: Medical attention can be arranged by the ship's Agent. There is a clinic at the refinery. The nearest hospital is 0.5 miles.

Heading for the Sea Berth: As soon as government clearance (Pratique) is granted, vessel weighs anchor and heads for Rosario Sea Berth, a distance of about 16 land miles from Manila Anchorage.

Vessel Mooring Gears and Facilities: The vessel's bow is secured in the moorings by the use of both bower anchors. Therefore, ship must have both bower anchors ready for immediate use, each with a minimum of 150 fathoms of chain. Anchors, chains and anchor windlass must be in good condition and capable of heaving ship ahead with the chain or letting one chain go out on the run while heaving in on the other. Mooring Buoy No. 6 can be used instead of port anchor if 3 mooring lines are hooked up.

Vessels must be equipped with 10 in. manila or better mooring lines of not less than 8 in. circumference and not less than 90 fathoms in length of each line. 2 lines are required for each of 6 mooring buoys, 5 of which are aft to secure the ship's stern. Therefore, 5 lines are to be available on the fantail for mooring to Buoy Nos. 1, 2, 3, 4 and 5.

Vessels having wire moorings secured on warping winches with surge valve and brake are acceptable. Warping winches must be adequate to handle mooring line under heavy strain. Efficient stopper lines must be readily available to "stop" mooring lines for transfer from winch to bitts without loss of tension.

All chocks other than roller (if free) shall be fitted with chafing gear to protect lines before berthing operation commences, endeavouring to install chafing gear after the ship has been moored has proven impracticable. Old fire hoses or substitute is suggested.

If in the opinion of the Pilot, the vessel's mooring facilities lines and/or gear are inadequate, he will inform the Master and Filoil Representative, and in such event the vessel will not be allowed to enter the moorings until such conditions are deemed satisfactory.

Docking Procedure: To moor, the vessel approaches the mooring heading due South. When in proper position, the starboard anchor is dropped and the chain allowed to run until vessel crosses the mooring area to a point where the port anchor is let go or when the mooring lines are dropped to Buoy No. 6. Then the engines are backed and the vessel with the assistance of the tug, manoeuvred into the mooring area where after lines are run to the 5 mooring buoys and then the anchor chains are brought tight simultaneously with the securing of the stern to the mooring buoys. The vessel is then heading due West parallel with the tide current flow.

When secured in the berth, vessel should not be closer than 10 m. from the end of the submarine pipeline. Bower anchor chains should have spread of not less than 30° on either side of the ship's imaginary fore and aft line extended forward. Stern buoy moorings should be set as taut as possible and anchors form an approximate angle of 300° with water line.

Submarine Hose Lifting Gear and Manifold Connection: The derrick on the port side in way of the hose connection must be rigged to lift not less than 5 tons. The topping lift shall be available to raise or lower the boom as required and the winch and whip shall be of a quality and nature to lift the hose exactly and evenly. The hose and fittings are considered to weigh 3 tons. The hose connecting gang and its supervisor are from Luzon Stevedoring Company and are under contract to Filoil. They will use the ship's machinery to raise the 2×10 in. hoses from the bottom and secure same to the ship's side. They will also disconnect the hoses and lower same to the bottom of the sea after completion of discharging of cargo. The ship's manifold must have 10 in. flanges for connection to 10 in. submarine hoses.

Safety Rules and Regulations:

Mooring lines must be in good condition and kept tight at all times.

Sparking smoke stacks must not be permitted. If for any reason a stack catches fire or emits live sparks, cargo operations must be stopped immediately on this and adjoining vessels.

Throw nothing overboard from deck or portholes while at Sea Berth.

During cargo and/or ballast operations, vessels shall show red flag by day and red light by night. No smoking amidships during cargo and/or ballast operations.

No chipping, repairs, welding or hot work is allowed on any vessel while at sea berth unless special permission is given and a safety permit obtained. The ship must always be ready to sail out at a moment's notice. The Authority decides when vessels at pier side and Inner Anchorage be shifted to Outer Anchorage during Typhoons.

Pumping crude oils must be stopped during electrical storms or if lightning appears in close vicinity.

In case of fire, shut down all pumping and sound alarm. Disconnect hoses so as to be ready to shift from berth. All vessels at berth must have main engines ready for use. Water, foamite and steam are never to be used on electrical fires. Use dry chemical or Pyrene. Use foamite, water fog, steam CO_2 or dry chemical on oil fires.

Avoid spilling oil on deck. If any oil is spilled, it must be cleaned immediately. Gasoline or naphtha is not to be used for cleaning.

Only Underwriter's laboratory approved flashlights permissible use in methane and air mixtures by the U.S. Coast Guard are to be used for loading, discharging, ballasting and/or repair work on vessels.

Ullage screens are to be kept in place during cargo and/or ballast operations.

No extension cord or portable cables which are connected to an electric power source shall be used on deck in way of cargo or fuel tanks unless vessel is certified gas-free.

Fire hose shall be laid out and suitable fire extinguishers available. Failure to comply with any of the above rules will result in the vessel being shut down. Sufficient copies are to be presented to the Master so that they may be posted in various places about the vessel. It is the Master's responsibility to see that these rules and regulations are enforced.

Discharge of Cargo: After hoses are connected the Filoil Representative will, after communication with the refinery, advise commencement of pumping. In the beginning the rate is to be slow and the Filoil Representative will advise when pumping rate is to be increased to maximum. Discharge of cargo may be stopped due to adverse weather conditions. In which event, the hoses are disconnected and the submarine hose lowered to the sea bottom. Cargo discharge will be resumed when the adverse weather moderates.

Crude oil discharge through 2×10 in. hoses 255 ft. long through a 10 in. check valve and 10 in. gate valve then into the 24 in. pipeline which is 2.5 miles in length. The height of the shore tanks (foundation) above sea level if 15.5 ft. Pressure at the ship's side must not be less than 60 lb. Maximum pressure allowed is 120 lb. at the ship's side.

Stripping – Tank Draining: To keep a discharge time to a minimum, tanks should be stripped into one of the ship's tanks and the final stripping shall be from only one tank.

Board and Lodging Accommodation: Sufficient accommodation and meals are requested to be available and prepared for the Filoil's Representative in the Officers' quarters. He will remain with the vessel until casting off or until relieved to be of assistance to the crew.

DENSITY: Variable.

FRESH WATER: Fresh water is available from barges.

FUEL: This depends upon the requirement of the vessel. However, as to the quantity, the Philippine Government can only sell vessels sufficient for it to reach the next port of call.

FIRE PRECAUTIONS: The "Absolutely Non-Smoking Area" signs to be exhibited. Permission must be obtained from the Authority before following undertaken – welding work, onboard repairs, vessel imobilisation.

REPAIRS: Only minor repairs possible.

DRY DOCKS: *Bataan Shipyard and Engineering Co. Inc.:*

1 Graving Dock with max. length 164 m., breadth 23.16 m. and depth 12.19 m. Max. size 16,000 d.w.t.

1 Synchrolift for vessels up to 2,000 d.w.t.

Philippine Shipyard and Engineering Corp. (Philseco): Located at Subic Bay.

1 Graving Dock, 350 m.×65 m.×12.5 m. Capacity 300,000 d.w.t.
1 Berth, length 300 m., depth 9 m.
1 Jetty, lengths 185 m. and 135 m., depth 9.0 m.
1×80 ton crane and 1×30 ton crane.

Keppel Philippines: 2 dry docks:

1. 110 m.×19 m.×5.0 m. on sill.
2. 110 m.×15 m.×5.5 m. on sill.

SURVEYORS: Lloyds' Register, A.B.S. and others located in the city. Cargo inspectors available.

GANGWAY/DECK WATCHMEN: This service is available whenever needed.

HATCHES: Stevedores usually open and close hatches. In special cases, when the vessel is of a different model and the hatches are constructed differently, crew members are requested to assist stevedores.

CUSTOMS ALLOWANCES: The only allowable quantity of goods to be held out of bond is that which the members of the crew can use personally. Usually, one or two bottles of wine and a pack of cigarettes. Those brought out from the vessel beyond this will be considered for commercial consumption and will therefore be charged tax.

REPATRIATION: Shipping Agent can arrange this with the Bureau of Immigration.

AIRPORT: The nearest airport is the Nimoy Aquino International Airport, about 8 km. from the Port District of Manila. This is served by regular airlines.

TIME: GMT plus 8 hours.

HOLIDAYS: There are about 12 national holidays in the Philippines. Working days are from Monday to Friday, for government employees, and Monday to Saturday, for private employees. However, the Port of Manila does not observe any of these holidays. Operations at the port are on a day-to-day basis.

Work stoppages may be declared on the following holidays:
Good Friday (1800 hrs. Thursday – 1800 hrs. Friday)
Christmas Eve (1800 hrs. 24th December – 1800 hrs. 25th December)
New Year's Eve (1800 hrs. 31st December – 1800 hrs. 1st January)

POLICE/AMBULANCE/FIRE: Police Tel: 59-90-11, 59-43-44, 59-63-36. Ambulance Tel: 62-38-58, 61-53-76, 61-53-89. Fire Tel: 47-43-24, 48-37-34, 58-11-76.

EMERGENCY CO-ORDINATION CENTRE: Philippine Coast Guard Tel: 483257 (Operations).

TELEPHONES: Arranged by vessel's Agent from the Philippine Long Distance Telephone Co.

BANKS:

Far East Bank, Far East Bank Complex, Muralla St., Intramuros, Manila. Tel: 40-10-21/30.

Land Bank of the Philippines, South Harbour, Port Area, Manila. Tel: 47-43-48.

Philippines National Bank, Port Area, Bureau of Customs Compound. Tel: 48-54-88, 40-31-48.

SHORE LEAVE: Crew members are allowed ashore as long as sufficient members of the crew are left on board to manage the vessel in case of unforeseeable incidents. This is necessary in order that the vessel can be removed from berth or anchorage.

IDENTIFICATION CARDS: Shore passes are issued by the Bureau of Immigration.

GARBAGE DISPOSAL:

(a) Bunag Garbage Services,
253 Banalo, Bacoor, Cavite,
Philippines

(b) Capt. TVD Marine Services & Gen. Mdse.,
Nena Samio Building
1356 Gen. Luna St., Paco, Manila.
Philippines.
Tel: 521-45-42

Charges: P. 1,423.10 (alongside), P. 1,552.30 (anchorage).
Collection Time: Monday, Tuesday and Friday, or it depends on the vessel.

WASTE OIL DISPOSAL:

(a) CNR Enterprises,
S513 Downtown Center Building,
516 Quintin Paredes St., Binondo, Manila,
Philippines.

(b) Cristina Lee,
367 Rizal Avenue Extension,
Caloocan City, Metro Manila,
Philippines

(c) Oil Link Services & Enterprises,
Mez., Mary Bachrach Building,
25th St., Port Area, Manila,
Philippines.

SEAMAN'S CLUB: United Seaman's Service, Manila International Seaman's Center, Box 165, Bonifacio Drive, 8th Street, Port Area, Manila, Philippines 1002.

CURRENCY: Philippine Peso.

REGULATIONS: No particular or unusual regulations are observed at the port.

DELAYS: The expected delays are: During inclement weather, some difficulty may be encountered in berthing and when some of the specialised cargo handling facilities have failures.

DEVELOPMENTS: Manila's port expansion and upgrading is expected to be completed during the second quarter of 1994.

The rehabilitation of the harbour will restore the piers to their original engineered strength to enable the port to meet future requirements.

Work on the South Harbour consists of the structural repairs of all damaged slabs, beams, and piles of Piers 3, 5, 9 and 15, installation of rubber dock fenders, widening of the apron on both sides of Pier 9, levelling of the passages at Piers 5 and 15, demolition of 2,550 m. of curbs and beams at Piers 3,5 and 15 and at the seaside of Pier 9 and its replacement with new cast-in-place concrete curbs and fascia beams, construction of a 600 sq.m. single-storey building, demolition of a 9,200 sq.m. steel framed transit shed, improvement of existing roads, area lighting, water supply, drainage and sewer systems and ancillary works, and the rehabilitation of the existing breakwater on the West side of the harbour.

Project contractor for the South Harbour component is Kawasaki Steel Corporation.

When these projects are completed, ships will have shorter service time, and maintenance, equipment, and cargo handling costs will be reduced.

Reconstruction to keep abreast with world standards for port operation at South Harbour expects to accommodate the projected 13% average annual growth rate from 1992 to 1996 plus the anticipated 10% growth in the Pacific Basin in the 90's and beyond.

Commitment to Port Development: MICT

Proposed Development: The port will be converted to transtainer operations in 5 years. The container yard will be expanded by approximately 13 hectares when volume of throughput indicates the need. A new Container Freight Station building will also be built.

Container Berth No. 5: To be constructed. Length 300 m., depth 14.5 m. The berth will be equipped with 4 large gantry cranes.

AUTHORITY: Philippine Ports Authority (Head Office), Marsman Building, South Harbour, Port Area, Manila, Philippines. Mailing Address: P.O.Box 436, Manila, Philippines. *Tel:* 47-92-04, 40-81-66. *Telex:* 40404 (ITT). *Cables:* PHPORTS Manila. *Contacts:* Rogelio A. Dayan, General Manager. Tel: 47-92-04. Vicente T. Suazo Jr., Assistant General Manager, Operations. Tel: 48-52-56, 47-50-08.

Port District Office-Manila: PDO-Manila Building, South Harbour, Port Area, Manila, Philippines. *Tel:* 47-34-41. *Contact:* Juan C. Sta. Ana, Manager, PDO-Manila. Tel: 49-36-20, 47-34-41, Ext. 210. Fax: 48-37-95.

Port Management Office – North Harbour: Marcos Road, North Harbour, Manila, Philippines. *Tel:* 27-34-19, 26-22-15. *Contact:* Jalilul H. Salialam, Port Manager, North Harbour. Tel: 27-34-19.

Port Management Office – South Harbour: Passenger Terminal Building., Pier 7, South Harbour, Port Area, Manila, Philippines. *Tel:* 48-25-31. *Contact:* Simeon T. Silva, Jr., Port Manager, South Harbour. Tel: 48-25-31, 47-34-41, Ext. 269.

AGENT: Jardine Davies Transport Services Inc., 6F, Jardine Davies Building, 222 Sen. Gil J. Puyat Ave., Makati 1200, Metro Manila, (P.O.Box 298, Manila). Tel: 875051/58. Telex: 23589/45507/65008 JARSHIP. Fax: 8191671. Cables: Jarship Manila.

Associated with Jardine Shipping Agencies.

MASBATE, Masbate Island: 12.35 N. 123.31 E. (See Plan)

DOCUMENTS:

Inward Coasting Manifest.

Hatch Plan or Stowage Plan.

Vessel's Information Card.

PILOTAGE: Pilotage is compulsory. ETA advise should be sent to the Harbour Pilot Association, Legazpi City at least 36 hours before vessel's arrival. The vessel is met by the Harbour Pilot about 2 km. from the mouth of the channel of Masbate Bay aboard a boat displaying a Pilot's flag.

ANCHORAGE: Within Masbate Pass, but not greater than 500 m. from the mouth of the channel leading to Masbate Bay. The area within the Masbate Bay could only be used during emergencies and typhoons.

RESTRICTIONS: Present port facilities can only accommodate 1 vessel at a time due to draft limitation and physical length of the wharf.

MAX. SIZE: LOA 300 m.; Draft 40 ft.

HEALTH: Vessels will clear quarantine on arrival at Masbate Harbour. Quarantine Officers will normally board the vessel once it is inside Masbate Bay.

BERTHING: The entire berth length of the wharf could be utilised for the loading or unloading of cargoes. Length of quay 180.0 m. Width 10 m. Max. depth of water 40 ft. Quay height above sea level 2 m. at high tide and 4 m. at low tide. Average rate of loading/discharging 20 tons per gang hour.

CRANES: None available.

STEVEDORES: Provided by Masbate Consolidated Arrastre, Inc.

MEDICAL: One government hospital and three private hospitals.

FRESH WATER: Available by special arrangements.

FUEL: All grades obtainable from Caltex depot in the area and supplied by lorries alongside.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

HATCHES: Opening and closing of hatches are part of the stevedores' work or at the Master's option.

REPATRIATION: All facilities available for crew changes; good sea and air connections.

AIRPORT: 3 km. from port area. One flight to Manila and Legazpi daily.

HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special Public Holidays declared by the President of the Republic of the Philippines is also included.

If any other legal holiday falls on a Sunday the following day is observed as a Holiday. Cargo work can be arranged on any or all holidays with the vessel's Agent.

POLICE/AMBULANCE/FIRE: Police and ambulance can be contacted through the local PPA office.

TELEPHONES: Placing of telephones on board can be arranged with the local telephone company (PILTEL).

SHORE LEAVE: Crews can be allowed ashore in company of an Immigration Officer.

GENERAL: Vessels intending to call port at Masbate shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocation is on a first-come first-served basis.

DEVELOPMENTS: Extension of the wharf by 80 linear metres.

AUTHORITY: The Supervising Officer, Philippines Ports Authority, Masbate, Philippines. *Contact:* Winfred G.Elizalde, Port Manager, Legazpi (Tel: 2012).

MASINLOC, Luzon: 15.32 N. 119.57 E. (See Plan)

SHIPMASTER'S REPORT: June 1988.

DOCUMENTS:

6 copies Crew List, these being in addition to visaed Crew Lists supplied in advance.

3 copies Stores List.

3 copies Bonded Stores List.

3 copies Crew Declaration.

1 Summary of Ship's Particulars.

1 copy Maritime Declaration of Health.

1 copy Manifest of Transit Cargo.

1 copy each of Passenger List, Livestock, Arms and Ammunition Declaration or "Nil".

Last Port Clearance.

PILOTAGE: Pilot boards in position 15° 33′ N., 119° 53′ E. In view of the absence of navigational aids (buoys) it is recommended that the vessel waits for the Pilot to fetch the vessel inside to the anchorage. The depth outside is too great for anchoring. We drifted, 8 miles offshore, for a period of 14 hours whilst awaiting the Pilot and experienced very little drift.

The Pilot boards from an outrigger fishing canoe exhibiting a large 'H' flag. For berthing, normal pilotage hours are from 0500 – 1000 hrs., but this may be extended in calm weather conditions. No docking or undocking during the hours of darkness.

The Pilot was competent in berthing the vessel, using a starboard anchor (7.5 shackles out when alongside) and a mooring boat to run lines to the jetty, buoys and dolphins.

ANCHORAGE: The anchorage is about half a mile from the berth in position 15° 32.5′ N., 119° 56′ E., depth of water 11 fathoms.

Clearance is sometimes carried out at the anchorage.

RADIO: All communications are via Manila Radio as there is no direct link with Masinloc.

VHF: No VHF communications possible with the port or pilot.

BERTHING: The bulk loading jetty is located in position 15° 32.9′ N., 119° 56.3′ E., depth alongside 31 ft.

Starboard anchor was used for berthing. Lines were run to buoys ahead, astern and starboard quarter. Breast lines were run to dolphins and springs were run to the jetty (See "Plan").

Loading: Loading is by conveyor and shoot which can be deflected slightly forward and aft. Rate 100 tonnes per hour – 120 tonnes per hour.

Access gangway provided from the jetty.

Loading is suspended in heavy rain and hatches are covered.

STEVEDORES: Loading is carried out throughout 24 hours.

MEDICAL: Consultations can be arranged.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: Nearest Consuls are at Manila.

REPAIRS: No facilities available.

SURVEYORS: Based in Manila.

REPATRIATION: Repatriation can be effected through Manila which is about 3 hours by car.

AIRPORT: At Manila.

GENERAL: *Chart:* B.A. Charts No. 3806 (approach), 3559 (plan).

Notice of Arrival: To be sent to Agent in Manila.

Telephones: The nearest telephone is 1.5 hours away by car.

Accommodation: There is a local lodging house, but no air conditioning available so probably more comfortable aboard the vessel.

Stores: Available at local market.

SHIPMASTER'S REPORT: January 1989.

PORT LIMITS: Notice of Readiness tendered showing the time we reached the pilot station (Lat. 15° 33′ N., Long. 119° 53′ E.), and it was accepted without objections.

DOCUMENTS:

8 copies Crew List.

8 copies Passenger List.

3 copies Personal Effects List.

3 copies Stores List.

1 copy Vaccination List.

1 copy Cargo Manifest (cargo to be discharged – obviously always "Nil").

PILOTAGE: Pilot boarding position Lat. 15° 33′ N., Long 119° 53′ E.

There is only one pilot available. No VHF equipment available. ETA should be sent through Manila Agent.

As all buoys and beacons are missing, the ship can proceed, assisted by Pilot, in daytime only, whether for berthing, unberthing or anchoring.

The latest time the Pilot will board, all year round, is 1800 hrs.

In the calm season, a place for temporary anchorage is located 2 to 3 cables from that recommended by B.A. Pilot. (This one, in my opinion, is too close to the bank).

The Pilot recommends waiting outside and drifting, from April till October, as the anchorage is unreliable.

ANCHORAGE: The inner anchorage can accommodate 2 vessels. During the typhoon season, vessels should seek shelter in other places in the North or in the South.

RESTRICTIONS: Daytime only for berthing and anchoring.

No restrictions for shifting the ship by her own ropes at the wharf, at any time, for loading purposes.

HEALTH: Radio Free Pratique requested in advance, but of no advantage. Authorities boarded for the formalities and the whole process for Free Pratique was performed then.

RADIO: No local radio station; Agent's representative will make contact through his Manila office.

RADAR: Not available.

TUGS: Not available.

BERTHING: Only one berth, owned by Benguet Co., for loading chrome ore, exclusively by shore equipment (See "Plan").

BULK CARGO FACILITIES: There is a conveyor belt feeding a "shuttle". The maximum reach of the shuttle is 48 ft., measured from the outer border of the horizontal fender in the wharf. Its overall length if 57 ft. 3 in.

Onshore, a payloader and bulldozers are used for handling of the ore.

The shuttle can move backward and forward following the axis of the wharf (See "Plan"), somewhat oblique to the fore/aft line of the ship.

There is a flat spout at the end of the shuttle that, according to how it is positioned, permits direct loading in four different fixed directions.

Nevertheless, the trimming of cargo is performed by 15 to 20 men with shovels.

Maximum air draft for the hatch coaming: 35 ft. (low water).

Maximum loading rate: 200 tonnes/hour.

The ore arrives by rail cars from the milling plant some 27 km. away and is stocked while no ship is berthed.

CRANES: No cranes available.
STEVEDORES: Regular employees of Benguet Co., working 24 hours a day.
MEDICAL: For emergency cases there is one hospital 10 km. from the port.
DENSITY: 1022 to 1025.
FRESH WATER: Not available at present.
GANGWAY/DECK WATCHMEN: Compulsory.
REPATRIATION: Through Agents via Manila.
AIRPORT: Ninoy Aquino International Airport (formerly "Manila International Airport").
HOLIDAYS: Only holiday is Good Friday when work ceases from 0700 hrs. – 0700 hrs. the following morning.
POLICE/AMBULANCE: From Masinloc City, 1 km. from the port.
DELAYS: Only delays caused by force majeure (typhoons or another vessel already berthed).
SHORE LEAVE: Shore passes are sufficient, there are no restrictions regarding time. For receiving visitors, Master should ask the Authorities for permission in advance. The best opportunity is during clearance formalities.
GENERAL:

(a) Agents, surveyors, workshops and ship chandlers come from Manila. It is therefore very important to make all arrangements well in advance, even the ETA to Pilot.
(b) Boat service: When at the anchorage, whether for bringing the crew ashore, spares or parts for repair, small boats with 2 stabilizers are commonly used in many places in Philippines. One of these boats is used for handling the first lines to the berth and when shifting ropes from one bit to another.
(c) Length of the pier: 207 ft. 7 in. (bridge and dolphin excluded).
(d) Distance from tunnel portal to pier end: 640 ft. 7 in.
(e) Dredging is in progress. After completion the guaranteed draft will be 34 ft. maximum. Before starting, it was 31 ft.
(f) Maximum permissible draft at LW is 34 ft.
(g) During the stay in port and at the anchorage, 2 Customs Officers live on board; a cabin and meals are required for them.

AUTHORITY: Philippines Port Authority (PPI).

SHIPMASTER'S REPORT: May 1989.

VESSEL:
LOA: 119.6 m.
Beam: 18.5 m.
D.W.T.: 9,262 tons
G.R.T.: 5,373 tons
N.R.T.: 3,082 tons
Loaded Draft: Forward: 7.4 m. Aft: 8.3 m.

CARGO: Chrome Ore.
DOCUMENTS: The following are required:
1 copy Last Port Clearance.
6 copies Crew List.
4 copies Crew's Personal Declaration.
4 copies Stores/Narcotics List.
2 copies Animal List.
2 copies Plant List.
2 copies Firearms Declaration.
2 copies Vaccination List.

Derat Certificate should be ready for inspection. If any crew changes then 2 copies of amended Crew List are required.
PILOTAGE: Compulsory for all foreign vessels. Pilotage is restricted to daylight hours, and in good weather only. There are 2 pilots for the port (one was on leave during our call). Pilot boat is a wooden fishing boat with 3 m. long spreaders on either side for boarding. There are many fishing boats in the vicinity and therefore it is difficult to distinguish the pilot boat from other boats. It is only when close by that you notice a small pilot flag on the boat. Pilot has a walkie-talkie with Channel 16 (it was malfunctioning during our call). Pilot boards 1.5 miles North West of Alupihing Point (Salvador Is.). Pilot was very experienced.
ANCHORAGES: Owing to numerous reefs, shallow waters and restricted manoeuvring space it is recommended that vessels remain underway in the offing at least 2 miles off the coast. There was a negligible drift in 4 hours whilst we were awaiting daybreak.
RESTRICTIONS: Port is entered during daylight hours and only in good weather. Buoys No. 1, 2, 3 and 4 are missing. Beacons (wooden piles) exist as marked on the chart (BA. Chart No. 3559). Leading beacons were white slatted top marks with front metal triangles. At present, they are very rusty and are very difficult to sight unless one is dangerously close. I gave the Pilot some white paint so they could be painted. All reefs are noticeable as discoloured water. Please refer to China Sea Pilot for further details. There is very little range of tide at Masinloc.
MAX. SIZE: According to Pilot 32 ft. draft is the maximum. Length of pier is 66 m. only. There is a new pier under construction which is due to be commissioned in July of this year.
HEALTH: Free Pratique is requested by the Agent at Manila. Doctor comes from Manila, remaining quarantine officials operate from Masinloc. Usual inspection is carried out upon arrival.
RADIO: No radio at Masinloc, all communications through Manila Agent.
VHF: No VHF communications available.
RADAR, TUGS: Not available.
BERTHING: Channel is surrounded by tree-covered mountains. Tying up procedure takes about an hour from the first line to the last line. There is only one berth, a T-head concrete pier, 66 m. long with a steel bridge extending at the S.E. end. A dolphin is used for breast lines forward and aft. Loader, red in colour, is stationary with maximum horizontal extension of 14.5 m. Trimming of cargo is done by hand by inexperienced labour. When shifting vessel fore and aft it is very important that vessel remains parallel to pier at all times as there is less water beyond the line of pier. Air draft was 12.2 m. Cargo from this port is chrome ore only. Ore is brought by railway wagons from mines to the storage area, where it is put on to a conveyor belt by earthmovers and finally loaded on to the vessel. Conveyor belt is about 200 m. long. We averaged a load rate of 140 tonnes/hr.

Draft surveyors work out quantities twice a day, along with the Chief Officer.

Shore load scale was found to have a difference of about 2% on the high side. During total loading operation of 70 hours, we had chute trouble for 6 hours and 3.5 hours was utilised in 3 shiftings.

We were port side to with starboard anchor 7 shackles in water.

Notice of Readiness is accepted after holds are passed for loading.
FRESH WATER, FUEL: Not available.
DENSITY: 1023, constant during our stay.
REPAIRS, DRY DOCKS: Not available.
CONSULS: None at Masinloc, only in Manila.
SURVEYORS: Can be arranged from Manila only. Sufficient notice should be given as it is a 5 hour drive.
CUSTOMS ALLOWANCES: 1 bottle of spirits and 200 cigarettes per person.
REPATRIATION: Possible via Manila.
TELEPHONES: Only possible from Subic City (an American Naval Base), which is 120 km. from the port (about 2 hours' drive). Even domestic calls are not possible from Masinloc.
SHORE LEAVE: Allowed. Shore passes are issued and must be carried at all times.
GENERAL: Watchmen (2) are recommended by the Agents, though I found the port safe in all respects. 2 Customs Officers stay on board at all times, accommodation and food is to be provided. No ship chandlers at Masinloc. No deck or engine stores available, same can be arranged through Manila Agent, but would be expensive owing to transportation costs. Some fresh provisions can be purchased at Olangapo City, 140 km. from port (20 km. from Subic City). Seafood was relatively cheap compared with other places. Masinloc is a small town with a few ordinary hotels, accommodation is always available. Main mode of transportation is bus.
AGENT: There are no agents at Masinloc. Agent comes from Manila and remains at Masinloc during vessel's stay and is available whenever required.

MATI, Mindanao: 06.56 N. 126.14 E. (See Plan)

SHIPMASTER'S REPORT: August 1990.

Also see "Davao".

DOCUMENTS: Entry formalities require 30 officials to clear vessel, and 6 copies of the following are required (these stapled together into small booklets to reduce confusion, with all officials taking papers simultaneously).
(a) Customs Inward Foreign Manifest.
(b) Ship's General Particulars and Information.
(c) List of Ports of Call.
(d) Crew List.
(e) Crew's Declaration Manifest.
(f) Ship's Bonded Stores List.
(g) Ship's Provisions List.
(h) Arms and Ammunition List – Nil.
(i) Animal List – Nil.
(j) Plants List – Nil.
(k) Mail List – Nil.
(l) Currency List – Nil.
(m) Passenger List – Nil.

Note: (h) to (m) can be included on one list to save paper.
APPROACHES: As it was the vessel's first visit, arranged arrival time to coincide with sunrise for approach into Pujada Bay. No navigational marks or aids seen at all.

Radar parallel index approach is possible, as land on either side steep to and good radar targets, as are Pujada and Uanivan Islands.

Pujada Bay is over 200 fathoms deep in places with plenty of space. Vessel entered Bay, and altered to leave a conspicuous white building (shown as "Mill" on chart, and is an old plywood mill, redundant) ahead.

Numerous small fishing pirogue dug-outs in Bay.

Actual loading berth is a dark, pyramid shed, with 3 oil tanks adjacent, which lie further to starboard.
PILOTAGE: Pilot comes from Davao, which is 4 hours away by bus, so plenty of advance warning to agent required. Vessel's Agent in Manila, so everything co-ordinated from there.

No VHF facilities to contact anyone locally.
ANCHORAGES: Anchoring not recommended without extensive local knowledge, as require to be close to shore, and there are underlying reefs off the town of Mati.

Vessel stopped, and waited for Pilot just inside the 100 fathom line, which is about 1.5 miles off the berth.
RESTRICTIONS: Do not shift too far ahead or astern when changing holds, as reef astern and shallow water ahead.
MAX. SIZE: 18,000 g.r.t. (about 180 m. LOA).
TUGS: None available locally. Tug available from Davao, but has to be ordered via Manila, and lots of paperwork required.
BERTHING: Pilot comes out in small yellow coloured boat, with top speed about 3 knots. This boat then serves as line handling boat for berthing, so vessel has to wait for it to return to berth before approaching.

Berth in daylight only and with no wind, any wind over 3 knots would be too dangerous. Use port anchor and berth port side to. Anchor will run to about 3.5 – 4 shackles, and great care should be taken, so as not to snatch bow and pull stern up onto reef.

Send spring first onto dolphin.

Best to let vessel pass final position, then bring back on lines once alongside, as reef also close astern (See "Plan").

STEVEDORES: All are copra mill employees and arranged by same through Agent. All pellets trimmed by hand.

CARGO: Coconut by-products; expeller pellets (by extraction method) and the oil (palm/coconut) from the process.

Bulk cargo as pellets and oil, both from same berth, by a conveyor belt running out from shore with a pipeline beneath, to a small elevator dolphin.

A smaller jetty alongside serves coastal vessels discharging the copra (coconut kernels), using a mobile crane into a lorry.

LOADING: A maximum airdraft to coaming of 39 ft. is required by mill, but vessel estimates 40 ft. 06 in. would have been possible (height of tide about 4 ft. at the time).

From dolphin loading tower, there is a fixed loading arm, the end spout of which can be manipulated by ship's crane to give some trimming.

Vessel has to shift under loading arm to load other holds, and would only permit loading up to No. 2 hold (vessel 180 m. LOA), as to load No. 1 would have put ship very close to reef astern. Similarly, to load No. 5 would have put vessel too close to shallow water ahead.

Loading rate of 90 t.p.h. – 100 t.p.h., as governed by pay-loader in shed feeding conveyor.

DENSITY: 1024.

FRESH WATER: Available by barge from Davao, but expensive. Coasters supplied by fire engine from mill.

FUEL: By barge from Davao.

FIRE PRECAUTIONS: No smoking on deck.

CONSULS: None locally.

REPAIRS: No facilities available.

SURVEYORS: None locally. Surveyor came from Manila to do On-Hire Survey and Draft Survey, and remained on board for surveys at other ports.

HATCHES: Operated by crew, and closed at first sight of rain, so cargo did not get wet.

WATCHMEN: Employment of local armed watchmen strongly advised as a deterrent. Ship's crew also used.

AIRPORT: Nearest airport at Davao.

SHORE LEAVE: No restrictions. Shore passes not required.

GENERAL: *Chart:* B.A. Chart No. 415.

Gangway: Access extremely difficult, as only loading tower dolphin connected to shore and insufficient space on this to use B.O.T. Gangway, etc. Crew had to climb up onto overhanging loading arm, or down pilot ladder onto some part of loading tower structure.

Stores: Very difficult to get through mill gate, and to get onto vessel equally difficult. Small amounts of fresh provisions possible via dug-out, but quality questionable.

SHIPMASTER'S REPORT: January 1991.

LOCATION: Approximate position of copra loading berth: Lat. 06° 56.0′ N., Long. 126° 14.2′ E., about 3 km. S.E. of the town of Mati.

DOCUMENTS:

Prepared by Agent:
- 12 copies Inward Foreign Manifest.
- 12 copies Outward Foreign Manifest.
- 12 copies Oath of Master.

Prepared by vessel:
- Last Port Clearance.
- 8 copies Crew List.
- 3 copies Stores List.
- 3 copies Personal Effects List.
- 3 copies Animals List (even if 'nil').
- 3 copies Arms and Ammunition List (even if 'nil').
- 3 copies Plants List (even if 'nil').
- 3 copies Narcotics List (even if 'nil').
- 3 copies Passengers List (even if 'nil').
- 3 copies Ports of Call List.
- 1 copy Ship's Particulars.

If Mati is the first Philippine port:
- 1 copy Health Declaration.
- 2 copies Vaccinations List (Cholera and Yellow Fever).

PILOTAGE: Compulsory and during daylight only.

The Pilot prefers daybreak for berthing and unberthing as there is normally no wind at that time.

The Pilot boards from a small orange coloured, open boat about 1.5 miles off shore. Vessels should wait for the Pilot at the 100 fathom line shown on B.A. Chart No. 415.

There is no VHF link with the pilot boat or shore. The Pilot comes from Davao (about 4 hours by bus) and must be ordered via agents.

ANCHORAGES: The Pilot advises that there are no safe anchorages for larger vessels.

RESTRICTIONS: Pilot advises maximum sailing draft is 14 m.

BERTHING: The berth consists of 3 concrete platforms in line with a distance of 60 m. between them. A fixed conveyor is installed on the central platform. Berthing is port side to.

There is a platform for the stern lines behind the first platform, about 60 m. to 80 m. away in a Northwesterly direction. In front of this platform is very shallow water which extends over the berth range. There is also a shallow water area in front of the whole berth, the Westerly end being marked by a cone buoy. This area is shown on B.A. Chart No. 415 with the symbol of underwater rock and stake. This area is wider than that shown on the chart. The distance between both shallow areas is 142 m., as advised by the Pilot, and the vessel has to berth/unberth at an angle of 30° to 40° to the platforms to avoid the shallow areas. The starboard anchor, with upto 4 shackles, will be used for berthing.

When unberthing the vessel goes astern dragging the anchor with one shackle until the bow is clear of the coned buoy. The vessel can then swing to starboard until Tataidaga Point is right ahead (about 222°). This heading should then be maintained until the vessel is 2.5 miles off Tataidaga Point when the vessel is then clear from the shallow water on the port side and can then proceed directly out to Pujada Bay.

MEDICAL: Facilities at Mati.

FRESH WATER: Available, but analysis should be carried out as the Agent advises that sometimes fresh water is mixed with sea water.

REPAIRS: Very small repairs possible at the factory workshop.

NASIPIT (Including Masao and Butuan), Mindanao: 09.06 N. 125.22 E. **(See Plan)**

See "General" before first port.

(Port Management Office of Nasipit) PMO-Nasipit presently covers the Baseport of Nasipit, PTO-Butuan and PTO-Masao.

PORT LIMITS: From Diwata Point up to the coastal limits at Bolo-Bolo Point, the territorial boundary between the Provinces of Agusan del Norte and Surigao del Norte.

DOCUMENTS:
- 3 Crew Lists.
- 3 Passenger Lists.
- 2 Stores Lists.
- 2 Stowage Plans.
- 2 Personal Effect Lists.
- 3 Inward and Outward Cargo Manifests.
- 1 Ship's Information sheet.
- 1 Statistical Supplement.
- 1 Cargo Bill of Lading, if any.

PILOTAGE: Compulsory.

ETA: Ocean going vessels – 24 hours' notice.
Coastal vessels – 12 hours' notice.

Pilot Boat Description: Upper structure white; lower structure black with a letter "P" at the bow. During night time, when a vessel requires a Pilot, particular light used is permanent red at the uppermost portion of the boat and a flashing white light.

Location of Pilot Station: Masao Harbour Pilot Association, 2nd Floor, St.Joseph Drugstore Building, Corner Lopez Jaena and Concepcion Streets, 8600 Butuan City.

For the Port of Masao, situated at Barangay Lumbocan, Butuan City, there is no alternative area in the event of bad weather as it is an open sea. However, at the Baseport of Nasipit, vessels can seek shelter during bad weather because of its natural cove which protects the vessels against strong winds and heavy seas.

Pilot Boarding Station:

Nasipit – One nautical mile N.E. of Nasipit Lumber Company Lighthouse, port side from seaward of the Nasipit Cove entrance.

Masao and Butuan – Two nautical miles North of the Pilot Station Tower at Barrio Lumbocan, Butuan City.

ANCHORAGES: Depth of safe anchorage: 20 m. – 75 m. deep along the shore line.

Masao Anchorage Berth:

Anchorage No. 1: Lat. 9° 01′ 05″ N., Long. 125° 29′ 50″ E.
Anchorage No. 2: Lat. 9° 01′ 00″ N., Long. 125° 29′ 40″ E.
Anchorage No. 3: Lat. 9° 00′ 55″ N., Long. 125° 29′ 30″ E.
Anchorage No. 4: Lat. 9° 00′ 45″ N., Long. 125° 29′ 20″ E.
Anchorage No. 5: Lat. 9° 00′ 35″ N., Long. 125° 29′ 00″ E.
Anchorage No. 6: Lat. 9° 01′ 15″ N., Long. 125° 29′ 45″ E.
Anchorage No. 7: Lat. 9° 01′ 10″ N., Long. 125° 29′ 35″ E.
Anchorage No. 8: Lat. 9° 01′ 04″ N., Long. 125° 29′ 25″ E.
Anchorage No. 9: Lat. 9° 00′ 55″ N., Long. 125° 29′ 05″ E.
Anchorage No. 10: Lat. 9° 00′ 50″ N., Long. 125° 28′ 55″ E.

RESTRICTIONS: Port of Butuan: Entrance and exit of vessels are controlled by the tide, particularly at the mouth of the Agusan River which is 3.5 m. deep at H.W.

MAX. SIZE: Masao: No limit.

Nasipit: Maximum possible length of vessel is 550 ft., breadth 65 ft., maximum mean draft is 25 ft.

Butuan: Maximum draft is 3.5 m.

HEALTH: For all 3 ports: Cable Quarantine Officer with name and nationality of ship, ports of call during voyage, number of crew and passengers, condition of health of all on board and, if any, type of sickness.

RADIO: (DWP 934 NAGOV) 8,776.4 kHz.

VHF: 140.88 MHz.

TUGS: Ports of Butuan, Masao and Nasipit: Tug assistance available from private companies upon request, on a rental basis (only small tugs available).

BERTHING:

Port of Butuan:

Butuan Government Wharf.

Area:	12,000 sq.m.
Berth length:	138.0 m.
Cargo Shed (semi-concrete):	540 sq.m.
Passenger Terminal:	75 sq.m.
Administration Building:	1 unit.
Amenity Building:	1 unit.
Load Capacity:	500 lbs./sq.ft.
Present draft alongside berth at MLLW:	5.0 m.
Distance from mouth of the Agusan River:	7 nautical miles.
Depth at the mouth of Agusan River at low tide:	8 ft.
1991 Cargo Throughput:	141,945 tonnes.

Port of Masao:

Government Wharf at Lumbocan, Butuan City.

Causeway:	280 m. (paved).
Berth Length:	32 m.
Depth alongside:	7 m.
Distance by road from Butuan:	14 km.
Load Capacity:	100 lbs./sq.ft.
1991 Cargo Throughput:	142,350 tonnes.

Port of Nasipit:

Berth Length:	299.35 m.
Length of Navigable Water:	800 m.
Width of Navigable Water:	200 m.
Width of the Entrance to the Nasipit port:	150 m.
Load Capacity – Container Berths:	830 lbs./sq.ft. (40 KPa).
Load Capacity – Ro-Ro Berth:	625 lbs./sq.ft. (30 KPa).
Open Storage Areas (paved):	9,600 sq.m.
Cargo Shed (paved):	1 unit.
Passenger Terminal Building:	1 unit.
No. of vessel to be accommodated at a given time:	4 domestic vessels. 2 foreign vessels.
Present draft alongside berth:	8.0 m.
1991 Cargo Throughput:	619,878 tonnes.
Distance by road to Butuan City (paved roads network):	27 km.
Cargo expected by 1992:	994,591 tonnes.

CRANES: None owned by the Authority nor by any cargo handling operators, but can be hired from the Department of Public Works and Highway or from private contractors companies.

BULK CARGO FACILITIES: Nasipit Port: Bulk oil / fuel pipeline owned by the Philippine National Oil Company (PNOC).

Nasipit Depot: Oil / fuel pipeline at Cabinet, Cabadbaran and Agusan del Norte owned by Pilipinas Shell Corporation.

SPECIALISED CARGO HANDLING FACILITIES: Ro-Ro ramp is available at Nasipit Port. A berth is allocated to handle oil products at the Southern portion of the wharf.

BRIDGES: None.

STEVEDORES: Masao and Butuan: Concord Arrastre and Stevedoring Services Corporation (CASCOR).

Nasipit: Nasipit Integrated Arrastre & Stevedoring Services, Inc. (NIASSI).

MEDICAL: No advance notice needed except in case of serious illness or injury. Hospital facilities available:

1. Government hospitals:
   (a) Butuan General Hospital
   (b) Butuan Maternity and Children's Hospital
   (c) City General Hospital and Medical Centre.
2. Private hospitals:
   (a) Butuan Doctors Hospital
   (b) M.J.Santos Hospital.

TANKERS: See "Bulk Cargo Facilities".

DENSITY: Average density of water in the port and surrounding anchorage area is 1010 – 1012.

FRESH WATER: Masao: The supply of fresh water can only be made by water tanker trucks.

Butuan: Licensed water supply operators.

Nasipit: Nasipit Water District, through water pipes.

FUEL: Oil delivered by tank trucks at all berths.

REPAIRS: Only minor repairs can be undertaken whilst in port.

GANGWAY/DECK WATCHMEN: Service of watchmen is optional.

HATCHES: Opening or closing of hatches is normally carried out by stevedores.

CUSTOMS ALLOWANCES: Tobacco: Each man 1 pack per day. Wine and Spirit: Each man 1 bottle per week.

REPATRIATION: Crew changes and repatriation possible.

AIRPORT: Bancasi Airport, approximately 7 km. from Butuan City, caters for domestic daily flights to and from Cebu and Manila.

CARGO GEAR: Gear provided by shipping, arrastre and stevedore operators.

HOLIDAYS: New Year's Day (January 1st); Bataan Day (April 9th); Holy Thursday, Good Friday and Easter Sunday; Labour Day (May 1st); Independence Day (June 12th); National Heroes Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th).

Cargo-handling operations, however, can still be arranged on these days.

BANKS: Philippine National Bank, Montilla Blvd., Butuan City. Tel: 23-12; 23-11.

Bank of the Philippine Islands, Montilla Blvd., Butuan City. Tel: 31-12; 31-13.

Family Bank, Juan Luna Street, Butuan City. Tel: 33-97; 33-98.

Rural Bank of Butuan City, Juan Luna Street, Butuan City. Tel: 30-42.

PCI Bank, Corner of Juan Luna and Zamora Streets, Butuan City. Tel: 20-13; 21-42.

Development Bank of the Philippines, Zamora Street, Butuan City. Tel: 35-21; 35-20; 35-22; 39-22.

Metro Bank, Corner of P.Burgos and San Francisco Streets, Butuan City. Tel: 33-44.

City Trust, Zamora Street, Butuan City. Tel: 33-82.

Allied Bank, Corner of P.Burgos Street and Montilla Blvd., Butuan City.Tel: 31-95.

POLICE/AMBULANCE/FIRE: Police: 115; Fire: 114; Ambulance: 24-14.

TELEPHONES: Not possible to place telephones on board.

SERVICES: Shipchandling Services, Mooring/Unmooring Services, Laundry, Water-Taxi, Cargo-Checking, Carpentry, Forwarding, Bunkering. All ancillary services operators are duly licensed by PPA.

STORING:

1. Trucks can proceed alongside the berth.
2. Forklifts can be used on the jetty to handle stores.
3. Local riggers can be employed to assist storing.

SHIP SUPPLY SERVICE: None.

SHORE LEAVE: After entry formalities are completed, crew members are allowed to go ashore without special permission.

IDENTIFICATION CARDS: Seaman's Book is sufficient.

WASTE OIL DISPOSAL: Not available.

GARBAGE DISPOSAL: No garbage collection service available. Garbage disposal regulated under Section 39(b) of PPA Administrative Order No. 13-77 known as the General Port Regulations of the Philippine Ports Authority, stating "No dirt, ash or rubbish of any description may be landed on any wharf or pier except in the receptacles provided for the purpose".

SEAMAN'S CLUBS: None.

CURRENCY: Philippines Pesos (P).

REGULATIONS: General Port Regulations promulgated and implemented by PPA.

DELAYS: Berth not available; Weather constraints, Tidal constraints, Lack of Equipment, Breakdown of Equipment, Pilot not available, Tug not available, cargoes for loading not ready.

DEVELOPMENTS: Butuan: Concrete paving of the back-up area at the Southern end portion of the wharf.

Masao: Extension of wharf to 205.30 m.; Reclamation (3 ha.) for back-up area; Office Building.

AUTHORITY: The Philippine Ports Authority, Port Management Unit of Nasipit, Butuan City, Agusan del Norte. *Tel:* 31-98, 34-29. *Contact:* Ferdinand C. Piencenaves, Port Manager. Oscar M. Beluan, Manager, Port Services Division.

POLLOC, Mindanao: 07.21 N. 124.13 E. (See Plan)

LOCATION: The Port of Polloc lies on the Southern coast of Polloc Harbour which, itself, is located N.E. of Illana Bay at about 14 km. in straight line North of Cotabato City. It is situated at Lat. 07° 21′ 12″ N., Long. 124° 13′ 27″ E.

PILOTAGE: Pilotage available 24 hours.

ANCHORAGE: Polloc Anchorage is contained between Lalayang Point and Polloc Island and provides a clear manoeuvring area some 3 km. in diameter with deep water along the marginal shallows which front the low cliffs of its Southern shore.

The anchorage along the Southern margin of Polloc Harbour also provides the port shelter and water depth as well as the best land and water frontage for the development of port facilities and of port-orientated industries.

Bongo Island, 6 miles long, is situated in the North Eastern part of the bay and affords some protection from the Westward to the Mindanao River Delta Area and Polloc Harbour.

RESTRICTIONS: None.

HEALTH: Quarantine anchorage at Lat. 7° 22′ N., Long. 124° 14′ E.

BERTHING: Main marginal wharf – 400 m. long.

Depth alongside – 10.5 m.
Lighter dock – 67 m. long on both sides.
2 government transit sheds – 11,960 sq.m.
Total port area – 102,350 sq.m.
Total area for open storage – 42,940 sq.m.
Total area reserved for private warehouses – 75,645 sq.m.

CRANES: 1×54 ton, 1×36 ton and 1×60 ton.

FRESH WATER: Available by road tanker.

FUEL: Diesel oil available by road tanker.

GARBAGE DISPOSAL: Service not available.

WASTE OIL DISPOSAL: Service not available.

SEAMAN'S CLUBS: None.

CURRENCY: Peso.

GENERAL:

Terminal Ports: Cotabato City and Kalamansig City. The latter is situated at Sultan Kudarat with coordinates of Lat. 06° 33′ N., Long. 124° 03′E., N.E. of Moro Gulf, South Coast of Mindanao Island which also caters to large ships loading logs at anchorage.

Tides: The tidal cycle is semi-diurnal and synodic form. The characteristics are as follows:

Highest Astronomical Tide = EL +2.3 m.
Mean High Water Springs = EL +1.9 m.
Mean High Water Neaps = EL +1.5 m.
Mean Low Water Neaps = EL +0.6 m.
Mean Low Water Springs = EL +0.2 m.
Lowest Astronomical Tide = EL −0.3 m.

Storm Occurrences: Mindanao is below the main typhoon belt and only minimal effects have ever been observed at Cotabato as a result of occasional typhoons over the island. This is thought to be due to the consistent nature of typhoons in this region which travel S.E. to N.W.

In the sheltered area of Polloc Harbour at the Easterly side of the Port of Polloc, the max. fetch of 8 km. is to the N.W. and only with winds of 40 knot during a storm will waves of 1.2 m. (4 ft.) be experienced. With an "onshore" typical wind of 15 knots from N.W., wave heights will be about 0.3 m. (1 ft.).

Port Site Description: West of the Haines Point which marks the Western Sarmiento boundary is the site of the port. A frontage of some 2 km. can ultimately be reclaimed from the shallows along this shoreline to provide land backing to the wharves of the port.

The Eastern half of the Southern shoreline is occupied by the extensive plywood factory of Sarmiento Industries (leased to Eversun Development Ltd., part of Vicwood Group of Companies) which has developed its industrial complex on land reclaimed over the sand foreshore with filling from the high land behind.

Main Sub-ports: The Philippine Ports Authority took over in October, 1977, the Cotabato City Wharf and Parang Pier. The former is a port with a depth restriction on the bar resulting in ships anchoring in the open sea of the North Mindanao River mouth and there being served by lighters, ferry boats and barges; while the latter caters to large ships which load logs and plywoods at anchor. It contains a deep water pier at the East shore of the bay and also a submerged marine pipeline for pumping ashore petroleum products into a Tank Farm at Parang.

The Cotabato City Wharf also services inter-island watercraft such as passenger/cargo motor launches and other small sea transports.

Access Roads: The Port of Polloc is accessible by land to Cotabato City through a 13 km. modern concrete pavement which winds up at Simuay Junction at the Cotabato-Davao National Highway extending some 9 km. more to reach the commercial centre. From this point, the port is accessible by all forms of land transport facilities to any place in the Cotabato area.

The port is also expected to serve the Southern-most principalities of the Province of Lanao Sur with the improvement of the Ganassi Road connecting the province with main artery of the Cotabato area.

SHIPMASTER'S REPORT: July 1984 (Updated 1990).

Port Limits: Entrance to bay.

Documents: Usual for Philippine Ports.

Pilotage: Pilot available. Port used by coastal cargo and passenger vessels, and foreign vessels.

Anchorage: 5 cables off the berth.

Health: Pratique granted on completion of formalities, normal inspection.

Radio: Manila.

VHF: Not available.

Radar: None.

Tugs: None. One man with small private tug produced certificate that he had piloted vessel alongside even though he had only guided through bay in front of vessel and neither towed vessel or handled lines. He did not speak English.

Berthing: 400 m. of well fendered wharf. No shore cranes, ship's gear only – plywood in crates, sawn lumber and bulk copra are the main export cargoes.

Cranes: None.

Bulk Cargo Facilities: None.

Specialised Cargo Handling Facilities: Copra buckets.

Bridges: None.

Stevedores: Good – but have a bad habit of smoking down holds, which is prohibited. Used small forklift trucks down hold to stack cargo pallets of plywood – very competently handled.

Medical: Doctor and dentist available at Cotabato City.

Tankers: No facilities.

Density: 1025.

Consuls: None.

Repairs: No facilities available.

Dry Docks: None.

Surveyors: None.

Gangway/Deck Watchmen: Customs and Immigration officials on board throughout vessel's stay.

Hatches: Opening and closing by crew.

Customs Allowances: Normal allowance. Bond sealed.

Cargo Gear: Ship's gear only.

Repatriation: Possible – but not advisable.

Airport: South of Cotabato City (Awang, Dinaig, Maguindanao) with daily connections to Manila, Cebu, Iligan and Davao.

Time: GMT plus 8 hours.

Holidays: Usual Philippine holidays.

Police/Ambulance/Fire: No telephones.

Telephones: None.

Services: None.

Shore Leave: Allowed. Shore passes arranged with Immigration Authorities. Going ashore advisable in daylight only – at night it is dangerous.

Identification Cards: Shore passes issued but identity card advisable.

Delays: Subject to berth availability.

AUTHORITY: Philippine Ports Authority, Port Management Unit of Polloc, P.O.Box 163, Cotabato City, Parang, Maguindanao, Philippines. *Cables:* PPA-PMO, Polloc. *Contact:* Ali L. Arumpac, Port Manager.

PUERTO PRINCESA, Palawan: 09.44 N. 118.43 E. (See Plan)

See "General" before first port.

Puerto Princesa, a large irregular inlet between Bancao-Bancao Point and Panagtaran Point, is 2 miles wide at the entrance, extending about 6 miles in a N.W. direction. Coral reefs about 0.5 miles wide making out on the entrance points narrow down the navigable width of the channel to about 1 mile, depths of 34 fathoms (62.2 m.), shoaling to 9 fathoms (16.5 m.) in the vicinity of the pier. The major portion of the Northwestern and Western part of the bay is mostly shoal. The shoreline is generally fringed with mangroves and fronted by mud flats. The surrounding land consists of extensive wooded plain, backed by a high mountain chain. Several small rivers navigable by launches and small boats empty into the bay. The inner part of the harbour is a good typhoon anchorage.

PORT LIMITS: About 1 mile South of the pier. This is the entrance to the inner harbour of Puerto Princesa.

PILOTAGE: Pilots can be contacted by radio message through the shipping Agent not less than 24 hours before ETA indicating among others the following information:

1. Name of vessel.
2. Name of shipping lines.
3. Country vessel is registered.
4. Type of vessel.
5. Overall length.
6. Draft.
7. G.r.t.
8. Volume of cargo to be discharged and storage required.
9. Nature of cargo.
10. Passengers disembarking, transit and embarking if any.

Pilot boat is a small pump-boat painted in white and named "Pilot". Sound signals requesting a Pilot are 2 long blasts and 1 short blast. The location of vessel at anchorage while awaiting a Pilot is a safe area, even during bad weather. When Pilot is not at usual station, vessel may proceed to berth after securing clearance from authorities to proceed to berth and after one hour waiting time at anchorage.

When Pilot is aboard the pilot boat, an international flag "P" will be seen flying at her foremast.

ANCHORAGE: Vessels not going alongside the T-shaped pier may anchor Southwestward of Princesa Point in 12 fathoms to 16 fathoms (21.9 to 29.2 m.), mud bottom. A better protected anchorage may be had in 9 fathoms to 10 fathoms (16.5 to 18.3 m.) about 400 yards Northward of the end of the pier.

RESTRICTIONS: At night, in approaching Puerto Princesa from offshore, the lights in the vicinity of Canigaran, Northward of the entrance, may cause some confusion to strangers as they are visible long before the Puerto Princesa Light can be seen. The port light which is fixed red, visible 7 miles over an area of 041°, only becomes visible close in and just off the mouth of the harbour. At daytime a course Southward of the range Thumb Peak-Tidepole Point clears the reef on the North side of the entrance. Mount Beaufort on range with Tidepole Point clears the reef on the South side.

MAX. SIZE: Vessels not going to dock alongside the pier may anchor in 9 fathoms to 10 fathoms or 12 fathoms to 16 fathoms. For vessels going to dock alongside the T-shaped pier, permissible draft is 27 ft. (8.2 m.)

HEALTH: Quarantine doctors are assigned in the Port to board the vessel and check any suspected disease or fever.

RADIO: Vessels at sea usually send their radio messages through the Association of International Shipping Lines in Manila to their Agents.

VHF: Not available.

RADAR: No radar station in the port.

TUGS: Tug service can be obtained by communicating with the local shipping Agent.

BERTHING: The City has a T-shaped concrete pier with a berthing face of 192.43 m. Depths 27 ft. (8.2 m.) alongside and 31 ft. (9.4 m.) about 6 yards off the face. The Northern and Southern ends of the "T" have depths of 11 ft. (3.3 m.) and 15 ft. (4.5 m.) respectively. The inshore arms of the "T" have depths of 11 ft. (3.3 m.) at each berth. Sailboats and other shallow vessels berth on each side of the concrete approach. Typhoon signals are exhibited from a pole on the rooftop of the PPA Building.

Open storage and 2 warehouses (12 m. × 56 m. each) available.

CRANES: 20 ton crane available. Forklifts of 10 tons – 16 tons available.

STEVEDORES: Advise Agent on volume of cargo to be discharged, storage required and nature of cargo. PCBSI (Prudential Customs Brokerage Services Inc.) is the authorised cargo handling operator.

TANKERS: May drop anchor at anchorage area.

FRESH WATER: Available, rate 10 t.p.h. – 15 t.p.h. Cost P.45.00/cu.m.

FUEL: Diesel oil, gasoline and kerosene may be purchased.

FIRE PRECAUTIONS: No smoking is allowed when vessels are refuelling within a radius of 100 m.

An improvised 3 in. hydrant is installed at the pier. The lines used to supply fresh water could be used in case of a fire.

CONSULS: Consuls from foreign countries in Manila.

REPAIRS: No repair facilities.

DRY DOCKS: No facilities available.

SURVEYORS: Lloyd's and other classification societies in Manila, none locally.

GANGWAY/DECK WATCHMAN: Watchman can be hired from local Security Agencies of the Port.

HATCHES: Opening/closing of hatches is usually done by stevedores.

CUSTOMS ALLOWANCES: Quantity permitted for each crew member to be held out of bond are the following: Cigarettes – 5 packs. Liquor – 1 bottle.

CARGO GEAR: Loading/unloading is effected by ship's gear.

A 20 ton crane and 2 forklifts (10 tons and 16 tons) are available for renting.

REPATRIATION: No facilities.

AIRPORT: The airport is about 2 miles from the pier with a schedule of 2 flights from Manila and back daily.

HOLIDAYS: The following are the Philippine National Holidays: January 1st – (New Year's day), Maundy Thursday, Good Friday, April 9th – (Bataan Day), May 1st – (Labour Day), June 12th – (Independence Day), July 4th – (Fil-Am Friendship Day), November 1st – (All Saint's Day), November 30th – (National Heroes Day), December 25th – (Christmas Day). Cargo handling operations may be arranged on these days at overtime rates.

POLICE/AMBULANCE/FIRE: Puerto Princesa City has all these facilities. There is a provincial hospital in Puerto Princesa. Private practising physicians and drugstores are available.

TELEPHONES: Pilipino Telephone (Piltel) services the City throughout 24 hours with a long distance call between the Port and Manila anytime of the day. Telephone connections for vessels alongside the quay can be arranged with the Telephone Company.

SERVICES: Mooring/unmooring, laundry, supply of ice.

BANKS: Philippine National Bank. Tel: 2341, 2321, 2521.
Land Bank of the Philippines. Tel: 2820, 2823.
Bank of the Philippine Islands. Tel: 2083.
Far East Bank and Trust Co. Tel: 2875, 2786.
Metrobank. Tel: 2238, 2779.
Rizal Commercial Banking Corp.
Philippine Commercial and Industrial Bank. Tel: 2491, 2679, 2713.
Development Bank of the Philippines. Tel: 2538, 2358.
Palawan Development Bank. Tel: 2489, 2589.
UCPB Rural Bank. Tel: 2066.
UCPB Savings Bank. Tel: 2811.
Rural Bank of Coron. Tel: 2608.

STORING: See "Prelims".
(1) Truck Only.
(2) N.A.
(3) Trucks may proceed alongside.
(4) Yes.
(5) Regulations not applicable.
(6) Riggers available.

SHORE LEAVE: Crew members are allowed ashore provided they always carry with them their Seaman's Book or Passport.

IDENTIFICATION CARDS: Seaman's Book is sufficient for crews to identify them when ashore.

GARBAGE DISPOSAL: Garbage collection is performed by the City Engineering Office. Garbage at the port is collected every day.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Philippines Pesos (P). U.S.$ 1.00 = P27.64 (23.3.94).

DELAYS: Due to lack of some Port facilities, delay in berthing, loading, discharging and bunkering is sometimes experienced.

DEVELOPMENTS: A proposed 150 m. R.C. wharf extension on the Northern end and reclamation at the Northern foot of the approach, construction of transit sheds, fence, office, road networks, etc.

AUTHORITY: Philippine Ports Authority, PMO Puerto Princesa, Port Area, Puerto Princesa City 5300, Palawan, Philippines. *Tel:* 2351, 2716. *FAX:* 2716. *Contact:* Buenaventura O. Robles, Port Manager.

PULUPANDAN, Negros: 10.30 N. 122.46 E. (See Plan)

See "General" before first port.

PORT LIMITS: The Pulupandan Pilotage District embraces the waters from the approach of the North and South Channel to Pulupandan Government Wharf including Philippine Bulk Corporation Wharf and also Banago Wharf and approaches. (Please take note that this definition of port limits is for the coverage of Pulupandan Pilotage District).

The seaward boundaries of the port within which a vessel is considered to be an *arrived ship* is bounded from the South Buoy at Lat. 10° 27′ N., Long. 122° 46′ E. and the North Buoy Lat. 10° 33′ N., Long. 122° 46′ E.

The "Notice of Readiness" is presented after quarantine and port formalities are completed after which acceptance laytime commences. Any deviation from this is subject to charter-party terms.

DOCUMENTS: The Master of the vessel should prepare the following documents in order to ensure a speedy clearance:
Clearance of a Vessel to a Foreign Port.
Oath on Entering Vessel to a Foreign Port.
Master's Oath.
Crew Lists.
Passengers Manifests (Disembarking and Embarking).
Cargo Manifests (Inward and Outward).
Advance Notice for ETA (Telegram).
Application for Berth.
Vessel's Information Sheet.
Identification Permit to PHILSUCOM (in case of exporting molasses and sugar).
Authority to Load (Telegram).
Guarantee Payment for Wharfage.
Charter Contract (Agreement of shipper and shipping company as to the activity of operations).

PILOTAGE: With the vessel's ETA, the Pilot can only presume that the incoming vessel is entering the port because most vessels usually wait beyond the harbour limits approximately 7 miles to 11 miles from the port. This is due to the restriction in the P.C. & G.S. Chart 4416 which is marked by red lines indicating "Anchorage Prohibited".

The area of "Anchorage Prohibited" is enclosed by the square red line bounded by Lat. 10° 30′ N. to the North side and Lat. 10° 23′ N. on the South side and Long. 122° 40′ E. to the West side and Long. 122° 50′ E. to the East side.

If a vessel anchors 10 miles from the pilot boat station, only the silhouette of the vessel can be seen so there is no guarantee that it is really the expected vessel. In this connection, the Agent makes assurances to the Pilot that it is the vessel expected in order for the Pilot to meet the vessel.

The telegraphic address is "Pulupandan Pilots", Pulupandan, Negros Occidental, Philippines. The required advance notice of ETA must be 48 hours before arrival. A follow-up notice of ETA must be sent 24 hours before arrival and if necessary an amendment of ETA if the vessel is further delayed. VHF is not available in the port of Pulupandan.

The pilot boat is 45 ft. in length with a wooden hull and superstructure painted white. The name "Pilot No. 3" painted in black on a white background is located at the upper portion port and starboard side.

At night time, a white light over the red light can be seen aside from the regular side lights. Sound signals requiring a Pilot are 2 long and 1 short blast on whistle and/or a display of pilot flag "H" during daytime.

ANCHORAGES: Though the Pilot boarding point is within the enclosed area of "Prohibited Anchorage", the vessel can drop anchor at this point and wait for the Pilot, depth 9 fathoms. Another anchorage area recommended for awaiting a Pilot is at Lat. 10° 33′ N., Long. 122° 46′ E. This point has a depth of 39 ft. Two miles North or West of this point is a good anchorage area, the depth ranging from 6 to 7 fathoms with a good holding ground.

The pilot boat is always stationed at the South end of the government pier South of Pandan Pt., for the look-out of incoming vessels. As soon as the expected vessel is sighted, the Pilot proceeds to the pilot boarding point Lat. 10° 27′ N., Long. 122° 46′ E. about 5 miles from the station. If the vessel cannot proceed to the boarding point, the Pilot will meet her beyond this point.

The specific requirement in boarding is a strong and well balanced Jacob's ladder to be placed on the leeward side of the vessel. A manrope is a necessity.

RESTRICTIONS: Entry to this port has no restrictions except in the case of bad weather when the pilot boat cannot proceed to meet the vessel. Since the loading point of a foreign vessel is mostly at Philippine Bulk Corporation Wharf, the docking and/or undocking is scheduled according to tide and current.

MAX. SIZE: The max. permissible length of a vessel handled at this port area particularly docking at PBC Wharf is 186 m. to 200 m. The controlling draft forward is 26 ft. and 30 ft. aft and after dredging a controlling draft of probably 30 ft. Vessels of this length are usually docked from slack to flooding and undocked from slack to ebbing.

HEALTH: Pratique procedure is a requirement for vessels calling at the port. The shipping Agent arranges Pratique procedure with the Department of Health, Department of Animal Industry and Department of Plant Industry. If there is a disease on board, the doctor of the Department of Health and the Plant and Animal Quarantine Officers will take the necessary action in curing the disease and preventing the spread of an epidemic.

RADIO: There is no radio facility available in this port.

VHF: VHF radio facility is not available at this port, hence, there is no communication with vessels approaching the port and also when manoeuvring within the port area.

RADAR: Radar facility is not available.

TUGS: There is no tugboat available at this port that can be readily used in case necessity demands. The Pilot usually requests the Agent and/or Master to hire a tugboat for docking and/or undocking. In most cases, tugs cannot be taken from Iloilo or Cebu. If ever, tugs can be hired from Cebu, the vessel having to wait for 3 days to 5 days.

In this regard, the Pilot will dock the vessel without tug assistance as requested by the Agent and/or Master in order not to delay the vessel. The Pilot encounters difficulties and risks in this situation but the Agent gives to the Pilot an additional bonus for his efforts.

BERTHING: The berth length of the Government Pier is 424 m., providing 241 m. as berthing space for secondary vessels and 183 m. for primary vessels. Secondary vessels usually handle molasses, sugar, lumber and fertilisers. Primary vessels handle as much as twenty-five commodities. Of these commodities, consumer goods, general cargo, metal and metal products, chemicals, live animals and empty bottles are the most common cargo handled.

CRANES: Cranes for cargo handling are not available.

BULK CARGO FACILITIES: The port area of Pulupandan includes the facilities and equipments of private piers of Philippine Bulk Corporation and Total Bulk Corporation.

The berth at PBC Wharf measures 189 ft. and the quay measures 442.09 ft. Conveyor gantry is the berth equipment used in handling molasses and sugar in bulk for exports. The max. height of the discharging-gear above HW level is 128.4 ft. at the discharging rate of 600 t.p.h. Max. loading depends on the draft of the vessel and max. draft is 22 ft. (salt water).

The quay of TBC measures 19.201 m. It has 1 tanker berth 40 ft. depth at MLLW. It has 5 mooring fender piles spaced at 13 m. with 2 mooring bollards 58 m. from both ends of fender piles. 25 ft. is the max. permitted draft.

Cargoes handled for exports through pipelines are molasses and alcohol. Load/discharge lines for molasses are 10 in. diameter, 8 in. diameter and 6 in. diameter while that of alcohol is 4 in. diameter. Max. loading/discharging rate for molasses is 350 m.t./h. and for alcohol is 70 m.t./h.

SPECIALISED CARGO FACILITIES: LPG and containerised cargo are also handled at the Government Pier but the port does not have facilities specially equipped for handling containers or liquid chemicals.

BRIDGES: There are no bridges in the harbour passage of Pulupandan port.

STEVEDORES: The shipping Agent should arrange with the arrastre/stevedoring office regarding the arrastre/stevedoring service to be rendered to the vessel. This can be facilitated by giving to the arrastre/stevedoring operator the schedule of the vessel's ETA. After the Customs Formalities which vary from 3 hours to 2 days are completed, the Agent should give to the arrastre/stevedoring office Notice of Readiness to discharge/load. When the Notice of Readiness is accepted, the arrastre/stevedoring workers can discharge/load cargoes from/to the vessel. The monthly average cargo tonnage discharged per vessel is 300 tonnes and 95 tonnes for loaded cargo. Cargo loaded and discharged at the government pier is mostly cargo from domestic vessels.

MEDICAL: Hospitals are not available in the port area but government and private hospitals can be easily reached by public vehicle as they are located in Bacolod City, 30 km. from Pulupandan.

A vessel is not allowed to berth and its crew and passengers not allowed to go ashore should there be fever, epidemic or any suspected disease on board. Inspection undertaken by the doctor of the Department of Health and the quarantine officers of the Department of Animal Industry and the Department of Plant Industry, by whom medical attention is given when needed.

TANKERS: See "Bulk Facilities".

DENSITY: Average salinity of water in the port is 1022 – 1023.
FRESH WATER: Water can be supplied by Nepoteco. Water from deep wells is delivered through a trucking service. The rate of delivery is 1 truckload per hour which costs P15.00 per ton.
FUEL: Fuel can be made available to the Master of a foreign vessel by notifying the shipping Agent of its need for fuel. The shipping Agent applies to the Department of Energy in Manila for the supply of fuel to a foreign vessel. If the application is approved, arrangement is made by the shipping Agent with the supplier.
FIRE PRECAUTIONS: Fire extinguishers are required for every office and establishment in the vicinity of the port.
CONSULS: Consuls are not available in the port of Pulupandan.
REPAIRS: There is no dry dock facility in the port.
SURVEYORS: The nearest surveyor is the Del Pan Sugar Surveyors in Bacolod City.
GANGWAY/DECK WATCHMEN: The need for the service of watchmen depends upon the discretion of the Master of the vessel. The cost of their service is P4.50 per hour for the Port District of Iloilo of which the Sub-port of Pulupandan is included.
HATCHES: Opening and closing of hatches carried out by both the crew and the stevedores.
CUSTOMS ALLOWANCES: The quantity of tobacco, wine and spirits allowed for each crew member to be held out of Bond must not be more than for personal consumption.
CARGO GEAR: The loading/discharge of cargo to/from the vessel is effected by the ship's gear.
REPATRIATION: There is no repatriation office in the port.
AIRPORT: The Airport is located in Bacolod City which is 30 km. from Pulupandan. Average number of flights is from 6 to 7 per day to different cities in the Philippines (Manila, Cebu, Iloilo and Davao).

All international flights commence at Manila International Airport.
HOLIDAYS: The following are National Holidays which are also observed in Pulupandan.

January 1st (New Year's Day), Holy Thursday and Good Friday (these religious holidays have no specific dates but often fall in March or April), May 1st (Labour Day), June 12th (Independence Day), July 4th (Fil-American Friendship Day), September 21st (Declaration of Martial Law), November 30th (Bonifacio Day), December 25th (Christmas Day, religious holiday), December 30th (Risal Day).

Official holidays of legal nature are usually working days for the port users due to the nature of work, while holidays of religious nature are often non-working days even for the port users.
POLICE/AMBULANCE/FIRE: The following are the telephone numbers of fire and police departments and government hospital where an ambulance can be made available.
Fire Department: San Juan 066, 2-31-91; Rodriquez Ave. 065; Lopez Jaena 064.
Police Department: 067; 062; 069.
Ambulance: 068; 2-30-96.

These departments are located in Bacolod City. There is a police department in this town but it does not have telephone facilities.
TELEPHONES: There is no telephone facility at this port.
SERVICES: Special services for tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, etc., are not available in this port.
SHORE LEAVE: Crew members are allowed to go ashore.
IDENTIFICATION CARDS: Identification cards are not required as shore passes.
REGULATIONS: Refer to PPA Port Rules and Regulations.
DELAYS: Delay in berthing is due to the draft limitation of the port and the position of the port in case of bad weather.
DEVELOPMENTS: Extensive repair, complete rehabilitation of Northern portion of the pier and demolition of rock filled jetty.
AUTHORITY: Philippine Ports Authority, Sub-port of Pulupandan, Port District of Iloilo. *Tel:* 7-69-45.

RIO TUBA, Palawan: 08.30 N. 117.26 E.

SHIPMASTER'S REPORT: February 1989 (Updated 1992).

VESSEL:

D.W.T.	23,800 tons
G.R.T.	13,250 tons
Duration of Stay	26 days.

DOCUMENTS: See "General" before first port.

Officials come from Puerto Princesa.

Immigration require a visaed Crew List.
APPROACHES: There are 2 leading lights (Red) on approximate bearing of 301° from Sea Buoy in approximate position, Lat. 08° 25.2′ N., Long. 117° 31.5′ E.
PILOTAGE: Compulsory. Pilot comes from Puerto Princesa. It takes about 10 hours by public bus, 6 hours by taxi and 1 hour by private airplane. For this reason, the Master should send ETA at least 24 hours before arrival and much better to adjust speed to time according to ETA cabled.
Pilot Boat: Pilot comes by canoe. Pilot uses ship's accommodation ladder to come on board, not pilot ladder.
VHF: Not available.
Pilot Station: Approximately 0.5 miles off from Sea Buoy.
ANCHORAGES: Vessels always anchor in approximate position, Lat. 08° 28′ N., Long. 117° 26′ E. (1.1 miles off from the first leading light). Depth is approximately 18 m.
MAX. SIZE: Largest vessel (1991): M.V. "Shinyu Maru", 41,513 d.w.t.
HEALTH: Free Pratique is granted after inspection of Vaccination Cards.
VHF: No facilities.
BERTHING: No facilities.
LOADING: By ship's cranes and grab buckets from barges.
Loading Rate: Depends on condition of ship's gears. If equipped with 3 cranes/grab buckets (6.5 cu.m.), it is possible to load approximately 5,300 tonnes per day.
Cargo: Beneficiated Nickel Silicate Ore in bulk.
Shipper: Rio Tuba Nickel Mining Corporation.
STEVEDORES: 24 hours per day. No holidays.
MEDICAL: Mining company hospital nearby.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Not required as loading carried out at anchorage and stevedores are Mining Company Personnel. It is necessary to lock all cabins and stores for safety.
REPAIRS: No facilities available.
TIME: GMT plus 8 hours.
TELEPHONE: No international facilities on shore.
GENERAL: *Chart:* Not available.
Notary Public: Not available.
AGENCY: No Agents in Rio Tuba. The Agent comes from Manila. Agent and other officials always stay on board until loading completed.

Sub-Agent is PCBSI (Prudential Customs Brokerage Services Inc.), also the authorised cargo handling operator at this private port.
AUTHORITY: See "Puerto Princesa".

SAN FERNANDO, Luzon: 16.37 N. 120.18 E.

(See Plan)

See "General" before first port.
DOCUMENTS:

Vessel's Particulars.
Inward/Outward Foreign Manifest, 3 copies each for P.P.A.
Bill of lading (1 copy).
Crew List.
Passenger List.
Customs Documents.
Health Documents
Ship's Repairs List.
Ship's Certificates.

APPROACHES: Vessels enter the harbour through a channel marked by 2 buoys and 2 range lights 144.5° (fixed green and red light flashing every 3 seconds.).
PILOTAGE: Pilotage is compulsory. Vessel is met at mouth of harbour by pilot boat that flies a red flag with letter "P" in white. Pilot then brings the vessel to Quarantine Anchorage. Conventional signals are used to call Pilots.

Harbour Pilot Boarding Station: Lat. 16° 38.6′ N., Long. 120° 17.6′ W.
ANCHORAGE: Located at centre of the bay with 8 fathoms to 9 fathoms and good holding ground. In the event of rough weather or strong monsoon wind, vessels in the harbour are brought here for safety.
MAX. SIZE: Size of vessels that could be serviced is controlled by depth along quay:

Pier	*Depth Pier Head* (ft.)	*Depth Shore End* (ft.)	*Length* (ft.)	*Width* (ft.)
Philex Conveyor	32	–	656	10
PNOC Coal Conveyor	49	2	460	19
Government Pier (Old)	54	2	656	62
Pier I (New)	50	2	492	69
Pier II (New)	47	2	492	69
Timber Trestle	16	10	95	55
Government Ramp	11	10	187	144

Notes: 1. The old Government Pier is under renovation by Bacnotan Consolidated Industries Inc., and has been leased to BCII for 25 years.
2. Depths are based on MLLW.

HEALTH: Immediately after vessel anchors at Quarantine Anchorage, Quarantine Officers board and clear vessel. Imported grain will be fumigated on board vessel at anchorage.
Boarding Formalities: Members of party are Bureau of Customs Inspector and guards, Immigration and Philippine Coast Guards. Pratique is then issued to indicate vessel as "arrived" and subject to Charter Party terms, laytime will commence.
RADIO: No direct radio communication system with vessels at sea is available in the locality. Ship Masters report ETA to Agent in Manila who relay message to San Fernando by telex or commercial radiogram. The PMO – San Fernando may be reached by Long Distance telephone 41-25-57.
Arrival Advice: 48 hours before ETA, ship Agent files request for berth at PMO office indicating: ETA, draft, LOA and breadth, consignee or shipper, type of cargo and stowage, dangerous cargo (if any). Heavy lifts (if any), number of hatches to be worked, vessel is self sustaining or not.

24 hours before arrival or earlier, upon receipt of Master's advice by telegram, a berthing schedule is issued by the PMO. Copies are furnished to: Pilot, Consignee/Shippers, Arrastre/Stevedoring Contractor and Ship's Agent.
TUGS: 1 tug owned by Philex Mining Corporation, of 1,100 h.p., engine equipped with Kort Nozzle, is available for assisting, docking and undocking and launch service. Tug assistance during docking and undocking at the Philex Pier is compulsory while its use at the Government Piers No. 1 and No. 2 is at the option of the Harbour Pilot. A shipping company may bring in tugboat to assist its own vessel.

Tug lines are available at no extra cost. Conventional signals are used by Pilot and Master of tugboat.

Tug assistance rates: 0800 hrs. to 1700 hrs, regular time – others, overtime.
BERTHING: See "Max. Size".

STEVEDORES: Stevedores, longshoremen, checkers and watch-men for Government Piers No. 1 and 2 are provided by Northern Carriers Corporation.

Stevedores, checkers, etc. are non-union members. Any number of gangs can be ordered on 3 hours' notice. Stevedores work on 3 shifts:

1st Shift – 0000 hrs. to 0800 hrs.
2nd Shift – 0800 hrs. to 1600 hrs.
3rd Shift – 1600 hrs. to 2400 hrs.

Sundays, holidays and nights, stevedores are paid overtime rates. Christmas, New Year's Day, Easter Sunday, Good Friday and Maundy Thursday, stevedores will work on double pay.

TANKERS: The 3 oil terminals maintaining tank farms in the port zone are Petrophil, Caltex and Shell. They operate a common set of pipelines for white and black oil product passing under the old Government Pier. PMO policy is 1 tanker discharging at a time. A "boom" is available at the quay side.

MEDICAL: 3 modern hospitals staffed by trained physicians and specialists and 8 clinics. They are open 24 hours.

FRESH WATER: Fresh water available at old Government Pier via road tanker. Pumping rate: 8 t.p.h – Summertime. 12 t.p.h. – Rainy season.

FUEL: Bunker and others, POL product obtainable and supplied by lorries.

FIRE PRECAUTIONS: The oil terminals in the area maintain chemical fire fighting equipment, a "boom" to contain oil spillage and "light water". Voice of America and the Airport are within a 3 km. radius to the piers and maintain modern fire trucks.

No naked flames and no hot works on board while motor tankers alongside pier.

REPAIRS: Atlantic, Gulf and Pacific Co. of Manila at Batangas operates ship repair facilities.

SURVEYORS: Poro Point Shipping Services of San Fernando are available on request. Surveyors also available from Manilla, 270 km.

GANGWAY/DECK WATCHMEN: Available from Arrastre contractor upon request of Ship's Agent.

OPENING/CLOSING HATCHES: First open and last close normally carried out by crew. Stevedores operate the hatches when it rains.

CARGO GEAR: Arrastre operators maintain complete loading/discharging gear for bulk, general cargo and heavy lifts. Also available are:

11 units	–	Forklifts, 1 to 8 tons capacity.
2 units	–	Mobile cranes, 25 tons capacity.

AIRPORT: San Fernando Airport is 3 km. South of Pier. No regular flights.

HOLIDAYS: New Year's Day (January 1st); Holy Thursday, Good Friday; Labour Day (May 1st); Independence Day (June 12th); All Saints Day (November 1st); Bonifacio Day (November 30th); Christmas (December 25th); Rizal Day (December 30th).

POLICE/AMBULANCE/FIRE: Police, Tel: 41-25-77) Hospital, Tel: 41-28-44, 41-23-55, 41-26-16; Fire Department, Tel: 41-24-88; Philippines National Police, Tel: 41-25-28.

TELEPHONES: Vessels docked at the port zone may request telephone connection from PLDT at PPA-PMO San Fernando Office.

SHIP SUPPLY SERVICE: The following authorised ship supply service operators with addresses in this port are:

1. A. Neral Chandling and Laundry Services, 32 Mabini Street, San Fernando, La Union, c/o Mrs. A. Neral (privately owned).
2. La Union Chandling and Laundry Service, Catbangen, San Fernando, La Union, c/o Mrs. Caridad Tabisola (privately owned).
3. Bureau of Quarantine, PPA Compound, San Fernando, La Union, (launch services – government owned).
4. Philex Mining Corporation, Poro, San Fernando, La Union, (launch services – privately owned).
5. Poro Point Shipping Services, PPA Compound, Poro, San Fernando, La Union (Shipping agency, chandling, cargo checking and other related port services).

SHORE LEAVE: Crew members are allowed to go ashore without special permission.

IDENTIFICATION CARDS: For control of persons inside the port zone and for security, I.D. should be available when requested by guards.

GARBAGE DISPOSAL: The Municipal Goverment of San Fernando through the Municipal Administrator can be requested in writing to provide this service. The garbage should be put in plastic bags or covered cartons, but never in drums. Tel: 41-26-01.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: There are several night clubs/bars/night spots operating in the vicinity of the port but no official Seaman's Club.

CURRENCY: Philippines Pesos (P).

GENERAL: *Discharge of Ballast:* No dirty ballast may be dumped into the territorial waters of the Republic of the Philippines.

Rat Guards: Rat guards shall be placed on all mooring lines to the pier.

Accessibility: Port is accessible by road and air transportation.

Provisions: Fresh vegetables can be supplied directly from the vegetable capital of the Philippines (Baguio City).

Rest, Recreation: Beach resorts with miles of clean beach just minutes away by car. First class hotels with swimming pools, air conditioned rooms. Baguio City, Summer Capital of the Philippines is 70 km. East and 5,500 ft. above sea level. A golf course at Camp John Hay, the R & R centre of U.S. Servicemen, can be used by civilians.

Other Ports: PMO San Fernando has administrative jurisdiction over Currimao Port, Ilocos Norte; Salomague, Cabugao, Ilocos Sur; Sulvec Port, Narvacan, Ilocos Sur; Masinloc Port, Zambales; Acoje Wharf, Sta. Cruz, Zambales, Port of Aparri, Aparri, Cagayan and Port of Irene, Sta. Ana, Cagayan.

AUTHORITY: Philippine Ports Authority, Port Management Office, San Fernando, La Union, Philippines. *Tel:* 41-25-57. *FAX:* 41-25-57. *Contact:* Adolfo LL. Amor Jr., Port Manager.

SANGI, Cebu Island: 10.23 N. 123.39 E. (See Plan)

MAX. SIZE: 50,000 d.w.t.

TUGS: 1 small tug (15.53 g.r.t.) owned and operated by ACMDC.

BERTHING:

Pier No.	*Length* (m.)	*Depth At LW* (m.)	*Remarks*
AFC No.1	98.0	5.0	Load/Unload General and Bulk. Max. load on wharf 90 tons.
ACMDC No.2	7.85	7.75	Loading conveyor for concentrates. Max. load on wharf 20 tons.
ACMDC No.3	80.0	16.0	Ship unloader and conveyor system. Max. Load on wharf 250 tons.

CRANES: ACMDC own a truck mounted crane with lifting capacity 20-25 tons. Crane available for renting.

SPECIALISED CARGO HANDLING FACILITIES: Liquid cargoes may be loaded/unloaded by pipeline at No.1 Pier and unloaded by pipeline at No. 3 Pier.

STEVEDORES: Advise before 0700 hrs. in order to commence operations at 0800 hrs. or 1500 hrs. same day.

MEDICAL: ACMDC operate a private hospital and priority given to employees. Hospitals and facilities available in Cebu City, distance 60 km.

DENSITY: 1023.

FRESH WATER: Available. Requests should be made to Agent or Supercargo.

FUEL: Available. Delivery by tank truck, which is to be ordered through Agent.

FIRE PRECAUTIONS: No smoking on piers or on vessels.

CONSULS: None.

REPAIRS: Most deck and engine repairs can be carried out.

DRY DOCKS: None.

SURVEYORS: Available from Cebu City.

GANGWAY/DECK WATCHMEN: Usually ship's gangway used. Deck watchmen are available through Agent.

HATCHES: Normally by crew, occasionally stevedores will open and close hatches.

CUSTOMS ALLOWANCES: See "Cebu".

CARGO GEAR: In the case of coal and concentrates discharge is effected by shore gear (ship unloader) and conveyor for loading. General cargo loaded and unloaded by ship's gear.

AIRPORT: No local airport.

HOLIDAYS: New Years Day, Holy Thursday, Good Friday, Labour Day, Valour Day, Independence Day, Fil-American Friendship Day, National Heroes Day, Bonifacio Day, Christmas Day.

POLICE/AMBULANCE/FIRE: Using AFC telephone.

Toledo Fire Department Tel: 70.

Police department do not have a telephone. They are located along the shore.

Government ambulance can be contacted personally as they are located along the shore.

TELEPHONES: International telephone service available 1.5 km. from pier, at TMSI.

EMERGENCY CO-ORDINATION CENTRE: Coast Guard station along the shore but no telephone.

SERVICES: Available through Agent.

BANKS: Philippine National Bank and Rural Bank in Toledo City.

SHORE LEAVE: No restrictions.

IDENTIFICATION: Required.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Philippines Peso.

DELAYS: None

DEVELOPMENTS: None.

SHIPMASTER'S REPORT: September 1991.

Location: The port of Sangi is located in the Western part of the island of Cebu in position Lat. 10° 22.07′ N., Long. 123° 38.2′ E.

On British Admiralty Charts it is either not indicated or is indicated incorrectly. It is located on the chart in the position of the town of Toledo and in many Philippine documents it is shown as Sangi-Toledo.

Documents:

7 copies Crew List (IMO forms).
3 copies Crew List (Philippine forms).
5 copies Arms and Ammunition List.
7 copies Bonded Stores List.
7 copies Stores List.
5 copies Ports of Call List and Intended Ports of Call.
1 copy Philippine General Declaration.
1 copy Maritime Declaration of Health.
Clearance from last port.
Manifest and Bills of Lading.
7 copies No Narcotics, No Animals, No Money, No Parcels and No Passengers if there are none on board.

Clearance is effected on board the ship when secured alongside.

Approaches: Several tall chimneys and prominent buildings can be seen on the approach to the port. We encountered many piroques and catamarans on our approach and this hindered our progress considerably.

Radio: ETA is required by VHF Channel 16, 4 hours prior to arrival.

Berthing: We berthed at the Cement Quay (See "Plan") which has very good cargo handling facilities and is called Berth No. 3. Depth of water alongside the berth is 50 ft. – 60 ft.

Cargo Operations: Work is carried out in 3 shifts throughout 24 hours. Loading and unloading of coal is by crane at Berth No. 3, coal being discharged on to a conveyor system.

Fresh Water: Fresh water is not available locally but is available from Cebu by barge, which is on the other side of the island so it is very expensive. Alternatively fresh water is available by trucks with 10 tons capacity. The quality of water varies greatly and may only be fit for washing.

Officials: At the request of the Port Authority we were expected to feed between 8 – 10 men, which was made up of Customs, Agent, Clerks and Police. On most occasions 6 persons were being fed.

With regard to carrying out formalities, the Port Authorities were very correct and friendly. The customs officers maintained a presence on board at all times as did the armed guards who were posted aboard to handle any serious attack upon the vessel.

AUTHORITY: Philippines Ports Authority.

Operator: Atlas Consolidated Mining & Development Corporation, ACMDC Minesite, Don Andres Soriano, Toledo City, Cebu, Philippines (P.O.Box 7066, Manila International Airport, Manila, Philippines). *Tel:* 819-0251/90. *Telex:* (ITT) 7425014; (RCA) 7222170; (Eastern) 3539; (ITT) 45642. *FAX:* 815-3089. *Contact:* Fernando S.Verde, Vice President – Production (Cebu Copper Operations).

SUBIC BAY, Luzon: 14.49 N. 120.18 E. (See Plan)

(A) GENERAL CARGO FACILITIES
(B) TANKER TERMINAL

(A) GENERAL CARGO FACILITIES

BERTHING:

Piers in the Subic Bay Area:

1. Alava Pier – (Waterfront)
2. Bravo Pier – (SRF)
3. Rivera Point – (SRF)
4. Sattler Pier – (NSD)
5. Marine Terminal – (NSD)
6. POL Pier – (NSD) – Also see Section (B)
7. Boton Pier – (Cubi)
8. Leyte Pier – (Cubi)
9. Nabasab Pier – (Navmag)
10. Kamayan Pier – (navmag)

The main commercial port will be at the Sattler Pier and the Marine Terminal Pier located at the former NSD.

The other piers in the area will complement and support the main commercial port.

SBMA Container Port: Container Pier (Sattler):
Length 600 ft. Width 80 ft. Draft 42 ft.
20 moves per hour. 40 tons maximum per lift.

Covered Pier (Marine Terminal):
Length 750 ft. Draft 46 ft.
90,000 sq.ft. (L-600 ft. × W-150 ft.) Transit shed.
Capacity: 4 cargo ships at one time.

Freight Workload:
2,300 container lifts per months.
1,300 container (loaded) vans per month.
8 ships per month – 12 hrs. load time per ship.

Note: The Port Authority have several portal cranes at the Alava and Bravo Piers which could load/unload cargoes, but land vehicles are needed to transfer the cargoes to/from the container port.

Container Marshalling Yard:
Length 900 ft. Width 250 ft. = 225,000 sq.ft. or 20,903 sq.m.

Storage Compound: 99 acres.

	700,000 sq.ft. covered storage area.
Building 1026	132,000 sq.ft.
Building 1022	135,000 sq.ft.
Building 1027	152,000 sq.ft.
Building 1012	32,000 sq.ft. – freeze warehouse.
Building 1035	26,000 sq.ft. – transhed.

1 million sq.ft. of open storage also available.

AUTHORITY: Subic Bay Metropolitan Authority, Building 229, Waterfront Road, Subic Bay Freeport, 2200 Philippines. *Tel:* (047) 222-5456. *FAX:* (047) 222-5278.

AGENT: See "Manila".

(B) TANKER TERMINAL

LOCATION: Coastal's Subic Bay Terminal is located in the Subic Bay Freeport Zone on the S.E. shore of Subic Bay at Lat. 14° 48′ 38″ N., Long. 120° 17′ 37″ E. Coastal is the only operator of the Petroleum, Oil and Lubricants (POL) Pier, and the Subic Bay Metropolitan Authority (SBMA) is the operator of the Subic Bay Port.

PILOTAGE: Pilotage is provided by Coastal, and is compulsory for all vessels when entering and leaving Coastal's Subic Bay Terminal or anchoring in the Subic Bay en-route to Coastal's Subic Bay Terminal, except for small launches and other craft regularly utilising Coastal's Terminal, or if waived by the Terminal Manager.

Masters of ships anchoring or leaving the Subic Bay Anchorage may do so without the assistance of a pilot, but those unfamiliar with the anchorage are strongly advised to use the services of a pilot before anchoring. Coastal does not provide a pilot for anchoring at the Subic Bay Anchorage.

Masters must sign the pilot's Indemnity Certificate before pilotage commences. Ships using Coastal's Subic Bay Terminal are liable for any damage caused by the ship to any of Coastal's property or to any other vessel lying therein, whether or not a Coastal pilot is assisting at the time.

Pilot Boarding and Landing Offshore: All pilots shall be boarded or landed from a ship not located alongside a berth by means of a pilot ladder when the freeboard does not exceed 30 ft., or a combination of accommodation ladder and pilot ladder when the freeboard exceeds 30 ft. All pilot ladders shall conform to the requirements of SOLAS 1974 Chapter V, Regulation 17. A pilot may refuse to board a ship if the means of access does not conform to the above. If the pilot agrees, a pilot hoist may be used in lieu of an accommodation ladder and pilot ladder, but a standard pilot ladder shall be immediately available in the event of a failure of the pilot hoist. As it is essential that ship's engines be stopped whilst the pilot is transferring between pilot boat and ship, the ships' Masters should not approach the coast too closely for boarding the pilot. As a general rule, pilot should board about 1.0 – 2.0 miles off the Coastal Subic Bay POL Pier.

ANCHORAGE: If, for any reason, a ship is required to anchor prior to or after berthing at Coastal, the anchorage must be coordinated with the SBMA Port Authority.

Use of Anchors: If an anchor is used during the berthing manoeuvre, it shall be hove home on completion of the mooring. No ship may lie alongside a berth with an anchor on the bottom. Loaded ships should not drop an anchor near the POL Pier berths as bottom clearance is limited with the danger of running over the anchor which could pierce the hull.

RESTRICTIONS: *Depths/Clearance:*

Minimum depth of water in approaches	60 ft.
Under Keel Clearance in approaches	20 ft.
Minimum water depth alongside	44 ft.
Under Keel Clearance alongside	4 ft.

Loaded and Ballast Draft Requirements: Each of the berths at the Coastal Subic Bay POL Pier is dredged and the maximum allowable draft will be advised by the pilot. It shall be recognised that loaded ships may be draft restricted at the next scheduled port after Subic Bay.

For safe handling of tankers at all the Coastal Subic Bay POL Pier berths, the following minimum drafts are recommended:

D.W.T.	*Draft Forward*	*Draft Aft*
5,000 – 10,000	6 ft.	14 ft.
10,000 – 20,000	8 ft.	18 ft.
20,000 – 30,000	10 ft.	20 ft.
30,000 – 40,000	14 ft.	22 ft.
40,000 – 50,000	14 ft.	24 ft.
50,000 – 90,000	16 ft.	26 ft.
90,000 and over	18 ft.	28 ft.

Note that ships arriving or sailing with part cargo only are also recommended to conform to the above minimum draft and maximum of 10 ft. trim by the stern. In special circumstances and in very good weather conditions, it may be possible to safely handle ships with less draft and/or a different trim than those recommended above. In these cases, Masters should consult with the duty Dispatcher.

Bow to Centre Manifold Restrictions at the Berths: The allowable bow to centre manifold distance at each of the berths is as follows:

Berth	*Maximum BCM*
1 and 2	85 ft.
3 and 4	288 ft.
5 and 6	450 ft.

In common for all berths, the distance from the tanker's most forward underwater point to the centre manifold has to be known accurately by Coastal to insure that there is sufficient length of deep water at the berth forward of the loading arm (hose) positions. All ships using the POL Pier must advise Coastal of their accurately measured horizontal distance from extreme bow (including the bulb bow) to the centre of their manifold connections, so that each ship is allocated a berth with sufficient length of deep water forward of the loading position.

MAX. SIZE: 100,000 d.w.t., maximum LOA 853 ft. and maximum draft 42 ft. Max. displacement 120,000 d.w.t.

RADIO: *ETA Requirements:* All ships shall advise their ETA at Coastal's Subic Bay Terminal 72, 48 and 24 hours in advance of arrival "via Manila Radio", and be able to communicate with "Coastal Subic Bay" on VHF Channels 16, 8 and 79 when within range. See "Pre-Arrival Information" required on cargo, bunker and ballast operations.

If a ship has received damage and/or is leaking oil, this must be advised in the ETA advice, so that the ship can be inspected by Coastal personnel before entering the port.

Pre-Arrival Information: All ships scheduled to load or discharge at Coastal's Subic Bay Terminal should, at least 48 hours prior to arrival, radio the following information to Coastal via Manila Radio (attention Operations Supervisor). If passage from last port is less than 24 hours, this information should be transmitted to Coastal on VHF as soon as in range.

(a) Clean Ships to Load Clean Products:

AA	Cargo Nomination (grades, volumes at 60°F).
BB	Proposed cargo layout.
CC	Last 3 cargoes carried in each tank.
DD	Cleaning done (hot wash, cold wash, descaling, draining, mopping) since last grade and between previous 2 grades.
EE	Condition of coating, if any.
FF	If gas-free, tanks of ships scheduled to load Kerosene and Turbo Fuel *must*, unless those tanks last cargo was also Kerosene or Turbo Fuel and have not carried ballast, be gas-free for entry and tanks scheduled to load Gas Oil or Heating Oil *must* be gas-free to below 40° of LEL (LFL) – Lower Explosive Limit (Lower Flammable Limit).

GG Number of ballast tanks in which ballast will be carried on arrival.
HH Estimated time to deballast and prepare ballast tanks ready for loading.
II Any slops on board, if so, quality and quantity.
JJ Any transit cargo on board, grade, volume, tank numbers.
KK Preferred sequence of loading, grades which can be loaded simultaneously.
LL Number of manifold connections (from forward) to be used for each grade (8 in.)
MM Maximum loading rate.
NN Maximum sailing draft.

(b) *Clean Ships to Discharge Clean Products:*
AA Bill of Lading quantity, gravity, temperature of each grade to be discharged.
BB Any discrepancy in Bill of Lading and ship's figures at loading port.
CC Quantity and grade of any transit cargo on board.
DD Number of ship's pumps available and estimated discharge time.
EE Number of manifold connections required (8 in.).
FF Estimated ballast time required at completion of discharge.

(c) *Dirty Ships to Load Dirty Products:*
AA Cargo nominations (grades, volumes at 60°F).
BB Last cargo carried, if crude oil what grade (source of origin) and what cleaning done.
CC Grade and quantity of any transit cargo on board.
DD Quantity of dirty ballast to pump ashore * and estimated time to deballast.
EE Quantity of slops to pump ashore *.
FF If more than one grade to be loaded, can grades be loaded simultaneously, if not, why not and preferred loading sequence of loading.
GG Maximum loading rate.
HH Maximum sailing draft.
* Note: The deballasting and slops system can handle only low Mercaptan sulphur slops. If previous cargo was "sour", it may not be possible to discharge slops at the Terminal.

(d) *Dirty Ships to Discharge Dirty Products:*
AA Bill of Lading quantity, gravity, temperature of each grade to be discharged.
BB Any discrepancy in Bill of Lading and ship's figures at loading port.
CC Grade and quantity of any transit cargo on board.
DD Number of ship's pumps available and estimated discharge time.
EE Quantity of ballast which can be loaded simultaneously with discharge, if agreed by Coastal.
FF Estimated residual ballasting time required.

(e) *Crude/Dirty Ships to Load Crude Oil:*
AA Cargo nomination (grades, volumes at 60°F).
BB Last cargo carried, if crude oil what grade of crude (source of origin).
CC Quantity and grade of any transit cargo on board.
DD Quantity of dirty ballast to pump ashore, estimated time to deballast.
EE Quantity and type of slops on board, to "Load-on-Top", segregate on board or pump ashore.
FF If more than one grade to be loaded, preferred sequence of loading.
GG Maximum loading rate.
HH Maximum sailing draft.

(f) *Crude Ships to Discharge Crude Oil:*
AA Bill of Lading quantity, gravity, temperature of each grade to be discharged.
BB Any discrepancy in Bill of Lading and ship's figures at loading port.
CC Grade and quantity of any transit cargo on board.
DD Number of pumps available for discharge, estimated time of discharge.
EE Does ship require crude washing of tanks during discharge, if so, reply to Crude Wash Check List.
FF Quantity of ballast which can be loaded simultaneously with discharge, if agreed by Coastal.

(g) *Speciality Ships:*
(1) Ships to Discharge Butane or Propane:
AA Bill of Lading quantity, quality and temperature of gas.
BB Any discrepancy between Bill of Lading and ship's figures at loading port.
CC If temperature of gas is much below ambient, what is the maximum temperature gas can be raised to on discharge (minimum discharge temperature acceptable is 60°F).
DD What is the minimum discharge pressure (maximum at manifold is 175 p.s.i. for Butane and 225 p.s.i. for Propane). Note: The terminal does not have a return line.
EE What is the estimated discharge time.
FF What is the size of the ship's manifold connection.
(2) Acid Ships to Discharge:
AA Bill of Lading quantity, quality and temperature of acid.
BB Any discrepancy between Bill of Lading and ship's figures at loading port.
CC Size of ship's manifold connection.
DD Does ship have acid hoses on board, if so what number and size.
EE Maximum discharge rate at 100 p.s.i. at manifold.
(3) Ships to Load Acid:
AA Nominated quantity.
BB Last 3 cargoes carried in nominated ship's tanks with cleaning done since each was discharged.
CC Type of coating in ship's tanks to be loaded and its condition.
DD Are heating coils in tanks to be loaded completely disconnected and blanked off?
EE Is loading system from ship's manifold to tank(s) completely segregated from all other systems?
FF What grades are loaded or to be loaded in tanks adjacent to the tank(s) to be loaded with this acid? Do any of these tanks require heating?
GG What size is ship's manifold connection.
(4) Ships to Discharge Strong or Spent Caustic:
AA Bill of Lading quantity, quality and temperature of cargo.
BB Any discrepancy between Bill of Lading and ship's figures at loading port.
CC Quantity and grade of transit cargo on board.
DD Size of ship's manifold connection.
EE Estimated time required for discharge (maximum pressure at manifold – 100 p.s.i.).

TUGS: Tugs are provided by Coastal and their use is compulsory. Towlines are provided by the tugs. Masters must sign the tugs' Indemnity Certificate presented by the pilot on boarding before tugs are made fast. The ship is liable for any damage to or caused by the tugs whilst assisting.

Communications between ship and tugs during manoeuvring are normally carried out on VHF Channel 8, the English language shall be used.

In case of a loss of VHF contact, the following signals shall be made on the ship's whistle or siren:
Forward Tugs (alongside or on hook):
1 short blast – ship's head to starboard.
Tug alongside port side – push.
Tug alongside starboard side – pull on beam.
Tug on hook – pull starboard bow.
2 short blasts – ship's head to port.
Tug alongside port side – pull on beam.
Tug alongside starboard side – push.
Tug on hook – pull port bow.
5 or more short blasts – stop.
After Tugs (alongside, tractor or on hook):
1 prolonged blast followed by 1 short blast – ship's head to starboard.
Tug alongside port side – pull on beam.
Tug alongside starboard side – push.
Tractor tug – pull on port-quarter (in).
1 prolonged blast followed by 2 short blasts – ship's head to port.
Tug alongside port side — push.
Tug alongside starboard side – pull on them.
Tractor tug – pull on starboard quarter (out).
1 prolonged blast followed by 5 or more short blasts – stop.
All Tugs:
3 short blasts – stop ship.
Tug on hook forward – stop.
Tug alongside – pull back (alongside).
Tractor tug aft – pull right aft.

It is emphasised that whistle signal form of communication between ship and tugs is for emergency use only and that, if possible, manoeuvres should be aborted or suspended until VHF contact is again possible.

TANKERS: POL Pier:

Berth	*Length* (ft.)	*Draft* (ft.)	*Controlling Depth* (ft.)
Southside	844	42	42
Northside	844	39	39

Mooring Operations: Ships berthing at the POL Pier berths shall have an adequate supply of heaving lines available for use. The forward spring lines are usually the first lines ashore.

The use of "rat guards" is mandatory.

All lines must be rope, or if steel, must have at least 150 ft. of rope leader for feeding to the dock line handlers.

Safety of Moorings: All ships must be securely moored to the satisfaction of the pilot. No cargo or bunker arms or hoses will be connected until the ship is securely moored. Moorings on winch drums shall be *securely braked off, self tensioning devices are not allowed.* On split drum winches, the number of layers of wire is taut and the ship in a fully loaded condition. Moorings of a different character (e.g. wire and fibre) shall not be sent out to the same dolphin or set of hooks/bollards. Moorings shall be monitored and kept taut by the ship's crew, and the ship maintained in her correct position and in contact with the berth fendering throughout the loading/discharging/ballasting/deballasting/bunkering operations. The Berth Assistant Operator is fully authorised to stop operations and disconnect cargo/bunker arms and hoses if moorings are seen to require attention, or if the ship is not kept in position and in contact with the fendering, or if the ship violates any other safe mooring practice.

Emergency Towing-off Wires: On completion of mooring, each ship at Coastal's Subic Bay Terminal shall provide towing-off wires, of adequate strength and condition, secured to the offside bow and quarter bollards with the eyes run out and maintained near the water line. The aft emergency towing-off wire shall be led through the central aftermost lead.

LOADING/DISCHARGING: POL Pier – Southside – Dock manifold data:

Number of Connection	*Diameter of Line* (in.)	*Product Handled*	*Maximum Discharge Rate* (bbls/hr.)	*Maximum Load Rate* (bbls/hr.)
4	6	F76	3,500	3,000
4	8	F76	15,000	15,000
		(2)		(Marine loading arm manifold)
2	6	JP5	3,500	3,000
6	8	JP5	9,800	7,800
		(2)		(Marine loading arm manifold)
1	6	JP4	3,500	3,000
2	8	JP4	10,000	7,000
		(2)		(Marine loading arm manifold)
1	6	MJM	3,500	3,000
3	8	MJM	5,500	4,500
		(2)		(Marine loading arm manifold)
2	6	IFO	3,500	N/A
2	8	IFO	4,500	N/A
2	6	SLOP	3,500	N/A
1	8	SLOP	3,500	N/A

POL Pier – Northside – Dock manifold data:

Number of Connection	*Diameter of Line* (in.)	*Product Handled*	*Maximum Discharge Rate* (bbls/hr.)	*Maximum Load Rate* (bbls/hr.)
3	6	F76	3,500	3,000
5	8	F76	15,000	15,000
		(2)		(Marine loading arm manifold)
2	6	JP5	3,500	3,000
6	8	JP5	9,800	7,800
		(2)		(Marine loading arm manifold)
2	6	JP4	3,500	3,500
2	8	JP4	10,000	7,000
		(2)		(Marine loading arm manifold)
1	6	MUR	3,500	3,000
3	8	MUR	5,500	4,500
		(2)		(Marine loading arm manifold)
2	6	IFO	3,500	N/A
2	8	IFO	4,500	N/A
3	6	SLOP	3,500	N/A

Notice of Readiness: Notice of Readiness will be signed for acceptance by the Operations Shift Supervisor after inspection and calculations are completed, and the vessel is in all respects ready to load or discharge.

If it is subsequently found that the ship was not, in all respects ready to load or discharge; in the case of loading, due to excessive deballasting time or unsuitability of tanks which, on inspection, require further cleaning or preparation for the nominated cargo; or in the case of discharging due to unavailability of pumps or inadequate temperature of cargo, a *Notice of Protest* will be delivered to the ship which will automatically cancel Coastal's initial acceptance of the Notice of Readiness. In such cases, the ship must prepare a revised N.O.R., cancelling the first one and stating a time tendered in accordance with its actual readiness.

Classifications of Petroleum: For the purpose of these regulations, the following classifications of petroleum products are established at Coastal's Subic Bay Terminal:

Clean Products:	Gasoline, Kerosene, Turbo Fuels, Gas Oil, Heating Oils, Light Diesel Oils. The ships which carry these products are designated "Clean Ships". Marine Diesel Oil (MDO) may be either a clean or dirty product.
Dirty Products:	All grades of Fuel Oil, Asphalt, Vacuum Gas Oil, Heavy Diesel. The ships which carry these products are designated "Dirty Ships".
Crude Oils:	All grades of crude oil including "Spiked" Crude. "Sour" Crudes are those crudes which contain appreciable amounts of hydrogen sulphide and/or Mercaptans. All Persian Gulf Crudes are classified as "Sour Crude". Ships which carry crude oil are designated as "Crude Ships". "Crude Ships" and "Dirty Ships" may be interchangeable.
Speciality Products:	Butane, Sulphuric Acid, Naphthenic Acid, Caustic Soda, Spent Caustic, TEL, Anti-Icing. Ships which carry these products are designated "Gas Ships", "Acid Ships", "Napacid Ships", etc., as the case may be.
Low Flash Petroleum:	Flash point below 60°C (140°F) as determined by the closed cup method of testing.
High Flash Petroleum:	Flash point of 60°C (140°F) or above as determined by the closed cup method of testing.

Manifold Requirements: Ships whose cargo and bunker manifolds conform to the OCIMF "Standards for Tanker Manifolds and Associated Equipment" will have no difficulty at Coastal's Subic Bay Terminal. Any ship which has a manifold construction other than steel, or has valves outboard of the supporting stool, must advise Coastal by VHF prior to arrival so that the manifold can be examined by Coastal Supervision and suitable precautions taken before and during connecting the arms.

Basic requirements for manifolds at Coastal's Subic Bay Terminal are:

Ships for the POL Pier (where ship may be portside or starboard side to berth): All products, clean or dirty, for ships up to 120,000 d.w.t. loaded to 42 ft. draft.

Cargo manifolds 2×8 in. ASA made of steel.

Bunker manifold 1×6 in. hose 150 p.s.i. rated flanges.

Distance from rail minimum 6 ft., maximum 10 ft.

All valves to be inboard of support stool or otherwise supported.

Distance apart of manifolds, including bunker, flange edge to flange edge, minimum 36 in., maximum 60 in.

If spill tank under manifold extends more than 24 in. outboard of connecting flange, the arm jacks will have to land on it.

Minimum height of lower edge of flange above spill tank (where fitted, or above deck if not fitted) 24 in., maximum 50 in.

If ship's connecting flanges are not made of steel, maximum allowable unsupported cantilever length of 24 in. will apply. Terminal Supervisor should be consulted.

Maximum Pressure at the Manifold: Never exceed the maximum allowable working pressure, as indicated below, at ship's rail, and make sure the loading rate is fully agreed.

Crude and refined products	–150 p.s.i.
Butane	–175 p.s.i.
Acids and caustics	–100 p.s.i.
Propane	–225 p.s.i.

Deballasting: Ships must not commence deballasting overside until the clean ballast has been inspected by a Coastal representative. If any oil is seen on top of the ballast, the Coastal representative will advise on what quantity of water may be discharged overside and what quantity has to be discharged ashore. Generally, clean ballast which has any oil floating on it should not be discharged overboard, after the tops of the suction pipelines in the tanks are uncovered. The responsibility for avoiding pollution during discharge of clean ballast overside remains with the ship. The shore deballasting system has a check valve in every lateral to prevent flow back. The ship should advise the Berth Operator and Coastal Operations Supervisor at least 30 minutes before completion of deballasting, so that tank inspection can be arranged without delay.

Tank Cleaning, Gas-Freeing Alongside: Permission to tank clean and/or gas-free alongside a berth must be obtained from the Operation Supervisor or his authorised deputy before commencing operations. Generally, this will not be refused unless in the opinion of the Operation Supervisor:

1. The weather or other conditions are considered unsatisfactory.
2. The equipment being used, the method employed, the experience or attitude of the officers and crew members involved are considered unsafe.
3. The length of time required to tank clean or gas-free is excessive.
4. The berth is needed for loading or discharging another ship. (See "General" – Vacating Berth).

No electrical equipment such as lighting and ventilation fans may be used unless certified flame or explosion proof and in good physical condition. Washing machine hoses must be tested for electrical continuity before washing commences. All tank cleaning and gas-freeing must be under the personal supervision of a senior ship's officer, who must always be in the vicinity of the tank cleaning operations.

Inert Gas System: It is important that inerted ships do not attempt to discharge cargo or ballast if their inert gas system is not functioning, or able to keep positive pressure on all tanks with less than 8% oxygen gas. Incoming air could cause pyrophoric iron to glow or ignite with resulting fire or explosion. Also see "Safety".

Tank Preparation for Loading at Coastal's Subic Bay Terminal: Unless otherwise specified, the ship's tank preparation for cargoes to be loaded at Coastal's Terminal shall conform to the Tank Cleaning Guidance Chart (See "Appendix").

Tank Inspection: Ships should call for tank inspection in good time to avoid delay.

1. Before loading clean cargoes: Tanks will always be inspected with lids open except those designed for low flash cargoes and which may not, therefore, be gas free. Tanks to be loaded with Turbo Fuel or Kerosene will always be entered (unless last cargo in tank was Turbo Fuel or Kerosene and has not carried ballast), and must therefore be gas free for entry. The inspector may need to witness an explosimeter and oxygen analyser reading of any tank before entering.

   A ship's officer must always be present when tanks are being inspected. Tanks for clean products must have main and stripping valves in each tank open during inspection. Ships scheduled to load clean cargoes, particularly Turbo Fuel, Kerosene and Heating Oil, may be required to anchor in the Bay for inspection prior to berthing. When inspection is done from the tank lid, and all tanks cannot be seen clearly, the inspector may ask for some tank cleaning plates to be removed. Ship's manifold valves on both sides of the ship will be required to be opened, and the pipelines visually inspected. Where draining of lines is done into the pumproom bilges, the inspector may ask to see the drain valves or plugs opened, and also see the drain cocks on the pumps opened.
2. Before loading dirty products or crude oil: Tanks will normally be inspected with tank lids closed, however, in cases of doubt, the inspector may ask for the tank lids and/or the tank cleaning plates to be opened.
3. Tanks will normally be inspected with tank lids closed, but the inspector may ask for a tank cleaning plate to be opened. If measurable quantities of the previous cargo are seen, hand dips will be made and an ROB quantity computed (See "Cargo Measurement"). This will be included in the Dry Certificate. A Note of Protest will be issued if the ship cannot reduce the ROB quantity and it is considered excessive.

Dry Certificates: Coastal Supervisors will sign Dry Certificates on presentation, but they are instructed to endorse them with observations of any free water or previous cargo seen, and to the effect that the contents of the pipelines are unknown. Coastal does not accept any liability as to the actual condition of the cargo tanks inspected.

Static Electricity Precautions: For all static accumulator products having a flashpoint of over 100°F (Kerosene, Turbo Fuel, Gas Oil and Heating Oil), tanks shall be gas-freed to below 40% of the LEL (LFL) before loading. No other static electricity precautions will therefore be necessary, unless these products are stored at a temperature near or above their flashpoints. The loading rates will be restricted until the ship's tank piping is covered, and special precautions in ullaging, sampling and taking temperatures will be enforced. For all static accumulator products having a flashpoint of less than 100°F (Naphthas and Gasolines), the main precaution to be taken is that ullaging, dipping and sampling equipment shall be firmly grounded (earthed) to the structure of the tank to be loaded prior to its introduction into a tank, and remain grounded until after its removal.

OBO Ships – Precautions in Cargo and Ballast Handling: Due to the problem of the effect of large free surfaces and the stability of OBO's, the minimum number of tanks are to be slack at any one time. Generally, when ballast and cargo are being handled simultaneously, only one cargo tank should be slack at one time, otherwise a maximum of two cargo tanks should be slack at one time, and the loading rate shall be calculated accordingly. If a ship's Master can demonstrate that the ship's stability is adequate without more stringent precautions, he should consult with the Coastal Supervisor on this and all free surface problems. If a list develops during loading or discharging, operations will be stopped and arms/hoses disconnected and remain so until the free surface in the ship has been reduced and the list corrected. OBO's arriving with part cargo to complete loading should ensure that they have no slack tanks on arrival.

Commencement of Loading: On being advised by Coastal's Tank Inspector that the ship's tanks are satisfactory to load, all tank lids and tank cleaning plates must be closed and secured, unused manifold connections blanked off and the ship's system, with the exception of the manifold valves, lined up for loading. Flame screens must be in place in each ullage hole. When the shore indicates it is ready to load, open the appropriate manifold valves and advise the shore that you are ready to load by gravity. If loading more than one grade, start each grade off separately. Do not ask for a pump to be put on until you are sure the cargo is flowing into the intended tanks. Agree with the Berth Operator on the number of pumps to be put on and on the stand-by time he requires for pumps to be cut out (See "Emergency Stopping of Pumps"). Communications with the shore will normally be by UHF radio, but the Berth Operator can also be contacted by shouting to the berth. Cargo tanks are to be checked before commencement of loading of each grade of cargo.

Topping-Off: If you require a reduction in loading rate for topping-off, arrange this with the Berth Operator.

Emergency Stopping of Pumps: To stop shore pumps in an emergency, use UHF Channel 1, making sure to identify ship's name and berth number before requesting "Stop Pumps – Emergency", repeat several times. All ships at the Terminal are on the same UHF channel, and unless you identify your ship's name and berth, the Operator will not know which ship is requesting a stop.

Discharging: If a ship is inerted, all deck openings shall be sealed and tanks under positive pressure. On non-inerted ships, flame screens must be in place in all ullage holes. Open manifold valves and start pumps only after you have been told by the Berth Operator that the shore is all lined up, open and ready. Maintain continuous watch on the UHF Channel 1 allocated to your ship, as this will be the means the shore will use to request you to stop pumps in an emergency. If, for any reason, you temporarily stop discharging or drastically reduce the discharging rate, you must advise the Berth Operator.

Loading of Bunkers: Where possible, bunkers will be loaded simultaneously with cargo operations. The ship's officer in charge of bunkering should contact the Berth Operator as soon as possible after arrival alongside to arrange a convenient time for bunkering, topping-off requirements and any requirements for samples and/or sighting bunker meter readings.

Generally, bunkers are loaded through meters and a ship's representative is invited to witness opening and closing readings. Where it is not possible to load bunkers through a meter, shore hand gauged quantities will be used or, in case of small ships taking small quantities, a ship's inspection or "Bunker Survey" will be carried out by a Coastal representative. Ship's officers are invited to witness gauging of shore tanks upon start and completion of bunkering if meters are not used.

Cargo Measurements: The accurate measurement of cargo discharged or loaded at Coastal's Subic Bay Terminal is essential to the Company's business. Contract Inspectors are engaged to measure each cargo discharged or loaded, and ship's officers are requested to give every assistance to these inspectors to take the necessary measurements and samples. Inerted ships will need to depressurise the inert gas to the extent, that up to 3 ullage plugs can be opened at any one time for handgauging, sampling and inspection. All tanks will be hand gauged/dipped, temperatures and samples taken and waterfinding done by the Contract Inspectors, who will require to be advised of the reference calibration tables to compute the cargo loaded or to be discharged. Otherwise, the inspectors will use their own equipment. A ship's officer must witness the taking of ullages and temperatures.

Normally, Vessel's Experience Factors are not used by Coastal in computing ship's cargo quantities, but if available, the Contract Inspector will record the VEF. Where slops from a previous cargo are retained on board, they will be measured and, unless commingled, with Coastal's agreement, with incoming cargo, again after completion of loading.

In cases of discrepancies of over 0.5% between the computed ship's cargo loaded or discharged and the shore computed quantities, the ship will, in the case of loaded cargoes, be held at the berth or at anchorage for re-ullaging and examination, until the reason for the discrepancy is discovered or some other agreement with the cargo owner is reached.

Particular attention should be given to ensure that the ship's pipeline system used during the loading is full on completion of loading or, if drained into tanks, what portion is drained. It is helpful if the capacity of these lines is known. In the case of discharged cargoes, where the discrepancy between ship's and shore computed cargo quantities is greater than 0.5%, the ship will be examined and re-dipped. Ship's officers must calculate their cargo quantity independently of the inspectors.

It is emphasised that the ship should not start ballasting into cargo compartments during or on completion of discharging, unless authorised to do so by a Coastal representative (NOT the Contract Inspector).

ROB quantities will be computed from dips of the wedges of all remains in each tank. Trim correction will *not* be applied when the liquid does not entirely cover the bottom of the tank. If available, wedge tables will be used. In cases of large discrepancies between discharged ships and shore quantities, the quantity of oil floating on top of the ballast taken into cargo tanks might be measured to determine a more accurate ROB. A ship's officer will be required to sign for the quantity computed as ROB *"without" correction for trim,* the actual quantity ROB will be agreed upon later. A Note of Protest will be served on a ship which has an excessive pumpable ROB and a claim filed.

In cases of large ship/shore discrepancies and/or cargo contaminations, a ship's Master may wish to appoint an independent inspector to act on the ship's behalf.

Logging of Times of Operations: The Berth Operator/Dispatcher keeps a log of events during your ship's stay alongside. As this will be compared with the ship's port log before the latter is signed on behalf of the Terminal, it will save unnecessary differences, if the ship will cross-check with the Berth Operator, times of stopping and starting all cargo, bunker and ballast operations, and reasons for delay whether caused by ship or shore. This information exchange may be carried out by use of the UHF radio put on board your ship, calling berth number from ship (name) to raise the Berth Operator. Ship's officers on duty are not required to leave their ship for this information exchange.

Loading of Bulk Materials: No facilities exist at the Coastal POL Pier for the loading of bulk materials. Only stores as defined herein will be permitted to be loaded while alongside.

Lightering Operations in Subic Bay: Lightering operations, i.e. transferring of oil products or crude oil from one ship to another in the Subic Bay, must be approved by the Port Authorities, The Subic Bay Freeport Authority. Coastal will maintain all the equipment required for this operation, which is done in support of the Terminal.

It is emphasised that all vessels, that are ordered to load by lightering in Subic Bay, must arrive with all clean ballast for pumping overside without causing pollution.

Ship-To-Ship Transfers at the Dock: When it becomes necessary to transfer cargo directly from one ship to another via headers and pipelines, it is essential that a proper communications system is set up between the two ships, so that the receiving ship can regulate the flows of oil it is receiving, and stop it when necessary. Because of language and radio channel difficulties between ships, Coastal will set up a communications system, stationing on each ship an operator with a radio on a special frequency which cannot be interrupted. These operators will remain on board during the entire transfer operation.

BALLAST: *Deballasting Facilities:* All dirty ballast must be discharged into shore tankage, however the capacity of the shore reception facilities is limited. All clean, oil free ballast should be discharged overside. The responsibility for avoiding oil pollution rests with the ship. As a general guideline, ships arriving in ballast should have no more than 8% of their summer deadweight, as dirty ballast requiring to be pumped ashore (e.g. a 50,000 d.w.t. tanker should have no more than 4,000 long tons of dirty ballast). The remaining ballast needed to conform to the minimum draft requirements (See "Restrictions") must be clean for pumping overboard without causing pollution. Ships may be required by their Operators/Charterers to arrive with clean ballast and consolidated slops.

Also see "Loading/Discharging".

Note: Ballast Facilities not yet available (October 1993).

MEDICAL: Hospital located in Olongapo City.

FRESH WATER: Fresh water is available for sale at all berths at the POL Pier at Coastal's Subic Bay Terminal for delivery to ships. The ship should advise Coastal of its water needs in advance of its arrival.

FUEL: It is essential that ship's Masters include their bunker requirements in their arrival cable, and confirm their requirements by VHF when in range, but note that for Coastal to be able to supply bunkers, a bunker nomination must have been received from Coastal Marketing Miami or Singapore.

Also see "Loading/Discharging".

AIRPORT: Cubi (Subic) or Manila.

GENERAL:

Applications of Regulations and Requirements: Coastal's Subic Bay Terminal means: The POL Pier and the waters immediately adjoining it to a distance of 100 m. Ship at anchorage within the Subic Bay and destined to berth at the Coastal Subic Bay Terminal shall also be deemed to come within the scope of these Regulations. These Regulations and Requirements herein described shall be strictly observed within Coastal's Subic Bay Terminal, by all persons including personnel of ships, barges, tugs, launches, mooring boats and other craft. In the event of any conflict between these Regulations on the one hand and any SBMA or Government Law on the other hand, then latter shall prevail to the extent to which they are in conflict with the Regulations.

Knowledge of Regulations: The Master or person in charge of any vessel, whilst within Coastal's Subic Bay Terminal, shall have adequate knowledge of these Regulations and Requirements, and ensure that his crew members are fully informed of all requirements. In the case of small craft operating within Coastal's Terminal, the Owners must ensure that their employees know and will obey these Regulations and Requirements. Additional copies of these Regulations can be obtained from the Terminal's POL Pier Office, located at the head of the Pier or from ship's Agents.

Inspection: Subject to the agreement of the SBMA Customs and Immigration Authorities, any authorised representative of Coastal shall have the right to board any vessel within Coastal's Subic Bay Terminal and/or Subic Bay at any time for the purpose of ensuring that these Regulations are being observed.

Permission to Enter Coastal's Subic Bay Terminal: No ship, tug, barge, launch or other craft shall enter Coastal's Subic Bay Terminal without first obtaining the permission of the Terminal Manager or his authorised deputy as well as notifying the SBMA Port Authority of their arrival.

Ship to Vacate Berth on Request by Coastal: As a condition of entry in Coastal's Subic Bay Terminal, a ship must vacate a berth promptly on being requested by Coastal (See "State of Readiness whilst Alongside").

Security of Buoyancy: When entering or leaving Coastal's Subic Bay Terminal in a loaded condition, it is important that the tanker's buoyancy is secured against ingress of water due to damage. Fore peak and pump room openings, including all ullage plugs, must be securely closed during the entire inward or outward passages.

Gangways: It is the ship's responsibility to provide and maintain a safe means of access between ship and shore. At the POL Pier berths, the ship must provide rig and tend a safe gangway or accommodation ladder, normally abaft amidships. The use of the shore hoist, where available, to assist in putting out or taking in a ship's gangway, is only allowed if the permission of the Berth Operator is given, and *if a Coastal employee is available to operate the hoist. Ship's personnel are not permitted to operate Coastal's equipment.* Coastal will accept no liability for damage caused by the failure of the hoist, and will bill the ship's Owner for any damage to the ship's gangway. If the ship's deck is higher than 10 ft. above the pier deck, a safety net must be rigged underneath the gangway. Particular attention must be given to providing safe access between the gangway and the ship's deck when the ship is high and the gangway is steep. Customs, Immigration, Quarantine and Coastal personnel will refuse to board a ship which does not have a safe gangway and access, with resulting delays for the ship's account.

State of Readiness of Ships Alongside: No repairs or work which will make the ship unable to move under its own power may be commenced without the written consent of the Coastal Terminal Manager or his authorised deputy. In general, such consent will be refused as, for the safety of the port, it is essential that ships maintain their propulsion, steering and other equipment required for unmooring and manoeuvring fully operational throughout their stay alongside. In cases where, through Force Majeure, a ship becomes immobilised whilst alongside, the Master must immediately advise the Berth Operator and the Operations Supervisor of the facts, so that a decision may be made on the advisability of continuing with cargo operations, and so that special precaution can be taken.

Ship/Shore Communications whilst Alongside: The Pilot, on boarding before berthing, will bring with him a portable UHF radio which he will use during the mooring operation and, before leaving the ship, will place under the care of the ship's Master. This radio will remain on board throughout the ship's stay alongside, and must then be handed back to the Pilot who sails the ship. Channel F1 on this radio is to remain open, so that the Berth Operator and Shore Operations Supervisor can contact the ship as necessary. The Berth Operator and the Operations Supervisor can be contacted on Channel F1 on this radio and overall control of loading/discharging can be maintained. This radio can also be used to advise time ballast is out, tank inspection is required, discharging is finished, stand-by or stopping loading pumps, ordering of pilots, etc. The radio must not be used for agency matters, nor for communicating with other ships and must be used responsibly. Should the radio be damaged or lost whilst under the care of the ship's Master, the cost of replacement will be billed to the ship's owner. The ship should call the Berth Operator or the Operating Supervisor if there is evidence that the battery is getting low or the radio is operating unsatisfactorily.

Appointment of Agent – Agency Services Available: No ship is allowed to enter Coastal's Subic Bay Terminal unless it has a duly appointed Agent or representative through whom all disbursements and ship's business can be channelled.

Also see "Safety".

SAFETY:

Ship/Shore Safety Check List: The Ship/Shore Safety Check List used at Coastal's Subic Bay Terminal is in general based on the ISGOTT Check List. It is Coastal's intent to check every ship as soon as possible after arrival. The Check List should also be used to self examine ship's safety, without waiting for Coastal personnel to perform a check.

Anchors: No ship may lay alongside a berth with an anchor on the bottom.

Emergency Towing-off Wires ('Fire Wires'): Fibre rope is not acceptable as an emergency towing-off wire.

Emergency Pilot Ladder: As soon as berthed, each ship at the POL Pier must put a pilot ladder over the offside just forward of the poop and keep the end just above the water level throughout the stay alongside, so that in an emergency, which makes boarding from the berth impossible, a pilot could board the ship.

Inert Gas Systems: All ships, having an inert gas plant (IGP), must before entry into Coastal's Subic Bay Terminal, confirm that the IGP is working correctly, i.e. maintaining positive pressure on all tanks with oxygen content of the inert gas less than 8% by volume. On arrival alongside, ships will be asked to depressurise tanks sufficiently to allow up to three ullage ports to be open at any one time for the purpose of gauging, sampling, waterfinding, temperature taking, tank inspection, etc., but ullage ports must be re-secured before cargo or ballast handling is commenced. During discharge of cargo or ballast, the IGP must be capable of producing sufficient inert gas of 8% or less oxygen quality to prevent air from entering the tanks. If necessary, the discharge rate must be regulated accordingly. *If the IGP is not operable, discharge will not be allowed to commence or, if during discharge of cargo or ballast, the IGP fails, the discharge must be stopped until the plant is again operational or, if this is likely to take more than 24 hours, until the ship's Owners and/or Charterers have been contacted, and a safe discharge plan agreed.*

When loading or ballasting into an inerted tank, the inert gas displaced must be vented through the ship's vent system and not the ullage plugs. The ullage plugs should only be opened during loading or ballasting for sighting, ullaging and sampling and personnel warned to keep upwind while carrying out these duties. If tanks which have been inerted have to be entered, after gas-freeing, for inspection, the inspectors must not enter the tanks until they are tested for oxygen content in addition to the normal test for hydrocarbons.

Loading Overall: Loading overall (through an open tank hatch or ullage plug) of any product is prohibited at Coastal Subic Bay Terminal.

Delivery of Stores over Coastal's Berths: The normal method of storing ships lying alongside Coastal's berths will be by stores launch. Minor amounts of stores defined as "dry goods" (no alcoholic or soft drinks) of a harmless nature in stout containers, which can be safely hand-carried up a ship's gangway with a total quantity of not more than 250 kg. or 4 cu.m., may be allowed to be put on board via the berth, but the supplier must first obtain a written permit from the Operations Supervisor. A shore crane will not be available for storing. The supplier will be responsible for clearing away any debris on the berth caused by the storing operation.

Repairs and Other Works, Storing by Launch, Hull Cleaning, etc., on Ships at Coastal's Subic Bay Terminal – Work Permits: All work performed on a ship alongside Coastal's Subic Bay Terminal by shore contractors must be with the permission of Coastal's Supervisor. Work requiring a cold work permit includes any cold work to be performed on the weather decks or hull of a ship alongside a berth at Coastal's POL Pier. Work performed by divers, including hull cleaning, and any work requiring a boat or a barge to lie alongside, including storing and lube oil delivery, requires a work permit to be issued prior to commencement of work. Hull cleaning by divers or machinery is *not* permitted when a ship is lying at a berth. Any diver working on the hull, rudder or propeller of a ship whilst alongside a berth must be accompanied by a helper and proper communications with the ship and Coastal established and maintained. All work requiring hot work, whether to be performed by contractors or ship's crew, on the weather decks or hull of ships alongside a berth at Coastal's Subic Bay Terminal, must be with the agreement of the Operations Supervisor, and done under the conditions of the Hot Work Permit issued by the Operations Supervisor. These permits are valid for 8 hours only, and must be renewed if work continues beyond an 8 hour period.

Tank Lids, Ullage Ports, Flame Screens, Tank Cleaning: All tank lids and tank cleaning plates shall be securely closed whilst loading, bunkering, discharging and ballasting. A tank cleaning plate may be opened during discharging where it is found safe to do so for the purpose of measuring remaining oil, water or sediments at the after section of a cargo tank. Only one plate shall be open at any time, and shall be closed immediately after the measuring is completed. Flame screens shall be in place in all ullage openings, and ullage ports shall be closed (and secured if ship is inerted) except when sighting, ullaging, sampling, etc. All lids of tanks not gas-free must be closed.

Chipping, Scraping and Painting: Chipping and scraping is not permitted on the weather decks or hulls of ships alongside a berth at Coastal's Subic Bay Terminal. Painting of ships' hulls from the deck, or fendering of a berth or from a position which can cause paint to fall onto the berth or its fendering, is not permitted. The painting of jetty fittings, pipelines, decks, etc., by ships' crew is strictly forbidden, and Coastal will bill the offending ship's Owner(s) with the cost of removing any such disfiguration.

Crew Access between Ship and Terminal Gates: The crew members of ships at the POL Pier berths are allowed to walk to the main POL Pier compound gate. The ship's Agent must arrange for transportation from there to the main Subic Bay Freeport gate going into Olongapo City. The Agent shall submit a Crew List to the SBMA and to Coastal (Operations Department).

Crew Passes and Crew Lists: Crew Lists must be submitted to Coastal's Operations Supervisor by ship's Agent, and crew members on shore leave must carry some means of identifications, so that they can be checked off against their ship's Crew List at the POL Pier main gate and at the SBF main gate.

Ship's Agent must make arrangements for crew members joining a ship at Coastal's Terminal to be issued with a pass to enter the SBF to join a ship.

Intoxicated Persons: No person who appears to be in an intoxicated condition or under the influence of drugs will be allowed within Coastal's Subic Bay Terminal. If a crew member in such condition arrives at the POL Pier gate, he will be refused permission to enter until the Master or an officer in charge of his ship provides an escort to supervise him between the gate and the ship.

Vehicular Traffic: No vehicles, except those delivering stores, will be permitted to enter Coastal's Subic Bay Terminal.

Ship Visiting: In general, the visiting of ships berthed at Coastal's Terminal by other than bona fide crew members, Owner's representatives and contractors having business on board (not seeking business) is not allowed or encouraged. In special cases, the Master may make arrangements with the Coastal Terminal Manager or his designee for others to visit his ship. Agents are not authorised to make these arrangements. Coastal Supervision and the Berth Operator will visit the ship from time to time in connection with their business, but in no circumstances should any Coastal representative visiting a ship be offered alcoholic beverages or gifts.

Fire Alarm: The Terminal fire alarm is situated on the POL Pier Office Building No. 1423 at the shore end of the POL Pier. The general fire alarm, which will be sounded in the event of a fire involving Coastal's Subic Bay Terminal or any ship or other craft at the Terminal, will be 8 short blasts on the fire siren repeated 3 times. The Terminal fire alarm will be tested on the first Monday of each month at 1100 hrs. All ships in the Terminal will be notified beforehand. Pull alarms are located at each station on the pier.

WEATHER/WIND/TIDE:

Tidal and Current Information: The tides are diurnal with a maximum amplitude of 4.7 ft. (1.43 m.) at the Spring solstices, but a normal average is 1.0 ft. to 1.8 ft. (0.31 m. to 0.55 m.). The datum used is MLW, and the water level is not likely to fall more than 7.2 in. (182 mm.) below this. The current at the POL Pier is non-existant. There can be some small current in the Bay during periods of high rainfall due to fresh water run off.

Electrical Storms: Severe electrical storms are not common in Subic Bay, but should one pass in the near vicinity during the handling of low flash cargo or loading or ballasting into non gas-free tanks, inert gas purging, tank cleaning and gas-freeing operations shall be temporarily stopped, and all tank openings and vent line valves closed until the storm has passed.

Heavy Rain Storms: Should a heavy rain storm, usually of short duration, occur during the topping-off operations in loading cargo or bunkers, the Berth Operator should be asked to stop the loading until the heavy rain has stopped.

Strong Winds: Although Subic Bay is a well protected natural harbour, strong winds can occur during typhoons and other strong storms. When wind speeds exceed 30 knots, ships will, depending on the wind direction and general weather synopsis, be alerted that cargo/deballasting/bunker operations may have to be suspended and arms disconnected. The Terminal has the responsibility of determining when wind conditions are reaching the limit of the design criteria for continued operation of the cargo arms.

Typhoons/Hurricanes: Coastal will monitor the movement of all tropical storms in the South China Sea and the Western Pacific. Ships will be alerted when weather conditions might affect the cargo operations, and based on the reported proximity and severity of the storm may be required to:

Suspend loading/discharging/deballasting operations and disconnect arms/hoses.

Keep engines and other equipment in a state of immediate readiness, should it be necessary to vacate the berth.

Ships at anchorage in the Subic Bay will be advised by the Subic Bay Freeport Authority what, if any, action should be taken.

APPENDIX: *Tank Cleaning Guidance Chart:*

Last Cargo If grade last carried does not fall within general specifications of grades given below, seek special instructions.	Avgas	Mogas	Lo Lead Naphtha	Kerosene Turbo	*Cargo to be Loaded* Gas Oil Heating Oil	Esso Heating	Belco Diesel	Marine Diesel	Vacuum Gas Oil	Fuel Oil	Crude Oil
Avgas	AD	D	C	HGSM	HG	HGM	HSF	HG	HG	H	D
Mogas	CSM	AD	C	HGSM	HG	HGM	HSF	HG	HG	H	D
Naphtha	CSM	D	AD	HGSM	HG	HGM	HSF	HG	HG	H	D
Kerosene/Turbo Fuel	CSM	D	B	AD	B	HM	B	B	D	D	D
Gas Oil/Heating Oil	HSM	B	B	HSMW	AD	BH	B	B	D	D	D
Marine Diesel	HSM+	B+	B+	HSMW+	U+	HGM+	HSF	AD	D	D	D
Vacuum Gas Oil	X	X	X	X	X	X	HSF	SH	AD	D	D
Fuel Oil	U	U	U	U	U	U	HSF	HS	H	AD	D
Crude Oil	U	U	U	U	U	U	HGF	HGS	HGS	See Note below	AD

For explanation of symbols see below.

+ Assumes MDO carried in clean ship. If not, substitute U.

Loading Fuel Oils after Crude Oils: Where unpumpable bottom residues, sediments or BS&W remain from the previous cargo of crude oil, tank bottoms must be machine-washed, hot or cold according to the removability of the sediments, lines and pumps flushed and all water and residues completely stripped from tanks, cargo lines and pumps into a single tank for pumping ashore prior to loading any residual type fuel oils. If appreciable sediments remain in ballast tanks on completion of discharge of dirty ballast ashore, it may be necessary to bottom wash these tanks. The slop tank, if being used to load fuel oil, after discharge ashore, must be hot machine-washed and stripped dry of all water and sediment, pumping directly ashore.

Note: If last cargo was a "sour" crude, see "Radio – Pre-Arrival Information – (c)".

Explanation of Symbols used in Tank Cleaning Guidance Chart:

A When similar cargo to the last cargo carried is nominated, and no ballast is carried in tanks or cargo system concerned, no preparation, other than draining, may be necessary unless advised to the contrary.

B Tank bottoms, cargo lines and pumps to be waterwashed; tank lines and pumps to be completely drained, special attention to be paid to deadends and low points, including deck lines and manifolds. Valves to be opened to drain lines of excess water.

C Tanks, lines and pumps to be cold water machine-washed; tank lines and pumps to be completely drained, special attention to be paid to deadends and low points, including deck lines and manifolds. Valves to be opened to drain lines of excess water.

D Tanks, lines and pumps to be completely drained of cargo and/or water, special attention to be paid to deadends and low points, including deck lines and manifolds.

F Fresh water rinse large tanks, lines, pumps and risers to remove traces of salt.

G Tanks must be gas-free to below 40° of the lower explosive (or flammable) limit.

H Tanks to be hot water machine-washed, lines and pumps to be hot washed; tanks, lines and pumps to be completely drained paying special attention to deadends and low points, including deck lines and manifolds. Valves to be opened to drain lines of excess water.

M After gas-freeing for entry, tank bottoms to be mopped dry of all water after valves have been opened, prior to loading.

S After gas-freeing for entry, all loose scale and sediment to be removed.

W Spot tank cleaning machines where necessary to cover shadow areas, under beams and plate stiffeners, etc.

X Special cleaning instructions required from Owners/Charterers.

U Not suitable for this grade to follow.

Note: 1. Hot wash water temperature (H) should be in accordance with coating manufacturers recommendations, but not less than 95°F.

2. If changing from dirty to clean trade special chemical cleaning is necessary.

AUTHORITY: Subic Bay Metropolitan Authority (See "Part (A)").

Operator: Coastal (Subic Bay) Terminal Inc., Building 1428, Subic Bay Freeport Zone, Philippines. *Tel:* 63-47-384-3401/4251/4352/4534. *FAX:* 63-47-384-4126. *Contact:* J. Van Der Linde, Marine Superintendent.

AGENT: Jardines Shipping Agencies (See "Manila").

SURIGAO, Mindanao: 09.49 N. 125.29 E. (See Plan)

PORT LIMITS: A vessel is considered an "arrived ship" when 1 mile N.E. of Lighthouse.

DOCUMENTS:

- Crew List.
- Passenger Manifest.
- Record of Vessels Boarded.
- Statement of Facts.
- Voyage Memo.
- Ship's Particulars.
- Coasting Manifests.
- Statistical Supplement.

PILOTAGE: Pilotage is compulsory for all vessels.

Maasin-Surigao Harbour Pilots Association, through Captain C.Toledo, is informed 24 hours before expected arrival of the vessel by telegram, or as the vessel approaches the port limits or anchorage area. The pilot is contacted through VHF Channel 16. The pilot boat is painted orange, and the Pilot Station is located at the side of the lighthouse. Pilot boat's docking area is located at the Northernmost portion of the baseport of Surigao, adjacent to Berth No. 1.

Harbour Pilots Boarding Station:

	Latitude	Longitude
Foreign Vessels	09° 51′ 30″ N.	125° 28′ 30″ E.
Domestic Vessels	09° 47′ 43″ N.	125° 30′ 40″ E.

ANCHORAGES: Vessels can anchor in 30 m. with sand bottom in a position 0.25 miles East or S.E. of Surigao Light. Anchorages are exposed to N.E. monsoon.

RESTRICTIONS: There are at present no tide or draft restrictions for entering the harbour for anchorage purposes for formalities. It is not recommended to transit through Hinatuan Passage for purposes of docking at Nonoc Pier at night, due to unpredictability of the current.

MAX. SIZE: Vessels maximum permissible length at baseport is 150 m., and maximum draft not to exceed 8.0 m. at M.L.L.W.

RADIO: Port Management Office (PMO) of Surigao is equipped with Single Side Band (SSB), which is used as the communication link between PPA – PMO Surigao and Head Office and all other PMOs throughout the country. The call sign is simply "PMO Surigao".

VHF: *Vessels Traffic System (VTS):* Part of the Port Operations Radio Traffic System is the Vessel Traffic System (VTS), where vessels arriving at baseport of Surigao establish voice contact with the Philippine Ports Authority (PPA) – PMO Surigao, through VHF Channel 16 and 148.57 MHz. Any information vital to docking, required cargo handling service, dangerous cargo warning, etc., are relayed to the base, whose call sign is "Blue Gee Base", or any of the following: Bollard Master: Port Manager. Bollard One: Operations Manager.

TUGS: No tugs available. For tug requirements, please contact PPA Cebu or Manila.

Note: Tugs on stand-by in the locality could be arranged for towage.

BERTHING:
Main Berth (Northern Portion): 354 m. long. 15.0 m. wide (working area).

At M.L.L.W., maximum permissible drafts are as follows:

Berths No. 1 – 1.5	4.0 m.
Berths No. 1.6, 2, 3 and 4	8.0 m.
Berths No. 5, 6 and 7	6.0 m.

Bulkhead (Southern Portion): 172 m. long; where smaller crafts like pump boats and motor bancas from the islands dock. Maximum permissible draft for Berths No. 8, 9 and 10 is 2.0 m.

Berths are numbered from 1 to 10, starting from the Northern portion of the wharf.

The port has no attached shore equipment or quay cranes, but it is capable of handling cargo/heavy lifts with the following equipment:

1 crane with S.W.L. 15 tons.
4 forklifts of 5 tons capacity.
1 forklift of 15 tons capacity.
27 units trucks.
4 LCT's for loading/unloading midstream.

Regulations: First come first served basis is the general rule in determining berthing priorities.

STEVEDORES: 24 hours before arrival of vessels, the cargo handling operator is informed, through a copy of the Application for Berth, to give ample time for the preparation of gang complement. One hour after vessel's failure, to arrive as scheduled, could mean settlement of laborers' stand-by time; unless the vessel's representative is able to file an amended schedule.

Cargo handling efficiency/performance is assured by the implementation of the Vessel's Operations Commitment (VOC), which serves as sort of contract between the carrier and cargo handler.

MEDICAL: Surigao Provincial Hospital, Miranda Family Hospital, Surigao Medical Center and Grace Christian Clinic of Surigao City service major and minor injuries. Laboratory facilities are also available.

FRESH WATER: The baseport of Surigao provides water at P.35.00 per cu.m. The fresh water at the port of Surigao is one of the factors that increases vessels' calls.

FUEL: Available.

FIRE PRECAUTIONS: The port has a well organised Fire Brigade and Evacuation Committee. It is equipped with fire extinguishers, sand drums, shovels, and axes at strategic areas of the port.

GANGWAY/DECK WATCHMAN: Provided by the security force of PMO – Surigao, as the port adopts the concept of Unified Security Command. During arrival of passenger vessels, or any vessel that requires security, security guards on tour of duty are augmented with those not on regular tour. On watch for any pilferage of cargo or any behavioural problem, the security guards, PPA Operations Officers, and members of Brazo sa Pantalan work as a team.

HATCHES: Opening/closing of hatches performed by dockhands and monitored by PPA Operations Officer-on-Duty.

AIRPORT: Airport is 4 km. away from the Baseport of Surigao City. Flight schedules of Philippine Airlines are as follows:

Tuesday, Thursday and Saturday: Arrival 0945 hrs., departure 1010 hrs.

Monday, Wednesday and Sunday: Arrival 0730 hrs., departure 0745 hrs.

BANKS: There are no banks within the port area, but all banks within the City are very accessible from the port area at a maximum distance of 1.0 km. These are the PNB, Far East Bank, PCI Bank, DBP, UCPB, BPI Family, BPI, Allied Bank, RCBC, Rural Bank, Land Bank and Metro Bank.

DELAYS: Delay is a very remote possibility, as the baseport has only an average berth occupancy rate of 40%.

GENERAL: *Port Management of Surigao:* One of the focal points of foreign and domestic shipping in Southern Philippines is PMO – Surigao. Port of Surigao is the principal port serving the provinces of Surigao del Norte, Surigao del Sur, including Bislig Port, Siargao and Dinagat Islands, Agusan del Sur and Southern Leyte.

AUTHORITY: Philippine Ports Authority, Port of Surigao, Port Area, Surigao City, Northern Mindanao, Philippines. *Tel:* 87366, 87361. *Contact:* Winfred G. Elizalde, Port Manager.

TABACO, Luzon: 13.41 N. 123.58 E. **(See Plan)**

DOCUMENTS:
Inward Coasting Manifest.
Hatch Plan or Stowage Plan.
Vessel's Information Card.

PILOTAGE: Pilotage is compulsory. ETA advice should be sent to the Harbour Pilot Association, Legazpi City at least 24 hours before vessel's arrival. The vessel is met by the Harbour Pilot about 2 km. from the wharf aboard a boat displaying a Pilot's flag.

ANCHORAGE: Within the Tabaco Bay but not less than 500 m. from the existing facility.

RESTRICTIONS: Berthing space is limited due to its physical length and the existence of a shipwreck at the Northern end of the wharf.

MAX. SIZE: LOA 300 m., draft 40 ft.

HEALTH: Vessels clear quarantine on arrival at the Tabaco Harbour. Quarantine Officers will normally board the vessel 2 km. from the existing wharf.

BERTHING: The existing facility can accommodate two foreign-going vessels of regular size at one time. Length of quay 300 m. Width 12 m. Storage area 2 hectares. Max. depth of water 30 ft. Quay height above sea level 2 m. at high tide and 5 m. at low tide. Average rate of loading/discharging 22 tons per gang hour.

CRANES: 2 shore cranes available with capacities of 20 and 25 tons. For heavy lifts, vessels are required to use their own gear.

STEVEDORES: Provided by Tafworks Arrastre Corporation.

MEDICAL: 1 government hospital and 2 private hospitals.

FRESH WATER: Can be provided by pipeline or hoses from the port facilities.

FUEL: All grades obtainable from major oil depots at Legazpi City which is approximately 27 km. from the port area and supplied by lorries alongside.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

HATCHES: Opening and closing of hatches is part of the stevedores' work or at the Master's option.

REPATRIATION: All facilities available for crew changes.

AIRPORT: At Legazpi City.

HOLIDAYS: New Year's Day (January 1st); Araw Ng Kagitingan (April 9th); Holy Thursday; Good Friday; Labour Day; (May 1st); Independence Day (June 12th); P.I-U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special Holidays declared by the President of the Republic of the Philippines are also included. If any other legal holiday falls on a Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's Agent.

POLICE/AMBULANCE/FIRE: Police and Fire, Tel. 222; Ambulance, Tel. 215.

TELEPHONES: Placing of telephones on board can be arranged with the branch office of the local telephone company (MATELCO).

SHORE LEAVE: Crew allowed ashore in company of an Immigration Agent.

GENERAL: Vessels intending to call at the port of Tabaco shall apply for a berth space at least 24 hours before arrival. No dirty ballast may be dumped into the territorial waters of the Philippines. Rat guards shall be placed on all mooring lines. Berth allocation is on a first-come first-served basis.

DEVELOPMENTS: Salvaging of the shipwreck at the Northern end of the wharf, extension of the existing facility by 120 m.; Passenger Terminal; 5 sets cluster lights.

AUTHORITY: Terminal Supervisor, Philippines Port Authority, Port of Tabaco, Tabaco, Albay. *Tel:* 378.

The Port Manager, Philippine Port Authority, P.O.Box 164, Legazpi City. *Tel:* 2012. *Contact:* Winfred G.Elizalde, Port Manager.

TACLOBAN, Leyte: 11.15 N. 125.00 E. **(See Plan)**

See "General" before first port.

DOCUMENTS: *Entrance Formalities:* For submission to PPA Harbour Section:

3 copies Inbound Coasting Manifest with enclosed or attached on each copy the following:

Crew List.
Oath of Master.
Passenger List (passenger vessels only).
Import Declaration (foreign vessels only).
Pratique (foreign vessels only).

Roll Book for presentation and clearance from last port of call also required.

Exit Clearance:

3 copies Outbound Coasting Manifest with attached or enclosed on each copy the following:

Crew List.
Oath of Master.
Passenger List (passenger vessels only).
Export Declaration (foreign cargo vessels).

PILOTAGE: The following signals from vessels requiring a Pilot are:

By day:

(a) The pilot jack hoisted at the fore.
(b) The International code signals or P.T.
(c) 2 long blasts followed by 1 short blast on ship's whistle.

By night:

(a) The pyrotechnic light, commonly known as blue light every 15 minutes.
(b) A bright white light, flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time.
(c) The International code signals P.T. by flashing lights.

Telegraphic address is Tacloban Harbour Pilot's Association, Tacloban City. 24 hours notice of ETA is required before arrival of vessels. No VHF in pilot boat or pilot station.

All pilot boats in general are painted white above the waterline and black below, with the letter "P" not less that 12.5 cm. in length on both bows above the waterline.

During the day, boat in use shall carry at the mast a red and white flag not less than 6 decimeters wide and 9 decimeters long.

The exact location where the Pilot has to be taken on board when entering Tacloban through San Juanico Strait is at Canauay Island about 2 miles N.W. of said Island. For vessels entering Tacloban Port through San Pedro Bay, the Pilot may be taken on board a mile North of Mariquitdaqui Lighthouse.

In case of bad weather, vessels are advised to drop anchor about 3 miles South of Dio Island when waiting for the Pilot.

With respect to safety measures while Pilot boarding vessels, it is suggested that the Master put his vessel to windward in a postion where the pilot boat is protected from big waves and strong winds. They must lower their accommodation ladder or rope ladder.

The location of anchorage for vessels awaiting a Pilot is either 1 mile North of Mariquitdaqui or 2.5 miles S.E. of Dio Island.

ANCHORAGES:

Dio Island Anchorage:

Position – 2 miles S.E. of Dio Island

Depth – 6 – 7 fathoms

Area – 4 square miles

Basey Anchorage:

Position – 1.6 miles West of Jinamoc Lighthouse
(Lat. 11° 15′ 36″ N., Long. 125° 04′ 32″ E.)

Depth – 4.5 fathoms

Area – 0.8 square miles

Tacloban Quarantine Anchorage:

Position – 0.5 miles South of Binatac Point
0.7 miles North of Panirungan Point

Depth – 4 – 5 fathoms

Area – 1 square mile.

RESTRICTIONS: Controlling draft for vessels entering Port of Tacloban via San Pedro Bay is 19 ft.

Due to numerous shoals, reefs and fish traps which abound in the area along the channel, vessels arriving at night must drop anchor either at the point 1.5 miles North of Mariquitdaquit or at the point 2 miles S.E. of Dio Island. The Pilot will conduct the vessels in at daybreak.

Tides in Tacloban show great inequality, mostly at HW. Mean range of tide is about 1.6 ft., whereas the Diurnal range is 2.3 ft. Flood current sets in a Northeasterly direction, while ebb current sets Southeasterly with a maximum velocity of 3 knots.

MAX. SIZE: See "Berthing".

HEALTH: Pratique is only necessary and required in the first port of entry; it is automatic when entering ports in the same country of state.

RADIO: Radio communication of the Philippines, Inc., Manila.

TUGS: Tugs normally join the vessel when inside Tacloban Harbour. For docking, tugs usually use the vessel's lines.

BERTHING: Inform local office of Philippine Ports Authority at least 24 hours before ETA if vessel on scheduled voyage and 36 hours before ETA if a tramping vessel.

Length of quay – 1,048.8 m., with 217.3 m. allotted for foreign vessels, 585.5 m. allotted for domestic vessels and 246 m. allotted for pump boats.

Maximum permissible ship draft at low water (sea water), Foreign vessels – 6 m.; Domestic vessels – 4 m. – 6 m.

Note: Actual depth along berth for foreign vessel at LW, 7 m.; Domestic, 4 m. – 7 m.

Load/ Discharge – Usually by ship's own gear but shore equipment available for rent.

BULK CARGO FACILITIES: See "Berthing" for berth details.

Cargoes handled: Copra, grain, abaca, sugar, rattan, lumber, drinks, goods in cartons, crated products, heavy lifts, steel bars, etc.

Facilties: Rope nets, rope slings, cable slings, spreader sets, sliding boards and pallets.

STEVEDORES: ETA advices should be furnished to stevedores through ship's Agent.

MEDICAL: Advance notice of required medical attention to ship's Agent essential.

TANKERS: No facilities.

FRESH WATER: Fresh water available through local supply.

FUEL: Only available to domestic (small) vessels.

FIRE PRECAUTIONS: Fire station in port area.

CONSULS: None.

REPAIRS: Not possible.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Necessary for safety of vessel. Ship's Agent makes all necessary arrangements.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES: All documents required by International Shipping Rules and Regulations.

CUSTOMS ALLOWANCES: One carton cigarettes per week for each man. Wines/spirits at the discretion of the Collector of Customs.

CARGO GEAR: Load/discharge affected usually by ship's gear but shore equipment available for hire.

REPATRIATION: Immigration Officer effects crew changes and arranging necessary repatriations.

AIRPORT: Distance from airport, 9 km., and is regularly served by airlines.

HOLIDAYS: Depending upon agreement with stevedores, work may be performed during holidays.

POLICE/AMBULANCE/FIRE: All departments are within one minute's call from the harbour.

TELEPHONES: Can be connected on board if required.

SERVICES: No special services available.

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Needed for inspection by Immigration Officer.

GARBAGE DISPOSAL: Garbage disposal is available upon request from the City Government of Tacloban.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: No seaman's clubs organisation exists, however facilities such as telephone, church services, shopping centers exist, while other services can be arranged in coordination with local clubs such as YMCA, JAYCEES, Lions, Rotary and other organisations.

CURRENCY: Philippines Pesos (P).

REGULATIONS: No unusual regulations.

DELAYS: Berthing: When all berths are occupied upon arrival. Loading/discharging: Limited number of available haulers due to simultaneous operations of vessels at berth. Bunkering: Simultaneous bunkering of vessels.

SHIPMASTER'S REPORT: January 1991.

Documents:

Prepared by Agent:

12 copies Inward Foreign Manifest.
12 copies Outward Foreign Manifest.
12 copies Oath of Master.

Prepared by vessel:

Last Port Clearance.
12 copies Crew List.
5 copies Stores List.
5 copies Personal Effects List.
5 copies Animals List (even if 'nil').
5 copies Arms and Ammunition List (even if 'nil').
5 copies Plants List (even if 'nil').
5 copies Narcotics List (even if 'nil').
5 copies Passengers List (even if 'nil').
5 copies Ports of Call List.
3 copies Ship's Particulars.

If Tacloban is the first Philippine port:

1 copy Health Declaration.
2 copies Vaccinations List (Cholera and Yellow Fever).

Pilotage: Vessels entering from the South (San Pedro Bay) are strictly recommended to take the Pilot at a position about 1.5 miles North of the Mariquitdaquit Lighthouse, as all buoys shown on B.A. Chart No. 3840 are missing. In addition, the Pilot does not follow the recommended track on the said chart, he gives a wide berth to the West of the Egbert Shoals which are not marked by buoys.

The Pilot can be contacted by VHF on Channel 16.

The Pilot only works with visible landmarks, if they are obscured by rain and/or fog the Pilot anchors the vessel. Pilotage is carried out during daylight only.

Berthing: There are no tugs available. The Pilot will not berth and/or unberth the vessel during strong winds.

Vessels are berthed port side to.

Maximum allowed draft is 19 ft., but sailing with this draft is only possible at high water.

AUTHORITY: Philippine Ports Authority, Port Management Office, Port Area, Tacloban City, Philippines. *Tel:* 321-2469, 321-3373. *Contact:* Salvador L. Reyna, Port Manager.

TAGALOAN, Mindanao: 08.32 N. 124.44 E. **(See Plan)**

SHIPMASTER'S REPORT: February 1989.

LOCATION: Lat. 08° 31′ 50″ N., Long. 124° 44′ 21″ E.

The wharf is in Macajarlar Bay and is aligned 150°/330°.

The wharf is private and operated by Ferrochrome Philippines Inc., Tagaloan Misamis Oriental, P.O. Box 249, Cagayan De Oro City 9000, Mindanao, Philippines.

PORT LIMITS: The Agent declared vessel as "arrived" when in position Lat. 08° 32′ N., Long 124° 40′ E., which is the position given for picking up the Pilot (Cagayan De Oro), but the consignee considers the vessel arrived only when berthed.

DOCUMENTS: Fifteen Port Officials boarded the vessel at Cagayan De Oro and once vessel was cleared, after one hour, vessel proceeded to berth at Tagaloan.

Officials from Customs / Immigration / Quarantine / Plant and Quarantine / Health / Coast Guard / Agent and two separate officials boarded from Manila as vessel had People's Republic of China crew, whom the Philippine Authorities class as restricted crew for landing purposes.

Following documents were required:

4 copies Crew Personal Declaration.
4 copies Provision, Engine Room and Deck Stores.
4 copies Narcotic List.
4 copies Bonded Stores.
3 copies Cargo Manifest.
4 copies Plant and Animal Declaration.
4 copies Vaccination List.
3 copies Ship's Particulars.

PILOTAGE: Pilots were arranged by Agent from Manila. Vessel had given 7/5/3/2 and 1 day's notice of ETA to Agent. Vessel requested to pick up Pilot at Cagayan De Oro in position 08° 32′ N., Long. 124° 40′ E. Vessel did not send separate message to Pilots.

Anchorage only in deep water of about 90 m, vessel remained underway near the Cagayan De Oro until port officials had cleared the vessel.

The same Pilot will berth the vessel at Tagaloan, but had to proceed at very slow speed, as the Pilot launch had to keep up with the vessel and it is used for line handling at the berth.

Pilots at Cagayan De Oro are a private organisation and service the whole of Macajarlar Bay.

Address: Cagayan Harbour Pilots Inc.
Port Area Macabalan, Cagayan De Oro City
Tel: 24-47. Telex: 7789 (PT & T).

RESTRICTIONS: Pilotage available 24 hours, depending on weather conditions, as no tugs available.

MAX. SIZE: Max. draft 10.0 m., and max. deadweight 40,000 tons. Size restriction is due to stresses imposed on pier equipment when vessel is shifting alongside.

HEALTH: Free Pratique is granted on arrival. No Radio Pratique available.

VHF: Cagayan De Oro Pilots operate on VHF Channel 16 and work on Channel 6. Contact with Pilots was made at a distance of 35 miles when approaching from the West.

TUGS: Not available, but tugs can be obtained through Agents of the "Villanueva", 3,000 h.p., but very expensive. Pilot informed us that one tug of 1,000 h.p. will be available late 1989.

BERTHING: Max. draft 10.0 m., depth alongside 12.0 m.

Only one shore crane available with S.W.L. of 12.5 tonnes, reach 22.5 m., height of lift 26.0 m.

Conveyor capacity – 140 tonnes/hr. – 200 tonnes/hr.

Cleaning of holds is done by small skid loader. Conveyor not designed for lumpy ore and maximum size that can be discharged is 150 mm.

Discharging done by shore crane and vessel has to move alongside the berth, the only problem was when discharging the extreme end hatches, the leads for the lines were very short. Loading done by ship's gear and should be at least 15 tonnes SWL, as the buckets used, when loaded, weigh approximately 14.5 tonnes.

Rates given by pier operators were as follows:

Discharging Chrome Ore (Fine)	2,000 tonnes/day.
Chrome Ore Lumps	1,000 tonnes/day.
Coke	2,000 tonnes/day.
Loading Ferrochrome	1,500 tonnes/day.

For our vessel discharging Chrome Ore (fine), a rate of 3,400 tonnes per day was achieved.

STEVEDORES: Pier operators have their own stevedores.

MEDICAL: Medical and hospital facilities available at Cagayan De Oro City, which is 30 minutes by car.

DENSITY: 1023 – 1025.

FRESH WATER: Can be arranged by road tankers, but requires a very long hose of 200 m. at least, and therefore not recommended.

PROVISIONS: Good quality provisions can be arranged from Cagayan De Oro City.

GENERAL: At present, about 3 – 4 ships call at this port each month for discharging chrome ore, coke and other raw materials for the Ferrochrome plant. Main cargo loaded is Ferrochrome (finished product), about 80% to Japan and the rest for Europe. An average of about 2 or 3 ships call each month for loading the finished product, and quantities loaded do not exceed 5,000 – 7,000 tonnes at any one time.

The Ferrochrome Plant is a joint venture between the Philippines and an Austrian Company.

TANAUAN, Leyte: 11.06 N. 125.01 E. (See Plan)

SHIPMASTER'S REPORT: 1976

N.I.D.C. Coconut Oil Pier: Location of berth Lat. 11° 06′ 15″ N., Long. 125° 01′ 30″ E. The berth is 7 miles from the Pilot boarding point. Least depth of water in channel from sea to berth, 32 ft. At berth bottom is mud and sand. Density 1025. Docking and undocking in daylight only at any stage of tide.

Anchorage 1.5 miles North of Mariquitdaquit Light. Terminal Information: Use shore hoses. Length of pipeline – 3,000 ft. connection at manifold – 8 in. Shore-booster pump not used. No steam. Product handled, coconut oil.

Port Information: Pilotage compulsory. Pilot requires 12 hours' and 24 hours' notice. Pilot boards 1 mile North of Mariquidaquit Island and comes from Tacloban. It is unsafe to enter and leave after dark. Vessels can enter and leave any state of tide. Max. LOA 1,000 ft. Max. beam 90 ft. Max. draft 31 ft. No tugs available. Vessel able to berth andunberth without aid of tugs.

Facilities available: Fresh provisions available from Tacloban, a small town, 20 km. away. Chandler requires payment in cash for goods.

Airport at Tacloban. Doctor and hospital available. Groceries, meats and laundry available.

No fresh water, repairs, Lloyd's Surveyor or fuel available.

VILLANUEVA, Mindanao: 08.35 N. 124.44 E. (See Plan)

DOCUMENTS, etc.,: See "Cagayan de Oro".

MAX. SIZE: Max. LOA 340 m., max. draft 21.5 m., max. beam 55 m.

BERTHING: Max. workable length allowed without shifting 248.5 m., max. height of hatch coamings above waterline 17.0 m., max. width of hatch coamings 16.8 m., outreach of grab from fender line 33.0 m., mean (F.W.) depth alongside 23.55 m., length of berth 351.0 m., depth at MLW 23.28 m., depth at MHW 24.38 m., distance from pier face to MHW level 4.45 m., distance from grab to MHW 22.25 m.

SHIPMASTER'S REPORT: May 1980.

Location: The Port of Villanueva is situated in Macajarlar Bay on the North coast of Mindanao Island in position Lat. 8° 34′ 45″ N., Long. 124° 44′ 22″ E. and has a clear deep water approach.

Pilotage: The Pilot and possibly Quarantine Officials board in position Lat. 8° 35′ N., Long. 124° 40′ E. by launch from Cagayan de Oro City.

Approaches: When approaching from the East, passage through the Surigao Strait creates no difficulties as there is deep water. There are good radar targets and no excessive tides or currents. Passage between Camiguen Island and the coast is also clear and deep. Numerous fishing vessels encountered throughout the area as well as frequent passings of coastal traffic.

Anchorage: Although there is very deep water to close inshore there is an anchorage position, recommended by the Pilots, in position Lat. 8° 37′ N., Long. 124° 44′ 30″ E. which is 1 mile offshore.

Tugs: There are at least 4 tugs to assist with berthing, all modern efficient vessels of over 3,000 h.p. Tug's ropes used for towing.

Berthing: Berth is in position Lat. 8° 34′ 45″ N., Long. 124° 44′ 22″ E. and is aligned 050°/230°. The berth is 350 m. in length and fendered with 7 'Yokohama' balloon type fenders. Vessels of up to 300 m. in length berth port side alongside, vessels over 300 m. LOA berth starboard side alongside. Depth alongside 23 m. – 29 m. Daylight berthing only but reported able to leave at any time.

Moorings: Standard mooring equipment used, line boat used to run head and stern lines.

Moorings usually 4 head/stern lines, 2 breast lines and 2 springs at each end of vessel.

Loading: Loading is carried out by 1 loading unit with a capacity of over 4,500 t.p.h. The product, sinter ore, is a finished product with a stowage factor of 23 cu.ft.–24 cu.ft. per ton relatively clean and not much dust. The product can be loaded into holds previously containing coal without cleaning.

Discharge facilities exist on the same berth where there are 2 units using 60 ton grabs.

A thorough draft survey is carried out on arrival and again after loading completed.

General: After berthing the vessel is boarded by 14 port officials of various departments from plant quarantine to immigration, paperwork takes about 2 hours on arrival and again before departure after loading completed.

Fresh stores, including fish, are available of good quality and a reasonable price.

There is no VHF communication but telex service to Manila is reliable.

While alongside 3 Customs Officers/Inspectors remain on board and require food and accommodation on a 24 hour basis.

SHIPMASTER'S REPORT: January 1981.

Vessel: LOA 259.0 m., beam 39.6 m., draft 52 ft. 6 in.

Discharged 109,000 tonnes of iron ore at Philippine Sinter Corp. Pier.

General: The pier of Philippine Sinter Corporation at Villanueva is located at the S.E. end of the "J"-shaped bay of Macajalar, in position Lat. 08° 34.45′ N., Long. 124° 45.24′ E., on the North coast of the Philippine island of Mindanao, in the province of Misamis Oriental. Villanueva is only a very small village. The nearest city is Cagayan de Oro, 24 km. (45 minutes) by car from the plant. Our Agent and almost all other offices of importance, are located there.

Documents: The Authorities and the Agents' representatives boarded the vessel at the anchorage (14 persons). The following were required:

10 Crew Lists.
8 Cargo Plans.
2 Vaccination Lists.
1 Maritime Declaration of Health.
6 Ship's Stores Lists.
6 Personal Effects Lists.

In addition, there were other lists, but the Agent had all of them made out in advance.

Telegraphic Free Pratique is obtainable. A telegram sent to the Agent 24 hours before arrival stating the number of Filipinos and Europeans is also compulsory.

Upon departure, no Filipino crew member is allowed to depart if his Seaman's Book has expired, so all Seaman's Books must be renewed before departure. Filipino citizens who are not seamen (wives, etc.) are not allowed to join the vessel in a Philippine port and stay with the vessel to its next port of call. Visiting was no problem, except that a special Customs Permit must be obtained.

Pilotage: Pilotage is compulsory both when anchoring and at docking/undocking. The Pilots have a portable CB radio, but no VHF. The pilot cutter is about 50 ft. long, with a large (for its size) white superstructure. Pilot boarding ground Lat. 08° 37′ N., Long. 124° 42′ E. for inbound vessels. For outbound vessels, Pilot leaves as soon as the vessel is turned, and is about 5 cables off the pier.

Anchorage: The Bay of Macajalar is a deep water bay, with the exception of a shallow area centered at Lat. 08° 40.75′ N., Long. 124° 41.5′ E., and a strip of shallow water extending generally less than 0.5 miles off the coast.

The Villanueva Anchorage is the one exception on the East side of the bay. It is a ledge of less than 100 m. depth extending 1.4 miles Westward from Lat. 08° 37′ N., Long. 124° 45.5′ E. on the shoreline, and it is 3.5 cables wide. The recommended anchorage is 8 cables due West of Lat. 08° 37′ N., Long. 124° 45.5′ E. The depth here is 70 m. or less than 40 fathoms. We anchored here and found it to be good holding ground. Not being more than 0.8 miles from the reefs in a "J" shaped bay, consequently open to wind and sea from West to North, I would not like to anchor there in any strong Northwesterly wind.

In our case the wind was from N.E. to S.E. which, according to the Pilot, were the prevailing wind directions. We did, however, experience quite a bit of swell.

Berthing/Unberthing: Docking and undocking is only done during daylight. There are 4 tugs available in Villanueva, each of 3,500 h.p. The Pilot brought the vessel parallel to the pier about 0.2 miles off, and the 3 tugs we used (1 forward, 1 amidships and 1 aft) pushed us alongside without difficulty. We docked starboard side to. There was, according to the Pilot, no preference for docking starboard or port to, that is, for vessel's discharging.

Vessels loading must always dock port side to due to the construction of the shiploader.

The docking sonar had, in my opinion, the big fault that the Pilot had to rely upon verbal information via the CB radio. A display board visible from the bridge would have enabled us to form instant opinions.

Undocking was a reverse operation; we were pulled by 2 tugs until 0.2 miles off the pier, then the third pushed us around.

Cargo Handling Facilities: The pier is a concrete structure that rests on several large pipes that are sunk down to bedrock. It lays in direction 049° – 229°. There is a "gangway" connecting the pier to the shore. The pier itself is 380 m. long and about 50 m. wide. Large airfilled bags are used as fenders, 6 m. – 7 m. long with a radius of 1.5 m. – 2.0 m. So, even with a relative heavy swell, the ship lays very nicely alongside this cushion.

We tied up with 4 head/stern ropes, 2 spring and 2 breast ropes. The discharging cranes are of the same type as "Kawasaki" have in the port of Chiba, max. 6 tonnes with clamshells of 30 tonnes, portable cranes. Hourly average capacity on lump ore 1,100 tonnes per crane, and on fine ore 1,400 tonnes. We averaged 2,794 tonnes with 2 cranes.

The discharging operation was impressive, with regard to speed and precision.

The ship loader was a normal type conveyor belt with an airdraft of about 40 ft. Loading capacity 4,000 tonnes p.h. Free rail area at pier about 280 m., no shifting while loading for a ship of our size.

Services: There is good drinking water available at the pier. Bunkers are obtainable but at what quantity and price I was not able to find out.

As of repair facilities, I had the impression that only simple repair work could be carried out.

The city of Cagayan de Oro has an airport with a twice daily direct flight to Manila, and once a day connections with Cebu and Davao. There are no international flights.

International telephone service is extremely poor. One must make the call directly from the telephone company's office, and a 2 hour – 3 hour waiting time for Europe and the U.S.A. must be expected. A call to Manila may come through in less than an hour. The Agent had telex and this is the only sensible communication with Cagayan de Oro.

With mail from Europe and the U.S.A., one must reckon on 2 weeks to 3 weeks. It seems that all communications go through Manila, with the delays that this automatically causes.

The Agent had a minibus service from the plant to Cagayan de Oro. This proved a necessity, as taxis are scarce.

The ship chandler could only obtain foodstuff.

SHIPMASTER'S REPORT: December 1988.

The vessel arrived at Villanueva for loading Iron Ore Sinter for discharging at Sparrows Point, Baltimore, U.S.A. The information pertaining to port facilities and conditions have been collected and compiled during this call.

General: The Philippine Sinter Corporation (PSC) is one of the biggest single foreign investments in the Philippines today. This industrial joint venture between Kawasaki Steel Corporation of Japan and PSC was incorporated in 1974. Sinter production started in April 1977.

Mindanao Sinter Plant – Product and the Process:

The "Sintering" consists essentially of mixing fine iron ore with solid fuel, normally coke and flux such as limestone, and burning the mixture under controlled conditions to produce hard but permeable lumps which are ideal blast furnace feed. The mixture is spread evenly over a continuous train of pallets of the sinter machine in a uniform bed thickness and ignited under induced pressure provided by huge blowers. The blended material is agglomerated into big blocks of sintered ore. A hot crusher breaks these blocks into 150 mm. lumps, which are then cooled. The rest of the process involves screening to remove mediums and fines which are recycled.

PSC is diversifying into a new project which involves construction of drying plant to treat pineapple pulp into suitable cattle feed. The drying plant is located adjacent to existing sinter plant and will utilise the recovered waste heat from the sinter plant.

The Mindanao Sinter Plant has three main components.

1. The Ore Yard.
2. The Sintering Facilities.
3. The Port Facilities.

1. THE ORE YARD:

The 18 hectare ore yard is made up of 4×45,000 sq.m. yards with an aggregate storage capacity of 1,500,000 tons. The yards are equipped with a Wing stacker and reclaimer, etc.

The ore yard facilities are:

4 Ore yards, (50 m.×900 m.), for iron ore, sintered ore, limestone and coke breeze.
2 Stacker-Reclaimers, 3,600–6,000 t.p.h. and 3,600–1,500 t.p.h., rail mounted.
1 Wing stacker, 800 t.p.h., single wing and rail mounted.
8 Bulldozers.
6 Mobile truck cranes.

2. THE SINTERING FACILITIES:

These consist of one sinter machine with a 450 m. grate area, rated at 5 million tons per year and other ancillary equipment for limestone crushing, screening, coke grinding, material blending, mixing, storing, feeding and processing.

The equipment of the sintering facilities is:

14 Blending Hoppers, 600 cu.m. capacity.
1 Sinter Machine, 450 sq.m. grate area, Dwight-Lloyd type (90 m.×5 m.).
1 Sinter cooler, 400 sq.m. bed area, 15,000 cu.m./minute circular type.
2 Main blowers, 18,000 cu.m./minute, double suction type.

In addition other facilities include:

(a) De-dusting system equipment.
(b) Power equipment.
(c) Fuel tanks and deepwell.
(d) Maintenance shop for mechanical, electrical and instrumentation works.
(e) Laboratory for physical, chemical, bacteriological and environmental analysis.
(f) Instrumentation and control facilities.
(g) Communication facilities.

3. THE PORT FACILITIES:

The port has a main berth and a cargo berth. The 351 m. long main berth has a depth of 25 m. It can easily accommodate 300,000 d.w.t. bulk carriers and is equipped with 2 bulk unloaders with a capacity of 1,800 t.p.h. each and 1 shiploader with a capacity of 6,000 t.p.h. The cargo berth is 230 m. long with a depth of 5.5 m.

The following floating equipment is available:

2 tugs of 3,200 b.h.p., twin screw Z-peller.
2 tugs (pusher boats) of 3,200 b.h.p., twin screw.
2 barges each 6,000 d.w.t.
1 lineboat, 390 b.h.p., twin screw.

PORT INFORMATION:

Location: The Port of Villanueva is situated on the North coast of Mindanao Island, in Macalajar Bay, on the Eastern side in position Lat. 08° 34′ 45″ N., Long. 124° 44′ 22″ E.

Charts:

B.A. Chart No. 3811 – this chart is small scale for approaches.
U.S. Chart No. 92290 – this chart is fairly large scale and more useful.

Philippine Charts No. 4648 and 4649 – these charts were published by PC&GS in 1976 and are available from Philippine Sinter Corporation and may be obtained through Villanueva or Manila agents.

Port Limits: There is no specific demarcated port limit. Southern half of Macalajar Bay could be considered within port limits. However, entire bay is under control of Harbour Master of Cagayan De Oro Port, which is located on the Western side of the bay.

Pilotage: The Pilot and at times Quarantine Officers board vessels in position Lat. 08° 35′ N., Long. 124° 40′ E., by launch from Cagayan De Oro. Pilotage of Villanueva is carried out by pilots of Cagayan De Oro and is controlled by its Harbour Master.

Presently, there are 4 pilots at Cagayan De Oro for both ports. Usual arrival messages to be sent to Agent. VHF station at Cagayan De Oro keeps 24 hours' watch on VHF Channel 16. At least 6 hours prior to arrival, contact should be made with Port Authorities, calling "Cagayan Pilot Station" and give ETA, etc. Pilot boards vessel anytime, day or night, unless weather is bad, due to strong wind and rough seas hampering motor launch manoeuverability. Anchoring, berthing and unberthing at Villanueva is carried out anytime day or night on a 24 hour basis.

Anchorage: The Bay of Macalajar is a deep water bay. A strip of shallow water extends generally less than 0.5 miles off the coast. The Villanueva Anchorge is about 3 miles to the North of the berth, along the Eastern side of the bay. The recommended anchorage is in the vicinity of approximately 8 to 9 cables due West of position Lat. 08° 37′ N., Long. 124° 45.5′ E. In this area there is room for only 3 large vessels from Panamax size to 300,000 d.w.t. for safe distances whilst at anchor. The depth of water in this area is from 70 m. to 150 m. Anchoring is carried out by pilots anytime, day or night, however, it is preferable to anchor in daylight hours. On account of close proximity of coastline, during Northerly or North-Westerly winds, added precautions and vigilance would be needed to remain safely at anchorage.

While approaching the anchorage area, starboard anchor was lowered to 4 shackles in the water and the windlass was kept in gear. Vessel approached to within 1.15 miles of the coastline in position Lat. 08° 38′ N., Long. 124° 44.5′ E., ship heading 093° True, when echo sounder showed depth of 157 m. When vessel reached 0.77 miles off the coastline, cable was gradually lowered in gear up to 8 shackles in the water and subsequently was brought up when 0.68 miles off the coastline and water depth was 140 m. After swinging around with vessel heading on a Westerly bearing, water depth showed about 90 m. Holding ground was found to be good. There are no lights or buoys for checking anchor bearing. One has to improvise, using certain landmarks and conspicuous shore objects for ascertaining position by radar.

Approaches: Passage from East through Surigao Strait is safe as there is deep water. Most of the lights are either not working or are on low power. The passage through these waters can be made with good radar for night transits and impaired visibility periods during rain squalls. Numerous fishing vessels are encountered throughout the area, as well as coastal traffic. Also large vessels make use of Surigao Strait to and from Pacific.

Documents: The following documents were required and prepared by vessel:

10 copies Crew Lists.
4 copies Personal Declaration and 4 copies Stores List.
2 copies Vaccination List.
1 copy Maritime Declaration of Health.

In addition, there were other documents and Philippine forms which Agent had prepared in advance for Master's signature.

Vaccination List was not required by the Quarantine Officer.

Visaed Crew List: As informed by Agent, Visaed Crew List is a requirement. Prior to arrival at previous port, a telex message was received from Manila Agent advising that Crew List should be visaed by Philippine Embassy or Consulate. Therefore, 3 copies of Philippine Crew List forms were obtained from Philippine Embassy through Agent, which were then duly completed and sent for Visa. The visaed Crew List was forwarded by Agent to Villanueva in due course. Although it did not reach Villanueva when vessel arrived, Immigration authorities issued shore passes to crew without difficulty. Visaed Crew List reached Agent's office on day of departure (sent from Japan).

Health: Usual Radio Pratique message to be sent to Agent for presenting to Quarantine Officials. However, Pratique was granted by Quarantine Officer who boarded the vessel upon anchoring.

Boarding Formalities: Upon anchoring, 23 persons boarded the vessel, which comprises agents and representatives of various authorities:

Quarantine	1
Agents	3
Immigration	4
Customs	7
Plant and Animal	4
Coast Guard	4

Agent requested lunch and refreshments for all above officials.

Restrictions: There are no restrictions. Vessels up to 300 m. LOA and 250,000 d.w.t. are berthed at Villanueva for discharging iron ore and loading iron ore sinter. Maximum draft alongside berth is 25 m.

Radio/VHF: There is no radio or VHF station at Villanueva. Cagayan De Oro has a VHF station which keeps continuous watch. Vessels should send ETA messages through Manila Agent or directly by telex to Villanueva Agent.

At least 6 hours prior to arrival, contact should be made with "Cagayan Pilot Station" (Channel 16) for ETA notices and instructions.

Berthing Facilities: There are 4 motor launches for pilots at Cagayan De Oro which are painted red and are numbered "M.L. Pilot No. 2". "M.L. Pilot No. 3", "M.L. Pilot No. 4" and "M.L. Pilot No. 5". Launch No. 1 has been scrapped. There are 2 tugs of 3,200 b.h.p. and 2 pusher tugs of 3,200 b.h.p. There is 1 line boat of 390 b.h.p.

The main berth is 351 m. long with berthing capacity for vessels up to 300,000 d.w.t. and water depth of 25 m.

The main berth is used for discharging and loading operations. Berth is in position Lat. 08° 34.45′ N., Long. 124° 44.22′ E. and is aligned 050°/230°. The berth is protected by 7 "Yokohama" balloon type fenders. For discharging vessels there is no preference for docking starboard side to or port side to, whereas for vessels loading, docking with port side to is required due to location and movement of shiploader. Mooring lines are usually 4-2-2 at each end.

Cargo Facilities: For discharging there are 2 grab unloaders, rail mounted rope trolley type, each with a capacity of 1,800 t.p.h. These unloaders are adjacent to each other and are located on the Southwesterly side (i.e. after the shiploader).

For loading, there is one shiploader, rail-mounted luffing shuttling type, with a capacity of 6,000 t.p.h. However, in practice, average loading rate was found to be 4,500 t.p.h.

Air draft at berth is 40 ft. No shifting required while loading for Panamax size vessels. Iron ore sinter cargo stowage factor is 23 to 24 cu.ft. per ton. The cargo which was loaded was found to be very dusty, containing white-grey coloured powder (presumably limestone). Upon sailing, this powder was found to be sticking to hatch covers, main deck, pipelines, etc. and at some places use of scrapers was required as it could not be removed by hose washing. The dry powder remains could be swept more easily than removing when wet as it became sticky and hardened with water.

Fuel: HFO and DO can be supplied by trucks only, in any quantity. There is no pipeline facility for bunker supply at Villanueva.

Medical: Cagayan Medical Centre at Cagayan De Oro City is equipped with full medical and hospital facilities.

Stores and Provisions: A limited variety of deck, engine and catering stores are supplied from Cagayan, small quantities only can be supplied. Fresh provisions are also available at Cagayan De Oro. Prices of most items are normal, however certain items are expensive.

Surveyors: A.B.S. are stationed at Cebu. Surveyors of other Classification Societies are available from Manila with sufficient notice. Cargo surveyors at P.S.C. plant at Villanueva are from PNKKK, for carrying out draft surveys, etc.

Watchman and Safety: At anchorage, very efficient deck patrolling is necessary as pirates board unguarded vessels in dark hours. Loss of private property, ship's stores, ropes, paints, etc. are often reported. In addition to crew on deck, 3 armed guards, supplied by the Agents, patrol at night whilst at the anchorage.

Holidays: Government Offices, including Immigration and Customs, work 5 days a week. Agents and other commercial offices work half days on Saturdays.

Mail Service: Delays of up to 10 days to 15 days are normal as all mail is routed through Manila.

Telephones: Telephones are not provided on ship at berth. However, P.S.C. office located near the main berth has telephone for making domestic and International calls. Long delays for any International telephone calls from Villanueva, as well as Cagayan De Oro are normal.

Telex: Telex services to and from Villanueva were found to be normal.

Shore Leave: Immigration Authorities issue shore passes for crew to go ashore and crew can go to Cagayan De Oro. Agents arrange minibus for transportation to and from ship to Cagayan. Private taxis are also available. Travelling alone at night is not very safe.

Airport: Cagayan Airport is located 10 km. from Cagayan De Oro City and about 40 km. from Villanueva. Regular domestic flights are operated to and from Manila and Cebu.

Repatriation: Crew joining and leaving is possible, via Manila.

Time: GMT plus 8 hours throughout the year.

Consuls: Consulates of most countries are located in Manila and a few are located at Cebu.

Radio and TV Stations: AM/FM radio stations. Two TV channels from 1100 hrs. – 0000 hrs., programmes are in English and Tagalog.

Languages: English is widely understood and spoken. Visayas is the main language spoken on Mindanao Island. Tagalog, Spanish and English are taught in schools. Tagalog is the main language of Luzon .

Currency: The peso is the currency of Philippines. Exchange rate is linked to the U.S. Dollar. During ship's call, the exchange rate was U.S.$ 1.00=21.20 Pesos. However, in shops and stores, exchange was available at 20 pesos to U.S.$ 1.00.

AUTHORITY: See "Cagayan de Oro".

Operator: Philippine Sinter Corporation, Port Operations, Villanueva, Misamis Oriental, Philippines. Postal Address: P.O.Box 90, Cagayan Do Oro City, Philippines. *Tel:* 33-28. *Telex:* ITT-48406. *Contact:* Captain Emiliano Ea Duran.

WEST LINAPACAN, Palawan: 11.49 N. 119.07 E.

(See Plan)

LOCATION: *Location and Description of Terminal:*

1. West Linapacan Oil Terminal is located off the Western side of Palawan Island, at Lat. 11° 49′ 08.19″ N., Long. 119° 07′ 00.75″ E., in a water depth of 1,140 ft.

2. Navigation charts for the area are as follows:
British Admiralty Charts No. 967 and 3820, and U.S. Navy Charts No. 92490 or 14316.

3. The Terminal consists of a production and storage tanker called "FPSO II" of 125,000 tons, moored by means of a stern yoke to Single Point Mooring.

This vessel contains equipment necessary for production, storage and transhipment of crude oil. It is also the headquarters and accommodation of Terminal personnel.

To comply with international convention, during the hours of darkness, the vessel will show lights with the distinctive characteristics of the morse code letter "U". In periods of poor visibility, the fog signal will sound the morse code for the letter "U".

4. Vessels using the Terminal will be moored in Tandem, bow-to-bow, to the storage tanker, and loading is by means of a floating hose between the vessels.

ESSENTIAL REQUIREMENTS: *Summary of Most Essential Requirements to be met by Tankers Lifting Oil at West Linapacan Oil Terminal:*

1. No dirty ballast disposal.
2. Advise arrival time by radio.
3. Mooring Master meets ships 2 miles West of Oil Terminal.
4. Make a lee for the Mooring Master to board.
5. Have ready: 2 messenger lines forward, ship's derrick on port side, port manifold with 12 in. connection.
6. Vessel's Master responsible for safety of own ship at all times.
7. Lifting vessel's crew perform all operations of mooring, connecting and disconnecting hoses, and unmooring aboard lifting vessel.
8. Do not close valves against oil flow.
9. Emergency flow stop signal if all communications fail will be a continuous sounding of ship's whistle from either lifting vessel or "FPSO II".
10. No shore leave or crew change is permitted.
11. When arriving:
    By day: Fly flag "Q".
    By night: Display red light over white light for quarantine service.
12. Vessel's anchor to be secured against accidental use from the time the Mooring Master boards.
13. West Linapacan local time is GMT plus 8 hours throughout the year.
14. No supplies of any kind of medical services (except in case of emergency, and subject to a doctor being available), or other services of any kind are available at West Linapacan Oil Terminal.
15. Smit Connector or bow chain stopper of lifting vessel should have a minimum 76 mm. horizontal and vertical opening, and be properly greased and ready for use. A large 14 lb. hammer should also be available.

PORT LIMITS: The export vessel is considered "an arrived ship" when she has entered the territorial water of Palawan.

DOCUMENTS: Documents for arriving export vessel are:

Vessel's Last Port Clearance.
Crew Declaration.
Stores List.
Cargo Manifest.
Storage Plan (deleted if no storage is on board).
Health Quarantine Certificates.

PILOTAGE: Usual procedure is to advise export vessel to approach 2 miles West of the Oil Terminal, and wait for the supply vessel for pilot boarding.

Also see "Berthing" – "Mooring/Unmooring".

ANCHORAGE: West Linapacan Oil Terminal has no anchorage area. As water depth is in the region of 1,200 ft., arriving tankers are advised to drift outside of the 5 miles radius restricted area.

RESTRICTIONS: Port restrictions:

D.w.t.: 100,000 tons.
Arrival Displacement: 30% – 35% d.w.t.
LOA: No restriction.
Draft: No restriction.

HEALTH: The vessel should have a clean Bill of Health or equivalent document from the last Port of Call. The vessel's Master and all members of the crew shall possess International Certificates of Health showing such valid Vaccination Certificates as required by current Philippine Law. From time to time, Cholera Vaccinaton Certificates may be required, and it is therefore prudent that all crew members are in possession of valid Certificates.

RADIO/VHF: *Communications:*

1. Cable or Telex: It is most important that incoming tankers advise their ETA 72 hours, 48 hours, 24 hours and 4 hours in advance of arrival, stating GMT or local time.

Messages are to be sent as follows:
Cable Address: Alcorn Philippines.
Telex: 454371/22209/64293.
Attention: SVP Operations.

The following information shall be included in the message given 72 hours in advance:

(1) Name of tanker and radio call sign.
(2) ETA.
(3) Cargo requirements.
(4) Deballasting time.
(5) Maximum loading rate in barrels per hour.
(6) Estimated draft on arrival.
(7) If there is any sickness aboard or clean Bill of Health.

(8) Last Port of Call.
(9) Any hull, bulkhead, valve or pipeline leaks on vessel, which could negatively affect loading or cause pollution.
(10) Distance in feet from the bow to tanker's loading manifold, and from port rail to manifold.
(11) All vessels shall confirm ETA 24 hours and 4 hours prior to arrival, or any time a one-hour change of ETA is anticipated.

2. On receipt of the first message from the lifting vessel, Alcorn Philippine's office will respond to the tanker giving preliminary requirements of the Terminal. Vessel's Masters will comply with these requirements in all details, in order to facilitate vessel turnaround and Government formalities.

3. Radio Facilities:

Operating frequencies: West Linapacan Oil Terminal: IM/VHF/FM Storage vessel 6 ZMR (local call sign "FYPSO").

4. Once vessels are within 4 hours of West Linapacan Terminal, communication should begin with the "FPSO II" on VHF Channel 16. When contact has been made on this channel, further communication will be conducted on a mutually compatible channel, which would normally be Channel 6.

5. Mooring Master will carry a VHF/FM radio telephone, as he boards the tanker.

6. The 4 hour signal should confirm information on the time required to discharge ballast after arrival, and should establish a more exact ETA.

7. Insufficient or inaccurate ETA messages can cause delays as Government Officials have to come from Puerto Princesa. Acceptance of Notice of Readiness may be affected by such insufficiency or inaccurancy.

READINESS: *Loading Readiness and Arrival Time:*

1. The Terminal will make every effort to moor/load vessels upon arrival in daylight, weather permitting.

2. Notice of Readiness will not be accepted as at time of arrival, unless the vessel is in all respects ready to load. Arrival time will be considered at the time the Mooring Master boards the vessel, or the time the vessel reaches the deep water anchorage area, whichever occurs first. Notice of Readiness is to be in English.

If a vessel arrives while the Terminal is closed, Notice of Readiness will be accepted from the time the Terminal re-opens.

3. During the loading or unloading, the international code flag "B" shall be displayed.

TUGS: *Mooring Launches:* The Terminal maintains boats to assist in mooring and unmooring vessels. These are under the direct supervision and control of the Mooring Master.

BERTHING: Terminal Facilities:

1. The West Linapacan Marine Terminal offices, storage and testing laboratory are located on board the 125,000 ton Liberian registered Floating Production Storage and Offloading vessel called "FPSO II", which is stern moored to a Single Point Mooring. This vessel has a crude oil storage capacity of some 134,000 cu.m.

2. Vessels using the Terminal will be moored bow-to-bow (Tandem), to the "FPSO II", by means of a 45 m. nylon snotter. On the outer end of the snotter is a short length of chain, ending in an open pear shaped link, which is attached to the lifting vessel's Smit Connector or guillotine-type stopper.

The vessels should have bow chain stopper with minimum vertical and horizontal opening of 76 mm.

For vessels not equipped with a Smit Connector, extra equipment, consisting of a 25 m. × 16 in. snotter, two short lengths of chain, one fitted with a triangle plate and the other with special shackle, can be supplied.

3. During the period the lifting vessel is in the berth, a tug/supply vessel furnished by the Terminal will remain secured to the stern of the lifting vessel, in order to prevent the vessel from jack-knifing. The lifting vessel shall not have the authority to direct or control the tug/supply vessel.

4. Loading hose connection is ASA 150 12 in. I.D.

5. Loading rates at the Terminal will be governed by either the lifting vessel's maximum loading rate, or the maximum pumping rate of the FPSO II (approx. 15,000 b.p.h.), whichever is the lesser.

Berthing:

1. Lifting vessels will normally be accepted and berthed in chronological order of arrival, provided such vessels have current nomination for cargo, valid at the time of tender, carry clean ballast, if any, and have cargo tanks in a fit condition to receive cargo. Also they must be in all respects properly equipped, manned and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

2. Vessels, required to leave the Terminal area on account of bad weather, should keep in contact with the Terminal via the Radio Telephone Station at West Linapacan Oil Terminal, call sign FYPSO, in order that they may be available when the weather is fit for resumption of operations. The Terminal reserves the right to load vessel out of turn following the return of good weather. Further the Terminal reserves the right to decline to moor a specific vessel, if its condition or facilities are unsafe for mooring or loading, even though the Terminal may be open to other vessels.

3. The West Linapacan Oil Terminal Mooring Master's decision on berthing will be final.

4. A lifting vessel will be expected to have ready on the forecastle head the following equipment:

Windlass ready for use.
Smit Connector free, open and greased.
A large coil of messenger line.
A large 14 lb. hammer.

On approaching the berth, a messenger line attached to a Norwegian buoy on mooring is recovered on forecastle, and line taken in until main recovery line is on deck. This line is placed on winch and brought in until mooring chain on deck, this chain then being secured in bow stopper, Smit Connector or any other suitable, safe, mooring arrangement. On completion of mooring, a supply vessel will then be secured to stem of tanker using ship's rope or wire, and this vessel will normally exert a minimum pull at all times to avoid contact of any sort between ship and "FPSO II".

MOORING/UNMOORING:

1. Vessels to be moored, anchored or manoeuvered at West Linapacan Oil Terminal, will be boarded by the Mooring Master. No lifting vessel may enter the Terminal area, unless a Mooring Master is on board.

The Mooring Master will advise the vessel's Master on approaches to the berth, mooring, unmooring, tug handling, connecting and disconnecting the hoses and other operations within the Anchorage and Terminal Area. All such manoeuvring of vessel shall be done only in accordance with the advice of the Mooring Master, except where the vessel's Master believes such advise to be contrary to the proper navigation and safety of the vessel and its crew, and subject to the understanding that in all cases and circumstances, the Master of the vessel being manoeuvered, shall remain solely responsible on behalf of his vessel's owners or charterers for the safety and proper manoeuvring of the vessel.

The vessel's Master, or one of his designated qualified Deck Officers specifically appointed by him at the time, must be on the navigation bridge at all times, while the vessel is being manoeuvered.

1. Vessels will provide a lee for the Mooring Master's boat while the Mooring Master is boarding and leaving. All vessels are requested to have a pilot ladder safely and securely rigged, and ready for immediate use and long enough to reach the Mooring Master's boat. A combination ladder, so arranged that personnel can first use the pilot ladder part way up the vessel's side, and then transfer to the accommodation ladder, is recommended, especially on very large vessels. A light line should be ready to take aboard the Mooring Master's portable radio. There should be adequate lighting at night.

3. The Mooring Master will be in direct control of all vessel's communications while in the Terminal area. Any unauthorised communications will at option of the Mooring Master be cause for the cessation of all operations except clearing of the berth, and the vessel's Notice of Readiness will immediately be nullified.

4. Raising, lowering, connecting and disconnecting of oil loading hoses, as well as all other labours and duties on shipboard, will be performed by the vessel's crew under advice of the Mooring Master.

5. The Mooring Master will report unsatisfactory conditions to the West Linapacan Oil Terminal Superintendent, who may at his discretion, reject the vessel until corrections are fully made. All costs or liabilities accruing therefrom will be to the vessel's account.

6. The services of the Mooring Master are provided without charge upon the express understanding and conditions that when the Mooring Master goes onboard a vessel for the purpose of assisting such vessel, he becomes for such purposes the servant of the owners or charterers of the vessel, and the companies shall not be liable for any damage or injury resulting from any advice or assistance or actions given or made by the Mooring Master.

7. The Mooring Master may require the vessel to unmoor at any time he deems it necessary for the safety of the vessel, or mooring or both or for infringement of these Terminal Regulations.

8. The West Linapacan Oil Terminal Superintendent shall be the sole authority, as to when the Terminal is opened or closed for normal working due to weather conditions.

9. Various combinations or wind, sea and tidal conditions, also size, length, ballasted trim, and handling qualities of a vessel, can affect the decision to berth a vessel at West Linapacan Oil Terminal.

All these factors have to be evaluated before a final berthing decision is made, and agreed by the vessel's Master and the Mooring Master. Delays to lifting vessels, due to the Terminal being closed because of bad weather conditions or statutory holidays, are not to be computed as "used lay time" when compiling a vessel's turnaround time.

Vessel's Gear:

1. The Mooring Master may reject a ship if it is not, upon inspection, properly equipped, or if it is not suitably manned, or if he deems it to have dirty ballast or tanks unsuitable for receiving the cargo.

A vessel is suitably manned if it has full complement of officers and crew in a sober condition, competent and willing to carry out their duties and orders and proficient English is spoken, so that the Mooring Master can understand and be understood.

2. A vessel must be equipped with a good working propulsion unit, as passed by the appropriate survey society. Inoperative vessels, or partially inoperative vessels, will be rejected. Should they become inoperative while in berth, they may be removed from the Terminal area.

3. Additionally, a vessel must have both bower anchors and ground tackle in good working condition, and in such sizes and amounts to meet either "Lloyd's" or "A.B.S." standards, although they may be in fact classified by other societies. On instruction from the Mooring Master, the vessel's anchors must be properly secured against accidental dropping.

4. All vessels must carry suitable stoppers for all Manila or synthetic lines for mooring use.

5. *Vessels must have suitable winches or capstans in good operating condition on the forecastle deck.*

6. Vessels must be adequately equipped with a 5 ton boom, blocks, tackles, wire runners and sundry equipment on the port side, to efficiently hoist the hoses to the loading position. Sundry equipment should include wrenches, drift pins, nuts and bolts, wire and fibre straps, drip pans, gaskets, etc.

To assist in vessel's turnaround, the vessel should have all necessary booms and cargo gear rigged and ready, before being boarded by the Mooring Master.

Vessels, which consider the lifting capacity of their gear to be marginal, should strengthen their gear accordingly. This does not relieve the vessel of the necessity to provide adequate lifting gear as already described for West Linapacan Oil Terminal operations.

7. Vessel's loading manifolds should be prepared for 12 in. 150 ASA hose connection prior to vessel's arrival. Where no crossover valves

exist on loading manifolds, it is recommended that loops between loading lines on the starboard side of these manifolds be fitted. Vessels, equipped with smaller than 12 in. hose connections at the loading manifold, should arrive with such hose connections suitably adapted for 12 in. hose, so that maximum flow through the 12 in. cargo hose will be achieved (12 in. ASA 150 flange).

Vessels, equipped with larger than 12 in. hose connections at the loading manifold, should provide their own reducers.

Connecting Hoses:

1. After the vessel is securely moored, the cargo hose will be hoisted on the port side. The berth is equipped with a single 12 in. loading hose string, the weight of the hose lift being approximately 3 tons. Therefore, all lifting equipment and tackle should have a safe working load of at least 5 tons. The hose is lifted by vessel's gear and crew, and all connecting of the hose will be done by them. The lifting derrick, equipment, tackle, etc., should be topped off and ready on arrival. Terminal loading hoses are fitted with ASA 150 flat face flanges, and vessels should have adapters and fittings to enable these hoses to be connected to the vessel's manifold. The Mooring Master advises the vessel's personnel on hose lifting and connecting procedures; however, a vessel's Master or Deck Officer must be present, and must direct the vessel's crew in all handling. The Mooring Master may reject a vessel for unsatisfactory hose handling.

2. When a Mooring Master is assigned to a vessel, the vessel at her cost will supply him with meals at the same time and in the same manner as for comparable personnel of the vessel. The vessel will also provide a suitable cabin and smoking facilities.

BALLAST: *Disposal of Ballast:*

1. Owners and Masters are responsible for complying with all International Conventions and Philippine Laws concerning pollution of the sea, having particular regard for Offshore Palawan area.

2. There are positively no facilities for disposal of dirty ballast. It is the Shipmaster's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel.

This includes oily water from bilges, crude residue from previous voyages or any other matter that may result in pollution of the sea. Any fines imposed or third party claims shall be for the vessel's account.

3. If evidence of oil appears during ballasting, the vessel will be rejected forthwith, and will not be accepted until satisfactory evidence is produced that such ballast was disposed of in a proper manner. If during inspection or during progress of loading, it is revealed that the vessel's tanks are not tight, or that oil is leaking from the vessel, the vessel may be rejected or refused further loading. The vessel will not be accepted for loading, unless satisfactory evidence of repair is submitted, duly certified by "Lloyds", "A.B.S.", or other recognised surveyors. Any vessel, rejected because of dirty ballast or sea pollution, will automatically nullify her "Notice of Readiness", and will lose any priority of position for loading.

4. A vessel must have proper trim and sufficient ballast and/or cargo already on board for safe handling, having due regard to existing weather and sea conditions (normally 30% – 35% of d.w.t.). The vessel's Master shall maintain a careful watch of the weather and sea conditions, and a frequent exchange of information between vessel and Terminal. Through his knowledge of the behaviour of his own vessel, the Master, if satisfied that it is safe to do so, may come to the Terminal with a minimum of ballast, and thus lessen any possibility of sea pollution or infringement of regulations.

5. Vessel equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, providing approval is first obtained from the West Linapacan Oil Terminal Superintendent.

6. Load-on-Top Method: Most responsible ship owners have adopted a system of tank cleaning using circulatory methods of transfer of tank washings on ship aboard, and treating these washings with chemicals. The result is that no oil is discharged into the sea, and the oil separated is collected in a slop tank. With the written permission of off-taking companies, the Terminal will "Load-on-Top" of such slops. To avoid pollution, this system is highly recommended.

7. All spillage of oil must be reported immediately to the West Linapacan Oil Terminal Superintendent, and a detailed report must be written, signed and submitted by the Master of the lifting vessel concerned.

MEDICAL: No medical assistance available, except in an emergency.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: The nearest Consuls are in Manila.

REPAIRS: No repair facilities at the Terminal.

SURVEYORS: SGS has acted as the independent surveyor for the liftings to date. Surveyor is nominated by the buyer and Alcorn.

CUSTOMS: Three Customs Officials are assigned to the export vessel, and will be onboard during the duration of the lifting. 2,000.00 Phils. Pesos per day is charged (U.S.$ 85.00) for their allowances and per diem. Customs' transportation is for the buyer's account.

EMERGENCY CO-ORDINATION CENTRE: All oil spills or emergencies are co-ordinated by the Coast Guard located in Manila.

REPATRIATION: Not possible.

TIME: GMT plus 8 hours throughout the year.

SHORE LEAVE: Not permitted.

Crew members cannot leave the vessel at West Linapacan Oil Terminal, except in cases of extreme urgency. Even in an emergency, it should be noted that Seamen's Books may not be valid under the local Governmment Law. A valid Passport is required.

SHIP SUPPLY SERVICE: A supply boat is available 24 hours a day.

This supply boat is the same boat assisting the export tanker. Once export tanker is secured, this supply boat is heaving and tied-up to aft of export tanker – so it will not be available for 24 hours a day.

GENERAL: After each tanker lifting, the Terminal will prepare all necessary loading documents, in accordance with the consignee's instructions. Documentation will be finalised on board the lifting vessel, as soon as practicable after loading operations are completed.

Visitors must obtain a special pass from the Company's Terminal Superintendent. Visitors will be restricted to a minimum due to hazards involved.

IMPORTANT NOTICE:

The attention of owners, charterers and Masters of vessels which visit the Terminal, is drawn to the importance of taking every precaution to ensure, that no oil of any kind is discharged or allowed to escape overside.

If there is any such discharge or escape, any resultant loss or expense to the companies will be for the account of the owners or charterers of the vessel.

The West Linapacan Oil Terminal is located within the Territorial Waters of the Philippines. Visiting vessels will therefore be subject to the Laws of the Republic of the Philippines.

SAFETY: *Safety Precautions:*

1. The lifting vessel's personnel are responsible for the safety of the vessel and themselves, and must take all necessary precautions whether or not so advised by the Mooring Master or other Terminal personnel. Any safety precautions imposed by the West Linapacan Oil Terminal Superintendent and disregard by the vessel's Master, Officers, or crew, will be considered just cause for rejection of the vessel and all expenses, losses, claims or liabilities related thereto will be for the account of the vessel.

2. When a vessel is in the moorings or vicinity thereof, its engines must remain on standby with full power always available for immediate use. Deck machinery shall be kept at instant readiness. Positively no repairs of any sort, affecting the availability of the vessel's machinery or engines, will be permitted in the moorings. Other repairs (including all painting), which present any hazard to the loading operation, are strictly prohibited. Vessel's whistle is to be at instant readiness at all times.

3. The bridge and/or control area shall not be locked or otherwise arranged to prevent immediate entry at all times by the Mooring Master.

4. Not less than one Deck Officer and three Seamen shall be on duty, sober, alert and available at all times. No person under the influence of alcohol is to be allowed on deck. The Mooring Master's opinion on the sobriety of any individual will be final, unless an independent medical physician present at the time indicated otherwise.

5. No transistor radio sets or other electrical appliances may be used on deck, unless certified for use in hazardous petroleum areas and subject to approval of the Mooring Master.

6. All scuppers must be plugged and witnessed by Mooring Master and the vessel's Master. Refusal to plug scuppers will result in the ship being rejected. Drain trays and all materials necessary to clean up any oil spillage on deck are to be available for immediate use.

7. After complete discharge of ballast, the Mooring Master and Petroleum Inspector (if any) will witness closing of pumproom sea suctions and sealing of same.

8. The presence of unauthorised craft alongside a vessel will render the vessel unacceptable. It is the duty of the vessel's personnel to see that the vessel's sides are clear of all such craft.

9. Fire fighting equipment shall be in instant readiness throughout the vessel, and additional equipment available at the loading manifold while in the berth. Water shall be available on deck service at all times, and fire hoses connected at all fire stations and flaked out for immediate use.

10. No radio transmission will be permitted on board, except by the express permission of the Mooring Master in each case; this to apply only during the period the vessel is in the Terminal area, or under the direction of the Mooring Master.

11. When vessel is at the Terminal, boiler tubes are not to be blown. Every precaution must be taken that no sparks escape from the funnel or stack or from the galley stack. No ullage hole shall be left open, unless effectively covered with a gauge mesh wire spark arrester.

12. Smoking will not be permitted on deck while in the moorings, and will only be permitted in places approved jointly by the vessel's Master and the Mooring Master. There may be occasions when smoking will be entirely prohibited. Cigarette butts should be thrown overboard or through portholes at any time.

13. Lifebuoys shall be available throughout the vessel, and in particular in the loading manifold area, and at all points of entry and exit, e.g. at pilot ladder.

14. All vessel personnel are to be adequately instructed by the vessel's Master to avoid breathing gas escaping from tank ullage plugs while loading, and gas vents should be used.

The vessel shall be equipped with fresh air masks, gas masks and resuscitators, which shall be kept in a conspicuous and readily acccessible position, ready for immediate use.

15. All accommodation doors, portholes and ventilators should be closed during loading operations, and doors and openings to machinery spaces in vicinity of vessel's tanks are to be closed.

16. If an emergency stop of loading is required, and communications between the vessel and Terminal fail, the vessel's siren or whistle is to be continuously sounded. *This signal stops all loading.*

17. Vessel shall have "Fire Towing Wires" of suitable strength laid out and hung overside to sea level from Poop Deck.

18. No swimming in the sea is permitted while vessels are in the berth.

19. No fishing is permitted in the loading berths or within the restricted navigation area.

20. The attention of the Master is drawn to the off-loading documents, in particular those documents that relate to the safety of the operation, i.e.:

Safety Requirements.
Ship/Terminal Safety Check List.
Fire Instructions.
Safety and Fire Regulations.
H_2S Instructions.

21. The attention of the Master is drawn to the fact that the West Linapacan crude oil is sour, and gives off H_2S gas, which may, during loading operations, give rise to hazardous accumulations in or in the

off-loading tanker. The Master is therefore to be aware of this possibility, and of the drill to follow as laid down in the H_2S Instructions if greater concentrations of 10 ppm. of H_2S are detected. The Mooring Master will carry an H_2S detector with him at all times to assist in detecting such concentration.

WEATHER: *Tides, Currents, Wind and Weather and Seas:*

1. The navigator is referred to published sailing instructions for this area for information on winds, tides and currents, viz:

United States Hydrographic Office, Publication No. 92, Vol. 3, "Sailing Directions for the Philippine Islands", published by the U.S. Government Printing Office, Washington D.C. or British Admiralty equivalent."

2. The information on currents, wind and weather and seas in this area is meagre.

Currents: The general circulation offshore Palawan is wind driven, and displays the monsoonal direction reversal. The speed has been observed from 0.25 to 1.0 knots.

Wind and Weather: The Palawan offshore environment is controlled by monsoonal meteorological variations.

Winter Monsoons – Wind from Northeast.
Summer Monsoons – Wind from Southeast.

The Winter monsoon with wind from the Northeast quadrant is the more severe of the two. It is fortuitous, however, that some sheltering is provided by Palawan and other islands to the Northeast, limiting the fetch, and thereby reducing the effect of the wind during this period. The Summer monsoon from the Southeast experiences a greater fetch by lesser wind velocity, which together yield generally smaller wave heights.

Typhoons are not a major threat to operations in this area, as the strongest ones normally pass North of Palawan. However, the location has been affected by eight typhoons within 200 miles over a ten-year period, which have occurred predominantly during the late Winter months. Tropical depressions in the South China Sea affect the area more than typhoons.

Visibility limitations are not a normal problem in the area, but may be experienced. The Winter months contain the poorest visibility conditions. The worst monthly average visibility from available data was 12.4 miles during December. The remaining months display generally good visibility with distance of 16 – 18 miles.

Waves: The waves are controlled by the monsoonal winds, and reflect the winds variation in the direction and intensity. The Spring transition (April – June) generally has lower wave heights. The Winter monsoon (December – March) with waves from the Northeast is more severe than the Summer monsoon (July – September). Wave heights from 2 ft. to 4 ft. are expected for 45% of the year, while heights of 4 ft. to 8 ft. are expected for 20% of the year. Waves in excess of 8 ft. are estimated for 5% of the year. A heavy swell, generally from the North, is raised by any typhoon or tropical depression passing through the Philippines, and this is liable to cause delays in operations.

AUTHORITY: *Operator:* Alcorn (Production) Philippines Inc., 19th Floor, Pacific Star Building, Corner Sen.G. Puyat Avenue and Makati Avenue (P.O.Box 2283, MCPO, Makati, Metro Manila, Philippines). *Tel:* 817-6021. *Telex:* 45371/22209/64293. *FAX:* 817-4643. *Contact:* Eduardo F. Hernandez, General Manager.

ZAMBOANGA, Mindanao: 06.54 N. 122.04 E. (See Plan)

See "General" before first port.

PILOTAGE: Vessels approaching the port use International Code Signals for calling Pilot.

Pilot Station: Telegraphic address is Zamboanga Pilots, Zamboanga City. Estimated time of arrival (ETA) must be radioed 24 hours in advance. Pilots always on duty. Pilot boat is wooden launch painted white with red trimmings and displaying the pilot flag. The exact area where a Pilot will board vessel is in the vicinity of Little Sta. Cruz Island, for vessels coming from West, and near the vicinity of Rio Hondo for vessels coming from East. Alternative area in the event of bad weather is in the vicinity of Zamboanga Pier at a distance of at least 1 mile either way. Vessels awaiting Pilot should not necessarily drop anchor, provided 24 hours' notice of their ETA is given by local Agents or the Master, to the Zamboanga Pilots, for a Pilot is *always* on duty.

ANCHORAGES: Owing to the steep bank, strong currents and hard, uneven bottom, there are no good anchorages off Zamboanga. However, anchorage may be made anywhere Southward of the wharf at a distance of about 3 cables from shore Eastward of an imaginary line from the Tide Indicator, at a depth of between 25 fathoms and 30 fathoms and giving 7 shackles of chain in the water. This will hold vessel even at strongest current of 6 knots. In the event of very bad weather the vessel should transfer her anchorage to Caldera Bay, which is approximately 7 miles West of the anchorage area.

MAX. SIZE: No limits for anchoring. For berthing, up to 10.0 m. draft.

HEALTH: Quarantine Officer will board the vessel for the necessary inspection of all crew on board. Thereafter he issues Pratique, if and when he finds that there is no disease or fever on board. The Pratique is valid until after the vessel departs to a foreign port.

RADIO: Philippine Telegraph & Telephone Corp. (PT & T), Universal Telecommunication Services (UTS), Radio Communications of the Philippines (RCPI), Central Radio Communications (CRC), Capitol Wireless Inc., (CWI), Telefast Communication and the Bureau of Telecommunication operated by the National Government for receiving and transmitting radio messages. Night and day services.

TUGS: The position where tugs normally join the vessel is in the stream and the usual ship's lines or tug's lines are used. There is no charge collected for the use of the tug's lines.

BERTHING: The Zamboanga Government Wharf is 1,363 linear metres long with a depth at the latest survey of the following: East end 5.0 m.; mid-section 7.0 m. and West end 10.0 m. at MLLW. There is a private wharf at Baliwasan and vessels of 27,000 g.r.t. can dock there with the following limitations: Draft forward must not exceed 32 ft.; draft aft must not exceed 36 ft., upon completion of loading. Vessels docking at this wharf can only be docked at *flood* tide (current running East to West) and can only be undocked in the same manner.

2 anchors must be used in berthing and vessels lay alongside the concrete pier port-side-to. This wharf in Baliwasan is for loading coconut oil and copra pellets only.

Also see "Developments".

STEVEDORES: The Master of the vessel shall cable to the local Agents so that contract could be made with the shipper to arrange gangs.

MEDICAL: It is necessary for Agents to receive advance notice of required medical attention. Hospital facilities are available at all times. Inoculations are also required by the Quarantine Officer upon boarding a vessel.

TANKERS: There are 4 oil depots at Gavilan Pt. and at Baliwasan. (Shell, Mobil, Esso and Caltex.) Max. tonnage of 4,000 gross with a draft of not more than 18 ft. can be moored for discharge.

FRESH WATER: Fresh water can be obtained any time of the day. There are 5 water outlets strategically distributed at the new quay.

FUEL: Fuel, diesel, and crude oil available.

FIRE PRECAUTIONS: Smoking is entirely prohibited on board a tanker entering this port. The Master must advise all persons boarding his vessel.

GANGWAY/DECK WATCHMEN: The services of watchmen are necessary to stop looters from boarding the vessel.

OPENING/CLOSING HATCHES: Normally opening and closing by the crew, and if done by stevedores the vessel has to pay.

CUSTOMS ALLOWANCES: 200 cigarettes per man. Upon arrival in port the cigarettes are sealed in a bonded store by the Customs Authorities, and can be opened only upon permission granted by the Collector of Customs.

CONSULS: None available.

REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the foreign Embassy concerned.

AIRPORT: Distance from Zamboanga Pier to the airport is 3 km. Served by regular airlines. There are 2 flights daily (0920 hrs. and 1930 hrs.) from Zamboanga to Manila by Philippine Air Lines (PAL). Airport is also open to International flights.

HOLIDAYS: Cargo work can be arranged with the Stevedoring Company through the shipper to work during holidays, including Sundays.

POLICE/AMBULANCE/FIRE: Police Department, Tel. 119; Ambulance, Zamboanga Regional Hospital, Tel. 25-11; and Fire Department, Tel. 110.

TELEPHONES: Telephones cannot be installed on board when docked at the pier as is not allowed by the City Government.

SERVICES: Special services may be available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, through representations to be made with the shipper or local Agent of the vessel.

IDENTIFICATION CARDS: All crew members to have identification cards for immediate identification in case of trouble while the crews are on shore.

DEVELOPMENTS: A new quay 220.44 m. length and 10 m. depth is in operation.

New Facilities:

a. New Quay:	220.44 m.
b. Ferry Pier:	20 m. wide × 49.9 m. length of reinforced concrete.
c. Closed Transit Shed:	40 m. × 126 m. with two 6 m. × 15 m. office spaces and a 24 m. × 40 m. Passenger Terminal.
d. Gate House:	18 m. × 30 m. with 2 × 50 ton capacity weighbridges, through booths and 2 guardhouses.
e. Equipment Shed:	15 m. × 60 m.
f. Maintenance and Fire Station Building:	15 m. × 66 m.
g. Passenger Terminal Building at Eastern Section:	30 m. × 54 m.
h. Amenity Block:	6.5 m. × 10 m.
i. Generator Shed/Power House:	15.4 m. × 25 m.
j. Administration Building:	Three storeys (1,296 sq.m.)
k. Open Storage Area:	40 m. × 135 m.
l. Container Marshallilng Yard:	100 m. × 137 m.

AUTHORITY: Philippines Ports Authority, PMO-Zamboanga, Port Area, P.O.Box 360, Zamboanga City 7000, Philippines. *Tel.* 2991-2995, 7156. *Contact:* Prudencio B.Mercado, Jr., Port Manager.

AGENT: See "Manila".

Poland

GDANSK: 54.21 N. 18.39 E. (See Plan)

ICE: Efforts made to keep port open all year round. Only in very severe Winter are difficulties experienced.

DOCUMENTS:

8 copies Cargo Manifest.
1 copy Bill of Lading.
Passports or Seaman's Books.
Ship's Register.
Maritime Declaration of Health.
5 copies Ship's Articles/Crew List.
Derat Certificate or exemption from Sanitary Certificates, covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo, even if in transit.
2 Stowage Plans.
Trimming Class Certificate.
Crew Effects Declaration.
Bonded Stores Declaration.

PILOTAGE: Compulsory. Advance notice of 12 hours required prior to arrival and 2 hours notice required prior to departure. Boarding in Gdansk Roads. Gdansk Pilot Station available on VHF Channel 14.

Also see "Baltic Deep Sea Pilotage".

ANCHORAGES: Gdansk Roads. Anchorages No. 1, 2 and 3 for ships up to 738 ft. LOA.

Anchorages: No. 1 draft 29 ft. 06 in.; No. 2 draft 34 ft. 05 in.; No. 3 draft 39 ft. 04 in.; No. 4 for bulk carriers with max. draft 52 ft. 06 in.; No. 5 for large tankers with max. draft 63 ft. 11 in. No tides.

RESTRICTIONS: On arrival or if moving or in every case of emergency conditions contact Harbour Master's Office on Channel 14. Tel: 43-07-10.

MAX. SIZE: Baltimax size for ships entering North Port. Max. size of ships permitted to enter inner port: Draft 10.20 m. brackish water, max. LOA 225 m. Also see "Berthing".

HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease, the vessel should cable to "Quarantine Gdansk", or via Agents.

RADIO: Messages should be sent via Gdynia Radio.

RADAR/VHF: Port Radar Service acting with pilot station, can be contacted on VHF Channel 14. Also see "Gdynia".

Polish Notice No. 202/86: Ship Reporting System: The following are required to report by VHF to the Harbour Master of destination on crossing the latitude of 54° 45′ N. (Repline Hel) in the entrance to the Gulf of Gdansk:

All vessels – if on account of special circumstances they may cause a risk of collision or pollution.

Vessels bound for Gdansk – of 150 g.r.t. and above.
Vessels bound for Gdynia – of 500 g.r.t. and above.

The report should include:
REPHEL (abbreviation of Repline Hel)
Name and call sign
Date and time
Position
Destination and ETA
Type and quantity of cargo
Draft
Any deficiencies, e.g.
  (a) Overloading, or excessive heel or trim.
  (b) Faults affecting manoeuvring capability.
  (c) Uncleaned tanks, etc.
  (d) Anything which might cause pollution.

The consent of the Harbour Master must be obtained before entering the roadstead of the port of destination.

TUGS: 14 tugs available. Join in Gdansk Roads. Vessel's lines must be used. Tugs compulsory for all vessels over 2,000 g.r.t. Tugs available up to 2,500 h.p.

BERTHING: Max. draft mentioned below is to be taken as normal water level. No tide. Max. difference from mean level is plus/minus 3 ft., subject to wind direction.

Inner Port:

Name of Quay	*Length* (m.)	*Max. Draft* (m.)	*Max. LOA* (m.)
Marchlewskiego	563	8.40	170
Warynskiego	490	9.70	170
Ziolkowskiego	132	6.20	127
Oliwskie	635	10.20	225
Westerplatte	1,200	9.40	225
Obroncow Poczty Polskiej	285	10.10	235
Weglowe	850	9.60	225
Rudowe	725	10.20	225
Administracyjne	124	4.90	80
Wislany	1,239	10.20	225
Chemikow	210	9.60	225
Przemyslowe	235	6.80	145
CPN-4	–	5.10	77
Port Polnocny/North Port:			
Liquid Fuel Terminal	335	15.00	280
Coal Terminal	354	15.00	300
Ore Terminal	300	12.00	200

BULK HANDLING FACILITIES: Coal Handling Facilities at North Port Coal Terminal capable of receiving vessel up to max. draft 15.0 m. Daily loading rate 50,000 tons. Also Inner Port-Weglowe Quay equipped with 8, 10 and 16 tons cranes for vessels up to 9.6 m. draft. Bulk and liquid sulphur handled at Obroncow Poczty Polskiej Quay. 20 tons grab cranes and conveyor system for fertilisers in bulk at Chemikow Quay.

Grain elevator: Grain is also discharged by grabs. Conveyor system for loading salt and sodium in bulk.

Timber handling facilities at Rudowe and Westerplatte Quays.

CRANES: Quay cranes up to 40 tons; mobile quays up to 60 tons and floating cranes of 60 tons, 100 tons and 300 tons.

Also see "General Cargo Handling Facilities".

STORAGE FACILITIES:

Coal yard: 650,000 tons.
Phosphate shed: 60,000 tons.
Grain elevator: 8,000 tons.
Solid sulphur store: 20,000 tons.
Warehouses: 100,000 sq.m.
Open storage: 550,000 sq.m.
Refrigerated warehouse (Oliwski Quay): 5,000 tons.

GENERAL CARGO HANDLING FACILITIES: Passenger cargo/Ro-Ro terminal at Ziolkowskiego Quay.

Port is equipped with new Ro-Ro floating berth which can operate at every general cargo quay.

Westerplatte Quay: Warehouse and open storage yards. Handling of general cargo and packaged pulpwood. This quay is also used for waiting.

Oliwskie Quay: Warehouses on quay can handle general cargo, fruit and vegetables. Open storage yards for general cargo and packaged pulpwood.

Gorniczy Basin: Ore bridges have been dismantled. Max. draft up to 10.2 m. Handling general cargo and steel products.

Wislany Quay: Equipped with 3-16 ton portal cranes for general cargo and 7-8 ton cranes for bulk cargo, a grain elevator and special suction installations. Warehouses and open storage for general cargo and bulk cargo. Handling general cargo, steel products and heavy units.

STEVEDORES: As gangs for the following day must be ordered before 1100 hrs., vessel's ETA should reach the Agents relevantly in advance.

Stevedores work 24 hours per day, which is considered to be between 2300 hrs. – 2300 hrs. following day. First shift from 2300 hrs. – 0700 hrs., second shift from 0700 hrs. – 1500 hrs., third shift from 1500 hrs. – 2300 hrs.

Timber, general cargo and heavy lift operations are usually performed in two shifts only between 0700 hrs. and 2300 hrs. Sulphur, superphosphates, phosphorites, apatites, grain and other awkward dusty cargoes worked in 4 shifts of 6 hours each.

Port works Sundays, holidays and free Saturdays at premium rates. 1 in 4 Saturdays are worked.

MEDICAL: No special notice required. Full hospital facilities available.

TANKERS: Liquid Fuel Terminal at North Port.

Location: Southern part of the Gulf of Gdansk, 54° 25′ N., 18° 43′ E. approximately. Advisable route via "ZN" Beacon, to "ZS" Beacon, then anchorage on No. 5 Beacon 54° 27′ N., 18° 53′ E.

Facilities: 1 L-shaped jetty for berthing consists of 1 main platform and 4 main dolphins, fitted with quick release hooks. The main platform is fitted with gangway tower and 7 movable handling arms for loading and discharging purposes. Only 1 mooring place available. The jetty accessible for vessels having minimum 150 ft. (about 10,000 d.w.t.) and maximum 1,000 ft. (150,000 d.w.t.) length and 49 ft. 03 in. draft.

No facilities for liquefied gases.

For towing purposes there are 3×2,500 h.p. and 2×1,650 h.p. diesel tugs available, if necessary further 1,200 h.p. tugs are at hand. All tugs equipped with fire fighting equipment.

Cargo Handling Equipment: The 7 mobile handling arms, Luceat Production, are used as follows: No. 2, 3 and 4 for discharging of crude oil, rate about 10,000 cu.m./hr. No. 1 and 5 for loading bunker oil and water, rate about 2,000 cu.m./hr. No. 6 and 7 loading liquid fuels and refined products, rate 2,000 – 2,500 cu.m./hr. Loading pressure of vessel's pumps should not exceed 14.5 kg./sq.cm. at any time.

Facilities for handling of vessel's ballast water available.

Services: Marine diesel and fuel oil available at the jetty. Storage tanks located in the neighbourhood of the terminal and connected with central pipeline system of Poland. Laboratory for testing purposes and repairing facilities available.

DENSITY: Salt content: Below 0.3%

FRESH WATER: Available at hydrants, and delivery to vessels in roads.

FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hours' notice required.

CONSULS:

Chinese People's Republic Consulate General, Tel: 41-64-76.
German Consulate General, Tel: 41-43-66
Russian Consulate General, Tel: 41-06-13.

At Gdynia:

Belgian Consulate, Tel: 20-39-83.
Brazilian Consulate, Tel: 21-61-31.
Italian Vice-Consulate, Tel: 21-51-15.
Swedish Consulate, Tel: 21-62-16.

At Sopot:

Finnish Consulate, Tel: 51-50-52.
Also representing other Scandinavian countries.

REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard.

Floating docks: No. 1, 6,400 tons lifting capacity, dimensions 135×25.20 m. No. 2, 8,000 tons lifting capacity, dimensions 156×27.20 m. No. 3, 11,000 tons lifting capacity, dimensions 176×28.00 m. 1 floating jack of 1,700 tons capacity and 3 minor docking pontoons.

GANGWAY/DECK WATCHMEN: Recommended and available.

OPENING/CLOSING HATCHES: Normally carried out by stevedores, crew allowed to handle.

CERTIFICATES:

Load Line Certificate.
Cargo Gear Certificates.

CUSTOMS ALLOWANCES: For 3 days – 160 cigarettes or 30 cigars or 150 gm. tobacco per crew member. Master is allowed double ration. 1 bottle wine and 1 bottle of spirits per crew member for each 3 days. Master is allowed double ration.

REPATRIATION: Crew changes and repatriation can be arranged by Agent.

AIRPORT: Gdansk Airport.
TIME: Middle European Time, which is 1 hour ahead of GMT.
HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Constitution Day (May 3rd); St.Mary's Day (August 15th); Corpus Christi (movable); All Saints' Day (November 1st); Christmas Day (December 25th); Boxing Day (December 26th). On Christmas Eve and New Year's Eve, work stops at 1500 hrs. In justified and approved cases, overtime on Sundays and holidays can be arranged.
POLICE/FIRE/AMBULANCE: Police: Gdansk-Nowy Port, Wladyslawa IV-3, Tel: 31–48–61; Ambulance: Gdansk-Wrzeszcs, Al. Zwyciestwa 49, Tel: 41–10–00; Fire: Gdansk-Nowy Port, Na Zaspy 57, alarm phone Tel: 41–22–22.
TELEPHONES: Available on most general cargo quays.
SERVICES: Collecting of oily ballast water to Ballast-water Treatment Plant. Cleaning of holds, bilges and ship's tanks.
STORING: Baltona ship chandlers supply ships with provisions, cabin, deck, bonded stores as well as spare parts for main and auxiliary engines. "Duty Free" shops for crew convenience.
IDENTIFICATION CARDS: Each crew member must be in possession of a valid Discharge Book/Seaman's Book, and will receive a separate shore permit issued by the Immigration Authorities, entitling him to go ashore within the area of Gdynia/Sopot/Gdansk.
GARBAGE DISPOSAL:
1. Port Service Ltd. Tel: 20-07-21. Fax: 20-85-98. Telex: 59219. Disposal. Tel: 21-50-42, 20-85-71 (Cell: 226 or 277). Collection time 24 hours. Charges: U.S.$ 7.8 for 1 bag (0.3 cu.m.), minimum charge for 5 bags, all to Port of Gdansk tariff.
2. Grudel SC. Tel: 32-15-25.
3. Comal Ltd. Tel: 41-56-26. Telex: 051-2965.
4. Ship Service Ltd. Tel: 20-26-62.

WASTE OIL DISPOSAL:
1. Port Service Ltd. (data given above). Special tankers collect waste oils. Non-toxic oils permitted. Charges depend on kind of fuel (oil) and grade of contamination. Transformer oil and those containing PCB are not accepted. Transmission and engine oils in any quantity are accepted. Special tankers collect oily dirty ballast water for transportation to Ballast Water Treatment Plant situated in North Port (Tel: 43-71-41). Facilities: Tanker, barges and drums.
2. Comal Ltd. (data given above). Collect oily ballast water with barges and tank lorries.

SEAMAN'S CLUBS: No Seaman's Clubs in Gdansk. The nearest Club is in Gdynia. Shipchandler Baltona has duty free shops at Ziolkowsiego Quay, and at Wolnoici 16 Street in Nowy Port.
CURRENCY: Zloty.
DEVELOPMENTS: 2×40 ton shore cranes have been installed at Szczeciniskie Quay.

Szczeciniskie is being adapted for container handling and Ro/Ro vessels. Storage space of 20,000 sq.m. and container handling equipment will be available.
AUTHORITY: Commercial Sea Port of Gdansk – Joint Stock Company, 18 Zamknieta Street, Nowy Port, 80-955 Gdansk, Poland. *Tel:* 430-327, 439-200, 439-500. *Telex:* 0512324 MPH PL, 512846 MPH PL. *Cables:* Geoport. *FAX:* 439-308, 436-376. *Contact:* M.Switek, General Manager. M.Ploski, Operations Manager.

AGENT: See "Szczecin".

GDYNIA: 54.32 N. 18.34 E. (See Plan)

ICE: On average, during most of the Winter periods both port and the roads are ice-free. Only prolonged and severe frosts may result in ice cover formation in basins and in the roads outside. Winds of gale force may shift some drifting ice floes from other parts of the bay and render navigation in the roadstead difficult. In such cases the approach channel and the port basins are kept free of ice and unobstructed to navigation by icebreakers of the Polish Ship Salvage Company and powerful tugs of the Port Authority. The cost of icebreaking is borne by the Port Authority. These phenomena, however, are rather rare, since Winters are usually mild in those areas.
PORT LIMITS: A vessel is an "arrived ship" and laytime commences from time of ship's entry into the roads.
DOCUMENTS:
11 copies Cargo Manifest.
2 copies Bills of Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Ship's Articles/Crew List.
Maritime Declaration of Health.
Derat Certificate.
Sanitary Certificates covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo (even if in transit).
2 Stowage Plans.
Load Line Certificate.
Cargo Gear Certificates.
PILOTAGE: Compulsory. Pilots to be ordered 12 hours prior to arrival and 2 hours prior to departure. Boarding in Gdynia Roads. Gdynia Pilot station available on VHF Channel 12. Traffic around the clock.

Also see "Baltic Deep Sea Pilotage".
ANCHORAGES: Gdynia Roads at Buoy GD, up to 200 m. – 500 m. off port entrance. No tides.
RESTRICTIONS: Depth in main entrance 11.36 m.
MAX. SIZE: No limit on length, max. draft 12.00 m. at Hel I and Hell II Quay, also see "Berthing".
HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease the vessel should cable "Quarantine Gdynia", "Radio Medical Gdynia" or via Agents.
RADIO/VHF: Message should be sent via Gdynia Radio. Port Radar Service acting with the pilot station, can be contacted on VHF Channel 12, Gdynia. Contact Agent VHF Channel 7. Gdynia Radio on Channel 16, working on Channels 12, 24, 26 and 27. Traffic lists at 0035, 0835, 1235, 1635 and 2035 on Channel 26.
TUGS: 11 tugs available. Join vessel in Gdynia Roads. Vessel's lines must be used.
BERTHING:

Basin	*Quay*	*Length (m.)*	*Max. Draft (m.)*	*Remarks*
I	Pomeranian	626	7.9	Waiting Quay
II	Silesian	434	8.5	—
III	Swedish	713	9.1	—
	Danish	314	7.4	Containers & Ro-Ro
	Liquid Chemicals	118	6.8	—
	Dutch	399	10.2	—
	Belgian	—	—	—
Outer	French	514	11.3	—
IV	Finnish	209	8.7	—
	Polish	1,112	9.8	—
	Rotterdam	311	7.5	Ro-Ro
	Indian	1,009	11.0	Dangerous cargo Oil pier and grain silo – capacity 10,000 tons
V	Peace Fighters	819	8.3	—
	Czecho-slovakian	214	7.9	—
	Romanian	867	9.9	
VI	Hungarian	240	9.4	Waiting Quay
South Channel	Wenda	168	7.1	Waiting Quay
Port Channel	Yugoslavian	182	8.9	Waiting Quay
Port Channel	Hel II	460	12.0	Containers & Ro-Ro
	Hel III	176	12.0	Terminal

CRANES:

Quay	*General Cargo Cranes Max. Capacity tons*			*Grab Cranes Max. Capacity tons*			
	3	6	16	7	8	10	16
Pomeranian							
Silesian				5	4		
Swedish				5	9		
Danish							
Dutch					4	5	2
French	1	12					
Finnish	4	1					
Polish	2	15	4				
Rotterdam	1	7					
Indian	Grain silo and warehouses						
Peace Fighters	17						
Czecho-slovakian		4	2				
Romanian	14	11	4				
Hungarian							
Wenda							
Yugoslavian							

CONTAINER HANDLING FACILITIES:

Quay	*No. of Ro-Ro berths*	*Length (m.)*	*Max. draft (m.)*	*Cranes No. and capacity*	*Stackers-carriers*	*Capacity TEU*
Hel II	—	624	12.0	3×40 tons	14	7,300
Hel III	1	176	12.0	—	—	

CARGO HANDLING EQUIPMENT: Also see "Container Handling Facilities" and "Cranes".

Shore based grain elevators	2×30 t.p.h. 7×50 t.p.h. 4×60 t.p.h.. 1×100 t.p.h.
Floating elevators	2×250 t.p.h. 2×100 t.p.h.
Floating stores	2 (25,800 tons)
Barges	29 (18,500 tons)
Floating cranes	1×65 tons 1×100 tons
Mobile cranes	6×16.5 tons 9×12.5 tons 10×15 tons 1×35 tons 6×20 tons
Fork lift trucks	226

STEVEDORES: Gangs for the next day must be ordered by 1100 hrs. vessel's ETA should reach the Agents relevantly in advance.

1 in 4 Saturdays are worked.
MEDICAL: No special notice required. Full hospital facilities available.
TANKERS: Berth in No. 3 Basin. Up to 35,000 d.w.t., brackish water. Bunkering Station (Reloading Station) length 200 m., depth 11.3 m.
DENSITY: Salt content: 0.73%.
FRESH WATER: Available ex-hydrants or by water barge, arranged by Agent.

FUEL: All kinds of fuel available ex-shore installation or lighter. 48 hours' notice via Agent required. Lubricants available by truck.

CONSULS:

Belgian V. Consulate	Tel: 20-39-83
Brazilian V. Consulate	Tel: 21-61-31 or 20-47-01
Chinese P.R. Consulate (Gdansk)	Tel: 41-56-00
Dutch Consulate	Tel: 20-06-85
German Consulate (Gdansk)	Tel: 41-43-66
Italian V. Consulate	Tel: 20-15-61
Russian Consulate (Gdansk)	Tel. 41-10-88, 41-06-13
Swedish Consulate (also represents Denmark and Norway)	Tel: 21-62-16
Consulate of India and resident representative of Indian Shipping Lines in Poland	Tel: 20-29-58

REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard. Container repairs performed by Radunia Repair Yard, branch office in Polska Street (Extension tel. 49-32).

SURVEYORS: Polcargo: Head Office, 81-963 Gdynia, Zeromskiego 32. Tel: 20-77-78.

Supervise: Head Office, 81-369 Gdynia, Derdowskiego 7, Tel: 20-08-46.

Shipcontrol: Head Office, 81-334 Gdynia, Polska 21, Tel: 20-70-96.

Polski Rejestr Statkow, 80-557 Gdansk, ul.Marynarki Polskiej 59. Tel: 311987. Fax: 311987.

Lloyd's Register of Shipping: 80-958 Gdansk, ul. Marynarki Polskiej 177. Tel: 315958, 315841. Fax: 397806.

DRY DOCKS: 3 floating docks of a lifting capacity of 4,500, 3,500 and 1,200 tons. 12 slipways of 150 tons lifting capacity each.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Opening/closing hatches normally carried out by stevedores, but crew allowed to handle.

CERTIFICATES:

Load Line Certificate and Cargo Gear Certificates.

CUSTOMS ALLOWANCES For each 3 days – 150 cigarettes or 30 cigars or 150 gm. of tobacco per Crew member. Master is allowed double ration. 1 bottle wine and 1 bottle spirits per Crew member for each 3 days. Master is allowed double ration.

REPATRIATION: Crew change and repatriation can be arranged.

AIRPORT: Gdansk-Rebiechowo Airport, situated 35 km. from Gdynia. Daily flights to Warsaw to connect with international flights.

TIME: Middle European Time, which is 1 hour ahead of GMT is kept in Autumn and Winter; East European Time, 2 hours ahead of GMT, is kept in Spring and Summer.

HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints' Day (November 1st); St. Barbara Day (December 4th, for coal workers only); Christmas Day (December 25th); Boxing Day (December 26th). On Christmas Eve and New Year's Eve work is generally suspended at 1500 hrs. In justified and approved cases overtime on Sundays and holidays can be arranged against extra payment.

POLICE/FIRE/AMBULANCE: Emergency Numbers: Police 997, Ambulance 999, Fire 998.

EMERGENCY CO-ORDINATION CENTRE: Urzad Morski, Gdynia 81–338, Chrzanowskiego 10, Telex: 054285; Tel: 20-69-11; Alarm: Gum Radio. Tel: open 24 hours: 21–61–62, VHF Channel 16.

TELEPHONES: Available on most general cargo quays.

Placing of telephones on board is according to current costs per 24 hours.

IDENTIFICATION CARDS: Each crew member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the area of Gydnia-Sopot-Gdansk.

SERVICES: Hold cleaning, container and watchmen provided by "Port Service", Celna Street 5, extension telephone 50-34, 50-36; bunkering provided by "Port Service", extension telephone 50-42. Hold cleaning and container washing provided by Port of Gdynia Authority, Rotterdamska 9, Gdynia.

BANKS: Handlowy S.A., Branch Office, 81–370 Gdynia, Skwer Kosciuszki 14, Tel: 20-63-83.

GENERAL: Cargo is handled around the clock in 3 shifts of 8 hours each. Work on 3 Saturdays per month is paid by addition of 100 per cent. Sunday and holiday interruptions last from 2300 hrs. on Saturdays or days before holidays and terminate at 2300 hrs. on Sundays or holidays.

Transhipment of cargo at port rates. Extra fast despatch can be arranged at additional charges.

DEVELOPMENTS:

1. Further development of the Baltic Container Terminal:

Extending of the Ro-Ro and Lo-Lo quays to the total length of 1,080 m. including next fixed ramp Ro-Ro berth at Hel II Quay.

Expanding of the container storage areas.

Building of the container cleaning station, vast parking areas and M+R workship for containers and road trucks.

After the completion of the first stage of construction of the Baltic Container Terminal the handling capacity of the Terminal will go up to 1.5 million tons/170,000 TEU per year and will be able to accommodate various types of container vessels up to 30,000 d.w.t. capacity.

The second and final stage of construction works will increase the handling capacity of the Baltic Container Terminal to 2 – 2.5 million tons/250 – 300,000 TEU per year.

2. Modernisation of the Peace Fighters Quay – extension of the quay and equipping it with new cranes.

3. Total reconstruction and modernisation of general cargo warehouses.

4. Converting bulk cargo quays in Basin No. 3 into highly specialised general cargo berths.

5. Building of fruit warehouse in the area of Baltic Container Terminal.

6. Total reconstruction and modernisation of Grain Terminal at Indian Quay.

AGENT'S REPORT: September 1991

Oil:

Berth Operator: Morski Port Handlowy Gdynia, except Oksywie which is Polish Navy base.

Breakwater: Crude oil, gas oil, gasoline, max. LOA 210 m., max. draft 12.50 m.

Fresh water can be supplied by barge only.

Danish Quay: Gas oil, gasoline. Max. LOA 100 m., max. draft 7.30 m.

Dutch Quay: Gas oil only. Max. LOA 200 m., max. draft 10.50 m.

Swedish Quay: Gas oil only. Max. LOA 200 m., max. draft 9.10 m.

Oksywie: Gas oil only. Max. LOA 100 m., max. draft 8.00 m.

No tides at Gdynia Port.

Max. depth in approaches 11.30 m.

Water density 1,005.

Berthing/unberthing 24 hours per day.

Bunkers available on prior arrangement.

Fresh water delivery from all piers by hydrants.

Type of berths: Concrete.

No minimum size of vessel restriction.

Dirty ballast/slops removing accepted, only to the barge.

One tug compulsory for vessels over LOA 90 m. Two tugs over 131 m. or draft 8.0 m. Three tugs over 166 m. or more than 9.0 m. draft. Four tugs compulsory over 200 m. One tug can be added by Harbour Authorities for vessels carrying dangerous/inflammable cargoes.

No air draft restrictions caused by bridges, etc.

No pilot boarding area on roads.

Agents are obliged to inform all parties concerned regarding flash point, and IMO class of cargo, which will be discharged.

Dry Bulk Cargoes:

Silesian Pier: Max. LOA 200 m., max. draft 8.50 m., max. outreach of cranes from jetty face across vessel 12.0 m.

5 cranes with capacities 7 tons and 10 tons.

Travel distance of cranes 400 m.

Loading rate for coal: 5,000 – 6,000 tons per day.

Loading rate for coke: 3,000 – 4,000 tons per day.

Dry bulk cargoes handled: Coal, coke, iron ore, bauxite and grain. 2 open storage areas of 80,000 tons available.

Dutch Pier: Max. LOA 200 m., max. draft 10.50 m.

Max. outreach of cranes 22.0 m.

6 cranes with capacities 10 tons and 16 tons.

Travel distance of cranes 360 m.

Loading rate from open storage: 10,000 tons per day (maximum).

Dry bulk grades handled: As above.

2 open storage areas of 23,000 tons.

Indian Pier: Alumina discharged via floating elevator to warehouse with capacity 8,000 tons. Discharge rate 3,000 tons per day.

AUTHORITY: Port of Gdynia Authority, ul. Rotterdamska 9, 81-337 Gdynia, Poland. *Tel:* 20-10-01. *Telex:* 054221. *Cables:* Gdyport. *FAX:* 274578. *Contact:* Mieczyslaw Wilczewski, Director General.

Harbour Master's Office, *Tel:* 216636 and 202853. *FAX:* 200591.

AGENT: G.A.C. Norpol Shipping Ltd., Sp.Z.O.O., Ul. Slaska 17, P.O.Box 226, 81-319 Gdynia, Poland. Tel: (48-58) 201274, 204597, 202102 (Ext. 256). After hours 223833. Telex: 54243 (GACNO PL). Fax: 204597.

SZCZECIN: 53.25 N. 14.32 E. (See Plan)
Including Swinoujscie, 53.55 N. 14.15 E.

DOCUMENTS:

12 copies of Cargo Manifests.
2 copies Bills of Lading.
Tonnage Certificate.
4 copies of Crew List.
Passenger List.
Maritime Declaration of Health.
Derat Certificate.
Specification of Dangerous Cargo (even if in transit).
2 copies Stowage Plans.

PILOTAGE: Contact pilot station, VHF Channel 12 and 14, also 26 or 27. Harbour Master's office, Channel 12. Light and sound signals used according to international rules. The Pilot is taken on board at the anchorage. Pilot compulsory for all vessels over 150 g.r.t.

Also see "Baltic Deep Sea Pilotage".

RESTRICTIONS: Vessels exceeding LOA 176 m. enter/leave port during daylight only.

Power Cable: An overhead power cable (clearance 64 m.) has been established in position Lat. 53° 31.55′ N., Long. 14° 37.88′ E. to Lat. 53° 31.72′ N., Long. 14° 38.35′ E.

HEALTH: All ships arriving Szczecin from South of Cape Finistere are subject to sanitary inspection.

RADIO: Szczecin Radio, SPE, 2182 kHz. Medium frequencies.

TUGS: 15 tugs with capacity 800 h.p. – 1,500 h.p.

In ports Szczecin and Swinoujscie:

For ships over 85 m. – 1 tug compulsory.
For ships over 120 m. – 2 tugs compulsory.
For ships over 160 m. – 3 tugs compulsory.
For ships over 180 m. – 4 tugs compulsory.

MAX. SIZE: The depth at the operating berths in Szczecin enables loading and unloading ships of draft up to 9.15 m. and length up to 210 m.

The relationship between permissible length, breadth and draft for ships of overall length over 160 m., entering the port of Szczecin, is shown in the following table:

Overall length of ship in metres	*Maximum breadth of ship in metres*		
	up to 25 m.	up to 28 m.	up to 31 m.
	Maximum draft in fresh water in metres and feet		
160 – 176	8.99 m. (29 ft. 06 in.)	8.84 m. (29 ft. 00 in.)	8.69 m. (28 ft. 06 in.)
176 – 186	8.76 m. (28 ft. 09 9in.)	8.61 m. (28 ft. 03 in.)	8.46 m. (27 ft. 09 in.)
186 – 196	8.61 m. (28 ft. 03 in.)	8.46 m. (27 ft. 09 in.)	8.31 m. (27 ft. 03 in.)
196 – 210	8.46 m. (27 ft. 09 in.)	8.31 m. (27 ft. 03 in.)	8.15 m. (26 ft. 09 in.)

BERTHING:

Szczecin:

Name of Quay	*Length (m.)*	*Depth (m.)*	*Designation*	*Equipment*
Katowickie	434	9.15	Bulk cargoes	3×10-ton cranes, 3×16-ton cranes, 7,022 sq.m. cargo bins. Pneumatic equipment for loading bulk cement directly from wagons into ships.
Chorzowskie	290	8.0	Coal and ore	2×10-ton bridge cranes, open storage 10,000 sq.m.
Gliwickie	260	8.9	Bulk and general cargo	3×16-ton, 1×10-ton cranes, 3,000 sq.m. cargo bins.
Bytomskie	342	9.16	Bulk cargo	3×10-ton, 2×8-ton cranes, 3,770 sq.m. cargo bins.
Pirs Tasmowiec	E-188 W-185	8.8 8.8	Coal Coal	Shiploader with loading capacity 700 mt./hr. wagon tipper.
Walbrzyskie	256	9.1	Coal	4×10-ton and 1×8 ton cranes, 5,406 sq.m. cargo bins. Terminal for handling liquid tar pitch.
Gornoslaskie	286	9.0	Bulk cargo and general	1×20-ton, 3×10-ton cranes, 13,300 sq.m. cargo bins, 87,000 sq.m. open storage.
Parnica	300	6.0	Bulk cargo	2×8-ton, 1×7-ton cranes, 1,646 sq.m. cargo bins. Pneumatic equipment for handling bulk cement (wagon-ship directly).
Huk	268	7.5	Bulk cargo and timber	2×10-ton, 1×8-ton cranes, 17,900 sq.m. open storage.
Noteckie	283	6.5	Timber and general cargo	4×6-ton cranes, open storage.
Regalica	220	6.0	General cargo	3×6-ton, 2×3-ton cranes, 32,472 sq.m. open storage, 10,000 sq.m. dutch barn.
Zbozowe	220	9.15	Grain	Grain silo of 73,000 cu.m. (working import and export).
Czeskie	420	9.15	General cargo	2×16-ton, 3×6-ton cranes, Container Mobile Crane 50 t. Container terminal, Ro-Ro ramp, 8,000 cu.m. warehouses, storage yards for about 100,000 tons of cargo.
Slowackie	565	9.15	General cargo	Warehouse of 10,030 sq.m., storing yards for about 100,000 tons of cargo, 2×16-ton, 3×6-ton cranes.
Polskie	425	9.15	General cargo	2×16-ton cranes, 7,268 sq.m. open storage.
Belgijskie *	240	9.15	General cargo	3×6.3-ton cranes, 5,800 sq.m. warehouse, 1,200 sq.m. open storage.
Holenderskie *	161	8.20	General cargo	1×16-ton, 1×6-ton cranes, 5,300 sq.m. open storage
Luksemburskie *	53	9.15	Lay-by berth	
Wegierskie	592	8.2-9.0	General cargo	9×6-ton, 3×3-ton cranes, 12,000 sq.m. open storage, 10,150 sq.m. warehouse.
Rumunskie	600	7.10	General cargo	6×6-ton cranes, 3,740 sq.m. warehouses, 1,470 sq.m. open storage.
Albanskie	80	6.5	General cargo	1×6-ton crane, 2,380 sq.m. warehouse.
Rosyjskie	323	7.4	General cargo	6×3-ton cranes, 23,800 sq.m. warehouse, 3,500 sq.m. open storage.
Starowka	620	5.2	General cargo	1×10-ton, 1×7-ton, 3×3-ton, 5×2-ton cranes, 5,600 sq.m. warehouse, 8,100 sq.m. open storage.
Greckie	627	5.6-6.0		Anchorage for ships and barges.
Jugoslowianskie	95	5.9-4.7	General cargo	1×3-ton crane, 3,280 sq.m. open storage.

Note: * New Quays.

Name of Quay	*Length (m.)*	*Depth (m.)*	*Designation*	*Equipment*
Swinoujscie:				
Portowcow	215	10.60	Bulk cargo, general cargo.	1×10-ton, 2×16-ton cranes, 4,200 sq.m. open storage.
Gornikow	260	12.80	Coal	Coal terminal capable of accepting vessels upto 65,000 d.w.t. Shiploader with daily capacity of 30,000 tons. Fully mechanised open coal storage area equipped with rubber-belt conveyors for transport of coal at the storage areas. Storage capacity 700,000 tons.
Wladyslawa IV	554	10.0		The quay is used for lighterage and as a lay-by berth.
Chemikow	282	12.8	Bulk, fertiliser	2×20-ton gantry cranes. Import raw chemical materials such as phosphates. Covered storage for 100,000 tons of cargo. Handling rate of 10,000 tons daily. Barges and wagons can be loaded directly ex-ship or ex-store with capacity of 500 tons.
Hutnikow	329	12.8	Ore	1×40-ton gantry crane handling ore, aggregate and heavy general cargoes. Open storage of 5,200 sq.m.

In Swinoujscie there is also a defreezing plant for railway cars and railcar dumpers.

BULK HANDLING FACILITIES: See "Berthing".

CRANES: Floating cranes of 16 tons for bulk cargoes, 90 tons and 200 tons for heavy lift handling and various mobile cranes upto 70 tons available.

Also see "Berthing" for quay cranes.

STEVEDORES: 24 hours ETA required to arrange gangs.

1 in 4 Saturdays are worked.

MEDICAL: Doctors and hospital facilities available.

TANKERS: All empty tankers have to give 24 hours ETA advice whether they are gasfree and name of last cargo carried. No residue discharge facilities.

DENSITY: 1000.

FRESH WATER: Fresh water supplied from hydrants on quays or by water tanker. The minimum charge is for 5 tons of water. For supply of water on Sundays and holidays a surcharge of 100% is levied. Cost per ton – via hydrant $3.90, via barge $7.20.

FUEL: All grades of Shell fuel oil and Castrol marine lubricants.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally opened by crew.

CUSTOMS ALLOWANCES: Each man – 160 cigarettes and 1 bottle of spirit. Master allowed double.

CARGO GEAR: No additional requirements; all gear supplied by stevedores except rain tents.

CONSULS: Swedish Consulate (represents Denmark and Norway), Russian Consulate, Czech Rep. Consulate, German Consulate and Cuban Consulate.

REPAIRS: *Shipyards:*

Stocznia "Odra" (Odra Shipyard), ul. Heyki 14, 71-631 Szczecin. Tel: (48-91) 337-822, 489-965. Telex: 422473 Stor Pl. Fax: (48-91) 345-911.

Szczecinska Stocznia Remontowa "Gryfia" (Szczecin Ship Repair Yard "Gryfia"), ul. Ludowa 13, 71-700 Szczecin. Tel: (48-91) 242-364, 242-219. Telex: 422726. Fax: (48-91) 242-319.

Stocznia Szczecinska S.A. (Szczecin Shipyard Ltd.), ul. Hutnicza 1, 71-642 Szczecin. Tel: (48-91) 232-434, 592-732. Telex: 422106. Fax: (48-91) 233-262, 592-466.

Stocznia Remontowa "Parnica" Sp.z.o.o. (Shiprepair Yard "Parnica"), ul. Gdanska 36, 70-952 Szczecin. Tel: (48-91) 624-252. Telex: 425108 Srp Pl. Fax: (48-91) 623-131.

Morska Stocznia Remontowa S.A., ul. Ludzi Morza 16, 72-600 Swinoujscie. Tel: (48-936) 3491, 4253. Telex: 0422341. Fax: (48-936) 2344, 4253.

DRY DOCKS: Szczecin Ship Repair Yard "Gryfia", floating docks: 1×650 tons; 3×1,450 tons; 1×5,200 tons, 1×7,200 tons and 1×15,000 tons.

Morska Stocznia Remontowa S.A.: 1×3,500 tons and 1×4,000 tons.

SURVEYORS: Krajowa Izba Gospodarcza Biuro Procedur i Legalizacji Zespol Legalizacji i Informacji Gospodarczej w Szczecinie, pl. Batorego 4, 70-207 Szczecin. Tel:/Fax: 339 393. Telex: 422225.

Komisariat Awaryjny (Average Agent's Office), Lloyd's Agents. Tel: 393-93. Telex: See above.

Lloyd's Register (Poland) Ltd., ul. Hutnicza 1, 71-642 Szczecin. Tel: 346974, 59143. Fax: 233227.

Germanischer Lloyd (Polen) Ltd., ul. Kyskowskiego 16, 70-966 Szczecin. Tel:/Fax: 223733. Telex: 592499, 592330.

Det Norske Veritas: Represented by Polish Register of Shipping, Plac Batorego 4, 70-952 Szczecin. Tel: 461-28. Telex: 0425371 Prss Pl.

REPATRIATION: Crew changes and arranging repatriation can be done.

AIRPORT: 45 km. from Szczecin. Regular flights to Warsaw. From Warsaw communication to every main airport in Europe.

TIME: GMT plus 1 hour; GMT plus 2 hours in Summer.

HOLIDAYS: Port Authority holidays in Szczecin-Swinoujscie in 1994:

January	1	New Year
	8, 15, 29	free Saturdays
	2, 9, 16, 30	Sundays
February	5, 12, 26	free Saturdays
	6, 13, 20, 27	Sundays
March	5, 12, 19	free Saturdays
	6, 13, 20, 27	Sundays
April	2, 16, 23	free Saturdays
	10, 17, 24	Sundays
	3	solemn holiday
	4	holiday
May	1	holiday
	3	solemn holiday
	14, 28	free Saturdays
	8, 15, 22, 29	Sundays
June	2	holiday
	11, 18, 25	free Saturdays
	5, 12, 19, 26	Sundays
July	2, 9, 23, 30	free Saturdays
	3, 10, 17, 24, 31	Sundays
August	6, 13, 27	free Saturdays
	7, 14, 21, 28	Sundays
	15	holiday
September	3, 10, 24	free Saturdays
	4, 11, 18, 25	Sundays
October	1, 8, 22	free Saturdays
	2, 9, 16, 23, 30	Sundays
	31	free day
November	1, 11	holiday
	12, 19, 26	free Saturdays
	6, 13, 20, 27	Sundays
December	10, 24, 31 to 2 pm.	free Saturdays
	4, 11, 18	Sundays
	24 from 2 pm, 26	holiday
	25, 31 from 2 pm	solemn holiday

POLICE/FIRE/AMBULANCE: Police, 997; Ambulance and First Aid Station, 999; Fire Brigade, 998.

EMERGENCY CO-ORDINATION CENTRE: Rescue Co-ordination Centre at Swinoujscie, ul. Nab. Wladyslawa IV, 72-601 Swinoujzcie. Tel: (48-936) 5929 (day and night). Telex: 422632 Pro Pl.

TELEPHONES: Telephone exchange of the Port Authority Szczecin 308 999/Trunk service connections with ships in the port. Port telephone numbers:

Port Fire Bridge	308 355, 308 455.
Port Office of the Police	533 935, 539 919.
Port Officer on duty	533 944.
Port District Medical Dispensary	344 582, 344 662.

SERVICES: "Shipservice" – Enterprise for Maritime Services, ul. Przejazd 1, 70-607 Szczecin. Tel: 337-162, 342-471. Fax: 338-284. Telex: 422282 Ship Pl.

Marine Radio Service: "MORS" Morska Obsluga Radiowa Statkow. All services to any radar, radio or navigation equipment – orders via Morska Agencja Szczecin.

Compass adjusting available. Chart corrections possible. British Admiralty and Polish charts available.

STORING: See "Prelims".

1. Vessel can be stored by barge/motorboat/or truck.
3. Trucks can proceed alongside at the berth. Vessel can store from barge/trucks during loading/discharging operation using her derricks or port crane.
5. Customs Office must be informed about storing.
6. Local riggers (strictly port's workers) can be employed to assist with storing.

SHIP SUPPLY SERVICE: Supplied by Agent.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Each crew member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the city area.

GARBAGE DISPOSAL: Shipservice, ul. Przejazd 1, 70-607 Szczecin, Poland. Tel: 337-162, 342-471. Telex: 422282. Fax: 338-284.

Clean Up Service II, ul. Komuny Paryskiej 32c/8 Szczecin. Tel: 520-322.

WASTE OIL DISPOSAL: See "Garbage Disposal".

SEAMAN'S CLUBS: Sailor's Home, 10/12 Malczewskiego Street, 70-612 Szczecin, Poland. Tel: (48-91) 240-001. Telex: 425159. Fax: (48-91) 228-578.

CURRENCY: Polish Zloty (Zl). U.S.$ 1.00 = 22030 Zl. (18.3.94).

DEVELOPMENTS: The Szczecin port has been in the main developed as a general cargo port. A main investment effort has been directed toward an establishment of a modern general cargo potential. New berths and terminals working on the "Roll-on/Roll-off" and "Lift-on/Lift-off" system will be built. The investment will comprise: berths, storage space, cranes, trucks and the other equipment for transhipment of conventional and containerised general cargo.

The Port of Swinoujscie is still being built in as a bulk cargo harbour, capable of serving large vessels. Simultaneously the port will be developing ferry services. A modern ferry terminal built in 1972-1973 is under further development and a target project stipulates 4 berths and 10 arrivals and departures per day.

Fertiliser plant under construction at Police. For vessels up to 38,000 d.w.t.

AUTHORITY: Szczecin – Swinoujscie Authority Joint Stock Co., ul. Bytomska 7, 70-603 Szczecin, Poland. *Tel:* 308-999. *Telex:* 422108, 422368. *FAX:* 533-742. *Contact:* Dionizy M. Popik, President (Tel/Fax: 344-112). A. Montwill, Commercial Director (Tel/Fax: 347-145). M. Banaszek, Development and Investment Director (Tel/Fax: 533-607), Marketing Dept. (Fax: 347-941, Tel: 308-750, 308-506, 308-656, 308-842).

AGENT: G.A.C. Norpol Shipping Ltd. Sp. z o.o., Starego Wiarusa Street 32, 71206 Szczecin, Poland. Tel: (48-91) 73754, 70302, 71436. After office hours 875979, 221007. Telex: 422797 Gacno Pl. Cables: "Confidence", Szczecin. Fax: 73697.

NOTES

Please also advise Shipping Guides Ltd.

Portugal

AVEIRO: 40.39 N. 08.45 W. (See Plan)

PORT LIMITS: A vessel is considered "arrived" when she is 3 miles from the piers.

DOCUMENTS:

5 Crew Lists.
4 Lists of Passengers Disembarked.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
1 Provisions List and Spares.
2 Health Certificates.
2 Dangerous Cargo Lists (when applicable).
2 Lists of Articles held by the Crew.

PILOTAGE: Compulsory for vessels of 200 g.r.t. and above.

Pilots address: Departmento de Pilotagem do Porto de Aveiro - Barra - 3830 – Ilhavo. Hours: 0800 – 1200 and 1400 – 1800.

Telephone: 369 429.
Telex: 37338 Inppda p.
Telefax: 369244.
VHF: Channels 14 and 16.

At least 3 hours notice of ETA required by VHF or telephone.

In normal conditions of weather and sea, the area of boarding is usually 1 miles N.W. of North Pier. If not possible to board in this area the pilot boat will guide the vessel across the bar. If weather and sea do not allow this, vessel will be guided by VHF Channel 14 and take the Pilot between piers.

There are 3 pilot boats, one of 18 m. and the other 12 m. length, both have black hull and white superstructure, identified with a "P", and another fast boat totally white. All boats display a white flag sorrounded by narrow blue strip, with a black "P" in the centre.

ANCHORAGE: West of North Pier, at a distance of about 1.5 miles.

RESTRICTIONS: Depth at bar 5.0 m. to 8.0 m. Tidal variation 3.0 m. Entering and sailing only during daylight. No entry during thick fog.

It is expected that 24 hour entering and sailing will commence soon.

MAX. SIZE: LOA and draft are regulated by Port Captain's Notice No. 5/89.

North Terminal: Length 130 m., draft 6.0 m.

South Terminal and Industrial Port (tankers): Length 90 m., draft 5.2 m.

HEALTH: Usual international health regulations to be observed. Free Pratique automatic for vessels coming from other Portuguese ports.

RADIO: Aveiro Pilots Radio on VHF Channels 14 and 16. Radio station is Lisbon Radio.

VHF: See "Pilotage".

RADAR: Pilot boat has radar that can assist vessels during approach to harbour entrance.

TUGS: 1×145 h.p., 2×400 h.p. and 1×475 h.p.

BERTHING:

	Length (m.)	*Depth at LW* (m.)
North Terminal	500.00	8.0
South Terminal	400.00	6.0
Industrial Port:		
Petrogal (GALP) Wharf	35.00	6.0
E/PI Wharf	41.50	6.0
F/PI Wharf	49.00	6.0
Fishing fleet port	25.90 – 45.00	3.0 – 5.0

CRANES: *North Terminal:* 6×12 ton and 1×39 ton electric cranes. *South Terminal:* 4×6 ton and 2×12 ton electric cranes. *Mobile cranes:* 2×3 ton, 6×7 ton, 7×16 ton, 1×50 ton, 1×100 ton.

BULK CARGO FACILITIES: Petro chemicals at Industrial Port. Grabbing cranes at North and South Terminals of up to 9.0 cu.m. capacity.

SPECIALISED CARGO - HANDLING FACILITIES: There is a Ro/Ro berth at the Northern part of North Terminal.

STEVEDORES: Advise agent 24 hours before vessel's arrival. *Working hours:* 0800 – 1700 hrs., overtime possible.

MEDICAL: Hospital and clinics in town. Advance notice not required. Required vaccination certificate, and when ship comes from affected regions, also yellow fever certificate.

TANKERS: Private quay of Petrogal/GALP used by small-sized tankers. Two Port Authority quays for tankers, wine, liquid combustibles and chemicals. No facilities for dirty ballast.

DENSITY: About 1025.

FRESH WATER: Supplied from quay at 20 t.p.h. or by road tanker.

FUEL: Only diesel available. Smaller quantities supplied from road tankers. Otherwise, from Petrogal's private quay (pipeline).

CONSULS: Nearest Oporto, 60 km.

REPAIRS: All types of repairs can be carried out.

DRY DOCKS: 1 Dry dock (100 m.×18 m.) for vessels up to 3,000 d.w.t. and 1 floating dock for vessels up to 1,200 d.w.t.

SURVEYORS: Cargo and ship surveyors available.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: By crew.

REPATRIATION: Possible. If crew member has letter from Master of vessel, 40% discount allowed on fare.

AIRPORT: Oporto Airport (Pedras Rubras) at about 80 km. Lisbon Airport (Portela) at about 250 km. Both served by regular airlines covering all the world.

TIME: From October to April: GMT; April to October: GMT plus 1 hour.

HOLIDAYS: New Year's Day; 1st April; Liberty's Day (25th April); Portugal's Day (10th June); Workers' Day (1st May); 12th May (Local Holiday); 2nd June; 10th June; 15th August, (Religious Holiday); Corpus Christi (movable); Proclamation of the Republic (5th Oct.); All Saint's Day (1st Nov.); Independence of Portugal (1st Dec.); Immaculate Conception (8th Dec.); Christmas Day. No work allowed on Christmas Day and New Year's Day.

CUSTOMS ALLOWANCES: 125 grams tobacco, and 1 bottle wine/spirits for each man.

POLICE/FIRE/AMBULANCE: Call 115 for all services.

TELEPHONES: Not available on board.

SERVICES: Ship repairs, fresh water, towage, provisions, repatriation, gyro/radio repairs, fumigation, bunkering, medical, surveys, divers.

BANK: Lloyd's Bank and Portuguese Banks.

STORING: See "Prelims".

1. Yes.
2. No interference with cargo work.
3. Yes.
4. Yes.
5. –
6. Yes.

SHIP SUPPLY SERVICE: Available. Contact agent.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: Crew members going ashore will need a special card issued by Customs Officer and Maritime Authority. Ship's Agent takes these cards aboard, where they are completed in accordance with Crew List. See "Lisbon".

GARBAGE DISPOSAL: Service available, 0.8 cu.m. containers, provided alongside by Port Authority.

WASTE OIL DISPOSAL: Collection service at port, by private local ship repair company, using a 7.0 cu.m. capacity tanker truck. Contact: "Navalria". Tel: (034) 23654. Fax: (034) 25728. Telex: 37393.

SEAMAN'S CLUBS: Club Stella Maris, Av. Bacalhoeiros 354, Gafanha da Nazare, 3830 Ilhavo, Tel: (034) 361150.

CURRENCY: Portuguese Escudos (PTE).

DELAYS: As a tidal port, arrivals and sailings are subject to tides. Delays may occur owing to bad weather, especially during the Winter months.

DEVELOPMENTS: Construction of container terminal.

AUTHORITY: Junta Autonoma do Porto de Aveiro, Edificio 9, Forte da Barra, P.O. Box 91, Gafanha Da Nazare, 3830 Ilhavo, Portugal. *Tel:* (034) 364960. *Telex:* 37379 Japa P. *FAX:* (034) 364971. *Contact:* Eng. Lauro Ferreira Marques, Port Director. Eng. Jose Mota, Port Engineer. Alberico Henriques, Dock Foreman.

Capitania do Porto de Aveiro, Av. Dr. Lourenco Peixinho, 3800 Aveiro, Portugal. *Tel:* (034) 23 657/22 252. *Telex:* 37 348 Capiav P. *Fax:* 381586. *Contact:* Captain Armando Queiroz E Lima, Harbour Master.

AGENT: A. J. Goncalves de Moraes, Lda, 49 Av. Dr. Lourenco Peixinho, 3800 Aveiro. Tel: (34) 24550. Fax: (34) 29134. Telex: 37590. Cables: Amoras. After hours Tel: (34) 24666. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

FIGUEIRA DA FOZ: 40.09 N. 08.52 W. (See Plan)

DOCUMENTS:

Health Certificate (Pilot supplies form).
5 Crew Lists.
4 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
Provision and Spares List.
2 copies each Bill of Lading.

PILOTAGE: Compulsory. Send ETA to Agent by cable 24 hours before arrival. Vessels should arrive 2 hours before high tide. Call Figueira Pilots on VHF Channels 16 and 14, from 0900 hrs. – 1200 hrs. and 1400 hrs. – 1700 hrs.

Await Pilot 0.5 miles from the piers.

ANCHORAGES: South of N.W. Azimuth of North Pier, at a distance of more than 0.5 miles.

RESTRICTIONS: No service available at the following times:

1st October – 30th April, between sunset and sunrise.
1st May – 30th September, midnight to sunrise.

MAX. SIZE: Max. draft 15 ft. (16 ft. weather and tide permitting). Max. iength 100 m.

HEALTH: Free Pratique authorised for vessels coming from other Ports in Mainland Portugal. For vessels coming from other countries, Health Declaration supplied by the Pilot must be filled in.

RADIO: Radio Foz listens on VHF Channel 16, Monday – Friday from 0900 hrs. – 1230 hrs. and 1400 hrs. – 1730 hrs.

Figueira Pesca listens on VHF Channels 16 and 3, from 0600 hrs. – 2400 hrs. Monday – Friday and 0600 hrs. – 1300 hrs. Saturday.

TUGS: 1×396 h.p. Tugs not compulsory for berthing and unberthing.

BERTHING: The port is in the mouth of the Mondego River. The anchorage is in sand and outside the harbour.

Concrete Quay: Length 462 m. Depth 16 ft.
Lay-up Quay: Length 250 m. Depth 16 ft.
Depths on Bar: MHW 7.0 m. MLW 4.30 m.

There is about 2,000 m. of quayage for small ships and fishing craft.

CRANES:

4×6 tons at 24 m. (electric)
12 tons at 20 m.
3×3 tons at 24 m. (electric)
6 tons at 20 m.
1×1.5 tons at 24 m. (electric)
3 tons at 16 m.
1×2.3 tons at 16 m. (mobile)
16 tons at 3 m.
1×52.5 tons at 23 m. (normal operation) or
72.5 tons at 17 m. (maximum – mobile), with spreaders for containers up to 40 ft.
20×3/25 ton forklift trucks.

STEVEDORES: Advise Agent 24 hours before arrival.
MEDICAL: No prior advice is necessary. All medical facilities available.
DENSITY: About 1020.
FRESH WATER: Each quay has its own installations.
FUEL: Only diesel available.
CONSULS: France, Spain and United Kingdom.
REPAIRS: There are two shipyards and repair facilities, also a slipway for ships up to 4,000 tons.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: No limit, but must be declared.
REPATRIATION: No difficulty in crew repatriation.
TIME: From last Sunday in September till last Sunday in March GMT and the rest of the year GMT plus 1 hour.
HOLIDAYS: New Year's Day; Good Friday; 25th April; 1st May; Corpus Christi (movable); 10th June; 24th June; 15th August; 5th October; All Saint's Day (1st November); 1st December; 8th December; 24th December; 25th December.
POLICE/FIRE/AMBULANCE: Police 22022; Ambulance 115; Fire 22122 and 22030.
SHORE LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals and sailings subject to tides. Delays may occur owing to bad weather, especially during Winter months.
IDENTIFICATION CARDS: See "Lisbon".
GARBAGE DISPOSAL: Available.
WASTE OIL DISPOSAL: Available.
SEAMAN'S CLUBS: Stella Maris.
CURRENCY: Escudos. U.S.$ 1.00 = 170.00 Esc. (January 1994).
DEVELOPMENTS: Dredging in progress. Regularisation of River Mondego banks up to bridge to be concluded second half of 1994. Foreseen for 1994 is the beginning of the construction of a new bulk terminal to be served by railway, and it is expected to be concluded by the end of 1995.
AUTHORITY: Junta Autonoma do Porto da Figueira da Foz, Avenida de Espanha, 3080 Figueira da Foz, Portugal. *Tel:* (033) 22365, 22366. *Telex:* 52339 Porfig P. *FAX:* (033) 23945. *Contact:* Joao de Oliveira Barrosa, Port Director.

AGENT: A. J. Goncalves de Moraes, Lda., 262-Rua da Republica, 3080 Figueira da Foz – Portugal. Tel: (33) 22584. Fax: (33) 20543. Telex: 53017. Cables: Amoras. After office hours: (33) 25016 and (33) 24666 ("Aveiro" network). Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

LEIXOES and OPORTO (Douro River): (See Plan)

Leixoes: 41.11 N. 08.43 W. Oporto: 41.09 N. 08.37 W.

DOCUMENTS:
Health Certificate.
5 Crew Lists.
Provision List — ship and individual.
Tobacco Declaration and Entrance Forms supplied by Agent on arrival.
5 Manifests and 2 copies of each B/L concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.

APPROACHES: *Leixoes:*

By day: Vessels coming from the North should take due heed of the Orca Rock situated 1,300 m. beyond the Northern Quay on the parallel 41° 10′ 37″ N. and should pass to the South of the breakwater light.

By night: Vessels approaching the port should be guided by the lights of the breakwater and then by the lights of the lighthouse, positioned at the heads of the North and South Moles of the Port, placing the Leca lighthouse in the middle of them.

Entrance Channel: The width of the port entrance between the heads of the breakwaters is 220 m.; in the foreport the channel widens to 500 m., from the entrance for 240 m. and is reduced again towards the entrance of Dock No. 1 to 113 m. By dredging, the depths are maintained at 10 m. The width of the entrance to Dock No. 2 is 58 m.

PILOTAGE: Pilotage is compulsory for entry and leaving, with the exception of coastal vessels and national flag craft up to 500 g.r.t., coastal and local fishing vessels and pleasure craft. Available day and night in Leixoes, but in Oporto only between sunrise and sunset, and then dependent upon sea conditions. Vessels must communicate their ETA a minimum of 12 hours ahead and confirm again 4 hours in advance. Departures must be communicated 2 hours ahead between 0800 and 1800 hrs. This must be done via the Radar Station.

Pilot boat recognition:

By day – black hull, with the letter "P" painted in white. Also a flag may be hoisted which is white, lined in blue, and with a black letter "P" in the centre.

By night – a white light at the top of the mast forward and lower down a red light.

Call-up signals by ship's siren:

To call Pilot – Letter "G" in morse, or Letter "O".

To call pilot launch – Letter "O" in morse.

VHF: Pilots on VHF Channels 9, 12, 13 and 16.

ANCHORAGES: *Douro River:*

Outside the port: Vessels may await entry, anchoring to the North of the alignment of the bar entrance lights of the Douro River in an area defined by the alignments of the Leca lighthouse, and the N.W. side of the Leixoes mole. In this area the depths vary between 16 m. and 21 m.

The anchorage is not safe in certain weather conditions.

Inside the port: Vessels can anchor with 2 anchors at the bow and 1 small anchor at the stern, and even by passing lines ashore at the following points: Alfandega, Cabrea, Pedras, Bicalho, Gas, Lugan, Carbonifera, Gaia and Monchique.

Leixoes:

Outside the port: Vessels can await entry, anchoring outside a radius of half a mile from the head of the breakwater to the West, and with an Eastern limit as the alignment of the Leca lighthouse with the breakwater light itself.

Anchorage is not safe during bad weather.

Inside the port: Vessels can anchor in the foreport.

MAX. SIZE: *Douro River:* Permitted draft on entering the port, variable with the state at the bar is from 18 ft. to 19 ft. (HWST) and 16 ft. to 17 ft. (HWNT).

The height of the tide of the port is: Average during Spring tides 2.30 m; average during Neap tides 1.80 m.

At times and particularly during the months of January, February and December, normal movement of vessels is affected by the rough sea which in conjunction with the river current causes frequent variation, both in the width and in the depth of the access channel, and necessitates annual dredging in order to guarantee conditions of navigability.

Leixoes: Cargo vessels 31 ft. Also see "Tankers".

RESTRICTIONS: *Douro:* Subject tide and bar conditions.

The main alignments of the bar, are as follows:

1. Tres Orelhas (a pillar with 3 battlements on the upper part, located at Sobreiras) or Marca Nova do Mato, on the Anjo (an archway on the Tower of S. Miguel da Cantareira);
2. Tres Orelhas by Marca Nova da Cantareira (light on iron column).

Marking of navigation channel – The channel is defined by 7 buoys.

HEALTH: Free Pratique authorised for vessels coming from other ports in mainland Portugal. For vessels coming from other countries Health Declaration supplied by the Pilot must be filled in, and delivered to the Agent. Radio Pratique also available.

RADIO: *Leixoes Naval Radio Station:* Operated by the Leixoes Port Captaincy, working with permanent listening-watch on 2182 kHz for aid to navigation; receives and listens on frequencies 2182, 2097, 2566, 2657, 4474.5 and 7510 kHz. Transmits weather report and Notices to Mariners by radiotelephony for the coastal strip for a distance of 50 miles to seaward of the coast of Portugal at the times 0735 Z, 1005 Z, 1935 Z, 2205 Z, on frequency 2657 kHz.

It listens out permanently on VHF Channel 16 (156.80 MHz) for aid to navigation and has working Channels 11, 13, 19, 39 and 60.

RADAR/VHF: *Leixoes Radar Station:* Operated by the Administration of the Ports of the Douro and Leixoes, it is equipped with radar for control and support to navigation, and has a range of 18 miles. It also has VHF equipment, permanently listening out, working on the 156 – 175 MHz band, it being possible for any vessel, up to a distance of 50 miles to contact this station for identification, port matters and meteorological information. The permanent listening channels are 12 and 16. The working channels are 9, 10, 11 and 68.

TUGS: Normally join the vessel.

At Leixoes: 7 tugs, 1,300 – 2,800 h.p. In the outer harbour up to 700 g.r.t., no tug required; from 700 up to 1,800 g.r.t. 1 tug compulsory. Over 1,800 g.r.t., 2 or more tugs required.

Report: 1994.

Large vessels require 4 tugs (2×35 ton B.P. from Port Authority and 2×45 ton B.P. from Petrogal).

At Douro River: As a rule service necessary on arrival/sailings. Thus they join the vessel after passing the bar.

BERTHING: *Douro River:* Gaia Quay: Length 280 m. Depth 18 ft. Estiva Quay: Length 140 m. Depth 11 ft. – 17 ft. Porto A Quay and Alfandega Quay are for small craft only.

In addition there are private facilities of Secil (4 cement silos, total capacity 12,000 tons), Leiria Cement Company and Mobil.

Outer Harbour: The depth of water at the entrance and in the centre of the outer harbour is 10.00 m. at MLWST; Maximum rise of tides 3.99 m.; Minimum rise of tides 0.07 m.; Total water area 117.36 ha.; Breadth of entrance (harbour) 220.05 m.; Breadth of entrance (Dock No. 1) 113.00 m.

Dock No. 1: Length of North Quay 487 m.; South Quay 551 m.; Maximum draft 29 ft.

Dock No. 2: Length of North Quay 670 m. and South Quay 743 m.; Maximum draft 31 ft.

South Mole: Length of Quay 370 m.; Depth 19 ft.

Ro/Ro Terminal: Quay with a usable length of 145 m. and max. depth of water of 18 ft.

Dock No. 4: Length of quay 500 m., max. draft 30 ft.

CONTAINER HANDLING FACILITIES: *South Side:* 540 m. of usable quays with a depth of 39 ft. The total open storage area for containers is 3.4 hectares. It is equipped with a jib crane with a 35 ton capacity and a reach of 30 m., 2 Transtainers with 35 ton capacity and 40 m. reach, 2 Karricons for container movement with a capacity of 30.48 tons and 8.44 m. lift, 2 Valmets with a capacity of 30.48 tons and 9.0 m. and front loading stackers, 2 with a max. capacity of 25 tons and a max. lift of 6.1 m. and 1 with a capacity of 15 tons and 3.05 m. lift.

North Side: 360 m. of usable quay with a depth of 30 ft. Its usable open area for containers is 1.97 hectares. It is equipped with 2 quay jib cranes with 35 ton capacity and 30.1 m. reach and 5 transtainers with a capacity of 35 tons and various reaches. Also available are 20 semi-trailers for container transport with a capacity of 50 tons.

CRANES: *Leixoes:* Dock No. 1: 1×94 tons on the North side and 8×3 tons and 7×5 tons on the South side.

Dock No. 2: 2×15 tons, 13×5 tons and 2×15 tons on the North side, and 1×31.8 tons, 11×5 tons and 2×12 tons on the South side.

South Mole: 5×5 tons.

Douro: Gaia Quay: 2×1.5 tons, 1×3 tons and 1×5 tons.

TANKERS: *Terminal Operator:* Petroleos de Portugal E.P. (Petrogal).

Pier A: Max. d.w.t. 120,000 tons. Depth of water: 14.0 m. Max. draft: 44.5 ft. (with dredging). Max. length: 250 m. Daylight berthing only.

Products Handled	Capacity t.p.h.	Hoses (in.)
Crude Oil	10,000 disch/2,000 load	4×12
Gas Oil	1,500 load	1×12
Fuel Oil	2,000 load	1×12, 1×10
Naphtha	1,200 load	1×10

Pier B: Max. d.w.t. 27,000 tons. Max. draft: 30 ft. Max. length: 200 m. Berthing at night possible. Depth alongside 9.0 m. Depth in approaches 7.7 m.

Products Handled	Capacity t.p.h.	Hoses (in.)
Crude Oil	4,000 load	2×10
Gas Oil	1,500 load	1×10
Fuel Oil	2,000 load	1×12, 1×8
Gasoline	700 load	2×10
Petrol (Jet)	400 load	1×8
Lub Oil	300 load	1×6
Benzine	350 load	1×8
Toluene	350 load	1×8
Octoxylene	350 load	1×8
Paraxylene	350 load	1×8

Pier C: Max. d.w.t. 5,000 tons. Max. draft 19 ft. Max. length 100 m. Berthing at night possible. Depth alongside 5.7 m.

Products Handled	Capacity t.p.h.	Hoses (in.)
Fuel Oil	2,000 load	2×8
Gas Oil	1,500 load	2×8
Gasoline	700 load	2×8
Petrol (Jet)	400 load	2×8
Lub Oil	300 load	1×6
LPG	200 load	1×6
LPG/B	200 load	1×6

Moorings: Vessels are to be moored with following lines, as a minimum:

Pier	Head Lines		Breast Lines		Springs	
	Fore	Aft	Fore	Aft	Fore	Aft
A	4	4	2	2	2	2
B	3	3	2	2	1	1
C	3	3	–	–	1	1

BRIDGES: Bridge at Leixoes between Docks 1 and 2 opening regularly.

STEVEDORES: Ordered by Agents according to berth and cargo.

MEDICAL: Masters to advise by radio prior to arrival if medical attendance is required on board. Hospital facilities available.

DENSITY: 1026.

FRESH WATER: Available alongside or by barge.

FUEL: Available from Shell, Petrogal, Mobil and B.P.

CONSULS:

	Tel.		Tel.
Bangladesh	6188912	Iceland	322587
Belgium	2005956	Italy	2006243
Bolivia	2007888	Japan	6090961
Brazil	2004463	Korea	6099527
Cape Verde	2002777	Morocco	2008877
Colombia	2002744	Norway	322587
Dominican Rep.	695785	Paraguay	563950
Finland	6102396	Spain	563915
France	694805	Sweden	320736
Germany	6102336	Turkey	9022694
Guinea Bissau	321471	U.S.A.	6063094/5

REPAIRS: All types of deck engine and electrical repairs can be carried out.

DRY DOCKS: None.

OPENING/CLOSING HATCHES: Work always done by crew.

CERTIFICATES:

Ship Register.
Safety Radio.
Safety Equipment.
Load Line and Derat Certificates.

REPATRIATION: No difficulties for crew changes or repatriation.

AIRPORT: Distances: Oporto 17 km., Leixoes 7 km. Airport served twice a day through Lisbon Airport.

TIME: GMT plus 1 hour.

HOLIDAYS: Date varies from year to year.

Official and Local Holidays: 1st January, 27th February, 13th April, 25th April, 1st May, 5th June, 10th June, 14th June, 15th August, 5th October, 1st November, 1st December, 8th December and 25th December.

POLICE/AMBULANCE/FIRE: Leixoes Police 9951706; Oporto Police 2006821; Ambulance 115; Fire Brigade Oporto 484121, Leixoes 930018 or 932701.

TELEPHONES: Only available on certain quays.

SERVICES: Limited tank cleaning may be performed. Discharge of tank washings subject port authorisation. Compass adjusting possible. Diver service available.

SHIP SUPPLY SERVICE: Provided by the Port Administration. Tel: 9953000. Telex: 22674 P.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: See "Lisbon."

DEVELOPMENTS: *Leixoes:* Ro-Ro terminal to be constructed at the North East side of Dock No.2.

Routine dredging of the docks, Douro Bar and manoeuvring area and approaches to Tanker Berth "A".

AUTHORITY: Administracao dos Portos do Douro e Leixoes, Av. da Liberdade, Leca da Palmeira, 4450 Matosinhos, Portugal. *Tel:* 9953000. *Telex:* 22674 P. *FAX:* 9955062. *Contact:* Dr. Mario Jorge de Caravalho, President.

AGENT: A. J. Goncalves de Moraes, Lda., 18 Rua Nova da Alfandega, P.O.Box 4636, 4011 Porto Codex. Tel: (2) 323741. Telex: 22381A & B. Fax: (2) 323217 (direct line). Cables: Amoras. After office hours: (2) 9620694. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

LISBON: 38.42 N. 09.11 W. (See Plan)

LOCATION: Lat. 38° 42′ 30″ N., Long. 9° 11′ 10″ W. Capital and principal port of Portugal.

PORT LIMITS: A vessel is considered to be an "arrived vessel" when, after entering the Tagus Estuary, she has left behind the alignment between the Torre of S. Juliao and the Torre of Bugio.

DOCUMENTS:

Health Certificate.
6 Crew Lists.
10 Passenger Lists.
2 Lists of Articles held by the crew: cameras, binoculars, radios, cigarettes, spirits, etc.
2 Stores Lists.
All to be bigned by ship's Master.

Certificates for vessels up to 500 tons: – Tonnage Register, Loading and Navigation Certificates.

For vessels over 500 tons: – Tonnage Register; Load Line; Radio; Safety Equipment and Navigation Certificates.

Cargo Documents:

10 Manifests.
3 sets of Bills of Lading.
For cargo in transit: 2 Manifests.

APPROACHES: The Port of Lisbon is situated on the Tagus estuary which is 25 km. long and between 2 km. and 14 km. wide with a highest tidal rise of 4.4 m. At the bar which gives access to the port is a channel with a depth of 13 m. (16 m. at HT).

PILOTAGE: Compulsory. Cascais is the main station for Pilots at Lisbon. There is another station on the Tagus, near Belem Tower. The charge varies according to the tonnage of vessel, from $100.00 in or out for vessels up to 100 tons to $4,000.00 for vessels of 185,000 tons. At night, plus 50%. These charges are obligatory whether Pilots are employed or not (tourist vessels half rate). Exemptions from payment are as follows: Vessels calling solely to land sick crew or passengers, or vessels made to shift by order of the Port Authority, half rates for pilotage in creeks of River Tagus. Reduction of 50% as follows: (1) Tourist vessels; (2) vessels calling solely for supplies of provisions, fuel or water; (3) vessels calling for shelter only. The attendance of Pilots at all movements inside the River Tagus is compulsory.

For this assistance (mooring or unmooring and shifting in the harbour) the charge varies.

MAX. SIZE: See "Berthing".

RADIO: ETA to be advised by Master, to Agent, 24 and 12 hours before ship's arrival.

VHF: Channels 1–84 used in the port. Pilots on Channel 14, Port Authority on Channels 12-68, Maritime Police on Channel 19. Ship-to-Ship on Channels 06 and 08. Tugs on Channels 09, 10 and 69.

TUGS: 5×420 h.p. – 3,500 h.p.

BERTHING:

Accommodation: The port wharves have an overall length of 13,000 m. on the North Bank with water depths varying between 4 m. and 13 m. On the South Bank the wharves have a total length of 3,000 m. with depths of from 3 m. to 17 m. Total covered warehouse area, 220,000 sq.m.

Berth/Dock	*Length* (m.)	*Depth†* (m.)	*Remarks*
RIGHT BANK:			
Pedroucos (Exterior)	430	4.5	
Pedroucos (Internal)	900	3.5 – 6.0	
Alcantara Dock	228	8.0	Fresh fruit terminal, pleasure
Rocha	450	8.0 – 13.0	
Rocha-Alcantara Quay	1,100	10.0 – 13.0	General cargo Ro-Ro, container terminal
Rocha (Internal)	350	6.0	
Santos	666	8.0	General cargo
Navy Dock (Exterior)	120	8.0	
Navy Dock (Internal)	480	4.0	
Jardim do Tabaco	451	8.0	
Santa Apolonia	1,260	8.0	General cargo
Santa Apolonia Container Terminal	870	8.0 – 8.5	Containers
Terreiro do Trigo Dock	460	4.0	
Xabregas-Beato-Poco do Bispo	1,635	6.0 – 7.0	Grain discharge Rate 1,000 t.p.h.
Poco do Bispo Dock	645	4.0	
LEFT BANK:			
Portinho da Costa Quay (NATO)	160	10.0 – 11.0	
Margueira Shipyard (LISNAVE)	1,300	6.0 – 9.5	
Coina Quay (National Metal Co.)	340	5.0 – 9.0	
Barreiro Quay (QUIMIGAL)	730	9.0 – 10.5	Chemical products (18,000 d.w.t.)
Palenca Quay (TAGOL)	Dolphins 70 m. apart	12.0 – 16.0	Soya oil extract, discharge rate 600 t.p.h. Storage 50,000 tons
Trafaria Quay (SILOPOR)	23	12.0 – 17.0	For shipment and transhipment of cereals.

† Depths indicated are possible depths. Actual depths should be checked with the Port Authority.

Principal Piers

Name	*Length* (m.)	*Depth** (m.)	*Remarks*
RIGHT BANK:			
Matinha	**	7.0 – 10.0	Chemical products
Cabo Ruivo (Soponata)	460	8.0 – 11.0	Oil and by-products 65,000 g.r.t. (to be de-activated)
Santa Iria (BP)	10	4.0	Gases (liquid) and oils
Alhandra (C.C. Tejo)	180	3.0	Cement, pozzolana, etc.
Moagens Associadas e Iberol	75		Cereals and oleaginous products
LEFT BANK:			
Trafaria (NATO)	100	11.0	Fuel
Trafaria (SILOPOR)	254	14.0 – 17.0	Cereals
Porto dos Buchos (Esso)	45	10.0 – 12.0	Fuel and chemicals
Porto Brandao (Petrogal)	20	10.5	Fuel
Banatica (Shell)	105	10.0	Fuel and chemicals (2 pier bridges)
Olho de Boi (C.P.Pesca)	125	10.0	Fish – out of use
Ginjal (CANPB)	90	10.0	Fish – out of use
Barreiro (QUIMIGAL)	8	6.0 – 8.0	Chemicals and oil by-products.
Alhos Vedros (Baptista e Irmaos)	49	3.0	Shipbreaking
Rosairinho (Cidla)	30	7.0	Liquid gas
Seixalinho	50	3.0	Local traffic

*Possible depths are shown. For clarification of usable depths at specific times the Port Authority should be consulted.

**Berth has dolphins which permit vessels of up to 25,000 d.w.t. to berth.

PORT EQUIPMENT/FACILITIES:

45 electric cranes on rails, capacity 1.5 tons – 12 tons, outreach 13.5 m. – 32 m.

2 Coles mobile cranes with capacity 15 tons and 30 tons.

3 container cranes with 30 tons, 35 tons and 35 tons capacity.

5 fork stackers, 1×2.2 tons and 1×4.5 tons and 3×2.5 tons capacity.

4 tractors, 5 tons capacity.

29 trucks, 1×12 tons, 3×5 tons, 8×4 tons, 7×3 tons, 9×1.0 tons and 1×0.5 tons capacity.

7 transtainers for 20 ft., 30 ft., 35 ft. and 40 ft. containers.

8 stackers, 12 tons – 40 tons capacity.

1 heavy lift crane, capacity 488 tons.

2 floating cranes, capacity up to 60 tons.

Tank Cleaning Station: Located at Porto Brandao; belonging to LISNAVE. It has 2 Dukes of Alba 120 m. apart, a service platform with 5 mooring points for vessels up to 600,000 d.w.t. and depth of 12 m.

The station occupies an approximate area of 60,000 sq.m. and has a storage capacity of 20,000 tons of oil and residue.

Cold Stores: Apart from the warehouses of the fish dock, there are those of FRISSUL – Entrepostos Frigorificos Lda. (Olivais) with a capacity of 15,000 tons, and Sociedad Continental de Alimentacao (Jardim do Tabaco) with 2,300 cu.m. and Companhias Reunidas de Congelados e Bacalhau (Alcantara) with 9,500 tons.

CONTAINER HANDLING FACILITIES: *Container and Ro/Ro Facilities:* The Santa Apolonia Container Terminal, which is operated directly by the Port of Lisbon Authority has 870 m. of quay length, 8.0 m. to 10.0 m. depth alongside, 8 ha. of storage and is equipped with three Mague 35 ton capacity container gantries. There are 7 Paceco 35 ton capacity rubber-tyred transtainers, 2 mobile cranes, 8 frontal stackers and 35 tractors and trailer units. Their maximum handling capacity reaches 120,000 containers/year.

The Alcantara-Sul Ro/Ro terminal, operated by Liscont, concessionnaire with German participation (of Eurokai, container operator in the Port of Hamburg) counts with 630 m. of quay length, 10 m. to 13 m. depth alongside and 8.5 ha. of storage. This terminal still under development, is equipped with 2×45/60 ton gantry cranes. The round the clock service after having been established, as foreseen, in this terminal, whose main scope is the development of a complete transhipment service, will enable it to handle from 130,000 to 150,000 containers a year.

2 Roll-on/Roll-off terminals at Alcantara for ferry boats and cargo. Ramp capacities 60 tons and 100 tons.

BULK HANDLING FACILITIES: *Ore and Bulk Cargo Facilities:* A grain silo of 110,000 tons capacity is sited at Poco do Bispo with depth alongside of 8.0 m. with unloading by elevator at 1,000 t.p.h., operated by SILOPOR.

Trafaria Grain Silo, also operated by SILOPOR has a main jetty with close water depths of 14 m. – 18 m. and silos with capacity for 200,000 tons, being considered one of the largest in Europe. Intake Jetty: 1×120,000 d.w.t. vessels (17.2 m. depth) on outside and 2×60,000 d.w.t. (13.2 m. depth) on inside. 3 unloaders, combined rate 3,000 t.p.h. (3×1,000 t.p.h.). Export Quay: Length 240 m. Depth 13.5 m. Can receive vessels up to 30,000 d.w.t. Loading 2,000 t.p.h. (4×500 t.p.h.).

The Palenca Terminal for oleaginous cargo (soya oil), etc., operated by Tagol, has a storage capacity for 100,000 tons of seed and includes a factory for edible oil with silos of 20,000 cu.m. capacity.

A cement storage terminal operated by Secil is available at Poco do Bispo, and, at Alhandra, another cement terminal is operated by Cimpor. At Barreiro, iron ore is discharged for the steelworks at Seixal.

HEALTH: Ordinary visit made at central area with vessel anchored, from 0800 hrs. to 1900 hrs. Master may ask for Free Pratique to get ship moored immediately on arrival. For this, necessary to cable the Health Authorities, addressing cable as follows: Sanidade Maritima de Lisboa, Rocha do Conde de Obidos, maximum 15 hours and minimum 4 hours prior to the ship's arrival. Text of cable: "ship's name, nationality, code (MIBDU), day and time of arrival" signed by the Master.

STEVEDORES: Ordered by Agents according to berth and cargo.

MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.

TANKERS: Shell and Petrogal berths exposed to 9 knots HWST current. Essential to use good new mooring lines.

Cabo Ruivo Terminal: This is operated, on a concession basis, by Soponata and has depths of 8.0 m. – 11.0 m., capable of mooring tankers up to 65,000 d.w.t. alongside its jetty.

Fuel Oil Facilities: The Port of Lisbon fuel oil installations belong to private companies and are concentrated along both banks of the Tagus at the following points:

Sacavem and Cabo Ruivo (with oil refinery facilities), Montijo, Barreiro, Santa Iria, Porto Brandao, Porto dos Buchos.

Also see "Berthing".

Report: *Cautionary Advice:* The entrance to the River Tagus (Rio Tejo) is fully exposed to the Atlantic Ocean, especially from the S.W., and heavy, breaking seas are experienced at the Bar during and after Western semi-circle gales. The worst conditions arise during Southwesterly gales on an ebb tide. During a maximum of 30 days per year Pilots cannot board in the normal boarding area. The channel through the Barra Grande, the normal entrance for larger ships, is poorly defined. The 047° leading lights Esteiro and Gibalta have little sensitivity at the Outer Reaches of the channel and can be obscured by poor visibility and Pilots usually use radar to identify ship's position. Day marks using a beacon on Mama Sul in line with beacons at Caxias and at Boa Viagem delineate the Northern and Southern extremities of the channel only after crossing the Bar where the dredged width is only 200 m. wide and unmarked. The flood tide sets on to Forte Bugio and Cachopo do Sul, the ebb tide sets on the Cachopo do Norte. When approaching the pilot station at Cascais from the South and when proceeding from the pilot station to the entrance channel care must be taken not to be set on to Cabeca do Pato.

The channel is dredged to 14.0 m. chart datum.

Fishing boats operate in the Outer Reaches and to seawards of the channel in fine weather, sometimes without lights at night.

Pilotage: Pilots board from shore based pilot boats. A good lee is required. Pilot hoists are acceptable, but if no hoists are available on ships over 9 m. from sea level to the embark/disembark point, a combination of the pilot ladder and accommodation ladder is required.

Attention must be paid to pilot ladders which must be in accordance with the SOLAS regulation (17th rule).

If the weather is bad for boarding in Cascais area, the pilot boat, or a tug with a pilot, will sometimes lead a ship through the South Channel until S.Juliao Lighthouse, where the pilot will board the ship. Helicopter may also be used for the operation.

Pilotage service is a public service, operated by 52 pilots recruited from the Merchant Marine, having a Master's Certificate. During the first two years after recruitment, pilots are limited to handle ships up to 15,000 g.r.t., being unrestricted after that period.

Traffic Control: Port Regulations lay down certain traffic priorities and other controls that are exercised by the Pilots.

Anchorages: The main anchorage inside the port is at the confluence of the Samora Channel with the various channels S.E. of Lisbon, also on the South side, West of the bridge that crosses the River Tejo.

The anchorages which are numbered are shown on the I.H. Charts No. 46/INT1876 and 47/INT1877.

All these anchorages are good and sheltered.

Cautionary Advice: There is some silting in the river, therefore Masters must ensure that the ship's draft is no more than that advised. This silting takes place in all the berths and piers of the North bank of the river, and also at the Trafaria Terminal (Esso) and in the channels, piers and terminals of Siderurgia, Quimigal, Tanquipor, Rosairinho and Seixalinho.

Swell is sometimes felt at Esso Terminal (Trafaria), Silopor (Trafaria) and also at Liscont Container Terminal.

The water density changes from 1025 at the anchorages up to 1023 at Cabo Ruivo Petrol and Gas Terminals, and to 1002 at Alhandra and Cement Terminals.

As at all riverside berths in Lisbon, the current is strong, particularly on the ebb tide, and special attention must be paid during the rainy season.

DENSITY: 1025.

FRESH WATER: Usually supplied by barge unless vessel lying alongside a pier where water provided.

FUEL: Shell, Esso, Petrogal. These companies can supply through their own barges or alongside their private bunkering stations on pier.

CONSULS: Most countries are represented in Lisbon.

REPAIRS: There are several repair workshops. The biggest is Lisnave Shipyard with several docks, one for vessels up to 300,000 tons and a new dock where vessels up to 1,000,000 tons can be repaired.

REPATRIATION: No difficulties for crew changes or repatriation.

AIRPORT: Within the Lisbon area. Regular International services.

TIME: End September-end March – GMT. End March-end September – GMT plus 1 hour.

HOLIDAYS: 1st January; 25th April; 1st May; 13th June;10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.

POLICE/AMBULANCE/FIRE: Maritime Police 608101; Ambulance 115; Fire 322222.

IDENTIFICATION CARDS: Crew members going ashore will need a special yellow card issued by Agent and stamped with police visa. The cards are supplied by Agent to be completed on board in accordance with crew list particulars. With these shore passes crew members may circulate between Lisbon and Cascais, and Lisbon and Sintra.

Master and/or Owners will be fined Esc. $1,000 for any crew member found ashore without that card. A double fine will be imposed in case of recurrence.

Similar cards, but white, are required for passengers in transit.

GARBAGE DISPOSAL: The Port of Lisbon Authority provides a daily service for the collection of solid waste along the quays and in the docks, using metal containers with a capacity of 1,100 litres, together with plastic sacks attached to appropriate receptacles. This service is provided along the whole of the North Bank from Matinha to Belem Dock. Contact: APL – Prevention Service (Tel: 396-91-11) for service.

WASTE OIL DISPOSAL: A cleaning service is provided for tankers at Porto Brandao, capable of storing 20,000 tons of oil and waste. Contact: ETC – Maritime Terminals S.A. (Tel: 296-16-32) for service.

Reservoirs are available at the Belem and Bom Sucesso Pleasure Docks for the collection of used engine oil.

CURRENCY: Escudo (PTE). U.S.$ 1.00 = 175 PTE (14.4.94).

SHIPMASTER'S REPORT: May 1991.

Anchorage: The anchorage is said to be unsafe and have a sandy bottom. We anchored stemming the ebb tide, using one tug made fast on a line forward, and a second tug standing by.

Pilot advised that a second anchor must be ready for immediate dropping, full bridge watch required and engines on short notice. Pilot station keeps permanent watch on VHF Channel 14.

Vessel is not allowed to immobilise engine for maintenance. The agent confirmed that ships do frequently drag, particularly in Winter with freshets or strong gales. On occasions tugs have to be kept fast to the ship at all times when at anchor in bad weather conditions.

Communications: Port Control and agents monitor VHF Channel 12, and shift to a duplex channel for working. However, out of office hours there is only a skeleton staff and calls are often not answered as the staff are attending vessels.

The watchman's office has a telephone with a meter and, when not otherwise engaged, will arrange telephone calls (accepts cash).

Officials: Vessel was cleared by an inspection party consisting of the Agent, Customs and Immigration on dropping anchor (0100 hrs.). A Customs officer stays on board throughout the discharge but did not ask for a cabin.

Berthing: Tagol Silo Berth: This is the first berth downstream from the bridge on the South bank and handles mainly animal feedstuffs. This 219 m. vessel berthed starboard side to the line of dolphins, some 180 m./190 m. long, using the port anchor with 4 shackles in the water. A total of 4 tugs were employed. The pilot required 5 headlines to shore, 2 breastlines and 2 forward springs to the dolphins and 4 long sternlines, 2 long breastlines to the shore and 2 after springs to the dolphins (a total of 17 lines). However when the ebb tide developed it was seen that only one after backspring was holding the vessel and so 2 forward springs were sent out from the main deck plus an extra backspring aft to make a total of 20 mooring lines. The ebb tide sets off the berth and lines had to be tended frequently to keep the ship alongside the dolphins.

Access to the ship is by shore gangway from a tower and then over a bridge to the shore. The berth has a pneumatic suction pipe at each end and a central chain and pneumatic suction unit in the middle. All are mobile and move along the line of the dolphins.

Non-portable stores have to be lifted onboard by the stevedores at their convenience, a cage is provided.

Water is not available and a water barge had to be employed.

It was not possible to discharge oil sludge due to the distance offshore.

Stevedore working hours are from 0800 hrs. – 2400 hrs. Monday to Friday.

Two tugs were employed on sailing in light draft.

It was said that only 2 sets of scales were fitted to the equipment.

Stores: All stores, provisions, lub oil, etc. seemed to be delivered after 1700 hrs.

Repairs: Port State Inspection: Vessel carried out engine maintenance alongside and was inspected by a representative of the Harbour Master to ensure that all work was completed under Port State Regulations.

AUTHORITY: Port of Lisbon Authority, Cais do Sodre, 1293 Lisbon Codex, Portugal. *Tel:* 3462321. *Telex:* 18529 P. *FAX:* 3462325.

Administracao do Porto de Lisboa, Rua da Junqueira, 94 1300 Lisboa. *Tel:* 3637151, 3637954. *Telex:* 18529 Porli P. *FAX:* 3643114. *Contact:* Dr. Lucinda Ascencao, Head of Public Relations and Marketing Department.

AGENT: A. J. Goncalves de Moraes, Lda., 22 Rua do Alecrim – P.O.Box 2772 – 1119 Lisboa Codex. Tel. (1) 3464943. Telex: 12296A, B & C. Fax: (1) 3464716 (direct line). Cables: Amoras. After office hours Tel: (1) 4645786. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring.

SETUBAL: 38.30 N. 08.55 W. (See Plan)

DOCUMENTS:

6 copies Crew Lists.
5 copies Passenger Lists.
3 copies Personal belongings of the Crew (portable radio, binoculars, cameras, etc).
3 copies Stores List.
2 copies Health Declaration.

For cargo: 4 Dangerous Cargo Lists, 4 Cargo Manifests, 3 Transit Cargo Manifests (if any) and 2 copies of Bills of Lading.

PILOTAGE: The pilotage service is supplied exclusively by the Departamento de Setubal do Instituto Nacional de Pilotagem dos Portos which runs a permanent service.

To assure prompt attention, requests for Pilots must be made in the following manner:

Entries: To send at least 6 hours beforehand a radiotelegram or a radiotelephone message preferably on S.S.B./AM to Pilotos de Setubal, giving the name of the ship, ETA and draft.

This information must be confirmed on VHF or MF 2 hours before the ship arrives at the bar.

Departures and movement in the River: Between 0800 hrs. and 1800 hrs. on weekdays and 0800 hrs. and 1300 hrs. on Saturdays, Sundays and holidays to communicate by telephone or on VHF with the "Estacao de Pilotos de Setubal" at least one hour beforehand, giving the name of the ship, the time and place where the Pilot is required and the service needed.

Only in cases of emergency will requests be accepted outside these hours.

To effect requests for Pilots, the Pilots use the following means of communication:

VHF — Listening permanently on Channel 14 being able to reply on any of the following Channels as requested: 11, 12 and 16.

MF — Listening in permanently on 2182 kHz, replying on 2132 kHz, their working frequency. Once contact has been established ships must change to this frequency. Communications can be made in SSB or AM according to the equipment of the ship.

Telephone No. (065) 522914.
Fax: (065) 526404.

The Pilots embark by motor launch based in Setubal and wait near the fort at Portinho da Arrabida when necessary and the weather permits.

To increase speed and safety on embarking and disembarking, ships of more than 4,000 tons gross, when light, and those of greater capacity in any condition, unless they have a door in the side or other modern means for Pilots to board and leave, and if the weather permits, should lower the gangway to about 3 m. above sea level and fix a rope-ladder so that it stays alongside the lower platform of the gangway.

Bad weather from the South, causing breaking waves at the edge of the shoals, sometimes prevents the pilotage service from operating.

In such conditions, ship must contact the Pilots to discover the state of the bar and limitations imposed on the pilotage service.

ANCHORAGES: Only inside harbour with a Pilot aboard.

RESTRICTIONS: No restrictions on night entry. At low tide vessels only up to 25 ft. draft. Max. draft 31 ft. 6 in., length/breadth no restrictions.

HEALTH: Free Pratique automatically given when ships come from other Portuguese port. Otherwise, Health Certificate is to be handed over to Health Authorities during clearance procedures.

Maritime Health: This station is located next to the Commercial Dock, Avenida de Luisa Todi 80. Apart from normal sanitary visits, observation of sick crew members, etc., the station issues Derat Certificates to vessels of all nationalities. Tel: 2 39 22.

RADIO: Call through Lisbon Radio.

Coastal radio station known as "Setubal-Pesca", with call sign CUX 9. Listens out permanently on 2182 kHz and replies on 1848 kHz. On receipt of the reply, vessels must change to 2284 kHz.

The station transmits weather bulletins and Notices to Mariners at 1105 hrs. and 1405 hrs., and makes general calls at 0205, 0505, 0805, 1105, 1405, 1705, 2005, and 2305 hrs.

TUGS: 12 available.

BERTHING: All installations are along the right (North) bank of the Rio Sado Estuary.

Fontainhas Terminal: Length 530 m. Depth 9.5 m. – 10.5 m. Used for general cargo. 12 electric cranes, 3 tons – 25 tons capacity.

Ro-Ro Terminal: Length 215 m. Depth 10.5 m. 2 berths with one side ramp and one stern ramp.

Container Terminal: Length 165 m. Depth 10.5 m. 1 gantry crane (20 ft. – 40 ft.); maximum capacity 65 tons at 30 m.

All the terminals are connected to the international highway and railway network. Water and electric power points available.

Equipment: 3 mobile cranes, capacity 2 tons – 45 tons, 1 reach stacker (1×22 tons for 20 ft. containers). Private equipment also available including 1×50 ton Coles mobile crane, 23 forklift trucks and 9 loading shovels.

Private Facilities:

Secil – Companhia Geral de Cal e Cimento: Length 104 m. Depth 11 m. Products handled: cement, clinker, coal and sand.

Ford/VW: Ro-Ro Terminal used for exportation of the automobile production from the Ford/VW factory near Setubal. Length 365 m., depth 10.5 m.

Propam – Consorcio Portugues de Panificacao, S.A.R.L.: Depth 6 m. Pontoon quay.

Pirites Alentejanas, S.A.R.L.: Length 125 m. Depth 9 m. Products handled: Pyrites.

Sapec – Societe Anonyme de Produits et Engrais Chimiques du Portugal: Pontoon – Length 80 m. Depth 5.5 m. Quay – Length 100 m. depth 9.0 m. Products handled: Pyrites, clay, phosphates.

Mague – Construcoes Metalomecanicas: Length 91 m. Depth 9 m. Products handled: Cranes, rolling bridges, alternators. Quay can take loads of 10-20 tons/sq.m.

Solisnor: Construction and repair of vessels. Depth 8.0 m. – 10.0 m.

Lisado: Pontoon quay. Gas freeing and tank cleaning.

Eurominas – Electro-Metalurgia, S.A.R.L.: Length 130 m. Depth 11.5 m. Products handled: Ferro-manganese and silicon manganese.

STEVEDORES: Ordered by the Agent some time in advance.

MEDICAL: Prior to arrival and in order not to delay ship's clearance, Master should inform by radio if medical assistance required, this only in case of contagious or epidemic diseases.

TANKERS: Shell Maritime installation with private pier. Discharge lines 4 in., 6 in. and 8 in.

Port Authority equipment for local oil spill response (skimmers, booms, transfer pumps, sorbents, storage tanks, etc.) available.

DENSITY: About 1026.

FRESH WATER: Supplied from shore to all piers.

FUEL: Supply available on request.

FIRE PRECAUTIONS: Repairs such as cutting, welding and other types of hot work shall be limited, as far as practical, at marine terminals and piers.

Hot works are not permitted:

(a) During gas freeing operations.

(b) Within 30.5 m. (100 ft.) of bunkering and bulk cargo operations involving hazardous materials.

Smoking only allowed in designated areas approved by the Master or the Port Authority. Open flames and smoking are not permitted within 30.5 m. (100 ft.) of hazardous materials storage areas.

Permits must be issued for hot, electrical and cold works undertaken in hazardous and dangerous areas. Fire watchers with suitable fire fighting equipment must be available.

Ship's watchman must be on duty at all times.

CONSULS:

Finland	Tel. 26018
France	" 24612
Spain	" 22018

Many countries represented in Lisbon (40 km.).

REPAIRS: All types available. Solisnor Shipyard and Dry Docks for new building and repairs for very large ships in the estuary of Setubal.

The facilities consists of: 1 dock for ships up to 700,000 d.w.t., 1 dock for ships up to 350,000 d.w.t. and 1 berth for ships up to 700,000 d.w.t.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: By crew unless otherwise specified in C/P. Stevedores usually help.

CUSTOMS ALLOWANCES: About 200 cigarettes and 2 bottles of spirits per man.

CARGO GEAR: Supplied by stevedores.

REPATRIATION: All facilities.

AIRPORT: Nearest at Lisbon, about 50 km. away.

TIME: GMT from late September to late March. From late March to late September – GMT plus 1 hour.

HOLIDAYS: January 1st, April 1st and 25th, May 1st, June 2nd and 10th, August 15th, September 15th, October 5th, November 1st, December 1st, 8th and 25th.

Movable holidays: February 15th (Carnival), February 7th, 14th and 17th, May 27th, April 3rd and May 22nd.

POLICE/AMBULANCE/FIRE: Tel: 115.

IDENTIFICATION CARDS: Supplied and filled in by the Agent. Crew members cannot leave Three Castles area (Setubal-Palmela-Sesimbra) without a special permit from Customs Guards obtained through Agency.

WASTE OIL DISPOSAL: A 10 cu.m./hr. oil treatment station and several mobile tanks are available at the Solisnor Shipyards.

CURRENCY: Escudo. U.S.$ 1.00 = Esc.171.0 (16.3.94).

DEVELOPMENTS: By February 1995, the entrance will be dredged to 11.0 m. and the North Channel to 12.0 m.

AUTHORITY: Administracao dos Portos de Setubal e Sesimbra, Praca da Republica, 2900 Setubal, Portugal. *Tel:* (065) 534095. *Telex:* 43200. *FAX:* (065) 30992.

AGENT: A. J. Goncalves de Moraes, Lda., 5 Trav. Trabalhadores do Mar, 2900 Setubal. Tel: (65) 522399. Telex: 16212. Cables: Amoras. After office hours: (65) 2188753. Shipping and Forwarding Agents, Chartering and Brokers, Insurance Agents, Stevedoring. *Fax:* (65) 524205.

SINES: 37.57 N. 08.52 W. (See Plan)

PORT LIMITS:

North:	Parallel 38° 03′ N.	West:	Meridian 8° 55′ W.
South:	Parallel 37° 52′ N.	East:	Shore Line.

Vessels considered to be "arrived" when 3 miles off West breakwater head.

DOCUMENTS:

6 Crew Lists.
3 Stores Lists.
3 Crew Personnal Effects Lists.
1 Health Declaration.
3 copies Bill of Lading
3 copies of Manifest.

Ship's papers for clearance:

Tonnage Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Load Line Certificate.
Report on inspection in accordance with the Memorandum of Understanding on Port State Control (M.O.U.).

PILOTAGE: Compulsory. Pilot service available 24 hours a day. To be ordered by Agent. Pilot station keeps permanent watch on VHF Channel 12.

Notice of ETA and request for Pilot must be made to the pilot station at least 24 hours in advance and confirmed 2 hours before entering Pilotage Area.

The Boarding Area for Pilot must be adjusted by VHF, depending on weather conditions.

Address: Sines Pilot.
Tel: 069/634041, 069/634042.
Fax: 069/635043.

ANCHORAGES:

Vessels up to 20,000 d.w.t.:

(C) 37° 56.8′ N.	8° 52.0′ W.	(E) 37° 56.0′ N.	8° 52.4′ W.
(D) 37° 56.8′ N.	8° 52.4′ W.	(F) 37° 56.0′ N.	8° 52.0′ W.

Vessels from 20,000 d.w.t. to 150,000 d.w.t.:

(C) 37° 56.0′ N.	8° 52.4′ W.	(E) 37° 55.5′ N.	8° 51.5′ W.
(D) 37° 56.0′ N.	8° 52.0′ W.	(F) 37° 55.5′ N.	8° 52.4′ W.

Vessels of more than 150,000 d.w.t.:

(E) 37° 55.5′ N.	8° 51.5′ W.	(G) 37° 54.0′ N.	8° 52.4′ W.
(F) 37° 55.5′ N.	8° 52.4′ W.	(H) 37° 54.0′ N.	8° 51.0′ W.

Vessels are advised to contact Sines Pilot Station to confirm positions.

RESTRICTIONS: Vessels of more than 150,000 d.w.t. berth in daytime only, but in good weather conditions berth any time.

MAX. SIZE: Max. LOA 350 m. Max. draft 22.5 m.

VHF: "Sines Port Control" always keeps watch on Channels 12 and 16. Other channels available.

TUGS: 2×35 ton bollard pull and 3×25 ton bollard pull.

BERTHING: See "Tables" on Pages 1643.

STEVEDORES: Stevedores available for handling of stores, spares and small amounts of cargo. Application for stevedores should be made to the vessel's Agent.

MEDICAL: Doctor available.

Dentist at Santiago do Cacem (17 km.).

Hospitals at Santiago do Cacem (17 km.), Setubal (95 km.) and Lisbon (165 km.).

TANKERS: See "Tables" on Page 1644.

DENSITY: 1025.

DIRTY BALLAST: Facilities available for receiving ballast and residue on Berths No. 2, 3, 4, 5, 6, 7, 9 and 10. Notice of quantity and quality must be given in advance.

FRESH WATER: Available on all berths. Rate of delivery about 40 t.p.h.

FUEL: Supplied by the refinery. Application to be made to the vessel's Agent. Fuel also available by barge.

REPAIRS: Repair shops available in Sines. Authorisation for repairs should be previously obtained from the Port Authority and Safety Department. Application for repairs should be made by the vessel's Agent.

SURVEYORS: Bureau Veritas, S.G.S., Saybolt and others are available.

CUSTOMS REGULATIONS: Same as other Portuguese ports.

REPATRIATION: Possible.

AIRPORT: At Lisbon 165 km. distance. Airfield at S. Torpes (15 km. distance).

TIME: GMT plus 1 hour. In Summertime (from last Sunday of March to last Sunday of September), GMT plus 2 hours.

HOLIDAYS: The Terminal works all days except Christmas Day and New Year's Day.

GARBAGE DISPOSAL: Service available free of charge. Ships should request the service through local agent as soon as possible or on arrival to the Terminal Representative.

WASTE OIL DISPOSAL: Service available at oil and petrochemical terminals – Piers No. 2 – 7, 9 and 10. Ships should request the service through the local agent as soon as possible or on arrival to the Terminal Superintendent.

SEAMAN'S CLUBS: Clube Stella Maris de Sines, Av. Domingos Pablo. Tel: 633941. Casa do Marinheiro, Lg. Gago Coutinho 56. Tel: 633965.

CURRENCY: Portuguese Escudo (PTE). U.S.$ 1.00 = 175.00 PTE (1.3.94).

SHORE LEAVE: Possible. Shore passes issued by Customs.

DELAYS: In Winter, vessels may suffer delays due to bad weather.

SAFETY: The following are some of the safety rules.

Loading and Discharging Operations:

Loading and discharging operations can be commenced only after the Master or his Deputy fills out and signs the Safety Check List.

1. The loading or discharging of static accumulator products such as: Gas oil, Kerosene, Jet fuel, Naphtha, Gasoline, etc., should commence in accordance with the following scheme (a cargo plan of the ship should be produced to the Safety Inspector who, together with the Operations Team Supervisor, will analyse it).

Any loading or discharging shall begin at a slow flow rate (not higher than 1 m./sec.):

(a) In case of loading, and until the ship's lines are full, free from air and water, and the product height in the tank bottom is sufficient (between 0.6 m. and 1 m.) to prevent both air dispersed product particles and liquid surface turbulence.

(b) In case of discharging, until the ship lines and loading arms are full and Refinery confirms that the product is rising in the tank.

Only after beginning in accordance with (a) or (b) above, may the loading or discharging speeds be increased up to 5 m./sec. or to the maximum the ship and Terminal can support, in the event that ship/terminal cannot reach that limit.

2. *Non static accumulator products* (crudes, fuel oil) loading or discharging should commence at a slow rate until:

(a) In case of discharging, the Refinery confirms that the product is filling the tank.

(b) In case of loading, the Chief Officer confirms that product is entering the tank or tanks in accordance with the cargo plan.

As soon as the above conditions are sustained the flow rate can be raised to the required rate.

3. *Loading or Discharging Operations Completion – Pressure Surges:*

The line length between Terminal and Refinery is about 8 km.

The following precautions should be taken while pumping in or off cargoes at high flow rates:

(a) The cargo pump rate should be slowly reduced when finishing or whenever there is a stoppage.

(b) Flow rates should change slowly by controlling the cargo pumps r.p.m.

(c) If the flow rate reductions of loading/discharging operations interruptions are controlled by valves they should be slowly reduced or closed.

Usually motor-valves have an acceptable closing speed which does not cause pressure surges when flow rate reductions of loading/discharging interruptions take place.

Simultaneous loading and deballasting operations are permitted if a previous agreement has been settled between Master and the cargo loader or receiver, with terminal agreement.

Ballast: Ballast in the cargo tanks cannot be pumped out into Sines Harbour waters.

On arrival Masters must declare the ballast loaded in the cargo tanks. Ballast will be pumped out into inland ballast tanks or will remain on board. Port Authority Safety Inspector may request the ballast tank measurements together with the ballast valves sealing.

The permanent ballast can be pumped out to the sea. Before pumping the permanent ballast into the sea, the Master must be sure it is not contaminated. Terminal Safety Inspector may require a sample of the ballast which will be sealed in the presence of the Master or his Deputy.

Crude Oil Washing – Inert Gas: Sines Port Authority gives permission for crude oil washing (C.O.W.) during discharging. Permission to be requested through Agent 48 hours in advance.

However, this operation can only be permitted if the ship has an inert gas system in good working condition.

The tank atmosphere will be considered inert when the percentage of oxygen in it is not higher than 8%. Nevertheless, during operations, the oxygen percentage in the tanks cannot be higher than 6%.

If by any means the oxygen percentage increases to over 8% or its evaluation is doubtful, the washing procedures should cease at once.

The washing operations also cease if there are leakages or traces of leakages in the deck lines.

If the condition of the pipes is not satisfactory under a visual inspection the washing is not permitted.

Transhipment: This type of operation in the Sines Harbour is subject to the permission of the Maritime Authority and A.P.S. (Port Administration) who will set up the conditions by which the transhipment should be performed.

When this operation is a ship-to-ship transfer the correct functioning of the inert gas system is compulsory.

During approaching and mooring manoeuvres, ballast, deballasting, internal cargo transfers, bunkering, etc., are not permitted.

If there will be a gas concentration over the ships or the wind velocity is lower than 4 knots, the transhipment will cease.

Also there will be a stopping of the transhipment and separation of the ships if the weather conditions become unfavourable for that type of operation.

All the applicable safety rules should be strictly followed during the transhipment.

Gas Freeing and Cleaning of Ship's Cargo Tanks: Under previous permission of A.P.S. and the Maritime Authority, gas freeing and cleaning can be performed by a ship at anchor.

With bad weather threatening or wind velocity lower than 4 knots these operations should cease.

Cleaning of tanks alongside is possible for ships equipped with inert gas system and fixed washing systems.

Entry of persons inside cargo tanks for cleaning or drying operations not permitted whilst vessel alongside.

LPG tankers can inert tanks on Piers No. 9 or 10. The owner should contact Neste Chemicals, S.A., to agree to the operation.

Bad Weather: When there is bad weather threatening, all operations must cease, the tank lids must be closed and secured and the loading arms disconnected. In the case of bad weather, when it is likely the ship will exceed the safety limits of the loading arms, all operations should be brought to a stop.

Masters are requested to strictly follow the Operations Team Supervisor and/or the Terminal Safety Representative instructions.

Even with surplus mooring lines, there will still be a threat to the ship and/or the Port, and vessel must prepare to unberth.

In the case of a thunderstorm threatening from windward about 5 km. away the operations should cease and tank lids be closed.

Undertow: The Port of Sines, as with any other open port, is subject to the undertow effects. The phenomenon is due to waves which may have their source either in the North or South hemispheres.

At Sines the undertow effects show up between November and March. During that period the Masters must be more concerned about their ship's mooring. If necessary and taking into account the weather forecast for the laytime, Masters will be supplied with special safety instructions.

Foodstuff, Lubricants or Spares: Foodstuff, lubricants or spares can be shipped aft if permission is granted by A.P.S. and the Maritime Authority, after ascertaining that there are no operations on board, that involve tank lids opening or zones with gas concentrations (next to the pump house, blowers, etc.).

With ship alongside, shipping of foodstuff and spares can be done over the quay when the packages can easily be carried by hand.

Metallic objects or steel banded packages should be handled with care to avoid direct contact with the steel deck plate.

A ship with an inert gas system can receive heavy packages for shipping at the stern while loading, discharging or ballasting. If there is no inert system in the ship, packages to be loaded must be held until after loading.

Shipping of foodstuff, spares, etc., whether the ship is alongside or anchored can only be made with permission of A.P.S. and the Maritime Authority.

Watchmen and Crew: Master must maintain permanently on duty, sufficient number of qualified members of the crew to ensure the execution of manoeuvres, operations, to face an emergency and stand guard at the gangway.

Visitors: Persons who are not crew such as family, visitors, technicians, etc., must carry a special permit issued by the ship's Agents.

Permits issued by the Port Safety Authority are to be used for circulation in the Terminal premises only.

Visitors on board are the Master's responsibility.

During loading, discharging or ballasting operations visitors are not allowed to stay on the forecastle or amidship, especially women and children.

Crew Identification and Circulation in the Terminal: Crew are requested to keep with them their IDs (especially the yellow pass given by Customs) which must be shown on request to any Terminal Officials.

Crew and visitors are not permitted to walk around the Terminal Zone and when in it Safety Rules in force should be strictly followed.

Mooring Lay Time: The ship is not permitted alongside more than 2 hours after operations are completed.

GENERAL: The anchorages are provisional. No difficulties arise in Summer. In Winter, the decision to anchor is at the option of the Master. It is recommended that in the event of bad weather, anchorage be suspended and that vessels should heave to off the coast.

SHIPMASTER'S REPORT: October 1987 (Updated 1992).
Chart: BA. Chart No. 3276
Documents:
6 copies Crew List.
2 copies Crew Declaration.
2 copies Manifest.
1 copy Health Declaration.
6 copies Cargo Manifest.

Bond not sealed. Shore passes are issued by Customs/Immigration and have to be returned before departure.

Approaches: The approaches are visually identified and on the radar.

Anchorage: Small vessels anchor under the direction of Port Control in approximate position Lat. 37° 56.5′ N., Long. 08° 52.2′ W. between the Petro Chemical Terminal and the new Coal Harbour breakwater. The anchorage is relatively sheltered.

In fine weather the Pilot boards off the Molhe Oeste Buoy and in bad weather inside the main breakwater. The Pilot boards from a pilot boat and is available throughout 24 hours for berthing and unberthing. Pilot may be contacted on VHF Channels 16 and 12.

The Pilot reports that berthing is undertaken in most weather conditions.

Tugs: 7 × 2,400 h.p. – 2,800 h.p. stationed at the port. A minimum of 1 tug is required for all vessels and it is too large and too powerful for handling small vessels.

Berthing: Vessel berthed at the Petro Chemical Terminal (B.A. Chart No. 3276).

The depth at both berths was approximately 12.0 m. but the pilot reports maximum draft normally allowed is 10.0 m.

For ethylene loading and discharging, Berth No. 10 on the East side is used. Vessel berths head out, starboard side to.

For propylene and "C4" discharge, Berth No. 9 on the West side is used. Vessel berths head out, port side to.

It is possible to berth head in if this is required for manifold connections.

The concrete quay is very high and has large fenders.

There is a swell running in the harbour even when conditions are calm in Winter time.

Tidal range is approximately 2.5 m.

Berthing and unberthing undertaken throughout 24 hours. Moorings consisted of 2 head/stern lines, 2 breast lines and 2 springs at each end. These were secured on to hooks.

2 mooring boats are provided. Shore gangway provided.

Cargo: Berth No. 10: Vessel loaded ethylene. The liquid and vapour arms are 8 in. 150 ASA.

We loaded at a rate of approximately 100 tonnes per hour with two plants. Manifold temperature −99°C.

The charterers were concerned at the temperature due to discharge port temperature requirements and only 20 hours steaming. Just before completion of loading the shore agreed to connect the vapour arm and we loaded an extra 20 tonnes to take account for a vapour return. Two plants are required and shore compressor drew from manifold.

It took 8 hours to return 20 tonnes and reduce temperature from −99°C to −101.9°C.

Bill of Lading figures are calculated using the weight of Air not Vacuum.

Shore personnel connect and disconnect arms.

Berth No. 9: Vessels discharge propylene (Refrigerated storage).

Shore requested maximum of 3 pumps which gave discharge rate of 150 tonnes per hour.

The Terminal like the product very cold. Ours being at −48°C created no difficulties. However some ships arrive with the product at around −40°C and this can cause difficulties.

The liquid arm is 8 in. No vapour return line. It was not used due to product contamination.

It was requested that we berthed starboard side to in order to connect to our extended starboard manifold but this was not satisfactory as the Chicksan arm was too close to the catwalk, so we had to shift around and berth port side to.

Shore tank pressure maximum 90 mbs.

Shore nitrogen is used to purge the Chicksan arm upon completion. They do not allow a vessel to "hot gas" purge ashore.

Bureau Veritas Cargo Surveyor attended.

Fresh Water: Fresh water is available from the quay at a good rate and is metered. The waterman supplies shore hoses.

Stores: It was difficult to store at both berths as the lorry can only proceed to the car park which is about 100 m. from the ship. From there a hand truck is to be used and there is no shore crane.

General: Personnel are not allowed to walk through the Terminal. The use of transport is compulsory and this is arranged through the agent.

The new Coal Harbour to the East of the oil port is very conspicuous.

The breakwater is completed and has navigational lights: Fl. G. 6 sec. on the N.W. head; Fl. Y. 6 sec. on the S.E. head, and Fl. R. 4.5 sec. on fishing harbour breakwater.

Berth construction is finished and operations start in 1992.

AUTHORITY: Administracao do Porto de Sines – A.P.S., Apartado 16, 7521 Sines Codex. *Tel:* (069) 860600. *Telex:* 12027 Sinmar P. *FAX:* (069) 860690. *Contact:* Mr. Eugenio Fialho Borralho, President of Administration. Mr. Jorge Dias da Costa Gomes, Mr. Raul Martins Matias, Mr. Duarte Nuno da Silva Gomes, Members of Administration. Mr. Adriano Maria Rocha Carapeto, Assessor Director. Mr. Luis Antonio Cabral Lopes Arroz, Commercial Director. Edgar Eugenio Pacheco, Terminal Director. Manuel Dinis Costa Dias, Planning Director. Almiro Esteves Moreira, Financial Director.

BERTHING: (Sines)

Oil Terminal:

Berth No.	LOA Maximum (m.)	LOA Minimum (m.)	Deadweight Maximum	Deadweight Minimum	Depth of Manoeuvring Basin (m.)	Depth of Berthing Basin (m.)	Maximum Draft (m.)	Height of Manifold above Water Line Maximum (m.)	Height of Manifold above Water Line Minimum (m.)	Products handled (see "Legend")	Facilities
2	350	240	350,000	100,000	23.5	28.0	22.5	26.0	5.60	CR	Fresh water Ballast Bunkers
3	282	135	135,000	10,000	16.0	17.0	16.0 17.0-Tide	17.0	3.80	CR, FO, GO, GAU	Fresh water Ballast Bunkers
4	295	135	150,000	10,000	16.0	18.0	16.0 18.0-Tide	17.0	2.50	CR, FO, GO, GAU, GA, JET, NA, PYFO, NAQ	Fresh water Ballast Bunkers
5	282	120 LPG 110	135,000 LPG 45,000 cu.m.	10,000 LPG 15,000 cu.m.	16.0	17.0	16.0 17.0-Tide	17.0 LPG 14.0	2.50 LPG 5.20	CR, FO, GO, GAU, GA, JET, NA, NAQ, LPG (BU, PR)	Fresh water Ballast Bunkers
6	106	70	Limited by LOA		8.0	10.0	8.0 10.0-Tide	9.0 LPG 9.0	2.50 LPG 3.30	FO, GO, GA, JET, NA, GAU, LPG (BU, PR), REF1/BBR	Fresh water Ballast Bunkers
7	106	70	Limited by LOA		8.0	10.0	8.0 10.0-Tide	9.0 LPG 9.0	2.50 LPG 3.30	FO, GO, GA, NA, LPG (BU, PR)	Fresh water Ballast Bunkers

Legend:

CR	Crude	GAU	Gasoline (unlead)
FO	Fuel Oil	NAQ	Naphtha (Neste)
GO	Gasoil	PR	Propane
GA	Gasoline	BU	Butane
JET	Jet	REF1/BBR	Raffinate 1/BBR
NA	Naphtha	PYFO	Carbon Black

Also see "Tankers".

Petrochemical Terminal:

Berth No.	LOA Maximum (m.)	LOA Minimum (m.)	Deadweight Maximum	Deadweight Minimum	Depth of Manoeuvring Basin (m.)	Depth of Berthing Basin (m.)	Maximum Draft (m.)	Height of Manifold above Water Line Maximum (m.)	Height of Manifold above Water Line Minimum (m.)	Products handled (see "Legend")	Facilities
9	160	78	1,000	3,000	10.0	11.0	9.0 10.0-Tide	10.1 (Light)	2.00 (Load)	Propylene Butadiene Raffinate 1 BBR Crude C4 Aromatic Mix.	Fresh water Bunkers Nitrogen
10	172	78	20,000	3,000	11.0	12.0	10.0 11.0-Tide	14.6 (Light)	3.00 (Load)	Ethylene Aromatic Mix. MTBE Methanol	Fresh water Bunkers Nitrogen

Also see "Tankers".

Multipurpose Terminal:

Berth No.	LOA Maximum (m.)	LOA Minimum (m.)	Deadweight Maximum	Deadweight Minimum	Depth of Manoeuvring Basin (m.)	Depth of Berthing Basin (m.)	Maximum Draft (m.)	Height of Manifold above Water Line Maximum (m.)	Height of Manifold above Water Line Minimum (m.)	Products handled	Facilities
1	295	162	160,000	16,000	18.0	18.0	17.0	7.0	2.80	Coal 2×1,800 t.p.h. unloaders	Fresh water Bunkers (by barge)

General Cargo Terminal:

Berth	*LOA* (m.)	*Depth* (m.)
North Berth	180	6.0
South Berth	115	7.0

Report: 1994.

Loading Arm No.	BERTH NO. 2	3	4	5	6	7	9	10
1	MBK 12 in. GBK BKC	MBK 10 in. GBK BKC *	MBK 12 in. GBK * BKC BW FO CR	MBK 12 in. GBK * BKC BW FO CR	NA 6 in. GAU GAR BWG	NA 6 in. GAU GAR BWG		Etileno (L) 8 in.
2	BW 20 in. CR	GO 12 in. GAU BW	FO 12 in. CR BW	FO 12 in. CR BW	GBK 6 in. GAP GO BWG	GBK 6 in. GAP GO BWG	Butadieno (L) Ref 1 FR C4 M.Aromat. 8 in.	Etileno (Flare) M.Aromat. 8 in.
3	BW 20 in. CR	BW 12 in. CR FO	BW 12 in. CR FO	MBK 10 in. GBK * BKC	MBK 6 in. BKC FO BWG	MBK 6 in. BKC FO BWG	Propileno (Flare) 8 in.	MBK 4 in. GBK 4 in. BKC 6 in. (Flex.)
4	BW 20 in. CR	BW 12 in. CR FO	BW 12 in. CR FO	NA 12 in. GAU BW NAQ	BU 8 in. PR 8 in. LPG 3 in.	BU 8 in. PR 8 in. LPG 3 in.	Propileno (L) 8 in.	
5	BW 20 in. CR	BW(a) 12 in. CR FO GO *	MBK 10 in. GBK BKC *	NA 12 in. GAU BW NAQ	BU 8 in. PR 8 in. LPG 3 in. REF1 * 8 in.	BU 8 in. PR 8 in. LPG 3 in.	MBK 4 in. GBK 4 in. BKC 6 in. (Flex.)	
6	MBK 12 in. GBK BKC	MBK 10 in. GBK BKC	NA 12 in. GAU BW NAQ	GO 12 in. GAP BWG BW				

BERTHING: (Continued)

Loading Arm No.	BERTH NO. 2	3	4	5	6	7	9	10
7			GO 12 in. GAU BW NAQ	GO 12 in. GAR BWG BW				
8			GO 12 in. GAP BWG BW	MBK 10 in. GBK BKC *				
9			GO 12 in. GAR BWG BW	BU 8 in. PR 8 in. LPG 3 in.				
10			MBK * 10 in. GBK * BKC	BU 8 in. PR 8 in. LPG 3 in.				

Abbreviations:

CR	Crude
FO	Fuel Oil
GO	Gasoil
GAU	Gasoline (unlead)
GAR	Gasoline
GAP	Gasoline
JET	Jet Fuel
NA	Naphtha
NAQ	Naphtha (Petrochemical)
PYFO	Carbon Black
BU	Butane
PR	Propane
LPG	LPG (Vapour)
REF1	Raffinate 1

MBK	Bunkers (Marine Diesel)
GBK	Bunkers (Gasoil)
BKC	Bunkers (Fuel)
BW	Ballast (Unlead)
BWG	Ballast (Lead)
Etileno	Ethylene
Propileno	Propylene
FR.C4	Crude C4
M.Aromat.	Aromatic Mixture
(L)	Liquid
(Flare)	Flare/Vapour
*	Not available
(a)	Loading Arm inoperational

TANKERS: (Sines).

Berth	*Diameter Loading Arms*	*Diameter Loading Arm (Bunkers)*	*Maximum For Loading Arm*	*Rate (cu.m.p.h.)* *Maximum Start/End*	*Maximum During Load*	*Maximum During Unloading*
Oil Terminal:						
Post 2	20 in. – CR	12 in. – GO BK	6,400	CR – 4,000	— —	18,000
		12 in. – MD BK				
		12 in. – IFO 180				
		12 in. – BKC				
Post 3	20 in. – CR	10 in. – GO BK	2,250	CR – 4,000	5,000	9,000
	20 in. – FO	10 in. – MD BK		FO – 1,000/2,300	5,000	
	12 in. – GO	10 in. – IFO 180		GO – 350/1,000	1,750/2,500	
		10 in. – BKC				
Post 4	12 in. – CR GO	10 in. – GO BK	2,250	CR – 4,000	5,000	9,000
	12 in. – GA JP4	10 in. – MD BK		FO – 1,000/2,300	5,000	
	12 in. – NA KE	10 in. – IFO 180		GO – 350/700	1,300/2,500	
	12 in. – FO	10 in. – BKC		GAs – 600	1,670	
				GAn – 260	1,250	
				JET – 600	1,200	
				NA – 260/450	750	
Post 5	12 in. – CR FO	10 in. – GO BK	2,250	CR – 4,000	4,500	4,500
	12 in. – GO NA	10 in. – MD BK		FO – 1,000/2,300	5,000	
	12 in. – GA KE	10 in. – IFO 180		GO – 350/700	1,300/2,500	
	12 in. – JP4	10 in. – BKC	LPG 300	GAs – 600	1,670	
	8 in. – BU PR			GAn – 260	1,250	
	3 in. – LPG			JET – 600	1,800	
	return			NA – 260/450	750	2,350
				BU – 150	300	
				PR – 150	300	
Post 6/7	6 in. – JP4 NA	6 in. – GO BK	550	FO – 65/110	350/550	
	6 in. – KE GO	6 in. – MD BK		GO – 65/110	330/550	
	6 in. – GA FO	6 in. – IFO 180	LPG 300	GAs – 110	550	
	8 in. – BU PR	6 in. – BKC		GAn – 65	330	
	3 in. – LPG			JET – 110	550	
	return			NA – 65	330	
	**8 in. – CR C4 (at Post 6)			BU – 150	300	
	** Refinado 1 (at Post 6)			PR – 150	300	
Petrochemical Terminal:						
Post 9	8 in. –	4 in. – GO BK	800	150	Propylene	800
	Butadiene	4 in. – MD BK	Prop. @−48°		Butadiene	800
	Propylene	6 in. – IFO 180	Buta. @−04°		Pygas	450
	Fraction C4	6 in. – BKC	Fraction C4		Fraction 4	450
	8 in. – Pygas	(Flexible)	Pygas NAQ		NAQ	
			at Ambient			
			Temperature			
Post 10	8 in. – Ethylene	4 in. – GO BK	800	150	Ethylene	800
		4 in. – MD BK	Ethylene			
	Pygas	6 in. – IFO 180	@−104°			
		6 in. – BKC				
		(Flexible)				

Legend:

				KE	Kerosene	IFO 180	Fuel Bunkers
GA	Gasoline	GO BK	Gasoil Bunkers	BY	Butane	BKC	Fuel Bunkers
JP4	Jet Fuel	MD BK	Marine Diesel Bunkers	PR	Propane	CR C4	Crude C4
NA	Chemical Naptha						

VIANA DO CASTELO: 41.41 N. 08.50 W. (See Plan)

DOCUMENTS:
Health Declaration.
3 Crew Lists.
Provision List (ship's and individual).
Tobacco Declaration and Entrance Forms supplied by Agents on arrival.
2 Manifests and 1 copy of each Bill of Lading concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.

PILOTAGE: Pilotage compulsory. ETA should be given to Agent with ample notice. Signals; during the day Flag "G" of International Code, and at night 3 long blasts. Boats black with white cabins. Pilots to be taken on board in outer or inner harbour respectively with good or bad weather.

ANCHORAGES: Outer or inner harbour according to weather conditions.

RESTRICTIONS: Entering and sailing only during daylight unless exceptionally good weather. Depth in entrance 6.5 m.

MAX. SIZE: Max. draft 26 ft. on HWST.

HEALTH: Free Pratique authorised for vessels coming from other Portuguese ports. For vessels coming from other countries Health Declaration must be filled in and delivered to the Agents.

RADIO: Call Viana do Castelo Pilots frequency 2182 kHz and listen on 2132 kHz.

TUGS: 3 tugs of 1,160 h.p., 400 h.p. and 1,400 h.p.

BERTHING: Over 1,500 m. of Commercial Quays with 500 m. of Commercial Quays with depth of 9.0 m.

Ro/Ro Terminal: Max. LOA 160 m. Max. draft 7.6 m. Length of quay 233 m. Terminal equipped with 3×40 ton capacity Tugmasters, 1×56 ton at 12 m. mobile crane, 1×42 ton forklift and small forklifts of 2 tons – 7 tons capacity.

BRIDGES: 1 bridge which allows entrance/sailing at any time.

CRANES: 1×5.5 tons, 2×12.5 tons, 2×18 tons, 6×12 tons, 1 × 40 tons and 1×56 tons.

STEVEDORES: Ordered by Agents 8 hours in advance.

MEDICAL: No prior advice is necessary.

FRESH WATER: Supplied by shore installations.

FUEL: Only small quantities of gas oil can be supplied.

CONSULS: France 22412. Spain 23018.

REPAIRS: All types of deck, engine and electrical repairs can be carried out.

DRY DOCKS: Three dry docks available.

	Length	*Breadth*	*Draft*
Dock 1	203 m.	34.0 m.	18 ft.
Dock 2	127 m.	18.5 m.	18 ft.
Dock Eng. D. Pacheco	104 m.	11.0 m.	16 ft.
Fitting Dock	190 m.	65.0 m.	21 ft.

No special equipment for tank washing is available.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Work usually done by crew.

CUSTOMS ALLOWANCES: No limit, but must be declared.

REPATRIATION: No difficulties for crew repatriation.

AIRPORT: Nearest is Oporto Airport, 55 km.

TIME: From end September to end March – GMT. From end March to end September – GMT plus 1 hour.

HOLIDAYS: 1st January; Holy Friday; 25th April; 1st May; Corpus Christi; 10th June; 15th August; 5th October; 1st November; 1st, 8th, 24th and 25th December.

POLICE/AMBULANCE/FIRE: Tel. 115.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: Required.

DEVELOPMENTS:
1. Roadworks.
2. Marina.

AUTHORITY: Junta Autonoma dos Portos do Norte, Rua do Marques No. 65, 4900 Viana do Castelo, Portugal. *Tel:* 058-829096/7/8/9. *Telex:* 32609 Porvia P. *FAX:* 058-829106. *Contact:* Jose Monteiro de Morais, Managing Director. Captain Z. Cavaco, Harbour Master. (*Tel:* 058-22168).

VILA REAL DE SANTO ANTONIO: 37.10 N. 07.26 W.

DOCUMENTS:
2 Health Certificates.
3 Crew Lists.
1 List of Passengers in Transit.
2 Lists of Passengers Disembarking.
2 Dangerous Cargo Lists.
1 Ship's Register.
1 Tonnage Certificate.

PILOTAGE: Black boat, wooden hull, white "P" at bow. Stationed near buoy No. 1 (harbour entrance). All sea-going vessels entering or leaving harbour are obliged to avail themselves of the services of a Pilot. Latest 24 hours before arrival cable "Corporacao dos Pilotos de Vila Real de Santo Antonio" or to Agent. Departing vessels should apply for their Pilots at least 6 hours before the time of departure.

MAX. SIZE: Entrance channel 4,000 m. long, has a depth of 4 m. (12 ft.) at LW. Vessels drawing up to 5.5 m. (16 ft.) can enter under normal circumstances 1 hour before HW, a keel clearance about 1 ft. will be maintained.

TUGS: Tugs up to 105 h.p. available.

BERTHING: 1 pier 300 m. long. Depth at pier 20 ft.

STEVEDORES: Ordered by Agents. ETA to stevedores is necessary. No work allowed on Sundays.

MEDICAL: Inoculations in hospital Marques Pombal - Vila Real de Santo Antonio.

FRESH WATER: Obtainable alongside quay.

FUEL: Gas oil can be supplied in small quantities.

CONSULS:
Finland, Avenida da Republica, 133
France, Avenida da Republica, 114
Greece, Avenida da Republica, 109
Italy, Avenida da Republica, 11
Netherlands, Avenida da Republica, 73
United Kingdom, Rua Dr. Oliveira Salazar, 4

REPAIRS: There is 1 small ship repair yard at Vila Real de Santo Antonio.

GANGWAY/DECK WATCHMEN: Compulsory.

OPENING/CLOSING HATCHES: Crew allowed to open and close.

CUSTOMS ALLOWANCES: About 200 cigarettes and 1 bottle of spirits per man.

HOLIDAYS: 1st January; Holy Friday; 25th April; 1st May; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.

POLICE/AMBULANCE/FIRE: Police 66; Ambulance 202; Fire 202.

AUTHORITY: Junta Autonoma dos Portos de Sotavento do Algarve, Rua Conselheiro Bivar 68, 8000 Faro. *Tel:* (089) 22025, 22049. *Telex:* 56117 Japsa P. *Contact:* Eng. Jose Domingos Mendonca de Sousa, Director.

NOTES

Please also advise Shipping Guides Ltd.

Puerto Rico

AGUADILLA: 18.26 N. 67.10 W.

DOCUMENTS: See "San Juan".
PILOTAGE: Mayaguez's Pilots provide service in Aguadilla. At least 24 hours advance notice required.
RESTRICTIONS: Open port, very deep, safe in good weather. Cold fronts from North cause very heavy swells. Vessels cannot berth during this kind of weather.
MAX. SIZE: 600 ft. long, 36 ft. draft.
HEALTH: Free Pratique granted on arrival.
BERTHING: *Harbour:* 1 mile North of the town is a conveyor pier with 1 dolphin berth at its head. Least depth alongside 12.2 m. (40 ft.). Length of mooring lines not less than 180 m. (600 ft.). Vessels tie up to 4 mooring buoys, with spring lines to 2 bollards at the loading tower. 10 in. connection to molasses line. 1 off-shore tanker berth with 9 m. (30 ft.) depth consists of mooring buoys and pile clusters, connecting platform and pipelines for discharging aviation gas for Borinquen Airport.
MEDICAL: 24 hours' notice preferred; local hospital available.
TANKERS: See "Berthing".
FRESH WATER: Available. 2 in. pipeline with meter.
CONSULS: No local representation.
GANGWAY/DECK WATCHMEN: Usually crew members are used.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: U.S. Customs Regulations. For Customs service Aguadilla is under the jurisdiction of the Mayaguez Custom House.
REPATRIATION: Can be arranged.
AIRPORT: 20 minutes' drive. Regular airlines.
TIME: Atlantic Standard Time, 4 hours less than GMT. No alterations during year.
HOLIDAYS: Refer to "San Juan".
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required to go ashore.
DELAYS: No delays unless another ship is already berthed.
AUTHORITY: Puerto Rico Ports Authority. See "San Juan".
Captain of the Port, Aguadilla. Tel: 832-3590.

GUANICA: 17.57 N. 66.54 W.

DOCUMENTS: See "San Juan".
GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: Port operations are under the control of the Captain of the Port. Pilot services are available day and night, by previous arrangement with Mayaguez Pilots.
ANCHORAGES: Harbour is located 8 miles Westward of Guayanilla Bay. Though small, it is one of the best hurricane harbours in Puerto Rico.
TUGS: Available from Guayanilla.
BERTHING: Bulk sugar, bulk fertiliser and bulk grain handling facilities. Length 700 ft.; depth alongside 28 ft. During recent years, operations at the port have been practically nil.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
FRESH WATER: Available in limited quantities for emergencies only.
FUEL: Available by trucks from Ponce.
CONSULS: None available locally, nearest at Ponce.
AUTHORITY: Puerto Rico Ports Authority. See "San Juan".
Captain of the Port, Guanica. Tel: 821-2860.

GUAYANILLA (incl. Tallaboa Bay): 18.00 N. 66.46 W.

(See Plan)

DOCUMENTS: See "San Juan".
PILOTAGE: Port operations are under the control of the Captain of the Port and Pilot services are available day and night. Pilots stand-by on VHF Channel 16 and operate on Channel 14. Arrangements should be made with at least 4 hours advance notice.
ANCHORAGES: Guayanilla is the largest hurricane harbour and one of the best in Puerto Rico. It has protected anchorage for 5 vessels. Maximum draft permissible is 42 ft. It is protected at its entrance by extensive reefs which extend a mile or more offshore. The entrance channel between these reefs is about 1.5 miles long and about 0.4 miles wide.
HEALTH: Pratique is not necessary. In case of continuous high fever or contagious disease, Agents must be notified prior to vessel's arrival. Agents will immediately contact Public Health for proper action.
RADIO: Chatham Radio (WCC) – Chatham, Massachussetts. Equipped with RCA automatic land line circuit direct to New York, N.Y., San Francisco, California and Washington, D.C.
TUGS: Available 24 hours daily from South Puerto Rico Towing Co., Tel: 809-835-2795, as requested by vessel.
BERTHING: The Union Carbide Company has berthing facilities for barge operations and LPG.
New port facilities for Pittsburgh Plate Glass are owned by the Puerto Rico Ports Authority. 2 berths at jetty, each 240 m. length. Depth alongside 35 ft.
Berths were recently dredged and actual restrictions are as follows:
**Refinery Dock – Guayanilla:*

DWT	80,000 tons	
LOA	830 ft.	
BCM	400 ft.	(Critical)
Draft	42 ft.	(South Face, Berth No. 5)
	42 ft.	(North Face, Berth No. 4).

**Petrochemical Dock – Guayanilla:*

DWT	50,000 tons	
BCM	449 ft.	
Draft	36 ft. 06 in.	(South Face, Berth No. 3)
	30 ft.	(North Face, Berths 1 & 2) Ships only
	28 ft.	(North Face, Berths 1 & 2) Barges only

*Commonwealth Oil Refining Co. Ltd. facilities.
Texaco: There is a private pier owned and operated by Texaco for the receipt of clean petroleum products. Berth 650 ft. long and 24 ft. deep being dredged to 36 ft. Diesel bunker available.
Punta Gotay Pier: 1 berth at dolphins with depth 38 ft.
Punta Pepillo Pier: 1 berth at dolphins with depths 12 ft. – 28 ft.
Tallaboa Bay: 1 dolphin berth with depth 20 ft. and 1 jetty with depth 38 ft.
Also see "LPG".
LPG: Dolphin berth at Cayo Rio in Tallaboa Bay in Lat. 17° 59′ N., Long. 66° 44.5′ W.
Report: February 1984.
Max. Size: Vessel's dimensions not to exceed: length overall 965 ft. Max. draft 41 ft. Max. beam no restriction.
Manifold Position: The manifold must be positioned within 50 ft. fore or aft of the midpoint of the vessel's overall length.
Dock: The dock has been designed to accept the breasting load from a ship (or ships if vessel to vessel discharging is arranged) of up to 109,000 long tons total loaded displacement.
Depths: Depth of the docking area and approaches has been increased by dredging to over 44 ft. Due to swell and tidal actions, the maximum allowable vessel draft has been set at 41 ft. This draft has been approved by the U.S. Coast Guard and nautical charts affected are being updated accordingly.
Mooring Basin: The docking area is 450 ft. wide and is designed to handle a 125,000 cu.m. (145 ft. beam) vessel and a 75,000 cu.m. (120 ft. beam) vessel moored side by side.
Hose handling: Although connecting hoses and supplying the equipment necessary for doing so is the vessel's responsibility, receivers can, at their discretion, make such connections provided that the carrier's manifold elevation above water plus its manifold distance inboard plus its manifold distance from the midpoint of the carrier's overall length is 60 ft. or less. If it is more than 60 ft. the carrier would have to provide hose handling assistance including a crane to lift the end of the loading hose to the deck.
Carrier/loading platform access: An accommodation ladder will be provided for those carriers that have a deck height of 25 ft. or less above the water and are accessible from loading platform. Carriers that cannot meet the above must provide their own accommodation ladder. Transportation from their accommodation ladder will be provided.
Sanitary waste removal: Dumping of sanitary wastes into Tallaboa Bay is not permitted. Therefore, for those carriers that stay in port for 20 days or more, removal of sanitary wastes by barge will be provided. The carrier must provide the means (to be approved by Union Carbide Company) of transferring the wastes from the carrier to the barge.
Potable water: Potable water is not available at berth, but fresh water is. A fresh water connection is available on the loading platform. The carrier must provide his own hose for hook up. Should the carrier wish to purchase such water a release must be executed.
Bunkers: Bunkers are not available.
Night navigation: No U.S. Coast Guard regulation prohibits the berthing or unberthing of LPG carriers at night unless the incoming/departing vessel is being moored alongside another (storage) vessel.
MEDICAL: Medical service is available; hospitalisation at Ponce, which is only 15 minutes distant.
FRESH WATER: Available whenever requested by the vessel. Water delivery very slow (3 to 5 tons per hour).
FUEL: Available only whenever arranged by Owners of the vessel and/or charterers prior to arrival.
Fuel Dock: Length 680 ft. with deep water alongside. Mooring dolphins and moorings buoys installed to assist with clearing the dock.
CONSULS: None available locally; nearest at Ponce.
REPAIRS: Various marine contractors available in Ponce upon request. Minor repairs available in Guayanilla and Ponce. No drydock facilities in the area. For drydock facilities and other major repairs refer to "San Juan".
Radar: For radar technician contact local Agent prior to vessel's arrival. Various technicians available in San Juan.
REPATRIATION: Arranged by ship's Agents.
AIRPORT: International Airport in outskirts of San Juan served by regular airlines. Small airport in Ponce connects with San Juan.
CUSTOMS: For Customs service, Guayanilla is under the jurisdiction of the Ponce Custom House.
SHORE LEAVE: Foreign crew members are allowed to go ashore through U.S. Immigration.
IDENTIFICATION CARDS: Shore passes are sufficient for shore leave.
AUTHORITY: Puerto Rico Ports Authority. See "San Juan".
Captain of the Port, Guayanilla. Tel: 835-2647.

JOBOS (Aguirre): 17.56 N. 66.13 W.

DOCUMENTS: See "San Juan".
GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: The Port of Jobos is served by the Pilots of Ponce. Services must be arranged in advance.
ANCHORAGES: A fine land-locked harbour, located on the South coast, approx. 42 nautical miles Eastward of Ponce and 20 miles West of Point Tuna. Anchorage inside the bay is Southward of the pier in depths of 19 ft. – 24 ft., soft mud bottom.
RESTRICTIONS: The principal entrance is from Westward between Morrillo Cay and Ratones Cay.
TUGS: No tugs available.
BERTHING: To the West of the sugar pier (not in use and not buoyed) is an open concrete barge dock 632 ft. in length with a buoyed access channel for the receipt of fuel oils for the Water Resources Authority.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
TANKERS: See "Las Mareas".
FUEL: No bunkers are available.
CONSULS: None available locally; nearest available at Ponce.
AUTHORITY: Puerto Rico Ports Authority. See "San Juan".
Captain of the Port, Jobos. Tel: 821-2860.

LAS MAREAS: (Guayama) 17.55 N. 66.10 W. **(See Plan)**

The Puerto de Las Mareas Terminal is located on the South side of the island of Puerto Rico. It is located approximately 26 nautical miles East of the port of Ponce. The nearest city is Guayama.

All vessels calling at Phillips Puerto Rico Core Inc., Puerto de Las Mareas Terminal should be consigned to Phillips Puerto Rico Core Inc., and all official documents for such ships should show them so consigned. In conformance with port regulations, no vessel will be allowed to tie up alongside a pier without having first obtained a berthing permit from the Ports Authority Captain of the Port.

DOCUMENTS: The following documents are required by the Customs and Immigration authorities for entry and clearance:
Master's Oath (original and 1 copy) Entry and Clearance.
General Declaration (original and 1 copy) Entry and Clearance.
Stores List (original and 2 copies) Entry.
Crew Purchases List (Curio List) (original and 2 copies).
Cargo Declaration (original and 1 copy).
Crew List (1 copy certified and 2 copies not certified).
Clearance from Last Port (if arriving on an international voyage).
Crewmen Landing Permits (for each crew member without the Plastic Form 1-14).
Passenger List (if any passengers).
All permanent documents of the vessel.
Also see "Customs" and "Firearms".

Passenger Lists: The Passenger List must show full names, sex, age, nationality, and occupation of passengers landing at Puerto de Las Mareas. The ultimate destination of in-transit passengers must also be shown in the Passenger List.

Outward Clearance: In most cases, outward clearance and cargo documents will be delivered on board by the ship's Agent, making it unnecessary for Masters to obtain such clearance in person from the U.S. Customs Office (Ponce).

APPROACHES: The harbour is entered through a channel 250 ft. in width at its narrowest portion, bearing 025.6° (T). It is protected on the Eastern side by a rubble mound breakwater extending approximately 700 ft. from the shore line. The dredged channel extends out to the 40 ft. depth contour and has a width at this contour of approximately 900 ft., narrowing to 250 ft. approximately 2,100 ft. inshore from the 40 ft. contour. The 250 ft. wide portion of the channel is approximately 1,000 ft. long. At the inshore end of the 250 ft. wide channel, the harbour itself extends for a length of 2,300 ft. and a maximum width of 1,100 ft. The harbour has a depth of 38 ft. below MLW but the maximum draft allowable for inbound and outbound vessels is 37 ft. The above dimensions are given to the bottom of the channel; the sides of the channel and the harbour are sloped at 1 in 3.

PILOTAGE: The use of Pilots is compulsory for all vessels. Vessel's Agent will arrange for Pilot, upon receipt of the arrival notice. Pilot will board inbound vessels off the entrance to the harbour about 1 mile offshore.

When approaching the dock and channel, vessels must have one anchor, to be designated by the Pilot, free of the hawse pipe and ready for quick release if necessary to stop the vessel.

Note: Every vessel arriving or departing must provide, properly secured, a pilot ladder which conforms to the standards of construction normally accepted by international safety standards.

Also see "Pilot's Report".

NAVIGATIONAL AIDS:
A. Lighted Buoy LM: This sea buoy is located 300 ft. West of the centre line of the channel, 2 miles offshore from the end of the rubble mound breakwater. It displays a white light through 360° flashing Morse code letter "A". (0.5 seconds on, 0.5 seconds off, 2.0 seconds on, 0.5 seconds off). The buoy is painted with black and white vertical stripes and is fitted with a radar reflector. Water depth is 70 ft.

B. Channel Marker Buoys:
(1) Buoy 1: This buoy has 360° green light flashing 0.6 seconds on and 3.4 seconds off. It is painted black and has a green retro-reflective tape in buoy superstructure panels. Water depth is 40 ft.
(2) Buoy 2: This buoy has 360° red light flashing 0.5 seconds on and 2.0 seconds off. It is painted red and has red/orange retro-reflective tape in buoy superstructure panels. Water depth is 40 ft.

C. Channel Marker Navigation Lights: There are 4 channel marker navigation lights, 3 are located on piling, and 1 on the end of the rubble mound breakwater.
(1) Channel Marker Number 3: This marker is located on a single pile 400 ft. West from the centre line of the channel, 2,024 ft. inshore from the channel marker buoy No. 1. The light is located 25 ft. above MLW, and is displayed through 360°. It is a green light, flashing 0.6 seconds on and 3.4 seconds off. The marker is fitted with 3 ft. square dayboards with green retro-reflective centre and dark green reflective border, numeral 3.
(2) Channel Marker Number 4: This marker is located on a tower at the end of the rubble mound breakwater, 50 ft. above MLW. The light is displayed through 360°, red, flashing 0.5 seconds on and 2.0 seconds off. The marker has 4 ft.×4 ft. triangular dayboards with red retro-reflective centre and dark green reflective border, numeral 4.
(3) Channel Marker Number 5: This marker is located 175 ft. West from the centre line of the channel, 1,000 ft. inshore from the end of the rubble mound breakwater. It is on a single pile 25 ft. above MLW and displays a green light through 360° flashing 0.4 seconds on and 0.6 seconds off. The marker is equipped with 3 ft. square dayboards with green retro-reflective centre and dark green reflective border, numeral 5.
(4) Channel Marker Number 6: This marker is located 175 ft. East from the centre line of the channel, 1,295 ft. inshore from the end of the rubble mound breakwater on a single pile 25 ft. above MLW. It displays a 360° red light, flashing 0.4 seconds on and 0.6 seconds off. The marker is equipped with 4 ft.×4 ft. triangular dayboards with red retro-reflective centre and dark reflective border, numeral 6.

D. Obstruction Light: This light is mounted on the protective dolphin at 10 ft. above MLW and displays 3 fixed red lights through 360°.

E. Range Lights: LLNR 1380.55 front range light is mounted on a tower located on the centre line of the channel 3,500 ft. inshore from the end of the rubble mound breakwater. It consists of a quick flash white light 86 ft. above MLW and visible on range line only. The tower is fitted with a 6 ft.×12 ft. KRW dayboard, covered with red/orange reflective coating with an 18 in. white stripe down the centre.

LLNR 1380.56 rear range light is mounted 104 ft. above ground on a tower located on the centre line of the channel 5,500 ft. inshore from the end of the rubble mound breakwater. It consists of an equal interval, white, 3.0 seconds on and 3.0 seconds off. The tower is fitted with a 6 ft.×12 ft. KRW dayboard covered with red/orange reflective coating with an 18 in. white stripe down the centre.

RESTRICTIONS: The entrance channel has a depth below MLW of 40 ft. and the harbour itself has a depth of 38 ft. Hence vessels using the port are limited to a maximum draft of 37 ft.

Vessels are required to have a minimum draft of 14 ft. forward and 24 ft. aft when entering or leaving the port.

MAX. SIZE: 55,000 d.w.t., LOA 221 m. (725 ft.). Beam 32.3 m. (106 ft.) and draft 11.28 m. (37 ft.).

HEALTH: Free Pratique is not required for vessels arriving at Puerto de Las Mareas, except when cases of communicable disease are on board. In such cases, U.S. Public Health Service doctors are available, and should be requested through the Agent 48 hours prior to arrival.

RADIO: Agents of vessels or Owners or its representatives should advise Phillips Puerto Rico Core Inc. by telex, cable or telephone, 72 hours, 48 hours, and again 24 hours before their expected arrival at the sea buoy.

ITT Telex No. 3451056 "Philcorgya".
Telephone (809) 864-1515.

Incoming vessels should advise the Agent by radio 48 hours and again 24 hours before their expected arrival at the sea buoy.

Coast stations available for such advice are:

Lantana Radio (WOE) - Lake Worth, Florida. (Equipped with RCA automatic land-line circuit direct to New York City, San Francisco and Washington, D.C.)

Transmits Traffic Lists at (GMT) 0005, 0205, 0405, 0605, 0805, 1005, 1205, 1505, 1605, 1805, 2005 and 2205. Transmits weather bulletins at (GMT) 0105 and 1600.

New York Radio (WNY) - New York City. (Equipped with RCA automatic land-line circuit direct to New York City, San Francisco, Washington, D.C.)

Transmits Traffic Lists at (GMT) 0010, 0210, 0410, 0610, 0810, 1010, 1210, 1410, 1610, 1810, 2010 and 2210. Transmits weather bulletins at (GMT) 1000, 1400, 1600 and 2200.

Also equipped with teletypewriter (TWX) for direct communication with steamship companies in the United States having this equipment.

Chatham Radio (WCC) - Chatham, Massachusetts. (Equipped with RCA automatic land-line circuit direct to New York City, San Francisco and Washington, D.C.)

Transmits Traffic Lists at (GMT) 0050, 0450, 0850, 1250, 1650 and 2050. Transmits weather bulletins at (GMT) 0100, 1300 and 1700.

In addition to the above commercial radio facilities, incoming vessels may contact the port through radio facilities on tugs stationed at the port. These facilities are as follows:

VHF radio: range 30 miles. Channel 16 (156.8 MHz), working frequency Channel 14 (156.7 MHz).
SSB radio: 12 MHz, 8 MHz, 4 MHz.
Call letters: WA 6617 and WS 6560.

Diverted Vessels: Vessels diverted to Puerto de Las Mareas must furnish the required 48-hour and 24-hour notices of arrival, unless notice of diversion is received less than 48 hours before anticipated arrival, in which case the notice of arrival will be given as soon as notice of diversion is received. In such cases, however, Phillips Puerto Rico Core Inc. reserves the right to refuse to load or unload such vessels if tankage is not available for the cargo, or if cargo is not available to loading.

TUGS: The use of tugs is compulsory for arriving and departing vessels. Two tugs are stationed in the harbour to assist in docking, undocking and turning. Arrangements for the use of tugs should be made through the Agent well in advance of the vessel's arrival. A minimum of 2 tugs required for berthing and a minimum of one tug required for unberthing.

Tug Operator: McAllister Brothers Inc. Tel. (809) 721-8888, 722-8111.

BERTHING: The dock at the terminal consists of a finger pier approximately 800 ft. in length inside the harbour with a tanker loading berth on each side. The finger pier consists of a cargo platform 45 ft. by 90 ft., fitted with fender piling and dolphins (3 breasting dolphins, 2 mooring dolphins and 1 protective dolphin). The cargo platform is connected to shore by a driveway 12 ft. 6 in. wide. The mooring and breasting dolphins outboard of the cargo platform are connected to each other and to the platform by a walkway. No launches are required to handle mooring lines. The top of the cargo platform is 12 ft. above MLW level. Water depth alongside the finger pier is 38 ft. at MLW. There is no current at the dock or in the harbour.

Bollards for mooring lines are provided on the breasting dolphins, the mooring dolphins and the turning dolphins.

Turning Basin: Turning basin 1,100 ft. wide and 1,060 ft. long, outboard of the turning dolphin, is provided. The turning basin has a depth over its entire area of 38 ft. at MLW. Normal procedure will be for vessels to enter the harbour and turn prior to docking.

Vacating of Berths: Vessels will be required to vacate berths promptly on completion of loading or discharging cargo. Permission to use a berth when not loading or discharging cargo may be granted under special circumstances, and must be requested through the Agent.

If the vessel fails to vacate the berth on the expiration of the allowed time, it will be held liable for payment of any demurrage and/or damages incurred by Phillips Puerto Rico Core Inc., as a result of delays to other vessels waiting berths, or for any other consequence of its failure promptly to vacate the berth.

HURRICANES: The South coast of Puerto Rico is subject to winds of hurricane force, accompanied by abnormally high tides, during the late Summer and Autumn. In the event of such abnormal conditions, vessels may be required to put out additional moorings, or if necessary, to suspend all operations and put to sea until normal conditions prevail.

MEDICAL: Medical assistance or hospitalisation arrangements should be made through the Agent. If hospitalisation is required for any crew member, arrangements should be made through the ship Agent with hospitals located in the Municipality of Guayama. Ambulance service can be furnished upon request to the Agent.

TANKERS: The various cargoes available at the Puerto de Las Mareas terminal include motor fuel, cyclohexane, benzene, paraxylene, orthoxylene, mixed xylenes, paraffinic naphtha, and other special products. Feedstock for Phillips Puerto Rico Core Inc. facilities is naphtha, and there is a fuel oil unloading line.

Cargo handling is accomplished through various sizes of lines, as follows:

Product	*Hose size (each side of dock)* No. (in.)	*Line size* (in.)	*Loading/ discharging rate with one pump* b.p.h.
Naphtha Feedstock	3 × 8	20	13,700
Motor Fuel Regular	3 × 8	20	10,000
Motor Fuel Premium	2 × 8	12	5,700
Motor Fuel Unleaded	1 × 8	14	7,000
Benzene	1 × 8	12	3,800
Cyclohexane	1 × 8	10	4,000
Paraxylene	1 × 8	12	5,000
Orthoxylene	1 × 6	8	2,200
LP-7 Raffinate	2 × 8	16	7,500
Mixed Xylenes	1 × 6	8	2,000
Toluene	1 × 8	8	800
Fuel oil	1 × 8	12	3,500
Ballast	1 × 8	12	6,000
Domestic water	1 × 2	2	3
Butane	1 × 6	16	2,000

CONNECTING/DISCONNECTING HOSES: Service will be provided by the terminal to connect and disconnect hoses on the ship. Vessels are requested to have blanks removed from the cargo lines and hose handling booms rigged on arrival at the dock.

READINESS: Notice of Readiness to load or discharge is warranty that the vessel is in all respects ready to receive or discharge cargo, and that the vessel's equipment is ready and capable of loading or discharging petroleum or petrochemical products. Phillips Puerto Rico Core Inc. reserves the right to refuse to accept such notice of readiness if, upon inspection, the vessel is found not to be ready to receive or discharge cargo. Vessels may tender Notice of Readiness upon arrival, berth or no berth, according to the terms of the charter party or contract of affreightment under which they have been engaged.

BALLAST: Ship's Masters are reminded that they are prohibited by Puerto Rico law from pumping dirty ballast overboard when within the Puerto Rican limits. Facilities are provided for disposing of dirty ballast ashore at Puerto de Las Mareas. U.S. Coast Guard Regulations are enforced for any discharge of dirty ballast, and any violations will be quickly detected and reported.

Ballast is pumped ashore (when authorised by Terminal) through a 12 in. line, capable of receiving at a pressure at the ship's rail of 100 p.s.i. The ballast facilities are sufficient to accommodate 100,000 barrels of dirty ballast. Vessels are requested to arrive with minimum of dirty ballast.

FRESH WATER: Available at the dock in limited quantities.

FUEL: No bunkers are available at Puerto de Las Mareas. However, arrangements for bunkering at any other ports in the island can be made through the Agents.

STORES: May be ordered through the ship's Agent for delivery at the terminal.

CONSULS: No consular representatives are located in the vicinity of Puerto de Las Mareas. Some nations maintain consular representatives in San Juan. Further information can be obtained from the Agent.

REPAIRS: Complete repair and dry dock facilities are available in San Juan. Limited facilities for emergency repairs are available at Ponce. Requests for such services should be made through the Agent.

SURVEYORS: There are no classification society surveyors stationed at Puerto de Las Mareas, but they are available on call from Ponce or San Juan. Requests for survey services should be made through the vessel's Agent at least 24 hours prior to arrival.

FIREARMS: All firearms and ammunition should be shown on the stores list and will be removed from the vessel during its stay in Puerto Rican waters. Any violations of this regulation will result in fines and confiscation of firearms and ammunition.

CUSTOMS: U.S. Customs and Immigration Authorities will board vessels at the dock, except in unusual circumstances, in which case they will board the vessel at anchor outside the harbour. The vessels will be required to furnish an accommodation ladder.

American Flag vessels will not require Customs entry or clearance unless arriving from or departing to a foreign port.

SAFETY: The provisions of Part 35 "Operations" of the Rule and Regulations to Tankvessels, Sub-chapter D (CG-123) published by the U.S. Coast Guard are in force at Puerto de Las Mareas, and must be observed under penalty of fine and imprisonment as provided therein.

Particular attention is called to the following safety precautions:

(1) Vessels must be, and remain, in readiness to sail from the dock at any time. In the event of engine repairs, which might interfere with such readiness to sail, being required, written permission must be obtained from the Harbour Master before such repairs may be undertaken.

(2) Scuppers must be plugged during cargo-handling operations.

(3) Absolutely no smoking or open lights will be permitted on the dock or open decks.

(4) Screens in good conditions must be used over gauging hatches when not actually gauging.

(5) Operations may be suspended at the discretion of the Master, or may be required to be suspended by the Harbour Master, during severe electrical storms.

(6) In the event of a breakdown of communications between dock and the shore terminal during loading operations, and the need to shut off the flow of cargo to the vessel, an emergency signal consisting of a continuous sounding of the ship's whistle shall be given. The signal shall not be discontinued until the flow of the cargo has been shut off.

(7) An electrical bonding cable will be provided from the dock to the ship. This bonding cable must be firmly secured to a clean metal surface of the vessel's hull or cargo piping before hoses are connected, and must remain in place until the hoses are disconnected.

(8) The vessel must moor bow to seaward when feasible and be prepared to get underway on short notice. A towing cable shall be made ready forward and aft with the bight at water's edge.

(9) Each foreign flag vessel must be in possession of a valid Letter of Compliance issued by the Commandant, U.S.C.G. for the carriage of the specific products to be loaded or discharged. All vessels must possess a Certificate of Financial Responsibility and be able to produce the same upon demand.

(10) Ship to ship transfer of cargo within the harbour is not permitted.

(11) All persons considered to be intoxicated or under the influence of drugs shall not be allowed to board the ships or enter the facilities during cargo operations.

Violations of these and other safety regulations, as described in Parts 35 of Sub-chapter D will result in the suspension of cargo-handling operations by the Harbour Master, or the PPRC dock personnel or safety inspectors, without recourse. Such suspension of cargo operations will continue until the violations are corrected or the safety hazards removed.

POLLUTION: *Oil Spill Avoidance:* All vessels must comply with the latest Commonwealth and Federal laws and regulations regarding prevention of oil spills. Such laws absolutely prohibit any discharge overboard of oily water, oily ballast or oil in any form. Since the harbour is an enclosed area with no flow of water through it, any violations, no matter how small, will be quickly detected and reported to the U.S. Coast Guard. VIOLATORS WILL BE VIGOROUSLY PROSECUTED AND ARE LIABLE FOR HEAVY FINES.

Sanitary Regulations: Pollution laws and regulations concerning sanitation apply to the harbour of Puerto de Las Mareas. Trash and galley waste will not be dumped into the waters of the harbour and must be kept on board until the vessel has sailed. Discharge of toilets and bathrooms into the waters of the harbour is prohibited. Sanitary facilities are provided on the dock for use by crew members while their vessels are at the berth.

MAIL: Official and personal mail may be addressed to the vessel care of Agent, and will be delivered to the vessel by the Agent on arrival. The Agent will accept official and personal mail from the vessel, and will ensure its delivery to the local U.S. Post Office, upon receipt of a mail transmittal slip to support disbursements.

SHORE LEAVE: When the vessel is berthed at Puerto de Las Mareas there normally are no restrictions on shore leave. In order to avoid delay in sailing, Masters are requested to ensure that all crew members are on board their vessel at sailing time. There are no facilities to provide shore leave from vessels at anchor awaiting berth.

Crew members from foreign vessels must carry their crewman's landing permit, Form I-95A, when on shore leave.

GARBAGE DISPOSAL: Service available from Ponce Waste.

WASTE OIL DISPOSAL: No facilities for dirty ballast.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar.

GENERAL: *Charts:* The general area and the harbour of Puerto de Las Mareas is shown in U.S. Hydrographic charts number 25677 and 25640.

Tides: Tides in the general area of Puerto de Las Mareas have an average yearly range of 0.8 ft. from MLW to MHW.

SHIPMASTER'S REPORT: February 1988.

The Oil Port is called Jobos, Phillips Oil Terminal. Guayama is the nearest town, and La Salinas is just nearby.

British Admiralty Charts for the area are inadequate, U.S. Chart No. 25687 is of greater assistance.

The Pilot, using a tug, boards at Lat. 17° 54′ N., Long. 66° 11′ W. This position is very close to the Fairway Buoy.

This vessel, a 218.5 m. LOA tanker, proved to be one of the largest ever handled at the terminal.

Berthing for large vessels takes place in daylight only, close to the daybreak or before sunset, when the wind subsides.

Max. draft requested was 36 ft. 06 in. Vessels berth heading seaward.

Entering the port and making the turn with such a large vessel is not easy. We had to put our bulbous bow on the Eastern bank in order to stop the vessel for the tugs to change side.

The jetty is built for smaller vessels so our ropes were either short, or had to be crossed.

Vessel discharged 335,000 bbls. of naphtha, through 2 × 8 in. hoses tested for 118 p.s.i., and flow requested not to exceed 18,000 bbls./hr.

Discharging was smooth, with slight difficulty during stripping because of the high back pressure.

We had good co-operation with the Authorities, Terminal and Agent. Chas. Martin Inspector attended. According to new Company's policy, the inspector refused to sign any documents other than Chas. Martin's Forms.

U.S.C.G. did not board, even though the vessel had not been to a U.S.A. port for about 2 years.

Provisions were of U.S. quality and were expensive. No bonded stores available.

PILOT'S REPORT: March 1993.

Approaches: Extreme caution should be exercised when approaching the port, in particular for anchoring at night.

Restrictions: Inbound and outbound traffic during daylight hours only. Local pilots will advise ship's Master accordingly upon arrival at the port.

Anchorages: Vessels may anchor at a distance of at least 1 mile E.S.E. from the Lima Mike (LM) Buoy. It is recommended that anchorage positions be obtained from the local Harbour Pilot on arrival or from the vessel's Agent.

General Information:

Vessels bound for Las Mareas should prior to departure from previous port obtain U.S.C.G. Chart No. 25677.

Local Government Regulations require that vessels inbound remain at least 1 mile South of the (LM) Lima Mike Buoy, until they have a pilot on board.

It is recommended that vessels, that do not have the local chart on board, remain drifting until they can contact the local pilot for advice. These vessels should not get closer than 3 miles from the Lima Mike Buoy.

Fishing: Do not eat fish caught near the anchorage, unless you are familiar with the local species.

AUTHORITY: Puerto Rico Ports Authority, see "San Juan".

Operator: Phillips Puerto Rico Core Inc. (Postal address: Call Box 10003, Guayama, Puerto Rico 00785). *Tel:* (809) 864-1375. *Telex:* 3451056. *FAX:* (809) 864-2302. *Contact:* Captain Jaime Rivera, Port Captain. Victor M. Reyes, Marine Transportation Coordinator.

MAYAGUEZ: 18.13 N. 67.12 W.

DOCUMENTS: See "San Juan".

PILOTAGE: Ship's Agents must make arrangements with Captain of the Port Office at Mayaguez Pier well in advance, not less than 24 hours before arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside) as required, showing the letter "P" on each bow. Pilots board 1 to 2 miles offshore of Sea Buoy depending on weather conditions. Pilot service available day and night.

ANCHORAGES: Close to the entrance channel and boundaries. Sufficient depths for larger vessels.

RESTRICTIONS: The bay is easily entered day or night and is a good harbour in any weather, except in a hurricane. The harbour is 3.8 miles wide, and offshore is protected by reefs which extend across the harbour entrance in a general North by West direction.

The principal channel is about 0.4 miles wide, with depths at the entrance of about 47 ft. to 120 ft. and it is marked by lighted buoys and the range. Depth in the inner channel is approximately 30 ft. and close alongside the pier from 28 ft. to 29 ft.

MAX. SIZE: Cargo vessels 600 ft. or more in length call at the port. Safe draft for operations at the wharf is 27 ft.

RADIO: Communication to all points, including ships at sea, is available through commercial systems. Cables-Telex via RCA Communications, Inc., a global service of Radio Corporation of America. ITT World Communications, Inc., tel. 830-3316. Puerto Rico Telephone Company, local and overseas communications services, 129 and 128.

TUGS: Not used at Mayaguez Port.

BERTHING: Berthing permit required from the Ports Authority. The Puerto Rico Ports Authority operates the terminal facilities which consist of a bulkhead wharf approximately 1,200 ft. long, apron width 30 ft., and transit sheds and open storage. There are other berthing facilities in the port which are owned by the tuna packing plants.

STEVEDORES: Arrangements are made by the ship's Agents or representatives.

MEDICAL: The Agent should know in advance of any medical needs so that he can make the necessary arrangements with the U.S. Public Health Service. Good medical and hospital services available.

TANKERS: See "Guayanilla".

Regular calls from Esso and Texaco to unload fuel by means of barges in order to supply tanks on land by means of pipes located at berthing facilities.

FRESH WATER: Available alongside the berth at 4 outlets to supply any amount required at any time. Hose connections of 2.5 in. or less, maximum pressure.

FUEL: All grades available.

FIRE PRECAUTIONS: Standard fire and safety precautions throughout. U.S. Coast Guard regulations.

CONSULS: Dominican Republic, France, Tel: 832-4322. Others at San Juan and Ponce.

REPAIRS: Call San Juan facilities where complete salvage equipment is available. Service to other ports of the island.

GANGWAY/DECK WATCHMEN: Ship provides gangway watchmen.

OPENING/CLOSING HATCHES: By stevedores.

REPATRIATION: Arranged by ship's Agents.

AIRPORT: Mani Airport, 15 minutes from pier, served by regular airlines daily from Mayaguez to San Juan.

TIME: GMT minus 4 hours all year round.

HOLIDAYS: Refer to "San Juan".

POLICE/AMBULANCE/FIRE: Telephone numbers: Police, 343-2020, 832-2300; Ambulance, 832-0496, 832-3212; Fire, 343-2330, 832-2330.

TELEPHONES: Can be arranged by Puerto Rico Telephone Company.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required to go ashore.

AUTHORITY: Puerto Rico Ports Authority. See "San Juan".

Captain of the Port, Mayaguez. Tel: 832-3590.

PONCE: 17.58 N. 66.37 W. (See Plan)

DOCUMENTS:

Crew Landing Permit (Form 1-95).
Crew List (Form 1-418).
Ship's Stores Declaration (Form USCF 1303).
Crew Effects Declaration (Form USCF 1304).
Cargo Manifest (Form USCF 1302).

PILOTAGE: Pilotage is compulsory for all foreign and U.S.A. vessels.

The pilot service is under the supervision and direction of the Puerto Rico Ports Authority and their Captain of the Port Office.

ANCHORAGES: Harbour is protected from the prevailing Easterly trade winds by enclosing reefs.

RESTRICTIONS: Depths: Entrance channel 50-150 ft.; turning basin, 34 ft..

MAX. SIZE: Max. draft 39 ft.

BERTHING: 9 berths available. Vessels of 1,000 ft. LOA can be berthed. 1×40 ton Paceco Portainer at Berth No. 8. Ro/Ro ramp available. Three container yards; 12 acres, 9 acres and 6.7 acres.

MEDICAL: Nurse available at dock area. Other medical services available upon request to the Agent.

FRESH WATER: Water is available whenever ordered in advance, 24 hours a day.

FUEL: Available either by barge or truck.

CONSULS:

Colombia
Denmark
Dominican Republic
Honduras
Netherlands
Panama
Spain
Sweden
Switzerland

REPATRIATION: Arranged by ship's Agents.

TIME: GMT minus 4 hours.

HOLIDAYS: 19 holidays in the year. Work performed 24 hours a day, 7 days a week.

DEVELOPMENTS: See "Plan".

AUTHORITY: Port of Ponce, Board of Management, P.O.Box 125, Playa Station, Ponce, P.R. 00734-4125. *Tel:* (809) 848-4992, (809) 844-1335. *FAX:* (809) 840–4681. *Contact:* Jose A. Buitrago, Port Director. Wilfredo Mattei, Port Captain.

PORT ARECIBO: 18.29 N. 66.42 W.

Port Arecibo is located on the North coast of the island, 32 nautical miles Westward of San Juan. There is a breakwater to afford some protection from heavy seas, but even so the port is not considered safe for vessel's operations, which are practically non-existent, except for a tug-barge operation (liquid chemicals are pumped out from a tank-barge alongside the pier through a pipeline to P.R. Chemical storage tanks ashore).

A sizeable fleet of pleasure craft use a section of the berthing facilities. There has been a significant growth in tug-barge traffic calling at the port.

There is a pier 600 ft. long. Depth alongside is close to 20 ft., but there is a shallow spot towards the inshore end of the pier. There is also a 30,000 sq. ft. cargo shed and open storage area.

The port is mainly used as an industrial port.

Port installations are under the control of the Puerto Rico Ports Authority.

Port Arecibo is not a Customs Port of entry.

AUTHORITY: Puerto Rico Ports Authority. See "San Juan".

Captain of the Port, Port Arecibo. Tel: 878-6460.

PORT FAJARDO: 18.20 N. 65.38 W.

The Port of Fajardo lies on the East coast of Puerto Rico. There is a 250 ft. long concrete pier owned by the Puerto Rico Ports Authority for the passenger and cargo ferryboats and other craft which engage in inter island traffic to the islands of Vieques and Culebra.

Port operations are under the control of the Captain of the Port.

For Customs service, the Port of Fajardo is under the jurisdiction of the Fajardo Custom House.

AUTHORITY: Puerto Rico Ports Authority. See "San Juan".

Captain of the Port, Port Fajardo. Tel: 863-0805.

SAN JUAN: 18.28 N. 66.07 W. (See Plan)

DOCUMENTS: Customs:

1. American flag vessels engaged exclusively in the coastwise trade (to or from American ports only, U.S. Virgin Islands ports excepted) are not required to make entry or to obtain clearance. A Permit to Depart is required, however, if loading coastwise cargo.

2. No formal entry or clearance is required for American yachts arriving or departing regardless of destination, but a report of arrival must be made within 24 hours after arrival from foreign ports or from the Virgin Islands.

3. All vessels arriving from foreign ports for discharging and/or loading cargo must report arrival within 24 hours and make entry within 48 hours. Vessels arriving in distress or for the purpose of taking on bunkers, water and/or stores and departing within 24 hours need not make entry or clearance, but must report arrival and comply with certain Customs formalities, such as reporting bunkers and stores taken, before departing.

(a) The following valid documents shall be available for examination and return to Master regardless of length of stay in port:

1. Register or Nationality Certificate.
2. Load Line Certificate (if over 150 tons).
3. Water Pollution Certificate (if over 300 tons).

(b) Additional documents, to be filed in duplicate for Customs purposes, are as follows:

1. Master's Oath of Vessel in Foreign Trade (C.F. 1300).
2. General Declaration (C.F. 1301).
3. Cargo Declaration (C.F. 1302) in the English language.*
4. Ship's Stores Declaration (C.F. 1303).
5. Crew Effects Declaration (C.F. 1304).
6. Crew List/Passenger List (Immigration Form I-418).
7. Clearance from Last Port (original only – if available).

(*) Only one copy of the Cargo Declaration is required for in-transit cargo for foreign ports.

4. NOTE: Specific procedures for the entry and clearance of vessels are extensively described under Part 4 of the Customs Regulations (19 Code of Federal Regulations, Part 4) and Title 46, United States Code. Questions on such procedures may be directed to:

District Director of Customs,
P.O.Box 2112,
Old San Juan, Puerto Rico 00902.
Attention: Carrier Control Branch.
Tel: (809) 725-3310
(809) 721-7777

Or to the Port Director of Customs at the following sub-ports: Fajardo (809) 863-0950, Mayaguez (809) 832-0308, Ponce (809) 842-3195 or 842-1030.

Immigration: From 0800 – 1700 hrs., Monday through Saturday, no charges. Exceptions are Federal holidays, Sundays and periods from 1700 hrs. – 0800 hrs. daily, when overtime charges paid by the Federal Government will be charged to the steamship company according to specified tariff.

Documents required:

1. U.S. Crew List, Form I-418 (only one is necessary) duly visaed by the American Consul at port of departure: if there is no Consul available, list must be signed by the Master and sworn before an Immigration Officer on arrival.

2. If crew is to be given shore leave, Form I-95 is to be prepared for each member of the crew. If this form fully filled out for each member of the crew is not presented to the Immigration Inspectors, crew will be detained on board.

3. Both copies of Form I-95 must be printed (or typed) legibly, not written in script.

4. Whenever passengers are carried, a separate Form I-418 listing each passenger, must be presented in accordance with instructions thereon, together with a Form I-94 if required.

For additional information on Consular Clearances for the Dominican Republic and Venezuela, and Immigration Documentary requirements, said offices should be contacted directly.

Agent:

3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchase List.
1 copy of Narcotics List.
1 copy of Passengers List.

MAX. SIZE: Cargo vessels 750 ft. in length call regularly at the Port of San Juan. Channel to tanker berth, 36 ft.

PILOTAGE: Pilot services are available day and night. Pilotage is compulsory for: all vessels of foreign registry; American flag vessels bound to or arriving from foreign ports and American flag vessels not having on board a deck officer duly licensed as harbour pilot for Puerto Rico waters.

Ships' Agents must make arrangements with pilot station well in advance (not less than 24 hours) of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside) with the letter "P" on each bow. Pilots board 3 miles offshore of Sea Buoy. Call Pilot station on Channel 16 VHF. There is no inner anchorage for incoming vessels to wait for the Pilot.

Port Administration: Most of the port terminal installations are under the control of the Puerto Rico Ports Authority. Utilisation of all port terminal facilities is subject to prior application to the Puerto Rico Ports Authority and the issuance of a written berthing permit by the Operations Division of the Maritime Department of the Ports Authority, tel: 729-8725 and 729-8705.

Vessels approaching to enter San Juan Harbour shall remain outside, not less than 3 miles to the North of the harbour entrance, to pick up the Pilot; and vessels ready to depart shall inform the Maritime Traffic Control or look-out station via radio-telephone of their intention.

ANCHORAGES: Deep draft anchorage "E", on the S.W. shore of Isla Grande, is for vessels awaiting Customs or Quarantine, and no vessel shall remain more than 24 hours without a permit from the Puerto Rico Ports Authority and U.S. Coast Guard Captain of the Port.

The effective size of this anchorage area has been reduced on its S.E. sector on account of the construction of barge mooring facilities that encroach on the area.

Restricted Anchorage "F" (Fox), shoreward of the West margin of Anegado Channel, is for vessels discharging explosives. Anchorage permit required from U.S. Coast Guard Captain of the Port and the Puerto Rico Ports Authority.

Anchorage "D", East end of San Antonio Channel, is for yachts, schooners and small craft.

RESTRICTIONS: Besides the harbour entrance channel (Bar Channel) and the main ship channel (Anegado Channel) with depths of 48 ft. and 36 ft. 6 in., respectively, there are 4 other navigable channels in the inner harbour:

The Army Terminal Channel, which runs in a straight North to South direction is approximately 1 mile long and 300 ft. wide with a depth of 37 ft. The channel leads into the turning basin off the Army Terminal on the South shore of the bay. On the Westerly margin of the channel there are located the pile clusters berthing facilities, silos and other shoreside installations for the receipt of bulk grain shipments and petroleum products.

The Puerto Nuevo Channel, approximately 1 mile long and 300 ft. wide, with an average depth of 30 ft. 6 in., runs East-Northeasterly from the Army Terminal Turning Basin to the Graving Dock Turning Basin. This provides access to modern marine terminal facilities in the Puerto Nuevo port zone.

The Graving Dock Channel, approximately 1 mile long and 300 ft. wide, with average mid-channel depth of 29 ft., runs in a general Southeasterly direction from Anegado Channel to the Graving Dock turning basin.

San Antonio Channel, approximately 1.5 miles long and 300 yards wide, with average mid-channel depth of 32 ft. 6 in. – 36 ft. branches out from Anegado Channel for about 0.25 miles up to Isla Grande Light Beacon, thence along the North shore of Isla Grande in a straight West-East direction for about 1 mile to the small craft anchorage "D" and the Yacht Club. This channel is bounded on the North margin by commercial piers and the Frontier Base berthing facilities and in the South by Isla Grande marginal wharf and the container terminal facilities.

HEALTH: Foodstuffs and plants not to be taken ashore.

RADIO: Radio communication to all points, including ships at sea, is available through commercial systems. Cables, telex via RCA Communications, Inc., a global service of Radio Corporation of America, tel. 723-6170, San Juan, Puerto Rico. Also, Western Union International, tel: 725-2121, ITT All American Cables & Radio, tel: 723-3732, and ITT World Communications, Inc., tel: 725-1515.

The Maritime Traffic Control Station "KRS – 893" at Fort San Cristobal in San Juan Harbour is manned around the clock for radio-telephone communication with incoming and outgoing ships' traffic. Transmitting vessels can communicate with the station through 156.8 MHz (Channel 16) for call and reply and working Channel 14, 156.7 MHz.

TUGS: Crowley Towing & Transportation, tel: (809) 722-1111, Telex: ITT 3450056, RCA 3252660, and McAllister Brothers, Inc., Puerto Rico Branch, tel: (809) 721-8888, telex: Towco 3450469, operate a fleet of tugs. Service is available day and night, subject to previous arrangements.

Use of tugs compulsory for docking and undocking vessels 8,000 tons displacement and over unless equipped with bow or side thrusters.

BERTHING: Finger Piers No. 1 – 7 and the open bulkheads between them are located in the Old San Juan waterfront and Piers No. 8 to 14 are situated in the section known as Puerto de Tierra on the outskirts of downtown San Juan at the North margin of San Antonio Channel.

With the exception of Pier 15 and Frontier Base which are Navy property, all the piers including those in the Old San Juan waterfront and the new facilities (Terminals A, B, C, D, E, F, G, H, J, K, L, M and 1/2 N) located in the port zone known as Puerto Nuevo, on the South shore of San Juan, are Ports Authority owned installations. The utilisation of the berthing and other facilities by maritime operators is subject to prior approval by the Ports Authority.

The Port installations in San Juan Harbour aggregate in the neighbourhood of 22,700 lineal ft. of berthing space; 1,100,000 sq.ft. transit shed area: 1,500,000 sq.ft. open storage area and 105 acres of marshalling yards. The latter facilities are located mostly at the Puerto Nuevo port zone and Isla Grande.

All vessels must request and obtain well in advance before arrival a Berthing Permit from the Ports Authority.

Pier 1: North shore of the harbour, in the Old San Juan waterfront, East of Customs Building and next Westerly to the ferryboat landing. Modern twin berth, 770 ft. long, double deck, cruise and passenger vessels' terminal, pierside passenger and baggage gangways, elevators, parking and shopping. Water and light facilities available.

Ferry Terminal: Next Easterly to Pier 1. Ferry terminal for the San Juan-Catano ferry fleet.

Pier 3: North shore of the harbour, Old San Juan waterfront next Easterly to the ferry terminal. Tourist ships' terminal similar to Pier 1. Depths in the approaches and alongside tourist piers 35 ft.

Wharf No. 6: Marginal wharf, 1,300 ft. long, accommodates cruise and passenger vessels. Water and light facilities available.

Pier 7: Northerly continuation of Pier No. 6; 472 ft. long, 1 berth.

Pier 8: East of Pier 7, finger pier, 3 berths, general cargo pier. Transit shed area and other covered storage 171,000 sq.ft., open area 40,000 sq.ft. Water and light facilities available.

Pier 9: East of Pier 8. Finger pier, 3 berths, general cargo pier. Net storage space pier shed 133,738 sq.ft. open area 40,000 sq.ft. Water and light facilities available. South berth is a tug–barge terminal.

Pier 10: North shore of San Antonio Channel. East of Pier 9. Open Finger pier, 1 ship berth, tug and barge terminal. No transit shed space. Water, fuelling facilities and light available.

Wharf No. 11: East of Pier 10, marginal wharf, 1 berth, 580 ft. of bulkhead, general cargo pier. Transit shed area 100,000 sq.ft. ample back area. Water and light facilities available.

Wharf No. 12: An extension of Wharf No. 11 Bulkhead 550 ft. long, wide apron, 15,000 sq.ft. transit shed area, 37,000 sq.ft. open storage. General cargo wharves. Water and light facilities available.

Wharf No. 13: Prolongation of Wharf No. 12: 28,000 sq.ft. transit shed area, 55,000 ft. open storage area, general cargo wharf. Water and light facilities.

Pier 14: Extension of Piers 12–13 bulkhead; marginal wharf, general cargo pier, wide apron. 446 ft. long, 40,000 sq.ft. transit shed area, ample marshalling area. Water and light facilities available.

Frontier Base Pier: Navy facility operated by the Puerto Rico Ports Authority under contract. 2 berths for sea-going vessels. Depth alongside 30 ft. Principally used for berthing of cruise vessels and conventional ocean carriers handling open storage cargo.

Isla Grande Terminal: South shore of San Antonio Channel. General cargo wharf. 1,500 ft. long bulkhead. Wide aprons. Transit shed 32,000 sq.ft. with 240,000 sq.ft. of paved open area. Easterly section of bulkhead for shallow draft vessels.

Container Terminals:

(a) In Westerly section, Bulkhead wharf 1,320 ft. long. Wide apron, ample marshalling yards for trailers. 2×45 tons capacity container handling cranes. Paved marshalling area approximately 1,800,000 sq.ft.

(b) On the South shore, berthing facilities, 300 ft. bulkhead wharf with adjacent areas for TMT's Roll-on/Roll-off operations. Shoreside concrete ramp extending out to seaward. Tug-barge operation, loading and unloading through bow and side ramps, about 30 acres for trailers on exclusive lease basis. Max. draft approximately 18 ft.

(c) Trailer Marine Transport Roll-on/Roll-off three level ramp, barge-tug operation; loading and unloading at bow. Max. draft 18 ft.

The lands in Isla Grande and the conventional cargo handling terminal facilities are U.S. Navy property under lease and operated by the Puerto Rico Ports Authority. These facilities are in the process of being transferred to the ownership of the Puerto Rico Ports Authority.

Pier 15: Bulkhead Wharf and Finger Pier used by commercial vessels. Containerised and general cargo facilities. U.S. Navy installation under lease to Perez & Cia. from Puerto Rico.

Pier 16: Navy installation under lease. Graving and floating docks. See "Repairs".

Puerto Nuevo Docks: Terminals "A" and "B" marginal wharves. 2×500 ft. berths. 102,000 sq.ft. transit shed area. 2 cargo sheds. 30 ft. depth alongside. General cargo piers. Limited open storage area.

Trailership Terminals: 3 at Isla Grande port zone, above, 10 at Puerto Nuevo port zone. Berths C, E, F, G, H, J, K, L and M and West Side Army Terminal.

Berths "J" and "K": P.R. Maritime Shipping Authority Roll-on/Roll-off terminal. Shoreside movable ramps for side loading and unloading. Extra wide pier platform, ample trailer marshalling yards. 600 ft. long marginal wharf.

Berth "D": 100,000 sq. ft. of transit shed space for break-bulk operations and cargo stripping and distribution. Marginal wharf 40 ft. wide, 600 ft. long. Ample trailer marshalling yard. 30 ft. depth alongside, approximately.

Berths "E", "F", "G", "H", "J", "K", "L" (900 ft.), and "M": 600 ft. each, continuous bulkhead wharves, Lift-on/Lift-off operation. Max. draft alongside 30 ft. Extra wide pier platforms. Ample trailer marshalling yards. Five 25 ton capacity cranes are installed at Berth "E" to "H".

Army Terminal Pier: Finger pier; 3 berths. Approximately 50,000 sq. ft. transit shed area. East and West berths 600 ft. each. North berth 200 ft. Under the control of the Ports Authority. West side, ramp for Roll-on/Roll-off operation.

Isla de Cabras Pier: Explosives handling pier at Isla de Cabras. Ports Authority property.

BULK HANDLING FACILITIES:

Bulk Grain Handling Facilities: Berthing clusters, silos and other shoreside installations for the receipt of shipments of bulk grains (Nebraska Mills, California Rice Mills, Red Seal, etc.).

STEVEDORES: Arranged by the ship's Agents.

MEDICAL: Medical attendance and services are available for seamen at the United States Public Health Service in San Juan (out-patients). The Ashford Memorial Community Hospital handles internal cases.

TANKERS: *Caribbean Oil Refinery:* Pile clusters berth for handling gasoline and fuel oils, max. permitted draft 33 ft.

Navy Oil Pier: South shore of the bay, next Westerly to Terminal "A", Puerto Nuevo. G.S.A. property leased to Texaco, Esso, Shell. Berthing facilities 350 ft. long and 24 ft. MLW. Bunkers available.

FRESH WATER: Most of the piers have adequate installations to supply water.

FUEL: Served in barges either alongside the vessel at the pier or at anchor. Other combustible liquids are delivered in tank trucks by Shell, Esso and Texaco.

CONSULS:

Belgium	Tel: 725-3179	Germany	Tel: 755-8228
	" 725-1701	Honduras	" 790-3263
Bolivia	" 759-7678	Italy	" 727-4631
Colombia	" 754-1675	Panama	" 754-6660
Denmark	" 725-2514	Netherlands	" 724-2157
Dominican Rep.	" 725-9550		724-5800
	" 722-7377	Mexico	" 764-0258
El Salvador	" 781-0005	Spain	" 758-6090
Finland	" 721-8030		758-6142
	Ext. 243	Sweden	" 726-5200
France	" 753-1700	Uruguay	" 723-1787
	" 753-1701	Venezuela	" 725-4055
			725-4057

REPAIRS: (a) Perez and Co., a commercial ship repair and drydock facility at Pier 16. Graving Dock: 632 ft. × 83 ft. × 24 ft. – reinforced concrete. floating dock: 200 ft. × 40 ft. × 15 ft. – reinforced steel. Two 1,000 ft. piers, 1,000 ft. bulkhead. Three cranes: Mobile diesel electric crane – 25 ton lift; Diesel mobile crane 50 ton lift and locomotive crane – 8 ton lift.

(b) Vaello Shipyard, at La Puntilla, Catano operates a marine railway for dry-docking and repair of small vessels.

DRY DOCKS: Perez and Co., Miraflores St., Stop 11, Tel: 725-9400.

Vaello Shipyard, Inc., 1 Barbosa St., Catano, Puerto Rico. Tel: 788-1150.

SURVEYORS: American Bureau of Shipping – Mr. J. A. Schilling – Exclusive Surveyor.

Lloyd's Register of Shipping – Capt. Francis B. Crocco.

Det Norske Veritas
Germanischer Lloyd
Chinese Register of Shipping
Registro Italiano Navale
Nippon Kaiji Kyokai
Hellenic Register of Shipping
Panama Bureau of Shipping

Captain Francis Crocco acts as non-exclusive surveyor.

GANGWAY/DECK WATCHMEN: Ship provides gangway watchmen.

OPENING/CLOSING HATCHES: By stevedores.

REPATRIATION: Arranged by ship's Agents.

AIRPORT: On outskirts of port area, served by regular airlines.

TIME: GMT minus 4 hours.

HOLIDAYS: *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Martin Luther King Day (Third Monday in January); Washington's Birthday (February, Third Monday); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May, Last Monday); *Independence Day (July 4th); Munoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, First Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico (November 19th); *Thanksgiving Day (November, Last Thursday); Elections Day (November every 4 years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.

*No cargo operations on these dates.

POLICE/AMBULANCE/FIRE: Police, 343-2020; Ambulance, 343-2550; Fire, 343-2330.

A Ports Authority ambulance stationed at Isla Grande, emergency room and nurse are available for emergency service.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard S.A.R., U.S. Coast Guard Marine Safety Office, San Juan Base, La Puntilla, San Juan, Puerto Rico. Tel: 725-0857.

BANKS: Banco Central Economias, Banco Central Economias Building, Ponce de Leon Avenue, Hato Rey, Puerto Rico.

Banco Comercial de Mayaguez, 400 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

Banco Cooperativo de P.R., Condominium The Executive, Ponce de Leon Avenue, Hato Rey. Puerto Rico.

Banco de Ponce, 268 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

Banco de San Juan, 654 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

Banco de Santander Puerto Rico, 251 Recinto Sur, San Juan, Puerto Rico.

Banco Popular de P.R., Popular Center Building, Hato Rey, Puerto Rico.

Bank of America N.T.S.A., Pan Am Building, Hato Rey, Puerto Rico.

The Bank of Nova Scotia, Mercantile Plaza Building, Hato Rey, Puerto Rico.

Bayamon Federal Savings, Bayamon Shopping Center, Bayamon, Puerto Rico.

Citibank N.A., 252 Ponce de Leon Avenue, Hato Rey, Puerto Rico.

Chase Manhattan Bank, 254 Munoz Rivera Avenue, Hato Rey, Puerto Rico.

The Royal Bank of Canada, Pan Am Building, Hato Rey, Puerto Rico.

The Bank of America, Pan Am Building, Hato Rey, Puerto Rico.

STORING: See "Prelims".

1. Yes.
2. Yes.
3. Yes.
4. Yes.
5. Same as U.S. mainland.
6. Yes.

SHORE LEAVE: Possible, however, Form I–95 is to be prepared.

IDENTIFICATION CARDS: Required to go ashore.

GARBAGE DISPOSAL: Available through Commercial Incineration Corp. Tel: 257-7370, or City Garbage Disposal Company. Tel: 755-1818.

WASTE OIL DISPOSAL: Available through Crowley Maritime Corp, Tel: 729-1000, or Eng. Carmen Muniz. Tel: 729-1256.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar (U.S.$).

DEVELOPMENTS: The new port sector, under development at Puerto Nuevo, now at an advanced stage, will ultimately comprise 15 berths, of which 12 are already in operation.

Port facilities used predominantly by trailerships are located towards the Southern sector of the bay. These are marginal wharf type facilities immediately adjacent to the Puerto Nuevo Channel.

Presently, the Ports Authority has initiated the final stage for the development of some 108 acres of land that will be used as back-up lands in connection with the ocean-front operations of Wharves "J" to "N".

This land has been in a process of stabilisation over the last years and presently a project is already under way to remove the sand surcharge deposited on it. The material being removed is being used as surcharge material for the stabilisation of other areas.

The degree to which this stabilised terrain will be further developed will depend on their demand for use by maritime interests.

AUTHORITY: Puerto Rico Ports Authority, G.P.O.Box 362829, San Juan, Puerto Rico, 00936-2829. *Tel:* Maritime Traffic Control Station, 722-1457, 724-1412; P.R. Ports Authority Maritime Operations Division, 725-4667. P.R. Ports Authority Maritime Department, 724-3262; San Juan Harbour Pilots, 722-1169; Puerto Rico Ports Authority, 723-2260. *Telex:* 9464 Auto DPR. *FAX:* (809) 724-0839, 724-6644, 724-8564 (Maritime Bureau). *Contact:* Jose S. Culpeper, Chief Maritime Bureau, Tel: (809) 729-8704, 729-8744. Jose Quintero, Chief Operations Division.

YABUCOA: 18.02 N. 65.48 W. (See Plan)

DOCUMENTS: The following documents for vessels in foreign trade are required by the U.S. Customs and Immigration Authorities for entry and clearance:

Master's Oath (original and one copy) entry and clearance.
General Declaration (original and one copy) entry and clearance.
Stores List (original and two copies) entry.
Crew Purchases List (Curio List) (original and two copies).
Cargo Declaration (original and one copy).
Crew List (one copy certified and two copies not certified).
Clearance from Last Port (if arriving on an international voyage).
Crewmen Landing Permits (for each crew member without the Plastic Form 1-14).
Passenger List (if any passengers).
All permanent documents of the vessel.

Passenger List: The Passenger List must show full names, sex, age, nationality and occupation of passengers landing at Puerto Yabucoa. The ultimate destination of in-transit passengers must also be shown on the Passenger List.

Deratisation Certificates: Deratisation Certificates cannot be renewed at Puerto Yabucoa.

Outward Clearance: In most cases, the outward clearance and cargo documents will be delivered onboard the vessel, during her free time period or ballast period, prior to leaving the Dock.

Customs and Immigration: U.S. Customs and Immigration authorities will board vessels at the dock, except for unusual circumstances, in which cases they will board the vessel at anchor outside the harbour. The vessels will be required to furnish an accommodation ladder.

American Flag vessels will not require Customs entry or clearance unless arriving from or departing to a foreign port.

APPROACHES: Vessels arriving at Puerto Yabucoa should proceed to approximately 2 miles S.E. of the seaward end of the channel and stand-by on VHF Channel 19A for berthing instructions from Puerto Rico Sun Oil Company, Marine Department and/or the Pilot.

Approach to Harbour: The harbour is entered through a channel 500 ft. wide at its narrowest portion, on a course of 297° True. A rubble mound jetty is located at the N.E. side extending 500 ft. seaward. The channel is dredged to the 48 ft. contour which is approximately 5,765 ft. from shore. Seaward of the 48 ft. contour, a depth of 55 ft. is provided along with a 500 ft. channel width for a total distance of approximately 9,000 ft. from shore. Vessels approaching the channel from the E.S.E. will have a clear approach.

Navigational Dangers: The area seaward of the dredged channel is relatively open and free from danger, but care should be exercised in approaching the channel as soundings decrease extremely rapidly at the channel entrance. Outcrops of hard seafloor material exist in the regions adjacent to the channel.

PILOTAGE: Harbour pilots must be used by all vessels except for American flag vessels in domestic trade bound to or arriving from a U.S. Port with a deck officer onboard who is qualified and licensed as a Pilot for Puerto Yabucoa.

Pilot services are available at any hour of the day or night. The Ship's Agency will arrange for the Pilot upon notification of arrival. The Pilot will board in-bound vessels approximately 1.5 miles seaward of the channel entrance. The vessel should not approach any closer than this distance until the Pilot is on board.

Every vessel requiring a Pilot must provide, properly rigged and secured, a pilot ladder which conforms to international safety standards. When picking up or disembarking the Pilot, the vessel must heave to and provide a lee with the pilot ladder rigged on the lee side 6 ft. (2 m.) above the water.

ANCHORAGE: If a significant delay in berthing is anticipated the ship may anchor and await berthing instructions. A suitable anchorage is located 1.25 miles South of Punta Negra, Vieques Island approximately 18° 04′ N., 65° 27′ W. (Nautical Chart No. 25650).

This anchorage is to be used only at the discretion of the Master.

MAX. SIZE: The maximum draft that can be handled in Puerto Yabucoa is 43 ft.

RADIO:

Notice of Arrival: Vessels calling at Puerto Yabucoa must notify Puerto Rico Sun Oil Company through the ship's Agent 48 hours prior to arrival at Yabucoa Sea Buoy. If ETA is expected to change more than one hour it must be corrected at least 24 hours prior to arrival.

ETA times may be transmitted through commercial stations with a request to transmit the message by way of Telex No. 345-3014 PRSNOIL or Telex No. 345-0789.

Radio Communications: The following radio stations are available for communicating with Puerto Rico Sun Oil Company or the ship's Agency in Yabucoa.

a. Commercial Coast Stations:
   (1) Lantana Radio (WOE) – Lake Worth, Florida.
   Equipped with RCA automatic land line circuit direct to New York City, San Francisco and Washington, D.C.
   (2) New York Radio (WNY) – New York City.
   Equipped with RCA automatic land line circuit direct to New York City, San Francisco and Washington, D.C. Also equipped with teletypewriter (TWX) for direct communication with steamship companies in the United States having this equipment.
   (3) Chatham Radio (WCC) – Chatham, Massachusetts.
   Equipped with RCA automatic land line circuit direct to New York City, San Francisco and Washington, D.C.
   (4) Virgin Islands Radio (WAH) – St. Thomas, Virgin Islands.
   Very High Frequency (VHF)
   (a) Channel 16 – calling channel
   (b) Channel 28 – working channel
b. Puerto Rico Sun Oil Company Stations:
   The following stations are authorised to handle Puerto Rico Sun Oil Company business traffic only and cannot accept public correspondence calls.
   (1) Puerto Rico Sun Oil Marine Department and Ship Agency (WLZ) Yabucoa, Puerto Rico. On the air from 0800 hrs. to 1700 hrs. (1200 hrs. to 2100 hrs. GMT) Monday through Friday, except holidays.
   (a) Very High Frequency (VHF) Channels
   Channel 19A – standby and working channel.
   Channel 16 – standby channel (monitored during office hours).
   (b) Single Side Band (SSB) Frequencies
   4143.6 kHz – working frequency.
   8291.1 kHz – working frequency.
   12429.2 kHz – working frequency.
   16587.1 kHz – working frequency.
   2182 kHz – distress frequency.
   (2) Normally on the air and monitoring VHF Channel 19A during the period when Station WLZ is off the air.
   (a) Marine representative on call (WLZ).
   (b) Marine Portable No. 8 (KO 3274).
   Main Gate at Yabucoa Sun Oil Refinery (guarded 24 hours).
   (c) Tug "Marcus Hook Sun" (WX 7830).
   (d) Tug "Puerto Rico Sun" (WYZ 2756).
   (e) Tug "Seminole Sun" (WYZ 3110).
   The tugs are on the air 24 hours a day, although they are not always in Yabucoa Harbour.

BERTHING:

Docking Procedures: Upon arrival at the Sea Buoy the vessel must have:

(a) The engine on manoeuvring speed for picking up the Pilot and for entering the channel.
(b) Deck machinery and lines ready for docking and tying up port side to the Dock.
(c) Port anchor backed out of the hawse pipe and free to run.
(d) Vessels arriving in ballast must have the propeller submerged and have a trim of not more than 10 ft. by the stern.

Notice of Readiness: Notice of Readiness to load or discharge is warranty that the vessel is in all respects ready to receive or discharge cargo and that the vessel's equipment is ready and capable of loading or discharging petroleum products. Puerto Rico Sun Oil Company reserves the right to refuse to accept such Notice of Readiness if, upon inspection, the vessel is found not to be ready to receive or discharge the cargo. Vessels may tender Notice of Readiness upon arrival, berth or no berth, according to the terms of the Charter Party or Contract of Affreightment under which they have been engaged.

CARGO FACILITIES:

Connecting and Disconnecting Hoses: A crew will be provided by Puerto Rico Sun Oil Company to handle mooring lines and to connect and disconnect hoses and loading arms on the ship. Vessels are required to have blanks removed from cargo and ballast lines which will be used during cargo or ballast transfer when the vessel docks. In order to properly connect 2 loading arms to the vessel, the risers onboard should be at least 6 ft. between centres.

Communications for Cargo Transfer: Portable radios are provided by the shore crew for communications during loading and unloading operations. The Mate must sign a receipt upon receiving said radios and is responsible for returning them prior to sailing. Failure to return the radios shall result in billing for the cost of same. The original signed receipt shall constitute proof of liability. The ship must obtain this original when radios are returned.

Ballast: All dirty ballast must be pumped ashore to the ballast facilities. The ballast facilities can receive 70,000 barrels of ballast through a 24 in. line capable of receiving a pressure at the ship's rail of 125 p.s.i. Vessels are requested to arrive with a minimum of dirty ballast.

All clean and segregated ballast may be discharged overboard, provided the vessel is in compliance with all regulations as stated in 33 CFR 157.43.

Crude Oil Washing: Crude Oil Washing is permitted in Puerto Yabucoa provided the vessel complies with all safety and regulatory procedures as stated in 33 CFR 157, Sub-chapter D.

Vessels may Crude Oil Wash more than one third of their tanks provided it has been so stated in the terms of the charter agreement.

Butterworth Facilities: Puerto Rico Sun Oil Company has Butterworth facilities at the Main Dock, however, these facilities may not be used without prior approval and agreement from PRSOC.

The use of these facilities is normally restricted to cleaning Sun Company equipment due to the high utilisation of the Main Dock by vessels transferring cargo.

Pumping Data: The crude oil, products and ballast water are pumped through loading arms on the dock.

The sizes and approximate pumping rates are as follows:

Arm No.	*Product*	*Flange Size* (in.)	*Line Size* (in.)	*Max. Pumping Rate* Bbls.Hr.
1	Bunker C	10	14	6,000
	Ballast	10	24	10,000
2	Gas Oil	10	14	10,000
	Ballast	10	24	10,000
3	Jet Fuel	16	14	12,000
	Naphtha	16	12	7,500
	Kerosene	16	20	12,000
	No. 2 Fuel Oil	16	20	18,000
	Lt. Distillate	16	20	18,000
4	Lube Oils	10	14	5,000
5	Slack Wax	10	10	2,500
6	Aromatic Extract	10	8	1,500
7	Crude Oil	16	24	20,000
	Ballast	16	24	10,000
8	Crude Oil	16	24	20,000
	Ballast	16	24	10,000
Hose	Marine Diesel Fuel	4	4	150

TUGS: The use of tugs is compulsory for arriving and departing vessels. Sun Transport, Inc. has 3 tugs available to assist in docking and undocking. Arrangement for the use of tugs should be made through the Agent well in advance of the vessel's arrival.

MEDICAL: Medical and dental services are available in Yabucoa. Requests for ambulance service or hospitalisation for crew members can be made through the ship's Agent.

FRESH WATER: Fresh water facilities at this port are limited to approximately 100 tons while vessel is discharging or loading.

FUEL: Bunker C and Marine Diesel fuel oils are available at Puerto Yabucoa. Arrangements for bunkering should be made with a Puerto Rico Sun Oil Company Marketing Representative prior to the vessel's arrival in Yabucoa.

CONSULS: No consular representatives are located in Yabucoa. Many nations maintain consular representatives in San Juan. Specific information can be obtained from the ship's Agent.

REPAIRS: Limited repair facilities are available in San Juan. Requests for such services should be made through the Agent at least 48 hours before the vessel's arrival.

SURVEYORS: Classification Society Surveyors are available from Ponce or San Juan. Requests for these services should be made through the vessel's Agent at least 48 hours prior to arrival.

Cargo Inspection Services are available for quantity and for quality inspections of incoming and outgoing cargoes. The ship's Agent can arrange for such services, if requested. This service must be requested at least 48 hours prior to the vessel's arrival.

SHORE LEAVE: When the vessel is berthed at Puerto Yabucoa there normally are no restrictions on shore liberty. In order to avoid delays in sailing, Masters are requested to ensure that all crew members are onboard their vessel at sailing time. There are no facilities to provide shore liberty from vessels at anchorage awaiting berth.

Crew members from foreign vessels must carry their crewman's landing permit, Form I-95A, when on shore liberty.

GENERAL:

Consignment: All vessels calling at Puerto Yabucoa Harbour Tanker Terminal should be consigned to Puerto Rico Sun Oil Company, or to Hemisphere Oil Company, and all official documents for such vessels should show them so consigned. In conformance with Port Regulations no vessel will be allowed to tie up alongside a pier without having first obtained a berthing permit from the Ports Authority Captain of the Port.

Charts: The general Puerto Yabucoa Bay area is shown on USC & GS Chart No. 25661.

Ensigns: By international customs and usage, the American Flag is required to be flown at the masthead of all vessels from the time of entering the channel in-bound until clearing of the channel out-bound.

Sea Conditions: The wave action in the vicinity of the channel entrance is generally from the East or Southeast. Wave heights are less than 6 ft. 90% of the time, however, during tropical storms or hurricanes, wave heights can get substantially higher.

Weather: Easterly and Northeasterly winds are predominant over this region of Puerto Rico. January through March is the windiest season. September through November is the calmest season. The principal season for hurricane activity is during late Summer and early Fall.

Sanitary Facilities: Pollution laws and regulations prohibit vessels from discharging overboard sanitary and galley wastes into the harbour. Pollution laws and regulations also prohibit vessels from discharging galley wastes and garbage ashore.

Puerto Rican Laws: All vessels calling at Puerto Yabucoa shall comply with all applicable Laws and Regulations of the United States and of the Commonwealth of Puerto Rico.

Firearms and Ammunition: All firearms and ammunition must be shown on the Stores List and may not be removed from the vessel during its stay in Puerto Rico waters. Any violations of this regulation will result in fines and confiscation of firearms and ammunition.

Store and Supplies: Limited ship chandler service is available in Puerto Yabucoa. Stores and supplies can be ordered through the ship's Agent for delivery to the vessel, but such orders must be made at least 48 hours prior to the vessel's arrival.

Crew Transportation: Public transportation (Publico) for crew members from the Dock into town is available. The "publico" fare is to be paid by the crew member. Transportation to and from the airport can be arranged through the ship's Agent.

There are no water transportation facilities available at Puerto Yabucoa for vessels at anchor.

Mail: Official and personal mail may be addressed to the vessel in care of the Agent, and will be delivered to the vessel by the Agent on arrival. The Agent will accept official and personal mail from the vessel and will ensure its delivery to the local U.S. Post Office. Express mail and air freight services are also available.

Vacating of Berth: Vessels will be required to vacate berths promptly upon completion of loading or discharging cargo. Permission to use a berth when not loading or discharging cargo may be granted under special circumstances, and must be requested through the Agent.

Vessels discharging cargo will be allowed time for ballasting if required.

If a vessel fails to vacate the berth on the expiration of allowed time, it will be held liable for payment of any demurrage and/or damages incurred by Puerto Rico Sun Oil Company as a result of delays to other vessels awaiting berths, or for any other consequence of its failure to promptly vacate the berth.

AGENCY: *Selection of Agent:* Agency services are provided at Puerto Yabucoa by Puerto Rico Sun Oil Company. No other agencies are located at the port. Agencies from other ports may handle vessels calling at Yabucoa but, because of extremely poor communications in Puerto Rico, this can cause problems in possible ship delays.

Vessels may contact the Puerto Rico Sun Oil Company Ships Agency located within 500 ft. from Dock in Yabucoa, as follows:

Mailing Address: Ships Agency,
Puerto Rico Sun Oil Company,
P.O.Box 476,
Yabucoa, Puerto Rico 00767.
Telex No. Yabucoa: 345-3014 PRSNOIL or
345-0789 YABSOIL.
Panafax No.: (809) 893-0250.
Telephone Numbers
Yabucoa: (809) 893-2554 – Direct Line Marine Department and Ship's Agency.
(809) 893-2424/893-2073 Yabsunoil Switchboard
Extensions: 2276, 2282, 2286.

Deposit: The Agency requires a deposit of $15,000 for port expenses only. Other expenses such as cash to Master, excessive air travel, provisions, etc., to be wired additionally to Bankers Trust New York, Account No. 04-201-336, to be credited to Banco Popular, Hato Rey, Account No. 137-003080 in name of Puerto Rico Sun Oil Ships Agency.

SHIPMASTER'S REPORT: August 1986.

Position: Lat. 18° 03′ 18″ N., Long. 65° 50′ 08″ W.

Pilotage: Compulsory for non Sun Oil vessels. Pilot boards 1.0 to 1.5 miles off the Sea Buoy.

Restrictions: Berthing and unberthing possible day and night.

Anchorage: 2.5 miles East of Sea Buoy in depths of 10-25 fathoms.

Approach to Berth: No difficulties.

Immobilisation of Engines: Allowed with permission of Sun Oil.

Berth: North side of Yabucoa Bay. Wharf well fendered with berthing dolphins. Maximum length of vessel is 870 ft. and the max. draft alongside the berth and in the channel is 44 ft.

Tugs: 2×3,800 h.p.

Density: 1025.

Brief Description of Shore Line System: Position of connections-midships. Maximum loading rate 12,500 bbls.p.h. per pump. 2 pumps available for each line.

There are 8 loading arms, sizes from 10 in. to 16 in.
2 for crude oil.
1 for aromatic.
1 for slack wax.
1 for lube oil.
1 for naphtha.
1 for gas oil and ballast.
1 for bunker and ballast.

Bunkers and Lubricants: Available.

Fresh Water: Available.

Stores and Laundry Facilities: Available. Handled by San Juan companies.

Tank Cleaning and Dirty Ballast Facilities: Possible. Maximum capacity for dirty ballast 100,000 bbls. Sun Oil does not accept any leaded washings or dirty ballast from tanks which previously contained leaded cargo.

Points of Interest: Minimum ballast arrival draft:

Forward	14 ft.
Aft	24 ft..

No gangway from shore available.

SHIPMASTER'S REPORT: January 1988.

Documents: see "San Juan". Requirements similar to U.S. Ports.

Immigration: As for San Juan. Immigration Officer and Agriculture Inspector from Fajardo board on arrival for formalities.

Pilotage: Available on a 24 hour basis when required. Pilot boards from tug about 2 miles E.S.E. of buoyed channel entrance. After initial contact on Channel 16, pilot and tugs use Channel 73 for all berthing operations.

Anchorages: There are no safe anchorages for large vessels in the vicinity of Yabucoa. The designated waiting anchorage is off the island of Vieques, some 20 miles to the East of Yabucoa, where there is safe anchorage on the coastal bank. We anchored 1.5 miles South of Punta de Tierra, in approximate position Lat. 18° 04′ N., Long. 65° 28′ W. in a depth of about 24 fathoms. The vessel remained there in winds of up to Force 7, for 3 days without any problems. Some fishing buoys may be encountered within this area. BA. Charts are of insufficient scale, and it is recommended that Masters obtain the relevant U.S. charts for the area.

Max. Size: Our vessel is 97,000 d.w.t. and 253 m. long, and was berthed without undue difficulty, although space is very tight. The vessel immediately preceding us had been of 117,000 d.w.t., but with a part cargo. Oil Company states up to 45 ft. acceptable, but pilots not prepared to go above 43 ft. Our vessel was 41 ft. draft and had no difficulties, although only a little under-keel clearance.

Communications: Puerto Rico Sun Oil Co. has VHF in office, and usually listens on Channel 16 during office hours (Monday to Friday, 0800-1700). They are not easy to contact at lunchtime, and there is no watch kept during weekends or 'fiestas'. The radio is in the Marine Department Office near the jetty. They also have telex, (206) 345-3014. The Marine Department also provides Agency services if nominated. They were used by us on this occasion. Also see "Pilotage".

Tugs: According to the Pilot, two tugs are usually stationed here, and used for most vessels up to about 100,000 tons displacement. Over that size, at the pilot's discretion, a third tug is brought from a nearby port for berthing (we used 3 tugs). One tug is usually sufficient for sailing.

Berthing: Only one large vessel can berth at a time as there is only one jetty.

Vessels usually berth port side alongside. There are no mooring boats to handle lines, ropes are sent via messenger when vessel very near to the jetty. There is no shore gangway, means of access has to be provided by the vessel.

Medical: Doctors and small hospital available locally for ordinary illnesses. Anything serious is attended to in San Juan (which is 2 hours by road). It was not possible to get Cholera vaccinations updated, although if urgent these could be done in San Juan, but this would be very expensive due to distance.

Repatriation: No difficulties encountered. At time of our visit there was one direct flight weekly to and from U.K., and numerous daily flights from Europe and U.S.A. The airport is 2 hours by road from Yabucoa. Crew members being repatriated leave the vessel 4.5 hours before flight departure time in order to complete outward Immigration formalities before going to airport.

Shore Leave: Allowed – Form I–95 required.

Provisions: Obtainable from various Chandlers in San Juan, a delivery charge is made. As jetty very cluttered, it is necessary to carry all stores by hand up the gangway, therefore berth is not very suitable for major storing of large objects.

General: The port is privately maintained by Puerto Rico Sun Oil Co. Crude oil is the main import and various refined products are exported. There is also a barge jetty, and a facility for barges to load graphite from a Union Carbide plant.

AUTHORITY: Puerto Rico Ports Authority. See "San Juan".
Captain of the Port, Yabucoa. Tel: 893-2408.
Operator: Puerto Rico Sun Oil Co. (See "Agency").

NOTES

Please also advise Shipping Guides Ltd.

Qatar

DOHA: 25.17 N. 51.32 E. (See Plan)

DOCUMENTS:
8 copies of the Unfreighted Manifest.
2 copies of the Freighted Manifest.
2 copies of the Hatch List.
2 copies of the Stowage Plan.
2 copies of the Dangerous/Hazardous Cargo List.
1 set of Bill of Lading.
1 copy of Crew List.
A list of Food Stuff.
A list of Insecticides and any Poisonous Cargo.

Agents:
1 copy of the Arrival Report (Supplied by the Agent on boarding).
1 copy of the Crew List.
1 copy of the International Declaration of Health.
1 copy of the Passenger List (if applicable).

Port Health:
1 copy of Crew List.
1 copy of Dates and Types of Inoculations.
1 copy of the International Declaration of Health.

Immigration:
4 copies of Crew List.
4 copies of Lists of Passengers Landing (if applicable).

Customs:
Bonded Store List (Bond will be sealed but issues are available).
Port Clearance Certificate should be procured before the vessel sails.

PILOTAGE: Compulsory pilotage for all vessels of 14 ft. draft or more. Naval vessels exempted. Application for a Pilot should be made to the "Doha Port Control" through VHF (Channel 16 and 14) or Tel: 434377, 24 hours prior to the arrival of the vessel at the pilot station (via Doha Radio or via Doha Agents).

Pilot station keeps a VHF watch 24 hours a day on Channels 16 and 14. Call sign Doha Port. Similar watch kept on R/T 2182 kHz.

Pilot boat proceeds to the vicinity of the Doha Light Vessel, position Lat. 25° 16′ 08″ N., Long. 51° 41′ 05″ E. when the Pilot is required. Pilot launches are painted white. When the vessel is underway the Pilot requires a pilot ladder complete with manropes as per SOLAS Regulations.

ANCHORAGES: Near the Doha Light Vessel and S.E. from it only. Minimum depth of water 5 fathoms.

RESTRICTIONS: Depth of water in entrance is 8.0 m. plus tide and the minimum depth of water required under the keel for manoeuvring in the channel is 3 ft.

Car carriers and livestock carriers transit from sunrise to sunset only.

MAX. SIZE: Max. length 600 ft., up to 625 ft. by special permission from Harbour Master. Max. breadth 90 ft. Max. draft 8.3 m. on high tide.

HEALTH: The International Flag signals for Pratique must be flown and remain up until the vessel is cleared by the Port Health Authorities. A Port Health Official will board the vessel in the anchorage or at the Deep Water Jetty when the vessel is alongside. There is no Automatic or Radio Pratique available.

RADIO: ETA and Agent's messages should be routed through Doha Radio. Doha Radio A7D, continuous watch on W/T 500 kHz., R/T 2182 and VHF Channel 16. Radio-telephone communications through Doha Port signal station. Calling and listening 2182 kHz. Working frequencies, 2638 kHz, 2738 kHz, 2570 kHz.

TUGS: 5 Government tugs are normally available to assist in berthing operations.

BERTHING:

5 Berths – Total length 956 m. (Deep Water Berths); depth alongside 8.5 m.

4 Berths – Total length 893 m. (Shallow Water Berths); depth alongside 7.5 m.

Outer and inner dredged approach channels, 8.2 m. and 8.8 m. depth (C.D.) Wharves for smaller craft: West Inner Wharf 207 m., Collins Jetty 135 m.; Country Craft Jetty 287 m.; Fish Factory Wharf 60 m. Depths 2.5 m. to 6.0 m. (C.D.)

Equipment: 2×70 ton, 4×40 ton, 3×30 ton, 3×20 ton cranes, 2 straddle carriers, 2 container cranes and 122 trailers.

Transit storage areas at landward end of approach causeway with extensive paved open storage and transit sheds giving 16,722 sq.m. cover.

New transit storage area on extended main quay with extensive paved open storage, 5 transit sheds giving 30,000 sq.m. cover completed. Construction of 500 ton cold storage completed. Control tower for Doha Port is under construction.

Normally berthing and unberthing to and from the deep water jetty is with certain reservations:
(a) Draft and trim of vessel.
(b) Height of tide.
(c) Visibility from Navigation Bridge.
(d) Prevailing weather conditions.

The duty Pilot has the option to berth or unberth a vessel at his discretion after consultation with the Senior Pilot, when the above mentioned conditions are unfavourable.

STEVEDORES: ETA advice is required on the number of gangs workable. Advance notice is required for any heavy lifts (say in excess of 10 tons) and the consignee's name if possible as special arrangements have to be made for handling. Average discharge rate is 75 tons per hook per day.

MEDICAL: Unless an emergency no advance notice is required. Hospital facilities do exist and a doctor will visit on request. Current Vaccination and Cholera Certificates are required.

DENSITY: The density of the water is salt (1025) at all states of the tide.

FRESH WATER: Fresh water is available at the anchorage and when alongside the jetty and is supplied by tankers.

FUEL: Bunkers available from Qatar National Tanker and Bunker, Doha.
Actual Bunkering Locations:
Doha Port Harbour
Pilot Station Doha
Umm Said Harbour
Pilot Station Umm Said
Inner Anchorage
Outer Anchorage
Pilot Station – Halul Island

Grades Available: Gas Oil and Marine Gas Oil with 14 days' pre-notice, upon request.
Supply Method:
By tank trucks at berth and by tugs at anchorage.
Operation: 24 hours per day – 7 days per week.

CONSULS: The following countries maintain embassies in Qatar:
Bangladesh
Egypt
France
Gabon
Germany
Great Britain
India
Iran
Iraq
Japan
Jordan
Korea
Kuwait
Lebanon
Libya
Mauritania
Morocco
Oman
Pakistan
Saudi Arabia
Somalia
Sudan
Syria
Tunisia
U.S.A.
Yemen

REPAIRS/DRY DOCKS: All kinds of repairs can be carried out. Metal-locking, bottom brushing and underwater welding. Floating dock 105 m.×19 m.×6 m. Capacity 10,000 d.w.t.

GANGWAY/DECK WATCHMEN: The Public Security Department (Police) post a guard at each gangway, but it is advisable that the ship also supplies a watchman. Before landing *every* crew member must lodge his Passport or Seamen's Identity Card with the guard when alongside the jetty and at the dock Police Station when at the anchorage.

OPENING/CLOSING HATCHES: This work may be carried out by crew or stevedores, but usually by the latter.

CUSTOMS ALLOWANCES: Qatar is "dry" and no official allowance is made. The bond is sealed on the ship's arrival.

CARGO GEAR: No additional requirements apart from those required by International Law.

REPATRIATION: Crew changes can be carried out. The Agents will need to know the names, Discharge Book or Passport numbers and necessary information of dates, etc. well in advance for the Authorities. Repatriation is normally by air. Crew joining must have Seaman's Book.

AIRPORT: It is about 3 miles from the port to the airport. There are regular flights to Europe, U.K. and India by British Airways, M.E.A., Air India, P.I.A., Gulf Air, etc.

TIME: The standard time in Qatar is GMT plus 3 hours.

HOLIDAYS: The holidays in Qatar are usually religious and therefore fall on movable dates. As far as shipping is concerned there are only 2 days when work is not possible under any circumstances, Idd Al Fitr and Idd Al Adna.

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.

TELEPHONES: Telephone available at the new jetty. No.414865.

SHORE LEAVE: Shore leave is permitted after the Immigration Authorities have cleared the ship and given permission, in writing, on the Crew List. Seamens' documents or Passports must be deposited with the police at the gangway and retrieved on returning aboard.

GARBAGE DISPOSAL: Service available through the Agents (QNNTC).

WASTE OIL DISPOSAL: Facilities not available.

SEAMAN'S CLUBS: None.

CURRENCY: Qatar Riyals.

IDENTIFICATION CARDS: Discharge Books or Passports are required to be handed to the Police before any crew member may proceed ashore. See "Shipmaster's Report".

GENERAL: Particular attention must be paid to:
(1)The Qatari flag must be flown at all times at the fore mast.
(2) Liquor is not allowed ashore and it is a serious offence to offer alcohol to a Qatari.
(3) Smoking is not permitted in any of the port areas.

DEVELOPMENTS: Construction of Container Berth and Flour Mill Berth are in progress in the harbour.

Inner and outer channel will be dredged soon after completion of same. All approaching vessels will be warned through their Agents.

SHIPMASTER'S REPORT: November 1984.

The Public Security Department warned me that the crew are not allowed to take a walk around the jetty when it is a holiday or the stevedores are not working.

Therefore, the crew must go directly outside the harbour limits or they stay on board.

The Security Department did not post a guard at the gangway but every crew member before landing must present his Passport or Seamen's Identity Book to the Immigration and they issue a shore permit that will be shown to the guard together with the Seamen's Identity Book.

The guard will keep the Seamen's Identity Book and the crew can cross to the Harbour Gate with the Shore Permit.

When the crew come back to the ship they collect their Seaman's Identity Books at the Gate but can keep the Shore Permit for the next time they go ashore.

Before the ship sails all the issued shore permits must be returned to Immigration.

AUTHORITY: Department of Ports, Ministry of Communications & Transport, P.O.Box 313, Doha, Qatar. *Tel:* PABX 457457. *Telex:* 4372 Mawani DH. *Cables:* "Mawani". *FAX:* 413563. *Contact:* The Harbour Master, Tel: 438586. Fax: 413994. G.A.Genkeer, Director of Ports.

AGENT: Qatar National Navigation & Transport Co. Ltd., P.O.Box – 153, Doha. Telex: 4206 Melaha Dh. Cable: "Navigation" Doha. Telephone: 321175/9, 23684, 21213.

HALUL ISLAND: 25.40 N. 52.25 E.

Halul Terminal S.B.M. **(See Plan)**

LOCATION: Halul Island (Position Lat. 25° 40.3′ N., Long. 52° 24.6′ E.) is part of the State of Qatar. Doha, the capital, is situated on the Eastern side of the country.

Halul Island is 52 miles in a N.E'ly direction from Doha. It serves as the export terminal for Qatar Marine Crude which is produced from the offshore oilfields of Idd El-Shargi, Maydan Mahzam, and Bul Hanine. The Halul Terminal is operated by Qatar General Petroleum Corporation.

Halul Island: The island is roughly circular in shape with a radius of approximately 0.5 miles. The island is hilly, rising to an elevation of 202 ft. (61.6 m.). (Charts: U.S. Government Charts: 62400, 62397, 62402, British Admiralty Charts: 2886, 3781, 3950, 3953).

The island is fringed by a reef which in places extends about 3 cables offshore.

The island is barren, with a number of oil storage tanks, a small industrial complex and personnel living quarters. There is a harbour on the Southern side of the island which is only for use of small craft.

DOCUMENTS: Following papers are required on arrival:

Notice of Readiness.
2 Crew Lists.
2 Health Declarations.
1 Valid Tovalop Certificate.
1 Arrival Report.
1 Request for Pilotage and Berthing Assistance.
1 Latest Light Dues Certificate.
1 copy Ship and Shore Cargo Figures and Experience Factor details for previous 10 loadings.

The Berthing Officer acts as ship's Agent and on behalf of National Customs and Immigration Authorities.

PILOTAGE: A Pilot is at all times to be considered as an advisor to the Master. The latter shall remain solely responsible for the safety of his vessel. The Pilot will remain on board throughout the vessel's stay at Halul.

Boarding: When VHF contact is made with Halul Radio, the Pilot will advise the Master whether he should proceed to anchor or whether a Pilot will board the vessel on arrival.

A Pilot will board the vessel about 2 miles East of Halul Island. The vessel is expected to make (if necessary) a good lee for the pilot launch.

Ship Deficiencies: The Master should inform the Pilot of any deficiencies on his vessel and any unusual characteristics pertaining to his vessel e.g. lack of astern power, time to change from ahead to astern, etc.

Pilot Signals: The vessel must display the proper signals prior to and subsequent to the boarding of a Pilot.

Pilot Ladder: The vessel shall rig on the starboard side, a pilot ladder which must conform in construction to all recognised international standards for pilot ladders. On vessels over 50,000 d.w.t., a combination of pilot ladder and accommodation ladder shall be rigged.

In the latter case the Pilot must not be expected to climb more than 9 m. on the pilot ladder.

There must be provision for the Pilot to pass safely from the head of the ladder to the deck of the ship.

Any such pilot ladder must be rigged well clear of all overboard discharges. 2 manropes are to be fitted, one on each side of the ladder, together with a safety line if conditions warrant such. At night both the ladder and the point of access must be properly illuminated.

A responsible officer must be in attendance when shore personnel are boarding/disembarking.

Note: To prevent unauthorised persons from boarding the tanker unobserved, particularly at night, the pilot/accommodation ladder must be retrieved after the Pilot and his assistant have boarded.

NAVIGATION: A light is exhibited at an elevation of 220 ft. (67.1 m.) from a white concrete tower with a black top, 16 ft. (4.9 m.) in height, situated on the summit of Jazirat Halul. Light characteristic is Fl.W.R. 12 secs. W 19M R 9M. Sectors W 030° – 300° (270°) and R 300° – 030° (90°) over pipeline area. On the Western and Eastern arms of the small boat harbour there are floodlights illuminating the breakwaters. There are various radio masts with red lights, the highest being 365 ft. above sea level. On each of the SBM loading points there is a white light morse "U" every 20 secs.

A hose marker light, flash white every 5 seconds, is located 150 ft. from the hose ends at each SBM.

Deepwater Channel: To the East of Halul there are 2 buoys marking a deepwater channel which is the recommended departure channel for all vessels.

H-1 Green conical – Quick flash green.
H-2 Red – Quick flash red.

Prohibited Navigation: The offshore oilfields are prohibited for navigation because of the numerous production stations, drilling rigs, wellhead jackets and oil and gas pipelines.

The location of the 3 oilfields are:

1. Idd El-Shargi with centre Lat. 25° 28.9′ N., Long. 52° 22.6′ E., radius 2 miles.

2. Maydan Mahzam with centre Lat. 25° 36.0′ N., Long. 52° 33.1′ E., radius 2 miles.

3. Bul Hanine with centre Lat. 25° 25.5′ N., Long. 52° 44.0′ E., radius 5 miles.

Navigational Warning: Masters should be aware, when crossing any pipeline, that many pipelines are not under the seabed and that the charted water depth may be reduced by at least 2 m.

It is strongly recommended that vessels do not pass South of Halul when making passage to/from Umm Said or Doha.

Also see "Radio – Halul Terminal Standard Cable" re-subsea wellhead.

ANCHORAGES: Vessels are advised, unless restricted by draft, to anchor in an area centred on a position from Halul Island Light 082° x 2.5 miles with radius 6 cables. Water depth is 70 ft. – 80 ft. and the bottom is sand.

Prohibited Anchorage: The area covered by the red sector of the Halul Island Light is to be taken as a prohibited anchorage. This is due to the number of oil pipelines within this area.

MAX. SIZE: SBM No. 1 up to 22 m. draft. (In certain conditions of weather and tide a maximum draft of 25 m. can be accepted). SBM No. 2 up to 29 m. draft. Displacement limit of 640,000 tons (550,000 d.w.t.) for both SBMs.

HEALTH: See "Medical".

RADIO: *General:* QGPC has its own radio station in Doha call sign Alpha Seven Delta (A7D). Cable address: Qatoff Doha (attn. PDP). Telex: Qatoff 4201 DH (Attn. PDP).

A sub-station is also maintained on Halul Island (call sign "Halul Radio").

A7D maintains 24 hour watch on 500 kHz, 2182 kHz and VHF Channel 16, while Halul Radio maintains a continuous radio watch on VHF Channels 6 and 16.

Vessels bound for Halul should contact "Halul Radio" approximately 6 hours prior to arrival on VHF Channel 16 or 6, or as soon as VHF contact can be established.

Long distance communication (initial ETAs, etc.) will normally be routed via Doha Radio (A7D).

Advance Notice of Arrival: A vessel must advise:

(a) Its ETA at Halul at least 72 hours before arrival.
(b) Confirmation of any amendment to its ETA at Halul 24 hours before arrival at Halul.
(c) On arrival at Halul, the exact time of arrival at Halul.

Note: Any failure to observe the laid down sequence of ETA advice may delay the loading of the vessel.

Ships Loading at Other Gulf Ports: Masters are advised that when they commence loading at the last port before Halul they should instruct their Agent to send a corrected ETA for Halul to QGPC.

Standard Cable: On receipt of the 72 hours ETA advice QGPC will transmit via Doha Radio a standard cable containing details of cargo, quantities, etc. (See below.)

If any vessel has any queries with regards to this cable or if the vessel cannot comply with the requirements of the cable the Master should contact QGPC immediately.

Halul Terminal Standard Cable:

To Master ....

We confirm your vessel nominated to load approximately ....bbls., Qatar Marine Crude at Halul Terminal for discharge .... approximate load temperature .... degree F ..... API gravity.

Depending on availability/draft/loading rate and prevailing weather conditions, vessel will berth at either SBM-1 or SBM-2 which are located 2.3 and 3.4 miles respectively S.E. from Halul Lighthouse.

Vessel arriving in ballast or light part loaded condition should ensure draft/trim/freeboard adequate for safe manoeuvring. The minimum acceptable draft being propeller fully immersed and recommended trim not exceeding 10 ft. by the stern, consistent with a maximum acceptable freeboard forward (Panama Lead to waterline) not exceeding 70 ft. (21.3 m.) Freeboard constraint mandatory for berthing and at all times while vessel moored to the SBM. Terminal will provide 2 SBM mooring lines. Please prepare 2 empty winch spooling drums forward and have 2 good messenger ropes ready to connect to the SBM mooring pick-up ropes. The use of winch drum ends is not permitted.

Starboard side derrick/crane, minimum SWL 10 tons should be rigged ready and starboard manifold prepared with reducers to connect 2×16 in. hoses.

Ship crew are required to moor vessel and connect hoses with guidance from our operations assistant. When proceeding towards berth, both anchors must be fully secured in the hawse pipe. Pilot will board 2 miles East of Halul. Pilot ladder and/or accommodation ladder should be rigged ready on the starboard side, and a good lee made when Pilot boards and mooring equipment lifted on board.

Please contact Halul Control/Halul Radio on VHF Channel 6 soonest for final instructions and berthing prospects.

Unmarked sub-sea wellheads are located at Lat. 25° 41.6′ N., Long. 52° 25.9′ E. and Lat. 25° 41.1′ N., Long. 52° 25.7′ E., respectively 7.0 m. and 4.0 m. above sea bed. The location is unmarked and vessels should navigate with caution accordingly.

Please acknowledge receipt and advise/confirm the following:

AA Present ETA Halul.
BB Arrival and sailing draft.
CC Maximum available loading rate long tons/hour.
DD Derrick/crane SWL.
EE That all ballast clean, deballasting time and if concurrent loading possible at either full or reduced rate.
FF Type and number bow mooring chain stoppers fitted.
GG That original and valid Tovalop Certificate on board with expiry date.
HH That vessel equipped with IGS, system fully operational and cargo tanks properly inerted.
II Cargo tank gauging and closed loading vent system fully operational.
JJ Any navigation aid or machinery defects that affects the vessel's ability to navigate or manoeuvre safely.

QATOFF Doha

Doha Radio (A7D):

Department of Telecommunications,
P. O. Box 648,
Doha,
State of Qatar.
Tel: 864444/864032.
Telex: 5061/2 DH.

Doha Radio keeps continuous watch on 500 kHz, 2182 kHz and VHF Channel 16.

HF telegraphy service:

A1A FREQ	QSX
8473 kHz	H24 C 5,6,15,16
12966 kHz	04-18 UTC C 5,6,15,16
16880 kHz	04-18 UTC C 5,6,15,16

Traffic lists at 0400, 0800, 1200, 2000, 2400 hrs. UTC on 484 kHz after announcement on 500 kHz, 8473 kHz, 12966 kHz and 16880 kHz.

MF telegraphy service:
Calling 500 kHz (H24).
Working 484 kHz.

MF telephone service:
Calling 2182 kHz (H24).
Working 2768 kHz/2049 kHz.

Use A7D for quick and reliable ship to shore and air to ground radio communications.

Ship's Radio Officers take notice: When in Doha or Umm Said you are always welcome to visit us. Just give us a call on MF/HF/VHF or telephone Doha 864646 and we will pick you up.

VHF: A Company VHF station on Halul Island, call sign "Halul Radio" maintains a continuous watch on Channels 16 and 6 (Channel 6 being the working frequency). The station has a range of approximately 50 miles and incoming tankers should establish communications withthis station when within range.

Ship to shore communication during loading is by portable VHF Radio telephone with emergency shutdown system, provided by the terminal.

TUGS: Not available.

BERTHING: Approach is from the open sea, passing to the Eastwards of Halul. There are 2 single buoy moorings. No. 1 SBM in position Lat. 25° 38.7′ N., Long. 52° 26.4′ E. This berth will primarily accommodate vessels up to 640,000 tons displacement. No. 2 SBM in position Lat. 25° 38′ 36″ N., Long. 52° 27′ 35″ E. This berth will accommodate vessels with up to a draft of 29 m. In both berths, mooring lines from the buoys are secured on the forecastle head using equipment provided by the terminal or using ship's bow chain stoppers if fitted. A suitable messenger rope should be ready for use. No moorings are used aft. The Pilot will advise in detail the mooring procedure.

	SBM 1	*SBM 2*
Position from Halul Lt.	133°×2.3 miles	124°×3.39 miles
Loading pipeline	30 in.	48 in.
Submarine hoses	2×20 in.	2×20 in.
Floating hoses	1×20 in. with 2×16 in. tails	2×20 in. with 16 in. tails
Length of hoses	1×810 ft. with 2×180 ft. tails	1×1,020 ft. and 1×990 ft.
Manifold Connection	2×16 in.	2×16 in.
Mooring Ropes	2×15 in. braided nylon grommets	2×15 in. braided nylon grommets
Water depth	105 ft. (32 m.)	120 ft. (36.5 m.)
Max. draft	72 ft. (22 m.*)	95 ft. (29.0 m.)
Loading rates	5,500 t.p.h.	9,500 t.p.h.

*Also see "Max. Size".

MOORING: All tankers loading at Halul SBMs must comply with "OCIMF Standards of Equipment Employed in the Mooring of Ships at Single Point Moorings".

Both SBM 1 and SBM 2 are equipped with OCIMF recommended 76 mm. chafe chains suitable for vessels over 350,000 tonnes deadweight. To accommodate these, vessels should be fitted with OCIMF approved bow Panama type fairleads, measuring at least 600 mm. × 450 mm., tongue or hinged bar chain stoppers, and winch spooling drums to permit 'hands-off' mooring.

The use of winch drum ends is not permitted.

Smit type brackets are not acceptable at Halul.

Preparations: When the Pilot has boarded, the ship's crew is required to use the starboard side ship's derrick or crane over the side to lift the mooring and hose connecting equipment on board from the pilot/mooring launch. An Operations Assistant will board with the Pilot. He will give guidance to the ship's crew on mooring and also on connecting the hoses.

Vessel's anchors must be stowed and properly secured in the Hawse pipe.

Briefing: Prior to approaching the SBM the Master, Pilot and Officer delegated to duty on the forecastle should meet and the Pilot will brief all concerned on the mooring operation.

Mooring Operation: On approaching the SBM the ship should make ready a rope messenger suitable for passing over the stem of the tanker to the mooring launch. This rope will be joined to a 10 in. pick-up rope (400 ft.) which is in turn connected to a 50 ft. pick-up wire and then the chafe chain. Each chafe chain is connected to a 15 in. grommet of braided nylon.

The starboard mooring is always picked up first.

Safe Practices: With the objective of achieving a safe 'hands-off' mooring procedure, winch spooling drums will be used for heaving the pick-up ropes. The use of winch or windlass drum ends is not permitted. Masters and crew should be aware at all times of safe working practices while mooring the ship and avoid standing in the danger sectors of ropes and wires under tension.

SBM Security: From the time of completion of mooring, the ship shall station a lookout on the forecastle. This lookout must inform the Berthing Officer in the event that the ship is likely to come into contact with the SBM.

Immobilisation of Engines: Under no circumstances should the ship's engines, steering gear, deck machinery power source, or any essential equipment be immobilised.

HOSE CONNECTION: Tanker manifold arrangements must comply with "OCIMF Standard for Oil Tanker Manifolds and Associated Equipment".

Connection Position: Hoses will be connected/disconnected on starboard side by ship's crew. The Operations Assistant will give guidance to the crew as required.

Connection Sequence: The first hose will be the tanker rail hose string. It must be connected to the forward of the 2 manifold connections.

Hose Sizes: Tanker rail hoses on both SBMs are 2×16 in. diameter. Vessel should arrive with reducers fitted to the starboard side manifold accordingly.

Ship Lifting Capacity: To lift these hoses, a derrick or crane with a SWL of 10 tons minimum is required.

Connection: The hoses shall be bolted to the ship's manifold with a bolt in every hole. When the hoses are connected the weight of each hose shall be taken by hanging a strop (supplied by shore) from the ship's derrick or crane.

LOADING: All vessels should arrive with cargo tanks properly inerted, gauging and venting systems fully operational, such that a closed loading procedure can be safely followed. The Pilot will verify the oxygen content of the cargo tanks prior to commencement of loading.

Load-on-Top: If load-on-top is to be practiced at Halul, the Pilot may measure the quantity of residue in the slop tank. However, the Pilot will not check tank soundings, ullages, sign Dry Certificates or otherwise act as a cargo surveyor.

Commencement of Loading: Upon request from the ship's Duty Officer the Pilot will instruct the shore to commence loading. Loading will be initially by gravity, and when the ship is satisfied that the cargo is flowing into the ship, the shore will be instructed to start pumping. The total quantity of cargo to load, maximum rate, and whether a "ship or shore stop" is applicable, should be established and confirmed with the Halul Control Room.

Loading Rates: SBM 1: Maximum loading rate is 5,500 tons per hour using diesel pumps.

SBM 2: Maximum loading rate is 9,500 tons per hour using either turbine pumps or a combination of turbine and diesel pumps.

Quantity Checks: During loading, ship and shore should check the long ton quantity of cargo loaded every hour and compare figures. If there is a large discrepancy, the quantities should be re-checked and if the difference remains, with no explanation from the ship, then an inspection of the pipeline and hose systems may be necessary.

Approximately 2 hours after the commencement of loading, the Pilot will advise the ship's Officer the provisional API gravity and shore tank temperature.

Valve Operation and Surge Pressures: During full speed loading, the Duty Officer should inform the Pilot if any valve manipulation, which is likely to restrict the flow of oil, is going to take place. Ships should be aware of the potential dangers of creating a pressure surge by closing valves too quickly and/or restricting the flow of oil by closing off tanks without first reducing the loading rate.

The Master will be held responsible for any apparent or subsequently apparent damage to the shore pipeline and hose system, resulting from surge pressure(s) caused by failure of the ship's pipeline/valve system or the mismanipulation of the ship's valve.

A pressure recorder will be installed at the ship's manifold for continuous monitoring and recording of pipeline pressures, which will also be continuously monitored by Halul Control.

Completion of Cargo Operations: Final topping-up operations should only be conducted in the presence of the Pilot in the cargo control centre. The loading rates should be progressively reduced to a safe level prior to tank valve closure to avoid surge pressure.

Loading can be completed by gravity which gives a rate of about 1,500 tons/hr.

Communications: Communication between ship and shore is by dedicated frequency VHF radio (supplied by shore), which will be positioned in the cargo control room. This radio will have an emergency stop frequency. In the event of an emergency, this facility can be used to stop the loading pumps at the shore terminal. This emergency stop procedure will be tested and demonstrated to the ship's Officers prior to commencement of loading.

Precautions: A watch must be maintained on the radio link with the shore. Connections at the manifold must also be watched continuously for any signs of leaks, ruptures, etc.

BALLAST:

Maximum Freeboard: The SBM's at Halul are considered exposed locations and the safety of operations is highly weather dependent. To ensure that a vessel is always safely moored, the maximum freeboard forward (Panama Lead to waterline) must not exceed 70 ft. (21.3 m.) with a positive stern trim at any time whilst the vessel is in the berth.

Deballasting: Vessels capable of simultaneous cargo loading and deballasting are required to do so in order to maintain the freeboard as low as possible.

Vessels unable to perform simultaneous loading and deballasting operations will, in marginal weather conditions or to comply with the maximum freeboard limitation, be required to load part cargo prior to deballasting.

Dirty Ballast Facilities: No dirty ballast facilities available. All vessels must arrive with clean ballast.

CARGO QUANTITIES/DOCUMENTATION: *Ullaging:* On completion of loading the ship must ullage all tanks into which cargo has been received. The Master is required to complete an ullage report provided by the shore.

Early Departure Procedure: In order to avoid delays to ships, Halul Terminal follows the "Early Departure Procedure" for the completion of cargo documents. When cargo loading is completed the Pilot will receive the departure papers from the shore. These will include documents completed as far as possible but without cargo quantities which the Master should sign as appropriate.

Departure from Halul Island will be dependant on ship/shore agreement on the cargo quantity loaded.

The final Bill of Lading cargo figure will be passed to the vessel by radio, prior to the Pilot disembarking. The Pilot will enter both the Bill of Lading Figure and Final Ship's Figure on Form 19X (Tanker Port Performance), which both the Pilot and Master will then sign. The Bill of Lading cargo figures information will also be transmitted to the vessel after departure via Doha Radio or direct by telex. The Master should insert these figures in the various incomplete forms that remain on board.

All delays resulting from the Master's refusal to accept Early Departure Procedure will be for the vessel's account.

Forms to be Signed: The following is a list of forms which have to be completed for each parcel of cargo and received by the Master. (Not all documents are signed by the Master.)

Bill of Lading.
Cargo Manifest.
Certificate of Quantity and Quality.
Discharge Certificate.
Master's Receipt of Documents.
Arrival Report.
Disbursement Memo.
Certificate of Origin and Authenticity.
Ullage Report.
Customs Export Bill.
Customs Clearance.
Port Timesheet and Form 19X.
Receipt for samples.

Discharge Certificate: We stress the importance of the Discharge Certificate placed on board at the completion of loading. It is absolutely essential that the Discharge Certificate should be completed in duplicate in respect of every discharge whether for entire or part cargo.

DEPARTURE: *Unmooring:* When all ship's papers have been completed and the hoses disconnected the vessel is ready to sail. The port mooring should be released first. The mooring should be lowered to sea level and the pick-up rope paid out slowly to allow the mooring launch to receive the pick-up rope on board. The starboard mooring will then be released.

When the vessel is clear of the SBM, the mooring launch will come alongside on the starboard side to load the mooring and hose connecting equipment, and then stand-by to await the Pilot.

Pilot Disembarkation: When the vessel has been unberthed the Pilot will disembark to the East of the two SBMs and well clear of the submarine pipeline area. Laden vessels should under no circumstances navigate in the pipeline area to the South of Halul Island. It is strongly recommended that all vessels use the Deep Water Departure Channel to clear the Halul area.

DENSITY: At berth, 1028/1030 (approximately).

CARGO: Flash point below 32° Fahrenheit.

H_2S Content in Halul Crude: H_2S Hydrogen Sulphide has a disagreeable odour characteristic of rotten eggs which quickly deadens the sense of smell so that a dangerous concentration may be present which cannot be detected by odour.

If exposure to hazardous concentrations of this gas is likely to occur, appropriate safety precautions should be taken. Suitable respiratory protection should be available during ullaging and sampling.

The TLV is given as 10 p.p.m. but concentrations in enclosed spaces should be reduced as far below this level as practicable and if men are to work without breathing apparatus, a nil concentration should be achieved before entry is permitted and effective ventilation should be maintained.

On tankers regularly committed to the carriage of sour crude, H_2S gas indicators should be provided.

It is important to realise that the concentration of H_2S can be measured and expressed in two different ways:

The p.p.m. in the liquid, by weight;
The p.p.m. in the air, by volume.

Producing and Processing Departments at terminal often use the liquid measure for H_2S content, and this could be confusing to tanker officers who usually think of H_2S as expressed in air volume measure. There can be a vast difference between the two measures. The measure in air is higher and can be very much higher. For example, chemists have measured a concentration of 7,000 p.p.m. (deadly) in the vapour stream coming out of ullage opening when a tank is being topped off with a crude oil containing only 70 p.p.m. H_2S in the liquid. Therefore, it is of vital importance to appreciate that a sour crude can release a lethal concentration of H_2S into the air.

The following guide to the effects on exposed persons of various atmospheric concentrations of H_2S gives some indication of its dangers:

Measured in air by volume	
50 to 100 p.p.m.	Eye and respiratory tract irritation after exposure of 1 hour.
200 to 300 p.p.m.	Marked eye and respiratory tract irritation after exposure of 1 hour.
500 to 700 p.p.m.	Dizziness, headache, nausea, etc., within 15 minutes; loss of consciousness and possible death after 30 to 60 minutes exposure.
700 to 900 p.p.m.	Rapidly produces unconsciousness and death occurs a few minutes later.
1000 to 2000 p.p.m.	Death is apparently instantaneous.

Apparent death from H_2S is not irreversible as prompt and efficient artificial respiration may restore life.

The terminal should advise the Master if the cargo to be loaded contains H_2S in concentrations which cause the gases vented during loading to be hazardous if inhaled. When handling cargo with noticeable H_2S content or when ballasting after discharge of such cargo, it is recommended that the following precautions should be taken.

The officer supervising the operations should keep a sharp watch on personnel for signs of fatigue or distress.

Lifelines, breathing apparatus and resuscitator should be readily available.

Loading through the pump room should be avoided where possible to reduce the possibility of H_2S contamination of the pump room atmosphere.

Gas should be vented through the cargo tank venting system and, if open ullaging is necessary, the ullage plugs should be kept open only for a minimum period of time.

When ullaging tanks, personnel should work in pairs and stand at right angles to the wind direction in relation to the ullage opening.

Personnel should not enter a pump room without first starting the ventilation, checking that there is no gas present, and without someone else standing by. If any gas concentration is recorded, a self-contained breathing apparatus should be worn.

Other spaces into which H_2S may have been drawn should be ventilated and checked before entry.

Persons overcome by H_2S should be moved to a gas free area immediately and artificial respiration should be administered at once.

Gas tests should be made on deck and in accommodation at regular intervals and particularly during the topping-off periods. If concentrations exceed 10 p.p.m. inside the accommodation or 50 p.p.m. on deck more than 10 ft. from a gas outlet, the loading rate should be adjusted and if this does not result in a decrease of the gas concentration, loading should be stopped until conditions have improved or other suitable measures are taken.

During discharge, the pump room bilges should be kept dry.

During loading or ballasting operations, conspicuous notices warning of potential danger should be posted on deck and at pump room entrance, and at the entrance to any other space which could be affected.

MEDICAL: There is no doctor on Halul Island. If there is any sickness on board, details should be included in the vessel's ETA message.

In emergencies, the services or advice of the QGPC Medical Officer in Doha may be obtained. If the doctor or patient has to be flown from to Doha, the vessel concerned will be charged for the helicopter hire, the services of the doctor and other related costs.

TIME: Local time is GMT plus 3 hours throughout the year.

FRESH WATER: Not available, except in cases of extreme emergency if a supply boat is available. For this service a charge of 1 day's supply boat hire plus cost of water will be charged.

FUEL: Various grades of bunkers available, diesel and fuel, ex barge or lighters at Halul anchorage provided minimum 7 days' prior notice given.

Also see "Doha".

REPAIRS: Not available.

SURVEYORS: (1) Watson Grey & Caleb Brett, Doha.
(2) Lloyd's Register in Bahrain.

TANK CLEANING: No facilities available and ships must arrive with clean ballast, lines and pumps.

CONSULS: The following countries maintain Embassies in Qatar.

Algeria
Bangladesh
Egypt
France
Gabon
Germany
India
Iran
Iraq
Japan
Jordan
Korea (South)
Kuwait
Lebanon
Libya
Mauritania
Morocco
Oman
Pakistan
Saudi Arabia
Somalia
Sudan
Syria
Tunisia
Turkey
United Kingdom
U.S.A.
Yemen

CUSTOMS: Trading in liquor is *strictly* prohibited and no alcoholic drink should be offered to Arab nationals.

Qatar Laws concerning Alcohol: The import and sale of alcoholic drinks in Qatar is subject to stringent Government control and there are heavy penalties for infringement of the relevant laws.

Masters are advised therefore, to ensure that no alcohol, of any description, leaves the vessel while at Halul Terminal.

REPATRIATION: Changes of personnel can be carried out at Halul Island. This can only be carried out on a limited scale due to scarcity of accommodation and transport. For crew joining a ship, Owners should notify the Agency, at least 72 hours in advance of arrival in Doha, the details of the personnel and the arriving flight. Crew leaving a ship at Halul can be arranged but advance notice is required.

SAFETY: Vessels must at all times comply with safety regulations as detailed in the ISGOTT (International Safety Guide for Oil Tanker and Terminals) published jointly by the International Chamber of Shipping and the Oil Companies International Marine Forum and The International Association of Ports and Harbours.

Safety Check List: This check list must be completed prior to the commencement of loading and verified at regular intervals thereafter. The Pilot and the Master of the vessel or a responsible officer will jointly carry out the safety inspection.

Cessation of Loading: If during loading operations, the Pilot becomes aware of any unsafe working practice or safety hazard, loading will cease until such time when the safety hazard has been removed. All delays thus incurred will be for vessel's account.

Hydrogen Sulphide: It is brought to the ship's attention that Qatar marine crude contains Hydrogen Sulphide (H_2S). See "Cargo".

Emergency Towing Wire: Whilst moored to the SBM, all vessels must have Emergency Towing Wires correctly positioned and rigged on the port side forward and aft. The eyes of the wires must be maintained just above the waterline, ready for immediate pick-up by a tug or supply boat. The inboard end must be properly secured to the bollards with a least 40 m. of slack wire on deck with a rope stopper to prevent the slack accidentally running out.

Tanker Emergency: In case of an emergency on board the Tanker the Pilot must immediately be informed. He will act as liaison between ship and shore.

If for whatever reason the Pilot is incapacitated, the Master/Officer on duty must inform Halul Control, giving brief details of the type of the emergency via the portable VHF radio (walkie-talkie) provided by shore.

In case of fire, explosion, etc., cargo must be stopped immediately by requesting "Emergency Stop" via the walkie-talkie and/or via the emergency stop frequency (push-button) provided in the radio.

The Master may also call "Halul Radio" on the ship's VHF Channel 6 or 16, giving details of the emergency and the kind of assistance required, if necessary.

BANKS:

Banque de Paris et des Pays-Bas.
The British Bank of the Middle East. Telex: 4204 BBME DH.
Grindlays Bank. Telex: 4209 GRNDLY BK.
The Chartered Bank. Telex: 4217 CHARBK.
Citibank.

STORING: See "Prelims".

1. No.
2. N/A.
3. No.
4. N/A.
5. N/A.
6. N/A.

SHORE LEAVE: Not permitted.

GARBAGE DISPOSAL: No garbage disposal service is available for tankers loading at Halul.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: No shore leave permitted.

CURRENCY: Qatar Riyals (Q.R.).

GENERAL:

Meteorological Service: A daily 24 hour weather forecast is issued at 0945 hrs. L.T. This forecast covers the area of Halul Island and the offshore oilfields. Details of this forecast can be obtained from Halul Radio on VHF Channel 6 or, if vessel is at one of the SBMs, from the Pilot on board the vessel.

Tidal Information: Halul Island can be found in British Admiralty tide tables Volume 2. Halul is a secondary port based on the standard port of Shatt al-Arab.

Climatic Conditions: Masters and crews should be aware of the extreme climatic conditions which exist in the Halul area during the months of June through October. Everybody should be made aware of the dangers of heat and sun stroke.

Stores and Laundry: Not available at Halul Island.

Courtesy Flag: The Qatar National flag should be flown during daylight hours when a vessel is at Halul Island.

Mail Service: There is an excellent mail service from Qatar to all parts of the world. Qatar stamps must be used on all mail sent through the national post office.

Blue air letter forms other than Qatari forms are not accepted.

AUTHORITY: Qatar General Petroleum Company – Marine Department, P.O.B. 47, Doha, Qatar. *Tel:* 402666, 402593. *Telex:* 4201 Qatoff Doha. *Cables:* Qatoff, Doha. *FAX:* 402707. *Contact:* P. Steynis, Marine Manager. R. Gale, Senior Marine Officer.

Agency: c/o Tanker Agency Department, QGPC PDA, P.O.Box 47, Doha, Qatar, Arabian Gulf. Tel: 402620. Telex: 4201.

UMM SAID: 24.54 N. 51.34 E. (See Plan)

DOCUMENTS: The Qatar Customs Authority requires the following documents to be kept ready on arrival at Umm Said Ports and presented to Customs Officer when alongside Berth No. 6, Berth No. 19 or to Pilot when at SPM/CBM/NGL Jetty.

2 copies Crew List.
2 copies Crew Declaration.
2 copies Stores List.
2 copies Bond List.
2 copies Arms and Ammunition List.
1 copy Last Port Clearance.
1 copy Health Declaration.
1 copy Vaccination List.

BUOYED CHANNEL: All vessels wishing to navigate the Umm Said Buoyed Channel must obtain prior clearance from Umm Said Control who can be contacted on VHF Channels 14 or 16 or by Telex via Doha Radio, addressed to Petroqat Umm Said. This precaution is essential to avoid unexpected encounters with deep-laden oil tankers.

APPROACHES:

Approach to Umm Said Terminal: With Halul Island peak astern steer 235° for a distance of 31.5 miles to (K) Kareinein Light Buoy in position Lat. 25° 24′ 18″ N., Long. 51° 56′ 16.4″ E., thence 226°, 12 miles to (M) Mishut Light Buoy in position Lat. 25° 15′ 51″ N., Long. 51° 46′ 43.4″ E.

From Mishut Light Buoy steer 214° for a distance of 8 miles to (W) Wakrah Light Buoy, leaving this light buoy on the port hand.

From Wakrah Light Buoy steer 180° for a distance of 6.4 miles, to (H) Hul Light Buoy leaving this buoy to port.

From a position of 2 cables West of (H) Hul Light Buoy, steer 164° for a distance of 1.9 miles to pass between Nos. 1 and 2 Outer Channel Buoys, thence 158° 30′, 0.3 miles to pass between Nos. 3 and 4 Outer Channel Buoys, thence 178°, 0.9 miles to leave No. 6 Outer Channel Buoy on port hand, thence 173°, 1.6 miles to pass between Nos. 7 and 8 Outer Channel Buoys, thence 191° 30′, 1.6 miles to pass between Nos. 9 and 10 Outer Channel Buoys, thence 176°, 0.8 miles to pass between Nos. 11 and 12 Outer Channel Buoys.

From a position midway between Nos. 11 and 12 Outer Channel Buoys, steer 157° for a distance of 2.2 miles, leaving S.E. Arrif Buoy on the starboard hand, thence 217° for a distance of 3.25 miles, leaving S. Arrif Buoy on the starboard hand.

After rounding S. Arrif Buoy, steer 335° for a distance of 1.7 miles, passing close West of No. 1 Inner Channel Buoy, thence 003°, 1.1 miles, passing close East of No. 2 Inner Channel Buoy.

From a position close East of No. 2 Inner Channel Buoy, steer 348°, 0.5 miles to pass between Nos. 3 and 4 Inner Channel Buoys thence 323° to round Turning Buoy, leaving this buoy on the port hand.

From Turning Buoy steer a course to enter the designated Anchorage Area. The Northern limit of the designated Anchorage Area is a straight line joining the Turning Buoy and Fairway Buoy positions.

Masters of vessels anchoring at Umm Said are required to use the appropriate anchorage. With the exception of emergencies only, anchoring outside this area or obstructing the fairway is *not* permitted.

Prohibited Area: A prohibited area enclosed by the pecked lines as shown on Chart No. 3786 (See "Plans") has been established. Masters of all vessels are prohibited from entering, anchoring or fishing within this area unless permission has been granted by the Corporation.

Outward Passage: The reverse track is followed as for the inward passage described above.

Charts: Admiralty Chart No. 3787 – Approaches to Musay'Id and Ad Dwaha.

Admiralty Chart No. 3950 – Fasht al Arrif to Ras Laffan.
Admiralty Chart No. 3786 – Umm Said Harbour.

Depths: In the Outer Channel there are least depths of 36 ft. (10.97 m.) in the vicinity of Nos. 1 and 2 Buoys, 3 and 4 Buoys and Nos. 9, 10, 11 and 12 Buoys.

Between the Outer and Inner Channel the depth varies from 40 ft. (12.2 m.) at Nos. 11 and 12 Outer Channel Buoys through 72 ft. (22.0 m.) and 78 ft. (23.8 m.) between S.E. Arrif and S. Arrif Buoys to 47 ft. (14.3 m.) close to No. 1 Inner Channel Buoy.

In the Inner Channel the least depth is 37 ft. (11.28 m.) between Nos. 3 and 4 Inner Channel Buoys.

From the Inner Channel to the Anchorage the depths vary from 43 ft. (13.1 m.) between the channel and Turning Buoy to 48 ft. (14.6 m.) at the Anchorage.

Tidal Conditions: In general the tide follows the coast line with the flood tide setting to the South or S.W., and the ebb tide setting to the North or N.E. The greatest caution must be exercised by all vessels when setting course to round the S.E. Arrif Buoy. It should be noted that tidal sets can run up to 2 hours after the predicted H.W./L.W. times.

Abnormal meteorological conditions may affect all the above tides by ±2 ft. (0.61 m.).

The normal tidal range is from 0.4 m. to 2.0 m., with the highest tides being in the region of 2.45 m. in exceptional circumstances.

Tide Gauge: The Terminal Office at Umm Said is equipped with a tide gauge, so that verification of tidal predictions, with actual depth of water, can be made.

Umm Said Approaches

Light Buoys	*Latitude North*	*Longitude East*	*Shape*	*Colour*	*Light*
Mishut (M)	25° 15′ 51″	51° 46′ 43.4″	Pillar W Topmark	Y.B.Y. Radar Reflector	Qk. Fl. (9) W. 15 sec.
Pipeline Buoy (N)	25° 13′ 51″	51° 45′ 23.4″	Can	Yellow Radar Reflector	Fl. Y. 10 sec.
Wakrah (W)	25° 09′ 13″	51° 41′ 50.4″	Pillar W Topmark	Yellow Black Yellow	Very Qk. Fl. (9) W. 10 sec.
Pipe-line Buoy (S)	25° 08′ 18″	51° 41′ 54″	Can	Yellow Radar Reflector	Fl. Y. 6 sec.
Hul (H)	25° 02′ 49″	51° 41′ 50.4″	Pillar W Topmark	Yellow Black Yellow	Very Qk. Fl. (9) W. 15 sec.
No. 1	25° 01′ 01″	51° 42′ 6.4″	Cone	Green	Fl. G. 6 sec.
No. 2	25° 00′ 55″	51° 42′ 15.9″	Can	Red	Fl. R. 5 sec.
No. 3	25° 00′ 40.6″	51° 42′ 13.1″	Cone	Green	Qk. Fl. G.
No. 4	25° 00′ 36.3″	51° 42′ 22.9″	Can	Red	Fl. R. 5 sec.
No. 6	24° 59′ 44″	51° 42′ 26.4″	Can	Red	Fl. (2) R 10 sec.
No. 7	24° 58′ 10″	51° 42′ 29.4″	Pillar E Topmark	Black Yellow Black	Qk. Fl. (3) W 10 sec.
No. 8	24° 58′ 18″	51° 42′ 37.4″	Can	Red	Fl. R. 6 sec.
No. 9	24° 56′ 39″	51° 42′ 4.4″	Cone	Green	Fl. (3) G. 15 sec.
No. 10	24° 56′ 35″	51° 42′ 20.4″	Can	Red	Fl. (2) R. 10 sec.
No. 11	24° 55′ 42.5″	51° 42′ 11.9″	Cone	Green	Fl. G. 2 sec.
No. 12	24° 55′ 43″	51° 42′ 20.9″	Can	Red	Fl. R. 2 sec.
S.E. Arrif	24° 53′ 38″	51° 43′ 4.4″	Pillar E Topmark	Black Yellow Black	Very Qk. Fl. (3) W. 5 sec.
S. Arrif	24° 51′ 02″	51° 40′ 57.4″	Pillar S Topmark	Yellow Black	Very Qk.Fl.(6)+ L.Fl.W.10 sec.
No. 1 Inner	24° 52′ 29″	51° 40′ 2.4″	Cone	Green	Fl. (3) G. 15 sec.
No. 2 Inner	24° 53′ 36″	51° 39′ 54.4″	Can	Red	Fl. R. 6 sec.
No. 3 Inner	24° 54′ 11″	51° 39′ 53.4″	Cone	Green	Fl. G. 2 sec.
No. 4 Inner	24° 54′ 07.3″	51° 39′ 47.4″	Can	Red	Qk. Fl. R.
Turning Buoy	24° 54′ 41″	51° 39′ 19.4″	Pillar N Topmark	Black Yellow	Very Qk. Fl. W.
Fairway Buoy	24° 54′ 27″	51° 36′ 25″	Pillar	R.W.V.S. Radar Reflector	Long Fl. W. 10 sec.
S. Anchorage	24° 52′ 53″	51° 33′ 51.4″	Can	Red	Fl. R. 6 sec.
M.B. 1	24° 53′ 57.6″	51° 33′ 36.0″	Cone	White Orange	Fl. W. 5 sec.
M.B. 2	24° 54′ 16.8″	51° 34′ 13.8″	Cone	White Orange	Fl. R. 5 sec.
M.B. 3	24° 54′ 19.8″	51° 34′ 37.8″	Cone	White Orange	Fl. W. 5 sec.

PILOTAGE: Inward and outward pilotage is compulsory for all vessels loading at the North and South Berths (Crude/Stabilised Condensate), NGL (Propane, Butane and Condensate), NODCO (Products) and QAPCO (Ethylene). The Pilot boards the vessel in the vicinity of the Mishut Buoy and will contact the vessel approximately one hour before boarding. The Pilot normally disembarks in the vicinity of the Wakrah Buoy.

In the case of the North Berth (SPM) and South Berth (CBM), the Pilot remains on board the vessel throughout, acting as Loading Master and QGPC Representative.

Pilotage is compulsory for berthing and unberthing of all dry cargo vessels from sunrise to sunset.

Pilot Ladder: Tankers of 40,000 d.w.t. and over should have rigged, when in light condition, an accommodation ladder lowered to about 5.0 m. above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder (on after leading accommodation ladders), to within 1.5 m. above the water. This will enable Pilot to ascend pilot ladder clear of launch, and then step on to lower platform of accommodation ladder.

A good lee must always be made.

Automatic pilot hoists should not be used unless such use is agreed to by the Pilot. On no account should weighted heaving lines be used in the vicinity of the pilot boat or mooring launches.

Pilotage is compulsory for dry cargo ships bound to for Umm Said Anchorage only if the draft is 33 ft. or over. Pilotage performed by Doha Pilots.

All dry cargo vessels using Umm Said Channel must obtain channel clearance from Umm Said Traffic Control on Channels 16 and 11 at Mishut Buoy, prior to entering channel and prior to sailing from Umm Said berths. Berthing and unberthing schedules are obtained from Doha Ports (Channels 16 and 14).

ANCHORAGES: Eastern Anchorage. Depth 48 ft.

Anchorage for dry cargo vessels is available in Umm Said Harbour more than one mile North of the Fairway Buoy. The anchorage to the S.E. of the Fairway Buoy is reserved for tankers and vessels drawing over 10.0 m. draft. Dry cargo vessels using this anchorage must obtain permission from Umm Said Terminal.

Prohibited Anchorage: A Prohibited Anchorage has been established in the vicinity of (W) Wakrah Light Buoy to protect submarine pipelines laid in the area. A yellow can buoy (Fl. Y. 10 secs.) (Radar Reflector) has been laid in position Lat. 25° 13′ 51″ N., Long. 51° 45′ 23.4″ E. and a line drawn 073°/253° from the coast through this position marks the Northern boundary of the Prohibited Anchorage. A similar buoy (Fl. Y. 6 secs.) (Radar Reflector) has been laid in position Lat. 25° 8′ 18″ N., Long. 51° 41′ 54″ E. and a parallel line drawn through this position marks the Southern boundary of the Prohibited Anchorage.

RESTRICTIONS: In the case of crude oil shipments, mooring, loading and unmooring is carried out at all times (weather permitting).

Mooring and unmooring operations are restricted to daylight hours at the NGL Jetty, NODCO Jetty (Berth No. 6) and QAPCO Jetty (Berth No. 19).

MAX. SIZE: *Depths/Drafts of Laden Vessels/Minimum Underkeel Clearance:* The draft of laden tankers leaving Umm Said is constrained by the depth of water in the Outer Channel. However, vessels are required to maintain a minimum underkeel clearance in relation to total height.

The table below details the minimum underkeel clearances for vessels using the Umm Said Channel.

Vessels up to 99,999 d.w.t.	3 ft. (0.91 m.) Clearance
Vessels from 100,000 to 149,999 d.w.t.	4 ft. (1.22 m.) Clearance
Vessels between 150,000 and 320,000 d.w.t.	5 ft. (1.52 m.) Clearance
LPG Carriers (All Sizes)	5 ft. (1.52 m.) Clearance

The following are examples of the tidal calculations to determine whether or not a vessel would be allowed to use the channel:

Ship A – VLCC 250,000 d.w.t.:

Sailing Draft	10.79 m.
Required Minimum Underkeel Clearance	+ 1.52 m.
Depth of water required	12.31 m.
Minimum depth of water at Chart Datum	10.97 m.
Height of tide required (minimum)	1.34 m.

Therefore this vessel can use the Umm Said Channel only if the height of tide is equal to or greater than 1.35 m. at the time of passing the outer end of the outer channel.

Ship B – Product Carrier 85,000 d.w.t.:

Sailing Draft	9.40 m.
Required Minimum Underkeel Clearance	+ 0.91 m.
Depth of water required	10.31 m.
Minimum depth of water at Chart Datum	10.97 m.
Height of tide required (minimum)	– 0.66 m.

Therefore this vessel can use the Umm Said Channel at any state of the tide.

Note: For vessels loading to drafts which are close to the limits of the Umm Said Channel, the small mooring launch is available to allow ship's officers to make a visual inspection of the draft prior to sailing.

The Pilot carries an up-to-date set of tide tables and will perform the tidal calculation in advance of the ship sailing to ensure that the margins of safe underkeel clearance are maintained. If the Master requires further information regarding this matter prior to arrival at Umm Said, he should contact the Terminal through the normal method.

Also see "Terminal Information" – "Berth Limitations".

Navigation in Shallow Waters: The navigation of deep drafted vessels at high speeds in shallow waters introduces certain hazards. Pilots and Masters of ships should be guided by the following:

- *(a)* Due consideration should be given to the effect of draw down at speed on vessel's draft in shallow water, bearing in mind vessel's trim.
- *(b)* If possible, confirm actual height of tide against predictions and if not, bear in mind that after strong winds the actual height of tide may be reduced and extra caution must be exercised for a few days during and after bad weather.
- *(c)* Ensure accuracy of vessel's draft reading, including the midship drafts, having in mind the tendency of vessels to sag and the adverse effect of a small list.
- *(d)* Note that list can mean an appreciable increase in draft.
- *(e)* When strong tidal streams are running across a channel, extra vigilance is required, and allowance made for set, particularly at reduced speed, to ensure vessel proceeds along mid-channel.

Particular attention should be paid to rounding the S.E. Arrif Buoy on a flood tide, especially when heading South. Extra allowance for set should always be made.

HEALTH: (Quarantine and Medical Clearance). Medical attention to Masters and crews of ships provided by Q.G.P.C. Medical Officer when asked for by Master.

For dry cargo vessels, the medical facilities are arranged through Agent.

RADIO: Doha Radio – A7D – continuous watch on W/T 500 kHz, R/T 2182 kHz and VHF Channel 16.

Doha Port continuous watch on R/T 2182 kHz and VHF Channels 16 and 14. Umm Said Terminal for channel clearance keeps continuous watch on Channel 16.

When advising their ETA ships must state their last port of call within the previous 21 days and report any sickness on board. If the last port of call is Bahrain or Ras Tanura, the previous port must be stated.

Radio Messages: Vessels are requested to inform Petroqat, Umm Said by cable of their ETA at (M) Mishut Light Buoy, 72 hours, and confirm 24 hours and 12 hours prior to their arrival. It should be clearly indicated that times quoted are in GMT. They should also state the quantity of cargo, in long tons, the maximum loading rate required, deballasting time and whether able to load and discharge ballast concurrently. Any crew changes and/or medical treatment required should also be notified in this cable.

These cables should be addressed to Petroqat, Umm Said, and passed via Doha Radio.

The following cable is sent to all vessels by Agent (Petroqat):

Quote:

Advise your ETA at pilot station Mishut (M) Buoy in GMT 72 hours and confirm 48 hours, 24 hours and 12 hours before arrival. Pilotage is compulsory and in order to confirm pilot boat arrangements essential you advise firm ETA 48 hours before arrival to avoid any delays. Rig combination accommodation/pilot ladder on Lee side before arrival. Pilot hoist and weighted heaving lines must not be used. Tugs are available if required. Please advise your requirements 48 hours in advance.

It is preferred that mooring hawsers in general consist of rope where possible but all wire moorings or wires with rope tails are acceptable. Please note, however, that for safety reasons, all springs which are connected to the main jetty must be of rope or wires with rope tails.

Please advise your last cargo, and confirm that your tanks are cooled down and ready in all respects to receive your nominated cargo. Butane and propane can be loaded concurrently if required. Loading lines are 12 in. diameter and vapour return lines are 8 in. diameter all fitted with Class 150 ASA flanges. Your attention is drawn to the Prohibited Anchorage (Lat. 25° 10′ N.) safeguarding the submarine pipelines laid in the vicinity of Wakrah (W) Buoy.

If your vessel is fitted with telex which has high (75B) and low (50B) speed transmission, please ensure that your machine is operating on low (50B) speed mode to ensure that we receive clear, ungarbled text.

Petroqat Umm Said

Unquote.

Telex Messages: Vessels fitted with telex machines may make contact through Telex No. 4050 Qpausd Dh. However, only the low (50B) transmission mode should be used to ensure the receipt of clear, ungarbled text.

High (75B) speed transmission mode must not be used.

VHF: Umm Said Terminal is equipped with VHF radio equipment operating on Channels 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 67, 68, 69, 70, 71, 72, 73, 74 and 77 of international maritime mobile telephone service.

A continuous 24 hour listening watch is maintained on Channel 16, the call sign being "Umm Said". The range of station is approximately 50 miles.

Also see "Pilotage".

Berth Radio Frequency: Tanker berthing/loading operations are carried out using intrinsically safe portable VHF radio sets on a frequency of 155.975 MHz (transmit and receive). These radio sets also have the facility to use VHF Channel 9.

TUGS: The use of tugs is compulsory and is as follows:

North Berth: Tugs not used.

South Berth: One tug used during berthing. Tug may be utilised for unberthing if weather conditions are unfavourable.

NGL Jetty: Two tugs used for both berthing and unberthing.

NODCO Jetty No. 6: Two tugs for berthing and unberthing.

QAPCO Jetty No. 19: One tug used for berthing, assuming that vessel is fitted with an operational Bowthruster unit. For unberthing, the use of a tug is at the Pilot's discretion and will depend upon the weather conditions at the time.

Given sufficient prior notice a tug can usually be made available on request.

BERTHING: Pilots act in same capacity as Mooring Masters in the berthing of vessels, after which they supervise raising of flexible hoses and connection to ship's manifold. During loading operations they act as the Corporation's representatives.

Vessel's crew are required to assist with hose connecting.

North Berth: Crude Oil: North Berth is a Single Point Mooring in position Lat. 24° 53′ 37.2″ N., Long. 51° 34′ 54″ E., connected to the shore installation by a 36 in. submarine pipeline. The seaward end of the pipeline and buoy terminates in 2×16 in. × 900 ft. flexible floating hoses.

Stabilised Condensate: SPM is also designed to accommodate vessels for loading stabilised condensate. The submarine pipeline is 30 in. in diameter and the seaward end of the pipeline and buoy terminates in 2×16 in. × 890 ft. flexible floating hoses.

Gear to be Provided by Tankers:

- *(i)* General: All tankers berthing at the SPM will be required to have situated on the foc'sle head a Tongue Type bow stopper capable of accepting a 3 in. diameter chafing chain and manufactured and fitted in accordance with the Oil Companies' International Marine Forum and Classification Societies' Recommendations regarding the standard of equipment employed in the mooring of ships at Single Point Moorings. In addition, all tankers mooring at either the SPM or CBM berths must comply with the OCIMF standard for Oil Tanker Manifolds and associated equipment.
- *(ii)* North Berth (Crude): Vessels are moored by a single hawser from bow to buoy.
  The following equipment should be carried by each vessel:
  1×4 in. circumference × 40 fathom messenger rope, one axe, crowbar and large hammer ready for use at the bow.
  One good boat rope at least 200 ft. long, ready at accommodation ladder position.

Derrick or crane rigged over the portside manifolds should be capable of lifting 16 in. floating hose to a height of up to 30 ft. above deck (S.W.L. 15 tons). 2×1 tonne chain blocks for hose connection.

Reducers or adaptor (if necessary) bolted to the ship's manifold flanges so as to take 2×16 in. loading hoses.

(iii) North Berth (Stablised Condensate): Stabilised condensate is loaded through the multiproduct SPM at a maximum loading rate of 4,000 tonnes/hour. From the shore, the cargo passes through a single 30 in. sea line to the SPM and then into a single 20 in. floating hose, culminating in 2×16 in. overrail hoses which are connected to the ship's portside manifold.

Mooring Arrangements: For vessels arriving at this port without the approved type of "AKD" stoppers fitted, the Terminal will supply suitable snotters and shackles. These will be utilised forward to make fast the chafe chain (attached to the end of the SPM Mooring rope) to a suitable set of ship's bollards. The Pilot will advise as to this arrangement.

However, it should be noted by all Master that, for vessels that are anticipating returning to Umm Said to load Naphtha, they should inform their Owners/Charterers of the necessity to have a suitable "AKD" stopper fitted at the earliest opportunity. This is a safety requirement of the OCIMF for all vessels loading at SPMs. Vessels which fail to comply with this recommendation after a reasonable period of time (to be determined by the Terminal) will be refused entry to the port of Umm Said on safety grounds.

Equipment to be supplied by the vessel will be the same as that for vessels loading crude oil at the SPM with an additional length of messenger rope required aft for the effective "tying-off" of the crude oil loading hoses, which would otherwise be floating free and in danger of fouling the ship's propeller.

Warning: Ship's anchors must never be used within 0.5 miles of this berth or the 36 in. submarine pipeline and must therefore be well secured at all times.

South Berth: Crude Oil: The South Berth consists of a Conventional Buoy Mooring, connected to the shore by a 24 in. submarine pipeline. The seaward end of the pipeline terminates in 2×16 in. × 240 ft. flexible hoses.

Mooring: Vessels are moored to this berth by the use of the ship's two anchors and wires from 6 mooring buoys, (five aft and one forward).

The following equipment will be required on board each ship *in addition* to the equipment required for the North Berth (see above).

Port and starboard anchors with at least 13 shackles of anchor chain on each.

Five mooring wire drums aft and one on the portside of the foc'sle. These drums will be used for heaving up the 4.75 in. circumference wires from the mooring buoys. Vessels should provide either completely empty drums and 4 in. circumference messenger ropes of sufficient length to reach the waterline. Alternatively, the mooring wires may be spooled directly on top of the ship's wires, providing that the latter are neatly stored and sufficient space is available on the drum. However, it is recommended to remove any fibre rope, rope tails and shackles from drums.

TERMINAL INFORMATION:

Berth	*Max. t.p.h.*	*Fixed sea-line*	*Over rail hoses*
North (SPM) - Crude	7,000	One – 36 in.	Two – 16 in.
North (SPM) - Stabilised Condensate	4,500	One – 30 in.	Two – 16 in.
South (CBM)	5,000	One – 24 in.	Two – 16 in.

Depth of Water: Available depth of water at seaward end of sea-line is as follows:

North Berth (SPM)	65 ft. (19.6 m.)
South Berth (CBM)	48 ft. (14.6 m.)

An allowance of 8 ft. for South Berth has been made for height of sea-line end cradle above the sea bed.

Berth Limitations:

North Berth (SPM)	– 320,000 Summer d.w.t. Bow to manifold 590 ft.
South Berth (CBM)	– Maximum 320,000 tons Summer d.w.t. Minimum 50,000 tons Summer d.w.t.

Note: Minimum size of vessels at CBM is governed by vessel's length – 650 ft. minimum.

Ballast:

(i) It is essential that vessel is adequately ballasted to ensure safe handling and manoeuvring. Please comply with the Mooring Master's request as to ballast quantity and disposition.

(ii) Umm Said is an open roadstead and subject to sudden changes in weather. *All tankers will be required to maintain a minimum of 20% of Summer deadweight ballast/load condition at all times.* An adequate forward draft must be maintained at all times and the freeboard from waterline to the mooring Panama Fairlead must never exceed 25 m. Vessels in light condition in strong winds risk parting the mooring hawser. Masters of all vessels should note that, should a situation arise that a vessel has to vacate the berth due to adverse weather or for any other reason, the vessel must have on board sufficient ballast/cargo to enable it to manoeuvre with safety. Thus it is of great advantage to commence loading whilst discharging ballast or prior to completely ballasting.

Note: No vessel will be allowed to reach a condition where she is "Flying Light".

Loading Operations: After the vessel has been securely moored in berth, the hoses are lifted and connected to the ship's manifold.

The Mooring Master will not transmit any loading instructions to the shore until the officer-in-charge of the deck is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.

Monitoring of Cargo Quantity: During loading, hourly checks of vessel's tanks shall be made by ship's personnel to determine cargo loaded comparison with shore figures if required. This is to prevent loss of oil through a leaking hose, and particularly applies at night when seepage of oil can remain unobserved.

Pressure Surges: Closure of ship's valves against the flow of oil results in increased hose line pressure. In case of total shutdown, a shock wave can cause severe damage to the shore installation.

At all times, sufficient tanks must be open to safely accommodate the current flow rate. Any valve closure that is likely to cause a rise in pressure must be advised to the pilot *prior* to shutting down.

During "Topping-off", the pilot will be on hand, and will maintain contact with shore control to ensure the regulated decrease in loading rate required for safe operation.

Completion of Loading: When loading is completed, hoses will be disconnected and lowered, under the supervision of the Mooring Master.

Ships will then proceed to an anchorage allocated by the Mooring Master or direct to sea upon receipt of documents.

NGL Jetty: This is a 'T' type jetty with breasting dolphins flanked either side by 2 mooring dolphins. Water depth at the berth is 42 ft. (12.8 m.). The jetty is fitted with a telescopic ladder.

Max./Minimum Size:

LOA: 550 ft. – 950 ft.

Capacity: 30,000 cu.m. – 120,000 cu.m.

Mooring and unmooring operations are restricted to daylight hours. The use of 2 tugs is mandatory for berthing and unberthing at this jetty.

Products loaded are Butane, Propane and Condensate. Vapour recovery lines are provided for Butane and Propane and must be connected. Vessels without provision for this connection will not be accepted.

Loading Rates are as follows:

Butane 1,200 tonnes p.h. (12 in. loading line, 8 in. vapour return line).
Propane 1,200 tonnes p.h. (12 in. loading line, 8 in. vapour return line).
Condensate 1,500 tonnes p.h.

Bulk Ethylene Jetty: Ethylene tankers are moored at the Qatar Petrochemical Company's facilities at Berth No. 19. Liquid ethylene is loaded through one Chicksan type 12 in. loading arm and there is a similar 6 in. vapour return arm on the North side. Flanges are Class 150 ASA.

Total development height of arms is 46 ft.

Maximum loading rate 600 tonnes p.h.

Mooring and unmooring operations are restricted to daylight hours.

Tugs are available to assist in mooring and unmooring.

Mooring: The jetty has bollards spaced at 17 m. intervals. The jetty fendering consists of solid rubber, cylindrical fenders of 1.5 m. length and 1.0 m. diameter, spaced at approximately 10.0 m. intervals.

Mooring Arrangements:

1. Vessels moor in either direction at Pilot's discretion.
2. The actual "Tie-up" is 3, 3 and 2, fore and aft (3 head/stern lines, 3 breast lines and 2 springs).
3. There is no restriction on the LOA because Ethylene tankers are all of a certain size, which can be accommodated quite safely at the present moment. As a general guide, any vessel having a stern to manifold distance in excess of 94.0 m. should ask the Terminal for further details prior to arrival.
4. Minimum depth of water at berth is 42 ft. (12.8 m.).

Product Loading Berth: *NODCO – Berth No. 6:* The jetty has bollards spaced at 21.5 m. intervals. The jetty fendering consists of solid rubber, cylindrical fenders of 1.5 m. length and 1.0 m. diameter spaced at 10.5 m. intervals.

Mooring Arrangements:

1. Vessels may moor in either direction at Pilot's discretion.
2. The actual "tie-up" will be 3, 3 and 2, fore and aft (3 head/stern lines, 3 breast lines and 2 springs).
3. Maximum permitted LOA 780 ft. (238 m.).
4. Maximum bow or stern distance to manifold 390 ft. (119 m.).
5. Maximum beam 45 m.
6. Maximum arrival displacement not to exceed 60,000 tonnes.
7. Minimum depth of water at berth 13.00 m.
8. Extreme care should be taken to tend moorings and gangway, especially in N.W.ly winds.

Loading Arrangements:

1. 2×8 in. loading arms for heavy fuel oil.
2. 2×8 in. loading arms for other products (white oils).
3. The pumping rates are as follows:
   Heavy fuel oils: 1,200 cu.m./hr. with 2 loading arms and 500 cu.m./hr. with 1 loading arm.
   White oils: 1,000 cu.m./hr. with 2 loading arms and 400 cu.m./hr. with 1 loading arm.

CARGO HANDLING FACILITIES: Government Pilots provide berthing assistance. See "Doha".

Max. draft permissible at any state of the tide – 33 ft.

Max. draft permissible at HW – 39 ft.

Max. LOA – 850 ft.

Berth	*Length*		*Depth*		
No.	(m.)	(ft.)	(m.)	(ft.)	
1	350	1,155	15.0	49.5	QASCO (Steel Cargo)
2	190	627	15.0	49.5	"
3	190	627	15.0	49.5	"
4	190	627	13.0	43.0	Ind. Cargo (QGPC)
5	190	627	13.0	43.0	"
6	190	627	12.0	39.6	NODCO
9	200	660	10.0	33.0	Gen. Cargo (Ports)
10	200	660	10.0	33.0	"
18	255	841.5	13.0	43.0	QAPCO
19	255	841.5	13.0	43.0	"
QAFCO N	212	700	11.8	39.0	Ammonia
QAFCO S	212	700	12.0	40.0	Urea

Qatar Fertiliser Company (QAFCO): QGPC (Oil and Gas) do *not* supply pilotage or agency services for vessels utilising the QAFCO jetty.
Arrival Information: Masters should telex their ETA Umm Said 7 days, 72 hours and 24 hours in advance.

The Telex address is: Shipping Section, 4215 QAFCO DH.

The time for tendering "Notice of Readiness" is the anchoring time at the Freighter Anchorage in Umm Said.

Please do not tender N.O.R. upon reaching the Mishut Buoy, as this pilot boarding area is not applicable for vessels using the QAFCO installation.
(QAFCO) Jetty: General: Finger Jetty 700 ft. long and 100 ft. wide, and lies in a direction 310° – 130° (T).

Fixed navigation beacon with one flashing light and one red light mounted one above the other on the seaward extremity of the jetty.

Berthing on both sides, North for bulk Urea and Ammonia loading and unloading grain, and South side for bagged Urea loading only.

Gravity fendering arrangements on jetty head protected by tubular rubber slings.

Bollards over the full length of the jetty head.

Lighting by conventional street lightings.

Jetty approach is 1,200 ft. long with a roadway 20 ft. wide.
Operational Equipment:

North Berth -	Ammonia Arm	1×10 in. liquid loading arm at a fixed point (Class 150 ASA).
	Bulk Loader	One mobile bulk urea automatic shiploader.
	Grain Unloading	6 unloading points for connecting 2 mobile grain unloading machines.
South Berth -	Bag Loaders	Two mobile bagged urea automatic ship loaders.
Loading Capacities		Ammonia at maximum 450 tonnes/hr. Bulk Urea at minimum 400 tonnes/hr. Bagged Urea at maximum 125 tonnes/hr.

CARGO: *Inert Gas System:* The Terminal will not accept any oil tanker which is not fitted with a fully operational Inert Gas System, and does not have all tanks fully inerted prior to commencement of loading.
Flash Point: Flash point of Qatar Crude is below 32° Fahrenheit.
H_2S Content: Qatar (Land) Crude contains concentrations of H_2S (sulphuretted hydrogen). This is an evil-smelling poisonous gas which can be lethal depending on concentration of gas in the air inhaled. It can be detected normally by its smell, but a high concentration of the gas rapidly paralyses sense of smell and may lead to a false sense of security. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned must be left with all possible despatch until adequate ventilation can be carried out. The explosimeter will not detect this type of gas.

It is not intended to exaggerate the dangers of H_2S and if a vessel is fitted with an operational inert gas system then these dangers can be regarded as minimal. However, in the light of experience gained, the under-noted precautions have been proved necessary to provide against a possible accident:

(a) The accommodation air-conditioning system should be placed into the recirculation mode, so that none of the toxic gas is drawn into the accommodation. *This is essential throughout the whole loading operation and is a mandatory requirement.*

(b) The H_2S meter supplied by the shore should be utilised by Ship's Officers whenever they suspect the presence of the gas.
Note: The alarm setting on the meter is set at 10 ppm. The operation of the meter will have been demonstrated by the Pilot/Loading Master to the Chief Officer, who must ensure that all his Officers are fully conversant with its operation.

(c) During loading, venting of tanks should be allowed only through the agreed venting arrangements (as noted in the ship/shore safety check list). *On no account should any tank lids be opened for any purpose whatsoever.*

(d) Manual ullaging of tanks should be kept to a minimum and, if undertaken, personnel should keep to windward of the tank openings and avoid breathing fumes as much as possible. Breathing apparatus should be worn if manual ullaging of tanks is to be undertaken over a prolonged period of in a confined space.

(e) Entry into pump rooms or any compartments where gas can collect should be avoided. If entry is considered necessary, then an approved breathing apparatus and lifeline should be worn by the person entering and other persons should be standing by, and tending the life-line. One of those persons on stand-by should be wearing a second breathing apparatus set and life line, ready to rescue the person entering the compartment should the latter be overcome by fumes.

(f) Breathing apparatus, life lines and oxygen resuscitators should be readily available during all cargo and tank cleaning/gas freeing operations.

(g) During cargo discharging and tank cleaning/gas freeing operations, the gas ejector for the pump room should be kept running.

(h) Please display the notice headed "Hydrogen Sulphide the Invisible Killer" in a cargo control room, in order to ensure that all personnel connected with the loading operation are aware of the dangers.

LOADING:
Notice of Readiness: The Notice of Readiness should be addressed to the "Qatar General Petroleum Corporation (Oil and Gas Operations), Umm Said, Qatar".

The Notice will be *received* by the Corporation Representative, provided that the vessel is ready to load. The normal procedure is to present the Notice to the Pilot who received it at the same time as he boards the vessel, in the majority of cases.

Laytime will commence as stipulated in the export agreement between purchasers and vendors.
Tank Dips: During loading, hourly checks of vessel's tanks shall be made by ship personnel to determine cargo loaded for comparison with shore figures if required. This is to prevent loss of oil through a leaking hose and particularly applies at night when seepage of oil can remain unobserved.

Inspection of vessel's tanks will be made by a ship's Officer before loading and, if required, by a Q.G.P.C. Representative. Opening dips and closing ullages will be taken by ship's personnel and the quantity of cargo calculated.

Particular care must be exercised by ship's personnel, towards completion of loading, in the "Topping-off" of tanks to ensure that the Terminal is given timely advice of any decrease in pumping rate required. Adequate "Stand-by" notice should be given before the final "Stop".
Loading Pumps: Three 2,230 h.p. pumps are used to load crude oil and it is important to note that any rapid changes in the oil velocity may cause pressure surges in the loading system. A pressure surge may rupture the flexible hoses connected to the vessel spilling dangerous quantities of crude oil onto the decks or surrounding areas and may also cause excessive damage to the Terminal installations. To avoid these risks, valve operations and tank switching should be done with extreme care. Please ensure that 15 minutes' notice is given for "Slow Speed" and/or "Stop" instructions. A letter of protest will be issued by the Shore Representative/Mooring Master on any occasion a pressure surge is generated, whether Terminal installations have been damage or not.
Tank Inspection Certificates: Masters should note that Corporation personnel are not authorised to sign dry tank certificates prior to loading. As such, if verification of tank inspection is required, then shipowners should make their own arrangements for a third party survey.
Bills of Lading/Documentation: There is no provision for "Early Departure Procedure" at Umm Said, and all Masters will be provided with a full set of documentation prior to departure. It should be noted that the Agent will sign all original documents on behalf of the Master, and the copies that the Master receives will be stamped to this effect.
BALLAST: In the world today there is a greater awareness of the environment in which we live and the need to ensure that we protect our inheritance for future generations. As such, we ask Masters of all vessels entering Qatari waters to ensure that the ballast to be discharged is clean. You are required to sign a declaration, stating that the ballast to be discharged complies with current MARPOL regulations (Oil content to be less than 15 p.p.m.), and it should be noted that sampling of ballast water may be carried out in Umm Said, and if proven to be in contravention of the current MARPOL regulations, then the ship will be refused permission to discharge that ballast. In effect imposing a severe financial penalty for failure to comply with anti-pollution regulations.

In addition, vessels should ensure that no oily water of any sort is discharged overboard, whether it be from bilges, pump rooms or washed overboard from deck. Scuppers should be effectively plugged and any leaks or overflows of cargo should be contained within the confines of the vessel. Any vessel found to be in contravention of these rules will be liable to heavy fines and liabilities for claims arising from pollution of the sea and shore areas. Where a vessel has caused pollution, it will be held responsible for all the costs of the cleanup operation.

The message is very clear from the Qatari Government. Do not cause any pollution, otherwise heavy penalties are in force.
MEDICAL: Medical and hospital facilities available.
DENSITY: The density of sea water in Umm Said harbour is in the region of 1030 to 1035. However, no "Dock water allowance" should be made when calculating the departure draft, as the density of water in the region of shallowest depth of water may be less than in the Umm Said port area, especially during a flood tide.
FRESH WATER: Available at cargo berths but not at S.B.M., C.B.M. or L.N.G. Berth.
FUEL: Available at Berth No. 6. Also see "Doha".
CUSTOMS ALLOWANCES: The State Laws of Qatar are very strict about the import of liquor and its consumption both on the mainland and on vessels in the harbour. No employee, whether senior or junior, is permitted to import any liquor direct or to bring any liquor ashore from vessels, and under no circumstances should liquor be offered for consumption on your vessel to any Q.G.P.C. employee or any shore personnel. Vessels should seal their liquor store before arrival, and any cameras should also be placed under seal.
REPATRIATION: Immigration/Transit facilities for arriving or departing ship personnel are good. 24 hours notice should be given on name passport details and Seaman's Book No. to ensure minimum delay to travelling personnel. Officers and crew joining a vessel must have Seaman's Books.
DISCHARGE CERTIFICATE: The Master of every vessel loading at Umm Said is handed a numbered Discharge Certificate for completion by the Customs or Port Authority at port of discharge and return by air mail to Qatar General Petroleum Corp., P.O.Box 3212, Doha, Qatar within 40 days of sailing from Umm Said.

Instructions regarding the cable to be sent after discharging a cargo loaded at Umm Said must be strictly followed.

It must be emphasised that failure to comply with this requirement may result in delay or even boycott of the vessel upon return to Qatar.

It is therefore in best interest to ensure that Agent at port of discharge attends to despatch of this certificate and the cable with least possible delay. Airmail should be used for Certificate posting.
N.B. If the cargo is destined for onward transit, the final destination of the cargo must be advised on the Certificate.
SECURITY: The Government of Qatar and the Corporation are anxious to ensure that unauthorised persons do not board vessels loading at Umm Said. Vessel's co-operation is requested in checking the identity of all persons boarding.

Vessels are particularly advised to keep all points of access to vessel under surveillance at all times, and to provide maximum night illumination of vessel insofar as the safety regulations permit.

A State Police Launch is present in the area and may be available for assistance if required.

SHORE LEAVE: No shore leave is allowed in Umm Said, but can be arranged for ship's business purposes.

GARBAGE DISPOSAL: Not available.

Government Regulation: The MARPOL regulations regarding the disposal of garbage are now in force and as such, all vessels entering Qatari waters should take steps to ensure that no garbage is thrown over the side from their vessels. Any vessel found in contravention of this regulation will be subject to a fine, and be made to pay for any clean-up operation.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Qatar Riyals (Q.R.).

GENERAL: *Stores and Provisions:* At Umm Said there are facilities for the supply of stores.

Photography: Photography is prohibited, all cameras on board should be kept in a locker for sealing by Customs Officer on arrival.

Q.G.P.C. Light Dues: A charge is made to cover the provision and maintenance of light buoys in the Entrance and Industrial Channels to Umm Said. This covers one visit to this port, both inward and outward passage.

Qatar Port Dues: The State of Qatar imposes Port Dues on all petroleum carrying vessels which load hydrocarbon substances in one or more of the oil loading ports located in the State of Qatar which includes islands and offshore areas belonging to the State of Qatar.

Note: The G.R.T. for purposes of these calculations will be that shown on the Arrival Report signed by the Master.

M.E.N.A.S. Light Dues: M.E.N.A.S. Light Dues at rates fixed by the Middle East Navigation Aids Service are payable at Umm Said to cover both inward and outward passage through the Gulf.

Industrial channel dues are applicable to all vessels berthing at QASCO/NODCO/Commercial Harbour and QAPCO (i.e. Berths No.1-19).

DEVELOPMENTS: The new Umm Said port, opened in 1977, has a total water frontage of 4.5 km. of which 2.5 km. has been developed to provide deep-water berths and a harbour for small craft. Three berths at the Northern end having 15.5 m. minimum depth of water at MLLW are reserved mainly for the requirements of Qatar Steel Company and 2 berths at its Southern end having 13.0 m. minimum depth of water are reserved mainly for the requirements of Qatar Petrochemical Company. Three additional berths having 13.0 m. and two berths having 10.0 m. minimum depth of water at MLLW are available for specialised and general cargoes.

Inner approach channels and manoeuvring areas have been dredged to serve all berths in the new Port.

In addition there are wharves under construction which will be used by general cargo vessels, Ro/Ro vessels, car carriers and container vessels.

A chemical plant is also being constructed.

SHIPMASTER'S REPORT: 1980 (updated 1990).

Vessel: 210,000 tonnes d.w.

Pilotage: This is now compulsory for the inward passage too for tankers. The Pilot/Mooring Master boards by boat from Doha at Mishut Buoy in position Lat. 25° 16′ N., Long. 41° 47′ E.

Agents/Operators: Qatar Petroleum Producing Authority has now been renamed Qatar General Petroleum Corporation and Notices of Readiness, etc., should be addressed accordingly. Cable address: PETROQAT, Umm Said.

Documents: 2 Crew Lists, 2 Stores Lists, 2 Bonded Stores Lists, 2 Arms and Ammunition Lists and Port Clearance from last port.

Radio: A7S was heard after contact had been established on VHF. The Mooring Master did not know of any ships ever using this station.

SHIPMASTER'S REPORT: January 1992.

Vessel called to load 25,000 tonnes of Jet Fuel.

Restrictions: Daylight berthing/unberthing only.

Tugs: Two tugs for berthing/unberthing. Tugs use ship's lines.

Berthing: Berthed at NODCO Jetty, Berth No. 6, the most Southern end of the new Umm Said port, starboard side alongside with 3 head/stern lines, 3 breast lines and 2 spring lines. All soft ropes (See also "Plan").

Ship is turned before berthing and berths head out on heading 211° (T).

Jetty Layout: Berth No. 6 is part of a long straight quay with fenders of 1.0 m. diameter (approx.). There are 4 loading arms, 2 for black oil and 2 for white products. The black oil arms are the most Northern ones.

No shore gangway, the ship's accommodation ladder could be used.

All bitts on the quay are situated 1.0 m. (approx.) from waterfront. Not a single one further inland.

As the prevailing wind in the Winter is Northwesterly, it is possible for ships to be blown off the jetty in Winter, as there are no bollards for breast lines other than those at 1.0 m. from the quay line.

Loading: Loaded through 2 arms with 8 in. ASA 150 flanges. Max. loading rate per arm 550 cu.m./hr.

AGENCY:

(A) *Tankers:*

6Qatar General Petroleum Corporation (Oil and Gas Operations), P.O.Box 50070, Umm Said, Qatar. Telex: 4050 Qpaush DH. Fax: 770421. Cable: Petroqat, Umm Said. Terminal Tel. No.: 771219, 774221, 774223, 774568.

(B) *Other Vessels:*

Qatar National Navigation and Transport Co. Ltd., P.O.Box 153, Doha, Qatar. Telex: 4206 Melaha DH. Cable: Navigation. Tel: 321175/9, 23684, 21213.

AUTHORITY: Qatar General Petroleum Corporation (Oil and Gas Operations), P.O.Box 50070, Umm Said, Qatar. *Tel:* 771219, 771852. *Telex:* 4050 Qpa Usd. *Cables:* Petroqat Umm Said. *FAX:* 770421. *Contact:* Abdul Aziz Al-Khattani, Manager – Export and Marine Department.

General Cargo: Director, Department of Ports, Ministry of Communication and Transport, P.O.Box 313, Doha, Qatar. *Tel:* PABX 457457, 414626. *Telex:* 4378 Mawani DH. *FAX:* 413563. *Cables:* Mawani. *Contact:* Harbour Master. Tel: 414287.

NOTES

Please also advise Shipping Guides Ltd.

Reunion Island

POINTE DES GALETS: 20.55 S. 55.17 E. **(See Plan)**

LOCATION:
West Port: 20° 55′ S., 55° 17′ E. The West Port is comprised of the North Dock and the South Dock.

East Port (Baie de la Possession): 20° 54′ 50″ S., 55° 19′ 40″ E. The East port comprises the West Dock (Berths P.10 and P.11).

Arrival time at both ports is the time when the vessel crosses the leading line no more than 2 miles from the breakwaters.

FLAG: French flag.

APPROACHES: *West Port:* Channel and Buoyage: The leading line 102° 30′. In the channel the depth is 10 m., 70 m. wide and is buoyed by 4 spars, 2 on each side.

The leading marks for access to the North Port, South and Fishing Port, respectively 009°, 189° and 260°, are marked as shown below:

North Dock: By day, 2 white rectangular signs, with a thick red line marking the centre line, at night, 2 fixed red lights.

South Dock and Fishing Basin: 2 rectangular white signs with a black vertical line marking the centre line by day. 2 fixed green lights by night.

PILOTAGE: *East Port and West Port:* Compulsory for all vessels over 50 m. LOA. Pilot is normally ordered by ship's Agent, or in particular cases by the Harbour Master if contacted by VHF beforehand. Pilot launch carries regulation pilot signals. Pilot boards at the entrance to the port about 1 mile to 2 miles from the breakwaters. Pilot on VHF Channel 16, it is recommended that a watch be kept and ETA confirmed.

Working Hours: Between 0430 hrs. and 2200 hrs. in the East Port, and between sunrise and sunset in the West Port.

ANCHORAGES: *East Port and West Port:* There are 2 anchorages in the roads near the port.

(a) In Baie de St. Paul in depths of about 40 m., well marked and safe except in very strong swell. Private mooring buoy available in bay.

(b) In Roads of La Possession unmarked anchorage and little used.

If vessel requires a Pilot for anchoring, then anchorage dues are incurred. Vessels anchoring by their own means do not incur charges.

RESTRICTIONS: *West Port:* Manoeuvring is best done in the early morning or at daybreak because during the day wind can make movement difficult. The current on the entry leading line varies in strength (between 1 and 2 knots) and direction. Its direction can only be determined by careful observation during the approach. As a consequence ships should be ready to anchor on instruction from the Pilot while transiting the channel.

Berth No. 8 unsafe during swell periods.

MAX. SIZE: *West Port:* Under certain conditions, the topography of the port and jetties, access is limited to the sizes below:

North Dock: Length 160 m., beam 22.0 m., draft for entry 8.5 m. Greater with preliminary agreement of the Port Authorities. Departure draft fixed by the Port Authorities. (Length 160 m. if draft less than 8.50 m.).

South Dock: Length 175 m. Beam 24 m.
  Draft 8.0 m., mean draft for inbound vessels.
  Draft 8.5 m., mean draft for outbound vessels.
  Draft 8.5 m., max. draft for inbound vessels.
Length 160 m. Beam 24 m.
  Draft 8.5 m., mean and max. draft for inbound vessels.
  Draft 9.0 m., mean and max. draft for outbound vessels.

In any case, a normal trim is recommended.

Fishing Basin: Length 55 m. draft 4.50 m.

Otherwise entry or departure are under Port Station control. Normally entry only occurs at the following times depending on the season. Maximum daylight 0445 hrs. – 1845 hrs.

East Port: LOA 215 m., draft 12.0 m. and beam 34 m.

RADIO: Saint Lys or Saint Denis Radio.

VHF: Harbour Master's Office equipped with VHF. Call on Channel 16, no watch between 2200 hrs. and 0400 hrs.

TUGS: 2×2,400 h.p. and 1×800 h.p. Only used to assist vessel manoeuvring in the port. Tug joins vessel in outer harbour. Tug will also assist on roads (deliveries of mail).

BERTHING: *West Port:* Berth assigned by Harbour Master, basis vessel's length and draft. Oil tankers berth in the South Dock (P.8 and P.9). Molasses tankers berth in the North Dock (P.2). GPL, bitumen and cement tankers berth in the outer harbour at Dolphin Berth (P. H.). This berth was available for tankers less than 160 m., but now never used.

Fore Port: Channel: 70 m. usable width. Turning circle 300 m. Dredged to 10 m. Max. draft available for vessels less than 130 m. LOA: 8.00 m. Max. draft for vessels 160 m. LOA: 7.50 m. (forward) and 8.5 m. (aft).

North Dock: Narrow entrance. Max. size: 160 m. LOA and 22 m. beam. Max. draft 8.5 m.

Berth 1: 160 m. length, 8.50 m. depth.

Berths 2, 3, 4: Total length 366 m., 9.00 m. depth. Berth No. 4 used by French Navy.

Berth 5: 150 m. length, 7.5 m. depth. French Navy.

Berth 6: 140 m. length, 6 m. depth. French Navy.

Berth 7: 210 m. length, 9 m. depth. Bulk sugar loading berth, rate 400 t.p.h.

South Dock: Berths 8, 9: Each 190 m. length, 10 m. depth.

Berth S: 120 m. length, 8.5 m. depth.

Fishing Basin: 6 berths, 70 m. length, 5 m. depth. Max. draft 4.2 m.

The depths above are dredged depths.

Forklifts for handling 40 ton containers with spreaders at certain berths.

East Port: Located at Baie de la Possession, now handles 75% of the traffic for the Pointe des Galets.

Berthing is carried out between the hours of 0400 and 1900. Departures are possible up to 2200 hrs.

Approach to the port is easy. The leading line (162° True) is marked by two black diamonds on white square towers. At night, two red lights are exhibited.

In the daytime there is occasionally a strong Northerly wind and a current of 0.5 knots may be experienced. There is no swell, except at times of cyclone.

Length of quay (Berths P10 and P11):	510 m.
(Berths P15 and P16):	510 m.
Depth alongside:	12.8 m.
Depth of access channel:	13.20 m.
Width of access channel:	130 m.
Turning Basin:	300 m. × 400 m. with depth 13.2 m.

Berth P10 receives 90% of petroleum product for the port. Clinker and containers also discharged at the berth.

Berth P11 is a container terminal and handles 90% of the traffic for the port.

Berths P10 and P11 have special access conditions whereby the authorities give priority to regular users. Berths equipped with 2 post-Panamax gantry cranes. A third crane will be available early 1995.

Containers are handled at a rate of 250 per shift of 7 hours, with 4 or 5 gangs, depending on number of cranes on board the ship.

Berths P14 and P15 handle conventional cargo, bulk cargo and cars.

Bunkers are not available.

BULK HANDLING FACILITIES: *West Port:* Berth No. 7: Sugar loaded at 1,400 t.p.h. Max. draft on completion of loading is 8.20 m.

Berth No. 9: Portable vacuator for discharge of cereals, capacity 200 t.p.h.

CRANES: No shore cranes.

STEVEDORES: Normal working hours 0700 – 1400 hrs. and 1400 - 2100 hrs. Morning shift may be extended to 1700 hrs. if vessel is going to sail.

MEDICAL: Doctor and hospital facilities available.

TANKERS: Oil tankers berthing to P.10 must be fitted with I.G.S. The system must be operated from time of entering until time of leaving French waters.

Small tankers berthing to P.8 and P.9 may be authorised to discharge F.O. whose flash point is less than 63°C. Authorisation has to be obtained beforehand from the Port Authorities.

Also see "Berthing".

Operator's Report: (West Port) (Updated 1992).

Approaches: Currents generally set across the harbour entrance and vessels should not approach within one mile of the port without the Pilot onboard. Also it has been reported that when entering the channel at sunrise the sun's glare distorts and obscures some important ranges and structures.

Entry: The outer harbour is entered via a dredged channel of 10 m. (36 ft.) depth, about 70 m. (213 ft.) wide through the breakwaters. When entering the harbour between the breakwaters, a moderate speed may be necessary to compensate for cross currents. Once inside the breakwaters vessels have less than 1,500 ft. (450 m.) to the end of the outer harbour, to stop and turn 180° for berthing. Four buoys indicate limits of 8.5 m. water depth at side of dredged channel.

Weather: The port is subject to "rollers", ocean waves which though infrequent are not predictable. They occur at certain intervals, in any weather and during a perfect calm, unaccompanied by any change in the atmosphere or other indication. The first appearance is a long swell, not assuming the shape of an ordinary wave until it reaches the shore, on which it will burst with great violence, sometimes assuming greater proportions than during a cyclone.

Masters are advised to discontinue cargo transfer operations and to vacate the berth before the swell reaches the stage where the motion imparted to the ship and the consequent bumping against the pier might result in severe damage to the vessel. (A swell warning is in existence).

General: Petroleum products are stored at the Shell Terminal for Esso, Caltex, Total and Elf. White products and gas oil are discharged at Berth P10 (East Port), while heavy F.O. is discharged at Berths P8 and P9 (West Port).

Port Approaches: The approach to the port is clear of navigational dangers, but soundings are of little value as depths of 200 fathoms can be found one mile offshore. However, the land provides good radar echoes and visibility is usually good, except during heavy rain.

Special Preparations: Both anchors must be ready before arrival. Mooring lines, gangway and manifolds must be prepared for berthing starboard side to Berth P9. Ships mooring at Berths P8 and P9 must have lifting gear ready, respectively on port and starboard side, to lift cargo hoses.

Special Conditions: A tanker at Berth PH near the breakwater may have to leave the harbour and return later if another large vessel is to be turned in the outer harbour.

Tugs: Normally one tug assists making fast as required by Pilot after vessel enters within the breakwaters. Tug normally pushes, but if making fast use tug's lines.

Berthing Procedures:

Berth PH – Outer Harbour: Vessels bound for Berth PH on the North side of the outer harbour pass the berth on their port side soon after passing through the breakwaters. They are then turned to starboard with the aid of a tug and berth starboard side to the pontoons, heading seaward.

Berth PH consists of a central "T" shaped platform supporting 2 hard arms and it is protected by a breasting dolphin of steel piles. The face of this dolphin is slightly inside the line joining the 2 concrete breasting structures on which the ship lays when berthed. Resilience of breasting dolphins is rather limited.

The disposition of the bollards is not particularly favourable for a proper lead of the spring lines when the ship is positioned alongside.

Berths P8 and P9 – Bassin Pres. J. Caille: After having passed through both breakwaters the vessel turns to starboard with the aid of the tug and berths head into the dock port and starboard side to, respectively to Berths 8 and 9.

These are non-dedicated tanker jetties and are normally used for general cargo. Ships carrying gas oil are shifted to these berths from Berth PH The hose is connected purposely for the operation. Bollards are placed along the edge of the jetty. Breast lines cannot be secured. Both berths are well sheltered and not affected by swell.

Pipe-lines are laid under the quay and flexible hoses are connected each time the ship has to discharge.

Weather at Berth: Weather conditions are generally good except during the cyclone season which occurs November to March. The cyclone warning system is well developed and early warning can be expected. When cyclone warning is received, ships are advised to be ready to leave the port.

Fendering: The fendering system at Berth PH is made of rubber faced timber and is considered insufficient if unusually high swell imparts motion to the ship.

Gangway: Ship's gangway is used.

Facilities:

Water is available at the quays.

Fuel Oil available ex-quay at Berth P8 and P9.

Provisions are available but expensive.

Ship's stores are mostly imported and are therefore, expensive. Availability uncertain.

Ballast, Slops and Tank Cleaning: There are no slop or diry ballast facilities, and tank clearning is only allowed with special permission from the Harbour Master when 2 tanks may be made available.

Engine room slops may be discharged by prior arrangement.

Cargo Connections: Berth PH has 1 × 10 in. and 1 × 8 in. counter-balanced hard arm for handling of gas, rum, molasses, cement and bitumen. Connection is a bolted flange, ASA standard.

Berths P8 and P9 have flexible hoses, 6 in. for gas oil and 8 in. for fuel oil. Connection is a bolted flange.

Ullageas and Temperatures: Taken by a terminal representative accompanied by a ship's officer.

Oil Pollution: Pointe des Galets and all Reunion is covered by the French National "Polmar" plan to cover oil pollution prevention.

Fire Fighting: The port has its own fire brigade and both tugs are equipped with foam and water. There are also fire hydrants on the quays.

Also see "Shipmaster's Reports" – January 1987 and May 1989 (East Port).

DENSITY: 1025.

FRESH WATER: Available at all times by pipeline at the quays. Rate 10 t.p.h. minimum.

FUEL: Fuel and marine diesel available at Berths No. 8 and 9.

REPAIRS: Repairs can be effected by P.I.B. Tel: 43.80.05. Telex: 916614. Slipway facilities for vessel of 55 m. LOA and draft 4.5 m.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally performed by ship's crew who also unlash and hook containers at the 3rd height.

REPATRIATION: All facilities available for crew change and repatriation.

AIRPORT: 30 km. away, daily connections world-wide (Air France, Air Mauritius, S.A.A., Reunion Air Service, Point Air and Air Madagascar).

TIME: GMT plus 4 hours. No alterations during the year.

HOLIDAYS: No cargo work on May 1st or November 1st. Possible to work on January 1st, Easter Monday, May 8th, July 14th, August 15th, November 11th, December 20th and December 25th.

TELEPHONES: *West Port:* Police 42.00.17 and 42.15.80. Ambulances 18 or 42.06.53 (Private), Fire 18, Harbour Master 42.09.12. Telephones can be placed onboard at all berths.

East Port: Police 42.00.47. Ambulance and Fire 18.

SERVICES: Harold J. Thomson (Indoceanic Services) – P&I Club representative (Oceanus, Strike, London Mutual and others). Speaks excellent English, will assist with any shipping services or supplies. Tel: 42.85.85. Telex: 916252. Fax: 42.03.10.

SHORE LEAVE: Crew are allowed to go ashore.

IDENTIFICATION CARDS: Seaman's Book compulsory, to avoid visa problems.

GARBAGE DISPOSAL: Skips are placed alongside. Garbage is collected when ships depart. Contact Tel: 420130 or 432730 for details.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: French Franc (F.Fr.).

DELAYS: General cargo rate 500 – 1,000 tons per day, depending on category and conditions.

SHIPMASTER'S REPORT: 1978 (updated 1988). West Port.

Documents: 3 Crew Personal Effects Lists, 3 Crew Lists, 3 Bonded Stores Lists. Declaration of Health (Supplied on arrival).

Pilotage: Pilotage compulsory. Pilot boards 1 mile off breakwater, minimum of 12 hours' notice required.

Anchorage: At Saint Pauls Bay, 5 cables offshore in depth of 20 fathoms – the water is too deep further offshore.

Restrictions: Vessels can enter and leave at any stage of the tide during daytime. Max. beam for North Port 22 m.

Max. Size: Length 175 m. with draft 8.0 m. and length 160 m. with draft 8.5 m.

Tugs: Normally 1 tug required for berthing and unberthing in the North and South Port. (3 tugs available in 1986).

Radio: Radio station – Saint Denis Radio "FFD". VHF Channel 26 (Hours: 0800 – 2000 hrs. weekdays, 0800 – 1200 and 1500 – 1800 hrs. on Sundays and 24 hours during cyclone periods).

VHF: Pilot and Port Authority Channel 16.

Special Bulk Facilities: Bulk sugar berth – rate 400 t,p.h. No quay cranes – no Ro/Ro facilities. Facilities for handling containers and storage space for containers in North and South Dock in the West Port and at the East Port.

Fresh Water: Available.

Repairs: Facilities available.

Services: Provisions, Bunker fuel, diesel available.

SHIPMASTER'S REPORT: January 1987.

East Port: Tankers berth at Berth P10.

Currents of opposite direction are observed. At a distance of 3 miles off the breakwaters an Eastward current of 1.5 knots experienced and when 1 mile off, a Westerly current of 1.0 knots experienced.

SHIPMASTER'S REPORT: May 1989. East Port (Updated 1994).

Vessel called at La Reunion laden with mogas, gas oil and jet fuel, which was part discharged in the port "Port de la Possession".

Port: Port de la Possession (locally also referred to as East Harbour or East Port).

Documents:

5 copies Crew List.
1 copy Vaccination List.
2 copies Stores List.
2 copies Personal Effects List.
1 copy Maritime Declaration of Health.

Local Time: GMT plus 4 hours.

Communications: Communication with St. Denis Radio/FFD is rather difficult as only MF facilities available and watch keeping is during daytime only.

VHF contact can be established on Channel 16, with Port Control, but only during office hours (0400 hrs. – 1900 hrs.).

Port Authority and Pilots work from 0400 hrs. – 1900 hrs.

Anchoring: No anchoring facilities are available and vessel must drift whilst awaiting berth. Port Control confirms on VHF, time of Pilot boarding and position.

Health: Radio Free Pratique is available through the Agent.

Cyclone: Cyclone season is from January to the end of March.

Berthing: Two powerful tugs of 32 tons' bollard pull are used for berthing. Only 2 berths are available, giving access to vessels up to 215 m. LOA, 34 m. beam with a draft of 12.5 m., of which one berth is used for tankers.

Tankers: The dock has one portable Chicksan of 10 in. diameter which connects the vessel's manifold to the underground pipe. Therefore only 1 product can be discharged at a time.

Shore tanks are about 3 km. away (16 in. pipeline).

Fire Fighting: Being a container dock, portable shore fire-fighting equipment is made available for tankers, consisting of 2 lorries with water sprayers.

Telephone: Provisions for placing shore telephone on board is available.

Fresh Water: Fresh water is available at both berths.

Bunkering: No bunkering facilities at present at the East port.

Medical: The town is only 3 km. away, with adequate medical facilities. The Doctor visits the ship if requested by the Agent. However, for cases which require the attention of a Dentist or an Optician, the crew member is taken ashore by the Agent. Cholera vaccinations are also administered on board by the doctor, however, for yellow fever vaccination the crew member must go ashore.

Customs: Allowance of 200 cigarettes and 1 bottle spirits is permitted for each member of the crew to be held out of the bond.

Shore Leave: All crew members are allowed to go ashore and no shore pass is required.

Repatriation: All facilities available for crew changes and repatriation.

Airport: Daily worldwide links by Air France, Air Mauritius, SAA, Reunion Air Services and Air Madagascar.

AUTHORITY: Direction Departementale de l'Equipement de la Reunion, Arrondissement Mixte, Subdivision Exploitation du Port et du Littoral,BP 2008, 97821 Le Port, La Reunion, Republique Francaise. *Tel:* 42.09.55.*Telex:* 916428 RE. *FAX:* 42.06.02. *Contact:* R. Goavec, L'Ingenieur des T.P.E., Chef de la Subdivision S.E.P.L.

Port Captain. Tel: 42.09.12. Telex: 916249. FAX: 43.05.52.

NOTES

Please also advise Shipping Guides Ltd.

Romania

GENERAL

DOCUMENTS: After a vessel is alongside the wharf it is boarded by the Sanitary Commission (for the sanitary inspection of crew as well as for veterinary and phitosanitary inspection). On completion of the sanitary inspection the vessel is boarded by the Control Commission. The Master fills in a Form of Declaration (4 copies) which, together with the Cargo Plan, Manifest of Goods, Sanitary Certificates, etc., is handed to the representative of the Agency. Within a maximum of 12 hours after performing arrival formalities the Master or Chief Officer completes the Declaration questionnaire at the Harbour Master's Office. The following documents will be tendered which will be retained until departure:

Certificate of Nationality.
Certificate of Tonnage.
Cargo Equipment Safety Certificate.
Load Line Certificate.
Radiotelegraphy Equipment Certificate.
Safety Construction Certificate.
Ship's Register.

Note: Crew Lists and Passenger Lists must be issued in several copies (about 10 of each). If the vessel is staying more than 12 hours in the port, Provisions Lists, Crew Personal Effects Lists and Bonded Stores Lists should be issued.

PILOTAGE: Pilotage is compulsory in all Romanian Ports for all vessels. See individual ports for details.

RADIO: All radio communications are through Constantza Radio (call sign YQI) on 500 kHz. and 461 kHz. Continuous watch is maintained on VHF Channels 16 and 12.

TUGS: Towage in the roads and in the ports is compulsory for all vessels greater than 1,000 g.r.t. See individual ports for other provisions or exceptions.

STEVEDORES: Orders for stevedores must be made a minimum of 4 hours before starting operations. To apply for stevedores and for gangs of workers contact the vessel's agent.

CUSTOMS ALLOWANCES: A small quantity of goods is permitted for each crew member from the bond. The quantities for a 5 day period are:

Master and Chief Officer: 400 cigarettes and 2 bottles of alcohol each;
Rest of crew: 200 cigarettes and 1 bottle of alcohol.

Quantities in excess of these amounts are kept under customs seal. To renew these quantities from the bond, contact the agent who will contact the customs.

TIME: GMT plus 2 hours.

Summertime: GMT plus 3 hours from the first Sunday in April to the last Sunday in September.

HOLIDAYS: The official holidays in Romania are: New Year (January 1st and 2nd), Easter Monday (March/April), Labour Day (May 1st and 2nd), August 15th; National Day (December 1st), December 22nd; Christmas (December 25th and 26th) and all Saturdays and Sundays throughout the year.

WORKING HOURS: Official hours for starting are 0700 hrs., 1500 hrs. and 2300 hrs.

CURRENCY: 1 Leu 5 100 Bani.

SPECIAL REGULATIONS: From the time a vessel enters the territorial waters of Romania until leaving the zone (12 miles), hoisting of the Romanian flag is compulsory.

Carrying out external maintenance (painting, repairs, etc.) is permitted only during daylight; at nightfall Master's must take all necessary steps to bring the equipment (tools, ladders, platforms, ropes, etc.) back on board.

If a vessel must shift from one berth to another, according to the decision of the Port Authorities, the Master of the vessel is to be advised in writing by the agent at least 2 hours in advance of such shifting. Refusal to perform the shift requested by Port Authorities, is punishable with a fine by the Harbour Master.

In order to prevent the carrying of disease and epidemics into the country by rats, Masters are obliged to install ratguards immediately after berthing. Diameter of ratguards must be at least 50 cm. If ratguards come off ropes due to wind or faulty fastening they must be replaced immediately.

Dock working is not normally available from Saturday morning or the evening of a holiday until 0800 hrs. on the following day or Monday following the weekend.

According to the custom in Romanian ports, Shippers will accept Notice of Readiness only after the vessel has been inspected by the official surveyor appointed by ROMCONTROL Office, who issues a certificate stating vessel's fitness for loading. Survey charges are to vessel's account.

The official survey is compulsory. When loading/discharging tally charges are to vessel's account.

Throwing of garbage overboard is not allowed in the territorial waters of Romania. Failure to observe these rules results in penalties imposed by the Harbour Master. Discharge of ballast and dirty water is not allowed. Once again, failure to observe this will result in fines for pollution being imposed.

Sea Protests are to be issued (5 copies) and handed to the agent or Agency Department within 24 hours of the vessel's arrival. The Notes of Protest are to include abstracts from the Log Book containing details with regard to the respective situation. If the Log Book is presented in a language other than English, 5 copies of translation into English will also be necessary.

Protests with regard to damage caused during loading/discharging operations must be handed over to Agency as soon as possible but not later than 12 hours from the time they occured. The protest has to contain the following items:

time when damage occured;
place of damage;
description of damage;
other details if necessary.

It has to be stressed that any protests handed in later than 12 hours from the time the damage occured will not be taken into consideration by the Port Authorities.

AGENT: Ship's Agent in Romanian ports (state and private companies) may be appointed on long term contract basis or occasionally, by letter or telex before ship's arrival in the loading and/or discharging port.

The major company acting as Ship's Agents and Ship Chandlers is Navlomar S.A. Bucharest, 16 Carol I Blvd., P.O.Box 851, Post Code 70 033. Tel: 13.53.42. Fax: 14.40.71. Telex: 10735, 11783 navlo r. Navlomar have branches in Constantza, Mangalia, Galatzi, Braila, Tulcea and Sulina.

When appointing an agent, Owners have to indicate vessel's name and flag, g.r.t., d.w.t., as well as n.r.t., Suez Canal Tonnage, cargo quantity for port and kind of operation.

Necessary funds for disbursements, including bunkers and special services requested, should be remitted, at agents' request, in free currency, telegraphically or by telex through one of the authorised banks in Romania, in the favour of Navlomar before sailing clearance of the vessel.

Cash to the Master in free currency may be arranged by each Navlomar branch agency if instructed accordingly by the Owner.

In required, Navlomar may also arrange supply of provisions, fresh water and small quantities of bunkers at the roads, weather permitting, lashing and technical materials, deck and engine stores.

Navlomar provides its own form of Bill of Lading.

Duty free shops are available in all Romanian ports in the premises of Navlomar branches.

For international telephone calls, Navlomar provides its own telephonic booths and in Constantza, radio telephone can be installed on board the vessel, if requested.

Motor boats and cars for crew transportation are also available.

BRAILA: 45.15 N. 27.59 E.

LOCATION: Second river port of the Danube, situated West of the Danube Delta between km. 168.5 and km. 175, upstream from Sulina, 19.2 km. from Galatzi (B.A. Chart No. 2835).

Also see "Sulina" – "Shipmaster's Reports".

PORT LIMITS: The limits of the port are marked by km. 168.5 and km. 175.

DOCUMENTS: See "General" before first port.

PILOTAGE: Compulsory for all ships. River pilots are replaced by port pilots in the roads, or during navigation in the port zone.

ANCHORAGES: For maritime vessels and river convoys the roads are situated from km. 166 to km. 168.5 (5 – 6 vessels). Vessels anchor between the channel and the right bank so as not to obstruct navigation in the vicinity of the port.

RESTRICTIONS: Navigation forbidden during poor visibility.

MAX. SIZE: Vessels of 8,500 d.w.t. and 9,000 d.w.t. may operate in Braila. The depths are between 11.1 m. and 25 m., but the drafts of vessels are limited by the Sulina Bar at 23 ft. (7.01 m.).

HEALTH: See "Constantza".

RADIO: When proceeding in the channel at Sulina Bar, all radio communications, except VHF transmissions, are prohibited.

VHF: Direct contact with local authorities is possible.

Braila Pilot Station – Channel 14 – continuous listening.
Braila Harbour Master – Channel 68 – continuous listening.

RADAR: Not available.

Continuous radio watch to be maintained on Channel 16 with Galatzi Port Control when transiting or at anchor. No vessel should proceed into the port or manoeuvre without Port Control permission.

TUGS: See "Constantza".

BERTHING: The port has 3 sectors:

1. The Old Harbour between km. 172 – km. 171 and km. 171 - km. 169.8, including the passenger quays and Berths No. 1 – 6 for general cargo, 2,200 m. total length.
2. The Dock Basin situated from km. 169.8 to km. 169, including Berths No. 1 – 4 (direct to the river), total length of 550 m. and Berths No. 5 – 17 (inside the basin) with a surface area of 10 ha. The entrance is 75 m. wide and depth is 6.0 m. – 7.5 m.
3. The Ferry Zone situated between km. 169 and km. 168.5.

CRANES: At Berths No. 11 – 15 there are 5 cranes of 16 tons and 5 cranes of 5 tons capacity, at Berths No. 6 – 9 there are 3 cranes of 16 tons and a conveyor bridge of 8 tons capacity. At Berths No. 1 – 3 ship's gear or floating cranes of 5 tons – 16 tons capacity are used.

The port also has 9 floating cranes of 5 tons – 16 tons capacity and 31 mobile cranes of 5 tons – 40 tons capacity.

BULK CARGO FACILITIES: See "Berthing" and "Cranes".

Loading/Discharging Rates:

Cargo	*Operation*	*Thousands of Tons per Ship per Day* *Vessel Capacity (Tons)* Upto 600	601-1500	1501-3500	3501-6000	6001-15000
Ore	Direct transhipment	1.20	1.50	1.70	2.00	2.60
Coal	Direct transhipment	1.00	1.30	1.50	1.70	2.20
Coke	Direct transhipment	0.80	1.00	1.20	1.50	2.00
Phosphates	Direct	0.75	1.00	1.20	1.50	2.60
Cereals	Silo installations	0.95	1.20	1.80	1.80	1.80
	Direct transhipment	—	—	1.00	1.30	1.50

Cargo	*Operation*	*Thousands of Tons per Ship per Day* *Vessel Capacity (Tons)* Upto 600	601-1500	1501-3500	3501-6000	6001-15000
Cereals	Silo installations	0.60	0.60	0.80	0.90	0.90
Dry	Floating cranes	0.70	0.80	1.00	1.30	1.80
Timber	Cubic metres	—	0.65	0.90	1.20	1.50
	Miscellaneous	0.30	0.33	0.46	0.62	0.78
Cement	Bags	0.70	1.00	1.40	1.80	2.00
Chemicals	Miscellaneous	—	1.00	1.50	2.00	2.30
Fertilisers	Bulk	0.60	0.70	0.90	1.10	1.30
Steel		0.60	0.70	1.00	1.30	1.60
General		0.75	1.00	1.50	1.75	2.00
		0.30	0.40	0.50	0.70	0.90

STEVEDORES: See "General" before first port.

MEDICAL: Medical assistance is available at the city hospital. All problems will be handled by the agent.

FRESH WATER: Available.

FUEL: Bunkers are only available from the specialised berth.

FIRE PRECAUTIONS: See "Constantza".

REPAIRS: All kinds of repairs possible, including dry docking.

DRY DOCKS: See "Repairs".

SURVEYORS: The Romanian Shipping Register (RNR) is authorised for class surveillance.

GANGWAY/DECK WATCHMEN: See "Constantza".

HATCHES: Opening and closing of hatches on account of the vessel.

CUSTOMS ALLOWANCES: See "General" before first port.

CARGO GEAR: See "Constantza".

REPATRIATION: Possible.

TIME: See "General" before first port.

HOLIDAYS: See "General" before first port.

POLICE/AMBULANCE/FIRE: City Police – Tel: 055. Ambulance – Tel: 061. Fire – Tel: 081.

For all problems connected with police and ambulance contact vessel's agent on VHF Channel 10. In case of fire contact Braila Harbour Master by VHF Channels 16 and 68.

TELEPHONE: See "Constantza".

SHORE LEAVE: See "Constantza".

IDENTITY CARDS: See "Constantza".

REGULATIONS: See "General" before first port and "Sulina".

AUTHORITY: Harbour Master's Office, Braila. *Tel:* 13068. *Telex:* 55279. *FAX:* 12184. *Contact:* Captain Tutupanu Ion, Harbour Master.

CONSTANTZA: 44.09 N. 28.39 E. (See Plan)

LOCATION: Constantza is on the West side of the Black Sea, 337 km. from the Bosphorus (B.A. Chart No. 2284).

PORT LIMITS: As the commercial limits of the port are marked by the breakwaters the Notice of Readiness is received at the operating berth after obtaining "Free Pratique". In order that the vessel may be considered "arrived" she should notify the port authority of the time and place of anchoring.

DOCUMENTS: See "General" before first port.

PILOTAGE: The Masters of vessels proceeding to Romanian ports must advise their ETA on departure from the last port and then 5 days, 48 hours and 24 hours before their arrival in the roads. Masters must give the agent a confirmation by cable stating the date and time of anchorage in the roads.

On entering the 12 nautical mile zone (from Constantza lighthouse), the vessel must contact Port Control Constantza by VHF Channel 67 in order to receive information regarding the access into the port and the time of the pilot boarding. The radio connection with the pilot boat is made on Channel 14 (continuous watch). Whilst in the roads, vessels should keep continuous watch on Channel 67 (Port Control Constantza).

Vessels approaching the entrance must enter through the fairway. The pilot boards vessels 0.5 miles East of the North jetty. During bad weather (strong winds, high seas) the pilot will board between the breakwaters.

A vessel requesting a pilot shall hoist "G" flag and shall give 3 blasts on the whistle (two long and one short); after the pilot boards the vessel, the flag "G" shall be substituted by flag "H".

The superstructure of the pilot boat is white with letters "NR" on the funnel and the hull is painted black with "PILOT" in white letters on the side. The pilot boat has a radio-telephone (VHF Channel 14) and radar.

ANCHORAGES: The Constantza roads are 4 nautical miles long and 4 nautical miles wide, being limited to the North and South by Latitudes 44° 11.5′ N. and 44° 07.5′ N. and to the East and West by Longitudes 28° 42.5′ E. and 28° 48.1′ E.

The meridians 28° 45.3′ E. and 28° 46.6′ E. divide the port roads into 3 zones, numbered from West to East as follows:

Zone No. 1 – 2 nautical miles breadth – for vessels under 40,000 g.r.t. (excepting tankers).

Zone No. 2 – 1 nautical mile breadth – for vessels over 40,000 g.r.t. (excepting tankers).

Zone No. 3 – 1 nautical mile breadth – for tankers and liquified gas tankers.

The open roads of Constantza port permit safe anchorage in depths of 24 m. – 27 m. for 40 to 50 large vessels, with the possibility of making a full swing in case of change of wind or current direction.

RESTRICTIONS: The pilotage of vessels in the roads and in the port is compulsory, even when shifting berth, except for auxilliary and technical port vessels, small trawlers and pleasure craft. Pilotage is performed continuously, day and night, in accordance with the shifting programme set down by the port authorities, subject to the vessel's needs.

Entrance to the port during night time is strictly forbidden for vessels with LOA more than 200 m. and draft over 40 ft., especially tankers.

MAX. SIZE: Depths up to 13.50 m. allow berthing and operation of vessels with maximum capacity of 65,000 d.w.t. in the docks for dry cargoes, and those of up to 14.00 m. in the docks specialised for liquid petroleum products allow operation of vessels with maximum capacity of 80,000 d.w.t. – 90,000 d.w.t. For larger oil tankers with maximum capacity of 150,000 d.w.t., the port has Berth No. 79 (South breakwater), facing Oil Dock No. III, with a depth of 19.00 m.

HEALTH: *Sanitary Inspection:* Immediately upon berthing the Sanitary Commission checks the ports of call during the voyage, the nature of the cargo, the number of crew and passengers, the port of destination, the state of health of all those on board, particularly regarding any disease, vaccinations, etc.

The Sanitary Commission orders steps to be taken in cases of contagious disease. The Sanitary Control inspect crew and provisions on board. If no contamination danger exists the Sanitary Commission issue the vessel's "Free Pratique".

RADIO: See "General" before first port.

VHF: Direct contact with local authorities is possible.

Port Control Constantza – Channel 67 – continuous listening.
Harbour Master's office – Channel 67 – continuous listening.
Constantza Pilot Station – Channel 14 – continuous listening.
Towage Department – Channels 11 and 13 – continuous listening.
Salvage Department – Channels 16 and 13 – continuous listening.
Navlomar Agency – Channel 10 – continuous listening.

RADAR: Radar surveillance is permanently maintained by Constantza Port Control. The Master is obliged, when off the port or at anchor, to keep watch on VHF Channel 67 – Port Control Constantza (PCC). No entry or manoeuvre in the roads is permitted without the permission of PCC.

TUGS: Towage in the roads and port is ensured through a Towage Contract given to the vessel by the agent. Towage is compulsory for any vessel greater than 1,000 g.r.t. For vessels smaller than 1,000 g.r.t. the needs of towage are set according to the weather and the zone of shifting. Vessels without propulsion or those which have to repair their engines, must employ towage whatever the tonnage. Usually, tugs assisting the ship to berth use ship's lines.

The tariffs are set according to the tug's power, the tonnage of the vessel and the period of towage.

BERTHING: The port of Constantza has a surface area of 722 ha. of which 318 ha. are basins and 404 ha. are quays. The latter includes 107 ha. open storage, 33 ha. warehouses, cereals, silos (90,000 tons), cement (40,000 tons) and phosphates (30,000 tons), 15 km. operating wharf, 70 berths (7 for liquid cargoes and 63 for dry cargoes).

Dock No.	*Berth* No.	*Length* (m.)	*No. of Berths*	*Depth* (m.)	*Use*
1	1 – 5	675	5	9.2 – 9.7	General cargo to be stored on open spaces or to be handled directly from one means of transport to another.
	6 – 7	200	2	9.5 – 9.6	General cargo to be stored in the warehouse.
2	11 – 12	270	2	6.1	Perishable and general goods to be stored in the warehouse.
	13 – 16	470	4	6.1	General cargo to be stored in the warehouse.
	17 – 18	224	2	7.2	Cereals for the silo.
	19	114	1	7.2	Edible oil and molasses.
	20 – 21	250	2	6.3	General cargo to be warehoused.
	22	100	1	7.1	Edible oil and fishing vessels.
3	23	115	1	6.7	Timber products and construction materials.
	24	115	1	6.8	Cereals for the silo.
6	31 – 33	682	3	10.1 – 11.2	Cereals, meals.
	35 – 37	622	3	11.0 – 11.7	General cargo to be warehoused or handled from one means of transport to another.
	38 – 39	408	2	10.1	Vehicles, equipment, spares for engine building.
7	40	208	1	10.9	Vehicles, equipment, spares for engine building.
	41 – 43	622	3	10.1 – 11.0	General cargo to be warehoused or handled directly from one means of transport to another.
	44	220	1	11.0	Vehicles, equipment, spares for machine building.
	45 – 46	455	2	11.0	Metallurgical products.
	47 – 48	455	2	11.5	Construction materials, cement and timber products.
8	49 – 51	698	3	8.1 – 8.6	Construction materials, cement and timber products.
	52	240	1	8.4	Goods in containers.
	53	220	1	9.9	Persishable foodstuff.
	54 – 57	930	4	9.9 – 11.0	Packed chemicals.
	58	180	1	11.0	Packed chemicals.

Dock No.	*Berth No.*	*Length (m.)*	*No. of Berths*	*Depth (m.)*	*Use*
9	59 – 60	465	2	11.0	Packed chemicals.
	61	232	1	11.0	Bulk or bagged fertilisers.
	62	232	1	11.0	Phosphates, apatite.
	63	220	1	9.8	Bulk or bagged fertilisers.
	64 – 67	852	4	11.0 – 13.5	Ore, coke, coal.
	68	215	1	11.0	Bulk or bagged cement.
10	69 – 70	610	2	11.8	Liquid petroleum products.
11	72 – 73	610	2	12.8 – 13.5	Liquid petroleum products.
12	75 – 76	608	2	12.8 – 13.5	Crude oil products.
	78	344	1	14.0	Gas freeing, tank washing, bunkering.
1 South	79	405	1	17.1 – 18.0	Crude oil.
	80 – 84	1395	5	13.0 – 18.0	Ore, coke, coal.
	PMT	356	1	10.4	Ore

In addition to the berths above there are 14 waiting berths for deratting, washing, gas freeing tanks and repairs.

CRANES: The port has 155 cranes with lifting capacities of 5, 8, 10, 15, 16 and 50 tons; 6 discharging gantries for ore and coal of 20 tons; 2 discharging gantries for phosphates of 25 tons; 2 discharging gantries for ore of 50 tons; 2 container gantries of 40 tons; 2 discharging gantries for ore of 25 tons; 2 discharging gantries for containers in warehouse of 40 tons; 94 mobile cranes of 12, 70, 90 and 110 tons; 15 floating cranes of 16 tons – 25 tons; 1 floating crane of 50 tons and 1 floating crane of 100 tons.

Generally, during cargo operations, port cranes are used but all vessels must have their loading/discharging gear in good working order.

BULK CARGO FACILITIES: See "Berthing" and "Cranes".

Cargo Handling Rates:

Cargo	*Operation*	*Thousands of Tons per Ship per Day* *Vessel Capacity (Tons)* Upto 1500	1501- 3500	3501- 6000	6001- 15000	15001- 25000	25001- 50000	over 50000
Ore	50 ton gantries	—	—	—	—	—	18	20
	20 ton gantries	—	—	—	8	12	12	12
	Ship to wagon	—	—	—	7	7	7	7
	Ship to barge (16 ton floating crane)	—	—	—	5	6	6	6
Coal for coke	50 ton gantries	—	—	—	—	10	12	12
	20 ton gantries	—	—	—	6	6.5	6.5	6.5
	Floating crane	—	—	—	—	5	5	5
Cereals	Silo facilities	—	2.5	3.5	4.5	5.5	5.5	—
Cereals (dry)	Silo facilities	—	1.5	2.5	3	3.5	3.5	—
Bulk cement	Specialised equipment	—	—	7	8	8	—	—
	Barge to ship	—	3	3	3	3	—	—
Phosphates	25 ton gantries	—	—	6.2	8.2	8.2	8.2	—
Sulphur	Quay crane	1	1.2	1.5	2.6	3.6	4	4
Bauxite	Floating crane	—	—	—	5	5	5	5
General cargo	Packages (minimum 2 tons)	1	1.5	1.75	2	2	—	—
	Under 2 tons	0.4	0.5	0.7	0.9	1	—	—
Containers	40 ton gantry (Units)	—	250	250	250	250	250	—

SPECIALISED CARGO HANDLING FACILITIES: There is a specialised berth for operating Ro-Ro ships with a depth of 9.2 m. – 9.7 m. (See "Berthing" – Berth No. 52). For operating container ships, a 240 m. berth with depth of 8.4 m. – 9.0 m. is provided with special loading/discharging equipment. Under construction at Constantza South – Agigea, there are specialised berths for operating Ro-Ro ships, container ships, ferries and LASH vessels. There are no facilities to operate LPG ships.

BRIDGES: Vessels calling at Constantza South for transiting the Danube – Black Sea Channel must ensure a maximum draft of 5.5 m. and a free height under bridges of 17.0 m.

STEVEDORES: See "General" before first port.

MEDICAL: Port clinic is available for medical attention to all crew members at the following times: Monday, Wednesday, Friday from 1300 hrs. – 1600 hrs. and Tuesday, Thursday and Saturday from 0800 hrs. – 1300 hrs. In case of emergency contact vessel's agent. A letter from the Master is required in all cases.

DENSITY: The average salinity of the water in the port is 1016 as a result of the following figures: Spring 1014 – 1015, Summer 1016 – 1017, Winter 1017 – 1018.

FRESH WATER: Fresh water can be supplied at any berth, even during loading/discharging operations. Delivery is available direct from the quay installations or from fresh water tankers. The approximate price is U.S.$1.35/ton.

FUEL: Bunkers are available at a specialised berth at the petroleum basin and by special barge for all types of fuel and oil. Supply of small quantities in the roads, in special cases, is available, weather permitting, transport charges being levied separately. The following types of fuel can be supplied in any quantity:

Fuel Oil: CNM Type 2, 1500 sec., equivalent MFO 180 cst.
(approximate price U.S.$150.00/ton).
CNM Type 3, 600 sec., equivalent RDW 80 cst.
(approximate price U.S.$190.00/ton).
Diesel Oil: Types −5, +5 and −15 equivalent MDO.
(approximate price U.S.$400.00/ton).

FIRE PRECAUTIONS: Smoking on deck or use of unprotected lights, especially in warehouses or around warehouses, is strictly prohibited when cotton, hemp or other inflammable goods are being handled. The Master is directly responsible for damage caused by fire breaking out on board as a result of non-observance of these rules by the crew or workers.

Special precautions must be taken at the petroleum terminal as wel as when operating in the vicinity of inflammable products warehouses Smoking, welding and repairs which may cause sparks or flames are prohibited.

CONSULS: Russia and Turkey.

REPAIRS: In the Constantza shipyard all kinds of repairs are possible (hull and engine). The yard has floating docks of 8,000 tons, 10,000 tons and 15,000 tons, and 2 dry docks for ships larger than 150,000 d.w.t Small repairs can be performed during loading/discharging operations

DRY DOCKS: See "Repairs".

SURVEYORS: In Constantza there are representatives of Lloyd's Register, Bureau Veritas and the Romanian Register of Shipping through which classification inspections can be arranged for Germanische Lloyd, Norske Veritas, American Bureau, Nippon Register and Registe of Russia.

GANGWAY/DECK WATCHMEN: It is recommended that deck watchmen be hired when special general goods are being handled Hiring and payment can be arranged by the agent.

HATCHES: First opening and last closing are the vessel's obligation account. The hatches must be opened completely on all sides. Hatch beams or hatch covers must be shifted by using ship's gear.

CUSTOMS ALLOWANCES: See "General" before first port.

CARGO GEAR: See "Cranes".

REPATRIATION: Crew changes and necessary repatriation can be arranged by the agent. The approximate assistance tax is U.S.$30.00 per person (in the port) and U.S.$15.00 per person for ship to ship transfer. In addition, hotel bills, tickets, restaurant bills, etc. are to the vessel's account.

AIRPORT: The 'Mihail Kogalniceanu' Airport (about 25 km. from the port) is available for international flights.

TIME: See "General" before first port.

HOLIDAYS: See "General" before first port.

POLICE/AMBULANCE/FIRE: Port Police – Tel. 19100, ext 406 Ambulance (port) – Tel. 19100, ext 232. Ambulance (city) – Tel. 061 Fire (port) – Tel. 19100, ext 222 or 223. Call agent on VHF Channel 10 for all problems connected with Police and Ambulance. For fire service contact Port Control Constantza on VHF Channel 16 and 67 or The Naval Salvage Group on VHF Channel 16.

EMERGENCY CO-ORDINATION CENTRE: In any emergency contac Port Control Constantza on VHF Channel 16 or 67 or The Naval Salvage Group on VHF Channel 16.

TELEPHONE: It is not possible to install telephones on board ships For international telephone calls, Navlomar provides its own telephone booths, placed in the Captain's Hall at the Navlomar agency. Paymen for such calls is effected on the owner's account. Telex messages telegrams or ordinary mail can also be delivered to the agent fo forwarding.

SERVICES: Tank cleaning, slop discharge, compass adjusting, radi and radar repairs, laundry and other services are available. For dir ballast, vessel is charged U.S.$3.00 per tonne. For the transit of foreig seamen to and from Romania (and Romanian ports) and in order t avoid delays or other unpleasant events, the owners/companies shou advise at least 2 days in advance all details (full name, date, destinatio etc.) concerning the respective person arriving. In such cases a necessary funds are to be sent in advance, either included in the funds for the disbursements or separately.

SHORE LEAVE: When the inspection on arrival is completed, the cre may go ashore but must be in possession of their passport and shor permit. Entrance and exit is permitted only through Gate No. 1.

IDENTIFICATION CARDS: See "Shore Leave".

REGULATIONS: Carrying out exterior maintenance (painting, repairs etc.) is permitted only during daylight; at nightfall the Master must tak all necessary steps to bring the displayed equipment (tools, ladders platforms, ropes, etc.) back on board.

If the vessel must perform a shift from one berth to another, accordin to the decision of the port authorities, the Master is to be advised i writing by the agent at least 2 hours in advance. Refusal to perform shift requested by port authorities is punishable by the Harbour Maste

In order to prevent the carrying of disease and epidemics into th country by rats, Masters are asked to note the following:

Placement of ratguards immediately after berthing;

Great attention must be paid to placing ratguards on the ropes so tha no space is left between them and the ropes;

Diameter or ratguards must be at least 50 cm.;

If ratguards come off the ropes (due to wind or faulty fastening) the must be replaced immediately.

SHIPMASTER'S REPORT: September 1987.

The Agent and the Customs advised me to take plenty of cartons cigarettes out of the bond into my cabin before sealing. We distribute over 3,000 cigarettes during our stay, to pilots, pilot boat, tugs, linesme jetty operators and officials. Additional requests were made for bee soft drinks, Elastoplast, ballpoint pens, coffee, pocket books, soa flyspray and magazines. It is very important that these requests a granted, otherwise long delays may be experienced. On our first call n crew members required currency but several crew members we ashore, I was warned by the Customs that next time the ship had t draw some Romanian money, i.e. changing foreign currency at blac market rates is dangerous. Any Romanian money can, in fact must, b returned to the Agent before sailing.

On both visits we loaded 50,000 tonnes of fuel oil at Berth No. 72 an average rate of about 900 t.p.h. through 1 × 12 in. Chicksa Surveyors were Oil Inspections Taygar S.A. and on both occasions th surveyors were British and very helpful both professionally a personally.

Gauging, cargo documents and Outward Clearance takes hours. O our first visit cargo was completed at 1325 hrs. and pilot boarded 0130 hrs. the next morning.

All rooms and lockers must be kept locked at all times as even sm items may be stolen (knives, mugs, ashtrays, coffee.)

AUTHORITY: Constantza Port Authority, Gate No.1, Constantza. *Tel:* 611540, 619100, 618240. *Telex:* 14209. *FAX:* 662965. *Contact:* Teodorejcu Constantone, Harbour Master.

AGENT: Navlomar Shipping Agencies. Tel: 11970 (management), 11870 (shipchandler), 15274 (ship's Agency) and 16528 (24 hours). Telex: 14258, 14259, 14339. Cables: "Navlor Constantza".
Head Office: 16 Carol I Boulevard (P.O.Box 851), Bucharest, Romania. *Tel:* 40-0-13 22 79, 40-0-14 28 03. *Telex:* 10735, 11783 Navlo R. *FAX:* 40-0-14 40 71.

GALATZI: 45.25 N. 28.05 E.

LOCATION: The port is situated on the left bank of the Danube between km. 144 and km. 156, upstream of Sulina. (B.A. Chart No. 2835).
Also see "Sulina" – "Shipmaster's Reports".
PORT LIMITS: The limits of the port are marked by km. 156 and km. 144.5.
DOCUMENTS: See "General" before first port.
PILOTAGE: Compulsory for all ships. River pilots are replaced by port pilots in the roads, or during navigation in the port zone.
ANCHORAGES: The port of Galatzi has 3 areas situated as follows:
Zone 1: km. 155 – km. 156 – loaded maritime vessels.
Zone 2: km. 158 – km. 159 – unloaded maritime vessels.
Zone 3: Mm. 76 – Mm. 78.5 – maritime vessels.
RESTRICTIONS: Navigation forbidden during poor visibility.
MAX. SIZE: The maximum draft is limited by Sulina bar at 27 ft. (8.23 m.).
HEALTH: See "Constantza".
RADIO: See "Sulina".
VHF: Direct contact with local authorities is possible.
Galatzi Port Control – Channel 16 – continuous listening.
Galatzi Pilot Station – Channel 14 – continuous listening.
Galatzi Harbour Master – Channel 68 – continuous listening.
RADAR: Radar surveillance available. Vessels should keep continuous watch on VHF Channel 16 (Galatzi Port Control) when transiting or at anchor. No vessel should proceed into the port or manoeuvre without Port Control permission.
TUGS: See "Constantza".
BERTHING: The port has four sectors:
1. The Old Harbour in the vicinity of km. 151.5 downstream with a quay length of 1,160 m. (365 m. for passenger vessels; 350 m. for ballast products; 445 m. waiting quay for maritime vessels).
2. The Dock Basin situated downstream of the Old Harbour. The quay has a total length of 1,440 m. (540 m. direct to the Danube and 900 m. in the basin).
3. The New Basin or Wood Basin situated downstream of the Dock Basin to km. 146. Length of the quay is 2,365 m.
4. Ore Harbour situated between km. 155.5 and km. 157, upstream of the Siret Mouth. Quay length is 800 m. (400 m. for maritime vessels with depth up to 9.0 m. and 400 m. for river vessels).
Alongside there are 43 cranes of 16 tons capacity. The maritime quays are provided with conveyor belts. The port also has floating cranes of 16 tons capacity.
CRANES: At Berths No. 26 – 28 there are 6 cranes of 5 tons capacity, at Berth No. 30 there are 3 cranes of 5 tons capacity, at Berths No. 23 – 25 (direct to the Danube) there are 6 cranes of 8 tons capacity and 2 cranes of 10 tons capacity. At Berths No. 39 – 44 loading/discharging is by ship's gear. At Berths No. 45 – 53 there are 13 cranes of 10 tons capacity, one crane of 5 tons capacity and one conveyor belt for river vessels.
BULK CARGO FACILITIES: See "Berthing" and "Cranes".
Cargo Handling Rates:

Cargo	Operation	*Thousands of Tons per Ship per Day* *Vessel Capacity (Tons)* Upto 600	601-1500	1501-3500	3501-6000	6001-15000	over 15000
Iron Ore	Belts	—	—	—	4.00	7.50	10.00
	Direct transhipment	1.20	1.50	1.70	2.00	3.00	3.60
Coal	Belts	—	—	—	4.00	5.00	7.00
	Direct transhipment	1.00	1.50	1.70	2.00	3.00	3.60
Coke	Belts	—	—	—	2.50	3.50	—
	Direct transhipment	0.80	1.00	1.20	1.50	2.60	—
Phosphates	Direct	0.70	1.00	1.20	1.50	2.60	—
Cereals	Silo installations	1.00	1.50	1.60	1.80	1.80	—
	Direct transhipment	—	—	1.00	1.30	1.50	—
Cereals Dry	Silo installations	0.60	0.60	0.60	0.80	0.90	—
	Floating cranes	0.70	0.80	1.00	1.30	1.80	—
Timber	Cubic metres	—	0.60	0.90	1.20	1.30	—
	Miscellaneous	0.30	0.50	0.70	0.80	0.90	—
Paper		0.30	0.40	0.50	0.70	0.80	—
Steel		0.60	0.70	1.00	1.30	1.60	1.90
Miscellaneous		0.70	1.00	1.50	1.70	2.00	—

STEVEDORES: See "General" before first port.
MEDICAL: Medical assistance is available at the city hospital. All problems will be handled by the agent.
FRESH WATER: Fresh water is available direct from quay installations at a rate of 10 tons/24 hours for vessels up to 4,000 d.w.t.
FUEL: Bunkers only available from barge.
FIRE PRECAUTIONS: See "Constantza".
REPAIRS: All kinds of repairs possible in Galatzi Repair Yard.
SURVEYORS: The Romanian Shipping Register (RNR) is authorised for class surveillance.
GANGWAY/DECK WATCHMEN: See "Constantza".
HATCHES: Opening and closing of the hatches on account of the vessel.
CUSTOMS ALLOWANCES: See "General" before first port.
CARGO GEAR: See "Constantza".
REPATRIATION: Possible.
TIME: See "General" before first port.
HOLIDAYS: See "General" before first port.
POLICE/AMBULANCE/FIRE: City Police – Tel: 055. Ambulance – Tel: 061. Fire – Tel: 081. For all problems connected with police and ambulance contact vessel's agent on VHF Channel 10. In case of fire contact Harbour Master or Galatzi Port Control on VHF Channel 68 or 16.
EMERGENCY CO-ORDINATION CENTRE: In all cases of emergency contact Galatzi Port Control on VHF Channel 16.
TELEPHONE: See "Constantza".
SHORE LEAVE: See "Constantza".
REGULATIONS: See "General" before first port and "Sulina".
AUTHORITY: Galatzi Port Authority. *Tel:* 16218, 15248. *Telex:* 51208. *FAX:* 16218. *Contact:* Buccr Constantin, Harbour Master.

MANGALIA: 43.49 N. 28.35 E.

LOCATION: The port is situated on the S.E. coast of Romania, 246 km. from Istanbul. (B.A. Chart No. 2285).
PORT LIMITS: As the commercial limits of the port are marked by the ends of the breakwaters the Notice of Readiness is received at the operating berth after obtaining "Free Pratique". In order that the vessel may be considered "arrived" she should advise the port authority the time and place of anchoring in the roads.
DOCUMENTS: See "General" before first port.
PILOTAGE: Compulsory for all ships.
From the North end of the S.E. breakwater over a distance of 8.5 cables to the South there are depths of less than 3.0 m., so care must be taken.
ANCHORAGES: The Mangalia roads are limited to the North and South by the parallels 43° 49.2′ N. and 43° 48.2′ N. and to the East and West by the meridians 27° 39.2′ E. and 28° 37.8′ E.
RESTRICTIONS: Pilotage is compulsory in the roads and in the port, even when shifting berth, except for auxilliary and technical port vessels, small fishing vessels and pleasure craft, but always with Port Authority permission.
MAX. SIZE: The entrance is 200 m. wide with 10 m. depth.
HEALTH: See "Constantza".
RADIO: See "General" before first port.
VHF: Direct contact with local authorities is possible.
Harbour Master's Office – Channel 68 – continuous listening.
Mangalia Pilot Station – Channel 14 – continuous listening.
TUGS: See "Constantza".
BERTHING: The port is formed by 4 breakwaters of 3.78 km. total length. The harbour basin has an area of 80 ha., with 2 berths each 200 m. in length and 9.0 m. depth.
The sea port has recently become operational, formed by 2 breakwaters of 1.53 km. and 2.0 km. length, enclosing a basin of 300 ha. Piers of 400 m. length allow deep draft vessels to berth. There are also 4,300 sq.m. of covered warehouses.
CRANES: The port is equipped with 5 ton electric cranes and various mobile cranes and forklifts. Generally, during operations, port cranes are used but all vessels must have their loading/discharging gear in good condition.
STEVEDORES: See "General" before first port.
MEDICAL: Medical assistance available at the city hospital. All problems will be handled by the agent.
TANKERS: No facilities available.
DENSITY: See "Constantza".
FRESH WATER: See "Constantza".
FUEL: Bunkers available in small quantities from road tankers only.
FIRE PRECAUTIONS: See "Constantza".
REPAIRS: All kinds of repairs are possible at a special repair yard, length of berth 520 m.
DRY DOCKS: There is a dry dock for vessels up to 150,000 d.w.t. (dry dock dimensions are 360 m.×60 m.×10.5 m.).
HATCHES: See "Constantza".
CUSTOMS ALLOWANCES: See "General" before first port.
CARGO GEAR: See "Constantza".
REPATRIATION: Possible.
AIRPORT: Constantza Airport, 70 km. from the port.
TIME: See "General" before first port.
HOLIDAYS: See "General" before first port.
POLICE/AMBULANCE/FIRE: City police – Tel. 055. City Ambulance – Tel. 061. Fire (city) – Tel. 081. For all problems connected with fire contact Mangalia Harbour Master by VHF Channel 68.
TELEPHONE: No facilities. For international calls use only the booths of the City Post Office.
SHORE LEAVE: See "Constantza".
REGULATIONS: See "General" before first port.
AUTHORITY: Harbour Master, Mangalia. *Tel:* 51299.

SULINA: 45.11 N. 29.45 E. (See Plan)

LOCATIONS: Situated at the Danube mouth on the right bank of the Sulina Channel, 148 km. from Constantza (B.A. Chart No. 2284).
PORT LIMITS: From the line of the entrance on the Sulina Channel to "Mile 2".
DOCUMENTS: See "General" before first port.
PILOTAGE: Vessels should notify arrival at the roads to the Sulina Free Port Administration – Sulina FPA – Agency Department, Telex No. 52294 and No. 52295. ETA can be confirmed or amended when necessary by VHF Channel 16. There is no specific zone for the pilot boat. Usually the pilot boards the ship at the anchorage.

The approaches are as follows:

Sulina – S.E. Approach No. 5: 1.6 miles in width, 7 miles in length. Alignment 146° – 326°. The centre line joins the following positions:

S1: Lat. 45° 03.1′ N., Long. 29° 53.4′ E. – 11.5 miles, true bearing 124.4° to the Sulina Lighthouse.

S2: Lat. 45° 08.9′ N., Long. 29° 47.9′ E. – 5.75 miles, true bearing 095.7° to the Sulina Lighthouse.

From the No.01 Buoy (whistle buoy) and then following the course 301.2°, vessel will proceed in to the Sulina Channel and then into port. Maximum draft admitted is 23 ft. (7.01 m.).
ANCHORAGES: The anchorage place is communicated by the pilot station, both for inner or outer roads.
RESTRICTIONS: Vessels proceeding to Danube river ports must wait at the Sulina roads, 1 mile from the black buoy marked "01" (green flash). All vessels should have an Administration Pilot on board. In the Sulina Channel navigation is forbidden at night and during poor visibility.
MAX. SIZE: The maximum draft at the Sulina Bar is 23 ft. (7.01 m.). Vessels of maximum LOA 180 m. may call at the port of Sulina. No tide restrictions. Any changes regarding the maximum draft are broadcast daily at 1150 hrs. on 1935 metres Long Wave band.
HEALTH: See "Constantza".
RADIO: Until reaching Sulina Bar, all radio communications should be transmitted to Constantza Coast Radio Station. When proceeding in the channel at the Sulina Bar, all radio communications are prohibited, except for VHF radio communications.
VHF: Direct contact with local authorities is possible. Vessel may contact Sulina Pilot Station, Sulina Harbour Master, Free Port Administration and Navlomar Shipping Agency on Channel 16.
RADAR: Not available.
TUGS: See "Constantza".
BERTHING: The port has 2 berths in the Maritime Transit Basin and 2 berths in the river, both 180 m. long.

Loading/discharging operated by Free Port Administration's gear. Transhipment by the ship's own gear.
CRANES: The port has 5 floating cranes of 10 tons – 32 tons capacity.
BULK CARGO FACILITIES: No special facilities available. Bulk fertilisers can be transhipped to barges. Fertiliser in bags can be stored in special warehouses. Different kinds of ore can be handled and stored in open spaces.
STEVEDORES: See "General" before first port.
MEDICAL: Medical assistance is available at the city hospital. All problems will be handled by the agent.
FRESH WATER: Fresh water available at Maritime Transit Basin and at the City Quay.
FUEL: Bunkers and Shell Marine lubricating products available.
FIRE PRECAUTIONS: See "Constantza".
REPAIRS: Ordinary maintenance possible. Qualified personnel available for mechanical works.
DRY DOCKS: None available.
SURVEYORS: Lloyd's Agent and representatives of classification societies as well as official surveyors may be called at short notice.
HATCHES: Opening/closing of the hatches for vessel's account. **CUSTOMS ALLOWANCES:** See "General" before first port.
CARGO GEAR: See "Constantza".
REPATRIATION: Not possible.
AIRPORT: Nearest airport at Tulcea, about 70 km. up the Danube.
TIME: See "General" before first port.
HOLIDAYS: See "General" before first port.
POLICE/AMBULANCE/FIRE: Contact Port Authority on VHF Channel 16 for all problems connected with police, ambulance and fire.
TELEPHONES: See "Constantza".
SERVICES: No special services available.
BANKS: No American or European banks in Sulina, bank facilities can be arranged through Agent by connection to Bucharest, or Tulcea (Romanian Commercial Bank).
STORING: See "Prelims".

1. Vessel can be stored by barge supplied by foreign partners, surveyance and guard of the barges being provided by Sulina Free Port Administration.
2. Previous notification for barge storage compulsory, details to be obtained through Sulina Free Port Administration's representatives.
3. No transhipment into trucks directly possible for the moment.
4. Fork lifts can be used on the jetty to handle stores.
5. No Customs interference regarding storing on the territory of Sulina Free Port, first period (negotiable) of storage free of charges, tariffs to be established by the Administration. Storage possible both in covered and open spaces, on platforms.
6. Riggers belonging either to the Administration or to Romtrans (Specialised Romanian Foreign Trade Enterprise for forwarding activity, which has an office in Sulina Free Port) can be employed, for sorting and arranging cargo on platforms and in warehouses.

SHORE LEAVE: See "Constantza".
IDENTIFICATION CARDS: See "Constantza".
GARBAGE DISPOSAL: Service available.
WASTE OIL DISPOSAL: Service available.
SEAMAN'S CLUBS: No Seaman's Clubs.
Services available in the port: Duty free shops, international telephone service, church services, postage facilities.

CURRENCY: Lei.
REGULATIONS: Maximum speed in the Sulina Channel is 10 km./hr.
Entrance and navigation only by daytime in the Sulina Channel.
Also see "General" before first port.

SHIPMASTER'S REPORT: February 1984.
The entrance route to Danube River from Gura Sulina for Galatz and Braila is as follows: Arrival point Lat. 44° 47′ N., Long. 29° 55.8′ E. and from this point vessel is to steer 000° True till Lat. 45° 05.1′ N., Long. 29° 55.8′ E. and from this point 301° True to No. 1 Buoy. Because of shallow water the vessel must not go South of No. 1 Buoy. With radar, Sfantul Gheorge Lighthouse was observed at 15 miles, Sulina at 20 miles and lighthouse at South Mole at 15 miles. Anchorage area is 2 miles East or 1 mile North of No. 1 Buoy. Pilot on VHF Channel 16. Pilot embarks 1 mile East of the No. 1 Buoy.

After anchoring near to Sulina, Customs, Immigration and Doctor board the vessel for clearance. After clearing the vessel another two Pilots board and vessel proceeds to destination. No navigation is permitted during the night for large vessels.

SHIPMASTER'S REPORT: December 1989.
Vessel: 12,800 g.r.t., 156 m. LOA and 22.8 m. beam.
Transit of the River Danube (Sulina - Galatz - Sulina):

Two port pilots are taken on at Lat. 45° 08.8′ N., Long. 29° 47.6′ E. as far as Lat. 45° 09.8′ N., Long. 29° 42′ E., where the vessel has to anchor to carry out Police, Customs and Port formalities.

If the vessel is transiting for the first time, the Tonnage Certificate for the Suez Canal is requested in addition to ordinary certificates. This additional certificate is held at the Captaincy, and is only handed back on the return passage.

Once formalities have been completed, 2 pilots are taken on for the transit of the canal as far as Galatz, where these pilots are changed for 2 port pilots. Vessels berth starboard side alongside.

On arrival in Galatz, all the formalities are repeated and those carried out at Sulina being considered null and void.

Loading at Galatz is rapid, the gangs work 24 hours a day. As the vessel is berthed starboard side to quay, it is necessary to go as far as Km. 159 to turn, before going down river. This location is supposed to be safe, however, by reason of bad buoyage (in fact non-existent) as well as inadequate dredging, great care has to be taken as there are some mud banks, unknown to everybody, on which it is possible to go aground.

On both the inward and outward voyages, vessels anchor at the 48 Mile marker. This anchorage is very safe.

At the level of Tulcea, navigation is very easy, and the use of tugs is not compulsory, in fact it is not advisable. The most delicate part of the Danube is between Miles 57 and 58. Our sounder indicated that at this point there are minimum depths of 8.0 m.

AUTHORITY: Sulina Free Port Administration is both specialised foreign trade state enterprise and Port Authority in Sulina Free Port.

Sulina Free Port Administration, 202 Deltei St., 8829 Sulina, Tulcea County, Romania. *Tel:* (915) 43664, 43242, 43243 or local 325. *Telex* 52294 and 52295. *FAX:* 915-432. *Contact:* Micu Mihai, General Director.
AGENT: Sulina Free Port Administration – Agency Department.

TULCEA: 45.10 N. 28.49 E.

LOCATION: The port is situated at the entrance of the Danube delta 62 km. from Sulina. (B.A. Chart No. 2835).
PORT LIMITS: The limits of the port are marked by Mm. 35.5 and Mm. 41. The Notice of Readiness is received at the operating berth after obtaining "Free Pratique". In order that the vessel may br considere "arrived" she should notify the Port Authority the time and place o anchoring in the roads.
DOCUMENTS: See "General" before first port.
PILOTAGE: Compulsory for all ships. River pilots are replaced by po pilots in the roads.
ANCHORAGES: The port of Tulcea has 2 zones situated as follows:
Zone 1: Mm. 34.5 – Mm. 37.
Zone 2: Mm. 44.5 – Mm. 45.5.
RESTRICTIONS: The pilotage of vessels in the roads and in the po is compulsory even when shifting berth. Maximum draft is 23 f (maximum at Sulina Bar). For other details see "Sulina".
MAX. SIZE: Maximum draft is 23 ft. (7.01 m.).
HEALTH: See "Constantza".
RADIO: See "Sulina".
VHF: Direct contact with local authorities is possible.
Tulcea Port Control – Channel 68 – continuous listening.
Tulcea Pilot Station – Channel 14 – continuous listening.
Tulcea Harbour Master – Channel 16 – continuous listening.
Navlomar Agency – Channel 10 – continuous listening.

Vessels should keep continuous radio watch on Channel 68 (Tulce Port Control) when transiting or at anchor. No vessel should procee into the port or shift without Port Control permission.
RADAR: Radar surveillance not available.
TUGS: See "Constantza".
BERTHING: The port has 2 piers of 230 m. total length and depth 9.0
CRANES: The port is equipped with 3 Kangur cranes of 16 tons capac

BULK CARGO FACILITIES: See "Berthing" and "Cranes".
Loading/Discharging Rates:

Cargo	*Operation*	*Thousands of Tons per Ship per Day* *Vessel Capacity (Tons)* Upto 600	601-1500	1501-3500	3501-6000	6001-15000	over 15000
Ore	Field	1.00	1.50	2.00	3.00	5.00	7.00
	Vehicle	0.80	1.10	1.50	2.00	3.00	4.00
Coke	Field	0.70	1.00	1.30	1.80	2.60	3.60
	Vehicle	0.60	0.90	1.20	1.50	2.00	2.60
Miscellaneous		0.30	0.40	0.50	0.70	0.90	1.00

STEVEDORES: See "General" before first port.
MEDICAL: Medical assistance available at the city hospital. All problems will be handled by the agent.
TANKERS: No facilities available.
FRESH WATER: Fresh water available direct from quay installations at a rate of 80 – 100 tons/24 hours, as well as from a special barge for vessels up to 4,800 d.w.t.
FUEL: Bunkers are available in small quantities, also lubricating oil.
FIRE PRECAUTIONS: See "Constantza".
REPAIRS: All kinds of repairs possible at Tulcea Repair Yard. The yard has a synchro-lift.
DRY DOCKS: See "Repairs".
SURVEYORS: See "General" before first port.
HATCHES: First opening and last closing of the hatches on account of the vessel. The hatches must be opened completely on all sides. Tarpaulins and covers must be moved with the ship's gear.
CUSTOMS ALLOWANCES: See "General" before first port.
CARGO GEAR: See "Constantza".
REPATRIATION: Possible.
AIRPORT: Tulcea. 10 km. from the port.
TIME: See "General" before first port.
HOLIDAYS: See "General" before first port.
POLICE/AMBULANCE/FIRE: For all problems connected with police and ambulance contact agent by VHF Channel 10. In case of fire contact Harbour Master or Tulcea Port Control by VHF Channel 16 or 68.
EMERGENCY CO-ORDINATION CENTRE: In all cases of emergency contact Tulcea Control on VHF Channel 68.
TELEPHONE: See "Constantza".
SHORE LEAVE: See "Constantza".
IDENTITY CARDS: See "Shore Leave".
REGULATIONS: See "General" before first port.
AUTHORITY: Harbour Master, Tulcea, Romania. *Tel:* 13226. *Telex:* 52324. *FAX:* 12937.

NOTES

Please also advise Shipping Guides Ltd.

Russia

GENERAL: ALL PORTS:

(a) List of ports and port roads open to foreign vessels:

I. Arctic Ocean Ports

1. Murmansk
2. Onega*
3. Archangel
4. Mezen
5. Naryan-Mar
6. Igarka

*The port of Onega is closed for foreign vessels from 1st September to 31st December yearly.

II. Baltic Sea Ports

1. St.Petersburg
2. Vysotsk
3. Vyborg

III. Black Sea Ports

1. Novorossiysk
2. Tuapse
3. Sochi

IV. Pacific Ocean Ports

1. Nakhodka
2. Aleksandrovsk-Sakhalinsky
3. Makarevsky (or Due) Roadstead
4. Octyabrsky
5. Shakhtersk
6. Uglegorsk
7. Kholmsk
8. Nevelsk
9. Makarov Roadstead
10. Poronaisk
11. Vostochniy
12. Korf
13. Okhotsk
14. Provideniya
15. Severo-Kurilsk
16. De Kastry

(b) Addresses and telephone numbers of V/O "Soyuzvneshtrans", VVO "Sovfracht" and V/O "Sovbunker":

VVO "Sovfracht" is the sole organisation in rendering brokerage services to local and foreign Shipowners. V/O "Sofracht" carries out chartering of foreign and Soviet tonnage and is the General Agent for foreign flag vessels in ports.

Postal address: VVO "Sovfracht" 1/4, Rozhdestvenka Street, Moscow, 103759, Russia.
Cable: Sovfracht Moscow
Telephone: 926-11-18
Telex: 411168 a, b, 411170 a, b.
Fax: 2302640.

Vsesoyuznoe Obyedinenie (V/O) "Sovbunker" carries out ships' bunkering and port consignment stock operations.

Postal address: V/O "Sovbunker", 10/12, Kaloshin Lane, Moscow, 121002, Russia.
Cable: Sovbunker Moscow
Telex: 411170
Telephone: 248-23-52.

Vsesoyuznoe Obyedinenie (V/O) "Soyuzvneshtrans" carries out all transportation and forwarding of export and import cargoes as well as transit of goods via Russia and foreign territories.

Postal address: V/O "Soyuzvneshtrans", 17/16, Gogolevsky Boulevard, Moscow, 121019, Russia.
Cable: Soyuzneshtrans Moscow
Telex: 411441, 411442
Telephone: 203-11-79.

(c) Guiding principles to comply with when calling at Russian ports: All vessels calling at above ports must also abide by the Customs and Obligatory Harbour Regulations of each particular port of call which are obtainable through the local Inflot agencies.

(d) Ship/shore radio link: Ships' communication with ports of call is usually maintained through the local port radio stations, some information of which is given in the respective entries for the ports.

Ships' radio stations and/or radio-telephones (excluding VHF), must not be operated when the vessel navigates or lies at anchor within thelimits of the port boundaries as well as when calling at or leaving the port, except in emergency, e.g.

when giving distress signals;
when rendering assistance to other vessels in distress;
while making way through the ice;
after having obtained special permission of the Harbour Master.

Note: Superiority in use of radio communication means is given to an icebreaker when leading a convoy of ships through the ice; in case there are two or more icebreakers in a convoy – to a leading icebreaker.

Vessels equipped with VHF radio-telephones must keep them operated in the calling Channel stipulated by the Obligatory Harbour Regulations when navigating within a port limit.

(e) Notice of Arrival: The Master of a vessel should send preliminary information to the Inflot Shipping Agency about the vessel and the cargo not later than 12 days prior to vessel's arrival at the port of destination (for tankers, gas carriers and vessels loaded with liquid chemicals, as a rule, 14 days prior to arrival).

In the preliminary Notice the Master should state the following information:

Name and nationality (flag) of the ship;
Port of departure (last port of call);
Draft fore and aft, cargo carrying capacity, volume of holds, measures of hatches, number and location of 'tweendecks, etc.;
Nature and total quantity of cargo and stowage plan; heavy lifts (over 3 tons) to be shown separately;
Amount and spacing of water ballast (for tankers only), as well as the name of cargo which was unloaded from the vessel before taking ballast;
Particulars of inoperative cargo handling gear as well as whether the vessel requires supply of electric power from the shore for lighting purposes during cargo handling operations (all possible damages which may occur either for lack of all relevant information mentioned above or due to untimely and/or incorrrect data given by the Master to the Port Authorities when advising ETA, etc., are to be for the vessel's account);
Request for any kind of port services.

More precise information about a vessel's approach to the port (roadstead) of destination is to be given by the Master to the Inflot Shipping Agency. Masters of dry cargo vessels are to inform ports of destination about their ETA at first 96 hours and then 12 hours prior to arrival and as far as Masters of tankers, gas carriers and vessels loaded with liquid chemicals are concerned they are to inform Port Authorities 72 hours and 12 hours prior to their arrival at a port.

Masters of tankers bound for loading/unloading oil products are t inform ports of destination 72 hours prior to their arrival that they have in their possession International Certificate on Civil Liability for O Pollution Damage.

According to Charter Parties, Sale Contracts and other documents stipulating conditions of carriage of goods by sea, Masters should give necessary information to additional addresses at stipulated time.

The Port of destination Authorities should be immediately informed by the Master about all unforeseen delays during the voyage.

Vessels calling at ports for bunkers, fresh water, provisions, etc. only should advise their ETA to the Port Administration in due time stipulated above.

The Port Administration should provide Masters of calling vessels with all necessary information regarding anchorage, berthing and handling of cargo not later than 2 hours prior to vessel's arrival.

Since for some ports, time and terms of giving Notice of Arrival are different to that mentioned above, Masters are advised to look at the information for a particular port.

(f) Pilotage: Pilotage is compulsory for all vessels when calling o leaving Russian sea ports, as well as when mooring and unmooring. I addition the Pilots perform shifting berths and other duties related to the harbour operations.

A Pilot having boarded a vessel shall be advised by the Master of the precise draft and other particulars necessary for safe pilotage of a vessel.

According to the Merchant Shipping Code of Russia, the Master of a vessel shall be obliged to pay a fine in an amount of double the rate due as pilotage fee for incorrectly declaring the draft, length or breadt of a vessel or its net registered tonnage, irrespective of the liabilit established by law for the consequences which may occur as a resu of the incorrect information.

A Pilot should be ordered through the local Inflot Agency 12 hours prior to vessel's arrival at the Pilot boarding place. More accurate information should be given 4 hours prior arrival unless otherwise stated in the Obligatory Harbour Regulations.

Also see "Baltic Deep Sea Pilotage".

(g) Anchorages: A vessel approaching the Port of Call and not havin been boarded by a Pilot immediately on arrival, or for any other reason shall anchor in the anchorage area specially designed for this purpose and under no circumstances let its hull go across the boundaries of this area or prevent other vessels from using the leading lights, navigation marks or lights.

No anchorage is allowed in the prohibited zones shown on the charts listed in special manuals for navigation and/or in the Obligatory Harbou Regulations as well as those announced in the appropriate Notices t Mariners.

No anchorage is allowed at a distance of less than 1.5 cables lengt off fairways and leading lines as well as in depths not providing a vesse with a safe anchorage while drifting on the anchor chain.

No vessel shall anchor within the water area of a shipbuilding yar after being refused permission to carry out repairs.

It is prohibited to change a vessel's anchorage by drifting.

Vessels carrying explosives or inflammable liquids must anchor in th areas recommended for them only.

All vessels when at anchor shall carry the lights or the marks i accordance with International Regulations for Prevention of Collision at Sea. Apart from that every vessel by night, when at anchor, shall b illuminated from stem to stern with additional lights placed so that th hull be as far as possible visible from the surface of the water.

Vessels using a kedge anchor shall, in addition to the lights and th marks as to the International Regulations for Prevention of Collisions a Sea, conspicuously display by night a white light and by day a red fla lowered from the stem by the anchor chain to the extent of half of th side's height.

In restricted visibility whether by day or night, every vessel when a anchor shall use sound signals conforming strictly with the Internation Regulations for Prevention of Collisions at Sea.

Masters of all vessels when at anchor are not allowed without th Harbour Master's consent, except in emergency, and/or in case of Po and Boarding officials, to give anybody permission to come alongsid in a private launch or a small rowing boat whether under oars or sa and board a vessel.

Swimmers must not be allowed to come on board a ship.

Should, in case of emergency, swimmers have been taken on boa or strangers have been discovered aboard a vessel, the Master of suc ship shall forthwith without delay report the fact to the Harbour Mast and shall later hand those people over to the Representatives of th Port Administration.

(h) Regulations for entering and leaving Russian ports: Whe approaching Russian ports all vessels must follow the recommende courses announced in issue No. 1 of the Russian Notices to Mariner (GDNOMD).

All vessels when approaching a port or a Pilot's boarding place a well as when leaving a port during the daytime must keep their Nation flags hoisted. A vessel's National flag must be kept hoisted on the ste flagstaff from 0800 hrs. in the morning up to sunset, and the Sta National flag on the fore mast. In Arctic ports during prolonged peri of light National flags must be kept hoisted from 0800 hrs. till 2000 h

Every vessel coming from abroad shall hoist Quarantine Signals the International Code of Signals depending on health and sanita conditions on board.

For entry permit, a vessel must contact the Port Control service eith by VHF radio-telephone or by means of visual signals, viz, by da hoisting her call-sign, and by night, making call-sign signals in Mor Code by searchlight or by Morse-lamp.

No ship shall enter the Harbour until the proper signal has be hoisted at the signal station or by a pilot boat authorising such entry

No vessel is allowed to enter the Harbour until the prohibition signals hoisted at the signal station shall have been lowered down.

If entry is refused a vessel must immediately slow down, alter course and if possible leave the fairway, and drift or drop her anchor in the recommended area.

Turn of entry to the Harbour is controlled by the Port Administration with regard to tonnage of vessel, nature of cargo, weather conditions in the port area, readiness of the port to start cargo operations and other circumstances.

Simultaneous entry of two or more vessels to the Harbour or vice versa is not allowed in the majority of ports.

In all cases a vessel entering the Harbour must give way to the outgoing one not preventing her manoeuvrability.

(i) **Sanitary and Quarantine requirements:** It is prohibited by law to contaminate inner and territorial waters of Russia with any kind of substances which are considered to be unhealthy for people or harmful to live resources of the sea. It is also prohibited to discharge into the sea oil contaminated, faecal, washing waters and oil residues; no rubbish, waste foodstuff shall be thrown into the water. The list of harmful substances is published annually in issue No. 1 of the Russia Notices to Mariners.

Not later than 6 hours before arrival Masters of all vessels coming from foreign countries to Russian ports should advise Quarantine Authorities by radio through Inflot Agency giving full details of health conditions on board as well as sanitary conditions at the last port of call.

If medical assistance is required on board Master has to contact Inflot Agency or any other local port Agent.

No shore connection is allowed to a vessel until Free Pratique is obtained.

Masters are advised to ask a Sanitary Officer for inoculation, vaccination, fumigation, de-contamination, etc., if required, whilst he is on board a ship together with the other Boarding Officials.

Veterinary Certificates of Good Health are required for the livestock, all kinds of meat, animal food and raw meat stuff brought to Russian ports from abroad. Certificates should be issued by the proper authorities of the country from which the cargoes have been exported.

Masters should have a Phytoquarantine Certificate for the goods of vegetable nature.

It is prohibited to take ashore fruit, vegetables, grain seeds, plants, plant products, etc., without a certificate issued by a local branch of the Agricultural Quarantine Inspection; animals and birds are also not allowed to be brought ashore without getting pemission from the veterinary authorities.

(j) **Regulations for the Clearance of Vessels on Arrivals and Departures:**

Upon arrival at a Russian port the Master of a foreign flag vessel has to hand over to a representative of the Inflot Shipping Agency the following documents (filled in with full accordance of the IMOrequirements) duly signed by the vessel's administration for further examination by:

(a) *Boarding Port of Call Officials:*

(1) Ship's Patent;

(2) Measurement Certificate;

(3) Load Line Certificate (or International Load Line Exemption Certificate);

(4) Passenger Ship Safety Certificate;

(5) International Certificate on Civil Liability for Oil Pollution Damage (for vessels carrying more than 2,000 tons of oil).

(b) *Health Authorities:*

(1) Ship's Health Certificate;

(2) Derat Certificate;

(3) International Certificate of Vaccination;

(4) Maritime Sanitary Declaration.

(c) *Customs Officials:*

(1) General Declaration;

(2) Cargo Declaration;

(3) Ship's Crew Personal Effects Declaration;

(4) Crew List;

(5) Passenger List.

The Master has to declare to the Customs:

(1) Cargo Manifest, Bills of Lading and other documents for the cargoes carried by the vessel.

(2) Other Ship's documents on request.

The Master fills in a form of Master's Declaration (Shipowner's address, cargo, cases of illnesses on board, if any, etc.) with the Agent's assistance.

In accordance with Article 38 of the Merchant Shipping Code of Russia in case a foreign flag ship which, on calling at a Russian port, raises doubts as to her meeting the requirements of safe navigation may, irrespective of whether she possesses the necessary ship's papers mentioned above, be subjected to an examination by way of technical survey on the same basis as ships sailing under the State Flag.

The Obligatory Harbour Regulations to be fully complied with during a vessel's stay at Russian ports are handed over to the Master either by Pilot or by representative of the Harbour Master's Office, or by Agent when arriving for the first time.

Upon sailing from a Russian port: No other documents apart from those mentioned above are required in order to obtain the authorisation to leave the port.

No vessel is to get under way without having obtained the permission of the Harbour Master.

The authorisation to leave the port shall be given after a vessel herself and her draft shown in the Master's Statement have been checked by a Port Authorities' representative.

The Harbour Master may not allow a vessel to leave the port, if:

(1) The Cargo Loading Regulations have not been fulfilled, *i.e.* a vessel is considered overloaded or wrongly loaded in case:

(a) a vessel's load lines corresponding to the maximum depth to which she should have been loaded are under water without any list;

(b) the cargoes loaded in the holds and/or on deck have not been made fast in a proper manner or have not been made fast at all;

(c) a vessel has a bad list* caused by faulty loading or her stability does not correspond with the ship's documents;

(d) a vessel loaded with bulk or liquid cargoes has not used the necessary materials or accommodations to prevent cargoes from shifting or overflowing in case of vessel's pitching and rolling;

(e) the deck cargo is considered as danger to the safety of a vessel and the safety or life on board caused by faulty loading;

(f) the corresponding regulations for loading of dangerous cargoes or cattle to be carried by vessel have been broken;

(g) other loading regulations have not been abided by in the course loading.

(2) Under other circumstances which may cause a danger to the safety of a vessel and the safety of life on board, as well as in case when the ship's documentation regulations have been infringed.

(3) When the port dues, tolls and fines have not been paid.

All expenses which may occur due to a vessel's possible delay in the port in connection with the reasons stated above are to be for the Owner's account.

Note: *According to the Harbour Regulations a vessel is not allowed to leave a port if her list exceeds 5° or she has trim by bow which was not specified by her construction.

ANNEX 2

The Memoranda for Masters of Foreign Vessels calling at Russian Ports.

1. On arrival of the ship the Master is to submit to the representatives of the Port Authorities the following documents (IMO Forms) duly signed by ship's administration:

General Declaration (Form I). Filling in of points 8 and 11 is not compulsory (5 copies).

Cargo Declaration (Form II). (4 copies). Filling in of point 6 is not compulsory; points 7, 8 and 9 are to be filled in only for:

(a) cargoes for which Bills of Lading were not issued (names of Shippers and Consignees to be stated);

(b) transit cargoes;

(c) cargoes for other Russian ports;

(d) cargoes of agricultural origin;

Ship's Stores Declaration (Form III) – not required.

Crew's Effects Declaration (Form IV). Amount of Master's and Crew members' valuables (gold, silver, platinum, jewellery, bonds, travel checks, etc.), personal firearms and cartridges (ammunition), explosives and narcotics are to be stated in point 2 (2 copies).

Crew List (Form V) (4 copies).

Passenger List (Form VI) (4 copies).

2. The Master of a ship is to instruct all members of the ship's crew that in accordance with the Rules in force in Russian ports:

Exportation and importation of local currency is forbidden;

No articles are permitted to be taken ashore or brought on board the ship without permission of the Custom House Authorities;

Articles taken ashore or brought on board the ship and concealed from Customs control shall be regarded as smuggled goods liable to confiscation with a fine imposed;

Likewise, the sale of any articles of foreign origin on the territory of the state will be regarded as smuggling;

No wastes shall be thrown into the water or on the quay; the discharge of oil contaminated water and/or oil residues is prohibited;

All mooring ropes must be fitted with rat-guard plates;

Only one gangway must be led ashore at night when loading or discharging is not carried out;

It is prohibited to take ashore grain, seeds, plants, plant products, soil, etc. as well as animals and birds;

Violation of the above-mentioned rules will entail penalty in accordance with the laws of the state.

(k) Customs Examination: Immediately after the clearance formalities have been accomplished, all the vessel's premises with cargoes and articles not destined for the port of call and not being allowed to be taken ashore are sealed by the Customs Officials. In case a part of cargo and/or articles, not for discharge at destination port, are stowed in the same area as articles for discharge at the destination port, the sealing is carried out after discharge of articles destined for the port.

Extracts from Customs Regulations:

It is allowed to bring in on arrival to the state:

1. Personal effects in quantities necessary for the trip.

2. Food-stuff, wine and/or alcohol, cigarettes/tobacco in quantities necessary for personal consumption during the trip, but duty free for 1 person not more than:

spirits-1 litre;
wine-2 litres;
250 cigarettes or 250 gm. of tobacco/tobacco articles.

Fresh, salted or smoked meat, fat, dressed poultry, smoked and home-made sausages, eggs, honey, milk and fish-products, but not canned fish – unless permit of the Ministry of Agriculture is available.

3. Foreign currency without restrictions on quantity.

Bringing in local currency from abroad (if not stipulated by special agreements), as well as State-loan bonds and lottery tickets is strictly prohibited.

4. Jewellery and every day necessities made of precious metals or jewels without restrictions in quantity (duty free.)

It is allowed to bring in not more than 2 jewellery articles for every day necessities made of pearl only or mixed with pearl having total weight not exceeding 100 gm.

It is prohibited to bring in natural pearl and seed-pearls.

5. Foreign currency, jewellery and every day necessities made of precious metals or jewels and pearl must be declared to the Customs.

6. It is *strictly prohibited* to bring in to the state:

Fire-arms and ammunition of any military kind;

Narcotics and psychotropic substances as well as appliances for Smoking opium and hashish;
Printed matter cliche, negatives, developed films, photos, video-cassettes and video-discs with films recorded on them, manuscripts, gramophone records and any other type of sound recording, drawings, pictures and articles of fine arts containing data which may do harm to political and economic interests of the state, State security, public order, human health and morals of the people.

It is allowed to take out when leaving the state:

7. Personal effects, foreign currency, jewellery and every day necessities made of precious metals, jewels and pearl that had been brought to the state earlier.

(Taking abroad state currency if not stipulated by special agreements, State-loan bonds and lottery tickets is strictly prohibited.)

8. Food-stuff, wine, spirits and cigarettes/tobacco in quantities necessary for personal consumption during the journey but not more for a single trip than:

spirits – 1 litre;
wine – 2 litres;
250 cigarettes or 250 gm. of tobacco/tobacco articles;
black or red caviar – 150 gm.;
ground or instant-coffee – 200 gm.;
spices 200 gm.

9. Articles bought for officially received Russian currency for personal use only, not more than 5 pieces of jewellery and/or every day necessities made of precious metals, jewellery or any kind of pearl in total; articles and decorations made of silver having total weight not more than 400 gm.

10. It is allowed to take out without quantity restrictions any articles (except forbidden ones) bought for foreign free currency in specialised shops on the state territory on producing corresponding bills (receipts) given by shops.

11. It is *prohibited* to take out of the state:

1. Fire-arms and ammunition of any military kind as well as military outfits.
2. Narcotics and psychotropic substances.
3. Nullified securities.
4. Works or art, antiquities (paintings, sculptures, china, articles made of crystal, ceramics, wood, leather, precious and non-precious stones and metals, bone, hand-work, carpets, gobelins, furniture, fancy clothes and footwear, numismatics, works of art, weapons, books, manuscripts, gramophone records, musical instruments, stamps, etc.) and other articles being a high artistic, history making, scientific or other cultural valuables.

Note.: Articles mentioned above may be taken out of the state with special permission of the Ministry of Culture provided an export duty equal to 100% of the value stated in the Export Permit has been paid.

5. Antlers and hides of stags.

(l) Berthing: Berthing can only be effected with tug assistance and a State Pilot on board. Likewise, no vessel shall leave or shift berth without employing the services of a Pilot authorised by the Port Administration to make the voyage in question.

Vessels must take up the berths assigned to them and conform strictly to the Obligatory Harbour Regulations in force.

A Pilot or the Agent shall provide the Master with all necessary information as regard to depths, tugs, conditions in the Harbour, etc., before mooring and shifting berth starts.

The responsibility for the safety of a vessel during her manoeuvring and berthing as well as for possible damages to a berth or other port facilities shall always rest with the Master.

No vessel is allowed to change berth due to handling of cargo or for any other reason unless the main engines, the mooring winches, the steering gear, etc., are in good working order and there is sufficient number of the members of the crew to ensure shifting berth when required.

It is strictly prohibited to work with vessel's propellers when lying alongside berth. To avoid damage to the underwater parts of a berth while mooring or unmooring every vessel must have the main engines going "dead slow" until her stern is 10 m. from the quay.

When berthing, Masters should use strong and reliable mooring lines and make them fast over the quay pile-moorings and bollards only. It is strictly prohibited to make fast mooring lines over any part of the quay equipment which has not been intended for that purpose.

When lying alongside berth, every vessel must have a gangway or a gangway board with a lifeline secured, led ashore and made fast. There should be a net under the gangway platform and a lifebuoy nearby. Gangways must be sufficiently illuminated at night.

(m) Stay in port at berths: When lying alongside berths, all vessels to be moored by long safe ropes which are to be kept fast at all times, and constant watch should be kept by day and at night.

All mooring ropes must be fitted with rat-guard plates.

From sunset to sunrise all vessels' decks, cargo decks and gangways must be illuminated.

Every vessel, whether in the outer roads or in the harbour, must always have on board a sufficient number of crew to be able to ensure both the ship's safety and her everyday routine. Vessel's fire-fighting and life-saving equipment must always be ready for use on board or to render assistance to other vessels or shore objects in case of emergency.

When in port, no vessel is allowed, without having obtained the Harbour Master's permission, to make repairs to the main engines or to the ship's auxiliary equipment thus depriving her of the opportunity to shift berth at short notice in case of emergency.

It is not allowed, without the permission of the Port Administration, to use vessel's boats, underwater oxygen and any underwater apparatus of other types.

No vessel is allowed to clean boilers or discharge any sort of chemicals or organic products into the water, giving off smoke and sparking from vessels' funnels.

(n) Ship's movement in the harbour and shifting berths: No vessel shall leave or shift berths without the permission of the Port Authorities. In case there are no provisions in the Contract of Carriage of Goods by Sea or in the Bill of Lading, a vessel shall accomplish one shifting from berth to berth during the course of her loading and shifting upon unloading to the loading berth at the Owners' risk and expense. Any subsequent shifting shall be at the expense of the goods.

All shiftings in the port connected with a vessel's needs, viz. bunkering, loading supplies and/or provisions, making repairs, etc., shall be at the expense of the vessel.

All haulings both during the course of loading and unloading shall also be at vessel's expense.

(o) Tugs' assistance: Tugs, if necessary, are usually ordered by the Master according to a Pilot's advice.

In some ports use of tugs during mooring and shifting berths is compulsory due to the heavy conditions of navigation.

Ordering of tugs and payment for the assistance rendered is made in accordance with the tariffs in force. Masters of vessels shall order tugs through a local Inflot Shipping Agency.

A tug's detention time at a vessel's side while waiting for her readiness for the towage is considered to be as the working time and therefore is to be paid accordingly.

For cancellation of a tug, a vessel shall be charged full rate, including detention time and time of passage of a tug from the berth to the vessel and vice versa.

When ordering a tug for unmooring, Master should fill in and sign a special application form given by the Agent. The actual time of completing the towage shall be approved by the Master of a towed vessel.

In ports where the towage is compulsory when mooring and shifting berths, the Master shall be charged for the tugs' assistance whether used or not, and having refused tugs shall be held responsible for the consequences thereupon.

(p) Notice of Readiness: In case there are no special provisions in the Contract of Carriage of Goods by Sea, the Master shall, during the established office hours upon the accomplishment of Customs formalities and having obtained Free Pratique, deliver a Notice of the ship's readiness for loading or unloading to the shipper or the consignee through the Inflot Shipping Agency.

The Notice of the vessel's readiness shall be considered accepted if she is actually ready to load the cargo into or unload it out of all the vessel's holds or tanks.

(q) Handling of Cargo: All cargo handling areas in the ports are under control of the Port Administration which shall provide vessels with labour, tally staff, sheds and warehouses, employees, etc.

To ensure successful handling of cargo the vessel shall, when required by shippers or consignees, receive or discharge cargo day and night, as well as on Sundays and holidays, furnishing free of charge all necessary cargo handling gear. Though in most ports the cargo handling is done by port cranes both from the quays and lighters, a vessel shall, in some ports, use her own cargo handling equipment, which has to be in good working condition.

In the latter case, the Master shall produce to the Agent the Cargo Equipment Certificate which must be valid.

Loading or unloading time is calculated as to the rates stipulated in a Charter Party or according to the Customs of the Port in the absence of same.

Should the port labour participate in the opening or closing of hatches, a vessel's administration shall be responsible for the rules of safety engineering to be complied with.

Opening and closing of mechanised ship's hatches shall always be done by the ship's crew.

Should shore cranes be used for loading or unloading instead of a vessel's cargo-handling equipment, the Master shall beforehand remove aerials, aerial halyards, stay rods, wires, etc., crossing the air space over a ship's hatches and preventing the shore cranes' derricks from free circulation.

The vessel's derricks shall not project over the sides.

(r) Agency: All foreign vessels upon arrival at the ports are attended by the Maritime Agencies Inflot, or by one of the local port shipping Agents.

Shipping Agencies provide foreign vessels with the following services:

Inform the Port Authorities and other organisations about vessels' expected time of arrival (ETA), nature and quantity of cargo to be handled, expected time of loading or discharging, etc.;

Render assistance to the Masters in obtaining Pilots, tugs, berths, launches, etc.;

Perform all the necessary formalities connected with the vessels' arrival and departure;

Ensure that Masters are acquainted with the Port Rules, Obligatory Harbour Regulations as well as other documents and instructions issued by the Port Authorities;

Give advice to the Shipowners and other interested parties regarding vessels' movement and the prospects for the handling of cargo;

Render help in speeding up cargo handling operations;

Provide vessels with supervisors and tallymen;

Prepare time sheets and submit them to the Masters, Port Authorities and Shippers (Consignees) for their further approval;

Sign on Masters' behalf cargo and other documents;

Arrange bunkering, delivery of fresh water, provisions, technical supplies and all kinds of ship-repairs;

Render help to the members of the crews in obtaining medical assistance;

Make payment of dues, charges, fines (if any), etc., on behalf of the Shipowners and for their account;

Take all necessary measures for improvement of the handling of cargoes and ships' services;

Look after the Court (Arbitration) cases and cargo claims on behalf of the Shipowners;

Make Sea Protests as well as translation and duplicating of any documents on Masters' requests;

Repatriate members of the crews from the state to their home ports

Invite surveyors qualified by the State Register of Shipping to conduct vessels' surveys;

Make extension of ships' documents;

Render help to the Shipowners in delivering and redelivering of their vessels on time charter;

Assist in arranging cargo fumigation on board;

Perform any commissions on the instructions of the Shipowners in regard to the ships' services and protection of their interests before any Authorities.

It is in the interest of the Master to advise Port Agent timely information as regard to a vessel's name and flag, ETA, gross register tonnage; draft fore and aft; position of cargo in hold (stowage plan); number, weights and location of heavy lifts, number and length of oversized (over 9 m.) pieces and Owners' cable address and telex number thus putting the Agent in a position to calculate the approximate sum of the disbursement expenses and ask the Shipowners to remit same (disbursement accounts are to be paid before vessel's departure).

Note: Bearing in mind the fact that most of the shore offices are closed on Sundays and holidays, the Master shall cable to Inflot Agency well in advance his order for bunkers, repairs, technical supplies and cash to enable the Agent to make necessary arrangements.

All branches of Inflot Agency work round the clock, including Sundays. Cable address of any branch of Inflot Agency is "Inflot", e.g. "Inflot St.Petersburg".

(s) **Fire safety measures:** Fire safety measures at ports must comply with the provisions of the International Code for the Carriage of Dangerous Goods by Sea. Every vessel upon arrival at a port must keep constant fire watch day and night and have fire-fighting and life-saving equipment always ready for action. Members of the crew must keep strictly to the Fire Safety Regulations especially during vessels' stay at oil and timber berths. Giving off smoke out of the funnels is strictly prohibited. In all the ports a fire brigade could be called over the phone by dialling 01 in case of fire.

(t) **Medical assistance:** Medical assistance, if required, is available, including vaccination and inoculation as well as dispensary and hospital treatment in all the ports. In case of emergency an ambulance or a doctor should be called for by telephone – 03 in all the ports.

(u) **Customs of the ports:** Customs of the ports should apply in case:

(1) there is no Contract of the Carriage of Goods by Sea at all;

(2) there are no provisions in a Charter Party or in the Bills of Lading in respect of items covered by these Customs;

(3) a Charter Party or a Sale contract and/or any other Contracts of the Carriage of Goods by Sea specially refer to these Customs of the Ports.

(v) **National and general holidays:**

5 days working week with 2 holidays has been introduced for most of the industrial enterprises, government and commercial offices and other institutions. Saturdays and Sundays are weekly holidays.

(w) **Places of Recreation for foreign seamen:** In the majority of the commercial sea ports foreign seamen can spend their spare time in the International Seamen's Clubs which can offer concerts by professional and amateur actors and singers, evenings of public hearing of recorded Russian and foreign music, films, etc. Sightseeing is usually organised by the local excursion bureaux.

(x) **Summer Time:** 1st April to 1st October – clocks advanced 1 hour at 0000 hrs.

DEEP-SEA PILOTAGE: See "Baltic Deep Sea Pilotage".

ARCHANGEL: 64.34 N. 40.30 E.

LOCATION: A White Sea port. Archangel is situated at the mouth of the Severnaya Dvina River, in the S.E. corner of Dvina Bay. A part of the harbour is situated at the Northern end of the Povrakulsky Island, at the junction of the Maimax River and the Kuznechikha River, and is called the Economia Avant-port. The total length of the port area is about 30 miles.

DOCUMENTS: Refer to beginning of Russian section.

PILOTAGE: Compulsory. Notices of ETA in accordance Soviet Wood Charter Party. Pilot boat located in area of the light buoy "Mudyugsky I". VHF Channel 16. Pilot boat is tug-boat with word "Pilot" on wheelhouse. Vessels awaiting Pilot may anchor at safe distance to North from pilot boat location. In event bad weather pilot boat goes to shelter, being available by VHF radio.

While waiting for a Pilot, vessels may lie at anchor at a safe distance to the North from the pilot boat location.

In the event of bad weather a Pilot shall board a vessel at a sheltered place shown by him.

When a Pilot is not able to board a vessel due to weather conditions, a pilot boat is usually situated on the Southern side of the Mudyug Island. In this event vessels should anchor at the entrance of the channel from seaward and wait for a Pilot's arrival.

ANCHORAGES: There are several places which can be used by foreign vessels for anchorage. They are:

(1) The outer roads with depths from 10.0 m. to the North and N.W. from the reception buoy "Mudyugsky I".

(2) Customs formalities are carried out alongside the berth or at Solombala roadstead immediately after vessel's arrival, and half an hour prior to vessel's departure.

(3) The Solombala roadstead with depths of 5.0 m. – 9.0 m. is used by vessels for anchorage while awaiting a berth for loading cargo.

The ground at all roadsteads – mud and sand; anchoring is performed according to the Pilot's recommendations.

RESTRICTIONS: Ice breaks up in April. Port area open from end of April through to November. From November till April, ice classed vessels sail with assistance of ice-breakers.

During the time of high water vessels can enter the port through the approach channel Berezovy Bar if having length not more than 160 m. and draft not exceeding 8.0 m. Changes of passage drafts are published in the Notices to Mariners. Vessels going to Timber Mills No. 2 and No. 3 as well as to the cargo area Bacariza pass through the central draw span of the railway bridge twice during 24 hours. Vessels having air-draft less than 13.7 m. pass through the bridge throughout 24 hours. During bad visibility (less than 5 cables) movement of vessels within the port is not allowed.

In the Approaches to the Port there is an overhead power cable between:

(a) 64° 37.91′ N., 40° 29.05′ E. and

(b) 64° 37.72′ N., 40° 29.03′ E.

The vertical clearance is 45.0 m.

HEALTH: All vessels coming from foreign countries inspected by Sanitary Office. If no diseases vessel obtains Free Pratique. If vessels entering after calling at another Russian port, Pratique automatic.

RADIO: All information from sea may be routed through Murmansk Radio (UMN) and Archangel Radio (UGE), A1 500 kHz, A3 2182 kHz.

All vessels when approaching the port of Archangel should establish radio contact through the coastal "Archangel Radio" station which operates 24 hours per day on the following frequencies:

Call Sign	*Frequencies (kHz)* *Working*	*Calling*	*Type of trans-mission*	*Time*	*Remarks*
UGE	500/476	500/480	A1A	H24	
"Archangel-Radio"	2182	2182	H3E	H24	
"Archangel-Radio-1" (CPR)**	156.8*(16)	156.8*(16)	F3E	H24	
"Archangel-Radio-8" (Inflot Shipping Agency)	156.375*(67)	156.8*(16)	F3E	H24	Operates during period of navigation only
"Archangel-Radio-5"	156.700*(14)	156.8*(16)	F3E	H24	
Vessels' movement control (VMC)	156.700*(14)	156.7*(14)	F3E	H24	

*Frequencies are given in MHz.

**CPR – Central Port Radio station.

The storm signals station is situated in the Solombala area on the embankment of the Severnaya Dvina River named after George Sedov (Lat. 64° 35′ N., Long. 40° 30′ E.).

Storm signals are shown by the International Code of Signals by day and by Morse system at night.

Masters of vessels proceeding to the port of Archangel should advise ETA and all necessary information to the Inflot Agency as per conditions of the "Soviet Wood" Charter Party.

24 hours prior to arrival advise ETA to Inflot Agency. Four hours prior to approaching the "Mudyugsky I" Masters should advise more precise time of arrival.

TUGS: If necessary ordered 2 hours before arrival and normally join vessel near berth. Usually use ship's lines.

BERTHING: To certain extent depends upon tides. 37 berths available with depths alongside up to 9.6 m.

There are a large number of berths in the port along the river front, as well as at the Economia Avant-port.

Berths are equipped to handle timber, wood-pulp, paper, bulk, liquid, machinery and general cargo. There are enclosed warehouses and concrete floor sheds in the port.

CARGO HANDLING FACILITIES: Berths of the commercial port are equipped with mobile electric cranes of up to 32 tons capacity. Loading of timber from berths of timber mills is effected by shore cranes and vessels' cargo gear. There are also floating cranes from 5 to 100 tons capacity as well as other cargo handling equipment and interport transport means. Container crane of 30 tons capacity and back-up facilities.

BRIDGES: Vessels proceeding to load cargo at Timber Mills 2 and 3 have to pass under bridge which is opened twice a day. Vessels with air-draft less than 13.7 m. can pass throughout 24 hours.

STEVEDORES: No particular ETA advices to stevedores/shippers required except those mentioned in Soviet Wood C/P. Loading rates, etc., also stipulated by Charter Party.

Mobile electric cranes of up to 20 tons capacity are operated on the quays. There are also floating cranes of up to 50 tons capacity, other cargo handling equipment and intra-port transport facilities. Sometimes, cargo handling is by vessels' gear.

MEDICAL: If any medical attention or prompt assistance required, Master has to contact Agent. No advance notice required. Clinic and hospital available.

TANKERS: Report 1994.

Terminal:

Name: Arkhangelsk Oil Terminal. Tel: (81800) 478157.
Telex: 242132 OVIS SU.

Shore tanks:

Product	No.	Total Capacity (cu.m.)
Gas Oil	9	90,000
Jet Fuel	3	30,000
Jet Fuel	2	2,000
L.C.G.O.	6	30,000
S.N.O.	2	10,000
S.N.O.	1	1,000
Heptane-Hexane Fraction	4	20,000
Lubricating Oils	6	6,000
Lubricating Oils	13	5,200
Gasoline	4	20,000
Gasoline	5	2,000
Gasoline	1	1,000

Shorelines: Length for all products 1,500 m. (approx.).
Diameter 530 mm. – Gas Oil/Jet, Fuel/Gasoline/ L.C.G.O./S.N.O./HH.Fraction.
Diameter 219 mm. – Gasoline, Lubricating Oils.
Berths: There are 2 berths being used for all mentioned products. Both berths: Maximum draft 7.80 m., length 150 m. and loading rate about 600 cu.m./hr.

DENSITY: Fresh water practically throughout port.

FRESH WATER: Usually delivered by self-propelled barges. A few berths are equipped with shore water lines.

FUEL: Bunkers (gas oil and marine diesel fuel) can be delivered by lighters.

FIRE PRECAUTIONS: While lying alongside timber berth vessel to take maximum fire precautions.

CONSULS: No Consuls in Archangel.

REPAIRS: All types of repairs possible, also underwater surveys.

DRY DOCKS: There are floating docks with capacity up to 7,000 tons.

SURVEYORS: Register of Shipping of Russia and Saybolt.

GANGWAY/DECK WATCHMEN: Not available from shore. Usual watch kept by ship's crew.

OPENING/CLOSING HATCHES: Normally carried out by ship's crew.

CERTIFICATES:

Seaworthiness.
Measurement.
Loading Line.
Cargo Equipment.
Safety Equipment Certificates.
Radio Telegraphy.
Radio Telephony.
Oil Pollution Prevention.
Sewage Pollution Prevention.
Derat Certificate.

CUSTOMS ALLOWANCES: Tobacco/wine: No quantity limits, but can only to be brought ashore in limited quantities.

REPATRIATION: Repatriation and crew changes require visa formalities.

AIRPORT: Airport near town. Served by regular airlines.

TIME: GMT plus 3 hours, October 1st to April 1st. GMT plus 4 hours April 1st to October 1st.

HOLIDAYS: General holidays: (Subject to change in near future.) All Sundays and Saturdays: January 1st (New Year's Day); March 8th (World Women's Day); May 1st, 2nd (World Labour Day); May 9th (Victory Day); October 7th (Constitution Day); November 7th, 8th (Great October Socialist Revolution Day). Cargo work on these days at shippers' discretion.

POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Fire 01.

EMERGENCY CO-ORDINATION CENTRE: None.

TELEPHONES: Can be arranged on board.

SERVICES: Compass adjusting, radar and radio repairs, etc.

BANKS: None.

STORING: See "Prelims".

1. Barge or truck.
2. Vessels can be stored during loading.
3. Trucks can proceed alongside.
4. No.
5. Customs permission required.
6. No.

SHORE LEAVE: Each crew member properly signed in Ship's Articles and having valid Seaman's Book allowed ashore.

IDENTIFICATION CARDS: Only Seamen's Books required.

GARBAGE DISPOSAL: Collection of garbage is available. It is collected by special lorries ordered via "Inflot" Agency during office hours. Dry garbage must be packed in bags. Charge: 1 container (75 cu.m.) U.S.$ 36.00 (Prices are subject to change).

Disposal of bilge water into barges. U.S.$ 43.00 per ton. Minimum charge U.S.$ 630.00.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: One Seamen's Club available. All services available apart from international telephone and church services. Tel: 94847, 94776.

CURRENCY: Roubles.

Any European currency can be exchanged in State Bank, or in Seaman's Club Exchange Stall.

DELAYS: On account of rain when loading timber.

NAVIGATION: Masters proceeding for loading timber should bear in mind that the swing bridge on their way to Timber Mills No. 2 and No. 3 is open once daily.

All vessels with drafts of less than 3.6 m. especially when engaged in towing timber rafts, should keep out of the way of deep-drafted vessels when passing through narrow places and approaching channels both at sea and in the river, and should not hamper their safe passage in such places. They should also safely pass vessels engaged in dredging of a channel.

When approaching a bend in a channel, every vessel should beforehand give a signal by 1 prolonged blast on her whistle or siren, reduce her speed and when it is safe and practicable, keep to that side of the channel which lies on the starboard side of such vessel.

Every Master when passing through a narrow channel, or approaching a bend in a channel should take positive early action prescribed by the International Regulations for Preventing Collisions at Sea to avoid a risk of collision with a vessel approaching from the other direction.

Deep draft vessels shall not overtake each other when navigating in the channel of the Beresovy Bar. A vessel proceeding to the port along the course of the channel must keep out of the way of another vessel leaving the port.

No vessel shall navigate in the port harbours in restricted visibility when navigational lights, marks, leading lights, buoys, etc. are not visible.

Ice: At the head of Dvina Bay drift-ice extends as far as 12 miles from the shore by the end of November. The Severnaya Dvina estuary usually gets frozen over at the beginning of November. At Dvina Bay the ice usually breaks up in April and at the Severnaya Dvina estuary – at the beginning of May. Thus, navigation in the port area lasts all year round for vessels with ice-class for White Sea.

Powerful ice-breakers, ice-strengthened vessels and tugs are maintained by the Port of Archangel Authorities to assist in navigation of the Dvina Bay waters and off the coast when ice conditions prevail.

Tide: The tidal range at the head of Dvina Bay reaches 0.8 m. – 1 m. and at Mudyug Island 0.1 m. – 0.5 m.

The in-going flood stream is usually stronger and about 1 hour longer in duration than the out-going ebb stream.

Sometimes the in-going stream at the bar of Severnaya Dvina may be hardly observed, being reduced to a few minutes of slack water. I may run steadily for some time then gradually attains its usual strength and goes on to set up to the time of high water.

The tidal streams in the Severnaya Dvina are considerably influenced by both strength and direction of the wind.

Moderate Northerly and Westerly winds increase the height of the tide and hold the fall of the water.

Only the in-going flood streams have been observed at the Severnaya Dvina estuary at springs. The extreme tidal range of the water level observed there is about 4 m.

DEVELOPMENTS: For the immediate future no draft increase expected. Some berths under reconstruction and cranes being installed to load timber.

AUTHORITY: Chief of the Port of Archangel, Naberezhnaya Lenina 36, 163061 Archangel, Russia. *Tel:* 37840. *Telex:* 242111. *Cables:* 163061 Morport Archangel. *Contact:* Via VHF.

AGENT: Shipping Agency "Inflot", Archangel. Tel. 35874, 38573, 34040. Telex: 242115, 242231.

DE KASTRI: 51.29 N. 140.47 E.

SHIPMASTER'S REPORT: July 1991:

LOCATION: The port of De Kastri lies at the head and on the Western shore of the Gulf of Tartar and handles approximately 120 ships a year, split evenly between Russian and foreign ships.

Exports from De Kastri consist almost entirely of timber and oil products. Prior to our vessel's visit, all oil cargoes had been handled by Russian vessels. The timber trade is open to foreign traffic. The principal oil cargo handled was gas oil.

The population of De Kastri is about 4,000.

The port is affected by ice during the Winter season. Pack ice up to 2.0 m. thick blocks De Kastri Bay between November and May. The port authorities endeavour to keep the port operational during this period by the use of ice breakers, and timber exports are maintained. Oil expor is suspended though, as the river traffic which supplies De Kastri is unable to operate in the Winter months when the Amur is frozen over.

PILOTAGE: Pilotage is compulsory for the inner harbour and quarantine anchorage. Pilot is not required for anchoring in the outer part of the bay. Pilot was requested but did not come out to vessel.

Pilotage is normally arranged through Inflot (Government Agency). The pilot station will respond to calls on VHF Channel 16.

ANCHORAGES: The designated quarantine anchorage is situated approximately 4 miles inside De Kastri Bay, 2.5 miles S.E. of De Kastr town jetty. Charted depths of between 6.0 m. and 8.6 m. make i unsuitable for foreign going tankers. Indeed, the largest size of vesse that reputedly uses this port is 10,000 d.w.t. However, it is suitable for smaller vessels as it is sheltered and offers good protection in all excep E'ly. winds.

We anchored with Alekseeva Point (Lat. 51° 28.3′ N., Long 140° 51.5′ E.) bearing 352°(T)×0.87 miles in 15.0 m. of water, one mile inside of the bay. We were not equipped with Soviet charts and had to rely on B.A. Chart No. 3340 for approach, which is designed for offshore navigation only. No Pilot boarded vessel so anchoring was carried out by the Master.

We put 6 shackles in the water and vessel swung predominantly to the prevailing wind. There was little current evident. The holding ground was good, with bottom consisting of soft mud and shells. Very little shelter is afforded in this location, but it would not be recommended to take a vessel of our size (30,000 d.w.t.) further into the bay without more detailed knowledge of the depths and nature of the bottom.

APPROACHES: *Navigational Aids:* Navigational aids in the port consis of lighthouses, lightbuoys and transit marks. Lights are unreliable. O the 4 cardinal marks around Buruny Shoal (51° 27.6′ N., 140° 51.7′ E.) only the North and South buoys were lit. Davydova Lighthouse, with a nominal range of 9 miles, was barely visible from the vessel's anchored position, 1.3 miles to the S.S.W.

TUGS: The port is understood to have 2 tugs, one of which is the pilot cutter. No information was available on power or size.

BERTHING: The town's wharf consists of a single jetty, about 200 m long and was observed to handle up to 2 vessels at one time.

Charted depths range from 6.7 m. to 7.5 m., although local informatio suggests that 5.0 m. may be the maximum draft a vessel can draw and still safely use the wharf.

Fresh water and diesel oil bunkers are available for local vessels alongside the wharf, but it was not clearly established whether this also applied to foreign ships. Provisions may also be purchased in limited quantities, although the variety available is not large.

Cargo Handling Facilities: The wharf is used primarily for the export of timber. Seven cranes of around 10 tonnes capacity are available.

There are no special facilities for containers, Ro-Ro, etc.

TANKERS: Transfer of petroleum products is mainly carried out by ship-to-ship (STS) transfer at the Quarantine Anchorage. The ships to be lightered (STBL) rely on the lightering vessels (LV) to provide cargo hoses. From our observations, barges are built with wood rubbing bands. The supplementary fendering consisting of 3 or 4 rubber tyres was rigged only at our request.

Oil and Gas Facilities: There are no oil or gas facilities in De Kastri itself. Oil products are handled at the Quarantine Anchorage for export cargoes, and limited shipments are probably brought into the port for local consumption. Twelve oil storage tanks were observed, about 3 miles from the town.

1. Berth Operator/User: The Amur River Shipping Company Limited appears to be the only local carrier involved in the transportation of oil cargoes from the Komsomolsk Refinery on the Amur to De Kastri. Export thereafter has been by Soviet vessels. No other oil carriers are known to operate from the port.
2. This vessel (30,000 d.w.t.) is probably about the largest class of vessel that can safely use De Kastri Bay for STS operations at this time. The accuracy and type of survey on which the existing Soviet charts are based are not known, and it is not therefore possible to comment on the safety of anchorages further inside the bay. However, it does appear that a safe and more sheltered anchorage can be found for STS operations in about 12.0 m. of water, about 1 mile to the S.W. of our anchored position.
3. The maximum safe draft for a vessel loading at De Kastri anchorage is about 10.0 m.
4. The tides are diurnal, with a spring range of about 2.0 m.
5. Water density as measured by vessel on arrival was 1022.
6. Berthing and unberthing at the anchorage is carried out day and night.
7. The only limitation on freeboard would be length of cargo hoses carried by some of the river barges. The barge "Poronaysk" would be unable to discharge to a ship whose freeboard was much greater than 15.0 m.

REPAIRS: No repair facilities are available at present.

AIRPORT: The nearest airport is about 3 hours drive by car. It offers internal flights only, to Harborosk and Moscow. Obtaining tickets for flights is reported to be time consuming, with lengthy delays likely. This is borne out by the independent surveyors whose journey from Odessa to De Kastri took 4 days.

GENERAL: *Distress and Rescue:* There is no Coastguard, lifeboat or salvage services available. In the event of an incident the Soviet navy is called upon to provide assistance. During our visit a fishing vessel ran aground within the port. The navy took on the responsibility for towing the vessel off the mud.

Communications: Communications are difficult and unreliable.

Services: There is a boat service to Vladivostock and a road link to Harborosk.

No services, such as tank cleaning, compass adjustment, consuls, etc., are available at present.

IGARKA: 67.27 N. 86.35 E. (See Plan)

GENERAL: A sea and river port, Igarka is situated about 344 miles Southward of the mouth of the Enisei River which flows into the Enisei Gulf of the Kara Sea.

The port is open for navigation about 130 – 135 days from July till mid-November. Ice first begins to form in the second half of October.

No tidal range is observed in the port waters.

The port of Igarka specialises in timber exports.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Pilotage is carried out round the clock. Master of a vessel approaching the Port of Igarka from seaward has to order Pilots via the Chief of the Igarka Hydrobase and the Master of the pilot boat 48 hours prior to arrival to the Oshmarino Point where the River Pilots usually meet vessels. Confirm ETA 6 hours before arrival.

In case of bad weather, Pilot boards a vessel at a place as directed by the pilot boat. Since the distance of pilotage from the pilot station up to the port of Igarka is about 360 miles, 2 Pilots are usually required for the service.

The Master of a vessel should use VHF radio-telephone (calling frequency 156.8 MHz) or radio-telephone (calling frequency 500 kHz) for establishing the radio contact with a pilot boat in order to check the time and the place of boarding/unboarding of a Pilot.

ANCHORAGE: Information on best location of anchorage, if required, will be given by the pilot boat.

The anchorage in the outer roads is bounded on the East by the leading lines of Igarka and Northern Igarka leading marks, on the West by the left bank of the Enisei River, on the North by the beam line of the buoy of Igarka Oseryodok, on the South by the leading line of Port of Igarka entrance leading marks.

In the event of bad weather or main engine trouble a vessel should lie at anchor in a place as directed by a River Pilot, who shall advise a Master all necessary data about the anchorage.

RESTRICTIONS: Vessels can enter or leave the port 24 hours per day.

To ensure safe passage across the Lipatnikovsky and Turushinsky Bars of the Enisei River, vessels proceeding to the port of Igarka must have draft not exceeding 7.0 m. (See "Max. Size").

MAX. SIZE: Max. LOA 150 m. Also see "Restrictions".

HEALTH: Not later than 4 hours before arrival, Master to radio "Inflot" advising health condition on board. International code quarantine signals to be shown on arrival at port limits. No one, except Pilot and Port Authorities, may board or leave the ship until Free Pratique is given after port health inspection.

RADIO: Radio communication is effected through the "Igarka Radio" port radio station operating on the frequencies given below.

Call sign	*Frequencies (kHz)* *Working*	*Frequencies (kHz)* *Calling*	*Type of trans-mission*	*Time of work*	*Remarks*
UFR	500	500	A1	H24	Operates during navigation only
"Sever" (Port)	156.7*	156.7*	F3	H24	

*Frequencies are given in MHz.

Notice of Arrival: As per conditions of the "Soviet Wood" Charter Party.

TUGS: Normally join vessel with Harbour Pilot on approaching port. Vessels at anchor order tugs through "Inflot". Ship's tow lines used.

BERTHING: Tug assistance for berthing is compulsory. A berthing Pilot boards a vessel from a tug either in the outer roads or in the port. Depths alongside berths are up to 7.5 m.

After having approached a berth at a safe distance, a vessel, in most cases, should cast 2 anchors and then with tug assistance, turn stern to the Island and moor with 3 mooring ropes led from the stern. When mooring, a vessel should have ready on board 4 mooring ropes each not less than 100 m. in length (3 ropes to be led ashore and 1 rope prepared for a tug.).

Vessels moored in the inner roads must have strong ropes which should be made fast over the pile moorings only.

If 3 or 4 vessels are moored at the quay, the outside ones should have a red light exhibited in the middle of each mooring rope led ashore.

Notice of Readiness and other conditions of loading – as per the "Soviet Wood" Charter Party. Opening and closing of hatches by ship's crew.

When a vessel is moored in the inner roads, stern to the Island, loading is by floating cranes; when at berth – ship's derricks are used.

Loading is done by ship's wire strops, with a test label attached to every strop.

MEDICAL: Medical assistance is free, hospital facilities available – all arrangements made by "Inflot".

DENSITY: Fresh water.

FRESH WATER: May be taken from the river in places indicated by the Pilot, but not in the port area.

FUEL: Not always available.

CUSTOMS ALLOWANCES: Only reasonable quantities for personal consumption may be taken ashore.

REPAIRS: Only minor repairs.

GANGWAY/DECK WATCHMEN: Ship's crew to provide watchmen services.

OPENING/CLOSING HATCHES: By ship's crew.

REPATRIATION: No facilities.

AIRPORT: Situated 1.5 km. away, 1 daily flight to Krasnogarsk.

TIME: GMT plus 7 hours (all the year round).

HOLIDAYS: No official holidays are observed during the navigation season.

POLICE/AMBULANCE/FIRE: Police, Tel: 0-02; Ambulance, Tel: 0-04; Fire, Tel: 0-01.

TELEPHONES: Telephones cannot be connected on board vessel.

SHORE LEAVE: Permitted during 0600 – 2400 hrs. subject to police control.

IDENTIFICATION CARDS: Required for crewmen going ashore.

GENERAL: It is forbidden for crew to swim in the harbour.

AUTHORITY: The Port of Igarka Authority, 47 Gorky Street, 663200 – Port of Igarka, Russia. *Tel:* 2-13-16. *Cables:* "Transflot" Igarka.

AGENT: A Branch of Archangel Shipping Agency "Inflot". Telex: 242115. Cables: "Transflot" Igarka.

KANDALAKSHA: 67.08 N. 32.25 E. (See Plan)

GENERAL: The port of Kandalaksha is situated in the N.W. extremity of the Kandalaksha Bay of the White Sea. Year round navigation is possible with the assistance of the ice-breakers for ships that have no Super-Ice Class. Vessels that have Super-Ice Class can go to and from the port. Only in the coldest of Winters may the assistance of ice-breakers be necessary, as during the period February-March-April the floating ice of the basin of the White Sea drifts and is pressed by the S.E. winds into Kandalaksha Bay, and it makes it difficult to pass strips of the hummock ice. However, in warm Winters, the basin of the sea may have no ice and navigation for vessels is not difficult. The port Kandalaksha and its anchorage are protected from waves of all directions. The difference between the high and low water is a maximum of 2.8 m.

PILOTAGE: Compulsory inward and outward. The distance of the compulsory pilotage is 8 nautical miles. The Pilot usually boards and disembarks the vessel at the distance 1.0 nautical miles S.E. from Garely Islands (Lat. 67° 03′ N., Long. 32° 39′ E.). Communication with the Pilot is on VHF Channel 16 throughout 24 hours. Call sign "Kandalaksha Radio 5". Masters of the vessel going to the port should order a Pilot by sending a telegram or telex to Kandalaksha via "Inflot" Murmansk 24 hours before arriving at the port and corrected 4 hours before arrival (by VHF) at the above mentioned position. On request of the Master, pilotage may commence or be completed in any position in Kandalaksha Bay. The Pilots are highly qualified. Anchorage for vessels waiting for a berth is situated in the Outer Roads of the port (position approx. Lat. 67° 08′ N., Long. 32° 23′ E.). The depths of water in the Roads are 35 m. – 40 m. and the bottom is mud.

RESTRICTIONS: The port of Kandalaksha can accept vessels with a draft of not more than 9.3 m. Inward and outward vessels with the draft of more than 8.0 m. are permitted, with the permission of the Harbour Master, to start 2 hours before the high water in the port.

All vessels navigating within the Inner Roads and Outer Roads must keep strictly to the following port regulations:

Vessel's speed must not exceed 4 knots.

Anchorage in the Inner Roads is prohibited.

MAX. SIZE: The length of the berths permits mooring of vessels with length up to 200 m. The depth at the berth permits vessels to moor with a draft not more than 9.0 m. (using 2 pontoons between berth and the body of the vessel) at low water.

HEALTH: The Master of a vessel coming from a foreign port should report every sickness of the crew. The Health Authorities board together with Customs and Immigration, and if they find everything in order, Free Pratique is granted. Each vessel shall produce a Derat Certificate and Sanitary Certificate.

RADIO: Cable via "Inflot" Murmansk, ETA, draft, length, breadth and moulded depth of the vessel, according to the vessel's certificate.

All vessels, when approaching the port of Kandalaksha, should establish VHF contact with the port, operating around the clock on the following channels:

1. Sea Inspection and Pilot Office of the port:
   Call sign "Kandalaksha Radio 5".
   Calling Channel 16. Working Channel 13.
2. Operator of the port and Controller:
   Call sign "Kandalaksha Radio 2".
   Calling Channel 16. Working Channel 14.

TUGS: Port has tugs up to 1,600 h.p. Use of tugs for mooring, unmooring and shifting is compulsory, according to port rules. Master should order the number of tugs according to the Pilot's advice.

BERTHING: The port has 5 berths:

Two berths with a total length of 250 m. that permit loading and discharging of vessels with draft of not more than 9.0 m. (providing 2 pontoons with the breadth 12.0 m. are used).

Two berths with a total length of 200 m. that permit handling of cargoes of vessel with draft not more than 7.0 m. (providing 2 pontoons with the breadth 12.0 m. are used).

A fifth berth has been built for the river vessels with a draft of 3.6 m.

CRANES: The capacity of the cranes is 20 tonnes, and with joint operations of two cranes, the capacity is 40 tonnes.

STEVEDORES: Ordered by the Agent. Port Working Hours: 0800 hrs. – 1600 hrs., except Sunday and holidays.

MEDICAL: Master has to advise Agent prior to arrival if medical attendance is required aboard. The Port Clinic has dental facilities and medical first aid.

DENSITY: 1001.6.

FRESH WATER: Available at Berths No. 3 and 4.

FUEL: Not available.

FIRE PRECAUTIONS: No smoking in the port area, except in the places specially allocated.

CONSULS: None.

SURVEYORS: Should be ordered via Jurinflot International Moscow (Fax: 212-8074) or via International Maritime Agence (Fax: 915-80-62).

REPAIRS: Port can undertake welding, metal work and turning work.

AIRPORT: The nearest airport is situated 100 km. from Kandalaksha town.

CUSTOMS ALLOWANCES: No restrictions on board.

TIME: The local time is Moscow time, which is GMT plus 3 hours. In the Summer (May-September), Summertime is kept.

HOLIDAYS: 1st, 2nd and 7th January, 8th March, 1st May, 9th May, 12th June.

POLICE/AMBULANCE/FIRE: Police Tel: 002. Fire Tel: 001. First Aid Tel: 003.

TELEPHONES: Available on board at Master's request. The cost of using the telephone is U.S.$ 5.00 per day.

BANKS: Arctic Promstroybank, Pronina Street, Building 4, Kandalaksha 184040. Tel: 2-23-05, 2-44-85. Telex: 12661202 BANK.

Kandalaksha Office of Seuzapcombank, Spekova Street, Building 32, Kandalaksha 184040. Tel: 2-20-90, 2-25-91. Telex: 126618 SEVER.

SHORE LEAVE: Crew members are allowed ashore. Identification cards will be issued on arrival.

DELAYS: Awaiting berth if there is port congestion.

DEVELOPMENTS: The Port Authority has a plan of reconstruction for the next 5 years. As a result of the expansion, the port handling capacity will increase to one million tons from the current capacity of 250,000 tons. This reconstruction will permit entering of the vessels to the port with a draft of 12.0 m.

AUTHORITY: Port of Kandalaksha, 19 ul. Belomorskaja, Kandalaksha, 184040 Russia. *Tel:* (812) 164-18-35. *Telex:* 126604 Strop. *FAX:* (812) 164-18-35. *Contact:* Zakharov Valentin Nikolaevich, General Director. Rintcin Vasiliy Alexandrovich, Deputy General Director. Mjagkov Vladimir Andreevich, Harbour Master.

KHOLMSK: 47.03 N. 142.03 E. (See Plan)

GENERAL: The seaport of Kholmsk is situated on the Western coast of Sakhalin Island, in the Tartarsky Strait of the Japan Sea and at the head of Nevelskoy Bay.

The port is open for navigation all the year round.

The outer roads of the port are bounded by an arc of 7 cables length radius, the centre of which is marked with a light located on the Southern mole of the Commercial Harbour.

The port is divided into 3 parts: The Kovsh (a basin), The Commercial and Fishing Harbours. The Commercial Harbour is situated in the centre of the port area. It is protected by the Southern and Northern moles. The entrance to the Harbour 150 m. wide, is situated between these 2 moles. Due to shoal water along the coast, there is not much space for vessels manoeuvrability in the Commercial Harbour. Cargo berths are situated in a basin (The Kovsh) of the Southern part of the Harbour.

The Port of Kholmsk, due to its position, size and weather conditions in the area, cannot be used as a sheltering port.

During Westerly and N.W'ly gales, particularly in the Autumn and Winter (October — March) the heavy sea swell penetrates into the Kovsh (mainly from the N.W.) causing the variable current with surge (the "Tvagun"). Due to this phenomena the stay in port is not safe therefore Masters of all vessels are recommended to leave the port for sea after having received a storm warning of a gale coming from Westerly or N.W. directions.

All vessels proceeding to the port of Kholmsk in the Autumn and/or Winter must have available on board a sufficiency of fuel, fresh water, provisions and strong manila ropes, be seaworthy in all respects, thus ensuring vessel's safety during a possible stay in the open sea roadstead.

In case there are no vacant berths in the port, vessels are not allowed to enter the harbour without prior permission.

It is also prohibited to enter the harbour after a storm warning has been received by vessel despite the fact that there are vacant berths in the port.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Compulsory. Pilot meets a vessel in the outer roads. In the event of bad weather, when Pilot is unable to come on board, vessel should follow in the wake of pilot boat.

ANCHORAGES: There are no anchorages protected from the wind in the Nevelskoy Bay.

During off-shore winds vessels may anchor in the outer roads situated opposite the port entrance. The outer roads are open to Westerly winds.

Masters should bear in mind that during the period of navigation fish nets are usually laid in the outer roads. The seaward side of the border of the fish nets, situated about 8 cables length off-shore, is usually marked by wooden buoys with flags.

Anchorage in the outer roads may also be obtained at 4 – 6 cables length off shore. Depths are from 18 m. to 20 m. Holding ground sand and stone.

A vessel should proceed to the anchorage along the leading line of the port of Kholmsk leading lights. At a distance of half a mile off the port entrance, a vessel should steer off the leading line at 2 – 3 cables length and then drop anchor.

The holding ground is better in the Southern part of the outer roads than in the Northern part.

When at anchor, a vessel may not approach the leading line closer than 1.5 cables length.

RESTRICTIONS: Vessels may enter the port at any time of day or night.

MAX. SIZE: The maximum permissible draft for entry to the port is 6 m. Length not over 105 m. and beam up to 20 m. Since depths in the channel may vary at times, the Port Authorities shall undertake to advise the Masters of incoming vessels accordingly.

HEALTH: Not later than 6 hours before arrival, Master to radio "Inflot" advising health condition on board. Health Authorities board together with Customs and Immigration and if all found in order Free Pratique is granted. If vessels enter after calling at another Russian port, Pratique is automatic.

RADIO: Ship-shore radio link can be established through the port radio-station Kholmsk Radio operating 24 hours a day on the following frequencies:

	Frequencies (kHz)		*Type of trans-mission*	*Time of Work*
Call sign	*Working*	*Calling*		
UFO	500	500	A1A	H24
"Kholmsk Radio"	2182	2182	H3E	H24
"Kholmsk Radio-2"	2720	2720	H3E	H24
(Port Controller)	156.45*(9)	156.45*(9)	F3E	H24
"Kholmsk Radio-5"	156.7*(14)	156.8*(16)	F3E	H24
"Kholmsk Radio-1" (Vessel movement control post)	2720	2720	H3E	H24

*Frequencies are given in MHz.

RADAR: No shore based radar.

TUGS: Two tugs of 300 h.p. and two tugs of 1,200 h.p. are available. Number of tugs required for assistance is usually agreed between Pilot and Master. Tugs normally join the vessel in the inner area of the port.

BERTHING: Berths with depths up to 7.3 m. alongside, are equipped to handle general and bulk cargoes, metals, timber, food products, etc., as well as passenger traffic.

Fishing Port: Max. LOA 132 m. Max. draft 6.0 m.

CRANES: Cranes of up to 40 tons capacity are operated on the quays. There are also other cargo-handling equipment and inter-port transport facilities. There are enclosed warehouses and open concrete floor sheds.

STEVEDORES: Arranged through "Inflot".

MEDICAL: All requirements should be ordered in advance through "Inflot" if medical assistance required aboard.

FRESH WATER: Available from berth, road delivery not possible.

FUEL: Not available.

CONSULS: None.

REPAIRS: Only minor repairs can be carried out.

DRY DOCKS: None.

SURVEYORS: Inspectors of the Shipping Register of Russia only.

GANGWAY/DECK WATCHMEN: Gangway watch compulsory and carried out by crew.

HATCHES: Opening and closing of mechanised hatches is always done by the ship's crews.

CUSTOMS ALLOWANCES: No restrictions on tobacco and alcohol on board ship. Only tobacco required for personal consumption may be taken ashore.
AIRPORT: No local airport.
TIME: GMT plus 11 hours. Summertime (April 1st - October 1st) GMT plus 12 hours.
HOLIDAYS: New Year's Day; March 8th (World's Women's Day); May 1st, 2nd (Labour Day); May 9th (Victory Day); October 7th (Constitution Day); November 7th, 8th (Great October Socialist Revolution Day). Cargo work can be arranged on these days.
POLICE/AMBULANCE/FIRE: Police Tel: 602. Ambulance Tel: 603. Fire Tel: 601.
TELEPHONES: Can be arranged on board.
TIDE: Changes in the water level are of small account. They are mainly due to the irregular diurnal tides. The maximum range of the water level observed is 0.4 m.
AUTHORITY: The Port of Kholmsk Authority, 39 Sovetskaya Street, 694620 Kholmsk, Sakhalin Is., Russia. *Tel:* 96-3-05. *Telex:* Via Morflot Kholmsk 412613 SSC SU. *Cables:* Morport Kholmsk. *Contact:* Harbour Master.

AGENT: The Sakhalin Main Maritime Agency Morflot. 6 Morskaya Street, Port of Kholmsk, Sakhalin Island 694620, Russia. Cables: "Morflot Kholmsk". Tel: 222-86; 220-80. Telex: 412613 SSC SU.

MEZEN: 65.50 N. 44.04 E.

GENERAL: A commercial seaport, Mezen is situated at a distance of 22 miles to the South of the mouth of the Mezen River flowing into the head of the Gulf of Mezen, in the White Sea.

The port area is bounded on the North by a line connecting the Ryabinov and the Nerpinsky points and on the South by the parallel of 65° 50′ N., Northward of the town of Mezen. The anchorage at the Kuloi river mouth is also included at the port of Mezen area.

Vessels drawing 3.9 m. – 4.2 m. are usually grounded while loading timber alongside a floating berth of the timber-mill at low water.

The port is open for navigation from the end of May until October.

Tidal streams are observed in the Mezen river. The tide is semi-diurnal with two high waters and two low waters a day.
DOCUMENTS: Refer to beginning of the Russian section.
PILOTAGE: Compulsory. A Pilot meets a vessel at an anchorage buoy, at the Mezen River bar (Lat. 66° 12′ N., Long. 44° 04′ E.), at a distance of 22 miles off the port of Mezen. In the event of bad weather a Pilot at his discretion, may board a vessel in the outer roads.

Pilotage cannot be effected at night.

A Pilot cannot board a vessel earlier than 2 hours before the high water in the Semzha River, and a vessel may be piloted into the port not later than 1 hour before the water in the river reaches its high level.

Pilots do not board vessels in rough water (if the wind is over Force 6 Beaufort scale).

In case Pilot cannot embark a vessel in the outer roads, Master should follow in the wake of pilot boat up to Tolstic Point (Lat. 66° 04′ N., Long. 44° 05′ E.) where a Pilot will board ship. After leaving the port Master should disembark Pilot on to pilot boat at Tolstic Point and then follow it up to the outer roads of the port of Mezen.
ANCHORAGES: Anchorage can be obtained in the outer roads and in certain places of the Mezen River situated between the outer roads and the Kamenka settlement.

The outer roads are situated at the Mezen River mouth. They are bounded on the South by a line connecting the Ryabinov and the Maslyany Points.

Vessels in the outer roads are subject to effects of the N.W. and N.E. winds and heavy waves caused by them. The depths in the outer roads are about 7 m. The holding ground is sand, mud and rocks. Anchorage can be obtained in the inner roads with depths at low water of up to 4.5 m. – 5 m. (length of area is 1.5 mile and width up to 150 m.).

The inner roads are situated opposite the Kamenka settlement. A good anchorage can be obtained there by two vessels simultaneously. The anchorage at Burnovsky Point with depths from 4.5 m. – 5.5 m. can be used by two loaded vessels drawing up to 4.2 m.
RESTRICTIONS: Vessels may enter port only in daytime on high water. Masters have to pay full attention to Pilot's advice as river has varying bends.
MAX. SIZE: The permitted draft for the entry to the port is announced monthly by the Port Authorities. It should not exceed 3.9 m. – 4.2 m. The maximum permitted length is 70 m.
HEALTH: As for "Archangel".
RADIO: Vessels can establish radio contact through the port radio station Mezen Radio operating 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)*		*Type of trans-mission*	*Time*
	Working	*Calling*		
UZT	500	500	A1	HX
"Mezen-Radio"	2182	2182	P3E	H24
			J3E	H24
"Kamenka-2"	156.8*(16)	156.8*(16)	F3E	H24
(Port Controller)	156.45*(9)	156.45*(9)	F3E	H24
"Kamenka 5"	156.8*(16)	156.8*(16)	F3E	H24
(Harbour Master)	156.6*(12)	156.6*(12)	F3E	H24

*Frequencies given are in MHz.
Notice of Arrival: As per conditions of the "Soviet Wood" Charter Party.
REPAIRS: Only minor repairs can be effected. There are no dry docks in the port.
FRESH WATER: Fresh water can be supplied at the berths and by road tankers.
FUEL: Supplies not guaranteed.
BERTHING: The floating dams are used as mooring berths in the port. The depths alongside at low water are about 3.5 m. Vessels drawing 3.9 m. – 4.2 m. are usually grounded while loading at low water.

The port of Mezen specialises in timber exports but other cargoes are also handled at berths. Covered warehouses and open concrete floor sheds are available.

Tug assistance for mooring berths is not compulsory. Berthing is usually done in the daytime. Tugs, if necessary are ordered by Master according to the Pilot's instructions.

Rendering of Notice of Readiness and opening and closing of hatches are usually done in accordance with the "Soviet Wood" charter party.

Loading of timber is done by ship's winches and floating cranes with capacity 5 tons.
TIDE: The difference between two successive high waters and low waters is small but the range of the tide changes considerably. At the Kamenka settlement the mean range of the tide is 2.8 m. and the mean range of the spring tide is 3.1 m. At the Semzha River the mean range of the spring tide reaches 7.7 m. Everywhere in the Gulf of Mezen the differences in the duration of falling and of rising water are big and in some places of the Gulf of Mezen they may reach 5 hours.

Considerable changes in the water level are observed in the Spring. They are usually caused by the seasonal increase in the amount of water (due to melting snow) brought down by the rivers.
TIME: GMT plus 3 hours (all year round).
AUTHORITY: The Port of Mezen Authority, Morport, 164652 – Kamenka Settlement, Mezen, Archangel Region, Russia. *Tel:* 9-43-41 (Chief of the Port), 9-40-81 (Harbour Master). *Cables:* Morport Mezen.

AGENT: A branch of the Port of Archangel Main Maritime Agency "Inflot" at the Port of Mezen.

Port – "Inflot", Kamenka Settlement, 164650 – Mezen, Archangel Region, Russia. Cables: "Inflot Mezen-Kamenka". Tel: Exchange – 94391. Inflot – 94126.

MURMANSK: 69.00 N. 33.03 E. (See Plan)

GENERAL: A Barents Commercial Seaport and Fishing Port, Murmansk, is situated at the Eastern coast of the Southern elbow-shaped bend of the Gulf of Kolsky, between the latitude of Mishukov Point in the North and Lat. 68° 55′ 33″ N. in the South. It is the last unfrozen port of the Northern seas route.

In very severe Winters the Southern and middle elbow-shaped bends of the Gulf get frozen over for a short period of time in February or March, during calm and frosty weather. In mild Winters drift ice is observed. The Northern part of the Gulf never gets frozen over. The port of Murmansk is open for navigation all the year round. In the event of ice conditions in the Gulf of Kolsky, ice-breaker assistance will be effected in compliance with the Harbour regulations in force.

The port area occupies nearly all Southern elbow-shaped bend of the Gulf of Kolsky. The port of Murmansk consists of 2 harbours: the Commercial and the Fishing Harbours.
DOCUMENTS: Also refer to beginning of the Russian section.
General Declaration, 5 copies (IMO Form).
Crew List, 6 copies (IMO Form).
Passenger List, 6 copies (IMO Form).
Crew Effects Declaration, 2 copies (IMO Form).
Cargo Declaration, 3 copies (IMO Form).
PILOTAGE: Compulsory. Pilot station is situated at Kislaya Gooba (position Lat. 69° 11.5′ N., Long. 33° 31.6′ E.) in Kolsky Bay, 9 miles South of the entrance. ETA to be given to Agents before arrival (see "Radio"). Since Pilots are not available at the pilot station any time, it is vital that ETA is duly given to the Agent to arrange a Pilot by indicated time. Pilot launch is distinguished by word "Pilot" in black letters on boat's superstructure. Pilots can be contacted on VHF Channel 16. Every vessel should drift whilst waiting for Pilot since depths in the Pilot station are too big to permit anchorage.

During rough sea Pilot is not able to board a ship at the Pilot station area. In this event vessel should follow the Pilot boat in the wake of it up to the Salny Island and embark a Pilot Southward of the Island at a place indicated by Pilot boat.
ANCHORAGES: At the pilot station depths are too great to permit anchorage, but there is sufficient sea room for vessel to await Pilot with engines stopped. Anchorage with depths from 20 m. – 35 m. is situated in the Southern elbow-shaped bend of the Gulf of Kolsky, Westward of the Kievaraksky leading line (the port inner roads). The holding ground is good.

Every vessel waiting for mooring berth should anchor Westward of the Kievarasksky leading line but not obstructing other vessels' traffic.

It is strictly prohibited to lie at anchor Eastward of the Kievaraksky leading line. If, in case of emergency, a Master has to lie at anchor in the prohibited area, he should immediately report the fact to the Harbour Master of the Commercial port of Murmansk.
RESTRICTIONS: Vessels can enter the inner roads of the port at any time of day or night.

The speed of vessels navigating within the limits of the Gulf of Kolsky is restricted by the following limits:

(*a*) It shall not exceed 14 knots in the area bounded by the parallels of the Letinsky Point and the Northern side of the Salny Island.
(*b*) It shall not exceed 10 knots in the area bounded by the parallels of the Northern side of the Salny Island and Pinagory Point.
(*c*) It shall not exceed 6 knots in the area Southward of Pinagory Point.
(*d*) In case the wind is over Force 6 Beaufort Scale all movements of ships within the port basin and roads may be carried out with the Port Authorities' permission only.

MAX. SIZE: LOA 200 m., draft 12.0 m.
HEALTH: International quarantine signals to be used on arrival. No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting Pratique which will be given on arrival.
RADIO/RADAR: Murmansk Radio operating 24 hours on 2182 kHz. Coastal radio station UMN operating 24 hours on 500 and 472 kHz. Coastal radio station UMV operating 24 hours on 13080 kHz.

Radio contact can be established through the port radio station Murmansk Radio, operating 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)* *Working*	 *Calling*	*Type of trans-mission*	*Time*
UMN	500	500	A1A	H24
"Murmansk Radio"	2182	2182	H3E	H24

Radar/VHF Link:

In the South circular bay, movement of all vessels is severely controlled by Coastal Radar Station (Murmansk Radio 9 – VHF Channels 12, 18 and 67). All vessels under way must make contact with it and carry out the recommendations received.

All vessels when at anchor or navigating in the Gulf of Kolsky must keep constant VHF watch on Channel 16.

The port radar station gives all possible information to any vessel navigating in the Gulf in the restricted visibility. Radar navigation is usually controlled by a Pilot on board a vessel.

Storm predictions are transmitted on Channel 16 VHF for vessels in the vicinity. Vessels at moorings are warned through the Agent.

Notice of Arrival: Every foreign vessel on approaching the Gulf of Kolsky must ask for entry permission into the Gulf from the Toros Island signal station by exhibiting her International Code letters by day and at night her call sign should be made in Morse code by searchlight.

Advice to Agent: ETA first notice be given to Agent by Shipowner 10 days prior to ship's arrival. Master has to inform Port via Agent 48 hours and 12 hours before ship's arrival.

VHF: Port VHF maintains contact between ship and shore. Calling on Channel 16 working channel will be according to instructions from shore (Channels 7, 26 and 27).

TUGS: 4 tugs 1,200 h.p. – 2,300 h.p. Normally join vessel in the inner area of the port. Ship's lines as well as tug's lines can be used, the latter being supplied free of expense to vessel.

BERTHING: Main berths, depth alongside 32 ft. at low water. Average height of tide about 3.9 m. Vessels berth port or starboard side alongside at Master's and Pilot's discretion. The berths of the Commercial Harbour with depths alongside of up to 12.0 m. are equipped to handle general and bulk cargoes, metals, machinery, chemicals, foodstuff, etc.

There are enclosed mechanised warehouses for apatite including open concrete floor sheds.

Berths of the port are equipped with mobile electric cranes of up to 40 tons capacity and other cargo handling equipment and intra-port transport. Since loading/unloading is usually done by the port cranes, there are no specific requirements to vessel's cargo gear.

STEVEDORES: Arranged by Agent on basis of Master's ETA. Loading and unloading is carried on throughout 24 hours a day including holidays.

MEDICAL: Hospital and medical facilities available. Vaccination can be arranged. If doctor required on board Master should inform Agents by radio or VHF.

TANKERS: See "Shipmaster's Report".

DENSITY: At the berth varies between 1006 and 1025.

FRESH WATER: Available from most berths, otherwise supplied by barge. To avoid delay recommended to order before arrival.

FUEL: All grades available. Delivered by barge. Advance notice required.

CONSULS: There is no local representation.

REPAIRS: All kinds of repairs can be carried out for vessels of up to 30,000 dwt.

DRY DOCKS: Large dock; length 225 m., width 45 m. Small dock; length 141 m. width 30 m.

GANGWAY/DECK WATCHMEN: Not obligatory.

OPENING/CLOSING HATCHES: Usually performed by ship's crew.

CERTIFICATES: At first Russian port of call certificates of tonnage and those required by International Convention will be required for examination.

CUSTOMS ALLOWANCES: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.

TIDE: Changes of the water level in the Gulf are due to the tides. The tide is semi-diurnal with two high waters and two low waters a day. The difference in time of high and low water is about 6 hours. The range of the tide at mean neap is about 2.4 m. and at mean spring 4.5 m. The extreme range of water level is usually observed during the Autumn months and the lowest during Spring.

TIME: GMT plus 3 hours in Winter. GMT plus 4 hours in Summer. (April 1st – September 30th).

TELEPHONES: Ambulance, Tel: 003, 2395 and 2422; Fire service, Tel: 2252 and 2524.

GARBAGE DISPOSAL: Collection service available. Containers are placed alongside the ship, telephone number of garbage service is 21-26 (this number to be used within the port only). Cost for one container of 0.75 cu.m. capacity is U.S.$ 36.00. 24 hours notice required for garbage disposal. Garbage removed between 0800 hrs. – 1600 hrs. from Monday to Friday.

WASTE OIL DISPOSAL: Collection service available with barges only. One barge is available of about 350 tons capacity to receive bilge water and oily water. Telephone number of the service is 23-55. Charge for removal of one ton is U.S.$ 43.20.

SEAMAN'S CLUBS: None.

CURRENCY: Russian Roubles. Import of currency is unlimited, but amount of currency brought into the country must be declared.

DEVELOPMENTS: Reconstruction is being carried out in order to speed up loading of iron-ore and other cargoes.

SHIPMASTER'S REPORT: May 1993.

Vessel:

LOA	176.8 m.
Beam	21.8 m.
Max. draft	9.72 m.
Summer d.w.t.	19,350 tonnes.
B.R.T.	12,587 tons.
N.R.T.	6,641 tons.

Jetty: Murmanol – Berth No. 2/4.
Max. Draft: 6.80 m. at L.W. (Pilot's advice).
Position: Lat. 68° 55.9′ N., Long. 33° 02′ E.
Berthing: Vessels berth port side alongside (at Master's and Pilot's discretion).
Restrictions: Vessels may berth and unberth at any state of the tide.
Tugs: Tugs' lines normally used.
Telephones: Available at berth. No connections on vessels.
Density: 1000 – 1010.
Loading: Loading rate for Gas Oil is 500 – 550 tonnes/hr. and for Fuel Oil and Motor Fuel Oil 220 – 260 tonnes/hr., using 100 mm. diameter shore hoses.
Ballast: Ballast water to be pumped to shore slop tank via 100 mm. shore hose at max. pressure 3 kg./sq.cm. – 4 kg./sq.cm.

AUTHORITY: The Port of Murmansk Authority, 19 the Port Passage, 183027 Murmansk, Russia. *Tel:* 2-22-60, 2-23-10, 2-55-65 (Harbou Master). *Cables:* Mortorgport Murmansk. *FAX:* 47-85-54493. *Contact:* V. Avdyukov, Harbour Master.

AGENT: "Inflot" Shipping Agency, 19 The Portovy Proezd, 183027 Murmansk, Russia. Cables: "Inflot Murmansk". Tel: 2-56-66, 2-51-97. Telex: 126116.

NAKHODKA: 42.48 N. 132.53 E. (See Plan)

GENERAL: A commercial port, Nakhodka is situated in Nakhodka Bay, in the N.W. part of the Japan Sea.

Sometimes Nakhodka Bay is covered with sludge which is frequently driven out by winds into the sea.

From the beginning of January to March the Nakhodka Bay is usually covered with thin ice which can easily be broken by vessels and driven out into the sea by favourable winds.

The port is open for navigation all the year round.

Changes of the water level in the Nakhodka Bay are of small account but the rise of the water level caused by strong Southerly winds blowing for considerable periods of time, may reach quite a high level.

The Northern part of the Nakhodka Bay from the entrance up to the line connecting the Lindgolm and Basnin Points is occupied by the Commercial port. The fishing port is situated Southward of this line.

The most dangerous wind for vessels lying in the Nakhodka Bay is the strong Southern wind of long duration caused by typhoons. The wind usually gives rise to the water level and produces waves of up to 3 m. height in the Bay.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Pilotage in the port of Nakhodka is compulsory for all vessels irrespective of nationality and ownership with the exception of the local coasters.

Since 1981 the following Traffic Scheme has been established in the Nakhodka Bay (Navarea XIII No. 28 04.04.81).

1. All vessels arriving at Nakhodka Bay ports from sea are requested to proceed to Nakhodka Bay lighted pivot mid channel Buoy No. 1 (Lat. 42° 43′ 31″ N., Long. 132° 56′ 26″ E.) which is the pilot boarding place.
2. Main Ship Channel No. 1 (740 m. wide) leads from lighted Buoy No. 1 along Nakhodka Bay entrance range axis 180° – 000°.
3. Channel No. 2 (740 m. wide) 050° – 230° leads from lighted Buoy No. 1 to Nakhodka Bay lighted pivot mid channel Buoy No. 2 (Lat. 42° 46′ 00″ N., Long. 133° 00′ 06″ E.) to Vostochny Port Channel No. 3 (250 m. wide) leads along axis of Vrangel Bay entrance range 297° – 117°.
4. Channel No. 7 (740 m. wide) leads from lighted buoy No. 2 along axis of Vrangel Bay entrance range 297° – 117° up to crossing the Main Ship Channel No. 1 to Nakhodka Bay.
5. Channel No. 4 (740 m. wide) leads from Main Ship Channel No. 1 along axis of Novitsky Bay range 089.3° – 269.3° up to crossing the Channel No. 7 to Vrangel Bay and Channel No. 5 (250 m. wide) leads to Novitsky Bay.
6. Entrance Channel No. 6 (250 m. wide) leads from main ship Channel No. 1 along axis of Torgovy Port range 087.9° – 267.9° to Nakhodka Bay.
7. All vessels 50 m. and more in length are requested to proceed via above mentioned channels.

Channels No. 1, 2, 4, 7 have two-way traffic. Vessels are requested to proceed along the right side of channel axis.

Channels No. 3, 5, 6 have one-way traffic. Vessels to proceed along the channel axis, according to Traffic Centre instructions.

8. Vessels that proceed from sea are requested to contact Traffic Regulation Centre on Channel 12 call sign "Kamensky-17" not less than 2 miles before approaching Nakhodka Bay lighted pivot Buoy No. 1.

Vessels at berth or anchored within Nakhodka Bay water area are requested to seek permission of the Traffic Regulation Centre before unmooring or weighing the anchor.

Vessels anchored are requested to keep continuous watch on Channel 16.

To avoid damage to a vessel and/or any port installation, vessels should be moored/unmoored by the method of parallel mooring unmooring with tug assistance.

Being at 10 m. distance from a berth a vessel is allowed to use his main engine in case of emergency only.

ANCHORAGES: A safe anchorage can be obtained in Areas No. 305, 306 and 307, with depths from 13.0 m. – 28.0 m. and in the anchorage "10" area with depths from 18.0 m. – 28.0 m. The holding ground in both anchorages is mud, sand, sand with mud, stone.

The "3" area is a quarantine anchorage which serves as the Pilots' boarding place and an anchorage for deep sea-going vessels over 3,000 d.w.t.

The "10" anchorage area is an anchorage for tankers proceeding to the oil port situated in the Novitsky Bay. Boundaries of the anchorages are shown on the chart.

To lie at anchor in the Nakhodka Bay, in the fairway and in the dredged harbours, except in emergency, is strictly prohibited.

Masters to advise Port Director of time of anchoring and position, and on departure, time of weighing anchor.

RESTRICTIONS: Vessels can enter or leave the port at any time of day and night. There are no size restrictions for entry to the port, except for vessels having the maximum permitted draft.

Anchorage for tankers is allowed only in the "10" area.

MAX. SIZE: The permitted draft for vessels proceeding to the Commercial port is 9.10 m., the Fishing port 8.0 m. and the Passenger Terminal 8.6 m.

Vessels drawing over the permitted draft must obtain Harbour Master's permission prior to entry to the port.

HEALTH: Advise "Inflot" by radio in advance if there is any case of quarantine illness on board the ship. If vessel is arriving from a cholera area, then cholera inoculations are required.

TUGS: Tug and mooring launch assistance available. 2 tugs used. Tugs join the vessel in Nakhodka Bay as directed by Master or Pilot. Ship's tow lines are used.

RADIO: Radio communication can be effected via the radio station of the Primorsk Shipping Company – "Nakhodka-Radio" some data of which is given in the table below.

Call sign	*Frequencies (kHz)* *Working*	 *Calling*	*Type of trans-mission*	*Time of work*
UKI	500	500	A1A	H24
Nakhodka Radio–1	156.100*(2)	160.700*(2)	F3E	
"Novitsky-2"	157.65*(33)	157.65*(33)	F3E	H24
(Oil Harbour controller)	157.7*(34)	157.7*(34)	F3E	H24
"Kamensky-17"	156.8*(16)	156.8*(16)	F3E	H24
(Vessels' movement	156.7*(14)	156.7*(14)	F3E	H24
control post)	156.375*(67)	156.375*(67)	F3E	H24

*Frequencies are given in MHz.

0100–1300 (Moscow Time)

VTMS in operation, call "Kamenskiy 17".

BERTHING: May be effected at any time of day or night. In daytime vessel's mooring position will be marked by a flag and at night by a red lantern. These signals mark the point where the ship's bow should be at the mooring.

The berths of Cargo Handling Port Area No. 1 have depths alongside from 8.6 m. up to 10.2 m. and are equipped to handle grain, equipment, cables, wire ropes, metals, phosphorus, etc.

The berths of Cargo Handling Port Area No. 2 have depths alongside from 9.1 m. up to 10.2 m. and are equipped to handle grain, coal, cement, foodstuff and general cargoes.

The berths of Cargo Handling Port Area No. 3 have depths alongside from 8.8 m. up to 11.8 m. and are equipped to handle timber, sawn timber, equipment, machinery and other cargoes.

Passenger vessels are handled at two berths with depths alongside 8.8 m. and 6.1 m.

Electric cranes of up to 41 tons capacity are operated on the quays. There are also floating cranes with lifting capacity of up to 300 tons and other cargo handling equipment, intra-port transport included.

2 grain handles available, rate 300 tonnes/hr. each.

Loading and/or unloading is usually done in accordance with conditions and rates stipulated by Charter Parties and Sales Contracts.

STEVEDORES: Arranged through "Inflot".

MEDICAL: Medical service is free. All requirements should be ordered in advance through "Inflot".

TANKERS: Slop reception facilities are available.

Report: 1994.

Terminal: Nakhodka Oil Terminal (Neftebaza). Tel: (266) 22531, (266) 22737. Telex: 213804 NEFTO SU.

Shore tanks:

Product	No.	Total Capacity (tonnes)
Ethyl Gasoline	12	34,800
Aviation Gasoline	10	10,500
Aviation Kerosine	3	9,700
Diesel Fuel Oil	20	61,600
Marine Diesel Oil	4	13,600
Fuel Oil M-40/100	2	13,000
Light Fuel Oil F-5	2	8,000
Motor Fuel Oil	2	8,000
Lubricating Oil	13	12,600

Shore lines:

Product:	Length (m.)	Diameter (mm.)
Gasoline	760	500
Diesel F.O.	1,500	600
Heavy F.O.	1,420	600
Ethyl Gasoline	960	500

Berthing Facilities: The port has 1 pier with 5 berths. Vessels are being moored alongside Berths No. 1 and 2 with a max. draft of 12.0 m. and Berths No. 3 and 4 with a max. draft of 6.8 m.

Berth No. 5 is for stern mooring with a max. draft aft of 6.8 m.

Loading Rates:

Product	Rate (tonnes/hr.)
Ethyl Gasoline	750 – 800
Aviation Gasoline	360
Aviation Kerosine	720
Diesel Oil	860 – 880
MDO	700 – 720
Fuel Oil M-40/100	500 – 800
Motor Fuel Oil	570 – 800

FRESH WATER: Can be supplied by barge only.

FUEL: Available.

CONSULS: North Korea, Tel: 55310. Japan, Tel: 56360.

WIND: The most dangerous wind for vessels lying in Nakhodka Bay is the strong Southern wind of long duration caused by typhoons. The wind usually gives rise to water level and sends heavy waves of up to 4 m. height into the Bay.

REPAIRS: All kinds of repairs for vessels of up to 25,000 d.w.t. can be carried out.

SURVEYORS: Saybolt (Vladivostok).

OPENING/CLOSING HATCHES: Can be carried out by stevedores.

CUSTOMS ALLOWANCES: No restrictions on tobacco and alcohol on board ship. Only tobacco required for personal consumption may be taken ashore.

REPATRIATION: Can be arranged during the Summer months provided passport and documentation in order. During Winter months there are no facilities for foreigners to reach nearest international airport so repatriation is only possible via infrequent passenger ships to Japan.

AIRPORT: Nearest international airport is at Khabarovsk, 1,000 kilometres away. Vladivostok is now closed to foreigners or international traffic, though sometimes used for air freight.

TIME: GMT plus 10 hours. GMT plus 11 hours in Summer.

SHORE LEAVE: Permitted subject to police control.

DEVELOPMENTS: Port under reconstruction. On completion vessels with draft of 11.6 m. will be able to berth.

SHIPMASTER'S REPORT: April, 1983.

Documents: 2 copies of Camera List on plain paper signed by the Master giving Make and Serial No. of cameras in possession of crew members.

Also see "Regulations".

Anchorage: All tankers must anchor, while awaiting berth, in the anchorage with the following co-ordinates:

	Lat.	Long.		Lat.	Long.
(a)	42° 45.80′ N.	132° 54.71′ E.	(b)	42° 45.80′ N.	132° 55.27′ E.
(c)	42° 55.57′ N.	132° 55.44′ E.	(d)	42° 44.37′ N.	132° 55.44′ E.
(e)	42° 44.39′ N.	132° 54.56′ E.	(f)	42° 44.73′ N.	132° 54.56′ E.
(g)	42° 45.16′ N.	132° 55.08′ E.	(h)	42° 45.39′ N.	132° 54.71′ E.

VHF: "Nakhodka Port Radio Control" maintains continuous watch on Channel 12. This station can be used for conveying messages to Agents. It is not possible to talk directly with Agents.

Medical: 10 Roubles per person for medical consultation.

Fuel: Owner must contact Bominflot London (Telex No. 23830. Fax: (071) 734 3370) for supply of fuels.

Tankers: All ballast (including clean ballast) in cargo tanks must be pumped ashore. Installation can receive ballast at the rate of 300 t.p.h. to 400 t.p.h. Gas oil loading rate about 700 t.p.h. Interruptions in loading due to shortage of cargo ashore. Vessel took about seven days to load 20,700 tonnes of gas oil.

Surveyors: Russian Register of Shipping Surveyor can carry out hull and machinery surveys on behalf of Lloyd's Register of Shipping.

Customs: All pornographic literature and films must be kept sealed during the vessel's stay in port.

Shore Leave: From 4 tanker berths, shore leave possible by boats only. Same arranged by Agents.

All seamen are welcomed in the local Seaman's Club.

Regulations: Photography strictly prohibited within port limits.

SHIPMASTER'S REPORT: May 1984.

See "Vostochny".

AUTHORITY: The Port Authority of Nakhodka, 22 Port Street, 692900 Nakhodka, Primorsky Krai, Russia. *Tel:* 5-77-02, 5-79-38, 5-78-15. *Cables:* Mortorgport Nakhodka Primorskogo.

AGENT: The Far Eastern Main Maritime Agency – "Inflot". Postal address: ul Leninskaia 2, Primorski Kray, Nakhodka, 692900 Russia. Telephone: 56155, 56233, 59773. Telex: 213826. Telegraphic address: Inflot Nakhodka. Fax: (266) 5-99-50.

NARYAN-MAR: 67.38 N. 53.00 E.

GENERAL: A commercial port, Naryan-Mar is situated in the S.E. part of the Barents Sea, at a distance of 70 miles from the Pechora River mouth on the right bank of the Gorodetsky Shar Creek.

The port is open for navigation for a period of 120 – 130 days in the year.

In the Pechora River Inlet first ice usually begins to form between 20th and 25th October, but sometimes appears at the beginning of the month.

The inlet becomes completely frozen over at the middle of December. Ice finally disappears at the end of June or sometimes beginning of July. Changes in the water level in the Pechora Inlet, due to melting of ice in Spring, have not been observed.

The formation of ice in the rivers flowing into the Pechora Inlet usually depends upon the time of the appearance of ice in the Inlet itself. Rivers, as a rule, become frozen over by the middle of October. The ice in the rivers usually breaks up earlier than it finally disappears in the Pechora Inlet.

The Pechora River at the Kuya settlement area becomes frozen over at the end of October, and the ice finally disappears by the end of May.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Compulsory. Besides information stipulated in Soviet Wood Charter Party, vessels approaching Pilot Buoy may contact Port Authorities or Pilot in first 15 minutes of any odd hour from 0700 till 2300 hrs. (Moscow time), frequency 2182 kHz. Signals for Pilot to be given in accordance with International Code. Pilot boat wooden, standard type, white painted, with word "Pilot" in black letters on wheelhouse. Pilot usually boards vessel at the Pilot Anchorage light buoy (Lat. 68° 30′ N., Long. 54° 32′ E.). In case of bad weather, and in extraordinary circumstances Pilot shall embark vessel in the Srednevskie Islands area. In this event a vessel approaching the port from seaward should follow pilot boat in the wake of it, up to the Srednevskie Islands leading line where Pilot will be able to board ship.

Master of a vessel proceeding to the Port of Naryan-Mar should order a Pilot through the Harbour Master 24 hours prior to arrival at the Pilot Anchorage light buoy and advise more precise ETA not later than 4 hours before approaching it.

Master should order Pilot not later than 2 hours prior to shifting berth and/or leaving the port.

ANCHORAGE: A recommended anchorage for foreign vessels is situated in the area with the central point Lat. 68° 30′ N., Long. 54° 33′ E. The depths in the anchorage are from 5.4 m. – 6.6 m. Also Inner Roads where anchorage will be indicated by Pilot.

An anchorage can be obtained at the right bank of the Pechora River off Urpinsky leading line No. 24. Depths are from 4 m. – 17 m. The bottom is sand and mud.

Good anchorages with depths from 5 m – 10 m. can also be obtained opposite Zakhrebetny Bay and N.E. of the town of Naryan-Mar.

All vessels arriving from abroad or leaving the port for abroad, must anchor opposite Zakhrebetny Bay for port formalities.

RESTRICTIONS: Vessels can enter or leave the port at any time of day or night.

The permitted draft for entry to the port is about 4.5 m. but it is usually advised by the Port Authorities at the beginning of navigation. The maximum permitted length of a vessel is 125 m.

The entrance to the port is by the fairway leading from the Pilot Anchorage light buoy across the Pechora River Bar.

The bar itself is the extensive shoal water area extending Northward of the Bolvansky Nos. Point. Three channels are dredged across the bar: The Receiving Channel, the Bar Channel and the Povorotny Channel. The last one serves as turning-point from the Receiving Channel into the Bar Channel. Vessels drawing not more than 4.9 m. can pass across the bar only at high water level.

It is prohibited to enter or leave the port through the Bar Channel and/or Receiving Channel as well as to navigate in the port area during dense fog, heavy rain and snow falls, strong winds of over Force 6 and absence of floating marks.

With the appearance of ice in the Pechora Inlet and in the Pechora River, entry to the port is not allowed without Harbour Master's permission.

The speed of a vessel navigating from the Pilot Anchorage Light Buoy through the Receiving Bar Turning, Alekseevsky, Polovsky, Kuisky, Urpinsky and other Channels shall not exceed 6 knots, with the exception at the part of the Pechora river between the Zakhrebetny and Srednevsky Channels where it is allowed to navigate with speed not exceeding 12 knots.

When passing floating cranes nearby, lighters and vessels lying alongside the port quays, every ship should proceed at dead slow speed.

MAX. SIZE: Draft declared by Port Authorities after being checked in the beginning of the season, and is about 15 ft.

HEALTH: Vessels inspected by Sanitary Officer. If no diseases, vessel obtains Free Pratique. Pratique automatic when vessel arrives from another Russian port.

RADIO: Naryan-Mar Radio.

Call Sign	*Frequencies (kHz) Working*	*Calling*	*Type of transmission*	*Time of work*	*Remarks*
UOY	500	500	A1	HX	
Naryan-Mar Radio 1	156.8*	156.8*	F3E	H24	Operates during period of navigation only
Port Controller	156.7*	158.0*	F3E	H24	

*Frequencies are given in MHz.

Storm warnings for vessels' traffic in the Pechora Inlet area for the coming 24 hours are transmitted via both the Central Port Radio and VHF radio.

Notice of Arrival: Should be given in accordance with the "Soviet Wood" Charter Party conditions.

BERTHING: The Port of Naryan-Mar specialises in timber exports. Depths at the berths are up to 6.5 m. There are enclosed warehouses and open concrete floor sheds.

The necessary number of tugs for entering or leaving the port as well as for shifting berth shall be agreed upon between Pilot and Master.

A mooring berth is usually indicated by a Pilot. Shifting berths without having obtained Harbour Master's permission is not allowed. Ship's tow lines are usually used during towage.

Diesel mobile cranes of up to 6 tons capacity are operated on the quays. There are also track-laying cranes of up to 12 tons and floating cranes with lifting capacity from 35 tons – 40 tons.

STEVEDORES: As per "Soviet Wood" Charter Party.

MEDICAL: No advance notice required. Clinic and hospital available.

DENSITY: Fresh water irrespective of tide.

FRESH WATER: Available from shore.

FUEL: Not guaranteed.

CONSULS: No Consuls.

REPAIRS: Small repairs only.

DRY DOCKS: None.

SURVEYORS: State Register of Shipping.

GANGWAY/DECK WATCHMEN: To be provided by vessel.

OPENING/CLOSING HATCHES: According to "Soviet Wood" Charter Party.

CERTIFICATES:

Seaworthiness.
Measurement.
Load Line.
Cargo Equipment.
Safety Equipment.
Radio Telegraphy.
Radio Telephony.
Oil Pollution Prevention.
Sewage Pollution Prevention.
Derat Certificates.

CUSTOMS ALLOWANCES: Tobacco/Wine – No quantity limits.

REPATRIATION: Repatriation and crew changes require visa formalities.

AIRPORT: Airport served by regular lines and situated near town.

TIME: GMT plus 3 hours. No seasonal alterations.

TIDE: Changes in the water level in the port area depend upon tides and effects of the wind.

The tide is semi-diurnal with 2 HW and 2 LW a day. The range of the tide varies from 0.9 m. – 1.8 m. Changes in water level are caused by the effects of the wind and may reach 1 m. – 1.5 m.

HOLIDAYS: See "Archangel".

POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Fire 01.

EMERGENCY CO-ORDINATION CENTRE: Not available.

TELEPHONES: Can be arranged on board.

BANKS: None.

STORING: See "Prelims".

1. By truck when alongside.
2. Vessels stored by truck only.
3. Yes.
4. No.
5. See "Archangel".
6. Normally carried out by ship's crew.

SHORE LEAVE: Each crew member properly signed in ship's Articles and having valid Seaman's Book is allowed ashore.

IDENTIFICATION CARDS: Only Seamen's Books.

DELAYS: Caused by rains, when vessel loading cargo of sawn goods.

AUTHORITY: The Chief of The Port of Naryan-Mar, Ul. Naberezhnaya 11, 164700 Naryan-Mar, Russia. *Tel:* 26-95. *Telex:* 24211. *Cables:* Morport Naryan-Mar.

AGENT: A branch of the Port of Archangel Main Maritime Agency "Inflot" at the Port of Naryan-Mar. Pechora Timber Mill 164700, Khatanzeisky, the Port of Naryan-Mar, Archangel Region, Russia. Cable: "Inflot Naryan-Mar". Tel: "Inflot" via the timber mill switchboard 30-70, 31-05

NEVELSK: 46.40 N. 141.51 E. (See Plan

GENERAL: The sea fishery port of Nevelsk is situated in the Tatarsky Strait, in the Southern part of the Nevelsk Bay. The port is open for navigation all the year round.

Changes of the water level are mainly caused by in and off-going tida floods.

The port consists of two parts. The Outer part includes a part of the Nevelsky Bay water area with the imaginary boundaries drawn by an arc of 1.5 mile radius from the light mark installed on the Southern point of the Western breakwater. The Inner port consists of the harbour of the fishing port, the Small and the Northern Scoops. The boundary of the Inner is the line connecting the points of the Southern and the Western breakwaters.

The Master of a vessel when entering the port should keep on the leading line of the green leading light marks located at a distance of 5.5 cables to the North of the Southern point of the Naga Reef. The true direction of the Leading line is 259° – 079°.

The Port of Nevelsk, bearing in mind its position, size, weather and hydrological conditions, is not and cannot serve as a sheltered port as it is only partially protected from the effects of the sea swell and winds blowing from South, West and N.W. directions and is not protected from S.W. winds at all. Therefore deep sea-going vessels cannot be allowed to enter the port during storm warnings. It is dangerous to stay in the port when heavy S.W. winds are expected.

PILOTAGE: Effected round the clock. The Master of a vessel should order a Pilot via the Harbour Master's office.

ANCHORAGE: Situated in the Outer port to the South of the leading line and to seaward of the 20 m. contour. The anchorage is not protected from West and North winds and waves. The bottom is sand. The anchorage in the inner area is dangerous as the ground there (stone plate) does not hold anchors well.

RESTRICTIONS: The permitted draft is determined by the Harbour Master. Vessels having draft over 5.8 m. are allowed to enter the port after having obtained the Harbour Master's permission.

RADIO: Communications can be effected through the port radio station "Nevelsk Radio-1".

Call Sign	*Frequencies (kHz)* *Working*	*Calling*	*Type of trans-mission*	*Time of work*
UFM-2	500	500	A1A	H24
"Nevelsk-31" (Port Controller)	156.8*(16) 156.45*(9)	156.8*(16) 156.45*(9)	F3E F3E	H24 H24

*Frequencies are given in MHz.

TUGS: Tugs ordered by the Master for mooring and unmooring meet vessels within the boundaries of the Inner port.

BERTHING: All vessels entering the port are moored to the berths according to instructions of a port controller.

The berths of the port with depths alongside of up to 6.5 m. are equipped to handle general, bulk liquid and other cargoes.

There are closed warehouses, open concrete floor sheds and a cold store in the port.

It is recommended to use manila mooring ropes due to insufficient protection of the port from effects of winds, waves and strong variable current with surge (the so called "tyagun".).

Opening and closing of hatches is usually done by the crew. All deep draft vessels are loaded/unloaded in the roads.

The berths of the port are equipped with 5 ton portal cranes. There are other cargo handling facilities and intraport transport.

FRESH WATER: Available in limited quantities.

FUEL: Diesel oil available.

CONSULS: None.

REPAIRS: Possible for vessels up to 4.0 m. draft.

TIME: GMT plus 11 hours. Summertime (April 1st – October 1st), GMT plus 12 hours.

AUTHORITY: The Port of Nevelsk Authority, 32 Rybatskaya Street, 694740 Nevelsk, Sakhalin Island, Russia. *Tel:* 20-06 (Port Director). *Telex:* Via "Inflot", Kholmsk. *Cables:* Morport Nevelsk. *Contact:* Port Director.

AGENT: Sakhalin Main Maritime Agency, Inflot, at Kholmsk, Sakhalin Island, Russia.

NOVOROSSIYSK (Including Sheskharis Oil Harbour): 44.43 N. 37.47 E. (See Plan)

GENERAL: In Winter, strong, gusty N.E. winds (called "Bora"), reaching hurricane force at times, blow from the coastal mountains. Due to these winds, vessels lying at anchor in Novorossiysk Bay may very quickly become covered with ice when the temperature of the air is cooled below freezing-point.

It is impossible to enter the port when "Bora" blows, therefore, all vessels are recommended to leave Novorossiysk Bay for the open sea beforehand or lay at anchor in the Yuzhnaya Ozereika Roads, at a distance of 8.5 miles Westward of the entrance to the port of Novorossiysk or in Anchorage Area No. 416, to the South of the Doob Point, until the weather improves.

The range of water level in Novorossiysk Bay caused by the effect of the winds, does not exceed 0.6 m. The changes of water level, due to variation in atmospheric pressure ("Seish" effects), are observed at times. The "Seish" may last up to several days. The maximum range of water level, due to the "Seish", observed in Novorossiysk Bay is 0.6 m.

The port consists of 2 harbours – the Dry Cargo Harbour and Sheskharis Oil Harbour.

The inner roads are situated at the head of Novorossiysk Bay are divided from the outer roads by the Western and Eastern Moles. The outer roads are situated between the moles and the Southern border of the port.

The Dry Cargo Harbour situated inside the inner roads is protected by 2 (Western and Eastern) moles.

Two passages, the Western and Eastern, divided by Penaisky Shoals, lead to the inner roads through the port area. The Western passage is wider in comparison with the Eastern, and vessels may enter outer roads passing through it by one course.

DOCUMENTS: Refer to beginning of the Russian section.

Shipmaster's Report: (1975) Notwithstanding the instructions for documentation for all Russian ports referred to at the beginning of the section, the Novorossiysk Port Authorities require the following:

General Declaration (IMO FAL Form 1)	4 copies
Cargo Declaration (IMO FAL Form 2)	4 copies
Ship's Stores Declaration (IMO FAL Form 3)	3 copies
Crew Effects Declaration (IMO FAL Form 4)	2 copies
Crew List (IMO FAL Form 5)	8 copies
Passenger List (IMO FAL Form 6)	8 copies
Money List	2 copies

PILOTAGE: Compulsory: 96 hours prior arrival cable Inflot giving ETA, name of vessel, gross tonnage, exact draft, type of engine. Flag, sound and Morse signal G. Pilot meets vessel at Lat. 44° 37′ N., Long. 37° 52′ E. Movement of vessel within inner harbour – only under Pilot guidance. If Pilot is not available vessel should anchor in Area No. 415, opposite the Kabardinka settlement, recommended as an anchorage (No. 416), and wait until Pilot arrives.

Procedure: Send request for Pilot to Port Dispatcher 2 hours before arrival. Establish contact with Control Post (SUDS) on VHF Channel 9, 30 minutes before entering Regulated Movement area. Message should include:

(a) Type and name of vessel.
(b) Time of approach to zone (Regulated Movement area).
(c) Nationality and name of owners.
(d) N.r.t. and g.r.t.
(e) Length and max. draft.
(f) Type and quantity of cargo.

A continuous listening watch should be maintained on Channel 9 whilst within the area (vessels at anchor on Channel 16).

ANCHORAGES: Anchorage in the outer roads of the port is allowed almost everywhere but most convenient places for the purpose are to be considered the following 3 areas. The first one is Area No. 415 situated to the North of the Doob Point.

Depths there vary from 12 m. to 27 m., the holding ground is mud. In the event of winds blowing from seaward Masters of all vessels are recommended to leave this area for the open sea. Area No. 414 is the second anchorage place, situated 8 cable lengths Westward of the Penai Point. Depths there are from 13 m. to 27 m., the holding ground is mud and mud with shell. The third place is Area No. 412 situated 6 cable lengths South-Eastward of the port entrance. Depths there are from 20 m. to 24 m.

Vessels approaching the port of Novorossiysk with N.E. gales ("Bora") blowing, or caught by the storm whilst lying in the outer or inner roads, or after having received storm warning, should use every opportunity to proceed to sea or lay at anchor in the Yuzhnaya Ozereika Roads (Anchorage Points No. 408 and 410), having the main engines ready and keeping constant anchor watch.

Under the circumstances, every vessel should keep regular radio contact with port radio station.

Masters of vessels lying at anchor in the outer roads and/or in the port, are usually warned beforehand about the forthcoming N.E. winds. Since these winds may reach hurricane force during a very short period of time, particularly in Winter, all Masters lying at anchor in Novorossiysk Bay are recommended to pay careful attention at every change of the weather, to watch position of vessel to be able to prevent her drifting about anchor and proceed to sea in due time.

RESTRICTIONS: No restrictions on night entry into the Inner Roads. Mooring and/or unmooring, both in the Dry Cargo Harbour and the Sheskharis Oil Harbour cannot be effected during Southerly or N.E. winds over Force 7.

MAX. SIZE: The permitted length for entry into port is 250 m., draft 11 m. for dry cargo vessels.

Tankers: 250,000 d.w.t., 19 m. max. draft.

HEALTH: Free Pratique automatic for vessels coming direct from Russian port. From other countries, usual procedure of sanitary inspection applies.

RADIO: Vessels can establish radio contact through port radio station Novorossiysk Radio operating 24 hours a day.

Station	*Call Sign*	*Channel*
Central Port Radio	Novorossiysk 1	7, 16
Port Dispatcher	Novorossiysk 2	14
Port Director's Office	Novorossiysk 5	9
Dispatcher, Port Fleet	Novorossiysk 6	30
Transport Fleet Services	Novorossiysk 7	14
Inflot	Novorossiysk 8	67
Port Director's Office (Sheskharis Oil Basin)	Novorossiysk 11	9
Dispatcher, ASPTR	Novorossiysk 12	13
Dispatcher, SRZ	Novorossiysk 13	29
Dispatcher for Bunkers	Novorossiysk 15	14
Dispatcher for Sheskharis	Novorossiysk 15	14
Control Post (SUDS)	Novorossiysk 17	9, 95
Tugs and Berthing		6

All vessels passing through the traffic controlled zone and/or anchored there have to keep constant VHF radio watch on Channel 16.

The port signal station is equipped with radar which gives all possible information for ensuring safe pilotage, and also helps Pilots in shifting vessels within the port inner roads.

Inflot on VHF Channel 16, working Channel 67.

TUGS: A sufficient number of tugs of between 600 h.p. and 5,000 h.p. are available in the port.

While manoeuvring ships to the Sheskharis Berths two more tugs of 150 i.h.p. are engaged regardless of the ship's size in view of the constructive features of the berths.

BERTHING: When proceeding in inner harbour, vessels must keep both anchors ready to let go; ships to be moored by safe ropes which to be kept tight at all times. Also be ready to use anchor chain over bollard according to Pilot's recommendation. Strictly prohibited to work with propellers lying alongside berth. All mooring ropes must be fitted with rat-guard plates.

The quays of the Dry Cargo Harbour with depths alongside of up to 11.5 m. are equipped to handle general, 20 ft. and 40 ft. containers and bulk cargoes (coal, ore), metals, timber, sugar, grain, cement, fruit and vegetables.

Berths of the port are equipped with modern cargo handling facilities. There are portal cranes of up to 40 tons capacity, floating cranes with lifting capacity of up to 100 tons, automatic and electric cargo lifters and other equipment.

Opening and closing of hatches is usually done by ship's crew with the help of portal cranes at dry cargo berths, if ordered by Master, grain berth excluded.

Ores are loaded in compliance with the Temporary Regulations for Carrying Ores handed over to the Shipmaster by Inflot Agents during inwards clearance.

Following are the basic requirements of above Regulations to the ores being loaded *(a)* moisture contents not higher than 12% (if other percentage is not stipulated by Charter Party); *(b)* angle of repose is not less than 35°.

Grain and other bulk cargoes are to be loaded in strict conformity with the International Convention.

STEVEDORES: All necessary services including stevedoring work available under Port Authority guidance. Port cargo-handling regions where ships berth managed by Port Authority and used for stevedoring, tallymen service, storage, etc. On the matters connected with services available, foreign vessels have to apply to Port Authority through Maritime Agency "Inflot".

MEDICAL: In case of accident (emergency), medical attendance rendered at any time. Hospital facilities available. Also inoculation, vaccination, etc.

TANKERS: Bearing in mind N.E. gales, oil carriers lying alongside oil pier must have boat-ropes lowered to water and illuminate them at night. All scupper holes on main deck must be closed tightly. Master responsible for overflow of oil in the vicinity of harbour and has to bear harbour cleaning costs. No repair work can be done on tankers lying alongside oil pier. No ballast water may be pumped out, no garbage or refuse thrown overboard. Ballast to be pumped into shore slop tank.

The Sheskharis Oil Harbour is situated in the Eastern part of the outer roads, 2.2 miles N.W. of the Penai Point. It is protected by a mole from the South and oil jetty from the North. The base of the jetty is used as a berth for fire-fighting boats.

Since it is not safe to stay alongside berths in the Sheskharis Oil Harbour during strong winds blowing from any direction, all tankers, after having received a storm warning should take urgent measures to leave for sea.

Depths at the berths of the Sheskharis Oil Harbour are from 4.5 m. up to 19.0 m.

To ensure safe loading/unloading of oil products as well as to expedite the vessel's turn around time, every tanker should be equipped with cargo manifolds capable of fitting 8 in. – 16 in. shore-loading connections.

These manifolds should allow the upward connection with shore cargo flanges of not less than 1 m. in height and located on deck at 3 m. – 5 m. length from side of vessel.

Deepwater Berth No. 1: Accepts vessels of 80,000 to 250,000 d.w.t. Arrival and departure draft not to exceed 19.0 m.

A tanker is to have a site 3.0 m.×3.0 m. on cargo deck free of pipelines/deck openings and other constructional elements to secure end platform of shore gangway. The centre of site to be 5.5 m. from starboard side and 12.0 m. – 13.0 m. from cargo manifold in forward direction.

To ensure normal contact with shore fenders vessel's fully loaded freeboard should not be less than 6.3 m. Cargo manifold flanges should have thickness 30 mm. – 32 mm.

Report: 1994.

Terminals:

Name: Sheskharis Oil Terminal. Tel: 62104, 93685.
Sheskharis Oil Base. Tel: 93330, 93333.
Black Sea Oil Pipelne Co. Tel: 52513, 93420, 93422.
Fax: 51401.

Shore tanks: "Grushovaya" Oil Base (Storage): Crude Oil:
37 underground ferro concrete shore tanks, each approximately 10,000 cu.m.
9 steel shore tanks with floating roofs, each approximately 50,000 cu.m.
Fuel Oil: 10 underground ferro concrete shore tanks, each approximately 10,000 cu.m.
"Sheskharis" Oil Base (Loading Terminal): Crude Oil:
5 ferro concrete shore tanks, each approximately 10,000 cu.m.
Fuel Oil: 2 ferro concrete shore tanks, each approximately 10,000 cu.m. and 2 shore tanks of approximately 2,000 cu.m.

Loading Rates: Berth No. 1: Crude oil 10,100 t.p.h.
All other Berths: 3,500 t.p.h.
Fuel Oil: 700 t.p.h. (All Berths).
All loading arms are 12 in. or 16 in.

Shore lines from Tanks to Jetty:

Product	Berth No.	Length (m.)	Diameter (mm.)
Crude Oil	1	1,966	1,000
	1	1,230	1,200
	2/3	910	800
	2/3	910	800
	5/6/7/8	1,222	1,000
	5/6/7/8	1,200	800
Fuel Oil	2/3	910	500
	2/3	910	500
	5/6/7/8	1,222	500
	5/6/7/8	1,222	500
Gas Oil	2/3	910	300
	5/6/7/8	1,210	300

Max. Size:

Berth No.	Max. Draft (m.)	D.W.T. (tons)
1	forw'd 19.5 / aft 19.5	250,000
2	forw'd 13.7 / aft 15.8	60,000
3	forw'd 10.7 / aft 11.3	30,000
4	Bunkering	
5	forw'd 8.7 / aft 10.6	12,000
6	forw'd 12.8 / aft 12.8	60,000
7	forw'd 12.8 / aft 12.8	60,000
8	forw'd 8.7 / aft 10.6	12,000

Berth Length:

Berth No.	Length (m.)	Berth No.	Length (m.)
1	500	5	120
2	220	6	220
3	150	7	220
4	Bunkering	8	120

Facilities: Slops may be discharged at a rate of 3,000 tonnes/hr. at all berths.
Bunkers and fresh water are available at all berths.

DENSITY: About 1010 – 1014.

FRESH WATER: Available from shore; minimum quantity invoiced at 15 tons. Fresh water also available from lighters.

FUEL: Most grades available. Fuel for tankers can be supplied ex-shore. Bunkers for dry cargo vessels are usually delivered by lighters.

FIRE PRECAUTIONS: All operations involving open fire and sparks are prohibited on oil pier. Two fire extinguishers, thick felt and sand must be ready beside hose connection.

CONSULS: No Consulates in port or its vicinities.

REPAIRS: All kinds of repairs for vessels of up to 60,000 d.w.t.

Cargo Superintendent's Report: 1975.

The Novorossiysk Shiprepair Yard is capable of carrying out any ship repairs, and is equipped with 3 floating docks. I was unable to obtain information on the size of these docks, but estimate they are capable of handling vessels in the 100,000 ton range.

SURVEYORS: Saybolt.

GANGWAY/DECK WATCHMEN: Gangway watch compulsory and carried out by crew.

OPENING/CLOSING HATCHES: Normally by crew, otherwise according Charter Party.

CUSTOMS ALLOWANCES: No quantity limits but nothing allowed to be taken ashore.

REPATRIATION: No facilities exist for effecting crew changes. A crew member may be repatriated due to family reasons or sickness but repatriation requires visa formalities.

AIRPORT: Nearest airport is at Anapa, which is 50 km. from the port. Daylight flights only.

TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.

HOLIDAYS: New Year's Day, 8th March (World's Women's Day); May 1st, 2nd (Labour Day); May 9th (Victory Day); January 7th (Christmas). Cargo work can be arranged on those days.

POLICE/AMBULANCE/FIRE: Police, Tel: 02; Ambulance, Tel: 03; Fire, Tel: 01.

TELEPHONES: Can be arranged to be fitted on board.

SHORE LEAVE: Crew members are allowed ashore. Crew members of foreign vessels get shore passes which grant them permission to stay ashore till 2400 hrs. Crew members who lose their shore passes as well as those late from ashore, are not granted shore leave any longer in conformity with local regulations.

IDENTIFICATION CARDS: Crew members get shore passes.

SHIP SUPPLY SERVICE: Local consignment centre may supply marine oils and lubricants, manufactured by Mobil Oil, Castrol, Elf-Aquitaine and Esso.

Marine paints and coatings of Hempel, Sigma, Interpaints, as well as chemicals and treatments manufactured by Perolin, Unitor, Rochem.

Spares are available for Sulzer, B&W, MAN main auxiliary diesel engines, for Magnavox, Mx-1102 satellite navigator.

Address: Consignment Centre, 8 Portovaja Street, Novorossiysk 353901, Russia. Tel: 6-28-97. Telex: 27243, 412629.

The Russian-American joint venture Soyuz Marine Service began servicing of the Russian and foreign ships in Novorossiysk in 1990.

The following kinds of underwater technical works are possible:

Cleaning of ship's hull, photography, using TV-cameras, inspection for Register's control, repairing of outboard fittings, electro/oxygen cutting and welding, polishing of propellers, fitting of the cathode protection and other kinds of underwater works.

Payment for foreign vessels to be made in U.S. dollars.

Vessels are requested to make their requirement known by radio not later than 15 days before arrival to "Novorossiysk Inflot SMS" (for foreign vessels) and "Novorossiysk Transflot SMS" (for Russian vessels).

Office: Soyuz Marine Service, 93 Lenin Avenue, Novorossiysk 353918. Tel: 3-42-10. Contact: Captain Yury Yashny.

SHIPMASTER'S REPORT: December 1991.

Anchorage: On arrival, vessel had to anchor off the port as the cargo was not ready. The anchorage for tankers (No. 416) was well sheltered from the North and N.E. sides with high mountains. The anchorage area was rather small and too close to the shore (a maximum of 2 ships could stay keeping a safe distance from each other). Caution is to be exercised approaching the anchorage as the centre is just about one mile away from the nearest land.

Formalities: Port officials, including Customs, Immigration, Port Health and Agriculture officials along with the agent boarded the vessel upon berthing. Immigration authorities assembled everyone so that they could see them 'in person'. Otherwise proceedings were quite quick.

Berthing: The berth (See "Plan") is meant for large tankers as stated in the agent's telex. Vessel approaches starboard side to the jetty with 4 tugs assisting (2 tugs forward and 2 tugs aft). First lines to go ashore were backsprings. Vessel's backspring winches, forward and aft, could not be utilised for sending the lines as the 'lead' would have been too short (a longer vessel would have no difficulty). Mooring was slow as only one mooring boat available for both forward and aft. Mooring lines consisted of 4 headlines, 2 breast ropes and 2 backsprings forward and

4 sternlines, 2 breast ropes and 2 springs aft. This was sufficient moorings to withstand a wind, usually from the North and N.W. of up to 40 knots. The harbour is well sheltered with high mountains (2,500 ft.) on the North and N.E. sides.

The gangway was a hydraulic one provided by the jetty and placed forward of the manifold in a clear space.

There is another tanker berth for smaller vessels on the other side of the jetty with max. draft 12.5 m.

Cargo: Vessel presented 16 in. connection by way of 3 'Y' pieces connected to 6 manifolds on the vessel.

Although the vessel's presentation flanges were 38 mm. thick and requirement was 30 mm. – 32 mm., the Chicksan could still be hydraulically locked on to the vessel's flanges without any difficulty. Otherwise vessel met all requirements for the connection, i.e.:

(1) Distance from vessel's presentation flange to the railings to be between 4.5 m. and 5.0 m.

(2) Vertical distance from flanges to the top of the manifold tray to be between 0.6 m. and 1.2 m.

(3) Flanges to be in one line.

(4) Distance between the flanges to be between 2.0 m. and 3.0 m.

Loading rate required by the terminal is minimum 7,200 cu.m./hr. and maximum 10,000 cu.m./hr. Vessel maintained a rate of 7,000 cu.m./hr.

Ballast: Ballast cannot be discharged into the waters of the harbour and has to be discharged ashore. As the vessel had segregated ballast tanks it could discharge into the harbour freely, but the Port Authorities are very serious and concerned about clean ballast and the quantity of it.

Dry Tank survey carried out prior to loading, but the surveyor did not seem to be concerned about the fitness of the tanks.

Generally, the cargo operation was smooth and authorities co-operative. Language and communications are a problem if no interpreter present.

After completion of cargo loading, it took nearly 6 hours for the pilot to board. Prior to departure the Customs and Immigration boarded the vessel to give clearance.

After leaving berth the vessel turned through 180° in the basin with the assistance of tugs. This is difficult for a fully laden vessel, especially if the wind is strong.

General: Russian Rouble is quite low compared to U.S. Dollar. There were 48 Roubles to U.S.$1.00.

The main city is about 17 km. from the port and it does not provide much for seamen, except for the Seaman's Club.

SHIPMASTER'S REPORT: August 1993.

Approaches/Anchorages: Port Control should be contacted on VHF Channel 9. They will then advise the vessel the area to anchor in. No Pilot is required for vessel's anchoring in Area 416, which is outside the designated Port Limit, and sometimes for Area 415. However, for other anchorage areas within the Port Limit, pilotage is compulsory.

Formalities: For clearing grain ships, vessel is boarded by Quarantine Inspectors, Cargo Inspectors from the Agriculture Department, Customs and Immigration Officials.

Formalities take about 2 hours. Samples of cargo are taken for analysis.

The following documents are required:

7 copies Crew List.
4 copies Personal Effect Declaration.
4 copies Stores List.
4 copies Currency Declaration (Crew and Ship's cash).
2 copies List of Ports of Call.
2 copies Stowage Plan, Hatchwise Cargo.

On departure, the Customs Officials, who board the vessel for clearing purposes, are quite particular in checking the Currency Declaration against receipts of foreign currency exchanged by individual crew, and the balance remaining.

Restrictions: No restriction on night entry. Permissible drafts are as follows:

Berth No. 5: 12.50 m.
Berth No. 10: 11.50 m.
Berth No. 16: Forward 11.50 m., aft 11.80 m.
Berth No. 18: 11.50 m. (Evacuator discharge).
Berth No. 22: 11.80 m. (Evacuator discharge directly to Silo). Maximum length 275 m. (Vessel of this length was alongside Berth No. 5).

Pilotage: Pilots are fairly efficient and capable.

Radio/Communications: Very poor. To make an international call, 3 days prior booking is required. Radio Novorossiysk can connect to local numbers only.

Telex communication is possible. However, Agents appear rather reluctant to use this facility.

Agents "Inflot" operate on VHF Channel 67. Most of the time they answer after repeated attempts at calling them.

Berths: There are a number of shore cranes which are fairly modern. Crane operators are sufficiently efficient. All grain cargo is discharged directly into rail wagons, hence the discharge rate is directly related to the supply of wagons, each wagon is about 90 cu.m. capacity.

During the Summer season (July – September), the supply of wagons is less, as they are used for their own harvest season elsewhere in Russia. During our stay, supply of wagons was very poor. The average discharge rate for evacuator discharge can be about 8,000 tonnes/day, and grab discharge about 6,000 tonnes/day.

The berths are well fendered with bollards at 25 m. interval.

Agency: There are few private agencies in operation, and some others to be opened shortly. "Economu Shipping" and "Transflot" are in operation at present, and I understand that an Italian firm is bidding to open an agency soon.

Inflot Agency is the Government controlled agency and the most influential at present. Fortunately, we did not have any unusual requirements, so the need to use them beyond the normal port formalities did not arise.

Private surveying firms are also opening their offices at Novorossyisk, with foreigners manning them. The bunker survey was conducted by Inspection Services International, Head Office at Beluederegasse 2, 1040 Wein, Vienna, Austria. Tel: 505-3060. Fax: 505-3070. Telex: 113268 Isi A.

Stevedores: Directly under the Port Authority. The port is divided into 3 sections, Eastern, Central and Western, each with a Chief Foreman who is supposed to board the vessel daily. For grain vessels, it appeared the vessel had NO control over the number of gangs to employ, though the discharge sequence is controlled by the ship. The stevedores did a fairly good job of hold cleaning, leaving no sweepings behind. All holds were swept clean. Bob Cats, tyred bulldozers were used for final collection of cargo. All cargo, spilt on deck by grabs, was also swept and collected.

Outturn Report: An Outturn Report is given to the vessel daily, which states the total cargo discharged and the balance remaining onboard. It is important to sign this report as "for receipt only". We were fortunate to have this report quite well squared off eventually, but there was an occasion where the difference had accumulated to as much as 3,000 tonnes. As the final Outturn Report was not presented to the vessel prior to departure, the Agent was given a written authority to sign the same on our behalf, with this remark inserted: "Vessel is not responsible for any shortage of weight, as all cargo onboard was discharged into barges and wagons supplied by consignees, and neither the vessel's Officers nor the vessel's representative participated in reweighing of cargo ashore. All cargo discharged is in good condition and the quality and quantity as per Bills of Lading.

On completion of loading, the vessel's holds were sealed by a NCB surveyor. On arrival at this port, seals were found intact and were opened in the presence of Agent and various boarding officials, including Agriculture Department Officials. On completion of discharge, vessel's holds were empty and free of cargo".

Medical: The need to use their services did not occur. However, Cholera Vaccination could not be procured.

Density: At outer roads and at berth: 1008.

Fresh Water: Available by barge at U.S.$ 12.00/ton. There are no fresh water connections at the berths, and the supply is made through barge only. We procured 55 tonnes for cash payment of U.S.$ 100.00. Fresh water can be supplied at anchorages within Port Limits at the same price.

Repairs: There are floating dry docks. Vessels upto 100,000 d.w.t. can by dry docked. A fair amount of repairs could be carried out, subject to availability of spares, etc. All stevedore damage was attended to on completion of cargo, with each dock section having their own workshop and repair team dealing with their damage alone. However, the quality of work was rather shoddy and needed a thorough check by ship's staff.

Gangway Watchman: A border guard stands by the gangway at all times. Ship's crew have to deposit their Passport in exchange for a shore pass at the gangway. No outsiders can board the ship without proper documents/pass. Hence security onboard is fairly good.

Repatriation: This is possible. However, the Agents appear very reluctant to arrange repatriation. Two passport size photographs are required to get Exit Visa, which takes about 2 days. The nearest airport is Krasnadar, about 100 km. away, which is connected by a daily flight to Moscow. All ticketing is done through Aeroflot. The fare to Moscow is U.S.$ 100.00. However, at Moscow, one has to change from the Domestic to International Airport. At Moscow, it appears there is uncertainty of getting connections.

Ship Chandler: Only one ship chandler is available. Fresh provisions are available at reasonable price. Some meat products (chicken, pork and beef) are available.

Some dairy products, like longlife milk, cheese, etc., are imported from Italy.

It is prossible to obtain bonded items, which again are imported from Italy. A cash discount is available on bonded items only.

All fresh provisions are obtained on a day to day basis. Some produce may be available on one day, and not be seen in the market for a few days.

AUTHORITY: The Port of Novorossiysk Authority, 14 Port Street, 353901 – Novorossiysk, Krasnodarsky Krai, Russia. *Tel:* 6-21-31 (Chief of the Port), 6-22-41, 6-25-16, 5-46-44 (Harbour Master). *FAX:* 62203. *Cables:* Morport Novorossiysk. *Contact:* Valeriy Bykov, Port Manager (Tel: 62131). Georgy Popov, Harbour Master (Tel: 62516).

AGENT: Main Maritime Agency "Inflot", 13 Portovaja Str., Tel: 54014, 52260, 53086, 62678. Telex: 279114. Cables: "Inflot", Novorossiysk.

ONEGA: 63.54 N. 38.06 E. (See Plan)

GENERAL: The port of Onega is situated on the right bank of the Onega River (3 – 4 miles up from the mouth), flowing into Onezhsky Bay off the White Sea.

Port open for navigation for about 6 – 7 months per year, starting from May. The port is closed for foreign flag vessels from 1st of September to 31st of December annually. In Autumn, when the river is covered with ice, assistance of ice-breaker is required but may not be rendered regularly.

Opening and closing of the port for navigation as well as turn and order of entering the port is usually regulated by the Port Authorities.

Changes of water level in the river depend on tide, spring floods and effects of the wind.

The tide is semi-diurnal with two high and two low waters a day. At the Onega river mouth the range of the tide at mean springs may reach 2.7 m.

The rises of the water level are due to North-Westerly, Northern and North-Easterly winds. The falls of the water level are usually caused by South-Easterly, Southerly and South-Westerly winds.

The Onega River becomes frozen over at the beginning of November. Ice begins to form in October and usually breaks up at the end of April or early May.

A vast area of shoal waters is situated at the mouth of the Onega River.

Access into the Onega River is by the Karelsky Fairway. Vessels drawing up to 6.1 m. may pass through it at high water.

Since depths in the river vary, Masters are recommended to get in touch with the Harbour Master to make enquiries about the existing least depth in the fairway before entering the river.

The port specialises in timber exports.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Compulsory. A Pilot should be ordered by the Master 24 hours prior to arrival at the Letny Orlov Pilot Station. A Pilot meets a vessel at a distance of 0.7 mile Westward of the Letny Orlov Point.

ANCHORAGES: Vessels drawing up to 2.4 m. can obtain anchorage in the Town Roadstead below the Severoles Wharf. The roadstead situated opposite Timber Mill No. 32 – 33 can be used as anchorage by vessels drawing up to 3.55 m.

During winds blowing from the N.W., vessels are recommended to anchor in the Petchak area of the Solovetskie Islands, with depths of 10 m. at 1 mile distance offshore.

During Southerly winds of Force 5-6, a safe anchorage with depths of 10 m. can be obtained in the Konyukhov Inlet, 1 mile offshore.

In case of North-Westerly storms, vessels lying on the Karelsky Roads should anchor in the Purnema area with depths from 6 m. to 10 m. where an anchorage light buoy is installed (Lat. 64° 20′ N., Long. 37° 27′ E.).

The recommended anchorages for vessels proceeding to the port of Onega along the fairway are situated in the following places:

1. On the line of the Town of Onega leading marks and on the beam line of the front mark of Pikhnemsky No. 2 leading line. Depths are from 3.7 m. – 4 m., the bottom – mud and small stone.

2. In the area of the Onega River, a short distance Northward of the town of Onega leading marks, opposite the Export quay. The least depth in the area is 4 m., its length – 700 m., the bottom is mud and small stone.

3. Southward of the Pristansky (Quays) leading line but not passing over the line of the Pristansky Sekushchy (Quays Crossing) leading marks to the Eastward of it. The depths are from 3 m. – 3.7 m., the holding ground – mud, small stone and stone.

RESTRICTIONS: Vessels having draft not more than 3 m. may enter port at any time, but with draft more than 3 m. only 1 hour before high water.

The speed of vessels having the maximum draft should not exceed 8 knots. The movement of vessels within the port area is not allowed during restricted visibility.

MAX. SIZE: The maximum permitted draft is usually announced at the beginning of the navigation season after sounding of the fairway has been accomplished. It varies from 4.0 m. – 5.8 m. Approach Channel – Depth 6.0 m. at H.W. Maximum permitted length is 124 m.

HEALTH: Alongside or on the Roads all vessels coming from abroad inspected by Sanitary Office representative. If no diseases, vessel obtains Free Pratique. If vessel enters directly after calling at another Russian port, Pratique automatic.

RADIO/VHF: Besides Murmansk and Archangel, Onega Radio (UZS), 500 kHz; VHF of pilot office at port of Onega (Channel 16).

Vessels can establish radio contact through the port radio station Onega Radio operating 24 hours a day on the following frequencies:

Call Sign	*Frequencies (kHz)* *Working*	*Calling*	*Type of trans- mission*	*Time of work*	*Remarks*
UZS	500/441	500/425	A1A	H24	
"Onega-2" (Port controller)	156.8*(16)	156.8*(16)	F3E	H24	Operates during navigation
"Onega-5" (Harbour Master)	156.45*(9) 156.8*(16)	156.45*(9) 156.8*(16)	F3E F3E	H24 H24	Operates during navigation

*Frequencies are given in MHz.

The Onega Storm Signals Station is located on the roof of the Harbour Master's office. Day signals warning about forthcoming storms and strong winds in the Onega Bay area are exhibited at mast of the signal station.

TUGS: The number of tugs required for mooring/unmooring and shifting berths is determined by the Master after having consulted the Pilot. Tugs should be ordered 6 hours prior to leaving the port for sea.

BERTHING: Depths at the port berths are up to 6.5 m. There are enclosed warehouses and open concrete floor sheds. Loading of timber usually by ship's gear.

STEVEDORES: No particular ETA advices to stevedores/shippers. Loading of timber usually carried out by ship's winches at average rate of 24 stds. per hatch per working day.

MEDICAL: Doctor and hospital facilities available.

FRESH WATER: Available. Usually delivered by tug.

FUEL: Availability not guaranteed.

REPAIRS: Small repairs only.

GANGWAY/DECK WATCHMEN: Usually by ship's crew.

OPENING/CLOSING HATCHES: In accordance with "Soviet Wood" Charter-Party conditions.

CUSTOMS ALLOWANCES: No restriction on quantity, but nothing to be taken ashore.

REPATRIATION: Subject to visa formalities.

AIRPORT: Nearest at Archangel.

TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.

HOLIDAYS: See "Archangel".

SHORE LEAVE: Allowed up to midnight.

IDENTIFICATION CARDS: Only Seamen's Books required.

AUTHORITY: The Port of Onega Authority, 198 Oktyabrsky Prospekt, 164880 – The Port of Onega, Archangel Region, Russia. *Tel:* 21-33 (Harbour Master); 24-91 (Port Controller); 21-51 (Chief of the Port). *Cables:* Morport Onega.

AGENT: A branch of the Port of Archangel, Main Maritime Agency "Inflot" at the port of Onega. Postal address: 164880 – The Port of Onega – Archangel Region, Russia. Cables: "Inflot Onega". Tel: Timber Mill Switchboard 33-33, "Inflot".

ST. PETERSBURG: 59.53 N. 30.13 E. (See Plan)

GENERAL: A Baltic Sea port, St. Petersburg is situated on the islands of the Neva Delta, at the head of the Nevskaya Guba (Neva Bay), in the Eastern extremity of the Gulf of Finland. Year-round navigation is possible with ice-breaker assistance from the end of November until middle of April. Ice first begins to form in the middle of November, when usual Winter frosts come, and in January (time varies with the season) all the area becomes completely covered with fast ice.

DOCUMENTS: Refer to beginning of Russian section.

APPROACHES: The Kronstadt Korabelny Farvater (Kronstadt Ship's Channel) which is about 12 miles in length, extends from the port of St.Petersburg Entrance light buoy to the St.Petersburg Morskoi Canal, which is about 15 miles in length, and leads to the entrance of the sea commercial port of St.Petersburg. The least bottom width of about 80 m. is in the part of the Canal which is protected by 2 dams (moles).

DEEP SEA PILOTAGE: See "Baltic Deep Sea Pilotage".

PILOTAGE: Pilots usually board and disembark vessels at the port of St.Petersburg approaching light buoy (Lat. 60° 02′ N., Long. 29° 26′ E.). In case of bad weather a vessel should follow the pilot boat up to the Kronstadt Roads where a Pilot will come aboard the ship.

St.Petersburg pilot boat on VHF Channel 16 and 9 throughout 24 hours. Call sign "St.Petersburg Pilot".

There is a Port Coastal Radar Vessels' Movement Control System ensuring vessels' radar pilotage along the Kronstadt Korabelny Fairway and the St.Petersburg Morskoi Canal in case of low visibility and during absence of floating navigational marks. Radar pilotage is carried out by a Pilot on board a vessel.

St.Petersburg Deep-Sea Pilot Services: Licensed Pilots are always available 24 hours a day, 365 days a year, for safe navigation in Baltic waters.

All Pilots are highly qualified, reliable and experienced Ice-Pilots. To obtain a Pilot send a telegram or telex to Agent.

ANCHORAGES: Vessels approaching the port from seaward should take anchorage off the port of St.Petersburg Entrance Light Buoy. The depths in the Roads are between 20 m. – 25 m. and the holding ground is mud and sand.

Vessels anchored at Outer Roads and berthed in the port are requested not to operate VHF on Channels 6, 8, 9, 11, 12, 13, 14 or 26 for intership communications.

RESTRICTIONS: No restrictions on night entry, no tide in St.Petersburg. Vessels with drafts 8.5 m. and more, and length 170 m. and more, must be towed when proceeding in the St.Petersburg Morskoi Channel from the Lesnoi Mole Roads (Timber Mole Roads) up to the Neva Gates.

All vessels navigating within the port must keep strictly to the following regulations:

(a) Vessel's speed should not exceed 10 knots when navigating in the Kronstadt Korabelny Farvater and in the open part of the St.Petersburg Morskoi Canal (from the entrance up to the moles).

(b) When navigating in the channel between the moles of the St.Petersburg Morskoi Canal as well as in the Bolshaya Neva River from the Neva Gates up to Lieutenant Schmidt Bridge and also in the Ekateringofka River, vessels speed should not exceed 3 knots.

(c) In the Inner Roads and in the port harbours, Masters should navigate with a speed ensuring the safety of vessel but never exceeding 3 knots.

MAX. SIZE: Draft restriction 11.0 m. in fresh water under normal weather conditions. Length not over 260 m. Breadth up to 40 m.

HEALTH: Master coming from foreign port shall report every sick passenger or crewman; Health Authorities board together with Customs and Immigration and if find all in order grant Free Pratique. Each vessel shall produce Derat Certificate and Sanitary Patent.

RADIO: Cable Agent ETA, draft and other data, information required via St.Petersburg Radio Station (call sign URD). All vessels when approaching the port of St.Petersburg should establish radio contact via the St.Petersburg Coastal Radio Station operating 24 hours a day on the following frequencies:

Call sign	*Frequencies (kHz)* *Working*	*Calling*	*Type of trans- mission*	*Time of work*
"Sanct Petersburg-Radio"	2182	2182	J3E	H24
"Sanct Petersburg-Radio" (CPR)**	156.8*(16) 161.9*(26)	156.8*(16) 157.3*(26)	F3E F3E	H24 H24
"Sanct Petersburg-Radio" (Vessels' movement control post)	156.8*(16) 156.45*(9)	156.8*(16) 156.45*(9)	F3E F3E	H24 H24

*Frequencies are given in MHz.

**CPR – Central Port Radio Station.

Note: Emergency calls with regard to collisions, fire on board and dangers to human life may be given on VHF Channel 9. Call sign of Traffic Controller is "St.Petersburg Port Control".

Port radar station gives all possible information to any vessel navigating in the Kronstadt Korabelny Farvater and St.Petersburg Morskoi Canal during restricted visibility, from the St.Petersburg Entrance Light Buoy (Lat. 60° 02′ N., Long. 29° 26′ E.) up to the dams (moles) of the St.Petersburg Morskoi Canal. Navigation is usually controlled by a Pilot on board the vessel.

Signals for vessels approaching the entrance to the Commercial Port of St.Petersburg from seaward are hoisted at the pilot vessel.

Traffic prohibition signals, when the pilot vessel is absent from her usual position may be exhibited at a vessel specially designated for this purpose.

RADAR: Pilot in contact with radar service. Also see "Radio".

TUGS: Tugs up to 5,000 h.p. are available. Normally join incoming vessels at Inner Road. Ship's lines usually used.

The number of tugs a Master should order for inward and outward towage as well as for shifting berths in the harbour depends on Pilot's advice.

BERTHING: There are more than 50 berths, used for loading, discharging and waiting in the port. Total length of quays is more than 8.0 km., project depths alongside the working berths are from 8.1 m. up to 11.0 m.

Almost all berths have railway alongside the quay.

There are 4 cargo regions and 1 handling complex in the port, which can handle bulk, general, unitised, refrigerated and forest product cargoes.

The leading import commodities are: Cereal and raw sugar in bulk, containers, coffee in bags, steel, machinery, equipment, refrigerated fruits and meat.

The main export cargoes are: Steel, non-ferrous metal, containers, round timber, coal and fertilisers.

Note: Cereals, raw sugar, ore, fertilisers in bulk and also refrigerated cargoes are transferred direct from ship to rail wagons. There is no storage for these cargoes in the port.

Marine passenger terminal, situated on Vasiliyevsky Island, belongs to the Baltic Shipping Company. Sometimes passenger vessels can moor at the port berth.

Storage: Warehouses and concreted open storage areas are available.

Total storage area is about 54.0 ha., closed storage area 8.8 ha. and open storage area 45.2 ha.

CRANES: Multi-purpose gantry cranes capacity 6 tons – 40 tons (more than 100 units). Floating cranes capacity 15 tons, 100 tons, 300 tons (3 units).

Note: Floating crane capacity 350 tons belongs to the shipbuilding yard and can be used in case of necessity.

Forklifts with capacity 1 ton – 10 tons (more than 600 units).

BULK CARGO FACILITIES: For cereals: Mobile pneumatic machine "Noero" (about 15 units). Pneumatic cereal unloader at berth "Hartmann" (6 units) with rate of 300 t.p.h. can discharge cargo at 2 berths.

Gantry crane with grabs 3.0 cu.m. – 7.0 cu.m.

Raw sugar, coal, fertilisers, ore can be handled with cranes and grabs.

Bucket loaders with capacity 0.6 tons – 3.5 tons (more than 40 units).

CONTAINER FACILITIES: Container crane with capacity 30.5 tons (8 units) – 4 for ships and 4 for wagons.

Straddle carriers with capacity 30.5 tons – 35.0 tons (12 units) and forklift trucks with capacity 16 tons – 25 tons (20 units).

Stuffing/stripping is possible with forklift trucks with capacity 1.5 tons – 2.0 tons.

Note: No electric points for reefer containers available.

RO-RO FACILITIES: About 10 berths can be used for Ro-Ro vessels. Four of these berths are equipped with ramps. Terminal tractors "Sisu", "Terberg" (25 units) and wheel tractors (40 units) can be used for transporting.

TIDE: Considerable rises of water level may be caused by strong Westerly winds – and falls by Easterly winds. Usually the changes in water level are greater during the Autumn and Winter months. During Autumn and Winter the range of level may reach 1.2 m. from the MWL and sometimes even more.

During Spring and Summer it is never more than 0.5 m. The greatest rises in the water level are observed in the Neva Bay. The extreme difference in level between the maximum rise and the minimum fall of these seasonal changes observed is about 3.5 m. At the mouth of the Neva River the greatest changes in the water level are caused by the S.W. Autumn gales. The difference in level usually reaches 0.2 m. – 0.3 m. and only sometimes up to 1 m.

STEVEDORES: Ordered by Agent.

MEDICAL: Masters to advise Agent prior arrival if medical attendance required aboard.

TANKERS: Report: 1994.

Tankers up to 15,000 tonnes d.w.t. handled at Berth No. 112. Max. draft 9.6 m. 6 tanks of 3,000 tonnes each for gas oil, and 4 tanks of 2,500 tonnes capacity for fuel oil. Pumping rate per hose 300 cu.m./hr. through 12 in. line.

DENSITY: Fresh water in port area.

FRESH WATER: Most berths supplied by shore installations, otherwise barges. Also available at Outer Roads Anchorage.

FUEL: Bunkers available, usually delivered by lighters.

FIRE PRECAUTIONS: No smoking allowed in port area, except in places specially allocated.

CONSULS: Consulates of the following countries are situated in St.Petersburg: Bulgaria, China, Cuba, Czech Rep., Finland, France, Germany, Hungary, Italy, Japan, Netherlands, Poland, South Africa, Sweden, U.K. and U.S.A.

DRY DOCKS: *Floating Docks:*

No.	*Length* (m.)	*Depth* (m.)	d.w.t.
1	130	6.2	6,000
2	90	6.2	4,000
3	140	6.2	8,000
4	168.5	6.2	15,000

SURVEYORS: 1. There are independent maritime surveyors Joint Stock Company "Morservice" performing all kinds of surveyor works and tallying of cargoes. Tel: 251-06-46 (24 hours), or by Telex via Agent.

2. There is an Inspector of the Shipping Register of Russia.

REPAIRS: All types of repairs for vessels of up to 20,000 d.w.t. can be carried out in the port.

GANGWAY/DECK WATCHMEN: Not compulsory.

OPENING/CLOSING HATCHES: According to charter party.

CERTIFICATES:

Passenger Ship Safety.
Safety Equipment.
Safety Radiotelephony.
Safety Radiotelegraphy.
Exemption Certificate.

CUSTOMS ALLOWANCES: No restrictions on board.

TIME: GMT plus 3 hours in Summertime from last Sunday in March until last Saturday before last Sunday in September.

HOLIDAYS: 1st January; 2nd January; 7th January; 8th March; 1st, 2nd and 9th May; 12th June; 7th November.

POLICE/FIRE/AMBULANCE: Police 9692; First-Aid from Port 503; from Town 03; Port Fire 8509, 8536, 8973; Town Fire 01.

EMERGENCY CO-ORDINATION CENTRE: Contact "Inflot" or St.Petersburg Radio Station on the VHF Channel 16 and 26.

STORING: See "Prelims".

1. Vessels may be stored by barge or truck.
2. No restrictions.
3. Trucks may proceed alongside.
4. Forklift trucks may be used.
5. No exceptions from Russian laws.
6. As a rule riggers are available.

IDENTIFICATION CARDS: Needed, will be given on arrival.

GARBAGE DISPOSAL: The collection of garbage is effectuated by Environment Protection Department. Tel: 114-90-92. Application is via Agent.

WASTE OIL DISPOSAL: The collection of waste oil is effectuated by special types of ships. These ships deliver waste oil to port's oil station. Application is via Agent.

SEAMAN'S CLUBS: There is an International Seaman's Club. Tel: 216-40-44. There is also the House of Friendship. Tel: 216-96-88.

CURRENCY: Local currency is the Rouble. U.S.$ 1.00 = 1736 Roubles (23.3.94).

AUTHORITY: Sea Port of St.Petersburg Ltd., Mezhevoi Kanal 5, St.Petersburg 198035, Russia. *Tel:* 251-02-90. Timber Port: 114-97-75. *Telex:* 621101. *FAX:* 1868544. *Cables:* Seaport St.Petersburg. *Contact:* Anatoly P. Bilichenko, General Manager, who may be contacted through "Inflot". Captain F.Podanev, Harbour Master.

AGENT: Main Maritime Agency "Inflot". Postal address: 10 Gapsalskaya Str., St.Petersburg 198035, Russia. Tel: 251-12-38; 251-27-48; 251-73-26. Telex: 121 505 A, B and C. Fax: (812) 186-15-11.

SOCHI: 43.34 N. 39.43 E. (See Plan)

GENERAL: The Port of Sochi is an ice-free port, situated at the mouth of the Sochi River, S.E. of the Uch-Dere Point, in the Eastern part of the Black Sea.

The port is protected by the Caucasian chain of mountains from cold N.E. winds but it is open to winds blowing from Southerly and Westerly directions when heavy waves may roll over the port moles causing heavy swell in the harbour.

The port mostly handles passenger traffic.

There are passenger terminals, one of which serves hydrofoil ships only. About 3 million passengers visit the port yearly.

A cargo pier is equipped to handle fruit, building materials and cars. There are enclosed warehouses on the cargo pier and on one of the passenger terminals.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Pilot boat usually meets vessel at a distance of about 1 mile from the port. In the event of bad weather or restricted visibility, vessel should anchor or drift at a safe distance from the port until Pilot arrives.

ANCHORAGE: Deep drafted vessels may obtain anchorage in the Outer Roads Westward of the Northern mole. The depths in the roads are from 11 m. to 12 m.

Some distance Westward, in depths 20 m. – 23 m., there are mooring buoys which can be used during vessels' stay in the roads.

Anchorage can also be obtained at 1.3 – 1.5 miles distance S.S.W. of the Sochi Lighthouse. Depths there are about 29 m. The bottom is mud with sand, and small stone closer to the shore.

Anchorages are open to winds blowing from the sea.

RESTRICTIONS: There are no time restrictions for entry to the port.

In case of stormy weather entry to the port is difficult due to the swell caused by heavy waves in the approach and in the narrow entrance to the port.

In the event of heavy surf vessels must anchor in the outer roads since entry to the port is impossible.

Entry to the port is not allowed during heavy waves over Force 4 and winds over Force 6 as well as during bad visibility.

During the Autumn-Winter period the Port of Sochi cannot be used as shelter port, because lying in the port is dangerous due to the strong variable current ("Tyagun") usually caused by gales blowing between S.E. and N.W.

Under these circumstances the Port Authorities cannot guarantee safety to a vessel which, after having received a storm warning, did not make for sea, and bear no responsibility for the consequences.

MAX. SIZE: The max. permitted draft is 8 m., length 190 m. and beam 25 m.

RADIO: Vessels can establish ship-shore radio contact through the port radio station Sochi Radio, operating 24 hours a day on the following frequencies:

Call Sign	*Frequencies (kHz)* *Working*	*Calling*	*Type of transmission*	*Time of work*
UZB	500	500	A1A	H24
"Sochi-Radio"	2310	2310	H3E	H24
"Smena" (Port Controller)	156.6*(12)	156.6*(12)	F3E	H24
"Sluzhba" (Harbour Master)	*156.8*(16)	156.8*(16)	F3E	H24
	156.675*(73)	156.675*(73)	F3E	H24

*Frequencies are given in MHz.

A signal station is located at the Sochi Lighthouse from which visual signals are shown.

BERTHING: A vessel intending to enter port with tug assistance should keep the Sochi mid-channel leading marks in line ahead and stop the main engines in due time to allow vessel to come to the state of "no motion" at a distance of 1 mile from the port entrance. Only under these conditions is a tug allowed to approach a vessel and receive or cast off the tow rope.

Due to a small port area and heavy water streams caused by vessels' propellers, Masters of vessels of 2,000 g.r.t. and over must order 1 tug for entering and leaving the port; for vessels of 4,000 g.r.t. and over 2 tugs are required. Shifting berth is allowed during winds not exceeding force 5 Beaufort scale. Opening and closing of hatches on dry cargo vessels is carried out by the crew; on passenger vessels cargo hatches are opened and closed by the port workers.

There are 2 portal cranes of up to 20 tons lifting capacity, 10 ton caterpillar cranes, fork-lifts and other cargo handling equipment.

FRESH WATER: Can be supplied by pipelines at nearly all berths.

FUEL: Not available.

REPAIRS: Not available.

TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.

AUTHORITY: The Port of Sochi Authority. 1 Voykov Street, 354000 Port of Sochi, Russia. *Tel:* 996-63-64, 996-63-63, 996-62-32. *Telex:* 128. *Cables:* Morport Sochi.

AGENT: A branch of the port of Novorossiysk Main Maritime Agency "Inflot" at the Port of Sochi. Postal address: Voykov Street, Sochi 354000, Russia. Cables "Inflot Sochi". Tel: 99-05-86, 996-62-70.

All foreign vessels calling at Sochi are attended by Maritime Agency of Tuapse.

TUAPSE: 44.06 N. 39.04 E. (See Plan)

The port of Tuapse is situated between the mouths of rivers Tuapse and Pauk and the depths of 40 m. Year round navigation.

DOCUMENTS: Refer to beginning of Russian section.

PILOTAGE: Compulsory in and out, possible at any time. Vessels await Pilot at anchorage. Pilots board and leave vessels in the Outer Roads behind the Pervomaisky Breakwater if the sea (swell) up to Force 4. When leaving harbour during bad weather Pilot leaves vessels in the Inner Roads. Communication with Pilots on VHF Channel 6.

ANCHORAGES: Depths 13 m. – 22 m. Position of anchorage, bearing to the entrance red light and distance is radioed by Harbour Master through Agent to each vessel prior to arrival (unless berth available). When at anchor, vessel shall keep VHF watch on VHF Channel 16.

MAX. SIZE: See "Berthing".

HEALTH: Sanitary Officer boards on arrival or when berthed. No automatic Free Pratique. In the event of fever or any suspected epidemic disease onboard Masters shall inform the sanitary service immediately on arrival.

RADIO/VHF: Radio communication can be effected through the port radio station "Tuapse-Radio".

Station	*Call Sign*	*Channel*
Port Controller	Tuapse 1	16, 1
Port Dispatcher	Tuapse 2	14
Port Control		9
Pilots		6

All movements in the port area require permission from the Port Director. Such permission for small vessels expires after 15 minutes and should be renewed.

Arrival Advice: Masters shall send 96/72/48 and 24 hours' ETA notices to Agent, advising also quantity of ballast onboard and time required for deballasting ashore. Masters shall also advise quantity and grade of cargo, stowage plan, LOA and maximum draft, number of passengers, health condition of crew.

TUGS: Tugs are compulsory for berthing/unberthing or shifting, as well as when lying at inner anchorage. Tugs normally join vessels at the buoy marking the Pervomaisky breakwater. Ship's lines to be used.

BERTHING: At any time with winds up to Force 7. The port consists of 2 harbours, with 3 berths for dry-cargo ships (max. draft 12 m. (brackish water), LOA up to 220 m.) and 6 berths in the oil harbour for tankers (max. draft 12 m. (brackish water) LOA up to 235 m.). Oil harbour, shore cargo manifolds diameter 250/400 mm. All dry-cargo berths are equipped with portal cranes of 10-32 tons capacity. Loading/unloading usually by shore cranes. The port is not sheltered for vessels during strong S.E./S.W. winds. During strong gales from these directions lying in port is dangerous due to strong swell, especially the one called "tyagun". In this event vessels must leave harbour when recommended by the Port Authority. When lying in port the main engines shall not be immobilised without special permission by Harbour Master.

MEDICAL: First medical aid at any time; hospital facilities available.

TANKERS: Report: 1994.

Terminals:
Crude Oil Terminal. Tel: (86261) 21342.
Products Terminal. Tel: (86261) 22551/75330/75321.
Oil Refinery. Tel: (86261) 23615.
Oil Terminal. Tel: (86261) 71294.

Shore tanks:

Product	No. of Tanks	Total Capacity (tonnes)
Gas Oil	16	56,000
Kero	4	17,690
Naphtha	6	18,000
Fuel Oil	3	7,500
Crude Oil	7	51,100
(Crude tanks are concrete underground tanks).		
A-76	4	14,000
Kerosene	5	20,000
Dirty ballast tanks available.		
Under construction	4	

Shore lines:

Product	Shore lines No.	Diameter (mm.)
Gas Oil	2	500
Kero	1	500
Naphtha	1	400
Fuel Oil	1	400
	1	500
Crude Oil	1	1,000

Length varies from 1.5 km. to 2.8 km.

Berthing:

Berth No.	Length (m.)	Max. Draft (m.)	Products handled	Loading Rate (tonnes/hr.)	Shore Connection (in.)
1	230	12.0	Fuel Oil	700	10
			Gas Oil	1,050	
			Crude Oil	1,200/2,400 (1 or 2 lines)	
2	170	11.2	Fuel Oil	700	10
			Gas Oil	1,050	
			Crude Oil	1,200/2,400 (1 or 2 lines)	
3	186	9.75	Naphtha	750	10
			A-76	600	
			Kero	1,200	
			Fuel Oil	850	
			Gas Oil	850/1,730 (1 or 2 lines)	
4	186	11.5	All Products/Crude Oil (Out of Service).		
5	200	12.0	Kero	1,200	10
			Gas Oil	850/1,730 (1 or 2 lines)	
			Naphtha	750	
			Fuel Oil	850	
6	165	9.75	Gas Oil	1,500	10
			Kero	1,200	
			Naphtha	750	
			Fuel Oil	850	

DENSITY: 1011/1015.

FRESH WATER: Available from any berth, road delivery not possible.

FUEL: Fuel oil and gasoil available at oil berths or ex-lighters. Masters giving 72 hours' notice.

FIRE PRECAUTIONS: Conventional rules for oil ports.

CONSULS: None.

REPAIRS: Emergency repairs. Floating docks subject to special arrangement.

SURVEYORS: Leading world classification societies are represented by the Register of Russia. Saybolt have office in Tuapse.

POLLUTION: Marine pollution shall be avoided by all means, specially due to proximity of health resort area. Any pollution is subject to heavy fines.

OPENING/CLOSING HATCHES: Normally by crew.

GANGWAY/DECK WATCHMEN: Not required. Gangways shall be lighted up and protected by nets.

CUSTOMS ALLOWANCES: No restrictions. Export/import of state currency is forbidden.

REPATRIATION: Possible in emergency.

AIRPORT: Sochi – 120 km. Served by regular airlines.

TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.

HOLIDAYS: 1st January, 8th March, 1st, 2nd May, 9th May, 7th October, 7th and 8th November. Work during holidays can be arranged.

FIRE/AMBULANCE/POLICE: Telephones: Fire – 301; Fire-boat – 231; Ambulance – 003; Militia (Police) – 002. *Office Hours:* 0800 – 1700 hrs. (Monday to Friday).

TELEPHONES: Available for all vessels.

SERVICES: Compass adjusting, radar and radio repairs, gyro compass repairs, lubricants, paints and chemicals of Mobil, Castrol, Esso, Elf-Aquitaine, Rochem and Perolin Unitor also spares for Sulzer, M.A.N. and Burmeister and Wain engines also for Magnavox Satellite Navigators available from consignment centre of Novorossiysk (Tel: 62897. Telex: 279113/412629). Deliveries made with 3 days prior notice to Agent.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: Seaman's Books are sufficient.

NOTICES:

Brief Information for Masters:

ETA: ETA messages shall also contain quantity of ballast and time for deballasting ashore.

Anchorage: Anchorage position is obtained from Agent prior to arrival, if no immediate berthing is expected. No boats, rafts or other objects shall be launched from vessels. No swimming is allowed.

Bad Weather: S.W. gales develop heavy swell in harbour and vessels may be recommended to leave berth. Main engine shall not be immobilised when alongside berth without Harbour Master's permission. If permitted a tug-boat shall be hired to stand-by.

Bunkers: Small quantities of gas oil and IFO available ex-barge.

Free Pratique: Free Pratique will be granted after Custom's and other formalities are completed, which are normally carried out at all times when alongside berth, otherwise in day time at anchorage, weather permitting.

Fresh Water: Available ex-cargo berths only.

Garbage and Wastes: Any garbage, food wastes, etc. should be collected by crew into special containers placed on board each vessel by a boat upon arrival. Landing of garbage is compulsory.

Launch: Launch for crew at Master's request between 0800 hrs. and 2400 hrs., subject to availability of boats, weather permitting.

Meat Rooms: Meat rooms on board shall be sealed by the Vet Inspector during Custom's visit upon arrival in roads or upon berthing and the seal should not be removed before sailing. Meat of Russian origin is allowed for use.

Pollution: Oil spillage must be avoided. In case of a spill, all operations must be stopped immediately and the accident reported to the Port Authority and your Agent at once. Any oil spot or slick noticed on the sea surface near your vessel should also be immediately reported to your Agent and entered in the log.

All outboard sea valves should be locked up upon arrival in Russian territorial waters and kept securely closed until sailing. Port seals may be placed on the said valves after docking.

Oil Record Book should be kept up to date and always ready for inspection by Port Authority or Pollution Control.

Radio: Transmission on any frequency to any station except Tuapse Port Radio is not allowed within 12 mile limit. VHF Channel 16 is to be monitored continuously while in roads. This Channel shall be used for calling only. Channels 1, 3, 6, 8, 9, 12, 14, 26 and 27 shall not be used by vessels for ship-to-ship communication.

Steel Ropes: Steel ropes are not allowed when mooring in the Oil Harbour. All mooring lines shall be kept tight at all times.

Salinity: The sea water in harbour is brackish (salinity 1.011–1.014).

Sick Crew: Seamen with fever and symptoms of infectious disease should be reported to Port Sanitary Doctor on ship's arrival and without delay.

Duty Free: Shop is run by Shipchandler and is open 0800 – 1200 hrs., 1300 – 1700 hrs., Monday through Friday (Tel: 398).

Smoke: Emission of smoke from funnel in harbour is prohibited.

Smoking: No smoking is allowed on all decks when alongside at oil berth or when bunkering from a barge.

Telephone: Shore telephone set will be placed on board for fire-safety and business only when alongside a berth.

Useful Phone Nos.: "Inflot" – 322/836/288/427; "Nafta" – 357/282; Pilot - 338; Harbour Master – 323/235/223/503; Seamen's Club – 269; Shipchandler – 398; Pilot – 338.

Shore Leave: Shore leave allowed around the clock.

Attention of Chief Officers: All mooring ropes and lines are to be equipped with *rat-guards* immediately upon completion of mooring or shifting.

Failure to comply with this regulation will incur a heavy fine by the Port Sanitary Service without further warning.

Safe Draft: Safe permissible draft alongside berths:

Berth No. 1	12.00 m.	Berth No. 7	7.40 m.
No. 2	11.20 m.	No. 8	6.20 m.
No. 3	9.75 m.	No. 9	11.00 m.
No. 4	11.50 m.	No. 10	11.00 m.
No. 5	12.00 m.	No. 11	12.00 m.
No. 6	9.75 m.	No. 11A	9.75 m.

Safe Trim and List: Vessels alongside berths should always maintain seaworthy trim and list (not exceeding 2°), and always remain afloat.

Tugs: Tugs are compulsory, ship's lines used. Masters should avoid using ship's propellers when approaching berth and should inform tugs of each manoeuvre to avoid damage. During S.E. gales vessels with a small quantity of cargo or ballast on board at Berths No. 1, 2, 5 and 6 are recommended to call tugs for safety.

Rat Guards: Compulsory for each rope, even tankers. Failure to comply will bring heavy fine.

Sewage: Must be discharged, whenever feasible, into a special craft before sailing.

Notice to Masters of Vessels: Additional Compulsory Regulations at the Port of Tuapse.

With the aim of preventing sea pollution following additional rules should be strictly complied with:

1. A reliable communication with shore organisations should be maintained during the whole period of vessel's stay in the port, by VHF on Channel 16, or by shore telephone placed on board when alongside berth. The use of such telephone for non-official conversations is prohibited.

2. Upon berthing all overboard valves, except those of the engine cooling systems, should be sealed by the ship's personnel.

3. Before commencement of any operations with oil products, drip pans should be placed under the manifold flanges, all scuppers and other openings on deck should be properly plugged, and all sounding pipes and air pipes checked. No oil operation shall start before all ship systems are ready and the vessel is reported to the representative of the oil harbour or the bunkering craft.

4. In case of an oil spillage, all oil operations should immediately be stopped, and the accident reported at once to the Port Authority by VHF from the roads or by telephone when alongside a berth: Telephone Nos.: Inflot – 322/836. Nafta – 357. Harbour Master's Office – 223/503. Pilot – 338.

All measures to prevent further discharge of oil overside and deck cleaning should be taken without delay.

5. Discharge of any liquids (oil products, domestic and fecal/bilge or sewage waters, etc.), garbage and wastes overboard is prohibited.

6. No ballast can be discharged overside into the sea without permission of the Hydrochemical laboratory and without their representative being present.

7. No chemicals are allowed to be used for neutralising spilled oil or oil products.

8. The administration of any vessel which has polluted the sea and the territorial waters of Russia, and failed to undertake necessary measures to prevent a discharge of substances harmful to human health or living resources and marine life, as well as failed to report such incidents, shall be responsible in accordance with the law and regulations in force.

9. All ships should collect any garbage (food wastes, etc.) into special containers placed on board upon arrival, and see that the garbage is removed from the vessel before sailing.

Fire Fighting and Emergency Procedures:

Instructions on Fire Fighting Safety and Emergency Procedures at Oil Berths and on Tankers lying at Loading Berths at the Port:

1. Smoking in the Oil Harbour is prohibited.

Use of open fires and hot work without special permission of the Oil Harbour Fire Guard is not allowed.

2. In case of fire or emergency, inform Fire Guard (Tel. 301) immediately; at the same time start fire-fighting.
3. In case of oil spillage on the quay or on a tanker, cease all cargo operations immediately until the spilled oil is removed.
4. Stop loading during electrical storms.
5. Stop loading when another tanker is underway to an adjacent berth until her mooring is completed.
6. Connecting hoses and loading operations are prohibited when ship to shore bonding cable is missing.
7. The following fire-fighting equipment should be located near the ship's main cargo manifolds on deck:

2 fire extinguishers; a felt sheet, a container with sand and shovel; foam and water hoses with jet nozzles laid out.

8. If a fault or a condition threatens to create a fire is discovered, stop loading immediately until the hazard is eliminated.

Use of tools that may produce sparks is not allowed.

Principal Rules of Anti-Fire Safety for Tankers lying Alongside in the Oil Harbour:

In order to ensure the fire safety of the Oil Harbour and of vessels lying alongside, it is strictly forbidden:

(a) To pump out ballast and water with remains of oil products out of tanks/bilges;
(b) To carry out work with a naked flame;
(c) To throw overboard lighted cigarettes, matches, garbage, also to use signal rockets, fireworks, fire, etc.;
(d) To maintain fire in the galley, to use portable electric fire appliances, cabin ventilators and smoke on board during loading/discharging of oil cargoes. Smoking is allowed only in ship's smoking rooms;
(e) To perform steam scavenging of the smoke or exhaust pipes which may cause sparking;
(f) To use unprotected electric lights, pocket electric torches for lighting decks, tanks or ladders;
(g) To use on deck wire ropes while mooring, if the vessel is carrying 1st. category cargo;
(h) To load/discharge during thunderstorms;
(i) To use tools made of ferrous metal when connecting hoses to avoid sparking.

The vessel's administration are obliged to take all necessary measures to avoid any possible leakage of cargo from pipes and fittings onboard or pump out or spill on deck and in to the sea.

3. All scuppers on the loading/discharging deck section are to be plugged.

4. It is absolutely necessary that the vessel's hull should be connected to the shore earthing appliances if the vessel is loading/discharging a 1st. Category cargo.

5. The manholes of the cargo tanks are to be closed and the sight holes to be covered with Davy's nets.

6. Before commencing loading/discharging all the anti-fire appliances are to be ready for immediate use.

7. In case of fire on board the fire brigades should be called without delay, the vessel's Administration organising the extinguishing of fire by crew also.

8. The vessel's Administration must acquaint the crew with the above rules.

9. Master is responsible for the observance of the above rules.

GENERAL: Deballasting or discharge of tank-washings facilities (slops) at a rate of up to 2,000 t.p.h., craft for discharge of bilge water. Food waste and garbage, etc. shall be collected into special containers placed on board upon berthing. Laundry facilities. No boats, rafts, etc. shall be launched from vessels without special permission. All mooring ropes to be provided with rat-guards immediately upon mooring or shifting berths. Local representative of the Insurance Company of Russia (Ingosstrakh) Ltd., and experts of the Russian Chamber of Commerce and Industry.

DEVELOPMENTS: Reconstruction works including dredging underway.

AUTHORITY: The Port of Tuapse Authority, 2 Maxim Gorky Street, 352800 Tuapse, Russia. *Tel:* 7-15-15, 2-19-15. *Telex:* 191115 Volna Su. *Cables:* Morport Tuapse. *FAX:* (86261) 2-18-35. *Contact:* O. Antonov, General Director (Tel: 7-12-35, 2-72-64).

AGENT: "Inflot," Shipping Agency, 25, Gagarin Str., 352800 Tuapse. Cables: Inflot. Telex: 279116 Inf Su. Tel: 7-13-22, 7-18-36, 28-1-54.

VANINO: 49.05 N. 140.16 E.

SHIPMASTER'S REPORT: May 1994.

VESSEL: Bulk carrier of 26,000 d.w.t. LOA 177 m. Beam 22.9 m. The vessel is equipped with cranes.

GENERAL: Situated along the Vanino Bay. It is the prime commercial port for the Sovetskaya Gavan area, Khabarovsk Region, on the N.E. coast of the Russian mainland adjacent to Sakhalin Island. The port is open all year round. It is a natural coastal harbour and a first port of entry.

DOCUMENTS:
7 copies General Declaration (I.M.O. FAL Form No. 1)
3 copies Cargo Declaration (I.M.O. FAL Form No. 2).
2 copies Ship's Stores Declaration (I.M.O. FAL Form No. 3).
2 copies Crew's Effects Declaration (I.M.O. FAL Form No. 4).
7 copies Crew List (I.M.O. FAL Form No. 5).
2 copies Passenger List (I.M.O. FAL Form No. 6).
4 copies List of Last Ports of Call.
2 copies Money List.
2 copies Arms and Ammunition List.
2 copies Drugs and Narcotics List.

APPROACHES: Coming from the South (usually), steer to position Lat. 49° 05′ 05″ N., Long. 140° 38′ 06″ E., then steer to course 261° up to position Lat. 49° 04′ 08″ N., Long. 140° 31′ 05″ E., through the zone of deviation, thence contact "Vanino Port Control" on VHF Channel 10 for further instructions. Prior to this, when about 10 nautical miles from the port, contact "Vanino Port Authority" on VHF Channel 16 for instructions and to be plotted and programmed by their local traffic control. Also, there is a Traffic Separation Scheme to be followed along the approaches to the port.

Traffic Separation Scheme: The T.S.S. is an IMO adopted scheme. It is recommended for all ships, both during day and night and in all weather conditions. All ships should steer and keep to the right hand side of the T.S.S. There is a roundabout (circular traffic lane), 1.2 miles in width, centered in position Lat. 49° 05′ N., Long. 140° 24′ E., which is marked by a red and white banded buoy.

PILOTAGE: Compulsory for all ships. Pilot boards 1.0 miles off the Mys.Sevemyl Entrance Breakwater in position Lat. 49° 04.95′ N., Long. 140° 19.45′ E., and disembarks just off the breakwater. Pilot boat is a motor launch with blue hull and white superstructure. Pilot ladder is usually rigged on the leeward side at 1.0 m. off the waterline.

ANCHORAGE: Anchorage at the outer roads of Vanino Bay is considered at 13 anchor points, odd numbered sectors North of the Bay and even numbered sectors South of the Bay. Depths between 13 m. and 19 m., sandy bottom and sheltered from West to N.W. winds during the Winter, and/or South to S.E. winds in the Summer.

HEALTH: Pratique usually granted when alongside, after being boarded by Health/Quarantine inspectors.

RADIO: MORFLOT/FEPCO working frequencies for cablegrams:

Shore	Ship
3605 kHz	4183 kHz
6380 kHz	6278 kHz
8675 kHz	8367 kHz
12678 kHz	12551 kHz

TUGS: 1×3,000 h.p., 2×1,500 h.p. and 1×700 h.p.

BERTHING:

Berth No.	Length (m.)	Depth (m.)	Cargo Handled	Cranes Capacity (tonnes)
PPK-2				
5	117	8.7	Bulk cargo	5-21
			Steel products	
			Wood products	
6	117	7.2		
7	210	10.0	Containers Terminal	30.5
8	66	4.6	Not ready	
PPK-1				
9	150	8.7	Steel products	5-25
			General cargo	
10	180	8.4		
11	150	8.65		
12	180	7.8	Steel products	
			Bulk cargo	
PPK-3				
15	150	9.1	Wood products	25-40
16	150	9.1		
17	150	9.3		
18	120	4.9	For barges	
19	175	8.5	Wood products	25-40
20	175	10.2	Wood products	
			Bulk cargo	
			Steel products	
			General cargo	
14	122	8.5	For ferries	
13	80	8.9	For bunkering	

CRANES: Gantry and mobile type on tracks, capacity from 5 tonnes to 40 tronnes.

MEDICAL: Limited facilities available.

DENSITY: 1015, varies because of tide flow from river upstream.

FRESH WATER: Available by barge only, rate 30 tons/hr. 24 hours notice to Harbour Master through the local Agent in writing. Cost U.S.$ 6.10 per ton, excluding barge fee.

FUEL: H.F.O. and M.D.O. available by barge, various grades/rates, with ample notice to concerned parties.

REPAIRS: Small repairs can be undertaken.

DRY DOCKS: Capacity for coastal vessels only.

SURVEYORS: Russian Register of Shipping available.

OPENING/CLOSING HATCHES: Performed by the ship's crew.

REPATRIATION: Not possible.

AIRPORT: Nearest international airport is at Khabarovsk City, about one hour's drive by car.

TIME: GMT plus 10 hours in Winter. GMT plus 11 hours in Summer.

HOLIDAYS: Cargo operations are carried out regardless of the occasion.

SHORE LEAVE: Permitted. Passport necessary for issue of landing permit by the Immigration Office, and to be shown at the gate. Immigration Police were not stationed at the gangway this time (as is usual in all Russian ports by agreement with Immigration local office and Port Authority).

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: No facilities.

SEAMAN'S CLUB: Not available.

CURRENCY: U.S.$ 1.00 = 1,800 Russian Roubles.

GENERAL:

Weather:

April to June	Foggy season.
June to August	Rainy season.
September to October	Fine season.
November to April	Ice season.

Ice is firmest from mid-January to mid-February, and is in abundance from mid-February to mid-March.

Coastal and tidal currents are generally Southerly in direction, at about 0.5 – 1.0 knots.

Provisions: Limited foodstuffs available and very expensive.

Communications: Telephone, facsimile, telex, telegraph and VHF radio facilities available at the local Agent's office.

Inmarsat facilities also possible and available at Agent's office.

Charts:

British Admiralty Charts No. 4511 (General).
No. 3340 (Approaches).

DMAHTC Charts No. 96012 (General).
No. 96140 (Approaches).
No. 96143 (Harbour).

Russian Charts No. 26092 (Approaches).
No. 26099 (Harbour).

Agency: Far East Port Consulting Limited (F.E.P.C.O.), Zheleznodovozhnaya Street 1, 682860 Vanino, Morflot Kholmsk, Khabarovsk Region, Russia. Tel: 54480, 54486, 57670. Fax: 51482. Telex: 141248 Fedco Su. Inmarsat: (872) 1402610. Cable address: Kholmsk Morflot for Vanino FEPCO.

VOSTOCHNY: 42.44 N. 133.03 E.

LOCATION: The commercial port of Vostochny is situated in the Vrangel Inlet, on the North-Western coast of the Nakhodka Bay, in the Sea of Japan. Navigation at the port continues all the year round.

DOCUMENTS: See "General" before first Russian port.

PILOTAGE: Pilotage in the port of Vostochny is compulsory. The services rendered by Pilots are carried out round the clock. In case the Pilot is not able to board a vessel due to bad weather, Master should follow recommendation given by the Pilot from the Pilot boat.

The port is equipped with a shore automatic vessels' movement control system (radio call sign "Kamensky-17"), on VHF Channels 16 and 12.

ANCHORAGES: Vessels are allowed to anchor in the port Inner Roads, the Vrangel Inlet, after having obtained the Harbour Master's permission only.

RESTRICTIONS: There are no entry restrictions in regard to vessel's length. Vessel's speed should not exceed 12 knots while proceeding through the main fairway and 6 knots when approaching the Vrangel Inlet. Under all circumstances Master shall choose the vessel's speed bearing in mind current navigational conditions.

The mooring of vessels having deadweight of 10,000 tonnes and over and length of more than 150 m. in ballast is not allowed during winds having velocity 10 m./sec. and over.

MAX. SIZE: The maximum draft of vessels mooring at the Coal Pier is 15 m. and 9.7 m. when mooring at other berths.

HEALTH: A vessel having arrived in the port Outer Roads and having no contact with the shore may not need to go through the clearance formalities. Vessels, having arrived in the port Inner Roads (the Vrangel Inlet) irrespective of the fact that they are to carry out cargo handling or not, shall go through all the necessary formalities for the clearance of the ship both on arrival and departure.

RADIO: Notice of Arrival – see "General" before first Russian port.

VHF: Radio communication can be effected through the Port Radio Station "Vostochny-Radio", some details of which are given in the table below.

Call Sign	Frequencies (MHz) Working	Calling	Type of transmission	Time of work
"Vostochny-2"	156.7(14)	156.7(14)	F3E	H24
(Port controller)	157.775(95)	157.775(95)	F3E	H24
VTMS in operation.				

TUGS: 3 powerful tugs available. Masters of vessels are to use minimum of 2 tugs when mooring/unmooring and shifting berths at the port of Vostochny. The use of a third tug is compulsory during absence of a tug-pusher when mooring/unmooring bow-towed barges.

The number of tugs and their horse-power is determined by a Pilot with the Master's consent.

BERTHING/CRANES: Berths of the port with depths of up to 10 m. are equipped to handle bulk, liquid, general and timber cargoes as well as various kinds of vehicles. There are also specialised systems for the handling of coal and containers.

STEVEDORES: The official working breaks at coal terminal are: 0700 – 0800 hrs.,1200 – 1300 hrs., 1900 – 2000 hrs., 0000 – 0100 hrs.

At all the other terminals official working breaks are: 0800 – 0900 hrs., 1200 – 1300 hrs., 1700 – 1800 hrs., 0000 – 0100 hrs.

FRESH WATER: Can be taken at berths.

FUEL: Can be taken from lighters only.

REPAIRS: No facilities.

DRY DOCKS: None.

HATCHES: Opening and closing hatches is carried out by dockers.

TIME: GMT plus 10 hours in Winter; GMT plus 11 hours in Summer.

GENERAL: *Charts:* Russian Chart No. 700.

Ship chandler's shop and restaurant available.

NOTICE:

To Masters of Foreign Vessels calling at Russian ports:

1. On arrival of the ship, the Master is to submit to the representatives of the Port Authorities the following documents (IMO Forms) duly signed by ship's administration:

General Declaration (Form I) – 5 copies
  Filling in of points 8 and 11 is not compulsory.
Cargo Declaration (Form II) – 2 copies
  Filling in of point 6 is not compulsory
  Points 7, 8 and 9 are to be filled in only for:
(a) Cargoes for which Bills of Lading were not issued (names of Shippers and Consignees to be stated).
(b) Transit cargoes;
(c) Cargoes for other Soviet Ports;
(d) Agricultural cargoes.
Ship's Stores Declaration (Form III) – not required.
Crew's Effects Declaration (Form IV) – 2 copies.

Amount of Master's and crew members' valuables (gold, silver, platinum, jewellery, bonds, travellers' cheques, etc.), personal firearms and cartridges are to be stated in point 2.

Crew List (Form V) – 6 copies.
Passenger List (Form VI).

2. The Master of a ship is to instruct all members of the ship's crew that in accordance with the Rules in force in Russian Ports:

Exportation and importation of state currency is forbidden;

No articles are permitted to be taken ashore or brought on board the ship without permission of the Customs House Authorities;

Articles taken ashore or brought on board the ship and concealed from Customs Control shall be regarded as smuggled goods, shall be confiscated and a fine shall be imposed;

Likewise, the sale of any articles of foreign origin on the territory of Russia will be regarded as smuggling;

No rubbish shall be thrown into the water or on the quay. The discharge of oil contaminated water and/or oil residue is prohibited;

All mooring ropes must be fitted with rat-guards;

At night only one gangway must be ashore when loading or discharging is not carried out;

It is prohibited to take ashore grain, seeds, plants, plant products, soil, etc., as well as animals and birds;

Violation of the above-mentioned rules will entail penalty in accordance with the laws of Russia.

NOTICE: *Extracts from the Obligatory Decrees of Vostochny Port:*

Port Limits: Inner roadstead-Vrangel Bay, a line drawn between Kamensky Point and Petrovsky Point.

Pilotage: Pilotage is compulsory for all craft exceeding 20 m. LOA, day and night. Request for a Pilot shall be made to "Vostochy-2" on VHF Channel 16, working on Channels 14, 9 and 6.

Navigation: Navigation in Nakhodka Bay and fairway leading to inner roads is one-way only. Max. speed is up to 8 knots if over 150 m. LOA, 10 knots up to 150 m., and 12 knots if less than 50 m. The overtaking of craft is prohibited at the inner roadstead. Navigation in the inner road by all craft exceeding 50 m. LOA must be at dead slow speed.

Mooring: Mooring must be made with not less than 2 tugs.

Draft: Permissible draft by Coal Berth is to 15.0 m. and at other berths 9.7 m.

Anchorage: Anchorage is temporily prohibited at Vrangel Bay.

Declarations: All declarations with regards to damage done to the ship while loading (unloading) or mooring shall be made by the Master through "Inflot" to Port Authorities in writing within 4 hours of the accident and in any case, before the ship leaves the port. Failing this the port shall consider no claims and shall bear no liability for any damage.

Prohibition: The following are prohibited at the port:
(a) pouring of sanitary water overboard and any smoking.
(b) using of the any chemical means in order to neutralise the spilled waters alongside.

For infringement of the abovementioned Master or his Owner shall be punished (fine to 25,000 roubles or deprivation of freedom for 5 years in accordance with Russian legislation).

Signed: Harbour Master.

SHIPMASTER'S REPORT: May 1983.

The Port of Vostochny is a relatively new port, and lies in Nakhodka Bay, at the extreme N.E. end in a smaller Bay, known as Vrangel Bay.

Documents:

On Arrival:	Prior Departure:
5 General Declarations (IMO Form)	1 Cargo Time Sheet
4 Cargo Declarations (IMO Form)	1 General Declaration
2 Stores Lists	1 Cargo Declaration
2 Crew's Personal Effects Lists	Cargo Manifests, (Prepared by Agent)
6 Crew Lists	
4 Passenger Lists	
2 Money Lists	
2 Marine Declarations of Health	
1 Vaccination List	
1 List of Ports Visited	

Port Authorities board the ship at any time to effect clearance. They use the accommodation ladder. Frequently a moderate swell runs into Nakhodka Bay from the South, making boarding from even quite large launches very difficult. Immigration Authorities inspect all Crew Seamens' Books. Process of clearance takes about 1.5 hours.

Approaches: When about 4 hours from the port call "Nakhodka Port Control", on Channel 16, Working Channel 12. Nakhodka Port Control has the whole of Nakhodka Bay (Amerika Bay on some charts) under radar surveillance. All shipping movement within the Port Limits are controlled by them. They give direct steering and sailing orders over VHF Channel 12 to vessels under way after passing Buoy No. 1 (Lat. 42° 43.3′ N., Long. 132° 56.3′ E.) inward bound, also anchor berth given with bearing and distance from Mys Shvedova Lt. Ho. usually in the Quarantine Anchorage indicated on Chart BA. 3198 and Anchorage No. 3 on Chart BA. 3041 (Nakhodka Bay). Anchorage good in clay and mud in about 19 m. of water. After anchoring, report to Nakhodka Port Control, and revert to listening watch on Channel 16.

Berthing: Vessel proceeded to the Coal Berth at Vostochny under guidance from Nakhodka Port Control. Fairways well defined on BA Chart No. 3041. Pilot meets vessel off the entrance to Vrangel Bay, just after passing Buoy No. 2. (Lat. 42° 46.0′ N., Long. 133° 00.6′ E.). Pilot normally boards by pilot ladder or accommodation ladder, port side. 2 tugs used for berthing, which is nearly always port side to.

Berth is new and very modern (Japanese construction). Very well fendered with large rubber fenders at regular intervals. Usable length of quay is about 275 m., bollards at regular intervals all the way along the quay. Although two berths are shown on the Coal Jetty on BA Chart No. 3041 (Nos. 49 and 50) only No. 49, is in fact, used. This is because the loaders (two in number) only serve Berth No. 49. Depth of water alongside reported as 15 m. and 14 m. guaranteed. No restriction on air draft for loaders, ample clearance for vessel of this size (Panamax).

Departure presents few problems, as plenty of room and water immediately off the berth. Two tugs used as for berthing. These tugs are small, and not really big enough for a vessel of this size, and take a long time to get the ship moving off the berth. However, when clear of berth, vessel can be turned short round with engines and also with the aid of the tugs. Immediately vessel is turned and heading outwards Pilot disembarks. Vessel proceeds outwards to fairway buoy, listening out for Nakhodka Port Control on Channel 12 until passing Buoy No. 1.

Bulk Cargo Facilities: There are 2 large loaders on the Berth, rated at 2,000 tonnes per hour, self trimming. We loaded bituminous steam coal, SF given as 42, but no real check possible on this figure. Vessel loaded 55,000 tonnes in 32 hours., and would have been even faster, but for plant breakdowns. Shore cargo personnel helpful as possible, but somewhat limited due to language problems. Informed by them that cargo delays are common due to availability of cargo lacking. All coal brought by rail to port from some considerable distance. Draft and deadweight survey carried out by shore foreman and ship's staff. Cargo documentation and port clearance by Authorities takes about 4 hours, from time of finishing loading.

Density: Density range of water from 1025 to 1028.

Regulations: Many regulations are in force as is common with most Russian ports, below are listed some of the most important ones.

1. Soviet currrency must not be brought in or out of the country.
2. No goods may be imported or exported without permission of Customs.
3. No goods may be taken ashore and sold or brought aboard concealed from Customs Control, as this will be construed as smuggling and heavy fines will be imposed.
4. No dumping of rubbish or pollution of any kind may take place into the harbour waters.
5. All moorings to be fitted with rat guards.
6. Only one gangway to the shore. No ladders to be put out on off side, and off side to be lit by lights at night.
7. No boats to be swung out or lowered.
8. No swimming or fishing allowed whilst alongside.
9. Ship's radio station not to be used in port and VHF not to be used for other than official messages with Shore Authorities or Marine Authorities.
10. Radar must not be used alongside. If radars are to have maintenance carried out by ship's staff, Inflot should be contacted for permission to be granted by Shore Authorities.
11. No photography is allowed.
12. No persons other than the ship's crew and fare paying passengers to be on board at any time. All shore personnel coming on board must be vetted by the Authorities.

SHIPMASTER'S REPORT: March 1984 (Updated 1988).

Vessel loaded coal for Japan.

The Coal Jetty is modern with a conveyor system and 2 moving shiploaders fitted with excellent trimmers. Several delays occurred.

In addition to the coal jetty, which is numbered 49 and 50, there is a container terminal, Berths No. 6, 7 and 8 and a timber wharf, Berths No. 10, 11 and 12, where logs of coniferous trees are loaded. Berth No. 9 is for small passenger vessels.

Documents prepared were as follows:
Customs Lists
Money/Currency List showing each crew members balance
Money/Currency List in Master's possession
Camera List (very important)
Passenger List (if no passengers state "Nil")
List of Narcotics
Arms and Ammunition List (state "Nil" if nothing on board) and List of Vessel's Port of Calls within the last year.

The Quarantine Doctor asked for Vaccination List, but these were not available on board vessel as several vaccinations concerning the crew had already expired. No difficulties occured because of this and it seems not to be compulsory.

All Authorities and Inflot Agent came from Nakhodka, the Agent was the only English speaking person and acted as interpreter.

SHIPMASTER'S REPORT: May 1984 (Updated 1988).

Port of Nakhodka and Vostochny (English translation of Vostochny is Eastern).

Chart: B.A. Chart No. 3041.

Arrival: Prior arrival Agents will instruct vessel to proceed to position Lat. 42° 27.2′ N., Long. 132° 56.3′ E. and steer a course of 000° true; which is the Southern entrance to Separation Zone. Also Agents require state of crew health.

As vessel passes Buoy No. 1, Master must report same to Nakhodka Port Control on Channel 16, transferring to Channel 12, at which point vessel will be radar controlled to anchorage, Port Control gives vessel course to steer and anchorage position, vessel remains on Channel 12 and instructions passed to vessel regularly. Even tc number of cables to anchorage position, at which time vessel is instructed to drop anchor. If berth is available vessel proceeds to Buoy No. 2 as instructed and onto Fairway No. 3 along which the Pilot will board quite close to Entrance Buoys of the Bukhta Vrangelya (Vostochny Port).

Vessel berths port side alongside assisted by 2 tugs, head inwards, pier well fendered with large hard double rubber fenders (size 1 m. long by 0.5 m. deep and high). Normal securing to berth is 4 lines and 1 spring each end. Rat guards are required and must be fitted prior to Quarantine Clearance.

On berthing, 2 guards are placed at bottom of gangway and Agent boards with 2 Quarantine Officers, 2 Customs Officers and 2 Immigration Officers.

The following papers are required and best to give Agent all documents to sort out:

5 copies General Declaration (IMO Form 1).
5 copies Crew List (IMO Form).
3 copies Passenger List ("Nil" returns required if no passengers).
2 copies Vaccination List (Cholera and/or Yellow Fever).
*2 copies Crew Effects Declaration.
*2 copies Crew and Ship's Currency Declaration.
*2 copies List of Cameras with type and serial Nos.
2 copies Drugs in Master's Safe.
1 copy Ship's Stores List (Bond, etc.).
1 copy Parcel List ("Nil" return required).
1 copy Delivery Bill of Mail ("Nil" return required).
1 copy Declaration of Arms/Ammunition List ("Nil" return required).
1 copy Maritime Declaration of Health (Japanese form accepted).
4 copies Cargo Declaration (if cargo onboard).

*One of each taken ashore, other copies stamped and retained onboard for clearance check before sailing.

Ensure crew declare all goods, watches, radios, firearms, gold, jewelry, etc.

All Discharge Books checked by Immigration, Customs have random check on cabins. Quarantine only check Derat Certificate and Vaccination List. Note *all* types of "magazines" are forbidden and must be collected and sealed up before clearance.

When all paperwork is completed and Officials leave vessel taking Discharge Books ashore and clearance is given, cargo work can commence after draft survey. Discharge Books are returned to vessel after a few hours and are required to be handed to the gangway guards when any crew go ashore, even to read the draft.

Draft Surveyor checks everything and quite thorough, even with hold cleaning. Once surveyor has completed he arranges cargo operations to commence as per ship's instructions.

Vessel loaded two grades of coal:

1. Partizensky (J-6) 40,000 tonnes.
2. Nerjungrin (SS) 15,000 tonnes.

At consignee's request cargo was loaded with 20,000 along bottom, then 15,000 of SS and complete with 20,000 J-6 on top. Reason being the 15,000 SS was very powdery and mixed would be easier to discharge. This entailed a draft survey at the end of each layer of coal. Loading rate up to 1,200 tonnes/p.h. per loader.

Details of Berth, Loader, Etc.:

Berth: A pier built out from shore with length of 400 m. and width 56 m. of which only 340 m. is used for mooring. Depth of water at forward end of vessel 16 m. and at pier end about 18 m. Max. draft allowed 15 m. Cement constructed pier of 10 cement pontoons driven into sea bed on each side, with horn bollards on top of each pontoon (2 bollards). Then double horizontal rubber fenders on face.

Loader: Two units, travelling type with elevation boom, has outreach from fender face of 28.2 m. and airdraft of 18 m. Telescopic head Spoon or Fast Belt.

Belt Conveyor: Two belts from yard to pier at 180 m. per second.

Stocks: Two yards approx. area each 730 m. by 45 m. and plenty of stockpiles.

Max. Size Allowed: 100,000 d.w.t. (LOA 300 m., beam 43 m. and draft 15 m.).

Steam Line: On quay for ice melting.

Yearly Production: 6.2 million tons per year.

Future: Increase production by 5 million tons when other side of pier is developed as presently no loaders, although pier is complete in all respects.

Stowage Factor of Coal: About 42 cu.ft. per ton.

Bunkers: Available ex-coaster.

Fresh Water: Available ex-barge from Nakhodka (very expensive).

Stores: Not available.

Shore Leave: Allowed between 0800 hrs. and 2400 hrs. (Master not restricted). There is nothing to see at Vostochny but 1 hour by car/mini bus to Nakhodka where a Seaman's Mission and export shop are located.

Time: GMT plus 10 hours. Between 1st April and 1st October GMT plus 11 hours.

Radio Station: Nakhodka Radio used. 8510 kHz call sign "UKK3" and 500/435 kHz call sign "UK1" and answered first call. Other frequencies as per Radio Station Signals Vol. 1.

Tugs: Two tugs used of about 1,000 h.p. and 2,000 h.p. (Local Regulations require any vessel berthing to use 2 tugs).

Pilot: 24 hour berthing allowed.

Agents: "Inflot" are available on demand, visit the vessel at least once a day and are very helpful.

Cargo Weights: This is done by electronic weights scale ashore and on draft surveys. Weights in each hatch are not correct, as seen from our Facts Sheet vessel same quantities each run, yet time in each hatch varied from 40 minutes to 90 minutes for same quantity. Final draft survey agreed with ship's figures which were used for Bill of Lading (ship only signs "Mate's Receipt").

Other Berths: Across bay are 3 general cargo berths and 3 container berths with a maximum draft allowed of 9.7 m. Gantries are only suitable for the smaller container vessel of about 1,000 boxes.

Departure: Once cargo completed all paper work done on vessel, Agent attends to cargo papers after which Customs and Immigration board. Immigration check each crew member with Discharge Book photograph, Customs check bond seal and break it. Apart from papers given to Master they require a Cargo Declaration (IMO Form) completed. Ship has to request a Port Clearance, otherwise none is given.

Stevedores: Continuous working of cargo with meal breaks between 0700 – 0800 hrs., 1200 – 1300 hrs., 1900 – 2100 hrs. and 2300 – 2400 hrs.

Sailing: Once vessel clear of berth vessel is swung 90° to port and lined up between Entrance Buoys at which time Pilot disembarks and vessel reports to Nakhodka Port Control who advise course to steer and watch you on radar until passing Buoy No. 1. Then vessel steers 180° until clear of separation scheme.

SHIPMASTER'S REPORT: August 1984.

Vostochny Approach.

B.A. Chart Nos. 2511, 3198, 3041.

The main port of Nakhodka handles all traffic routing inside the bay. Contact Nakhodka Traffic Control on Channel 12 not less than 2 miles prior to arrival Buoy No. 1, Control will give you anchoring position and course to steer. When approaching anchoring position Control gives you run down and distance to go for dropping anchor.

Officials board at anchorage (6 people). When vessel is cleared listen on Channels 16 and 12 for berthing instructions. When berth is free, Control informs you to heave up and proceed towards berth.

Vostochny Pilot (Channel 16) boards at Fairway Buoys off berths. 2 tugs assist berthing. Buoys have no numbers but mark the entance to Vrangelya Bay, where coal berth is situated. We berthed Berth No. 49, port side to. Depth at berth is 16.5 m., max. draft 15 m., airdraft 18.4 m. Max. ships size 260,000 d.w.t. (100,000 tonnes), beam 38 m. Loading rate 3,000 t.p.h. by 2 loading booms. This rate depends on availability of coal. Most of cargo comes from Siberia and requires 10 days passage from mines.

Vostochny Facilities: Fresh water available on jetty, use your own hose and coupling. Fuel and diesel available by barge. Ship chandler if required, also hospital and dental treatment available. Shore leave is by mini-bus or launch to Nakhodka. The mini-bus can only carry 10 people and the journey by launch takes approximately 75 minutes. An International Seaman's Club, souvenir shop and 4 restaurants are available at Nakhodka.

Documents: We made out our own forms which included:

6 copies Crew List.
2 copies Stores List.
2 copies Crew Declaration.
2 copies Currency List.
2 copies Dangerous Drugs List.
2 copies Passenger List.
2 copies Arms and Ammunition List
6 copies Notice of Readiness.
1 copy Port Health.

Any health forms will do, score out country of origin, they provide you with "Inflot" Agency Information Form.

4 copies General Declaration (IMO Form 1).
2 copies Cargo Declaration (IMO Form 2).

On completion of loading, Officials board for documentation of cargo loaded. When this is finished the Agent arranges for the Pilot via VHF. The Pilot takes vessel out of berth, using 2 tugs. Vessel proceeds assisted by Port Control towards Buoy No. 1 off Mys. Krylova.

AUTHORITY: The Port of Vostochny Authority, Postal address: P.O.Box Vrangel-1, Port of Nakhodka Area, Primorsky Krai, 692907 Russia. *Tel:* (266) 52-3-71, 52-2-71, 52-4-00. *Telex:* 213816. *Cables:* Port of Vostochny.

AGENT: See "Nakhodka".

VYBORG: 60.42 N. 28.44 E. (See Plan)

For Saimaa Canal see Index.

GENERAL: A Baltic Sea port Vyborg is situated at the head of the Gulf of Vyborg in the N.E. part of the Gulf of Finland.

The port area consists of a harbour protected from the North by the Castle bridge passing over the strait nearby the Castle of Vyborg and by the Smolyanoy point – from the West.

The port is open for navigation all year round (from December till April with icebreaker assistance). Ice in the Gulf of Vyborg begins to form normally about the middle of November. The Gulf usually becomes frozen over by the middle of December and the last ice finally disappears in April.

Whilst tidal range in the Gulf of Vyborg is of small account, considerable changes in the water level may be caused by strong winds (up to 1.6 m.), variation in atmospheric pressure (up to 1 m.), and the seasonal increase of the amount of water brought down from the land. The rise of the water level is usually caused by South, S.W. and sometimes by North winds. The maximum range of the water level in the Gulf is about 2.0 m.

The Vyborg Fairway (least depth 7.3 m.) leads from the entrance to the Gulf of Vyborg across the Transund roadstead up to the entrance of the Inner Vysotsky Roads. The Vyborg Sea Channel (least depth 6.5 m.) leads from the Inner Vysotsky Roads into the port, situated at the head of the Gulf. Both of these and the Fairway and the Channel, are open for navigation any time of day or night.

PORT LIMITS: The sea waters of the port are the fairways and anchorages to the East from 28° 23′ E. and to the North from 60° 34′ N.

DOCUMENTS: Refer to beginning of the Russian section.

PILOTAGE: Pilotage in the port area is carried out round the clock. It is compulsory for all types of vessels. Pilots board and disembark vessels in the following places:

1. At the port of Vyborg;
2. At the Reception Buoy, 5.1 cables Westward of the Northern point of the Mayachny Island (pilot station of the Vikhrevoy Island);
3. At the Brusnichnoe Lock berth or in the Lock itself.
4. At Kozliny Island (60° 26.7′ N., 27° 43.0′ E.) for the vessels proceeding to or from Finland only.

In the case of rough weather when safe boarding or disembarkation of a Pilot at the Reception Buoy of the Vikhrevoy Island pilot station is impossible, a vessel, with the Master's consent, may follow a pilot boat, in the wake of it from the Reception Buoy up to the Large Transund Roadstead or as the case may be, from the Large Transund Roadstead up to the Reception Buoy.

The radio communication between pilot boat and vessel is effected through VHF radio, Channel 12.

In case the Master of a vessel does not agree to follow a pilot boat, he can:

(a) When approaching the port from the seaward lie at anchor at the Reception Buoy area until the weather changes for the better;

(b) When leaving the port for sea, anchor at the Large Transund Roadstead at a place indicated by the Port Administration and wait until Pilot is able to disembark at the Reception Buoy area.

Vessels approaching the port from seaward should order a Pilot at the same time as they notify the Port Administration of the time of their arrival at the point of meeting a pilot boat.

ANCHORAGES: There are 5 anchorages at Vyborg Fairway and at Vyborg Sea Channel areas.

Two are situated at the Large Transund Roadstead area, one – at the Small Transund Roadstead, one – S.E. and one – N.W. of the channel. Anchorage positions are shown on the chart.

The holding ground in the anchorages is sand, mud, stone and clay. The depths are from 11 m. to 17 m.

RESTRICTIONS: Vessels are allowed to enter or leave the port when winds do not exceed Force 6. During daytime, when a vessel's length is not more than 135 m. and her draft does not exceed 6.5 m. (at the Kronstadt datum);

At night time, when a vessel's length is not more than 105 m. and her draft does not exceed 6.1 m. (at the Kronstadt datum).

Before entering or leaving the port Masters of vessels having length and draft exceeding those indicated above must obtain the Harbour Master's permission.

HEALTH: International code quarantine signals to be shown on arrival. Vessels placed in quarantine will be instructed where to anchor by the pilot station.

RADIO: Radio contact can be established through the Vyborg Radio port radio station operating 24 hours daily on the following frequencies:

	Frequencies (kHz)		*Type of trans-*	
Call Sign	*Working*	*Calling*	*mission*	*Time of work*
UNN	500	500	A1A	H24
"Vyborg Radio"	156.8*(16)	156.8*(16)	F3E	H24
(Harbour Master)	156.6*(12)	156.6*(12)	F3E	H24
"Ostrov Vikhrevoy"	156.8*(16)	156.8*(16)	F3E	H24
(Pilot Station)	156.6*(12)	156.6*(12)	F3E	H24
"Zaliv Novinskogo"	156.8*(16)	156.8*(16)	F3E	H24
(Pilot Station)	156.6*(12)	156.6*(12)	F3E	H24
"Vyborg Inflot"	156.8*(16)	156.8*(16)	F3E	H24
(Inflot Shipping Agency)	161.8*(24)	157.2*(24)	F3E	H24

*Frequencies are given in MHz.

Every vessel whilst proceeding along the Fairways and the Channel must have VHF radio-telephone in good working order, being able to ensure a reliable radio contact with the port of Vyborg and between vessels. If a vessel is not equipped with VHF radio, a Master can hire a VHF portable radio-set from a pilot station (via Pilot) for a fixed charge.

TUGS: Available, ordered through "Inflot". Compulsory for vessels over 80 m. LOA.

BERTHING: Can only be effected with Pilot on board. Berths of the port with depths alongside of up to 7.8 m. are equipped to handle general and bulk cargoes, timber, etc., as well as passenger traffic. There are enclosed warehouses and open concrete floor sheds.

Berths are equipped with electric cranes of up to 20 tons capacity. There are floating cranes of up to 15 tons capacity and other cargo-handling equipment and machinery.

Opening and closing of hatches is usually done by the ship's crew, but if required it can be done by port labour for vessel's account.

MEDICAL: "Inflot" to be advised in advance if any medical attention required.

DENSITY: Salinity 5%.

FRESH WATER: Available. Can be supplied by pipelines at all berths or delivered by barges.

FUEL: Available by barge only.

REPAIRS: Minor repairs can be effected.

SURVEYORS: Surveyors and Cargo Inspectors may be ordered through "Inflot" Agency or through Cargo Receivers' Agents V/O "Soyuzvneshtrans" (telex 121 541).

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually opened and closed by crew. Can be operated by stevedores on request.

CUSTOMS ALLOWANCES: No control on board the vessel. All items taken off vessel subject to Customs control.

TIME: GMT plus 3 hours from 1st October until 31st March, GMT plus 4 hours from 1st April until 30th September.

HOLIDAYS: Cargo operations can be carried out on all holidays.

EMERGENCY CO-ORDINATION CENTRE: Salvage Division of the Baltic Steamship Co., St.Petersburg. Tel: 259-03-55, 216-99-65. Telex: 121 501.

TELEPHONE: Connection to vessels is not possible.

BANKS: Vneshtorgbank in St.Petersburg.

STORING: Under Customs control from trucks alongside at the berth. Bunkers from a tanker or from trucks.

SHORE LEAVE: Permitted subject to police control.

DEVELOPMENTS: Three berths at Vysotsk of total length of 360 m. and draft 7.5 m. are under construction.

Dredging and deepening to take place to allow vessels of 12,000 d.w.t. to enter.

AUTHORITY: The Port of Vyborg Authority, Ulitsa Yuzhny Val 1, 188900 Vyborg, Russia. *Tel:* 24750, 99677. Harbour Master *Tel:* 20477, 99650. *Contact:* V. Abramov, Harbour Master of Vyborg Sea Port.

AGENT: The Port of Vyborg Maritime Agency "Inflot". Postal address: Inflot, P.O. Box 40, Vyborg, Russia. Cables: "Inflot Vyborg". Tel: 21400, 21735, 24818. Telex: 121521 Infl Su.

NOTES

Please also advise Shipping Guides Ltd.

St. Christopher and Nevis

BASSETERRE, St.Kitts: 17.18 N. 62.43 W. (See Plan)

DOCUMENTS:
5 copies of Crew List.
6 copies of Passenger List.
1 copy High Duty Cargo List.
1 copy Crews' Personal Effects List.
1 copy Clearance from last port.
2 copies Ship's Stores List.
7 copies Manifest.
2 copies Bills of Lading.
1 copy Port Officer's Report.
1 copy Boarding Officer's Form.
1 copy Coast Guard Form.
1 copy Unmanifested Cargo.
1 copy Maritime Declaration of Health.

PILOTAGE: Pilot not compulsory, but all vessels of 100 g.r.t. and over have to pay piloting fees, even if service not used.

ANCHORAGES: Harbour at Basseterre is an open roadstead and safe anchorage will be found at a distance of 0.25 miles to 0.5 miles from the shore opposite the piers in the centre of the town.

RESTRICTIONS: None.

HEALTH: The Customs Boarding Officer boards all vessels on arrival at port and inspects the clearance from the last port. If there are no health problems the vessel is immediately granted Pratique. If there is suspected disease or fever on board pre-notification is recommended. If this is done the Customs Boarding Officer will have a Medical Officer with him when he boards the ship on arrival.

RADIO: Contact is through Saba Radio, call sign PJA.

VHF: Port and Police on Channel 16 throughout 24 hours.

BERTHING: Main Berth: Length 400 ft., depth 30 ft. Max. LOA 700 ft.
Ro/Ro Berth: Length of berth 385 ft. Depth of water 16.5 ft.
Sugar Loading: Mobile unloaders rated at 150 t.p.h.

Berthing on ships without thrusters is achieved against off-shore wind by using port anchor to snub in and swing stern onto quay. Mooring boat runs lines ashore and stern line to buoy, aft breast lines sent to bollard in middle of end of quay.

CRANES: 1 Grove TM 8100 mobile crane with capacity 100 tonnes. 1 container lifter capable of lifting 20 ft. and 40 ft. containers of up to 35 tonnes.

STEVEDORES: ETA should be advised 24 hours before arrival of vessel, also tonnage to be discharged and number of gangs required. Discharging rate: 15 tons per gang per hour on bags. 6 tons per gang per hour on general cargo.

MEDICAL: Advance notice if possible – hospital facilities available. Valid Vaccination Certificate for passengers disembarking but not for in transit or cruise ship passengers.

DENSITY: 1025. Tides negligible (maximum 1 ft.).

FRESH WATER: Available alongside main berth and Ro-Ro Berth.

FUEL: Limited supply available by road tanker.

CONSULS: France, Netherlands, Spain, Trinidad and Tobago.

REPAIRS: The sugar factory has a well-equipped shop for machine, welding and maintenance work. They can assist with most engine repairs.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Done by stevedores.

CUSTOMS ALLOWANCES: Half pound tobacco or 200 cigarettes. Wine and/or Spirit, 1 bottle.

REPATRIATION: Crew changes and repatriation can be arranged.

AIRPORT: 2 miles from town with regular daily connections to Antigua and Puerto Rico where onward passages to Canada, U.S.A., Great Britain and Europe can be arranged.

TIME: GMT minus 4 hours; no alteration.

HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; Whit Monday; Queen's Birthday (date fixed by announcement annually); August Monday; Independence Day (September 19th); Christmas Day (December 25th); Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Police Tel: 911; Fire Tel: 911; Ambulance Tel: 911; Hospital Tel: 465-2551.

TELEPHONES: Available on request.

IDENTIFICATION CARDS: Not needed, however, crew members are liable to be checked by Port Authority on entry and exit by security guard.

SHIPMASTER'S REPORT: November 1989 (Updated 1994).
Chart: BA. Chart No. 487

Approaches: Basseterre is conspicuous with Fort Thomas to the West and deep water jetty to the East.

The Shell Berth is marked as lighter moorings on B.A. Chart No. 487 insert plan.

The jetties in the centre section of the shoreline are now in a state of disrepair.

Vessels approach the Shell Berth from the S.W. and at a broad angle.

Pilotage: Pilotage is optional at oil berths (Shell and Texaco), available from 0630 hrs., VHF facilities available.

Shell charge a standard pilotage fee if taken or not. Vessel should make an early request as port is busy early in the morning berthing ships alongside the deep water jetty.

It is advisable to take Pilot on first visit. The new Texaco Berth, S.E. of Shell Berth is a bit more awkward.

Anchorage: In bay as marked on plan insert of Chart No. 487, anchorage is fairly sheltered.

Berthing: Approach Shell Berth from S.W. at a broad angle, and let go starboard anchor, when port forward mooring buoy on port bow is about 30 m. away. We found 6.5 m. datum throughout length of vessel.

Mooring: The performance of boatmen varies. Joshua, the main harbour boatman, is reported to be very good, he has a launch with a blue hull and white cabin. If he is busy elsewhere, a person with an open fishing boat will attend. Joshua will normally be available to run boat service, but the other person will not be available.

Stern buoys and port head buoy have hooks.

The LPG hose mooring buoy is the Easterly of the set of hoses.

Cargo Operations: Shell have 100 tonnes' capacity LPG, Texaco have 50 tonnes' capacity at present.

Hose Buoys: 1. East LPG end of hose (LPH)
2. LPG end of pipe (LPP)
3. White oils
4. West Road Bitumen (RC2)

Shell generally like 50/50 mix, unfortunately Trinidad generally supplies 70/30 mix which is not liked, as butane is used up too fast in cookers.

Submarine hose with 4 in. flange with valve, port side derrick. Pumping rate 50 t.p.h.

The Supervisor is very helpful, he boards on commencement and completion of operations.

Agent: The Supervisor often acts as Agent and Customs Official as no officials board the ship.

Clearance was given during discharge as we had to wait for Mr. Wade to find a Customs Officer.

Documents:
5 copies Crew List.
1 copy Unmanifested Cargo.
2 copies Ship's Bonded Stores.
2 copies Crew Manifest.
1 copy Maritime Declaration of Health.
1 copy Port Officer's Return.

General: Definitely no night pumping. Berthing operations commence at 0600 hrs.

Shell use VHF Channel 9, we lent them our Motorola.

The boatman can be hired for about U.S.$35.00 per day for shore leave.

Texaco have a new installation on the East side of the Bay with 2 mooring buoys (1 head, 1 stern), with ship's hose to dolphin, about 350 m. hose run to dolphin connection.

Texaco handle LPG and white oils.

The dolphin has a red flashing light (Lat. 17° 17.43' N., Long. 62° 42.7' W.), visible 3.5 miles.

Unable to raise Saba Radio from Basseterre. Contacted Barbados at 1330 hrs. GMT on Channel 1213.

The bay is fairly well sheltered, except for ground swell.

AUTHORITY: The St. Christopher – Nevis Port Authority, P.O.Box 963, Bird Rock, Basseterre, St. Kitts. *Tel:* (809) 465-8121, 8122, 8123. *FAX:* (809) 465-8124. *Contact:* The General Manager.

NOTES

Please also advise Shipping Guides Ltd.

St. Helena

JAMESTOWN: 15.56 S. 05.40 W. (See Plan)

PORT LIMITS: Within 3 miles radius of the port. Laytime commences at the anchorage.

DOCUMENTS:
4 copies of Crew List.
4 copies of Passenger List.
1 copy of Maritime Declaration of Health.
2 copies of Ship's Manifest.
1 copy of Crew Declaration.
1 copy of Ship's Stores, including Shops and Bars.

PILOTAGE: No Official Pilot.

ANCHORAGES: The harbour consists of an open roadstead with anchorages shown on charts.

MAX. SIZE: Any size vessel can enter the port. Maximum tide variation approximately 1 m.

HEALTH: Pratique will be granted by the boarding party or by telegram from Port Health Officer. If disease or fever suspected, Port Health should be informed by telegram 24 hours before anchoring so that the necessary precautions can be taken.

RADIO: Frequencies: 500 and 461 kHz A1A. 12963.5 kHz A1A. Working Hours: 500 and 461 kHz – Weekdays from 0800 to 1600 GMT. Sundays and public holidays from 0800 to 1300 GMT. 12963.5 kHz – Daily, except Sundays from 1200 to 1300 GMT. Listening watch on Channel 5 and Channel 6.

Call sign for R/T working – St. Helena Radio. Frequencies: 2182 kHz H3E, 3162 kHz H3E, J3E and R3E. 4396.0, 8737.0 and 13125.0 kHz. J3E and R3E. Working hours: 2182 and 3162 kHz – Weekdays from 0800 to 1600 GMT. Sundays and public holidays from 0800 to 1300 GMT. 4396.0, 8737.0 and 13125 kHz are only opened on request and ships should answer on Channels 414, 807 and 1217 respectively.

SITOR – Radio Telex Service: SELCAL 4635, A/B 4635 CWZHH. Frequencies: 4212.5, 8423.5. 12584.0 and 16811.5 kHz F1B. Working Hours: Weekdays 1000 to 1030 GMT 16811.5 kHz, ship answers Channel 1610. 1030 to 1100 GMT 12584.0 kHz, ship answers Channel 1210. 1500 to 1530 GMT 16811.5 kHz, ship answers Channel 1610. 1530 to 1600 GMT 12584.0 kHz, ship answers Channel 1210. 4212.5 (Channel 405) can be opened on request.

Call sign for VHF working – St.Helena Radio. Frequencies: Channels 16, 10, 12, 14, 22, 24, 25, 26 and 27. Working Hours: Continuous.

VHF: Harbour Master has VHF facilities. Call sign "Port Control"; Channel 16, working Channel 14, Monday to Friday 0830 hrs. – 1600 hrs.

TUGS: None.

BERTHING: Vessels anchor in 18 – 20 fathoms of water.

CRANES: 2×10 ton and 1×30 ton heavy lift crane.

STEVEDORES: 48 hours' notice required by Agents Messrs. Solomon & Co. (St. Helena) plc, also particulars of tonnage of cargo.

MEDICAL: Harbour Master, via Agent, should be notified if medical attention is required.

TANKERS: No facilities available.

FRESH WATER: Delivered by floating pipeline at approximately 10 t.p.h.

FUEL: Limited stocks of diesel oil held for local use only.

CONSULS: French Consul. Appointed representatives for Denmark and Norway.

REPAIRS: Small repairs can be carried out (welding or turning, etc.).

DRY DOCKS: None.

SURVEYORS: Messrs. Solomon & Co. (St. Helena) plc as Cargo Surveyor Agents for Lloyd's.

CERTIFICATES: Vaccination Certificates required for all crew. Derat Certificate should be valid.

CUSTOMS ALLOWANCES: Duty free stores will be sealed by Customs. An amount may be levied to cover the duty payable on the duty free stores consumed by passengers and/or crew aboard a visiting vessel whilst in port.

CARGO GEAR: All discharge carried out by vessel's derricks into lighters and barges.

GANGWAY/DECK WATCHMEN: Supplied by Messrs. Solomon & Co. (St. Helena) plc. on request.

HATCHES: Opening/closing of hatches normally carried out by crew.

REPATRIATION: No facilities for crew changes. Only for those left behind for hospitalisation.

AIRPORT: No airport on St. Helena.

TIME: GMT throughout the year.

HOLIDAYS: New Year's Day (1st January); Good Friday; Easter Monday; St. Helena Day (21st May); Whit Monday; Queen's Official Birthday; August Bank Holiday; Christmas Day (25th December); Boxing Day (26th December). Cargo work can be arranged except on Christmas holidays.

POLICE/FIRE/AMBULANCE: Police and Fire, Tel: 999. General Enquiries, Tel: 2626. Ambulance, Tel: 2500. Fax: (290) 2530.

SHORE LEAVE: No restrictions unless imposed by Immigration Department.

GARBAGE DISPOSAL: No facilities available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: No Seamen's Club, but telephone – Payphones (card/coin) available at the Post Office and throughout the Island. There is a Public Fax Bureau situated at the "Moon" on Napoleon Street near the Post Office.

Anglican and Catholic church. Sports arranged through agents.

CURRENCY: Own currency, pounds on par with UK Sterling. Will accept UK notes, not coins.

DELAYS: No delays in berthing. Loading or discharge can be delayed due to bad weather.

AUTHORITY: Harbour Master, The Wharf, Jamestown, Island of St. Helena, South Atlantic Ocean. *Tel:* (290) 2287, 2750. *Telex:* 4202 Govt Hl. *FAX:* (290) 2598 or 2297. *Contact:* D.E. Bennett, Harbour Master.

NOTES

Please also advise Shipping Guides Ltd.

ST. LAWRENCE SEAWAY (See Plan)

DOCUMENTS: Vessels intending to transit the St.Lawrence Seaway from Montreal, Lat. 45° 32′ N., Long. 73° 32′ W., to abeam of Long Point in Lake Erie, Lat. 42° 30′ N., Long. 80° 03′ W., must be pre-cleared by a representative, who shall assume responsibility to the St.Lawrence Seaway Authority for payment of all tolls and charges to be incurred.

Application for Pre-Clearance Form S-VM 429-07-90 may be obtained from the St. Lawrence Seaway Authority, 202 Pitt Street, Cornwall, Ontario, K6J 3P7, or from the St. Lawrence Seaway Development Corporation, P.O.Box 520, 180 Andrews Street, Massena, N.Y. 13662-1763.

In addition, the St. Lawrence Seaway Authority requires 1 Transit Declaration Form, and for cargo to or from overseas 1 unfreighted copy of the complete manifest.

A Ballast Water Exchange Report will be presented to the Master by the Pilot who boards at Les Escoumins. This should be completed and given to the Lockmaster prior to the ship departing St.Lambert Lock.

In first U.S. port, a "Traveller" is made up by the Customs Inspector with the following documents:

2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form 1-418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.

In subsequent U.S. ports the following are required:

5 sets Manifest of Cargo for that port.
The Traveller and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 Sets Bills of Lading.
3 copies Stowage Plan.

Vessels navigating St. Lawrence Seaway are required to complete applications for:

Certificate of Financial Responsibility,
Certificate of Insurance, Form FMC 225,
Oil Discharge Assurity Bond, Form FMC 226,
Guarantee in respect of liability for discharging oil, Form FMC 227.

These applications have to be filed with the Secretary of the Federal Maritime Commission before a certificate is issued. The oil pollution liability certificate should be retained aboard the vessel.

ICE ADVISORY SERVICE: Ships inbound from seaward between December 15th and April 15th should advise the Ice Information Officer, Sydney, 36 hours prior to entering Cabot Strait, stating their position, destination, whether loaded or in ballast. This procedure will facilitate the passing of ice information to the ship as necessary. Ice information is also available from radio stations at Halifax, Seven Islands, Wirringate and Grindstone. The Canadian Broadcasting Corporation Maritime Network also broadcasts ice information daily during the Winter navigation season. Supplementary ice information may also be obtained from the Canadian Marine Service Icebreakers.

During the ice season, radio broadcasts of ice information are made twice daily from Marine radio stations as follows: Cape Race, Newfoundland; Fox River, Quebec; Mont-Joli, Quebec; Halifax, Nova Scotia.

PILOTAGE: The first pilot station when entering the St. Lawrence River is at Les Escoumins, 80 miles West of Pointe au Pere. This Pilot will take the ship to the Quebec Pilot station 121 miles to the West. Off Quebec a new Pilot boards to take the ship to Trois Rivieres, where there is another change of Pilot for the remaining trip to Montreal.

RESTRICTIONS: The average navigation season in the Montreal-Lake Ontario section of the St. Lawrence River is from April 1st to December 15th.

Montreal to Lake Ontario – Lock Nos. 1 to 7: Length between the breast wall and ship arrester 233.48 m., width 24.38 m., depth 9.14 m., channel depth 8.23 m.

Welland Canal – Lock Nos. 1 to 7: Length between the breast wall and ship arrester 233.47 m. to 234.21 m. Lock No. 8: Length 365.76 m., width 24.38 m., depth 9.14 m., channel depth 8.23 m.

Sault Ste. Marie – Canadian Lock: Due to a major structural failure in July 1987, the Canadian Lock at Sault Ste. Marie will be closed until further notice. Mariners are advised to use the U.S. Locks.

Information for U.S. Locks may be obtained from U.S. Corps of Engineers, Detroit District.

Speed Limits: 9.0 knots upbound, 10.5 knots downbound in the Beauharnois Canal; 8 knots in the Welland Bypass Channel and 6 knots in all other canals. The speed limits vary from 8.5 knots to a maximum 13 knots in remaining sections of the St. Lawrence River. Maximum speed limits for vessels in excess of 12 m. in length are contained in the Seaway Handbook. Changes are indicated through Seaway Notices.

For information relating to speed limits, on the Detroit, St. Clair and St. Mary's rivers contact the U.S. Coast Guard, Cleveland, Ohio or the Canadian Coast Guard, Sarnia, Ontario.

MAX. SIZE: Length 222.5 m., beam 23.16 m., draft 79.2 dm. Masts must not exceed 35.5 m. above water level. Other limiting dimensions are contained in the Seaway Regulations.

HEALTH: All ocean-going vessels must obtain Free Pratique before entering the Seaway. Vessels entering the Seaway direct may receive quarantine inspection and clearance from the Canadian Authorities at Montreal while at anchor awaiting entrance to the Seaway.

RADIO: *Notice of Arrival:* Master must give at least 24 hours' notice to Commander, 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours' notice of ETA at first U.S. discharge port is required.

St. Lawrence Seaway Authority: Every vessel shall provide at least 24 hours' notice of arrival to the nearest Seaway Station, prior to an initial transit or in case reinspection of the vessel is required.

Calling In requirements are detailed in the Seaway Regulations.

Great Lakes: It is recommended that vessels within a radius of 30 nautical miles of a shore station use their FM transmitting and receiving equipment to ensure better connections. This pertains especially to vessels at anchor or in the proximity of a port or berth.

Radio Stations: Buffalo, New York, marine operator. Port Burwell, Ontario, marine operator. Geneva, Ohio, marine operator. Lorain, Ohio, marine operator. Rogers City, Michigan, marine operator.

TUGS: Whistle signals differ from those in international usage and are as follows:

1. Ship to Tug: 1 Long and 1 short (– ·) = ship ready to proceed. O.K. or all right. 1 Long and 2 Short (– · ·) = let go the bow tow-line. 1 Long and 3 Short (– · · ·) = let go the stern tow-line.
2. Both Ship to Tug and Tug to Ship: 1 Short(·) = work propeller ahead when stopped, *or,* stop propeller when working, either ahead or astern. 2 Short (· ·) = work propeller astern. 3 Short (· · ·) = slow down or check. 4 Short (· · · ·) = work propeller strong in the same direction it is working at the time the signal is blown. 5 or more Short blasts (· · · · ·) = the standard danger signal.

SEAWAY EQUIPMENT: *Radio-telephone Equipment:* All vessels, other than pleasure craft of less than 19.80 m. in overall length, must be equipped with VHF radio telephone equipment, in addition to the FM equipment otherwise required. The radio transmitters must have sufficient power output to enable the vessels to communicate with Authority Stations from a distance of 48 km. and must be fitted to operate from the wheelhouse and to communicate on 156.55, 156.6, 156.65, 156.7 and 156.8 MHz.

Stern Anchors: Every vessel of more than 110 m., the keel of which was laid after January 1, 1975 is required to be equipped with a stern anchor.

Propeller Direction Alarms: Every vessel of 1,600 g.r.t. or more shall be equipped with:

(a) propeller direction and shaft r.p.m. indicators located in the wheelhouse and the engine room; and
(b) visible and audible wrong-way propeller direction alarms located in the wheelhouse and the engine room, unless the vessel is fitted with a device which renders it impossible to operate engines against orders from the bridge telegraph.

Pitch Indicators and Alarms: Every vessel of 1,600 g.r.t. or more equipped with a variable pitch propeller shall be equipped with:

(a) A pitch indicator in the wheelhouse and the engine room; and
(b) effective April 1, 1984, visible and audible pitch alarms in the wheelhouse and engine room to indicate wrong pitch.

Disposal and Discharge Systems: Every vessel not equipped with containers for ordure shall be equipped with a sewage disposal system (enabling compliance with applicable laws relative to sewage disposal).

Garbage on a vessel shall be:

(a) destroyed by means of an incinerator or other garbage disposal device; or
(b) retained on board in covered, leakproof containers, until such time as it can lawfully be disposed of.

No substance shall be discharged or disposed of onto a lock or tie-up wall by any means, including overboard discharge pipes.

Vessels not fitted in accordance with Seaway Regulations will not be accepted for transit until the fittings have been modified as necessary and approved by a Seaway Officer.

POLLUTION:

1. No vessel shall
   (a) emit sparks or excessive smoke; or
   (b) blow boiler tubes.
2. No vessel shall discharge into Seaway waters any substances not in conformity with applicable United States Federal Regulations and Canadian Regulations with the exception of the waters of the Welland Canal where two specific zones are established in which no substances shall be discharged, namely:
   (a) from Lock 7 to Mile 17; and
   (b) from Lock 8 to the outer Port Colborne piers.
3. A record shall be kept of each location within the Seaway or adjacent waters where bilge water has been discharged.
4. Except as authorised by the Authority or the Corporation, no vessel shall discharge garbage, ashes, ordure, litter or other materials.

IDENTIFICATION CARDS: In the first U.S. port, the Immigration Officer requires an alphabetical Crew List made up on Form 1-418 and visaed by the American Consul in the last overseas port. This Crew List should contain the name of every crew member on board. Also needed are 3 copies of this Crew List on the same form. The Immigration Officer will require all Seamen's Books and Passports, to issue the completed Crew Landing Permits made out on Form 1-95A. The Master will be given a Crew List receipt which will indicate the names of crew members detained on board, if any. In case a crew member is detained on board he cannot go ashore, and at irregular times an Officer of the Immigration Service will check if the crew member is on board. A fine of $1,000 will be imposed on the vessel for each detained crew member who is not on board.

REGULATIONS: Detailed requirements are contained in the Seaway Handbook (obtainable from the St. Lawrence Seaway Authority, Constitution Square, 360 Albert Street, Ottawa, Ontario K1R 7X7), or in the Seaway Notices. An updated edition of the Handbook must be retained on board the vessel.

NOTES

Please also advise Shipping Guides Ltd.

Additional information regarding Seaway equipment, regulations or transit requirements can be obtained from the St. Lawrence Seaway Authority by contacting J. M. Kroon, Vice-President, Corporate Services, 202 Pitt Street, Cornwall, Ontario, K6J 3P7. Tel: (613)932 5170. Telex: 05-811517. Fax: (613)932-5037.

SHIPMASTER'S REPORT: September 1990 (Updated 1994).
Route: St. Lawrence Seaway. Great Lakes: Ontario, Erie, Huron and Michigan.
Port Visited: Burns Harbour, Indiana.
St. Lawrence Seaway and Great Lakes: Ballast Control Guidelines: Before entering Cabot Straits, ECAREG asked for details concerning location and depth of water where any ballast was taken on. Any ballast taken from depths of less than 2,000 m. should be exchanged. This was no comfort to us, as we had 1,800 tonnes of ballast on board for stability reasons. Following an exchange of telexes with ECAREG and Montreal Agents, common sense prevailed. The Canadian Coast Guard confirmed, it was not necessary to exchange ballast, if in any way deballasting affects ship stability. Subsequently we deballasted in Burns Harbour before lifting a steel cargo without further concern.

Ballast Water Exchange regulations became mandatory under U.S.Law on 10th May 1993, and are strictly enforced by the U.S. Coast Guard. If possible, it is recommended to carry out Ballast Exchange twice on tanks containing low salinity ballast water to ensure the minimum 30 parts per thousand salinity of all ballast water retained on board.

Seaway Inspection: This took place at anchor off Montreal and lasted for 2.5 hours, while the 3 Inspectors completed (a) Ship Inspection Report, (b) Radio Inspection Certificate and (c) Food Inspection. Item (a) is mainly concerned with compliance with the particular equipment requirements for the Seaway, such as rigging of seaway wires, landing booms, stern anchor, anchor marker buoys and air drafts. The Inspector was particularly helpful and tolerant, which was welcome, as only one officer had transited before. Item (b), compliance with the Canadian Radio Telephone Regulations. Item (c), the Food Inspection brought its own problems for this ship, with only one freezer room in use, concerning the sealing up of meats. Even our U.K. meat was found to originate from the Argentine, and had to be sealed with the pork and poultry from Spain. We still had 6 days to go before taking any local stores in Burns Harbour was possible, so had to make some grill doors for the shelving for a locker space within the meat room.

Ballast adjusted to meet the max. draft requirement of 26 ft. even keel before departure from the anchorage and approved by the Inspector.

Seaway Transit: The Seaway max. draft of 26 ft. is rigidly enforced. Even lying alongside the dock brings its own problems, when a large Laker passes in the narrow canal, causing the vessel to surge on her moorings (large Lakers use fresh water sprinklers on deck from the cold lake waters, to avoid an increase in drafts due to hogging in the Summer). An upright ship is equally important in the high sided locks. Port side Man Overboard Signal and bracket torn off when the port bridge wing nearly made contact with lock wall. The steel chafing bars, as fitted to the sides of this ship, were invaluable to prevent further damage and so thoroughly recommended for any vessel using the Seaway.

Shiphandling in Locks and Seaway: Tugs are not used in the Seaway to transit the 7 locks or Welland Canal for the other 8 locks to clear the Niagara Falls. Pilots normally "slide the wall", a term for placing the bow on the approach wall for positive control before entering a lock. The alternative of making a lock "on the fly" is sometimes used in fine weather, but more risky and applicable to this vessel, when our port shoulder landed heavily with consequent damage, making the last of 30 locks. The loss of paintwork, when "sliding the wall" on the timber fendering, is therefore much preferred. Quartermaster's steering on the downward run was in marked contrast to that on the way up, after they had learnt to use bold wheel movements in keeping with the slow speeds. Mooring in the locks varies from port to starboard, using the 4 ship's wires secured to winch barrels. Particular care should be taken when slacking away wires quickly, when dropping down in the locks, to avoid breaking. A further precaution is not to try to hold the stern against the "cut" of the screw, when coming astern for a starboard side landing. Better to let the Pilot control the swing, or else risk breaking the stern wire as we did.

Approximate Distances and Time Scale:

	Distance miles	Time allowed hours
Escoumins Pilot to Quebec.	122	12
Quebec to Montreal, with Pilot change halfway at Three Rivers.	138	12 plus 3 for inspection
Montreal through 7 Seaways locks and Thousand Islands, "Narrows" to Cape Vincent Pilot change.	160	24
Lake Ontario.	138	12
Welland Canal (8 locks to by-pass Niagara Falls).	28	12
Lake Erie to Detroit Bridge Pilot change.	213	22
Detroit Bridge to Lake Huron.	63	6
Lake Huron to Mackinac Bridge.	215	20
Lake Michigan to Burns Harbour (S.E. Chicago).	314	24
Total	1,253	6 days 3 hours.

The above times erred on the slow side to avoid engine problems caused by slowing down too quickly. In particular, the open water passages from Escoumins Pilot to Montreal and across the smaller Lakes (Ontario and Erie), were made at manoeuvring full speed instead of the more usual Sea Speed on both occasions, up and down. Engine ran on gas oil for the Seaway and Welland Canal locks passages only with our controllable pitch propeller.

AUTHORITY: The St. Lawrence Seaway Authority (See Above).

St. Lucia

CASTRIES (including Vieux Fort): 14.01 N. 61.00 W.

(See Plan)

PORT LIMITS: From Lat. 14° 01′ 24″ N., Long. 61° 00′ 05″ W. thence in the direction of 301°T for 1 mile, thence in the direction of 211°T for 1.2 miles, thence in the direction of 121°T for 0.88 miles to La Toc Point at Lat. 14° 30′ 00″ N., Long. 61° 00′ 46″ W. thence along foreshore at the average HW mark from La Toc Point around La Toc Bay to Tapion Point, thence along to the Castries River mouth and thence to the opposite bank including all marine works, wharves and property vested in the Crown. All around the bay to Seraphin Point, thence all around the bay to Veille Ville Point, thence to St. Victor Point and thence all around the shore to Vigie Point and then to Lat. 14° 01′ 24″ N., Long. 61° 00′ 05″ W.

DOCUMENTS:

Report of Ship's Stores. Form 1.
Crew Members' Stores List. Form 2.
List of Unmanifested Cargo. Form 3.
Report of Ship's Manifest. Form 4. (4 copies).
Passenger Lists. (5 copies).
Steamship Company Release. (1 copy).
Crew List. (5 copies).
Clearance from Last Port of Call.
Outbound Cargo.
Loading List.
Customs Report Outwards (Form A7)
Vessel Manifest (Contents of Ship). Form 16. (3 copies).
Entry Outwards and Certificate of Rummage. Forms 9 and 10.
Loading Licence. Form 14.
Clearance. Form 17. Form 18 (Steamship).

Where possible, Cargo Manifests and Stowage Plans should be forwarded by Airmail, ahead of the vessel to the local Agents.

PILOTAGE: Pilotage is compulsory for all craft except for ships of less than 100 g.r.t., Her Majesty's ships, pleasure yachts and fishing vessels.

Notice of ETA and request for a Pilot must be made to the Harbour Master not less than 24 hours before ETA. Cable address: "Paslu". Telex: 6355 Paslu LC. Confirmation of ETA is required 2 hours before arriving at the Boarding Station. Channel 16 VHF is continuously watched and ETA may be confirmed or adjusted on this frequency. Pilot boats (2) are: (1) A "Cheverton" built, 8.2 m. LOA, fibreglass hard top, with a "V" hull, single inboard 4236 Perkins diesel engine, complete with navigation and pilot lights. Painted black all around with letter "P" painted in white on both sides of bow. Name of pilot launch "Charles" painted in white at the stern. (2) A "Cheverton" built 8.73 m. LOA aluminium hard top pilot house aft. Single inboard 6.3544 Perkins diesel engine. Complete with navigation and pilot lights. Painted black all round with the words "Pilots" painted white on both sides of the pilot house. Name of second pilot boat is "Esperance" painted in white on stern.

The usual International Signals may be employed by vessels requiring a Pilot. The usual pilot boarding point 0.5 miles off Vigie Point. Ships that are 3 hours away are requested to call Vigie Lighthouse on S.S.B. 2182, VHF Channel 16, informing of ETA, draft and length.

Pilot boat stands by on Channel 16 VHF. Pilot station stands by on Channels 14 and 16 VHF.

Pilot boards vessels on the starboard side and for ships outward leaves on the port side.

In the event of bad weather ships will be advised accordingly.

Vessels awaiting Pilot may anchor between 1 and 2 miles N.W. of Vigie Point in 22 m. of water. Rock and sand bottom, very good holding ground, no shelter.

ANCHORAGES/APPROACHES: Deep and sheltered anchorage exists off Castries Harbour entrance. The approach channel is 91.44 m. wide with minimum depth of 14.75 m. to the port proper, which lies within an all protected harbour. The turning basin is 457.20 m. in diameter at a depth of 14.0 m.

Masters familiar with the Port of Castries may be invited to proceed to the Northern Anchorage/Quarantine Area not less than 3 cables off the Vigie promontory.

Care must be taken to drop anchor clear of the entrance range which is for in-going ships, 121°T on the Castries leading lights.

Also see "Pilotage".

RESTRICTIONS: Petroleum tankers are not moved during the hours of darkness except in emergency conditions.

MAX. SIZE: Ships up to 213 m. LOA and 9.1 m. draft can be accepted. No restriction on beam.

Also see "Tankers".

HEALTH: Pratique is usually granted by the Pilot or Boarding Officer and Immigration Department alongside on behalf of the Ministry of Health. In the event of any suspected disease or fever on board, the vessel is not allowed within 91.4 m. of the wharves until Pratique has been granted by the Medical Officer.

RADIO/VHF: Port Control on VHF Channels 16, 6, 12 and 14. Also 2182, 2146, 2381, 2527, 2582 and 2638 kHz.

TUGS: Tug "Chale", 1,400 h.p., available to assist in berthing if required. Towage compulsory for vessels over 400 ft.

BERTHING: There are six berths numbered 1 to 6 inclusive.

Berth Nos. 1 to 3 are general cargo berths and have a total length of 356.6 m. The draft varies from 5.5 m. at Berth No. 1 to 8.5 m. at Berth No. 3. Berth Nos. 4 and 5 are of recent construction and consist of a reinforced concrete platform supported on concreted piles.

Berth No. 4 is a container berth equipped with a heavy lift mobile crane for handling 20 ft. and 40 ft. ISO containers. It has a length of 152.4 m. (depth 9.75 m.) and storage capacity for approximately 3,500 containers.

Berth No. 5 is a break bulk cargo berth as well as Ro/Ro facilities with a ramp 14.6 m. wide. It has a length of 159 m. and a depth of 9.75 m. below LW.

A transit shed with an area of 6,882 sq.m. with cold storage facilities of 2,265.60 cu.m. for reefer cargo.

Berth No. 6 is a reinforced concrete deck supported on steel cased piles. The berth is 137 m. long and can accommodate vessels of 9 m. draft. It is a general purpose berth and handles banana traffic.

Within the port area there is a total shedded storage capacity of 17,205 sq.m. with a total upland of 15 – 17 acres.

Dock water density 45.7 gm./cu.m. with prevailing winds from a N.W'ly direction.

Pointe Seraphine: Information relating to the recently opened cruise ship berths at Pointe Seraphine:

Berths No. 1 and 2 are located at Pointe Seraphine, Castries Harbour and are dolphin type berthing facilities.

1. Each pier consists of:
   (a) Two reinforced concrete breasting dolphins.
   (b) Reinforced concrete walkways 8 ft. wide supported on steel "H" and spun concrete piles linking the berth to the shore.
2. Height of pier above M.S.L. = 7 ft. 0 in.
3. Overall length of pier = 174 ft. 2 in.
4. Bollards – there is one "T" head bollard on each breasting dolphin, and 4 single pillar bollards on the shoreline. Average distance apart is 145 ft.
5. Fendering – primary fendering consists of one "W" shaped rubber fender fixed to each dolphin.
   Two "D" shaped 12 in.×12 in. cover fenders fitted to the outer corners of each dolphin provide secondary protection.
6. Construction – each dolphin is 15 ft. 7.5 in. square reinforced mooring concrete structure supported by 14 in. diameter spun concrete piles. The landing stage of the berthing facility is 160 ft. long × 8 ft. wide.
   The landing stage is a reinforced concrete structure supported by steel "H" piles.
   The approach to the landing stage is 63 ft. long× 8 ft. wide and is of similar construction.
7. Average depth alongside Berth No. 1 35 ft.
   Berth No. 2 32 ft.

Vieux Fort: Depth of 8 fathoms at the entrance and 5 fathoms within the Port. 2 berths, 535 ft. long, 32 ft. – 35 ft. deep. Also see "Shipmaster's Report".

BRIDGES: There are no bridges or other restrictions to prevent access to the port by vessels of not more than 9 m. draft.

STEVEDORES: The normal working hours are from 0700 – 1600 hrs. Mondays to Fridays. Special arrangements are required outside of the above hours and for Saturdays, Sundays and Statutory Holidays. The hiring or calling of labour are as follows:

Monday to Fridays for work commencing from 0700 – 1100 hrs. request to reach Union before 1500 hrs. previous day.
1100 – 1600 hrs. before 0900 hrs. on the same day.
After 1600 hrs. before 1400 hrs. on the same day.

For vessels working on weekends request to reach Union by 1530 hrs. on Fridays.

Average rate on break bulk general is 15 t.p.h. per gang.

MEDICAL: Full hospital facilities available without prior notice.

FRESH WATER: Good quality potable water available in unlimited quantities at 20 t.p.h. per connection ex-quay.

FUEL: Limited quantity for yachts and small vessels only. Refuelling jetty at La Toc Bay owned by Texaco.

TANKERS: Tanker and Liquefied Gas Terminals – available at Coconut Bay through floating pipelines.

Also see "Shipmaster's Reports" and "Cul de Sac Bay".

CONSULS: *Embassies/High Commisions:* British High Commission, Venezuela, Organisation of American States, Germany and France. *Consuls:* Denmark and Netherlands.

REPAIRS: No facilities for large vessels. Routine maintenance or minor repairs are carried out. There is no foundry in the port.

DRY DOCKS: None available.

SURVEYORS: Lloyd's Agents are available and represent other Classification Societies and Surveyors. Others can be obtained from outside at short notice.

GANGWAY/DECK WATCHMEN: Gangway and gate watchmen can be supplied at Union award rates. Hold watchmen are required during discharge/loading operations. Shed watchmen are not necessary.

OPENING/CLOSING HATCHES: Ship's crew shall be required to raise and lower and position beams to the required height, opening and closing of MacGregor and pontoon hatches. Wooden hatches are normally handled by stevedores while alongside.

CUSTOMS ALLOWANCES:

1. Wine or spirits not exceeding one quart in all, and
2. Tobacco, not exceeding half a pound, or
3. Cigars not exceeding 50 in number, or
4. Cigarettes, not exceeding 200 in number, or
5. Goods to the aggregate of E.C.$50.00 belonging to a passenger, which accompany that passenger and when acquired abroad by him for his personal or household use or as souvenirs or gifts and admitted as such by the Comptroller of Customs.

CARGO GEAR: Discharge of general cargo is usually by ship's gear. Containers, if vessels are not self contained, may be handled by P&H crane 9125TC – 140 ton lorry mounted crane owned and operated by the Ports Authority. Manitowoc 230W crawler crane rigged for 41 ton lift also available (Tropical Lines).

REPATRIATION: Scheduled aircraft connect with all the English speaking islands of the Lesser Antilles several times daily from Vigie Airport which is 2 km. distant from Port Castries. Direct overseas flights arrive and leave from Hewanorra International Airport, Vieux-Fort at least once a week for the United Kingdom, New York, Miami and Caracas, Venezuela.

TIME: Local time is GMT minus 4 hours. Summertime is not used. All ETAs and other messages should be made in local time.

TELEPHONES: This service is available aboard ships at all berths by prior arrangement through the Agents. Standard rates apply.

HOLIDAYS: New Year's Day, New Year's Holiday, Independence Day (22nd February), Carnival Monday, Good Friday, Easter Day, Easter Holiday, May Day (Labour Day) (1st May), Whit Monday, Corpus Christi, Emancipation Day (1st Monday in August), Thanksgiving Day (1st Monday in October), St.Lucia Day (13th December), Christmas Day, Boxing Day.

The port is closed for work on Christmas Day, Good Friday and May Day (Labour Day).

POLICE/AMBULANCE/FIRE: All emergency services are available through Port Police Station on Jeremie Street, within walking distance from the port.

Emergencies can be reported to Vigie Lighthouse on Channel 16 at any time. Emergency Police dial 999; emergency Ambulance dial 999; emergency Fire dial 999.

EMERGENCY CO-ORDINATION CENTRE: The Headquarters of the Central Emergency Organisation is the Prime Minister's Office, Government Buildings, Castries, St. Lucia. Tel: 3203 and 3016. Telex: 6394 Foraff LC.

BANKS: Bank of Nova Scotia, P.O.Box 301, William Peter Boulevard, Castries, St. Lucia. Tel: 22292/95. Telex: 6385 Scobank L.C.

Barclays Bank plc., Bridge Street, Castries, St. Lucia. Tel: 23306/23300. Telex: 6348 Bacladom L.C.

Canadian Imperial Bank of Commerce, P.O.Box 350, William Peter Boulevard, Castries, St. Lucia. Tel: 23751/23753/23739. Telex: 6352 Canbank L.C.

Royal Bank of Canada, William Peter Boulevard, Castries, St. Lucia. Tel: 22245. Telex: 6309 Royalbk L.C.

St. Lucia Cooperative Bank, 21 Bridge Street, Castries, St. Lucia. Tel: 22881/22882. Telex: 6308 Coopnk.

National Commercial Bank of St. Lucia Ltd., P.O. Box 1031, Bridge Street, Castries, St. Lucia. Tel: 23562/22103. Telex: 6300 Natbank L.C. Cable: NATBANK.

SHORE LEAVE: When Immigration and Customs requirements have been satisfied there is no restriction on crew shore leave so long as they rejoin the vessel before departure. They should carry some sort of identification card or shore passes for security purposes especially for non-English speaking persons.

GARBAGE DISPOSAL: Skips are provided alongside the vessel. This service is undertaken by Castries City Council. Tel: 809-45-22121/31153. The rate charged is EC$500/skip. Prior arrangements have to be made for delivery and collection.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Eastern Caribbean Dollar (EC$).

DELAYS: There are no delays for want of a berth. Berthing delays are very infrequent and no labour shortages.

REGULATIONS: Castries is within the Northern zone of tropical storms. The hurricane season usually extends from May to October each year and the port may be more or less affected at any time during that period. When a storm is expected to pass over the island, ships may be placed on short notice for sea in such circumstances and required to maintain themselves in seagoing condition at all times.

SHIPMASTER'S REPORT: 1979 (Updated 1986).

Pilotage: Compulsory. Pilot boards 0.75 miles West of Vigie Light, ladder usually on the port side.

Restrictions: Vessel is able to enter and leave at any stage of the tide, day or night.

Max. Size: Max. draft 10 m.

VHF: Pilot on Channel 16.

Berthing: No. 6 Berth, West Wharf: Distance from entrance to berth 1 mile. Max. LOA (Approx.) 550 ft. Max. draft 10 m. There is mechanical equipment available to handle palletised cargoes, adequate storage space for breakbulk cargoes and palletised cargoes. The loading rate for bananas is 15 t.p.h. per gang with ship's derrick and the labour was satisfactory. Accommodation ladder required.

Services: Fresh water, fresh provisions, repair facilities, machine shop, Airport, laundry services, bunker fuel oil, diesel oil, lubricating oils, doctor, hospital, groceries and meats.

SHIPMASTER'S REPORT: Vieux Fort. 1979 (Updated 1986).

Pilotage: No ship exceeding 100 n.r.t. must enter without a Pilot. Pilot boards 0.5 miles S.W. of Mathurin Point (there is a strong N.W. current off Mathurin).

Restrictions: Vessel may enter and leave at any stage of the tide, day or night.

Max. Size: Max. LOA 520 ft.

Tugs: Tugs are not available and are not necessary for docking and undocking.

VHF: Available.

Berthing: One berth only available. Distance from entrance to berth 0.5 miles. Nature of bottom at the berth is mud. All banana loading is carried out by the side doors. Vessels berth port side to the quay. A very high rate of loading is attained (100 t.p.h.). A limited amount of mechanised equipment for handling palletised cargoes is available and also limited storage space for palletised and breakbulk cargoes. No equipment for handling containers is available. Accommodation ladder required.

Services Available: Only fresh water, airport and doctor available (i.e. no fuel or provisions available).

SHIPMASTER'S REPORT: Coconut Point. October 1989.

Charts: B.A. Charts No. 197, 499 and 1273.

Documents:

2 copies Crew Manifest.
2 copies Stores List.
6 copies Crew List.
1 copy Unmanifested Cargo.
6 copies Cargo Manifest.

Pilotage: Daylight pilotage only. They are busy 0600 hrs. – 0800 hrs. with cruise ships. Pilot boards due North of Tapion Rock Lighthouse.

Anchorage: North of Vigie Pt. in 15 fathoms, with Vigie Point 158° × 0.7 miles. We first anchored to await daylight with Vigie Point 104° × 0.3 miles, just North of the leading line. We were told to move to the North by the Signal Station. No appreciable set.

Radio/Signal Station: Vieux Fort on the South Coast will transmit information to Castries Signal Station. Both stations operate 24 hours. Call sign "Vieux Fort" or "Castries Lighthouse".

Signal Station on VHF Channels 12 and 14.

Tugs: One tug available.

Berthing: Ship's hose used. Coconut Point serves both Texaco and Shell depots. The usual ship rate is 300 bbls./hr. Maximum length of vessel 100 m., maximum draft 12 m.

Vessels berth stern to, with 2 shackles on port anchor and 2 stern lines to a buoy.

General: Pointe Seraphine: Berths No. 1 and 2 – New complex for cruise liners. Berth No. 6 for Geest banana ships. Other berths for general cargo. Vigie Airfield only used for local flights. International Airport in the Southern part of the island.

It is possible to telephone overseas from the Texaco office (via Cable and Wireless operator), payment to be made to the Texaco Manager.

Port Authorities trying to get Shell and Texaco to move to Cul de Sac Bay, just South of Castries, so that Coconut Point can be developed as a cruise terminal.

SHIPMASTER'S REPORT: Vieux Fort. December 1989 (Updated 1992).

Charts: B.A. Charts No. 499 and 1273.

Documents:

2 copies Crew Manifest.
2 copies Bond Stores List.
1 copy Health Declaration.
2 copies Inward Declaration.
6 copies Crew List.
2 copies Unmanifested Cargo.

Officials: Officials board on all occasions.

Pilotage: Pilotage is compulsory for all vessels over 100 g.r.t. Permanent Pilot based at Vieux Fort and is available 24 hours a day. Order Pilot at least 6 hours' in advance through Agent or Oil Company (Shell).

Contact can be made through Vieux Fort Lighthouse or Castries Lighthouse. No night berthing at sea berth. Berthing from 0600 hrs. onwards at sea berth.

We engaged a Pilot who boarded from fast green dugout fishing craft, about 0.25 miles West of Promontory. On next visit, I will undertake anchoring and mooring.

Approaches: Port conspicuous with Moule A Chique Promontory.

Beware of shoals off George Point.

Found counter current down West coast of St. Lucia (South-going).

Anchorage: About 3.5 cables off jetty, it is fairly well sheltered.

Berthing: It is best to use the port anchor. It is dropped when South mooring buoy and tank marked 'Shell' are in transit, after which vessel backs up between mooring buoys. Put hose buoys just on port quarter.

About 4 shackles on port anchor is normal. The depth alongside for the whole ship's length is 10.0 m.

There is no swell but wind is very gusty, shifting between North and East off the hills, which did not help berthing.

It is best to double lines to both buoys which have hooks. Boat used for Pilot acts as mooring/hose boat. On this visit it was a green hulled boat, previously blue hulled.

Cargo: Only ambient LPG handled at sea berth. Oils handled on South side of jetty.

The undersea 6 in. hose to buoys was lifted by the aft crane on port quarter, clear of water. Ship's hose coupled up to sea hose valve with the aid of a mooring boat, after which it is hung off by crane over port quarter. Standard 4 in. connection used.

Shore capacity 100 tonnes. Rate about 30 t.p.h.
Often large ship/shore differences.
Shipment received every 2 weeks.
No night discharge between 1800 hrs. and 0600 hrs.
Vessel can stay on buoys if pumping suspended overnight.
Shell operated on VHF Channel 9, we landed own Motorola.
Shell like a 50/50 mix.

General: Vessels cannot berth at the Banana Jetty between Tuesday night and Wednesday as banana ships have priority.

The berth is near to St. Lucia International Airport.

Agent: Available. The Shell Manager acts as Agent, and also acts for customs when they do not board.

If vessel advises Shell 24 hours in advance, they will obtain stores for the vessel. Apples, meat and frozen food available. Heineken beer was E.C.$ 22.00/case. Friday is a good day for the market.

Vessel called again 2 weeks later and made the following observations.

The call sign for Vieux Fort Lighthouse is "Moule A Chique Lighthouse".

We anchored and awaited daylight with Mathurin Pt. Lighthouse bearing 162° × 0.3 miles.

We called Mathurin Lighthouse, who advised us that a boat was ready but no pilot available. We berthed at 0645 hrs. without a Pilot.

We berthed with Battery Point ahead (bearing 060°), and then swung hard to starboard with the Banana Pier bearing 120° and the South mooring buoy in transit with the 'Shell' tank. We dropped the port anchor and then backed up to the stern mooring buoys, one on each quarter, until the hose buoy (first orange buoy) was under the crane. On completion of mooring operation we had 6 shackles of cable out on the port anchor.

For stores this time we requested 6 cases of apples, grapes and 25 cases of Heineken but only received the beer due to a failed delivery from Castries.

As provisions did not arrive we made a last minute visit to a local wholesaler (Inter Island Supply), who are on the road to the airport, about 0.5 miles from the Shell Terminal. We obtained 6 cases of apples at U.S.$38.00/case and grapes at U.S.$50.00/pallet. We also obtained additional cases of beer at U.S.$8.68 per case.

AUTHORITY: Saint Lucia Air & Sea Ports Authority, P.O.Box 651, Castries, St. Lucia, West Indies. *Tel:* (809) 45-22893/4. *FAX:* (809) 45-22062. *Telex:* 6355 Paslu LC. *Contact:* Gregory St.Helen, General Manager.

CUL DE SAC BAY: 13.59 N. 61.02 W. (See Plan)

LOCATION: The facilities of Hess Oil St. Lucia Limited (HOSLL) are located in Cul de Sac Bay (Lat. 13° 59′ N., Long. 61° 02′ W.) on the West coast of the island of St. Lucia, West Indies. Ready access for all vessels coming in from the Atlantic is provided by the St. Lucia Channel which lies between St. Lucia and Martinique. This channel is 17 miles wide and has general depths of 914 m. (500 fathoms).

PORT LIMITS: For tendering purposes a vessel will be considered as having taken arrival when it reaches the Pilot Station 2.5 miles due West of Bananes Point. A vessel's "Notice of Readiness" will not be accepted until the vessel has initially reached this point and notified HOSLL by VHF.

DOCUMENTS: The following documents are required for entry and clearance and are to be presented to the respective officers on boarding:

General Declaration for Ships.
Cargo Declaration.
List of Unmanifested Cargo.
Crew List.
Crew Members' Stores List.
List of Packages or Parcels Intended for discharge by Crew Members.

Normally it is necessary to have Customs entry completed before cargo operations can commence.

Customs clearance is accomplished by the vessel's Agent, cargo documents are placed onboard by the Terminal Department.

APPROACHES: *Harbour Entrance:* Cul de de Sac Bay is entered from the open sea between Bananes Point about 1 mile North of Marigot Point, and Ciceron Point about 0.75 miles farther Northeast of Bananes Point. Harbour entrance is 3,000 ft. wide.

Navigation Aids: The approach into Grand Cul de Sac Bay is marked by a range on a true heading of 131.1°. The front range showing fixed green, visible 7 miles, is on a 90 ft. cylindrical tower, alternate black and yellow bands, 168 ft. above sea level, in position Lat. 13° 59.02′ N., Long. 61° 01.03′ W.

The rear range light 1,910 ft. from the front range, in position Lat. 13° 58.82′ N., Long. 61° 00.83′ W., showing fixed green, visible 7 miles, is on a 25 ft. cylindrical tower, alternate black and yellow bands, with red and white vertically striped, 4 ft. × 16 ft. daymark, is 202 ft. above sea level.

Both front and rear range lights have a 6° arc of visibility, 3° on each side of the range line.

Ciceron Point, on the North side of the harbour, is marked by a flashing green light on a 25 ft. cylindrical tower, 40 ft. above sea level, with a 7 ft. × 7 ft. square daymark.

Ciceron Point rear range is located 1,130 ft. × 105.3° from Ciceron Pt. Light. The rear range is fixed green on a 45 ft. black and yellow banded square daymark. Arc of visibility 3° each side of range line.

The South side of the harbour is marked by Bananes Pt.Light, showing flashing red on a 15 ft. tower, 85 ft. above sea level, with a 7 ft. × 7 ft. × 7 ft. triangular red daymark.

A safe water buoy has been established in the Northwest sector of the harbour, showing a flashing white light, vertically striped red and white, radar reflector. This buoy marks the Southwest projection of a shoal area. South of this buoy are depths of at least 90 ft.

PILOTAGE: Service is available 24 hours a day and is compulsory for all vessels entering or leaving Cul de Sac Harbour. A HOSLL Pilot will assist the Master of any vessels docking or undocking at the Hess facilities, however, the Master of each vessel retains full responsibility for his ship at all times.

Vessels must remain at the pilot station 2.5 miles due West of Bananes Point until boarded by the HOSLL Pilot who will be placed aboard by a company tug.

The HOSLL Marine and Terminal Office is equipped with a VHF radiotelephone having the following channels:

Initial Contact: Channel 16.
Working: Channel 9.

Ships must call the HOSLL marine office on VHF at least 3 hours before arrival at the pilot station and advise of any change in their ETA.

Pilot Ladders: If the following regulations are not complied with, HOSLL Pilots may refuse to embark or disembark thus delaying the vessel.

(i) The Officer responsible for the embarkation and disembarkation of the Pilot is to be a Deck Officer.
(ii) The pilot ladder is to be properly secured and adequately lit at night.
(iii) The Pilot should be able to pass safely and conveniently from the head of the ladder onto the ship's deck. Where portable stanchions and bulwark ladders are used for this purpose, the portable stanchions must be rigidly secured to the ship's structure to prevent being unshipped and supported at not less than two points to prevent lateral movement. The bulwark ladder should also be independently attached and firmly secured. The stanchions should be of reasonable height and adequately capped to allow a firm grip.
(iv) The ladder is to be in good condition and its treads are to remain horizontal. The treads are to have a rough upper surface.
(v) The length of the ladder should not exceed 30 ft. Whenever the distance from sea level to a point of access on the ship is more than 30 ft. access from the pilot ladder to the ship must be by means of an accommodation ladder or other equally safe and convenient means.
(vi) The ladder is to be rigged so that each step rests firmly against the ship's side. Spreaders are to be provided not more than 10 ft. apart to prevent the ladder twisting.
(vii) A manrope or a safety line is to be secured at the vessel's rail and lowered over the side adjacent to and for the full length of the pilot ladder. A lifebuoy with self-igniting light is to be readily available.
(viii) The ladder is to be rigged well clear of any overboard discharges and at a place where the best lee can be provided to the boat carrying the Pilot.
(ix) Whenever a mechanical pilot hoist is used, a standard pilot ladder shall be at hand, ready for immediate lowering in the event of a hoist malfunction.

ANCHORAGES: No anchoring is permitted in Cul de Sac Bay without specific permission from the HOSLL Marine Manager.

RESTRICTIONS: Only vessels inbound or outbound from Cul de Sac Bay may use or be present in the Cul de Sac approach area. No vessel shall enter Cul de Sac Bay except for the purpose of using the facilities located therein and then only in compliance with the directions of the HOSLL Marine Manager.

Ballast Drafts:

Vessel d.w.t.	*Forward*	*Aft*
Under 20,000	12 ft.	18 ft.
20,000 to 35,000	14 ft.	20 ft.
35,000 to 50,000	15 ft.	21 ft.
50,000 to 85,000	18 ft.	24 ft.
85,000 to 150,000	21 ft.	28 ft.
150,000 to 200,000	32 ft.	36 ft.

These are minimum draft guidelines. Vessels over 270,000 d.w.t. must have not less than 3 ft. of water over the ship's propeller and not more than 10 ft. of trim by the stern.

These guidelines will be adjusted as weather and vessel handling characteristics dictate. Advice concerning any variance will be provided to the vessel by the Pilot in ample time to prevent any unnecessary delays to vessel's ballasting.

MAX. SIZE:

Dock No. 2 (VLCC Berth):

Length – 1,300 ft. LOA.
Beam – No restrictions.
Draft – 82 ft.
DWT – 400,000 long tons.

Larger vessels can be accommodated, however, each such move must be discussed on an individual basis prior to entry.

Dry Cargo Dock:

Length – 650 ft. LOA.
Beam – No restrictions.
Draft – 37 ft. 6 in.
DWT – 50,000 long tons.

HEALTH: Pratique is required and will be granted by the Customs/Immigration or Health Official boarding the vessel.

All vessels arriving from a foreign port will be boarded by Customs and Immigration Officers. VESSEL PERSONNEL ARE NOT ALLOWED ASHORE UNTIL PERMISSION IS GRANTED FROM THESE OFFICERS.

Quarantine is required only if vessel is coming from a plague infected area or if illness of a suspicious nature or there is a death (from any cause) onboard. The Master is obligated to report to the HOSLL Marine Office any of the above circumstances well in advance of the vessel's arrival at the pilot station in order that the Health Officials may be notified – failing which the vessel may be delayed.

RADIO: Masters must advise both HOSLL – St. Lucia and their Agents by radio 72, 48 and 24 hours in advance of their ETA giving the vessel's name, date and hour of arrival (local time) and the name of their past port of call otherwise delays to the vessel may result.

VHF: VHF radio frequencies:

1. Calling only	–	Channel 16
2. Hess Oil	–	Channel 1
3. Pilotage	–	Channel 9 and 65
4. Agency	–	Channel 9

Harbour tugs and the HOSLL Marine Dispatchers monitor VHF frequencies 24 hours a day. VHF call sign: Hess St. Lucia.

TUGS: Tug assistance in the harbour, docking and undocking is mandatory and is provided by diesel tugs, stationed in the port to provide this service. Additional tugs are available when required.

When tugs are alongside or assisting a vessel, all cargo tank openings must be closed, unless the cargo tanks are gas-free.

BERTHING:

Dock No. 2 (VLCC Berth): Vessels using this berth will be turned in Cul de Sac Bay and docked port side to.

This dock is equipped with 4×16 in. Chicksan arms for handling crude oil and 1×16 in. Chicksan for dirty ballast.

Dry Cargo Dock: Vessels using this berth will dock port side to.

This dock is equipped with:

1×6 in. hose for Jet Fuel.
1×6 in. hose for Gasoline.
1×6 in. hose for Distillates.
1×4 in. hose for Spraytex.
1×4 in. hose for Avgas.
1×3 in. hose for LPG.

Also see "Max. Size".

Moorings: A line handling vessel and personnel will be provided for mooring.

Vessels shall at all times remain adequately secured alongside the berth by the use of ropes or wires which are in good condition and properly sized for the load they are likely to incur. Mooring lines shall be regularly tended and kept taut.

The use of automatic tensioning winches to hold mooring lines is forbidden.

Immediately on docking, emergency towing wires of sufficient length to reach the water's edge, with eyes on the outboard ends, must be paid out from the offshore bow and the after quarter. The inboard ends must be made fast to the vessel's bitts.

Wires shall be in good condition, of adequate strength and adjusted as necessary throughout loading/discharging operations to keep the eyes at or above the waterline at all times.

Rat Guards: Rat guards are required only if a vessel is coming from a plague infected area.

Gangway: HOSLL will provide a gangway.

NOTICE OF READINESS: Notice of Readiness to load or discharge is a warranty that the vessel is in all respects ready to load or discharge, and that all of the vessel's equipment (including, but not limited to tanks, pumps, valves and pipelines) is ready and fit to load or discharge petroleum and/or petrochemical products. HOSLL reserves the right to refuse acceptance of such Notice of Readiness unless the vessel is in all respects ready to load or discharge.

A vessel will not be deemed ready to load or discharge and pumping will not commence until the Senior Deck Officer shall have executed and delivered to HOSLL the "Declaration of Inspection Prior to Bulk Cargo Transfer".

LOADING/DISCHARGING: Loading or discharging must not start until the Master or Chief Officer has:

(a) Signed a certificate acknowledging receipt of HOSLL's Terminal Regulations.

(b) Displayed in prominent positions on board "No Smoking", "No Naked Light", "No Visitors" notices.

(c) Jointly executed a HOSLL "Declaration of Inspection" with the Terminal Representative certifying that all necessary valves ashore and aboard are properly set; that the agreed loading/discharging signals are understood, and that all other matters relating to safe cargo transfer operations are being carried out.

Bonding Cable: A ground wire from the dock grounding system shall be connected to all vessels or barges loading/discharging petroleum before any hose connections are made. This cable is not to be disconnected until after all hoses or Chicksan arms have been disconnected and blanked off properly.

Connecting and Disconnecting Hoses: A crew will be provided by the terminal to connect and disconnect hoses and Chicksan arms on the vessel. Vessels should have blinds removed from the cargo lines, reducers installed and drip pans in place on arrival at the dock. The HOSLL Dispatcher will advise on arrival the size and number of hoses or arms to be connected. Also see "Berthing".

Communications: HOSLL will supply a VHF radio to the vessel for emergency communication between the vessel and the dock watch during loading/discharging operations.

Cargo Handling Signals: All vessels loading or discharging petroleum cargoes shall fly a red (bunker) flag between the hours of sunrise and sunset and during the night show a red light visible from all parts of the horizon at a distance of not less than 1 mile.

Weather Conditions: The loading and discharge of all crude petroleum and its products will be stopped during any severe electrical storm.

Loading of low-flash products will be stopped during periods of calm when the heavy vapours cannot be dispersed readily enough to prevent hazards from accumulating gas pockets. Vessel's Officers are cautioned to be on their guard during such conditions.

In the event of abnormal weather conditions in the area such as a hurricane, vessels will be notified that additional moorings are required. If the situation so demands, Masters may be instructed to suspend all operations and proceed to sea until normal weather conditions again prevail.

Demurrage: Vessels are required to vacate berths promptly upon completion of cargo handling operation (loading or discharging operations as the case may be). Permission to lay alongside at any time the vessel is not engaged in cargo handling operations must be granted in writing by the Marine Superintendent.

If any vessel fails to vacate its berth upon completion of cargo handling operations and expiration of free laytime for dock usage as outlined below, the vessel will be responsible as follows:

(a) To pay dock demurrage at the rate as specified by HOSLL per hour or a *pro rata* share thereof for a fraction of an hour.

(b) To hold HOSLL harmless for any demurrage and damages incurred as a result of other vessels awaiting berth or for any other consequences of its failure to properly vacate the berth.

The following rules shall govern the determination of demurrage:

(a) One hour free laytime will be allowed after completion of cargo loading operations. This free time will start at the time cargo hoses are disconnected from the vessel's manifold on completion of loading or discharge of cargo. Vessels awaiting cargo papers and/or Customs Clearance must vacate the berth within 1 hour of such completion and move outside to wait for their papers.

(b) Four hours' free laytime will be allowed for ballasting after discharge operations.

(c) Ballasting times for VLCCs will be handled on an individual basis for each vessel.

Overloading: Masters are advised that the international laws regarding overloading are strictly enforced and they should be guided accordingly.

Vessels shall not arrive or sail overloaded. All expenses incurred in discharging or lightering overloaded cargo will be for the vessel's account. Vessels departing to zones requiring lighter draft may sail with the draft permitted in that zone plus an allowance for fuel and water consumption to the zone limit.

Sea Suctions: Pumproom sea suctions and discharge valves are to be sealed on arrival. Seals are not to be broken while the vessel is in the harbour area. If it becomes necessary to break a seal, permission must be received first from the HOSLL dock representative who will check and record the seal numbers.

MEDICAL: Limited emergency medical attention is available from the public hospital at any hour of the day or night. The vessel's Agency Representative should be contacted by the Master with any requests for crew medical attention.

For routine medical treatment, a Doctor will board the vessel when requested through the vessel's Agency. Dental treatment is available weekdays.

All crew members requiring medical attention should be available upon vessel's arrival.

BALLAST: St. Lucia laws prohibit the pumping of dirty ballast overboard while a vessel is within their coastal waters. All dirty ballast must be pumped to the facilities available ashore. However, if a vessel is especially equipped with clean segregated systems which are reserved for ballast use only, it is permissible to pump overboard at the dock after the ballast tanks have been inspected and approved by a Marine Department Representative.

In pumping dirty ballast ashore, the ballast is received through a 36 in. shoreline at a maximum discharge pressure to the shore installation of 120 p.s.i.

Also see "Restrictions".

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Limited supplies of marine hardware are available on the island.

There are no facilities for major repairs closer than Puerto Rico or Curacao.

SURVEYORS: Representatives of the American Bureau of Shipping, Lloyd's Register and other maritime classification societies are available from Puerto Rico and Curacao on 72 hours' notice. The vessel's Agent will assist Masters in soliciting their services.

Representatives of SGS (Societe General de Surveillance S.A.) will be available for cargo quantity and quality inspection as required. Other outside inspectors can be arranged upon adequate notice.

TIME: St. Lucia uses Atlantic Standard Time which is 4 hours slow of GMT all year round.

SHORE LEAVE: Under normal circumstances, no restrictions are imposed by the Immigration authorities on shore leave. Masters are requested to have all crew members on board at least 1 hour prior to departure time to avoid delay "waiting crew members".

HOSLL will provide the Master of each vessel with gate passes for the crew upon arrival.

Crew members are not permitted to walk through the terminal. HOSLL will supply transportation between the docks and the main gate at regular intervals. Crew members must make their own arrangements for transportation outside the main gate.

GARBAGE DISPOSAL: Service not available.

WASTE OIL DISPOSAL: Service not available.

SEAMAN'S CLUBS: None.

CURRENCY: Eastern Caribbean Dollar. U.S.$ 1.00 = EC$ 2.60-2.70.

GENERAL:

Winds: The trade winds normally blow from an Easterly direction ranging from N.N.E. to S.S.E. Night winds are generally lighter than the daytime winds. About daybreak the wind speed begins to pick up, reaching maximum strength in the late morning or early afternoon. A return to the lighter night-time winds begins during the late afternoon, usually around 1600 hrs.

In past years, hurricanes have occasionally passed close to and over the Island. Hurricane season runs normally from June through October of each year peaking in late August and September. For details see U.S. DMA Hydrographic Center – Sailing directions for the Caribbean Sea – Pub. 144.

Tides and Current: The tides are diurnal and small, the mean range being about 0.5 ft. and the diurnal range less than a foot.

Normally there is a current of 1 knot to 2.5 knots moving along the West coast of the Island in a Northerly direction.

Charts: Island of St. Lucia, U.S. DMA Hydrographic Center Chart No. 25521.

Anchorage in St. Lucia Island, U.S. DMA Hydrographic Center Chart No. 25528, and Harbours in St.Lucia Island – B.A. No. 449.

Flags: Vessels entering Cul de Sac Bay during daylight shall fly their national flag and continue to do so during daylight hours when moored. All vessels of foreign registry shall fly the St. Lucian flag when in the harbour.

Visitors: No visitors are permitted in the dock area. Only persons on official vessel's business are permitted on the docks.

Mail: Official and personal mail will be delivered onboard by the vessel's Agent upon vessel's entry.

Mail received for vessels while in port will be delivered onboard prior to sailing. Outgoing mail is accepted from Master provided it is accompanied by a mail transmittal slip or support disbursements.

Laundry: Limited vessel's laundry facilities are available.

Liquor: The transportation of alcoholic beverages inside HOSLL's property is strictly prohibited; consequently, no liquor or beer may be brought or removed from vessels. The only exception to the foregoing is the delivery of bonded stores ordered by Masters for their vessels.

Swimming: Swimming in the dock area is strictly prohibited as sharks and barracuda frequent the harbour.

AUTHORITY: Hess Oil St. Lucia Ltd. (HOSLL), P.O.Box 811, Castries, St.Lucia. *Tel:* (809) 452-3105 and 452-3904. *Telex:* 341-6346 A/B 6346 Hess Stl LC. *Cable:* Hess Oil St.Lucia. *FAX:* (809) 452-5688. *Contact:* General Manager.

St. Pierre and Miquelon

SAINT-PIERRE: 46.47 N. 56.10 W. (See Plan)

DOCUMENTS: Formalities completed on arrival. Advise Port Service beforehand of vessel's ETA, length, tonnage and draft 12 hours before arrival.

Declaration of Health.
Derat Certificate.
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests of any cargo to be discharged.
2 Crew Declarations (tobacco, liquor, souvenirs).
Certificate of Registry.

APPROACHES: *North East Passage:* Max. draft 8.5 m. Vessels approach on a heading of 209° T.

South East Passage: Used by vessels not exceeding 25 m. LOA and 5.0 m. draft.

24 hours' notice required if using this entrance.

PILOTAGE: Contact Pilot 1 hour before arrival calling TXU by radio telephone on 2182 kHz or VHF Channel 16. Permanent watch kept. Pilot boats equipped with VHF Channel 12, radar, and radio-telephone. Pilot launch available at entrance to N.E. channel in position Lat. 46° 48.3′ N., Long. 56° 07.7′ W., in the vicinity of the Land Fall Buoy.

Pilot launch named *Radar,* length 45 ft. The hull is black and superstructure white with "Pilote" painted on each side. Pilot launch carries the International Signals for pilot launch day and night.

When the weather is bad contact Pilot on Channel 12 for instructions.

Pilot is compulsory for vessel of 100 g.r.t. and over.

Pilot Tel. 41.20.68 (office), 41.24.87 (residence).

ANCHORAGES: In the roads, depth 13 m., not secure in strong East winds.

Shipmaster's Report: The anchorage in the roads where fish is loaded ex-trawlers is not secure, even with moderate winds from any direction, and engines should be on stand-by continuously. Several ships have gone on the rocks in a matter of minutes.

MAX. SIZE: New Quay: Max. LOA 200 m. Max draft 10 m. Also see "Berthing".

HEALTH: If suspected disease on board contact Saint-Pierre Health Service. Tel: 41.21.11. (office), 41.21.17 (residence).

Masters of vessels arriving at Saint-Pierre may obtain Free Pratique via TXU. Message to be sent to Harbour Master Saint-Pierre at least 12 hours before arrival.

In the message the Master has to specify name of vessel, total number of crew members, where ship coming from, and if everybody on board healthy; in these conditions flag "Q" is not necessary on arrival, but if any suspected disease or fever on board, advise Health Authority as well as Agent, and stand by instructions for berthing. Flag "Q" has to be flown on arrival in the roads.

RADIO: Saint-Pierre Radio, call sign TXU, receiving on 2182 kHz. transmitting on 2410 kHz.

Masters of vessels arriving are requested to send their ETA to Harbour Master Saint-Pierre at least 12 hours before arrival and corrected by a further message if necessary. The ETA should be given in GMT. Also advise maximum draft and length.

VHF: Saint-Pierre Radio is equipped with VHF Channels 16 and 25 and maintains permanent watch on Channel 16. Port Captain on Channels 12, 10, 9 and 16. Keeps watch on Channel 12.

TUGS: 1×500 h.p.

BERTHING: Mole du Commerce: Length 170 m., depth alongside 8.50 m. 2 sheds (total area 2,700 sq.m.), water and bunkers.

Quai de Peche: Length 134 m., depth alongside 5.2 m. to 9 m. Roll-on/Roll-off terminal, one ramp, max. capacity 50 tons, 6,000 sq.m. open storage.

Mole Frigorifique: 3 berths; No. 1: 120 m. length, 7 m. depth over length of 92 m. No. 2: 85 m. length, 6 m. depth. No. 3: 123 m. length, 5.5 m. depth. Cold store of 15,000 cu.m. at −30°C. Open storage area of 15,000 sq.m. Water and bunkers available at all berths.

Quai de la Douane: South Side: Length 72 m. Depth 6.0 m. Water, electricity and telephone available. West Side: Length 49 m. Depth 6.0 m. Customs office located at this berth. East Side: Length 75 m. Depth 5.0 m.

Quai de l'Alysse: Length 50 m., depth 5.6 m. – 6.0 m. Water and electricity available. Berth used by fishery research vessels.

Quai du Frigorifique: New quay of length 56.4 m. with 2 mooring dolphins 100 m. to the East and West. Depth alongside 12.0 m. The berth can accept vessel of 200 m. LOA with draft of 10.0 m. Water and bunkers available.

Pilot will inform Master of berthing prospects and any special requirements.

STEVEDORES: ETA notices are to be sent to Agent 24 hours prior arrival. Stevedore in Saint-Pierre is Paturel Freres (Tel: 41.32.95 and 41.32.96). Cable Address "Reltupa Saint-Pierre". Telex: Reltupa 20 QN.

Approximately 60 men are available for working on board vessels when loading/discharging or transhipping in the port. Crew are allowed to work only when no gangs are available.

One normal shift 0730 to 1600 hrs. every week-day, Saturday 0730 to 1200 hrs. Day overtime, every day 1600 hrs. to 1900 hrs. Saturday 1200 to 1600 hrs.

Work done with ship's derricks.

It is requested that a net be put under gangway before starting work.

EQUIPMENT:

1 mobile crane, 10 tons at 18 m.
3 forklifts, 2 tons capacity.
2 forklifts, 7 tons at 3.5 m.
2 forklifts, 3 tons at 3.5 m.
1 tractor for 40 ton containers.
1×30 ton MAFI container trailer.

MEDICAL: All facilities available.

TANKERS: 1 berth (New Quay) alongside dolphins in depth of 12 m.

FRESH WATER: Available at berths. Supplied by hoses, rate 25 cu.m.p.h.

FUEL: Only diesel oil SG 825/840 at 15°C available at all berths.

CONSULS: Local representatives for Canada, Netherlands, Norway, Portugal and Spain.

REPAIRS: Small repairs can be effected. Floating dock, capacity 550 tons, for vessels up to 13 ft. 6 in. draft.

SURVEYORS: Bureau Veritas, Tel. 41.28.72.

OPENING/CLOSING HATCHES: Normally carried out by crew.

REPATRIATION: Can be arranged.

AIRPORT: Connections from Saint-Pierre to Halifax (Nova Scotia) International Airport.

TIME: GMT minus 3 hours all the year round.

AMBULANCE: Tel: 41.21.11 and 41.21.13 (switchboard).

TELEPHONES: Possible to place telephones on board at certain berths. It is possible to contact the shore on Channel 16 via Saint-Pierre Radio.

SERVICES: Compass adjusting, radar repairs, radio, Decca, Loran and gyro-compass repairs and maintenance possible.

BANKS:

Banque des Iles. Tel: (508) 41.22.17. Fax: (508) 41.25.31.
Credit St.Pierrais. Tel: (508) 41.22.49. Fax: (508) 41.25.96.

IDENTIFICATION CARDS: Each man to carry Passport or Seamen's Book.

GARBAGE DISPOSAL: Compulsory, daily collection of garbage carried out by a private company. Tel: (508) 41.41.17.

WASTE OIL DISPOSAL: Service effected by Speg-Oil. Tel: (508) 41.26.84, 41.21.98, 41.41.80. Fax: (508) 41.24.09.

SEAMEN'S CLUBS: No seamen's club, but following are available: Post office, sailing club, cultural centre, skating rink, football pitches, dance hall, bus and minibus.

Contact: Regional Tourism Agency. Tel: (508) 41.23.84.

CURRENCY: French Franc.

AUTHORITY: Direction du Port, Direction de l'Equipement, 6 Place Lieutenant Colonel Pigeaud, B.P. 4217, Saint-Pierre, 97500 Saint-Pierre et Miquelon. *Tel:* 41.32.01, 41.32.02. *Telex:* DDE SPM 914439 Qn. *Contact:* Jean Urtizberea, Port Captain. Tel. 41.24.10 (Office). 41.28.31 (Residence).

NOTES

Please also advise Shipping Guides Ltd.

St. Vincent and the Grenadines

KINGSTOWN: 13.09 N. 61.14 W. (See Plan)

PORT LIMITS: The imaginary line joining Old Woman's Point and Cane Garden Point.

DOCUMENTS:

Customs:
2 copies Ship's Stores List.
2 copies Crew's Stores List.
1 copy Crew List (in).
1 copy Crew List (out).
1 copy Passengers List (in).
1 copy Passengers List (out).
1 copy List of Unmanifested Cargo.
Clearance from Last Port.

Immigration:
1 copy Passenger List (in).
1 copy Passenger List (out).
1 copy Crew List (in).
1 copy Crew List (out).

Health Authorities:
1 copy Animal Declaration.
1 copy Derat Certificate.
1 copy Declaration of Health.

Harbour Master:
1 copy Passenger List (in).
1 copy Passenger List (out).
1 copy Crew List (in).
1 copy Crew List (out).

PILOTAGE: Agent to be notified of request for Pilot 24 hours prior to ETA. Boarding by Pilot at harbour entrance about 2 miles from anchorage. By day pilot boat flies pilot flag, by night shows signal-lights. Ship to fly "Request for Pilot" – flag by day and signal-lights by night. Also two long and one short blast (Morse Code "G").

ANCHORAGES: Well protected anchorages. Large vessels lie to in basin 90 ft. – 100 ft. depth. Average sized vessels berth at pier in 27 ft. – 40 ft. depth.

RESTRICTIONS: None.

HEALTH: Port Health Officer boards vessel at anchorage. Requires Bill of Health or Master's Declaration, and a copy of Passenger List. Vaccination Certificates are no longer required. Passenger and Crew Muster no longer required. No one allowed to embark or disembark before Pratique granted and Immigration Officials have boarded vessel.

RADIO: Cables should be routed through Cable and Wireless (West Indies) Ltd. Tel: 71901. Telegrams and Telex: 93. Signal Station maintains watch on SSB 2182 kHz throughout 24 hours.

VHF: The Fort Charlotte Signal Station should be contacted on VHF Channel 16 by vessels approaching, entering, manoeuvring in and departing from the Port.

RADAR: None.

TUGS: None.

BERTHING: One berth 900 ft. long. Max. draft approx. 30 ft. (salt water). Loading/discharging by ship's gear. Break-bulk (palletised) cargo handled. 10 ft., 20 ft. and 40 ft. containers handled on a limited scale (max. gross weight 10 tons).

CRANES: 35 tonne mobile crane available.

BULK CARGO FACILITIES: None at Kingstown.

Campden Park Bay, 2 miles North along the West coast – flour mill complex for receiving grain (bulk) and shipping flour. Max. draft 36 ft. One berth 300 ft. Loading gear – conveyor belt, height adjustable. Discharging into receiving hopper 25 ft. high. Loading: Max. 1,200 bags flour/feed per hour. Average rate 750 bags/hour. Discharge rate: Max. 60 t.p.h. per vacuator, average 40 t.p.h. Two vacuators normally used.

SPECIALISED CARGO HANDLING FACILITIES: No specialised berths for containers or Ro/Ro traffic.

Arnos Vale, a bay situated about 2 to 2.5 miles S.E. of Kingstown, features a buoy with a 4 in. floating line for LPG. Draft 14 ft.

BRIDGES: None.

STEVEDORES: 24 hours' notice of ETA required. Advise type of cargo, number of hatches to be worked, this required for arranging gangs of stevedores and longshoremen. Average discharge rate 3 – 5 tons per gang/hour.

MEDICAL: Advance notice to Agent of medical requirement is helpful. Hospital facilities available.

TANKERS: No facilities at Kingstown.

Arnos Vale (See "Specialised Cargo Handling Facilities") has available 3 buoys. Draft 24 ft., 17 ft. 6 in. and 14 ft. Serviced by floating and submarine line 6 in. and 4 in. Fuels available: White Products – Gasoline 93 R Octane, Kerosene Oil, Light Diesel Oil, Aviation Fuel; Black Products – R.C. 2 and Colas. Rate of discharge: White Products: 500 bbls./hr. Black Products: 300 bbls./hr.

Also see "Shipmaster's Report" dated February 1990.

DENSITY: Average 1025 oz/cu.ft.

FRESH WATER: Available. $5.00 (E.C.) per 100 gallons (I.G.). Delivery ex-pier by 3 in. line reduced by 1.5 in. nozzle – 2,500 gall./hr.

FUEL: Grades available. See "Tankers". 2 or 3 hours' notice during normal working hours required. Delivery ex Land-Tanker. Convenient to smaller craft only.

FIRE PRECAUTIONS: Usual precautions.

CONSULS: Consulate of the Netherlands (Mr. K. Boyer, P.O.Box 354. Tel: 84222, 72677).

French Consular Agent (Mr. Clifford Frank, P.O.Box 364. Tel: 61615).

Deputy British High Commissioner (Mr. M. D'ath, P.O.Box 132. Tel: 71701).

Embassy of the Republic of Venezuela. (Sr. Escobar C. Hernani, P.O.Box 852. Tel: 61374).

REPAIRS: Minor facilities only, e.g. minor mechanical repairs and simple welding, etc.

DRY DOCKS: There is a small mechanised dry docking cradle (privately owned) for small to medium sized yachts at Union Island, an island of the Grenadines chain 40 miles South of St. Vincent.

New dry dock at Super Yacht Base can accept vessels up to 65 m. length, 12.0 m. beam, 4.3 m. draft and 1,000 tons displacement. Tel: (809) 45-72178. Fax: (809) 45-61302.

SURVEYORS: Lloyd's Insurance (London). London representative: Messrs. Hazells Ltd., Kingstown. Tel: 61201. Telex: Hazells 7512.

GANGWAY/DECK WATCHMEN: Watchmen recommended. Rates fixed per day.

CARGO GEAR: Loading/discharging effected by ship's gear.

REPATRIATION: Facilities for crew changes and repatriation available.

AIRPORT: Arnos Vale Airport 2 miles from Port. Scheduled flights.

TIME: GMT minus 4 hours. No alterations to clock during the year.

HOLIDAYS: New Year's Day, (1st January); St. Vincent and Grenadines Day, (22nd January); Good Friday; Easter Monday; Whitsun Monday; Labour Day, (1st May); Caricom Day, (1st Monday in July); Carnival Day, (1st Tuesday in July); August Monday, (1st Monday in August); Independence Day, (27th October); Christmas Day, (25th December); Boxing Day, (26th December).

BANKS: Caribbean Banking Corporation, Middle Street, Kingstown, P.O.Box 118. Tel: 61501, 61502, 61503. Telex: 7513.

The Canadian Imperial Bank of Commerce, Halifax Street, Kingstown, P.O.Box 212. Tel: 71587. Telex: 7532 VQ.

Barclays Bank International Ltd., Halifax Street, Kingstown, P.O.Box 604. Tel: 61706. Telex: 7520.

The Bank of Nova Scotia, Corner White Chapel and Halifax Street, P.O.Box 237. Tel: 71601. Telex: 7546 VQ.

National Commercial Bank.

St. Vincent Agricultural and Loan Bank.

St. Vincent Co-operative Bank.

STORING: See "Prelims".

1. Vessels stored by truck.
2. No barges available.
3. Trucks allowed alongside.
4. Fork lift trucks can be used on jetty to handle stores.
5. Customs regulations regarding storing allows stores to be exported duty-free under Customs supervision, and sometimes Customs seals while in port.
6. Local Riggers available for assisting with storing.

POLICE/FIRE/AMBULANCE: Police Headquarters/Fire Department, Tel: 71211. Emergency: 99. General Hospital, Tel: 61185.

EMERGENCY CO-ORDINATION CENTRE: The Royal St. Vincent Police Station, Kingstown. Tel: 71211. Emergency: 99.

TELEPHONE: Two telephones available, $25.00 per day per phone.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Seaman's Book adequate.

GARBAGE DISPOSAL: Collection service is available. Skips are provided alongside ship. Contact Waste Masters, Kingstown, St.Vincent. Tel: (809) 457-1657. Fax: (809) 457-2768.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: No seaman's clubs. There is an International Telephone Service at Cable & Wireless, Kingstown. Church services held Saturday/Sunday. Minibuses run up to 10 pm daily.

CURRENCY: East Caribbean Dollar (EC$).

REGULATIONS: No unusual regulations.

DELAYS: Normal delays in berthing etc., as a result of limited docking area.

GENERAL: *Charts:* BA. 501 and BA. 791.

DEVELOPMENTS: Deep Water Berth to be extended by 300 ft. – 400 ft. to the North and by 150 ft. to the South. No schedule available at present.

SHIPMASTER'S REPORT: January 1979 (Updated 1994).

Pilotage: Compulsory for vessels over 180 n.r.t. Pilot boards 0.5 miles South of Fort Charlotte Light. A heavy swell may be experienced and vessel is always rolling.

Restrictions: Vessel may enter and leave at any stage of the tide, however, berthing is not recommended during hours of darkness. Unberthing may be carried out at any time.

Max. Size: LOA 550 ft. Max. draft approximately 30 ft.

Radio: Fort Charlotte on VHF Channel 16 and SSB 2182 kHz.

Berthing: One berth only available, vessels always dock port side to. Wharf is concrete with hard rubber fenders. There are storage facilities for breakbulk cargoes and palletised cargoes, there is also mechanised equipment for handling bananas. Container stowage in the container park. Two toplifters for handling 20 ft. and 40 ft. containers, max. weight 30 tons. Loading rate for bananas 15 t.p.h. per gang using ship's derricks. Vessel's accommodation ladder required.

Facilities Available: Fresh water, fresh provisions, airport, laundry services, doctor, hospital, groceries, fish and meats.

SHIPMASTER'S REPORT: February 1990.

Berth: Shell and Texaco Terminal at Greathead Bay (Arnos Vale).

Approach: For Shell and Texaco oil terminals in Greathead Bay, vessels are first required to clear Customs and Immigration at Kingstown.

From the North West, Kingstown is easily passed by being rather inconspicuous, a small city tucked away at the head of its own bay.

Best landmark is Fort Charlotte on the promontory to the West of the town.

From the East, the airfield runway is easily seen on the N.W. side of Greathead Bay.

Anchorage: Vessels either anchor for clearance in Kingstown Bay if Greathead Bay berth is occupied, or at night, or just lie in the bay for clearance.

The water is deep and the only shallow area is within 1 cable of the harbour wall.

We anchored with 4 shackles in water with Cane Garden Point bearing 160° at a distance of 0.65 miles.

Pilot: Pilotage inwards to Greathead Bay is compulsory (0600 hrs. to 1800 hrs.). Pilot is embarked from a black hulled launch in Kingstown Bay. Pilot not required outwards. Vessels may leave at any time.

Signal Station: Fort Charlotte on VHF Channels 16/11 throughout 24 hours. Port Office on VHF Channels 16/11 from 0800 hrs. – 1600 hrs.

Oil Moorings: Position Lat. 13° 08.2′ N., Long. 61° 13.2′ W., in the Eastern end of the bay tucked under the promontory.

Depth at moorings about 8.0 m. minimum.

Vessels finally moor less than ¹ cable from the cliffs.

The starboard anchor is let go abeam of cliff head (13° 08.08′ N., 61° 13.13′ W.), headland unnamed. Then one port breast line sent to buoy and 2 starboard stern lines sent to inshore buoy of two. Stern being pulled over to port quarter buoy so that buoy finishes up just forward of stern.

It is advisable to send port line first (use best available), then one stern line, gradually warping vessel into position.

There are 3 buoys, all painted white, the third buoy ends up on the starboard quarter and is generally not used.

Buoys only have eyes and require mooring shackles.

Vessel ends up with about 5 shackles in water, ship's head 190°.

Boatman has a dugout with outboard and also handles hoses.

Weather/Tides: Strong Easterly winds are prevalent which makes mooring difficult, particularly in heat of day.

Tides can be strong. The flood was observed running to East and ebb to West as at HW Kingstown. Flood is much stronger than ebb.

Due to prevailing wind, vessel does not, as a rule, set onto cliffs.

Best to moor at first light or at dusk.

Hose: At present the ship's floating hose of about 240 m. is run to Shell, slightly more to Texaco. Port side run off.

In June 1990, 3 submarine lines will be commissioned – 1×6 in. white oils, 1×6 in. RC250 (Bitumen) and 1×4 in. LPG. Pumping rate expected to be around 300 tonnes/hr.

Terminals: Shell centred in position Lat. 13° 08.28′ N., Long. 61° 13.05′ W. Texaco nearby to the West.

Shell tankage:

M 93	2,800 bbl.
ULG	2,800 bbl.
Av. Jet	3,400 bbl.
Av. Gas	1,000 bbl.
Gas Oil	6,000 bbl.
RC250	1,100 bbl.

No LPG tanks.

Texaco has similar tankage plus LPG facility.

Shell normally use VHF Channel 9, so if not available on ship's Motorola, ship has to land ship's set.

Water plugs between grades.

Agent: Shell agent not seen at Kingstown. Texaco use St.Vincent Motors.

Documents: Officials require 6 Crew Lists, 2 Crew Manifests, 2 Bonded Stores Lists, 2 Stores Lists and Health Declaration.

No problems were encountered and the bond was not sealed.

AUTHORITY: The St. Vincent Port Authority, P.O.Box 1237, Kingstown, St. Vincent, W.I. *Tel:* (809) 45-61830, 72719. *Telex:* 7500 Cwagency. *FAX:* (809) 45-62732. *Contact:* Harbour Master: Captain Brenan B. King, Tel: 61830, 61400. Port Manager: L. Kirby, Tel: 72719. Chairman: Kevin Gibson, Tel: 45-64487. Chester Charles, Administration Officer.

NOTES

Please also advise Shipping Guides Ltd.

Republic of Sao Tome and Principe

SAO TOME: 00.21 N. 06.44 E.

SHIPMASTER'S REPORT: May 1984.

DOCUMENTS:
6 copies Crew Lists.
6 copies Animal Lists.
6 copies Passenger Lists.
6 copies Arms & Ammunition Lists.
6 copies Ports of Call.
2 copies Personal Declaration.
2 copies Stores Declaration.
3 copies Cargo Manifests.

PILOTAGE: No service available.

ANCHORAGE: On the leading line shown on the chart, about 8 – 9 cables from the breakwater. By day or night the leading light structures are not easily recognisable. Vessels lie at anchor heading in a S.S.E.'ly direction and do not swing around to the tide. The ground, which is clearly visible when the sea is calm, is sand and holds well.

RADIO: Although Sao Tome has a listed radio station, it is not regularly attended and does not function properly. Masters are advised to send ETA messages via one of the major coast stations such as Cape Town. There is supposed to be a VHF station in port but this is also mostly unattended. There is telex connection to Europe.

BERTHING: *Cargo Handling:* If no other vessel in port, up to 200 tons per day in lighters of 40/60 tons each.

MEDICAL: There is a hospital and medical attention is available.

FRESH WATER: Not available.

AIRPORT: Sao Tome has regular flight connection with Luanda only. A once a month service to the Cape Verde Islands started in April 1984, on an experimental basis.

SHORE LEAVE: Crew members may go ashore but must return on board before 2000 hrs. They must carry their Passports with them.

GENERAL: *Provisions:* There is no ship chandling service. Some small amounts of fresh vegetables can be purchased.

Customs: The ship's bonded stores are not sealed by Customs.

Immigration: One policemen stays on board throughout the ship's stay in port.

Currency: The local currency is Dobras, about 33 Dobras = $1.00 (April 1984).

Mail: Because of the lack of direct flight connections, it is advisable not to send mail to or from Sao Tome.

SHIPMASTER'S REPORT: January 1989.

PILOTAGE: Not available.

ANCHORAGE: The anchorage is on the leading line shown on the chart, about 5 cables from the breakwater. The minimum depth of water is 10.0 m. and the holding ground is good. The vessel swings with the tide but generally heads in a South-Southeasterly or North-Northwesterly direction.

RADIO: Sao Tome Naval Radio Station is the local station, but is not regularly attended. None of the operators understands English. They will only reply if the vessel calls in the Portuguese language.

There is a manual telex connection with Europe, however ETA should be sent via a major coast station.

BERTHING: The length of the jetty is 200 m. and the maximum depth alongside at LW is said to be approximately 2.50 m.

CARGO HANDLING FACILITIES: Ocean-going vessels load and unload at anchor. There is a long Southeasterly swell and this makes operations dangerous. Vessel must have sufficient fenders for carrying out cargo operations.

The local stevedores are able to handle conventional derricks, but it is not recommended that they be allowed to handle sophisticated container cranes or other modern cargo handling gear.

There are approximately 10 lighters available for handling cargo of vessels at anchor and if only one vessel is discharging, a rate of up to 300 tonnes per day for breakbulk cargo can be achieved.

There are 4 lighters which are capable of carrying 1×20 ft. container at any one time and 1 lighter capable of carrying 1×40 ft. container.

The jetty is equipped with a fixed crane with 23 tonnes capacity and a mobile crane of 5 tonnes capacity.

There is only one lorry capable of carrying 40 ft. containers, therefore the discharge rate for 40 ft. containers is a maximum of 5×40 ft. containers per day. The discharge rate for 20 ft. containers is a maximum of 20×20 ft. containers per day.

As there is a lack of lorries to handle containers the harbour can become congested.

SHORE LEAVE: Crew members are allowed ashore, but must return aboard the vessel before 2300 hrs. Whilst on shore, crew must carry their Seaman's Books.

GENERAL: Sao Tome is a suitable place for conventional vessels, but is not recommended for pure container vessels, especially if they are not equipped with a powerful bow thruster, in order to work against the swell while unloading containers by own cranes.

NOTES

Please also advise Shipping Guides Ltd.

Saudi Arabia

GENERAL

NOTICE:

Saudi Arabia – Bahrain Causeway

The following Navigation Warning issued by the Saudi Seaports Authority – Riyadh is circulated to all concerned:

Date: 23.7.1407/25.11.1986

Subject: Navigation Warning "A" 172/25.11.1986

Saudi Arabia – Arabian Gulf – Saudi Arabia – Bahrain Causeway.

1. A causeway linking Saudi Arabia and Bahrain has been constructed and the following positions represent the centreline and general direction of the causeway:

A. Lat. 26° 13.17′ N., Long. 50° 13.27′ E.
B. Lat. 26° 13.20′ N., Long. 50° 13.87′ E.
C. Lat. 26° 13.15′ N., Long. 50° 14.38′ E.
D. Lat. 26° 12.83′ N., Long. 50° 15.63′ E.
E. Lat. 26° 12.70′ N., Long. 50° 16.00′ E.
F. Lat. 26° 11.33′ N., Long. 50° 18.82′ E.
G. Lat. 26° 11.02′ N., Long. 50° 19.55′ E.
H. Lat. 26° 10.92′ N., Long. 50° 20.17′ E.
I. Lat. 26° 10.83′ N., Long. 50° 22.20′ E.
J. Lat. 26° 10.17′ N., Long. 50° 24.07′ E.
K. Lat. 26° 10.05′ N., Long. 50° 25.25′ E.
L. Lat. 26° 10.28′ N., Long. 50° 27.00′ E.

2. Four Navigation Spans have been provided in the causeway, 1 main (Bridge No. 3) and 3 secondary (Bridge Nos. 1, 4 and 5).

(a) Main Navigation Span Bridge No. 3.
Centre of Span in position: Lat. 26° 12.10′ N., Long. 50° 17.23′ E.
Clearance Under Span: 28.5 m. at Admiralty Chart Datum.
Navigation Width of Span: 122 m.
Depth of Water Under Span: 7 m. at Admiralty Chart Datum.

(b) Secondary Navigation Span Bridge No. 1.
Centre of Span in position: Lat. 26° 13.18′ N., Long. 50° 13.58′ E.
Clearance Under Span: 15.5 m. at Admiralty Chart Datum.
Navigation Width of Span: 45 m.
Depth of Water Under Span: 5.5 m. at Admiralty Chart Datum.

(c) Secondary Navigation Span Bridge No. 4.
Centre of Span in position: Lat. 26° 10.87′ N., Long. 50° 21.10′ E.
Clearance Under Span: 15.5 m. at Admiralty Chart Datum.
Navigation Width of Span: 45 m.
Depth of Water Under Span: 5.5 m. at Admiralty Chart Datum.

(d) Secondary Navigation Span Bridge No. 5.
Centre of Span in position: Lat. 26° 10.12′ N., Long. 50° 25.75′ E.
Clearance Under Span: 15.5 m. at Admiralty Chart Datum.
Navigation Width of Span: 45 m.
Depth of Water Under Span: 4.5 m. at Admiralty Chart Datum.

3. (a) The North and South piles on the Eastern side of each navigation span are marked with red lights, while green lights mark the Western sides. These lights show over an arc of 40°, that is 20° either side of a line at right angles to the bridge span.

(b) Main Navigation Span Lights:
Characteristic: Occult 5 secs.
Height: 5 m.
Nominal Range: 5 miles.

(c) Secondary Navigation Span Lights:
Characteristic: Fixed.
Height: 7 m.
Nominal Range: 5 miles.

(d) The piles at either side of the navigable spans are also illuminated from above with floodlights.

4. Light beacons, Lateral System "A" with a height of 5 m., nominal range 5 miles and fitted with radar reflectors are to be inserted as follows:

Lat. 26° 12.87′ N., Long. 50° 17.50′ E.	Fl. Green 4 secs.
Lat. 26° 12.85′ N., Long. 50° 17.58′ E.	Fl. Red 4 secs.
Lat. 26° 12.48′ N., Long. 50° 17.35′ E.	Fl. Green 8 secs.
Lat. 26° 12.47′ N., Long. 50° 17.43′ E.	Fl. Red 8 secs.
Lat. 26° 11.73′ N., Long. 50° 17.03′ E.	Fl. Green 8 secs.
Lat. 26° 11.70′ N., Long. 50° 17.12′ E.	Fl. Red 8 secs.
Lat. 26° 11.35′ N., Long. 50° 16.88′ E.	Fl. Green 4 secs.
Lat. 26° 11.32′ N., Long. 50° 16.97′ E.	Fl. Red 4 secs.

5. All positions are referenced to the International Spheriod Datum Ain Al Abd (1970).

TRAVEL TO SAUDI ARABIA: *Crew Members' Wives' Passports:* We have been informed that the Director General of Passports, Riyadh, has notified Director of Passports (Eastern Province) Dammam, that wives of crew members arriving in Saudi Arabia and wishing to join their husbands on board vessels, are required to obtain, prior to arrival, valid Saudi Entry Visas from Royal Saudi Consulate in their countries.

The visa endorsed in passport must state the intention of joining the particular ship to obtain exit via seaport.

AUTHORITY: The Ports Authority of the Kingdom of Saudi Arabia formulates policy for and supervises the management and operation of the following ports:

	Lat.	*Long.*
East Coast:		
King Abdul Aziz Port, Dammam	26° 30′ N.	50° 12′ E.
King Fahd Industrial Port, Jubail	27° 04′ N.	49° 40′ E.
Jubail Commercial Port	27° 01′ N.	49° 40′ E.
Qatif	26° 34′ N.	50° 00′ E.
Darin	26° 32′ N.	50° 04′ E.
Al Khobar	26° 17′ N.	50° 13′ E.
Al Ugayr	25° 39′ N.	50° 13′ E.
Ras Tanura	26° 39′ N.	50° 10′ E.
Ras Al Khafji	28° 25′ N.	48° 32′ E.
Ras Al Ju'aymah	26° 56′ N.	50° 03′ E.
West Coast:		
Jeddah Islamic Port	21° 28′ N.	39° 10′ E.
Yanbu, King Fahd Industrial Port	23° 56′ N.	38° 15′ E.
Yanbu, Commercial Port	24° 05′ N.	38° 03′ E.
Gizan	16° 54′ N.	42° 32′ E.
Haql	29° 18′ N.	34° 57′ E.
Al-Khuraibah	28° 04′ N.	35° 10′ E.
Dhuba	27° 21′ N.	35° 42′ E.
Al Wajh	26° 14′ N.	36° 28′ E.
Umm Lajj	25° 01′ N.	37° 16′ E.
Rabigh	22° 45′ N.	39° 00′ E.
Al Laith	20° 09′ N.	40° 14′ E.
Al Qunfudah	19° 07′ N.	41° 04′ E.
Al Qahmah	18° 00′ N.	41° 40′ E.
Farasan	16° 43′ N.	42° 11′ E.

INERT GAS SYSTEM: Saudi Aramco has been informed that the Government of Saudi Arabia has ratified the Solas Convention of 1974 and its 1978 Protocol on May 29th, 1984. Therefore, Saudi Aramco is now obliged to enact the provisions of the said convention as soon as possible.

All Ship Owners/Operators to comply with the following:

1. Effective January 1st, 1985, all vessels of 70,000 d.w.t. and larger calling at any of Saudi Aramco's terminals to load crude/product cargoes must be equipped with an operable inert gas system in use.
2. Effective May 1st, 1985 all vessels of 20,000 d.w.t. and larger calling at any of Saudi Aramco's terminals to load crude/product cargoes must be equipped with an operable inert gas system in use.

Vessels not so equipped will not be accepted for loading as of the effective dates mentioned above.

The Solas Convention of 1974 represents a significant contribution to safety of tankers and oil installations and Saudi Aramco recommends that Ship Owners take immediate steps to comply with provisions of this convention as soon as possible and no later than the effective dates mentioned above. No exceptions will be allowed except in the most unusual circumstances.

Note: Saudi Aramco will follow the terms of the Solas Convention of 1974 and its 1978 Protocol *including* sections pertaining to exemptions. Any vessels exempted under this Convention will still, however, be required to comply with all Saudi Government Port Regulations as well as Saudi Aramco Safety Rules.

RULES/REGULATIONS: The Co-operation Council for the Arab States of the Gulf has issued a set of Rules and Regulations Valid for Saudi Arabian Seaports. These Rules and Regulations became effective on March 22nd, 1985.

EVERY VESSEL ARRIVING IN A PORT OF THE KINGDOM MUST HAVE A COPY OF THESE ON BOARD OR MUST OBTAIN ONE IMMEDIATELY ON FIRST ARRIVAL.

The Port Inspectors make periodical inspections and in the event of non-possession of the said Rule Book by a vessel, she may be penalised. If you already have one or after you get one, it is recommended that you read pages, 66-75, 163-172, 220-233 and 260.

Hereunder follows an EXTRACT from these Rules and Regulations:

General Regulations for Cargo Stowage and Handling:

1. The stowage of cargo bound for ports in the Kingdom of Saudi Arabia must be arranged to ensure simultaneous and optimum rate of discharge from the maximum number of hatches compatible with the requirements of seaworthiness.

2. Where practicable all general and bagged cargo of uniform type and size is to be stacked and secured on pallets to facilitate quick discharge when shipped to the Kingdom of Saudi Arabia in conventional vessels.

3. Exceptions to palletisation:

(a) Bagged cargoes may be pre-slung.

(b) Bagged cargoes arriving in full ship-loads may be discharged loose provided that such cargo is taken by direct delivery and a minimum discharge rate of 1,200 tons per 24 hours is guaranteed.

Bagged cargoes arriving in part ship-loads may be discharged loose provided that such cargoes are taken by direct delivery and a minimum discharge rate of 250 tons per hook per 24 hours is guaranteed.

(c) Foodstuffs, if palletisation would adversely affect the total distribution costs, but the stowage must be arranged to obtain optimum discharge rates.

(d) Cargo carried on schooners and small craft of less than 70 m. in length which are engaged in coastal trade within the Arabian Gulf, the Red Sea and to/from Somali ports.

The weight per bag shall not exceed 50 kg.

4. Tyres should be in bundles of appropriate size or pre-slung.

5. Bundled steel, profile iron, rebars, etc., shall be fitted with slings or lifting points suitable for multiple handling before commencement of handling this type of cargo, the ship's Master or Agent must present to the Port Management a Certificate precisely stating the safe loading capacity of the relevant slings and lifting points. Failing to comply with this requirement will subject the vessel to financial penalties in addition to legal liabilities to third parties.

6. Steel sheets shall be strapped and stacked in bundles of approximately 2 tonnes each. Wooden bearers and/or spacers shall be used in loading the bundles to facilitate discharge.

7. Pallets must be stowed in a ship's hold in a manner to facilitate discharge and make the best use of cargo handling equipment within the holds.

8. All cargo listed on the dangerous cargo list according to IMO Rules must be stowed and handled as prescribed.

9. Masters and shipping Agents are to instruct their stevedoring contractors at loading ports to execute complete separation in accordance with Bills of Lading and the Manifest, and will be held responsible for non-compliance with this regulation.

10. Comprehensive regulations govern the carriage of livestock by sea and their handling at ports in the Kingdom of Saudi Arabia, also the carriage and handling of bagged oil cake and scrap.

Unitisation of Timber:

11. Sawn timber, plywood and veneer is to be unitised. Timber cargoes shall be properly strapped to withstand multiple handling. Bundles shall be separated by skids or dunnage to facilitate lifting or handling by forklifts. Each bundle should weigh between 2 and 3 tonnes.

Bagged Cement, Lime, Gypsum and Similarly Packed Cargo:

12. Bagged cement in paper bags must be packed in 5-ply strengthened paper supported by an inner skin of polythene or similar waterproof material. If there is no synthetic layer, the bag must be made of extra-strengthened paper (minimum 6-ply), or of materials whose proven strength is at least equivalent to the above.

In the square of each workable hatch opening within the plumb of the ship's discharging gear, a block of bagged cement must be left in pre-slung form in flat straps capable of lifting the bagged cement in safe working loads without damaging the packaging. This block must have dimensions of at least 6 m. × 9 m. horizontally and these dimensions must be maintained down to the bottom layer.

(Additional regulations apply.)

13. The Master of any vessel carrying grain to a port, whether in bulk or in bags shall present an official certificate from the country of origin stating that the cargo was free from infestation and that it has been fumigated either before or after loading, in addition to a Certificate stating that the vessel was free from infestation prior to commencement of loading. Without these certificates the vessel will not be permitted to discharge and will be liable to the imposition of a fine.

14.The discharge of cargo for transhipment to another port, whether local or foreign is strictly forbidden without the prior permission of the competent authority.

The transfer of cargo from one vessel to another at anchorage or alongside berths within the port boundaries is strictly forbidden without the permission of the competent authority.

PORT REGULATIONS:

ARRIVAL:

1. Notification to the Port Management

1.1 The Owners of vessels bound for a port in the Kingdom of Saudi Arabia with cargo must give preliminary notice of the vessel's intended arrival to the Port Management of the discharge port or ports by telex or cable either directly or through the vessel's Agents on arrival at the first or sole loading port, before loading commences. Estimated time of arrival and estimated quantity of cargo by type must be given with the preliminary notice.

1.2 On completion of loading cargo for Saudi ports the following information must be sent to the Port Management of the discharge port or ports by telex or cable either directly or through the vessel's Agents:

(a) Vessel's name and former names, if any.
(b) Flag, port of registry and call sign.
(c) Length overall, g.r.t., n.r.t. and d.w.t.
(d) Expected draft on arrival.
(e) Expected time of arrival.
(f) Cargo particulars, including nature, weight, tonnage and stowage by hatches. Car carriers, Ro-Ro and container vessels to give both number and weight in tonnes of each type of unit.
(g) Any other cargo being carried for other destinations.
(h) If dangerous cargo is being carried, the quantity and class must be indicated in accordance with the IMDG Code and it must be stated whether this cargo is to be discharged or is in-transit.
(i) Number, position and S.W.L. of derricks and/or cranes, and particulars and positions of ramps.
(j) The number and nationalities of passengers to be disembarked or in transit.
(k) Expected requirements for bunkers and water.
(l) Name of vessel's Agent.
(m) Not less than 48 hours before the vessel's arrival a detailed List of Arms and Ammunition carried on board purely for self-defence. Failure to comply with this requirement will result in heavy fines and seizure of the arms by the concerned authorities.

1.3 A vessel bound for a port in the Kingdom of Saudi Arabia for loading or bunkering must notify the Port Management immediately orders have been received to proceed to Saudi Arabia giving the information as in 1.2 above but relevant for loading or bunkering

1.4 A further notice of ETA is to be sent 5 days, 2 days and 1 day prior to arrival at the port.

Also see "Advance Notice Requirements".

2. Vessels Failing to Give Required Notifications

2.1 Any vessel failing to comply with the requirements under section 1 above or arriving later than expected under the revised ETA, may lose its berthing registration and will be held responsible for all expenses incurred by the Port Management.

2.2 Exemption from the requirements listed under paragraph 1 above may be granted by the Port Management to vessels engaged in coastal trading or which have departed from a neighbouring country, depending on the availability of proper communication between the relevant ports, and the duration of the vessel's voyage.

3. Permission to Enter Port

3.1 The Master of a seagoing vessel must have prior permission of the Port Management to enter the port. Such permission may be subject to special restrictions or conditions if:

(a) The vessel arrives before or after the given ETA;
(b) The vessel is in danger of sinking;
(c) The vessel or the cargo is on fire or if there is the possibility of a fire, or if after a fire, it is uncertain whether it is completely extinguished;
(d) The vessel is a tanker;
(e) On account of the vessel's size or construction its movements or that of any other vessels or the port operations are endangered, hindered or impeded;
(f) On account of the condition of the cargo, the vessel is dangerous;
(g) The vessel arrives under tow;
(h) The vessel is over-loaded;
(i) The vessel has any person or animal on board suffering from an infectious or contagious disease, or if the presence of such infection, contagious or epidemic disease is suspected on board;
(j) The vessel is powered by nuclear energy, the arrival of such a vessel must be notified in accordance with the requirements as prescribed in section 1;
(k) If the vessel carries deck cargo which extends beyond her side.

4. Registration for Berthing

4.1 Vessels will be registered for berthing in accordance with the time given for arrival in the revised ETA. The Port Management reserves the right to refuse registration or to cancel the registration of any vessel already registered if required by port operations or for any infringement of these regulations by the vessel.

"Sambuks, schooners, yachts or any craft not registered in the port without radio transmitting equipment, shall stay first in "Small Craft Anchorage" for the visit of Authorities before proceeding inside the port."

5. Priority for Berthing

5.1 Allocation of berths shall be under the control of the Port Management who, in case of excess demand on facilities, shall have the power to use their discretion to give priority to:

(a) Vessels carrying passengers or pilgrims;
(b) Vessels carrying livestock;
(c) Vessels carrying essential or perishable foodstuffs;
(d) Vessels carrying refrigerated cargo;
(e) Any other vessel for special reasons.

6. Papers and Documents Required (see also special requirements for individual ports).

6.1 *Vessel's Papers and Documents*

6.1.1 On arrival at any port in the Kingdom of Saudi Arabia, the Master of each vessel shall present or make available for inspection the following papers and documents:

(a) Log Books;
(b) Registration Certificate;
(c) Classification Certificate;
(d) Load-line Certificate;
(e) Building Safety Certificate;
(f) Safety Equipment Certificate;
(g) Radio and Wireless Certificate;
(h) Cargo Gear Certificate;
(i) Marine Health Declaration;
(j) Vaccination List;
(k) Rat–Free Certificate;
(l) Clearance from the Last Port of Call;
(m) Israel Boycott Declaration;
(n) Ship's Stores List;
(o) Grain Shipping Certificate if the vessel is carrying a grain shipment;
(p) Mail Transport documents in accordance with the "International Postal Treaty" if any mail is carried aboard;
(q) 5 copies Crew List including name, nationality, date and place of birth, Passport number and rank;
(r) 5 copies of the Passenger List including name, nationality, date and place of birth, Passport number, port of embarkation, port of disembarkation;
(s) 2 copies of the List of Personal Effects of Crew and Passengers.

6.1.2 To obtain port clearance the Master of the vessel shall present or make available for inspection the following papers and documents to Port Management:

(a) Log Book;
(b) Registration Certificate;
(c) Classification Certificate;
(d) Load Line Certificate;
(e) Building Safety Certificate;
(f) Safety Equipment Certificate;
(g) Radio and Wireless Certificate;
(h) Port Stevedore Outturn Reports;
(i) Receipt for Payment of Custom's Duties;
(j) Shipping Note and Cargo Manifest for any cargo loaded.

6.2 *Cargo Papers and Documents*

6.2.1 The following papers and documents must be submitted to the Port Management not later than 48 hours prior to arrival (exemptions may be granted under certain circumstances at the discretion of the Port Management):

(a) 5 copies of the Cargo Manifests for Discharge, including any additions or amendments in English; 10 Copies of the original manifests accurately translated into Arabic;
(b) 2 copies of the Cargo Stowage Plan;
(c) 2 copies of the Hatch List or Bay Plan;
(d) 2 copies of the List of Dangerous/Hazardous Cargo for Discharge;
(e) 2 copies of the List of Dangerous/Hazardous Cargo in Transit;
(f) 2 copies of the List of Heavy and/or Awkward Cargo which requires special equipment;
(g) 2 copies of the List of any Wine, Spirits and Narcotics or Cargo of such nature on the vessel and its location or, in the absence of which, a nil return;
(h) A Declaration of type of reefer cargo;
(i) An Application for discharge permit;

6.2.2 *Specifications*

(a) All copies of the Manifests must be taken from the Master Manifest.
(b) The consignee column in all cargo manifests shall include the full name and address of the consignee. If for legal/commercial reasons a bank or financial institution appears as consignee in the Cargo Manifest, the name of the final consignee, if known, has to be shown beside the name of the bank.

(c) In case of transhipped cargo, the Cargo Manifest must show the name of the pre-carrying vessel, the port of transhipment and the bill of lading number for each consignment.

(d) The List of Dangerous/Hazardous Cargo must show:
  (i) The technical name;
  (ii) The IMDG Code class and UN number;
  (iii) The Quantity of each consignment;
  (iv) The location on board and bay number, if stowed in containers, or lash barges or on trailers.

6.2.3 *Exceptions*

(a) Vessels will be allowed to produce the aforementioned papers on arrival, provided the Port Management has received the following details by telex not less than 24 hours prior to arrival:
  (i) Name and flag of vessel;
  (ii) Port(s) of loading;
  (iii) Bill of Lading numbers;
  (iv) Marks and numbers as per Bills of Lading;
  (v) List of dangerous/hazardous cargo;
  (vi) List of heavy packages above 3 tonnes and/or awkward cargo lifts;
  (vii) Total number of Bills of Lading. LASH operators shall relate bills of lading to specific barge numbers;
  (viii) Statement of wine and spirit shipments for other ports showing where stowed or in the absence of which a nil return.

(b) A vessel carrying more than 200 Bills of Lading consignments for discharge in any one Saudi port is requested to submit cargo manifests not later than 72 hours prior to arrival.

7. Exempted Vessels

Exempted from the provision of Regulations 1, 2 and 4 are vessels entering in case of:
(a) Distress;
(b) Emergency refuge;
(c) Force majeure;
(d) Need of medical assistance.

8. Signals and Approach

8.1 Every vessel approaching the limits of a port must hoist the following flags:
(a) Ship's signal letters (in case of VHF failure);
(b) International code 'Q'-flag(s) in accordance with international health and safety regulations;
(c) International code 'B'-flag if the vessel is carrying dangerous goods or hazardous materials;
(d) The national flag of the country to which the vessel belongs.

9. The Flag of the Kingdom of Saudi Arabia

9.1 Every vessel entering a Saudi port must hoist the flag of the Kingdom of Saudi Arabia and keep it flying at all times throughout the stay in the port.

10. Pilotage

Pilotage is compulsory for all vessels entering or navigating within or leaving the pilot zones in the Kingdom of Saudi Arabia.

10.1 *Exempted Vessels*

The following vessels are exempted from the provisions of compulsory pilotage:
(a) Saudi Warships;
(b) Vessels of the government of the Kingdom of Saudi Arabia not designated for commercial use;
(c) Vessels under 150 net registered tons;
(d) Craft employed solely within port limits;
(e) Yachts and pleasure craft;
(f) Vessels operated by Port Management.

10.2 *Pilot Signals*

Every vessel subject to compulsory pilotage as above and which requires a Pilot shall:
(a) From sunrise to sunset hoist the international code flag "G";
(b) From sunset to sunrise give the letter "G"(– – ·) by a signal lamp;
(c) In the event of poor visibility caused by rain, fog or dust, sound the signal "G" (– – ·).

Vessels equipped with VHF should call the Port Control Signal Station on frequencies published by the port as soon as the vessel enters within VHF range.

Vessels having a Pilot on board must hoist the international code flag "H".

11. Valid Cargo Gear Certificate

11.1 All vessels must have a valid Cargo Gear Certificate issued by one of the following societies approved by the Ports Authority:
1. American Bureau of Shipping.
2. Bureau Veritas.
3. Det Norske Veritas.
4. Germanischer Lloyd.
5. Lloyd's Register of Shipping.
6. Nippon Kaiji Kyokai.
7. Polski Rejestr Statkow.
8. International Cargo Gear Bureau Inc.
9. Jugoslavenski Registar Brodova
10. China Corporation Register of Shipping

or any other competent authority recognised by the Government of the country in which the certificates are issued.

11.2 No rope, tackle, block, chain, hook or any other gear which is worn, damaged or otherwise unsuitable shall be used for the purpose of hoisting, lowering, heaving or otherwise handling of slung cargo or other articles. All cargo handling gear is to be tested and inspected according to Schedule B to these Regulations.

11.3 Vessels of more than 15 years of age at the start of a voyage as determined by the date of the first or sole Bill of Lading must carry out a cargo gear inspection of all cargo gear including deck machinery and the supply of power thereto, prior to loading for a Saudi Arabian port, and an appropriate inspection certificate should be issued.

This Certificate is valid for a period of 6 months. No general statements will be accepted. The Surveyor has to state that the inspection has been carried out on each part of the gear, deck machinery and its power supply, that he has observed each derrick, crane, winch, etc., in operation and each part has been found in good working order, and that all required current inspections as per Schedule B in this part have been fulfilled.

The Inspection Certificate must be provided by an approved Survey Bureau, Classification Society or an approved Government Department. *Exemptions:* 11.3 above does not apply to vessels less than 70 m. LOA engaged in coastal trades.

ADVANCE NOTICE REQUIREMENTS: The information below has to be telexed twice to respective Port Authority (with copy to Agent). The first telex to be sent (with estimated details) at the time vessel arrives at first port of loading, to be called 'preloading advice'. The second telex to be sent (with correct details) at the time vessel sails from the final port of loading, to be called 'final advice'.
1. Call Sign.
2. Vessel's name.
3. Owners/Line.
4. Nationality.
5. Agent.
6. LOA (m.).
7. Max. Draft (m.).
8. Hatches/holds.
9. G.R.T.
10. N.R.T.
11. D.W.T.
12. Vessel's previous name.
13. Vessel type.
14. Cargo type.
15. Total cargo weight tonnes.
16. Total cargo freight tonnes.
17. No. of containers/units.
18. No. of livestock.
19. ETA.
20. Actual arrival draft.
21. Hatchwise tonnage.
22. Year built.
23. No. of LCL containers and quantity showing each Bill of Lading number in that container.
24. Fumigation and Cleanliness Certificates in case of foodstuff cargoes.
25. Each loading port name where cargo loaded for Saudi port.
26. Economic Speed.
27. Vessel position 48 hours before arrival.
28. Last 3 ports of call.
29. Next port after Saudi port.
30. Vessel's Lloyd's Registered Number.
31. Port of Registry.
32. Hazardous cargo for Saudi port.
33. Hazardous cargo in transit for other ports.
34. P & I Club name and local correspondents.
35. Confirm that 5, 2, 1 day ETA notices with Call Sign, draft, cargo for Saudi port, hatchwise distribution, Master's name, crew number, nationality, previous/next port, vessel's position 48 hours' prior arrival and radar data will be supplied to port by the Principals/Master.

If the undermentioned information has not previously been given it is to be included in the advices:
(a) Type of radar.
(b) Frequency.
(c) Scan rate.
(d) Pulse width.
(e) Pulse peak power.
(f) Pulse repetition frequency.
(g) Beam width.

If the vessel is equipped with several radars the characteristics of each radar must be given.

Upon receipt of such information, the relevant Port Authority will give clearance date for the vessel to enter the port.

The following documents should arrive with the Agent in Saudi Arabian port latest 7 days prior to vessel's arrival date and subject to Arabic translation be submitted to Authorities latest 72 hours prior to vessel's arrival:

18 copies Cargo Manifest.
18 copies Freight Manifest.
18 copies Dangerous Cargo Manifest.
4 copies Hatch List.
4 copies Stowage Plan.
4 copies each Bill of Lading (3 Non-Negotiable)
4 copies Heavy Lift Cargo separately.

Saudi Arabian Port Authorities can be contacted by telex as follows:

King Abdul Aziz Port, Dammam	801139 Dapm SJ
Jeddah Islamic Port	601175 Ports SJ
Jubail Commercial Port	831005 Jubpt SJ
King Fahd Industrial Port in Jubail	832031 Jubipt SJ
Yanbu Commercial Port	661096 Port SJ
King Fahd Industrial Port in Yanbu	662360 Portct SJ
Gizan Port	911030 Ports SJ
Ras Tanura	851111 Rprt SJ

POLLUTION: Fines and penalties for not complying with the International Convention for the Prevention of Pollution of the Sea by Oil, 1975 are:
(a) Discharging oil or oily-mixture within 100 miles from the Kingdom's Coasts – one year imprisonment or S.R.20,000 (Saudi Riyals) or both.
(b) Saudi Flag Ships discharging oil or oily-mixture in any prohibited zones or areas mentioned in the conventions, the same fine and penalty as in (a).

(c) Not keeping the oil record book in the ship – 6 months imprisonment or S.R.2,000 (Saudi Riyals), or both.

(d) Not keeping the oil record book up to date – fine up to S.R.5,000 (Saudi Riyals).

SHIP'S FUEL TANKS: *Circular No. SEAPA – 15335/85.*

To: All Shipping Agents.
cc: All Ports.
From: The President and Chairman of the Board, SEAPA.
Date: 14.7.1405/04.04.1985
Subject: Flammability Check of Ship's Fuel Tanks.

With immediate effect you are advised to inform all concerned parties that the Port Management of all SEAPA ports will require additional flammability checks on fuel tanks of O/B/O carriers and tankers excluding tankers engaged solely in the transport of chemicals.

The purpose of this extra precaution is to deter the use of cargo oil as fuel supplement, and will be required on a random basis as advised by the Port Operations Department. The results are to be incorporated (when applicable) on the Gas Free Certificate.

When such random test is required by the Port Management, it will be necessary for the ship's Agent to arrange for the services of a surveyor.

For your information, if the atmosphere in any fuel oil bunker tank is discovered at more than 15 per cent (LEL), then the ship's Master will be required to engage a surveyor to provide an exact flashpoint analysis of the tank contents.

Furthermore, should the flashpoint be less than the prescribed limits stipulated in Regulation 33 of SOLAS, the Port Management reserves the right to remove the ship from the berth.

Regards:
Fayez I. Badr,
President and Chairman of the Board,
Ports Authority,
Kingdom of Saudi Arabia.

NAVIGATION INFORMATION: The Agents have the responsibility to deliver to the Master the updated copies of the Radio Navigational Warnings and Notices to Mariners issued by the Ports Authority, covering Saudi Waters.

AUTHORITY: The Ports Authority, Kingdom of Saudi Arabia, P.O.Box 5162, Riyadh 11188, Kingdom of Saudi Arabia. *Tel:* 01-405 0005. *Telex:* 401158, 401783, 405055 Ports SJ. *Contact:* Dr. Fayez I. Badr, Minister of State, President of the Ports Authority.

AL KHOBAR: 26.17 N. 50.13 E.

ALSO SEE "GENERAL" BEFORE FIRST PORT.

PORT LIMITS:
Harbour Boundaries:

All shore-based port property enclosed by a fence following the shore line extending seawards to a line running between the following points:

Latitude: 26° 16′ 12″ N.,	Longitude: 50° 12′ 54″ E.
Latitude: 26° 16′ 12″ N.,	Longitude: 50° 13′ 18″ E.
Latitude: 26° 12′ 00″ N.,	Longitude: 50° 13′ 36″ E.
Latitude: 26° 12′ 00″ N.,	Longitude: 50° 19′ 20″ E.
Latitude: 26° 17′ 12″ N.,	Longitude: 50° 19′ 20″ E.
Latitude: 26° 17′ 12″ N.,	Longitude: 50° 13′ 06″ E.

DOCUMENTS: Crew List required by Port Authority 48 hours prior to vessel's arrival.

PILOTAGE/ANCHORAGE/RADIO: There are no official anchorages, Pilots or radio facilities at Al Khobar port, which is only used by small craft.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Remarks*
Total	500	3.4	General cargo and passenger, including a 10 m. wide quay ramp.

Total shed area (3 sheds): 8,200 sq.m.
Total open storage area: 6,900 sq.m.
Vehicle parking area: 6,900 sq.m. (inside security).
11,400 sq.m. (outside security).
Passenger terminal: 750 sq.m.

EQUIPMENT:
Forklifts: Forklifts up to 10 tons available.
Mobile cranes: 3 up to 20 tons, 1 between 20 and 40 tons.

AUTHORITY: Al Khobar Port Management, *Contact:* Rabah Al Hazeemi, Port Director.

AL QADIMAH: 22.21 N. 39.05 E.

ALSO SEE "GENERAL" BEFORE FIRST PORT.

PILOTAGE: The Pilot boarding place is West of the inner coastal reef in position Lat. 22° 20.5′ N., Long. 39° 01.6′ E. Pilotage undertaken during daylight only.

ANCHORAGE: To the North of the entrance channel in depth of 15 m. – 20 m.

VHF: Before entering the approach channel permission should be obtained from Qadimah Port Control, calling Channel 16 and working on Channels 72 and 74.

TUGS: 2 tugs available.

BERTHING: The port is used for unloading military cargoes. Vessels berth alongside 2 pontoons (150 m.×25 m. each) with depths of 13 m. – 14 m. alongside. Ro/Ro facilities available.

CRANES: Floating crane with lifting capacity 150 tonnes and mobile cranes available.

FRESH WATER/FUEL/PROVISIONS: Not available. Vessels should arrive with sufficient for their needs, making allowances for delays which may be experienced.

AUTHORITY: Ministry of Defence and Aviation.

DAMMAM: 26.30 N. 50.12 E. (See Plan)

ALSO SEE "GENERAL" BEFORE FIRST PORT.

LOCATION: Situated approximately mid way along the Eastern coast. It is the principal port of Saudi Arabia in the Arabian Gulf.

PORT LIMITS: The Seaward Limits of the Port of Dammam are bounded by a line joining the following positions:

Latitude	Longitude
26° 28.76′ N.,	50° 10.85′ E.
26° 29.24′ N.,	50° 09.05′ E.
26° 34.14′ N.,	50° 09.05′ E.
26° 34.14′ N.,	50° 10.05′ E.
26° 34.47′ N.,	50° 10.78′ E.
26° 37.89′ N.,	50° 14.25′ E.
26° 37.89′ N.,	50° 16.05′ E.
26° 26.64′ N.,	50° 16.05′ E.
26° 26.64′ N.,	50° 11.86′ E.
26° 24.90′ N.,	50° 11.04′ E.

and thence to the shoreline. A circular 95 m. high Marine Control Tower comprising 3 storeys at a height of 74.4 m. above ground level is located at Lat. 26° 30′ 31″ N., Long. 26° 24′ 48″ E.

Within the Port Limits the approach channel to the port is marked by buoys in accordance with IALA "System A". Depth of the approach is 15 m.

FLAG: In addition to the quarantine signals (See "Health") which are to be shown until Pratique is granted, the Saudi Arabian Flag must be flown from vessel's foremast while in port of Dammam. Saudi flags can be hired or purchased locally.

DOCUMENTS: In order to comply with Port, Customs and Agent's requirements, the following documents should be submitted to the Port Management via the Agent, at least 48 hours prior to arrival of vessel at Dammam port:

5 copies of the Cargo Manifest for discharge, including any additions or amendments in English; 10 copies of the original Manifest accurately translated into Arabic.
2 copies of Hatch List.
2 copies of Stowage Plan.
2 copies of List of Heavy Lifts.
2 copies of List of Long Length Cargo.
7 copies of List of Dangerous Cargo on board, if any.
Arms and Ammunition List, or "Nil" return.
Crew List showing Nationality.
Fumigation Certificate for Vessel and Cargo (if required).

The particulars of the Certificates required by the SOLAS regulations are entered on the Port's Form on the arrival of the vessel at the anchorage and the certificates are sighted after berthing.

Also see "Health", and "General" before first port.

APPROACHING: *Directions and Regulations for Vessels Entering or Leaving Dammam Port:*

Dry cargo vessels drawing 10.4 m. (34 ft.) or less should approach and leave by the East Channel.

Vessels in excess of 10.4 m. draft and vessels from Northward should use the Main Channel.

Prior to vessels entering the Ras Tanura Channel they must contact "Ras Tanura Radar Control" on VHF Channel 10, identify themselves and state where bound. Normal listening watch should then be maintained on Channel 16.

Vessels bound for Dammam Port must call "Dammam Port Control" 1 hour before the vessel's arrival at Buoy "D27" and give the following information:

(i) Vessel's name.
(ii) Length overall.
(iii) Maximum draft.
(iv) Cargo tonnage and main commodity.
(v) Hazardous cargo, if any.
(vi) Whether the vessel has a list.
(vii) Whether the vessel has any mechanical defects.

Vessels must not enter or navigate within the Port Limits without the permission of "Dammam Port Control". Inward vessels shall report the time of passing Buoy "D27" and shall keep a listening watch on Channel 16.

The speed of vessels within the buoyed channel is limited to 8 knots and overtaking other vessels within the channel is prohibited.

Anchoring within the buoyed channel is prohibited.

Upon arrival, if a vessel is instructed not to anchor in the Holding Anchorage, the Pilot will board abeam of Buoy "D13".

PILOTAGE: The pilotage area commences at Buoy "D1" (i.e. the channel entrance). Pilotage is compulsory and the normal Pilot Boarding Area is between Buoys "D12" and "D13". The only vessels allowed to proceed South of this position without a Pilot are exempted vessels, and vessels which would, under normal circumstances, require the services of a Pilot but have been instructed by "Dammam Port Control" to anchor in the Holding Anchorage.

Vessels bound for Dammam must contact "Dammam Port Control" 1 hour before arrival at Buoy "D27", giving details of ship (See "Approaching"), and must not enter the channel until permission has been given by "Dammam Port Control".

"Dammam Port Control" operates on the following VHF Channels: 16, 12, 13, 19 and 22.

Vessels Exempted from Compulsory Pilotage: These include:

- (i) Vessels of the Royal Saudi Navy.
- (ii) Vessels of the Saudi Government which are not assigned for commercial use.
- (iii) Vessels whose nett tonnage is less than 150 tonnes.
- (iv) Port craft.
- (v) Pleasure yachts.

Also see "Radio".

Vessels less than 150 tonnes, port craft and pleasure yachts shall wait at Small Craft Anchorage for authorisation to proceed to the port.

ANCHORAGES: The following anchorages are allocated as necessary for vessels:

(i) *Holding Anchorage:* (Depth 15 m.) bounded by a line joining the following positions:

Latitude	Longitude
26° 34.04′ N.,	50° 11.83′ E.
26° 33.54′ N.,	50° 10.05′ E.
26° 32.78′ N.,	50° 10.00′ E.
26° 32.00′ N.,	50° 10.05′ E.
26° 31.97′ N.,	50° 10.93′ E.
26° 31.64′ N.,	50° 11.75′ E.
26° 32.07′ N.,	50° 11.31′ E.
26° 32.89′ N.,	50° 10.72′ E.
26° 33.60′ N.,	50° 10.85′ E.

This anchorage is marked by Buoys.

(ii) *Working Anchorage:* (Depth 10 m.) bounded by a line joining the following positions:

26° 32.59′ N.,	50° 12.10′ E.
26° 32.28′ N.,	50° 11.63′ E.
26° 31.14′ N.,	50° 12.76′ E.
26° 31.59′ N.,	50° 13.01′ E.

(iii) *Explosive Anchorage:* (Depth 8 m.) bounded by a line joining the following positions:

26° 31.42′ N.,	50° 13.60′ E.
26° 31.50′ N.,	50° 13.12′ E.
26° 31.01′ N.,	50° 12.96′ E.
26° 31.01′ N.,	50° 13.60′ E.

(iv) *Small Craft Anchorage:* (Depth 6.5 m.) bounded by a line joining the following positions:

26° 30.89′ N.,	50° 14.05′ E.
26° 30.89′ N.,	50° 12.88′ E.
26° 30.14′ N.,	50° 13.60′ E.
26° 30.14′ N.,	50° 14.05′ E.

Anchoring in the channel is strictly forbidden.

MAX. SIZE: See "Berthing".

HEALTH: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dammam port. These signals shall be displayed continuously until Pratique granted. Signals are as follows: Sunrise to sunset – Quarantine Flag; Sunset to sunrise – Signal Lights – red over white.

The Quarantine Officer will board the vessel either at anchorage or at pier.

Documents required for immediate inspection are the following:

International Maritime Health Certificate (from the last port).

Valid Derat or Derat Exemption Certificate.

Crew List (3 copies).

Passenger List, if any.

Valid Cholera Certificates (of a date not exceeding 6 months) for all crew members and passengers.

Valid Yellow Fever Certificates for all crew members and passengers.

Certificates of Inoculation against any communicable diseases prevailing at the ports of departure.

Ship's Log Books.

RADIO: (Also see "Pilotage" and "Vessel Appointments").

Dammam Port has a modern radio communications system as follows:

(i) *VHF* – (Call sign "Dammam Port Control"). A continuous listening watch on Channel 16.

Working Channels are: Channels 12, 13, 19 and 22.

(ii) *Radio Telephone* – Facilities are available.

Note: International VHF Channels 01, 68, 71 and 73 are used for port and pilotage operations. Vessels must NOT use these Channels when in the vicinity of Dammam Port.

Telex: Dammam Port is connected to the International Telex network. The telex numbers are 801138 or 801139 Dapm SJ. Fax: 857-1727 (Director General), 858-3113 (Operations), 858-3340 (Marine Department).

Information is available from "Dammam Port Control" covering local weather conditions and any local hazards to navigation that may be appropriate from time to time. Suitable radar coverage is being provided in the Marine Tower.

Coast radio station at Dammam officially known as "Dammam Radio" with call sign "HZG". Tel: 826-5456, 826-5526. Fax: 827-45429. Telex: 802600 DMRD SJ, 802603 DMRD SJ. It is already in service employing radiotelegraphy, radiotelephony and radiotelex to provide radio communication link between vessels at sea and land based concerns.

VESSEL APPOINTMENTS: (See also "Radio").

It is a pre-requisite for all vessels trading to any Saudi Arabian port to give the appropriate Port Management the undermentioned information by telex on arrival at the first port of loading for Saudi Arabia:

In the case of Dammam Port, telexes should be sent to: The Port Director General, Dammam Port Management. Telex Nos. 801138 DAPM SJ, 801139 DAPM SJ.

(a) The information must be updated on leaving the final port of loading bound for Saudi Arabia:

1. Radio Code (Call sign).
2. Vessel's name.
3. Owner/Line.
4. Nationality.
5. Agent.
6. Length overall (metres).
7. Maximum draft (metres).
8. Number of hatches.
9. Gross registered tonnage.
10. Nett registered tonnage.
11. Deadweight tonnage.
12. Previous name (if any).
13. Type of vessel.
14. Type of cargo.
15. Total cargo weight tonnes.
16. Total cargo freight tonnes.
17. Number of containers/units (where applicable).
18. Number of livestock (where applicable).
19. Estimated time of arrival.
20. Actual arrival draft.
21. Tonnage to hatch.
22. Year built.
23. LCL containers and/or ships convenience containers.
24. Fumigation Certificates (vessel and cargo).
25. Ports of loading for Dammam discharge.
26. Economic speed of vessel
27. Vessel's position 48 hours before arrival.
28. Previous port prior to Dammam call.
29. Next port of call on departure from Dammam.
30. Vessel's Lloyd's Register Number.
31. Port of Registry.
32. Arms and ammunition for vessel's self-defence.
33. Declaration of all transit cargo calling at Dammam port.
34. Last 3 ports visited by vessel.
35. Ramp position (if any).
36. Has the vessel specialised container handling gear.
37. Does cargo include hazardous/toxic waste.

Radar Details

1. Name of the vessel.
2. Flag.
3. Vessel's agent (name and address, telephone, telex).
4. Economic speed of vessel.
5. E.T.A.
6. Type of radar.
7. Frequency.
8. Scan rate.
9. Pulse width.
10. Pulse peak power.
11. Pulse repetition frequency.
12. Beam width.

Radar details are required to be passed on to Dammam Port Management 48 hours prior vessel's arrival Dammam.

Vessels equipped with more than one radar should give the information in Items 6 to 12 for each radar.

The name of vessel *and radio code* should be given in every subsequent telex for reference.

The absence of any of the above information may delay the granting of an entry date to the subject vessel.

(b) The above information must be backed up by further confirmation of ETA at 5 days, 2 days and 1 day prior to arrival at each port of call in Saudi Arabia.

Note: Penalties may be imposed by the Saudi Ports Authority if the above rules are not strictly adhered to.

Berthing Arrangements: Providing the requirements above have been complied with, vessels will be allocated to berths, dependent upon type of cargo carried, prior to arrival. Berthing will then take place immediately upon arrival, weather permitting.

VHF: See "Radio".

TUGS: King Abdul Aziz Port has the necessary tugs, ranging from 460 h.p. to 4,600 h.p., mooring launches, pilot boats, fire fighting vessels, survey launch and specialised anti-pollution craft, booms and material, covering all the needs of marine operators and safety requirements.

Tugs operate within the Harbour Limits only for the purpose of assisting vessels in berthing and unberthing. Tugs join vessels inside the Inner Gate Beacons and normally require the use of ship's lines. Where the latter are considered inadequate, the tug's lines are used at the vessel's expense.

BERTHING: (Also see "Vessel Appointments").

The following categories of berth with a water depth from 9.0 m. to 14.0 m. are available, Ro-Ro, Container Terminals, Multi-Purpose, General Cargo, Grain, Explosives/Dangerous Cargo, Loading Fertiliser. The Bulk Cement Berth is leased to a private company, and there is also a bulk edible oil facility.

In the main port there are 39 working berths for deep-sea vessels. They are located on 4 quays as follows:

East Port: *West Quay:* (King Abdul Aziz Pier, total length 2,500 m. approximately).

Berth No.	*Nominal Length* (m.)	*Depth* (m.)	*Berth Facilities*	*Type of Operation*
1	240	13.2	Grain Silos & Flour Mill	Grain/Dir. Dly GC
2	240	12.9	Zone-Barn	General Cargo and Bulk Grain
3	240	12.2	Zone-Barn	General Cargo and Bulk Grain
4	180	10.8	Shed-Zone	General Cargo
5	180	11.0	Shed-Zone	General Cargo
6	150	8.4	Shed-Zone	General Cargo

Berth No.	Nominal Length (m.)	Depth (m.)	Berth Facilities	Type of Operation
7	150	8.0	Shed-Zone	General Cargo
8	150	7.8	Shed-Zone	General Cargo
9	179	8.1	Shed-Zone	General Cargo
10	215	9.4	Zone	Load Fertiliser
11	180	10.1	Zone	General Cargo
12	180	11.4	Shed-Zone	General Cargo
13	180	11.0	Shed-Zone	General Cargo

Notes: 1. Where there is a shed on the berth the distance from the quay edge to the shed is 30 m.

2. Berths No. 1 – 13 are rail connected.

3. There are 21 portal cranes on Berths 1 to 13, with capacities from 6 tonnes to 15 tonnes.

East Quay: (Total length 1,750 m. approximately).

Berth No.	Nominal Length (m.)	Depth (m.)	Berth Facilities	Type of Operation
14	180	11.3	Shed/Zone-Barn Ro-Ro Ramp	General Cargo/Ro-Ro
15	180	11.0	Shed-Zone-Barn	General Cargo
16	180	11.2	Shed-Zone-Barn	General Cargo
17	180	11.2	Zone	General Cargo
18	180	11.0	Shed-Zone-Barn	General Cargo
19	180	11.2	Zone	General Cargo
20	180	11.0	Shed-Zone-Barn	General Cargo
21	240	13.0	Zone	Multi-purpose
22	240	13.2	Zone/Ro-Ro Ramp	Multi-purpose

Notes: 1. Where there is a shed on the berth, the distance from the quay edge to the shed is 40 m.

2. Currently 28 portal cranes are in use on Berths No. 14 – 20 inclusive. Their capacities vary from 6 to 15 tonnes.

3. Berths No. 21 and 22 make up Dammam Multi-Purpose Terminal. The terminal is equipped with 2×30 tonne gantries.

West Port: *East Quay:* (Total length 2,800 m. approximately).

Berth No.	Nominal Length (m.)	Depth (m.)	Berth Facilities	Type of Operation
23	240	13.2	Zone Ro-Ro Ramp	Containers Ro-Ro
24	240	13.2	Zone	Containers
25	240	13.4	Zone	Containers
26	240	13.2	Zone	Containers
27	240	13.1	Zone	General Cargo
28	240	13.2	Zone	General Cargo
29	240	13.2	Zone	General Cargo
30	180	13.1	Shed-Zone-Barn	General Cargo
31	180	13.2	Shed-Zone-Barn	General Cargo
32	180	11.6	Zone	General Cargo
33	180	10.9	Shed-Zone-Barn	General Cargo
34	180	11.2	Shed-Zone-Barn	General Cargo
35	205	11.2	Cold Store Terminal	Reefer Cargo

Notes: 1. Where there is a shed on the berth, the distance from the quay edge to the shed is 40 m.

2. Berths No. 23 – 26 make up Dammam Container Terminal (DCT).

West Quay: (Total length 720 m.).

Berth No.	Nominal Length (m.)	Depth (m.)	Berth Facilities	Type of Operation
36	180	9.8		
37	180	10.4		
38	180	11.0	Silos/Bagging Plants	Bulk Cement/Edible Oil
39	180	12.5	Zone	Explosives/Dangerous Cargo

Notes: 1. The bulk cement berth is leased to an independent company.

2. All berths are rail connected.

3. The quay, North of Berth No. 39, can be extended by 2,200 m. when additional berths are required in the future.

Updated information on available depths within the Port Limits can be obtained from the Harbour Master's Office.

In addition to the berths in the main port, a Small Craft Harbour is situated to the South of the East Port where small vessels, dhows, fishing vessels and a considerable amount of barge traffic (mainly LASH) are handled. The depth of water varies from 6 m. to 4.5 m. The purpose-built facilities provide in excess of 1,600 m. of quay, large back-up areas and covered storage.

SPECIALISED CARGO HANDLING FACILITIES: *Grain Terminal*: This terminal (Max. draft 13.5 m.) provides purpose built facilities for discharging all types of grain. These can be distributed to silo storage, or delivered direct to road, rail or to the adjacent flour mills. Discharge rate 480 t.p.h. with 2 pneumatic unloaders.

Ro-Ro Berths: All Ro-Ro Berths have ramps fitted with bow or stern access.

Dammam Multi-purpose Terminal: This terminal provides facilities for handling multi-purpose vessels (i.e. Ro-Ro, containers and general cargo). It is equipped with 2 container gantries.

Damman Container Terminal (DCT): This comprises Berths No. 23, 24, 25, and 26.

The terminal has 6 container gantries and its own rail terminal, with 2 rail-mounted, wide-span gantries and container storage area.

Extensive covered facilities are available for Customs inspection and clearance purposes. A purpose-built container freight station (CFS) for handling LCL shipments is also available.

Bulk Cement: Dammam Port has 2 allocated berths for the handling of cement in bulk (Berth No. 37 for grey cement and Berth No. 38 for white cement).

The berth is leased to an independent company, providing facilities afloat and on the quay. The terminal is rail connected.

Fertiliser Loading Berth: A berth is allocated for loading urea which is manufactured locally by the Saudi Arabian Fertiliser Co. (SAFCO). The bagged urea is transported by rail from the factory to the quayside where it is loaded directly into the vessel alongside by ship's gear or quayside portal cranes.

Dangerous Cargo Terminal: This 180 m. long berth has a depth alongside of 12.5 m. It consists of an open quay fitted with blast walls for direct delivery only and is road and rail connected.

Refrigerated and Frozen Cargo Terminal: 2 spiral conveyors unload reefer cargo into a 6,000 tonne capacity Cold Store.

CRANES: See "Cargo Handling Equipment".

STORAGE AREAS: Adequate covered and open storage space is available in the form of warehouses, transit sheds, dangerous goods warehouses and zones, container terminals, container freight station, vehicle park and general cargo storage areas.

CARGO HANDLING DISCHARGE RATES: A strong and positive set of Port Rules is in operation. This guarantees high discharge rates and high standards of efficiency. Co-operation in observance of these rules by Shipowners and Agents makes a substantial contribution to the port's effectiveness. The most important of these rules are summarised below:

1. Every vessel calling at Dammam must make an appointment.
2. Every vessel, or Agent, must submit appropriate documentation prior to a vessel's arrival.
3. Any vessel over 15 years old shall obtain and submit a certificate issued by a competent and approved Authority that her cargo gear is in good working order before being allowed to discharge.
4. All cargo that is suitable shall be presented in unit loads on pallets or pre-slung.
5. No cargo shall be received into port premises in a damaged condition.
6. Every vessel shall be ready to discharge upon berthing. She shall continue discharging uninterrupted until all Dammam cargo is completed, whereupon she shall leave the berth without delay.
7. Overstowing Dammam cargo with cargo destined for another port is prohibited.
8. Transhipping cargo in Dammam for other ports is not allowed.
9. Cargo which is not removed from the Port by Consignees within 15 days is liable to be auctioned and sold.

The port's efficiency and handling rates are high, as indicated in the table below:

Indicative Handling Rates of Main Commodities during the Year 1993:

Cargo	*Weight Tonnes per Gang Hour*	
	Gross	Nett
Bulk Grain	4,000/6,000	4,000/6,000
	(per 24 hours)	
Timber	31.7	25.9
Bagged Cargo	23.8	17.1
Steel Pipes	52.3	39.5
General Cargo	29.3	21.2

STEVEDORES: Stevedoring operations on all berths except grain silo, bulk cement and the container terminal (DCT) are performed by 2 contracted stevedoring companies.

CARGO HANDLING EQUIPMENT: Dammam Port has an extensive fleet of equipment including:

Mobile Cranes up to 100 tonnes.
Gantry Cranes up to 30 tons with an outreach from the quay wall of 32 m.
Gantry Cranes up to 40 tons and a Floating Crane of 200 tons capacity.
Straddle Carriers, terminal tractors, towing tractors, trailers.

MEDICAL: Masters may obtain medical attention for ship's personnel from Port Doctor who may, in case of serious illness or injury recommend treatment to a local hospital. Normally the Port Doctor will treat minor illness on board ship.

Urgent hospitalisation can also be arranged via the ship's Agent. Masters of vessels at sea may use services of Dammam Port Radio to obtain medical advice at any time.

DENSITY: The average density (salinity) of the sea-water in the Port of Dammam is 1030.

WATER: Water is available. Vessels requiring a supply of water should make arrangements through their Agent.

FUEL: There are several private Bunkering companies who operate in Dammam Port. By arrangement through the ship's Agent, bunkers can be supplied by barge at anchorage or alongside. Various grades of fuel are available. Strict rules apply and severe penalties will be imposed should any oil spillages occur during bunkering operations or from any other cause. Anti-oil pollution equipment and dispersants are available.

Also see "Ras Tanura".

CONSULS: The U.S. Consulate General resides at Dhahran (approximately 20 km. inland from Dammam). A British Consular Official resides locally.

REPAIRS: King Fahd Ship Repair Yard (KFSRY), located within the port contains 2 floating dry docks, with capacities of 22,000 tonnes and 10,000 tonnes, together with all necessary facilities to provide a complete range of ship repairs and maintenance services.

Deep sea divers, operating from modern and well equipped diving boats, are available at Dammam.

Repair and maintenance services for electronic equipment are available at Dammam Port.

DRY DOCK: Main particulars:

Lifting capacity 22,000 tonnes.
Length overall 215 m.
Outside width 43 m.
Clear inside width 35 m.
Moulded depth to upper deck 16.30 m.
Immersion depth over keel blocks 7.55 m.

SURVEYORS: Available.

REPATRIATION: Possible, but not encouraged.

AIRPORT: Very good airline facilities are available from Dhahran Airport. Daily departures take place for many parts of the world.

CUSTOMS: All materials to be either exported from or imported into Saudi Arabia are subject to examination by Customs Authorities. The importation of the following articles is completely banned:

(a) Alcoholic beverages, including beer and wines.
(b) Narcotics.
(c) Pornographic material.

Trafficking of the above items between ship and shore is strictly prohibited, regardless of whether vessels are alongside at berths or at anchor. Consumption of alcoholic beverages is prohibited during a ship's stay in port. All alcoholic beverages must be placed in bond (Master's, officers, crews and bar).

The following articles can be imported after obtaining permission from the authorities concerned:

(1) Explosives.
(2) Firearms.
(3) Antiques.
(4) Religious material not pertaining to the Muslim faith.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: Dammam Port offers continuous cargo handling operations through the year and sufficient manpower is always available.

All ships must be dressed if they are in port, or entering port, on the following official holidays or events:

1. Eid Al Fitr.
2. Eid Al Adha.
3. Saudi Arabian National Day.
4. Royal visits to the port.

Port staff will advise vessels in port prior to any forthcoming event, and vessels approaching port will be advised by the Port Radio Control.

EMERGENCY CO-ORDINATION: In the event of marine emergencies in the area, the Dammam Port Harbour Master should be contacted.

TELEPHONE: The port's telephone number is 833-2500 and is open for 24 hours. Expansion is planned which will include ship to shore communications at all berths.

STORING: Vessels may take stores on board and arrangements should be made through the ship's Agent.

SHORE LEAVE: Ship's personnel and passengers are not normally permitted ashore unless special permission is granted by Immigration and Police Authorities. The necessary arrangements can be made by ship's Agent upon receiving the Master's request and Seaman's Books. While in port, the vessel's personnel are under jurisdiction of the Law of Saudi Arabia.

WEATHER: The peninsula of Saudi Arabia is almost of an equatorial climate. Summertime rising to over 45°C. Rain is generally scarce. During major part of year, but especially during Summer, the relative humidity is high. From July to September it frequently exceeds 85%.

Winds in this area are not predictable for more than a few hours. They vary in strength and direction, although prevailing winds are from N.W.

TIDE: The Diurnal tide range at Dammam Port is approximately 2.00 m. – 2.45 m. at Springs, and 0.80 m. at Neaps. The flood tide sets to the S.E. across the harbour entrance and the ebb tide sets to the N.W. The rate of flow is very much dependent on the wind force and direction but seldom exceeds 2 knots.

AUTHORITY: Dammam Port Management, P.O.Box 28062, Dammam-31437, Saudi Arabia. *Tel:* (03) 833-2500 (24 hours). *Telex:* 800138, 801139 Dapm SJ. *FAX:* 857923. *Contact:* H.E. Mohammed Ali Bin Nasser Al-Ghaithy, Port Director-General. Captain Hassan Abounayyan, Assistant Port Director General.

AGENT: Gulf Agency Company Saudi Arabia, P.O.Box 335, Dammam 31411, Saudi Arabia. Cables: "Confidence Dammam". Ship-shore traffic via Dammam Radio/HZG. Telex: 801069 ("GAC SJ") Tel: 8328762-4, 8323425/7. Port Office 8583152, 8583196, 8583209; After office hours 8320877. Fax: 8323035.

DHUBA: 26.14 N. 36.28 E. (See Plan)

SHIPMASTER'S REPORT: May 1994.

LOCATION: Dhuba Tanker Terminal is situated on the Northern part of the West coast of Saudi Arabia in Red Sea.

DOCUMENTS:

5 copies Crew List.
2 copies Stores List.
2 copies Crew Declaration.

APPROACHES: Approach to the pilot boarding area is not difficult. For vessels coming from South, it is important to follow a course (approx. 031°) between An Nu'Man Island Reef and the reef situated at 4.5 nautical miles N.N.E. of 16 m. anchorage (B.A.Chart No. 8, Saudi Arabian Chart No. 13).

PILOTAGE: Compulsory. Pilot boards in the vicinity of the mooring buoys (Lat. 27° 19′ 18″ N., Long. 35° 43′ 48″ E.).

ANCHORAGE: Good anchorage available in depths of 16.0 m. to 45.0 m.

The anchorage in 16.0 m. is located at Lat. 27° 10′ 36″ N., Long. 35° 39′ 30″ E. No Pilot required for anchoring.

RESTRICTIONS: Mooring and unmooring during daylight only.

MAX. SIZE: 10,000 d.w.t. No draft limitation.

RADIO: Send ETA 72 hours, 48 hours and 24 hours before arrival.

VHF: "Aramco Dhuba" on Channel 11 throughout 24 hours.

TUGS: One small tug (1,200 h.p.) assists with mooring. Tug on VHF Channel 11.

MOORING: There are 5 mooring points (unlit). Three points are buoys anchored to the sea bottom and 2 points are piles on the reef. All ropes are from buoys and piles (See "Plan").

HOSES: There are 2×12 in. floating hoses, one for diesel and one for premium gasoline. The hoses are connected by ship's crew.

MEDICAL: No facilities.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No facilities.

REPATRIATION: No facilities.

SHORE LEAVE: Not permitted.

SERVICES: No telephone. No stores or provisions.

GIZAN (Jizan): 16.54 N. 42.32 E. (See Plan)

ALSO SEE "GENERAL" BEFORE FIRST PORT.

LOCATION: 390 nautical miles South of Jeddah and 360 nautical miles North of Aden.

PORT LIMITS:

Harbour Boundaries:

All shore-based port property enclosed by a fence following the shore line extending seawards to line running between the following points:

	Latitude	Longitude
Qarn Ash Shurra	16° 50′ 36″ N.	42° 33′ 00″ E.
Um al Kuthib	16° 48′ 30″ N.	42° 27′ 12″ E.
Jazirat Hibar	16° 54′ 12″ N.	42° 22′ 42″ E.
Ferafer Island	17° 00′ 00″ N.	42° 23′ 36″ E.
Qarn al Wada	17° 02′ 24″ N.	42° 28′ 18″ E.

DOCUMENTS: See "Health" and "General before first Port."

APPROACHES: The Northern Approach Channel, is 82 nautical miles long, marked by 18 light buoys and 3 beacons and provides a minimum depth of 24 m. between Gizan North and Buoys N.13/S.18.

Positioned navigational marks are in accordance with "IALA System A" and fitted with radar reflectors.

The Approach Buoy "Gizan North" Lat. 16° 56′ 45″ N., Long. 41° 17′ 28″ E. is fitted with Racon code "B". Beacon "No. 2" "Middle Beacon" Lat. 17° 16′ 47″ N., Long. 41° 33′ 25″ E. is fitted with Racon code "N". "North Ghurab Island" Beacon Lat. 17° 06′ 20″ N., Long. 42° 03′ 58″ E. is fitted with Racon Code "B".

"Sail Makawa Island" Beacon is equipped with white light Fl. 4 secs. and white daymark.

A range light, true bearing 096.5°, leads into the port basin through an inner fairway dredged to 13.5 m. depth. For further details refer to B.A. Chart No. 15 and Notices to Mariners.

Southern approach closed.

PILOTAGE: Compulsory, no offshore pilot station. Ships for Gizan should contact Gizan Port Control on VHF Channel 16, 2 hours before arrival.

Pilot Boarding Position:

Lat. 16° 53′ 48″ N., Long. 42° 27′ 00″ E.

ANCHORAGES: *Anchorages within the harbour boundaries:*

Anchorage A. (Cargo vessels).

Lat. 16° 56′ 00″ N.,	Long. 42° 27′ 00″ E.
Lat. 16° 54′ 30″ N.,	Long. 42° 27′ 00″ E.
Lat. 16° 54′ 30″ N.,	Long. 42° 25′ 48″ E.
Lat. 16° 56′ 00″ N.,	Long. 42° 25′ 48″ E.

Anchorage B. (Petromin tankers).

Lat. 16° 53′ 00″ N.,	Long. 42° 27′ 42″ E.
Lat. 16° 51′ 30″ N.,	Long. 42° 27′ 42″ E.
Lat. 16° 51′ 00″ N.,	Long. 42° 26′ 12″ E.
Lat. 16° 53′ 00″ N.,	Long. 42° 26′ 12″ E.

There are no anchorages outside the harbour boundaries.

ARRIVAL ADVICE: Send ETAs to Gizan Port Management, Telex: 911018 Ports Sj and 911030 Ports Sj.

MAX. SIZE: Max. Length 250 m., Max. Draft 11.75 m. at high tide,11.50 m. at any time. Max. Beam no limit.

HEALTH: All vessels should abide by Health Regulations and present necessary documents to the Authorities in accordance with International Laws. Quarantine signals must be displayed by all vessels approaching Gizan Port. These signals must be displayed continuously until Pratique is granted. These signals are:

Sunrise to sunset: Quarantine flag – Yellow.
Sunset to sunrise: Signal lights – Red over white.

RADIO: Masters should give their Agents an ETA not later than 48 hours before arrival. There is no radio station in Gizan Port.

VHF: A base station operates in Gizan Port using the call sign "Gizan Port Control". All calling should be on Channel 16. A 24 hours watch is maintained on Channel 16. Arriving vessels should contact "Gizan Port Control" entering the Northern Approach Channel. Working channels are 14, 12 and 9. Tugs are working on Channel 12 during operations.

RADAR: Harbour Radar System and Port Control Tower are under construction.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Remarks*
1	205	12	Bulk Cement Terminal
2	176.5	12	
3	176.5	12	
4	171	10	
5	171	10	
6	184	10	
7	122	10	General
8	175	10	General and Ro-Ro
9	175	10	Cement
10	143	10	Container Terminal
11	217	12	Container Terminal
12	217	12	Ro-Ro Terminal

Total Shed Area: 12,000 sq.m.
Total Open Storage Area: 140,000 sq.m.
Weighbridges: 1×60 tonnes.

TUGS: Tugs are available, ranging from 800 h.p. to 2,500 h.p. Tugs usually join the vessel 3 miles West of breakwaters.

CONTAINER FACILITIES: Multi-purpose quay side cranes, capacity 45 tons. Equipment to handle containers available including straddle carrier, front loader and trailers. 48 power sockets for reefer containers.

BULK HANDLING FACILITIES: Mobile grain dischargers plus conveyors and hoppers for direct bulk delivery, bagging units for bagged delivery.

EQUIPMENT: *Floating Equipment:* Pilot Boats, Mooring Launches, Fire Fighting Launch, Buoy Maintenance Vessel, Anti-Pollution equipment. *Handling Equipment:* Floating Crane 200 tons capacity, Mobile Tower Cranes capacity 45 tons, Yard Cranes from 16 tons to 45 tons, Forklifts from 2 tons to 36 tons, Head Trucks, Trailers and Chassis.

STEVEDORES: Sufficient number of gangs available working 2 shifts of 12 hours, from 0700 hrs. to 1900 hrs., 7 days per week.

MEDICAL: Doctors and hospital are available. Agents should be advised in advance of any medical attention required.

DENSITY: Average 1026.

FRESH WATER: Available from quay only.

FUEL: Marine diesel available by road tanker. Advance notice to be given to Agent.

FIRE PRECAUTIONS: According to Rules and Regulations of Seaports.

CONSULS: None in Gizan. See "Jeddah".

REPAIRS: Minor repairs possible by local contractors.

SURVEYORS: The main Classification Societies are available in Jeddah.

GANGWAY/DECK WATCHMEN: 1 Coast Guard is stationed permanently on board. Coast Guards keep constant check on liquor seals and may search personnel going ashore.

CUSTOMS ALLOWANCES: The consumption of alcohol, including beer, is prohibited. Ship's bonded stores are sealed by the Customs after the vessel has been granted Free Pratique. Any alcohol found after this will be confiscated and a fine imposed of Riyals 1,000 per bottle and possible imprisonment for the offender(s).

AIRPORT: Situated approximately 3 km. North East of Gizan Port. Several domestic flights daily.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: Gizan Port offers continuous cargo handling operations throughout the year and sufficient manpower is always available.

POLICE/AMBULANCE/FIRE: Emergency Telephone Numbers:

Fire Brigade	322 0555
Ambulance	322 1692/1930
Hospital	322 1205
Police	322 1872

BANKS: Almost all national banks available.

STORING: No ship chandlers available. Small quantities available through Agent.

SHORE LEAVE: Possible during daylight hours.

IDENTIFICATION CARDS: Shore passes issued on request.

DELAYS: There are no delays in berthing and discharging.

AUTHORITY: Gizan Port Management, P.O.Box 16, Gizan, Saudi Arabia. *Tel:* (07) 317–1000, 312–1145. *Telex:* 911018 and 911030 Ports Sj. *Cables:* Porta Gizan. *Contact:* Dr. Hammoud A. Saadi, Director General.

AGENT: Gulf Agency Co. Saudi Arabia. Telex: 601047 ("Gaship SJ"). Also see "Jeddah".

JEDDAH: 21.28 N. 39.10 E. (See Plan)

ALSO SEE "GENERAL" BEFORE FIRST PORT.

PORT LIMITS: *The boundaries of the harbour and anchorages of Jeddah Islamic Port:* The harbour boundaries are given below and include the tanker terminals and the adjacent waters between Ras Al Jahhas and Ras Al Aswad.

From an onshore position on Ras al Jahhas:

to	Lat. 21° 31′ 36″ N.	Long. 39° 07′ 54″ E.
	Lat. 21° 31′ 36″ N.	Long. 39° 06′ 00″ E.
	Lat. 21° 22′ 00″ N.	Long. 39° 06′ 00″ E.

To an onshore position on Ras al Aswad:

Lat. 21° 22′ 00″ N.	Long. 39° 07′ 50″ E.

DOCUMENTS: See "General" before first port.

Circular: Dated December 1983.

Vessels carrying dangerous cargo, arms, ammunition for discharge at Jeddah or any other ports in transit are requested to provide the following information:

(a) A prior notification including the following information:
  1. The name of the vessel, her flag and the Shipping Agent's name.
  2. ETA.
  3. Voyage number.
  4. The particulars and the types of dangerous cargo, ammunition, weapons.
  5. The quantity.
  6. Number of parcels or packages.
  7. The weight.
  8. Cell location and stowed.
  9. The Shipper's name.
  10. Port of loading.
  11. Consignee's name and address.
  12. Port of discharge.
  13. Next port for the vessel after departure Jeddah.

(b) The documents such as Manifest, Stowage Plan and Cell Number, Bay Plan, etc., are required to be submitted to the Port Authority 48 hours prior to arrival of vessel.

(c) In case vessel not carrying any dangerous cargo/arms/ammunition/weapons/Military hardware, the Agent should submit the written declaration as 'nil'.

(d) The Master of the vessel is also required to submit declaration for arms/ammunition/weapons to the Port Authority along with cell position, stowage position and how stowed. In case the vessel is not carrying above mentioned Cargo the Master is also required to submit same declaration as 'Nil'.

(e) The in-transit dangerous cargo/arms/ammunition should be stored separately so that Jeddah cargo can be discharged without disturbing in-transit cargo.

(f) The Port Management will hold you fully responsible for incorrect information.

Signed:
Acting Director General
Jeddah Islamic Port.

VESSEL APPOINTMENT SCHEME:

Vessels bound fo Jeddah Islamic Port with cargo must provide the following information:

AA. By telex or cable either directly or through the vessel's Agents on arrival at the first or sole loading port, before loading commences:

1. Radio Code (Call Sign).
2. Vessel's Name.
3. Owner and Line.
4. Nationality.
5. Agent.
6. Length Overall (m.).
7. Maximum Draft (m.).
8. Number of Hatches.
9. Gross Registered Tonnage.
10. Nett Registered Tonnage.
11. Deadweight Tonnage.
12. Previous Names (if any).
13. Type of Vessel.
14. Type of Cargo.
15. Total Cargo Weight Tons.
16. Total Cargo Freight Tons.
17. Number of Containers/Units (where applicable).
18. Number of Livestock (where applicable).
19. Estimated Date of Arrival.
20. Actual Arrival Draft.
21. Hazardous Cargo for Jeddah.
22. Hazardous Cargo in Transit for Other Ports.
23. Tonnage to Hatch for Jeddah Discharge.
24. Year of Construction.
25. Lloyd's Register Number.
26. All Ports at which Cargo has been loaded for discharge at Jeddah.
27. Number, Position and S.W.L. of Derricks and/or Cranes, and particulars and positions of ramps.
28. Economic Speed of Vessel.
29. Next Port of Call after Jeddah (irrespective of whether vessel has cargo for that port).
30. All other Ports at which the Vessel will have called between arrival at the first port of loading and arrival at Jeddah Islamic Port.
31. Last 3 Ports of Call before Jeddah.
32. (i) Type of Radar.
    (ii) Frequency.
    (iii) Scan Rate.
    (iv) Pulse Width.
    (v) Pulse Peak Power.
    (vi) Pulse Repetition Frequency.
    (vii) Beam Width.
33. Alcoholic cargo on board for optional ports enroute Jeddah.
34. Arms/Ammunitions/Weapons/Exlosives cargo on board in transit.
35. Arms and bullets with Master for self-defence.
36. Name of the Protection and Indemnity Club.
37. Terms of Discharge.

Both the Registered Owner and the Operating Line or Charterer must be shown in item 3. If these are the same company this fact must be confirmed.

All previous names of the vessel must be declared in item 12, or a 'Nil' declaration must be shown. Items 21 and 22 must include the tonnage of each. IMDG Class for discharge and in transit which will be on board the vessel at Jeddah.

On completion of loading cargo, items 15, 16, 17, 18, 19, 20, 21, 22, 23, 26, 29, 30 and 31 must be updated as necessary.

BB. A further notice of ETA is to be sent 5 days, 3 days, 2 days and 1 day prior to arrival at the port. The 3 day notice is to include the vessel's position (Latitude and Longitude or port) 48 hours before arrival.

CC. Vessels will not be cleared to call at Jeddah solely for the purposes of bunkering, taking stores or repairs unless the following information is supplied to the Port Management, *not less than 72 hours in advance of their arrival.* (Also see "Reports"):

1. Radio Code.
2. Vessel's Name.
3. Owner and Line.
4. Nationality.
5. Agent.
6. Length overall.
7. Maximum Draft (m.).
8. Gross Registered Tonnage.
9. Nett Registered Tonnage.
10. Deadweight Tonnage.
11. Previous Names.
12. Estimated Time of Arrival.

13. Actual Arrival Draft.
14. Hazardous Cargo in Transit for other Ports.
15. Lloyd's Register Number.
16. Expected Requirements for Bunkers and Water.
17. Economic Speed of Vessel.
18. Next Port of Call after Jeddah.
19. Last 3 Ports of Call before Jeddah.

Prior to the provision of any services being authorised an approval must be obtained from the Office of the Director (Traffic and Operations).

The final ship's Clearance Certificate will not be signed by the responsible Jeddah Port Management Officer prior to sailing unless it is accompanied by the original Advice Notice bearing Jeddah Port Management's stamp and the signature of the Clearing Officer.

DD. If the undermentioned information has not been previously given to the Port it is to be included in the Advices mentioned in AA and CC above:

(i) Type of Radar.
(ii) Frequency.
(iii) Scan Rate.
(iv) Pulse Width.
(v) Pulse Peak Power.
(vi) Pulse repetition frequency.
(vii) Beam Width.

If the vessel is equipped with several radars the characteristics of each radar must be given.

NOTE: With effect from 5th September 1986 all telex communications with Jeddah Islamic Port must be in Arabic.

EE. Master's Declaration of Arrival to be completed on berthing. A statement of all ports of loading for current voyage and all ports of discharge, including ports after Jeddah.

PILOTAGE: Pilotage is compulsory for all vessels above 150 n.r.t. entering, navigating within, or leaving the port, and is available 24 hours a day. Every vessel subject to compulsory pilotage and which requires a Pilot must:

(a) from sunrise to sunset hoist the International Code Flag 'G';
(b) from sunset to sunrise give the letter 'G' (– – ·) by a signal lamp;
(c) in the event of poor visibility caused by rain, fog or dust, sound the signal 'G' (– – ·).

Vessels equipped with VHF should call the Port Control Signal Station on Channel 12 or 16, 2 hours before arrival. Vessels having a Pilot on board must hoist the International Code Flag 'H'. The pilot boarding area is one mile West of the Middle Gate beacons in position Lat. 21° 28′ 00″ N., Long. 39° 06′ 00″ E. The pilot boat is orange hulled with white upperworks with the word "Pilot" painted in black letters along each side of the cabin.

The Master of every vessel, when approaching the pilot boat for the purpose of picking up a Pilot, must reduce speed to the minimum steerage way, maintain VHF contact with the pilot boat and provide a good lee if necessary. Vessels must have rigged and ready for use a pilot ladder in good repair and provided with reliable manropes and in accordance with the specifications and terms described in the International Convention for the Safety of Life at Sea 1974. The ladder is to be well illuminated between dusk and dawn, and a lifebuoy with a lifeline is to be available at the ladder for immediate use. A boat rope, ready rigged from the break of the forecastle to abaft the pilot ladder, must also be provided.

Once the Pilot is on board, the Master must advise him of:

(a) The draft, length, beam and manoeuvring speeds of the vessel. Such information is also to be displayed in a conspicuous place in the wheelhouse;
(b) Any peculiarity, defect or factor which may affect the manoeuvrability of the vessel;
(c) Any dangerous and/or hazardous cargo on board.

Vessels awaiting Pilot or documentation, anchor in "D" Anchorage. Vessels with dangerous and/or hazardous cargo on board anchor in "C" Anchorage. All tankers and vessels calling only for bunkers in "E" Anchorage.

PROHIBITED AREA: The area bounded by following positions:

A — 21° 29.0′ N., 39° 07.50′ E.
B — 21° 29.0′ N., 39° 06.40′ E.
C — 21° 31.6′ N., 39° 06.45′ E.
D — 21° 31.6′ N., 39° 07.90′ E.

ANCHORAGE: Anchorages A, B, W1 and W2 are within the pilotage area and vessels may not enter, or leave these anchorages without a pilot. The boundaries of the anchorages are as follows:

Anchorage A:

From	Lat. 21° 29′ 13″ N.	Long. 39° 08′ 40″ E.
To	Lat. 21° 28′ 18″ N.	Long. 39° 08′ 40″ E.
	Lat. 21° 28′ 18″ N.	Long. 39° 08′ 02″ E.
	Lat. 21° 29′ 13″ N.	Long. 39° 08′ 40″ E.

Anchorage B:

From	Lat. 21° 27′ 39″ N.	Long. 39° 06′ 54″ E.
To	Lat. 21° 27′ 39″ N.	Long. 39° 07′ 26″ E.
	Lat. 21° 26′ 04″ N.	Long. 39° 07′ 26″ E.
	Lat. 21° 26′ 04″ N.	Long. 39° 06′ 54″ E.
	Lat. 21° 27′ 39″ N.	Long. 39° 06′ 54″ E.

Anchorage W1: (Working anchorage).

From	Lat. 21° 27′ 46″ N.	Long. 39° 08′ 10″ E.
To	Lat. 21° 27′ 46″ N.	Long. 39° 08′ 42″ E.
	Lat. 21° 26′ 45″ N.	Long. 39° 08′ 42″ E.
	Lat. 21° 26′ 45″ N.	Long. 39° 08′ 22″ E.
	Lat. 21° 27′ 46″ N.	Long. 39° 08′ 10″ E.

Anchorage W2: (Working anchorage for explosive cargoes, one vessel only.

From	Lat. 21° 29′ 04″ N.	Long. 39° 07′ 16″ E.
To	Lat. 21° 29′ 04″ N.	Long. 39° 07′ 34″ E.
	Lat. 21° 28′ 27″ N.	Long. 39° 07′ 46″ E.
	Lat. 21° 28′ 27″ N.	Long. 39° 07′ 22″ E.
	Lat. 21° 29′ 04″ N.	Long. 39° 07′ 16″ E.

Anchorages outside the harbour boundaries:

Anchorage C: (Anchorage for vessels with dangerous cargoes).

From	Lat. 21° 28′ 00″ N.	Long. 39° 03′ 46″ E.
To	Lat. 21° 27′ 46″ N.	Long. 39° 04′ 40″ E.
	Lat. 21° 26′ 47″ N.	Long. 39° 04′ 22″ E.
	Lat. 21° 27′ 02″ N.	Long. 39° 03′ 28″ E.
	Lat. 21° 28′ 00″ N.	Long. 39° 03′ 46″ E.

Anchorage D: (Anchorage for dry cargo vessels).

From	Lat. 21° 28′ 16″ N.	Long. 39° 04′ 50″ E.
To	Lat. 21° 27′ 28″ N.	Long. 39° 05′ 58″ E.
	Lat. 21° 26′ 10″ N.	Long. 39° 04′ 29″ E.
	Lat. 21° 26′ 24″ N.	Long. 39° 04′ 15″ E.
	Lat. 21° 28′ 16″ N.	Long. 39° 04′ 50″ E.

Anchorage E (Tanker and bunkering anchorage):

From	Lat. 21° 23.5′ N.	Long. 39° 04.25′ E.
To	Lat. 21° 24.75′ N.	Long. 39° 05.00′ E.
	Lat. 21° 23.8′ N.	Long. 39° 06.00′ E.
	Lat. 21° 23.5′ N.	Long. 39° 06.00′ E.

Prohibited Anchorage Area:

From	Lat. 21° 23.5′ N.	Long. 39° 04.0′ E.
To	Lat. 21° 23.5′ N.	Long. 39° 06.0′ E.
	Lat. 21° 22.0′ N.	Long. 39° 03.35′ E.
	Lat. 21° 22.0′ N.	Long. 39° 06.00′ E.

APPROACHES: The lights of the new airport North of Jeddah shine brightly. These should not be confused with the correct approach to Jeddah port which is South of the airport.

RESTRICTIONS: There are no restrictions imposed upon entry for vessels of not more than 13.5 m. draft.

MAX. SIZE: The maximum permissible draft is 13.5 m. No restriction on beam. Vessels up to 300 m. in length are handled regularly at Jeddah Container Terminal and Bulk Animal Feed Berths.

HEALTH: Masters of vessels are required to notify Jeddah Port Health and Quarantine Department via Jeddah Radio prior to the vessel's arrival as follows:

(a) Vessel's name, ETA, purpose of visit;
(b) Complement and General Declaration of Health of crew:
(c) Declaraton of Vaccination Certificates held, if any;
(d) Declaration of Last Port and date of sailing;
(e) Possession of valid Deratisation Certificate or valid Deratisation Exemption Certificate.
(f) Any other certificate that may be required as determined by Health Authorities.

Additionally, the Agent is required to submit an arrival notice to the Port Health and Quarantine Department 48 hours prior to the vessel's expected arrival.

On arrival, the doctor boards and grants Free Pratique.

(a) *Yellow Fever:* All arrivals from infected or endemic areas are required to submit a valid Vaccination Certificate in accordance with International Sanitary Regulations.
(b) *Makkah:* All Muslim crew members who wish to visit Makkah and Madinah should have in their possession 2 recent Passport-size photos. These should bear the crew member's name and C.D.C. Number to enable Agent to obtain permission for the pilgrimage. Crew members must also have in their possession the above-mentioned medical certificates, otherwise permission may not be granted to them to visit Makkah and Madinah.

RADIO: The Coast Radio Station, Jeddah Radio, call sign HZH (Telex No. 603799 RDJD SJ), can be called up at any time on 500 kHz. All vessels send telegrams to Agents, receivers and Port Authorities, etc. through Jeddah Radio.

Jeddah Radio is also on VHF Channel 16 for telephone calls to Agents and Jeddah Ship Repair Yard.

VHF: Jeddah Port Control Signal Station has 4 VHF Channels:

(a) Channel 16 (international distress, safety and calling Channel);
(b) Channel 14 (Working Channel);
(c) Channel 12 (Working Channel);
(d) Channel 9 (Working Channel).

Vessels bound for Jeddah Islamic Port contact the Port Control Signal Station on Channel 16, then shift to a working Channel as advised to pass on ETA and other relevant information. When necessary, weather reports, notices regarding navigational aids etc., are broadcast to vessels on Channel 12 after having first been advised on Channel 16. In the event of distress or emergency, vessel traffic is controlled by the Port Control Signal Station as far as circumstances permit.

Control Tower: The Control Tower (height 132 m.) is situated on the North side of the Approach Channel to the port at the inner gate in position Lat. 21° 28.1′ N., Long. 39° 08.95′ E. with light characteristic Gp.Fl.(3) every 20 secs., distance 25 miles.

RADAR: A port surveillance radar system is in operation.

TUGS: There are tugs available operated by the Port.

Tugs operate within the harbour limits only for the purpose of assisting vessels in berthing and unberthing. Tugs join vessels inside the Inner Gate Beacons and normally require the use of the ship's lines. Where the latter are considered inadequate, the tug's lines are used.

BERTHING: The following categories of berth, with a draft range from 7.5 m. to 13.5 m., are available: Bulk Grain, Bulk Edible Oil, Ro-Ro, Container Terminal, Cold and Frozen Terminal, Livestock Terminal, Autocarriers, General Cargo and Passenger vessels.

Storage: Adequate covered and open storage space is available in the form of Warehouses, Transit Sheds, Livestock Sheds, Dangerous Goods Warehouses plus Reefer Points, Cool and Cold Stores, Container Terminals, Ro-Ro Terminal, Container Freight Station, Vehicle Parks, General Cargo Storage and edible oil Storage Facilities.

CRANES: Rail-mounted electrical level luffing cranes of up to 15 tons capacity are available with an outreach from the quay wall of 25 m.

The port also has available mobile cranes of up to 250 tons capacity, including a floating crane of 200 tons capacity. Other equipment includes forklift trucks of up to 33 tons capacity and trailers and chassis of up to 40 ft./200 tons capacity.

General cargo vessels must be adequately geared at each hatch. Port cranes may be hired on request or may otherwise be utilised at the Port Management's discretion.

BULK CARGO FACILITIES:

Bulk Grain (Common User Facility):

Max. permissible ship-draft:	13.5 m.
Unloading:	Gantry booms/vacuum pipes and conveyor.
Height of gantry boom:	16 m.
Outreach:	28 m.
Discharge capacity:	200 tons per hour per unit.

Bulk Edible Oil (Private User Facility):

Max. permissible ship-draft:	11 m.
Unloading point:	A pump station pit and manifold is located on the quay for hose connection.

SPECIALISED CARGO HANDLING FACILITIES:

Ro-Ro Terminal (Common User Facility):

Max. permissible ship-draft:	13.0 m.
Mobile cranes:	Up to 40 tons capacity.
Forklift trucks:	Up to 33 tons capacity.
Trailers/Chassis:	Up to 40 ft./200 tons capacity.

Jeddah Container Terminal East (Common User Facility): Transhipment and CFS facilities available.

Max. permissible ship-draft:	11.5 m.
Container cranes:	30.5 tons capacity with an outreach from the quay wall of 25.5 m./28.5 m.
Forklift trucks:	Up to 33 tons capacity.
Trailers/Chassis:	Up to 40 ft./200 tons capacity.
Electricity supplies:	'Plug in' points for 192 reefer containers.

Jeddah Container Terminal West (Common User Facility): (Ro-Ro facility also available).

Max. permissible ship-draft:	13.5 m.
Container cranes:	Up to 40 tons capacity with an outreach from the quay wall of 34.5 m.
Straddle carriers:	Sufficient number.
Forklift trucks:	Up to 25 tons capacity.
Head trucks:	Sufficient number.
Electricity supplies:	'Plug in' points for 360 reefer containers.

BRIDGES: There are no bridges or other restrictions to prevent access to the port by vessels of not more than 13.5 m. draft.

STEVEDORES: The port provides stevedoring services 24 hours a day, 7 days a week. For vessels wishing to discharge cargo at Jeddah Islamic Port, Shipowners or their Agents should provide ETA advice in accordance with the Rules and Regulations for Seaports, issued by the Co-operation Council for the Arab States of the Gulf, as follows:

(a) Before loading for Jeddah;
(b) On sailing last load port;
(c) At 5, 2 and 1 day intervals before the vessel's ETA;
(d) On revising the vessel's ETA.

MEDICAL: Full hospital facilities are available. The Agent should be informed of any medical attention required. Vaccination Certificates should be provided as previously specified (See "Health").

TANKERS: The Petromin facility has 2 berths in the oil basin and 2 in the inner harbour. Petromin provide their own tugs and launches.

The port does not have facilities for the handling of liquid chemicals or LPG carriers.

Jeddah Port Authority Circular: Vessel calling for bunkering supply or for repair will not be cleared/berthed unless following information is furnished to Jeddah Port Management before ship's arrival:

1. Radio Code.
2. Vessel Name.
3. Owner/Line.
4. Nationality.
5. Agent.
6. LOA.
7. Max. draft in metres.
8. G.R.T.
9. N.R.T.
10. D.W.T.
11. Previous Name.
12. ETA.
13. Arrival Draft.
14. Hazardous cargo transit.
15. Lloyd's Register Number.
16. Requirements bunker and fresh water (approx.).
17. Last 3 ports of call before Jeddah.

Before providing any facilities, a Permit Certificate has to be obtained from office of the Assistant General Manager for Traffic.

Ship will not be cleared by Port Authority unless above Permit Certificate attached with Original Arrival Notice signed and stamped by party concerned is submitted to Jeddah Port Management.

DENSITY: 1025.

FRESH WATER: Fresh water can be supplied by the port at all berths and at Livestock Terminal. Fresh water is also available from private suppliers.

FUEL: There are several suppliers in Jeddah who normally require between 1 and 2 weeks' notice of nomination, either through a broker or directly. All types of bunker oils are available and are supplied by tanker at varying rates of delivery.

If bunkering at anchorage, proceed to "Anchorage E".

Also see "Reports".

FIRE PRECAUTIONS: Special rules apply concerning fire precautions and fire-fighting. Reference is made to the Rules and Regulations for G.C.C. Seaports, Part 1, Section 7, and Part 3, Section 4.

CONSULS: Most countries are represented in Jeddah.

REPAIRS: Several local agencies provide all types of shipboard repair work in the mechanical, electrical, electronic and refrigeration / air-conditioning fields.

The Jeddah Ship Repair Yard has complete facilities for drydocking vessels, conversion work and all types of repairs to hull and machinery.

DRY DOCKS: Jeddah Ship Repair Yard:

	Dock 1	*Dock 2*
Max. d.w.t. (Approx.)	45,000	16,000
Lifting capacity (tonnes)	19,000	11,000
Length overall (m.)	215.00	165.00
Length over keel blocks (m.)	200.00	150.00
Clear width (m.)	33.50	25.00
Water depth over top of keel blocks (m.)	7.55	6.95
Pumping times (minutes)	90	90
Cranage (tons SWL × radius reach (m.)	2×7 tons ×20.5 m.	2×7 tons ×20.5 m.

SURVEYORS: The following Classification Societies are represented in Jeddah: Lloyd's, A.B.S., B.V., D.N.V., N.K.K., G.L. and RINA.

Cargo surveyors also available.

GANGWAY/DECK WATCHMEN: 1 Coast Guard is stationed at the foot of the gangway of vessels alongside. Coast Guards keep constant check on liquor seals and may search personnel going ashore.

HATCHES: The opening and closing of non-mechanical hatches is normally carried out by the Port's stevedores.

CUSTOMS ALLOWANCES: Alcohol must be kept in bond and is not allowed to be consumed or landed within the Kingdom. There are no restrictions on tobacco.

CARGO GEAR: Discharge of general cargo and containers at non-specialised facilities is by ship's gear. However, a wide range of mobile cranes are available for hire at short notice (see "Cranes").

REPATRIATION: There are approximately 30 international flights daily to and from Jeddah. A visa is required for entering or leaving the country.

AIRPORT: The King Abdul Aziz International Airport is located approximately 30 km. North of the port.

TIME: GMT plus 3 hours.

HOLIDAYS: Friday is the weekly day of rest and prayer. The Hegira calendar of 12 lunar months consisting of 354 days provides for two Government holidays. The first, lasting one week between the end of the ninth month (Ramadan) and the beginning of the tenth month (Shawwal), represents the celebration of the end of the month of Muslim fasting. The second is for 10 days, from the 5th to the 15th of the twelfth month (Dhu-al-Hijjah). This is the period when Saudi nationals and Muslims from all over the world come to perform the pilgrimage in the Holy cities of Makkah and Madinah.

The port, however, operates continuously throughout the year, 24 hours a day, 7 days a week.

POLICE/AMBULANCE/FIRE: Masters of vessels should contact the Port Control Signal Station on VHF Channel 16.

EMERGENCY CO-ORDINATION CENTRE: *Major Emergency Control:* In case of emergency, vessels should contact the Port Marine Control Tower on VHF Channel 16. Requirements will be relayed to the Port's Operations Co-ordination Centre.

TELEPHONES: Facilities are available for telephone connection at certain berths, although there are currently no arrangements for placing telephones on board.

Public pay phones are available in the port area.

SERVICES: *Tank Cleaning/Compass Adjusting/Life-Raft Servicing:* There are presently no facilities in Jeddah for tank cleaning or compass adjusting. Liferaft servicing facilities are available.

Fumigation: Fumigation services are available in Jeddah.

Garbage Disposal: The port has a waste incinerating vessel with one waste collection launch and one oil skimming launch. A charge is levied for this service at a rate of SR. 200 per vessel per day or part thereof. (These dues will be collected whether the vessel uses the service or not).

BANKS: All leading Saudi banks have branches in Jeddah.

STORING: Subject to approval from the Customs, Coast Guard and Health Authorities.

SHORE LEAVE: Permitted on Agent's application to the Immigration Authorities and the Coast Guard.

IDENTIFICATION CARDS: Shore passes are issued. However, Discharge Books or Passports must be left at the gate and collected when re-entering the port area.

GARBAGE DISPOSAL: Ships garbage is collected from vessels alongside or at anchor by a garbage boat. Garbage must be pre-packed in plastic bags. Charges SR.200 per day or part thereof, used or not used.

WASTE OIL DISPOSAL: Capacity: Slop tanks 2,000 tonnes. Waste oil tank 14 tonnes. Collection tanks 7 tonnes.
Vessel discharge rate: 100 tonnes/hour.
Contact Tel: (02) 6477781. Telex: 604237 JSRY. Fax: (02) 6485074.

SEAMAN'S CLUBS: None.

CURRENCY: Saudi Riyals (SR). U.S.$ 1.00 = SR 3.75 (fixed).

REGULATIONS: The Rules and Regulations for G.C.C. States Seaports are published in booklet form and are available on request from the Agent. Every vessel arriving at the port must have a copy on board or obtain one immediately on arrival.

Every vessel entering Jeddah Port must hoist the Flag of the Kingdom of Saudi Arabia and keep it flying at all times throughout its stay in the port.

Vessels wishing to unload cargo at Jeddah Islamic Port must apply to the Director-General by telex for a berthing appointment prior to loading for Jeddah.

DELAYS: Subject to the timely completion of clearance formalities, there are no delays in berthing, loading, discharging or bunkering.

GENERAL: *Other important information:*

(a) Mean height of quay surface from water alongside berth is 2.25 m.
(b) Width of fenders is 30 cm.
(c) Height between highest and lowest recorded tides is 1.02 m.
(d) For reference, please see BA. Charts No. 2599 and 2577 and Red Sea Pilot.

Other facilities include:

(a) Modern equipment to combat oil pollution, including an oil recovery vessel, oil separation barges and a full range of spraying equipment, absorbants, dispersants and oil containment barriers. Tugs with pollution control facilities are available.

(b) An integrated fire-protection and fire-fighting system incorporating a sophisticated control centre with electronic monitors for fire alarm and detection equipment, linked with a highly efficient network of sprinklers in all buildings, transit sheds and warehouses. In addition, the port has its own fire station equipped with a full range of appliances. Water-borne facilities are also available in the form of fire-fighting vessels up to 2,860 h.p.

(c) *Miscellaneous marine craft and equipment comprising:*

Flat-top barges of 400 tons carrying capacity.
Pilot boats.
Service launches.
Barge towing launches.
Mooring launches.

REPORT: May 1984.

Operational instructions for Owners and Masters of vessels taking offshore bunkers from Bakri Bunker Trading Co. at Jeddah:

1. *Radio Contact/Operating Position:*

"al Bakry" (call sign HZGH) maintains continuous watch on VHF Channel 16. VHF range in this area is 300-400 nautical miles and Masters should therefore establish contact at least 24 hours ahead of arrival Jeddah. Working channel will be agreed between Masters when contact established, and rendezvous point will be advised by the Master of the bunker vessel, well in advance.

Please note that Customs/Waterguard operate only during the hours of daylight. Customs launches leave quay at 0900 hrs. daily and clear vessels in order of arrival through approximately 1700 hrs. Vessels arriving too late are not cleared until following day.

2. *Notice:*

A. Wherever feasible vessels taking bunkers from Bakri Bunker Trading Co. must send a cable at least 120 hours prior to arrival off Jeddah to 'best service Jeddah' giving following information in accordance with port management instructions:

(1) Radio code, (2) vessel's name, (3) owner/line, (4) nationality, (5) Agent, (6) LOA, (7) max. draft in metres, (8) g.r.t., (9) n.r.t., (10) d.w.t., (11) all previous names, (12) Jeddah ETA, (13) actual arrival draft, (14) details of hazardous cargo in transit for other ports, (15) Lloyd's Register number, (16) Expected requirements of bunkers and water, (17) quarantine requirements of port doctor – name of last 3 ports of call/no. of crew and their state of health/validity of vaccination certificates for cholera and yellow fever, confirmation that none of the crew will go ashore.

Please note: Prior to the provision of any services being authorised, an approval must be obtained from the office of the Assistant Director General (Traffic and Operations.)

The final ship's Clearance Certificate will not be signed prior to sailing by the responsible Jeddah Port Management officers unless it is accompanied by the original advice notice bearing Jeddah Port Management's stamp and the signature of the Clearing Officer.

B. Owners must also send a telex minimum of 72 hours prior to their vessel's arrival off Jeddah to Bakri Bunker Trading Co. (Telex: Jeddah 401557 "Bakri SJ" or Jeddah 402125 Penta SJ) repeating the information contained in the cable sent from their vessel. This telex must also confirm that none of the crew of vessel will go ashore. Failure to provide the above information in time could delay clearance by Jeddah Port Management and result in vessel being delayed.

C. Both messages A and B must be updated 48 hours and 24 hours ahead of arrival.

3. *Operating/Manoeuvring:*

Will be advised by Master of "al Bakry" on VHF.

4. *Supplies:*

Supplies are made subject to the general terms and conditions for the sale of marine fuels of Bakri Bunker Trading Co. Ltd.

5. All vessels calling for bunkers with Bakri Bunker Trading Co., must comply with the laws of Saudi Arabia, including courtesy flag requirements.

Vessels have recently been delayed by boycott office and Port Authority in Jeddah due belated receipt particulars, especially Lloyd's number/all former names. If this data not received minimum 72 hours ahead vessel's arrival, delay will ensue.

NOTICES: 1986.

Agents Notices to Masters.

Dear Captain,

To avoid any inconvenience to yourself and to your crew and in order that your vessel is not penalised we are listing below those requirements which you must follow and those which you must avoid during your stay in the Port of Jeddah.

(A) WHAT YOU MUST DO:

1. The Master of every vessel arriving at any Saudi Port for discharging/loading of cargo is required to possess one copy of the book "Rules and Regulations for Saudi Arabian Seaports". If you do not have it, please order through our representative. The Port Inspectors make periodical inspections and in the event of non-possession of the said Rules Book by a vessel, she may be penalised. If you already have one or after you get one, it is recommended that you please do read pages 66-75, 163-172, 220-233 and 260.

2. The National Flag of the Kingdom of Saudi Arabia must be kept hoisted round the clock on all days of the week from the time of entering into and sailing from the port of Jeddah.

3. In order to arrange vessels inward/outward clearance, following documents should be delivered to our representative against signed receipt.

1. Certificate of Registry.
2. Safety Equipment Certificate.
3. Safety Construction Certificate.
4. Load Line Certificate.
5. Hull and Machinery Classification Certificate.
6. Safety Radio Telegraphy Certificate.

These documents will be returned to you with the Port Clearance prior to your departure. Vessels arriving at the ports of the Kingdom, with expired certificates, are liable to penal action.

4. All the time, from the time of arrival, your vessel must be in a condition to sail within one hour's notice from the Ports Authorities.

5. From the time of berthing and until its sailing from the berth the Coastguard Police will stay at the gangway entrance.

6. Rat guards must be fixed on all mooring ropes and wires on vessel's berthing.

7. Opening of the hatches (also tween decks, where applicable) and rigging of your vessel's gear should be conducted by your crew to enable the port's stevedores to commence discharging/loading operations immediately upon berthing.

8. The ship's gangway should be protected by guide ropes and proper nets. Safety rails should be erected in tween decks during discharging operations in lower holds. Whenever possible, lashing should be temporarily removed from the deck cargo to facilitate passage for the shore labour to work. Port's Safety Officers inspect vessel from time to time and any contravention of Port's Safety Regulations is subject to penal action.

9. The vessel should be self-sustaining and the gear in proper condition to carry out the discharging/loading operations round the clock. Any delay in discharging/loading as a result of winch stoppages, will be recorded against the vessel and charged at SR.200/– per gang hour or part thereof will be treated as one hour. In the event of frequent winch breakdown or a breakdown whose repair may take a long time, a shore crane could be employed by the port for account of the vessel in case the ship/Agent's themselves do not arrange one. To arrange a shore crane our representative will need your authority. For idle gangs, from the time of winch stoppage until the shore crane physically arrives and discharge is resumed, vessel will be charged at the rate mentioned above.

Please note that Port Authorities have the right to employ shore cranes for account of the vessel to expedite discharge even if ship's gear is fully operational. The cost is debited to the ship whether or not the requisition form is endorsed by the ship's Master.

10. Your Duty Officers are required to supervise discharging/loading operations and any irregularity in handling of the cargo by the stevedores must be notified in writing to stevedores' representative on board with copy to Port Authorities.

Stevedores are employed by the Port Authorities and work as follows:

General and Bagged Cargo: 0100 hrs. – 0600 hrs., 0700 hrs. - 1200 hrs., 1300 hrs. – 1800 hrs., 1900 hrs. – 0000 hrs.

Frozen Cargo: 0700 hrs. – 1200 hrs., 1600 hrs. – 0000 hrs.

Citrus: At present citrus cargo also handled same as general and bagged cargo.

11. Except crew members from Communist Bloc and countries with whom the Kingdom of Saudi Arabia does not have diplomatic relations, all others are allowed to go ashore escorted by the Agents of the vessel and with a valid Shore Pass issued by the Immigration Department of the Seaport. Shore passes are arranged by the Agent against Master's written undertaking that all crew members will return to the ship and that the Master holds himself fully responsible for all the consequences if any crew fail to return to the ship. The Authorities permit crew members to go ashore for a maximum period of 3 hours during the day only and the permission is granted between 0900 hrs. – 1600 hrs. except on Fridays. The crew members should return to the ship escorted by the Agents before 1900 hrs.

In order to arrange shore passes, we will need your written confirmation at least 18 hours in advance on our prescribed form together with one black and white photograph for each crew member who will go ashore.

12. Application for repatriation of crew is accepted by Immigration Authorities only when it is accompanied with a ticket in the name of the crew member with a confirmed seat for leaving the Kingdom not later than 72 hours from the date of application. In order to arrange confirmed seats we must get an advance notice of at least 48 hours.

13. Completion of discharge must be supervised by ship's Officers who should ensure that no cargo bound for Jeddah is left in the ship except the cargo whose discharge was not allowed by Port Authorities. On completion of discharge of all sound cargo, Jeddah Signal Station should be contacted at Channel 16/12 through VHF to request for a Pilot who is available at short notice. You can notify the Authorities to provide a Pilot as soon as you have on board, the Port Clearance and you are ready to sail. Normally 1 to 2 hours following completion of discharging/loading are allowed to prepare a vessel for sailing.

Following is the allocation of VHF Channels by the Jeddah Islamic Sea Port.

Channel 9 – Marine Pilots.
Channel 11 – Petromin Marine Operations.
Channel 67 – Pilots/Tugs/Berthing Operations/Safety in event of fire.
Channel 69 – Pilots/Tugs/Berthing Operations.

14. In order to keep the parties concerned informed of the daily progress of discharging/loading operations including any other details information, you will be required to fill-in the "daily position" form left with you by our representative upon your vessel's berthing. It should be kept ready every morning for collection by our representative at about 0800 hrs.

15. Personnel of our Operations Department will be in very close contact with you during vessel's stay in port and shall present to you the prescribed form for SERVICES REQUIRED THE FOLLOWING DAY. This form may be filled in and kept ready for delivery to the Officer on the evening shift who will collect it from you at about 1700 hrs. This procedure will apply from the day following the berthing of your vessel.

However, should the vessel berth before mid-day then our Boarding Officer can be asked to attend to services required the same day.

16. To ensure that ships under our Agency are attended to the satisfaction of our Principals, our Operations Department's Officers are advised to present to you the "Service Form" of the previous day, on the following day so that in case some service that you had asked for has not been rendered, then a remark to that effect could be endorsed on it by you to receive the attention of the Management. We shall greatly appreciate your co-operation in this regard and if for any reason this form is not presented to you for remarks then the Duty Officer may please be reminded of it.

(B) WHAT YOU MUST NOT DO:

1. Manoeuvring of vessels within the port limits without a local Pilot on board, is prohibited.

2. Immobilisation without valid permission from the relevant Authorities, is prohibited.

3. Engine repairs/burning/painting/chipping while at berth, is not allowed without prior permission.

4. Lowering of lifeboats while alongside berth or at anchorage, is not allowed except in an emergency.

5. Spillage of oil and disposal of garbage within the port limits, is prohibited.

6. Unauthorised photography is strictly prohibited.

7. Possession of spirits/alcoholic beverages, weapons, drugs, obscene literature or nude – semi-nude pictures is strictly prohibited which please note advise all your crew members accordingly. The Coastguard Authorities conduct searches and if any crew member is found in possession of any of the above articles, he would be liable to punishment as per local laws.

8. In case of shifting to anchorage, prior to your final sailing, you must inform the signal tower of your date and time of departure.

CIRCULAR: (1983). Please note the following Immigration Rules now prevail in the Port of Jeddah. Kindly see to it that these rules are strictly followed in order to avoid any problem to your crew and the vessel.

(AA) Shore Leave Pass Facilities:

1. Crew Shore Leave Pass will be issued by the Immigration Department for a maximum number of 10 crew members per day from any ship including crew requiring shore medical facilities and Master or other officers requiring consular service. Shore leave will be restricted to three hours only i.e. from 1100 hrs. to 1400 hrs.

2. Master should ensure that requisition for Crew Shore Leave Pass is handed-over to Agents' Crew Department in the afternoon of the preceding day so that necessary paper work is completed to avoid delay in obtaining permission next morning before 1100 hrs.

3. For vessels arriving during the day time, crew shore leave is not permissible the same day; passes will be issued the following day provided requisition is given to Agents as mentioned in No. 2 above.

4. For vessels arriving during the night, requisition must be given to Agents in the morning and passes will be arranged during the afternoon.

5. Emergency cases are exempted from the restrictions mentioned in 1, 2, 3 and 4 above.

6. In case of serious sickness of a crew member the Safety Department of the port of Jeddah must be informed immediately through Signal Tower instead of calling the Agents. Agents may also be informed for further assistance.

7. Crew shore leave is strictly prohibited after issuance of Sailing Permit.

(BB) Crew Sign-On:

1. Following particulars of crew arriving to join a vessel, must be communicated to the Agents at least 72 hours prior their date and time of arrival.

(a) Full name of seaman.
(b) Nationality.
(c) Seaman's Book Number, date and place of issue.

2. Clearance by Airport Immigration Department of crew arriving without visa on international passport is strictly forbidden.

3. Crew arriving without visa to join a vessel must possess Seaman's Book otherwise they cannot be cleared by Airport Immigration Department.

4. Clearance by Airport Immigration Department of crew as mentioned in No. 3 above is granted only if the vessel which they are coming to join, has already arrived in the Port of Jeddah. If the vessel has not yet arrived the crew will remain in transit in the airport.

5. Crew arriving at night to join a vessel already in port, cannot be signed-on until next day and as such will have to stay for one night in an hotel. Crew arriving during the day but before noon, may be signed-on the same day.

(CC) Crew Sign-Off:

1. Following particulars for crew to be signed-off, must be communicated to the Agents at least 72 hours prior anticipated time of departure.

(a) Full name of seaman.
(b) Nationality.
(c) Seaman's Book Number, date and place of issue.
(d) Destination.

2. Because 72 hours' prior notice is required, as mentioned in No. 1 above, crew sign-off will not be possible from a vessel staying for less than 72 hours in the port unless the required repatriation of any crew has been communicated to the Agents prior to arrival of the ship.

3. Signing-off of crew without Seaman's Book is not permissible.

4. Any crew not holding ticket with confirmed seat, cannot be signed off.

5. Crew already signed-off by the Immigration Department will be cleared by the Customs a maximum of 6 hours before the departure time. With this restriction crew departing between 0100 to 0800 hrs., cannot be repatriated.

6. Vessel completing discharge prior completion of repatriation formalities of any crew, will have to stay at anchorage in order to disembark the crew member after completion of formalities.

(DD) The above Rules and Regulations will also be applied to vessels calling Jeddah for bunkers and/or provisions only.

SHIPMASTER'S REPORT: November 1986.
Report on Visit to Jeddah for Bunkers Only:
ETA Advice: Send ETA 96, 72, 48, and 24 hours in advance of arrival also update if ETA varying by more than 1 hour after 24 hour Notice is sent. Contact by VHF as soon as in range of Port Control.
Approach: Approach to the Port can be difficult, especially at night. There are a great deal of works in progress in and around the Port, which renders identification of navigational marks and shore characteristics difficult. The best aid to position fixing approaching the Port is Mismari Reef, which has a Racon on it, and shows up well on the radar. Approach is also made difficult by the fact that there were many ships at anchor on the occasion of this visit. (Over 50 vessels).
Anchorage: There are designated areas marked on Admiralty Chart No. 2599 (Approaches to Jiddah). The designated anchorage for vessels bunkering is Anchorage 'E'. However, due to the large number of vessels at anchor, anchorage has to be effected wherever there is sufficient anchor berth for the size of the vessel. (Port Control did not give any directions with regard to anchoring position, and only asked to be given time of anchoring and bearing and distance from Qaham Beacon, of anchor position).
Formalities: Agent and Customs board from a small tug size vessel, apparently used specifically for this purpose. They boarded more or less on arrival. Forms, etc. required are as detailed in final 'Notes'. Pilot ladder was used to embark and disembark these Officials. A heavy swell was running on the occasion of this visit, and it would have been impractical to have used the accommodation ladder only, although a combination rig could have been used.
Bunkering: Bunker barges of about 3,000 d.w.t. are used. These vessels operate from a much larger 'mother' ship. The barge that delivered this vessel's bunkers was rigged to come alongside starboard side to; but it can be ascertained by calling the 'mother' ship before arrival. Barge used 6 in. bunker hose, and midship bunker connection. (it would not be practicable to have used the after connection on this ship, due to the length of the bunker barge). On completion of bunkering, Bunker Receipts are signed and stamped in the usual way. Port Clearance is issued by bunker barge after bunkering formalities completed. Port Control must be informed of Port Clearance Number, after which vessel may sail.
Notes: On the occasion of this vessel's visit, a rather heavy swell was running at the anchorage. This rendered taking of dips in the bunker tanks rather difficult, and also due to ranging of the bunker barge alongside, it was not possible to check barge by ship's staff. Quantity of bunkers delivered is effected by using a flow meter on the barge. It was discovered after vessel had sailed, that there was a shortage of some 45 tonnes (in a consignment of 1,400 tonnes). However, at the time of taking the bunkers, it had not been possible to accurately gauge the vessel's bunker tanks due to the swell. (It may well be that the barge's meter was inaccurate, but in the light of the above, it is therefore important to check as closely as possible calculated quantity taken by ship's measurements, and any shortage, or suspected shortage noted).
Arrival Message: To be supplied to Port Management, Jeddah. (Either direct or through Agents).

1. Radio call sign.
2. Vessel's name.
3. Owner and Line – Ex-Owners, Charterers or Operators (full address, telex, cable, postal).
4. Nationality – flag, port or registry.
5. Agent at Jeddah.
6. Length overall.
7. Maximum draft (metres).
8. Gross registered tonnage.
9. Nett registered tonnage.
10. Previous names.
11. Build – year and place.
12. Type of vessel.
13. Deadweight tonnage.
14. ETA – changes of ETA.
15. Actual arrival draft.
16. Hazardous cargo in transit for other ports.
17. Lloyd's Register Number or other Registration Number.
18. The expected requirements for bunkers and water.
19. Economic speed of vessel.
20. Next port of call after Jeddah.
21. Last port of call before Jeddah – cargo on board.
22. Names of ports vessel called before arriving Jeddah (within last 2 months).
23. Vaccination Certificates valid against cholera.
24. Number of crew and their state of health.
25. Statement of Owner/Master that the vessel was never blacklisted by Arab League.
26. Master's Declaration for any arms and ammunition carried on board for cargo in transit or purely for the purpose of self defence, at least 48 hours prior vessel's arrival (failure to comply with these procedures will result in heavy fines and seizure of arms).
27. The following is also required:
    (a) Type of radar.
    (b) Frequency.
    (c) Scan rate.
    (d) Pulse width.
    (e) Pulse peak power.
    (f) Pulse repetition frequency.
    (g) Beam width.
    If the vessel is equipped with several radars, the characteristics of each radar must be given.

Notes:

1. Send above as soon as possible after vessel receives orders for Jeddah.
2. No. 27, not required to be sent if this information has already been tendered on a previous occasion.
3. Above required even if making an off-limits bunkering call.
4. Vessels calling for bunkers only will also be required to submit the following Forms to Agent and Customs, who board on arrival.

4 Crew Lists.
2 Vaccination Lists.
2 Crew Effects Declarations.
2 Stores Lists.

All above documents can be presented on appropriate IMO Forms, except the Store Lists, which have to be on Saudi Arabian Forms for Customs. Forms will be provided if vessel not in possession.

5. Customs will seal bond and radio transmitter on clearing ship inwards.

SHIPMASTER'S REPORT: June 1988.

Vessel called in the Roads for bunkers.

The bonded stores are sealed. Crew are not allowed to have beer or personal refrigerators in their cabins. This includes the Master and all officers.

All beer and spirits must be placed in the bonded store prior to Customs boarding the vessel, otherwise severe fines may be imposed.

AUTHORITY: Jeddah Port Management, P.O. Box 9285, Jeddah 21188, Kingdom of Saudi Arabia. *Tel:* Jeddah (02) 6471200 (17 lines). *Telex:* (Arabic) 603446 SAEJ; (English) 601175 Ports SJ. *FAX:* (02) 6477411. *Cables:* Ports Jeddah. *Contact:* Mr. Mustafa M. Hariri, Director General. Mohd. Ali Algamdi, Marine Director.

AGENT: Gulf Agency Company Saudi Arabia, Algosaibi Centre, Andalus Street, Al Hamra, P.O.B. 2038, Jeddah 21451, Saudi Arabia. Ship-Shore traffic via Jeddah Radio/HZH. Tel: 6535060. Telex: 601047 ("Gaship Sj"). Fax: 6510860. Cables: "Gulfagency", Jeddah.

JU'AYMAH: 26.56 N. 50.03 W. (See Plan)

ALSO SEE "RAS TANURA – SECTIONS (A) AND (B)".

(A) JU'AYMAH CRUDE TERMINAL.
(B) LPG TERMINAL.

(A) JU'AYMAH CRUDE TERMINAL.

This section gives specific information regarding Ju'aymah Crude Terminal which includes the Single Point Mooring Berths and is to be read in conjunction with "Ras Tanura – Part A".

LOCATION: The Ju'aymah Crude Terminal loading facilities are located approximately 18 miles N.N.W. of the Ras Tanura Terminal and 7 miles offshore.

These facilities consist of an oil metering and manifolding platform, a terminal control platform and 6 Single Point Mooring Berths. The oil metering and manifolding platform is in the following position: Lat. 26° 54.8′ N., Long. 50° 01.2′ E.

Ju'aymah Crude Terminal: The terminal is a Saudi Aramco crude oil and fuel bunker loading facility designed for loading and topping-off deep draft tankers. The terminal consists of the following facilities:

An Oil Platform (130 ft. by 390 ft.) located in 50 ft. (15.24 m.) of water. This platform receives crude oil and fuel bunkers from the storage tanks on the shore to the S.S.W.

The platform is well lighted with general purpose lighting. In addition 1 fixed white light has been established on each corner of the platform with a range of visibility of approximately 5 miles. A Control Platform (70 ft. by 70 ft.) is located 150 ft. North of the oil platform and connected to it by a walkway bridge. This platform is marked by a fixed red aircraft warning light.

Single Point Mooring Buoys have been established between 1 and 4 miles to the N.E. of these platforms. Crude oil and bunkers are received at each buoy.

Each buoy is fitted with 2×24 in. floating crude loading hoses with 16 in. or 20 in. tail hoses and 1×12 in. floating bunker loading hose. The length of the string is approximately 1,100 ft. (335 m.).

When an SPM is removed ashore for maintenance, a marker buoy may be installed to indicate the position of the underwater pipeline and anchor chains.

PILOTAGE: *Pilot Boarding:* A Pilot/Mooring Master and an SPM Representative will board inbound vessels by helicopter if possible as advised.

They will advise the Master on all manoeuvres and operations relative to berthing, connecting and disconnecting hoses and unberthing. They will also provide all communications between vessels and shore during cargo loading and be the Saudi Aramco Representative with respect to safety observation and other requirements.

These two persons will remain on board the vessel throughout the loading and unmooring and suitable accommodation for them is to be provided.

Dependent on weather and other conditions, vessels will be advised by Ju'aymah Pilot/Radar to proceed to a position approximately 8 miles E.N.E. of Ju'aymah Platform and make a lee for the Pilot to board or for the launch carrying mooring and hose connecting equipment.

Pilot Boarding Position: Lat. 26° 53.5′ N., Long. 50° 05.6′ E.

INBOUND TRAFFIC PROCEDURE: See "Ras Tanura – Part B" – Traffic Regulations.

Vessels Proceeding Direct to Ju'aymah Crude Terminal: As per "Ras Tanura – Part A" – Navigation – Inbound Traffic Procedures to the Entry Buoy and to a position approximately 2.5 miles N.E. of Buoy 3A.

According to advice from Ju'aymah Radar should turn into the Ju'aymah Pilot Boarding Area to anchor or be berthed on arrival.

Vessels Proceeding from Northern Holding Anchorage to Ju'aymah Crude Terminal: Should enter the Separation Scheme under advice of Ju'aymah Radar and proceed as above.

Max. Draft in Arrival Channel: The max. draft is 70 ft. (21.34 m.) for vessels proceeding along the Inward Channel of the Ras Tanura Separation Scheme bound to Ju'aymah Crude Terminal.

Vessels Proceeding from Ras Tanura Terminal to Ju'aymah Crude Terminal: The vessel should then proceed, exercising due diligence, through the Caution Area and with the advice of Ras Tanura Port Radar and Ju'aymah Radar into the Ju'aymah Pilot Boarding Area either to anchor or be berthed on arrival.

Prohibited Area: No vessel shall enter the Prohibited Area without a Pilot on board. Under no circumstances shall anchors be used in the vicinity of the berths due to the existence of numerous submerged pipelines.

ANCHORAGE: The area West of Beacon No. 3 is used as a final holding anchorage and for vessels awaiting arrival clearance, cargo clearance, sailing documents, etc.

Vessels must leave the inbound route to the berths clear when selecting an anchoring position in this area.

RESTRICTIONS: Ships securing to Smit Mooring Brackets at Ju'aymah SPM Terminal will only be berthed in wind speeds of less than 25 m.p.h. Additionally, this parameter may be further reduced, at the discretion of the Berthing Pilot, should he consider that other forces, i.e. sea state, be prejudicial to a safe mooring operation.

MAX. SIZE: Max. arrival draft 21.34 m. No limitation on sailing.

HEALTH: *Pratique and Quarantine:* At Ju'aymah Crude Terminal, no person is permitted to board a vessel, nor is she permitted to proceed to the berth until inward clearance formalities have been completed and the Authorities have visited the vessel. Vessels topping off from Ras Tanura Terminal will already have completed these formalities.

However, during adverse weather conditions permission may be given by Government Officials for the Pilot to board and moor the vessel before clearance is given. If this occurs and weather conditions continue to preclude clearance during the loading operation, the vessel must when unmoored anchor and wait for clearance formalities to be completed.

RADIO: *Underway:* At all times when underway in the Arrival Channel and Pilot Boarding Area, vessels must maintain contact with Ju'aymah Radar on VHF Channel 13 and with Ju'aymah Pilots on Channel 16 or one of the following VHF working Channels: 10, 11, 12, 13, 14.

At Anchor: A good listening watch should be maintained on VHF Channel 16.

Vessels will be called by Ju'aymah Pilots or Ju'aymah Radar with berthing and other information and instructions.

Under Pilotage and at Berth: The Pilot/Mooring Master will carry a portable intrinsically safe multi-channel radio by means of which all communications regarding approach, mooring and cargo loading will be made. These radios are fitted with an emergency tag which activates an alarm at the Control Platform when removed.

He will also carry battery chargers for these radios during the vessel's stay in the terminal.

In addition, the vessel's VHF radio should be available on the bridge and in the Cargo Control Room for back-up communications.

BERTHING: *Preparations:* Line handling during mooring and unmooring is to be performed by the ship's staff under instructions of the Pilot Mooring Master.

Vessels assigned to the Ju'aymah Crude Terminal SPMs must be fitted as recommended in the OCIMF publication "Standards for Equipment Employed in Mooring of Ships at Single Point Moorings".

Mooring to strops secured to bitts is not permitted.

During the approach, while mooring and while secured in the berth, the vessel's anchors MUST be secured by stoppers to prevent accidental dropping with subsequent damage to the undersea pipelines and equipment.

Both port and starboard derricks should be rigged ready to lift the mooring and hose connecting equipment from the launch on either side. A trolley should be available to transport this equipment about the vessel's deck.

The following vessel's equipment should be ready on forecastle head:

(a) Two messenger lines 3 in. to 3.5 in. circumference (24 mm. to 28 mm. dia.) 500 ft. (150 m.) in length.
(b) Sledge hammer, large crowbar, large marlin spike, adjustable wrench/spanner.
(c) Bag of sawdust or sand.
(d) Large flashlight (for night mooring).

Procedure – Mooring:

(a) Saudi Aramco mooring and hose connecting equipment will be lifted aboard the tanker from the launch on either the port or starboard side by means of the ship's derrick.
(b) Ship's staff will prepare the forecastle head for the mooring operation at the instructions of the Pilot/Mooring Master.
(c) As the vessel approaches the berth, a mooring boat will bring the port hawser pick-up rope (10 in. circumference – 80 mm. diameter) and make it fast to the messenger.
(d) At the boat's signal, the pick-up rope is hove on deck and by means of this, the chafing chain is lifted in the bow chock and to the mooring bracket.
(e) Under the direction of the Mooring Master, the chafing chain is secured in the vessel's mooring arrangement.
(f) Ease back on the pick-up rope until the weight is taken up.
(g) Repeat for the second mooring hawser.

Procedure – Unmooring:

(a) Take the weight of the mooring assembly on the pick-up rope, using the windlass.

(b) Disconnect the chafing chain from the mooring arrangement.

(c) Slowly slack the pick-up rope until the support buoy is in the water and taking all of the weight of the chain.

(d) Pay out the pick-up line either to a mooring boat or as the ship clears the berth.

BERTHING FACILITIES: At the berths, cargo hose connections are 16 in. or 20 in. and bunker hose connections are 12 in. arranged to be connected abaft the crude loading connections. All flanges are 150 ASA.

In order to avoid delays, vessels should have reducers ready at the port side manifold to adapt to these sizes. Maximum crude loading rate is 130,000 bbls.p.h., and maximum bunker loading rate is 5,000 bbls.p.h.

Berth No.	*Lat.* N.	*Long.* E.	*Minimum Water Depth* (m.)
31	26° 55.6′	50° 02.4′	32.1
32	26° 56.49′	50° 02.15′	33.8
33	26° 57.0′	50° 02.7′	34.0
34	26° 56.6′	50° 04.3′	35.0
35	26° 55.6′	50° 03.6′	32.0
36	26° 55.6′	50° 04.9′	32.2

Note: The following crudes are available at Ju'aymah Crude Terminal: Arabian Light Crude, Arabian Medium Crude, Arabian Heavy Crude. Arabian Berri Crude is NOT available.

LOADING: *Loading Hose Connection and Disconnection:* In order to secure the floating hoses to the vessel's manifold, the manifold arrangements must be as recommended in the OCIMF publication – "Standard for Tanker Manifolds and Associated Equipment (May 1975)" and "Tanker Manifolds and Associated Equipment (3rd Edition 1981)".

Preparation – On the Port Side:

(a) Derrick rigged for maximum height and load lifting capacity (10 tons minimum for 16 in. hoses and 15 tons minimum for 20 in. hoses). If possible, the topping lift of the derrick shall be on its own winch.

(b) Two 16 in. or 20 in. 150 lb. ASA flange connections on selected cargo manifolds and one 12 in. 150 lb. ASA flange on the after bunker manifold.

(c) Drip trays, sawdust or sand, dispersant and fire fighting equipment in position.

(d) The following are normally supplied by Saudi Aramco but their presence will prevent delays in case of deficiency or malfunction: Chain block (not normally supplied), Handy Billy, heaving line, spare spanners, spare wire strop, spare bolts.

Procedure – Connecting Hoses: Connecting and disconnecting of cargo and bunker hoses is to be carried out by ship's staff under instruction of Mooring Master.

(a) Lower derrick hook to the mooring launch which will connect it first of all to the forward hose.

(b) Heave up until the blank flange is level with the hose rail.

(c) Unshackle hose snubbing wires and secure guy ropes to the flange.

(d) Continue heaving up the hose as directed by the Mooring Master.

(e) Secure snubbing wires in a manner to facilitate possible slackening as directed.

(f) Lower the hose to bring the hose flange to the manifold and check the alignment of the flanges.

(g) Lower the hose onto the drip tray and remove the blank flange.

(h) Using the nylon band sling supplied, lift the hose and connect it to the manifold. Never use a wire strop for lifting a cargo hose. USE ALL OF THE BOLT HOLES AND A GASKET.

The second cargo hose and the bunker hose are connected in the same way.

After all hoses are connected, the cargo hoses must be supported in way of the vessel's side rail by means of the nylon bands supplied and the vessel's derrick.

Procedure – Hose Disconnecting: On completion of loading cargo or bunkers manifold valves must NOT be closed until the Mooring Master directs. This is important for line clearing.

(a) Strop the after hose to the derrick hook, take the weight and disconnect the flange.

(b) Replace the blank flange using *all* of the bolts and a new gasket. Tighten the bolts in sequence to avoid uneven tension on the flange.

(c) Lower hose to deck and secure.

(d) Repeat with forward hose and wait until backfilling of the hoses is complete.

(e) Bunker hose should be disconnected and securely blanked as soon as bunkering is completed and secured on deck until cargo loading is completed. It should be lowered into the water during backfilling of the cargo hoses.

(f) When backfilling is completed, secure the derrick hook to the lifting hook of the after hose and raise the hose until the weight is taken off the snubbing wires.

(g) Release the snubbing wires, lower the hose to rail level and shackle the snubbing wire to the flange.

(h) Lower the hose end into the water and trip the hook to release.

(i) Repeat for the forward hose.

Return all Saudi Aramco tools and equipment to the steel basket, stow in a seamanlike manner and prepare for lowering to the launch on either the port or starboard side dependent on weather conditions.

Loading Procedures: The loading operation will be controlled by radio voice communications between the Mooring Master on the loading vessel and the Control Platform.

All operations including switching of tanks and topping-off must be directly and personally supervised by a ship's officer. Upon being informed by the loading vessel's personnel that the vessel is ready to start loading, the Pilot/Mooring Master will request the loading to proceed according to the previously agreed plan with respect to start-up rates, maximum loading rates and topping-off rates.

Under no circumstances is the flow to the vessel to be stopped by the vessel whilst switching tanks, etc. Need for emergency shutdown of loading aboard the vessel must be communicated by radio from the loading vessel to the Control Platform.

In the event of failure of the radio communications system, the vessel will sound five long blasts on the vessel's whistle followed by 1, 2, 3, 4, 5 and 6 short blasts for a vessel at Berth 31, 32, 33, 34 or 36 respectively.

Loading operations will be stopped and will not be resumed until communications have been re-established.

It is the responsibility of the vessel to advise the Mooring Master to shut down cargo and bunker loading when the vessel's cargo and bunker requirements are met.

Cargo Calculations and Release: The American system of cargo measurement in Barrels with temperatures in fahrenheit degrees according to the ASTM-IP is used by Saudi Aramco and the Saudi Arabian Government for cargo measurement purposes. Ship's cargo loaded figures should be available in these units. Generally, if the difference between average normal ship measurement and official cargo measurement is satisfactory the ship will be released to sail, and the Pilot/Mooring Master will leave after unmooring is complete. If the ship/shore difference is large, the Pilot/Mooring Master will survey the cargo according to laid down Saudi Aramco inspection procedures after unberthing and report his findings to Saudi Aramco Terminal Planners. The ship is required to stay until released by Saudi Aramco if ship/shore difference occurs.

Departure: Upon completion of unmooring, the vessel will make a lee for the mooring and hose connecting equipment to be discharged into the launch on either port or starboard side. Depending upon conditions, the Pilot/Mooring Master and SPM Representative may leave on the launch or later by helicopter. A separate departure channel has been provided for all vessels using the Ju'aymah facilities. The vessel will proceed via the Departure Channel between Beacon J1 and Buoy J2 and thence towards the Exit Buoy JE. The vessel should then set an Easterly course North of JD Buoy to the Ju'aymah Light Float.

EMERGENCY PROCEDURES: In addition to the general principles described in Part A of "RAS TANURA", the following apply to Ju'aymah Crude Terminal:

(a) Should a fire or explosion occur at a buoy mooring, the Oil platform or Control platform, all cargo operations will be stopped and all vessels should stand by to disconnect and unmoor when so instructed by the Pilot/Mooring Master or Port Captain, or when the need to take such action becomes self-evident.

(b) The local signal for emergency is a continuous ringing of the vessel's alarm bells supplemented by more than 6 short blasts followed by 1 long blast of the vessel's whistle. Assistance may be summoned on VHF Channel 16. Location, nature of emergency and type of assistance required should be given. (See "RAS TANURA" Part B – EMERGENCY SIGNAL).

BALLAST: *Arrival Ballast Condition:* Due to the exposed location at the Ju'aymah berths, tankers should arrive with sufficient clean water ballast for safe handling having due regard to the existing sea and weather conditions. Unless otherwise instructed, vessels must arrive with propellers just covered and trimmed not more than 8 ft. (2.44 m.) by the stern.

GENERAL: *Boarding Vessels at Berth:* Small craft are not allowed in the vicinity of the vessel and no one is permitted to board or leave a vessel while cargo loading operations are in progress. Should it become urgent to board or leave for any reason during cargo loading, the Pilot/Mooring Master must be contacted to request permission to shut down the cargo loading operation while the small craft is alongside.

S.P.M. Maintenance: In addition to the mooring boats a larger maintenance vessel works on hoses, buoys and sub-sea systems.

In bad weather, this work is extremely difficult and involves possible danger to personnel.

For this reason, vessels are requested to give as much assistance as possible by taking seamanlike care of the mooring and hose equipment and returning it to the water ready for the next tanker and in such condition as they would like to find it.

Hose/hawser maintenance is expensive and if Saudi Aramco judges that a vessel has misused any hose or hawser the vessel will be liable for the expenditure incurred in making repairs.

AUTHORITY: Saudi Arabian Oil Company (Saudi Aramco), Room N-2004, Ras Tanura, 31311 Saudi Arabia. *Tel:* 966-3-673-4252. *Telex:* 801220 ASAO SJ/Raspilot. *FAX:* 966-3-673-1669.
Contact: Captain A.K.Al Yami, Port Captain.

(B) LPG TERMINAL

This section gives specific information regarding Ju'aymah LPG terminal loading facilities and is to be read in conjunction with "Ras Tanura" – Part A.

PILOTAGE: *Pilot Boarding Position:*

In normal conditions of weather and traffic, an arriving vessel will be advised to proceed from the Ju'aymah Pilot Boading Area by a route South of Buoy J4 to a position 1.5 miles S.E. of SPM 36 to make a lee to pick up the Harbour Pilot. The Pilot will then advise on manoeuvring the vessel to the assigned berth.

Harbour Pilot and Assistant Harbour Pilot will remain on board to assist with efficient turnaround of vessel and will require accommodated and meals.

INBOUND TRAFFIC PROCEDURES: See "Ras Tanura – Part B" – Traffic Regulations.

Vessel Proceeding Direct to Ju'aymah LPG Terminal: As per "Ras Tanura – Part A – Navigation – Inbound Traffic Procedures" to the Entry Buoy and make for a point approximately 2.5 miles N.E. of Buoy 3A. Under advice of Ju'aymah Pilots and Ras Tanura Port Radar turn into the Ju'aymah Pilot Boarding Area to anchor or to be berthed on arrival.

Vessel Proceeding from Northern Holding Anchorage to Ju'aymah LPG Terminal: Enter the traffic separation scheme under advice of Ras Tanura Port Radar and Ju'aymah Pilots and proceed as above.

Vessel Proceeding from Ras Tanura Terminal to Ju'aymah LPG Terminal: Should depart Ras Tanura Terminal and follow the departure channel toward the mid-channel marker RT 1. The vessel should pass through the Caution Area with the advice of Ras Tanura Port Radar and Ju'aymah Pilots into the Pilot Boarding Area either to anchor or to be berthed on arrival.

ANCHORAGES: *Ju'aymah Pilot Boarding Area:* The area West of No. 3 Beacon is used as a final holding anchorage and for vessels awaiting arrival clearance, cargo clearance, sailing documents, etc. as for Ju'aymah Crude Terminal. Ships must only use this anchorage when directed to do so by Ju'aymah Pilots and must leave the inward route to the SPM berths clear when selecting an anchoring position in this area.

Ju'aymah LPG Anchorage: This anchorage has been laid out approximately 2.5 miles N.E. of the loading pier to provide a tank cooling area for gas tankers. The depth of water varies between 16 m. and 30 m. (52 ft. and 98 ft.) and holding ground is fair.

MAX. SIZE: Max. arrival draft 16.37 m. Max. sailing draft 23.00 m.

RADIO: *General:* The onshore production facilities of the LPG Terminal are known as the NGL (Natural Gas Liquids) Plant, etc. This name is often used in reference to the Terminal. No LNG (Liquefied Natural Gas) is exported from the Terminal.

Underway: In the arrival channel, vessels must maintain contact with Ju'aymah Radar on VHF Channel 13.

At Anchor: A good listening watch should be maintained on VHF Channel 16 for information and instructions from any of the following sources:

(a) Ras Tanura Pilots,
(b) Ju'aymah Pilots,
(c) Saudi Aramco Terminal Planners,
(d) Ju'aymah Radar.

Under Pilotage: The Harbour Pilots carry portable, intrinsically safe radios for contact with tugs which operate on Saudi Aramco dedicated mooring frequencies. In addition, the ship's main VHF radio should stand by on Channel 13 for back-up communication.

At Berth: A portable intrinsically safe radio will be supplied to the vessel by the terminal. This radio operates on a UHF frequency dedicated to each berth by means of which constant communication can be maintained during loading. This radio is fitted with a pull-off tag which, when removed, activates an alarm on the radio console in the Control Room and the Pilot Office.

BERTHING: *Mooring Procedure:* Mooring boats are not used at Ju'aymah LPG Terminal. Vessels should have heaving lines ready to take the shore messenger after landing alongside. The messenger is then made fast to the vessel's mooring line which is then hove ashore by a capstan. Heavy wires should be sent one at a time and ropes two at a time. Jetty crews are continuously on duty to handle mooring lines but will not handle mooring lines aboard vessels.

BERTHING FACILITIES: The 2 loading berths are situated on opposite sides of a platform aligned 335° true compass bearing. Berth 51 being the East (outer) berth and Berth 52 being the West (inner) berth. Minimum water depth at the berths is approximately 78 ft. (23.8 m.) at ISLW (Indian Springs Low Water). There are 4 breasting dolphins at each berth and 6 mooring dolphins. The tower crane located in the centre of the platform is used for moving operational and maintenance equipment. RLPG is loaded via 16 in. LPG loading arms. Maximum loading rate is 15,000 bbls.p.h. per arm. Therefore combined maximum for 2 grades is 30,000 bbls.p.h. Each berth is equipped with 4 LPG loading arms each of which may be used for butane liquid, propane liquid or vapour return. The loading arm connections can be adjusted to fit 12 in., 14 in. or 16 in. 150 ASA flanges. All LPG loading arms are fitted with quick connect/disconnect hydraulic couplers (QCDC). Each LPG loading line has an associated circulation return line. The bunker loading connections can be adjusted to fit 6 in. or 8 in. 150 ASA flanges. One bunker/black diesel loading arm is located at each side of the LPG loading station.

Both fuel oil bunkers and marine diesel oil are available at the Ju'aymah LPG berths. The nominal loading rate for fuel oil bunkers is 5,000 b.p.h. and for marine diesel oil is 600 b.p.h. These can be loaded through both of the 8 in. loading arms located on either side of the LPG loading station.

LOADING: *Trim and Stability:* During loading and deballasting operations, the vessel should at all times be adequately stable and in good trim to leave the berth at short notice in the event of an emergency. Excessive lists and trims are not permitted.

Loading Arm Connections: Jetty crews are on duty continuously to handle loading arms and make all connections and disconnections. All loading connections are equipped with electrical insulated flanges therefore ship to shore bonding wires are not required.

Due to the size and bulk of the QCDC couplers, a clear area around each manifold flange of at least 60 cm. (24 in.) is required. The vessel should have suitable 150 ASA reducers and spool pieces fitted to the manifolds it is intended to use.

Loading Procedures: Vapour line must be connected prior to loading LPG cargo of coolant. All excess vapour which cannot be handled by the vessel's recovery equipment will be metered to flare. It is the responsibility of the vessel to advise the jetty operators to shut down cargo and bunker loading when the vessel's requirements of cargo and bunkers are met.

Special regulations govern the acceptance and loading of gas tankers in the Port of Ras Tanura which includes Ju'aymah LPG Terminal.

Cargo Calculations: The American system of cargo measurement in BARRELS with temperatures in fahrenheit degrees according to the ASTM-IP is used for cargo measurement at this Terminal. An independent Inspection Agency is appointed by the Offtaker/Buyer to determine cargo quantity loaded aboard.

Departure: Upon completion of loading, cargo calculation and disconnecting cargo arms, the vessel will be unmoored and the Harbour Pilot will disembark. The vessel will then be free to leave the Port via the Ju'aymah Departure Channel if Early Departure Procedure is used and all relevant documentation is on board. Otherwise, the vessel will proceed to the Ju'aymah Pilot Boarding Area or Cooling Anchorage to await document delivery by the Agent, at the direction of the Pilot.

Contact with Ju'aymah Radar must be maintained on VHF Channel 13 when in the Ju'aymah Crude Terminal Approach Area.

GENERAL: *Emergency Procedures:* In addition to the general principles described in Part A of "RAS TANURA" the following apply to Ju'aymah LPG Terminal.

In the event of a fire or explosion at the pier or on board a vessel which is berthed alongside at the Terminal, the local alarm signal will be a series of 10 short blasts on the ship's whistle at which an Emergency Shutdown system will be activated to immediately stop all cargo loading to vessels at the berths. (See "RAS TANURA – Part B" EMERGENCY SIGNAL). In case of a situation requiring urgent removal of a ship from the berth, a system of sequential automatic loading arm disconnection is fitted. This system will only be activated after very careful evaluation of the situation by all parties.

Duty Harbour Pilot and Tugs: Whenever a vessel is at one of the berths at the LPG Terminal, a Harbour Pilot will stand by on the loading platform in constant communication with the vessel(s) and jetty staff by means of the dedicated UHF radios. Pilots on duty for 8 hours (0600 – 1400, 1400 – 2200 and 2200 – 0600 hrs.).

Tugs stand-by moored in sight of both loading berths.

AUTHORITY: Saudi Arabian Oil Company (Saudi Aramco), Terminal Pilotage and Services Division, Room N-2004, Ras Tanura, 31311 Saudi Arabia. *Tel:* 966-3-673-4252. *Telex:* 801220 ASAO SJ/Raspilot. *FAX:* 966-3-673-1669. *Contact:* Captain A.K.Al Yami, Port Captain.

AGENT: See "Ras Tanura".

JUBAIL: 27.01 N. 49.40 E. (See Plan)

ALSO SEE "GENERAL" BEFORE FIRST PORT.

(A) COMMERCIAL PORT.
(B) KING FAHD INDUSTRIAL PORT IN JUBAIL.

(A) COMMERCIAL PORT.

LOCATION: The Jubail Port Complex is located on the East Coast of the Kingdom of Saudi Arabia, approximately 80 km. North of Dammam. The Port Complex comprises 2 ultramodern facilities: The Commercial Harbour to the South and The King Fahd Industrial Harbour to the North. These harbours have separate entrances and are under separate port managements.

PORT LIMITS: The boundaries of the harbour and anchorages of King Fahd Industrial Port at Jubail and the Commercial Port of Jubail coincide and are given below:

Harbour Boundaries:

All Port property enclosed by a fence following the shore line and extending seawards to a line running between the following points:

Lat. 27° 00′ 00″ N., Long. 49° 40′ 00″ E.
Lat. 27° 00′ 00″ N., Long. 49° 43′ 12″ E.
Lat. 27° 03′ 00″ N., Long. 49° 44′ 00″ E.
Lat. 27° 04′ 10″ N., Long. 49° 46′ 00″ E.
Lat. 27° 11′ 10″ N., Long. 49° 53′ 45″ E.
Lat. 27° 14′ 10″ N., Long. 49° 59′ 00″ E.
Lat. 27° 16′ 00″ N., Long. 49° 58′ 00″ E.
Lat. 27° 17′ 45″ N., Long. 49° 55′ 30″ E.
Lat. 27° 15′ 20″ N., Long. 49° 51′ 30″ E.
Lat. 27° 12′ 50″ N., Long. 49° 52′ 30″ E.
Lat. 27° 09′ 00″ N., Long. 49° 46′ 00″ E.
Lat. 27° 04′ 40″ N., Long. 49° 44′ 00″ E.
Lat. 27° 07′ 00″ N., Long. 49° 44′ 00″ E.
Lat. 27° 07′ 00″ N., Long. 49° 41′ 00″ E.
Lat. 27° 05′ 43″ N., Long. 49° 41′ 00″ E.
Lat. 27° 04′ 00″ N., Long. 49° 36′ 30″ E.

DOCUMENTS: On arrival at the Port, the Master of the vessel shall present or make available for inspection the following papers and documents:

Log Book.
Registration Certificate.
Classification Certificate.
Load Line Certificate.
Building Safety Certificate.
Safety Equipment Certificate.
Radio and Wireless Certificate.
Cargo Gear Certificate.
Marine Health Declaration.
Vaccination List.
Derat Certificate.
Clearance from Last Port of Call.
Israel Boycott Declaration.
Ship's Stores List.
Grain Shipping Certificate (if the vessel is carrying a grain shipment).
Mail Transport Documents in accordance with the International Postal Treaty (if any mail is carried aboard).
5 copies of the Crew List.
5 copies of the Passenger List.
2 copies of the List of Personal Effects of Crew and Passengers.

To obtain Port Clearance the Master of the vessel shall present or make available for inspection the following papers and documents to Port Management:

Log Book.
Registration Certificate.
Classification Certificate.
Load Line Certificate.
Building Safety Certificate.
Safety Equipment Certificate.
Radio and Wireless Certificate.
Port Stevedore Outturn Report.
Receipt for payment of Custom's Duties.
Shipping Note and Cargo Manifest for any cargo loaded.

Cargo papers and documents: The following papers and documents must be submitted to the Port Management not later than 48 hours prior to arrival:

5 copies of the Cargo Manifests in English.
10 copies of the Original Manifests translated into Arabic.
2 copies of the Cargo Stowage Plan.
2 copies of the Hatch List or Bay Plan.
2 copies of the List of Dangerous/Hazardous Cargo for Discharge.
2 copies of the List of Dangerous/Hazardous Cargo in Transit.
2 copies of the List of Heavy and/or Awkward Cargo.
2 copies of the List of any Wine, Spirits and Narcotics, or in the absence of which a "Nil" return.
A Declaration of Type of Reefer Cargo.
An Application for Discharge Permit.

PILOTAGE: Pilotage is compulsory for all vessels of more than 150 n.r.t. Pilots available 24 hours a day, 7 days a week. Pilots will board in the vicinity of No. 7 Channel Buoy. Port Control Station is continuously manned, to be contacted on Channel 16, vessels requiring a Pilot shall use the International Signals. Notice of ETA refer to Rules and Regulations for Saudi Arabian Seaports, Part 1, Para 2.

Pilot Boarding Position:
Lat. 27° 07′ 00″ N. Long. 49° 47′ 00″ E.

ANCHORAGES: There are 3 anchoring places: Freighter Anchorage, Tanker Anchorage and Explosives Anchorage, areas between the following buoys and positions:

Freighter Anchorage:

Light Buoy "7/ANCH"	Lat. 27° 06′ 00″ N.	Long. 49° 45′ 19″ E.
"ANCH 4"	Lat. 27° 08′ 20″ N.	Long. 49° 45′ 11″ E.
"ANCH 3"	Lat. 27° 10′ 39″ N.	Long. 49° 47′ 00″ E.
"5/ANCH"	Lat. 27° 10′ 35″ N.	Long. 49° 50′ 00″ E.

Tanker Anchorage:

Light Buoy "3/ANCH"	Lat. 27° 12′ 47″ N.	Long. 49° 52′ 15″ E.
"ANCH 2"	Lat. 27° 15′ 28″ N.	Long. 49° 51′ 33″ E.
"ANCH 1"	Lat. 27° 17′ 25″ N.	Long. 49° 55′ 15″ E.
"1/ANCH"	Lat. 27° 16′ 15″ N.	Long. 49° 57′ 36″ E.

Explosives Anchorage:

Light Buoy "EXPL 1"	Lat. 27° 02′ 00″ N.	Long. 49° 50′ 22″ E.
"EXPL 2"	Lat. 26° 58′ 19″ N.	Long. 49° 51′ 02″ E.
"EXPL 3"	Lat. 26° 56′ 49″ N.	Long. 49° 52′ 47″ E.
"EXPL 4"	Lat. 26° 55′ 41″ N.	Long. 49° 51′ 35″ E.
"EXPL 5"	Lat. 26° 57′ 32″ N.	Long. 49° 49′ 20″ E.
"EXPL 6"	Lat. 26° 59′ 50″ N.	Long. 49° 49′ 56″ E.

RESTRICTIONS: The Port can be approached 24 hours a day.

MAX. SIZE: Berths No. 1 to 8: Max. acceptable draft 11.4 m.
Berths No. 9 to 16: Max. acceptable draft 13.6 m.

HEALTH: Quarantine Free Pratique as per International Rules and Regulations. Health Officer will board when the ship is moored.

VHF: Jubail Port Control continuous watch is maintained on Channel 16. Working on Channel 17. Radar Surveillance Channels 64 and 66.

RADAR: Surveillance and Control System Operational.
Position: Lat. 27° 11′ 39″ N., Long. 49° 57′ 26″ E.
Structure: Grey circular concrete tower with white radar scanners atop.
Height: 43 m. from ground to radar antenna.
Light: Fixed red warning light atop antenna.

Continuous radar surveillance is maintained by the Saudi Ports Authority over the whole extent of the modified Jubail Ports Approach Channel. All ships should inform Jubail Ports Control on VHF Channel 66 prior to entering or crossing this approach channel.

TUGS: Tugs ranging from 1,500 h.p. to 5,500 h.p. are stationed at Jubail, mooring launches assist in berthing manoeuvres. All tugs are fitted with fire fighting equipment.

BERTHING: The following categories of berth with a draft range from 12.0 m. to 14.0 m. are available — General Cargo, Multi-Purpose, Container Terminal, Ro-Ro for stern and quarter ramp vessels.

Adequate coverage and open storage space is available in the form of warehouses, transit sheds, container terminal with plug-in facilities for reefer and containers/trailers (480V, 60 Hz) Ro-Ro terminal, container freight station, vehicle parks, general cargo storage, empty container storage area.

Cargo Handling Facilities:
Forklifts ranging up to 35 tons.
Head trucks and tow motors.
Trailers.
Chassis and cargo dollies of up to 100 tons.
Weighbridges of 60 tons capacity.

Cranes:
Mobile Cranes up to 100 tons.
One crane 200 tons capacity.

Specialised Cargo Handling Facilities:
Container Gantry Cranes 30.5 tons under spreader.
Transtainers of 30.5 tons under spreader.
Container chassis.

STEVEDORES: First shift: 0700 – 1900 hrs., second shift: 1900 – 0700 hrs., 7 days a week. Sufficient gangs available to work 4 hatches on every vessel.

Minimum discharge rates breakbulk cargo: 1,000 tons per berth per day. Container terminal: 20 TEUs per workable crane per hour.

MEDICAL: Full hospital facilities available, arranged by the Agents.

DENSITY: 1030.

FRESH WATER: Available, arranged through Agent.

FUEL: Fuel oil, marine diesel and marine gas oil are available, arranged through Agent.

CONSULS: American Consul General at Dhahran.

SURVEYORS: International Marine Surveyors and Classification Society Surveyors are on call from Dammam.

GANGWAY/DECK WATCHMEN: The Coast Guard will station a guard at the gangway to prevent unauthorised boarding and landing.

CUSTOMS ALLOWANCES: Possession and/or consumption of alcoholic beverages including beer, table wines and liquors is strictly prohibited in Saudi Arabia. All alcoholic beverages, magazines and cameras are to be under lock and key during vessel's stay in port.

No restrictions on tobacco and cigarettes.

HATCHES: Opening and closing is carried out by stevedores.

AIRPORT: Dhahran Airport 90 km.

TIME: Local time is GMT plus 3 hours. All ETAs and other messages should be made in local time.

HOLIDAYS: No holidays apply for stevedores.

TELEPHONES: Available.

SHORE LEAVE: To be arranged through Agents.

REGULATIONS: See "Rules and Regulations for Seaports" issued by the Co-operation Council of the Arab States in the Gulf.

PORT PROCEDURES: Also see "General" before first port.

Notification to Jubail Port Management:

1. The Owners/Charterers of vessels bound for Jubail with cargo must give preliminary notice of the vessel's intended arrival to the Port Management by telex or cable either directly or through their Agents on arrival at the first or sole loading port, before loading commences. ETA and estimated quantity of cargo by type must be given with the preliminary notice.

2. On completion of loading cargo the following information must be sent to the Port Management by telex or by cable either directly or through the Agent.

(a) Vessel's name.
(b) Flag.
(c) Length overall.
(d) Expected draft on arrival.
(e) ETA.
(f) Cargo particulars, including nature, weight. tonnage and stowage by hatches.
(g) Any dangerous cargo being carried for other destinations.
(h) If dangerous cargo is being carried, the quantity and class in accordance with the IMDG Code whether to be discharged or in transit.
(i) Expected requirements for bunkers and water.
(j) Name of vessel's Agent.

3. A further notice of ETA is to be sent 5 days, 2 days and 1 day prior to arrival at the port.

Vessels Failing to give Required Notification:

Any vessel failing to comply with the requirements under paragraph 1, above, or arriving later than expected under the revised ETA, may lose its berthing registration.

Cargo Papers and Documents:

1. The following papers and documents must be submitted to the Port Management no later than 72 hours (for vessels with more than 200 Bills of Lading) or 48 hours (other vessels).

Prior to arrival:

(a) 5 copies of the Cargo Manifests for discharge, including any additions or amendments in English:
10 copies of the original Manifests translated into Arabic.
(b) 2 copies of the Cargo Stowage Plan.
(c) 2 copies of the Hatch List or Bay Plan.
(d) 2 copies of the List of Dangerous/Hazardous Cargo for discharge.
(e) 2 copies of the List of Dangerous/Hazardous Cargo in transit.
(f) 2 copies of the List of Heavy and/or Awkward Cargo which requires special equipment.
(g) 2 copies of the List of any Domestic Wine or Spirits or Cargo of such nature on the vessel and its location or, in the absence of which, a nil return.
(h) A Declaration of Type of Reefer Cargo.

2. All copies of the Manifests must be taken from the Master Manifest.

3. The List of Dangerous/Hazardous Cargo has to show:

(a) The technical name.
(b) The IMDG Class and UN number.
(c) The quantity of each consignment.
(d) The location on board respectively in each container or on each trailer or in each barge.

4. Non-compliance will lead to penalties and/or fines.

General Regulations for Cargo Stowage and Handling:

1. The stowage of cargo bound for ports in the Kingdom of Saudi Arabia must be arranged to ensure simultaneous and optimum rate of discharge from the maximum numbers of hatches compatible with the requirements of sea-worthiness.

2. Where practicable all general and bagged cargo of uniform type and size is to be stacked and secured on pallets to facilitate quick discharge.

3. Bundled steel, profile iron, rebars, etc. shall be fitted with slings or lifting points suitable for multiple handling.

4. Steel sheets shall be strapped and stacked in bundles of approx. 2 tonnes each. Wooden bearers and/or spacers shall be used in loading the bundles to facilitate discharge.

5. Masters and shipping Agents are to instruct their stevedoring contractors at loading port to execute complete separation by Bills of Lading and the Manifest, and will be held responsible for non-compliance with this regulation.

6. No damaged package or item is to be discharged from any vessel, barge, pontoon or handling craft until it has been repaired or repacked in such a manner as to permit it to be handled without further loss or damage to contents of the package or the item itself.

(a) Where the original outer carton, box or bag is replaced, the replacement carton, box or bag shall be made in the same manner to allow it to be identified with the Bill of Lading and the manifest.
(b) The Port Management has the right, after notifying Customs, Authorities and ship's Agent concerned, to get rid of or destroy damaged good which may cause harm to installations or public health at the expense of the Owner of the goods or the ship's Agent.

Out-turn Report:

1. After completion of the discharging operation of a vessel the Port will furnish an out-turn report which shall indicate the cargo discharged. The out-turn report must be signed by the ship or ship's Agent. Refusal to sign does not invalidate the report.

2. The ship's Agent has the option of conducting his own counter-tally. Where this is not done, the Port tally must be accepted. If an independent counter-tally is undertaken by the shipowner/Agent, the Port tally supersedes.

3. The cargo handed over into the custody of the Port shall remain at the entire risk and responsibility of the shipowner or its Agents or owner of the goods while on the port premises. The Port Management shall not be responsible in any way for any damage or loss that may occur to goods while within the port premises, whether such damage or loss was the result of accident or negligence on the part of the Owner of the goods or not, except in the case of wilful or gross negligence of port employees.

Storage of Goods:

1. The goods will be stored by the port in accordance with marks and numbers and in Bill of Lading lots in those areas stated in the out-turn report.

2. The Port may store suitable cargo in the open areas.

3. The Port may refuse the storage of goods if:

(a) There is insufficient space in the Port.
(b) The inherent properties of the goods render it dangerous or impossible.

4. Except for Customs purposes, no goods or materials stored in the Port are to be unpacked on Port premises without the special permission of the Port Management and Customs.

5. Consignees or their Agents shall remove their goods from the Port within 15 days of completion of discharge of the carrying ship or such period as may be announced by the Port Authority.

6. All cargo, irrespective of whether it has been cleared through Customs or not, which has not been removed from the Port within 15 days of completion of discharge of the carrying vessel may be moved to a special area. All such cargo may be sold by public auction 21 days after completion of discharge of the carrying vessel. These periods may be changed by an announcement of the Port Authority.

GENERAL:

Rubbish: It is strictly prohibited to throw any garbage, rubbish or food leftovers into the port and territorial waters of the Kingdom.

Every violation of the provision of this article shall cause the ship's Master to be penalised with a fine of up to 10,000 Saudi Riyals.

Vessels calling at Jubail Port will be supplied with plastic bags for garbage disposal.

The stevedore's Ship Superintendent must be contacted before the vessel has finished loading/discharging operations to take care of disposal of the bags.

The charge for garbage disposal service will be SR. 200 – per vessel per day, whether the vessel uses the service or not.

Documentation: Jubail Port Management will not permit any vessel to berth if documents have not been submitted as follows:

1. Manifest for vessels with more than 200 Bills of Lading at least 72 hours before arrival.

2. Manifest for all other vessels, Stowage Plans, Hatch List, etc., at least 48 hours before arrival.

Jubail Port Management will grant berthing permission subsequently not earlier than 72 hours after receipt of documents as per case 1 and not earlier than 48 hours as per case 2.

Vessels Discharging Cargo to Aramco Overseas Company (AOC) at the Commercial Port:

General Instructions and Communications Procedures.

1. When carrying vessel leaves loading port, details of tonnage aboard for discharge to AOC and tentative ETA at Jubail should be cabled/telexed to Saudi Arabia telex 601220 (ARAMCO SJ) commencing message "DHAMDDSB/AOC TRAFFIC DHAHRAN".

2. 10, 5, 3 days and 1 day prior to arrival, Master of carrying vessel must transmit updated ETA to "DHAMDDSB/AOC TRAFFIC DHAHRAN" via Saudi Aramco radio station (call sign HZY) which operates the following receiving schedules:

Frequency (kHz)	Approx. Range (miles)	Daily Operating Time (GMT)
500	500	Continuous
8480	2,000	0400 – 1800
12811	2,000	0600 – 1800
16960	2,000	1000 – 1100

3. Vessel must proceed initially to Jubail Pilot Boarding Anchorage, contacting the Jubail Harbour Master on VHF Channel 16 upon arrival. The anchorage is approached from Al-Jurayed (Lat. 27° 12′ N., Long. 49° 57′ E.) and is bounded by the following co-ordinates:

(1) 27° 03′ N., 49° 44.0′ E. (3) 27° 03′ N., 49° 47.5′ E.
(2) 27° 04′ N., 49° 45.5′ E. (4) 27° 02′ N., 49° 45.5′ E.

4. Pilotage is compulsory. Coast Guard Officials will normally board with the Pilot to commence initial clearance procedures. Customs and Health Authority will complete clearance once the vessel is alongside berth. For guidance the Port currently offers 14 m. water depth in the approach channel and 12 m. alongside the berths (by prior arrangement, it may be possible to utilise the container berths which offer a depth of 14 m. alongside).

5. The AOC Port Master at Jubail, or his authorised representative, will attend on board alongside berth, once clearance has been completed, in order to accept Notice of Readiness for the vessel. AOC staff will be available on board or at shipside throughout the discharge period to protect the safe discharge of AOC cargo and the AOC Port Master, or his representative, will again attend on board prior to sailing in order to countersign the Statement of Facts for the discharge.

6. AOC discharges at Jubail will generally be on a "free-out" basis but will be accomplished by the Ports Authority stevedores. Charges for stevedoring on AOC free-out cargo will be settled directly between AOC and Saudi Ports Authority. Agents must nevertheless notify the Ports Authority of expected vessel arrivals, booking berth space and stevedoring in accordance with the normal customs of the Port. In submitting Manifests for AOC cargo to be the Ports Authority, however, Agents should attach to each Manifest written advice that stevedoring charges will be settled by AOC.

7. Certain material to be discharged by AOC at Jubail will have been ordered from Saudi vendors and will be consigned "C&F Jubail Commercial Port Free-Out Discharge" with "Ultimate Consignee Saudi Aramco" included in the body of the Bill of Lading. Such cargo will be accepted by AOC at Jubail in exactly the same way as cargo consigned directly to AOC and Bills of Lading duly endorsed by the original consignee will be presented.

8. In addition to the normal tallying of cargo by the Ports Authority stevedores, AOC will be carrying out a counter-tallying operation in their own interest. This will be aimed at eliminating the possibility of shortlanding, and recording the factual circumstances of cargo damage and at prompt and accurate reconciliation of discharged and manifested quantities. The co-operation of all Masters and Agents is sought in this activity, particularly in the countersigning of any relevant damage or out-turn reports.

9. All requirements stated in this Notice are those of AOC and are *in addition* to any other procedures required by the Saudi Ports Authority. Any Saudi Ports Authority requirements mentioned herein are for guidance only and should be verified with Saudi Ports Authority.

10. Direct enquiries on operational matters to the Terminal Operations Co-ordination Desk or, failing a reply, to the Assistant Superintendent. Address enquiries on policy matters to the Assistant Superintendent or, in his absence, to the Superintendent. Local liaison at Jubail Commercial Port will be handled by the AOC Port Master or his deputy who will also handle all *urgent* enquiries at night, weekends and holiday periods. Telephone connection to the AOC Port Office is expected in the near future.

11. Until further notice, AOC will be handling only duty exempt cargo through Jubail. Cargo which is dutiable, or subject to import permit restrictions, will normally be routed to Dammam. Exceptionally, if isolated dutiable consignments are inadvertently laden to Jubail instead of Dammam, they will generally be handled at Jubail. Similarly small shipments of duty exempt cargo consigned in error to Dammam will generally be handled at that port. It should no longer be necessary under normal circumstances, therefore, for any cargo to be diverted for discharge to a port other than the one to which it was originally laden.

AUTHORITY: Saudi Arabia Ports Authority, Port of Jubail, P.O.Box 276, Jubail, Kingdom of Saudi Arabia. *Tel:* (03) 361-0600. *Telex:* 831005 Jubpt Sj. *FAX:* (03) 361-3337. *Cables:* Ports Jubail. *Contact:* Mohammed S. Al-Muhanna, Port Director General, Jubail Port Management.

(B) KING FAHD INDUSTRIAL PORT IN JUBAIL.

LOCATION: Lat. 27° 04′ N., Long. 49° 40′ E.
Also see "Commercial Port".

PORT LIMITS: See "Commercial Port".

DOCUMENTS: See "General" before first port, and "Radio" — "Vessel notification telex code from King Fahd Industrial Port to all Agents to be used henceforth".

PILOTAGE: Pilotage is compulsory for all vessels of more than 150 n.r.t. Pilot will board in the vicinity of Buoy No. 7 in position Lat. 27° 07′ N., Long. 49° 47′ E.

The Port Control Station (located at the Commercial Port) is continuously manned and is to be contacted on Channel 16. Vessels requiring a Pilot shall use the International Signals. Pilots will board from a fast launch and pilot boarding gear must comply with the International Convention for the Safety of Life at Sea (SOLAS) 1974. Vessels with a high freeboard must provide an accommodation ladder combined with a pilot ladder.

ANCHORAGES: See "Commercial Port".

RESTRICTIONS: The port is approachable and operational 24 hours daily throughout the year. Loaded LPG vessels are restricted to daylight movement only, within the entrance channel and harbour areas.

RADIO: Vessel Notification Telex code from King Fahd Industrial Port, Jubail to all Agents, to be used henceforth.

1. Call Sign.
2. Vessel's Name.
3. Owner/Line.
4. Nationality.
5. Agent.
6. LOA.
7. Max. Draft.
8. No. of Hatches.
9. G.R.T.
10. N.R.T.
11. D.W.T.

11A. Displacement on Arrival.
11B. Max. displacement while on berth.

12. Previous Names.
13. Type of Vessel.
14. Type of Cargo to load/discharge.
15. Total cargo weight tons.
16. Total cargo freight tons.
17. No. of containers/units.
18. No. of livestock.
19. ETA.
20. Draft on arrival.
21. Tonnage to hatch.
22. Construction date.
23. Quantity of LCL containers.
24. Last 3 ports of call.
25. Beam of vessel.
26. Lloyd's Register Number.
27. Classification Society.
28. Crew number/Nationality.
29. Next port of call.
30. Hazardous cargo.
31. Is vessel gas free?
32. Inert gas system working.
33. Arms/Ammunition for self defence.
34. Economic speed of vessel.
35. Position 48 hours before arrival.
36. Radar details.

Items which do not apply should be answered N/A. All other items must be answered.

The telex, for vessels loading, should be sent 7/5/3/2/1 day in advance of expected arrival, or sooner. However for loading vessels sailing from ports or geographical positions near to King Fahd Industrial Port in Jubail, the telex should be received as soon as possible.

No Inward Clearance will be issued until the notification telex is received and processed.

Petromin Shell Refinery:

We quote below for Principal's information text of telex received from Petromin Shell Refinery Jubail in May 1988.

Quote

Please adjust PSRC arrival telex as quoted below. We like to stress the point that this information is required to ensure smooth export of products and expedite vessels. It will be appreciated if this information is passed on to PSRC as soon as possible.

1. Ballast on board.
2. Segregated ballast, if any.
3. Will vessel deballast ashore?
4. Quantity and type of slops, if any.
5. Will slops be discharged ashore?
6. Deballasting rate.
7. Can vessel deballast while loading.
8. Size and number of ship's manifold.
9. Indicate on which manifold what product will be loaded (number from stem to stem).
10. Maximum loading rate per connection.
11. Distance – manifold above deck.
12. Distance between manifold connections.
13. Height – manifold to rail.
14. Previous cargo.
15. Grade and approximate quantity to be loaded.
16. Can vessel load 2 grades concurrently, if required?
17. Preferred sequence of loading if grades cannot be loaded concurrently.
18. Is vessel fitted with I.G. installation?
19. Cargo tanks gas free or inerted on arrival.
20. Has vessel been instructed to arrive in gas free condition for visual tank inspection by either Charterers or independent surveyors?
21. Can vessel load and inert at same time?
22. Total time required for inerting.
23. Last port of call.
24. Sailing draft Jubail.
25. Any information relevant to this voyage/loading which vessel may want to convey.
26. The Port Authorities prohibit the discharge of any cargo tank ballast to sea. Clean cargo tank ballast to be pumped ashore on each occasion.

Unquote

MAX. SIZE: See "Berthing".

HEALTH: See "General Rules for Saudi Arabia" before details of individual ports.

VHF: The Jubail Port Control maintains a continuous watch on Channel 16. Within the Industrial Port area a continuous watch is maintained on Channel 67.

A new control tower in the Industrial Port became operational early in 1986.

RADAR: A Radar Surveillance and Control System is in operation.

TUGS: All tugs are provided with fire fighting capabilities.

Tugs normally join the vessel in the vicinity of Buoy No. 9 and tug's lines are used.

BERTHING: The port is laid out in 5 distinct sections, namely:

1. *Service Facility:* With 6.0 m. depth quay for port craft and others; a module-input facility, depth 8.0 m., capacity 2,000 tonnes; a 1,000 tonnes slipway and marine repair facility.
2. *Dry Bulk Terminal:* Depth alongside 14.0 m. Max. draft 12.6 m. (13.3 m. HW.) with berths totalling 2,300 m., quay wall and a Ro-Ro stern ramp.
3. *Petro-Chemical Quay:* Depth alongside 16.0 m. Max. drafts 14.4 m. (15.2 m. HW.). Each berth 330 m. length and can take vessels up to 100,000, max. displacement. Shore gangways on all berths.
4. *Breakwater Berths:* Depth alongside 16.0 m. Max. draft 14.4 m. (15.2 m. HW). Each berth 330 m. length and can take vessels from 10,000 – 100,000 max. displacement. Shore gangways on all berths.
5. *Offshore Tanker Terminal (OSTT):* Depths alongside 26.0 m. – 30.0 m. Max. draft 25.0 m. Each berth 350 m. length and can take vessels from 30,000 – 330,000 max. displacement. Shore gangway provided.

Saudi Lube Terminal: Breakwater Berth No. 52 (BWB 52). The following has been received from Petromin Lube Oil Blending and Grease Manufacturing Plant (Saudi Lube).

The purpose of this information is to acquaint the Owners, Charterers and Masters of vessels with Saudi Lube's (Petromin Lube Oil Blending and Grease Manufacturing Plant) terminal facilities at King Fahd Industrial Port in Al-Jubail, Saudi Arabia.

The Industrial Port facilities are owned by the Royal Commission for Al-Jubail, a Government Authority of the Kingdom of Saudi Arabia.

The causeway is 9.39 km. long and has a width of 300 m. The open sea tanker terminal extends a further 3.5 km. beyond the end of the causeway, a total distance of almost 13 km. from the original coastline.

Saudi Lube is owned by Petromin (General Petroleum and Mineral Organisation for the Kingdom of Saudi Arabia).

1. *Breakwater Berth (BWB) No. 52 Particulars:*
   Raw material unloading berth, handling different grades of base oil. One unloading arm enables handling of one base oil at a time.
   Berth Limitations: Max. LOA – 284 m.
2. *Oil Spillage/Slops:*
   Oil spillage incurred during the unloading operation cannot be discharged in the sea, instead the vessel must provide its own means of collecting all spilled oil. BWB 52 is equipped with a slops tank to collect berth spillage only.
3. *Time of Arrival Advice:*
   Initial ETA – 5, 3, 2, 1 days.
   Revised ETA – As any changes.
4. *Communications:*
   Contact "Jubail Port Control" on VHF Channel 16 when passing Jubail Fairway Buoy which is located in position:
   Lat. 27° 22′ N., Long. 50° 30′ E.
   or as soon after as radio reception conditions permit. Once alongside, a portable VHF radio will be placed onboard by Saudi Lube to enable contact between the vessel and the Jetty Operator on the control room, (see "Appendix D").
   Saudi Lube: Telex: 831168 Sublub SJ.
   Phone: 03-3416072 or 341573.
5. *Pilotage:*
   In the port area is compulsory, pilots boarding in position:
   Lat. 27° 07′ N., Long. 49° 47′ E.
   Vessels proceeding from the Fairway Buoy to the tanker anchorage may do so without a pilot, but should keep in contact with the Port Authorities on Channel 16 for traffic/anchoring information.
6. *Berthing Criteria:*
   Vessels will normally be berthed on arrival at BWB 52. If the berth is not available, anchoring instructions will be given by the Port Authority.
7. *Tugs:*
   Tugs are available to assist in the berthing and unberthing operation.
8. *Mooring Arrangement:*
   Vessels normally berth portside to on BWB 52 Jetty. Mooring requirements will be advised by the Pilot and follow the recommendation made in the O.C.I.M.F. publication "Guidelines and Recommendations for the Safe Mooring of Large Ships at Piers and Sea Islands". Vessels equipped with both wire and synthetic mooring lines should avoid "mixing" to the same shore mooring point.
9. *Unloading Arm:*
   On BWB 52, the unloading arm connection to the vessel manifold is a hydraulic coupler for 6 in. or 8 in. ANSI 150 FF, DIN 16 or BS 1560 flange. Suitable reducers conforming to this type of flange should be fitted prior to berthing.
   Assistance from the vessel will be required to make the flange connections. The arm is equipped with proximity switches that will give alarm once the "maximum reach envelope" is reached. Vessels with manifold connections outside of this "maximum reach envelope" cannot be connected to the unloading arm.

10. *Unloading Rates:*
The following unloading rates are available at BWB 52 (a booster pump on the berth will be used in series with the ship's pumps).

Base Oil Grade	*Unloading Rate* (cu.m.p.h.)
100 SN	430
150 SN	440
300 SN	430
500 SN	451
700 SN	445
160 BS	150

11. *Ship/Shore Safety Check List:*
A Safety Check List,based on the list recommended by the International Maritime Organisation, will be completed prior to the commencement of cargo operations.

12. *Overboard Discharge Valves:*
Prior to the commencement of the unloading operations, all sea valves connected to the vessel's cargo handling line system should be closed and secured.

13. *Emergency Signal:*
In the case of fire or other emergency, in addition to advising terminal staff and the Jetty Operator on the control room, vessel should sound a series of long blasts on the ship's whistle, each blast being not less than 10 seconds in duration. For cargo unloading emergency procedures, see "Appendix D".

14. *Emergency Towing Wires:*
Fire wires must be positioned on the offshore bow and quarter of the ship. The eyes of these wires should be hung off above the water line and their height adjusted as necessary during cargo operations. The inboard end should be properly secured to a bollard with 5 or 6 fathoms of slack between bollard and fairlead. Means must be provided to prevent the slack accidentally running into the water.

15. *Ship/Shore Access:*
A shore gangway will be provided and tended by shore staff.

16. *Shore Leave:*
Not permitted, except for medical or repatriation reasons.

Appendix "D":

To: The Master SS/MV ....
In Port

Dear Sir,

Routine and Emergency "Stop Unloading" Procedure.

Throughout the unloading operation, you will be supplied with a portable VHF set which will enable continuous contact to be maintained between the Cargo Officer on board and the Jetty Operator on the Control Room.

Any change in the unloading rate, or anytime there is a need to stop unloading, it should be communicated via radio to BWB 52 Control Room. The Cargo Officer on board should notify the Jetty Operator 60, 30 and 5 minutes prior to the completion of the unloading of each grade of base oil.

In case of emergency, wherein the unloading arm needs to be disconnected from the vessel's manifold, inform immediately the Jetty Operator to stop unloading and make an emergency disconnection. The unloading control panel is equipped with an "Emergency Disconnection" push button that will disconnect the unloading arm from the vessel manifold in case of emergency while unloading.

Under no circumstances should the vessel's manifold or tank valves be closed while unloading, such action results in possible damage to our pump or line systems.

During the unloading operation, a Jetty Operator in radio or telephone contact with the tank farm control room is continuously on duty to assist you.

Please acknowledge receipt of this letter by countersigning the attached copy.

.... For Petromin Lube Oil Blending and
Master Grease Manufacturing Plant (Saudi Lube)

SS/MV ______________
Date ______________
Time ______________
Date ....

CARGO HANDLING EQUIPMENT: The industrial Port is provided with a limited number of mobile cranes and cargo handling equipment which are adequate for the project cargo handled by the port.

BRIDGES: None, air draft unrestricted.

STEVEDORES: 24 hour continuous operations in two shifts from 0700 hrs. – 1900 hrs. and 1900 hrs – 0700 hrs.

MEDICAL: Full hospital facilities are available. Arranged through Agents. The Port also has a fully equipped dispensary with doctor and nurses in 24 hour attendance for emergencies only.

DENSITY: 1025 – 1034.

FRESH WATER: Available, but not to loading berths.

FUEL: Fuel oil, marine diesel and marine gas oil are available through Agents at anchorage. Pipeline supply to berths is planned for the future.

FIRE PRECAUTIONS: In view of the large volumes of cargo of a hazardous nature passing through the Port, great importance has been attached to all matters pertaining to fire and safety. Precautions to accepted international standards are practised and the Fire and Safety Department is on a 24 hour call out.

CONSULS: The American Consul-General resides at Dhahran. Other Consulates and Embassies are located in Riyadh and Jeddah.

REPAIRS: Minor repairs can be arranged through Agents.

DRY DOCKS: A slipway with 1,000 ton capacity is situated at the Services Quay.

SURVEYORS: International Marine Surveyors and Classification Society Surveyors are available. Arrangements through agents.

TANKERS: See "Berthing".

Cargo Handling Capacities:

User	*Berth* No.	*Product*	*No. of Arms*	*Maximum Rate* (t.p.h.)
Kemya	41	Butane/Hexene (Imp)	1	275/375
Ar Razi	"	Methanol	3	2,675
Ibn Sina	"	Methanol	3	3,000
Sadaf	42	Benzene (Imp)	1	390
"	"	Styrene	1	835
"	"	Ethanol	1	1,080
"	"	Ethylene Dichloride	1	1,090
"	"	Caustic Soda	1	1,370
"	"	Phosphoric Acid (Imp)	(1 hose)	370
"	43	Ethanol	1	1,080
"	"	Styrene	1	835
"	"	Ethylene Dichloride	1	1,090
"	"	Caustic Soda	1	1,370
Sharq	"	Mono-Ethylene Glycol	1	1,000
"	"	Di-Ethylene Glycol	1	500
"	"	Tri-Ethylene Glycol	1	150
Petrokemya	44	Ethylene	1	340
"	"	Vinyl Chloride Monomer	1	650
Petromin/ Shell	51	Heavy Fuel Oil	2	6,000
"	"	D.P. Kerosene	1	3,075
"	"	L.S. Gas Oil	2*	6,160
"	"	Auto Diesel Oil	2*	6,160
"	"	C.F. Naphtha	2*	5,350
Saudi Lube	52	Base Lube Oils (Imp)	1	150/450
Ibn Al Baytar	53	Liquid Ammonia (Exp)	2	1,000
"	"	Phosphoric Acid (Exp/ Imp)	2	1,000
Petromin/ Shell	61	Heavy Fuel Oil	2	7,400
"	"	D.P. Kerosene	1	3,390
"	"	L.S. Gas Oil	2*	6,830
"	"	Auto Diesel Oil	2*	6,830
"	"	C.F. Naphtha	2*	5,900
Ibn Al Baytar	26/27	Phosphate Rock (Imp)	2 loaders/ unloaders	180/700
"	"	Fertilisers (bulk/ bags)(Exp)		
Samad	28	Urea (bag)	(2 loaders)	110
"	"	Urea (bulk)	(2 loaders)	700
Aramco	21	Sulphur	(1 loader)	2,200
Hadeed	24	Iron Ore	(2 unloaders)	1,600

Note: There are 5 arms on each Berth 51 and Berth 61. The arms marked * above can be used for either L.S. Gas Oil, Auto Diesel Oil, or Naphtha.

GANGWAY/DECK WATCHMEN: The Coast Guard station a guard at the gangway to prevent unauthorised boarding and landing.

HATCHES: Opening and closing of hatches is normally undertaken by the port users at their respective berths, stevedores can be provided if specially requested.

CUSTOMS ALLOWANCES: Possession and/or consumption of alcoholic beverages, including beer, table wines and spirits is strictly prohibited in Saudi Arabia. All alcoholic beverages are to be kept under lock and key during vessel's stay in port.

CARGO GEAR: See "Cargo Handling Equipment".

AIRPORT: International airport at Dhahran, distance 120 Km. A new airport is under construction at Jubail.

TIME: Local time is GMT plus 3 hours. ETA's and messages are to be expressed in LMT.

HOLIDAYS: The Industrial Port is fully operational for 365 days of the year.

POLICE/AMBULANCE/FIRE: Masters are acquainted with emergency telephone numbers upon arrival.

SERVICES: Limited services are available through Ship's Agents.

BANKS: There are a number of Middle East and foreign banks situated in Jubail.

STORES: Ship's stores available. To be arranged by the Agent. Supply of food items is limited and requires the approval of Coast Guard and Customs. Vessels should order fruit, vegetables and provisions in advance of arrival.

SHORE LEAVE: To be arranged by Agent.

REGULATIONS: See "General" before first port.

GENERAL: All vessels must ensure that they have on board upon arrival a copy of "The Rules and Regulations for Seaports", issued in March 1985 by The Co-operation Council for the Arab States of the Gulf.

SHIPMASTER'S REPORT: October 1990.

Berth: Vessel berthed portside alongside Berth No. 51 with the bow seaward.

Crew List: To be sent by telex or fax as soon as possible before ship's arrival. In absence of Crew List, port will not allow/grant permission to enter port area, and it will delay the vessel.

ETA: If possible, ETA to be sent 7/5/3/2/1 day before arrival.

VHF: As soon as contact is established with Jubail Port Control on Channel 16, we changed to Channel 64 and stayed on that channel until vessel was close to the port, in the vicinity of Buoy No. 7. At this point, we changed to Channel 67 and stayed on this channel to keep in touch with Jubail Pilots.

Docking instructions are received early from Jubail Port Control.

Mooring: The moorings were as follows:

3 headlines, 2 breastlines and 2 springs forward and 2 springs, 2 breastlines and 3 sternlines aft.

Mooring and unmooring was carried out with the assistance of 2 tugs, tugs lines used, and 2 mooring boats. Spring lines were sent ashore first by means of heaving lines. All other ropes were passed ashore by the mooring boats.

Meeting: On completion of clearance formalities, representatives from the suppliers and the Port Safety Department boarded the vessel for a planning meeting.

Tank Atmosphere: Cargo tanks to be inerted prior to commencement of loading products with flashpoint below 60°C. For other products, like gas oil and fuel, it is up to Master's discretion, in which condition ship arrives.

Gas freeing and/or inerting is not allowed alongside berth.

Loading: The vessel loaded Naphtha at a rate of 5,000 cu.m./hr. through 2×16 in. Chicksan arms. The loading rate can be increased to a maximum of 8,000 cu.m./hr., but in our case one of the shore pumps was broken.

On completion of loading, we discharged slops through a separate 16 in. shore arm. On completion of discharge of slops, the shore line has to be flushed with approximately 1,000 cu.m. of salt water, but on this occasion there was no need, as our slops did not contain any waxy material. The flush is to be pumped by the ship.

The connection and disconnection of both reducers and hoses is undertaken by ship's personnel. Lifting arrangements have to be provided by the vessel, in order that the reducers are not manhandled.

During loading (every hour plus 5 minutes) a radio check is carried out with the shore to compare the ship/shore figures.

EDP: No Early Departure Procedure is in force. Cargo documents are placed on board about 3 hours after completion of loading. The pilot boards soon afterwards.

Fuel: Bunkering is done at anchorage.

Provisions: Provisions/vegetables/fruits are available at very reasonable prices. To be ordered as early as possible.

Fresh Water: Available, but not at loading berth.

Customs: Prohibited items, alcohol, pornographic material, cameras under bonded store. Cabins/rooms are subject to inspection by Customs. If any arms/ammunition on board, these also to be kept under bond. Radioroom/radiotransmitter was sealed.

Ballast: Port Authorities prohibit discharge of any cargo tank ballast to sea. Clean cargo tank ballast to be pumped ashore.

Garbage: Plastic bags for garbage are supplied at 0900 hrs. In our case, vessel arrived at 0950 hrs. and was cleared by Customs 1050 hrs. These plastic bags did not come the same day, but should come the next day. However, as we left at 0110 hrs. next morning, the plastic bags never arrived, nor was garbage collected.

AUTHORITY: King Fahd Industrial Port in Jubail, P.O.Box 547, Al-Jubail 31961, Saudi Arabia. *Tel:* (03) 357-8000. *Telex:* 832031 – Jupipt Sj. *FAX:* (03) 357-8013. *Contact:* Muthanna Al Kurtass, Acting Director General.

AGENT: Gulf Agency Company Saudi Arabia, P.O. Box 12, Jubail – 31951, Saudi Arabia. Cables: "Confidence", Jubail. Ship-Shore traffic via Dammam Radio/HZG. Telex: 831030 ("GAC SJ"). Tel: 3611064, 3611052, 3613072. After office hours: 3613458. Fax: 3612816.

RABIGH: 22.44 N. 38.59 E. (See Plan)

Also see "General" before first port.

LOCATION: The Commercial Port of Rabigh is situated on the East coast of the Red Sea in Saudi Arabia, about 150 km. North of the Jeddah Islamic Seaport, with geographical coordinates Lat. 22° 44′ 02″ N., Long. 38° 58′ 57″ E.

The industrial area includes a Crude Oil Refinery, supported by the Port and a new community established 20 km. to the North of the Port.

PORT LIMITS: A vessel is considered an "arrived ship" as soon as she anchors at one of the two anchorages S.E. of Tanda Rock Beacon.

DOCUMENTS: *Arrival Documentation Requirements:* The Rules and Regulations for Saudi Arabian Seaports specify that Master must present or make available for inspection the following papers and documents:

Log Book.
Registration Certificate.
Classification Certificate.
Load-Line Certificate.
Building Safety Certificate.
Safety Equipment Certificate.
Radio and Wireless Certificates.
Cargo Gear Certificate.
Marine Health Certificate.
Vaccination List.
Rat-Free Certificate.
Clearance from last port of call.
Israel Boycott Declaration.
Ship's Stores List.
Grain Shipping Certificate, if the vessel is carrying a Grain Shipment.
Mail transport documents in accordance with the "International Postal Treaty", if any mail is carried aboard.
5 copies of the Crew List including name, nationality, date of birth, Passport Number, port of embarkation, port of disembarkation.
2 copies of the List of Personal Effects of crew and passengers.

In addition, the Rules and Regulations require that the Oil Record Book and the Certificate of Fitness (in cases of gas and chemical carriers) are available for inspection.

To obtain Port Clearance, the Master of the vessel shall present or make available for inspection the following papers and documents or copies of them to Port Management:

Log Book.
Registration Certificate.
Load Line Certificate.
Building Safety Certificate.
Safety Equipment Certificate.
Port Stevedore Outturn Report.
Radio and Wireless Certificates.
Receipt for payment of Custom's duties.
Shipping Note and Cargo Manifest for any cargo loaded.

Full details, regarding procedures and conduct of vessel and crew, must be checked with Rules and Regulations of Saudi Arabian Seaports. The vessel's Agent will provide all details of any changes in the Rules and Regulations.

APPROACHES: The Commercial Port of Rabigh is a deep water port protected by an offshore barrier reef running parallel to the coast.

The Entrance Channel has overall dimensions of 400 m. width and about 1,300 m. length.

The Deep Water Entrance Channel, with depth of 28 m. and width of 240 m., marked with lighted channel beacons, leads to the turning basin with depth 27 m. and diameter about 900 m.

The turning basin is also marked with lighted beacons.

The non-commercial area of the port extends Eastward, but at a depth of about 12 m.

The end of the port is marked by a special lighted marker beacon.

PILOTAGE: Pilotage is compulsory for all vessels entering and leaving the Commercial Port of Rabigh.

Pilots will be available on a 24 hours basis.

All vessels calling at Rabigh must comply with the international requirements concerning the reliable condition of the vessel's engines, equipment, etc., and have on board qualified officers and efficient crew.

The Pilot will board vessels by tug or pilot boat about 0.5 miles North of Tanda Rock Buoy.

Vessels will be accepted for berthing and unberthing only if they are in a very efficient ballast condition. Vessels, calling at Rabigh Port for loading products, should carry on board minimum quantity of ballast at least 30 % of the Summer deadweight, subject to further increase in case of weather deterioration as per Port Control instructions.

AIDS TO NAVIGATION: The following Aids to Navigation have been installed in order to facilitate the safe approach and navigation of vessels to and from Rabigh Port.

(a) Name : Shi'b Al Khamsa Beacon No.12:
Position : Lat. 22° 44.9′ N., Long. 38° 37.2′ E.
Characteristics : White light flashing (1) every 5 seconds (1 second on – 4 seconds off).
Elevation : 20.40 m.
Luminous Range : 16.00 miles.
Structure : Iron column 90 cm. diameter on concrete base, painted yellow above black, with round railing platform on top.
Remarks (i) : Radar Reflector.
(ii) : Racon X+S Band, code letter "O" (dash-dash-dash) every 48 seconds, 360°, range 20 miles, solar powered.

(b) Name : Shi'b Al Abiyadh Beacon No.13 (South Cardinal Mark).
Position : Lat. 22° 42.7′ N., Long. 38° 48.3′ E.
Characteristics : White light, very quick flashing (6) plus long flash every 15 seconds (6×(0.35+0.65)+1.5+7.5 = 15 sec.).
Elevation : 12.00 m.
Luminous Range : 10.00 miles.
Structure : Iron column 75 cm. diameter on concrete base, painted yellow above black, with round railing platform on top.
Top Marks : Two black cones.
Remarks : Radar Reflector.
Important Notice : Deep draft vessels should pass not less than 0.7 miles South of Shi'b Al Abiyadh Beacon No.13.

(c) Name : Tanda Rock Beacon No.14 (North Cardinal Mark).
Position : Lat. 22° 43.6′ N., Long. 38° 56.0′ E.
Characteristics : White light quick flashing 60 f.p.m. (0.3 seconds on – 0.7 seconds off).
Elevation : 10.20 m.
Luminous Range : 8.00 miles.
Structure : Iron column 74 cm. diameter on concrete base, with round railing platform on top painted black above yellow.
Top Marks : Two black cones.
Remarks : Radar Reflector.

(d) Name : Tanda Rock Reef Buoy No.15. (North Cardinal Mark).
Position : Lat. 22° 44.6′ N., Long. 38° 55.8′ E.
Characteristics : White light very quick flashing 100 f.p.m. (0.2 seconds on – 0.4 seconds off).
Elevation : 3.40 m.
Luminous Range : 4.00 miles.
Structure : Iron buoy painted black above yellow.
Top Marks : Two black cones.

(e) Name : Fairway Buoy (safe water mark) Mid-Channel Mark.
Position : Lat. 22° 43.4′ N., Long. 38° 58.0′ E.
Characteristics : White light flashing one long flash every 10 seconds.
Elevation : 4.0 m.
Luminous Range : 5 miles.
Structure : Iron Buoy, painted red and white vertical stripes.
Top Marks : Single red sphere.

(f) Name : Port Hand Channel Buoy (Lateral Mark).
Position : Lat. 22° 44.1′ N., Long. 38° 58.5′ E.
Characteristics : Flashing red.
Elevation : 4.0 m.
Luminous Range : 3 miles.
Structure : Iron can buoy, painted red.

MAX. SIZE: Max. permissible draft alongside berth is 23.5 m. Max. LOA 400 m. Minimum parallel body 66 m.

ANCHORAGES: The anchorage area for large vessels (VLCCs) is located South of the port entrance, and about 0.5 miles S.E. of the Fairway Buoy, where the average depth is 70 m.

Smaller vessels may anchor near to or S.E. of Tanda Rock Beacon, where depths of 10 m. – 30 m. are available.

RESTRICTIONS: *Equipment Requirements:* No vessel shall be allowed to navigate within the port, unless it complies with the following equipment requirements:

(a) Efficient VHF radio telephone capable of working on the port frequencies.
(b) Efficient steering gear with fully operational rudder and helm indicators.
(c) Efficient propulsion, both ahead and astern and fully operational tachometer.
(d) Both anchors capable of being released and raised by the vessel.
(e) Efficient winches and adequate mooring gear to secure the vessel safely; an efficient mooring stations communication system.
(f) Sufficient crew on board at all times to operate the vessel safely and efficiently, with all officers properly qualified and certificated, as required by the flag nation and Saudi Rules and Regulations.
(g) All secondary power or mechanical systems on the vessel to be in operation, and immediately available in the event of failure of any primary system.

If any vessel cannot comply with any of the requirements listed above, Rabigh Port Management Control must be advised prior to arrival or departure. The vessel will then be subject to inspection and possible delay.

Failure to comply, or to notify Rabigh Port Management Control, may result in the vessel being fined or refused entry/departure to or from the port or both.

Draft Requirements: Vessels will not be permitted entry to the port unless they arrive at a draft consistent with safe manoeuvring and reasonably trimmed, to the satisfaction of the Pilot.

HEALTH: A Doctor will board vessel on arrival at the berth, in order to expedite Quarantine Clearance.

International Certificates of Vaccination against cholera and yellow fever must be made available if required, in accordance with international or local health regulations.

Quarantine signals must be displayed upon approaching Rabigh Port in accordance with international practice, and shall be continously displayed until Pratique is granted. The signals shall be as follows:

Sunrise to Sunset – Quarantine Flag.
Sunset to Sunrise – Quarantine Signal Lights (Red over White).

VESSELS APPOINTMENT SYSTEM: The Saudi Arabian Ports Management requires Pre-Loading Advice on arrival at the first port of loading, and further notice of ETA with updated particulars of the cargo on sailing from the final loading port.

Revised ETA to be sent 5 days, 2 days and 1 day prior to arrival at the port.

Vessels in ballast bound for loading at Rabigh should follow the same ETA procedures.

Dry Cargo Vessels: The vessel must send the following information to Petromin Petrola Rabigh Refinery, Rabigh Port Management, Rabigh Port Authority and Vessel's Agent.

1. Radio Code (Call Sign).
2. Vessel's Name.
3. Owner/Charterer.
4. Nationality.
5. Agent.
6. LOA in metres.
7. Max. draft in metres.
8. Number of Hatches.
9. G.R.T.
10. N.R.T.
11. D.W.T.
12. Previous Name (if any).
13. Type of Vessel.
14. Type of Cargo.
15. Total Cargo Weight Tons.
16. Total Cargo Freight Tons.
17. Number of Containers/Units (where applicable).
18. Number of Livestock (where applicable).
19. E.T.A.
20. Actual Arrival Draft.
21. Hazardous Cargo for Rabigh.
22. Hazardous Cargo in Transit for other ports.
23. Tonnage to Hatch for Rabigh Discharge.
24. Year of Construction.
25. Lloyd's Register Number.
26. All Ports of Loading.
27. Number, position and S.W.L. of derricks and/or cranes and particulars and positions of ramps.
28. All Ports at which cargo will have been loaded for discharge at Rabigh.
29. All other ports at which the vessel will have called between arrival at the first port of loading and arrival at Rabigh.
30. All ports at which cargo remaining on board will be discharged after completion of discharge at Rabigh.
31. Last 3 ports ship visited before arrival, in proper order.
32. Economic Speed.
33. Total volume of vessel in tons.
34. Volume of hatches in cubic metres.
35. Reason of visit.
36. Estimated time and date of departure.
37. Ammunition and/or explosives in-transit to Rabigh.
38. Cargo of alcholic beverages in-transit to Rabigh.
39. Arms and ammunition on board, purpose of self defence.
40. Information relating to ship's radars (type of radar, frequency, scan speed, pulse width, pulse peak power, pulse repetition frequency and beam width).

The vessel's name and radio code should be given in every subsequent telex for computer reference.

The absence of any of the above information may incur delay to the vessel's port turnaround.

Questions not applicable to a particular vessel should be answered with the text "not applicable".

Tankers: As soon as the vessel receives orders to proceed to the port, the following information must be sent to Petromin Petrola Rabigh Refinery, Rabigh Port Management, Rabigh Port Authority and vessel's Agent.

1. Name of vessel.
2. Former Names.
3. Port of Registry, Flag, Call Sign.
4. L.O.A., G.R.T., N.R.T.
5. Summer d.w.t., Arrival d.w.t.
6. Draft on arrival, forward and aft.
7. ETA.
8. Last Port.
9. Cargo on board and flash point, destination of cargo.
10. Cargo requirements.
11. Previous cargo and quantity of residues on board for load-on-top.
12. IMO Class.
13. Whether gas free or in inert condition.
14. Port of loading ballast and amount.
15. Quantity of ballast loaded on passage.
16. Quantity of segregated ballast on arrival.
17. Quantity of cargo tank ballast on arrival.
18. Time for deballasting, can ship load/deballast simultaneously.
19. Special conditions-difficulties-defective equipment or gear which could present special hazards or difficulties when mooring unmooring or during cargo operations.
20. Agent's Name.
21. Maximum loading rate.
22. Topping-off rate.
23. Bunker Requirements.
24. Cargo manifold connection size.
25. Bunker connection size.
26. Derricks.
27. Arms and ammunition on board for self defence.
28. Information relating to ship's radars (type of radar, frequency, scan speed, pulse width, pulse peak power, pulse repetition frequency beam width).
29. Owners.
30. Operators.
31. Charterers.
32. Built.
33. Stowaways.
34. Alcoholic beverages as cargo on board.
35. Prohibited articles, if any, to be collected and placed in bonded stores prior to vessel's arrival.
36. P & I Club.
37. Master's name.

Gas Tankers: As soon as the vessel receives orders to proceed to the port, the following information must be sent to Petromin Petrola Rabigh Refinery, Rabigh Port Management, Rabigh Port Authority and vessel's Agent.

1. Name of vessel, indicating any former names.
2. Port of Registry, Flag, Call Sign.
3. L.O.A., G.R.T., N.R.T.
4. Summer d.w.t.; Arrival d.w.t.; Arrival draft, forward and aft.
5. Last Port, ETA Rabigh.
6. Quantity of ballast on arrival, where loaded.
7. Quantity of dirty ballast on arrival.
8. Total cargo capacity in cubic metres and cargo required.
9. Grades and quantities of any part cargoes or cargo residues and where loaded. Grade and quantities of product in deck tanks.
10. Are part cargoes to be commingled with loadings?
11. Gauge pressures top and bottom and mean temperatures of each cargo tank.
12. Quantity of coolant required in addition to cargo requirements.
13. Maximum allowable relief valve settings for all cargo tanks.
14. Have any cargoes other than LPG been carried during last 3 loaded voyages. Specify?
15. Maximum oxygen content by volume per cent of each warm or inerted cargo tank.
16. If tank purging required, specify whether:
    (a) Parallel or in series.
    (b) Liquid from shore direct to cargo tanks.
    (c) Liquid from shore to vessel's vaporizers, specify vaporizer throughput in RLPG/hour.
17. If cooling down tanks is required, specify maximum cooling rate in terms of temperature reduction per hour and maximum temperature differential permitted between any 2 points in cargo tank.
18. Available total capacity of ship's reliquefaction plant for each nominated cargo product.
19. Type of ship's reliquefaction system, i.e., direct, cascade or other.
20. Capacity of ship's gas blowers to shore vapour return line in volume per hour at reference temperature.
21. Maximum loading rate and approximate topping-off rate.
22. Bunker manifold size, bunker requirements.
23. Manifold presentation, function, A.S.A. rating, size, from forward.
24. Agent's Name.
25. IMO ship type, does vessel have valid Certificate of Fitness?
26. Special conditions, difficulties, defective equipment or gear which could present special hazards or difficulties when mooring - unmooring or during cargo operations.
27. Arms and ammunition on board for self defence.
28. Information relating to ship's radars (type of radar, frequency, scan speed, pulse width, pulse peak power, pulse repetition frequency beam width).

RADIO *Pre-Arrival Information and Requirements:*
The Rules and Regulations of Saudi Arabian Seaports require pre-loading advice, pre-arrival information from first loading port and further notification of ETA 5 days, 2 days and 1 day prior to arrival.

This information must be telexed to:

(a) Petromin Petrola Rabigh Refinery Co. Telex No. 612032 RABREF SJ.
(b) Rabigh Port Management.
(c) Rabigh Port Authority.
(d) Vessel's Agent.

either directly or through the vessel's Agent.

Vessels which fail to comply with this requirement may be delayed and/or be subject to a fine, as laid down in the Seaport Rules and Regulations.

VHF: All marine services and shipping movements within the Rabigh Port Area are monitored and controlled by Rabigh Port Control, which maintains VHF watch on Channel 16 and 66A.

Vessels should finally confirm their ETA and other particulars at least 3 hours before arrival.

VHF Channels 1, 3, 15, 16, 18A, 19A, 65A, 66A, 78A and 79A are continously available for use by the Rabigh Port Control.

In the event of a port emergency, Rabigh Port Control will designate a channel for use during the period of emergency.

RADAR: Port radar service not available.

TUGS: There are 5 Voith Schneider tugs available for berthing and unberthing operations, each of 4,700 h.p., bollard pull 52 tons. They are equipped with fire fighting equipment and remote controlled monitors for foam-water or water jet, ranging up to 70 m.

Two pilot boats are available.

Mooring boats will be utilised to run mooring lines to the mooring dolphins from the tankers.

BERTHING: Liquid Cargo Port: The Liquid Cargo Port is situated Southeastward of the turning basin with depth 26.5 m., width 690 m. and a length 960 m. at the East side and 760 m. at the West side of the port.

Berths and Equipment: Two berths (No.2 and No.3) are situated on the East side of the port, and are aligned 321°, with depth alongside the berths of 26.0 m. They are designed to service tankers from 30,000 d.w.t. to 325,000 d.w.t. The distance between the centre of the inner breasting dolphins is 66 m. The distance between the outer mooring dolphins is 430 m.

Each berth consists of a concrete platform with dimensions 30 m. × 50 m. at 3 m. above M.S.L., and a metal service platform on it at 6.75 m. above M.S.L. Each berth has 4 breasting dolphins with large flexible rubber fenders on the outer face and 6 mooring dolphins, all equipped with quick release hooks with electrically operated capstans. All quick release hooks can be remotely released from the berth control cabin.

There are 24 quick release hooks available for each berth with capacity ranging from 100 tons to 180 tons.

On each berth there is a multi-purpose tower with an automatic gangway and a 1.5 tons service crane.

Loading Arms: On each berth there are 8 FMC designed, hydraulically operated loading arms, with quick couplers which connect to the ship's flanges. Special adaptors for the 20 in. loading arms can be used for the connection to the 14 in. to 24 in. ship's flanges, as well as for the 10 in. loading arms for the connection to the 6 in. to 16 in. ship's flanges.

1×20 in. arm is dedicated exclusively for loading Jet Fuel.

2×20 in. arms for loading Naphtha or Gas Oil.

3×20 in. arms for loading Fuel Oil or unloading Crude Oil and for deballasting purposes.

2×10 in. arms for bunkering and deballasting.

The accepted minimum and maximum manifold heights above mean sea level are 2.5 m. and 28 m. respectively.

The maximum lateral drift is 3.5 m. forward and 3.5 m. aft, in the normal position of zero offset.

All loading/bunker connections are equipped with electrically insulated flanges. Therefore ship to shore bonding cables are not required.

Loading Rates: Product loading rates:

	Mimimum (cu.m.p.h.)	*Maximum* (cu.m.p.h)
Naphtha	600	5,400
Jet Fuel	600	3,600
Gas Oil	600	5,400
Fuel Oil	600	5,400
Bunker	200	1,150

Crude Oil maximum unloading rate is 16,000 cu.m.p.h.

Ballast maximum unloading rate is 10,000 cu.m.p.h.

Crude is sampled during unloading from automatic Jiskoot samplers, while volumetric measurements are made at the tanks with the usual dipping method. Products are metered with calibrated and Customs checked Smith Meters.

Water Supply: Potable water is available at about 50 cu.m.p.h.

Fire Fighting Equipment: The berths are equipped with 4 remote controlled monitors, two on each side, throwing water or a foam mixture a distance of 65 m., and capable of covering the manifold area of the largest tanker. Underneath each berth there are foam dispensers, and on each berth 4 foam-water hydrants. Loading arms, multi-purpose tower and the monitor tower have water sprinklers for cooling in case of fire.

The fire water line is always under pressure.

The berth monitors are remote controlled from the berth control cabin, as well as from a fire fighting tower situated onshore halfway between the two berths.

Operational and Berthing Criteria:

(a) Limiting conditions for the Pilot to board the vessel:
Wave height of 2.0 m. Wind over 25 knots (Beaufort Scale Force 6).
(b) Limiting conditions for berthing and mooring operations:
Wind speed over 25 knots (Beaufort Scale Force 6).
(c) Limiting conditions for loading/unloading operations:
Wind speed over 40 knots (Beaufort Scale Force 8).
(d) Limiting conditions not permitting unberthing:
Wind speed over 30 knots (Beaufort Scale Force 7).

However, vessels can remain alongside the berth even with a 60 knot wind speed (Beaufort Scale Force 11).

Maximum berthing velocity: 20 cm./sec.

Maximum approach angle: 7°.

Mooring Arrangements: Recommended mooring diagrams are shown in the "Plan Section". However, in order to ensure the safety of personnel, tankers and loading facilities, and to prevent accidental oil spillages, the Rabigh Port Management strongly recommends that tankers utilise the minimum mooring lines and mooring wires as follows:

Up to 45,000 d.w.t. – minimum of 16 mooring lines.

45,000 d.w.t. to 70,000 d.w.t. – minimum of 16 mooring lines to include 6 wire lines for springs and/or breast lines.

VLCCs must provide an all wire mooring arrangement of minimum:

70,000 d.w.t. to 160,000 d.w.t. – 12 mooring wires.
160,000 d.w.t. to 250,000 d.w.t. – 16 mooring wires.
250,000 d.w.t. to 350,000 d.w.t. – 16 mooring wires.
350,000 d.w.t. to 400,000 d.w.t. – 18 mooring wires.

For mooring VLCCs, it is recommended that as a minumum a 42 mm. diameter 6 × 37 class IWRC preformed heavily drawn galvanised wire line (minimum tensile strength of 180 kg./sq.mm.) with a typical MBL of 115 tonnes be specified.

Vessels equipped with both wire and synthetic lines must avoid mixing such lines to the same dolphin (and same direction).

Vessels must be moored to the entire satisfaction of the Pilot.

Any known defects of vessel's mooring system should be reported to the Pilot and terminal before arrival.

As soon as tankers are secured, manual brakes should be set on the winches, and they should not be left on automatic tension.

An efficient watch must be maintained on the vessel's moorings at all times, to ensure that all lines have the required tension and the vessel is kept well close alongside.

Vessels must be ready to put out more lines if required by weather changes or at the direction of the Rabigh Port Management and Terminal Operator.

Pioneer Port: The Pioneer Port is situated on the South part of the harbour and West of the Oil Cargo Port, with a depth of 15.0 m. and a width of 350 m.

Four concrete finger piers on piles, with depths of minimum 7.0 m. – maximum 15.0 m. are available on the South side of the Pioneer Port for tugs, pilot boats, mooring boats and small craft.

Dry Cargo Pier: The Dry Cargo Dock is situated on the South coast of the harbour, near the port entrance and has a depth alongside of 6.5 m. and a length of 80 m.

All loading and unloading operations of dry cargo are carried out through the Dry Cargo Dock.

Bagged sulphur is loaded from Dry Cargo Dock. Maximum permissible depth is 6.5 m., length 120 m. Shore cranes available.

Dry Cargo Port: Presently used as a Yacht and Coast Guard Port.

BALLAST: *Ballast Discharge:* All ship's dirty or clean ballast should be discharged to the Refinery's shore reception facilities. Maximum rate of discharge is 10,000 cu.m.p.h. Discharging of ballast at sea is strictly prohibited.

In very exceptional cases clean ballast may be discharged to sea, from permanent or segregated ballast tanks, but only with the permission of the Rabigh Port Management and Port Authority. In this event the Master must state in writing that the oil content in the water ballast does not exceed 5 p.p.m.

Slop residue and ballast contaminated by leaded gasoline cannot be discharged ashore.

Slops may only be discharged into the ballast system with the express approval of the Petromin Petrola Rabigh Refinery after sampling. Prior to arrival, vessel should advise the terminal of the quantity and quality of slops held on board, and confirm that no chemicals or emulsifying agents have been used in previous tank cleaning.

MEDICAL: There is a medical room for first aid in the Refinery and a hospital in the village of Rabigh.

FRESH WATER: Available.

FUEL: Bunkers presently not available alongside berths but will be available in the future (there are loading arms for bunkering fuel oil and mixtures).

Bunkering at roads may be available with small vessels ex-Jeddah, if arranged through Agents and Coast Guard (Not available April 1994).

REPAIRS: There is no repair facility in the port. Vessels can make repairs in the roads.

SURVEYORS: Classification Society Surveyors are available from Jeddah on request of the Master to the Agent.

GANGWAY/DECK WATCHMEN: Not required.

Coast Guard: One Coast Guard is placed on board and requires accommodation and food during the vessel's stay in port.

CUSTOMS: Customs may board the vessel at the berth or at the anchorage. All alcoholic beverages must be placed under seal. Cigarettes, cigars and tobacco in excess of normal consumption during the expected duration of stay are placed under seal. Spirits are strictly prohibited.

Prohibitions:

(i) No photographs shall be taken in port.
(ii) Radio will be sealed and is not to be used during vessel's stay in port.
(iii) The importation of the following items is strictly prohibited: Explosives and firearms, including air rifles; implements of war of any kind, including antiques; alchoholic beverages; religious matter not pertaining to the Moslem faith; pig meat and products; playing cards and gambling games or devices; narcotics and pornographic photographs or magazines carrying such pictures.

AIRPORT: Jeddah Airport, 150 km. South of Rabigh.

REPATRIATION: Arranged by Ship's Agent.

HOLIDAYS: Tanker terminal operates 365 days a year including hoilidays.

POLICE/AMBULANCE/FIRE Police: 4220300/4220304. Ambulance: 4221617. Fire 4221770. Coast Guard: 4223082/4221400.

TIME: GMT plus 3 hours.

SHORE LEAVE: Not permitted unless special arrangements are made through the Agents.

GARBAGE DISPOSAL: Garbage collection service is available for limited quantities after special Coast Guard permission obtained through ship's agent. Garbage should be collected in plastic bags and will be delivered by the vessel to a small craft carrying special bucket after the completion of Coast Guard formalities and provided that a 48 hours notice prior vessel's arrival has been given to the Marine Dept. of the refinery through the agent for approval.

WASTE OIL DISPOSAL: Slop residues and ballast contaminated by leaded gasoline cannot be discharged ashore. Slops may be discharged into the ballast system only with the express approval of the Petromin Petrola Rabigh Refinery after sampling. Prior to arrival vessel should advise the terminal of the quantity and quality of slops held on board and confirm that no chemicals or emulsifying agents have been used in previous tank cleaning.

SEAMAN'S CLUBS: None.

CURRENCY: Saudi Riyals (SR).

TELEPHONE: Not available for placing on board ship.

SAFETY: *Safety Inspections and Emergency Procedures:*

1. The Special Safety Regulations pertaining to tankers as quoted in the Regulations for Port Safety of the Rules and Regulations for Saudi Arabian Seaports as well as international regulations in respect of these matters should be strictly followed.
   - (a) Ship/Shore Safety Check List should be completed jointly by a ship's officer, Terminal personnel and a representative of Safety Department, as soon as possible after the vessel is alongside the berth, and prior to commencement of any cargo/bunker operations.
   - (b) Repeated safety inspections will be carried out by the Loading Master/Terminal Operator or Petromin's Safety Department during the vessel's stay alongside.
   - (c) The Master and officers will be advised immediately in the event of any infringement of safety requirement on board, in order to take corrective measures.
   - (d) If the violation continues, all operations on board may be suspended, the vessel may be ordered out of the berth and will be held responsible for all delays and consequences thereof. The Agent, Owner and Charterer will be advised accordingly.
   - (e) Gas freeing, hot work and engine repairs are strictly forbidden in port.
   - (f) Vessel's engines should be ready for use at all times.
2. Emergency procedures and actions which have to be taken, will be reviewed by the vessel's Chief Officer and the Loading Master or Terminal Operators, as soon as the vessel comes alongside the berth.

   An emergency situation may arise in the following cases:
   - (a) Fire on board or on shore.
   - (b) Pollution on board, around the vessel or on shore.
   - (c) Collision, grounding, sinking.
   - (d) Weather deterioration (strong wind and thunderstorm).
   - (e) High gas concentration.
   - (f) Any other serious event affecting the safety of personnel, the vessel or the port.
3. Emergency situations will be reported immediately to the Rabigh Port Control and Terminal Operator by:
   - (a) VHF Channels 16, 66A or 9 or any other designated channel.
   - (b) Telephone.
   - (c) Continuous sounding of the ship's whistle.
   - (d) Refinery Alarm System.
   - (e) Any other convenient means of communication.

All operations at the port and on board the vessels will be immediately suspended, and all tugs will stand by.

All vessels will comply with the emergency reporting procedures as per Rabigh Port Management and Port Authority instructions.

In the event of an emergency, the vessel's crew and terminal personnel should take immediate action to stop loading/discharging, disconnect the loading arms and place fire facilities on stand-by.

Preparation should be made for the vessel to leave the berth, and to limit, if possible, the hazard to personnel, ships and/or installations. At the same time all concerned should maintain contact with the Rabigh Port Management and Port Authority for further instructions and coordination.

An efficient crew watch should be maintained on deck throughout the vessel's stay alongside the berth.

Direct contact by VHF must be maintained with the Terminal Operator.

Inert Gas Requirement: Saudi Arabia is a signatory to the International Convention SOLAS 74 and its amendments.

Vessels which are required to be inerted under the above convention will be checked by the Terminal Representative before loading commences, in order to attain an oxygen content of 6% or below in their cargo tanks. Also see "Shipmaster's Report" dated May 1991.

Oil Pollution Prevention: Oil spillages are viewed very seriously by the Rabigh Port Authority, Coast Guard and Rabigh Port Management.

Spillages will be investigated by the Authorities, and the Master and/or Owner will be liable to prosecution and heavy penalties including the cost of cleaning. Delay to the vessel's departure could well arise. Masters are requested to ensure that every measure has been taken to prevent oil spillages at or outside Rabigh Oil Terminal and must advise the Rabigh Port Management, if their vessel has sustained any damage at any time which could lead to oil pollution. Suitable absorbent material or other materials or equipment should be readily available and suitably located on deck in order to clean any spillage.

Prior to entry into the port, the Master is required to sign the "Instructions to Vessels and Conditions of Use of all Berths", presented to him by the Pilot, regarding his or his Owner's responsibilities for pollution originating from his vessel.

WEATHER:

Climate: Tropical desert, hot climate with humidity very high during Summer months. Winter is mild and pleasant.

The weather conditions can be divided into 2 seasons:

(a) November to February with average temperatures 30° C. in daytime and 18° C. at nightime and average humidity 65%. Rain may be experienced very rarely during December or January, and does not normally last more than 2 hours. The rainfall varies between 10 mm. and 65 mm. and has a monthly average of 5 mm.

(b) March to October with average temperatures 38° C. in daytime and 25° C. at nightime with average humidity of 82%. August is the hottest month.

Wind – Sea Condition – Visibility: Generally the prevailing winds experienced in this area are North to Northwesterly which occur 70% of the time compared with winds from any other direction. The speed of these winds normally does not exceed Force 3 to Force 6, although rarely winds of higher speed have been recorded.

Usually the wind starts to blow at 1000 hrs., reaches its maximum strength at noon, and then reduces at about 1900 hrs.

The state of the sea with a Northwest wind is slight to moderate outside the port. Easterly wind can be experienced occasionally reaching Force 7.

Generally the port is not affected by the state of the sea and swell. Winds of gale force may occur between December and March. The direction of these winds is usually South to Southwest; velocity usually reaches Force 7, although winds of Force 11 have been experienced in the area.

Visibility at this time is usually limited to 1 mile due to sandstorms, and the state of the sea is rough to very rough.

The signs of impending storm are clouds which begin to appear from South or Southwest. The storm breaks suddenly followed by heavy rain and thunder.

Poor visibility due to fog is rarely experienced, only occasionally during the morning hours. However throughout the year dust storms may occur, obscuring the coastline.

Tides and Currents: The tide cycle is semi-diurnal. Elevation of the tide levels in relation to the mean sea level are as follows:

L.L.W.L.	−0.74 m.
H.H.W.L.	+0.74 m.
M.S.L.	0.00 m.
Mean Daily Tidal Range	0.34 m.

Local currents are affected by the general circulation of currents in the Red Sea. They usually flow in a N.W.'ly direction along the coast with a speed usually not in excess of 0.5 knots. The Rabigh Port is minimally affected by tides, and there are no significant currents produced by tidal flows.

Sea Temperature: Ranging from 22° C. to 29° C.

Sea Water Density: 1027.5 (Average).

GENERAL: *Charts and Publications:*

Charts:

(a) Saudi Arabian Charts	No.18, No.182
(b) British Admiralty Charts	No.63, No.926
(c) U.S.A. Chart (Omega)	No.62250

Publications:

(a) British Admiralty Tide Table, Volume 2, Atlantic and Indian Oceans.

(b) British Admiralty Red Sea, Gulf of Suez and Aden Pilot (plus supplement No.64.)

(c) British Admiralty List of Lights and Fog Signals, Volume E.

(d) Rules and Regulations for Saudi Arabian Seaports.

Rules and Regulations for Saudi Arabian Seaports: Full details regarding Port Rules and Regulations are included in the above book, which must be kept on board the vessel and in any case be obtained immediately on first arrival in a port of the Kingdom of Saudi Arabia.

The required procedure for the presentation of official papers and documents required are listed in "Documents", however, full details regarding procedures and conduct of vessel and crew must be checked with the above Rules and Regulations.

Government Entry Requirements: The Master will be responsible for complying fully with the requirement of Saudi Arabian Government Departments, Ministries, Agencies and Organisations. Particular attention should be paid to the requirements of Customs, Coast Guard, Immigration and Port Health Authorities. Masters requiring any advice on these requirements should contact their local Agents.

Instructions to Vessels and Conditions of use of all Berths: When the Pilot boards an inward-bound vessel, he will present the Master with a letter "Instructions to Vessels and Conditions of use of all Berths".

The Master is required to sign the letter, acknowledge receipt and agree to the instructions and conditions contained therein prior to entry into the Port.

No vessel will be allowed to enter the Port until this letter has been signed.

Agent: There are no Agents offices in Rabigh at the present time. Agent's business is carried out through Jeddah offices. For crew changes and other formalities, Agents should be contacted.

Provisions and Stores: May be available from Rabigh or Jeddah, on request to the Agents.

SHIPMASTER'S REPORT: July 1990.

Approaches: The port has made new charts and submitted them to publishers, but nothing official is available yet.

B.A. Chart No. 925 is inadequate, and has not been revised as yet. Nevertheless, it is not a difficult task to approach the port, and the existing aids and Port Handbook are sufficient.

On arrival, the pilot boards using a tug, 3 – 4 cables North of the Tand Rock Buoy, preferably from starboard side. Accommodation ladder can be used.

On departure, the pilot disembarks as soon as the vessel clears the buoyed channel, and even without chart, one has no difficulties sailing outward.

Anchorages: Considered safe and easily accessible without pilot. Vessel has only to clear Tanda Rock Buoy, leaving it to starboard, and pass the Fairway Buoy at 0.5 miles, and there is the anchorage for large vessels.

Inertion: The refinery requires vessels, in order to load, to be inerted to 6% or less of oxygen content. If visual inspection of the tanks needed, this is carried out at the anchorage. Then inertion must take place before the ship is admitted to berth.

The O_2 content is checked alongside.

N.O.R. is "received" upon being all fast.

Medical: Facilities available.

Repatriation: Possible via Jeddah. Seaman's Book mandatory.

Radio Free Pratique Message: Not required. Doctor boards upon berthing.

Personnel: Cooperation with Refinery personnel considered very good.

Cargo Documents: Time for Bills of Lading, etc., after loading is minimal. Difference in ship/shore figures is negligible.

Chandlers/Stores: None of the usual type of chandlers available. In case of need (with a long trip ahead), arrangements can be made through agents, in advance, and someone from the vessel can go to Rabigh town market and buy the goods.

SHIPMASTER'S REPORT: April 1991.

Our vessel was advised by Agent, only a few hours prior to arrival, that the oxygen content of the tanks should be less than 6%, and that the vessel should be ballasted to at least 30% of Summer deadweight.

SHIPMASTER'S REPORT: May 1991 (Updated 1994).

Location: Rabigh Refinery is located some 90 nautical miles South of Yanbu.

The Eastern coast of Saudi Arabia from Yanbu to Jeddah and at Gizan is well covered by strong Racons.

Approaches: Shi'b al Khamsa (a low lying coral-reef) was picked-up on the radar on a range of 42 miles (Racon "O"/ 3 cm. and 10 cm.). About 9 miles further East, Shi'b al Bayada (low lying reef) was picked-up on the radar at about 10 miles. After passing Shi'b al Bayada, a course of 055° takes the vessel well clear of Tanda Rock and the extensive coral-reef just off the coast.

If berthing on arrival, the pilot will meet the vessel just North of Buoy No. 15. There is no pilot boat. One of the large harbour tugs takes the pilot out to the vessels. A combination of pilot ladder and gangway was used on the starboard side.

If the vessel has to anchor, a pilot will board on request at Buoy No. 15, and then bring the vessel into the well protected anchorage behind the reef.

Pilot is not compulsory for anchoring, but 'Rabigh Port Control' (VHF Channel 16) must be contacted prior to moving into the Large Vessel Anchorage.

Anchorage: The Large Vessel Anchorage is divided into 6 equal anchor positions. Holding ground is good (sand and coral). Water depth is between 65 m. – 80 m.

Pilotage: Pilotage available 24 hours for berthing and unberthing.

Health: Health authorities (local doctor) check De-Rat Certificate and issues Free Pratique.

Tugs: For mooring and unmooring, we used 3 tugs. Tugs (Voith Schneider) have a minimum power of 6,000 h.p.

Berthing: Rabigh Refinery is located in a natural bay with 4 pairs of buoys leading to the two berths.

Water depth alongside both berths is 27.8 m.

The Refinery and Loading Terminal is operated by Greek consultants and technicians, and most of the Loading Masters are ex-ship masters. Cooperation with the Terminal was good and professional.

Vessels berth starboard side alongside.

Hose connections were 3×16 in. Chicksans, very quick to connect.

There are facilities for pumping ballast ashore.

Imports are crude oil and exports are fuel oil, naphtha and jet fuel.

Shore gangway used.

Moorings are 3/3/2 each end. Two mooring boats take lines to quick release hooks. Spring lines of wire with rope tails are sent ashore first.

After loading, documentation takes 1.5 hours – 2 hours to complete.

Fuel: Not available.

Repatriation: Only possible when prior arrangements have been made by owners and Agent. Wives leaving and joining the vessel require valid Seaman's Books.

Shore Leave: Not permitted, even for reading draft.

General: No documents sighted by Authorities or Agent.

Military guard checks that all bonded stores are properly closed.

AUTHORITY: Petromin – Petrola Rabigh Refinery Company, P.O.Box 180, Rabigh, 21911 Saudi Arabia. *Tel:* (02) 4223200. *Telex:* 612032 RABREF SJ. *FAX:* (02) 4221794. *Contact:* Mr. Hussein Bahaa, Chief Executive Assistant. Mr. Samy Saad, Refinery General Manager. Captain Iraklis Dairopoulos, Harbour Master. Captain Constantinos Kamateros, Asst. Harbour Master. Dr. H. Al-Makhzangi, Asst. General Manager. Mr. Dionissios Routsis, Superintendent, Offsites/on Shore Marine.

AGENT: See "Jeddah".

RAS AL-KHAFJI: 28.25 N. 48.32 E. (See Plan)

The onshore base lies in position approximately Lat. 28° 25′ N., Long. 48° 31′ E., and within a distance of 7 miles (13 km.) offshore, the Company has two four-buoy system berths and two single-buoy-mooring system berths for loading tankers, and also an anchorage area for dry-cargo ships. Outside of this distance there is an anchorage area for tankers. These berths and anchorage areas are situated in the territorial waters of the Kingdom of Saudi Arabia.

APPROACHES: The approaches to Ras Al-Khafji are marked on the appropriate U.S.N.O. and British Admiralty Charts, and deep enough for the majority of vessels visiting the Port to proceed with normal caution using the buoys (Buoys No. 1 and No. 2) as centre line and both side markers (Buoys No. 3 – No. 8). A single patch with a depth of 56 ft. (17.07 m.) marked by Buoy No. 4 exists close to the passage. A patch of minimum depth of water 70 ft. (21.34 m.) exists in the passage 0.6 miles S.S.E. of Buoy No. 7.

All the geographical positions shown are intended for reference purpose only. Users are reminded that certain differences are known to exist between the positions herein and those on the U.S.N.O. and British Admiralty Charts of the area.

The U.S.N.O. Charts No. 62451 and 62430 and B.A. Charts No. 3774 and 2882 are recommended for navigational use in this area.

For oil tankers arriving at Ras Al-Khafji without the necessary charts, the full information will be given by telex upon request to Terminal and Shipping, the Company's Field Office (841011 AAB, 841011 ARBOIL SJ) or telegram upon request to "ARABIAOIL KUWAIT" (via "Kuwait Radio Station 9KK") a few days before arrival. Alternatively, if the vessel has VHF, the buoy positions will be given to them upon request to "Ras Al-Khafji Terminal" as the vessel approaches, but prior notice of requiring this service should be given in the vessel's arrival message. The navigation message used reads as follows:

"ON REACHING NUMBER ONE LIGHT BUOY LATITUDE 28° 36.0′ NORTH LONGITUDE 49° 10.0′ EAST RWVS ISOPHASE WHITE TEN SECONDS 10 MILES RAREFL – THENCE STEER 270 DEGREES TRUE FOR 9 MILES TO NUMBER TWO LIGHT BUOY LATITUDE 28° 36.0′ NORTH LONGITUDE 49° 00.0′ EAST RWVS LONG FLASHING WHITE TEN SECONDS 10 MILES RAREFL – THENCE STEER 254 DEGREES TRUE FOR 9.5 MILES TO POINT 0.8 MILE NORTHWARD OF NUMBER FOUR LIGHT BUOY LATITUDE 28° 32.6′ NORTH LONGITUDE 48° 49.0′ EAST RED GPFL FIVE RED TEN SECONDS 6 MILES RAREFL – THENCE STEER 270 DEGREES TRUE ABOUT 2 MILES TOWARD NUMBER SEVEN LIGHT BUOY LATITUDE 28° 33.4′ NORTH LONGITUDE 48° 45.7′ EAST GREEN FLASHING GREEN THREE SECONDS 4 MILES RAREFL – THENCE STEER 243 DEGREES TRUE TOWARD FOR 8 MILES NUMBER NINE LIGHT BUOY LATITUDE 28° 29.5′ NORTH LONGITUDE 48° 37.8′ EAST YELLOW GPFL FOUR YELLOW TEN SECONDS 7 MILES RAREFL MARKS TANKER ANCHORAGE WEST CORNER STOP NUMBER ONE AND TWO LIGHT BUOYS MARK CENTRE LINE OF APPROACH WHICH IS WIDE AND DEEP STOP TWO SHOAL PATCHES NORTHWARD OF APPROACH ARE MARKED BY NUMBER THREE LIGHT BUOY LATITUDE 28° 34.9′ NORTH LONGITUDE 48° 51.5′ EAST YELLOW ABOVE BLACK QUICK FLASHING SIX PLUS LONG FLASHING WHITE FIFTEEN SECONDS 10 MILES RAREFL AND NUMBER FIVE LIGHT BUOY LATITUDE 28° 33.8′ NORTH LONGITUDE 48° 48.0′ EAST YELLOW ABOVE BLACK VERY QUICK FLASHING SIX PLUS LONG FLASHING WHITE TEN SECONDS 10 MILES RAREFL STOP TANKER ANCHORAGE AND PILOT GROUND IS WITHIN 1 MILE RADIUS OF LATITUDE 28° 29.5′ NORTH LONGITUDE 48° 39.0 STOP"

NAVIGATIONAL AIDS: *Conspicuous Marks:* The flare stacks in the offshore field and onshore are normally visible at a far distance, but may occasionally be extinguished, and a well structure located 4.5 miles Northward from Light Buoy No. 2 is conspicuous.

No. 1 Flare	Lat. 28° 28.3′ N.,	Long. 48° 57.0′ E.
No. 2 Flare	Lat. 28° 27.0′ N.,	Long. 48° 54.8′ E.
No. 3 Flare	Lat. 28° 29.8′ N.,	Long. 48° 56.0′ E.
No. 4 Flare	Lat. 28° 30.3′ N.,	Long. 48° 58.0′ E.
No. 5 Flare	Lat. 28° 28.5′ N.,	Long. 48° 55.9′ E.
Onshore Flare 1	Lat. 28° 24.5′ N.,	Long. 48° 32.4′ E.
Onshore Flare 2	Lat. 28° 23.7′ N.,	Long. 48° 32.1′ E.
Well Structure	Lat. 28° 40.4′ N.,	Long. 48° 57.8′ E.
Ex-Loading Dock	Lat. 28° 24.5′ N.,	Long. 48° 32.4′ E.
Valve Station Platform	Lat. 28° 26.9′ N.,	Long. 48° 35.8′ E.
Kaizu Maru Wreck	Lat. 28° 31.7′ N.,	Long. 48° 34.6′ E.

Ex-Loading Dock is out of use. Jetty structure with a light Fl.R. 3 sec.2M.RARE on tower at North end.

Valve Station Platform functions as berth loading control platform with a light Fl.R.10 sec.10M.RARE.

"Kaizu Maru" wreck is unlit.

DOCUMENTS: *(A) Clearance.* Master should submit following documents to Saudi Arabian Government through Agent (2 copies each):

Maritime Declaration of Health.
Health Condition of Crew.
Details of Air-conditioning.
Crew List.
Vaccination List.
Passenger List (if any).

Note: Forms 1 – 3 are supplied by the Agent.

(B) Cargo: All the documents listed below except the Ship's Statement of Cargo (Ullage Report) are prepared onshore, and this takes about 1.5 hours after loading completion. The tanker is requested to designate the type of documentation, either early departure or ordinary documentation by filling checkmark in the Designation of Documentation type. The Company usually recommends Early Departure Documentation. But ordinary documentation can also be requested. In this case, however, it takes a further 30 – 60 minutes before the documents arrive at the tanker. Whenever necessary, the Mooring Master will sign the documents on behalf of the Company.

The following cargo documents are usually to be prepared onshore except (4):

(1) Notice of Readiness
(2) Bill of Lading
(3) Tanker Time Sheet
(4) Ship's Statement of Cargo (Ullage Report)*
(5) Certificate of Discharge**
(6) Master's Receipt of Documents

Note: *Ship's Statement of Cargo includes the items for "Clean Ballast Declaration" and "Dry Inspection" both together in one form, and is to be completed always on board the tanker regardless of Early Departure Documentation.

**Certificate of Discharge should be handed over to the tanker's Agent at the port of discharge for certification by the Customs Authorities there. The Agent should then return the Certificates to the Company as soon as possible. Non compliance with this requirement could involve the tanker in serious difficulty as all the member states of the Arab League prohibit the export of any materials through their ports to Israel, and the purpose of the Certificates is to prove that the cargo was not discharged in Israel.

Masters are therefore advised to ensure that their Agents at each discharging port understand this and return the Certificates at the earliest possible moment.

The following is a copy of a letter to a ship's Agent from the Chief of Ras Al-Khafji Port. Dated September 1980.

We would like to advise you that effective 1st of Dhul-qadah, 1400 (September 10, 1980) in case you need a Port Clearance for any vessel under your agency please ensure that ship's Crew List consists of name, nationality, date of birth, place of birth, Passport/Seaman Book Number and rank. In the absence of this information we are unable to provide you with Departure Port Clearance and you will be held responsible for ship departure delays.

EARLY DEPARTURE DOCUMENTATION: This documentation system aims to assist ships to depart early from this port after they complete loading by saving time awaiting documents. For this reason, relevant tanker documents will be signed previously by ship's Master or signed by their Agents at this port, depending on Master's choice on the request sheet. Completed tanker documents, therefore, will not be despatched to ships after completion of loading.

It must be noted that this system is not compulsory at this port, but it is at Master's option on condition that ships can communicate on Harbour Service VHF Radio to receive shore figures any time before departure.

READINESS: The Master of each arriving tanker should present a Notice of Readiness to the Company's Mooring Master who will sign it on behalf of the Company. The Notice of Readiness should be tendered at the time of the tanker's arrival at the anchorage area, which is understood to be either the time of dropping the anchor in the anchorage, or if the tanker does not anchor, the time when the Mooring Masters board the vessel.

PILOTAGE: Pilotage is compulsory for arriving tanker's berthing and unberthing at Ras Al-Khafji and a Company's Mooring Masters will board the tanker at the anchorage area to take her to her assigned berth. The company shall assign 2 Mooring Masters for operation on the tanker for shipment. One is as Main and another is as Sub-Mooring Master. The Company's Mooring Master who is assighed on duty shall advise the tanker's Master on the manoeuvre and operations relating to berthing, unberthing, bunkering connecting and disconnecting the loading hoses, and communication between the tanker and Central Control Room (CCR) on shore. Necessary documents such as Ship's Statement of Cargo, Dry/Slop Certificates, Load-on-Top Certificate and Statement of Facts shall be signed by the Mooring Masters on behalf of the Company. After berthing, the Mooring Masters will remain onboard the tanker until she is unberthed and the cargo documents are completed.

Two separate cabins and food as per status to be provided to Mooring Masters during their stay on board.

Notwithstanding the presence of the Company's Mooring Masters onboard, the Master of the tanker remains responsible for his tanker at all times and in all respects.

In the event of any emergency, however, the necessary steps should be taken with the assistance of the Mooring Masters.

The Master of each tanker shall give the Mooring Masters all information necessary for the safe handling and the safe operation of the tanker while in the berth.

The Mooring Master will require the following information immediately on his boarding the tanker, to be relayed to CCR and Shipping Department prior to departure from tanker anchorage.

1. Name of Tanker.
2. Call Sign.
3. Flag.
4. Telex Number.
5. Summer D.W.T. in Long Tons.
6. N.R.T.
7. Arrival Time at Anchorage.
8. Notice of Readiness tendering time.
9. Arrival Draft.
10. Sailing Draft.
11. Documentation Type.
12. Cargo required in Net Barrels.
13. Maximum Loading Rate in Gross Barrels per hour.
14. Slow down time required.
15. Average ship/shore difference in Long Tons (Vessel Experience Factor).
16. Deballasting time prior to commencement of loading.
17. Master's Family Name and Initials.

BALLAST: *Prevention of Sea Pollution by Oil:* THE DISCHARGE OF DIRTY BALLAST and/or OIL RESIDUE, BILGE and WASTE OIL by any vessel in the GULF area is STRICTLY PROHIBITED. The Company strongly requests all vessels to observe this rule of sea pollution prevention by oil in conformity with the Saudi Arabian Government's policy objectives as well as their Ports, Harbours and Lighthouses Regulations along with the relevant rules, which are substantially as follows:

In the event of oil pollution of the sea by any vessel, Masters are liable to possible imprisonment and fine, in addition to the refundment of all clean-up costs and damages sustained by any party. Should Masters fail to comply, they may be detained by the Authorities. Shipping Agents will be required to warrant Master's compliance.

Since the terminal has no facilities to receive dirty ballast, oil tankers arriving with dirty ballast will be requested to collect dirty ballast into one tank of the tanker, otherwise load crude oil on top of oil residue.

Recommended Ballast Condition on Arrival: All tankers arriving at this port are required to have sufficient ballast to give a safe draft for manoeuvring in the port. Tankers arriving with insufficient ballast may be required to increase it if the Mooring Master considers it necessary to do so. In good weather conditions, the Mooring Master will permit arriving tankers to start deballasting as they approach the berth in order to save time.

BOARDING: For the benefit of people boarding at the anchorage area, vessels should provide a safe means of access on the lee side.

All vessels are required to provide a safe means of access for personnel boarding and leaving the vessel, and should have their accommodation ladder rigged on the port side. In the case of tankers assigned to Berth No. 3 or No. 4 an accommodation ladder which leads down forwards is liable to be blocked by the floating hoses, and in such a case the accommodation ladder should be rigged on the starboard side. An accommodation ladder leading aft is always suitable on the port side. Accommodation ladder should always be kept 5.0 m. above water and ready to be lowered whenever required. Pilot ladder is not required.

ANCHORAGE: *Ocean Tankers Anchorage Area:* The oil tankers anchorage area is designated within 1 mile radius from:

Lat. 28° 29.5′ N., Long. 48° 39.0′ E.

Two Light Buoys (No. 9 and No. 10) mark the Western limit and Southern limit of this area respectively. The depth of water varies from 70 ft. (21.34 m.) to 77 ft. (23.47 m.) with a good holding ground of clay mud. Oil tankers awaiting berthing should anchor as close as possible to these buoys.

Dry-Cargo Ships Anchorage Area: The anchorage area for dry-cargo ships is located about 5.5 miles to the S.W. of the oil tanker anchorage area, and is centred in position: Lat. 28° 26.8′ N., Long. 48° 33.4′ E. at which position a yellow Light Buoy (No. 14) showing a flashing yellow light every 3 seconds has been laid. Dry cargo ships should anchor within 0.5 mile radius of this buoy, where the depths are between 36 ft. (10.97 m.) to 50 ft. (15.24 m.) in a good holding ground of clay mud.

Prohibited Area from Navigation, Anchoring and Fishing: An area bounded by straight lines joining the following points is prohibited from anchoring and fishing.

The areas bounded by straight lines joining the following points are prohibited for anchoring and fishing, due to the presence of Wellheads, Flow Stations, Gathering Station, etc. and numerous pipelines and power transmission cables on the sea bed.

Additionally, the oil field areas A – C are prohibited from navigation of any oil tankers and vessels or crafts except these operating on direct instructions from the Company.

A. Khafji Oil Field area:

	Latitude	Longitude
(a)	28° 29′ 36″ N.	48° 52′ 45″ E.
(b)	28° 32′ 00″ N.	48° 54′ 00″ E.
(c)	28° 35′ 00″ N.	49° 00′ 00″ E.
(d)	28° 32′ 00″ N.	49° 04′ 00″ E.
(e)	28° 29′ 00″ N.	49° 04′ 00″ E.
(f)	28° 24′ 00″ N.	48° 52′ 00″ E.
(g)	28° 26′ 10″ N.	48° 52′ 00″ E.

B. Hout Oil Field and Dorra Gas Field area:

	Latitude	Longitude
(a)	28° 40′ 30″ N.	48° 54′ 30″ E.
(b)	28° 52′ 30″ N.	48° 59′ 30″ E.
(c)	29° 00′ 15″ N.	49° 07′ 00″ E.
(d)	28° 59′ 45″ N.	49° 13′ 00″ E.
(e)	28° 53′ 00″ N.	49° 08′ 30″ E.
(f)	28° 51′ 00″ N.	49° 04′ 00″ E.
(g)	28° 39′ 00″ N.	48° 59′ 30″ E.

However, the following area is exempted from prohibition of navigation.

(h)	28° 52′ 30″ N.	48° 59′ 30″ E.
(i)	28° 54′ 30″ N.	49° 01′ 15″ E.
(j)	28° 53′ 00″ N.	49° 08′ 30″ E.
(k)	28° 51′ 30″ N.	49° 05′ 00″ E.

C. Lulu Oil Field area:

The prohibited area from navigation is bounded within 1 nautical mile radius from the following locations.

	Latitude	Longitude
Well No. 1	28° 46′ 35″ N.	49° 28′ 36″ E.
Well No. 2	28° 38′ 51″ N.	49° 24′ 39″ E.

D. Area between Khafji Oil Field and Onshore Base:

	Latitude	Longitude
(1)	28° 24′ 48″ N.	48° 31′ 57″ E.
(2)	28° 25′ 33″ N.	48° 32′ 55″ E.
(3)	28° 29′ 00″ N.	48° 38′ 00″ E.
(4)	28° 27′ 15″ N.	48° 40′ 00″ E.
(5)	28° 29′ 39″ N.	48° 52′ 45″ E.
(6)	28° 26′ 10″ N.	48° 52′ 00″ E.
(7)	28° 22′ 55″ N.	48° 34′ 00″ E.
(8)	28° 23′ 25″ N.	48° 31′ 50″ E.

E. Area between Hout Oil Field and Khafji Oil Field:

	Latitude	Longitude
(9)	28° 32′ 50″ N.	48° 55′ 30″ E.
(10)	28° 39′ 40″ N.	48° 57′ 00″ E.
(11)	28° 39′ 20″ N.	48° 58′ 10″ E.
(12)	28° 33′ 30″ N.	48° 56′ 50″ E.

RESTRICTIONS: *Port Closure:* When the visibility is effected or when the weather and sea conditions develop worse than the below mentioned permissible criteria at the port, mooring operations normally become extremely difficult and unsafe. Therefore, in such circumstances, the Company advises that the port is closed to approaching tankers by VHF, and requests the tankers to wait at the Tanker Anchorage Area until the port is reopened.

The Company, however, reserves the right of selective berthing of some tankers with better manoeuvrability even during such period.

Permissible Criteria for all Berths:

Wind Velocity: Up to 20-25 knots depending on direction.
Sea Conditions: Up to 5 ft.
Visibility: Less than 1 mile.

MAX. SIZE:

Berth	*Depth of water at ISLW* (ft.)	*Max. Permitted draft* (ft.)	*Designed tanker size* (d.w.t.)
No. 1	53	47	100,000
No. 2	56	50	100,000
No. 3	62-64**	54*	300,000
No. 4	70-73††	64‡	300,000

*56 ft. permissible using rise of tide.
‡66 ft. permissible using rise of tide.
**59 ft. over the piplines.
††69.5 ft. over the piplines.

HEALTH: *Quarantine and Pratique:* Quarantine Office of the Saudi Arabian Government is maintained at the port, and a Quarantine Doctor or a Quarantine Officer may board the vessel, if he considers it necessary.

The Master is requested to submit the following documents for the Government filing through his Agent:

(a) Crew List
(b) Vaccination List
(c) Passenger List (if any)
} 3 copies each

All arriving vessels should despatch the following cable to Quarantine Office at the port 48 hours before their arrival at Ras Al-Khafji Port:

"QUARANTINE KHAFJI (ship's Agent cable address)
vessel's name ETA RAS AL-KHAFJI time and date
FLAG______ LAST PORT ______ DESTINATION ______
NO. OF CREW ______ NO. OF PASSENGERS______
ALL HEALTHY NO SICKNESS NO DEATH VALID CERTIFICATE REQUEST FREE PRATIQUE.
MASTER ____________"

Quarantine fee is collected from vessel according to her Nett Registered Tonnage other than tankers lifting hydrocarbon cargoes.

RADIO: *Notice of Arrival:* Arriving vessels should advise their ETA Khafji at least 72 hours before their arrival, (1) by telex to Terminal & Shipping, the Company's Field Office (841011 AAB, 841011 Arboil SJ) or (2) by telegram through Kuwait Radio Station (call sign: 9KK) via Singapore, Bombay or Bahrain Radio. Confirmation of ETA should be made well in advance before arrival by calling "Ras Al-Khafji Terminal" on Channel 16 VHF. Shorter notices may result in delays, and failure to give at least 24 hours notice will result in an addition to allowable laytime in the event a demurrage claim is filed against the Company. "Ras Al-Khafji Terminal" VHF station works 24 hours every day.

Radio Communications: All radio communications between the Company at Al-Khafji and the vessel are made directly to the Company's Field Office by Telex or Telegram, through the Kuwait Radio Station (9KK).

All Telexes and cables should be addressed to 841011 (AAB 841011 Arboil SJ) for telex or ARABIAOIL KUWAIT for cable. The first message should be sent according to the following form, but any items which are the same as a recent previous voyage to this port may be omitted.

(1) ETA Ras Al-Khafji.
(2) Last port.
(3) Deballasting time.
(4) Quantity and type of cargo and bunker required.
(5) Prefered order of loading when batch loading required.
(6) Maximum loading rate.
(7) Mooring equipment (Bow Chain Stopper or Bollard).
(8) Diameter of cargo and bunker connections.
(9) Distance from manifold to ship's side.
(10) Derrick capacity.
(11) Estimated sailing drafts – fore and aft.
(12) Port Rotation of Ras Al-Khafji.

VHF: Short-range communication can be made with Terminal Office by calling "Ras-al-Khafji Terminal" on VHF Channel 16. Working Channels are 6,14,67 and 75. Vessels should call Ras Al-Khafji Terminal several hours before arrival to confirm ETA and receive berthing instructions. After anchoring they should advise their anchoring time and then maintain watch on Channel 16 until the Mooring Masters board. Terminal VHF Station works 24 hours every day.

RADAR No services available.

TUGS: Tugs up to 4,200 b.h.p. are available for mooring and unmooring purposes.

Mooring boats are used for handling ropes and hoses.

BERTHING:

Berths No. 1 and No. 2:

(a) Sea-Berth No. 1:

Manifold position:	Lat. 28° 26′ 10″ N., Long. 48° 34′ 57″ E.
Depth of water:	53 ft. (16.2 m.) at ISLW.
Permitted draft:	47 ft. (14.3 m.) max.
Type of berth:	The berth is a conventional 4-buoy system where the tanker moors with 2 anchors and 1 buoy forward and to 3 buoys aft.
Length of berth:	The berth is designed for tankers of 800 ft. (244 m.) length but can be used by tankers of any size, although tankers of less than 650 ft. (198 m.) overall length sometimes experience difficulty in mooring if their lines are less than a full 720 ft. (220 m.).
Hoses:	From the manifold 2×10 in. rubber hoses for crude oil and 1×12 in. rubber hose for fuel oil are connected, approximately 270 ft. (82 m.) long and the maximum lifting weight of the 2 crude oil hoses together is 4.5 tons – 5.0 tons. For bunkering purpose one section of 6 in. hose is attached to the end of the 12 in. fuel oil hose.

(b) Sea-Berth No. 2:

Manifold position:	Lat. 28° 25′ 55″ N., Long. 48° 35′ 28″ E.
Depth of water:	56 ft. (17.1 m.) at ISLW.
Permitted draft:	50 ft. (15.2 m.) max.
Type of berth:	Same as Berth No. 1.
Length of berth:	Same as Berth No. 1.
Hoses:	From the manifold 2×10 in. rubber hoses for crude oil and 1×6 in. rubber hose for bunker are connected to the ship's manifold. All these hoses are approximately 360 ft. (110 m.) in length, and the maximum lifting weight of 2 crude oil hoses (2 lengths) together is about 5.0 ton and that of bunker hose is about 3.0 tons.

(c) Loading Rates:

Crude oil loading rate at Berths No. 1 and No. 2 is 30,000 bbls./hr. or 4,000 tons/hr.

Fuel oil loading rate at Berth No. 1 is 5,300 bbls./hr. or 800 tons/hr., and at Berth No. 2 is 2,700 bbls./hr. or 400 tons/hr.

(d) Preparation on Board before Berthing: Tankers assigned to Berth No. 1 or No. 2 should have the following ready:

(i) Both Anchors.
(ii) 3 ropes forward and 9 ropes aft. Minimum circumference 10 in., length 720 ft.
Some wires are acceptable in place of the equivalent number of ropes.
Neither ropes nor wires are available from the buoys.
All ropes and wires should be in good condition and preferably without splices.
(iii) Port derrick rigged for a minimum lift of 5 tons, using a wire runner and hook.
(iv) Two 10 in. ANSI 150 hose connections for crude oil, and 1×12 in. ANSI 150 at Berth No. 1 and 1×6 in. ANSI 150 at Berth No. 2 for fuel oil cargo, at the ship's port side manifold. If reducers are not available, the company should be advised before arrival.

(e) Mooring and Unmooring: Mooring operations at Berths No. 1 and 2 are restricted to daylight hours only to prevent accidents.

On approaching the berth a ship's line is passed to one tugboat from the centre fairlead aft. This hawser should be of good strength and made well fast on board.

When in position off the berth, the starboard anchor is let go and slacked away easily to about 9 or 10 shackles on deck. The port anchor is then let go and paid out easily as the tanker swings round into the berth using the tugs and engines as required. At the same time, the starboard anchor is hove in to about 6 or 7 shackles on deck and then made ready for slacking away again.

As the tanker backs down the berth the anchors are slacked away as necessary, and the ropes are sent to the forward (No. 4) Buoy. When the stern passes close to the starboard quarter (No. 1) Buoy the ropes are sent away to this buoy, hove in tight and then put on the bitts ready for slacking if necessary.

Ropes are then run to the port quarter (No. 3) Buoy, hove tight, and the lateral position in the berth adjusted between the port and starboard quarter buoys.

Lastly, ropes are run to the stern (No. 2) Buoy and the tug line also passes to this buoy. The fore-and-aft position is then adjusted between the anchors and the sternlines. A second tug is used to assist in the lateral positioning of the tanker, and 2 mooring boats are used for running the lines to the buoys, these normally taking 3 ropes at a time.

When properly positioned in the berth, the distance from the ship's side to the manifold marker buoy should be about 50 ft. – 66 ft. (15 m. – 20 m.).

One tug is on stand-by near berths as long as a tanker remains moored in berth.

When hose disconnection is completed, the tanker unmoors usually by letting go all the lines on Buoys No. 3 and No. 4, followed by those on Buoy No. 2 and lastly those on Buoy No. 1. The tanker then heaves both anchors as necessary until they are up and clear, and the tanker can leave the berth. The tugs are used as required to keep the tanker away from the manifold marker and the mooring buoys.

Mooring Masters may vary this procedure according to the prevailing weather.

(f) Hose Connection and Disconnection: After the completion of mooring, the mooring boat will pull the hose float buoys to the tanker, and connect them to the tanker's cargo hook of port derrick. The 2 crude oil hoses are lifted together from the seabed by the tanker's derrick, and connected directly to the manifold.

The fuel oil hose is lifted separately and connected in similar manner.

Derrick/Crane hook should be open type, suitable to slip through the ring of the float buoy. The inner diameter of ring is 8 in. Whenever derrick/crane hook is directly connected to lifting block, or when hook is of locking type, additional wire sling, length 6 ft., and open type hook of suitable S.W.L. is required to be provided by tanker.

The time taken for hose connection is about 1.0 – 1.5 hours depending on the number of hoses to be connected. Hose disconnection takes about 1 hour.

Connection and disconnection of the cargo and bunker hoses are to be performed by the crew of the loading tanker under the direction of the Mooring Master. Bolts, nuts, gaskets, reducers, etc. will be provided by the Company.

(g) Loading Restriction at Berth Nos. 1 and 2: (1) Due to only one crude oil pipeline being between the ex-loading Dock and the shore, it is not possible to load tankers with crude in Berths No. 1 and 2 simultaneously. (2) Due to refined products pipelines arrangement onshore, it is not possible to load tankers with fuel oil, bunker oil or crude comingled with refined products in Berths No. 1 and No. 2 simultaneously and also such loading in Berths No. 1 or No. 2 is not possible while those are being loaded in Berths No. 3 or No. 4.

Berth Nos. 3 and 4:

(a) Berth No. 3:

Position of buoy:	Lat. 28° 27′ 06″ N., Long. 48° 36′ 28″ E.
Depth of water:	62 ft. – 64 ft. (18.9 m. – 19.5 m.), but 59 ft. (18.0 m.) over the pipelines, at ISLW.
Permitted draft:	Normally 54 ft. (16.5 m.), but 56 ft. (17.1 m.) permissible using rise of tide.
Type of berth:	The berth is designed for a type of tanker of 300,000 tons d.w.t. and has a single-buoy-mooring system consisting of a buoy 36 ft. (11.0 m.) in diameter, moored to 6 pendant legs of 3.75 in. (95 mm.) rod diameter extra high strength chain of 720 ft. (220 m.) long, and having a rotating deck carrying the pipeline and mooring connections.
Mooring:	Mooring connection at SBM consists of 2.75 in. (70 mm.) rod diameter stud link chain extra high strength of 25 ft. (7.6 m.) long and breaking strength of 225 tons. Attached to the mooring connections on the buoy are 2 double 15 in. nylon ropes (120 mm. diameter, breaking strain 250 tons/line), these main ropes supported by floats are 160 ft. (49 m.) long, and have at their free end a 35 ft. (10.7 m.) long stud link chain which includes a "Sister-plate" and a "Slender-link" for connection directly to the tanker's bow chain stopper or for receiving the shackles used on the deck of the tanker. From the outer end of this chain there is connected a 10 in. (80 mm. dia.), polypropylene "Pick-up" rope about 165 ft. (50 m.) in length. The chain is hung by large iron buoys coloured red and green in the case of a tanker not equipped with the above chain stopper or a 12 in. nylon "Bollard rope" (97 mm. dia., breaking strain 150 tons/line) about 150 ft. (46 m.) in length is connected between each "Sister-plate" and ship's bollard while tankers moor in berth. Above bollard ropes and shackles are provided by the Company.
Submarine Pipeline and Hoses:	1×36 in. crude oil line and 2×12 in. fuel oil lines are laid approximately 30,000 ft. (9,140 m.) from the shore to a position, of the underwater manifold close under the buoy through the Valve Platform which is located at about 4,000 ft. (1,220 m.) Westward of the buoy. From the underwater manifold the crude oil goes to the buoy through 1×20 in. submarine hose; the fuel oil lines are joined at the underwater manifold and the fuel oil is led to the buoy through 1×10 in. submarine hose. From the deck of the buoy the 20 in. crude oil hose and the 10 in. fuel oil hose, which are floating, have a length of 720 ft. (220 m.) to a hose raft, at which position the crude oil hose is divided into 3 strings of 12 in. floating hoses. These, together with the fuel oil hose, extend for a further 150 ft. (46 m.) making a total length of 876 ft. (267 m.) including the raft of 6 ft. (2.0 m.). At their free end the hoses are connected to 4 large marker buoys each 3.3 ft. in diameter. The maximum weight of one crude oil hose (2 lengths) with hose float buoy and chain is about 6.5 tons, and that of bunker hose is about 3 tons.

(b) Berth No. 4:

Position of buoy:	Lat. 28° 27′ 54″ N., Long. 48° 38′ 36″ E.
Depth of water:	70 ft. – 73 ft. (21.3 m. – 22.3 m.), but 69.5 ft. (21.2 m.) above the pipelines, at ISLW.
Permitted draft:	Normally 64 ft. (19.5 m.), but 66 ft. (20.1 m.) is permissible using rising of tide.
Type of berth:	The berth is designed for a type of tanker of 300,000 Long ton d.w.t. and has a single-buoy-mooring system consisting of a buoy 33 ft. (10.0 m.) in diameter, moored to 6 pendant legs of 3.75 in. extra high strength chain of 855 ft. (261 m.) long, and having a rotating deck carrying the pipeline and mooring connections.
Mooring:	The particulars of mooring are exactly the same as those of Berth No. 3.
Submarine Pipelines and Hoses:	1×36 in. crude oil line and 2×12 in. fuel oil lines from onshore are branched at the Valve Platform, which is located at about 16,000 ft. (5,060 m.) Westward of the buoy, by 1×48 in. crude line and 1×16 in. fuel line to Berth No. 4. There is also 1×30 in. connecting crude line between the Ex-Loading Dock and the Valve Platform to raise up the loading rate at Berth No. 4. The above 1×48 in. crude line and 1×16 in. fuel line are laid from the Valve Platform to a position of underwater manifold close under the buoy. From there the crude oil goes to the buoy through 1×24 in. submarine hose, the fuel oil is led to the buoy through 1×10 in. submarine hose. From the deck of the buoy the 24 in. crude oil hose and the 10 in. fuel oil hose, which are floating hoses, have a length of 810 ft. (247 m.) to a hose raft, at which position the 24 in. hose is divided into 3 strings of 14 in. floating hoses. These, together with the 10 in. fuel oil hose, extend for a further 150 ft. (46.6 m.) including the raft of 6 ft. (2.0 m.). At their free end, these hoses are connected to 4 large marker buoys each 3.3 ft. in diameter. The maximum lifting weight of one crude oil hose (2 lengths) with hose float buoy and chain is about 7.5 tons, and that of bunker hose is about 3.0 tons.

(c) Loading Rates at Berths No. 3 and 4: The maximum loading rates of crude and fuel oil at Berth No. 3 are 45,000 bbls./p.h. (6,200 t.p.h.) and 2,700 bbls./p.h. (400 t.p.h.) respectively. At Berth No. 4 these are 62,000 bbls./p.h. (8,500 t.p.h.) and 3,400 bbls./p.h. (500 t.p.h.).

(d) Preparation Onboard before Berthing at Berths No. 3 and No. 4 The Company strongly recommends to the owners of tankers that the tankers to be assigned to Berth No. 3 or Berth No 4, shall be fitted with Bow Chain Stoppers recommended by OCIMF, or alternatively equipped with a pair of Smit Type Brackets in a correct position, which can be accepted in place of the Bow Chain Stoppers so far as tanker has the Chafe Chains to be connected between her Smit Type Bracket and a Sister Plate of our mooring lines.

Before arriving at the anchorage, tankers assigned to Berth No. 3 or No. 4 should have ready the following:

(i) Two mooring hawsers as messenger ropes forward, together with 2×20 ft. rope stoppers, and also 1 or 2 crowbars.

(ii) Port derrick rigged for 10 tons, swung out 2.0 m. beyond the ship's side.

(iii) 3×12 in. ANSI 150 at Berth No. 3 or 3×14 in. ANSI 150 at Berth No. 4 hose connections for crude oil, and 1×10 in. ANSI 150 for fuel oil at the port side manifold. If above reducers are not available, the Company should be advised before arrival.

(e) Mooring at Berths No. 3 and No. 4: The Mooring Masters will board from a tugboat which carries the mooring and hose connection materials. Tankers should have their crew stand-by to receive these materials, and should maintain a port lee until this is completed.

The Mooring Master will instruct the crew in the setting up of the forward moorings, where 12 in. bollard ropes are made fast round the port and starboard bollard posts with their attached shackles about 12 ft. (3.7 m.) inboard from the panama leads or fairleads as far forward as possible. The size of the Panama leads or the fairlead opening should be at least 14 in. vertical and horizontal to prevent the chain jamming in the Panama leads or the fairlead.

On approaching the berth, the tanker should lower a mooring hawser as messenger rope from each bow with rope stopper attached. The mooring boat will take any rope first, and connect it to the appropriate "Pick-up" rope which should be hove in while the boat returns to take the other rope for connection to its "Pick-up" rope. These 2 ropes are then hove in until the chains come through the Panama leads or the fairleads, and the shackles can be made fast to the "Sister-plates". The "Pick-up" ropes are then slacked back until the bollard ropes have the weight.

On tankers fitted with Bow Chain Stoppers, the pick-up ropes are hove in until the chains come through the Panama leads or fairleads and then through the Bow Chain Stoppers. The tongues or hinge bars of Bow Chain Stoppers are then set in position to secure chain within Bow Chain Stoppers. The Pick-up ropes are then slacked back until Bow Chain Stoppers have the weight. Mooring is then completed, and the usual time from sending away the first line until all fast is about 30 minutes.

Immediately after the tanker moors to SBM, her stern line shall be given to the stand-by tugboat through her middle fairlead to help maintain the tanker in safe position while the tanker is in the berth. For this purpose, a hawser of 12 in. circumference, and 720 ft. length is required.

(f) Unmooring from Berths No. 3 and No. 4: After hose disconnection is completed, the weight is taken on the "Pick-up" ropes, the stoppers of the Bow Chain Stoppers and unlocked or the bollard ropes are unshackled, and as the tanker backs off the berth the "Pick-up" ropes are slacked off and then dropped into the water. The tug will come alongside either before or after the tanker backs off the berth, whichever is convenient, and the bollard ropes and the two big shackles are passed to the tug. Unmooring time is usually 10 minutes.

(g) Hose Connection and Disconnection at Berths No. 3 and No. 4 After the completion of mooring, the mooring boat which has been holding the hoses clear during berthing, will bring the hoses to the port side of the tanker and connect the pontoon rope to the hose raft and then proceed to the manifold to connect the hook to one buoy having 1 hose, which is lifted aboard and connected directly to the tanker's manifold.

Derrick/Crane hook should be open type suitable to slip through the ring of the float buoy. The inner diameter of ring is 8 in. Whenever derrick/crane hook is directly connected to lifting blocking, or when hook is of locking type, additional wire sling, length 6 ft., and open type hook of suitable S.W.L. is required to be provided by the tanker.

The hoses are hung off on 2.625 in. diameter nylon ropes and lashed to the rail to prevent shock load due to wave action being transmitted to the manifold flanges.

After the first hose has been connected, the second buoy is lifted and the remaining hoses are connected in similar manner. If an arriving tanker requires a loading rate of 36,000 bbls./hr. (5,000 t.p.h.) or less at Berth No. 3, and 44,000 bbls./hr. (6,000 t.p.h.) or less at Berth No. 4 only 2 crude oil hoses are connected. Hose connection usually takes – 3 hours. Hose disconnection is done in a reverse manner to connection, and takes about 1.5 – 2.0 hours. Connection and disconnection of the cargo and bunker hoses are to be performed by the crew of the loading tanker under the direction of the Mooring Master. Bolts, nuts, gaskets, reducers, etc., will be provided by the Company *(h) Loading Restriction at Berths No. 3 and No. 4:* (1) Due to only one crude pipeline being between Valve Platform and shore, it is not possible to load tankers in Berths No. 3 and No. 4 simultaneously.

(2) Due to refined products pipeline arrangement onshore, it is not possible to load tankers with fuel oil, bunker oil or crude commingled with refined products in Berths No. 3 and 4 simultaneously, and also such loading in Berths No. 3 or 4 is not possible while those are being loaded in Berths No. 1 or 2.

LOADING: *Dry Inspection:* Upon completion of deballasting the Mooring Master will inspect the tanker's tanks. If the tanks are not satisfactory, he may require further pumping until they reach the required standard.

Loading Operations: Particulars of oil available for loading is as follows:

Grade	Estimated	Estimated	Temp. °F
	API	Summer	Winter
Khafji Crude	27 - 29	100	70
Khafji Blend	27 - 29	110	80
Khafji Special	27 - 29	110	80
Hout Crude	32 - 34	110	80
Hout Blend	32 - 34	110	80
Hout Special	32 - 34	110	80
Fuel	16 - 18	140	120
Naphtha	63 - 65	80	60

All submarine pipelines, submarine hoses and floating hoses meant for loading crude oil are at all times kept filled and pressurised with "Khafji Crude" oil. Pipeline contents of such "Khafji Crude" oil at each berth are as follows:

Berth 1	:	16,000 Gross Barrels.
Berth 2	:	16,000 Gross Barrels.
Berth 3	:	36,000 Gross Barrels.
Berth 4	:	68,000 Gross Barrels.

Whenever a tanker is to load any other grade, which does not have "Khafji Crude" oil, the tanker has to receive"Khafji Crude" oil pipeline contents according to berth, prior to commencement of any other grade which dose not have "Khafji Crude" oil.

Similarly, if the tanker is loading any grade other than "Khafji Crude" oil, the tanker has to receive final quantity of that grade equivalent to pipeline contents according to berth, as at that stage, "Khafji Crude" oil will be pumped into pipelines to keep all submarine pipelines, submarine hoses and floating hoses full of "Khafji Crude" oil by the time tanker receives final quantity.

The Mooring Masters on board will advise and guide tanker Master about procedure of such loading.

Fuel as cargo is loaded through bunker hose.

Pure Naphtha is not loaded.

When the tanker is ready in all respects for loading, the tanker's officer must inform the Mooring Master, who will transmit the necessary orders to the Central Control Room onshore.

Loading is started by one booster pump, at the rate of 10,000 bbls./hr., and after everything has been checked and found satisfactory on board, then the loading rate will be gradually increased by starting further booster pumps and then main pumps in sequence until the required loading rate is reached; provided always that the required loading rate is within the capacity of the pumps.

Loading rates can be varied at any time during loading upon 5 – 10 minutes advance notice to the Mooring Master on board. In case of EMERGENCY, the IMMEDIATE STOPPING of all loading can be accomplished.

During loading, any valve operation on the tanker should be reported to the Mooring Master in advance. Especially at the time of Topping Off, the tanker's officer on duty should request the Mooring Master to reduce loading rate prior to any valve closing, in order to avoid any pressure on rubber loading hoses.

When loading is completed, the rate is gradually reduced by stopping first the main pumps and then the booster pumps, one by one according to the request of the tanker's officer. At the final stage of loading only one booster pump should be on the line, and the tanker's officer should tell the Mooring Master to "Stand-by" at least 5 – 10 minutes before finishing loading.

Shore pumps will stop about 15 seconds after their control buttons are pressed, but the oil will continue to flow for several minutes.

Any stop notice of loading completion must be given by the tanker's officer as "Shore-stop" is NOT practised at this port.

Overflows and Spillage: In the event of an overflow or spillage during loading, loading will be stopped immediately and will remain stopped unless the Mooring Master is satisfied that all the overflowed oil has been cleared off the deck and there is no longer any unusual danger for resuming loading.

Ullaging and Gauging: After loading is completed, the Mooring Master will witness the final ullaging on board so that the tanker's figures can be calculated.

Onshore the Government and the Company gaugers will take manual gauges of the shore tanks before and after loading to calculate the figures of the Bill of Lading. Final API and Bill of Lading quantities will be communicated to the tanker Master by the Company through the Mooring Master prior to tanker's departure from port.

STEVEDORES: Dry-cargo vessels calling Ras Al-Khafji to give at least 72 hours notice to Agents to arrange labourers. Stevedores will be arranged from Kuwait. Ship's gear used for discharging which takes place at anchorage into barges.

MEDICAL: The Company has its hospitals at Ras Al-Khafji. Medical and dental treatment can be given in cases of emergency or serious illness or injury. Epidemic diseases or cases of serious injury or disease requiring operations, etc. are normally transferred to the hospitals in Dammam or in Kuwait. The Company's doctor will not normally attend on board unless the patient is incapable of attending the hospital. Requests for medical attention should be given to the ship's Agent as early as possible before arrival.

FRESH WATER: Not available except in cases of extreme emergency.

FUEL: *General Information:* Intermediate fuel oil (IFO) and marine diesel oil (MDO) are supplied as bunker oil to tankers calling at Ras Al-Khafji. Each loading berth has a pipeline which can deliver intermediate fuel oil. Marine diesel oil is supplied from a barge with a capacity of 200 tonnes for which no extra charge is made.

Bunker Nomination: Owners, Operators or Charterers should nominate their tankers' bunker requirements to the Company's Head Office in Tokyo.

Tankers are requested to confirm the grade and quantity of bunkers required to Terminal and Shipping, The Company's Field Office (841011, AAB 841011 Arboil SJ) by telex or telegram to "ARABIAOIL KUWAIT" via "9KK" through normal radio services at least 72 hours before arrival; or in cases where tankers receive their bunker instructions less than 72 hours away, they should advise their bunker requirements as soon as possible.

Bunkering Operation: Bunker supply to tankers in the berths is normally made while the tankers are discharging ballast and/or loading crude oil. MDO-supply from a barge will be done usually before loading cargo.

Tanker engineers are requested to give all necessary information and assistance to the shore staff attending the bunkering and to pay constant attention to the bunker supply.

Responsibility: Notwithstanding the presence of the shore staff attending the bunkering operation on board, the Master of the tanker remains solely responsible for his tanker at all times and in all respects.

Size of Bunker Connections and Bunkering Rates:

Berth	*IFO*	*MDO (supply from a barge)*
No. 1 (6 in.)	400/300 t.p.h.	80 t.p.h. (4 in.)
No. 1 (12 in.)	800/300 t.p.h.	80 t.p.h. (4 in.)
No. 2 (6 in.)	400/300 t.p.h.	80 t.p.h. (4 in.)
No. 3 (10 in.)	400/300 t.p.h.	80 t.p.h. (4 in.)
No. 4 (10 in.)	500/300 t.p.h.	80 t.p.h. (4 in.)

Note: In Winter time the rate for IFO decreases due to the low sea-water temperature which increases the viscosity of the oil.

Bunkering for Dry-Cargo Ships: Bunker supply to dry-cargo ships is not available at this port.

CONSULS: None.

CUSTOMS: *Customs Formalities:* Upon arrival, the Master is required to submit to the Customs a Manifest of any cargo to be landed at Ras Al-Khafji and to sign a declaration that no intoxicating liquor or drugs will be landed.

A Coast Guard accompanied by the ship's Agent boards to seal bonded stores. Dry-cargo ships are boarded by a Customs Officer, a Coast Guard and a Quarantine Officer for sealing stores, checking valid certificates and health inspections.

Import of the following articles is strictly forbidden:

(a) Alcoholic beverages, including beer, wine and liquor.
(b) Pornographic literature, photographs, pictures and films.
(c) Explosives.
(d) Firearms or implements of war of any kind.
(e) Religious matters not pertaining to the Moslem faith.
(f) Gambling devices.

The Saudi Arabian Laws and Regulations: The Saudi Arabian Laws and Regulations are strictly enforced, and Masters having any doubts concerning the interpretation of these regulations are urged to consult their Agent. While in port, whether at anchorage or in the berth, the vessel's personnel are under the jurisdiction of Saudi Arabian laws. Taking of photographs while the ship is in the Port of Ras Al-Khafji is prohibited by the Saudi Arabian Government.

All materials to be either exported from or imported into Saudi Arabia are subject to examination by Customs authorities. The import of certain articles is strictly prohibited and such articles include but are not limited to the following:

(1) Explosives and firearms, including air rifles.
(2) Implements of war of any kind, including antique weapons.
(3) Narcotics.
(4) Religious matter not pertaining to the Moslem Faith.
(5) Playing cards and gambling devices.
(6) Printed photographic matter or video tape depicting what could be considered pornographic.
(7) Alcoholic beverages of any description.

Items (4), (5), (6), and (7) of the above items on board any vessel calling at the port of Ras Al-Khafji shall be secured in appropriate locked store rooms which will be sealed by the authorities who may carry out inspections, to ensure that the seal is intact and that none of the above articles are in use. The seal must remain intact during the entire period of the vessel's stay in the port of Ras Al-Khafji, and must not be broken until after the vessel has finally departed for the port in another country.

Trafficking in any of the above articles between vessel or vessel's crew and shore personnel is strictly prohibited. The baggage of crew joining and leaving vessels will be inspected to ensure that it contains none of the prohibited articles.

Penalties are severe and major delays to vessels can be incurred due to the Goverment investigations of violations.

REPAIRS: Some minor repairs on board vessels may be made using shore assistance in case of extreme emergency, but such Company's assistance will be provided only on the Master's and the shipping Agent's acceptance for undertaking to pay to the Company all expenses incurred. Preferably all repairs should be carried out at the anchorage area. In all cases when shore assistance is required, the Master should notify the vessel's Agent well in advance.

WATCHMEN: The tanker always has to post at least 2 watchmen on duty: one on the forecastle head to watch and monitor the condition of the mooring ropes and the behaviour of the tanker by forces of wind and tidal current, and another on deck near or within sight of the manifold. They have to report to the Master and the Mooring Master whenever they observe the tanker drifting too close to the berth, or the loading hoses twisted or whenever they recognise anything unusual, so that the Master and the Mooring Master may properly manoeuvre the tanker and any mishap may be averted.

DRY DOCKS: None.
AIRPORT: Crew joining must be routed through Dhahran Airport (325 km.). Kuwait Airport 110 km.
TIME: GMT plus 3 hours throughout year.
TELEPHONES: No facilities for placing on board.
SERVICES: *Provisions, Deck Stores:* Provisions and deck stores are available from ship chandlers at the Port in limited kinds and quantities. In all cases the ship's Agent should be advised of the requests at the earliest possible time before arrival.
SHORE LEAVE: Not normally permitted by Authorities except by arrangement through the ship's Agent.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Saudi Riyal.
WEATHER: The local weather at Ras Al-Khafji is hot and dry with little cloud during the long Summer from May to September and considerably colder in December and January.

The mean monthly maximum temperature is in the range of 18° C. – 41° C., and the daily highest was 48.9° C., which was recorded in August 1987 and the daily lowest was −1.4° C. in February 1971.

Rainfall concentrates during the period from October to May and annual precipitation in the area is 104 mm. on an average.

The prevailing wind in this area is Northwesterly, however winds of varying strength may come from any direction. In Summer, the diurnal sea breeze is light Easterly at about 5 m. – 7 m. per second (10 – 14 knots), and only rarely it increases to 12 m. per second (23 knots). In Winter South-Southeasterly winds of up to 20 m. per second (39 knots) may last one or two days and then veer suddenly to the N.W., often accompanied by gusts or squalls in excess of 20 m. per second. On occasion a type of line squall passes over and winds up to as much as 30 m. per second (58 knots) may be experienced for a short time before settling down to blow for longer periods at 20 m. per second. Little or no warning of these strong squalls is given; they just appear suddenly, often accompanied by thick sand and dust.

In the area of the Sea Berths, the waves are prevented from developing by the short fetch of the Northwesterly wind, but waves up to 5 ft. – 6 ft. do occur from this direction. Southeasterly winds raise a short steep sea which quickly reaches 7 ft. – 8 ft. high. This lengthens and increases as the wind freshens and has been known to reach 14 ft. – 15 ft. in the area of the Sea Berths. When the Southeasterly wind veers the swell rapidly decreases but persists for about 24 hours thereafter.

Visibility in the area is generally good, but Northwesterly winds cause rising dust and sand which may reduce visibility to almost zero at times. Haze is common, and on calm hot days mirages are frequent. "Steam fog" may occur at times in the early morning hours resulting in very poor visibility.

TIDES/CURRENTS: The depths shown on the chart are based on ISLW. The diurnal rise of tide is approximately 5 ft. at the Springs and 4 ft. at Neaps, and the ISLW is 4 ft. below the Mean Sea Level.

The heights of both high and low water are considerably affected by the prevailing weather conditions. Northerly winds tend to reduce the heights of tides and retard them, and Southerly winds increase the heights slightly.

Near the Sea Berths the current flows roughly parallel with the shore, and reverses its direction about 1 hour earlier than the time of high or low water inshore at Ras Al-Khafji. The velocity of the current is approximately 1.5 knots at the maximum.

Both the direction and velocity of the tidal current are much affected by the prevailing weather conditions.

The tidal data for Ras Al-Khafji as compared with that of Mina Al-Ahmadi is given as follows:

Flood tide:	Occurs approximately 30 minutes later than Mina Al-Ahmadi.
	Height approximately 2.13 ft. less than that of Mina Al-Ahmadi.
Ebb Tide:	Occurs approximately 2 minutes later than Mina Al-Ahmadi.
	Height approximately 0.16 ft. less than that of Mina Al-Ahmadi.

"Tide and Current Table" published annually is available from the Company upon request.

AUTHORITY: Port of Ras Al-Khafji, Port Officer, Ras Al-Khafji 31971 Kingdom of Saudi Arabia. *Tel:* (03) 766 1016. *Telex:* 841057 PORT KSJ. *Contact:* Mr. Abdul Dalem, Port Office.

Arabian Oil Company Ltd., Terminal & Shipping Dept., P.O.Box 256, Al-Khafji 31971, Kingdom of Saudi Arabia. *Tel:* (03) 766 0555, Ext.2650. *Telex:* 841011 (ABB: 841011 ARBOIL SJ). *FAX:* (03) 766 2001. *Contact:* Mr. Abdullah I. Attwaijri, Assistant Manager, Terminal and Marine Department.

AGENT: See "Ras Tanura".

RAS AL MISHAB: 28.13 N. 48.43 E. (See Plan)

APPROACHES: Do not use the old recommended track to Bandar Mishab shown on British Admiralty Chart No. 3774 and U.S. Hydrographic Chart 62422 unless corrected. Ships arriving should follow Ras al Khafji Approach Channel Buoy No. 1 (Lat. 28° 36′ N., Long. 49° 10′ E.) and Buoy No. 2 (Lat. 28° 36′ N., Long. 49° 00′ E.). From Light Buoy No. 2 proceed on a course of 253°(T) for approximately 5 miles and the following is the new approach channel to the anchorage and entrance channel of Ras al Mishab.

The dredged channel of 4 miles is well marked by the buoys and 2 pairs of ranges that lead vessels in and out of the port.

PILOTAGE: Pilotage is compulsory and only available in daylight hours (0600 to 1700 hrs.) 7 days a week with short notice prior to vessel's arrival.

Vessels calling at Ras Al Mishab are requested to contact Ras Al Mishab Harbour Office on VHF – Channel 16 prior to arrival at Pilot Buoy, (Buoy No. 5 of Ras Al Mishab Approach Channel) which is located at Lat. 28° 13′ N., Long. 48° 43′ E.; do not proceed beyond this point before consulting with Ras Al Mishab Harbour Office, which is available from 0600 to 1700 hrs. every day except Friday.
ANCHORAGE: Anchorage area is between Buoys No. 4 and 5.
RESTRICTIONS: Daylight berthing and unberthing only.
MAX. SIZE: Max. allowed draft at present time is 33 ft. However, after completion of works on expansion of the port, which is under way, port expected to accommodate vessels up to 35 ft. draft regardless of length and/or tonnage.
VHF: See "Pilotage".
TUGS: The port has 2 tugboats available to assist vessels in docking and undocking as well as any other service to be rendered in case of need for assistance. Each tugboat is capable of generating 2,000 h.p.
BERTHING: Ras Al Mishab is a deep water sea port with 2,400 ft. of berthing space. The turning basin of 1,250 ft. radius provides safe manoeuvring.

The pier is 18 ft. high above the water and accordingly not suitable for Ro/Ro cargo operation, however, the harbour is well equipped for receiving any type and size of cargo including heavy lifts and bulk cement up to 24,000 tons. Silo capacity 25,000 tonnes.

The harbour is fully equipped with forklifts, discharging gear, spreaders for 20 ft. and 40 ft. containers. portable cranes up to 300 tons capacity, all handled by professional stevedores.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: Provisions not available at this port, and it is suggested that vessels calling to Ras Al Mishab, secure their needs at other ports. Only emergency medical attention shall be provided if requested by Master.

No shore leave is permitted in this port except for the Master for business purposes, the Port Regulations are to be strictly observed by all vessels.

Any other matters such as crew changes, emergency repairs provisions, etc., shall be handled through local Agent.

SHIPMASTER'S REPORT: September 1980.
Pilotage: Pilot boards 3 miles South of Buoy No. 5G.
Berthing: A new berth built 2 years ago at right angles to land with dimensions about 1,000 m. length and 250 m. wide, accommodating 8 ships, 4 on each side. 1 berth is for cement in bulk, having silo. (Sea Island berth is severely damaged and abandoned).
Stevedores: Working day and night in 3 shifts.
Clearance: Vessels are cleared any time during day whilst alongside. (We arrived alongside Thursday 1600 hrs. and we were cleared).
Tugs: 2 tugboats available.
Port facilities: 1 mobile crane 300 tons and 1 mobile crane 50 tons.
Agent: On VHF Channel 16.

AGENT: See "Dammam".

RAS TANURA: 26.39 N. 50.10 E. (See Plan)

ALSO SEE "JU'AYMAH" SECTIONS A and B.

(A) GENERAL INFORMATION
(B) REGULATIONS
(C) RAS TANURA TERMINAL

(A) GENERAL INFORMATION

This section contains important information for all ships proceeding to any Terminal in the Port of Ras Tanura (Ras Tanura Terminal, Ju'aymah Crude Terminal and Ju'aymah LPG Terminal).

NAVIGATION:
NAVIGATIONAL AIDS: In May 1981, the buoyage system in the Port of Ras Tanura was changed to the I.A.L.A. System (Region A).

Notices to Mariners have been promulgated concerning these changes.

INBOUND TRAFFIC PROCEDURES: All inbound vessels shall establish early radio contact with Saudi Aramco.

(a) A vessel with no special instructions or with instructions to proceed to the Northern Holding Anchorage should make for a position approximately 2 miles North of Ras Tanura Light Float (in position: Lat. 27° 05.6′ N., Long. 50° 57.5′ E.); enter the inward channel of the Separation Scheme and then pass the Approach Buoy and the Entry Buoy. The vessel should then proceed into the Northern Holding Anchorage and anchor. After anchoring, the vessel shall immediately advise Saudi Aramco by radio and Ras Tanura Pilots on VHF of anchoring time and keep a listening watch on VHF Channel 16 and traffic lists for further instructions.

(b) A vessel with instructions to proceed directly to Ras Tanura Terminal, Ju'aymah Crude Terminal or Ju'aymah L.P.G. Terminal should proceed as above to the Entry Buoy and as described under the individual terminal.

ANCHORAGES: The Port of Ras Tanura is an open roadstead but some protection is afforded by shoals and land to such an extent that vessels do not experience heavy movement.

Holding ground in all of the anchorages is fair and it is recommended that anchored vessels lie to a long scope of chain whenever the weather is unfavourable.

The Northern Holding Anchorage is located on the North side of the Ras Tanura Separation Scheme West of the Entry Buoy and North of No. 3 beacon (Racon). This anchorage covers an area of approximately 30 square miles with depths between 82 ft. and 150 ft. (25 m. and 46 m.).

This anchorage is intended as an initial holding area for incoming vessels which, because of berthing prospects, congestion or other reasons will not be berthed on arrival and for loaded tankers taking bunkers or adjusting departure sailing time into the Gulf. Anchorages for the individual terminals are described in Ras Tanura Section (B) and Ju'aymah.

MAXIMUM DRAFT IN ARRIVAL CHANNEL: See Section (B) for maximum arrival draft Ras Tanura Terminal (16.37 m. + Height of Tide). See Ju'aymah Section (A) for maximum arrival draft Ju'aymah Crude Terminal (21.34 m.). Masters of vessels arriving partly loaded or deeply ballasted should navigate with caution in the vicinity of position: Lat. 26° 50′ 30″ N., Long. 50° 10′ 30″ E.

RADAR SURVEILLANCE ADVISORY SYSTEM:

See "Regulations" – Traffic Regulations.

This system is available to provide information and to continuously monitor the movement of all ships in the Port of Ras Tanura.

In addition to identifying, tracking and monitoring ship movements to and from the Terminal areas by means of computer assisted radar and video tape recording, the following services may be provided to vessel Masters:

(a) Advice on channel and port conditions, congestion, weather, tides, navigational aids, etc.
(b) Advice upon the movement of other vessels, dangerous manoeuvring situations and vessels violating port regulations.
(c) Advice upon port regulations regarding the movement of deep draft vessels and the priorities of vessels movements. (It may be necessary for vessels arriving in ballast to reduce speed to permit safe passage for outgoing deep draft vessels).
(d) Advice on berthing prospects and anchoring conditions.

The service has been established in order to increase the safety of ships navigating in the Port of Ras Tanura. However, it is an information and advisory service only and in no way assumes control of or responsibility for ships navigating in the area.

CHARTS AND PUBLICATIONS: Surveys by American and British Authorities in recent years have resulted in the publication of a number of charts of the Port of Ras Tanura and its approaches:

U.S. 62414	or	B.A. 3788
U.S. 62415		B.A. 3777
U.S. 62416		B.A. 3776
		B.A. 3813

Vessels proceeding to the Port of Ras Tanura should be in possession of the latest issues of the above charts or their equivalent. "Sailing Directions" and "Lists of Lights" are published by American and British authorities; these publications should also be available on board.

Navigational Warnings and weather forecasts are broadcast by Saudi Aramco "HZY" Radio and by commercial radio stations in the Arabian Gulf.

These should be copied well in advance of arrival.

The Saudi Ports Authority is in charge of issuing navigational warnings and Notices to Mariners covering the Saudi Waters. These Navigational Warnings and Notices to Mariners are broadcast by Dammam Radio on a 24-hour basis. Updated copies of these Radio Navigational Warnings and Notices to Mariners are sent to the Agents for delivery to the Masters at their ports of arrival.

METEOROLOGICAL INFORMATION:

Winds in the area are not predictable for more than a very few hours and may come from any quarter at varying strength. The prevailing wind is from the N.N.W.

Winds of any strength tend to create short steep seas coming up quickly and calming down just as rapidly. Easterly winds however cause heavy seas and swells which can last for a considerable period. For a more complete description of the winds of the Arabian Gulf, refer to "Sailing Directions".

Visibility in this area of the Arabian Gulf is generally fair to excellent, but at times fine dust is held in suspension in the atmosphere and visibility is reduced to a very short distance. This phenomenon is more deceptive than fog in that mariners are apt to believe visibility to be greater than it actually is. Dense fog with or without sand or dust may occur in the morning hours.

Climate of Ras Tanura is comparatively favourable for the Arabian Gulf. The exposed position of the port permits the winds to mollify the heat of Summer. Temperatures have been recorded in previous years as follows: Absolute Maximum 45.6°C (114°F) in June, Mean Maximum 38.4°C (101.1°F) in August, Mean Minimum 12.5°C (54.5°F) in January, Absolute Minimum 0.0°C (32°F) in January.

During most of the year, the relative humidity is high and during late Summer and Fall it frequently exceeds 85%.

Proper precautions should be taken to avoid sunstroke and heat exhaustion particularly during the Summer and early Fall months. Air conditioning plants aboard ships should be in good working condition at these times in view of the necessity to close down accommodation whilst loading dangerous cargoes.

TIDES AND CURRENTS: The depths quoted in all "Sailing Directions" and charts of the Arabian Gulf and the datum used by Saudi Aramco is based on lowest astronomical tides (LAT) from 1st January 1986.

Locally the diurnal tide rise is approximately 8 ft. (2.44 m.) at Springs and 5 ft. (1.52 m.) at Neaps. More detailed description of tides and currents in the locality can be found in the "Sailing Directions".

Due to the configuration of the coastline, a system of tidal currents prevail with flood tide setting towards South or S.S.E. and ebb setting towards North or N.N.W.

DOCUMENTS:

GENERAL: All contact between ships and the Saudi Arabian Government and Officials is to be made through the ship's Agent who will advise on specific requirements and documentation.

The following sections are for guidance only.

ARRIVAL DOCUMENTS: The following must be available to the Agent and boarding Government Officials:

(a) Maritime International Declaration of Health.
(b) Valid Deratting or Exemption Certificate.
(c) Crew List (including supernumeraries) up to 6 copies. Agent to submit 1 copy of Crew List 48 hours prior to arrival.
(d) Valid Vaccination Certificates.
(e) Valid Inoculation Certificates against communicable diseases prevailing at previous ports of call.
(f) A complete set of log books for the period since the vessel's last visit to Ras Tanura OR for the period since new OR since April 25th, 1952.

NOTICE OF READINESS: At all terminals in the Port, to be addressed to Saudi Aramco Ras Tanura.

EARLY DEPARTURE PROCEDURE: Use of this special service is encouraged and should be requested at the earliest opportunity.

Close co-ordination with the Agent is required in order to expedite the delivery of the required documentation to the ship.

It is essential that Radio contact with Saudi Aramco be maintained after departure until cargo quantities are received and the Agent has been authorised to sign documents.

DEPARTURE DOCUMENTS: The following 3 documents MUST be on board before the vessel departs even though the ship has been RELEASED to sail by Saudi Aramco.

(a) Bill of Lading: Completed by Saudi Aramco except for the cargo quantities. The Agent will deliver a copy to the Master who will enter the quantities as advised by radio after departure. The Master will then authorise his Agent to sign the original on his behalf.

(b) Permit of Departure: Completed by Agents with information supplied in the quarantine radio message and delivered by them to the vessel prior to departure.

(c) Port Clearance (Sailing Report): Completed in Arabic with information gathered by the Agent and delivered by them to the vessel prior to departure.

PILOTAGE:

CHANNELS: The channels of the Ras Tanura Separation Scheme are marked by lighted radar-reflecting beacons and buoys. Channel Pilots are not provided.

BERTHING: The use of Harbour Pilots is compulsory for all vessels calling at the Port of Ras Tanura to use any of the terminal facilities.

Harbour Pilots moor, unmoor and supervise the movements of all vessels in the vicinity of the berths. Saudi Aramco Harbour Pilots are on duty continuously and at present their services are provided without charge for normal operations, although Saudi Aramco reserves the right to charge for these services.

PILOT BOATS: An 87 ft. steel hull dedicated launch with about 6 ft. freeboard is usually available to transfer Harbour Pilots to and from tankers using South Pier, North Pier, the Sea Islands and Ju'Aymah LPG Terminal. Transfer of Harbour Pilots to and from tankers using the Ju'aymah Crude Terminal is usually by helicopter.

Pilot boats carry regulation signals, are equipped with radar, VHF radio and are painted white with green hull.

Also see "Regulations".

RADIO COMMUNICATIONS AND MESSAGES: *General:* The Saudi Arabian Oil Company owns and operates a marine radio coast station, call letters HZY, Ras Tanura Radio. The station is maintained for transacting Company business with inbound and outbound vessels and operates 24 hours a day. Ship's Agents are not allowed to send messages to Masters via HZY Radio. There is no charge for incoming or outgoing message or radio telephone service. Personal messages or calls are not allowed.

HZY Transmitting Antenna: The coast station transmitting antenna is located at: Lat. 26° 18′ 36″ N., Long. 50° 07′ 12″ E.

Due to its inland location, Masters are strongly advised NOT to use this antenna for radio direction finding since inaccurate bearings will be obtained due to coastal refraction.

Required Arrival Information: Vessels must advise via Radio of estimated and/or actual arrival times at Ras Tanura Entry Buoy. It is required that vessels provide HZY with a minimum of three notices of ETA information: at about 72, 48 and 24 hours steaming time from Ras Tanura. Shorter notices may result in berthing delay. If loading part cargoes at other Gulf ports prevents a vessel from furnishing an accurate ETA, steps should be taken to advise by message (direct or through the ship's Agent) giving the best possible estimate. This message should then be followed by an accurate ETA immediately upon departure for Ras Tanura. Failure to give at least 24 hours' notice will result in an addition to allowable laytime. Vessels should advise last 3 ports of call and next port of call.

Standard Messages: Upon contact with all inbound tankers HZY Radio will transmit 2 standard messages:

MASTER RAS TANURA RADIO/HZY CONTACT HZY SOONEST ADVISING ONE ETA GMT RASTANURA ENTRY BUOY TWO ANY LATER CHANGES THREE AGENTS NAME AND REQUIREMENTS FOUR ARRIVAL DEPARTURE DRAFT FORE AND AFT FIVE ARRIVAL DISPLACEMENT TONNAGE SIX DEBALLASTING HOURS LOADING RATE IF CAN LOAD CARGO CONCURRENT WITH DEBALLASTING SEVEN MAXIMUM LOADING RATE AFTER DEBALLASTING EIGHT PREVIOUS CARGO AND IF CARGO OR RESIDUE ABOARD TO BE COMMINGLED WITH RASTANURA CARGO NINE IF LOADING MORE THAN ONE GRADE WHICH GRADE TO BE LOADED FIRST OR IF CAN LOAD SIMULTANEOUSLY AND LOADING RATE EACH GRADE TEN CARGO AND BUNKER REQUIREMENTS ELEVEN DOES THE VESSEL COMPLY WITH SOLAS CONVENTIONS REGARDING THE

FITTING AND USE OF A FULLY OPERATIONAL INERT GAS SYSTEM FULLSTOP IF VHF ABOARD CALL RASTANURA PILOTS FOR ANCHORING BOARDING AND BERTHING INSTRUCTIONS WHEN 100 MILES OUT ON CHANNEL 16 OR CHANNEL 14 STOP IF NO VHF ABOARD CONTACT HZY 500 KHZ AND COPY TRAFFIC LISTS ON ODD HOURS FOR BERTHING INSTRUCTIONS STOP ON ARRIVAL ANCHORAGE POSITION ADVISE HZY OFFICIAL READINESS TIME AND ANCHORED POSITION STOP RADIO MESSAGES WITHOUT CHARGE FULLSTOP PILOTS REQUIRE SUFFICIENT CLEAN BALLAST FOR MANOEUVRING WITH PROPELLER COVERED AND TRIM LIMITED TO 15 FEET FOR RASTANURA TERMINAL AND 8 FEET FOR JUAYMAH TERMINAL STOP IMPERATIVE ALL SHIPS OPERATING UNDER EARLY DEPARTURE PROCEDURE COPY SAUDI ARAMCO HZY TRAFFIC LIST AFTER DEPARTURE UNTIL CARGO QUANTITIES ARE RESOLVED AND AGENT IS AUTHORISED TO APPROVE DOCUMENTS STOP
SAUDI ARAMCO

MASTER RAS TANURA
RADIO/HZY PLEASE ADVISE ANY EPIDEMIC DISEASE OR ILLNESS ON BOARD AND STATUS OF CREWS INTERNATIONAL CERTIFICATES OF IMMUNISATION AND ALL PORTS CALLED PAST 30 DAYS ALSO DESTINATION STOP AGENT STOP FLAG STOP NET REGISTERED TONNAGE STOP VESSEL WILL NOT BE ALLOWED TO BERTH UNTIL THIS INFORMATION IS RECEIVED.
SAUDI ARAMCO

It is important that the Master send a reply to the above 2 messages as soon as possible after receipt.

Advisory Notices sent by HZY Radio: Navigation Warnings, port closure information and hydrographic notices are broadcast on 430 kHz, 4308.5 kHz and 8480 kHz at 0430 GMT and 1630 GMT.

Port closure information is also broadcast on 430 kHz along with traffic list every odd hour when in force.

Weather for offshore areas is dual broadcast on 430 kHz, 8480 kHz and 12811.3 kHz at 0800 GMT and on 430 kHz, 4308.5 kHz and 8480 kHz at 0430 and 1630 GMT.

A tentative berthing schedule of ships is broadcast at 0700 GMT and 1900 GMT daily on 430 kHz. This schedule is not firm and subject to change at any time. MASTERS MUST NOT MAKE ANY VESSEL MOVEMENTS WITHIN THE PORT BASED ON THIS SCHEDULE. The Saudi Aramco Pilot will individually alert vessels for final berthing instructions.

Aircraft Radio Beacon: There is an aircraft radio beacon transmitting on 335 kHz located at: Lat. 26° 37′ 36″ N.,)Long. 50° 09′ 47″ E. The beacon call sign is – RT.

HZY Coast Station Procedures – MF and HF: HZY Ras Tanura Radio provides W/T service in accordance with the schedules shown on CHART – 1 and CHART – 2. Traffic lists are transmitted on working frequencies after a preliminary announcement on 500 kHz on the MF band and on the working frequency in the HF band. Ships may begin calling HZY when the traffic list is completed.

During watch periods, HZY monitors 500 kHZ in the MF band and Common Channels 5 and 6 in the scheduled HF band. When HZY is open for service on HF, the identifying signal CQ CQ CQ DE HZY HZY HZY is transmitted approximately every 30 seconds. Ships may call on Channel 5/6 at any time.

HZY also provides HF Radio Telephone service in accordance with the frequency assignment in CHART – 3. The mode of operation is simplex using upper sideband. This service is restricted to telephone calls with Saudi Aramco representatives. Initial contact to establish service is via W/T. HZY will designate the frequency for radio telephone use at the time contact is made on W/T.

VHF Radio Communications with Saudi Aramco: Ras Tanura Pilots maintain a listening watch on VHF Channel 16 which is used as the calling channel. The following VHF working channels are available – 11, 13, 14, 18, 20, 78.

Saudi Aramco Terminal Planners monitor VHF Channels 13, 14 and 16 and can also be contacted via Ras Tanura Pilots.

VHF contact with Ras Tanura Pilots should be established within 100 miles of the port (or more in good propagation conditions) and maintained when anchored.

Use of VHF at the berths in the Port of Ras Tanura to contact Saudi Aramco Terminal Planners, Pilots or Agents is permitted.

VHF radio services are provided as a separate service and not from the HZY Radio Ras Tanura facility.

Communications with Saudi Aramco – Other than via HZY Radio: In the event that difficulties are encountered in communicating with Saudi Aramco via HZY Radio, a coast station is available at Bahrain Radio, call sign A9M. Messages are forwarded to Saudi Aramco via International Telex facilities. All such messages are at the ship's expense and subject to a delay of one day or more. There is a Saudi Arabian Government Maritime Coast Radio Station at Dammam call sign HZG.

Vessels calling at Ras Tanura or Yanbu Ports can contact HZY on Telex No. 801919 SHEIKO SJ, using Marisat. HZY does not initiate any call to contact vessels by telex.

Radio Silence at Berth: The use of Wireless Telegraphy and Radio Telephone transmitting equipment (with the exception of VHF equipment) is prohibited when secured to any Saudi Aramco Terminal facility.

Departure from Ras Tanura: It is important that for several days after departure from Ras Tanura vessel maintains communications with and copy HZY traffic lists.

Saudi Aramco NGL Terminal Yanbu: Vessels bound for the Saudi Aramco NGL Terminal at Yanbu should address radio messages to "SAUDI ARAMCO RAS TANURA/YANBU" and communicate with HZY on HF channels only.

CHART – 1:
HZY W/T Watch and Answer Frequencies

Listening Frequency Ships Transmit	*Reply Frequency HZY Transmit*	*Scheduled Times GMT*
—	430 kHz	H24
500 kHz	500 kHz	H24
—	521 kHz	On Request
*4181.6 to 4182.4 kHz	4308.5 kHz	1600 – 0600
†4186.8 to 4187.2 kHz		
—	4230 kHz	On Request
—	4275.5 kHz	On Request
*8632.2 to 8364.8 kHz	8480 kHz	1400 – 1000
†8373.6 to 8374.4 kHz		
*12544.8 to 12547.2 kHz	12811.3 kHz	0600 – 1600
†12560.4 to 12561.6 kHz		
*16726.4 to 16729.6 kHz	16960 kHz	1000 – 1400
†16747.2 to 16748.8 kHz		

*Corresponds to common Channel 5/6

†Corresponds to common Channel 18, monitored immediatel following lists until all ships cleared.

Notes: (1) HF transmit frequencies are HZY working frequencies.
(2) During watch periods, CQ CQ CQ DE HZY HZY HZY transmitted, indicating band is open for service.

CHART – 2
HZY W/T Working Frequencies and Traffic List Times

Frequencies HZY Transmit	*Schedule*	*List Times GMT*
430 kHz	H24	Every Odd Hour
521 kHz	On Request	—
4308.5 kHz	1600 – 0400	Every Even Hour
4230 kHz	On Request	—
4275.5 kHz	On Request	—
8480 kHz	1400 – 0800	Every Even Hour
12811.3 kHz	0600 – 1400	Every Even Hour
16960 kHz	1000 – 1200	1000 and 1200

Lists are broadcast on the odd or even hour.

CHART – 3
HZY Radio Telephone Frequencies

Carrier Frequency	*Assigned Frequency*
4143.6 kHz	4145 kHz
6218.6 kHz	6220 kHz
8291.1 kHz	8292.5 kHz
12429.2 kHz	12430.6 kHz
16587.1 kHz	16588.5 kHz
22124.0 kHz	22125.5 kHz

Notes: (1) HZY maintains a constant listening watch on internationa distress and calling frequency 2182 kHz.
(2) Initial contact via W/T, Channels are not monitored.
(3) HZY transmits on upper side band, A3A/A3J.
(4) Ships may specify their own authorised send frequency desired.

TUGS:

DESCRIPTION OF TUGS: Saudi Aramco operates the following tugs

1 single screw conventional tug of 4,000 h.p. with Bollard Pull 55 tons.

3 twin screw flanking rudder tugs of 6,000 h.p. with Bollard Pull 72 tons.

3 Voith Schneider propulsion tugs of 4,000 h.p. with Bollard Pull 40 tons.

METHOD OF USE: These tugs may be encountered at any of th terminals in the Port of Ras Tanura.

Tug's lines are used but vessels should have good quality rope available to supplement these in periods of bad weather.

At present no charge is made for the tugs when used in norma mooring and unmooring operations but a charge is made for additiona or unusual services.

BERTHING:

FACTORS: Vessels calling at the Port of Ras Tanura are assigne berths based on a variety of factors including but not limited to th following: nomination date, time of arrival, product to be loaded, vess size, available berths and loaded draft. If there are no immediate berthin prospects vessels will be directed to anchor in the Northern Holdin Anchorage.

DOUBLE BERTHING: Saudi Aramco reserves the right to advis vessels at which berth or berths and/or Terminals the loading will sta and finish.

MOORINGS: All arriving vessels of 75,000 d.w.t. and over shall comp with the wire mooring line requirements detailed in Part "B" – Moorin Regulations.

During periods of unsettled weather, arriving vessels of under 75,00 d.w.t. fitted with wire moorings are preferentially berthed.

BALLAST: Vessels shall complete the deballasting operation promp after berthing in order to minimise time at berth. Simultaneous loadi and deballasting is permitted provided that the vessel has positi segregation between the two operations. Owners/Operators Charterers of vessels requiring time to deballast in excess of what Sau Aramco considers standard will be so notified by letter with a copy the Master.

No facilities for the reception of dirty ballast are available in the Po of Ras Tanura.

HELICOPTER OPERATIONS:

GENERAL: Helicopter operations in the Port of Ras Tanura are carri out according to the "International Chamber of Shipping – Guide Helicopter/Ship Operations" All ships using the service should have copy of this information and the Safety Check List on board.

DESCRIPTION OF HELICOPTERS: The helicopters used to transp Saudi Aramco personnel and equipment to and from tankers in the Po of Ras Tanura are Bell Model 212 and 214 which are twin-engine kerosene fuelled, carry 11 to 18 passengers.

They are fully equipped for night operations and operate both day and night, with capability for either landing or winching operations as required and permitted.

In addition to being fitted with radar and radios which operate on aeronautical frequencies, the helicopters are fitted with International Marine VHF Ship/Shore Channels 11, 12, 13, 14 and 16.

SHIP INFORMATION: The following ship information should be available to the pilot of the helicopter:

1. Ship's name and call sign.
2. Owner.
3. Port and Country of Registry.
4. Type and Size.
5. Inert gas system installed.
6. Type of deck operating area provided for helicopters.
7. Type, size, markings and location of "Manoeuvring Zone" and "Clear Zone" provided for helicopters.
8. Obstacle types, sizes, markings and locations within and adjacent to helicopter operating area including antennae, handrails, davits, catwalks, valves, piping, etc,
9. Floodlight locations and wattage.
10. Communication frequencies available and those which are guarded continuously.
11. Special conditions, limitations and precautions applying to the particular vessel.

This information is kept on file in the Helicopter Dispatch Office and will be regularly updated.

If the conditions aboard the ship do not agree with the file, the differences must be resolved before a helicopter is dispatched to a ship.

COMMUNICATIONS:

(a) **The Initial Contact** will be made by the helicopter Pilot with the ship on VHF Channel 16 and the working Channel 12 as soon as practicable to confirm the rendezvous time and location, type of service intended, etc.(b) In the event of **Radio Communication Failure** the helicopter will circle the ship and the ship should reply by signalling lamp with:

1. Steady white light: Ready to receive helicopter
2. Series of short flashes: Reception of helicopter delayed for a period not greater than 15 minutes.
3. Prolonged series of "N" signals: Reception of helicopter delayed for a period in excess of 15 minutes. In this case the helicopter will return to base.

(c) **Initial Navigation Contact.**

The helicopter Pilot will at the appropriate time use the agreed VHF working frequency to request the ship to transmit its call sign on 410 kHz and then to transmit a continuous signal (locked Key) for a sufficient time to determine the bearing to the ship and identify it on the radar.

SAFETY: The Port of Ras Tanura maintains a vigorous cargo handling safety programme.

Saudi Aramco is a member of the Oil Companies International Marine Forum (O.C.I.M.F.) and as such follows the procedures and safety practices recommended by this international organisation.

As is the practice in other Arabian Gulf Ports, each ship's Master is presented with a form entitled "Declaration by Master" which lists Saudi Aramco safety regulations. After a detailed review of each safety item with the Saudi Aramco Safety Representative, the Master must sign the form. Prior to start of loading and later at several times during the loading, Saudi Aramco Safety Representative will visit the ship and accompanied by one of the ship's officers will check to ensure that safe loading practices are being observed by both the ship and the shore crews.

In cases of blatant or repeated infringements of the Safety Regulations ships will be removed from the berth and will not be reberthed until a thorough inspection has been satisfactorily carried out by a Saudi Aramco Safety Representative.

Also see "Safety Regulations".

EMERGENCY PROCEDURES: The course of action to be followed by Saudi Aramco Personnel in the event of a fire or explosion on board a vessel while berthed in this Port will be dictated by the particular facts and circumstances of the incident. Although it is impossible to indicate exactly what practices will be applied during an emergency before an evaluation of the specific situation can be made by the responsible Saudi Aramco representative, his decisions will be based on the following principles:

1. An evaluation of the particular emergency will be made by the responsible Saudi Aramco Representative to determine the course of action to be taken. His decision as to the course of action will take into account the location, type and extent of fire or explosion, the berth location and proximity of other vessels, and the tidal and wind conditions.
2. A burning vessel will not be permitted to remain at the berth. Where possible, the fire will be fought with available berth fire-fighting facilities until the arrival of tugs. After hook-up of the tugs to the vessel's fire wires, if the fire is not controllable or extinguished, the vessel will be released or cut free and removed from berth under controlled conditions.
3. Where communication facilities permit, the Master or responsible ship's officer will be advised prior to releasing or cutting free a vessel from berth. The Master should designate a responsible senior ship's officer with whom the senior Saudi Aramco Representative present can communicate in case of a fire or explosion aboard the vessel. Where possible, this officer will be advised of the actions to be taken in releasing or cutting the vessel free from the berth.
4. Although a vessel may have no power it may be released or cut free from the berth prior to arrival of the tugs and hook up to the vessel's fire wires, if in the opinion of the senior Saudi Aramco Representative present it is a greater hazard at the berth than drifting free. Normally, however, a burning vessel will be removed by tug boats under controlled conditions.

NOTE: The above mentioned Principles are intended to provide the guidelines of action to protect terminal personnel and facilities, and other vessels at the Saudi Aramco loading berths.

The handling of gas tankers loading LPG at Saudi Aramco berths is governed by separate sets of rules with the mnemonic "Gasrul 9:86", copies of which are provided to all gas tankers.

POLLUTION: Saudi Aramco adopts a vigorous policy of pollution prevention, detection, and clean-up which is required and supported by the Saudi Arabian Government.

Vessels using terminals operated by the Company are required to observe the IMO conventions relating to the pollution of the sea by oil and are advised that violations will involve the Master/Owner/ Agent/ Operator in severe penalties.

Saudi Aramco does not tolerate pollution and will clean oil spills with whatever men, equipment, and material that are required considering the size of the spill, time of day, sea state and weather conditions. The Master, Owners and Operators shall be liable for all expenditure incurred by Saudi Aramco.

The equipment and material used in the clean up effort is dictated by on site judgement of qualified professional personnel whose goal is to protect the environment and prevent hazardous conditions.

Masters of vessels involved in a pollution incident shall immediately contact their Agent who will arrange the necessary Government contact.

Also see "Pollution Regulations".

SHIP'S AGENTS: Vessels calling at any terminal in the Port of Ras Tanura should address all messages concerning ship's business to their Agents. Matters concerning provision supply, minor repairs, local medical or hopital services, mail, crew changes, etc., are to be handled by the ship's Agent.

SURVEYORS: Independent oil inspection service is available at the terminals in the Port of Ras Tanura by the following companies:

(a) Redwood Petroleum Division,
1 Place des Alpes,
1201 – Geneve 1, Switzerland.
Telephone: 312250
Telex: 22140 SGS CH
(for local information contact Gulf Agency Company)

(b) Caleb Brett & Son Limited,
International House, Mitre Square, 26-28 Greenchurch Lane,
London EC3A 5ED

(c) E. W. Saybolt and Co. S.A.
400, Swenson Drive,
Kenilworth, New Jersey 07033, U.S.A.

(d) Watson Gray (Saudi Arabia) Limited,
c/o Yusuf Bin Ahmed Kanoo,
Saudi Aramco Box 711 or P.O.Box 71,
Ras Tanura, via Dhahran, Saudi Arabia.
Telephone: (03)6670180/6670903
Telex: 651012 KANOO SJ

(e) Services et Transports,
Route du Hoc, Gonfreville L'orcher,
Harfleur 76700, France.
Telephone: (35) 26 40 18
Telex: 190634 F.

(f) SPACO (Saudi Petroleum Analytical Company)
c/o SNAS, P.O.Box 5641, Riyadh, Saudi Arabia.
Telephone: (01)4766589
Telex: 201406 SJ

Marine and Engine Surveyors of various companies are available locally. They may be contacted through the vessel's Agent.

INERT GAS REQUIREMENTS – CARGO TANKS: All vessels are required to be fitted with an inert gas system under the provisions of the SOLAS Convention 1974 and its 1978 Protocol shall have the cargo tanks in the inerted condition prior to berthing at any Saudi Aramco Terminal in the Port of Ras Tanura.

The Berthing Pilot will check the oxygen content of cargo tanks with a ship's officer using ship's equipment. If the oxygen content of any tank exceed 8% by volume, the vessel shall not be berthed until the oxygen content of all tanks meet the requirements of the convention.

The Saudi Aramco Form "Inert Gas System – Check List" must be satisfactorily completed prior to berthing.

FACILITIES:

BUNKERS: Saudi Aramco fuel bunkers are available at all berths in the port. Black diesel is not available at the Ju'aymah Crude Terminal. Vessels taking only bunkers are urged to call at Ras Tanura *prior* to loading elswhere to avoid delays caused by draft and berthing assignment problems.

Non-Saudi Aramco bunkering services are available. Vessels employing these services are generally required to carry out their bunkering operations at the Northern Holding Anchorage.

FRESH WATER: Drinking and boiler water are NOT available in the Port of Ras Tanura. In cases of emergency, ships' Agents may be able to arrange delivery by barge of small quantities.

LUBRICATING OILS: Lubricating oils are available in limited quantities of drums if ordered through ship's Agents well in advance.

STORES: The shipping of any stores at Saudi Aramco berths is prohibited.

REPAIRS: Repair services are available from local business concerns. Saudi Aramco will not assist in making emergency repairs on vessels.

It is suggested that Masters discuss repair charges with the ship's Agent prior to requesting or authorising repair work.

DIVERS: Deep sea divers, operating from modern and well-equipped boats are available. Ship's Agents must be contacted for this service.

MEDICAL/HOSPITAL FACILITIES: No medical facilities are available at any of the terminals in the Port of Ras Tanura. Requirements for medical assistance or hospital services must be made through the ship's Agent, who can arrange treatment at one of the government or private clinics or hospitals in Rahima, Al Khobar or Dammam.

The ship's Agent is able to arrange for the Port Doctor to visit vessels to treat minor injuries or illnesses. In serious cases requiring hospitalisation the Port Doctor must attend to certify the necessity. Saudi Aramco medical facilities are made available in emergencies only when other facilities are not available.

A charge will be made for all such services furnished by Saudi Aramco. The Saudi Aramco radio station "HZY" may be used at any time without charge by vessels at sea to obtain medical advice.

REPATRIATION/SHORE LEAVE: All matters relating to crew changes, repatriation of crew personnel or shore leave are to be arranged through the ship's Agent. There is no Seaman's Recreation Centre at any terminal in the Port of Ras Tanura.

DRY CARGO AND FREIGHT: No dry cargo facilities exist in the Port of Ras Tanura and all Saudi Aramco freight is handled through Saudi Arabian Government Ports in the area.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Saudi Riyals (SR). U.S.$ 1.00 = SR 3.75 (fixed).

(B) REGULATIONS

The regulations shall be observed by all vessels proceeding to any terminal in the Port of Ras Tanura.

The Rules and Regulations for Ras Tanura Port (and Ju'aymah) are published by the Co-operation Council for the Arab States of the Gulf (March 1985).

Every vessel which arrives in Ras Tanura or Ras al Ju'aymah must have a copy of these Regulations on board, or must obtain a copy immediately on first arrrival.

Neither non-possession nor ignorance of these Regulations will be considered a reason for non-imposition of a penalty for violation of these Regulations.

EXTRACTS FROM SAUDI ARABIAN GOVERNMENT REGULATIONS:

Saudi Arabian Government Regulations are strictly enforced and Masters having any doubts concerning the interpretation of these regulations are urged to consult their agent. At all times while in the Port of Ras Tanura whether at anchor, at the berth in any terminal or in transit between terminals, the vessel and its personnel are under the jurisdiction of Saudi Arabian laws.

QUARANTINE SIGNALS: Quarantine signals shall be displayed by all vessels approaching the Port of Ras Tanura in accordance with International practice. These signals shall be displayed continuously until Pratique is granted.

Sunrise to Sunset – Quarantine flag (Q)
Sunset to Sunrise – Red over White signal lights.

SAUDI ARABIAN FLAG: The flag of The Kingdom of Saudi Arabia shall be flown from the foremast of the vessel by day and by night while in the Port of Ras Tanura. The flag shall be clean and in good condition. Masters should obtain this flag before arrival but if circumstances render this impossible a flag must be obtained from the ship's Agent. Vessels not correctly flying the flag of Saudi Arabia will not be berthed. The flag is properly displayed when the Arabic writing appears on the top and the sword on the bottom.

PROHIBITED ARTICLES: All materials to be either exported from or imported into Saudi Arabia are subject to examination by Customs Authorities. The import of certain articles is strictly prohibited and such articles include but are not limited to the following:

Explosives and firearms including air rifles.
Implements of war of any kind including antique weapons.
Religious matter not pertaining to the Moslem faith.
Playing cards and gambling devices.
Narcotics.
Printed, photographic matter or video tapes depicting what could be considered pornographic.
Alcoholic beverages of any description.

Any of the above items on board any vessel calling at the Port of Ras Tanura shall be secured in appropriate locked storerooms which will be sealed by the Authorities who may carry out inspections to ensure that the seals are intact and that none of the above articles are in use. The seals must remain intact during the entire period of the vessel's stay in the Port of Ras Tanura and must not be broken until after the vessel has finally departed for a port in another country.

Trafficking in any of the above articles between vessels or between vessel's crew and shore personnel is strictly prohibited.

The baggage of crews joining and leaving vessels will be inspected to ensure that it contains none of the prohibited articles.

PHOTOGRAPHY: The use of photographic equipment of any kind is strictly prohibited within the Port of Ras Tanura. Cameras are liable to seizure by the Authorities.

SHORE LEAVE: Vessel's personnel are not permitted ashore nor on the wharves for ANY PURPOSE WHATSOEVER (this includes reading the vessel's draft) until pratique is granted and then only if actually engaged in operational duties. No visiting between vessels at berths is permitted. Shore leave is not normally granted and ship's Agents must be consulted for advice.

PENALTIES: Penalties for violations of Saudi Arabian Government Regulations are severe and considerable fines and/or delays to vessels may be incurred.

Note: Saudi Aramco fully endorses and complies with these Rules and Regulations. Questions concerning these Rules and Regulations, from Ship Owners or Masters using Saudi Aramco Marine Terminal Facilities, should be addressed to the appropriate Authority through the ship's Agents.

SAFETY REGULATIONS: Prior to arrival at berth the Master must make a Safety Declaration of the conditions he will maintain when the vessel is at berth. (Saudi Aramco Form 8812 – 2/84) – See "Appendices" – Master's Safety Declaration.

RESPONSIBILITY FOR SAFETY: The vessel's Master and crew shal be responsible at all times for the safety of the vessel and shall make provision to exercise all necessary precautions.

Saudi Aramco Terminal personnel are authorised to suspend oi handling operations in the event that any of the Safety Regulations are violated or if any other hazardous situation is observed.

SAFETY REQUIREMENTS:

Notes:

(a) All of these requirements shall be complied with at all times that a vessel is berthed at any Saudi Aramco facility.
(b) Requirement No. 14 is to be complied with at other times as stated.
(c) The title of each requirement is numbered to correspond with the questions in the Safety Check List.
(d) Guidance on methods of complying with these requirements is contained in the ICS/OCIMF publication "International Safety Guide for Oil Tankers and Terminals"

1. *Moorings:* Moorings shall be frequently monitored and carefully tended to maintain the vessel in position and alongside at all times. (See "MOORINGS REGULATIONS").

Anchors shall be effectively secured in the hawse pipe to prevent letting go accidentally.

2. *Emergency Towing:* Towing off wires shall be made fast to bitts as far forward and aft as practicable on the side of the vessel opposite to the cargo connections. The wires shall be in good condition of not less than 3.5 in. in circumference (28 mm. diameter) and secured with a minimum of 5 turns on the bitts.

The wire shall lead directly to the chock with no slack on deck and a heaving line made fast to the eye shall be used to maintain the eye of the wire between 3 ft. and 6 ft. (1 m. and 2 m.) above the water at all times.

3. *Ship/Shore Access:* Personnel shall use only the designated access. Gangways shall be carefully tended at all times and safely illuminated at night.

4. *Readiness To Move:* The vessel's boilers, main engines, steering machinery and other equipment essential for manoeuvring shall be maintained so as to enable the vessel to be unberthed under full engine power at short notice.

A suitable trim shall be maintained for the same reason.

5. *Deck Watch:* A responsible Ship's Officer and sufficient crew shal be on watch to attend to the safe operation of the vessel.

A member of the crew shall be continuously on watch on the loading deck in view of the manifold and access to the vessel.

6. *Ship/Shore Communications:*

(a) A reliable communication system shall be established and tested for control of the cargo handling operation. This shall consist of suitable UHF/VHF radios, telephone or direct voice communication.
(b) The responsible Ship's Officer and the shore operator shal confirm with each other that the communications system and signals for controlling the operations are understood by them and by other personnel on duty at the start of operations and at each change of watch or shift.
(c) A responsible member of the vessel's crew with adequate command of the English language shall man the agreed communication medium.

7. *Operating Procedures:* The procedures for cargo, bunker and ballast operations shall be agreed in writing by the responsible Ship's Officer and the Terminal Representative.

8. *Emergency Shutdown:* Whenever an emergency situation develops aboard the vessel which may require that the cargo loading operation be suspended the vessel's tank/manifold valves shall not be closed against the flow rate under any circumstances until the berth operator has been advised. In order to prevent pressure surges in the loading system the period of valve closure shall be not less than 30 seconds and to prevent accidental closure of power operated butterfly valves they shall be locked or otherwise secured in the open position.

9. *Fire Fighting Equipment:* Fire fighting and emergency equipment shall be kept in readiness at all times.

Vessel's fire hoses fitted with combination jet/spray nozzles shall be connected to the fire main and laid out on deck forward and abaft the loading manifold.

If practicable, a pump shall maintain pressure on the fire main otherwise the fire pump shall be on standby ready for immediate use.

Monitors shall be ready for use and portable fire extinguishers preferably of the dry powder type shall be available in the proximity of the manifold area.

10. *Loading Connections:*

(a) The Master shall ensure that cargo and bunker hoses or arms are visually inspected and in good condition.
(b) The Master shall ensure that the loading connection is made to his satisfaction.
(c) Adequate safe fixed lighting arrangements shall be provided at the manifold at night to ensure a safe working area for personnel engaged in making the connection and to detect any leakage or spillage of cargo.
(d) Cargo hoses and arms at Saudi Aramco loading facilities are fitted with insulating flanges or joints. Ship/shore bonding cables shal *NOT* be used.

11. *Cargo Spillage and Leakage:*

(a) All deck scuppers shall be effectively plugged and cemented if necessary to prevent spilled oil from escaping overside.
(b) Accumulations of water shall be periodically drained and the scuppers secured immediately after the water has been drained. A crew member shall be in attendance during this operation.
(c) All cargo pipeline and pumproom valves when not in use shal be closed.
(d) Adequate drip trays shall be provided at the loading connections.
(e) Loading rates shall be regulated to avoid oil being drawn into the gas venting system.

(f) If leakage occurs from a pipeline, valve, hose or arm, or any connection, operations through that system shall be suspended until the cause has been ascertained and the defect remedied. If a pipeline, hose or arm ruptures or if there is an overflow, all cargo and bunker operations shall be stopped immediately and shall not be restarted until the fault has been rectified and all hazards from the released oil or product eliminated.

(g) In the event of any spillage of cargo on deck or overside, the Representative of the Terminal Superintendent shall be notified immediately.

12. *Unused Cargo and Bunker Connections:*

(a) All unused cargo and bunker connections shall be properly blanked, fitted with a gasket and bolted with one full-size bolt in every hole.

(b) The stern discharge line if fitted shall be isolated forward of the after accommodation by blanking with a spectacle piece or by removal of a spool piece.

(c) Unused inert gas system connections to machinery spaces shall be properly sealed to prevent entry of cargo or vapour.

(d) Any part of a crude oil washing or slop transfer system which extends into machinery spaces shall be securely blanked and isolated on the tank deck.

13. *Sea Valves:*

At the start of and at regular intervals throughout deballasting and loading, a deck watch shall be maintained to ensure that oil is not escaping through sea and overboard discharge valves (Also see "Pollution Regulations").

When not in use, sea and overboard discharge valves connected to the cargo or ballast systems shall be closed and lashed. When lashing is not practicable as with hydraulic valves, a suitable means of locking shall be used to indicate that the valves are to remain closed. (For further guidance refer to the ICS/OCIMF publication "Prevention of Oil Spillage through Cargo Pumproom Sea Valves").

14. *Tank Lids:*

(a) All cargo tank lids ullage and sighting ports shall be securely closed **before berthing or unberthing operations commence.** To maintain watertight integrity **when manoeuvring in the loaded condition** all cargo, ballast and bunker tanks, cofferdams and pumproom entrances shall be securely closed.

(b) During cargo handling operations all cargo, ballast and bunker tank lids and tank washing openings shall be securely closed.

15. *Tank Venting:*

(a) All vessels shall ensure that vapour displaced by cargo shall be vented in accordance with the written agreement with the Terminal Representative.

(b) All vessels fitted with an Inert Gas System shall ensure that the oxygen content throughout the atmosphere of cargo tanks has been reduced to 8 per cent or less by volume.

(c) Flame arrestors will be employed in accordance with the design features of the venting system.

(d) The loading rate shall be controlled to prevent excess pressure in the cargo tanks.

(e) If ullage ports are required to be open for operational purposes the opening shall be protected by efficient flame arrestors. Ullage ports shall not be left partly covered but shall be fully open in such a way that vapour may leave the tank in the form of a vertical unimpeded jet.

(f) In vessels not fitted with automatic ullaging devices ullage ports may be opened intermittently for short periods for the purpose of ullaging or sighting only.

16. *Hand Torches and Battery Powered Equipment:*

(a) Battery operated flashlights shall be in good condition and of a type certified to be safe for use in hazardous locations.

(b) Portable domestic radios, photographic flash equipment (See "Prohibition of Photography"), portable electronic calculators, recorders and other battery-powered equipment of non-approved type shall not be used on deck or in any place where petroleum vapour may be encountered.

17. *Portable Radio Transceivers:* Portable VHF/UHF transceivers shall be of an intrinsically safe type which is approved by a competent authority. When used this equipment shall be in good condition.

18. *Radio and Radar Transmitters:*

(a) Main radio equipment shall not be used and main transmitting aerials shall be disconnected and grounded.

(b) Radar scanners shall be switched off.

(c) The servicing of radio and radar equipment shall not be permitted without written agreement of the Terminal Representative.

19. *Electrical Equipment:*

(a) The use of portable electrical equipment on flexible leads is prohibited on the tank deck. Supply cables for such equipment shall be disconnected and removed from the tank deck.

(b) All electrical installations on board vessels shall be in good condition. Modifications which have not been approved by an appropriate authority shall not be accepted.

20. *Amidships Accommodation:* All doors, ports and windows in amidships accommodation shall be closed and every effort shall be made to prevent entry of petroleum vapour into this accommodation.

21. *Aft Accommodation:*

(a) All doors, ports and openings in the after accommodation (other than pumproom) which lead directly to the loading deck or which overlook the loading deck at any level shall be kept tightly closed.

(b) Doors that are required to be closed shall be clearly marked but under no circumstances shall they be locked.

(c) Machinery space openings by means of which petroleum vapour may enter shall be closed.

(d) Consideration shall be given to the suspension of cargo operations when weather conditions support the entry of petroleum vapour into spaces which cannot be closed.

22. *Air Conditioning Intakes:*

(a) Central air conditioning or mechanical ventilation systems shall be adjusted to prevent intake of petroleum vapour if possible by recirculation of air within enclosed spaces so that a vacuum is not created.

(b) Any intake within the range of possible petroleum vapour release shall be closed.

(c) If at any time it is suspected that petroleum vapour is being drawn into the accommodation, central air conditioning and mechanical ventilating systems shall be stopped and intakes closed or covered.

23. *Window Type Air Conditioning Units:*

Window type air conditioning units shall be disconnected from the power supply.

24. *Smoking:*

Smoking shall only be allowed in places in the after accommodation which have been jointly approved in writing by the Master and the Terminal Representative and suitable notices shall be posted at the entrance to designated smoking rooms.

No place will be considered suitable for smoking unless:

(a) It is in enclosed accommodation abaft the cargo tanks.

(b) It has no doors which open directly onto the outside deck.

(c) It has no doors or ports which open directly onto or over the cargo deck or onto decks overlooking cargo spaces.

(d) All ports are kept closed and doors into passageways are kept closed except when in use.

25. *Galley Stoves and Cooking Appliances:*

(a) Galleys which use only steam or immersed electric heaters shall be considered suitable for use.

(b) The use of galley stoves and cooking appliances with non-immersed elements such as electric hot plates and toasters may be permitted in galleys and properly designated pantries with the written agreement of the Terminal Representative.

(c) Approved galleys and pantries shall be situated in the after accommodation and shall have no doors or ports which open directly onto the cargo deck.

(d) All galley and pantry doors and ports shall be kept closed.

(e) Ventilator trunkings and filters of extractor fans in galleys shall be kept clean and free from accumulated oil and fat.

26. *Naked Lights:*

Open flames or fires, exposed incandescent material and any other unconfined sources of ignition are prohibited on deck and in other places where there is a risk that petroleum vapour may be present.

27. *Emergency Escape:*

Means for emergency escapes shall be provided on the side of the vessel opposite to the loading connections. For security reasons such means is to be stowed at deck level in such a manner as to be ready for expeditious use in an emergency. Such means shall be of adequate length to reach the water at all times.

VOLATILE AND NON-VOLATILE PETROLEUM:

Due to the variety of petroleum products available for loading at Saudi Aramco facilities in the Port of Ras Tanura, all vessels arriving to load crude oil or any petroleum product whether volatile or non-volatile at any berth shall be required to observe the Safety Regulations.

See also "Gasrul 9:86" for Saudi Aramco Rules governing the handling of gas tankers at berth.

PRECAUTIONS AGAINST STATIC IGNITION: Tanks not properly inerted (See "Safety Requirement") prior to loading static accumulator oils (kerosene, kerosene type jet fuel, white diesel and under certain conditions heavy naphtha and gasoline type jet fuels) shall be gas free within 40% of the lower flammable limit. The following restrictions shall also apply to vessels loading static accumulator oils:

(a) Tanks and pipelines shall be free of water.

(b) Loading overall (splash filling) shall not be permitted.

(c) No conducting equipment (ullage tapes, sample cans, thermometers) shall be introduced into a cargo tank until 30 minutes have elapsed after loading has been stopped to that tank.

(d) No loose floating objects shall be present in tanks to be loaded.

(e) Initial loading rates shall not exceed 1,000 bbls.p.h. per tank. Above soundings of 20 ft. loading rates of up to 1,500 bbls.p.h. shall be permitted.

(f) Properly bonded and grounded automatic ullaging equipment may be used at any time.

Vessels with tanks which are properly inerted (See "Safety Requirement") shall not be required to comply with the specific requirements for loading static accumulator oils. However, normal safety precautions shall be observed.

HYDROGEN SULPHIDE HAZARDS: Saudi Aramco crudes may contain dissolved hydrogen sulphide (H_2S) in concentrations which may be hazardous. It is recommended that Owner's instructions and the ISGOTT recommendations in respect of H_2S hazards are reviewed.

EMERGENCY SIGNAL: In the event of a fire or other emergency, the vessel shall sound a series of 10 short blasts on the ship's whistle.

GAS FREEING: No gas freeing or tank washing shall be carried out at berth.

BOILER TUBE CLEANING: Funnel uptakes and boiler tubes shall not be cleaned while the vessel is at berth. Every precaution shall be taken to ensure that sparks do not escape from the funnel.

REPAIRS: Repairs or maintenance of any kind which may produce a source of ignition shall not be undertaken without the agreement in writing of the Terminal Representative.

PENALTIES: Disregard of or failure to fully comply with any of the Safety Regulations or any safety regulations generally accepted and practised in the marine transport industry will result in the suspension of all operations and the vessel may be required to leave the berth.

Vessels presented for loading with deficient equipment or machinery whether by design or by lack of maintenance will not be berthed. If such deficiency becomes apparent after berthing the vessel will be removed from the berth.

Safety violations due to negligence on the part of the vessel's personnel will result in the suspension of loading operations for investigation and correction. Repeated violations may result in a vessel being removed from the berth.

Removal from the berth as a result of safety violations or deficiencies will be at vessel's expense and Saudi Aramco will not accept responsibility for any resulting delay to the vessel.

Vessels with unacceptable safety performances will not be permitted to berth at Saudi Aramco facilities on future visits.

POLLUTION REGULATIONS: Vessels using the Port of Ras Tanura shall exercise every precaution to prevent the pollution of the sea by oil.

1. A crew member shall be stationed on deck to sight the overboard discharge during deballasting operations to ensure that no oil or oil-based products escape into the sea.
   Particular vigilance shall be exercised at any time that a change of operation takes place, e.g. starting of stripping pumps or eductors, change of tanks, commencement of loading, etc.
2. At sea island type berths, all ballast shall be discharged from the side of the ship nearest the berth.
   At pier berths, all ballast shall be discharged from the offshore side of the ship.
   At night, the discharge and the sea area in its vicinity shall be adequately illuminated.
3. No domestic or other rubbish shall be dumped into the sea.
4. In the event of an oil spill the Master shall notify the Terminal Representative on duty.
5. Excessive smoke from the funnels or exhaust gas lines of vessels is prohibited.

PILOTAGE REGULATIONS:

BOARDING ARRANGEMENTS: In order to permit the harbour Pilot to safely embark and disembark from a vessel a pilot ladder shall be provided in accordance with the following requirements:

1. The ladder shall be kept clean and in good order and shall be of adequate length and strength.
2. The vertical distance between the steps must not exceed 15 in. The outboard edge of the step shall project from 5 in. to 6 in. from the hull. Ladders shall be so constructed that the steps will remain flat at right angles to the hull while supporting the weight of a person.
3. Spreaders at suitable intervals shall be provided to prevent the ladder from twisting and the ladder shall be properly secured with the steps level.
4. The deck in the vicinity of the ladder shall be clean and free of oil and grease or other slippery substances.
5. When possible, on vessels so equipped, the pilot ladder shall be made fast next to an area where there is a break in the rail or an opening in the bulwark. Otherwise, suitable arrangements for safe access to the deck from the top of the pilot ladder shall be provided.
6. The boarding position should be as near amidships as possible so that the whole length of the ladder rests against the ship's flat side, clear of all possible discharges from the ship.
7. Adequate lighting shall be provided at night so that the pilot ladder and the deck area close by the head of the ladder shall be adequately and properly illuminated.
8. Manropes, a safety line and lifebuoy with self igniting light should be rigged ready for use if required.
9. The rigging of pilot ladders and the embarkation and disembarkation of Pilots thereby shall be supervised by a responsible deck officer of the vessel.
10. The vessel's propeller shall be stopped during the approach of the pilot boat and the embarking of the Pilot.
11. Whenever the distance from the water to the deck of the vessel exceeds 30 ft. (approximately 9 m.) the pilot ladder shall be rigged in combination with the accommodation ladder.
12. In any small vessel in which the bulwark rails are below the level of the deck of the pilot boat (approximately 6 ft. or 2 m.) a safe boarding position on each side of the forward end of the poop shall be provided and equipped with manropes.
13. Pilot hoists of the double drum, double-wire type are permitted after inspection and approval by Ras Tanura Pilots.

Failure to provide a safe method of boarding for the Pilot will result in the vessel being ordered to anchor until the fault is rectified.

REMOVAL OF WRECKS AND OBSTRUCTIONS: If any vessel founders or otherwise becomes in the opinion of the Company, an obstruction or danger to navigation in the Port of Ras Tanura and its Owner or his Agent fails to remove the obstruction or danger so caused within the period of written notice served by the Port Captain, or immediately in an emergency, the Company may, for the purpose of safeguarding the Port, take action to remove the obstruction or danger.

The Owner of any vessel at the time of its becoming an obstruction or danger to navigation in the Port of Ras Tanura shall be liable for the expense incurred in removing the obstruction or danger to navigation.

Also see Standard Terms and Conditions where Master requests Saudi Aramco to provide assistance to refloat vessel stranded in waters of the Arabian Gulf.

Also see "Appendices" – Refloating/Stranding.

TRAFFIC REGULATIONS: The following regulations apply to all vessels entering or leaving the Port of Ras Tanura or Dammam by way of the Ras Tanura Channel.

The separation zones and routes shown on the charts of the Ras Tanura Channel are approved by IMO. Violators of the routeing recommendations will be reported to their Owners/Operators/Agents/Charterers.

1. All vessels shall monitor VHF Channel 10 when under way in the Ras Tanura Channel and its vicinity and in the anchorage areas of Ras Tanura Terminal.
2. All vessels using the inbound or outbound channels shall have an underkeel clearance of at least 5 ft. (1.52 m.).
3. Under no circumstances shall inbound vessels navigate in the departure channel nor shall outbound vessels navigate in the arrival channel.
4. Inbound vessels shall:
   (a) report to Ras Tanura Port Radar on VHF Channel 10 when passing Beacon No. 3 and Buoy No. 7.
   (b) not exceed a speed of 5 knots after passing Buoy No. 9.
   (c) not overtake and shall mantain a distance of one mile from vessels proceeding in the same direction after passing Buoy No. 9.
   (d) navigate with extreme caution and give way to vessels departing from the berths and anchorages.
5. Outbound vessels:
   (a) departing from Ras Tanura Anchorage shall advise Ras Tanura Port Radar on VHF Channel 10 of their intentions 30 minutes before weighing anchor.
   (b) shall not overtake and shall maintain a distance of at least one mile from vessels proceeding in the same direction until both vessels have passed clear of Buoy No. 5.
6. Vessels manoeuvring in the area between the South extremity of the Tanker Anchorage and the entrance to the Departure Channel (Buoys 17 and 18) shall limit speed to a maximum of 5 knots.
7. Vessels bound to and from the Port of Dammam shall keep to the Eastern part of the Tanker Anchorage and avoid the manoeuvring area from the anchorage to the sea islands and piers. Outbound vessels from Dammam shall, when passing Dammam Channel Buoy No. D 37, alert Ras Tanura Port Radar of their ETA at the Southern extremity of the Tanker Anchorage.

MOORING REGULATIONS:

GENERAL: The use of nylon or other highly elastic mooring ropes is discouraged.

If a vessel with synthetic mooring ropes is alongside when squall conditions arise, loading to that vessel shall be stopped and loading arms disconnected until weather conditions improve and it is judged safe to resume the loading operation.

Vessels shall be moored to the entire satisfaction of the Harbour Pilot and shall be ready at all times to put out more lines as required by terminal personnel and as may be dictated by weather conditions.

All vessels at berth shall have all deck winches in readiness for immediate use.

All vessels with tension winches shall set the manual brakes on these winches.

MIXED MOORINGS: Vessels equipped with both wire and synthetic lines shall avoid mixing moorings to the same bollard or dolphin.

WIRE MOORINGS: In order to ensure the safety of personnel, vessels and loading facilities and to prevent accidental oil spillages, the following requirements (used as springs and breast lines) are mandatory for all vessels permitted to use the Saudi Aramco fixed berth loading facilities.

Vessel Size	*Required*	*Recommended*
75–160 m.d.w.t.	8 wires	12 wires
161–250 m.d.w.t.	10 wires	12 wires
251–300 m.d.w.t.	12 wires	14 wires
301–350 m.d.w.t.	12 wires	16 wires
351 m.d.w.t. and above	14 wires	16 wires

The wire size, winch power and winch braking power shall in all cases be adequate for the size of the vessel. All lines shall be properly reeled onto winch drums and the winch brakes shall be set to hold to a minimum load of 60% of the minimum breaking load of the line.

After obtaining the permission of the Port Captain, vessels may use mooring lines other than wire, constructed of a substitute material provided that the elongation of the substitute material does not exceed 3% at 55% breaking load. Tails, if used, should preferably be made of nylon line (3 strand construction should not be used) about 11 m. long overall, and have a breaking strength at least 25% greater than the MBL of the wire to which they are attached. They should be replaced at least every 18 months unless experience and/or inspection indicates more or less frequent replacement is necessary.

Additional information is contained in the O.C.I.M.F. publication "Guide Lines and Recommendations for the Safe Mooring of Large Ships at Piers and Sea Islands".

All vessels shall utilise all of the wire mooring lines with which they are equipped unless the number exceeds that recommended above.

APPENDICES:

SHIP/SHORE SAFETY CHECK LIST

VESSEL:...

BERTH:...

Instructions for completion:

The safety of operations requires that all questions should be answered affirmatively after checking by both ship and terminal representatives. If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions between the ship and the terminal.

Questions	Yes/No	Remarks
1. Is the ship securely moored and anchors secured?		
2. Are emergency towing wires correctly positioned?		
3. Is there safe access between ship and shore?		
4. Is the ship ready to move under its own power?		
5. Is there an effective deck watch in attendance on board?		
6. Is the agreed ship/shore communication system operative?		
7. Have the procedures for cargo, bunker and ballast handling been agreed?		
8. Has the emergency shut down procedure been agreed?		
9. Are fire hoses and fire fighting equipment ready for immediate use?		
10. Are cargo and bunker hoses and/or arms in good condition and properly rigged?		
11. Are scuppers effectively plugged, and drip trays in position?		
12. Are unused cargo and bunker connections, including the stern discharge line, if fitted, blanked?		

Questions	Yes/No	Remarks
13. Are sea and overboard discharge valves, when not in use, closed and lashed?		
14. Are all cargo and bunker tank lids closed?		
15. Is the agreed tank venting system being used?		
16. Are hand torches of an approved type?		
17. Are portable VHF/UHF transceivers of an approved type?		
18. Are the ship's main radio transmitter aerials earthed?		
19. Are electric cables to portable electrical equipment disconnected from power?		
20. Are all external doors and ports in the amidships accommodation closed?		
21. Are all doors and ports in the after accommodation leading on to or overlooking the tank deck closed?		
22. Are air conditioning intakes which may permit the entry of petroleum gas closed?		
23. Are window-type air conditioning units disconnected?		
24. Are smoking requirements being observed?		
25. Are the requirements for the use of galley and other cooking appliances being observed?		
26. Are naked light requirements being observed?		
27. Is there provision for emergency escape?		

Declaration

We have checked with each other the items listed on this Check List in the course of a joint inspection, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge.

For Ship Name. . . . . Rank. . . . . Signature . . . .

For Terminal Name. . . . . Position . . . . Signature . . . .

Time . . . . Date . . . .

INSTRUCTIONS TO MASTERS AND CONDITIONS OF USE OF PORT
SAUDI ARAMCO Form 3032 (6/84)
Ras Tanura Terminal
Port of Ras Tanura, Kingdom of Saudi Arabia

Pilot Boarded: . . . . .Local Time Date . . . .
To the Master S.S./M.V. . . . .

1. Your vessel; will be moored to Berth No. . . . . .North/South Pier/Sea Island Port/Starboard side to the berth.
2. The Local Time is GMT plus 3 hours.
3. Low water will be at approximately . . . . Local Time and will be approximately . . . . ft./m. above LAT.

BERTHING/UNBERTHING AND MANOEUVRING

1. All movements of vessels to and from berths and in the proximity of Saudi Aramco facilities shall be under the direction of a Saudi Aramco Harbour Pilot.
2. All tank openings, ullage and sighting ports shall be closed before berthing or unberthing operations commence.
3. Saudi Aramco tugs shall assist in berthing and unberthing.
4. Steering gear, engine room telegraph, whistle and all navigational and communications equipment shall be tested before any manoeuvring to or from the berth is commenced.
5. Full main engine power shall be available for berthing and unberthing.
6. Any special conditions present in the vessel which may effect manoeuvring, berthing or cargo handling capability shall be notified to the Harbour Pilot before operations commence.
7. The Harbour Pilot shall refuse to berth vessels with unsatisfactory equipment.
8. The vessel shall be moored to the entire satisfaction of the Harbour Pilot.
9. The crew of the vessel shall be ready to employ additional mooring lines as required by weather changes or as requested by the Harbour Pilot or terminal personel.
10. Winches shall be ready at all times for immediate use.
11. No mooring lines shall be cast off except in emergency without the permission of the Harbour Pilot.
12. When at berth the vessel shall be ready in every respect to leave the berth at short notice with full engine power.
13. The Master of every vessel shall in circumstances which threaten the safety of the vessel, its crew, or the port installations be prepared to unberth the vessel subject to the advice of the Port Captain with or without a Harbour Pilot on board.
14. The Harbour Pilot will board on completion of loading and/or bunkering and the vessel shall vacate the berth immediately after the disconnection of hoses or arms.
15. The expenditure incurred in any delay or towage resulting from failure to comply with any of the provisions of these instructions shall be the liability of the Master and Owners of the vessel concerned.

KINGDOM OF SAUDI ARABIA

1. The National Flag of the Kingdom shall be displayed by day and night in the appropriate position on every vessel when in local waters.
2. The International Quarantine signals shall be exhibited until the vessel is granted Free Pratique.
3. All prohibited items shall be secured before entering the territorial waters of the Kingdom. Contravention will entail severe penalties.
4. Ship's personnel are NOT permitted ashore nor on the wharves FOR ANY PURPOSE WHATSOEVER (this includes the reading of the ship's draft) until Pratique is granted and then are allowed on the wharves only if actually engaged in duties connected with ballast and cargo handling operations.
5. Shore leave is not permitted except by special arrangement with Government officials through the Agent of the vessel.

CONDITIONS OF USE OF PORT

1. The Master of the vessel shall remain solely responsible for the safety and the proper operation of the vessel at all times. Neither Saudi Aramco nor its personnel shall be responsible for any loss or damage arising in consequence of any assistance or advice given or tendered in respect of the vessel.
2. The use of Saudi Aramco premises, facilities and equipment is subject to the express understanding and condition that Saudi Aramco and its personnel shall be held harmless from all liability, loss or claim thereof arising out of such use. In amplifications of the foregoing, the vessel, its Owners and/or Charterers shall be liable to and shall reimburses Saudi Aramco promptly and in full for any Saudi Aramco liability to third parties and any cost, loss, delay, or expense incurred by Saudi Aramco as a consequence of any breach or non-compliance with these Instructions to Masters and Conditions of Use of Port on the part of the vessel, its Master, Owner(s) and/or Charterer(s).
3. All vessels transiting the "Deep Water Departure Channel" shall maintain a minimum of 5 ft. keel clearance.
4. The Harbour Pilot is provided upon the condition that when boarding or assisting the vessel he becomes the Agent and Servant of the Owner and/or Charterers of the vessel in every respect. Saudi Aramco shall not be responsible and shall be held harmless from all liability for any damages resulting from or caused by any action taken, order given, or decision made (for any omission thereof) by the Harbour Pilot or in respect of his handling of such vessel.
5. When the assistance of tugs is provided, the Master and crews of tugs shall, in the performance of such services as they render to the vessel, become and be deemed to be the Agents and Servants of the Owners and/or Charterers of the vessel assisted, and Saudi Aramco shall not be responsible and shall be held harmless from all liability for any damage that may be done by the tugs or their crews while assisting the vessel, whether occasioned by any act or omission of the tug Master or crew by defect or inadequacy of the tug, its machinery or gear. This condition shall not, however empower the Master to detain such tugs should Saudi Aramco require their services elsewhere.
6. Vessels and the Owners and/or Charterers of vessels from which oil, oily residue, oily ballast water or any other pollutant escapes or discharged for any reason at any location within the Port shall be liable to and shall reimburse Saudi Aramco promptly and in full for the cost of all clean-up, containment and removal measures taken in response to such escape or discharge by or on behalf of Saudi Aramco which, in Saudi Aramco's sole discretion, are prudent or necessary in order to protect human life, vessels, installations and the environment. Such cost shall constitute a joint and several debt due from the vessel and the Owners and/or Charterers to Saudi Aramco. Further, the vessel and her Owners and/or Charterers shall be jointly and severally liable for all and any loss, damage and expense sustained by Saudi Aramco by reason of such escape or discharge and shall hold Saudi Aramco harmless from and indemnify Saudi Aramco against any and all claims related to or arising out of such escape or discharge.
7. Repair to the main engines or deck machinery shall not be permitted when the vessel is secured to any berth.
8. Harbour Pilots shall not berth any vessel at Saudi Aramco facilities without the Master's signature of acknowledgement.

MASTER'S ACKNOWLEDGEMENT

I hereby acknowledge receipt of a copy of this document and agree to the instructions and conditions set out therein.

(DATE)	(MASTER)
(HOUR LOCAL TIME)	(VESSEL)

INSTRUCTIONS TO VESSELS AND CONDITIONS OF USE OF **JU'AYMAH** LOADING FACILITIES

THE MASTER S/S — M/V

1. Vessel will be moored at Ju'aymah Berth No. . . . .
2. Discharge into sea of oil base products in combination with ballast water is not allowed. Ships which release oil or oily ballast water in either the berth or anchorage area will be held responsible for all clean-up costs.
3. Prior to loading, the Pilot/Mooring Master will inspect the vessel for conformity with safety requirements and will review in detail each item on Saudi Aramco Form 5626 "Declaration by Master". This form will be acknowledged and signed by the Master.

MOORING AND MANOEUVRING

1. Full power must be available for manoeuvring in and out of the berth. Manoeuvers with other than full power available shall be performed only after the consent of both the Port Captain and Pilot/Mooring Master have been obtained.
2. The Pilot/Mooring Master will advise the Master during the mooring and unmooring of the tanker and will supervise the connecting and disconnecting of cargo and bunker hoses by the tanker's crew. The loading operation will be performed to the complete satisfaction of the Pilot/Mooring Master.
3. Mooring will be accomplished with the assistance of marine craft assigned to the vessel by Saudi Aramco.
4. All tank tops, ullage plugs and sighting ports shall be closed before berthing.

5. The vessel's Master shall notify the Mooring Master of any special conditions, difficulties, defective equipment or gear which could impose special hazards when mooring, unmooring or loading cargo.
6. All navigational equipment such as the engine, telegraph, whistle, steering gear, etc., shall be tested prior to getting underway to moor and unmoor. Testing of the tanker's engine when berthed shall be done only after the Pilot/Master has been duly informed and his consent has been obtained.
7. The Mooring Master may decline to moor a vessel with unsatisfactory mooring equipment.
8. No repairs are permitted while the vessel is berthed. The engine and deck machinery will be kept ready to permit the vessel to get underway on an emergency basis.
9. Any vessel delay resulting from failure to comply with any of the provisions of this document shall be for the vessel's account.
10. Upon completion of loading and the disconnection of hoses, the vessel will be unmoored and, if using Early Departure Procedures, the Master should make ready to depart as soon as possible. Otherwise, vessels are to await cargo and Port Clearance documents while lying in stream.

SAUDI ARABIAN GOVERNMENT PORT REGULATIONS

1. Quarantine signals must be displayed upon entering the coastal waters of Saudi Arabia and approaching Ju'aymah in accordance with international practice and shall be continuously displayed until Pratique is granted. These signals shall be as follows:
   Sunrise to Sunset – Quarantine Flag
   Sunset to Sunrise – Quarantine Signal Lights
   (Red over White)
2. The Saudi Arabian flag must be flown from the foremast while your vessel is in the coastal waters of Saudi Arabia. Such flags are available from the ship's agent. The Saudi Arabian flag is properly displayed when the writing appears on top and the sword on the bottom.
3. Importation and/or use of liquor or contraband items, or trafficking in such items, is absolutely prohibited. The Saudi Arabian Government rigidly enforces these regulations and penalties are severe. In the event of violation considerable delay to the vessel involved could occur.
4. Ship's personnel are not permitted to leave their vessel.

CONDITIONS OF USE OF PORT

1. The Master of the vessel shall remain solely responsible for the safety and proper operation of the vessel at all times. Neither Saudi Aramco nor its personnel shall be responsible for any loss or damage arising in consequence of any assistance, instructions or advice given or tendered in respect to the vessel.
2. The use of Saudi Aramco premises, facilities and equipment is subject to the express understanding and condition that Saudi Aramco and its personnel shall be held harmless from all liability, loss or claim thereof arising out of such use.
3. The Pilot/Mooring Master is supplied upon the condition that when boarding or assisting the vessel he becomes the agent and the servant of the owners and/or charterers of the vessel in every respect. Saudi Aramco shall not be responsible and shall be held harmless from all liability for any damage resulting from or caused by any action taken, order given, or decision made (or any omission thereof) by the Pilot/Mooring Master or in respect to his handling of the mooring or cargo loading operations.
4. When the assistance of small craft is supplied (mooring launches and/or a utility boat), the craft, Master and Crew thereof shall, in the performance of such services as they render to the vessel, become and be deemed to be the agents and servants of the owners and/or charterers of the vessel assisted. Saudi Aramco shall not be responsible and shall be held harmless from all liability for any damage that may be done by or to the craft or their crews while assisting the vessel, whether occasioned by any act or omission of the crafts or their crews or by any defect or inadequacy of the craft or the craft's machinery or gear. This shall not give the tanker's Master the right to detain such craft for duties other than mooring, unmooring or hose work nor shall this prevent the craft from being reassigned during mooring, unmooring or hose work.
5. No vessel may berth without a Saudi Aramco Pilot/Mooring Master on board.
6. Pilots/Mooring Masters will not assist in the mooring of any vessel unless they have the Master's signature on the acknowledgement below.

MASTER'S ACKNOWLEDGEMENT

I hereby acknowledge receipt of a copy of this document and agree to the instruction and conditions set forth therein.

________________ ________________
DATE MASTER

____________GMT ________________
HOURS (VESSEL)

REFLOATING/STRANDING

SAUDI ARABIAN OIL COMPANY
Ras Tanura, Saudi Arabia

MASTER
S.S./M.V. . . . .

The Saudi Arabian Oil Company hereinafter referred to as Saudi Aramco has been requested to provide assistance to refloat your vessel which is stranded in the waters of the Gulf.

Saudi Aramco is prepared to provide personnel and such equipment and materials as may be available to assist in the refloating of your vessel subject to the following conditions:–

1. That you as Master shall have sole responsibility for your vessel at all times.
2. That Saudi Aramco and any personnel, equipment or crafts that may be provided shall be deemed to be the Agents and Servants of you as Master and the Owners and/or Charterers of your vessel.
3. That you will accept liability on behalf of the Owners and/or Charterers of your vessel for all the expenditure incurred by Saudi Aramco in providing assistance to your vessel.
4. That Saudi Aramco shall not be responsible for and shall be held harmless from and against any damage that may be done by any personnel and equipment, including tugs and their crews, whether occasioned by any action or omission of Saudi Aramco personnel or by any defect or deficiency of Saudi Aramco equipment and is hereby released from any such liability.
5. That Saudi Aramco shall not be responsible for any oil pollution damage that may result from the stranding and/or refloating of your vessel and any oil pollution clean-up expenditure that may be incurred shall be the liability of you as Master for the account of the Owners and/or Charterers of your vessel.
6. That in the event that the assistance provided by Saudi Aramco proves to be inadequate to refloat your vessel you will expeditiously arrange and obtain on your own such assistance as may be necessary to refloat your vessel as soon as possible.
7. That Saudi Aramco will move in immediately without further permission other than this letter and take whatever corrective action is deemed necessary to respond to pollution, fire or any other kind of incident that may endanger your ship, Gulf environment or other vessels and facilities in the area, or to effect rescue of endangered people. You as Master and the Owners and/or Charterers of you vessel will be charged for all expenditures incurred by Saudi Aramco for the above services.

DECLARATION BY MASTER

I agree to the terms and conditions set out hereto.
Master . . . .
SS/MV . . . . For SAUDI ARABIAN OIL CO.
Date . . . .

MASTER'S SAFETY DECLARATION
SAUDI ARAMCO Form 8812 (2/84).
I DECLARE THAT WHEN MY VESSEL IS AT BERTH:

1. MOORINGS AND ANCHORS – the vessel will be moored in accordance with the standards of the port and the anchors will be secured in the hawsepipes.
2. TOWING WIRES – towing wires for emergency use will be rigged at the forward and after ends of the vessel in accordance with the standards of the port. The eyes of the towing wires will be maintained at a height of 3 ft. – 6 ft. (one to two metres) above the water at all times.
3. GANGWAYS – the gangway will be tended and maintained in a safe condition throughout.
4. MAIN ENGINES – the main engines will be ready for use at short notice to leave the berth in the event of an emergency condition. A suitable trim will be maintained for the same purpose. At SBM berths the main engines will be on continuous stand-by.
5. DECK WATCH – an effective deck watch will be maintained.
6. COMMUNICATIONS – an effective ship/shore communications system will be agreed to efficiently control the cargo handling and bunkering operations throughout.
7. CARGO, BUNKER AND BALLAST OPERATIONS – the procedures for cargo, bunker and ballast handling operations will be agreed with the Terminal Representative.
8. EMERGENCY SHUTDOWN – the emergency shutdown procedures will be agreed with the Terminal Representative.
9. FIREFIGHTING EQUIPMENT – all firefighting equipment will be ready for immediate use and fire hoses equipped with jet/spray nozzles will be prepared for use one forward and one abaft the manifold.
10. CARGO AND BUNKER CONNECTIONS – cargo and bunker hoses or arms will be inspected to confirm that they are in good condition and correctly connected.
11. SCUPPERS AND DRIP TRAYS – scuppers will be effectively plugged or otherwise secured (except when the vessel is a gas tanker) and drip trays will be in position.
12. UNUSED CARGO AND BUNKER CONNECTIONS – all unused cargo and bunker connections will be effectively blanked.
13. SEA AND OVERBOARD DISCHARGE VALVES – all sea and overboard discharge valves when not in use will be effectively closed and lashed.
14. CARGO BUNKER AND BALLAST TANK LIDS – all cargo, bunker and ballast tank lids will be closed and secured except as may be permitted by the Terminal Representative.

15. VENTING AND INERT GAS
    (a) Venting Agreement – the method by which tanks will be vented during cargo and ballast operations will be in accordance with that contained in the written agreement with the Terminal Representative.
    (b) Flame Arresters – flame arresters will be employed in accordance with the design features of the venting system.
    (c) Ullage Ports – ullage ports will be fitted with efficient flame arresters on every occasion when they are not secured in the closed position.
    (d) Inert Gas – all cargo tanks will be maintained in an inert condition if the vessel is equipped with an inert gas system. In gas tankers the cargo tanks will be inerted and/or purged.
16. HAND TORCHES – hand torches will be in good condition and approved for use in hazardous zones.
17. PORTABLE TRANSCEIVERS – portable UHF/VHF transceivers will be in good condition and certified as being intrinsically safe.
18. RADIO AND RADAR AERIALS – radio transmitting aerials will be earthed and radar scanners will be switched off. The servicing of such equipment will not be undertaken without the permission of the Terminal Representative.
19. PORTABLE ELECTRICAL EQUIPMENT – all portable electrical equipment on deck will be disconnected from the power supply.
20. DOORS AND PORTS AMIDSHIP ACCOMMODATION – all external doors and ports in the amidship accommodation will be closed and every effort will be made to prevent the entry of dangerous gas.
21. DOORS AND PORTS AFTER ACCOMMODATION – all doors and ports in the after accommodation, which overlook or are adjacent to the tank deck or other potentially hazardous zones, will be maintained in the closed position.
22. CENTRAL AIR CONDITIONING – any central air conditioning or fresh air intakes which may permit the entry of petroleum gas will be closed.
23. WINDOW TYPE AIR CONDITIONING UNITS – all window type air conditioning units will be disconnected from the power supply.
24. SMOKING – smoking will be prohibited except in those spaces which have been jointly approved with the Terminal Representative.
25. GALLEY AND COOKING APPLIANCES – the use of cooking appliances wherever situated will require the approval of the Terminal Representative.
26. NAKED LIGHTS – naked lights will not be used on the tank deck or in other hazardous zones.
27. EMERGENCY ESCAPE – provision for emergency escape will be provided.
28. GAS FREEING – gas freeing will not be undertaken under any circumstances.
29. WATER BALLAST – water ballast discharged will be free of oil or any other contaminant which may pollute the waters of the port.
30. REPAIRS – repairs or maintenance of any kind which may produce a source of ignition will not be undertaken without the agreement in writing of the Terminal Representative.
31. BOILER TUBE CLEANING – boiler tubes will not be cleaned and every precaution will be taken to prevent the emission of sparks from the funnel.
32. EMERGENCY SIGNAL – in the event of a fire or other emergency arising, the emergency signal consisting of TEN (10) SHORT BLASTS will be sounded on the ship's whistle.
33. PENALTIES – any failure to observe the safety requirements contained in this declaration will entail the following penalties:
    (a) A suspension of all cargo handling, bunkering and ballast operations, and
    (b) the vessel may be required to vacate the berth until such time as corrective action has been undertaken to the satisfaction of the Terminal Representative.

All infringements will be brought to the attention of the vessel's Owners, Operators and/or Charterers.

MASTER'S SAFETY DECLARATION (TERMINAL RECEIPT)

.... Master M.V./S.S. ....

BERTH............................ DATE .... TIME ....

(C) RAS TANURA TERMINAL

This section gives specific information regarding RAS TANURA TERMINAL which includes Sea Island, North and South Piers and is to be read together with **Part (A) and (B).**
NOTE: Sea Island No. 1 is presently not in use.

LOCATION: The Ras Tanura Terminal, refinery and tank farms are located on a peninsula, the Southern end of which forms a sand spit, the tip of which is officially known as (RA'S) AT TANNURAH.
South Pier: The South Pier is connected to the East side of the peninsula by a causeway and trestle 2,300 ft. in length. The "T" Pier has 4 berths (1 to 4) and is 1,200 ft. long and 105 ft. wide.
North Pier: The North Pier is located about 0.75 miles to the North of the South Pier. This Pier is 2,645 ft. long and 110 ft. wide and comprises 6 berths (6 to 11). Crude oil, products and RLPG are available at North Pier.
Sea Islands: A complex of 4 Sea Islands interconnected by walkways is located approximately 5,600 ft. N.E. of the North Pier. Each of the 4 sea islands consists of 2 berths with a loading station on the platform, 4 to 6 mooring dolphins and 2 to 4 breasting dolphins per berth. The lengths of each pair of berths between outer mooring dolphins are (from South) Sea Island 1, 1,250 ft., Sea Islands 2 and 3, 1,400 ft., Sea Island 4, 1,750 ft.

The berths are numbered from South, on the East side 12, 15, 17, 20, on the West side 14, 16, 18, 19.

The loading stations at each of the Sea Island berths are equipped with steel, hydraulically operating loading arms and all berths are equipped with quick release hooks.
Refrigerated Liquefied Petroleum Gases (R.L.P.G.): Facilities for loading refrigerated liquefied Butane and Propane are located at the North Pier, Berths 6, 8 and 10.

PILOTAGE: *Vessel from Arrival Channel:* Pilot will normally board South of Buoy 17 and 18, as advised by Port Radar.
Vessel at Tanker Anchorage: After heaving anchor, the vessel will be advised by Port Radar towards a position approximately 1.5 miles S.E. of the South end of Sea Island dependent on weather and tidal conditions.

Vessels must not approach any closer than 1.5 miles to the piers or Sea Islands without a Pilot on board due to the tidal streams in the area.
Sea Island Pilots: Saudi Aramco maintains Pilots on continuous Duty on the Sea Islands. They are stationed on the Sea Islands by Saudi Aramco to provide marine advice to the Loading Masters, to assist in the safe and efficient mooring and loading of vessels berthed at this facility and carry out emergency unmooring. Masters of vessels may contact the Sea Island Pilot through the Pier Operator or by calling the Ras Tanura Pilot Office on VHF Channel 16. Masters of all vessels berthed at the Sea Islands are encouraged to discuss any vessel-related problems with the Duty Sea Island Pilot.
Informing Pilots of Finishing Time: As an aid to planning and expediting ships' movements and also to give adequate notice to vessels scheduled to berth, vessels loading at the berths in Ras Tanura shall call the Ras Tanura Pilot Office on VHF Channel 16 one hour before completion of loading.

INBOUND TRAFFIC PROCEDURE: (See Part B) – "Traffic Regulations".
Vessels proceeding direct to Ras Tanura Terminal: As per Inbound Traffic Procedures in Part (A) "Navigation" to the Entry Buoy and following the separation scheme to Buoys 17 and 18 according to advice from Port Radar and Pilots either to anchor in the Ras Tanura Tanker Anchorage or to berth on arrival.

From Northern Holding Anchorage to Ras Tanura Terminal enter the separation scheme under the advice of Port Radar and follow the channel as above.
Maximum Draft in Arrival Channel: The maximum draft for transit of channel immediately South of Buoy No. 5 is 16.46 m. plus predicted rise of tide up to a maximum draft of 18 m.

See "Berthing – Depths of Water at Berths".

Masters of vessels arriving partly loaded or in deep ballast should navigate with caution in the vicinity of Channel Buoys No. 5 and 7.
From East Holding Anchorage and East Channel: Follow the buoyed route to RTE 7 and RTE 8. Turn North into the Tanker Anchorage at Port Radar and Pilot's advice.
East Channel Caution: It is recommended that vessels of over 800 ft. (244 m.) length or 35 ft. (10.67 m.) draft do not use the East Channel.
Sea Islands' Submerged Pipe-lines: All traffic must pass East of the Sea Islands due to the existence of numerous submerged oil pipelines between all of the Sea Islands and the shore.
Abu Safa Submerged Pipe-line: All vessels are urged to navigate with caution between Channel Buoys 9 and 11 in the arrival channel and are forbidden to drop anchor in their vicinity due to the existence of the submerged oil pipeline which crosses the channel.

ANCHORAGES: *Tanker Anchorage:* The Tanker Anchorage lies approximately 2 miles East of the Sea Islands and is used as a final holding area for vessels which have immediate berthing prospects or for vessels awaiting cargo clearance, release, sailing documents, etc. and whose draft does not exceed 60 ft. (18.3 m.). Under normal circumstances, no more than 10 vessels are allowed to use this anchorage at one time.
Freighter Anchorage: This anchorage, South East of the "SPIT" buoy is used as holding ground for coastal tankers intended to load at South Pier and miscellaneous small vessels and craft inbound for Saudi Aramco Marine facilities at the West Pier.
Deep Draft Anchorage: Vessels whose draft is 60 ft. or more and which are required to anchor upon completion of loading must normally do so in the area approximately 0.7 miles North of the Sea Islands. This anchorage has a swept depth of 72 ft. (21.9 m.) and holding ground is only considered fair due to variations in character of the bottom. It is recommended that vessels lie to a long scope of chain in adverse weather. No more than 2 vessels are allowed to use this anchorage at one time.

RADIO: COMMUNICATIONS WITH THE TERMINAL.
Under Way: At all times when under way in the arrival channel and anchorage areas with no Pilot aboard, vessels must watch VHF Channel 10 to keep in contact with Port Radar.
At Anchor: A good listening watch should be maintained on VHF Channel 16. Vessels will be called by Ras Tanura Pilots with berthing and other information and instructions. Port Radar should be called on VHF Channel 10 prior to heaving anchor.
Under Pilotage: Pilots carry portable, intrinsically safe radios which operate on Saudi Aramco dedicated mooring Channels for contact with tugs and jetty staff. In addition, the vessel's VHF Radio should stand by on Channel 13 for back up communication.
At Berth: An exchange of intrinsically safe portable radios will be made between vessel and jetty personnel in order to assist constant communication whilst loading.

BERTHING:
Mooring Procedures: Mooring boats are not used at Ras Tanura Terminal.

Vessels should have heaving lines ready to take the shore messenger after landing alongside. The messenger is then made fast to the ship's mooring line which is hove ashore by means of a capstan. Heavy wires should be sent one by one and ropes two at a time. Jetty crews are on duty continuously to handle mooring lines. Mooring lines on board vessels will not be handled by Saudi Aramco Personnel.

BERTHING FACILITIES:
Safe Loading Depths: If at any time a vessel's draft approaches to within about 3 ft. (1 m.) of the depth of water at the berth at North and South Piers, loading will be suspended until a rising tide increases the depth to permit resumption of loading and provide for a safe draft of the fully loaded ship on departure.

At the Sea Island Berths, the maximum sailing draft is 19.48 m. plus the height of tide at the time of transitting the Deep Water Channel.
Depths of Water at Berths:

Pier	*Berth* No.	*Depth at LAT* (m.)	*Max. Draft Arrival* (m.)	*Max. Draft Sailing* (m.)
South Pier	1	10.1	9.0	9.1+tide
	2	10.1	9.0	9.1+tide
	3	10.1	8.0	9.1+tide
	4	9.0	8.0	8.0+tide
North Pier	6	14.2	13.2	13.1+tide
	7	12.0	8.84	11.0+tide
	8	14.8	13.8	13.8+tide
	9	13.0	8.84	12.0+tide
	10	15.0	14.0	14.0+tide
	11	14.5	8.84	13.5+tide
Sea Islands	12 14 15 16 17 18 19 20	26.0	17.98	19.48+tide

Gangways: At North and South Pier, all vessels are required to provide their own gangways which should be ready prior to berthing.

At the Sea Islands, shore gangways are provided at each berth.

LOADING:

	Berth No.	*Product*	*Manifold Size* (in.)	*Maximum Loading Rate* (bbls.p.h.)
Sea Islands	12 to 18	Crude	16	40,000 to 280,000
	19 and 20	Crude	16 to 24	
	12 to 18	Bunker Fuel Oil	10	12,000
	12 to 18	Bunker Diesel	10	900
	19 and 20	Bunkers	12 to 16	12,000
North Pier	6 to 11	Crude	12	15,000 to 90,000
	6 to 11	Fuel Oil (Cargo)	12	12,000 to 22,000
	8, 9, 10	White Diesel	12	12,000
	8, 9, 10	Kerosene	12	6,500
	6 to 10	Naphtha	12	30,000
	6 to 11	Bunker Fuel Oil	8	5,000
	6 to 11	Bunker Diesel	8	1,200
	6, 8, 10	RLPG	12	30,000
South Pier	1 to 4	Fuel Oil (Cargo)	8	12,000 to 15,000
		Black Diesel (Cargo)	8	5,000
		White Diesel	8	8,500 to 15,000
		Gasoline	8	6,000
		Kerosene	8	6,500
		Jet Fuel	8	10,000
		Bunker Fuel Oil	6	5,000
		Bunker Diesel	6	1,200

Notes:

1. All vessels calling at Ras Tanura Terminal should be equipped with reducers to fit these loading connections which all have 150 lb. ASA flanges. These reducers should be fitted before berthing to help expedite ship turnaround time.

2. It is expected that most vessels will be able to accept any cargo as fast as it can be delivered. Officers in charge of loading must have due regard for all safety precautions as well as for individual vessel hazards.

If loading of crude or products is too slow, Saudi Aramco will so advise the vessel.

Should a demurrage claim be filed against Saudi Aramco, the slow loading rate may result in an addition to allowed lay time.

3. Special regulations govern the acceptance and loading of Liquefied Petroleum Gas tankers in the Port of Ras Tanura. (See GASRUL 9:83).

4. The following types of crude oil are available at Ras Tanura Terminal: ARABIAN BERRI (sometimes incorrectly referred to as Light Extra Light) CRUDE, ARABIAN LIGHT CRUDE, ARABIAN MEDIUM CRUDE, ARABIAN HEAVY CRUDE.

Loading arm connection: Jetty crews are on duty continuously to handle hoses/arms and will make connections and disconnections.

All loading connections are equipped with electrical insulating flanges therefore ship to shore bonding cables are not required.

Loading procedures: All operations in connection with the starting of loading, discharging, switching of tanks and topping off must be directly and personally supervised by the ship's officer.

It is the responsibility of the vessel to advise shore personnel to shut down cargo and bunker loading when the vessel's cargo and bunker requirements are met.

Upon completion of loading the vessel will normally be required to leave the berth immediately after disconnecting hoses/arms to awai clearance in the Tanker Anchorage.

Cargo Calculations and Release: The American system of cargo measurement in BARRELS with temperatures in fahrenheit degrees according to the ASTM – I.P. is used by Saudi Aramco and the Saud Arabian Government for Cargo measurement purposes. Ships cargo loaded figures should be available in these units. Generally, if the difference between average normal ship measurement and official cargo measurement is satisfactory the ship will be released to sail by Saud Aramco under E.D.P. Unusual differences will be investigated by Saud Aramco while the vessel waits in the Tanker Anchorage.

BALLAST: *Arrival Ballast Condition:* Vessels arriving at Ras Tanura Terminal shall retain sufficent clean water ballast on board to permit safe handling of the vessel in the prevailing weather conditions. A maximum stern trim of 15 ft. with the propeller just covered is recommended.

Ballast pumping equipment should be ready to commence discharging ballast as soon as the vessel is secured in the berth.

DEPARTURE: See "Inbound Traffic Procedure" – East Channel Caution.

Deep Water Departure Channel: Has a clear swept depth of 21 m. at LAT.

Maximum departure draft from Ras Tanura Piers and Sea Islands is 19.48 m. plus predicted rise of tide so that there is a minimum keel clearance of 1.52 m. maintained during transit of Departure Channel. (See Saudi Aramco form "Maximum Sailing Draft – VLCC, 1st March 1986").

Departure Pilotage: On departure from Ras Tanura, Masters of vessels 150,000 d.w.t. and above with draft of 60 ft. (18.28 m.) or more, may request additional pilotage assistance to line up for the Deep Water Departure Channel. Such pilotage assistance is compulsory for vessels with a draft of 68 ft. (20.73 m.) or more. In such instances the Harbou Pilot will remain on board until the vessel is aligned on a safe course for the Departure Channel, provided the Pilot can disembark safely. In certain cases it may be possible to arrange for the Pilot to leave by helicopter (See Part "A" – Helicopter Operation). The additional pilotage is also available when it is necessary for a VLCC to proceed to anchor to await a favourable tide or other reasons. The Pilot will remain on board until the vessel arrives in the anchorage, however, the Master will be responsible for the actual anchoring of the vessel. During adverse sea and weather conditions, a proper lee must be made so as to allow the Pilot to safely disembark.

Vessel proceeding from Ras Tanura Terminal to Northern Holding Anchorage: The vessel should leave Ras Tanura Terminal and follow the Departure Channel observing the separation scheme to the Northern Holding Anchorage under advice of Port Radar.
SEE Part "B" TRAFFIC REGULATIONS
The vessel should advise Ras Tanura Pilots of its anchoring time.

REPORT: *More stringent safety checks:*
Quote:

Due to recent accidents involving tankers at terminals, Saudi Aramco have tightened up their safety checks and closely follow the issued safety regulations.

Saudi Aramco, as terminal operator of Ras Tanura/Ju'aymah, inspect all vessels before loading. Anything found not up to the standard of guidelines and recommendations compiled by Oil Companies International Marine Forum are noted, the Master is given a letter of protest, and the Owner is advised to correct deficiencies. At the same time all remarks and recommendations are computer-stored for easy access in the future.

Saudi Aramco have found that many recommendations are neglected and some vessels are repeatedly given the same remarks.

To prevent this, new actions are being taken by Saudi Aramco. Vessels which in the past have received recommendations and not followed the same have recently been refused permission to load at Ras Tanura/Ju'aymah.

That a vessel was allowed to load at her last call is not a guarantee that she will be allowed again.
Unquote.

Further to the above, we have been advised that since these deficiency letters do not allow these vessels to berth at the Ju'aymah Terminal's SBMs, vessels will be diverted to either of the three suitable berths at Sea Island. Time lost from berth available at Ju'aymah to berth available at Sea Island will be on the vessel's account.

This will affect vessels between 200,000 d.w.t. – 275,000 d.w.t.

GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Saudi Riyals (SR).
AUTHORITIES: Saudi Arabian Oil Company (Saudi Aramco), *Head Office:* Dhahran 31311, Saudi Arabia. *Local Office:* Terminal Pilotage & Services Division, Room N-2004, N. Admin., Ras Tanura, 31311 Saud Arabia. *Tel:* 966-3-673-4252. *Telex:* 928 801220 A SAO SJ. *FAX:* 966-3-673-1669. *Contact:* Captain A.K.Al Yami, Port Captain.

Port Officials: Saudi Arabian Government Port Authorities located in Customs House, Port Office, and Quarantine Office at Ras Tanura.

AGENT: Gulf Agency Company Saudi Arabia, P.O.Box 72, Ras Tanura 31941, Saudi Arabia. Cables: "Confidence", Ras Tanura, Ship-Shore traffic via Dammam Radio/HZG. Telex: 851011, 851059 ("GAC RT SJ") Telephone: 6670632, 6670636, (24 hour service). After Office Hours 6670066. Fax: 6672248.

Tanker Crew Mail: To be directed to: c/o Gulf Agency Co. Saudi Arabia Rahima P.O. Box 72, Rahima 31941, via Dhahran, Saudi Arabia.

YANBU (See Plan)

(A) COMMERCIAL PORT: 24.05 N. 38.03 E.
(B) INDUSTRIAL PORT: 23.57 N. 38.13 E.

NOTICE: British Admiralty Notice No. 3553(P)/86.
Red Sea – Saudi Arabia, West Coast – Madinat Yanbu As Sinaiyah – King Fahd Port – New Approach Channel.

1. A new Southern Approach Channel for vessels calling at King Fahd Port, Madinat Yanbu As Sinaiyah, opens to shipping on 1st December, 1986. Pilotage is compulsory for all vessels using this channel.

2. The following have been established:

	Feature	*Position*
(a)	Yanbu South Light, Fl. W.R. 10 sec. 34 m. 20/17 M. (Red/white circular tower with radar reflectors) and radar beacon Racon (B).	23° 28.13′ N., 38° 25.52′ E.
(b)	Starboard-hand light beacon with topmark, Fl. (3) G. 10 sec. 12 m. 8 M. S3.	23° 31.02′ N., 38° 29.90′ E.
(c)	Port-hand light beacon with topmark, Fl. (4) R. 12 sec. 12 m. 8 M. S6.	23° 38.38′ N., 38° 25.16′ E.
(d)	Starboard-hand light beacon with topmark, Fl. (4) G. 12 sec. 12 m. 8 M. S7.	23° 41.17′ N., 38° 28.64′ E.
(e)	Blue/White striped beacon with radar reflector, SR1.	23° 31.65′ N., 38° 25.92′ E.
(f)	Blue/White striped beacon with radar beacon, SR2 Racon (TG).	23° 34.66′ N., 38° 27.71′ E.
(g)	Blue/White striped beacon with radar beacon, SR3 Racon (X).	23° 42.86′ N., 38° 23.22′ E.
(h)	White cardinal pillar light-buoy, Q(9), 15 sec. S1.	23° 26.30′ N., 38° 29.22′ E.
(i)	Port-hand can light buoy with topmark, Fl. (2) R. 5 sec. S2.	23° 27.96′ N., 38° 25.86′ E.
(j)	Port-hand can light buoy with topmark, Fl. (2) R. 10 sec. S4.	23° 34.55′ N., 38° 28.22′ E.
(k)	White cardinal pillar light buoy Q(9) 15 sec. S5.	23° 35.31′ N., 38° 31.41′ E.
(l)	Port-hand can light buoy with topmark, Fl. R. 5 sec. S8.	23° 44.47′ N., 38° 23.15′ E.
(m)	Starboard-hand conical light buoy with topmark, Fl. G. 5 sec. S9.	23° 45.46′ N., 38° 25.25′ E.
(n)	N. cardinal pillar light buoy, Q. S10.	23° 49.08′ N., 38° 17.82′ E.
(o)	Starboard-hand conical light buoy with topmark, Fl. (2) G. 10 sec. S11.	23° 51.15′ N., 38° 19.44′ E.
(p)	Pilot boarding place.	23° 26.60′ N., 38° 27.20 E.

Charts Affected: 63, 4704, 4071.
Light List Vol. E/86, 6050.63 and (Remarks), 6050.64 and (Remarks).
Admiralty List of Radio Signals, Vol. 2, 1986: 8511.2, 8511.4, 8511.6.
Saudi Ports Authority Notice "A" 170/86. (H. 2579/79).

(A) COMMERCIAL PORT

ALSO SEE "GENERAL" BEFORE FIRST PORT.

LOCATION: Yanbu Commercial Port is on Red Sea coast, about 168 nautical miles N.N.W. of Jeddah.

PORT LIMITS:
Harbour Boundaries:
All shore-based port property enclosed by a fence following the shore line extending seawards to a line running between the following points:

Lat. 24° 06′ 00″ N.	Long. 38° 00′ 00″ E.
Lat. 24° 06′ 00″ N.	Long. 37° 57′ 30″ E.
Lat. 24° 03′ 30″ N.	Long. 37° 57′ 30″ E.
Lat. 24° 03′ 30″ N.	Long. 38° 05′ 30″ E.

CHANNEL: Ships entering port pass through a channel of the following measurement: Length 1,647 m., width 200 m.

BEACONS:
1. Schermo Beacon: A Racon is established on Schermo Reef in position: Lat. 24° 03′ 20″ N., Long. 37° 51′ 60″ E. Code letter: "Y".Cycle: 75 seconds. Range: Approximately 12 nautical miles.

2. Entrance Beacons: Two Beacons, 1 & 2 at entrance of port channel. Height: 4.0 m. Range: 5 nautical miles.

Beacon No. 1: Starboard – hand beacon (Green), green flash every second (Q.G.).

Beacon No. 2: Port – hand beacon (Red), red flash every second (Q.R.).

Beacon No. 6: 795 m. from channel entrance on port side there is another beacon height 4.0 m. (Red), red flash every second (Q.R.). Range: 5 nautical miles.

APPROACHING: A cement factory has been established in position: Lat. 24° 16.1′ N., Long. 37° 33.2′ E.

The factory provides a strong radar echo and emits a very bright glow at night.

It has been reported that this has confused seafarers who have taken it for the town of Yanbu.

Seafarers are strongly advised to amend their sea charts accordingly.

Masters proceeding to Yanbu Commercial Port should follow strictly the Channel and traffic separation scheme as clearly as delineated in formal charts in force (e.g., British Admiralty Charts 327 and 328.)

The Ports Authority, Kingdom of Saudi Arabia, advise that ships proceeding outside the Approach Channels, or contravening the Rules of the Traffic Separation Scheme in order to save time, will be fined and the Masters held individually responsible.

BUOYS: Channel is buoyed with red and green port and starboard-hand buoys.
Starboard-hand buoys: 7 buoys, odd number: 1A, 3, 5, 7, 9, 11, & 13. Buoy shape: Cone. Light characteristic: Green flash every 2 seconds (Fl. G. 2 secs.).

Port-hand Buoys: Number of buoys: 2, even numbers: 4, 8. Buoy shape: Can. Light characteristic: Red flash every 2 secs (Fl. R. 2 secs.).

DOCUMENTS: All ships bound for Yanbu Commercial Port should have the following documents prepared for the relevant authorities and the original certificates as specified ready for inspection by the Port Authority's Boarding Officer.

Crew List, original plus 4 copies.
Passenger List, original plus 4 copies.
Personal Effects of Crew, original plus 1 copy.
Vaccination List, original plus 1 copy.
Marine Health Declaration, original plus 1 copy.
Israel Boycott Declaration, original plus 2 copies.
Ship's Stores List, original plus 1 copy.
Logbook.
Certificate of Registry.
Certificate of Classification.
Load Line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Radio & Wireless Certificate.
Cargo Gear Certificate.
Derat Certificate.
Port Clearance – Last Port of Call.

PILOTAGE: Pilotage is compulsory. Vessels bound for Yanbu Commercial Port should call Yanbu Port Control on VHF Channel 16 at least 2 hours prior to arrival.

North Channel: Pilots will normally board in position Lat. 24° 04′ N. Long. 38° 01′ E. approximately 5 miles West of Schermo Beacon. Pilot boats are painted orange with "Pilot" written in black on white superstructure.

Vessels should exhibit international code flag "G" by day or flash "G" by night. On approaching the Pilot Boarding Area, a pilot ladder should be rigged, reaching approximately 1 m. above sea level. Vessels should ensure a good lee for boarding of the Pilot.

South Channel: Ordering of Pilotage Service for Vessels Arriving at the South Channel: Due to the extra length of the South Channel compared to the North Channel, the Port Control Tower will require 5 hours notice prior to pilot boarding time at the South Pilot Station. Requirements for the North Pilot Station remain unchanged.

Way Points in South Channel: You are informed that the following way points are now established in the South Channel for use with the Control Tower and movement of vessels within the South Channel:

South Pilot Station	23° 26.6′ N., 38° 27.2′ E.
S-1	23° 34.3′ N., 38° 29.6′ E.
S-2	23° 46.2′ N., 38° 23.4′ E.
CSZ	23° 52.0′ N., 38° 16.8′ E.

Also see "Notice" before Section A.

ANCHORAGES: There are no areas suitable for the safe anchorage of vessels in the vicinity of Yanbu Commercial Port.

RESTRICTIONS: The port is open 24 hours per day and vessels may enter and leave port at any time.

MAX. SIZE: There is no restriction as to length or breadth of vessels but a draft restriction of 34 ft. is in force for all vessels to all berths other than those cement vessels nominated specifically for discharge at Berth No. 3 or No. 9 where a 36 ft. draft limit is allowed.

HEALTH: Quarantine formalities are effected after vessels are berthed except in the case of passenger/pilgrim vessels which will be anchored inside the harbour for quarantine and immigration clearance.

RADIO: Vessels bound for Yanbu from the North should route their ETA cables through Port Said Radio.

Vessels bound for Yanbu from the South should route their ETA cables through Bahrain Radio.

ETA cables are transmitted to the local Saudi PTT Yanbu Office and thence distributed to concerned parties by telex.

VHF: Yanbu Port Control keeps a radio watch on Channel 16 VHF, 24 hours per day. VHF Channels 14, 12 and 9 are available for standard communications. VHF Channel 14 is normally used by Pilots and tugs for manoeuvring purposes.

RADAR: There is no port radar facility at Yanbu Commercial Port.

TUGS: Tugs normally meet incoming vessels off Channel Buoy No. 8 abeam of the port Coast Guard station. Tugs' lines are used for berthing and unberthing operations.

Tugs range from 800 h.p. – 2,500 h.p.

BERTHING: The following categories of berth, with a draft range from 10.0 m. to 12.0 m. are available: Bulk Cement, Bulk Grain, Ro-Ro (stern to), General Cargo and Passengers.

Storage: Adequate covered and open storage space is available in the form of warehouses, transit sheds, container freight stations, vehicle parks.

CARGO HANDLING EQUIPMENT: Mobile cranes of up to 200 tons capacity are available.

40 tons tower cranes are equipped with container spreaders. One crane is equipped with container lifting capacity 70 tons.

Head trucks, Mafi trailers, container handlers up to 35 tons, forklifts up to 25 tons are available.

BULK HANDLING FACILITIES: *Bulk Cement Terminal:* One Bulk Cement Berth with an annual capacity of about 1 million tons is available. *Bulk Grain Units:* Mobile discharging machines with handling capacity 200 t.p.h./machine, no bulk storage facility. Bulk grain is normally handled at Berth No. 5 and Berth No. 8.

STEVEDORES: Contracted for an integrated cargo handling operation, and work continuously 24 hours per day, 7 days per week.

MEDICAL: Assistance can be given by local general hospital and/or by a small private clinic via the Agents.

No vaccinations are required, but Malaria precautions are recommended.

DENSITY: 1025.
FRESH WATER: Available via mains direct to berth at a delivery rate of approximately 25 t.p.h. Costs as per current tariff.
CONSULS: At Jeddah.
REPAIRS: No facilities, however minor repairs are possible in local workshops via the Agents.
DRY DOCK: Not available.
SURVEYORS: Available via Jeddah.
GANGWAY/DECK WATCHMEN: Service not necessary and not available. Port area is fenced and guarded by Saudi Arabian Coast Guard, and guards are posted on each individual vessel in port.
HATCHES/CARGO GEAR: To vessel's advantage if all hatches and gear are prepared by ship's crew, however stevedores do assist.
CUSTOMS ALLOWANCES: In all Saudi Arabia, possession of any alcoholic beverages is strictly prohibited.
AIRPORT: Regular flight service on direct flights to Jeddah and Riyadh by Saudia. Other Saudi destinations and international destinations via Jeddah and Riyadh.

Yanbu domestic airport is located approximately 15 km. from the port.
TIME: GMT plus 3 hours.
HOLIDAYS: Public holidays do not affect port's activity. But all government offices, banks, etc., are closed to the public during Ramadan and Haijh holidays which change annually by the Higirian calendar.
TELEPHONE NUMBERS:

Police (Coast Guard):	Ext. 1000
Fire	Ext. 1313
Ambulance – via Port Safety or Traffic Department	Ext.1026/7 Ext.1317

TELEPHONES: There are pay phones in the port.
SERVICES: Services like tank cleaning, etc., are not available.
SHORE LEAVE: By Agent's request permitted.
IDENTIFICATION CARDS: Seamen's Discharge Books are sufficient.
REGULATIONS: Refer to Rules and Regulations for Seaports issued by the Co-operation Council for the Arab States of the Gulf, 1985.
DEVELOPMENTS: Future port developments include an additional 7 berths and a control tower. No time has yet been fixed for implementation of these projects.
AUTHORITY: Yanbu Port Management, P.O.Box 1019, Yanbu Port, Yanbu, Al Bahr, Saudi Arabia. *Tel:* (04)322 1163, 322 2470. *Telex:* 661005 Port SJ and 661096 Port SJ. *Cables:* Ports Yanbu (via Port Said or Bahrain). *Contact:* Abdul Rahman Ahmad Al-Khateeb, Port Director-General.
AGENT: See Section (B).

(B) KING FAHD INDUSTRIAL PORT, YANBU

At present the King Fahd Industrial Port consists of 7 Terminals listed as follows:

Crude Oil Terminal
NGL Terminal
Al Muajjiz Terminal.
Bulk Terminal
Yanbu Petromin Refinery Terminal
Petromin – Mobil Refinery – PEMREF.
General Cargo and Container Terminal

PORT LIMITS: Seaward boundaries of King Fahd Industrial Port are enclosed by the following boundaries:

1. Lat. 24° 03.50′ N., Long. 38° 05.50′ E.
2. Lat. 24° 03.50′ N., Long. 38° 02.00′ E.
3. Lat. 24° 07.00′ N., Long. 37° 53.67′ E.
4. Lat. 24° 07.00′ N., Long. 37° 45.00′ E.
5. Lat. 24° 01.50′ N., Long. 37° 45.00′ E.
6. Lat. 23° 50.00′ N., Long. 38° 12.00′ E.
7. Lat. 23° 25.00′ N., Long. 38° 20.00′ E.
8. Lat. 23° 25.00′ N., Long. 38° 40.00′ E.

Thence along the coast to No. 1 (above).
FLAG: Every vessel entering King Fahd Industrial Port at Yanbu must hoist the Flag of the Kingdom of Saudi Arabia from the foremast and keep it flying *at all times* throughout the vessel's stay in Port. The Flag of the Kingdom of Saudi Arabia is to be in good condition and is properly displayed when the Arabic writing appears at the top and the sword at the bottom.
DOCUMENTS: Also see "Radio".
Arrival Documentation Requirements: The Rules and Regulations for Seaports specify that Masters must present or make available for inspection the following papers and documents:

Log Book.
Registration Certificate.
Classification Certificate.
Load-Line Certificate.
Building Safety Certificate.
Safety Equipment Certificate.
Radio and Wireless Certificate.
Cargo Gear Certificate.
Maritime Health Declaration.
Vaccination List.
Derat Certificate.
Clearance from last Port of call.
Israel Boycott Declaration.
Ship's Stores List.
Grain Shipping Certificate if the vessel is carrying a grain shipment.
Mail Transport Documents in accordance with the "International Postal Treaty" if any mail is carried aboard.
5 copies of the Crew List including name, nationality, date and place of birth, Passport number, port of embarkation, port of disembarkation.
2 copies of the List of Personal Effects of crew and passengers.
5 copies of the Passenger List including name, nationality, date and place of birth, passport number, port of embarkation, port of disembarkation.

In addition, the Rules and Regulations for King Fahd Industrial Port require that the Oil Record Book and the Certificate of Fitness (in cases of gas and chemical carriers) are available for inspection.
CLEARANCE: *Basic Procedure for Clearing a Ship:* On arrival of the ship at anchor or berth, and given that all the pre-entry requirements have been fulfilled, the ship will be boarded by the following for completion of the required formalities:

Immigration Authorities.	Port Health Officer.
Coast Guard.	Customs Officer.

In the case of dry cargo vessels, on completion of these formalities the Agent will collect the discharge permit from the Customs Authorities, having provided a copy of the manifest well in advance. The Customs Authorities then issue a Discharge Permit, one copy of which is given to the stevedores while the other is given to Port Management.
Basic Procedures for Clearing a Ship Outward: When a vessel completes cargo, the Agent is responsible for issuing a letter of notification to the Customs Authorities. The letter is endorsed by the Customs and copies given to the following:

(i) Immigration Department.
(ii) Criminal Investigation Department.
(iii) Yanbu Port Authorities.
(iv) Intelligence Department.
(v) Coast Guard.

The Coast Guard issues a letter to the Quarantine Department, in their capacity as Port Health Authority stating:

(i) They have received the clearance letter from Customs.
(ii) The vessel's name.
(iii) The vessel's flag.
(iv) The name of the Agent.

and requesting them to issue the Departure Permit.

The Departure Permit, duly signed and stamped, is taken to the Immigration Department who will dispatch one of their Officers to the vessel. This Officer checks the Crew List against the Passports and obtains assurances from the Master that the crew is the same as on arrival, apart from any agreed repatriation, and that no crew member has been involved in any mishap. Once the Immigration Officer is satisfied he gives one copy of the Departure Permit to the Master and one copy to Port Management, concluding the formalities.
EARLY DEPARTURE PROCEDURE: Early Departure Procedure is available at the crude oil terminal and should be requested through the ship's Agent.
PILOTAGE: *Instructions to Vessels and Conditions of Use of all Berths within King Fahd Industrial Port:* When the Pilot boards an inward bound vessel he will present the Master with a letter "Instructions to Vessels and Conditions of Use of all Berths within King Fahd Industrial Port". The Master is required to sign the letter, acknowledging receipt and agreeing to the Instructions and Conditions contained therein prior to entry into the Port. No vessel will be allowed to proceed into the Port until this letter has been signed.
Pilotage: Pilotage is compulsory for all vessels entering, navigating within, or leaving the port limits of King Fahd Industrial Port.

Orders for Pilots must be received at least 5 hours before their services are required.

Vessels under 150 n.r.t., pleasure craft, vessels operated by the Saudi Arabian Government and the SEAPA and any craft employed solely within the port limits are exempt from Pilotage. These vessels must keep clear of the fairway.

There are two pilot boarding positions, one off Schermo Reef Lt. (Lat. 24° 02.6′ N. Long. 37° 45.2′ E.) and the other off Yanbu South Lt. (Lat. 23° 26.6′ N. Long. 38° 27.2′ E.), as shown on charts. Pilots will embark and disembark from twin screw, steel pilot vessels. When approaching the pilot boat the Master of every vessel must reduce speed to a minimum for steerage way, maintain VHF contact with the pilot boat, and provide a good lee.

Every vessel picking up a Pilot must have rigged and ready for use a safe, clean, properly secured pilot ladder or combination of gangway and pilot ladder. The Pilot boarding arrangements must comply with the current IMO codes of practice concerning pilot boarding. A lifebuoy, with lifeline attached, and a boat rope must be provided ready for immediate use, and, in addition, between sunset and sunrise the pilot boarding area must be well illuminated. The rigging of pilot ladders and the embarkation and disembarkation of pilots must be supervised by a responsible deck officer.

Any vessel which overcarries a Pilot to another Saudi Arabian Port must pay all repatriation expenses. Under no circumstances may a Pilot be overcarried to a Port outside the Kingdom of Saudi Arabia, due to visa restrictions. If weather, or other conditions preclude the disembarkation of a Pilot from a vessel, bound to a Port outside the Kingdom of Saudi Arabia, then that vessel will be delayed, at the vessel's expense, until such time as disembarkation is possible. Any such vessel so delayed may arrange, at their own expense, for the Pilot to be disembarked by helicopter.

The length of Pilotage from the Schermo Pilot boarding position is approximately 33 miles, with a minimum surveyed depth of 32 m. and from the Yanbu South boarding station about 37 miles, with a minimum surveyed depth of 41 m. In general, channel depths are rarely less than 100 m. and in places exceed 400 m.

Also see "Section A" and "Notice" before "Section A".
APPROACHES: Masters of deep draft vessels will be aware that there are extensive unsurveyed areas between the main shipping lanes and the approaches to Yanbu. Two approach corridors to the present pilot boarding area off Schermo Reef were surveyed early in 1981. The Northern approach corridor, some 48 miles long and 3 miles wide extends in a Westerly direction from just West of Schermo Reef, at approximately Lat. 24° 03′ N., Long. 37° 45.2′ E. to Lat. 24° 04′ N. Long. 36° 53′ E. Depths range in general from 650 m. inshore to 950 m. offshore, but two isolated domes were discovered with least depths of 132 m. and 184 m. at approximately Lat. 24° 04′ N., Long. 37° 36′ E. and Lat. 24° 07′ N., Long. 37° 36′ E. respectively.

The Southern approach corridor some 43 miles long and 3 miles wide extends in a South-Westerly direction from just West of Schermo Reef at approximately Lat. 24° 03′ N., Long. 37° 45.2′ E. to Lat. 23° 22.5′ N., Long. 37° 28.5′ E. No hazards were discovered with depths generally 650 m. inshore to 790 m. offshore.

The surveyed approach corridor for the South Pilot station runs in a Northeasterly direction to Yanbu South Lt., a distance of some 40 miles with a width of 3 miles. Depths obtained are in the range of 550 m. to 780 m.

ANCHORAGES: The bearing and distance shown below is calculated *from Beacon 2C* and indicates position of the anchoage.

Anchoring Points	*Beacon 2C Bearing*	*Max. Distance*	*Draft*
N1	101°	1.06 miles	15.0 m.
N2	110°	1.26 miles	16.0 m.
N3	098°	1.56 miles	22.0 m.
N4	117°	1.80 miles	22.0 m.
N5	123°	2.15 miles	22.0 m.

Anchorages "N4" and "N5" will be utilised for fully laden VLCCs.

Masters of vessels are advised of the following conditions for the use of the anchorage:

1. No repairs of any kind are permitted at the anchorage unless authorised by the Harbour Master.
2. Main engines to be in a state of readiness at all times to leave the anchorage at short notice.
3. A continuous listening watch on VHF Channel 16 should be maintained.
4. Anchor watches to determine vessel's anchor position at reasonable intervals is recommended.

There are no anchorages considered suitable for deep drafted vessels without local knowledge in the vicinity of either Pilot Boarding Station. In any case, vessels not cleared to enter King Fahd Industrial Port are required to remain outside the territorial waters of Saudi Arabia.

An inner anchorage has been established approximately one mile S.W. of the Port Control Tower (27° 57.4′ N., 38° 13′ E.) within the Controlled Navigation Zone of the port. Five vessels can be accommodated in this anchorage. The minimum depth in the anchorage is 35.0 m. and the holding ground is considered to be good. A SEAPA Pilot will conduct vessels to a designated anchorage position on request.

RESTRICTIONS: *Equipment Requirements:* No vessel shall navigate within the Port, unless the vessel complies with the following equipment requirements:

Efficient VHF Radio Telephone capable of working on the Port frequencies.

Efficient steering gear with fully operational rudder and helm indicators.

Efficient working radar.

Efficient propulsion both ahead and astern and fully operational tachometer.

Both anchors capable of being let go and capable of being raised by the vessel.

Efficient winches and adequate mooring gear to secure the vessels safely, and an efficient mooring stations communication system.

Sufficient crew on board at all times to operate the vessel safely and efficiently and all officers properly qualified and certificated as required by the flag nation.

All secondary power or mechanical systems on the vessel to be in operation and immediately available in the event of failure of any primary system.

If any vessel cannot comply with any of the requirements listed above, King Fahd Industrial Port Control must be advised prior to arrival or departure. The vessel will then be subject to inspection and possible delay. Failure to comply or to notify King Fahd Industrial Port Control may result in the vessel being fined or refused entry to the Port or both.

Permission to Enter the Port: All Masters of sea going vessels must have prior permission of the King Fahd Industrial Port Control to enter the Port. Such permission may be subject to special restrictions or conditions if:

The vessel arrives before or after the given ETA.

The vessel is in danger of sinking.

The vessel or its cargo is on fire or if there is any possibility of a fire or if after a fire it is uncertain whether that fire is completely extinguished.

The vessel is overloaded or, on account of the condition of the cargo, the vessel is dangerous or has deck cargo which extends beyond her sides.

The vessel has been involved in a collision or has grounded.

The vessel is leaking.

The vessel has a list.

The vessel is in an unstable condition.

Draft Requirements: Vessels will not be permitted entry to the Port unless they arrive at a draft consistent with safe manoeuvring and reasonably trimmed, to the satisfaction of the Pilot.

RADIO: *ETA Requirements:* In addition to the Pre-Arrival Information Requirements below, further notification of ETA is required 5 days, 72 hours, 48 hours and 24 hours prior to arrival at the Port and should be sent by telex: 662360 ("PORTCT SJ") for information of the Director General. Changes in ETA in excess of one hour must be notified thereafter. On coming within range of King Fahd Industrial Port Control, the ETA must be confirmed by VHF.

Vessels which fail to comply with these requirements may be delayed and or subject to a fine as laid down in the Rules and Regulations.

Government Entry Requirements: The Master will be responsible for complying fully with the requirements of Saudi Arabian Government Departments, Ministries, Agencies and Organisations. Particular attention should be paid to the requirements of the Customs, Coast Guard, Immigration and Port Health Authorities. Masters requiring any advice on these requirements should contact their local Agents.

PEMREF: PEMREF requires a *minimum* of 96/72/48/24 hours notice of a vessel's arrival. The full pre-arrival message should accompany the 96 hour ETA. Where a vessel is arriving from a port less than 96 hours away, an ETA must be sent as soon as the vessel leaves that port.

The above requirements are a *minimum* and Masters should be encouraged to keep PEMREF well advised at an early stage regarding all aspects of their call. Failure to provide the required information in a timely manner will result in delays in berthing and loading, which will be for Owner's account.

PRE-ARRIVAL INFORMATION REQUIREMENTS: The Rules and Regulations for Seaports of the G.C.C. Member States cover King Fahd Industrial Port and these specify that certain information must be received either directly or through the vessel's Agent before that vessel arrives at the port. Vessels which fail to comply with this requirement may be delayed and/or subject to a fine as laid down in the Rules and Regulations.

Dry Cargo Vessels: The following information must be sent to the Director General as soon as that vessel has completed loading cargo at her previous port:

1. Call Sign.
2. Name of vessel.
3. Owner's/Charterer's name and address.
4. Nationality.
5. Agents.
6. LOA.
7. Maximum draft.
8. No. of hatches.
9. G.R.T.
10. N.R.T.
11. D.W.T.
12. Previous Names.
13. Type of Vessel.
14. Type of Cargo.
15. Total cargo weight tons.
16. Total cargo freight tons.
17. No. of containers/units.
18. No. of Livestock.
19. E.T.A.
20. Actual Arrival Draft.
21. Hazardous Cargo for Yanbu, including quantities and classes.
22. Hazardous Cargo in Transit for other ports, including quantities and classes.
23. Tonnage to Hatch for Yanbu Discharge.
24. Year of Construction.
25. Lloyd's Registered Number.
26. All Ports of Loading.
27. Ship's Derricks.
28. Speed.
29. Next Port.
30. Route.
31. Last 3 Ports of Call.
32. Bunker Requirement.
33. Liquor Cargo in Transit with container number.
34. Arms and Ammunitions on board.

Tankers: The following information must be sent to the Director General as soon as the vessel receives orders to proceed to the port. It is requested that the information should also be sent to the relevant Terminal Operator.

AA Name of vessel.
BB Former names.
CC Port of registry, flag, call sign.
DD LOA, G.R.T., N.R.T.
EE Summer D.W.T., arrival D.W.T.
FF Draft on arrival forward and aft.
GG ETA. (To be advised 5 days, 72 hours, 48 hours, 24 hours and any later changes).
HH Last port.
II Cargo on board and flash point, destination of cargo.
JJ Cargo requirements.
KK Previous cargo and quantity residues on board for load on top.
LL IMO Class.
MM Whether gas free or in an inert condition (Oxygen content of atmosphere throughout tank to be less than 8% by volume).
NN Port of loading ballast and amount.
OO Quantity of ballast loaded on passage.
PP Quantity of segregated ballast on arrival.
QQ Quantity of cargo tank ballast on arrival.
RR Time for deballasting: Can ship load/deballast simultaneously?
SS Special conditions, difficulties, defective equipment or gear which could present special hazards or difficulties when mooring, unmooring or during cargo operations.
TT Agent's name.
UU Maximum loading rate.
VV Topping-off rate.
WW Bunker requirements.
XX Cargo manifold connections size.
YY Bunker connections size.
ZZ Derricks.
11. Ship shore comparisons for last 5 voyages.
22. Year built.
33. Master's full name.
44. Discharge port.
55. Next port of call.
66. Number of crew.
77. Vessel's economical speed.
88. Vessel's position when 48 hours from pilot station.

(See also "Appendix").

Gas Tankers: The following information must be sent to the Director General and Terminal Operator as soon as the vessel receives orders to proceed to the port.

AAG	Name of vessel, indicating any former names.
BBG	Port of registry, flag, call sign.
CCG	LOA, G.R.T., N.R.T.
DDG	Summer D.W.T., arrival D.W.T., arrival draft forward and aft.
EEG	Last port, ETA Yanbu.
FFG	Quantity of ballast on arrival: where loaded.
GGG	Quantity of dirty ballast on arrival.
HHG	Total cargo capacity in cubic metres. Cargo required.
IIG	Grades and quantities of any part cargoes or cargo residues and where loaded. Grade and quantities of product in deck tanks.
JJG	Are part cargoes to be comingled with Yanbu loadings?
KKG	Gauge pressures; top, bottom and mean temperatures of each cargo tank.
LLG	Quantity of coolant required in addition to cargo requirements.
MMG	Maximum allowable relief valve settings for all cargo tanks.
NNG	Have any cargoes other than LPG been carried during last 3 loaded voyages? Specify.
OOG	Maximum oxygen content by volume per cent of each warm or inerted cargo tank.
PPG	If tank purging required specify whether: (a) Parallel or in series. (b) Liquid from shore direct to cargo tanks. (c) Liquid from shore to vessel's vaporisers. Specify vaporiser throughout in RLPG tonnes/hour.
QQG	If cooling down tanks is required, specify maximum cooling rate in terms of temperature reduction per hours and maximum temperature differential permitted between any two points in cargo tanks.
RRG	Available total capacity of ship's reliquefication plant for each nominated cargo product.
SSG	Type of ship's reliquefication system i.e., direct, cascade or other.
TTG	Capacity of ship's gas blowers to shore vapour return line in volume per hour at reference temperature.
UUG	Maximum loading rate and approximate topping off rate.
VVG	Bunker manifold size. Bunker requirements.
WWG	Manifold presentation; function, ASA rating, size, from Forward.
XXG	Agent's name.
YYG	IMO ship type. Does vessel have valid certificates of fitness?
ZZG	Special conditions, difficulties, defective equipment or gear which could present special hazards or difficulties when mooring, unmooring or during cargo operations.
111.	Deballasting time, specify concurrent loading or not.
222.	Year built.
333.	Master's full name.
444.	Discharge port.
555.	Next port of call.
666.	Number of crew.
777.	Vessel's economical speed.
888.	Vessel's position when 48 hours from pilot station.

(See also "Appendix").

HEALTH: *Quarantine:* In accordance with International practice, quarantine signals must be displayed by all vessels approaching the port. These signals must be displayed continuously until Pratique is granted.

Sunrise to Sunset – Quarantine Flag
Sunset to Sunrise – Signal lights – Red over white

VHF: *Port Control:* All the marine services and shipping movements within King Fahd Industrial Port Limits are monitored and controlled by "King Fahd Port Control", which is situated at Lat. 23° 57.4′ N., Long. 38° 13′ E. The station is manned 24 hours a day and maintains a continuous VHF watch. Information can be provided to Masters and Pilots on all navigational aspects, including wind and visibility, navigational aids and shipping movements within the port area. The station will also provide a liaison with the Terminal Operators and Emergency Services.

The following VHF channels are continuously available for use by King Fahd Port Control.

Channel Designator	*MHz Frequency*	*Service*
16	156.800	International Calling and Distress
10	156.500	Port Operations – 3
11	156.550	Port Operations – 1
13	156.650	Port Operations – 4
68	156.425	Port Operations – 2
67	156.375	Pilotage/Berthing Operations
69	156.475	Pilotage/Berthing Operations
71	156.575	Pilotage/Berthing Operations
73	156.675	Pilotage/Berthing Operations
74	156.725	King Fahd Port Operations – Private

In the event of a Port Emergency, King Fahd Industrial Port Control will designate a channel for use during the period of the emergency.

RADAR: Harbour Surveillance Radar is installed in the Port Control Tower.

A second surveillance radar is being erected (1990) on a 30 m. tower in position Lat. 23° 42′ N. Long. 38° 29′ E., remote reading at the Port Control Tower.

TUGS: There is no requirement for Masters to order tugs in King Fahd Industrial Port. The number of tugs to be used during berthing and on departure will be specified by the Harbour Master. If the Master wishes to appeal against the number of tugs allocated, he will do so to the Harbour Master, who will make the final decision.

Any tug whether owned, hired or chartered by the Ports Authority, when used for assisting a vessel, shall be deemed to be under the order and control of the Master, Owner or Charterers of the vessel being assisted. The Ports Authority shall not be liable for damage of any description or any consequential loss suffered by, or to, the tugs or their crews while assisting vessels, whether occasioned by any act or omission of Tug Master or crew or by any defect or inadequacy of the tug, machinery or gear.

Towing lines will be provided by the Ports Authority. Tugs will rendezvous with vessels bound for Port Terminals in the vicinity of Buoy No. 14. or further South as appropriate for the terminal.

All tugs are fitted with foam and water monitors for fire fighting and spray booms for pollution dispersal work.

15 tugs up to 87 tons bollard pull. Pilot launches and mooring launches are available.

Most tugs are VSP Water Tractors.

CRUDE OIL TERMINAL:

Saudi Aramco Berth Particulars:

Berth No. 61:

Tanker Size (approx.)	80,000 – 275,000 d.w.t. (See Note)
Deck Level of Loading Platform	40 ft.
Depth Alongside Berth No. 1	92 ft. ISLW
Max. Draft	81 ft.
Loading Arms (number and size)	4×20 in.
Quick Disconnect Coupling Size	16 in. 20 in., 24 in.
Bunker Fuel Arms (number and size)	2×12 in.
Quick Disconnect Coupling Size	8 in., 10 in., 12 in.
Max. Rate Per Loading Arm	32,500 b.p.h.
Max. Rate Per Bunker Arm (Off-loading)	8,900 b.p.h.
Number of Breasting Dolphins	4
Number of Mooring Dolphins	4
Available Mooring Hooks	24 (SWL @ 70 M/T)
Distance Between Centre of Inner Breasting Dolphins	239 ft. (73 m.)

Berth No. 62:

Tanker Size (approx.)	275,000 – 500,000 d.w.t. (See Note)
Deck Level of Loading Platform	40 ft.
Depth Alongside Berth	105 ft. ISLW
Max. Draft	95 ft.
Loading Arms (Number and Size)	4 × 20 in.
Quick Disconnect Coupling Size	16 in. 20 in., 24 in.
Bunker Arms (Number and Size)	2 × 12 in.
Quick Disconnect Coupling Size	8 in., 10 in., 12 in.
Max. Rate per Loading Arm	32,500 b.p.h.
Max. Rate per Bunker Arm (Bunkering)	10,000 b.p.h.
Number of Breasting Dolphins	2
Number of Mooring Dolphins	6
Available Mooring Hooks	26 (SWL @ 70 M/T)
Distance Between Centre of Breasting Dolphins	449 ft. (137 m.)

Note: Tankers of less than 275,000 d.w.t. may be accepted if the light water line flat side forward and aft of the manifold is at least 75 m. (246 ft.)

Berth No. 63: (Also see "Shipmaster's Report" – dated October 1985)

Tanker Size (approx.)	120,000 – 275,000 d.w.t. (See Note)
Deck Level of Loading Platform	40 ft.
Depth Alongside Berth	90 ft. ISLW
Max. Draft	81 ft.
Loading Arms (Number and Size)	4 × 20 in.
Quick Disconnect Coupling Size	16 in., 20 in., 24 in.
Bunker Arms (Number and Size)	2 × 12 in.
Quick Disconnect Coupling Size	8 in. 10 in., 12 in.
Max. Rate per Loading Arm	32,500 b.p.h.
Max. Rate per Bunker Arm (Bunkering)	10,000
Number of Breasting Dolphins	2
Number of Mooring Dolphins	5
Available Mooring Hooks	23 (SWL @ 70 M/T)
Distance Between Centre of Breasting Dolphins	420 ft. (128 m.)

Note: Tankers of less than 120,000 d.w.t. may be accepted if the light water line flat side forward and aft of the manifold is at least 70 m. (230 ft.).

Berth No. 64: In 1990 a fourth berth for vessels of 80,000 d.w.t. to 500,000 d.w.t. was under construction.

Only two berths of the Crude Oil Terminal can be loaded at the same time. Maximum loading rate to two crude berths simultaneously is 260,000 b.p.h. through 8 × 20 in. loading arms.

Environmental Monitoring System: An environmental monitoring system is installed at Berth No. 61 dock control room with repeater units located in dock control rooms at Berths 62 and 63. The system indicates wind velocity and direction, atmospheric pressure and temperature, current velocity and direction, and wave height and period.

Berthing Criteria:

Max. berthing velocity:	20 cm./sec.
Max. approach angle:	7°

For berthing and unberthing purposes, wind, sea, and current conditions have to be within acceptable limits, so that during the final docking the maximum berthing velocity and maximum approach angle is not being exceeded.

Mooring Arrangements: Each mooring dolphin, breasting dolphin, and loading platform is equipped with either double or triple quick-release mooring hooks and with a mooring capstan.

The terminal will furnish a required mooring arrangement for the loading berth to which the vessel is nominated. The mooring diagram shows the number of mooring hooks provided for each berth consecutively numbered from North to South. These mooring hooks are designed to service one mooring line per hook.

Port mooring launches will be used to assist during mooring operations.

The terminal will provide suitable messengers for heaving in lines.

In order to ensure the integrity of the offshore terminal facilities, it is recommended that VLCCs provide an all wire mooring arrangement and that tankers in the 50 to 160 MDWT range provide mooring wires at least for their spring mooring lines and breast mooring lines. The recommended minimum number of wire moorings is as follows:

50,000 – 160,000 d.w.t. tankers:	8 mooring wires
160,000 – 250,000 d.w.t. tankers:	10 mooring wires
250,000 – 350,000 d.w.t. tankers:	12 mooring wires
350,000 plus d.w.t. tankers:	14 mooring wires

VLCCs with an all synthetic mooring system will be accepted if the synthetic mooring lines consist of low elasticity material.

All mooring lines should be of similar size and material and must be in good condition. Manual brakes have to be set and to be secured on all tension winches once the tanker is moored. Ship's crew must tend all moorings to keep the ship in position and mooring lines have to be taut at all times.

Each loading berth is equipped with a mooring load monitor/hook release system. The system is designed to monitor the loads on each mooring hook and to provide an alarm should the loads on a mooring hook exceed the system's set points. Berth operating personnel will monitor the mooring loads and, based on the read-outs they will advise the responsible officer who is expected to immediately correct any undesirable mooring situation.

The mooring load monitoring system does not relieve the vessel's Master from his responsibility to ensure adequate and safe mooring at all times when berthed alongside the Crude Oil Terminal.

Report: 1989.

King Fahd Industrial Port Authorities and Saudi Aramco have reminded us to ensure that Owners and Masters, of all vessels berthing at the Crude Oil Terminal and NGL jetties, are made fully aware of the mooring requirements, which are a minimum of 16 lines arranged as follows:

3 head lines
3 forward breast lines
2 forward back springs
2 after back springs
3 after breast lines
3 stern lines.

Further, please take note of Saudi Aramco's minimum wire mooring line requirement as under:

Vessel Size	*Required*	*Recommended*
75,000 – 160,000 d.w.t.	8 Wires	12 Wires
161,000 – 250,000 d.w.t.	10 Wires	12 Wires
251,000 – 300,000 d.w.t.	12 Wires	14 Wires
301,000 – 350,000 d.w.t.	12 Wires	16 Wires
351,000 d.w.t. and above	14 Wires	16 Wires

Gangway: The Crude Oil Terminal will provide a gangway to the ship at each berth.

Each loading platform has a gangway tower equipped with a self-adjusting gangway. The gangway provides access to and from the tanker and is the only permissible means for any personnel to enter or leave the ship.

Loading: *Loading Arms:* There are 4×20 in. crude oil loading arms at each of the loading platforms at Berth Nos. 61, 62 and 63. Each crude oil loading arm is capable of handling 32,500 bbls.p.h. maximum. The maximum flow rate per berth is 130,000 bbls.p.h., using 4 arms.

The hydraulic controls for the loading arms are located at the control desk on the loading platform adjacent to the loading arms. All loading arms are fully hydraulic powered and counter-balanced when empty. Each loading arm is fitted with a "Quick Disconnect Cargo Coupler" and a minimum distance of 18 in. is required between the lowest point of the ship loading line flanges to the upper level of the working platform of the spill tank.

All loading/bunker connections are equipped with electrical insulating flanges. Therefore, ship to shore bonding cables are not required.

Loading Plan Agreement: Prior to loading, the Terminal Supervisor will contact the officer in charge for the loading operation on board the tanker and discuss and agree on the loading plan.

The loading agreement consists of:

(a) Maximum acceptable loading rates, starting rates, topping-off rates, and standby notice requirements. (During loading, all anticipated changes in cargo transfer rates are to be communicated in a timely manner to ship or shore).
(b) Cargo quantities required by tanker's Master and comparison with terminal loading instructions.
(c) Cargo characteristics, required samples and tests.
(d) Assignment of cargo to vessel tanks and preferred order of loading.
(e) Details of last cargo, condition of tanks and pipelines, and ballast conditions and deballast time. Inspection of all cargo tanks prior to loading and signing of the Dry Certificate.
(f) Load-on-top procedures.
(g) Quantity of slop oil on board and quantity of free water in slops.
(h) Quantity of bunkers ordered prior to arrival.
(i) Estimated loading time required and estimated departure time.

Crude Oil Characteristics:

Arabian Light

Temperature	120°–150°F
API Gravity	33.2–33.8
Reid Vapour Pressure	3.6–5.0 PSIA
Pour Point	Below 20°F
Viscosity	57 SUS @ 70°F
BS&W	Less than 0.05%
H_2S	Less than 10 PPM

Hydrogen Sulphide Hazards (H_2S): Arabian crude loaded at the Offshore Marine Terminal has been treated for H_2S removal prior to shipping.

However, the crude oil may still contain Hydrogen Sulphide in concentrations which may be harmful to personnel. Personnel on board tankers who may be exposed to concentrations of H_2S gas should observe safety precautions applicable to harmful gases.

Slop Residues: Slop residues cannot be discharged ashore at Petromin's crude oil terminal.

Cargo Tank Inspection: Cargo tanks onboard the tanker will normally not be inspected by the Terminal Offshore Supervisor. If the Owner/Charterer of the ship requests an independent oil inspection company to inspect cargo tanks, the Offshore Supervisor will witness the tank inspection.

Tankers which arrive with all tanks inerted must enable ullage inspections of all cargo tanks to be carried out prior to start of cargo transfer operations and after completion of cargo transfer operations.

If the tanker requests load-on-top procedures, measuring of the quantity of oil and water in the slop tank(s) will be witnessed by the Terminal Supervisor (Also see "Appendix").

Loading Signal: During loading the international code flag "B" shall be displayed during daylight hours. During darkness a red loading light shall be displayed.

Watches: During the entire stay of the vessel alongside the Crude Oil Terminal, a deck watch is required.

Bunkering: Bunkering fuel is available at all berths at the Crude Oil Terminal, and 2 bunker loading arms are located on each loading platform, size 12 in. Maximum flow rate per bunker loading arm is 14,500 bbls./p.h. To avoid any delays to tankers, bunkering has to be accomplished concurrently with cargo transfer operations.

NGL TERMINAL: The NGL Terminal is a Saudi Arabian Government owned, Saudi Aramco operated facility designed to load refrigerated liquid petroleum gas (propane and butane) and naphtha product for export. LPG carriers range in size from approximately 25,000 cu.m. to 200,000 cu.m. Naphtha carriers range from 20,000 to 280,000 d.w.t.

Terminal Facilities: The 2 loading berths are situated on the offshore side of the base of the "L". Berth 71 is the Southerly berth and Berth 72 is the Northerly berth. Berth alignment is 290° true bearing. A tower crane is located in the middle of each loading platform. Reading from North to South the 7 loading arms are designated for the following service; Naphtha, ship's fuel, LPG (4 arms), and ship's fuel. All LPG arms are universally manifolded to permit propane or butane liquid loading; or propane, butane or contaminated vapour return. Bunker fuel or black diesel can be loaded through either or both 12 in. ship's fuel arms which flank the LPG loading station. The naphtha arm is capable of delivering naphtha product and receiving small amounts of naphtha slop, which will be disposed of onshore. There are no shore-based ballast handling facilities.

Berth Particulars: No. 71 and No. 72.

Tanker size (approx.):	16,000 – 200,000 cu.m.
Deck Level of Loading Platform:	56 ft. ISLW
Depth Alongside Berths (min.):	60 ft. ISLW
Max. Draft:	53 ft. 02 in. (16.2 m.)

Loading Arms:

	Number/Size		*Number/Size*
(a) Ships' Fuel	2×12 in.	(c) LPG	4×16 in.
(b) Naphtha	1×16 in.		

Quick Disconnect Coupling Sizes: 8 in., 10 in., 12 in., 14 in. and 16 in.

Maximum loading rate:

(a) Ships' Fuel	
1. Diesel	650 bbls.p.h.
2. Bunker Fuel	5,000 bbls.p.h.
(b) Naphtha	30,000 bbls.p.h.
(c) LPG	30,000 bbls.p.h.

Number of Breasting Dolphins:	2
Number of Mooring Dolphins:	6
Available Mooring Hooks:	42
Distance between centre of Breasting Dolphins:	300 ft.

Condition of Ship's Products Tanks: The Saudi Aramco facilities for loading LPG are not designed for loading pressurised cargoes and LPG will not be loaded into a tanker which does not have adequate shipboard refrigeration capacity and chilled tanks.

Mooring Lines and Arrangements: In order to ensure the safety of personnel, tankers and loading facilities, and to prevent accidental oil spillages, Saudi Aramco strongly recommend that tankers of 75,000 d.w.t. and larger which moor at NGL Terminal berths utilise a minimum of 8 to 12 wire mooring lines (breasts and springs) in accordance with the following:

75,000 to 160,000 d.w.t.	: 8 wire lines
161,000 to 250,000 d.w.t.	: 10 wire lines
Greater than 250,000 d.w.t.	: 12 wire lines

Vessels equipped with both wire and synthetic mooring lines must avoid mixing such lines to the same dolphin. During periods of unsettled weather, arriving vessels fitted with sufficient wires will be preferentially berthed whereas vessels equipped with synthetic lines or too few wire lines will not be berthed until the weather improves. If a ship with synthetic lines is already moored and squall conditions arise, loading to that vessel will be stopped and the loading arms disconnected until weather conditions improve and it is judged safe to resume the loading operation. The use of nylon or other highly elastic line is prohibited.

Each mooring dolphin and breasting dolphin is equipped with triple quick-release mooring hooks and with a mooring winch.

Vessels must be moored to the entire satisfaction of the Pilot. Vessels must be ready at all times to put out more lines as required by the Harbour Master or pier personnel, or as dictated by weather changes. All vessels moored to the piers must have deck winches in readiness for immediate use. All vessels moored with automatic tension winches will set the manual brakes on these winches.

Pier crew are on duty continuously to handle loading arms and mooring lines. Mooring lines on board vessels will not be handled by shore personnel.

All loading connections are equipped with electrical insulating flanges. Therefore, ship to shore bonding cables are not required.

Gangway: The NGL Terminal will provide a gangway to the ship at either berth. Each berth has a gangway tower equipped with a self-adjusting gangway for access to and from the ship, and this is the only permissible means for any personnel to enter or leave the ship.

Loading Plans: After a tanker is secured at the berth and prior to the beginning of any loading operation, the Master (or a ship's officer designated by him) will meet with the NGL Terminal senior shiftoperations representative in order to discuss and prepare the vessel's loading plan. Items to be discussed will include, but not be limited to, the following:

1. Temperature and pressure of each of the ship's tanks.
2. Product to be loaded in each tank and the sequence of tank loading.
3. Quantity and type of product, if any, in each ship's tank, and whether it is a part cargo or residue required for tank cooling.
4. Loading rates of each product.
5. Safety procedures and safe loading practices.

All clean excess vapours which cannot be handled by the tanker's vapour recovery equipment will be metered to the shore-based vapour recovery system and reprocessed. Contaminated vapours will be metered to the flare.

Refrigerated LPG: Refrigerated LPG is loaded via 16 in. loading arms. The maximum loading rate for each product is 30,000 bbls.p.h. Each berth is equipped with 4 LPG loading arms which may be used for butane liquid, propane liquid or vapour return to a ship's vapour recovery unit, or contaminated vapours to flare. All 8 LPG loading arms are fitted with quick connect/disconnect couplers. Each LPG loading line has an associate circulation return line. Loading lines must be on circulation at least 4 hours prior to commencement of loading. No 2 ships are loaded from one loading line simultaneously.

The NGL Terminal facilities ARE NOT designed for loading pressurised LPG and NO LPG will be loaded into ship's tanks that are not equipped with refrigeration facilities and are not adequately chilled.

Vapour line MUST be connected prior to loading LPG cargo. This also includes those vessels loading coolant.

Before being transferred from the loading line to the loading barrel and arms, the propane and butane products are metered. The metering system is designed for loading rates between 100 bbls.p.h. and 30,000 bbls.p.h. for each product.

A 3 in. turbine type meter with a capacity of 79 bbls.p.h. – 929 bbls.p.h is provided for low loading rates such as cooldown and topping off.

An 8 in. turbine type meter with a capacity of 679 bbls.h.p. – 7,420 bbls.p.h. is provided for full flow rates.

Every vessel loading LPG at the NGL Terminal will be required to have a copy of SAUDI ARAMCO GASRUL 9:83 on board. When a copy is not on board prior to arrival Saudi Aramco and the Agent of the vessel shall be so advised. Extracts of the regulations are included for information as follows:

1. *Propane Loading:*
   (a) The cargo tank bottom is cooled down to a maximum mean temperature of −38°F or −39°C.
   (b) The maximum mean temperature above the mid-depth of the cargo tank, in the range between two-thirds and three-quarters of the Maximum Allowable Tank Filling Level (MATFL), and excluding any temperature indicated in the cargo tank dome vapour space, is −13°F or −25°C.
   or
   The maximum mean temperature at the top of the cargo tank and at or immediately below the MATFL and excluding any temperature indicated in the cargo tank dome vapour space is −8°F or −22°C.
2. *Butane Loading:*
   (a) The cargo tank bottom is cooled down to a maximum mean temperature of +32°F or 0°C.
   (b) The maximum mean temperature above the mid-depth of tha cargo tank, in the range between two-thirds and three-quarters of the MATFL and excluding and temperature indicated in the cargo tank dome vapour space, is +57°F or +14°C.
   or
   The maximum mean temperature at the top of the cargo tank and at or immediately below the MATFL and excluding any temperature indicated in the cargo tank dome space is plus 62°F. or plus 17°C.
3. The cargo tank gauge pressure not more than 1.0 p.s.i. or 70 MBS or 0.07 kg./sq.cm. on arrival at berth. During cargo operation the pressure of any cargo tank shall be maintained within the range between zero gauge minimum (atmospheric pressure) and a maximum which shall not exceed 70% of the maximum allowable relief valve setting for that cargo tank or such other lesser maximum percentage as may be determined by Saudi Aramco for a particular vessel.
4. Butane may be loaded into ship tanks containing residue up to 10% of the cargo to be loaded.
5. Propane may be loaded into ship tanks containing propane residue up to 10% of the cargo to be loaded.
6. Butane or propane may be loaded into ship tanks containing part cargo of the same grade only by authorisation of the offtaker. Quantities of over 10% of the cargo to be loaded shall be considered part cargo.
7. Should the vessel be unable to comply with the provisions of paragraphs 3 and 4, Saudi Aramco operations management representatives shall confer with the vessel Master and/or Responsible Loading Officer to develop a loading procedure for the safest possible loading for the tank(s) containing dissimilar residue. The procedure shall be in writing, agreed to by both parties and take into consideration loading rates, temperatures, pressures and all possible safeguards to ensure minimising the dangers to ship and shore installations. It must be understood that this procedure will involve delays to the vessel and will impose additional workloads on the shore and ship personnel.
8. IN NO CASE WILL LOADING BE PERMITTED INTO SHIP TANKS CONTAINING LIQUID PRODUCT OF A DIFFERENT GRADE IN EXCESS OF TEN TONS.
9. When a vessel requires special handling, as described above, the vessel shall be given a letter of protest, with copies to Owners and Operators.
10. Refrigerated LPG vessels with warm cargo tanks can be handled at the Saudi Aramco NGL Terminal. When special circumstances warrant, new ships and other vessels with warm tanks may be accommodated but will be subject to specific conditions.
11. Vessels with part cargo on board of products other than A-140 Propane or A-160 Butane must be equipped to keep any liquid or vapour completely self-contained from those cargo parcels. There must be no return of non-compatible vapour to atmosphere while at berth. *No mixing of dissimilar refrigerated liquids is allowed at berth.*
12. Vessels loading either propane or butane are expected to use the appropriate vapour return line but only for *excess* vapour which the vessel's vapour recovery equipment cannot handle. Excessive vapour will be metered to a shoreside ship's vapour recovery system. If the excess vapour cannot be handled by using both systems, the vapour will be sent to flare. If the situation cannot be corrected promptly aboard ship, the loading shall be shut down. Loading shall be resumed only after the loading plan has been reviewed with the Master or Responsible Loading Officer by the senior shift operations representative and corrective action has been agreed upon.
13. In the event of a spill of liquid propane or butane on board the vessel, shore loading shall be shut down until corrective action to clean up the spill and to avoid future recurrence has been agreed upon by the Master or Responsible Loading Officer, the shift operations staff and the Harbour Master.
14. There are no facilities at the NGL Terminal for the return of either liquid propane or liquid butane cargo. Vessels must pay strict attention not to overload either of these grades.

Emergency Procedures: In the event of a fire or explosion at the pier, or on board a vessel which is berthed alongside at the Terminal, the alarm signal will be a one minute undulating signal on the siren and an Emergency Shutdown System will be activated to shutdown immediately all cargo loading to vessels at the berths. The course of action to be followed by Saudi Aramco Terminal personnel will be dictated by the particular facts and circumstances of the incident. It is impossible to indicate exactly and completely what practices will be applied during an emergency before an evaluation of the specfic situation can be made. Masters are advised to familiarise themselves with the Port and Terminal Emergency Procedures.

YANBU PETROMIN REFINERY: This is the domestic refinery for Saudi Arabia and is operated by Saudi Arabian Marketing and Refining Company (SAMAREC).

Terminal Facilities: There are 4 berths at the terminal, 2 for vessels of 20,000 d.w.t. to 80,000 d.w.t. capacity (Berths No. 91 and 92) and 2 for vessels of 1,000 d.w.t. to 20,000 d.w.t. capacity (Berths No. 93 and 94).

The smaller berths are located inside the harbour basin and the two larger berths on the seaward side of the causeway dogleg extending to the South Eastward of the main causeway.

Berth structures consist of a central loading platform and mooring and breasting structures connected by a trestle for vehicular access. Platform and trestle are of concrete, and the loading platforms connected to the mooring dolphins by steel walkways.

For the two larger berths, there are 4 semi-flexible breasting dolphins for each berth, two each side of the platform. The berths have been dredged to a depth of 16 m. below LAT.

For the two smaller inside berths, a semi-flexible breasting beam is installed in front of the platform, designed to absorb the berthing energy of vessels up to 20,000 d.w.t. tonnes. The turning circle with a diameter of 760 m. and the approach to the inner basin has been dredged to 13.5 m. below LAT; the berths themselves dredged to 11.5 m. below LAT.

All berths are equipped with double or triple quick release hooks. All hooks can be released remotely in an emergency.

The two larger berths are equipped with a berthing approach system, which monitors and records approach velocity, distance off and angle of approach; visible readout boards are installed for vessels' use.

A ballast water treatment plant is capable of receiving ballast at a maximum rate of 3,000 tonnes per hour prior to loading. Ballast water is passed through the facility's spearator system, clean water is then passed to retention ponds prior to being released to sea. The discharge of ballast water from the facility is monitored to ensure compliance with current environmental standards.

Bunkers (fuel and diesel oil) and potable fresh water are available at each berth.

Berth Particulars:

Berths No. 91 and 92:

Min./Max. tanker size	20,000 to 80,000 d.w.t.
Loading platform height above LAT	6.0 m.
Minimum water depth alongside	16.0 m.
Maximum draft allowed	14.2 m.
Breasting dolphins	4
Maximum LOA	260 m.
Usual side alongside	Starboard
Shore gangway	Yes

Berths No. 93 and 94:

Min./Max. tanker size	1,000 to 20,000 d.w.t.
Loading platform height above LAT	5.0 m.
Minimum water depth alongside	11.5 m.
Maximum draft allowed	9.8 m.
Breasting dolphins	4
Maximum LOA	175 m.
Usual side alongside	Starboard
Shore gangway	Yes

Product Loading Rates:

Berths No. 91 and 92:

Product	*Max. Rate per Arm* cu.m./hr.	*Design Pumping Rate* t.p.h.	*No. of Arms*
Fuel Oil (cargo)	1,500	2,360	3
Marine Diesel (cargo)	1,500	1,570	2
Regular Gasoline	1,500	1,570	2
Premium Gasoline	1,500	1,570	2
Motor Diesel Oil	1,500	1,570	2
Kerosene	1,500	1,570	2
Naphtha	440	300	1
JP4	240	182	1
Fuel Oil (bunker)	800	760	1
Marine Diesel (bunker)	550	450	1
Ballast Water (discharge)	1,500	3,000	3
Fresh Water	—	25	Hose

Berths No. 93 and 94:

Product	*Max. Rate per Arm* cu.m./hr.	*Design Pumping Rate* t.p.h.	*No. of Arms*
Fuel Oil (cargo)	1,000	2,360	3
Marine Diesel (cargo)	1,000	1,570	3
Regular Gasoline	1,500	1,570	2
Premium Gasoline	1,500	1,570	2
Motor Diesel Oil	1,500	1,570	2
Kerosene	1,500	1,570	2
Naphtha	440	330	1
JP4/JP1	240	182	1
L.P.G.	60	30	1
Caustic (discharge)	15	20	1
T.E.L. (discharge)	23	40	Hose
Fuel Oil (bunker)	800	760	1
Marine Diesel (bunker)	250	205	1
Ballast Water (discharge)	1,000	1,500	3
Fresh Water	—	25	Hose

Loading Arms: Loading arms on all berths are numbered from right to left when facing the berth from the deck of a vessel. Loading arm numbers are prefixed with berth identity number.

Berths No. 91 and 92:

Loading Arm (No.)	*Diameter* (in.)	*Coupling Sizes* (in.)	*Products Handled*
1	10	10 – 14	Fuel oil (cargo), Marine diesel (cargo), Fuel oil (bunker), Marine diesel (bunker), Ballast
2	10	10 – 14	Fuel oil (cargo), Marine diesel (cargo), Fuel oil (bunker), Marine diesel (bunker), Ballast
3	10	10 – 14	Motor diesel, Kerosene
4	10	10 – 14	Motor diesel, Kerosene
5	10	10 – 14	Regular gasoline, Premium gasoline
6	10	10 – 14	Regular gasoline, Premium gasoline
7	10	10 – 14	Fuel oil (cargo), Marine diesel (cargo), Fuel oil (bunker), Marine diesel (bunker), Ballast
8	8	8, 10, 12	JP4, Napatha

Berths No. 93 and 94:

Loading Arm (No.)	*Diameter* (in.)	*Coupling Sizes* (in.)	*Products Handled*
1	8	8 – 12	Fuel oil (cargo), Marine diesel (cargo), Fuel oil (bunker), Marine diesel (bunker), Ballast
2	8	8 – 12	Fuel oil (cargo), Marine diesel (cargo), Fuel oil (cargo), Marine diesel (cargo), Ballast
3	10	10 – 14	Motor diesel, Kerosene
4	10	10 – 14	Motor diesel, Kerosene
5	10	10 – 14	Regular gasoline, Premium gasoline
6	10	10 – 14	Regular gasoline, Premium gasoline
7	8	8 – 12	Fuel oil (cargo), Marine diesel (cargo), Fuel oil (bunker), Marine diesel (bunker), Ballast
8	8	8 – 12	JP4/JP1, Naphtha
9 (Berth 94 only)	4	4	L.P.G.
10 (Berth 94 only)	4	4	Caustic
X (Berth 94 only)	6	Hose	T.E.L.

Quick Disconnect Couplers: Each loading arm is fitted with a "quick disconnect" coupler. These are hydraulically operated from a centrally located operating panel. A pendant control lead is available for local control of loading arms when connecting to the ship's manifold.

Gangway: Each of the four berths is equipped with hydraulically operated shore/ship gangways, which will normally be used. It is the vessel's responsibility to ensure that the ship end of the gangway is placed in such a position as to be clear of all obstructions. A gangway watch is to be maintained to ensure no fouling of the gangway occurs during loading/discharging. At no time is the gangway to be made fast to any part of the vessel.

Mooring Arrangements: Each mooring dolphin, outer breasting dolphin and/or loading platform is equipped with double or triple quick release mooring hooks, each grouping is fitted with a 2.5 tonnes SWL Capstan. The terminal will provide the required mooring hooks arrangement for the vessel on each berth. The mooring hooks are designed to handle one mooring line per hook only. Mooring boats will run moorings from the ship to the dolphins. The terminal will provide suitable messenger lines.

Working Areas: Under no circumstances may the longitudinal or lateral movements of a vessel exceed the limited working envelopes of the connected loading arms.

Each berth is equipped with a mooring hook load monitor. The system is designed to monitor the load on each mooring hook and provide warning, should the load exceed the set parameters. Berth operating personnel will warn ship's Officers of discrepancies of load between mooring lines. The ship's responsible Officer is required to immediately correct any undesirable situation. The mooring load monitoring system does not relieve the vessel's Master from his responsibility to ensure adequate and safe mooring at all times while berthed.

Deballasting: Deballasting connections are provided at all four berths and their use is mandatory, except in the case of ballast in segregated ballast systems. Discharge of ballast from SBT is only to be permitted after inspection by Port Authority Inspectors.

Bunkering: Bunkering fuel and diesel oil is available at all berths. Whenever possible, bunkers should be taken during deballasting operation.

LPG Loading System: The LPG system is designed to load LPG to pressurised carriers. In the case of vapours returned by a vessel during loading, these can be condensed and pumped back into the vessel's tanks.

Slop Residue: "Slop" oil may be discharged to the ballast reception facility, subject to content restrictions and with the approval of the terminal representative. Slop residues containing chemicals or emulsifying agents may not be accepted. Samples may be taken for testing before slops are accepted.

Bonding: All cargo/bunker loading connections are equipped with insulating flanges, and therefore ship-to-shore bonding is not necessary.

Communications: A telephone connected to the refinery PABX system is installed at the gangway ship side for use of operations or emergencies only.

Emergency Shut-Down System: At the end of the gangway (ship side), an emergency shut-down push button is installed. This may be activated by ship's responsible Officers, in case of emergency on board the ship.

Valve Closure: Ship's valves will not be closed off against shore pumps.

Loading Plan Agreement: Prior to loading, and especially in the case of multi-parcel cargoes, the Marine Terminal Supervisor will meet the Officer-in-Charge of the loading operation to discuss and agree on the loading plan, offering the safest and most expeditious method of loading. Items to be discussed will include, but not be limited to, the following:

1. Grades and quantities of cargo/bunkers required.
2. Loading rates and quantities per grade for start, maximum and topping-off.
3. Stand-by time for parcel completed.
4. Ballast quantity to be discharged to sea or shore.
5. Slop residues to be discharged to facilities.
6. Manifold connections/loading arms to be used for each operation.
7. Sequence of loading different products.
8. Expected loading time.
9. Information regarding communications, emergency shut-down procedures, tank venting system, and maximum pressures allowed.
10. Ship/shore Check List.

PETROMIN – MOBIL REFINERY – PEMREF: The Export Refinery Terminal has 2 separate loading facilities.

A tanker loading facility consisting of 3 berths for bulk petroleum liquids is operated under a lease agreement by PETROMIN-Mobil Yanbu Refinery Company Limited (PEMREF).

A chemical loading facility with one berth is likewise operated under a lease agreement by Saudi Yanbu Petrochemical Company (YANPET).

Pemref Standard Pre-Arrival Message:

Pemref have requested Agents in Yanbu to transmit this telex as a standard procedure to vessels calling at the Pemref Terminal for the *first time*.

Format of the telex is:
Quote
1. To provide ETA messages 72, 48 and 24 hours prior to arrival. Changes of 2 hours or more should be updated in separate message.
2. In addition to the standard port pre-arrival message to advise with the 72 hour ETA or as soon as possible thereafter:
(AA) Where due to load more than one grade/parcel of cargo, the preferred order of loading and configuration of grades/manifolds from forward.
(BB) Ship's maximum draft on sailing.
(CC) Max. height of manifolds above water-line at completion of deballasting.
(DD) If shore reducers required and sizes.
(EE) Whether slops are chemical free.
(FF) On first call at Pemref Terminal (or where not previously given), distance of parallel hull section forward and aft of manifold centre line in light ship condition.

Berth Information: Pemref operates three berths, all equipped with shore gangways and deballasting facilities. Shore reducers available, but require ship's gear for lifting on board. Designated service of loading arms given below from West to East.

Berth No. 42: Vessels berth port side to jetty facing West. Max. depth water 13.5 m. Loading arms: Fuel oil or ballast/fuel oil or ballast/jet/ADO or gasoline/jet/ADO or gasoline. Twelve inch except fuel oil/ballast arms which ten inch.

Berth No. 54/55: Vessels berth starboard side to berth facing West. Max. depth water 18.5 m. Loading arms: Fuel oil or ballast/fuel oil or ballast/ADO or gasoline/gasoline/jet/ADO or gasoline/gasoline all 16 in.

Ballast/Slops: Sea discharge of cargo tank ballast not permitted. Adequate shore ballast reception facilities available, but cannot accept chemicals.

Inert Gas: Saudi Arabia is signatory to IMO Solas Regulations, requiring fitted vessels to have cargo spaces fully inerted prior to loading volatile petroleum products.

Mooring Arrangements: Minimum moorings required:
Forward – Three headlines/three breastlines/two spring lines.
Aft – Three stern lines/three breastlines/two spring lines.

Mixed mooring not permitted. All mooring in same direction, and service must be of same material and type.

Cargo Information: Generally density and temperature not available until soon after commencement. Loading cargo is blended directly to vessel, therefore typical densities for grade/product being loaded should be used until actual available. Cargo is metered at jetty, and quantity, density and temperature available from Control Operator.

Cargo nomination and berthing information will be advised separately.
Pemref Terminal
Unquote.

PEMREF Facilities Particulars:

1. Berth No. 42 is located in the inner basin. It consists of a fixed loading platform with semi-flexible mooring and breasting dolphins. The berth will accommodate tankers from 5,000 d.w.t. to 35,000 d.w.t.

2. A ballast water treatment facility is located adjacent to Berth No. 42 and is capable of processing ballast water from tankers loading at the Export Refinery Terminal including the Chemical Berth.

3. The inner basin has been dredged to a depth of 13.5 m. below LAT. A turning basin with a diameter of 400 m. allows for ready access to the basin.

4. There is a jetty trestle with 2 outer loading berths connected to the shore by a free standing trestle and causeway. The 2 loading berths are fixed structures with fixed loading platforms and semi-flexible mooring and breasting dolphins. These berths are numbered 54 and 55. They are capable of handling tankers up to 150,000 d.w.t. in size. The water depth alongside these 2 berths has been dredged to 18.5 m. below LAT.

PEMREF Berth Particulars: Berth No. 42:

Min. Size Vessel:	5,000 d.w.t.
Max. Size Vessel:	35,000 d.w.t.
Deck Level of Loading Platform:	5.0 m./16.4 ft.
Depth Alongside Berth:	13.50 m./44.28 ft.
Max. LOA:	220 m.
Max. Draft:	12.15 m./39.85 ft.
Loading Arms (number and size):	2×10 in. – Black Products/Ballast 4×12 in. – White Products
Quick Disconnect Coupling Size:	6 in., 8 in., 10 in., 12 in., 16 in.
Bunker Fuel Arms (number and size):	2×6 in.
Quick Disconnect Coupling Size:	6 in., 8 in., 10 in.
Max. Rate per Loading Arm:	10 in. – 1,430 cu.m./hr. 12 in. – 1,590 cu.m./hr.
Max. Rate per Bunker Arm:	Heavy Fuel 480 cu.m./hr. Diesel Fuel 160 cu.m./hr.
Number of Breasting Dolphins:	4
Number of Mooring Dolphins:	4
Available Mooring Hooks:	20
Distance between Centre of Inner Breasting Dolphins:	33.0 m./108.25 ft.
Normal Shipside to Berth:	Port
Shore Gangway Provided:	Yes
Water to Manifold	
Max. Height:	12.80 m./42 ft.
Min. Height:	2.59 m./8 ft. 6 in.
Max. Approach Velocity:	0.25 m./sec.
Max. Approach Angle:	±5 degrees

Berths No. 54 and 55: (Also see "Shipmaster's Report" – March 1985).

Min. Size Vessel: (see Note No. 1)	30,000 d.w.t.
Max. Vessel Size:	150,000 d.w.t.
Deck Level of Loading Platform:	7.0 m./22.96 ft.
Depth Alongside Berth:	18.50 m./60.28 ft.
Max. LOA:	300 m.
Max. Draft:	16.65 m./54.60 ft.
Loading Arms (number and size):	7×16 in.
Quick Disconnect Coupling Size:	6 in., 8 in., 10 in., 12 in., 16 in.
Bunker Fuel Arms (number and size):	2×10 in.
Quick Disconnect Coupling Size:	6 in., 8 in., 10 in., 12 in.
Max. Rate per Loading Arm:	Heavy Fuel – 4,378 cu.m./hr. White Products – 1,590 cu.m./hr.
Max. Rate per Bunker Arm:	Heavy Fuel 1,590 cu.m./hr. Diesel Fuel 160 cu.m./hr.
Number of Breasting Dolphins:	4
Number of Mooring Dolphins:	4
Available Mooring Hooks:	20
Distance between Centre of Inner Breasting Dolphins:	56.0 m./183.7 ft.
Normal Shipside to Berth:	Starboard
Shore Gangway Provided:	Yes
Waterline to Manifold	
Max. Height:	19.00 m./62 ft. 4 in.
Min. Height:	4.50 m./14 ft. 9 in.
Max. Approach Velocity:	0.18 m./sec.
Max. Approach Angle:	±5 degrees

Note 1: Tankers of less than 30,000 d.w.t. may be accepted at the Berth Nos. 54 and 55 if the light water line flat side forward and aft of the manifold is at least 34.0 m./111.5 ft., and subject to weather conditions.

YANPET Facilities Particulars: There is one chemical berth, No. 41 located in the inner basin. It can accommodate tankers from 5,000 to 35,000 d.w.t. The turning circle into the inner basin is 400 m. in diameter and is dredged to 13.5 m. below LAT.

The facilities are designed for the export and import of petrochemical products; these include: mono-ethylene glycol (MEG), di-ethylene glycol (DEG), glycol blackflush, hexene, vapour return, propylene, process water, and caustic soda.

YANPET Berth Particulars:

Minimum vessel size:	5,000 d.w.t.
Maximum vessel size:	35,000 d.w.t.
Maximum LOA:	200 m.
Maximum beam:	No restriction.
Deck level of loading platform:	5 m.
Depth alongside berth:	13.5 m.
Maximum draft:	12.2 m.

Loading arms:

Size	*Product*	*Max. Loading Rate*
6 in.	Hexene	50 cu.m.p.h.
6 in.	Propylene	
10 in.	Ballast water	
	HFO & DO (bunkers)	
10 in.	M.E.G.	750 cu.m.p.h.
6 in.	Glycol backflush	
6 in.	D.E.G.	113 cu.m.p.h.
4 in.	Caustic Soda	50 cu.m.p.h.
6 in.	HFO & DO (bunkers)	

Quick disconnect coupling size – various adaptors available
Number of breasting dolphins – 4
Number of mooring dolphins – 4
Available mooring hooks – 20
Distance between centre of inner breasting dolphins – 33 m.
Daylight berthing only. No restrictions for unberthing.
Normal shipside to berth – Starboard.
Shore gangway provided.
Waterline to manifold Maximum height – 12.8 m.
Minimum height – 2.59 m.
Maximum approach velocity – 0.25 m./sec.
Maximum approach angle – ±5°
Fresh water available upon request.
Bunkers currently not available.

Ballast Water Facility: The Export Refinery Terminal incorporates a ballast water facility which is capable of processing ballast water from vessels loading at the 3 berths at the terminal and from the Chemical Berth, No. 41.

The facility has 3 initial storage tanks of 50,000 cu.m. each, which will receive ballast water direct from the tankers.

Ballast water is passed through the facility's separator system; clean water is then passed to retention ponds prior to being pumped to sea, and recovered oil is passed to the recovered oil system.

All ballast water handled at the facility is monitored to ensure compliance with current environmental standards and requirements.

Vessels loading at Crude, NGL and Chemical Berths will not be able to discharge slops to the shore facility.

Bunkers: Not available alongside but may be obtained at the anchorage from barges.

Berthing Criteria: Max. Berthing Velocity:

Chemical Berth No. 41	0.25 m./sec.
Berth No. 42	0.25 m./sec.
Berth No. 54	0.18 m./sec.
Berth No. 55	0.18 m./sec.
Max. approach angle:	±5 degrees

Environmental conditions such as current, wind speed and sea state should be considered in ensuring the above maximum criteria is not exceeded at final docking stage.

Mooring Arrangements: Each mooring dolphin, outer breasting dolphin and loading platform is equipped with either double or triple quick release mooring hooks, each combination of double or triple hooks having a mooring capstan with safe working load of 3 tons.

The terminal will provide a required mooring arrangement for the loading berths. The mooring arrangement shows the number and position of the mooring hooks provided on each berth. The mooring hooks are designed to handle 1 mooring line per hook.

Mooring boats will be utilised to run mooring lines to the mooring dolphins from the tanker. The terminal will provide suitable messenger lines for heaving the mooring lines to the hooks.

In order to ensure the integrity of the berth facilities it is recommended that tankers in the 50,000 d.w.t. to 150,000 d.w.t. range provides mooring wires at least for their spring and breast mooring lines. The recommended minimum for tankers from 50,000 d.w.t. – 150,000 d.w.t. is 8 mooring wires each end.

Tankers with the recommended mooring wire systems will be given berthing preference during adverse or unsettled weather conditions.

All mooring lines should be of similar size and material and should be in good condition. Manual brakes must be set on tension winches when mooring is completed. The ship's crew must tend moorings at all times to maintain the ship's position at the berth.

Under no circumstances may the longitudinal or lateral movements of a vessel exceed the limited working envelopes (working areas) of the connected loading arms.

Docking Monitoring System: A system of velocity and distance indicating and recording instruments are provided for the 4 berths. The transducers are positioned on the berth structure with electronic equipment housed in the control room. An illuminated display is located on the berth structures to provide an indication of fore and aft ship distance and approach speed to the ship's Pilot.

Gangway: The Export Refinery Terminal will provide a gangway to the ship at each berth. Each berth is equipped with a hydraulically operated self adjusting gangway. The gangway provides the only permissible means of access to and from the tanker.

Ballast Water: Tankers arriving at the Export Refinery Terminal with clean ballast, which meets the current environmental standards of King Fahd Industrial Port, will be allowed to discharge the ballast water direct to the sea.

The discharge of clean ballast water into the sea from cargo tanks will only be permitted with the approval of the Harbour Master or his designated representative.

A monitoring procedure will be employed during the discharge of clean ballast to ensure quality is maintained.

Tankers arriving with "dirty ballast" or ballast which does not meet the port requirements must discharge ballast to the Terminal's ballast facility.

Details of this operation will be agreed with the Terminal operator when 'operation agreement' is made.

Slop Residues: Slop oil may be discharged to the ballast reception facilities consistent with content restrictions. Slop residues containing chemicals or emulsifying agents may not be accepted.

Prior to arrival at the Terminal, vessel's Master must request use of this facility giving following details:

1. Total quantity to be discharged.
2. Quantity of oil.
3. Quantity of water.
4. Type of chemicals contained if any.

Loading Arms – Chemical Berth – Berth No. 41: The Chemical Berth is equipped with 8 loading arms, 2×10 in. diameter, 5×6 in. diameter and 1×4 in. diameter as detailed below:

Arm Size	*Product*
6 in.	Hexene.
6 in.	Propylene.
10 in.	Heavy Fuel Oil (Bunkers)/Diesel Fuel Oil (Bunkers)/Ballast Water.
10 in.	Mono-ethylene Glycol (MEG).
6 in.	Glycol Backflush.
6 in.	Die-ethylene Glycol (DEG).
4 in.	Caustic Soda.
6 in.	Heavy Fuel Oil (Bunkers)/Diesel Fuel Oil (Bunkers)

Each loading arm is fitted with a quick disconnect coupler. Adaptors are available to fit a range of ships' manifolds.

The loading arms and quick disconnect couplers are hydraulically controlled from a central operating location. A wandering control lead is available for local control on board the vessel for connecting by the berth operator.

Loading Arms – Berth No. 42: The berth is equipped with 6 loading arms, 4×12 in. and 2×10 in. as detailed below. 2×6 in diameter bunker loading arms are also provided.

Arm Size	*Product*
10 in.	Marine Heavy Fuel Oil/Ballast Water.
10 in.	Marine Heavy Fuel Oil/Ballast Water.
6 in.	Heavy Fuel Oil Bunker/Diesel Fuel Oil Bunker/Bunker Cutter Stock.
12 in.	Jet Fuel.
12 in.	ADO/Leaded Gasoline.
12 in.	Jet Fuel.
12 in.	ADO/Leaded Gasoline.
6 in.	Diesel Fuel Bunkers/Heavy Fuel Bunker.

Each loading arm is fitted with a quick disconnect coupler. Adaptors are available to fit a range of ships manifolds from 6 in. to 16 in. ASTM.

The loading arms and quick disconnect couplers are hydraulically controlled from a central operating location. A wandering control lead is available for local control on board the vessel for connecting by the berth operator.

Loading Arms – Berth Nos. 54 and 55: The berths are each provided with 7 loading arms of 16 in. diameter and 2 bunker fuel loading arms of 10 in. diameter, as shown below:

Arm Size	*Product*
16 in.	Marine Heavy Fuel Oil/Ballast Water.
16 in.	Marine Heavy Fuel Oil/Ballast Water.
10 in.	Heavy Fuel Oil Bunker/Diesel Fuel Oil Bunker/Bunker Cutter Stock.
16 in.	Naphtha/ADO.
16 in.	Leaded Gasoline/Unleaded Gasoline.
16 in.	Jet Fuel.
16 in.	ADO/Naphtha.
16 in.	Leaded Gasoline/Unleaded Gasoline.
10 in.	Diesel Fuel Oil Bunker/Heavy Fuel Oil Bunker.

Each loading arm is fitted with a quick disconnect coupler. Adaptors are available to fit a range of ships' manifolds from 6 in. to 16 in. ASTM.

The loading arms and quick disconnect couplers are hydraulically operated from a centrally located operating panel. A wandering control lead is also available for remote use when connecting arms to ship's manifold.

Grounding: All cargo/bunker loading connections are equipped with electrical insulating flanges, and therefore ships to shore bonding is not necessary.

Maximum Loading Rates:

Berth No. 42		
Heavy Fuel Oil	2,860 cu.m./hr.	18,000 bbls./p.h.**
Leaded Gasoline	3,180 cu.m./hr.	20,000 bbls./p.h.**
Automotive Diesel Oil	3,180 cu.m./hr.	20,000 bbls./p.h.**
Jet Fuel	3,180 cu.m./hr.	20,000 bbls./p.h.**
Heavy Fuel Bunker	480 cu.m./hr.	3,000 bbls./p.h.
Diesel Fuel Bunker	160 cu.m./hr.	1,000 bbls./p.h.
Berth Nos. 54 and 55		
Heavy Fuel Oil	8,756 cu.m./hr.	50,000 bbls./p.h.**
Leaded Gasoline	5,170 cu.m./hr.	32,500 bbls./p.h.
Unleaded Gasoline	5,170 cu.m./hr.	32,500 bbls./p.h.
Naphtha	5,170 cu.m./hr.	32,500 bbls./p.h.
Automotive Diesel Oil	5,170 cu.m./hr.	32,500 bbls./p.h.
Jet Fuel	5,170 cu.m./hr.	32,500 bbls./p.h.
Heavy Fuel Bunker	1,590 cu.m./hr.	10,000 bbls./p.h.
Diesel Fuel Bunker	160 cu.m./hr.	1,000 bbls./p.h.

Note: Loading rates for products marked ** are for 2 loading arms availability; rates should be halved to indicate rate per loading arm.

PEMREF Operational Agreement: Prior to any operational activity after a tanker is moored, an "Operational Agreement" will be made between the ship's responsible cargo Officer and the terminal representative. The Operational Agreement requires an exchange of information between the ship and terminal covering the following items:

1. Grades and quantities of cargo/bunkers required.
2. Loading rates and quantities per grade for start, maximum and topping off.
3. Standby time required for stopping loading and slow down for each grade.
4. Ballast quantity to be discharged to sea or ballast facility.
5. Slop residues to be discharged to facility.
6. Manifold connections/loading arms to be used for each operation.
7. Sequence of loading different grades/products.
8. Estimated time required to carry out each operation, to give total expected load time.
9. Information regarding (a) Communications, (b) Emergency Shutdown Procedures, (c) Tank Venting System, (d) Maximum pressures allowed, etc.
10. Has Ship/Shore Safety Check List been completed. (Also see "Appendix").

Inert Gas Requirements:

All vessels scheduled to load at PEMREF which are fitted with an inert gas system, must comply fully with the rules, and arrive, where applicable, with tanks fully inerted to below 8% Oxygen content.

Vessels which do not comply with the Rules will face delays in berthing, removal from the berth and possible rejection for loading.

Ship/Shore Safety Check List: Prior to operations on board tankers at the Terminal berths a 'Ship/Shore Safety Check List' will be completed by both ship and Terminal representatives who will together inspect the necessary items listed. Further checks will be made at intervals throughout the vessels time at the berth.

Safety Requirement Letter: The Master of each tanker will be given a letter concerning safety requirements. Receipt of the letter has to be acknowledged by signing and returning a copy of the letter to the Terminal representative.

Sea Valves: All sea-valves and overboard valves connected to the tanker's cargo system have to be closed and lashed prior to commencement of cargo transfer operations.

Loading Signal: During loading the international code flag "B" shall be displayed during daylight hours. During darkness a red loading light shall be displayed.

Shore Emergency Signals: Continuous sounding of vessel's fog signal.

Emergency Towing Wires: While at the Terminal, tankers have to provide emergency towing wires of adequate strength to move the tanker off the dock. The towing wires are to be positioned on the offshore bow and stern quarter of the tanker and the outboard eye should be maintained approximately 1 m. above water level at all times.

Emergency Pilot Boarding: A pilot ladder of sufficient length should be at all times on standby at the offshore side of the tanker's main deck. In an emergency the pilot ladder should be lowered to 3 ft. above the water line to enable boarding of the Pilot if this should become necessary.

AL MUAJJIZ TERMINAL: Lat. 23° 29′ N., Long. 38° 24′ E.
Location: 15 miles South of King Fahd Industrial Port Control tower and 21 miles from S2 Buoy.
Pilotage: All vessels intending to load cargo at Al Muajjiz Terminal are required to embark the Port Pilot at the South Channel Pilot Station in position Lat. 23° 27′ N., Long. 38° 27′ E., and on the outward passage they must disembark the Pilot at the South Channel Pilot Station.
Berthing:

	Berths No. 101 & 103	*Berth No. 102*
Tanker size (approx.)	35,000 d.w.t. – 300,000 d.w.t.	100,000 d.w.t. – 500,000 d.w.t.
Max. LOA	347 m.	412 m.
Max. draft	26.2 m.	29.6 m.
Loading Arms	4 × 20 in.	4 × 20 in.
Quick Disconnect coupling size	16 in., 20 in., 24 in.	16 in., 20 in., 24 in.
Max. Rate per Loading Arm	30,000 b.p.h.	30,000 b.p.h.
Number of Breasting Dolphins	4	4

The Terminal consists of a jetty trestle with 3 loading berths connected to a shore causeway. All 3 loading berths are fixed structures with fixed loading platforms, breasting dolphins and mooring dolphins. The terminal has 10 shore tanks, each of 1,000,000 bbls. capacity.

So far there is no shore metering system available and therefore Bill of Lading figures are determined by using ship's figures.
Notice to Mariners: No. 223/1990.

A new oil loading terminal facility has been built South of King Fahd Industrial Port as Ras Al Ma'ajjiz (as spelt on the relevant chart). Details as follows:

1. From a position on the coast of 23° 48.870′ N., 38° 24.355′ E., a causeway extends for 0.391 nautical miles on a bearing of 225°.
2. The terminal jetty consists of a line of dolphins connected by catwalks extending from 23° 48.633′ N., 38° 23.923′ E., for 0.751 nautical miles on a bearing of 135°. A catwalk extends from the end of the causeway to the jetty.
3. Navigation lights and loading platforms as follows:

	Position	*Depth Alongside*	*Characteristic*
North End	–	–	Morse (U).G.
South End			Morse (U).G.
Berth 103	23° 48.528′ N. 38° 23.984′ E.	28.8 m.	Morse (U).R.
Berth 102	23° 48.347′ N. 38° 24.183′ E.	32.5 m.	Morse (U).R.
Berth 101	23° 48.163′ N. 38° 24.381′ E.	29.0 m.	Morse (U).R.

Ballast: No facilities for dirty ballast.
Authority: King Fahd Industrial Port, Yanbu.

GENERAL CARGO AND CONTAINER TERMINAL: This facility is situated to the North of the Crude Oil Terminal. It has 7 berths along a 1,784 m. wharf. These include berths for Ro-Ro, heavy lift, conventional general cargo and cellular container vessels. The channel inside the barrier reef has been dredged to 14 m. below LAT and there are 2 turning basins at either end of the 2 km. berth frontage.

The Ro-Ro facility, adjacent to Berth No. 1, situated at the Northern end of the berth frontage, with a dredged depth of 14 m. below LAT is operational. A permanent ramp with a 1:25 gradient and an overall width of 34 m. is located at right angles to the berth frontage. Horizontal "Sumimoto" fendering is fixed to the ramp face at a height of 0.75 m. above LAT. The deck of the ramp is 2.0 m. above LAT rising to 2.36 m., 3.0 m. inshore from the ramp face. Three bollards, each rated at 90 tonnes are positioned either side of the ramp deck, providing a clear width of approximately 31 m. Additional bollards, also rated at 90 tonnes, are situated on the berth frontage, the first 30 m. South of the ramp face and thereafter at approximately 30 m. intervals. "Sumimoto" 'pie' type fendering, spaced at 10 m. intervals, is provided on the berth frontage.

The maximum uniform live loads on the Ro-Ro ramp is 6.25 tonnes/sq.m. The maximum concentrated load is 1,100 tonnes when used on a Scheurle platform trailer, which provides for a 28 tonnes maximum axle load with a maximum load on a contact area of 200 m.×455 mm. of 7 tonnes: or 60 tonnes on 0.3 m.×0.3 m. (as from 20 ft. containers stacked 3 high): or, 91 tonnes on 0.6 m.×0.5 m. (as from 40 ft. containers stacked 3 high): or, 80 tonnes front axle load of a container fork lift truck.

Cargo work is carried out by SEAPA stevedores and is continuous 7 days a week, 24 hours a day with 2 × 1 hour breaks. There are 3 container gantry cranes always available.

Particulars of the container cranes are:

Safe working load	40 tons
Outreach	34.5 m.
Hoisting height above rail	26.0 m.
Elevation of wharf above Maximum HW	3.17 m.

Cycle time is 90 secs. or 40 containers per hour.

The 3 container cranes are numbered 1, 2 and 3 from the Ro-Ro ramp end, container tracks continuous over 500 m. (Berth Nos. 1 and 2). The berthing arrangements are:

		Length of Wharf
Berth No. 1	Ro-Ro Terminal	200 m.
Berth No. 2	Container Terminal	300 m.
Berth No. 3	General Cargo	200 m.
Berth No. 4	Heavy Lift	180 m.
Berth No. 5	General Cargo	180 m.
Berth No. 6	General Cargo	180 m.
Berth No. 7	General Cargo	180 m.

A minimum clearance of 15 m. between vessels at adjacent berths is required during berthing/unberthing operations.

BULK TERMINAL: The Bulk Terminal consists of a wharf 500 m. in length with 2 dry bulk berths, Nos. 21 and 22. The wharf is 33 m. wide and can accommodate bulk carriers up to 60,000 d.w.t. The water off the wharf is dredged to 15.5 m. below LAT. The maximum draft allowed is 13.9 m. (46 ft. 07 in.).

PEMREF's sulphur loading equipment is located at the Bulk Terminal's "Sulphur Berth" (Berth No. 21) and is capable of loading prilled sulphur at a maximum rate of 420 t.p.h.

A slewing arm loader is designed to operate along the face of the sulphur dock to any hold of vessels up to 30,000 d.w.t., without requiring movement of the ship.

Ships mooring at the Bulk Terminal will be required to provide gangway access to ship.

BALLAST: The discharge of ballast water containing quantities of oil, or high levels of mineral or chemical pollutant, into the water of the Port is prohibited.

The discharge of ballast water from segregated or permanent ballast tanks into the waters of the Port will be permitted provided that the Master signs a declaration that the permanent ballast is clean and not affected by any pollutants.

The discharge of clean ballast water, from cargo tanks, into the waters of the Port will only be permitted if the oil content of the ballast water does NOT exceed 10 parts per million. Cargo tank ballast water will be sampled on the arrival of the vessel and measurements taken to determine the total oil concentration in the water. Subject to the results of the measurements being within the prescribed limits, the Harbour Master, or his deputy, will approve the start of deballasting. Throughout the cargo tank ballast discharge the oil concentrations in the discharged water will be closely monitored and the results reported to the Harbour Master, or his deputy, who will decide when such discharge shall stop.

MEDICAL: Medical facilities are available for the treatment of emergency cases only. Masters should, if possible, provide advance notice, to their Agent, of their requirements, together with name, rank, nationality, passport or seaman's identity book number including date of issue and place of issue.

FRESH WATER: Potable fresh water is available at the General Cargo and Container Terminal, Bulk Terminal and Export Refinery Terminal. Fresh water is not presently available at the Crude Oil Terminal and NGL Terminal. Fresh water is also available in small quantities at the anchorage from a tug. Masters should contact their Agent well in advance to establish availability.

FUEL: Bunker fuel is available from a bunker barge at the anchorage or from a bunker barge alongside at the General Cargo and Container Terminal.

CONSULS: At Riyadh and Jeddah.

Afghanistan
Algeria
Argentina
Australia
Austria
Bahrain
Bangladesh
Belgium
Brazil
Cameroon
Canada
China
Denmark
Djibouti
Egypt
Ethiopia
Finland
France
Gabon
Gambia
Germany
Ghana
Greece
Guinea
India
Indonesia
Iran
Iraq
Ireland
Italy
Japan
Jordan
Kenya
Korea, Rep. of
Kuwait
Lebanon
Malaysia
Malta
Mauritania
Mexico
Morocco
Netherlands
New Zealand
Nigeria
Norway
Oman
Pakistan
Philippines
Portugal
Qatar
Senegal
Sierra Leone
Singapore
Somalia
Spain
Sri Lanka
Sudan
Sweden
Syria
Thailand
Tunisia
Turkey
U.A.E.
United Kingdom
U.S.A.
Uruguay
Venezuela
Yemen

REPAIRS: While alongside berths, engines and propulsive machinery must be ready at all times to leave the berth at 10 minutes' notice, under full power.

No repairs of any kind are permitted alongside any berth unless mutually agreed by the Master, Harbour Master and Terminal Manager.

Any repairs involving "Hot Work" will be subject to special conditions contained in the "Hot Work Permit" which must be obtained from the Harbour Master.

SURVEYORS:
Classification Society Surveyors:

American Bureau of Shipping, P.O.Box 66, Jeddah. Tel: 642-3066. Telex: 401015 ("BASHIP SJ").

Bureau Veritas, c/o Orri Navigation Company, Orri Building, Mina Road, P.O.Box 737, Jeddah – 21421, Saudi Arabia. Tel: 643-2144/3566. Telex: 400129 ("MIDSHIP SJ").

Lloyd's Register, Shobokshi Maritime Building, P.O.Box 6560, Jeddah, Saudi Arabia. Tel: 667-5954 ext. 456. Telex: 402654 ("SHOBOK SJ").

Det Norske Veritas, c/o Haji Abdullah Alireza, Jeddah, Saudi Arabia. Tel: 665-6321 or 642-2233. Telex: 401037 ("REZA SJ").

Petroleum Inspection Companies:

Caleb Brett, Arabian Inspection & Survey Company Ltd., P.O.Box 174, Yanbu. Tel: 322-4356. Telex: 661030 Aet SJ.

G. Watson Gray (Analysts), P.O.Box 88, Yanbu. Tel: 322-4386. Telex: 621027 ("KANOO SJ").

S.A.P.E.C. Redwood, P.O.Box 738, Yanbu. Tel: 322-6825/8057. Telex: 661176 ("REDWUD SJ").

TIME: The Time Zone is GMT plus 3 hours.

CUSTOMS: *Import/Export Prohibitions:* All goods to be imported into, or exported from, the Kingdom of Saudi Arabia are subject to examination by the Customs Authorities. The importation of certain articles is strictly prohibited, for example:

Explosives and Firearms, including air rifles
Implements of war of any kind, including antiques
Alcoholic beverages of any kind
Religious matter not pertaining to the Moslem faith
Pig meat or pig products
Playing cards and gambling games or devices
Narcotics
Pornographic material.

Trafficking in these items between ships, and between ships' crews and shore personnel, is strictly prohibited. Also see "General".

SHORE LEAVE: Ship's personnel are NOT permitted ashore, nor on the wharves FOR ANY PURPOSE WHATSOEVER (this includes the reading of the ship's draft) until Pratique is granted, and then are allowed on the wharves only if actually engaged in duties in connection with operations of discharging, deballasting or loading.

All shore leave is contingent upon compliance with Saudi Arabian Quarantine and Passport Regulations. For current details concerning these regulations and shore leave restrictions the ship's Agents must be consulted.

SAFETY/POLLUTION: *Safety Requirements:* A letter concerning safety requirements will be given to the Master of each vessel by the Terminal Supervisor at the Crude Oil Terminal.

Receipt of the safety requirement letter has to be acknowledged by countersigning and returning a copy to the Terminal Supervisor.

Ship/Shore Safety Check List and Precautions: Terminals in King Fahd Industrial Port follow the recommended safe practice for loading, discharging and related operations as contained in the International Oil Tanker and Terminal Safety Guide and the International Chamber of Shipping's Tanker Safety Guides for Chemicals and Liquefied Gas, or other comparable Guides.

Prior to commencement of any cargo/bunker transfer operations, a ship/shore check list is to be completed and signed by responsible personnel from ship and shore. Each item should be positively verified before it is ticked and, if necessary, a physical check will be performed.

Regular inspections by the Terminal Staff will be made with the ship's Master, or his deputy, to ensure that the relevant safe practices are strictly adhered to. The Harbour Master or his deputies may also carry out inspections. If any infringement of the recommended safe practices is observed, the attention of the person in charge will be drawn to the fact and, if the situation is not resolved immediately, all operations must cease. In the event of continued and blatant disregard of the regulations, the vessel may be ordered off the berth for appropriate action to be taken by the Charterers and Owners concerned.

Tank cleaning and/or gas freeing is only permitted with the approval of the Terminal Manager and Harbour Master and only if tank washings can be discharged into reception facilities (Also see "Appendix").

Crude Oil Terminal Emergency Procedures: Emergency procedures, both on board and offshore, shall be introduced in the event that normal operational practice has to be interrupted or suspended as a result of an unforeseen incident that would create unsafe conditions while loading crude oil at one of the berths of the Crude Oil Terminal.

Crude Oil Terminal Emergencies which would require immediate action by terminal personnel or shipboard personnel are:

1. Electrical storm.
2. Electrical power failure.
3. Mechanical failure.
4. Leakage, spill.
5. High gas concentration.
6. High winds exceeding 35 knots.
7. Fire.

Actions to be taken shall be determined by the type and severity of the incident and are:

(a) Stop loading.
(b) Comply with emergency reporting procedures.
(c) Disconnect loading/bunker arms.
(d) Fire facilities standby.
(e) Standby for unmooring.
(f) Departure from berth.

Emergency actions should be initiated by offshore personnel when an emergency is detected onshore or on board that tanker. It is important that the first able-bodied person or persons at the scene of the emergency should take whatever action is appropriate and necessary to protect personnel, minimise the hazard and to limit the extent of damage.

All Crude Oil Terminal personnel have to be familiar with the King Fahd Industrial Port Emergency Plans and, on declaration of an emergency for the Port, follow the procedures as listed in these emergency plans. The King Fahd Industrial Port Emergency Plans apply to all areas within the port limits as defined by the Rules and Regulations for King Fahd Industrial Port.

Oil Pollution Prevention: Any oil pollution of the waters of the King Fahd Industrial Port will be treated as a very serious matter. In order to prevent oil pollution, the Port Authority carries out continuous surveillance of the Port area. If any vessel is seen, or there is evidence to suggest a vessel is polluting the water of the Port, instructions will be given for all loading/discharging/deballasting operations to cease. A detailed investigation will be carried out and any vessel held responsible for pollution, will be required to pay the costs of all clean up operations and any fines that may be levied.

Masters, Owners and Charterers are reminded:

A. That before any vessel enters the Port, the Master is required to notify the Pilot of any special conditions, difficulties or peculiarities such as defective equipment, lines or gear, which might impose special hazards in connection with handling, mooring or loading/discharge of vessels ("Instruction to vessels and conditions of use of all berths within King Fahd Industrial Port").
B. In addition to (A) above, tankers and gas carriers are obliged to give a similar undertaking in their pre-arrival information.
C. All tankers, gas carriers and any vessels bunkering are required under the Rules and Regulations for Seaports of the G.C.C. Member States, Part 3, Section 4, to ensure all alarms and safety trips are tested and working, and that all pipes, valves, hoses or other apparatus shall be in good condition and free from leakage. Drip pans and deck scuppers shall be in position and plugged.
D. Suitable sorbent material or other materials or equipment should be readily available on deck in order to clean up any spillage.

GENERAL: *Emergency Plans:* Information will be supplied to each vessel arriving at the various terminals in the port detailing action to be taken in the event of an emergency situation arising. Masters, officers and crew should familiarise themselves with this information.

A Port Emergency may be declared in the event of:

a fire on a terminal or ship;
a pollution incident occurring from a terminal or ship;
a collision, grounding, sinking or other major incident occurring within the Port area.

A Port Emergency can only be declared and terminated by the Harbour Master who will make a broadcast on VHF to this effect. Instructions will also be issued to inform all vessels that a Port Emergency has been declared. It is vital, therefore, that all vessels should have their VHF available for immediate operation and that provision is made for a continuous listening watch to be maintained in the event of a Port Emergency being declared.

The alarm may be raised by:

Contacting King Fahd Industrial Port Control by VHF Channel 16,
or by continuous sounding of fog signalling apparatus, or
by visual means, or
if ashore by whatever means is available.

Initial action should be taken by those persons at the scene until the arrival of assistance.

The control of all operational activities afloat, and the movement of vessels during a declared Emergency will be exercised by the Harbour Master who will undertake the direction of these activities through King Fahd Port Control and will liaise with the Port Authority.

All loading or discharging of dangerous and/or flammable goods in the Port must cease immediately a Port Emergency is declared.

Port Regulations: Every vessel which arrives at the port must have a copy of the Rules and Regulations for Seaports issued by the Co-operation Council for the Arab States of the Gulf on board. On first arrival at the port, these Rules and Regulations must be obtained.

Saudi Arabian Government Regulations: Saudi Arabian Government Regulations are strictly enforced, and Masters having any doubts concerning the interpretation of these regulations are urged to consult their agent. While in Port, whether at anchorage or at a berth, the vessel's personnel are under the jurisdiction of Saudi Arabian Laws.

The taking of photographs while the ship is in port is strictly forbidden by the Saudi Arabian Government.

All alcoholic beverages, including beer, table wines and liquors, are to be under lock and key during a vessel's stay in port. The possession and/or consumption of alcoholic beverages is prohibited in Saudi Arabia. Penalties are severe and major delays to vessels can be incurred due to Government investigations of violations.

Provisions: Frozen meat (except pig meat), fish and fresh vegetables are available locally, however Masters are advised to contact their Agent well in advance to establish availability and prices.

Stores: Local availability of chandlery items is limited and Masters should contact their Agents well in advance to establish availability. Storing not permitted alongside Saudi Aramco berths.

PUBLICATIONS: *Charts:*

British Admiralty Charts:

63 Red Sea – The Brothers to Gezirat el Dibia.
327 Outer approaches to Yanbu.
328 Approaches to King Fahd Industrial Port – Inner Channel Northern part.

United States Defence Mapping Agency Charts:

62016 The Brothers to Jezair Siyal.
62171 Outer Approaches to Madinat Yanbu Al-Sinaiyah Port.
62172 Inner Approaches to Madinat Yanbu Al-Sinaiyah Port.

Saudi Ports Authority Charts, available from King Fahd Industrial Port:

17 Shi'b Ash-Sharm to Marsa Tuwal.
171 Yanbu Al-Bahr King Fahd Industrial Port at Madinat.
175 Sh'b Al Qirn to Marsa Tuwal.

Tide Tables: British Admiralty Tide Tables Volume 2 – Atlantic and Indian Oceans.

Pilot Books: British Admiralty Red Sea and Gulf of Aden Pilot, (and supplements) N. 64.

Lights: British Admiralty List of Lights and Fog Signals – Volume "E".

WEATHER:

Climate: The climatic conditions affecting King Fahd Industrial Port are seasonal. In Winter onshore, air temperatures range from 25°C during the day to about 12°C at night. In Summer air temperatures range from 35°C during the day to 25°C at night. Extreme air temperatures recorded in recent years in the area have been 49°C in May and 6°C in February. Temperatures offshore are generally several degrees lower. Relative humidity varies throughout the year with average values between 65% and 70% in Winter and 50% to 55% in Summer, however values of 100% may occur for short periods around dawn. The average annual rainfall taken over a 4 year period is 3.2 mm.

Winds: A diurnal sea breeze/land breeze cycle occurs almost daily throughout the year and causes wind speeds of 10 knots and above to occur from the N.W. during the late afternoon. Storms occur as frequently as every 5-10 days and sometimes can last as long as 2 weeks. Although there is little drop in barometric pressure and very rarely any precipitation during these storms, wind speeds of up to 30 knots may occur from the North or N.W.

Tides and Currents: The mean tidal range is about 0.34 m., but fluctuations due to non-tidal effect, caused by storms, can be up to about 0.50 m. with a drop in mean sea level during the storm and a significant increase after the storm or as it subsides. Generally tides are semi diurnal with a period of 12 hours 25 minutes. Information to date suggests that the following datums be adopted:

Datum	*Elevation above PLAT* (m.)
Provisional Highest Astronomical tide (PHAT)	1.14
Mean High Water Springs (MHWS)	0.80
Mean High Water (MHW)	0.74
Mean High Water Neaps (MHWN)	0.67
Mean Sea Level (MSL)	0.57
Mean Low Water Neaps (MLWN)	0.47
Mean Low Water (MLW)	0.40
Mean Low Water Springs (MLWS)	0.34
Indian Springs Low Water (ISLW)	0.32
Provisional Lowest Astronomical Tide (PLAT)	0.00

Currents in the area are influenced by local wind conditions, tide, and the general circulatory pattern of the Red Sea. Generally currents within the port have been observed at less than 0.5 knots and run parallel to the coast. However, they are considerably influenced by surface wind activity.

Sea Conditions: Sea conditions can vary considerably within the Port limits. Wave heights in the port area are usually lower than 40 cm. during sea breezes, but during storms, waves in excess of 2 m. are common outside the offshore reefs while waves exceeding 1 m. are common in the inner port area. There is no distinct seasonality in this respect.

Sea Salinity and Sea Water Temperatures: Sea water temperatures are similar to air temperatures and range between 25°C (77°F) and 31°C (88°F). Salinity varies between 37 and 39 parts per thousand.

Visibility: The incidence of fog is rare, but, should it occur, it is more likely during the period November to April. During the summer months from May to September the incidence of poor visibility (less than 5 miles) can be quite high due to mist and haze, or dust particles held in suspension in the atmosphere. However, throughout the year, dust storms may occur obscuring the coastline.

APPENDICES:

APPENDIX "C"

SOLAS Convention – Ratification:

The Government of Saudi Arabia has ratified the SOLAS Convention of 1974 and its 1978 Protocol on 29th May, 1984. Therefore, Saudi Aramco is now obliged to enact the provisions of the said Convention as soon as possible.

Please inform all Shipowner/Operator clients of the following:

1. Effective 1st January, 1985, all vessels of 70,000 d.w.t. and larger calling at any of Saudi Aramco's terminals to load crude/product cargoes must be equipped with an operable inert gas system in use.
2. Effective 1st March, 1985, all vessels of 20,000 d.w.t. and larger calling at any of Saudi Aramco's terminals to load crude/product cargoes must be equipped with an operable inert gas system in use.

Vessels not so equipped will not be accepted for loading as of the effective dates mentioned above.

The SOLAS Convention of 1974 represents a significant contribution to safety of tankers and oil installations and Saudi Aramco recommends that Shipowners take immediate steps to comply with the provisions of this convention as soon as possible and no later than the effective dates mentioned above. No exceptions will be allowed except in the most unusual circumstances.

Signed:

Manager, Oil Supply Planning and Scheduling Dept., Dhahran

APPENDIX "D"

Flammability Check of Ships' Fuel Tanks.

S.P.A. Circular No. 15335/85

Dated: 14.7.1405H/04.04.85G

With immediate effect you are advised to inform all concerned parties that the Port Management of all S.P.A. ports will require additional flammability checks on fuel tanks of OBO carriers and tankers excluding tankers engaged solely in the transport of chemicals.

The purpose of this extra precaution is to deter the use of cargo oil as fuel supplement and will be required on a random basis as advised by the Port Operations Department. The results are to be incorporated (when applicable) on the Gas Free Certificate.

When such a random test is required by the Port Management it will be necessary for the ship's Agent to arrange for the services of a Surveyor.

For your information if the atmosphere in any fuel oil bunker tank be discovered at more than 15% (LEL) then the ship's Master will be required to engage a Surveyor to provide an exact flashpoint analysis of the tank contents.

Furthermore, should the flashpoint be less than the prescribed limits stipulated in Regulation 33 of SOLAS, the Port Management reserves the right to remove the ship from the berth.

Signed:

President and Chairman of the Board Ports Authority,
Kingdom of Saudi Arabia.

SHIPMASTER'S REPORT: March 1985.

Note: Vessel was chartered at very short notice, hence problems experienced are not typical.

Arrival: As soon as vessel was ordered to Yanbu, a pre-arrival information list was telexed to Agents, as per format in "Guide to Port Entry". (Referred to locally as the AA to ZZ List). Unfortunately, these Agents turned out to be in Jeddah, and the list was not forwarded to Yanbu until at least 1200 hrs. on the following day, by which time the vessel had been instructed to repeat the message to a Telex No. given by the Port Control by VHF (who turned out to be the local sub-Agent).

On approach to the pilot station, the vessel was instructed, when 24 miles from the pilot station, to remain 3 hours steaming from the pilot station, to await orders. (When the Pilot eventually boarded, this instruction was discussed with him and it transpired that the Port Radio operators invariably say this although the intention is to remain WITHIN 3 hours steaming of the pilot station).

Vessel was brought from sea to the inner anchorage. Anchorage positions have been established as follows:

N1	Lat. 23° 56.64′ N.,	Long. 38° 11.65′ E.
N2	Lat. 23° 56.47′ N.,	Long. 38° 11.86′ E.
N3	Lat. 23° 56.44′ N.,	Long. 38° 12.14′ E.

Depths at these anchorages, as per chart 328, vary from 35 m. to 45 m.

Vessel was berthed between 0116 hrs. and 0333 hrs. next day, on Berth No. 55 (Suez East). Tug Masters are of doubtful ability regarding tug handling, although the tugs themselves are quite powerful. Language difficulties seem to be a part of the cause.

The berth is intended for use by vessels up to 150,000 d.w.t., and a depth of 20 m. alongside was measured by echo sounder.

On berthing at night, quarantine lights are required.

After berthing, no transmissions, except from low power walkie-talkies, are permitted, not even main VHF on low power.

Despite "OO" through "RR" of the pre-arrival message being correctly sent, the Terminal was unaware that the vessel had ballast in cargo tanks. Once they discovered this, the vessel had to be moved 70 m. to use deballasting lines. Contrary to advise in the port information book supplied by King Fahd Port Control, ONLY SEGREGATED BALLAST is permitted to be discharged into the sea.

Cargo: 2 Cargo Surveyors were appointed: S.G.S. on behalf of PEMREF and Watson Gray on behalf of MOBIL. Both were most helpful.

It is understood that, from March 1985, all petroleum cargoes, of any sort, will have to be loaded into INERTED tanks.

We had no difficulty in obtaining loading rates requested, or in reducing rate for topping-off.

Throughout loading, the gangway was attended by an armed guard, and ship's personnel were not permitted on the jetty at any time, not even for the purpose of reading draft.

Loading lines are 16 in. (400 mm.) rigid booms (total of 7) and 2×10 in. (250 mm.) rigid booms for bunkers.

Apparently, it is not uncommon for cargo contamination to occur within the shore tank farm and a number of cargoes, found to be 'off spec' when loaded, have had to be discharged and sound cargo loaded.

Delays: Pilots require 2 hours' notice for sailing; Agent will not in any case order Pilot until shore figure for cargo has been obtained; this takes 1.5 hours, thus minimum of 3.5 hours between completion and sailing, officially. In fact, Pilot boarded on this occasion 3 hours before completion and a further delay was occasioned only due to cargo papers not being ready.

Port Facilities: Much as described by "Guide to Port Entry". All port installations, except the domestic refinery terminal (Chart 328), are now complete, however, utilisation of these installations appears to be low; only one berth on Container Wharf was in use and product and crude jetties had berths empty for protracted periods.

SHIPMASTER'S REPORT: October 1985.

The port is approached from the West, or the S.S.W., in specifically marked channels which have been surveyed. Water is very deep and though many ships were seen passing through the uncharted regions, none were VLCCs and the Pilots at the port recommend the use of the proper lanes.

Accurate positions can be obtained, when approaching from the West, by fixes on the land at Ras Baridi and more particularly by radar and visual fixes of the industrial complex to the South of this point which is marked on the charts as a silo. There are actually numerous chimneys and buildings there. When closer, the beacon at Scherbo Reef and the adjacent buoys all show up well on radar though the Racon on the beacon was not working in October 1985. The beacon is not easy to see visually even when quite close.

There was no apparent current in the approaches to the pilot station. Note that the Pilot does not board at the position marked on the charts but at a point due North of Scherbo Beacon and so ETAs should be calculated to this point. He also leaves there when outbound.

King Fahd Port Control listens on VHF Channel 16 and ETAs should be sent to them at least 4 hours and 2 hours before arrival so that the pilot boat knows when to leave the shore to rendezvous at the above point. The boat listens on VHF Channel 74. The Pilot wants a speed of about 8 knots at time of boarding and a combination ladder on the lee-side. A speed of about 13 knots was requested on 15 minutes' notice of reduction and this will usually be maintained for about one hour.

There are 3 berths for VLCCs and the allocation criteria is deadweight and the amount of flat side. Berth 61 takes 80 – 260,000 d.w.t. and requires a flat side of at least 400 ft. Berth 62, takes 275 – 500,000 d.w.t. and a flat side of 460 ft., and 63 takes 120 – 280,000 d.w.t and flat side of 420 ft. There are occasional queues for No. 61 as the majority of ships fit this berth. No. 62 is frequently unoccupied.

4 tugs meet the ship as she swings in from the approach channel towards the berths. They are all about 3,400 h.p. and most are Voith-Schneider. Tugs' wires are used and they have good messengers already attached so that only a heaving line is needed from the ship.

All ships berth starboard side alongside with moorings of 3, 3, 2 and springs are sent away first. The tugs hold the ship alongside until mooring is complete. The berths lie about 130°/310° and the prevailing wind is from the W.N.W. up to Force 6/7.

Vessel berthed at No. 63 as she would not fit any better on the other berths. Masters should push for their headlines to be put on the Southernmost hooks for No. 62 berth, if available, as this gives good leads and the Supervisor says it is possible.

The berths were originally designed for SBT tankers and so have no dirty ballast lines (though other berths in the port have this facility). However, since Saudi Aramco took over the berths there have been talks and lines may be fitted.

Arrival ballast must be able to pass very stringent laboratory tests otherwise the ship will be refused and ordered to sail. *At least one ship per month suffers this.*

There is a large desalination plant North of the port making water for most of the area. Pollution costs and fines are HEAVY.

The ballast requirements are a maximum of 8 p.p.m. and an average of 8 p.p.m.. Samples are taken of the top (skim), middle and bottom of the cargo ballast tanks and an oil absorbent cloth is then dragged over the surface in each tank. All deck openings must be available as well as the tank lid and they utilise most of them. Shore also reserves the right to test the permanent ballast tanks. Samples are taken ashore and the results known before any deballasting is permitted. A small boat is stationed at the ship's side adjacent to the ballast discharge throughout and hourly samples are taken at the pumps. On this vessel the part flow system was operating and shore were much impressed with this as it permitted them to constantly monitor the ballast. They took the hourly samples from there (in fact they trusted the ship to take them for most of the time as the gangway had to be removed due to airdraft). Shore at present only requests that at least 30 cm. is left in each tank but this will soon become a regulation for further protection. They are also upset by rust and IG discoloration of the ballast. It is recommended that ballast is changed as near to arrival time as possible to lessen this.

This vessel had a maximum content of 4 p.p.m. and an average of 1 p.p.m. and would appear to be ideally suited to the port as the ballast is normally very clean.

The Agent, Customs and Port Health board first on arrival at the berth and the "Q" signal must be lowered as soon as Pratique is granted as no-one else will board until this is done.

There are 6 Chicksans at each berth, 2 of which are for bunkers, and the cargo ones are designed for 24 in. connections but all reducers are available ashore and in fact the 16 in. size is more or less permanently attached. The shore line is 56 in. and the distance from the tank farm is about 8 km.

For Basrah Crude, the maximum loading rate is 150,000 bbls.p.h. Shore will try to insist that the ship maintains her full loading rate until one hour prior to completion and a close check must be kept on the rate as vessel's request for a reduction may not be heeded! It is suggested that this is clarified before start of loading and cargo stopped if reduction is not heeded, later.

There is a storage capacity of some 3 million barrels for Basrah (they call it Iraq Light) Crude and a maximum pipeline throughput of 2 million barrels per day though the average is only about 500,000 barrels. The maximum is used when they have a ULCC and need to maintain stock which is seldom. The average API is 33.5.

Incidentals: All cameras must be placed in bond. No one is allowed on the jetty for ANY reason. If there is a crew change then 2 new Crew Lists will be required, incorporating all changes, for outward clearance. Incoming members' baggage was searched three times and one man had some family photos removed as a girl had an off-shoulder dress. There is of course no argument. Agent's office is 40 km. away and he is often difficult to contact.

Generally speaking the shore personnel are friendly and helpful. There is only this 'problem' of the loading rate which must be sorted out.

SHIPMASTER'S REPORT: October 1986.

Approaches: The cement silo in approximate position Lat. 24° 16.35′ N., Long. 37° 33.55′ E. (near Ra's Baridi) gave a good strong echo at 48 miles. This was in sufficient time to ascertain the vessel's position for the alteration of course into the Northern Approach Channel.

Documents: Papers required by the Agent:

10 Crew Lists (standard IMO Form 5 acceptable).
1 Vaccination List.
2 Personal Manifests.
2 Stewards Stores Lists.
*3 Health Declarations.
*4 Arrival Details.
*2 Passport Control Office Arrival Details.
*1 Customs Declaration.
*1 Arrival Report.
*1 Customs Alcohol and Tobacco Declaration.
*Forms supplied by local Agent.

Telex Numbers:

Aramco, Yanbu: 662333 Aramco Sj. 661052 Aramco Sj.

Port Management: (Tankers only) 662360 Portct Sj. (Others) 661096 Portct Sj.

SHIPMASTER'S REPORT: June 1990.

All cargo tanks must be below 8% oxygen before vessel may enter port. 02 content checked on arrival alongside.

A fire hose must be rigged on the poop.

Manifold drip trays must be free of oil.

Pilot boarded from tug about half way between reporting Positions "A" and "B", due to weather conditions being rough.

Three tugs for berthing 70,000 d.w.t. vessel, one tug each end with tug's line and one tug pushing, but does not make fast.

Moorings consisted of 3, 2 and 2 each end. Springs first by ship's heaving line and shore messenger, breasts and stern/head lines by boat.

Fire wires to be turned up on bitts with at least 5 turns, then eye to be suspended 1.0 m. – 2.0 m. above the water with heaving lines attached.

Please note that the pilot boarding position given in the "Guide" is not the same as on B.A. chart, which gives the position as 24° 2.5′ N., 37° 45′ E. However, it seems the pilot will normally board inside, and usually disembarks as soon as possible.

AUTHORITY: Saudi Arabian Sea Ports Authority (SEAPA), King Fahd Industrial Port, P.O.Box 30325, Yanbu al Sinaiyah, Kingdom of Saudi Arabia. *Contact:* Abdulghani Omar Haiawani, Director General. Administration: *Tel:* (04) 396-7000, 396-7001. *Fax:* (04) 396-7037. *Telex:* 662364 KFPYB SJ, 662365 YANBU SJ.
Port Control Tower: *Tel:* (04) 396-7177/7178. *Telex:* 662360 PORTCT SJ.

AGENT: Gulf Agency Company Saudi Arabia, P.O.Box 473, Office No. 8, 3rd Floor, Al Hijji Trade Centre, King Abdul Aziz Street, Yanbu, Saudi Arabia. Cables: "Confidence", Yanbu. Ship-Shore traffic via Jeddah Radio/HZH. Telex: 661084 ("Gaship Sj"). Tel: 3223992 and 3228765. After Hours: 3225633. Fax: 3221231.

ZULUF TERMINAL: 28.23 N. 49.14 E.

TERMINAL CLOSED APRIL 1976. THE STORE BARGE HAS LEFT. NO FURTHER OPERATIONS WILL TAKE PLACE AT ZULUF.

NOTES

Please also advise Shipping Guides Ltd.

Senegal

DAKAR: 14.40 N. 17.26 W. (See Plan)

PORT LIMITS: *North:* From the point of Bel-Air by a parallel from N.E. of the N.E. Jetty of the harbour, to 1 mile N.E. by a meridian passing 2,900 m. East of the Round-Point determined by the crossing of Felix Eboue and Avenue de la Jetee Nord and by the parallel passing 2,060 m. North of Goree Island.

East: By the meridian passing 1 mile East of Goree.

South: By a line joining the Cape Manuel from the South point of Goree prolonged until it encounters the meridian passing 1 mile East of Goree.

DOCUMENTS: Vessels carrying hazardous and/or strong smelling cargoes must declare to the Harbour Master, at least 48 hours before ship's arrival, the nature/quantity/packing of these goods, as well as their stowage on board. Same applies for Arms and Ammunitions.

Health:
2 Crew Lists.
1 Sanitary Declaration.
2 Lists of Date of Vaccinations.
(Valid vaccination for Yellow Fever for all persons)

Customs:
3 Crew Lists.
2 Stores Lists.
2 Personal Effects Declarations.
2 Slop Chest Lists.
1 Arms and Ammunition List.

Immigration:
4 Crew Lists.
2 Lists of Ports of Call with dates of arrival/departure.

Agents:
1 Crew List.
1 Personal Effects Declaration.
1 Slop Chest List.
2 Lists of Arms and Ammunition.

Papers required on arrival: Bills of Lading for cargo to be discharged and Master's copy. 2 copies of Cargo Manifests for cargo to be discharged.

Great care should be taken in completing all Store Lists, Slop Chest Lists and Personal Effects Lists as Customs check all stores, including fridge spaces. All paints onboard must be declared.

Customs also board vessels at anchor and inside territorial waters, inflicting heavy fines in cases where stores, etc. are not prepared and ready for inspection. Also, heavy fines are imposed for any discrepancies. Even when calling at port for emergencies (e.g. Medivac) a full set of documents must be prepared before entering territorial waters.

No vessel is allowed to leave Dakar without having received on board an outward manifest duly visaed by the local Customs Authorities. Vessels leaving without such a manifest will be heavily fined.

PILOTAGE: Pilots meet vessels off the North point of the Island of Goree in a naturally sheltered area.

RESTRICTIONS: During the rainy season, all vessels with a draft of more than 32 ft. 6 in. could be delayed, due to the effects of swell, at anchorage in outer roads and await meteorological conditions permitting their entry into the harbour.

Use of whistle signals to call Pilot is forbidden between 2200 hrs. and 0600 hrs. The harbour area is dredged to a depth of 10 m. to 11 m.

Dangerous Cargo: Vessels are allowed to have the following dangerous cargo on board:

For Discharging	*North Area*	*South Area*
I.M.O. 1	20 tons	10 tons
I.M.O. 2	50 tons	25 tons
I.M.O. 3	80 tons	25 tons
In Transit	*North Area*	*South Area*
I.M.O. 1	25 tons	20 tons
I.M.O. 2	50 tons	25 tons
I.M.O. 3	80 tons	40 tons

MAX. SIZE: Ships of 30 ft. draft are able to enter at all stages of the tide by day and night. Vessels up to 36 ft. draft may enter at high tide except possibly during the stormy season, between mid August and mid October.

HEALTH: Health Officials board vessel immediately after berthing alongside. For passenger vessels, these formalities are effected before berthing to avoid delays. Vessels at sea may obtain medical advice by VHF or telex via Dakar Radio.

Inoculation/Vaccination can be arranged through Agent during weekdays.

Free Pratique can be granted via radio by Agent, by using international Code Words "MIBDU/MIJMA".

RADIO: ETA advice should be sent 96 hours, 48 hours and 12 hours prior to arrival including cargo to discharge, drums to discharge (if any), draft on arrival, expected draft on departure, last port and next port of call. Agents should be notified of tug requirements, VHF Channel 8.

VHF: The Port Captain's Office, pilot station and tugs are equipped with VHF, with the following Channels: Channel 16 used by vessels approaching to contact pilot station or Port Captain's Office; Channel 12 used during manoeuvres for communications between Pilots and tugs; Channel 6 used only by the tug station.

TUGS: Operated by a private company, 3 tugs available up to 2,000 h.p. (bollard pull 24 tons). Compulsory for loaded tankers.

CRANES:
1 Mobile crane × 20 tons.
1 Mobile crane × 60 tonnes.
1 Mobile crane × 25 tonnes.
1 Floating crane × 30 tonnes.
1 Mobile crane × 100 tonnes.
1 Mobile crane × 70 tonnes.

BERTHING: 10,000 m. of quay length available of which more than half has depths of 8 m. to 11 m. alongside.

The Northern area has 5 wharves with depths of 23 ft. – 36 ft.

Dock 4: Length 572 m.

Berth 41: Draft 33 ft. Equipped for discharging bulk grain with private equipment (rate of 4,000 tonnes per day) and load ground nuts.

Berth 42 – 43: Draft 33 ft. Used for the discharge of rice.

Berth 45: Length 120 m., draft 23 ft. Used for the discharge of liquified gas.

Dock 5: Berth 52 (Taiba Phosphate Quay): Length 170 m. Max. draft 36 ft. Loading at an average of 900 tonnes per hour (Air draft 35 ft.).

Dock 6: Length 634 m.

Berth 61: Length 210 m. Used for wine and ground nut oil tankers with a draft of 27 ft.

Berth 62 – 63: Length 425 m. Max. draft 36 ft. A new terminal of containers with area of 50,000 sq.m.

Dock 7: Berth 708 (Thies Phosphate Quay): Length 215 m. Max. draft 32 ft. Loading at an average of 200 tonnes per hour.

Dock 8: Total length of 265 m. and depth of 32 ft.

Berth 81: New terminal with gantry crane/conveyor belt enabling a daily discharging/loading rate of 7,000 tonnes (bulk sulphur, fertiliser, etc.).

Berths 82 – 85: For bunkers, general cargo, logs, scrap iron, bulk grain, etc.

The South area has 3 wharves with a depth of 26 ft. – 33 ft.

Dock I is 460 m. long.

Berth	No.	12	Draft	26 ft. 3 in.
"	"	13	"	28 ft. 7 in.
"	"	14	"	28 ft. 7 in.
"	"	15	"	33 ft.
"	"	17	"	33 ft.

Dock II

Berth	No.	21	Draft	27 ft. 3 in.
"	"	22	"	26 ft. 11 in.
"	"	24	"	26 ft. 3 in.
"	"	25	"	25 ft. 11 in.

Dock III is 350 m. long. Max. draft of 32 ft. 10 in. Reserved for trade with the Republic of Mali.

Mole de Peche: 1,461 m. of quays, supplied with water and bunkers. Areas for spreading out fishing lines and nets.

CONTAINER FACILITIES: Containers handled at Mole 1.

STEVEDORES: Normal working hours, weekdays from 0800 to 1200 hrs. and from 1400 to 1800 hrs. Saturdays from 0800 to 1200 hrs. Overtime, weekdays from 0500 to 0800 hrs.; from 1200 to 1400 hrs.; from 1800 to 2200 hrs.; from 2200 to 0500 hrs. Holidays and Sundays from 0000 to 0500 hrs.; from 2200 to 2400 hrs.

MEDICAL: *Vaccinations:* Possible from 0800 to 1200 hrs. and 1500 to 1700 hrs. Sundays and holidays excluded.

Doctors: All kinds of specialists available.

Hospitals: With qualified doctors and good equipment.

TANKERS: The Petroleum Basin is dredged to a depth of 10 m. to 11 m. 2 jetty berths can receive tankers up to 200 m. length, max. draft 32 ft. 6 in. Petroleum Wharf which has 4 berths, depth alongside 12 m. (depth in approaches 11 m.) can receive tankers up to 250 m. length with a draft of 36 ft.

Black products handled at all berths (6 in., 8 in. and 10 in. hoses). White products at Berth, 2 only (8 in. hoses). Distance to tank farm about 5 km. Water to be pumped between grades.

Ship to Ship transfer (STS) is carried out across Petroleum Wharf using 2 × 8 in. hoses. Standard practice – discharging tanker starboard side alongside Berth No. 93 and loading tanker port side alongside at No. 92 Berth. Transhipment supervised by Iransen and Shell.

M'bao Refinery sealine buoy berth is situated 3 miles N.E. of Goree Island. Vessel berths using both bow anchors, stern is secured to 4 buoys using 4×5 in. wires from buoys stern. Ship's ropes not used. Hose connection on port side using 12 in. (300 mm.) hoses. Vessel's derrick to have an SWL of at least 5 tonnes.

FRESH WATER: All quays are fitted with water hydrants. Water supplied by 3 hoses simultaneously, with a rate from 60 – 100 cu.m.p.h. Can also be supplied by barge up to 400 tons capacity but minimum order 150 tons.

FUEL: All grades can be supplied from the quays up to 1,000 t.p.h. Fuel can also be supplied by barge. Also see "Shipmasters' Report".

REPAIRS: All types of repair can be effected by the Naval Arsenal or by private companies.

DRY DOCKS: At the Naval Arsenal, one dry dock length 189 m., width 23 m., depth up to 9.50 m.

Syncrolift, max. weight acceptable, 1,200 tons.

New Floating Dock will take vessels up to 60,000 d.w.t. Lifting capacity 28,000 tons. Acceptable dimensions 235 m. × 38 m.

REPATRIATION: Seamen can be repatriated to Europe without delays by air.

AIRPORT: International airport with regular services to Europe.

TELEPHONES: All berths are equipped with telephone apparatus which is placed on board vessels without charge.

HOLIDAYS: New Year (1st January); Tabaski (Variable Date); National Day (4th April); Easter (Variable Date); Labour Day (1st May); Ascension Day (7th May); Whit Monday (Variable Date); Maouloud (Variable Date); National Day (14th July); Assumption (15th August); All Saints' Day (1st November); Korite (Variable Date); Christmas (25th December).

GARBAGE DISPOSAL: Collection service is available and is supplied by the Port Authority. Collection services may also be supplied by ship's agent or private companies.

WASTE OIL DISPOSAL: Collection service is available through private company SRH (Societe de Precuperation des Huiles).

SEAMAN'S CLUBS: Seaman's Club not available.

CURRENCY: CFA Franc (Fr.CFA). Fixed against French Franc (F.Fr.). F.Fr. 1.00 = 50Fr.CFA.

GENERAL: Several cases of assault have been reported against crew members returning to their ships during the hours of darkness. For this reason, the delivery of cash from Agents is suspended during the night hours. Although Port Authorities and Security are aware of the situation, it is advisable to acquaint all on board with this.

DEVELOPMENTS: A container and Ro-Ro terminal has been constructed between Mole 6 and Mole 8. Length of berth 430 m.

SHIPMASTER'S REPORT: With a draft in excess of 15 m. it is not possible to anchor in the inner roads due to the swell. The swell is worse from July to October (rainy season).

The Pilot directed us to an anchorage 0.5 miles N.E. of Island of Goree but in my opinion it is a little too close. However, the nearer a vessel can anchor N.E. of Goree the better. The holding ground is very good.

It is possible to talk to Mory Fuel Company direct on VHF Channel 2. They have a barge which is able to deliver fuel oil and diesel oil, capacity 500 tons.

Three tugs available, be sure to order one well in advance before completion of bunkering or the vessel may have to wait. Bunkering undertaken day and night.

SHIPMASTER'S REPORT: October 1983.

Documents: Separate Bonded Stores List (4 copies) required by Customs.

Pilotage: Pilots will board 0.2 miles from breakwater entrances.

Health: Advise Port Health Authorities of health state, also vaccinations required. They attend on arrival but do not acknowledge messages.

Fresh Water: Fresh water supply at piers averages 20 t.p.h.

Security: There have been many cases recently of anchored and stationary vessels being boarded by thieves and mooring ropes, etc. purloined. Vessels on regular run to Dakar do *not* stop in port approach areas until daylight. Gangway watchman essential. Shore traders to be confined to one area under supervision if allowed on board.

SHIPMASTER'S REPORT: March 1989.

Port Officials: Immigration and Port Health boarded on arrival alongside. Customs did not board until the next day.

The Agent advised that particular attention should be paid to declaring the paint on board and also that the Stores Declaration should be made out after the usual "presents" had been given out.

The Customs search was a quick look at the bond locker and the question "Is it as declared?" is asked. When the answer was in the affirmative and a "present" handed over the locker was sealed, no other area of the vessel was searched.

Normally, all stores are checked and any discrepancies will result in a fine, the minimum reported to be U.S.$500.00.

Ship's standard papers are accepted, except for the Health Declaration where the Port Authority form is required, copies placed on board for next call.

Papers required:

Health Declaration	1 copy
Crew Declaration	2 copies
Ports of Call List	5 copies
Vaccination List	2 copies
Drugs List	3 copies
Crew List	6 copies
Stores List	3 copies
Hazardous Cargo List	2 copies
Passenger List	4 copies
Stowaway List	4 copies
Arms and Ammunition List	4 copies
Animals List	4 copies
Cargo Manifest	4 copies

"Nil" declarations are required when appropriate.

The quantity of forms required varies slightly from visit to visit but this would appear sufficient to cover most calls.

The standard vaccination list included Cholera, and the Port Health advised that one of these was out of date, however Cholera is not required for Dakar and no problems were experienced.

An Inward Clearance Certificate is issued by the Port Authority and also a certificate of Free Pratique by the Port Health.

Outward Clearance is stamped by the Customs on copies of the Cargo Manifest.

Approaches: B.A. Chart 1001 was found to be as charted. Arrival was in daylight and lights could not be verified.

Buoy No. 1 is painted white and was difficult to see in the hazy conditions prevailing at the time.

Buoy No. 12 has a double black ball topmark as indicated in the Light List and not a single ball as appears on the chart.

Approach to the harbour entrance can be made either between the buoy just North of Goree Island and Buoy No. 12 or between Buoy No. 1 and Buoy No. 12.

Pilots: On arrival the Pilot will board at the charted position or closer to the harbour entrance from a large launch.

On departure, call the pilot station on VHF 1 hour before estimated departure time and confirm 10 minutes before vessel is ready to leave. The Pilots employed were competent and spoke good English.

Shifting ship: It is not necessary to use a Pilot for warping the vessel along the dock. For this operation linesmen are obtained by calling the Pilots on VHF.

Radio: The Port Authority require 96 hours, 48 hours and 24 hours notice of arrival according to the Radio Signals List. An attempt was made to pass this information using the telex number from the Radio Signals, but the telex remained undelivered, so contact was made by W/T through the local coast station.

Agents were also asked to advise the Port Authority and Pilots. The message must have been received as we were expected.

Pilots can be contacted on VHF as soon as within range and will advise berthing or anchoring prospects, the English spoken is generally good.

Pilots will advise on VHF, any vessel movements and give directions for approach.

Tugs: Two tugs were used for berthing as there was a strong wind on to the berth and there was another vessel on the berth astern, however, probably one tug would be sufficient under similar conditions in future.

The pilots carry portable VHF for communication with the tugs.

Tugs lines are used when required and are in good condition.

Berthing: All berths are fitted with fenders, but some are in a poor condition. In February 1989 the vessel berthed on Berth No. 85, the fendering here is good.

There are 2 sets of boat landing steps set into the face of the dock along this side of Pier No. 8 which would cause a problem if the vessel was positioned with either of these close to the foot of the gangway.

The vessel was later moved astern to Berth No. 84.

There is a clear working area alongside Berths No. 85 and 86, but dockside sheds and stored cargo made the loading area alongside Berth No. 84 somewhat cramped.

Loading: Vessel loaded 6,600 tonnes of ground nut pellets.

The loading is by portable belt elevators, supplied by tipper trucks.

Four elevators were used and positioned variously at hatches, depending on the distribution required.

Working hours are 0800 hrs. – 1800 hrs. every day.

Starting in the morning is slow, the first truck arriving at about 0830 hrs. and sometimes as late as 0915 hrs.

Hoppers are then constructed at the ends of the elevators by filling bags with the first of the delivered cargo, the hoppers are to give a good feed to the elevators. The last truck of the day arrives at about 1700 hrs. and when that is emptied the hoppers are dismantled and the contents of the bags are emptied on to the elevators and any remaining sweepings on the dock are shovelled on afterwards.

The day's work is usually completed by 1730 hrs.

The loading rate is governed by the availability of trucks and the rate of filling them at the silos.

The Agents are also the stevedores and their equipment was used.

Daily tonnage sheets are produced but are slow in coming forth, no record was kept of the tonnage per hatch, only the total loaded.

Gross elevator hours	284	Gross rate	23.24 t.p.h.
Net elevator hours	243.17	Net rate	27.14 t.p.h.

Approximate rate of 250 tonnes per elevator per day.

Fresh Water: Available at berth, the watermen supply their own hoses.

Repairs: Permission is required to immobilse the main engines. There are no other restrictions.

The repair firm Dakar Marine did a fair job of supplying and fitting new bolts to the rudder of another vessel alongside, but I suspect repair work is expensive.

Watchmen: It is best to employ two shore watchmen, one permanently on gangway duty and one on patrol. Theft is common and firefighting and lifesaving equipment are favourite items.

General: Fumigation: The holds were fumigated on arrival and left overnight, loading starting the next morning. The cargo was also fumigated on completion of loading.

Presents: Everyone expects either cigarettes or soft drinks for services rendered but can generally be persuaded to go away empty-handed, however a reasonable supply is required to take care of deserving cases.

Dust: For some days before arrival visibility was reduced by dust haze caused by sand from the desert, the whole of Dakar is covered in dust and when loading commenced this was made considerably worse.

Disbursements through Agents: The Agents prefer to draw cash and hand it to the Master to pay any accounts direct to the supplier, which is not the easist way of doing things.

Ensure that the Agent advises you of which items they will pay and which are expected to be paid by the vessel.

Laundry: Can be arranged by the ship chandler, but it is expensive.

Shore labour: All forms of cleaning and painting are possible, however at a cost of U.S.$20.00 per man per day would appear to be rather expensive, especially as the workers also expect to be fed.

Garbage collection: Recommended by the Agents and is carried out at intervals specified by the vessel (daily, every 2 days, etc.).

Ship Chandlers: A large number will present themselves as soon as the vessel arrives alongside, also a number of businessmen with everything from fish to watches for sale. The businessmen are best kept off the ship, as apart from their prices generally being the same or more than the Chandlers, they are likely to pick up anything that can be moved and spirit it away under their robes.

Prices of all items are high. Most foodstuffs have been imported and nothing except fish seems to be produced locally, although some good produce was seen on the market stalls in town.

M.N. Thoumas, United Shipchandlers, had been used before by the vessel and his prices compared favourably with other chandlers, he also seems to have an efficient organisation. Some of his fresh produce was returned as being poor and replacements were made.

AUTHORITY: Port Autonome de Dakar, 21 Boulevard de la Liberation, B.P. 3195, Dakar, Senegal. *Tel:* 23-45-45. *Telex:* 21404. *FAX:* 21.36.06. *Cables:* Porcomer Dakar. *FAX:* 213606. *Contact:* Mr.Sall, Director General. Captain E. Sarr, Harbour Master. J.B.G. Diatta, Commercial Director.

AGENT: Socopao Senegal, 47 Avenue Albert Sarrault, B.P. 233, Dakar, Senegal. Tel: 23.10.01/21.46.31. Telex: 51444 Freight SG. Fax: 23.47.49. Cables: "Freight Dakar".

Fish Department – Tel: 23.59.43, 23.10.01. Telex: 21496 Freight SG. Fax: 23.47.69, 23.56.14.

Sub-Agency at Kaolak. Tel: 41.19.07. Telex: 74060.

KAOLACK: 14.09 N. 16.06 W.

DOCUMENTS:
2 Crew Lists.
2 Stores Lists.
2 Manifests (tobacco, wine, etc.). Agents deposit at Customs office.

PILOTAGE: Pilot taken on board, and lands in Dakar. When vessels do not require tank-washing, the Pilot disembarks in roadstead.

ANCHORAGES: Sufficient for three vessels only. About 6 m. deep.

RESTRICTIONS: Night navigation forbidden in River Saloum. Depth available 3.0 m.

MAX. SIZE: Length 105 m. (because of River Valor).

HEALTH: Agent signals to Harbour Master. Provisionally vessels quarantine in Dakar.

TUGS: No tugs. (Only from Dakar.)

BERTHING: Signals by flag when berth available. Vessels enter at flood tide so that they can turn at anchorage to be ready for sailing.

Private Berth: Saltworks Wharf, length 52 m. Owned by S.S.S.I.M. Tel: 411904. Telex: 7472 SG.

MEDICAL: Yellow fever vaccinations only at Dakar. No hospital facilities.

DENSITY: 1025 – 1035.

FRESH WATER: Available at 10 t.p.h.

FUEL: Not available.

GANGWAY/DECK WATCHMEN: Arranged by Agent.

OPENING/CLOSING HATCHES: By stevedores.

CUSTOMS ALLOWANCES: Tobacco, no restrictions; Customs control on board (Declaration on manifest). Crew going ashore only allowed cigarettes marked "Vente au Senegal". Wine and/or Spirit, not limited, Customs controlled.

CONSULS: None (Dakar only). French Consulate Agent: Leon Masfrand, Tel: 412176.

REPATRIATION: Not possible (Dakar only).

AIRPORT: None.

TIME: GMT throughout year.

HOLIDAYS: Independence Day (4th April) no loading. Tabaski (dependent on moon phase).

FIRE: Tel: 324.

TELEPHONES: Not possible to place on board.

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Not necessary.

REGULATIONS: Vessels must hoist Senegalese flag and notify Agent before entering port.

AUTHORITY: Harbour Master, Rue de la Residence, Kaolack, Senegal. *Tel:* 411915.

AGENT: See "Dakar".

NOTES

Please also advise Shipping Guides Ltd.

Republic of Seychelles

PORT VICTORIA, Mahe: 04.37 S. 55.28 E. (See Plan)

PORT LIMITS: *Outer Harbour:* The area in Victoria Harbour between limits of the inner harbour and a line from Cedre Point to Long. 55° 29.84′ E., thence South to St.Anne Island Shore, thence S.S.W. until Rochon Bridge bears West, then West until Victoria Lighthouse bears North.

DOCUMENTS:

Maritime Declaration of Health – forms obtainable from Medical Officer/Chief Environmental Health Officer.
Derat Certificate.
5 Crew Lists and Passengers' Lists.
Dangerous Cargo List.
Ship's Register.
Crew Declaration Form.
Declaration of Stores and high dutiable goods.
Parcels List.
Firearms List.
List of Animals remaining on board (Pets included).
Un-manifested Cargo List.
Cargo Manifests.
Clearance from last Port.

APPROACHES: *Notice to Mariners No. 1013(P)/86:*

Indian Ocean – Seychelles – Mahe – Port Victoria – Routeing System.

The following announcement has been made by the Ministry of Tourism and Transport, Port and Marine Services Division, Seychelles.

"A routeing system for approaches to Port Victoria, Mahe, Seychelles has been adopted.

All vessels calling to and from Port Victoria are required as far as practicable to stay within an area bounded by lines joining the following Geographical points. Points (1), (2), (3), (9) and (10) demark the Northern Approach and Points (3), (4), (5), (6), (7) and (8) demark the Southern Approach."

(1)	3° 43.0′ S., 55° 33.0′ E.	(6)	5° 13.0′ S., 55° 23.0′ E.
(2)	4° 26.0′ S., 55° 32.0′ E.	(7)	4° 48.5′ S., 55° 34.5′ E.
(3)	4° 30.0′ S., 55° 39.0′ E.	(8)	4° 37.0′ S., 55° 33.5′ E.
(4)	4° 51.0′ S., 55° 42.5′ E.	(9)	4° 33.0′ S., 55° 26.0′ E.
(5)	5° 16.5′ S., 55° 30.0′ E.	(10)	3° 43.0′ S., 55° 25.0′ E.

Charts affected: 742, 740, 721.

Harbour Master, Ministry of Tourism and Transport, Seychelles. (H. 5775/82.)

PILOTAGE: Compulsory in Inner and Outer Harbour for any vessel of or exceeding 150 g.r.t.

24 hours' notice, giving draft and length. Telegraphic address "Demarine" through Cable & Wireless (on schedule 500 kHz and 8714 kHz. Schedule published in Radio List. Harbour Control equipped with VHF Channels 16, 12 and 6).

Pilot Boat: White hull with white cabin, orange top, flying "H" flag.

Signals for Pilot: "G" by flag and/or whistle.

Pilot Boarding Ground: The Pilot boards vessels about 6 cables Northward of the outermost buoy (Fairway buoy) in position 4° 35.7′ S., 55° 29.6′ E. There is no night pilotage. Pilot can board in almost any weather. While awaiting Pilot; vessel can anchor in any suitable anchorage in the pilotage area. Vessels should call "Victoria Harbour Control" on VHF, Channel 16, 2 hours before arrival.

ANCHORAGES: Masters of all vessels are requested not to anchor on the leading marks or in any other position so as to block the entrance channel.

The following anchorages are available in the Outer Harbour.

(i) Victoria Lighthouse bearing 238° True. Distance 9.75 cables in depths of 20 m. to 22 m.
(ii) Victoria Lighthouse bearing 232° True. Distance 1 mile in depths of 22 m.
(iii) Victoria Lighthouse bearing 224° True. Distance 1.4 miles in depths of 18 m. to 20 m.
(iv) Victoria Lighthouse bearing 212° True. Distance 1.5 miles in depths of 20 m. to 22 m.

Super tankers and large vessels anchor outside the Fairway Buoy in any suitable anchorage. The Master should always contact Harbour Master for anchorage instructions.

RESTRICTIONS: All shipping movement in Inner Harbour to take place during daylight hours only. In Outer Harbour, night movement at discretion of Master after consultation with Harbour Master. No tide restrictions.

There is berthing space available for vessels with draft over 9.5 m., but not exceeding 12.0 m. This is between bollards No. 12 and No. 20, a distance of 123 m., at the Southern end of the quay. Vessels exceeding 123 m. with draft of 9.5 m. to 12.0 m. overhang the quay to the South and lines are made fast on shore bollards.

Under these circumstances vessels which overhang come starboard side to and the port anchor is used. This system is mainly used for tankers as the connecting discharge pipe ashore only needs to be in line with the ship's manifold. Cargo ships coming in at a deeper draft than 9.5 m. and less 12.0 m. can be docked. However it must be noted that cargo cannot be discharged from all hatches that overhang and the ship will have to be turned at a certain stage of discharging.

HEALTH: "Q" Flag or international red over white. Medical Officer/Environmental Health Officer may board vessels at anchor and before entering Inner Harbour. Crew Lists with vaccination dates against yellow fever and cholera if vessel from infected places. Health clearance given at Port Victoria only, health clearance may be given at Assumption Island by prior arrangement. Hospital facilities available. Vessels proceeding to the Inner Harbour may be disinsectised. Radio Pratique may be granted on request to "Port Health" – Ministry of Health.

No animal/pet of any description is permitted to be landed ashore or on the wharf as per Seychelles Quarantine Regulations. Necessary action will be taken against any Master who disregards these instructions in addition to the possibility of destroying any such animal or pet found ashore. Emphasis is made on the need to keep the Seychelles free from major animal diseases.

RADIO/VHF: Cable and Wireless, Port Victoria, Mahe. Call sign ZCQ. The Harbour Master's Office, call sign, "Harbour Control" keeps a 24 hour watch on VHF Channel 16 and Channel 12. Any further information can be obtained by calling up Harbour Control on Channel 16. Other Channels available – 12 and 6.

TUGS: 2×1,200 b.h.p. twin screw tugs and 1×2,000 b.h.p. twin screw tug in operation. Vessels of up to 800 ft. are able to berth alongside.

BERTHING: Due to limited space no berth can be reserved either alongside or at anchorage. All assistance given to position every ship in best available place.

Mahe Quay is in full operation. Two vessels can berth alongside. Berth No. 1 is allocated to oil and cement tankers and Berth No. 2 to cargo and passenger ships. Total length 374 m. Maximum depth of water at all berths is 35 ft. There are connections for fuel, fresh water and telephones at all berths. Port Offices, Customs and Health are situated at the New Port area.

Masters and Officers of vessels moored at the 2 above mentioned places are reminded of the importance of tending moorings at frequent intervals. Rat guards are deemed essential. Slack lines present a hazard to the safety of vessels moored alongside.

In the case of tankers and bulk carriers discharging or loading, the hourly difference in draft can be considerable. It is therefore recommended that regular routine checks on moorings be carried out by the Duty Officer.

Movement of Vessels Moored at Mahe Quay, Commercial Port, Fishing Port or at Anchorage. No movement of any vessel moored at the above mentioned places is permitted without authorisation from the Harbour Master. Ship's boats or lifeboats are not to be used as plying boats or on excursions to nearby islands. Use of ship's own craft for any reason including exercises must be cleared and authorised in the first instance.

Loading and discharging by ship's gear. Equipment available to handle 20 ft. and 40 ft. containers.

STEVEDORES: ETA advice required two to three days before ship's arrival in port. Loading and Discharging: General Cargo: average 8 to 10 t.p.h. per gang (subject weather conditions). Bagged Cargo: average 10 to 15 t.p.h. per gang (subject weather conditions). Containers: 10 to 12 boxes per hour. All stevedoring undertaken with ship's own gear.

TANKERS: Max. LOA 210 m., max. beam 30 m. Discharge throughout 24 hours. Discharge lines 8 in. and 6 in. (Bulk white petroleum products and bulk cement).

DENSITY: Average 1025 at all states of tide.

FRESH WATER: In good supply. By mains when alongside. No water barge currently available. All water supplied is chlorinated. Vessels should request water at least 72 hours before arrival through respective Agents.

FUEL: Gas oil Kinematic CS at 40°C. = 3.63. Due to limited stock, it is advisable to give one week's notice, preferably through nomination addressed to Seychelles Petroleum Co. (Seypec).

Intermediate Fuel oil now available on North end of berth only. (Fuel oil 180 centistoke). Pour point 70 max. – Kinematic 180 max. – restriction on flow of delivery pending improvement of facilities.

CONSULS: *Embassies:* China, Cuba, France, Russia, U.S.A.

High Commissions: Great Britain, India.

Consuls: Belgium, Cyprus, Denmark, Finland, Germany, Greece, Italy, Malagasy Rep., Mauritius, Morocco, Netherlands, Norway, Spain, Sweden, Switzerland.

REPAIRS: Slipways for vessels under 300 g.r.t. Mechanical engineering and fabrication. Electronic and electrical engineering. Commercial diving services (hull cleaning, inspection and repairs). Shipchandling (marine equipment).

DRY DOCKS: None, but being considered.

GANGWAY/DECK WATCHMEN: Customs Officer on duty at all times if vessel is discharging cargo.

OPENING/CLOSING HATCHES: Normally carried out by ship's own crew.

CUSTOMS ALLOWANCES: At Custom Officer's discretion.

CARGO GEAR: All cargo slings and gear supplied by ship.

REPATRIATION: Crew changes possible. Undertaken by Agents in connection with Immigration Authorities.

AIRPORT: In operation. Several flights weekly.

TIME: GMT plus 4 hours, throughout year.

HOLIDAYS: New Year (1st and 2nd January); Good Friday; Labour Day (May 1st); Corpus Christi (June 2nd); Liberation Day (June 5th); National Day (June 18th); Independence Day (June 29th); Assumption Day (August 15th); All Saints' Day (November 1st); Immaculate Conception (December 8th); Christmas Day (December 25th).

POLICE/AMBULANCE/FIRE: Emergency: Ring 999 otherwise Police 322011 and Hospital 324400.

SERVICES: No tank-cleaning equipment, no facilities for discharge of tank washing, no compass adjusting, radar or radio engineer available for small repairs.

SHIP SUPPLY SERVICE: Ship Supply Services can be made by prior arrangements with any shipping Agencies by using fast hire crafts, which are allowed to operate within a range of 60 miles Mahe to any given rendezvous.

List of Shipping Agents:

M/S Union Lighterage Co. Ltd., P.O.Box 38, Victoria, Mahe, Seychelles. Fax: (248) 224734.

Hunt Deltel & Co. Ltd., P.O.Box 14, Victoria, Mahe, Seychelles. Fax: (248) 225367.

Mahe Shipping Co. Ltd., P.O.Box 336, Victoria, Mahe, Seychelles. Fax: (248) 322978.

Harry Savy & Co. Seychelles (Pty) Ltd., P.O.Box 20, Victoria, Mahe, Seychelles. Fax: (248) 321421.

M/S Allied Agencies Ltd., P.O.Box 345, Mahe, Seychelles. Fax: (248) 224226.

TELEPHONES: A telephone is placed on board ships alongside. Vessel may arrange for additional telephones.

SHORE LEAVE: All members of the crew are allowed ashore. No limit to shore leave. Crew to be in possession of identity card or discharge book.

IDENTIFICATION CARDS: See "Shore Leave".

DELAYS: Berthing: Limited berth. Loading or discharging: Weather conditions. Bunkering: Space alongside.

SAFETY: There shall be no smoking on board vessels carrying petroleum products, chemicals or LPG except in such safe places as may be approved jointly by the Master and Harbour Master. Responsibility for ensuring that the crew of the vessel are informed of the safe places so approved, and that the regulations are complied with, rests with the Master. Such vessels when berthed alongside a quay must have the eye of a wire hanging over the outside bow and quarter to enable tugs to connect up readily in an emergency. The said wire must be suitable for such purposes and shall have sufficient scope on deck for free running.

Engines are not to be immobilised whilst the vessel is berthed alongside the wharf without prior authorisation from the Harbour Master.

Any unsafe condition or action observed on board a vessel will result in immediate cessation of cargo or bunkering operations until such condition or action is corrected. Continued or blatant disregard of these requirements by any ship will result in the removal of the ship from berth or quay at the cost of the vessel and the Owners/Operators/Charterers informed of the circumstances.

Use of radar and radio transmitter forbidden whilst alongside the wharf. Walkie-Talkies not permitted outside port area.

Portable R/T sets or transceivers must be of an approved design and those used on tankers must be intrinsically safe.

POLLUTION: All ballast discharged over the side must be clean and entirely free from petroleum products of any description in accordance with the Marine Pollution Regulations of 1981. No dirty ballast is to be pumped overboard as per Laws of Seychelles Cap. 210 Section 18. This includes brine from fish tanks in which fish have been stored. All Masters are advised to familiarise themselves, through their respective Agent, with the Marine Pollution regulations 1981. The Master of a vessel found guilty under these Regulations is liable to imprisonment for five years and to a fine of two hundred thousand Seychelles Rupees in addition to costs for cleaning up operations, environmental damages and commercial loss.

Whilst transferring fuel and/or taking bunkers all scuppers must be effectively plugged to prevent accidental discharge of oil into the sea.

GARBAGE DISPOSAL: A small fee is charged by the port daily for use of port bins meant to cater for empty bottles and cans. These must be packed in plastic garbage bags.

Garbage from the galley and remnants of food are not permitted ashore. These are cleared by Waterborne Licenced Garbage Contractors for a fee. Regular disposal of garbage is compulsory.

WASTE OIL DISPOSAL: No facilities exist at the moment.

It is hoped that such facilities will be provided in the not too distant future.

SEAMAN'S CLUBS: None. Several popular bars, restaurants and night clubs are available in the town centre, some 10 – 15 minutes walk from the port.

CURRENCY: Seychelles Rupee. No restrictions on foreign currency, although coins are not readily acceptable.

AUTHORITY: Ministry of Tourism and Transport, Port and Marine Services Division, P.O.Box 47, Mahe, Seychelles, Indian Ocean. *Tel:* (248) 224701. *Telex:* 2329. *Cables:* Demarine. *FAX:* (248) 224004. *Contact:* S.A.G. Andrade, Port Director. Captain Robert Morgan, Senior Harbour Master – Pilot.

NOTES

Please also advise Shipping Guides Ltd.

Sierra Leone

FREETOWN: 08.30 N. 13.14 W. (See Plan)

DOCUMENTS:
5 Crew Lists.
5 Ports of Call Lists.
5 Passengers in Transit Lists.
5 Passengers Landing Lists.
1 Crew Declaration (signed by crew members).
1 Stores List.
1 Arms & Ammunition List.
1 Port Health Declaration.
1 Vaccination List (cholera and yellow fever).

Port Health Declaration, Crew Declaration Form and Arms and Ammunition List, all special forms, which obtained from boarding party or, if required, mailed in advance to ship's Owners.

1. *For Vessels Working Cargo (Discharging):*
   - *(a)* From each port of loading, by air mail to vessel's Agent: 2 copies of Cargo Manifest, 1 copy of Freighted Manifest.
   - *(b)* On arrival: 5 copies of Cargo Manifests, 1 copy each Bill of Lading (non-negotiable).

Note: Customs and Port Authority insists on documents in English, and that Manifests should show weights and measurements. Non-compliance with these instructions places vessel's Agent in difficult position, and vessel may not discharge without payment of fine.

2. *Required by Port and Stevedores for Vessels Working Cargo:*

4 copies Stowage Plan, 4 copies Hatch Lists. List of all lifts over 3 tons.

PILOTAGE: Vessels may at present enter and leave port anchorage without Pilot. Pilotage only compulsory for vessels berthing alongside Queen Elizabeth II Quay, Kissy Oil Jetty, vessels over 20,000 tonnes Summer deadweight and vessels over 30 ft. draft. Upon Master's request, Pilot available at Fairway Buoy with 24 hours' notice. Normally only during daylight hours. Port entrance is between Cape Sierra Leone to South and Fairway Buoy to North. Is approx. 1 mile wide and minimum draft 38 ft. To West harbour is protected by sand shoals, nearest to entrance is O'Farrell Shoal about 1.5 miles North of Cape Sierra Leone.

Pilots board from a launch painted black, with "Pilot" in black on both sides of superstructure on a white background.

Pilot Office will give an anchorage to every vessel arriving or, if a vessel is berthing on arrival, will advise where the Pilot is boarding. This is normally off the quay. The Signal station is equipped with VHF, standing-by on Channel 16, switching to Channel 12 for communication.

The Pilot Office, Queen Elizabeth II Quay, is also equipped with VHF, standing-by on Channel 16, switching to Channel 12 for communication. The Port Operations Manager is available on VHF Channel 10.

ANCHORAGE: With Falconbridge Point Beacon bearing as follows (all bearings true): Note: Falconbridge Point Beacon circular steel tower 8 ft. high, painted white with 2 horizontal black bands; Fl. white every 2 seconds.

Anchor Berth	*Bearing (T)*	*Distance (Cables)*	
E. 3	138	10.5	
E. 4	154	9	
E. 5	180	8	
E. 6	207	8	
F. 5	136	7	
F. 6	154	6	
F. 7	184	5	
F. 8	210	5	
F. 9	232	7	
F. 10	242	9	
F. 11	249	11	
G. 1	099	15	
G. 2	100	12	
G. 3	104	7	
G. 4	126	3	
H. 1	184	2	
H. 2	234	3	
H. 3	252	5	
H. 4	258	7	
B. 1	236	11	(Vessels bunkering ex-barge)

With Cline Point bearing as follows:

Anchor Berth	*Bearing (T)*	*Distance (Cables)*
D. 1	232	5.5
D. 2	253	7
D. 3	253	3
D. 4	273	5.5
C. 1	244	4
C. 2	270	5
B. 2	280	7.25

With Kissy Oil Jetty bearing as follows:

Anchor Berth	*Bearing (T)*	*Distance (Cables)*
B. 2	235	1 mile

No draft restriction at anchorage, also no length and beam restrictions and vessels can arrive and sail any hour day and night.

RESTRICTIONS: *Draft Limits for Deep Laden Vessels:*
Draft Limits: 38 ft. (11.6 m.) plus height of tide to a maximum of 48 ft. (14.6 m.).

Time Limits:
1. From 5 hours Flood Tide to HW.
2. From LW to 1 hour Flood Tide.
3. During hours of daylight only.

Vessels of 36 ft. draft and over must keep to the time limits.

Vessels of under 36 ft. draft may navigate the channel at any time but attention is drawn to the strong cross currents.

(H.M.S. Hydra has commented strongly on this danger).

HEALTH: Pratique by radio or on boarding. See "Agent's Cable Requirements".

RADIO: *Freetown Radio, Coast Station:* Watch is maintained on 500 kHz from 0700 – 2200 hrs. GMT on week-days, and 1200 – 1400 hrs. GMT on Sundays and Public Holidays.

The working frequency is 421 kHz and traffic lists are broadcast on this frequency after preliminary announcements on 500 kHz at 0730, 0830 hrs., etc.: up to 2130 hrs. GMT. On Sundays and holidays, traffic lists are broadcast at 0800, 1200 hrs. and 1700 hrs. GMT.

Time GMT	*9LL Freq.*	*Search-band for reply*
0800 – 0900 hrs.	6411	6 MHz
1300 – 1430 hrs.		
1700 – 1830 hrs.		
0900 – 1000 hrs.	8710	8 MHz
1200 – 1300 hrs.		
1830 – 2000 hrs.		
1000 – 1100 hrs.	13042.5	12 MHz
1530 – 1700 hrs.		

On Sundays and other holidays the H.F. Schedules are as follows:—

0830 – 0900 hrs.	8710	8354 to 8374 kHz
0930 – 1000 hrs.	13042.5	12531 to 12561 kHz
1330 – 1400 hrs.	6411	6 MHz
1600 – 1630 hrs.	13042.5	12531 to 12561 kHz
1700 – 1730 hrs.	8710	8354 to 8374 kHz

Traffic lists are broadcast at the commencement of every HF Schedule and repeated at intervals during the Schedule.

Ship's Radio Telephone and Harbour Service: Watch is kept on 2182 kHz for casual R/T traffic from 0800 – 2000 hrs. GMT on weekdays, and 0800 – 1730 hrs. GMT on Sundays and holidays.

Ships are advised to arrange their calls in advance by W/T where possible so it can be ensured that the called party is available. Calls can be connected to or from any number on the Freetown Telephone Exchange. Longer range contacts should be in the 8 MHz maritime band, the frequency of 9LL in this band being 8768.9 kHz.

Other Services: Navigational warnings issued from time to time by the Harbour Master are broadcast on W/T. Spoken telegrams are accepted at ordinary W/T rates on RT.

VHF: *Freetown Radio:* A 24-hour watch is kept on Channel 16 switching to Channel 26 for communication. Calls can be connected to the Freetown Exchange. Masters are advised the fullest use should be made of this service, particularly after office hours and during the early hours of the morning or late at night when no cable service is available. The Authority tugs are also equipped with VHF, watch being kept on Channel 16 switching to Channel 12 for communication.

Signal Station	Channel 16
Pilot Office (Freetown Pilot)	Channel 16
Harbour Master	Channel 16

AGENT'S CABLE REQUIREMENTS: Masters requested cable ETA as early as possible. Following information required:

(a) For vessels working cargo: 1. Discharge or Loading Hatch distribution. 2. Gangs required. 3. If Explosives on board for Freetown or in transit.

(b) For vessels bunkering: Bunkers and water required.

(c) For Tankers discharging: 1. Total Displacement. 2. Draft. 3. Cargo particulars (quantity and grade).

(d) For vessels embarking/disembarking Krooboys: 1. If Krooboys provisions required and for how long. 2. Cash requirements. 3. If service on arrival if arriving between 2200 hrs. and 0700 hrs., bearing in mind the high costs for Customs overtime and port service.

(e) In general: 1. Cash requirements. 2. Water requirements. 3. Medical attendance, if required on arrival.

When ETA received and confirmed Agent will cable vessel informing despatch prospects and if not berthing on arrival, anchor berth.

Note: For vessels returning to Freetown from round trip to coast, information should be cabled if any over-carried cargo, etc., to be discharged.

TUGS: 1 seagoing tug available, *Sewa* (2,200 h.p.). Tug has twin-screw with diesel engine and is equipped for salvage having fire-fighting equipment and a 10 ton derrick. Normally tug used for berthing and unberthing operations. Charges for berthing and unberthing include use of a tug, whether required or not.

BERTHING: All alongside berths: between hours of 0630 and 2230. Vessels may request berthing after 2230 hrs. from Harbour Master's office. Kissy Oil Jetty; max. displacement – 46,000 tons, max. draft 39 ft., berthing flood-tide only.

Queen Elizabeth II Quay No. 1: Berthing length: no restriction; breadth: no restriction; max. draft 31 ft. 6 in. At this draft vessels must be 180 ft. from steps East end of quay. Vessels up to draft not exceeding 24 ft. may berth as far East as steps. Unberthing not permitted from 1 hour after HW until 1 hour after LW.

Berth No. 1A: As for Berth No. 1, max. draft 31 ft. 06 in.

Berth No. 2: Berthing and unberthing, length and breadth no restrictions. Max. draft 31 ft. 06 in. No tidal restrictions.

Berths No. 3 and 4: Max. draft 32 ft. 06 in.

Berth No. 5: Max. draft 31 ft. 06 in. – 32 ft. 06 in.

Berth No. 6: Max. draft 24 ft.–25 ft.

Facilities for loading palm kernel oil available only at Berth No. 1.

Bulk Grain: Berth No. 1 is equipped for discharging grain in bulk through a conveyor built on Shed No. 1 to the Flour Mill. The actual discharge is effected by mobile vacuvators. Four such units are available with total potential of 80 t.p.h., though a more realistic figure would be in the region of 60 – 70 t.p.h. Grain vessels are worked around the clock.

King Tom Jetty: Berthing *not* allowed.

Dispensation will only be granted in exceptional circumstances to berth or unberth vessels before 0600 hrs. and after 2330 hrs.

During discharging and/or loading, Customs Officers, normally 2, as well as 2 Port Authority Discrepancy Clerks (only when discharging) will be on board.

Sherbro River: Anchorage daylight only. Length of vessel up to 470 ft. Breadth, no restrictions. Max. draft, 24 ft. 06 in. The passage between Buoy No. 1 and Buoy No. 8 and between No. 1 Buoy and Yangsai Anchorage must be navigated in daylight hours only.

The Channel between Buoy Point and Yangsai must be navigated only during period 2 hours to H.W., and on a rising tide, buoy point being area which restricts draft. Bagru River Anchorage Buoy No. 8, length and breadth unlimited. Max. draft 24 ft. 06 in. Limitations as regards vessel's dimensions, drafts and times at which movements may be carried out should not be deviated from without prior permission of the Harbour Master.

MECHANICAL EQUIPMENT:

Type	*Capacity*	*Complement*
Portal quay cranes	3 tons	2
Portal quay crane	5 tons	1
Mobile crane	15/30 tons	1
Mobile cranes	4 tons	9
Mobile cranes	5 tons	2
Mobile cranes	7 tons	2
Fork truck	10 tons	1
Fork trucks	4,000/5,000 lbs.	34
Tractors	—	15
Trailers	6 tons	17
Trailers	8 tons	1
Trailers	10 tons	12
Trailers	20 tons	18
Trailers (Pole)	10 tons	2
Fire engine		1
Container handlers	26 tons	3

Berths No. 3 to 6 are not equipped with portal cranes.

DANGEROUS CARGO: Dangerous cargo, explosives, small arms, ammunition, *must not* be unloaded alongside unless Port Authority has been notified on approved form, and has given permission for cargo to be discharged. Vessels should cable prior arrival if dangerous cargo for discharge on board.

STEVEDORES: (See "Agent's Cable Requirements") ETA as soon as possible. Discharge/loading hatch distribution. Gangs required. Bunkers and water requirements, information re explosives. For tankers discharging – total displacement and draft. Work ashore undertaken by Sierra Leone Ports Authority on cargo quay, Queen Elizabeth II Quay, whilst work on board as well as discharging and/or loading to or from vessels at stream undertaken by Sierra Leone Ports Authority stevedoring division.

Working hours alongside quay: Normal working hours from 0800 hrs. to 1200 hrs. and 1330 hrs. to 1700 hrs. Monday to Friday.

No meal-break but the hour 1200 hrs. to 1330 hrs. counts overtime.

Working at Stream: Discharging and/or loading to or from vessels effected 24 hours a day. Gangs can be arranged at anytime between 0730 hrs. and 1800 hrs. week-days. On Sundays and holidays work must be arranged on the previous day.

MEDICAL: Hospital facilities available.

TANKERS: *Kissy Oil Jetty:* In order that berthing/unberthing operations at Kissy Oil Jetty are carried out without delay Agencies are requested to furnish to the Harbour Master the following particulars, of vessel using Kissy Oil Terminal.

ETA: At least 24 hours' notice to be given.

Displacement and deadweight: The max. permitted displacement is 46,000 tons.

Draft forward and aft: Max. draft 11.90 m. (39 ft.).

Length overall: No restriction.

The time of berthing will be at the discretion of the Port Authority, dependent on tidal and weather conditions, and vessel's draft. This is normally on a flood tide and during daylight hours only.

Notice: Port Authority Circular No. HM/241/354 dated 14th January 1981.

Oil Tankers Berthing Kissy Oil Jetty: In view of the strain experienced on the forward back springs during ebb tide on above-named jetty, vessels are to moor using double or more forward back springs.

This is necessary to avoid any damage to the discharge/loading arms on jetty.

Agents are advised to inform shipping companies that vessels are required to carry the necessary extra mooring ropes or wires.

Port Authority Pilots are to ensure prior to berthing vessels that sufficient moorings are onboard for extra forward back springs and separate bollards on jetty head are used for each spring.

DENSITY: 1018 to 1025.

FRESH WATER: Good fresh water is available at all quay berths and at Kissy Oil Jetty.

(Supply Rates:	Old berths	Approx. 20/25 t.p.h.
Dependent on	New berths	Approx. 40/50 t.p.h.
Ship's intake)	Kissy Oil Jetty	Approx. 15/20 t.p.h.

FUEL: Available at Kissy Oil Jetty and Q.E.II Quays. Gas oil available by tanker truck.

CONSULS:

Belgium	250143	Japan	222721
China (People's Republic)	231797	Lebanon	222353
Denmark	225760	Liberia	240322
Egypt	223244	Malagasy	225850
France	222477	Netherlands	225245
Gambia	225191	Nigeria	222444
Germany	222511	Norway	250824
Ghana	223461	Russia	223991
Greece	223087	Sweden	222385
Guinea	223080	Switzerland	223322
India	224340	United Kingdom	223961/6
Iran		United States	226481
Iraq		United Nations (UNDP)	225311
Italy	230995	UNICEF	241422
Ivory Coast	223983		

REPAIRS: All repairs if spares supplied.

DRY DOCKS: No dry docks in Freetown. Slipway of 600 tons capacity.

SURVEYORS: Mining and General Services Limited, P.O.Box 68, Freetown. Telex: 3226. Cables: Mags. They are Lloyd's Agents and undertake cargo surveys.

A Lloyd's Register approved surveyor is available.

GANGWAY/DECK WATCHMEN: Strongly recommended, available through Agent. It is suggested that gangway is raised after close of work. The Port Authority operates a patrol boat with security personnel to combat piracy.

Piracy: Acts of piracy have taken place alongside and whilst vessel approaching Pilot. Crew members have sustained injuries.

OPENING/CLOSING HATCHES: By stevedores, except mechanical hatches.

CERTIFICATES:

Ship's Register.
Derat Certificate.
Deck Passengers Certificate.
Radio Certificate.

CUSTOMS ALLOWANCES: Tobacco, 40 cigarettes *or* 0.25 lb tobacco. Wine and/or Spirits, 0.25 bottles of spirit. Master — 200 cigarettes and 1 opened bottle of spirit.

REPATRIATION: Can be arranged.

AIRPORT: By bus and ferry to Lungi Airport. Served by regular airlines.

Hovercraft from Aberdeen to Lungi Airport takes 30 minutes.

Sera Link operates a catamaran service between Freetown and Conakry (2.5 hours).

TIME: GMT throughout year.

HOLIDAYS: Several religious and anniversary holidays. Port works every day except Good Friday and Christmas Day.

POLICE/AMBULANCE/FIRE: For all emergencies dial 009.

EMERGENCY CO-ORDINATION CENTRE/S.A.R. LINK: Sierra Leone Ports Authority. Telex: 3262. Cables: Portman Freetown.

TELEPHONES: Not available for placing on board.

SERVICES: Tank cleaning. Tank and hull scaling.

BANKS: Barclays Bank of Sierra Leone, P.O.Box 12, Siaka Stevens Street, Freetown.

Standard Bank Sierra Leone Ltd., Lightfoot Boston Street, Freetown.

STORING: Moderate quantities of stores are available and can be taken ex-quay. However no bonded stores' facilities exist.

SHIP SUPPLY SERVICE: Contact: Offshore Services Ltd., P.O.Box 376, Freetown.

SHORE LEAVE: Allowed. Identity cards must be carried.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Collection service available. Skips are provided alongside by SLPA on arrival of vessels. Charges as per SLPA tariff.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Stella Maris, Blackhall Road, Freetown, Sierra Leone. Facilities include postage, telephones in the port. Football matches and church services could be arranged, likewise minibus collection.

CURRENCY: Leone (Le). No local currency restrictions up to Le 25,000.00.

Forex Bureau available at Siaka Stevens Street.

DELAYS: No delays experienced.

GENERAL: Always confirm time of entering harbour with the Aberdeen Hill Signal Station to ensure turn for berthing. Draft should be indicated.

DEVELOPMENTS: It is the Port Authorities' intention to surface the front and rear stacking areas at Berths No. 5 and 6 for use as a container park.

AUTHORITY: Sierra Leone Ports Authority, P.M.Bag 386, Freetown, Sierra Leone. *Tel:* 50989, 50033 and 50111. *Telex:* 3262. *Cables:* Portman Freetown. *FAX:* 50616. *Contact:* Captain P.E.M. Kemokai, Harbour Master and Director of Maritime Affairs. Captain Helmut Friedrichs, Harbour Master.

AGENT: Sierra Leone Shipping Agencies Limited, P.O.Box No. 74, Freetown, Sierra Leone. Tel: 50881/50528. Telex: 3260/3225. Fax: 50400. Cables: "Seaborne Freetown".

PEPEL: 08.34 N. 13.04 W.

LOCATION: On Sierra Leone River, 15 miles upstream from Freetown. Approach Channel between Freetown anchorage and Pepel is fully buoyed. No night navigation.

DOCUMENTS: See "Freetown".

PILOTAGE: Private pilotage undertaken by mining Company's Pilots who board at Freetown Anchorage. 48 hours ETA required, cable "Mags Freetown Sierra Leone", giving ETA Fairway Buoy, quantity water/fuel required, asking for Free Pratique, and if Pilot required to Freetown Anchorage.

ANCHORAGE: See "Freetown".

RESTRICTIONS: Draft only, decided at discretion of Berthing Master. Entry daylight hours only. Channel between Pepel and Freetown is now deepened so that depth in channel is 38 ft. plus height of tide. According to official tide tables, range of high tides is approximately 7 ft. to 11 ft. above Admiralty Chart Datum.

MAX. SIZE: Length 840 ft., beam 128 ft., water depth 38 ft.* plus height of tide which ranges from 7 ft. to 11 ft. above Chart Datum. September to December additional draft restrictions due channel silting.

*The channel has not been maintained since 1975. Dredging is to take place.

HEALTH: See "Freetown". 48 hours advance warning for Free Pratique.

TUGS: Not used.

BERTHING: Milton Margai Pier only. Loading up to 3,000 t.p.h. according to size of vessel.

New dolphin mooring system installed to permit handling larger ships. Depth alongside 45 ft. Shiploader max. boom height when in horizontal position is 71 ft. above Chart Datum, with max. outreach 87 ft. from berthing line. Loading rate 4,000 t.p.h. Under the new conditions, limiting dimensions for ships (which must be equipped with satisfactory mooring equipment): LOA 840 ft. Moulded breadth 128 ft.

Permissible sailing draft with allowance made for safe navigation, of all ships will, as at present, remain absolutely at discretion of Berthing Master at Pepel or his deputy. It is possible that during the months of September to December every year an additional draft allowance will have to be imposed by reason of seasonal silting of the channel, but it is intended to carry out annual maintenance dredging.

Company will be prepared to consider acceptance of ships having dimensions in excess to those above but only after specific approval of fully detailed plans of each ship concerned and, in any event, not in excess of dimensions: LOA 870 ft., moulded breadth 136 ft., moulded depth 73 ft.

Berthing displacement 63,000 tons on an even keel ballast draft of 23 ft. forward and aft on berthing.

STEVEDORES: Available.

FRESH WATER: Available, 48 hours' notice required.

FUEL: Limited supplies available, 48 hours' notice required.

TIME: GMT throughout year.

TELEPHONES: None available.

SHORE LEAVE: Not allowed. Customs and Immigration regulations prohibit any member of crew from disembarking at jetty or other works.

DELAYS: First come first served.

GENERAL: See "Freetown" for all general information.

NOTES

Please also advise Shipping Guides Ltd.

Singapore

SINGAPORE (incl. Jurong, Pulau Bukom, Pulau Ayer Chawan, Sembawang and Tanjong Penjuru): 01.16 N. 103.50 E. **(See Plan)**

DOCUMENTS:
4 Ship's Passenger Lists (1 copy for Customs).
4 Crew Lists (1 copy for Customs).
5 Cargo Manifests.
3 copies of Customs Declaration for fresh issue of duty free liquor and tobacco Form (C and E 117) to be furnished by Master to Customs boarding officers.

Master, Mate, or authorised officer required to furnish information asked for by Officer in charge of Customs' Boarding Party for Boarding Officer's Report (this only required if ship is to be searched).

Immigration: 6 copies Crew List and 4 copies each of Disembarking and Through-Passenger Lists on arrival. At departure, 2 copies Crew List and 2 copies Passenger List.

Declaration regarding presence on board of any stowaway, unauthorised person and/or repatriate.

PSA: All vessels: General Declaration on arrival or departure.

Port Health: Entry Declaration, Derat or Exemption Certificate, Yellow Fever Certificates.

Crew Lists. Passenger Lists.

PSA (The Port of Singapore Authority): Arms and Explosives, and Dangerous Goods and Petroleum Declaration.

Shipmaster's Report: August 1987.

In order to obtain vessel's clearance the agent requires – Last Port Clearance, Load Line, Safety Radio, Safety Equipment and Safety Construction Certificates; Articles of Agreement; Safe Manning Certificate; Certificates of Competency (Panamanian and Liberian ships only – not photocopies), a British Certificate will suffice if Liberian/ Panamanian Certificate has not arrived; C.L.C.

Shipmaster's Report: November 1988.
2 copies Passenger List.
2 copies Crew List.
2 copies Stores List.
1 copy Stowaways List.
1 copy Arms/Ammunition List.
1 copy Vaccinations List.
1 copy Maritime Declaration of Health.

Vessels arriving to take stores and make crew changes: See "Notices" – Circular No. 121/87.

ANCHORAGES: Also see "Notices".
REVISION OF ANCHORAGES

1. *EASTERN SECTOR*

1.1 *Awaiting Pilot Anchorage* is renamed *Changi General Purposes Anchorage* and is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 20.000′	104° 03.167′
01° 20.000′	104° 03.706′
01° 18.880′	104° 04.820′
01° 18.880′	104° 04.281′
01° 19.550′	104° 03.667′

Purpose: For general purposes on prior permission of the Port Master.

1.2 *Eastern Explosives Anchorage* is withdrawn.

1.3 *Eastern Petroleum 'B' Anchorage* is relocated and is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.500′	103° 59.083′
01° 17.650′	104° 01.200′
01° 16.629′	103° 59.313′
01° 16.629′	103° 59.082′

Purpose: For vessels of less than 10,000 g.r.t. loaded with Petroleum and Non-Gas-Free Vessels.

1.4 *Eastern Special Purposes Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.979′	103° 56.617′
01° 18.300′	103° 57.438′
01° 18.300′	104° 00.450′
01° 17.650′	104° 01.200′
01° 17.500′	103° 59.083′
01° 16.629′	103° 59.082′
01° 16.633′	103° 56.617′

Purpose: For vessels under Arrest, Damaged Vessels, Deep-Draft Vessels requiring repairs and other vessels on prior permission of the Port Master.

1.5 *Laid-up Vessels Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.784′	103° 56.117′
01° 17.979′	103° 56.617′
01° 16.633′	103° 56.617′
01° 16.633′	103° 67.117′

Purpose: For vessels laid-up in port.

1.6 *Small Craft Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.388′	103° 55.106′
01° 17.784′	103° 56.117′
01° 16.633′	103° 56.117′

Purpose: For harbour tugs, pontoons, barges and other small craft.

1.7 *Eastern Petroleum 'A' Anchorage* is bounded by the following co-ordinates:

	Latitude (N)	*Longitude (E)*
(31)	01° 15.433′	103° 53.917′
(32)	01° 16.121′	103° 54.991′ (Timor Bn.)
(33)	01° 15.319′	103° 55.851′
(34)	01° 14.687′	103° 54.685′

Purpose: For vessels loaded with Petroleum and Non-Gas-Free Vessels or as directed by Port Master.

Please see "Plan". The numbers in brackets provide positional reference.

Eastern Holding Anchorage is created and will be bounded by a line connecting the following geographical positions:

	Latitude (N)	*Longitude (E)*
(34)	01° 14.687′	103° 54.685′
(33)	01° 15.319′	103° 55.851′
(37)	01° 15.046′	103° 56.143′
(38)	01° 14.687′	103° 55.481′

Purpose: For vessels to temporarily anchor as directed by Por Master.

Please see "Plan". The numbers in brackets provide positional reference.

1.8 *Eastern Quarantine and Immigration Anchorage* is bounded by the following co-ordinates: (Not in use).

Latitude (N)	*Longitude (E)*
01° 14.683′	103° 52.783′
01° 15.125′	103° 53.459′
01° 14.450′	103° 54.167′
01° 14.000′	103° 53.383′

Purpose: For vessels arriving from the East and seeking Quarantine and Immigration Clearance.

1.9 *Man-of War Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 16.517′	103° 54.553′
01° 16.517′	103° 53.417′
01° 17.004′	103° 53.417′
01° 17.004′	103° 54.015′

Purpose: For visiting warships.

1.10 *Eastern Explosives Lighters Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.004′	103° 53.650′
01° 17.133′	103° 53.650′
01° 17.133′	103° 54.015′
01° 17.004′	103° 54.015′

Purpose: For small craft loaded with explosives. The maximum amount of Hazard Division 1.1 type explosives allowed on board each craft is 8 tonnes Nett Explosives Quantity (NEQ).

1.11 *Eastern Working Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.004′	103° 53.417′
01° 16.517′	103° 53.417′
01° 16.517′	103° 54.553′
01° 16.123′	103° 54.988′
01° 14.683′	103° 52.783′
01° 14.683′	103° 52.283′
01° 15.040′	103° 51.871′
01° 16.017′	103° 51.767′
01° 16.567′	103° 52.533′
01° 16.443′	103° 52.598′
01° 16.623′	103° 52.820′
01° 16.683′	103° 52.733′
01° 17.004′	103° 53.200′

Purpose: For general purposes such as working cargo, receiving stores, water and bunkers or awaiting berth.

2. *WESTERN SECTOR*

2.1 *Western Quarantine and Immigration Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 13.583′	103° 49.696′
01° 13.150′	103° 50.033′
01° 12.800′	103° 49.850′
01° 12.750′	103° 49.133′
01° 13.133′	103° 48.683′

Purpose: For vessels seeking Quarantine and Immigration Clearance during the North-East Monsoon.

2.2 *Western Petroleum Anchorage* is bounded by the following co-ordinates:

	Latitude (N)	*Longitude (E)*
(71)	01° 14.813′	103° 46.684′
(72)	01° 15.223′	103° 47.637′
(73)	01° 14.490′	103° 48.470′
(74)	01° 14.028′	103° 47.399′

Purposes: For vessels loaded with Petroleum and Non-Gas-Free vessels or as directed by Port Master.

Please see "Plan". The numbers in brackets provide positional reference.

2.3 *Western Petroleum 'B' Anchorage* – Withdrawn.

2.4 *Western Working Anchorage* is bounded by the following co-ordinates:

	Latitude (N)	*Longitude (E)*
(74)	01° 14.028′	103° 47.399′
(73)	01° 14.490′	103° 48.470′
(72)	01° 15.223′	103° 47.637′
(78)	01° 15.459′	103° 48.188′
(79)	01° 14.567′	103° 49.202′
(80)	01° 13.583′	103° 49.696′ (Selegi Bn.)
(81)	01° 13.132′	103° 48.684′
(82)	01° 12.983′	103° 48.350′

Purpose: For general purposes such as receiving stores, water and bunkers or awaiting berth, or as directed by Port Master.

Please see "Plan". The numbers in brackets provide positional reference.

Triton Petroleum Anchorage is created and will be bounded by a line connecting the following geographical positions:

	Latitude (N)	*Longitude (E)*
(135)	01° 15.622′	103° 39.600′
(136)	01° 16.271′	103° 39.560′
(137)	01° 16.629′	103° 40.273′
(138)	01° 16.245′	103° 40.615′

Purposes: For licensed Port Limit Tankers or as directed by Port Master.

Please see "Plan". The numbers in brackets provide positional reference.

NOTE: Triton Petroleum Anchorage: With the closure of Western Petroleum 'B' Anchorage, Port Limit Tankers are now to use Triton Petroleum Anchorage or Sultan Shoal Petroleum 'B' Anchorage. Mariners proceeding to anchor at Triton Petroleum Anchorage are recommended the use of the following transits to assist their positioning:

(a) Gul Beacon in line with Long Shoal Buoy.
(b) Pioneer Beacon in line with Triton Beacon.
(c) Pesek Buoy 4 in line with Esso Berth 5 Dolphin Light.

Sultan Shoal Petroleum 'B' Anchorage is bounded by a line connecting the following geographical positions:

	Latitude (N)	*Longitude (E)*
(131)	01° 14.335′	103° 39.035′
(132)	01° 14.600′	103° 39.325′
(133)	01° 14.270′	103° 39.955′
(134)	01° 13.733′	103° 39.850′

Purposes: For licensed Port Limit Tankers or as directed by Port Master.

Please see "Plan". The numbers in brackets provide positional reference.

2.5 *Western Reserved Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 16.170′	103° 47.170′
01° 15.600′	103° 46.700′
01° 15.830′	103° 46.290′
01° 16.400′	103° 46.680′

Purpose: For LASH Ship operations.

2.6 *Western Dangerous Goods Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 16.250′	103° 45.640′
01° 16.710′	103° 45.050′
01° 17.020′	103° 45.020′
01° 16.550′	103° 45.640′

Purpose: For vessels loading or discharging Explosives or Group 1 Dangerous Goods or vessels in transit with such cargo onboard. The maximum amount of Hazard Division 1.1 type explosives allowed on board each vessel is 50 tonnes Nett Explosives Quantity (NEQ).

2.7 *Pasir Panjang Coastal Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 16.400′	103° 46.680′
01° 15.830′	103° 46.290′
01° 16.120′	103° 45.820′
01° 16.250′	103° 45.640′
01° 16.550′	103° 45.640′
01° 17.020′	103° 45.020′
01° 17.300′	103° 45.000′
01° 17.300′	103° 45.280′
01° 17.060′	103° 45.280′

Purpose: For vessels working cargo overside by means of lighters.

2.8 *Pasir Panjang Lighter Mooring* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.133′	103° 45.383′
01° 17.283′	103° 45.450′
01° 17.267′	103° 45.583′
01° 17.350′	103° 45.817′
01° 17.350′	103° 46.167′
01° 17.150′	103° 46.533′
01° 17.017′	103° 46.700′
01° 16.717′	103° 46.500′
01° 17.050′	103° 45.933′

Purpose: For the mooring of licensed wooden lighters.

2.9 *Selat Pauh Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 13.183′	103° 45.617′
01° 12.817′	103° 44.650′
01° 12.817′	103° 43.666′
01° 13.050′	103° 43.033′
01° 13.583′	103° 42.783′
01° 13.783′	103° 43.150′
01° 13.483′	103° 43.850′
01° 13.317′	103° 45.017′
01° 13.417′	103° 45.567′

Purpose: For vessels under Arrest, Laid-up or other vessels on prior permission of the Port Master.

3. *JURONG SECTOR*

3.1 *Sultan Shoal Quarantine* and *Immigration Anchorage* is withdrawn.

3.2 *West Jurong Petroleum Anchorage* is renamed *Sultan Shoal Petroleum Anchorage* and relocated to an area bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 13.919′	103° 37.257′
01° 14.511′	103° 38.811′
01° 13.733′	103° 39.850′
01° 13.350′	103° 39.058′

Purpose: For vessels loaded with Petroleum and for Non-Gas-Free vessels.

3.3 *LNG/LPG/Liquefied Chemical Gas Carriers Anchorage* is relocated and is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 14.900′	103° 36.500′
01° 14.900′	103° 36.800′
01° 14.205′	103° 36.775′
01° 14.367′	103° 36.500′

Purpose: For Non-Gas-Free Liquefied Petroleum Gas Carriers, Liquefied Natural Gas Carriers and Liquefied Chemical Gas Carriers.

3.4 *Tuas Explosives Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 16.295′	103° 36.500′
01° 16.295′	103° 37.525′
01° 15.643′	103° 37.525′
01° 15.643′	103° 36.500′

Purpose: For vessels loading or discharging Explosives and Group 1 Dangerous Goods or vessels in transit with such cargo on board. The maximum amount of the Hazard Division 1.1 type explosives allowed on board each vessel is 500 tonnes Nett Explosives Quantity (NEQ).

3.5 *Tuas Explosives Lighters Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.000′	103° 36.500′
01° 17.000′	103° 36.716′
01° 16.295′	103° 36.716′
01° 16.295′	103° 36.500′

Purpose: For small craft loaded with explosives. The maximum amount of the Hazard Division 1.1 type explosives allowed onboard each craft is 60 tonnes Nett Explosives Quantity (NEQ).

3.6 *West Jurong Anchorage* is bounded by the following co-ordinates:

Latitude (N)	*Longitude (E)*
01° 17.000′	103° 36.716′
01° 17.000′	103° 38.800′
01° 14.900′	103° 38.800′
01° 14.900′	103° 36.500′
01° 15.643′	103° 36.500′
01° 15.643′	103° 36.525′
01° 16.295′	103° 37.525′
01° 16.295′	103° 36.716′

Purpose: For vessels awaiting berth, working cargo, vessels under repairs, or for the mooring of oil rigs.

PILOTAGE: 1. *GENERAL*

1.1 In exercise of the powers conferred by subsection (1) of Section 84 of the Port of Singapore Authority Act (Cap. 236), it is directed that all vessels specified in in paragraph 4 below, unless exempted by the Authority, are to be under pilotage by an Authority Pilot when moving within the Pilotage District.

1.2 Vessels belonging to or operated by the Port of Singapore Authority and the Republic of Singapore Navy are not subjected to this directive.

2. *DEFINITIONS*

2.1 *Pilotage District*

The Pilotage District is described in the Port of Singapore Authority (Pilotage District) Notification 1980. For the purpose of this circular, the Pilotage District is divided into four areas viz., "A", "B", "C" and "D". These areas are defined in Annex I and depicted in Annex II (See "Plan").

2.2 *Height:* The height of vessel referred to in this circular shall be the height of the vessel measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structures or equipment on board.

2.3 *Beam:* Beam of vessel referred to in this circular, shall be the maximum breadth of the vessel including protruding structure(s) on the side(s), if any.

3. *COMPULSORY PILOTAGE*

3.1 Compulsory pilotage will be applicable to all liquefied gas carriers and chemical carriers. For purpose of compulsory pilotage, a chemical carrier means any vessel which is carrying or has previously carried as a whole or part of the last cargo in bulk any of those hazardous liquid cargoes listed in Chapter 17 of International Maritime Organization International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk. In the case of a vessel having previously carried as a whole or part of the last cargo in bulk, she shall remain considered as a chemical carrier so long as any of her cargo tanks or cargo system is not completely cleared and removed of any residual cargo.

3.2 Besides liquefied gas carriers and chemical carriers, other vessels to which compulsory pilotage applies, when moving within a particular area of the Pilotage District, are as indicated in Table I.

Table I

Area of Movement	*Vessels to which compulsory pilotage applies*
"A"	Every vessel of 300 g.r.t. and above.
"B"	Every vessel of 5,000 g.r.t. and above.
"C"	Every vessel of 300 g.r.t. and above or overall length exceeding 45 m.
"D"	Every vessel of 300 g.r.t. and above or of a height exceeding 30 m.

4. *PILOTAGE EXEMPTION*

4.1 Vessels to which pilotage exemption may be granted for movement within a particular area of the Pilotage District are as indicated in the Table II below:

Table II

Area of Movement	*Vessels to which pilotage exemption may be granted*
"A"	A vessel of: (a) *Less than 300 g.r.t.:* A blanket exemption is granted unless otherwise specified by the Port Master. (b) *300 g.r.t. and above but less than 2,000 g.r.t.:* Exemption may be granted provided that the vessel is fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF Channel(s). To seek exemption, the vessel is required to call the appropriate control station by VHF radio-telephone on the designated Channel (See Annex III). (c) *2,000 g.r.t. and above but less than 5,000 g.r.t.:* Exemption may be granted subject to the following conditions: (i) The vessel is fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF Channel(s) (See Annex III). (ii) In the case of a sea-going vessel, the registered Master shall have brought the vessel into and out of Area "A" on at least 6 occasions within the 12 months immediately preceding the date of application for exemption. For subsequent exemptions, the Master shall have entered and left Area "A" on at least 2 occasions. However, the last of the 2 occasions shall not be more than 6 months prior to the date of application of renewal of exemption. (iii) In the case of a licensed harbour craft, the registered Master shall have served onboard as Master for a period of at least 3 months prior to the application for exemption (iv) In all cases requiring exemption the registered Master shall have satisfied the Port Master of his knowledge of local waters, regulations, etc.
"B"	Normally no exemption from compulsory pilotage. See paragraph 4.2.
"C"	Normally no exemption from compulsory pilotage. See paragraph 4.2.
"D"	A vessel of: (a) *Less than 300 g.r.t. and of a height of more than 30 m.:* Blanket exemption is granted provided the vessel does not enter, leave or transit the Traffic Information Area promulgated in Port Circular No. 90 of 1987 as shown. (See "Plan" – Annex IV.) (b) *300 g.r.t. and above but less than 2,000 g.r.t. and of a height of 30 m. or less:* Exemption may be granted provided that the vessel if fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF Channel(s). To seek exemption for the intended movement the vessel is required to call the appropriate control station by VHF radio-telephone on the designated Channel (See Annex III); (c) *300 g.r.t. and above but less than 2,000 g.r.t. and of a height of more than 30 m.:* Exemption may be granted provided that the vessel does not enter, leave or transit the Traffic Information Area promulgated in Port Circular No. 90 of 1987 as shown (See "Plan" – Annex IV) and is fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF Channel(s). To seek exemption, the vessel is required to call the appropriate control station by VHF radio-telephone on the designated Channel (See Annex III). Remarks: All Masters of vessels not under pilotage are reminded of the height restrictions in the various areas of the Port indicated in the navigational charts.

4.2 Vessels engaged in Marine Projects (e.g. Dredging, Reclamation and Port Development projects) to which pilotage exemption may be granted for movement within a particular area of the Pilotage District are as indicated in the Table III below:-

Table III

Area of Movement	*Vessels Engaged in Marine Projects (e.g. Dredging, Reclamation and Port Developments) Which May be Granted Pilotage Exemption.*
"A" or "B"	*A vessel of 5,000 g.r.t. or above but less than 10,000 g.r.t.:* (a) The vessel must be engaged in marine projects which require her to move frequently within this area of the pilotage district. (Marine projects include dredging, reclamation, laying of cable, etc.). (b) The vessel is fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). (See Annex III). (c) The registered Master shall have brought the vessel into and out from the area concerned under pilotage for at least a total of 6 occasions immediately prior to application for exemption. (d) In the case of a sea-going vessel, the registered Master shall have brought the vessel into and out of the area concerned on at least a total of 12 occasions under pilotage within the 12 months immediately preceding the date of application for exemption. For subsequent exemptions, the Master shall have entered and left the area concerned on at least a total of 4 occasions. However, the last of the 4 occasions shall not be more than 3 months prior to date of application for renewal of exemption. (e) The registered Master of the vessel shall follow the route laid down under the conditions for exemption. (f) In all cases requiring exemptions, the registered Master shall have satisifed the Port Master of his knowledge of local waters, regulations, etc.
Area of Movement	*Vessels Engaged in Marine Projects (e.g. Dredging, Reclamation and Port Developments) Which May be Granted Pilotage Exemption.*
"C"	*A vessel of 300 g.r.t. or above or of overall length exceeding 45 metres:* (a) The vessel must be engaged in marine projects which require her to move frequently within this area of the pilotage district. (b) For navigating the Main Channel under the Benjamin Sheares Bridge at the entrance to Kallang Basin, the displacement of the vessel must not exceed 2,500 tonnes and for navigating the Middle Channel under the Benjamin Sheares Bridge at the entrance to Marina Bay the displacement of the vessel must not exceed 2,000 tonnes. (c) In the case of a tow proceeding through the entrance to Kallang Basin, the total displacement of the tug and tow must not exceed 2,500 tonnes and in the case of a tow proceeding through the entrance to Marina Bay, the total displacement of the tug and tow must not exceed 2,000 tonnes. (d) The vessel or the tug, in the case of a tow, to be fitted with a VHF radio-telephone which is in good condition and capable of communicating at all times on the required VHF channel (s). (See Annex III). (e) In the case of a vessels proceeding to or from Kallang Basin, the conditions stipulated under Port Circular No. 76 of 1987 are to be complied with and in the case of a vessel proceeding to or from Marina Bay the conditions stipulated under Port Circular No. 75 of 1987 are to be complied with. (f) The registered Master shall have brought the vessel under pilotage into and out of this area on at least a total of 12 occasions immediately preceding the date of application. (g) In the case of a sea-going vessel, the registered Master shall have brought the vessel under pilotage into and out of the area on at least a total of 24 occasions within the 12 months immediately preceding the date of application for exemption. For subsequent exemptions, the Master shall have entered and left the area on at least a total of 4 occasions. However, the last of the 4 occasions shall not be more than 3 months prior to date of application for exemption. (h) The registered Master of the vessel shall follow the route laid down under the conditions for exemption. (i) In all cases requiring exemption, the registered Master shall have satisfied the Port Master of his knowledge of local waters, regulations, etc.
Area of Movement	*Vessels Engaged in Marine Projects (e.g. Dredging, Reclamation and Port Developments) Which May be Granted Pilotage Exemption.*
"D"	*A vessel of 300 g.r.t. or above but not less than 10,000 g.r.t. requiring to enter, leave or transit the Traffic Information Area:* (a) The vessel must be engaged in marine projects which require her to move frequently within this area of the pilotage district. (b) The vessel is fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). (See Annex III). (c) The registered Master shall be conversant with the reporting procedure required under Port Circular No. 90 of 1987. (d) The registered Master shall have brought the vessel into and out of the area under pilotage, for at least a total of 12 occasions immediately prior to application for exemption. (e) In the case of a sea-going vessel, the registered Master shall have brought the vessel into and out of the area on at least a total of 24 occasions under pilotage, within the 12 months immediately preceding the date of application for exemption. For subsequent exemptions, the Master shall have entered and left the area on at least a total of 4 occasions. However, the last of the 4 occasions shall not be more than 3 months prior to date of application for exemption. (f) The registered Master of the vessel shall follow the route laid down under the conditions for exemption. (g) In all cases requiring exemption, the registered Master shall have satisfied the Port Master of his knowledge of local waters, regulations, etc.

4.3 All vessels except those vessels with a height exceeding 100 m., liquefied gas carriers and chemical carriers, when leaving, entering or shifting within the Changi General Purposes Anchorage are exempted from Pilotage.

4.4 Exemption, when granted, is for the movement other than berthing and unberthing. For berthing and unberthing, the express permission of the Owners/Operators of the berth is also required.

4.5 All exempted vessels, when underway within the Pilotage Areas are to display by day the International Code Flag "N".

4.6 All Masters of vessels are advised not to hamper large or deep draft vessels in the restricted channels of the Port.

4.7 Application forms for pilotage exemption for vessels can be obtained from Port Master's Department, 20th Storey, Tanjong Pagar Complex, Singapore 0208.

5. *TOWAGE WITH PILOTAGE EXEMPTION:*

5.1 Only tugs with harbour craft licence and which are not required to be under pilotage or which have been granted exemption are permitted to tow vessels subject to the following conditions:

(i) For movement within Area "A", the aggregate g.r.t. of the tug(s) and tow(s) is less than 2,000.

(ii) For movement within Area "B", the aggregate g.r.t. of the tug(s) and tow(s) is less than 5,000.

(iii) For movement within Area "D", the aggregate g.r.t. of the tug(s) and tow(s) is less than 2,000 and the height of either is 30 m. or less (Where the tug(s) and tow(s) are required to enter, leave or transit the Traffic Information Area in Port Circular No. 90 of 1987 (See "Plan" – Annex IV) and when either the height of the tug(s) or tow(s) is more than 30 m., compulsory pilotage shall apply).

(iv) Provided that for tow(s) with aggregate GRT exceeding 1,000, the total horse power of tug(s) should not be less than 600 b.h.p.

(v) Compliance with Regulation 49 (3) of the Singapore Port Regulations 1977.

6. *PILOTAGE EXEMPTION FOR VESSELS LESS THAN 2,000 GRT BERTHING/UNBERTHING AT TANJONG PAGAR TERMINAL (T1-K14) OR KEPPEL TERMINAL*

6.1 Owners, Agents and Masters of vessels of less than 2,000 g.r.t. are advised that they may apply for exemption for their vessels from being under pilotage when berthing or unberthing at the Tanjong Pagar Terminal (TPT) Berths No. T1 to K14 or Keppel Terminal.

6.2 Owners, Agents and Masters wishing to apply for the above mentioned pilotage exemption must comply with the following requirements:

(i) The Master of the vessel must have berthed/unberthed the vessel at TPT on at least 3 previous occasions over the last 12 months.

(ii) The Master of the vessel must be capable of communicating with the Berthing Supervisor and tug crew in English.

(iii) The Master of the vessel must be familiar with the location of the various berths (See "Plan").

(iv) The Master of the vessel must be familiar with the details of the quay cranes with regard to positioning, height clearance and outreach. The said details are available under "Berthing Facilities".

(v) The Owner, Agent and Master of the vessel must comply with the requirements set out in the "Pilotage Exemption Procedures for Vessels less than 2,000 g.r.t. Berthing/Unberthing at Tanjong Pagar Terminal (TPT) Berths No. T1 to K14 at Keppel Terminal or at Marina Terminal".

7. *PILOT BOARDING AND DISEMBARKATION GROUNDS*

7.1 The 5 Pilot Boarding Grounds for vessels coming into port are:

(i) Eastern Boarding Ground "A" – in position Lat. 01° 13.52′ N., Long. 103° 53.55′ E.

(ii) Eastern Boarding Ground "B" – in position Lat. 01° 15.50′ N., Long. 103° 57.50′ E. This boarding ground is to be used by all tankers requiring pilots when arriving from the East and proceeding to the appropriate anchorages in the Eastern sector of the port. Other vessels may also use this boarding ground to pick up pilots provided special arrangement has been made with Port Operations Centre. Anchoring is strictly prohibited at this boarding ground as it is within the submarine cable area.

(iii) Southern Boarding Ground in position Lat. 01° 11.60′ N., Long. 103° 49.60′ E. (To be used only through prior arrangement with Port Operations Centre).

(iv) Western Boarding Ground – in position Lat. 01° 13.73′ N.,Long. 103° 36.50′ E.

(v) East Johor Strait Boarding Ground – S.E. of Johor Shoal Buoy in position Lat. 01° 18.00′ N., Long. 104° 05.50′ E.

7.2 The 10 Pilot Disembarkation Grounds are in positions as follows:

No. 1: Lat. 01° 18.47′ N., Long. 104° 05.72′ E.
No. 2: Lat. 01° 16.95′ N., Long. 103° 59.77′ E.
No. 3: Lat. 01° 15.50′ N., Long. 103° 56.90′ E.
No. 4: Lat. 01° 14.25′ N., Long. 103° 54.78′ E.
No. 5: Lat. 01° 13.48′ N., Long. 103° 53.30′ E.
No. 6: Lat. 01° 15.50′ N., Long. 103° 51.87′ E.
No. 7: Lat. 01° 11.75′ N., Long. 103° 49.45′ E.
No. 8: Lat. 01° 10.68′ N., Long. 103° 46.98′ E.
No. 9: Lat. 01° 12.80′ N., Long. 103° 39.28′ E.
No. 10: Lat. 01° 13.97′ N., Long. 103° 37.37′ E.

Vessels may, at the discretion of Port Operations Centre, be directed to make use of the nearest disembarkation grounds.

8. *PILOTAGE ORDERS*

8.1 When placing orders for pilotage service, as much advance notice as possible should be given.

8.2 Pilotage service orders may be placed by the following means in order of priority:

Means of Placing Order	*For Sembawang/East Johor Strait*	*For All Other Areas*
Telex	Sembawang Control Telex RS 35962 Ans. back – SEMCO	Telex Port Operations Centre No. RS 34970 RS 22896 Ans. Back PORTPM
Telephone	Sembawang Control No. 5427112 5427113	Port Operations Centre No. 2233631 2233633
VHF Radio Telephone	Channel 21	Channel 12 or 20

8.3 When placing orders through telex, telephone or VHF radio-telephone, the following information should be provided:

(a) Agent's name and valid PSA account number.

(b) Name of vessel, her call sign and nationality.

(c) Vessel's g.r.t., length overall and height of the vessel. For vessel moving into and out of Area "C", berthing at Sembawang Port Basin, or Tanjong Pagar Terminal, state the maximum beam of the vessel.

(d) Date, time and description of pilotage service required and name and contact number of the person whom Pilot Office should contact.

(e) For arriving vessels, state whether Health/Immigration Clearance is required. State also the applicable Pilot Boarding Ground or if the vessel is at the anchorage, her location in grid reference (refer to Singapore Chart GSP1. Area references are also printed on Nautical Charts G 300, G 301, G 302 and G 303).

Full information on placing of pilotage orders is contained in Port Circular No. 56 of 1986 dated 1st September 1986.

8.4 Personal application for pilotage service is necessary for companies which do not have accounts with the Port of Singapore Authority. The application should be made at the Pilotage Section of Port Master's Department, 20th Storey, Tanjong Pagar Complex, Singapore 0208.

8.5 Vessels are to confirm to Port Operations Centre their ETA at the specified boarding grounds, 2 to 3 hours before arrival. For those bound for the East Johor Strait, confirmation should be made to Sembawang Control, 3 hours before arrival.

8.6 Vessels at anchor and requiring Pilots at night shall exhibit 3 all-round lights in a vertical line. The highest and middle lights shall be white and the lowest light shall be red. By day, the vessels should fly the flag 'G' of the International Code of Signals 1969.

8.7 The Authority reserves the right not to accept orders for Pilot service for vessels at the anchorages, with the exception of the Quarantine/Immigration Anchorages, if the vessels have not reported their anchoring position to Port Operations Centre. All vessels above 300 g.r.t. must report their final anchoring position in the port in terms of bearing and distance from the following reference points:

(i) Eastern Sector	Amber Beacon (in position: Lat. 01° 17.876′ N., Long. 103° 54.450′ E.)
(ii) Western Sector	Tg Rimau Beacon (in position: Lat. 01° 15.60′ N., Long. 103° 48.50′ E.)
(iii) West Jurong and Selat Pauh Anchorages	Sultan Shoal Lighthouse (in position: Lat. 01° 14.38′ N., Long. 103° 38.98′ E.)

9. *TRAFFIC INFORMATION SYSTEM*

Masters of vessels intending to enter, transit or leave the East Johor Strait are to refer to the Port Circular No. 90 of 1987 on Traffic Information System for Ships Transiting The Serangoon Harbour and where applicable, comply with the directives given therein.

10. *ACCESS TO VESSELS*

10.1 Mariners are reminded that Pilots and other Government Officers may, on grounds of personal safety, refuse service unless a safe and satisfactory means of access to the vessel is provided. The safety requirements in respect of pilot ladders, shall be in accordance with Regulation 17 of Chapter 5 of the SOLAS Convention 1974.

10.2 In the case of accommodation ladders and shore gangways, the following should be complied with:

(i) *Accommodation Ladders*

(a) The embarkation and disembarkation of Pilots and Government Officers are to be supervised by a responsible Officer of the ship.

(b) The accommodation ladder is to be in good condition, secured and properly illuminated at night. The landing platform is to be properly adjusted to provide safe access.

(c) A manrope is to be attached to the lower bridge in order to provide a good handhold for boarding, and a lifebuoy with self-igniting light is to be available close to the upper platform.

(d) Discharges in the way of the accommodation ladder are to be properly covered or stopped while the ladder is in use.

(ii) *Vessel and Shore Gangways*

(a) Where a vessel's gangway or a shore gangway is used when the vessel is berthed alongside a wharf, the gangway is to be landed squarely onto the vessel and wharf. No person other than those engaged in the rigging of the gangway should be permitted to embark or disembark before it is properly secured.

(b) Where the gangway is landed onto the ship's bulwark, steps and adequate handholds are to be provided for safe and convenient access.

(c) The gangway shall be adequately illuminated at night and tended by a watchman.

(d) When a shore gangway is used, Masters are advised not to permit it being landed onboard before crew members of the vessel are available to receive it.

Annex I:
PILOTAGE DISTRICT AREAS

1. Area "A" – is defined as that part of the Pilotage District Westwards of the line joining the following positions including the area up to the causeway in the Johor Strait:

(a) Lat. 01° 16.27′ N., Long. 103° 51.43′ E.
(b) Lat. 01° 15.03′ N., Long. 103° 51.87′ E.
(c) Lat. 01° 14.68′ N., Long. 103° 52.28′ E.
(d) Lat. 01° 14.68′ N., Long. 103° 52.77′ E.
(e) Lat. 01° 13.35′ N., Long. 103° 51.87′ E.
(f) Lat. 01° 12.73′ N., Long. 103° 52.12′ E.

2. Area "B" – is defined as that part of the Pilotage District excluding Area "C" Marina Bay and Kallang Basin, Eastward of the line joining the positions referred to in paragraph 1 above up to the line joining the following positions:

(a) Lat. 01° 20.55′ N., Long. 103° 59.80′ E.
(b) Lat. 01° 20.00′ N., Long. 104° 02.80′ E.

3. Area "C" – is defined as follows:

From a position	Lat. 01° 17.890′ N.	Long. 103° 51.980′ E.
by a straight line to a position in	Lat. 01° 17.770′ N.	Long. 103° 51.970′ E.
thence by a straight line to a position in	Lat. 01° 17.658′ N.	Long. 103° 51.974′ E.
thence by a straight line to a position in	Lat. 01° 17.303′ N.	Long. 103° 52.034′ E.
thence by a straight line to a position in	Lat. 01° 17.309′ N.	Long. 103° 51.733′ E.
thence by a straight line to a position in	Lat. 01° 17.186′ N.	Long. 103° 51.733′ E.
thence by a straight line to a position in	Lat. 01° 17.184′ N.	Long. 103° 51.805′ E.
thence by a straight line to a position in	Lat. 01° 17.063′ N.	Long. 103° 52.110′ E.
thence by a straight line to a position in	Lat. 01° 16.927′ N.	Long. 103° 52.305′ E.
thence by a straight line to a position in	Lat. 01° 16.720′ N.	Long. 103° 52.467′ E.
thence by a straight line to a position in	Lat. 01° 16.567′ N.	Long. 103° 52.533′ E.
thence by a straight line to a position in	Lat. 01° 16.683′ N.	Long. 103° 52.733′ E.
thence by a straight line to a position in	Lat. 01° 16.811′ N.	Long. 103° 52.680′ E.
thence by a straight line to a position in	Lat. 01° 16.941′ N.	Long. 103° 52.508′ E.
thence by a straight line to a position in	Lat. 01° 17.333′ N.	Long. 103° 52.150′ E.
thence by a straight line to a position in	Lat. 01° 17.630′ N.	Long. 103° 52.050′ E.
thence by a straight line to a position in	Lat. 01° 17.760′ N.	Long. 103° 52.030′ E.
thence by a straight line to a position in	Lat. 01° 17.850′ N.	Long. 103° 52.040′ E.
thence by a straight line to the point of origin.		

4. Area "D" – is defined as that part of the Pilotage District Northwards of the line joining the following positions up to the causeway in the Johor Strait.

(a) Lat. 01° 20.55′ N., Long. 103° 59,80′ E.
(b) Lat. 01° 20.00′ N., Long. 104° 02.80′ E.
(c) Lat. 01° 20.00′ N., Long. 104° 03.17′ E.
(d) Lat. 01° 19.55′ N., Long. 104° 03.67′ E.
(e) Lat. 01° 18.75′ N., Long. 104° 04.40′ E.
(f) Lat. 01° 18.30′ N., Long. 104° 05.63′ E.
(g) Lat. 01° 19.30′ N., Long. 104° 05.78′ E.

Annex II: See "Plan".
Annex III:
REPORTING STATIONS

Station	*Function*	*VHF Channel*	*Frequency (MHz)*
Port Operations Centre	General Reporting	12	156.60
	Pilotage Service and Information	20	157.00 161.60
Sembawang Control	Reporting Station for East Johor Strait	21	157.05 161.65
Jurong Control	Reporting Station for Jurong Area	21	157.05 161.70

RESTRICTIONS:
Navigational Channels:

Name	*Controlling Depth*
Johor Shoal Buoy to Johor Port Water Front	12.4 m.
Johor Port Water Front to Sembawang Shipyard	11.4 m.
Sembawang Shipyard to Ordnance Reach	10.9 m.
Approach Channel to Tg. Pagar Container Terminal	14.0 m.
East Keppel Fairway	14.0 m.
Buran Channel	9.1 m.
West Keppel Fairway	14.4 m.
Sisters Fairway (Selat Tg. Hakim)	18.1 m.
Jong Fairway	14.3 m.
Sinki Fairway (In Channel)	13.6 m.
Selat Sinki Deep Water Channel (Up to Tankstore, Pulau Busing)	18.0 m.
Dredged Channel via Selat Sinki, East Jurong Fairway (Up to Seraya Buoy)	16.0 m.
Selat Pandan (Out Channel)	12.5 m.
Western Approach to Esso SBM (Dredged Channel at Selat Sinki)	21.0 m.
Pesek Fairway	12.4 m.
East Jurong Fairway	12.6 m.
West Jurong Fairway (Tembuan to SRC Berths)	12.4 m.
West Jurong Fairway (Triton to Tembuan)	11.0 m.
Selat Sakra	12.0 m.
Pasir Panjang Fairway	11.5 m.
Sultan Fairway	13.6 m.

Also see "Bridges".

MAX. SIZE: See "Berthing" and "Tankers".

HEALTH: Also see "Notice".

INWARD HEALTH CLEARANCE FOR VESSELS ARRIVING SINGAPORE:

1. All vessels arriving Singapore are required to have a valid Derat Certificate/Derat Exemption Certificate.
2. Only the following vessels need to notify Port Health Office (4-12 hours in advance) for inward Health Clearance prior to arrival.
   (a) Vessels have been in plague infected area within 60 days prior to arrival in Singapore.
   (b) Vessels with illness on board.
   (c) Vessels with death on board.
   (d) Vessels with dead rodents on board.
   (e) Vessels with refugees on board.
3. Outward Health Clearance is not required for any vessel.
4. For detailed information, please refer to the Port Circular No. 42 of 1985 or call the Port Health Office at:

7 Keppel Road, 02-14 Tanjong Pagar Complex, Singapore 0208.
Tel: 2226924, 2222585.

IMMIGRATION CLEARANCE: Also see "Notices".

Port of Singapore Authority – Port Circular No. 70/87. Dated 15th September 1987.

IMMIGRATION CLEARANCE:

The Immigration Department has informed us that the contents in Port Circulars Nos. 87 of 1984 and 21 of 1987 regarding Immigration Clearance have been revised. We reproduce below the contents of the revised circulars. Port Circulars Nos. 87 of 1984 and 21 of 1987 are hereby superseded.

INWARD CLEARANCE **Appendix 'A'**

Physical Clearance: Owners/Agents requesting clearance for vessels are required to contact the appropriate offices and to follow the procedures as outlined below:

Location for Clearance	*Office covering the Location*	*Telephone No./ VHF Channel*
Eastern/Western Quarantine and Immigration Anchorages, PSA Wharves, Western Sector Anchorages	The Seaman's Section World Trade Centre	2730527/VHF Channel 14 } 24 hours
Jurong Fishing Port	Immigration Office at the Jurong Fishing Port	2652818
Sembawang Port	Immigration Woodlands Checkpoint	2692531

The Owners/Agents contacting the Immigration Office regarding the ETAs of their vessels are required to give the following information. Such ETAs should be given at least 12 hours before the arrival of their vessels. The office for this purpose provides a 24-hour service.

(i) Name of Vessel;
(ii) Location for clearance of the Vessel;
(iii) Expected time of arrival (ETA);
(iv) Last/Next Port of Call;
(v) Agent of Vessel;
(vi) Owner of Vessel;
(vii) Number of Passengers, if any, on board;
(viii) Stowaway/Unauthorised persons/survivors, if any, on board.

Any vessel arriving in Singapore, excluding those vessels which have been granted Advance Immigration Clearance, must proceed to the prescribed Immigration and Quarantine Anchorage for Immigration Inward Clearance.

Such a vessel on arrival must exhibit the necessary signal for easy identification and speedy clearance. The Immigration signal is:

(a) by day, the flags in the International Code of Signals corresponding to:
   (i) the numerals "25" in respect of vessels not carrying passengers; or
   (ii) the numerals "34" in respect of vessels carrying passengers.
(b) by night, in every case, 2 green lights mounted vertically, 6 ft. apart, visible all-round the horizon for a distance of at least 2 miles.

Owners/Agents and Masters must ensure that their vessels have proper and secure gangways which are ready on arrival so that Immigration Officers can board their vessels immediately. The use of rope-ladders is discouraged. Co-operation in this regard will enable Immigration Officers to grant fast clearance.

Procedure on Board:

The Master is required to submit 6 copies of the Crew List and if there are passengers, 4 sets of the Passenger List to the Clearing Officer who boards the vessel. The Master has to certify on the original Crew List that the details in the lists submitted are correct and that there are no stowaways or unauthorised persons on board.

If requested by the Clearing Officer, Seaman's Books/travel documents will have to be produced. Crew members may be required to present themselves before the Officer.

All passengers shall present themselves before the Clearing Officer. Disembarking passengers shall complete the Disembarkation Forms (IMM 23A). Agents may obtain the forms from the Immigration Field Division Headquarters.

The Master shall execute the Seaman's Security Bond, bonding crew members (except the Master) for $1,000/–each. If there are persons who are refused entry by the Clearing Officer, the Master shall execute the Security Bond, bonding such persons who are refused entry, for not less than $2,000/– each.

Summary action will be served on the Master giving him the names of all those who have been refused entry, and/or the breakdown figures of the transit passengers and disembarking passengers.

When clearance has been granted, the Master shall haul down the Immigration signal upon the Immigration Officer leaving the vessel.

OUTWARD CLEARANCE **Appendix 'B'**

Physical Checkout: Agents requiring physical checkout of vessels should contact the following offices:

Location of Vessel	*Office of Contact*	*Telephone No./ VHF Channel*
Eastern/Western Quarantine and Immigration Anchorages PSA Wharves, Western Sector Anchorages	The Seaman's Section World Trade Centre	2730527/VHF Channel 14 } 24 hours
Jurong Fishing Port	Immigration Office at the Jurong Fishing Port	2652818
Sembawang Port	Immigration Woodlands Checkpoint	2692531

Procedure:

Vessels requesting Immigration Outward Clearance must either fly the "Blue Peter" in addition to the "25" or "34" signals during the day. By night to display 2 green lights in every case mounted vertically 6 ft. apart, visible all-round the horizon for a distance of at least 2 miles. This is to assist the Officers in locating the vessel.

The Master is required to submit 2 sets of Crew Lists and if applicable 3 sets of Passenger Lists to the Checking-Out Officer. The Master should certify on the Crew Lists that all crew are on board. Passengers if any and persons who have been refused entry will have to be presented to the Checking-Out Officer.

INWARD CLEARANCE **Appendix 'C'**

Advance Immigration Clearance:

Procedure in Respect of Vessels which are Eligible for AIC.

(i) The Advance Immigration Clearance (AIC) facility is extended to merchant vessels over 75 n.r.t. and which are carrying not more than 12 passengers, but excluding fishing vessels.

(ii) Applications to be submitted at least 6 hours before arrival of vessel.

(iii) The Owner/Agent of the vessel shall obtain from the Master by radio or post the requisite information as outlined below.

(iv) The Owner/Agent shall submit 5 Crew Lists, Transit Passenger Lists (if any), Disembarking Passenger Lists (if any), in quadruplicate to the Immigration Checkpoint, Finger Pier Building, South Quay. All lists must be inserted with the necessary details and must be duly signed by the authorised representatives of the Owner/Agent of the vessel.

(v) If AIC is granted, one copy of each of the Crew List, Transit Passenger List, and Disembarking Passenger List bearing the appropriate Immigration endorsements can be collected by the Owner/Agent on execution of the relevant documents such as Seaman's or other Security Bonds. If any person is not permitted to land, the Owner/Agent will be required to inform the Master of the vessel accordingly and upon the ship's arrival must ensure that such person in fact does not disembark from the vessel.

(vi) After the arrival of the vessel, it shall be the responsibility of the Owner/Agent to submit immediately the Master's copy of the Crew List and/or Passenger List to the Immigration Finger Pier Checkpoint, bearing the signature of the Master of the vessel certifying that the details previously submitted through the Owner/Agent are correct. Whenever required, travel documents and Seaman's Books of the crew and/or passengers must be handed over to the Immigration Finger Pier Checkpoint, for checking within 4 hours of the vessel's arrival. Passengers will not land until their passports have been endorsed with the appropriate passes.

(vii) If the vessel is arriving from an infected port, provisional Radio Pratique should first be obtained from Port Health Authorities before AIC can be considered.

INWARD CLEARANCE **Appendix 'D'**

Advance Immigration Clearance for supply vessels plying between Singapore and oil rigs:

1. *Description of Vessels:* Supply vessels based at Singapore which ply between Singapore and oil rigs situated in waters near the neighbouring countries.

2. (a) *A supply vessel arriving without change of crew:* The Owner/Local Agent of a supply vessel, after receiving from the oil rig Superintendent by radio, must submit 2 copies of the vessel's Crew List to the Immigration Officer at the Immigration Finger Pier Checkpoint at least 2 hours before the vessel arrives at the Port Limits. The Crew List should bear a written certification by the Owner/Local Agent that the vessel will be arriving at Singapore without any change of crew since its last departure from Singapore.

After submission of these certified Crew Lists, the Owner's/Local Agent's representatives will be required to execute the usual documents such as Seaman Security Bond.

(b) *A supply vessel arriving with a change of crew:* If the Owner/Local Agent is able to communicate with an arriving supply vessel, and if there has been a change of crew, the Owner/Local Agent must submit 5 copies of the Arrival Crew List to the Immigration Officer at Immigration Finger Pier Checkpoint, at least 12 hours before the vessel's arrival at the Port Limits. If Advance Immigration Clearance is given, the Owner's/Local Agent's representatives will execute the usual bonds and inform the vessel accordingly.

(c) *A supply vessel arriving with passengers:* No Advance Immigration Clearance is available.

(d) *A supply vessel arriving in Singapore from oil rigs located on the high seas or South China Sea:* No Advance Immigration Clearance will be granted.

(e) Any Advance Immigration Clearance for a vessel requiring Health Clearance will be subject to the condition that Health Pratique is provided by Port Health Authorities.

Shipmaster's Report: August 1987.

A Crew List is to be sent to the Agent in advance of the vessel's arrival and is to include – name, rank, nationality, Seaman's Book number and date and place engaged.

RADIO:

Radiotelegram Services to Ships (Radiotelephony):

Singapore Radio Working Schedules for MF/HF Radiotelephony:

1. The following schedules of watch-keeping will be operated by the Singapore Coast Station:

Singapore Radio	*Transmit Frequency* (kHz)	*Hours of Watch* (UTC)	*Ship Transmit Frequency* (kHz)	*Remarks*
9VG4	2182	Continuous	2182	Call, Reply and Safety
9VG87	4125	Continuous	4125	
9VG88	6215.5	Continuous	6215.5	
9VG89	8780.9	Continuous	8257	Common Calling Frequencies
9VG90	13162.8	Continuous	12392	
9VG91	17294.9	Continuous	16522	
9VG5	2760	Continuous	2527	Working Frequencies
9VG60	4369.8	Continuous	4075.4	
9VG63	8728.2	Continuous	8204.3	
9VG67	13156.6	Continuous	12385.8	

2. Singapore Radio maintains a continuous watch on Call, Reply, Safety and Common Calling Frequencies.

Navigational Warnings and Weather Bulletins:

1.Navigational Warnings and Weather Bulletins for shipping are broadcast from Singapore Radio at the following times:

Singapore Radio	*Frequency* (kHz)	*Times* (UTC)	*Remarks*
9VG 5 9VG63	2760 8728.2	0145	Navigational Warnings and Weather Bulletin.
9VG 5 9VG63	2760 8728.2	0405 0805	Navigational Warnings only.
9VG 5 9VG60	2760 4369.8	1345	Navigational Warnings and Weather Bulletin.

2. The broadcast will normally be made on the two listed frequencies simultaneously except during transmitter maintenance periods when the broadcast will be made on the two frequencies consecutively.

Traffic Lists:

1. Singapore Radio will transmit Traffic Lists on the following two listed frequencies simultaneously except during transmitter maintenance periods when the list will be broadcast on the two frequencies consecutively:

Singapore Radio	*Frequency* (kHz)	*Times* (UTC)
9VG 5 9VG63	2760 8728.2	0005, 0405, 0805 and 1205
9VG 5 9VG60	2760 4369.8	1605

Medical Advice to Ships:

1. A radio Medical Advice service is available to ships of all nationalities and no charge is made for this service.

2. Radiotelegrams requesting medical advice should state briefly and clearly the symptoms of the illness of the person affected and contain a brief description of the contents of the medical chest carried by the ship. Such telegrams should be in English Language, be signed by the Master of the ship and addressed "Radiomedical Singapore".

3. In very urgent cases, the urgency signal (PAN) may be used in order to ensure priority over all other communications, with the exception of those relating to distress calls.

MF and HF Telephone Service:

1. General. The MF and HF radiotelephone service is available continuously to ships at sea, subject to radio propagation conditions, and provided that the ships are suitably equipped.

Ships wishing to contact Singapore Radio may do so on any of the calling carrier frequencies listed under "Radio Working Schedules" above.

After establishing contact, the call will be booked. Both the coast and ship station will then change over to any one of the following frequencies as agreed upon by both stations (depending on the position of the vessel and the time of day) prior to connecting the telephone subscriber.

Singapore Radio	*Transmit Frequency (kHz)* *Coast*	*Ship*	*Remarks*
9VG52	2780	2685	Connection to the telephone system on demand
9VG61	4376	4081.6	
9VG62	6509.5	6203.1	
9VG64	8762.3	8238.4	
9VG65	8790.2	8266.3	
9VG66	13147.3	12376.5	
9VG68	17270.1	16497.2	
9VG69	17356.9	16584	
9VG70	22630.1	22034.1	

Maritime Radiotelex service available.

Enquiries regarding the Maritime Mobile Services may be made to the Supervisor at either Singapore Radio or the International Telephone Exchange as appropriate, or in writing to Telecoms, Comcentre, Exeter Road, Singapore 0923.

VHF: VHF Radio Telephony transmitting and receiving Channels used within the Port of Singapore. All the stations offer a 24-hour service.

Station	*Frequency* (MHz)	*Channel*	*Functions*
Singapore Port Operations	156.60	12	VHF Channels for reporting ETAs, departures and location of ships within the Port.
Singapore Port Operations	157.00 161.60	20	Pilotage Service and information.
Jurong Control	157.10 161.70	22	Berthing/unberthing at Jurong Commercial Wharves and reporting of movements within the Jurong area.
Sembawang Control	157.05 161.65	21	Pilotage Services and Berthing/Unberthing in East Johor Strait within Singapore Port Limit.
Cruise Bay Control	156.90 161.50	18	Berthing/unberthing at Cruise Bay.
Port Marine Safety	156.35 160.95	7	For co-ordinating by Port Marine Safety during emergencies.
Bukom Operations	156.95 161.55	19	Berthing/unberthing at Pulau Bukom and Shell SBM.
Pu. Ayer Chawan Operations	156.25 160.85	5	Berthing/unberthing at Pulau Ayer Chawan and Esso SBM.
Waterboats	156.075 160.675	61	Supply of fresh water to vessels at anchor.
Port Health or Immigration	156.70	14	Relevant Services.
Singapore Radio	156.80	16	Distress, Safety & Calling Channel.
	157.20 161.80	24	
	157.30 161.90	26	
	157.40 162.00	28	
	157.25 161.85	25	Public Correspondence via Singapore Telecom Exchange.
	157.15 161.75	23	
	157.35 161.95	27	
Singapore Refinery Centre	156.25	5	Berthing/unberthing at Pulau Merlimau and PSA SBM.
Marine Police	156.35 160.95	7	Request for assistance from Marine Police. (Also see "Police/Ambulance/Fire").
	157.05 161.65	21	

Notice: *Port Marine Circular No. 6 of 1990:*

(A) NOTIFICATION OF ARRIVAL AND VHF REPORTING PROCEDURE FOR ARRIVAL AND DEPARTURE VESSELS.

(B) VESSEL TRAFFIC INFORMATION SERVICE.

1. This Port Marine Circular (No. 6 of 1990) comes into effect on 1st October 1990 and supersedes Port Circular No. 88 of 1987 and Port Marine Circular No. 5 of 1990.
2. The directives and requirements stipulated in Part A of this Circular regarding the notification of a vessel's arrival and a vessel's VHF confirmation of Arrival Report are made pursuant to Regulation 3 of the Singapore Port Regulations 1977.
3. This Circular is in 2 parts. Part A revises the arrival and departure vessel VHF reporting requirements to include operation of the Vessel Traffic Information Service (VTIS). Part B introduces the VTIS operation to the shipping community. Designated control centres, use of VHF frequencies and position reference points are contained in the Appendices to this Circular.
4. For the purpose of this Circular. Notification of arrival is the advance notice given to the Port Master of a vessel's intention to enter the Port of Singapore. Confirmation of arrival is the VHF report given to the Port Master confirming a vessel's intention to enter the Port when it is within VHF radiotelephone range.

PART A NOTIFICATION OF ARRIVAL AND VHF REPORTING PROCEDURE FOR ARRIVAL AND DEPARTURE VESSELS

5. *NOTIFICATION OF ARRIVAL*

5.1 *APPLICATION*

The Owner, Agent and Master or person-in-charge of every vessel of 500 g.r.t or more which intends to enter the Port of Singapore shall notify the Port Master at least 12 hours before the arrival of such vessel by any of the following means: -

(a) Radio Telegram: Addressed to "Portmaster Singapore".
(b) Telex: Addressed to "Portmaster". Telex: RS 34970. Answerback PORTPM RS 34970.
(c) Telefax: Addressed to "Portmaster". Fax: 3212016.
(d) Portnet: Through pilot order transaction.

5.2 The Owner, Agent, Master or person-in-charge of such a vessel, coming from a nearby port with less than 12 hours steaming time to Singapore, shall immediately on departure from such port notify the Port Master by any one of the means of communication mentioned above in paragraph 5.1.

5.3 *FORMAT – NOTIFICATION OF ARRIVAL*

The Owner, Agent, Master or person-in-charge of the vessel shall provide the information in the following format:

Format	*Explanation*
(A) NAME	Name of vessel.
(B) CALL SIGN	Call Sign.
(C) FLAG	Nationality.
(D) TYPE	Type of vessel.
(E) GRT	Gross registered tonnage.
(F) AGENT	Name of local shipping agency.
(G) ETA	Date and estimated time of arrival.
(H) LAST PORT	Last port of call.
(I) NEXT PORT	Next port of call.
(J) DRAFT	Draft of vessel.
(K) HEIGHT	Height of vessel which shall be the height measured vertically from the water line of the vessel to the highest point of the vessel including its cargo, structure or equipment onboard.
(L) LOCATION	Required location within the port.
(M) PORT SERVICE	Whether or not pilot service is required on arrival.
(N) TRACK-CHEM	Dangerous chemicals in bulk. This item shall apply to a vessel carrying those dangerous chemicals listed in Chapter 17 of the International Maritime Organisation's (IMO) International Code for the Construction and the Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code). See Port Circular No. 87 of 1987, entitled "Tracking of Chemical Carriers".
(O) REMARKS	If any.

The following remarks, when applicable, shall always be given:

(i) Condition affecting the navigation of vessel such as defective propulsion machinery, defective steering equipment, defective thruster, excessive list and awkward tows.
(ii) Fire or hazards onboard of including carriage of dangerous goods.
(iii) Damaged vessels.
(iv) Vessels damaged by bombs and other ordnances.

6. *CONFIRMATION OF ARRIVAL – VHF (VERY HIGH FREQUENCY) RADIOTELEPHONE REPORT*

6.1 *APPLICATION*

The Master of every vessel of 300 g.r.t or more or every tug engaged in towing or pushing, if the combined GRT of the tug and tow or vessel(s) being pushed is 300 g.r.t. or more, or any passenger vessel intending to enter the Port of Singapore, shall with effect from 1st October 1990 report by VHF the confirmation of arrival to the Singapore Vessel Traffic Information Service (VTIS).

6.1.1 For ease of reporting, the VTIS operational area is divided into VTIS East and VTIS West. Further details of the VTIS can be found in Part B of this Circular.

6.2 *VHF ARRIVAL REPORTING POINTS*

6.2.1 *REPORTING VIA VTIS EAST*

Masters of such vessels arriving in the Port of Singapore via the VTIS East operational area shall report their confirmation of arrival to VTIS East operator on Channel 10 when:

(a) Arriving from the East (South China Sea):
When abeam of Horsburgh Lighthouse (Lat. 01° 19.817′ N, Long. 104° 24.444′ E.).
(b) Arriving from the South via Selat Riau:
When abeam of Karang Galang Light (Lat. 01° 09.580′ N, Long. 104° 11.470′ E.).
(c) Arriving from East Johor Strait:
When abeam of Johor Shoal Buoy (Lat. 01° 18.880′ N, Long. 104° 04.992′ E.).

6.2.2 *REPORTING VIA VTIS WEST*

Masters of such vessels arriving into the Port of Singapore via the VTIS West operational area shall report their confirmation of arrival to VTIS West operator on Channel 10 when:

(a) Arriving from the South via Selat Durian:
When abeam of Pulau Jangkat Beacon (Lat. 00° 05.920′ N, Long. 103° 42.730′ E.).
(b) Arriving from the West (Malacca Strait):
When abeam of Pulau Iyu Kechil (Lat. 01° 11.470′ N, Long. 103° 21.240′ E.).

6.2.3 Master of vessels approaching from a location not mentioned in (a) – (e) above shall on approaching the VTIS operational area call the VTIS East or VTIS West operator as appropriate and provide the vessel's position by bearing and distance from one of the 7 conspicuous reference points listed in Appendix II of this Circular.

6.3 *VESSELS WITH ORDER FOR PILOT SERVICES ON ARRIVAL*

6.3.1 Masters of all vessels arriving at a Singapore Pilot boarding ground shall confirm their ETA on VHF Channel 10 by calling VTIS East or VTIS West as appropriate. They shall do so when passing the reporting points mentioned above in paragraph 6.2 or when at least 2 hours prior to arrival at the pilot boarding ground, whichever is earlier.

6.3.2 In confirming the ETA at pilot boarding ground, the Master shall also report for Confirmation of Arrival by providing the information required in Paragraph 6.4. If this report is made before crossing the reporting point, then the Master need only report the vessel's name and position when passing the reporting point.

6.4 *CONTENTS OF VHF CONFIRMATION OF ARRIVAL REPORT*

The VHF Confirmation of Arrival report shall contain the following information:

(a) Name of vessel.
(b) Call sign.
(c) Present location with reference to any one of the designated reporting points described in Paragraph 6.2, e.g. abeam of Horsburgh Lighthouse.
(d) I. For vessel not requiring pilot services on arrival, then the name of the first destination in the Port, i.e. name of anchorage or berth, and the estimated time of arrival (ETA) at that destination.
    II. For vessels requiring pilot services on arrival, then in lieu of I., the name of the pilot boarding ground and the ETA at that boarding ground.
(e) Height of vessel as defined in Paragraph 5.3(K) above.
(f) Maximum draft of vessel.
(g) Remarks, if any (e.g. damaged vessel, unusual trim).
(h) For deep draft vessel and VLCC as defined in the "Rules for Vessels Navigating through the Straits of Malacca and Singapore", then the estimated time and place of crossing or joining the Singapore Strait TSS.

6.4.1 Where there are no changes to the information contained in (e) to (g) above from the Notification of Arrival made under Paragraph 5, the Master shall affirm that it is so and the repetition of such information in the Confirmation of Arrival report shall not be necessary.

7. *REPORTING ARRIVAL IN THE PORT*

The Master of an arrived vessel, fitted with VHF radiotelephone, shall report as soon as practicable to the appropriate designated control centre on VHF Channel 12, 21 or 22, when such a vessel is anchored or moored within the port limit of Singapore. The report shall contain the date, time and the location of the vessel.

8. *ANCHORED POSITION REPORT*

For the reporting of an anchored location, the report shall be in the form of a bearing and distance from one of the following position reference points:

(a) *Eastern Sector*	*Reference Point*
Eastern Special Purposes Anchorage (A) Eastern Special Purposes Anchorage (B) Small Craft Anchorage Laid-up Vessels Anchorage Eastern Petroleum Anchorage (B) Eastern Petroleum Anchorage (C) Man-of-War Anchorage Eastern Working Anchorage Eastern Petroleum Anchorage (A) Eastern Quarantine and Immigration Anchorage Explosives Anchorages for Lighters and Barges	Amber Beacon Lat. 01° 17.876′ N. Long. 103° 54.450′ E. (all anchorages)

(b) *Western Sector*	
Western Working Anchorage Western Petroleum Anchorage (A) Western Petroleum Anchorage (B) Western Quarantine and Immigration Anchorage Reserved Anchorage Pasir Panjang Coastal Anchorage Dangerous Goods Anchorage	Rimau Beacon Lat. 01° 15.598′ N. Long. 103° 48.496′ E. (all anchorages)

(c) *Jurong Sector*	
Sultan Shoal Petroleum Anchorage (B) Sultan Shoal Petroleum Anchorage West Jurong Anchorage Chemical/Gas Carriers Anchorage Selat Pauh Anchorage Tuas Explosives Anchorage Tuas Explosives Lighter Anchorage	Sultan Shoal Lighthouse Lat. 01° 14.381′ N. Long. 103° 38.985′ E. (all anchorages)

(d) *East Johor Strait*	
Changi General Purposes Anchorage	Johor Shoal Buoy Lat. 01° 18.880′ N. Long. 104° 05.992′ E.

9. *REPORT FOR INTRA-PORT VESSELS MOVEMENTS*

Prior to moving a vessel within the port limits of Singapore, the Master shall as soon as practicable report such event or intention to the designated control centre giving the following:

(a) Name of vessel.
(b) Call sign.
(c) Present location.
(d) Destination.
(e) Draft.
(f) Height.
(g) Remarks, if any.

10. *VHF REPORT FOR DEPARTING VESSELS*

10.1 PRIOR TO DEPARTURE

The Master of every vessel, as specified in Paragraph 6.1 intending to leave Singapore, shall inform the appropriate designated control centre prior to departure, and shall give the information as specified in Para 9 above. In addition, the Master shall advise the departure reporting points he intends to use. Departure reporting points are contained in Paragraph 10.3 below.

10.2 *ON DEPARTURE*

The Masters of such vessel leaving Singapore shall report to the Singapore VTIS East or West on VHF Channel 10 when passing any of the departure reporting points.

10.3 *VHF DEPARTURE REPORTING POINTS*

10.3.1 *REPORTING VIA VTIS EAST*

Master of such vessels departing from the Port of Singapore and joining the Singapore Strait traffic via the VTIS East operational area shall report to VTIS East operator on Channel 10 when:

(a) Departing from the East Johor Strait:
When abeam of Johor Shoal Buoy (Lat. 01° 18.880′ N., Long. 104° 04.992′ E.).
(b) Departing from the Eastern Petroleum B Anchorage:
When abeam of Airway Buoy (Lat. 01° 17.650′ N., Long. 104° 01.200′ E.).
(c) Departing from the Eastern Fairway:
When abeam of Lagoon Beacon (Lat. 01° 16.637′ N., Long. 103° 57.529′ E.).
(d) Departing from the Corridor Fairway:
When abeam of S.W. Corridor Buoy (Lat. 01° 14.450′ N., Long. 103° 54.167′ E.).
(e) Departing from the East Keppel Fairway:
When abeam of Tembakul Beacon (Lat. 01° 13.343′ N., Long. 103° 51.858′ E.).

10.3.2 *REPORTING VIA VTIS WEST*

Master of such vessels departing from the Port of Singapore and joining the Singapore Strait traffic via the VTIS West operational area shall report to VTIS West operator on Channel 10 when:

(f) Departing from the Jong Fairway:
When abeam of Sebarok Beacon (Lat. 01° 11.841′ N., Long. 103° 462′ E.).
(g) Departing from the Sinki Fairway:
When abeam of Ajax Shoal Buoy (Lat. 01° 13.733′ N., Long. 103° 39.850′ E.).
(h) Departing from the Sultan Fairway:
When abeam of Sultan Shoal Lighthouse (Lat. 01° 14.381′ N., Long. 103° 38.985′ E.).
(f) Departing from the West Jurong Anchorage, the Gas and Chemical Anchorage and the Sultan Shoal Petroleum Anchorage:
When abeam of Western Beacon (Lat. 01° 12.720′ N., Long. 103° 35.883′ E.).

10.3.3 Master of vessels departing from a departure point not mentioned in (a) to (i) above shall, on approaching the Singapore Strait traffic area, call the VTIS East or VTIS West operator as appropriate, and provide the vessel's position by bearing and distance from one of the 4 reference points listed below:

Sultan Shoal Lighthouse	01° 14.381′ N., 103° 38.985′ E.
Raffles Lighthouse	01° 09.609′ N., 103° 44.552′ E.
Sakijang Beacon	01° 13.308′ N., 103° 51.378′ E.
Bedock Lighthouse	01° 18.548′ N., 103° 56.068′ E.

10.4 *CONTENTS OF DEPARTURE REPORT TO VTIS*

The departure report to the Singapore VTIS shall contain the following information:

(a) Name of vessel.
(b) Call sign.
(c) Current location passing which departure point, e.g. abeam Tembakul Beacon.
(d) Bound East, West or South.
(e) Remarks, if any.

11. *MALFUNCTION OF VHF RADIOTELEPHONE EQUIPMENT*

11.1 When it is not possible to operate the VHF radiotelephone equipment carried on board a vessel, compliance with Paragraphs 6, 7, 8, 9 and 10 above shall be made as soon as practicable by any available means.

11.2 The Master shall at the earliest opportunity restore such VHF radiotelephone carried on board his vessel to working condition and report to the designated communication centre accordingly.

PART B SINGAPORE VTIS (VESSEL TRAFFIC INFORMATION SERVICE)

12. The Port of Singapore Authority is establishing a Vessel Traffic Information Service (VTIS) which will commence operations on 1st October 1990. It is hoped that with the operation of the system, it will be possible to inform participating vessels of dangers affecting their navigation. The VTIS operation is part of the PSA's Port Operation Centre.

13. *OBJECTIVES OF THE VTIS*

The objectives of the VTIS are as follows:

(a) Improve safety of navigation in the Singapore Strait.
(b) Facilitate the safe flow of shipping in and out of the Port of Singapore.
(c) Provide navigational information to vessels using the Singapore Strait.

14. *VTIS OPERATIONAL AREA*

The VTIS will assist marine traffic within the Singapore Strait Traffic Separation Scheme (TSS) bounded by Long. 103° 25.0′ E. and Long. 104° 23.0′ E. The VTIS coverage is divided into two areas, namely VTIS East and VTIS West, by Long. 103° 51.2′ E.

14.1 *VTIS EAST*

Vessels East of Long. 103° 51.2′ E. shall communicate to the VTIS East operator.

14.2 *VTIS WEST*

Vessels West of Long. 103° 51.2′ E. shall communicate to the VTIS West operator.

15. *VTIS RADAR POSITIONS*

The 5 radars are located at the following positions:

	Site	*Latitude*	*Longitude*
(a)	Horsburgh	01° 19.818′ N.	104° 24.456′ E.
(b)	Bedok	01° 18.845′ N.	103° 57.327′ E.
(c)	St. John	01° 12.832′ N.	103° 51.201′ E.
(d)	Raffles	01° 09.641′ N.	103° 44.575′ E.
(e)	Sultan Shoal	01° 14.386′ N.	103° 38.998′ E.

16. *VTIS VHF COMMUNICATION FACILITIES*
VHF transmitters and receivers are located at the Horsburgh Lighthouse, Bedok Lighthouse, Jurong Control Station and the Sultan Shoal Lighthouse. The VHF frequencies operated by the Singapore VTIS are:
(a) Primary VTIS operation frequency 156.500 MHz Channel 10.
(b) Secondary VTIS operation frequency 156.675 MHz Channel 73.

VHF Channel 10 will be used for the calling and working of the VTIS. The secondary channel will be used for prolonged communication. An invitation to listen to Channel 73 will be broadcast on Channel 10, after which the navigational warnings will be transmitted on Channel 73.

17. *VTIS PARTICIPANTS*
All vessels and tows of 300 g.r.t. or more and all passenger vessels intending to enter or depart from the Port of Singapore in reporting as required in Part A of this Circular are participating in the VTIS.

All vessels transitting the Singapore Strait and not calling at Singapore should also participate by following the procedure and reporting the applicable information to the VTIS as contained in Paragraph 6 of this Circular.

18. *REPORTING POINTS FOR PARTICIPATION*
These are the same as those contained in Paragraph 6 of this Circular.

19. The effectiveness of the VTIS is to an extent dependent on the accuracy of the information provided and timely reporting by Masters. As with all other similar reporting systems in the world, Masters, in providing or receiving information to/from VTIS, are not relieved from the duties and responsibilities required by any international regulations and local rules that are in force.

APPENDIX I

Designated Communication Centre	*Channel*	*Usage*
VTIS East/VTIS West	10	Reporting of arrival by vessels on approaching the VTIS operational area. Report by departing vessels on reaching the port limit. Confirmation and Amendments of ETA at pilot boarding ground. Primary calling and working channel of the VTIS and provision of marine traffic information.
	73	Radio broadcasting of marine traffic and navigational warnings. Secondary VHF channel for VTIS participants.
Singapore Port Operations	12	Request of pilotage service. Reporting of anchored positions, intra-port movements for vessels and pre-departure calls, as well as navigational or shipping information.
	20	Request of pilotage service.
Jurong Control	22	Reporting of anchored positions, intra-port movements, and pre-departure calls, as well as navigational or shipping information within the Jurong areas.
Sembawang Control	21	Request of pilotage service, intra-port movements and pre-departure calls, as well as navigational or shipping information within the East Johor Strait.

APPENDIX II

Fixed Reference Points: The 7 fixed reference points are as follows:

Reference Name	Latitude	Longitude
Pu Iyu Kechil Light	01° 11.470′ N.	103° 21.240′ E.
Sultan Shoal Lighthouse	01° 14.381′ N.	103° 38.985′ E.
Raffles Lighthouse	01° 09.609′ N.	103° 44.552′ E.
Sakijang Beacon	01° 13.308′ N.	103° 51.378′ E.
Bedok Lighthouse	01° 18.548′ N.	103° 56.068′ E.
Tg. Setapa Light	01° 20.570′ N.	104° 08.240′ E.
Horsburgh Lighthouse	01° 19.817′ N.	104° 24.444′ E.

Source: PMC No. 6 of 1990.

TUGS: PSA has a fleet of 12 tugs, they are:

Name	*Horsepower*	*Bollard Pull* (tonnes)
VST 1	2×1,276	21.5
VST 2	2×1,276	21.3
VST 3	2×1,276	21.0
VST 4	2×1,276	22.1
Victory (V5)	2×1,500	26.0
Vigilant (V6)	2×1,500	32.0
Valiant (V7)	2×1,500	29.0
Vanguard (V8)	2×1,500	32.5
Vertex (V9)	2×1,500	28.5
Valour (V10)	2×1,500	28.5
Viking (V11)	2×1,500	30.0
Alpha 1	2×1,300	26.0

Shell operates 2 tugs approximately 1,500 b.h.p. A number of privately owned salvage tugs make the port their base.

Tugs join anywhere in port limits by pre-arrangement with Pilots. Normally ship's line used. All PSA and Shell tugs carry tow ropes for use if required. PSA charge for use of tow rope.

BERTHING: Vessel's Agents should submit to Authority a Schedule "A" (Application for Berth) giving overall length, maximum draft alongsid cargo particulars, ETA and ETD of, and Dangerous Cargo Declaratio listing out dangerous cargo (including petroleum products an explosives) on board vessel at least 48 hours before berth required.

BERTHING FACILITIES:

NOTE: All depths are reduced to Chart Datum unless otherwise state

† Only controlling depths that are shallower than the depths alongsid are listed.

Keppel Terminal:

Berth No.	*Length of Berth* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth in Approaches* (m.)
(Lat. 01° 15.8′ N., Long. 103° 50.8′ E.).			
K9	190	10.0	
K10	174	10.1	
K11	93	10.2	10.1
(Lat. 01° 16.1′ N., Long. 103° 50.5′ E.).			
K12	363	13.6	
K13	247	12.5	12.3
K14	300	12.4	12.3
K15	200	11.0	
K16	200	11.7	
K17	200	10.7	
K18	200	12.0	
(Lat. 01° 15.9′ N., Long. 103° 49.8′ E.).			
K19/K20	200	11.0	11.0
K20/K21	200	10.0	9.8
K21/K22	200	10.0	9.8
K22	180	9.6	
K23	170	10.2	9.8
K24	159	9.4	

Height and Span of Container Quay Cranes:

Berth No.	*No. of Cranes*	*Height of Boom at MHWS* (m.)	*Wharf Level* (m.)	*Outreach of Cranes From Seaside Rail* (m.)
K12 – K14	7×Mitsubishi 40T	39.9	38	47.0
	2×Mitsubishi 36T	32.8	31	38.1
	3×MGM 40T	36.8	37	47.0
K15 – K18	4×Hitachi 36T	32.8	28	38.1
	2×Mitsubishi 36T	32.8	31	38.1
	4×Mitsubishi 40T	39.9	38	47.0

Tanjong Pagar Terminal: (Lat. 01° 16.0′ N., Long. 103° 51′ E.).

Berth No.	*Length of Berth* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth in Approaches* (m.)
T1	305	12.4	
T2	340	12.4	
T3 (Ro/Ro Berth)	Chainage		
	15-300	12.4	
	0-15	12.4	
T4 (Feeder Berth)	238	9.4	—
T5	304	13.0	
T6	305	12.4	
T7	305	12.4	
T8	Chainage		
	0-112	11.0	
	112-213	12.2	

Features of the Ro/Ro Berth No. T3
Wharf Length : 300 m.
Type : Electrically operated Adjustable Ram
Safe Working Load : 60 tonnes
Width : 8.4 m.

Height and Span of Container Quay Cranes:

Berth No.	*No. of Cranes*	*Height of Boom at MHWS* (m.)	*Wharf Level* (m.)	*Outreach of Cranes From Seaside Rail* (m.)
T1 – T8	4×Mitsubishi	32.8	31	38.1
	2×Hitachi	29.8	28	38.1
	13×Mitsubishi 40T	39.9	38	47.0
	2×Mitsui Paceco	31.9	30	38.1
	5×MGM	38.9	37	47.0

Singapore Cruise Centre: (Lat. 01° 15.8′ N., Long. 103° 49.3′ E.).

Berth No.	*Length of Berth* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth in Approaches* (m.)
CC1	256	11.0	
CC2	210	11.0	
CC3	200	10.0	
Regional Ferry Berths	4×40	7.3	

Marina Terminal (PSA): (Lat. 01° 16.4′ N., Long. 103° 51.3′ E.).

M1	120	5.5	5.5
M2	120	5.6	5.5
M3	120	5.6	5.5
M4	120	5.6	
M5	85	5.5	
M6	45	7.4	

Brani Terminal (PSA): (Lat. 01° 15.7′ N., Long. 103° 50.4′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
B1	249*	12.0	
B2	330	15.0	
B3	320	15.0	13.5
B4	320	15.0	13.5
B5	320	15.0	
B6	314	15.0	

* The first 50 m. of B1 has no crane rails.

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
B7	258	12.0	
B8	258	12.0	
B9	258**	12.0	

** A minimum of 70 m. clearance from the causeway is required to berth a vessel.

Berths B7, B8 and B9: Tentative completion date September 1994.

Height and Span of Container Quay Cranes:

Berth No.	*No. of Cranes*	*Height of Boom at MHWS (m.)*	*Height of Boom at Wharf Level (m.)*	*Outreach of Cranes From Seaside Rail (m.)*
B1 – B4	12×Mitsubishi	36.2	34	48.0
B5	4×Noell	36.2	34	48.0
B6	4×Samsung	36.2	34	48.0
B7 – B9	4×Samsung	—	27	39.0

Sembawang Terminal (PSA): (Lat. 01° 27.7′ N., Long. 103° 50.1′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
S1	228.0	11.7*	11.3
S2	152.0	10.9	10.7
S3	153.0	9.6	9.5
S4	122.0	9.2	9.5
S5	167.0	9.6	9.5
S6	136.0	10.4	10.7
S7	230.0	11.7	11.6

* 11.3 m. at wharf mark 305 m.

Pasir Panjang Terminal (PSA): (Lat. 01° 16.6′ N., Long. 103° 47.0′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
Lighter Jetty			
Western Face	198	2.4	
Eastern Face	162	2.4	
PO1A	118	3.8	
PO1B PO1C	190	4.0	
P1 P2	440	10.7	
P3 P4	800	7.0	
P5	800	10.6	
P6		10.6	
P7		10.6	
P8A		11.0	
P8B	120	9.2	
P9A	160	9.3	9.2
P9B	150	7.5	6.9
P10	110	6.7	6.9

Pulau Sebarok (Van Ommeren Terminal): (Lat. 01° 12.3′ N., Long. 103° 48.0′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
3	350	16.4	16.0
4	220	12.3	12.2
6	110	10.4	7.0
7	110	9.0	

Jurong Port: (Lat. 01° 18.3′ N., Long. 103° 43.3′ E.).

J1	172	4.0	4.0
J2	210	7.2	
J3	210	7.2	
J4	183	13.0	12.8
J5	183	13.0	12.8
J6	183	13.0	12.8
J7	183	12.6	
J8	196	11.7	
J9	196	11.8	11.5
J10	196	11.5	
J11	197	11.5	
J12	275	11.6	11.5
J13	150		
J14	160	18.0	16.0
J15	160	18.0	16.0
J16	160	18.0	16.0
J17	160	18.0	16.0
J18	160	18.0	16.0
J19	160	18.0	16.0
J20	115	7.2	
J21	115	7.2	

Jurong Fishery Port (Primary Production Department): (Lat. 01° 18.5′ N., Long. 103° 43.6′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
JFW	413	4.0	3.4

Pulau Seraya: (Lat. 01°17.1′ N., Long. 103° 43.7′ E.).

1	250	13.1	12.8
2	250	13.0	12.8

Loyang Offshore Base: (Lat. 01° 23.1′ N., Long. 103° 58.1′ E.).

1 2	131	8.2 8.3	7.1 7.1
3 4	96	7.4 6.4	
5 6	95	6.1 6.4	 5.7
7 8	96	5.7 5.7	5.6 4.0

Pasir Panjang Gas Turbine Station: (Lat. 01° 16.1′ N., Long. 103° 47.9′ E.).

Jetty	180	6.2

Tanjong Changi: (Lat. 01° 23.4′ N., Long. 104° 00.1′ E.).

CAFHI Jetty	100	6.0
Firemen Jetty	20	3.2

LASH Mothership Moorings: 3 mooring buoys.

Name	*Position*
LASH 1	01° 16.575′ N., 103° 46.351′ E.
LASH 2	01° 16.599′ N., 103° 46.296′ E.
LASH 3	01° 16.624′ N., 103° 46.241′ E.

Pulau Sebarok (Slop Reception Centre): (Lat. 01° 12.5′ N., Long. 103° 47.9′ E.).

Berth	*Max. Length of Vessel (m.)*	*Maintained Depth Alongside (m.)*
Barge Pier	42.7	5.5
Pier 2	264.0	11.0

Slop reception facilities are available.

Pulau Sebarok (Singapore Petroleum Co.Ltd.): (Lat. 01° 12.5′ N., Long. 103° 47.9′ E.).

Pier 1A	297.0	17.0
Pier 1B	110.0	8.0

Pulau Seraya (Oiltanking (S) Ltd.): (Lat. 01° 16.8′ N., Long. 103° 44.3′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)* From East	*†Controlling Depth in Approaches (m.)* From West
MJ1	140	15.7		
MJ2	380	16.0	14.3	12.8
MJ3	140	14.8		
MJ4	260	15.0	13.3	12.8
MJ5	128	13.1		

Woodlands (Shell Refinery): (Lat. 01° 27.18′ N., Long. 103° 46.66′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
Woodlands Oil Pier	175	7.2	—

Tanjong Penjuru – Shell Tanker Jetty (Shell Refinery): (Lat. 01° 17.147′ N., Long. 103° 44.89′ E.).

Jetty	205	12.5	—

Pulau Busing (Tankshore (Pte) Ltd.): (Lat. 01° 14.4′ N., Long. 103° 44.9′ E.).

1	323	17.0	16.5
2	280	17.2	16.5
3	102	15.2	
4	110	14.9	
5 – Main	280	15.0	
5 – East	110	15.0	
5 – West	110	15.0	

Visiting vessels are restricted to a maximum draft of 16.5 m.

Jurong Marine Base: (Lat. 01° 18.0′ N., Long. 103° 41.3′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
Jurong Marine Base	0-166	5.5	5.4
	167-230	6.2	5.4
	231-327	5.7	5.4
	328-393	6.2	5.4
	394-437	5.5	5.4

Senoko Power Station: (Lat. 01° 27.95′ N., Long. 103° 47.85′ E.).

Jetty	328	10.0	—

BRIDGES:

BRIDGES – VERTICAL CLEARANCE

Name	*Vertical Clearance above MHWS* (m.)	*Safe Overhead Clearance above MHWS* (m.)
Sungai Jurong Bridge	9.2	—
Bridge connecting:		
Pulau Merlimau and Pulau Ayer Merbau	9.7	—
Pulau Ayer Chawan and Pulau Ayer Merbau	9.2	—
Pulau Merlimau and Pulau Seraya	10.0	—
Singapore and Pulau Brani	3.65	—
Sungai Pandan Bridge	3.6	—
Benjamin Sheares Bridge – across Marina Bay Entrance:		
North Channel	14.0	9.0
Middle (Main) Channel	10.0	9.0
South Channel	8.4	7.0
Main Channel – across Kallang Basin entrance	28.0	26.0
Singapore River:		
Anderson Bridge	2.5	—
Cavenagh Bridge (centre of span)	2.6	—
Elgin Bridge (centre of span)	2.8	—
Coleman Bridge (centre of span)	2.0	—
Read Bridge		
(centre of North span)	2.5	—
(centre of South span	2.1	—
Ord Bridge (centre of span)	1.5	—
Clemenceau Bridge		
(centre of North span)	2.0	—
(centre of South span)	3.7	—
Kim Seng Bridge	1.6	—
Rochor River:		
Crawford Bridge	2.2	—
Cable transporter	1.0	—
Water pipeline transporter	1.7	—
Kallang River:		
Merdeka Bridge	4.3	—
Sir Arthur's Bridge	2.0	—
Sim's Bridge	2.6	—
KEPPEL HARBOUR AERIAL CABLEWAY VERTICAL CLEARANCE		
Aerial Cableway	56.0	52.0

STEVEDORES: Labour should be ordered by 0900 hrs. for 2nd shift (1500 to 2300 hrs.) on same day and by 1300 hrs. for 1st shift (0700 to 1500 hrs.) for next day, by 1100 hrs. for 3rd shift (2300 to 0500 hrs.) on same day.

Under normal circumstances no work is performed during meal hours, 1100 – 1200 hrs. and 1830 – 1930 hrs. unless the ship is classified as a "key" vessel or the Agent orders work during the meal hours.

MEDICAL: When infectious disease not suspected, permission will be granted by Port Health Officer to Agent to take doctor on board and remove the patient, if necessary, to hospital. Preferably as much notice as possible. Several hospitals, General Hospital, Gleneagles, Mt. Alvernia to name a few. Cholera, plague, etc., are not endemic in Singapore.

Also see "Radio" – Medical Advice to Ships.

TANKERS: Bunkering and discharge facilities available at Eastern and Western Petroleum Anchorages or installations at Pulau Bukom, Pulau Ayer Chawan, Tanjong Penjuru, Tanjong Berlayer, Jurong and Pulau Merlimau.

PSA operates a Slop and Sludge Reception and Treatment Centre at Pulau Sebarok with facilities for the disposal of slops, sludge, tankcleaning, water and dirty ballast. Also see "Pollution".

Smoking not permitted during period tanker alongside PSA wharves. Grades permitted for discharge along PSA wharves:

(a) Marine diesel oil,
(b) Fuel oil.

Shell: (Lat. 01° 14.0′ N., Long. 103° 46.3′ E.).
Pulau Bukom, 4.6 km. off the S.W. coast of Singapore – 10 berths and a single buoy mooring (01° 11.47′ N., 103° 47.53′ E.). Depth of water in approach is 18.3 m. LWOST. Fresh water, fuel oil, gas oil and diesel oil available.

Tank cleaning is carried out alongside or in Roads, as arranged wi Pulau Bukom.

Shore tankage for slops/dirty ballast is limited to 15,000 cu.m. for al purposes. Each vessel is normally limited to 400 cu.m., although large quantities *may* be accepted by prior arrangement, giving preferabl 7 days' notice. Waxy slops are only received on Wharves 6, 7 and 8 When waxy slops are on board for discharge, vessels are requested t advise Pulau Bukom 48 hours in advance in which case quantity mus be stated. Waxy slops should be segregated if other slops are carried

The refinery has a refining capacity of 23 million tonnes per annum It manufactures LPG, petrol, aviation turbine fuel, kerosene, gas oi diesel fuel, solvents, fuel oil, lub oil and bitumen for local and overseas markets. There are 200 oil storage tanks with over 3 million tonnes capacity. All grades of bunkers are available 24 hours a day.

Berth	*Max. Displacement* (tons)	*Max. Length of Vessel* (m.)	*Maintained Depths Alongside* (m.)	*†Controlling Depths In Approaches* (m.)
No. 1	33,000	90	11.2	
No. 2	33,000	150	11.2	
No. 3	33,000	170	11.2	
No. 4	43,000	170	12.2	
No. 5	45,000	170	13.0	
No. 6	135,000	245	15.4	13.6
No. 7	65,000	190	13.1	
No. 8	84,000	240	13.4	
No. 9	33,000	170	12.4	
No. 10	84,000	240	16.0	
No. 10A		Ferries/ Tugs	4.9*	—
No. 10B		60	5.4	—
No. 10C		90	6.1	—
No. 11		100	6.0	5.6
No. 12		110	12.0	—
Shell SBM	353,784			23.0

* 2.8 m. patch exists 15 m. from end of berth.
Bunkering facilities and water supply are available.

Esso: (Lat. 01° 16.8′ N., Long. 103° 41.7′ E.). (Also see "Mobil" SBM Refinery on an island Pulau Ayer Chawan 2.4 km. South of Juron Industrial Complex. Refining capacity of 231,000 bbls. per day. Lubrican plant 7,000 bbls. per day. The jetty has an overall length of 982.1 m and consists of 6 loading and bunkering berths. Ballast disposal faciliti available.

Berth Loading Arms Throughputs and Products served:

Berth No.	*L/A No.*	*L/A Size* (in.)	*Total No.*	*L/A Type*	*Product Loading*	*Capacity (KBBLS*
1	Hose loading	N.A.	Nil	N.A.	Clean	3.0
					Solvent	1.7
					Dark	3.0
					LPG	0.6
2	Hose loading	N.A.	Nil	N.A.	Lubes	2.4
					Solvent	1.7
					Clean	3.0
					Dark	3.0
					Chemicals	—
3	1	10			Clean	7 – 8
	2	10	3	Woodfield	Clean	7 – 8
	3	10		Autoflow	Clean	7 – 8
	Hose loading	10			Same as Berth No.2	
4	1	16			Clean	10
	2	16	4	Woodfield	Dark	10
	3	16		Autoflow	Dark	20
	4	10			Dark	10
5	1	16			Dark	10 – 20
	2	12			Dark	12
	3	12	6	Chicksan	Clean	12
	4	10			Clean	8
	5	12			Clean	12
	6	6			LPG	1.4
SHP	N.A.		Nil		Clean	1.4
	Hose	N.A.		N.A.	Dark	2.4

Esso: Berth Capacities:

Berth No.	*Design Vessels* (k.d.w.t.)	*Max. Vessel Displacement* (Long Tons) (Note 1)	*Max. Length* (ft.)	*Max. Length* (m.) (Note 2)	*Max. Approach Velocity* ft./min.	*Max. Approach Velocity* cm./sec.	*Max. Angle of Approach on Fenders*	*Max. Freeboard* (ft.) (Note 3)	*Depth Alongside* (ft.)	*Depth Alongside* (m.)	*Channel Control Depth* (ft.)	*Channel Control Depth* (m.) (Note 4)	*Tugs Requir* (Note 5
1	0 – 5	7,500	360	110	25	13	10°	17.5	30.8	9.4	26.9	8.2	1
2	0 – 25	36,000	650	198	25	13	10°	38.5	41.6	12.7	40.7	12.4	2
3	0.8 – 48	62,000	800	244	20	10	10°	44.0	40.7	12.4	40.7	12.4	2
4	10 – 80 (Note 6)	110,000	1,000	305	17	9	10°	54.5	51.8	15.8	40.7	12.4	2
5	1.7 – 90 (Note 6)	110,000	1,000	305	26	13	10°	55.4	51.8	15.8	40.7	12.4	2
SHP	2.6 – 12	17,500	500	152	10	5	0°	NA	26.5	8.1	–	–	2

Notes:
(1) P.S.A. will not berth vessels with actual displacement exceed that stipulated.
(2) For guidance only. Actual length is governed by a minimum separation of 150 ft. from the adjacent vessels.
(3) Includes height of manifolds above deck.
(4) P.S.A. required an U.K.C. of 1.0 m. whilst manoeuvring.
(5) For guidance only. Actual number of tugs is dictated by prevaili conditions and assessment of P.S.A. pilot.
(6) Vessels up to 140,000 d.w.t. *on spot basis only*, provided oth parameters are met.

Operating Limits for the Singapore Esso/Mobil SBM: July 1989.

1. *Vessels from 80,000 d.w.t. to 150,000 d.w.t.:*

(1.1) Vessels up to 280 m. LOA, and with an arrival draft of 15.0 m. (49 ft.) or less, can be moored at any time during day or night under any tidal direction and strength.

(1.2) Vessels with an arrival draft exceeding 15.0 m. (49 ft.) but less than 20.4 m. (67 ft.), can be moored during the day or night provided the tide is flooding.

(1.3) Vessels with an arrival draft up to 20.4 m. (67 ft.) salt water are accepted all year round.

(1.4) Vessels shall be fitted with at least one set of OCIMF's standard tongue type bow chain stopper (AKD) for securing 76 mm. (3 in.) diameter SBM mooring chafe chain(s).

(1.5) Timely use of vessel's segregated ballast tanks (SBT) is to be maximised, so as to minimise the vessel's freeboard. The vessel must maintain a midship draft of not less than 7.0 m. (23 ft.), a trim below 6.1 m. (20 ft.) and a forward draft of not less than 4.0 m. (13 ft.) at all times.

(1.6) If ballast capacity in the SBT alone cannot maintain the drafts and trim as stated in (1.5), then timely ballasting into cargo oil tanks (COT) concurrent with cargo discharge shall be carried out with double valve segregation, at both suction and discharge sides of the cargo.

2. *Vessels from 150,000 d.w.t. to 252,000 d.w.t.:*

(2.1) Vessels up to 280 m. LOA and with an arrival draft of 15.0 m. (49 ft.) or less, can be moored during day or night under flood or ebb tide. However, vessels shall be programmed to reach the SBM and moor with tidal rates not exceeding 1.5 knots.

(2.2) Vessels with an arrival draft exceeding 15.0 m. (49 ft.) but less than 20.4 m. (67 ft.) can be moored during the day or night provided the tide is flooding, and the vessels shall be programmed to reach the SBM and moor with flood tidal rates not exceeding 1.5 knots.

(2.3) Vessels with an arrival draft up to 20.4 m. (67 ft.) salt water are accepted all year round.

(2.4) Vessels shall be fitted with 2 sets of OCIMF's standard tongue type bow chain stoppers for securing 76 mm. (3 in.) diameter SBM mooring chafe chains.

(2.5) Timely use of SBT is to be maximised, so as to minimise the vessel's freeboard. The vessel must maintain a midship draft of not less than 7.0 m. (23 ft.), a trim below 6.1 m. (20 ft.) and a forward draft of not less than 4.0 m. (13 ft.) at all times.

(2.6) If ballast capacity in the SBT alone cannot maintain the drafts and trim as stated in (2.5), then timely ballasting into COT concurrent with cargo discharge shall be carried out with double valve segregation at both suction and discharge sides of the cargo.

3. *Vessels from 252,000 d.w.t. to 285,000 d.w.t.:*

(3.1) Vessels with an arrival draft up to 20.4 m. (67 ft.) salt water, and an arrival displacement up to 330,000 metric tons (324,803 long tons) are accepted all year round.

(3.2) Vessels can be moored during the day or night provided the tide is flooding, and the vessels shall be programmed to reach the SBM and moor with flood tidal rates not exceeding 1.5 knots.

(3.3) Vessels shall be fitted with 2 sets of OCIMF's standard tongue type bow chain stoppers for securing 76 mm. (3 in.) diameter SBM mooring chafe chains.

(3.4) Throughout the vessel's stay at the SBM during the *Northeast Monsoon Season (November 1st to April 30th),* the vessel must maintain a midship draft of not less than the vessel's sailing draft in light ballast condition or 7.9 m. (26 ft.), whichever is deeper. Also, the vessel's trim must not exceed 6.1 m. (20 ft.), and its forward draft must not be less than 4.9 m. (16 ft.) at all times.

(3.5) Throughout the vessel's stay at the SBM during the *Southwest Monsoon Season (May 1st to October 31st),* the vessel must maintain a midship draft of not less than the vessel's sailing draft in heavy ballast condition or 9.1 m. (30 ft.), whichever is deeper. Also, the vessel's trim must not exceed 6.1 m. (20 ft.), and its forward draft must not be less than 6.1 m. (20 ft.) at all times.

(3.6) Timely use of SBT is to be maximised, so as to minimise the vessel's freeboard. If ballast capacity in the SBT alone cannot maintain the drafts and trim as stated in (3.4) or (3.5), then timely ballasting into COT concurrent with cargo discharge shall be carried out, with double valve segregation at both suction and discharge sides of the cargo.

4. *Vessels from 285,000 d.w.t. to 303,000 d.w.t.:*

(4.1) Vessels with an arrival draft up to 20.4 m. (67 ft.) salt water and an arrival displacement up to 330,000 metric tons (324,803 long tons) are accepted all year round.

(4.2) Vessels can be moored during the day or night provided the tide is flooding, and the vessels shall be programmed to reach the SBM and moor with flood tidal rates not exceeding 1.5 knots.

(4.3) Vessels shall be fitted with 2 sets of OCIMF's standard tongue type bow chain stoppers for securing 76 mm. (3 in.) diameter SBM mooring chafe chains.

(4.4) Throughout the vessel's stay at the SBM, the vessel must maintain a midship draft of not less than the vessel's sailing draft in heavy ballast condition or 9.1 m. (30 ft.) whichever is deeper. Also, the vessel's trim must not exceed 6.1 m. (20 ft.), and its forward draft must not be less than 6.1 m. (20 ft.) at all times.

(4.5) Timely use of SBT is to be maximised, so as to minimise the vessel's freeboard. If ballast capacity in the SBT alone cannot maintain the drafts and trim as stated in (4.4), then timely ballasting into COT concurrent with cargo discharge shall be carried out with double valve segregation at both suction and discharge sides of the cargo.

5. *Engine Readiness:*
The vessel must be ready to move under its own power during her stay at the SBM. Use of engine may be necessary during tidal change or wind shift.

6. *Tug Assistance:*
All tug assistance, for the berthing and unberthing of the vessels to and from the SBM, shall be provided by the Port Authority of Singapore on the vessel's account. In the event of an emergency, the SBM Operations Superintendent shall have the right to order tug assistance on behalf of the vessel, to safeguard the safety of the vessel and the SBM on the vessel's account.

7. *Ore/Bulk/Oil (OBO) Carriers:*
For OBO carriers discharging at the SBM, the vessel's Master and/or its Chief Officer must ensure that the vessel maintains stability within its safe operating limits (taking into account the effects of free liquid surfaces on stability) at all times during the vessel's stay at the SBM.

Note: The word "d.w.t." refers to the original design deadweight of a vessel in long tons, as built and not to any subsequent 'remarked' deadweight.

Cautionary Advices

To prevent damage to the SBM anchor legs and submarine pipeline, use of anchors is prohibited in the SBM manoeuvring area. The vessel's anchors should be properly secured with chain-stoppers prior to approaching the SBM.

The SBM is located in a confined position with very limited space to swing a vessel. There is a 16 m. (chart datum) shallow patch marked by Bujor Buoy at a distance of 900 m. Southward of the SBM. In the SBM area, except for the approaching sector, there are spots of only 15 m. depth. The condition of the sea bottom is mainly sand and shells with scattered hard rocks and an aborted berthing at an advanced stage of the approach poses the risk of a grounding. Speed should not exceed 3 knots when approaching the Esso SBM. Cautious approach speed is necessary to control the vessel's motion with a minimum use of astern engine.

Berthing Restrictions: In view of the depth of the approach channel, the maximum permissible draft is limited to 67 ft. irrespective of the height of the tide. The tidal currents set 260° during flood tides with maximum rates of 2.3 knots occurring during ebb tides with maximum rates of 1.7 knots occuring during August and September. The specific gravity of sea water at the SBM varies between 1.019 and 1.022.

Berthing Procedure: From the pilot boarding location, vessels normally proceed slowly on an Easterly heading toward a point about 1 mile S.W. of the Ajax Shoal Light Buoy where the heading is changed toward the SBM manoeuvring area. Tugs normally join off Ajax Shoal and assist the vessel in slowing down and aligning her port bow to the SBM, heading the current.

The SBM Operation Superintendent, stationed on the forecastle, advises the bridge by walkie-talkie of the vessel's distance from SBM.

Mooring: The mooring consists of 2×150 ft. long×18 in. circumference nylon hawsers with chafing chains and pick-up lines.

A mooring boat takes the messenger lines from the ship and connects to the pick-up lines. (See "Plan"). Vessels are acceptable only if their fairleads or Panama chocks can receive the chafing chains and are installed in accordance with OCIMF guidelines. In this case the chafing chains are secured by means of shackles and snotters fastened to mooring bollards. Vessels of this kind should give ample notice to enable Esso Refinery to make the necessary arrangements.

Hose Connection: 2×16 in. over-the-rail hoses are connected to the ship's port side manifold by the mooring gang assisted by a winchman from the ship's crew.

Each hose has a butterfly valve and a standard 16 in. ASA flange. A clear working space of at least 20 in. is needed between the manifold and the deck, drip pan or other structure.

A minimum 13 tons SWL derrick is needed for disconnecting the hoses from a 250,000 d.w.t. tanker is light condition. The 16 in. tail hoses are 35 ft. long.

Caltex: (Lat. 01° 17.7′ N., Long. 103° 44.5′ E.).

Berth No.	Max. Length of Berth (m.)	Maintained Depth Alongside (m.)	†Controlling Depth In Approaches (m.)
1	335	13.0	12.8
2	183	13.4	12.8
3	42	2.9	
4	140	14.5	12.8
5	247	11.0	
6	123	13.1	12.8
7	91	9.1	

Bunkering facilities and water supply available.

Mobil: (Lat. 01° 17.9′ N., Long. 103° 41.5′ E.).
7 berths and a shared single buoy mooring (Esso/Mobil). Night time berthing at the discretion of the Pilot. At Berth No. 3 day-time berthing and unberthing only possible, on flood tide.

Berth No.	Length of Berth (m.)	Maintained Depth Alongside (m.)	†Controlling Depth in Approaches (m.)	
			From East	From West
1	360	14.2	12.6	10.5
2	270	13.1	12.6	10.5
3	270	12.4		10.5
4	145	9.4	5.9	
5	268	14.6	12.6	10.5
6	130	7.8	7.0	
7	285	14.7	12.6	10.5

Bunkering and fresh water facilities are available at all berths, except Berths No. 5, 6 and 7.

Berth No.	*Draft (m.)*	*Max. Length (m.)*	*Displacement*	*Remarks*
1	13.6	274	85,000/ 120,000	
2	13.0	274	50,000	
3	10.9	198	30,000	Vessels over 115 m. LOA subject to tidal conditions. Night berthing in ballast only.
4	6.1	116	5,000	
5 (Pu. Pesek)	10.3	239	50,000	
SBM	20.3	366	285,000	(457 m. swing radius)

B.P. Refinery: (Lat. 01° 15.8′ N., Long. 103° 48.5′ E.).

Refinery with 3 berths situated at Tanjong Berlayer. Small jetty inside harbour known as Jetty No. 2 can receive small vessels up to 1,000 tonnes (Max. LOA 100 m.) as water depth only 6.3 m. below ACD.

Jetty No. 1 at S.W. side of Tanjong Berlayer can accommodate vessels up to 33,000 tons (Max. LOA 210 m. – 263 m.) at off-shore mooring where dredged channel 11.0 m. below ACD. Berthing cannot be effected for 43 days of year due strong tidal currents.

At Jetty No. 1A which is Northwards extension from Jetty No. 1 trunkway, vessels up to 5,000 tonnes (Max. LOA 140 m.) can be berthed; water depth 7.6 m. below ACD. Simultaneous mooring of vessels at Jetties No. 1 and 1A not allowed as floating hose used to connect Jetty No. 1 to ship at mooring buoys.

Bunkers and fresh water available.

Singapore Refining Co. Pte. Ltd.:
(Lat. 01° 17.6′ N., Long. 103° 43.2′ E.).

Provides 6 berths for bunkering and other services on Pulau Merlimau, an island off the S.W. coast of Singapore. The marine berth can accommodate vessels up to 85,000 d.w.t. and 14 m. loaded draft, refining capacity 170,000 barrels per day. Night time berthing at Pilot's discretion. Fresh water available ex-pipeline. Bunkers available by barge or pipeline.

S.B.M. located 2.4 km. S.E. of Sultan Shoal Lighthouse in Selat Sinki. Max. size 320,000 d.w.t.

Berth No.	*Max. Length of Vessel (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depths In Approaches (m.)*
1	290	15.7	
2	290	15.8	
3	160	11.0	9.8
4	50	9.4	
5	115	11.2	7.3
6	110	11.4	
PSA SBM (Selat Sinki)	500 m. swing radius	23.0	22.8

Discharge of crude oil to S.R.C. Refinery. 2 flexible hoses of 600 mm. diameter.

SRC's SPM Questionnaire:

The following questionaire required to be answered by the Master of the vessel for discharging at SRC's SPM.

Answers must be provided at least 72 hours prior arrival.

(AAA) ETA and draft Western pilot boarding ground 2.5 miles W.S.W. of Sultan Shoal Lighthouse.
(BBB) Grade, pour point, quantity, stowage and discharge plan of cargo.
(CCC) Does charter party require COW. If COW to be performed crude wash line must be prepared and tested before arrival.
(DDD) If vessel has AKD bow stoppers for mooring.
(EEE) Distance of fairlead to nearest mooring bitts. 2 sets mooring bitts required.
(FFF) If vessel can provide dead slow engine movements on immediate order whilst secured to buoy.
(GGG) If inert gas system and analysers fully operational.

Please prepare:

(HHH) Port derrick maximum SWL (minimum requirement 10 tons).
(III) (1) 2×16 in. manifolds on port side with flanges minimum 35 mm., maximum 40 mm. thick.
(2) Supply of compressed air at 6 kg./sq.cm. minimum during whole discharge operation near gangway.
(JJJ) Gangway on starboard side.
(KKK) Cargo tanks depressurised on arrival for ullaging, sampling, etc., Conducted by SRC Officials. Therefore grateful for their refreshments or/meals.
(LLL) Accommodation and meals for TMS Mooring Master during entire period of discharge.

Be advised that:

(MMM) Immobilisation of engines not permitted during stay at SPM.
(NNN) Radar and log required for berthing.
(PPP) Bunkering not permitted if no inert gas system.

Please advise:

(QQQ) By VHF to SRC on Hague Plan Channel 5 your confirmed ETA at least 6 hours before.
(RRR) Free water in individual cargo compartments.
(SSS) Slops amount and if loaded on top.
(TTT) If slops required to be discharged.
(VVV) Next Port of Call.

Gatx Terminals: (Lat. 01° 17.8′ N., Long. 103° 44.0′ E.).

Berth No.	*Length of Berth (m.)*	*Maintained Depth Alongside (m.)*	*†Controlling Depth in Approaches (m.)*
1	180	14.3	
2	180	14.6	
3	116	13.2	

Vessels berth at marine trestle 1,400 ft. (427 m.) offshore. 46 operating pipelines serve the main berth and 9 pipelines serve the subsidiary berth. The terminal handles chemicals and petrochemicals. Total capacity 646,570 barrels in 85 tanks.

Main Berth Dock lines	2× 75 mm. dia.
	3×100 mm. dia.
	34×150 mm. dia.
	6×200 mm. dia.
	1×300 mm. dia.
Subsidiary Berth Dock lines	6×150 mm. dia.
	2×200 mm. dia.
	1×250 mm. dia.

Fresh water is available.

Petro Chemical Corporation of Singapore:
(Lat. 01° 15.9′ N., Long. 103° 43.0′ E.).

Berth No.	*Max. Length of Vessel (m.)*	*Maintained Depths Alongside (m.)*	*†Controlling Depth In Approaches (m.)*
No. 1 (Unloading)	Barge	2.5	—
No. 2 (Solids)	165	9.5	—
No. 3 (Liquid)	130	8.6	—
No. 4 (Liquid)	140	12.2	—
No. 5 (Liquid)	140	11.8	—

Paktank Singapore Terminal (Pte) Ltd.:

Berth No. 1 at Pulau Busing in position 01° 14.4′ N., 103° 44.9′ E. Max. LOA 352 m. Depth alongside 17.9 m.

Berth No. 2 in position 01° 14.38′ N., 103° 45.1′ E. Length of jetty 320 m. Depth alongside 17.2 m.

†See "Berthing Facilities".

DENSITY: Usually between 1019 and 1022, unaffected by tide or temperature variations. Variation due to periodic heavy run-off of rain water.

FRESH WATER: Fresh water available at any point of PSA's wharves. PSA also has a fleet of 9 waterboats to supply fresh water to ships anchored within the port limits.

Port of Singapore Authority Port Circular No. 95/87.
Dated 9th November 1987.

SUPPLY OF FRESH WATER TO VESSELS WITHIN SINGAPORE PORT LIMITS

1. Shipowners and Shipping Agents of vessels in need of fresh water are requested to place their orders for water through the telephone, telefax or telex. The details are as follows:–

Telephone No.:	3212906 or 321907
Telefax No.:	3212017
Telex No.:	RS 42075
	Answer Back: WBSERV 42075

2. When placing the orders, the following information is necessary for the provision of Waterboat Services.
   a. Name of Vessel.
   b. Call Sign.
   c. Flag.
   d. Type.
   e. g.r.t.
   f. Freeboard.
   g. ROI (Vessels's Rate of Intake).
   h. Date/Time Service Required.
   i. Quantity.
   j. Location.
   k. ETA (Estimated Time of Arrival).
   l. ETD (Estimated Time of Departure).
   m. Agent.
   n. A/C No. (Agent's Credit Account No.).
   o. Contact Person and Tel. No:
      Office:
      Residence:
3. Shipowners and Shipping Agents are to note that, as vessels are serviced on a first-come first-served basis, they are advised to place the orders as early as possible.
4. Master, Owners or Agents of vessels waiting for water supply may contact the Waterboat Office on the VHF Channel 18 to confirm the arrival of the waterboat. Vessels are requested to keep a listening watch on the same VHF Channel so that the Waterboat Office can inform them of any changes on the arrival time of the waterboat.
5. To facilitate the waterboats in locating the vessels requiring water, Masters of vessels are requested to display the following port signals prior to the scheduled time of supply.
   (a) DAY – International Code Flags "CD ZERO"
   (b) NIGHT – At or near the masthead, 2 all round lights in a vertical line, not less than 2 m. apart, the upper being green and the lower white.
6. Port Circulars No. 58 of 1983, 21 of 1985 and 22 of 1985 are hereby superseded.

FUEL: All grades available alongside PSA wharves and ex-installation, otherwise by barge. Marine diesel oil. Heavy fuel oil at 180 cst to 380 cst. Blended fuel from 60 cst to 180 cst.

FIRE PRECAUTIONS: Normal precautions with respect to cargo vessels, vessels under repair, etc. Fire boats available. Oil companies apply own regulations at installations.

CONSULS: Consuls, Embassies and High Commissions. Arab Republic of Egypt, Argentina, Australia, Austria, Bangladesh, Belgium, Brazil, Bulgaria, Canada, People's Republic of China, Denmark, Finland, France, Germany, Great Britain, Greece, India, Indonesia, Ireland, Israel, Italy, Japan, Democratic People's Republic of Korea, Republic of Korea, Malaysia, Myanmar (Burma), Netherlands, New Zealand, Norway, Pakistan, Panama, Philippines, Poland, Romania, Russia, Saudi Arabia, Spain, Sri Lanka, Sweden, Switzerland, Thailand, U.S.A.

REPAIRS/DRY DOCKS: All types of repairs (hull, engine and electrical including navigational aids) carried out. Facilities also available for repairs out afloat while vessel in anchorages.

Keppel Harbour (Keppel Shipyard Ltd.)

Dry Docks	*Max. Size at Block Height* (m.)	*Depth Over Sill at LWOS* (m.)
Keppel Hr. King's	261.06 × 28.65	7.27
Keppel Hr. Queen's	187.76 × 25.91	5.03
Keppel Hr. No. 1	117.04 × 13.72	1.65
Keppel Hr. No. 2	132.69 × 15.24	2.86

Berth No.	*Length of Berth* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth in Approaches* (m.)
Chermin Wharf	183	5.3	—
Cable Wharf	112	6.6**	—
Oil Wharf	152	7.2	
Main Wharf (East)	274	5.7	—
Main Wharf (West)		5.5	—
South Wharf	210	9.1	—
East Wharf	165	6.6	—

** 6.2 m. patch exists 25 m. N.E. of the berth.

General Information:

1. Towing movements entering and leaving the yard should be carried out on slack water.
2. All moves refer to vessel under own power, unless otherwise stated.
3. No night movement shall be carried out, unless specified.
4. Shipyards shall programme and conduct movements according to pilotage guidelines.

Tuas (Keppel Shipyard Ltd.)

Repairs:			
Temasek Pier (East)	280	7.2	5.3
Finger Pier (West)	280	7.4	5.3
Finger Pier (East)	300	7.7	5.3
Raffles Pier (West)	430	6.0	5.3
Raffles Pier (East)	230	5.3	

Dry Docks:	*Max. Size at Block Height* (m.)	*Depth Over Sill at LWOS* (m.)
Temasek	301.00 × 52.00	7.40
Raffles	355.00 × 60.00	7.40

Tugs:

Name	*Horsepower*
Keppel Sembilan	1,600 × 2
Keppel Sa-Puloh	1,600 × 2
Keppel Tujoh	1,460 × 2
Keppel Lapan	1,460 × 2

Launches and Barges: 3 Launches. 4 Barges.

Pulau Samulun (Jurong Shipyard Ltd. – Repair Division):

Dry Docks	*Depth* (m.)	*Length* (m.)	*Width* (m.)
No. 1	10	270	40
No. 2	12	350	56
Slipway	—	100	25

Mooring Quays	*Length* (m.)	*Maintained Depth Alongside* (m.)
South Quay (Tg. Kling)	330	5.5
South Quay (Tg. Kling)	270	7.2
South Quay (Pulau Samulun)	471	6.0
West Quay (Tg. Kling)	225	5.0
West Quay (Pulau Samulun)	225	5.4
East Quay (Pulau Samulun)	182	5.4

Tanjong Kling (Jurong Shipyard Ltd. – New Ship Division):

Dry Dock	*Depth* (m.)	*Length* (m.)	*Width* (m.)
No. 1	11 (1975)	335	56

Fitting Wharves	*Depth* (m.)	*Length* (m.)
North Quay	6.0	160
East Quay	5.0	336

Tugs: *Name*	*Horsepower*
Bunga Tanjong	2,000
Bunga Mawar	3,200

Tanjong Gul (Hitachi Zosen Singapore (Pte) Ltd.):

Dry Dock	*Depth* (m.)	*Length* (m.)	*Width* (m.)
No. 1	11.5	350	60
No. 2	11.5	300	60
Slipway	—	95	34

Mooring Quay	*Length* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth In Approaches* (m.)
No. 1	217	7.0	—
No. 2	351	10.0	5.6
No. 3	270	8.0	5.6
No. 4	185	7.0	5.6
Landing Quay	100	5.0	—

Tug: Maju, 3,300 h.p.

Tanjong Gul (Far East Levington Shipbuilding Ltd. (Pioneer Yard)):

Mooring Quay	*Length* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth In Approaches* (m.)
Quay 1	337.5	7.6	7.4
Quay 2	297.5	8.7	
Quay 3	135.0	5.0	

Dry Dock	*Max. Size at Block Height* (m.)	*Depth Over Sill at MLWS* (m.)
Admiral	380.0 × 80.0	7.55

Sembawang Shipyard (Sembawang Shipyard Ltd.):

Dry Dock	*Length* (m.)	*Entrance Width* (m.)	*Max. Depth Over Block* (m.)
Sembawang Premier Dock	384.0	64.0	9.0
King George VI Dock	318.5	39.6	13.6
Floating Dock:			
No. 1	177.3	26.2	7.6
President Floating Dock	290.0	48.0	8.5
Republic Floating Dock	202.4	4.2	7.0

Berth	*Length of Berth* (m.)	*Maintained Depth Alongside* (m.)	*†Controlling Depth In Approaches* (m.)
8	350	9.4	
9	240	10.2	
10/11	250	10.0	
Finger Pier	260	9.7	
12	170	9.6	
13	250	10.2	
14	250	10.9	
16	220	9.7	

Sembawang Towing Co. (Pte) Ltd., a subsidiary of Sembawang Holdings (Pte) Ltd., has a fleet of 13 tugs (based in the shipyard) which operate throughout the East Johore Strait and the Southern waters of Singapore (tugs based in the Sembawang Shipyard).

Tugs:

Name	*Horsepower* Tons
Sea Mastiff	2 × 1,600
Sea Husky	2 × 1,600
Sea Basset	2 × 1,600
Guangzhou	2 × 1,600
Sea Cheetah	2 × 1,350
Sea Leopard	2 × 1,350
Sea Jaguar	2 × 1,300
Sea Terrier	2 × 920
Sea Setter	2 × 920
Sea Puma	2 × 800
Sea Panther	2 × 800
Sea Pallas	2 × 800
Sea Musang	2 × 550

Harbour Launches: 2.

†See "Berthing Facilities" – Note.

SURVEYORS: A.B.S., B.V., Det Norske Veritas, Lloyd's Register, N.K.K., G.L., Polski Register Stratkow, China Corporation Register of Shipping and Salvage Association.

GANGWAY/DECK WATCHMEN: Recommended, particularly in Roads. Agents normally arrange. Cost varies.

Piracy: Vessels have been boarded by pirates whilst travelling at full speed.

On one occasion 5 hooded people armed with machetes boarded the vessel and made their way into the Master's cabin. The Master at that time was on the bridge but came down to his cabin for a moment, when he was seized by the gang and repeatedly hit with machete's handles. Fortunately the Master only suffered minor injuries.

After a short time, having tried unsuccessfully to force the ship's safe, the group of pirates abandoned the vessel, stealing only relatively small items like binoculars, the Master's Passport, etc.

The Master reported the incident to the Singapore Authorities.

Report: February 1987.

At 0230 hrs. one of our vessels was boarded by 6 pirates when passing the Philip Channel in Singapore Strait. The pirates were armed with cutlasses and stole cash and other valuable items. The Master and the crew did not attempt any resistance and nobody was harmed. The pirates disembarked immediately after stealing whatever they could carry.

OPENING/CLOSING HATCHES: Conventional hatches by stevedores. Mechanical hatches usually by ship's crew.

CERTIFICATES: If dangerous drugs on board, an export authorisation from country of origin and an import authorisation from country to which drugs being conveyed should be available for sighting and endorsement.

All vessels	Certificate of Registry, Tonnage Certificate, Certificate of Insurance or other financial security as applicable under CLC '69 and International Loadline Certificate or equivalent.
Passenger Ships	Passenger Safety Certificate issued under SOLAS Conventions.
Cargo Ships	Safety Equipment Certificate (if over 500 g.r.t.) or equivalent. Safety Radiotelegraphy Certificate or Radiotelephony Certificate whichever is applicable.

CUSTOMS ALLOWANCES: Tobacco: For crew and adult transit passengers – first day of arrival 50 cigarettes or 15 cigars or other tobacco 60 gms.; and for each subsequent day to the maximum of 7 days. 25 cigarettes or 7 cigars or other tobacco 30 gms.

Wines: 1 bottle per day to maximum of 8 days. Spirits: 0.875 bottle (in opened bottles) on first day of arrival and 0.125 bottle per day for rest of 7 days.

CARGO GEAR: Possession of valid test certificates. At PSA wharves all cargo gear should be inspected by an Authorised Port Officer before use.

REPATRIATION: Ships' Agents responsible for repatriating seamen. Mercantile Marine Office undertakes repatriation of distressed British seamen on behalf of Board of Trade, United Kingdom, whenever necessary. Seamen who hold proper documents which ensure entry into their countries of origin, citizenship and destination are normally granted Special Passes after discharge for purpose of repatriation.

AIRPORT: 20 km. from city. Regular and frequent services to all parts of the world.
TIME: GMT plus 8 hours. No seasonal change.
HOLIDAYS: Work can be arranged on all Public Holidays. New Year's Day; Chinese New Year; Hari Raya Haji; Good Friday; Labour Day (1st May); Vesak Day; National Day (9th August); Deepavali; Hari Raya Puasa; Christmas Day.
POLICE/AMBULANCE/FIRE: City Police 999; Fire/Ambulance only, 328111; Flag signal: CB3. VHF Channels 12 or 16. PSA Police 2712211 ext. 2222; Fire ext. 2209 or ext. 2333; Ambulance 2712211.

We quote the contents of Port Circular No. 123 of 1984 issued by the Port of Singapore Authority:
Ships Requiring Police Assistance:
1. The shipping community is hereby reminded that vessels within Singapore waters can directly contact Marine Police for assistance on those matters falling within police jurisdictions.
2. For such assistance, vessels should establish radio contact on:

	VHF Channel	Hours	Ship Tran./Rec. Frequencies	Call sign (Voice)
	21	24	157.05/161.65 MHz	Marine Police
or	7	24	156.350/160.950 MHz	Marine Police

Giving the following information:
(a) Name of vessel.
(b) Location of vessel.
(c) Nature of emergency.
(d) Nature of police assistance required.
3. Vessels within the port and requiring immediate police assistance shall display following signals in a conspicuous position to facilitate easy identification by the Marine Police:
By Day: International Code "CB3".
By Night: Red-Red-White (Red on top).
4. Vessels may in addition sound on their whistle or siren at intervals of about 1 minute three prolonged blasts to attract the attention of Marine Police personnel in the vicinity.
5. The shipping community is advised to illuminate and step up surveillance onboard its vessels, particularly those moored just outside the outer limits of the port, to discourage unauthorised boarding of its vessels.
TELEPHONES: Available on board vessel at PSA wharves only.
SERVICES: Following additional services available: Cleaning and preparing ship's tanks. Cleaning, scaling and painting. Insulation. Interior decorating and furnishing. Refrigeration and air-conditioning. Chemical cleaning of boilers, etc. SCAMP underwater cleaning service. Compass adjusting and DF Calibration. Radar and Radio servicing depots.
SHORE LEAVE: No restriction on crews landing after Immigration and Health formalities have been satisfactorily completed. With rare exception (Communist Country Crews), all *bona fide* crew of a vessel allowed shore leave on strength of their passports, discharge books or identification cards.

The following circular was issued in May 1973 by the Singapore Port Authority.

"In line with the Government's decision that action should be taken to deal with the 'long-hair' problem as part of a campaign against undesirable alien influences, the Port of Singapore Authority would be most grateful for your co-operation in implementing this decision by advising all your employees, including ships' officers and Crew members, wishing to come ashore to be more tidy in their general appearance.

"To assist you to decide whether an individual's hair is long, the following definition of long hair may be used as a guide:
(i) Hair reaching below an ordinary shirt collar;
(ii) Hair covering the ears;
(iii) Hair falling across the forehead and touching the eyelashes."
Shipmaster's Report: July 1987.

There is a good hovercraft service from Pulau Bukom to Pasir Panjang, also a less frequent ferry service.
IDENTIFICATION CARDS: Sect. 22 (1) (c) of Ordinance provides for issue of Seamen's Identification Card as set out in First Schedule to the Immigration Regs. 1966, but rarely issued nowadays. Normally accept Passports, Discharge Books or any identification cards issued by Masters of vessels for purpose of granting shore leave to Crew members, provided these documents sufficiently identify person concerned

Gate Passes issued against Crew List at wharves and installations. No passes required from roads, although some form of identification advisable.
GARBAGE DISPOSAL: Garbage collection service is provided daily to all ships in the anchorages. Charges are incorporated in port dues. No drums or skips are provided on board. Service only accepts galley refuse which must be collected in plastic bags at time of disposal.
WASTE OIL DISPOSAL: Collection service is provided by the Port of Singapore Authority Slop Reception Centre. Barges of 1,200 cu.m. to 2,000 cu.m. are normally deployed to receive discharges from tankers at the Western Quarantine & Immigration Anchorage.
Charges:

% Oil/Water	S$ per cu.m.
more than 12%	Nil
9 – 12%	S$ 3
6 – 9%	S$ 6
3 – 6%	S$ 9
0 – 3%	S$ 12

Barge Freight: S$ 10/cu.m., minimum charge S$2,000.
Disposal of sludge and other oil residues: S$ 300/tonne or part thereof.
Various cancellation, delay and demurrage fees can also apply.
SEAMAN'S CLUBS: Singapore Mariner's Club, a division of the National Maritime Board, provides recreational facilities and information service for seafarers of all nationalities. The club is housed within a 12-storey building which is centrally located at Cantonment Road near to the port precinct. To gain entry into the club, seafarers should bring Passport, Discharge Book or other form of identification.

Facilities and services available include serviced apartments for seafarers who wish to extend their stay in town, Mariner's Corner Restaurant and Bar, Seafarers' Lounge, video corner, games room, billiard tables, Maritime Medical Centre - medical and dental treatment exclusively for seafarers, international telephone service, information service on a wide range of subjects, including tour services and travel advice, minibus transport service to shopping areas and places of interest, and shop. Contact Singapore Mariners' Club, Maritime House, 120 Cantonment Road, Singapore 0208. Tel: 2227311. Fax: 2251176. Opening Hours: Club facilities 1000 – 2300 hrs. Apartments 24 hours.

Under the auspices of the National Maritime Board, a liaison office has been set up on the 2nd level of Maritime House for use by the various seamen's missions and welfare organisations. This liaison office is open mainly in the evenings to cater to the welfare needs of seafarers outside of the normal operating hours of the seamen's missions/welfare organisations. Contact Seamen's Welfare Organisations-Liaison Office, at the above address. Tel: 2227311, ext. 8424.

Six other seafarers' centres exist around the city. They provide various services and facilities and their details are listed below. A leaflet detailing all the various centres and their facilities is available through the centres. It also provides maps of the city and information of general interest to seafarers.

Dansk Somandskirke Singapore, (Danish Seamen's Church & Danish Government Seamen's Service), 10 Pender Road, Singapore 0409. Tel: 2746344. Telex: RS 28970 DSCS. Fax: 2729123.

Dutch Seamen's Mission, "De Waaierpalm", 1 Pender Road, Singapore 0409. Tel: 2725000.

Japan Seamen's Center, 20 Peck Seah Street 03-00, Singapore 0207. Tel: 2218261/2218262. Fax: 2220887.

Norwegian Seamen's Mission, 300-A Pasir Panjang Road, (like ved Haw Par Villa). Tel: 7757835. Telex: RS 37354 NORMIS. Fax: 7789498.

Stella Maris Catholic Maritime Club, 510 Kampong Bahru Road, Singapore 0409. Tel: 2260545.

The Missions to Seamen, 291 River Valley Road, Singapore 0923. Tel: 7372880. Fax: 2353391.

In addition, a one-week International Sportsweek for Seamen is held annually for all seamen in port. They can participate in soccer, volleyball, table-tennis and various track and field events. The International Swimming Carnival for Seamen is also held annually with the objective of encouraging healthy recreational activities among seafarers and to foster friendly relations amongst seafarers from all parts of the world.
CURRENCY: Singapore Dollar (S$).
POLLUTION: No oil or mixture containing oil shall be discharged into Singapore waters from any vessel. The Master or person in charge of the vessel committing such an offence shall be liable on conviction to a fine not less than 500 dollars and not exceeding 500,000 dollars or to imprisonment for a term not exceeding 2 years or to both such fine and imprisonment.

No refuse, garbage, waste matter, substance of a dangerous or obnoxious nature or trade effluents to be discharged from any vessel into Singapore waters. The Master or the person in charge of the vessel committing such an offence shall be liable on conviction to a fine not exceeding 10,000 dollars or to imprisonment for a term not exceeding 2 years or to both such fine and imprisonment.

If any oil or mixture containing oil is discharged into Singapore waters
(a) for the purpose of securing the safety of the vessel or of preventing damage to the vessel or her cargo, or of saving life; or
(b) is found to be escaping, or to have escaped into Singapore waters from a vessel in consequence of damage to the vessel, or by reason of leakage, the Master or the person in charge of the vessel shall report the occurrences to the Director of Marine and the Port Master. Failure to do so shall be an offence and shall be liable on conviction to a fine not exceeding 5,000 dollars.
Slop Reception: The P.S.A. Slop and Sludge Reception and Treatment Centre at Pulau Sebarok has a total tank capacity of 82,000 cu.m.

Berthing facilities consist of 2 piers – Piers 1 and 2. Depths alongside Pier 1 – 12.8 m., Pier 2 – 11.0 m.

The Centre can accommodate vessels up to an overall length of 264 m. and a displacement of 45,800 tonnes

7 barges with a total capacity of 8,500 cu.m. are used for the reception of slops/tank cleaning water at anchorages and transported to the Centre for disposal.

Communications: VHF Station Channel 61.

Safety and security at the island is well provided and maintained by both the Authority's Police Force and Fire Brigade.

Also see "Shipmaster's Report" and "Tankers – Shell".
DELAYS: Normally none. Occasional congestion due to prolonged rainy weather or other abnormal conditions.
NOTICES: *Port of Singapore Authority – Port Circular No. 20 of 1993 Dated 3rd April, 1993.*
CHANGE OF ANCHORAGE FOR HEALTH/IMMIGRATION CLEARANCE AND USE OF ANCHORAGES FOR VESSELS ARRIVING FROM EAST AND WEST
1. *Health/Immigration Clearance*

Masters, Owners and Agents of vessels are hereby informed that with effect from 0600 hrs. on 7th April 1993, the use of the Western Quarantine/Immigration Anchorage for Health/Immigration Clearance will cease until further notice.

Vessels arriving from the East or West requiring Health and/or Immigration Clearance are to make use of the Eastern Quarantine Immigration Anchorage.
2. *Use of Anchorages in the Eastern and Western Sectors*

With effect from 7th April 1993, vessels arriving from the East may continue to make use of the appropriate anchorages in the Eastern or Western Sector, and likewise vessels arriving from the West may make use of the appropriate anchorages in the Eastern or Western Sector. In all cases, where Health or Immigration Clearances are required, they should proceed to the Eastern Quarantine and Immigration Anchorage.

3. *Use of Controlled Anchorages*

Masters/Owners/Agents requiring to anchor their vessels in any of the following anchorages are to obtain prior permission from the Enforcement Section of the Port Master's Department:

(a) Tuas Explosives Anchorage
(b) Western Dangerous Goods Anchorage
(c) Laid-up Vessels Anchorage
(d) Selat Pauh Anchorage
(e) Eastern Special Purpose Anchorage
(f) Western Reserved Anchorage
(g) Changi General Purposes Anchorage

Each application should be made in advance by letter or telex stating the name, g.r.t. and maximum draft of the vessel, the name of the required anchorage, the purpose and the period of stay at the anchorage. Vessels intending to use the Eastern Special Purpose Anchorage are to declare the highest point of the vessel/cargo above waterline.

4. *Pilotage*

Vessels requiring pilotage services are required to use the appropriate Pilot Boarding Grounds specified below:

(a) Vessels from the East/West proceeding directly to Singapore Cruise Centre with Advance Health and Immigration Clearance or with Immigration boarding at Pilot Boarding Ground	Southern Boarding Ground
(b) Vessels from the West proceeding directly to Anchorages in the Eastern Sector (with Advanced Health and Immigration Clearance)	Eastern Boarding Ground A
(c) Vessels from the West proceeding directly to Berth/Anchorages (with Advanced Health and Immigration Clearance)	Eastern Boarding Ground A or Western Boarding Ground
(d) Vessels from the East proceeding directly to Berths/Anchorages (with Advanced Health and Immigration Clearance)	Eastern Boarding Ground A or B as arranged with the Pilotage Section.
(e) Vessels from the East or West requiring Health/Immigration Clearance	Eastern Boarding Ground A

5. The foregoing directives are issued pursuant to Section 67 of the Port of Singapore Authority Act (Cap 236).

6. Port Marine Notice No. 71 of 1992 will be cancelled with effect from 7th April 1993.

Port of Singapore Authority – Port Circular No. 56/86
Dated 1st September, 1986.

PLACING OF PILOTAGE ORDERS.

1. This circular supersedes Port Circular No. 125 of 1984 with effect from 1st October, 1986.

2. To reduce the congestion of telephone/VHF calls, shipping Agents are requested to place pilotage orders and any amendment by telex. However, the pilot office will accept orders/amendments by telephone if the orders/amendments are placed after normal office hours or during weekends and public holidays, for the convenience of shipping Agents. In cases where Agents are unable to send the orders by telex, they may also place the orders by telephone.

3. The telex and telephone numbers for placing of pilotage orders/amendments are as follows:

Service Area	*Telex*	*Telephone*
East Johor Strait	RS 35962	5427112/
	Answer back SEMCO 35962	5427113
All other areas	RS 22896	3211764/
in the port	Answer back PORTPM 22896	3211765/
	RS 34970	3211766
	Answer back PORTPM 34970	

4. A "hands-on" operation to replace the present system of processing pilotage orders has been designed to enhance services to port users through more efficient means of capturing, processing and dissemination of shipping information. The system will enable direct entry of pilotage orders received through telephone/telex/VHF into the computer. When implemented, this will eliminate the present 'chit' system and pave the way for more use of PSA Databox facility, by which port users may be able to place their orders or amendments through their own personal computers linked to PSA mainframe computer. Users will also be able to benefit from real time information. (More details on the PSA Databox facility will be released at a later date). Operationally, the "hands-on" system will change the present flow in the processing of pilotage orders. Replies to pilotage orders placed through telephone/telex will be standardised.

5. With effect from 1st October, 1986, the current practice of confirming pilotage orders by telephone while the Agent holds on to the telephone line will be discontinued. Upon receipt of a pilotage order by telephone, the pilot office will process and return the call by telephone or telex. Agents are required, as in telex orders, to standby for up to 30 minutes for the confirmation of acceptance of the order from the pilot office. The pilot office will also provide a *reference number* for an accepted pilotage order which is replied through the telephone. In exceptional circumstances where no confirmation is received after 30 minutes, the Agents are required to call the pilot office to check on the orders.

6. With effect from 1st October 1986, Agents need only provide full information for pilotage orders for the *first pilotage move of the vessel in the port*. For *all subsequent moves of the vessel within the same call*, reduced information is required. Other particulars such as flag, type, g.r.t. and length need only be given if there are changes.

7. We are also pleased to inform that the following waivers of pilotage amendments charges for amendments to vessel's ETAs by Masters will be given:

(a) For the *first* amendment/confirmation to ETA (of less than 6 hours notice) which is within half an hour of the service required time.

(b) For subsequent amendments, which are within 15 minutes of the *first* confirmed ETA.

8. To take advantage of the waivers, it is recommended that Masters/Agents update vessels' ETAs, if required about 6 to 7 hours before service is required. Masters/Owners/Agents are advised that amendments to ETAs other than that stated in paragraph 7 (a) and (b) giving less than 6 hours notice will be chargeable.

9. For pilotage service to berths/terminals other than the Port Authority's wharves, Agents are required to ensure the availability of such berths/terminals by liaising closely with the respective private operator.

Port of Singapore Authority – Port Marine Circular No. 11/1993.

PORT CLEARANCE FORMALITIES FOR ARRIVING AND DEPARTING VESSELS

1. For expeditious processing and clearance, the Shipping Community is advised to check and ensure that the following documents are in order when submitting the Arrival or Departure Declaration.

2. ARRIVING VESSEL
   Within 24 hours of arrival of a vessel in port, the Owner, Agent or Master or a vessel is to submit (to the Port Clearance Office) the following documents for inspection or retention:
   2.1 Vessel's Port Clearance from her last port.
   2.2 General Declaration Forms for Arrival, duly completed in duplicate. No column/space in these forms is to be left blank (Portnet subscribers can make their declaration via Portnet).
   2.3 Vessel's Certificate of Insurance or other Financial Security in respect of Civil Liability for Oil Pollution Damage (CLC Certificate) for vessel carrying in bulk a cargo of more than 2,000 tons of persistent oil.
   2.4 Vessel's International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk or the Certificate of Fitness issued under the Bulk Chemical Code or the International Bulk Chemical Code as appropriate for ship carrying bulk noxious liquid substances or unassessed liquid substances.

3. DEPARTING VESSEL
   The following documents are to be submitted for inspection or retention:
   3.1 General Declaration Forms for Departure, duly completed in duplicate. No column/space in these forms is to be left blank (Portnet subscribers can make their declaration via Portnet).
   3.2 Vessel's Certificate of Registry/Nationality.
   3.3 Vessel's Load Line Certificate.
   3.4 Vessel's Cargo Ship Safety Construction Certificate.
   3.5 Vessel's Cargo Ship Safety Equipment Certificate.
   3.6 Vessel's Cargo Ship Safety Radiotelegraphy or Radiotelephony Certificate.
   3.7 Vessel's Cargo Ship Safety Certificate as an alternative to the certificates referred to in Paragraphs 3.4, 3.5 and 3.6.
   3.8 Crew List in duplicate. If there is any change of crew after port clearance has been obtained, to submit to the Port Clearance Office such amendments (in duplicate) before the vessel departs Singapore.
   3.9 Passenger List, if applicable, in duplicate. If there is any change of passengers after port clearance has been obtained, to submit to the Port Clearance Office such amendments (in duplicate) before the vessel departs Singapore.
   3.10 Vessel's Passenger Ship Safety Certificate for a passenger ship.
   3.11 Vessel's International Oil Pollution Prevention (IOPP) Certificate for Oil Tanker of 150 tons gross tonnage and above and any other ship of 400 tons gross tonnage and above.
   3.12 Vessel's International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS) or the Certificate of Fitness Issued under the Bulk Chemical Code or the International Bulk Chemical Code as appropriate for ship carrying bulk noxious liquid substances or unassessed liquid substances.
   3.13 Vessel's Certificate of Insurance or other Financial Security in respect of Civil Liability for Oil Pollution Damage (CLC) Certificate for vessel carrying in bulk a cargo of more than 2,000 tons of persistent oil.

4. The attention of the Shipping Community is drawn to the certificate, namely the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Certificate issued under the Provisions of the International Convention for the Safety of Life at Sea, 1974, as modified by the Protocol of 1988 Relating thereto shall be Supplemented by a Record of Equipment.

5. The vessel's certificates mentioned in Paragraphs 2 and 3 shall be originals, but in their absence, the Port Clearance Office is prepared to accept certified true copies authenticated by the appropriate Authorities.

6. The Shipping Community is further reminded that any vessel which fails to leave port within 48 hours, after obtaining the port clearance, shall within 6 hours after the expiry of the 48 hours, return the port clearance to the Port Clearance Office, and if so required, obtain a fresh port clearance for the vessel.

7. If you require any clarification, please call the Port Clearance Office at One Stop Document Centre (OSDC), Tanjong Pagar Complex, Tel: 3211423, 3211550 or 3211548.

8. This Port Marine Circular supersedes Port Circular No. 17 or 1987.

Port of Singapore Authority – Port Circular No. 87/87
Dated 30th October 1987.

TRACKING OF CHEMICAL CARRIERS.

1. For the purpose of this Port Circular, a chemical carrier means any vessel which is carrying or has previously carried as a whole or part

of the last cargo in bulk any of those dangerous chemicals listed in Chapter 17 of the International Maritime Organisation's (IMO) International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).

Note: A vessel shall remain to be considered as a chemical carrier so long as any of her cargo tanks or cargo system is not completely cleared and removed of any such residual cargo.

2. Pursuant to Regulation 3 of the Singapore Port Regulations 1977, the Owner, Agent, Master or person-in-charge of a 'chemical carrier' as defined in paragraph 1 above, is hereby directed that with effect from 1st December 1987, he shall notify the Port Master as follows:
   (a) For an arriving vessel, the notification shall be given under paragraph 3 (1) of Port Circular No. 88 of 1987 (See "VHF"), entitled "Notification of Arrival and VHF Reporting Procedure", and in the manner as described in paragraph b (iv) below; or
   (b) For a vessel in port which intends to load any of those dangerous chemicals referred to in paragraph 1 above, the notification shall be given by Telex No. RS 34970 or by Facsimile No. 3212016. Such notification shall contain the following information in the format shown below:

TRACK CHEM
(i) Name of vessel.
(ii) Gross registered tonnage (g.r.t.).
(iii) Place of loading e.g. GATX Terminal Berth.
(iv) Indicate "Chemical (s) under IBC Code" – if vessel intends to load or has on board any of those dangerous chemicals listed in Chapter 17 of the IMO IBC Code; or
indicate "NA" if vessel does not have such cargoes or is not considered as a "chemical carrier". (See Note in paragraph 1.)

3. For your reference, we enclose the list of dangerous chemicals (13 pages in all)(Editor's note – not reproduced due to length of list), which appear in Chapter 17 of the IMO IBC Code (1986 Edition). You are advised to keep the list updated. If you have any queries on this subject, please call 3212295 or 3211185 or write to:

Port Master's Department,
No. 21-07 Tanjong Pagar Complex,
7B, Keppel Road,
Singapore 0208.
Telex: RS 34970.
Fax: 3212016.

TRACKING OF CHEMICAL CARRIERS

1. Owners, Agents or Masters of "Chemical Carriers" are reminded to comply with the procedures on the tracking of chemical carriers as mentioned in the Port Marine Circulars No. 87 of 1987 (See above) and No. 6 of 1990.
2. The above mentioned Port Marine Circulars have explained the requirements for the Owner, Agent or Master of a "Chemical Carrier" to notify the Port Master in the following ways:
   (a) Tracking of an Arriving Chemical Carrier:
   The notification of arrival is to be sent by radio telegram, telex, telefax or Portnet. The format must be in accordance to that given in Port Marine Circulars No. 6 of 1990 and No. 21 of 1992. For vessels carrying any chemical listed in Chapter 17 of the International Maritime Organisation's (IMO) International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code), the name(s) of the chemical(s) must be indicated in Item (N) of the notification of arrival. If the notification of arrival is sent by Portnet, the information is to be provided in the "Remarks" column.
   (b) Tracking of a Chemical Carrier in Port:
   If a vessel intends to load or has on board any chemical listed in Chapter 17 of the IMO IBC Code in the port waters, the Port Master must be informed of *each movement* by *telex or telefax* (and not by other means, e.g. telephone). The format of notification as given in Port Marine Circular No. 87 of 1987 should be used.
3. Compulsory Pilotage for Chemical Carriers:
   Compulsory pilotage is required for a vessel, including those below 2,000 g.r.t., which has on board or has loaded chemical(s) as listed in Chapter 17 of the IMO IBC Code. The Port Master must also be provided with the information in the prescribed format.
4. Pilotage Exemption for Chemical Carriers below 2,000 g.r.t.:
   When a vessel does not carry any chemical listed in Chapter 17 of the IMO IBC Code or is cleaned of such residual cargo when she calls at or while in the port, the Master should inform the Port Operations Control Centre by VHF of the vessel's status and request for pilotage exemption for the intended movements.

Source: PMC 2/1993.

Port of Singapore Authority – Port Circular No. 105/87.
Dated 19th November 1987.

HEIGHT RESTRICTED AREA OFF CHANGI/BEDOK

1. Pursuant to Section 67 (c) of the Port of Singapore Authority Act (Cap 236), 1985, the Port Master hereby directs that with immediate effect, no vessel whose height measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment on board, exceeds 15.0 m. shall enter, transit or anchor in the sea off Changi/Bedok Area.
2. The area referred to above is bounded by the following co-ordinates:

	Latitude	Longitude	Buoy
From a position at	01° 18.433′ N.	103° 56.433′ E.	
to a position at	01° 17.500′ N.	103° 59.083′ E.	'Padang'
to a position at	01° 17.650′ N.	104° 01.200′ E.	'Airway'
to a position at	01° 21.100′ N.	104° 03.117′ E.	'Angler'
to a position at	01° 23.200′ N.	104° 00.400′ E.	
to a position at	01° 23.350′ N.	104° 00.050′ E.	

thence along the coastline to the point of origin.

Port of Singapore Authority – Port Circular No. 116/87.
Dated 7th December 1987.

TALL VESSELS' MOVEMENTS SOUTH OF CHANGI AIRPORT

1. This is a repetition of Port Circular No. 25 of 1987 with amendments shown by a line in the margin (Not shown). Port Circular No. 25 of 1987 is hereby cancelled.
2. The Civil Aviation Authority of Singapore (CAAS) has requested that Shipyard Operators and Masters, Owners or Agents of vessels with heights exceeding 100 m. intending to conduct intra-port movements (within port limits) which require to transit, leave or move between Longitude (A) 103° 54′ E. and Longitude (B) 104° 05′ E., South and East of Changi Airport, to notify CAAS at least 3 working days in advance of such movements (See "Plan"). This is to allow CAAS to issue a NOTAM (Notice to Airmen) in order to keep aircraft pilots informed of such tall vessels' movements. The following procedure will come into effect on 1st May 1987.
3. *Prior to Movement*
   (a) When notifying CAAS as requested above, the following information is to be provided:
   (i) Vessel's Registered Name/Call Sign.
   (ii) Height of Vessel above waterline.
   (iii) Intended Route/Timings (with drawings of routes if possible).
   (iv) Point of Origin/Final Destination.
   (b) The information should be sent by mail, telex or telefax to the following:

Operations Officer (Air Navigation Services)
Operations Division,
Civil Aviation Authority of Singapore,
P.O.Box 1, Singapore Changi Airport
Singapore 9181.
Telex: RS 21231 AVIATEL.
Fax: 5421231.

4. For clarification or urgent cases, please contact:
   (a) Office Hours — Operations Officer, (Air Navigation Services), Operations Division, CAAS. Tel: 5412403 or 5412434.
   (b) Outside Office Hours — Supervisor, Changi Control Tower, CAAS. Tel: 5412410 or 5412416.
5. *On Passage*
   (a) Masters of vessels with heights exceeding 100 m. above waterline intending to enter, transit or leave the area defined in Paragraph 1 of this circular are also required to report to Sembawang Control on VHF Channel 21 when passing the longitudes "A" or "B" mentioned above, or when entering or leaving the Traffic Information Area of Serangoon Harbour.
   (b) When entering the area, the report required to be made shall contain the following information:
   (i) Vessel's Registered Name/Call Sign.
   (ii) Height of Vessel above water line.
   (iii) Direction of Movement (Eastwards or Westwards).
   (iv) Actual time of crossing Longitudes "A" and estimated time of crossing Longitude "B" or vice versa;
   or*
   Actual time of crossing Longitudes "A" or "B" and estimated time of entering Traffic Information Area of Serangoon Harbour;
   or*
   Actual time of leaving Traffic Information Area of Serangoon Harbour and estimated time of crossing Longitude "A" or "B".
   (*whichever is applicable).
   (c) When leaving the area, a second report shall be made containing the following information:
   (i) Vessel's Registered Name/Call Sign.
   (ii) Actual time of crossing Longitude "A" or "B" or entry into Traffic Information Area of Serangoon Harbour.
6. For the purpose of this circular, the height referred to shall be the height of the vessel measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment on board.
7. In addition to the above reporting procedure, Shipyard Operators, Masters, Owners or Agents are reminded that every vessel of gross registered tonnage of 2,000 tons or above or of a height of more than 30 m. above her waterline are to comply with the Traffic Information System for vessels navigating in Serangoon Harbour stated in Port Circular No. 90 of 1987.

Port of Singapore Authority – Port Circular No. 18 and 109/88.
Dated 3rd March 1988.

HEIGHT RESTRICTION FOR VESSELS ENTERING, TRANSITING OR ANCHORING IN THE EASTERN SPECIAL PURPOSES "A" AND THE EASTERN PETROLEUM "B" AND "C" ANCHORAGES.

1. Pursuant to Section 67 (c) of the Port of Singapore Authority Act (Cap 236), 1985, the Port Master hereby directs that no vessel whose height, measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment on board, exceeds 49 m. shall enter, transit or anchor in the height restricted area in the Eastern Special Purposes "A" and the Eastern Petroleum "B" and "C" Anchorages. (See "Plan")
2. The height restricted area referred to above is bounded by the following co-ordinates:

	Latitude	Longitude	Buoy
From a position at	01° 18.300′ N.	103° 56.617′ E.	
to a position at	01° 18.300′ N.	103° 56.750′ E.	
to a position at	01° 17.500′ N.	103° 59.083′ E.	'Padang'
to a position at	01° 17.650′ N.	104° 01.200′ E.	'Airway'
to a position at	01° 16.633′ N.	103° 59.317′ E.	
to a position at	01° 16.633′ N.	103° 56.617′ E.	

thence to the point of origin.

NOTES

Please also advise Shipping Guides Ltd.

PIRACY: Despite strong efforts by some local governments and authorities in the area, piracy continues.

Please see three separate reports below.

1. A 68,000 d.w.t. bulk carrier was attacked on 1st July 1990 at a position 14 miles off Mangaki Island whilst on passage through the Strait.

   The assault took place at 0100 hrs. local time and the four pirates armed with guns and knives left the ship after having spent more than 20 minutes on board holding the Master and senior officers at gunpoint.

   The pirates stole money and personal belongings but fortunately no one was harmed.

   The Master, prior to approaching the Strait, had taken precautions to prevent pirates from entering the accommodation by locking all doors. The pirates, however, were able to open the doors with skeleton keys.

   The pirates approached the ship from the stern in a small wooden speedboat but were not observed by the officer on duty on the bridge.
2. An owner has reported that a vessel was attacked by pirates while passing the Phillip Channel. The ship had reduced speed due to dense fog.

   The lookout on the poop was overpowered, tied up and taken to the bridge, where the officer on duty was also overpowered. The 5 pirates, armed with knives and swords, forced the Master to open the ship's safe. After tying up the Master and the two other crew members, the pirates abandoned the ship taking money and personal belongings.

   The Singapore Marine Police were informed and boarded the vessel to investigate.
3. After a few days on Singapore Roads for repair, a bulk carrier of 42,000 d.w.t. left Singapore on 18th October 1990 at 0030 hrs. en route from Australia to the Gulf. Shortly after departure at a position Lat. 1° 08.3′ N., Long. 103° 43.6′ E., four armed pirates boarded the ship via the poopdeck from a small motorboat. The Master, on the way from the bridge to his office, was overpowered by the pirates and was forced to open the ship's safe. The pirates got away with a substantial amount of cash and private belongings, such as watches, cameras, etc.

GENERAL: Master of any vessel in territorial waters of Singapore shall obey any signal from a preventive vessel and any instruction from Officers of Customs. Customs Officers shall have free access to any part of vessel and have powers to mark, lock or seal any dutiable goods on import including sea stores.

SHIPMASTER'S REPORT: September 1983.
Ballast: Slop reception barges cannot receive slops at more than about 250 t.p.h. Message should be sent to Port Master 1 day before arrival with ETA and height above water and same information repeated to Port Operations Channel 12 three hours before arrival.

RADIO OFFICER'S REPORT: September 1990.
Documents:
Agent:
2 copies Crew List.
1 copy Stores List.
Pre-Arrival Clearance possible. If coming from Australia, fax Crew List from last port.
Pilot: Pilot requires one copy of vessel's Check List for piloted movements.
Customs: Customs will only attend if coming from an Indonesian port (check for drugs).
Customs Allowances: 200 cigarettes or 250 gm. of tobacco, 7 bottles of wine, 1 bottle of spirits and 1 case of beer.
Shore Passes: Passport is sufficient.

SHIPMASTER'S REPORT: May 1991.
Pilot: Pilot outward has to be booked by Agent, 4 hours in advance. If vessel is then delayed, advise Port Control, either before pilot boards, or advise pilot when he boards. If the sailing delay is more than 30 minutes, the pilot will have to be re-ordered, which means another 4 hours.
Immigration: Indian nationals may not sign-off outside harbour limits, unless they have a visa. Indian nationals leaving a vessel inside harbour limits may be permitted to stay up to 3 days after the vessel has departed, but their flights must be confirmed before they sign-off.
Customs: The old United Kingdom style, of having to declare the length of the vessel's next intended voyage, and the number of persons on board before purchasing bonded items, i.e. cigarettes and liquor, has been rescinded. Vessels may now purchase unlimited quantities of bonded items.

AUTHORITY: Port of Singapore Authority, PSA Building, 460 Alexandra Road, Singapore 0511. Postal Address: P.O.Box 300, PSA Building Post Office, Singapore 9111, Republic of Singapore. *Tel:* (65) 2747111. *Telex:* RS 21507. *FAX:* 2744677. *Cables:* "Tanjong" Singapore. *Contact:* Port Master's Department, Tanjong Pagar Complex. Tel: 3211168. Telex: RS 34124. Fax: 3211549.

AGENT: Jardine Shipping Agencies, 200 Cantonment Road, No. 12-05, Southpoint, Singapore 0208, Republic of Singapore. Tel: 2218011, 2241052 (24 hour answering service, No. 7318909). Telex: 24179, 28950 Jarship. Fax: 2257355. Cables: "Jarship".

Slovenia

KOPER: 45.31 N. 13.44 E. **(See Plan)**

PORT LIMITS: The seaward boundaries of the port are between "Debeli Rtic" (Punta Grossa) and Rt. Vilizan.

DOCUMENTS:
- 5 Crew Lists.
- 5 Passenger Lists.
- 8 Cargo Manifests.
- 2 Freighted Manifests.
- 2 Bills of Lading.
- 2 Stores Lists.
- 1 Crew Effects List.
- 1 Cargo Gear Certificate.
- 1 Derat Declaration.
- 1 Health Certificate.

PILOTAGE: Pilot station may be contacted on VHF Channels 16 and 8 throughout 24 hours. Pilot boards 1 mile from entrance in roads or at anchorage. Definite notice to be sent by telex 24 hours before vessel's arrival in port area through its Agent in Koper. In case of bad weather, ship must wait for a Pilot at anchorage.

ANCHORAGES: Port area, depth 17 m., sandy bottom. Safe anchorages in case of S.E. wind near Rt. Vilizan and in case of N.E. wind near Debeli Rt. (Punta Grossa).

RESTRICTIONS: Vessels enter port by day and night, tankers can also enter during daylight hours and at night.

MAX. SIZE: General cargo and container vessels drawing up to 32 ft. and tankers with 40 ft. draft. No length restrictions.

HEALTH: Ship must have Health Declaration and in this case Pratique is automatic. In the event of any suspected disease or fever on board, Master must advise Harbour Master or Agent by VHF Channel 16 or by telegraph. Harbour Master's Office on VHF Channel 16 continuously.

VHF: Communication on Koper Roads on Channel 16 (Channels 8, 10, 12 and 14 can also be used). Channel 10 for mooring/unmooring and Channel 14 for Pilots.

RADAR: No service available.

TUGS: 4 tugs available (750 h.p. – 1,500 h.p.). If additional tugs required, they can be ordered from Trieste.

As per Harbour Master's Regulations, the following number of tugs are compulsory:
- For vessels up to 500 g.r.t. – no tug needed.
- For vessels up to 3,000 g.r.t. – one tug compulsory.
- For vessels from 3,000 to 20,000 g.r.t. – 2 tugs are compulsory.
- For vessels from 20,000 to 30,000 g.r.t. – 3 tugs are compulsory.
- For vessels from 30,000 to 50,000 g.r.t. – 4 tugs are compulsory.
- For vessels over 50,000 g.r.t. – 5 tugs are compulsory.

BERTHING:

Terminal for General Cargo: Quays 833 m., depth from 7 m. to 12 m. Number of Berths 6. Roofed warehouses 140,000 sq.m., of which: air-conditioned warehouses, with a possibility of moisture and temperature regulation from 0°C to 20°C, 7,500 sq.m. Refrigerated rooms (freezing to −20°C) 23,502 cu.m. Special warehouses for cotton and hides 12,500 sq.m. 2 shore cranes, 1×20 ton mobile crane, 1×30 ton mobile crane, 1×40 ton mobile crane, 170 forklifts. Terminal capacity 750,000 tons annually.

Terminal for Timber: Quays 250 m., depth 6 m. – 12 m. Number of Berths 2. Terminal area 25 ha., sheltered storage area 36,120 sq.m., 1 shore crane, 1 bridge crane, 22 forklifts, 21 towing units.

Terminal for Container and Roll-on/Roll-off Traffic: Quays 500 m., depth 12 m. 3 berths for container vessels, 3 Ro/Ro ramps. Terminal area 20 ha. Closed warehouses 10,800 sq.m. Railway tracks 2×562 m. 164 electric connections for reefer containers. 3 container cranes (450kN). 2 reach stackers. 4 transtainers. 11 forklifts. 21 towing units. Terminal capacity 150,000 TEU annually.

BULK HANDLING FACILITIES:

Terminal for bulk and liquids: Cargoes handled: Ores, coal and coke, Cereals and oilseeds, Liquid cargo (wine, edible oils, palm oil, latex, phosphoric acid and chemicals).

Capacities for ores, coal and coke: (Max. granulate size 200 mm.) Length of quay 200 m., depth at the quay 17 m. Number of berths 1, open storage 300,000 tons, 2×20 tons capacity shore cranes (at outreach 36 m.) and a bridge crane (35 tons capacity). Yearly throughput of the terminal 1.5 million tons. Unloading capacity on the quay 1,500 t.p.h. Loading capacity from the ship or from depot 5,000 tons/day. Possibility of berthing vessels up to 130,000 d.w.t. Daily despatch per railway 10,000 tons.

Capacities for phosphates, fertilisers, borates and bauxite: Length of quay 273 m., depth at the quay 14 m. Number of berths – 1, sheltered warehouse (ground floor) 30,000 tons, 2×20 tons capacity shore cranes (15 tons at 24.0 m.). Silo for borates 1,100 tons and silo of 20,000 tons for alumina with special unloader (rate 250 t.p.h.). The quay is equipped with moving belts and connected to the warehouse with a closed conveyor system.

Capacities for cereals, oilseeds and oilseeds after industrial output/silo: Length of quay 183 m., depth at the quay 14 m. Number of berths – 1, storage capacity (24×2,250 tons and 11×580 tons) 60,000 tons. Discharging/loading capacity for vessels 500 t.p.h., discharging/loading capacity for vehicles 500 t.p.h. The grain silo is a technological closed system with its own quay, rails, wagon loading/discharging station and the corresponding road connections.

Capacities for other bulk cargoes: Depth at the quay 7.0 m.-14.0 m. Number of Berths 3, open storage area 12,000 tons (2×6,000 tons). In addition to the special quay equipment with conveyor systems the Port of Koper has 3 additional berths for dispatching of bulk cargoes direct.

Capacities for liquid cargoes: Wine 2,492 cu.m., palm oil 4,710 cu.m., chemicals 12,350 cu.m., phosphoric acid 7,145 cu.m., latex 1,320 cu.m., edible oil 20,604 cu.m.

BRIDGES: None.

STEVEDORES: Gangs ordered from "Luka Koper" who are stevedores, by Agents and forwarding Agents in Koper.

MEDICAL: Medical assistance and hospital available.

TANKERS: Tanker berth for crude oil with max. draft 40 ft., equipped with 3×8 in. arms.

FRESH WATER: Available from any pier. Rate of delivery about 15 t.p.h.

FUEL: Available from Trieste (Italy).

FIRE PRECAUTIONS: Usual precautions.

CONSULS: Italy.

REPAIRS: Small repairs can be carried out at Koper. In Izola, 2 miles from Koper, is wharf "2nd October". The repair service for containers is in the Port.

DRY DOCKS: In Izola for vessels up to 16,000 d.w.t.

SURVEYORS: In Koper – Jugoregister. In Trieste all representatives.

GANGWAY/DECK WATCHMEN: Available at ship's request.

OPENING/CLOSING HATCHES: If not performed by crew, then by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes for each member of crew and 1 bottle of spirits per week and reasonable quantity of wine per man per day.

REPATRIATION: By bus, by railway from Koper or by air from the airports.

AIRPORT: Ljubljana (Brnik) – 120 km. Rijeka – 100 km. Pula – 100 km. Ronchi (Italy) – 80 km.

TIME: GMT plus 1 hour. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Days (1st, 2nd January), Slovene Cultural Holiday (8th February), 27th April, May Days (1st and 2nd May), State Holiday (25th June), 1st November, 25th December, Independence Day (26th December).

POLICE/AMBULANCE/FIRE: Police No. 92, Ambulance No. 94, Fire No. 93.

TELEPHONES: From anchorage it is possible to telephone through Rijeka Radio or Trieste Radio.

SHORE LEAVE: Allowed after clearing inwards (Free Pratique).

IDENTIFICATION CARDS: Shore pass issued by local police (without photograph).

GARBAGE DISPOSAL: Garbage collection service is available each day from 0700 hrs. to 1500 hrs. and is compulsory. Special plastic bags are provided on board each day. Charges depend on vessel's tonnage and are from U.S.$ 31 to U.S.$ 61 for each collection. Contact Tel: 66-23837 or 33111 HIDRO KOPER.

WASTE OIL DISPOSAL: Waste oil is collected by a boat with capacity of 15 – 20 cu.m. In case of larger quantities a tanker-barge can be provided. Collection can be done on all berths in the Port of Koper. Contact Tel: 66-23837 or 33111. Actual price is U.S.$ 80/tonne.

SEAMAN'S CLUBS: None.

CURRENCY: Slovene Tolar.

DEVELOPMENTS: *Bulk Terminal:* (2nd stage) Extension of the quay by additional 200 m., depth of the whole basin 18.0 m., 2 unloading bridges, capacity 2×1,200 t.p.h. Enlargement of depot also to be undertaken.

SHIPMASTER'S REPORT: June 1981.

According to Pilot they do not have VHF in their office but use the set in the Harbour Master's Office. We found we could not contact the Pilots until after anchoring and when the Pilot boarded he said it was only because he happened to be in the Harbour Master's Office at the time.

Tankers always berth port side to and do not normally sail after dark as they have to move out of the channel stern first and then swing.

Moorings usually 4 head ropes and 1 backspring with similar aft. After ropes go to 2 buoys and require lashings. After backspring and forward moorings go to bollards ashore.

There is a telephone, for local calls, in the office on the jetty.

Use tug's lines berthing and ship's lines sailing.

Vessel is inspected by Harbour Master and they are very particular about ship's documents especially the Certificate of Insurance or other financial security in respect of civil liability for oil pollution damage.

If wishing to visit Consul it is apparently easy to cross the border to Trieste but best to allow boarding Immigration Officer to examine your passport. A long gangway is required (no shore gangway) as jetty is low.

AUTHORITY: Port of Koper – Slovenia, Ukmarjev Trg. 2, 66000 Koper, Slovenia. *Tel:* 066-22-664, 066-21-216. *Telex:* 34-235. *Cables:* Pristaniska Kapitanija Koper. *FAX:* 066-21-447. *Contact:* Captain Valter Kobeja, Harbour Master.

AGENT: Jadroagent International, Pristaniska 45, P.O. Box 70, 66000 Koper. Tel: 066-38630, 38502. Cable: Jadroagent Koper. Telex: 34234 34778 Yu Jadrag. Fax: 066-38706, 38538.

Society Islands

BORA BORA (Vaitape): 16.31 S. 151.45 W.

DOCUMENTS: All vessels arriving in French Polynesia must first call for clearance at Papeete, pilotage is compulsory. See "Papeete" for documents required.
PILOTAGE: There is no pilotage station at Bora Bora; a Pilot will be provided at Papeete. Vessels are requested to advise their Agents at least 15 days before arrival of their ETA, length and draft of ship. In addition, Masters should confirm their ETA to the Port Captain of Papeete at least 3 days before arrival. Telegraphic address is Capitaine de Port, Papeete.
ANCHORAGES: Vessels may anchor in the port roads in depths of 34 m. – 21 m. Good holding ground in sand and coral.
RESTRICTIONS: Night pilotage is practicable, weather permitting. There are 2 buoys at the entrance and a light beacon.
MAX. SIZE: Length 220 m., beam 30 m., draft 9 m.
HEALTH: Vessel should ask for Free Pratique by radio message to Sante Maritime Papeete, via coast station Mahina. This message to be sent 24 hours before arrival. Alternatively Free Pratique can be accorded by the Pilot.
RADIO: Mahina Radio, call sign FJA, operating 24 hours a day on 500, 2182 and 8279 kHz.
TUGS: No tugs available at Bora Bora.
BERTHING: One quay, (Quai de Farepiti) 132 m. length, situated in Faanui Bay. Depth alongside 7.30 m. Only used by small warships, coasters and yachts. One other quay (Quai de Vaitape) 40 m. long and with depth alongside 4 m. Situated at Vaitape. Used by barges.
MEDICAL: Doctor available and there is a local infirmary.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: No restrictions for crew members, but all tobacco and alcohol must be declared. Crew men going ashore may not take more than 2 packets of cigarettes.
AIRPORT: Situated 7 km. from Vaitape, only inter-island services.
TIME: GMT minus 10 hours. No change during the year.
HOLIDAYS: See "Papeete".
SHORE LEAVE: Allowed.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Franc Pacifique (FCP).
AUTHORITY: Port Autonome de Papeete, B.P. 9164, Papeete, Tahiti, French Polynesia. *Tel:* (689) 505454. *FAX:* (689) 433612. *Contact:* Edgar Blouin, Harbour Master.

PAPEETE: 17.33 S. 149.34 W. (See Plan)

DOCUMENTS:
Required by Port Health:
Maritime Declaration of Health (form provided by the Pilot).
Required by Immigration (1 copy of each):
Crew List.
Lists of Passengers Disembarking.
Lists of Passengers in Transit.
Required by Customs (2 copies of each):
Manifest of Cargo for Discharge.
Provisions List.
Mail List.
Crew Personal Effect List.
Bonded Stores List.
Ship's Spares List.
Crew List.
List of Passengers Disembarking.
List of Passengers in Transit.
List of Animals to be Unloaded.
List of Animals in Transit.
List of Plants.
Complete Cargo Manifest.
Required by Merchant Marine Authorities:
1 Declaration of Safe Rules on board ship (form supplied by Pilot).
Required by Port Captain (1 copy of each):
Entry Declaration (form supplied on arrival).
Crew List.
List of Passengers Disembarking.
List of Passengers Embarking.
List of Passengers In Transit.
List of Cargo to be Loaded, Unloaded or Transhipped.
Dangerous Cargo: If carrying dangerous cargo for Papeete (or in-transit) send cable to Port Captain prior to arrival.
On arrival give list of dangerous cargo to Pilot.
APPROACHES: The entrance channel is marked by occulting green range lights mounted on red and white striped towers which are aligned 149° T. This range is normally visible at approximately 11 miles, although sometimes obscured by floodlights from the nearby public swimming pool.

The barrier reef on the East side of the pass can easily be seen. Entrance to the harbour, through the barrier to the East, and shoal water to the West, is marked by lighted buoys, during bad weather there is often a heavy sea on the shoals (5 m. deep).

In the pass itself, the current generally sets outward. When Northeasterly winds are particularly strong, the water level in the lagoon can rise considerably. Northwest or Westnorthwest setting currents may attain strengths of up to 5 knots, creating dangerous, if not impossible navigating conditions for small craft. No warning signals concerning permission to enter or leave the pass exist.

In case of doubt regarding tidal conditions in the pass, contact can be established with the Harbour Master's Office on VHF Channel 12, or HF, frequency 2638 kHz.

Interior reefs are marked. Passage once into the harbour is marked by a pair of occulting green range lights mounted on red and white towers. This range is aligned 087° T.
PILOTAGE: Compulsory. Vessels are requested to advise their Agents at least 3 days before arrival giving their ETA, length, width and max. draft of the ship; tonnage of cargo for discharge and breakdown by hold; dangerous articles and/or explosives on board and amount of fuel and water needed. In addition, Masters must give their ETA 24 hours before arrival to Capitainerie du Port, Papeete. Pilot station and pilot launches are equipped with VHF and must be contacted on Channel 12 when within 30 miles. Pilot launches have grey painted hull with a white band, with wheelhouse on the fore part. International code flag signals are used to call Pilot. Pilot boards about 1.5 miles from the entrance channel. There is no anchorage outside the port for ships awaiting a Pilot.

Pilotage available 24 hours.
ANCHORAGES: Vessels up to 170 m. length can anchor in the port roads in depths of 18 m. – 25 m. Good holding ground in mud.
RESTRICTIONS: Ships coming from a country infested by "Oryctes Rhinocerus Strategus" (coconut beetle) can be fumigated by the Department of Agriculture and can stay alongside at night. Advise agent 3 days prior to arrival if fumigation is required.
Entrance Channel: Width 110 m. Max. depth 11.30 m.
MAX. SIZE: Length 250 m., beam 32 m., draft 34 ft. The Q.E. II, length 294 m. entered and docked in 1985, 1988, 1989 and 1991.
HEALTH: Vessels with a doctor on board should ask for Free Pratique by radio to Sante Maritime Papeete, via Coast Station Mahina Radio. This message should be sent earliest 24 hours and latest 18 hours before arrival. Vessels having no doctor on board will be inspected in Papeete by the Maritime Public Health Service. All formalities concerning maritime sanitation regulations can be carried out at this time. Pratique is automatic for vessels coming from another Polynesian port. Also see "Restrictions".
RADIO: Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2182, 8279 kHz, and on VHF Channel 16.

GMT 0118 hrs. —	8461 kHz	FJA 8	A1	W/T
GMT 0733 hrs. —	17040.8 kHz	FLA26	A1	W/T
GMT 0433 hrs. —	8461 kHz	FJA 8	A1	W/T
GMT 0503 hrs. —	17040.8 kHz	FJA26	A1	W/T
GMT 0903 hrs. —	4298 kHz	FJA41	A1	W/T
GMT 0933 hrs. —	8461 kHz	FJA 8	A1	W/T
GMT 1333 hrs. —	8461 kHz	FJA 8	A1	W/T
GMT 1733 hrs. —	4298 kHz	FJA41	A1	W/T
GMT 2018 hrs. —	8461 kHz	FJA 8	A1	W/T
GMT 2048 hrs. —	17040.8 kHz	FJA26	A1	W/T

Since 1st March 1992 ship stations should transmit/receive on the following frequencies:

Transmit	2182 kHz	Receive	2182 kHz
	2435 kHz		2620 kHz
	4110 kHz		4402 kHz
	8279 kHz		8803 kHz
	16372 kHz		17254 kHz

Local weather broadcasts are made in French language by Mahina Radio at the following local times:

1100 hrs. 8803 kHz and VHF Channels 26/27.
1200 hrs. 2620 kHz and VHF Channels 26/27.
2040 hrs. 8803 kHz and VHF Channels 26/27.
2100 hrs. 2620 kHz and VHF Channels 26/27.

VHF: The Port Captain's Office is equipped with VHF. Watches are kept on Channel 12 when a ship is expected. Vessels must contact Harbour Master's office one hour prior to arrival.
TUGS: Tugs join ships as soon as they are in the entrance channel. Generally, tow-lines are not required, as tugs push the vessels only. There are three tugs available up to 1,200 h.p. belonging to the Port Authority, and in addition, there are 4 naval tugs up to 750 h.p. which may assist if required.

Use of tugs is compulsory for vessels over 3,000 cu.m. The volume is calculated as follows: Length × Width × Maximum Draft.
BERTHING: Passenger Ship Quay: 233 m. length, 2 berths, depth alongside 9.5 m.

Cargo Quay: 450 m. length, depth alongside 10.50 m.

Fishing Boat Quay: 100 m. length, depth alongside 5.50 m.
STEVEDORES: Cargo information should be confirmed to the Agents with ETA 48 hours before arrival.
MEDICAL: Advance notice required if medical attendance needed on board. 2 hospitals available. Passengers disembarking must present a valid vaccination certificate.
TANKERS: One tanker berth, 105 m. long. Max. allowed draft 33 ft. Discharging hoses are: Mobil Oil 8 in., Total Oil 6 in.

One gas tanker berth, at Pont de Taunoa, accessible via Taunoa Channel. For vessels max. LOA 85 m., max. breadth 13.80 m., max. draft 6.0 m.

There is an additional tanker berth used by Mobil, Total and Shell with length 79 m. and permissible draft 34 ft. Berthing is not safe at the time of Northerly swell (November to March).
FRESH WATER: Available from pipelines on all quays. Loading rate is 50 t.p.h. at passenger and cargo quays and 30 t.p.h. at the tanker berth. It is recommended that water be sterilised for drinking.
FUEL: Three companies distribute bunker products: Tahiti Petroles (Total products), Mobil (Mobil products) and Shell.

Tahiti Petroles – Telex OLITAHI 304 FP. Service Mobil – Telex SERMOBIL 238 FP. Polypetroles et Shell – Telex Polyshell FP 400.

Refuelling with gasoline, diesel oil, marine diesel oil and light fuel is possible. Taxes may be waived on these products for foreign vessels.

A 700 ton barge operated by Mobil may be used by transit vessels for bunkering if notified 24 hours in advance.

CONSULS: The following countries maintain representatives at Papeete:

Austria
Belgium
Chile
Denmark
Finland
Italy
Korea
Netherlands
Norway
Sweden

REPAIRS: Woodwork, electrical and welding repairs can be effected.

SURVEYORS:

Classification Societies:

Bureau Veritas. Tel. 42.80.86.
Lloyd's Register. Tel. 42.63.93.

Surveyors:

Maurice Bourrat. Tel. 42.67.06.
Bernard Baudry. Tel. 43.04.47. Telex. 210 FP.

DRY DOCKS: There is 1 floating dock for vessels up to 3,500 tons which belongs to the Navy.

GANGWAY/DECK WATCHMEN: Services of shore watchmen are necessary.

OPENING/CLOSING HATCHES: Hatches opened and closed by crew if they are of mechanical type, otherwise the stevedores will perform this operation.

CUSTOMS ALLOWANCES No restrictions for crew members but all tobacco and alcohol must be declared. Crew members going ashore must not take more than two packets of cigarettes. Passengers disembarking may take 200 cigarettes or 50 cigars or 400 grammes of tobacco and one bottle of alcohol.

REPATRIATION: Can be effected.

AIRPORT: Tahiti — Faaa Airport is situated 6 km. from the port. Regular international flights.

TIME: GMT minus 10 hours. No alterations during the year.

HOLIDAYS: Stevedoring services are available on all work days in 3 mandatory shifts. Longshoremen do not work on the following days unless otherwise stated: 1st January, 5th March, Good Friday, 1st May, 14th July, 1st November, 24th December (after 1100 hrs.), 25th December and 31st December.

Work carried out on other holidays or "local legal holidays" is considered as overtime work and will be paid as such: Easter Monday, 8th May (VE day), Ascension Day, Whit Monday, 29th June (Fete de l'Autonomie Interne), 15th August (Assumption Day) and 11th November (Armistice Day).

POLICE/FIRE/AMBULANCE: Police 17; Fire 18; Ambulance 2 96 74.

EMERGENCY CO-ORDINATION CENTRE: Contact Amiral Commandant la Zone Maritime. Telex: 269 FP. Tel: 42.55.30.

TELEPHONES: Can be installed on board vessels at all quays.

SERVICES: Provisions of all sorts (fresh, frozen, canned) may be bought in bulk from certain local merchants. It is possible to obtain duty-free cigarettes and alcohol. All heavy laundry can be done rapidly at several specialised cleaners.

BANKS: Banque de Polynesie, Branch of Societe Generale France, Telex: 230 Polybank FP, - B.P. 530, Papeete. (Joined to Credit Cards Visa system).

Banque de Tahiti, Branch of Bank of Hawaii, Honolulu. Branch of Credit Lyonnais, Paris. Telex: 237 FP - B.P. 1602, Papeete.

Banque Indosuez, Branch of Indosuez Paris, Telex: 232 FP and 244 PF - B.P. 120 Papeete.

STORING: Vessels can be stored by truck, which can proceed alongside the berth. Forklift trucks can be used. Special Customs Regulations in use.

SHIP SUPPLY SERVICE: The off-shore ship supply services are operated by the Pilot launches belonging to the Port Authority within 24 hours notice for ship-to-shore transport of personnel, essential stores and sick crew members.

SHORE LEAVE: Allowed without restriction.

GARBAGE DISPOSAL: Collection service available. Skips provided alongside. Contact Port Autonome, Tel: 43.60.60, Ext. 436/7 or ship's agent. Collection time arranged through ship's agent. Charge 5,730 FCP per tonne or cu.m.

WASTE OIL DISPOSAL: No collection service available.

SEAMAN'S CLUBS: None.

CURRENCY: Franc Pacifique (FCP).

AUTHORITY: Port Autonome de Papeete, B.P. 9164, Papeete, Tahiti, Polynesie Francaise. *Tel:* (689) 505454. *Cables:* Capitaine Port Papeete. *FAX:* (689) 433612. *Contact:* Edgar Blouin, Harbour Master.

NOTES

Please also advise Shipping Guides Ltd.

Solomon Islands

GIZO: 08.05 S. 156.52 E.

Gizo is a copra and cocoa receiving centre for Western Solomons (Main operations now at Port Noro). Situated on Gizo Island West of New Georgia. Entrance to harbour is beaconed and a jetty with depth alongside of 9 ft. Sheltered anchorage available in 16 fathoms. The British Solomons Trading Company Ltd. provides stevedores and conducts a lighterage handling and warehousing service to Importers and Exporters.
AUTHORITY: Gizo Port Authority, P.O.Box 307, Honiara, Solomon Islands. *Tel:* 677-646, 677-647.

HONIARA: 09.25 S. 159.58 E. (See Plan)

DOCUMENTS:

Special Documents

Stores List, Form C1.
Crew's Store List, Form C2.
List of Unmanifested Cargo, Form C3.
Ship's Report Inward, Form C4.
Entry Outwards/Content Ship, Form C13.

Legalised Documents

None.

Advance Documents

None.

Landing Cards

Finally landing passengers need special landing card.

Health Officer

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.
1 Maritime Declaration of Health.
1 Rhinoceros Beetle Free Certificate from Suva.
Derat Certificate.
Health Certificate.

Immigration

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.

Customs

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.
2 Stores Lists, Form C1.
2 Crew Store Lists, Form C2.
2 Ship's Reports Inwards, Form C4.
2 Lists of Unmanifested Cargo, Form C3.
2 Entry Outwards/Content Ship, Form C13.

Agents

1 Transit Passenger Manifest.
1 Landing Passenger Manifest.
1 Crew List.

APPROACHES: Approaches free from dangers provided vessels keep at least 2 cables off Point Cruz Beacon, identified by quick flashing red light. On foreshore in front of Shell Oil Storage Tanks is beacon with fixed green light, and above on Vavaya Ridge is white light flashing every 5 seconds from Tower on radio station building. When in line these 2 lights give correct approach to anchorage in 20 fathoms on, or East of, the line. Prevailing winds during S.E. monsoon season blow from N.E. direction sometimes reaching Force 4 to 5 in early afternoon. During N.W. monsoon season direction and force variable generally between North and West up to Force 4 and occasionally Force 5.
PILOTAGE: 24 hours' notice of ETA stating number of passengers, dangerous cargo, etc., to Harbour Master, Honiara, via Honiara Radio. Usual signals. Pilot boards from launch about 0.75 miles N.E. Pelope Shoal. Vessels normally berthed port side to. Pilot uses port gangway in calm weather.
ANCHORAGES: East of Port Main Leading Lights. Fl. white and fixed green, in about 20 fathoms; coral bottom.

Local boats are available for transporting crew from anchorage to the shore. The landing stage is at Joanna Jetty on the East side of the main pier at Point Cruz. Height above water level is 2 ft. at high tide and 4 ft. at low tide.
RESTRICTIONS: Berthing in daylight hours only – departure any time.
MAX. SIZE: New Wharf is 115 m. long and depth 9.14 m. Old Wharf, up to 200 ft. long and max. 13 ft. draft. Tankers, mooring at buoys, 600 ft. long and 27 ft. 6 in. draft.
HEALTH: Pratique can be obtained by radio. Cable Port Health. Suspect vessels should inform Health Authorities and Harbour Master by radio for doctor to board on arrival.

Cable to Quarantine Officer Honiara between 12 hours and 4 hours before arrival the following message: "Request Radio Pratique negative answers all health questions Maritime Declaration of Health. Master." Normally, the P & T Radio Officer may grant Pratique immediately whilst he is in radio contact with the ship. After arrival the Health Officer will check for rhinoceros beetle and will clear.
RADIO: Radio Honiara VQJ. Watch continuous. 6204 kHz, 2182 kHz, 500 kHz. GMT Schedule 0020 – 0030 transmits 11560 kHz, receives on 8 MHz or 16 MHz.
VHF: Channels 6, 12 and 16.
TUGS: There is a small 100 h.p. tugboat assisting with mooring when necessary.
BERTHING: One deepwater berth at Point Cruz for containers, general cargo and Ro-Ro vessels.
STEVEDORES: At least 24 hours' notice, usually 3 gangs, indicate any extra gangs required. To facilitate quick turn around advisable have cargo in middle holds evenly distributed not at extreme end or massed in one hold only.
Working Hours: 0730 hrs. – 1200 hrs., 1300 hrs. – 1800 hrs. and 1900 hrs. – 2300 hrs.
MEDICAL: Notice should be given in advance if medical attendance required on board. Inoculations available at clinic on Fridays only. Limited hospital facilities available.

Cholera: Required if arriving from infected area. Vaccination Certificates are checked individually for those passengers permanently disembarking.

For all other passengers and the crew ship's doctor must provide a statement advising that all passengers and crew comply with the health regulations and vaccinations required.

In case some passengers have for health reasons not been vaccinated, a letter from their doctor giving reason why no vaccination given must be produced. Passengers will be allowed to go ashore.

Central Hospital, Tel: 23600.
Emergency and Ambulance, Tel: 22200.
Dental Clinic, Tel: 23600.
Private Doctors:
Dr.T. Eritara, Tel: 22790.
Dr.P. Ogatuti, Tel: 23277.
Dr.H. Posala, Tel: 22029.

TANKERS: Tanker buoys, 8 in. pipeline, max. draft 32 ft. New Wharf, 4 in. pipeline, max. draft 27 ft. 6 in. Old Wharf, 4 in. pipeline, (ADO), max. draft 13 ft. Dirty ballast facilities available.
DENSITY/TIDE: Approx. 1025. Tidal range about 3 ft.
FRESH WATER: At wharf by hoses. 40 t.p.h.
FUEL: Diesel and gas oil available. 48 hours' notice, butane gas.
FIRE PRECAUTIONS: Normal fire precautions, with gang standing by with fire pump.
CONSULS: Australia, New Zealand, Papua New Guinea, Sweden and United Kingdom.
REPAIRS: Limited facilities only.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Watchmen to be recommended. Customs provide a preventive officer for duty at a charge.
OPENING/CLOSING HATCHES: Stevedores assist crew. Crew to rig gear.
CERTIFICATES: Certificate of Registry.
CUSTOMS ALLOWANCES: 200 cigarettes or 0.5 lb. tobacco per crew member. 3 quart bottles of beer per crew member.
REPATRIATION: Facilities available.
AIRPORT: Situated approximately 10 miles from the wharf. Air Niugini have 2 flights per week from Sydney via New Guinea, and Solomon Airlines have 2 flights to Vila, 1 flight to Nandi, 1 flight to Port Moresby and 2 flights to Brisbane, each week.
TIME: GMT plus 11 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays except Christmas Day and Easter period.
POLICE/AMBULANCE/FIRE: Emergency phone numbers: Police 22999; Ambulance 22200; Fire 20235.
SERVICES: Labour can be hired for assistance with painting and cleaning. Other services not normally available. 24 hours' notice required.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Required.
VISAS: Transit passengers: not required. Disembarking passengers: require visa for a stay over 48 hours. Visa can be obtained from nearest British Consul.
LANDING CARDS: Only permanently disembarking passengers need special Landing Cards which can be obtained from Immigration Officer on arrival.
WEATHER: Cyclone season December to April, winds N.W. to variable, Force 0 – 5. From April to November winds are from N.E., Force 4 – 5.
DELAYS: Nil, except when other ships being worked.
DEVELOPMENTS: Copra Wharf, length 100 m., to be constructed.
AUTHORITY: Solomon Islands Ports Authority, P.O.Box 307, Honiara, Solomon Islands. *Tel:* 677-646. *Telex:* 66348. *Contact:* Harbour Master.

MALLOCO BAY: 07.36 S. 156.37 E.

LOCATION: The wharf is located in position Lat. 07° 35′ 42″ S., Long. 156° 36′ 52″ E. in Malloco Bay on Vella Lavella Island.
DOCUMENTS: 3 copies of all documents including "Nil" sheets of Crew Lists, Passenger Lists, Customs, Health Manifests, Bills of Lading, Ship's Particulars, Ship's Certificates.

Quarantine Boarding Officer requires the following:
List of Provision Store, both wet and dry.
Crew List.
Last Ports of call and the next Port of call.
List of disembarking passengers.
Plants and Animals List.

APPROACHES: The approach is deep, through a pass in the fringing reef. Port and starboard reefs are marked. There are no navigation lights.
PILOTAGE: Company officials provide pilotage. Boarding point is at Port of Entry, Gizo Island, Lat. 08° 06′ 00″ S., Long. 156° 50′ 36″ E. Vessels should anchor outside the fringe reef and call "Allardyce" on VHF Channel 16, or 6365 kHz.

ANCHORAGE: The anchorage is protected from all quarters and affords good holding (See Aust. Chart No. 683).
RESTRICTIONS: As no lights are available, all entries are made during daylight hours.
MAX. SIZE: LOA 115 m., max. draft 7.2 m.
HEALTH: Pratique granted on board on arrival. If any suspected or confirmed disease or fever on board notify the Health Inspector immediately on arrival. He will advise procedure. Pratique is automatic when arriving from another Solomon Islands port.
RADIO: Gizo Base 6365 kHz. Malloco Bay 6365 kHz.
VHF: See "Pilotage".
RADAR: No radar facilities.
TUGS: A small tug/line boat is available.
BERTHING: The wharf is 100 m. in length. Minimum depth at the South end is 8.0 m. and at the North end 10.0 m. Loading and discharging is by ship's gear. There are 2 loaders on the wharf.

Cargo is S.I. round logs which are exported.
CRANES: None.
BULK CARGO FACILITIES: None.
SPECIALISED CARGO FACILITIES: None.
BRIDGES: None.
STEVEDORES: The stevedores are company personnel and available immediately ship is berthed and cleared.
MEDICAL: Local clinic about 4 km. from port. Limited medical and dental facilities.
TANKERS: No facilities.
FRESH WATER: Not available.
FUEL: Not available.
FIRE PRECAUTIONS: None.
CONSULS: None.
REPAIRS: No facilities.
DRY DOCKS: Not available.
SURVEYORS: Not available.
WATCHMEN: Not necessary.
HATCHES: Opening and closing by ship's crew.
CUSTOMS ALLOWANCES: 2 litres spirits, 200 cigarettes.
REPATRIATION: Not possible.
AIRPORT: Light plane strip 1 km. from port. 2 flights a week (Monday and Thursday) to Honiara.
TIME: GMT plus 11 hours.
HOLIDAYS: Christmas Day, New Year's Day, Good Friday, Easter Monday, 7th July (Independence Day), Queen's Birthday and Whit Monday in June.
POLICE/AMBULANCE/FIRE: Not available.
EMERGENCY CENTRE: Honiara.
TELEPHONES: Not available.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: Solomon Islands Dollar (SB$).
REGULATIONS: Normal Customs, Immigration and Health requirements.
DELAYS: Normally straight onto berth after Pilot on board.
GENERAL: Shippers' Office may be contacted on SSB 6365 kHz at 0700 hrs., 1200 hrs. and 1630 hrs. local time.

Shortland Harbour also serves as Port of Entry for Fauro Island.
DEVELOPMENTS: None planned.
AUTHORITY: Allardyce Lumber Company Limited, P.O.Box 164, Honiara, Solomon Islands. *Tel:* (677) 30133. *Telex:* HQ 66343 Alcol. *Cables:* Alcol. *FAX:* (677) 30669. *Contact:* John Beverly, General Manager. Peter Cole, Shipping Manager.

Regional Office: Allardyce Lumber Co., P.O.Box 44, Gizo, Western Province. Tel: 60074. Fax: 60075. Contact: Edward Daga, Gizo Base Manager.

Malloco Bay: Charles McPhee, Manager.

PORT NORO: 08.13 S. 157.12 E.

SHIP'S OFFICER'S REPORT: August 1991.

VESSEL: LOA 145.5 m., max. draft 6.3 m. and 10,511 g.r.t
DOCUMENTS: See "Honiara".
APPROACHES: Approach was free of any dangers and in deep water at all times. Even whilst alongside the echo-sounder showed 20.0 m. below the keel.

Sosomboeke Island was sighted at 7 miles.

Wind and sea are usually calm but rain can impair visibility.
PILOTAGE: Berthing in daylight hours only. Pilot boards in position Lat. 08° 11′ S., Long. 157° 12′ E. Pilot boat "Wra" has white hull with "Pilot" in blue letters on side.
VHF: Call "Noro Port" 4 hours before arrival on Channel 16. Contact was made when approximately 19 miles from Tonguivili Point.
TUGS: None.
BERTHING: *Cutter Point Quay*: Length of quay 70 m. Depth under keel when alongside was 20.0 m. Head lines and stern lines were run to bollards on the shore by a mooring boat. Vessel berthed starboard side alongside.

Port was found to be safe but gangway was lifted at night and all doors kept closed.

STEVEDORES: Foremen, winchmen, hatchmen and tallymen are onl special people employed. Stevedores are picked up in the village. Ship' crew attend to all lashings.

Gangs work from 0730 hrs. – 1200 hrs., 1300 hrs. – 1730 hrs. an 1900 hrs. – 2230 hrs. No overnight gangs available.
MEDICAL: Limited hospital facilities. Two crewmen visited the docto on a Sunday.
FRESH WATER: Not available.
FUEL: Not available.
SHORE LEAVE: Permitted. No passes required.
GENERAL: Pilot is in overall charge at the port.

On completion of cargo operations in the evening shift, vessel cou not sail as Immigration Officer will not board after 2000 hrs.

Accommodation is required for 2 persons.

SHORTLAND HARBOUR: 07.04 S. 155.52 E.

Port not operational. All lumber operations moved to Malloco Bay o Vella Lavella Island.

YANDINA: 09.04 S. 159.14 E.

The Port of Yandina lies on the Southern shore of Renard Sound whic is a deep inlet on the Eastern coast of Banika Island, part of the Russel Group of islands.

It is the headquarters of Levers Solomons Ltd. (LSL) who own th wharf, shore facilities, adjoining airstrip and plantations.
Note: The cable area marked on BA Chart No. 2975 and the remark in the Pacific Island Pilot Vol 1, page 375, line 10, does not exist. Th cable was removed some years ago.

LSL Managers report that in the past, vessels anchoring in the Soun itself have fouled their anchors on wartime scrap which lies on the se bed.

The Sound is steep-to with depths of 90 m. in the centre. There is fringing coral reef along both the Northern and Southern shore lines which extend further out the farther into the Sound a vessel penetrates Two small coral spits project out into the Sound for about 100 m. fro the northern shoreline, one each end of the wharf.
DOCUMENTS: If Yandina is first port of entry, the following document are required:

2 copies Crew List (Solomon Island Forms only).
2 copies Personal Manifest.
2 copies Stores List (Solomon Island Forms only).
2 copies Passenger List ("Nil" returns required).
2 copies Unmanifested Cargo List ("Nil" returns required).
1 copy Maritime Declaration of Health.
Last Port Clearance.

APPROACHES: The Russell Island Group is sighted visually from th South at 30 miles on an approach course of 007° (T). Good reliable rada fixes are obtained at 18 miles from Alokun Island (150 ft.). This is durin the late afternoon in fine, clear weather.

Vessels can enter the group between Keogh Island and Lamon Islan during darkness with good radar representation for navigationa purposes. The least depth in the channel is recorded at 270 fathoms.

Entering the Russell Group from the South, one passes between Lou and Louin Islands. The Channel here is narrow, but steep to and fre from dangers. However, on this approach to Yandina, the wharf is no visible until the vessel is practically into Renard Sound and a long blas on the whistle when within sound distance, is recommended to alert lin handlers, etc.

The Northern entrance is to be recommended, particularly t newcomers, as the wharf can be seen much earlier and a direc approach can be made. Entering from the North, vessel passes betwee Lanalau and Kurimarau Islands.
PILOTAGE: Not available.
HEALTH: Radio Pratique is obtained from Honiara.

Not more than 24 hours and not less than 8 hours prior to arrival, health message is to be sent, and provided there are no cases infectious diseases on board, Radio Pratique will be granted. Th message should be addressed to "Port Health, Honiara" and should b phrased "Request Radio Pratique Stop Negative answers to all heal questions Maritime Declaration of Health" signed Master.
RADIO: There are 3 radio telephone channels in operation at Yandin the Post Office, the Police Station and LSL private. H/F frequency t their Honiara Office which has Telex and Fax facilities.

There is a post office which offers a telegram service.
TUGS: A mooring boat assists when berthing.
BERTHING: Entry is made between Lanalau Island and Kurimara Island and then a direct course towards Renard Sound. At slow spee all the way in, no offsetting current is experienced.

The vessel is given a direct parallel approach to the wharf and bert port side alongside.

One mooring boat is used concurrently under very efficient supervisio from ashore.

On occasions a current is suspected to run from North into Rena Sound as the stern tends to set towards the shore whilst berthin however it cannot be depended upon as Masters have reported th current running from the South and the stern tending to set off whilst berthing.

It is essential to approach at the slowest possible speed consistent with keeping on track heading for the wharf. With an offshore breeze, by the time the vessel arrives abeam of the wharf, it often happens that although the bow is in a good position, the stern has become angled out considerably. To take care of this, the officer in charge aft should have his first stern line fleeted out on the poop deck ready for quick slacking away without any kinks or holdups (which frequently result from trying to slack away quickly from a coiled rope). He should also have a second good rope already joined on with a strong lashing, because even with the launch running the stern line smartly, it is a long haul to the shore bollard and the stern may be slowly blown further out as the line is run. It is useless to wait and see if a second rope joined will be needed. The vital time lost lashing ropes together could spoil the whole manoeuvre.

The officer in charge forward should have the starboard anchor ready for letting go, whether it is intended to use it or not.

Years ago the use of an anchor off the wharf was not recommended due to possible fouling on old wartime wreckage, but sometimes the use of the anchor is essential and any subsequent fouling is a chance that has to be taken.

Berthing starboard side to is not recommended and can be hazardous. The large scale plan of Renard Sound on BA. Chart No. 2975 gives a false impression to a stranger as to its width. In fact, the average safe width of the Sound is little more than two cables (about 2 ships' lengths for "Corabank"/"Cloverbank" Class of ship). Several large vessels attempting to turn short round in the Sound to try and berth starboard side to have found themselves in difficulties due mainly to drifting steadily up the Sound (under the influence of the wind and possibly current) while backing and filling in the limited space. The deep water in the middle of the Sound (30–40 fathoms) is not very handy for using an anchor to assist in turning round, but if dropped (with plenty of chain) abeam of the wharf where the Sound is widest, it might prevent drifting up the Sound.

The line of approach to the wharf from the West (starboard side to) is not as straight as might appear from the coastline on the chart. There is shallow water and old piles extending quite a way out just Westwards of the wharf (not shown on the chart plan) and a vessel would have to come in to the wharf at a very awkward angle to avoid the reef. There appears to be no advantage at all berthing starboard side to.

BERTH: The main wharf which lies 2.5 cables Westward of Nikoria Point is of a concrete and steel construction and 53.5 m. long, with a minimum depth alongside of 6.1 m. There are 2 mooring bollards (connected to the shore) in line with the seaward face of the wharf. The Eastern bollard is 24.4 m. away and the Western one 41.2 m. away from their respective wharf ends.

A small wooden jetty is situated 21 m. to the West of the main jetty, (between the jetty and the mooring bollard). The jetty measures 10.1 m. across the face, and has a minimum depth alongside of 1.1 m. (at chart Datum).

To overlap the wharf too much at either end (but particularly the Eastern end) is dangerous; there is nothing to prevent the ship grounding with an on-shore wind or if anything went wrong with the moorings, and at such extreme positions, the bow and stern line leads to the mooring bollards would be impracticable.

On "Corabank"/"Cloverbank" Class vessels, only Nos. 3 and 4 hatches can be loaded with copra conveniently and possibly No. 2 (after end of hatch only) at a stretch.

A copra bulk loading system by bottom opening bins is in use at this port.

UNBERTHING: The stern can be sprung off and vessel backed out into the Sound. A light Northerly breeze blows and the vessel tends to set slightly towards the wharf, but no difficulty is experienced. However, with any strength in this breeze, sailing would be hazardous until it fell away or shifted, also it is safe to sail at night. Vessels turn to starboard when clear and leave the Group by the Northern route. All reefs show up well and the light structure on Lanalau Island is clearly seen over the trees.

If the anchor has been used for going alongside, it should be picked up first before leaving the berth, otherwise picking it up after letting go throws the ship out of the angled-off position.

MEDICAL: A trained local medical orderly gives medical attention when required. There is no doctor.

TANKERS: Mobil Wharf close West of main wharf. 2 oil tanks available (1×500 tons, 1×300 tons).

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Levers possess a limited machine shop and fabrication shop capable of handling small ship repairs.

SURVEYORS: *Hold Inspection:* Compartments to be loaded are inspected by a Government Agricultural Department Inspector.

AIRPORT: Solomon Island Airways and Western Pacific Airlines run a domestic service between Yandina and Honiara.

Distance to Honiara is 65 miles.

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: No facilities.

SEAMAN'S CLUBS: No Seaman's Clubs.

The Banika Club is licenced and has snooker, tennis court and swimming pool.

Churches, general stores, post office and telephone available nearby.

GENERAL:

Transport: There is no local public transport or car hire facility.

Stores: There are 2 general trading stores, one privately run and one run by a Co-operative Society. Both supply general household items including rice and tinned fish. Also there is a fisheries marketing centre where local fresh frozen fish can be purchased.

Market: Fresh vegetables and local fruits available twice a week, very cheap and very good.

Levers have their own butchery where fresh beef is obtainable at reasonable price. If requiring such meat, it is best to cable the Agent in advance, advising the quantity required.

Laundry: Not available.

Facilities: There is a small Social Club at Yandina, having tennis court, billiards and a small swimming pool. Ship's Officers are welcome.

The Club Manager is pleased to arrange a football match with local teams for those who are interested.

Charts: BA. 2975 and BA. 1469.

Weather & Currents: See Pacific Island Pilot, Volume 1.

AUTHORITY: Lever Solomons Ltd., P.O.Box 134, Yandina, Russell Islands, Solomon Islands. *Tel:* Yandina 677-21779. *FAX:* 677-21785.

Contact: The Chief Engineer.

NOTES

Please also advise Shipping Guides Ltd.

Somali Democratic Republic

GENERAL:

REPORT: *Immigration Regulations:* According to new Somali Immigration Instructions, no foreigner of any sort (including seamen, supercargo or Owners' Representative) shall be allowed to enter into Somalia without a visa.

No transit visa will be allowed for seamen joining their vessels in Somali ports.

Anybody arriving at Somalia should first obtain entry or transit visa from the Somali Consulates in their respective countries.

BERBERA: 10.26 N. 45.01 E. (See Plan)

DOCUMENTS:
6 Crew Lists.
2 Stores Lists.
2 Lists of Articles owned by Crew i.e. tobacco, wine/spirits, cameras, binoculars, wrist-watch, radio, firearms/swords etc.
1 Cargo Manifest (must be made out in accordance with original Bill of Lading issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurements in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted; 2 copies to be sent by the ship's box.
1 Copy Non-Negotiable Bill of Lading for each Bill of Lading issued.
2 Lists Transit Cargo (total number of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers In-Transit.
1 Health Document will be prepared on arrival of the vessel in port, on special local form.

PILOTAGE: Compulsory for vessels over 200 n.r.t. Vessels await Pilot on the Outer Roads, 5 – 10 cables S.W. of Raastamar Lighthouse. In case of stormy weather and rough seas, it is permitted to wait for Pilot on the Inner Roads.

ANCHORAGES: Outer anchorage 5 – 10 cables S.W. from Raastamar Lighthouse. Inner anchorage limited by the line between 10° 26′ 16″ N., 45° 00′ 14″ E. and between perpendiculars from the ends of this line towards Cape of Raastamar.

RESTRICTIONS: All ships should anchor in such a position that with any wind they should lie on the leading line, or Southward from it, or opposite the deep water pier.

MAX. SIZE: Draft 28 ft., length/breadth no restrictions.

HEALTH: Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor on arrival. Vessels calling from other Somali Ports subject to same procedure.

RADIO: Cable Agents giving ETA, draft, length and cargo via port radio station – 6OY call and reply in the frequency 500 kHz, working 450 kHz. Working hours from 0700 to 1700 hrs. local time. Traffic list 3 times a day at 0800, 1200 and 1600 hrs.

TUGS: Use ship's lines. There is one tug of 1,200 h.p. and one of 700 h.p. to assist vessels in berthing and unberthing.

BERTHING: Depth at pier 28 ft., length of pier 700 m. Ro/Ro facilities available.

Transhipment of cargo is allowed with exemption of Harbour Tax and Warehouse Dues. Only handling charges are levied according to port tariff.

STEVEDORES: Vessel must give accurate ETA at least 24 hours in advance to enable Agent to order gangs. No shore facilities, all cargo to be loaded and unloaded with ship's gear.

Working Hours: Normally 0700-1400 hrs., but loading to and discharging from vessel is performed day and night.

MEDICAL: General hospital facilities available, but specialised treatment and surgery is not. Yellow fever and cholera vaccination certificates inspected on arrival.

TANKERS: Discharge at mooring buoys with connecting hoses of American and British standards.

DENSITY: Salt water at all times.

FRESH WATER: Available alongside quay through hoses. Rate 15/20 t.p.h.

FUEL: Not available.

CONSULS: None.

REPAIRS: Port Management own a well-equipped workshop where minor repairs for ships can be carried out.

GANGWAY/DECK WATCHMEN: Gangway watchmen services carried out by Customs Police, food on vessel's account. Ships are also supplied with local watchmen through Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel do so. Crew may close hatches prior to sailing.

CUSTOMS ALLOWANCES: 200 cigarettes, 2 packets of cigars and 5 bottles of wine. Cigarettes and spirits trafficking alongside and between vessels and shore strictly prohibited.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: See "Mogadiscio".

TELEPHONES: No possibility for placing telephones on board.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Crew to carry Passport or Seamen's Book whilst ashore.

REGULATIONS: Livestock vessels are given priority.

GENERAL: Vessels should not dispose of any waste into harbour o on to quays, lower lifeboats or use radio station without prior permission

DEVELOPMENTS: The present two berths have been extended by a further two berths.

SHIPMASTER'S REPORT: June 1981.

References: Guide to Port Entry, British Admiralty Chart BA 3530. Re Sea and Gulf of Aden Pilot. (NP64) 12th Edition 1980.

Documents:
2 Crew Lists.
2 Stores Lists.
2 Lists Personal Effects.
Cargo Manifest.
Copy Non-Negotiable Bill of Lading for each consignee.
2 Lists of Transit Cargo.
2 Passenger Lists. "Nil" declaration required.
1 Health Document filled in on berthing on special local form.
1 Copy Arrival Report on special local form.
1 Copy Ship's Record and Master's Report on special local form.

Pilotage: Two Somali Pilots available. Pilot boards at Outer Anchorage from tug "Saaxil" which has black hull, white upperworks, funne markings: blue funnel with white star. Tug has VHF Channel 16. Pilo can also be contacted via Somali Shipping Agency on VHF Channel 16 call sign "Somship Berbera". Agents can usually only be contacted from 0900 – 1200 hrs. and 1600 – 1800 hrs.

Anchorage: Good anchorage obtained in Outer Anchorage shown o BA 3530. Somali Harbour Regulations forbid anchoring in such a wa as to obscure leading and other lights.

Radio: Normal 72, 48 and 24 hour notice to Agents via Aden Radio Berbera Radio (6OY) not heard.

Fresh Water: Only supplied alongside at Commercial Wharf. No wate barge available and tug "Saaxil" unable to deliver water at Oil Berth o Anchorages.

Tugs: One tug "Saaxil", 1,100 b.h.p., fitted with VHF Channel 16. No tu lines, all ship's lines.

Gangway/Deck Watchmen: Two watchmen are compulsory unde Somali Harbour Regulations. Ship has to provide food and accommodation. Charges for watchmen:
45 Somali shillings for 12 hours (daytime).
55 Somali shillings for 12 hours (night time).

Fridays 50% additional and 26th June 50% additional. 1st July and other public holidays 100% additional.

Customs Allowances: 200 cigarettes or 0.5 lb. tobacco or 0.5 lb. cigars 1 bottle of spirits.

Airport: The landing ground shown adjacent to the Oil Tank Farm o BA Chart 3530 has now been taken over for extension of the tank farm and is no longer in use.

A new military airfield is situated 2 miles S.W. by W. from the o landing ground.

All commercial flights are from Hargeisa, 160 km. S.W. of Berbe with 3 flights weekly to Mogadiscio.

Time: GMT plus 3 hours all year round.

Agency: Somali Shipping Agency. Tel: Berbera 142. Cables: Somshi Berbera. No telex facilities available and all cables have to be sent t Somali Shipping Agency, Mogadiscio, for transmission out of Somalia

Somali Shipping are the only Agency allowed in Berbera, being a Government Agency.

Berthing: Superceded by later "Reports".

Fuel: None available.

Repairs: Minor repairs can be carried out but nothing that could not b carried out by ship's staff.

Weather: During the ship's stay at Berbera the "Kharif" blew as follows
0000 hrs., S.W., Force 3.
0400 hrs., S.W. by S., Force 6.
0800 hrs., S.W., Force 6 to 8.
1200 hrs., S.W., Force 5.
1600 hrs., S.W. by S., Force 3.
2000 hrs., Calm.

SHIPMASTER'S REPORT: June 1983.

Restrictions: All navigational lights are extinguished.

Pilotage: Only during daytime. Departure at night can be discussed wi the Pilot.

Radio/VHF: Coastal radio station is out of order and will not be repaired No VHF port radio station but sometimes Pilot or Agent will call using VHF from vessel in port.

Medical: Cholera and yellow fever vaccinations are inspected on arriva

Tankers: Max. draft for tankers is 35 ft. and berthing will be effected wi 2 anchors forward and 6 ropes to the mooring buoys, i.e. 2 stern ropes and 1 breast rope on each side. Distance from stern to jetty about 20 m – stern discharge. Tankers up to 24 ft. – 25 ft. draft can berth betwee the buoys and use their manifold. In both cases a 6 in. shore hose i hauled up to the ship's connection, max. back pressure allowed is 3 ba and discharge rate of white products about 250 cu.m./hour. After each grade, water has to be pumped to clear the shoreline. Position of o jetty Lat. 10° 26.18′ N., Long. 45° 00.8′ E., and a steel constructio framework pier runs from this position in direction 146° to the shore Loading arms at pier are in state of deterioration. When berthing sounding by hand is advisable and have tidal heights available.

SHIPMASTER'S REPORT: January 1986.

Details concerning lights, berths and buoys considerably different from Admiralty charts. No information forthcoming from Port Authori concerning changes, so positions and distances only approximate an obtained by radar. 4 light buoys laid on approaches to Berbera harbou limits, as these buoys not laid by the Port Authority there is no guarante that they will be maintained, either lit or in position.

R.W. Fairway Buoy, unlit, 306°×0.88 miles from Raastamar Light.
R. buoy Fl.R., approx. 4 secs., 208°×0.25 miles from Raastamar Light.
R. buoy Fl.G., approx. (3) 10 secs., 262.5°×0.58 miles from Raastamar Light.
R. buoy Fl.G., characteristics and position not ascertained, but is South of leading lights and Eastwards of outer anchorage.

2 mooring buoys in inner anchorage, 102°×0.64 miles and 115°×0.5 miles from Raastamar Light. Wreck in inner harbour now has quick flashing red light on the top of its funnel. Leading lights into the harbour are now flashing white lights. Mooring buoys around the end of the tanker terminal appear as shown on the Admiralty chart.

In the tank farm new white tanks, for United States' forces, stand out very well, their position not ascertained, but they have been built at the Western end of the tank farm. Tank farm now very well illuminated, lights show very well out to sea. These lights far better than town lights on night approach, town lights very often shut off in evenings. Raastamar Light was sighted at a distance of 15 miles, but Pilots state that it is still only 6 mile light.

Main quay has been extended Westwards, on same line as old quay, by approximately 180 m. New section well fendered with heavy rubber sections on chains. Old section of quay, the facing is badly damaged throughout most of its length, ships will require fenders to keep well off it. No sheds built on new section, but small compound for U.S. Forces use in S.W. corner. A concrete Ro/Ro ramp built at extreme Western of new quay, for vessels to berth with 2 anchors out, ramp steel-faced and steeply angled. Only livestock seen using this ramp. An additional causeway has been built out to the new section, but not seen in use and kept locked up. Shaab Quay still in use, but only for dhows and small local coasters.

During period spent in Berbera (15 days), all ships were kept at outer anchorage until required, inner anchorage not used at all. Only vessels to come to port during this time were livestock carriers, loading sheep, goats and camels for Jeddah; and one passenger/cargo ship from Jeddah.

Winds consistently freshened every afternoon from Northeasterly direction, up to Beaufort Force 6 at times and then dying away to a flat calm by midnight. Harbour very sheltered from this direction and slight sea caused no problems.

Shore watchmen compulsory, and if pilferable cargo on board, it is possible vessel will have armed Customs/Port Police as well. Vessel to supply all with meals and sleeping place if possible.

Garbage collection compulsory, but vessel does not have to accept this every day, can specify whether periodic collection required.

Fresh water appeared of satisfactory quality, no apparent restriction on quantity.

No laundry facility available.

Chandler available, but expensive and did not appear interested in supplying small quantities.

Communications very poor externally, no telex available at Agents. All overseas telephone calls routed via Mogadiscio, this line unreliable. American base at airfield has telex and satellite telephone, but use of these facilities expensive and not always available. However, it is possible to get permission to use the ship's radio equipment for communications, though when vessel first arrived the authorities were intending to seal radio equipment.

Local maritime station out of order.

Crew have to hand Passports/Discharge Book/I.D. card in at gate when going ashore. No pass issued or receipt given. No known curfew, but police very nervous after dark and gate should be approached with caution, as police are armed, so that crew member can be identified.

On approaching port, vessel called continuously on Channel 16 from 0530 hrs. local time onwards, but got no reply, so vessel anchored in outer anchorage. Berbera Port came on the air at 0900 hrs. local time, no reply from Pilots at all, though they assured me that they operated from about 0700 hrs. to dusk. Vessels should be careful when approaching outer anchorage in darkness as ships may be encountered at anchor without lights. One Ro/Ro ship is alleged to have been there, abandoned, for at least a year; there only being a shore watchman onboard. Vessel cleared by Authorities whilst at anchor, quarantine doctor wanted to see that all crew members had current yellow fever and cholera certificates. Customs sealed bond by glueing piece of paper over door. Radio was supposed to have been sealed, but because no separate radio room they decided not to do so. Application in writing through Agents for water, engine trials, boat in water, painting from quay, etc.

No photography in port area and this included onboard vessel, but despite this did not find that anyone stopped crew members taking photos of livestock being loaded on other vesssels.

2 small tugs in harbour, but only one seen in use. This takes Pilot out to incoming vessels, Pilot informed that this tug, the oldest one, is only suitable for pushing and not towing. Pilot does not necessarily take vessel out at night, gave instructions for departure and then acted as boatman for letting go vessel.

Nearby airfield has civilian flights every 2 days linking Berbera with Mogadiscio and Jeddah, but it wasn't clear whether seats could be obtained for these flights or whether passengers had to travel to Hargeisa to fly, about 2 hours drive. From there flights go to Mogadiscio and Djibouti. However, I imagine repatriation from this area to be a lengthy and tedious business only to be attempted in an emergency.

AUTHORITY: Somali Ports Authority, Berbera.

CHISIMAIO (Kismayu): 00.22 S. 42.34 E.

DOCUMENTS:
6 Lists of Crew.
2 Stores Lists.
2 Lists of articles owned by Crew, i.e., tobacco, wine/spirits, camera, wrist-watch, radios, binoculars, firearms/swords, etc.
1 Cargo Manifest (must be made out in accordance with original Bill of Lading issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cu.m.). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance (freighted). 2 copies to be sent by ship's box.
1 copy non-negotiable B/L for each B/L issued.
2 Transit Cargo (total number of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers in Transit.
1 Health Document will be prepared on the arrival of the vessel in port, on special local form.

PILOTAGE: Compulsory for vessels over 200 n.r.t. Vessel picks up Pilot at approximate position Lat. 0° 24′ S., Long. 42° 34′ E., 2 miles S.E. of Fairway Buoy.

ANCHORAGES: In the port basin, from 27 ft. to 30 ft. deep, excellent holding ground.

RESTRICTIONS: Entrance channel about 200 m. wide, marked by buoys. Entrance effected during daylight hours only. Port closed for vessels from 1800 hrs. to 0600 hrs.

MAX. SIZE: Max. draft 28 ft. at LLT.

HEALTH: Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor on arrival. Vessels calling from other Somali ports subject to same procedure.

RADIO: No local coastal radio operating at present. Cables to Agent could be sent through normal postal R/T and W/T services.

TUGS: Two tugs of 800 h.p. each are available to assist ships in berthing and unberthing. Ship's lines used.

BERTHING: Port consists of 2 L-shaped quays, one 340 m. length, the other 280 m. No specific requirement to berth in the port. Vessels entering port basin after 1745 hrs. will berth next day at 0630 hrs. Vessel must sail before 1730 hrs. otherwise sailing will be postponed to next day at 0630 hrs.

STEVEDORES: Vessel must give accurate ETA at least 24 hours in advance to enable Agent order necessary gangs.

No shore facilities, all cargo to be loaded and unloaded with ship's gear.

Working Hours: Normally 0700 hrs. – 1400 hrs. but loading to and discharging from vessels is performed day and night.

MEDICAL: Hospital facilities available, but specialised treatment and surgery is not. Yellow fever and cholera vaccination certificates inspected on arrival.

TANKERS: See "Shipmaster's Report".

FRESH WATER: Available at wharf through hoses, rate 15/16 t.p.h.

FUEL: Not available.

CONSULS: Italian Consul only.

REPAIRS: No facilities available.

GANGWAY/DECK WATCHMEN: Gangway watchmen service carried out by the Customs Police. Food on vessel's account; ships are also supplied with local watchmen through Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel, do so. Crew may close the hatches prior to sailing.

CUSTOMS ALLOWANCES: 200 cigarettes, 2 packets of cigars and 5 bottles of wine. Cigarettes and spirits trafficking alongside and between vessels and shore strictly prohibited.

REPATRIATION: Air communication via Mogadiscio.

AIRPORT: About 6 km. N.W. of the port.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: See "Mogadiscio".

TELEPHONES: No possibility for placing telephones on board.

IDENTIFICATION CARDS: Crew to carry Passport or Seaman's Book whilst ashore.

SHORE LEAVE: Permitted.

REGULATIONS: Banana and livestock vessels are given priority.

GENERAL: Vessels should not dispose any waste into harbour or on to quays, lower lifeboats or use radio station without prior permission.

DEVELOPMENTS: Facilities to be improved to enable port to handle liquids, livestock and general cargo.

SHIPMASTER'S REPORT: September 1985.

Vessel: 19,000 d.w.t. Discharged gas oil.

General Remarks: ETA messages and Notice of Readiness to be sent via Djibouti Radio, using telex to Agents at Mogadiscio. (Mogadiscio Radio not working). Port of Kismayu not fitted with VHF. The port was constructed in 1967 with approach channels dredged to 8.0 m. chart datum. (Learned from Pilot that no dredging was performed in the channels after 1967).

Approaches: Safe approach is only possible by using Passo Nord, using the leading line N.E. Serpenti-Collina Rotonda Beacon (see Chart 1052 Baia di Chisimaio), which are clearly visible by daylight. All navigational lights are extinguished by night. Sailing from Kismayu also through Passo Nord. Passo Levante is very dangerous and strongly afffected by cross currents.

Anchorage: Safe anchorage can be obtained 1 mile S.E. of Serpenti Lighthouse in 9 – 10 fathoms of water with good holding ground. The anchorage however is exposed to swell causing the vessel to roll during the anchoring period. During the S.W. monsoon this anchorage can be unsafe.

Pilotage: The Pilot boards in a position 0.7 miles S.E. from Serpenti Lighthouse.

Harbour and Approaches: The harbour of Kismayu is artificial, constructed by rocks seawards and concrete jetties inwards, enabling to receive vessels up to 210 m. long with a maximum draft of 28 ft. Berthing daylight only. From the pilot area to the port entrance the route is via Passo Interno steering to a buoyed channel using the leading line Scoglio Pilone-Collina del Segnole (Chart No. 1052). The outer channel is effected by swell, however after passing I. Favatu the swell will cease when entering the inner channel.

As the approaches are effected by swell and the charts are not very accurate, it is not advised to enter or leave the port at LW even with drafts less than 24 ft.

We arrived with a max. draft of 24 ft. 01 in. and entered the channel approximately 2 hours after LW with a moderate swell from S.E. running into the bay. The echosounder was switched on during the whole operation. On entering the channel the reading fell to zero and a huge amount of mud was observed.

After entering the port the vessel is stopped and swung around by using 1 tug of 350 h.p., approaching the berth head on. Starboard anchor is used to swing the vessel again by using the tug to berth portside alongside with 4 head and stern lines and 2 springs fore and aft.

Documents: Papers required on arrival:

6 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.
International Declaration of Health.
Vaccination List.
Copy of Bills of Lading.

Discharge Facilities: One long flexible hose of 8 in. connected to 8 in. pipeline. Distance to shore tanks approximately 3,200 m. Max. allowed back pressure 4 kg. – 6 kg. depending on Loading Master.

Port Facilities: Drinking water can be obtained from the jetty, but is not recommended, as this water is pure river water. Other facilities nil.

Remarks: The tug is fitted with VHF and the Pilot will use this VHF to contact ships only if the tug is manned. Vessels are warned immediately after berthing that permission to sail is not given until all bills and duties have been paid by the Agents, indicating that some vessels have been delayed for 4 days.

AUTHORITY: Somali Ports Authority, Chisimaio.

MOGADISCIO: 02.02 N. 45.20 E. (See Plan)

DOCUMENTS:

2 Lists of Crew.
2 Stores Lists.
2 Lists or Declarations of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, binoculars, firearms/swords, etc.
Vessels calling from other Somali ports subject same procedure.

Cargo Manifest (must be made out in accordance with original B/L issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted and 2 copies to be sent by ship's box.

2 Lists Transit Cargo (total number of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers in Transit.
1 Health Document will be prepared on the arrival of the vessel in port, on special local form.

PILOTAGE: Compulsory for vessels over 200 n.r.t. Pilot joins vessel at anchorage about 0.5 miles offshore. Pilot can be requested by International Code signals or through VHF using Channels 12, 14 or 16.

ANCHORAGES: About 0.5 miles offshore in depths up to 45 ft., in open roadstead. Because of occasional heavy swell maximum recommended draft 31 ft.

RESTRICTIONS: Berthing/unberthing of vessels is restricted to daylight hours. Max. draft permissible is 10 m. at general cargo berths and 12 m. at tanker berths.

HEALTH: Pratique granted after Port Authorities including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor on arrival. Vessels calling from other Somali ports, subject to same procedure.

RADIO: No local coastal radio operating at present. Cables to Agent could be sent through normal postal R/T and W/T services.

TUGS: Tugs join vessels at anchorage or as directed by the attending Pilot. Vessel's lines normally used. No extra charge for tug's lines.

Two tugs of 1,400 h.p. each available and 1 tug of 4,000 h.p. available for salvage and rescue operations.

BERTHING: Incoming vessels are assigned berths on a turn basis subject to operational requirements.

Harbour: Alongside deepwater port protected by 820 m. strong breakwater.

Berths: 5 berths. Berth lengths vary from 170 m. – 200 m. with depths alongside 8 m. – 12 m.

BULK CARGO FACILITIES: None.

STEVEDORES: Vessel to give accurate ETA at least 24 hours in advance to enable Agent order necessary gangs. No shore facilities, all cargo to be loaded and unloaded with ship's gear.

Working Hours: Normally 0700 hrs. – 1400 hrs., but loading to and discharging from vessels is performed day and night.

CRANES: Only ships' derricks are used. No portal cranes at quay but a number of mobile cranes are available for handling and stacking cargo with maximum lifting capacity of 50 tons. No floating cranes available.

MEDICAL: No advance notice for medical attention required. Hospita facilities available but specialised treatment and surgery is not. Yello fever and cholera certificates inspected on arrival.

TANKERS: One berth available for tankers with a draft of 12 m.

DENSITY: Salt water at all times.

FRESH WATER: Available alongside through hoses at a rate of 15 - 20 t.p.h.

FUEL: Fuel oil only may be available, check with Agent.

FIRE PRECAUTIONS: Fire engines situated within easy reach of doc 24 hours per day. The tugboats are also equipped with fire fightin appliances.

CONSULS: Algeria, Belgium, Peoples' Republic of China, Egyp France, Germany, India, Iran, Iraq, Italy, Kenya, People's Democrat Republic of Korea, Kuwait, Libya, Netherlands, Nigeria, Pakistan, Qata Romania, Russia, Saudi Arabia, Sudan, Syria, U.A.E., U.K., U.S.A Yemen, Yugoslavia.

REPAIRS: No facilities available.

DRY DOCK: None available.

GANGWAY/DECK WATCHMEN: Gangway watchmen services carrie out by the Customs Police, food on vessel's account. Ships are als supplied with local watchmen through Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedore with the help of the crew. Vessel's crew may, if required by the vesse do so. Crew may close the hatches prior to sailing.

CUSTOMS ALLOWANCES: 200 cigarettes, 2 packets of cigars an 5 bottles of wine. Cigarettes and spirits trafficking alongside and betwee vessels and shore strictly prohibited.

REPATRIATION: Facilities available.

AIRPORT: About 5 km. to the West.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: Idul Fitr, (1st & 2nd Shawaal); Idul Adha, (9th & 10th Dilhija Prophet Mohammed Birthday, (12th Rabiul Awal); International Labou Day, (1st May); Independence Day N. Region, (26th June Independence & Union Day, (1st July); Revolution Festivals, (21st an 22nd October).

POLICE/AMBULANCE/FIRE: Police 28088; Ambulance 30000; Fir 85055.

TELEPHONES: Arrangement for placing telephones on board is no available.

IDENTIFICATION CARDS: Crew to carry Passport or Seaman's Boo whilst ashore.

SHORE LEAVE: Permitted.

DELAYS: Nil, except when other ships are working alongside.

GENERAL: Vessels should not dispose of any waste into harbour o on to quays, lower lifeboats, or use radio station without prior permissio

Tidal Range: 2.5 m.

Shipchandling: Available.

Major Exports: Fresh bananas, livestock, hides and skins an frankincense.

Imports: General cargo, crude oil, etc.

DEVELOPMENTS: New wharf with Ro/Ro terminal recently complete Container yard and freight station to be constructed.

SHIPMASTER'S REPORT: March 1981.

Documents:

1 Declaration of Health (Local Form).
1 Set Vaccination Lists.
5 Crew Lists.
6 Landing Passenger Lists.
In-Transit Passenger Lists.
Ship's Record and Master's Report (Form A).
Arrival Report (NSL Form).
Application for Temporary Use of New Harbour (Local Form).
1 Set Cargo Manifests.
2 Sets Discharging Cargo Plans.
Stores List (Company Form).
Crew Declarations.

Notes: Application for use of Harbour Form contains highly objectiona liability clause 4(c).

No mail or telex service, no Agency assistance.

Health: Radio Pratique not available.

SHIPMASTER'S REPORT: June 1981.

Documents:

2 Crew Lists.
2 Stores Lists.
2 Personal Effects Lists.
Cargo Manifest.
Copy Non-Negotiable Bill of Lading for each consignee.
2 Transit Cargo Lists.
2 Passenger Lists. "Nil" declaration required.
1 Health Document filled in on berthing on special local form.
2 Copies Declaration of Ship's Details and Cargo Carried for Po Harbour Master on special local form.
4 Copies Pilotage Declaration on special local form.

Pilotage: Pilots listen 0600 hrs. to 1200 hrs. on VHF Channels 16 an 12. At other times the pilot station is usually manned. Pilot boards fro a large pilot cutter at the vessel's anchorage position. Pilot cutter ha black hull, white upperworks with "Pilot" in black letters. Manropes a essential for use on the pilot ladder due to the normal heavy swe running.

Anchorage: Good anchorage in sandy bottom in 10 – 11 fathom (approx.), 4 cables South of New Port Breakwater. Monsoon cause currents of up to 4 – 5 knots during S.W. monsoon. (Ref: Admira Publication, Africa Pilot Volume III, and latest supplement.

The whole bottom area is foul due to cargo lost during time port wa operated as a surf port. An anchor and cable is reported to lie close t the intersection of the 311° and 278.42° leading lines.

Somali Harbour Regulations forbid anchoring in such a position as t obscure leading and other lights.

Health: Local doctors available.
Radio: Normal 72, 48 and 24 hour notice to Agents via Aden or Mombasa Radio. Mogadiscio Radio not heard during vessel's stay in Mogadiscio.
Fresh Water: Available from Berth Nos. 1, 2, 3, 4 and 5 at approximately 20 t.p.h.
Stevedores: Rigging of derricks and opening/closing hatches are the responsibility of ship's crew.
Gangway/Deck Watchmen: Two watchmen per vessel. Ship has to provide accommodation and food.
Customs Allowances: 200 cigarettes, or 0.5 lb. tobacco or 0.5 lb. cigars. Spirits 1 bottle. Bond sealed on arrival but Customs very good and will come down to give issue whenever required.
Airport: Regular international flights from airport situated 8 km. from port. No problems with repatriation. Crew members joining are issued with entry visas at Mogadiscio Airport providing Agents are informed in sufficient time. Mogadiscio is the only international airport of entry. There are local flights approximately 3 times a week to Kisimayu and Berbera.
Time: GMT plus 3 hours all year round.
Berths: Ras Sif Oil Terminal, Lat. 2° 01.05′ N., Long. 45° 20.05′ E.

This is a sea berth 1 cable S.W. of Ras Sif. (See "Plan"). During the S.W. monsoon, vessel secures with both anchors down on a heading approximately 210° (true) about 1 cable offshore. On this vessel's call 10 shackles were put out on each cable position "A" shown on plan. On vessel's approach to the berth no tugs were available for assisting in berthing as fuel for tugs had run out and our vessel had the new supplies on board. Three attempts were made to secure at the Discharge Berth. Final position was that shown in position "A". In this position vessel was heading 185° (true), 10 shackles out on each cable, 3 ship's lines to shore and 2 shore lines to ship. The vessel at this time rode to the wind at 180° – 185° and did not take up a heading into the S.W. monsoon at any time. The effects of the Somali current during vessel's stay was negligible at the berth. The normal berth off Ras Sif is that shown in position "B". I consider this position dangerous at this time of the year as the wind being mainly Southwesterly swings the vessel's stern up towards the shore, far closer than in position "A".

Lines: 2×4 in. floating hoses provided for connection to stern discharge manifold from red painted structure close South of the B & W truncated pyramid on Ras Sif. Maximum discharge pressure3 kg./sq.cm. (approx. 150 t.p.h.). Height of tanks 24 m., distance to tanks 350 m. 1×6 in. line is available for midships manifold but this is only suitable for small ships. Shore requires water plug prior to commencement of discharge, on completion of each grade and on completion of final grade. Shore staff connect pipelines.

Maximum draft on berth 40 ft.

On the evening of 12th June the S.W. monsoon blew very strongly accompanied by a very heavy 15 ft. – 20 ft. swell. Vessel being light was moving a great deal and was eventually forced to carry out an emergency departure after jettisoning pipelines following a water plug through and cutting all ship's lines. This berth is wide open to the effect of the S.W. monsoon and when the monsoon is blowing strongly the weather conditions combined with the very poor unmooring facilities render the berth untenable. For these reasons this berth was declared by the Master to not be a "Safe Berth" within the meaning of the relevant Charter Party.

Mogadiscio New Port: Following Ras Sif being declared an unsafe berth arrangements were made for all floating hoses in possession of the Oil Terminal to be led via storm drains to Berth No. 5 following suggestions made by the ship. Vessels berthed stern up to Berth No. 4 or Berth No. 5 and cargo discharged via stern manifold to Ras Sif Oil Terminal.

Berth No. 5: Maximum draft 27 ft. Berth is well fendered with old tyres. Due to length of berth vessel berthed with starboard anchor down, 6 shackles on same, as maximum vessel length on berth 180 m. This berth is at present being extended by a further 200 m. Maximum discharge pressure 3 kg./sq.cm., maximum discharge rate 150 t.p.h. for products.

Berths No. 1, 2, 3: Maximum draft 32 ft. All cargo discharged by ship's gear. On Berth No. 3 there is one 8 in. pipeline to the refinery 10 miles South of Mogadiscio for crude oil only. Booster pumps for this line are provided at the Ras Sif Oil Terminal.

Berth No. 4: Drafts alongside from 27 ft. – 32 ft. and is provided with a bridge for landing of livestock although to date this bridge has not been used. This berth is normally used by fishing vessels and smaller ships as a lay-by berth.

Tugs: Two tugs available. "Xamar 1" and "Xamar 2". Both fitted with VHF, 1,500 b.h.p. No tug lines. Ship's lines used for all operations.
Bunkers: Not available.
Repairs: Not available.
Somali Port Regulations: Notice to all ships, Mogadiscio Port. Abstracts from Somali Ports Authority Regulation No. 67 of 15-4-1978.

1. All ships must keep their VHF open and standby when approaching the Port and while remaining berthed alongside, on Channel 16.
2. All ships having on board persons suffering from contagious diseases must hoist the quarantine flag when anchoring and keep it hoisted until inspected and instructions given by the Port Health Officer.
3. While anchored in the roads, ships must keep clear from bearing directly obstructing leading lights and beacons on shore.
4. Ships having an n.r.t. exceeding 200 must engage harbour Pilots and tugs while berthing or unberthing at the deep water berths.
5. Ships are not allowed to throw any kind of refuse, dirt or oil spillage into the harbour waters.
6. Ships are not allowed to carry out engine repairs without permission from the Port Manager, while at berth.
7. Ships anchored in the roads or berthed alongside must keep the Somali national flag hoisted at a height clearly visible for a reasonable distance.
8. All ships lying alongside berths must engage the garbage service provided by the authorised garbage group of the harbour.
9. Oil tankers must have on board their own facilities for the retention of oil drainage and sludge, dirty ballast and tank washings.
10. It is prohibited to discharge oil, oily mixtures and any chemical residues at any distance less than 50 nautical miles from the shore line.
11. Officers of the Port Management are authorised to inspect the efficiency of facilities provided on board vessels for the retention of dirty substances, solid or liquid.
12. All ships at anchor or berthed alongside must take sufficient precautionary measures to fight fire outbreaks.
13. All ships berthed alongside must provide ratguards for their mooring lines.
14. Rigging of ship derricks and opening and closing of hatches are the responsibility of the ship's Master and crew.
15. Crew members of all vessels berthed alongside or anchored in the roads are not allowed to go ashore later than 2300 hrs.
16. Crew members going ashore and wishing to return to their ships are not allowed to enter the Port later than 2300 hrs.

Signed – Port Manager

AUTHORITY: Somali Ports Authority, P.O.Box 935, Mogadiscio, Somalia. *Tel:* 30081/3. *Telex:* 708. *Cables:* Somport, Mogadiscio.

NOTES

Please also advise Shipping Guides Ltd.

South Africa

GENERAL:

NOTICES: Following is an extract of British Notices to Mariners No. 1647(1979).

Routeing of Laden tankers off the coasts of South Africa (West):

Laden tankers in the Summer months should pass not less than 10 miles South of Alphard Banks (Lat. 35° 02′ S., Long. 20° 50′ E.)(See *Africa Pilot Vol. III)* and then keep 25 miles off the following points:

Cape Agulhas	(Lat. 34° 50′ S., Long. 20° 01′ E.).
Quoin Point	(Lat. 34° 47′ S., Long. 19° 39′ E.).
Cape Point	(Lat. 34° 21′ S., Long. 18° 30′ E.).
Slangkop Point	(Lat. 34° 09′ S., Long. 18° 19′ E.).
Cape Columbine	(Lat. 34° 50′ S., Long. 17° 51′ E.).

During the Winter, laden tankers should maintain the recommended distance offshore until the Winter Load Line Zone is reached and then keep as close to that line as possible. This will entail passing North of Alphard Banks and then about 12 miles off Quoin Point and Cape Point.

Vessels proceeding to the Replenishment Area (Lat. 33° 55′ S., Long. 18° 15′ E.). off Cape Town should maintain the above distances off shore until in a position where course can be safely altered to approach the Replenishment Area crossing the main traffic flow as nearly at right angles as possible.

Routeing of Laden tankers off the coasts of South Africa (East):

Laden tankers in the Summer months should pass 25 miles off the following points:

South Sand Bluff	(Lat. 31° 20′ S., Long. 29° 58′ E.).
Bashee River	(Lat. 32° 14′ S., Long. 28° 55′ E.).
Hood Point	(Lat. 33° 02′ S., Long. 27° 54′ E.).
Cape Recife	(Lat. 34° 02′ S., Long. 25° 42′ E.).

and then steer to pass 10 miles South of Alphard Banks (Lat. 35° 02′ S., Long. 20° 50′ E.).

During the Winter, laden tankers should maintain the recommended distances off shore until the Winter Load Line Zone is reached and then keep as close to that line as is possible. Between Cape Recife and Cape Agulhas this will entail passing North of Alphard Banks. It is recommended to pass about 6 miles North of these banks.

CAPE TOWN (Table Bay): 33.56 S. 18.26 E. (See Plan)

PORT LIMITS: Westwards by a straight line between Green Point and Robben Island Lighthouses, and Northwards by a straight line from Robben Island Lighthouse East (true) to the Eastern shore of Table Bay, thence Southwards along high water mark, so as to include the foreshore to the Castle, thence back to Green Point Lighthouse.

DOCUMENTS:

Customs:
- *Form DA.1, Report Inwards/Outwards for Ships.
- *Form DA.3, Certificate of Clearance for Ships.
- *Form DA.4, Transire – for a destination in the R.S.A.
- *Form DA.5, List of Sealable Goods on board ship.
- Ship's Crew List (Customs Department) 6 copies.

Post Office:
- *P1/27, Certificate of Departure of Vessel.
- P1/8, Post Office Certificate (Declaration).

Port Health:
- Maritime Declaration of Health.
- Crew List with last vaccination dates.
- Derat Certificate.

Port Authority:
- T908, Light Dues Certificate.
- T942 Clearance Certificate
- *T962, Departure/Shifting Notification.
- Ship's Manifest.
- *Completed by Agent.

Shipmaster's Report: March 1981.
- Declaration of Health (Form GES-22)
- Set Vaccination Lists. 1st port only; even with Radio Pratique.
- Derat/Derat Exemption (if boarded).
- 2 Crew Lists.
- 2 In-transit Passenger Lists.
- 4 Landing Passenger Lists (Form D1-35).
- Crew Sealable Goods (Form DA-5).
- Crew Declarations (Company Form).
- Inventory of Slop Chest (Company Form).
- Register and Set of Ship's Certificates (used by Agent for clearing and returned).
- Arrival/Departure Record (Form B1-55) (Disembarking passengers only).
- Livestock Form (if nil, write on top of DA-5).
- Ship's Mail Declaration (Form P1/149) (if nil, write on top of DA-5; if mail aboard, cable Postmaster details free message, and forms will be presented by Agent at boarding).
- Certificate of Medical Officer, Master . . . (Form D1-67).
- Report of Arrival (Form T958) (to Pilot).
- Leaving Certificate (Form B1-86).

Notes: Fly "I" flag entering all ports, "B" if flammable cargo aboard. Include ship's entertainment TVs, radios, etc., cameras and walkie-talkies on DA-5. Although part of DA-5, addition of tobacco/spirits on Crew Declarations (Company Form) will allow same form to be used in Mozambique and Somalia.

PILOTAGE: Compulsory. One hour advance notice to be given to th Port Captain through VHF radio, call sign "Port Operations", or Channel 16, working Channel 12. Pilot boat fitted with multi-chann VHF. Two motor pilot boats, one with black hull and white upperwork and one with an orange hull and white upperworks. Pilot taken aboar at position: Main Breakwater bearing 155° (T) × 2.5 miles.

ANCHORAGE: Area to the N.E. and East of pilot boarding statio (Fairway Buoy) in depth 20 m. – 25 m.

RESTRICTIONS: Vessels not permitted to enter unless Agents hav been appointed. Oil tankers and ships carrying explosives or dangerou goods restricted to daylight hours.

Depths:

Depth at Entrance Channel – 15.9 m.
Entrance to Victoria Basin – 11.6 m.
Entrance to Duncan Dock – 13.4 m.
Entrance to Ben Schoeman Dock – 14.0 m.

MAX. SIZE: Max. LOA 370 m., max. beam 87.0 m. and max. dra 12.0 m. (Duncan Dock) and 12.8 m. (Ben Schoeman Dock).

HEALTH: Pratique granted at first port of entry in South Africa. Pratiqu message 24 hours prior to arrival to "Port Health" at port of entry. Radio Pratique not granted "Q" flag to be flown until ship has bee cleared. Valid certificates must be held for yellow fever. Ships fro Eastern ports must also have valid certificates for cholera and typho

RADIO: Cape Town Radio, call sign ZSC. VHF and R/T 2182 kHz.

VHF: Port Control on Channel 16 throughout 24 hours.

TUGS: Join vessel approximately 0.25 miles from harbour entrance. 4 diesel Voith Schneider tugs with a bollard pull of 43 tons. All tug are fitted for firefighting and salvage. Tug's wires used at no ext charge.

Stand-by tugs compulsory for tankers discharging crude.

STEVEDORES: *Working Hours:* Conventional Quays: Monday to Frida (not public holidays) 0600 hrs. to 2200 hrs. Limited labour is availab for working overtime on request beforehand.

Container Operations: 24 hour service, 7 days a week.

BERTHING: Chart datum is that referred to in the South African Tid Tables published by The Hydrographer of South African Navy.

Wharfage	Length (m.)	Max. Depth (m.)	Cranes (Electric) No.	Lifting capacit (tons)
Victoria Basin				
No. 1 Jetty, East Side	177.7	6.98	—	
West Side	162.3	6.28	—	
No. 2 Jetty, West Side	195.1	9.98	—	—
East Side	195.1	9.08	—	
Collier Jetty, North Side	208.5	6.38	—	
South Side	212.4	9.79		
South Arm *	600.5	8.18	—	
Elbow	161.5	9.28	—	—
No. 4 Quay	29.0	2.98	—	
No. 5 Quay	87.8	2.98	—	
No. 6 Quay*	178.4	4.28	—	
No. 7 Quay*	192.0	6.68	—	
East Pier*	239.6	9.98	—	
Cross Berth	137.2	9.48	—	
Fish Quay	91.1	4.38	—	
Alfred Basin				
West Quay	225.9	5.18		
North Quay	134.1	6.08	1	4
East Quay, No. 1 Berth	100.6	3.88	—	
East Quay, No. 2 Berth	70.7	4.08	—	
East Quay, No. 3 Berth	64.0	3.98	—	
East Quay, No. 4 Berth	54.9	3.98	—	
South Quay	45.7	4.28	—	
Duncan Dock				
Berth "A"	274.3	10.90	4	4
Berth "B"	243.8	11.30		
Berth "C"	213.4	11.10	16	4.5
Berth "D"	185.0	10.10 8.90		
Berth "E"	225.6	11.00	4	4
Berth "F"	249.9	11.40	4	4
Berth "G"	249.9	12.10	1	15/4
Berth "H"	318.5	12.60	4	4
Berth "J"	249.9	10.60	1	15/4
Berth "K"	249.9	10.50	4	4
Berth "L"	246.3	10.20	5	4
Berth "M", N.W. Side	217.9 43.9 31.5	6.70 4.58 6.08		
Repair Pier, N.E. Side	326.0 100.0	— 9.78	2	15
Repair Pier, S.W. Side	31.5 426.0	6.08 11.18		
Graving Dock Landing Wharf	274.3	10.78	—	
N.E. Side	274.3	13.60	—	
S.W. Side	274.3	13.30	—	
No. 1 Eastern Mole	259.1	12.60	—	
No. 2 Eastern Mole	259.1	13.90	—	

*Closed for commercial cargo working.

Ben Schoeman Dock:

Berth	Length (m.)	Max. Depth (m.)	Cranes No.	Cranes Capacity (tons)
Coaster Berths				
Berth 501	183.0	9.60	—	—
Berth 502	183.0	10.10	1	35
Deep Sea Berth				
Berth 600	220.0	10.20	—	—
Berth 601	236.0	12.60	1	45
Berth 602	305.0	13.60	1	45
Berth 603	305.0	13.60	1	45
Berth 604	305.0	13.60	1	45

Roll-on/Roll-off Facilities: Available at Berths 500 and 501, as well as at "L" and "M" Berths. Berths "A" and "J" for ships with slew ramps only.

Cold Store: Blue Continent Cold Storage Co. (Pty) Ltd. Tel: (021) 511-0620. Telex: 527232. Fax: (021) 511-9632. Operates cold store with capacity of 17,000 tonnes at −30°C.

Pre-Cooling Store: International Harbour Services. Tel: (021) 212461. Telex: 527718/526771. Fax: 212469. Operates 8 pre-cooling chambers with capacity of 10,000 cu.m. (approx.) at D-Shed.

Container Terminal: Area – 97 hectares; Ground slots – 4,858 TEU's; Reefer points – 190 plug points; Refrigerated holding store – 500 slots. Equipment: Container gantry cranes, straddle carriers, haulers and trailers.

CRANES: *Floating Cranes:* One floating crane lifts 200 tons at 21.5 m.

BULK HANDLING FACILITIES: *Grain Elevator:* 1 terminal grain elevator of 27,220 tons storage capacity, with loading conveyors to the Collier Jetty. Continuous intake capacity of elevator, 750 t.p.h.; shipping capacity, 1,000 t.p.h. (Leased for private use: Loading conveyors only now usable, subject to considerable mechanical overhaul).

Other bulk cargoes handled at general cargo berth with shore crane. No LPG facilities.

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

TANKERS: Tanker Basin to accommodate two tankers simultaneously, one of max. overall length of 256.0 m. and one of 240.0 m. overall length. Max. permissible draft 13.1 m., subject to a minimum of 0.9 m. on tide gauge.

Slop tank: Capacity 1,500 tons, available for oily ballast from tankers back loading white oil.

Ballast Requirements: Vessels should be sufficiently ballasted to navigate safely within the harbour.

Vessels with certain categories of hazardous cargo on board may not enter or sail during hours of darkness.

Recommended draft for tankers over 240 m.: 8.00 m. forward and 10.0 m. aft.

DENSITY: 1025.

FRESH WATER: Delivery by hose ex-wharf hydrants. 50 t.p.h.

FUEL: 48 hours' notice required. MFO, IFO and Gas Oil available.

Shipmaster's Report: November 1987.

All grades of fuel are not available at all times.

CONSULS:

Austria
Belgium
Chile
Denmark
Finland
France
Greece
Guatemala
Italy
Japan
Netherlands
Norway
Portugal
Spain
Sweden
Switzerland
Taiwan
United Kingdom
U.S.A.
Uruguay

DRY DOCKS:

Sturrock Graving Dock: Situated at S.E. end of Duncan Dock:

Dimensions:	Overall docking length	360.0 m.
	Length on keel blocks (first to last keel block)	338.3 m.
	Length on bottom (dock floor)	350.4 m.
	Width at coping	47.5 m.
	Width at entrance top	45.1 m.
	Maximum width at bottom	38.4 m.
	Depth on entrance sill, HWOST	13.7 m.
	Depth on inner sill, HWOST	15.1 m.

A docking length of 369.6 m. can be obtained by placing the caisson in the emergency stop at the entrance.

The dock can be divided into 2 compartments of either 132.5 m. and 216.1 m. or 205.7 m., and 142.9 m. respectively.

1×50 ton and 1×10 ton electric cranes on 7.6 m. gauge track and 6×4 ton electric cranes on 4.9 m. gauge track are available.

The dock can be emptied in 4 hours.

A landing wharf 548.6 m. in length is provided on the port side of the graving dock to facilitate the dry-docking of ships.

A repair pier 457.5 m. in length is provided off "M" Berth. 2×15 ton electric cranes on 9.1 m. gauge track is available.

Robinson Graving Dock: Situated in Alfred Basin:

Dimensions:	Overall docking length	161.2 m.
	Length on keel blocks (first to last keel block)	142.6 m.
	Length on bottom	152.4 m.
	Width at coping	27.4 m.
	Width at entrance top	20.7 m.
	Maximum width at bottom	17.2 m.
	Depth on entrance sill, HWOST	7.9 m.

3×4 ton electric cranes on 4.1 m. gauge track and 1×15 ton electric crane, on 4.1 m. gauge track are available.

The dock can be emptied in 3 hours.

Syncrolift: Situated in Alfred Basin:

Dimensions:	Lifting capacity	1,750 tons
	Maximum length of vessel	61 m.
	Maximum width of vessel	15 m.

REPAIRS: All types of repairs can be undertaken.

SURVEYORS: Lloyd's, BV, N.V., N.K.K. and ABS.

GANGWAY/DECK WATCHMEN: Ship's Agent makes necessary arrangements.

OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

CERTIFICATES:

Safety Certificates in respect of construction and gear.
Radio Certificate.
Load Line Certificate.
Derat Certificate.
Certificates of Competent Officers (passenger ships only).

CUSTOMS ALLOWANCES: The Master, officers and other members of the crew who remain on the ship during its stay in port may each be allowed to retain in his possession the following quantities (to cover 4 days) of the undermentioned sealable goods:

	Tobacco in any form grammes	Potable spirits in any form litre	Wine litres	Beer or stout litres
The Master/Pilot	230	1	3	3
Officers (including pursers, surgeons, chief stewards, wireless operators and serangs)	175	1	3	3
Other members of the crew	115	nil	3	nil

Where the Master, officers or other members of the crew remain on board the ship for more than 4 days, the Controller of Customs and Excise may on request authorise the issue from under seal, for consumption on board, of the following further quantities per day:

	Tobacco in any form grammes	Potable spirits in any form millilitres	Wine litres	Beer or stout litres
The Master/Pilot	30	100	1	1
Officers (including pursers, surgeons, chief stewards, wireless operators and serangs)	25	100	1	1
Other members of the crew	15	nil	1	nil

CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.

REPATRIATION: All facilities available.

1. *Vessels Docking:*
   - *(a)* Any personnel arriving to join a vessel at Cape Town should possess a valid travel document and a brief letter of introduction. Entry Permits can be extended if the vessel is late in arriving.
   - *(b)* Application to spend time (longer than 48 hours) in South Africa prior to repatriation should be made to the local Immigration Authorities.
2. *Vessels Calling Off Port Limits:*
   - *(a)* The same requirements apply as for 1(a) with the exception of personnel who have entered the country from a vessel calling off Port Limits.
   - *(b)* The following applies to all personnel disembarking from vessels calling off Port Limits.
     (i) Repatriation must be made within 48 hours from time of signing off.
     (ii) In order to comply with local Immigration Authorities the Agent requires the following details, for each individual, at least 72 hours before disembarkation:
     - *(a)* Full name and nationality.
     - *(b)* Rank and, if Technician, name of employers.
     - *(c)* Passport number, place and date of issue.
     - *(d)* Place and date of birth.
     - *(e)* Destination and class of travel.
     - *(f)* If air ticket held on board, full details of routing.
     - *(g)* Reasons for disembarkation.

In the case of personnel transferring from one company vessel to another, the same conditions apply except the maximum time permitted for such transfer is 78 hours. If they have not joined the vessel within this period, repatriation must be arranged forthwith.

There are no difficulties for any personnel disembarking for medical reasons.

AIRPORT: D.F. Malan Airport – 20 km. from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

TIME: GMT plus 2 hours.

HOLIDAYS: New Year's Day (1st January); Founder's Day (6th April); Good Friday; Family Day; Ascension Day (date varies); Republic Day (31st May); Kruger Day (10th October); Day of the Vow (16th December); Christmas Day (25th December); Day of Goodwill (26th December). Cargo is not worked on Christmas Day or New Year's Day.

POLICE/AMBULANCE/FIRE: Police, 419-4870; Ambulance, 51-5151; Fire, 218-2805.

TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

SEAMAN'S CLUBS: Missions to Seamen, Duncan Road, Port of Cape Town. Tel: 411-93117/8.

SHIP SUPPLY SERVICES:

Helicopter Service: Available for mail and small items of stores for vessels not wishing to enter harbour. Court Helicopters: Tel: 934-0560. Fax: 934-0568.

Launch Service: For vessels not wishing to enter harbour, Agent may arrange launch service for mail, stores, etc. In this case service only permissible in area North and West of position at least 5 miles due West of Robben Island.

Supplied by:

Court Helicopters (Pty) Ltd. P.O.Box 2546, Cape Town 8000. Tel: 934-0560. Fax: 934-0568.

Ocean Ferries (Pty) Ltd., P.O.Box 6426, Roggebaai 8012. Tel: 47-7115.

Sealink Ltd., P.O.Box 4962, Cape Town 8000. Tel: 25-4480. Fax: 419-7072.

Also see "Shipmaster's Report".

DEVELOPMENTS: *Chemical Tank Farm:* Approximately 50,000 sq.m. of land is to be reclaimed at the Eastern Mole for the purpose of a Chemical Tank Farm.

The first phase is to be a joint venture between Portnet and Richards Bay Bulk Storage (Pty) Ltd.

Styrene monomer will be stored in 3 tanks with a capacity of 1,250 cu.m. each. For the storage of toluene, xylene and benzine, one tank of 1,000 cu.m. and two tanks of 500 cu.m. will be available.

Cold Store: The newly formed Duncan Dock Cold Storage (Pty) Limited is a partnership venture between Portnet and the Cold Storage Division of Oceana and ICS. The project involves the construction of a new 10,000 ton cold storage complex on the quayside at "K" Berth (Cold store commissioned in 1992). Land is available for future expansion.

The total capacity of 10,000 tons will comprise 2,000 tons at −60°C and 8,000 tons at −30°C.

The bulk of the capacity will be available for pre-export storage of fish, fruit and vegetables, eggs and other products at various temperature levels. The −60°C facilities will be used for sashimi, a traditional Japanese delicacy, fish served raw. Acceptable quality of frozen product can only be maintained at an ultra low temperature of −60°C. The store will also have an 80 ton blast freezing facility.

There will be docking space for 6 vessels at any one time with provision to load and unload 3 vessels simultaneously, and 9 docking bays for road transport. The plant will incorporate the latest technology, and handling and storage systems will be among the most modern in the world.

Duncan Dock Cold Storage will be licensed for handling and storing frozen product destined for EEC countries. With its strategic geographical location, the complex is geared to provide a sophisticated service to export customers. Furthermore, the store will have specialised facilities for fish processing and packing, whilst highly trained and skilled personnel have proven expertise in handling a wide range of perishable products and temperature chain maintenance of cargoes.

SHIPMASTER'S REPORT: *Off limits launch and helicopter service:*

Port, Immigration, Customs and Health Authorities have made it clear that this service is a privilege and not a right. It is therefore of the utmost importance that the regulations are strictly adhered to.

The Agent must apply to the Port Captain for permission to service the vessel and the following details must be submitted. Name of vessel, time and date of arrival, draft, where from, where to, stores required and other reasons for call.

Launch is only allowed to be alongside vessel for 1 hour maximum otherwise vessel will have to enter port limits and incur port dues.

If personnel embarking, Immigration Authorities require name of vessel, tonnage, whether ballast or loaded and names of persons embarking. If persons disembarking then full names, dates and places of birth, nationality, Passport or Discharge Book number and expiry date, whether South African visa held and comprehensive reason for leaving vessel, arrangements made for departure from South Africa (usually 24/48 hours allowed), and flight number. This does not apply to medical cases. Guarantee from Agent accepting full responsibility and liability regarding maintenance and repatriation expenses. Persons disembarking must report immediately to Passport Control. Failure to report or leave South Africa on the booked flight is an offence and in addition to any fine or imprisonment the Owners will be refused any further off limits service for *any of their vessels.*

Port Health require application for Radio Pratique 48/24 hours before arrival. Customs require all bonded stores loaded to be signed for and ship's stamp applied. Stores or spares being landed must have prior notification to Agent and an accompanying letter giving full description and disposal instructions.

Agents require 168, 96, 48, 24, and 12 hours' notices followed by any amendment to ETA. Stores requirements should be sent at least 96 hours before arrival. Three copies of Crew List to be sent ashore with launch (or helicopter).

Services operate 24 hours per day and usual rendezvous position is 5 miles West of Green Point Lighthouse for launch (and 12 miles West for helicopter). Launch can carry up to 30 tons stores (and helicopter up to 2,000 kg.). Vessels should not anchor but provide a good lee and have derrick rigged. Contact should be made with the launch (or helicopter) 1 to 2 hours before arrival rendezvous point using Channel 16.

AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017, Johannesburg, South Africa. *Tel:* (011) 7734250. *Telex:* 424205. *FAX:* (011) 4032398. *Contact:* The Chief Executive.

Cape Town: P.O.Box 4245, Cape Town 8000. *Telex:* 550178 Porcap. *Contact:* Port Manager Tel: (021) 218-3790. Fax: (021) 25-2656. Commercial Manager Tel: (021) 218-2405, or Port Captain Tel: (021) 218-3413.

AGENT: King & Sons (Pty.) Ltd., P.O.Box 220 (5th Floor, Foretrust Building, Martin Hammerschlag Way), Cape Town 8000. Tel: (021) 211830. Telex: 527417. Fax: (021) 4182415. Cables: Baronet Cape Town.

DURBAN (Port Natal): 29.53 S. 31.02 E. (See Plan

PORT LIMITS: The area of sea bounded by:

(1) to the North, a line drawn from the coast in position: La 29° 48′ 42″ S., Long. 31° 02′ 32″ E. in a 090° (True) direction to positio Lat. 29° 48′ 42″ S., Long. 31° 07′ 30″ E.;

(2) to the South, a line drawn from the coast in position; La 29° 54′ 06″ S., Long. 31° 02′ 30″ E. in a 090° (True) direction to positio Lat. 29° 54′ 06″ S., Long. 31° 07° 30″ E.;

(3) to the East, a line joining the seaward positions in (1) and (2).

DOCUMENTS: The following documents should be prepared and rea on berthing:

Immigration:

2 Crew Lists.

Customs:

2 Crew Lists.

List of Narcotics on board.

1 Ship's Stores List.

1 Crew Declaration of Crew's Personal Effects.

1 Customs Form D.A.5.

N.B. Possession of pornographic material is a serious offence.

Port Health:

1 Maritime Declaration of Health.

1 Vaccination List.

1 Crew List.

Valid Derat Certificate.

Agent:

2 Crew Lists.

Load Line Certificate.

Safety Radio Certificate.

Safety Equipment Certificate.

Note: The above documents are required at each South African por regardless of vessels which are coasting.

PILOTAGE: Compulsory. As much advance notice as possible to b given to Port Captain through VHF radio – Port Operation – callin Channel 16, working Channel 12. Call Pilot by Aldis lamp if necessar Pilot boats fitted with multi-channel VHF.

Motor pilot boats – hulls painted black, white housing. "Pilot-loo painted in black on housing. Pilot taken aboard at Pilot Boarding Are situated approximately 2 miles N.N.E. of South breakwater light.

Vessels not to approach closer than 2 miles from entrance until conta has been made with pilot boat.

RESTRICTIONS: Vessels not permitted to enter unless Agents hav been appointed. Oil tankers and ships carrying explosives or dangerou goods restricted to daytime hours. The depth of the inner and oute channels is 12.8 m. above chart datum.

Hazardous Cargoes: Details of all hazardous cargo for discharge loading at Durban and hazardous cargo remaining on board during vessel's stay, are to be made known to the authorities through th vessel's Agent, not less than 72 hours prior to vessel's arrival.

Information required: Commodity, packaging, weight and volume, IM group and stowage on board.

Vessels having on board more than 10 tons of hazardous cargo, w require to maintain a fire watch manned by qualified shore firemen an in addition, have an emergency shore telephone on board.

MAX. SIZE: The draft permitted is 39 ft. (11.9 m.) The length of 245 is exceeded with the Port Captain's approval.

Size of vessels permitted to enter during the hours of darknes Vessels exceeding 200 m. in length and 26 m. in beam may be broug into port at night provided weather conditions are suitable. Vesse whose beam exceeds 35 m. are brought into port only when weath conditions are suitable.

HEALTH: Radio advice to "Port Health Durban", direct through Durba Radio, to be given between 24 hours and 48 hours prior to arriva advising ETA, last port, date sailed, number of crew, full innoculatio and vaccination status, and state of health of crew, and requesting Rad Pratique. Port Health will cable vessel directly, either granting pratiqu or requesting further details.

Shipmaster's Report: Valid Yellow Fever Certificate not required.

RADIO: Radio advice to "Port Captain Durban", direct through Durba Radio, 48 hours prior to arrival, advising ETA, draft, freeboard an reason for calling at Durban.

VHF: Port Control office manned 24 hours, calling Channel 16, workin Channel 12.

TUGS: 6×30 ton bollard pull tugs available. Join vessels in entran channel. Tug's wires used at no extra charge.

Stand-by tugs compulsory for tankers discharging crude.

BERTHING:

Berth	*Length*	*Depth below Chart Datum*	*Wharf Cranes*			*Cargo She*	
			No.	*Lifting Capacity*	*Rail Centres*	*Stack Area*	*Stac Volu*
	(m.)	(m.) *		(tons)	(m.)	(sq.m.)	(cu.m
Point and "T" Jetty							
Repair Quay (Shop 17)	183	6.7	1	10	4.6	–	–
A Berth Extension (Tug Berth)	62	9.1	–	–	–	–	–
A Berth	288	11.7	–	–	4.6	–	–
B Berth	329	10.5	4	7.5	4.6	–	–
C Berth	213	9.1	–	–	4.6	–	–
			1	7.5-15	–		
D/E Berth	275	8.2	4	4	4.6	7,097	24,34
F Berth	345	7.0	4	4	4.6	6,020	20,64
G Berth	346	7.0	–	–	–	6,020	20,64
L Berth	305	10.9	5	4	4.6	5,465	18,74
M Berth	305	12.2	6	4	4.6	6,679	22,90
N Berth (Cruise Terminal)	262	12.2	3	4	4.6	2,565	8,75
O Berth	310	12.2	6	4	4.6	–	–
P Berth	310	10.9	5	4	4.6	–	–
Q Berth	183	10.9	4	4	4.6	3,340	11,45
R Berth	183	10.9	3	4-15	4.6	2,863	9,81

Berth	Length	Depth below Chart Datum	Wharf Cranes			Cargo Sheds	
	(m.)	(m.) *	No.	Lifting Capacity (tons)	Rail Centres (m.)	Stack Area (sq.m.)	Stack Volume (cu.m.)
Maydon Wharf:							
Fish Wharf and Jetty	441	6.1	–	–	–	–	–
Berth 1	152	9.9	–	–	–	–	–
Berth 2	153	9.9	–	–	–	–	–
Berth 3	152	9.9	–	–	–	–	–
Berth 4	153	9.9	–	–	–	–	–
Berth 5	200	9.9	–	–	–	–	–
Berth 6	154	9.9	2	4	4.6	–	–
Berth 7	244	9.9	4	4-7.5	4.6	2,764	9,480
Berth 8	172	10.4	–	–	–	–	–
Berth 9	180	9.9	2	4	4.6	–	–
Berth 10	226	9.9	3	4	4.6	4,205	14,422
Berth 11	190	10.6	6	4-7.5	4.6	–	–
Berth 12	275	6.1	–	–	–	4,515	15,482
Berth 13	172	9.9	–	–	–	–	–
Berth 14	173	9.9	–	–	–	–	–
Berth 15	213	9.9	–	–	–	–	–
Bayhead:							
Graving Dock return wall	79	11.3	1	15	4.6	–	–
Repair Quay (Shop 24)	155	6.1	2	4	4.6	–	–
Departmental Repair Jetty	300	6.1	1	15	7.9	–	–
Ship Repair Jetty	413	8.5	1	10	9.0	–	–
Fish Wharf (Bayhead)	152	4.6	–	–	–	–	–
Pier No. 1:							
Harbour Craft Quay (Tech Supervisor)	103	6.1	–	–	–	–	–
Berth 100	276	9.1	4	4	4.6	–	–
Berth 101	229	12.8	4	4	4.6	6,020	20,649
Berth 102	213	12.8	3	4-15	4.6	–	–
Berth 103	235	12.8	4	4	4.6	6,020	20,649
Berth 104	351	12.8	3	4-15	4.6	–	–
Berth 105	235	12.8	5	4-15	4.6	6,020	20,649
Berth 106	213	12.8	3	4-15	4.6	–	–
Berth 107	238	12.8	5	4-7.5	4.6	6,020	20,649
Container/Ro-Ro Terminal: (Pier No. 2 and Crossberth).							
Berth 108	273	12.8	1	30.5	20	7,540	–
Berth 109	272	12.8					
Berth 200	236	12.8	2	40	20	–	–
Berth 201	216	12.8					
Berth 202	216	12.8					
Berth 203	305	12.8	7	40	20	–	–
Berth 204	305	12.8					
Berth 205	305	12.8					
Island View:							
Berth 1	230	12.8	–	–	–	–	–
Berth 2	175	10.6	–	–	–	–	–
Berth 3	250	12.8	–	–	–	–	–
Berth 4	175	10.6	–	–	–	–	–
Berth 5	175	10.9	–	–	–	–	–
Berth 6	175	10.9	–	–	–	–	–
Berth 7	230	12.8	–	–	–	–	–
Berth 8	230	12.8	–	–	–	–	–
Berth 9	245	12.8	–	–	–	–	–
Bluff:							
Berth 1	148	9.1	–	–	–	–	–
Berth 2	177	10.3	–	–	–	–	–
Berth 3	180	9.1	–	–	–	–	–
Berth 4	238	10.6	–	–	–	–	–

* All berths and channels are subject to shoaling from time to time. The depths shown are only available immediately after dredging to depth has been completed, and do not refer to the actual depths available at any time.

BULK HANDLING FACILITIES: *Bluff Mechanical Appliance:* Operators: Rennies Bulk Terminals. Berths No. 1 – 4 equipped with electrically driven appliances for the loading of coal. 1 belt loader with capability of loading at the rate of 6,000 t.p.d. and 2 bucket transporters with an aggregate capacity of 4,000 t.p.d. are available. Concrete bins are provided for ground storage with a capacity of 30,000 tons of anthracite. All exports are brought in by rail trucks. Overall productivity 4,000 tons per 24 hours. There is no work between 1100 hrs. Saturday and 0700 hrs. Sunday.

Coal Anthracite Storage Facilities: Concrete ground storage bins of 18,290 tons capacity at Causeway Road.

Island View 3: Operators: Durban Bulk Shipping Co. (Pty) Ltd. Max. draft 10.64 m., max. length 167.5 m., max. reach 9.4 m., dolphin max. height 13.1 m.

Products:	Pelletised maize products, minerals, ores and vegetable oils.
Storage Capacity:	Pelletised maize products (all silos dedicated) 50,000 tons; Andalusite 8,000 tons; Monocalcium phosphates 8,000 tons; Coal 33,500 tons; Chrome ore 24,000 tons; Vegetable oils 4,956 cu.m.
Handling Rate:	Shipping up to 13,000 tons per day.

Maydon Wharf 2 – Sugar Terminal: Operators: S.A. Sugar Association. Exports of bulk and bagged sugar. Max. draft 9.84 m., max. reach 15 m., max. throw 15 m., max. height 14 m. Max. wharf length of continuous gantry: 131 m. Storage in 3 silos with 520,000 tons capacity and warehouse for 57,000 tons of bagged sugar.

Loading is facilitated over 2 appliances, but only one operated at a time with a rate of 1,000 t.p.h. 24 hour operation if required. Stowage Factor: 43.

Maydon Wharf 5 – Multi-Product Installation: Operators: Rennies Bulk Terminals. Max. length 189 m., max. draft 9.84 m.

Products:	Wheat, maize, rice, barley, pelletised protein feeds, soda-ash, coal and fluorspar.
Storage Capacity:	Agricultural products 30,500 tons; Mineral products 100,000 tons; Soda-ash 21,000 tons.
Handling Rates:	Shipping 500 – 1,200 tons per hour; Discharge 250 – 330 tons per hour; Bagging 750 tons per day.

Hours of Operation: 24 hours per day, 7 days. Normal Monday – Friday 0600 – 1800 hrs. Balance at overtime rates.

Trimmer and Boom: Max. height of loading MSL +7.2 m., minimum depth of lowest bulkhead MSL + 1 m. Max. distance from quay 19 m. Minimum distance from quay 9.2 m. Max. throw 12 m. Rotation 360°.

Maydon Wharf 8 – Grain Terminal: Operators: Portnet. Loading of bulk grain. Max. draft 9.84 m. Vessels have loaded up to 10.6 m. on a rising tide but the Master must take full responsibility and prior permission must be obtained from the Port Captain. Loading through 4 spouts. Storage capacity 34,560 tons (maize) and 14,000 tons (sun flower seed). Loading rate (maize) 1,290 t.p.h. Bagging rate 3,000 bags per day.

Hours of Operation: Ordinary time Monday – Friday 0600 – 1400 hrs.

Max. length: Wharf 171.7 m. Gantry 133.56 m. between outermost shipping spouts. Max. beam with elevator spouts extended 27.43 m. Max. height from water level to top of coaming 14 m.

Average Stowage Factors	*Lower Hold*	*Tween Decks*
Conventional Vessels:		
Sorghum	49	51
Yellow Maize – Grade 1	46	47
Yellow Maize – Grade 2	47	48
Bulk Carriers:		
Sorghum	45.5	
Yellow Maize – Grade 1	46.5	
Yellow Maize – Grade 2	46.5	

Maydon Wharf 9 – Bulk Molasses: Operator: Pure Cane Molasses. Max. length 180 m., max. draft 9.84 m., storage capacity 48,000 tons, shipping rate up to 500 t.p.h. Piping and flanges available from operator. Shipping of Molasses in bulk.

Maydon Wharf 13 – Grindrod Forest Products Terminal:

Storage Capacity:	20,000 tons. Covered area 20,580 sq.m.
Handling Rate:	Supply 16,000 tons per month.

Maydon Wharf 14 – Bulk Soda Ash Appliance: Operator: I.C.I. Max. draft 9.84 m., max. length 190 m., max. reach 17 m.

Discharge of bulk soda ash through 2 vacuum operated suckers simultaneously to shore storage facility of 28,000 tons. Hours of operation 24 hours – 7 days. Rate of discharge 80 t.p.h. – 90 t.p.h. Max. 2,000 tons per 24 hours.

Maydon Wharf 15 – Rennies Forest Products Terminal:

Storage Capacity:	Pulp and paper 60,000 tons; Terminal "A" – 13,000 sq.m.; Terminal "B" 28,000 sq.m.
Handling Rate:	Shipping and pulp – 10,000 tons per day. Paper – 3,000 tons per day.

Point, Berth A – Keeley Granite Terminal:

Storage Capacity:	50,000 tons.
Handling Rate:	3,600 tons per day.

CRANES: *Floating Cranes:* Two self-propelled floating cranes:

"Indlovu": 200 ton: 200 ton at 21 m. radius.
125 ton at 35 m. radius.
"Imvubu": 60 ton: 60.9 ton at 6.1 m. radius
40.6 ton at 16.2 m. radius.

Also see "Berthing".

Mechanical Appliances: For general cargo handling: 1×30 ton mobile crane. Forklift trucks: 108×3 ton, 87×4 ton, 15×7 ton, 18×12 ton, 5×15 ton and 10 forklift trucks with a capacity greater than 16 tons. Shunting tractors and haulers: 47.

CONTAINER HANDLING FACILITIES: A major container/Ro-Ro terminal comprising 6 deep sea berths (200-205) and 2 coaster berths (108-109) is equipped with 7×40 ton wharf container cranes at deep sea facility and 1×30.5 tonne unit at Berth 108/109.

The entire complex covers some 102 hectares and provides very substantial stacking areas backed up by a large terminal building with computer control, workshop complex and a road/rail transfer terminal to handle unit trains conveying 100 TEUs. This rail terminal is served by 2 rail/road transfer cranes of 35 ton capacity each, covering 3 rail tracks and 2 traffic lanes. The back-up system operates on a combined trailer/straddle carrier system comprising 25×30 ton, 8-wheeled straddle carriers and 66 terminal tractors augmented by a substantial fleet of 190 terminal haulers and trailers as well as a large cartage fleet operated for the local delivery of containers. A Ro-Ro shed with an under cover storage area of 8,500 sq.m., where cargo pre-assembly and container packing/unpacking is carried out, is situated behind Berths No. 108/109.

A very modern stuffing and re-stuffing depot located on a 13 hectare site immediately adjacent to the harbour terminal is operated by private enterprise (Messrs. S.A. Cargo Depots). The depot is fully equipped with re-stuffing sheds and container handling equipment to cater for LCL traffic.

The container terminal operates a 24 hour day, 7 days a week service.

PRE-COOLING FACILITIES: *Pre-cooling Stores:* South African Co-operative Citrus Exchange Limited: Tel. 012-282181. Telex: 321391. Storage facilities comprise 10 holding chambers of 7,776 pallets (176,204 cu.m.), 72 rapid cooling tunnels of 3,456 pallets (7,831 cu.m.), a container area of 1,040 pallets (2,356 cu.m.), a re-pack holding area of 888 pallets (2,012 cu.m.). Handling rate: Shipping rate of 2,000 pallets per day (average 2,600 tons per day).

STEVEDORES: Stevedoring undertaken by private enterprise stevedores appointed by ship's Agent.

Port Working Hours:

The port is a 7 day, 24 hour port as far as berthing and pilotage are concerned.

Cargo working hours at conventional berths are:

Monday – Friday (2 shifts)	0600 – 1400 hrs.
	1400 – 2200 hrs.
Sunday	0715 – 1515 hrs.

Limited labour is available for overtime and Saturday and Sunday working, whilst 3 shift working consisting of 3×8 hour shifts is provided for at the Pier No. 1 area, albeit on a limited basis.

Container Terminal: Continuous work 7 days a week with shift changes at 0600 hrs., 1400 hrs. and 2200 hrs., except Christmas Day.

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

TANKERS: *SBM:* An off-shore single buoy mooring, suitable for crude dischargers between 70,000 and 300,000 d.w.t., is situated in position 30° 00.5′ S., 30° 58.5′ E. A Mooring Master will board in position 2 miles Eastward of the SBM. A starboard derrick, capacity 10 tons should be ready and crew available to lift mooring equipment on board from launch. A good lee on the starboard side is desirable.

Mooring to the buoy is with 2 lines provided by the terminal but vessels are required to provide a rope messenger, available on the forecastle. The mooring operation is carried out by shore personnel, assisted when necessary by ship's crew.

Pipe-line manifold should be ready to connect two 16 in. discharge hoses ASA 150 flanges. Connection by terminal personnel. The hose connection team remain onboard throughout the discharger's stay at the SBM.

No bunkers, or water are available from the SBM. Vessels using the buoy and receiving water or stores ex-launch may only do so prior to berthing or after leaving the SBM and at a distance of more than 2 miles from the buoy.

Port Tanker Berths: There are 7 tanker berths for vessels of max. length 244 m., max. draft 12.3 m. at Island View.

Slop tank facilities with a capacity up to 4,000 tons are available. Requirements in excess of this volume should be made known to the vessel's Agents with as much prior notice as possible.

Crude oil discharge through 10 in. hoses, white oil 8 in. hoses and loading products through 8 in. hoses.

Bunkers and fresh water available ex-berth.

Chemical tankers, with double skin, up to 183 m. are permitted to berth at Island View during hours of darkness. Agent to advise Port Control in advance that SOLAS and Classification Certificates are valid.

2 tugs required for shifting and all tanks to be sealed.

DENSITY: 1025.

FRESH WATER: Delivery by hose ex-wharf hydrants. Rate of delivery 50 t.p.h.

FUEL: Fuel and diesel oil are available ex-pipeline at Pier No. 1, Container Terminal and Island View Berths. Gas oil ex-pipeline is only available at Island View Berths No. 4, 5, 6, 7 and 8, and blends are available at Island View Berths No. 2, 3, 4, 5, 6, Pier No. 1, Pier No. 2 and Container Terminal.

The Maydon Wharf Point and Bluff Berths are served with fuel oil, diesel oil, gas oil and blends from a bunker barge (see below). No bunkers are supplied outside the harbour.

There is a self-propelled bunkering barge called the "Durban Servicer" with a capacity of 140 tonnes of gas oil, 650 tonnes fuel oil and 280 tonnes diesel.

CONSULS:

	Tel.		Tel.
Austria	211577	Netherlands	304-1770
Belgium	368-3794	Norway	202-6911
Chile	301-1225	Paraguay	32-7341
Denmark	305-1888	Portugal	305-7511
Finland	292622	Sweden	202-6911
France	299330	Thailand	305-1888
Germany	305-5677	U.K.	305-2929
Greece	301-4880	U.S.A.	304-4737
Italy	301-4107/8		

REPAIRS: All types of repairs can be undertaken.

DRY DOCKS: *Prince Edward Graving Dock:*

Dimensions—	
Overall docking length	352.04 m.
Length on keel blocks	327.66 m.
Length on bottom	352.04 m.
Width at coping	42.21 m.
Width at entrance top	33.52 m.
Maximum width at bottom	33.52 m.
Depth on entrance sill at MHWS	12.56 m.
Depth on inner sill at MHWS	13.17 m.

A docking length of 364.44 m. can be obtained by placing the caisson in the emergency stop at the entrance.

The dock can be divided into 2 compartments:

Outer 206.90 m. and inner 138.68 m.

The dock can be emptied in 4 hours.

Electric Cranes:

No.	*Lifting Capacity* (tons)	*Radius* (m.)	*Rail Centres* (m.)
1	50/10	28.00/30.00	7.92
2	10	27.43	7.92
2	8	27.43	4.57

Floating Dock No. 3:

Dimensions—	
Extreme length	106.68 m.
Length on bottom	106.68 m.
Length on keel blocks	104.54 m.
Extreme width	26.82 m.
Width at entrance	19.48 m.
Height on keel blocks	1.21 m.
Draft on keel blocks at HWOST	5.40 m.
Lifting capacity	3,000 tons
Crane	3 tons

Durban Slipway: Overall length 19.81 m. Width 5.00 m. Displacement (max.) 50 tons.

CERTIFICATES:

Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
Derat Certificate.
Certificate of competent officers (passenger ships only).

OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

CUSTOMS ALLOWANCES: See "Cape Town".

CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection. Under normal conditions vessels are obliged to use shore cranes.

REPATRIATION: All facilities available. Also see "Cape Town".

AIRPORT: Louis Botha Airport – 15 miles from harbour. Daily flights Johannesburg connecting with overseas flights by regular airlines.

TIME: GMT plus 2 hours.

HOLIDAYS: New Year's Day (1st January); Founder's Day (6th Apri Good Friday; Family Day; Ascension Day (date varies); Workers Da (1st May); Republic Day (31st May); Kruger Day (10th October); Day o the Vow (16th December); Christmas Day (25th December); Day o Goodwill (26th December). Cargo is not worked on Christmas Day.

POLICE/AMBULANCE/FIRE: Police, 310-2714; Ambulance, 6233 Fire, 62333 or 4502222.

TELEPHONES: Telephones can be supplied at all berths. Arrang through Agents. Also see "Restrictions" – Hazardous cargoes.

SERVICES: Tank-cleaning facilities, divers, compass adjustments an repairs to all electronic gear can be undertaken.

SHIP SUPPLY SERVICE: Crew changes are permitted by helicopter o launch at Durban and can be arranged with prior permission fro Immigration and Customs Authorities provided vessel has been grante Radio Pratique.

Helicopter Services: A single engine Sikorsky S62 helicopter i available for crew changes and supply services to vessels passing o Durban. The above helicopter is available for daylight service onl except in emergencies.

Normal Service: Within 15 nautical miles of Cooper Light.

Note: Normal Rendezvous area is 10 nautical miles off the coas Bearing (160°T) from Cooper Light. (For service where more tha one flight is required the ship MUST route through the 10 nautica miles rendezvous position).

Launch Service: A Company operates launches suitable for servicin vessels off port limits. Up to 20 tons of stores and/or provisions and a maximum of 14 passengers can be carried. The condition of transpo is that same is performed solely at Owner's risk.

The costs involved are R100 per half hour or part thereof and nomina charges are raised for the use of the launch's 1.5 ton hydraulic cran and steel cages to carry stores.

Communication can be established with the launch 1 hour prior to th ship's arrival at the Rendezvous position, on either VHF Channel 16 o 2182 kHz. The normal Rendezvous is five miles East of the Durba Harbour breakwater, but this can be easily varied.

The following two private companies have small craft licensed at th port to serve vessels off limits:

1. Messrs. Offshore and Ships Supplies (Pty) Ltd., P.O.Box 2913 Maydon Wharf 4057.

2. Messrs. Southern Offshore Supplies (Pty) Ltd., P.O.Box 3801 Point 4069.

Helicopter service provided by: Helicopter Services (Pty) Limited P.O. Louis Botha Airport, Durban 4029. Tel: 426101/42619 Telex: 564246 SA.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required, otherwise National Identity Cards if available.

GARBAGE DISPOSAL: Collection service is available via agent. Drum are placed alongside. No charge for service. Collections daily.

SEAMAN'S CLUBS: Missions to Seamen. Tel: (031) 375328; Sailor Society. Tel: (031) 3014380.

CURRENCY: South African Rand (R). U.S.$ 1.00 = R 3.43 (25.3.94)

GENERAL: A copy of the Regulations for the Republic of South Afric supplied gratis to Masters on arrival.

DEVELOPMENTS: A new Ro-Ro shed to cater for deep sea and coasta Ro-Ro traffic.

The renewal of wharf cranes over a 4 year period. The current lig weight fleet will be replaced by fewer higher capacity cranes, as an when the need arises.

Additional container gantries and replacement of the straddle carrie fleet with both stacking cranes and modern straddle carriers.

New specialised break-bulk terminals.

New offices at Ocean Terminal.

SHIPMASTER'S REPORT: September 1980 (Updated 1994).

Pilotage: Pilot ladders should be provided with manropes, uncovere manila, not less than 32 mm. diameter and without knots at the end.

Container Handling Facilities: The terminal has been complete General cargo vessels with 10 containers or more have to handle thes through the container terminal and shift berth later for handling of genera cargo.

Bunkers: On Maydon Wharf and Point Berths, no bunker facilitie bunkers to be taken by barge. Sometimes vessels have to shift to bunke pier for bunkering.

SHIPMASTER'S REPORT: June 1979 (Updated 1994).

Approaches: Decca Chain 10C, can be erratic, especially at night. 'Blu shows up at 48 miles on radar. Cooper Point D/F continuous.

Pratique: Send message to "Porthealth" Durban 36 hours before arriva If no complications free Pratique given quickly from Durban Radio.

Anchorage: Satisfactory if good weather, within about 4 miles N.E. o breakwaters, however if Southerly winds and swell build up it can b dangerous and it is often best to lie off.

Pilots: Send message to 'Port Captain Durban' 24 hours before arriva ship's particulars, type, cargo, length, draft and Agent's name. Conta Durban Harbour Radio at least 1 hour before arrival. Pilot boards fro large black fast cutter, nearly always on vessel's starboard sid (landward side).

Must have fixed ladder with manropes, if vessel has large freeboa (in excess of 9.0 m.) gangway required at half height. Pilots disli hoists.

Entry: Due to swell and cross currents around breakwater vessel has t be "driven" through breakwater entrance which requires full harbou speeds and sometimes more if heavy swell conditions, once well insi breakwaters speed is reduced.

VHF: Durban Harbour Radio and Pilots generally work Channel 12 bu numerous other Channels available.

For public correspondence use Durban Radio which usually works Channel 26, but very busy in the morning.

Tugs: 6 large powerful tugs fitted with firefighting and salvage capabilities are on station. Tugs are all diesel powered and comprise Schottel, Z-Peller and Voith propulsion systems with bollard pull varying from 23 tons to 40 tons. Very manoeuvrable and excellent stopping power. For most ships two tugs used inward and one outward, tug's wires used. A 20,000 h.p. ocean going tug is usually on station at Durban.

Tugs join vessels just inside breakwaters. For large vessels will accompany vessel on either side from anchorage area and then connect up when swell slackens inside.

Berth: For bunkers, Island View, Starboard side to. Swing in turning basin. For oil transfer of any kind use gantry 'Sheepbridge' with flexible pipes. Shock absorbing fenders. For vessels of 207 m. in length at No. 7, 8 and 9 Berths the straight section of the ship's side lay along the quay. FW available from quay.

Lines: Three head and stern lines. Two backsprings either end to the jetty. Mooring boat used.

Bunkers: Meter pump. Stop on meter at quantity stemmed. Rate up to 200 t.p.h.

Stores: Have to be taken from roadway down to the jetty. Generally local labour has to assist.

General: D/F calibration can be easily undertaken off Cooper Light, good continuous beacon from red tower near water tower, generally little traffic.

Customs/Immigration: Papers as per 'Guide to Port Entry'. Immigration require 'I' flag flown until Immigration Clearance granted.

AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017, Johannesburg, South Africa. *Tel:* (011) 7738300. *Telex:* 424205. *FAX:* (011) 7738304. *Contact:* The Chief Executive.

Portnet, P.O.Box 1027, Durban 4000, South Africa. *Tel:* (031) 361-8721 (Port Captain); (031) 361-8838 (Port Manager). *Telex:* 6-21567 SA. *FAX:* (031) 361-8835. *Contact:* Port Manager.

AGENT: King & Sons (Pty.) Ltd., P.O.Box 1 (18th Floor, 477 Smith Street), Durban 4000. Tel: (031) 301-0711. Telex: 620211. Fax: (031) 306-0212. Cables: Baronet Durban.

EAST LONDON: 33.02 S. 27.55 E. (See Plan)

PORT LIMITS: The area of the sea bounded by a line drawn from the Nahoon Point in position: Lat. 32° 59′ 50″ S. Long. 27° 57′ 07.5″ E. in a 114° direction for 1,852 m. to a position: Lat. 33° 00′ 13.9″ S. Long. 27° 58′ 12.8″ E. thence in a 216.5° direction to a position: Lat. 33° 03′ 14.46″ S. Long. 27° 55′ 37.18″ E. and thence in a 295° direction to the coast in position Lat. 33° 02′ 36″ S., Long. 27° 53′ 57″ E. (All bearings are true.)

For Charter Party purposes: An "arrived ship" is when she enters the Port Limits.

For Harbour Revenue purposes, a vessel "arrives" when it passes into the harbour proper or upon first contact at anchorage whilst waiting for berth.

DOCUMENTS: See "Cape Town".

Immigration: Produce their own forms which are:

(a) Arrival and Departure forms.
(b) Prohibition Notice – which states all crew must sail with vessel unless officially signed off through Immigration.
(c) Medical Certificate.
(d) Advice letter from last South African port – if applicable.

They require Crew Lists and the "I" flag to be flown until vessel cleared by Immigration Officer.

Also see "Cape Town" – *Shipmaster's Report,* March 1981. Same Documentation except 3 Crew Lists and 1 copy "nil" Livestock Form.

PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. Pilot taken aboard at outer anchorage. Pilots prefer pilot ladder and manrope system for boarding and disembarking.

RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed.

Port operates from: Mondays to Fridays 0600 to 2200 hrs., Saturdays 0600 to 1200 hrs. and outside these hours at special request. Tankers are docked in daylight only and can sail during normal working hours of port.

MAX. SIZE: Tankers: Max. length 204 m. overall, draft 9.9 m.

Passenger and dry cargo vessels: Max. length 245 m. overall, draft 10.4 m. (Tidal).

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If Radio Pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

Vessels will not be brought into harbour until Radio Pratique has been requested/granted, if this is first port of call on the South African range.

RADIO: East London Radio, call sign ZSA.

TUGS: 2 diesel Schottel tugs fitted with fire fighting and salvage capabilities with bollard pull of 34 tons each are available. Join vessel in entrance channel. Tug's wires used at no extra charge.

Stand-by tugs compulsory for tankers with hazardous cargo on board.

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Cranes* *No.*	*Cranes* *Capacity* (tonnes)
L	253	10.7	4 1	4 15/4
K (Ro/Ro)	253	10.7		
I (Ro/Ro)	132	8.5	6 1	4 15/4
G	180	10.1		
F	180	9.9		
C	200	10.0		
Repair Quay	110	8.5		
N	183	9.0	3	4
O	83	10.4		
P	183	9.0		
R	106	9.0		
S	194	10.4		
T (Grain Elevator)	194	10.4		
OW (Tankers)	259	10.4		

Containers handled at "L" Berth. Stacking area designed for 312 TEU ground slots and 38 reefer points.

Equipment: Straddle carriers, haulers and trailers.

Ro/Ro vessels handled at "I" and "K" Berths. Stacking area 1.8 hectares (18,000 sq.m.).

CARGO HANDLING FACILITIES: One berth equipped for bulk loading of maize. One berth equipped for discharging bulk petroleum products and LPG. All other berths for general cargo. Grain elevator: Storage capacity 75,986 tons; loading rate 1,650 t.p.h. through 4 spouts.

STEVEDORES: No Saturday work except at Port Manager's discretion.

TANKERS: One tanker berth suitable for vessels of 204 m. length with maximum draft 9.9 m. Diameter of hoses, 300 mm. LPG Tankers accepted, hose diameter 150 mm.

DENSITY: 1025.

FRESH WATER: Delivery by hose ex-wharf hydrants. Rate of delivery 60 t.p.h.

FUEL: 48 hours' notice required. Heavy Oil and Gas Oil available.

CONSULS:

Belgium
Denmark
France
Germany
Italy
Netherlands
Portugal
Transkei
United Kingdom

REPAIRS: All types of repairs can be undertaken.

DRY DOCKS: *Princess Elizabeth Graving Dock:*

Dimensions–	
Overall docking length	198.5 m.
Length on keel blocks	193.1 m.
Length on bottom	198.5 m.
Width at coping	31.2 m.
Width at entrance top	27.2 m.
Maximum width at sill level	22.9 m.
Depth on entrance sill, HWOST	10.2 m.
Depth on inner sill, HWOST	10.2 m.

A docking length of 209.2 m. can be obtained by placing the caisson in the emergency stop at the entrance. Maximum beam admitted depends upon draft.

Two 15 ton and one 5 ton electric cranes on 4.9 m. gauge track are available.

The dock can be emptied in 4 hours.

SURVEYORS: General cargo surveyors available.

Rennie Murray & Co. Ltd. Tel: 29612. Telex: 75–0711 as local Agent for Lloyd's Register, B.V., U.S. Salvage and Salvage Association.

OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

CUSTOMS ALLOWANCES: See "Cape Town".

CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.

CERTIFICATES:

Safety Certificates in respect of Life Saving Equipment and gear.
Radio Certificate.
Load-line Certificate.
Derat Certificate.
Certificate of Competent Officers (passenger ships only).

REPATRIATION: All facilities available.

AIRPORT: Ben Schoeman Airport – 8 km. from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.

TIME: GMT plus 2 hours.

HOLIDAYS: See "Cape Town".

POLICE/AMBULANCE/FIRE: Police 442223 or 51616; Ambulance 53316; Fire 2-1212. National Sea Rescue 22555. Harbour Police 442032.

EMERGENCY CO-ORDINATION CENTRE: Contact Port Captain: Tel: 44-2300 or 44-2142. Telex: 250774.

TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.

STORING: See "Prelims".

1. Truck only.
2. Not applicable.
3. Truck may proceed alongside unless explosives being handled. Vehicles not permitted at tanker berth. (Distance to gate – 200 m.)
4. Yes, except tanker berth.
5. Ship chandler places entries for bonded stores.
6. Ship chandler supplies labour.

SHORE LEAVE: Allowed. No shore pass required.

IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.

GARBAGE DISPOSAL: No collection service available, but agents can arrange for either drums or skips to be placed alongside the vessel and the garbage removed. Contact Waste-Tech (Pty) Ltd. Tel: 45-1621.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Flying Angel Seaman's Club, 2 Buffalo Street, East London. Tel: 24126. Facilities available include shop, international telephone service, church service, minibus collection, postage service and games.

CURRENCY: South African Rand (R). U.S.$ 1.00 = R 3.46 (1.3.94).
AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017, Johannesburg, South Africa. *Tel:* (011) 7738300. *Telex:* 424205. *FAX:* (011) 7738304. *Contact:* The Chief Executive.

East London: P.O.Box 101, East London 5200. *Tel:* 44-2855. *Telex:* 25-0774. *Contact:* Port Manager Tel: (0431) 44-2300. Fax: 44-26521. Port Captain Tel: (0431) 44-2300. Fax: (0431) 44-2143.

AGENT: King & Sons (Pty.) Ltd., P.O.Box 1 (5th Floor, Caxton House, Terminus Street), East London 5200. Tel: (0431) 24381. Telex: 250205. Fax: (0431) 21971. Cables: Baronet East London.

MOSSEL BAY: 34.10 S. 22.09 E. (See Plan)

PORT LIMITS: Within a line drawn from Cape St. Blaize Lighthouse to the mouth of the Little Brak River, thence along the high water mark so as to include the foreshore between these points, together with Seal Island, the estuary of the Little Brak River as far as the tide flows.
DOCUMENTS: Refer to "Cape Town".
PILOTAGE: Compulsory. 1 hour advance notice to be given to Harbour Master and Pilot through VHF radio. Port operation calling Channel 16, working Channel 12. Motor pilot boat – black hull, white housing. International pilotage signals used. Pilot boards about 1 mile North of Cape St. Blaize Light.
ANCHORAGE: Open anchorage with unlimited depth.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed. No night berthing or sailing for tankers.
MAX. SIZE: Anchorage: No restrictions.

Tanker mooring: Up to 32,000 d.w.t.

Harbour: Max. draft 6.5 m. Max. displacement 5,000 tons. Max. LOA 130 m.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If Radio Pratique not granted "Q" flag to be flown until ship has been cleared.

Valid certificates must be held for yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Cape Town Radio, ZSC. Port Elizabeth Radio, ZSQ.
TUGS: 1 twin-screw workboat with a bollard pull of 10 tons available, equipped with VHF and R/T.
BERTHING:

		Cope	Depth at		Cranes	
		Level	Chart	Datum	(electric)	Lifting
Berth	Length (m.)	MSL (m.)	Max. (m.)	Min. (m.)	No.	capacity (tons)
Vincent Jetty	143 (2 sides)	2.50	6.0	4.0		
*Low Level Wharf	62	1.94	1.7	1.7		
*No. 1 Quay	43	2.80	1.7	1.7		
*No. 2 Quay	53	2.80	2.7	2.7		
No. 3 Quay	213	2.80	6.0	5.5		
No. 4 Quay	274	3.01	7.5	7.5	2	4
No. 5 Quay	170	2.30	4.0	4.0		

*Suitable for small fishing craft only.
MEDICAL: Cape St. Blaize lighthouse on 24-hour watch. Requests for medical assistance passed through lighthouse to Harbour Master and Pilot. Hospital facilities available. Vessels in port should arrange medical facilities through Agent.
TANKERS:
CBM: *Position:* Lat. 34° 08′ 35.5″ S., Long. 22° 07′ 47″ E.
Name: Mossgas Voorbaii Tank Farm.
Location: Mossel Bay Terminal for the export of alcohol is an open, unsheltered roadstead, approximately 1.5 nautical miles Northward of the Eastern end of the protection pier of Mossel Bay Harbour or alternatively Cape St.Blaize Lighthouse. From the berth, Cape St.Blaize bears 152° × 2.88 nautical miles.

Sound and sandy mooring bottom. Depth of water 18 m. – 21 m.
Charts: Refer to U.S. Hydrographic Office Charts, British Admiralty Chart No. 639 (Africa South Coast – Mossel Bay) and S.A.N. Chart No. 1020.
Navigation Aids: Prior to proceeding to the berth, ships should await the boarding of the Pilot approximately 1.2 nautical miles Eastwards of moorings in approximately 25 m. of water.

The position is Lat. 34° 09′ S., Long. 22° 10′ E., and from here the berth will bear 288° × 2.0 nautical miles and Cape St.Blaize 192° × 2.2 nautical miles.
Land Marks: Refer to Hydrographic Chart No.639, S.A.N. Chart No. 1020 and plan (See "Plan Section"). Cape St.Blaize Lighthouse is most prominent point and is also assisted with shore beacons.

Radio control is also available on international frequency.
Terminal Information/Requirements:
CBM: Maximum draft 12.0 m. Maximum size of vessel allowed in berth 32,000 d.w.t.
Bow: Both anchor winches capable of working independently of one another.
Stern: Sufficient winches capable to connect 6 ropes from the stern of the vessel (2 to each buoy astern of the vessel). Vessel must have winches forward of accommodation on each side to handle breast ropes.
Ropes required:

10 full coils (220 m.) 64 mm. diameter polyprop.

Minimum breaking strain 64 tons or comparable floating ropes.
Ballast condition: At all times a minimum of 25% of Summer deadweight must be on board in cargo or ballast.
Note: There is no deballasting arrangement to shore.
Manifold Connection: 8 in. universal flange. Hose lifting and hos connecting arrangements required at the manifold. Minimum derr capacity 5 tons.
Accommodation: Required for Loading Master, tanker team, berthin gang and surveyor (total of 7 persons).
Berthing: Only daylight berthing/unberthing will be carried out.
Note: Tankers will not be berthed if arrival is later than 1400 hrs. (loc time). However, the Portnet Pilot and Marine Operators will evalua each arrival on the day to determine if conditions are suitable for la berthing.
SPM:
Marine Tanker Terminal Single Point Mooring Buoy (MTT): The bu facility is situated at Voorbaai, an open, unsheltered roadstead, i position Lat. 34° 08.6′ S., Long. 22° 08.5′ E., in a depth of about 21.0 m of water at LAT. It is an IMODCO type Single Point Mooring buoy wi a 3 hose system which may be used simultaneously. They consist of ballast line and two product lines. One product line is dedicated t 93 and 97 octane petrol and the other product line to distillate namely illuminating paraffin and automotive diesel oil.
Navigation Aids: The buoy is 8.5 m. in diameter, with a freeboard about 1.6 m. and painted yellow in colour. It is fitted with the followin

Master Lantern:	Morse code 'U' every 15 seconds, amber len range 3.0 km.
Fog Signal:	2.0 km. range, omni-directional, 3 sec. bla every 30 seconds with an output of 55 phons
Load Cell Warning:	Red lantern: 0.5 sec. flash every second mooring line tension exceeds the permitte loading of 50 tonnes.

Personnel: A Loading Master and a tanker team which consists 3 divers/deck watch will all remain on board for the whole loadin operation and accommodation is requested for these personnel.

The Portnet Pilot will, at the specific request of the Shipmaster, rema onboard on the completion of the mooring operation, if this is require The Harbour Master, at his discretion, may require the Portnet Pilot remain on board for safety reasons. In this event, accommodation requested for him.

The divers/deck watch will, with the assistance of the ship's crew connect and disconnect the hoses. They will stand watches as instructe by the Loading Master, and have radio communication with the tan farm at all times. Weather and operational requirements permitting, the will carry out an underwater inspection of the system during the loadin
Mooring Launch and Buoy Tender Vessel (BTV): The moorin launch(es) "Strandloper" and/or "Houtkapper" will be used as the pil vessel for the Pilot and other personnel to board from, and for passin the pick-up rope to the ship. The BTV "Pentow Isipingo" will attend the hoses, and will remain on station in the vicinity of the buoy as th diving support and pollution control vessel. The BTV has a capability towing, and is able to hold the ship off the buoy if required.
Loading Hoses: The hoses are 8 in. internal diameter, and the ends ar fitted with Camlock couplings for the manifold connection and butterf valves, which must be locked in the open position during the whole the loading operation. The hoses will be suitably secured with hangin off chains on the hoses, made fast to either bollards or pad eyes at th manifold. The hoses will be suitably suspended from the ship's derric which must have a minimum SWL of 5 tons.
Mooring Hawser: The mooring hawser consists of a 45 m. × 144 mm diameter braidline nylon with a 45 m. × 64 mm. polypropylene pick-u rope. Between the mooring hawser and the pick-up rope is a length 54 mm. stud link chain designed to be accommodated in an OCIM tongue type bow stopper, with which all tankers loading at this Termina must be fitted.
Weather: The average maximum temperature during Summer month is 22°C (extreme maximum 34°C) and the average minimu temperature is 15°C (extreme 5°C). The average annual rainfall 380 mm. The average relative humidity is 75%. The coastal climate generally mild to temperate throughout the year.
Tides: The tidal range is about 2.0 m.
Currents: There are no significant currents at the Voorbaai MTT locatio
Sea Temperature: Average 20°C.
Water Salinity: Density of 1020 – 1025 kg./cu.m.
Wind: Prevailing winds are S.W. (predominant throughout year), N.W (Winter) and S.E. (Summer), but wind directions and velocities a subject to rapid change without warning. Average wind force is betwe 10 – 25 knots. Heaviest seas and swells are predominant S.E.'ly a accompany the S.E. winds. The S.W.'ly winds seldom cause sw problems.
Berthing Limitations: Berthing will be limited to wind speeds of less th 25 knots and/or sea and swell not exceeding 2.0 m. or in accordan with the advice of the Portnet Pilot. Note that berthing on to the bu will only be performed in *daylight*.

Likewise, should the ship, whilst moored to the buoy, experience wi speeds in excess of 30 knots or swell in excess of 3.0 m. or moori forces in excess of the stipulated force, which activates the red warni light on the buoy or any combination of these, the loading will be stopp and preparations made to leave the berth. Should these conditio persist or worsen, the hoses will be disconnected and the ship taken the buoy until more suitable weather prevails. The advice of the Port Pilot and/or the Loading Master, with regard to these conditions, shou be accepted in the interest of safety.
DENSITY: 1025.
FRESH WATER: Available along Nos. 3, 4 and 5 quays and Vinc Jetty.
FUEL: Available at No. 2 quay and No. 3 quay. Available by road tank at No. 5 quay and Vincent jetty.
REPAIRS: Marine engineering firm available for all classes and typ of onboard afloat repairs. Slipway of 375 tons capacity is available.
CUSTOMS ALLOWANCES: See "Cape Town".
CARGO GEAR: All cargo handling equipment must be in good cond and certificates available for inspection.
AIRPORT: George Airport, 40 km.

TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Founder's Day (6th April); Good Friday; Family Day; Ascension Day (dates vary); Workers Day (1st May); Republic Day (31st May); Kruger Day (10th October); Day of the Vow (16th December); Christmas Day (25th December); Day of Goodwill (26th December). Cargo is not worked on Christmas Day and Good Friday.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
GARBAGE DISPOSAL: Drums provided alongside by Port Authority. Skips are available for alongside or on board (to be arranged by ship's agent).
WASTE OIL DISPOSAL: No collection service available.
SEAMAN'S CLUBS: None.
CURRENCY: South African Rand (R).
AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017, Johannesburg, South Africa. *Tel:* (011) 7738300. *Telex:* 424205. *FAX:* (011) 7738304. *Contact:* The Chief Executive.
Mossel Bay: Portnet, P.O.Box 1942, Mossel Bay 6500, South Africa. *Tel:* (0444) 46271, 3404. *FAX:* 46232. *Contact:* Captain K. Shirley, Port Manager.

AGENT: King & Sons (Pty.) Ltd., 9 Church Street, Mossel Bay 6500, South Africa. Tel: (0444) 7117. Fax: (0444) 913311.

PORT ELIZABETH: (Algoa Bay): 33.57 S. 25.39 E.

(See Plan)

PORT LIMITS: Bounded on the Southward by a line drawn from Cape Recife, East (true) to a point in the Indian Ocean, distant 1,609 m. on the Northward by a line drawn from the extreme point of the East bank of the Swartkops River, East (true) distant 1,609 m. on the Eastward by a line drawn between these 2 points, and shall embrace the foreshore between high and low water marks from Cape Recife lighthouse to the aforesaid line at East bank of the Swartkops River, including that portion of the said river which lies on the seaward side of the bridge carrying the railway line to Alicedale, together with the jetties, harbour works and all land vested in the Government of the Republic of South Africa.
DOCUMENTS:
Customs
Form DA.1 Report Inwards/Outwards for ships.
Form DA.3 Certificate of clearance for ships.
Form DA.4 Transire – for a destination in the R.S.A.
Form DA.5 List of sealable goods on board ship.
Ship's Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office
P1/27 Notice of arrival and departure of vessel.
P1/8 Declaration and Post Office Certificate.
Port Health
Maritime Declaration of Health.
Crew List with last vaccination dates.
Derat or Derat Exemption Certificate.
Port Authority
T958 Report of Arrival.
T962 A Departure/Shifting Notification.
Ship's Manifest.
Also see "Cape Town" – Shipmaster's Report, March 1981.
PILOTAGE: Pilotage is compulsory. Messages addressed to Port Captain, Port Elizabeth. Initial ETA together with draft, 72 hours prior to arrival, updated 12 hours prior to arrival and confirmed with Port Control when within VHF range and when 16 miles East of the breakwater head for ships coming from Eastward and 3.5 miles South of Cape Recife for ships coming from Westward. VHF radio calling on Channel 16. Working frequency Channel 12.

Pilot boats fitted with multi-channelled VHF. Pilot boats black hull with white superstructure, "Pilot-Loods" painted black on white. Pilot boat stationed inside harbour and meets ship on arrival approximately 2.5 nautical miles North East of South breakwater head. Boarding requirements consist of pilot ladder together with 2-manropes or pilot hoist. Pilot ladder usually rigged on starboard side.

Algoa Bay is considered a safe anchorage for all sizes of ships, the bottom consisting mainly of sand. Usual anchorage for ships awaiting Pilot is 3.5 miles Eastward of breakwater, in the Outer Anchorage. Predominant winds are Westerly all the year, with East/South Easterly during the Summer months. The Westerly winds are the stronger of the two but are off land and cause little difficulty. Easterlies being from the sea are inclined to cause an uncomfortable sea.
ANCHORAGE: See "Pilotage".
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed.

Vessels which are considered *not gas free* are restricted to daylight entry only.
MAX. SIZE:

	Max. length	*Draft*
Passenger, dry-cargo and container vessels	Subject to Port Captain's prior approval	11.6 m.
Tankers	203.3 m. overall	9.7 m.
Ore carriers	251.5 m.	12.0 m.

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If Radio Pratique not granted "Q" flag to be flown until ship has been cleared.

Valid certificates must be held for yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Port Elizabeth Radio. Call sign ZSQ.
VHF: See "Pilotage".
TUGS: Three "Z-Peller" diesel tugs with a bollard pull of 30 tons and fitted with firefighting and salvage capabilities are available, fitted with radar and VHF. Tugs join between anchorage and harbour entrance. Tug's wires used at no extra charge.
BERTHING:

Wharf	*Length* (m.)	*Cope Level (MSL) Max.* (m.)	*Depth at Chart Datum Min.* (m.)	*Depth at Chart Datum Max.* (m.)	*Cranes Lifting Capacity* No.	*Cranes Lifting Capacity* (tons)
Charl Malan Quay	423	4.4	11.0	11.0	2	4
Container berths	635	4.4	12.2	12.2	2	40
East Quay	400	4.4	12.2	12.2	—	—
No. 2 Quay	519	4.4	11.0	11.0	8	4
					2	15
No. 3 Quay	518	4.4	7.0	10.0	6	4
					1	15
Ore Berth	360	4.4	12.2	12.2	2 ship loaders	
Tanker Berth	242	2.9-3.8	9.9	9.9	—	—
Trawler Quay	136	2.6	5.5	5.5	—	—
Fisheries Jetty	165	2.7	6.5	6.5	—	—
Tug Jetty	120	2.6	7.0	7.0	—	—

Container back-up facilities: 22 ha. with 3,500 ground positions for deep sea container traffic and 36 ground positions for reefer container traffic.

10 straddle carriers, 17 haulers and 21 bath-tub trailers for internal use.

A rail terminal for forwarding and receiving containers to and from inland destinations.
Ro-Ro facilities: Side loading for deep sea traffic. End loading for coastwise traffic.
Pre-cooling Stores: South African Co-Operative Citrus Exchange Ltd. Tel: (041) 563825. Telex: 243175. Fax: (041) 560752. Operates 5 pre-cooling chambers with a capacity of 7,500 cu.m. (approx.) at No. 2 Quay.
BULK HANDLING FACILITIES: Ore Loading Plant: Storage capacity approx. 350,000 tons. Rated loading capacity 1,360 t.p.h.
Ore loaders:

Maximum outreach from quay face	19.35 m.
Extreme elevated height of loaders above HWOST	13.92 m.

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agent.
TANKERS: Stand-by tugs for the fire watch compulsory.
DENSITY: 1025.
FRESH WATER: Delivery by hose ex-wharf hydrants. Rate 50 t.p.h.
FUEL: 48 hours' notice required. Bunker fuel and gas oil available at ore berth. Bunker oil available at Berth No. 15.
CONSULS: (Code 041).

Belgium	Tel: 564697	Italy	Tel. 351260
Denmark	" 432696	Netherlands	" 562422
Ciskei	" 515634	Norway	" 559944
Germany	" 572840	Portugal	" 321693
Greece	" 555634	Transkei	" 542224
France	" 532070	U.K.	" 552423

REPAIRS: Minor deck and engine room repairs.
DRY DOCKS: None. Electrically operated 1,200 ton slipway; depth on keel blocks F. 3.7 m.; A. 7.5 m. HWOST; telescopic cradle 75.4 m. long, minimum length 44.3 m. Max. length of ship 82 m. and max. beam 12 m.
SURVEYORS: All Classification Societies represented.
CUSTOMS ALLOWANCES: See "Cape Town".
CARGO GEAR: Undertaken by shore cranes. No floating crane available.
STEVEDORES: To be arranged through ship's Agency.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Shipmaster to liaise with stevedores.
REPATRIATION: All facilities available.
AIRPORT: 4 km. from harbour. Regular daily S.A. Airways flights to and from all major centres.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Founder's Day (6th April); Good Friday; Family Day; Ascension Day (dates vary); Workers Day (1st May); Republic Day (31st May); Kruger Day (10th October); Day of the Vow (16th December); Christmas Day (25th December); Day of Goodwill (26th December). Cargo is not worked on Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police (City) 10111, Police (Harbour) 504-5911, Pager 342211 (No.252); Ambulance 10177; Fire 55-1555. Security 507-2710.
TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
GARBAGE DISPOSAL: Skips supplied to all ships for galley refuse only. Hold rubbish/dunnage, etc. by rail truck or by motor truck. Order through Port Control, Tel: 507-2720.
WASTE OIL DISPOSAL: No shore tanks or barges. Waste Tech supply tanker trucks of 10,000 litres capacity at a charge of R800. Contact Tel: 662741 or Fax: 662745.
SEAMAN'S CLUBS: Seaman's Club. Facilities include telephone, church, shop, games can be arranged, minibus collection, postage, games available at club. No accommodation.

AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017, Johannesburg, South Africa. *Tel:* (011) 7738300. *Telex:* 424205. *FAX:* (011) 7738304. *Contact:* The Chief Executive.

Port Elizabeth: Portnet, P.O.Box 162, Port Elizabeth. Port Manager Tel: (041) 507-2604 or Port Captain Tel: (041) 507-2043. Telex: 243211. FAX: 552930. Contact: E.C. Bremner, Assistant Port Captain.

AGENT: King & Sons (Pty.) Ltd., P.O.Box 1 (7th Floor, Sanlam Building, 44 Main Street), Port Elizabeth 6000. Tel: (041) 559158. Telex: 243445. Fax: (041) 564194. Cables: Baronet Port Elizabeth.

PORT NOLLOTH: 29.15 S. 16.50 E. (See Plan)

PORT LIMITS: Northward by a line drawn 245° from North Point to a point 4,827 m. from the shore; Westward by a line drawn 155° from the above point to the point where it meets a line drawn 245° from Guap Point, Southward by the latter line.
DOCUMENTS: Port Nolloth is not a port of entry for foreign going vessels. Any vessel arriving from outside South Africa must enter at either Cape Town or other South African ports. Only document required is 1 copy of the arrival form.
PILOTAGE: None. Harbour Master will give directions either from the shore, or will come on board a vessel if requested. 72 hours advance notice of ETA required. Harbour Master stands by on VHF Channel 12 and R/T 2182 kHz from 0800 to 1630 hrs. Monday to Friday. Outside these hours only if a vessel is expected.
ANCHORAGES: Anywhere about 0.5 miles seaward of the Fairway Buoy, usually just North or South of the transit line.
RESTRICTIONS: Daytime port only. Entry usually only possible about 2 to 3 hours either side of HW. Tide gauge on jetty and vessels only allowed to enter when 1 m. above chart datum shown on this gauge.
MAX. SIZE: Length 200 ft., draft 3.5 m.
HEALTH: Pratique automatic as vessel must have cleared at another South African port.
RADIO: Local radio station as under "Pilotage", or call Cape Town Radio.
VHF: VHF in Harbour Master's Office; (Multi-Channel). R/T 2182 kHz. Other VHF Channels available (i.e. 6, 10) on portable VHF sets.
RADAR: Not available.
TUGS: None. 40 ft. launch available if required.
BERTHING: 1 berth, 217 ft. long. Depth alongside 3.5 m. at Chart Datum.
CRANES: 1 electric travelling crane, 7.5 tons SWL (only 4 tons SWL under normal cargo working). 1×2 ton mobile crane available.
STEVEDORES: Stevedores supplied by Marine West (Pty) Ltd. who operate the port. 2 gangs available, no advance notice required.
MEDICAL: Local hospital and resident doctor. Main hospital at Alexander Bay (80 km. distant).
TANKERS: Tankers discharge alongside main cargo jetty. Gas oil only. No slop discharge facilities and no loading of oil. Discharge by vessel's pumps, 2 discharge lines available (Shell and Caltex).
DENSITY: 1025.
FRESH WATER: Fresh water available. Delivery by small bore hose (garden tap size); pressure dependent on municipal mains.
FUEL: Marine diesel available on all 3 jetties (2 fishing jetties and main cargo jetty). Delivery from standard type pump nozzle.
FIRE PRECAUTIONS: Normal when discharging gas oil.
CONSULS: None.
REPAIRS: Small deck and engine repairs can be undertaken.
DRY DOCKS: None. 1 slipway for vessels up to 20 m. length and 60 g.r.t.
SURVEYORS: No cargo surveyors. South African Department of Transport represented by the Harbour Master.
GANGWAY/DECK WATCHMEN: Not required.
HATCHES: Opening/closing carried out by vessel's crew.
CUSTOMS ALLOWANCES: No Customs Officers available.
REPATRIATION: In emergency only.
AIRPORT: Alexander Bay 80 km.; Springbok 140 km. Daily flights from Springbok to Cape Town. 3 weekly flights from Alexander Bay to Cape Town and to Luderitz, Johannesburg, Walvis Bay and Windhoek.
TIME: GMT plus 2 hours throughout the year.
HOLIDAYS: Good Friday, Day of the Vow (December 16th), Christmas Day, Boxing Day and New Year's Day are holidays – cargo work can be arranged on some of these days, but it is not usually asked for.
POLICE/AMBULANCE/FIRE: Police – Port Nolloth Tel: 8320. Ambulance – Port Nolloth Tel: 8229 (municipality) or Tel: 8411 (state). Fire – No fire brigade in the town – Marine West fire fighting facilities Tel: 8244 or 8038 after office hours.
EMERGENCY CO-ORDINATION CENTRE: Port Captain, Cape Town. Tel: Cape Town (021) 4053413. Fax: (021) 252656.

Port Captain, Walvis Bay, Tel: Walvis Bay (0642) 3631.
Port Captain, Saldanha Bay, Tel: (02281) 20452.
Any coast radio station, i.e. Cape Town Radio or Walvis Bay Radio.

TELEPHONES: No facilities exist for placing telephones on board.
BANKS: First National Bank, P.O.Box 72, Port Nolloth 8280. Tel: Port Nolloth 8216. Telex: 5–20471 SA.
STORING: See "Prelims".

1. By truck.
2. No barges available.
3. Trucks can proceed alongside the vessel.
4. Yes.
5. None.
6. Yes.

SHORE LEAVE: Permitted, no restrictions.
IDENTIFICATION CARDS: Not required.
DELAYS: Tidal, unless berth occupied.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None. Hotel with pool tables, bar & restaurant, bank and post office, supermarket & shops and churches, all within 1000 metres of dock gates. No arranged football matches or dances.
CURRENCY: South African Rand (R).
AUTHORITY: Portnet, P.O.Box 30, Port Nolloth 8280. *Tel:* Port Nolloth (0255) 8340. *FAX:* (0255) 8629. *Contact:* Captain D. M. Bridge, Harbour Master.

Harbour leased to: Marine West (Pty) Ltd., P.O.Box 101, Port Nolloth 8280. *Tel:* (0255) 8244 and after hours 8038. *FAX:* (0255) 8629.

RICHARDS BAY: 28.48 S. 32.06 E. (See Plan)

LOCATION: The port is located some 200 km. North of Durban. Mid point of the bay is approximately Lat. 28° 48′ S., Long. 32° 02′ E.
DOCUMENTS: The following documents should be prepared and ready on berthing:

Port Health:
1 Maritime Declaration of Health.
1 Vaccination List.
1 Crew List.
1 Valid Derat Certificate.

Immigration:
1 Crew List ("I" flag International Code to be flown).
1 Passenger List (if applicable).
1 Stowaway List (if applicable).

Customs:
2 Crew Lists.
1 Ship's Stores List.
1 Crew Customs Declaration (local form only).
1 Narcotics List.
1 Personal Effects List signed by each crew member.
1 Passenger List.
1 Customs Form (D.A. 5).

All vessels using the port, will be subject to Customs Inspection and must obtain a Customs Clearance.

Agents:
2 Crew Lists.
Loading Certificate.
Safety Radio Certificate
Safety Equipment Certificate.
Register.
1 Transire from previous South African port.

PILOTAGE: Pilotage is compulsory and Pilots are provided by the Marine Department of Portnet.

Two pilot vessels available, black hull with white superstructure with "Pilot-Loods" painted on sides.

Boarding points are determined by the Pilot, but generally speaking will be within an area approximately 3 nautical miles S.E. of South breakwater.

Pilot ladders to be clean and comply with Solas Regulations.

Vessels with freeboard in excess of 9.0 m. must have accommodation ladder rigged in conjunction with the pilot ladder, which must be 2.0 m. above sea level, manropes must be provided. Pilot hoists not accepted.

Also see "Restrictions".

ANCHORAGES: 3 to 5 nautical miles South East of the South Breakwater but not opposite Entrance or North of Entrance, which is a prohibited entry area.
Quality of Bottom: Sandy.
Note: Anchorage is similar to Durban and in high S.W. winds anchorage is not safe, and vessels are inclined to drag anchor. In high N.E. winds, caution should be exercised.
RESTRICTIONS: *Marine Traffic Hours:* 24 hours a day, except for vessels that do not meet the ballast draft requirements, which will only be handled at pilot's discretion.
MAX. SIZE: LOA Max. 314 m. Beam max. 47.25 m. Draft max. 17.5 m. D.W. Limit max. 170,000 d.w.t. Larger vessels may be accommodated on request to the Port Captain.
Minimum Ballasted Condition on Entry:

	Length	*Draft – Fore*	*Draft – Aft*
	200 m.	6.1 m.	7.3 m.
	250 m.	7.6 m.	8.5 m.
	275 m.	7.9 m.	9.1 m.
over	275 m.	8.2 m.	9.8 m.

HEALTH: Radio Pratique must be obtained by cabling Port Health – Durban using the standard international procedure for working. See "Radio".

Derat Certificates valid for six months are issued by Port Health as are exemption certificates.

RADIO: *Arrival Advice:*

To "Port Health Richardsbay" – direct through Durban Radio – between 24 hours and 48 hours prior arrival – advising ETA, last port, date sailed, number of crew, full inoculation/vaccination status, and state of health of crew, and requesting Radio Pratique. Port Health will cable vessel directly, either granting Pratique or requesting further details. These messages are free of charge.

To "Portcaptain Richardsbay" during normal port working hours, otherwise to Port Control Signal Station outside hours – direct through Durban Radio – 48 hours prior arrival, advising ETA, draft, freeboard and reason for call at Richards Bay.

Port Control: Fax: (0351) 9052249. Telex: 631119 SA.

VHF: Vessels can communicate with Port Control on Channel 16 VHF, watch is maintained continuously, working channels – 12, 9, 11, 13 and 14. When at anchor, listening watch must be kept to receive berthing instructions.

TUGS: Tug attendance is compulsory. Tugs will supply a working wire or wire-polyprop combination, with a messenger attached. Ship to send heaving line to tug. Tugs are owned and operated by Portnet and consist of the following:

1. Voith Schneider (3 tugs)	4,200 h.p. Bollard Pull 44 tons.
2. Diesel Kort Nozzle (2 tugs)	4,400 h.p. Bollard Pull 50 tons.

Tugs change crew at 0600 hrs., 1400 hrs. and 2200 hrs. on Monday to Friday, and 0600 hrs. and 1800 hrs. on Saturday and Sunday.

BERTHING: Harbour Authorities provide berthing gangs.

Berth	*Length* (m.)	*Depth* (m.)	*Permissible Draft* (m.)	*Cope Level* (m.)
Die Duine (Coal Berths and Chemical Quay):				
209 (Chemicals)	300	14.0	12.5	+4.5
301	350	19.0	17.5	+5.2
302	350	19.0	17.5	+5.2
303	350	19.0	17.5	+5.2
304	350	19.0	17.5	+5.2
Umhlatuzi (General/Heavy/Ro-Ro Cargo Berth):				
609	300	12.8	12.0	+5.2
Bayview (Bulk Cargo Quays):				
701	300	12.8	12.0	+5.2
702-705 (each berth)	250	19.0	17.5	+5.2
706	300	14.7	14.0	+5.2
707	300	14.7	14.0	+5.2
Small Craft Harbour:				
Repair Berth	300	8.0	7.5	+4.3
Dredger Berth	150	7.0	N/A	+4.3
Tug Berth	180	7.0	N/A	+4.3
Pilot Boat Berth	165	4.0-7.0	N/A	+3.4
Harbour Craft Berth	150	4.0	N/A	+3.0 – +3.4
Launch Jetty	175	4.0	N/A	+3.0

Berth Usage:

Berth 701 – Discharge of alumina (Hitachi).
702 – Discharge of sulphur, petroleum coke, etc. (Demag).
703 – Bulk loading berth.
704 – Bulk loading berth.
705 – Woodchip loader and phosphoric acid loading pipes.
706-707 – Steel storage areas and loading berths.

Fendering: All commercial berths are fitted with rubber fendering. Berths No. 301 to 304 are fitted with cylindrical fenders with an outside diameter of 2.0 m. Similar fenders with an outside diameter of 1.6 m. are fitted to Berths No. 609 to 707.

Bridgestone type SM 800 H × 3.0 m. L are fitted to Berth No. 209.

General Cargo Berths: Berth No. 609 is served by rail tracks and has a surfaced back-up area. It is currently used for general and abnormal/heavy cargo working. The berth can also accommodate Ro/Ro vessels.

Dependent on availability, Berths No. 701 to 705 can also be used for general cargo working. There is, however, no stacking area directly behind Berths No. 703 and 705. Rail tracks serve these berths.

The Repair Berth at the Small Craft Harbour can be used by general cargo vessels with a limited draft. There is limited rail access to this berth.

BULK HANDLING FACILITIES: Richards Bay is world renowned for the large-scale coal export operation run by the Richards Bay Coal Terminal Company. In addition, the sophisticated, multi-purpose bulk handling facility operated by Portnet in the Bayview area of the harbour plays a vital role in the successful handling of the big tonnages moved through the port annually. The facility is being upgraded with installation of scraper reclaimers in the storage sheds.

Apart from the bulk ores, namely pig iron and ferro alloys, (both export commodities) all other bulk products which include, amongst others, zircon, rutile, titanium slag (chloride and sulphate), chrome ore, rock phosphate, clay, andalusite, vermiculite, woodchips, vanadium slag and fertilisers (all exports) as well as potash, sulphur, alumina, petroleum coke and rock phosphate (all imports) are handled over conveyor belts.

Export commodities received in rail trucks are discharged at either of the 2 random tipplers or through the bottom discharge dumper. Thereafter the product is conveyed via a conveyor belt network with a centralised computer control system directly to a vessel or to an appropriate storage facility pending shipment.

Storage Areas: Product can be stored in the following areas:

Open Storage: The two open storage areas can each accommodate up to 60,000 tons and are used for the storage of chrome ore only.

General Purpose Sheds: The two General Purpose Sheds can store up to 100,000 tons at a time. They are presently used for the storage of titanium slag, rock phosphate and potash.

Silos: The three 10,000 tons silos are presently being leased to a private concern.

Bulk Storage Bins: This storage facility has a total capacity of 272,000 tons. The reinforced concrete storage bins consist of two adjacent rows of 16 bins, each having a capacity of 3,300 cu.m.

Fourteen bins have been designed to store heavy products having a bulk density of 2.93 tons/cu.m. The remaining eighteen bins have been designed for products with bulk densities up to 2.16 tons/cu.m.

Each row of bins is served by a reclaim conveyor on to which feed 2 rotary plough reclaimers. A peak reclamation rate of 2,500 t.p.h. per belt can be achieved.

Pig Iron Slab: The pig iron slab has a storage capacity of 100,000 tons of non-beltable bulk commodities such as pig iron and ferro alloys.

Beltable Products: Shipping and discharging of beltable product is executed by means of the following equipment:

Wood chip loader: This loader, which has a direct conveyor belt link to Messrs. Central Timber Co-operatives' wood chip plant located on the harbour boundary, has a gross loading rate of 500 t.p.h.

Shiploader: Two shiploaders with a gross loading rate of 700 t.p.h.

Grab ship unloader: The unloader which has a grab payload of 17 tons has a gross unloading rate of 350 t.p.h. This unloader can be used to ship bulk ferro alloys and pig iron in skips.

Pneumatic ship unloader: This unloader, which at present is used exclusively for the handling of aluminia, has a gross discharge rate of 320 t.p.h.

Privately Operated Facilities: Export of coal is handled through the terminal owned and operated by the Richards Bay Coal Terminal Company (Pty) Ltd.

A terminal for the storage and shipping/receiving of liquid chemicals is operated by Messrs. Richards Bay Bulk Storage (Pty) Ltd.

These chemicals are shipped across Berth No. 209.

Coal Terminal: Berths No. 301, 302, 303 and 304 are used solely for the export of South African Steam Coal. The plant is owned and operated by the Richards Bay Coal Terminal Company (Pty.) Ltd.

Length (301-304)	1,400 m.
Depth	19 m.
Permissible draft	17.5 m.
Max. beam	47.25 m.
Max. LOA	314.00 m.
Max. size	170,000 d.w.t.
Quality of bottom	Sandy to hard

Shiploaders: Three. (Dimensions apply to one machine)

Loading rates:

	Loaders No. 1 and 2
Nominal	8,500 t.p.h.
Average	5,000 t.p.h.
	Loader No. 3
Nominal	10,500 t.p.h.
Average	6,500 t.p.h.
Working range of boom	15° up to 15° down
Height of Boom above HWOST with Loader at max. working elevation	21.6 m.

STEVEDORES: *General Cargo Working Hours:* 24 hours working (7 days), with shift changes at 0600 hrs., 1400 hrs. and 2200 hrs.

Richards Bay Coal Terminal: Coal Terminal working hours: 24 hours daily, 7 days per week. Christmas Day not usually worked.

Bulk Handling Facilities: The bulk handling facilities operate 24 hours a day.

MEDICAL:

Hospital: There are 2 modern and well equipped hospitals at Empangeni, (Approx. 25 km. from the berth) and one hospital in Richards Bay.

Doctor/Dentist: Usual port services available on 24 hour basis.

DENSITY: 1026.

FRESH WATER: Available at the berth. Rate approx. 25 t.p.h.

FUEL: Heavy and Medium Fuel Oil. Diesel Oil and Gasoil are available by pipeline at Berths 301, 302 and 209 only. Bunkering can take place concurrently with loading.

There is a bunker barge with capacity 800 tonnes H.F.O. and 120 tonnes B.G.D. Pumping rate 150 tonnes/hr. for H.F.O. (180 cst) and 40 tonnes/hr. for B.G.D.

Stems for bunkers should be placed with normal bunker suppliers who will arrange delivery through the bunker supply company at Richards Bay. All vessels calling for bunkers must either be gas free or inerted before they will be permitted to enter the port.

CONSULS: In Durban.

REPAIRS: Written approval must be obtained from the Port Authorities, via the Agents for vessel to immobilise engines to carry out repairs. Repairs may be carried out at the berth. Radio/radar repairs are undertaken by technicians travelling from Durban.

SURVEYORS: Lloyd's, ABS, BV and NV in Durban. Societe Generale de Surveillance and Chettle and Company in Richards Bay.

GANGWAY/DECK WATCHMAN: Recommended.

OPENING/CLOSING HATCHES: By crew.

CUSTOMS ALLOWANCES: See "Cape Town".

REPATRIATION: Possible.

AIRPORT: There is an airport at Richards Bay 26 km. from the Coal Berth, 8 return flights a week to Johannesburg, where international connections can be made.

TIME: GMT plus 2 hours.

HOLIDAYS: *Local Holidays:*

New Year's Day, 1st January; Founder's Day, 6th April; Good Friday; Easter Monday; Ascension Day; Workers Day, 1st May; Republic Day, 31st May; Kruger Day, 10th October; Day of the Vow, 16th December; Christmas Day, 25th December; Day of Goodwill, 26th December.

In general the port only closes on Christmas Day.

POLLUTION: The Port Authorities demand that no vessel using the port shall discharge any garbage, refuse, vegetable or food matter, deck cleanings, polluted bilge water, oil or rubbish of any description in the vicinity of or in the port of Richards Bay.

Heavy penalties will be imposed for breach of the regulations.

Vessels arriving in ballast must have clean ballast on board, as deballasting takes place alongside the berth. Dirty ballast pumped into the harbour will incur heavy penalties for pollution.

POLICE/AMBULANCE/FIRE: Police Tel: 0351-31608. Ambulance/Fire Tel: 0351-31991 or VHF Channel 16 (Port Control).

TELEPHONES: Telephones are not readily available at the berth. Application for the service should be made through the Agents in advance.

All telephone calls made will be charged to the vessel's account.

Caution: With direct dialling available internationally it is strongly recommended that telephones are placed in the custody of a responsible officer to avoid abuse.

SHIP SUPPLY SERVICE: A helicopter service through Court Republic Helicopters, P.O. Louis Botha Airport, Durban L, 4029. Tel: (031) 426101. Telex: 624246.

Rendevous position Port Dunford Lighthouse 090°T 23 nautical miles.

Note: Aircraft can carry out approximately 100 mile round trip in 1 hour.

A launch service is carried out by the Portnet via the Pilot launch. The efficient operation is dependant on the work load of the Port at the time service is required.

Prior to helicopter/launch being permitted to leave, signed authority from Port Health, Customs and Immigration must be obtained.

SHORE LEAVE: There are no restrictions on shore leave for crew. Crew members proceeding to Durban require written permission from Immigration Authorities.

IDENTIFICATION CARDS: Seaman's Book sufficient.

GARBAGE DISPOSAL: Richards Bay Municipality makes collections twice a week. Drums and skips are provided alongside. Tel: 31111. Charges at present are R 4,500/month (April 1991).

WASTE OIL DISPOSAL: FFS Refiners operate slop collections. Shore tanks are 160 tons capacity. Barges will be made available. Collection at any berth to be arranged by Agent.

SEAMAN'S CLUBS: Seafarers Club, P.O. Box 382, Richards Bay 3900. Tel: 973491/2. Chapel services, snack bar, library, postage service available. Bus service from ship. Football matches and safari tours can be arranged, games room and curio shop available.

Also see "General".

CURRENCY: South African Rand (R).

Only restriction is that seamen cannot buy dollars unless they have cashed in dollars previously (proof or receipt required).

GENERAL: The harbour and the quays are owned by Portnet.

Provisions: Stores and provisions can be obtained through local Ship's Chandlers.

Game Parks: National Parks Board Game Reserves (Hluhluwe and Umfolosi) are within easy reach of Richards Bay by car.

Car Hire: Cars can be hired, through the Agents at reasonable cost to officers and responsible crew members only. An International Driving Licence is required to make use of this service.

Arrival Time at Richards Bay Harbour: The official arrival time of a vessel is taken to mean the time agreed upon with the Signal Station, when the vessel crosses into the proclaimed area of Richards Bay Harbour, as defined.

Draft Regulations: Very strict control is maintained at South African Ports, concerning the overloading of vessels, either on arrival, on sailing, whether calling for bunkers or loading cargo.

Attention is drawn to the fact that the Plimsoll Mark is the only standard by which the Authorities at South African Ports will determine a ship to be overloaded or correctly loaded. *No allowance whatsoever will be made for vessels sagging.* A corresponding mean draft where this occurs is unacceptable to the Authorities. It should be noted that Richards Bay is in the *Summer Zone throughout the year*.

Masters are liable to severe penalties for contravention of these regulations.

Also see "Shipmaster's Report".

Gas free Pre-requisite: Incoming vessels must be gas free, or inerted prior to entry and where applicable, certificates to be issued by qualified chemist who will check that aspect, prior to vessel's entry into Port.

OBO's, whose last cargo was oil, must report this to Port Control on arrival.

Swimming: Seamen are advised that it is dangerous to swim in the sea or the Harbour, due to the presence of sharks and dangerous tidal conditions.

Furthermore, the rivers and fresh water lakes in Zululand are infested with Bilharzia and crocodiles, and you are similarly advised not to swim in these places.

Walport Films: Films/Video tapes are available. One week's notice required if possible.

Foreign Currency: One week's notice required. Currency must have been received from abroad before being released by banks.

Laundry: Excellent service available.

Drugs: (Agent's Notice).

We feel it is important that we draw your attention to the very severe penalties which can be imposed in this country on any person selling, buying or even using any habit-forming drug such as heroin, marijuana, LSD, dagga, etc. We cannot impress on you strongly enough the need for you to advise all members of your crew, and passengers too, of these strict laws.

The following are some of the penalties laid down in the Act on the Abuse of Dependence Producing Substances and Rehabilitation Centres (No. 41 of 1971), which came into force on 1st December, 1971.

(a) Any person who deals in any *prohibited* dependence producing drug or any plant from which such dependence producing drug can be manufactured or who deals in any *dangerous* dependence producing drug or any plant from which such a drug can be manufactured can be on a first conviction sentenced to imprisonment of not less than 5 but not exceeding 15 years and in the case of a second or subsequent conviction to imprisonment of not less than 10 but not exceeding 25 years.

(b) Any person who has in his possession or uses any *prohibited* dependence producing drug or plant or who has in his possession or uses any dangerous dependence producing drug or plant from which such drug can be manufactured can on a first conviction be sentenced to imprisonment of not less than 5 but not exceeding 15 years.

(c) Any person who deals in any potentially dangerous dependence producing drug can be sentenced to imprisonment of up to 10 years.

(d) Any person who has in his possession or uses any *potentially dangerous* dependence producing drug can be sentenced to imprisonment of up to 5 years.

Any person who deals in:

(1) Prohibited or dangerous drugs or plants, can be sentenced to:
  (a) First conviction – 5 to 15 years' imprisonment.
  (b) Second or subsequent conviction – 10 to 25 years' imprisonment.
(2) Potentially dangerous drug can be sentenced to imprisonment up to 10 years.

Any person who uses or possesses any:

(1) Prohibited or dangerous drug plant can be sentenced to:
  (a) First conviction – 2 to 10 years imprisonment.
  (b) Second or subsequent conviction – 5 to 15 yea imprisonment.

Combined Seafarers Club (Missions to Seamen): This has been opene outside the Customs Gate near the Harbour Administration Buildin Souvenirs, refreshments, etc. are available as well as a telephone f making overseas calls. The premises have a wine and malt licenc (i.e. wine and beer are served).

Seaman's Club – Bus Service: 1800 hrs. Coal Terminal
1830 hrs. Club
1845 hrs. Clean Cargo Terminal

Shopping and Business Centres: The shopping and business centre are at Meerensee and Arboretum, Richards Bay, also at Empange where the majority of personal needs are obtainable.

One hour film processing service available from Camera Visio Shop 1, Checkers Centre, Arboretum or Spot Photos, Meerensee.

Vaccinations: Arrangements can be made for Health Authorities t attend on board for vaccinations.

Tides: Tidal change between HWOST and LWOST is approx. 2 m.

Prevailing Winds: South Westerly in Winter; North Easterly in Summe

DEVELOPMENTS: Construction of new berths (No. 607 and No. 60 will commence in the near future.

SHIPMASTER'S REPORT: May 1987 (Updated 1992).

Pilot and tugs most competent. Berths good and well founded. No dra or air draft restriction for a Panamax at this port.

There was a full and efficient hatch inspection made. Loading wa rather spasmodic, due to some very heavy rain, shore plant breakdow and the plant being used for other purposes. A small amount of gra damage was done but this was repaired promptly.

There was no time claimed against the vessel.

Quantity of cargo requested was 63,000 tonnes ±5%. We loade 62,834 tonnes. There is a strict draft survey and a very heavy penal for overloading.

Cargo completed	1010 hrs.
Pilot on board	1051 hrs.
Clear of Berth	1109 hrs.
Commenced Passage	1200 hrs.

Agent's Notices:

Rain Whilst Loading: Following serious complaints from receivers, w have been requested by Principals to instruct Masters of all vesse loading coal at Richards Bay to ensure that all hatches are closed durin periods of rain or threatening rain except for those hatches which ar being loaded. Furthermore, we would request your written advice of an knowledge you have of foreign objects that may have been loaded wi the cargo, giving details of the particular hatch and approximate positio of such objects.

Loading Regulations: May we courteously draw the following to you attention – We have already had numerous vessels loading at Richard Bay which have sailed from Port in an overloaded condition.

The Port Captain has advised that in future any vessels attemptin to sail overloaded will be detained until the vessel is deemed to b correctly loaded. It is an offence to submerge a vessel's Load Line durin any stage of loading, regardless of the amount of ballast still to b pumped out.

Your attention is drawn to the fact that the Plimsoll Mark is the on standard by which the South African Port Authorities will judge a shi to be correctly loaded. No allowance whatsoever will be made for a vessel's sag and the corresponding mean draft. Allowance for fres water can be made provided the physical draft does not exceed 17.5 m and that the Pilot will require proof from the Surveyor that the allowanc is correct in terms of the density of water at the time of survey.

In view of the foregoing, we would ask that the Chief Officer and no the Surveyor completes the loading operation. The Surveyor will on calculate the cargo actually on board at the time of completion.

As the loading appliance is presently capable of a rate in excess o 6,000 tonnes per hour, extreme care should be taken by ship's personn to ensure that the vessel is correctly loaded.

The Department of Transport have advised that in terms o International Convention on Loadlines 1966 Article 12 and four schedule of the Merchant Shipping Act No. 57 of 1951 (as amended) a vessel is permitted to submerge the Summer loadline when floating i water of density less than 1,025. The amount by which the loadline ma be submerged is proportionate to the difference between the actu density of the water in which the vessel is floating and 1,025. Th amount is commonly referred to as the Dock Water Allowance. Th Master therefore has the legal right to make use of this provision whe the density of the water in which his vessel is floating is other than 1,02 It is the duty of the Master or his appointed representative to calcula the Dock Water Allowance. Density used when determining Dock Wat Allowance should be Density in Vacuo. When a draft survey hydromet which is calibrated to read weight in air is used to determine the densit an added air buoyancy correction should be applied.

Kindly acknowledge receipt of the above by signature to copy attache hereto.

Maximum permissible draft in Richards Bay is 17.5 m.

AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017 Johannesburg, South Africa. *Tel:* (011) 7738300. *Telex:* 42420 *FAX:* (011) 7738304. *Contact:* The Chief Executive.

Richards Bay: Portnet, P.O.Box 181, Richards Bay 3900. *Tel:* (035 905-3440. *Telex:* 631052. *FAX:* (0351) 905-2207, 905-3449. *Conta* J. Scheepers, Port Manager. B. R. Schaeffler, Combi Termin Manager. Captain D. W. Brink, Port Captain. C. King, Bulk Manage

AGENT: King & Sons (Pty.) Ltd., P.O.Box 9 (Ventura Road), Richard Bay 3900. Tel: (0351) 973140. Telex: 631088. Fax: (0351) 97303 Cables: Baronet Richards Bay.

SALDANHA BAY: 33.02 S. 17.58 E. (See Plan)

LOCATION: Saldanha Bay is on the West coast of South Africa, about 60 miles North of Cape Town. It is a natural harbour, partly protected by an artificial breakwater.

FORMALITIES/DOCUMENTS: Vessels arriving at the port should fly the following flags:

Their own National Flag.
The South African National Flag.
"I" (India) flag until the ship is cleared by Immigration.
"Q" (Quebec) flag if Radio Pratique has not been granted.
"H" (Hotel) flag while the Pilot is on board.

A single officer will handle all the formalities for Customs, Immigration and Port Health. He will board the vessel immediately after docking. The following documents and papers will be required:

5 copies Crew List.
1 copy Stores List.
1 copy Crew Effects List.
1 copy Animal List.
1 copy Narcotics List.
1 copy Passenger List.
1 copy Maritime Declaration of Health.
1 copy List of Sealable Goods (Form DA5).

The following certificates must be available for inspection:

Safety Radio Certificate.
Load Line Certificate.
General Safety Equipment Certificate.
International Oil Pollution Prevention Certificate.
Cargo Safety Construction Certificate.
Derat Certificate.
Passenger Safety Certificate (only if more than 12 passengers).

If the ship has come from a South African port, she will also require a Transire (Form DA4) and a Light Dues Certificate. Light dues are paid at the first South African port of call and are valid for one month.

Should a Derat Certificate be due to expire, the Customs Officer can extend it for one month. Should a new certificate be required, a Port Health Officer must travel up from Cape Town.

The bond will be inspected and sealed by the Customs Officer. A list of crew allowances for cigarettes, wine, etc., appears on Form DA5. Should the ship remain in port for longer than 4 days, arrangements can be made with the Customs for the Bond to be opened and an additional issue made.

Safety and Pollution Control: After docking, all ships will be boarded by the Pollution Control Officer, who will require a check list to be completed. Ballast will be inspected and bilge discharge valves sealed. In the case of tankers, the Pilot who docks the ship is required to inspect the TOVALOP Certificate and the Civil Liability Convention Certificate. A Safety Check List must be completed and handed to the Pilot, who will then, on behalf of the Port Authority, issue the ship with a permit to load or discharge crude oil.

APPROACH/PILOTAGE: Pilotage is compulsory. Masters should call Saldanha Bay Port Control on VHF Channel 16 when 12 miles from the pilot station for instructions. Pilots will board ballasted ships 4 miles off the coast and laden ships 6 miles off. When making an approach, ships should stay South of the 080° leading marks.

Pilot ladders must conform to IMPA standards. Hoists are not acceptable. Masters should anticipate having to manoeuvre to make a lee, particularly in Winter. The Saldanha pilot boat is a 20 m. launch with an orange hull and white wheelhouse. It can be contacted on Channel 12 or Channel 16.

A Cape Town based helicopter is occasionally used if conditions are severe.

Note: The 12 mile time is recorded and a ship is considered "arrived" when she crosses between North and South Head.

ANCHORAGES: Ships awaiting a berth can be anchored near the jetty, but are subject to port dues from the time they pass the outer channel buoys. They are required to take a Pilot for this. The approaches to Saldanha Bay are not a recommended anchorage, and should a vessel be required to wait off the port, Masters are advised to remain underway. St. Helena Bay, 40 miles North of the port, is the nearest good anchorage, although it is exposed to Northerly winds in Winter. Permission must be obtained, through the Agent, from the authorities for a vessel to anchor there.

RESTRICTIONS: *Port Working Hours for Shipping Movements:* Iron ore ships, tankers and concentrate ships are handled at any time day or night with the following exceptions:

1. All loaded tankers and vessels berthing at the ore/oil jetty with a draft of more than 14.0 m. are docked during daylight only.
2. Concentrate vessels with a draft of more than 6.0 m., which must use the Turning Basin to turn, will be handled in daylight only.
3. Ore ships which load to 21.5 m. draft must, when sailing, have at least 1.0 m. on the tide gauge when passing down the channel.
4. Concentrate ships which load to more than 10.5 m. draft must have the equivalent of the excess over 10.5 m. on the tide gauge when sailing.
5. Incoming tankers with a draft of over 19.5 m. must have the equivalent of the excess over 19.5 m. on the tide gauge when turning in the Turning Basin. If the tide is ebbing, the Pilot will decide whether there is sufficient time to complete the operation safely.

Minimum Draft Requirements: Vessels arriving at the Port of Saldanha must pump adequate ballast while still in open water (the minimum depth of the water in the waiting area is 13.7 m. below Chart Datum). The Master of the vessel is responsible for presenting the ship for loading with the proper trim and draft, keeping in mind the loading rate and loader clearance. A clearance safety factor of 2.2 m. is required. Minimum draft requirements will be stipulated by the Port Captain and will be dependent upon existing weather conditions. The following table gives an indication of such minimum draft requirements:

Vessel's length overall	*Forward draft*	*Aft draft*
183 m. (600 ft.)	6.0 m. (20 ft.)	7.5 m. (24 ft.)
213 m. (700 ft.)	7.5 m. (25 ft.)	8.5 m. (28 ft.)
244 m. (800 ft.)	8.0 m. (26 ft.)	9.0 m. (30 ft.)
274 m. (900 ft.)	8.2 m. (27 ft.)	10.0 m. (32 ft.)
over 274 m. (over 900 ft.)	8.5 m. (28 ft.)	10.5 m. (34 ft.)

Tide: 1.50 m. between MLWS and MHWS. All navigation and other charts refer to Chart Datum which is MLWS minus 0.26 m.

Turning Basin: Between the navigation channel and the end of the jetty is situated the main turning basin of 580 m. in diameter and 23.2 m. depth (LWOST). The approach to this basin is marked by beacons on the breakwater and the Eastern and Western extremities are marked by a red buoy and a green buoy.

Vessels with a draft exceeding 14 m. will be handled in the turning basin during daylight hours only.

Weather conditions may prevent entry:

1. Fog, mist, and continuous rain which affects visibility, and heavy swell or sea conditions which affect range action at the berth, manoeuvrability in the turning basin, or tugs towing hawsers within the harbour, will prevent entry.
2. Where poor weather conditions, or a weather forecast, allows the Port Captain to consider it inadvisable for a vessel to enter, he may instruct that the vessel shall not make a closer approach than 12 miles, or such other distance, to the port limits or coastline.

Weather conditions or range action which may cause a vessel to proceed to sea:

1. The Port Captain, or his deputy, may instruct a vessel to stop loading at any time.
2. If, in the opinion of the Port Captain, or his deputy, the movement of the vessel alongside the jetty or berth is excessive he may direct loading operations to cease.
3. The Port Captain, or his deputy, may at any time require a vessel to be removed from her berth and go to an anchorage, or to a safe distance at sea.

MAX. SIZE: *Draft:* At the Ore/Oil Jetty: For ships entering 20.5 m., and for ships departing 21.5 m.
At the Concentrates Quay: 11.5 m.
Size: Ore Berths: No restriction at present.
Tanker Berth: Maximum displacement of 300,000 tons permitted.
Concentrates Quay: Maximum length permitted is 200 m.
Note: Exceptions are permitted by the Port Authority according to the merits of the case.

HEALTH: Pratique should be requested 48 hours before arrival. Message to be addressed to "Porthealth Saldanha", and sent through Cape Town Radio. The message should include the following:

1. Name and nationality of vessel.
2. Port of departure.
3. Destination.
4. Health conditions on board.
5. Number of crew and passengers.
6. Type of cargo or in ballast.
7. ETA

Vessels arriving at the Port of Saldanha in quarantine will be inspected by Health Officer at anchorage or on arrival at the berth. Should the Health Officer board the vessel at anchorage, a proper accommodation ladder must be provided. All expenses shall be for vessel's account.

Masters are requested to have Maritime Health Declaration (one copy) at hand and ready for inspection, also vessel's last Derat or Exemption Certificate. Any person who cannot produce a Yellow Fever Certificate, if called for, shall be vaccinated before being allowed ashore.

All persons requiring medical attention should be available upon vessel's arrival. Agents will provide form of application to be given to doctor for persons requiring medical attention.

No contact with shore is allowed until Free Pratique is granted.

RADIO: *Notice of Arrival:* Notice must be given at least 72 hours before arrival and the Port Captain kept informed of any change to the ETA. The message must include the following information:

1. Arrival and departure draft.
2. Gross tonnage, deadweight and length.
3. Type of vessel.
4. Nature of cargo to be landed/shipped.
5. If a tanker or OBO, whether gas free or inerted and whether there are slops on board.
6. Any other special requirements.

This message should be sent through the vessel's local Agent to Saldanha Port Control (Telex: 522225 or Fax: (02281) 357427). When within VHF range, Masters should call Saldanha Port Control direct on Channel 16 to confirm ETA.

VHF: Saldanha Port Control is equipped for MF, HF and VHF services. Transmissions and reception on Channels 6, 8, 10, 11, 12, 13, 14, 16, 26, 27, 67, 68, 69, 73 and 74.

R/T transmissions on 2182, 1700, 2049, 2716 and 3164 kHz.

Pre-tuned reception: 2182, 1700, 1765, 2002, 2009, 2016, 2023, 2049, 2056, 2716 and 3164 kHz.

Vessels must contact Port Control directly on Channel 16 as soon as possible and be prepared to change to Channel 10 or 12 thereafter.

Channels 9, 11, 13 and 14 should be avoided unless instructed to use them by Port Control or the Pilot.

Berthing Instructions: Vessels are to request instructions from Saldanha Port Control 6 hours before arrival.

The Port Captain is organised to receive VHF, telex and telephone messages on 24 hour basis. Radio traffic by vessels at anchor is permissible in the Port of Saldanha, provided this is not done on the selected Saldanha Bay Harbour VHF Channels (9, 10, 11, 13, 14, 67, 68, 69, 73 and 74) and be in accordance with International Regulations.

Tugs: The tugs operate with VHF Channels 1 – 28 and 60 – 88, and radio telephone.

RADAR: The Port Control is equipped with Radar which can have the approach channels and anchorages marked on the screen.

Port Control Building: The Port Control, operated by Portnet is located on the hill, Hoedjiespunt. This office houses the Port Communications equipment and surveillance radar and is located in position: Lat: 33° 01.70′ S., and Long: 17° 57.77′ E. It is manned on a 24 hour basis by signalmen under the control of the Port Captain.

A radio direction finding system is installed to facilitate the location of vessels calling Port Control. This system is designed to monitor calling frequencies as follows:

1.6 to 4.6 MHz in the marine bands.
0.52 to 1.6 MHz in the broadcast bands.
150 to 400 kHz in the beacon bands.
And all VHF marine calling Channels.

TUGS: Tug service is compulsory at the Port of Saldanha.

Tugs available are:

1. Tug "Marcus" 3,960 b.h.p. diesel, Voith Schneider.
2. Tug "Jutten" 3,960 b.h.p. diesel, Voith Schneider.
3. Tug "Meeuw" 3,960 b.h.p. diesel, Voith Schneider.

The Master, on advice of the Pilot, must decide what tug assistance is required and requests for such tug assistance to be made to the Port Captain 2 hours before arrival.

4 tugs may be required when deep drafted vessels are to be handled. Whenever the Port Captain, or his deputy, requires a fourth tug, this may be available from Cape Town. All expenses and costs to be borne by the vessel involved.

Vessel's Tug Requirements: Conditions at Saldanha can vary at short notice and cannot be predicted accurately prior to a vessel's arrival. Ship Masters must be prepared for high winds of up to 100 km./hr., and heavy swells which can produce swell conditions in the approach channel of up to 5 m.

The following guidelines may be used for programming tug services:

2 tugs: Vessels of less than 14 m. draft.
3 tugs: Vessels more than 14 m. draft but less than 18 m. draft.
4 tugs: Vessels of more than 18 m. draft.

All vessels are turned and berthed "heading out" on arrival. This is to ensure that when a vessel has to leave there will be no difficulty in unberthing and proceeding to sea. Normally only 2 tugs are required to undock vessels and, sometimes, only 1 tug is needed.

Should weather conditions become unduly bad, or swell conditions on the berth cause heavy ranging action, it may be necessary for vessels to either proceed to sea or to an anchorage. Thereafter, when conditions moderate, the vessel will be re-berthed and complete loading.

BERTHING: Ore/Oil Jetty:

The ore loading and oil jetty is of the finger type and consists of 25 caissons in line, 17 of which support) a re-inforced concrete superstructure for the ore loading jetty, 4 are for the oil jetty and 4 serve as mooring caissons. The superstructure serves as a roadway and access way for the shiploaders and ancillary services.

All caissons except the mooring caissons are fitted with floating Yokohama type pneumatic rubber fenders of 3.3 m. diameter, 6.5 m. or 10.6 m. long. These fenders are positioned on both sides of the caissons of the ore loading jetty spaced 39.52 m. apart and on both sides of the oil jetty spaced from 45.43 m. to 46.32 m. apart.

Vessels are moored by means of single and double quick releasing mooring hooks fitted with capstans or fairleads. These hooks have capacities of 100 tons and 200 tons respectively.

The total length of the jetty is 991.65 m. and the total mooring length available is approximately 500 m. for iron ore loading vessels and 450 m. for oil tankers at depths of 23.00 m. below Chart Datum. The depth of the navigation channel is 23.20 m. below Chart Datum seaward of the jetty and the exit of the navigation channel is 23.70 m. below Chart Datum. A turning circle with a diameter of 580 m. and a depth of 23.20 m. below Chart Datum is provided in the navigation channel seaward of the jetty.

Departure from Berth: Vessels which complete loading iron ore during the period 0600 hrs. to 2200 hrs. must sail immediately the draft survey and documentation is completed.

Vessels which complete loading and are ready to sail after 2200 hrs. may, without incurring any extra charges, remain at the jetty and sail at 0600 hrs. the next morning. This provision is optional. If a Master wishes to sail immediately cargo work is completed, he may do so.

General Cargo Quay: This quay is 250 m. in length with a least depth of 12 m. alongside (LWOST). A fixed green light marks each end of the quay and a buoyed channel leads to the quay, with a least depth of 12.5 m., from the vicinity of the Western side of the ore berths. Immediately adjacent to the quay is a turning basin (not to be confused with the main turning basin at the end of the ore jetty), with a radius of 142.5 m. (285 m. diameter), which is marked by 2 red can buoys on its Western side and with a least depth of 12 m. (LWOST). The quay was originally designed for the export of lead, zinc and copper concentrates which are stored in a long shed, conspicuous on the edge of the bay and due West of the ore tippler building at the root of the causeway. Storage for 30,000 tons of concentrates are leased to Black Mountain Mineral Corporation. The concentrates are loaded into vessels by 2×15 ton cranes using specially made skips, each capable of taking 12 tons of concentrate, and transported to the quay on trailers drawn by tractors.

North Western Side of Bay:

New Small Craft Harbour: Below the Port Control Building at Hoedjies Point, and due North of it, is situated the new small craft harbour. West of this harbour and lying in a W.N.W.'ly direction is a fishing vessel quay extending for some 500 m. and ending at the Government Jetty.

Government Jetty: The Government Jetty is located on the S.W. side of the Harbour in an area known as Smitswinkelbaai. The jetty is for use by the local fishing industry and coasters. The dredged depth is 6.7 m. below Chart Datum and the length of the jetty is 100 m. plus 160 m. mooring dolphins. Small vessels can moor on both sides of the jetty.

MOORING: *Mooring Arrangements:* All vessels shall be moored at the ore loading/oil jetty with a minimum of 16 ship's lines, that is to say 4 head lines, 2 breast lines, and 2 back springs forward, and 4 stern lines, 2 breast lines, and 2 springs aft.

All head and stern lines should be of suitable man-made fibre rope.

All springs must have suitable strops of at least 15 m. length.

All breast lines should be of suitable man-made fibre rope throughout but if this cannot be provided, similar rope strops 15 m. in length must be fitted.

All lines to be as strong as possible, of a non-chafe type and preferably not less than 75 mm. in diameter.

Wires generally are not suitable, unless fitted with strops.

Shore ropes are available to supplement ship's lines, for vessel's account. Application to be made to Port Captain, Pilot, or Berthing Master. Ropes to be handled by vessel's crew.

LOADING: *Iron Ore:* The ore jetty has 2 shiploaders fed by a single conveyor belt running from the dump at the base of the causeway. Only one loader can work at a time. The average rate is about 6,000 t.p.h. The minimum safe clearance required under the loader chute differs on either side. On the Eastern side, 24.5 m. is needed, and on the Western side 25.8 m. These heights are from Chart Datum and include a 2.2 m. safety factor.

Lead, Zinc or Copper Concentrates: These are loaded at the General Concentrates Quay by 2×15 ton cranes. The cargo is stored under cover at the base of the causeway and brought to the ship in 12 ton skips towed by tractors. The rate is about 250 t.p.h.

BALLAST: No dumping of dirty ballast or any waste or oil from any vessel is allowed while vessel is within harbour limits or within the South African waters. (Refer to Regulation 39 of the Portnet Regulations for the Harbours of the Republic of South Africa).

Ballast pumped from vessels whilst deballasting shall be continuously checked and controlled by the Port Captain and ISCOR during loading. Vessels failing to comply with the Port Captain's requirements shall be requested to stop deballasting operations and may be instructed to leave the Port of Saldanha.

All vessels must secure bilge systems while in the Port of Saldanha, and complete the Pollution Control Officer's check list soon after arrival.

All vessels must ensure that ballast tanks and piping systems are free of oil contamination prior to arrival. No slop handling facilities are available and no slop or dirty or contaminated ballast can be handled.

STEVEDORES: *Working Hours:*

Ore Berths: 24 hours a day, 7 days a week, all year round, weather permitting.

General Cargo Quay: Monday to Friday, other than public holidays, 0700 to 1630 hrs. (a second shift will be worked from 1900 to 0430 hrs., but only by special agreement).

Black Mountain Concentrates: 24 hours a day from 0700 hrs. Monday to 0700 hrs. Saturday. On request from ship overtime can be worked Saturday 0700 – 1900 hrs., and Sunday can be worked 0700 – 1500 hrs. All cleaning operations to be completed by stopping time.

MEDICAL: *Hospitals:* There is a fully equipped hospital in Vredenberg, 13 km. from Saldanha. Serious medical cases, however, will normally be referred to one of the hospitals in Cape Town.

Doctors: There are several doctors available in Saldanha and nearby Vredenberg. To expedite appointments, however, and to arrange for attendance on board, Agents should be consulted.

Dentist: There are several dentists available in the area, and in order to expedite appointments, Agents should be consulted.

TANKERS: The tanker berth is equipped with 3 Chicksan hydraulic arms. Special spooling pieces, supplied by the Terminal, are bolted to the ship's manifold to enable the arms to be attached. The maximum manifold height allowed is 19 m. The arms have very limited ranging capacity and are fitted with audible alarms to warn of their limits. The storage tanks are about 8 km. from the berth. A discharge rate of 10,000 t.p.h. can be attained depending on the back pressure. Also see "Berthing".

FRESH WATER: Fresh water can be supplied at the approximate rate of 35 t.p.h. Hose is available on the jetty but vessel's crew are required for connecting and disconnecting. Expenses for vessel's account.

FUEL: Heavy oil is not available. Diesel can be supplied by road tankers or drums. Blended fuel is available for small vessels at the Fishing Harbour.

CONSULS: There are no Consulates established in Saldanha, but the following countries are represented at Cape Town:

Argentina
Australia
Austria
Belgium
Bolivia
Brazil
Canada
Chile
Denmark
Finland
France
Germany
Greece
Israel
Italy
Japan
Monaco
Netherlands
Norway
Panama
Peru
Portugal
Spain
Sweden
Switzerland
Taiwan
United Kingdom
U.S.A.
Uruguay

REPAIRS: A slipway (under control of Cape Provincial Administration) for the use of the fishing industry, is situated N.W. of the Government jetty with a jetty for vessels using the slipway. The maximum dimensions of vessels using the slipway are 1,200 tons, 70 m. in length, 11 m. in beam and 5 m. in draft. A crane on the jetty can handle loads of up to 10 tons.

Several large ship repair companies operate from Cape Town:

Dorbyl Marine Pty. Ltd. Tel: (021) 475170. Fax: (021) 476038.

Globe Engineering Works Pty. Ltd. Tel: (021) 4484640. Fax: (021) 4484652.

CERTIFICATES: See "Documents".

SHIP SUPPLY SERVICE: As the Port of Saldanha is situated only 60 nautical miles North of Cape Town the "Off Shore Services" based there are used in the normal course of events.

The harbour tugs or launches could be utilised from Saldanha in the case of medical emergency in the close proximity to Saldanha Bay.

CUSTOMS ALLOWANCES: Master: 400 cigarettes, 1 litre spirits and 6 litres or 1 case of beer. Chief Officer: 200 cigarettes, 1 litre spirits, 6 litres beer. Other Officers: 200 cigarettes, 1 litre spirits, 3 litres beer. Crew: 200 cigarettes only.

All books, films, cards, calendars and arms and ammunition to be sealed in the bond.

See "Cape Town".

AIRPORT: International Airport near Cape Town, about 2 hours by road. Military airport locally but special landing rights have to be applied for.

HOLIDAYS: The following are recognised Public Holidays in the Republic of South Africa:
New Year's Day, January 1st; Founder Day, April 6th; Good Friday; Family Day; Ascension Day; Workers Day, May 1st; Republic Day, May 31st; Kruger Day, October 10th; Day of the Vow, December 16th; Christmas Day, December 25th; Day of Goodwill, December 26th.

EMERGENCY CO-ORDINATION CENTRE: Saldanha Bay is a sub-centre for the main South African Rescue Control Centre at Silvermine, Cape Town. It is responsible for the section of coast between Dassen Island and the Orange River mouth.

BANKS: First National Bank, P.O.Box 31, Saldanha 7395. Tel: (02281) 42251. Fax: (02281) 43096.

TELEPHONES: A telephone is compulsory for tankers and is available to any other ship at the Master's request.

Overseas communications can be made through Cape Town Radio, on VHF Channels 16, 26 and 27, when at anchor.

SHORE LEAVE: Allowed.

GARBAGE DISPOSAL: The Port Authority can provide a truck for the disposal of refuse. The ship's crew are responsible for loading the rubbish, which must be in plastic bags.

WASTE OIL DISPOSAL: No waste oil disposal. Minimal amounts in 45 gallon drums accepted as part of garbage removal. Arranged through Agents.

SEAMAN'S CLUBS: The Biblia International Mission have a recreation room on the jetty with an international telephone. Tel: (02281) 32350.

The Anglican Mission to Seamen is situated in the town itself and operates a bus service to the jetty. Tel: (02281) 41750. International telephone service available, and sports can be arranged.

CURRENCY: South African Rand (R).

DELAYS: Congestion is infrequent. Most delays are caused by heavy swell which makes it necessary to remove vessels from the jetty. These conditions are most common in Winter, and in a typical year, the port will be so affected as to be closed for 2 or 3 days. In general, some movement can be expected on the berth and ships should be well secured. A buoy in the channel monitors the swell height continually. The swell is associated with depressions passing the Cape and is heralded by a strong N.W.'ly wind which later backs round to the South.

NOTICES: Letter to Ship's Agents from Port Captain.

Notification of Expected Arrival, Departure and Shifting of Vessels: In order to facilitate more efficient Marine services in the Port of Saldanha, in the future, Agents and Fishing Companies using these facilities are requested to please conform with the following requirements.

(a) Harbour Regulation No. 2. Notification of the Expected Arrival of Ships. See attached No. I.

(b) Harbour Regulation No. 18. Notice to leave a Harbour. See attached No. II.

The basic intention of these notices is to give sufficient warning of an intended shipping movement to my office so that work and staff may be schedule to conform with general requirements. It should be noted that a minimum of 3 hours notice should be given, with regard to (b) while moves required after 1700 hrs. should be advertised before that time.

In order to simplify the required notifications you are requested to please make use of our telex facilities as this is far more efficient than either telephone or letters. In this respect I attach No. III a telex format for a Docking Notice, and No. IV, a telex format for a Sailing/Shifting Notice.

It can be expected that an advertised Sailing/Shifting Time may be subject to alteration and in this respect telephone advice will be sufficient for two alterations but a further telex is required for a third alteration as well as for every third alteration thereafter.

Any alteration of Sailing/Shifting Time given within 30 minutes of advertised time will not be accepted and a charge will be raised against the vessel accordingly.

Please conform with these requirements.
Signed:
Port Captain.

No. I – Notification of Expected Arrival of Ships:
The Owner or Agent of a ship that intends to call at a harbour shall as early as possible, give notice in writing to the Port Captain and the Port Goods Superintendent at such harbour of the expected date and time of arrival of the ship, and shall give particulars in such notice as to the nature and quantity of cargo to be loaded or discharged, bunker or other requirements and other matters of importance.

No. II – Notice to Leave a Harbour:
The Master shall give at least 3 hours notice in the prescribed form to the Port Captain at his office of the time his ship will be ready to leave the harbour. If he intends that his ship should leave outside ordinary working hours, such notice must be handed in at the office of the Port Captain before 1700 hrs. on the day of departure, or before 1700 hrs. on the preceding day, as the case may be.

No. III – Notification of Arrival:
Telex No. (Port Control) 5 22225. Fax: (02281) 357427.
Telex No. (Agent, Fishing Co., etc.).
To: The Port Captain, Saldanha.
From: (Name of Agency, Fishing Co., etc.).
Time: Date: Pro. No.:
Name of Vessel: Type of Vessel:
ETA: (Date and Time).
Gross Tonnage: d.w.t.: Length:
Draft: Fwd.: Aft.:
Requirements: (Nature of service required. If FW required. Cargo to be landed/shipped. Is vessel gas free, inerted or clean and any other information which may be applicable).
Name of Person requesting service.
Telex No.: 5 22225
Telex No.:

No. IV – Notification of Sailing or Shifting:
Telex No. (Port Control) 5 22225. Fax: (02281) 357427.
Telex No. (Agent, Fishing Co., etc.).
To: The Port Captain, Saldanha.
From: (Name of Agency, Fishing Co., etc.).
Time: Date: Pro. No.
Name of Vessel:
ETD: Draft: Fwd. Aft.
Requirements:
Name of Person requiring service.
Telex No.: (Port Control) 5 22225.
Telex No.: (Agent, Fishing Co., etc.).

GENERAL: *Fresh Provisions and Stores:* This service is provided by ship chandlers who operate from Cape Town. If the quantity to be loaded is large, a lighter will be used to bring them to the ship.

Chandling International Limited, 53 Carisle Street, Paardeneiland, 7405 Cape Town. Tel: (021) 5112336.

Hanill Ship Chandlers, P.O.Box 303, Paardeneiland, 7420 Cape Town. Tel: (021) 5110347.

Removal of Rubbish: Arrangements are available for the removal of rubbish and can be made through the Agents.

Weather: The climate is temperate. Average high temperatures year round are 20°C (68°F) and average low temperatures are in the region of 11°C (52°F). Sea water temperatures average 16°C. Prevailing winds in Summer are S.S.E'ly and in Winter N.W'ly. Rainfall figures are approximately 300 mm. per annum. Saldanha Bay is a Winter rainfall area. Fog occurs generally in the March to August period. Currents – there are no sea or thermal currents in the harbour area. Tidal currents generally will not exceed 1 knot.

Electricity: Can be made available at the ore jetty and the general cargo quay.

Compressed Air: Available ex-quay on application to Portnet via the Agents.

Cranes: A mobile crane can be hired via the Agents.

Sporting Facilities: Can be arranged for all sports through the Missions to Seamen, Saldanha.

Fishing Vessels: Saldanha is an important fishing harbour and all types of fishing vessels, from ocean going trawlers to small motorised dinghies, can be encountered in the approaches and entrance. At certain times of the year, with the onset of different fishing seasons, congestion in the area due to fishing vessels will become noticeable.

Engines: Vessels are requested to have main engine(s) ready and watch maintained when alongside. Permission to deviate from this must be obtained from Port Captain in writing.

Gas Free Certificate: Tankers or OBO's which have carried petroleum products on a previous voyage, and have slops on board, must have a Gas Free Certificate issued by a qualified chemist before being allowed to dock. The ship's Agent will arrange for a chemist to board with the Pilot for this purpose. The ballast water will be inspected and must not have an oil content of more than 2 parts per million. Inert gas systems must be working satisfactorily.

AUTHORITY: Portnet, P.O.Box 32696, Braamfontein 2017, Johannesburg, South Africa. *Tel:* (011) 7738300. *Telex:* 424205. *FAX:* (011) 7738304. *Contact:* The Chief Executive.

Saldanha Bay: Private Bag XI, Saldanha 7395. *Tel:* (02281) 357454. *Telex:* 5-22225 SA. *FAX:* (02281) 357427. *Cables:* Port Captain, Saldanha. *Contact:* John Woodend, Port Captain.

AGENT: King & Sons (Pty.) Ltd., P.O.Box 102, Saldanha 7395. Tel: (02281) 41259. Telex: 527417. Cables: Baronet, Saldanha.

Spain

GENERAL:

TANKERS: The following free translation was received from a major oil company in 1991. Issued by Ministry of Transport, Tourism and Communications, Madrid.

Decree of 17th April 1991, which regulates the anchorage of tankers in the jurisdictional waters and/or exclusive Spanish Economic Zone.

The diversity of tankers of different nationalities, using the S.W. Spanish zone for anchorage purposes whilst awaiting definite orders in respect of discharge ports, requires the adoption of special measures to safeguard the maritime traffic, the natural and environmental resources of the corresponding maritime areas, or of those zones which in the future might be subject to similar operations.

Therefore, and in fulfilment of the dispositions of the International Convention regarding territorial waters and adjacent zones of 1958, and of the International Convention of Intervention of 1969, as well as the ruling National Legislation on Territorial Waters, constituted by Law 10/77 dated 4th January, Law 15/78 dated 20th February, on the Exclusive Economic Zone, and Law 22/88 dated 28th July, on Coasts, following the proposal by the General Directorate of the Merchant Marine, I Decree:

First: The following regulations will be applied to those tankers not having a destination for full or part cargo, for a port or terminal in Spain, and wishing to use the jurisdictional waters or the exclusive Spanish Economic Zone for anchoring, whilst awaiting orders, instructions, or due to any other circumstances other than the innocent passage as defined in Article 14 of the Convention of Geneva of 1958.

Second: The tanker, which in the above mentioned circumstances proposes to anchor, must previously apply for authorisation from the Spanish Maritime Administration, through the corresponding Harbour Office, or directly to the General Directorate of the Merchant Marine, including in the application, the following information:
(a) ETA at anchoring area at intervals of 72, 48, 24, 12 and 6 hours before arrival.
(b) Port of Origin and Destination.
(c) Type and quantity of cargo.
(d) Name, address, telephone, telex and fax numbers of the Owners, Charterers, P & I Club and representatives thereof in Spain.
(e) Number of crew, nationalities, professional qualifications of the Master, Officers and Engineers; and indicating the issuing Authority/Body of said qualifications/titles.
(f) Estimated stay at anchorage area.

Third: In the light of the information received, as previously referred to, the Spanish Maritime Authorities will confirm or deny permission. If permission is granted, the tanker must fully comply with the following conditions:
(a) Anchor in the geographic position indicated by the Marine Authorities.
(b) Upon arrival at the anchorage point, the tanker will be subjected to a safety inspection, the result of which may influence the anchoring authorisation.

Fourth: For the tanker to lie at anchorage, the following obligations must be complied with:
(a) Contract a tug with 6,000 h.p. minimum, fitted with means to combat contamination, which is to remain on "Stand-by" for the duration of the vessel's stay. The Master of the tanker to facilitate any information requested by the Master of the tug.
(b) To maintain at all times the propulsion equipment ready for immediate functioning, the fire extinguishing system lines pressurised, display regulation anchoring signals, and all deck and bridge lights illuminated during the hours of darkness.
(c) To check the geographical position every 15 minutes and record it in the Log Book every hour. The Master to communicate by radio every 4 hours with the Harbour Office, advising the exact anchoring position and of any incident which might affect the security of the vessel and/or of the crew, especially when the anchoring position has been changed due to external causes.
(d) To maintain the corresponding bridge and engine room watches, and verify starting system in both locations. At least one qualified officer and 2 lookouts must be present on the bridge at all times.
(e) Whilst at anchorage, no cargo transfers allowed, no tank cleaning or repairs to the engines, or on deck, without the corresponding authorisation.

Fifth: Any change or transfer of crew is strictly prohibited whilst the tanker is at anchor, unless there is a justified cause, and a previous authorisation from the Spanish Marine Authorities has been obtained.

Sixth: A vessel breaking any of the requisites and obligations stated in this Decree, cannot remain at anchor, and must depart immediately for the open sea, independently of any sanction which might be imposed in accordance with the legislation in force.

Transitory Disposition: Vessels (when this Decree becomes enforceable), which find themselves in the circumstances mentioned in the first paragraph, must apply immediately for the required authorisation, and comply with all the requirements of this Decree.

Final Disposition: This Decree will enter in force from the date on which it is published in the Official State Bulletin.

Madrid, 17th April 1991.
Minister of Public Works and Transports.

AGUILAS and HORNILLO: 37.24 N. 01.35 W. (See Plan)

DOCUMENTS: See "Almeria".
PILOTAGE: Hornillo port has no Pilot. The Pilot of Port of Aguilas which is less than a mile from Hornillo, does pilotage services of both. To enter both ports of Hornillo and Aguilas, anchor mile or a mile and half distance from entrance of Aguilas. Wait for Pilot with engine stopped. To call Pilot give three long blasts several times. Pilot's launch is small motor boat painted white, with letter "P" painted on both sides of boat. During night it carries white light on top of mast, and 8 ft. lower a red light, besides the usual lights.
RESTRICTIONS: It is not possible to enter Hornillo port during dark. Wait till dawn outside Aguilas.
MAX. SIZE: Length up to 160 m., draft about 29 ft.
HEALTH: See "Almeria".
TUGS: None in port and not necessary for either port. If necessary, tugs are available from nearby Port of Garrucha.
BERTHING: Aguilas port has a commercial quay with a berth area about 300 m. and depths of between 8 m. – 12 m. Hornillo port has a pier to handle minerals with berth area of 90 m. to 100 m. and depths between 6 m. – 10 m.
BULK HANDLING: 2 conveyor belts. 1×400 t.p.h. capacity and 1×100 t.p.h capacity for grain and other bulk cargoes.
STEVEDORES: Team of stevedores who belong to "Port Workers Trade Unions" (Sindicato de Obreros Portuarios).
MEDICAL: Master can send cables to consignee requiring this kind of service. There are a number of doctors and a hospital.
FRESH WATER: Available by pipeline at berths.
FUEL: There are no supplies of fuel in either port.
REPAIRS: No facilities.
GANGWAY/DECK WATCHMEN: Not necessary, usually this is done by crew.
OPENING/CLOSING HATCHES: Usually this is done by crew.
REPATRIATION: Facilities for effecting crew changes exist. Repatriation can be done by train to Madrid and by plane from there.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: See "Almeria".
POLICE/AMBULANCE/FIRE: Ambulance and fire services can be requested from Port Authority. If the police services are required call to "Caseta de Vigilancia" of the Civil Guard in either port.
SHORE LEAVE: Crew members are allowed ashore.
GENERAL: Hornillo port is used only for loading and discharge of minerals, and for this purpose a pier is provided with a railway. The nearest port of Aguilas, less than a mile distant on the West, is the commercial port, with a quay for loading/discharging and a crane of 10 tons capacity.
AUTHORITY: Ayudante de Marina, Capitan del Puerto, Ayudantia de Marina, Aguilas, Murcia, Spain. *Tel:* 968 41 10 74.

ALCANAR: 40.34 N. 00.33 E. (See Plan)

GENERAL: Alcanar is a port owned and used by Cementos del Mar S.A., which has a cement factory very close to Alcanar port. Products normally loaded are cement and cement clinker. On the other hand slag, pyrites, coal, pozzolana (volcanic sand) and gypsum are products generally unloaded for factory consumption.

Sant Carles de la Rapita is 4 miles away N.E. from Alcanar port.

DOCUMENTS:
3 copies Crew List.
3 copies Passenger List or negative.
3 copies Cargo Manifest or Master/Ballast Declaration.
1 copy Stores List.
1 copy Crew Manifest.

PILOTAGE: Pilotage is compulsory and service permanent. Pilot is informed by Agent of vessel's ETA, given 24 hours in advance. When vessels approach the Alcanar Fairway Buoy, Pilot will board. The pilot boat is white with a black "P" painted on the side. Contact Pilot Station on VHF Channel 14. Pilot Tel: (977) 74.05.01/74.08.04.
ENTRY/DEPARTURE CHANNEL: Channel is about 3 miles long and 250 ft. wide, maximum draft is 38 ft., straight and lies 328° from Fairway Buoy. There are 10 pair of buoys marking both channel sides.
ANCHORAGE: 0.5 miles S.E. from Fairway Buoy is the advisable anchorage.
Caution: North limit of a fishing seabed is located about 1.25 miles and bearing 215° from Fairway Buoy. Special care should be taken when approaching Fairway Buoy in order to keep clear of the seabed.
RESTRICTIONS: Draft only. Vessels carrying dangerous cargo should get permission to berth prior to arrival.
HEALTH: Pratique is obtained immediately after berthing. In case of suspected disease of fever on board, the Master must radio Agent in order to inform Health Office in time.
RADIO: Radio Costera of Barcelona and Tarragona.
VHF: See "Pilotage".
TUGS: Available to assist berthing. Tugs normally join vessel at breakwater entrance. The following tugs are available: 1×1,750 h.p. 1×1,200 h.p. and 1×800 h.p.
BERTHING: Maximum depth at berths and in channel is 38 ft. Contact Pilot for draft information.

There are 3 berths as follows: No. 1, 22 ft. depth. No. 2, 38 ft. depth and No. 3, 38 ft. depth.

Conveyor Belt: At all berths, cement is loaded by means of conveyor belt, maximum loading rate is about 350 t.p.h.

CRANES: 2×15 ton cranes at Berth No. 2. 1×6 ton crane at Berth No. 3.
STEVEDORES: 24 hours notice required in order to arrange gangs. Unloading rates depend on type of cargo.
MEDICAL: Any kind of medical service can be arranged if information received in time.
FRESH WATER: Plentiful supply of water by means of hoses from the pier to vessel.
FUEL: Can be supplied by truck, but 24 hours notice required.
CONSULS: See "Tarragona".
REPAIRS: See "Sant Carles de la Rapita".
SURVEYORS: S.G.S., Vista Alegre N. 32-3, 43540 Sant Carles de la Rapita. Tel: (977) 74.22.24/54.22.28. Fax: (977) 54.11.00.
GANGWAY/DECK WATCHMEN: Not compulsory, but advisable at night.
OPENING/CLOSING HATCHES: Normally opened/closed by the crew, otherwise according to Charter Party. Lashing must be carried out by the crew.
CERTIFICATES: SOLAS, Load Lines, I.O.P.P., Derat, Register and Tonnage Certificates.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle wine/spirits per person. Any excess must be declared and locked/sealed. Any infringement of the regulations will subject the vessel to the immediate imposition of a heavy fine and confiscation of excess.
AIRPORT: Reus Airport situated 97 km. and 45 minutes by car, regular services to Madrid. Barcelona Airport situated 196 km. and 2 hours by car, worldwide destinations and arrivals.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer (Early April – late September).
HOLIDAYS: September 11th.
POLICE/AMBULANCE/FIRE: Local Police Tel: 73.00.04. Guardia Civil Tel: 74.00.58. Ambulance/Red Cross Tel: 73.70.03. Firemen Tel: 70.00.80.
AUTHORITY: Capitania Maritima, 43540 Sant Carles de la Rapita, Tarragona, Spain. *Tel:* (977) 74.00.59. *Cables:* Capitania Maritima, Sant Carles de la Rapita.

Comissio de Ports de Cataluya, Zona Portuaria II-III, Ronda General Mitre No. 117, 08022 Barcelona, Spain. *Tel:* (93) 211.31.16. *FAX:* (93) 418.60.12. Branch office at Sant Carles de la Rapita, Tel: (977) 74.04.56.

ALCUDIA: 39.50 N. 03.08 E. (See Plan)

DOCUMENTS:
3 copies Crew List.
2 copies Cargo Manifest.
2 copies Crew Personal Effects Manifest.
PILOTAGE: Compulsory. Call Pilot one hour before arrival on VHF Channel 16 and hoist "G" flag when in sight of the port.
Pilot Station Tel: (971) 89 01 79.
ANCHORAGE: With the end of the breakwater bearing 000° at a distance of 7 cables and a depth of 12.0 m.
RESTRICTIONS: Tankers and L.P.G. Carriers berth during daylight only.
Vessels with a list are not permitted to berth.
Keel clearance varies according to berth.
MAX. SIZE: Vessels with maximum draft berth at the breakwater on heading 045° and are not allowed to turn on arrival or departure.
RADIO: Palma Radio.
VHF: Pilot station keeps watch on Channels 16 and 14.
TUGS: Not available.
BERTHING:

Quay	*Length* (m.)	*Depth* (m.)	*Remarks*
Breakwater	90.0	5.90	3×15 ton cranes
	157.0	5.50	(16 cu.m. each)
Rivera	150.0	5.50	2×15 ton cranes
	80.0	5.50	20 m. Ro/Ro Ramp
Gas Butano Jetty	80.0	5.50	8 in. and 4 in. shorelines

CRANES: See "Berthing".
BULK HANDLING FACILITIES: Coal, fertilisers and salt discharged at a rate of 500 t.p.h. by shore cranes.

Cement in bulk stored in 2×1,500 cu.m. tanks; loading and discharging connections; 4 in. shore line with length 110 m.

Asphalt receiving tanks of 3×1,900 cu.m. and 1×800 cu.m.; 8 in. shore line of 345 m. length and one connection.
SPECIALISED CARGO HANDLING FACILITIES: Two Ro-Ro platforms 20 m. wide. Facilities for handling containers.
STEVEDORES: Ordered by Agent. Working hours: 0800 hrs. – 1200 hrs. and 1400 hrs. – 1800 hrs.
MEDICAL: Hospital facilities available.
TANKERS: 2×2,500 cu.m. tanks for fuel oil; distance to tanks 450 m.; shore line 8 in.; no slop facilities.
DENSITY: 1026.
FRESH WATER: Available by gravity feed of approximately 7 t.p.h. Cost 70 pesetas per ton.
FUEL: Marine diesel available from 4 points along the quay, loading rate with pump is 12 t.p.h. Also available by truck with 30 ton capacity.
FIRE PRECAUTIONS: Dispersant liquid and floating boom (140 m.) on sight.
CONSULS: Located in Palma, 50 km. from Alcudia Port.
REPAIRS: Small repairs can be undertaken.
DRY DOCKS: Travel lift of 100 tons capacity at the yacht marina.
SURVEYORS: Watson Gray Espanola de Control S.A.
GANGWAY/DECK WATCHMEN: Not required.
HATCHES: Opening and closing by crew.
CUSTOMS ALLOWANCES: Quantity permitted for each crew member to be held out of bond: 200 cigarettes, 2 litres of wine and 0.75 litres of spirits.
REPATRIATION: Full facilities available.
AIRPORT: Palma Airport.
TIME: 1st October – 31st March GMT plus 1 hour. 1st April – 30th September GMT plus 2 hours.
HOLIDAYS: 1st January, 6th January, 1st May, 15th August, 12th October, 1st November, 8th December and 25th December.
Local Holidays: 29th June and 2nd July.
POLICE/AMBULANCE/FIRE: Local Police/Fire: 54.59.17. Medical: 54.59.68. Red Cross: 54.54.21, or VHF Station Channel 73. Harbour Master: 54.53.01. Customs: 54.71.03.
SERVICES: Magnetic compass adjusting available.
SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Only in tanker trucks. Maximum capacity 20 tons. Require details through agent. Service carried out by Sevmar. Fax: 402499. Tel: 400408, 400561, 400758.
SEAMAN'S CLUBS: No seamans clubs. All facilities available.
CURRENCY: Spanish Peseta (Pta.).
DELAYS: Bunkering undertaken during daylight. Special permission required for bunkering at night.
GENERAL: *Weather Forecasts:*
Fax: (971) 404626.
Time: 1100 hrs. – 1300 hrs. (G.M.T.).
Telex: 688474 (anytime).
Recorded message: (971) 403600 or 403511 (anytime).
Warnings: In Winter, from November to March, winds from N.W. direction up to Force 6/7, make it especially dangerous when berthing and unberthing.

In Summer, from May to September, seaplanes land and take off close to commercial port entrance (taking sea water).

Vessels with dangerous goods are permitted on Alcudia roads. Anchoring point for lightening with this kind of cargo must be applied for from the Port Authorities.

At the end of June to December/January atmospheric pressure could affect the sea water level, thus the maximum drafts allowed may be reduced.
DEVELOPMENTS: Work in progress at the commercial port and the marina.
AUTHORITY: *Contact:* Captain Miguel Suner Mari, Pilot, Urbani "Lago Esperanza" Margallons No. 21, 07408 Puerto Alcudia, Majorca, Spain. Tel: 890179, 890180. Fax: 890179.

ALGECIRAS: 36.08 N. 05.26 W. (See Plan)

DOCUMENTS: *Clearance Inwards of Vessels:*
1 copy Maritime Health Declaration.
5 copies Crew List.
2 copies Cargo Manifests: 1 on entry, 1 on sailing.
2 copies Manifests in Transit: 1 on entry, 1 on sailing.
If Vessel is in transit:
5 copies Transit Passenger List.
2 copies of Arrival Documents.
2 copies Lists of Passengers who have disembarked or embarked.
Tankers:
2 copies Cargo Manifest: entry, sailing or ballast.
PILOTAGE: Vessels entering port must call the Pilot by International Signal Code, sound, light or VHF.

The pilot boat is painted with a black "P" on both sides at its widest part. By day it will fly a blue flag with the letter "P" in white. At night, it will show the International Pilot Lights. The area where the Pilot boards is a circle 0.5 miles radius with its centre 1 mile East of the Western end of the breakwater extremity (red light).
ANCHORAGE: Vessels awaiting the Pilot can anchor to the North of Barranco Lighthouse in water 30 m. depth under indications given by the Pilot by VHF.
RESTRICTIONS: Vessels may enter by day or by night.
MAX. SIZE: Port of Algeciras: No restrictions as to length, max. draft 16.0 m.
Tankers: Gibraltar Refinery: Max. length 315 m., max. draft 60 ft.
Monobuoy: Depth of water 60 m. Designed for vessels up to 500,000 d.w.t. Largest vessel accommodated to date: 423,000 d.w.t. with draft 22.9 m.
HEALTH: Free Pratique is obtained automatically when Authorities board on arrival and Maritime Declaration of Health is completed. In case of suspected disease or fever on board full details should be sent by radio to Sanidad Maritima, Algeciras, before arrival.
RADIO: Tarifa, Mijas, Aranjuez Radio and Cadiz Radio. Vessels bound for the Gibraltar Refinery must announce their arrival on VHF to the Port Captaincy using Channel 16 for calling and Channel 13 for communication.

Agent requires 72, 48 and 24 hours notice of arrival.
TUGS: 8 tugs up to 2,250 h.p., working in accordance with instructions from the Pilot. It is usual for vessels to provide tow-lines.
CRANES: See "Bulk Handling Facilities".
STEVEDORES: Ordered by Vessel's Agent on basis of Master's ETA.
MEDICAL: Doctors and hospital facilities available. International vaccination certificates only required if vessel is proceeding from an infected area.

BERTHING:

Darsena Sur (South Dock):

Name	*Length* (m.)	*Depth* (m.)	*Usage*
Dique Norte	1,125	15 – 32	Bunkers
	590	10	Bunkers
	617	8 – 15	Bunkers
Muelle de la Isla Verde	250	13	General cargo
	250	12	containers and
	248	11	solid bulk cargoes.
	150	9	Ro/Ro
Muelle de la Galera (South)	75	4	Passengers
	305	6	Ferries
	110	10.5	Ferries
Muelle de la Galera (North)	176	10.5	General cargo and Ro/Ro
(East)	110	10.5	Fast ferries and general cargo
Muelle del Navio (East)	520	14	General cargo and
	644	16	containers
(South)	300	12	General cargo, containers
	225	10.5	General cargo
(West)	180	10.5	Ro/Ro

BULK HANDLING FACILITIES: *Cement:* Discharged to 2 storage silos at Muelle de la Isla Verde. Rate 200 t.p.h.

Containers: 4×30 ton Paceco (Sealand) gantry cranes at Muelle de la Isla Verde and 4×30.5 ton transtainers.

3×40 ton Paceco cranes and 6×32 ton Paceco transtainers at Maersk Espana Terminal at Muelle del Navio (270 m. length).

2×40 tonne Paceco cranes at Terminals Algeciras at Muelle del Navio (270 m.).

Scrap iron and metal products: Acerinox Quay: Length: 250 m. Depth 9.5 m. 3 jib cranes, capacity 25 tons each.

TANKERS: Refineria Gibraltar (C.E.P.S.A.) – 5 berths for tankers up to 283 m. length, 2 of which can accept draft up to 65 ft. Loading/discharge lines are 12 in., 10 in., 8 in., 6 in. and 4 in. Refineria Gibraltar has 2 slop tanks each of 600 cu.m. capacity which can accept oily residues.

Berth	*Length* (m.)	*Depth* (m.)
South	700	19 – 20
North	380	17 – 19
North	300	17 – 19
North	115	6
South	115	6

There are 20 hydraulic and 6 manually operated loading arms. Max. pressure permitted 150 p.s.i.

Monobuoy: Operated by Compania Espanola de Petroleos S.A. (C.E.P.S.A.).

Location: Lat. 36° 10′ N., Long. 05° 24.8′ W.

Depth: Approx. 60 m.

Anchorage: Pilot will advise anchorage in accordance with weather conditions.

Prohibited Anchorage: Vessels are not to anchor within 0.3 miles of the monobuoy or within 150 m. of the underwater pipeline which runs in a N. 20° E. direction from the buoy to the Terminal onshore.

Pipelines: There are two underwater pipes, one 42 in. for crude oil and one 16 in. for bunkers.

Navigation Aid: Light: Fl. 3 every 8 seconds ("U") Range 5 miles. Height above sea level 6.0 m.

The buoy is also equipped with a radar reflector 7 m. above sea level, "Racon" letter "U" and fog signal manually operated with characteristic 3 blasts every 3 seconds ("U" in Morse code).

The floating hoses display white flashing lights 70 m. apart, 20 flashes every 60 seconds. Range 1 mile. Height above sea level 0.75 m.

Charts: Spanish: No. 3500 and 3503. British: B.A. No. 1448.

Communications:

Telegraphic Address: Spanoil, Algeciras.

Telex Address: 78007 Cepsa E.

Telegraphic Communications: Once the vessel has left the port of loading, Master must send a telegram via Aranjuez Radio, giving the following information:

(a) Name of vessel.
(b) ETA in GMT.
(c) Amount loaded per Bill of Lading.
(d) Specific gravity.
(e) Maximum draft.
(f) Capacity of tanks.
(g) Slops in the cargo.
(h) Whether it has a central bow installation, in which case give dimensions.
Where not, indicate type, characteristics and distance to the stem.

If vessel is to effect loading operations, once it has left its unloading port, Master must send the following telegram:

(a) Name of vessel.
(b) ETA in GMT.
(c) Quantity of cargo required.
(d) Amount of dirty ballast and deballasting time.
(e) Capacity of tanks.
(f) Amounts of slops and kind.
(g) Whether it has a central bow installation, in which case, give dimensions.
Where not, give type, characteristics and distance to the stem.

If the cargo receiving points are of a different type to 16 in. or 12 in. standard ASA 150 lb. this must be communicated both in the case of a vessel coming to load and one which will be discharging.

Within 72 hours of arrival, the Master must send a second telegra including the following information:

(a) Name of vessel and Master.
(b) ETA in GMT.
(c) Amount of fuel required.
(d) Additional requirements.

Within 48 and 24 hours prior to arrival, he must send further telegram confirming his ETA.

Radiotelephone Communications: As soon as the vessel is within VH range, contact must be made with the Pilots or the Port Captaincy o the "Gibraltar" Refinery on Channel 13 to receive instructions with rega to berthing, this station listens out 24 hours a day.

Notice of Readiness: Will be accepted by the Monobuoy Berthin Master, when the vessel is in all respects ready to commenc operations.

Notice of Readiness will be accepted under either of the followin situations:

(a) When the Master receives the Monobuoy Berthing Master or,
(b) When the vessel has anchored in the anchorage area.

Port Closed: The Notice of Readiness will not be accepted when po closed.

Port closure periods are considered to be such when the weathe conditions prevent vessels coming alongside and berthing. The decisio to close the port is made by the Marine Authority.

Berthing sequence: Vessel will berth normally in strict order of arriva and any alteration will be duly communicated and sufficiently in advanc

Services and Facilities:

Pilotage: The Pilotage service is obligatory and the Corporation i available permanently. The waiting area for Pilots is between La 36° 07.5′ and Lat. 36° 08.5′ N. and Long. 5° 24.0′ and Long. 5° 25.0′ W

Mooring: The Monobuoy Berthing Master will board the vessel in th vicinity of the buoy together with a foreman, 2 deckmen and 2 diver and will assist the Pilot and crew respectively in the berthing operation These services are provided free of charge and the personnel remai on board during the whole duration of operations during which food an accommodation of an adequate nature must be provided.

Tugs, launches, mooring equipment: Tugs and/or launches can assi the vessel in the operations of berthing and unberthing under the direc control and supervision of the Pilot and the Monobuoy Berthing Maste There are also launches for transporting crew members ashore.

Consignee: The Compania Espanola de Petroleos, S.A. at i "Gibraltar" Refinery, has a Consignee department. Vessels utilising th service must send their radiograms to the following address:

Compania Espanola de Petroleos, S.A.
"Refineria Gibraltar",
San Roque (Cadiz) – Spain
Telephone: 698060. Fax: 698773. Telex: 78007 Cepsa E
Telegrams: Spanoil (Algeciras).

Arrival Documents: The following documents are required:

6 copies of the Crew List
1 Negative Passenger List
3 copies of Passenger List if any onboard
2 copies of the Cargo Manifest for Algeciras
1 copy of the Cargo Manifest for Cargo in Transit
2 Copies of the vessel's Manifest List, including bunker, oil, tobacc alcohol, medicine, belonging to the vessel.
2 copies of a List of the Crew's and Passengers' Personal Effects.

The maximum quantity of tobacco and alcohol permitted for each cre member and passenger outside the manifest is 200 cigarettes and 1 litr bottle.

Free Pratique: It is not necessary to advise the Health Authorities prio to arrival unless there is any sickness on board.

Free Pratique is granted when the vessel is visited by the Healt Official at the anchorage or when it is berthed at the Monobuoy and th following documents will be required:

1 Health Declaration
1 Crew List
1 Passenger List or
1 Negative Passenger List

The Health Official will inspect the Derat Certificate or Exemptio This Certificate can be drawn up or renewed at Algeciras if required.

Doctor: Medical Service, if required, can be obtained via the Age and will be sent as quickly as possible.

Fuel Bunkers: Fuel Oil is supplied via the Monobuoy.

Apart from the advice by radio to the local Consignee, owners mus contact Campsa-Madrid, advising them of the type and quantity o bunkers required on arrival.

(The suggestion above is based on the fact that in Spain all supplie are effected directly by Campsa through the authorised refineries).

Direct contact with Campsa by the Owner, and the transfer of fund for the supply, required by the local Agent prior to bunkering taking plac

Oils: A majority of international companies have stocks of oil in th country, requirements to be advised via their Agent sufficiently i advance in order to prepare documentation and delivery. This deliver will not be made whilst the vessel is moored at the Monobuoy carryin out loading or unloading operations since it has to be effected by barg or a tanker type tug. Only vessels operating with inert gas are excepte

Water: This is supplied by a 350 ton vessel and must be requeste 48 hours in advance via the local Agent. There is no water line via th Monobuoy.

Victualling and Provisions: All kinds of stores obtainable in Algecira and deck and machinery supplies can also be provided, requiremen are to be communicated to the Agent or Consignee by radio.

All deck and machinery supplies will be supplied by launches or tug prior to berthing or after unberthing at the Monobuoy.

Spares to be supplied from abroad for vessels at Algeciras must b sent to the airport of Malaga, the airport of Seville or the airport at Jere addressed to the Master of the vessel in question and consigned to th local Agent at Algeciras.

Goods sent by TIR should be despatched to Malaga for Customs clearance.

Repairs: Only minor repairs can be carried out by local workshops. In the event of major repairs being required, there is at Cadiz, which is 120 kilometres away (approx.), all types of workshops and equipment. Any kind of repair which might leave the vessel without means of propulsion is absolutely prohibited whilst it is berthed at the Monobuoy.

Classification Societies: Lloyd's Register, Plaza Alta 7. Tel: (956) 662889.

Other Societies have a representative.

Telephone Numbers: Area Code (956)

"Gibraltar" Refinery:

Monobuoy Berthing Master
Port Captain
Fire Fighting
Ambulance
Medical
Tel: 698060
Fax: 698773

Algeciras:

Command Post	604711
Police	091
Fire Fighting	662222
Ambulance	604144

Mooring:

Preparation for Mooring: Vessels must have in position a Pilot ladder and/or hoisting ladder or a gangway which is safe and firmly protected for immediate use and sufficiently long to reach the Monobuoy Berthing Master's launch.

For vessels with a freeboard of 40 ft. or more, the gangway must be extended, lowered and the platform must not be more than 10 ft. from sea level, a Pilot ladder shall also be provided for boarding the platform.

Vessels must provide a lee on the port side for the embarkation or disembarkation of Monobuoy Berthing Masters.

Vessels must have prepared on the forecastle and in the bow section the following:

(a) 2 mooring cables of polypropylene if possible.
(b) 2 veering cables 5 in. circumference, min. length 300 ft.

Vessels must have ready amidships and on the port side the following:

(a) Derrick equipped and ready to lift equipment from the launch.
(b) Mooring shackles.
(c) Wire and equipment for connecting hoses.

Note: If vessels moor with the aid of tugs, the Port Pilot will indicate the number of tugs to be used and the cables required.

Mooring at the Monobuoy: The Monobuoy is equipped with a cable 19 in. in diameter and 180 ft. long (55 m.) and with a breaking strain of 795.6 tons, its ends having collars and special cable protections with corresponding shackles. The shackle which connects it to the Monobuoy has a test strain of 688.8 tons and this is connected to a meter, which indicates at any time the strain to which the whole assembly is subjected. The shackle placed at the other end has a test strain of 510 tons and is connected to a length of chain of two different dimensions, its total length being 40 ft. (12 m.). The first 25 ft. (8 m.) are of 4 in. ending in two lengths of 702 mm. length and 440 mm. wide, and which are connected to the remaining 15 ft. (5 m.) of chain with a dimension of 2.75 in. which ends in two open links 478 mm. long and 293 mm. wide. The end of this length of chain is connected by means of a shackle S.W.L. 40 tons to a plaited cable of polypropylene 11 in. diameter and 250 ft. (76 m.) long, known as the approaching cable. The end of this cable is identified by means of a small 12 in. diameter buoy connected to it by means of a 0.5 in. guy and 5 ft. long. The weight of the length of chain mentioned above is supported by a cylindrical buoy 3,600 kg. in weight.

When the vessel is close to the Monobuoy the crew must pay out the end of the veering cable through the central fairlead or nearest alternative lead available on the port side, whilst at the same time, various flexible cables 16 in. or 10 in. are made fast on board, according to the tonnage, to each bitt and also to the bow, and if there is no central fairlead available, onto the bitts on the port side. Once on board, the chain will be made fast to the cables by means of two 4 in. or 2.5 in. shackles according to the type of cable to be used. Where the vessel has a "Smit Bracket" or similar type of berthing fitment, the chain will be made fast to this. Vessels of less than 150,000 d.w.t. will be connected to the 2.75 in. chain and those exceeding this tonnage will be connected to the 4 in. chain.

Whilst the vessel is berthed at the Monobuoy a tug will remain alongside in the event of it being necessary to remove the vessel from the Monobuoy, in which case she must have available at the stern a very good towing line.

Turbine vessels which may have their propellor turning, must go astern so as not to come close to the buoy and cause damage.

Connection and Disconnection of Hoses:

General: The Monobuoy has two floating hoses 20 in. in diameter for discharge and loading which end in 3×16 in. diameter sections, each for direct connection having an approximate weight of 7 tons. The hoses will be hoisted and connected by the crew of the vessel in collaboration with the foreman and two deckmen from the Terminal. The Monobuoy Berthing Master will assist the vessel's officers in the connection operations. For supply of bunkers there is a 12 in. diameter hose available with a weight limit which is less than those mentioned above.

Derricks: All tankers operating at the Monobuoy must have a derrick with minimum capacity of 10 tons on the port side.

Flanges: The connecting flanges are 16 in. ASA for loading/unloading and 12 in. 150 ASA for bunkers. In the event of vessels not having flanges of these dimensions or reducers, this should be notified by radio 72 hours in advance.

Ballasting and Deballasting:

Anti-pollution precautions: The vessel's Master must take the necessary measures so that there is no loss of dirty ballast and is responsible at all times for damages and costs which may originate from this.

Scuppers: Before commencing operations the scuppers must be closed.

Sea Valves: During the operation of ballasting, the tightness of the sea valves and inlets must be checked, taking all precautions to obviate contamination of the sea.

Ballasting/Deballasting during the night: If these operations are carried out during the night, the area must be adequately lit.

Inability to receive dirty ballast: All vessels operating at the Monobuoy must arrive with clean ballast since there is no facility for reception of dirty ballast. In the event that they have residue arising from tank cleaning, this must be pumped to the slop tanks, which will be measured and which will be loaded by the "load on top" system.

Loading and Discharging:

Communications during loading/discharging: All communications relative to loading and discharging of vessels will be made via the Monobuoy Berthing Master who will remain in contact constantly with the Refinery Blending department via portable VHF on Channel 9. In the event of damage to the portable VHF, contact will be continued via the vessel's equipment.

Damage during communication: In the event of damage to all communications with the Blending Department, the loading and discharging operations will cease immediately.

Average of loading and discharge: The installation can operate at an average (max.) of 12,000 cu.m. per hour and at a working pressure of 12 kg/sq.cm., at the vessel's manifold.

The supply of bunkers can be effected at a maximum average of 2,000 t.p.h. with a working pressure equal to 12 kg./sq.cm.

Anti-pollution precautions: Contamination of the sea by hydrocarbons is absolutely prohibited; this prohibition includes pumping. The non-fulfilment of this regulation can give rise to serious penalties and for which reason all vigilance must be applied to stop leaks which would give rise to the immediate cessation of all operations, the Master/Owner being entirely responsible for costs or damages which might arise therefrom. Trays must be provided to catch any possible leaks during connection or disconnection of hoses to the manifold.

Valve closure due to excessive loading: No valve will be closed which may stop or reduce the movement of the product, whilst the shore pumps are operating unless prior advice has been given to and the approval obtained from the Monobuoy Berthing Master. The practice of closing the valves at the vessel's manifold must be obviated.

If a decrease in pumping rate is required the shore terminal will lower the pumping rate to the required level if requested.

The Master will be responsible for any damage which may arise from the sudden stoppage in flow due to faults on board the vessel. It cannot be overemphasised for this to occur it is extremely dangerous and may give rise to extremely extensive damage to the installation.

Sample intakes and empties: All vessels which have available inert gas installations in service must arrive with all tanks depressurised for the purpose of taking samples, emptying water, etc. Once this operation has been effected, tanks can be pressurised once again. Once discharge has been terminated, the tanks will be depressurised in order that they may be inspected.

Also see "General" before first port.

FRESH WATER: Available from all berths in Algeciras rate 30 t.p.h. – 200 t.p.h. depending on location, and at Refineria Gibraltar. Can also be supplied by barge.

FUEL: Fuel oil and Gas oil supplied by C.L.H. at Dique Norte (North Breakwater) and Muelle de la Isla Verde.

Product	*Location*	*No. of Points*	*t.p.h. per Point*	*t.p.h. of Quay*
Heavy fuel No. 1	Dique Norte	4	200	200
Gas Oil "A"	Dique Norte	4	250	250
"B"	Dique Norte	4	250	250
"B"	Dique Norte	1	75	75
"B"	Dique Norte	1	20	20
"B"	Dique Norte	1	30	30
Heavy Fuel No. 1	Muelle de la Isla Verde	3	150	150
Gas Oil "A"	Muelle de la Isla Verde	3	200	200
Gas Oil "B"	Muelle de la Isla Verde	3	200	200

Bunkers can also be delivered by road tanker or barge.

CONSULS:

Denmark
El Salvador
France
Great Britain
Italy
Morocco
Netherlands
Norway
Panama
Sweden

REPAIRS: Small repairs afloat can be effected. No dry docks.

CUSTOMS ALLOWANCES: Max. quantity of tobacco permitted in ship's stores is 3 kilos per crew member and 2 kilos per passenger. The quantity that may be held out of bond is 40 grammes tobacco per person per day. Wine/Spirits. 1 decilitre per person per day may be held out of bond.

GANGWAY/DECK WATCHMEN: Not available from shore.

OPENING/CLOSING HATCHES: Opened and closed by ship's crew.

AIRPORT: Nearest is at Malaga, 120 km. from Algeciras, and Gibraltar.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day, 6th January, 19th March, Maundy Thursday, Good Friday, Easter Saturday, 1st May, Corpus Christi, 29th June, 25th July, 15th August, 12th October, 1st November, 8th December, 25th December.

POLICE/FIRE/AMBULANCE: *Algeciras:* Police Tel: 091; Fire Tel: 662222, Ambulance Tel: 604144. *Refineria Gibraltar:* Fire and Ambulance Tel: 698060.

SHORE LEAVE: Crew members are permitted to go ashore subject to police control.

AUTHORITY: Autoridad Portuaria de la Bahia de Algeciras, Apartado No. 7, Paseo de la Conferencia S/N, 11207 Algeciras (Cadiz), Spain. *Tel:* (956) 572620. *FAX:* (956) 605834, 573956. *Contact:* Jose Luis Estrada, Port Director.

ALICANTE: 38.23 N. 00.28 W. (See Plan)

PORT LIMITS: The line drawn from Cabo de las Huertas and Cabo de Santa Pola.

DOCUMENTS:

4 Crew Lists.
4 Passenger Lists.
10 Manifests for Cargo, including cargo in transit as well as cargo for Alicante. Tobacco and Cargo Manifests to be visaed by Spanish Consulate in port of origin.
All vessels' Certificates.

Shipmaster's Report: November 1988.

First Port: See "Cadiz".
Second Port:
Customs – "Ruta".
Agent – 1 Crew List.
Quarantine – 1 Crew List and 1 Maritime Declaration of Health.

PILOTAGE: The Pilotage service is permanent, and should be requested by means of the International Signals Code. It has a VHF radio station and can be called up on Channel 16. The Pilots have a motor launch painted white with the letter "P" on both sides, and flies a black flag with letter "P" in white, whilst at night it shows lights in accordance with the International Regulations. The launch meets vessels 1 mile from the green breakwater light, but in bad weather closer to that light. Pilots Tel. 5211137.

ANCHORAGE: Vessels waiting to enter port may anchor at a distance of 0.5 miles off the breakwater in depths of 16 m.

MAX. SIZE: Vessels of up to 225 m. length and 38 ft. draft (60,000 – 80,000 d.w.t.) can be berthed alongside. For tankers, max. draft 35.20 ft. (10.73 m.) 36,000 d.w.t. at Muelle 11. Also see "Berthing".

Discharge of butane is carried out at buoys located to the South of the port and with a limitation of maximum length of 140 m. between perpendiculars and 28 ft. draft.

HEALTH: Regulations as dictated by the International Regulations for Foreign Health are enforced.

RADIO: Radio-telephone communication through Radio La Costera, Alicante, medium frequency range approx. 220 miles and VHF approx. 40 miles.

TUGS: 2 tugs available to assist berthing of 1,500 h.p. Normally ship's lines used for connection with tug. Tug meets vessel at Port entrance.

BERTHING: The breakwater extends in a S.W. direction and vessels berth within the breakwater. Max. depth being available at the outer end of the breakwater, decreasing in the N.E. direction.

Muelle Principe de Asturias: Dry bulk terminal. Length 306 m. Depth 14.0 m.
Muelle 14: Extends along the length of the N.E./S.W. breakwater and depths vary alongside the berth from 12.5 m. at the S.W. end to 8 m. at the N.E. end. Length of quay – 970 m.
Muelle 12: Depth alongside 8.0 m. Length – 296 m.
Muelle 11: A combined tanker and container berth. Depth 10 m. Length – 360 m.
Muelle 10: Depths alongside the berth vary from 6 m. to 8.75 m. Length – 203 m.
Muelle 9: Depth alongside berth 8.75 m. Length – 103 m.
Muelle 7: Depth alongside berth 8.75 m. Length – 240 m.
Muelle 6: Depth Alongside 8.0 m. Length – 160 m.

CRANES: All quays have cranes of 6 tons, and on Quay No. 11 there is a 35 ton portainer and 30 ton container crane. On Muelle Principe de Asturias there are 4×16 ton cranes. Loading and discharging operations are always carried out by shore personnel, irrespective of the means used.

SPECIAL CARGO HANDLING FACILITIES: There are 3 berths in the outer harbour located at the head of Berths 10/12 and 12/14 for Ro/Ro traffic. 2 Ro/Ro berths in the inner basin.

1×400 t.p.h. pneumatic unloader available.

STEVEDORES: It is necessary to advise Agents 48 hours in advance of the arrival of the vessel.

The main goods shipped at this port are: canned goods, aluminium ore, asphalt, ground pepper, bulk cement, etc. Average speeds of loading and discharge are: bulk cargo 60 t.p.h.; general cargo 50 t.p.h.; containers 30 units per hour.

MEDICAL: Many hospitals and medical services available. Advise Agent prior to arrival if medical assistance required.

TANKERS: Tankers discharge takes place at Muelle 11 (See "Berthing"). Product handled: Fuel oil (2×12 in.) and Gas oil (2×10 in.)

DENSITY: Average 1030.

FRESH WATER: Available from hydrants at the quays at the rate of 10 t.p.h., per hydrant.

FUEL: Supplied by CLH on all berths.

CONSULS: The following countries have local representation: Belgium, Denmark, Dominican Republic, France, Germany, Monaco, Norway, Netherlands, Paraguay, Peru, Sweden, United Kingdom.

REPAIRS: Only minor repairs carried out. There is a dry dock for small craft.

SURVEYORS: Comisario Maritimo Espanol (Spanish Maritime Commissary) and Lloyd's.

GANGWAY/DECK WATCHMEN: Agents normally provide watchmen.

OPENING/CLOSING HATCHES: Normally opened by crew and closed by stevedores using cranes.

CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of spirits per person.

CARGO GEAR: All berths have cranes, varying from about 6 tons capacity. There is 1 heavy lift crane capacity 30 tons, and one gantry crane with 35 tons capacity.

REPATRIATION: Possible, without difficulty.

AIRPORT: About 8 km. distance from Alicante, and serviced by international flights.

TIME: GMT plus 1 hour in Autumn and Winter. GMT plus 2 hours in Spring and Summer.

HOLIDAYS: Normally no work is carried out on the following holidays: New Year, 1st January; Epiphany, 6th January; La Pelegrina, 26th April; Maundy Thursday; Good Friday; Labour Day, 1st May; Festival of San Pedro, 29th June; Corpus Christi; Santiago Apostol, 25th July; Assumption; Festival of the Spanish Speaking World, 12th October; All Saints', 1st November; Immaculate Conception, 8th December and Christmas Day, 25th December.

POLICE/AMBULANCE/FIRE: Police, Tel: 091. Ambulance, Tel: 5207201. Fire Brigade, Tel: 5229080.

TELEPHONES: Can be installed on board; the cost of installation currently is about 12,000 pesetas.

DEVELOPMENTS: Entrance channel to be dredged to 14.0 m.

Container Terminal (Muelle 11) to be dredged to 12.5 m.

SHIPMASTER'S REPORT: October 1983.

Documents: Unnecessary to have any papers visaed in previous port. Normal IMO papers acceptable but preferable to have separate Bonded Stores List.

Pilotage: In bad weather, Master will enter harbour without Pilot. Max. speed of pilot boat 7 knots.

On sailing, call Pilot 30 minutes before required by VHF Channels 16 or 12.

Health: No radio health message required.

Discharging: Discharging rate for boxes of pineapples using shore cranes was 25 t.p.h. per gang.

Fresh Water: Available at approx 15 t.p.h.

Watchmen: No watchman required.

Identification Cards: Agent provides separate I.D. cards for non-E.E.C. country crew members going ashore.

AUTHORITY: Junta Del Puerto de Alicante, Muelle de Levante S/No., 03001 Alicante, Spain. *Tel:* (96) 5202255, 5203588. *Telex:* 66554 JPA E. *FAX:* (96) 5216359. *Contact:* Sergio Campos Ferrera, Port Director.

Comandancia de Marina, Tel. 211514, 216163.

ALMERIA: 36.52 N. 02.30 W. (See Plan)

DOCUMENTS:

4 Crew Lists.
4 Passenger Lists (embarking, disembarking and in transit).
2 Cargo Manifests of goods destined to Almeria, as well as other cargoes in transit.
Stores List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.

Note: Tobacco. In case vessel carries more than 6 kilos of tobacco per man, excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In absence of Consul, said document will have to be visaed by an Authority of former port of clearance. Otherwise, the vessel would be fined.

PILOTAGE: Compulsory, service is permanent. Pilots board vessels by motor-boat in roads, near entrance formed by two breakwaters. This entrance is 287 m. wide. Pilot boats are painted white and letter "P" is painted in black on each bow. Also boats have a blue flag hoisted on mast, with letter "P" in white on both sides of flag. At night, boats have white light, under this light is a red light. When weather is bad vessels approach as close as possible to entrance so that Pilot can easily board the vessel.

ANCHORAGE: When harbour is congested, vessel can anchor at West Mole while waiting for berth.

MAX. SIZE: Only limitation is draft. Max. draft 39 ft. in the inner port and 43 ft. in the outer port.

HEALTH: Pratique is obtained immediately after berthing, when Health Officer boards vessel, In case of suspected disease or fever on board Master must send a radio message to Agents, in order that they advise the Health Officer. Following documents are required by Health Officer upon berthing: Maritime Declaration of Health, Derat Certificate, 1 Crew List.

RADIO: Nearest important radio stations are Cadiz Radio and Palos Radio.

VHF: Call Almeria Radio on Channel 16 for connection with pilot station.

TUGS: 3 tugs available and compulsory in accordance with LOA, d.w.t. and weather conditions.

BERTHING: Prior to ship's arrival and in accordance with Master's ETA Agent attends Port Authorities to procure a proper available berth. Commercial quays have a length of 350 m. with single shed with max. depth 23 ft. and 712 m. with Ro/Ro ramp with max. depth 31 ft.; in 2 directions there is 350 m. with Ro-Ro ramp with max. depth 24 ft. – 29 ft. (also used by tankers). There is 369 m. of berthing space with 34 ft. depth and 250 m. with 39 ft. depth with open storage area for solid bulk cargoes.

There is a Ro-Ro ramp, max. load 20 tons per axle.

Iron Ore Berth: Max. size 80,000 d.w.t. Max. draft 13.9 m. 1 shiploader, rate 2,200 t.p.h. Operator: Cia. Andaluza de Minas S.A.

STEVEDORES: It is necessary that Master sends ETA so that Agent can inform Receiver's stevedores accordingly and arrange for proper reception of cargo and berth. Timetable of shifts available at the port. Daytime, normal working hours, from 0800 – 1200 hrs. and 1400 – 1800 hrs. (1 shift), 0800 – 1400 hrs. (1 intensive shift), 1400 – 2000 hrs. (1 intensive shift). Night time, from 1800 to 2400 hrs.; Sundays and holidays, from 0900 to 1200 and 1400 to 1800 hrs.

MEDICAL: Medical facilities are available; only it would be appreciated for Master to send a radio message if a crew member is in need of urgent medical attention.

TANKERS: Tankers berth at Muelle Levante (Eastern Breakwater) where the depth is 8.0 m. – 10.0 m. There is 1×8 in. line for diesel oil, 2×10 in. lines for gasoline and 1×12 in. line for fuel oil.
FRESH WATER: Always available. Deliveries from quay available at all berths, supplying about 30 t.p.h.
FUEL: Ordinary fuel oil and gas oil is available at local refinery of "CLH". It is advisable that Shipowners stem bunkers through their own Contractors, with an ETA of 48 hours, so that the order can be received in time.
FIRE PRECAUTIONS: Tankers perform their operations at the berth of "CLH" at East Pier, which has the necessary fire precautions. No special precautions at other piers.
CONSULS: Belgium, Denmark, Finland, France, Italy, Netherlands and Sweden.
REPAIRS: All types deck and engine repairs available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work normally carried out by crew.
CERTIFICATES: Vessel should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Derat Certificates are required by Authorities.
CUSTOMS ALLOWANCES: The quantity allowed per each crew member is 3 kilos tobacco. (See "Documents".) Wine and/or Spirits: Only 1 bottle for each crew member.
CARGO GEAR: Muelle de Ribera: 6 cranes capacity 3 tons.
Muelle de Poniente: 6 cranes capacity 3 tons – 6 tons, 2 cranes capacity 6 tons and 2 cranes capacity 12 tons.
REPATRIATION: Good facilities available.
AIRPORT: Airport is located about 6 km. from town, well served by regular airlines.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: 1st January; 6th January; Good Thursday afternoon; Maundy Thursday; Good Friday; 1st May (Labour Day); Corpus Christi; 25th July (Santiago), 15th August; Assumption Day; Last Saturday in August (Our Lady of the Sea – Local Holiday); 12th October; 8th December; 25th December and 26th December (second Christmas Day).
POLICE/AMBULANCE/FIRE: Police 091; Ambulance 220900; Fire 240080.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Port Authority provides containers.
WASTE OIL DISPOSAL: Contact: Jose A. Molina Hernandez. Tel: (951) 239042.
SEAMAN'S CLUBS: Club de Mar. Tel: (951) 230780.
CURRENCY: Peseta.

SHIPMASTER'S REPORT: October 1983.
Pilotage: Pilot boat max. speed 6 knots. In bad weather, vessel should enter breakwater at slow speed and embark Pilot under lee of breakwater.
Health: No radio health message required.
Loading Rate: Vegetables per gang hour 20 – 25 tons using vessel's or shore cranes.
Watchmen: Not necessary.

AUTHORITY: Junta del Puerto de Almeria, Muelle de Levante, 04071 – Almeria, Spain. *Tel:* 23-69-92. *Telex:* Pajo-E 78892. *FAX:* (951) 23-29-49. *Contact:* D. Emilio Grande Onieva, Port Director.

AVILES: 43.35 N. 05.56 W. (See Plan)

DOCUMENTS:
4 Crew Lists.
2 copies Crew Personal Effects Lists, signed by each crew member.
2 Passenger Lists or a negative.
3 sets of Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Provisions and Stores Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
Transit Tobacco Manifest: The Spanish Customs Regulations provide for 6 kilos of tobacco per crew member to be on board as usual provisions. If the total quantity of tobacco (including cigarettes, cigars, pipe and any other kind of tobacco) does not exceed said average of 6 kilos per crew member, such quantity may be declared as "provisions" on the usual Provisions List, and no further documentation is necessary. If the total quantity on board exceeds said average, the excessive quantity must be shown on a special transit manifest. Usual manifest forms may be employed, describing the tobacco in Spanish as "Tabaco en transito".

The essential point is that this transit manifest is visaed by the Spanish Consulate, which must insert a full and complete visa. A simple consular stamp is not sufficient. If there is no Spanish Consulate at the last port of call or nearby, the tobacco manifest may be visaed by the local Customs Authority or by another consulate, but the visa is still essential.
PILOTAGE: Compulsory for vessels over 50 g.r.t. Telegrams to be sent to Corporacion de Practicos, San Juan de Nieva – Aviles Tel: 563013 or 566856. Vessel exceeding LOA 130 m. require 2 Pilots.
Send ETA 2 hours in advance, confirming by VHF when vessel some 10 miles off. Pilots listen continuously on Channels 16 and 12. Pilot craft are painted black with a white "P" on each bow. They are equipped with VHF and listen out on Channel 12, having also available Channels 16, 14, 9 and 6. When coming alongside a vessel they hoist the "H" flag. Normally they remain within the port, going out to vessels up to 1 mile from La Forcada.
ANCHORAGE: Outside the port vessels can use the sector between North and W.N.W. of La Forcada and at a distance of 1 mile from it, in 15 m. to 25 m. depth and sandy bottom. There are no sheltered anchorages. When awaiting a berth, vessels must remain at anchorage with 1 or 2 anchors.
RESTRICTIONS: Vessels LOA 180 m. – 210 m. enter and sail at any time.
Entrance Channel: Breadth: 153 m. Length: 920 m. up to San Juan de Nieva Basin. Depth at LW: 10 m. to 8.5 m. in the axis. Nature of bottom: Sand, hard clay and rock. Exposure: N.W. Breadth: 160 m. Depth at LW: 10 m. Maximum tidal flow: 2.25 knots.
MAX. SIZE: Max. LOA 210 m. In exceptional cases Port Authority may allow vessels up to 220 m. LOA to berth.
Keel Clearance:
LOA up to 130 m. – Keel clearance 2 ft.
LOA 130 m. – 150 m. – Keel clearance 3 ft.
LOA over 150 m. – Keel clearance 4 ft.
The admitted draft is calculated by deducting the number of feet required under the keel from the total depth of water which varies in accordance with tidal conditions. Tide tables are available upon request. In addition, the draft so calculated may still vary (by ±1 ft.) under special atmospherical conditions. However, for a rough guidance, the following average figures, from which the respective number of feet under the keel must be deducted, may be sufficient:

	Normal	*Equinoctial*
Neap Tides	*Spring Tide*	*Spring Tide*
8.80 m.	9.70 m.	10.60 m.
(23 ft. 10 in.)	(31 ft. 10 in.)	(34 ft. 9 in.)

Alongside the quays (equinoctial LW) draft varies between 11 ft. and 30 ft.
HEALTH: Yellow flag to be hoisted, and once Health Authority has boarded, and the Marine Health Certificate completed, provided this is negative, clearance is automatic.
Health documents required: Marine Health Declaration if coming from another country, but if from another Spanish port, the Health Clearance Document from that port suffices.
Derat, or Exemption Certificate required.
If coming from country where epidemic is in force, certificates of vaccination for each crew member.
If sickness on board, patient will be examined immediately and decision taken as to clearance or isolation.
RADIO: *Coastal Station:* Cabo Penas Radio: Lat. 43° 39′ 22″ N., Long. 5° 50′ 53″ W.
Operational Procedures:
1. Safety, Assistance, and Urgency: All medium wave coastal stations listen out permanently on 2182 kHz. It is of maximum interest for the safety of human life at sea for all vessels in Spanish coastal waters at reasonable distances from the coast to maintain a listening watch for as much time as possible on this frequency.
2. Traffic from the Coastal Stations: Having firstly announced the fact on 2182 kHz, Cabo Penas Radio transmits at 1133 hrs. Call-up lists firstly of foreign vessels and then of national vessels. Weather forecasts are transmitted at 1103 hrs. and 1733 hrs.
3. Operating frequency: The station's main frequency is 1757.5 kHz and the subsidiary is 2649 kHz. In calling vessels on these frequencies, the respective vessel reply frequencies are 2013 kHz. and 3231 kHz.
Where vessels call-up Cabo Penas, they use respectively 2013 kHz and 3231 kHz, the coastal station replying on 1757.5 kHz and 2649 kHz respectively. The frequency of 2182 kHz may be used exceptionally by vessels to call up the coastal station when that frequency is not working emergency traffic.
Vessels which do not have the above frequencies, should call up on 2182 kHz, the coastal station inviting them to pass to one of the frequencies assigned to such ships.
Radio telephone calls and messages: Once radio contact has been established with the coastal station, a request is made as follows:–
Radio telephone calls:
(a) name and call sign of the vessel making the request.
(b) Identity number assigned by C.T.N.E. or in the absence of this, the name of the shipowner or responsible entity for paying the ship's accounts, and the CIAC code in the case of a foreign vessel.
(c) Person requesting the call.
(d) Telephone number of person or entity to be called.
(e) Locality, province or country, if the call is international.
At the end of the call, the coastal station will indicate the length and cost of the call, if requested.
Messages: Only vessels belonging to the Maritime Message Service can use this service. The vessel sends its message to the coastal station, firstly indicating the name of its owner and telephone number.
Radio Medical Service: Crew members at sea can obtain help and advice via the coastal station who will connect the ship to the Radio Medical Centre. There is no charge for this service.
VHF: There is no transmission of weather forecasts, although a vessel may obtain such information on VHF by requesting connection to the Regional Meteorological Centre. Such connections have to be paid for.
Assistance, Urgency and Safety: All VHF coastal stations listen out permanently on Channel 16.
Cabo Penas Radio transmits call-up lists at 1103, 1303, 1703, 1903 and 2030 hrs. It transmits general Notices to Mariners at 0903 hrs. and 1603 hrs.
Its main VHF frequency is Channel 26, but also operates on Channels 24, 25 and 27.
The following table shows the frequencies in MHz for traffic between coastal station and vessel.

Channel	*Coastal Stn.*	*Vessel*	
26	161.90	157.30	Duplex working for public correspondence
24	161.80	157.20	
25	161.85	157.25	
27	161.95	157.35	

Radio telephone calls: These can be made in the same way as the M/F transmission.

Operating Range: Cabo Penas Radio operates between Cabo (Cape) Lastres and Cabo (Cape) Vidio.

Boal Radio: Position Lat. 43° 22′ N., 06° 42′ W. Tel: 981-07 on VHF Channels 16 and 26.

TUGS: "Aranon" 600 h.p.; "Xaloc" 1,400 h.p.; "Nieva" 1,200 h.p.; "Raices", 1,800 h.p.

Requirements: LOA 100 m. – 130 m. – 1 tug.
LOA 130 m. – 150 m. – 2 tugs (1,000 h.p.)
LOA 150 m. – 210 m. – 2 tugs (3,000 h.p.)

BERTHING: 10 berths available.

Berth	*Length* (m.)	*Depth* (m.)	*Use*
Raices	822.84	8.0	Bulk and General
E. San Juan	140.00	6.0	Bulk and General
S. San Juan	300.00	6.0	Bulk and General
W. San Juan	277.70	3.5	Bulk and General
S.W. San Juan	90.25	2.0	Bulk and General
New Fish Quay	503.00	5.0	Fish
Aviles Fish Quay	515.94	2.0 – 1.0	Fish
E. Ensidesa	300.00	9.0	Fuel, General, Bulk
E. and S. Ensidesa	715.00	7.0	General, Bulk
S. Ensidesa	107.50	5.0	General
Endasa	132.84	7.0	Bulk cargo

CRANES:

Ensidesa:
1×30 tons lifting capacity
4×15 tons lifting capacity
9×12 tons lifting capacity
2× 6 tons lifting capacity
1×150 tons lifting capacity
2 gantry cranes×12 tons lifting capacity

Endasa:
2×10 tons lifting capacity

Commercial Berths:
5 cranes× 6 tons lifting capacity
2 cranes×45 tons lifting capacity
2 cranes×30 tons lifting capacity
2 cranes×12 tons lifting capacity
6 cranes× 5 tons lifting capacity

Asturiana de Zinc:
1 crane × 4 tons lifting capacity
1 crane × 5 tons lifting capacity

STEVEDORES: Working hours: At "Ensidesa" berth 24 hours a day, 7 days a week, Sundays and holidays included.

All other Quays: Monday/Friday. 0800 – 1200 hrs., 1300 – 1700 hrs. Overtime: 1700 – 2300 hrs.

Saturdays: 0800 – 1200 hrs. No overtime.

Sundays and Holidays: No work done.

MEDICAL: Crew members requiring medical attention, hospitalisation, etc., should be reported by the Master to the Ship's Agent in order to make the necessary arrangements. All services available.

TANKERS: Oil/Gas Berth: Equipped with facilities to load/unload oil products and gas through pipelines.

Liquified Gas Facilities:

Name	"Muelle de Ensidesa" – Zona "B" and "A".
Type of Berth	Concrete berth with rubber fenders.
Mooring	Normal mooring system giving lines to bollards alongside.
Length	300 m.
Depth	29 ft. LWOST alongside at berth, always afloat.
Type of handling installation	Shore hose connections of 6 in. for liquid and vapour available. No vessels' hoses required.
Largest LGC entered/ discharged (part cargo)	34,230/20,406 g.r.t./n.r.t., 53,400 cu.m. cargo capacity. Length overall: 216.10 m. Max. draft 36 ft. 2 in. (April 1982).
Shore Storage Particulars:	
Operator	Empresa Nacional de Fertilizantes, S.A. ("Enfersa").
Other Users	Some Spanish companies occasionally operating by previous agreement with "Enfersa".
Products handled	Ammonia.
Minimum temperature	Minus 33°C.
Cargo pressure	3 kg. – 4 kg.
Receiving temperatures	Ambient and fully refrigerated down to minus 33°C.
Maximum discharging rate	500 t.p.h. at minus 33°C.
Actual discharging rate	350 t.p.h. – 400 t.p.h.
Cargo operations permitted by night	Yes.
Round the clock discharging	Yes (SHinc).
Vapour return line available	Yes.
Distance from berth to storage	2.8 km.
Hoses of 6 in. available	Yes
Diameter of shore lines	12 in. Liquid and 8 in. Vapour.
Maximum back pressure permitted	3 kg. – 4 kg.

Tanks	*Temperature*	*Capacity*	*Cu.m.*
2 Spherical	Ambient	2,000 tons	2,500
1 Cylindrical	Fully refrigerated	10,000 tons	15,000

Cargo handling equipment at Marine Terminal	1 shore line.

FRESH WATER: Available ex-wharf or barge. From the wha connections, it is supplied at 25 t.p.h. and from barge at those berth where there is no supply facility.

FUEL: Fuel and gas oil are supplied to ships by barge. There is a sma tanker doing the service. Stem for bunkers can be arranged throug usual contractors.

CONSULS: The following countries have consular representation in th nearby port of Gijon: Brazil, Colombia, Costa Rica, Dominican Republ Finland, France, Italy, Netherlands, Norway, Panama, Peru, Portuga and Sweden.

REPAIRS: There is one shipyard at Aviles for small coasters and fishin trawlers. All types of repairs will be readily attended by specialise workshops. Advanced notification is suggested. Electrical power supplied ex-wharf. Diver available.

DRY DOCKS: One dock at Las Canteres, owned by "Empresa Naciona Siderurgica", length 50 m., width 9.50 m. Capacity 600 tons.

Four docks at El Monumento owned by Astilleros Ojeda y Anicet length, 2 of 100 m. and 2 of 85 m. Width 3.10 m. Capacity 500 tons.

SURVEYORS: Lloyd's Register, A.B.S., B.V., Hispania Marine and G.L

CUSTOMS ALLOWANCES: Normally Customs permit 200 cigarette per man out of bond. Additional quantities needed on the stay of shi in port. 1 bottle of spirit per man. Also see "Documents".

AIRPORT: The regional airport, named Asturias (in some instances is still known as Oviedo) is 12 km. away from the port. There are dai flights linking Aviles with Madrid, Bilbao, Barcelona, Malaga, Tenerif and Santiago. Bus service available to and from the airport.

TIME: GMT plus 1 hour, except during Summer when GMT plus 2 hours

HOLIDAYS: 1st January, 6th January, 19th March, 1st May, 21st June 16th July (Mercantile Marine), 25th July, 28th August, 8th Septembe 12th October, 1st November, 8th and 25th December, Maund Thursday, Good Friday, Easter Monday, Corpus Christi, Ascension Da

POLICE/AMBULANCE/FIRE: Police 544311 and 544511. Ambulanc 540080, 540511, 540733, 540844. Fire 546114, 544127.

DEVELOPMENTS: Raices Pier to be lengthened by 250 m. an deepened to 12.0 m.

AUTHORITY: Ayudantia Militar de Marina, Avenida Cond Guadalhorce, Aviles, Spain. *Contact:* Carlos Gago Lopez, Comandan Junta del Puerto y Ria de Aviles, Calle de Muelle 8, Aviles.

AGENT: Alvargonzalez, S.A., Guadalhorce 1, Aviles. Tel: 5620756 Telex: 87492.

BARCELONA: 41.20 N. 02.10 E. (See Plan

DOCUMENTS:

(1) Manifest of Barcelona Cargo: 1 set covering all loading ports make sure that this Manifest is in perfectly good order befor ship's berthing, as Customs will board the vessel immediatel and take it away as it is; thereafter any omission or excess pages may lead to a fine. It is important that the Master has copie as Manifests mailed by Agents in loading ports sometimes arriv too late or not at all.
(2) Manifest of Transit Cargo: 2 sets (same recommendations a above).
(3) 3 Crew Lists.
(4) 1 Negative or Passengers List.
(5) 2 sets of Bills of Lading of the Barcelona cargo.
(6) 2 Provisions Lists.

Of items (3), (4) and (6) above several copies will be required fo distribution among various authorities, therefore it would be well for th Master to have at least 3 copies of each ready at hand on arrival Tobacco allowed per crew member is 6 kg.

All tobacco in excess of the 6 kg. allowed by the Spanish authorities should be manifested and signed by the Spanish Consul at the last po of call before Spain. If there is no Spanish Consul at the last port befor calling at Spain, then the consulate of a country friendly to Spain or th Port Authorities could carry out the same formality. The same procedur must be followed when the vessel loads a cargo of tobacco for discharg in Spanish ports, or when the tobacco cargo is loaded in transit.

If any item of cargo manifested for Barcelona should be discharged in error at any other port in the ship's itinerary before arrival at Spain there would be a fine imposed here for shortage of goods if no advic of such shortage is given before arrival.

Shipmaster's Report: November 1988.
4 Manifests of Barcelona Cargo.
5 Manifests of Transit Cargo.
2 sets of Bills of Lading.
5 Crew Lists.
1 (nil) Passenger List in Spanish.
1 (nil) Arms/Ammunition List in Spanish.
2 Maritime Declarations of Health.
2 Stores Lists.
4 Lists of Personal Effects.

APPROACHES: *Entrance:* Width 370 m., depth 16 m. Nature of botto is mud and sand.

PILOTAGE: Pilot boats painted black, with letter "P" in white on eac bow. Telegraphic address: "Pilot Station-Barcelona". Required notice o ETA 24 hours before arrival. Signals to be made by vessels requirin Pilot: the letter "G" in sound and/or light. Can be contacted on VH Channel 16.

Pilot boats have no radar. Pilots give priority to vessels nearest po entrance. Pilotage is compulsory and the service is permanent. In case of port congestion vessels remain at anchor at the roads.

ANCHORAGES: Vessels can anchor 0.8 miles away from breakwaters in depths over 40 m.

MAX. SIZE: Only limitation is draft: max. 45 ft.

HEALTH: Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must send a message to Agent, to advise Health Office. Following documents are required by Health Officer upon berthing; Maritime Declaration of Health, Derat Certificate, 1 Crew List.

RADIO: Aranjuez Radio, call sign EAD.

VHF: Barcelona Radio can be contacted on VHF Channel 16, 3 hours before arrival and Channel 26 for long distance calls.

TUGS: Operated by two private companies. Vessels do not need a tug for entering or leaving but may require one for internal manoeuvring, depending on the manoeuvre and on the size of the vessel, pre-arrangement with Pilots. Ship lines normally used. 12 tugs available, from 800 h.p. to 1,800 h.p.

BERTHING: Commercial quay, length 15,054 m. with depths 6.0 m. – 14.0 m., depending on location. Pier Barcelona, berths for transoceanic maritime passenger traffic, depth 31 ft. Shore fenders keep vessel about 1 m. off quay.

CRANES:

9 Quay cranes	(Lifting capacity)	3 tons
39 ,, ,,	,, ,,	6 tons
27 ,, ,,	,, ,,	12 tons
4 ,, ,,	,, ,,	16 tons
9 ,, ,,	,, ,,	30 tons
5 Container cranes	,, ,,	35/45 tons
144 Mobile cranes	,, ,,	1/50 tons
1 Floating crane	,, ,,	80 tons

BULK CARGO FACILITIES:

Grain: The Terminal for discharge, storage and delivery of cereals and seed is located on Contradique Wharf (East Side). These products are shipped in large bulk carriers of up to 280 m. length. The maximum draft at the present time is 13.10 m. This terminal has pneumatic facilities on the wharfside for discharging vessels and which may reach optimum rates of 1,200 tonnes/hr. Soya bean is taken by belt conveyor to a factory located in Anden de Costa for conversion to oil and meal. This terminal comprises 3 silos with capacities of 20,000 tonnes, 45,000 tonnes and 80,000 tonnes respectively. There are 2×60 tonnes weighbridges.

In addition there is another terminal located on the Alvarez de la Campa Wharf specialising in the discharge, conversion and processing of soya bean. It has length 250 m., depth 11.20 m. and is equipped with modern pneumatic facilities for discharging, and like the Anden de Costa factory described above, meal and oil are also loaded at this terminal. The terminal's storage capacity is 42,000 tonnes of soya bean and 2,000 tonnes of oil. The discharge rate is 500 tonnes/hr.

Bulk Clinker and Cement loading terminal: Located at Contradique Wharf (South Side). Capacity for 27,000 tons clinker and 38,000 tonnes cement. Vessels up to 40,000 d.w.t. and having a draft of up to 12 m. may be loaded here without delays. This terminal is equipped with a 22 m. hoistable and rotary arm gantry crane for loading bulk carriers. Loading rate, 1,000 tons/hr. for cement and 1,500 tons/hr. for clinker. Apart from this terminal, there is another located on Alvarez de la Campa Wharf. The latter terminal has a storage capacity of 8,800 tonnes. This terminal receives cement from a works in the Province of Tarragona for subsequent overland distribution.

Potash loading terminal: Length 419 m., depth alongside 11.2 m., equipped with 2 loading bridges which can load up to 700 t.p.h. of this product. Storage capacity 80,000 tonnes.

Coal: Discharged at Sur No. 1 Wharf (East Side), length 450 m., depth alongside 14 m. and (North and South Side) length 350 m., depth 12 m. and 14 m. respectively.

It is equipped with portal cranes, lifting capacity 12/16 tons. Average discharge rate 110 tons per crane/hour. The storage area is sufficient for a vessel discharging 60,000 tonnes.

Iron, Steel and Scrap: Handled at Contradique Sur and Sur No. 1 Wharves. 12/16 tonnes capacity cranes are used. Hourly rate is 80 tonnes for scrap and 250 tonnes for manufactured products.

SPECIALISED CARGO-HANDLING FACILITIES:

Containers: Two terminals at Prince of Spain Wharf, total length 1,085 m., depth 14 m., total area 295,000 sq.m., 5 gantry cranes 35/45 tons. Section A (Maritima Layetana, S.A.): 4 transtainers, 13 straddle carriers, 17 forklifts with capacity 2.5/12 tons. 150 reefer points. Section B (Tersaco): 3 transtainers, 6 tractors, 12 trailers, 12 forklifts with capacity 2.5/35 tons. 120 reefer points.

Both terminals have computer systems and CFS.

There are other terminals for domestic traffic.

Roll-on/Roll-off traffic: 20 ramps available at different quays.

General cargo handling: It is fully mechanised and, apart from the pier cranes, there are fork-lift trucks, truck cranes and a palletisation process.

Liquid and non-petroleum bulk: Important special facilities are the liquefied natural gas discharge and gasification plant with special berth (depth 12 m.) and a storage capacity for 240,000 cu.m. of liquid gas.

There are 6 special berths (depth 12 m.) for inflammable liquids, chemicals, vegetable oil and tallow, and a storage capacity of about 150,000 cu.m.

STEVEDORES: *(a)* Daytime, normal working hours, from 0800–1200 and 1400–1800 hrs. (1 shift); *(b)* 0800 – 1400 and 1400 – 2000 hrs. (2 "intensive" shifts). Night-time, from 2000 – 0200 and 0200 – 0800 hrs. (2 intensive night shifts). Extra costs are involved for intensive shifts. Nightwork is paid on an overtime basis. Average rates for discharge of grains in bulk are about 7,500/8,000 tons per day of 24 consecutive hours; for general cargo a rate of 100 tons within normal working hours.

MEDICAL: All medical facilities are available; it would be appreciated if the Master advises in advance if crew member is in need of urgent medical attention. Contact Barcelona Radio in an emergency.

TANKERS: There are 6 berths for oil tankers (refined products), max. size 60,000 d.w.t., depth alongside 12 m. (2), 11 m. (2), 8.5 m. (2). Along the jetty there are 15 pipelines of up to 16 in. diameter, leading the products to the 350,000 cu.m. storage tanks, discharging being effected at a rate about 1,000 tonnes/hour for vessel.

Also see "Shipmaster's Report".

DENSITY: Average density between 1025 and 1028 in all seasons.

FRESH WATER: Available at all berths direct from shore lines. Rate of delivery about 16 t.p.h. – 20 t.p.h. Also possible by barge, rate 150 t.p.h.

FUEL: "Campsa" supplies a range of intermediate fuel oil up to heavy fuel oil bunker "C" 380 cST/50°C and marine gasoil. These products can be supplied by barge, at jetty or by tank truck.

CONSULS:

	Tel:		Tel:
Argentina	317-58-82	Jordan	254-48-50
Austria	257-36-14	Korea (Rep.)	215-71-63
Belgium	318-98-99	Lebanon	209-03-99
Bolivia	322-65-12	Liberia	213-81-50
Brazil	215-16-15	Luxembourg	237-37-01
Cambodia	247-42-67	Malaysia	315-00-11
Canada	254-02-48	Malta	317-69-63
Chile	318-85-86	Mexico	201-18-22
China	255-60-60	Monaco	209-75-88
Colombia	254-02-48	Morocco	215-34-70
Costa Rica	217-93-00	Netherlands	217-37-00
Cuba	318-19-36	Nicaragua	201-90-59
Denmark	310-20-91	Norway	215-00-94
Dominican Republic	237-92-13	Pakistan	257-42-30
Ecuador	209-57-31	Panama	302-00-73
El Salvador	209-36-58	Paraguay	215-05-26
Finland	318-18-38	Peru	230-12-42
France	317-81-50	Philippines	318-84-36
Gabon	237-85-01	Portugal	318-81-50
Germany	218-47-50	Senegal	200-97-22
Greece	246-22-90	Seychelles	317-27-00
Guatemala	330-65-59	Sierra Leone	215-90-54
Haiti	213-81-50	South Africa	301-55-83
Honduras	301-05-52	Sweden	218-15-66
Iceland	232-58-10	Switzerland	330-92-11
India	201-87-55	Thailand	258-14-61
Indonesia	317-75-31	Tunisia	231-53-79
Ireland	330-96-52	United Kingdom	322-21-51
Italy	215-16-54	Uruguay	317-41-83
Ivory Coast	329-69-16	U.S.A	319-95-50
Japan	204-72-24	Venezuela	215-01-12

REPAIRS: All types of deck and engine repairs can be carried out.

DRY DOCKS: Dry dock, max. available length 215 m., width at entrance 35 m. Can accommodate vessels of 50,000 d.w.t.

Floating dock, length 111 m., interior width 18.7 m., interior draft 6.4 m. Lifting capacity 6,000 tons.

SURVEYORS: Lloyd's 2410400. A.B.S. 2399275. B.V. 2371302. G. Lloyd 3154462.

GANGWAY/DECK WATCHMEN: According to police regulations, Master has to keep watchmen on board.

Organised robberies have taken place aboard vessels by gangs using gas to render Master and crew unconscious.

OPENING/CLOSING HATCHES: Normally carried out by crew, except in liner vessels which is contracted for by stevedores.

CERTIFICATES: Vessels should have all usual certificates aboard.

CUSTOMS ALLOWANCES: Quantity allowed for each crew member is 200 cigarettes and 1 bottle wine/spirits.

CARGO GEAR: All commercial piers served by electric shore cranes. In addition, 1 floating crane with a lifting capacity of 80 tons and 144 mobile cranes up to 50 tonnes.

REPATRIATION: Good facilities available.

AIRPORT: Located about 7 km. from town, well served by regular airlines.

TIME: GMT plus 1 hour; GMT plus 2 hours (29th March – 26th September).

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); Good Friday; Labour Day (1st May), Christmas Day (25th December). No cargo is worked on these days.

Other National holidays occur during the year, but overtime work can be arranged.

POLICE/AMBULANCE/FIRE: Police 091; Harbour Police 3026367; Ambulance 3171717 (Also 24 hour medical service); Fire 080 and 2535353 (080 is best).

TELEPHONES: Only at Terminal Station.

SERVICES: All services available including compass adjusting, radio and radar repairs, supply of charts, nautical publications, availability of Notice to Mariners, availability of safety equipment, etc.

IDENTIFICATION CARDS: Seaman's Book required. Crew List also to be presented at Autonomous Port of Barcelona.

DEVELOPMENTS: Lengthening under construction of breakwater Dique del Este, and Pier Contradique. A wharf with 6 berths for tankers only, plus 4 berths for vessels loading/unloading crude in bulk with a depth of 39 ft.

A 6th container crane is to be erected at Tersaco Container Terminal.

SHIPMASTER'S REPORT: March 1981.

Approaches: If vessel coming from the East, no problems, as the radar picks up the line of the breakwater about 20 miles out. There is also a D.F. station close to the entrance to check vessel's position. Also suitable for calibrating the D.F. if time allows.

The extension to the breakwater is now completed, and the light buoy marking the end of the extension has now been removed.

Anchorage position is about 0.5 miles from the breakwater where vessels usually remain at anchor awaiting instructions.

Port: The large Southern extension of the port is well under way, and it was in this dock that the vessel berthed. It would appear that this extension will be used for general cargo, containers, and oils/gases. The gas berths lie on the Eastern side of the dock. There being 3 berths available at present. The Northern Berth handles LNG/LPG. The second berth LPG and Berth No. 3 handles oils. Dredged depth alongside according to Chart B.A. 1180 is 10 m.

Pilots: Pilots board the vessel just outside the breakwater, from a small launch painted black with a white letter "P" painted on its sides. Pilots are reluctant to proceed very far outside the breakwater entrance.

Pilots can be contacted on VHF about 30 miles out at sea. Working Channels 16 and 12.

After completion of cargo, Pilots are called and appear on the vessel within 30 minutes.

For arrival Pilots are required to be given 24 hours' notice.

Berthing/Unberthing: Vessel's usually berth port side to head up the dock, but if it is required by the ship they will berth starboard side to.

Vessels can berth or sail at any time of the day or night.

Vessel assisted by 2 tugs forward and aft. Tugs using ship's lines. The 2 land side tugs put the lines ashore, and then push the vessel onto the quay until mooring is completed. No particular problems with berthing or unberthing.

Berth: The vessel lies alongside dolphin, which carries the pipeline. The dolphin is adequately fendered. Fenders are large flat wooden faces, with a backing of large rubber tyres.

Aft mooring arrangements not very satisfactory at this call as 2 of the mooring hooks were inoperative. Had they been working the usual arrangement of 3, 2 and 2 could have been possible.

Attention must be paid to the mooring boat, whose crew will take the ropes to any position they feel inclined. This happens forward. Aft they have fewer choices as to where to put the ropes. Vessel tied up at Berth No. 2 on this call.

Cargo Operations: Connection is to a cargo hose 12 in./8 in. line ASA 150. Shore provide the reducer and connect and disconnect. Pumping rate varied between 230/110 t.p.h. (butane). Butane tanks are 3 km. away so the usual high back pressure was experienced. Back pressure during discharge was 8 bars. Discharge was carried out using 2 pumps.

Vessel was informed by the surveyor that it was advisable to use as many pumps as the back pressure allowed, as the shore may protest at the slow discharge rate.

During this stay the shore tanks were full and were being topped off, this could have been the reason for the low rate. Possibly a better rate could be expected with propane as the tanks are only about 1 km. away.

The cargo hose was in a poor condition on the exterior. Burning was in operation on the berth ahead of the vessel, smoking regulations seemed lax.

Communications between the ship and shore were very poor as nobody spoke any English or French. Communications between the jetty and the tanks, were also very poor, messages are passed by sound powered telephone but it would appear that at the tanks nobody is in attendance at all times.

If it is possible and vessel is berthed at Berth No. 2 use the forward manifold otherwise the gangway will not be able to be landed on the dock, and will overhang by a few feet.

General: Papers required for the port are those laid down in "Guide to Port Entry". Chandler available, who can deliver by either road or barge. Storing from the quay would be awkward due to the space available on the dock, and in fact the derrick is supporting the cargo hose. After stores cranes cannot work to the quay. Stores were not taken at this port, for this reason.

Deck and engine repairs can be carried out at this port.

Lloyd's Surveyors are available for hull and engine surveys.

The airport is about 4 miles away and there is no problem with repatriation.

The berth is a considerable distance from the town and arranging taxis to come down to the vessel can cause problems. For this reason the vessel laid on a taxi service for a limited time during the vessel's stay in port. Taxi fare to town was about 400 pesetas.

No telephone available on the berth, but local calls may be made from the gate house of the "Enagas" Terminal across the road from the berth.

Water density 1025 (arrival), 1026 (departure).

RADIO OFFICER'S REPORT: September 1990.

Documents: The following is to be added to the list in the "Guide".

A Declaration of Oil Residues:

Last 3 ports sludge discharged: Date, quantity, by which means.
Total capacity of oil residue tanks.
Quantity of sludge on board.
Total capacity of the slop tanks.
Quantity of oil residue from, tank washing, on board.
Next ports with reception facility.

SHIPMASTER'S REPORT: October 1993.

Charts: B.A. 1180 and 1195.

Approach: The City of Barcelona with Castillo de Montjuich is easily identified. The breakwater entrance is not visually conspicuous, and is best identified on the radar. The stone mole gets lost in the shoreline buildings.

Pilot: The Pilot boards from a typical small black hulled white upperworks Spanish cutter. A good lee is required. 24 hours notice of arrival and 30 minutes notice on departure is required. The port is often very busy, so long waits can be expected. Vessels must not approach within 1 mile of the breakwater entrance until advised to do so by the Pilot Station. Pilot on VHF Channel 14.

Anchorage: Anchorage is exposed, and from previous experience holding ground is not considered good. Do not anchor within 1 mile of the Breakwater Head, and keep clear of the numerous pipelines and cables.

Tugs: Many modern tugs available. Normally two tugs are used. Ship's lines used.

Berth: The Inflammables Quay in the new port section, to the South of the old port, is used for all petroleum products and liquids.

Seven berths, all small jetties, protruding out about 50 m. from the shoreline, are used, all starboard side to, head out.

Depth alongside all berths is about 12.0 m.

We berthed at Pier 3, and used 2 head/stern lines to shore, by mooring boat (actually pilot boat), and 2 springs fore and aft to the jetty.

Ship's gangway at manifold.

Discharge: Discharged latex. Shore tanks across roadway about 200 m. away. Discharge was at maximum rate of ship's pump. Shore hose to ship's manifold to 6 in. Camlock coupling.

Receiver and Surveyor speak little English.

Fresh Water: Available on jetty. Port Authority waterman required. Arrange before weekend. Shore hoses through meter. Brackish.

Chandler: Stores can be delivered to within 50 m. of ship's manifold. The Receiver will provide a lift truck to ship's side.

Telephone: One public telephone near Jetty No. 4, a few minutes walk away.

Formalities: Vessel came from Italy, and paperwork not extensive. We prepared 6 Crew Lists, 1 Personal Effects List, 1 Stores List, 1 Discharge Manifest and 1 Transit Manifest. Formalities were handled by Agent and Civil Guard.

AUTHORITY: Puerto Autonomo de Barcelona, Puerta de la Paz No. 6, 08003 Barcelona, Spain. *Tel:* 3188850, 3188750. *Telex:* 54000 JOPB. *FAX:* (93) 3184047. *Contact:* L. Montero, Port Director.

BILBAO: 43.17 N. 02.55 W. (See Plan)

DOCUMENTS:

6 copies Crew List.
4 copies Passenger List (if any on board) or 2 Negative Passenger Lists.
3 copies Crew's Personal Effects Lists, if any.
3 copies Ship's Stores List.
Safety Radiotelegraphy Certificate.
Safety Equipment Certificate (g.r.t. 500 or above)
Safety Construction Certificate (g.r.t. 500 or above)
International Health Declaration Form.
Narcotic List.
Vaccination List.
Declaration of no animals on board.
3 copies Cargo Manifest.
2 copies Manifest of Cargo in Transit.

Tobacco Allowance: Crew members are not allowed to keep more than 200 cigarettes (or the equivalent in tobacco) and a bottle (1 litre) of spirits out of bond. The rest must be included in the vessel's Store Lists, and is to be sealed. The total maximum quantity that any ship can carry in accordance with the Spanish Laws is 6 kg. of tobacco for each person aboard.

Any quantity over this amount should be manifested as "tobacco in transit" and this manifest to be visaed by the Spanish Consulate in the previous port. For ships diverted at sea to a Spanish port or if a Spanish Consulate is not available at the last port of call, Master is required to send prior to arrival the following cable to:

DIRECCION GENERAL DE ADUANAS-MADRID

"Vessel .... Coming from ....
bound to Bilbao with tobacco Manifest not visaed in the last port of call due to not being available Spanish Consulate".

Master ....

The text of the cable should be entered in the Log Book and a copy delivered to the Custom's Agent when boarding.

Clearance: Health and Customs Authorities will board either when vessel is at anchor or berthed. Customary national and international regulations concerning Free Pratique are applied. Unless contagious sickness being on board, or vessel coming from an epidemic zone, radio advice to Health Authority is not required. Health Declaration, Derat Certificate and Crew List are required by Health Authorities.

PILOTAGE: Pilotage is compulsory for vessels entering and leaving the Port of Bilbao. Vessels must make contact with the pilot station 1 hour before arrival; Masters shall make contact again when 7 miles from the port entrance.

Arrival Information: There are no traffic separation schemes or traffic control systems in the approaches to the port of Bilbao.

The pilot station keeps permanent radio watch on VHF Channel 12. When Pilot on board and ship approaching the berth VHF communication is carried on Channel 14.

ANCHORAGE: Masters will be informed by Harbour Pilot about the estimated berthing time and any other particulars that concern berthing prospects. Should need for anchoring arise, vessels will be requested to anchor under the control of the Harbour Pilot in the usual anchorages, i.e. in waters between former entrance mouth of Santurce and new entrance mouth of Lucero, where only ships under 15,000 R.T. without any IMDG coded cargo on board are allowed to anchor.

Ships whose characteristics and/or cargo conditions do not comply with these limitations are, if needed, obliged to anchor, also under the control of the Harbour Pilot, in some of the following anchorage spots:

Spot "A", true bearing 270° from the Pta. Lucero breakwater green light, 1.5 miles away.

Spot "B", true bearing 310° from the Pta. Lucero Breakwater green light, 1.5 miles away.

Spot "C", true bearing 015° from the Pta. Lucero Breakwater green light, 1.2 miles away.

Spot "D", true bearing 265° from the Pta. Lucero Breakwater green light, 2.5 miles away (for small sized ships).

Spot "E", true bearing 310° from the Pta. Lucero Breakwater green light, 2.5 miles away.

Crude and oil product carriers should also keep in close communication with the Refinery Terminal Superintendency about their positioning and other particulars.

Ships in general (without any IMDG coded cargo on board) that are requested to wait due to berthing schedule, or tide level when bound up river, may receive instructions from Pilot to anchor either in between new outer port entrance of Lucero and the older Santurce Breakwater; or inside waters enclosed by Arriluce and Santurce Breakwaters. In this latter area, an additional facility of 3 sets of mooring buoys for lightening, LASH type ship turnround operations, etc., are located in waters of 14.0 m. depth.

MAX. SIZE: Drafts available for dry cargo vessels range from 4 m. up to 14.5 m. and tankers up to 32 m. The largest vessel received was 409,499 d.w.t., length 378.01 m. and draft 22.48 m.

HEALTH: Vessels requiring Free Pratique have to fly "Q" Flag when entering port. If proceeding direct to berth, Pratique obtained immediately after berthing. Otherwise, at anchorage on arrival. Cases suspected disease or fever on board, Master must radio Agent, to advise Health Office. On berthing Health Authorities require Health Declaration, Derat Certificate and Crew List. Also see "Documents".

RADIO: Short wave communication link through Aranjuez Radio and Pozuelo del Rey Radio. Medium wave communication link is through Machichaco Cape Radio.

VHF: Bilbao Coastal Radio Station on Channel 16.

Other stations in vicinity and operating on the same calling channel are Cabo Mayor, Cabo Machichaco and Choritoquieta.

Petronor Refinery Terminal keeps permanent watch on VHF Channels 12 and 14.

TUGS: No tugs required for entering port, only for berthing or shifting inside river. Ship's lines used, tugs employed according Pilot's advice. 20 tugs available, 500 h.p. – 4,500 h.p.

BERTHING: For commercial use.

Passenger Terminal: 150 m. of berthing, depth 7.0 m., and Ro-Ro facilities.

General Cargo:

2,157 m. of berthing with depth of more than 12 m. and Ro/Ro facilities.
634 m. of berthing with depth between 10 m. and 12 m.
1,520 m. of berthing with depth between 8 m. and 10 m.
350 m. of berthing with depth between 6 m. and 8 m.
681 m. of berthing with depth between 4 m. and 6 m.

Dry Bulk Cargo:

1,068 m. of berthing, water depth over 12.0 m.
175 m. of berthing, water depth 10.0 m. – 12.0 m.
1,088 m. of berthing, water depth 8 m. – 10 m.
607 m. of berthing, water depth 6 m. – 8 m.
2,570 m. of berthing, water depth 4 m. – 6 m.

Liquid Cargoes:

Crude and oil products: Lucero Terminal (leased to Petronor Refinery)
Berth No. 1, draft 32 m., length 400 m. (with a fendered jetty 140 m. wide)
Berth No. 2, draft 19 m., length 400 m. (with a fendered jetty 96 m. wide)
Berth No. 3, draft 13 m., length 200 m. (with a fendered jetty 85 m. wide)
Berth No. 4, draft 11 m., length 200 m.
Berth No. 5, draft 11 m., length 200 m.
Berth No. 6, draft 7.5 m., length 100 m.

Other oils and chemicals:

220 m. of berthing, water depth 5 m.
*620 m. of berthing, water depth 9 m.
*980 m. of berthing, water depth 14 m.
*Jointly shared with dry cargo handling operations.

Privately owned Chemical Plants and Mills: Specially fitted for dry and liquid cargo handling, totalling 5,457 m. of berthing space; water depth 4 m. – 14 m.

Containers:

645 m. of berthing with depth of 14 m.
500 m. of berthing with depth between 8 m. and 10.5 m.

Ro/Ro Facilities:

There are also 4 Ro/Ro ramps available.

CRANES:

	Type	*Commercial Service*	*Private Service*
40 tons	Portainer gantry cranes	2	5
32 tons	Portainer gantry cranes	–	1
32 tons	Transtainer gantry cranes	–	1
40 tons	Overhead transtainers	–	5
40 tons	Transtainer gantry cranes	–	2
20 tons	Transtainer gantry crane	–	1
35 tons	Loader-Unloader (dry bulks)	–	2
17 tons	Loader-Unloader (dry bulks)	–	2
10 tons	Loader-Unloader (dry bulks)	–	3
	Continuous Loaders	–	2
35 tons	Luffing cranes	–	1
30 tons	Luffing cranes	3	–
28/14 tons	Luffing cranes	–	1
20 tons	Luffing cranes	–	3
25/16 tons	Luffing cranes	1	–
16/30 tons	Luffing cranes	2	–
16 tons	Luffing cranes	12	–
15 tons	Luffing cranes	–	4
14 tons	Luffing cranes	–	8
12 tons	Luffing cranes	16	1
10 tons	Luffing cranes	–	1
8/20 tons	Luffing cranes	–	1
8 tons	Luffing cranes	–	1
7.5 tons	Luffing cranes	–	2
7 tons	Luffing cranes	–	1
6 tons	Luffing cranes	29	3
5 tons	Luffing cranes	–	3
3/6 tons	Luffing cranes	–	4

Floating Cranes: 4 units for bulk cargoes, 12 tons – 35 tons capacity. 1 for heavy lift cargoes up to 400 tons capacity.

STEVEDORES: Ordinary working time (Monday/Friday) 0800 – 1200 hrs., 1400 – 1800 hrs. (break at noon).

Ordinary working time (Monday/Friday) 0800 – 1400 hrs; 1400 – 2000 hrs. (2 intensive relief turns).

Extraordinary working time: Round the clock, 7 days a week, available. Inform Agent about requirements in advance.

MEDICAL: Medical service must be arranged by the Agent.

TANKERS: Arrival Information:
Tel: 6365291.
Telex: 32623 Nopre.
Fax: 6365332.

Petronor Refinery: Attention is drawn to the minimum under keel clearance of 1 m. required alongside.

Vessels up to 500,000 d.w.t. (according to draft) range will be accepted at Petronor Terminal.

Loading/Discharging/Transfer Operations:

No. 1 Jetty:	
Crude Oil:	
LOA	170 m. to 450 m.
D.W.T.	30,000 tons to 500,000 tons
Depth Alongside	31 m. (minimum)
Fuel Oil:	
LOA	170 m. to 450 m.
D.W.T.	30,000 tons to 500,000 tons
Depth Alongside	31 m. (minimum)
No. 2 Jetty:	
Crude Oil:	
LOA	100 m. to 400 m.
D.W.T.	3,000 tons to 150,000 tons
Depth Alongside	19.5 m. (minimum)
Fuel Oil and Clean Products:	
LOA	100 m. to 400 m.
D.W.T.	3,000 tons to 150,000 tons
Depth Alongside	19.5 m. (minimum)
No. 3 Jetty:	
Fuel Oil and Clean Products:	
LOA	90 m. to 230 m.
D.W.T.	2,000 tons to 50,000 tons
Depth Alongside	15 m. (minimum)
No. 4 Jetty:	
Fuel Oil and Clean Products:	
LOA	70 m. to 170 m.
D.W.T.	2,000 tons to 30,000 tons
Depth Alongside	12 m. (minimum)
LPG:	
LOA	70 m. to 170 m.
Approximate Capacity	2,000 cu.m. to 25,000 cu.m.
Depth Alongside	12 m. (minimum)
No. 5 Jetty:	
Fuel Oil and Clean Products:	
LOA	110 m. to 170 m.
D.W.T.	6,000 tons to 30,000 tons
Depth Alongside	12 m. (minimum)
Bitumen:	
LOA/D.W.T./Depth	As for Fuel Oil and Clean Products.
LPG:	
LOA	70 m. to 170 m.
Approximate Capacity	2,000 cu.m. to 25,000 cu.m.
Depth Alongside	12 m. (minimum).
No. 6 Jetty:	
Bitumen:	
LOA	50 m. to 115 m.
Approximate Capacity	1,000 tons to 5,000 tons
Depth Alongside	10 m. (minimum)

Loading/Discharging/Transfer Systems:

	Loading Arms	*Various Manual Couplers Standard Capable of Being Adjusted to Fit*	
No. 1 Jetty:			
Crude Oil	4×16 in.	16 in.×14 in.×12 in.	150 press. ASA DIN
Fuel Oil	1×12 in.	12 in.×10 in.×8 in.	
Fuel Oil	1×16 in.	16 in.×14 in.×12 in.	
Clean Products	1×16 in.	16 in.×14 in.×10 in.	
No. 2 Jetty:			
Crude Oil	2×12 in.	12 in.×10 in.×8 in.	150 press. ASA DIN
Fuel Oil	1×12 in.	12 in.×10 in.×8 in.	
Clean Prod.	2×10 in.	10 in.×8 in.×6 in.	
No. 3 Jetty:			
Fuel Oil	2×12 in.	12 in.×10 in.×8 in.	150 press. ASA DIN
Clean Prod.	1×8 in.	8 in.×6 in.	
Clean Prod.	2×6 in.	6 in.	
No. 4 Jetty:			
Fuel Oil	2×12 in.	12 in.×10 in.×8 in.	150 press.
Clean Prod.	2×8 in.	8 in.×6 in.	ASA DIN 150/300 ASA DIN
LPG	1×8 in.	8 in.×6 in.×4 in.	

	Loading Arms	*Various Manual Couplers Standard Capable of Being Adjusted to Fit*	
No. 5 Jetty:			
Fuel Oil	2×10 in.	10 in.×8 in.	150 press. ASA DIN
Clean Prod.	1×8 in.	8 in.	
Clean Prod.	1×6 in.	6 in.	
LPG	1×8 in.	8 in.×6 in.×4 in.	150/300
		Flexible hose with	ASA DIN
Bitumen	1×6 in.	Camlock coupling	
No. 6 Jetty:			
Bitumen	1×6 in.	6 in.	150/300
		Flexible hose – Camlock coupling.	ASA DIN

N.B.: Any other flange size or rating will require special fabricated spool pieces to meet above flange specification. Spool pieces must be furnished and installed by the vessel. Terminal personnel will connect the coupler to proper ship's flanges. *Ship's* personnel will bolt on any required spool pieces. Ship's manifold must meet requirements of loading arm envelope and must provide suitable base and clearance for loading arms supports. Manifolds must comply with latest OCIMF standards. Failure to present correct reducers/spools will result in terminal making a charge for use of their equipment.

Discharging/Loading Rates:

Discharging: Maximum discharging rate accepted by Terminal:

Crude Oil – Jetty No. 1: 16,000 t.p.h.

Crude Oil – Jetty No. 2: 7,000 t.p.h.

Loading: Maximum loading rate provided, actually, by the Terminal:

Fuel Oil	3,000 t.p.h.	Naphtha	1,400 t.p.h.
Gas Oil	1,500 t.p.h.	LPG – Butane	190 t.p.h.
Kerosene	1,400 t.p.h.	LPG – Propylene	90 t.p.h.
Gasoline	1,400 t.p.h.	Bitumen	270 t.p.h.

Bunkering: Bunkering fuel facilities are available on all jetties.

The minimum quantity to be supplied is 100 tons fuel oil and 20 tons diesel oil.

Deballasting: All ballast will be unloaded to the shore facilities. At the moment, the cost of ballast reception ashore is 50 pesetas per ton, minimum charge 40,000 pts. Shore facilities unable to receive slops from heated cargo, chemical additives, low pour point and lube oils.

The Master will report to the Terminal the quantity of ballast on arrival and when due to bad weather, the ballast quantity is over the normal.

Only segregated ballast contained in SBT will be allowed to be discharged into the harbour after approval by the Port Authorities.

Note: Overboard discharge valves and sea suction valves continue to be a source of oil pollution. *Make sure these are tested and proven to be in good working order, closed tight and sealed.*

Gangway: Owner warrants that the vessel is equipped with a gangway in a safe and good operating condition.

Jetty Nos. 1 and 2 are provided with a shore gangway. The cost to the vessel's account is minimal.

Crude Oil Washing Tanks: When it is required to carry out crude oil washing of tanks during cargo discharge, Master must seek approval of the Port Authority and the Terminal at least 24 hours in advance.

During crude oil washing, it is recommended that 1 tug remains on stand-by during the operation.

Jetty Emergency Shutdown Systems and Surge Pressures: All jetties (fuel oil/clean products/LPG) are equipped with Emergency Shutdown (ESD) System to stop loading operations.

The system is activated by pushing the electrical "stop" button at any one of several stations on the jetty and in the Terminal Control Room.

On activating the loading ESD system, all jetties stop loading; the cargo pumps are all shutdown; the loading arm valves close on all jetties.

The valves and other equipment, have been designed and set to close in a minimum time for safety and still avoid damage by surge pressures.

Recognising the tremendous damage surge pressures can cause, careful check of the ship's emergency shutdown system will be made. If suitable record is not available on valve closure times, the Master will be asked to operate the system to enable timing of the valves.

The Terminal will not load at a rate in excess of that shown as being safe. Excess loading times caused by restricted loading rates due to the ship's ESD system will cause additional laytime to be allowed.

All cargo loading lines for fuel oil/clean products have a pressure switch installed that activates the ESD system with the same effect as mentioned above when the pressure on line exceeds 10 kg./sq.m. In case of activating ESD, Master to deliver to the terminal a full report of the incident.

Fenders: On the jetties the fenders and fendering structures are designed to absorb normal working stress levels, and each has a generous energy-absorbing capacity.

The energy imparted by vessels approaching the jetties is:

Berth No.	*Recommended Max. cm./sec.*	*Recommended Max. Angle to Jetty Face*
1	6	0° up to 7.5°
2	8	
3	9	
4 – 5	10	
6	10	

Intermediate "Yokohama" type fenders have been placed on Berths No. 1, 3, 4, 5 and 6, and No. 2 Berths all Yokohama fenders, to improve the absorption of the kinetic energy of vessel.

Mooring Arrangements: See "Plans".

Customs: The Customs Authority will board either when vessel is berthing or at anchor.

The usual documents required are:

6 copies Crew List.

4 copies Passenger List.

1 copy Negative Passenger List; if there are no passengers aboard.

3 copies Cargo Manifest for Petronor.

2 copies Cargo In-Transit, if any.

3 copies Stores List, including bunkers, vessel's property, tobacco, spirits, medicine chest, etc.

3 copies Crew's and/or Passengers' Personal Effects.

The crew members are not allowed to keep more than 200 cigarettes (or the equivalent in tobacco) and a bottle (1 litre) of spirits out of bond. The excess must be included in the vessel's Store Lists, and are to be sealed. The total maximum quantity that any ship can carry in accordance with the Spanish Law is 6 kg. of tobacco or 6,000 cigarettes for each person aboard (for example, for 30 crew members the maximum quantity allowed is 180 kg. of tobacco or 180,000 cigarettes). Any quantity over these amounts should be manifested as "tobacco in transit" and this Manifest visaed by the Spanish Consulate in the last port.

If a Spanish Consul was not available in the last port of call, Master is required to send prior to arrival the following cable:

To: Direccion General de Aduanas – Madrid.

Vessel .... Coming from ....

Bound for Bilbao Petronor with Tobacco Manifest not visaed last port due to Spanish Consul not available in the last port.

Signed: Master.

The text of this cable is to be registered in the log book and 1 copy of the same is to be given to the Customs Agent when boarding.

Port Health: The national and international regulations concerning Free Pratique are applicable at Bilbao.

Free Pratique is granted when at berth; if anchored, the Agent will be requested to arrange the visit under Master's requirements.

Radio advice to the Health Authorities is not required unless there is contagious sickness on board or if coming from an epidemic zone.

Garbage or trash will not be dumped into the port waters. The area surrounding the vessel shall be kept clean.

DENSITY: 1025.

FRESH WATER: Available at some berths, rate 25 – 60 t.p.h., otherwise by barge.

FUEL: Pipelines available at some berths, rate at cargo berths 130 t.p.h. per loading point and up to 3,000 t.p.h. at VLCC berth, otherwise by barge. Advise Agent 48 hours in advance.

REPAIRS: See "Dry Docks".

CONSULS:

Argentina
Austria
Belgium
Bolivia
Brazil
Colombia
Costa Rica
Chile
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Greece
Guatemala
Haiti
Iceland
Italy
Ivory Coast
Jordan
Liberia
Mexico
Netherlands
Nicaragua
Pakistan
Panama
Paraguay
Peru
Philippines
Portugal
Sweden
Switzerland
Uruguay
U.S.A.
United Kingdom
Venezuela

DRY DOCKS: 3 dry docks 155 m.×20 m.; 146 m.×21.8 m.; 170 m.×19 m. for vessels up to 15,000 d.w.t. Dry docks served by 4×15 ton cranes.

Repair berth with length 450 m. and 5×15 ton cranes.

Contact: Astilleros Espanoles S.A. Tel: (4)4957150. Telex: 3151 Aers E. Fax: (4)4964976.

SURVEYORS: Most internationally recognised and well founded survey companies, concerned with cargo or ships' class certification, are established in the Port of Bilbao as well as those related to insurance in both areas. Ship's Agent can provide detailed information.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally by crew, except in liner vessels, when contracted by stevedores.

CERTIFICATES: Have usual documents on board (Safety Radio, Safety Equipment and Safety Construction).

CUSTOMS ALLOWANCES: Normally, Customs permit 200 cigarettes and 1 bottle wine/spirits per man. Also see "Documents".

CARGO GEAR: Usually shore cranes employed in loading or discharging.

REPATRIATION: Good facilities.

AIRPORT: Sondica Airport 6 km. from the City, Tel: 4531350.

Foronda Airport, 50 km. from the City, Tel: 945-273300.

Overseas services and links to all over the world from both airports.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: 1st January; 6th January; 19th March; Good Friday; 1st May; Corpus Christi Day; 16th July, 25th July; 15th August; 12th October; 1st November; 8th December; 25th December; and another two fixed local holidays.

POLICE/AMBULANCE/FIRE: Police Tel: 088.

Ambulance/Hospitals: Basurto Hospital Tel: 4418800. Emergency medical service, Tel: 4614000 – 4614111.

Red Cross: Sea service, Tel: 4600200. Shore service, Tel: 422222

Fire Service: Santurce Area, Tel: 4922800. Bilbao Area, Tel: 088.

EMERGENCY CO-ORDINATION CENTRE: Marine Authority is in charge of services which are covered by the Coast Guard.

TELEPHONES: Every wharf has fixed public telephone kiosks and stevedoring terminal offices have up to date means of communication. No telephone plugs at berths.

SERVICES: Electronic and conventional marine equipment repairs, tanks and pipe cleaning and services in general up to the level corresponding with a first class port. Detailed information can be provided by ship's Agent.

BANKS: Due to the large activity of the port in international trade, every bank has specialised personnel in charge of overseas maritime commercial affairs.

STORING: Authorised ship chandler service is compulsory in order to arrange Customs Clearance. Ship is free to load up to 10 tons of stores. If over 10 tons dockers must be used.

SHORE LEAVE: In general there are no restrictions.
IDENTIFICATION CARDS: No shore passes are issued. Passport or Seaman's Book should be carried for dock entrance gate checking with Crew List.
GARBAGE DISPOSAL:
Limpiezas Nervion S.A. Tel: 4836726. Fax: 4836726. Charge 2,700 Pts. per trip/day.
Conten. Tel: 4432048/4319013. Fax: 4437889. Charge 13,000 Pts. each container.
Collection 24 hours per day.
WASTE OIL DISPOSAL:
Berako. Tel: 4967300. Fax: 4950015.
Alfus. Tel: 4730295. Fax: 4730841.
Oil Treatment:
Sader. Tel: 4905811. Fax: 4903407.
Tradebe. Tel: 4730295. Fax: 4923209.
SEAMAN'S CLUBS: Stella Maris, Zona Portuaria de Santurce, 48980 Santurce (Vizcaya). Tel: 4616699/4616911. Facilities: Chapel, information, telephones, exchange, shop, post office, television, video, films, sports, library, bar, newspaper and magazines. Hours: 1000 hrs. – 1500 hrs., 1700 hrs. – 2200 hrs.
CURRENCY: Peseta. U.S.$ 1.00 = 141 Pts. U.K.£ 1.00 = 210 Pts. (8.3.94).
DELAYS: Very exceptional and short time if any.
GENERAL: Stevedores' and Ship Agents' Association. Tel: 4234185 – 4239237.
DEVELOPMENTS: *Works in Progress:* Jetty for liquid bulks at Punta Ceballos: This is situated perpendicular to the coast, and is 340 m. long with a draft of 18.0 m. It has a reinforced concrete caisson platform and 2 berths, one on either side, permitting vessels of 10,000 d.w.t. to operate on the South side while vessels of 50,000 d.w.t. will be able to operate on the North side.

Development of the port in the Outer Harbour: This zone extends from the Santurce Breakwater to Punta Lucero Breakwater. The Port Authority has begun the construction of new docks between the Santurce Breakwater and Punta Lucero Breakwater. This will provide the port with 350 ha. of additional surface area with 8 km. of docks and berths with between 21.00 m. and 25.00 m. draft.
AUTHORITY: *Port Authority:* Puerto Autonomo de Bilbao, Campo de Volantin 37, 48007 Bilbao, Spain. *Tel:* 4871200. *Telex:* 32708 Padb E, 31282 Jprb E. *FAX:* 4871205. *Contact:* Luis I. Gabiola, Commercial Manager.

Berthing Superintendency: Tel: 4871233. *FAX:* 4871244.

Marine Authority: Capitania de Puerto, Ibanez de Bilbao 22-24, 48009 Bilbao, Spain. *Tel:* 4241416. *FAX:* 4248057.

BURELA: 43.39 N. 07.20 W.

BERTHING: Sheltered berth for vessels with draft up to 20 ft. Facilities includes 2 silos for bulk cement.
AUTHORITY: Junta Obras Puerto, Puerto Burela, Spain. *Tel:* (982) 580182.

CADIZ (Including Santa Maria & Rota): 36.30 N. 06.20 W. (See Plan)

DOCUMENTS:
Cargo Vessels:
For Health Department:
1 Maritime Declaration
1 Crew List
1 Passenger List – Disembarking Cadiz
1 Passenger List – in Transit
For Immigration:
2 Crew Lists
2 Passenger Lists – Disembarking Cadiz
2 Passenger Lists – in Transit
For Customs:
1 Stores/Provisions List
1 Crew Declaration List
1 Crew List
1 Passenger List – Disembarking Cadiz or Negative
1 Passenger List – in Transit
1 Manifest Cargo – Destination Cadiz
1 Copy of Manifest Cargo in Transit
For Harbour Master:
1 Crew List
1 Passenger List – Disembarking Cadiz
For Ports Agents:
1 Crew List
Total Required:
1 Maritime Declaration of Health
1 Stores/Provisions List
1 Crew Declaration List
1 Manifest Cargo Destination Cadiz
1 Copy of Manifest Cargo in Transit
6 Crew Lists
4 Passenger Lists – in Transit
5 Passenger Lists – Disembarking Cadiz

Passenger Vessels:
For Health Department:
1 Maritime Declaration
1 Crew List
1 Passenger List – in Transit
1 Passenger List – Disembarking Cadiz
For Immigration:
2 Crew Lists
2 Passenger Lists – in Transit
2 Passenger Lists – Disembarking Cadiz
For Customs:
1 Manifest – in Ballast
1 Stores/Provisions List
1 Crew Declaration List
2 Passenger List – in Transit
2 Passenger List – Disembarking Cadiz or Negative
2 Crew Lists
For Harbour Agents:
1 Crew List
1 Passenger List – in Transit
1 Passenger list – Disembarking Cadiz
For Port Agents:
1 Crew List
1 Passenger List – in Transit
1 Passenger List – Disembarking Cadiz
Total:
1 Maritime Declaration of Health
1 Stores/Provision Lists
1 Crew Declaration List
1 Manifest – in Ballast
7 Passenger Lists – in Transit
7 Passenger Lists – Disembarking Cadiz
7 Crew Lists
Tobacco:
Tobacco for Crew and Passengers: Legalised manifest covering excess of tobacco to be delivered on arrival.

Excess of tobacco is to be considered when the quantity of 6 kilos or 600 cigarettes per member of crew and 2 kilos or 2,000 cigarettes per passenger is exceeded.
Tobacco Cargo Destination Cadiz or in Transit: Legalised manifest covering tobacco for Cadiz or in Transit to be delivered on arrival.

All vessels must be represented by a local Agent who will be responsible for completing the required Customs, Health and Port Authorities documentation.
Shipmaster's Report: November 1988.
Quarantine: 1 Maritime Declaration of Health.
1 Crew List.
1 (Nil) Passenger List in Spanish.
Immigration: 2 Crew Lists.
2 (Nil) Passenger Lists in Spanish.
Harbour Master: 1 Crew List.
1 (Nil) Passenger List in Spanish.
Agent: 1 Crew List.
Customs: 2 Stores Lists.
2 Crew Declarations.
2 Crew Lists.
2 (Nil) Passenger Lists in Spanish.
2 copies Cargo Manifests in Transit.

If Cadiz is the second port, the same papers are required except for Customs you only need the "Ruta".
PILOTAGE: Compulsory. Pilot will board the vessel between Los Cochinos and Diamante Buoys, from small tug having buff funnel with a black top with a black letter 'P' on each side of the buff part of the funnel. Pilots communicate with tugs by means of portable radio sets.

Corporacion Practicos Puerto de Cadiz, Muelle Reina Victoria No. 14, 11006 Cadiz. Telephone: 256550 day and night.

Pilot station on VHF Channel 16 and working Channel 14.
ANCHORAGE: Vessels waiting for a Pilot may anchor in any safe position according to draft and weather conditions. Tankers or deep draft vessels may anchor West of the Junction Buoy in 16 m. – 18 m. depth where the Pilot boards at first opportunity.
RESTRICTIONS: *Cadiz - Commercial Harbour:*
Channel Entrance:
Width .... 250 m.
Length .... 3,600 m.
Controlling depth at LLW .... 13 m.
Kind of bottom: Mud, sand & rocks.
Port Entrance:
Width .... 300 m.
Controlling depth at LLW .... 13 m.
Tides:
Maximum tide level .... 3.90 m.

Berth/unberth restrictions: Vessel can berth/unberth at any time of day or night.

Vessels exceeding 32 ft. 10 in. (10 m.) draft are subject to tide.

Vessels over 39 ft. 04 in. (12 m.) draft anchor North of Diamante Buoy where there are no draft restrictions.

Berths are allocated on strict order of arrival with the following preferences:
1. Passenger and Navy vessels.
2. Vessels unloading or loading.
3. Bunkers or provisions vessels.
4. Repair vessels.

Cadiz – Free Zone Harbour:
Channel Entrance:
Width .... 150 m.
Length .... 1,200 m.
Controlling depth at LLW .... 9 m.
Port Entrance:
Width .... 150 m.
Controlling depth at LLW .... 9.0 m.

Tides:

Maximum tide level.................... 3.90 m.

Berth/unberth restrictions: Vessels can berth/unberth at any time of day or night subject to tides.

Cabezuela:

Entrance Channel:

Width................................ 250 m.
Length............................. 2,000 m.
Depth............................... 13.0 m.

Santa Maria – Commercial Harbour:

Channel River Entrance:

Width.................................. 80 m.
Length............................. 1,250 m.
Controlling depth at LLW.............. 5.5 m.
Kind of bottom: Mud & sand.

Berth/unberth restrictions: Vessels can berth/unberth at any time of day or night, subject to tides.

Explosives and Inflammables: Vessel cannot call at Cadiz carrying explosives or inflammables in Transit.

Power Cable: In position Lat. 36° 30.9′ N., Long. 06° 15.2′ W. with clearance of 50 m.

HEALTH: Master should radio, not more than 50 hours and not less than 5 hours before arrival, the following information to the Port Authority: name and nationality of ship, date and time of arrival, last port of call, number of passengers and crew aboard, if doctor on board and details of any sickness noted on voyage. Message to be addressed to "Sanidad Maritima Cadiz". International code quarantine signals to be shown on arrival when Free Pratique will be given provided health situation is satisfactory.

VHF: See "Pilotage".

TUGS: Normally join vessel off San Felipe Breakwater. 4 tugs available, up to 2,550 h.p.

BERTHING:

Cadiz:

Mole Reina Sofia: 600 m. length, depth alongside 12.0 m. – 13.0 m. LW. Ro-Ro ramp with 20.0 m. width.

Mole Alfonso XIII: 324 m. length, depth alongside 10 m. LW.

Mole Ciudad: 316 m. length, depth alongside 10 m. LW.

Mole Reina Victoria: 220 m. length, depth alongside 10 m. LW.

Mole Marques de Comillas: 380 m. length, depth alongside 10 m. LW.

Ro/Ro Terminals: There are 3 Ro/Ro ramps in the Port of Cadiz, 2×12 m. wide×100 tons capacity and 1×6.5 m. wide×60 tonnes capacity. Depth alongside all ramps is 10.0 m.

Industrial Terminal: Located at Cabezuela on the East side of Cadiz port. 530. m. of wharf with depth of 14.0 m. Terminal is used for bulk solid. In the second stage the length of wharf will be doubled. 4×16 ton cranes.

Free Zone: The free zone is about 2 miles South East of Cadiz. The port has 550 m. of berthing space with 9.5 m. of water alongside. 2×6 tons, 1×3/6 tons and 2×12/25 ton cranes.

Santa Maria: Muelle Exterior: Length 774 m. Depth alongside 6.5 m.

Rota: Entrance Channel: Width 70 m., depth 3.5 m. Length of quay 150 m., depth 3.5 m. Port for fishing vessels and pleasure craft.

CRANES: *Cadiz:*

Electric Cranes

	Lifting Capacity (tons)	*Range* (m.)	*Height* (m.)
Mole Reina Sofia			
3 Container cranes	40	35	27
Mole Alfonso XIII			
–	–	–	–
Mole Ciudad			
4 Electric cranes	3/6	20/12	20
2 Electric cranes	6	22	20
Mole Reina Victoria			
2 Electric cranes	6	22	20
Mole Marques de Comillas			
4 Electric cranes	6	22	20
2 Electric crane	12	25	27

Mobile cranes:

	Lifting Capacity (tons)	*Range* (m.)	*Height* (m.)
6 mobile cranes	127/4	3.5/42.5	40
Floating Crane:			
1 crane	60/30 tons	8/12.5	32

Arrangements for use of this crane cannot be made prior to vessel's arrival since the yard has priority.

Santa Maria:

Electric Cranes:

	Lifting Capacity (tons)	*Range* (m.)	*Height* (m.)
1 Electric crane	30	25	22
2 Electric cranes	6	20	20
2 Electric cranes	6	22	20
2 Electric cranes	6/15	18.7	20
			Eurocargo S.A.
1 Electric crane	8	18.7	20
			F. J. Portillo Ltd.

Free Zone: See "Berthing".

Rota: 1×5 ton crane.

CONTAINER HANDLING FACILITIES: Container at Muelle Reina Sofia. Length 600 m., depth 12.0 m. – 13.0 m. 3×40 tonne gantry cranes, 2 with outreach of 35 m. and one with outreach of 38 m. Area of container park 195,000 sq.m. 2 mobile cranes and road and rail access to the terminal. 38 reefer points (380 V - 50 Hz and 440V - 6 Hz).

At Santa Maria there is 1×30 ton crane for containers and a container park of 11,000 sq.m.

STEVEDORES: *Hours of Working:*

Weekdays (except Saturdays): Normal day – Shift 0800 – 1800 hrs. Lunchbreak 1200 – 1400 hrs. Appointment of gangs to be effected 0730 hrs.

Shift System (from Monday to Sunday including holidays):
First Shift: 0800 – 1400 hrs.
Appointment of gangs to be effected at 0730 hrs.
Second Shift: 1400 – 2000 hrs.
Appointment of gangs to effected at 1330 hrs.
Third Shift: 2000 – 0200 hrs.
Fourth Shift: 0200 – 0800 hrs.
Appointment of gangs to be effected at 1830 hrs.
Saturday after 1400 hrs.:
Appointment of gangs to effected at 1100 hrs.
Sundays and Holidays:
Appointment of gangs to be effected at 1100 hrs. on the preced day.

TANKERS: 3 Tanker berths for vessels up to 27 ft. draft at the piers the Free Zone, operated by C.L.H. Hoses: Fuel oil 10 in., gas oil 8 in gasoline 8 in.

International Terminals Corp. Berth, length 170 m., depth 9.5 m.

Products terminal located at Rota, length 350 m., depth 12.0 m.

Also see "Services".

FRESH WATER: Fresh water available at all quays at 12 t.p.h. per hos

Fresh water connections are spaced at intervals of about 30 m. alon the quays. Cost 35.00 Pesetas per ton.

Contact: Servicos Municipalizados Agua y Electricidad, Mar Auxiliadora s/n, Cadiz. Telephone: 281666.

FUEL: Bunkers can be supplied to vessels by barge at Commerc quays or at anchor in bay, also at permanent installation in Free Zon Port at the rate of 180 t.p.h.

Bunkering order to be passed through vessels oil suppliers to Spanis Monopoly, Campsa Madrid.

Bunkers and Oil Suppliers:

C.L.H., Avenida Ramon de Carranza No. 28 – 11006 Cad Telephones: 283100, 253900-09; 251911 – Free Zone; 256058 Muel Pesquero; 253900, 253909 – Puntales Factoria.

Esso: Consulmar. Avenida del Puerto No. 2, 8° d – 11006 Cad Telephones: 274600 & 274604. Telex: 76018 – ZUBIC E

Enpetrol: Don Felipe Abad Aranda, Ahumada No. 7 Bajo – 1100 Cadiz. Telephone: 225502. Telex: 76062.

Castrol: Sr. Escalante Vera, General Garcia Escames, No. 3 – 1100 Cadiz. Telephone: 213067

Shell: Anglada. Plaza de Espana No. 15 – 11006 Cadiz. Telephon 2130677.

Lubricantes Fina: Gibraltar s/n – 11011 Cadiz. Telephone: 2877 Telex: 23183 FINA E (Fina Iberica S.A., Madrid).

BP Marine International: Eduardo Grimaldi Pedrosa, Aveni Cayetano del Toro, No. 6, 7° – 11001 Cadiz. Telephone: 276294.

CONSULS: Argentina, Belgium, Bolivia, Colombia, Denmark, Finlan France, Germany, Greece, Italy, Liberia, Netherlands, Norway, Portug Sweden and Venezuela.

REPAIRS: There are 3 shipyards – Astilleros Espanoles SA, at Cad and Matagorda. Empresa Nacional Bazan-Carraca, and sever workshops of Auxiliar de la Construccion Naval. All types of repairs ca be effected.

DRY DOCKS: Astilleros Espanoles S.A.: 2 dry docks for vessels up t 400,000 d.w.t. and 2 floating docks with capacity up to 120,000 d.w.t

At Matagorda, there is a dry dock of 150.97 m. length, 19 m. widt and 6.23 m. max. draft.

At Puerto Real Factory there is a dry dock of 500 m. length, 100 m width, and 9.0 m. draft, where they can accommodate vessels up t 400,000 tons.

OPENING/CLOSING HATCHES: This work is normally effected by th stevedores.

CUSTOMS ALLOWANCES: Max. of 6 kilos of tobacco for each perso on board, all to be declared. Wine or spirits, 1 decilitre per man per da

AIRPORT: Jerez 30 km., Seville 130 km. and Malaga 265 km Daily flights to Madrid, Barcelona and overseas.

TIME: GMT plus 1 hour late September until late March. GMT plu 2 hours late March until late September.

TELEPHONES: Connection to vessels can be arranged by Agents.

SERVICES:

Boat Services: Sertrain S.L., Servicios de Lanchas y Trafico Interior d Puerto de Cadiz, Muelle Comercial 'Edificio El Soivre', Caseta No. 4 11006 Cadiz. Telephone: 255728, 253583 (Private).

Divers:

Francisco Salazar Casero (Pantera). Tel: 251587 and 256014.
Chinita, Tel: 224626 and 213008.
Subnaval S.L. Tel: 272976.

Garbage Disposal Facilities: Collection by truck, capacity per trip 8 tons Garbage can be collected from arrival to sailing of vessel. Garbag should be bagged before landing. Ship's labour to be used to mov garbage from ship to truck. No limit to the amount of garbage to b landed during the ship's call.

Tourist Office: Calderon de la Barca No. 1. Information Tel: 211313.

Taxi: Tel: 221503, 221006, 276969, 276735.

Emergency Telephone Numbers: Police: 091. Fire Brigade: 27008 Hospital San Juan de Dios: 287611. Hospital Mora Provincial: 21235 Ambulances: 289533 and 273758. Harbour Master: 224011 and 25490 Health Office: 253437. Immigration Office: 212154. Customs Offic 253370.

Gas freeing Plant: General description of services rendered: Th installation is equipped for cleaning and gasfreeing of tankers, remova of last residues and dirty ballast and/or slops.

Reception of dirty ballast may be effected through separators at maximum rate of 2,400 t.p.h. and slops according to discharge rate o vessel's stripping pumps.

Victor Pirate washing machines, conventional and bottom types, an available for using with either cold or hot water. Air driven exhaust fan for gasfreeing available; special equipment for working cargo tanks, safety lamps, portable lamps for small drainages of tanks and means for unloading of mud are available.

From an elevated structure at the mooring berth, towards midships, connections are made for slopping out dirty ballast and slops as well as for supplies to vessel as detailed below. In this structure is also situated the ship's gangway ladder and a pneumatic crane for both removal of materials and refuse ashore.

Plant is able to supply:
- ballast water up to 400 t.p.h.
- saturated stem to 12.5 kg./sq.cm. or reduced steam up to 12 t.p.h.
- washing water to required temperature up to 80°C. and pressure up to 13 kg./sq.cm. and a flow of 250 t.p.h.
- drinking water.
- treated water for boilers.
- compressed air to 7.5 kg./sq.cm.

Feed water can be connected to ship's fire system.

In the above mentioned structure high capacity foam and water cannons are arranged so that they are able to cover a major part of ship's deck. There are also inlets for fire hoses.

The supply of shore power is not foreseen.

Depths in the mooring area are 8.20 m. forward and 10 m. aft at LLW and size limit of vessel is 150,000 d.w.t.

This installation works uninterruptedly all day and night and Sundays if required.

Operator: Delta, P.O.Box 73, Cadiz (Spain). Tel: 23 10 00 to 23 10 09. Telegrams: "Delta" Cadiz. Telex: 76021 ASTIL E.

SHORE LEAVE: Crew are permitted to go ashore subject to police control.

AUTHORITY: Autoridad Portuaria de la Bahia de Cadiz, Plaza de Espana 17, 11006 Cadiz, Spain. *Tel:* (56) 240400. *FAX:* (56) 240476. *Contact:* Agustin M. Dominguez Lobaton, President. Armengol Vinas Castro, Technical Director. Pedro L. de Frutos Garcia, Port Captain (Tel: 253903). Juvencio Maeztu and Gregorio de Tejada, Free Zone Delegates (Tel: 244600).

CARBONERAS: 36.58 N. 01.54 W. (See Plan)

SHIPMASTER'S REPORT: November 1983.

DOCUMENTS:
5 Crew Lists.
2 Stores Lists.
2 Crew Declarations.
1 Maritime Declaration of Health.
2 Cargo Manifests (in-transit cargo only).

PILOTAGE: Compulsory. Agents inform Pilot of vessel's requirements. The Pilot boards by tug or small fishing boat, about 1.5 miles off the jetty.

The pilot station is situated at Garrucha, about 15 miles North of Carboneras.

ANCHORAGES: There is a small anchorage South of an island called "Isla Carboneras" locally. The approx. position of the island is Lat. 36° 59.6′ N., Long. 01° 53.9′ W. About 1 mile South of the island vessels can anchor; it is not advisable for larger vessels to stay there long, because this place is too close to the shore and strong Southerly winds can be hazardous.

The depth of this anchorage is between 40 m. and 50 m.

MAX. SIZE: *Hornos Ibericos:* Max. draft 40 ft. Max. LOA 210 m. Max. beam 32 m. Max. airdraft 13 m. 100,000 d.w.t.

HEALTH: No Radio Pratique available, no yellow flag necessary.

RADIO: The nearest stations are Cabo de Gata – VHF Channels 16, 20, 27 and Cabo de Palos (EAP) – VHF Channels 16, 26, 27, but very poor reception.

VHF: The Pilots have to be called on VHF Channel 16; working Channels 12 or 9. Also see "Radio".

TUGS: 2 tugs are available, each 1,300 h.p. If more tugs are necessary, they have to be ordered via Agents from Almeria.

BERTHING: *Hornos Ibericos:* In front of the entrance to the port the vessel will be turned around by two tugs and enter the port stern first. There is one berth (length 240 m.) only and the ships always have to berth with the port side alongside. Usually the starboard anchor will be used. 4 headlines made fast to the shore by a small fishing boat as well as 3 sternlines and 1 breastline aft. 2 fore and 2 aft springs are made fast to the jetty. The jetty is fitted with 4 elastic fenders and additional tyres.

Pucarsa: One quay with length 240 m., depth 15.0 m., for discharge of coal.

BULK CARGO FACILITIES: *Hornos Ibericos:* There is one conveyor for loading cement and/or gypsum with a range of approx. 30 m. Every vessel with a length of approx. 200 m. has to shift for loading all holds. 1 fixed electric crane with capacity 11.5 tons, 1 mobile electric crane with capacity 9 tons and 1 mobile electric crane with capacity 10 tons. *Pucarsa:* 1×35 ton mobile transporter. Discharge rate 1,600 t.p.h.

STEVEDORES: Stevedores work 24 hours a day, including Saturdays and Sundays.

MEDICAL: Only one doctor available. Serious cases are treated at hospital in Almeria. Vaccinations are done in Almeria.

FRESH WATER: Available by lorry only, each lorry carries 8 tonnes.

FUEL: Available by lorry from Almeria, max. 50 tonnes per lorry.

CONSULS: The nearest Consulates are at Almeria.

REPAIRS: Can be undertaken by workshops in Almeria or Cartagena.

GANGWAY/DECK WATCHMEN: Not compulsory as there is a guard at the factory gate.

HATCHES: Opening/closing done by crew. Open parts of hatches will be covered with tarpaulins by stevedores to prevent dust.

CERTIFICATES: No certificates required by Port Authority or Agents.

CUSTOMS ALLOWANCES: The quantity allowed per each crew member is 1 bottle spirits and 1 bottle wine. 6,000 cigarettes is to be allowed on board for each person on board.

REPATRIATION: Possible via Almeria, approx. 70 km. from Carboneras.

AIRPORT: At Almeria.

TIME: GMT plus 1 hour; from June to September GMT plus 2 hours.

HOLIDAYS: See "Almeria".

POLICE/AMBULANCE/FIRE: No facilities. In case of emergency vessel has to inform the stevedores who will contact the agency.

IDENTIFICATION CARDS: Not required. Crew members have to take their Seaman's Books ashore and the guard at the gate checks their names with a Crew List, received from the Agents.

GARBAGE DISPOSAL: Contact: Construcciones y Contratas S.A. Tel: (951) 454125.

WASTE OIL DISPOSAL: Contact: Jose A. Molina Hernandez. Tel: (951) 239042.

SEAMAN'S CLUBS: None.

AUTHORITY: Junta del Puerto de Almeria, Muelle de Levante, 04071 Almeria, Spain. *Tel:* (951) 236992. *FAX:* (951) 232949. *Contact:* D. Emilio Grande Onieva, Port Director.

CARTAGENA: 37.35 N. 00.59 W. (See Plan)

DOCUMENTS:
6 copies of the Crew List.
6 copies of the Passenger List, or 2 negative copies as the case may be.
2 sets copies Manifests covering cargo destined to Cartagena and carried in transit.
Store Provision List, in duplicate, including items such as: tobacco, spirits, radios, coffee, tea, bunkers, and any other items belonging to the vessel.
2 copies of all Personal Effects Lists, from passengers and ship's crew.

The amount of cigarettes allowed for each member of crew/passenger is 6 kilos; any amount over has to be manifested as "tobacco in transit", and this manifest must be visaed by a Spanish Consul in the last loading/discharging port. If there is no Spanish Consul in the port of call before Cartagena, the Master is requested to send a cable to: Direccion General de Aduanas, Madrid, quoting as follows: "m.v. '. . .' coming from . . . order to proceed to Cartagena tobacco manifest unlegalised = Master".

This cable is to be inserted in the radio log-book, and copy of same to be delivered to local Customs Authorities when boarding the vessel.

APPROACHES: Escombreras Bank with datum depth of 8.9 m. situated West of Escombreras Island, extends from 200 m. to 400 m. West of the Western tip of the island. This bank is marked by a West Cardinal Mark on top of a cylindrical post, 10 m. high, with a quick flashing white light, 9 flashes ev. 15 seconds, on the Western end of the bank.

There is a zone used for submarine exercises which is marked on the charts. Occasionally, naval divers carry out exercises in the vicinity of the port entrance. These are accompanied by naval vessels showing appropriate signals.

Ships bound for Escombreras, to enter the port, should steer for a point situated at the intersection of the N.S. line of the red light at the extremity of Navidad Pier, and the E.W. line through the green light at the extremity of the Bastarreche Pier, at which point, approximately, the Pilot boards the vessel. For tankers of more than 100,000 d.w.t., the pilot boards the vessel approximately 2 miles Westward of Escombreras Island.

The least recorded depth in the entrance to the port is 25 m. The approaches to the Port of Escombreras do not present any difficulties.

PILOTAGE: Compulsory. Position of pilot station 37° 34.6′ N., 0° 59′ W. Position with green light of Dique de Curra bearing 000°, and the white light of Las Losas bearing 090°. This is the position at which the Pilot normally boards.

Vessels bound for Escombreras wait for Pilot in position 37° 34.2′ N., 0° 59′ W., with green light of Dique de Curra bearing 000° and the green light of Dique Bastarreche bearing 090°.

Pilot launch is a motor-boat with cabin, about 11.0 m. long, black hull, green below water line, white letter "P" painted on both sides.

When bad weather prohibits Pilot boarding in the above position, vessel may be required to embark Pilot inside the harbour breakwaters.

Vessels call Pilot in daytime by code flag "G", or by sounding 3 prolonged blasts on the whistle.

Radio messages, with ETA, may be sent direct to Practicos Cartagena with 24 hours' notice, and confirmed 12 hours before arrival, messages should include vessel's sea water draft and, if calling for the first time, vessel's length overall. Pilot station equipped with VHF.

ANCHORAGE: Vessels anchored within the port limits should not carry out repairs affecting main engines as the possibility of sudden storms in Winter may make it necessary to move to a sheltered anchorage North of Cabo Tinoso, or to put to sea.

Vessels under 29 ft. 6 in. draft may anchor inside the breakwater provided they do not obstruct other vessels' movements.

Anchorage for larger vessels in Cartagena Roads, approximate position Lat. 37° 34.3′ N., Long. 01° 00.0′ W. in depths of about 65 m., good holding ground.

Anchorage for small tankers off Escombreras in approximate position Lat. 37° 34′ N., Long. 0° 58′ 23″ W., in depths of 42 m.

HEALTH: Free Pratique is immediately obtained when vessels berth any time from sunrise to sunset. Port Health Officers, require Maritime Health Declaration, Derat Certificate, and copy of Crew and Passenger Lists.

MAX. SIZE: No length limitations. For Cartagena max. draft 11.0 m. For Escombreras max. draft 20.4 m.
RADIO: Cartagena Radio, Aranjuez Radio, and/or Gibraltar Radio.
TUGS: 6 tug-boats 1,100 h.p. – 3,800 h.p. with fire-fighting capabilities. All 6 tugs on duty 24 hours duly equipped, with 2 shifts of crew.

Tugs join vessels in vicinity of port entrance, vessel's lines normally used.

The tugs available to assist berthing tankers in Escombreras are all diesel tugs, equipped with fire-fighting equipment. 6 tugs available of up to 3,800 h.p.
BERTHING: Total length of general cargo quays 679 m. Depth alongside 8 m. – 10 m. Solid bulk materials: Total length of berthing 717 m. Depth alongside 8 m. – 10 m.

Also see "Tankers".
CRANES:

No.	*Capacity*	*Type*
7	3 – 20 tons	Electric Gantry
2	3 tons	Mobile-Diesel
1	6 tons	Mobile-Diesel
2	25 tons	Mobile-Diesel
1	90 tons	Mobile-Diesel

STEVEDORES: In the case of a vessel calling at Cartagena at night time, Sundays or holidays, it is important that Master cable 24 hours in advance to advise his ETA in order that Agents are able to arrange stevedores' operations. Gangs can be called on as follows: on weekly working days 0800 and 1330 hrs. On Sundays/holidays 0800 hrs. (with prior advice to Union by 1200 hrs. on Saturdays or day preceding holidays). The official working hours are: Monday/Saturday 0800 to 1200 and 1330 to 1730 hrs. – Sundays/holidays: from 0800 to 1400 hrs.
MEDICAL: Medical services rendered as soon as requested but, in case of emergency, Master required to send urgent cable in advance.
TANKERS: Tankers call at Port of Escombreras 2 miles away from Cartagena Port, this port owned by Repsol Petroleo S.A. Slop discharge facilities available at Escombreras.

For ships of 250,000 d.w.t. Berth No. 7, of recent construction, consists of 4 dolphins, in a line parallel to Bastarreche Mole. Between the first and third dolphin is situated a loading platform with loading/discharging lines. The centre of this platform is situated at a distance of 230 m. from the head of Bastarreche Pier, bearing 140°.

The least depth in Berth No. 7 is 20.6 m. at the extreme South of the berth. The rest of the area has a depth of between 20.6 m. to 26 m.

The maximum length foreseen for tankers of 250,000 tons d.w.t. is 350 m. or, 1,148 ft., since the total length of the berth is 430 m.

The maximum allowable draft is 19.5 m. forward and 21.4 m. aft.

Shore lines for crude oil are 1 of 40 in. diameter and 3,500 m. length, and another of 24 in. diameter and 3,500 m. length.

The Woodfield hose-handling gantry has 4×16 in. hoses of which the 2 outside hoses should be used for loading bunkers as well as for discharging. Connecting flanges of 16 in. diameter, type 150 ASA.

Fresh water can be supplied by pipeline at all berths at a rate of 45 t.p.h.

Only vessels up to about 100,000 d.w.t. may be berthed at night.

8 berths suitable for tankers from 8.0 m. to 20.4 m. draft.

3 berths for LPG carriers up to 11.0 m. draft. Max. length 225 m.

A new berth for LNG carriers and minerals in bulk has been constructed in Escombreras Basin. For LNG carriers, max. draft 11.1 m., max. length 200 m. For minerals in bulk, total length of pier 350 m., max. draft 14.0 m.

Also see "Shipmaster's Report".
FRESH WATER: Available from quay by hose connections, only on working days. On Sundays/holidays notification to be required before 1400 hrs. preceding day.
FUEL: At Cartagena, only gas oil available from tank trucks. At Escombreras all grades of fuel available subject to advance notice given.
FIRE PRECAUTIONS: The port area has its own Fire Department under supervision of Port Director. Although there is no water-borne equipment available, tug "Brio" will assist as required as well as Cartagena City Fire Department.
CONSULS: The following countries are represented in Cartagena:

Belgium	France	Netherlands	Peru
Denmark	Greece	Norway	Sweden
Finland	Italy	Panama	

REPAIRS: There are very good repair facilities. A private shipyard "Empresa Nacional Bazan" and 2 other private repair shops.
DRY DOCKS: One dry dock can accept vessels (35,000 d.w.t.) of 566 ft. length and 73 ft. beam. Syncrolift of 8,740 tons lifting capacity.
GANGWAY/DECK WATCHMEN: Not compulsory, only used when required by Master under Immigration Police Supervision.
OPENING/CLOSING HATCHES: Usually by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes per each crew member, out of bond. The excess to be declared as cargo in transit. Wine and/or spirit: 1 bottle for each crew member or passenger.
REPATRIATION: All facilities available.
AIRPORT: San Janvier Airport situated 27 miles from Cartagena with daily service to Madrid, Barcelona and Almeria.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Maundy Thursday from 1400 hrs.; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National holiday); 15th August; 12th October; 1st November(All Saints' Day); 25th December.
POLICE/AMBULANCE/FIRE: Police, Tel: 501456. Ambulance, Tel: 503470. Red Cross, Tel: 510727. Fire Department, Tel: 501111. Port Fire Department, Tel: 503100.
CREW IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Arranged by Agent with local company.
WASTE OIL DISPOSAL: Arranged by Agent with local company.
SEAMAN'S CLUBS: The Casa del Mar can accommodate seafarers in possession of a Seaman's Book (39 beds available). Tel: (968) 505850, 502050.

DEVELOPMENTS: There is a programme to increase berthing-places by building new piers close to breakwaters, available for 3 vessels.

SHIPMASTER'S REPORT: March 1981.
Approaches: Approach to the port provides no great problem coming from either the East or West. Plenty of positions are available from the land as you near the port. The bay in which the port is situated is deep water up to the breakwater. So for anchoring, vessel has to proceed well into the bay. Pilots will advise the number of vessels lying at anchor and a suitable anchorage position.

The bay is exposed to winds from the S.E. through to the S.W. As the weather was good on both occasions that the vessel has visited, no comment can be made as to whether the anchorage would be tenable in strong winds, from these quadrants.
Pilots: Readily available day or night. Pilots board from a small boat which is rather slow. The same boat acts as line boat when the vessel is berthing. Pilots work Channel 16, and can be contacted about 1 hour out from the port.
Berthing/Berth: Vessel can berth either side of the LPG Pier. Although on the Eastern side of the berth the max. draft allowed aft is 31 ft. 6 in. and forward 28 ft. On the Western side of the pier there is 36 ft. of water. Vessels berth with the assistance of 3 tugs (1 forward and 2 aft). Ship's lines are used to the tugs. Usual tie up forward is 4-2-2 and aft 4 lines go to buoys, 2 springs from the stern, and 2 breast lines from the main deck winch.

Pilots advise that the berth is exposed to S.W. winds and vigilance is required in tending moorings. The berth is adequately fendered with large tyres.

Fresh water is available at short notice, and is piped to the quay. The water man can be found at the gate. Water can be supplied any day except on a Sunday. Bunkers are also available from the quay.
Cargo: Cargo is discharged through a 12 in. 150 ASA "T" connection from which 2×6 in. lines are lead off. Shore supply this connection, and connect the pipe.

Discharge back pressure is 8 bars which means running 2 pumps. Discharge rate is between 70 – 210 tonnes per hour. The discharge rate varies without any notice being given to the vessel by the terminal as they direct the cargo into shore tanks or coastal vessels.

Communications are very poor between the terminal, the vessel and the Agent. Little or no information is relayed to the vessel, as to the state of the tanks, number of coasters arriving, etc. On this occasion we discharged half the cargo into another vessel in order to complete the discharge in time for loading our next cargo.

Customs and the shipper's agreements had to be granted.

Daily cargo surveys are carried out, at either 0800 hrs. or 1600 hrs. Surveyor is happy to take ship's readings without sighting ullages and temperatures himself. For commencing and completion surveys he is of course present. From daily surveys the terminal require total discharged and the hourly pumping rate for the day.

The terminal upon arrival, also asks the ship to sign a letter saying they require the cargo to be pumped with a back pressure of 15 kg./sq.cm. and for the cargo to be heated. A booster pump is required for this port and also a cargo heater (this may soon be supplied). At present the vessel has the pipe work for the heater. Heater and booster pump will be sited on the quay, and ship's power and pumps will be used to run both appliances.

With the high back pressure it is difficult to strip the tanks, so if time allows strip tanks into one tank with the manifold valve closed, and then finally discharge from this tank. In the end this will save time.

Shore will request hot gas to clear the cargo lines.
Chandler: Can supply most items but needs a few days to organise matters. Stores can be supplied by boat. The boat is rather like a small pleasure craft but quite adequate.

Shotblast can be supplied at this port. The shot was also delivered by barge.
Repairs: Engine repairs can be carried out in this port by the local shipyard repair firm.

AUTHORITY: Capitan de Navio, Comandante Militar de Marina de Cartagena, Comandancia de Marina. *Contact:* Enrique Rodriguez Sanchez, Port Captain.

CASTELLON DE LA PLANA: 39.58 N. 00.01 W.

(See Plan)

(A) CASTELLON HARBOUR
(B) BREASTING ISLAND AND SEA BERTH

(A) CASTELLON HARBOUR

DOCUMENTS:
- Manifest of Castellon cargo: 1 set covering all loading ports; make sure that this Manifest is in perfectly good order before ship's berthing, as the Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine.
- Manifest of the Transit Cargo: 2 sets (the same recommendations as above).
- 3 Crew Lists.
- 2 Negative of Passengers.
- 2 sets of Bills of Lading of Castellon cargo.
- 2 Provisions Lists.
- 2 Manifests of Personal Effects.

PILOTAGE: Compulsory, and service is permanent. Pilots board vessels by a cutter in Roads near entrance formed by the 2 breakwaters.

Pilot cutters are painted white and have the letter "P" in black on each bow. Cutters have a blue flag, with letter "P" in white. Signals to be made by vessels requiring Pilot: 3 long blasts. Telegraphic address: Practicos, Comandancia Marina, Castellon".

ANCHORAGE: Vessels can remain at anchor in the Roads. Recommended anchorage: 0.5 miles East of lighthouse in depth of 12 m.

RESTRICTIONS: Max. draft 22 ft. for vessels of about 110 m. – 120 m. length. For vessels of more 120 m., to 140 m. length, max. draft is 20 ft. – 21 ft.

Also see Section "B".

HEALTH: Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must radio Agent to advise the Health Office. Following documents are required by the Health Officer upon berthing: Maritime Declaration of Health, Derat Certificate, 1 Crew List.

RADIO: Aranjuez Radio, call sign EAD, 36 – 48 hours prior arrival nearest radio station is El Grao Radio, call sign EAV.

TUGS: Tugs join vessels at entrance of port. Vessels of more than 100 m. length normally use 1 or 2 tugs. Ship's ropes used.

STEVEDORES: Very important that Master sends in advance short radio notice regarding vessel's ETA so Agent can inform Shippers or Receivers' stevedores accordingly. Official working hours of port are: Monday/Saturday 0830 – 1230 and 1400 – 1800 hrs.

MEDICAL: All kinds of medical services can be arranged. In case a crew member needs medical attendance urgently, it is advisable that Master sends a radio message in advance.

TANKERS: See Section "B".

LPG: See "Shipmaster's Report".

BALLAST: All ballast must be discharged to shore tanks, no exception will be made to this rule. A total of 17,000 cu.m. (110,000 bbls.) can be received by the Refinery ballast tanks.

FRESH WATER: All piers have water available by shore pipes. The rate of delivery is about 8 t.p.h. – 9 t.p.h.

FUEL: Available with 5 days' notice and subject to "CLH" berthing availability.

CONSULS Italy, Navarra 99, tel. 211004; France, Avda. Almazora S/N, tel. 211717; Norway, Enmedio, 9, tel. 222550; Sweden, Maestro Ripolles, 28, tel. 220053.

REPAIRS: Work shop for small repairs.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: Vessels should have usual documents on board, but only the Safety Wireless, Safety Equipment and Derat Certificates are required by authorities.

CUSTOMS ALLOWANCES: Normally, Customs permit 200 cigarettes per man out of bond and 1 bottle of spirit per man.

CARGO GEAR: All commercial piers served by electric shore cranes able to lift 3 – 6 tons and 14 – 18 tons (restricted use).

REPATRIATION: Good facilities exist.

AIRPORT: Valencia, 70 km. away.

TIME: GMT plus 1 hour. Summertime: GMT plus 2 hours (29th March – 26th September).

HOLIDAYS: 1st January; 6th January; 19th March, St. Joseph; Maundy Thursday after 1400 hrs.; Good Friday; 1st May, Labour Day; Ascension Day; Corpus Christi; 14th June, local holiday; 29th June, St. Peter and St. Paul; 18th July, National holiday; 25th July, St. James; 15th August; 12th October; 1st November; 8th December; 25th December; and 2 or 3 local holidays more, variable.

POLICE/AMBULANCE/FIRE: Police: tel. 220516; Ambulance 213944; Fire 221222.

IDENTIFICATION CARDS: Not required.

SHIPMASTER'S REPORT: December 1980.

Approach: Straightforward (Chart BA. 1701). A plan of the port is included on BA. 1458. During final approach care must be taken not to pass between the buoys around the sea berth for oil tankers.

Anchorage: Can be obtained 1 mile Eastwards of Dique de Levante in 15 m.

Pilotage: Call on VHF Channel 16 and Pilot boards approximately half a mile Eastwards of Dique de Levante. Strong S.W.'ly set experienced whilst awaiting Pilot. Pilot boards from small launch which doubles as a mooring boat.

One tug is taken outside the breakwater using 2 ship's lines through the centre lead forward. A second tug makes fast at port main deck aft (tug's line) when vessel is in inner harbour. (Darsena Comercial). Draft limitation of 22 ft.

Berthing: Possible day or night. Starboard side to Muelle de Serrano Lloberes. The berth doubles as a bulk facility and care must be taken to avoid fouling the loading elevator with the bow flare. The elevator is on rails 1.0 m. inside the face. The berth is fendered with tyres on wooden axles – quite common in Spain and quite effective.

There are ample bollards. As soon as first lines are ashore, the forward tug takes up position at the break of forecastle using tug's line to assist in pushing vessel alongside. Lining up takes some little time using mooring winches.

Connection: Six shore anacondas link a hydrant-like pipe, emerging from a manhole on the quay, with the vessel's 10 in. manifold. Hoses are 6 in. (300 ASA) and shore personnel connect/disconnect. Vessel supplies and fits reducers. Starboard derrick used to support a metal cradle carrying hoses over ship's rail.

Discharge: Upon completion of cargo survey, discharge commences slowly whilst hoses are purged by a small hose from the 'hydrant' to the sea. No heater or booster pump are required at this port. Back pressure approximately 3 kg./sq.cm. and average rate of 125 t.p.h. overall with usual hourly rates of 150/160 tonnes/p.h.

Shore Tanks: Are atmospheric and situated some 200 m. N.E. of berth. There are 2 tanks (each 2,000 – 2,500 tonnes capacity). There would appear to be no reliquefaction plant and gas is flared during filling from a flare situated atop each tank. It is reported that this leads to discrepancies in cargo figures but this was not the case for this call. Throughput is estimated at 15,000 tonnes per month with ammonia arriving from C.I.S., Libya, and Mexico.

Customs: Attended in the morning. Their visit was brief as transit papers (RUTA) has been prepared prior to the vessel's departure from Cartagena. Remember that bond locker must remain sealed when coasting. Customs checked bond seal.

General: Fresh water is available but none taken this call. Lub oils available via normal Madrid 'permit'. The Pilot can be reached on Tel: 222457 if required during the vessel's stay.

Only 2 tugs available and as preference is given to tankers berthing at sea berths, delays can occur in docking/undocking. We were delayed for four hours on leaving. Tugs are necessary for this port.

Local town (El Grao) is very quiet with numerous small restaurants all within a few minutes walk of the berth. A three star hotel opposite the yacht club is good for telephone calls to U.K. (cost around 265 pesetas for first three minutes).

Castellon proper lies 4 km. inland. Bus fare 30 pesetas.

AUTHORITY: Comandancia Militar de Marina, Grao de Castellon, Castellon de la Plana, Spain.

(B) BREASTING ISLAND AND SEA BERTH

LOCATION: The Petroleos del Mediterraneo, S.A. Refinery is located about 1 mile southward of Grao de Castellon Harbour on the Mediterranean coast of Spain.

The Refinery marine facilities are composed of a Breasting Island and a Sea Berth, both located in open sea.

The Breasting Island is located in approximate position Lat. 39° 56′ 42″ N., Long. 00° 01′ 36″ E., and the central point of the Sea Berth is in approximate position Lat. 39° 56′ 16″ N., Long. 00° 03′ 03″ E.

A Sea Buoy with radar reflector, showing a white flash every 10 seconds is located in approximate position Lat. 39° 56′ 07″ N., Long. 00° 03′ 49″ E.

The Refinery flare is located in position Lat. 39° 57′ 00″ N., Long. 00° 00′ 06″ W. The total height of the flare above the ground level is 75 m. (250 ft.).

The Grao de Castellon Harbour lighthouse is located in position Lat. 39° 58′ 06″ N., Long. 00° 01′ 42″ E. A white light showing groups of one and two occulting every 10 seconds is exhibited from it, with a range of about 17 nautical miles.

DOCUMENTS: The Port Authorities will board and clear the vessel at anchor or after berthing.

Vessels calling at Castellon should have ready the following documents:

6 copies Crew List.
2 copies Crew Manifest.
2 copies Stores List.
2 copies Passenger List.
Clearance from Last Port.
Vessel's Certificates.
Consignee's Documents (if calling to discharge), including:
  (a) Vessel's Manifest of cargo.
  (b) Bill of Lading.
  (c) Intake Certificate.
  (d) Ullage Report.
  (e) Inspection Report.
  (f) Certificate of Origin.
  (g) Tanker's Time Report.

PILOTAGE: Pilotage is compulsory for all vessels. The pilot will board vessels in the vicinity of the waiting area or at anchor and will advise the Master on approaches to the berth, mooring and unmooring.

ANCHORAGE: Refer to Agent for certain restrictions on anchorage areas.

RADIO: *Arrival Message:* Masters are requested to advise Petroleos del Mediterraneo, S.A. Refinery, radio address "Petromed Castellon", of their expected time of arrival, 72 hours in advance or on sailing from the previous port. A cable confirming the ETA must be sent to "Petromed Castellon" 24 hours prior to arrival. Any further changes in the vessel's ETA must be promptly advised.

The Refinery will contact the vessel via Saint Lys Radio/FFL or Aranjuez Radio/EAV, with docking or mooring instructions, together with any other information to expedite the vessel's turnaround.

Radio Telephone contact should be established with Petroleos del Mediterraneo, S.A. Refinery on VHF Channels 13 and 16; call sign is "Petromed Castellon".

The arrival message must include:

1. Vessel's name, ETA and Master's full name.
2. (a) If calling to discharge:
    Grade and cubic metres of cargo on board.
    Grade and cubic metres of bunkers required.
    Deepest draft in feet.
    Freeboard in feet.
   (b) If calling to load:
    Grade and cubic metres for each product to be loaded.
    Loading sequence suggested.
    Grade and cubic metres of bunkers required.
    Ballast on board and pumping rate per hour.
3. If calling to discharge crude oil:
    Ship's and shore figures.
    Safe working load of the cargo hose booms (minimum 8 tonnes).
    Number of shackles of usable chain on each anchor.

All of these direct contacts with the Refinery do not relieve the Master from his responsibility to keep his Agent fully informed.

TUGS: The use of tugs is compulsory by all vessels calling at the Petroleos del Mediterraneo, S.A. marine facilities.

Two tugs are stationed at Grao de Castellon and are available to assist vessels using the facilities through the Agency of Petroleos del Mediterraneo, S.A. who will, as Agents for the Owners of the tugs, make arrangements for the services of the tugs.

Ship's ropes must be used to the tugs.

Tugs are equipped with safety devices against fire and oil spillage.

BERTHING: *Sea Berth:* The depth of water in the berth is about 25 m. (82 ft.).

Vessels berth heading 075°/080° using both anchors forward, with about 280 m. (900 ft.) of chain out on each anchor.

The stern is secured to 5 Lamgar buoys equipped with 2 release hooks on each one. These buoys have flashing lights.

One navigational aid consisting of 2 lighted buoys is used to proceed to the Sea Berth and drop the anchors.

The crude oil is discharged through a 42 in. pipeline. The length of the pipeline to the coast is about 4,000 m. (14,000 ft.) and about 300 m. (990 ft.) to the crude oil tanks.

At the Sea Berth, the crude oil submarine pipeline ends in 2 strings of flexible hose. The length of each string is about 85 m. (280 ft.) and consists of 11 sections of 16 in. hose.

The flange of the rail hose to be connected to ship's manifold is 16 in., ASA series 150.

Vessels may be requested to displace the contents of the crude oil line by pumping at a reduced rate.

The maximum pressure at the ship's manifold should not exceed 10.5 kg./sq.m. (150 p.s.i.).

There is also a 10 in. pipeline for bunkering. This pipeline is connected to the Breasting Island and the total length is about 2,250 m. (7,400 ft.). The Sea Berth end of this bunkering line is connected to a string of flexible hoses consisting of 11 sections of 10 in. hose, with a total length of about 85 m. (280 ft.).

All hoses are resting on the sea bed.

The hoses will always be connected to the port side of the vessel.

Vessel's boom and rigging should have a minimum SWL of 8 tonnes.

Mooring: Vessels calling at the Sea Berth should be equipped with a minimum of 10 synthetic stern mooring ropes in good condition and each not less than 150 fathoms in length.

These ropes should be 9 in. or 10 in. in circumference. Mooring wires or wires and nylon tails instead of the ropes are acceptable. All vessels should be equipped with at least 13 shackles of usable chain on each anchor.

Cargo handling operations will not commence until the vessel is adequately moored.

Breasting Island: The depth of water in the berth is about 12.5 m. (41 ft.)

Vessels berth heading either East or West. Max. draft 37 ft.

The Breasting Island is built on piles. A central platform 70 m. (230 ft.) long and 15 m. (49 ft.) wide accommodates the loading arms and the island services. Two mooring dolphins are located at about 128 m. (420 ft.) from the centre of the platform. They are linked with the main platform by a walkway.

The platform elevation from the sea level is 6.8 m. (22 ft.).

Both sides of the Breasting Island central platform and the Eastern dolphin are provided with a resilient fendering system.

No fendering system is installed on the Western dolphin.

Two "swamped" breasting wires are anchored about 200 m. (640 ft.) off both sides of the Breasting Island.

Quick release hooks are provided on the platform corners and on both mooring dolphins.

Metal loading arms of the self–supported counterweighted type are used.

The number and size of the arms on either side of Breasting Island is as follows:

2×10 in. for dark products, bunker and ballast.
2× 8 in. for light products.
1× 8 in. for Ammonia.

The connecting flanges on each are ASA Series 150 and they are equipped with "Camlock" type quick connecting devices.

The following products can be loaded or unloaded at the Breasting Island:

Clean: Naphtha.
Premium Gasoline.
Regular Gasoline.
Automobile Diesel Oil/Heating Oil.
Turbo Fuel.
Ciclohexane.
Ammonia.
Dark: Marine Diesel Oil.
Domestic Fuel Oil.
Fuel Oil.
Crude Oil.

Cargo handling operations will not commence until the vessel is adequately moored.

All mooring ropes shall be in good condition and the crew shall keep them properly tended at all times.

One diesel driven fire pump delivers salt water to the fire system covering the Breasting Island.

This fire system is composed of 6 fire monitors mounted on raised platforms and fire hydrants at deck level.

The pump capacity is 340 cu.m.p.h. (1,500 g.p.m.) at 10.5 kg./sq.cm. (150 p.s.i.).

Fire hoses of 150 ft. and 300 ft. in length are positioned close to the hydrants and also stored on the fire hose racks located on both sides of the Breasting Island main platform.

The Breasting Island is equipped with devices against oil spillage.

LOADING: *Connecting/Disconnecting Loading Arms:* Connecting an or disconnecting of hoses and/or loading arms will be carried out Refinery contracted personnel and the assistance of at least 3 cre members.

All the operations will be performed under the direction an responsibility of a vessel's qualified Deck Officer.

All the vessel's equipment, i.e. winches, topping–off booms, etc., mu be handled by the vessel's crew.

The Refinery will advise the Chief Officer on procedure for connecti the hoses and/or loading arms.

In case of having to leave the Breasting Island or Sea Berth due a change of the weather or any other emergency, the vessel's crew mu carry out all the disconnecting of cargo hoses or loading arms.

After the hoses or loading arms have been connected to the vesse manifold the vessel's crew must carry out any shifting of hoses or loadi arms required, either for loading/discharging or bunkering operations *Loading Rates:* It is expected that all vessels will be able to recei cargo as fast as it can be delivered.

The dark products are pumped by either one or two centrifugal pum of 900 cu.m.p.h. capacity each. The clean products are pumped by eithe one or two centrifugal pumps of 680 cu.m.p.h. capacity each.

BALLAST: All ballast must be discharged to shore tanks, no exceptio will be made to this rule. A total of 15,000 cu.m. (94,000 Bbls.) can b received by the Refinery ballast tanks.

Special care must be taken not to pump overboard the contents engine room and pumproom bilges or any other oily product.

Vessels in ballast shall have sufficient draft and will be proper trimmed for safe manoeuvering on arrival, but should not arri excessively ballasted.

Crude Oil Washing: Vessels which require to carry out crude oil tan washing at Castellon should request authorisation to do so through th Refinery or ship's Agent at least 48 hours before arrival.

The Refinery will send by telex the following questions which must b fully and promptly answered by the vessel; in the event of the answe to those questions being satisfactory, the vessel will be provisional authorised for crude oil washing of tanks.

Example of Telex:

REF	Forthcoming crude oil washing of tanks at Castellon. Following points require confirmation:
AAA	Inert Gas System fully operational and tested.
BBB	Each tank to be positively pressurised and method establishing that this is so to be available.
CCC	The oxygen content of each tank should be maintained belo 8% by volume before and during the operation.
DDD	Inert Gas System gas output to be continuously monitored an the oxygen level maintained below 8% by volume.
EEE	A positive means of establishing the output of the inert ga system is to be available in the ship's control room at all time and under constant supervision of the ship's staff who mus take immediate steps to abort the tank washing if necessar
FFF	Pressures in cargo tanks must be available to control roo personnel.
GGG	All systems to be permanent steel pipework and pressu tested.
HHH	All tank openings to be sealed. Remote tank gauging system therefore essential.
III	Throttling of discharge for crude spraying to be done on ship valves.
JJJ	Responsible designated person to be in charge of operatio
KKK	Efficient radio communication to be maintained between sh and shore.
LLL	Please answer all points and add any additional sh requirements or comments.

When the ship is operating at the Castellon Terminal, before crud oil washing can be carried out, the following questionnaire regardin safety measures should be answered and signed by the Master:

(1) The Check List sent by telex has been carried out, before th operation starts.
(2) The Refinery representative has been informed of th operating plan.
(3) Ship/shore communications have been checked and are correct working order.
(4) Inert Gas System is operating and the oxygen level within th tanks is below 8% by volume.
(5) Positive pressure of Inert Gas System gas exists in all tanks
(6) Ship's personnel are available in their assigned posts.
(7) Stationary oxygen analyser is working correctly.
(8) Portable oxygen analysers are in correct working order.
(9) Oxygen level in tanks is below 8% immediately before startin crude oil washing.
(10) During crude oil washing the Master accepts the responsibili of checking the oxygen level of Inert Gas System effluent least every hour; that, at all times, all ship's machinery sha be and remain closed down except for the machinery essentia for the purpose of the operation and the safety of the ship an that designated personnel in charge of operations kee permanent watch at their assigned posts.
(11) The crude oil washing operation will be carried out at the sol risk and responsibility of the ship and the Master will remai responsible for ensuring that all proper safety precautions a observed.

Minimum Tank Cleaning Requirements: Following is a chart which ha been prepared for general guidance in the preparation of cargo tank for loading the different grades of cargoes indicated.

None of the indications contained in this chart will relieve the Maste of the responsibility for carrying out additional tank preparation whic he may find necessary to protect product specifications or the saf handling of the vessel's cargo.

Previous Cargo	Cargo to be Loaded					
	Naphtha	ATF–1	Mogas	ADO/HO	MDO	FO
Avgas	SH	M	D	M	M	F
JP–4	F	M	F	F	F	F
Mogas	SH	M	F	M	M	F
Naphtha	D	M	F	F	F	F
ATF–1A	F	D	F	F	F	F
ADO/HO	S	M	S	D	D	F
MDO	U	U	U	U	D	D
FO	U	U	U	U	M	D
Lube Oil	U	U	SH	S	M	F

D – Drain tanks, pumps and lines of all previous cargo and ballast water.

F – Tanks, lines and pump drain free of all cargo; flush tank bottoms, pumps and pipelines with clean sea water, drain completely dry.

M – Machine wash with hot water approximately 1 hour each tank or until slop water is clean, flush lines, pumps and risers. Remove loose bottom scale accumulations. Hand hose bottoms as necessary.

S – Thorough hot water machine wash approximately 2 hours or until slop water is clean; flush lines, pumps and risers. Remove excessive loose bottom scale. Hand hose tank, bottoms as necessary.

SH – Extra thorough hot water machine wash; hot water flush pumps, lines and risers. Procedures may require spotting tank cleaning machines in tanks to remove all traces of previous cargo from bulkheads, beams and other internal tank structure. Inspect tanks, remove loose scale/sediment. Hand hose as necessary.

U – Unsatisfactory for this service.

Note: Naphtha is considered as a "Lead free" product.

The above chart indicates the minimum tank cleaning requirements to maintain the specifications of those products loaded in *uncoated* tanks.

When cargo tanks are *coated*, substitute "cold water" instead of "hot water" in the above chart, for the range of clean products to be loaded from Naphtha to ADO/HO.

MEDICAL: Arranged by ship's Agent.

FRESH WATER: Fresh water is available by barge, with a capacity of 280 cu.m. Contact ship's Agent.

FUEL: Bunkers are available. Advice regarding quantities and specifications of oil required should be given to the ship's Agent prior to arrival.

Bunkering at Breasting Island: Vessels which call for loading will take bunkers while alongside using the same loading arms.

Bunkering at Sea Berth: Crude oil ships will take bunkers while berthed, using the bunker pipeline.

The bunker pipeline from Breasting Island to Sea Berth is maintained full of either MDO or ADO/HO and it is displaced into the vessel having bunkers. The total amount of MDO, ADO/HO displaced on board is about 120 cu.m. (750 Bbls.). In order to permit the Refinery to properly displace the bunker line on completion of fuelling, vessel must alert the Refinery when it is approaching within 330 cu.m. (2,075 Bbls.) of the desired volume.

Gasoil is available by barge with a capacity of 200 cu.m. Vessels which require gasoil bunkers shall give notification 48 hours prior to arrival with the exact quantity of gasoil required.

REPAIRS: Only minor repair facilities are available. Services to radio, gyro and radar are available.

As much advance notice as possible must be given to ship's Agent.

REPATRIATION: Crew members can be paid off or leave the vessel at Castellon de la Plana provided all Spanish regulations are satisfied.

All arrangements should be made through the ship's Agent.

SHORE LEAVE: Master to arrange launch service through ship's Agent.

GENERAL: *National Flag:* The Spanish flag must be flown during daylight hours from the foremast when inside territorial waters.

Pollution of the Sea by Oil: Tank cleaning which requires the discharge of slops overboard, must not be carried out anywhere. Accordingly, tank cleaning operations must be done well in advance of vessel's arrival (see "Ballast").

Mail: Ship's Agent will handle all official and private vessel's mail.

Painting and Litter: If painting vessel, proper precautions are to be taken not to get paint on the deck, fenders or string pieces.

No rags, cans or refuse of any kind are to be discarded on the dock or into the water.

Scuppers must be plugged at all times.

A properly rigged shield must cover all toilet and air–conditioning outlets located amidship.

Garbage, food waste or similar rubbish must not be disposed of overboard while in the Marine Terminal waters.

Gangway: Vessels must provide, rig and tend a safe gangway for access to and from the vessel.

Constant Readiness: While alongside at the Breasting Island or moored at the Sea Berth, vessels must maintain engines and propulsion machinery in readiness to leave under full power on short notice. No repairs are permitted which would interfere with this requirement.

Masters are reminded that the safety of the vessel is their responsibility.

Communications Ship/Shore: A person appointed by the Refinery will remain on board all vessels berthing at either the Breasting Island or the Sea Berth and he will be in charge of any ship/shore communications.

Ship/shore communications will be carried out either by telephone and/or by portable radio–telephone sets.

If a total breakdown in communications occurs, discharging/loading will be stopped until normal communications are restored.

Charts: Charts, almanacs, nautical publications and the Spanish Notices to Mariners are available, but requirements should be included in the Arrival Message to the ship's Agent in order to facilitate delivery.

Stores and Provisions: Stores and provisions are available. As much advance notice as possible must be given to ship's Agent in order to facilitate a good supply.

Cash: Masters are to contact their Agent in advance to provide cash.

Laundry: Requirements should be given to ship's Agent immediately on arrival in order to ensure a quick service.

AGENCY: If not otherwise advised, the ship's Agent for Petromed owned, chartered or affiliated vessels is: Consulmar, S.A., C. Canalejas 95, 2°, Post Box 7, Grao de Castellon. Cable Address: Consulmar – Castellon. Telephone: 22 23 88 – 22 24 27 – Castellon. Telex No. 65513

OPERATOR: Petroleos del Mediterraneo, S.A., Apartado 238, 12080 Castellon de la Plana, Spain. *Tel:* 280000. *Telex:* 65513 Pmed E. *Cables:* Petromed. *FAX:* 281399. *Contact:* E. Gomez, Marine Manager.

CASTRO-URDIALES: 43.24 N. 03.14 W.

DOCUMENTS:

3 Cargo Manifests, 1 visaed by the consular authority.
3 Cargo Manifests for other ports if the vessel has called at and loaded in other ports.
3 Ballast Manifests (if the vessel has arrived in ballast).
5 Passenger Lists (if passengers are carried).
5 Master's Certificates to the effect of "No Passengers" if no passengers are carried.
5 Crew Lists.
5 Stores Lists.
5 Crew's Store Lists – cameras, radios, spirits, cigarettes, etc.
Health Certificate.
Certificate of Derat and fumigation against insects.
4 Bills of Lading.
International Freeboard Certificate.
International Safety Certificate.
International Radio Certificate.
Certificate of Stowage of cargo.

PILOTAGE: *To request pilotage:* 1. Advise the arrival of the vessel 24 hours in advance. 2. Hoist flag "G" of the International Flag Code. 3. Anchor within the pilotage limits of the port.

Port Pilotage Limits: Coastal zone comprised between the Onton meridian and that of the Punta del Rabanal at 1 mile from the coast. The Pilot goes out to a limit of 1 mile outside the port. There are no means of radio communication with the pilot boat or pilot station. ETA to be given 24 hours in advance. Sound signals to summon the Pilot – 3 long blasts. In the event of bad weather, the Pilot does not proceed to sea, and the vessel must enter the port and anchor in the bay.

Anchorage to await Pilot: In the mouth of the port at 1 mile distant. The pilot boat carries a blue flag with the white letter "P" upon it. The pilot boat is blue and is a small motor-launch.

ANCHORAGES: The best anchorage is 045° – 800 m. from the green coloured beacon of the breakwater at the port entrance, in a depth of 12 m.

RESTRICTIONS: There are no entry restrictions. Vessels with a draft greater than 6 m. cannot enter the port.

MAX. SIZE: Length 105 m., draft 5 m., depth at the entrance 9.14 m.

HEALTH: The Health Official boards the vessel as soon as it is berthed alongside. In the event of suspected illness or fever, advise Agent by radio and anchor near the port until the Health Doctor authorises entry.

RADIO: The best radio station to pass the ETA telegram to consignees or Agents is Santander Radio station call sign "EAS". Frequency 500 kHz.

TUGS: None available.

BERTHING: Irrespective of tide. The S.E. pier has a total length of 980 ft., of which 500 ft. forms the commercial wharf, mainly for coasters sundry cargoes. No cranes. Fresh water supply. Depth 17 ft. at low water.

Iron ore loading tips: Along open coast adjoining Castro-Urdiales are several cantilever piers connected with the iron ore mines, partly sheltered in creeks or small coves. All vessels bound to load iron ore there should clear and apply at Port of Castro-Urdiales. Vessels cannot remain at these berths during rough weather but may find good anchorage in roads, or immediate shelter at the Port of Castro-Urdiales, or better at Bilbao Harbour 9 miles East.

The Iron Ore Loading berths (no length limit) are as follows:

Name	*Situation*	*Approx. ebb tide draft*	*Loading rate per working hour*
Dicido	1 mile E.	21 ft.	800 tons
Saltacaballo	1.5 miles E.	22 ft.	800 tons
Onton	2 miles E.	21 ft.	1,000 tons

STEVEDORES: Ordered by Agent or Shipper. No ETA to stevedores necessary.

MEDICAL: It is not necessary for Agent to receive advance notice that medical attention is required. In the port there is a corps of doctors and one of them is always on duty for any emergency. Furthermore, there is a permanent Spanish Red Cross service with ambulances to transport any patient to a large hospital centre. There is also a hospital in this town.

In the case of serious illness, patients are taken by ambulance to the Cruces Medical Aid Centre (Province of Vizcaya-Bilbao) 18 km. from Castro Urdiales.

International Vaccination Certificates are required.

DENSITY: 1016.

FRESH WATER: Water may be taken on board at the San Luis Quay (also known as the Ocharan Mazas Quay). By means of hoses and at a rate of delivery of about 40 t.p.h.

FUEL: Not available.

CONSULS: None.

REPAIRS: Limited.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Carried out by crew.

CERTIFICATES: Safety Wireless, Safety Equipment, and Derat generally inspected.

CUSTOMS ALLOWANCES: Normally 200 cigarettes per man. For longer stay, new allotment out of bond obtainable. Wine/and/or Spirit: 1 bottle per man.

CARGO GEAR: At the small commercial wharf ship's derricks are used. At the iron ore loading berths along the coast with cantilever piers, conveyor belt employed with spout at the tip.

REPATRIATION: Crew changes and repatriation can be effected, bearing in mind that any consular negotiation must be made in Bilbao, since there are no Consulates in this port.

AIRPORT: Nearest Sondica (Bilbao) 40 km. by road.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Sundays; 1st January; 19th March (Saint Joseph); April, Holy Thursday and Friday (variable each year); 1st, 23rd May; 13th and 29th June; 18th and 25th July; 15th August; 12th October; 1st November; 25th December. On holidays, work may proceed if requested.

POLICE/AMBULANCE/FIRE: Police (Civil Guard) Tel. 861146; Ambulance Red Cross 861147 and 861191; Hospital 860196; Fire 861294.

TELEPHONES: No arrangements for placing telephones on board.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Services may possibly be obtained from Bilbao.

SEAMAN'S CLUBS: None.

CURRENCY: Spanish Pesetas (Pta).

DELAYS: The only delays that can normally be expected are those due to bad weather.

AUTHORITY: Military Marine Adjutant – Port Captain. Harbour Master Tel: 861147.

CEUTA: 35.53 N. 05.17 W. **(See Plan)**

DOCUMENTS:

Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
4 Crew Lists.
5 Passenger Lists.

PILOTAGE: Radio Agent advising ETA 24 hours in advance; in the event of any unforeseen delay advice should be direct to the pilot station. International code signals used to call Pilot, or give 3 long blasts. Sound signal used day and night. Pilot boards 1 mile from the breakwater. Pilotage compulsory. Pilot on VHF Channel 16 throughout 24 hours, working Channel 12.

ANCHORAGES: To the N.W. of the green light buoy marking the port entrance and to a distance of one mile, in depths of 10 – 15 fathoms, but vessels must leave this area during strong winds from the first and fourth quadrants, in which case the anchorage in the South Bay is advisable. The outer part of the N.W. side of the Western Quay is very rocky.

Prohibited Anchorage: To the East of the meridian passing through the Red Light on the Eastern Quay, anchorage is prohibited due to the presence of submarine cables.

RESTRICTIONS: Vessels carrying explosives must give ample warning of arrival in advance to the pilot station in order that precautions may be taken.

MAX. SIZE: At berths: Length 220 m. Max. draft 33 ft. 6 in.

In bay: No limits at anchorages.

HEALTH: Pratique obtained immediately after berthing when vessel boarded by health officials.

RADIO: Tarifa, Mijas, Malaga, Gibraltar and Tangiers Radio. Preferably the first 3 stations (VHF Channel 16).

RADAR: No service available.

TUGS: Normally 2 tugs in service, 1,100 h.p. and 2,300 h.p. Tugs use ship's lines.

BERTHING:

Berth	*Length*	*Depth*	*Remarks*
Dock-Quays	270 m.	33 ft. 06 in.	—
	1,250 m.	30 ft. 02 in.	—
Muelle Espana	400 m.	7.9 m.–10.06 m.	—
Muelle Canonera Dato	4×125 m.	7.0 m.	4 Ro-Ro berths
Muelle Pesquero	260 m.	3.0 m.	Fish Quay
Muelle de Ribera	4×150 m.	7.0 m.	Under construction

CRANES: One crane of 20/30 tonnes capacity and 7 cranes of 3/6 tonnes capacity.

STEVEDORES: To be requested when sending ETA. The times engaging personnel are from 0730 hrs. to 0830 hrs. and from 1630 h to 1730 hrs., and within these times personnel are appointed up midnight of that day.

On holidays, engagements take place the previous day at 1730 h For Sundays, personnel are engaged on Saturday at midda Extraordinary working hours are prohibited. With effect from 2000 h work is considered as nightwork, and is subject to 50% increase in rate Sundays, holidays, and Saturday afternoons are subject to 40% increa in paid rates.

MEDICAL: Advance notice by radio preferred. Hospital facilit available.

DENSITY: About 3.64%.

FRESH WATER: Available.

FUEL: All grades available, to be ordered in advance. Also s "General".

CONSULS:

Belgium	Tel. 513794 and 515741
Denmark	" 514307
France	" 511268 and 512927
Italy	" 511053 and 515140
Netherlands	" 512782 and 511287
Norway	" 511700 and 511759
Portugal	" 514213 and 512509
Sweden	" 514307

REPAIRS: Only minor repairs can be effected. Slipways for vessels u to 300 g.r.t.

SURVEYORS: Surveyors available for all types of certificates.

Comisario Espanol, Delgado Serrano, 1. Tel: 512932.
Lloyd's (Imco Lloyd's), Queipo de Llano, 2. Tel: 516933.

GANGWAY/DECK WATCHMEN: Available but not essential.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Maximum 6 kilos tobacco for each cre member. Normal daily consumption of wine and spirits allowed.

CARGO GEAR: Loading and discharging permitted using ship's gea Loading and discharging of containers and handling of Ro-Ro vesse permitted.

AIRPORT: Nearest international airport at Tangier, 100 km. away, (an at Malaga, 137 km. away by sea).

TIME: GMT plus 1 hour in Winter, GMT plus 2 hours in Summer.

REPATRIATION: All facilities available.

List of countries whose subjects can enter Spain with a Passpor without need for a visa:

Algeria
Argentina
Austria
Bahamas
Barbados
Belgium
Bolivia
Brazil
Canada
Costa Rica
Chile
Cyprus
Denmark
Dominica
Dominican Rep.
Ecuador
El Salvador
Fiji
Finland
France
Gambia
Germany
Great Britain
Greece
Guatemala
Honduras
Iceland
Ireland
Italy
Jamaica
Japan
Kenya
Kiribati
Korea, Rep. of
Leichenstein
Luxembourg
Malta
Mauritius
Mexico
Monaco
Morocco
Netherlands
Nicaragua
Norway
Panama
Paraguay
Peru
St. Lucia
Seychelles
Sierra Leone
Singapore
Solomon Islands
Sweden
Switzerland
Trinidad and Tobago
Tunisia
Turkey
Tuvalu
Uganda
U.S.A.
Uruguay
Yugoslavia

Exceptions: Mexico and U.S.A.: Diplomatic and official Passports d require visas.

Pakistan and Venezuela: Diplomatic and official Passports do no require visas, but ordinary passports do.

List of countries whose subjects can enter with National Identity Car

Austria, Belgium, France, Germany, Italy, Netherlands, Netherland Antilles, Liechtenstein, Luxembourg, Monaco, Portugal, Switzerland.

List of countries whose subjects can enter with Seaman's Books:

Austria, Belgium, France, Germany, Greece, Ireland, Ital Luxembourg, Morocco, Netherlands, Portugal and S. Korea (the latt visaed or 15 days' stay without visa).

List of countries who are signatories to the O.I.T. Convention, and whos subjects can enter Spain furnished with National Identity Document fo Seafarers:

Barbados, Brazil, Canada, Denmark, Finland, France, Ghana Greece, Guatemala, Guyana, Honduras, Iceland, Iran, Ireland, Ital Malta, Mauritius, Mexico, Norway, Panama, Portugal, Russia, Swede and Tanzania (only the mainland territory of Tanganyika, not Zanziba Tunisia, Ukraine, United Kingdom.

HOLIDAYS:

6th January	Epiphany
19th March	St. Joseph
19th April	Maundy Thursday
20th April	Good Friday
1st May	Labour Day
21st June	Corpus Christi
25th July	St. James Apostle
15th August	Assumption
12th October	National Day of Spain and Spanish speaking peoples
1st November	All Saints' Day
8th December	Immaculate Conception
25th December	Christmas Day.

POLICE/FIRE/AMBULANCE:

National Police	Tel.	513418
Municipal Police	"	516122
Civil Guard	"	513300
Ambulance Services	Tel.	512112
Fire Brigade	"	513333
Red Cross Hospital	"	514548

TELEPHONES: No arrangements for placing telephones on board.

BANKS:

Banco de Andalucia	Tel. 515675	Banco Hispano Americano	Tel. 512600
Banco de Bilbao	518445	Banco Meridional SA	515786
Banco Central S.A.	511139		
Banco Comercial Espana	518040	Banco Popular Espanol	515340
Banco de Espana	511805	Banco de Santander	516685
Banco Espanol de Credito	513009	Banco Vitalicio de Espana	513626
Banco Exterior de Espana	512156	Banco Union	512552
		Banco de Vizcaya	517342

IDENTIFICATION CARDS: Not required.

GENERAL: *Vessels greater than 220 m. in length or 33 ft. 6 in. draft:* There are 2 tankers which can effect supplies in the two bays, as well as foodstuffs 24 hours a day. It is necessary to request authorisation from the Local Marine Authority for embarkation and disembarkation in the Roads, together with any type of operation.

AUTHORITY: Comandancia Militar de Marina de Ceuta. *Tel:* 512621 and 512087. *Contact:* Captain Adolfo Garcia Alonso, Comandante.

CORUNNA: 43.23 N. 08.22 W. (See Plan)

DOCUMENTS:

3 Crew Lists.

2 Passenger Lists or a negative.

1 Cargo Manifest of goods destined for the port.

Another Manifest covering Transit Cargo.

2 Stores Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.

Safety Radio Certificate and Safety Equipment Certificate.

If vessel carries over 6 kilos tobacco per man, the excess to be declared in separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.

PILOTAGE: Compulsory. International code signals used to call Pilot.

RESTRICTIONS: No restrictions on night manoeuvres.

MAX. SIZE: Length and beam not restricted. Cargo vessels 57 ft. draft for berthing.

Tankers:

Berth	*Max. d.w.t.*	*Max. LOA* (m.)	*Max. Beam* (m.)	*Max. Draft (see note)* (m.)
Jetty No. 1	35,000	190	30.0	11.0
Jetty No. 2	65,000	190	30.0	13.0
Jetty No. 3	120,000	290	44.0	16.5
Jetty No. 4	65,000	290	44.0	15.5
San Diego Wharf	3,500	100	14.0	7.0

Note: The Military Port Authority limits the maximum draft of tankers entering Corunna to 15.5 m. and will notify when a vessel should wait for high water to proceed inwards.

Port Works Authority limits the draft of vessels of over 120,000 d.w.t. to 16.5 m.

HEALTH: International signals shall be displayed by vessels arriving from abroad until Free Pratique is granted. If vessels proceed directly to berth, Pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted Free Pratique.

RADIO/VHF:

Short Wave: Vessels can make contact through Pozuelo del Rey or Aranjuez radio stations.

Both maintain a continuous 24 hour service.

Medium Wave: Vessels approaching the Spanish coast can establish communications with any of the following Maritime Stations:

Barcelona	Chipiona (Cadiz)
Bagur (Gerona)	Finisterre (Corunna)
Cabo Gata (Almeria)	Machichaco (Vizcaya)
Cabo de la Nao (Alicante)	Arrecife
Cabo Penas (Asturias)	Las Palmas y Tenerife

VHF:

Station	*Channel*
Corunna Radio	16
Repsol Petroleo Terminal	12/72
Pilots	12
Tugs	12
Hecules' Tower Lookout	16

All stations maintain a permanent watch.

TUGS: 4 Available up to 2,300 h.p.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)
Transatlanticos	484	11.0
Bateria	150	8.0
"	67	5.5
Calvo Sotelo Norte	20	7.0
" " "	200	10.0
Calvo Sotelo Sur	200	10.0
" " "	200	10.0
San Diego	650	11.0
Espigon Oeste	150	6.0
Espigon Este	50	5.0
" "	150	3.0
Muelle del Centenario	540	16.5

BULK HANDLING FACILITIES: *Private Storage Facilities:*

Cement:	3 silos each of 800 tons capacity.
	4 silos each of 1,000 tons capacity.
Aluminium:	3 silos each of 3,000 tons capacity
	1 silo capacity 4,000 tons.
Fertiliser:	2 tanks each of 7,500 tons capacity.
Unspecified Oils:	2 silos each of 1,000 tons capacity.
	2 silos each of 500 tons capacity
	1 silo capacity 600 tons.
	1 silo capacity 350 tons.
	6 silos each of 500 tons capacity.

CRANES: 29 electric cranes, capacity 3 – 45 tons, outreach 10 – 35 m. 2 diesel-electric mobile cranes, capacity 1.5 – 6.0 tons, outreach 8.0 – 2.5 m.

1 locomotive crane, capacity 5 tons.

TANKERS:

Terminal Operator: Repsol Petroleo, S.A. Cable Address: Repsol Petroleo, S.A., Maritime Terminal, Corunna. Tel: (981) 289111, 289222. Telex: 82144, 86530. Fax: (981) 276011. VHF: Channels 12 and 72 (24 hour watch).

Telexes, cables and faxes must state "Please deliver a copy to Maritime Terminal Office".

Arrival Advice: All vessels bound for Repsol Marine Terminal are required to provide the following information: Time and date of departure and initial ETA at Corunna immediately after leaving the last port of call.

Confirmation of the vessel's ETA to be sent by telex or cable 72, 48 and 24 hours prior to arrival.

Non-compliance with the above requirements may cause delays to the vessel.

All messages should be addressed to the Corunna Ship's Agent with the remarks "please deliver a copy to Repsol Petroleo, S.A. Maritime Terminal".

In the 72 hour message the Master should also state the following information:

Code	*Meaning*
AAA	Ship's name, Call Sign, Flag and Port of Registry.
BBB	DWT and Summer loaded draft.
CCC	Drafts (on arrival, on departure and maximum draft during the stay alongside the Terminal).
DDD	Length, breadth and depth of vessel.
EEE	Operation to be carried out (loading/discharging).
FFF	If loading: Whether vessel is S.B.T/ or C.B.T. and if C.B.T., quantity of ballast to be discharged ashore (maximum rate/whether concurrently with cargo operations/cargo required/sequence/maximum loading rate (cu.m./hr.)/the requirement of being fitted with a derrick in the cargo manifold area for manoeuvring the cargo hoses into position.
GGG	If discharging: Nature and quantity of cargo on board/API/temperature (°C)/discharge sequence/maximum rate/whether the vessel is S.B.T. or C.B.T./if C.B.T., ballasting time and whether vessel is able to load ballast and discharge cargo concurrently.
HHH	Manifolds; type, number and diameter (cargo and bunker).
III	Is the vessel fitted with an Inert Gas system?
JJJ	Is the Inert Gas system fully operational?
KKK	Are cargo tanks inerted with a maximum oxygen content of 8% by volume?
LLL	If C.O.W. is to be carried out during the discharging: Vessels are required to ask for authorisation of the Port Authority to carry out C.O.W. while discharging, at least 24 hours prior to arrival, and it may be routed through the ship's agent.
MMM	Date of expiration and last annual survey of the Certificate of Building and I.O.P.P. Certificates.
NNN	Vessels must comply with the "Admission, Handling and Storage of Dangerous Goods National Regulations at Ports", in addition to the IMO Regulations, SOLAS Convention, MARPOL Convention and the recommendations of the "International Safety Guide for Oil Tankers and Terminals" (ISGOTT).
OOO	Name and type of the Insurance policy or Certificate of Financial Guarantee and P&I Club which are in force, concerning civil responsibility for any damage caused by hydrocarbon pollution.
PPP	Is all navigational, safety, anchoring and mooring equipment fully operational and ready for use? If not, specify.
QQQ	Notice of requirement (bunkers, water, etc.) and any other message that the ship's Master considers convenient.

Note: The ETA should be indicated with 6 figures (date/hour/minutes) in G.M.T.

Repsol Terminal: The Terminal Manager or in his absence, the Terminal Operator, is in charge of the Marine Terminal, with a continuous 24 hour service.

The offices are located in the building next to the main entrance gate.

While a vessel is alongside, an operator of the Marine Terminal shall remain on the jetty or wharf at all times to deal with routine operations and any emergency.

Access to the Marine Terminal through the main entrance gate is under the control of a security guard, who shall check the identity and entry permits of any person visiting the restricted area of the Marine Terminal.

Pilotage: Licensed pilots are available on a 24 hour basis, 365 days per year.

All vessels are requested to contact Corunna Pilots on VHF Channel 16, 2 hours before arrival at the rendezvous position, to give confirmation of the vessel's ETA and for receiving instructions about berthing or anchoring.

Vessels may contact Hercules' Tower Lookout on VHF Channel 16.

Tugs: Two tugs of 3,500 h.p. and 2,650 h.p. each, are contracted by Repsol Petroleo, S.A., to provide a towage service for tankers entering or leaving the harbour as well as emergency, anti-pollution and fire fighting services.

In addition to the tugs mentioned above there are 2 additional tugs whose services can be used when the circumstances require.

Berthing/unberthing manoeuvres of all vessels operating alongside Repsol Petroleo jetties will be carried out in accordance with the following regulations dictated by the Port Authority.

Vessel's Gross Tonnage	*No. of Tugs from 2,500 to 3,100 h.p.*	*Area*	*No. of additional Tugs*
Up to 5,000	1	1st	—
From 5,001 to 10,000	2	1st	—
From 10,001 to 25,000	2	1st, 2nd, 3rd	1 (1st area only)
Over 25,000	2	1st, 2nd, 3rd	1 (1st area only)

All the above tugs maintain a continuous listening watch on VHF Channel 12 and their crew remain on board at all times.

Jetty and Wharf Characteristics: All berths operate throughout 24 hours.

Jetty/Wharf	*Maximum Freeboard (m.)*	*Connections (in.)*	*Pumping Rate (cu.m.p.h.)*	*Products*
Jetty No. 1	10	1×3	100	Bunkers
		1×4	140	Butane/Propane
		1×4	140	Propylene
		1×10	1,200	Naphtha/Kerosene/ Gasoline
Jetty No. 2	10	1×10	1,100	Gas Oil
		1×10	1,100	Fuel Oil
		1×10	1,000^3	Ballast
		1×10	1,500	G.O.P.V. (No. 1 jetty)
		1×12	2,000^3	Crude Oil
		1×10	500^3	MTBE/Methanol
Jetty No. 3	15^1 12.5^2	2×16	6,000^3	Crude
		1×10	1,100	Gas Oil
		1×10	1,100	Fuel Oil
Jetty No. 4	12.5	1×10	2,000^3	Ballast
		1×10	1,100	Bunkers
San Diego Wharf	6	Telescopic Trunk	120 t.p.h	Coke

Note:

[1] For Crude Oil.

[2] For Fuel Oil, Gas Oil and Ballast.

[3] Discharge of MTBE Crudes, Methanol and Ballast.

Customs: Vessels proceeding to discharge should bring the Manifest of Cargo visaed by the Spanish Consul in the port of origin. Should Spanish Consulate not be available, it is to be visaed by the Port Authority, stating in the manifest the remark "no Spanish Consul available".

Foreign vessels are required by Customs Authorities to produce the Ships Stores Declaration, both in English and Spanish, and likewise the Notice of no passengers on board.

Ballast/Pollution:

Vessels in Ballast: Vessels in ballast should arrive with sufficient draft to ensure safe manoeuvring, but shall try to arrive with the minimum of ballast in order to avoid unnecessary delays.

Deballasting: Repsol Terminal is equipped with dirty/clean ballast reception facilities.

Once the vessel is securely moored she will confirm the amount of ballast to be discharged ashore and the estimated time of the deballasting operation.

On no account should dirty ballast, polluted water and oily water or oily wastes from bilges be discharged into the port waters.

Only segregated ballast will be allowed to be discharged into port waters and then only under the responsibility and supervision of the Master.

Pollution: The Master is responsible for the observance of the following instructions:

Any leakage or spillage must be reported immediately to the Terminal Operator and the Terminal Office on VHF Channel 67. The Terminal Operator will immediately take emergency action as necessary and notify the Head of the Terminal Area.

Never rely on a shore stop as this will not exonerate the vessel from responsibility and clean-up expenses if cargo or bunker tanks overflow.

All flanged joints required to connect loading arms/hoses to a vessel e.g. reducing pieces/spools, shall have a full set of bolts/studs available the length of which being such that they stick out of the outer surface of the nut a minimum of 5 mm.

Provisioning: It is strictly forbidden to supply provisions or stores over land to vessels berthed alongside the Terminal jetties.

Provisions or stores shall be allowed to be loaded over the jetty to vessels but only with the permission of the Terminal Manager in cases of emergency and depending on the nature, measurements and weight of the commodities. These shall be carried by a vehicle duly authorised near the access to the jetty where the vessel is berthed.

The accesses to the jetty and/or vessel shall never be blocked and the safety regulations shall be properly complied with.

The Terminal Manager, after having received a request from the ship's agent, will authorise the supply of provisions and stores by sea, for which a barge carries out the service and secures alongside the vessel's stern. The Safety Regulations must be properly complied with, handling the provisions and stores on the poop deck and keeping clear the manoeuvring area (ropes, winches, etc.).

In case of need and at the discretion of Repsol the authorisation for the supply of provisions and/or stores on board the ship may be limited or cancelled.

Light products, LPG or Propylene carriers are not allowed to receive provisions or stores whilst alongside the jetties of the Terminal. The ship's agent should arrange storing to be carried out prior to or after the stay of the vessel alongside the Terminal.

Storage or Goods in Bond: It is strictly prohibited to warehouse in bond on the Terminal, goods discharged from or delivered to vessels.

Waste and Rubbish: It is prohibited to throw garbage or waste materials into the sea or onto the pier. Such materials are not allowed to be discharged ashore either. Vessels are required to have the appropriate installations available to store them during their stay in port.

All circulation pipes, sewage outlets, etc., which discharge on to the shore must be properly protected to prevent the water from falling on to the pier.

FRESH WATER: Can be supplied by pipeline at most berths, rate 30 t.p.h. – 150 t.p.h., or by barge at rate of 150 t.p.h.

FUEL: Can be supplied by pipeline at most berths. No barges.

CONSULS:

	Telephone
Belgium	29 46 00
Bolivia	10 22 88
Brazil	22 04 74
Colombia	25 35 31
Costa Rica	23 15 40
Denmark	12 06 28
Dominican Republic	22 53 58
Finland	18 01 80
France	12 14 43
Greece	27 20 18
Mexico	22 48 70
Norway	12 06 28
Panama	25 15 42
Peru	12 29 28
Portugal	27 13 66
Sweden	12 06 28
U.S.A.	21 32 33

CUSTOMS ALLOWANCES: Normally Customs permit 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. 1 bottle of spirits per man.

REPAIRS: Minor repairs can be effected in shore work shops.

AIRPORT: Nearest international airport at Santiago de Compostela 60 km. away. Local airport at Alvedro 5 km. away.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1st, full day); Epiphany (January 6th, full day); Easter Thursday (half day); Easter Friday (full day); St. Joseph Artizan (May 1st, full day); Patron Saint of Spain (July 25th, full day); Ascension Day (August 15th, full day); Holiday of Hispanicism (October 12th, full day); All Saints' (November 1st, full day); Immaculate Conception (December 8th, full day); Christmas Day (December 25th, full day).

POLICE/AMBULANCE/FIRE: Police 221100. Port Police 223200. Ambulance 230810. Fire 295511, 295544 and 225555.

GARBAGE DISPOSAL: Collection service available. Skips provided alongside. This service has to be requested through the agent. 24 hour service. Charges included in normal port dues.

WASTE OIL DISPOSAL: Service available only through agent.

SEAMAN'S CLUBS: None.

CURRENCY: Spanish Pesetas (Pta).

GENERAL:

Chart: B.A. Chart No. 1114.

Winds: The prevailing wind direction in the Winter season is Southwest and Northwest and in the Summer season Northeast.

AUTHORITY: Autoridad Portuaria de la Coruna, Avenida de la Marina No. 3, 15001-La Coruna, Spain. *Tel:* 81.22.74.02 (03-04-05). *Telex:* 82364 Jpco-E. *Cables:* Autoridad Portuaria. *FAX:* (81) 205863. *Contact:* Jose Luis Lopez Paramo, Port Director.

FERROL: 43.28 N. 08.16 W. (See Plan)

PORT LIMITS: Whole of the area in the Estuary joined by an imaginary line between Punta Coitelada and Cabo Priorino.
DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Stores Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Radio Certificate and Safety Equipment Certificate.
If vessel carries over 6 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. International code signals used to call Pilots. Pilots board off Ensenada de Carino.
MAX. SIZE: For entering and leaving the River Mouth: Cargo vessels up to 32 ft. draft. Tankers up to 35 ft. draft.
HEALTH: If vessel proceeds directly to berth, Pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival. If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted Free Pratique.
RADIO: Corunna Radio (Riazor): Calls on 1748 kHz and listens on 2182 kHz and 2122 kHz.
Corunna (Eiris): Call sign "EAR" on 500 kHz and 472 kHz.
VHF: El Ferrol Pilot maintains permanent watch on Channel 14.
Corunna (Eiris): Call sign "EAR" on Channel 16 and 26.
TUGS: Available up to 1,750 h.p. Also salvage tug normally stationed at Ferrol.
BERTHING: Depth alongside quays 25 ft. – 32 ft.
CRANES:

No.	*Capacity* (tons)	*Reach* (m.)
1	16	35/9
1	16/30	35/9-10/23
1	3/6	20/15
1	7.5/15	15/9
1	6	20
4	12	26

Floating cranes available up to 130 tons capacity.
TANKERS: CLH, 3 berths, can accommodate tankers up to 656 ft. length and 35 ft. draft.
Tanker Cleaning and Gas-Freeing Plant: A deballasting, gas-freeing and tank cleaning plant is operating at Ferrol. It allows for vessels of any tonnage, and provides washing and degassing of tanks, dirty ballast intake and slops intake. Supply of drinking water and hot water up to 70°C is provided for washing tanks with a flow rate of up to 600 cu.m./hr. and an average pressure of 15 kg./sq.cm. Crane facility is also available.
FRESH WATER: Can be supplied from the quays.
FUEL: Can be supplied from the quays.
REPAIRS: Facilities for repairing all kinds of Naval and merchant ships are available. Any kind of hull or machinery repairs and installations can be carried out, as well as annual and 4 yearly surveys, reclassification, transformations and enlargements.
DRY DOCKS: 5 dry docks for building and repairing Naval and merchant ships. Largest dry dock length 330.20 m., width 50 m., capacity 230,000 g.r.t.
Shipyards: There are two main shipyards in the bay area, one of them with a turbine manufacturing section.
CUSTOMS ALLOWANCES: Normally Customs permit 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.
AIRPORT: Alevedro Airport (La Coruna), two services a day to Madrid. Labacolla Airport (Santiago) 108 km. from the port. Regular services to Oviedo, Santander, Bilbao, San Sebastian, Barcelona, and Madrid.
TIME: GMT plus 1 hour in Winter. Summertime kept from March to September.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1st, full day); Epiphany (January 6th, full day); Easter (two days); Easter Monday; St. Joseph Artisan (May 1st, full day); Labour Day (July 13th, full day); Patron Saint of Spain (July 25th, full day); Assumption Day (August 15th, full day); Holiday of Hispanicism (October 12th, full day); Constitution Day (December 6th); Immaculate Conception (December 8th); Christmas Day (December 25th, full day).
SERVICES: A modern deballasting, gas-freeing and tank cleaning plant accepts tankers up to 350,000 d.w.t.
AUTHORITY: Junta del Puerto y Ria de Ferrol, Muelle Curuxeiras, Apartado 20, 15401 Ferrol, Spain. *Tel:* 981-352103. *Telex:* 85552 JPFE. *FAX:* 981-353174. *Contact:* Armengol Vinas Castro, Port Director.

GANDIA: 38.59 N. 00.09 W. (See Plan)

LOCATION: The port is situated 65 km. to the South of Valencia. Entrance to the port faces S.E. and is 200 m. wide, with a low water depth of 7.50 m.
APPROACHES: The harbour is entered along the South side of a 1.0 km. long breakwater, running E.S.E. from the shore North of the harbour. The Entrance Channel is about 600 m. in length, with depths of 7 m. to 6 m. (23 ft. – 20 ft.) LWS over a width of 100 m. The distance between the South Pierhead and the root of the breakwater is about 85 m.
PILOTAGE: Compulsory. Arrival notice should be given by telephone to Agent. Vessels are met about 0.5 – 1 mile off the Breakwater Head.
ANCHORAGES: Vessels can anchor off the harbour, in depths of 10 m. to 15 m., bearing of breakwater head (green light) 250° (True) distance 0.5 miles. Bottom sand and mud.
TUGS: 2×1,250 h.p.
BERTHING: The N.E. end of the commercial basin provides a turning place of about 160 m. diameter, where vessels normally turn for berthing bow seaward.

Berth Name	*Length* (m.)	*Depth* (m.)	*Use*
Sur, Prolongacion	150	7.0	Commercial
Sur	150	6.0	Commercial
Frutero	310	6.0	Commercial
Moto-Veleros	175	4.5	Fishing and fuel supplies
Pesquero	100	3.0	Fish
Norte	125	6.0	Various
Serpis	150	9.0	General Cargo

CRANES: The port of Gandia operates 7 gantry cranes, privately owned, with capacity of 2.5 tons to 35 tons and 4 mobile cranes.
CARGO HANDLING FACILITIES: Good warehouse accommodation. Forklifts, trucks, clamps, etc.
There is a warehouse for cold/frozen cargoes storage.
STEVEDORES: *Working Hours:* Winter: 0800 – 1200/1300 – 1700 Summer: 0800 – 1200/1400 – 1800.
FRESH WATER: Can be supplied alongside all piers.
REPAIRS: Small repairs can be carried out.
AIRPORT: Valencia Airport, 70 km. distant.
AUTHORITY: Autoridad Portuaria de Valencia, Muelle de la Aduana S/n, 46024 Valencia, Spain. *Tel:* (96) 3674391. *Telex:* 64508. *FAX:* (96) 3672752. *Contact:* The General Manager.

GARRUCHA: 37.10 N. 01.49 W. (See Plan)

SHIPMASTER'S REPORT: (Updated 1984).

DOCUMENTS: Usual forms required:
4 Crew Lists
1 Crew Declaration
1 Ship's Stores Declaration
Ship's Register
Cigarettes and spirits sealed.
APPROACHES: Coming in from the East the port is easy to find, first sighting is of a small Spanish town at the edge of the sea. On the radar the harbour breakwater begins to show up at 12 miles, and is clearly distinguished at 6 miles.
PILOTAGE: The Pilot boards from a small open boat about 2 cables from the end of the breakwater, the boat is painted white and for a short spell shows a blue flag with a white "P" on it to convey that he is the Pilot and not a local fisherman.
There are 2 Pilots available. The service of a Pilot is obligatory both on entry and leaving for vessels of more than 50 g.r.t.
ANCHORAGES: On our arrival 1 vessel was anchored in a position off the centre of the town, 2 cables from the end of the breakwater on a line drawn continuing from the breakwater, this appears to be the anchorage mentioned in the Admiralty Pilot Book. We passed close inshore of her and obtained soundings of 14 m. – 16 m. when passing her position, whilst we were alongside another vessel arrived and anchored 1.5 cables to seaward from the breakwater.
RADIO: ETA to Pilots 24 hours prior to arrival.
VHF: Call Pilots on Channel 16, 1 hour prior to arrival.
TUGS: Two tugs of 1,200 h.p. to assist manoeuvring of vessels on entry and departure, the tug's assistance being obligatory for vessels of more than 110 m. LOA or 3,500 g.r.t.
BERTHING: The vessel entered the harbour from the South, when the bow was almost level with the end of the inner berth the starboard anchor was dropped to 1 shackle and the vessel swung to starboard on the anchor, a headline was sent away and when the vessel was three quarters swung the anchor picked up. The face of the quay was protected with large roller rubber tyre fenders.
HARBOUR: The maximum permitted draft at the commercial quay is 8.5 m. The commercial quay will be extended to 220 m. length.
The harbour is man-made, the outer wall is made of high stone blocks in an "L" shape, the foot of the "L" attached to the land and the outer part running in line with the shore. It is entered from the South with a mole on the port hand enclosing a small fishing harbour. Minimum depth according to the Pilot is 6.3 m. In the N.W. corner on the outer breakwater there is a large concrete apron extending for a length of approximately 100 m. where we loaded, then from the seaward end to the end of breakwater there is an open berth with a large cantilevered loading chute jutting out over the harbour which is fed from conveyors on the seaward side of the breakwater.
LOADING: The main export of the port is gypsum stone in bulk, we loaded from quay with 4 conveyor belts being fed by dumper trucks into bins on the end of the conveyor belts from the cargo stacked on the quay. Loading rate with the 4 conveyors was up to 1,000 tonnes/p.h. The labour was helpful in positioning the conveyors to our requirements, and they have one man who keeps a careful eye on the draft.
SUPPLIES: There is a ship chandler in Garrucha. Fresh water is supplied by road tanker and pumped aboard, the tankers holding approximately 6 tonnes and 10 tonnes.

GIJON: 43.34 N. 05.41 W. (See Plan)

LOCATION: The port is located on North coast of Spain in Gijon Bay. The harbour of Gijon has 3 main areas: Commercial area (formerly called Musel) on N.W. of Bay; Local Harbour on S.E. of Bay (used by yachts); Central area, where ship and dockyards are located.

PORT LIMITS: The limits of the harbour are defined by an imaginary line linking the extreme end of the "Dique Principe de Asturias" and Cerro de Santa Catalina. Beyond those limits, a vessel is still considered an "arrived ship", but is exempt from paying port dues.

DOCUMENTS: The following documents, duly signed by the Master, are required:

3 copies Crew List.
2 copies Provisions and Stores List.
2 copies Personal Effects Declaration.
4 copies Passenger List. If no passenger on board, state so in the cargo manifest and no list is required.
5 copies Cargo Manifest (3 for Gijon bound cargo, 2 for any transit cargo. A No-Cargo (ballast) manifest required when no cargo on board).

Transit Tobacco Manifest: If the total quantity of tobacco on board exceeds an average of 6 kilos per crew member, the excess quantity must be declared on a Transit Tobacco Manifest, describing the tobacco in Spanish as "Tabaco en transito". This Manifest is to be signed and stamped at a Spanish Consulate (alternatively to be visaed by another consulate or local Customs Authority).

In addition, the following Ship's Certificates are required for clearance:
Ship's Register.
Safety Radio.
Safety Equipment.
Safety Construction.
Load-Line.
I.O.P.P.
Oil Residues Declaration (Annex I, Marpol 73/78). Forms provided by the Agent.

PILOTAGE: On approaching the Port of Gijon, Masters are to contact the pilot station via VHF Channel 14. The Pilot will board the vessel in the roads. Pilotage is compulsory.

ANCHORAGES: The Bay of Gijon, where the port is located, is a wide open area with deep water. Large vessels remain at anchor (when berth is not available) outside of the port limits. Smaller ships may anchor within the port limits. Masters should contact Pilot for most suitable anchorage place.

RESTRICTIONS: The mouth of the harbour is 600 m. wide, and depth at LWOST is over 18.5 m. Tidal range: 4.6 m.

MAX. SIZE: See "Berthing" and "Developments".

Ships bound to perform unloading operations at "Muelle Moliner" may enter with a max. draft of 46 ft. and a max. length of 275 m.

Ships bound to perform unloading operations at Muelle de Minerales may enter with a max. draft of 57 ft.

HEALTH: Free Pratique obtained by sending a cable to "Sanidad Exterior Gijon". It is automatic for vessels coming from another Spanish port or EEC country. If any death on board, Agent should be contacted first to advise adequate procedure, depending upon the nature of the death.

RADIO: Cabo Penas Radio. Call 2102 kHz. Answer 1677 kHz.

VHF: Pilots/tugs/linesmen on Channel 14. Cabo Penas Radio on Channel 16 (for calling) and Channel 26 (for traffic).

TUGS: "Jove" (500 h.p.), "Torres" (2,050 h.p.), "Penas" (2,500 h.p.), "Nalon" (2,750 h.p.), "Narcea" (2,750 h.p.), "Sella" (3,000 h.p.) and "Arbeyal" (1,650 h.p.). When required, service is complemented with the tugs based at the nearby port of Aviles.

BERTHING: Pier's name, depth alongside during lowest Spring tide, usage and facilities:

Muelle de Minerales:
First Section:
247 m. length. 19 m. depth. Max. draft 17.38 m.
Solid bulk discharge.
Second Section:
405 m. length. 21 m. depth. Max. draft 17.38 m.
Solid bulk discharge.

Two 50 tonne grab unloaders discharging 2,200 t.p.h. each, suitable for 200,000 d.w.t. ships, with a maximum beam of 50. m.

Muelle de Los Porticos (North Pier):
First Section:
554 m. length. 14 m. depth. Solid bulk discharge.
Second Section:
146 m. length. 14 m. depth. Liquefied Gas discharge. Rate 100 cu.m./hr.
Connection to gaseoduct.

Muelle Norte:
First Section:
204 m. length. 8.5 m. depth.
Second Section:
211 m. length. 11 m. depth
Repairs and fitting out. Bulk and general cargo.
One dry bulk loader handling 2,600 t.p.h. for ships of 35,000 d.w.t. maximum.

Muelles de Ribera:
Alineacion 1:
230 m. length. 7 m. depth. General cargo.
Alineacion 2:
109 m. length. 7 m. depth.
Bulk cement loading installation 400 t.p.h.
Alineacion 3:
156 m. length. 8 m. depth. General cargo.

Espigon I:
North Section:
220 m. length. 8/10 m. depth. General cargo.
South Section:
190 m. length. 11.5 m. depth.
170 m. length. 9 m. depth.
Loading of steel goods.
2 cranes of 25 tons handling 140 t.p.h.
2 cranes of 12 tons handling 100 t.p.h.

Estacion Maritima:
Alineacion 4:
32 m. length. 6 m. depth.
Not in service.
Alineacion 5:
225 m. length. 7 m. depth.
Fixed Ro/Ro ramp, 15 m. wide.

Espigon II:
North Section:
300 m. length. 7 m./9.5 m. depth.
Cement loading installation: 200 t.p.h.
General and bulk cargo.
Head Section:
90 m. length. 12 m. depth. No equipment.
South Section 1:
180 m. length. 8.5 m. depth. General cargo, scrap, steel produ
4 cranes of 6 tons. Handling 60 t.p.h.
South Section 2:
180 m. length. 9.0 m. depth. General and bulk cargo.

Oil Berth:
North Section:
180 m. length. 8.5 m. depth.
Connection for oil products. Rate 400 t.p.h.
South Section:
180 m. length. 8.5 m. depth.
Connection for oil products. Rate 400 t.p.h.

Muelles del Rendiello:
Alineacion 6:
346 m. length. 5 m. depth. Fishing and small boats. Repairs.
Muelle Adosado:
443 m. length. 5 m./7 m. depth. Fishing and ice factory.

Muelles de la Osa:
Alineacion 7–1st.: 317 m. length. 8 m./10 m. depth.
Alineacion 7–2nd.: 250 m. length. 12 m. depth.
Bulk, general cargo and containers.
4 cranes of 12 tons handling 100 t.p.h.
2 cranes of 30 tonnes handling 150 t.p.h.
Alineacion 8:
206 m. length. 11.5 m. depth.
Heavy and general cargo.
Alineacion 9:
198 m. length. 10 m./11.5 m. depth.
2 cranes of 6 tonnes handling 60 t.p.h.
Ro/Ro ramp with width 9.5 m./12 m.

Muelle Moliner:
313 m. length. 14 m. depth. Bulk cargo and steel products.
4 cranes of 12 tons handling 100 t.p.h.

STEVEDORES: *Working Hours:* At "Muelle de Minerales" only, 24 hou a day, 7 days a week, Sundays and Holidays included. All other quays Monday/Friday 0800 hrs. – 1200 hrs., 1300 hrs. – 1700 hrs. Norma working hours, 1700 hrs. – 2300 hrs. overtime. Saturda 0800 hrs. – 1200 hrs. Sundays and Holidays no work.

Exceptionally, at "Muelle de Minerales" no work on January 6th 0600 hrs. to 7th/0600 hrs., May 1st/0600 hrs. to 2nd/0600 hrs., July 16th 0600 hrs. to 17th/0600 hrs., December 24th/1400 hrs. to 26th/0600 hrs and December 31st/1400 hrs. to January 2nd/0600 hrs.

MEDICAL: Crew members requiring medical attention, hospitalisatio etc. should be reported by the Master to the Ship's Agent for promp attention. All necessary facilities are available at Gijon.

TANKERS: One tanker berth. See "Berthing". Pipeline connections ar 12 in. and 14 in. diameter. Static pressure 6 kg./sq.cm.

DENSITY: 1025.

FRESH WATER: Available ex-wharf or by barge. From the wha connections it is supplied at 20 t.p.h.

FUEL: Fuel and diesel oil are available and can be supplied to ships either directly from shore connection (available only at oil berth) or b a small tanker in service for the purpose.

CONSULS: The following countries have consular representation i Gijon: Brazil, Colombia, Dominican Republic, Finland, France Netherlands, Norway, Panama, Portugal, Sweden.

REPAIRS: There are shipyards at Gijon, and work shops specialised i naval works. All types of repairs can be attended to. It is recommende that advanced notification is given when assistance is required. Electrica power is supplied ex-wharf.

Spare Parts: In case of spare parts being forwarded by airfreigh each consignment must be accompanied by an original Airwaybill an a commercial invoice (in triplicate). About 2 days should be allowed fo domestic transit and clearance. For truck deliveries, one day.

DRY DOCKS: 2 companies own a total of 4 dry docks at Gijon, th largest of which is 170 m. length, 27.40 m. wide for vessels up to 26,00 tons.

SURVEYORS: American Bureau, Bureau Veritas, Lloyd's Registe Norske Veritas. Cargo inspectors also available.

GANGWAY/DECK WATCHMEN: Normally not required nor necessa

HATCHES: Normally carried out by ship's crew.

CUSTOMS ALLOWANCES: Maximum of 6 kilos of tobacco per crew member, subject to having been declared.

CARGO GEAR: Loading and discharging, save rare exceptions effected by shore gear.

REPATRIATION: Repatriation of crew members is no problem. EEC citizens need no formalities. Other nationalities are subject to visa o immigration control, for which reason advanced notice must be given t the Agent.

TIME: GMT plus 1 hour in Autumn and Winter. GMT plus 2 hours in Spring and Summer.

AIRPORT: The regional airport, named Asturias (in some instances it is still known as Oviedo) is 45 km. away from the port. There are daily flights linking Gijon with Madrid, Bilbao, Barcelona, Santiago and London. There is a bus service for passengers from Gijon to the airport and vice versa.

HOLIDAYS: 1994: January 6th, February 15th, March 31st, April 1st, May 2nd, July 16th, August 15th, September 8th and 29th, October 12th, November 1st, December 6th, 8th and 26th.

For work on holidays, see "Stevedores". July 16th is a port holiday only.

POLICE/AMBULANCE/FIRE: Police, Tel: 091; Ambulance, Tel: 092; Fire, Tel: 080.

EMERGENCY CO-ORDINATION CENTRE: Civil Protection, Tel: 006.

TELEPHONES: No facilities yet for placing telephones on board. Only available at Agent's office, or through Cabo Penas Radio.

SERVICES: Tank cleaning equipment, facilities for discharge of tank washings, compass adjusting, radio and radar repairs, supply of charts, nautical publications, sounding paper, course recorder paper, Notice to Mariners, safety equipment, extension of certificates, etc.

BANKS: All Spanish banks are represented in town, as well as others non-Spanish.

STORING: Vessel can be stored by barge (subject to weather conditions) whilst at anchorage, or by truck when alongside. Storing can take place whilst loading/discharging. Trucks can proceed alongside. Forklifts, if required, can be used. Usual customs clearance formalities apply. Local riggers could be employed to assist with storing.

SHIP SUPPLY SERVICE: There are several operators. Agent should be contacted first.

SHORE LEAVE: Crew members of any nationality are allowed ashore.

IDENTIFICATION CARDS: Seaman's Book is sufficient.

GARBAGE DISPOSAL: Service provided by Port of Gijon Cleaning Service and can be arranged through agent. Garbage must be in plastic bags or drums. A private contractor is also available who will provide containers and collect garbage 3 times per week. Contact Contenedores del Norte S.A., Covadonga Street 24, 33201 Gijon. Charges: 4,000 Pta. for delivery and collection of container.

Toxic waste cannot be handled at this port.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Stella Maris, El Musel, 33290 Gijon. Tel: (985) 321229. Facilities include accommodation, restaurant, postal facilities, telephone, shop, tv-video, reading material, games and chapel.

Casa del Mar, Avda. Eduardo Castro, s/n La Calzada, Gijon. Tel: 327200/326951/327009/327190.

CURRENCY: Spanish Peseta (Pta). U.S.$ 1.00 = Pta.136.46 (1.3.94).

DELAYS: Allow 24 hours notice for bunkering.

GENERAL: *Wind Conditions:* N.E. to East in Summer time, coinciding with high pressure. West to N.W. coincides with low pressure. Rotation of winds is direct. Starting S.W. and West, passing to N.W. with high sea, reaching with North the maximum intensity of gale. With N.E., fair weather.

DEVELOPMENTS: A new dry bulk unloading terminal (EBHI – European Bulk Handling Installations) has been completed on the Minerales Quay (See "Berthing"), to accommodate vessels of up to 200,000 d.w.t., with 2 berths with 21.0 m. alongside at LWOST, 2×50 tonne grab unloaders, each handling up to 2,200 t.p.h., a stacking area of 300,000 sq.m. 2 Stacker reclaimers handling 2,800 t.p.h. each and 4.4 km. of conveyors. There is a shiploader on the Norte Quay, linked to EBHI by conveyors, suitable for 35,000 d.w.t. vessels. It provides a loading rate of 2,600 t.p.h. and the berth has a depth of 11.0 m. at LWOST.

It is expected that the maximum allowed draft at Muelle de Minerales will soon be increased.

AUTHORITY: Autoridad Portuaria de Gijon, Apartado 82, C/Claudio Alvargonzales 32, 33201 Gijon (Asturias), Spain. *Tel:* (98) 5354945. *Telex:* 87369 Jupo E. *FAX:* (98) 5359917. *Contact:* Carlos Zapico Acebal, Chairman. Joaquin Juan Dalac, Port Director. Jose Pedro Vindel Muniz, General Manager. Harbour Master's Office: Tel: 5321276. Fax: 5310049.

AGENT: Romualdo Alvargonzalez, S.A. Apartado 141, Gijon. Tel: 344400. Telex: 87366.

HUELVA: 37.16 N. 06.55 W. (See Plan)

PORT LIMITS: *Zone I:* The area between the meridians of 6°40.4′ W. and 7° 03′ W. and between the Parallel of 37° North and the coast including the bar as far as the Watchtower Quay (Pilotage Bar Quay on map).

Zone II: From the Watchtower Quay to a line running East/West through Colon Monument on Sebo Point.

Zone III: From Colon Monument up to Odiel Point.

DOCUMENTS:

3 Crew Lists.

2 Passenger Lists or a negative.

1 Cargo Manifest of goods destined to Huelva.

Another Manifest covering transit cargo.

2 Stores Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.

Safety Radio Certificate and Safety Equipment Certificate.

If vessel carries over 6 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.

CERTIFICATES: Safety Radio, Safety Equipment and Derat Certificates should be at hand for production if requested.

PILOTAGE: Compulsory. Services from middle to high tide, depending on draft of vessel on arrival or departure. Pilot's motorboat painted white. Letter "P" in black at both bows. Agent must be in close contact with Pilot Office. Pilots are informed by Agent of ETA at bar. In rough weather Pilots will not be available for entries or sailings. Depths of water depend on location, ranging from 15 ft. to 30 ft. in high tide. Pilot station equipped with VHF Channel 16.

Telegraphic address of Pilots – "Practicos–Huelva", 24 hours' notice of ETA required.

At night the regulation lights are exhibited. Contact must be made by VHF to take Pilot on board. Regulation ladder required.

In the event of bad weather the Pilot will board at Cascajera.

MAX. SIZE: Max. draft permitted, 37 ft. up to 41 ft. 08 in., depending on the tide.

The entry to port is always subject to tides and maximum sizes of vessels able to proceed to inner quay berths will depend upon the berth and the tidal constant.

HEALTH: As long as Masters of vessels notify Medical Office by cable that there are no sick on board and that the ship proceeds from an area free from contagious diseases as specified by the International Sanitary Regulations, Free Pratique will be granted to the vessel, although this does not eliminate all the sanitary measures specified in the Exterior Sanitary Regulations in force.

Notice should be given en-route towards the Port of Huelva and sufficiently in advance to permit the Free Pratique to be granted.

When there is any sickness on board, no operation will be carried out until the vessel or its personnel have been inspected by the Medical Authorities.

The granting of Free Pratique does not signify that the Yellow Flag may be lowered. This will be done once the Medical Authorities have carried out their inspection or are in possession of the Maritime Health Declaration Form signed by the Master.

RADIO: Local coastal radio station Chipiona Radio located at Punta Umbria. Working frequency: 1700 kHz. Listens out permanently on 2182 kHz and Channel 16 on VHF.

Hours of service 24 hours (continuous).

National and International Radio traffic – radio conversation, radiotelegrams, advice to navigators.

TUGS: Only used inside harbour. Ship's lines employed, 4 tugs available: 1×1,125 h.p., 1×1,200 h.p., 1×2,000 h.p. and 1×2,500 h.p. Number required to assist vessels at the discretion of the Pilot in charge.

BERTHING: *Muelle de Torre Arenillas:* Mineral loading quay – 465 m. mooring length and 12 m. depth of water at LWST. 2 loaders of 1,200 t.p.h. each.

Pantalan de A.I.E.S.A.: Jetty belonging to "Aragonesas Industria Energia, S.A." for movement of liquid and solid bulk cargo. Length 150 m., with 8 m. depth of water at LWST. For movement of solids, a gantry crane of 6 tonnes is available, together with 3 tubes for liquids – 150 mm. (200 cu.m./hr.); 200 mm. (250 cu.m./hr.) and 100 mm. for liquid chlorine (80 cu.m./hr.).

Fertilizantes Espanoles S.A.: Extension of the Fertilizantes Espanoles jetty consisting of fitting out liquid quay for movement of solid bulk cargo. Length 120 m., 7.0 m. depth of water, 3×15 tonnes gantry cranes and pipes for conveyance of phosphoric and sulphuric acids. Rates: Phosphoric acid (loading) 350 t.p.h. – 550 t.p.h. Sulphuric acid (loading/unloading) 200 t.p.h. – 300 t.p.h. Phosphates (unloading) 500 t.p.h. – 800 t.p.h.

Ertoil S.A.: "Reina Sofia Quay" of Ertoil S.A. for the movement of liquid bulk cargoes, is 700 m. long and 8.0 m. – 9.5 m. depth at LWST. 2 berths for vessels up to 6,000 d.w.t., 1 berth for vessels up to 3,000 d.w.t. and 2 berths for lighters and tugs. Petroleum Products: 2×8 in. loading arms at East Berth; 1×8 in. loading arm at Central Berth and 3×8 in. loading arms at West Berth. Ballast: One loading arm at East and West Berth, rate 350 cu.m./hr. – 800 cu.m./hr. Titanium effluents: Two points at each end berth. Phenol/Acetone: Two loading arms at East Berth and 2 loading arms at West Berth. Propylene: 1×4 in. loading arm at Central Berth.

Pantalan de Foret S.A.: Liquids pier for vessels of 60 m. – 120 m. LOA and draft up to 7.5 m. Depth alongside 9.5 m. 1×8 in. pipeline for transferring sulphuric acid.

Pantalan de Empresa Nacional Minas de Almagrera: Length 120 m., depth 9.5 m. Mooring for vessels with liquid cargoes (sulphuric acid) from 3,000 d.w.t. – 15,000 d.w.t. 1×14 in. pipeline for transferring sulphuric acid.

Levante (Eastern) Quay: Length 1,200 m. of which 700 m. is for general cargo and bulk cargo. Depth 8 m. Equipment includes 6×8 tonne cranes for general cargo.

Tharsis Quay: 320 m. long, depth of water 6.0 m. 2 gantry cranes of 15 tons for loading ore at a rate of 350 t.p.h. Quay not in use.

Fertilizantes Espanoles S.A. Quay: 120 m. long, depth of water 6.5 m. Used for fertilisers and liquid bulk cargoes. 6 in. line for unloading sulphuric acid (100 t.p.h.) and 10 in. line for loading and unloading ammonia (150 t.p.h.).

Pertrechos Quay: Used for fishing boat repairs. Backing on to it is a small floating dock.

Saltes Quay: 200 m. long, depth of water 5.5 m. Used for fitting out and deballasting.

Ingeniero Juan Gonzalo Quay: 902 m. long, depth of water 12 m. LWST for general cargo and solid bulk cargo. Equipped with 8 gantry cranes of 12 tons and 2 cranes of 6 ton, 5×16 tonne cranes and 1×35 tonne crane. There is also a ramp for Ro/Ro vessels at the Southern end.

ENAGAS: Length 290 m. Depth 12.0 m. One berth for LNG. 2 unloading arms rated at 2,000 cu.m./hr. each. One vapour return arm.

CRANES: 43 mobile cranes (private) with capacity up to 160 tons. Also see "Berthing".

STEVEDORES: 48 hours' advice to Agent necessary to engage labour.

MEDICAL: Agent must give at least 24 hours advance notice where medical aid is required. There is a provincial hospital. Vaccination certificates against fevers and cholera are issued by the Provincial Health Authority.

TANKERS: Ertoil S.A. (Oil Division) operate a SBM tanker-mooring 7 miles offshore, about 20 miles distant from Huelva. Mooring is suitable for vessels 900 ft. long with draft up to 70 ft. salt water (depth 72 ft.). Mooring 66 ft. is used for discharging only. Discharge rate is about 2,500 t.p.h. through two 12 in. lines and a 30 in. submarine line.

Within Huelva port, there are 2 tanker berths of which one is used by Campsa.

The 2 berths at the "Torre Arenillas" quay permit a draft of 12 m. at low water, but the max. length permitted at the oil quay is approximately 200 m. Depth of water 13.0 m.

Berth No. 1 (North) loading/discharging:

LPG	8 in. line
Gasoline	10 in. ,,
Naphtha	10 in. ,,
Diesel	10 in. ,,
Fuel oil	10 in. and 12 in. lines

Berth No. 2 (South) loading/discharging:

Benzene	8 in. line
Cyclohexan	8 in. ,,
Gasoline	10 in. ,,
Diesel	10 in. ,,
Distillates	10 in. ,,
Fuel oil	10 in. and 12 in. lines

Loading Rates: Oil/products 1,000 t.p.h. LPG 80 t.p.h.

Residues: There is a receiving station near the oil quay for tank residues, together with a product separator. Connection lines are 10 in.

Product	*S.G.*	*A.P.I.*
Propane	0.507	—
Butane	0.573	—
Gasoline 85-Ron	0.693	72.68
Gasoline 96-Ron	0.735	61.02
Campsa G.O.	0.832	38.57
R.D. 2494	0.789	47.84
Industrial F.O.	0.945	18.24

DENSITY: Water at this port is salt water. Fresh water, in quantity of 1 in. to 7.5 in., only present in heavy rainy weather.

FRESH WATER: The supply of drinking water is made at the Eastern (Levante) Quay at the rate of 20 t.p.h. per vessel and at quays of Ingeniero Juan Gonzalo, Minerales and Petrolero de Torre Arenillas. This can also be provided by means of tugs at a rate of 50 t.p.h and 30 t.p.h.

FUEL: Fuel oil and diesel available in main port. Not available at offshore tanker terminal.

CONSULS:

Belgium
Denmark
Finland
France
Germany
Greece
Italy
Netherlands
Norway
Panama
Portugal
Sweden

REPAIRS: Any kind in engine room, and hull above water.

DRY DOCKS: Only 1 small dry dock available for vessels up to 3,500 g.r.t.

GANGWAY/DECK WATCHMEN: The employment is at the discretion of Masters, who are free to either employ or do without any watchmen.

OPENING/CLOSING HATCHES: Normally effected by crew, liner vessels excepted.

CUSTOMS ALLOWANCES: 200 – 300 cigarettes per man out of bond. If necessary permit may be obtained from Customs Authorities to open bond and provide crew with fresh supplies, if stay in port justifies procedure. Wine and/or Spirit Allowances: Two bottles per man.

REPATRIATION: No difficulty in this respect.

AIRPORT: The nearest is at Seville – San Pablo. A distance of 100 km. from Huelva.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: 1st January; 6th January; 19th March; Thursday preceding Good Friday as from 1400 hrs. Good Friday; 1st May; 3rd August; 15th August; 12th October; 1st November; 8th December; 25th December.

Permit to work on any of the mentioned holidays (1st January, Good Friday and 25th December excepted) can be obtained, but sufficient reasons must be given to justify permission.

POLICE/AMBULANCE/FIRE: Police and Civil Guard 240592 – 241900; Fire-brigade 222879; Customs 245174.

TELEPHONES: No arrangements exist, for the time being, to place telephones on board vessels.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Not necessary.

DEVELOPMENTS: The breakwater has been completed out to No.2 Buoy. The Channel is being dredged to a depth of 10.5 m.

GARBAGE DISPOSAL: There is no organised service for reception of garbage coming from ships. On the Eastern Quay there is a collection service from the quay itself.

WASTE OIL DISPOSAL: At the oil berth of Torre Arenillas, Ertoil can receive waste oil. Contact Tel: 350111/350353/220250.

SEAMAN'S CLUBS: Casa del Mar, Avda. Hispano America, Huelva, Tel: 257411/257565. Facilities include accomodation.

AUTHORITY: Capitania Maritima de Huelva, Huelva, Spain. *Contact:* Carlos Gago, Port Captain.

Autoridad Portuaria de Huelva, Avda. Real Sociedad Colombina Onubense S/No., 21001 Huelva, Spain. *Tel:* 959-213100. *Telex:* 75594. *FAX:* 959-213101. *Contact:* Enrique Perez Gomez, Port Director.

IBIZA: 38.54 N. 01.28 E. (See Plan)

DOCUMENTS: *Passenger Liners:*

- 5 Crew Lists (Customs, Comandancia de Marina, Health, Police and Consignee).
- 6 Passenger Lists (Customs, Police, Guardia Civil, Obras del Puerto Health and Consignee).
- 2 Lists of Crew and Passengers personal effects (Customs).
- 2 Stores Lists (Customs).
- Health Certificate (Health Department).
- 2 Cargo Manifest, if any. (Customs).
- 2 Negative Cargo Manifests, if no cargo.

Cargo Ships:

- 5 Crew Lists.
- 2 Lists of Crew Personal Effects.
- 2 Stores Lists.
- Health Certificate.
- 2 Cargo Manifests.

PILOTAGE: Pilotage compulsory. No ships allowed to go further than imaginary line between Botafoch Lighthouse and Isla Negra del Este without a Pilot. Advisable to give 24 hours' notice of ETA. Shortly VHF will be installed in pilot station and boats. Pilot's boat is of the canoe type with white sides and letter "P" in black on both sides. Vessels requiring a Pilot must give 3 long whistles. By night flash morse "G".

Pilot will board between Botafoch Lighthouse and Isla Negra del Este. In bad weather vessel should follow pilot boat until Pilot is able to board.

ANCHORAGES: Anchorage area situated inside imaginary line Botafoch-Negra del Este with depths of 40 ft. to 50 ft. Pilot required to anchor.

MAX. SIZE: Max. length for berthing, 135 m. Max. draft 21 ft.

HEALTH: Report in advance to Pilot if there is any problem. If situation is normal, then, after ship berths the Health Inspector boards and quickly grants Pratique. In event of any suspected disease or fever on board the Pilot (without boarding), will show the anchorage area, then Health Inspectors and Authorities will board, and give necessary instructions.

Vessels entering after calling at another Spanish port have no problems obtaining Pratique.

TUGS: Not available.

BERTHING: Depths alongside 4 m. – 8 m.

STEVEDORES: Available, ETA required 24 hours in advance.

MEDICAL: Civil hospital, military hospital, and 3 private clinics available.

TANKERS: Load/discharge lines 10 in. and 8 in. No facilities for discharging residues. 1 berth. Max. draft of the ship is 21 ft.

FRESH WATER: Available at the quays. 9 tonnes/p.h.

FUEL: Available. Notice required 24 hours.

FIRE PRECAUTIONS: Tankers should have a rope over bows, at water level while the ship is berthed.

REPAIRS: There are good work shops and engineers but with limited possibilities. There is a shipbuilder's yard where they build and repair yachts and canoes.

GANGWAY/DECK WATCHMEN: Performed by crew.

OPENING/CLOSING HATCHES: There are no fixed rules on this matter: it varies according to the circumstances.

CUSTOMS ALLOWANCES: There are no free allowances.

REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriations.

AIRPORT: 8 km. away, served by scheduled flights daily.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Cargo work can be arranged on the official holidays with an extra charge of 40% to the workmen.

New Year; Epiphany (6th January); Saint Joseph (19th March); Maundy Thursday: half-day (the evening); Good Friday; Ascension of our Lord (40 days after Resurrection); Saint Joseph the Artisan (1st May); The Holy Heart (last Friday of June); Exaltation to work (18th July); Santiago, Lord of Spain (25th July); Our Lady of the Snows; Lord of Ibiza (5th August); Ascent of Blessed Virgin Mary to Heaven (15th August); Feast of the Hispanicism (12th October); All Saint's Day (1st November); Festival of the Immaculate Conception (8th December); Christmas Day (25th December).

Although not yet official there will be introduced as a holiday Easter Monday and 26th December.

POLICE/AMBULANCE/FIRE: Police 301131; Ambulance 301214; Fire telephone call to the Comandancia de Marina, Tel: 301190.

SERVICES: Compass adjusting.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Required.

DEVELOPMENTS: Increasing depths in the port to 7 m. It has also been approved to enlarge berthing quays to 220 m. and 7 m. depth, and build a fishing dock.

AUTHORITY: Comandancia Militar Marina – Ibiza. *Contact:* Edmundo Fraga Ferreiro, Comandante.

MAHON: Minorca, 39.52 N. 04.18 E. (See Plan)

DOCUMENTS: *Health Department:*

- Crew List.
- Passenger List.
- Disinfect and Derat Certificates.

Port Authorities:

- Crew and Passenger List.
- Ship characteristics and other details.
- Cargo.
- Indication of previous Port and destination.

Customs:
Cargo Manifest.
Bill of Lading (Cargo for this port).
Crew List and Passenger List.

Also the Master will produce, if required, Log book and Passports of crew.

PILOTAGE: Compulsory to take Pilot on entry, departure and any movements within port. On approaching port, during day, ships will hoist flag corresponding to International Code "I need a Pilot". By night, by means of lights, according to International Code.

During day Pilot's boat is recognised by a square blue flag with letter "P" (painted white) in centre of flag. Pilotage area comprises all the estuary, from inside port to outside Capes of La Mola and San Carlos.

ANCHORAGES: Inside are good anchorages, for instance Cala Llorga and Plana de Cala Figueras.

MAX. SIZE: Unlimited length and width, but draft is limited to commercial port, 25 ft.; and to anchorage, 43 ft.

BERTHING: Commercial Quay: Length 518 m. average depth alongside 8 m.

Container and Ro/Ro Quay: Length 180 m. depth alongside 6.5 m.

STEVEDORES: Available. Loading and discharge is as follows:

Container Berth: 2 fixed cranes 800 tonnes per day loading and discharge.

Commercial Quay: 2 fixed cranes and 1 mobile crane with a capacity of 1,000 tonnes per day. Priority to regular lines.

MEDICAL: In case of accident or illness of any member of crew medical assistance and hospitalisation will be in civil hospital.

FRESH WATER: Available. 4 points on the Container Quay and 7 points on the Commercial Quay.

FUEL: Available from CLH at Cala Figueras.

CONSULS: Italy: Tel: 363393; France: Tel: 363889; Netherlands: Tel: 362703.

REPAIRS: Small repairs possible.

OPENING/CLOSING HATCHES: Carried out by crew before 0800 hrs.

AIRPORT: 5 km. from Mahon – international and national flights.

TIME: GMT plus 1 hour from September to March, and 2 hours from March to September.

HOLIDAYS: Main holidays are: 1st January (New Year), Holy Week (variable), 1st May (Labour Day) Corpus Christi (variable), 24th June – National Holiday, 8th September, local holiday, 25th December – Christmas. Work is possible on all these dates provided the labour force is paid extra.

POLICE/AMBULANCE/FIRE: Police: Tel: 36.37.12; Ambulance: Tel: 36.11.80; Fire Brigade: Tel: 36.39.61.

TELEPHONES: No telephones on the Quays.

IDENTIFICATION CARDS: Not required.

AUTHORITY: Comandancia Militar de Marina de Menorca, Anden de Levante 12, Mahon, Menorca, Spain. *Tel:* 364107. *Contact:* Ricardo J. Ruiz de Gopegui y Sendagorta, Comandante.

MALAGA: 36.43 N. 04.25 W. (See Plan)

DOCUMENTS

5 Crew Lists.
5 Passenger Lists or Negative.
1 Cargo Manifest of goods destined to Malaga, as well as of other cargoes in transit.
Stores List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Details list in duplicate of all personal effects of the crew and Passengers (tobacco, spirits, cameras, radios, etc.). For vessels larger than 499 g.r.t., Safety Equipment Certificate.

Note: Tobacco: In case vessel carries more than 6 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by Spanish Consul. In absence of Consul, said document will have to be visaed by an Authority or Consul of a friendly nation at the time of the former port clearance. Otherwise, vessel may be severely fined.

PILOTAGE: Pilotage is compulsory and service is permanent. Pilots board vessel by cutter in roads, near entrance formed by 2 breakwaters. Pilot cutters are painted black and have letter "P" in white on each bow. Cutters have a blue flag hoisted on mast, with the letter "P" in white, on both sides of flag. At night, cutters have white light, and under this light, a red one. Entrance between breakwaters is 260 m. wide and easily accessible. When weather in the roads is bad, which seldom happens, vessels approach as close as possible to entrance in order that Pilot can board easily.

ANCHORAGES: Vessels can anchor outside of breakwaters, in roads in depths of 80 ft. – 90 ft. Anchoring is prohibited in vicinity of tanker moorings, the Pilot will advise best position. Weather is bad occasionally when East wind blows, during Winter.

MAX. SIZE: No restrictions in respect of breadth. Max. allowed length is 220 m. – 240 m. Max. allowed draft to enter port is 40 ft. – 42 ft.

The tanker sealine berth (in roads) can accept vessels up to 250,000 d.w.t.

Largest tanker at buoy mooring "Liotina", 317,521 d.w.t., length 352 m., draft on entering or leaving 22 m.

HEALTH: If vessels proceed directly to berth, Pratique can be obtained immediately after berthing. In case of any suspected disease or fever on board, Master must radio to Agents, in order that they can advise Health Office.

RADIO: Nearest important radio station is Radio Costera (VHF – Onda Media) Cadiz, or Gibraltar and Aranjuez. Master's messages should be received at least 24 hours before arrival.

TUGS: 1×1,050 h.p., 1×1,200 h.p., 1×1,500 h.p. and 1×1,800 h.p. Ship's lines are used, tug-boats are employed according to Pilot's advice, and upon request.

BERTHING: Pilots will advise Masters whether vessel has a free berth or not. Also if she has to anchor in Roads. Further particulars can also be obtained from Pilot.

Quay (No.)	*Length* (m.)	*Depth* (m.)	*Remarks*
1	472	9.4	General Cargo, Containers
	99	8.0	Container Storage
2	450	10.5	General Cargo, Grain in Bulk and Passengers
3	120	9.0	Passengers and Ferries
	150	8.5	Passengers and Ferries
	140	8.5	Passengers and Ferries
4	485	8.0	General Cargo
5	110	6.5	Armaments
6	420	11.0	Bulk Solids and Bulk Liquids.
7	145	9.4	Fish
8	148	5.0	Fish
	135	5.0	Fish
Foreport:			
East side	300	11.0	Berth for passenger ships when weather fine.
7	340	13.5	Quay for bulks, solids and liquids when weather fine.
South side	240	13.5	Berth for tankers with crude or refined oil.

In Roads:	*Draft* (m.)	*Max. d.w.t.*
Buoy field for tankers with crude oil	22.0 – 25.0	250,000
Buoy field for tankers with liquefied petroleum gases	8.0 – 10.0	1,500
Buoy field for tankers with liquid ammonia	18.0 – 20.0	17,500

CRANES: 21 quay cranes with capacity up to 30 tons.

SPECIALISED CARGO HANDLING FACILITIES: There are regular car ferries for passengers and cargo, Ro/Ro plying with Melilla.

At Quay No. 1, 20 ft. containers can be handled with a crane up to 30 tons and a Hyster forklift with appropriate spreader. Eventually 30 ft. containers will also be handled.

Quay No. 2 includes 15,000 ton silo for grain, loading and discharging capacity 200 t.p.h.

Quay No. 4 includes 9 vegetable oil tanks with a total capacity of 5,782 cu.m.

Quay No. 6 includes a 5,000 ton silo for cement. Unloading capacity 60 t.p.h. – 200 t.p.h.

Quay No. 7 (Foreport) includes 3,312 cu.m. silo for molasses.

Quays No. 6 and 7 can handle all cargo in bulk, rate for coal 4,000 tonnes per day, in an ordinary working day.

There are 24×4 ton forklifts available for general cargo handling and 3 forklifts (25 tons – 28 tons) for container handling.

STEVEDORES: It is important that Master sends advance message regarding the vessel's ETA. Agents can inform Shippers or Receivers' stevedores accordingly, to arrange operations properly. Official working hours of port are: Monday/Saturday 0800 – 1200, 1400 – 1800 hrs.

MEDICAL: Any kind of medical service can be arranged. In case a crew member needs medical attendance urgently, it is advisable that the Master radio in advance.

TANKERS: *Quays No. 4, 6 and 7:* Operator: Demagrisa. Crude oil and caustic soda discharge pipeline – 250 t.p.h. Refined oil discharge pipeline – 300 t.p.h. Storage capacity 5,782 cu.m.

Operator: Sociedad Anonima Cros. 4 lines for naphtha discharge. Rate 210 t.p.h.

Operator: Repsol. Quay No. 7: Discharge lines for crude oil. Rate 1,500 t.p.h.

Western Jetty: Crude oil pipeline, diameter 24 in. with 2 discharge arms and 1 spare. Discharge capacity 2,000 – 2,500 t.p.h.

Operator: C.L.H. (Quays No. 6 and 7) Discharging and loading pipe for crude oil by-products with 4 inlet valves on each wharf, with 800 t.p.h. discharging capacity.

Wharf adjoining the Western Jetty: 1×14 in. and 3×12 in. discharging and loading pipes for crude oil by-products, with 2 inlet valves and a discharging arm, and 1,000 cu.m./hr. capacity.

Operator: Bacardi. Molasses pipeline, discharging capacity 150 t.p.h., storage capacity 3,312 cu.m.

Playa Misericordia: Operator: Repsol Petroleo. Sea-line for discharging tankers up to 250,000 d.w.t. Max. discharge rate 6,000 t.p.h. through 1×30 in. pipeline.

Operator: Repsol Butano. Sea-line for butane which also handles propane. Max. discharge rate 300 t.p.h.

Operator: Sociedad Anonima Cros. Ammonia pipeline for discharging tankers up to 17,500 d.w.t. through 1×8 in. line. Discharge rate 200 t.p.h.

DENSITY: 1025.

FRESH WATER: Always available. Deliveries are performed directly from the quay, rate 20 t.p.h., or by tank-barge.

FUEL: Ordinary fuel oil and gas oil are available at local refinery of C.L.H. It is advisable that Shipowners contract bunkers through their own contractors, with 48 hours notice, so that order can be received in time. Delivery can be performed at bunkering pier at a rate of 60 t.p.h. or by road tankers.

FIRE PRECAUTIONS: Tankers perform their operations at the petroleum berth by Repsol or C.L.H. which have necessary fire precautions.

CONSULS:

	Tel:		*Tel:*
Austria	2443952	Iceland	2221739
Belgium	2219640	Ireland	2475108
Bolivia	2472569	Italy	2306150
Brazil	2211069	Liberia	2213284
Canada	2223346	Monaco	2212942
Chile	2224426	Morocco	2329962/50
Colombia	2219181	Netherlands	2279954
Costa Rica	2476399	Norway	2210331/2224340
Denmark	2226371	Panama	2290594
Dominican Republic	2228712	Philippines	2222757
Ecuador	2218351	Saudi Arabia	2277450
Finland	2212435	Sweden	2215662/8
France	2226590/2214888	Switzerland	2217266
Germany	2227866	United Kingdom	2217571
Greece	2313591	U.S.A.	2474891
Guatemala	2222397	Zaire	2776187
Haiti	2222205		

REPAIRS: Facilities of a limited nature.
DRY DOCKS: There is a floating dock for vessels up to 4,000 tons.
SURVEYORS: Lloyd's Register, Tel: 225473; S.G. Control of Spain, Tel: 227748.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work normally effected by crew, except in liner vessels, which is contracted by stevedores.
CERTIFICATES: Vessels should have the usual documents on board.
CUSTOMS ALLOWANCES: Normally, customs permit 200 cigarettes per man out of bond. 1 bottle of spirit for each crew member.
CARGO GEAR: Usually shore cranes of 2-3-6-12-15-30 tons lifting capacity employed in loading or discharging operations, if vessels require any lightening then vessel derricks are employed.
REPATRIATION: Good facilities.
AIRPORT: The airport is about 8 km. from town. Daily services with Madrid, Barcelona, Seville, Valencia, Tangier and Melilla. Also direct flights to London, Paris, Amsterdam, Brussels, Frankfurt, Stockholm, Helsinki, Geneva, Zurich and Nice.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: 1st January; 6th January; Good Thursday; Good Friday; Labour Day (1st May); Corpus Christi; 18th and 29th June; 25th July; 15th August; 8th September; 12th October; 1st November; 8th and 25th December.
POLICE/AMBULANCE/FIRE: Police, Tel: 211302 and 091, 215005. Ambulance, Tel: 390400, 215121, 224400. Fire, Tel: 234567.
IDENTIFICATION CARDS: Not required.
AUTHORITY: Autoridad Portuaria de Malaga, Muelle de Canovas, 29001 Malaga, Spain. *Tel:* (34) 5-2210595. *Telex:* 77536 JPMA. *FAX:* (34) 5-2119589. *Contact:* Port Director.

MARIN: 42.24 N. 08.42 W. (See Plan)

DOCUMENTS:
4 Crew Lists.
1 Health Certificate.
2 Stores Lists.
2 Cargo Manifests.
2 Crew Manifests.
Document TC-12 (*)
(*) For vessels carrying cargo between European Ports (E.U.).
PILOTAGE: Compulsory (Tel: 908881730 and 986-884643). Pilot on VHF Channels 12 and 16.
Marin Pilot Station: 1.5 miles from Marin Port (position Lat. 42° 23.7′ N., Long. 08° 44′ W.).
Off Limits Pilot Station: Along parallel 42° 22′ N., between the meridians 08° 47′ W. and 08° 55′ W.
Pilot requires one hour prior notice of arrival, by VHF.
MAX. SIZE: Max. draft 39 ft. at MLW, tidal variation 3.8 m.
RADIO: Send ETA through Vigo Radio (Cangas Radio) or local Agent.
TUGS: 2 tugs available.
BERTHING:
General Cargo Berths and Bulk Cargo Berths:

Berth	*Length* (m.)	*Draft* (ft.)	*Cranes*
Nuevo Comercial (12 m.)	242	39	2×16 tonnes 1×16/30 tonnes
Nuevo Comercial (9 m.)	160	27	—
Commercial Oeste	154	23	—
Commercial Oeste	208	18	—
Commercial Oeste	29	18	—
Commercial Este	154	23	1×30 tonnes
Commercial Este	303	18	4/6 tonnes
Commercial Este	140	16	2×3/6 tonnes
Muelle Reparaciones	458	14/19	—
Muelle Pesquero Norte	380	21	—
Muelle Pesquero Este	160	21/13	—
Muelle Pesquero Sur	339	13	—

STEVEDORES: Normal Working Hours: 0900 – 1300 and 1500 – 1800 hrs.
MEDICAL: Services available.
TANKERS: Max. LOA 100 m., draft 21 ft. No dirty ballast facilities.
Reception facilities for waste water (MARPOL).
DENSITY: 1025.
FRESH WATER: Available.
FUEL: Available (Repsol).
CONSULS: At Vigo (30 km. by road).
REPAIRS: Possible.
DRY DOCKS: Up to 3,000 tons.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle of spirits pe crew member.
REPATRIATION: Possible.
AIRPORT: Vigo (30 km.) and Santiago de Compostela (60 km.).
HOLIDAYS: National holidays plus 16th July (Virgin del Carmen) an 8th September (Virgin del Puerto).
AUTHORITY: Capitan Maritimo, Avenida de Orense s/n., Marin, Spain *Tel:* (986) 881176.
Autoridad Portuaria de Marin – Pontevedra, Las Corbaceiras s/n. 36002 Pontevedra. Post address – Apartado 8, 36080 Pontevedra *Tel:* (986) 855200, 855611. *FAX:* (986) 840193. *Contact:* Antonio Marti Oliver, Port Director.

MELILLA: 35.18 N. 02.57 W. (See Plan

SHIPMASTER'S REPORT: Though geographically situated in Morocc it is a territory of Spain and the Spanish flag should be hoisted. VHF Channel 16 for Pilots, berthing day or night. A new port adjoining Melill is being constructed but this is in Morocco (See "Port Nador").
DOCUMENTS:
Health Declaration.
4 Cargo Manifests.
2 Stores List.
5 Crew Lists.
5 Passenger Lists.
PILOTAGE: Compulsory for vessels over 50 tons. ETA to Agent require at least 10 hours before arrival to arrange Pilot. Pilot boards at anchorag near port entrance. International code signals used.
ANCHORAGE: Half a mile East of port entrance, in depths of 14 m. t 20 m.
RESTRICTIONS: Entrance normally in daylight only. In case o emergency vessel may enter at night.
MAX. SIZE: Up to 30 ft. draft.
HEALTH: Pratique obtained immediately after berthing when vesse boarded by health officials.
TUGS: 2 tugs, 1,750 h.p.and 650 h.p., available.
BERTHING:

Quay	*Berth* No.	*Depth* (m.)	*Cranes*	*Remarks*
Muelle Nordeste No. 1	F.1	6.0	—	Ro/Ro
Muelle Nordeste No. 2	AD.1	10.0	—	Ro/Ro and Bulk Liquids
Muelle Nordeste No. 3	CD.1 D.5	10.0	2×6 tons	Bulk and General, 2 Cement Silos
Espigon No. 1	D.2	7.0	—	General Cargo
Espigon No. 2	D.3	7.8	—	General Cargo
Espigon No. 3	D.4	9.0	—	General Cargo
Muelle Ribera No. 1	1-4 D.1	5.7	1×30 tons	General Cargo and Fish
Muelle Ribera No. 2	DH.1	6.0	—	Passengers
Cargadero Mineral		8.3	—	Ore loading berth

MEDICAL: Doctors and hospital facilities available. Vaccinations can be arranged.
FRESH WATER: Available at all quays.
FUEL: Available subject to advance notice.
CONSULS: France and Italy are represented locally.
REPAIRS: All types of engine and hull repairs can be effected for smalle vessels.
GANGWAY/DECK WATCHMEN: Available. Consignee Agents have their own watchmen for goods on the quay.
OPENING/CLOSING HATCHES: This work is carried out by stevedores.
CUSTOMS ALLOWANCES: Crew allowed normal daily consumptio of tobacco, wine and spirits.
REPATRIATION: All facilities available.
AIRPORT: Situated 1 km. from the city. 3 daily flights to Malaga and 1 daily flight to Almeria, except Tuesday and Thursday.
HOLIDAYS: 1st January, 6th January, 19th March, Maundy Thursday Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June 18th July, 25th July, 15th August, 8th September, 12th October 1st November, 8th December, Christmas Day. Work may be arrange on all holidays except Good Friday.
POLICE/FIRE/AMBULANCE: Police, tel: 681183 or 681238; Fire, tel 681693; Ambulance, tel. 681376.
TELEPHONES: It is possible to arrange for a telephone to be place on board.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required.
AUTHORITY: Junta del Puerto de Melilla, Avenida del Tte. Garcia Valin No. 2, Melilla. *Tel:* 681340. *Telex:* 77492 JPME E. *Contact:* The Por Director.

MOTRIL: 36.43 N. 03.30 W. (See Plan)

DOCUMENTS:
Health Certificate.
5 Passenger Manifests (1 Health, 2 Customs, 1 Police, 1 Agent).
4 Crew Manifests (1 Health, 2 Customs, 1 Agent).
2 Stores Lists (for Customs).

PILOTAGE: Arranged by Agent basis ETA given 24 hours in advance. Pilot boat distinguished by painted "P". Night pilotage possible approx. 100% extra, on holidays 50% extra. Vessels await Pilot just outside port. Pilot compulsory for all foreign vessels and Spanish vessels arriving from abroad. Pilot should be requested when 1 mile from the port by means of international signals.

ANCHORAGES: Area near port. The Roads to the East of the port have very little depth. The sea is rough in this area and vessels can run the serious risk of beaching. The best location for anchorage is outside the port 0.25 miles S.S.W. from the port entrance, in 14 m. to 25 m. of water, mud bottom.

RESTRICTIONS: None, vessels may enter day or night.

MAX. SIZE: Entrance 34 ft. at LWS. Max. draft alongside quays, 34 ft.

HEALTH: Free Pratique given on board.

RADIO: Harbour tugboats and pilot operate on VHF Channel 12.

TUGS: One tug, 1,100 h.p. available.

BERTHING: There is 583 m. of quayage with a depth of 8.2 m. (27 ft.) at LWS; 107 m. of quayage with a depth of 6.4 m. (21 ft.) at LWS; 260 m. with a depth of 10.5 m. (34 ft.) at LWS.

CRANES: There are 5 electric cranes of 6 tons capacity; 2 electric cranes of 12 tons capacity and one mobile crane of 3 tons capacity.

BULK CARGO FACILITIES: Muelle de Levante: 285 m. length. Max. draft 8.2 m. (27 ft.) at LWS. Three cranes 6 ton capacity for handling bulk cargoes (grain, ore, coal, fertilisers, etc.). Loading/discharge rates: 300 t.p.h. One crane 3.5 tons to 6 tons for handling general cargoes.

Muelle de Poniente No. 1: 107 m. length. Max. draft 6.4 m. (21 ft.) at LWS.

Muelle de Poniente No. 2: 260 m. length. Max. draft 10.5 m. (34 ft.) at LWS. 2 cranes of 12 tons capacity.

Muelle de Costa: 298 m. length. Max. draft 8.2 m. (27 ft.) at LWS. Two cranes of 6 tons for handling general cargoes.

SPECIALISED CARGO HANDLING FACILITIES: Muelle de Poniente equipped for handling liquid chemicals and asphalt, by lines.

Ro/Ro Berths: 2 Ro/Ro berths at Muelle de Costa and 1 Ro/Ro berth at Muelle de Levante.

STEVEDORES: No ETA advice necessary. Agents arrange gangs.

MEDICAL: No advance notice required. All facilities available.

TANKERS: Vessel about 8,000 tons. No special requirements.

DENSITY: 1025.

FRESH WATER: Available alongside all quays.

FUEL: Available at Muelle de Levante. Rates of delivery: 200 t.p.h.

CONSULS: None in Motril. The nearest at Granada or Malaga.

REPAIRS: Minor repairs can be affected. There is a slipway for vessels up to 150 tons.

GANGWAY/DECK WATCHMEN: Agent arranges.

OPENING/CLOSING HATCHES: Crew open and close hatches.

CUSTOMS ALLOWANCES: Tobacco: About 100 cigarettes per man. Wine and or spirit. None.

REPATRIATION: Facilities available.

AIRPORT: The nearest airports are Malaga 105 km., Granada 70 km.and Almeria 120 km.

TIME: Local time GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day (January 1st), Epiphany Day (January 6th), Vote Day (January 13th), Maundy Thursday, Good Friday, Wort's Day (May 1st), Santiago Day (July 25th), Assumption Day (August 15th), Pilar's Day (October 12th), Local Holiday (October 15th), Immaculate's Day (December 12th) and Christmas Day (December 25th).

Work can be arranged on above days, however dependent upon permission of the Work Authority.

POLICE/AMBULANCE/FIRE: Police Tel: 601221. Ambulance Tel: 600200. Fire Tel: 600200.

TELEPHONES: No facilities for placing telephones on board.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Not necessary.

AUTHORITY: Autoridad Portuaria Almeria – Motril, Direccion del Puerto, Recinto Portuario, 18600 Motril (Granada), Spain. *Tel:* (958) 601207, 601238. *FAX:* (958) 601234. *Contact:* Port Director.

PALAMOS: 41.50 N. 03.08 E. (See Plan)

DOCUMENTS:
3 Crew Lists.
1 Passenger List or negative.
Manifest of goods destination Palamos and in transit.
Stores List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Detailed list in duplicate of all personal effects of crew and passengers (Tobacco, spirits, camera, radios, etc.).
Tobacco – any excess over 6 kilos per person must be stated on a separate manifest duly visaed by Spanish Consul.
If on inspection differences are found (more or less), articles removed and heavy fine imposed.

PILOTAGE: Pilotage is compulsory and service is permanent. Pilot is informed by Agent of vessel's ETA given 24 hours in advance. When vessels approach the breakwater, Pilot will board. Pilot boat is white with a black "P" painted on the side.

RESTRICTIONS: None but for draft. Vessels carrying dangerous cargo should get authorisation for berthing prior to arrival of the ship.

MAX. SIZE: No restrictions in respect of length. Max. draft 14.0 m.

HEALTH: Pratique is obtained immediately after berthing. In case of suspected disease or fever on board the Master must radio to Agent in order inform Health Office in time.

RADIO: Radio Costera of Barcelona, Bagur or Marmella.

VHF: Contact pilot station on Channel 9.

TUGS: None. Barcelona's tugs could be hired should the vessel's size make it necessary.

BERTHING: Depth of water in centre of harbour 15.0 m. – 20.0 m.
Commercial Quay: Length 258 m., depth 14.0 m. Ro-Ro ramp at Eastern end with width 30 m. for ships with max. draft 12.0 m.
West Quay: Length 150 m., depth 7.0 m.

CRANES: 1×6 ton quay crane and 2×150 ton mobile cranes.

STEVEDORES: 24 hours' notice required in order to arrange gangs.

MEDICAL: Any kind of medical service can be arranged if information received in time.

FRESH WATER: Plentiful supply of water by means of hoses from the pier to vessel. Maximum rate 100 cu.m./hr.

FUEL: Can be supplied. 24 hours' advance notice required.

CONSULS:

France	Tel: 314472	Portugal	Tel: 320148
Denmark	Tel: 314400	Sweden	Tel: 320850
Italy	Tel: 320200		

REPAIRS: Only small repairs.

SURVEYORS: Comisariado Espanol Maritimo – "Comismar". Tel: 210610, 215666.

GANGWAY/DECK WATCHMEN: It is not compulsory but advisable at night.

OPENING/CLOSING HATCHES: Normally opened/closed by the crew, otherwise according to Charter Party.

CERTIFICATES: Usual documents on board. Safety Wireless, Safety Equipment, Derat and Registered Tonnage Certificates are the only ones required by the Authorities.

CUSTOMS ALLOWANCES: Crew: 6 kilos tobacco per person. Passengers: 2 kilos per person. Any excess on this amount must be declared on a separate Manifest as in transit. Wine and/or Spirit: only 1 bottle per man. Any excess must be declared on a separate Manifest, as cargo in transit and stowed apart from the tobacco and spirits carried under the Provisions List. This Manifest must be visaed by the Spanish Consul at the last port of call. Any infringement of this regulation will subject the vessel to the immediate imposition of heavy fines and confiscation of the excess tobacco.

REPATRIATION: Good facilities exist.

AIRPORT: Gerona Airport situated at 42 km. distance and half an hour by car from Palamos. Regular flight services with Madrid, Barcelona, Palma Mallorca, London, and all over the world with transfer at Madrid and/or Barcelona.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer (April-September).

HOLIDAYS: 11th September.

POLICE/AMBULANCE/FIRE: Police 31 41 87; Ambulance 31 43 50; Fire 31 43 50.

IDENTIFICATION CARDS: Not required.

DEVELOPMENTS: The container yard is to be enlarged in the near future.

AUTHORITY: Ayudante Militar de Marina, Ayudantia Militar de Marina, Palamos (Gerona – Spain). *Tel:* 314070. *Cables:* Ayundante Marina Palamos.

Comissio de Ports de Catalunya, Doctor Roux 63, 08017 Barcelona, Spain. *Tel:* (93) 2041600. *FAX:* (93) 2054806.

Comissio de Ports de Catalunya, Zona Portuaria 1, Pg. General Mendoza 7-T, 17002 Gerona, Spain. *Tel:* (972) 201427. *FAX:* (972) 206856.

PALMA, Majorca: 39.34 N. 02.38 E. (See Plan)

PORT LIMITS: The seaward boundaries in order to pay port dues are constituted by a line between Cap Enderrocat and Punta de Cala Figuera.

DOCUMENTS: To be presented by Spanish registered ships in coastal trade:
Role of Navigation.
Crew List (on entering).
Crew List (on leaving).
Passenger List (if any).
General Declaration.
List of Goods (if any).
Health documents from port of origin.
Declaration of Coastal trade goods under fiscal dues (if any).
Application for berthing or port facilities.

To be presented by Spanish or foreign registered ships arriving from overseas:
Role of Navigation.
Crew List (on entering).
Crew List (on leaving).
List of Solework.
List of ship provisions.
Manifest of Goods (if any).
Health documents from port of origin.
Passenger List (if any).
Declaration of passengers (if any).
Application for berthing or port facilities.

PILOTAGE: Can be requested by VHF Channel 16, by telegram via coastal stations or by an agent to the following address: Camino de la Escollera 19; or by telephone No. 711937 with 2 hours advance notice of ETA.

Pilot boats are located in Consigna Jetty. The boats are painted white with the letter "P" painted in black on each bow or painted in black with the letter "P" painted in white on each bow. The ship should show the "H" flag of the International Code of Signals and should make by light signal the letter "G" of the Morse code. The pilot boat will board the ship in the Pilotage area. If the Pilot boat is unable to reach the ship in this area, it will meet the ship at the entrance to the port. Whilst waiting for the pilot, ships may anchor in the anchoring zone (See "Plan").

ANCHORAGE: West of a line joining Punta de Cala Figuera and Isla de Sa Torre (See"Plan").

RESTRICTIONS: No restrictions are imposed upon entry.

MAX. SIZE: Greatest length of vessel entered: 293.53 m. (Queen Elizabeth), greatest draft of vessel entered: 14.56 m. (Castillo de Salas). No appreciable tides.

HEALTH: If it should be suspected or be known that there is any disease on board, the pilot should be informed, and the ship will be visited by a representative of the Exterior Health Authority accompanied by a Doctor. If the disease is confirmed, the ship will remain at anchor in the area which has been allocated to her, i.e. the quarantine area.

VHF: All communications must be initiated on VHF Channel 16, after which instructions will be given as to which channel will be used.

TUGS: There are 2 tugs in service for ships in the port: the "Manacor" of 825 h.p. and the "Remolcanosa 20" of 1,740 h.p., property of Compania Remolcanosa. There is no minimum tug requirement. The tug will meet the ship at the entrance to the port. The ship's own lines will be used.

BERTHING: There are 2,253 m. of piers and quays with depths between 11 m. and 3 m. in the Eastern docks (Darsenas Comerciales) and 3,176 m. with depth between 12 m. and 4 m. in the Western docks (Darsena de Porto Pi), both for commercial traffic. Four fixed ramps for Ro-Ro vessels are available and 4×6 tons cranes and 1×30 tons (container) crane, for Lo-Lo operations.

CRANES: 2×6 tons at San Carlos Quay, 2×6 tons at the extension of Muelle de Poniente Quay and 1×30 tons at San Carlos Quay. A floating crane of 80 tons capacity is also available. Ship's gear required in Dique del Oeste and Muelles Comerciales Quays.

STEVEDORES: Dockers are organised into official gangs with different composition, according to the type of cargo. Normal work begins at 0800 hrs. and finishes at 1400 hrs.

MEDICAL: Medical attention may be obtained by a request via the pilots. There is no hospital in the Port. If dental attention is necessary, it should be requested from the Agent. Vaccinating, when necessary, will be done by the Exterior Health authorities. It is not possible to take vaccination doses away.

TANKERS: The diameter of the connections are 8 in. It is necessary to fit reducing pieces if the ship's lines are not of this diameter. Tank cleaning can be carried out in the Port. Discharge rate is 200 cu.m.p.h. – 300 cu.m.p.h.

Load/discharge lines for tankers are situated at the outer end of Dique del Oest (West Pier) at the new bulk liquids terminal of C.L.H., S.A.

DENSITY: 1028.

FRESH WATER: Available at most quays. A special request form has to be filled in at the Harbour Master's Office for this service.

FUEL: Official supplier is C.L.H., S.A. Direct quay-vessel delivery is available in Muelle de Peraires Quay. In the rest of the harbour a tanker lorry is used. Advance notice required.

FIRE PRECAUTIONS: The quay must be closed off with barriers between the bow and stern of the ship and to the point from which the connection is made. Smoking, lighting of fires, using lights or running of unprotected engines if forbidden in the enclosed area. Ships should check the Shore Check List for emergency procedures, fire fighting equipment, lighting and electronic equipment, etc.

CONSULS:

Austria: Paseo Mallorca 14 A-5°, Tel.710145.
Belgium: Paseo del Borne 15-1°, Puerta C, Tel.724786.
Bolivia: Gremio Toneleros. Edif. Sol. Polig. La Victoria, Tel.298966.
Colombia: Almicar 1, El Arenal, Tel.264165.
Denmark: Carrer de L'Unio 2-1°, Tel.727857.
Dominican Republic: Plaza Santa Payesa 3. Pral. 3°, Tel.750776.
Finland: Muelle Viejo 7, Tel.726142.
France: Avda. Argentina 45-1° A., Tel.230301.
Germany: Paseo del Borne 15-6°, Tel.722997.
Greece: Santo Domingo 8, Tel.712221.
Honduras: Bonaire 12, Tel.726783.
Iceland: Via Alemania 2, Edif.Torre Mallorca, Tel.752115.
Italy: Pasaje Juan XXIII 3, 3 entlo. 2°-2a, Tel.724214.
Luxemborg: Avda. Rey Jaime III 27, Tel.716212.
Monaco: Andrea Doria 11-4°, Tel.284087.
Netherlands: Via Punica 2 Pral. bajos., Tel.300450.
Norway: Juan Alcover 54, Tel.460054.
Peru: Piedad 8, Tel.715395.
Portugal: Via Sindicato 42-2°, Tel.711213.
Sweden: Puigdorfila 1, entresuelo, Tel.722713.
Switzerland: Paseo Mallorca 24, Tel.712520.
United Kingdom: Avda. Rey Jaime III 5-1°, Tel.712085.
United States of America: Avda. Rey Jaime III 26, Tel.722660.
Uruguay: Jose Rover Motta 9, Tel.461038.

REPAIRS: Only possible to handle 2,000 ton vessels in the shipyard of "Astilleros Mallorca".

DRY DOCKS: A 250 ton floating unit for yachts is available in "Astilleros Mallorca".

SURVEYORS: Surveyors from Lloyd's Register and Bureau Veritas can be contacted in the area through the Agent Miguel Puigserver S.A. and by Compania Britannia S.A. and TNI. These companies can be contacted via the Customs Agency Schembri S.A. In cases where the ship is insured by another company, refer to Lloyd's Register.

HATCHES: Opening/closing is usually carried out by crew.

CUSTOMS ALLOWANCES: It is forbidden for the crew members to remove from the ship any quantity of tobacco or alcoholic beverages. Passengers may take away 200 cigarettes, one bottle of alcoholic liquor and one bottle of perfume, with contents not greater than 200 gm.

CARGO GEAR: Loading and discharging normally is carried out using the port's equipment.

AIRPORT: Palma Airport is 14 km. from the port. Regular flights to the principal cities of Europe and the most important airports of Spain.

TIME: In Autumn and Winter local time is GMT plus 1 hour and during Spring and Summer GMT plus 2 hours. Change of time is at 0200 hrs. of the Sunday after the change of the season.

HOLIDAYS: The usual holidays at Christmas and Easter and others depending on the yearly Government rules. No cargo work can be arranged on those days.

Local Holidays: 1st January (Epiphany); 20th January (St.Sebastian); at Easter: Good Friday and Monday after Easter; 1st May (Labour Day); 25th July (St.James); 15th August (Assumption Of Our Lady); 12th October (Columbus Day); 1st November (All Saints Day); 6th December (Constitution Anniversary); 8th December (Immaculate Conception); 25th and 26th December (Christmas).

POLICE/AMBULANCE/FIRE: The telephones of the respective headquarters are as follows: Police 091; Ambulance 200706; Fire Brigade 080.

Emergencies: Red Cross of the Sea. Tel: 295000. Fax: 75.26.89; Coast Guard 900-202-202; S.A.R.: 49.05.02; Weather: Tel.40.36.00, Fax. 40.46.26, Telex 68847.

TELEPHONES: Telephones can be installed on board ships at Dique del Oeste and Muelle de la Ribera de San Carlos. Cost is 19,800 Pts per telephone plus the cost of any calls.

SERVICES: The Company Naturaser, located in the Dique del Oeste, Estacion Maritima No.5, can carry out the collection of dirty water produced by tank cleaning, bilge cleaning and fuel slops. It also has equipment necessary to clean tanks. It is possible to adjust compasses and to repair radios and radar.

BANKS:

Banco Espano de Credito, Jaime II 17 A, Tel.72.49.77.
Banco Atlantico, Gran Via Asima 15, Tel.20.50.04.
Banco Central, Avda. Juan March 8, Tel.29.88.00.
Banco de Bilbao, Plaza Virgen de la Salud 1, Tel.71.52.44.
Banco de Santander, Avda. A.Rossello 11, Tel.71.70.20.
Banco de Vizcaya, Plaza Olivar, s/n. Tel.72.37.42
Banco Exterior de Espana, Pl. Espana 11, Tel.72.60.63.
Banco Hispano Americano, Avda. Juan March 5, Tel.72.75.97.
Bankinter, Sindicato 65, Tel.72.54.04.
Barclay's Bank S.A., Avda. Alejandro Rossello 15, Tel.72.75.82.

STORING: See "Prelims".

1. Vessel can be stored by barge or truck.
2. Regulations concerning storing by barge, such storing must not interfere with loading/unloading operations.
3. Trucks can proceed alongside at the berth.
4. Fork lift trucks can be used on the jetty to handle stores.
5. Customs will take whatever action they consider necessary in each case.
6. Local Riggers can be employed to assist with storing.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: No special identification is required. At times ships may supply their own identification cards.

GARBAGE DISPOSAL: Collection service available with drums and containers provided on board or alongside. Contact Naturaserv S.A Tel: 400408/400561. Charges 20,000 Ptas per 5 cu.m.

WASTE OIL DISPOSAL: Collection service available. Contact Servmar Balear S.L. Tel: 400561/400408. Fax: 402499. Charges 8,000 Ptas/ton. 24 hour service. Suction system and international couplings available.

SEAMAN'S CLUBS: None.

CURRENCY: Spanish Pesetas (Pta).

REGULATIONS: There are special Port Regulations for the land and sea areas. They are printed in a a booklet available in Spanish and English at the Port Authority office (Muelle Viejo No.3).

DELAYS: Delays are not normally expected.

GENERAL: *Ship Brokers:*

Agencia Schembri S.L., Plaza Lonja 1, Tel.72.71.41, Telex 68556.
Hijos de Miguel Estela S.A., Antonio Maura 28A, Tel.72.39.35, Telex 68537.
Miguel Puigserver Mulet, Antonio Maura 26, Tel.71.53.03, Telex 68589.
Transbalear, 17 de Julio s/n., Tel.29.69.00, Telex 68665.

Insurance Companies:

La Union y el Fenix Espanol, Jose Anselmo Clave 2, Tel.71.59.80.
Hispania S.A., Avda. Alejandro Rossello 25, Tel.71.23.37.
Mare Nostrum S.A., Via Roma 3, Tel.71.28.00.
Phoenix Latino S.A., Paseo Maritimo 6, Edif.Tropic., Tel.28.71.00.
Mapfre Mutualidad de Seguros, Jose A.Clave 8, Tel.71.28.46.
Finisterre S.A., Pasaje M.Antonio Torrandell 2, Tel.72.23.45.
Adriatica de Seguros, Plaza Mayor 1, Tel.71.57.50.

Average Adjusters: Comisario Espanol Maritimo. Fco. Rossello Rosinol. Son Dameto de Baix. Comite Central de Asegurados Maritimos de Francia. Jaime Ferra Gisbert. Amilcar 1-8°, El Arenal. Tel.26.63.76.

Maritime and Customs Agents:

Jose Pons Llabres, Gremio de Transportes 2, Tel.29.60.00.
Jaime Moranta Bestard, Marina 2, Tel.71.04.47.
Miguel Puigserver Mulet, Avda. Antonio Maura 26, Tel.71.53.03, Telex 68589.
Jose Estela Salom, Avda. Antonio Maura 30, Tel.71.15.26, Telex 68537.
Jaime Oliver Aymerich, Rafaletas 1, Tel.40.06.11.
Naviera Mallorquina, S.A., Muelle Viejo 11, Tel.72.66.42, Telex 68548

Stevedores:
Contenemar S.A., Muelles Comerciales, Tel.40.01.12, Telex 68683.
Transmediterranea S.A., Muelle Viejo 5, Tel.72.75.24, Telex 68555.

Repair and Maintenance
Hispano Radio Maritima, Avda. Argentina 45, Tel.28.11.68.
Frigorificos Cofrisa, Teniente Oyaga 15, Tel.29.14.27.
Astilleros de Mallorca, S.A. (Shipyard), Contramuelle Mollet 9, Tel.71.06.45, Telex 68579.

DEVELOPMENTS: A new 20,000 sq.m. area for Ro-Ro trailers will be available in the near future, with possibility of facilities for reefer containers.

AUTHORITY: Port Authority of the Balearic Islands, Muelle Viejo No. 3, 07012 Palma de Mallorca, Spain. *Tel:* 71.51.00. *FAX:* 726948. *Contact:* Javier Tarancon, Chairman. Rafael Soler, Technical Director. Juan de Pazos, Port Captain. Jaime Canudas, Customs Chief. Jose Ma. de Felipe, Harbour Master.

PASAJES: 43.20 N. 01.56 W. (See Plan)

PORT LIMITS: In this port a vessel is considered to be an "arrived ship" (subject to C/P Terms) when the Pilot leaves the vessel once she is inside the port. The laytime will commence when the Master has delivered in writing the Notice of Readiness.

Agent's Comment: The Pasajes Port Authority consider the port to be limited by an imaginary line linking the West of Arando Grande and the East of Arando Chico.

DOCUMENTS:

4 Crew Lists.

2 Passenger Lists or negative.

2 Cargo Manifests with an individual copy of each Bill of Lading for items to be discharged at port of Pasajes.

Copy of Manifest covering other cargo on board in transit for other ports.

Stores List in duplicate, including tobacco, cigarettes, spirits, radios, etc., belonging to the vessel.

Detailed Crew's Stores List, in duplicate, of all personal effects pertaining to crew and passengers (tobacco, cigarettes, spirits, cameras, radios, arms, etc.).

For vessels exceeding 499 g.r.t., Safety Certificate, Safety Equipment Certificate and Derat Certificate should be on board ready for production.

PILOTAGE: Pilot service is compulsory and permanent. Pilots board vessel in an area about 1.5 miles out from leading lights of port entrance. The telegraphic address is: Corporacion de Practicos, Pasajes. Notice should be given 24 hours before arrival; generally Agents keep Pilots informed of vessel's time of arrival when they are advised by Masters. VHF service in operation.

Pilots' cutter is painted in naval-grey with letter "P" painted in white on both sides of bridge; flag with letter "P" in white, is hoisted on cutter's mast.

International pilot signals are used by Pilots, by means of Aldis lamps, when approaching vessel at night. International light and sound signals to be made by vessel when requiring Pilot.

In event of bad weather Pilots cannot board vessel at usual 1.5 miles location. In this case vessel has to wait for instructions (VHF or radio) for entering port.

With respect to boarding and safety measures, the international safety regulations are to be followed.

ANCHORAGES: A limited number of vessels may anchor in Roads inside the port, in good shelter. Depth in area of anchorage is 25 ft. – 29 ft.

RESTRICTIONS: The entrance channel is 80 m. – 120 m. wide, 1,200 m. long and its depth 10 m. at LST, with sandy bottom. Vessels with a length not over 130 m., provided their draft allows, may enter or leave at any time during the day or night. Vessels with a length between 130 m. and 140 m. may enter or leave from 1 hour – 3 hours before high tide during day or night. Vessels with a length over 140 m. may only enter or leave from 3 hours – 1 hour before high tide during daylight. Vessels with a draft over 25 ft., though less than 130 m. in length, will only be allowed to sail or enter from 4 hours before high tide to 2 hours after, on account of their draft, both during the day or at night.

MAX. SIZE: The Port Authority has determined the maximum particulars of the vessels that may use the port: those with a length not over 185 m. and a draft not over 28 ft. forward and 29 ft. aft on entering/leaving. However, a special authorisation must be obtained from the Naval (Military) Commandancy for vessels with a length from 175 m. – 185 m. Vessels bound to Lezo Quays are limited to the same draft as above but to 160 m. length.

HEALTH: If vessels proceed directly to berth Pratique can be obtained immediately upon berthing. If vessels anchored in bay, Pratique can be obtained after anchoring. In case of any suspected disease or fever on board, the Master must advise the Agents, by radio, in order that they may inform the Sanitary Authorities in advance.

RADIO: Nearest Radio stations are the coastal radio stations of Igueldo and Cabo Mayor. Messages by radio-telephone can be transmitted via Radio Arcachon (France). Notice of ETA should be sent to Agent 24 hours before arrival.

TUGS: No tug-boats required for vessels with normal steering when entering port. Tug-boats are required for berthing or shifting to and/or from quays for vessels over 80 m. length. Ship's lines are used and tug-boats are employed according to Pilot's advice.

4 tugs available, the smallest and largest being 1,000 h.p. and 1,500 h.p. respectively.

BERTHING: Berths are allocated by Port Control after notice of arrival and information regarding cargo given by Agent. Pilots inform Masters of location of berth appointed, if any. No tidal difficulties for berthing or shifting inside the port.

Berths belonging to Port Control.

Name	*Length* (m.)	*Depth* (m.)	*Use*
Buenavista 2	145.0	10	Mixed cargo, Ro-Ro traffic
Molinao	313.0	10	Solid bulk, general cargo
Capuchinos	298.3	10	Solid/liquid bulk
Petroleos	159.5	10	Liquids. Special installation
Iberdrola I	250.0	10	Private, solid and liquid bulk.
Lezo – 1	298.4	10	Scrap/General cargo
Lezo – 2	150.1	10	Mixed cargo, iron and steel products
Buenavista 1	616.0	12	General cargo, solid bulk
Lezo – 3	151.0	8	Roll-on/Roll-off
Hospitalillo	87.6	6	Shipbuilding/repairs
Avanzado Norte	63.6	6	Port Authority
Avanzado Oeste	120.3	6	Solid bulk/general
Darsena Petroleo	50.0	6	Liquid bulk and ship's stores
Herrera	399.4	5	General cargo
Reloj	240.0	5	Solid bulk/scrap

CARGO HANDLING: *Containers:* 3×30 tonne cranes available for container handling.

Mechanical Handling Equipment: There are 43 forklift trucks ranging from 3 tonnes to 32 tonnes capacity, 39 shovel loader trucks of 3 tonnes to 12.3 tonnes, 6 platforms.

Various ancillary equipment, scrapers, bagging units, bulldozers, barges, lighters, work boats. There are 2 floating cranes, whose power ranges between 6 h.p. and 50 h.p., maximum reach on the largest being 12 m. and its height above sea level being 21 m.

Ro/Ro Traffic: The port has 2 ramps for Ro/Ro traffic at Buenavista 2 and Lezo 3.

Whenever a vessel arrives with flammable products, such as gas, propane, etc., the quay where vessel is discharging is fenced off.

CRANES:

Location (Berth)	*No. of Cranes*	*SWL* (tons)	*Reach* (m.)	*Output* (tonnes/p.h.)
Herrera	1	3.5/6	22.5/12.5	80
Reloj	1	6	22.5	100
	1	12	25	100
Avanzado Oeste	2	6	22.5	100
Buenavista 1	1	30	22.5	200
Buenavista 1	1	30	22.5	200
Buenavista 1	2	12	25	150
Buenavista 1	3	16	35	180
Buenavista 2	1	30	22.5	200
Molinao	2	12	25	150
Molinao	2	16	30	180
Capuchinos	3	12	25	150
Capuchinos	1	16	35	180
Lezo 2	1	30	22.5	200
Lezo 2	1	12	25	150
Lezo 1	1	12	25	150
Lezo 1	1	16	30	180
Factoria	3	3	25	80
Iberdrola I	1	15	22.7/6	500
Iberdrola I	1	12.5	16.5	250

Mobile Cranes: 2×52 tons with 25 m. reach.

STEVEDORES: ETA advice should be received by Agent 24 hours before arrival in order arrange loading/unloading operations with stevedores. The official working time in the port is: Monday/Friday 0700 hrs. – 2100 hrs. No overtime or work on Saturdays, Sundays or Holidays.

MEDICAL: Any kind of medical assistance is available. In case urgent surgical or medical assistance required on vessel's arrival, Agent should be informed in plenty of time to make the necessary arrangements.

No particular inoculations required or vaccination/fever certificates to be produced unless epidemic at last or recently visited ports.

TANKERS: Berth at Muelle Petroleos: 2×8 in. (gas oil), 2×8 in. (fuel oil Nos. 1 and 2, gas oil).

FRESH WATER: Fresh water available at all wharves. Rate of delivery 25 cu.m.p.h. – 70 cu.m.p.h.

FUEL: Fuel is supplied by C.L.H. at Buenavista 1 – 2, Molinao and Capuchinos Quays. The rate of delivery is 100 t.p.h. Owners must pay C.L.H. for the fuel 24 hours prior to its delivery.

FIRE PRECAUTIONS: No specific precautions required unless the vessel carries flammable cargo. Special harbour fire-fighting corps.

CONSULS: Consulates/Vice-Consulates at San Sebastian and/or Pasajes:

Argentina
Belgium
Brazil
Colombia
Costa Rica
Chile
Denmark
El Salvador
Finland
France
Germany
Great Britain
Greece
Italy
Netherlands
Norway
Panama
Paraguay
Peru
Portugal
Sweden

REPAIRS: Repair shops and shipyards available, where repairs or overhauls may be carried out.

DRY DOCKS: One (1) floating dock 99.36 m. long. (internal 84.36 m.), 29.75 m. wide (24.50 m. internal), and 10.40 m. depth of water. Capacity 4,000 tonnes.

One (1) floating dock 68.92 m. long (internal 58.62 m.), 23.25 m. wide (18.0 m. internal), and 9.125 m. depth of water. Capacity 2,000 tonnes.

Two (2) slipways with 6 ramps of length between 130 m. and 157 m. and widths between 7.40 m. and 12.50 m. Max. admissable vessel tonnage: 1,200.

GANGWAY/DECK WATCHMEN: Compulsory. Shore watchmen available.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: Ship's Registry, Radio, Load Line, Equipment and Construction.

CUSTOMS ALLOWANCES: In case the vessel carries more than 6 kilos tobacco per crew member and more than 2 kilos per passenger, the excess must be declared in a separate Manifest which must be legalised by the Spanish Consular Authorities. In absence of Spanish Consular Authorities that Manifest will have to be legalised by an Authority of last port of clearance wherefrom the vessel proceeds. A reasonable amount of alcohol is allowed per man.

REPATRIATION: Good facilities for repatriation.

AIRPORT: Airport of Fuenterrabia is situated at 10 km. from Pasajes. Regular daily services with Madrid and Barcelona.

TIME: GMT plus 1 hour in Autumn and Winter. GMT plus 2 hours in Spring and Summer.

HOLIDAYS: 1st January; 6th January; 19th March; Maundy Thursday; Good Friday; Lunes de Pascua; 1st May; 7th July; 16th July; 31st July; 15th August; 12th October; 1st November; 6th December; 8th December; 25th December.

POLICE/AMBULANCE/FIRE: Police 529300; Ambulance 272222; Fire 080; Red Cross (local) 351032; Hospital, San Sebastian, 453800.

TELEPHONES: No possibility of placing telephones on board.

SERVICES: Divers.

SHORE LEAVE: Crew allowed to land immediately upon arrival.

IDENTIFICATION CARDS: Not required.

DEVELOPMENTS:

1. Improving the depth in the bay (2nd phase) giving a depth of 12.0 m. at LW and HW.

2. Donibane Area: In the 1st phase, a quay length of 360 m. will be provided with a depth of 12.0 m. To be extended in the 2nd phase to 600 m.

3. Lezo Area: Lezo 3 to be extended, permitting Ro/Ro vessels length 145 m. and beam 26 m. to berth.

AUTHORITY: Comandancia Militar De Marina De San Sebastian, Pasajes, Spain. *Contact:* Guillermo Aldir Albert, Military Marine Commandant.

Autoridad Portuaria de Pasajes, Apartado 56, 20110 Pasaia, Spain. *Tel:* (943) 351844. *FAX:* (943) 352580. *Contact:* Port Director.

RIBADEO: 43.32 N. 07.02 W.

DOCUMENTS:

Manifest of Cargo, including Cargo in Transit.
3 Crew Lists.
2 Passenger Lists or negative.
2 Stores Lists.

If vessel carries over 6 kilos tobacco per man, the excess to be declared in a separate Manifest which must be visaed by Spanish Consul at last port, otherwise is exposed to heavy fine.

PILOTAGE: Prior advice of ETA required by Pilot, who boards at the mouth of the river at the time advised by Agent. Pilot boat is white-painted motor launch, carrying international pilot signals.

In case of bad weather, Pilot will instruct vessel by signals to proceed to anchorage or to berth.

The Pilot always boards on the lee side, in the latitude of Isla Pancha.

ANCHORAGE: At Ensenada de Arneo, approx. position Lat. 43° 33′ N., Long. 7° 01.6′ W. in depth of 9 m. LW.

RESTRICTIONS: Vessels enter night and day, limited only by draft and state of tide.

MAX. SIZE: Length and beam not limited. Max. draft 15 ft.

HEALTH: Pratique given on arrival on production of clean Bill of Health. International quarantine signals to be used. Port Authorities to be advised if any case of suspected disease or fever on board.

RADIO: Messages may be routed through coastal stations at Vigo, La Coruna or Gijon.

TUGS: None available.

BERTHING: Vessels may berth at the mole at any time, or state of tide, according to draft.

STEVEDORES: Stevedores services operated only by Servicio de Trabajadores Portuarios.

MEDICAL: Nearest clinic at Mondonedo 35 km. from Ribadeo.

DENSITY: 1025.

FRESH WATER: Water connections exist along the length of the mole. Rate, 20 t.p.h.

FUEL: There is a gas oil supply for small vessels, rate 12 t.p.h.

GANGWAY/DECK WATCHMEN: None required.

OPENING/CLOSING HATCHES: Performed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle wine/spirits per man.

CONSULS: Nearest at La Coruna.

REPAIRS: Minor mechanical repairs can be effected. Slipway for vessels up to 200 tons.

AIRPORT: Nearest at La Coruna, 150 km. away, or Aviles, 165 km. away, with regular services to Madrid.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

POLICE/AMBULANCE/FIRE: Tel: Ribadeo 110650.

AUTHORITY: El Ayudante Militar de Marina de Ribadeo.

ROSAS: 42.14 N. 03.10 E. (See Plan

DOCUMENTS:

Crew List.
Passenger List.
(1 of each) Ship's Papers.

PILOTAGE: Pilots from Palamos berth vessels. 24 hours notic required.

ANCHORAGE: Bay of Rosas is anchorage area.

MAX. SIZE: Depth in Commercial Port is 4 m., with berths for carg ships of about 1,000 n.r.t. (metric).

HEALTH: Once ship is anchored in the bay it obtains Pratique by mean of signals, and by raising the yellow health flag. When vessel enterin after calling at another port in the same country, this procedure is no required; Health Inspector boards at the quay side.

RADIO: Bagur Radio on VHF Channel 16.

VHF: Port Authority on Channels 16 and 12.

TUGS: 1 × 400 h.p.

BERTHING: Advisable during daylight only.

MEDICAL: Port Health Doctor available. Hospitals 18 km. distance. Re Cross of the Sea is located at Rosas and operates on a permanen basis. Tel. (972) 25-55-55. VHF Channels 16, 12 and 73. Station als has an all weather lifeboat.

FRESH WATER: Available at Commercial Port at rate of 8 tonnes/p.h to 10 tonnes/p.h.

FUEL: Available to small vessels only.

REPAIRS/DRY DOCKS: Slipway for vessels of 300 tons.

POLICE/AMBULANCE/FIRE: Police Service 25-62-72; Ambulanc Service 25-68-28; Fire Service 25-66-32.

AUTHORITY: Ayudante de Marina de Rosas, Muelle de Rosas No.4 17480 – Rosas, Spain. *Tel:* 972-256323. *Telex:* 98520 MENA E. *FA* 972-150755. *Contact:* Ramon E. Vazquez Calvo, Captain of the Port.

SAGUNTO: 39.39 N. 00.13 W. (See Plan

LOCATION: 18 km. North of Valencia.

PORT LIMITS: The East/West line through the point of Cape Escoller de Levante.

DOCUMENTS:

2 copies Entrance Manifest.
4 copies Crew List.
Passenger List disembarking at this port.
Passenger List in transit.

Refer to "Barcelona" for other important information concerning Documentation.

PILOTAGE: Port is privately owned, and Pilots employed by Altos Hornos del Mediterraneo S.A. As Pilots are employed in Consignees Office no separate ETA is necessary. They are sent out to meet vessels as required. Pilot boat is not fitted with radar or VHF. Boat displays signals in accordance with international regulations.

ANCHORAGE: From 155° to 170° from the Cape Canet Lighthouse i 20 m. of water.

RESTRICTIONS: Entrance to port faces S.E. and is 560 m. wide wi a depth of 9.14 m. at LW.

HEALTH: Pratique can be arranged at any time by Consignees.

RADIO: Cadiz Radio-EAC, Cabo Palos Radio-EAP and Valencia Radi EAV.

TUGS: 6 tugs up to 1,250 h.p. available. Tugs normally join vessel either in anchorage or 0.5 miles from entrance. Ship's lines are used. Tugs should be ordered in ETA message also mentioning vessel's length and cargo. Use of tugs is compulsory for vessels berthing at Pantalan.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Use*
Muelle Norte	570	9.80	Solid and General Bulk.
Muelle Centro	660	11.25	–
Muelle Sur	580	9.80	General Cargo and Liquid Bulk.
Pantalan	270	14.00	Solid Bulk by Special Installation.

BULK HANDLING FACILITIES:

Location	*Owner*	*Remarks*
Pantalan	Autoridad Portuaria de Valencia	There is a 2,000 m. long conveyor bel with an output of 2,500 tons per hou
Sur	Enfersa	Offloading of anhydride ammonia b retractable loading arm and loading o fertiliser by belts. Distance to tanks 1 km. Pipeline 6 i Vapour return 4 in. Loadin Discharging arm 8 in. Discharge ra 400 t.p.h. – 600 t.p.h. Temperatu −33°C.

CRANES: The port operates 6 privately owned gantry cranes w capacity of 20 tons to 60 tons and 1 derrick of 250 tons.

STEVEDORES: Employed by consignees.

MEDICAL: Medical assistance should be ordered in advance. All kinds of medical assistance available. One hospital owned by Altos Hornos.

TANKERS: No facilities.

DENSITY: Salt water.

FRESH WATER: Available.

FUEL: None available.

FIRE PRECAUTIONS: Fire service organised by Altos Hornos.

CONSULS: Nearest at Valencia.

REPAIRS: Small repairs possible.

GANGWAY/DECK WATCHMEN: Usually by crew. The Civil Guard keep watch on all ships for contraband.
OPENING/CLOSING HATCHES: Effected by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes only. One bottle spirits per man but bottle should be opened. Spanish spirits allowed; one bottle per man. No control of Spanish wines.
REPATRIATION: Facilities for effecting crew changes and arranging repatriation.
AIRPORT: Manises Valencia, 40 km. away.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: *Religious Festivals:* January 6th, March 19th, August 15th, December 8th and 25th. Variable: Good Friday and Corpus Christi. *National Festivals:* January 1st, May 1st, July 25th, October 12th.
TELEPHONES: None on board. Telephones placed in Boat house and Pilots' Office.
SHORE LEAVE: Crew members allowed ashore.
IDENTIFICATION CARDS: Passport only.
AUTHORITY: Autoridad Portuaria de Valencia, Muelle de la Aduana, S/n, 46024 Valencia, Spain. *Tel:* (96) 3674391. *Telex:* 64508. *FAX:* (96) 3672752. *Contact:* The General Manager.

SAN CIPRIAN: 43.42 N. 07.27 W. (See Plan)

LOCATION: The port is located on the N.W. coast of Spain, about 10.5 miles Eastward of Estaca de Bares Point.

Its entrance is located at Lat. 43° 42′ 09″ N., Long. 07° 27′ 06″ W.

Charts: B.A. Chart No. 1122. Spanish Navy Chart No. 4081.

PILOTAGE: Licensed Pilots are available.

Use of Pilot is compulsory for all vessels over 150 g.r.t. All vessels are requested to contact San Ciprian Pilots, or San Ciprian Port Control, on VHF Channels 16 and 14, 2 hours before arrival at the Pilot's station, giving confirmation on ETA and for receiving instructions about berthing and operations.

Pilots will board one mile N.W. from Farallones Islands, at about Lat. 43° 43′ 04″ N., Long. 07° 27′ 01″ W.

When weather conditions are unfavourable for a Pilot to board at the designated area, the Pilot will instruct through VHF radio, and the vessel may follow the Pilot's boat in, until conditions are suitable for boarding.

APPROACHES: *Entrance:* The port is well sheltered by 2 breakwaters; one in the North part with 935 m. length, leading to E.S.E. seawards, and another in the South part with a length of 1,130 m., leading to N.N.E. seawards, at which are placed the piers.

In between the breakwaters, the entrance of the port is 270 m. wide with a depth of 20.0 m. L.W.S.T.

The breakwater heads are marked with lights and a foghorn will be placed on the South breakwater head.

The port has 2 access channels, both duly marked with leading lights. To enter port through North Channel, vessels should steer on true course 202° from sea, leaving the Farallones Islands by her port side. Vessels may also use the East Channel, steering 271° (T), coming from sea, and leaving the Farallones Islands on the starboard side. In both channels, there is a minimum depth of 17.0 m. (56 ft.) at L.W.S.T.

The two piers are located in the inner part of the South breakwater with a depth from 7.0 m. – 17.0 m., having 320 m. for ship's berthing safely. The principal berth is 232 m. long with 17.0 m. – 14.0 m. depth. The auxiliary berth is 88 m. long with 7.0 m. depth.

The manoeuvring zone is about 1,100 m. × 800 m. and has a minimum depth of 12.5 m. at L.W.S.T.

ANCHORAGES: If ships are less than 80 m. LOA, they may anchor in the port with Port Control consent. If they are longer than 80 m., they must anchor in the roads in position Lat. 43° 44.1′ N., Long. 07° 26′ W., or in Vivero Bay in position Lat. 43° 44′ N., Long. 07° 36′ W.

RESTRICTIONS/MAX. SIZE: The largest size acceptable is 62,000 d.w.t. with a max. draft at the entrance of 12.5 m. These large ships may only manoeuvre with daylight and high water at the same time.

From 12,000 d.w.t. to 62,000 d.w.t., vessels require daylight. Below 12,000 d.w.t., vessels may proceed at any time.

Ships proceeding to the Auxiliary Pier are restricted to 7.0 m. draft and 110 m. LOA.

For all vessels, only clean ballast is to be discharged.

No tank cleaning or pumping of bilges is allowed whilst the vessel is in port or its approaches.

Also see "Berthing".

VHF: Radio Station on Channels 16 and 14.

TUGS: 2 tugs available. "Sertosa-14" 1,900 h.p. (24 tonnes bollard pull) and "Sertosa-19" 2,400 h.p. (32 tonnes bollard pull).

Use of tugs is compulsory for all vessels over 2,000 g.r.t. and when judged necessary by the Port Authority.

A third tug is available to assist large vessels.

BERTHING: *Principal Berth:* The berth accepts vessels up to 240 m. LOA, 36 m. beam and 12.5 m. draft.

It allows discharge of bauxite in bulk, pet coke, fuel oil and also loading of alumina. The berth is also used to load Ro-Ro vessels with aluminium and general cargo vessels with alumina hydrate in bulk.

Equipment: Automatic unloading crane on conveyor belt for handling of bulk goods such as bauxite, pet coke, etc., and capable of handling 15,000 tonnes per day.

Alumina shiploader, capable for loading 1,200 t.p.h.

Terminal arm for connection of fuel oil for the Factory use only. One oil pipe of 16 in. diameter and hose connection of 8 in.

Auxiliary Berth: The berth accepts vessels of up to 110 m. LOA, 16.0 m. beam and 7.0 m. draft.

The berth is used to discharge caustic soda, aluminium, metallurgica sandy alumina in bulk, hydrate in bulk and big-bags, and anodes for electrolysis.

Equipment: Two cranes of 5 tons each, used for loading aluminium and alumina hydrate in big-bags and anodes.

Automatic system for loading alumina in bulk.

Hose connection of 6 in. to discharge caustic soda.

Alumina Maritime Terminal: The Terminal Manager, or in his absence the Terminal Supervisor, is in charge of the Maritime Terminal with a continuous 24 hour service.

The offices are located in a building between the two piers.

While a vessel is alongside, a Supervisor of the Maritime Terminal will remain on the pier or in the office at all times to deal with routine operations and any emergency.

The access to the Maritime Terminal through the Factory is under the control of a security guard, who shall check the identity of personnel.

Upon arrival at the port, Identity Cards will be supplied to allow incomings and outgoings through the premises, but one must keep in the restricted lanes and not trespass into the Factory.

MEDICAL: Hospital facilities at Alumina Espanola S.A. are only available on an emergency basis.

Full hospital facilities available in Burela 15 km. distant, without prior notice. Dentists available during normal work hours.

FRESH WATER: Available. If the vessel is to be supplied with fresh water, an official form must be filled, forms to be supplied by the Agent.

FUEL: Not available locally. Small quantities can be supplied by road tanker from Corunna.

REPAIRS: No major facilities at the port. Mobile repair companies available. No berths dedicated for repair work.

If you are expecting an outside visit, either personal or technical, proper advice is to be given to your Agent for them to obtain the compulsory permits from the Factory.

Should you require some maintenance or repairs, proper notice is to be given to the Port Authorities.

SEAMAN'S CLUBS: None.

GENERAL:

Fire Precautions: The Alumina Terminal has a well trained firefighting crew and fire hydrants are installed at all strategic points. No smoking allowed on all wharves and in ship's holds.

Garbage: Service for solids is available with containers provided on the pier if required, with an official form.

Gangs: All requests for labour must be done by telex or cable.

In order to insure that gangs will be available, it is imperative that the telex message be in the Port Office by 1400 hrs. the day before the gangs are required.

Ladders: If the accommodation ladder is not suitable for the berth configuration, vessel will be requested to fill a form and the Port Authorities will supply an adequate one.

Mobile Cranes: In addition to the quay cranes indicated, the Port Authority have available several cranes, which can be utilised if required, with an official form.

Stores: Stores may be delivered to vessel by road. Loading of stores may be restricted during cargo operations.

Tide/Winds: Rise and fall: 0.5 m. to 4.1 m.

The prevailing wind direction in the Winter season is N.W., and in the Summer season N.E.

AUTHORITY: Alumina Espanola S.A. & Aluminio Espanol S.A., Apartado 71, 27890 San Ciprian, Lugo, Spain. *Tel:* 34-82-596000, 596048. *Telex:* 82298. *FAX:* 34-82-596003.

Port Authority: Miguel A. Lourenzo, Manager. Tel: 34-82-596000, ext. 1174. Telex: 82085. Fax: 34-82-596016.

Harbour Master (at Burela): Captain Bernardo Rodriguez. Tel: 34-82-586100. Fax: 34-82-586110.

The port has the status of a "Private Port", so traffic is subject to the rules of the Factory.

The Owner of the port is Alumina Espanola, S.A.

SANT CARLES DE LA RAPITA: 40.36 N. 00.36 E. (See Plan)

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists or negative.
3 Cargo Manifests or Master/Ballast Declaration.
1 Stores List.
1 Crew Manifest.

PILOTAGE: Pilotage is compulsory and service permanent. Pilot is informed by Agent of vessels ETA, given 24 hours in advance. When vessels approach the breakwater, Pilot will board. The pilot boat is white with a black "P" painted on the side. Contact pilot station on VHF Channel 14. Pilot Tel: (977) 74.05.01/74.08.04.

RESTRICTIONS: None but for draft. Vessels carrying dangerous cargo should get permission for berthing prior to arrival.

MAX. SIZE: Maximum draft allowed is 17 ft. Contact Pilot for draft information.

HEALTH: Pratique is obtained immediately after berthing. In case of suspected disease or fever on board the Master must radio Agent in order to inform Health Officer in time.

RADIO: Radio Costera of Barcelona and Tarragona.

VHF: See "Pilotage".

TUGS: Available to assist berthing. Tugs normally join vessel at breakwater entrance. The following tugs are available: 1×1,750 h.p., 1×1,200 h.p. and 1×800 h.p.

BERTHING: Depth of water in centre of harbour 26 ft.

Commercial Wharf: Length 1,607 ft.

CRANES: 2 cranes, 1×12 tons and 1×8 tons.

STEVEDORES: 24 hours notice required in order to arrange gangs. Unloading rates depend on type of cargo.

MEDICAL: Any kind of medical service can be arranged if information received in time.

FRESH WATER: Plentiful supply of water by means of hoses from the pier to vessel.

FUEL: Can be supplied by truck, but 24 hours notice required. Marine diesel oil is available at bunkering pier, but max. draft is 12 ft.

CONSULS: See "Tarragona".

REPAIRS: There are 3 slipways as follows: 1×180 tons, 1×70 tons and 1×0 tons.

SURVEYORS: S.G.S., Vista Alegre N. 32-3, 43540 Sant Carles de la Rapita. Tel: (977) 74.22.24/54.22.28. Fax: (977) 54.11.00.

GANGWAY/DECK WATCHMEN: Not compulsory but advisable at night.

OPENING/CLOSING HATCHES: Normally opened/closed by the crew, otherwise according to "Charter Party". Lashing must be carried out by crew.

CERTIFICATES: Solas, Load Lines, I.O.P.P., Derat, Register and Tonnage Certificates.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle wine/spirits per person. Any excess must be declared and locked/sealed. Any infringement of the regulations will subject the vessel to the immediate imposition of a heavy fine and confiscation of excess.

REPATRIATION: Good facilities available.

AIRPORT: Reus Airport situated 90 km. distance and 45 minutes by car from Sant Carles. Regular flight services with Madrid. Barcelona airport situated 190 km. and 2 hours by car, worldwide destinations and arrivals.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer(early April-late September).

HOLIDAYS: July 25th and September 11th.

POLICE/AMBULANCE/FIRE: Police: 74.07.17; Ambulance: 74.10.12; Fire: 70.00.80.

IDENTIFICATION CARDS: Not required.

AUTHORITY: Capitania Maritima, 43540 Sant Carles de la Rapita (Tarragona-Espana), Spain. *Tel:* 74.00.59. *Contact:* Fernando Cebrian Ruiz, Port Captain.

Comissio de Ports de Catalunya-Zona Portuaria II–III, Rda. General Mitre 117, 08022 Barcelona, Spain. Tel: 93-211.31.16. *FAX:* 93-4186012.

Branch office at San Carles de la Rapita. Tel: (977) 74.04.56.

SANT FELIU DE GUIXOLS (Gerona): 41.46 N. 03.01 E. (See Plan)

PILOTAGE: Pilotage is compulsory. Service between 0700 to 2400 hrs. Tel: 320910 or call Barcelona Radio or Bagur Radio (VHF).

ANCHORAGE: Vessels arriving after midnight or due to port congestion are anchored outside the breakwater.

MAX. SIZE: The maximum advisable draft for berthing is 22 ft. and up to 115 m. length.

TUGS: No tugs available.

BERTHING: Due to the fact that a few vessels can work at the same time, it is advisable to know as soon as possible the ETA for berthing arrangements.

Commercial Wharf: Length 108 m. Depth 22 ft.

Breakwater: Length 116 m. Depth 22 ft.

A pier for coasting vessels with a maximum draft of 18 ft.

MEDICAL: Any kind of medical services can be obtained at Sant Feliu or Gerona hospitals.

FRESH WATER: By means of hoses from the pier.

FUEL: Can be supplied in small quantities.

CARGO GEAR: Commercial Wharf is served by an electric crane able to lift up to 6 tons. Normally vessel's derricks are used.

AUTHORITY: Ayudantia Militar de Marina, Raig 6, Sant Feliu de Guixols (Gerona), Spain. *Tel:* 972-320967. *Contact:* Harbour Master.

SANTANDER: 43.28 N. 03.49 W. (See Plan)

PORT LIMITS: Between Cabo Mayor and Cabo Ajo.

DOCUMENTS:

- 5 Crew Lists.
- 7 Passenger Lists, or 3 negative.
- 3 Cargo Manifests of the goods destined to the Port of Santander.
- 2 sets of Manifests for Cargoes in Transit.
- Stores List in triplicate, including tobacco, spirits, radios, etc., belonging to the vessel.
- Detailed list in triplicate of all personal effects of crew and passengers (tobacco, spirits, cameras, souvenirs, radios, etc.).
- For vessels exceeding 499 g.r.t: Safety Radio Certificate and Safety Equipment Certificate.

Legalisation required for manifests covering tobacco and tobacco products. This legalisation to be effected at the port prior to the first Spanish port of call.

Master and each member of crew of vessel can carry for his own consumption up to 6 kilos of tobacco in whatever form, and, if passengers are carried, up to 2 kilos per passenger, all of which must be declared in Provisions List (1 kilo of tobacco = 1,000 cigarettes = 100 cigars). If Masters carry greater quantity than stated above, it cannot be manifested as tobacco for consumption on board, but must be included in Consular Manifest as being in transit, and as such must be separated in the holds from other cargo and hatches or lockers will be sealed by Customs until ship leaves Spanish waters. This Consular Manifest has to be legalised by a Spanish Consul. In the absence of Consul, said document will have to be visaed by an Authority of the former port of clearance. Otherwise, vessel would be severely fined.

PILOTAGE: Compulsory and service is permanent. Pilots board vessel by a cutter at the roads, near the entrance off Mouro Island. Pilot cutters are painted white and have the letter "P" in black, on each bow. Cutters have blue flag with letter "P" in white, on both sides of flag. At night cutters have a white light, under this a red one. VHF available.

ANCHORAGES: The harbour consists of a large bay which provides good anchorage.

RESTRICTIONS: Entrance is well marked and there is no bar. Depth at entrance is at minimum 35 ft.

MAX. SIZE: No restriction in respect of length or breadth, the maximum advisable draft to enter port is 35 ft. at HWOST.

HEALTH: If the vessel proceeds directly to berth, Pratique can be obtained immediately after berthing. Otherwise, at anchorage on vessel's arrival.

If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted Free Pratique. If vessel has to be fumigated or deratted a charge is made.

RADIO: Nearest important radio station is Cabo Mayor Radio, and it is advisable that messages are received at least 24 hours before arrival.

TUGS: No tugs required for entering the port, only for berthing or shifting when in port. Ship's lines are used, and tugs are employed according to Pilot's advice.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)
Calderon	270	4.0
Maura	55.6	6.5
Albareda	267	7.25 to 9.5
Almirante	94.2	9.5
Maliano (Sections 10 and 11)	242	10.5
Maliano (Section 9)	129	7.0
Maliano (Section 8)	106.4	5.0
Maliano (Sections 1 – 7)	710	8.0
North Edge	538	9.5
Raos (No. 1)	300	13.0
Raos (No. 2)	208	13.0
Raos (No. 3)	570	10.0
Raos (No. 4)	270	13.0
Raos (No. 7)	170	10.0
Terquisa Quay	170	12.5
Container Quay (Raos)	150	13.0
Campsa Quays	280	8.5
Repsol Quay	244	11.5

All depths of water quoted above correspond to LWOST and 13 ft. - 14 ft. should be added for depths at HWOST. Bottom is generally soft.

Calatrava Wharf: For discharge of chemicals. Depth alongside 34 ft. with overall length limitation of 980 ft. Up River, at Astillero, beyond the harbour area, there is one spout called Orconera Tip for loading iron ore. Vessels up to 260 ft. – 270 ft. length are allowed with a maximum draft, fully loaded, of 19 ft. Loaded vessels can only sail at high water. A modern installation for dismantling and scrapping vessels is operating up river, on the way to Astillero.

CRANES:

Maura Quay	1 fixed 30 ton crane (electric)	
Maliano Quay (Sections 10 & 11)	3 electric cranes	6 tons
Maliano Quay (Sections 1 to 7)	8 electric cranes	3 – 6 tons
North Edge Quay	4 electric cranes	6 tons
	4 electric cranes	12 tons
Raos 1	4 electric cranes	16 tons
Raos 3	7 electric cranes	16 tons
Raos 3	3 electric cranes	6 tons
Raos 3	Mobile container crane	35 tons

Also movable motor cranes, mechanical shovels and similar available.

STEVEDORES: It is very important that Masters send advance notice regarding vessel's ETA. With this notice, Agents can inform Shippers or Receivers' stevedores accordingly. Official working hours of port, are Monday/Saturday: 0800 – 1200 hrs.; 1400 – 1800 hrs.

CARGO HANDLING FACILITIES: There are berths for handling bul cargoes, grain, ore, coal, etc. There are also berths for handling bul liquids, chemicals. Berth available for Ro/Ro traffic.

1×30.5 tonne Liebherr gantry crane for containers.

MEDICAL: Any kind of medical services can be arranged.

TANKERS: "Campsa" (Spanish State Monopoly): Installation is served by two identical concrete wharves situated in Maliano Basin, berthing space of which is 500 ft. with a depth alongside of 29 ft.

DENSITY: Sea water.

FRESH WATER: Always available. Supply is performed by tugs and from shore connections at various quays.

FUEL: Ordinary fuel, diesel and gas oil are available at "Campsa" Depth alongside 16 ft. – 32 ft.

Advisable that shipowners stem bunkers through their own Contractors with (at least) 48 hours' notice. Delivery can be performed either by tank-trucks or at bunkering pier.

CONSULS:

Belgium
Bolivia
Colombia
Costa Rica
Chile
Denmark
Dominican Rep.
Ecuador
Finland
France
Germany
Great Britain
Greece
Guatemala
Haiti
Honduras
Italy
Mexico
Monaco
Netherlands
Norway
Panama
Peru
Portugal
Sweden

Note. Acting as Consul of those countries with no Consular Representation: Valentin Lavin del Noval, Dominican Rep. Consul.
REPAIRS: Good repair facilities with various shipyards at port. All types of deck, engine, etc., repairs are possible.
DRY DOCKS: Three dry docks, one of which is within the harbour area and the other at Astillero (beyond the harbour area). Dimensions are:

Extreme length	405 ft.	434 ft.	722 ft.
Breadth at entrance	58 ft.	54 ft.	105 ft.
Depth on sill (high water)	23.7 ft.	20 ft.	38 ft.

GANGWAY/DECK WATCHMEN: Not compulsory but available upon request.
OPENING/CLOSING HATCHES: Effected normally by crew, except in liner vessels, which is contracted by stevedores.
CERTIFICATES: Vessels should have the usual documents on board, but only the Safety Radio, Safety Equipment and Derat Certificates are required by Authorities.
CUSTOMS ALLOWANCES: Normally, Customs permit 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.
CARGO GEAR: Shore cranes are usually employed in loading/discharging operations.
REPATRIATION: No difficulties.
AIRPORT: About 4 miles from town. There are regular services with Madrid and Barcelona. Also charter flights to U.K. and other European countries.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS:

January 1st, New Year's Day	Full day	Work can be arranged
January 6th, Epiphany	,,	,,
March 19th, Saint Joseph	,,	,,
Maundy Thursday	,,	,,
Good Friday	,,	,,
May 1st, Saint Joseph Artisan	,,	,,
Ascension Day	,,	,,
Corpus Christi	,,	,,
June 29th, Saint Peter & Saint Paul	,,	,,
Labour Day	,,	,,
July 25th, Patron Saint of Spain	,,	,,
August 15th, Assumption Day	,,	,,
August 30th, Martyrs' Day	,,	,,
September 15th, Virgin La Bien Aparecida, Patron of Santander	Full day	Work can be arranged
October 12th, Holiday of Hispanicism	,,	,,
November 1st, All Saints Day	,,	,,
December 25th, Christmas Day	,,	,,

POLICE/AMBULANCE/FIRE: Police 222543; Civil Security Guards 232004; Hospital, Casa de Socorro 221214, Valdecilla 231400; Fire 231662; Ambulance Cruz Roja 270235.
TELEPHONES: In very special instances, can be arranged.
SERVICES: Available for tank cleaning, washings, compass adjusting, hull cleaning whilst floating, radio installation repairs, etc.
SHORE LEAVE: Crew allowed ashore at any time.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: No service available.
WASTE OIL DISPOSAL: No service available.
SEAMAN'S CLUBS: None.
CURRENCY: Peseta.
DEVELOPMENTS: *Extensions:* The entrance channel has been widened to 200 m. and has some depths between 9.5 m. and 10.5 m. at LWOST.
AUTHORITY: Junta del Puerto-Santander, Paseo de Pereda 33-1°, 39004 Santander, Spain. *Tel:* 42-314060. *Telex:* 35936 Jpsr E. *FAX:* 42-314904. *Contact:* Manuel Martin Ledesma, Director del Puerto.

SEVILLE: 37.25 N. 06.00 W. (See Plan)

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
2 Cargo Manifest, including cargo for discharge and in transit.
Declaration of Health.
2 Lists of Provisions and Stores.
2 Copies of Bills of Lading.

If vessel carries over 6 kilos tobacco per man the excess to be declared in a separate manifest which must be visaed by Spanish Consul at last port, otherwise is exposed to heavy fine.
PILOTAGE: *At the Bar:* Vessels may commence to enter and leave the river 1.5 hours after low water. Bar Pilots are stationed at Chipiona and come out to board vessels when requested, 2 miles North of Chipiona Lighthouse.

Pilot motor launches about 9 m. long, painted white with black "P" on sides. They carry regulation lights and signals day and night.

River Pilots: Vessels should radio their ETA at least 24 hours in advance to "Practicos Sevilla". River Pilots are stationed at the pier at Bonanza, Lat. 36° 48′ N., Long. 06° 20′ W. Sound signal to call Pilot is 3 long blasts. Pilot boards from white-painted launch marked by black letter "P" and carrying regulation signals. Pilots require means of embarkation in accordance with International Conventions.
ANCHORAGE: At Bonanza, in depth of 20 ft. below chart datum.
RESTRICTIONS: Navigation in the River Guadalquivir is prohibited at night, both inward and outward for tankers or vessels with hazardous cargoes. Any vessel with a draft greater than 19 ft. 06 in. may not leave at night.

Draft is controlled by height of tide and this should be ascertained by Owners or Agents in advance for the probable date of entry.
MAX. SIZE: Max. draft 23 ft., max. beam 24.2 m. (The limitation in beam is for passing through the lock). Lock length 200 m., width 25 m. Tankers are required to have an additional 1 ft. keel clearance.
HEALTH: Pratique is obtained on arrival at Bonanza, on presentation of International Health Certificates.
RADIO: Tarifa Radio – EAC.
VHF: Channel 12 is used to call all stations between Chipiona and Seville, and between vessels.
TUGS: Normally join vessel in the anteport. Ship's tow line is used.
BRIDGES: Vessels berthing at Delicias Quay must pass through the Alfonso XIII drawbridge. May be opened between 0715 hrs. and 2200 hrs.
STEVEDORES: 24 hours' notice should be given by Agents and confirmed 12 hours before vessels arrival.
CRANES: 46 cranes with capacity 3 tons – 36 tons.
MEDICAL: All medical and hospital facilities available.
TANKERS: There are 2 berths, depth alongside 20 ft.
At Quay No. 2, hoses 8 in. diameter.
At Quay No. 3, hoses 8 in. and 10 in. diameter.
DENSITY: Fresh water. The tide has no influence at Seville.
FUEL: All grades available.
CONSULS: The following countries are represented at Seville:

Belgium
Bolivia
Canada
Colombia
Cuba
Chile
Denmark
Dominican Republic
Germany
Great Britain
Greece
Honduras
Italy
Liberia
Nicaragua
Netherlands
Panama
Peru
Portugal
Sweden
United States
Uruguay
Venezuela

REPAIRS: All types of repairs can be effected.
DRY DOCK: Astilleros Espanoles S.A. have 1 dock, length 149 m., breadth 25 m.
GANGWAY/DECK WATCHMEN: Not considered necessary. All quays are watched by the Guardia Civil.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCES: 6 kilos tobacco per crew man, and 2 kilos per passenger; this includes tobacco in bonded stores. No restriction on wines/spirits.
REPATRIATION: All facilities available.
AIRPORT: Situated 12 km. away, regular daily flights to Madrid, Barcelona, other parts of Spain. Some transatlantic flights.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: 1st January; 6th January; 27th and 28th March,; Maundy Thursday; Good Friday; 1st May; 29th May; 25th July; 15th August; 1st November; 6th and 8th December; 25th December. All holidays may be worked with overtime.
POLICE/AMBULANCE/FIRE: Police: 091; Fire Brigade: 232123; Ambulance: 231945.
TELEPHONES: Can be installed on board if requested 10 days in advance.
SERVICES: Fresh provisions and stores available, refuse collection, correction of compasses.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
AUTHORITY: Comandancia Militar de Marina de Sevilla, Avenida de Molini No.7, Sevilla, Spain. *Tel:* 4614146. *FAX:* 4615648. *Contact:* Comandante, Militar de Marina.

SOLLER, Majorca: 39.47 N. 02.46 E.

DOCUMENTS: See "Bilbao".
PILOTAGE: None available. 2 intermittent lights situated on the Mole indicate the Entry Channel.
MAX. SIZE: Advisable length and draft 60 m. and 4.50 m. respectively.
TUGS: None available.
MEDICAL: It is advisable to give advance notice if medical attention is required. There are no hospitals. Medical service is available 5 km. from the port.
FRESH WATER: Not available at the quay.
FUEL: Not available. If required the order should be placed to CLH through the Agent.
CONSULS: None.
REPAIRS: No facilities exist.
GANGWAY/DECK WATCHMEN: Crew do this operation.
OPENING/CLOSING HATCHES: Crew.
AIRPORT: The airport is situated 40 km. away; the island is well connected with the Peninsula (mainland) and with foreign airports.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: It is advisable to have these available.
AUTHORITY: Jefe Encargo del Despacho de Buques, Oficianas del Destacamento de la Comandancia Militar de Marina en Soller.

TARRAGONA: 41.05 N. 01.14 E. (See Plan)

PORT LIMITS: New port limits are within a rectangular sea zone limited by:

1. Harbour breakwaters and adjacent shoreline.
2. Imaginary line starting from Punta Mora (1° 09′ 36″ E.)
3. Imaginary line starting from Salou Cape (1° 20′ 33″ E.)
4. Parallel Lat. 41° 00′ 00″ N.

All the vessels anchoring within this zone will incur harbour dues.

DOCUMENTS: Cargo Manifest of all goods in ship, stating any foreign port from where those goods come. This procedure should always be done in the first Spanish port.

In first Spanish port ship should produce an Itinerary Manifest; and those ships which carry goods to discharge should produce this Manifest in those ports in which they will discharge the goods.

Supplies Certificate for those ships not having any goods to discharge in any Spanish port, or who have previously been in other Spanish port.

Register of the Supplies and Equipment in ship.

Register of the Crew's Effects, if the ship comes directly from a foreign port.

Passenger List (if there are passengers). Negative Passenger List (if there are no passengers).

Crew List.

Health Certificate, if the ship comes from another Spanish port.

All ship's Certificates valid.

Tanker Check List for tankers.

All ship's Declaration of Oil Residues (sludges).

Oil Record Books properly filled in.

APPROACHES: *Entrance Channel:* Width 250 m., length 1,050 m., depth 20.0 m., bottom – gravel and sand.
Entrance Mouth: Width 350 m., depth 22.0 m., max. current 2 knots.

PILOTAGE: Compulsory. Provided by Corporation Pilots of the Port of Tarragona, Muelle Aragon s/n., 43004 Tarragona. Tel: 34-77-24.02.07. Fax: 34-77-24.47.44.

Pilot's communicate with vessel on VHF Channel 16 and Channels 14-12-9. Notice of ETA and request for Pilot must be made to Chief of Operations at least 24 hours in advance (Fax No.= 24.47.44.).

Pilot boats: Black colour with letter "P" painted in white on both sides. Lights: According to International Regulations. Pilotage area begins at a max. distance of 2 miles from port entrance. Ships waiting for Pilot anchor in the Rada (Roads) and East of the lighthouse. If weather does not allow, Pilot will meet ship at port entrance. Ladder for Pilot to be placed at leeward side.

ANCHORAGES: West limit is marked by imaginary line running N/S at the Cap Salou to Latitude 41° N. East limit is marked by imaginary line running N/S at Torre de la Mora to Latitude 41° N. Depths in Rada are 16.0 m. and 30.0 m.; reasonable holding ground (mud and sand).

RESTRICTIONS: There are restrictions regarding berthing of Tankers in the Pantalans Asesa and Repsol, Monobuoy of Repsol and Inflammables Quay, during night hours, whatever their tonnage.

MAX. SIZE: Draft 18.0 m.
Bulk carriers: Draft 18.0 m.
Tankers: At Pier 18.00 m.
At Monobuoy 42.80 m.
LPG Vessels: Draft 12.0 m.

Also see "Berthing".

RADIO: Tarragona Radio, VHF Channel 16.
VHF: Pilot on Channel 16.
BERTHING: Port Authority Facilities:

Name	*Length* (m.)	*Depth* (m.)	*Max. Draft* (m.)	*Use*
Ro-Ro Catalunya	22	20.00	18.00	General Cargo
Muelle Catalunya	673	20.00	18.00	Bulk Cargo
Muelle Aragon	1,237	12.40	11.89	Bulk/General Cargo
Ro/Ro Ramp Aragon-Lerida	30	12.40	11.89	General Cargo
Muelle Lerida, West Side	170	10.00	9.75	General Cargo
Muelle Lerida, East Side	225	8.00	7.62	General Cargo
Muelle Lerida, Head	90	9.00	8.53	General Cargo
Ro/Ro Ramp Lerida-Levante	25	8.00	7.62	General Cargo
Muelle Levante	352	9.00	8.53	General Cargo
Muelle Costa	350	6.60	6.50	General Cargo
Ro-Ro Ramp Costa	20	6.80	6.50	General Cargo
Muelle Menor Calado	80	3.80	3.00	Service Vessels
Ro/Ro Ramp Reus-North	17	10.00	9.14	General Cargo
Muelle Reus, North Side	252	10.00	9.14	General Cargo
Muelle Reus, Head	100	10.00	9.14	Bulk Cargo
Muelle Reus, South Side	350	10.00	9.70	General Cargo
Muelle Rioja	218	12.00	10.67	General Cargo
Muelle Castilla, South Side	689	14.40	12.19/ 13.25	Bulk/General Cargo
Muelle Castilla, West Side	497	14.40	13.25	Bulk Cargo
Ro-Ro Ramp Castilla	26	14.40	13.25	General Cargo
Inflammables Platform No. 1 & 2	430	14.40	13.10	Liquids
Private Facilities:				
Inflammables No. 3 –Repsol Butano S.A.	230	14.40	13.10	LPG
Asesa Jetty: Platform 100	250	14.40	12.04	Petroleum Products
Platform 20	150	10.90	9.45	
Platform 6	130	9.00	7.31	
Repsol Jetty: Platform 100-S	285	18.30	15.39	
Platform 100-T	285	18.30	15.39	
Platform 35-S	230	15.40	11.89	
Platform 35-T	230	15.40	11.89	
Platform 11-S	150	11.80	8.07	L.P.G.
Repsol Monobuoy	–	42.80	–	Crude Oil

HEALTH: Hospitals and clinics available. There is a doctor service in Health Department of port, which is authorised to vaccinate, and give certificates against yellow fever authorised by the OMS.

TUGS: 7 tugs, 2,030 h.p. – 4,000 h.p. Tugs join vessel outside port. Ship's lines are used.

CRANES: Electric Cranes:
Muelle Catalunya: 4×25 tons, 2×20 tons.
Muelle Aragon: 4×6 tons, 5×12 tons, 1×35 tons, 10×16 tons.
Muelle Lerida (South Side): 3×6 tons.
Muelle Lerida (West and East Side): None.
Muelle Levante: None.
Muelle Costa: None.
Muelle Reus (North): 1×12 tons, 1×6 tons.
Muelle Reus (South): 3×6 tons, 2×12 tons.
Muelle Rioja: 1×14 – 28 tons, 2×6 tons.
Muelle Castilla (South): 3×14 – 28 tons, 1×6 tons, 6×12 tons, 1 container crane × 40 tons, 2×16 tons.
Muelle Castilla (West): 3×12 tons, 5×16 tonnes.
Mobile Cranes:
1×1 – 6 tons, 2×3 – 30 tons (Astilleros Tarragona).
Floating Crane: 1×65 tons.

SPECIALISED CARGO HANDLING FACILITIES:

Location	*Owner*	*Characteristics*
Muelle Cataluna	Berge Maritima, S.A.	Multipurpose warehouse for cereals and other uses of 40,000 ton capacity. Two platform of 16 tonnes and 60 tonnes with their corresponding offices and without any mechanical service.
Muelle Aragon	Tiem, S.A.	Detachable warehouse for cement, capacity 9,500 tons.
Muelle Aragon	Silos de Tarragona, S.A.	Cereal silos of 44,000 tons capacity, with 2 automatic lifts for grain of 400 t.p.h. and pneumatic scales of 5 tons for weight control, 2 elevators for filling and recirculation of 400 t.p.h., 2 elevators at the entrance and 2 at the exit, all 4 producing 300 t.p.h. each. 2 grain conveyor belts from the berth to the silos of 400 t.p.h.
Muelle Aragon	Berge Maritima S.A.	Multipurpose warehouse for cereals and other uses of 35,000-ton capacity with 4 mechanical lifts with a capacity of 250 t.p.h. each, 2 conveyor belts of 250 t.p.h. and another of 500 t.p.h. and 1×60 ton weighbridge with 15 m.×3 m. platform.
Muelle Lerida/ Aragon	Aut. Portuaria	Quay and double ramp for the loading/unloading of vehicles.
Muelle Lerida/ Levante	Aut. Portuaria	Quay and double ramp for the loading/unloading of vehicles.
Muelle Reus	Edergrasa	3 outlets with 4 pipes for the loading and unloading of chemical products onto or from tankers with capacity of 20,758 cu.m. of storage at 150 t.p.h. and 1×60 ton weighbridge with 15 m.×3 m. platform.
Muelle Reus	Cargill Espana S.A.	Silos for grain of 30,700 tons capacity, with 3 elevators for filling and recirculator and unloading of 300 t.p.h. and 1×60 ton weighbridge with 15 m.×3 m. platform. 1 pneumatic unloader of 150 t.p.h. 2 conveyor belts for grain from berth to silos of 300 t.p.h. each.
Zona entre contradiques	Cargill Espana S.A.	Oil-seed extractor plant with 2 silos of 10,000 ton total capacity and 60 ton weighbridge with a 15 m.×3 m. platform.
Muelle Reus	Cementos del Mar, S.A.	Two silos of 4,000 ton total capacity for loading and unloading of cement and 60 ton weighbridge with a 15 m.×3 m. platform.
Muelle Reus	Fruport, S.A.	Cold storage plant equipped with 2 rooms of 3,250 sq.m. each and a handling area of 1,750 sq.m. Unloader quay to 5 trucks simultaneous.
Muelle Reus	C.L.H.	2×10 in. pipelines for the loading and unloading of liquid fuels producing 250 t.p.h. Fuel supply to fishing boats with 2 outlets and 4 in. pipeline.
Muelle Rioja	C.L.H.	3 pipelines for unloading liquid fuel to the factory. 1×10 in. petrol, 1×10 in. diesel oil and 1×12 in. fuel oil.

Location	Owner	Characteristics
Muelle Rioja	Terminales Quimicos, S.A.	Firefighting system consisting of an electric pump, a diesel pump and two Jockey pumps.
Zona entre contradiques	Terminales Quimicos, S.A.	Chemical products terminal with 45 tanks and total capacity of 28,016 cu.m. and one loading and unloading outlet with 4×6 in. pipelines.
Muelle Castilla	Cargill Espana S.A.	Silos for grain of 40,000 tons capacity and a 10 ton receiving hopper scale, 2 elevators for filling and recirculation and 2 conveyor belts for filling and unloading of 800 t.p.h. each. Automatic unloader of 800 t.p.h. Automatic unloader of 450 t.p.h. A conveyor belt from berth to silos of 800 t.p.h.
Atraque No. 1 de Inflamables	Repsol Butano, S.A.	2×10 in. pipelines for the loading and unloading of LPG with an average of 100 t.p.h. in normal unloading conditions (they do not allow an operational temperature of less than 4°).
Atraque No. 1 de Inflamables	Terminales Quimicos, S.A.	8 outlets with 4 pipes of 6 in.
Zona Inflamables	Terminales Quimicos, S.A.	Chemical products terminal with 37 tanks and total capacity of 60,000 cu.m. Yield of 300 t.p.h. for ship loading and unloading, 16 loading and unloading points for cisterns simultaneously. Possibility of inerting, heat supply and inert atmosphere holding.
Zona Inflamables	Terminales Portuarias S.A.	Enlargement of the terminal for the reception, storage and re-shipment, with the construction of 3 new tanks. Chemical products terminal with 27 steel tanks and 24,755 cu.m. capacity, equipped for possible supply of heat and for the recirculation of the content together with a loading and unloading pump and individual loading arm for each tank. 6 points for loading/unloading of road tankers simultaneously. Possibility of inerting and maintaining inert atmosphere.
Atraque No. 2 de Inflamables	Terminales Quimicos, S.A.	7 terminals with 4×6 in. pipes.
Atraque No. 1 de Inflamables	Terminales Portuarias, S.A.	6 terminals with 4×6 in. stainless steel pipes and 2×6 in. cast steel pipes.
Atraque No. 2 de Inflamables	Terminales Portuarias, S.A.	6 terminals with 4×6 in. stainless steel pipes and 2×6 in. cast steel pipes.
Atraque No. 3 de Inflamables	Repsol Butano S.A.	3×8 in. pipeline for the loading and unloading of LPG with an average return of 100 tons/hr. in normal unloading conditions (they do not allow an operational temperature of less than −4°).
Atraque No. 1 and 2 de Inflamables	Caburos Messer	1×4 in. pipe for the supply of nitrogen to the berthing points No. 1 and 2.
Atraque No. 3 de Inflamables	Carburos Messer	1×3 in. pipe for the supply of nitrogen.
Zona Inflamables	Terminales Quimicos and Terminales Portuarias	Facility for the loading/unloading of wagons for liquids.
Puerto Exterior	Asfaltos Espanoles S.A.	Dolphin 1,300 m. long with 3 moorings for ships of 6,000, 20,000 and 100,000 d.w.t. On the jetty of Asfaltos Espanoles, S.A. (ASESA) there are: 3 pipelines for crude, oil, naphtha and deballasting of 16 in. - 20 in diameter. Capacity 1,000 t.p.h./3,000 t.p.h. 5 piplines for fuel-oil, naphtha, asphalt and firefighting water of 12 in. diameter. Capacity 600 t.p.h. 12 pipelines for ethylene, diesel, petrol, propylene and other chemical products of 6 in.-8 in.- 10 in. diameter. Capacity 100 t.p.h. - 600 t.p.h. 6 pipelines for water supply and gas return.
Puerto Exterior	Repsol Petroleo, S.A.	Dolphin 1,489 m. long with 5 moorings for ships of 11,000, 35,000 and 100,000 d.w.t. 2 pipes for crude oil of 30 in. diameter and 56 in. diameter. Capacity 3,500/12,500 t.p.h. 2 pipes for Naphtha and deballasting of 24 in. diameter. 6 pipes for fuel-oil (2), vacuum gas-oil, petrol (2) and gas-oil of 20 in. diameter. 2 pipes for kerosene and pygas of 16 in. diameter, 1 pipe for bunker fuel of 14 in. diameter, 1 pipe for propane of 12 in. diameter, 2 pipes for ethylene and propylene of 10 in. diameter, 3 pipes for bunker diesel, octene and butane of 8 in. diameter, 3 pipes for butadienne, fresh water (not drinking water) and vapour to flare of 6 in. diameter, 1 pipe for blanketing by nitrogen of 4 in. diameter, 1 pipe for ethylene gas of 3 in. diameter, 1 pipe for propylene gas of 4 in. diameter. Monobuoy for unloading and bunkering of ships up to 250,000 d.w.t. in normal conditions and exceptionally up to 325,000 d.w.t. and 40 m. draft. 2 floating hoses of 24 in. for crude oil. Connection with the ship is 16 in. ASA of 150 lb. and 1 floating hose of 12 in. diameter for bunkering fuel oil, connection with the ship is 10 in. ASA of 150 lb.

CARGO HANDLING EQUIPMENT: (Private).
Fork Lift Trucks: 43×2.5 – 25 tons.
Fork Lifts with Spreaders for Containers: 6×30 – 40 tonnes.
Shovel Loaders: 48×1 – 80 tonnes.
Grabs: 9×3 tons; 13×5 tons; 47×6 tons; 48×12 tons, 9×14 tons, 36×16 tons and 8×20/25 tons.
Hoppers for Trucks: 17×8 tonnes – 50 tonnes.
Conveyor Belts: 12×250-800 t.p.h. for bulk cargoes.

TANKERS:

A.S.E.S.A.:

Platform 100:	Crude and distilled products.
Max. Draft:	39 ft. 06 in. up to 110 m. LOA 39 ft. 00 in. up to 260 m. LOA
Max. LOA:	260 m.
Min. LOA:	150 m.
Max. Size:	100,000 d.w.t.
Platform 20:	Crude, DPP, Asphalt, VCM and Naphtha.
Max. Draft:	32 ft. 00 in. up to 175 m. LOA 29 ft. 00 in. up to 200 m. LOA
Max. LOA:	200 m.
Min. LOA:	75 m.
Max. Size:	20,000 d.w.t.
Platform 6:	Asphalt, VCM, Ethylene and Propylene.
Max. Draft:	24 ft. 00 in.
Max. LOA:	140 m.
Min. LOA:	75 m.
Max: Size:	6,000 d.w.t.

Repsol Petroleo, S.A.:

Platform 100-S	Crude and distillated products.
Max. Draft:	50 ft. 02 in.
Max. LOA:	281 m.
Platform 100-T	Propane.
Max. Draft:	50 ft. 02 in.
Max. LOA:	281 m.
Platform 35-T and 35-S	Crude and distillated products.
Max. Draft:	39 ft. 04 in.
Max. LOA:	230 m.
Platform 11-S	L.P.G.
Max. Draft:	26 ft. 05 in.
Max. LOA:	155 m.
Monobuoy	Crude Oil
Max. Draft:	140 ft. 05 in.
Max. LOA:	350 m.
Max. Size:	325,000 d.w.t.

Mooring and unmooring manoeuvres are performed with the assistance of tugs. Pilotage is compulsory for mooring.

No engine repair is allowed that could prevent the immediate departure of the tanker. The International Safety Regulations are to be observed.

Repsol Monobuoy:

SBM type, with a diameter of 14 m. Anchored with 6 chains, 42 m. depth. Connected to the Monobuoy are 3 floating hoses (2×24 in., 1×12 in. diameter), 287 m. length. Vessels sailing in the proximity should give a wide berth.

The Monobuoy location is: Lat. 41° 04.1′ N., Long. 1° 13.3′ E.

Day marking of Monobuoy: Yellow "X" shaped figure. Night marking by yellow light visible all round, with 4 flashes every 20 secs., range 5 miles.

Dirty Ballast:

At the installations of REPSOL there is a plant for the disposal and treatment of ballast with a maximum capacity of 30,000 cu.m. at a maximum flow of 2,000 cu.m.p.h. The plant is available to all tankers due to take cargo in the Pantalan.

Also see "Specialised Cargo Handling Facilities".

NOTE: The REPSOL Jetty and Terminal Port Captain requires: (1) Vessels due to load/discharge liquid products must guarantee at all times their tanks are free of oxygen; and (2) vessels fitted with IGS must provide for and prove their system is in good working order before approaching any of the REPSOL jetty berths.

Gas Free Certificates: Gas Free Certificates will be required for all tankers, no matter what the previous cargo carried was.

Inward Cargo Manifest: The Customs House will no longer accept general cargo denominations like "chemicals", "productos quimicos", "acids", etc.

All commodities must be manifested with their denominations, viz. "Ethylglycol", "Styrene Monomer", "Sulphuric Acid", etc.

LPG:

Asesa Berth No. C-06:

Ship's Length	Minimum 75 m., maximum 125 m.
Draft	Maximum 25 ft.
Deadweight	Pier owners (Asesa) receive vessels up to 5,000 d.w.t. at this berth.
Allowed weather conditions for berthing	Max. wave height 70 cm. – 80 cm. Max. wind force 35 km./hr. – 40 km./hr.
Mooring Details:	See "Plan".

Products:

Ethylene:

Storage capacity	9,000 tonnes (2 tanks)
Operating pressure storage tanks	10 gm. – 65 gm.
Design pressure storage tanks	70 gm.
Compressor capacity	4.6 tonnes per hour
Pipe-lines to berth	Liquid nominal diameter 10 in. Liquid nominal diameter 2 in. (for pre-cooling purposes only)
Lengths of pipelines	1,100 m.
Unloading facilities on dock	Chicksan type DCMA, nominal diameter 8 in., length 46 ft.
Unloading rate max.	400 tonnes per hour at –103°C (at higher temperatures unloading rate decreases fast).

Propylene Oxide:

Storage capacity	1,600 tonnes (1 tank)
Operating pressure	0.3 – 0.45 kg./sq.m.
Design pressure	0.50 kg./sq.m.
Pipe-lines to berth	Liquid nominal diameter 8 in. Vapour nominal diameter 4 in.
Lengths of pipelines	1,100 m.
Unloading Facilities on dock	SS hoses nominal diameter 4 in. (for vapour)

STEVEDORES: Advisable to report ETA, in order to have all the necessary equipment and necessary number of workmen required for operations. If there are not enough cranes at a given time, own ship equipment is used.

FRESH WATER: Supply of fresh water by means of an underground pipe in all the commercial quays of the port. Rate 20 t.p.h.

FUEL: Fuel oil, diesel oil and gas oil available. Request of this supply should be done with 24 hours' notice through the Commercial Agent of C.L.H.

CONSULS:

Brazil
Colombia
Costa Rica
Cuba
Denmark
Finland
France
Greece
Guatemala
Italy
Netherlands
Norway
Sweden
United Kingdom

REPAIRS: Small repairs available.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Not compulsory, if Master requires them he is provided with specialised staff for this purpose.

OPENING/CLOSING HATCHES: Although this work is normally carried out by crew it can be done as well by the stevedores if required at extra charge.

CUSTOMS ALLOWANCES: It is permitted to have a packet of cigarettes per person per day. Unlimited allowance of national drinks.

REPATRIATION: Facilities exist.

AIRPORT: There is a small airport 12 km. away, for cargo and charter flights.

Nearest international airport for passengers and spare parts consignments is at Barcelona, which is 1 hour 30 minutes drive (60 miles).

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: January 1st and 6th; May 1st; June 24th; August 15th and 19th; September 11th and 23rd; October 12th; November 1st; December 6th, 8th, 25th and 26th. Also: Good Friday and Easter Monday.

POLICE/AMBULANCE/FIRE: Police 23.33.11; Ambulance at local hospital 23.35.35; Fire 54.50.80.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Service available through Grino Trans S.A., c/o Mar. No. 13, 43004 Tarragona, Tel: 77-215274.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

DEVELOPMENTS: The port is designing 2 quays for dry bulk. One o the quays will have 150 m. length and 14.00 m. depth, and will have a berthing line perpendicular to the present berthing line of the Catalonia Quay. The second quay will have a berthing line of 400 m. length an 14.00 m. depth, and will be located between the Aragon Quay and th Catalonia Quay.

The port is also constructing a new berth for dangerous liquid cargoes at Muelle de Inflamables, which will be operative from 1st June 1994.

The Port of Tarragona will open the new car terminal this year (1994). It is located in a new esplanade which will be ready to operate at the end of the year(1994). The new dock will provide a capacity of 10,00 cars and the esplanade of 16.5 hectares will be connected by road an railway. All Roll-on/Roll-off facilities are ready in the new car terminal.

SHIPMASTER'S REPORT: February 1987.

Vessel: 95,000 d.w.t.

Documents:

6 copies Crew List.
2 copies Crew Declaration.
3 copies Stores List.
1 copy Health Declaration.

Two Health Officers boarded. Ship's stamp required on all documents.

Anchorages: Vessel anchored one mile off East Breakwater. Bottom i mud and holding good.

Tugs: One tug secured forward and aft. 2 ship's lines used through th centre fairleads.

Berthing: Vessel berthed at the Southern outermost berth. Vesse steams in and lets go starboard anchor. Two headlines and one forward backspring are sent ashore after which vessel swings to port wit assistance from the tugs. The backspring is to be kept tight. First line ashore aft is a spring. The lines to the tugs are sent ashore by a boat.

On completion of mooring the vessel has forward: 4 headlines 2 breastlines and 2 springs. Aft: 4 sternlines, 2 breastlines and 2 springs and an additional line to the starboard quarter buoy.

Gangway: Normally a shore gangway is provided but on our visit it was being repaired.

Shore Leave: Passes are required for shore leave. Transport is required.

SHIPMASTER'S REPORT: June 1987.

Vessel arrived at 1700 hrs. and Pilot boarded at 1800 hrs. Vessel a fast at 1900 hrs.

On entering the Pilot boards about one mile from the breakwater and on departure he leaves just inside the breakwater.

Vessels of Panamax size use 3 tugs. Tugs' performance was reasonable.

Our arrival draft was 12.83 m. and the present maximum draft at the bulk terminal is 14.0 m.

There is a new berth nearing completion (Cataluna Quay) which wi have a depth alongside of 20.0 m.

A new SBM is being positioned off the port to take maximum size vessels.

No Spanish arrival forms provided. I.M.O. forms used. Arms and Ammunition List, Passenger List and Drugs List required. These may be typed on ship's paper. Agent requires Load Line Certificate, Safety Certificate, Radio Certificate, Safety Construction Certificate and I.O.P.P.

Cargo operations commenced at 0900 hrs. the following day and cargo (11,000 tonnes) was completed at 0115 hrs. the next day. Documents completed at 0200 hrs. and Pilot boarded at 0300 hrs. The vessel was clear of the berth at 0340 hrs. and Pilot departed at 0410 hrs.

SHIPMASTER'S REPORT: September 1987 (Updated 1990).

Chart: BA. Chart No. 1193.

Documents:

6 copies Crew List.
2 copies Crew Declaration.
2 copies Manifest.
1 copy Health Declaration.
2 copies Cargo Manifest.

Terminal shore passes are issued to all crew members. Customs ar likely to board the vessel at any time.

Anchorage: Anchorage is outside the breakwater in the area indicate on BA. Chart No. 1193. Depth is about 15 fathoms. This is not a good anchorage in Winter due to the heavy ground swell.

Pilotage: The Pilot boards at the anchorage or off the breakwater entrance near the green buoy marking the breakwater extension. Berthing is only carried out during daytime. However, unberthing i possible throughout 24 hours. Unberthing for small vessels may b allowed without the use of a Pilot if no Pilot available.

Movements inside the harbour only take place during daylight hours. Pilot may be contacted on VHF Channels No. 12 and 9.

Berthing: Ethylene is handled at 2 piers operated by REPSOL (Berth No. 11) and ASESA. Vinyl Chloride Monomer (VCM) is handled at one pier by ASESA.

Vessel berthed port side to head out at Berth No. 11 (REPSOL). The berth is very open to Southerly winds and swells. Moorings consisted of3 head/stern lines and 2 springs at each end. The starboard anchor was also used and a line was run from aft to the off shore buoy.

Personnel are not allowed to walk down the pier. A mini bus is provided by the terminal. No stores are allowed on pier. The ASESA Pier is the nearest to the city and the depth on Berth "C" is 30 ft.

VCM is handled on Berths "B" and "C" and ethylene is handled a Berth "B". Vessel berthed starboard side to head out. Moorings consisted of 3 head/stern lines and 2 springs forward and aft. Port anchor used.

In Winter time a line is run to the offshore buoy aft and a heavy shore spring is provided forward. The berth is effected by wind and swells from the South but to a lesser extent that the REPSOL berth. Vehicles with stores are allowed to within 100 m. of the vessel. There is a mini bus every hour on the half hour from 0730 hrs. to 0230 hrs. from the pier t the city centre and on the hour from 0800 hrs. to 0300 hrs. from the city to the pier.

Cargo:

REPSOL: Ethylene is handled through an 8 in. Chicksan at the REPSOL Berth. The arm is the nearest arm to the shore. The ship's maximum pumping rate is allowed up to a back pressure of 2 Bar. Samples can take up to 3 hours.

ASESA: Ethylene is handled through an 8 in. Chicksan. Ship's maximum pumping rate allowed up to a back pressure of 3 Bar. Samples take about 3 hours.

DOW: Ethylene pipelines are interconnected between both berths so berthing can take place on either pier, depending upon availability.

VCM loading is also carried out at ASESA through stainless steel/rubber hoses of 4 in. (liquid and vapour). Ambient storage. (In August our intake temperature was +28° C). Vapour can only be pumped ashore. The terminal has 2 loading pumps which give loading rates of 90 t.p.h. or 150 t.p.h. Samples take 1.5 hours per ship's tank.

VCM storage capacity is 6,000 tonnes in 2 × 3,000 tonne tanks. One tank is for finished product and one for production. Maximum production 450 tonnes per day. However this is greatly reduced in the Summer months due to the high temperature.

Ethylene is purchased from local supplier to produce VCM.

General: There are many ship chandlers in the area.

Fresh water available by barge at both piers. Water is not of good quality and should be only taken in emergency.

Nearest main airport is at Barcelona which is 2 hours drive.

The construction of the breakwater extension has ceased for the present time. The Pilot reported that work is not expected to resume in the near future.

A new quay for bulk cargoes has been completed. Depth alongside 21 m. The channel and turning basin leading to the berth is also dredged to 21 m. Maximum draft permitted at the new berth is 20 m.

SHIPMASTER'S REPORT: October 1993.

Approaches: Breakwater, Oil Piers and Cabo de Salou Lighthouse to South stand out well.

Anchorage: Area as per B.A. Chart No. 1193, to North of Breakwater. Anchorage is exposed. To the south of the breakwater is the SBM and oil pipelines.

Pilot: Pilot on VHF Channels 9 and 14 (24 hours). Pilot boards from typical Spanish cutter with black hull and grey upperworks. A good lee is required. Pilot requires 30 minutes notice on departure.

Tugs: Two tugs of good power used. Tugs lines used.

Berth: Darsena del Molino: A new extension to the West of the old port. West side used for discharge and loading of chemicals and LPG. Three jetty berths as per B.A. 1193. Jetty No. 3 used for LPG. Vessels can berth either side to, pilots prefer Port side to, head in. Depth 10.0 m.

Moorings run by Pilot boat. 2 head/stern to shore. 2 springs either end to jetty.

Good fenders.

Ship's gangway from manifold.

Loading: We loaded Methyl Methacrylate Monomer (MMM) through 6 in. shore hose. Shore labour connect/disconnect hose. Average rate 212 t.p.h. Stop for 15 minutes for "First Foot" samples. Inhibitor added before and during loading. "First Foots" by gravity. Actual loading by shore pump. Shipper and Surveyor spoke good English. Line blown on board on completion.

Stores: Roadway about 60 m. from ship's side. From past experience trucks are not allowed on actual jetty. If a large quantity of stores are being delivered, a fork lift truck is required.

Fresh Water: Available from jetty. From past experience ship's hoses are used.

Telephone: Public call box near bow of ship.

AUTHORITY: Autoridad Portuaria de Tarragona, Passeig de l'Escullera s/n, 43004 Tarragona, Spain. *Tel:* 977-226611 and 226709. *Telex:* 56520 JOPT-E. *FAX:* (977) 225499, 219638. *Contact:* Antonio Pujol Niubo, President. Luis Grau Sbert, Port Director. Ramon Juanola Subirana, Operations Manager.

TORREVIEJA: 37.58 N. 00.40 W.

PORT LIMITS: The port limits are considered to be at 1 mile distance from the lighthouse at the end of the Eastern Dock or breakwater.

DOCUMENTS:

4 Crew Lists.
4 Lists of Passengers.
10 Cargo Manifests, including Cargo in Transit, together with cargo for Alicante. Tobacco and Cargo Manifests visaed by the Spanish Consul in the port of origin. All the vessel's certificates, and where necessary in respect of the cargo which international regulations require.

PILOTAGE: The corporation does not have a radio station, however, it does have a walkie-talkie with a range of about 12 miles on VHF equipped with the following Channels: 6, 9, 11, 14, 16. The pilot craft is 10 m. overall length and is painted white, with the letter "P" painted in black on the sides. The pilot craft normally operates within a 1 mile radius of the white light of the breakwater lighthouse.

ANCHORAGE: The anchorage which is most recommended for vessels is 1 mile from the breakwater, with a sandy bottom and good holding ground.

MAX. SIZE: The port's maximum sizes are: Overall length 150 m. Max. draft on entry of 21 ft., if the vessel has to remain anchored awaiting a berth, and max. departure draft of 29 ft. 6 in.

HEALTH: Regulations as laid down by the International Foreign Health Requirements are enforced.

RADIO: Coastal station at Alicante; on MF with average range of 220 miles, and on VHF with a range of 40 miles.

TUGS: None available.

BERTHING: There is a berth in the Western Dock, with a length of 360 m., and a max. depth of 10 m. The loading operations are effected by shore equipment, provided that bulk salt is being loaded, or with the vessel's gear when bagged salt is being loaded.

CRANES: The port has no cranes, however, a mobile crane can be used for any weight which has to be loaded, the max. capacity of this crane is 7 tons.

STEVEDORES: There are no stevedoring gangs as the work force is employed by the Salt Plant. The only commodity loaded is salt and work is between 0600 hrs. and 2200 hrs.

MEDICAL: If a doctor is required by the Master, medical services can be furnished locally, it being necessary to transfer the patient to clinic in Alicante, if the case is serious.

TANKERS: No facilities available.

DENSITY: Average port density is 1030.

FRESH WATER: Available. Rate 5 t.p.h.

CUSTOMS ALLOWANCES: Each crew member is permitted to have 200 cigarettes and 1 bottle of spirits out of ship's bond.

REPATRIATION: Possible.

HOLIDAYS: Normally no work is done in the port on the following holidays: New Year (January 1st), Epiphany (January 6th), San Vicente (April 23rd), Maundy Thursday, Good Friday; Labour Day (May 1st); Festival of San Pedro (June 29th), Corpus Christi; Santiago Apostol (July 25th); Assumption Day, Festival of the Spanish speaking world (October 12th); All Saints (November 1st); Immaculate Conception (December 8th) and Christmas Day (December 25th).

AUTHORITY: Ayudante Militar de Marina.

VALENCIA: 39.27 N. 00.18 W. (See Plan)

DOCUMENTS:

3 Crew Lists.
2 Passenger Lists or negative.
1 Cargo Manifest of goods destined for the port.
Another manifest covering transit cargo.
2 Stores Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Radio Certificate and Safety Equipment Certificate.

If vessel carries over 6 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.

Shipmaster's Report: November 1988.

Customs: 2 Stores Lists.
2 Crew Declarations.
2 Crew Lists.
2 (Nil) Passenger Lists in Spanish.
2 copies Manifests of Cargo in Transit.
Quarantine: 1 Maritime Declaration of Health.
1 Crew List.
1 (Nil) Passenger List in Spanish.
Agent: 1 Crew List.
1 Crew Declaration.
1 (Nil) Passenger List in Spanish.
1 Stores List.

PILOTAGE: Pilotage is compulsory for this port. Day and night service. The pilot launch is painted black with a letter "P" painted in white on the sides.

ANCHORAGES: There is a good anchorage outside the port, vessels are required to keep the entrance channel clear.

RESTRICTIONS: Entrance to the port faces S.E. and is 500 m. wide, with a low water depth of 17.0 m.

MAX. SIZE: The following size vessel has entered the port:

GRT	*LOA*	*Draft**
105,327 tons	234 m.	13.65 m.

*Real draft on entry/departure.

HEALTH: If the vessels proceed directly to berth, Pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted Free Pratique.

RADIO: Coastal radio station with international frequencies 1580 kHz.

ETA to be sent to Agent in advance.

TUGS: 8 tugs available up to 3,630 h.p. Two tugs normally used for berthing and unberthing.

BERTHING: Quays operated by Port Authority:

Name	*Length* (m.)	*Depth* (m.)	*Use*
Muelle Sur	600	14	Cereal Terminal
Levante	235	9	Container Terminal
Levante	430	12	Multi-purpose Terminal
Levante (Public Container)	815	14/9	Container Terminal
Espigon Norte (Public Container)	176	9	Container Terminal
Poniente (1st part)	159	9	General Cargo
(2nd part)	220	11	General Cargo
(Extension)	57	11	General Cargo

Name	*Length (m.)*	*Depth (m.)*	*Use*
Espigon Turia Norte (1st part)	62	9	General Cargo and Solid/Liquid Bulk
(2nd part)	219	11	General Cargo
Sur (1st part)	153	9	Solid/Liquid Bulk
(2nd part)	194	11	Solid/Liquid Bulk
Testero	183	14	Special Cement Installation
Turia	387	9	Solid Bulk
Transversal Levante	308	7	General Cargo
Transversal Poniente	391	7	General Cargo
Muelle Aduana	190	7	Container Terminal
Estacion No. 1 and 2	260	7	Passenger Terminal
Estacion No. 3	98	7	Passenger Terminal
Grao	195	7	
Nazaret	175	7	
Muelle Norte	600	16	Solid Bulk and Trucks
Pantalan	210	12	Petroleum Products
Muelle Desguace	200	7	Shipbreaking
Muelle Dique de Este	225	11	Liquid Bulk

CARGO HANDLING FACILITIES:

Special Loading/Unloading Facilities:

Location	*Owner*	*Remarks*
Espigon Turia Sur	C.L.H.	3 petroleum products points connected to pipelines, pumping installation.
Muelle del Turia	C.L.H.	Petroleum products point connected to pipelines, pumping installation.
Espigon Turia Testero	C.L.H.	Petroleum products point connected to pipelines, pumping installation.
Dique del Sur	C.L.H.	Unloading of petroleum products. Pier with pipelines up to the factory.
Espigon Turia Testero	Cia.Valenciana de Cementos Portland S.A.	Loading of cement in bulk. Hovercrafts conducted by a rolling bridge, crane fed, with a conveyor belt from silos.
Espigon Turia Testero	Cia.Valenciana de Cementos Portland S.A.	Pneumatic loading of concrete in bulk from trucks with bridges.
Espigon Turia Norte	Demagrisa	Vegetable oils point. Wines point. Both connected to a pipe system with pumping installation.
Muelle del Turia	Esdecasa	Pneumatic loading of grains and seeds by a suction machine, connected to a conveyor belt placed in the gallery.
Espigon Turia Sur	Proas	Asphaltic products point, connected to a pipe, pumping installation.
Espigon Turia Sur	Demagrisa	Point for wines, connected to a pipeline, pumping installation.
Nuevo dique del Este	Terminales Portuarias, S.A.	Chemical products point, connected by a pipeline, pumping installation.
Muelle del Sur	Joaquin Perez Munoz S.A.	Grain terminal with handling directly from vessel to silo or vice versa.

Facilities for Specific Traffic:

Discharge of Petroleum Products: Pier capable of accepting vessels up to 210 m. long with 12 m. draft, having a discharging capacity of 1,000 t.p.h.

Loading of Cement: Special facility using two simultaneous gravity systems by means of conveyor belts and gantries from silos and by pneumatic hoses from trucks, reaching an output of 800 t.p.h. This is carried out at a pier which allows up to 14 m. draft.

Container Terminal: There are 3 specialised container terminals.

(A) Public Container Terminal:

The operator is Maritima Valenciana S.A.

There is a quay length of 800 m. with 14.0 m. water depth, and a second quay with length of 176 m. and a water depth of 9.0 m.

The Terminal is equipped with 5 container gantry cranes, 2×40/45 ton Panamax Paceco and 3×32.5 ton Standard Paceco. The mobile handling equipment consists of 11×40 ton Paceco Fruehau 070 rubber tyred transtainers. There are electrical points for 300 refrigerated units.

There is a total area of 35 ha., of which 25 ha. are used for stacking and handling, with storage for up to 12,500 TEU.

There is a paved back-up area of 13 ha. and 4,000 sq.m. of covered area for CFS operations (storage 80 TEU).

Traffic in 1992: 267,000 TEU.

Traffic in 1993: 260,417 TEU.

(B) Terminales del Turia S.A.:

The quay length is 235 m. with 9.0 m. water depth. The Terminal is equipped with 2 gantry cranes, 1×40 ton Inta Eimar and another 32 tons. There is a transtainer with a capacity of 30 tons.

Traffic in 1993: 33,239 TEU.

(C) Transbalear:

One container quay, served by 1×28 ton Imenasa crane.

Traffic in 1993: 12,178 TEU.

Multi-Purpose Terminal: Terminal operating company: Terport S.A. Berths and cranage: Total quay length 420 m., depth 12.0 m. equipped with 4 portal cranes (2×30 tons and 2×12 tons), 2 Ro-Ro ramps and one mobile crane 80 tons.

Terminal Facilities: Total area 11 ha.; 50 electric reefer points; front handlers: 13 Caterpillar (4×30 tons, 5×10 tons and 4×3 tons).

Consolidation: CFS on Terminal. Covered area 6,000 sq.m.; reefer points on Terminal; forklifts on Terminal.

Traffic in 1993: 44,470 TEU.

Roll-on/Roll-off Traffic: There are 14 specialised berthing places for this type of traffic. On the Levante Quay, there are moorings with a 9.0 m. water depth. Between the Levante and Transveral Levante Quays, there is a corner with 2 berthing places of 12.0 m. and 7.0 m. water depth respectively.

In the interior harbour there are 6 berthing places with water depths of between 7.0 m. and 7.5 m. Between the Outer Poniente Transversal Quay and Poniente Quays, there is a corner with 2 berthing places of 7.0 m. and 9.0 m. water depth respectively. Lastly on the Muelle Turia there are 3 berthing places, one is on the Espigon del Turia Sur with 11.0 m. water depth, and the other 2 are between this quay and the Muelle Turia with a water depth of 9.0 m.

CRANES: There are 51 gantry cranes, 6 with 32/45 tons capacity. There is also one floating crane of 135/34 tons capacity at 7.0/21.40 m. reach.

MEDICAL: All medical services available in the port and in the city.

TANKERS: *C.L.H.:* One berth, length 210 m., depth 12 m.

Pipelines: The port areas equipped for oil traffic are connected to the C.L.H plant by means of a network of 5 pipelines, starting at the Turia Pier and Quay, and ending at the plant itself.

These pipelines are 1×10 in. diameter with a capacity of 300 cu.m./hr., and another of 8 in. and 250 cu.m./hr. for movement of fuel oil. 2×8 in. diameter and 250 cu.m./hr.; one for gas oil and one for gasoline. There are also means of delivery of aviation paraffin by means of 1 pipeline 6 in. diameter at the rate of 120 cu.m./hr.

Also see "Berthing".

Waste Reception Facilities: There is a private service for waste collection. These products are transferred outside of the port enclosure.

Pollution: The naval command has a tug to fight against sea pollution and contamination.

FRESH WATER: Available at all main berths at the rate of 30 t.p.h.

FUEL: C.L.H. can supply by pipelines at the Turia berths, at the rate of 100 t.p.h. – 280 t.p.h.

CONSULS: The following countries are represented in Valencia:

Austria
Belgium
Benin
Bolivia
Brazil
Colombia
Chile
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Gabon
Germany
Great Britain
Greece
Guatemala
Haiti
Honduras
Iceland
Italy
Ivory Coast
Liberia
Monaco
Norway
Netherlands
Peru
Seychelles
Sierra Leone
Sweden
Switzerland
U.S.A.
Uruguay
Venezuela

REPAIRS: All types of hull and machinery repairs can be effected.

FLOATING DOCK: 1 floating dock available, owned by Union Naval de Levante. Interior length 143 m., interior width 24.60 m. Lifting capacity 8,000 tonnes.

CUSTOMS ALLOWANCES: Normally Customs permit 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.

AIRPORT: Valencia Airport, 15 km. from the port.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1st, full day); Epiphany (January 6th, full day); Saint Joseph (March 19th, full day); Easter (two days); Labour Day (May 1st, full day); Patron Saint of Spain (July 25th, full day); Assumption Day (August 15th, full day); Community Day (October 9th, full day); Holiday of Hispanicism (October 12th, full day); Holiday of the Virgin Mary (December 8th); Christmas Day (December 25th, full day).

The Public Container Terminal working time is 24 hours a day, every day, except Labour Day (May 1st, full day); New Year's Day (January 1st, full day) and Christmas Day (December 25th, full day).

POLICE/AMBULANCE/FIRE: Police 091; Fire 3730080; Ambulance 3606211, 3526750.

DEVELOPMENTS: *Brief Description of the Most Important Works (Period: 1993).*

(1) South Enlargement Works: This year has seen the completion of the quarry material pouring work in the breakwater, reaching 3,840 P.K. which coincides with the breakwater head.

By 31st December, approximately 48% of the whole of the works had been carried out, a large part of the artificial rockfill having been poured in and about 1,300 m. of the back wall having been completed.

(2) Canopy at Entrance of Southern Approach: By mid-year, work had finished on the canopy that indicates the entrance to the port area from the South. Booths have been installed under the canopy for entrance control by the Port Police and exit control by the Civil Guard.

(3) Paving of a Piece of Ground for Cars in the South Area: During this year, urbanisation works on 50,000 sq.m. of ground have been completed, to be used as a depot for cars in transit.

These works included paving and illuminating the whole area as well as the accesses to it.

(4) Adaptation of the Fish Market Building in the Port of Valencia to the Standards of the European Economic Community: By the end of the year, work on adapting the installations of the Fish Market Building to the hygiene and health standards dictated by the Directive of the Board on 22nd July 1991 were at quite an advanced stage.

(5) Preparation of the East Wing of the Car Shed for Fire Services: At the end of the year, work was finished on preparing the East wing of the car shed to set up premises for the new fire service which the City Hall of Valencia is going to place in the port area.
This preparation includes a gym, dormitories, a dining room, kitchen, control and communications room and 6 fire engines.

(6) North Basin Dock: At the end of the year, work was at an advanced stage on the dock for loading and unloading cement which is being built in the North Basin.
The berthing line of the dock is 80 m. long, mounted on 24 piles (30 m. long and 1.50 m. in diameter).
The top of the dock is being built with reinforced concrete on header and brace beams 0.60 m. in height.

AUTHORITY: Autoridad Portuaria de Valencia, Muelle de la Aduana, S/n, 46024 Valencia, Spain. *Tel:* 34-6-3674391 (international) and 96-3674391 (national). *Telex:* 64508. *FAX:* 34-6-3672752. *Contact:* The General Manager.

VIGO: 42.14 N. 08.42 W. (See Plan)

DOCUMENTS:
Maritime Declaration of Health.
Crew List.
Passenger List.
Manifest of Cargo for the Port.
Manifest of Cargo in Transit.
Ship's Stores List.
Crew's Personal Effects List.
Ship's Particulars Declaration.

Note: Tobacco: In case the vessel carries more than 6 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In the absence of the Consul, said document will have to be visaed by an authority of the former port of clearance. Otherwise the vessel would be severely fined.

PILOTAGE: Pilotage at Vigo is compulsory and the service permanent day and night. Pilots board in auxiliary motor-boats with a letter "P" in white at both sides of the hull and a blue flag with the letter "P" in white, near the entrance of the harbour, in the zone included inside Punta Lameda-Cabo Vicos on the channel of the South Entrance and inside Punta Caballo-Subrido, on the channel of the North, both situated to the West of the harbour. At night the pilot boats have a white light visible around the horizon and under this light another red one, also visible around the horizon. International Code signals used to call Pilot, or 4 long blasts on the whistle. Pilot station situated at Transatlanticos Pier 3. Pilot boats normally on station on a line connecting Borneira and Transatlanticos Pier.

ANCHORAGE: Several suitable anchorages in the Vigo Estuary, naturally sheltered, in depths of more than 35 m. The main anchorage opposite the port on the South side of the "Ria" has depths of 15 m. – 25 m.

MAX. SIZE: No limitation for length and beam, unlimited deep water approaches.
Largest Vessel: LOA 337 m. Draft on arrival and departure 14.50 m.

HEALTH: If vessels proceed directly to the berth, Pratique can be obtained immediately after berthing. Otherwise, at the anchorage on vessel's arrival. In case of suspected disease or fever on board, the Master must send a radio message to the Agent in order that they advise the Health Office.

RADIO: The nearest Radio Station is Vigo Radio, situated in the limits of Vigo Port.

TUGS: No tug-boats are required for entering the port. Only used for berthing ships from 120 m. length upwards according to Pilot's advice. At Vigo there are 7 modern tugs from 350 h.p. – 8,200 h.p. Tugs join vessel off the berth. Tug's line used at no extra charge.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Use*
Muelles Trasatlanticos	552.40	12.00	Passenger.
Muelle Trasatlanticos Interior y N	534.00	7.00-6.00	Special and laid up ships, Ferry-boat Terminal.
Muelle del Arenal 1	263.00	11.00	General Cargo.
Muelle del Arenal 2	136.00	9.00	Containers, General Cargo.
Muelle del Arenal 3	237.00	10.00	Containers, General Cargo and Liquids (8 in.)
Muelle Transversal	506.00	9.00	Containers, General Cargo.
Muelle Transversal	130.00	9.00	Various.
Muelle de Comercio	250.00	8.50	General and Ro-Ro.
Muelle de Guixar	457.00	17.00	Containers and General.
Pantalan de Petroleros	100.00	11.00	Fuel (Central Berth)
Bouzas Terminal			
Ramp 1	100.00	8.00	Ro-Ro.
Ramp 2	150.00	8.00	Ro-Ro.
Ramp 3	230.00	10.00	Ro-Ro.
Fishing Quays	4,298.00	2.00-11.00	Fishing Vessels (unloading, storing and repairs).
Repair Quay	340.00	5.00-10.00	Repairs whilst afloat.
Minero-Siderurgica de Ponferrada (private)	150.00	11.00	Ore Loading (2,000 t.p.h.).

CRANES: *Shore Cranes:*

Muelle Trasatlanticos	4 × 6 tons
	1 × 3/6 tons
Muelle de Comercio	7 × 3/6 tons
Muelle Transversal Oeste	1 × 20 tons
	1 × 30 tons
Muelle Transversal Este	1 × 6 tons
	2 × 12 tons
	1 × 30 tons
Muelle Arenal – 1	3 × 3/6 tons
	1 × 6 tons
Muelle Arenal – 2	1 × 3/6 tons
Muelle Arenal – 3	2 × 18 tons
Muelle Guixar	2 × 16 tons
	2 × 16/30 tons
	1 × 35/40 tons
	1 × 35 tons.
Mobile Cranes:	2 × 6/9 tons.
Floating Crane:	1 × 70/125 tons
	1 ×150 tons.

STEVEDORES: It is very important that Masters send advance notice regarding the vessel's ETA. With this notice, Agents can inform Shipper's or Receivers' stevedores accordingly, so that they arrange operations properly. The official working hours of the port for general cargo are Monday-Friday 0830 – 1230 hrs., 1400 – 1800 hrs. With intensive shifts 0830 – 1430, 1430 – 2030 and 2030 – 0230. Saturdays at holiday rates, 0830 – 1430 and 1430 – 2030 with possibility of 1 hour extension to complete only. Sunday and holidays: 0830 – 1430, with additional overtime payments till 0230.

MEDICAL: Doctors and hospital facilities available. Advance notice preferred in urgent cases.

TANKERS: *Muelle Arsenal:* Max. LOA 80 m., max. draft 9.15 m. Black and white oils handled. Bunkers and fresh water available. Three lines for gas oil.
Pantalan CLH: Max. LOA 220 m., max. draft 10.7 m. Max. d.w.t. 40,000 tons. Black and white oils handled. No slop or dirty ballast facilities. Bunkers and fresh water available. Lines: 1×8 in. (gas oil) and 2×12 in. (fuel oil).
Dirty ballast and slop collection service from Descontaminadora del Mar S.A. Tel: 227842 and 220762.

DENSITY: Average 1026.

FRESH WATER: Available from the quays at the rate of 50 – 80 t.p.h. Can also be supplied by tugs at 500 t.p.h.

FUEL: Fuel oil, gas oil and petrol available at a rate of 170 t.p.h. from the Oil Pier or delivered by barge. 24 hours' notice of requirements recommended.

CONSULS: Most countries have consulates at Vigo.

REPAIRS: All types of deck and engine repairs are possible.

FLOATING DOCKS: One floating dock available: Length 128 m., breadth 22.40 m., max. depth 2.80 m. and lifting capacity 5,000 tons.

SURVEYORS: Lloyd's Register.

GANGWAY/DECK WATCHMEN: Available from shore if required.

OPENING/CLOSING HATCHES: Opening may be done by crew to avoid delays. Closing hatches usually performed by crew.

CUSTOMS ALLOWANCES: 200 – 250 cigarettes or 6 kilos of tobacco and 2 bottles spirits may be held out of bond for each person. Wine not restricted.

REPATRIATION: Crew changes and repatriation can be arranged without difficulty.

AIRPORT: Local airport, situated 8 km. from the port, has at least 1 daily flight to Madrid. International Airport of Santiago de Compostela is 100 km. away.

TIME: GMT plus 1 hour in Winter. Summertime from March to September.

HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday; Good Friday; 28th March (local holiday, Reconquest Day); 1st May (Labour Day); Corpus Christi; 25th July (St. James' Day); 15th August; 16th August (Local); 12th October; 8th December (Immaculate Conception); 25th December.

POLICE/FIRE/AMBULANCE: Police Tel: 091 and 092. Fire Tel: 433333. Ambulance Tel: 410158.

TELEPHONES: No arrangement for connecting on board.

BANKS:
Banca Mas Sarda, Gran Via 7. Tel. 424433.
Banco Atlantico, P. Sanz 3. Tel. 227900.
Banco Bilbao, Gcia. Barbon 2. Tel. 434222.
Banco Central, Urzaiz 2. Tel. 433322.
Banco Comercial Espanol, Gcia. Barbon 14. Tel. 228722.
Banco del Comercio, R. Argentina 24. Tel. 228265.
Banco de Credito e Inversiones, Colon 27. Tel. 224909.
Banco Espanol de Credito, Principe 39. Tel. 226200.
Banco Exterior de Espana, Colon 8. Tel. 436566.
Banco de Financiacion Industrial, Urzaiz 7. Tel. 228433.
Banco de Fomento, Gcia. Barbon 7. Tel. 437477.
Banco de Galicia, P. Sanz 23. Tel. 225900.
Banco Garriga Nogues, Pza. Compostela 36. Tel. 226843.
Banco Herrero, Colon 21. Tel. 228100.
Banco Hispano Americano, Urzaiz 20. Tel. 226273.
Banco Industrial del Sur, Gcia. Barbon 9. Tel. 228366.
Banco Intercontinental Espanol (BANKINTER), Principe 63. Tel. 223189.
Banco de Madrid, Gcia. Barbon 20. Tel. 226006.
Banco del Norte, Uruguay 13. Tel. 227007.
Banco Occidental, Pza. Compostela 19. Tel. 228903.
Banco Pastor, P. Sanz 31. Tel. 224101.
Banco Popular, Gran Via 31. Tel. 413088.
Banco Santander, P. Sanz 44. Tel. 432000.
Banco Simeon, P. Sanz 5. Tel. 228320.
Banco Urquijo, P. Sanz 1. Tel. 227950.
Banco Vizcaya, P. Sanz 19. Tel. 434400.

Banco Zaragozano, P. Sanz 29. Tel. 226000.
Barclays Bank S.A.E., Urzaiz s/n. Tel. 227960.
Citibank Espana, Pta. Sol 12. Tel. 438844.
Credit Lyonnais, P. Sanz 1. Tel. 228356.
Societe Generale Banque Espagne, V. Moreno 35. Tel. 227505.
Caja de Ahorros Municipal de Vigo, Gcia. Barbon 1. Tel. 431133.
Caja de Ahorros Provincial de Pontevedra, P. Sanz 22. Tel. 225106.
Caja de Ahorros Provincial de Orense, P. Sanz 17. Tel. 438222.
Caja Postal Ahorros, P. Sanz 1. Tel. 224435.

SERVICES: Ice available for fishing vessels.

STORING: See "Prelims".

1. By lorry.
2. —
3. Yes.
4. Yes.
5. Consult Agent.
6. Yes.

SHORE LEAVE: Allowed without restriction.

IDENTIFICATION CARDS: Shore passes are provided by the Agent.

GARBAGE DISPOSAL: Service available through local companies.

Construcciones y Contratas S.A., c/ Camelias 36, 36202 Vigo. Tel: (986) 412222.

Jose Luis Gonzalez Pazo, G. de Juan XXIII 1-3º-C, 36202 Vigo. Tel: (986) 291068.

Toysal, Subida a Monte da Serra 15, Sardoma, Vigo. Tel: (986) 422355.

WASTE OIL DISPOSAL: Service available through local companies.

Opermar, Canovas del Castillo 22, 36202 Vigo.

Dinaval S.A., Ronda de Outeiro, 45 entresuelo D 7, 15010 La Coruna. Tel: (981) 273015.

Descontaminadora del Mar, c/ Camelias 36, 36202 Vigo. Tel: (986) 412222

SEAMAN'S CLUBS: Real Club Nautico de Vigo, Avda. de Elduayen, Vigo. Tel: (986) 224003.

Liceo Maritimo de Bouzas, Avda. Eduardo Cabello 8, 36208 Vigo. Tel: (986) 232442.

Club Maritimo San Miguel de Canido y Cabo Estay, Muelle de Canido s/n, 36390 Vigo. Tel: (986) 490359.

CURRENCY: Spanish Peseta (Pta).

AUTHORITY: Junta del Puerto y Ria de Vigo, Apartado 1348, Plaza del Puerto No. 2, 36201 Vigo, Spain. *Tel:* (986) 432055. *Telex:* 83144 Jpvi-E. *FAX:* (986) 434807. *Contact:* D. Manuel Castaneda Turmo, Port Captain. Juan Argenti Ulloa, Port Engineer.

VILANOVA I LA GELTRU: 41.12 N. 01.43 E.

(See Plan)

DOCUMENTS:

3 Crew Lists.

1 Passenger List or negative.

Manifest of Goods destined for Vilanova i la Geltru and in-transit.

Stores List, in duplicate, including tobacco, spirits, radios, etc. belonging to vessel.

Detailed list, in duplicate, of all personal effects of crew and passengers (tobacco, spirits, cameras, radios, etc.).

Tobacco – any excess over 6 kg. per person must be stated on a separate manifest duly visaed by Spanish Consul.

If on inspection differences are found (more or less), articles are removed and a heavy fine imposed.

PILOTAGE: Pilotage is compulsory and service permanent. Pilot informed by Agent of vessels ETA, given 24 hours in advance. When vessels approach the breakwater, Pilot will board. The pilot boat is white with a black "P" painted on the side. Contact pilot station on VHF Channel 16. Tel: (93) 8949655.

RESTRICTIONS: None but for draft. Vessels carrying dangerous cargo should get permission for berthing prior to arrival.

HEALTH: Pratique is obtained immediately after berthing. In case of suspected disease or fever on board, the Master must radio Agent in order to inform Health Officer in time.

RADIO: Radio Costera of Barcelona on 2182 kHz.

VHF: See "Pilotage".

TUGS: None. Barcelona's tugs could be hired should the vessel's size make it necessary.

BERTHING: Depth of water in centre of harbour 16 ft. – 20 ft. South Commercial Wharf length: 836 ft., depth 18 ft.; East: 721 ft., depth 12 ft. – 15 ft.

CRANES: Two railway portico cranes of 16 tons capacity, 1 mobile crane of 3 tons capacity and 1 mobile crane of 20 tons capacity.

STEVEDORES: 24 hours notice required in order to arrange gangs. Unloading rates depend on type of cargo.

MEDICAL: Any kind of medical service can be arranged if information received in time.

FRESH WATER: Plentiful supply of water by means of hoses from the pier to vessel.

FUEL: Can be supplied if required, but 24 hours notice required.

CONSULS: See "Barcelona".

REPAIRS: Only small repairs possible.

SURVEYORS: Comisariado Espanol Maritimo "Comisar".

GANGWAY/DECK WATCHMEN: Not compulsory but advisable at night.

OPENING/CLOSING HATCHES: Normally opened/closed by the crew, otherwise according to "Charter Party". Lashing must be carried out by crew.

CERTIFICATES: Usual documents on board. Safety Radio, Safety Equipment, Derat and Registered Tonnage Certificates are the only ones required by Authorities.

CUSTOMS ALLOWANCES: Crew: 6 kg. tobacco per person. Passengers: 2 kg. per person. Any excess on this amount must be declared on a separate manifest as in-transit. Wine and/or Spirits: Only 1 bottle per person. Any excess must be declared on a separate manifest, as "cargo in-transit" and stowed apart from the tobacco and spirits carried under the Provisions List. This Manifest must be visaed by the Spanish Consul at the last port of call. Any infringement of this regulation will subject the vessel to the immediate imposition of a heavy fine and confiscation of excess tobacco.

REPATRIATION: Good facilities available.

AIRPORT: Barcelona Airport situated 40 km. distant and 30 minutes by car from Vilanova I la Geltru.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer (early April-late September).

HOLIDAYS: September 11th.

POLICE/AMBULANCE/FIRE: Police: (93) 8930947; Ambulance: (93) 8158979; Fire: (93) 8151111.

IDENTIFICATION CARDS: Not required.

AUTHORITY: Ayudante Militar de Marina, Vilanova I la Geltru (Barcelona-Espana). *Tel:* 8154219. *Cables:* Ayudante Marina, Vilanova I la Geltru.

Comissio de Ports de Catalunya, c/Dr. Roux No. 63, 08017 Barcelona. *Contact:* Zona Portuaria II-III, Ronda General Mitre 117, sobreatico-08022 Barcelona. Tel: 93-2113116. *FAX:* 93-4186012.

Vilanova I la Geltru. Tel: (93) 8155219.

VILLAGARCIA DE AROSA: 42.36 N. 08.46 W.

(See Plan)

DOCUMENTS:

Declaration of Health.
3 Crew Lists.
Passenger List.
3 Cargo Manifests.
Manifest for Cargo in Transit.
Crew Declaration.
Ship's Stores List.

APPROACHES: Access through Arosa Bay main channel entrance i position Lat. 42° 28′ N., Long. 08° 59′ W.

PILOTAGE: Compulsory for entering, leaving, berthing, unberthing o shifting. Ships bound for any port in Arosa Bay, must report ETA throug ship's local Agent 24 hours in advance of their arrival, specifying if GMT or local time.

Pilot Boarding Station: Ships bound for Villagarcia are normally boarded 2 miles off harbour breakwater (Lat. 42° 35.4′ N., Long. 08° 50.0′ W.) Under previous request Pilot may be obtained at Lat. 42° 31′ N. Long. 08° 57′ W. (2 miles off Rua Island). Pilots may be contacted b VHF Channel 12.

Pilot for Shifting or Departure: Notify at least 1 hour in advance.

Berths are requested through Ship's Agent and arranged by Harbou Authorities in advance.

Linesmen and Boatmen are arranged through Ship's Agent.

ANCHORAGES: There is sufficient anchorage for any size of vessel i Arosa Bay. Vessels awaiting Pilot at Rua Island may anchor 1 mile Southward of Rua Island, in depths of 35 m. to 40 m, bottom is mud For anchorage in the harbour area (Eastward of El Seijo light), a Pilo must be arranged.

MAX. SIZE: No restrictions, except max. draft 7.0 m. (23 ft.) at LWS.

RADIO/VHF: Nearest stations are: Vigo Radio, VHF Channel 16 Finisterre Radio, MF 2,182 kHz.

TUGS: Compulsory for ships of 90 m. LOA or more.

One small tug available. Additional tugs may be called from Vigo whe required. Ship's lines normally used.

BERTHING:

Berth Name	*Wharf Length (m.)*	*Depth Chart Datum (m.)*	*Remarks*
Comercial W.	243	7.0	Bulk cargoes through pipelines and general cargo.
Comercial N.	80	7.0	General cargo.
Comercial E.	300	3.0-7.0	General cargo.
Pasajeros	430	3.0-4.0	Passengers.
Ramal	120	3.0-4.0	General cargo.
Ramal	250	7.0	Ro-Ro, bulk and general.

CRANES: 1×12 ton, 4×6 ton and 3×3 ton electric cranes at Comerci Mole. 1×12 ton, 1×6 ton and 2×3 ton electric cranes at Ramal Mole.

Mobile diesel cranes also available as required.

SPECIALISED CARGO-HANDLING FACILITIES: Discharge of ceme in bulk through pipeline at Comercial Mole-West. Discharge/loading o liquid chemical products and asphalt through pipelines at Comerci Mole-West.

STEVEDORES: Normal working hours for general cargo: 0830-180 (break 1230-1400). Normal working hours for frozen cargoes (2 shifts 0830-1430 and 1430-2030. Advise ETA before 1700 hrs. in order t commence 0830 hrs. next day.

TANKERS: Discharge lines: 4 in. for methanol, 6 in. for ur formaldehyde, 8 in. for asphalt, at Comercial Mole-West. No sl facilities. No facilities to combat oil spills. No shore steam.

DENSITY: Normal density 1025. In severe rainy seasons may drop t 1020/1018.

FRESH WATER: Available at all berths. Order through Agent. Appro rate 10 t.p.h.

FUEL: Gas-oil available by pipeline at Comercial Mole.

REPAIRS: Small deck and engine repairs can be done. No dry-dock available.

SURVEYORS: Comisariado Espanol Maritimo available. Order through Agent.

HATCHES: Opening/closing of hatches to be carried out by ship's crew only.

REPATRIATION: Crew changes and repatriation possible.

AIRPORT: Nearest airport at Santiago de Compostela, some 50 km. away.

TIME: Western European time kept. (GMT plus 1 hour in Winter; GMT plus 2 hours in Summer).

HOLIDAYS: Set yearly by the Government. For details contact Agent.

POLICE/AMBULANCE/FIRE: Police 091 or 501864/500257; Ambulance 500987; Fire 501008/851633.

EMERGENCY CO-ORDINATION CENTRE: Harbour Master's Office, tel. 500209.

BANKS: Branches of main Spanish banks.

SHORE LEAVE: No restrictions. No shore passes. Seaman's Book is sufficient.

AUTHORITY: Autoridad Portuaria de Villagarcia, Muelle de Pasajeros 5, 36600 Villagarcia de Arosa, Galicia, Spain. *Tel:* (986) 500238/501340. *Telex:* 88081. *FAX:* (986) 507923. *Contact:* Port Director.

NOTES

Please also advise Shipping Guides Ltd.

Sri Lanka

GENERAL:

MINES: *Danger from Mines:* Reports have been received (1986) indicating that waters near Sri Lanka ports may be mined.

NAVIGATION: *Control of Navigation in Sri Lanka Waters:* The Sri Lanka Government has issued regulations controlling navigation in the territorial waters of Sri Lanka.

(1) No vessel shall enter or remain within Sri Lanka's territorial waters other than:

Vessels entering or leaving the ports of Colombo, Galle, Trincomalee and Kankesanturai.

Vessels navigating through the Traffic Seperation Scheme off Dondra Head.

Vessels laid up inside Trincomalee Harbour.

Vessels engaged in Sri Lanka's coastal trade.

Vessels waiting in the roads off the Port of Colombo with the approval of the Harbour Master.

Vessels navigating through Sri Lanka's territorial sea and internal waters in Palk Strait with the permission of the Commander of the Sri Lanka Navy.

(2) Any vessel which enters Sri Lanka's territorial waters in contravention of these regulations shall do so at their own risk, and the Sri Lanka Government shall not be liable for any loss or damage such vessel may suffer.

(3) The Master of any vessel which enters Sri Lanka's territorial waters shall identify itself if challenged by:

Any vessel responsible for performing coastguard duties.

Any aircraft.

Any Sri Lanka authority from land by radio.

(4) Any vessel which has to enter Sri Lanka's territorial waters for purposes other than those given in (1) shall do so only with the approval of the Harbour Master.

(5) All vessels approaching the Port of Colombo are required to keep at least 1.5 miles clear of the single point mooring buoy in position Lat. 06° 58.67′ N., Long. 79° 46.50′ E. No vessel is permitted to go closer than 1.5 miles without the permission of the Harbour Master.

SHIP SUPPLY SERVICE: GAC Shipping Limited (Sri Lanka) operate a Ship Supply Service from the Port of Galle.

Galle is situated approximately 75 miles South of Colombo and 94 miles South of Katunayake International Airport. Flights to all major destinations operate from this busy airport which handles a very large volume of business. The road journey between Colombo and Galle takes approximately 3 hours.

A standard 65 ft. "GACSHIP" crew boat is on station at Galle, and there is a small GAC Operations Office located close by the port entrance. The office is equipped at present with I.D.D. telephone and VHF. Telex and fax facilities are being installed. A VHF listening watch on Channel 16 is maintained on a 24 hour basis, call sign "GACSHIP GALLE". The range of this set has been proven upto a maximum distance of 20 miles.

The SSS Operation is coordinated fully by GAC Shipping Limited, Colombo, which is a 24 hour operational office, fully equipped with telex, facsimile, IDD telephones, and all communications should be addressed to this office.

In addition to the normal crew change, spares and stores delivery services, available in the Arabian Gulf, the following services can be arranged at Galle with sufficient notice, normally 72 hours.

Bunkers	MDO only at present maximum 500 tonnes.
Fresh Water	Maximum 200 tons in one delivery.
Provisions	Fresh/frozen.
Underwater	Hull cleaning/inspection.
Lube Oil	Offshore delivery, drums only.
Survey	Hull machinery and liquid/dry cargoes.

Helicopter services between Katunayake and Colombo, and Colombo and Galle can be arranged without difficulty.

There are no Visa requirements for visiting Company representatives or joining crew members.

The "Rendezvous" position is 12 nautical miles South of Point de Galle in approximately 70 m. depth. This position can be adjusted to suit individual vessel requirements.

Co-Ordinating Office for Sri Lanka SSS:

GAC Shipping Ltd., P.O. Box 1116, 180 Bauddhaloka Mawatha, Colombo 4, Sri Lanka. Tel: 94-1-586191, 584870, 581191/2/3/4. Fax: 94-1-582806. Telex: 23418 GACSHP CE. Office operational 24 hours daily.

Galle Operations: Listening watch on VHF Channel 16, 24 hours daily, call sign "GACSHIP GALLE". Tel: (94-9) 34025.

COLOMBO: 06.56 N. 79.50 E. **(See Pla**

DOCUMENTS:

5 each of Crew and Passenger Lists.
8 Manifests.
1 Arrival Report for Pilot, including Dangerous Cargo Declaration.
1 Master's Declaration for Immigration, and same for Police.
2 Private Property Lists of Officers and Crew for Customs.
2 copies of Preliminary Report by Master for Customs.
1 Maritime Declaration of Health for Port Health Officer.
1 Master's Declaration of Cargo for Quarantine Department.

PILOTAGE: Vessels approaching port apply for Pilot by flying the flag by day or 2 red lights at night. They can, in addition, use VH Channel 16. The telegraphic address of pilot station is "Pilot Station S Lanka Ports Authority Colombo" and a provisional ETA 24 hours ahea is advisable with corrections thereafter. However, these are be channelled through the vessel's Agent. Pilot boat is a wooden mot launch with the word "Pilot" on its side. It flies the "H" flag by day o red and white lights by night according to the international code. Pil boarding position is with the Southwest breakwater North end light i transit with North West Breakwater South end light at a distance o 1.0 miles off. Advice of where to anchor can be obtained from the Pil by VHF.

ANCHORAGES: The anchorage off port is within 3 miles of the harbou mouth where up to 14 fathoms of water is available. 18 fathoms of wate is available within 6 miles. This anchorage is to be used on instruction from pilot station.

All vessels arriving have to anchor South of Panadura (Lat. 6° 43′ N until instructed to proceed to the anchorage off harbour.

RESTRICTIONS: Entry may take place at all hours of the day and nigh

MAX. SIZE: For entering harbour, max. draft 12.0 m. and a length o 900 ft. is permissible. Beam is not critical. There is no appreciable ris and fall of tide.

Tankers' maximum dimensions for berthing alongside: Length 750 ft draft 34 ft.

HEALTH: Vessel entering port must fly the "Q" flag until boarded b the Port Health Officer to grant Pratique. Pratique may be granted b radio if there is a doctor on board provided the ship is not calling fro a port in India. A radio message should be sent within 24 hours of th vessel's ETA in the following terms "Last port — no quarantinab disease on board – Doctor on board" and the Port Health Officer wi reply to the Agent confirming Pratique being granted by radio. Pratiqu is automatic if the vessel enters after calling at another port in Sri Lank If any quarantinable disease on board double "Q" flags must be hoiste prior to entering harbour.

RADIO: "Colombo Radio" with a call sign 4PB is the usual channel fo communicating with Colombo.

VHF: The pilot station is presently available on VHF Channel 10 an the Authorities' Cargo Operations Control Room on VHF Channel 11

TUGS: Tugs normally join the vessel at the harbour mouth and use tug lines. Three tugs up to 45 tons bollard pull are available at any one time 4th tug on advance request.

BERTHING: There are no specific requirements relating to berthin space but early advice of draft and length is most advisable.

Report: September 1993.

The following information has been received from Agent in Colomb

Alongside Berth Details during South West Monsoon:

Berth	*Length*		*Draft*	
No.	(ft.)	(m.)	(ft.)	(m.)
QEQ 1	500	152	30	9.15
QEQ 2	500	152	32	9.8
QEQ 3	500	152	33	10.1
QEQ 4/5	754	230	32	9.8
QEQ 6	820	250	34	10.4
BQ 1	450	137	23/29.5	7/9
BQ 2	500	152	31	9.45
BQ 2A	380	116	28	8.6
BQ 3	500	152	30	9.15
BQ 4	500	152	30	9.15
CB 1	320	98	20	6.1
JCT 1	918	280	37	11.3
JCT 2	918	280	39.3	12.0
JCT Ext. N	410-479	125-146	21.2/24.6	6.5/7.5 (E 8 (W)
PVQ 1	450	137	30	9.15
PVQ 2	500	152	31	9.45
NP	591	180	34	10.36
	623	190	32 F.	9.8
			34 A.	10.36
SP	500	152	30	9.15
GP 1	500	152	26	7.9
GP 2	500	152	30	9.15
CB 2	280	86	15	4.6
Buoy Berths:				
N 1	550	180	30	9.15
N 3	550	168	25	7.6
N 2	557	170	30	9.15

Key:

NP	North Pier
SP	South Pier
QEQ	Queen Elizabeth Quay
BQ	Bandaranaike Quay
JCT	Jaye Container Terminal
CB	Coastal Berth
PVQ	Prince Vijaya Quay
GP	Guide Pier

CONTAINER HANDLING FACILITIES: Total length of quays for container operations 1,045 m. Depth 11.0 m. – 12.0 m. 6×35 ton gantry cranes and 1×30 ton crane. Reefer points 186. 74 forklift trucks, 2 tons – 40 tons capacity.

See "Developments".

STEVEDORES: The stevedores at Colombo are the Sri Lanka Ports Authority, having the monopoly of stevedoring and lighterage. ETA at least 24 hours in advance if possible.

Working hours: (2 shifts) 0730 to 1630 and 1630 to 0400, depending on requirements, extendable until 0600.

Booking gangs: For discharge on 1st day, 24 hours advance notice required by Agent and thereafter at Agent's request at the end of shift.

MEDICAL: Although advance notice of medical assistance required is helpful, particularly when port stay is limited, it is not essential. Comprehensive hospital facilities are available either in private nursing homes or the Government hospitals. The following inoculations are required: cholera; yellow fever if calling from ports in East Africa and Mozambique.

TANKERS: There is one tanker berth for import of gas oil, lubricating oil and white oil, and export of Naphtha/furnace oil.

The diameter of discharge lines;

White oil, 10 in., capacity 250 t.p.h.

Gasoline, 10 in., capacity 170 t.p.h.

Furnace oil, 14 in., capacity 500 t.p.h.

Naphtha, 12.75 in., capacity 450 t.p.h.

Pumping will not be commenced after nightfall. No residue discharge facilities are available.

There is an SPM 6 miles outside the harbour for discharge of crude oil. Max. size 180,000 tonnes deadweight. Pipeline 36 in.×9.2 km.

Report: December 1992.

(1) Proposed New Oil Terminal:

Planned LOA : 220 m.
Planned Draft : 13.0 m., could be increased to 14.0 m.
Deadweight : 60,000 tonnes
Diesel : Available
Bunkers : Available

This berth will be designed to accommodate broad beam shallow draft tankers up to a maximum of 60,000 d.w.t.

Although this berth was originally planned to be operational in 1993, due to the other various development programmes within the Port of Colombo, no priority has been afforded to this project. It is therefore unlikely that this terminal would be operational prior to the 2nd half of 1994.

(2) North Pier:

LOA : 180 m. at draft 10.36 m. LOA can be increased to 190 m. at draft of 9.8 m. for'd and 10.36 m. aft.
Bunkers/Diesel : Available, subject to quantity required and availability of berth.

Temporary restrictions have been placed on this berth as this area has been utilised in connection with the construction work of the new container terminal.

(3) Prince Vijaya Quay:

Operator : Sri Lanka Ports Authority

(A) PVQ 1
LOA : 137 m.
Draft : 9.2 m.
Density : 1025

(B) PVQ 2
LOA : 152 m.
Draft : 9.45 m.

This berth is primarily for general cargo. Bunkers and water available by barge.

LPG discharged into bowsers (road trucks). No storage available. Normally only vessels that can carry 1,200 – 1,600 tonnes are handled.

(4) Coastal Berth:

(A) CB 1
LOA : 98 m.
Draft : 6.0 m.

This berth is primarily for general cargo.

Bunkers and water available.

LPG discharged into bowsers (road trucks). No storage available. Normally only vessels that can carry 1,200 – 1,600 tonnes are handled.

DENSITY: 1025.

FRESH WATER: Fresh water is readily available by barge and from hydrants at the Jaye Container Terminal. The rate of delivery is approx. 40 t.p.h. The water is of good quality.

FUEL: Furnace, diesel and gas oil available. Advance notice of at least 24 hours is advisable as the bunker requirements of the port often exceed the ability of the oil companies to supply immediately.

4 barges available, 450 tons, 650 tons and 1,000 tons. Fuel also available by pipeline if berth (max. draft 34 ft.) available.

CONSULS:

Belgium
Burma
China
Cyprus
Czech Rep.
Denmark
Egypt
France
Germany
Greece
Indonesia
Italy
Japan
Maldives
Netherlands
Philippines
Poland
Romania
Russia
Thailand
Switzerland
U.S.A.
Yugoslavia

REPAIRS: Most main engine and boiler repairs and minor hull repairs can be effected.

DRY DOCKS: No. 1 – 700 ft.×85 ft.×32 ft. over blocks – Max. size 675 ft. LOA. 80 ft. breadth – Deepest draft 29 ft.

No. 2 – 350 ft.×54 ft.×22 ft. over blocks.

No. 3 – 400 ft.×54 ft.×18 ft. over blocks.

Owners and Operators – Colombo Dockyard Limited.

New dry dock: Length 263 m., width between fenders 44 m., depth over sill 8.2 m., capacity 100,000 d.w.t.

SURVEYORS:

American Bureau: c/o Malship (Ceylon) Ltd., 80 Reclamation Road, Colombo 11. Tel: 24658, 25856. Telex: 21150.

Salvage Association: c/o Aitken Spence & Co. Ltd., 13 Lloyds Building, P.O.Box 5, Sir Baron Jayathileke Mawatha, Colombo 1. Tel: 27861–7, 27103. Telex: 21142/21598.

Lloyd's Register: No.7, 19th Lane (2nd Floor), Colombo 3.

Bureau Veritas: c/o Delmege Forsyth & Co. Ltd., 101 Vinniyalankara Mawatha, Colombo 10. Tel: 93361. Telex: 21320.

GANGWAY/DECK WATCHMEN: Watchmen are available and are to be recommended unless members of the crew are available to provide this service.

Piracy: Acts of piracy have taken place in the approaches to the port.

OPENING/CLOSING HATCHES: This work is normally carried out by the stevedores except in the case of MacGregor or similar hatch covers which they will not handle.

CERTIFICATES: Register showing vessel's name, port of registry, gross and net tonnages and owner. Safety Equipment Certificates, quadrennial and annual, Ship's Articles (British) and Clearance from previous port and Derat Certificate.

CUSTOMS ALLOWANCES: Cigarettes 25 per man per day. Tobacco 1 oz. per man per day. Snuff 1 oz. per man per day. Spirits 0.25 bottle per man per day. Wine 1 bottle per man per day. Beer 2 bottles per man per day.

REPATRIATION: There is no difficulty in arranging repatriation and crew changes.

AIRPORT: It is 18 miles to the international airport which is served by regular airlines.

TIME: Sri Lanka standard time is 5.5 hours in advance of GMT, and no alterations are made during the year.

HOLIDAYS: Cargo work can normally be arranged on all except the following holidays:

Sinhalese and Tamil New Year; 1st May; Wesak Full Moon Day; Christmas Day.

POLICE/AMBULANCE/FIRE: Harbour Police 21075; Ambulance 20428; Ambulance launch: Call Pilot Station on VHF Channel 16. Port Fire Brigade 32331 and VHF Channel 16.

EMERGENCY CO-ORDINATION CENTRE: "Colombo Radio".

TELEPHONES: Will be available to vessels alongside in the near future.

BANKS: American Express International Corporation, 45 Janadhipathy Mawatha, P.O.Box 650, Colombo 1. Tel: 23366, 37991, 31288-9. Telex: 21469 "Amex".

Algemene Bank Nederland N.V., 41 Janadhipathy Mawatha, P.O.Box 317, Colombo 1. Tel: 20205. Telex: 21590 "Abn A".

Citibank N.A., P.O.Box 888, Iceland Bldg., Colombo. Tel: 547316/8. Telex: 21445 "Ctbk" Ce.

Banque de l'Indochine et de Suez, Ceylinco House, 69 Janadhipathy Mawatha, P.O.Box 303. Colombo 1. Tel: 36181/2/3. Telex: 1402 "Indosuez" Ce.

Overseas Trust Bank Ltd., 39 Bristol Street, Colombo 1. Tel: 547655–8. Telex: 21489 "Otbsl" Ce.

The Chartered Bank, 17 Janadhipathy Mawatha, P.O.Box 27, Colombo 1. Tel: 26671-4. Telex: 21117 "Banchar" Ce.

Grindlays Bank, 37 York St., P.O.Box 112, Colombo. Tel: 91161–8. Telex: 21130 "Grindlays" Ce.

Bank of America, P.O.Box 308, Colombo. Tel: 547372/5. Telex: 21481 "Bo Facol" Ce.

STORING: See "Prelims".

1. Yes, able store both by barge and truck.
2. Yes, vessel could store from barges during both loading and discharging.
3. Trucks could proceed alongside vessel.
4. Yes, fork lift trucks could be used.
5. Any operation could be carried out with prior approval of Customs, under Customs supervision.
6. No. Port Stevedoring labour has to be made use of. However, local riggers can be employed by obtaining special permission from the Chief Operations Manager of the Sri Lanka Ports Authority.

SHIP SUPPLY SERVICE: See "General" before first port.

SHORE LEAVE: There is no restriction on crew members being allowed ashore but advised to carry passport or other identification.

IDENTIFICATION CARDS: These are not essential but the crew is expected to carry some form of identification with a photograph on it when they leave the vessel.

GARBAGE DISPOSAL: Garbage in bags is collected by small boats, after making special arrangements with the Agent.

WASTE OIL DISPOSAL: Quantities up to 50 tons can be collected after making special arrangements with Agent.

SEAMAN'S CLUBS: Missions to Seamen, 26 Church Street, Colombo. Tel: 448572.

DELAYS: Delays for vessels working cargo are seldom over 24 hours. Vessels requiring bunkers should advise ETA as early as possible.

GENERAL: Ships should not discharge oil within territorial waters, dispose of any waste into harbour or on to quays, immobilise main engines without prior permission, use radio for transmission in harbour. Ships should hoist national flag during daylight hours.

DEVELOPMENTS: A third container berth to be constructed at Jaye Container Terminal, Length 332 m., depth 13 m. Completion 1994.

AUTHORITY: Sri Lanka Ports Authority, No. 19 Church Street, P.O.Box 595, Colombo 1. *Tel:* 421201, 421231. *Telex:* 21805 Ports Ce. *FAX:* 540651. *Contact:* Mr.F.Wickramasinghe, Chairman – Sri Lanka Ports Authority – *Tel:* 25559.

D.B.Collonne – Chief Operations Manager, *Tel:* 25049.
Captain S.Chinpnniah – Harbour Master. *Tel:* 421079.
Captain D.R.J.S.Jayamanna – Deputy Harbour Master. *Tel:* 422674.

AGENT: GAC Shipping Ltd., P.O. Box 1116, 180 Bauddhaloka Mawatha, Colombo 4, Sri Lanka. Tel: (94-1) 581191, 581192, 581193, 581194. Telex: 23418 GACSHIP. Cables: Confidence. Fax: (94–1) 582806.

GALLE: 06.01 N. 80.14 E. (See Plan)

PORT LIMITS: To the Eastward Unawatuna Point, to the Westward Gindurah Point, to the Southward the usual sea league from the line between these points.
DOCUMENTS: Pilot brings on board:
Arrival Report and Maritime Declaration of Health.
Port Health Officer boards vessel after berthing and collects Crew List, Passenger List, Maritime Declaration of Health. Examines crew, passengers and International Certificates of Vaccination.
Customs. Manifests, Bonded List, Passenger List, Cargo List, List of Currency, Port Declaration.
Immigration. 3 Crew Lists.
PILOTAGE: Apply for Pilots via local Agents. Send ETA not more than 24 hours prior arrival via Colombo Radio. Vessels telegraph direct to Harbour Master, Galle, via Colombo Radio. Vessels advised listen-in on Channel 16, VHF.
Pilot launch about 60 ft. long with white hull carrying word "Pilot". Pilot launch proceeds to vessels from Harbour Master's Office and Pilot will board about 0.25 mile to South of bell buoy. Vessels should anchor until pilot launch arrives and heave-up on approach of pilot launch; due to heavy swell prevalent *essential* vessels provide good lee for Pilot. Proper pilot ladder and two man ropes should be ready. Vessels anchoring should do so to the South or East of bell buoy. See "Anchorages".
ANCHORAGES: Best anchorage lies to Eastward of bell buoy where depth is 9 fathoms. To Southward of bell buoy depth increases to 15 fathoms. Vessels should anchor about 0.5 mile from bell buoy.
RESTRICTIONS: Vessels should not proceed North of bell buoy. Entry prohibited after 1800 hrs. and may be delayed by bad weather. Generally a wind force of over 25 knots and a swell of over 4 ft. delays entry.
MAX. SIZE: Two alongside berths available for vessels up to 450 ft. length and 24 ft. draft. 750 ft. of quay space available.
HEALTH: The International Declaration of Health, handed to Master by Pilot, must be completed and returned to Port Health Officer, who boards after berthing. Port Health Officer also requires 2 Crew Lists, synopsis of Vaccination Certificates, Derat Certificate and examines Certificate of Vaccination.
RADIO: Colombo Radio.
VHF: Harbour Master's Office on VHF Channel 16, regular watch not maintained.
TUGS: At present only 1 tug of 450 h.p. available throughout year. If sufficient notice given (over 24 hours) an additional tug could be sent from Colombo (only available during N.E. monsoon). Tug meets vessel at berth, tug's lines used. Charges for tugs included in port (pilotage) charges irrespective of ownership of towing lines.
BERTHING: See "Max. Size".
STEVEDORES: All stevedoring carried out by Sri Lanka Ports Authority. Gangs, lighters etc. are all arranged by Sri Lanka Ports Authority. 16 lighters of approx. 15 d.w.t. capacity available for working vessels in stream berth.
MEDICAL: All facilities available. Vessels arriving in Galle and requiring medical attention should cable Agent and "Port Health – Galle" at least 12 hours in advance.
DENSITY: 1025.
FRESH WATER: In cases of emergency up to 20 tons fresh water could be supplied daily in stream in 400 gallon tanks conveyed by lighters. Alongside main quay up to 50 tons per night could be supplied by Bowser.
FUEL: Bunkering Division of Ceylon Petroleum Corporation, Kolonnawa (off Colombo) can service vessels with small quantities of fuel. 5 days' prior notice required.
CONSULS: All Consular Officers in Colombo, 72 miles away, 2 hours by train, 2.5 hours by road.
REPAIRS: No repairs possible as Galle open to S.W., essential that vessels have engines ready at all times. No shutdown permitted.
GANGWAY/DECK WATCHMEN: Ceylon Police Station. Two policemen aboard every vessel in harbour. For vessels berthed alongside policemen stationed aboard through day. For stream vessels policemen stationed only during hours when cargo worked.
OPENING/CLOSING HATCHES: Shore labour, but there is no objection to hatches being opened prior to labour boarding.
CUSTOMS ALLOWANCES: Present allowance 200 cigarettes per week, 2 bottles beer per day. Others proportionately.
REPATRIATION: Sub-collector of Customs acts as Shipping Master and will sign on/off properly authorised crew changes.
AIRPORT: Colombo, approximately 130 km.
TIME: Standard Time is GMT plus 5.5 hours.
HOLIDAYS: Non-working days in the port (dates variable yearly): Sinhala and Tamil New Year in April; Wesak Full Moon in May.
POLICE/FIRE/AMBULANCE: Harbour Police 3222; Ambulance 2261. No fire brigade available.
TELEPHONES: No telephones available aboard.
SHIP SUPPLY SERVICE: See "General" before first port.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Sri Lanka Ports Authority, Closenberg Jetty, Magalla, Galle, Sri Lanka. *Tel:* 09-22963 (Resident Manager); 09-22824 (Assistant Harbour Master).
AGENT: See "Colombo".

KANKESANTURAI: 09.49 N. 80.03 E.

SHIPMASTER'S REPORT: May 1979.

LOCATION: Kankesanturai (KKS) is situated on the North coast Sri Lanka in position Lat. 9° 48′ 57.5″ N., Long. 80° 02′ 41.5″ E.
DOCUMENTS: See "Colombo".
APPROACHES: Kankesanturai cannot be approached directly from se but is approached via the Pedro Channel. The area seaward of Ped Channel is very shallow and abounding in reefs.
Approaches to Pedro Channel: The East coast is low lying and sand with only palm trees. The landmarks for making Pedro Channel are (Mullaittivll Light and (b) an obelisk situated in position Lat. 9° 35′ N Long. 80° 27.5′ E. Mullaittivll Light was not working and the obelis which is 100 ft. high can hardly be distinguished because it is surrounde by vegetation. The best approach is to steam on a course of 280° (heading straight for the obelisk. (Note: Radar distances etc., could n be observed as the vessel's radar was out of order). This area is covere by B.A. Charts No. 2197, 2031 and 68A. These charts are not to b fully relied upon as the charts last large correction, etc., was in 194 This vessel did not have a working radar, hence it was decided to lowe the boat and sound the intended track ahead. The track sounded wa followed until the obelisk was ahead of the track and visible, which wa in this case at about 5 miles. Once the vessel enters Pedro Channel has to proceed on a course parallel to the coast. After altering cours in a Northwesterly direction the obelisk which is the only mark in th area is soon covered by vegetation and not visible. The next landma being the Point Pedro Lighthouse which is 25 miles away to the Nort The objects marked on the chart like churches, buildings etc., cann be relied upon at all as they are numerous.
Depths in Pedro Channel: As marked on the chart the depth in Ped Channel varies from 6.5 to 9 fathoms. During this vessel's transit, it wa suspected to be less and at certain points, the boat was again lowere and soundings of 28 ft. were obtained.
Approaches to KKS: After passing Point Pedro Light course was altere to West keeping about 3 miles off the land and dangers. "KKS" can b observed from quite a distance because of chimneys of a cement facto The "KKS" lighthouse could also be visually observed at a distance about 8 miles. When "KKS" lighthouse bore South, distance 2.5 miles the vessel was stopped and again the boat was lowered to sound th anchorage area and approaches. Depths of 30 ft. to 36 ft. were foun just 0.5 miles distance from the land. The anchorage was approache and this vessel anchored with "KKS" light distance 0.5 miles. Fo shackles were used and throughout the stay the vessel held fast.
After anchoring soundings were taken all round the vessel and th least depth obtained was 31 ft. at low water. There is hardly any tid the maximum difference being about 2 ft. The vessel usually lies in a East-West direction and when swinging around usually does so v North. Only on one occasion throughout the stay did she swing via th South.
RADIO: Communication with "KKS" even from Colombo (telephon was very difficult, sometimes delays over 4 to 5 hours were experience "KKS" has no telex communication. The best method is to keep th vessel's radio station open and communicate via Madras Radio.
CARGO OPERATIONS: *Port of "KKS" and Discharging:* This is anchorage only port which is open from March to October. Cargo bagged on board and discharged into lighters. The lighters are the landed on the beaches and labour carries bags ashore to the warehous which is about 30 yards away. On this vessel cargo was bagged durin the night and discharged by day. There are at one time about 200-300 labourers on board. The labour for bagging and discharging a different. The average discharge rate worked out to about 800 tons. Th is the first time the bagging had to be done as normally vessels callin are loaded with bagged cargo. The crane operators are very careful an follow the instructions given by the vessel with regard to the crane About 12 vessels call at this port per year during the season.
DENSITY: Density was found to be constant at 1025.
FRESH WATER: None available. Ample fresh water needed as wat also has to be supplied to the labour.
PROVISIONS: Almost all types of provisions available at reasonab costs. Rice which is also available is of very poor quality. The Agen also handle the ship chandling.
LAUNDRY: Laundry facilities are available, but costs are slightly on th high side. This is also handled by the Agents.
REPAIRS: There is a small workshop available for mechanical/electric repairs.
CURRENCY: All currencies have to be declared and all currenci except Indian, Pakistani and Bangladesh can be changed in banks. Th above three currencies are supposed to be banned in Sri Lank
GENERAL: "KKS" is a very small town. The largest town being Jaff which is 14 miles away. Buses and taxis are available.
AUTHORITY: Port soon to be controlled by Sri Lanka Ports Authori

TRINCOMALEE (including Pulmoddai):

08.36 N. 81.15 E. **(See Plan)**

DOCUMENTS:
International Maritime Declaration of Health.
6 copies Crew List.
6 copies Passenger List.
Cholera or Yellow Fever Certificates required if vessel is arriving from an infected port.

PILOTAGE: Call Pilot on VHF Channel 16, also send ETA via Colombo Radio to pilot station. Vessels should indicate ETA through Colombo Radio, either to Agent or direct to Deputy Harbour Master, Trincomalee, at least 24 hours before arrival. No night pilotage. Pilot boards incoming vessels between hours of 0600 and 1800 hrs. about 2 cables Northward of Round Island (Lat. 8° 30′ 48″ N., Long. 81° 13′ 24″ E.). Vessels embarking Pilot should whenever possible lower an accommodation ladder. Vessels awaiting a Pilot should anchor 0.5 miles N.W. of Round Island light tower in depths from 11 to 13 fathoms.

Vessels arriving between 1800 hrs. – 2100 hrs. may be brought in at Deputy Harbour Master's discretion if they come to anchorage 5 cables N.W. of Round Island.

ANCHORAGES: Trincomalee Harbour is the only entirely sheltered natural harbour in Sri Lanka. Good anchorage may be found in almost any part of harbour in good weather.

RESTRICTIONS: Vessels may enter during hours of daylight only. Range of tide is very small and does not restrict entry.

MAX. SIZE: Almost unlimited length and draft can be accommodated in anchorage. Only 1 berth which can accommodate up to 600 ft. length, and 32 ft. draft. This jetty used for discharging tankers and bunkering.

HEALTH: The Port Health Officer boards vessels after arrival at anchorage to grant Pratique. Pratique automatic for vessels arriving from another port in Sri Lanka.

RADIO: All cables to Deputy Harbour Master, Agents, Receivers, etc., should be routed through Colombo Radio; call sign 4PB.

Pilot carries a portable VHF set, Channel 16, with about 10 miles range.

TUGS: Two tugs available. One tug attends when required. Tow-lines generally not used; but if required tug or ship's lines used.

BERTHING: A bulk-grain berth to accommodate vessels of 800 ft. in length, and draft forward 41 ft. and aft 46 ft. is available at Malay Cove, in the vicinity of Round Point.

Also see "Developments".

Pulmoddai: Pulmoddai is a roadstead, on the Eastern coast of Sri Lanka and approximately 38 miles from Trincomalee. The loading season is usually from April to September.

The Mineral Sands Corporation has housing for their staff and a medical practitioner is employed by them who also acts as a Port Health Officer for granting Pratique to vessels.

The Corporation has two godowns with a capacity of 14,000 tons of rutile and 25,000 tons of ilmenite. Presently ore is transported by conveyor belts from the godowns for lighterage along a pier stretching up to 250 ft. into the sea. The Corporation has a fleet of 8 steel lighters, of which 6 are of 100 tons capacity and 2 of 200 tons capacity. The loading rate is around 2,000-2,600 tons per day working 5 hooks in good and fair weather.

The stevedore labour is private and is recruited from Trincomalee whenever a ship operates at Pulmoddai. As the stevedores stay on board until completion of loading, it will be necessary for the vessel to carry sufficient water to meet the stevedore requirements.

It is customary for the ship to provide food and accommodation for two Customs Officers and a representative of the Shippers during cargo operations.

Prior information is also essential by the Agents of vessel's ETA, etc., which should be passed to the Plant Manager of the Corporation at Pulmoddai by cable or telex to enable him to obtain labourers from Trincomalee.

There is no launch service, but the Corporation provides a launch on a schedule drawn by the Corporation, and the Agents could make use of this facility.

STEVEDORES: Stevedoring operations have been nationalised and are carried out by the Sri Lanka Ports Authority, Trincomalee.

TANKERS: One tanker berth at which vessels of 600 ft. length and 32 ft. draft are discharged.

Report: December 1992

Oil Berth: A temporary restriction has been placed on the oil berth.

At present both the head and stern buoys are very old and due for replacement in the near future.

The fendering on the jetty is extremely poor and the connecting bridge between the dolphins is in a state of disrepair.

LOA:	180 m.
Draft:	10.0 m.

DENSITY: Salt water.

FRESH WATER: Available, supplied by water barges.

FUEL: Marine heavy diesel and furnace oil can be supplied at 24 hours' notice.

CONSULS: All Consular Officers are in Colombo.

REPAIRS: Only minor repairs can be carried out.

GANGWAY/DECK WATCHMEN: Watchmen are provided by the Sri Lanka Ports Authority.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CUSTOMS ALLOWANCES: Tobacco issued as required. Wine and/or Spirit issued as required.

REPATRIATION: Crew changes and repatriation can be effected.

AIRPORT: No International flights through Trincomalee.

TIME: GMT plus 5.5 hours.

HOLIDAYS: Dates of holidays are not fixed. Cargo work can generally be arranged on any holiday.

TELEPHONES: Police 2308; Ambulance 448; Fire 335. There are no telephone connections for ships.

SHIP SUPPLY SERVICE: See "General" before first port.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Identity Cards or Passports are required to be carried by crew members ashore.

DEVELOPMENTS: Tokyo Cement Company Jetty is now in operation to discharge cement clinker by grabs. Length of berth 460 ft. Depth alongside 28.5 ft.

AUTHORITY: Sri Lanka Ports Authority, Inner Harbour Road, Trincomalee. *Tel:* 541395. *Contact:* Resident Manager/Deputy Harbour Master.

AGENT: See "Colombo".

NOTES

Please also advise Shipping Guides Ltd.

Sudan

PORT SUDAN: 19.37 N. 37.14 E. (See Plan)

DOCUMENTS:
Port Sudan Harbour Master's Declaration.
Sudan Customs Declaration.
Quarantine Form.
(All above forms to be filled by Master on arrival).
3 Crew Lists.
3 Passengers Lists.
1 Crew Declaration.
1 Dutiable Stores.
4 copies Manifest.
1 copy Bills of Lading.
1 Provisions List.

PILOTAGE: 24 hours' notice ETA. VHF Channel 14. Pilot boards South of South Wingate Beacon. Pilotage compulsory.

ANCHORAGES: Towartit Anchorage, approx. 8 km. S.E. of harbour.

RESTRICTIONS: No restrictions providing berth available.

Age Restrictions: The Sea Ports Corporation, Port Sudan, issued the following circular:

"(1) Ships of over fifteen years of age will not be allowed to work in the harbour unless able to produce a Sea Worthy Certificate stating that all deck appliances and propellers are fit for work and capable of lifting and handling all kinds of goods carried on board the ship. The Owner or the Charterers of the ship will be held responsible for the correctness of the Certificate and for any delay incurred due to defect or non-efficiency of ship appliances.

(2) Ships working within the Red Sea Basin will be allowed to enter the harbour despite their age limit or nationality provided that they produce the Certificate referred to in Para (1) above.

(3) Ships carrying goods to Port Sudan Harbour must not carry any packages which cannot be lifted by the ship's own gear or are away from the reach of their gear.

(4) Breaches of any of the above will be subject to a fine of two thousand Sudanese pounds."

MAX. SIZE: Length 850 ft. Max. draft at Oil Terminal 39 ft., other berths between 28 ft. and 34 ft. 6 in.

HEALTH: Radio Pratique obtainable if message sent not more than 24 and not less than 8 hours before arrival to "Quarantine, Port Sudan", with following information: Name of ship and ETA; Name of Agent; Whether surgeon carried or not; Whether illness on board, if so, what illness; Port of departure and last port of call. On receipt the Quarantine Medical Officer will inform ship by wireless whether Pratique is granted or not.

RADIO: Port Sudan Radio (call sign STP). Operates daily on High Frequency as follows: 8676 kHz from 0400 hrs. to 2200 hrs. GMT; 500 kHz – continuous listening watch for first 10 minutes of every hour. Radiograms may be handed in at Port Sudan Post Office at all times and at Port Sudan Quays Post Office during office hours.

VHF: Port Sudan Radio on Channel 16 and 19 from 0400-2200 hrs. GMT.

Port Control on Channel 14.

TUGS: About 1 mile from harbour entrance. Either ship's or tug's lines at Pilot's discretion.

BERTHING:

Berth	*Length*	*Depth* *Winter*	*Summer*
Nos. 1 to 5 main berths	458 ft.	30 ft.	28/33 ft.
No. 5A	426 ft.	35 ft.	33 ft.
No. 6	606 ft.	35 ft.	33 ft.
No. 7	606 ft.	35 ft.	33 ft.
No. 8	600 ft.	37 ft.	35 ft.
No. 9	600 ft.	37 ft.	35 ft.
No. 15	642 ft.	37 ft.	35 ft.
No. 16	230 ft.	37 ft.	35 ft.
No. 17	908 ft.	41 ft.	39.5 ft.
No. 18	908 ft.	41 ft.	39.5 ft.

CARGO HANDLING: Grain silo of 50,000 tons capacity situated at Berth No. 15.

Container traffic handled at Berths No. 17 and 18. Ro-Ro vessels handled at Berth No. 16.

20 mobile cranes, capacity 7 tonnes – 54 tonnes.

60 forklift trucks.

STEVEDORES: Require 24/48 hours advance notice of ETA and stowage of cargo. Rate of Discharge and Loading: General cargo, 5 – 10 tons per hook per hour. Bagged cargo, 15 – 20 tons per hook per hour.

Exports: Main exports are cotton, cottonseed, Arabic gum, oilcakes, beans, sugar, oilseed, hides, skins, wheat bran, karkadeh, ground nuts, edible oil, molasses and livestock.

Tea: Following exports should not be stowed with tea: castor-seed, hides, linseed, edible oil, oilcake. Cottonseed may be stowed with tea with separation of 3 ft. but it is preferable to stow in separate compartment from tea.

Cotton: Gum should never be stowed with cotton.

Transhipment cargo: Is normally not accepted at Port Sudan without prior permission, except in very small quantities.

Weight: Deadweight of cargo is expressed per ton of 1,000 kilos.

MEDICAL: Advance notice advisable. Hospital facilities available. Crew and passengers must have valid International Health books.

TANKERS: At Berth No. 16, vessels up to 600 ft. length can berth with overhang. Max. draft 34 ft. 6 in.

Berths 17 and 18 accommodate tankers up to 39 ft. draft. Berths connected by pipeline to refinery 8 km. South of Port Sudan.

Used for discharging crude oil and loading refined products.

"No smoking" notices required.

DENSITY: 1025.

FRESH WATER: Available ex-quay and ex-barge, capacity 200 ton

FUEL: Marine Fuel oil (normally 1000 secs.); marine diesel (42/45 secs.); gas oil (35 secs.). 24/48 hours' advance notice advisab Name of suppliers is required. Bunkers at times in short supply.

CONSULS: Nigeria.

REPAIRS: Minor deck and engine repairs.

DRY DOCKS: Slipways for 2 vessels up to 500 tons capacity.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Normally by stevedores.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per pers Alcohol not allowed. Only personal requirements may be taken asho

REPATRIATION: Not recommended. Formalities take 2/3 days.

AIRPORT: 16 miles S.E. of port. Two flights daily to Khartoum a 2 flights a week to Cairo.

TIME: GMT plus 2 hours.

HOLIDAYS: The following government holidays will be considered port holidays (1986).

Day	*Date*	*No. Da*
Independence Day	1.1.86	1
Christian Coptic Holiday	7.1.86	1
Rajab Revolution	26.3.86	1
Religious Holiday	7.4.86	1
Sham el Nassem	5.5.86	1
Ramadan Bairam	7.5.86	4
Kurban Bairam	14.8.86	5
Mohammedan New Year	13.11.86	1
Christmas Day	25.12.86	1

The port will not work on the following days: January (Independence Day), November 10th-14th (First Day Kurban Bair December 1st (Mohammedan New Year), February 19th (Mulid El Na June 30th (Revolution Day), September 3rd (First Day of Ramad Bairam), December 25th (Christmas Day). Overtime will be worked all other days.

POLICE/AMBULANCE/FIRE: Police 4888; Ambulance 2400; Fire 59

TELEPHONES: No arrangements exist for placing telephones on boa

IDENTIFICATION CARDS: Identification required in lieu of passpo

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not usually available but could be specia arranged with refinery.

SEAMAN'S CLUBS: None.

CURRENCY: Sudanese Pound (S£). U.S.$1.00 = S£ 4.04 (April 19

GENERAL: Foreign currency allowed ashore, but must be change banks only. Crew are permitted to go ashore with any amount Sudane Currency.

DEVELOPMENTS: The first development stage includes modifica of 2 existing berths to accept ships of up to 50,000 d.w.t. and contai vessels, relaying railway track in the port area and asphalting.

Second phase of development includes extension of 2 contai berths, additional works at the Ro-Ro berth, a new oil be (100,000 d.w.t.) and upgrading of the grain silo complex.

AUTHORITY: Sea Ports Corporation, P.O.Box 531 Port Sudan Qua Port Sudan, Sudan. *Tel:* 2910, 2258. *Telex:* 70012 Rasmina S *Cables:* RASMINA. *Contact:* Mr. M.T. Aila, General Mana Captain Omer D. Elkhaliefa, Harbour Master.

NOTES

Please also advise Shipping Guides Ltd.

Suriname

MOENGO: 05.38 N. 54.25 W.

A bauxite mining town about 70 miles up the Cottica River, a tributary of the Commewijne River, which latter joins the Suriname River at Fort New Amsterdam. Moengo is 94 miles from the Suriname River Light Buoy.

DOCUMENTS/PILOTAGE/GENERAL: Refer to "Paramaribo".

PILOTAGE: Vessel arriving after 2000 hrs. at the light buoy for Moengo can proceed on a suitable tide and anchor at Fort New Amsterdam without having to call at Paramaribo to be entered. In this case vessel will be entered on arrival at Moengo.

Also see "Paramaribo".

TUGS: 1×1,750 h.p. tug available.

Towage is compulsory in the Cottica River from 40 miles below Moengo for vessels over 200 ft. long.

MAX. SIZE: Ships of 525 ft. can be accommodated. Ore vessels call daily. The Commewijne Bar is 9 ft. – 10 ft., so that the ruling draft is that of the Suriname River, maximum admissable draft being subject to the Suriname River.

BERTHING: Moengo has two piers at which ore is loaded by a transporter at the rate of 800/1,000 t.p.h. One pier is 430 ft. long and has a depth of 24 ft. alongside. Both will accommodate ships of 525 ft. length. Tracks are laid on the 430 ft. pier and a 25 ton crane is available.

PROVISIONS: Not available.

FRESH WATER: Small quantities can be supplied.

FUEL: Small quantities can be supplied.

AIRPORT: About 5 km. from docks.

AUTHORITY: District Commissioner acts as Harbour Master.

See "Paramaribo".

NEW NICKERIE: 05.57 N. 56.59 W.

DOCUMENTS:

6 copies Crew List.
6 copies Passenger List.
Customs Documents; Crew Declaration Lists; for instance, souvenirs, electric apparatus, etc.
2 copies Ship's Store Lists.
3 copies Manifests of Import.
4 copies Manifests of Export.
1 copy Transit Manifest.
2 copies Manifests of Coastal Cargo.
Ship's Papers to be shown on request.

PILOTAGE: Pilotage is compulsory for the Nickerie River for ships bigger than 50 gross tons. There is always a Pilot available; ETA to be sent 48 hours before arrival and, 12 hours before arrival give necessary correction message to the Agent.

Ships can only enter the river at or about the time of high water.

The Pilot boards near the Sea Buoy (Buoy No. 1). The pilot boat is painted black and white with "Pilot 1" on the side. The pilot boat does not use the international red-white pilot lights at night. It is possible to make radio telephone contact with the boat (Pilot carries a walkie-talkie VHF equipped with Channel 12). There is a signal lamp on board.

Send ETA message to Agent who will order the Pilot. Awaiting high water the vessel can anchor about 3 miles N.N.E. of the Sea Buoy.

ANCHORAGES: With a draft of 15 ft. the ship can safely anchor 3 miles N.N.E. of the Sea Buoy. It is not advisable to anchor in the Nickerie River for a long time, the river is too narrow.

MAX. SIZE: Minimum depth on the bar is 2.10 m. with maximum draft at HW varying from 14 ft. to 17 ft., maximum length is 130 m., governed by the width of the river (170 m. and upriver 70 m.). The vessel has to use the high-inlet for cooling water, etc., while passing the bar.

At low water ships are seated in the mud without consequence to hull, rudder or propeller alongside the wharf. There are berths for oil-carriers.

HEALTH: There is no Pratique procedure. Only in the event of any suspected disease on board must a doctor must be called.

RADIO: Send ETA cables to Paramaribo Radio. VHF equipment also used.

TUGS: No tugs available.

BERTHING: The port of New Nickerie is 3 miles up river.

Wageningen: Lies 27 miles up river and can be reached with the same draft as New Nickerie, but the width of the river is only 70 m., which restricts length to 120 m.

STEVEDORES: The Agent orders the gangs (maximum 3 gangs available).

MEDICAL: No advance notice required for medical treatment. There is 1 hospital in Nickerie with a surgeon.

TANKERS: There are 3 piers in Nickerie: Esso, Shell and Texaco pier. Maximum permitted draft 14 ft. 9 in. at Spring tide.

DENSITY: In the dry season the density on the river near New Nickerie is 1015. In the rainy season the density is 1005 near HW, and 1000 near LW. These all depend upon Spring tide or Neap tide.

FRESH WATER: Fresh water is available alongside the wharf of New Nickerie. It is loaded from shore by hose.

FUEL: Small quantities of fuel available from Esso or Shell, also grease and petrol.

CONSULS: No consuls in Nickerie.

REPAIRS: Small engine repairs and shaft repairs and some welding repairs can be done.

GANGWAY/DECK WATCHMEN: It is recommended to have a watchman during the night.

OPENING/CLOSING HATCHES: Patent hatches must be opened by the crew, other hatches by the stevedores.

CUSTOMS ALLOWANCES: Master included: for every 72 hours staying in port: 15 cigars or 60 cigarettes or 30 cigarillos or 150 gm. tobacco plus 0.25 bottle spirits or 5 bottles beer or 1 bottle wine.

REPATRIATION: Possible via Paramaribo.

AIRPORT: The airport is 16 km. from the port of Nickerie. Once per day there is a flight to Paramaribo arranged by Suriname Airways.

Daily bus service between New Nickerie and Paramaribo.

TIME: Local time is GMT minus 3 hours. No alteration during year.

HOLIDAYS: See "Paramaribo".

POLICE/AMBULANCE/FIRE: Police 356; Ambulance 241; Fire 333.

TELEPHONES: No arrangements can be made for a telephone connection on board.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not needed.

DELAYS: Delays in berthing: There are only 2 wharves with a total length of 700 ft. Banana ships have priority. Delays in loading and discharging: there are only 3 gangs of stevedores. These can be enlarged to 5 "small gangs".

DEVELOPMENTS: In the future a bigger and deeper port will be built in the Corentyne River, about 20 miles up the river.

AUTHORITY: District Commissioner acts as Harbour Master.

See "Paramaribo".

PARAMARIBO: 05.50 N. 55.09 W.

PORT LIMITS: The seaward boundaries of the port, within which a vessel is considered to be "arrived" is the entrance of the Suriname, Marowijne, Coppename, Corantijn and Nickerie Rivers. Laytime commences to count after vessel has anchored or berthed.

LOCATION: On the left bank of the Suriname River about 8 miles above New Amsterdam and 21 miles from light-buoy at river entrance.

DOCUMENTS:

5 Incoming Cargo Manifests (if any cargo), otherwise 3 copies.
1 Cargo Transit Manifest.
4 Outward-going Manifests.

These above-mentioned must be sent ahead to the Agent so that they can be translated into Dutch.

6 Crew Lists.
2 Stores Lists.
2 Crew Declaration Lists.
6 Passenger Lists.

PILOTAGE: Compulsory. All ships are requested to amend their estimated time of arrival in local time, at least 12 hours in advance by special message through the wireless station to their Agents or to the Harbour Master. Arrival message should include draft of vessel and other requirements. 6 hours prior to arrival the ETA has to be confirmed and if necessary corrected. The Pilot will be dispatched after receiving the confirmed ETA. As shipping only uses the Suriname River, the Commenwijne River, the Cottica River and the Nickerie River, all Pilots except one for Nickerie are stationed at Paramaribo. Paramaribo Pilots board the vessels 1 mile North of the light buoy and between the light and Braamspunt (Lat. 5° 57′ N., Long. 55° 10′ W.). Pilot station on VHF Channel 12. Pilot station and harbour office to be advised of deepest draft. All vessels have to stop off the light buoy.

ANCHORAGES: Anchorage off town in 18 ft. – 35 ft. of water at LWS. Government Officials board vessels immediately on arrival for Inward Clearance. Vessels which are required to anchor off the port to wait for berths may be boarded at the anchorage.

RESTRICTIONS: The bar at the entrance of the Suriname River controls the ports of Paramaribo, Moengo, Paranam and Smalkalden, and has a depth of 15 ft., with a rise at Neaps of 6 ft. 7 in. or Springs 8 ft. 10 in., but it is soft mud. Due to the fact that the bar consists of mud, vessels regularly leave the port with drafts between 22 ft. and 23 ft.

CHANNEL: The channel is marked by numbered buoys with radar reflectors, odd numbers on the West with red lights, and even numbers to the East with green lights and painted respectively black and white or red and white chequers.

HEALTH: Port doctor will visit an arriving ship only if there is a case of contagious disease aboard, or if one of the preceding ports of call has been declared to harbour contagious disease. No Bill of Health is required. A ship with an infection on board must advise the Harbour Master by special message through the wireless station before arrival. Yellow Fever Certificates required. Pratique granted by Customs Officer.

RADIO: There is a 24 hour radio telephone watch at the Harbour Master's Office on VHF Channel 12. The coast station, PZN, also maintains a 24 hour radio telegraph (500 kHz) and telephone service in the 2,182 kHz band.

VHF: Harbour Office on Channel 12, 24 hours a day. Radio Station "PZN" on Channels 16 and 12, 24 hours a day.

RADAR: None.

TUGS: Available from Paranam.

BERTHING:

B.E.M. Wharf: 110 ft. long, least depth 18 ft. Private cement and gravel discharge wharf, Moorings 450 ft. apart.

Banana Export Pier: 297 ft. long, least depth 18 ft. Fresh water can be supplied.

New Oil Terminal: Moorings 570 ft. apart. Least depth 18 ft. Platform length 65 m. Used for oil and gas.

Flour Pier: 36 ft. long. Moorings 160 ft. apart. Least depth 16 ft. Only possible to discharge flour with a grain elevator, rate 30 t.p.h.

Vensur Cement Wharf: 87 m. long, depth alongside 14 ft. Moorings 600 ft. apart.

New Haven Dock: 520 m. long. Least depth on the North end 4.5 m. at L.W.S. and least depth on South end 4.0 m. at L.W.S. Max. depth 21 ft. Fresh water can be supplied.

Shell Oil Terminal: Moorings 540 ft. apart. Least depth at LWS 21 ft. Exclusively for oil, gas and bunkering.

CRANES: One crawler crane 25 tons capacity.

MEDICAL: Excellent medical and dental attention is available to crew members of all vessels. Four hospitals available.

TANKERS: See "Berthing" and "Shipmaster's Report".

BALLAST: Vessels must arrive with sufficient ballast to permit safe handling. All vessels should enter port with clean ballast water that may be pumped overboard while in the harbour, as it is prohibited to pump dirty ballast water or oil residue or sweepings into the harbour.

FRESH WATER: The water is of excellent quality. Available at most berths as mentioned above.

FUEL: Ship's bunkers are available in most ports of Suriname in limited quantities. Advice regarding quantities and specifications of oil should be given to Agent's representative immediately after docking. Suppliers are Shell, Esso and Texaco.

CONSULS:

Austria
Barbados
Belgium
Brazil
Canada
China
Colombia
Denmark
Dominican Republic
Ecuador
Finland
France
Germany
Guyana
Haiti
Indonesia
Italy
Japan
Korea
Mexico
Netherlands
Norway
Peru
Portugal
Spain
Sweden
U.K.
U.S.A.
Venezuela

Embassies:

Brazil
China
France
Guyana
India
Indonesia
Japan
Korea
Netherlands
Russia
U.S.A.
Venezuela

REPAIRS: No facilities for major ship repairs. Local workshops can do repairs of minor nature. There are 2 floating dry docks and 1 floating derrick owned and operated by the Suriname Drydock Co. Lifting capacities of dry docks: 400 – 650 tons.

SURVEYORS: Lloyd's Register, A.B.S. and N.V.

GANGWAY/DECK WATCHMEN: The Customs board the vessel while riding at anchor or alongside one of the docks. All vessels are required to make a proper gangway available to the Customs Boarding Officer.

The local authorities assign one or more Customs Guards to each vessel during its stay in port. The charges for guarding are for the account of the vessel. These Officials must be provided with meals on board at regular meal hours, and cabins if necessary.

CUSTOMS ALLOWANCES: 60 cigarettes or 15 cigars or 0.5 lb. of tobacco. One-fifth litre of spirits, one-third litre of wine, 2 litres of beer, for each crew member.

All remaining stores must be declared and placed under seal. If vessel remains in port over 72 hours Customs will allow an issue of stores.

CARGO GEAR: Load/discharge by ship's gear.

REPATRIATION: Under special circumstances vessels may sail without all crew members on board (sickness, etc.). The Master furnishes a letter to his Agent authorising him to accept responsibility for the missing seaman or seamen.

AIRPORT: Zanderij Airport, 46 km. from Paramaribo. Served by SLM, KLM, ALM, Cruzeiro and Guyana Airways.

TIME: Local time is GMT minus 3 hours. Vessels are required to use local time in ETA messages and when dealing with Agents.

HOLIDAYS: New Year's Day, Revolution Day (February 25th), Holi Phagwa* (March 10th), Good Friday, Easter Monday, Labour Day (May 1st), Freedom Day (July 1st), Id-Ul-Fitr*, Republic Day (November 25th), Christmas Day, Boxing Day. *These holidays depend on the moon.

EMERGENCY CO-ORDINATION: Harbour Office. Tel: 74575. Telex: 163 Havkan Sn.

BANK: Algemene Bank Nederland N.V., Kerkplen 1, Paramaribo. Tel: 71555. Telex: 122 Bancol Sn.

STORING: Can be arranged by Barge or Trucks, whilst loading or discharging, depending on berth, with Customs in attendance. Local labour available.

SHORE LEAVE: Under normal circumstances no restrictions are imposed by the Government Immigration Authorities on shore leave.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Surinamese Guilder (SFl). U.S.$ 1.00 = 1.80 SFl.

GENERAL: While alongside vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs are permitted which should interfere with this requirement. While alongside, oil tankers should have their offshore anchor out about 50 ft.

All vessels except naval vessels, must furnish a statement, of the amount and character of explosives carried, also a certificate to show how they are stored and manner of packing.

Special anchorage areas are provided in the harbour for vessels with dangerous cargo.

All firearms and ammunition must be manifested on store lists and must remain in bond on board during vessel's entire stay in territorial waters of Suriname. Any violation of this regulation renders the vessel subject to fines and confiscation of firearms and ammunition.

SHIPMASTER'S REPORT: March 1990 (Updated 1992).

Shell Terminal at Suhoza: There appears to be more water than charted in river. Chart Datum was verbally quoted to me at 4.6 m. and inward we could have safely been deeper if more cargo was carried, provided vessel came up river with the high tide.

Depths at the berth were not as expected. We were advised there was 22 ft. at all times but vessel was aground at every low tide. This was not felt as vessel sat in soft mud without a list. Vessel lies alongsi 2 dolphins with reasonable fendering, with the hose jetty also adequat fendered.

Mooring arrangements are adequate but it is longwinded getting rop ashore as initially the headlines have to be passed over the fish jetty a dolphin and then brought some considerable distance to river ban

Breast lines were secured to a dolphin and same was well piled.

Stern lines have to be pulled ashore by lorry after boat gets them bank which again makes a longwinded job, but once in berth, desp strong current, vessel sits comfortably.

Springs secured to dolphins as per normal.

The stern dolphin was not used as too near ship for useful moori point. One must ensure fishing boats are out of the way before moorin as once tied up they would be trapped inside their own jetty if on th inboard side.

Loading is all done by barges, one was reasonably fast, the other ha a very slow loading rate. The barges are adequately manned and safe practices are correct. They have sufficient fenders to come alongsi It is suggested that 4 lengths of hose are used next time, as when w are light, the freeboard is nearly too much for 3 lengths, and if 4 lengt available it should be easier for barge to disconnect and us to hang-o hose until next barge comes, rather than disconnecting at ship eve time, as this operation was very labour intensive. I enquired as to wh we could not load at crude jetty and was advised that the depth of wat there is only 14 ft.

Sailing should be done as soon as possible after low water. It wa difficult pulling stern out of mud but if vessel does not get away promp it is difficult to catch the tide at the bar. We actually crossed bar 1 ho after high water and had to increase river speed to make this deadlin Any later than this and it would be safer to anchor off New Amsterda for next high water, which would be uneconomical. Steaming at f speed in river on 19 ft. draft even keel made us squat badly and steeri was a problem. At times vessel was felt to slide through soft mu Sounder was rather blurred when less than 1.0 m. under keel. The are no tugs in river so when coming on and off berth it is essential t use the tide. With a fish jetty close ahead and another jetty astern it rather tight, but no problems.

AUTHORITY: The Ministry of Transport Communication and Touris P.O.Box 888, Paramaribo, Suriname. *Tel:* (597) 474575, 47676 *Telex:* 163 Havkan Sn. *FAX:* (597) 472940. *Contact:* E. Fitz-Jim, Direc of Maritime Affairs.

AGENT: Alcoa Steamship Company, Inc., P.O.Box 1842. Paramarib Suriname. Tel: 77600, 73613. Telex: 113. Cables: Alcoaship Par Steamship Agents/Stevedoring Operators.

PARANAM: 05.38 N. 55.05 W.

LOCATION: On left bank of the Suriname River about 64 km. from t light buoy (Fairway Buoy), consisting of bauxite mining, alumina refin and an aluminium smelter with facilities for shipping these commoditi

DOCUMENTS/PILOTAGE, and all General Information refer t "Paramaribo".

RESTRICTIONS: See "Berthing".

MAX. SIZE: Vessels up to 47,500 d.w.t. load to outer bar dr (approximately half load) and usually top off at Trinidad. Max. LOA 700

HEALTH: Health Officer does not board unless there are quarantina diseases aboard.

TUGS: Available.

BERTHING: *General Dock:* Concrete pier of about 350 ft., moorin 660 ft. apart. Least depth 30 ft., max. air draft 42 ft., max. beam 80 This dock used for loading bauxite or aluminium ingot and for discharg general cargo, oils, caustic and other raw materials,

Apron Unloading Dock: Used for unloading bauxite from Moengo a other country districts. Also used for unloading limestone.

Length 450 ft.
Max. air draft 30 ft.
Unloading rate 600 t.p.h.

Alumina Pier: Depth 25 ft., moorings 680 ft. apart. Used for loadi alumina or discharging oils and caustic. Max. air draft 50 max. clearing height 72 ft. Also see "Shipmaster's Report".

Loading Capacity: Bauxite General Dock: 900 t.p.h.
Alumina at Alumina Dock: 850 t.p.h. Loading conveyor, spout trimmed (Telescopic chute).

CRANES: One gantry crane 55 tons capacity.

FRESH WATER: Can be supplied.

FUEL: Small quantities of light diesel No. 2 only in emergency.

REPAIRS: None can be effected.

AIRPORT: At Zanderij, 30 km. from dock.

GENERAL: The Outer Bar is the limiting factor for the port. Harbo Office at Paramaribo give Bar drafts for each tide.

The river silt is extremely soft and in consequence the river wate very dirty and although fresh (995 at the berths) the evaporators can be kept on line. There is also a great danger of blocking the cool water system, especially when crossing the bars. Blackouts on b motor and steam ships are a common occurence. Care should be tak to ensure that cooling systems are as clear as possible before ente the river. High suctions must be used when passing over all bars Suriname.

SHIPMASTER'S REPORT: October 1986 (Updated 1988).
Alumina Terminal: Lat. 05° 36.9′ N., Long. 55° 05.2′ W.
Local Time: GMT minus 3 hours.
Approaches: Low lying coastline. Vessels anchor about 5 miles North of light buoy (Fairway Buoy) in position Lat. 06° 05′ N., Long. 55° 12.7′ W. to await HW. Lighthouse at Lat. 05° 54′ N., Long. 55° 12′ W.
Pilotage: Compulsory. River Pilot boards 1 mile North, of light buoy (Fairway Buoy). Pilot boarding and HW to be confirmed by Paramaribo Port Control on VHF Channel 12 and Harbour Office on Channels 12 and 16.

Very shallow waters from Buoy No. 1 to Buoy No. 6 on either side, with variable currents. Buoyed channel up to Buoy No. D11 (30 miles from light buoy – Fairway Buoy). Draft restricted to 22 ft. with safe draft of 21 ft. in HW. Safe turning basin and anchorage 2 miles up river from Paranam. For down river transit, waiting anchorage for HW is off Paramaribo at Leonsburg in Lat. 05° 52.5′ N., Long. 55° 05.5′ W.
Berthing: By River Pilot. No tug for berthing. Alumina Pier length 207 m., alongside depth is 30 ft. Other berths at Paranam for discharge of general cargo and loading bauxite.
Loading: By conveyor-fed telescopic chute. Capacity 850 – 1,000 t.p.h. Can reach all holds. Cargo work 24 hours.
Density: About 995 – 996 alongside berth.
Fresh Water: Available at berth.
Bunkers: Not available.
Provisions: Limited quantity of some fresh vegetables and meats available at local Chinese 'supermarket'.
Shore Leave: No restrictions. Paranam Town is 1 mile from berth. Paramaribo City about 1 hour by car. Nearest airport at Zanderij International, 30 km. from Paranam.
Radio: PZN (Paramaribo Radio) provides reliable services.

AUTHORITY: District Commissioner officially acts as Harbour Master but vessel movements, pilotage, etc. handled by Paramaribo Harbour Master's Office.

SMALKALDEN: 05.37 N. 55.05 W.

PORT CLOSED.

NOTES

Please also advise Shipping Guides Ltd.

Sweden

GENERAL:

DEEP SEA PILOTAGE: See "Baltic Deep Sea Pilotage".
PILOTAGE: Helsingborg Pilot Station serves the ports of Hoganas, Helsingborg and Landskrona. Pilots for through-pilotage can be obtained. A 24 hour watch on VHF Channel 16 and/or telephone +4642110035 is maintained. Pilots can also be arranged through ship's local Agents. 5 hours notice is required.

Pilotage is compulsory for all ports for ships of certain gross tonnages and/or carrying certain cargoes. For passage through the Oresund, an IMO Recommendation has been issued recommending all laden tankers with a draft exceeding 7.0 m. and gas or chemical tankers to employ a pilot. Only licensed Swedish or Danish pilots are permitted to pilot vessels through the Oresund.
ICE-BREAKING SERVICE:
Location: Ice-breaking Directorate, Norrkoping.
Telephone: (011) 19 10 00 (0800 hrs. – 1640 hrs. local time).
(011) 12 29 60 (outside above hours).
Telex: 64416 Ice Serv S.
Cables: Civilmarin.
Procedure: Requests for ice-breaker assistance should be made well before vessel's arrival at the ice to the Directorate, locally (to most Swedish Harbour or Pilot Offices) or to an ice-breaker.

Vessels approaching ice-bound areas may be instructed, in daily Ice Reports issued by Coastal Radio Station (see ALRS Vol. 5), to report to the Directorate. Reports, which should be made well before arrival at the ice are to include the following details of the vessel:

1. Name.
2. Nationality.
3. Call sign.
4. Size.
5. Draft.
6. Engine power.
7. Year built.
8. Ice class.
9. Amount of cargo.
10. Destination.
11. ETA at ice-covered waters.

Vessels which have made a request or report and subsequently cancel or delay their voyage must inform the Directorate, a local office or an ice-breaker immediately.
Information Service: For details of Coastal Radio Stations which broadcast Ice Reports, including positions of ice-breakers, see ALRS Volume 5.
Ice-Breakers:
Call: Swedish ice-breakers with their call signs are:

Ymer	SPIA	Tor	SCYN
Frej	SBPT	Oden	SBXQ
Atle	SBPR	Thule	SCKD
Njord	SBPO	Ale	SBPQ

Frequency: 500 kHz WT
2182, 2140 kHz RT
Channels 16, 6 VHF
Procedure: Calls to ice-breakers may be booked through the nearest Coastal Radio Station. Vessels receiving assistance must maintain continuous listening watch on the channel specified by the ice-breaker.
GARBAGE/WASTE OIL DISPOSAL: In Sweden a "no-special-fee-system" applies to reception facilities in all ports, on condition that:

Advanced notice is given during normal working hours, at least 24 hours before delivery.

The delivery takes place during normal working hours.

The delivery takes place at the time which was agreed.

The ship's own pumps are capable of delivering liquids within a reasonable time.

If inadequacies are observed in the system they should be reported to National Swedish Maritime Administration, Ships Division, S-60178 Norrkoping. Tel: 46 11191334. Telex: 64380 shipadm s. Fax: 46 11101949.

In order to obtain further information about individual port facilities contact the relevant port authority.
SEAMAN'S CLUBS: Handelsflottung Kultur-och Fritidsrad (Swedish Government Seamen's Service) (HKF) is a government authority, attached to the Ministry of Transport. Its operations are financed by a fraction of the light dues, paid by vessels calling at Swedish ports.

HKF has its own representatives in Kobe, Antwerp, Rotterdam, Hamburg, Gothenburg, Helsingborg, Malmo, Norrkoping and Stockholm. In foreign ports, HKF co-operates intimately with Swedish Seamen's Missions and the Norwegian Government Seamen's Service, which serve the Swedish seafarers where HKF lacks representatives of its own. Important services include distribution of Swedish magazines and newspapers, movie and library exchange, sports, excursions and transportation.

HKF also provide a news service consisting of the news bulletin SAX-presset, compiled daily by the Swedish Central News Agency and forwarded by the Gothenburg Coast Radio Station. HKF publishes the quarterly Utkik ("Look-out") and an annual seamen's sports magazine and contributes sports information in the monthly merchant navy program of Radio Sweden International.

AHUS: 55.56 N. 14.19 E. (See Plan

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilots meet vessels at Pallagrund. Telegraphic addres "Pilotstation, Ahus". Tel: 044 – 247474. VHF Channel 16 call sign: "Pi Station, Ahus." Awaiting Pilot, anchor outside Pallagrund. Dep 15 m. – 20 m. (Also see "Stockholm").
ANCHORAGES: Anchorage forbidden in dredged entrance channel.
RESTRICTIONS: No special regulations.
MAX. SIZE: Max. length 160 m., max. draft 7.7 m.
HEALTH: No special regulations.
RADIO: Stockholm Radio (SDI) also VHF, Channel 16 and workin Channel.

Ahus Port Radio keeps watch, Monday to Friday 0800 to 1600 hr on VHF Channel 16. Working Channel 11, 12 and 13. At other time Ahus Pilot Station.
RADAR/VHF: Radar on pilot station. VHF call sign: Pilot Station, Ahu Channel 16. Also see "Radio".
TUGS: 1 tug available with advance notice.
BERTHING: Depth alongside (at MW) as follows:

Berth	*Length* (m.)	*Depth* (m.)
Wine Quay	100	4.2
No. 1 – 4	270	5.8
No. 5 – 17	740	7.2
No. 18 – 26A	470	8.2
26B	15	4.2

Depth allowance 0.5 m.
CRANES: 7 shore cranes, capacity 5 tons – 29 tons. No cranes Berths No. 1 – 4 or Wine Quay.
STEVEDORES: Ahus Stuveri AB. Tel: 044-289035. Working hou Monday to Friday 0700 – 1600 hrs. Meal breaks 0845 – 0900 hrs. a 1200 – 1245 hrs.
FRESH WATER: Delivered from pipeline.
FUEL: Available day and night.
FIRE PRECAUTIONS: No special regulations.
CONSULS: Danish Vice-Consul: O.Boulevarden 52, S 29131 Kristianstad. Tel: 044-138000. Norwegian Vice-Consu Uddevogen 3, S-29154 Kristianstad. Tel: 044-126350.
REPAIRS: Minor repairs only.
DRY DOCKS: No dry dock.
GANGWAY/DECK WATCHMEN: If wanted, watchmen available.
OPENING/CLOSING HATCHES: Normally by the crew.
CUSTOMS ALLOWANCES: See "Stockholm".
AIRPORT: Nearest airport about 10 miles away. 6 flights per day.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Police Tel: 242030; Ambulance Te 90000; Fire Tel: 90000.
TELEPHONES: None available.
IDENTIFICATION CARDS: Crew List needed. No cards.
GARBAGE DISPOSAL: Information available on request to Harbo Office.
WASTE OIL DISPOSAL: Information available on request to Harbo Office.
SEAMAN'S CLUBS: None.
CURRENCY: Swedish Kroner (SEK).
AUTHORITY: Ahus Hamn and Stuveri AB, Krangatan 2, S-29632 Ahu Sweden. *Tel:* 044-289035. *FAX:* 044-241128. *Contact:* Sten Lunde Harbour Master.

BROFJORDEN: 58.21 N. 11.25 E. (See Plan

LOCATION: Brofjorden Harbour is situated near Lysekil in positio Lat. 58° 21′ N., Long. 11° 25′ E.

The harbour facilities are under the control of Scanraff. The bert are open for day and night navigation, allowing vessels to enter a leave at any hour, weather permitting.
PORT LIMITS: Between "Stretudden" (crude oil berth) and the isla "Rixo" in Brofjorden.
DOCUMENTS: Documents required for entry and clearance:

Certificate of Registry, Certificate of Tonnage, Derat Exempti Certificate, 3 Crew Lists, 1 Crew Manifest, 1 Declaration of Bond Stores. Free Pratique will be received via Customs on arrival bef Oil Pollution Certificate.
PILOTAGE: Pilotage is compulsory. The pilots will act as both sea pil and harbour pilots. Pilot station VHF Channel 16 around the clo Channel 16 for calling only, thereafter changing to an agreed Chann Call: Lysekils Pilots.

According to harbour regulations VLCCs are requested to g 72 hours' ETA, and if any changes 48 and 24 hours' ETA.

Product tankers are requested to give 48 and if any changes 24 hou ETA.
Position where Pilot will Board:

VLCCs	Lat. 58° 13′ 05″ N., Long. 11° 09′ 05″ E.
Product tankers	Lat. 58° 15′ 01″ N., Long. 11° 13′ 03″ E.

Notification: All arriving ships not intending to use a pilot shall annou their arrival to "Lysekil Pilot" on VHF Channel 12 at the Brofjord entance buoy.

Ships leaving the jetty and not intending to use a pilot shall cont "Lysekil Pilot" on VHF Channel 12 before departure for announcem and ask for information about ships coming in.

In case of incoming ships, the ship departing shall keep in cont until the ships have passed and are clear of each other.
HEALTH: No special papers required. Master informs by radio or arrival.

ANCHORAGES:

VLCCs	East Scaw, Lat. 57° 42′ N., Long. 10° 49′ E. Water depth: 26 m. Holding ground: Sand, good.

Product Tanker Only (up to 60,000 d.w.t.):

Lat. 58° 20′ 03″ N.	Water depth: 28 m.
Long. 11° 21′ 00″ E.	Holding ground: Clay, good
Lat. 58° 19′ 07″ N.	Water depth: 26 m.
Long. 11° 23′ 05″ E.	Holding ground: Clay, good

RESTRICTIONS: *When Berthing VLCC:* Visibility minimum 4 miles, wind force max. 12 m./sec. and current max. 1 knot at the outer buoys (No. 1 and 2).

MAX. SIZE:

Crude Oil Jetty:

Deadweight:	50,000 – 500,000 tons.
Length overall:	No limit.
Beam restriction:	No limit.
Draft restriction:	25 m. (82 ft.)
Depth of water:	28.0 m. (92 ft.).

Product Jetty (Berths No. 2 and 3):

Deadweight:	50,000 tons.
Length overall:	230 m. (755 ft.).
Beam restriction:	No limit.
Draft restriction:	14.4 m. (47 ft.).
Depth of water:	16.0 m. (53 ft.).

Product Jetty (Berth No. 1):

Deadweight:	7,000 tons.
Length overall:	120 m. (394 ft.).
Beam restriction:	No limit.
Draft restriction:	8 m. (26 ft.).
Depth of water:	8.8 m. (29 ft.).

Product Jetty (LPG Berth No. 4):

Length overall:	100 m. (328 ft.).
Beam restriction:	No limit.
Draft restriction:	7.0 m.
Depth of water:	8.0 m.

RADIO: For ETA cables to Agent and Receivers call Gothenburg Radio.

Pre-Arrival Information: Before arrival, the Master shall, via his agent, inform Scanraff about items asked for in the pre-arrival telex that is sent to the vessel.

Notification Requirements: Notification shall, in addition to what is said in the pre-arrival telex, contain particulars of the vessel's Master and Crew List and the Master is required, if so requested by Scanraff, to supply such further particulars and produce such documents as may be necessary for the calculation of the dues payable in respect of the vessel and goods and for the use of loading and discharging facilities, etc.

The duties incumbent on the Master of the vessel may be fulfilled by his agent or other proxy.

VHF: VHF stations are installed at the pilot station, the pilot boat, the tug boats and at the Scanraff Harbour Office. Scanraff and Lysekil Pilot listen on Channel 16 day and night.

When mooring: the Pilot, Harbour Master, mooring boats and the mooring gangs carry portable VHF sets. Channel 69 is usually used.

RADAR: At the pilot station two radar sets are installed for watching the entrance.

TUGS: Use of tugs is compulsory for berthing/unberthing at the crude oil jetty and depending on the weather condition and type of vessel it can be compulsory even for berthing at product jetties.

One tug with bollard pull of approximately 40 tons is stationed in Brofjorden. Additional tugs are available. The tugs are equipped for fire fighting.

Only towing companies approved by Scanraff are entitled to assist vessels.

Mooring boats are available for handling of mooring lines.

For VLCCs: Tugs made fast after passage of Dynabrott and Brandskars Flak Lighthouses.

For Product Tankers: Tugs made fast when passing Bubacka Buoy (opposite crude oil berth).

BERTHING:

Instruments:	SAAB Doppler Radar and current meter at crude jetty.
Salinity:	18 – 34%
Current Velocity:	0.2 – 0.9 knots at entrance.
Nature of Bottom:	Clay.

The Crude and Product Jetties are equipped with quick release hooks. The coaster berth has usual type of bollards.

One Safety Tug-boat is always standing-by within the harbour area in case of emergency. When a crude carrier is alongside an additional Safety Tug-boat is standing by.

Berthing/Shifting: Berths are allocated by Scanraff. Should no berth be available, incoming vessels will be requested to anchor at an anchorage allocated by the pilot station.

The berthing operation will be supervised by Scanraff personnel.

It is the responsibility of the Master to inform themselves, through Scanraff or the pilot station, of the depth of water at their allotted berth, mooring and anchorage.

Before arrival at the quay all mooring ropes, heaving lines, stoppers, etc. required for mooring shall be ready for immediate use and also a sufficient number of men shall be available during the mooring operation.

All mooring points, except at Jetties No. 1 and No. 4, are equipped with quick release hooks for swift cast-off in case of danger. Operation of these hooks is only to be done by Scanraff personnel.

Vessels arriving at or leaving the harbour must be assisted by tugs if requested by Scanraff.

At the Crude Oil Jetty, the use of tugs is compulsory both at arrival and at departure from the jetty.

Only towing companies approved by Scanraff are entitled to assist vessels arriving at or departing the port.

Vessels approaching the port or at anchor shall communicate with Scanraff or tugs by means of VHF radio.

When vessels are moored, anchored or moved, care must be taken to ensure that no damage is caused to other vessels or to quays, jetties, cables, pipelines or the like and that there is no interference with traffic.

Vessels berthed alongside a quay may not be moored by means of their anchors, without the express permission of Scanraff. Scanraff have the right, due to traffic control or harbour discipline and safety so require, to issue any necessary orders and instructions concerning the mooring, anchoring, warping and movement of vessels and the Masters of vessels shall be required to comply with any order or instruction thus issued.

MEDICAL: Hospital available in Lysekil. No particular inoculations required.

TANKERS:

Crude Jetty:

Concrete jetty for tankers of 50,000 d.w.t. to 500,000 d.w.t.

Length of jetty-deck: 135 m.

Height of jetty-deck above MLW: 6 m.

Minimum distance between fenders: 96 m.

Height of gangway tower: 27 m.

3×16 in. marine arms for cargo handling.

1×12 in. marine arm for bunker supply (Only Bunker "C" available).

All 4 arms are equipped with hydraulic operated speed seal couplings, designed for 150 lb-ASA flanges, minimum size 10 in.

Reach capability of arms: Max. 30 m., min. 4 m. above sea level. Max. 11 m., minimum 3 m. from berthing line.

Fresh water can be supplied at a rate of 60 t.p.h.

1×4 in. sewer-line connection is located between manifolds on jetty-deck.

Shore-connected telephone will be placed on board. Telephone number 604 60. Area number 0523.

Telephone number to Scanraff switchbord 69000. Area number 0523.

Mooring: Vessel is normally moored port side to jetty.

Approach velocity is continously measured by doppler radar and reported to ship's Master/Pilot during berthing operations on request.

Max. allowed approach speed is shown in "Plan Section".

Communication between jetty-pilot-tugs and mooring-boats by VHF.

Under normal weather conditions 6 tugs representing approximately 23,000 h.p. are used for berthing of VLCCs. Under unsteady weather conditions additional tugs can be ordered.

During hard weather conditions Scanraff can demand the use of two tugs during berthing/unberthing operations.

19 mooring lines are required for safe mooring. All lines to be provided by the ship.

Mooring lines to be arranged in accordance with "Plan" (See "Plan Section"), or as close to as possible.

Combination of synthetic, ropes and wires in the same direction shall be avoided.

All mooring wires shall have rope tail ends.

Self tensioning winches are not allowed.

All mooring lines will be put on quick release hooks of 150 tons SWL each.

4×10 in. mooring lines are available on jetty-deck for emergency use.

Safety Precautions: Vessel must be safely moored before gangway is placed on board and marine arms connected.

Correct setting of winch brakes to be checked regularly by ship's personnel.

Safety wires to be properly rigged fore and aft.

Cargo handling and/or bunkering will be stopped if wind velocity reaches 20 m./sec. (39 knots) for wind between N.W. – S.W. and during thunderstorms.

Whenever a crude carrier greater than 35,000 d.w.t. is moored at the Crude Jetty, 2 safety tugs are available in the Brofjorden Harbour. They can be alongside, ready for action within 15 minutes.

Safety tugs are standing-by and can be contacted on VHF Channel 12 or 16: "Lysekil Pilot" and ask for "Safety Tugs Brofjorden" or on telephone No. 0523-605 52.

Telephone will be placed on board.

Product Jetty: Potable water is available at all berths.

Bunker oil is available at Jetties No. 1 – 4 (at Jetty No. 4 only gasoil available).

Cargo and ballast handling is to be carried out on hydraulically operated marine arms, except sulphur which is loaded through a flexible hose.

Dry garbage can be left ashore (free of charge) in containers placed between Berths No. 2 and 3 and beside the harbour building.

The Brofjorden Harbour and Lysekil's Pilot monitor VHF Channels 12 and 16 day and night.

Telephone can be ordered on board through the agent or the Loading Master.

Mooring: At wind velocities equal or higher than 15 m./sec. (on average), use of tugs is compulsory during berthing as follows:

1. For ship equipped with bowthruster and over 15,000 d.w.t.
2. For ship without bowthruster and over 7,000 d.w.t.

Communications between ship and jetty during berthing operations by VHF.

Berths No. 2 and 3 are equipped with quick release hooks for mooring lines. Berths No. 1 and 4 are equipped with fixed bollards, All mooring lines to be provided by the ship.

During high wind conditions Scanraff can order use of tugs for mooring operations.

Safety Precautions: Self-tensioning winches may not be used in automatic mode. Correct setting of winch brakes to be checked regularly by the ship's crew.

Ship's crew to be responsible for proper line tension at all times.

Safety wires to be properly rigged fore and aft.

If wind velocity reaches 25 m./sec. (48 knots) and during thunderstorms, cargo and/or ballast operations can be stopped.

A safety tug is available in the Brofjorden Harbour day and night. Safety tug can be contacted on VHF Channel 12 or 16. Call "Lysekil Pilot" and ask for "Safety Tug Brofjorden", or Telephone No. 0523-605 52.

LOADING: *Required Size of Manifold Flanges on Board Ships:*

Size (in.)	*Flange Rating*	*Service*	*Rate* (cu.m./hr.)
Crude Jetty:			
12	150 lbs. ANSI	Bunker C	1,000
16	150 lbs. ANSI	Crude Oil	6,000
16	150 lbs. ANSI	Crude Oil	6,000
16	150 lbs. ANSI	Crude Oil	6,000
Product Jetty-Berth No. 1:			
6	150 lbs. ANSI	Premium Gasoline (98)	1,000
		Unleaded Gasoline (95)	1,000
		Naphtha	750
6	150 lbs. ANSI	Diesel, FO-1	660
8	150 lbs. ANSI	FO-4, FO-5, Ballast	1,000
Product Jetty-Berths No. 2 and 3:			
10	150 lbs. ANSI	Premium Gasoline (98)	2,000
		Naphtha (Berth No. 3 only)	750
10	150 lbs. ANSI	Unleaded Gasoline (95)	2,000
10	150 lbs. ANSI	Diesel, FO-1	2,000
10	150 lbs. ANSI	FO-1, Diesel	2,000
12	150 lbs. ANSI	FO-5, FO-4, Ballast	2,000
12	150 lbs. ANSI	FO-4, FO-5	2,000
Product Jetty-Berth No. 4 (LPG Berth):			
6	150 lbs. ANSI	UL 95, Premium, Naphtha	1,000/700
6	300 lbs. ANSI	Butane, Propane	200/175
2	300 lbs. ANSI	Vapour return	
6	300 lbs. ANSI	Butane, Propane	200/175
2	300 lbs. ANSI	Vapour return	

All hard arms are hydraulically operated.

Note: All ships should, on arrival, be equipped with reducers suitable to actual loading arms.

FUEL: Bunker "C" only is available at Crude Oil Jetty, diesel oil is delivered to crude carriers by truck (through pipeline at gatehouse, so can be undertaken during discharging). Bunker "C" and diesel oil are available at Product Jetties and the Coaster Jetty.

FIRE PRECAUTIONS: A special Fire Instruction will be given on board on arrival.

POLLUTION: Oil pollution prevention. A special instruction will be given on board on arrival.

CONSULS: Denmark, Finland, Netherlands, Norway and Germany have consuls in Uddevalla, 40 km. from Scanraff.

REPAIRS: City Varvet Gotenborg. For hull and engine repairs, harbour and voyage service.

Andersson & Callenberg: For electrical installations.

Engine repairs must be reported to Port Captain for permission.

DRY DOCK: Gothenburg, capacity 250,000 tons.

SURVEYORS: Saybolt, Caleb Brett and other cargo inspectors are available.

Lloyd's Register, Det Norske Veritas and others surveyors are available.

GANGWAY/DECK WATCHMEN: The Crude Oil Jetty has gangway tower, but accommodation ladder is necessary at the Product Jetty.

Watchman is compulsory at the Crude Oil Jetty. At the Product Jetty watchman is available on request.

CUSTOMS ALLOWANCES: 1 bottle spirit and 200 cigarettes or 200 grams tobacco.

REPATRIATION: Changing of crew and any necessary repatriation is possible.

AIRPORT: Nearest airport is Gothenburg, 100 km. South of Lysekil.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

POLICE/AMBULANCE: Dial 90 000 and ask for necessary service.

EMERGENCY CO-ORDINATION CENTRE: Skandinaviska Raffinaderi AB Scanraff. Tel: 0523-60460, Fire and Safety Department.

TELEPHONES: Telephone on board is compulsory at the Crude Oil Jetty, and can be ordered on board at the Product Jetties through the agent or the Loading Master.

A coin-operated telephone is also available at the Product Jetty gate.

Telephone Numbers:

The Alarm Central	90 000 Ask for ambulance, police, etc.
Scanraff Refinery	0523-690 00
Harbour Office	0523-69277
Safety Tugs	0523-48020 (VHF Channel 12 and 16)
Lysekil Pilot	0523-608 00 (VHF Channel 12 and 16)
Ship's tel. Berth No. 1	0523-60 876
Ship's tel. Berth No. 2	0523-602 41, 603 31
Ship's tel. Berth No. 3	0523-602 34, 603 37
Ship's tel. Berth No. 4	0523-608 76
Ship's tel. Crude Berth	010-87 14 50

SERVICES: Compass adjusting is available. Local ship chandler available.

BANK: Skandinaviska Enskilda Banken, Postbox 22. 453 00 Lysekil. Tel: 0523-14020. Telex: 21020 (Gothenburg Office).

STORING: See "Prelims".

1. Vessel can be stored by barge.
2. Vessel can be stored by barge during loading/discharging operation if ship's crane abaft the funnel can be used. Storing amidships can be permitted but not during loading/discharging operation.
3. No trucks are allowed to handle stores. Minor storing can be done by means of wagon from the gate to the jetty and via the ship's gangway.
4. Fork lift trucks are not allowed to be used on the jetty to handle stores.
6. Local riggers are employed by the local ship's chandler to assist with storing.

SHORE LEAVE: Crew members are allowed ashore. No identification card or passes are needed.

GARBAGE DISPOSAL: On the jetties, containers are available for minor amounts of clean garbage.

WASTE OIL DISPOSAL: At Jetties 1 – 4, it is possible to pump engine room slops to shore tank. A container for oily waste is available on jetties.

SEAMAN'S CLUBS: Seamans Church in Uddevalla, Nonnens Vay Uddevalla. Tel: 0522-35526.

CURRENCY: Swedish Kronor (SEK).

REGULATIONS:

Safety Towing Wires: Vessels, while secured alongside the jetty, m provide and rig towing wires with sufficient length and strength on offshore bow and quarter, with eyes maintained just above water le ready for emergency towing.

The wires must be securely fastened to the ship's bollards.

Inert Gas Systems: All vessels carrying crude oil, calling at Brofjorden Harbour, must have a fully operational inert gas system. P to arrival, the vessel must confirm that all cargo tanks are fully iner and have an oxygen content of 8% or less by volume.

Random samples can be taken, and provided these are found to ha an oxygen content of no more than 8% by volume, the vessel wil permitted to commence operations.

If the random samples indicate an oxygen content in excess of by volume, all cargo operations will be ceased, or permission commence operations will not be given to the vessel and the oxyg content of all tanks will be checked, and operations will not commenced until the required oxygen level has been achieved.

If such delays cause extra long lay time in port, Scanraff will have right to charge the vessel for such extra long lay time, and Scanraff not accept any demurrage costs for time caused by that the vesse inert gas system does not comply with these regulations.

It is strictly forbidden to overpressure the tanks with inert gas so mu that the safety valves open to atmosphere.

It is also strictly forbidden to ventilate inert gas to atmosphere fr tanks or through by-passing safety valves.

Inspection: Scanraff's representative shall, at any time, have permiss to enter the vessel to ensure that the Port Regulations are be complied with, and that cargo equipment is in good order. He/she s also have the right to stop operations if the regulations are violated.

Ballast Water: Only clean ballast water contained in segregated ball tanks will be permitted to be discharged into the waters at the Scan area. Random samples can be taken from segregated ballast tanks.

Contaminated ballast water, defined as such according to Swed Law, will not be permitted to be pumped overboard, but will have to pumped ashore to the terminal ballast tanks.

According to Swedish Law, ships which intend to discharge ball water to shore installation must report to Scanraff, before deballast starts, if the ballast water contains emulsifier or other chemical clean agents.

Ballast for entering the harbour should be carried in a minim number of tanks, and all tanks stripped so as to minimise the t required to discharge ballast while alongside the pier.

The Harbour Regulations will be placed on board on arrival.

GENERAL: *Vacating Berth:* Scanraff have the right to request a ves to vacate the Crude Berth when berth time for such vessel reach 48 running hours, provided the retention of such vessel at its berth w in Scanraff's judgement, hinder or delay the berthing of another vess

Running hours shall commence upon the vessel's arrival a completion of mooring and shall cease when the last rope is let go.

If commencement of unloading is delayed for any reason not caus by vessel or its Master or the unloading is prohibited and/or interrup at the request of Scanraff or public authorities, running hours shal extended by the period of such prohibition or interruption unless reason therefore is due to circumstances for which the vessel or Master are responsible.

AUTHORITY: Skandinaviska Raffinaderi AB, S-54381 Lyse *Tel:* 0523-69000, 69456. *Telex:* 42135 Scanraff *FAX:* +46 (0) 523–60486. *Contact:* Mats Eggers, Harbour Master.

GAVLE: 60.41 N. 17.11 E. (See Pla

PORT LIMITS: A line from Utvalnas (approx. 60° 45.2′ N. 17° 21.4 over Bakharen to Langharen (approx. 60° 41.0′ N. 17° 17.5′ E.).

DOCUMENTS:

2 Crew Lists (for European vessels).
2 Crew Lists (for other vessels).
2 Manifests.
2 Bills of Lading.
1 Tobacco List.
1 Stores List.

Following documents supplied by Agent and signed by Master:

On arrival from foreign port:
4 Reports of Arrival (Customs).
1 Declaration of Master (of persons on board).
1 Declaration of living animals (if any).

On arrival from any port:
1 Report of Arrival (Harbour Office).

On departure to foreign port:
4 Reports of Departure.
1 Declaration of Master (of persons on board).

PILOTAGE: *(a)* Sea Pilots: Pilot station: Bonan, Telephone Nos. 99 and 992 20. Telegraphic address: Pilotstation, Gavle. 5 hours adva notice of ETA pilot station. Notice of ETA can be given over any Swe coastal radio station or free of charge on VHF over any Swedish p station or Grundkallen Lighthouse.

VHF: Channels 16:	Calling and Safety	Pilot station and
13:	Pilotage traffic	Pilot boats.

All pilot boats are orange. International signals for calling Pilot. P boards: S.E. of Grasjalsbadan 60° 43′ N., 17° 27′ E., and on requ South of Eggegrund Lighthouse, 60° 43′ N., 17° 34′ E. In case of weather closer to pilot station. Anchorages: Graberget roadstead N of Bonan Lighthouse (approx. 60° 44.8′ N. 17° 20.5′ E.), about 35 from shore and 18 – 21 m. (10 – 13 fathoms) depth. Open to Eas winds. *(b)* Harbour Pilots: Available for moving within harbour area on application to Port Administration, Telephone Nos. 17 88 61 or 17 88 62 or by VHF to Gavle Port Radio, Channels 16, 14 and 13.

ANCHORAGES: See "Pilotage". Outer roadstead situated inside of Northern entrance and in red sector of Fredriksskans Light. Outer roadstead well protected, depth of 15 – 11 metres (8 – 6 fathoms). Anchoring forbidden:

(a) In dredged channel between lights in Northern Channel and to a point 800 m. W.S.W. of Light No. 4.

(b) In white sector of Fredriksskans Light E.N.E. within a distance of 2,000 m. from same.

(c) In navigable channel from Fredriksskans Light to Gavle Dolphin Light.

(d) In Fredriksskans Harbour Basins and between Oil Berth No. 21 and the Terminal Granudden.

RESTRICTIONS: One fairway leads to harbour. Northern Fairway is 10.9 m. deep and has bottom width of 60 m. Day-time: Max. LOA 220 m. Max. breadth 28.0 m. Max. draft 10.4 m. or max. breadth 30 m. Max. draft 9.0 m. Night-time: max. draft 7.35 m.; max. length 172 m. All depths are referred to mean water level. Ships on way from outer roadstead shall give way to vessels proceeding towards outer roadstead. This shall not apply to vessels with tow unless vessel approaching also has tow.

MAX. SIZE: Max. permissible draft (at mean water) as follows:

	Max. Draft (m.)	(ft. in.)	*Real depth* (m.)	*Allowance* (m.)
Fredriksskans Harbour				
Oil Berth No. 21	10.4	34 01	10.8	0.4
Max. length 220 m. (722 ft.)				
Oil Berth No. 1	7.35	24 01	7.7	0.35
Max. length 200 m. (656 ft.)				
Oil Berth No. 2 – 3	5.2	17 01	5.4	0.2
Berth No. 4 – 8	7.35	24 01	7.7	0.35
Berth No. 9 – 14	8.9	29 02	9.3	0.4
Karskar				
Berth No. 105 – 106	6.5	21 04	6.8	0.3
Length 195 m. (640 ft.)				
Berth No. 107 – 108	7.8	25 07	8.1	0.3
Length 196 m. (640 ft.)				
Berth No. 109	4.6	15 01	4.8	0.2
Length 90 m. (295 ft.)				
Berth No. 110, South end.	4.6	15 01	4.8	0.2
Length 35 m. (115 ft.)				
Berth No. 110, North end.	6.0	19 08	6.3	0.3
Length 75 m. (246 ft.)				

Terminal Granudden: See "Cargo Handling".

HEALTH: Pratique always automatic. If any suspected disease or fever on board, notify ship's Agent.

RADIO: Stockholm Radio (SDJ).

RADAR/VHF: No port radar service, but Bonan Pilot Station, Eggegrund Lighthouse, and three pilot cutters equipped with both radar and VHF and assist any ship approaching pilot station on request. After calling pilot station on VHF Channel 16, ships will be given assistance on Channel 13, 12, or 6.

Also see "Pilotage."

TUGS: Join vessel outside Fredriksskans Lighthouse or outside Karskar for berthing, and outside Northern entrance channel for passage through same.

CARGO HANDLING: Container berth, max. draft 8.9 m. Three cranes with 32 tons capacity which have container spreaders for 20 ft. and 40 ft. containers.

Roll-on/Roll-off berth, max. draft see "Terminal Granudden".

Terminal Granudden: A port terminal at Granudden which is situated opposite Fredriksskans Harbour. The terminal comprises 350 m. of quay with a Roll-on/Roll-off berth, having max. draft for vessels: 9.0 m. for length of 150 m. adjacent to Roll-on/Roll-off ramp and 10.4 m. for length of 200 m., 2 warehouses each having an area of 22,000 sq.m., as well as extensive storage space. The total terminal area is 150,000 sq.m. and it will have an annual maximum capacity of 1.2 million tons forest products. The terminal has very good connections with both main roads and the railway system.

STEVEDORES: 24 hours' notice (if possible) order arrange gangs.

MEDICAL: Notice of medical attention to Agent as early as possible. All kinds of medical and hospital facilities available. Vaccinations necessary on arrival from diseased area. (Common for all Swedish ports.)

TANKERS: *Tanker Berth No. 21:*

Max. length 220 m. (722 ft.). Max. draft (M.W.) 10.4 m. (34 ft. 2 in.).

Manifold connection size (all grades) 200 mm. (8 in.).

Berth to Depot pipeline size:	mm.	in.
Heavy Fuel Oils	450	18
Gas Oil	400	16
Gasoline	350	14
Kerosene	250	10

Tanker Berth No. 1:

Max. length 200 m. (656 ft.). Max. draft (M.W.) 7.35 m. (24 ft. 2 in.).

Manifold connection size:	mm.	in.
Fuel Oils	250	10
Gasoline	200	8
Kerosene	200	8

Berth to Depot pipeline sizes:	mm.	in.
Fuel Oils	350	14
Gasoline	300	12
Kerosene	250	10

Tanker Quay K201:

Max. length 220 m. (722 ft.). Max. draft 10.4 m. (34 ft. 5 in.).

Owned by Karskar Energi AB.

DENSITY: Fresh water.

FRESH WATER: Delivered from water posts at all quays in Fredriksskans Harbour and Terminal Granudden. At Karskar, fresh water delivered by road tanker.

FUEL: All kinds of fuel oils available either from pipelines at oil berths or by lorries at all other quays. Following viscosities (Redwood 1) normally in stock: 35, 225, 650, 1500, and 3500 secs. Other viscosities can also be delivered. Notice of delivery is required day before.

CONSULS:

Denmark	Tel: 115190	Netherlands	Tel: 177400
Finland	Tel: 125900		

REPAIRS: Repairs can be carried out in all parts of harbour by Brynas Mekano.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Available, but not compulsory.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Only patent hatches have to be opened by crew.

CERTIFICATES:

Tonnage Certificate.
Derat Certificate (Not older than 6 months).
Certificate of Nationality (for Swedish ships only).

CUSTOMS ALLOWANCES: Tobacco: each crew member 200 cigarettes or 100 grammes of tobacco out of Bond.

Wine and spirit: Each crew member 1 bottle (75 centilitres) of spirit and moderate quantities of wine and beer out of bond. After a week in Sweden the same quantity may be taken out on request to Customs Office.

REPATRIATION: Crew changes and repatriation arranged by Agent.

AIRPORT: Stockholm Airport (Arlanda) 145 km. (90 miles) served by regular airlines. Rorberg airport 16 km. (10 miles). Regular traffic to Swedish airports.

TIME: GMT plus 1 hour in Winter. Summertime GMT plus 2 hours.

HOLIDAYS: New Year's Day (Jan. 1st); Twelfth Day (Jan. 6th); Good Friday; Easter Day; Easter Monday; First May (May 1st); Whit Sunday; Whit Monday; Midsummer Day (Saturday nearest to June 24th); All Saints' Day (first Saturday in Nov.); Christmas Day (Dec. 25th); Boxing Day (Dec. 26th).

POLICE/AMBULANCE/FIRE: Police Tel: 655000; Ambulance Tel: 179830; Fire Tel: 179650. Emergency Tel: 90000.

SERVICES: Minor quantities of oil and other liquid residues can be discharged into tank lorries with special suction equipment.

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: A number of garbage containers are always provided on the quay. No charge.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Local club provides facilities which include refreshments, newspapers, games, table tennis, sauna, musical instruments, radio, TV, billiards, swimming pool outside (Summertime), telephone.

Recreation rooms open weekdays 1800 – 2200 hrs., Sundays and holidays 1700 – 2000 hrs. Tel: 026-120858. Closed Saturdays.

CURRENCY: Swedish Kronor (SEK).

No restrictions placed upon seafarers.

DELAYS: Normally no delays in berthing, loading, discharging or bunkering.

AUTHORITY: Gavle Hamn, Fredriksskans, S 80595 Gavle, Sweden. *Tel:* (026) 178840/178861. *FAX:* (026) 140979. *Contact:* C. Westman, Port Director. Leif Aberg, Harbour Master.

GOTHENBURG: 57.42 N. 11.57 E. (See Plan)

DOCUMENTS:

2 Cargo Declarations (IMO Model).
2 Crew Lists.
2 Passenger Lists.
2 Crew Declarations (must be signed by each crew member).
2 Stores Lists.
2 Arms and Ammunition Lists.
1 Health Document (if voyage exceeding 15 days).
Nationality Certificate.
Tonnage Certificate.
Derat Certificate.
Certificate of Insurance or other financial security in respect of civil liability for oil pollution damage (if more than 2,000 tons of oil on board).
Manifests, Bills of Lading.

Note: All certificates should be originals.

TRAFFIC CONTROL SYSTEM (VTS): The Port of Gothenburg is controlled by a traffic control system. It is a vessel movement-control and information system managed from the Gothenburg Traffic Control Centre (TCC), call sign "Gothenburg Traffic". The system is based on radar control and VHF communication. Vessels over 300 g.r.t. or exceeding 50 m. length should report to the TCC on VHF Channel 13, incoming when 6 miles off Vinga Island, out-going when leaving the berth. There are also certain way-points in the area (marked on the charts) where vessels should report to the TCC. Vessels should keep continuous watch on VHF Channel 13 within the whole traffic-control area. A "World VTS Guide" issued by IALA can be obtained from the Port Authority or from ship's Agent. When 6 miles off Vinga Island, Master has to call "Customs Gothenburg" on VHF Channel 16 (working on Channel 14) and report contents of Bonded Stores.

ANCHORAGES: Large tankers may anchor 2 miles S.W. of Trubaduren Light in depths of 40 m. – 70 m. Other vessels can find good anchorages with soft bottom at Vinga Sand, in Danafjord and Rivofjord, outside the traffic routes. Anchoring in the fairway is prohibited.

PILOTAGE: Incoming vessels have to notify the Traffic Control Centre (TCC) call sign "Gothenburg Traffic" on VHF Channel 13 or by telephone 031-12 54 33 that they require a Pilot. Notification to be done 5 hours before ETA at the pilot grounds at Vinga Island, where the pilot boat will be at hand. The pilot grounds are marked on the charts. Approved pilot ladder (if rail is high, accommodation ladder), heaving line and a man standing by to receive Pilot (Also see "Stockholm").

RESTRICTIONS: No restrictions at any time of day and night. Tankers over 75,000 d.w.t. berth and unberth in daylight only.

MAX. SIZE: Torshamnen, water depth 19.6 m. Fully loaded tankers of 225,000 d.w.t. on draft of 18.9 m. received, 19.05 m. with special permission. Partly loaded tankers of max. 318,000 d.w.t. have been received. Skarvik Harbour, water depth 13 m. Tankers up to 50,000 d.w.t. Skandia Harbour, general cargo, container vessels, water depth up to 12 m. General cargo harbours: for other cargo and passenger vessels 10 m. Water depth at MLW. Tide of no importance.

HEALTH: Advise "Portsan Gothenburg" 4 hours before entry via the ship's Agent.

Before the vessel calls at any Swedish port, the Master of the vessel is required to give information covering the state of health on board the vessel to the Customs Authority:

(1) If the Master has reason to believe that there is any sickness aboard which requires quarantine;

(2) If the vessel comes from a port of call that has been declared infected with a quarantine illness and arrival at the Swedish port occurs during the incubation period;

(3) If anyone aboard the vessel has visited or been in contact with an infected area and arrival of vessel at Swedish port occurs before the incubation period for the sickness has expired.

RADIO: Goteborg Radio, call sign SAG.

ETA: Advise Port Authority of ETA 24 hours prior to arrival.

Also see "Pilotage".

VHF:

Gothenburg Pilot	Channel 69.
Gothenburg Traffic	Channel 13.
Gothenburg Customs	Channel 16.

TUGS: Tugs normally join vessel between the islands of Nya Alvsborg and Rya Nabbe. Tugs join at Dana Fiord for tankers bound for Torshamnen. According to Master's desire ship's or tug's lines can be used. 12 tugs available (235 h.p. – 4,000 h.p.).

BERTHING:

Berths No.	101-116	Free Port
	119-123	Lundby Harbour
	600-615	Skandia Harbour
	640-713	Alvsborg Harbour

			Quay cranes		
Berth No.	*Length* (m.)	*Depth* (m.)	No.	*Capacity* (tons)	*Reach outside quay* (m.)
101-102	240	9.5	1	2/5	19.5/9.5
103	160	9.5			
104	130	8.5			
105+	130	8.0			
106	90	6			
107	130	8			
108-109	290	8-9.5	4	2/6	23.5/10.5
110	70	8			
111-112	232	9.0-9.5	2	2/6	19/9
113	151	9	4	2/6	23/10
114+	150*	7.5			
116+	200*	7.5	Rail ferry berth		
119-123	600	9			
119+	110*				

			Container Ship-to-Shore Cranes			
Berth No.	*Length* (m.)	*Depth* (m.)	No.		*Lifting capacity* Tons	*Max. reach outside quay* (m.)
600+	170	8				
600 (East)+	140*	8				
601+	180*	9				
602+	145*	8				
610-612	562	12	2	Hook	70	
				Spreader	40	35.5
613	182	11	1	Hook	60	
				Spreader	40	35.5
614	178	11	1	Hook	50/60	
				Spreader	32	34.5
615+	215	10.9	1	Hook	45	
				Spreader	32	34.5
640+	177	11				
641+	180	10	1	Hook	45	
642	90	11		Spreader	32	34.5
643+	130	11				
644	50	6.8				
700	125*	6				
702+	270	11				
710+	265	11				
711	232	11				
712+	149	11				
713+	160*	9				

+ Roll-on/Roll-off Berth

* Maximum Ship's Length

CRANES: *Mobile Cranes:* 1×36 tons (reach outside quay 28 m.). 1×45 tons (reach outside quay 33 m.).

Floating Crane: 1×150 tons (reach 10 m.) or 30 tons at 22 m. If cra supported by pontoon it can lift 215 tons at 10 m.

Container Cranes: 2×70 tons (hook) or 40 tons under spreade 1×60 tons (hook) or 40 tons under spreader. 1×50 tons (hook) 32 tons under spreader. 2×45 tons (hook) or 32 tons under spreade

BRIDGES: Alvsborgsbron (suspension bridge) in the Western part the city (clearance 45 m.), Gotaalvbron (weighbridge) in the centre the city (clearance 19.5 m.) and Marieholmsbron (railway swing bridg in the Eastern part of the city (clearance 5.3 m). The bridges Gotaalvbro and Marieholmsbron keep continuous watch on VHF Channel 9. If n connection, contact "Gothenburg Traffic" on VHF Channel 13.

STEVEDORES: The Port of Gothenburg provides dock workers.

General Conditions for Assignment of Personnel (excluding extern terminals):

Working time and guaranteed hours: (Port of Gothenburg A supplement to the general terminal conditions of the Swedis Stevedoring Association).

1. *Skandia and Alvsborg Harbour:*

Normal Working Hours:

Daytime Shift I: Monday – Friday 0700 hrs. – 1600 hrs. Meal break 0830 hrs. – 0900 hrs. and 1200 hrs. – 1230 hrs.

Daytime Shift II: Monday – Thursday 1600 hrs. – 2400 hrs., Frida 1600 hrs. – 2300 hrs. Meal breaks: 1930 hrs. – 2000 hrs.

Overtime: Please note that all overtime work is voluntary.

Weekdays 1630 hrs. – 0500 hrs., Saturday 0700 hrs. – 2200 hrs Sunday/holiday 0700 hrs. – 2100 hrs.

Completion:

Monday – Friday 1630 hrs. – 0500 hrs., Saturday 0700 hrs. 0500 hrs., Sunday/holiday 0700 hrs. – 2100 hrs.

2. *Normally no work will be performed on the following days:* Ne Year's Day, May 1st, Midsummer Eve (24th June 1988), Midsumme Day (25th June 1988), Christmas Day, New Year's Eve.

3. *Guaranteed Hours:* All "temporary" labour is guaranteed a minimu of 4 hours pay.

Overtime: (All personnel)

Monday-Friday	3 hours
Saturday	5 hours
Sunday/Public Holiday	6 hours

All hours ordered are to be paid for. Permanent employees are entitle to special compensation for work later than 2100 hrs. Monday – Frida

4. *Deadlines for requesting labour and/or overtime:*

Weekdays latest 1000 hrs. on the day before operation is commence. Cancellation latest 12 noon on the day before operation to commence.

Overtime: Weekdays – latest 1000 hrs. on the same day.

Cancellation latest 1200 hrs. on the same day.

Saturday/Sunday – latest 1000 hrs. on preceding Thursday.

Cancellation latest 0900 hrs. on preceding Friday.

Public holidays – latest 1000 hrs. on the last but one normal workin day before the Public holiday.

Cancellation latest 0900 hrs. on the last working day before the Pub holiday.

5. The above regulations are not valid in case of "force majeure" su as strikes, lock-outs, natural catastrophies, or any other unforeseeab incidents of which the Port of Gothenburg A.B. has no control.

6. These regulations are valid until further notice. They can, howeve be changed with immediate effect when/if some other agreement made with labour unions.

CONTAINERS: The Skandia and Alvsborg Harbours for contai handling with 20 berths and 12 ferry ramps. Also see "Berthing" a "Cranes".

TANKERS:

Torshamnen:

		Berth No. *801*	*Berth No* *800*
Operator		Port of Gothenburg A.B	
Users		OK, Shell and various	
Product		Crude Oil	
Minimum water depth at mean water	approaches	20.50 m.	20.50 m
	alongside	19.60 m.	19.60 m
Under keel clearance	approaches	1.45 m.	1.45 m
	alongside	0.55 m.	0.55 m
Dimensions safely acceptable (also see below)	length	350 m.	280 m
	beam	no restr.	no restr.
	draft	19.05 m.	15.85 m
	d.w.t. (summer)	abt. 250,000	abt. 115,00
Water density		1013	1013
Nature of bottom		clay	clay
Boom arrangement		4×16 in.	2×12 in
Manifold heights	maximum	22.00 m.	17.00 m
	minimum	3.00 m.	1.50 m
Public telephone number		031632446	0316324

Draft: That the above figure, 19.05 m., is given on the basis of me water level and brackish water (density 1013). There is very little tide Gothenburg, only about 20 cm. (8 in.). The draft is more affected wind, Easterly winds blowing the water away from the coast, Weste winds blowing the water towards the coast. In winter and early spr (January-May) there can be long periods of Easterly wind, when it wo be prudent not to arrive on a deeper draft than 18.60 m./brackish wa

Lightering: In case of need lightering can be arranged 3 nautical mi S.W. of the Trubadur Lighthouse. This is in open sea and restricte wind force less than 6 – 7 m./s.

For crude oil distribution to other refineries lightering can take pl across the finger jetty from Berth No. 801 to Berth No. 800.

Gas lightering is being done via 8 in. acid proof steel pipeline acr jetty. Flanges drilled to ASA 150 and 300. No hoses available, vess have to provide same.

Moorings: Berth 801 – VLCCs: Owing to the somewhat exposed na of berth Masters are advised, that when strong off-shore winds forecast, to ballast the vessel, stop discharge if necessary and, main steam on the winches to supplement the brakes. It is strongly recommended that vessels over 210,000 s.d.w.t. make use of the extra mooring as described below.

Instructions for the use of extra mooring (E.M.):

1. Pass ashore a wire and a shackle and make fast to the eye of the E.M. on the caisson. Free the E.M. from its hook by means of the capstan on the caisson. Bring home the E.M. and belay it.
2. At departure. Before letting go the E.M. make fast a strong rope or a wire in the eye of the E.M. and take the other end to the caisson for hanging off the E.M. Let go the E.M. and, by means of the capstan, back to the caisson and place it on its hook, heave it.

Skarvik Harbour:

		Berth No. 521	*Berth No. 520*	*Berth No. 519*
Operator		Gothenburg Harbour		
Users		OK	OK	Shell & various
Products handled		Oil Products		
Minimum water depth at mean water	approaches	13.00 m.	13.00 m.	13.00 m.
	alongside	12.00 m.	12.00 m.	13.00 m.
Under keel clearance	approaches	1.72 m.	1.72 m.	0.66 m.
	alongside	0.62 m.	0.62 m.	0.66 m.
Dimensions safely acceptable	length	240 m.	240 m.	280 m.
	beam	no restrictions		
	draft	11.28 m.	11.28 m.	12.34 m.
Water density		1011	1011	1011
Nature of bottom		clay	clay	clay
Boom arrangement		4×10 in. 3× 8 in.	4×10 in. 3× 8 in.	5×12 in. 2×10 in.
Manifold height	maximum	9.50 m.	9.50 m.	17.60 m.
	minimum	1.50 m.	1.50 m.	2.00 m.
Public telephone number		031632444	031632443	031632442

		Berth No. 512-518	*Berth No. 511*	*Berth No. 510*
Operator		Gothenburg Harbour		
Users		Various	Various	Various
Minimum water depth at mean water	approaches	11.90 m.	12.00 m.	11.00 m.
	alongside	7.00 m.	12.00 m.	11.00 m.
Under keel clearance	approaches	5.20 m.	0.64 m.	0.72 m.
	alongside	0.30 m.	0.64 m.	0.72 m.
Dimensions safely acceptable	length	7 berths total 325 m.	200 m.	240 m.
	beam	no restrictions		
	draft	6.65 m.	11.35 m.	10.28 m.
Water density		1011	1011	1011
Nature of bottom		clay	clay	clay
Boom arrangement		hoses	9×10 in.	9×10 in.
Manifold height			14.75 m.	14.75 m.
Public telephone number			031632436	031632435

Remarks:

520-521: Only used for loading from or discharging to OK.

519: Mainly used by Shell and for discharge of asphalt crude. Being deepest product berth can in case of need also be used by other importers/exporters after approval by Shell. However, products will then have to be pumped over long distances, causing slow loading/discharge.

510-511: "Common users".

506-507, 508-509: Used by Shell. Depths 7.0 m. and 8.0 m. respectively.

Rya Harbour:

		Berth No. 555	*Berth No. 553/551*	*Berth No. 552*
Operator		Svenska Statoil AB.	Gothenburg Harbour	
Users		Svenska Statoil AB.	Various	
Products handled		Oil Products	For all	
Minimum depth (MW)	approaches	11.90 m.	9.50 m.	10.00 m.
	alongside	10.00 m.	9.50 m.	8.50 m.
Recommended max.draft	alongside	8.84 m.	8.45 m.	8.45 m.
Dimensions safely acceptable	length	180 m. (See Note)	180 m.	180 m.
	beam	no restrictions		
Water density		1011	1011	
Nature of bottom		clay/mud	clay	
Manifold height		hoses used	hoses used	
Public telephone number		031538420	031632434/ 031632433/ 031632432	

Note: Maximum draft:

On lesser draft sizes up to 210 m. – 215 m. may be accepted but special approval from the Harbour Authorities needed on each occasion.

Report: *Restriction:* Entry to Gothenburg by large ships is not undertaken if visibility is less than 3 miles, or if the wind speed exceeds 15 m./sec. (about 30 knots.) Ships over 17.4 m. (57 ft.) draft do not enter during hours of darkness.

Ballast: Cannot be received ashore.

Dimensions: The harbour is prepared to accept vessels exceeding 335 m. length provided distance from bow to manifold is max. 180 m. and vessels' draft does not exceed 18.29 m. (60 ft.), brackish water. Special approval needed in each case.

Bunkers: Supplied by barge only.

Pilotage: Pilotage is compulsory and necessary. Pilots are stationed at TCC and are taken out by fast pilot boats to meet incoming ships based on ETA and VHF contacts. On Vinga Island there is a lookout manned by personnel from Gothenburg Station. The lookout listens continuously on VHF Channels 13-16 and maintains VHF watch on Channel 69 and 11A. Pilots are government controlled. Two Pilots are assigned to ships over 60,000 d.w.t..

Sea pilots go with the ship all the way to berth as there are no harbour pilots.

South of Vinga Island there are 3 anchorage areas named A, B, and C, marked on the Swedish Chart No. 931.

In addition to those mentioned above there are anchorages in the Danafjorden and the Rivofjorden.

Torshamnen Berth: Approaches – Cautionary Advice: Care must be taken when turning from the channel to Torshamnen berth, particularly when the wind is from the West, not to turn too late as the ship can drift laterally and be carried on to Dynan Shoal (rock), or on to the end dolphin of the berth.

Berthing Procedure: All ships are berthed heading N.E., therefore, on the West berth (801) ships are starboard side to, and on the East berth (800), portside to.

Berthing should be as parallel as possible as the forward mooring dolphins are only 10 m. inside the breasting face line and the limits of the 19.6 m. (64.3 ft.) depth run close to the breasting faceline.

The first ropes ashore (by boat) are usually the forward spring and a head line. It is important the ship does not run too far ahead of position as the limit of the 19.6 m. depth is only 200 m. from the centre of the berth. There is no approach velocity measuring device at these berths, and no published maximum allowable impact velocity, but ships should endeavour to control their approach speed to less than 10 cm./sec.

See "Plan" for recommended mooring diagram for the Torshamnen berth.

Svenska Statoil AB Terminal Ryahamnen: Berthing: Ocean going ships always berth heading upriver portside to. Moorings are taken ashore and to the buoys by power boat. Spring lines go to the jetty head, head/breast lines to a buoy forward, stern/breast lines to a buoy aft with 1 or 2 breast lines to a mooring post on shore. It is important to give good lines for the after breast lines as N.W. winds can cause a problem. As the jetty between the end concrete dolphins is constructed entirely of wood, it is important that the large ships contact only the end dolphins during berthing operations.

The fendering of the end dolphins has low energy absorption qualities and, therefore, landing should be as light as possible.

The upriver dolphin is fendered with a solid wood facing, the downriver dolphin with truck tyres.

No shore moorings or shore gangways are provided at this terminal

DENSITY: Average density 1012. Tide of no importance.

FRESH WATER: Available from quay or water boat.

FUEL: All grades available at short notice.

CONSULS:

The following countries are represented in Gothenburg:

Austria
Bangladesh
Belgium
Bolivia
Brazil
Chile
Costa Rica
Denmark
Ecuador
Finland
France
Gabon
Germany
Great Britain
Greece
Guatemala
Honduras
Iceland
Ireland
Italy
Japan
Madagascar
Mexico
Morocco
Netherlands
Norway
Pakistan
Portugal
Senegal
South Africa
Switzerland
Togo
Turkey

REPAIRS: All kinds of repairs possible.

DRY DOCKS: 3 floating docks. Largest being 268 m. × 34.8 m. with a depth of 8.0 m. over the sill. There are 2×90 ton and 1×70 ton cranes available for ship repairs. Mobile cranes are also available.

GANGWAY/DECK WATCHMEN: Watchmen accepted by Harbour and Fire Authorities on tankers and vessels loaded with explosives. On other vessels not necessary.

OPENING/CLOSING HATCHES: By crew or stevedores.

CUSTOMS ALLOWANCES: Tobacco, per 10 days 200 cigarettes or 250 gram other tobaccos. Wine and/or Spirits, per 10 days 1 bottle of spirits and 1 litre of wine, alternatively 2 litres of wine.

Require report latest 24 hours prior to arrival via Port of Gothenburg Co.

CARGO GEAR: Certificates that equipment is approved.

REPATRIATION: Excellent communications by air or by rail.

AIRPORT: Distance of Landvetter Airport 20 km. – 30 km. depending on where ship is berthed. Airport served by regular airlines.

HOLIDAYS: See "Stevedores".

POLICE/AMBULANCE/FIRE: Tel. 90 000, ask for "Polislarm", "Ambulans", or "Brandlarm".

TELEPHONES: At all quays ships can be connected to telephone.

GENERAL: Seaman's Institute, Amerikagatan 2, open weekdays 1000 to 2130 hrs., Saturdays and Sundays 1400 – 2130 hrs.

SERVICES: Tank-cleaning equipment and facilities for discharge of tank-washings in the Skarvik Harbour. Compass adjusting.

SHIP SUPPLY SERVICE:

Bunker Facilities:

Texaco Marketing AB,
Box 5227,
402 24 Goteborg.
Tel: (031) 81 72 00.

Stena Oil AB,
Box 4088,
400 40 Goteborg.
Tel: (031) 775 22 30.

Sannes AB,
Box 53240,
400 16 Goteborg.
Tel: (031) 81 99 50.

OK Petroleum AB,
112 91 Stockholm.
Tel: (08) 737 19 50.

Ship Supplies:

CM Hammars AB,
Box 197,
421 22 Vastra Frolunda.
Tel: (031) 49 00 60.

OLE Gruppen AB,
G Kronvagen 60,
433 84 Partille.
Tel: (031) 36 20 00.

Lundby Skeppsservice AB,
Sydatlanten,
417 34 Goteborg.
Tel: (031) 64 01 80.

Scansupply,
Box 8935,
402 73 Goteborg.
Tel: (031) 50 04 70.

Tug/Launch Service:

Roda Bolaget AB,
Box 108,
401 21 Goteborg.
Tel: (031) 10 97 00.

Bogser AB Sven,
Manufakturgatan 1,
417 07 Goteborg.
Tel: (031) 22 34 95.

Svenska Saybolt AB,
Skarvikshamnen,
417 34 Goteborg.
Tel: (031) 54 08 50.

Communication Centre:
Gothenburg Traffic. Tel: 031-63 23 50, 63 21 55. Telex: 21547 Scanprt S. VHF Channel 13.

IDENTIFICATION CARDS: Not necessary. Crew List to be furnished in the oil harbours.

GARBAGE DISPOSAL: Old Harbours: Drums are available on jetties. For large quantities of garbage, telephone Oil Harbour Office (031-63 24 24), or via VHF Channel 12.

WASTE OIL DISPOSAL: Collection service of waste oil (sludge) is available, but has to be reported to the Port of Gothenburg AB, 24 hours in advance. Tel: +46 (031) 632155. Fax: +46 (031) 632301.

Capacity of barge – 100 cu.m.
Capacity of trucks – 11 cu.m. (10 trucks available).

Disposal of Waste Products: *Disposal of Residual Oil from the Engine Room:* Oil residues and sludge from the engine room, which are not allowed to be discharged at sea, is received, free of charge, outside the shipyards, by the Port of Gothenburg, provided:

1. The waste comes from normal duty of the machine, during the ship's journey between it's previous port and Gothenburg.
2. The quantity of residual oil is proportional to the ship's d.w.t.
3. The waste consists of water, petroleum hydrocarbons and the additives which normally are a part of residual fuel and lubricating oil, and which must be disposed of at a competent reception facility. Any substances from PCB, chlorine, organic solvents and detergents must not exist.
4. The Sea Traffic Department, Port of Gothenburg AB, has been informed at least 24 hours before the disposal of the residual oil is intended to be carried out.
5. The request provides information about quantity, viscosity, specification of oil residues, possible compounds of lubricating/fuel oil with/without solvents, emulsifiers, etc., as well as the hose connection required.
6. The ship's connection is available on deck and of an international standard.
7. The operating pressure in the line between the ship and the reception facility ashore does not exceed 0.6 MPa (6 kp/cu.m.).
8. The operating discharging rate is not less than 5 cu.m./hr.
9. The discharge of the residual oil is transferred to a competent reception facility (e.g. collected by vehicle or vessel), from 0730 hrs. – 1530 hrs. weekdays only.
10. The collecting vehicle's or vessel's waiting time does not exceed 15 minutes, including time for connecting of hoses.
11. The ship is providing a safety watch, who is supervising the operation, in order to prevent leakages.
12. The ship is providing personnel for connection and disconnection of the hose between the ship and the reception facility.
13. Oil residues in drums are put at specific, by the harbour authority designated area.
14. The drums are compact and leakproof without defects, and permanently labelled. The declaration of contents should be in both Swedish and English, together with the ship's name.
15. That smaller amounts of residues are disposed of in designated receptacles, when the possibility of disposal in drums, as described above, are not practicable.
16. The ship will be charged the additional costs, which may arise, if the above mentioned conditions are not complied with.

Safety Regulations concerning Disposal of Residues from the Engine Room:

Responsibility Areas:

1. It is the collecting vessel's or vehicle's responsibility to ensure, before the transfer is commenced, that the operation is supervised by a safety watchman who can, if necessary, order the operation to be stopped.
   The safety watchman of the collecting ship or vehicle could be either a crew member or the driver of the vehicle.
2. All personnel involved in the transfer operation are obliged, within their respective areas of responsibility, to take all necessary precautions, to prevent an oil spillage ashore or into the water.

Precautions before discharge of residues from the engine room is commenced:

(i) All scuppers, on board all vessels involved in the operation, must be plugged.
(ii) The vents of the cargo tanks, of the ship which is receiving the residual oil, must be appropriately fitted to avoid an overflow.
(iii) Information of maximum loading quantity in each tank and maximum operating pressure respectively, must be provided by the discharging ship's responsible officer, to the receiving ship or vehicle.
(iv) The hose for disposal of residual oil must be properly and securely connected on board the collecting ship's or vehicle's manifold, and be rigged in a way which prevents damage of the hose, from possible movements of the ship.
(v) Only approved hoses, which have been tested during the last twelve month period, may be used.
(vi) Checks of the operating valves setting is an obligation, to ensure filling of the right tank.
(vii) Efficient communication, preferably by radio, must be established between the vessel and vehicle involved in the operation. This communication must be maintained until the operation is finished and the hose has been disconnected.

During discharge of residual oil:

1. Hose connections must be continuously checked to detect possi leakage.
2. Supervision by a safety watchman is an obligation throughout t operation. The operation must immediately be stopped on command.

After operation is finished:

The hose must be properly disconnected to avoid any spillage of A drip tray must be used. Hoses which have no automatic shut-do valve must be blanked before being returned to the receiving ship vehicle.

Actions in the event of a hose burst, overfill, or any other circumstanc which may cause a spillage:

These actions must be taken in the event of a hose burst, overfil other circumstances which have caused the spillage:

Stop all operations.
Close all valves in operation on all vessels or vehicles involved the operation.
Call the Vessel Traffic Control Centre by VHF Channel 13 telephone 031-632350.

AUTHORITY: Port of Gothenburg AB, S-40338 Gothenburg, Swede *Tel:* (031) 632000. *Telex:* 20957 Scanprt S. *FAX:* (031) 6323 *Contact:* G. Wennergren, President. Jorgen Wallroth, Harbour Maste

HALLSTAVIK: 60.03 N. 18.35 E. (See Pla

DOCUMENTS: 2 Crew Lists; other documents see "Stockholm".

PILOTAGE: Svartklubben Pilot Station. VHF Channel 16 and othe Radar at station and in boats. 5 hours' notice prior to arrival. T Hallstavik 0175/10006. Cable: "Pilotstation Hallstavik".

ANCHORAGES: Good and protected anchorage places available.

RESTRICTIONS: Tankers are navigated in daylight only. Max. air d for all vessels 40 m.

MAX. SIZE: LOA 150 m., beam 25 m. and draft not to exceed 23 ft

HEALTH: No special action except for suspected disease. In case disease contact Agent for information.

RADIO: Stockholm Radio.

TUGS: Normally available.

STEVEDORES: Loading effected by factory. Ordinary working hou 0630 – 1530, maximum 1 hour overtime. Saturdays no work.

MEDICAL: Medical attendance available day and night.

TANKERS: Max. draft 23 ft. Connection 6 in., pipe to quay-cisterns about 1,000 m., discharging rate about 200 t.p.h.

DENSITY: Practically fresh water.

FRESH WATER: Available from quay; rate 2 t.p.h.

FUEL: Delivered by trucks from Stockholm.

CONSULS: At Stockholm, 100 km. away.

REPAIRS: Minor repairs only.

OPENING/CLOSING HATCHES: Ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle of spirits.

CARGO GEAR: Loading by ship's gear or mobile crane.

AIRPORT: Stockholm Airport, Arlanda, 75 km. away.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Easter; Whitsuntide; Midsummer; Christmas and N Year's Day.

POLICE/AMBULANCE/FIRE: Alarm Tel: 90000.

GARBAGE DISPOSAL: Facilities available free of charge.

WASTE OIL DISPOSAL: Facilities available free of charge, m capacity 10 cu.m.

GENERAL: *Shippers:* Holmens Bruk AB. Export about 300,000 tons newsreel/year. Import about 50,000 tons of fuel oil. 2 ordinary load quays and 1 Roll-on/Roll-off berth available.

Agency: Erik Clemedson AB. Cables: "Clemed". Telex: 76213.

AUTHORITY: Holmen Paper AB, Hallsta Paper Mill, S-76381 Hallsta Sweden. *Tel:* 0175-26000. *Telex:* 76209. *Cables:* Holmen. *FAX:* 01 26401. Agent 0175-23355. *Contact:* R. Sonderberg, Harbour Maste

HALMSTAD: 56.40 N. 12.52 E. (See Pla

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
3 Stores Lists (Tobacco and Stores).
5 Manifests.
2 Bills of Lading and Ship's Papers.

PILOTAGE: Advance notice of ETA 5 hours before arrival. Pilot sta and pilot boat equipped with VHF Channels 16, 13, 6. Pilot boards lightbuoy in Halmstad Road (L.Fl. 10 sec. 56° 37′ N., 12° 47.5′ E.) (see "Stockholm".)

ANCHORAGES: Good holding ground in 30 ft. – 40 ft. in roads 1 to 2 miles S.E. of breakwater.

MAX. SIZE: See "Berthing".

RADIO: Gothenburg Radio.

RADAR: Pilot station equipped with radar.

VHF: Port Authority on Channels 16, 13 and 9.

TUGS: Meet at Halmstad Road. Ship's lines used.

BERTHING:

Berth	*Length* (m.)	*Max. draft* (ft.)
Ostrakajen	300	30 ft.
Ostrakajen	230	27 ft.
Jarnverkskajen	220	27 ft. 6 in.
Importkajen	470	23 ft. 6 in.
Importkajen	270	22 ft.
Tullkammarkajen	400	18 ft.
Kattegattshamnen	285	27 ft. 6 in.
New Quay	135	24 ft. 7 in.
(Ro/Ro ramp ready October 1990)		

	Max. LOA (m.)	*Max. draft* (ft.)
Oceanhamnen – Inner Berth	200	32
Outer Berth	235	33

CRANES: 8 rail mounted cranes and 4 mobile cranes, capacity up to 100 tons.

SPECIAL CARGO HANDLING FACILITIES:

Roll-on/Roll-off: Kattegattshamnen: 2 fixed ramps. 43 m. and 23 m. wide. Max. draft 27 ft. 6 in.

Ostrakajen: 1 fixed ramp. 25 m. wide. Max. draft 27 ft.

Containers: Handled at Ostrakajen and Kattegattshamnen.

BULK HANDLING FACILITIES: A new harbour basin (Oceanhamnen) was opened in 1981. Alongside the berth ships with max. LOA 235 m. and max. draft 11.3 m. can be handled. A rail mounted bulk-unloader, screw type, can discharge bulk-cargoes at a capacity of 500 t.p.h. On the quay is a bulk-terminal operated by Nordic Bulk AB, Halmstad.

Bulk cargo can also be handled alongside the Importkajen and Jarnverkskajen with grab-equipped cranes. 1×200 t.p.h. unloader for limestone and dolomite. 1×100 t.p.h. pneumatic unloader for soda imports.

STEVEDORES: *Working Hours:* Monday – Friday 0700 – 1630 plus 3 hours' overtime. Saturday – Overtime 6 hours. Sundays – By special agreement.

MEDICAL: Hospital facilities available.

TANKERS: Max. draft at oil berth 30 ft. Max. LOA – 700 ft. Diameter of discharge lines 8 in. and 10 in.

DENSITY: Average 1005 (depending on wind).

FRESH WATER: Fresh water available from berth 35 t.p.h.

FUEL: Viscosities available: 1.2 englergrades/20°C. By arrangement with ship's Agent.

CONSULS: Danish, Finnish, German.

REPAIRS: Shipyard carries out ship repairs.

DRY DOCKS: 2 slips.

GANGWAY/DECK WATCHMEN: Not necessary. Available if required.

OPENING/CLOSING HATCHES: Normally carried out by crew, but if carried out by stevedores cost charged to vessel.

CERTIFICATES: Bill of Measure, Nationality Certificate and Derat Certificate.

CUSTOMS ALLOWANCES: Tobacco/spirits, 1 bottle spirits, 1 bottle wine and 200 cigarettes free on board. Quantity over will be closed under Customs seal. No other restrictions.

REPATRIATION: Facilities exist for changing crew and repatriation.

AIRPORT: Halmstad Airport, 1 mile from town centre. 2 flights per day for Stockholm.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Twelfth Day; Good Friday; Easter Day; Easter Monday; Ascension Day; Whit Sunday; Whit Monday; Mid-Summer Day; All Saints' Day; Christmas Day; Christmas Monday, Labour Day.

POLICE/AMBULANCE/FIRE: Tel. 90 000.

TELEPHONE: For placing a telephone on board cost is 130 SEK, and 59 SEK, a day for hire.

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Only needed in oil harbour.

GENERAL: *Charts:* BA 3671. Swedish 92 and 923.

AUTHORITY: Halmstad Hamn Och Stuveri AB, P.O. Box 1, 30102 Halmstad, Sweden. *Tel:* 46-35-155310. *Telex:* 38076 HSTUV. *FAX:* 46-35-140593. *Contact:* C. Olausson, Harbour Master.

HARGSHAMN: 60.10 N. 18.29 E. (See Plan)

LOCATION: The port is situated in the archipelago of Oregrund, about 130 km. North of Stockholm and about 110 km. South of Gefle. It is a natural and well sheltered harbour, suitable for vessels up to about 10,000 d.w.t.

DOCUMENTS: The Customs Officers require the following documents on arrival:

Tonnage Certificate (Certificate of Registry).
Certificate of Nationality.
Swedish Light Dues Receipt for current year.
Crew List, 2 copies.
Crew's Effects Declaration (spirits and tobacco only), 2 copies.
Ship's Stores Declaration (spirits and tobacco only), 2 copies.
If the international IMO Forms are not available, similar forms are accepted.

PILOTAGE: Pilot is compulsory for tankers over 1,200 g.r.t. and dry cargo vessels over 1,600 g.r.t.

Pilot is available from 0300 hrs. – 2400 hrs. and is embarked off Svartklubben Lighthouse (Lat. 60° 09′ N., Long. 18° 52′ E.). Order for Pilot has to be given 5 hours before needed and can be given via the Agent or direct to the Svartklubben Pilot Station, VHF Channel 16, Tel: Hallstavik 0175-10006, Cables: "Pilotstation Hallstavik".

Distance from sea off Svartklubben to Hargshamn is about 17 nautical miles. For vessels arriving from North, Pilot will board on request at Oregrund or North thereof.

MAX. SIZE:

Max. allowed draft 8.5 m. at MLW (density of water 1005).
Max. allowed length of vessel about 185 m.
Max. allowed breadth of vessel about 28 m.
Max. allowed draft at new quay for general cargo 7.3 m.

RADIO: ETA is to be given 48 hours and 24 hours in advance to the Agent. Tel: Osthammar 0173-20080 or cable: "Oreship Hargshamn".

VHF: Harbour Office on Channels 9, 11 and 16.

TUGS: A tug of 1,200 h.p. is available from Hallstavik, and is normally used to assist vessels over 9,000 d.w.t. on departure only.

BERTHING: *Ore Quay:* Length 90 m. Minimum depth alongside 11 m. Berth equipped with a loading conveyor, capacity 800 t.p.h.

New Quay: Length 40 m. Minimum depth alongside 8 m. Equipped with mobile cranes 50 tons and 160 tons.

Railway Ferry Berth: (Built 1989). One ramp for railway-wagons to lower deck, max. load 395 tons. One ramp to upper deck for lorries, max. load 75 tons. Minimum depth alongside 7.20 m.

STEVEDORES: *New Quay:* Ordinary Working Hours: Monday-Friday 0700 – 1600.

Stevedores: Hargshamn Terminal AB, S-740 73 Hargshamn. Tel: Osthammar 0173-20155.

FRESH WATER: Available.

SURVEYORS: From Stockholm (130 km. away).

CUSTOMS ALLOWANCES: 200 cigarettes per man and 1 bottle of spirits per Officer.

AIRPORT: Stockholm-Arlanda, 100 km.

EMERGENCY CO-ORDINATION CENTRE: Stockholm Radio.

GARBAGE DISPOSAL: Skips available alongside free of charge.

WASTE OIL DISPOSAL: Truck to be ordered via agent. Charges depend on quantity water/oil.

SEAMAN'S CLUBS: None.

CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00 = SEK 8.00 (1.3.94).

STORING: Can be effected with some minor difficulties.

GENERAL: *Ice:* The port can be kept open all Winter. Normally there is ice from last week of December until the last week of March/first week of April. In port and entrance there is fast ice up to 40 cm. – 50 cm. thick.

Navigation is maintained in broken ice-channel.

Off the pilot station or in Aland Sea there is very seldom packed ice or other difficulties during a normal Winter.

Charts: Swedish No. 536 (1:50000). B.A. No. 2335 (1:100000).

AUTHORITY: Hargs Hamn AB, Hamnkontoret, S-74073 Hargshamn, Sweden. *Tel:* Osthammar 0173-20155. *FAX:* Osthammar 0173-20155. *Contact:* Gunder Hurtigh, Port Director.

AGENT: Bjorsbo Shipping AB, S-740 73 Hargshamn. Tel: Osthammar 0173-20080. Fax: Osthammar 0173-20120. Cables: "Oreship Hargshamn".

HARNOSAND (Hernosand): 62.38 N. 17.57 E. (See Plan)

DOCUMENTS:

2 Crew Lists and/or 2 Passenger Lists (stating what tobacco, cigarettes or spirits each man has in their possession).
Derat Certificate.
Manifest and/or Bills of Lading.
Register, and if vessels have previously been in Sweden same year, bills for light dues paid.

Certificates: See "Stockholm".

PILOTAGE: Applications for licensed Pilots should be made at least 5 hours before arrival. When making application, specify name of vessel, tonnage, draft and destination. Also give estimated time for taking Pilot on board and route. If this procedure not followed, the Maritime Service cannot guarantee to supply a Pilot without considerable delay to vessel.

Preferable to make application by telephone or by radio via a coastal station or by some other method direct to pilot station. Also possible to request Pilot by VHF.

Pilot station at Spikarna/Sundsvall for Northbound vessels and Skagsudde/Ornskoldsvik for Southbound vessels.

ANCHORAGES: In port approaches in depth of 15 m. to 40 m.

RESTRICTIONS: During Winter assistance given by State Ice-breakers.

MAX. SIZE: Up to 32 ft. 5 in. draft. Also see "Tankers".

HEALTH: Vessels arriving from ports outside Europe must, for Inward Clearance, provide Customs Officer with written declaration of freedom from infection. Further instructions will be issued by Customs Office when such a declaration cannot be given.

RADIO: Cable Agents to give ETA, draft and cash required via Stockholm Radio SDJ.

TUGS: Tug assistance is available.

BERTHING:

Berth No.	*Length* (m.)	*Depth* (m.)
1	75	4.60
2	45	4.60
3	70	4.30
4	51	8.00
5	67	8.00
6	51	8.00
7	85	5.70
8	85	5.70
9	50	7.40
10	80	8.00
11	50	8.00
12	62	10.50

TANKERS: *Municipal Oil Pier:* Max. LOA 200 m. Max. draft 10.0 m. Depth alongside 10.5 m. Max. d.w.t. 30,000. Vessels berth either side alongside. Tugs available but not required. Offshore anchor used.
DENSITY: Nearly fresh water.
FRESH WATER: Available from the quays.
FUEL: Can be supplied.
REPAIRS: Most repairs possible.
DRY DOCK: At Gustavsvik.
GANGWAY/DECK WATCHMEN: Gangway watchmen available.
OPENING/CLOSING HATCHES: Normally done by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and 75 centilitres spirits per man/week. Extra granted on request.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Telephone numbers: Accidents, Police, 90000; Fire: ask for alarm 90000.
IDENTIFICATION CARDS: Not necessary.

HOLIDAYS: New Year's Day; Epiphany; Good Friday; Easter Monda Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Sain Day; Christmas Day; Second Christmas Day.

Work ceases at 1130 hrs. on the following eves of holidays and voluntary and paid with 100 per cent overtime: Easter Eve; Whitsun Ev Midsummer's Eve; Christmas Eve and New Year's Eve.
GARBAGE DISPOSAL: Container placed alongside free of charge.
WASTE OIL DISPOSAL: Facilitated by tanker trucks of 9 cu.m capacity. Contact Port Authority for details.
SEAMAN'S CLUBS: None.
AUTHORITY: Harnosands Hamn, P.O.Box 1005, 87129 Harnosan Sweden. *Tel:* (0611) 28270, 28271. *Telex:* 71020. *Cables:* Hernopor *FAX:* (0611) 28269. *Contact:* Lars Wikstroem, Harbour Master.

HELSINGBORG: 56.03 N. 12.41 E. (See Plan)

DOCUMENTS: See "Stockholm".
APPROACHES: The harbour basins are very easy to approach. The deep water outside breakwaters – varying from 10 m. to 30 m. (33 ft. – 98.5 ft.) – adjacent to the sailing route in the Sound facilitates port calls. Normally comparatively large ships can proceed directly to the quays without tug assistance.
PILOTAGE: Call Pilot on VHF Channel 16 (Tel: 042-110035). Pilots will board and disembark at the roads or at "N:1" Light Buoy in traffic separation scheme "in the Sound" from an orange coloured Pilot boat. Pilots can also be obtained at the Oresund North Light Buoy (Lat. 56° 12′ N., Long. 12° 30′ E.) or off Kullen Light (12 hours advance notice). Helsingborg Pilots are also Seapilot for the Sound, Kattegatt, Baltic and North Sea (See "General – Pilotage" before first port).

Anchorages: It is not recommended to anchor outside Helsingborg due to the heavy ferry traffic.

Good anchorage is found at Raa Roads, about 0.5 nautical miles S.W. from Raa Lighthouse (3 nautical miles South from Helsingborg).

Pilots: 24-hour service. Channel 16, 14 and 13 (VHF relay station on Kullen Lighthouse).
MAX. SIZE: Permissible length about 220 m.; breadth unlimited; draft 7.0 m.–11.7 m. on MW, depending on which berth the vessel is bound for. No tides but certain variations following prevailing current and winds.
Tankers: Max. draft 10.5 m.

ANCHORAGES: See "Pilotage".
HEALTH: Pratique automatic for all vessels arriving from non-infecte ports. In cases where Pratique should be obtained, notice to be give through ship's Agent. Further directions given by Pilot.
RADIO: For communication – Goteborg Radio.
VHF: 24 hour watch on Channel 16. Call sign "Helsingborg Harbour" working Channels 11 and 12. Ships to contact the harbour 1 hour befor arrival and 1 to 0.5 hours before departure.
Pilots: Channel 16, working Channels 13, 14 and 69.
Tugboats: Working Channels 11, 12 and 69.
TUGS: 3 tugs available, up to 2,686 KW.
Tugs join vessel outside entrances.
CRANES: 22 cranes, including 2 container cranes (42 tons and 45 ton and 2 multi-purpose cranes (30 tons each). 2 × 30 ton transtainer available.
BULK CARGO FACILITIES: 2 berths of 215 m. length for grain an fertilisers, max. draft 9.9 m. Loading capacity 700 tonnes per hou Storage 250,000 tonnes.
SPECIALISED CARGO HANDLING FACILITIES: Complete containe terminal West Harbour with 670 m. berths and 3 Ro/Ro berth max. draft 11.7 m. There are a total of 10 Ro/Ro berths in the port. A types of handling equipment. Liquid chemicals handled at the tanke terminal.

BERTHING: (Helsingborg).

	Berth No.	*Length (m.)*	*Depth (m.)*	*Quay Cranes/ Ro-Ro Ramps*	*No.*	*Lifting Capacity (tons)*	*Remarks*	*Floor Ar or Volum (sq.m./cu.m*
North Harbour								
Port Basin 1								
South Quay	101	76	5					
West Quay	102 – 111	662	6					
North Quay	112	92	6					
East Quay	113 – 118	528	6					
	(117 – 118)						Port Warehouse 118	4,32
Train and car ferry berths	119 – 121		6	Ro-Ro	3		Passenger Terminal	
Port Basin 2								
Central Harbour and Inner Harbour								
Central North Quay	201	85	3.6					
Transverse Quay	202	31	3.6					
Inner North Quay	203 – 204	115	3 – 4				Passenger Terminal	
East Quay (Kungstrappan)	205	92	2					
Car Ferry Berths	206 – 208	210	5 – 6	Ro-Ro	2		Passenger Terminal	
Port Basin 3								
North Quay	301	123	6				To be reconstructed	
East Quay	302 – 303	132	6					
Equipment Quay at Dry Dock	307	105	5	Level luffing jib crane	1	40		
				Level luffing jib crane	1	5		
West Quay	308 – 311	290	5.0 – 6.8				Port Warehouse 309	2,22
							Port Warehouse 311	1,77
Port Basin 4								
Ocean Terminal								
East Quay	401 – 404	250	10	Level luffing jib cranes 31 – 33	3	3	Port Warehouse 402	
	(401 – 402)						Refrigerated Stores	3,31
							Other Stores	2,51
	(403 – 405)	250	8	Level luffing jib cranes 22 – 23	2	2	Port Warehouse 404	2,37
	404 – 407						Port Warehouse 405	5,48
	(405 – 406)						Port Warehouse 406	45
							Port Warehouse 407	2,80
							Port Warehouse 408	2,24
Sundsterminalen								
West Quay	409	98	8					
Berth 1	410	130	7	Ro-Ro	1			
Berth 2	411	130	8.5	Ro-Ro	1		Passenger Terminal	
South Harbour								
Port Basin 5								
Tanker Terminal								
Breakwater Quay	501 – 502	300	9	-				
West Oil Berth	503	90	11	Hose lifter 1		1.5	Receiving Station for waste oil	2,00
East Oil Berth	504	90	11	Hose lifter 1		1.5		
	(504)					-		
Port Basin 6								
Coast Tanker Berth	505	80	8					
Grain Quay	601 – 605			Level luffing jib crane 25	1	10.5	Silos (Skanska Lantmannen)	250,00
							Shed (Skanska Lantmannen)	15,00
	601 – 603	210	10.5	Discharging device	1		Capacity 350 tons/hour	
	603 – 605	220	13.5	Loading device	1		Capacity 1,000 tons/hour	

	Berth No.	Length (m.)	Depth (m.)	Quay Cranes/ Ro-Ro Ramps	No.	Lifting Capacity (tons)	Remarks	Floor Area or Volume (sq.m./cu.m.)
Port Basin 7								
Dry Cargo Quay	700 – 703	260	8	Level luffing jib cranes 29, 30	2	10.5		
Skaneterminalen	704 – 709 (704 – 705) (706 – 709)	540 (200) (340)	8 – 11.5 (8) (11.5)	Level luffing jib cranes 26, 27, 28	3	10.5	Port Warehouse 705 Port Warehouse 706	2,768 2,842
				Multi-purpose level luffing jib cranes 34, 35	2	15	Service Work Shop 707 Port Warehouse 708	1,400 1,350
	704, 709			Ro/Ro	2		Port Warehouse 709 Port Warehouse 710	1,350 1,350
Helsingborg Bulk Harbour								
Port Basin 8								
Copper Works Harbour	801 – 803	180	11.5	Boggie luffing cranes	3	10		
				Screw unloader	1		Capacity 800 tons/hr.	
	805	50	9	Ship loader	1		Capacity 300 tons/hr.	
	811	60	7	Boggie luffing crane	1	7		
	812	60	7	Suction unloader	1			
West Harbour								
Port Basin 9								
Breakwater	901 – 902		13	Mobile crane	1	40	Port Warehouse 905	1,960
				bulk handling		30	Port Warehouse 906	6,005
				container on spreader		30.5	Port Warehouse 907	1,100
				on hook		40	Container Repair Shop	300
Large basin	903	300	13					
Large basin	904	575	13	Ro/Ro	1			
				Container crane 16				
				on spreader		30.5		
				on hook		42		
Small basin	905	200	9	Ro/Ro	1			
	906	220	9	Ro/Ro	1			
				Container crane 17				
				on spreader	1	30.5		
				on hook		45		
				Transtainers	2	39		

STEVEDORES: Cargo handling performed by Helsingborgs Hamn AB offering all kinds of harbour work including loading, discharging, warehousing, etc.

MEDICAL: For attention, application to be made through ship's Agent. Hospital facilities available.

TANKERS: Dimensions of pipelines – for oils, 14 in., 12 in., 8 in., petrol, 12 in., 10 in., 6 in., slops, 6 in. Discharge facilities for slops through pipelines from Berths No. 504 and 505. Tankers berth at Quays No. 503 and 504 with depth of water alongside 11.0 m. MW, and Quay No. 505 depth of water alongside 8.0 m. MW.

DENSITY: 1007. No tides, but slight variations in accordance with prevailing currents and winds.

FRESH WATER: Available from quay connections (Tel: 042-122049).

FUEL: Bunker fuel delivered from pipelines or by tank lorry. Advance notice required. Any grade available.

FIRE PRECAUTIONS: Standard procedures apply.

CONSULS:

Denmark	Tel. 17 27 00	Iceland	Tel. 12 62 20
Finland	" 29 62 25	Netherlands	" 10 62 24
France	" 11 22 87	Norway	" 17 28 00
Germany	" 11 24 98	Portugal	" 11 35 16

REPAIRS: All kinds of deck and engine repairs can be carried out.

DRY DOCKS: Length of largest dry dock 112 m. Depth on sill about 16 ft.

SURVEYORS: Lloyd's local agent: Damco Survey AB. Tel: 29 22 90. Telex: 72985. Fax: 29 00 65.

GANGWAY/DECK WATCHMEN: Watchmen generally at Master's option.

OPENING/CLOSING HATCHES: By crew or stevedores.

CERTIFICATES:

Certificate of Nationality.
Bill of Measurements.
Crew Declaration.
Bond Declaration (Spirits, cigarettes, tobacco, etc.)
Derat Certificate.
Crew List.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or equivalent quantities for each person on board. Wine and/or Spirit, one bottle each member to be held out of bond.

CARGO GEAR: Usual Board of Trade Regulations valid.

REPATRIATION: Repatriation possible, by air and by train.

AIRPORT: Kastrup 60 km., Sturup 70 km., Angelholm 30 km. Heliport within the port.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Official holidays 1st and 6th January, 1st May, 1st Saturday November, 25th and 26th December, plus 2 holidays for Easter, 1 holiday for Whitsun and 1 holiday for Midsummer on appropriate dates.

POLICE/AMBULANCE/FIRE: Police 14 40 40 or in an emergency situation all services via tel. 9 00 00.

TELEPHONES: Quay-connected telephones are placed on board on request.

SERVICES: Tank cleaning, discharge of tank washings, compass adjustments, etc., can be carried out after application through local Agents.

Environment Protection: For oil protection, cleaning, sludge-suction, refuse collection etc., call VTS Centre Tel. 106300. Night service Tel. 10 63 22.

Dustbins for Ships: Dustbins are available. Galley refuse is to be delivered in plastic bags.

Receiving Station for Waste Oil: By law, water pollution from ships is prohibited. Sludge is accepted (free of charge) through Helsingborgs Hamn AB or through vessel's local Agent.

Provisions: Provisions are supplied by ship-chandlers 24 hours daily.

Repair/Maintenance: Repair and maintenance of containers, flats, trailers, trucks and other cargo handling equipment is carried out. Consult local Agent.

Testing according to CSC provisions (Convention for Safe Containers).

For ship repair call Ciserv Helsingborg AB. Tel: 042-12 02 95. Fax: 042-18 09 16.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not needed.

REGULATIONS: Normal regulations apply.

DELAYS: No other delays than berths being occupied by working vessels can be expected.

AUTHORITY: Helsingborgs Hamn AB, P. O. Box 821, S-25108 Helsingborg, Sweden. *Tel:* 042-10 63 00. *Telex:* 72215. *FAX:* 042-13 54 83. *Contact:* Rolf Noren, General Manager.

HOGANAS: 56.12 N. 12.33 E. (See Plan)

Privately-owned port serving owning company only – Hoganas AB. Customs and pilotage arranged through Authorities in Helsingborg (12 nautical miles S.E. of Hoganas).

DOCUMENTS: See "Stockholm".

PILOTAGE: Compulsory. Pilot will board and disembark at the Oresund North Light Buoy (Lat. 56° 12′ N., Long. 12° 30′ E.). Pilot service day and night, available after request to pilot office at Helsingborg.

Also see "General – Pilotage" before first port.

RESTRICTIONS: Entrance Channel, Length 750 m.; width 65 m.; depth 8.20 m.

The harbour is seldom closed by ice.

MAX. SIZE: LOA 130 m., max. draft 7.40 m. The Pilots have berthed vessels with a draft in excess of 7.40 m.

TUGS: There are no tugs stationed at Hoganas, but tugs are available after request to the Harbour Office at Helsingborg.

BERTHING: *The Pier (Extending South-Westerly).*

Length of quayage:	380.00 m.
Depth alongside:	
For 120 m. (from outer end)	6.60 m.
For the next 160 m.	8.20 m.
For remaining 100 m. varies down to	4.00 m.

The Cross Quay:

Depth alongside at 75 m. from Northern end	3.50 m.
the remainder is unnavigable	

Quay in the Middle of the Harbour:

Length of quay:	180.00 m.
Depth alongside N.W. side:	
For 120 m. (from outer end)	6.60 m.
For the next 35 m. the depth varies from to being unnavigable.	4.2 m.
Depth alongside S.E. side:	
For 30 m. (from outer end)	2.50 m.
remainder is unnavigable	

The depth of water at this port is somewhat affected by winds.

CRANES: 1×25 ton rail mounted electric crane (21 tons-grab duty), 1×25 ton mobile crane.
STEVEDORES: Working hours; a normal working day, Monday to Friday from 0700 to 1600 hrs. Normally no working on Saturdays.
FRESH WATER: Available.
FUEL: Can be supplied.
REPAIRS: Machine shop repairs only.
GARBAGE DISPOSAL: One container on the quay for garbage disposal from vessels.
WASTE OIL DISPOSAL: Collection is available with tank truck up to 8 cu.m. in ordinary working hours without any charges.
Notice for collection must be given 48 hours before vessel's arrival.
SEAMAN'S CLUBS: Nearest Seaman's Club at Helsingborg, 20 km. South of Hoganas.
CURRENCY: Swedish Kroner (SEK).
AUTHORITY: Hoganas Hamnbyggnads AB., Box 39, S-26383 Hoganas, Sweden. *Tel:* (Harbour) (46) 042-338224. *Telex:* 72368 Hbmet S. *FAX:* (46) 042-341130. *Cables:* Clayworks Hoganas. *Contact:* Bo Norberg, General Manager. Leif Andersson, Harbour Master.

HORNEFORS: 63.37 N. 19.54 E. (See Plan)

PULP AND PAPER MILL IS CLOSED AND PARTLY DISMANTLED. NO OPERATION TAKING PLACE AT PRESENT. IT IS ONLY POSSIBLE TO CALL AT THE PORT DURING DAYLIGHT.

DOCUMENTS:
1 List of Bonded Stores.
2 Tobacco Lists.
3 Crew Lists.
3 Passenger Lists.
Health documents, none – if all on board healthy. In case of illness on board, this must be reported to Customs on arrival.
Copy B/L and copy Manifest.
PILOTAGE: Pilot station, Bredskar Tel: 090-45021; Pilot must be ordered 5 hours before arrival. If change in position, this must be advised at least 2 hours before arrival. Pilot can also be taken at Skagsudde Pilot Station Tel: 0660/66003. (Also see "Stockholm").
ANCHORAGES: Will be advised by Pilots.
RESTRICTIONS: Daylight entry only possible.
MAX. SIZE: Max. length 105 m. – 110 m. Max. draft 5.8 m.
RADIO: Harnosand Radio, Tel: 0611-12733.
TUGS: Available. Tugs to be ordered in advance.
BERTHING: No particular arrival times necessary.
CRANES: None available.
STEVEDORES: Labour must be ordered latest 1430 hrs. day before commencement loading, and if such day is Monday labour to be ordered before 1100 hrs. Saturday.
MEDICAL: No special regulations. Hospital and doctors available day and night.
FRESH WATER: By pipe, 2 t.p.h.
FUEL: No fuel available in port. Must be ordered from Holmsund.
CONSULS: None.
REPAIRS: No facilities available.
GANGWAY/DECK WATCHMEN: Not compulsory, but can be arranged.
OPENING/CLOSING HATCHES: Normally done by ship's crew.
CERTIFICATES:
Lighthouse dues (receipts).
Oil Record Book.
Derat Exemption Certificate.
Nationality Certificate.
Ship's Register (International form).
For open/closed ships – Freeboard Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes man/week or 250 grams of tobacco man/week. Wines/Spirits, 1 bottle of wine and 1 bottle of spirits man/week. Note: Must be 21 years of age before crew member is allowed to have spirits or wines.
REPATRIATION: No facilities for crew changes.
AIRPORT: 25 km. from port. Served by Linjeflyg, domestic services flights to Stockholm 6 times a day.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: Christmas Eve; Christmas Day; Second day after Christmas; New Year's Eve; New Year's Day; Easter Friday; Saturday and Sunday; Midsummer Eve and Midsummer Day; Whitsunday; Epiphany (1st May); Ascension Day; The Day of All Saints (1st weekend November).
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: None available for placing on board.
IDENTIFICATION CARDS: Not necessary.
AUTHORITY: Hornefors Foretagscentrum AB, 91020 Hornefors, Sweden. *Tel:* 0930-20900. *FAX:* 0930-20958.

HUDIKSVALL (including Iggesund): 61.44 N. 17.07 E. (See Pla

PORT LIMITS: Vessel is considered to be an "arrived vessel" wh berthed alongside quays in port or, if berths not available, at ancho Inner Roads, outside berths; but not when vessels, owing to darkn etc., are anchored outside pilot stations or in Outer Fairways.
DOCUMENTS: If arriving direct from foreign port, following docume presented to Customs Officer who embarks during office hours (080 1700 hrs.):
3 Crew Lists, 2 Tobacco Lists, Derat Certificate (not over 6 mon old), Certificate of Nationality, Certificate of Tonnage, 2 Manife covering incoming cargo.
Receipts of Light Dues, paid to Swedish Authorities during year.
PILOTAGE: Gavleborg Pilots will undertake pilotage. Call "Gavlebo Pilots" on VHF Channels 16/13 to arrange rendezous.
ANCHORAGES: Anchorage places for vessels awaiting Pilot anchoring owing to weather conditions: 61° 37.5′ N., 17° 25.0′ 61° 37.0′ N., 17° 22.0′ E.; 61° 37.7′ N., 17° 21.3′ E. depending up prevailing winds, etc. Bottom mud and/or san Depth 10 m. – 30 m.
RESTRICTIONS: No tidal water at Hudiksvall. Tankers of more th 100 m. in length between perpendiculars not allowed entry dur darkness because of narrow channel with some bends. Dry car vessels up to 150 m. length allowed entry after dark.
MAX. SIZE: *Tankers:* Daylight 45,000 d.w.t., length 210 m., draft 9.8 After dark 6,000 d.w.t. length 100 m., draft 7.5 m.
Other Vessels: 16,000 d.w.t., length 160 m., draft 8.7 m.
LW between 0.2 m. – 0.5 m. sometimes as much as 0.7 m. bel MWL, may occur often. LW periods may occur when N.W. winds blowi over Northern Sweden.
HEALTH: Pratique automatic. No doctor visits incoming vessels if n specially ordered for treatment on board, etc.
RADIO: Vessels coming from South and having not yet passed t Stockholm area are recommended to call Stockholm Radio – VH Channels 25 or 28 for vessels between Gotland/Sweden, 24 outs Stockholm South, 28 Stockholm East and North, 23 North of Aalan Sea, and in Gavle Bay. Hernosand Radio SAH: Channels 25 Hudiksv area, 24 Sundsvall area, 23 Hernosand area, 28 Ornskoldsvik are Hudiksvall harbour office: Channel 16. Working Channel 9.
TUGS: Tug compulsory for tankers over 6,000 d.w.t. and for oth vessels over 8,000 d.w.t. in fairway. Vessels met near isle "Enbarsskar" at Lat. 61° 39.5′ N., Long. 17° 17.0′ E. For moor purposes tug compulsory for tankers over 6,000 d.w.t. and for oth vessels exceeding 5,000 d.w.t. Ship's lines used. Ice-breaking t "Mercur", call sign SIJL, 3,000 h.p. available in Hudiksvall during th whole year.
BERTHING: Main berth Hudiksvall draft allowed at MW 8.6 m. alongs 165 m., thereafter 5.4 m. alongside 30 m. and thereafter 4.8 alongside 160 m. One Ro–Ro ramp draft allowed 8.6 m. at MW.
Pier at Iggesund 7.3 m. draft allowed MW 150 m. length of pi Ro-Ro berth 17.4 m. draft if more than 12 m. from Ro-Ro berth, if les draft allowed 6.2 m. Ro-Ro berth II 7.3 m. draft allowed if more tha 12 m. from berth, if less, 6.6 m.
STEVEDORES: Ordered 1600 hrs. on day preceding vessel's arriv For loading starting Monday morning, gangs to be ordered befo 1100 hrs. local time Saturday. 3 – 5 gangs available at Hudiksvall an Iggesund. Working hours: Monday-Friday, 0700 – 1600 hrs.; Meal hou 0900 – 0930, 1230 – 1300. 2 hours' overtime at extra cost of 50 Monday, Tuesday, Thursday, Friday (1600 – 1800 hrs.). For complet vessel, further 3 hours Monday, Tuesday, Thursday, Friday (1800 2100 hrs.). Extra cost of 100%. For completing vessel 5 hours' overti can be obtained on Wednesday (1600 – 2100 hrs.), 2 hours at 50% an 3 hours at 100% extra.
On Saturdays no normal work, but stevedores available for maximu 8 hours' work, 100 per cent overtime has to be paid, and minimu 5 hours has to be paid even if vessel working less than 5 hou on Saturdays.
TANKERS: One berth only. Depth alongside 10.9 m. Draft allow 9.8 m. at MW. Pipe diameter for fuel: 10 in., light oils: 8 in. Connecti hoses between pipes and vessel: 8 in. diameter, both types. Shore tan lie about 100 m. – 200 m. from berth, 5 m. – 8 m. above sea. Surfa of jetty about 2 m. above sea level.
DENSITY: Average 1002 – 1001.
FRESH WATER: Fresh water available all berths. Delivery capac about 15 t.p.h. – 20 t.p.h. During Winter it is difficult to arrange hose vessels assist with own hoses.
FUEL: Available all berths. Delivered by tank-lorries from Sundsv 50 miles North of Hudiksvall. 24 hours' notice required.
FIRE PRECAUTIONS: No special precautions. Within bounded area jetty smoking prohibited. Also on new quay outside sawmill.
CONSULS:

Country	*Address*	*Tel. Office*	*Tel. Home*
Denmark	Marknadsgatan 1 Hudiksvall	0650/11 712	0650/10 98
Finland	Varvsgatan 2–4 Hudiksvall	0650/15 250	0650/10 05
Great Britain	Drottninggatan 48 Gavle	026/18 03 00	
Germany	Skeppsbroplatsen Sundsvall	060/15 55 00	060/15 24 060/62 22

DRY DOCKS: None.
REPATRIATION: Possible.
GANGWAY/DECK WATCHMEN: Available in all ports, not necess if not required by vessel.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCES: Crew over 18 allowed 200 cigarettes bottle of spirits out of bond. If vessel stays in Swedish ports but sti foreign trade, above quantities obtained from bond once a week (eve 7 days). Instead of spirits 1 bottle wine or 6 bottles export beer allowe

REPAIRS: Small engine and deck repairs. To be ordered through vessel's Agent or through stevedoring foreman onboard.
AIRPORT: Nearest regular airport is new airport at Hudiksvall. There are daily connections with Stockholm.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: No work on following days, although not all legal holidays. New Year's Day; Epiphany; Good Friday (Easter); Easter Eve; Easter Monday; Labour Day; Ascension Day; Whitsun Eve; Whit Monday; Midsummer Eve; Midsummer Day; All Saint's Day; Christmas Eve; Christmas Day; Second Christmas Day; New Year's Eve.
POLICE/AMBULANCE/FIRE:

Police Hudiksvall	Tel: 0650/15 600 or 90 000
Police Iggesund	Tel: 0650/20 820 or 90 000
Ambulance Hudiksvall	Tel: 0650/10 670 or 90 000
Ambulance Iggesund	Tel: 0650/10 670 or 90 000
Fire Hudiksvall	Tel: 0650/10 670 or 90 000
Fire Iggesund	Tel: 0650/20 329 or 0650/20 812
Doctor Hudiksvall	Tel: 0650/17 370 or 90 000
Doctor Iggesund	Tel: 0650/70 026 or 90 000
Hospital Hudiksvall	Tel: 0650/92 000
Hospital Iggesund	Tel: 0650/92 000

TELEPHONES: No telephones available for connecting onboard at Iggesund. At Hudiksvall telephones available. Skr 25 per day plus cost of calls.
IDENTIFICATION CARDS: Not needed. If crew going to doctor or to hospital preferable he carries passport.
SERVICES: No tank cleaning or discharge of tank washings.
PORT REGULATIONS: Speed limit: maximum 5 knots within the harbour basin. Plastic pipe is laid out on the bottom around the oil berth, anchoring during berthing is prohibited. Pipe filled with compressed air after vessel's mooring, comes up to the surface forming ring around vessel and oil jetty as protection against oil leakage.
DELAYS: During Winter (December-April) delays on berthing/sailing owing to ice in fairways and alongside quays. Mooring delays will occur owing to ice between vessel and quay.
GENERAL: Hudiksvall port is very near town. Railway station, bus station, etc., very near port. Oil port about 700 m. from town.
The port of Stocka is closed to commercial vessels.
AUTHORITY: Hudiksvalls Hamnstyrelse, Tullhuset, 82400 Hudiksvall, Sweden. *Tel:* 0650/19166. *FAX:* 0650/17140. *Contact:* Arne Strandell, Harbour Master.

HUSUM: 63.20 N. 19.09 E. (See Plan)

PILOTAGE: Contact local Agent: Grundberg Shipping AB, Tel: 0660-10235. Clearing Tel: 0660-82805, 82806.
MAX. SIZE: Max. draft 10.6 m.
TUGS: Available.
BERTHING: No special requirements other than authority from local Agent.
In the South part of the harbour basin there is a new concrete berth; namely the raw material berth.
(i) The South part of the wharf is 180 m. long with 11.4 m. depth.
Loading: Pulp and paper by mobile cranes. Turpentine and resin-oil via 6 in. – 8 in. pipe-connections. Capacity 200 t.p.h.
Discharging: Raw oil via 12 in. and sodium hydrate via 6 in. – 8 in. pipe-connections. Unloading of limestone, china clay, sodium sulphate, sulphur, aluminium sulphate, softwood and hardwood by mobile cranes.
(ii) The North part of raw material berth is 65 m. long, 10 m. depth. with a solid Ro-Ro berth 16 m. wide. There are connections available for loading/unloading fluid products.
To the North of the raw material berth there is the loading berth, 300 m. long and approximately 10 m. depth for loading pulp and paper using mobile cranes. Connected to the loading berth is a solid Ro-Ro berth with a ramp, length 30 m.
There are warehouses with a total storage capacity of 15,000 sq.m.
(iii) Barge quay with length 90 m. and width 40 m. for vessels up to 120 m. LOA for discharge of timber.
STEVEDORES: Stevedores can be ordered from representative of local Agent. Labour must be ordered prior to 1400 hours to start following day or for a second shift. Labour for the same day at 1000 hours must be ordered at 0800 hours, labour for 1200 hours ordered at 0930 hours and labour to start at 1400 hours ordered prior to 1100 hours.
FRESH WATER: Available through hose pipes.
FUEL: All grades and viscosities available through bunker suppliers.
AIRPORT: Approximately 15 minutes by car, served by regular airlines.
TIME: GMT plus 1 hour. Summertime kept April to October.
POLICE/AMBULANCE/FIRE: All services available.
TELEPHONES: Available on wharf.
SERVICES: Post, telefax and telex facilities. Various other services available or can be provided.
GENERAL:
Tides: Water level in metres above (+) and below (−) average water level.

High water level	+1.0 m.
Normal high water level	+0.7 m.
Normal low water level	−0.6 m.
Low water level	−1.1 m.

Local Travel: Buses from Husum to Ornskoldsvik (25 km.). Railway station at Ornskoldsvik.
AUTHORITY: Mo och Domsjo AB, Harbour Department, Husum Mill, S-89035 Husum, Sweden. *Tel:* 0663-18416. *Telex:* 6058 Massa/Pulp or 6070 Papper/Paper. *FAX:* 0663-18310. *Cables:* Modo AB, Husum Mill. *Contact:* Ake Jonsson, Traffic Manager.

KALMAR: 56.40 N. 16.22 E. (See Plan)

DOCUMENTS: See "Stockholm".
PILOTAGE: Compulsory for vessels carrying dangerous cargo and vessels exceeding 800 g.r.t. Pilot may be ordered on VHF, Channel 16 or by telephoning 0480/10719. Approaching from North, Pilot boards at Skaggenas or Krongrundet, from the South at Tradgardsgrundet. Round-the-clock service provided. (Also see "Stockholm").
ANCHORAGES: Good anchorage available outside port.
MAX. SIZE: Largest vessel 25,000 tons deadweight, LOA 560 ft. (approx.), draft 24 ft. Channel and harbour depth 26 ft.
TUGS: Available, order by Tel. 56200.
RADIO: Stockholm Radio.
VHF: Harbour Master on VHF Channel 16.
BERTHING:

Quay	*Berth* No.	*Length* (m.)	*Depth* (m.)
Elevator Kajen	2 – 3	200	7.7
Finngrundet-			
Barlastholmen	22 – 31	990	5 – 7.7
Tjarhovet	38 – 47	910	6 – 7.7

Permanent Ro-Ro berth available at Berth No. 28/29.
CARGO HANDLING FACILITIES: 3 portable electric cranes of 5 tons each, 5 mobile cranes of 18 – 36 tons.
STEVEDORES: Available weekdays 0700 – 1630 hrs. Overtime is worked Saturdays and eves of public holidays.
MEDICAL: Hospital available.
TANKERS: Oil Dock (Berth No. 48) has depth of 8 m. alongside and has dealt with partly loaded ships of 25,000 tons. Discharge capacity about 1,300 t.p.h.
FRESH WATER: Available from wharves.
FUEL: Bunkers available by barge or at Oil Dock. Tel: (480) 11730.
CONSULS:

Danish Vice-Consulate	Tel. 14719
Finnish Consulate	Tel. 15580
German Consulate	Tel. 26100
Netherlands Vice-Consulate	Tel. 14444
Norwegian Vice-Consulate	Tel. 10032

REPAIRS: Available. Divers for underwater repairs.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Crew or stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes plus 1 bottle spirits.
AIRPORT: 5 km. from the port.
GARBAGE DISPOSAL: Skips provided alongside, no charges. Contact Tel: 56206.
WASTE OIL DISPOSAL: Service available through Messrs. Braendewalls, Tel: 22611. Charges due for service required. Waste oil from spillage/engine room – free of charge, provided only limited quantities.
SEAMAN'S CLUBS: Kalmar Sjofartsklubb, Olandsgatan 45. Tel: 10810.
CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00 = SEK 7.95 (24.2.94).
AUTHORITY: Kalmar Hamn, Box 810, S–39128 Kalmar, Sweden. *Tel:* 0480-56200. *FAX:* 0480-56043. *Contact:* Carl-Johan Nordheim, Port Manager.

KARLSBORGSVERKEN (Kalix District): 65.48 N. 23.17 E.

PILOTAGE: Pilot station at Lulea.
MAX. SIZE: Max. draft entrance to Karlsborgsverken 6 m., to Axelsvik 8.8 m. Size no limit.
TUGS: Tugs must be ordered from Lulea.
BERTHING:

	Max. draft. (m.)	*Length of quay* (m.)
Cellulose Quay	6.0	145
Timber Quay	6.0	250
Axelsvik Oil Harbour	8.8	60
Tore (17 nautical miles)		
N.W. Karlsborgsverken	6.0	170

The Cellulose Quay and the Axelsvik Oil Harbour are private quays, owned by ASSI, Karlsborgsverken. The Timber Quay is owned by Kalix Kommune.
CRANES: No land cranes. Mobile cranes to hire for loading/discharging.
STEVEDORES: Available, No particular ETA advice required except as normally sent by Master to the Agent.
MEDICAL: Hospital and dental services available.
TANKERS: Axelsvik (Oil Harbour) 4 miles East. See "Berthing".
FRESH WATER: Available at all berths except at Axelsvik Oil Harbour.
CONSULS: None.
REPAIRS: Workshop available for minor repairs.
OPENING/CLOSING HATCHES: Usually carried out by the vessel's crew.
AIRPORT: Lulea 85 km. from Karlsborgsverken.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Telephone 90000 in emergency and ask for service required.
TELEPHONES: Available at quays.
SHORE LEAVE: Allowed.
AGENT: Grundberg Shipping AB, P.O.Box 716, S-941 28 Pitea, Sweden. Tel: 0911 46070. Telex: 68307 Shipexp S. Fax: 0911 46175. Cables: Grundbergs Pitea.
All communications to be via Pitea.

KARLSHAMN: 56.10 N. 14.52 E. (See Plan)

DOCUMENTS:
3 Crew Lists (IMO Forms).
3 Passenger Lists.
2 Tobacco Lists.
2 Stores Lists.
1 Manifest.
1 Bill of Lading.

PILOTAGE: Vessels approaching port call Karlshamn Pilot Station 5 hours in advance on VHF Channel 16. Pilot boat orange coloured. Lights and sound signals as international regulations. Pilot boat always located 2 nautical miles South from Ortholmen Pilot Station, this point marked on charts. Location of anchorage in same area where Pilot taken. (Also see "Stockholm").

ANCHORAGES: Depths of water in anchorage area approximately 20 m. – 25 m.

MAX. SIZE: Max. draft: Tankers at Kolo Oil Harbour and Oxhaga Oil Harbour require 0.5 m. underkeel clearance if fitted with double bottom, and 1.0 m. if not. For remaining harbours within the port area minimum 0.5 m. underkeel clearance required.

Max. length of vessels at Kolo Oil Harbour 260 m., at Oxhaga Oil Harbour 220 m., at Sutudden Oil Harbour 190 m., and at Stilleryd Harbour 220 m. No tide.

HEALTH: If infectious disease on board Master must immediately send information to Agent.

RADIO: Karlskrona Radio.

RADAR/VHF: The pilot station is fitted with radar and VHF.

TUGS: 2 tugs available, 3,000 h.p. and 2,000 h.p. Join vessels about 1 nautical mile outside harbour boundary. Tugs lines always used. Vessels of 10,000 d.w.t. and over require a minimum of one tug.

BERTHING:
Inner Harbour: West Harbour Area.

Berth	*Length* (m.)	*Depth* (m.)
Ocean Quay	150	9.0
Soja Quay	250	8.5
West Quay	400	7.5 – 6.0

These quays are served by 2 rail-bound bulk goods cranes of 5 – 10 tons. 2 grain elevators available.

Via the West Harbour area oil seed plants, copra and vegetable oils for the Karlshamn Oil Factory (AKO) are shipped as well as other bulk goods.

East Harbour Area.

Berth	*Length* (m.)	*Depth* (m.)
East Pier	160	7.5
East Quay	350	6.0

The East Pier is equipped with 2×6.7 tons rail-bound unit goods cranes. Adjacent to the East Pier are 2 stores with a total floor area of 7,000 sq.m.

Loading and discharging is carried out with mobile cranes at the East Quay. The Harbour has 3 mobile cranes with lifting capacities ranging from 4 tons to 23 tons.

Goods shipped via the East Harbour area include timber products, timber, bulk goods and general cargo.

Sterno Harbour:
A special harbour for stone products, wood and timber. Depth is 6 m.

Stone blocks are loaded at a special quay and crushed stone products, chiefly diabase which is used for producing mineral wool, are discharged from quay by a stone-crushing plant. The crushing plant is owned by NCC.

Stilleryd Harbour:
The harbour consists of a 400 m. long quay with water depths of 8 m. and 11 m. on the West side, and one 150 m. long quay on the East side with 8 m. water depth. 2×35 ton and 1×20 ton luffing cranes are used for loading and discharging vessels and they are backed up by mobile cranes. Double railway tracks serve the quay.

The harbour also has Ro-Ro facilities with depths 8.0 m. – 11.0 m. Stilleryd Harbour accommodates vessels of up to 40,000 d.w.t. The harbour area features 6 warehouses with a total storage area of 32,000 sq.m. Adjacent to the quay area is a stockyard of approximately 200,000 sq.m., of which 50,000 sq.m. is asphalted.

Sodra Skogsagarna ship products like paper pulp, paper, wood chips, pulpwood, etc. via the Stilleryd Harbour. Fernstroms Granitindustrier ship stone blocks while Vikingtra AB ship wood and timber via this harbour.

MEDICAL: Hospital facilities available.

TANKERS: Different lines used. From 12 in. to 6 in. depending on cargo to load/discharge. 3 different loading/discharging berths available. 1 at Inner Harbour, 1 at Kolo Harbour and 1 at Oxhaga.

Kolo Oil Harbour:
Position Lat. 56° 09′ N., Long. 14° 43′ E. Pilot boards by Laknallarna, position Lat. 56° 07′ 8″ N., Long. 14° 53′ E. Max. LOA 260 m., max. draft 13.5 m. 75,000 d.w.t. or 100,000 d.w.t. with part load. Depth at berth and approaches 14.00 m. 2 tugs are generally used.

The pipeline is 20 in., length 400 m. and hose connection 12 in. Max. rate, 1,500 cu.m./hour (HFO). There are no ballast facilities and no clean ballast can be discharged into harbour. Vessels are allowed to clean tanks and gas free in the roads only.

Fresh water available at 20 t.p.h. by pipeline.

Old Oil Harbour:
Situated at Sutudden where a large number of major oil corporations and manufacturing companies have their depots. Heavy and light fuel oils, diesel oil, petrol and paraffin are imported and stored here. Storage capacity amounts to approximately 180,000 cu.m. of which half consists of underground storage facilities.

The oil quay has a depth of 11.0 m. and can accommodate fully-laden tankers of up to 30,000 d.w.t. with draft 10.50 m.

Oxhaga Oil Harbour:
The oil harbour is situated at Munkahusviken where the water depth the quay is 13 m. Underground storage facilities with a total capacity 400,000 cu.m. – 200,000 cu.m. for heavy oil and 200,000 cu.m. for li oil – have been constructed. Storage has been leased to manufactur companies, municipalities and oil companies.

There is an LPG underground storage of 50,000 cu.m. within harbour. LPG tankers discharge at the oil pier.

Oxhaga Nabb's oil harbour is used by fully laden tankers 50 – 55,000 d.w.t. Depth of water 13 m., max. draft 12.5m.

An above ground storage area for petroleum, oil and chemicals planned for the oil harbour areas. Surveys have shown that it is possib to build additional underground storage facilities for petroleum produ in the Oxhaga area.

DENSITY: 1006.

FRESH WATER: Fresh water available and delivered by hoses.

FUEL: All grades available.

CONSULS:

Denmark, Tel: 16000.	Netherlands, Tel: 19760
Finland, Tel: (0454) 15420.	Norway, Tel: (0454) 15385

REPAIRS: Small deck and engine repairs can be effected.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Watchmen only necessary wh tankers discharge petroleum products.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: Certificates of Tonnage, Derat Certificate.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man/wee Wine and/or Spirits, 1 bottle per man/week.

REPATRIATION: Facilities for repatriation of crew possible.

AIRPORT: Distance from airport 30 km. 10 flights per day.

HOLIDAYS: January 1st and 6th; Easter; May 1st, 15th, 26th; Ju 21st; December 25th, 26th. Work can be arranged during holidays.

POLICE/AMBULANCE/FIRE: Tel. 90 000.

TELEPHONES: Telephones on board arranged at cost of 235 Sw. K

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: Port Authority provides garbage disposal containers alongside.

WASTE OIL DISPOSAL: Waste oil from ship's engine rooms receive free of charge (under conditions stipulated in "Harbour Tariffs a Regulations") into tank ashore, max. 500 cu.m. or by tanker truck Located at Sutudden Oil Harbour. Tel: 46-454-81500. Fax: 46-45 13590. Telex: 4501 Hamnen S. Weekdays 0700 – 1600 hrs.

SEAMAN'S CLUBS: Seaman's House, Prinsgatan 2, 37433 Karlsham Sweden. Tel: 46-454-10489.

CURRENCY: Swedish Kronor (SEK).

AUTHORITY: Karlshamns Hamnar, P.O.Box 8, S-37421 Karlsham Sweden. *Tel:* 46-454-81500/81502. *Telex:* 4501 Hamnen S. *FAX:* 4 454-13590. *Contact:* Ulf Janson, Harbour Master.

KARLSKRONA: 56.10 N. 15.36 E.

DOCUMENTS: See "Stockholm".

PILOTAGE: Pilot is taken at Aspo. Tel. 0454-14102. (Also se "Stockholm"). Ordering Pilot between 2100 – 0500 hrs. conta Karlshamn Pilot Station tel. 0454/14102. Stations operating on VH Channel 16. Pilot should be ordered 5 hours in advance. Pilot boa usually orange.

ANCHORAGES: On roadstead. Refer to Nautical Chart No. 8 (Swedish).

MAX. SIZE: Max. draft 9.0 m.

HEALTH: See "Stockholm".

RADIO: Stockholm Radio. Karlskrona Radio.

VHF: Karlskrona Port Office equipped with VHF Channels 16, 1 13 and 12.

RADAR: Radar service available when entering port. Tel. 0455/2507 or 0455/50780.

TUGS: Tug assistance available.

BERTHING: Total quay length 4,700 ft., oil terminal 400 ft., Dep alongside quay 13 ft. – 33 ft., oil terminal 29.5 ft. Ro-Ro quay 23 ft.

STEVEDORES: Available. Ordered through Agents or directly b tel. 0455/10518.

MEDICAL: Advance notice to Agents desirable.

TANKERS: No specific requirements applicable to oil carrie Two tanker berths available. Draft 7.0 m. and 8.5 m.

FRESH WATER: Available, customary delivery from quay-berth.

FUEL: All grades available. No advance notice required.

CONSULS:
Danish Vice-Consul, tel. 15006.
Netherlands Vice-Consul, tel. 10926 and 12495.

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Largest dry dock: length 185 m., breadth 20.76 m depth 8.80 m. Six smaller docks.

OPENING/CLOSING HATCHES: Normally carried out by crew.

REPATRIATION: Not allowed.

AIRPORT: 30 km. from port.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

POLICE/AMBULANCE/FIRE: Tel. 90000.

TELEPHONES: None available.

SERVICES: Compass adjusting.

AUTHORITY: Karlskrona Stadsbyggnadskontor, Amiralitesgatan 2 37101 Karlskrona. *Tel:* 0455-83000.

KARLSTAD: 59.23 N. 13.31 E. (See Plan)

PORT LIMITS: Vessel considered to be an "arrived ship" when berthed, or anchored South of the Gerholmsrevet Buoy in case of congestion.
DOCUMENTS: As usually required in Swedish ports.
PILOTAGE: Not compulsory. However Pilots available.
ANCHORAGES: There is a safe anchorage South of the Gerholmsrevet Buoy, sand and clay.
RESTRICTIONS: There are no restrictions imposed upon entry.
MAX. SIZE: Vessel's length, breadth and draft maximised by the locks of the Trollhatte Canal (88 m. × 13.2 m. × 5.4 m.).
HEALTH: Documents' etc. as usually required in Swedish ports.
RADIO: Gothenburg Radio.
VHF: ETA to be given to Karlstad Port Radio (0800 – 1600 hrs. local time).
RADAR: No port radar available.
TUGS: Two icebreaking tugs available. Ship's lines usually used.
BERTHING:

Vanerterminalen	Length	175 m.
(The Venerterminal)	Ship draft	5.4 m.
Mobile cranes		
Styckegodskajen	Length	270 m.
(The general cargo quay)	Ship draft	5.4 m.
Three general cargo cranes	6 tons	
Trakajen	Length	120 m.
(The wood quay)	Ship draft	5.4 m.
Mobile cranes		
Kolkajen	Length	350 m.
(The coal quay)	Ship draft	5.4 m.
One bulk cargo crane	5 tons	
One heavy-lift crane	28 tons	
Wermlands Kajen	Length	200 m.
(Wermlands Quay)	Ship draft	5.4 m.
One container crane		
Lambergshamnen	Length	230 m.
(The Lamberg Harbour)	Ship draft	5.0 m.
Mobile cranes		
One heavy-lift crane	160 tons	
Inrehamnen (Inner harbour)	Not used by merchant vessels.	
Oljehamnen	Each pier	70 m.
(Oil harbour)	Mooring space both sides	
Three jetties for handling oil, etc.	Ship draft	5.4 m.

STEVEDORES: Modern and extensive machinery equipment. Loading/discharging can be arranged in two or three shifts.
MEDICAL: Hospital facilities available.
DENSITY: Fresh water in the port.
FRESH WATER: Delivered by hose from piping on the quay.
FUEL: All kinds of bunker oil available.
CONSULS: Denmark, Finland, Germany and Norway.
REPAIRS: All kinds of deck and engine repairs possible. Slipway 2,300 tons
SURVEYORS: All major Classification Societies represented in nearby port of Gothenburg. Government ship surveyor situated at Karlstad.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Usually carried out by crew
CUSTOMS ALLOWANCES: As usually allowed in Swedish ports.
CARGO GEAR: Shore gear usually used.
REPATRIATION: Crew changes and repatriation can be effected.
AIRPORT: Regular domestic airlines. Several flights per day to and from Stockholm and Gothenburg.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Telephone number 90 000.
SERVICES: Tank-cleaning equipment and facilities for discharge of tank washings available.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not necessary for shore leave.
REGULATIONS: Ship's propulsion machinery may not be used when ship is berthed.
DELAYS: Normally not to be expected.
AUTHORITY: Karlstads Hamn, Box 5030, S-65005 Karlstad, Sweden. *Tel:* 054-195000. *FAX:* 054-113316. *Contact:* Captain P. Thomas Ahsberger, Port Director. Ake Sallnas, Harbour Master.

KLINTEHAMN: 57.23 N. 18.11 E. (See Plan)

The Harbour Quay is 340 m. long and depth 5 m. Depth on entrance 5.5 m. The most unfavourable winds are South — West. The harbour is however to be considered as good and safe.

Most products are loaded/discharged with mobile cranes.

Documents needed are Nationality Certificate, Bill of Measurement, Passenger List, Crew List, Derat Certificate, Ship's and Crew Declaration.

Pilot Station at Visby. Pilots have VHF on Channel 16.

Bunkers and water can be obtained.

AUTHORITY: Gotlands Kommun, Hamnkontoret, 62020 Klintehamn, Sweden. *Tel:* 0498-40076. *Contact:* Curt Ohlsson, Port Captain.

KOPING: 59.31 N. 16.00 E. (See Plan)

DOCUMENTS: See "Stockholm".
PILOTAGE: Via Sodertalje: Pilots obtainable for inward bound vessels from Landsort to Sodertalje and from Sodertalje to Koping; for outward bound vessels from Koping and Sodertalje. Via Stockholm: Pilots obtainable for inward bound vessels from Simpnas, Furusund, Sandhamn, Dalaro and Landsort to Stockholm and from Stockholm to Koping; for outward bound vessels from Koping and Stockholm. (Also see "Stockholm"). Harbour pilotage obtainable but not compulsory in harbour area. Assistance of a boatman is compulsory for arriving vessels.

Distances: Landsort – Sodertalje (nautical miles), 34; Sodertalje – Koping, (nautical miles), 69; Landsort – Dalaro, (nautical miles), 32; Dalaro – Stockholm, (nautical miles), 46; Sandhamn – Stockholm, (nautical miles), 36; Stockholm – Koping, (nautical miles), 78; Vasteras – Koping, (nautical miles), 27; Harbour Pilotage, (nautical miles), 2.
ANCHORAGES: At the "Broken" light buoy, clay bottom.
RESTRICTIONS: Ice is prevalent in Lake Malaren and the inlet from the Baltic from January to March, but the entrance channel is kept open during Winter season.
MAX. SIZE: The pilot station on Lake Malaren, Tel: 0755/30467, will give information on the max. admissible sizes of vessels. In general the following applies:

Max. Admissible	*Via Sodertalje*	*Via Stockholm*
Length	124 m.	110 m.
Breadth	17 m.–18 m.	15 m.
Draft	6.5 m.–6.8 m.	5.65 m.
Height of masts above water level	35 m.	26 m.

The figures stated for the draft are subject to variation according to the water level. The entrance fairway to the port has been dredged to a depth 7.6 m., the width of the bottom being 60 m.
VHF: Work frequency Channel 14. Call Koping Port Radio, Channel 16.
TUGS: Available day/night.
BERTHING: *Deep-Water Harbour:* (built 1932, large extension 1936-64) has 152 m. of quayage with a depth of 6.2 m. and 377 m. with a depth of 7.3 m. alongside, and is equipped with 4×7 ton level-luffing jib cranes, 2 of them having a maximum lifting capacity of 10 tons each at 18 m. radius; 1×33 ton and 1×36 ton "multi-purpose" crane.

There is also an 80 m. quay, depth 6.2 m. – without cranes – where loading/unloading by vessel's own winches can be undertaken.

Mobile cranes also available.

The quays are rail-connected and equipped with connections for supplying electricity, telephones and fresh water.

There are about 10,000 sq.m. of concrete stockyards within reach of the cranes, and outside this area and at a short distance from the cranes, a space of about 40,000 sq.m. is available for storage of goods. There are also about 22,000 sq.m. of sheds of different types in connection to the quays.

The cranes are well equipped with lifting devices such as grabs of different types etc. Conveyor belts of varying length, fork trucks, trimming and other cargo handling equipment are also available.

Oil Harbour: A modern oil harbour is situated at the mouth of River Kopingsan (North side), the jetty having one outside and one inside berth with depth of 7.6 m. and 5.7 m. respectively.

On the North side is an 80 m. concrete quay for grain loading vessels. Depth alongside 7.3 m.

Private Wharves: A private harbour, belonging to Cementa Co., is situated in the immediate vicinity of the "Deep-Water Harbour". There is a 110 m. concrete quay, with 7.3 m. alongside, and 1×6 ton travelling portal crane and 1 belt conveyor available. There is also a 50 m. pier, same depth, for self-unloading (cement) vessels.
STEVEDORES: Working hours: 0700 – 0900 hrs., 0930 – 1300 hrs. and 1330 – 1600 hrs. (Monday to Friday). Special conditions on Christmas Eve, New Year's Eve, Easter Eve, Whitsun Eve and Midsummer Eve.

Overtime work: can usually be executed on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays and for 6 hours on Saturday.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Minor mechanical, electrical and other repairs can be carried out by different local firms. Diver available.
GARBAGE DISPOSAL: Service available. Contact Malarterminalen Koping AB. Tel: 18110.
WASTE OIL DISPOSAL: Service available. Contact Malarterminalen Koping AB. Tel: 18110.
SEAMAN'S CLUBS: None.
AUTHORITY: Malarterminalen Koping AB, Box 142, S-731 23 Koping, Sweden. *Tel:* 46-221-18110. *FAX:* 46-221-20835. *Contact:* Arne Risfors, Managing Director.

KRISTINEHAMN: 59.19 N. 14.07 E. (See Plan)

PORT LIMITS: A line drawn Westward from Strandudden to Valon (see Swedish Chart No. 132) defines the seaward limits of the port.
PILOTAGE: Pilotage compulsory for vessels exceeding 1,200 d.w.t. regardless of cargo being carried and for all ships carrying dangerous cargo.

Certificate may be granted to sail without Pilot after service-examination.

Pilots available at Vanersborg, the entrance to the Lake of Vanern after leaving Trollhatte Canal, and at Kristinehamn.

No local pilotage.

DOCUMENTS:
Certificate of Nationality.
Identification and Measurement Papers.
Oil Log.
Certificate regarding insurance for oil damage.
Derat Certificate.
Last Port Clearance.
1 copy of General Declaration (Form 611.10).
2 copies Ship's Stores Declaration (Form 611.13).
2 copies Crew's Effects Declaration (Form 616.8).
2 copies Cargo Declaration (Form 611.7).
1 copy Crew List (Form 612.13).
1 copy Declaration on account of Import Prohibition as to Livestock (Form 730.5).
1 copy Maritime Declaration of Health (Form 612.7).
ANCHORAGES: In the Varnumsviken, N.W. of Kristinehamn. The roads have a depth of 5 m. – 9 m., bottom clay.
RESTRICTIONS: In Winter, the fairways to the harbour will be kept open by the local icebreaker from 0600 hrs. until 1600 hrs. Any icebreaking services beyond these hours have to be ordered and will be charged accordingly.
MAX. SIZE: All vessels capable of passing through the Trollhatte Canal can enter Kristinehamn. Max. dimensions: Length 87 m., beam 13 m., draft 5.3 m.
HEALTH: First entry will be cleared alongside, otherwise automatic.
VHF: The port can be reached by VHF Channels 9, 11, 12, 14 and 16. In Winter, the icebreaking tug may communicate on all channels.
Instructions/Regulations regarding traffic communications will be available when passing the Trollhatte Canal.
RADAR: No port radar service.
TUGS: The tug "Dan", 600 b.h.p. and 5 tonnes bollard pull, will assist on request.
BERTHING: The outer harbour (Berths No. 20 – 25), has a quay of 360 m. length; in the river there is a quay (Berths No. 16 – 19) approx. 170 m. length. Depth 5.7 m. at chart datum.
On the S.W. side of the river there is a berth, 88 m. length, for loading grain. Loading equipment on berth. Depth 5.7 m.
On the West side of Varnumsviken, Kroksvik, there is a 80 m. concrete pier for discharging refined oil products. Depth 5.7 m.
Also see "Tankers".
CRANES: 3 × 7 tonne slewing cranes with luffing jibs and 1 × 24 tonne with luffing jib, on rails, in the outer harbour (Berths No. 20 – 25). Three railway tracks underneath the portals along the quay. One fixed crane, 40 tonnes, at Berth No. 16.
BULK CARGO FACILITIES: On the S.W. side of the river there is a loading elevator for agricultural produce. Loading capacity 200 tonnes per hour.
On Berths No. 20 – 25, bulk commodities like coal, ore, grain and scrap iron can be handled by Cranes No. 7, 8 and 9 equipped with grabs.
SPECIALISED CARGO HANDLING FACILITIES: No special equipment for handling containers. No Roll-on/Roll-off berth.
BRIDGES: None.
STEVEDORES: Working hours 0700 – 1600 hrs., Monday to Friday.
General cargo: 40 – 60 tonnes per gang per hour.
Forest industries produce: Approx. 100 tonnes per gang per hour.
MEDICAL: Full hospital facilities available without prior notice.
TANKERS: There is a concrete pier, length 80 m., on the West side of Varnumsviken, with a berth on each side. Max. draft 5.3 m. The pier is equipped with a crane for lifting lines. Diameters of discharging lines are 6 in. and 8 in. Average discharging rate 500 – 700 cu.m.p.h.
DENSITY: 1000 (Fresh water).
FRESH WATER: Available at Berths No. 20 – 25, rate 5 – 10 tonnes per hour.
FUEL: Available at all berths, delivered by truck.
FIRE PRECAUTIONS: As per international standards.
CONSULS: France, Germany and Norway are represented at Karlstad, 45 km. distant.
REPAIRS: All types of deck and engine repairs can be carried out.
DRY DOCKS: None.
SURVEYORS: Lloyd's and Norske Veritas.
GANGWAY/DECK WATCHMEN: Not required.
CUSTOMS ALLOWANCES: 1 litre spirits, 1 litre wine, 5 litres beer and 200 cigarettes per person. Additional allowances for the Master.
CARGO GEAR: Shore cranes normally used.
REPATRIATION: Can be arranged.
AIRPORT: At Karlstad, 45 km. distant.
TIME: GMT plus 1 hour. Summertime GMT plus 2 hours.
HOLIDAYS: January 1st and 6th, May 1st and 20th, December 24th, 25th, 26th and 31st. Cargo work can be arranged on these days.
POLICE/AMBULANCE/FIRE: Dial 90000.
EMERGENCY CO-ORDINATION CENTRE: Dial 90000 and the Centre will notify the necessary services.
TELEPHONES: Can be arranged on request.
SERVICES: No facilities for disposal of tank cleanings.
BANKS: Handelsbanken and Wermlandsbanken represent a number of foreign banks.
STORING: See "Prelims".

1. Vessels can be stored by trucks only.
3. Trucks can proceed alongside the berth.
4. Fork lift trucks can be used when handling stores.
5. Ship's chandler will take care of Customs Regulations.
6. Local riggers can be employed to assist with storing.

SHORE LEAVE: Permitted, no restrictions.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
GARBAGE DISPOSAL: Garbage containers available at the dockside. Contact the Harbour Authority.
WASTE OIL DISPOSAL: A tanker truck is available and will be placed alongside ship on request. Waste oil must be pumped by vessel's own equipment into the truck. Maximum delivery is limited to 4 cu.m. per call, for which there is no charge.
SEAMAN'S CLUBS: No Seamen's Club.
CURRENCY: Swedish Kronor (SEK).
DELAYS: Normally no delays.
DEVELOPMENTS: None.
AUTHORITY: Kristinehamns Hamn, Hamnvagen 6A, S-681 Kristinehamn, Sweden. *Tel:* 0550-88000. *Telex:* 66030. *FAX:* 055 83897. *Contact:* Jim N. Hjelmtvedt, Harbour Master/General Manag

LANDSKRONA: 55.52 N. 12.48 E. (See Pla

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot available on request from Helsingborg Pilot Station daytime. 5 hours' notice required. Pilot stations and boats equipped w VHF. Pilot boards and disembarks off the fairway entrance or as agre with the Pilot Station. (Also see "Stockholm" and "General-Pilotag before first port).
ANCHORAGES: Vessels of up to 10 m. draft can safely anchor No of Staffans Bank.
MAX. SIZE: Depth in channel and harbour 11 m. (36 ft.). Max. dr 10 m. Max. LOA 190.0 m.
HEALTH: See "Stockholm".
RADIO/VHF: Gothenburg Radio, call sign SAG. Pilot station, pilot boa and tugs equipped with VHF Channel 16. Harbour Office equipped w Channels 16 and 10.
TUGS: Tugs usually meet off Pilhaken Lightbuoy. Ship's lines.
BERTHING: Terminal for handling bulk cargoes. Rock phosphate c be discharged with a capacity of 8,000 tons per 24 hours.
MEDICAL: Medical attention and hospital facilities available.
TANKERS: No oil berth in Landskrona.
DENSITY: Density of water changes with currents.
FRESH WATER: Available from quay.
FUEL: Small quantities of fuel oil can be obtained from quay.
CONSULS:

Danish Vice-Consulate	Tel: 0418/16150
Finnish Vice-Consulate	Tel: 0418/78000
Netherlands Vice-Consulate	Tel: 0418/35020

REPAIRS: All types of deck and engine repairs.
DRY DOCKS: Dry dock for ships up to about 25,000 d.w.t. (189 length). Floating dock for up to about 5,000 d.w.t.
GANGWAY/DECK WATCHMEN: Not available.
OPENING/CLOSING HATCHES: Usually carried out by ship's crew.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: See "Stockholm".
AIRPORT: Sturup, 60 km. Angelholm 50 km. Kastrup (Copenhage 35 km.
TIME: GMT plus 1 hour in Winter. Summertime GMT plus 2 hours.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Tel: 90000.
TELEPHONES: Not available.
STORING: See "Prelims".

1. Yes.
3. Yes.
4. Yes.
6. Yes.

IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Free container at quay.
WASTE OIL DISPOSAL: Collection available by tanker trucks.
SEAMAN'S CLUBS: Swedish Government Seaman's Servic Drottninggatan 46, 25121 Helsingborg. Tel: (0) 42-139761. Fax: (0) 4 187585. Representative: J.Fremmesson.
CURRENCY: Swedish Kroner (SEK).
REGULATIONS: Anchoring prohibited between and up to 50 m. fro harbour lights.
AUTHORITY: Landskrona Hamn, Box 275, 261 23 Landskron Sweden. *Tel:* 0418-79003. *FAX:* 0418-27694. *Contact:* Sven Hakansson, Port Director.

LIDKOPING: 58.30 N. 13.10 E.

DOCUMENTS:
3 Crew Lists (IMO Fal Form 5).
2 Crew Effects List (IMO Fal Form 4).
2 Ship's Stores Declaration (IMO Fal Form 3).
PILOTAGE: Compulsory for vessels over 1,200 d.w.t.
MAX. SIZE: Length 87 m., beam 13 m., draft 5.3 m. and air draft 27 are maximum dimensions for passing through the Trollhatte Canal.
VHF: Lidkoping Harbour operates on Channel 16.
TUGS: One tug available, 920 h.p.
CRANES: 3 shore cranes of 5 tonnes each.
STEVEDORES: Working hours 0700 – 1600 hrs., Monday to Friday.
MEDICAL: Hospital facilities available.
FRESH WATER: Available.
FUEL: Gas oil available.
REPAIRS: Workshops can undertake repairs.
HATCHES: Opening/closing carried out by crew.
REPATRIATION: Facilities exist for carrying out crew changes.
AIRPORT: Nearest International Airport is Gothenburg, 130 km. dista
TIME: GMT plus 1 hour, Summertime GMT plus 2 hours.

POLICE/AMBULANCE/FIRE: Dial 90000
GARBAGE DISPOSAL: Containers are placed on the quay free of charge.
WASTE OIL DISPOSAL: Facilities available (up to 5 cu.m.) with 24 hour notice to Harbour Authorities.
SEAMAN'S CLUBS: None.
AUTHORITY: Lidkopings Hamnterminal AB, P.O.Box 900, S-53119 Lidkoping, Sweden. *Tel:* (0) 510-222 50. *Telex:* 67336. *FAX:* (0) 510-62189. *Contact:* Jan Kallsson, Harbour Master.

LULEA: 65.35 N. 22.09 E. **(See Plan)**

DOCUMENTS: See "Stockholm".
Certificates: See "Stockholm".
APPROACHES: *Fairways:* Two fairways lead into Lulea. The South Fairway, Germandoleden, is about 17 nautical miles long and the North Fairway, Sandoleden, is about 27 nautical miles long.
Special rules and traffic regulations apply to these fairways.
Ice Conditions: The port area is generally ice-infested during the period December-April. During this period, ships at sea are assisted by the State-owned icebreaker and within the harbour area by the Lulea Bogserbats AB port icebreaker. Year-round navigation has been possible since Spring 1970.
PILOTAGE: Telegraphic address, "Pilotstation Lulea". Tel: (0920) 55356 or (0920) 294000. Advance notice 5 hours. VHF Channel 16. Pilot boat, orange with international signals. Pilot boards about 2 nautical miles West of Rodkallen for entering Germandoleden and 1 nautical mile N.E. of Farstugrundens Lighthouse for entering Sandoleden. Location of anchorage when awaiting Pilot: West of Rodkallen and South of Farstugrunden Lighthouse.
ANCHORAGES: Germandofjarden, 1.5 nautical miles S.E. of Larsgrundet Lighthouse and Inner Roads.
MAX. SIZE: Max. draft at MW 11.2 m. (up to "Panamax") in Sandoleden and 7.5 m. in Germandoleden.
HEALTH: No special regulations.
RADIO: Stockholm Radio.
VHF: Port Authority on Channels 16, 14, 12, 11 and 10.
Traffic Control on Channels 16, 14, 13, 12, 11 and 10 throughout 24 hours. Tel: (0920) 294000 or (0920) 55356.
Tugs on Channel 16.
TUGS: Meet ships at the Inner Road for the ore dock, and in Sandoleden 1 nautical mile South of the coal quay (Victoria Harbour) and the oil terminal. Tug's lines to be used.
Two tugs of 4,200 h.p. each are available for towing and ice breaking.
Towing: Lulea Bogserbats AB is responsible for towing and ice breaking in the Port of Lulea. Special tug regulations apply at Uddebo Oil Port, Victoria Harbour and the Ore Quay. Tugboat assistance can be ordered through Lulea Traffic, Tel: (0920) 294000 or (0920) 55356, or through VHF call Channels 16 and 14.
Boatmen: The port boatmen are on duty if needed at all quays. They can be ordered through Lulea Traffic – Tel: (0920) 294000 or (0920) 55356 – or VHF call Channels 16 and 14. At the Ore Quay, however the respective companies provide their own boatmen.
BERTHING: *Deep Quay:* Length 150 m., depth 8.0 m. No goods handled.
Cement Quay: Length 60 m., depth 9 m. Cement.
LKAB Ore Quay: Length 415 m., depth 13.2 m. Iron ore. Two shiploaders of 4,000 t.p.h. each.
SSAB Quay: Length 498 m., depth 8.0 m. No goods handled.
Victoria Harbour: Length 775 m., depth 9.0 – 12.2 m. Coal, coke, iron, steel, limestone. Three 18 ton grab cranes, 35 tons with hook and 1×25 ton gantry crane (rate 800 t.p.h.).
Stromoren Ro/Ro Quay: Length 120 m. Depth 9.0 m.
STEVEDORES: Bottenvikens Stuveri AB. Tel: (0920) 55600.
TANKERS: Diameter of lines from 150 mm. up to 350 mm. 2 oil jetties depth 7.8 m. and 12.2 m. Length 20 m. and 60 m. respectively. Facilities for receiving dirty ballast. Capacity 300 cu.m./hr.
New Oil Berth: Max. LOA 250 m., max. beam 32.3 m., max. draft 11.2 m., max. d.w.t. 45,000. Distance bow to manifold 120 m. Vessels berth starboard side to.
DENSITY: Fresh water, 1000.
FRESH WATER: Fresh water available at all berths. Minimum charge U.S.$ 30.00. Cost U.S.$ 2.20 per ton.
FUEL: All grades of oil available.
CONSULS: Telephone Numbers:

Danish 15602	French 16329	Norwegian 221790
Finnish 50140	Germany 53852	U.K. 55202

REPAIRS: Only small engine repairs.
SURVEYORS: Bothnia Control. Tel: 55412.
GANGWAY/DECK WATCHMEN: Safety watchmen are to be on board all tankers when loading or discharging.
OPENING/CLOSING HATCHES: Ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes or 250 grams of tobacco for each Crew member every 10 days. (Wine/Spirits) 1 litre for each Crew member over 20 years old, every 10 days.
AIRPORT: 15 km. from port. Served by regular airlines.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: See "Stockholm".
POLICE/FIRE/AMBULANCE: Tel: 90 000.
TELEPHONES: Connections available at oil terminal, coal terminal and ore terminal.
IDENTIFICATION CARDS: Not necessary.
GARBAGE DISPOSAL: Garbage containers can be placed alongside, free of charge. Contact Lulea Traffic, VHF Channel 14, or ship's agent.
WASTE OIL DISPOSAL: Waste oil can be disposed of via tanker trucks, minimum pumping rate of 5 cu.m. per hour is required from the ship. Up to 8 cu.m. can be disposed of free of charge. The service can be arranged through ship's agent or through Port of Lulea, Traffic Division, Fax: 0920-55594.
SEAMAN'S CLUBS: A football field is available near Victoria Harbour. *Lulea Soldiers' and Sailors' Institute:* Seamen and national servicemen who come to Lulea have their own premises at Stationsgatan 72, where various facilities are available, including a canteen with reasonably priced food, billiard table, TV, telephone and a music room. These premises are open Monday-Friday 1700 – 2200 hrs. and Sunday 1800 – 2230 hrs.
Lulea Soldiers' and Sailors' Institute. Tel: 27426 or 28875.
CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00 = SEK 8.00 (1.2.94).
DEVELOPMENTS: A new quay for iron ore is planned (See "Plan").
AUTHORITY: Lulea Hamn, Stromorvagen 9, 97437 Lulea, Sweden. *Tel:* (0920) 294007. *After Hours Tel:* (0920) 294000. *Telex:* Lulots 80241. *FAX:* (0920) 55594. *Contact:* Bo Westman, Port Director.

LYSEKIL: 58.17 N. 11.26 E. **(See Plan)**

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot boards 2 miles West of Gaven Lighthouse. 5 hours advance notice required. Pilot ordered by VHF Channel 16 or telephone No. 60800.
ANCHORAGES: Safe anchorages both for small and large vessels just outside harbour in Gullmarsfiord.
RESTRICTIONS: No restrictions night entry, except max. draft possible 30 ft. No tide.
MAX. SIZE: Maximum permissible length for berthing about 600 ft. Draft 30 ft.
HEALTH: Declaration of Health only when required from Customs or for vessel coming from outside Scandinavia.
RADIO: Cable Agents giving ETA, draft, cargo and cash required via Gothenburg Radio.
RADAR/VHF: No port radar service, VHF for calling Pilot, Channel 16.
TUGS: Must be requested through Agent at least 12 hours before arrival.
BERTHING: 4 berths available. Grotorev: Length 240 ft., max. draft 34 ft. Gullmarskajen: Length 600 ft., max. draft 30 ft. Grotokajen: 500 ft., max. draft 22 ft. Anderssons Kav: 400 ft., max. draft 18 ft. Railway on all berths.
CRANES: Five mobile harbour cranes working all berths. Maximum capacity 80 tons. No restrictions against using ship's own gear.
STEVEDORES: Ordered by Agents.
MEDICAL: Hospital in town.
TANKERS: See the port of "Brofjorden".
DENSITY: About 1027.
FRESH WATER: Available from shore installation.
FUEL: Gas oil and diesel available.
CONSULS: Denmark, Finland, Iceland, Norway.
REPAIRS: Small repairs possible.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally opened by crew.
CERTIFICATES: Registered Tonnage Certificate.
CUSTOMS ALLOWANCES: See "Stockholm".
HOLIDAYS: See "Stockholm".
REPATRIATION: Change of crew and repatriation possible.
AIRPORT: None.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
TELEPHONE: Police, Ambulance, Fire Brigade, Tel: 90000.
IDENTIFICATION CARDS: Not required.
AUTHORITY: Lysekils Hamn, Hamnkontoret, S-45300 Lysekil, Sweden. *Tel:* 0523-14090. *FAX:* 0523-14094. *Contact:* Olle Samuelson, Harbour Master.

MALMO (including Limhamn): 55.37 N. 13.00 E. **(See Plan)**

DOCUMENTS:
2 Crew Lists.
1 Passenger List.
2 Lists of Personal Effects (Tobacco List).
1 Declaration of Health.
2 Stores Lists.
3 Cargo Manifests.
1 Bill of Measurement.
1 Certificate of Nationality.
1 Derat Certificate.
PILOTAGE: Malmo Pilot Station serves the ports of Malmo, Trelleborg and Ystad and the Falsterbo Canal. Pilots for through-pilotage can be obtained. A 24 hour watch on VHF Channels 16 and 20 or telephone 4640115269 is maintained. The Pilot Station is equipped with Telex: 32435 MLOTS. Fax: (40) 301868.

Pilots can also be arranged through ship's local Agent. 5 hours notice is required. Pilot boat orange-coloured cutter equipped VHF and radar. Pilot boards at Malmo roadstead. In case of bad weather vessel awaits Pilot at roadstead. (Also see "Stockholm" and "General – Pilotage" before first port).

ANCHORAGES: Vessels anchor about 5 cables North of Fairway Buoy "Roder Prick" and East of leading lights Centralhamnsrannan Nedre and Ovre, and S.W. of leading lights Malmo Oljehamn Nedre and Malmo Oljehamn Ovre. Depth 12 m. to 14 m. and bottom hard clay. Larger vessels will be anchored at the Pilots directions.

RESTRICTIONS: Speed must be reduced inside breakwaters. When red flag hoisted (red lantern at night) at the N.E Dry dock pier head, indicating dock gates open, vessels may pass breakwater at minimum speed. Bridge opening signal for passing from South Wharf Basin; 2 long blasts, followed by 1 short.

MAX. SIZE: *Bulk/Oil Harbour:* Max. length 260 m. on draft not exceeding 12.5 m. for bulk harbour and 11.4 m. for oil wharf.
Free Port: Max. length 225 m. on draft not exceeding 8.6 m. Max. length recommended in New Harbour is 150 m. on max. draft 6.6 m. and in Industrial Harbour 170 m. on max. draft 8.4 m. No tides.

HEALTH: Free Pratique automatically granted arriving from non-infested areas. If arriving from infested areas Health Declaration must be presented immediately on arrival. If diseases on board suspected, vessel allowed to enter after approval of City Medical Adviser, but nobody allowed on board until vessel's crew examined by doctor and after approval of Medical Adviser.

RADIO: Vessel can route ETA cables through Gothenburg Radio (call sign SAG or Channel 26 on VHF), open all hours. Radio stations can also be called by radio-telephone on 2182 kHz.

VHF: Port Control Office equipped with VHF (Channels 16, 9, 10, 11, 12, 13 and 14, watch on Channel 20), open Monday-Friday, 0600 hrs. – 2200 hrs. Masters can receive information about berthing, present traffic and existing hazards to navigation in harbour area. Telex: 33275. Fax: 040-302517.

BERTHING:
Passenger Harbour:

Berth	*Length (m.)*	*Depth (m.)*
304 – 308	1,903	6.5
401 – 404	1,180	4.0 – 6.0
405 – 409	1,330	4.0 – 6.0
410 – 411	670	7.2
412	131	7.2

Also see "Bridges".

Ferry and General Cargo Harbour:

Berth	*Length (ft.)*	*Depth (m.)*	*Quayside Cranes Remarks*
504	560	7.2	New train-ferry berths
505 – 506	560	7.2	Car-ferry berth
519 – 523	2,312	7.2	
524 – 526	607	5.3	

Free Port:

Berth	*Length (ft.)*	*Depth (m.)*	*Quayside Cranes No.*	*Capacity (tons)*	*Range Outside Quay (m.)*	*Remarks*
600 – 604	1,970	9.2	5*	6 – 40	22 – 24.5	4×6 ton and 1×40 ton cranes and 1 screen unloader, capacity 120-200 t.p.h.
605 – 609	1,645	9.2	5	5 – 6	11 – 21.5	
610	560	9.2				Oil jetty

*Also equipped with grabs

Container Berth Nos. 612 – 613 with a depth of 9.2 m. alongside. Quay length 515 m. 50 m. wide Ro-Ro ramp. Quay equipped with 2×7 ton, 2×20 ton (range 20 m. – 24 m.) and 2×40 tons (46 tons heavy-lift) container cranes with a range of 27 m. outside quay. Quay area 130,000 sq.m. 6,900 sq.m. insulated warehouse and 6,000 sq.m. cold store adjacent to Ro-Ro berth.

Industrial Harbour:

Berth	*Length (ft.)*	*Depth (m.)*	*Quayside Cranes No.*	*Capacity (tons)*	*Range Outside Quay (m.)*	*Remarks*
801 – 804	1,194	7.2				
805 – 806	—	7.2		6-20	13.0	
807 – 810	1,970	7.2				
811	387	9.0				
812 – 818	2,135					
901 – 907	2,887					
908 – 909	788	7.2	1	6.5	14.75	
910 – 918	2,148	9.0				
930 – 932	560	6.0				
933	341	6.0				

3 of these cranes can be equipped with grabs

Port of Limhamn: Incorporated with Malmo Port Authority 1978. This port consists of a cement jetty, a centreport and a ferry port.

The Port of Limhamn lies to the South of Malmo and is accessible via two fairways; the Southern one has a depth of 5.0 m. and leads to the Ferry Harbour, and the Northern fairway has two branches, one to the Oil Harbour with a depth of 10.5 m. and one to the Central Harbour with a depth of 8.6 m.

Berth	*Length (m.)*	*Depth (m.)*	*No.*	*Cranes (tons)*
Centreport:				
107 – 111	500	8.4	1	5 (private berth)
104 – 106	200	8.0 – 8.4	–	
112 – 113	180	8.0	–	
117 – 118	200	8.0	–	
Ferry port:				
217, 220		5.0		Car ferry berth
Oil berth (jetty):				
125	90	10.0		Loading plant for cement and tanker berth

TUGS: Tugs usually meet vessels at roadstead. Tugs lines used.

Tugs can be arranged through a shipbroker or the Port Control offi and are available round the clock from the Red Tug Fleet Co. Ltd Malmo. 2×3,000 h.p. tugs available. Others are available if necessa

BRIDGES: Will be opened with certain exceptions 0700 – 1700 hr weekdays. May be opened other hours on request to Port Control Offic

CONTAINER HANDLING FACILITIES: 10 Roll-on/Roll-off ramp 2 container berths with 2×46 tons capacity container cranes, 4 fork trucks with 25 – 46 tons capacity.

STEVEDORES: Normal working hours are from 0700 – 1600 hr Monday to Friday. Standard overtime shifts of up to 4.5 hours can b arranged. Additional overtime work can be obtained by spec arrangement with the Terminal Company. Overtime work can also b arranged on Saturdays, Sundays and holidays.
Stevedore Company: Malmo Sjoterminal AB, Hjalmaregatan 1, 211 Malmo. Tel: 040-34 40 00. Telex: 32713 Seaterm S. Fax: 40-3025 Director: Bertil Cederholm.

MEDICAL: No advance notice required for medical attention. Go hospital facilities available. See also "Health".

TANKERS/BULK CARRIERS: The Bulk/Oil Harbour in th Northernmost section of the port of Malmo can be reached by a spec approach fairway, the Oil Harbour channel, which has a depth of nea 43.5 ft. The harbour is equipped with 7 berths, 2 of these being for ocea going tankers with modern equipment for the unloading of oils a chemicals. Water depth varies between 19.5 ft and 39 ft.

The harbour can accept fully-loaded tankers of up to 60,000 d.w.t. a well as partly-loaded ships of up to 100,000 tons.

The berths for ocean-going tankers are each equipped w 3 hydraulically manoeuvrable transfer plants for faster and more reliab unloading. A piping system leads from the berths, unloading capacity up to 2,000 tons per transfer plant per berth per hour. Tanks and pip can be heated from a central steam-production station used by all firm The Oil Harbour area also contains storage tanks for liquid chemica and solvents. There are also good possibilities for development wit the area, e.g. petrochemical industries.

Berth	*Quay Length*	*Depth*	*Crane capacity*
1001 – 1002	200 m.	13.5 m.	3×20 tons (500 t.p.h
1003	260 m.	12.0 m.	
1004	260 m.	12.0 m.	
1006 – 1007	90 m.	6.0 m.	
1008 – 1009	90 m.	6.0 m.	
1010	100 m.	6.0 m.	

Also see "Berthing" – Port of Limhamn.

Report: *Cautionary Advice – In Port:* The port is approached from th N.W. via a relatively narrow dredged channel, marked with buoys a keeping 2 red leading lights in line. A current with a velocity of up t 2 knots may set across the channel, usually in a Northeasterly directio It is, therefore, important that tugs are made fast with good lines befo the channel is entered. Strong Southerly and Southeasterly wind particularly in the Spring, may lower the water level in the harbo considerably below mean water level. The average density of th harbour water is 1010 at MLW.
Berthing Procedure: The procedure is similar for both berths used b Esso. Vessels berth port side alongside, and are normally swung in th manoeuvring basin North of the berth, assisted by tugs. If underke clearance permits, the starboard anchor is used and vessels are th pushed alongside the breasting face which is protected by truck tyre on wood.

DENSITY: Average density 1010. No tide experienced.

FRESH WATER: Fresh water can be ordered from the Port Contr office (Tel: 040-128864) and is available at all quays at a rate of abo 20-30 t.p.h.

FUEL: All types of bunker oil are available from tank trucks at variou quays in Malmo and Limhamn.

FIRE PRECAUTIONS: Apart from usual non-smoking precaution vessel discharging or loading dangerous goods of Class 1 in IMO cod required to have a fire guard on board at all times.

In Oil Harbour the shore-valve watchman also serves as fire guard

CONSULS:

	Telephone
Austrian Consulate	79945
Belgian Consulate	384000
Brazil Consulate	11 70 38
Danish Consulate-General	12 33 44
Finnish Consulate-General	11 77 80
French Consulate	12 36 48
German Consulate-General	180180
Greece Consulate-General	11 02 26
Guatemala Consulate	722 30
Icelandic Consulate-General	300310
Italian Consulate	977303
Japanese Consulate	783 05
Mexico Consulate	23 95 95
Netherlands Consulate	78283
Norwegian Consulate-General	12 35 00
Polish Consulate-General	267416
Portuguese Consulate	10 11 30
Spanish Vice-Consulate	23 38 00
Swiss Consular Agent	12 53 52
Turkish Consulate-General	11 48 11
Yugoslavian Consulate	12 42 01/31

REPAIRS/DRY DOCKS: Ship and engine repairs of all kinds carrie out by Rayni. Tel: 040-970440. Fax: 040-232734.

Dry dock for small vessels.

SURVEYORS:
1. Cargo Inspectors available.
2. Surveyors available.

GANGWAY/DECK WATCHMEN: Not considered necessary other tha in Malmo Oil Harbour. Decision to be made by Master.

OPENING/CLOSING HATCHES: Normally carried out by stevedor on ocean-going vessels.

CERTIFICATES:
Load line Certificate.
Radio Certificate.
Safety Equipment Certificate.
Gear Certificate.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or 40 cigars or 150 grams of smoking tobacco per week out of bond. Spirits, 0.75 litre spirits per week out of bond.

CARGO GEAR: No additional requirements.

REPATRIATION: Facilities exist for effecting crew changes and arranging repatriations.

AIRPORT: Sturup Airport, served by regular airlines, situated about 25 km. from Port of Malmo.

Helioport: Malmo Port, Freeport, service after special order. See "General".

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: See "Stockholm". Oil tankers can be dispatched all hours.

POLICE/AMBULANCE/FIRE: Tel: 90000.

EMERGENCY CO-ORDINATION CENTRE: Marine Centre Malmo (Tel: 040/11 55 55) include Royal Navy, Swedish Coast Guard, Swedish Administration of Shipping and Navigation and Pilots.

SOS – Alarm Centre Malmo (Tel: 90 000).

TELEPHONES: Can be connected in Bulk Harbour and can be ordered from the Port Control office. Tel: 040-128864.

STORING: See "Prelims".

1. Vessels can be stored by truck in all docks except the Oil Harbour.
2. If barges available ships may be stored with same if not interfering with cargo handling. In Oil Harbour, regulations must be followed.
3. Yes, excluding Oil Harbour, distance 30 m.
4. Yes, if not interfering with cargo handling.
5. General regulations for Sweden.
6. Yes.

BANKS: Gotabanken, St Nygatan 27, 203 11 Malmo. Telex: 32464 Gotbank S.

Svenska Handelsbanken, Stortorget 21-23, 202 12 Malmo. Telex: 32314 Hanmlm S.

PK Banken, Sodergatan 14, 201 20 Malmo. Telex: 32524 Pkmalm S.

Skandinaviska Enskilda Banken, Ostergatan 39, 205 20 Malmo. Telex: 32850 Essebm S.

Skanska Banken, Sodergatan 10, 205 40 Malmo. Telex: 32720 Sydbnk S.

Sparbanken Malmohus, Gustaf Adolfs torg 4, 201 80 Malmo. Telex: 33108 Smbank S.

Sveriges Riksbank, Diskontogangen 2, 202 50 Malmo. Telex: 19150 Riksbk S (Stockholm).

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: Skips placed alongside, free of charge.

WASTE OIL DISPOSAL: Service available using 7 cu.m. tanker trucks, free of charge.

SEAMAN'S CLUBS: Swedish Government Seamen's Service (HKF), Varusgatan 8, Malmo. Tel: 040-120211.

Services and facilities offered include information about Malmo and the Seamen's Centre's service, cinema, theatre, concerts, football, athletics, sauna, swimming, bowling, pool, badminton, skating, canoeing, buses, taxis and drives.

REGULATIONS: All ships over 50 tons gross and ships under towage with a total length over 50 m. are obliged to report to the Malmo Port Radio, VHF Channel 14, working Channel 14, at least 2 nautical miles before approaching respective channels to Malmo and Limhamn (excluding the South Port of Limhamn). The same announcement is valid for the above ship before departure including movements inside port.

DELAYS: No delays expected.

GENERAL: *Container inspection* and minor repairs can be ordered from the Malmo Sea Terminal Company. Tel: 040-34 40 00.

Customs: The District Office is open Monday – Friday 0800 – 1600. Tel: 040-246500. The Co-ordination Office is open round the clock. Tel: 040-246614.

Dangerous goods: Contact the Harbour Master's office (See "Port Administration/Harbour Master"). If a cargo contains dangerous goods this must be reported 24 hours in advance.

Helicopter service is available at the Malmo Helicopter Station, Freeport from Euro Air Helicopter Serv. AB. Tel: 042-183515. Telex: 72814.

National Administration of Shipping and Navigation: N. Neptunigatan 5, Malmo. Southern Pilot District. Tel: 040-75155, Malmo Ship Inspection. Tel: 040-74780. Malmo Pilot Office. Tel: 040-115269.

Port Administration: Hjalmaregatan 1, Malmo. Tel: 040-34 40 00. Telex: 33275 M Port. Fax: 40-302517. Open Monday – Friday 0800 – 1630. At other times contact the Port Control.

Port Control Office: Monday-Friday, 0600 hrs. – 2200 hrs. Tel: 040-344189, 128864. VHF radio Channels 16 and 14.

Salvage work is available from The Red Tug Fleet Co. Ltd. in Malmo. Tel: 040-124492.

Seaman's Centre (Sjomansgarden): Fiskehamnsgatan 3, Malmo. Tel: 040-124135. Chapel, lounge, hobby rooms, restaurant, cafeteria, etc.

Seaman's Hotel (Neptun): Citadellsvagen 4, Malmo. Tel: 040-239605.

Ship Chandlers: A number of ship chandlers are located in the immediate vicinity of the port.

Waste Containers for ship's waste (but not for engine-room waste or oil) are available on all quays.

Waste Oil: Contact the Port Control Office in order to dispose of waste oil from the engine room.

Watchmen: A number of security companies are active in Malmo – see the telephone book. For safety personnel for discharging of tankers, contact AB Skeppshjalp. Tel: 040-978789.

Weighing Station: Located at the entrance to the Free Port. Tel: 040-344258. Open 0730 – 1200, 1230 – 1600.

Workshop Service: See "Repairs/Dry Docks". Smaller workshops are located in Malmo and Limhamn – see the telephone book.

AUTHORITY: Malmo Seaterminal Co. Ltd., P. O. Box 556, Hjalmaregatan 1, S-21120 Malmo. *Tel:* 40-344000. *Telex:* 33275 Mport S. *FAX:* 46-40-302517. *Contact:* Bertil Cederholm, General Manager. Jan Olsson, Marketing Manager.

NORRKOPING: 58.36 N. 16.12 E. (See Plan)

DOCUMENTS: 3 Customs Documents. 3 Health Documents. 3 Crew Lists. 3 Passenger Lists. 3 Manifests.

Master of ship arriving at first Swedish port from abroad has to give Maritime Declaration of Health on special form.

PILOTAGE: See "Stockholm". Ships will be received 2 nautical miles North of the lighthouse Gustav Dahlen. The Pilot must be ordered on radio, telephone or in some other way at least 5 hours before piloting to start.

ANCHORAGES: Lat. 58° 38.7′ N., Long. 16° 22.5′ E. Depth 70 ft.

RESTRICTIONS: Tankers loaded with more than 10,000 tons gasoline must not move in port at night-time. Tankers over 15,000 d.w.t. will not be shifted at night-time. Pampushamnen Oil Jetty: Tankers loaded with more than 10,000 tons must not enter at night-time. Inner Harbour: Tankers loaded with more than 15,000 tons must not enter at night-time.

MAX. SIZE: Pampushamnen Oil Jetty can berth vessel of about 70,000 d.w.t. with max. draft of 11.4 m. MLW. Gastgivarehagen Oil Jetty can berth vessel with a max. draft 8.4 m. MLW and length 195 m. Ramshall and Tallbacken Oil Jetty can berth vessel with max. draft 7.9 m. MLW, length 177 m., breadth 24.4 m., daytime only. General cargo and bulk cargo quay at Pampushamnen with max. draft 11.4 m. MLW. General cargo quay (Ohmanskajen via the Lindo Kanal) can berth vessel max. draft 8.4 m. MLW and max. LOA 190 m. Dry cargo vessels of 15,000 d.w.t. or more for Ohmanskajen daylight entry only. Dry cargo vessels of max. LOA 190 m. and max. breadth of 23 m. and vessels of max. LOA 180 m. and max. breadth of 26 m. permitted. Vessels exceeding this size shall obtain prior permission from Pilots to enter the Ohmanskajen through the Lindo Kanal. Vessels must be able to make headway through the Kanal with a speed not exceeding 5 knots. Dry cargo vessels of 25,000 d.w.t. or more should have bridge controlled main engines. Inner Harbour can berth vessel max. draft 6.4 m.

Largest tanker at Pampushamnen, 66,875 d.w.t. LOA 236.46 m., Beam 33.3 m. Also see "Tankers".

Largest dry cargo vessel at Pampuskajen: 43,793 d.w.t., LOA 183 m., Beam 31.1 m. A vessel of LOA 199.7 m. and Beam 33.3 m. has also berthed.

Largest dry cargo vessel at Ohmanskajen: 34,976 d.w.t., LOA 181 m., Beam 26.4 m.

RADIO: Stockholm Radio, Tingstade Radio.

TUGS: 2 tugs available, 1,680 b.h.p. and 3,400 b.h.p. The 2 tugs are icebreaking. Join vessel off St. Juten Lat. 58° 38.1′ N., Long. 16° 19.6′ E. Ship's lines to be used. All towing is carried out subject to "Scandinavian Tugowners Standard Conditions of the year 1959 revised 1974".

RADAR/VHF: VHF Channel 9, 14 and 16. No radar.

BERTHING: No specific requirements except at Oil Jetty Tallbacken and Ramshall, which require daylight docking and undocking.

Berths specially equipped for grain, berths equipped for containers, berth for Ro/Ro traffic, berths handling liquid chemicals. 5,300 m. of quayage with depths of 5 m. – 12 m. and 6 oil jetties.

Norra kajen: Norra kajen is used primarily for the handling of coal, steel, bulk commodities and raw wood material. The quay is equipped with bulk handling cranes, and the water depth is between 6.0 m. and 7.0 m.

Sodra kajen: Used primarily for timber, forest products and general cargo shipped in small tonnage. Water depth 6.0 m. – 7.0 m. Grain, fodder, fertilisers and clay are handled on a section of the quay between Ohmanskajen and Sodra kajen. Depths here are between 7.0 m. and 9.0 m.

Ohmanskajen: With a water depth of 9.0 m., Ohmanskajen is mainly used for general cargo, containers and forest products.

Adjacent to Ohmanskajen there is one Ro/Ro berth (depth 9.0 m.) and a passenger terminal (depth 8.0 m.) with storing areas and warehouses for goods storage. 2×30 ton cranes for container handling.

Pampusterminalen: Pampusterminalen, water depth 12.0 m. has the capacity for serving 2 vessels simultaneously and 30,000 to 40,000 tonners can utilise their carrying capacities at full draft. Via Pampusterminalen, general cargo, forest products and bulk commodities are handled. Cargoes are moved by the ship's own equipment, which is complemented if necessary by 5 shore cranes. The quay is also used by Ro/Ro vessels with stern quarter ramps.

Adjacent to Pampusterminalen, there are large areas for storing goods within fenced grounds. Warehouses are available for weather-sensitive goods. Pampusterminalen has a railway connection as well as high standard roads connecting with European highways and major district roads.

Pampushamnen Pier No. 3 Ro/Ro berth for coal discharge: A Ro/Ro berth has been added to Pier No. 3 for discharging of coal from barges.

CRANES: All cranes are operated by Norrkopings Hamn and Stuveri AB. These include 14 electrical transportable quay cranes with a capacity of 4 – 10 tonnes, two 30 tonnes cranes which together can lift 50 tonnes, and in Pampus Harbour 2 electric cranes of 35 tonnes and 50 tonnes, and one mobile crane of 36 tons. There are also 2 mobile cranes of 6 – 23 tonnes. One fixed heavy lift crane with a maximum lifting capacity of 320 tonnes (water depth alongside crane is 9.0 m.) and one 4 tonnes floating crane.

SPECIALISED CARGO HANDLING FACILITIES: *Ro/Ro Berths:*

One Ro/Ro berth with a fixed concrete ramp and a water depth of 9 m. Loading and discharging by shore cranes (30 tons) may take place simultaneously with Ro/Ro operations. Stern loading vessels port side alongside.

One Ro/Ro berth with a fixed concrete ramp and a water depth of 8 m. for Ro/Ro operations only. Stern loading vessels starboard side alongside.

One Ro/Ro berth with a fixed concrete ramp adjacent to the heavy lift crane (320 tons) specially designed for heavy loads. Water depth 9 m.

One Ro/Ro berth with depth of 7.5 m. for discharging coal.

Djuron

Grain Terminal, position Lat. 58° 38′ N., Long. 16° 20.1′ E. 160 m. long concrete pier with a water depth of 12.2 m. MLW. Travelling grain loader with maximum loading capacity 500 tonnes/hour. Max. elevation above MLW 18 m.

Braviken

Paper Mill, Holmens Bruk AB. Lat. 58° 38.3′ N., Long. 16° 16.1′ E. 126 m. long concrete pier with a water depth of 8.8 m. MLW. Mobile cranes for loading on request. Otherwise ship's gear. Ro/Ro fixed concrete ramp 20 m. wide with a water depth of 6.8 m. MLW. Stern loading vessels starboard side alongside.

STEVEDORES: Gangs must be ordered before 1400 hrs. day before arriving.

MEDICAL: Arranged by Agent. All services available.

TANKERS: *Pampushamnen:* Pier I: Depth alongside 12 m. The berth is equipped with a crane for the handling of hoses and has pipe connections for all petroleum and bitumen products. Permanent gangway for the use of tankers.

Pier II: Depth alongside 12 m. The berth is equipped with a crane for the handling of hoses, and 3 mechanical couplings and has pipe connections for all petroleum products. Permanent gangway for the use of tankers.

Pier III (coastal tonnage): Depth alongside 7.5 m. The berth is equipped with a crane for the handling of hoses and has pipe connections for all petroleum products.

Fuel oil: one 18 in. and one 16 in. pipelines for discharging. 2 connections with 8 in. hoses. Gas oil: 14 in. pipes with 2 connections to 8 in. hoses. Asphalt: 10 in. pipes. Gasoline: 12 in. pipes with 1 connection to 8 in. hose. Connection to bigger or smaller hoses possible through existing flange-connections.

Pipe connections for discharging ballast water are installed at all piers at Pampushamnen. Receiving of ballast water is covered by ballastage. Ballast water containing any chemical agents not accepted. Receiving capacity during the first hour is 650 cu.m. Thereafter, 150 cu.m.p.h.

Tallbacken (Pol Transport): Depth alongside 8.5 m. Beam of vessels restricted to 24 m. (78 ft. 9 in.) due to passage through the Handelo drawbridge. Vessels require own gear for the handling of hoses.

3 connections for variable kinds of oil, 8 in. hose connections.

Gastgivarehagen (Pol Transport): Depth alongside 9 m. The berth is equipped with a crane for the handling of hoses.

4 connections for variable kinds of oil, 8 in. hose connections.

DENSITY: 1000.

FRESH WATER: Delivered by 1 water boat of 90 cu.m.

FUEL: All grades available, delivered by boat.

CONSULS:

Danish	Tel: 011/25 06 00	German	Tel: 011/21 80 00
Finnish	Tel: 011/25 08 00	Netherlands	Tel: 011/10 08 00
French	Tel: 011/23 62 80	Norwegian	Tel: 011/21 12 90

REPAIRS: Small repairs to machinery can be made. No repairs in port without permission of Norrkoping Harbour.

DRY DOCKS: None.

SURVEYORS: Authorised Surveyors available representing most P&I clubs, appointed by the Swedish Board of Shipping and Navigation.

GANGWAY/DECK WATCHMEN: Watchmen are not necessary. Hose-watcher required during loading and discharging of tankers.

OPENING/CLOSING HATCHES: Decided from case to case.

CERTIFICATES: International Tonnage Certificate, Derat Certificate, Trade Certificate, and Radio Safety Certificate.

REPATRIATION: Can be arranged.

AIRPORT: Distance from Airport "Kungsangen" about 4 miles. Daily communications with Copenhagen.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day; Twelfth Day; Good Friday; Easter Monday; May Day; Ascension Day; Whit Monday; Midsummer Day.

POLICE/AMBULANCE: These services can all be reached on telephone number 90 000.

TELEPHONES: Only mobile telephones are available.

SERVICES: Arrangements for discharging waste oil and ballast.

IDENTIFICATION CARDS: Not needed. Crew List to be used on Oil Jetties.

GARBAGE DISPOSAL: Garbage containers on quay. Contact local agent for details.

WASTE OIL DISPOSAL: Engine room slops facilitated using tanker trucks. For oily ballast water a shore tank is available with 500 cu.m. capacity. Vessels must use the special berth. Contact local agent for details.

SEAMAN'S CLUBS: Handelsflottans Kultur and Fritidsrad, Seamen's Club, Norra Promenaden 80, Box 261, 60104 Norrkoping. Tel: 011-127994. Fax: 011-130899.

Sjomansgarden, Church Services, Saltangsgatan 25, 60222 Norrkoping. Tel: 011-135880.

DELAYS: No delays normally expected.

AUTHORITY: Norrkopings Hamn och Stuveri AB, P.O.Box 6075, S-60006 Norrkoping, Sweden. *Tel:* 46-11-250600. *FAX:* 46-11-120642. *Telex:* 64341 Nrkstuvs. *FAX:* 46-11-159358. *Contact:* Bodo Renz, Harbour Master, Tel: 46-11-250657. J. Lindgren, Director.

NORRSUNDET: 60.56 N. 17.09 E. (See Plan

LOCATION: On the Southern part of the Gulf of Bothnia and N.W. Saltharsfjarden.

DOCUMENTS:

2 Crew Lists.
2 Crew Effects Lists.
2 Provisions Lists.
Passenger List.

PILOTAGE: Pilot available at Eggregrund Gefle for ships coming fro South and at Soderhamn for ships coming from North. Pilot availab day and night. Contact Pilots by VHF on Channel 16, 5 hours befo arrival.

ANCHORAGES: South Gashallan in white sector of Hallstenoren Ligh

RESTRICTIONS: During darkness max. length 100 m.

MAX. SIZE: Draft 6.4 m. and length 135 m.

RADIO: Stockholm Radio or Harnosand Radio.

VHF: Port Authorities on Channel 16.

TUGS: 1 tug-boat available, can be ordered from Pilot or Agent.

BERTHING: The depths in the harbour are from 3.5 m. to 6.4 m.

Metres of quayage with depths alongside as follows:

Quayage (m.)	*Depth Alongside* (m.)
54	4.2
37	3.3
186	6.4

CRANES: No shore cranes. Mobile cranes up to a max. 100 ton available.

STEVEDORES: Ordered by Agents. Ordinary working time, Monday Friday, 0700 – 1600 hrs. To finish a vessel maximum of 3 hours' overtim can be worked.

FRESH WATER: Available from shore installations, can be ordered fro Pilot or Agent.

FUEL: Delivered by truck alongside vessel on pier.

GANGWAY/DECK WATCHMEN: Not available.

OPENING/CLOSING HATCHES: Crew allowed to open and close.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits per ma

POLICE/AMBULANCE/FIRE: Tel: 90000.

IDENTIFICATION CARDS: Not required.

GENERAL: *Exports:* Wood-pulp and sawn wood-goods. *Imports:* Pulp/wood.

AUTHORITY: Stora Cell Industri AB, Box 4, S-81721 Norrsunde Sweden. *Tel:* 026-85000. *Telex:* 47331 Norsund S. *FAX:* 026-8756 *Contact:* S. Klang, Shipping Manager.

NYKOPING: 58.45 N. 17.02 E. (See Plan

DOCUMENTS:

Tonnage Certificate.
5 Crew Lists.
2 Manifests.
1 Provisions List.

PILOTAGE: Pilot station at Havringe (58° 33′ N., 17° 19.0′ E.), abou 15 miles from Nykoping. Pilot must be ordered 5 hours before arriva Havringe. (Also see "Stockholm").

ANCHORAGE: There is good anchorage at Orsbaken in a depth of 9 m

RESTRICTIONS: The dredged entrance channel from Orsbaken t Nykoping nearly 5 miles long, 98 ft. wide, has a depth of 5.6 m (18 ft. 4 in.) at MW.

MAX. SIZE: Roll-on/Roll-off vessels up to 4,000 d.w.t., length 100 m beam 15 m. and draft 5.10 m., can enter the harbour during daytime During hours of darkness, vessels up to 1,000 d.w.t. may enter.

Grain Quay	Max. draft 5.4 m.
North-East Quay	Max. draft 5.4 m.
South-East Quay	Max. draft 5.4 m.
South-West Quay	Max. draft 5.4 m.

RADIO: Stockholm.

TUGS: There is a diesel tug of 220 h.p. Larger tug of 1,200 h.p. can b called from Oxelosund.

BERTHING: There is 560 m. of quayage with depth from 5.3 m. to 6.0 m (17.5 ft. to 19.7 ft.) alongside at MW.

CRANES: There is 1×4 ton mobile crane and 6×50-70 ton mobi cranes.

STEVEDORES: Ordered by Agents. Working hours: 0700 – 1600 hrs

FRESH WATER: Available.

FUEL: All grades available.

CONSULS: Vice Consulate for Denmark and Finland, Tel: 0155/3060

REPAIRS: Minor repairs can be effected.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Ordered by Agents, not compulso

OPENING/CLOSING HATCHES: Normally by crew.

CUSTOMS ALLOWANCES: Each crew member 200 cigarettes o 25 cigars or 200 grams tobacco and 1 bottle spirits.

AIRPORT: Norrkoping 80 km., and Stockholm 120 km.

HOLIDAYS: New Year's Day; Good Friday; Easter and Easter Monda Labour Day (1st May); Whit Monday; Midsummer Day and Christma Day.

POLICE/FIRE/AMBULANCE: Police 76100; Ambulance 90000; Fir 90000.

TELEPHONE: None available for placing on board.

SERVICES: None.

SHORE LEAVE: Permitted.

AUTHORITY: Hamnkontoret Nykoping, Skeppsbron 11, 611 Nykoping, Sweden. *Tel:* 0155-248892. *FAX:* 0155-248136. *Conta* Tage Henriksson, Harbour Master.

NYNASHAMN: 58.55 N. 17.58 E. (See Plan)

DOCUMENTS:
2 Crew Lists, and 3 Crew Lists on IMO Form.
3 copies General Declaration (form supplied on arrival).
Bill of Health.
Derat Certificate.
3 copies Cargo Manifest/Bills of Lading.
Tonnage Certificate.
Certificate of Nationality.
Stores and Personal Effects Declaration.
Tovalop Certificate.

PILOTAGE: Compulsory. Pilot boards deep-draft tankers near Landsort Outer Approach Light Buoy (58° 36′ N., 17° 53′ E.).

Pilot boards other vessels 2 miles South of Landsort Light (58° 44′ N., 17° 32′ E.).

RESTRICTIONS: Draft limited to 13 m. through the archipelago to the harbour.

MAX. SIZE:

Berth	*Max. Length of Vessel*	*Max. Distance Bow-manifold*	*Water Depth*
1	300 m.	140 m.	17 m.
		165 m.	15 m.
2	110 m.	60 m.	7 m.
3	250 m.	90 m.	12.5 m.
		105 m.	12.0 m.
4	120 m.	60 m.	12.9 m.
5	70 m.	—	*5.2 m.

*As far as 18.0 m. N.E. of the berth.

HEALTH: Vessels arriving from ports outside Europe must, for Inward Clearance, provide Customs Office with written Declaration of Freedom from Infection. Further instructions will be issued by Customs Office when such Declaration cannot be given.

RADIO: Stockholm Radio; call sign SDJ.

VHF: Nynasoil on Channels 16, working 9 and 13.

Channels 6, 8, 12 and 16 are portable and used during mooring operations.

BERTHING:

Berth No. 1: Loading arms: 3×12 in. for crude oil, 1×8 in. for bunker. Minimum height of loading arms above sea level 2.5 m. Max. height of loading arms above sea level 23 m. Minimum distance between connections of 2 loading arms 1.5 m.

Fresh water supply max. 40 t.p.h.

Ballast water can be pumped ashore at a max. rate of 300 cu.m./hr.

Connection with the loading arms. Vessels usually berth starboard side alongside.

Berth No. 3: Loading arms: 1×10 in. for dirty oil. 1×10 in. for light fuel oil. 1×10 in. for gasoline. Minimum height of loading arms above sea level 1 m. Max. height of loading arms above sea level 16.5 m. Minimum distance between connections of 2 loading arms 1.5 m.

Fresh water supply max. 15 t.p.h.

Ballast water can be pumped ashore at a max. rate of 300 cu.m./hr. Connection with the loading arms. Vessels usually berth portside alongside.

Berth Nos. 2, 4 and 5: For coasters only. Jetty No. 2 and 4 are equipped with loading arms and hose connections of 6 in., 8 in. and 10 in. Jetty No. 5 hose connections only.

DENSITY: 1010.

FRESH WATER: Can be supplied from the piers. No barges.

FUEL: All grades can be supplied from the piers. No barges.

CONSULS: All consuls available at Stockholm.

CUSTOMS ALLOWANCES: 200 cigarettes per person per week. 1 bottle of wine and spirits per person per week.

REPATRIATION: Can be arranged.

AIRPORT: Nearest at Stockholm.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summertime.

SHORE LEAVE: No restrictions.

AUTHORITY: AB Nynas Petroleum, Oil Harbour, Box 1002, S-14982 Nynashamn, Sweden. *Tel:* 46-08-520-65000. *Telex:* 19261 Nypetro S. *FAX:* 46-08-520-65212. *Cables:* Raffinaderiet Nynashamn. *Contact:* Lars Lindgren, Harbour Master.

ORNSKOLDSVIK: 63.17 N. 18.43 E. (See Plan)

DOCUMENTS:
1 Crew List.
1 Passenger List.
4 Customs Documents.
1 Health Document.
1 Manifest.
1 Bill of Lading.
1 Ship's Paper.

PILOTAGE: Pilot station, Ornskoldsvik, tel. 0660/66003. 5 hours' notice. VHF Channel 16. Orange-coloured motor launch fitted with radar and VHF. International signals. Station 2 miles South Skagsudde Lighthouse. Pilots serve all ports between Umea and Harnosand, also Sea Pilots and ice advisers for Gulf of Bothnia. (Also see "Stockholm").

ANCHORAGES: Ornskoldsvikfjarden 30 ft. – 75 ft. Anchorage forbidden in area Raskarson-Malmon-Buron.

MAX. SIZE: Length 700 ft.; breadth 100 ft.; draft 34 ft.

HEALTH: Customs Authorities give Pratique on arrival from foreign ports. In case of suspected disease inform Customs and Port Authorities.

RADIO: SAH, Harnosands Radio.

RADAR/VHF: Radar service in Skagsudde Lighthouse. Port Authority and Stevedores on VHF Channel 16.

TUGS: In port, available. Ship's lines used.

STEVEDORES: Inform stevedores at latest 1400 hrs. day before gangs required, also if available space for truck-loading in holds. Loose timber, 35 stds./gang/day. Packaged timber, 160 stds./gang/day. Board and wood pulp, 400 tons/gang/day.

TANKERS: Municipal Berth: Max. LOA 200 m. Max. draft 10.0 m. Max. d.w.t. 40,000. 6 in., 8 in. and 10 in. lines.

Shell Oil: Max. LOA 200 m. Max. draft 9.0 m. Max. d.w.t. 30,000. Vessels berth port side to.

DENSITY: Fresh water.

FRESH WATER: From quay or boat. 60 t.p.h.

FUEL: Gas oil, light fuel, heavy fuel.

CONSULS: Danish, Finnish, Norwegian, Portuguese.

REPAIRS: Medium sized repairs carried out.

DRY DOCKS: None.

SURVEYORS: Cargo Inspectors and Surveyors available locally.

GANGWAY/DECK WATCHMEN: Watchmen available if desired.

OPENING/CLOSING HATCHES: Stevedores or crew.

CERTIFICATES: Cargo Gear Certificates.

CUSTOMS ALLOWANCES: (Tobacco), 200 cigarettes per week. (Wine/Spirits), 1 bottle per week.

CARGO GEAR: Not needed.

REPATRIATION: Available.

AIRPORT: 10 miles. 3 flights daily Northbound and Southbound.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: Cargo work can be arranged on holidays.

POLICE/AMBULANCE/FIRE: Police 10080; Fire 10445.

EMERGENCY CO-ORDINATION CENTRE: SOS Centre – Dial 90000.

TELEPHONES: Cost 20 Sw. Krs. to be placed on board.

BANKS: Handelsbanken, Storgatan 16, Box 69, 89122, Ornskoldsvik. Tel: 0660/106 30. Telex: 71243. Fax: 83305.

Skandinaviska Enskilda Banken, Storgatan 26, Box 103, 891 23 Ornskoldsvik. Tel: 0660/84660. Telex: 19154. Fax: 18772.

Nordbanken, Box 19, 89121 Ornskoldsvik. Tel: 0660-10305.

STORING: See "Prelims".
1. By truck.
3. Yes.
4. Yes.
6. Yes.

DELAYS: None.

AUTHORITY: Ornskoldsviks Kommun, Hamnforvaltningen, Box 125, Strandgatan 15, 89123 Ornskoldsvik, Sweden. *Tel:* 0660-88100, 88101. *FAX:* 0660-88069. *Contact:* Jan Harnstrom, Harbour Master.

OSKARSHAMN: 57.15 N. 16.27 E. (See Plan)

DOCUMENTS: See "Stockholm".

PILOTAGE: Pilot boards at Furon, 6 miles East of Oskarshamn. Give ETA at least 5 hours prior arrival. VHF Channel 16. Tel: 0491/10036. Fax: 0491-12944. (Also see "Stockholm").

ANCHORAGES: South of Furon, depth 25 m.

RESTRICTIONS: *Channel:* Oil Harbour depth 11 m. Outer Harbour (for general cargo) depth 11 m. Inner Harbour depth 8 m.

MAX. SIZE: *Max. draft:* Oil and Outer Harbour 34 ft. 6 in. Inner Harbour 25 ft.

VHF: Channel 16.

TUGS: 1 tug of 2,870 h.p. and 1 tug of 1,020 h.p.

BERTHING: *Oil Harbour:* Quay length 25 m., depth alongside 11 m.
Inner Harbour: South Quay length 470 m., depth 5 m. – 7.2 m.
Bradholm Quay: Length 140 m., depth 4.8 m. Length 88 m., depth 4 m. (Used only by fishing vessels and visiting yachts).
North Quay: Nos. 22 – 28 depth 5.5 m. – 7.8 m., length 470 m.
Nos. 31 – 35 depth 8 m., length 360 m.
Nos. 36 – 37 depth 6 m., length 120 m.
Ocean Quay: Nos. 51 – 54 depth 11 m., length 350 m.
Shipyard Quays: Up to 8 m. depth.

CRANES: 1 Portal crane, 10 tons capacity. 9 mobile cranes, 10 tons – 90 tons capacity. 1 crane for container handling.

BULK HANDLING FACILITIES: 1 Roll-on/Roll-off berth for goods traffic situated at the North Quay, depth alongside 8 m.

2 Ro-Ro berths on the South Quay. Depth 5 m. – 7.3 m.

TANKERS: One berth. Max. draft 34 ft. 6 in. Discharge lines 8 in.

FRESH WATER: At every berth.

FUEL: Available.

CONSULS: Denmark Tel: 0491-16135; Finland Tel: 0491/11013; Norwegian Tel: 0491/18810.

DRY DOCKS/REPAIRS: Dry dock length 81 m., breadth 14.7 m. Capacity 4,000 d.w.t. Repair facilities available. Oskarshamn Shipyard. Tel. 0491-85500. Fax: 0491-15312.

CERTIFICATES: See "Stockholm".

CUSTOMS ALLOWANCES: 200 cigarettes, one bottle spirits.

AIRPORT: Oskarshamn, 3 km. away, 2 flights daily to Stockholm.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: See "Stockholm".

POLICE/AMBULANCE/FIRE: Police, Tel: 87000; Alarm, Police/Ambulance/Fire Tel: 90000.

SERVICES: Compass adjusting.

IDENTIFICATION CARDS: Not needed.

DEVELOPMENTS: New Harbour at Klubbdjupshamnen (Lat. 57° 16′ N., Long. 16° 28.8′ E.) completed.

AUTHORITY: Oskarshamns Port Co., Norra Strandgatan 50, S-57232 Oskarshamn, Sweden. *Tel:* 0491-87200. *FAX:* 0491-16322. *Contact:* L. Karlsson, Port Director.

OTTERBACKEN: 58.57 N. 14.02 E. (See Plan)

DOCUMENTS:
3 Crew Lists.
1 Stores List.
Ship's Register.
1 Manifest and Bills of Lading.

PILOTAGE: Pilotage is not compulsory. Pilot obtainable at Vanersborg.
ANCHORAGES: In the roads in depths from 16 ft. to 19.5 ft., clay bottom, and in the bay East of Storon from 18 ft. to 16.5 ft., clay and sand bottom.
MAX. SIZE: All ships able to pass through the Trollhatte Canal with a max. draft of 16.9 ft. at MWL can enter the harbour.
HEALTH: No certificates required. In event of any disease or fever contact Agent.
RADIO: All messages to Agent via Gothenburg Radio.
VHF: Port of Otterbacken can be reached by VHF Channel 16.
TUGS: Tugs available when icebreaking is necessary.
BERTHING: Gamla Kajen (old quay): Length of quay 235 ft. Depth alongside 10 ft.

Nya Kajen (new quay): Length of quay 890 ft. Depth alongside 17 ft. – 18 ft.

Galejholmskajen (Galejholms Quay): Length 590 ft. Depth alongside 17 ft. – 18 ft.

CRANES: Two 7 ton travelling bridge cranes; one 5 ton movable diesel crane; one 5 – 7 ton portal crane.
STEVEDORES: Provided by Otterbackens Hamn AB. Ordinary working hours: From 0700 – 0900 hrs., 0930 – 1300 hrs. and 1330 – 1600 hrs.
MEDICAL: Hospital available.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Minor repairs only can be effected.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
HATCHES: Opening/closing is normally carried out by the crew.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 litre spirits for each crew member.
AIRPORT: Karlstad 90 km; Gothenburg 180 km; Skovde 70 km.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: January 1st and 6th; Good Friday; Easter Monday; May 1st; Whitsunday; December 25th and 26th.
POLICE/AMBULANCE/FIRE: Tel: 90000
TELEPHONES: Not possible to place telephones on board. Telephones available at harbour office.
SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
GARBAGE DISPOSAL: Small quantities can be placed in garbage container alongside, free of charge. Larger quantities can be arranged through the Port Authority.
WASTE OIL DISPOSAL: Small quantities (engine room sludge) at Malmkajen into small tank. Larger quantities can be arranged by tanker trucks through the Port Authority.
SEAMAN'S CLUBS: No Seamen's Club.
CURRENCY: Swedish Kronor (SEK).
AUTHORITY: Otterbackens Hamn AB., Fack 65, S-547 02 Otterbacken, Sweden. *Tel:* 46-551-22250. *Telex:* 66088 Otbsped S. *FAX:* 46-551-22757. *Cables:* Otterbackssped. *Contact:* Bo Nilsson, Port Manager.

OXELOSUND: 58.40 N. 17.08 E. (See Plan)

PORT LIMITS: The seaward boundaries of the port is a line between the Eastern point of Ljungholmen and the oil quay. A vessel might be considered to be an "arrived vessel" when at anchor at the roads West of Vinterklasen, subject to Charter party terms.
DOCUMENTS:
4 Crew Lists (3 for Customs and 1 for Ship's Agent).
4 Passenger Lists, if passengers are not inserted in Crew List.
2 Customs Documents, showing all alcoholic liquors and tobacco, belonging to Officers, crew and passengers.
2 Customs Documents, showing ship's store of alcoholic liquors and tobacco.
Health Documents, not necessary.
Manifests, at least 4 copies, normally only for general cargoes.
Bills of Lading, at least 1 copy if not otherwise stipulated.

PILOTAGE: (See "Stockholm"). Pilot station located at Oxelosund, tel. 0155 30200. Pilots require a minimum 5 hours plus a 3 hours ETA notice. When ships in open sea recommended inform pilot station by telephone via Stockholm Radio, call sign SDJ or Gothenburg Radio, call sign SAG. VHF Channel 16 can be used for contacting Pilot station or Pilot boat. Approaching vessel applies for Pilot when daylight with flag signal "G" and when dark with pilot-light or Morse Code "PT". Pilot boats orange. Ships advised to proceed through Northern inlet, where Pilot will board at Norra Krankan Lighthouse, Lat. 58° 37′ N., Long. 17° 27′ E. International requirements with respect to boarding and safety measures. Vessels awaiting for Pilot are prohibited to ride at anchor North of "Gustaf Dalen" Lighthouse.
ANCHORAGES: Suitable anchorages West of Vinterklasen; clay-holding ground, depth 30 m. – 40 m. Ships are not allowed to berth until they receive orders and in the meantime must anchor and await such orders.
RESTRICTIONS: No tides. Draft not over 50 ft. at MLW. Max. length 265 m. Max. beam 38 m. Ships with LOA over 205 m. are berthed in daylight only.
MAX. SIZE: Ore loading berth: Vessels between 3,000 and 80,000 d.w can be loaded. Depth at quay 45 ft. Berth for unloading coal, iron o Ships of up to 130,000 d.w.t. can be discharged. Depth at qua 39 ft. 4 in. Berth for general cargo: Depth at quay 32 ft. 10 in. Oil p Oil carrier up to 95,000 d.w.t. can be berthed. Depth at quay 45 ft. O coal discharging berth: Max. draft 50 ft. at MLW. Max. size 130,000 d.w

Ships with draft over 42 ft. are moored with fender barges betwe ship and quay. Fender barges are supplied free of charge. Fend barges are normally removed when ship can moor alongside.

HEALTH: No special regulations.
RADIO: Stockholm Radio, call sign SDJ, or Gothenburg Radio, call si SAG.
VHF: Pilot Station on Channels 9 and 16.
TUGS: 2 combined tugs and ice-breakers of 1,680 and 3,200 i.h.p. Ex tugs can be arranged, with 24 hours notice. Tugs line can be supplie Tugs normally join vessel near Beten Lighthouse, near harbour.
BERTHING: Pilot compulsory for ships over 1,600 g.r.t. and norma ordered by ship's Agent. No tides. Depths in harbour can va occasionally from minus 1 ft. 6 in. to plus 1 ft. according to tempora alterations of MWL.
Ferry Terminal: The port has a ferry terminal approved for internatio traffic.
CARGO HANDLING FACILITIES: The port has, among other thing one ore quay equipped with a travelling ore-loader with an avera capacity of 2,000 t.p.h. One quay for unloading coal, iron ore and simi equipped with two travelling cranes with a capacity of 600 t.p.h. At No. Quay there is a 25 m. traverse ferry ramp equipped to accommoda Roll-on/Roll-off traffic.
STEVEDORES: Gang(s) have to be ordered prior to vessel's arriva Ordinary working hours are 2 shifts a day Monday – Friday, plus 1 sh Saturday.
MEDICAL: Necessary for Agents to receive advance notice of require medical attention, informing Agent if doctor should meet upon ship arrival, if ambulance is required for transport to hospital and promptne required. No special vaccination/fever certificates necessary. Hospit at Nykoping, about 8 miles from Oxelosund.
TANKERS: One tanker berth, depth at quay 45 ft. Connection to loa discharge lines, diameter of 8 in. – 16 in. Almost all types of heavy fu oils.
DENSITY: 1006 – 1016. No tides.
FRESH WATER: Available. Delivery through lines from quays at a ra of 10 t.p.h. Fresh water can also be delivered by tugs which ha fresh water tanks.
FUEL: Gas oil and MDO available, delivery by lorry.
FIRE PRECAUTIONS: Watchman necessary when loading/dischargi gasoline.
CONSULS: None.
REPAIRS: Local general welding workshop available. For engi matters, etc., a non-local workshop can be arranged.
DRY DOCKS: None.
SURVEYORS: Surveyors and cargo inspectors in Stockholm an Norrkoping.
GANGWAY/DECK WATCHMEN: When ship berthed, reliable gangwa must be arranged to quay. Tankers discharging/loading gasoline mu have watchmen, arranged through ship's Agent.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Usual international certificates. In order not to dela despatch, important that following certificates are available and vali Measurement, Life-boat, Radio and Derat (not older than 6 months).
CUSTOMS ALLOWANCES: (Tobacco), each crew member permitte out of bond about 200 grams tobacco and 5 packets of cigarette-pape (Wine and/or Spirits), each crew member is permitted to have out o bond 1 bottle spirits or 2 bottles of wine, if he is over 20.
CARGO GEAR: International certificates necessary. No additio requirements. All loading and discharging normally carried out with sho cranes.
REPATRIATION: Crew changes can be effected and necessa repatriation arranged by Agent.
AIRPORT: Arlanda 40.4 miles outside Stockholm. Distance Oxelosun – Stockholm 92.8 miles. Total distance 133.2 miles. Served by regula airlines.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: General holidays on which no cargo work can be arrange New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Da Ascension Day; Whit Monday; Midsummer Day; All Saints' Da Christmas Day; Second Christmas Day; New Year's Eve; Whitsun Ev Midsummer Eve; Christmas Eve.
POLICE/AMBULANCE/FIRE: Dial tel. 90 000 and ask for "Polic alarm", "Ambulance" or "Brandalarm" (Fire alarm), or contact Pilots o Channel 16.
EMERGENCY CO-ORDINATION CENTRE: Dial 90 000 (Alarm No.)
TELEPHONES: Connections not available.
SERVICES: No tank-cleaning equipment. Facilities for discharge o tank-washings.
BANKS: Skandinaviska Enskilda Banken, Box 6, S-613 01 Oxelosun Telex: Stockholm 19154 Essebs.
STORING: See "Prelims".
1. By truck alongside dock only.
3. Trucks must remain 3 m. away from vessel.
4. Yes.
5. All bonded stores and stores from abroad have to be clea through Customs.
6. No.

SHORE LEAVE: The crew are allowed to go ashore, but within cert city limits.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Garbage containers placed at berths. N charge for normal garbage.
WASTE OIL DISPOSAL: Reception of dirty ballast at Berth No.11 (o pier), maximum capacity about 4,000 cu.m. This installation also accep bilge and sludge without chemicals.

SEAMAN'S CLUBS: No Seamen's Club.
CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00 = SEK 8.0 (1.3.94).
DELAYS: Normally no delays.
AUTHORITY: Port of Oxelosund, Box 1200, S-61324 Oxelosund, Sweden. *Tel:* 0155-78000. *Telex:* 64025 Portox S. *Cables:* Portox. *FAX:* 0155-34321. *Contact:* Nils Oeberg, Harbour Master.

PITEA (Haraholmen): 65.14 N. 21.38 E. (See Plan)

Pitea town closed to navigation.

DOCUMENTS:
2 Crew Lists.
2 Lists Spirits and cigarettes.
Manifests and Bills of Lading of incoming cargoes to be presented to Customs.
1 Derat Certificate.

PILOTAGE: Pilot to be taken at Gaasoeren-Skelleftea district. Must be ordered at least 5 hours prior arrival. All VHF Channels used – also onboard pilot-boats. (Also see "Stockholm").

Outward-bound vessels must order Pilot from Harbour Office during office hours.

ANCHORAGES: According to Pilot's advice.
MAX. SIZE: Entry through Pitsundet. Max. draft 22 ft. Traffic now directed to Haraholmen which is the port for Pitea. For information regarding passage and bridge opening apply to Harbour Office.

No tides. Also see "Berthing" and "Tankers".

HEALTH: No special restrictions. Diseases must be reported to Customs before entering port.
RADIO: Stockholm Radio, Harnosand Radio.
VHF/RADAR: Radar and VHF on all stations. Harbour Office, Channels 16, 9 and 13.
TUGS: Tugs available if ordered beforehand. Tugs compulsory for larger vessels.
BERTHING: Haraholmen: Length 600 m. plus Ro/Ro ramp, depth 12.5 m., max. draft 11.5 m. Quay is equipped with electricity, telephones, water and oil. Quay is very strong, capable of taking loads up to 250 tons.

Harbour is specially built for all year round traffic. 10 propeller engines are installed under the quay to keep water running and quay ice-free. Special lights are installed to assist in bad visibility.

Quay is equipped with 2 *"Asea"* cranes of 12.5 tons and 24.0 m. outreach.

BRIDGES: See "Max. Size".
STEVEDORES: Bottenvikens Stuveri AB – Pitea. Labour must be ordered latest at 1400 hrs. for morning start following day. Tariff available from Agents.
MEDICAL: All treatments available without notice.
TANKERS: Only one berth at Haraholmen. Max. size 70,000 d.w.t. Max. LOA 240 m. (approx.). Max. draft 37 ft. 10 in. FW. No further restrictions. 2 tugs compulsory for vessels over 15,000 d.w.t.
FRESH WATER: Available by pipe and lorries.
FUEL: All grades available.
CONSULS: None.
REPAIRS: All types of repairs can be effected.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Not necessary but available if ordered.
OPENING/CLOSING HATCHES: Normally done by ship's crew.
CUSTOMS ALLOWANCES: (Tobacco), 200 cigarettes/man per 10 days. (Wine and Spirit), 1 bottle man/10 days. Only crew members over 18.
AIRPORT: Regular flights 9 times per day. Kallax Airport at Lulea. Distance 65 km. from port. 75 minute flight to Stockholm.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: Facilities for placing on board available.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Containers are placed on quay and can be used free of charge.
WASTE OIL DISPOSAL: Collection of waste oil is available by tanker trucks. The service can be ordered through the ship's agent. It is free of charge if done weekdays between 0700 – 1530 hrs. Vessel must deliver minimum 5 cu.m./hour. If pumping is slower, extra charges are incurred.
SEAMAN'S CLUBS: None.
CURRENCY: Swedish Kronor (SEK).
GENERAL: Masters to note the signals to be given before passing bridge at Pitsundet. Master must remember that Pilot must be taken at Gaasoeren-Skelleftea district. If Pilot on bridge all way from Skelleftea to Pitea, a distance fee is charged. Piloting from Nygraan Lighthouse (entrance Pitea) only normal fee.
DEVELOPMENTS: A chemical terminal has recently been completed, capacity 10,000 tons. Also see "Max. Size".
AUTHORITY: Hamnkontoret Pitea, Sjofartshuset, P.O.Box 716, S-94128 Pitea, Sweden. *Tel:* 911-46019. *Telex:* 68307 Shipexp S. *FAX:* 0911-46105. *Contact:* Stig Strand, Harbour Master.

RONNEBY: 56.10 N. 15.17 E. (See Plan)

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
4 Customs Documents.
1 Health Document.
2 Manifests.
1 Bill of Lading.

PILOTAGE: Pilot is taken at Karlshamn pilot station. Tel: Karlshamn 0454/14102. Ordered over Karlskrona Radio on 3289 kHz or by VHF on Channel 16. Pilot should be ordered 5 hours in advance. (Also see "Stockholm").
ANCHORAGE: Open roads.
MAX. SIZE: Limited by depth in fairway: 20 ft. 9 in.
RADIO: Karlskrona Radio, 2182 kHz.
VHF: VHF call sign Ronnebyhamn, Channel 16, 12, 13.
TUGS: None, when necessary such ordered from Karlshamn.
STEVEDORES: ETA given to ship's Agent sufficient.
MEDICAL: Medical attention required ordered by Agents.
TANKERS: Only small tankers with max. draft 20 ft. 6 in. 1×10 in. and 1×12 in. line. No facilities for residue discharge.
DENSITY: 1000. No tide.
FRESH WATER: From water post on quay.
FUEL: Diesel oil from tank-lorries.
CONSULS: Danish Consulate, Tel: 0457/14990.
REPAIRS: Minor repairs only.
DRY DOCK: None.
OPENING/CLOSING HATCHES: Performed by crew.
CERTIFICATES:
Derat Certificate not over 6 months old.
Certificate of Nationality.
Certificate of Tonnage.

CUSTOMS ALLOWANCES: 200 cigarettes plus 1 bottle spirits.
AIRPORT: About 6 miles from Ronneby Harbour; daily flights to Malmo, Stockholm, Visby and Copenhagen.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Police 90000; Ambulance 90000; Fire 90000.
TELEPHONES: Telephone box on Quay.
IDENTIFICATION CARDS: Not needed.
AUTHORITY: Ronneby Harbour Board, Box 3160, S-37203 Ronneby, Sweden. *Tel:* 0457-18744. *FAX:* 0457-18741. *Contact:* Arne Berg, Harbour Master.

SIKEA: 64.09 N. 20.59 E.
Shipping has ceased at this port.

SKELLEFTEHAMN: 64.41 N. 21.15 E. (See Plan)

DOCUMENTS:
2 copies of Crew Lists (3 copies at Ronnskarsverken).
1 List of Provisions.
Measure Bill.
Manifests and Bills of Lading.

PILOTAGE: Compulsory. Telegraphic address: "Pilot Station Skelleftehamn". Advance notice required, 5 hours. Contact pilot boat or pilot station on VHF Channel 16. Calling signal "Skelleftea Pilot" (pronounced – Shellefteo Pilot). Pilot motor boats usually orange. Pilot taken on board 2 miles East of Gasoren Lighthouse. (Also see "Stockholm".)
RESTRICTIONS: No tides or tidal current.
MAX. SIZE: Maximum permissible length of tanker 185 m. in accordance to dredged basin's length.
HEALTH: In case of disease or suspected disease, ship should call for medical assistance in accordance with Swedish rules.
RADIO: Stockholm Radio or Harnosand Radio. When in reach of VHF station of harbour office, at 0830 – 1200 hrs. and 1300 – 1700 hrs., or else through pilot station VHF. Call signals "Skelleftehamn Radio" or "Skelleftea Pilot Station".
RADAR/VHF: Radar service available when entering or leaving port. Contact Pilot station (Channel 16).
TUGS: Normally meet at passage of Gasoren Lighthouse. Ship's lines should be used. Tug of 3,000 h.p. also acts as local icebreaker.
BERTHING: No special requirements.
Kage: Depth in harbour at quay 23/20 ft.; length 609 ft.
Ronnskarsverken: Northern quay, depth 42/19.4 ft. and length 1,814 ft.
Skelleftehamn: North quay, depth 30/21 ft. and length of 1,300 ft. Oil Terminal, (jetty), depth 34 ft. and length 210 ft. with dredged basin of 656 ft. Siporex, quay depth 19.7 ft. and a length of 150 ft.

Bjuroklubb, length 230 ft., depth 17.5 ft.

STEVEDORES: No stipulated ETA regulations.
MEDICAL: Available at short notice. Government hospital in town.
TANKERS: *Municipal Berth:* One tanker berth. Max. d.w.t. 33,000. Max. draft 32 ft. Diameter of discharge lines 8 in. Flanges Din 2633. *Boliden AB:* Max. LOA 200 m. Max. draft 11.0 m. Max. d.w.t. 50,000. Vessels berth port side to.
FRESH WATER: At oil terminal 25 t.p.h. Elsewhere 15 t.p.h.
FUEL: All usual grades available.
FIRE PRECAUTIONS: Standard.
CONSULS: Denmark, Finland, Netherlands and Norway.

REPAIRS: Minor repairs only. Patent slip, max. size 1,000 tons displacement.
GANGWAY/DECK WATCHMEN: Watchmen recommended.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: (Tobacco): 200 cigarettes. (Wine/Spirits), 1 bottle of wine and 1 bottle of spirits.
CARGO GEAR: No additional requirements.
REPATRIATION: Every kind of facility for effecting changes of crew.
AIRPORT: 18 km. Regular airlines, 5-7 flights a day to Stockholm.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day; Good Friday; 1st and 2nd Day of Easter; Ascension Day; 1st and 2nd Day of Whitsuntide; 1st May; Midsummer Day; and 1st and 2nd Day of Christmas. Cargo work cannot be arranged.
POLICE/AMBULANCE/FIRE: 59700, 31080; 90000; 58000.
TELEPHONES: Available for placing on board at the Northern quay in Skelleftehamn.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Skips are provided alongside. Service to be requested from Port Authority (Tel: 33130). No charge for normal quantities.
WASTE OIL DISPOSAL: No waste oil facilities. Engine sludge can be collected if request made to Port Authority.
SEAMAN'S CLUBS: None.
CURRENCY: Swedish Kroner 8.00 = U.S.$ 1.00 (14.6.94).
DELAYS: In exceptionally bad weather.
GENERAL: All waste to be taken to special waste containers ashore.
AUTHORITY: Skelleftea Hamn, Jarnvagsleden 81, S-93233 Skelleftehamn, Sweden. *Tel:* 0910-33130. *FAX:* 0910-34438. *Contact:* Hemmo Tollinoja, Port Director.

SKREDSVIK: 58.25 N. 11.30 E.

Oil harbour in the Lysekil area.
DOCUMENTS:
- 3 Crew Lists, on IMO Form.
- 1 Cargo Manifest.
- 1 Copy Bill(s) of Lading.
- 1 Stores List.
- 1 Personal Effects List.
- Derat Certificate.
- Tonnage Certificate.
- Certificate of Registry.

PILOTAGE: Pilot station at Lysekil, Tel: 0523/60800. VHF Channel 16. Five hours' notice of ETA required. Pilot vessel is an orange-coloured motor launch fitted with radar and VHF. International signals. Pilot boards between Gaeven and Tovas Ungar, about 6 miles West of Lysekil.
ANCHORAGE: Gullmarsfiord, S.E. of Lysekil, depth about 60 m.
RESTRICTIONS: Draft not to be in excess of 40 ft. on passage from Pilot to Skredsvik.
MAX. SIZE: Length 180 m. – 190 m. draft 10.0 m. No limit on breadth.
TUGS: Have to be ordered either from Gothenburg or from Uddevalla.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits or wine per person per week.
POLICE/AMBULANCE/FIRE: Police Tel: 0522/14920, or 0524/10068 and 90000; Ambulance and Fire Tel: 0522/10013, or 0524/10550 and 90000.
EMERGENCY CO-ORDINATION CENTRE: (SOS Emergency) Dial 90000.
AIRPORT: Nearest at Gothenburg.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
SHORE LEAVE: No restrictions, but photography and smoking ashore is not permitted.
IDENTIFICATION CARDS: Not required.
AUTHORITY: National Energy Administration, Skredsvik, 45195 Uddevalla, Sweden. *Tel:* 0524-20100. *Contact:* Hans Hansson, Port Engineer.

SLITE, Gotland Is.: 57.42 N. 18.50 E. (See Plan)

DOCUMENTS:
- Crew Lists.
- Customs Documents.
- Health Documents.
- Bills of Lading.
- Measurement Bill.
- National Certificate.
- Valid Derat Certificate.

All compulsory (Also see "Stockholm").
PILOTAGE: Service centralised to main station at Visby. Service day and night. Tel: 0498/10138. 5 hours' notice required. VHF Channel 16 (also see "Stockholm").
ANCHORAGES: Sheltered anchorage on Inner Road with up to 8.4 m. depth of water.
RESTRICTIONS: No restrictions. Entrance possible day and night.
MAX. SIZE: Draft not to exceed 21 ft. 6 in. alongside for cargo vesse The depth at the entrance has been increased to 8.4 m. Depth alongsi remains at 6.8 m., except for vessels berthing at bulk cement ber where depth is 8.4 m.
HEALTH: Restrictions only if fever on board or vessel coming from port where disease or fever in existence.
RADIO/VHF: Tingstade Radio Station, call sign SAE, VHF se "Pilotage".
TUGS: No tug available.
BERTHING: No restrictions if due notice to Port Authority given.
STEVEDORES: Notice to be given latest noon on day before arriva order to make start next morning (unless special arrangements agreements made).
MEDICAL: Attention by doctors-in-charge. Central hospital at Visby.
TANKERS: Pipe-line connection flange 8 in.
FRESH WATER: Available alongside quay.
FUEL: Practically all grades bunker oil available subject prior notice.
CONSULS: No consul representations at Slite. Consuls for Denmar Finland, Norway and Germany at Visby.
REPAIRS: Only minor repairs possible.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Not compulsory but available.
OPENING/CLOSING HATCHES: Ship's crew to open or close.
CUSTOMS ALLOWANCES: Presently 200 cigarettes per head/wee Practically no spirits allowed out of bond.
REPATRIATION: Good possibilities for changing crew.
AIRPORT: About 40 km. to Visby Airport.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Tel: 90 000 (Ambulance, Fire Brigad Doctor, Police, Sea Rescue, Dentist, etc.).
SERVICES: No services for tank-cleaning, tank washing, or compas adjusting.
STORING: See "Prelims".
1. Yes.
2. Vessels can store during loading and discharging.
3. Yes.
4. Yes.
5. Duty free goods can be obtained in Visby.
6. Yes.

SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Seaman's Book or Passport if travellin outside port area.
AUTHORITY: Cementa AB, Box 102, 62030 Slite, Sweden *Tel:* (0498) 281000. *Telex:* 4136. *Cables:* Cementa Slite. *FAX:* 0498 281390. *Contact:* Magnus Helmer, Port Manager.

SODERHAMN: (includes Stugsund, Langror Oilberth Sandarne Factory Berth and Örrskar Woodchip Berth. 61.18 N. 17.05 E. (See Plan

DOCUMENTS:
- 2 Crew Lists.
- 3 Bills of Lading.
- 3 Manifests.
- 2 Crew Effects Declarations.
- 2 Ship's Stores Declarations.
- Tonnage Certificate.
- Certificate of Nationality.
- Ship's Register.

PILOTAGE: Pilot must have 5 hours' notice. Telegraphic address "Soderhamn Pilot Station", Ljusne. VHF Channel 16 for calling pilot boa and pilot station and 13. Pilot boat is orange. International signals to be used. Vessels can normally receive Pilot between Hallgrund and Storjungfrun. In case of bad weather or ice, Master consults Pilot fo advice (Also see "Stockholm").
ANCHORAGES: Lilljungfru Anchorage S.W. Lilljungfrun, where depths are 15 m. – 20 m., is W. or S.W. of Norrutharet. Branthalls Anchorag W. Branthall Island, depths 10 m. – 15 m.
HEALTH: No special action except for suspected disease. In case o disease contact Agent for information.
RADIO: Stockholm Radio. Within reach, Master may call Soderham Port Radio. Tug station is Stugsund. Tug fitted VHF, Channels 16,13, 1

There is a radar station at Soderhamn. Pilot station, Ljusne, and the pilot boats are fitted with radar.
MAX. SIZE: Langror Oil Berth. Breadth of entrance fairway 55 m. – 60 m and depth 8.3 m. at mean level (M.L.). Depth according to M.L. of 1987 Max. ship length about 170 m. at the quay.
Orrskar: Woodchip Terminal, breadth of entrance fairway 110 m., dep 12.8 m. M.L. New quay for general cargo, depth 10.45 m. M.L.
Sandarne: Breadth 30 m., depth 7.0 m. M.L. breadth 55 m. – 60 m. i unlit fairway.
Stugsund: Breadth 30 m., depth 6.0 m. M.L.
Soderhamn: Breadth 10 m. – 15 m., depth 3.5 m. M.L.

Depth varies about 1 ft. below and 1 ft. above M.L. Breadth given a narrowest point in fairway.
TUGS: Normally meet large vessels at Otterhallans Lighthouse and others off quays on request. Ship's lines to be used.
BERTHING: Boatmen can be ordered by Pilots or Agents. Large ships berth oil berth only in daylight because channel not lit.
CRANES: One electric crane to lift 10 tons in Stugsund. In other berths mobile cranes can be hired.
STEVEDORES: Gangs to be ordered by Agent usually at 1500 hrs. fo starting next morning at 0700 hrs.
MEDICAL: Medical attendant available day and night.

TANKERS: 6 in. or 8 in. connections. Only 1 berth and max. depth at quay 8.3 m.
DENSITY: Practically fresh water.
FRESH WATER: Available in all ports. Delivered through pipelines on wharf. Rate: 10 t.p.h.
FUEL: Any normally used grade on request to oil company with few hours' notice.
CONSULS: None.
REPAIRS: Minor plate-work and welding can be carried out.
SURVEYORS: A Surveyor is appointed at the Port.
GANGWAY/DECK WATCHMEN: Watchmen available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Traffic permission (not necessary for ports within the Custom District boundaries), Bill of Measurement, Swedish Sailor's Roll (only Swedish ships), Foreign Nationals Crew Passports, Derat Certificate (6 month), Certificate of Health.
CUSTOMS ALLOWANCES: (Tobacco), out of bond, 200 cigarettes or 250 gm. tobacco. (Wine/Spirits), out of bond, 1 bottle of spirits and wine, maximum 1 litre or 2 bottles of wine.
CARGO GEAR: Valid cargo gear certificates.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Nearest international airport Stockholm.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: No work on official holidays, but may be possible on special request. New Year's Day (1st January); Twelfth Day (6th January); Good Friday; Easter Sunday and Easter Monday; 1st May; Whit Sunday and Whit Monday; Midsummer Day; All Saints' Day; 25th December and 26th December; New Year's Eve; Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.
POLICE/AMBULANCE/FIRE: Police 90000 or 0270/10020; Ambulance 90000; and Fire 90000 or 0270/75455.
TELEPHONES: Quay telephones can be placed on board at Sandarne and Orrskar quays. 2 telephones. Telephone can be placed on board at Orrskar Quay.
SERVICES: Facilities for discharge of tank-washings max. 20 tons. Tank-cleaning and facilities for discharge of tank-washings of great extent are Stockholm and Sundsvall. Compass adjusting in Stugsund Berth.
BANKS: Skandinaviska Enskilda Banken, Box 4, Kopmangatan 1, 826 00 Soderhamn.
STORING: See "Prelims".
1. Yes.
2. Yes.
3. Yes.
4. Yes.
5. Only bonded stores.
6. Stevedores, on request.

IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Container available on wharf. No charges.
WASTE OIL DISPOSAL: Engine room slops only. Tanker trucks capacity 8 cu.m. available at all berths. The service can be ordered through Soderhamns Hamn, Tel: 0270-54640, 24 hours before arrival. Collection only between 0700 – 1530 hrs.
SEAMAN'S CLUBS: Only local facilities available, e.g. shop, international telephone, postage, etc.
CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00=SEK 8.00 (14.6.94).
REGULATIONS: Port Regulations available from Agent or Port Office.
DELAYS: Fog, ice and bad weather may delay berthing. Rain and snow can delay loading and discharging of dry cargo.
GENERAL: There is a VHF port radio at the Port Office, Stugsund. Working hours 0730 – 1630 hrs. Channel 16 for call and Channel 12 for working. During the ice-breaking season the tug may be out even at night. Tug has same channels. Soderhamn Customs District includes all berths mentioned above.
AUTHORITY: Soderhamns Hamn, Strandgatan 4, S-82600 Soderhamn, Sweden. *Tel:* 0270-54640, 54580. *FAX:* 0270-55190. *Contact:* Rutger Hadberg, Harbour Master.

SODERTALJE: 59.12 N. 17.38 E. (See Plan)

PORT LIMITS: Approximately 2 nautical miles from entrance.
DOCUMENTS:
Crew List.
Cargo Manifest.
List of Ports of Call.
PILOTAGE: Pilot to be ordered at least 5 hours before arrival at Landsort Pilot Station on VHF Channel 13. Distance from Landsort to Sodertalje is 34 nautical miles.

Pilotage compulsory for all vessels carrying petroleum, gas and chemicals.
ANCHORAGES: Pilots direct vessels to suitable anchorages.
RESTRICTIONS: Cables over fairway with vertical clearance of 42 m. at MLW.
MAX. SIZE:

	Length	*Beam*	*Draft*	*Airdraft*
Uthamnen (Outer Harbour)	200 m.	32 m.	8 m.	40.5 m.
Sydhamnen (South Harbour)	200 m.	32 m.	9 m.	50.0 m.
Igelstahamnen (Igelsta Harbour)	200 m.	32 m.	9 m.	40.5 m.
Oljehamnen (Oil Harbour)	200 m.	32 m.	9 m.	40.5 m.

HEALTH: Derat Certificate required.
RADIO: Stockholm Radio.
VHF: Channel 13 calling "Pilot Sodertalje" or "Malarbron" for ordering of boatmen 1 hour before arrival.
RADAR: No port radar service.
TUGS: Available through local Agents for vessels over 10,000 d.w.t.
BERTHING: *Sydhamnen:*
Ro/Ro Berth No. 9, length 70 m., depth 6.4 m. MW.
Ro/Ro Berth No. 10, length 130 m., depth 7.9 m. MW.
Ro/Ro Berth No. 11, length 130 m., depth 7.9 m. MW.
Ro/Ro Berth No. 12, length 160 m., depth 9.8 m. MW.
Oljehamnen: Jetty No. 6, depth 10.1 m. Jetty No. 7/8, depth 6.9 m.
Uthamnen: Lo/Lo berth (general cargo), length 300 m., depth 5.9 m.–8 m. Silo Quay, length 155 m., depth 8.4 m.
Igelstahamnen: Coal and oil discharge berth, length 150 m., depth 10.5 m. Coal discharged using shore equipment.
CRANES: *Uthamnen:* 4 cranes up to 6 tons each, 1 crane for heavy lifts up to 25 tons.
Sydhamnen: Mobile cranes up to 47 tons with auto container spreader, forklifts up to 42 tons.
Igelstahamnen: Shore equipment for coal discharge.
BULK HANDLING FACILITIES:
Uthamnen: Salt in bulk.
Siloquay: Grain loading.
Igelstahamnen: Coal discharge, oil discharge.
Oljehamnen: Oil petroleum products and liquid chemicals.
SPECIALISED CARGO HANDLING FACILITIES: 24,000 sq.m. for cold and warm storage available.
STEVEDORES: Ordinary working hours: 0700 – 1130 hrs., 1200 – 1600 hrs. on weekdays. Stevedores can be ordered by telephoning 08-55023750 or by telex No. 10273 Sodstuv.
TANKERS: See "Berthing".
FRESH WATER: Available at all berths.
FUEL: Available at all berths.
REPAIRS: Can be undertaken at all berths.
DRY DOCKS: Nearest at Stockholm.
SURVEYORS: Cargo surveyors are available from Stockholm.
GANGWAY/DECK WATCHMEN: Available.
HATCHES: Opening/closing carried out by stevedores.
AIRPORT: Nearest at Stockholm, 60 km. distant.
TIME: GMT plus 1 hour. Summertime GMT plus 2 hours.
HOLIDAYS: Cargo work can be carried out by special agreement on holidays.
POLICE/AMBULANCE/FIRE: Dial 90000 and request necessary service.
TELEPHONES: Can be placed on board vessels.
BANKS: Only Swedish banks are represented.
STORING: See "Prelims".
1. By truck.
2. Vessels can store while loading/discharging.
4. Forklifts available.
6. Yes.

GARBAGE DISPOSAL: Garbage containers in each harbour. Contact Port Authority Tel: 08-55023750.
WASTE OIL DISPOSAL: Collection service of waste oil throughout harbour via tanker truck. Contact Port Authority Tel: 08-55023750.
SEAMAN'S CLUBS: The Seamen's Club is situated in Stockholm, 30 km from the port. Contact Tel: 08-6632421.
CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00 = SEK 8.00 (28.2.94).
SHORE LEAVE: Permitted.
AUTHORITY: Port of Sodertalje, Box 2016, S-15102 Sodertalje, Sweden. *Tel:* 08-55023750. *Telex:* 10273 Sodstuv. *FAX:* 08-55031949. *Contact:* Ingvar Wiren, Managing Director.

SOLVESBORG: 56.03 N. 14.35 E. (See Plan)

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot station at Ahus, Tel: 044/240027, needs 5 hours' notice. Pilot Station (Karlshamn): Tel: 0454-14102. Pilot station and pilot boat can be ordered by VHF Channel 16, working on Channel 13. Harbour office in Solvesborg can be called on same frequency. (Also see "Stockholm".)
ANCHORAGES: Roadstead to South of harbour 25 ft. deep with good holding ground.
MAX. SIZE: Depth in outer harbour 8.2 m. (27 ft.) and in inner harbour 7.5 m. (25 ft.) Recommended for ships to have 1 ft. 6 in. of water under keel. Max. length 170 m. (558 ft.). Breadth 30 m. (98 ft.). Draft 7.7 m. (25 ft.) for vessel entering harbour. Largest ships to enter harbour were 26,000 tons oil tanker with load of 16,000 tons and 30,000 ton dry cargo ship loading 5,000 tons of pulp.
HEALTH: See "Stockholm".
Animals: Private dogs and cats etc., not allowed ashore without quarantine.
RADIO: Stockholm Radio and Gothenburg Radio.
VHF: Harbour Office can be reached by VHF, Channel 16. Working frequency Channel 14.
Tug "Hafnia" – Channels 6, 13, 14 and 16.
Workboat "Portia" – Channels 6, 13 and 16.
TUGS: 1 tug available, 1×665 h.p. (ice-breaking).

BERTHING:

Location	*Length* (m.)	*Depth* (m.)	*No. of cranes (max. load)* tons
Inner Harbour:			
Western Quay, Southern Section	225	7.5	1 (5)
Western Quay, Northern Section	129	6.5	1 (6)
Northern Quay	85	5.0	Mobile (20)
Blekinge Quay	53	4.0	—
Other Quays	190	3.0	Mobile (18)
Outer Harbour:			
Ro-Ro ramp	20	6.0	—
Side-deck at the Ro-Ro ramp	45	6.0	Mobile (35)
Outer Harbour Quay	200	8.2	1 (26)
Oil Jetty	25 + Dolphins	8.2	—
(The Ro-Ro berth, quay and oil landing-stage are situated on a 500 m. line).			
Private Harbours:			
Quay	165	6.0	1 (15)
New Quay	115	6.0	1 (15)

Within the port area a total of 25 straddle, fork and clamptrucks, as well as 2 front loaders, the biggest fork truck having a lifting capacity of 25 tons.

A storage space of 21,000 sq.m. inside warehouses, and an open air space of 140,000 sq.m.

STEVEDORES: Require notice before 1500 hrs. if loading/discharging shall start at 0730 hrs. following morning, or notice before 1000 hrs. if loading/discharging shall start 1300 hrs. the same day.

Stevedoring Company: Solvesborg Stuveri and Hamn AB. Tel: 0456-10119, 12295.

TANKERS: 3 Shore-lines for oil products from oil jetty to depots.

1. 250 mm. for Bunker C (2nd fuel).
2. 200 mm. for paraffin oil.
3. 200 mm. for petrol. For discharge coasters use ship's equipment.

Larger ships discharging Bunker C oil use harbour's 8 in. rubber hose.

FRESH WATER: Available.

FUEL: Ordered from oil companies by ship's Agents.

CONSULS: Royal Norwegian Vice-Consulate, Stortorget 10, Box 115, S-29401 Solvesborg. Tel: 0456-150 20.

REPAIRS: Carried out by local workshops.

DRY DOCKS: Facilities available.

GANGWAY/DECK WATCHMEN: Watchmen normally not needed. Can be ordered by ship's Agents.

OPENING/CLOSING HATCHES: Normally opened/closed by crew.

CERTIFICATES: See "Stockholm".

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes/week per head. Wine/spirit: normally 1 litre/week.

Customs House, Tel: 12000.

REPATRIATION: Possible.

AIRPORT: 50 km. to Kristianstad Airport and 60 km. to Ronneby Airport. Served by regular inland airlines.

TIME: Local time is GMT plus 1 hour. Summertime GMT plus 2 hours.

HOLIDAYS: See "Stockholm".

POLICE/AMBULANCE/FIRE: Dial 90 000 and ask for Police, Ambulance or Fire Department.

TELEPHONES: Telephones available in Agent's offices at quay and telephone boxes.

IDENTIFICATION CARDS: Not needed.

DELAYS: Normally no delays.

GARBAGE DISPOSAL: Blue, closed, containers are placed in harbour area. Notify harbour authority, if used.

WASTE OIL DISPOSAL: Tanker trucks of 12 cu.m. available at any berth.

SEAMAN'S CLUBS: Telephone boxes and post office in city centre. No other services for seamen.

CURRENCY: Swedish Kronor (SEK).

AUTHORITY: Solvesborgs Stuveri & Hamn AB, Box 60, S-294 01 Solvesborg, Sweden. *Tel:* 46-456-10119, 12295, 12262. *FAX:* 46-456-14938. *Contact:* Kjell Andersson, Managing Director.

STENUNGSUND: 58.04 N. 11.49 E. (See Plan)

LOCATION: Stenungsund is located on the East side of Askero Fjorden about 23 miles North of Gothenburg. There are 3 terminals.

1. The Power Board Terminal.
2. The Borealis Havden Terminal.
3. The Norsk Hydro Terminal.

The terminals are located about 20 miles from the Hatteberget Light Tower (Lat. 57° 52′ N., Long. 11° 28′ E.) and are reached via Marstrands Fjorden and Hake Fjorden.

DOCUMENTS:

3 Crew Lists.
2 Passenger Lists.
1 Tobacco and/or Stores List.
1 Manifest.
1 List of Animals on Board (if any).
Access to the usual ship's papers (measurement, register, certificate, etc.).
If away from Sweden more than 15 days: Bill of Health.

APPROACHES: When approaching from the West, ships must kee North of the area dangerous due to mines extending to Lat. 57° 47′ N Long. 11° 03′ E.

Currents in this area are unpredictable and are much influenced b the wind. Ships have reported experiencing a change in direction o current on approaching the Hatteberget Light Tower, for example, Sou going outside Hatteberget, North-going inside Hatteberget. Currents o 1 to 3 knots have been experienced.

Seabuoy-Berth: For larger ships bound for Stenungsund th recommended track is Algo Fjorden shown on charts as passin between N. Meholm and S. Meholm is not always followed by Pilot some preferring to pass South of the Hunden Shoal and S. Meholm Great caution is needed in taking this Southerly route as there ar unmarked dangers. During darkness or in poor visibility the Pilot intentions should be fully discussed before entering Algo Fjorden.

The channel between Bratton, Kallon and Almon Islands at the Nort end of Hake Fjord and under the Tjornbron (bridge) between Kallon an Almon is in the form of an "S" bend and vision is obstructed. Traff may be suddenly met with little warning, particularly as some ships d not carry Pilots, and there is no speed limit. Engines should be o standby, anchors ready and manned in this area.

PILOTAGE: The pilot boat is steel hulled, painted orange, and it wi meet ships based on ETA and VHF contact. The Pilot boards a Hatteberget Light Tower. Pilots will not handle large vessels durin darkness. Those ships must anchor and await daylight. ETA advice t Pilot to be sent to "Lotsarna Marstrand" via Goteborg Radio at leas 5 hours before arrival giving ship's name, flag, draft, ETA pilot statio and destination.

ANCHORAGES: While awaiting berth vessels anchor outside harbou N.W. of Powerboard Jetty. Safe anchorages everywhere, but fairwa South of Galteron Lighthouse has to be avoided.

RESTRICTIONS: Max. draft in channel 13.0 m. Night navigation i decided by individual case.

Bridge height at Tjornbron is 43 m.

MAX. SIZE: *Powerboard Jetty:* Max. draft North side 12.30 m., Sout side 10.50 m.

Statoil Havden: Max. LOA 240 m. Max. draft 14.0 m. Distance bow t manifold 99.0 m.

Norsk Hydro Terminal: Max. LOA 100 m. Depth 9.5 m.

HEALTH: No special Pratique necessary. If any disease or feve suspected on board, doctor must be called on arrival. Pratiqu automatically granted when entering from another port in Sweden.

RADIO: Gothenburg radio.

VHF: Pilot on Channel 16. Working on Channel 6.

TUGS: At present no tugs are stationed in Stenungsund but have to b ordered from Gothenburg at least 2 hours' steaming away.

Tugs are diesel driven, single screw, single rudder. Tugs are mad fast after passing Vinterholmen at the North end of Hake Fjord an before passing through the narrows under the bridge. Tugs tow on th hook using ship's ropes. The larger tugs use two ship's ropes out of th same lead and care must be taken to equalise the load on the two line before full load is taken.

The Pilot carries his own VHF set (having Channels 16, 13 and 12 and uses this to communicate with the tugs.

50,000 d.w.t. tankers use 3 tugs, 1 large tug forward, 1 large an 1 smaller tug aft.

MEDICAL: Doctors and dentists available at short notice. Hospital situated at Uddevalla and Kungalv, ambulances at Stenungsund.

TANKERS: The Powerboard Terminal:

General: The Powerboard Jetty is a finger pier aligned East/West locate on the East side of the Askero Fjord about 1 nautical mile North of th town of Stenungsund (Lat. 58° 05.3′ N., Long. 11° 49.2′ E.). It is show on B.A. Chart 890. It is used for the import and export of fuel oil for th power station located 0.5 miles away and for the import of product solvents and LPG for oil and petrochemical companies.

Cautionary Advice: Currents in Askero Fjorden are unpredictable bot in speed and direction but generally run across the direction of the finge pier. The fendering of the outer corners of the pier is of low energ absorption characteristics and heavy landings must be avoided. Anchor should be manned and ready for letting go.

Berthing Procedures: On proceeding up Askero Fjorden past Havde the ship is swung to starboard with the assistance of tugs and lined u for the pier. Anchors are sometimes used to help steady the bow on th correct heading, and as assistance in bringing the ship up.

Ocean-going ships berth on the North side of the pier and ar therefore, starboard side to berth. When in position, most ships' stern protrude beyond the end of the pier by as much as one-third of the length, therefore, maximum attention must be paid to the stern mooring Because moorings placed on the buoy on the starboard quarter or o the bollards on the South shore prevent ships from using the South sid of the pier the terminal will not, as a rule, put moorings to these point However, in periods of unsettled weather, particularly if winds are fro the S.W., Masters of the larger ships should insist on stern mooring being sent to the buoy and South shore. It should be borne in mind tha tugs are not readily available at Stenungsund. Moorings are take ashore initially by boat and then by heaving line. The forward spring lin is usually first line ashore. No shore moorings are provided.

Gangway: Ship's gangway is used, there is ample room on the jetty t land the gangway abaft the manifold. Note that when ship is light th normal ship's gangway will become very steep (over 50°) and specia safety precautions to prevent accidents to personnel will be necessar

Fendering: The concrete strong points of the pier are protected b tubular rubber 600 mm. diameter erected horizontally. The concre outer corners are well protected with low friction fenders.

Cargo Connections and Handling: HFO, Heating Oil, Naphtha an Mogas are handled. Ullages and temperatures are taken jointly wi shore representative upon arrival alongside.

Starboard manifold should be prepared for 10 in. hoses, 2 or 3 flexib hoses with 10 in. ASA bolted flanges are usually connected. Starboa derrick and a 4 ton shore crane are used for hose connection.

Concurrent loading and discharging are not allowed. Maximum back pressure is 10 kg./sq.cm.

Naphtha receiving capacity is maximum 3,000 cu.m.p.h. Normal discharge rate is about 1,800 cu.m.p.h.

Deballasting Facilities: The terminal has limited high flash ballast reception facilities, about 2,400 cu.m. Discharge rate is about 500 cu.m.p.h.

Clean oil-free ballast may be discharged overboard but it is the ship's responsibility to ensure that the ballast water is oil-free and very heavy penalties are imposed for oil pollution.

Passing Traffic, Weather, Tide, etc.: There are no unusual problems except for strong S.W. winds when it is important that breast moorings are run to the starboard quarter buoy and to the South shore.

Special Regulations: No small craft are allowed alongside ship while at jetty. No bunkering during loading and discharging.

Oil Pollution Safeguards: Floating oil booms – partly fixed and partly portable are available to surround the ship and jetty. Mechanical suction equipment is available.

Fire Fighting Equipment: Remote-controlled foam-guns and water monitors are available at the berth.

Fresh Water: Good quality fresh water is available ex-jetty by hose, rate 25 t.p.h.

Additional Information: The berth on the South side of the Powerboard finger pier also handles HFO, heating oil, naphtha and mogas but is mainly used for loading/discharging LPG.

Statoil Terminal, Havden: *General:* Statoil's Havden terminal berth is located on the North side of the Havden peninsula on the East side of Askero Fjorden (Lat. 58° 05′ N., Long. 11° 48.5′ E.). It is a marginal type berth with a breasting face about 60 m. long. It is used for the discharge of naphtha and LPG.

Cautionary Advice: See "Powerboard Terminal".

Telegraph cables (shown on the chart) run out from the shore close Northwards of the berth and anchors should not be used. In addition, the dredged area tapers quite sharply towards the East end of the berth and use of an anchor could result in the ship "sitting" on the anchor or its cable.

Berthing Procedures: On arriving off Havden the ship is swung to starboard with the assistance of tugs and steamed slowly to the berth. Ships always berth starboard side to berth. Moorings are taken ashore by motor boat, the forward spring is usually the first line ashore. The stern of the ship is not well sheltered from the prevailing S.W. winds and special attention must be paid to putting out good stern moorings. It must be remembered that tugs are not readily available in Stenungsund. No shore moorings are provided.

Gangway: Ship's gangway used, ample room on the jetty to land the gangway aft of the cargo manifold. Note that, when ship is light, the normal ship's gangway will become very steep (over 50°) and special precautions to prevent accidents to personnel will be necessary.

Fendering: Each of the 3 concrete strong points is fendered by truck tyres around a rubber core slung horizontally. Care should be taken not to land initially between the strong points.

Cargo Connection and Handling: Only naphtha and LPG are handled at this berth. No bunkers can be provided. 2×10 in. fully counterbalanced hard arms of Chicksan manufacture are provided. Each has 10 in. ASA bolted flanges.

Ullages and temperatures are taken together with shore representative upon arrival alongside.

Starboard manifold should be prepared to accept 2×10 in. hard arms. If ship's manifold has large overhang outside the support, this should be jacked up before connection of arms. Stays, derricks, etc., in vicinity of starboard manifold should be removed. There are no facilities for receipt of dirty ballast at the terminal.

Oil Pollution Safeguards: Floating oil booms, partly fixed, partly portable are available to surround ship and jetty. Mechanical suction equipment is available.

Fire Fighting Equipment: The jetty is equipped with a fire water and a foam line and portable monitors.

Fresh Water: Good quality fresh water is available ex-jetty by hose, rate 25 t.p.h.

Norsk Hydro Terminal: Max. LOA 100 m. Depth 9.5 m.

FUEL: Only available by barge from other places (i.e. Gothenburg). Bunkering only during daylight. Can be ordered at short notice.

FIRE PRECAUTIONS: Normal precautions.

CONSULS: At Gothenburg.

REPAIRS: Minor repairs can be made locally, large repairs by labour from Gothenburg shipyards. Gas-freeing alongside with Port Captain's approval only. Repairs alongside with Port Captain's approval only.

SURVEYORS: D & D Marine Consult, Upplandsgatan 25, 11360 Stockholm. Tel: 08-34 1590.

GANGWAY/DECK WATCHMEN: Watchmen from ashore necessary when telephone connected.

CUSTOMS ALLOWANCES: 200 cigarettes. 1 bottle of spirits.

REPATRIATION: All facilities exist.

AIRPORT: Gothenburg 50 km. away. Regular airlines.

TIME: GMT plus 1 hour.

HOLIDAYS: Tankers load and discharge all year round.

TELEPHONES: Connected on board if required. Watchmen attend calls. Fireman and alarm on jetty during whole operation.

SHORE LEAVE: Permitted. Distance to Stenungsund 1 km., Uddevalla 40 km. or Gothenburg 50 km. by bus, train or taxi. Shore passes issued at the gate.

IDENTIFICATION CARDS: The gate at the Powerboard Terminal is TV-guarded. Each crew member must carry a Passing Permission allowing passage through the gate. Required number of permissions will be handed over to the Master by the Agent on ship's arrival. Passing Permission at Statoil Terminal, Havden, is not required.

GARBAGE DISPOSAL: Container available for garbage, free of charge.

WASTE OIL DISPOSAL: Reception facilities for engine slops only up to a maximum of 15 cu.m. at a time.

SEAMAN'S CLUBS: None.

CURRENCY: Swedish Kronor (SEK).

SHIPMASTER'S REPORT: January 1989 (Updated 1990).

Pilotage: On approaching the port, call 'Marstrand Pilot' on VHF Channel 11. The pilot usually boards between Hatteberget Light Tower and Astol Island to the N.W., from a fast launch painted orange. The water in the approaches is deep. The Racon on Hatteberget Light is usually visible when passing the Skaw. It takes approximately 1.0 hours – 1.5 hours to reach the Statoil berths.

Anchorage: There are no safe anchorages outside the fjord. If vessel is awaiting a berth it is usual to anchor to the West of the berths. An alternative anchorage is in the area 6 miles North of Algon Island, which is within the pilotage waters.

Max. Size: Power Board Terminal: On the North side of the jetty the maximum draft is 12.6 m. and on the South side 10.6 m.

Statoil Terminal: This berth is to be dredged to 14.0 m.

Tugs: There are no tugs stationed at Stenungsund. If tugs are required they have to be ordered from Gothenburg, which is 2.5 hours away by sea. 5 hours notice is required. Tugs normally join vessel at the 'S' bend at Tjornbron Bridge. Vessels of 32,000 cu.m. capacity require 2 tugs for berthing and one for unberthing.

Berths: Power Board Terminal: Lat. 58° 05.3′ N., Long. 11° 49.2′ E.

The finger pier is located on the East side of Askero Fjord and is aligned in an East/West direction. The pier is 1 mile North of Stenungsund.

The jetty is used for the import of oil for the power station and for import of LPG and ethylene for oil companies.

Approach to the berth is difficult in strong S./S.W. winds.

Vessels berth head-in, starboard side alongside, on the North side of the jetty and port side alongside on the South side. The offshore anchor is often used when berthing.

On the North Berth, vessels should be well secured at the stern when S./S.W. winds are blowing and well secured at the South Berth when N.W./N. winds are blowing.

Statoil Terminal: The berth is located on the North side of Havden Peninsula, to the West of Stenungsund. Vessels are swung to starboard and then pushed slowly into the berth. The stern overhangs when alongside, so good moorings are required aft when S./S.W. winds are blowing. The leads for the after moorings are poor and the leads for the headlines are long.

Cargo: Power Board Terminal: Ethylene is handled on both sides of the jetty, dependent on the receiver. Neste use the North side and Statoil use the South side. The North side berth is equipped with an 8 in. hydraulic arm (150 ASA) with clamps and automatic disconnect mechanism. The South side berth is also equipped with an 8 in. (150 ASA) hydraulic arm, but without clamps. Shore supply the necessary reducers. No VRL connected.

Initially small amounts of cargo are pumped ashore from each tank in turn, so that samples can be taken on the jetty. Analysis takes about 2 hours. The cargo temperature is to be at least −100°C. and usually colder temperatures required. If the temperatures are correct, the shore facility can usually handle rates up to 500 cu.m.p.h. on the North side and 200 cu.m.p.h. on the South side. Hot gas required on completion. It usually takes about 20 minutes to clear line, so about 40 mb. is required in the tanks. The jetty has a steam/hot water line for de-icing. Local surveyor used.

Statoil Terminal: LPG handled at this berth. Discharge is by 10 in. (150 ASA) non-hydraulic arm. Shore supply the necessary reducer, no VRL. Samples are taken prior to arm being connected. Analysis takes 3 hours. Once lines are cool, the rate can be increased to maximum. Cargo goes into cavern storage so any rate can be accepted without difficulty. There was very little contact with the shore once discharge had commenced.

A surveyor from the terminal and SGS are available for figures. Terminal surveyor will use density from sample for calculations.

General: Power Board Terminal: There is an electric crane with 4 ton SWL on the North side. No trucks allowed on jetty. Trolleys available for the 300 m. haul from the roadway.

Statoil Terminal: Stores can be manhandled from the barrier which is approximately 300 m. from the ship. A hand driven shore crane can be used for loading stores. There is a telephone in the cabin on the jetty. Fresh water is available. All medical facilities are available locally. Stores are expensive.

AUTHORITY: Vattenfall, S-44487 Stenungsund, Sweden. *Tel:* 46-303-66141. *FAX:* 46-303-66161. *Cables:* Kraftverket. *Contact:* Ove Kristoffersson, Harbour Master.

Statoil Petrokemi AB, S-44481 Stenungsund. *Tel:* 0303-87000. *FAX:* 0303-87444. *Contact:* Morgan Hermansson or Anders Ranswall, General Managers.

Norsk Hydroplast AB, S-44483 Stenungsund. *Tel:* 0303-71560. *Telex:* 21206. *FAX:* 0303-84756. *Contact:* Stig Grunden, General Manager.

STOCKHOLM: 59.19 N. 18.03 E. **(See Plan)**

DOCUMENTS:

(a) Crew List: Normally 2 copies; for oil harbour at Loudden and Free Port, 3 copies.

(b) Passenger List: Regular passenger services 2 copies; cruise ships (lists for cruise ships must be sent in advance to Agent for forwarding to Immigration Authorities), 2 copies.

(c) Customs Documents: Arrival report (form can be obtained on arrival), 4 copies. Crew Effects Declaration, 2 copies. Ship's Stores Declaration, 2 copies.

(d) Quarantine Certificate or Bill of Health: Derat Certificate not more than 6 months old to be shown. *Note:* Additional quarantine regulations may be imposed in special circumstances.

(e) Manifest: 3 copies.

(f) Bills of Lading: 1 copy of each. Liners may be subject to other regulations with regard to *(e)* and *(f)* above.

(g) Ship's Documents: Tonnage Certificate. Certificate of Nationality.

PILOTAGE: *(Sweden General).* Applications for licensed Pilots should be made at least 5 hours before pilotage is due to commence. When making application specify name of vessel, tonnage, draft and destination. Also give estimated time for taking Pilot on board and route. If this procedure not followed, the Maritime Service cannot guarantee to supply a Pilot without considerable delay to vessel.

Preferable make application by telephone, or by radio via a coastal station or by some other method direct to pilot station nearest point where pilotage is to begin. Also possible request Pilot by VHF telephone to any Maritime Service Pilot Station, Pilot waiting point or lighthouse which is equipped with VHF.

The Maritime Service's network of permanent VHF telephone stations has been extended to give almost complete coverage of all pilot stations and waiting points and is also operative for a number of lighthouses. The radio stations can operate on different Channels and are equipped for frequency modulation. During hours when pilot stations are open, a constant watch is kept on frequency 156.80 MHz (Channel 16). This frequency should be used for all signals and replies – and for distress traffic. Outside these hours, normal traffic transmissions, i.e. applications for Pilots, etc. should be made on frequency of 156.65 MHz (Channel 13) or on reserve operating frequency of 156.60 MHz (Channel 12).

When making VHF telephone call, the type of call signal that should be sent is "Lotsarna (or pilot station) plus the name of the pilot station or the pilotage attendance".

	Arholma	*Sandhamn*	*Landsort*
Cable address	Furusund Pilot Station	Stockholm Pilot Station	Nynashamn Pilot Station
Notice of arrival	5 hours	5 hours	5 hours
VHF Channels	6, 12, 13, 16	6, 12, 13, 16	6, 12, 13, 16
Description of pilot boat	Pilot boat on day duty flies international flag "H". Pilot boat on night duty carries lights conforming to International Regulations for Preventing Collisions at Sea, Rule No. 29.		
	33 ft. steel cutter painted red-orange	33 ft. steel cutter painted red-orange	40 ft. steel cutter painted red-orange
Calling Pilot:			
During daylight	Flag G	Flag G	Flag G
At night	International PT with morse lamp	International PT with morse lamp	International PT with morse lamp
Audible signal in reduced visibility	International PT with siren	International PT with siren	International PT with siren
	Pilot may be called by radio or VHF.		
Boarding point	At Bjorko outside outer Skerries, 2 – 3 n.m. N.W. or E. of Simpnasklubb	2 n.m. S.E. of Revengegrund Light	2.5 n.m. S. of Oja
Anchorage for vessels awaiting Pilot	Near position stated above	Near position stated above	Near position stated above

ANCHORAGES:

	Arholma	*Sandhamn*	*Landsort*
(a) Prohibited anchorage	59° 30′ N. 19° 05′ E. 59° 45′ N. 19° 14′ E.	59° 17′ N. 18° 54′ E.	
(b) Suitable anchorages	2 – 4 n.m. N.N.W. of Simpnasklubb	2 – 4 n.m. E. and S. of Revengegrund	6 – 8 n.m. S.S.E. of Landsort
(c) Depth	33 – 38 fathoms	11 – 22 fathoms	11 – 16 fathoms

RESTRICTIONS: Very large passenger vessels and fully-loaded tankers of approx. 15,000 d.w.t. or over not allowed pass through Skerries during darkness.

Ships with gross tonnage exceeding 400 tons must proceed only on an Easterly course in Lindalssundet. Ships with gross tonnage exceeding 400 tons must not proceed through Kodjupet and Sandhamnssundet (between Sandon and Korso).

Tankers with gross tonnage exceeding 22,000 tons must be accompanied by a tug through the Archipelago to Stockholm and nearby ports.

Ships with a gross tonnage exceeding 400 tons, not using a Pilot, must be equipped with VHF telephone which must be continuously watched on Channel 16 and 9.

A vessel reporting system has been established covering the entrances to the Port of Stockholm. Vessels over 300 g.r.t. report to Stockholm Pilot Station ("Lotsarna Stockholm") when passing wa points. Reports to be given by VHF Channel 9.

Tankships with gross tonnage exceeding 800 tons carrying crude products, mineral oil and certain chemicals must have licensed Pilot the passages Arholma-Stockholm; Soderarm-Stockholm; Sandham Stockholm; Landsort-Stockholm; Landsort-Nynashamn; Landso Sodertalje and in the Lake of Malaren.

MAX. SIZE:

Max. Dimensions Passenger – or Dry Cargo Ships:

DAYLIGHT

	LOA (m.)	*Beam (m.)*	*g.r.t.*	*Draft (m.)*
Sandhamn	245.0	35.0	43,000	11.0
Dalaro/Langgarn	185.0	26.0	18,000	10.0
Furusund/Soderarm	185.0	26.0	18,000	7.0
Gustavsberg	60.0	9.5	—	4.2

Ships larger than 30,000 g.r.t. or longer than 215 m. to be assiste by 2 Pilots and to have assistance of tugs through the Archipelago.

DARKNESS

	LOA (m.)	*Beam (m.)*	*g.r.t.*	*Draft (m.)*
Sandhamn	185.0	26.0	18,000	9.0
Dalaro/Langgarn	175.0	23.0	13,000	9.0
Simpnas				
Furusund/Soderarm	175.0	23.0	13,000	7.0

Max. Dimensions Tankers:

DAYLIGHT AND VISIBILITY EXCEEDING 1 NAUTICAL MILE

	LOA (m.)	*Beam (m.)*	*d.w.t.*	*Draft (m.)*
Sandhamn	200.0	32.0	35,000	11.0
Dalaro/Langgarn	175.0	23.0	15,000	10.0
Simpnas				
Furusund/Soderarm	175.0	23.0	15,000	7.0

Ships exceeding 22,000 g.r.t. to have 2 Pilots onboard and to b assisted by powerful tugboat through the Archipelago. Ships of this siz are normally not handled in winds stronger than 15 m./s.

DARKNESS OR POOR VISIBILITY (LESS THAN 1 NAUTICAL MILE

	LOA (m.)	*Beam (m.)*	*d.w.t.*	*Draft (m.)*
Sandhamn	175.0	23.0	15,000	9.0
Dalaro/Langgarn	145.0	19.0	10,000 (13,000 double bottom)	9.0
Simpnas				
Furusund/Soderarm	145.0	19.0	10,000 (13,000 double bottom)	7.0

Tankers:

Tanker Discharge Quay	*Max. safe draft*	*Available Qua length*
Bergs Oil Harbour	12.4 m.	230 m.
Flaxenvik	10.3 m.	225 m.
Gashaga	9.8 m. – 10.3 m.	200 m.
Kvarnholmen	9.4 m. – 10.8 m.	183 m. – 230
Loudden	8.2 m. – 11.0 m.	190 m. – 230
Rasta	10.9 m.	213 m.
Vartan	7.4 m. – 10.4 m.	190 m. – 230

HEALTH: Vessels arriving from ports outside Europe must for Inwar Clearance provide Customs Office with written Declaration of Freedon from Infection. Further instructions will be issued by Customs Offic when such a Declaration cannot be given.

RADIO: Stockholm Radio, call sign SDJ.

RADAR/VHF: All 3 pilot stations have radar for internal use. No harbou radar service. VHF Channels 16 and 12. Also see "Restrictions".

TUGS: Very large vessels may be met by tugs by special arrangemen at pilot boarding point. Tugs available to special order to assist wi berthing; they rendezvous usually near berth.

Rates: According to fixed tariff.

BRIDGES:

HOURS FOR OPENING FOR MOVABLE ROAD BRIDGES OVER HAMMARBY SEALANE

Movable parts of road bridges over sealane of Hammarby opened o request for vessel unable freely to pass under the bridges, all throug the year at regular hours.

STEVEDORES: Stevedores available from Stockholms Hamn AB Tel: 08/6702600. Working hours 0700 – 0900, 0930 – 1100, 1115 1330 and 1400 – 1600. Stevedores required for 0700 hrs. must b booked previous day.

MEDICAL: Full hospital facilities available without prior notice. Dentis available during normal working hours.

TANKERS:

Quay	*No. of Berths*	*Max. d.w.t.*	*Depth alongside (ft. in.)*	*Diameter o Discharge Pipe-lines (in.)*
Bergs (Esso)	1	65,000	43 00	12 – 20
Flaxenvik (Powerboard)	1	30,000	35 08	12
Gashaga	2	50,000	34 01 – 35 08	6 – 12
Kvarnholmen	2	30 – 65,000	33 00 – 39 04	8 – 14
Loudden (Municipal)	5	25 – 60,000	28 06 – 39 00	6 – 12
Rasta (Shell)	1	38,000	37 08	8 – 10
Vartan (Esso/Shell)	3	20 – 60,000	24 08 – 36 00	8 – 10

DENSITY: Salt content of 0.5%. No variations.

GANGWAY/DECK WATCHMEN: Not essential, but recommended f large tankers.

OPENING/CLOSING HATCHES: If opened and closed by stevedores subject to extra fee.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per person pe week or 200 g. (7 oz.) of tobacco per person per week. Wine and spirit: One bottle of spirits per person per week, one bottle of wine p person per week.

BERTHING: Services of boatmen available any time day or night. Boatmen are ordered from Stockholm Port Authority. Tel: 08/6702810 or by VHF Channel 12.

Principal Quays and harbours	Berth Numbers	Length of quay (m.)	Depth of water at mean water 4 m. from quay* (m.)	Quay cranes** No.	Quay cranes** Lifting capacity (tons)	Warehouses, sheds, etc. No.	Warehouses, sheds, etc. Type	Warehouses, sheds, etc. Notes
On Baltic								
Stadsgardshamnen	151 – 167	1,930	9.3 – 5.5			1	Customs building	
						2	Pass. Term Bldg.	4 Ro-Ro ramps
Skeppsbrohamnen	101 – 108	570	6.5 – 5.4			3	Customs buildings	
Sodra Blasieholmshamnen		275	3.5					
Nybrohamnen	1 – 10	469	5.5 – 3.0			1	Pass. Term Bldg.	
Strandvagen	11 – 27	1,003	5.0 – 3.0					
Vartahamnen	500 – 507 509 – 511 515 – 526	2,081	10.9 – 6.5	2	3.0 – 6.0	1	Pass. Term. Bldg.	3 Ro-Ro ramps
Free Port Harbour	610 – 611 620 – 625	1,766	10.9 – 7.5			13 1	Sheds Warehouses and 1 Pass. Term. Bldg.	3 Ro-Ro ramps
	630 – 638			4	10.0	2	Grain-silo building	Loading installation for 400 t.p.h.
	640 – 641				11.5			
	650 – 656			2	12.5 – 42	1	Pass. Term Bldg.	
Oil harbour at Loudden	701 – 710	1,020	11.0 – 8.7					8 loading jetties and 1 pier
Norra Hammarbyhamnen	301 – 322	1,690	5.9 – 3.5	2	5.0 – 6.0	1 1	Customs building Shed	
Sodra Hammarbyhamnen	351 – 358 363 – 369	1,391	5.9 – 3.9					
Small wharves		429	8.0 – 2.5					
Total for installations on the Baltic-side		12,624		14				
On Lake Malar								
Riddarholmshamnen		70	4.4					
Norr Malarstrand	453 – 466	769	6.4 – 2.0			1	Shed	
Soder Malarstrand	10 – 21, 25 – 26	918	4.5 – 3.9					
Ballstahamnen		209	5.0 – 4.1					
Hornsbergsstrand		368	6.9 – 4.1					
Hasselbyverkskajen		289	7.0 – 4.0	1	8.0			
Small wharves and quays		680	6.9 – 2.9					
Total for installations on the Lake Malar-side		3,303		1				
Principal private quays and wharves								
On Baltic								
Inside and close to the Port of Stockholm area		475	12.9 – 3.7					
On Lake Malar								
Inside the Port of Stockholm area		1,312	6.9 – 4.0					

Water level		Baltic (m.)	Lake Malar (m.)
High water highest observed	HHW	+0.65	+1.00
normal	MHW	+0.25	+0.55
Mean water	MW	−0.30	+0.30
Low water normal	MLW	−0.75	+0.15
lowest observed	LLW	−0.90	−0.10

* Different heights of the water refer to the Swedish State Measure Datum.

** Besides the quay cranes there is a pontoon crane of 260 tons lifting capacity, with own propelling machinery.

CERTIFICATES:
Tonnage Certificate.
Certificate of Nationality.
Derat Certificate not more than 6 months old.
Ship's articles, Crew List or similar document listing all persons signed on aboard.

CARGO GEAR: Cargo vessels carrying goods which constitute a fire or explosion hazard or other flammable or otherwise dangerous goods must notify Port Authorities in advance the nature and quantity of goods concerned. In certain cases a red flag or red light must be carried at mast head.

REPATRIATION: Crewmen may be signed-on and paid-off. Whether paid-off crewmen will be allowed to remain in the country and seek new employment, depends on existing bi-lateral agreements between countries. Generally, only a citizen of a Scandinavian country may seek work in Sweden without a special labour permit.

FRESH WATER: Fresh water may be obtained from quayside. 1,000 cu.ft./hr. can be delivered from quayside. At Loudden max. 3,500 cu.ft./hr. can be delivered.

FUEL: All grades bunker oil, lubricating oil, etc. can be supplied.

REPAIRS: All types of deck and machinery repairs can be carried out.

DRY DOCKS: None.

CONSULS:

Algerian Embassy	6799130, 6799140
Argentinian Embassy	6631965
Australian Embassy	6132900
Austrian Embassy	233490
Belgian Embassy	4118958
Brazilian Embassy	6631285
British Embassy	6719000
Canadian Embassy	6139900
Chilean Embassy	6798280
Chinese People's Republic, Embassy of the	7830179
Colombian Embassy	218489
Danish Embassy	231860
– Consulate and Visa Office	208748
Ecuadorian Embassy and Consulate	6796043, 6796070
Egyptian Embassy	6629603, 6629687
Finnish Embassy, Consulate and Passport Office	6766700
French Embassy	6630270
German Embassy	6701500
Greek Embassy	6608860, 6617880
Hungarian People's Republic, Embassy of the	6616762, 6625675
Icelandic Embassy	6624016
Indian Embassy	4113237, 4113213
Indonesian Embassy	6635470
Iranian Embassy and Consulate	7652029, 7670470
Iraqi Embassy	218905
Irish Embassy	6618005, 7967975
Israeli Embassy	6630435
Italian Embassy	245805
Italian Consulate	6610310
Japanese Embassy	6630440
Jugoslav Embassy	218436
Korean (Republic) Embassy	160480
Lebanese Embassy	6651965
Mexican Embassy	6635170
Netherlands Embassy	247180
Nicaraguan Embassy	6671857
Norwegian Embassy	6670620
Norwegian Consulate-General	214018
Pakistani Embassy	6635905
Panamanian Embassy	6626535
Peruvian Embassy	4110019, 4110041
Polish Embassy	4114132
Polish Consulate-General	7644800
Portuguese Embassy	6626028

Portuguese Consulate	6634555
Russian Embassy	130440
– Consular Department	208652
South African Legation	243950
Spanish Embassy	6625494, 6679430
Swiss Embassy	6767900
Tanzanian Embassy	244870
Thai Embassy	6678090, 6672160
Tunisian Embassy	236470
Turkish Embassy	230840
Turkish Consular Department	6672960
United States Embassy	7835300
– Consular Section	7835375
Uruguayan Embassy	6603196, 6603197
Venezuelan Embassy	4110996, 4110997

AIRPORT: Arlanda, approx. 22 miles from central Stockholm. Served by regular airlines.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: New Year's Day (January 1st); Epiphany (January 6th); Good Friday (variable Friday in March/April); Easter Monday (variable Monday in March/April); May 1st; Ascension Day (variable Thursday in May/June); Whit Monday (variable Monday in May/June); Midsummer Day (variable Saturday in June); All Saints' Day (first Saturday in November); Christmas Day (December 25th); Boxing Day (December 26th). No work is normally done on these days.
POLICE/AMBULANCE/FIRE: Tel: 90 000.
TELEPHONES: Ship-to-shore telephone connections can be provided at most quays.
SERVICES: Electric current can be laid on at some quays. Port is responsible for collection of oil residues. Licensed compass adjusters available.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Passport or Seaman's Discharge Book with photograph.
GARBAGE DISPOSAL: A collection service is available. Containers are provided alongside. Charges are included in the port dues. For service call 08-6702600, and ask for Traffic Central.
WASTE OIL DISPOSAL: Collection service available by tanker trucks at any berth. Charges are included in port dues. Call Traffic Central (see above) for service.
SEAMAN'S CLUBS: Available.
DELAYS: Occasionally shortage of stevedores. Some delay may be caused by ice, but port kept permanently open by ice-breakers.
AUTHORITY: Port of Stockholm, P.O.Box 27314, S-10254 Stockholm. *Tel:* 08-6702600. *Telex:* 10612. *FAX:* 08-6702601. *Cables:* Capitalport. *Contact:* Thomas Krokstedt, Harbour Master.

STORUGNS, Gotland Is.: 57.50 N. 18.48 E. (See Plan)

Situated on Eastside of Bay of Kappelshamn on the North coast of Gotland.
DOCUMENTS: Vessels arriving from foreign ports shall have the following documents:

1 Crew Manifest.
1 Stores List.
3 Crew Lists.
Tonnage Certificate.
Certificate of Nationality.
Declaration of Health (Derat Certificate), not older than 6 months. Not applicable to vessels from Scandinavian ports.

NOTICE OF ARRIVAL: On which the loading turn number is based, should be given when the vessel has passed Lat. 57° 52′ N. The notice can be given by VHF (Storugns Harbour Radio).

Vessels may not berth without permission of the Company.
PILOTAGE: Pilot boards in the outer approaches and should be ordered at least 5 hours in advance by Tel: 0498/227010 (Storugns) or 210138 (Visby). Pilots keep watch on VHF Channel 16.
ANCHORAGES: With good holding ground. Vessels waiting in the roads should keep watch on VHF Channel 16 during ordinary harbour working hours.

Ships lying in the roads shall anchor so that in-going and out-going vessels can pass without hindrance or risk. Anchoring in Kappelshamnsviken in the area between Lat. 57° 51′ N. and an E.W. line 200 m. South of the quay's Southernmost point is prohibited unless permission is obtained from the Company.
Prohibited Anchorage: See "Plan".
RESTRICTIONS: The harbour can be entered at all times regardless of wind direction except during strong Northerly winds.

The bay is normally ice-free. During exceptionally cold spells with Northerly winds traffic may be temporarily stopped or hindered by ice-floes.
MAX. SIZE: Depth at entrance and at quay 10 m. Vessels up to 20,000 tons have loaded to full draft. Max. draft 9.2 m.
HEALTH: No restrictions provided no disease or fever on board and vessel not arriving from port where disease or fever in existence.
RADIO: 96 and 24 hours before vessel's ETA preliminary notice must be given to the Company. Changes of ETA exceeding 10% of the remaining time must be reported. It is, however, not necessary to report changes of less than 1 hour. The Company may under special circumstances waive the obligation to give 96 hour notice.

On the arrival of a vessel in the harbour area notice of arrival must be given either in writing, or by telephone 0498/227100 or by VHF radio. In respect of notice of arrival the harbour area is Kappelshamnsviken South of Lat. 57° 52′ N. If a vessel, owing to bad weather or for any other reason cannot safely lie within the harbour area, the Compan may accept notice of arrival from vessel North of above mentione latitude.

Between 0500 hrs. and 2230 hrs. vessels waiting in the roads sh keep watch on VHF radio or, if the vessel is not equipped with such, o the ordinary radio.
Coastal Radio Stations: Stockholm Radio and Tingstade Radi (Tingstade Radio, radio telegrams only).
VHF: Storugns Harbour Radio VHF Channel 16.
TUGS: Rederi AB Gute. Tel: 0498-223000. On the island of Gotland
BERTHING: The harbour which is situated on the Eastern side o Kappelhamsviken is intended solely for the loading of limestone whic is obtained from the nearby quarry. The Gotland limestone, which is o high purity and has a very low percentage of impurities, is used i cellulose, sugar, metallurgic and chemical industries, and in iro production.

The limestone is delivered in 11 different grades. The density i 2.5/2.6 tons/cu.m.

The stowage factor varies between 17 and 26 (17 – 18 for grade 0 – 3 mm., 23 – 26 for grades between 3 and 120 mm., and 20 – 2 for grades above 120 mm.).

Quay	*Length*		*Depth*	
Quay 1 outside	140 m.		outside	9.5 m.
inside	120 m.		inside	7.0 m.
Quay 2	48 m.	(no loading)		5.0 m.
Quay 3	110 m.		outer	7.0 m.
			inner	6.0 m.

Boatmen: Vessels with Pilots on board need not order boatmen. Othe vessels can obtain boatmen service through their Agents or by callin the boatmen service firm "Trossvakt" on Tel: 0498/225433. Bookin should be done at least 2 hours before ETA. Shipper/NordKalk A cannot offer boatmen service.
BULK HANDLING FACILITIES: The loading elevators are movabl along their respective quays. The capacity on Quay 1 (loading o limestone only) is about 500 – 1,000 t.p.h and on Quay 3 (loading o quick lime only) about 300 – 600 t.p.h.
Shipmaster's Report: 1979. Loading rate 967.5 t.p.h.

Cleaning of holds, discharging of ballast and opening of hatches sha be carried out in sufficient time to avoid delays in loading. The loadin should be so planned that shifting of the vessel and loading elevator can be avoided as far as possible.
STEVEDORES: Normal working hours are Monday – Thursda 0530 hrs. – 2230 hrs. and Friday – Sunday 0600 hrs. – 1900 hr Overtime working to complete loading is available to a limited degree.

During ordinary working hours vessels are loaded by turn. The tur is based upon the time of notice of arrival.
MEDICAL: Central hospital at Visby.
FRESH WATER: Not available.
FUEL: Most grades available from Visby subject prior notice.
CONSULS: Nearest consuls at Visby for Denmark, Finland, Norway an Germany.
REPAIRS: Only minor repairs possible.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Not compulsory but available.
OPENING/CLOSING HATCHES: Ship's crew open and close.
CUSTOMS ALLOWANCES: Presently 200 cigarettes per head/wee Practically no spirits allowed out of bond.
REPATRIATION: Good possibilities for changing crew.
AIRPORT: Visby.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
POLICE/AMBULANCE/FIRE: Tel: 90 000.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Seaman's Book or Passport if travellin outside port area.
AUTHORITY: NordKalk Storugns AB, Storugns, S-62034 Laerbr Sweden. *Tel:* 0498-227100. *Telex:* 4150 Nkalk S. *FAX:* 0498-22722 *Contact:* Bjoern Mathiasson, Harbour Master.

STROMSTAD: 58.56 N. 11.10 E.

DOCUMENTS/PILOTAGE: See "Stockholm".
ANCHORAGES: Available within port for vessels up to and includin 3,000 d.w.t.
MAX. SIZE: Cargo ships (not tankers), max. 3,000 d.w.t.
BERTHING: No particular restrictions for berthing within the port.
FRESH WATER: Available.
FUEL: Not available.
REPAIRS: Repairs possible.
GANGWAY/DECK WATCHMEN: Necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Landvetter (Gothenburg). Distance: 200 km. There is also a local taxiplane.
HOLIDAYS: Cargo work cannot be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 12530; Ambulance 90000 (ask fo ambulance); Fire 90000.
TELEPHONES: No arrangements exist for placing telephones on boar
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
IDENTIFICATION CARDS: Needed.
DELAYS: No delays in load or discharge.
AUTHORITY: Hamnforvaltningen Stromstad, 45280 Stromsta Sweden. *Tel:* 0526-19000. *FAX:* 0526-19201. *Contact:* Rolf Massleber

SUNDSVALL: 62.25 N. 17.20 E. (See Plan)

DOCUMENTS:
3 copies Crew Lists.
3 copies Passenger Lists (if passengers onboard only).
2 copies Crew Declaration on tobacco, liqueur, cigarettes and spirit, etc.
2 copies Ship's Stores List.
1 copy Cargo Declaration.
Derat Certificate.
Tonnage Certificate.
Register.
Swedish Light Dues.
Manifest and/or Bill of Lading.

PILOTAGE: Pilot station (Tel: 060-58 60 00/7) at Spikarna Southern Point of Alno Island VHF Channel 16. For communication and instructions Channel 13.

Pilot boarding from pilot cutter 2.5 miles East of Gubben Lighthouse in position Lat. 62° 21′ N., Long. 17° 40′ E.

Entrance passage Gubben Light – Spikarna – Draghallan Light all 14 m. deep.

ANCHORAGES: Between islands of Tjufholmen and Alno and also in Svartvik Bay.

MAX. SIZE: See "Berthing".

RADIO: Cable Agents giving ETA, draft and cash requirements either via Hernosand Radio SAH or Stockholm Radio SDJ. At least 24 hours' notice required. Change in ETA to be given at least 5 hours before ETA Pilot.

TUGS: Available, ordered by Agent. Compulsory at Sundsvall Oil Terminal for tankers of more than 10,000 d.w.t.

BERTHING: Around the clock berthing. No restrictions except draft. Following drafts (fresh water) accepted in Sundsvall and adjacent ports.

Kubikenborg: Lat. 62° 22.7′ N., Long. 17° 22′ E.

Length of quay 150 m. Max. length 192 m. Max. draft 10.5 m. 1 shore crane, capacity 5 tons. 1 suction-installation, capacity 150 t.p.h. Pilot distance 12 nautical miles. Distance from Sundsvall Town 4 km.

Ortviken: Lat. 62° 23.8′ N., Long. 17° 21.8′ E.

Oil Berth: Quay length 140 m. Max. draft at max. 200 m. length is 10.8 m. Pilot distance 12 nautical miles. Distance from Sundsvall Town 4 km.

Ostrand: Lat. 62° 29′ N., Long. 17° 21′ E.

Oil Berth: Tankers berthed outside a steel barge, max. LOA 200 m., max. draft 7 m. Pilot distance 17 nautical miles. Distance from Sundsvall Town 15 km.

Soraker: Lat. 62° 30.5′ N., Long. 17° 30′ E.

Length of quay 150 m. Max. LOA 90 m. Max. draft 5.8 m. 1 shore crane, capacity 10 tons. Pilot distance 11 nautical miles (East of the Alno Island). Pilot distance 20 nautical miles (West of the Alno Island). Distance from Sundsvall Town 34 km.

Stockvik: Lat. 62° 20′ N., Long. 17° 22′ E.

Length of quay 190 m. Max. draft 7 m. 3 shore cranes, capacity 6 tons each. Pilot distance 10 nautical miles. Distance from Sundsvall Town 9 km.

Sundsvall Town Quay:* Lat. 62° 23.5′ N., Long. 17° 19.5′ E.

1 Berth:	Length 90 m. Max. draft 7.8 m.
1 Berth:	Length 175 m. Max. draft 5 m. – 7 m.
1 Ferry/Ro-Ro Berth:	Max. beam 15 m. Max. draft 7.5 m.

No cargo is handled on Sundsvall Town Quay. Pilot distance 12 nautical miles.

Sundsvall Oil Berth:* (Vindskarsudde) Lat. 62° 23.2′ N., Long. 17° 21.8′ E.

Length of quay 100 m. Depth 12.0 m. Max. LOA 250 m. Max. draft 11.3 m. Max. d.w.t. 70,000. 3 swinging arms, each of 10 in. dimension. Pilot distance 12 nautical miles. Distance from Sundsvall Town 3 km. Vessels berth port side to.

Svartvik:* Lat. 62° 19′ N., Long. 17° 22′ E.

Length of quay 140 m. Max. draft at 100 m. length is 4.5 m.

Distance from Sundsvall Town 11 km.

Port of Sundsvall* (Tunadalshamnen): Lat. 62° 25′ N., Long. 17° 23′ E.

Length of quay 450 m. Max. draft 9.1 m. 3 shore cranes, capacity 10 tons – 20 tons. Additional berth: Length of quay 200 m. Max. draft 12.5 m. Pilot distance 13 nautical miles. Distance from Sundsvall Town 7 km.

Ro/Ro Berth: Depth 9.4 m. Max. beam 30 m. Max. draft 9.2 m.

LPG Berth: Quay for discharge of LPG. Storage capacity 8,000 tons. Depth alongside 11.0 m. Max. draft 10.5 m.

Tunadal Sawmill: Lat. 62° 25′ N., Long. 17° 23′ E.

Length of quay 195 m. Max. draft at 80 m. length is 7 m. Pilot distance 13 nautical miles. Distance from Sundsvall Town 7 km.

Vivstavarv: Lat. 62° 29′ N., Long. 17° 28′ E.

Length of quay 160 m. Max. draft 7.3 m. Pilot distance 17 nautical miles. Distance from Sundsvall Town 18 km.

*These ports are administered by Sundsvall Port Authority.

CRANES: 3 cranes available 10 – 20 ton. At Tunadalshamnen cargo is also handled by mobile cranes. Also see "Berthing".

STEVEDORES:

Ordinary working hours Monday – Friday 0700 – 1600 hrs.

Overtime on Saturdays 0700 – 1330 hrs. at 100% additional cost.

MEDICAL: First class medical attention and dental care available.

TANKERS: See "Berthing".

CUSTOMS ALLOWANCES: See "Stockholm".

DENSITY: Nearly fresh, 1002 – 1005.

FRESH WATER: Supplied at Sundsvall, Kubikenborg, Stockvik and Tunadal.

FUEL: All grades delivered. Notice must be given in good time, since these installations normally close down at weekends.

CONSULS: Finland, Germany, Iceland, Netherlands, Norway.

REPAIRS: Most repairs possible through local repair shops.

DRY DOCKS: Lunde Varv outside Kramfors.

SURVEYORS: Cargo inspectors available through Sundsvall Control Service or Lloyd's Agency for cargo or vessel.

Surveyors available from Stockholm in most cases. Call Agents for details at time.

AIRPORT: International airport 22 km. outside town. Good facilities to effect repatriation.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: See "Stockholm".

POLICE/AMBULANCE/FIRE: Tel: 90 000.

EMERGENCY: CO-ORDINATION CENTRE: Tel: 90 000 giving full details of situation or call Harnosand Coast Radio Station VHF or MF.

SHIP WATCHMEN AND SHIP'S TELEPHONE: Available. Compulsory at oil terminals only.

STORING: Vessels stored by truck only, through assistance of stevedores and forklifts. Can be done close alongside ship.

GARBAGE DISPOSAL: Container available at no charge.

WASTE OIL DISPOSAL: Sludge is collected free of charge if ordered 24 hours in advance.

There are no facilities for dirty ballast.

SEAMAN'S CLUBS: None.

CURRENCY: Swedish Kroner (SEK).

GENERAL: *Dangerous Cargo:* Ships carrying dangerous cargo must notify Port Authorities in advance of nature, quantity and IMO code number of goods concerned.

Wintertime: Ice-breaker service available if needed (Wintertime December to April).

AUTHORITY: Port of Sundsvall, Box 805, S-85123 Sundsvall, Sweden. *Tel:* (060) 123180. *Telex:* 71011 SUSAB S. *FAX:* (060) 193507. *Contact:* Owe Linton, Managing Director. Tel: (060) 193525.

TRELLEBORG: 55.21 N. 13.09 E. (See Plan)

DOCUMENTS: See "Stockholm".

PILOTAGE: Available day and night. To obtain Harbour Pilot report 5 hours in advance. To obtain outward Pilot report 24 hours in advance of departure. Pilot meets inward-bound ships on Roads at Trelleborg Light Buoy (Lat. 55° 20′ N., Long. 13° 08.5′ E.). Outward-bound Pilot obtained from pilot station of Malmo. Tel: 040-115269, 040-978315. Pilot boats provided with short-wave radio telephone. Also see "Stockholm".

ANCHORAGES: Recommended West of entrance fairway between Fairway Buoy and No. 1 Light Buoy. Depth varies from 7 m. – 14 m. Anchor ground good – clay and sand.

RESTRICTIONS: Entrance a straight, perch-buoyed fairway of about 1,300 m. length, having measured depth of 8.5 m., and a bottom width of 100 m. Distance between moles (outer – 125 m.) and (inner – 96 m.)

HEALTH: See "Stockholm".

VHF: Port and pilot station on Channels 8 and 67.

TUGS: Tug-boats can be obtained promptly from Malmo.

BERTHING: New Harbour has depth of 8 m. with quay on Northern side of basin. It is 1,640 ft. long and served by 1 bridge crane (6.2 tons) and 1 mobile crane of 36 tons. Western Harbour Basin has depth of 8 m. Eastern Harbour Basin has depth of 8.0 m. Oil Quay 230 ft. long, depth at quay of 8 m. is situated on Southern side of New Harbour. Tankers of max. length 570 ft. can approach this quay. Five berths equipped for Ro/Ro traffic.

STEVEDORES: Available (Tel: 43135).

FRESH WATER: Available on all quays at request to Harbour Office.

FUEL: All grades bunker oils supplied at oil quay through direct pipeline from sea depot. Order on phone Trelleborg 107 76.

REPAIRS: Available through private firms. Tel: Trelleborg 150 60, 109 66 or 124 50.

CONSULS: Denmark, Norway and Germany.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

TELEPHONES: Ship's telephone available at Oil Quay, Tel: 148 28, and at the Harbour Bridge, Tel: 147 67. Order is made through Harbour Office.

SERVICES: Divers available through the Harbour Office.

GARBAGE DISPOSAL: Drums or skips available alongside. Contact Port Office (Tel: 0410-53900) during daytime (0700 hrs. – 1600 hrs.). Normally there is no charge.

WASTE OIL DISPOSAL: Tanker trucks with capacity 25 cu.m. are available at 24 hours notice. Call Port Office for service (Tel: 0410-53900, Fax: 0410-14129). Normally no charge for service.

SEAMAN'S CLUBS: None.

AUTHORITY: Trelleborgs Hamn, Box 26, 23121 Trelleborg, Sweden. *Tel:* 0410-53900. *FAX:* 0410-14129. *Contact:* Leif Larsson, Port Captain.

UDDEVALLA (including Froland): 58.21 N. 11.56 E. (See Plan)

PILOTAGE: Pilotage at Marstrand. Address "Marstrand Pilotstation". Required ETA 5 hours. VHF 16 and 11. Pilot boat S.W. of Hatteberget Lighthouse (Lat. 57° 51.8′ N., Long. 11° 27.65′ E). (Also see "Stockholm".)

MAX. SIZE: Draft 11 m., airdraft 43 m.

Bado Quay: Max. LOA 190 m. Max. draft 9.0 m. (MLW).

HEALTH: Cable to Agent and he will arrange with Health Authorities.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Manifest.
1 copy of Bill of Lading.
International Tonnage Certificate.
Nationality Certificate.
Derat Certificate.
2 Crew Effects Declarations.
2 Ship's Stores Declaration.
1 Declaration of Living Animals (if any).

RADIO: SAG. Gothenburg Radio (Goteborg Radio).

RADAR/VHF: No port radar service, VHF Channels 16, 11 and (working channel) 14.

TUGS: 2 Tugs up to 3,200 h.p. available. Can be ordered through Pilot or Agent.

BERTHING: Depths alongside (at MW) as follows:

	Length (m.)	*Depth* (m.)
Skeppsholm Quay	340	10.7 – 11.2
Bado Quay	430	6.0 – 9.5
Bave Quay	180	7.0
Skans Quay	180	6.0
Thule Quay	105	4.0
Froland	225	12.0
Kasen – K1	200	5.0–6.0
K2	200	5.0
K3	260	5.0–9.0
Sorvik – 71-73	250	10.3

CARGO HANDLING FACILITIES:
Skeppsholmspiren: 5 electric cranes of 12 to 35 tons capacity. Warehouse of 3,500 sq.m. Very large storage areas. 1 berth equipped for Ro-Ro traffic.
Bado Quay: 4 electric cranes with capacities of 7 – 12 tons. 16,000 sq.m. of warehouses and 20,000 sq.m. of storage. 2 silos for grain owned by private companies.
Bave Quay: 1 electric crane with capacity of 12 tons. 3,400 sq.m. of warehouse and 14,000 sq.m. of storage.

Froland: (Lat. 58° 20′ N., Long 11° 52′ E.) Total length 225 m., depth alongside 12 m., 35,000 sq.m. of storage. One berth equipped for Ro/Ro traffic, depth 8.0 m., 1 conveyor belt 500 t.p.h. – 800 t.p.h. This berth is specially constructed to handle the loading/unloading of bulk cargo.

Also see "Developments".

STEVEDORES: Arranged by Agent.

TANKERS: Draft in the Skeppsviken Oilport, 10.7 m.; at the Bado Oilport, 9.5 m.

FRESH WATER: Available at all quays.

FUEL: All grades available.

FIRE PRECAUTIONS: Watchmen necessary when loading or discharging oils by pipelines.

CONSULS:

Barbados	Tel: 11946	Norway	Tel: 91300
Netherlands	Tel: 79055		

REPAIRS: Facilities available.

SURVEYORS: All kinds of cargo inspectors and surveyors available.

GANGWAY/DECK WATCHMAN: Watchman accepted by Harbour and Fire Authorities on vessels loaded with explosives.

OPENING/CLOSING HATCHES: Preferably by crew. Can be arranged by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes/250 gm. tobacco, 1 bottle of spirits, 1 litre of wine and 10 beers for each man (every 10 days) as a normal quantity. Possible to be increased for Master's representation.

REPATRIATION: In accordance with instructions of Consul.

AIRPORT: Gothenburg, 100 km.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

POLICE/AMBULANCE/FIRE: Police Tel: 90 000; Ambulance Tel: 90 000; Fire Tel: 90 000.

EMERGENCY CO-ORDINATION CENTRE: Dial telephone number 90 000 for Fire/Ambulance/Police.

TELEPHONES: Not available for placing on board.

SERVICES: Compass adjusters and ship's chandler available.

BANKS: Gotabanken, Kungsgatan 15, 451 30 Uddevalla. Tel: 0522-143 50. Telex: Stockholm 19420 Gotban S. Goteborg 21750 Gotban S.

Nordbanken, Kungsgatan 7, Box 800, 451 27 Uddevalla. Tel: 0522-361 00. Telex: Stockholm 12399 Nbbank-S.

Skandinaviska Enskilda Banken, Kungsgatan 12. Box 136. 451 16 Uddevalla. Tel: 0522-363 10. Telex: Stockholm 11000 Essebh S., Goteborg 21020 Essebg S.

Svenska Handelsbanken, Kungsgatan 10, 451 30 Uddevalla. Tel: 0522-363 30. Telex: Stockholm 11090 Handst S., Goteborg 27500 Handgb S.

Foreningsbanken Uddevalla, N. Drottninggatan 12, Box 251, 451 17 Uddevalla. Tel. 0522–143 80.

STORING: See "Prelims".
1. Vessel can be stored by barge or truck.
2. Before storing the Port Authority must be contacted.
3. Trucks can proceed alongside at every berth.
4. Fork lift can be used.
5. Storing under Customs supervision.
6. Local riggers can be employed.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Garbage container provided alongside.

WASTE OIL DISPOSAL: Reception by tanker trucks on all berths. Application for delivery to be given 24 hours before delivery. Vessel pumping a minimum of 5 cu.m./hr. Destruction Declaration to be given to receivers, stating quantity, type and kind of emulsion used. Delivery only within working hours (0700 hrs. – 1600 hrs.). Max. quantity 10 cu.m. per vessel. All extra costs will be charged (ex. overtime, pumps, ex quantities, etc.). Ordering through local Agent.

SEAMAN'S CLUBS: Seamen's Church in Uddevalla. Tel: (Nat.) 052 35526, (Int'l) +46524-35526. Transportation with minibus from ou harbours only (Froland and Sorvik Harbour).

Facilities at Church: Pool table, table tennis, television with satell channels (English and German), telephone service, mail servi exchange, Summertime sightseeing tours can be arranged (pri 100 SEK/minibus). Opening times: Weekdays 1600 hrs. – 2200 hr Saturdays, Sundays and holy-days 1800 hrs. – 2200 hrs.

CURRENCY: Swedish Kroner (SEK).

DEVELOPMENTS: Storage area at Froland to be extended b 20,000 sq.m.

AUTHORITY: Uddevalla Hamn Terminal AB, Box 543, 451 2 Uddevalla, Sweden. *Tel:* 0522-91200. *FAX:* 0522-3272
Contact: Morgan Lexberg, Harbour Master.

UMEA: 63.49 N. 20.16 E. (See Pla

DOCUMENTS:
Ship's Documents:
Tonnage Certificate.
Certificate of Nationality.
Derat Certificate (not older than 6 months).
Supplied by Master on arrival:
1 copy of each Manifest.
1 copy of each Bill of Lading.
Supplied by Agent and signed by the Master on arrival from foreig ports:
1 Maritime Declaration of Health.
3 Crew Lists (one set).
2 Passenger Lists (one set).
2 Crew Effects Declarations.
2 Ship's Stores Declarations.
2 Cargo Declarations.
4 Reports of Arrival.
1 Declaration of Living Animals (if any) (supplied by the Custon Officer).
Furthermore on arrival from any port:
1 Report of Arrival, with double net tons, if applicable (Harbour Offic
1 Passenger List (if any in transit).
1 Crew List.
On departure to a Foreign Port:
4 Reports of Departure.

PILOTAGE: Umea Pilot Station: Hillskar. Tel: 090-41622 and 09 40372. Telegraphic address "Pilotstation Umea".

At least 5 hours' advance notice of ETA at pilot station, stating tim and pilot station and destination, can be given over any Swedish coast radio station or free of charge on VHF over any Swedish pilot statio and some lighthouses.

Pilot station and pilot boats fitted with VHF Channel 16 – calling an safety; Channel 13 – pilotage and traffic; Channel 12 – spare Channe

All pilot boats orange with flag "H" and equipped with radar.

Boarding point, Lat. 63° 36.5′ N., Long. 20° 25.5′ E., 1.0 nautical mile 145° (T) from Vaktaren Lighthouse. In case of bad weather, in th fairway, closer to the pilot station.

Anchorage for vessels awaiting Pilot: Lat. 63° 36′ N., Long. 20° 28′ E 1.5 nautical miles S.E. of Vaktaren Lighthouse. Depth 18 m. to 30 m

ANCHORAGES: See "Pilotage".

Osterfjarden roadstead between Umea Hamn and Obbola. Lengt about 2,800 m. and about 400 m. wide, midstream in River Umea. To th North and South of Lat. 63° 42.3′ N., Long. 20° 21.0′ E. and with a dept of 12 m. to 22 m.

Anchorage is forbidden around position Lat. 63° 40.5′ N., Long 20° 20.0′ E.

Cables and fresh water pipeline on Osterfjarden roadstead passin East-West around Lat. 63° 42.5′ N.

RESTRICTIONS: Entry permitted during darkness, for tankers, not mo than 17,000 d.w.t. and a max. draft of 9.0 m., and dry cargo vesse with a draft not exceeding 9.2 m.

During unsuitable weather conditions, according to the Pilot on dut Tankers exceeding 1,600 g.r.t. and with a cargo of mineral oil produc and other dangerous cargoes, must take a Pilot.

MAX. SIZE: Max. depth and max. permissible draft (at MW) in th fairway as follows:

The fairway to:	*Maximum draft* (m.)	*Depth* (m.)
Ferry Station No. 1-2	7.6	6.0
Ferry Station No. 3	9.7	7.0
Stormskar Oil Berth and Obbola	9.7	
Holmsund Oil Jetty	5.5	
Umea Inner Harbour and Gimonas Oil Jetty	3.0	

No tide.

HEALTH: Free Pratique automatically for ships arriving from no infected areas. In event of any suspected disease or fever on boa notify the Agent, who will give necessary directions. It is possible to sen a telegraphic message to "Sanitary Authority, Umea" containing sta of health on board, in ordinary items or code. (Also see "Documents

RADIO: Harnosands Radio (SAH) on 2182 kHz or on VHF Channel 2 26 or 28 (depending on ship's position).

Port Radio: Umea Port Radio keeps watch, Monday to Friday, 060 – 1500 hrs. on VHF Channel 16. Working Channels 11 and 13. At oth times Umea Pilot Station. No port radar service, but Umea Pilot Statio and the pilot boats are equipped with VHF and can assist on reques

TUGS: Normally necessary only for larger tankers when berthin Tugs join vessels just off the jetty. Ship's lines always used.

BERTHING: Depth alongside (at MW) as follows:

Umea Outport	*Depth* (m.)
Ferry Stations	
No. 1 Hillskar	6.0
No. 2 Hillskar	7.0
No. 3 Truthallan	7.0
Oil Berth, Stormskar	11.0
Pilot Berth	5.3
South Quay, Berth Nos. 9 to 10	11.0
Pier Quay, Berth Nos. 7 to 8	11.0
North Quay, Berth Nos. 2 to 6	7.87
North Quay, Berth Nos. 1 to 2	6.0

CRANES:
North Quay: 1 crane, 2 – 5.0 tons and 1 mobile crane 36 tons.
Pier Quay: 3 cranes, 3 – 7.5 tons.
South Quay: 1 crane of 40 tons.
Ferry Station No. 3: 1 crane 3 – 5 tons.

STEVEDORES: Holmsunds Stuveri AB. Tel. 090-40970. To be ordered before 1300 hrs. local time, day before gangs required. For work on Saturdays, Sundays, and holidays, special regulations.

Working hours: Monday to Friday 0600 – 1500 hrs., meal hour 1000 – 1100 hrs. Coffee breaks 0800 – 0810 hrs.; 1300 – 1310 hrs.

MEDICAL: All kinds of medical attention and hospital facilities available. Notify Agent as soon as possible.

TANKERS: Oil berths at Port of Umea.

Stormskar: Depth 11 m. Reducing pieces for all diameters between 6 in. and 12 in. and all types of flanges available. One crane for handling hoses. Max. LOA 215 m., max. beam 30.0 m., max. draft 9.7 m. (channel limitation at MLW is 9.2 m.) Max. d.w.t. 42,000. Vessels usually berth starboard side to.

Obbola: Oil Jetty, depth 11.0 m. Max. LOA 200 m., max. draft 9.7 m. (channel limitation at MLW is 9.2 m.). Max. d.w.t. 40,000. Vessels berth port side to.

DENSITY: Nearly fresh water.

FRESH WATER: Delivered from water posts in Port of Umea at Ferry Station No. 1, Oil Berth, Berth Nos. 1 – 10 and in Umea Inner Harbour.

FUEL: All kinds and grades of fuel oil available in Port of Umea. Bunkering at Berths 1 – 10 possible during normal loading or unloading from pipeline. At Ferry Station Nos. 1 and 2 and the Oil Berth also bunkering from pipeline. Fuel can also be delivered from lorries. Notice as early as possible.

FIRE PRECAUTIONS: Security watchmen from Port of Umea while alongside the Oil Berth. Alarm regulations in writing will be delivered on arrival.

CONSULS: Following countries have representatives in Umea: Denmark, Finland, Netherlands, Norway.

REPAIRS: Most deck and engine repairs.

SURVEYORS: Lloyd's Agent: Iwan Lundstedts Eftr. AB, Tel: 090-24700. Telex: 54036. Fax: 090-23649. Contact: Torsten Lundberg, Managing Director.

GANGWAY/DECK WATCHMAN: Available but not compulsory except for tankers.

OPENING/CLOSING HATCHES: Can be done by stevedores if necessary, except patent hatches.

CUSTOMS ALLOWANCES: *Tobacco:* 200 cigarettes or 250 grammes of tobacco (7 ozs.)
Spirits and Wine: 1 bottle of each (1 litre), minimum age 20 years.

Above mentioned quantities are per crew member and per week in Sweden. After a week quantities are taken out after request to the Customs Office.

REPATRIATION: Facilities exist for effecting crew changes and arranging repatriation.

AIRPORT: Umea, approx. 20 km. away, served by regular airlines.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: New Year's Day (1st January); Twelfth Day (6th January); Good Friday; Easter Monday; May Day (1st May); Whit-Sunday; Whit-Monday; Midsummer's Day (nearest Saturday to 24th June); All Saints' Day (1st Saturday in November); Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Alarm central 90-000 and ask for service required.

TELEPHONES: Available for placing on board at Berths 1 – 10 and Oil Berth at Stormskar.

IDENTIFICATION CARDS: Not required. Seaman's Book sufficient.

GARBAGE DISPOSAL: Collection service is available during working hours. Tel: 090-163285.

WASTE OIL DISPOSAL: Collection service is available during working hours at no charge. Notice to be given 24 hours before arrival. Tel: (090) 163285. Fax: (090) 24306.

The ship has to discharge the waste oil at a capacity of at least 5 cu.m./hr., otherwise overtime is charged.

SEAMAN'S CLUBS: Seaman's Home, Port of Umea, S-91300 Holmsund. Tel: (090) 40151. Facilities: Shop, international telephone service, postage and games.

CURRENCY: Swedish Kroner (SEK).

AUTHORITY: Umea Hamnforvaltning, Umea Hamn, Box 83, S-91300 Holmsund, Sweden. *Tel:* 090-163280. *FAX:* 090-24306. *Contact:* Per Ove Englund, Port Director.

VALLVIK: 61.11 N. 17.11 E. (See Plan)

DOCUMENTS: See "Stockholm".

PILOTAGE: Pilot station at Soderhamn (Ljusne Station).

ANCHORAGES: *(a)* Ljusne bight sheltered from West, North to N.E. winds, depths 6 to 8 fathoms. *(b)* North side of Storjungfrun Island sheltered from South to S.W. winds, depths 10 to 12 fathoms.

RESTRICTIONS: No direct restrictions. Ships of about 5,000 d.w.t. or more are recommended not to enter or leave the harbour in darkness (due to Pilot and weather conditions).

HEALTH: No special action except if suspected disease. In that case contact Agent.

MAX. SIZE: Max. draft in fairway 7.5 m. Length of loading pier is 200 m. Berthing possible on both sides.

East Side (from outer end):

Distance	Depth MWL (m.)
0 – 80 m.	8.3
80 – 85 m.	7.7
85 – 110 m.	7.2
110 – 140 m.	6.7
140 – 175 m.	5.8
175 – 195 m.	5.7
195 – 200 m.	5.2

West Side (from outer end):

Distance	Depth MWL (m.)
0 – 40 m.	7.6
40 – 70 m.	5.8
70 – 90 m.	5.5
90 – 140 m.	4.6

RADIO: Northward bound ships contact Stockholm Radio, Southward bound Harnosand Radio.

RADAR/VHF: No port radar service. There is a radar station at Ljusne. Pilot station and some of the pilot boats are fitted with radar. Master may contact Pilot by means of VHF Channels 16 and 13.

BERTHING: Ship's Agent keeps contact with Port Authorities.

STEVEDORES: Agent arranges required or available gangs according to the Shipmaster's wishes.

TANKERS: 10 in. diameter discharging hoses and pipeline. Tanker berth at loading pier, 3 different connecting points.

FRESH WATER: Delivered by hose from quay. Rate about 8 t.p.h.

FUEL: Tanker lorries ordered through Agent, available with a few hours' notice.

CONSULS: Danish, Dutch and French Consuls in Soderhamn.

REPAIRS: Machinery repairs, plate-work and welding can be carried out to a certain extent.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Not necessary. If wanted, can be arranged.

OPENING/CLOSING HATCHES: Normally carried out by crew. Can be done by stevedores.

CARGO GEAR: Cargo gear certificates valid.

REPATRIATION: Facilities for crew changes available.

AIRPORT: Nearest airport Arlanda, about 15 miles North of Stockholm.

TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.

HOLIDAYS: See "Soderhamn".

POLICE/AMBULANCE/FIRE: See "Soderhamn".

TELEPHONES: No arrangements for placing telephones on board. Telephone for ship's use available in Harbour Master's Office.

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

AUTHORITY: NCB-Vallvik, Vallviks Hamn, 82021 Vallvik, Sweden. *Tel:* 0270-62000. *Telex:* 47011. *FAX:* 0270-69210. *Contact:* Ewa Andersson.

VARBERG: 57.07 N. 12.15 E. (See Plan)

DOCUMENTS:
- Crew List.
- Passenger List.
- Maritime Declaration of Health (including Derat Certificate).
- Ship's Certificate of Registry.
- Manifests and B/L copies.

PILOTAGE: Application for Sea Pilot through ship's Agent. Telephone to Pilot station 0340/10300. Pilot to board vessel on the road about 0.5 nautical miles off Varberg. (Also see "Stockholm".)

ANCHORAGE: On the roads 15.0 m. – 20.0 m. depth.

RESTRICTIONS: No tide or other entry restrictions.

MAX. SIZE: Length 180 m., breadth 25 m., draft 7.0 m. No tide.

HEALTH: Vessel to be kept in quarantine if disease on board suspected.

RADIO: Gothenburg Radio, SAG. VHF Channels 16 and 26.

TUGS: Tugs to be ordered in advance.

STEVEDORES: Gangs to be ordered in advance through ship's Agent.

MEDICAL: Hospital facilities available. Desirable to give advance notice.

TANKERS: 1 tanker berth, max. draft 7.0 m.

FRESH WATER: Available all docks 35 t.p.h.

FUEL: Fuel Oil No. 1 – 5 available from tank trucks.

FIRE PRECAUTIONS: Oil and petrol to be discharged under supervision of watchman.

CONSULS:
Vice-Consul of Finland, Tel: 0340/16000
Vice-Consul of Netherland, Tel: 0340/16270
Vice-Consul of Denmark, Tel: 0340/16130

REPAIRS: Only minor repairs.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Generally done by stevedores.
CERTIFICATES: Certificate of Registry, Derat and also Crew List.
CUSTOMS ALLOWANCES: (Tobacco), 200 cigarettes per man. (Wine/Spirits), 1 bottle per man.
REPATRIATION: Can be effected.
AIRPORT: Nearest airport with regular airlines, Landvetter/Gothenburg, 60 miles North of Varberg.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: Principal Swedish Holidays – when no cargo work is obtainable: New Year's Day; Good Friday; Easter Day; 2nd Easter Day; Labour Day (May 1st); Whitsun Day; 2nd Whitsun Day; Midsummer Day; All Saint's Day (November); Christmas Day; 2nd Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Available on dock and one for placing on board.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Garbage containers situated on quay. No charges, except for collection which is ordered via ship's agent.
WASTE OIL DISPOSAL: Tanker trucks at loading/unloading quay. To be ordered via ship's agent. No charges for waste oil generated normally during voyage.
SEAMAN'S CLUBS: Lasrum for Sjoman, Tullhuset, 43244 Varberg, Sweden. Tel: 0340-12147.
CURRENCY: Swedish Kronor (SEK). U.S.$ 1.00 = SEK 7.95 (20.2.94).
DEVELOPMENTS: Planned increases of draft at the entrance to 9 m. = 29 ft. and in the harbour to 8 m. = 26 ft.
AUTHORITY: Port Authority of Varberg, Hamnkontoret, 43244 Varberg, Sweden. *Tel:* 0340-88526. *FAX:* 0340-80955. *Contact:* Rolf Johansson, Port Captain.

VASTERAS: 59.37 N. 16.33 E. (See Plan)

DOCUMENTS:
Ship's Register.
2 Crew Lists.
1 Tobacco List, signed by all hands on board.
1 Valid Derat Certificate.
1 copy of Manifest or Bill of Lading for each Swedish port of call.
Light dues receipts, if on board.
PILOTAGE: Incoming ships receive Pilot from Landsort. Pilot ordered by VHF Channel 16 or by RT. Pilot boats fitted with VHF. Give order 5 hours before Pilot required. Pilots meet ships about 2 nautical miles outside Landsort. Light and signals in accordance with the international rules. (Also see "Stockholm".)
ANCHORAGES: Within harbour area. Depth 9 m. – 10 m.
RESTRICTIONS: None. No tides.
MAX. SIZE: Vessels reach port through two deep navigable channels – through Sodertalje Ship Channel or via Stockholm through Hammarby Ship Canal. Least depth of channels at average water level is 7.3 m. (24 ft. 1 in.).

Sizes of Locks:

	Length	*Width*	*Depth*
Sodertalje	136 m.	20 m.	7.5 m.
Hammarby	115 m.	17.4 m.	7.0 m.

Limitation of Vessels: For Sodertalje: With beam of 18 m. max. draft 6.5 m. With beam of 17 m. max. draft 6.8 m. Max. LOA 124 m.
HEALTH: No special requirements or health documents, only valid Derat Certificate. Disease or fever on board must be declared before entering port.
RADIO: Stockholm Radio.
VHF: Harbour Office, VHF Channels 16 and 14, Monday-Friday 0800 – 1600 hrs. Traffic – Channel 11.
TUGS: 1 tug for unberthing. Ship's lines. Boatmen can be ordered via VHF Channel 16. Tug can be used as icebreaker.
BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Remarks*
Djuphamnskajen	660	7.6	2 jib cranes 12 tons – 33 tons 1 crane × 12 tons 3 cranes × 8 tons 1 crane × 5 tons 1 crane × 22 tons
Oljekajen	125	7.6	
Kolkajen	120 plus dolphins	7.6	2 jib cranes 12 tons – 33 tons
Ostra Kajen	527	5.0 – 7.6	1 jib crane 25 tons 1 jib crane 12 tons-33 tons 4 cranes × 5 tons 1 heavy lift crane 210 tons
Lillakajen	120	7.6	2 cranes × 6 tons
Silokajen	130	7.3	1 loader, rate 750 t.p.h.
Tullhuskajen	483		

BRIDGES: 4 bridges. All of them to be opened at passage except bridge at Sodertalje which closed from 1630 hrs. – 1830 hrs. weekdays and 1300 hrs. – 1500 hrs. Saturday or day before a holiday.
STEVEDORES: Stevedores for next working day ordered by atleast 1500 hrs. day before and ETA to be given in due time. Tel: 021-180100.
MEDICAL: Necessary service given by local hospital and private doctors. Vaccinations carried out.
FRESH WATER: Ordered through Port Administration.
FUEL: Bunkering of all grades of oil can be carried out at all quays fro trucks.
FIRE PRECAUTIONS: Accordance harbour regulations.
CONSULS: Denmark, Finland and Norway.
REPAIRS: Most deck and engine repairs, as well as electrical.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Can be obtained from shorewat companies at different rates for night/day work.
OPENING/CLOSING HATCHES: Crew. Can be carried out b stevedores.
CERTIFICATES: Measurement Certificate and all gear test certificate required, if ship's gear to be used.
CUSTOMS ALLOWANCES: (Tobacco), 200 cigarettes or 200 gr tobacco. Additional allowance depending on expected stay in port an size of vessel. (Spirits), 1 bottle of 0.75 c.l. for each crew member ov 21. Additional allowance on request.
REPATRIATION: Possible. Accommodation to be ordered in good tim
AIRPORT: Arlanda, 120 km. International lines.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: In oil and deep-water harbour, most quays fitted wi telephones.
SERVICES: Compass adjusting. Small radio repairs by local radio me
SHORE LEAVE: Crew can leave vessel after Customs clearance an Immigration control.
IDENTIFICATION CARDS: None required.
GARBAGE DISPOSAL: Ordered through Port Administration.
WASTE OIL DISPOSAL: Ordered through Port Administration.
DEVELOPMENTS: Constant new development and extensions Additional room for extension in old harbour, deep harbour and o harbour.
AUTHORITY: Vasteras Hamn AB, Seglargatan 3, P.O.Box 25 S-72106 Vasteras, Sweden. *Tel:* 021-180100. *FAX:* 021–18065 *Contact:* Kjell Eriksen, Managing Director. Per Barkenhielm, Traff Manager.

VASTERVIK: 57.46 N. 16.38 E.

PILOTAGE: Compulsory. Pilot boards in Lat. 57° 45.1′ N., Lon 16° 57.3′ E., available day and night. Tel: 0490-28041. Call sig "Lotsarna Ido".
BERTHING: *Outer Harbour:* Djuphamnskajen Lucernakajen, lengt 200 m., depth 8.3 m.
Oil Quay (North part of Lucernakajen): Depth 8.3 m., equipped wi 3×8 in. pipelines.
Ferry Harbour: Quay length 100 m., depth 6.3 m.
Inner Harbour: Quay length 900 m., depth alongside from 4 m. to 6 m
Oil berth: Length 15.0 m., depth alongside 6 m.
FRESH WATER: Can be obtained from all quays.
AUTHORITY: Vasterviks Hamn, Box 3093, 593 03 Vastervik, Swede *Tel:* 0490-88860. *Contact:* Olof Lindroos, Harbour Master.

VISBY: 57.38 N. 18.17 E. (See Pla

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot stationed at Visby Pilot Station. Pilot boards in Visb Roads and is available between 0600 hrs. and 2200 hrs. 12 hours' notic of ETA is required. Pilot listens out on VHF between 0600 hrs. an 2200 hrs. Tel: (0498) 10138.
ANCHORAGES: Outside harbour, water depth 30 m. to 50 m. Cla bottom. No mooring buoys.
Restrictions: It is forbidden to anchor within the marked area outsid Visby port entrance (for limits see chart).

At Hogklint, which is approximately 4 miles South of Visby, there a several sea cables, amongst which is the "Gotland Cable" whic supplies Gotland with electricity. Anchoring is not permitted within 300 m either side of the "Gotland Cable".
RESTRICTIONS: No tide in harbour. Currents outside harbour up t 4 knots running along coast. Prevailing winds, Summer time mostl S.W., Winter between N.W. and N.E. Harbour open to winds betwee S.W. – W., which when strong produces swell along the piers.
Fairway: This passes from the sea between the breakwaters to the o harbour and is dredged to approximately 9.0 m., permitting vessels wi drafts of 7.2 m. to enter.

There are leading lights (4 lights) for entrance into Visby Harbou also red day markers.

Water Levels: High water level +0.8 m.
Normal high water level +0.5 m.
Normal low water level −0.4 m.
Low water level −0.7 m.

MAX. SIZE: Maximum draft permitted for vessel proceeding to the o harbour is 7.2 m., to the outer harbour 6.3 m. and to the inner harbou 5.6 m.
TUGS: None available.

BERTHING:

Harbour	*Length* (m.)	*Depth* (m.)	*Remarks*
Outer Harbour			
Ferry Berth No. 6	160	7.0	Ferry berth with fixed 32 m. width ramp. Terminal Building serves both Berths No. 5 and 6.
Ferry Berth No. 5	200	7.0	Same as Berth No. 6.
Outer Oil Quay	60	8.0	3 ton crane for hose lifting. 8 in. hose connections. Capacity 250-300 cu.m.p.h.
Southern Small Boat Harbour	300	2.0	Small boat harbour with 2 bridges. Entry to the West of Fish Harbour.
Inner Harbour			
Outer Part			
North Breakwater	350	6.0	Ferry Berth No. 3 at quay's inner part (quay length 130 m.) Ro/Ro berth with fixed 20 m. width ramp. Remaining quay length used mainly for timber and pulp loading.
Holmen			
West Quay	220	6.0	Ferry Berth No. 4 with fixed 18 m. ramp. 1×5 ton rail mounted gantry crane, movable along 125 m. of quay length.
Eastern Quay	120	6.0	Fixed electric crane (max. 15 ton). Sawdust loading via nozzle (capacity 120 t.p.h.)
G:a Oil Quay	42	6.0	Quay with support dolphin.
Fishing Harbour	390	3.0	
Inner Part			
Ferry Berth No. 1	110	6.0	Fixed 16 m. wide Ro/Ro ramp.
Ferry Berth No. 2	115	6.0	Fixed 30 m. wide Ro/Ro ramp.
Fish and Small Boat Harbour	240	4.0-3.0	Visitors' Harbour 3 m. deep (approx.)

BRIDGES: No bridges or overhead cables.
STEVEDORES: Working hours, Monday – Friday 0700 – 1600. Overtime possible.
TANKERS: See "Berthing".
FRESH WATER: Available.
FUEL: Oil available.
REPAIRS: Only small repairs are possible.
AUTHORITY: Visby Harbour Office, Skeppsbron 18, S-62157 Visby, Sweden. *Tel:* 0498-69475. *Contact:* Bengt Widegren, Harbour Master.

WALLHAMN: 58.01 N. 11.42 E. (See Plan)

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Tobacco and/or Stores List.
2 Crew Effects Declaration.
PILOTAGE: Pilot boards at Hatteberget. Telegraphic Address: "Pilotstation Marstrand", Tel: 0303–60004. VHF Channel 16.
5 hours' notice to be given through Agent.
2 hours' notice to be given by vessel.
ANCHORAGE: As advised by Pilot Station.
MAX. SIZE: Max. draft 10.0 m. Max. length – no restriction. Berth No. 6: Max. draft 5.5 m., max. length 110.0 m.
HEALTH: No special action except for suspected disease, in which case Agent should be contacted for further information.
RADIO: Gothenburg Radio.
VHF: Wallhamn Harbour Radio – Channel 16.
TUGS: Tugs from Gothenburg will join at entrance.
BERTHING: Four berths for Roll-on/Roll-off: (1) 180 m. × 10.8 m. depth. (2) 130 m. × 10.8 m. depth. (3) 160 m. × 8.5 m. depth (4) 240 m. × 8.5 m. depth.
One berth for loading stone products. Length 110 m. Depth 6.0 m.
CRANES: 2 container gantry cranes.
STEVEDORES: ETA given to Agents is sufficient.
MEDICAL: Doctors and dentists available at short notice. Nearest hospital in Kungaelv, 35 km.
FUEL: Most grades of bunker oil available with short notice.
CONSULS: In Gothenburg, 60 km. away.
REPAIRS: Can be arranged.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: By crew or by stevedores.
REPATRIATION: All facilities available.
AIRPORT: Landvetter International Airport, Gothenburg, 85 km. away.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: Stevedoring and clearance of vessels can be performed every day of the year, 24 hours' service.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
SHORE LEAVE: Permitted within limits laid down by police.
IDENTIFICATION CARDS: Not necessary. Seamen's Book or Passport should be carried.
GARBAGE DISPOSAL: Service available. Dustbins provided on quay, free of charge when quantities are reasonable.
WASTE OIL DISPOSAL: Service available and provided through port authorities. Free of charge if certain conditions are fullfilled. Contact Port Authority for details.
SEAMAN'S CLUBS: None.
CURRENCY: Swedish Kronor (SEK).
AUTHORITY: Wallhamn Terminal AB, S-440 60 Skarhamn, Sweden. *Tel:* 46-304-679900. *Cables:* Wallhamn. *FAX:* 46-304-660977. *Contact:* U. Andersson, Agency Manager. C. Frisk, Port Director.
Agency: Tel: 46-304-679967. Fax: 46-304-660473.

YSTAD: 55.26 N. 13.50 E. (See Plan)

DOCUMENTS:
Crew List.
Passenger List.
Custom Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.
TRAFFIC WARNING SYSTEM: Vessels approaching Ystad, listen on Channel 10 and 16 for broadcast announcing ferry departures. All inward bound and outbound vessels have to announce their intention, and when manoeuvring within the port area, Channel 10 has to be used.
PILOTAGE: Vessels approaching Ystad's Harbour must apply for Pilot at Malmo at least 5 hours before pilotage due to commence. Tel: 040-115269 or 040-978315 or VHF (Channels 16 or 20), stating tonnage, draft and destination. VHF call sign "Lotsarna" plus name of pilot's station. (Also see "Stockholm".) Pilot boards at Ystad Roads Lightbuoy (Lat. 55° 23.5′ N., Long. 13° 47.5′ E.).
ANCHORAGES: Road: 1.0 nautical mile S.W. harbour entrance, 9 m. – 10 m. depth; sand and clay, good anchorage ground. The road is open to winds from S.S.W.
MAX. SIZE: Largest fully loaded vessel that can enter harbour about 5,500 d.w.t. Depth 7.2 m., max. draft 6.7 m. (22 ft.)
RADIO: Goteborg and Stockholm.
VHF: 24 hour watch at Malmo pilot station on VHF Channel 16 and "Ystad Port Radio" on Channel 16 during office hours (0700 – 2400 hrs.).
TUGS: Tug usually meets vessel at entrance buoy. Ship's lines used. Tugs not compulsory.
BERTHING: Vessels of 150 m. length and 20 m. breadth can enter harbour. Max. draft 22 ft. at MWL.
Ro/Ro Berth: Three movable ramps for lorries/goods. Breadth 8 m., 10 m. and 12 m. One railway ferry ramp with a fixed car ramp to upper deck.
CRANES: 2×6 tons (9 ton with double gear), 1×5 ton, 1×3 ton. All cranes are rail-mounted and electric. 1×36 ton mobile crane.
STEVEDORES: Stevedores must be ordered from Ystads Stuveri AB, Tel: 0411-18080. Working hours Monday – Friday 0700 – 1630 hrs. Meal intervals 0900 – 0930 hrs. and 1200 – 1230 hrs.
MEDICAL: Agents to be notified in advance if medical attention wanted.
TANKERS: Load/discharge lines 8 in. diameter, but reducing pieces for 6 in. and 10 in. diameter. (Tankfarm of 40,000 cu.m.)
DENSITY: Density in harbour is 1006-1010.
FRESH WATER: Available from quays. About 10 t.p.h.
FUEL: Coal and oil can be obtained by lorries.
CONSULS: Danish Consul, Tel: 72840. Finnish Consul, Tel: 18400. Norwegian Consul, Tel: 11635.
REPAIRS: Mechanical workshop.
SURVEYORS: Surveyor appointed by the Swedish National Administration of Shipping and Navigation at the Port Office.
GANGWAY/DECK WATCHMEN: Can be arranged.
OPENING/CLOSING HATCHES: Crew or stevedores.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: Tobacco, about 200 cigarettes or 200 gram of tobacco for each member of crew. Spirits, 1 bottle for each member of crew.
CARGO GEAR: Loading/discharging with shore cranes and Roll-on/Roll-off ramps.
AIRPORT: 30 km. distant and served by regular airlines.
TIME: GMT plus 1 hour in Winter. GMT plus 2 hours in Summer.
HOLIDAYS: Christmas; New Year; Easter; Whitsun and Midsummer. No cargo work.
POLICE/AMBULANCE/FIRE: Police, Tel: 13620; Ambulance and Fire, Tel: 90000.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Not needed.
GARBAGE DISPOSAL: Containers about 7 cu.m. capacity for firm garbage can be placed alongside. The charge will be about SEK 600 (container delivery and emptying included). Call Port Office or agent, for further information.
WASTE OIL DISPOSAL: Sludge can be collected by tank lorry, free of charge. Other kinds of oil contaminated water can be delivered to a 500 cu.m. tank. Charge SEK 75/cu.m. Port Office can supply further information.
SEAMAN'S CLUBS: None.
CURRENCY: Swedish Kronor (SEK).
GENERAL: *Refuse Disposal:*
Contaminated Water: To the reception station at Revhuskajen (max. 500 cu.m.).
Waste Oil: Via a tank-truck (max. 10 cu.m.).
Solid Garbage: Via a motorised container to a refuse dump (max. 12 cu.m.).
AUTHORITY: Ystads Hamn, Hamnkontoret, Hamngatan 18, S-27100 Ystad, Sweden. *Tel:* 0411-77263, 77000. *FAX:* 0411-74950. *Cables:* Southport. *Contact:* Torsti Lehtinen, Harbour Master.

Switzerland

BASLE: 47.33 N. 7.34 E. (See Plan)

PORT LIMITS: A line drawn 50 m. off the shore.
DOCUMENTS:
1 Rhine-Manifest or "T"-Paper.
1 Provisions List.
The respective documents, mentioned in No. 1.10 of the Rhine Shipping Police Regulation have to be on board. Where possible, cargo manifests and stowage plans should be forwarded ahead of the vessel to the local Agent.
PILOTAGE: Holders of a High Rhine Shippers Licence have to Pilot the vessel between Basle and Birsfelden. Such licence-holders can be ordered at Signal-station (VHF Channel 18 or telephone 6314400 or Birsfelden Locks 3113855).
ANCHORAGES: Vessels moored at riverside quays have to use anchors.
RESTRICTIONS: Shipping is blocked from high water mark II (gauge Rheinfelden 430 cm. up– resp. 450 cm. downstream of the Middle Bridge at Basle). Other restrictions will be announced by the Port Authority.
MAX. SIZE: Water Depth: 3.50 m.
Air Draft: 5.70 m. to basin II, port of Kleinhuningen; 7.00 m. to all the other port areas of Basle Town; 4.80 m. to 7.00 m. to the ports of Basle Country.
Beam: 11.40 m. to basin II, port of Kleinhuningen and through the locks of Birsfelden.
Length: 110 m. for the section between the Middle Bridge at Basle and the locks of Birsfelden.
VHF: Port Authority on Channel 18 (call: Signalstation). Working hours: Monday to Friday 0500 – 2100 hrs., Saturday 0500 – 1300 hrs.
TUGS: Only one private tug/pushboat is available (call: BRAGTANK, Tel: 6314422 or from ship to ship on VHF Channel 10: Vogel Gryff). Tug assistance is necessary for the section between Basle and Birsfelden from High Water Mark I (gauge Rheinfelden 350 cm.) for single engine vessels.
BERTHING: Two artificial basins at Kleinhuningen, riverside quays at Kleinhuningen (Klybeckquai), St. John, Birsfelden and Au. Load/discharge of dry cargo is done by shore equipment.
Also see "Max. Size".
CRANES: 62 shore cranes with lifting capacities up to 2×300 tons.
SPECIALISED CARGO HANDLING FACILITIES: 2 container terminals. No LPG berth.
BRIDGES: Railway bridges across the channel to basin II, port of Kleinhuningen, permit a max. air draft of 5.70 m.
STEVEDORES: Working hours: Monday to Friday 0500 – 2100 hrs., Saturday 0500 – 1300 hrs.
MEDICAL: Hospital facilities available.
TANKERS: Tanker piers at Kleinhuningen (Klybeck Quay and Basin I; the last one for oil only), St. John (vegetable oil and stove oil), Birsfelden and Au.
Tankers with dangerous goods (K1 and K2 products) are not allowed to enter the basins. Load/discharge done by vessel's pumps.
FRESH WATER: Good quality potable water available.
FUEL: Diesel oil available.
CONSULS:
Austria
Belgium
Benin
Brazil
Cape Verde
Denmark
Ecuador
Finland
France
Germany
Hungary
Italy
Jamaica
Luxembourg
Mali
Mexico
Monaco
Netherlands
Norway
Peru
Sweden
Spain
Thailand
Togo
Uruguay
REPAIRS: Deck and engine repairs are possible as well as those to electric installations and electronic equipment.
DRY DOCKS: No dry dock, no slip.
SURVEYORS: Agents of Surveillance and Classification Societies are nearby.
GANGWAY/DECK WATCHMEN: At least one member of the crew has to stay aboard as watchman.
HATCHES: Opening/closing carried out by ship's crew.
CUSTOMS ALLOWANCES: Swiss Regulations apply.
REPATRIATION: Scheduled aircraft connect Basle-Mulhouse Airport daily with most important European airports. Also good railway connections.
AIRPORT: See "Repatriation".
HOLIDAYS: The ports are closed for work on New Year's Day, Carnival (two half days in February or March), Good Friday, Easter Monday, 1st May, Ascension Day, Whit Monday, 1st August (National Day), Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Emergency services are available through the Port Authority (VHF Channel 18) or direct by telephone:

Ambulance:	144
Police:	117
Fire:	118

TELEPHONES: This service is available aboard ships at the berths for passenger boats by prior arrangement through the Agents.
SERVICES: Oily waste disposal boat available from Monday to Friday 0700 – 1700 hrs.
SHORE LEAVE: Permitted when Immigration and Customs requirements have been satisfied, as long as the crew rejoin the vessel before departure.
IDENTIFICATION CARDS: It is recommended to carry an identification card or a Passport. Shore passes are not issued.
GARBAGE DISPOSAL: Garbage drums and containers placed alongside.
WASTE OIL DISPOSAL: Call Bibo Regio, ship to ship VHF Channel 1
SEAMAN'S CLUBS: Seemannsclub der Schweiz, Westquaistrasse 3
Basel. Tel: 6315818.
CURRENCY: Swiss Franc (SFr.).
REGULATIONS: All the Rhine Shipping Regulations, recommended the Central Commission for the Navigation on the Rhine, are valid.
AUTHORITY: Rheinschiffahrtsdirektion Basel, P.O.Box, CH-401
Basel, Switzerland. *Tel:* 061-6314545. *FAX:* 061-631459
Telex: 997130 SBB CH. *Contact:* R. Hardmeier, Director.

NOTES

Please also advise Shipping Guides Ltd.

Syrian Arab Republic

GENERAL

PORT REGULATIONS:

In corroboration of Articles 2 and 8 of the Decree Law No. 154/1961 which created the General Directorate of Ports and invited them to control the safety and security of ports and territorial waters and empower them to enact communiques and instructions for same and for public interest, the following provisory instructions will be in force for vessels lying in the Syrian ports and territorial waters until permanent regulations are issued for the safety of the harbours.

1. Any vessel calling at Syrian ports should contact the pilotage station or the signal towers upon entering Syrian territorial waters 12 miles (marine) giving her name, nationality and her cargo in case the whole or part is dangerous, also her ETA at the waiting zone of the port of destination.
2. The Masters of foreign vessels lying in Syrian ports should hoist the Syrian flag (size 63 cm.×126 cm.) in accordance with international maritime courtesy. The Agent should supply any vessel without same upon her arrival at Syrian ports.
3. The vessel should hoist international signals for a Pilot or for dangerous cargo, also the quarantine flag, etc., in accordance with her situation while approaching Syrian ports.
4. The vessels once in territorial waters are not authorised to receive any person on board before Free Pratique is granted by Harbour Authorities.
5. It is forbidden to receive any person after Free Pratique and during the stay of the vessel either in road or inner basin unless by written authorisation from the Harbour Authorities. Customs and Security are exempt when in service.
6. It is forbidden for a vessel to use her wireless when lying in Syrian ports or at anchorage unless with authorisation from the Harbour Authorities and in emergency cases.
7. It is forbidden for vessels lying in Syrian ports to use their own steam or electrical blowers, amplifiers or make any other signals not allowed by international rules to avoid sea collisions or the light signals authorised by the Harbour Authorities in accordance with Article 14 of the present communique.
8. Masters should keep at any time on board of their vessels while lying in the ports a continuous watch and enough seamen in order to secure the exploitation department necessities or during emergency cases, and in order to take the necessary steps to avoid fire and damages to others (Article 17 of D/Law 193).
9. If a Syrian watchman is appointed to watch the vessel, he must have an authorisation order from the Harbour Authorities. The shipping Agent is responsible for the execution.
10. It is forbidden to use the vessel's life-boats in the ports or in territorial waters unless by previous written authorisation from the Harbour Authorities on the basis of a written request stating the causes, the time of the dropping down of the life-boat from the vessel, and the time of its lifting provided the cause is necessary.
11. All vessels should keep their gangways up from sunset to 0700 hrs.
12. The hatches, stores, etc., should be covered and locked, if possible, during the night.
13. In case any objects from the vessel or their cargo drop into the sea, the Master should inform both the Port Co. and the Harbour Master immediately of same.
14. The following signals should be used for the above mentioned cases as follows:

	Signals	
Case	*Sound*	*Lights*
(a) Attack by thieves	Sequence of 6 short blasts.	Sequence of 6 light signals and flashes from the foremast.
(b) Case of fire onboard or alongside	Sequence of long blasts, each set 6 blasts.	Sequence of 6 long flashes.
(c) Case of serious injury	Sequence of 2 long blasts.	Sequence of 2 long flashes from the foremast.
(d) Case of stranding	Sequence of 4 long blasts.	Sequence of 4 long flashes.

N.B.

1. Distance time between each sequence is half a minute, but the length of the signals should be in accordance with international signals regulations.

2. The above signals should be accompanied by wireless call on Channel 16 to both Pilotage and Stations in Syrian ports.

3. The above instructions do not forbid the use of other sound and light signals stated in the international rules.

NOTICE: Vessels proceeding to Syrian ports are required to signal the following to the port radio station when 50 miles from the port of destination.

(a) ETA.
(b) Nationality.
(c) Name.

BANIAS: 35.14 N. 35.56 E. (See Plan)

DOCUMENTS:

5 copies Crew List.
1 copy Vaccination List.
1 copy Stores List.
1 copy Private Stores List.
1 copy Slop Chest.

In case of cargo to be discharged, Original and 2 copies Manifest and 3 copies Bill of Lading.

APPROACHES: Vessels bound for Banias should follow the following:

(a) Lat. 35° 13′ 00″ N., Long. 35° 42′ 00″ E.
(b) Lat. 35° 13′ 00″ N., Long. 35° 56′ 56″ E.
(c) Lat. 35° 16′ 00″ N., Long. 35° 55′ 25″ E.
(d) Lat. 35° 16′ 00″ N., Long. 35° 40′ 34″ E.

Otherwise vessels are subject to severe fines.

PILOTAGE: Compulsory. Pilots board all tankers approaching the Terminals. These Pilots act in the same capacity as Mooring Masters in the berthing of vessels, after which they supervise the raising of the flexible hoses and their connection to the ship's manifold. During loading operation they act as the Company's Representatives. The Company's Mooring Masters will meet tankers in the vicinity of Marqab Light Buoy.

It is requested that tankers of 40,000 d.w.t. and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft., above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged abaft the accommodation ladder, to within 3 ft. above the water. This will enable the Pilot to ascend the pilot ladder clear of the launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules is relevant.

ANCHORAGE: In the event of a berth not being available, or suspension of mooring operations on arrival, a good anchorage can be used South of the berths in the vicinity of the Marqab Light Buoy positioned at: Lat. 35° 12′ 27″ N., Long. 35° 54′ 46″ E. It is important to maintain a listening watch on VHF, Channel 16 or visual watch on the shore Signal Station positioned approximately at Lat. 35° 13′ 04″ N., Long. 35° 57′ 00″ E. and recognised at night by lozenge shaped lights, in order to avoid delays.

On being advised of expected time "Mooring Master will board", heave short your anchor before his arrival.

Vessel Berthing Confirmation: Vessels waiting at anchorage for confirmation or other reasons beyond the control of Banias Terminal, will be boarded by Mooring Master within 4 hours after such confirmation is received, providing free allocated berth and suitable weather.

RESTRICTIONS: Berthing operations for loading and unloading will take place only between 0700 hrs. and 1600 hrs. (local time) in Winter, and 0600 hrs. and 1800 hrs. (local time) in Summer, i.e. during daylight, SHINC and weather permitting. Summer starts 1st May and Winter starts 1st November.

MAX. SIZE: See "Berthing".

NOTICE OF READINESS: Time of Notice of Readiness tendered will be considered when vessel arrives in the very near vicinity of the Marqab Light Buoy (position Lat. 35° 12′ 27″ N., Long. 35° 54′ 46″ E.), where the Pilot/Mooring Master will board and receive ship and remain on board throughout the entire operation.

HEALTH: Masters of tankers due may obtain Free Pratique by addressing the usual quarantine message to their Agents through commercial radio channels.

RADIO/VHF: Banias Terminal Radio Station – Call sign: "YKM 5". Frequency: 500 kHz and 442 kHz and VHF Channel 16. Also see "Radio Procedure" below.

Tanker VHF Radio Communications: Vessels approaching Banias can communicate with the Terminal by FM, VHF, Channel 16. Range 30 to 40 miles. Frequency 156.8 MHz. Simplex Operation. Call sign: "Banias". On arrival, ship's radio installations will be sealed according to normal practice and the boarding Mooring Master will put his own portable equipment on board. Communications will then be as follows:

Banias – Equipment: Fixed station sited in the Terminal. Call sign: "Banias". Frequency: Transmitting 163.6 MHz. Receiving 159.1 MHz. Range: 8 miles. Watches: Continuous whilst vessels are in port or immediate vicinity.

Mobile Station – Equipment: Placed aboard vessel on arrival at Banias. Call sign: Ship's name. Frequency: Transmitting 159.1 MHz. Receiving 163.6 MHz. Range: 5 miles. Watches: Mutually agreed between ship and the Terminal on first establishing contact.

Note: The radio telephone circuit is connected with the main Company Communications network in Banias Terminal.

Radio Procedure:

Station	*Banias Syria* Private station for communication with tankers bound for Banias, Syria.

Call sign: YKM5
Address: S.C.O.T. Banias – Syria

MF Schedules (A1)

Banias Radio Station (YKM5) keeps a 24 hours continuous watch on 500 kHz and answers calls on 500 kHz. QSY 440 kHz for traffic. Broadcasts traffic list on 500 kHz at 0430, 0830, 1230, 1630 and 2030 (GMT). Receives on ship frequencies 425, 454, 468, 480 and 512 kHz – also broadcasts traffic lists, on 440 kHz at 0432, 0832, 1232, 1632 and 2032 (GMT).

HF Schedules (A1)

Time GMT	*Listens on*	*Answers on*	*Traffic list at (GMT)*
04 – 05	4 MHz Band	4351 kHz	0410
05 – 06	8 MHz Band	8667 kHz	0510
08 – 09	6 MHz Band	6493 kHz	0810
09 – 10	12 MHz Band	12987 kHz	0910
12 – 13	8 MHz Band	8667 kHz	1210
13 – 14	16 MHz Band	16967 kHz	1310
16 – 17	16 MHz Band	16967 kHz	1610
17 – 18	6 MHz Band	6493 kHz	1710

VHF Schedules (F.3)

Banias Terminal keeps watch on Channel 16. This has a range of approximately 40 miles and its call sign is "Banias Control".

For traffic, change to another channel as instructed by Banias Terminal.

Note: YKM5 deals only with traffic for SCOT Banias QSJ nil.
YKM5 uses only two frequencies out of HF schedule.
From 0500 to 0600 on 8667 kHz.
From 0800 to 0900 on 6493 kHz.
From 1700 to 1800 on 6493 kHz.

Confirmation of ETA's: To avoid delay on arrival, it is essential and in your interest to communicate with YKM5 at least 48 hours prior to arrival, and thereafter maintain contact, also stating cargo quantity and grade, max. rate (load/offload), SWL of derrick capacity, specific gravity and temperature, n.r.t. and arrival draft. Failure to give any notice at least 24 hours prior to arrival may delay the Notice of Readiness by an amount equal to the difference between 24 hours and the number of hours of notice prior to arrival, and this at the sole discretion of the Terminal.

In the event of a ship having arrived without having contacted Banias Control 4 hours before ETA, a 4 hour period shall accrue to Banias Terminal before a Mooring Master boards the ship.

TUGS: Available only on demand from General Directorate of Harbours at Lattakia.

MOORING REQUIREMENTS:

Forward:

Anchors to be fitted with marker buoys with 20 fathoms of line.
2×120 fathom mooring lines.
2 rope stoppers.
1 suitable wire stopper (preferably Carpenter Patent) for use with 4.75 in. mooring lines.

Aft:

4×120 fathom mooring lines.
4 rope stoppers.
2 suitable wire stoppers (preferably Carpenter Patent) for use with 4.75 in. to 5.5 in. mooring lines.

Boat Ropes

To be rigged on either side of ship, and of not less than 4.5 in. circumference.

Derricks and Cranes: Must be capable of plumbing overside abreast of discharging manifold.

Load/Offload Manifold:

2 × 0.25 in. spanners.
2 × 0.875 in. spanners.
2 × 7 lbs. hammers.
1 × 2 lbs. axe.

Hose hang-off bitts are required at about 10 ft. from the ship's rail at the loading manifold, to secure submarine hoses on the port side.

Safety of Mooring and Anchor Chains: Vessel must have not less than 11 shackles of anchor chain on each side.

On completion of mooring operation, vessel must have between 6.5 and 7.5 shackles of anchor chain tight in the water in conformity with vessel's LOA.

BERTHING: The open sea line berths (CBMS) are situated to the North of Marquab Light Buoy.

Each berth is equipped with flexible hoses connected by pipelines to shore installations.

At all berths vessels moor using both anchors forward, with wires to a buoy on the port bow, one buoy astern and one on each quarter. Hoses are lifted on the port side to be connected to the ship's manifold which must have pressure gauge fitted.

Berths No. 2 and 3:

	Loading	Unloading
Max. LOA	925 ft.	900 ft.
Min. LOA	600 ft.	600 ft.
Max. d.w.t.	130,000 tonnes	97,000 tonnes
Max. Draft:		
Berth No. 2	52 ft. (Summer)	50 ft. (Winter)
Berth No. 3	53 ft. (Summer)	51 ft. (Winter)
Min. SWL of Derrick	7.5 tons	

Vessel's pumps to maintain pressure of 7 kg./sq.cm. at ship's connecting manifold during the entire discharging operation.

Vessel should have the possibility of ballasting while discharging cargo at any time without contamination of cargo and delaying operations (Segregated ballast systems).

Max. loading rate per berth per hour: 5,500 tons when both berths are in use.

Berth No. 4:

Max. LOA	750 ft.
Min. LOA	560 ft.
Max. Draft	42 ft. (Summer and Winter).
Min. SWL of Derrick	7.30 tons.
Max. d.w.t.	66,000 tonnes.
Min. d.w.t.	30,000 tonnes.

Berth is equipped with 2×24 in. sea lines, and 2×16 in. hose strings ending with 2×12 in. hoses and valved displacement manifold.

A minimum distance of 3.0 m. between ship's manifold and ship's rail is required for safe connections.

One of the sea lines is for displacement purposes only.

Max. loading rate 2,000 tons per hour.

Berth No. 5:

	In Summer	In Winter
Max. LOA	840 ft.	815 ft.
Min. LOA	600 ft.	600 ft.
Max. d.w.t.	85,000 tonnes	66,000 tonnes
Min. d.w.t.	35,000 tonnes	35,000 tonnes
Max. Draft	43 ft.	41 ft.
Min. SWL of Derrick	7.5 tons	

Berth is equipped with PLEM mounted sub-sea valves remotely operated from shore.

Loading rate: 2,000 cu.m./hr. for heavy fuel and 1,900 cu.m./hr. for white products.

Discharging rate for gas oil: 3,000 cu.m./hr.

Note: Ship's hose connecting manifold to be equipped with pressure and temperature gauges.

Berth No. 6:

	In Summer	In Winter
Max. LOA	700 ft.	650 ft.
Min. LOA	500 ft.	500 ft.
Max. d.w.t.	50,000 tonnes	40,000 tonnes
Min. d.w.t.	20,000 tonnes	20,000 tonnes
Max. Draft	34 ft.	32 ft.
Min. SWL of Derrick	7.5 tons	

Berth is equipped with PLEM mounted sub-sea valves remotely operated from shore.

Max. loading rate: 1,500 cu.m./hr. for vacuum gas oil and 2,000 cu.m./hr. for premium gasoline.

Ship's hose connecting manifold to be equipped with pressure and temperature gauges.

Berth No. 7: (For LPG).

Max. LOA	700 ft.
Min. LOA	350 ft.
Max. d.w.t.	7,000 tonnes.
Min. d.w.t.	3,000 tonnes.
Max. Draft	24 ft. (Summer and Winter).
Note:	
Min. LOA	300 ft. can be accepted but only in fine weather, provided ship has sufficient ropes.
Min. SWL of Derrick	3 tons.
Single derrick or crane for lifting:	(a) One string of 8 in. cargo hose. (b) One string of 4 in. balance line hose.

Note: Both strings of hose (210 ft.) end with relevant class 300 ASA Camlock coupling and butterfly valve.

Minimum Cargo Temperature:
(a) Summer + 10°C.
(b) Winter + 10°C or ambient temperature.

Flow rate: 300 t.p.h.

Max. pressure at ship's manifold: 7.0 kg./sq.cm.

Ship's manifold to be equipped with clean filters, temperature and pressure gauges.

Ship's connecting flanges to be diameter 8 in. and 4 in. respectively, class 300 ASA.

Minimum time for opening and closing any line valve to be more than 30 seconds to avoid surges.

All tools to be of a non-spark generating metal, such as copper.

Berth No. 7: (For Jet Fuel).

Max. LOA	700 ft.
Min. LOA	350 ft.
Max. d.w.t.	20,000 tonnes.
Min. d.w.t.	8,000 tonnes.
Max. Draft	28 ft. in Summer. 26 ft. in Winter.
Min. SWL of Derrick	5 tons.

Loading rate: 1,500 cu.m./hr.

Discharge rate: 2,200 cu.m./hr.

Maximum pressure at ship's manifold during discharge: 7 kg./sq.cm.

Ship's manifold to be equipped with filters which are to be cleaned and ready for use at each call.

Ship's connecting manifold to be equipped with pressure gauge.

All connection tools (spanner, hammer, etc.) to be of copper.

HOSES: Berths are numbered from North to South:

No. 2: For Crude Oil: 2 strings of 10 in. hose ending with 12 in. reducers (160 ASA).

No. 3: For Crude Oil: 2 strings of 16 in. hose ending with 12 in. reducers (150 ASA).

No. 4: For Fuel Oil: 2 strings of 12 in. hose ending with 12 in. butterfly valves, and displacement manifold (150 ASA).

No. 5: For Fuel Oil and White Products: One string of 16 in. hose for each, ending with 12 in. butterfly valve (150 ASA).

No. 6: For Fuel Oil and White Products: One string of 16 in. hose for each, ending with 12 in. butterfly valve (150 ASA).

No. 7: For LPG and Jet Fuel:
LPG: One string of 8 in. hose ending with 8 in. butterfly valve (300 ASA). One string of 4 in. hose ending with 4 in. butterfly valve, and used as balance line (300 ASA).
Jet Fuel: One string of 12 in. hose ending with 12 in. butterfly valve (150 ASA).

LOADING/DISCHARGING:

1. Ship's hose connecting manifold to be equipped with pressure gauge.
2. When discharging, the pressure at the ship's manifold should not exceed 7 kg./sq.cm., and within this range of pressure the Terminal installations are capable of receiving at various rates, depending on berth and storage tanks allocated to the ship. The Terminal Administration would prefer the ship's pumps to be rated accordingly, and to be of the centrifugal type.
3. Loading-on-top slops (LOT) is not acceptable, and slops to be segregated from cargo, as Banias Terminal is not equipped with slop treatment facilities. Pressure gauge to be fitted on ship's port side connecting manifold.

BALLAST: The Port Authority is most strict and will impose heavy fines for any oil pollution of the sea. In addition, vessels may be ordered out of the berth and at risk of losing turn. Ensure ballast quantity onboard is kept to about one third of d.w.t. in Winter and one quarter of d.w.t. in Summer for safe manoeuvring in the prevailing weather conditions. Excess ballast causes delay.

Banias is an open roadstead and sudden changes in weather can be experienced especially during the Winter months. It is good practice to commence loading as soon as hoses are connected and whilst ballast discharge is still in progress, always providing this can be achieved safely and with no danger of contamination.

POLLUTION: The Port Authorities will, in cases where pollution is ascertained, collect a declaration from the Master of the offending ship, in which declaration he authorises his Agents to pay any fine to be levied by the Official Committee in the future.

In the light of the above and to avoid any delay to vessels, Owners are kindly requested to:

1. Supply vessels with necessary chemicals to destroy any quantity of oil overflowing into the sea.
2. Provide a bank guarantee of Stg. £5,000 to be deposited against eventual fines. Such a guarantee (or cash) must be given before offending vessel is released.

MEDICAL: Hospital facilities or other relevant medical information are available through Agent on and/or prior to arrival of vessel.

FRESH WATER: Available through Agents by means of barges, cost U.S.$10.00 per ton.

FUEL: Diesel oil available via Agent.

SURVEYORS: Through Agents – Shipco.

CUSTOMS ALLOWANCES: According to regulations or at Customs' own discretion.

REPATRIATION: Facilities exist through Agents.

TIME: Local time is GMT plus 2 hours.

SERVICES: In the event of tankers requiring assistance to lift loading hoses, recover lost anchors, and cables, etc., limited aid may be given during normal working hours. Current charges are available on application from Agent.

SHORE LEAVE: Permission may be obtained from Immigration Dept. ashore through Agents.

GARBAGE DISPOSAL: Available via Agent.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Usual local facilities.

CURRENCY: Syrian Pound.

REGULATIONS: Terminal Requirements and Conditions of Use of Terminal Facilities will be handed over to Master of vessel at each time of call. The following are some of the regulations in the booklet.

Vessel in Berth: Ships are not allowed to remain in berth for any reason when loading operation stopped. Hoses should be disconnected and dropped to sea unless stay authorised by Terminal Superintendent.

Deck Watch: A continuous watch on deck must be maintained throughout the operations, especially towards the Shore Signal Station positioned as follows: Lat. 35° 13′ 04″ N., Long. 35° 57′ 00″ E, to ensure safe operations and to avoid delays, in addition to a continuous watch on Channel 16.

Lighting: During hours of darkness the manifold and poop mooring area of the sea in vicinity of ship should be adequately lit.

Main Engines: Must be kept on shore notice. Repairs which will immobilise must not be carried out in berth.

Deck Machinery: Must be ready for immediate use at all times.

Whistle or Siren: To be available at all times.

Signalling: An "Aldis" type lamp to be readily available.

Stores, Provisions, Etc.: It is strictly forbidden for provisions, stores or other items to be received or discharged whilst loading is in progress. Launches or other craft must not lie alongside during the same period.

Tanker Safety Regulations: Tanker Safety Requirements must be strictly adhered to at all times. The Mooring Master is authorised to stop all operations should he consider the safety regulations are not being complied with.

Please refer to Tanker Safety Guide (LPG and Others).

Boarding: The boarding of a vessel whilst in a mooring is restricted to persons holding valid passes which are issued by the Terminal Superintendent on application to ship's Agents and authorised chandlers. This restriction is applied in conjunction with the Syrian Harbour and Security Authorities. Ship's crew are not to be disembarked for any reason before official authorisation is granted.

Guests: Guests are not allowed unless visit is approved by Master and Shore Representative jointly.

Action in Case of Emergency: In the event of a fire, oil spillage, or other emergency on the vessel, the emergency signal is: *Three or more blasts of not less than ten seconds duration each, on whistle or siren supplemented by a continuous ringing of the general alarm bells.*

Dry Certificate: Master to provide 3 copies of Dry Tank Certificate to Shore Representative duly signed.

Leaving Berth due to Bad Weather: Ship must let go the mooring ropes in water and leave berth. The ropes can be collected when weather permits.

NOTICE TO MASTER: Please be advised that any complaint or dispute between ship's and SCOT's personnel which may arise during your stay in berth, must be brought to the attention of Banias Terminal Superintendent before leaving berth for necessary investigation.

Complaints reaching the Terminal after vessel's departure will be discarded.

DELAYS: Confirmation, restricted berthing hours, unsuitable weather and free berths.

WEATHER: The Director of Port Authorities has issued statistics of the weather conditions along the Syrian coast after an experience of 20 years.

State of winds and whirlwinds on the Syrian Coast

Winter	*Kind and direction of winds*
December	Regular winds blowing from N.E. to S.E., sometimes S. to S.W., the alteration of winds is accompanied with rains.
January	Excess of storms starting to blow from S.E. to N.E. The alteration of winds from the E. is occasionally accompanied with heavy rains with probability of hail.
February	Excess of storms and heavy rains blowing from S.W. to N.E. and E.
Spring	*Kind and direction of winds*
March	Variable winds from S.E. to S.W. and accompanied by heavy rains and altering to N.W. slight.
April	Variable winds from N.W. and S.W., and S. winds accompanied with light rains.
May	Regular winds blowing S.W. to N.W. and altering to S. sometimes accompanied by rain.
Summer	
June	Slight winds from S.W. and S.
July	Moderate winds from S. to S.W.
August	Slight N.W. winds.
Autumn	
September	Winds S.W. and N.W. accompanied by some rain from 15th September. Winds will lighten during the end of the day and will alter at night to slight E.
October	Variable winds from W. to S. and N.W. accompanied by rain will alter at night to E.
November	The winds are variable from N.E. and N.W. accompanied sometimes by rain which will alter to E.

SHIPMASTER'S REPORT: Cigarette allowance is strictly enforced at 40 cigarettes per man, and has to be carefully declared. If the Chief Steward has a slop-chest, it has to be carefully declared. Whisky has to be declared separately from other spirits, but in practice it is better to declare each type of spirits separately.

The ship's Log Book is stamped by the police.

AUTHORITY: Syrian Company for Oil Transport (S.C.O.T.), P.O.Box 13, Banias (Tartous), Syrian Arab Republic. *Tel:* 963-43-711300, 711301, 711302, 711303. *Telex:* Scot 441012 Sy. *Cables:* Scot, Banias. *FAX:* 963-43-710418. *Contact:* M.T. Askar, Terminal Superintendent in charge.

BORJ ISLAM: 35.40 N. 35.48 E. **(See Plan)**

SHIPMASTER'S REPORT: October 1980.

LOCATION: Borj Islam is located at Lat. 35° 40′ N. Long. 35° 47′ 35″ E. 1.4 miles to the North of Ras El Fasori.

This location was adapted about 2 years ago by the Syrian Government as a discharge zone for LPG carriers and tankers of small tonnage. In this respect, we know that the last vessel to visit this port was an LPG carrier of approximately 5,000 tons.

The coast is a conspicuous promontory with deep water in front of it. For mooring at night, there are no lights indicating this berth, and this presents difficulties.

By day, one can steer towards the cement works which is the most important point of reference in that vessels berth beneath these works.

ANCHORAGES: Vessels arriving by night should anchor in the nearby roads of Lattakia.

By day, the advisable anchorage is 200 m. on a bearing of 140° from the cement works.

PILOTAGE: Pilot must be contacted on arrival on VHF Channel 16 at Lattakia, and instructions will be given for berthing. The Pilot boards vessels at Borj Islam.

BERTHING: This is very difficult since there are no berths or buoys. The vessel berths "stern to the land" with 2 anchors 6/7 shackles on each and lines are fixed on to rocks.

Great attention must be paid to winds from the South or S.W. and West or N.W., since this location is open to such winds.

DISCHARGE: This is effected with hoses (supplied by the ship for connection purposes). The product is discharged slowly to tanker trucks.

The position where the vessel anchors has a depth of water from 11 m. to 40 m.

LATTAKIA: 35.31 N. 35.46 E. **(See Plan)**

PORT LIMITS: The seaward boundary of the port is about 2 miles West of the main breakwater, starting with the entrance line of 133° South.

DOCUMENTS: In addition to the copies of Bills of Lading, Cargo Manifests and the various Ship's Certificates, the Master of an arriving vessel must produce the following documents:

- Crew List, showing full names of crew members, nationality, date of birth, and rank onboard.
- Stores List.
- Passengers List.
- Health Certificates and International Inoculation Certificates.
- All other documents relevant to the ship.

PILOTAGE: Upon a vessel's arrival at the anchorage area, she may call the Pilot in any of the following ways:

(a) Flying the internationally recognised flag.
(b) Blowing the ship's whistle – 2 long and 1 short.
(c) Calling the pilot station on VHF – Lattakia pilot station – using Channel 16.
(d) Signalling the pilot boat. – Grey colour hull and white colour bridge, always flying the Pilot's flag (letter "H").

The Pilot boards an arriving vessel when she has reached a distance of about a few hundred metres West of the Breakwater Head under good weather conditions. When the weather is bad, an arriving vessel is directed to the port basin entrance by VHF. The Master is advised of proper directions to follow and when he is to lower the pilot ladder to the lee side, by the Pilot.

Traffic List: Broadcast twice daily on VHF Channel 16:

Meeting takes place at 1100 hrs.

ANCHORAGES: Upon arrival at the anchorage area referred to under "Port Limits", the vessel has to wait for orders. This Anchorage Area has a depth of 20 m. – 25 m., and all Masters waiting there have to keep listening on VHF Channel 16, from 0600 until 2200 hrs. local time, for fresh orders. It is always recommended to keep a special watch on VHF Channel 16, for sudden orders.

RESTRICTIONS: The state of tide at Lattakia is negligible, and all vessels may enter and sail out of the harbour by night or day provided she has a Pilot onboard.

MAX. SIZE: The maximum permissible length, breadth and draft of an arriving vessel are determined by the place of berth or anchorage point outside the breakwater.

HEALTH: All arriving vessels are boarded by the quarantine service to whom all relevant documents are submitted, in particular the Derat Certificate, and incidents onboard reported.

The application is filed by the Agent, who accompanies the boarding authorities. Free Pratique is never automatic.

RADIO: The name of the Lattakia station is "Lattakia Radio" on 2182 kHz or Channel 16 on the VHF. Following first contact another Channel is agreed upon, leaving Channel 16 for the pilotage service.

VHF: See "Radio" and "Pilotage".

TUGS: 16 tugs up to 1,100 h.p. Tugs are always under the direct orders of the Pilot and join the vessel at the point the Pilot boards. Usually ship's lines are used but there is no charge for the use of the tug's lines.

BERTHING: Quay berths available as follows:

Name	*Length* (m.)	*Depth* (ft.)	*Remarks*
Khahaleh Quay	600	31	28 ft. 6 in. at the root.
Silo Quay	185	25	27 ft. 6 in. at the root.
Passenger Quay	240*	22 – 31	
*East Division	55	—	21 ft. at the root.
*West Division	185	—	25 ft. at the root.
Eastern Quay	270	22	
Northern Quay	276	13	
Others	530	—	For Port Services.

None of these quays is a specialised one. Cargo is loaded or discharged either by the ship's gear or Port Co. cranes, at the entire discretion of the latter. A ship may operate in the basin or open road in and from barges.

CRANES: Electric quay cranes: 16×3-6 tons (18×6-16 tons electric cranes will be available on the extension – see "Developments"). Mobile cranes: 58×3-12 tons, 4×15 tons, 6×70 tons. Floating cranes: 1×100 tons, 1×32 tons. Forklifts: 2×30 tons (containers), 92×2-6 tons, 4×8 tons. Straddle carriers: 4×32 tons. 2 floating cranes, 100 tons and 32 ton.

BULK CARGO FACILITIES: *Grain Silos:* In the silo, there are 72 storage bins, the capacity of each is 45,000 tons of grain in which operations of sieving, fumigation, drying and filling can be carried out.

Grain is shipped automatically onboard vessels at a rate of 150 t.p.h. This rate can be doubled when the repairs are completed. Grain is discharged ex-vessels by sucking devices, the total capacity of which reaches 200 t.p.h. A study is being carried out to provide grain silos with automatic intake equipment and to develop the silos quay.

STEVEDORES: 24 hours' ETA advice is required to arrange working gangs if vessel is scheduled to operate on arrival. The average loading and discharging rates vary with the type of vessel, nature of cargo, where berthing and whether working in lighters or not.

MEDICAL: Except for urgent cases on board, the Agent need not be notified in advance. Hospitals in town available, and likewise doctors and private clinics. No particular inoculations are required.

DENSITY: 1033 (33 grams Salt per cu.m.).

FRESH WATER: Supplied either from hydrants alongside main quay or from tank barge (capacity 170 tons).

FUEL: All types of marine fuels are available, may be delivered in any quantity from tank trucks alongside quay. 48 hours' notice is required.

FIRE PRECAUTIONS: No specific precautions except that vessels carrying explosives must operate and discharge into lighters in the open Roads.

CONSULS: Sweden, Finland, Netherlands, Greece, Italy, Spain, Portugal.

REPAIRS: Only minor deck, radio, and radar repairs may be carried out. Extensive and specialised workshops are not available.

DRY DOCKS: Not available. Only a 900 ton slipway is in operation.

SURVEYORS: Only minor surveys by Lloyd's, German Lloyd and Veritas.

GANGWAY/DECK WATCHMEN: Compulsory and are supplied at a hire rate of LS 48.00 per watchman per day.

HATCHES: Normally opened and covered by the ship's crew.

CUSTOMS ALLOWANCES: Cigarettes, 2 packs per man. Spirits, as would be reasonably agreed with the Customs on board prior to sealing the vessel's stores.

CARGO GEAR: Two floating cranes are available – one of 100 tons capacity and the other of 32 tons. Both may be used at the entire discretion of the Lattakia Port Company. Also one mobile crane of 25 tons capacity.

REPATRIATION: All facilities exist and are attended to by the vessel's Agent.

AIRPORT: Damascus International airport is 340 km. from Lattakia by road.

TIME: Winter Time GMT plus 2 hours. Summer Time GMT plus 3 hours.

HOLIDAYS: Following the Lunar Calendar, the first 2 days of Bayram and Al-Adha are the only non-operational days.

POLICE/AMBULANCE/FIRE: Police Tel. No. 93; Ambulance Tel. No. 93; Fire Tel. No. 91.

TELEPHONES: No proper arrangements exist. Vessels in port may use VHF Channel 16 with the pilot station of Lattakia Radio.

SHORE LEAVE: Crew members allowed ashore to visit the city with shore passes issued by the Police Authorities in the port.

IDENTIFICATION CARDS: Shore passes in addition to the Seaman's Book.

DELAYS: Vary with state of congestion prevailing in the port.

DEVELOPMENTS: The execution of the 2nd development stage underway and it will cover the following new facilities:

Specialised container and Ro/Ro quays.

	Length	*Draft*
Containers	260 m.	13.3 m
Containers	190 m.	11.8 m.
Ro/Ro	200 m.	11.8 m.
General Cargo	350 m.	11.8 m.
General Cargo	425 m.	10.5 m.
General Cargo	450 m.	7.0 m.

In addition there will be new warehouses and stacking areas totalling 230,000 sq.m.

In its planning, the Company has provided for the import of equipment and machinery in a way that meets the needs of the enlarged area. Same will be supplied in accordance with fixed time schedules corresponding to the progress of execution.

There have been calls for tenders for the supply of the following equipment:

16 mobile quay cranes of 6 tons capacity (contract presently being negotiated).

2 mobile quay cranes of 16 tons capacity (contract presently being negotiated).

2 tug boats 1,500 tons (under contract).

3 passenger boats, each can accommodate 15 passengers (under contract).

Gantry cranes 45 tons capacity (under contract).

10 forklift trucks 10 tons capacity (under contract).

2 forklift trucks 30 tons – 35 tons capacity (under contract).

4 straddle carriers (under contract).

A call for tender for the supply of the following equipment is presently being prepared:

Diesel mobile crane 10 tons capacity.

A pilot boat.

VHF station and equipment.

SHIPMASTER'S REPORT: December 1979.

Documents: Health Declaration, De-Rat Certificate, Ship's Register, Cargo Manifest, all Safety, Load line and Radio Certificates.

Pilotage: Compulsory. Pilot boards in the Roads. Normal ETAs required.

Anchorage: Vessel anchored approximately 1 mile West of the breakwater in 60 ft.

Restrictions: Vessel may enter and leave at any stage of the tide; day or night.

Max. Size: Max. draft at present 28 ft. 6 in., (this is to be increased). Keel clearance of 1.5 ft. required.

Health: Vessel anchors on arrival. Free Pratique filed by Agent who accompanies boarding authorities. The authorities sign the log book and inspect all certificates which must be up-to-date.

Radio: Lattakia Radio or Banias Radio.

VHF: Pilot and Port Authority on Channel 16.

Tugs: 5 tugs available. Tugs are required for berthing, however vessels may unberth without tugs.

Berthing: Vessel berthed at the main quay which is 1 mile from the entrance. A total of 4 berths are available plus a Ro/Ro berth. Max. size (approximately) LOA 190 m., beam 25 m. and deepest draft 28 ft. 6 in. The least depth of water in the channel from sea to the berth is 30 ft. Mean tidal range is negligible. Nature at the bottom is mud and the density is 1033.

Cargo Handling Facilities: There are bulk handling facilities for grain and molasses.

Cranes: There are approximately 20×5 ton cranes on the main quay. There are 2 floating cranes, 1 of 35 tons capacity and the other 100 tons capacity.

There is limited storage space for containers, however this is to be increased. There is equipment for handling 20 ft. and 40 ft. containers.

Facilities: The following are available: Fresh water (poor quality), fresh provisions (poor quality), minor repairs, airport (at Damascus 340 km.), Lloyd's Surveyor (Agency), Salvage Surveyor (Agency), ship's laundry (good but expensive), bunker fuel oil and diesel oil (by truck), doctor and hospital, groceries and meats.

Consuls: Sweden, Finland, Netherlands, Greece, Italy and Portugal.

SHIPMASTER'S REPORT: January 1982.

Approaches to Lattakia: The entrance to Lattakia Harbour is well defined but vessels must approach the Green Buoy near breakwater with extreme caution. A wreck is located in position: Lat. 35° 32′ N. Long. 35° 43′ E., approximately on a bearing of 275° – 1.8 miles from the Green Buoy. A wide berth must be given on entry to Lattakia to this wreck (m.v. "Bravo Neck") with full load of cargo.

The harbour is generally congested and a long delay at outer anchorage must be anticipated. It is advisable for ships to register in advance if this is feasible, to avoid delay. The outer anchorage does not afford good holding ground and during near gale force winds ships are liable to drag anchor.

A traffic list is generally broadcast on VHF Channel 16 at 0600 hrs and 1800 hrs. daily.

Logistic supplies are poor and water is a difficult commodity to obtain. Ships are advised to top up with water and fuel before arrival at Lattakia.

A prominent land mark (whitish hotel) is visible approximately 1 mile West of Rasibin Hani Light.

AUTHORITY: Lattakia General Port Company, P.O.Box 220, Baghdad Street, Lattakia, Syrian Arab Republic. *Tel:* 23900/1/2/3/6. *Telex:* 451008 Lapoco Sy. *Cables:* Latakia Port. *Contact:* Madhat Abul Shamlat, General Manager.

TARTOUS: 34.53 N. 35.45 E. (See Plan)

DOCUMENTS: Bill of Health – The usual International form should be filled in on arrival and the Agent will deliver on board the Bill of Health and Port Clearance upon departure.

Manifests – Should be certified by the Syrian Consulate at port of loading in 4 copies.

Ship's Registry – To be presented to the Port Authorities upon request.

Crew List – 4 copies should be handed over to the Agent along with passenger or transit manifests.

Stores List – 2 copies required by Customs who will allow 40 cigarettes to be retained by each person on board, the balance of slop chest and stores shall be sealed during ship's stay in port. Customs officers are at liberty to search crew quarters.

Derat Certificate – Valid certificate required and no extension can be obtained.

PILOTAGE: See "Berthing".

APPROACHES: Vessels approaching the port should keep to the authorised passage defined by the following co-ordinates:

Lat. 34° 56′ 24″ N.	Long. 35° 38′ 00″ E.
Lat. 34° 56′ 24″ N.	Long. 35° 48′ 36″ E.
Lat. 34° 59′ 00″ N.	Long. 35° 50′ 00″ E.
Lat. 34° 59′ 00″ N.	Long. 35° 52′ 36″ E.
Lat. 34° 54′ 24″ N.	Long. 35° 51′ 12″ E.
Lat. 34° 54′ 24″ N.	Long. 35° 37′ 48″ E.

ANCHORAGE: Vessels proceeding to Tartous pick up Pilot at the Anchorage which is 0.5 miles S.W. of the main breakwater. The rocky bottom constitutes good holding ground with a depth of up to 20 m. of water.

RESTRICTIONS: *Terminal Regulations:* All tankers must be equipped with S.B.T., I.G.S. and C.O.W. and not be more than 20 years old.

MAX. SIZE: At present minimum depths are at the entrance of the harbour about 2 cables seaward of the green light on the S.W. Breakwater. Depth about 33 ft. Max. draft 32 ft. dependent on swell. Also see "Tankers".

RADIO: *Confirmation of ETA:* Before arriving at Tartous terminal, tankers must inform Tartous Control (T.T.C.) of their ETA, 72 hours and 24 hours in advance, stating: Discharging port and quantity of cargo required. Also must make contact with T.T.C. at least 2 hours before ETA at Tartous anchorage area to receive loading instructions.

Procedures for Coast Station Communication: All times in GMT.

1. After general call on 500 kHz, terminal broadcasts traffic lists on 479 kHz at 0730, 1130, 1430 and 2030 hrs., and keeps watch on 500 kHz from 0500 hrs. till 2130 hours. Answers on 479 kHz.

2. After general call, transmits its traffic lists simultaneously on 8472 and 12699 kHz at 0830, 1330 and 1930 hrs.

Keeps watch on the 8354 – 8374 kHz band from 1100 – 1130 hrs.
from 1500 – 1530 hrs.
from 1800 – 1830 hrs.

And answers simultaneously on 8472 and 12699 kHz.

3. Keeps watch on Channel 16 for 24 hours.

4. Keeps watch, calls and replies on 2182 kHz from 1100 – 1130 hrs.
from 1430 – 1500 hrs.

5. Land station charge free for motor tankers.

Tartous Terminal Station, Lat. 34° 57′ N., Long. 35° 52′ E.:
FC YKI 500 A1 600 watt. Hours 0700 – 2300 hrs.
479 A2
427 A2
8472 A1
12699 A1

BERTHING: Mooring Masters are supplied by the terminal and vessels can contact the terminal directly by telex No. 470002 sy, or through Shipping agent in Tartous, giving their ETA and requirements. Vessels berth heading to the predominant S.W. winds, i.e. starboard side alongside unless contrary winds prevail at the time of the berthing.

Southern breakwater – 2,650 m. long called Main breakwater
Northern breakwater – 1,650 m. long called Lee breakwater

The distance between the 2 heads of these breakwaters is 250 m. with a depth of 10.5 m., which is being dredged in order to bring it up to 13 m.

The harbour is divided into 3 basins which are protected by the 2 breakwaters: (1) The North basin; (2) The Middle basin; (3) The Southern basin. The Southern basin is the only one used presently, for the discharge of cargo.

12 vessels can be moored at anchor inside the breakwater of this basin, the depth being between 8 m. – 13 m. The turning circle at the entrance is 450 m. diameter with a depth of 11 m. – 13 m.

The main quay which is 150 m. wide offers on its Southern side from the shore side 300 m. of jetty with a depth alongside of 2 m. – 4 m., 300 m. with 8 m. and 200 m. with 9 m. to 10.5 m. depth. A standard gauge railway line is installed on the entire length of the quay.

FLOATING CRANE: A floating crane of 100 tons lifting capacity available.

POLLUTION: See "Banias".

MEDICAL: Medical facilities are available, but serious cases may involve transportation to Lattakia or Damascus.

TANKERS: *Operator:* Syrian Crude Oil Transportation Co.

Maximum safe length of tankers acceptable – 280 m.
Maximum safe draft of tankers acceptable – 52 ft.
Maximum deadweight of tankers acceptable – 35,000 – 100,000 tons.

There are 2 berths for loading:

No.	*Max. Rate*	*Sealine*	*Hoses*	*Depth of Water*
1 (North)	4,000 t.p.h.	1×28 in.	2×12 in.	76 ft.
2 (South)	5,000 t.p.h.	1×28 in.	2×12 in.	72 ft.

Loading is by gravity and loading rate depends upon height of tank and level of oil. All strings of hoses are fitted with 12 in. connections.

Notice of Readiness: Notice of Readiness will be accepted when vessel arrives in the very near vicinity of the anchorage area (Position Lat. 34° 56′ 42″ N., Long. 35° 49′ 30″ where the Mooring Master, who is Company's representative, will board and receive vessel and remain on board throughout the entire operation.

Pilot Ladder: Combination of accommodation and pilot ladder to be rigged, accommodation ladder to be lowered to within 12 ft. of water. Pilot ladder to be placed abaft and to within 3 ft. of water.

Anchorage: In the event of berth not being available or suspension of mooring operations on arrival a good anchorage is to be used South of the berths in the vicinity of the anchorage area.

Shore Control will keep vessel advised of expected time of berthing, etc.

It is important and in the vessel's interest to maintain a listening watch on Channel 16 or a visual watch on the shore, to avoid delays.

On being advised of expected time "Mooring Master will board", heave short anchor before his arrival.

Moorings:

Forward: Anchors to be fitted with marker buoys with 20 fathom of line. 2×120 fathom mooring lines; 2 rope stoppers; 1 suitable wire stopper (preferably carpenter patent) for use with 4.75 in. – 5.5 in. circ. mooring wires.

Aft: 4×120 fathom mooring lines; 4 rope stoppers; 2 suitable wire stoppers (preferably carpenter patent) for use with 4.75 in. – 5.5. in. circ. mooring wires.

Boat Ropes: To be rigged on either side and of not less than 4.5 in. circ.

Derricks and Cranes: SWL of 7 tons is recommended. it must be capable of plumbing overside abreast of loading manifold.

Loading Manifold: 2 suitable reducers to be fitted prior to arrival on port side and to be connected to the Oil Company's hose connections (12 in. series 150 flanges). The following tools to be available: 2 spanners 0.375 in., 2 spanners 0.875 in., 2 hammers 7 lbs., 1 axe 2.5 lbs.

Hose hang-off bitts are required at about 10 ft. from the ship's rail at the loading manifold to secure submarine hoses on the port side.

Safety of Mooring: On completion of mooring operation vessel must have not less than 7.5 shackles of anchor chain in the water.

Ballast: No dirty ballast.

(a) The Port Authority is most strict and will impose heavy fines for any oil pollution of the sea. In addition they may order vessel out of the berth to sea to clean any such contaminated ballast, and keep it on board vessel in a separate or slop tank. N.O.R. will not be accepted until ballast becomes clean.

(b) Ensure ballast quantity on board is kept to a minimum to safe manoeuvre in the prevailing weather conditions.

(c) Excess ballast causes delay, Tartous is an open roadstead consequently sudden changes in weather can be experienced especially during the Winter months.

(d) Leakage or spillage of oil on board ship must be collected and not be swept or washed overboard.

Ship's Assistance: Ship's crew with an Officer in Charge to assist in all operations as advised by the Mooring Master. This includes lifting, connecting, disconnecting, lowering of hoses and tending anchor cables and moorings.

Deck Watch: A complete watch on deck must be maintained throughout the operation, especially towards the shore Signal Station to ensure safe loading and to avoid delays.

Deck Scuppers Plugs: Ensure scuppers are effectively plugged. On no account should plugs be removed.

Loading Operations: (a) Ship's personnel are solely responsible for the loading operations, ie. starting, loading rate, tank switching, topping off, stopping, etc. The Mooring Master will pass requirements to Shore Control. It is in vessel's interest *to advise loading rate required, also to give 30 minutes' notice of expected time of commencing loading.*

(b) Should vessel require adjustments in the loading rate, please advise the Mooring Master, sufficient notice must be given to enable shore operators to comply. Failure to give proper warning may cause delay or a tank overflow on board.

(c) The Mooring Master will not transmit any loading instructions to the shore until the responsible Ship's Officer has admitted that:

Ship is safely moored.
Hoses are correctly connected.
All valves have been set for receiving cargo.

Order to start will be taken as final.

Vessels in berth: Ships are not allowed to remain in berth for any reason when loading operation is stopped, or disconnect hoses and drop them into the sea unless authorised by Terminal Superintendent.

Lighting: During hours of darkness the manifold, poop, mooring area of sea in vicinity of ship should be adequately lit.

Main Engines: Must be kept on short notice. Repairs which will immobilise them must not be carried out in berth.

Deck Machinery: Must be ready for immediate use at all times.

Whistle or Siren: To be available at all times.

Signalling: An "Aldis" type lamp to be readily available.

Stores, Provisions, etc.: It is strictly forbidden for provisions, stores or other items to be received or discharged whilst loading is in progress, launches or other craft other than Company launches must not lie alongside during the same period.

Tanker Safety Regulations: Must be strictly adhered to at all times. The Mooring Master is authorised to *stop all operations* should he consider that Safety Regulations are not being complied with.

Boarding: The boarding of vessel whilst in mooring should be restricted to persons holding valid passes which are issued by the Terminal Superintendent on application to ship's Agents and authorised Chandlers. This restriction is carried out in conjunction with the Syrian Harbour and Security Authorities.

Vessel not allowed to send any crew or materials outboard for any reason before asking Agents for granting the official authority.

Guests: Masters wishing to receive guests on board should make arrangements through their Agents.

Action in Case of Emergency: In the event of fire, oil spillage or other emergency on the vessel

The Emergency Signal is

3 or more blasts of not less than 10 seconds duration each on whistle or siren supplemented by a continuous ringing of the general alarm bells.

Corridor: The corridor must be followed by vessel to Tartous Terminal:

Corridor Leading to Tartous Terminal

(a) Lat. 34° 59′ 00″ N., Long. 35° 50′ 00″ E.
(b) Lat. 34° 59′ 00″ N., Long. 35° 52′ 36″ E.
(c) Lat. 34° 56′ 24″ N., Long. 35° 38′ 36″ E.
(d) Lat. 34° 56′ 24″ N., Long. 35° 38′ 00″ E.
(e) Lat. 34° 54′ 24″ N., Long. 35° 37′ 48″ E.
(f) Lat. 34° 54′ 24″ N., Long. 35° 51′ 12″ E.

FRESH WATER: Unlimited supplies available to vessels berthed alongside the main pier.

FUEL: Only available in very limited quantities by tanker truck.

SHORE LEAVE: No amenities for the crew exist in the town of Tartous but crew may, if required, proceed ashore with a landing permit issued by the local security services.

WEATHER: See "Banias".

DEVELOPMENTS: A new quay for phosphate is now under construction 300 m. long and 4 m. depth and will be prolonged by a quay of 250 m. length and 11 m. depth for vessels loading phosphate up to 35,000 tons capacity. One shiploader, rate 1,000 t.p.h.

A dry dock will soon be under construction for repairing vessels and tankers with a capacity varying between 40,000 tons and 60,000 tons. Also 2 slip-ways for general overhaul for small vessels of 1,000 tons and less.

SHIPMASTER'S REPORT: September 1979

Time Zone: GMT plus 2 hours.

Papers Required:

1 Health Declaration.
8 Crew Lists.
1 General Information Sheet (Ship's details)
1 Provisions List.
1 Bonded Stores List.
1 Crew Effects List.
1 Firearm & Ammunition Declaration (Letter even if none).

Radio: Certain regulations are in force when approaching Tartous. When 50 miles off the coast, the following should be sent through Lattakia Radio to Tartous Harbour Master.

1. Name of ship.
2. Nationality.
3. Type of Vessel.
4. Position and time.
5. Maritime Passage to port of call.
6. Speed.

From experience it was found that Lattakia Radio did not answer until 0630 hrs. Local Time.

Approaches: Approach to Tartous should be made along the Maritime Passage between the parallels of 34° 54′ 24″ N. and 34° 56′ 24″ N. on a course of 090° from 12 miles off.

Pilotage: Pilots commence work between 0530 hrs. and 0600 hrs. and can be called on VHF Channel 16. The pilot station will require draft, length, and type and tonnage of the cargo. The latter being important as vessels with less than 300 tons have priority, as do container vessels and Ro/Ro ferries.

It is most probable that it will be necessary to anchor off because of congestion. Vessel was anchored in a position with the end of the main breakwater bearing 110° True, distance 1.35 miles in a depth of 15 fathoms. Holding ground is reputed to be good.

Clearance: Vessels will normally be cleared on arrival at the anchorage if arriving in the morning or before 1400 hrs. If not, then Notice of Readiness can be sent via Tartous Radio.

Registration: It is possible to proceed to Tartous, register a turn for berthing and then proceed to another port.

When waiting for a berth, provision should be made for a delay of about two weeks.

Fresh Water: Requests for fresh water should be made in good time. At time of writing, there is only one meter in the port, though all the berths have water laid on, so vessels have to take it in turn. Applications should be made through the Agent for water. Vessels at anchor are brought in and tie up stern to the N.W. corner of the Southern pier, the water hose then being passed over the stern, ship's hoses will be required. Pressure is good, water being supplied at about 15 to 20 tonnes/p.h. As supply of water cannot be guaranteed when a request is made, water stocks should be conserved.

Berthing: Berths are available on both sides of the Southern pier and at the end, though this area is reserved for the Ro/Ro ferries and small craft. Further berths are at the breakwater with the vessels tying up in a "Mediterranean Moor", i.e., stern to.

General: The Government Agency, Shipping Agencies Co., can be reached on Channel 16 or through Tartous Radio, their telephone numbers being 21541 & 20940.

Information regarding berthing is given by the pilot station on Channel 16, possibly in the evening before berthing, or in the morning about half an hour before berthing. Standard procedure is to weigh anchor an proceed slowly towards the four buoys marking the entrance channe The Pilot may request that you enter the port slowly and he will boar inside the breakwater. There is no difficulty in this, but it should be note that there is a noticeable current flowing Northwards even though the is no wind.

In the Summer months, there is a seasonal low over the mainland o Syria which gives rise to a prevailing Southwesterly air stream, mo noticeable in the afternoons with the advent of the sea breezes. Period of calm are also experienced and winds from other directions but not o any great force. In the Winter months gales are experienced.

A launch service is available for vessels at anchor and at th breakwater berths, this can be arranged through the Agents. Four tug are available, two large and two small, one of the latter doubling as th pilot launch, identifiable by the pilot flag.

Cranes are available on both sides of the pier except where the si is under construction. A phosphate berth is situated at the South sid of the harbour, there being silos for this berth, at present it is fed b road transport from the mines inland. However, it is understood that a railway is being constructed for this. Another pier (mole) is bein constructed between the existing Southern Pier and the Naval Pier i the North of the harbour. Fresh vegetables are available in season.

AUTHORITY: Harbour Master, Tartous, Tartous Port Administratio *Telex:* 20562.

Oil Terminal: Syrian Crude Oil Transportation Company, P.O.Box 5 Tartous, Syrian Arab Republic. *Tel:* 222840, 222841 and 22284 *Telex:* 470002 SY. *Cables:* Petsyria - Tartous. *Contact:* Taher Khal Terminal Superintendent.

NOTES

Please also advise Shipping Guides Ltd.

Taiwan

GENERAL:

RESTRICTIONS: The Taiwan Authorities have the following countries on their blacklist: Cambodia, The People's Republic of China, Albania, Rumania, Cuba, Vietnam and Russia. They have decided that ships are not allowed to call at a port in Taiwan immediately before or after a call in these countries, and that ships belonging to, managed by, or operated by companies in breach of these rules are not allowed to call at ports in Taiwan.

ENTRY PERMIT: Vessels flying the flags of nations not having diplomatic relations with the Republic of China (Taiwan) must obtain an Entry Permit before arrival. To enable Agents to apply for an Entry Permit, the following documents must be supplied prior to vessel's arrival:

1 photograph, 6 in. × 8 in., shipside view, clearly showing the vessel's name, 1 copy of the vessel's Certificate of Registry. (In the case of a Danish, Norwegian or Swedish vessel, a copy of the International Tonnage Certificate will serve this purpose).

The following ships do not require an entry permit:

(a) those flying the flag of Japan, Liberia, the Philippines or the U.S.A.
(b) those flying the flag of any country having diplomatic relations with the Republic of China (Taiwan).

Vessels arriving at Taiwan ports to carry out cargo discharging and/or loading operations must be registered with the Harbour Authorities, and the following documents are required.

Discharging: A letter of appointment from the vessel's Registered Owners (not Managers, Operators, Agents, or Disponent Owners) to the vessel's Taiwan Agents. If the agency appointment is made by a Charterer, then a copy of the Charter Party (and Time Charter Party if relevant) will be required. If the Charter Party is signed on behalf of Owners, then a copy of the authority from the Owners to the signatory will be needed. In all events, documents clearly showing the line of authority from Registered Owner to Agency Appointed must be produced.

Loading: As for discharging, together with a copy of the Export Permit issued by the Board of Foreign Trade.

When a vessel is loading export cargo where freight is paid in Taiwan, a detailed Freight List and a deposit or a bank guarantee covering the total freight must be lodged with the Harbour Bureau. The deposit, or guarantee, is returnable after the cargo reaches its destination.

HUALIEN: 23.59 N. 121.38 E. (See Plan)

PORT LIMITS:

(A) Lat. 23° 56′ 28″ N., Long. 121° 36′ 13″ E.
(B) Lat. 23° 56′ 29″ N., Long. 121° 36′ 48″ E.
(C) Lat. 24° 00′ 20″ N., Long. 121° 38′ 45″ E.
(D) Lat. 24° 00′ 47″ N., Long. 121° 38′ 18.1″ E.

DOCUMENTS:

Ship's Register.
Derat Certificate.
Last Port Clearance.
Aids to Navigation Charges Memo.
Pratique.
8 copies Crew List.
1 copy Crew List visaed by office of China Mission (applicable to American vessels).
8 copies Passenger List – landing and transit.
1 List showing dates of vaccination of all crew and any landing passengers from infected areas.
1 Chinese Maritime Customs Stores List.
1 copy Crews Personel Effects List.
1 List Foreign Currency in Safe.
1 List Narcotics in Safe.
2 Lists Arms and Ammunition.
1 Set of copy Bills of Lading.
3 Manifests of Inward Cargo.
3 Manifests of Through Cargo.
3 Lists of Unmanifested Inward Parcels.
3 Lists of Mail for Landing.
Vessel's Log Book.

APPROACHES: Vessels should approach on a course of not less than 280°(T). There is extensive construction work taking place on both the Eastern and Western breakwaters with caissons anchored in the channel.

The inner channel is very narrow (80 m.) and care should be taken when adjusting course, when approaching and passing Berth No. 1.

PILOTAGE: Compulsory. Pilot boards at quarantine anchorage. At anchorage hoist 'G' flag.

ANCHORAGE: *Quarantine Anchorage:*

Positions:		
(A)	Lat. 23° 57′ 25.5″ N.,	Long. 121° 36′ 15.5″ E.
(B)	Lat. 23° 57′ 18″ N.	Long. 121° 36′ 33.5″ E.
(C)	Lat. 23° 57′ 53.3″ N.	Long. 121° 36′ 52.5″ E.
(D)	Lat. 23° 58′ 01″ N.	Long. 121° 36′ 34.1″ E.

RESTRICTIONS: Hualien Harbour closed to all ships at 0000 hrs. until 0500 hrs. Large ships not allowed to enter after sunset.

MAX. SIZE: Draft not exceeding 14.0 m. may enter Hualien Harbour at present time.

HEALTH: At anchorage hoist 'Q' flag. If the vessel receiving a notice of Radio Pratique can take up a berth; it need not hoist "Q" flag.

RADIO: Hualien Radio XSY; ETA reported at least 24 hours before arrival.

TUGS: Normally used in harbour. Ship's lines should be used. 4 tugs, 1×2,400 h.p., 1×1,600 h.p. and 2×3,200 h.p.

BERTHING: *Deep Water Wharf:* 2,887 m. (25 berths) capable of berthing 2 – 3×6,000, 3 – 4×7,000, 4 – 5×1,000 and 3 – 4×15,000, 2×30,000 and 7×60,000 ton vessels at the same time.

Berth No.	*Length* (m.)	*Max. Draft* (m.)	*Remarks*
1	123	7.5	General Cargo
2	153	7.5	General Cargo
3	134	7.5	General Cargo
4	160	9.5	Sugar
5	160	9.5	Gravel
6	160	8.5	General Cargo
7	120	6.5	Gravel
8	220	10.0	Gravel
9	103	9.5	—
10	183	9.5	Cement Clinker
11	185	9.5	Minerals
12	150	7.5	Construction Ship use
13	185	9.5	Logs and Woodchips
14	185	9.5	Logs and Woodchips
15	100	9.5	Logs and Woodchips
16	144	7.5	Not in use at present
17	200	10.5	Open yard
18	200	10.5	Open yard
19	300	14.0	Cement
20	300	14.0	General Cargo
21	200	14.0	General Cargo
22	210	14.0	General Cargo
23	270	14.0	General Cargo
24	270	14.0	General Cargo
25	330	14.0	General Cargo

CRANES: Mobile cranes: 1×45 tons, 2×25 tons and 1×2 tons. There are 25 forklift trucks (with 2 tons – 20 tons lifting capacity) and 10 mini-tractors.

BULK CARGO FACILITIES: At Berths No. 5, 7 and 8 there is a conveyor system for loading gravel. At Berth No. 10 two cement silos (12,000 tons) with a conveyor system owned by Asia Cement Co., for loading bulk cement and Kiln Fresh Cement Clinker. At Berth No. 11 there is a conveyor system owned by China Steel Corp. for loading dolomite and crystalline limestone.

There are 21 single rope hook-on type grabs; 4 grabs at Berth No. 15 owned by Chung Hwa Pulp and Paper Corp. for discharging woodchips into trucks, 7 grabs at Berth No. 18 owned by Asia Cement Co., for discharging coal and 22 grabs belonging to Hualien Harbour Bureau for discharging gypsum, coal, metal and ores, etc. into trucks.

SPECIAL CARGO FACILITIES: There are 6 godowns on the Western wharves with a total capacity of over 40,000 tons.

There are 4 hoppers at Berths No. 13 and 14, owned by Chang Hwa Pulp and Paper Corp., for discharging woodchips into rail wagons or trucks.

STEVEDORES: Stevedores will be assessed against ships except when otherwise agreed between ships and consignees or shippers.

Advise ETA before 0800 hrs. in order to arrange gangs for 1800 hrs. same day.

Port Performance:

Daytime Work: 0800 – 1700 hrs. (0800 – 1730 hrs. in Summer).
Night Work: After completion of 8 hours daytime work till 24 hours.
Morning Work: 0600 – 0800 hrs.
General Cargo: 200-250 tons per day with only 1 gang.

Bulk: Cement loader at Berth No. 10 can load 600 t.p.h. Dolomite elevator at Berth No. 11 can load 1,200 – 1,500 t.p.h. Gravel elevators at Berth Nos. 5, 7 and 8 can load 500 t.p.h. each. Coal, ores, gypsum etc. grab buckets can unload 80 t.p.h. with only 1 gang.

MEDICAL: Hospitalisation can be arranged through Agent.

FRESH WATER: Fresh water available at all berths. Water supply will be assessed against ships and ordered through Agent. Rate 30 t.p.h.

FUEL: 6 grades obtainable from Chinese Petroleum Corporation:

1. Marine Gas Oil: SUS at 100°F, max. 38.
2. Marine Diesel Oil: SUS at 100°F, 35 – 45.
3. MF-80 (MD-600) C.S. at 122°F, max. 80 (RD No. 1, 100°F, max. 600).
4. MF-280 (MD-2700) C.S. at 122°F, max. 280 (RD No. 1, 100°F, max. 2700).
5. MF-380 (MD-4000) C.S. at 122°F, max. 380 (RD No. 1, 100°F, max. 4000).
6. Bunker C: SFS at 122°F, max. 200, C.S. at 122°F, max. 400.

Fuel line 6 in. connection, no barge available, notify in advance.

REPAIRS: Only minor repairs can be attended to in Hualien. For other repairs the nearest facilities are at Keelung or Kaohsiung.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES:

Ship's Nationality Certificate.
Passenger ship Safety Certificates.
Cargo ship Safety Construction Certificates.
Cargo ship Safety Equipment Certificates.
Cargo ship Safety Radiotelegraphy (Radiotelephony) Certificates.
International Load Line Certificate.
International Oil Pollution Prevention Certificate.
International Sewage Pollution Prevention Certificate (1973).

CARGO GEAR: Loading/unloading normally effected by ship's gear.

AIRPORT: Domestic airport (10 km.) with connection to Taipei and Kaohsiung Airport.

TIME: GMT plus 8 hours.

POLICE/AMBULANCE/FIRE: Police, Tel: 223419. Ambulance, Tel: 223419. Fire, Tel: 223419. Emergency, Tel: 119 or 223419.

SHORE LEAVE: Crew members are allowed ashore only in the city of Hualien, from 0600 hrs. till 2400 hrs. Before going ashore each crew member must apply for shore pass at the Immigration Office.

IDENTIFICATION CARDS: Passport or Seaman's Book required.

GARBAGE DISPOSAL: Garbage collection service is available. This service is provided by the Port Authority. The garbage truck goes around the wharves at 0900 hrs. to collect garbage. Charges per day as follows:

Classification	*Daily Rates (NT$)*
Ships less than 5,000 G/T	197
Ships of 5,000 G/T or more but less than 15,000 G/T	375
Ships of 15,000 G/T or more	552

50% discount for ships below 500 G/T. 100% surcharge for international passenger or tourist ships. 90% discount for yachts. 30% additional charge on national or legal holidays and Sundays. Carriers shall self-dispose of waste from their holds.

WASTE OIL DISPOSAL: Not available at present.

SEAMAN'S CLUBS: Hualien Harbour Seamen's Club, Tel: 224633/223171. Facilities include postage and telephone service, food and beverages, foreign exchange, tourist information and recreation room. Open Monday to Saturday 0900 – 1200 hrs. and 1300 – 1800 hrs.

CURRENCY: New Taiwan Dollars (NT$).

AUTHORITY: Hualien Harbour Bureau, No. 66 Hai Ann Road, Hualien, Taiwan, Republic of China. *Tel:* 038-325131. *Telex:* 3609. *FAX:* 038-333757. *Contact:* Te-An Han, Director.

AGENT: Sub-Agent controlled by: Jardine, Matheson & Co. Ltd., 13/14th Floor, World Trade Building, P.O.Box 81, 50 Hsin Shen South Road, Section 1, Taipei. Tel: (02) 393-1177. Telex: 21851, 11391 Jardines. Cable: "Jarocean Taipei" Fax: (02) 3413168, 3920435, 3931160.

Associated with Jardine Shipping Agencies.

KAOHSIUNG: 22.37 N. 120.16 E. (See Plan)

PORT LIMITS: Ship considered to be an "arrived vessel" when anchored at either of following locations:

1. Northern Anchorage: Within 2 miles radius off Kaohsiung Lighthouse (Lat. 22° 37′ 01″ N., Long. 120° 15′ 25″ E.) forming a sector between Southern side of outer harbour channel toward shore line Southward.
2. Southern Anchorage: Within a radius of 2.5 miles from the signal station of the second harbour entrance (Lat. 22° 33′ 21″ N., Long. 120° 18′ 28″ E.) forming a sector between Northern side of outer harbour channel toward shore line Northward.
3. For VLCC to discharge at 2 Monobuoys: SBM No. 1 position Lat. 22° 30′ 29″ N., Long. 120° 17′ 49″ E. SBM No. 2 position Lat. 22° 29′ 45″ N., Long. 120° 16′ 41″ E. Tankers are to anchor 1.5 miles West of the No. 2 SBM as directed by Agents.

DOCUMENTS:

10 copies Crew List.
1 copy Crew Effects Declaration (include cameras, radio, etc.).
1 copy Passenger List.
1 copy Stores List (including provisions, engine, deck and bonded stores).
1 copy *Arms and Ammunition List.
1 copy *Foreign Currency List (Ship's Money List and Private Currency List).
1 copy *Narcotics List.
2 copies Import Cargo Manifest.
1 copy Through Cargo Manifest.
1 copy List of Ports of Call.
1 copy Mail List.
1 copy †Parcels List (parcels to be landed).
1 copy †Parcels List (through parcels).
1 copy Specimen signature of Master, Chief Engineer and Chief Officer.

* These items are to be sealed upon arrival.

† Articles on these 2 lists may be sealed upon arrival as warranted by conditions.

Also see "Certificates".

Advise agent by telex prior to arrival full crew list, giving name, nationality, date of birth, Discharge Book number and Passport number.

APPROACHES: The First Harbour Entrance is dredged to 11 m. MLWS. The Second Harbour Entrance, dredged to 16 m., can accommodate vessels up to 100,000 d.w.t.

PILOTAGE: Compulsory. Agents will arrange for Pilot to board vessel at anchorage outside breakwater. Pilot boat flies code flag "H".

Container ships over 15,000 g.r.t. and other freighters or tankers over 15,000 g.r.t and 200 m. LOA must take 2 Pilots at double pilotage.

ANCHORAGES: To avoid being charged double pilotage fees, arriving vessels should anchor within a 2 miles radius of Chihoushan Lighthouse (Lat. 22° 38′ N., Long. 120° 15.4′ E.) unless instructed to wait off the Second Harbour Entrance, in which case they should anchor within a 2.5 mile radius of the Second Harbour Entrance Signal Station (Lat. 22° 33.4′ N., Long. 120° 18.4′ E.). The holding ground at both anchorages is good, and they are sheltered from the worst of the N.E. monsoon winds in Winter. Vessels may have to vacate the anchorages and proceed to sea should a typhoon approach.

Tankers arriving at the SBM terminals should anchor 1.5 miles West of the Buoy No. 2 to await arrival clearance, quarantine, Immigration, Agent and Cargo Supervisor who will board by Agent's launch. CPC Pilot, Loading Master and Watchmen will board by CPC tug. After discharge, the vessel should proceed to the Northern Anchorage to await clearance for sailing.

Also see "Port Limits".

RESTRICTIONS: Container ships can enter and sail 24 hours a d Other vessels up to midnight only. Vessels with max. draft 34 ft. if through the Second Harbour Entrance, must await high water to en via the First Harbour Entrance.

MAX. SIZE: Length and breadth no restriction (largest container s entered: 950 ft. LOA and 106 ft. beam). Max. draft inner harbour 52 during high tide. Tankers with draft over 50 ft. (2 ft. keel clearan discharge at Monobuoy outside.

HEALTH: Free Pratique granted at anchorage after Master comple Quarantine Declaration Form furnished by quarantine doctors. Ra Pratique available (See "Keelung"). No quarantine necessary if seco port in Taiwan.

Shipmaster's Report: Master visited the port in 1976 and Chol Certificates were not requested for inspection.

RADIO/VHF: Kaohsiung Radio (XSW). Normally used by Agents wh cabling vessels. Contact with the Agent and Port Authorities may made via Kaohsiung Port Radio on VHF Channel 16. Call Port Ra on Channels 16/14, 1 hour before arrival to report ETA at Kaohsiu Roads.

Also see "Documents".

TUGS: Harbour tugs usually join vessel after entry and while berthi Ship's lines always used. 20 tugs, 300 h.p. – 3,300 h.p. available.

BERTHING: No specific requirement except bulk-carriers and tank with max. draft of 34 ft. via the First Harbour Entrance, must berth dur high tide.

Berth No.	**Length (m.)*	*Depth (m.)*	*Remarks*
1	260	9	Berth for M.V. "Taipen" Kaohsiung Makung and Custom House
2, 4 – 5	150	9	Coastal-Japan/Korea general carg
6	150	9	Japan/Korea/S.E. Asia general cargo
7 – 10	150	9	Coastal-S.E. Asia general cargo
11	160	9	Coastal-Hong Kong general cargo
12	160	9	General cargo
14	150	9	Asian Cement Co.
15	150	9	Ship-repair berth for coastal vesse
16	180	9	General cargo
17	150	9	Logs
18 – 20	150	9	CPC bunkering berth
22	120	10.5	Inactive
25	—	—	Taiwan Fertiliser Corp.
28	235	6.5	Berth for chemicals
29	150	10.5	Formosa Plastic Corp.
30	290	6.5	Berth for barges
31 – 32	200	10.5	Bananas, rice
33	200	10.5	Grain silo
34 – 36	200	10.5	Middle East/Arabian Gulf trade
37	200	10.5	Middle East/America/Europe/ Australia/New Zealand
38 – 39	200	10.5	U.S.A./Europe/Australia/New Zealand/Africa
40 – 43	848†	10	Container Terminal No. 1
44 – 45	200	10.5	Grain silo, general cargo
46 – 47	200	11	Taiwan Sugar loading berths
48 – 57	200	10.5	Bulk cargoes
61 – 62	230	10.5	Petrochemicals
63 – 66	1,025†	12	Container Terminal No. 2
68 – 70	320×3	14	Container Terminal No. 3
71	330	14	Far East Silo Corp. (80,000 tons), 3 unloaders, 6 suckers
72	300	14	Grain silo (80,000 tons) now unde construction
94 – 96	170	10.5	China Steel Corp.
97	485	16.5	China Steel Corp.
111	260	16.5	Taiwan Power Co.
112 – 113	250	8.5	Taiwan Power Co.
116 – 119	320×4	14	Container Terminal No. 4

*Length of each berth. †Total length.

Wharves: There are at present 87 wharves with a total length 18,900 m. and 27 mooring buoys capable of accommodating 129 sh

CRANES: 39 mobile cranes × 15-80 tonnes capacity, 14 stationa derricks, 41 tractors, 117 towing tractors, 271 forklifts, 18 contain gantries, 2 P&H container gantries, 21 straddle carriers, 19 contain tractors, 2 railtainers, 8 transtainers, 84 grab buckets, 60 hoppers a 1,381 small trailers. The CSBC shipyard has 2×350 ton cranes.

4 floating cranes (30 ton, 60 ton, 100 ton and 200 ton), other float equipment includes 5 dredgers, 5 mud barges, 17 barges and 70 sm craft of various descriptions.

BULK HANDLING FACILITIES: *Coal:* China Steel Berth: Max. S 130,000 d.w.t. Max. LOA 320 m. Max. Draft 14 m. 2 cranes, 2 gra and conveyors. Daily rate 10,000 tonnes.

Berths No. 52 – 57: Max. LOA 200m. Max. Draft 10.5 m. Dischar by grabs and ship's gear. Rate 3,500 tonnes per day.

Grain: There are 3 silos, 2×40,000 tons capacity and 1×80,000 to capacity, unloading rate 300 – 500 t.p.h. 105 grabs also used discharge grain by ship's gear at hourly rate of 40 – 50 tons p gang/hour.

CONTAINER HANDLING FACILITIES: No. 1 – total length 848 consists of 4 berths, Nos. 40 – 43. Berths No. 42 – 43 served by 3 gan cranes with capacity 30-35 tonnes. 5 straddle-carriers available for 20 – 40 ft. containers. Storage yard of 10 hectares for 2,500 contai (TEU).

No. 2 – Includes 4 berths total length 1,025 m., Nos. 63 – 66. Be No. 64 – 66 are leased to lines for exclusive use. Berth No. 63 is only common user berth. Container handling equipment inclu 8 gantry cranes with capacity 30-35 tonnes and 16 straddle-carriers handling 20 ft. – 40 ft. containers. Storage yard of 45 hectares 12,000 containers (TEU).

No. 3 – Includes 3 berths, Nos. 68 – 70, with total length of 960 m. and a depth of 14 m. The terminal has 9 container cranes with capacity 40 tonnes, 5 transtainers and a 60 hectares container yard for 17,000 containers (TEU).

No. 4 – Container Terminal No. 4 is located at Chung-Hsing Commercial Harbour Area. The project is to build 7 deepwater container wharves from No. 116 to No. 122 with a total quay length of 2,280 m. The 92 hectare container yard is capable of storing 32,000 containers (TEU). The first Berth No. 116, completed in February 1985, has 320 m. length, 14 m. depth and 4,900 container (TEU) capacity. Its container handling equipment includes 3×40 tonnes container cranes and 3 transtainers for handling 20 ft. – 40 ft. containers. Berth No. 117 is equipped with 2×40 tonne capacity gantry cranes, 4×35 ton transtainers and 1×15 tonne forklift. Berths No. 118 and 119 are equipped with 3×40 tonnes capacity gantry cranes and 3×40 tonne transtainers. Berths No. 120 – 122 (each 320 m.) will be completed by late 1991.

STEVEDORES: All Government stevedores ordered by Agents as required.

Cargo Working Hours:

General Cargo:
0800 – 1200
1230 – 1800
1830 – 2400 (1600 – 2400 plus 100%)
0030 – 0700 (plus 150%) Night shifts only by special arrangement with Harbour Bureau and cargo receivers.

Containers:
0800 – 1200
1230 – 1800
1830 – 2400
0300 – 0700

N.B.: For quick despatch, relief gangs can be hired to work through meal breaks.

Port Performance:

Containers: 25 crane moves per hour.
General: 35 CBM/gang/hour or 420 tons/gang/day.
Bulk (except at special berths): 50 tons/gang/hour.

MEDICAL: No advance notice required unless emergency case. Vaccination Certificates against cholera inoculation (6 months) required.

See "Health" – Shipmaster's Report.

TANKERS: Discharge lines at oil terminal inside harbour 8 in. (2 berths), and 12 in. at Monobuoy outside with necessary reducers supplied from ashore. In latter case, Master must inform Agents size of ship's manifold.

There are 3 Monobuoys situated about 7 miles S.S.E. of the Northern Anchorage. Their positions are:

SBM No. 1 – Lat. 22° 30′ 29″ N., Long. 120° 17′ 49″ E. A white flashing signal light is mounted at the centre of the buoy with a range over 5 miles. The light appears for 1 second and goes off for 2, it then appears for 1 second and goes off for 11 seconds. This cycle is repeated. The area around the mooring buoy has a depth of 66 ft. and can accommodate tankers up to 250,000 d.w.t. The current runs at a maximum of 2.5 knots.

SBM No. 2 – Lat. 22° 29′ 45″ N. Long. 120° 16′ 41″ E. depth around the area about 98 ft. capable of discharging tankers up to 250,000 d.w.t. Characters of signal light mounted at the centre of the buoy: White flash 1 second on and 1 off for 3 times then 1 second on and 8 seconds off in that cycle.

The 2 buoy moorings have facilities for 2×12 in. hose connections. Bunkers and fresh water not obtainable. Stores can be arranged for delivery by boat. Other services available to tankers at the buoys are confined to those of urgent nature.

VLCCs programmed to use the SBM Terminal are required to anchor 1.5 miles West of the No. 2 SBM for arrival clearance. Pilot/Quarantine/Immigration, Cargo Supervisor and his hose-handling party board in this area from a tug. After the discharge of cargo, the vessel is required to proceed to the Northern Anchorage to receive sailing clearance.

SBM No. 3: Max. size 300,000 d.w.t., depth 105 ft. Also see "Shipmaster's Report" dated August 1992.

Petrochemical Storage Centre – Berth No. 61: Max. LOA 232 m. (225 m. preferred) Max. Draft 10.0 m. The berth is being extended and is soon to be equipped with 4 new Chicksans.

LPG: At Talinpu at Southern entrance to Kaohsiung Harbour.

LOA – Maximum 250 m., minimum 130 m. Chicksan flange 23.0 m. above LWL. Liquid line 16 in. Vapour line 8 in. Max. Depth 14.0 m. Discharge rate up to 2,000 kl.p.h. Tank capacity: (C3) 30,000 kl, (C4) 30,000 kl.

Berth	*Shore Lines* (in.)	*Hoses* (in.)	*Grades Handled*	*Max. Pressure* p.s.i.	*Rate* t.p.h.
18 – 20	4 – 16	4 – 8	Asphalt, FO, DO, Avgas, JP4, JP5	100	700
60 – 62	4 – 10	4 – 8	Petrochemicals, LPG, liquid NH_3	100	680
Talin E, W	10 – 24	8 – 12	Crude, FO, DO, Naphtha, JP4, JP5	100	3,000
SBM No. 1	1×34	2×12	Crude	100	5,000
SBM No. 2	1×42	2×12	Crude	100	7,000

N.B.: At SBM derricks/cranes of 10 tons SWL required. There are no tank cleaning or ballast disposal facilities.

Also see "Shipmaster's Report" dated April 1990.

DENSITY: Average 1015 in Summer, 1023 in Winter.

FRESH WATER: Most berths supplied from shore line, otherwise from barge (500 tonnes – 100 tonnes capacity) paying additional lighterage. Advise agent 24 hours in advance by telex of vessel's requirements.

FUEL: All grades, mostly received from 3 barges (capacity 500 tonnes each). Owners must contact suppliers for nomination through Chinese Petroleum Corp. before ship's arrival.

FIRE PRECAUTIONS: No specific regulations, but routine precautions should be enforced.

CONSULS: All in capital city Taipei, 230 miles North of Kaohsiung.

REPAIRS: China Shipbuilding Corp. provide 1,800 m. of quaywall and can handle any kind of repairs.

DRY DOCK: China Shipbuilding Corp. have a dry dock of 950 m. long with breadth 92 m. and average depth of 14 m. This dry dock is separated into 3 stages by 2 intermediate gates in between, of 380/390/180 m. respectively. Each stage can be independently operated to facilitate fabrication of ship sections, as well as to dock and repair ships.

A floating dock "Viva Island" LOA 174 m. with distance between side walls of 30 m. Draft over keel blocks 7.3 m. with lifting capacity of 11,500 tons.

SURVEYORS: S.G.S., Tel: (07) 561-1281. BV in Taipei, Tel: (02) 731-4218.

GANGWAY/DECK WATCHMEN: Recommended, to meet local security requirement.

OPENING/CLOSING HATCHES: Mostly handled by stevedores except steel hinged covers, which are to be done by crew.

CERTIFICATES: Ship's Registry, Load-line, Safety Construction, Safety Equipment, Safety Radio-telegraphy, I.O.P.P. and Derat Exemption Certificates must be inspected by Customs/Harbour Authorities.

CUSTOMS ALLOWANCES: 200 cigarettes or 1 box cigars and 1 bottle of wine or spirit allowed each. Application can be made to break seal for next issue once every 4 days.

CARGO GEAR: Cargo Gear Certificate must be valid.

REPATRIATION: Crew changes can be arranged.

AIRPORT: Kaohsiung Airport has frequent scheduled flights to major cities in Taiwan as well as regular international flights to Hong Kong, Singapore and Japan. For other international destinations, travellers must use C.K.S. International Airport which can be reached by motorway (3.5 – 4 hours) or via Taipei by domestic flight (40 minutes) and motorway (40 minutes).

TIME: Local: GMT plus 8 hours. No alteration during the year.

HOLIDAYS: New Year's Day (Jan. 1st – 2nd); Youth Day (Mar. 29th); Ancestors' Memorial Day (Apr. 5th); Labour Day (May 1st); Dragon-boat Day (5th day of 5th Lunar Month); Mid-Autumn Festival (15th Day of 8th Lunar Month); Confucius' Birthday (Sept. 28th); National Day (Oct. 10th); Taiwan Restoration Day (Oct. 25th); Late Pres. Chiang's Birthday (Oct. 31st); Dr. Sun's Birthday (Nov. 12th); Constitution Day (Dec. 25th); and Chinese Lunar New Year's Day (2 days mostly in Feb.). No work on New Year's Day (Jan. 1st), Labour Day (May 1st) and Chinese Lunar New Year's Eve and New Year's Day. Double stevedoring rates for rest of holidays.

POLICE/AMBULANCE/FIRE: Police and Ambulance: call 5612311 Ext. 441 or 2613000 Ext. 2717; Fire: 5612311 Ext. 443 or 2613000 Ext. 2731.

TELEPHONE: Telephone available for ships alongside wharf.

SERVICES: Laundry, ship-chandler and competent technicians available for repair of radar, radio, compass adjusting and other navigational aids. Tank cleaning equipment and facilities not available.

SHIP SUPPLY SERVICE: Off-limits deliveries can be arranged, although they are the exception rather than the norm.

SHORE LEAVE: Normally can be arranged.

IDENTIFICATION CARDS: Shore passes are issued and must be returned prior to departure.

GARBAGE DISPOSAL: A collection service is available. PVC garbage bags are provided on board. Ordinary collecting time is from 0800 – 1200 hrs. on weekdays (Monday through Saturday). Any ship in port requiring immediate collection service should either call the following telephone numbers: 5519620, 5622104 and hoist the "CD8" flag, or communicate through her agent with the harbour section of the Kaohsiung Harbour Bureau.

Charges: Every vessel whether moored at wharfs, buoys or in the anchorage, shall be charged as hereunder stipulated for harbour cleaning maintenance during its stay, commencing at anchorage until departure from harbour.

Classification	*Daily Rates (NT$)*
Ships less than 5,000 G/T	197
Ships of 5,000 G/T or more but less than 15,000 G/T	375
Ships of15,000 G/T or more	552

50% discount for ships below 500 G/T. 100% surcharge for international passenger or tourist ships. 90% discount for yachts. 30% additional charge on national or legal holidays and Sundays. Carriers shall self-dispose of waste from their holds.

WASTE OIL DISPOSAL: A collection service is not yet available.

SEAMAN'S CLUBS: Seamen's Club Kaohsiung, 30 Peng Lai Road, Kaohsiung, Taiwan, R.O.C. Tel: 07-521-5400. Services available include general information service, postage stamps, foreign exchange, rooms for reading and recreation including bridge games, billiards and MTV, and field tours can be arranged. The Club also offers beer, cigarettes, beverages in the music room, as well as all kinds of local souvenirs.

CURRENCY: New Taiwan Dollar (NT$). NT$ 8,000 may be brought in or taken out of the ROC. Unlimited foreign currency may be brought in and if declared on arrival, may be taken out. Without a declaration, not more than U.S.$ 5,000 in cash or the equivalent in any other foreign currency may be taken out.

REGULATIONS: No curfew exists. Port opened for container ships 24 hours day and night; for other vessels between 0600 – 2300 hrs. only. For vessels, having dangerous cargo on board, and super ore carrier (beyond Panama Max.) desiring of docking at China Steel Corporation's Berth No. 97, between sunrise and sunset only. Vessels flying flag of nations without diplomatic relations with the Republic of China must send 1 copy each of ship's photo (4 in.×6 in. broadside) and photocopy of Registry or Tonnage Cert. and 10 crew lists for application of entry permit. The application must be made 1 week before their arrival.

DELAYS: With rapid extension of the harbour and more new wharves and container terminals built, delay has been considerably reduced and very rarely occurs.

DEVELOPMENTS: An 80,000 ton silo will be built at the rear of Berth No. 72, which, includes continuous mechanical unloaders, take-in and take-out conveying systems, truck-loading device and railway car-loading device.

Construction of Container Terminal No. 5 due for completion in 1997. Terminal will have a length of 2,320 m., providing 3 berths with 16.0 m. depth and 4 berths with 14.0 m. depth.

SHIPMASTER'S REPORT: June 1983 (updated 1986).
Pilotage: Normal pilotage fees are charged from sunrise to sunset; a 50% surcharge is levied from sunset to 2400 hrs., and from 0500 hrs. to sunrise, and 100% surcharge from 2400 hrs. to 0500 hrs. If the Pilot(s) is/are embarked 2 miles or more from the breakwater at the First Harbour Entrance the above charges are doubled.
Immigration: Immigration Officials board with the Pilot/s off the First Harbour Entrance, and will join at any time between 0800 hrs. and 1800 hrs. Between 1800 hrs. and 2400 hrs. they only leave their office on the odd hour, and between 2400 hrs. and 0800 hrs. they only leave on the even hour. Time from leaving office to boarding is approximately 30 minutes.

SHIPMASTER'S REPORT: April 1990.
Berth No. 61:
Operator: CPC.
Max. draft 10.36 m.
Berth either side alongside.
LPG and petrochemicals handled.
LPG arms are 21 m. above water.
Maximum manifold pressure 7 bar.
Maximum ship's tank pressure 0.04 bar.
Cargo temperature required: Propane −42° C. Butane −4° C.
Butane liquid 10 in. Propane liquid 12 in. Vapour for both products 8 in.
Arrangement of arms: Vapour, Liquid, Liquid, Vapour.
VCM liquid 6 in. VCM vapour 4 in.
Berthing and unberthing from sunrise to sunset only.
Berth No. 104:
Operator: CPC.
Max. draft 14.50 m.
Berth port side to.
LPG and oil handled.
1×16 in. arm for liquid, 1×8 in. arm for vapour. Liquid arm is aft of vapour arm.
Cargo temperatures required: Propane −41° C. Butane −3° C.
All communication with the shore is by boat. No ship's personnel allowed through terminal.
Stores, etc., taken from boat during discharge.
Berthing and unberthing from sunrise to sunset only.
Berth No. 25:
Anhydrous ammonia discharged at this berth.
1×8 in. arm for liquid and 1×4 in. arm for vapour.

SHIPMASTER'S REPORT: August 1992.
SBM No. 3: Operator: China Petroleum Company.

Anchorage is West to W.N.W. of SBM No. 2. Upon anchoring, report time of arrival to Kaohsiung Port Control on VHF Channel 16, the time being required by the Agent for Inward Clearance. Pilots are arranged by the Agent, and vessel is informed of boarding time by Agent. No amount of calling on the VHF will get any response.

Pilot boards from a tug together with Surveyors, Mooring Master and hose handling gang, who also assist with mooring to the SBM.

Mooring is only undertaken in daylight hours. The latest time for a Pilot to board and be underway is 1700 hrs.

Unmooring is carried out at any time day or night.

Agent will board at the SBM with Customs, and requires a Crew List to be faxed to them at least a week before arrival for preparation of passes.

Shore leave is dependent on the frequency of the Ferry boat, about two a day.

A tug is normally moored aft whilst at the SBM, but is only done if a tug is available, and weather conditions merit it.

The area is fairly sheltered, but a heavy swell can affect the area, when there is bad weather in the China Sea.

Upon departure, report time to Kaohsiung Port Control.

AUTHORITY: Kaohsiung Harbour Bureau, 62 Lin Hai 2nd Road, Kaohsiung, Taiwan. *Tel:* (07) 561-2311, Ext. 200, 551-3445. *Telex:* 71219 KHB. *FAX:* 07-561-1694. *Contact:* Admiral C.Y. Yuan, Harbour Director. S.I. Ma, Deputy Harbour Director. M.W. Chen, Harbour Master.

AGENT: Jardine, Matheson & Co., Ltd., 5th Floor, No. 21, Cathay Foremost Tower, Chung Hwa 3rd Road, Kaohsiung. Tel: (07) 231-7141. Telex: 81957 Jardines. FAX: (07) 201-5492.

Associated with Jardines Shipping Agencies.

KEELUNG: 25.09 N. 121.44 E. (See Pla

PORT LIMITS: Any ship is considered to be an "arrived ship" once s has reported to Keelung Port Radio Station whether or not actua entering the outer harbour. However, Quarantine and Custo Inspectors do not attend ships outside the breakwaters due to lack adequate transportation also they do not consider any ship an "arrive ship" unless she actually enters the outer harbour.
LOCATION: Exact position of Port – Lat. 25° 09′ 26.5″ N., Lon 121° 44′ 22.5″ E.
DOCUMENTS:
Ship's Registry.
International Load Line Certificate.
International Tonnage Certificate (1969).
International Safety Certificates.
Cargo Ships: Safety Equipment, Safety Construction, Safety Ra Telegraphy.
Passenger Ships: Passenger Safety.
Last Port Clearance.
Crew List.
Fumigation Certificate.
Import Manifests.
Through Cargo List.
Stores List.
Arms and Ammunition List.
Narcotics List.
Foreign Currency List.
Parcel List.
Passenger List.
Yellowbook for every person on board (Vaccination Certificate).
Shipmaster's Report: November 1988.
Customs:
1 Arms and Ammunition List.
1 Foreign Currency List.
1 Narcotics List (will be sealed).
1 Parcels List.
1 Crew List.
1 Mail List.
1 Passenger List.
2 Import Cargo Manifests.
1 Through Cargo Manifest.
1 Crew Personal Effects List.
1 List of Signatures.
Agent:
All Certificates (originals).
Last Port Clearance.
Quarantine:
1 Maritime Declaration of Health.
1 Crew List.
Immigration:
2 Crew Lists.
Shore Passes (obligatory).
HARBOUR APPROACHES: Vessels shall pay close attention to t strong currents in the port entrance as well as East Breakwa Extension.
PILOTAGE: Compulsory from anchorage to dock and any oth movements in port. Pilot may also meet ships within 1 or 2 nautical mi North of breakwaters, upon Agent's request. While waiting outs breakwaters for a Pilot, vessels shall keep adequate space and ta care of both ship's and Pilot's safety. Before arrival, vessels shall cont Keelung Port Radio Station (Lat. 25° 09′ 42.5″ Long. 121° 44′ 57.5″ E.) via VHF on Channel 12 to ascertain Pilo exact boarding time.
ANCHORAGES: Area in outer harbour is 13.0 m. to 13.5 m. in dep and can only contain 4 ocean-going vessels at a time. Vessels may a anchor outside breakwaters for Pilots or entry instructions.
RESTRICTIONS: Keelung Harbour Bureau Vessel Traffic Con Center (VTCC) consists of Keelung Port Radio Station. Any ship sh apply in advance of her actual entry/exit by light signal or via VHF Keelung Port Radio Station, and shall not leave dock nor weigh anch nor sail, and remain close to harbour entrance before obtaining fro Harbour Bureau VTCC the signal permit to enter or leave.

Pilots berth vessels 0700 hrs. – 2300 hrs. Unberthing at any time.
MAX. SIZE: Max. possible overall length less than 900 ft. Vessels Agents shall declare ETA to Harbour Bureau 24 hours prior to th arrival.
HEALTH: Radio Pratique possible, vessel should advise Number Certificate of Sanitary Inspection. Pratique will be granted when ves is in anchorage. Two measures will have to be conducted by ship, the are: disinfection of ship, sampling of food and water, tetracycline dr for person, if the vessel arrives from an affected area within 5 days.
1. To obtain Free Pratique by radio, the Master is required to ca the following information to Agent within 4 to 36 hours prior to t vessel's arrival at the port.
   (1) Ship's name.
   (2) First port of the voyage and date/time of sailing.
   (3) Name(s) of port(s) and respective departure time, where t vessel called within the last 10 days prior to arrival at Repub of China ports.
   (4) ETA.
   (5) Kind of Derat Certificate, place and date of issue.
   (6) Number of crew and passengers on board.
   (7) If any illness or death occurred within 10 days prior to th vessel's arrival, and if so, give a detailed report.
   (8) If any rat or abnormal death of rats is found on board wi 10 days before the vessel's arrival.
   (9) If there is any shipment of foodstuff on board from an infect area.

(10) Any other information (if any doctor on board, etc.)
(Example:)
mv "....................." (ship's name)/New York 1st Mar 1300/Honolulu 16th Mar/25th Mar 1000/Yokohama 1st Nov 1977 Exemption/Crew 35 Passenger Nil/7 to 10 None

2. Vessels under the following conditions are not allowed to apply for the Radio Pratique:

(1) The interim time from the date when the vessel left the infected area and/or the place where infection is suspected to the date of the vessel's ETA at the Republic of China port, is not over the legal incubative period of infectious disease, i.e. 5 days for cholera, 6 days for plague and yellow fever.

(2) Infectious disease and/or suspected infectious disease and death occurred within 10 days prior to the vessel's arrival in the Republic of China.

(3) When any inactive rat is found or abnormal death of rats is found on board within 10 days prior to the vessel's arrival in the Republic of China.

(4) When the vessel possesses no valid Derat/Exemption Certificate.

3. The Quarantine Officer may still go on board the vessel after her berthing for re-inspection even if the Radio Free Pratique is granted.

If any discrepancy is found twice or more, then the vessel will be deprived of the right to apply for the Radio Pratique for one to three voyages.

4. Fumigation by hydrocyanic acid gas (discoids) and methyl bromide is carried out by quarantine station. Derat Certificate or Derat Exemption Certificate issued also by quarantine station.

5. *(i) Procedures of Ship's Sanitary Inspection:*

(1) The ship company or the agency shall deliver the ship's Pre-arrival Report to the local Quarantine Station of the National Quarantine Service of the Department of Health.

(2) All items of Sanitary Inspection Record will be checked and credits will be given by the Quarantine Officer from the Quarantine Authority during the Harbour Joint Inspection.

(3) Certificate of Sanitary Inspection will be issued to the ship which has passed the Sanitary Inspection.

(4) Before the arrival of a ship with valid Certificate of Sanitary Inspection, the agency shall submit the ship's Pre-arrival Report with the number of Certificate of Sanitary Inspection listed. Then the ship may be exempt from inspection on board if it meets the quarantine requirements.

(5) As soon as arriving at the port, the ship exempted from Sanitary Inspection shall submit Maritime Declaration of Health, Lists of Passengers and Crew, the Import Manifest as well as Derat Certificate or Derat Exemption Certificate to the Quarantine Authority. If the ship fulfils the quarantine requirements, a Certificate of Pratique will be issued according to Section 14 of the Quarantine Regulations.

(ii) Duties of Ship:

(1) Shipmasters with a valid Certificate of Sanitary Inspection shall report to the Quarantine Authority any incidence of sickness or death among the crew or passengers or the abnormal mortality of rats or mice on board directly or thorugh the agency before the ship arrives at the port.

(2) It is unnecessary to hoist the "Q" flag for the ship receiving the Notification of Entry Allowance. But the Shipmaster shall submit all the documents prescribed in 1-(5) directly or through his agency to the Quarantine Authority for examination within 6 hours of arrival (or the next working day if the ship arrives after office hours on that day).

(iii) Duties of the Agency:

(1) Hours before the arrival of a ship with Certificate of Sanitary Inspection, the agency shall submit two duplicates of Ship's Pre-arrival Report with the Certificate of Sanitary Inspection number to the Quarantine Authority. After the copies are reviewed and approved, the Quarantine Authority shall mark them with an "Entry Allowance" stamp and send one copy to the agency to inform the Harbour Joint Inspection Coordination Center and the Shipmaster as well as other related authorities.

(2) The agency shall submit all documents prescribed in 1-(5) and go through the entry procedures as soon as the ship arrives at the port.

(3) The agency shall report any cases of sickness or death of the crew or the passengers or any abnormal mortality of rats or mice to the Quarantine Authority as soon as the reports are received from the Shipmaster.

(4) The agency shall be fully responsible for the prompt delivery of any messages between the Quarantine Authority and the Shipmaster.

RADIO:

1. Call Name: Keelung Port Radio Station is called Keelung Port Radio (or K.P.R.).
2. Channel:
   (1) Channel 14 (156.7 MHz.) is used for Keelung Port Radio Station.
   (2) Channel 12 (156.6 MHz.) is a spare Channel, used for Keelung Pilot Station.
   (3) Channel 16 (156.8 MHz.) is used for distress, safety and emergency calls.
3. Communication Contents:
   (1) Messages for vessels to enter or leave.
   (2) Matters concerning navigation and anchorage.
   (3) Other Emergencies.
4. Communication Distance: Any waters within diameter of 10 nautical miles from this station.
5. Priority:
   (1) Emergency salvage at sea.
   (2) Messages for vessels departing.
   (3) Messages for vessels waiting outside breakwaters for entry instructions.
   (4) Messages for vessels at anchor in outer harbour.
6. Languages to be used:
   (1) Mandarin.
   (2) English.
7. Remarks: Communications always in plain language. Any codes or private conversations are not allowed unless approved by officers in charge.
8. Vessels shall contact Keelung Port Radio Station via VHF as soon as they are 10 nautical miles from the harbour and shall not be considered as "reported" unless answered by the station. The reporting time is to be counted for the basis for allocating berths. The report includes:
   (1) Nationality. (3) Call Letters.
   (2) Vessel's Name. (4) ETA Outside Harbour.
9. Communication Procedures: In accordance with international radio communication procedures.
10. Vessels without VHF or with VHF out of operation and thus unable to report earlier to Keelung Port Radio Station (25° 09′ 42.5″ N., 121° 44′ 57.5″ E.) shall contact the station by light signal until answered, as they report when vessel arrives within the visual scope of Ton Pan Yu Signal Station (domiciled with Keelung Port Radio Station) in the waters outside the harbour. The report includes:
    (1) Nationality.
    (2) Vessel's Name.
    (3) Call Letters.
    (4) Actual arrival time or anchoring time outside the harbour.
11. Vessels unable to report by light signal through lack of power shall use other means to report same information as indicated in item 10 above or hoist vessel's call letters enabling registration at the station.

Keelung Radio (XSW) 500 kHz and 460 kHz. Also on 8 MHz.

RADAR/VHF: No radar service to aid navigation in port. VHF and flashing lamp only used on ship's arrival. However, Pilots carry pocket walkie-talkie's to communicate with tugs and line-men on dock.

TUGS: The Harbour Bureau operates 12 tugs viz., 5×3,200 h.p., 2×2,400 h.p., 2×1,600 h.p. 1×1,200 h.p. and 2×700 h.p. China Petroleum Corporation (CPC) operate 2×3,760 h.p. at their Shen Ao Terminal.

BERTHING: Docking during daytime, and also during night-time if weather permits.

Berths	*Length* (m.)	*Depth* (m.)	*Remarks*
Eastern Berths:			
E2	200	9	Passenger Terminal, Quick Dispatch Berth (QDB) for cargo vessels.
E3	170	9	Quick Dispatch Berth.
E4	306.3	9	General Cargo/Bulk (128 m. private use).
E5	169.2	9	Private use.
E6	180	9	Quick Dispatch Berth.
E7	178	9	General Cargo/Bulk.
E8	240	9	General Cargo/Bulk.
E9-E11	620	12	No. 2 Container Terminal. 5×35 ton gantry cranes.
E12-16	various		Shallow water berths/private use.
E17	95	5	Bulk/Working Boat Berth.
E19	220	9	Container/Bulk.
E20	120	6	Domestic Lines Berth.
E21-22	226	9	Log/General Cargo.
Western Berths:			
W2	204.5	9	Passenger Terminal, General Cargo/Bulk.
W3	183	9	General Cargo/Bulk.
W4	167	9	Quick Dispatch Berth.
W5-W6	185.5	9	Private use.
W7-W8	242.42	8-9	Keelung-Hong Kong Line.
W12B	251	6.5-9	Bulk Wharf/Cement Silo 16,000 tons capacity.
W14	172.4	9	General Cargo.
W15	148.3	9	General Cargo.
W16	156.5	12	W16-W18: No. 3 Container Terminal, 2×40 ton container cranes.
W17	207	12	1×40 ton container crane.
W18	215.4	12	2×40 ton container cranes.
W18B	113.8	8	Bulk Wharf/Cement Silo 9,000 tons capacity.
W19	324.2	12	W19-W26: No. 1 Container Terminal, 3×40 ton container cranes.
W20	325.6	10.5	3×35 ton container cranes.
W21	236.6	10	1×35 ton container crane.
W22-W23	400	11	3×35 ton container cranes.
W24	240	13	1×35 ton container crane.
W25-W26	510	11-13	3×35 ton container cranes.
W27	150	7	Coastal Shipping.
W29	178	4.5-6.5	Coastal Shipping.
W30	180	10.5	Grain Silo 50,500 tons capacity.
W31-W32	330	10.5/11	Wharves for Bulk Cargo but with strengthening to allow discharge of heavy lifts.
W33	210	11.5	Oil Tanker Berth.
W33B	95.8	6.5	Oil Tanker Berth.

In total, there are 40 Operation Berths and 17 private use berths.

3 mooring buoys (No. 5 to No. 7) can accommodate 2 vessels of up to 10,000 tons and 15,000 tons and length overall 200 m.

CRANES: 14 mobile cranes, capacity 15 tons – 100 tons, 182 forklifts 1.5 tons – 25 tons, 8 log carriers, capacity 5 tons – 10 tons, 31 excavators, 5 shovels, 48 mini-tractors, 87 grab buckets, and 3 floating cranes, capacity 30 tons, 50 tons and 60 tons.

Other equipment: 194 forklifts, capacity 1 ton – 25 tons; 5 portable pneumatic unloaders (for grain unloading), and 75 grab buckets and 15 excavators.

SPECIALISED CARGO HANDLING FACILITIES: Wharves No. 16 to No. 26 and East No. 9 to No. 11, for container ships, Ro-Ro ships, and "LASH" vessels. Equipment includes 24 container gantry cranes, capacity 35 tons – 40 tons, 18 straddle carriers, 2 transtainer cranes, 9 stackers, 15 tractors and 22 trailers. Therein, Wharf No. 19 provides 3 super gantry cranes, max. load 40 tons, outreach 47 m., height (from top of rail to under spreader) 33 m., rail gauge 30 m., handling capacity 33 per crane hour.

Wharf No. 30, 3 grain suckers (for grain unloading), capacity 200 t.p.h. – 300 t.p.h. Silo capacity 50,500 tons.

STEVEDORES: According to the stowage plan and cargo details, stevedores are assigned by Harbour Bureau. Work time is divided into dayshift and nightshift.

Cargo Working Hours:

General Cargo and Bulk Wharves:	Container Terminal:
0800 – 1200 hrs.	0800 – 1220 hrs.
1300 – 1800 hrs.	1300 – 1820 hrs.
1900 – 2300 hrs.	1900 – 2320 hrs. – 100% Extra Charge.
0001 – 0300 hrs.	0001 – 0620 hrs. – 150% Extra Charge.

Port Performance:

General cargo up to 40 tons/gang/hr.

Average rate per day 480 tons.

Coal up to 60 tons/gang/hr. Rate per day 1,000-2,000 tons depending on availability of trucks.

Containers – 25 per crane/hr. excluding waiting time.

MEDICAL: All clinics and hospitals in Keelung area with English-speaking doctors. Modern hospitals available in Taipei, 30 km. away.

TANKERS: Bulk oil is discharged at Berth No. 33 and No. 33B which are fitted with 8 in., 10 in., 12 in., 16 in. and 18 in. pipelines. Length: 210 m. and 100 m., maximum draft: 11.5 m. at No. 33 and 6.5 m. at No. 33B.

Average discharge rate 550 t.p.h.

Monobuoys are also situated at Sha Lun, (W. Taiwan), connected to Taoyuan Refinery, at positions:

No. 1 Lat. 25° 09′ 00″ N., Long. 121° 11′ 27″ E.
No. 2 Lat. 25° 08′ 32.4″ N., Long. 121° 10′ 06.3″ E.

Discharge is possible at Sha Lun only under good weather conditions. Pilot boards 1 mile off the S.B.M.

Also see "Shipmaster's Reports", dated April 1990 and November 1993.

DENSITY: 1002 to 1023.

FRESH WATER:

1. Water supply facilities: Every wharf equipped with 2 hydrants of 2.5 in. in diameter, each tap delivering at rate of above 20 t.p.h.
2. Water barges, each barge delivering at rate of over 60 t.p.h.
3. Price:
   (1) Water supplied alongside priced at NT$45.00 (current exchange rate NT$27.00 to U.S.$1.00) per ton.
   (2) Water supplied by barges at NT$80.00 per ton.
4. Application: Ships/Agents shall notify Harbour Bureau as early as possible if they need fresh water.

FUEL: Bunkers available subject to ship's/Agent's advance notice to C.P.C. who operate the bunker facilities. 3 bunker barges available.

FIRE PRECAUTIONS: Special wharves for tankers, Wharves No. 33 and 33B having automatic fire equipment; fire brigade and fire boats available.

CONSULS: None. Mostly stationed at Taipei.

REPAIRS: Any ship which needs repairs must itemise repairs and declare them to Harbour Bureau via shipping company or Agent and then the repairs will be carried out in accordance with the relating articles under The Commercial Harbours Act and Administration Regulations on International Commercial Harbours. As to docking, ships may deal with China Shipbuilding Corp., Keelung Dockyard or Keelung Harbour Bureau repair plant via shipping companies or Agents.

There are over 400 m. of repair wharves, cranes up to 60 tons, plate and machine shops and foundry and a full staff of skilled tradesmen.

Repairs to radio, navigational and electronic equipment can be effected.

DRY DOCK: China Shipbuilding Corp. Keelung Dockyard has 3 dry docks, 2 for vessels under 100,000 tons and another for 25,000 tons. Keelung Harbour Bureau Repair Plant has 1 dock for vessels under 5,000 tons.

SURVEYORS: Surveys of all types can be arranged. Major classification societies are represented.

GANGWAY/DECK WATCHMEN: Harbour policeman always assigned by authorities at gangway free of charge. Other gangway/deck watchmen are recommended.

OPENING/CLOSING HATCHES: Normally carried out by stevedores, excepting new designs on modern vessels.

CUSTOMS ALLOWANCES: (1) Each crew member allowed 200 cigarettes in bulk or half a pound of tobacco. (2) Each crew member allowed 1 opened bottle of wine and 12 cans of beer.

REPATRIATION: Crew repatriation usually carried out through International Airport in Taoyung, and Immigration prefer either individual or group visa for landing crew from ship.

AIRPORT: Taiwan's international airport C.K.S. is 65 km. from Keelung via the Freeway No. 1. Travelling time approx. 1 hour. Flights are available direct to U.S.A., South Africa and most Asian destinations, and for Europe/Australia via Hong Kong, Bangkok or Singapore. Taipei domestic airport (30-40 minutes travelling time) has frequent scheduled flights to most major cities in Taiwan.

TIME: GMT plus 8 hours. No alterations.

HOLIDAYS: New Year's Day (1st–2nd Jan.); Chinese Lunar New Yea Eve and Day (3 days in Jan. and Feb.); Youth Day (29th Mar.); Ances Memorial Day (1 day in April); Labour Day (not a national holiday b only for labourers) (1st May); Dragon Boat Day (1 day in June); M Autumn Day (1 day in September); Confucius' Birthday or Teache Day (28th Sept.); National Day (10th Oct.); Taiwan Restoration Day (25 Oct.); late President Chiang's Birthday (31st Oct.); Dr. Sun's Birthd (12th Nov.); Constitution Day (25th Dec.).

POLICE/AMBULANCE/FIRE: The gangway guard assigned by Harbo Police or ship's Agent will act in emergencies.

TELEPHONE: Local telephones available to be placed on board.

SHORE LEAVE: Crew allowed ashore except for crew members fro People's Republic of China.

IDENTIFICATION CARDS: Passport or other identification papers a needed.

GARBAGE DISPOSAL: Garbage (except cargo waste) should be p in bags properly. Ship's Agent to notify Environmental Protecti Department of Keelung Harbour Bureau. Tel: (886) 4208356 for trans operations. Contact Operations Division of Harbour Bureau Tel: (88 4208287 for charges. Garbage collection and treatment will be charg depending on the tonnage as below:

1. NT$197/per day for tonnage under 5,000 tons. There is a 50 discount for tonnage under 500 tons.
2. NT$375/per day for tonnage 5,000-15,000 tons.
3. NT$552/per day for tonnage over 15,000 tons.
4. Double charge for passenger vessels.
5. At weekends and holidays, there is an additional charge of 30%.

REGULATIONS: Searching for stowaways is strictly carried out arrival and departure.

Discharge of smoke, tank washings, garbage, etc., not allowed.

DELAYS: Keelung has rainfall on about 200 days in a year, port sometimes congested after continuous rain.

GENERAL: Shore pass issued by Immigration for each crew memb on ship's arrival and will be collected on ship's departure. Anyone w loses a shore pass is subject to fine.

DEVELOPMENTS: Pneumatic unloader equipment for coal, capac 800 tons per hour, with 40,000 tons transit space to be built.

SHIPMASTER'S REPORT: April 1990 (Updated 1994).

Berth: Shen Ao.
Operator: CPC.
Maximum draft 10.80 m. (Winter) and 11.80 m. (Summer).
Max. LOA 225 m.
Max. Displacement 50,000 tonnes.
Berth starboard side alongside.
Port anchor used for berthing.

The berth is exposed to the N.E. monsoon (October to March) a delays due to winds (up to Force 9), and heavy swell can be expect in this period.

Sunrise to sunset movements only. The area is subject to fog in t mornings which can cause delays.

Arrangement of discharge arms for LPG said to be, from forwa Propane vapour, Propane liquid, Butane liquid, Butane vapour, but practice the products are interchangeable.

Storing at this berth is not recommended as the long, narrow walkw makes transport difficult.

SHIP'S OFFICER'S REPORT: November 1993.

Berth: Shen-ao.
Operator: CPC.
Maximum Draft: 10.80 m. (Winter) and 11.80 m. (Summer).
Maximum Displacement: 50,000 tonnes.
Maximum LOA: 225 m.

Between buoys and berth all dredged to 13.0 m.

When entering, leading green light bears 229°(T) from positi Lat. 25° 07.58′ N., Long. 121° 40.72′ E.

Starboard side alongside using port anchor.

When leaving the berth, anchor chain should be brought up 2 – 3 shackles on deck after which the Pilot will disembark.

Ling Hsing Mole can be passed safely at 30 m. off.

Delete soundings "8.1", "10", "8.4" meters 0.5 cables N.W. of Li Hsing Mole.

Two tugs of 3,400 b.p.h. (Voith-Schneider type) can be ordered VHF Channel 10.

During docking, tugs will be made fast on starboard side fore and a

Deck watch should attend to moorings all the time, due to sea swe specifically during N.E. Monsoon.

AUTHORITY: Keelung Harbour Bureau, Harbour Building, No. 1 Chu Cheng Road, Keelung, Taiwan, Republic of China. *Tel:* 886-2-423691 *Cables:* Kehbroc Keelung. *FAX:* 886-2-4284811, 428481 *Contact:* Cheng-Ming You, Harbour Master, Ching-Terng Huan Director.

AGENT: Jardine, Matheson & Co. Ltd, 4, Second Floor, Chung Che Road, Keelung. Tel: 886-2-4230161/4. Telex: 32187 Jardines. Fax: 88 2-4266371.

Associated with Jardine Shipping Agencies.

SUAO: 24.36 N. 121.52 E. (See Plan)

PORT LIMITS: Radius of 1 mile from North Point Lighthouse.
DOCUMENTS: Ship's Register, Derat Certificate, Last Port Clearance, Taiwan Tonnage Dues Certificate (valid 1 year), Crew List (8 copies), Stores List, Vaccination List and Yellow Book, Foreign Currency in Safe, Narcotics List, Bills of Lading, Manifest of Inward Cargo, Manifest of Through Cargo, Mail and Parcels List. Also see "General".
Distribution:
Quarantine Station: One copy each of Health Declaration, Crew List, Ports of Call, Manifest of Inward Cargo, Manifest of Through Cargo.
Customs Office: One copy each of Arms and Ammunition List, Narcotics List, Foreign Currency List, Parcels List (including Landing Parcels and Through Parcels), Stores List, Crew List, Specimen Signatures of Master and Chief Officer, Taiwan Customs Tonnage Dues (can be purchased from the Customs Office), and 3 copies each of Manifest of Inward Cargo and Manifest of Through Cargo.
Immigration Office: One copy each of Crew List, Arms and Ammunition List, Manifest of Inward Cargo, Ports of Call List.
Port Authority: One copy each of Crew List, Manifest of Inward Cargo, Manifest of Through Cargo.
Local Shipping Agent: One copy each of Ship's Particulars, Crew List, Manifest of Inward Cargo, Manifest of Through Cargo, Ports of Call.
APPROACHES: If approaching from the North or East, Kui Shan (Turtle Shaped) Island, 15 miles N.N.E. of the harbour entrance, provides a good landmark, with its 408 m. elevation.
San-Shien-Tai Island (30 m.), 1 mile E.N.E. of the entrance, is a good leading mark, and vessels should make their approach from the S.E., clearing the island by half a mile, before turning to enter. A 4.7 m. shoal exists about 450 m. S.W. of the island and another lies to the N.W. A red light sector marks danger areas near the entrance. The channel depth at the entrance is 22 m. The inner channels have depths of 15 m. to the North and 10 m. to the South.
PILOTAGE: Compulsory. Pilot boards at outside anchorage position (Lat. 24° 35′ 20″ N., Long. 121° 52′ 30″ E.). Hoist "G" flag. Daytime service only available.
ANCHORAGES: Water area from North shore to South shore, depth 14 m. to 31 m. and outer depth over 30 m. Ship may anchor and remain outside breakwater when waiting for Pilot or entry instructions.
RESTRICTIONS: Permission to enter must be granted by the Port Authority, ship's Agent should give ship's ETA to Port Authority of Suao 24 hours before arrival. Port closes from 2301 hrs. to 0200 hrs. daily.
MAX. SIZE: Max. draft 14 m. and LOA less than 290 m.
HEALTH: Radio Pratique possible (See "Keelung"). Quarantine will clear vessel in anchorage area. Stool test will be conducted if vessel arrives from an affected area within 5 days.
RADIO: Radio Suao, send cables to Harbour Master Suao, or Agent. Report ETA, draft, etc.
VHF: Channel 14 – 156.7 MHz for calling. Call sign "Suao Harbour Radio".
TUGS: Port Authority tugs assist with mooring and unmooring. Ship's lines used. 5 tugs, 2×2,400 h.p., 1×1,600 h.p., 1×1,200 h.p. and 1×1,000 h.p.
BERTHING: Docking during daytime, departure also during daytime, but sometimes at night time if permission granted from Authorities. Pilot compulsory. Vessel usually anchors in outer harbour for Pratique and inspection.
Deep water wharf 2,610 m. (13 berths) capable of accommodating vessels up to 298,000 d.w.t.

Wharf No.	*Length (m.)*	*Depth (m.)*	*Designed Depth (m.)*	*Uses*
1W	210	7.0	7.5	Service Craft
2W	170	10.5	11.0	Breakbulk
3W	215	10.5	11.0	Breakbulk
4W	300	10.5	11.0	Breakbulk
5W	200	10.5	11.0	Breakbulk
6W	290	14.0	15.0	Containers and Breakbulk
7W	240	12.5	13.0	Containers and Breakbulk
8W	125	7.0	7.5	Timber
9W	125	7.0	7.5	Timber
10W	175	8.5	9.0	General Cargo
11W	175	8.5	9.0	General Cargo
12W	200	8.5	9.0	Breakbulk
13W	180	8.5	9.0	Breakbulk

CARGO HANDLING FACILITIES: The port has no special facilities, 1 gantry crane for handling container cargoes. For the present time ship's derrick only for logs, timber, cement and general cargo.

Grabs:	9×3.5 cu.m. (3.5 tonnes each).
	12×2.2 cu.m. (1.8 tonnes each).
	6×4.5 cu.m.
Fork Lifts:	7×3 tonnes.
	2×2 tonnes.
	1×5 tonnes.
	2×7.5 tonnes.
	1×15 tonnes.
Mobile Cranes:	2×25 tons
	1×30 tons
	1×8 tons
	2×10 tons
Shovels:	2×3 tons (Bulldozer)
	2×1.2 tons
	2×1.7 tons.

STEVEDORES: Arranged by local Agent. Working hours: 0800 – 1200, 1300 – 1700, 1800 – 2300 and 2330 – 0300.
MEDICAL: Clinics with English speaking doctors available, modern hospitals available in Lotung, (St. Mary's Hospital, sponsored by Catholic Society) Ilan and Taipei by train or by car, 20 minutes, 30 minutes and 2 hours away respectively.
DENSITY: 1025.
FRESH WATER: Available by barge or alongside, subject 24 hours' advance notice.
FUEL: Supplied by one self-propelled barge.
CONSULS: None.
REPAIRS: Minor repairs can be carried out in port.
DRY DOCKS: Length 165 m., width 23.7 m., depth 7.7 m. Vessels under 10,000 g.r.t. can be accommodated.
GANGWAY/DECK WATCHMEN: Harbour policeman always assigned by Authority for gangway, free of charge.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: International certificates, Register, Safety Equipment, Safety Construction, Safety Radio, Load Line, Cargo Gear, etc.
CUSTOMS ALLOWANCES: Each Crew member allowed 200 cigarettes for own use and 1 bottle of wine for entertaining and for own use, Master enjoys some privileges and can keep additional cigarettes for entertaining.
REPATRIATION: Crew repatriation usually carried out through international airport in Taoyuan, near Taipei. Application to be made to Keelung Harbour Bureau.
AIRPORT: International airport in Taoyuan, 3.5 hours by car from port.
TIME: GMT plus 8 hours. For local time check in Chinese, dial telephone 117 (free of charge).
HOLIDAYS: New Year's Day (January 1st), Youth's Day (March 29th), Late President Chiang Kai-Shek's Death – Memorial Day (April 5th), Labour Day (May 1st), Dragon-Boat Day (May 5th of Lunar Calendar), Mid-Autumn Festival (August 15th of Lunar Calendar), Birthday of Confucius (September 28th), Double Tenth Day (October 10th), Recovery Day of Taiwan (October 25th), Late President Chiang Kai-Shek's Birthday (October 31st), Birthday of Dr. Sun Yet-Shen (November 12th), Constitution Day (December 25th), Eve of Chinese New Year's Day (December 29th or 30th of Lunar Calendar), Chinese New Year's Day (first day of Lunar Calendar).
POLICE/AMBULANCE/FIRE: The gangway guard assigned by Harbour Police or ship's Agent will act in emergencies; in case of fire dial 119. Police and ambulance dial 110.
TELEPHONE: Local telephones available to be placed on board.
SHORE LEAVE: Crew allowed ashore, except for crew members from Communist countries.
IDENTIFICATION CARDS: Shore pass for foreigners issued by Immigration Office according to the passport or other identification papers.
REGULATIONS: Crew cannot shelter any unlawful person on board. Searching for stowaways is strictly carried out on arrival and departure.
DELAYS: Port is sometimes congested after continued rain and delays of a few days may be caused.
GENERAL: 3 Crew Lists sent by airmail from last port to Agent. Shore pass issued by Immigration Office for each crew member on ship's arrival and will be collected on ship's departure.
AUTHORITY: Suao Harbour Bureau, 3rd Floor, Suao Port Building, Suao, Ilan, Taiwan, Republic of China. *Tel:* 039-972001, 965121. *Contact:* J.Y. Wang, Port Director.

AGENT: Sub-Agent controlled by: Jardine, Matheson & Co. Ltd.,13/14th Floor, World Trade Building, P.O.Box 81, 50 Hsin Shen South Road, Section 1, Taipei. Tel: (02) 393-1177. Telex: 21851, 11391 Jardines. Cables: "Jarocean Taipei". Fax: (02) 3413168, 3920435, 3931160.
Associated with Jardine Shipping Agencies.

TAICHUNG: 24.18 N. 120.29 E. (See Plan)

PORT LIMITS: In radius of 1.5 miles from centre of the entrance between North and South Breakwater.
LOCATION: Exact position of Port – Lat. 24° 17′ 40.3″ N., Long. 120° 29′ 27.3″ E.
DOCUMENTS: *Required by Quarantine Station:*
1 copy Health Declaration.
1 copy Crew List.
1 copy Passenger List.
1 copy Ports of Call List.
1 copy Manifest of Inward Cargo.
1 copy Manifest of Through Cargo.
1 copy Derat Certificate.
1 copy Certificate of Sanitary Inspection.
Required by Customs Office:
1 copy Arms and Ammunition List.
1 copy Narcotics List.
2 copies Foreign Currency List.
3 copies Parcels List (1 for landing parcel, 2 for through parcels).
1 copy Stores List.
2 copies Crew List.
2 copies Mail List.
2 copies Passenger List.
4 copies Manifest of Inward Cargo.
4 copies Manifest of Through Cargo.
1 copy Personal Effects List.
1 copy Log List (for log ships only).
1 copy Ship's Register.
Required by Immigration Office:
2 copies Crew List.
2 copies Passenger List.
1 copy Arms and Ammunition List.
1 copy Narcotics List.
1 copy Manifest of Inward Cargo.
Required by Port Authority:
1 copy Crew List.
1 copy Passenger List.

Besides above documents, ship's Master should present Certificates of Ship's Registry, Safety Equipment, Safety Construction, Safety Radio and Load Line to the Port Authority for inspection.

Required by Local Shipping Agent: One each of Ship's Particulars, Crew List. Last Port's Name and Leaving (Last Port) time should be forwarded by airmail to the local Agent.

APPROACHES: Daytime entry only.

The entrance channel has a minimum depth of 13 m. (MLWS), is 1,600 m. long and 300 m. wide in a direction of 115° (T). Sometimes strong cross currents exist outside the breakwaters. In strong winds, the pilot vessel may be unable to leave the shelter of the breakwaters and vessels must pick up the Pilot inside the harbour entrance (See "Pilotage"). There have been groundings outside the harbour but these all appear to have been the result of bad navigation or the neglect of basic precautions.

PILOTAGE: Compulsory. At anchorage hoist "G" flag, contact Taichung Port Radio on VHF Channel 14. Pilots board about 1 mile off the end of the breakwaters. In the winter, however, the pilot launch is sometimes unable to leave the shelter of the breakwaters, and the Pilot must embark inside the breakwaters. Alternatively, if sufficient notice is given, vessels may pick up a Taichung Pilot off either Keelung or Kaohsiung. When it is known that bad weather exists off Taichung, this latter course of action is recommended to avoid possible berthing delays and danger to the ship.

ANCHORAGE: Water area in port limits, except entrance channel can be used for anchoring, depth from 12 m. to 20 m. Ship may anchor and remain outside breakwater when waiting for Pilot.

RESTRICTIONS: Permission to enter must be granted by signal station. Ship's Agent to report ETA to Port Authority 24 hours before arrival.

MAX. SIZE: Max. draft 13 m., LOA no limit.

HEALTH: Radio Pratique acceptable. If Radio Pratique is accepted, vessel can berth directly. If vessel arrives from a cholera affected area within 5 days, Quarantine will be conducted in the Turning Basin.

Also see "Keelung".

RADIO: Via Radio Taichung (XSW2) or Radio Keelung and Radio Kaohsiung. Send cables to Agent or Harbour Master Taichung for reporting ETA, draft, etc.

RADAR: No radar service to assist navigation in port.

VHF: Call sign "Taichung Port Radio", Channel 16 (156.8 MHz) for calling purpose, Channel 14 (156.7 MHz) for message exchange, Channel 12 (156.6 MHz) for harbour craft and pilot on duty. Pilots use walkie-talkies to communicate with tugs and mooring men.

TUGS: Authority tugs assist mooring and unmooring, ship's line used. 9 tugs, 800 h.p. – 3,400 h.p.

BERTHING: Wharves 1 and 3, depth 13 m., each length 250 m., total 500 m. for grain cargo, discharged by shore grain unloaders.

Wharf 2, depth 13 m., 250 m., for bulk cargo.

Wharf 4, depth 11 m., length 200 m., for liquid cargo (molasses and chemicals).

Wharf 4A, depth 9 m., length 185 m., for logs and cement.

Wharf 5A, depth 11 m., length 220 m., for general cargo.

Wharves 5, 6, 7 and 8, depth 11 m., length 800 m., for general cargo.

Wharf 8A, depth 11 m., length 260 m., for general cargo.

Wharf 9, depth 14 m., length 260 m., for containers.

Wharves 10 and 11, depth 13 m., length 640 m., for containers (See "Shipmaster's Report" – 1982).

Wharves 12 and 13, depth 11 m., length 400 m., for general cargo.

Wharves 14 and 15, depth 10 m., length 360 m., for general cargo.

Wharves 23 and 24, depth 10 m., length 360 m., for general cargo.

Wharf 25, depth 11 m., length 200 m., for general cargo.

Wharves 26 and 27, depth 11 m., length 400 m., for general cargo (Cement – Wharf 27).

Wharf 28, depth 11 m., length 145 m., for cement.

Wharf 29, depth 14 m., length 250 m., for coal (coal unloader is planned) (See "Shipmasters' Reports" – 1982 and 1987).

Wharves 31 and 32, depth 14 m., length 600 m., for containers.

Wharves W1 and W2, depth 13 m. and 14 m. respectively, length 250 m. each, for petroleum and chemical products.

Wharves No. W 101 and W 102, depth 18 m., length 340 m. each, for coal handling.

(For their locations see "Plan").

CRANES: 1 mobile crane up to 40 tons capacity, 3 mobile cranes of 35 tons capacity, 1 mobile crane of 30 tons capacity, 1 mobile crane of 140 tons capacity. Large supply of forklifts, hoppers, grabs, electro magnets, conveyors, etc.

SPECIALISED CARGO HANDLING FACILITIES:

Container Terminal: Wharves 10 and 11. Each has 1×35 ton quay-side container crane.

Grain: Grain Elevators installed at Wharves 1 and 3, each silo capacity 60,000 tons. 2 unloaders, 400 t.p.h. each at Wharf 1 and 2 unloaders, 650 t.p.h. each at Wharf 3.

STEVEDORES: Stevedores and equipment can be hired from the Taichung Harbour Warehousing & Stevedoring Co., Teh-Long Warehousing & Stevedoring Co. and Taichung Harbour Bureau Marine Terminal Operations.

Cargo Working Hours:
0800 – 1200
1300 – 1700
1800 – 2300 (plus 100%)
0000 – 0600 (plus 150%)

Port Performance: General cargo 200 tons/gang/day. Bulk (other than grain silo) 300 tons/gang/day.

MEDICAL: Clinics and hospital with English speaking doctors available at town of Wuchi near the port.

DENSITY/TIDE: 1025/High tide and low tide average difference 3.74 m., when alongside pier keep watch on moorings.

FRESH WATER: Available alongside and by water tender with capacity 300 tons. No limitation on quantity.

FUEL: Ordinary bunkers available but 24 hours' advance notice required. Fuel barge (550 tons) operated by C.P.C.

CONSULS: None.

REPAIRS: Minor repairs can be carried out in port.

GANGWAY/DECK WATCHMEN: Harbour policeman always assign by authority at gangway free of charge.

OPENING/CLOSING HATCHES: Normally carried out by stevedor except new designs on modern vessels.

CUSTOMS ALLOWANCES: Each crew member allowed 200 cigaret and 1 bottle of wine for own use. Bonded store will be sealed on arriv

REPATRIATION: Crew repatriation usually carried out throu international airport in Taoyuan near Taipei, or Kaohsiung, abo 200 km. from this port.

TIME: GMT plus 8 hours. For correct local time dial Tel: 117, time rep in Chinese, free of charge.

HOLIDAYS: Commemoration Day of the Republic of China and N Year's Day (1st and 2nd January), Lunar New Year's Eve and Spr Festival (3 days late in January or early February), Youth Day a Chinese Martyrs' Day (29th March), National Tombs' Sweeping Day a Death of President Chiang Kai-shek (5th April), Labour Day (1st M for labourers only), Dragon Boat Festival (one day in June), Mid-Autu Festival (one day in September), Confucius' Birthday and Teacher D (28th September), National Day (10th October), Taiwan Restoration D (25th October), Chiang Kai-shek's Birthday (31st October), Dr. Sun Sen's Birthday (12th November), Constitution Day (25th December)

Cargo work can be arranged on holidays except Lunar New Yea Day, Labour Day, Dragon Boat Festival (only afternoon) and M Autumn Festival (only afternoon).

POLLUTION: Discharge of tank washings, etc., in port is prohibited (A see "Regulations – Harbour Bureau Notice").

POLICE/AMBULANCE/FIRE: Call Taichung Harbour Police T 6562394 or Liaison Centre of Taichung Harbour Bureau Tel: 65621

TELEPHONE: Local telephone available to be placed onboard.

SHORE LEAVE: Crew allowed ashore, except those from Burma, Cu mainland China and North Korea.

IDENTIFICATION CARDS: Not required, however passports or ot identification papers must be submitted for request of a shore pass.

GARBAGE DISPOSAL:

(1) This port owns a garbage truck for garbage and waste dispos The service starts from dawn.
(2) The garbage truck will collect the garbage from the galley or tra from crew's quarters only. The waste from the ship's holds or rep work shall be cleaned and transported out by truck at ship's o expense.
(3) Ship applying for garbage collection must put garbage into sea bags and piled up for the convenience of handling.
(4) For service Tel: (04) 656-2611, Extension 352 or 367.

WASTE OIL DISPOSAL: See "above".

Ships are strictly prohibited to dump waste or bilge oil into the s while in the port. The violator will be prosecuted according to t regulations for ship's waste disposal control.

SEAMAN'S CLUBS: Seaman's Service Centre may be consulted abo seaman's affairs. Tel: (04) 656-6119.

CURRENCY: New Taiwan Dollar. U.S.$ 1.00 = NT$ 26.37 (8.4.94).

REGULATIONS: Searching for stowaways is strictly carried out arrival and departure.

Harbour Bureau Notice:

1. Please show your shore pass together with your hand-carr articles to the gangway guard when going ashore and to the gate pol when coming aboard.

2. Photographing of the harbour, storing of explosive articles a displaying of fire crackers in the harbour area are prohibited.

3. Before obtaining a boarding pass which can be applied for you your ship's agency, you are not allowed to board another ship with yo shore pass.

4. Before going ashore, read over carefully the notice on your cr shore pass and comply with it.

5. Be sure not to lose your shore pass, nor should it be used others, since it is an important official document. If shore pass is lo the ship's Master must write an official note.

6. To avoid getting lost, keep in your mind the number and locati of the wharf at which your ship is alongside, and in case the location the ship is shifted contact your ship's Agent.

7. Always maintain aboard your ship a sufficient number of crew case of emergency.

8. For the prevention of stowaways, thefts and accidents, cre quarters and passenger cabins should be kept locked before their sho leave.

9. Pumping wasted oil and throwing rubbish into the water, exhausting thick smoke in the port area shall be subjected to a hea fine.

10. For the protection of foreign copyrights, pirated editions of fore books and records are not exportable.

11. Unless an application is approved by the Customs, any taxab article should not be taken off the ship, while each crew member allowed to carry ashore 2 opened packs of duty free cigarettes, 10 ciga or 2 ounces of tobacco.

12. Whenever you need assistance, please feel free to call 65623 6564334 or 6565849, ext. 275 upon which the Foreign Affairs Divis of the Harbour Police is obliged to serve you.

13. For further information, please consult directly with your Agen or Authorities concerned, as the rules contained in this notice may revised at any time.

Thank you very much for your co-operation.

GENERAL: Recommended chart: Chinese Navy Chart No. 0357, T Chung Kang.

DEVELOPMENTS: The 2nd phase project with an expansion of t commercial harbour and a new industrial harbour will be carried o soon. The North breakwater is being extended by 850 m., complet 1995.

SHIPMASTER'S REPORT: November 1982 (Updated 1994).

Stevedores: Cargo work: Around the clock. 0800 – 1200 hrs., 1300 – 1700 hrs., 1800 – 2300 hrs. and 0000 – 0600 hrs.

Health: Cholera still declared in Radio Pratique. If certificates are out of date, Radio Pratique is not acceptable.

Customs: Issues can be made after 5 days.

VHF: Pilots and Port Radio also officially work Channel 16 but we only make contact on Channel 14.

Berthing: No. 11 (Container Berth) is completed (Extension of No. 9 and 10)

Consuls: No British Consul.

Airport: Nearest airport at Taoyuan.

Report: This is a new port midway up the West coast of Taiwan. Plans for very extensive developments are at present in hand, stage one has been completed.

The Western coast is low lying and exposed. During N.E. monsoon season, when cold front comes from mainland China, the wind can be very strong, ships are advised to go South or North so that the Pilot may be taken off at Kaohsiung and Keelung. The water shelves fairly slowly and I am given to understand that in bad weather Panamax vessels anchor 2 miles West of port entrance, holding conditions not known. We were fortunate with calm conditions and anchored 5 cables S.W. of Breakwater South Light for a short period with no difficulties.

Pilot boards from launch outside and 1 tug is normally taken outside. VHF Channel 14 is used. They also use walkie-talkies to contact Harbour Control and tugs. Panamax vessels normally berth during daylight hours but may sail at any time. Pilot seemed competent and had an Assistant/Trainee Pilot with him. (September 1987: Pilot disembarks inside breakwater. Vessel must attain good speed and allow for set and N'ly wind when passing between Inner Breakwater and Outer Breakwater.)

Depth of Water: Vessel berthed at half tide with 12 m. draft. Grain silo 13 m. Berth No. 10 depth 13 m. Berth No. 9 depth 14 m. Dredging being carried out. Rise and fall of tide 3.5 m. depth 4.0 m. Dock water density Berth No. 10 found to be 1023.

Tugs: 7 tugs 1,600 h.p. – 3,400 h.p. Ship's ropes used. Normal conditions for Panamax, 1 tug each end.

Berths: Berth No. 10 (Berth No. 9 is similar) is a brand new container berth with 2 gantries for containers. Berth used for bulk coal discharge into lorries until new coal berth constructed. (Berth still not constructed in September 1987). Large flat area. Mooring bollards set at jetty edge every 23 m. A further set of unequally spaced large bollards are set along line 34 m. in from jetty. When mooring 4 head/stern lines, 2 springs and 2 long breasts each end are recommended. We experienced winds of over 30 knots off berth for short period, nobody seemed at all surprised, so would suggest this is reasonable tie-up.

Discharge: As stated this is a container berth. Panamax vessel with side opening hatches, port side to. Hatch centre stops and minor hatch fittings burnt off. Centre piece of hatch rail track tack welded on. Both hatch lids moved to starboard side. Section of ship's side rail in line with hatch burnt off. (This method not used on Berth No. 29). Wood sleepers placed on deck and mobile cranes lifted on board, 1 per hatch. These use small 4 – 5 ton grabs and discharge into lorries. Small bulldozer type vehicle put in each hold to move cargo to port side. Preparation about 1 day, discharge 9 days, replacing of pieces, etc., 1 day.

Bunkers: Heavy oil and diesel available by barge.

Lub. Oils: Most available, plenty of advance notice required.

Fresh Water: Available, from jetty or barge.

Repairs: Ship repairs undertaken with a 10,000 ton dry dock.

Money: Only New Taiwan Dollars available. U.S. Dollars can NOT be obtained. Obtain any other requirements at previous port.

Immigration: For non-Taiwanese crew this is a problem, including Hong Kong, British and Indian. If any crew changes expected give plenty of notice. Visiting Hong Kong shore staff such as Superintendents, etc., required to renew dock pass every 2 days. Crew issued with shore pass (with photo for Chinese ratings) this has to be shown at dock gate outward and inward. Passes collected in on sailing, loss of pass results in fine on holder.

Stores: Victualling, fresh fruit and vegetables, reasonable price and good quality. Milk, meat, European style tinned goods all up to Chinese National Standard (CNS). Chinese dried foods, etc. appear good.

Beer can be obtained but not spirits or foreign cigarettes.

Customs: One person at least, around all the time. Bond and beer locker sealed. Issue will be given after 5 days in port, but give plenty of notice.

Certificates Required: Register, Loadline, Safety Equipment, Safety Construction, Radio Safety, Derat, Liferaft.

Documents: Crew List, 10 copies. Crew Manifest, watches, etc. and including foreign money. List of Stores. Deck, Engine, Victualling, Bond, Arms & Ammunition List, Narcotics List, Arrival Report, Declaration of Health, Departure Report (these three their forms). Specimen signature Master and Mate, General paperwork, large amount for any purpose. If landing spares or items for overhaul (motors rewound, etc.) give plenty of notice.

Medical Facilities: All available.

Drugs: Do not appear to be a problem in this port.

Grain Silo: I was informed that usual discharge rate is 5,500 – 6,000 tonnes per day.

Radio Station: Taichung Local. 24 hour watch M/F, W/T no difficulties encountered.

Cameras: Not to be taken ashore.

Walport: Possible to change video tapes. NOT films.

Telephone: Placed on board.

SHIPMASTER'S REPORT: September 1987 (Updated 1990).

Vessel berthed at Berth No. 29.

There are still no bulk discharge facilities at the port.

The method used in the Shipmaster's Report (November 1982) for Berth No. 11 is still used, but the ship's rails were not cut away. Rigging and cutting took about 12 hours, and all 7 mobile cranes in operation from the deck after 24 hours.

On completion of discharge, hatches were completed at irregular intervals, due to machine downtime, etc. Rewelding and rigging carried out as discharge continued and the interval between completion of discharge and completion of hatch repairs was about 2 hours.

Arrangements were made for Class Surveyor to inspect and issue certificate at end of work but this was not done efficiently.

The rate of discharge varied between 5,500 t.p.h. – 6,000 t.p.h., variation being due to very heavy rain and typhoon. The average rate per hatch per day was approximately 800-900 tons.

SHIPMASTER'S REPORT: January 1990.

There are no gantry cranes for discharging of coal cargoes at the port. For a Panamax size vessel both the hatch covers, port and starboard, are shifted to one side. As we were starboard side alongside both our hatch covers were shifted towards extreme portside. In this case only half hatch was open throughout cargo operations.

Mobile cranes were placed on the main deck with dunnage underneath. Each crane had a 2 tonne lifting capacity and discharge is in to lorries on the quay. The discharge rate is about 1,000 tonnes/day per crane. This method of discharging will be used until the new berth, which will be equipped with cranes and conveyors, is ready in 1992.

The outgoing pilot disembarks inside the inner breakwater. Ships must pick up sufficient speed to counteract the wind/current between the inner and outer breakwaters.

AUTHORITY: Taichung Harbour Bureau, No. 2 – Section 3, Chung-Chi Road, Wuchi, Taichung County, Taiwan, Republic of China. *Tel:* (04) 656-2611. *Cables:* Taiwan Wuchi 7686. *FAX:* (04) 6571375, 6572300. *Contact:* Mr. Ding-Hsun Hsiaou, Harbour Master.

AGENT: Sub-Agent controlled by Jardine, Matheson & Co. Ltd., 13/14th Floor, World Trade Building, P.O. Box 81, 50 Hsin Shen South Road, Section 1, Taipei. Tel: 886-2-3931177. Telex: 21851/11391 Jardines. Cables: Jardines. Fax: 886-2-3413168, 3920435, 3931160.

Associated with Jardine Shipping Agencies.

NOTES

Please also advise Shipping Guides Ltd.

Tanzania

CHAKE CHAKE: 05.14 S. 39.46 E.

DOCUMENTS, HEALTH: Refer to "Zanzibar", where vessel required to call for clearance by Port Officals.
PILOTAGE: Not compulsory, but restricted to daylight only.
RESTRICTIONS: Entrance approached through Owen Channel or through passage between Mesale Island South and Ras Kingojelin. Depths from 10 to 22 fathoms but there are patches of 2.5 fathoms. Narrowest part of channel is 1.5 cables wide.

Vessels may enter and leave at any state of the tide, but in daylight hours only.
ANCHORAGES: No mooring buoys. Vessel's work cargo to lighters. Depth decreases to 3 fathoms for coastal anchorage off Ras Banani.
MAX. SIZE: 170 ft. length, 15 ft. draft.
TUGS: Not available and not required.
FRESH WATER: Not available.
FUEL: Not available.
STORING: Very limited facilities and it is recommended that where necessary all storing be done in Zanzibar.
AUTHORITY: See "Zanzibar".

DAR-ES-SALAAM: 06.50 S. 39.17 E. (See Plan)

PORT LIMITS: The Port of Dar-es-Salaam includes all tidal waters enclosed by a boundary which, commencing at high water mark at a point S.E. of Ras Koronja (approximately 9.66 km. East of the City of Dar-es-Salaam), follows a straight line due North to the West tip of the Outer Sinda Island. Thence a straight line to Makatumbe Lighthouse, thence a straight line drawn to South tip of Mbudya Island, thence a straight line drawn 254° to the high water mark at a point on the mainland South of the entrance to Mto Peremji. Thence following the high water mark around Msasani Bay, Dar-es-Salaam Inner Harbours to the first point due South of Outer Sinda Island.
DOCUMENTS:
Health Certificates (forms supplied by Pilot).
6 Crew Lists.
10 Passenger Lists.
Ship's Manifest.
Heavy Lift List.
Dangerous Cargo List.
Ship's Register.
Declaration and Advice of Consumable Stores (Form C-7 supplied by Customs).
Crew Declaration (Form C-8 supplied by Customs).
Shipmaster's Report: March 1981.
Declaration of Health.
1 Set of Vaccination Lists.
7 Crew Lists.
6 Passenger Lists.
Clearance from Last Port.
Ship's Register (Copy).
Dangerous Cargo Manifest.
Stores List (Form C-7).
Crew Declarations (Form C-8).
Parcel List (Form C-3).
Ship's Record & Master's Report (Form EAH-6007) (To Pilot).
Entry Report (Nasaco Form).
Departure Report (Nasaco Form).
Shore Pass (Form TIF 10).
PILOTAGE: Compulsory South of Makatumbe Lighthouse for all vessels over 200 n.r.t. The pilot launch shows the conventional day and night signals. Vessels wishing to enter must await the arrival of the pilot launch at the Outer Anchorage, and, if necessary, must anchor clear of the leading marks.
ANCHORAGES: Anchorage outside in 7 – 8 fathoms, sheltered by Makatumbe Island during S.W. monsoon but exposed to swell in N.E. monsoon.
Shipmaster's Report: In good weather tankers waiting can anchor in a depth of 18 m., 12 cables from Makatumbe Light on bearing 250° True.

Also see "Gangway/Deck Watchmen".
RESTRICTIONS: Movements in and out of the basin are subject to restrictions depending on drafts and state of the tide at Spring tides. Tankers, vessels over 135 m. LOA and vessels carrying explosives are not allowed to leave or enter during hours of darkness.

There is a signal station (with tower, flagstaff and red roof) on East Ferry Point (Lat. 6° 50′ S., Long. 39° 18′ E.). Entry prohibited signals are: day signal – black flag on masthead; night signal – 3 red lights disposed vertically, and distant signals – black square on white background.

The entrance channel at North end of the basin is about 1.25 miles in length from its outer entrance between the edges of the banks fronting North and South Reefs to the Inner Harbour, South of West Ferry Point.

There is a sharp bend in the channel at West Ferry Point. Minimum depth of 6.7 m. LWOST, and minimum width of 128.02 m. between the 4 fathoms contour lines. A very strong ebb and flood runs through the channel at periods of Spring tides. Maximum current at Spring tides – 3.5 knots. During period of S.E. monsoon strong winds and heavy seas may make entry difficult, but in Inner Harbour port working is normally unaffected by weather.

MAX. SIZE: Twin-screw vessels not exceeding 182.9 m. Draft 10.1 at HWOST, 7.0 m. at LWOST, and 9.1 m. at HWNT, and single-scre vessels not exceeding 175 m. Tankers LOA 182.87 m., 36,000 d.w. and draft 9.8 m. Also refer to "Mjimwema".
HEALTH: Radio Port Health Officer giving ETA, name last port a health condition of passengers and crew. "Q" flag to be displayed u Free Pratique given. Radio Pratique not available.
TUGS: 4 tugs available.
BERTHING: In the Inner Harbour there are mooring and anchora berths for up to 9 deep-sea ships ranging from 350 ft. to 600 (106.48 m. – 182.88 m.) in length and from 23 ft. to 30 ft. (7.01 m. 9.14 m.) in draft.

Deep water quays total length 2,016 m., comprising Berths No. 1-1 with 10.06 m. in depth at LWOST.

The port has completed major developments which shou significantly affect its capacity and efficency. No new berths are bei constructed but all existing berths (excluding the SPM Oil Terminal) ha been modified, modernised or rehabitated.

Berths No. 9, 10 and 11 have been converted into a dedicat container terminal (2 berths × 280 m.) with a capacity of about 100,0 TEU per annum. The terminal has 2 × 35 ton gantry guay cran 5 × 35 ton rubber tyred gantry yard cranes and a rail container termi (for both Tazara and TRC Railways) with 1 × 35 ton rail mounted gan crane.

Backing up the port terminal are 2 inland container depots in the Da es-Salaam area (Kurasini IDC, adjacent to the port and Ubungo ID about 15 km. along the port access road).

Also see "Developments".
Accommodation:

Harbour sheltered and roomy, water area 95.9 ha; consists of ti basin and Southern Creek, the latter having 11 deep-water berth Anchorage in basin and creek.

		Depth	*Max. length*
"A"	Stern mooring	9.1 m.	183 m.
"B"	Moored mooring	7.6 m.	153 m.
"C"	Moored mooring	7.6 m.	183 m.
"D"	Single anchor	7.3 m.	183 m. waiting berth only
"F"	Moored, buoys and anchor	8.0 m.	175 m.
"G"	Buoys	9.2 m.	175 m.
"H"	Buoys	9.2 m.	175 m.

In addition there are 2 coaster anchorages. The Southern Creek, the S.E. corner of the basin has a navigable distance of 1.5 miles ships drawing up to 30 ft. of water.
CARGO HANDLING FACILITIES: *Grain:* A new bulk grain silo of 30,0 tonnes capacity has been constructed in the port to facilitate gra imports.
Ro-Ro: Ro-Ro vessels berth stern to at Berth No. 6/7.
Equipment and Other Facilities:

Deep water vessels berthed in stream are loaded and discharged lighters. At the lighter quay there are 8 electric portal cranes for worki lighters (1 × 5 ton and 7 × 3 ton), on the main quay, the port ha 6 × 7 ton and 21 × 5 ton. There are 8 other portal cranes on the stackin yards as per details below:
(a) Belbase (AMI) — 2 × 10 ton cranes.
(b) Tanzania — 3 × 5 ton cranes.
Main Quay Cranes: Berths No. 1 – 8 have between them 24 por cranes of 7 tons capacity each.
Mobile Cranes: 2 × 30 ton, 13 × 11 – 7 ton, 14 × 6 ton, 2 × 4 ton a 1 × 120 ton floating crane – "Ndovu". These are moved between dee water quays, lighterage quays and any other points of work on t stacking yards as and when required.

Also see "Developments".
STEVEDORES: Week days (except Saturday) 0700 – 1500 h (45 minutes' break), 1500 – 2200 hrs. (no break), 2200 – 0600 h (no break). Saturdays 0700 – 1345 hrs. (no break), 1400 – 2100 h (no break). Sundays and public holidays 0700 – 1500 h (45 minutes' break), 1500 – 2200 hrs. (no break).
MEDICAL: Facilities available.
TANKERS: Kurasini Oil Jetty at which tankers up to 182.87 m. LO 9.8 m. draft and 36,000 d.w.t. can discharge refined products to tan ashore. There is a refinery on the opposite side of the creek to t Kurasini Oil Jetty; the tankers serving the refinery are not to exce 35,000 s.d.w.t. capacity. Also refer to "Mjimwema" where crude imports for Tanzania and Zambia are received.
DENSITY: 1025.
FRESH WATER: Available at deep-water berths, and a water ba supplies water to ships at anchorage. All water is chlorinated but sho be boiled and filtered. Water for boiler requires feed treatment (for solutions adequate).
FUEL: Fuel oil, diesel oil and gas oil available.
REPAIRS: Several light engineering workshops. There is a Tanza Harbour Authority Dockyard for construction and maintenance Tanzania Harbour Authorities' lighters and other small craft. This has slipway for vessels up to 100 ft., lifting power 100 tons. The P Administration employs scuba divers.
GANGWAY/DECK WATCHMEN:
Piracy: Shipmaster's Report: December 1993.

In early December whilst anchored 1.4 nautical miles North Eas Outer Nyakatombe Lighthouse the vessel was boarded by "locals" fr a wooden boat.

Of the 15 "locals" in the boat only two managed to board the vess and they escaped when discovered.

This first attempt to board at 0115 hrs. was followed by a sec attempt at 0405 hrs. and this time nobody managed to board. Du the first attempt, the lashings on the mooring lines on the forecastle w cut.

We informed the lighthouse and asked them to advise other vess at the outer anchorage.

CUSTOMS ALLOWANCES: Each crew member is allowed 1 carton of cigarettes, 1 opened bottle of spirits and 8 small beers.

All cabins are inspected by Customs.

REPATRIATION: Can be arranged.

AIRPORT: International airport with daily connections to all parts of the world.

TIME: GMT plus 3 hours. No alterations.

HOLIDAYS: Christmas Day and International Workers' Day are the only holidays on which no work is performed. Other holidays on which restricted working may be carried out are: Zanzibar Revolutionary Day (January 12th); Id-el-Fitr (2 days); Id-el-Haj; Good Friday; Easter Monday; Union Day (April 26th); Maulidi Day; Saba Saba Day (July 7th); Tanganyika Independence and Republic Day (December 9th).

SHORE LEAVE: Allowed.

GARBAGE DISPOSAL: Drums are provided on the quays.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: Missions to Seamen, Dock Gate 3, Kurasini. Tel: 20887. Hours: 0800 – 2200. Facilities: International telephone, postal service, bar, restaurant, shop, library, video, swimming pool, football, table tennis, darts, badminton, tennis and dances.

CURRENCY: Tanzania Shilling. U.S.$ 1.00 = 514 Shillings (March 1994).

DEVELOPMENTS: The rehabilitation of Berths No. 1 – 8 is well underway and will provide a better lay-out, refurbished buildings and new heavy duty paving throughout for handling all general cargo traffic in the port.

The second phase of the repaving of the Container Terminal Berths 9 – 11 is expected to commence in 1991 and will run for 2 years.

The Lighter Wharf modernisation, which was interrupted, is due for completion with the provision of new paving and services but no completion date is known.

New navigation lights and buoys to be installed (Daphne Reef, Hammond Rock and N.W. of Buoy No. 2).

Among future developments which are under consideration are:

1. Improvements to the dockyard.
2. Improvements to the entrance channel.
3. New crude oil import facility.
4. Improvements to fendering at Berths 9 – 11.

AUTHORITY: Tanzania Harbours Authority, P.O.Box 1130, Dar-es-Salaam, Tanzania. *Tel:* 44437. *Telex:* 41346 Portreeve. *Cables:* Bandari, Dar es Salaam. *Contact:* P.Cholobi, Port Manager.

Tanzania Harbours Authority, P.O.Box 9184, Dar-es-Salaam, Tanzania. *Tel:* 21212, 46041. *Telex:* 41346 Portreeve. *Cables:* Bandari. *FAX:* 25551, 46043. *Contact:* Captain J.K.Kwayu, Chief Marine Officer.

MJIMWEMA TERMINAL: 06.49 S. 39.22 E.

DOCUMENTS and all General Information; refer to "Dar-es-Salaam".

LOCATION: The position of the Monobuoy is Lat. 6° 48.8′ South, Long., 39° 22.1′ East, lying approximately 1.5 miles offshore in Mjimwema Bay. The buoy lies in 24 m. depth of water. The currents are up to about 1 knot and the direction varies.

PILOTAGE: Mooring Master/Pilot boards at position Lat. 6° 46.5′ N., Long. 39° 22.1′ E., subject to advice from Signal Station. Should the Pilot not be available on arrival, vessels are advised to anchor 1.5 miles N.E. of Outer Makatumbe Lighthouse to await the pilot.

After mooring operations a Mooring Master/Pilot will remain on board. Vessels must provide adequate means of boarding for Pilot, Customs and other officials. A pilot ladder with spreaders 4 ft. from the water and manropes are required.

The Mooring Master shall be provided with meals and accommodation comparable to a senior officer on board. The crew of the mooring launch will be provided with food comparable with ratings on board. No special foods need be provided. Accommodation also required for 2 divers.

RESTRICTIONS: Berthing during daylight hours only. Unberthing at anytime.

MAX. SIZE: Monobuoy accommodates tankers up to 100,000 d.w.t. (part discharge) and 125,000 d.w.t. (complete discharge). Minimum length allowed 650 ft. Max. draft allowed 55 ft.

HEALTH: Customs, Port Health and Immigration will board vessels on arrival.

RADIO: Within 6 hours of clearing the loading port, each tanker shall provide the Agent with the following information:

(a) Name of Ship.
(b) Name of last port from which the vessel cleared and the loading port if different from above.
(c) Estimated date and time of arrival at Dar-es-Salaam (Mjimwema).
(d) Cargo loaded.
(e) API gravity.
(f) Arrival draft, fore and aft.
(g) Lifting capacity of derricks.
(h) Size of manifolds.
(i) Personnel requirements.

72 hours from the pilot station, a second cable should be sent to Agent with following information:

(a) Name of ship.
(b) Amended time of arrival.
(c) Names of crew leaving the vessel (if any).
(d) Requirements of doctor and dentist.
(e) Any other requirements.

A final cable should be sent about 36 hours from the pilot station giving finally amended ETA.

When within 20 miles of the terminal vessel should call Dar-es-Salaam Signal Station on Channel 12 VHF. Channel 16 is available but is not continuously monitored.

VHF Channels 16 calling, 12 berthing. VHF Channel whilst discharging to be decided.

The Mooring Master will be in direct control of all radio communications on the vessel while in the terminal area. Any unauthorised communications may result in the immediate cessation of all operations and removal from the berth.

READINESS: Notice of Readiness will be accepted by the Receivers Representative when the ship is berthed and connected.

Any vessel which is not, in the opinion of the Berth Controller, ready in all aspects to discharge, may be rejected until corrections are made. The Harbour Master's decisions are final.

MOORING: The following equipment is supplied by Tanzania Harbours Authority. 2×10 in. circumference nylon ropes, 100 ft. long with 2 joining shackles. These will be hoisted aboard from the launch using the Starboard boom.

The vessel approaches the buoy head to wind and tide or the resultant of these forces, and should have one ship's mooring rope lowered through the centre Panama Lead down to the water level with 15 ft. of 3 in. rope lashed to the eye. As the vessel approaches the buoy the launch will connect the ship's rope to the floating pick-up rope, which is hauled aboard until the mooring chain is through the Panama Lead. The 2 shore ropes are then shackled to the chain and made fast aboard.

BERTH: The Monobuoy is a single point mooring buoy. The body of the buoy being secured in a fixed position with 6 moorings and the top of the buoy is in the form of a turntable allowing the ship, moorings and hoses to take up the position the vessel lies naturally due to tide, wind and current conditions.

HOSES: Raising and lowering of, connecting and disconnecting of hoses as well as other shipboard duties will be performed by the ship's crew under the advice of the Mooring Master. The ship should be capable of lifting 10 tons on her derrick, with a minimum of 7.5 tons.

When the vessel is securely moored, the launch will bring the hoses alongside on the starboard side. The vessel will lower the cargo hook to the boatman who will hook it on to the lifting ring on the forward hose. The hose will then be lifted to full height on the boom and secured on the "Hang-off Chains" supplied. The hose is then lowered to the deck and the operation repeated with the after hose.

After completion of discharge the hoses will be filled with sea water by the ship. The hoses can then be disconnected from the manifold and lifted over the side of the ship and hung there on the slip ropes to be slipped off simultaneously with the moorings. This last operation will be carried out on the advice of the Mooring Master.

UNMOORING: On sailing, hoses will already have been disconnected and towed clear by the attendant launch. The weight of the moorings is taken off the pick-up rope, the shackles disconnected, and the chain and pick-up rope lowered into the water. The shore ropes and shackles are then lowered into the launch, usually from the port bow.

The Pilot will then disembark, using a combination gangway/pilot ladder on the port side.

BALLAST: Ballasting will be allowed during discharge but only with the express permission of the Discharging Master. In the case of ballasting into dirty tanks a Dry Tank Certificate must be first obtained. Vessels will be allowed to carry out Crude Oil Washing, but no other form of tank cleaning. There are no sludge tanks ashore.

FUEL: Agip Tanzania have a bunker barge but can only supply fuel oil.

FRESH WATER: Up to 300 tonnes of fresh water is available by water barge. A pumping rate of approximately 10 tonnes per hour may be expected. Approximate cost is U.S.$4.60 per ton.

STORES: Stores are available in Dar-es-Salaam, but the Tanzania Harbours Authority cannot undertake to transport stores to the Monobuoy. Transport of stores to the buoy will be the responsibility of the Agent.

REPAIRS: During periods of calm and the fact that there is little current, it is foreseen that the problem of riding up on the buoy may occur. The vessel's engines shall therefore be available at all times and the telegraph shall be on stand-by while the vessel is in the berth. Engine repairs are not permitted. Should a vessel not be able to use her engines the cargo will be stopped and the vessel towed to a safe anchorage at the vessel's cost, until she can safely return to the berth.

SHORE LEAVE: Shore leave can be arranged through Agents. Should any of the crew require to be landed for medical or relief reasons, the Agent will be reponsible for providing transport to the Inner Harbour. Tanzania Harbours Authority craft will on no account be available to ferry crew members to and from the passenger pontoon. The Monobuoy lies 4.5 miles from the passenger landing pontoon, which is situated in the Inner Harbour.

POLLUTION: It is the Master's responsibility to see that no oil of any kind is pumped or spilled overboard from his vessel. This includes oily water from bilges, crude residues from the previous voyages or any other matter that may result in the pollution of the area. Owners and Masters should comply with any international regulations and recommendations concerning the prevention of pollution of the sea.

Serious consequences will arise if the above rule is broken. All costs and expenses involved will be for the account of the vessel concerned and the Master may be prosecuted under the Tanzania Merchant Shipping Act.

REGULATIONS: While in the berth the vessel should provide a pilot ladder on the opposite side of the vessel to the gangway, secured at the rail and ready for use.

No boats of any kind shall be lowered without permission from the Customs, Immigration and Harbour Master, except in an emergency.

Tanzania Harbours Authority maintains vessels to assist in berthing. These vessels are under the direct supervision of the Mooring Master/Pilot. Any service or facility provided by the Tanzania Harbours Authority, including the services of the Mooring Master/Pilot and boats are the vessel's risk. The furnishing of Mooring Master/Pilot and launches or other services and facilities shall not be construed to be or give rise to a personal contract.

STOWAWAYS: Vessels are warned that stowaways remain a serious problem at the Terminal. All exterior doors should be kept locked, especially in the forecastle, and, if possible, the chain lockers should be sealed on deck. A thorough search prior to departure is essential.

Stowaways found aboard will be escorted ashore by the Port Police or the Pilot when he disembarks (contact Signal Station on VHF Channel 12).

AGENCY: The sole ship's Agency in Tanzania is National Shipping Agencies Co. Ltd (NASACO). The Department dealing with tankers at the Terminal is Ruvuma Department. Tel: Dar-es-Salaam 29425. Telex: 41235. P.O.Box 9082, Dar-es-Salaam.

AUTHORITY: Tanzania Harbours Authority, P.O.Box 9184, Dar-es-Salaam, Tanzania. *Tel:* 21212, 46041. *Telex:* 41346 Portreeve. *Cables:* Bandari Dar-es-Salaam. *FAX:* 46043. *Contact:* Director General/Chief Marine Officer.

MKOANI (Kohani): 05.21 S. 39.38 E. (See Plan)

DOCUMENTS, HEALTH: Refer to "Zanzibar".

PILOTAGE: Pilot available on request from Zanzibar.

RESTRICTIONS: Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.

Entrance through Mkoani leading marks, buoyed and well-lit channel, depth of 11 fathoms. Vessels may enter and sail any time night and day.

ANCHORAGES: No mooring buoys. Minimum depth 6 fathoms. Vessels work cargo to lighters. Sandy bottom with mud close inshore.

MAX. SIZE: Length 250 ft.

TUGS: 2 tugs available.

FRESH WATER: Not available.

FUEL: Not available.

STORING: Very limited facilities and it is recommended that where necessary all storing be done in Zanzibar.

DEVELOPMENTS: A jetty, 130.4 m. long, is to be constructed offshore and joined to the shore by a causeway 466 m. long and 4.0 m. wide. Depth alongside 9.0 m. The jetty will be able to accept a vessel 4,000 d.w.t. on the outer side and small domestic steamers and dhows on the inner side.

AUTHORITY: Ministry of Ports and Shipping, Port and Marine Department, P.O.Box 263, Zanzibar. *Tel:* 32858, 32847 (home). *Telex:* 57267 Shipco TZ. *Contact:* Port Officer.

MTWARA: 10.16 S. 40.12 E. (See Plan)

DOCUMENTS, HEALTH: Refer to "Dar-es-Salaam".

APPROACHES: The entrance is approached by a channel marked by buoys and leading beacons. At its narrowest point abreast of Msemo Spit the channel is 1.5 cables wide. In spite of the sharp turn in this vicinity, vessels of up to 175.26 m. in length can enter the harbour at all stages of the tide. Once around the Msemo Spit there is a very good natural harbour with room for two 500 ft. vessels and 1 coaster alongside. There are 2 unmarked anchorages to accommodate vessels of up to 9.5 m. draft.

PILOTAGE: Compulsory. Pilot based at Dar-es-Salaam and flies to Mtwara when required. Scheduled flights 3 times a week. Early information concerning ETA to Harbour Master, Dar-es-Salaam. (Southbound vessels requested to divert to Dar-es-Salaam to embark Pilot).

Pilot boards 0.5 mile North of Shangani Reef Buoy from available craft.

Signal Station can be contacted on VHF, Channels 12 and 16, between 0600 hrs. and 2200 hrs.

ANCHORAGES: No safe anchorage outside port.

RESTRICTIONS: Port closed from 1800 hrs. to 0600 hrs. No tidal restrictions.

MAX. SIZE: Length 175 m., draft 9.76 m.

RADIO: Dar-es-Salaam or Mombasa Radio.

TUGS: Join vessel off Signal Station, when available.

BERTHING: Deep-water Quay: 1,248 ft. length; 9.75 m. depth alongside at low water. 2 berths available at quay.

Sheds and Stacking Yards:

The port has 4 sheds for reception and storage of cargo with a total area of about 16,272 sq.m.

Transit shed No. 1 floor area is 3,121.4 sq.m.
Transit shed No. 2 floor area is 3,121 sq.m.
Transit shed No. 3 floor area is 728 sq.m.
B.P. shed floor area is 9,302 sq.m.
Stacking yard area is 9,000 sq.m.

Cargo Handling Appliances:

2 Jones mobile cranes (11 tons).
7 Fork lift trucks (2.5 tons and 5 tons).
5 Tractor trailers.
2 Tractors.

Marine Craft:

The port owns 2 launches and 1 pilot boat.

CARGO GEAR: Vessels load/discharge using ship's gear.

STEVEDORES: Stowage plan required, preferably 2 weeks prior to arrival. Gang arrangements to be made 24 hours before arrival.

Normal Working Hours:

Weekdays:	1st shift:	0700-1500
	2nd shift:	1445-2215
Saturdays:	1st shift:	0700-1230
	2nd shift:	1230-2030

A maximum of 3 hours overtime is permitted after 2nd shift in order to finish the ship.

MEDICAL: Doctor and dentist available. All crew require valid chole and yellow fever inoculation certificates.

DENSITY: 1025.

FRESH WATER: Not normally available during daytime but available night in limited quantities.

FUEL: Not available.

GANGWAY/DECK WATCHMEN: Arranged by Agents.

HATCHES: Opening/closing carried out by stevedores.

REPATRIATION: Possible.

AIRPORT: 7 miles from the port. 3 scheduled flights a week to Dar-e Salaam International Airport.

TIME: GMT plus 3 hours.

HOLIDAYS: All holidays worked as Sunday except following days whe no work done: Christmas Day and 1st May.

POLICE/AMBULANCE/FIRE: Port Police Tel. 059-3152. Port Fi Brigade Tel. 059-3043.

TELEPHONES: Direct connection on board not possible.

BANKS: The National Bank of Commerce (NBC), P.O.Box 142, Mtwa Tel. 059-3267, 3304. Fax: 059-3329. This bank is within 2 km. of th port.

STORING: Trucks can proceed alongside the quay.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: Required.

GARBAGE DISPOSAL: Drums are provided alongside the quay. Whe the ship has sailed, final bills are immediately dispatched to the ship agent for payment.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Tanzanian Shilling. U.S.$ 1.00 = 514 TSh (March 1994).

SHIPMASTER'S REPORT: December 1981 (Updated 1990).

Vessel called at Mtwara on 1st December, 1981. The following fac were obtained from Port Manager and Pilot:

Documents/Health: Refer to Dar-es-Salaam.

Pilotage: Pilot is based at Dar-es-Salaam and flies to Mtwara whe required. Early information concerning ETA to "Harbour Master – Da es-Salaam". Pilot arrives by Air Tanzania regular flight. He may stay the Pilot's Rest House or aboard the vessel. Pilot boards 0.5 miles N of Shangani Reef Buoy from tug. Pilot ladder to be 3 ft. above wat Pilotage during daylight hours only. Signal station can be contacted Channel 12 between 0600 hrs. and 1800 hrs. Channel 16 also availab if required.

Approaches: Ras Msamgankuu lighthouse unlit. The entrance approached by a channel marked by buoys and leading beacons, unlit. Buoys only weighted and liable to drift. There are 2 unmarke anchorages to accommodate vessels of up to 9.5 m. All buoys and lea unlit.

Radio: "Mombasa Radio".

Tugs: Available from Dar es Salaam.

Cargo Gear: Ship's cranes or derricks used. Shore facilities (not us for discharging) consist of: 12 Hyster fork lift trucks (max. 3 ton 2 tractors and 10 trailers SWL 15 tons; 2 Jones mobile cranes × 15 to each and 5 Coles mobile cranes × 7 tons each.

Stevedores: Stowage Plan required, preferably before ship's arrival.

Medical: Doctor available. Medicine and/or injections in short supp and may not be available. All crew require valid Yellow Fever Certifica and anti-Malaria tablets should be taken on arrival.

Density: 1025.

Fresh Water: Sometimes available from quay in small quantitie No water barge.

Provisions: Fresh fruit and vegetables available in market.

Fuel: Not available.

Repairs: No facilities.

Gangway/Deck Watchmen: Arranged by Agent.

Agent: Only one Agent – National Shipping Agencies. Cable addre "Navigation Mtwara".

Identification Passes: Made out by Immigration Officials on boa Collected by Agent prior to departure.

Repatriation: Daily internal flights to Dar-es-Salaam.

Airport: 7 miles distant by road.

Time: GMT plus 3 hours (permanent).

Holidays: All holidays normally worked except Christmas Day a 1st May when no work possible.

Working Hours: Seven days weekly 0700–1500; 1500–2200 w requested extension from 2200–0100 if to finish vessel (except Hea Lifts).

Telephones: Direct connection on board not possible.

Telex: One machine in Post Office for general use. Otherwise Ag telephones Dar-es-Salaam Agent who forwards telexes.

Shore Leave: Crew allowed ashore.

Mail: Very slow.

Main Exports: Cashew nuts, sisal, timber, pigcon peas, Casava in ba (not palletised) or bulk (bags slit).

Fenders: Tyre fenders alongside cemented quay. Additional fend required by ship.

Cargo Security: Though adequate guards, security of cargo on qua a problem as frequent blackouts due to power failures.

Aero (RC): Strong signal operational 0800–1530 LMT.

Restrictions: Cameras must not be used. Taking of any photogra whatever is strictly prohibited.

Customs Allowances: Officers: 8 cans beer, 1 part bottle spirits. Rati 8 cans beer.

Heavy Lifts: Not worked after 1800 hrs. due to darkness.

Notes: (a) All navigation lights in Tanzania (except Zanzibar Island a Pemba Island) are unreliable.

(b) If next port is Dar-es-Salaam, Pilot will remain on board and ta vessel into Dar-es-Salaam.

SHIPMASTER'S REPORT: December 1983 (Updated 1990).

Documents/Customs Regulations:

Crew Declaration Form (Form C.8)
Declaration and Advice of Consumable Stores (Form C.7)
Passenger List or Nil List (Form C.6)
Parcels List or Nil List (Form C.3)

One copy of each of the above being required and 1 copy of the Manifest. (Company Manifest not acceptable, Form supplied locally.)

Dutiable goods allowance:

Each member of the crew including the Master is allowed 1 ounce of tobacco or 25 cigarettes per day. The Master and officers are also allowed a quarter pint of potable spirits and 1 quart of wine or beer. The other members of crew are allowed either a third of a pint of spirits or one sixth gallon of beer or one sixth gallon of wines. Dutiable stores are issued to a limit of 8 days (cigarettes) and 4 days (beer and spirits).

Quarantine Regulations:

1 copy of Maritime Declaration of Health.
1 Crew List with valid dates for Cholera and Yellow Fever.
Pratique not granted by radio.

Pilotage: Compulsory. Pilot is available between 0600 – 1800 hrs. and boards in an approximate position 1 to 2 miles North of Shangani Shoal.

Pilot boat (VHF Channels 12 and 16) – Pilots have hand set.

Anchorages: No recommended sea anchorage. If arriving off Mikindani Bay at night, it is prudent to cruise WELL OFF until daylight, currents are strong and set onshore.

A sheltered anchorage exists in the inner bay with reported good holding ground in about 12 fathoms.

Approaches to Berth(s): From the pilot station passing S.W. of Shoal Buoy into channel marked by an unlit buoy. The sharp bend around Msemo Spit requires very careful navigation and steering.

Radio: Standard instructions/communications.

VHF: Channels 12 and 16 available between 0800 – 1200 hrs. and 1400 - 1600 hrs. local time Mtwara Signal Station.

Tugs: Possibly available (on prior notice) from Dar-es-Salaam.

Description of Berth(s): Berth No. 3 situated on the main wharf which is of stone construction with rubber tyre fendering. Owned by Tanzania Harbours Authority.

Berthing: Night berthing/unberthing is not permitted.

Vessels normally berth starboard side to, 1 tug meets vessel off the signal station.

Mooring wires are permitted: shore gangway is available.

Density: 1025.

Tankers: Shore Lines: 10 in. Connections: 8 in. flexible hose. 65 m. from Eastern end of quay approximately. Grades: M.S., G.O., and K. Maximum Pressure: 75 p.s.i.

Ships' lifting gear required for 1.5 ton lift.

Fuel: Bunkers not available.

Fresh Water: Water supply has been improved but shortages may be felt in the dry season. It is reported to be of poor quality and should not be used for domestic purposes, unless boiled and filtered (See "Laundry and Stores").

Ballast: No ballast disposal or tank cleaning facilities available.

Port Regulations: Immobilisation of engines not permitted alongside.

Laundry and Stores Facilities: Reports indicate that fresh water and/or provisions obtained at Mtwara are of very poor quality and may have been the source of a severe infection which affected several ships' crews. Masters are, therefore, warned accordingly.

Repair Facilities: None available.

Crew Identification Cards: Crew require identity cards when proceeding ashore.

Medical: Medical facilities with government hospital available.

Precautions: Be careful of stowaways.

AUTHORITY: Tanzania Harbours Authority, P.O.Box 530, Mtwara. *Tel:* 3125, 2121, 2183. *Telex:* 56076. *Cables:* Bandari. *FAX:* 3153. *Contact:* M.J. Mungure, Port Manager.

Tanzania Harbours Authority, P.O. Box 9184, Dar-es-Salaam, Tanzania. *Tel:* 21212, 46041. *Telex:* 41346 Portreeve. *Cables:* Bandari. *FAX:* 46043. *Contact:* Director General/Chief Marine Officer.

TANGA: 05.04 S. 39.08 E. **(See Plan)**

PORT LIMITS: From high water mark at Ras Kwawa 090° to the meridian of 39° 15′ E., thence 180° to the parallel of Lat. 5° 05′ S., thence 270° to the mainland at high water mark. Time of anchorage within port limits to constitute an "arrived vessel".

DOCUMENTS, HEALTH: Refer to Dar-es-Salaam.

Shipmaster's Report: March 1981.

Same as Dar-es-Salaam "Shipmaster's Report" except: 7 Passenger Lists, 2 sets Vaccination Lists, Heavy Lift List.

APPROACHES: Tanga is approached from the S.E. through channel in line with Ulenge leading marks bearing 319° (T). A 3 fathom bank to starboard is marked by ship channel buoy. Care should be taken in this vicinity as there is frequently a strong set to the N.E. On the port hand, Niule Reef is marked on Northern tip by a beacon. After passing Niule Reef Beacon it is necessary to turn to port on to Ras Kazone leading marks bearing 266° (T) until Ulenge Beacon is sighted.

A signal station is situated immediately below Ras Kazone High Light. Signals are exhibited to indicate if inner channel to harbour is clear.

Late afternoon arrivals to Tanga may encounter poor visibility of land marks due to haze from setting sun.

PILOTAGE: ETA required via Mombasa Radio, if not given by Agents at previous port of call. Pilot embarks from white launch in vicinity of Ulenge Beacon on Ras Kazone leading line. Pilot ladder required on port side in N.E. monsoon, and on starboard side in S.W monsoon.

Vessels wishing to enter must await the arrival of the Pilot at the outer anchorage and, if anchored, must anchor well clear of the leading lines.

Pilotage is daylight only, but during the N.E. Monsoon, when vessels lie at anchor facing out to sea, Masters with previous experience of Tanga will be granted permission to sail at night without a pilot.

Masters of deep-draft vessels, or Masters who are in any doubt about their approach, may request a pilot in a position approximately one mile S.E. of Buoy No. 1.

ANCHORAGES: Tanga has no deep water berths. It is a lighterage port where ships are worked at anchor in the stream. Eleven safe anchorages have been marked by means of beacons. The inner harbour provides 7 anchorages for use by deep sea vessels with length of up to 213 m., and drafts of between 6.4 m. and 9.5 m.

The outer harbour has 3 anchorages with drafts well over 9.45 m.

Incoming vessels without Pilot should not anchor within 1 mile of Ras Kazone.

RADIO: Mombasa Radio. Ras Kazone Signal Station keeps 24 hour VHF watch on Channel 12.

TUGS: Available on request from Dar-es-Salaam.

BERTHING: All except bulk cargo work is carried out at anchor. Vessels are not berthed in Inner Harbour during hours of darkness except by special request in cases of urgency.

Fertiliser Jetty: A Fertiliser Jetty with a single berth of 16 m. maximum draft is available in the harbour. The jetty has 2 cranes connected to a sophisticated hopper system for handling materials for the fertiliser factory only.

Also see "Cargo Handling Facilities".

Quays: The new Lighter Wharf, 240 m. long, is situated at the Eastern end of the port. It has a depth of 2.44 m. at low tide. The old wharf now under modernisation has a length of 140 m., and has similar depth of 2.44 m. at low tide.

Facilities for harbour dhows and schooners engaged in coastal wise cargo transportation are provided at the end of the old wharf where only 1 schooner or dhow can work at a time. The water alongside has a depth of 2.44 m. at low tide.

CARGO HANDLING FACILITIES: One 20 ton fixed crane and one 40 ton mobile container handling crane are available on lighterage wharf for heavy lifts. 12 cranes of 5 tons capacity also available. A jetty on the Eastern side of Ras Kazone provides 1 berth for vessels of 20,000 d.w.t. equipped for the discharge of bulk cargoes and liquid ammonia. Two portal cranes of 7 tons capacity fitted with grabs. Jetty currently handling bulk products for fertiliser factory.

The port is able to handle 20 ft. containers on 5×20 ton trailers.

The port has 33 fork lifts, 3 tractor, 1 shunter and 2 Coles cranes, 3×16 ton Scamel trailers, 6×8 ton Scamel trailers, 4 Hyster cranes, 1×35 ton front loader for container handling and 4 Scamel hoses. The above equipment is maintained by the Authority's mechanical and electrical workshops at the port.

Sheds and Stacking Yard: There are 3 sheds for reception and storage of cargo.

The main stacking yard which is rail and road served covers a total area of 20,000 sq.m. There is also a new yard which covers an area of about 861 sq.m. Shed Nos. 6 and 8 are mainly for handling exports while Shed No. 7 is for imports. Total floor space of the shed is 10,000 sq.m.

Marine Craft: The transfer of cargo from vessels working at anchor to the wharves and vice-versa is done by means of lighters. There are 30 lighters in use. In addition there are 4 lighter towing tugs, 3 runboats, 4 labour launches and 2 landing pontoons.

PASSENGER FACILITIES: All passengers and visitors to ships pass through the Customs Passenger Terminal at the Eastern end of the new lighter wharf, and embark or disembark from the pontoon landing stage. Private hire launches available.

TANKERS: Two buoys are situated in a restricted area at the Western end of the Port for the use of local tankers transhipping oil products from Dar es Salaam.

FRESH WATER: There is no water available, even on the Lighter Wharf, due to very low water pressure.

FUEL: Only available to coasters at the lighter quay.

SURVEYORS: A Lloyd's appointed surveyor is available for cargo, container, on/off hire and draft surveys. Contact Mr.G.R.Blackway, P.O.Box 794, Tanga. Tel: Tanga 43327. Telex: 45033 NOTCO.

REPATRIATION: Repatriation is possible through Tanga, but would be far easier through Mombasa or Dar es Salaam.

GARBAGE DISPOSAL: No facilities available.

WASTE OIL DISPOSAL: No facilities available.

SEAMAN'S CLUBS: None.

CURRENCY: Tanzania Shilling (TS.).

All foreign exchange must be declared on arrival and may be checked before departure. A maximum of TS.200 may be tanken out of the country.

GENERAL: Refer to "Dar-es-Salaam" for all general information.

AUTHORITY: Tanzania Harbours Authority, P.O.Box 443, Tanga, Tanzania. *Tel:* Tanga 43078. *Telex:* 45000 Harbor TZ. *FAX:* 42360. *Contact:* Harbour Master/Port Manager.

Tanzania Harbours Authority, P.O. Box 9184, Dar-es-Salaam, Tanzania. *Tel:* 21212, 46041. *Telex:* 41346 Portreeve. *Cables:* Bandari. *FAX:* 25551, 46043. *Contact:* Captain J.K. Kwayu, Chief Marine Officer.

WETE (Pemba): 05.14 S. 39.43 E.

DOCUMENTS, HEALTH: Refer to Zanzibar.
PILOTAGE: Not compulsory, but restricted to daylight only. Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.
RESTRICTIONS: Entrance through Uvinje Cap, channel depth decreasing to 11 fathoms, with shallow patches to be avoided. Narrowest part of channel is 1.5 cables wide. Vessels may enter and leave at any state of tide but in daylight only.
ANCHORAGES: No mooring buoys. Vessels work cargo to lighters. Depth decreases to 2.5 fathoms. Mud bottom.
MAX. SIZE: 240 ft. length; 25 ft. draft.
TUGS: 2 tugs and 1 labour boat.
LIGHTERS: 3 lighters of 200 tons each.
6 lighters of 100 tons each.
FRESH WATER: Not available.
FUEL: Not available.
STORING: Very limited facilities and it is recommended that where necessary all storing be done in Zanzibar.
AUTHORITY: See "Zanzibar".

ZANZIBAR: 06.09 S. 39.11 E. (See Plan)

DOCUMENTS:
Bill of Health.
3 Crew Lists.
6 Passenger Lists.
3 Cargo Manifests.
3 Customs Manifests.
Also Required: Bills of Lading, Ship's Papers, Ship's Certificates, Health Certificates (Yellow Fever and Cholera).
PILOTAGE: Compulsory. Pilot requires ETA 24 hours before arrival. Contact can be made through pilot station (VHF Channel 16 – 24 hours a day). Pilot boat may be contacted on VHF when in operation – pilot boat is painted orange.

Vessels approaching from English Pass embark Pilot at Seagull Buoy, and vessels approaching from South Pass meet Pilot at Penford Buoys. Pilot takes vessel in an out, day and night. Vessels awaiting Pilot anchor at the boarding position.

Recommended time for entry and departure is between 0600 hrs. and 1800 hrs.
ANCHORAGES: 6 anchorages to accommodate vessels drawing up to 32 ft. Additional anchorage provided for vessels carrying explosives.
RESTRICTIONS: 2 entrances, English Pass and South Pass. The former is approximately 1 mile wide and has minimum depth of 6 fathoms 4 ft. and a very narrow angular turning corner of 1.7 cables width. South Pass wider and deeper than English Pass. Passes are well buoyed and lit. In English Pass, tidal stream runs North and is stronger on ebb than on rising tide. South Pass, tidal stream runs N.N.W. and stronger on flood than on ebb-tide. Vessel may enter or leave at any state of tide.
MAX. SIZE: (Anchorage) Length 1,100 ft., beam 110 ft., draft 32 ft.
Also see "Developments".
HEALTH: Pratique given by Quarantine Officer who boards on arrival. All crew required to be in possession of valid yellow fever and cholera inoculation certificates.
RADIO: No official call sign for the control station, but there is a new radio installation at the Agency on VHF Channel 16 with a call sign ZANSAC (Zanzibar National Shipping and Agency Corporation).
There is also a long-range radio on frequency 8297.3 kHz.
RADAR: No installation.
TUGS: No tugs are required as all vessels work in stream. Tugs are only used for towing barges to and from vessels, transporting labour and other stevedoring activities.
BERTHING: Concrete pile wharf 800 ft. long to North of Ras Shangani used mainly for lighterage purposes and for berthing Government coasters. Under special circumstances, upon prior request to Port Officer, vessels of less than 375 ft. length and drawing less than 20 ft. may be permitted to berth alongside, but due prevailing onshore winds this practice not encouraged.
Also see "Developments".
CRANES: Four old cranes and 1 mobile crane of 7 tons at the Wharf. No heavy lift cranes, however if heavy lift crane required, arrangements are easily made to put the load in a landing craft to be discharged at a point near the port, using lowloader to tow it to its destination. No objection to vessel using its own gear.
BULK CARGO FACILITIES: No berth for foreign vessels, all work carried out in stream.
Discharging Rate: 350 – 400 tons per gang per day in case of bagged stuff or pallets. No facilities for bulk cargo handling or containers, but one or two containers can be handled.
STEVEDORES: Normal working hours Monday to Thursday, 0700 to 1500 hrs. Friday 0700 to 1200 hrs.
Work can be extended on overtime for a second shift up till 2300 hrs.
Average rates: bagged cargoes 15 tons per gang hour, general cargo 8 tons per gang hour.
LIGHTERS:
2 lighters, open at the top for heavy equipment 280 tons each.
2 lighters for bag and general cargo, each with a capacity of 300 tons.
5 lighters for bag and general cargo, each with a capacity of 200 tons.
5 lighters for bag and general cargo, each with a capacity of 150 tons.
6 lighters for bag and general cargo, each with a capacity of 100 tons.
FRESH WATER: There is one water barge of 250 tons capacity. Wa can be supplied at the wharf by hydrant or at the anchorage in the strea by water barge.
FUEL: Not available.
SURVEYORS: Department of Marine Transport, P.O.Box 26 Tel: 32857.
STORING: See "Prelims".
1. Storage done by barges.
2. There is no restriction in doing so, provided the Master can allo both operations to be done simultaneously.
3. Yes.
4. Yes.
5. Stores have to be checked by the Customs Authority.
GENERAL: Members of the crew who wish to fish around the harbo limits have to notify the Signal Station and the harbour police of directi they are going. If the crew wish to visit the offshore island, they have contact the Agent who will obtain permission for them and advice.
DEVELOPMENTS: *The West Wharf:* Facing West with a total length 260 m. This is a combined length of 170 m. on the Northern end w 9.0 m. water depth for longer vessels of up to 30,000 d.w.t. The Southe portion of 90 m. length with 5.5 m. water depth is for smaller vesse berthing.
The North Wharf: Facing North with 130 m. length and 5.5 m. wa depth. This will also be used for smaller vessels' berthing.

The new jetty will extend some 10.0 m. further seaward of the existi one, and will have a container storage area located on the Southe end of the West Wharf.
AUTHORITY: Department of Marine Transport, P.O.Box 263, Zanziba Tanzania. *Tel:* 32858. *Telex:* 57267 Shipco TZ. *Cables:* Shippin *Contact:* Captain Ramadham Saleh, Port Officer. Major H. Kh. U. Mlind Director, Department of Marine Transport.

NOTES

Please also advise Shipping Guides Ltd.

Thailand

GENERAL:

IMMIGRATION: The Thai Immigration Department has issued a Notification, dated March 15th, 1976 to the following effect:

"Chinese or Hong Kong crew members not in possession of Seamen's Discharge Books, but holding Certificates of Identity only are not recognised as bona fide crew members, and are liable to Immigration Guarantees at 50,000 Baht per person, to be filed upon arrival."

All concerned are kindly requested to check and ensure that all Chinese crew members are in possession of either Passports or valid Seamen's Discharge Books, and not Certificates of Identity, to avoid complicated Immigration procedures involving deposits, etc.

REGULATIONS: Thai Government Regulations: Thai laws relating to the production, possession, distribution and use of narcotic drugs are extremely severe. Penalties for infringement range from prison sentences and fines to life imprisonment and even execution.

The Thai Navigation Act requires Masters of all vessels calling at Thai ports to observe the following:

On preparing to depart Thai waters, vessels shall fly the International Code flag indicating that the vessel is about to proceed to sea (code flag P).

If the vessel is to depart in the morning this flag is to be flown in the afternoon of the previous day, if departure is in the afternoon, code flag P is to be flown in the morning.

Departure shall be notified to the Harbour Master at least 6 hours before expected time of departure.

Documents required by Port Authorities (other than those required for specific ports) include:

Ship's Licence and Safety Equipment Certificate.
Certificate of Registration.
Certificates of Competency (including Radio Officers).
Radio Certificate.
Ship's Articles.
Last Port of Call Clearance.
Log Book.
Load Line Certificate.
Derat or Exemption Certificate.

BANGKOK: 13.26 N. 100.35 E. (See Plan)
KOHSICHANG: 13.10 N. 100.50 E.

LOCATION: Bangkok Port is located on the left side of the Chao Phraya River between Km. +26 and Km. +29, in the Klongtoey District of Bangkok.

PORT LIMITS: The waters under the Authority's jurisdiction and responsibility begin from the Memorial Bridge of the Chao Phraya River downstream to the Km. −18 in the Gulf of Thailand, about 57 km. long.

DOCUMENTS: Ship's forms: Crew List; Passenger List; Stores List; List of Arms and Ammunition for ship's use; List of Arms and Ammunition in possession of passengers; List of opium and harmful habit-forming drugs; List of crew private belongings (cigarettes, radio, gramophone, camera, etc., including foreign currencies and liquors); Dangerous Cargo List; List of heavy lifts; Stowage Plan; Inward Cargo Manifest; Transit Cargo Manifest; Through Cargo Manifest; List of Containers.

Documents to obtain from officials and Agents: Immigration forms No. 3, 4 and 35, obtainable from Agents. International Maritime Declaration, obtainable from Quarantine Officer.

For safety reasons, all dangerous goods such as calcium hypochlorite, butanox (methyl ethyl ketone peroxide), sodium hydrosulphide, nitrocellulose and potassium chlorate, are not allowed to be kept in a godown or dangerous goods warehouse. Such dangerous goods have to be discharged overside into a barge or cargo boat or truck.

APPROACHES: The entrance of the river Chao Phraya is marked by the Bangkok Bar light beacon situated at the Lat. 13° 26′ 24.3″ N., Long. 100° 35′ 48.1″ E. Sea-going vessels have to cross the bar at the mouth of the river through an 18 km. long bar channel, which is dredged to a depth of 8.5 m. from MSL (mean sea level), and a bottom width of 100 m. in the straight section and 250 m. in the curve.

The depth of the river within the port area varies from 8.5 m. to 11 m. from MSL.

The MSL at the Bangkok Bar and at Klongtoi is 2.3 m. and 1.63 m. above lowest low water respectively.

At present the limiting length of vessels entering the port is 172.2 m. (565 ft.). The limiting draft of vessels will be determined by the bar constant plus the depth of water (predicted in the Tide Table published yearly by the Hydrographic Department RTN) from LLW at the Bangkok Bar, but the max. draft of vessels allowed to cross the bar is not over 27 ft.

PILOTAGE: Pilotage is compulsory for vessels of overall length 50 m. or more, sailing between the entrance of the Bangkok Bar Channel and the upper limit of the port in the River (Km. +56 – Rama VI Bridge). Pilotage is under the supervision of the Harbour Department, a separate department attached to the Ministry of Transport and Communications. Advance notice required 48 hours prior to arrival.

Bangkok Bar Pilot Station (Red and white structure): Lat. 13° 22.6′ N., Long. 100° 35.9′ E., 22 km. from the Phra Chullachomklao Fort along the channel.

Also see "Shipmaster's Report" dated March 1984.

ANCHORAGES: See "Shipmaster's Report" dated March 1984.

RESTRICTIONS: *Bangkok:* No restrictions, able enter day and night, dependent tide at Bar Channel.

Kohsichang: No restrictions, able to enter day and night.

MAX. SIZE: Bangkok: Not exceeding 172 m. LOA. Max. draft 8.2 m.

Kohsichang: See "Berthing".

HEALTH: *Radio Pratique:* According to the Thai Ministry of Health's Regulations and International Health's Regulations Article 36:

Under the responsibility of ship's Master and shipping Agents, vessels from infected areas may apply for exemption of Quarantine through Radio Pratique by telegram sent to Quarantine Bangkok, stating name of ship, last port, number of passengers and health of crew and passengers.

(a) Vessels with passengers from infected areas proceeding to the berthing places in Bangkok must slow down at Paknam enabling Port Health Officer to board the ship for inspection.

(b) Vessels without passengers from infected areas go directly to berthing places in Bangkok where they will receive Port Health Officer for inspection.

Remarks: In case of suspected infectious disease on board any ship or anything suspect about health or ship sanitation, the ship's Master is requested, as early as possible, to inform the Port Health Officer at International Quarantine Office (Medical) Section, Immigration Division, North Sathorn Road, Bangkok, Tel. 39588.

Documents Required: 1 copy of Maritime Declaration of Health; 1 copy of Crew List; 1 copy of Passenger List; Derat or Derat Exemption Certificate.

Vaccination: Vaccination Certificates required: Cholera (only when leaving from infected areas); Yellow fever (only when leaving from infected areas).

However, vaccination may be done as deemed necessary by Port Health Officer even if the crew or passengers are from non-infected areas.

Vaccination certificates will be shown collectively for transit passengers/crew members and individually for disembarking passengers/crew members only.

Exemption from Vaccination: If the Port Health Officer is of the opinion that vaccination is contra-indicated on medical grounds, he shall provide the persons with reasons, written in English, underlying that opinion, which Health Authorities should take into account.

Death on Board: In the case of death on board after the ship arrived at the anchorage or at the port, permission to land the corpse must be obtained after the inspection of the Port Health Officer, if the cause of death was not quarantinable diseases.

Ship's Master or shipping Agent must inform the Port Health Officer if there are cadavers and/or remains on board of persons who died in a foreign port, in order to pass through the quarantine. The dead should be accompanied by a death certificate (or a true copy), signed by the medical officer and placed in a coffin hermetically sealed in a casket, which is air-tight and waterproof.

According to Immigration Law B.E. 2493 (1950): The traveller to Thailand must be free from diseases forbidden under section 14 (4) of the Immigration law such as: trachoma, leprosy, tuberculosis, venereal diseases, including persons having physical or mental defects who cannot earn their living.

RADIO/VHF: The Port Radio Station located at Lat. 13° 42′ 38″ N., Long. 100° 35′ 58″ E., is operated by the Port Authority of Thailand (P.A.T.) for the use of port business only.

Port Radio "Bangkok Thailand", call sign HSC 61 Station.

The incoming vessels are to communicate with port officers at the distance of between 1,500 – 2,000 miles by radio telegraphy.

HF – Power 1,000 watts.
– Port transmits on 8,466 kHz.
– Port receives on 8,363.2 – 8,367.2 kHz.
– Open 5 times a day at 0700, 1000, 1300, 1600 and 2000 hrs. GMT (About 30 minutes each time).

Information required from the vessel includes:

(1) Vessel's name and nationality.
(2) Last port of departure.
(3) Estimated time of arrival at Pilot Station.
(4) Draft (fresh water) in feet or metres.
(5) General cargo tonnage to be discharged.
(6) Dangerous cargo.
(7) Heavy lift required.
(8) Fresh water required.
(9) Number of passengers (landing and transit).
(10) Time of dropping anchor at Pilot Station.

So as to check the time to reach the Pilot Station, when entering the Gulf of Thailand, or at the distance between 400 – 1,000 miles, the vessel has to communicate with port officers again by radio telegraphy.

MF – Power 1,000 watts.
– Working frequency 500, 480, 454, 443, 425 kHz.
– Calling frequency 500 kHz.
– Traffic lists broadcast daily at 0450 hrs. GMT, and the beginning of every hour (2300 – 1700 hrs. GMT).

Upon reaching the Bar Channel, or at the distance of 6 – 10 miles from the Pilot Station, communication by radio telegraphy is to be changed to radio telephony, call sign "Port of Bangkok",

VHF – Power 60 watts,
– Calling Channel 16,
– Working Channel 14,

so that the vessel shall be informed of its mooring place.

Communication with the radio station of the Communications Authority of Thailand is required for any other business.

TUGS: Tugs join when vessel approaches berth, using tug's line without extra charge. 12 tugs available, 1,000 h.p. – 1,800 h.p. 2 tugs normally required for berthing and unberthing.

BERTHING: No difficulties in approaching berth. Agents will cable Master to inform when Pilot has been ordered to board vessel.

Final berth allocations are made each day at 1000 hrs. by a committee under the chairmanship of the Deputy-Director (Operation) of the Bangkok Port. The policy is known to be *First Come First Served* within certain conventions. Warships are given first priority in case of necessities.

Ships with break bulk import cargoes are berthed at the West Terminal. The dolphins and buoys are used to moor vessels loading exports, or undergoing minor repairs, etc. Vessels, on completion of discharge, and with cargo to load are moved to the dolphins. Container ships, which include combo and feeder ships, are berthed at the East Terminal. This is the general pattern of berth allocation, but there may be exceptions from time to time to meet the requirements of the day.

Midstream: 21 anchorage places and mooring buoys for sea-going vessels.

2 berths in front of Co-operative Salt wharf for 500 ft. vessels.

4 berths in front of Customs boarding station for 300 ft. vessels.

2 berths at Bangplakod for 565 ft. vessels.

1 berth at Bangplakod for 500 ft. vessels.

6 berths South Sathupradit (6 mooring buoys) for 450 ft. vessels.

3 berths North Sathupradit for 400 ft. vessels.

4 berths North of Krungthep bridge for 280 ft. vessels.

Berths: 87 wharves on both sides of the river for sea-going vessels:

Container terminal has a depth of 11.5 m.

18 berths at the East Quay and the West Quay for imported general cargo (km. 27 to km. 29) on the left bank of the river at Klongtoi operated by the Port Authority of Thailand for 565 ft. vessels with 27 ft. draft.

1 berth for imported cargo (km. 39.5) on the right bank of the river operated by Thai Maritime Company for 400 ft. and 280 ft. vessels.

2 berths for imported general cargo (km. 46) on the right bank of the river operated by Thai Maritime Company for 250 ft. vessels.

14 berths for imported petroleum products operated by private and government organisations for 150 ft., 350 ft. and 565 ft. vessels.

54 berths for export cargo operated by private companies for 280 ft. to 565 ft. vessels.

36 dolphins in front of Klongtoi Wharf. A row of 36 dolphins along the river at a distance of 275 m. from the Klongtoi Wharf, to accommodate 7 ocean-going freighters for exported cargo. Max. draft 8.2 m.

25 dolphins at Bang Hua Sua, Samutprakarn to accommodate 8 ocean-going freighters for imported-exported cargoes. Max. draft 8.2 m.

Kohsichang: 7 berths available, no limit on length, max. draft 35 ft. – 47 ft. Kohsichang is not under the jurisdiction of Port Authority of Thailand.

Also see "Shipmaster's Report" dated September 1982.

CRANES: 2 floating cranes of 125 tons capacity may be used for handling cargo in the ship's holds. Both are owned and operated by private companies.

Item	*No.*	*Capacity*
Rail-mounted Shoreside Container Cranes	12	32 tons
Semi-portal Cranes	12	3 – 5 tons
Transtainers	10	30 tons
Mobile Cranes	19	10 – 50 tons
Top Loader and Container Stackers	42	30 – 40 tons
Empty Container Reach Stackers	24	6 – 10 tons
Forklifts	334	7,000 – 10,000 lb.
Forklifts	43	5,000 lb.
Trailers for Towing Tractors	34	10 tons
Towing Tractors	30	8,000 – 12,000 lb.
Trailers	12	20 – 30 tons
Container Chassis	104	30 tons
Yard Hustlers	88	30 tons
Multi-purpose Trailers	10	10 tons
Motor Trucks	179	5 – 7 tons

BRIDGES: Bangkok port has one bridge only. However, as bridge up river, vessel permitted to pass bridge with LOA not exceeding 280 ft.

STEVEDORES: Vessel to advise Agents 48 hours prior arrival, text required in this cable to be ETA, Drafts, Tonnage of cargo aboard for Bangkok, Number of crew/passengers, Dangerous cargo/Heavy lifts, Gangs required. Undertaken by private companies.

Working Hours: 0800-1200 hrs. – day shift, 1300-1630 hrs. – day shift, 1630-1800 – overtime (working through), 1900-2400 hrs. – first half-night shift, 0100-0500 hrs. – second half-night shift, 0500-0700 – overtime (working through, but should apply for P.A.T. approval).

On Saturdays, Sundays and public holidays, the day shift finishes at 1600 hrs.

MEDICAL: Hospital facilities available, advance notice of ETA required.

TANKERS: No facilities.

DENSITY: Bangkok: Minimum 1000, maximum 1011; Kohsichang: 1021.

FRESH WATER: Available, supply can be made through barges and shoreline. Capacity of barges from 120 to 250 tons, rate of supply approx. 30 t.p.h. Advance notice 24 hours.

FUEL: Available. Supply can be made by barges, no delay on bunkering, advance notice 48 hours.

FIRE PRECAUTIONS:

1. Smoking is strictly prohibited in transit sheds and warehouses and in the vicinity of explosives and dangerous cargoes.
2. There is a Fire Brigade unit in the port area with fire fighting equipment, such as fire fighting vehicle, portable chemical fire extinguishers and tug equipped with fire fighting system.
3. It is prohibited to discharge and load dangerous cargoes, such as explosive cargoes and radio active substances.

CONSULS:

Argentina	36911-3
Australia	35970-9
Austria	58327, 59071, 517208
Belgium	30840
Brazil	59070, 5 – 6030
Cambodia	57650, 57709, 55223
Canada	3 – 2956-7, 3 – 0746, 3 – 8215
China	5 – 8051-4, 51 – 3912
Denmark	26 – 3930
Egypt	53358
Finland	33617
France	3 – 0957-9, 3 – 0950, 3 – 4644
Germany	86 – 1041
Great Britain	53291, 517952
Greece	52 – 1686
India	3 – 5065
Indonesia	5 – 8045 – 7, 51 – 8915
Iran	86 – 0950, 86 – 1350
Iraq	229353
Ireland	39454
Israel	5 – 3371-2, 51 – 8915
Italy	3 – 4508, 3 – 7230, 3 – 7819
Japan	5 – 3301-9
Korea	86 – 1074-5
Laos	86 – 1041
Malaysia	86 – 1390-1
Monaco	31437
Myanmar (Burma)	30237, 31698
Nepal	917240
Netherlands	5 – 3360, 5 – 3368-9
New Zealand	3 – 5936-7
Norway	3 – 0271
Pakistan	5 – 7006-8
Panama	911289
Philippines	910008, 910211
Portugal	30372
Russia	31824
Saudi Arabia	37941-2
Sri Lanka	8291168
Singapore	30509, 33117, 38735, 38741
Spain	56502, 58368, 55167
Switzerland	58002-4
Sweden	863907-8
Turkey	73999
United States of America	59800, 59801-9, 53101, 55981, 517986, 516939, 519914, 58478 522723
Vatican	31804
Vietnam	517201-3

REPAIRS/DRY DOCKS: No major facilities at the port. Mobile rep companies available. No berth dedicated for repair work.

SURVEYORS: Contact Port Authority.

GANGWAY/DECK WATCHMEN: Necessary. Theft of wire, paint a tools has occurred.

OPENING/CLOSING HATCHES: Normally by ship's crew.

CUSTOMS ALLOWANCES: *Customs Regulations:* It is prohibited law to bring the following articles into Thailand: narcotics: her morphine, cocaine, opium, heroin, marijuana etc.; obscene literature pictures, firearms or ammunition (except those obtained by permit fr the Police Department or the local registration officer).

Following items are permitted to bring into Thailand free of du personal effects: accompanied with the owner for his own or professio use in reasonable quantity, except motor vehicle, fireams a ammunition, provisions. As for spirituous liquor, cigarettes, cigars smoking tobacco, being personal effects and accompanied with t owner, the Director General of Customs may impose any restriction w respect to the exemption from payment of duty at any port as considers suitable but the quantity must not exceed: (a) cigarettes; t hundred grammes, (b) cigars, smoking tobacco; two hundred and f grammes, each or altogether, (c) spirituous liquor; one li Photographic/cinematographic apparatus and sound record machines imported by persons who temporarily visit Thailand for t purpose of taking photographs or recording; but films, plates or artic for recording, imported for such purpose must be in accordance w the condition and quantity specified by the Ministry of Finance: photographic films (roll); not exceed 5 rolls, (b) photographic fi (plates); not exceed 40 plates, (c) cinematographic films (8 or 16 m in width); not exceed 5 rolls, (to be re-exported within six months fr the date of importation).

Permanent residents of Thailand must register their cameras on t outgoing trip to gain duty free status.

The export of Buddha images and antiquities are prohibited exc for qualified educational, cultural and archaeological purposes.

CARGO GEAR: Supplied by stevedores except cargo tent and for truck.

REPATRIATION: Possible; however, no facilities for crew changes

AIRPORT: About 30 km. from port, regular services by airlines.

TIME: GMT plus 7 hours. No change during the year.

HOLIDAYS: New Year's Day, Buddhist's Day, Song-Kran Festival D (Thai New Year), Royal Plouging Ceremony Day, Coronation D Chulalongkorn Day, Constitution Day, PAT's Anniversary Day, H.M. King's and the Queen's Birthday, and Chakri Day. When any one these holidays falls on a Saturday or a Sunday, the following Mon is observed as a holiday.

POLICE/AMBULANCE/FIRE:

Police Tel: 2498888-91.

Marine Police Tel: 2496399, Ext. 2790.

Fire Department Tel: 2490399, Ext. 2993, 2999, 2444.

Ambulance Tel: 2494106, 2490399, Ext. 2223, 2224, 2258.

Hospital Tel: 2494106, 2490399, Ext. 2223, 2224, 2258.

EMERGENCY CO-ORDINATION CENTRE: Not available.

BANKS: Bangkok Bank (Klongtoey Branch). Tel: 2499312-4.

Thai Farmer Bank (Klongtoey Branch). Tel: 2490463-4.

STORING: See "Prelims".

1. Vessel can be stored by barges or trucks.
2. Vessel can store from barges during loading or discharging.
3. Trucks cannot proceed alongside the berth, but Port Auth provides the parking area for trucks inside the Port Authority's a
4. —
5. Regulations of Customs Department are in force regarding stor
6. —

TELEPHONE: Available when alongside PAT berths.
SERVICES: No tank cleaning equipment. No facilities for discharge of tank washings. Compass adjusting, but spare parts unavailable. Radar/VHF/radio repairs. Lloyd's, ABS, Veritas, Nippon Kaiji Kentei Kyokai Surveyors available.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Required for all crew and officers.
GARBAGE DISPOSAL: Service provided by Port Authority.
WASTE OIL DISPOSAL: Service provided. Ship's Agent to make arrangements with private licensed contractor and Harbour Department.
SEAMAN'S CLUBS: Mariner's Club, 227 Tarua Road, Klongtoey, Bangkok, 10110 Thailand. Tel: 2493801.
CURRENCY: Local currency is Baht.
Exchange Rate: 25 Baht = U.S.$ 1.00.
36 Baht = £ 1.00.
23 Baht = 100 Yen.
14 Baht = 1 Mark. (April 1994).
DELAYS: Occasionally congestion, delay 1 to 2 days.
DEVELOPMENTS: Container yard and general cargo area to be completed by 1997.

SHIPMASTER'S REPORT: September 1980.
During S.W. monsoon Pilots appear to always require pilot ladder on starboard side and for vessel to leave pilot station platform to starboard when entering. Custom Officials board at Paknam on way up river to check documents. For repatriations, Immigration require 2 clear working days. After 30 days in Thailand must apply for extension from Immigration at a cost of U.S. $15.00 per man. Vessel must fly 'Blue Peter' 12 hours before sailing from Bangkok or liable to a fine of U.S. $5,000. Require 2 copies of Immigration Form 4 (Crew List) for departure.

Telephone calls can be made via Bangkok Radio on Channels 25, 26, 27, after calling on Channel 26.

SHIPMASTER'S REPORT: September 1982.
Loading of tapioca products in bulk quantities of 25,000 tons and more at Kohsichang:

There are three ways of loading:

1. Vessel anchors off the N.E. coast of the main island. A number of mobile cranes, 12 to 15, are placed on deck by means of a floating crane. The cargo is brought alongside in barges, shovelled by stevedore-labour in canvas slings and dumped into the cargo holds. An average of approximately 3,500 tons per day can be reached, however, delays are experienced by rain and by too much swell for some of the barges alongside.

Stevedore Labour: An average of 300 persons (men, women, children) are onboard during the whole of the cargo operation. The cooking is done on deck. The daily fresh water consumption will increase by 20 tons to 25 tons. Fresh water is available by barge from the mainland.

This way of loading involves most ships; 7 to 9 ships can be handled simultaneously.

2. At the same anchorage as No. 1 above, the vessel will have alongside two floating elevators. A daily average of 13,000 tons can be reached, also depending on rain/swell. Many less people are involved. One ship at a time can be loaded.

3. Loading alongside a silo based on the mainland. The daily average here will be about 14,000 tons, however at a draft of about 40 ft. – 42 ft. the vessel will have to shift to the anchorage to complete loading as under 1 or 2 above, most probably No. 1. The silo belongs to 2 shippers of cargo only.

Trimming of cargo is done mainly by means of bulldozers but trimming by hand/shovel is often required additionally.

Holding ground at anchorage is good. Ships swing round on a rather strong tide. Wind/rain squalls are experienced.

SHIPMASTER'S REPORT: March 1984.
Pilotage: There is no longer a pilot vessel at the Bar. Instead, a peculiarly shaped red-painted lighthouse type beacon has been erected. This beacon has accommodation for the Pilots, who board vessels using a small grey pilot boat. Position of beacon: Lat. 13° 22.8′ N., Long. 100° 35.9′ E. (BA Chart 1046).
Anchorages: Bangkok Bar Anchorage: Any ship with draft able to enter Bangkok Harbour, can anchor at this anchorage to wait its turn to enter. Limits of this anchorage are shown on BA Chart No. 1046. Ships proceed close to the beacon mentioned under "Pilotage", to pick up the Pilot.
Kohsichang Anchorage: There are no longer any N.E. or S.W. monsoon anchorages. Throughout the year Kohsichang Harbour limits are from the Island, East to Long. 101° 51.5′ E. and between Lat. 13° 08.9′ N. and Lat. 13° 11.3′ N. (Thai Chart No. 114).

AUTHORITY: Port Authority of Thailand, Sunthornkosa Road, Klongtoey, Bangkok 10110, Thailand. *Tel:* 66-2-2490399. *Telex:* 72331 Pat Th. *FAX:* 66-2-2490885. *Contact:* Admiral Prachet Siridej, R.T.N., Chairman to the Board of Port Commissioners. Vice Admiral Somnuk Debaval, R.T.N., Director General. Mr. Payoongkich Chivamit, Managing Director of Bangkok Port.
AGENT: Jardine Pacific (Thailand) Ltd., 24th Floor, Times Square Building, 246 Sukhumvit Road, Bangkok 10110, Thailand. Tel: 66-2-2678520. Telex: 21441 Jarthai. Cables: Jarthai. Fax: 66-2-2678401/2.
Associated with Jardine Shipping Agencies.

ERAWAN (FSU): 09.06 N. 101.21 E. (See Plan)

LOCATION: Erawan Terminal is situated in the Central Gulf of Thailand, approximately 300 miles South of Bangkok.

The Terminal co-ordinates are: Lat. 9° 05.35′ N., Long. 101° 20.47′ E.
Charts: British and American Charts and Publications referencing the Terminal location are as follows:
British Admiralty Charts No. 3963 and 3983: Hlaem Kho Kwang to Hlang Suan, and Hlaem Talum Phuk to Hlaem Mae Ramphung.
China Sea Pilot Volume 1.
U.S.Government Chart No. 93010: Gulf of Thailand.
Floating Storage Unit (F.S.U.): The F.S.U. "Erawan" is a modified 87,000 tons tanker, yoke-moored on a custom built buoy secured to the sea bed.

The Terminal's operation and control centre, communications network and accommodation facilities are housed onboard.

The unit is capable of simultaneously receiving produced stabilised condensate and of loading vessels secured alongside at a maximum of 20,000 b.p.h.

Condensate is stored and off-loaded in a controlled, pressurised, inert gas environment and metered to vessels.
DOCUMENTS: *Vessel Documents required by Port Authorities from Vessel's Master, Inwards, On Arrival:*
5 copies General Manifest Inwards.
5 copies Ship's Register.
5 copies Inward Cargo Manifest.
5 copies Through Cargo Manifest.
Safety Equipment Certificate (for inspection).
Safety Construction Certificate (for inspection).
Safety Radio Certificate (for inspection).
Current Freeboard Survey Certificate (for inspection).
5 copies Derat Certificate.
Clearance Outward for Last Port (Original).
5 copies Inward Cargo Manifest.
5 copies Crew List.
5 copies Passenger List.
5 copies Through Passenger List.
5 copies Crew and Passenger Declaration.
5 copies List of Deck Stores.
5 copies List of Engine Stores.
5 copies List of Ship's Equipment and Stores.
5 copies List of Provisions and Bonded Stores.
5 copies List of Arms, Ammunition and Restricted Drugs.
Cargo Lifting Gear and Equipment Certificate (for inspection).
5 copies List of Foreign Currency.
PILOTAGE:
1. Pilotage within the Terminal area is compulsory, except when proceeding to anchor.
2. A Company Mooring Master will board all vessels scheduled to occupy the loading berth. Masters of the vessels must ensure that they are familiar with, and strictly observe all regulations, paying particular regard to those covering safe operations and pollution of the sea (by oil, dirty ballast, garbage, or any other material).

Mooring Masters:
1. All Mooring Masters carry their own radios, but this does not exempt the vessel from having operational Marine VHF sets.
2. Masters are reminded that Mooring Masters must be afforded boarding facilities complying with accepted international standards, with regard to the vessel's freeboard.
3. The assigned Mooring Master (or his relief) will remain onboard the vessel from the time of boarding until the vessel clears the berth.
4. Should a loaded vessel be returning to the anchorage, the Mooring Master will not necessarily anchor the vessel, (however, he may do so in certain circumstances). He will, however, remain aboard until the vessel clears the Terminal area, or completes any documentation requirements.

Term of Acceptance – Conditions of Entry: After boarding, the Mooring Master will hand to the Master of the vessel a letter entitled "Conditions of Entry into and Use of Erawan Terminal", in duplicate and the Master must sign and return to the Mooring Master one copy before the Vessel moves from the boarding point.

This letter details the terms under which the Company accepts that vessel.
APPROACHES: *Approaches to the Terminal:*
1. The Terminal approach is through the Company's gas field restricted zone via 2 approach channels, one from the South and the other from the East.
2. The Southern Approach Channel is 2 miles wide at its narrowest point, and based on a line between Lat. 8° 45′ N., Long. 101° 30′ E., and Lat. 9° 04′ N., Long. 101° 25′ E.
3. The Eastern Channel is 2 miles wide at its narrowest point, and based on a line joining Lat. 9° 14.5′ N., Long. 101° 35′ E, and Lat. 9° 09′ N., Long. 101° 32′ E., and Lat. 9° 04′ N., Long. 101° 25′ E.
4. Currents in the area are predominantly S.E.'ly and seldom exceed 1 knot.

Restricted Area: This covers the Company gas fields in the area. Within this area, all activities, which could endanger the platforms or pipelines, are forbidden. For example, anchoring of vessels (outside designated areas), dredging, mechanical fishing (trolling and trawling), disposal of refuse, etc.

The area is bounded by lines joining the following reference points:

Latitude	Longitude
9° 55′ N.	101° 10′ E.
9° 55′ N.	101° 35′ E.
8° 45′ N.	101° 10′ E.
8° 45′ N.	101° 45′ E.
9° 05′ N.	101° 45′ E.
9° 05′ N.	101° 35′ E.

ARRIVAL: *Arrival of Vessels:* The Terminal operates 24 hours but will only berth vessels during daylight hours (0600 – 1800), throughout the year, subject to prevailing weather.

Berthing on Arrival: Vessels berthing on arrival will be boarded by the Mooring Master in the anchorage area, or at a point advised by the Terminal Manager or Mooring Master.

Thai Officials may board with Mooring Master.

Anchoring on Arrival: Vessels obliged or instructed to anchor should do so in the recommended anchorage. Anchoring time should be reported to Terminal Control as soon as is practicable thereafter.

Notice of Readiness: Vessels should tender Notice of Readiness:

1. At the time of entering the anchorage area, if berthing on arrival.
2. At the time of anchoring (if instructed to do so by the Terminal Control), or entering the anchorage area if intending to drift.

Notice of Readiness will be accepted subject to the following conditions:

1. The Terminal is open.
2. The vessel arrived within loading range dates, and is nominated. The Terminal may under certain circumstances berth a vessel arriving earlier than it's nominated loading slot, subject to the non-prejudice of another ship, and available cargo or berth.
3. That the vessel has advised the Terminal of the Estimated Time of Arrival (ETA), 72 hours, 48 hours and 24 hours prior to arrival, and thereafter, of any subsequent changes in her ETA of more than 2 hours.
4. That the vessel fulfills all the obligations of the Terminal Regulations and Safety Check List, and is ready in all respects to berth and load the nominated cargo.
5. That it is during the hours of daylight, considered to be from 0600 hrs. to 1800 hrs. local time.
6. That it is not a public holiday or Sunday unless the vessel is berthed on that day.

Deductible Laytime:

1. Manoeuvring time into the loading berth.
2. Time required for deballasting, if not concurrent with undelayed loading operations.
3. Time lost due to fault or failure of the vessel, including suspension of loading for vessel's purpose and or delays incurred due to failure to observe Terminal Regulations.

ANCHORAGE: The anchorage is an area of 1 mile radius centered on Lat. 9° 04′ N., Long. 101° 25′ E.

Should a Master decide to anchor in this area, his attention is drawn to the depth of water.

For the purpose of being "arrived", a vessel should proceed to within the anchorage area.

Anchored Vessels:

1. Vessels should maintain a continuous 24 hour VHF radio listening watch on Channel 16 and Channel 17 for further advice or berthing instructions from Terminal Control.
2. Shifting Anchorage: Vessels requiring to vacate or re-anchor in the recommended anchorage should inform Terminal Control.
3. Lifeboats: Except in an emergency, where ship's personnel may be required to abandon ship, vessels are not permitted to turn out lifeboats, or lower them to the water.
4. Refuse and Garbage: The dumping of refuse and garbage in the sea within the restricted area is expressly forbidden.
   Galley waste, and all other general garbage, should be contained onboard in a sanitary condition until the vessel clears the Restricted Area. Masters are cautioned that fines will be incurred for non-compliance.
5. Craft Alongside: No small craft, other than those on official business, will be allowed alongside, either in the anchorage, or in the loading berth.
6. Loss of Anchor(s) and/or Anchor Cables: In the event that a vessel should lose anchor(s) and/or anchor cable, Terminal Operations will, under no obligation, give assistance in attempts to recover them, subject to support vessel availability and Terminal operational requirements. The Terminal reserves the right to recover expenses so incurred.
   The use of anchor marking buoys is recommended.

RESTRICTIONS/MAX. SIZE: *Vessel Size Restrictions:* Vessels of a max. LOA of 800 ft., and a minimum length such that two of the Terminal fenders will lay alongside the parallel body, may berth at the Terminal.

All vessels must maintain their deadweight below 70,000 tons while at the Terminal.

The minimum acceptable lifting amount will be 10,000 barrels.

Vessel's Age: Vessels over 15 years of age will not be accepted. Exceptions may be made in the following circumstances:

1. Vessels that have previously loaded at the Terminal without incident, provided that they are still with same Owner/Manager and can, in the sole opinion of the Terminal, continue to undertake loading operations in a safe manner.
2. Vessels that have been inspected by a Terminal Representative, or nominated substitute and in the Terminal sole opinion are suitable to load at the terminal.
   Vessels should be nominated and inspected well before the intended date of lifting.
3. In all cases the vessel must comply with all other acceptance criteria.
4. Acceptance will be withdrawn, at the sole discretion of the Terminal, if the vessel fails to maintain the required standards of the initial acceptance.

Inert Gas System: All vessels over 20,000 metric tons deadweight must be fitted with a fully operational inert gas system serving all cargo tanks.

Pumping Rates:

Maximum for the Terminal will be 20,000 bbls./hr.
Minimum for the Terminal will be 5,000 bbls./hr.
Also see "Berthing" – "Operational Requirements".

RADIO: *Standard message required from vessels:*

(aa) Name and call sign of vessel.
(bb) Flag, Classification Society and year built.
(cc) ETA in Local Time (GMT + 7 hours).
(dd) Owner/Manager and years with.
(ee) Summer Deadweight and Length Overall.
(ff) Segregated or clean ballast. If clean, deballast time required.
(gg) Double sides, double bottom or double hull.
(hh) Nationality of Master, Officers and crew.
(ii) If any pollution incidents or port prohibitions in last 2 years.
(jj) Cargo requirements in barrels (GSV).
(kk) Draft on arrival.
(ll Last Port.
(mm) Confirmation that all cargo tanks are inert with an oxygen conte below 8%.

Note: Any vessel whose last port was in Thailand, and is unable to gi full Notice of Arrival, should ask their Agent to contact Unoca Production Operations Department or the Terminal, and give the abo information prior to the vessel sailing.

TUGS: One service vessel with tug capability and equipped wi pollution/detergent spraying and foam fire fighting systems availab There are also 2 inflatable dinghies for use by the Mooring Master, t boarding, in suitable weather conditions.

BERTHING: *Operational Requirements:*

1. The operations, including berthing, unberthing, deballasting, loadin and emergency operations shall be conducted in accordance wi the following:
   - (i) Oil Companies International Marine Forum/Internatio Chamber of Shipping (OCIMF/ICS), International Safety Gui for Oil Tankers and Terminals (ISGOTT) – lastest edition.
   - (ii) OCIMF/ICS – Ship to Ship Transfer Guide (Petroleum) late edition.
   - (iii) OCIMF – Standards for Oil Tanker manifolds and associate equipment.
   - (iv) Company's Terminal Regulations.
2. Arrival Draft: Vessels must arrive at the Company's facilities on suitable draft and trim, compatible with safe manoeuvring.
   A guideline for suitable draft is provided by applying the followin criteria:
   - (i) Moulded draft amidships (dm.) in metres to be not less tha dm. = 2.0 + 0.02 L (length).
   - (ii) Trim by the stern not greater than 0.015 L (length).
   - (iii) Propeller(s) fully immersed.
     This guideline is in accordance with the requirements of th "International Conference on Marine Pollution, 1973 Regulation 13.
     Typically an approximate 25% Summer deadweight balla condition should normally achieve these criteria.
   - (iv) The Terminal reserves the right to request Master to amen their arrival draft, if such draft is deemed to interfere with sa operations.
   - (v) Mooring and Hose Handling: Use of ship's anchors in th loading berths is not permitted. Vessels scheduled to loa should have both anchors cleared away ready for emergen use. To prevent accidental release, the cable stoppers shou be utilised until advised to the contrary by the Mooring Mast
   - (vi) Equipment supplied by the Terminal shall be taken on boa using the Terminal lifting gear. Vessel's personnel must b available to take the equipment on board and carry out moor and hose handling duties as advised by the Mooring Mast
3. State of Readiness:
   - (i) Main engines and essential machinery must be maintained a state of readiness, which will permit immediate unberthi in an emergency situation.
     No main engine repairs are allowed whilst vessels are secur in the loading berth. Steam turbine engine vessels shou engage the main turbine turning gear.
   - (ii) A vessel may be required to vacate a berth, should the Moor Master consider that conditions so warrant.
   - (iii) Adequate vessel personnel are to be available for all loadi deballasting operations and any emergency situation. Officer must be on duty and available at all times.
   - (iv) Masters are advised that the vessel's personnel are a required for all mooring and loading hose connection dutie
   - (v) Terminal personnel will normally board the vessel after berthi to advise on loading hose connection.

Mooring at the Terminal:

- (i) The use of tug(s) is the Mooring Master's or Terminal Manag decision. Their movement and use is co-ordinated by the Moor Master, in agreement with the vessel's Master.
- (ii) Vessels scheduled to berth at the Terminal will normally berth p side alongside. All mooring and unmooring operations at t Terminal will be accomplished using tug(s).
- (iii) Should starboard side alongside berthing be required, the vess Master will be afforded adequate advance notice to prepare.
- (iv) Mooring alongside the Terminal:
  - (a) Initial mooring lines will be passed to the Termina messengers passed to the vessel using a line throwing gu Mooring will be as the plan agreed between Mooring Mas and the vessel's Master.
  - (b) All mooring wires used must have synthetic rope tails wi breaking strength at least 20% greater than the breaking of wires to which they are attached.
  - (c) Standard mooring consists of 5 head lines, 2 springs 4 stern lines and 2 springs.
  - (d) Adjustment of mooring lines must only be undertaken in presence of the Mooring Master.
    Indiscriminate working of moorings may cause damage to the vessel and the Terminal.

(e) Vessels fitted with tension winches must have them on "Manual Brake", when secured alongside.

(v) The close-alongside derrick should be topped, rigged and secured inboard during berthing/unberthing operations.

(vi) Loading Hoses:
- (a) 2×8 in. hose strings, with 150 ANSI flanges, are available for loading condensate.
- (b) Advice on connecting loading hoses is given by Terminal personnel.

(vii) Special Requirements for Vessel's Loading at the Terminal:
- (a) The deck fire water main should be kept pressurised to normal operating pressure at all times.
- (b) Two foam-making branches on hoses should be laid out forward and aft, adjacent to the loading manifolds, and be maintained ready for immediate use.

LOADING:

(i) Masters are required to maintain their vessel in a safe operating condition. The vessel's arrival freeboard must not be exceeded, and deballasting controlled accordingly.

(ii) Vessels arriving with clean ballast in their cargo tanks may first be required to load an amount of cargo equal to the amount of ballast to be discharged. They will then deballast and on completion of deballasting will resume loading.
Segregation of ballast water and oil cargo is the responsibility of the vessel's Master. The Company accepts no responsibility for any co-mingling of oil and water.

(iii) Masters of vessels are cautioned that no facilities exist which allow excess loaded cargo to be pumped back to the Terminal.
The Company is not responsible for overloading any vessel under any circumstances.
It is the loading vessel Master's responsiblity to stop cargo on completion of loading, in accordance with procedure given in (vi). Adequate provision should be made to receive a minimal "overrun" of condensate after the "stop" has been requested, whilst loading pumps stop and valves close.

(iv) Loading hoses are regularly pressure tested to ensure their integrity.
The vessel's manifold valves should remain closed until the Mooring Master requests the vessel's personnel to open them.

(v) Good communications between the vessel and Terminal Control are essential. The Mooring Master will carry a hand-held radio to facilitate communication between all parties concerned (i.e. Terminal – Mooring Master and vessel's personnel).
If the vessel is fitted with a VHF radio in the cargo control room, it must be maintained on Channel 17.
Clear and concise operational advice from the vessel is requested, especially when changing over tanks and when stopping cargo. The Terminal requests a minimum of 15 minutes notice prior to either a change of pumping rate or cessation of loading.
Under no circumstances should the loading vessel valves be closed against the Terminal loading pumps.

(vi) Completing Cargo Loading – Stop Procedure: Vessel to Terminal notification required as follows:

15 minutes notice – "Standby to stop loading".
– "Slow down to (state thousands of barrels/hour)".
5 minutes – "Standby" to stop – second advice.
Volume aboard – "Stop loading".

(vii) Masters are advised that a prolonged slow loading rate (5,000 b.p.h. or less) is unacceptable, due to the operational constraints of the Terminal condensate metering system.

BALLAST: *Ballast Discharge and Pollution Control:*

(i) The discharge of bilges or dirty ballast water from crude oil vessels into the Gulf of Thailand is strictly prohibited. Acceptance and treatment of dirty ballast is not available. Vessels must arrive with clean ballast only for discharge to the sea. By clean ballast, it is meant that ballast in a tank which, since oil was last carried therein, has been so cleaned that effluent therefrom, if it were discharged into clean calm water on a clear day, would not produce traces of oil on the surface of the water or on adjoining shorelines, or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

(ii) Vessels presented for loading, which cannot comply with the requirements of (i) above and have to retain ballast on board, are advised that any deadfreight so incurred will be for the vessel's account.

(iii) Ship's Bilges: Ships should arrive at the Terminal with bilges pumped empty. Any residues accumulating whilst the vessel is in port should be retained on board.
Heavy fines will be incurred by vessels discharging oil or oil polluted water whilst at the Terminal.

FUEL: Not available.
REPAIRS: No facilities.
TIME: GMT plus 7 hours.
SHORE LEAVE: Shore leave for visiting vessel's personnel is not permitted. Vessel's personnel may pass through the Terminal in an emergency, when special arrangements can be made through the vessel's Agent, in conjunction with the Terminal Manager.
GENERAL: *Vessel's Agent:* All the vessel's business, including Cargo and Customs Documentation and the Shipping Documents, will be conducted by the vessel's Agent.

SHIPMASTER'S REPORT: March 1993.
Location: Erawan Terminal (Floating Storage Unit), operated by Unocal Thailand, is situated in the Central Gulf of Thailand, approximately 300 miles South of Bangkok in position Lat. 09° 05.35′ N., Long. 101° 20.47′ E.
Documents: When coming from a port in Thailand, no documents required, only Port Clearance from last port. Otherwise all documents to be dealt with as under Sriracha, Thailand.
Pilotage: Compulsory. Berthing Master will board vessel in or near Export Tanker Anchorage.
Anchorage: The anchorage is an area of 1 mile radius, centered on Lat. 09° 04′ N., Long. 101° 25′ E. Water depth is approximately 200 ft.
Approaches: The Terminal approach is through the Unocal's gasfields restricted zone via 2 approach channels, one from the South, and the other from the East.
- (a) The Southern Approach Channel is 2 miles wide at its narrowest point, and based on a line between Lat. 08° 45′ N., Long. 101° 30.0′ E. and Lat. 09° 04′ N., Long. 101° 25′ E.
- (b) The Eastern Approach Channel is 2 miles wide at its narrowest point and based on a line joining Lat. 09° 14.5′ N., Long. 101° 35′ E. and Lat. 09° 09′ N., Long. 101° 32′ E. and Lat. 09° 04′ N., Long. 101° 25′ E.

Currents: Currents in the area are predominately Southeasterly and seldom exceed 1 knot.
Restrictions: Berthing daylight only. Max. wind speed 25 knots. Unberthing day and night.
Max. Size: LOA 250 m. Export tanker fullest displacement when alongside "FSU Erawan", not to exceed 70,000 tonnes.
Radio: 72 hours prior to arrival at the Unocal Field, vessels should advise Unocal Thailand of their ETA. Advice should be sent by cable via Bangkok Radio, Telex: 82632 UNOCAL TH, Fax: 02-541-1436 or Tel: 02-541-1970.
Notice of Arrival should state:
1. Name of vessel and call sign.
2. ETA in GMT and date.
3. Cargo requirements.
4. Deballasting time required.
5. Maximum loading rate.
6. Vessel's draft on arrival.
7. If there is any sickness aboard or clean Bill of Health.
8. Last port of call.
9. Any hull, bulkhead, valve or pipeline leaks on vessel, which could affect loading or cause pollution.
10. Distance in feet from bow to the cargo manifold.
11. Flange dimensions of vessel's manifold, if not ANSI B 76.5, B 1560, ASA 150 or equivalent.
12. Confirmation that all cargo tanks are inert with oxygen below 8%, and inert gas systems are fully operational.
13. Is there a derrick/crane at the port manifold, with a minimum safe working load of 10 tons.

All communications should be addressed to Section Head Gas and Condensate Sales, with copy to Manager FSU and Marine Control SLQ. An updated ETA should be sent 48 hours and again 24 hours prior to arrival at the Unocal field.

Vessels whose last port was in Thailand, and unable to give full Notice of Arrival, should have their Agent contact the Unocal Company or Terminal and give their ETA prior to sailing.
VHF: First contact to be made on Channel 16, working on Channel 17 with "FSU Erawan".
Radar: On approach, when 1 mile off "FSU Erawan", radars have to be switched off.
Tugs: One supply vessel "Smit Belait" available. It will bring Pilot and Loading Master on board, and assist in mooring. It will make fast with 1 tugline on starboard bow.
During unberthing, tug will pull the head of "FSU Erawan" into the wind, and will pick-up Pilot after mooring.
Tankers: 2×8 in. hoses to be connected on port manifold. Loading rate approximately 3,000 cu.m./hr.
On arrival, oxygen % content of all tanks will be measured. API of Erawan Condensate is 57.0.
Repairs: Not allowed, engines to be kept on short notice.
Time: GMT plus 7 hours throughout the year.

AUTHORITY: Unocal Thailand Ltd, Central Plaza Office Building, 1693 Phaholyothin Road, 10900 Bangkok, Thailand. *Tel:* 02-541-1970. *Telex:* 82632. *FAX:* 02-541-1436. *Contact:* Captain Michael E. Harris, Marine Superintendent.
AGENT: See "Bangkok".

KANTANG: 07.25 N. 99.31 E.

SHIPMASTER'S REPORT: April 1982.

PORT LIMITS: Vessels anchored in the bay between Ko Talibing and Ko Liang Hnua are considered to be "arrived ships".
DOCUMENTS:
6 Crew Lists.
4 Passenger Lists.
2 Stores Lists (including dangerous drugs, explosives, bonded items, ship's wireless sets, TV, radio, etc.).
2 Personal Property Declaration.
2 Cargo Manifests.
PILOTAGE: Not compulsory.
Due to shallow waters and absence of chart it is recommended to take the services of the local Pilot, though he speaks only local language. Pilotage distance is about 15 miles up the river.
Pilot boards at the anchorage and takes the vessel up to Kantang. Berthing is also done by him, but it is recommended that the Master does this himself.

ENTRANCE: No large scale chart is available. The only chart available is B.A. Chart No. 3942.

Keep well clear of Light Ko Liang and after passing Ko Liang Hnua on the starboard side keep equidistant from Ko Talibing and Ko Liang Hnua. Depth of water is about 10 m. up to Ko Liang Hnua Point (bearing 190°×4 miles approx.). This place is good for anchoring.

While going up and down river, there is a Customs check post at the mouth of the river and the vessel has to stop for Customs check and sign the register.

The maximum depth in the river at high water is about 5.5 m. at Springs and as low as 3.5 m. at Neaps.

The loading should be restricted as per the tidal conditions.

HEALTH: No Port Health Officer available. Hence Free Pratique not required.

RADIO: No way of communicating with the port from vessel. ETAs, etc. should be sent from the previous port by cable. On receipt of the ETA the local Agents will arrange berthing, etc.

VHF: Not available.

BERTHING: Berth is approximately 140 m. length. Hand leadline sounding at berth indicated depths minimum 10 ft. and maximum 16.5 ft. at low water and minimum 16 ft. and maximum 22.5 ft. at high water.

While the vessel is being loaded it sits on the bottom at low tide and again floats at high tide. The ground is soft sand. Since the vessel is not afloat at all times the cargo calculations and distribution should be accurate.

The main exports are cement in bags, fish meal and rubber in pellets which is mainly exported in LASH barges. The barges are loaded once a month. Generally half the wharf is occupied by LASH barges.

One oil berth also available. Small tankers with about 4 m. draft can go alongside.

CRANE: One mobile crane of 5 ton capacity is available. Priority given to loading LASH barges.

FRESH WATER: Available. Supplied by a small boat of 4 tons capacity.

FUEL: High speed diesel is available. Price is very high.

CONSULS: No consulates or embassies.

REPAIRS: Small repairs can be effected.

WATCHMAN: Recommended.

OPENING/CLOSING HATCHES: MacGregor hatches opened and closed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle of spirits.

CARGO GEAR: Supplied by the Stevedores.

REPATRIATION: No crew changes possible.

TELEPHONES: Trunk calls can be made from the main Telephone Exchange. Sometimes delays up to 1 hour is normal.

STORES: No ship chandler. Market is very close to the berth where fresh vegetables, pork, fish, beef and chicken available. No mutton available but live goats can be purchased.

KHANOM: 09.12 N. 99.54 E. (See Plan)

SHIPMASTER'S REPORT: October 1988.

LOCATION: Khanom, Nakorn Si Thammarat (Sumpun Mining Wharf).

DOCUMENTS: Same documents as Bangkok.

PILOTAGE: Not available. Wharf Foreman will board at anchorage and will give berthing advice.

ANCHORAGE: Lat. 09° 12′ N., Long. 99° 54′ E.

MAX. SIZE: *New jetty:* 25,000 d.w.t. Draft 9.0 m. – 9.5 m.

Old jetty: 15,000 d.w.t. Draft 8.5 m.

TUGS: None available. Small boat assists with running lines.

BERTHING: *New Jetty:* Vessel is moored to 6 buoys (3 forward and 3 aft) and is kept 3.0 m. off the jetty. Vessel is to be equipped with 6 lines of at least 240 m. length each.

LOADING: *Loading:* One belt conveyor for loading gypsum in bulk, rate 500 – 550 tonnes per hour.

Shifting: Good co-operation required with Foreman as vessel had to shift 3 or 4 times for each hatch.

Trimming: By small bulldozer, weight 2,000 kg.

SHIPMASTER'S REPORT: March 1993.

Vessel anchored 1.0 nautical miles off the berth in 9.0 m. (C.D.). Pilot available.

Vessel boarded at anchorage by Agent, Pilot and his assistant. Agent takes all paperwork, no authorities boarded. Pilot gives advice/information on berthing and suggested loading sequence. However, we decided on actual sequence.

On berthing, Pilot boards with assistant and Port Supervisor. Pilot on bridge, assistant aft and Supervisor forward, to assist with advice on ropes. Six mooring lines to be 280 m. long, and 2 to be 220 m. long. Anchor is also used on approach (up to 5 shackles paid out during shifting and 3 shackles on berthing).

To obtain required length of lines, either join two lines together or cut up older lines to obtain length. We joined section of old line plus 22 mm. × 35 m. wires, which had eyes each end (footwires used for log lashing). This was successful. This enabled lines to be kept on tension winches, it would be difficult if drum ends had to be used for shifting, i.e. 2 mooring lines joined together would not fit onto drums of tension winches.

When shifting ship, the Supervisor attends on bridge to assist/advise. He was very experienced and proved invaluable.

Loading by single loader, which can swing enough to load one hatch of this vessel's beam. It can also stretch or retract. Loading rate up to 800 tonnes/hr. Max. allowable air draft is 11.5 m.

Depth of water: There is a depth marker on quay. However, sounding round is advisable. Said to be vessel always afloat at 9.0 m. draft – load to max. draft 9.5 m.

Ships soundings approximately 15 cm. higher than scale, which closer inshore. Lowest low water 8.7 m., heights vary from 0.6 m. 1.7 m. above LLW. Using tables for heights at Pak Phun, supplied Pilot. Depths can be difficult to ascertain, due to 1.0 m. to 2.0 m. running at times. Check shore scale every hour and sound round ea H.W. and L.W. Bottom soft mud and sand. Caution recommended regard to water depths, no degree of certainty.

Fresh water is available from shore, using ship's hoses, but very sl

There are 2 boats available to run lines and a small tug stands-by mooring and unmooring, though not very powerful. We used tug's for unberthing.

Loading operations ran very smoothly. Loaded last 2,000 tonnes rising tide.

Ship's particulars: 15,832 g.t.; LOA 167 m.; beam 26 m.; Summer 9.50 m.

We loaded, on this occasion, to even keel draft of 9.40 m. (app 24,800 tonnes gypsum). Shore scale read 10.25 m. depth alongs quay (vessel 10.4 m., i.e. 1.0 m. UKC).

Vessel can lie alongside in good to fair conditions, but should be off quay 2.0 m. – 3.0 m. in moderate to rough conditions.

SHIPMASTER'S REPORT: September 1993.

VESSEL:

D.W.T.:	29,432 tonnes.
LOA:	180 m.
Beam:	23.1 m.
Cargo Loaded:	24,844 tonnes.
Final Draft:	Forward 9.75 m.
	Aft 9.76 m.

BERTH: Gypsum Berth No. 2: Position Lat. 09° 12.3′ Long. 99° 53.2′ E.

CHART: Largest scale chart available is B.A. 3963 (Laem Kho Kw to Lang Suan) to a scale of 1:240,000. All positions refer to this ch

GENERAL: Gypsum berth is situated at South end of Laem Na Th about 2.0 miles S.S.E. of the town of Khanom. There are two jett No. 1 is the Southernmost and older. The following remarks refer Jetty No. 2. A third jetty is planned to the N.W. of Jetty No. 2.

Gypsum is quarried about 200 km. away and brought by road in 25 lorries to be stockpiled near the berth. It is moved from the stockpile the conveyor in 16 ton lorries. Counting lorries seems to be the means of measurement.

Ships are moored to buoys off the jetty and are loaded via a fi conveyor. The ship has to be shifted to load each hold. The final is done on the rising tide, and the ship must sail immediately.

APPROACHES: From S.E., make for position Lat. 09° 12.0′ Long. 100° 00.0′ E., reducing speed after crossing the 20 m. cont The headland of Laem Kho Kwang, at about Lat. 09° 00′ Long. 99° 56′ E., is conspicuous on radar and helps to check posit

Laem Na Than consists of a series of very steep wooded h dropping sheer into the sea. The hill at the South end is conspicu as the coast South from there is low and fringed with a beach, wh the town of Ban Na Dan is shown on the chart.

The berth is very hard to see as the gypsum stockpiles are hid behind a wooded hill, and the two jetties are very small. The first t we saw was a ship at anchor off the berth.

Contact the Pilot on VHF Channel 16.

When about 7 miles from Laem Na Than, bring the South end of headland onto a bearing of 273°T and steer to make good a cours 273°T.

This course passes 7 cables South of the wreck charted in pos about Lat. 09° 12.8′ N., Long. 99° 56.1′ E. This wreck was not visib is supposed to be the remains of a wooden fishing boat and fishermen say it has now vanished.

The rising tide sets to the North, and the ebb runs to the South.

Watch the bearing of the South hill of Laem Na Than carefully as tidal streams set the ship quite strongly North or South of her cou The sea bed shelves gradually and evenly. After passing the pos of the wreck, come more to the North and anchor about 1.5 miles of Jetty No. 2 (North).

FORMALITIES: Agent, Pilot, Loading Master, Foreman and Surveyor board at anchor.

The Agent deals with formalities and requires the following docum

Crew List.
Crew Effects Declaration.
Stores and Bond List.
Passenger List.
Arms List.
List of Arrival and Departure dates at the last few ports.

One copy of each list was sufficient. Bonded Stores were not se or examined.

BERTHING: As the tide was flooding, we berthed heading South ship will require 3, preferably 4, ropes each end, of at least 380 m. normal 200 m. mooring ropes should be lashed together eye to Shackles are not suitable as the connection has to pass round drums. A total of 16, minimum 14, good mooring ropes are ther required.

The Pilot was very good. An assistant is stationed at bow and to advise on moorings. One tug of 1,500 h.p. is available. This is sea-going tug and not very manoeuvrable, but pushes as required. lineboats of about 250 h.p. are in attendance.

The offshore anchor is let go after clearing the buoys astern. in position, up to 7 shackles will have been paid out.

Four long lines are run to buoys at each end, 2 to seaward more or less ahead and astern, but slightly to seaward, two as ropes inshore of the jetty. After warping into position, 2 additional ropes are run out parallel. These can be single 200 m. lengths, advisable to prepare longer lines if possible (See "Plan").

The ship is positioned about 3.0 m. off the jetty, ready to load

BERTH: Berth No. 1 is the older, at the South end of the area. It is used by smaller ships that frequently shift to Berth No. 2 to top-off.

Berth No. 2 is about 30 m. long, aligned about 357° – 177°, and connected to the shore by a trestle about 200 m. long on an alignment of about 087° – 267°. The position of the head of the jetty is about Lat. 09° 12.4′ N., Long. 99° 53.2′ E. by GPS after applying corrections.

The jetty is of steel pile construction, its seaward face festooned with a random assortment of truck and tractor tyres. The ship must not lie against it. Occasionally during shifting, light contact was made. The berth is totally exposed to seaward, and during the N.E. Monsoon, ships are apparently thrown against it. Every Winter, the jetty has to be repaired. Judging by its appearance, repairs are in arrears.

DEPTHS: There are no tide tables for the port. The Pilot uses Thai tide tables for Ko Prap to the North, and Pak Phun to the South, and interpolates between them. The final loading is planned using readings taken from the tide gauge on the jetty.

We were told that zero on the tide gauge is about 0.8 m. above the sea bed. Soundings from the ship indicated that the water was a little shallower, about 0.4 m. deeper than the tide gauge. The depths increase immediately to seaward of the berth.

The policy is to stop loading when draft reaches 9.0 m., then on the flood tide top-off to about 0.2 m. less than the tide gauge reading, with a maximum sailing draft of 9.8 m.

LOADING: Gypsum is tipped into a hopper at the landward end of the jetty, and conveyed to the ship. The final stage of the belt is a telescopic and swivelling arm, that has a limited amount of range over the hatch. Max. airdraft is 12.5 m., or 11.5 m. during the N.E. Monsoon. Max. loading rate is about 800 t.p.h. Stowage factor is around 30 cu.ft./ton. No attempt is made to trim level with the loading arm. Instead, when each hatch is finished, a small bulldozer is hoisted in to trim level. The ship's cranes or derricks must be used for this. The bulldozer weighs about 3 tons.

The loading plan must be made out to reduce shifting to the minimum, but the shallow water and limited airdraft make deballasting difficult. When the draft reaches 9.0 m., loading will be stopped and the ship shifted to bring the midship hatch under the loader. As the tide rises, cargo will be loaded into this hatch until the final draft is reached. There is no opportunity to adjust fore and aft trim, so unless the cargo can be loaded exactly on the Centre of Flotation, the trimming effect must be allowed for at the earlier stop. The ship must sail before high water, and time must be allowed for the bulldozer to finish the last hold.

Cargo figures are calculated by draft survey.

SHORE LEAVE: No restrictions, and no passes needed. However, the ship must be shifted every few hours, so sufficient crew must be kept aboard to handle 8 ropes and the cable. If the ship's brow is used, it must be constantly attended as the vessel is not alongside. The Agent said that the plant would provide a launch to the seaward accommodation ladder, but we landed personnel using ship's cranes. Shore officials board and leave by scrambling along the (moving) conveyor belt.

FACILITIES: No stores are available, and we were told there were no medical facilities, though there is presumably something at Surat Thani, about 1.5 hours drive away.

The Agent and Pilots were all provided by the Charterer.

DEPARTURE: Tugs and lineboats ease the ship away from the jetty, helped by the anchor and No. 1 stern line. After this is let go, the ship is very hard to turn as she is so near the bottom. To seek the deepest water, steer to make good course 093°T, keeping the old jetty at the South end of Laem Na Than bearing 273°T, as described for approach. Maintain dead slow until soundings indicate adequate under-keel clearance. After passing position Lat. 90° 12.0′ N., Long. 100° 00.0′ E., the depth is great enough to ring full away and proceed on passage.

GENERAL: The Pilots and Loading Masters seemed very competent and apart from the shifting, all went well. There was no unauthorised boarding and pilfering. A Supervisor stays aboard during the load, and the 2 Pilots/Loading Masters stay for the last 24 hours.

The weather was calm. However during one squall, the ship sheered badly and the cable had to be hove in to keep ship off the jetty. During the N.E. Monsoon, I do not think this could be described as a safe berth. There are additional buoys to seaward near the No. 1 buoys fore and aft, which can be used to double up on moorings in the Monsoon.

SHIPMASTER'S REPORT: December 1993.

BERTH: Gypsum berth (Lat. 09° 12′ N., Long. 99° 53′ E.).

DOCUMENTS: Clearance is carried out by the Agent who takes all the required papers to the officials ashore.

NAVIGATION: The wreck in position Lat. 09° 12.8′ N., Long. 99° 56.1′ E. has been reported by local fishermen to the Pilot as non-existent. However, the Pilot advises that it is best to keep clear.

A gas pipeline is reported to have been laid from Khanom Power Station (Approx. position Lat. 09° 14.3′ N., Long. 99° 52.1′ E.) in an Easterly direction to the gas fields. It is therefore not recommended to anchor North of Lat. 09° 12.5′ N.

The Power Station is of recent construction and is reported to supply a large area.

ANCHORAGE: Vessels are advised to anchor in position 1.5 miles East of the jetty and South of Lat. 09° 12.5′ N. This was found to be a good anchorage with 6 shackles in about 12.0 m.

RADIO: Communications should be through the Agents, and after anchoring, a continuous watch should be kept on VHF Channel 16. The Pilot and local representative are equipped with VHF walkie-talkies which they use to contact vessels at anchor.

No continuous watch is kept ashore.

BERTHING: The gypsum loading facility (See "Plan") is privately owned and consists of 2 jetties on steel piles and a small quay built out from Laem Na Than for the loading of natural crude rock gypsum in bulk.

Jetty No. 1: Jetty No. 1 extends about 40 m. from the South side of the Point, providing a berth 70 m. long. It is concrete topped on steel piles with 2 fendered dolphins, one close East and one close West of the berth for protection. It can handle vessels up to about 8,000 d.w.t. with a max. draft of 7.8 m. forward and 8.6 m. aft.

Larger vessels may start loading on this berth and then move to Berth No. 2 to complete.

The loader on this berth is able to move through the 70 m. length of the berth, so shifting vessels between hold runs is not required.

Airdraft on this berth is estimated to be about 8.0 m.

Jetty No. 2: Jetty No. 2 is a 'T' jetty extending about 200 m. East of the Point, on steel piles of rather fragile construction. The original square end (35 m. wide) is well fendered with used tyres and now slightly rounded at the ends due to contact with vessels.

It was noted on berthing that a steel bracket on the Southern end of the jetty had previously been fractured.

This berth can handle vessels up to 190 m. LOA and 31 m. beam, loading to a max. draft of 9.2 m. at low water and 9.8 m. at high water.

The jetty supports a fixed loader which can swing through an arc of about 20 m. over the vessel with an outreach of about 18 m.

Max. airdraft is 11.0 m.

It is necessary to shift the vessel between runs for access to each hold.

Mooring: Mooring at both berths is to buoys with the offshore anchor used and starboard side to at Jetty No. 1 and portside to at Jetty No. 2. Mooring at Jetty No. 2: Two Pilots and the Supervisor board with the Agent at the anchorage.

One Pilot and the Supervisor take stations fore and aft to advise the Officers and ratings of the mooring arrangements and also take charge of the mooring operations.

It is necessary to have a minimum of 6 mooring lines at each end, 2 of which are joined end to end with 2 other ropes with shackles, if available, or lashings.

Approach is made either from the South on light draft, about 200 m. East of the jetty, or from the East passing North of the outer Southern buoys and the starboard anchor is let go when the outer buoys are in line with the bow.

Mooring lines are passed to the mooring buoys by 3 mooring boats and the vessel is moved into position by heaving on the moorings and the anchor is slacked away to about 7 or 8 shackles.

A tug of 1,500 h.p. assists as required.

The vessel is finally moored about 1.0 m. – 3.0 m. off the end of the jetty, heading North.

The Pilots have a set procedure for running the lines, and if this is followed, it is an efficient operation.

Shifting Ship: Shifting ship between holds is supervised by a Pilot and Supervisor who remain on board throughout loading and oversee all aspects of the operation.

If the set procedure is followed, the shifting is efficiently carried out without the assistance of main engines.

Weather: During the N.E. Monsoon, there is a continuous low swell causing the vessel to roll alongside.

The wind speed is watched carefully and the Pilot will not take vessels alongside in winds above 15 – 20 knots, and if wind speeds are expected to exceed 20 knots for a period, vessels will leave the berth and wait at anchor.

During this season, it is not unusual for a number of vessels to be anchored waiting to load.

It is reported that during the S.W. Monsoon all is peace and tranquility.

Tide: The tide is reported to be about 1.0 m. rise and fall.

There is a tide gauge on the South side of Jetty No. 2, and the ship's officers are requested to record the level hourly whilst alongside. The previous day's readings are used to predict the final day's high tide in order to complete loading on a rising tide to load the maximum cargo.

Depth: The Pilot reported that an allowance of 0.8 m. is made for the maximum drafts allowed.

This vessel sailed at 9.83 m. and a minimum depth under-keel of 0.7 m. was recorded, giving a total depth of 10.53 m. The tide gauge was reading 10.6 m., but with swell, this was not an acurate reading.

It is reported that the tide gauge depth covers the whole area off the Eastern Jetty. However, on the first approach to the berth from the South, a patch 0.4 m. less water was noted during the approach.

Cargo: Natural crude rock gypsum is mined some 180 km. inland and is brought to Khanom by lorry convoys and is stockpiled ashore in the open, so it is usually wet from rain.

The rock varies in size from about 15 cm. to dust and is brought from the stockpile to the loading hopper ashore by lorry and then to the vessel by conveyor belt.

A loading rate of 732 tonnes per hour was achieved for 35,000 tonnes loaded.

Stowage factor is quoted as about 30 cu.ft./tonne.

All stages of loading are supervised by the Pilot, who remains on board throughout and will modify the vessel's loading and ballast programme according to the tide conditions and to minimise shifting of the vessel and maximise cargo lifted.

FRESH WATER: Not available, so it is advisable to arrive with plenty, especially in the N.E. Monsoon, when long delays are possible.

MEDICAL: Medical attention is available for minor ailments locally and for more major problems at Surat Thani.

REPATRIATION: Vessel was advised before arrival that repatriation was not very practical and any crew changes should be arranged at ports before or after Khanom.

TIME: GMT plus 7 hours.

GENERAL: Provisions and bonded stores are available, but prices are high. Bonded stores in particular are more than double average prices elsewhere.

Immobilisation of the main engine is not to be recommended, especially during the N.E. Monsoon.

Sheltered anchorage can be obtained in position Lat. 09° 24′ N., Long. 99° 53.5′ E., in the lee of Ko Samui, and the Pilot advises that on occasions vessels have left the berth with the trimming bulldozer and shore moorings on board and completed trimming in this position, the shore equipment being landed to the tug for return ashore.

The anchorage off the berth is exposed to the N.E. Monsoon and swell.

Shore mooring lines, 3 in total, are available for an extra line aft and also for additional lines if required for bad weather.

In calm weather, a large number of small fishing boats work off the berth, inside the 10 m. line, inspite of this, no attempts to board the vessel were made, and it is reported that thefts from vessels in this area are unknown.

All staff employed were found to be pleasant to deal with, efficient and helpful.

SHIPMASTER'S REPORT: March 1994.

VESSEL: Gross: 4,576 tonnes. Net: 3,072 tonnes. D.w.t.: 8,875 tonnes. Summer draft: 7.62 m. LOA: 114.23 m. Beam: 18.6 m.
CARGO: Loading gypsum in bulk (7,600 tonnes).
CHART: We could not find any large scale chart or detailed illustration.
ANCHORAGE: About 1.6 nautical miles off shore. Depth about 15.0 m. Our anchor position was Lat. 09° 12.6′ N., Long. 99° 54.6′ E. Depth 14.5 m., mud and sand, holding is good.
DOCUMENTS: Same as other Thailand ports. Only the Agent boarded ship with documents/forms. No other officers come on board.
PILOTAGE: There are two Pilots, they act on behalf of the Port Authority, and communicate with the ship on VHF Channel 16.

The Pilot boarded the ship with two wharfmen. When the ship goes alongside, one will assist Chief Officer and the other will assist the 2nd Officer.

TUGS: One tug and two mooring boats available.
BERTHING: 2 private berths.
Jetty No. 1: Length about 60 m. (Position 09° 12.38′ N., 99° 52.875′ E. by GPS – Direction 254°). Depth said to be 7.5 m. forward and 7.8 m. aft, but we sounded on board 7.90 m. forward, 8.90 m. middle, and 9.40 m. aft.

There are no shore bollards for mooring. 3 mooring buoys forward and 3 mooring buoys aft are available. The mooring lines' lengths vary (150 m., 270 m., 350 m.). If ship's lines are short, it is possible to rent lines from shore.

Jetty No. 1 has a conveyor with capacity 600 tonnes/hr. and loading is throughout 24 hours.

Jetty No. 2: About the same conditions, but for larger ships (over 10,000 g.r.t.). Jetty length about 30 m. The ship shifts fore and aft many times for loading her cargo.
FRESH WATER: Available from shore.

KRABI: 08.04 N. 98.44 E. (See Plan)

DEVELOPMENTS: A deep sea port is to be constructed at Krabi. Construction to be completed between 1991 and 1997. Depth alongside 8.0 m. – 9.0 m.

SHIPMASTER'S REPORT: June 1987.

DOCUMENTS:
6 copies Crew List.
4 copies Crew Personal Effects Lists, including Currency Declaration.
4 copies Bonded Stores List.
4 copies Deck, Engine and Provisions Stores List.
2 copies All electrical items belonging to vessel (T.V., radios, tape recorders, video recorders, refrigerators, etc.).
Certificate of Registry.
Last Port Clearance.
All valid Safety Certificates.

Immigration: On arrival and departure all Crew Members have to sign a Thailand Immigration form in duplicate. All crew members must be in possession of Seaman's Discharge books.
APPROACHES: We used BA. Chart 3941. Berth can be approached from South West between islands of Ko Dok Mai and Ko Kai. Care must be taken of rock 6 ft. high (Him Hmusang), and the dangerous rock (P.D.) 1 mile N.N.W. of Him Hmusang. Coast and islands well defined on radar. It is best to approach in daytime due to the absence of any lights or navigational aids. The only light is East of Phuket (Ko Taphao Noi). The port can also be approached from South, keeping 2 miles to 3 miles East of Ko Kai and setting course 2.5 miles from Ko Ngang. The stockpile of gypsum is clearly visible from a distance of 6 miles. Approach is very picturesque.
PILOTAGE: No pilot available. A Loading Master boards with the Agent at anchorage and advises Master regarding manoeuvring and berthing. At berth vessel uses port anchor with 3 shackles and must have 14 good mooring ropes, minimum length 200 m. each and 70 mm. diameter.
ANCHORAGE: Anchorage when awaiting berthing is about 1.5 miles West of the trestle berth.
MAX. SIZE: Depth alongside at low water is 13.0 m. – 14.0 m.
HEALTH: Pratique granted by boarding party at anchorage. All ship's personnel to have valid Health Certificates.
RADIO/VHF: Bangkok Radio (HSA 4) used for contacting Agents and Charterers. VHF via Phuket Radio. Overseas calls can be made via Phuket Radio. Vessel allowed to use ship's radio station while loading.
TUGS: None available.
BERTHING: Vessel berthed at Leamphong Jetty at Krabi (South Thailand) to load Thailand natural gypsum in bulk.

Vessel manoeuvres to within 25 m. – 30 m. of the finger conveyor loading spout, and first drops port anchor. Then 2 lines each are given to bow and stern buoys, also 2 each to port bow and starboard bow and stern buoys. The vessel then breasts on the starboard lines to bring the starboard side to about 5 m. from the dolphin and spout. An extension conveyor is hung from the ship's crane to convey the gypsum into th hold. The vessel then shifts on mooring lines to bring the other hol under the spout. It is advisable to pre-plan loading so as to avo unnecessary shiftings.

All mooring lines are to have equal strain and are to be kept tig The bow and stern lines prevent the vessel from getting too close to t loading spout and dolphin.

Vessel must arrive with full ballast as the height from the waterline the loading conveyor 12.0 m.

Loading rate is approximately 300-400 tonnes per hour.

The vessel's cranes/derricks must be capable of lifting the extensi conveyor (approximately 3 tonnes) and bulldozer (approximat 2 tonnes).

MEDICAL: Medical attention only available in the most severe case The medical facilities are in Krabi town.
DENSITY: 1022.
FRESH WATER: Not available.
FUEL: Not available.
CONSULS: None available locally.
REPAIRS: No facilities available.
SURVEYORS: None locally, but may be arranged from Bangkok.
CUSTOMS ALLOWANCES: Normal allowances.
REPATRIATION: Possible through Bangkok.
SHORE LEAVE: Allowed. Nearest town is Krabi, distance 30 km., h the journey is on an uneven dirt road. Crew have to climb a vertical st ladder fixed to one of the trestle supports of the conveyor.

An excellent beach, safe for swimming, lies very close to the moorin
GENERAL: There is no need for special watchmen as only person required for loading board the vessel. There are about 10 persons board at any time. Other normal precautions to be taken.
Agent: Thaising Shipping Services Co. Ltd., No. 2/17-19, TSS Buildi Soi Sukhumvit 24, Phrakanong, Bangkok 10110, Thailand. Tel: 25 0247 (6 lines). Telex: 84436, 20012 (THAISIN TH). Cables: TSSSC Fax: (662)-258-5163.

SHIPMASTER'S REPORT: December 1988.

DOCUMENTS: See "Bangkok".

A large party of Customs and Immigration Officials, etc. will board launch when moored at the berth. Formalities quite straightforward.
PILOTAGE: No licensed Pilot as such, but a local "Berthing Mast may assist in berthing. This is recommended because the vessel h to pass between the mooring buoys, a number of which are below t sea surface. The ship's Master will have to manoeuvre hims Depths are in excess of 14.0 m. during the approach manoeuvres.
ANCHORAGE: About 1 mile from the berth in position Lat. 08° 04.4 Long. 98° 43.7′E. Depth of water 11 fathoms – 15 fathoms. The hold ground is good.
BERTHING: *Berth Position:* Lat. 08° 04.5′ N., Long. 98° 44.6′ E., ab 1.55 nautical miles from Ko Kwang. Name of berth: Leamplong Je Depth at berth: 12 m. minimum at LLWS. The berth consists of 7 moor buoys.
Mooring Arrangment: Port anchor to be used. The vessel will have prepare 5 light floating hawsers of 220 m. forward and 6 similar li aft.

Two launches are used to assist with the mooring operation, wh may be quite lengthy, because of the poor condition of some moor buoys. On our visit 3 of the buoys were half submerged, necessita the assistance of good swimmers/divers. Therefore, no attempt sho be made to moor during a squall or when a strong tidal stream is runn it may reach 2 knots at times. No mooring during night time.
LOADING: *Air Draft:* Strict maximum of 11.0 m., to the top of the ha coamings.
Loading Facility: The only commodity handled at this port is nat gypsum in bulk. A long flight of conveyor belts terminates on a wood platform on steel piles. These piles are quite dilapidated and on account may the ship's side rest against them. The final piece conveyor belt, about 15 m. long is held aloft by the ship's cran Therefore only geared bulk carriers are suitable to load here. Minim SWL of ship's gear to be 12 tons.

The vessel will have to shift with her mooring lines in order to pres each hold in front of the conveyor system. Trimming is done with as bulldozer.
Loading rate: 350 tonnes per hour (conveyor capacity). The daily load rate is about 7,000 tonnes, depending on stoppages for shifting vessel. Regular and careful check of the draft is necessary as there no weighing facilities ashore.
Working hours: 24 hours per day, Saturday and Sunday included.
Cargo: This natural gypsum has a stowage factor of a 0.82 cu.m./ton and has a water content as it is stowed in the o Within 24 hours to 48 hours of completion of a hold, the bilges already be full.
GENERAL:
Facilities/Shore Leave: Small quantities of fresh fish may be purcha locally, but very little else.

All access to and from the vessel is by launch and the starbo gangway.

The small town of Krabi is said to be 35 km. from the Leamplong J all by dirt road. Access is reportedly difficult during monsoonal rai

Shore leave is permitted but should be restricted in view of conditions.

The local agent, charterer's representative and one draft surv have to be accommodated on board during the whole stay.
Airport: The nearest airport is on the island resort of Phuket, whi connected by a regular boat service to the small town of Krabi. Ph has several daily flights to and from Bangkok and several Interna flights.
Charts: BA. 3941. No large scale chart available.

SHIPMASTER'S REPORT: August 1993.

1. The two submerged dolphins, one on either side of the conveyor, shown on "Plan No. 1", are no longer existing and do not represent any danger to vessel (This information given by Pilot).
2. There are now 2 mooring berths for loading gypsum. The configuration of mooring buoys is same in both cases (See "Plan No. 2").
3. A competent Pilot is stationed at Krabi. He boards all vessels and takes them to the moorings.
4. A total of 10 mooring ropes (not 14) were required (4 forward and 6 aft).
5. All mooring buoys are floating on surface. None were submerged. Two mooring boats assist in mooring.
6. Hawsers are available for hire at U.S.$ 100.00 per hawser throughout the full stay.
7. The breast ropes on port quarter are crucial and should be strong, especially in the months of July, August, September and October, when the Westerly wind tends to blow the stern towards the conveyor. Ships always go starboard side alongside.
8. There are no tugs. Fresh water is not available. Fresh vegetables can be bought at Krabi. Road is now good.
9. Authorities required photocopies of all statutory certificates, including copies of the Certificates of Competency of all deck and engineer officers on board.

LAEM CHABANG: 13.05 N. 100.53 E. (See Plan)

LOCATION: The Port is located on the Northeastern shore of the Gulf of Thailand, approximately 100 km. S.E. of Bangkok.
PORT LIMITS: Sea Buoy at channel entrance.
DOCUMENTS: See "Sriracha".
PILOTAGE: Pilotage is compulsory and will be provided by official Harbour Department pilots. Procedure for obtaining pilots is the same as for Bangkok.

Pilots can also be contacted by VHF Channel 13, 14 and 16.
ANCHORAGES: Anchorage can be obtained off Laem Chabang in position Lat. 13° 04′ 30″ N., Long. 100° 50′ 30″ E., at a distance of approximately 2.2 – 3.8 nautical miles from the port in depths of 14.0 m.

If necessary, sheltered anchorage can be found off Si Chang Island (Koh Si Chang, about 5 – 6 miles N.W. of Laem Chabang Port).
APPROACHES: The available depth in the Approach Channel is 14.0 m. at M.S.L. (approx. 12 m. at L.L.W.).

Directions: All vessels must obtain berth allocation from Laem Chabang Port prior to entering port. Procedure will generally be arranged through ship's Agent. No vessel should enter without berth having been allocated.

Vessels carrying hazardous cargo should obtain special permission from Laem Chabang Port, either through their Agent or directly.

To facilitate landfall, a light (flash 10 secs.) and racon are exhibited from Laem Chabang Hill (Khao Laem Chabang) VTS Station.

Port should be entered from a position off Buoy F. The direction of approach from sea into port entrance is 131°. Vessels pass between Entrance Buoys No. 1 and 2, and then between port and breakwater. The angle between the centre line of entrance and the port basin is 108°.
RADIO/VHF: Port radio services are available on following frequencies:

VHF:	Channels 12, 13, 14, 15, 16, 17, 18, 20, 23, 30, 67, 68 and 70.
HF:	8364 kHz, 8466 kHz, A1A, A2A 1 kW and 4145.0, 4420.8, 7949.0, 8292.5 kHz, J3E.
IF:	2182 kHz, A3E, H2E, 1 kW.
MF:	500 kHz, 428 kHz, A1A, A2A, 1 kW.

RADAR: A VTS Station, equipped with 'X' and 'S' band radar, is situated on top of Laem Chabang Hill.
TUGS: 2 tugs of 800 h.p. and 5 tugs of 3,000 h.p. are available. Tugs can be contacted on VHF Channel 13. Tug services are supplied by Laem Chabang Port.

Tugs will make fast upon Master's request, either inside or outside the breakwater.
BERTHING: There are 4 terminals available along the South Quay and they are numbered from landward to seaward.

Terminal B 1: Multi-purpose Terminal: Length 300 m. Depth alongside MSL 15.0 m. (approx. LLW 13.0 m.). Operated by Laem Chabang Port. Tel: (+66-38) 490000, Ext. 237. Fax: (+66-38) 490000, Ext. 236.

Terminal B 2: Container Terminal: Length 300 m. Depth alongside MSL 15.0 m. (approx. LLW 13.0 m.). Operated by: Evergreen Container Terminal (Thailand) Co.Ltd. Tel: (+66-38) 490052, 490060. Fax: (+66-38) 490068-70.

Terminal B 3: Identical to Terminal B 2. Operated by Eastern Sea Laem Chabang Terminal Co.Ltd. (ESCO). Tel: (+66-38) 490084-6. Fax: (+66-38) 490081-2.

Terminal B 4: Identical to Terminal B 2. Operated by TIPS Co.Ltd. Tel: (+66-38) 490111. Fax: (+66-38) 490121-2.

All Terminals have a height of 3 m. above MSL.

Along the North Quay, 3 terminals are available:

Terminal A 1: Coastal Terminal: Length 300 m. Height above MSL 3.0 m. Depth alongside MSL 6.5 m. (approx. LLW 4.5 m.). Operated by Laem Chabang Port (See "Terminal B 1").

Terminal A 3: Bulk Terminal: Jetty structure, water depth MSL 14.0 m. Operated for export of bulk and bagged sugar and for molasses by: Aawthai Warehouse Co.Ltd. Tel: (+66-1) 3532514. Fax: (+66-1) 3532514.

Terminal A 4: Bulk Terminal: Jetty structure to the West of the North Quay (along the Approach Channel), will probably be leased for bulk cargoes. Water depth MSL 14.0 m.
MAX. SIZE: 70,000 d.w.t. at the Bulk Terminal. 33,000 d.w.t. at the Container Terminal and 25,000 d.w.t. at the Multi-Purpose Terminal.
CARGO HANDLING FACILITIES: Each container terminal is equipped with 2 rail mounted quayside container gantry cranes of 40 tons capacity under the spreader, outreach 32 m.

They are also equipped with rubber tyred gantry cranes on the container yard and miscellaneous handling equipment.

The Multi-purpose and Coastal Terminals are equipped with mobile cranes.

Terminal A 3 is equipped with ship loader for bulk sugar.
CRANES: 6 quayside container gantry cranes with capacity 40 tons under spreader.

Mobile Equipment:
1×50.0 ton mobile crane.
1×40.0 ton mobile crane.
2×40.0 ton reach stackers.
2×42.0 ton reach stackers.
Forklift truck from 2 tons – 10 tons.
1×30.5 ton top loader.
1×30.5 ton container shifter.
3×30.5 ton 1 over 3 rubber tyred gantry cranes.
8×41.0 ton 1 over 4 rubber tyred gantry cranes.
Forklift truck from 2 tons – 10 tons.
Yard tractors, chassis and flat-bed semi-trailers and motor trucks.

MEDICAL: Full public hospital facilities available without prior notice are situated in Sriracha, about 10 km. to the North of the port.

Another modern hospital, which is private, is situated about 10 km. to the South of the port near the famous international seaside resort of Pattaya. Most doctors understand and speak English and other foreign languages.

The nearest is Laem Chabang Polyclinic and Ao Udom Hospital.
FRESH WATER: Fresh water delivered to vessels at wharves by pipeline by a rate of 30 t.p.h. Fitting on pipeline is 2.4 in. Minimum charge of 50 cu.m. Water 25 Baht/cu.m.
FUEL: Fuel can only be supplied by truck. Major oil suppliers can be contacted:

P.T.T. : Petroleum Thai Authority,
5th Floor, Industry Sale Section,
State Enterprise Sale Division,
Lardprao, Bangkok 10900.
Tel: (+66-2) 537-2321-25.
Fax: (+66-2) 537-2323.

Esso : 118/1 Sukhapiban 7,
Sukhapiban Road,
T. Tungsukla,
A. Sriracha,
Chonburi 20230.
Tel: (+66-38) 351-581, 351-195.
Fax: (+66-38) 351-583, Ext. 4736.

Shell : Shell Sriracha Tank Farm,
A. Sriracha,
Chonburi 20230.
Tel: (+66-38) 351-577, 351-302.
Fax: (+66-38) 351-578.

Caltex : 180/8 Moo 7,
T. Tungsukla,
A. Sriracha,
Chonburi 20230.
Tel: (+66-38) 352-333-35.
Fax: (+66-38) 352-335.

B.P. : B.P. Oil Co., Ltd.,
Lubricate Products Department,
Sitthivorakich Building,
11th Floor, 5 Soi Pirat,
Silom Road, Bangluk,
Bangkok 10500.
Tel: (+66-2) 235-5855-8.
Fax: (+66-2) 238-5313.

CONSULS: Embassies and Consuls are situated in Bangkok, about 120 km. (approx. 2 hours by road) from Laem Chabang Port.
REPAIRS: Only minor repairs can presently be executed.

An area to the North of the port has been leased for a ship repair yard, and is in use.
AIRPORT: An international airport is situated at U-Tapao, about 50 km. South of Laem Chabang.

Don Muang International Airport (Bangkok) is situated about 150 km. to the North.
HOLIDAYS: New Year's Day; Makha Bucha Day; Chakri Day; Songkran Festival Day; Coronation Day; Royal Ploughing Day; Port Anniversary Day; Wisakha Bucha Day; Asarnha Bucha Day; Buddist Lent Day; H.M. The Queen's Birthday; Chulalongkorn Day; H.M. The King's Birthday; Constitution Day; New Year's Eve.

When any one of these holidays falls on Saturday or Sunday, the following Monday is observed as a holiday. When any one of these holidays falls on Saturday and Sunday, the following Monday and Tuesday are observed.
POLICE/AMBULANCE/FIRE: Police Tel: (+66-38) 490555-6; Fire Tel: 210 or 211 (internal call); Ambulance: Call direct to the hospital or use the port ambulance.
TELEPHONES: Telephone on board are available on request. The charge is 300 Baht per day per line.
BANKS: There are many banks in this area, such as:

Thai Commercial Bank: Laem Chabang Branch. Tel: (+66-38) 331219-20.
Thai Farmer Bank: Laem Chabang Branch. Tel: (+66-38) 330920-1.
Bangkok Bank: Ao Udom Branch. Tel: (+66-38) 351148.
Krungthai Bank: Sriracha Branch. Tel: (+66-38) 312001-2.

GARBAGE DISPOSAL: Garbage is collected from vessels by truck or garbage boat at vessel's request. Charges are included in Port Dues. No drums or skips are made available (vessel's plastic garbage bags are generally used).

WASTE OIL DISPOSAL: No waste oil disposal service is presently available, but is expected by Mid-1996.

SEAMAN'S CLUBS: No Seaman's Club available. Shops, postage facilities, telephone services, etc., available at Pattaya, which can be reached by pick-up taxi.

CURRENCY: Thai Baht. U.S.$ 1.00 = 25.12 THB (8.6.94). One Baht divided into 100 Satang (almost out of use). Coins of 1 Baht (different sizes are in use), 5 Baht (Copper rim), 10 Baht (Copper inlaid centre) and bills of 10 (brown), 20 (green), 50 (blue), 100 (red) and 500 (purple) Baht available.

GENERAL: *Rescue and Distress:* The port tugs are available for rescue and distress missions. The Royal Thai Navy has a radio system, helicopters and ships available at Sattahip Naval Base for rescue and distress.

Rail Links: A railway links the Port (Container, Multi-purpose and Bulk Terminals) via a marshalling yard at Ao Udom and the Sri Racha Railway Station to the network of the State Railway of Thailand (SRT).

Small Craft Facilities: Small craft visiting the Port can generally berth at the Coastal Terminal. Alternatively, they can anchor in Laem Chabang Fishing Port, situated to the North of the Port, just South of Khao Laem Chabang.

No special yacht moorings are available.

Deratting: Deratting services are available. Contact Rentokil at 47/35-36 Moo 9, Sukhumvit Road, Banglamung, Chonburi. Tel: (+66-38) 422686-7. Fax: (+66-38) 426016.

Services: Ship chandlery is available. Contact ship's Agent or Terminal Operator.

Compass adjusting is available. Contact ship's Agent or Terminal Operator.

Tank cleaning services and hull painting services will be available by 1993.

Communication: Laem Chabang Port is connected by road to Bangkok and beyond, to Pattaya, Sattahip, Map Ta Phud and beyond, and to the whole N.E. part of Thailand.

The port is connected by road and will be connected by rail to Laos Pass through the bridge over the Mekong River in Nongkai.

DEVELOPMENTS: Laem Chabang Port is under studying for second stage of development.

AUTHORITY: Laem Chabang Port, T. Tungsukla, A. Sriracha, Chonburi 20230, Thailand. *Tel:* (+66-38) 490000/39. *Telex:* 75814 Lcp Th. *FAX:* (+66-38) 490142. *Contact:* Mr. Ramphoi Yamsaeng, Port Director.

AGENT: See "Bangkok".

MAP TA PHUT: 12.39 N. 101.09 E. (See Plan)

LOCATION: The Terminal is situated on the Eastern shore of the Gulf of Thailand between Sattahip and Rayong, approximately 180 km. East of Bangkok, in position Lat. 12° 39′ N., Long. 101° 09′ E.

ANCHORAGE: Lat. 12° 36′ N., Long. 101° 10′ E.

Depth: 15.0 m. (approx.). Bottom: Sand and mud.

RESTRICTIONS: Berthing and unberthing throughout 24 hours, weather permitting.

MAX. SIZE: 45,000 d.w.t., LOA 200 m. and max. draft 11.9 m.

TUGS: No tugs stationed at the port.

These services have to be arranged by ship's Agent. The number and capacity of tugs depends on vessel's size, draft and weather conditions and requirements of the Pilot(s), Ship's Master or the harbour authorities.

BERTHING FACILITIES: The marine terminal consists of 2 identical liquid cargo berths for import and export of mineral oils, chemicals and liquified gases.

Liquid Cargo Berth No. 1:

Length of Berth:	280 m.
Max. LOA:	160 m.
Water Depth:	12.5 m. (C.D.).
Max. Draft of Ship:	11.9 m.
Platform:	Fixed fendering.
Mooring:	4 mooring dolphins and 6 breasting dolphins (See "Plan").
Cargo:	Propylene oxide (PO). Butadiene (BD).

Liquid Cargo Berth No. 2:

Length of Berth:	280 m.
Max. LOA:	200 m.
Water Depth:	12.5 m. (C.D.).
Max. Draft of Ship:	11.9 m.
Platform:	Fixed fendering.
Mooring:	4 mooring dolphins and 6 breasting dolphins (See "Plan").
Cargo:	VCM, Naphtha.

Tidal and Weather Information:

Prevailing Wind:	S.W.'ly.	
Tidal Variation:	H.A.T.	+3.50 m.
	M.H.H.W.	+3.00 m.
	M.H.W.	+2.80 m.
	M.S.L.	+2.20 m.
	M.L.L.W.	+1.40 m.

MOORING: *Safe Mooring and Working Guide:* Thai Tank Termin Ltd. (TTT) is not responsible for towage operations of vessels. I compulsory that the services of a Pilot, who is authorised by IEAT to used each time the vessel has to be moved in the terminal area.

The following precautions are to be taken:

1. The Master is responsible for ensuring that mooring lines ar good condition, and that winches on securing devices are in effic operational order.
2. Any known defects in the vessel's mooring system or limitation mooring winch brakes should be reported to the Terminal Manag by the Master, in order that, if necessary, additional precautio may be agreed.
3. The Master shall ensure that the vessel's mooring ropes or wi are secured only to the proper fixtures provided for this purpos
4. In order to avoid damage to loading arms/hoses, the vessel sh be kept close alongside at all times.
5. Under no circumstances will a mixture of wires and synthetic rop in the same direction of service and to the same mooring point acceptable.
6. Where wires are used, they should be of similar breaking strai that of the rope.
7. Vessel must provide full power or steam on deck to all moor winches throughout the period alongside the jetty.
8. Once moored, vessel's winches must be secured with the bra hardened up. Winches must not be left on automatic tension.
9. Back springs should be as long as possible, and it is recommend that wires are used and secured to the mooring points on the je head/breasting dolphin.
10. Mooring lines must be adjusted under the supervision o responsible officer.
11. A strict watch must be maintained on the vessel's moorings at states of tide to ensure that all lines are properly tensioned a tended, to prevent undue movement of the vessel.
12. The Master should endeavour to ensure compliance with mooring layout.
13. The Terminal will require cargo operations to be stopped and tugs summoned if the vessel's movement will endanger load arms/hoses or in the absence of an alert efficient deck watch *delays/charges* caused by the ship's failure to observe the abo precautions will be for the ship's account.
14. In normal conditions, berthing/unberthing is permitted through 24 hours.

CARGO OPERATIONS:

Inspection of Vessels prior to Commencement of Loading/Unloadi Prior to commencement of loading or unloading operations, it shal the duty of the Master or Chief Officer with the appropriate T Representative to carry out inspections to ensure that all sa regulations are being observed.

Closing of Sea Valve connected with Cargo System: Prior commencement of loading or unloading operations, all sea suctions discharge valves connected to the cargo system shall be securely s and lashed, and stern discharge and other lines not in use, shal blanked-off.

Immediately after loading or unloading has commenced, a respons ship's officer shall make an overside inspection in the vicinity of all valves, to ensure that there are no leaks.

A similar periodical inspection throughout the loading or unload operations is required.

Closing of Doors, Portholes and Ventilators during Operations: W any cargo is being handled or during the ballasting, gas-freeing or t cleaning, after the unloading of such cargo, all doors and portholes the afterhouse facing on to the cargo tank deck, and the doors lea to the centrecastle from the accommodation shall be kept secu closed. All afterhouse ventilators shall be turned to face aft during th operations.

Loading and Unloading: Supervision and control throughout the pe of loading or unloading operations shall be exercised as follows:

1. A responsible ship's officer, who is thoroughly familiar with arrangements of the cargo lines, valves, pumps and cargo ven system of the vessel, shall be on duty, and an adequate numbe crew shall remain on board to deal with any emergencies.
2. A responsible member of the ship's personnel shall be stationed the vessel's main cargo control valve.
3. Prior to commencement of operations, the responsible ship's o shall confirm with the appropriate TTT Representative, that the st by, cease loading and other necessary signals, are prop understood and agreed.
4. During loading or unloading of cargo and when ballasting, all lids must remain closed. Ullage pipes and sighting ports ma opened for sampling and ullaging, but must be closed when samp or ullaging is not being carried out.

Agreement of Loading or Unloading Rates and Pressures: Pri commencement of operations, the maximum loading or unloading and pressure shall be agreed between the Master and the approp TTT Representative in charge of operations, bearing in mind the g of the products to be loaded or unloaded and the size and capac the vessel's cargo lines, gas venting system and vessel's pumps the appropriate loading or unloading plan agreed in writing.

Reduction of Loading or Unloading Rates:

1. Topping-off: When cargo tanks are being topped-off, loading should be reduced by means of the shore pumps or control va on shore on request by the ship's officer to the appropriate Representative. Under no circumstances shall any vessel atte reduce the rate of loading from shore by closing any vessel's va In particular, care should be taken to ensure that during chang from tank to tank, the valves to the empty tank are opened well b those on the tank being finished are shut down.
2. Line Clearing: Should any air or water be present in the line, pu speed should be regulated to eliminate the danger from s electricity until the air or water has been displaced.

Pressure Surge Precautions: Non-routine closing of the loading system's automatic intervention or "fail safe" closure of shipboard Emergency Shut Down (E.S.D.) valves can generate dangerous surge pressure. The Master may be asked to operate the system to enable timing of the valves to be checked, and may be requested to have valves adjusted according to the provisions of the IMO codes for vessels carrying Liquified Gases in Bulk.

TTT reserves the right to adjust loading rate if valve closing times are not compatible with the rates otherwise agreed.

Liquid Manifold: 2×8 in. hoses ANSI 150.

Please prepare manifold on the vessel's starboard side and reducer required from vessel in case of different manifold sizing.

Initial Discharge Rate: 700 cu.m./hr.

Max. Discharge Rate: 2,000 cu.m./hr.

BALLAST: *Ballasting:* As long as the vessel is moored at the berth, only segregated ballast tanks may be used. If it is necessary to ballast into the cargo tanks to maintain agreed manifold air drafts, permission will be granted by the Terminal Manager provided that:

(1) Cargo operations are suspended.
(2) Integrity between cargo and ballast is guaranteed by using a minimum 2 valves isolation.
(3) On commencement to ballast, pumps are to be started, and a vacuum shown on the pressure gauge before opening the sea valve.

Deballasting: Deballasting is not allowed in the harbour.

GENERAL:

Prohibition of Pollution:

(1) Pollution of the Terminal area by vessel effluent, condenser and waste water is prohibited.
(2) Soot emissions and any excessive exhaust emissions from the funnel or exhaust lines are to be avoided.
(3) Suitable measures are to be taken to avoid polluting the Terminal and personnel in the vicinity when water, vessel effluent and vapours are discharged.

Tank Cleaning:

(1) No tank cleaning or gas-freeing is permitted alongside, unless written permission has been obtained from the Terminal Manager.
(2) No vessel which has windsails in her tanks is permitted at berth alongside, unless such tanks are gas-free.
(3) No vessel is permitted to berth alongside when tanks are not gas-free, unless all tank openings are closed.

Product Spillage and Leakage:

(1) Prior to any handling of cargo or bunkers, all scupper holes shall be plugged and cemented in such manner as will make them leak-proof.
(2) All pipes, valves, connections and fittings, etc., used for handling cargo, shall be kept free from leakage.
(3) When loading or unloading has been completed, the flexible hose or hoses shall be drained and disconnected. Drip trays must always be used when pipeline connections are broken.
(4) If a product spillage occurs, the product shall be disposed of by a method agreed by the TTT Representative. Under no circumstances shall product be washed or swept overboard.
(5) All product spillage, whether on to the deck of the vessel or into the sea, must be reported immediately to the Jetty Operator, who will contact the necessary department concerned. Every possible action must be taken by the vessel and the Terminal to stop spillage, reduce spreading and recover the product.

Bunkering and Storing: No bunkering facilities are provided on the Terminal. Bunkering, storing and victualling of vessels may be permitted during operations, but only with permission of both the Terminal Manager and the Master of the vessel, provided that:

(1) Access to the Terminal is not obstructed.
(2) Cargo operations remain adequately supervised.
(3) Cargo operations which may allow vapours to escape on deck, e.g. sampling, ullaging, deflexing, etc., are suspended.
(4) Drums of oil, paint, steel plates, gas cylinders or any other heavy metal parts, which may cause a spark, should be landed on rubber or other suitable matting and not directly onto vessel's deck. These items must not be dragged or rolled along the deck.
(5) If an oil spillage occurs, the oil shall be disposed of either by mopping-up or by a method agreed by TTT Representative. Drip trays must always be used when pipeline connections are broken. Under no circumstances shall oil be washed overboard.
(6) The appropriate document indemnifying TTT against all accidents has been signed.
(7) The designated point for setting down of vessel's stores is at the discretion of the terminal personnel.
(8) If the above criteria are not met, TTT reserves the right to refuse permission.

Supply Vessel's Alongside: No supply vessels are allowed alongside.

Bathing: Bathing will not be permitted from the platform and approaches, or from the vessel whilst alongside.

Communications: Once a vessel has berthed, Terminal Supervisor will place a portable radio aboard the vessel to be used by the vessel for contacting the Terminal during operations. The radio will be set for direct contact with the Jetty Operator and Terminal Supervisor.

Safety Check List: The Master must complete and return to the Terminal Supervisor a Safety Check List certifying that all statutory conditions have been complied with, all necessary loading valves onboard are properly set, and the agreed Loading/Unloading Signals are understood. A copy of the Safety Check List, signed by both vessel and Terminal Representative, is to be retained on the vessel.

Thunderstorms/Suspension of Operations: During severe thunderstorms, or other climatic conditions, which may be hazardous to the safety of the operations, the loading or unloading of any cargo may be suspended by the responsible ship's officer and/or the appropriate TTT Representative.

All valves and tank openings should be closed, and where required, hoses or arms disconnected.

Repair Work and Maintenance: No boiler cleaning, chipping, scaling and scraping of steelwork, or work likely to cause sparks, shall be undertaken on any vessel (and no iron or steel hammers or other instruments, capable of causing sparks, shall be used for the purpose of opening or closing hatches), unless prior written permission of the Terminal Manager has been obtained.

Clearance of the Vessel: Owing to the highly flammable nature of the products handled at the Terminal, and in order to comply with the Petroleum Regulations, it is necessary to exercise strict control of access to the area.

Unauthorised persons are not allowed to enter a vessel berthed alongside the Terminal until it has been cleared by Agents and the Authorities.

TTT personnel and Representatives shall have access to the vessel for the performance of their duties. The Master will give them all the necessary information with regard to operations and shall allow them to inspect all safety equipment and handling facilities. Back-up support by the vessel's crew is to be assured.

Controlled Access to the Terminal: Persons with valid works passes are allowed to enter the Terminal to proceed to the jetty. Persons having lawful business with vessels, tradesmen and suppliers will be issued with a day pass by the Security Officer.

Crew members of a vessel are not allowed to enter the Terminal without permission, as mentioned in "Marine Terminal Pass Form".

The entry of women to the Terminal is restricted to female members of a vessel's crew or the wives of crew members.

The co-operation of the Masters and Shipping Agents is requested in the interest of safety.

There shall be prepared a gangway of approved pattern as means of access to a vessel. It shall be properly secured and tended. A notice board shall be displayed in a prominent area near the access to the vessel indicating "No admittance except on business" and "No smoking allowed".

Immobilisation of Engines:

(1) The main engine shall always be kept ready for immediate use. Urgent repairs may only be undertaken with written approval from the Terminal Manager.
(2) Repairs which restrict the manoeuvrability of the vessel may only be carried out and on the condition that the Master hires sufficient stand-by tugs to move the vessel, if so required. All consequential costs resulting from repair work carried out on the vessel while it is moored at the Terminal shall be borne by the vessel.
(3) Should the repair works represent a risk for the Terminal, or should the conditions of the approval be contravened, the Terminal Manager may require that the vessel be removed at the Owner's costs.

Anchors: Every vessel shall have anchors ready for immediate use.

Emergency Towing Wires: Any vessel, whilst alongside the Terminal, shall provide emergency towing wires of sufficient length to reach the water's edge with about 20 m. flaked on deck with an eye on the outboard end and inboard end made fast to the vessel's bitts on the offshore bow and quarter.

Number of Crew: The Master shall at all times retain sufficient crew on board to operate the vessel.

Gangway: Vessel's gangway required (Jetty platform: +7.5 m. (C.D.)).

SHIPMASTER'S REPORT: July 1994.

Vessel: 38,600 d.w.t. LOA 182 m. Max. draft 10.97 m. Arrival draft 10.0 m.

Cargo: 29,700 tonnes of Naphtha.

Port of Map Ta Phut (Rayong), Thailand.

The commercial port of Map Ta Phut was opened in 1992 and is developing strongly. Vessel berthed at Thai Tank Terminal Ltd. (TTT) Berth No. 2, and was the first ship to discharge naphtha at the pier, therefore the discharging was slow, 1,500 cu.m./hr. (maximum) through 2×8 in. hoses. The storage tank for naphtha is 56,000 cu.m. The berth has been completed, but the Chicksan arms have not been installed yet, also the shore gangway was missing. This is also the case on Berth (TTT) No. 1. Maximum draft at Berth No. 1 and No. 2 is 11.90 m.

Thai Tank Terminal only stores chemicals and petroleum products, and distribution of the products to the chemical industry in the area is by means of a 16 in. pipeline (about 5 km. long).

Pier No. 2 is to be fully equipped before the end of the year. Thai Tank Terminal facilities are inside the port, sheltered by manmade breakwater and fairly well protected from swell.

Berthing is possible throughout 24 hours, but the weather might delay Pilot to working during daylight hours only. Also the buoys and leading lights are unreliable, according to the Berthing Pilot.

The Terminal Manager of the Thai Tanker Terminal Ltd. said that this matter is underway and Thai Tanker Terminal has good co-operation with the Port Authorities. The buoys and leading lights are to be upgraded.

On the West side of the port, there is a long pier and at its end is a chemical berth. This is specially venerable to the weather. Frequent delays will occur at this pier, due to difficulties of berthing during bad weather.

The port is developing fast, also towards the East of Thai Tank Terminal. Building of new berths is underway for Shell and Caltex. These berths are mainly to serve the refinery, being built by Shell/Caltex. These piers are for loading petroleum products. The refinery is going to be supplied by a SPM Buoy 23 nautical miles offshore and is going to be able to receive VLCC's. The Thai Tank Terminal Ltd. is hoping to get the management of the SPM operations. The Manager said that if the demand for tank storage is fulfilled, they are going to need 3 times the land they have. TTT has the first option on the area between their facilities and the West pier for chemicals. This mentioned land is now sea and has to be filled-in.

The roads from Map Ta Phut to Bangkok are good, but towards the East, improvement of the roads is still going on. Pattaya is about 45 minutes drive from Map Ta Phut.

OPERATOR: Thai Tank Terminal Ltd., Liquid Cargo Terminal, Map Ta Phut Industrial Port, P.O.Box 21, Map Ta Phut, Rayong 21150, Thailand. *Tel:* (038) 683172. *FAX:* (038) 683173. *Contact:* Mr. Jirachai Naiwattanakul, Operations Manager.

PHUKET: 07.49 N. 98.25 E. (See Plan)

LOCATION: The Port of Phuket is located on the Western seaboard of Thailand, on the Andaman Sea in position 07° 49′ N., 98° 24′ 30″ E.

DOCUMENTS:

Entry documents and advance information.

Customs and Immigration Entry forms as well as list of other documents required on *vessel's own forms* to be completed in advance for presentation on arrival Phuket. Sent in advance fo the Agent from one of the previous ports together with request for the following information required 4 days in advance of vessel's arrival.

Confirmation of ETA and any subsequent revised ETA.
Master's name.
Last port of call before Phuket.
Next port of call after Phuket.
Net registered tonnage (n.r.t.).
Hatch distribution and gangs workable.
Cash advance of Master.

Flags: Vessels are required to fly the Thai flag and display the code flag "Q" on arrival.

PILOTAGE: There is no official Pilot available.

ANCHORAGES: The following anchorages are regularly used by ocean carriers of deep draft calling Phuket for loading or discharging cargo.

During the N.E. Monsoon Season: Prevailing wind from November through March, and periods of strong Easterly winds, vessels are recommended to anchor in position Lat. 7° 53′ N., Long. 98° 27′ 15″ E. about 0.5 mile off Laom Mai Pai to pick up the boarding party and stevedores, before proceeding to the actual anchorage for loading at position Lat. 7° 57′ N., Long. 98° 33′ E., about 1 mile off Koh Yac Hyai, depth approx. 16 m. (50 ft.) at LWOS. However, during calm weather periods, cargo operation will be carried out at the first mentioned anchorage.

During the S.W. Monsoon season: Prevailing from April through October, and any periods of strong Westerly winds, vessels are recommended to anchor at position Lat. 7° 53′ N., Long. 98° 27′ 15″ E. about 0.5 nautical miles off Laom Mai Pai, depth approx. 14 m. or 45 ft. at LWOS.

To facilitate cargo operations during swell from South, vessels are requested to anchor as close as possible to the above anchorage positions according to the Master's judgement.

No Pilot is required on approaching the above anchorage; however, it should be noted *three ocean-going dredgers* are operating in the area between Koh Dok Mai and Kon Khai Nok which should be passed at a distance of about 1,500 ft. to keep clear of their anchor lines. The dredgers are lit up and clearly visible at night.

It should also be noted during the new moon period there are several small fishing craft in the area.

RESTRICTIONS: *Channel:* The channel around Koh Tapae Kyai is normally passed clockwise and is marked by a system of buoys, the position of which are shown on Thai charts. However, it is also possible to turn around by swinging on the anchor just after passing Buoy No. 3 on a rising tide (South to North) just before high tide.

Width of Channel: Minimum 230 ft. at Buoy No. 6 measured (chart datum at LLW) at 6 m. depth curve. Maximum 900 ft. at Buoy No. 4 measured at 6 m. depth curve.

Restriction in Navigation: (1) Entering or leaving through the North channel involves a rather sharp turn with a radius of about 1,000 ft. and angle of about 115° between the axis of channel in a restricted area between Buoy No. 6 and Koh Tapai Noi Island. Please also note the wreck buoy between Buoy No. 6 and Koh Tapao Noi.

(2) The draft at Buoy No. 6 is about 24 ft. 6 in. at Lowest HW.

(3) At Buoy No. 5 are placed two pairs of mooring buoys parallel in the channel, occasionally used by tankers discharging petroleum products to Esso and Shell installations ashore. The width between the narrowest pair is about 150 ft. and vessels are required to pass between these mooring buoys.

HEALTH: All crew and passengers must have valid health certificates for cholera.

RADIO: Messages to and from vessels at sea on the West coast of the Malayan Peninsula are best transmitted via Penang Radio in time to allow re-transmission to Phuket at about the following local times:

Weekdays at 0930 hrs., 1400 hrs. and 1630 hrs. Sundays at 1630 hrs.

For vessels outside this area, messages can be sent via Bangkok or Singapore as applicable. Cables via Bangkok Radio are normally transmitted every second hour from 0800 to 2100 hrs. local time, whereas cables via Singapore are sometimes re-transmitted via Bangkok Radio and sometimes via Penang Radio.

There are no facilities for ship-to-shore communication in Phuket, but vessels are *not* required to close down their radio station or VHF set while in port.

There is long-distance telephone connection with Bangkok, Penang, Singapore and Kuala Lumpur from Phuket at all hours.

Despatch Cables: Agent will in all probability need to send cables via the ship's radio re-loading results, etc., subject to the Master's approval. The cost of all such cables is to be borne by the vessel.

TUGS: 1×2,000 h.p.

BERTHING: New Port: *Phuket Ocean Terminal:* C.T.International Lin Co.Ltd. entered into an agreement with the Royal Thai Government t manage and operate the port for 10 years from 21st October 1988.

Access:

(1) Access for vessels entering or leaving the port is via a 120 m wide channel, dredged to 9.0 m., and is 1.5 km. in length.
(2) There is a 360 m. turning circle to the North of the quay.
(3) Tidal range at Springs is 2.7 m.

Facilities:

Total Area	: 65 acres (26 hectares)
Ship Berths	: 2
Barge Berths	: 4
Total Berthing Length	: 1,180 ft. (360 m.)
Depth	: 10.0 m.
Forklifts	: 8× 2 – 3 tons
	1×25 tons
Tow Tractors	: 4×40 tons
	2× 5 tons
	1×10 tons
Drawbar Trailers	: 4×40 tons
	3×10 tons
	6× 5 tons
Front Loaders	: 1
Annual Maximum Handling	: 32,000 TEU.
Stacking Capacity	: 5,200 sq.m.
Transit Shed	: 38,736 sq.ft. (3,600 sq.m.)
General Cargo Area	: 55,952 sq.ft.

Old Port: At Laen Klusi, Thailand Smelting and Refining Co. Ltd. have built a crossway connected by a short bridge to a pier which is paralle to the channel. The pier and channel are presently only suitable t accommodate vessels up to about 10,000 d.w.t. and approx. 430 ft. long not exceeding 22 ft. draft. Vessels berthing at the pier are recommended to anchor at position Lat. 7° 48′ 24″ N., Long. 98° 25′ 12″ E. to awa loading and favourable tide.

Dimensions of the Pier: Length 61 m. (200 ft.), width 12 m. (40 ft.). Depth about 24 ft. 6 in. at LLW.

Fenders: The pier is protected by a system of wooden fenders in additio to which there is 1 fender at each end of the pier with solid rubbe buffers.

Mooring Buoys: There are 2 mooring buoys about 700 ft. apart, each at equal distance from the end of the pier.

MEDICAL: It is only possible to get a doctor on board in the most severe cases, but otherwise there are two hospitals in Phuket, one of which is managed by American Seventh Day Adventists Mission Doctors, and the other is a General Hospital.

FRESH WATER: Limited and difficult to obtain.

FUEL: Limited and difficult to obtain.

CONSULS: None.

SURVEYORS: No marine surveyors in Phuket; however, a surveyor can be called from Bangkok.

REPAIRS: No facilities.

POLICE/AMBULANCE/FIRE: Police Tel: 212046. Marine Police Tel: 214368, 211883. Police (Emergency) Tel: 211883. Fire Tel: 211111, 212456-7.

DEVELOPMENTS: 2 berths under construction. Depth alongside 10.0 m.

SHIPMASTER'S REPORT: January 1992.

Chart: B.A. Chart No. 3941.

Pilotage: Pilot not required for anchoring. Pilot may be contacted on VHF Channels 16 and 13 during working hours only, which are normally from 0600 hrs. to 1800 hrs.

Anchorage: Vessel anchored near the new fairway buoy off Laen Phan Wa Point (Position Lat. 07° 47.86′ N., Long. 98° 27.24′ E).

The anchorage is exposed to winds from the South and East and vessel dragged anchor when first anchored due to strong tide. The bottom appears to be coral. When it was noticed that the vessel was dragging, 5 shackles were lowered into the water and this held the position of the vessel in a Force 4 wind from the East which was across the tide and with a 2,500 tonne barge alongside.

Approaches: Laen Phan Wa and Ko Tai Phao Noi lights are conspicuous.

There is a dredger working in position Lat. 07° 46.6′ N., Long. 98° 27.2′ E. and it is not very well lit.

Strong currents were experienced when approaching the anchorage and vessel was set rapidly to the North, due to the flood tide.

There are numerous fishing boats to the South and West but the anchorage itself was clear.

The fairway buoy has been moved to position Lat. 07° 47.86′ N., Long 98° 27.24′ E and it has no light.

Max. Size: Maximum permissable draft 9.0 m.

Tugs: There are two tugs available, one is owned by the port authority and the other is privately owned. Both are 2,500 h.p.

Cargo Operations: Vessel loaded latex from a 2,500 tonne barge which has 10 tanks, each with a capacity of 250 tonnes. The barge is brought to the ship by a harbour tug.

It is possible to load two ships tanks at one time through 1×6 in. hose from the barge which is split into 2×3 in. hoses through a portable manifold. Cargo is loaded over the top. Loading rate is approximately 85 tonnes/hr.

No survey papers are required. The SGS surveyor did his own tank survey.

The surveyor, agent and shipper were on board throughout the operations.

General: Three persons from the agent's office board with customs and immigration and assist with completion of documentation. There is no boarding or clearance between 2100 hrs. and 0700 hrs. Many port officials board the vessel.

Ships papers are generally accepted but an official Crew Manifest is to be completed and all crew members to sign, the ship's Manifest is then attached. A 'nil' Cargo Manifest is required if the vessel has no cargo to discharge.

The airport is 18 miles to the North of the port and has frequent flights to Bangkok. No difficulties were experienced by crew leaving or joining. A boat service can be arranged through the agent.

SHIPMASTER'S REPORT: September 1993.

Chart: B.A. Chart No. 3941.

Approach: Laen Phan Wa and Ko Tachaonoi Lights are conspicuous. By day Komaithon Island is a good landmark for the port approach.

Pilot: Berthing daylight only. Night sailing without Pilot by arrangement.

Pilot boards from tug at Fairway Buoy and departs off berth at Buoy No. 5. Pilot spoke poor English.

VHF used when vessel expected, but not before 0800 hrs. No Pilot for anchoring.

Anchorage: About 0.4 miles East of Buoy No. 1 in 18.0 m. for loading latex from barge.

A large swell is experienced at times.

In 1991, a sister ship dragged anchor.

Channel: Leading lights discontinued. Beacons still in position. A new buoy to West of Turning Basin (Buoy No. 6) now positioned at Lat. 07° 49.3′ N., Long. 98° 24.45′ E.

Vessel swung in Turning Basin with aid of tug, to berth starboard side alongside.

Depth as charted (minimum 9.0 m. C.D.), in fact found slightly more.

Berth: Flat faced concrete quay with good fenders. We berthed at the South end of the quay with bow overhanging about 20 m. North Berth used by small cruise liners and tourist craft to local islands. There was 10.0 m. C.D. alongside at South end.

Moorings 2,1,2, each end. Bow moorings, except springs, all breast lines.

Accommodation ladder landed on quay.

Fresh water obtainable from quay hydrants.

Tugs: 1×2,500 h.p. tug available. Tug generally just pushes.

Loading: Latex direct from shore tanks at South end of quay, also from 25 tonne tank trucks and barges.

Loading rate about 90 t.p.h. Sometimes three tanks loaded at once.

Shippers have a tendency to short deliver their nomination which causes ullages. Can sometimes be made up using spare capacity in short tanks if grade correct. We had one tank left slack (below 100%), protest noted for product deterioration and deadfreight.

Product comes from far afield in Thailand.

Very messy loading, the least professional of the latex loading ports.

Medical: Quickly dealt with and efficient.

Stores: No Chandler. Agent will assist with shopping.

Authorities/Documentation: Agent makes out a lot of Thai forms which have to be signed. Thai Personal Effects Manifest, which has to be signed by each crew member with ship's copies attached.

Repatriation: No difficulty either way through Bangkok from local airport.

Shore Leave: A big holiday resort with all the usual attractions.

AUTHORITY: *Operator:* Chaophaya Terminal International Co.Ltd., Tambol Ao Makam, Amphoe Muang, Phuket 83000, Thailand. Tel: 391155-60. *Telex:* 69512 Pkport. *FAX:* (076) 391157.

AGENT: See "Bangkok".

SATTAHIP: Chuk Samet Port: 12.35 N. 100.55 E.

(See Plan)

LOCATION: Sattahip Bay is located on the Eastern coast of the Gulf of Thailand about 184 km. from Bangkok in Plutaluang sub-district of Cholburi Province.

PORT LIMITS: Extend to approximately 1,500 yards from the quay wall at Chuk Samet Port, and 1,000 yards from piers at Tungprong Port.

DOCUMENTS: See "Bangkok".

APPROACHES: The entrance channel is 100 m. wide, 2.7 km. long and the harbour basin 450 m. wide in front of the West quay-wall, having available a depth of about 10 m. below Lowest Low Water (LLW).

The entrance light buoy is at Lat. 12° 35′ 07″ N., Long. 100° 54′ 20″ E.

PILOTAGE: Compulsory for vessels over 50 m. LOA. Working daily during the day time only. Advance notice required 4 hours prior to arrival on working day (on holiday notice required at 0830 – 1200 hrs.). Radio frequency used when handling the vessel is 27125 kHz

ANCHORAGES: Anchorage area for waiting berth and Pilot:

Chuk Samet Port: Capacity: Eight deep-draft ships minimum depth 8 fathoms.

Tanker Berth (Pol Pier)	Commercial Berths (DWP 1 – 4)
Lat. 12° 37′ 03″ N.	Lat. 12° 37′ 25″ N.
Long. 100° 55′ 00″ E.	Long. 100° 55′ 00″ E.

Tungprong Port: Capacity: Four deep-draft ships minimum depth 10 fathoms.

Lat. 12° 43′ N.	Lat. 12° 45′ N.
Long. 100° 49′ E.	Long. 100° 49′ 30″ E.

Map Pier:

Lat. 12° 41′ 47″ N.	Long. 100° 50′ 31″ E.

RESTRICTIONS: Berthing possible throughout 24 hours.

MAX. SIZE: See "Berthing" and "Tankers".

RADIO: Radio telephone.

Name of Station	*Frequencies*	*Remarks*
MSC	2738 kHz	Day time
Portsat	2738 kHz	Day time
	4145 kHz	R/T – SSB
	6220 kHz	R/T – SSB
	8292.5 kHz	R/T – SSB

VHF: Calling Channel 16 (156.8 MHz)
Calling Channel 14 (156.7 MHz)
Interport use 157.5 MHz (Special Channel)

TUGS: 2 tugs available, 3,000 h.p. Join when vessel approaches berth, charge for use of tug's lines. 2 mooring boats available.

BERTHING:

Limitation of Draft:

Chuk Samet Port: Depth 32 ft. below LWOST or 36 ft. below MLW.

(1) For cruising in the channel
32 ft.
– 3 ft. for squat, tidal phenomena, etc.
– 2 ft. for under keel clearance
Draft = 27 ft. at LWOST

(2) For staying in port
32 ft.
– 2 ft. for under keel clearance
Draft = 30 ft. at LWOST

(3) Draft of the vessel could be increased for the day alongside by adding the figure of the height of tide at low water of that day to the figure of draft in (2) above (30 ft.+Height of tide at LW).

Sattahip Commercial Port:

Berth	*Length* (m.)	*No. Berths*	*Max. LOA* (m.)	*Max. Draft* (m.)
West Quay	540	3	180.0	9.0
North Quay	360	2	150.0	7.8

Cruise passenger ships are permitted to berth at Sattahip.

Map Pier: 1 berth, length 443 ft. Depth at MLW 38.8 ft.

CARGO HANDLING FACILITIES:

	No.	*Capacity*
Forklift trucks	7	7,000 lb.
Shortmast trucks	7	5,000 lb.
Yard hustlers	5	—
Chassis	15	—
Top loader	1	35 tons
Transtainer	1	—
Straddles – 8×40 ft.	3	—
– 8×20 ft.	3	—
Semi-portal cranes	2	23-45 tons
Pallets	1,000	—
Van carriers	10	—

Storage Area:

3 transit sheds, total area 11,470 sq.m.
Open storage area of 190,000 sq.m.
1 container freight station.
Container yard of 36,000 sq.m.

STEVEDORES: Vessel to advise Agent 7 days prior to arrival. Text required in this cable is: flag, ETA, draft, tonnage of cargo aboard for port, number of crew/passengers, dangerous cargo/heavy lifts, gangs required.

194 stevedoring contractors (both liner terms and chartered vessels under F.I.O. terms).

Working Hours: 0800-1200 hrs. – day shift, 1300-1630 hrs – day shift, 1630-1800 hrs – overtime (working through), 1900-2400 hrs. – first half-night shift, 0100-0500 – second half-night shift, 0500-0700 – overtime (working through, but should apply for P.A.T. approval).

On Saturdays, Sundays and public holidays, the day shift finishes at 1600 hrs.

MEDICAL: Hospital facilities available.

TANKERS: *POL Jetty:* Max. size 50,000 d.w.t., max. LOA 820 ft., depth alongside 36 ft., max. draft 30 ft. (plus/minus, depending on time and tide). Diameter of shore lines are 6 in., 12 in. and 20 in.

DENSITY: 1021.

FRESH WATER: Limited, 200 tons per trip, addition 100 tons for boiler. Supply can be made by water trucks, advance notice of ETA required.

FUEL: Available, supply can be made by barges, advance notice of ETA required.

REPAIRS: Only for minor repairs.

GANGWAY/DECK WATCHMEN: Necessary.

OPENING/CLOSING HATCHES: Carried out by stevedores without extra charge.

CUSTOMS ALLOWANCES: 200 cigarettes for each officer, 100 for each crew member for 3 days. One bottle each, wines and spirits, opened.

CARGO GEAR: Supplied by stevedores.

TIME: GMT plus 7 hours throughout the year.

POLICE/AMBULANCE/FIRE: Security centre 2187; Duty officer 2102 (after duty hours); Police 3180; Ambulance 116; Fire 117.

TELEPHONES: Available (U.S. military circuits).

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Required for all crew and officers.

SHIPMASTER'S REPORT: July 1981.

CHUK SAMET PORT:

For details concerning navigation, currents, clearance and documents, etc., see "B.A. Pilot No. 30" and "Guide to Port Entry".

Vessels approach on the beacon line at 017.5° (T), along the fairway marked by buoys. The beacons are installed on the pier and are easily visible. When entering and leaving, the cross current should be watched. The fairway buoys appear to be displaced somewhat Westwards.

Entry and Leaving: Only permitted between 0600 hrs. and 1800 hrs.

The Pilot comes from Bangkok. Also Authorities come from Bangkok for clearance.

A local Agent's office is not yet available, but will shortly be installed.

Wireless traffic from the port with Bangkok is permitted.

There are two tugs of 3,600 h.p. available.

Max. Draft: At present 32 ft. is allowed.

The pier running approximately North – South is 500 m. long, and the cross pier 365 m. long. Both are well equipped with rubber type fenders. The free area on the pier in front of the sheds is about 45 m. wide.

Cargo Handling: Both cranes and the tapioca conveyor can run on the crane rails both on the main and cross piers. The large crane lifts up to 40 tonnes at 35 ft. The small crane lifts 23.5 tonnes but is currently out of use, but should be back in service shortly. The port has 20 forklift trucks, 10 at 3.4 tonnes, and 10 at 2.3 tonnes. Also there are 10 lorries type HINO KL 340 at 7 tonnes.

A Sea Container Shifter is already available, capacity 30 tons. For containers there are three 40 ft. and three 20 ft. spreaders in the equipment store.

Water: Any quantity available. Water must be boiled prior to use.
Bunkers: Only by road tanker.
Ship Repairs: None.
Ships' Chandler: Should be available.
Hospital: Available.
VHF: Port Authority on Channel 16.
Weather Conditions: During S.W. monsoon there is a slight swell. From May to July is the rainy season, with storms and typhoons occurring in June and July. Currents are unimportant. The tide rises about 2 m.
General: S.W. from Sattahip, in the Thailand Gulf, natural gas is obtained. A gas pipeline from there to Sattahip is under construction. The line will then be taken overland from Sattahip to Bangkok.

A railway connection is being built. A road to Bangkok (approx. 180 km. = approx. 3 hours by car) is available.

Further Developments: Dredging and building of new piers will begin.

A large Gottwald crane (mobile at 40 tonnes) is stated to have been ordered, and will be delivered in about 6 months.

It is planned later on to install a IHI container bridge, and Sheds 1 and 2 will be demolished to make room for container handling.

AUTHORITY: Port of Thailand Authority, Sattahip Commercial Port, Plutaluang Sub-District, Sriracha District, Chonburi 20180, Thailand. *Tel:* 038-436344/436360. *Telex:* 75702. *FAX:* 038-436565.

From 1st January 1991: Royal Thai Navy.

AGENT: See "Bangkok".

SONGKHLA: 07.14 N. 100.35 E. (See Plan)

APPROACHES: The entrance channel is 4 km. long, and is dredged to 9.0 m. over a width of 120 m.

There is a turning circle with a diameter of 300 m. to the West of the quay.

PILOTAGE: Available. Pilot boards in the vicinity of the Fairway Buoy.
ANCHORAGE: To the West of the leading line (045° – 225°) and 090° from Ko Maeo Island in a depth of 9.3 m.
MAX. SIZE: LOA 173 m., draft 8.23 m. and beam 25 m.
TUGS: 2×1,600 t.p.h.
BERTHING: *Songkhla Ocean Terminal:*

Total Area	: 24.71 acres (10 hectares)
Ship Berths	: 3
Barge Berths	: 7
Total Berth Length	: 1,673 ft. (510 m.)
Storage:	
Port Area	: 94,000 sq.m.
Container Yard	: 25,000 sq.m.
Warehouse	: 6,720 sq.m.
Stuffing Shed	: 480 sq.m.
General Working Area	: 9,300 sq.m.
Port Capacity:	
Total Cargo Throughput	: 1,100,000 ton/year
Container Yard Stacking Capacity	: 2,300 TEU's.
Warehouse Stacking Capacity	: 8,000 tons at a time.
Container Stuffing Capacity	: 100 TEU/day.
Warehouse Cargo Receiving	: 1,600 ton/day.
Equipment:	
Reefer Plugs	: 100
Emergency Power Supply	: 2
Weight Bridge (30-80 tons)	: 2
Workshop	: 200 sq.m.
Maintenance Area	: 200 sq.m.
Forklifts	: 1×16 tons. 2×25 tons. 2×36 tons. 22×3.0 – 3.5 tons.
Tractor and Trailers	: 7×40 tons.
Tractors	: 5×5 – 10 tons.
Trailers	: 15×5 – 10 tons.

MEDICAL: Hospital in city, Tel: 311379, 313160, 311494,311017.
TANKERS: See "Report".
FRESH WATER: Available alongside.
CONSULS: Malaysia, Tel: 312778. U.S.A., Tel: 311826.
AIRPORT: Had Yai Airport close South of the city, (Tel: 244521).
POLICE/AMBULANCE/FIRE: Police, Tel: 311011, 312122, 311019 (Emergency). Fire, Tel: 311016, 311118.
GARBAGE DISPOSAL: Normal garbage collection service is available. Minimum charge is B 200 per order, B 1,000 per truck, 24 hour service. Tel: 331002.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: No Seaman's club in the port but there are many services in town. International telephone and postage services are available in the port.
CURRENCY: Thai Bahts (B).

REPORT: November 1991.

Railway Jetty: Old Jetty: Used by Shell, Caltex and Esso.

Max. Displacement	3,600 tonnes.
Max. Draft	5.2 m.
Max. LOA	81.0 m.
Max. Operating Pressure	6.5 kg./sq.cm.
Flowrate	100 – 120 cu.m./hr.
Pipeline/Manifold	
Gas Oil	6 in.
Premium/Regular (common line)	6 in.
Distance from Jetty to Depot	2,000 m.
Other Facilities	
Fresh water	Available.
Fuel	Not available.

PTT Jetty: New jetty located inside the port. Distance from jetty to dep is 1,200 m.

Jetty A: New jetty for LPG and Premium/Regular Mogas.

Max. Displacement	3,000 tonnes.
Max. Draft	6.0 m.
Max. LOA	75.0 m.
Operating Pressure	LPG 15 kg./sq.cm. Mogas 8.0 kg./sq.cm.
Flowrate	LPG 200 cu.m./hr. Mogas 180 cu.m./hr.
Pipeline/Manifold:	
LPG Liquid	6 in.
LPG Vapour	4 in.
Premium/Regular Mogas	6 in.

Jetty B: New jetty for bulk carriers.

Max. Displacement	500 – 30,000 tonnes.
Max. Draft	8.0 m.
Max. LOA	200.0 m.
Operating Pressure	8.0 kg./sq.cm.
Flowrate	180 – 360 cu.m./hr.
Pipeline/Manifold:	
Gas Oil	10 in.
Premium/Regular Mogas	6 in.
Jet – A1	6 in.

Shell Jetty: New jetty designed for vessels of 5,000 d.w.t.

Depth at LLW	7.0 m.
Max. LOA	103.0 m.
Max. Draft	5.5 m.
Distance from jetty to breakwater	100 m.

Jetty located at inner side of PTT Jetty.
Tug required for berthing and unberthing operations.
Pilot works in daytime only.

Maximum LOA for passing Channel	173.0 m.
Maximum beam for passing Channel	25 m.

Tugs: Vessel LOA 250 ft. – 450 ft. One tug required.
Vessel LOA over 450 ft. 2 tugs required.

Communications:
VHF Channel 16 for calling.
VHF Channel 13 for ship-to-ship.
VHF Channel 14 for pilot.

AUTHORITY: *Operator:* Chaophaya Terminal International Co. L
Tambol Huakao, Ampur Singha Nakorn, Songkhla, 90110 Thaila
Tel: 074-331073-8. *Telex:* 60413 SKPORT TH. *FAX:* 074-331
331020. *Contact:* Tao Jun, Port Director.

AGENT: Jardine Pacific (Thailand) Ltd., 52 Jootee Anusorn Ro
Haadyai 90110, Songkhla, Thailand. Tel: 66-74-237362, 2315
246711. Telex: 60242 Jarthai.

All initial correspondence to be sent to Bangkok Head Office.

SRIRACHA: 13.07 N. 100.52 E. (See Pl

(A) PORT FACILITIES (Excluding SBM).
(B) THAI OIL – SBM.

(A) PORT FACILITIES (Excluding SBM).

DOCUMENTS:

Boarding of Immigration, Customs and Quarantine Officials:

The Immigration and Customs Officials will board all incoming vess
whereas the Quarantine Official will board on arrival at berth. If how
a vessel comes from an infected port the Quarantine Doctor will bo
The Officials demand that the main gangway is lowered.

Order of Clearance and Documentary Requirements:

Customs Authority: (Ship's forms)
12 copies Cargo Manifest (including port and Agent's requiremen
5 copies Transit Cargo Manifest.
8 copies Crew List.
6 copies Ship's Stores List.
4 copies List of Ship's Provisions, Steward, Deck and En
Departments.
4 copies Foreign Currency List.
4 copies List of Arms and Ammunition for Ship's Use.
4 copies List of Opium and Narcotics.
4 copies List of Ports called.
4 copies List of Passengers.
4 copies List of Mail.
4 copies List of Crew members' Personal Effects stating brands
serial numbers of watches, cameras, TV/radio sets, elec
calculators, refrigerators, typewriters, all sound and elec
equipment, etc.
4 copies List of Ship's Movable Properties, to declare brands
serial numbers as above.

When preparing the list of Crew members' Personal Effects and Ship's Stores' Lists, particular care should be paid to the exact quantities. Crew are allowed 200 cigarettes each, during the vessel's stay in port.

Failure to provide correct quantities on various forms will entail heavy fine and confiscation.

NOTE: Pornographic magazines and materials are prohibited and will be confiscated if found onboard.

Immigration Authority: For vessel having Thai Immigration Forms onboard, please prepare them ready for arrival. Otherwise Agency clerks will bring forms onboard and assist in completing them.

5 copies each of Immigration Form No. 3 (separately for *Landing* passengers and *Transit* passengers).

5 copies of Immigration Form No. 4 (Crew List).

2 copies of Immigration Form No. 35. Make out in duplicate, and 1 line for each name. Leave signature columns blank, where each crew member shall sign in presence of Immigration Officers in port.

1 copy Disembarkation/Embarkation card for each passenger, to be supplied in port.

Repatriation Crew holding valid Passports may be declared as passengers in order to facilitate Immigration Exit papers. Otherwise we need one full working day for preparation of Immigration papers (Sat/Sun/Holiday excepted).

Quarantine Authority:

1 copy of Maritime Declaration of Health (may be supplied in port).

2 copies of lists certifying the date of vaccination against Cholera for each crew member.

1 copy of Derat Certificate.

International Certificates of Vaccination against Cholera for all passengers and crew members.

Important to Master: On first arrival at Roads or berth do not allow any unauthorised people to board the vessel or allow any officers/crew members to disembark before 'Checking In' formalities by Immigration Officers and Customs Searching Party. Offence in this respect is liable to a fine not exceeding Baht. 5,000.00.

Departure: The 'Blue Peter' flag should be hoisted at the foremast of all sea-going vessels about to leave the harbour and shall be kept hoisted until the voyage has begun. In the case of vessels leaving in the afternoon, the flag shall be hoisted in the morning, in case of those leaving in the morning, the flag shall hoisted on the previous afternoon. Failure to comply with the regulations is subject to a fine not exceeding Baht. 5,000.00.

APPROACHES: The recommended courses approaching seaberth through the Southern part of Kohsichang are as follows:

from Junction point named "A"	Lat. 12° 43′ 00″ N. Long. 100° 44′ 36″ E.	True Course =360°
to Junction point named "B"	Lat. 12° 62′ 14″ N. Long. 100° 44′ 36″ E.	
from Junction point named "B"	Lat. 12° 56′ 14″ N. Long. 100° 44′ 36″ E.	True Course =022°
to Junction point named "C"	Lat. 13° 00′ 00″ N. Long. 100° 46′ 12″ E.	
from Junction point named "C"	Lat. 13° 00′ 00″ N. Long. 100° 462 12″ E.	True Course =037°
to Junction point named "D"	Lat. 13° 06′ 20″ N. Long. 100° 51′ 00″ E.	

from Point "D" A/C to 000°(T) up to Anchorage Area or Point "E"

Point "E"	Lat. 13° 07′ 00″ N. Long. 100° 51′ 00″ E.	

Refer Admiralty Chart No. 986; the "Hulk" in position Lat. 13° 07.7′ N., Long. 100° 52.8′ E. has been removed.

Vessels should always keep clear of the fairway channel as large bulk carriers sail on deep draft.

PILOTAGE: Compulsory in Sriracha area. Sriracha pilot station is established on "Ban Ao Udom", and can be contacted directly by VHF Channel 16 within 30 miles radius.

Boarding Area: The Government Pilot and Marine Supervisor will board at about 2 miles East of "Koh Thai Ta Mun" which lies South of Kohsichang, or at the position centred on Lat. 13° 07′ N., Long. 100° 51′ E. with a radius of 1 mile.

On receipt of an accurate ETA vessel will be advised by VHF regarding berthing time, whether to anchor and any likely delays. Flags indicating a request for a Pilot or Pilot on board should be flown. Accommodation ladder required (or in conjunction with pilot ladder).

ANCHORAGES: Recommended anchorage for vessels awaiting berth is within 1 mile of the position: Lat. 11° 04.8′ N., Long. 100° 51.0′ E. Refer Admiralty Chart No. 3965 and 986.

MAX. SIZE: MBK Bulk berth: 150,000 d.w.t. Draft 14.3 m.

Also see "Tankers".

HEALTH: See "Documents".

RADIO: *Commercial Radio Telegraphy:* (Tel: 5880842-4, 5882689, 5882683).

"BANGKOK RADIO".

Medium wave: Call sign HSA (Hotel Sierra Alpha).
Operating time: 24 hour service.
Traffic: 0700, 0900, 1200, 1500, 1800, 2100 and 2300 hrs. local time.
Calling frequencies: 500 kHz and 512 kHz.
Short wave: Call sign HSA 2 and HSA 3.
Operating time: 24 hour service.
Traffic: 0700, 0900, 1200, 1500, 1800, 2100 and 2300 hrs. local time.
Calling frequencies: 8686 kHz, 8573 kHz and 12800 kHz.

Masters of all vessels proceeding to Sriracha are to notify their Agent by radio of their expected time of arrival at least 3 days prior to arrival. This notice shall be amended in the event of any change in the time of arrival.

In addition to the above, the ETA message shall be confirmed 48 and 24 hours before arrival.

Pilots should be contacted 6 hours prior to arrival and terminals 3 hours prior to arrival.

The first notice of arrival is to contain the following information:
Last Port of Call.
ETA Pilot Station.
Best trimmable arrival S.W. draft.
Number of crew including the Master and his name.
Number of passengers, landing and transit.
Cargo grade and quantities to be discharged.
Discharging rates, barrels per hour.
Bunkers and water on arrival.
Urgent stores to be delivered on arrival, if any.
Bunkers and water to be delivered, if any.
Laundry service, if any.
Nature of any extraordinary repairs to be effected.
Any other matter to be attended to on arrival such as electronic equipment repairs, medical attention or hospitalisation, crew repatriation (in this case advise name, age, nationality, Passport number).
Cash required, if any.
Crew liberty launch service, if any.

VHF: Vessels calling at PTT should call on Channel 13 and advise Supply Operations Division the following:
(a) Name and call sign of vessel.
(b) Flag.
(c) LOA, draft and beam of vessel.
(d) ETA at Terminal.
(e) Nature of cargo, technical name, UN number (if applicable) and quantity.
(f) Distribution of cargo (and that to be left on board).
(g) Is vessel fitted with an Inert Gas System?
(h) Any defects of vessel or its machinery which may affect navigation, safety or the marine environment.

The terminal will also require technical details to the ship's cargo and cargo handling characteristics.

BERTHING: Sriracha Harbour Co.Ltd.:

Location: The terminal is located some 2 mile South of the City of Sriracha, in position Lat. 13° 09.20′ N., Long. 100° 53.10′ E., from where all usual commercial services can be obtained.

Note: There is no main harbour at Sriracha, which is mainly a fishing port with ferry access to Kosichang.

Pilotage: Compulsory. Pilot available 24 hours. Pilot boards 2 miles East of Kosichang.

Channel: 2.8 km. long with depth 9.0 m.

Max. Size: 70,000 d.w.t. There is no beam restriction.

Depth Alongside: 11.60 m. at LLW. 14.08 m. at MSL.

Pratique: Usual entry formalities available 24 hours.

Tugs: Available through Sriracha Harbour Co. Two tugs are normally used for berthing and one tug for unberthing.

Berths: Outer berth: Length 450 m. Width 40 m.
Inner berth: Length 350 m. Width 40 m.

Cargo Handling: 2×Kone level luffing cranes of 25 tons capacity with electric/hydraulic grabs, clamshells and magnets.

Other equipment: Weighbridges, excavators, mobile cranes, hopper conveyors, road transport, barges and steel skips available.

Bulk handling rates: 4,000 tonnes per day.

Fuel: Available by barge.

Services: All usual services available.

Operator: Sriracha Harbour Co.Ltd., 11th Floor, Glas Haus Building, 1 Soi Sukhumvit 25, (Daengprasert) Klongtoey, Bangkok 10110, Thailand. Tel: (662) 2606469-73. Telex: 84293 NTSRICH TH. Fax: (662) 2606293.

Harbour Office: 31/4 Moo 4, Surasak, Sriracha, Chonburi. Tel: (038) 312262/3. Fax: (038) 312630.

Also see "Shipmaster's Report" and "Report".

TANKERS: *Thai Oil – SBM:* See Part (B).

Thai Oil Sea Berth:

1. One conventional buoy mooring, consists of 6 buoys.
2. Position of berth: Lat. 13° 07.5′ N. Long. 100° 52.5′ E., 2.5 miles offshore.
3. Depth of water in berth: 48 ft. plus tidal height of the day above LLW. Minus 2 ft. under keel clearance. Vessel can berth heading either North or South depending on the current.
4. Capacity of berth: Capable of handling vessels of minimum size 30,000 d.w.t. up to max. size 120,000 d.w.t. with max. LOA 900 ft. (Max. distance from bow to manifold 435 ft.).
5. Discharge line: 2×24 in. dia. submarine line with 4 strings of 12 in. hose.
6. No berthing/unberthing during night. Earliest berthing time is 0600 hrs. and latest unberthing time is 1830 hrs.
7. Total of 18 ship's mooring lines (rope/wire) are required in good condition, not less than 220 m. in length each line, for 3 head and 3 stern buoy lines.
8. Communication: Thai Oil Company Limited, P.O.Box 2387, Bangkok, Thailand. Telex: THAIOIL TH 85802, 85808. Tel: Sriracha Thailand (038) 351555. Fax: (038) 351554.

Thai Oil Jetty:

Jetty Restriction	*Berth No. 1*	*Berth No. 2*	*Berth No. 3*	*Berth No. 4*	*Berth No. 5*	*Berth No. 6*
Deadweight allowed up to (tonnes)	2,500	2,500	2,500	5,300	5,300	5,300
Displacement allowed up to (tonnes)	3,200	3,200	3,200	6,000	6,000	6,000
Length overall (m.)	106.0	106.0	83.0	122.0	122.0	122.0
Max. available Depth (m.)	5.4	6.1	6.1	7.3	6.4	6.4
Bottom Clearance (m.)	0.6	0.6	0.6	0.6	0.6	0.6
Max. Draft allowed (m.)	4.8	5.5	5.5	6.7	5.8	5.8
Tide Range (m.)	3.9	3.9	3.9	3.9	3.9	3.9
Distance between Dolphins (fenders) (m.)	27.5	27.5	27.5	5×(7)	5×(7)	5×(7)
Distance between Mooring Bitt (m.)	120.0	120.0	104.0	41/180	41/170	41/170

Esso: 6 buoy conventional mooring owned and operated by Esso Standard Thailand Ltd. Vessels berth heading in either direction depending on the tide at the time of arrival. Max. size: 105,000 d.w.t. LOA 274 m. Draft 15.24 m.

2 ship's moorings required to each of 2 head and 2 stern buoys and one ship's mooring to each of 2 breast buoys. These are supplemented by 1 shore "preventer" wire from the 2 head and 2 stern buoys.

1×32 in. submarine line for crude oil with 2 strings of 12 in. hoses.

Ballasting is required during discharge to maintain 30% deadweight at all times. Additional ballast may be required during the S.W. monsoon period 1st June to 31st October. Technical test data for winches/wires required on arrival.

PTT Sea Berth: The PTT Sea Berth consists of a concrete platform with two breasting dolphins and mooring buoys for head and stern lines.

Vessels berth heading in either direction depending on current direction, using seaward anchor.

Mooring: 3 head/stern ropes, 3 forward and aft back springs plus one buoy rope to seaward buoy aft.

Night berthing not recommended in view of unlit buoys and platform.

Vessels programmed to this sea island berth are advised that it is to be regarded as an offshore buoy berth as far as shore facilities are concerned. Access to/from the shore should be by accommodation ladder rigged on the offshore side of the vessel.

In common with offshore buoy berths and in the absence of any shore standby craft, the vessel's lifeboats to be used for emergency evacuation of personnel.

PTT Sea Berth No. 4: Max. LOA 235 m. Max. draft 13.5 m. Max. size 60,000 d.w.t. Minimum size 1,000 d.w.t. Products handled: Fuel oil and diesel (2×8 in. and 1×6 in. hoses).

PTT Sea Berth No. 5: Max. LOA 181 m. Max. draft 12.5 m. Max. size 20,000 d.w.t. Minimum LOA 42 m. Only fuel oil handled (1×6 in. hose).

PTT Jetties:

Jetty	*Max.LOA* (m.)	*Max.Draft* (m.)	*Max. Size* d.w.t.
1	281	15.0	120,000
2	122	7.5	6,000
6	92	6.8	6,000
7	91	4.9	2,000

Jetty 1: Minimum size LOA 100 m. or 10,000 tonnes s.d.w.t. Maximum distance waterline to manifold 19.20 m. Maximum gas carrier 80,000 tonnes s.d.w.t. LPG unit is 15.0 m. South of centreline of Chicksans. Crude and HSD handled. Crude 2×12 in. hoses, products 1×12 in. hose.

Jetty 2: Minimum size LOA 40 m. or 500 tonnes s.d.w.t. Absolute maximum 6,000 tonnes s.d.w.t. Max. size LPG tanker 2,000 d.w.t. HSD handled. 1×6 in. hose.

Jetty 6: Minimum size 1,000 tonnes s.d.w.t., LOA 40 m. Absolute maximum 6,000 s.d.w.t. Crude and HSD handled. 2×8 in. hoses.

Jetty 7: Minimum size 1,000 tonnes s.d.w.t. HSD handled. 1×6 in. hose.

General: Qatar Crude Discharge: Considerable delay can be encountered in the discharge of Qatar Crude.

In this connection your attention is particularly drawn to any advice given to you on arrival by the Thai Oil Representative.

Back Loading from Coasters: Occasionally vessels are required to load cargo from 2,000/4,000 ton coasters at Sriracha. Loading a full cargo could take 3 to 4 days and Masters should bear this in mind for bunker and fresh water calculations.

Lightening to coasters to make Bangkok Bar draft: On arrival there is no VHF contact with shore, as vessel does not take a Pilot, and so should proceed straight to an anchorage within about half a mile of position 13° 07.6′ N., 100° 50.9′ E. There may be other vessels in this area engaged in ship/ship transfer. Do not rig an accommodation ladder, as four Yokohama rubber fenders are brought straight out to the vessel, and 2 lashed each side amidships. Shore officials will board via the pilot ladder to clear the vessel inwards. Accommodation is required for 2 Police Officers (one room) and 2 Supervisors with one Customs Officer (a second room) throughout the vessel's stay. 8 in. hoses are brought out on the first coasters, connected by a seven man hose handling gang, and left connected to the ship's manifold throughout the operations; the gang handles all hose connecting, and mooring, with a crane driver provided by the ship. This gang stays onboard most of the time and need to be allocated a smoking area. The coasters are programmed by Bangkok – copies of the programme being put onboard on arrival – and can be handled simultaneously one each side. If 2 products are involved usually one side is allocated for a particular product. The coasters moor with lightweight polypropylene lines and are well handled and efficient, capable of loading at about 1,250 tonnes/p.h. There are 4×2,000 d.w.tonnes, and 1×3,500 d.w.tonnes coasters with a round trip taking about 24 hours from departure to return alongside.

TUGS: Local company privately operates 3×2,500 h.p. tugs which are available on calling during working hours, and outside working hours when required if advance notice given.

MEDICAL: Hospital facilities available, advance notice of ETA preferred.

DENSITY: About 1021.

FRESH WATER: Can be supplied by barge at sea berths. 24 hours' notice required to Agent.

FUEL: Can be supplied by barge. 48 hours' notice required.

CUSTOMS ALLOWANCES: 200 cigarettes for each officer, 100 for each crew member for 3 days.

Each man allowed 1 opened bottle wine/spirits.

CONSULS: See "Bangkok".

AIRPORT: Situated about 25 km. from Bangkok, regular international services.

TIME: GMT plus 7 hours. No changes during the year.

SHORE LEAVE: No restriction on crews landing after immigration and health formalities have been satisfactorily completed.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: No facilities available.

WASTE OIL DISPOSAL: No facilities available.

SEAMAN'S CLUBS: None.

CURRENCY: Thai Baht.

DEVELOPMENTS: *Laem Chabang Deep-Sea Port Project:* See "Lae Chabang".

SHIPMASTER'S REPORT: March 1984.

Loading of Tapioca Pellets in bulk at MBK berth:

Vessel: LOA 243.6 m., beam 32.3 m., deck over keel 18.6 m., dr 13.51 m., 74,010 tonnes d.w.t., 8 holds.

Silo with a berth called MBK Berth (Mah Boon Krong), operated Cargill Ltd., has been in existence for about 6 years.

The berth consists of 3 loading towers with sufficient mooring po at both ends.

Location of berth: Lat. 13° 08.2′ N., Long. 100° 53.1′ E.
Distance from shore: 1.6 miles.
Distance between towers: 50 m.
Radius of loading booms: 32 m.
Total loading range: 166 m.
Depth of water alongside: 12.8 m. at LW.
Loading capacity: Loading with 1 tower 350 t.p.h.
Loading capacity with 2-3 towers 600 t.p.h.

A vessel of our size has to be shifted for loading the end holds.

The loading spouts are equipped with trimming machines. The c connection to the shore is a conveyor belt of 2.8 km. length which ca be used for traffic. All traffic is carried out by boats. Therefore gangwa on both sides to be used.

A Pilot/Berthing Master brings the vessel alongside. Berthing w 2 tugs, bow to the North and starboard side alongside using the p anchor.

REPORT: December 1993.

Berth: Siam Seaport.

Operator: Siam Seaport Terminal and Warehouses Co.Ltd., Bangk

Located in the Eastern seaboard, the new industrial heartland Thailand, and about 10 km. by road from the Laem Chab Commercial Port, is Siam Seaport, a new deep sea terminal, desig specially to handle bulk and breakbulk cargoes. When constructio completed in mid-1994, Siam Seaport will offer an ideal bulk term where vessels of sizes ranging from 5,000 d.w.t. to 60,000 d.w.t. c safely berth all year round. The deep water at Siam Seaport is there most favourable to customers needing to transport bulk and breakb cargoes in the largest possible vessels.

Berth: Total length: Outer berth 400 m. Inner berth 340 m.

Draft: 12.5 m. basis MSL.

Size of Vessels: From 500 tonne barges up to 60,000 d.w.t. ocean-go vessels.

Equipment: One bulk loader, capable of loading 700 tonnes/hr. of bulk commodities, such as raw sugar, tapioca pellets, grain, etc.

Mobile cranes of 20 – 40 tonnes lifting capacity. Luffing shore cr (future). Forklifts, trucks, pay loaders, etc.

Services: Pilotage, waste disposal, tugs, computer processing, secu living quarters, stevedoring, lighting, packing, water, electr communications, sea land transport, bonded warehouse, Cust clearance.

Storage: 224,000 sq.m. (140 RAI); 10,000 sq.m. (bulk); 13,000 s (non-bulk); 10,000 sq.m. of bonded area; 36,000 tonnes of liquid tankage.

AUTHORITY: *Operators:* Thai Oil Company Limited. Refin Km. 124.5 Sukhumvit Highway, Au Udom, Sriracha, Cholburi 20 Thailand. (P.O.Box 2387, Bangkok 10501). *Tel:* (038) 351 *FAX:* (038) 351554. *Telex:* 85802, 85808 THAIOIL TH. *Contact:* Cap Prasit Khumsribus, Marine Supervisor.

Mah Boon Krong Drying and Silo Co. Ltd., (MBK), Haad Pada Surasak, Sriracha Cholburi, Bangkok. *Telex:* 85804, 85805 Mbsil

Petroleum Authority of Thailand (P.T.T.) *Telex:* 75811 PTT SPT

Sriracha Harbour Co.Ltd. (See "Berthing").

(B) THAI OIL – SBM.

LOCATION: The SBM of Thaioil Co.Ltd. Sriracha is a Catenary An Leg Mooring (CALM) and located between the island of Ko Si Ch and mainland Thailand, in position Lat. 13° 07′ 4 Long. 100° 51′ 45″ E.

The water depth is approximately 23 m. (Ref. B.A.Chart No "Approaches to Ao Udom").

PILOTAGE: The use of Government Pilots is compulsory for ber and unberthing at the SBM.

The Pilot will board the incoming vessel approximately 1.0 na miles S.W. of the SBM in the pilot boarding area as indicated on Chart No. 986.

APPROACHES: *Approach to the SBM:* At the Thaioil SBM in Sri tankers are berthed with the hose strings lying on the port side o vessel. This configuration was chosen to cater for the general ten of vessels to swing to starboard (and away from the SBM) when the engine for astern movements during the final stages of the app

Special care is to be taken to prevent collision with local fish and/or other vessels under way or at anchor, the area betwe mainland and Ko Si Chang being congested with various m installations and activities.

The final approach is made at the slowest possible speed, ke the vessel manoeuvrable, and the SBM slightly open on the po never ahead, in order to let the tanker pass clear in case of oversh or if an emergency occurs.

The direction of the approach is governed by wind or current, or a combined effect of both, bearing in mind the vessel's draft and handling characteristics.

Ko Si Chang Bar: 4 marker buoys are laid in the Ko Si Chang Bar area indicating a safe passage across the bar. The buoys are numbered 1 to 4, and have the following characteristics:

Buoy 1: Green – flash every 5 seconds – radar reflector, in position Lat. 13° 03′ 04″ N., Long. 100° 48′ 47″ E.
Buoy 2: Red – 2 flashes every 5 seconds – radar reflector, in position Lat. 13° 03′ 15″ N., Long. 100° 48′ 40″ E.
Buoy 3: Green – flash every 5 seconds – radar reflector, in position Lat. 13° 03′ 40″ N., Long. 100° 49′ 43″ E.
Buoy 4: Red – 2 flashes every 5 seconds – radar reflector, in position Lat. 13° 03′ 51″ N., Long. 100° 49′ 35″ E.

RESTRICTIONS: Berthing and unberthing is carried out at day and night. Berthing restrictions apply to vessels with a draft greater than 14.8 m., which will be berthed on ebb tide only.

All tankers stemmed to discharge at the Thaioil SBM must be equipped with bow chain stoppers and manifold equipment in accordance with OCIMF Recommendations.

Owners assurance will be sought prior to acceptance.

MAX. SIZE: The buoy is designed to accommodate tankers of sizes between 60,000 d.w.t. and 230,000 d.w.t. (part-loaded).

Tankers of a deadweight of 320,000 tonnes (part-loaded) could also be accommodated, but this would require the adding of 2 pieces of floating hose to each hose string and may also incur additional draft penalty (See "Draft Information").

Draft Information: The maximum loaded draft over the Ko Si Chang Bar channel at any high water is 17.6 m., and calculated as follows:

Chart Datum above LLW	16.7 m.
Accuracy of Sounding	0.4 m. (minus)
Under-keel Clearance	1.5 m.
Rise in Tide	2.8 m. (minimum rise in tide any day)
Maximum draft	17.6 m.

Consequently any vessel with a draft of up to 14.8 m. can cross the bar channel at any time every day.

Although at certain periods of time, the maximum rise in tide can reach 3.9 m., the maximum draft for vessels calling at the SBM is restricted to 18.2 m. by the height of the pipeline end manifold (PLEM) above the sea bed.

Increase in draft beyond 18.2 m. for 'pumping-over-the-tide' is not permitted.

Within a radius of 950 m. around the SBM, the sea bed is dredged to a minimum water depth of 19.0 m. above LLW.

RADIO: *Information required prior to Arrival:* Vessel's arrival draft and ETA to be given 7 days, 3 days, 2 days and 1 day prior to arrival. Vessels should attempt to arrive on even keel or as close to even keel as possible.

VHF: Initial contact with the Pilot can be made on VHF Channel 16 (Call Sign "Thaioil Pilot"). Once the contact is established, communication will be switched to Channel 13 or 73.

Communication during discharge between ship and shore is carried out by the Thaioil representative on board.

In addition, the ship is to keep a constant radio watch on Channel 13.

TUGS: A 2,400 b.h.p. tug may be used to support the manoeuvrability of the tanker.

4 tugs (2×2,500 b.h.p. and 2×2,000 b.h.p.) are available in the area. For vessels over 700 ft. LOA, the Harbour Department Regulations require 2 tugs for berthing and 1 tug for unberthing.

BERTHING: *Buoy Dimensions:* Diameter 12.0 m. Skirt diameter 16.2 m. Height 5.3 m. Draft 2.6 m. (approx.).

The buoy is cathodically protected by sacrificial anodes.

A white navigation light flashing "U" every 10 seconds with a range of 5 nautical miles is mounted to the turntable some 5.0 m. above water level.

An octahedral radar reflector with a diameter of 0.5 m. is mounted on top of a steel rope guard some 5.5 m. above water level.

Buoy Mooring: The SBM is moored with 6 chain pendants of 3.5 in. (89 mm.) stud link chain, each having a nominal length of 330 m., average angle of the chains to the horizontal being between 48° and 52°. The 6 chain pendants are anchored to the sea bed with anchors of high holding power (200 tonnes).

Mooring Arrangement: (OCIMF Standard). Tanker moorings from the buoy comprise of 2×12 in. circumference × 150 ft. (45.72 m.) long double braided circular hawsers, complete with floats and thimbles at each end.

The buoy end of the 2 mooring hawsers are attached to triangular plates and lugs on the turntable, which is mounted on a continuous roller bearing and free to turn 360°. This allows the moored tanker to lie head into the wind and/or tide.

The tanker end of the 2 mooring hawsers terminate in 2 chafing chains of high tensile steel, 8.0 m. long, grade U3, 76 mm. stud link chain with triangular plate attached to it, which is connected to a second chafing chain of high tensile steel, 3.5 m. long, grade U3, 54 mm. stud link chain with triangular plate. A 250 mm. (8 in.) circumference 15 m. long pick-up rope, which is buoyed off is attached to each set of chafing chains.

For berthing purposes, the port pick-up rope will be connected to a 182 m. (600 ft.) long 250 mm. (8 in.) circumference messenger rope (first line to pick-up), while the starboard pick-up rope will be connected to a 91 m. (300 ft.) long 250 mm. (8 in.) circumference messenger rope (second line to pick-up).

Only vessels which are equipped to the latest OCIMF Standard, having bow chain stoppers (tongue or hinged bar type) and fairleads are accepted to moor at the SBM.

Berth Preparation: Prior to the tanker's arrival, the Assistant Marine Manager and the Marine Supervisor proceed to the SBM to ensure the hose string and mooring lines are not fouled or entangled around the SBM. The outer (starboard) mooring line is towed clear round the buoy to prevent any accidental fouling of the launch's propellers when manoeuvring to pick-up the inner (port) pick-up rope.

The second SBM mooring launch makes fast at the end of the 2 floating hose strings and tows the hose strings to port, in order to clear the path for the incoming tanker. After the mooring is completed, the launch tows the hose strings back to the tanker's manifold, in order to be ready for picking-up and connecting the hoses.

In the rare case that only one SBM mooring launch is available for berthing, the hose strings will be looped back and lashed to the turntable of the SBM, in order to prevent entanglement with the tanker's propeller.

Vessels with draft restrictions when passing the Ko Si Chang Bar (i.e. draft between 14.8 m. and 18.2 m.) should generally approach the SBM from the South on an ebb tide. This will enable the vessel to always manoeuvre with sufficient water underneath her keel.

Vessels with drafts below 14.8 m. can be berthed at any stage of the tide, provided they stay in sufficiently deep water. It should be born in mind that the 14.0 m. contour of the sea bed is only 1,400 m. (7.5 cables) to the East of the SBM.

Mooring: Once the Assistant Marine Manager and the Marine Supervisor have completed the berth preparations, they board the incoming tanker, and the SBM mooring launch returns to the SBM to connect the 182 m. (600 ft.) messenger rope to the pick-up rope of the port mooring line. The SBM mooring launch runs out the full length of the messenger rope and meets the incoming tanker. The tanker lowers a mooring rope which is picked-up by the launch and shackled to the end of the messenger rope.

The tanker is now in a position to pick-up the messenger and be manoeuvred to the SBM. It is pointed out, that warping the tanker up to the buoy is to be avoided. The tanker is manoeuvred to the buoy by use of her engines and rudder, while the messenger rope is only used to pick-up the slack of the messenger and heave up the chafing chain to the forecastle.

Once the chafe chain is in the correct position in the bow chain stopper, it is secured and the port mooring is thereby made fast.

The SBM mooring launch then returns to the SBM to pick-up the second (starboard) pick-up rope and shackle the 91 m. (300 ft.) messenger rope to it for passing to the tanker.

The second mooring rope is then secured in a similar manner.

Vessels of a deadweight below 150,000 tonnes, which have only one bow chain stopper provided on the forecastle, will secure only one chafing chain in the bow chain stopper and hang-off the second mooring line from a different fairlead, such that only the upper end of the chafing chain is in the fairlead and all weight is taken by the mooring secured in the bow chain stopper.

Unmooring: Tugs are normally not required in this operation. The leeward mooring is usually released first.

The 50 ft. pick-up rope of the first mooring is connected to a ship's mooring rope with a 3 in. circumference Manila tail. The ship's mooring is taken to a winch drum and the weight taken on the mooring rope until the bow chain stopper can be opened. The chain and the 50 ft. pick-up rope are then lowered, until the end of the pick-up buoy is just inside the centre fairlead. The pick-up buoy is attached and the Manila tail cut. The mooring falls into the water and is towed clear by the SBM mooring launch if required, to avoid fouling of the second mooring once it is released.

In adverse weather conditions, the same method of unmooring as described above is employed. It may be necessary to assist in taking off the weight of the mooring lines by short ahead movements with the ship's engine, but these must be used with discretion to avoid moving up to the buoy.

Once both moorings have been released, the tanker is given stern way until the bow is well clear of the end of the hose strings. The tanker then gives a good lee and the Assistant Marine Manager and Marine Supervisor disembark, the tanker can now proceed to sea.

LOADING: *Pipeline and Hose:* A 40 in. pipeline of 3.8 km. length connects the SBM with the storage tanks ashore. The pipeline is concrete coated and cathodically protected by sacrificial zinc anodes. The pipeline end manifold (PLEM) is located directly underneath the SBM.

Two underwater hose strings with a length of 85 ft. (25.9 m.) and an internal diameter of 20 in. in "Chinese Lantern" configuration connect the PLEM with the under buoy flanges. The hoses are electrically discontinuous in order to isolate the cathodic protection of the sea line and the buoy, and are supported by beadfloats for better buoyancy.

Submarine hose strings (2) configuration:

1 submarine hose one end reinforced	20 in. (ID) × 30 ft. length.
1 submarine standard line	20 in. (ID) × 25 ft. length.
1 submarine hose one end reinforced	20 in. (ID) × 30 ft. length.

The two floating hose strings, the inner one with a length of 830 ft. (253.0 m.) and the outer one with a length of 865 ft. (263.7 m.), and both with an internal diameter of 20 in./16 in. respectively, connect the turntable buoy flanges with the ship's manifolds. The hoses are electrically continuous except for the tail end hose, which isolates the cathodic protection of the SBM from the tanker. Either floating hose string can be isolated by closing the butterfly valve on the SBM turntable to allow discharging through one hose only.

In the rare case of discharging through one hose only, the other hose should be tied back and secured to the turntable in order to prevent it from fouling the ship's propeller.

Floating hose strings (2) configuration:

1 half integral floating hose with extra strengthening over the unsupported length	20 in. (ID) × 30 ft. length.
21/22 full integral floating hoses	20 in. (ID) × 35 ft. length.
1 break away coupling	20 in. × 16 in.
2 lightweight floating rail hoses	16 in. (ID) × 35 ft. length.
1 lightweight floating rail hose with extra buoyancy at both ends	16 in. (ID) × 30 ft. length.

Derrick: Refer to OCIMF Standard.

Port derrick to be rigged for hose connection.

Connecting Hoses: Hose connection is carried out by shore personnel with assistance of the ship's crew.

After the tanker is safely moored, the hose equipment consisting of rope slings, shackles, gaskets, nuts and bolts, Blake Stoppers and wire strops, are taken on board.

The hoses are lifted and connected one at a time, the inboard hose string first.

The blind flange at the end of each hose string is connected to a short lifting chain with an open link at the end. The lifting chain is supported by a PVC buoy connected to the chain by a small wire. The launch picks up the buoy and secures the open link on deck and brings the hose directly under the derrick head. The derrick runner hook is then secured to the open link and the hose is lifted out of the water until sufficient length is available for direct connection to the ship's manifold. The weight of the hose is then transferred to the snubbing chain by tightening the connecting chain which is shackled to the snubbing chain and securing it in the Blake Stopper which itself is to be secured to the ship's manifold bitts. The blank flange is removed and the hose connected to the ship's manifold. The butterfly valve at the hose end is opened and secured.

After connecting, both hoses are supported by rope slings suspended from the derrick runner hook in order to maintain a reasonable radius of bend. If necessary, the hoses are lashed on each side of the hose bar to reduce movement caused by swell.

Ship's impressed current cathodic protection, if operational, should be kept on.

Discharge of Cargo: Only one grade can be discharged at the time, dependent on shore requirements.

The quantity discharged is to be checked and compared with shore on the full hour at 2 hourly intervals. If at night the difference between ship and shore exceed 1,000 cu.m., then the cargo has to be stopped and the cause has to be investigated in order to ensure that no sub-sea leaks develop undetected.

During discharge, all floating hoses and the surrounding area should be checked frequently for oil leaks. If any oil leak is detected, the Marine Supervisor, who remains on board throughout the vessel's stay at the SBM, is to be informed without delay.

Throughout the vessel's stay at the SBM, one member of the shore crew is to be stationed on the forecastle to watch the SBM and notify the Thaioil Marine Supervisor before the vessel comes into contact with the SBM. Engines have to be ready on 10 minutes notice.

In the event that the mooring lines become fouled or the SBM hoses trapped between the SBM and the vessel, the SBM mooring launch will be utilised to clear as necessary. The launch remains on stand-by throughout.

Discharge Rate/Pressure: Maximum discharge rates that can be achieved vary between 7,200 cu.m./hr. and 8,300 cu.m./hr. respectively and are dependent on the flow characteristic of the crude oil.

The maximum discharge pressure permitted at the ship's manifold is 10 bar.

Hose Disconnection: This operation is carried out by shore personnel, with the assistance of the ship's crew.

Once cargo has been completed and shore valves are confirmed closed, the ship can close her manifolds. The butterfly valves at the end of the hoses are closed and secured and the hoses disconnected and blanked-off. The cargo runner hook is connected to the open link of the lifting chain of the outer hose and the hose lifted clear of the deck transferring the weight from the snubbing chain. The Blake Stopper is removed from the connecting chain and the hose lowered into the water. The SBM mooring launch will secure the open link of the lifting chain on her deck and disconnect the cargo runner hook. The PVC buoy is re-connected and the hose lowered into the water. The same procedure is repeated for the second (inner) hose and thereafter the hose gear is lowered into the SBM mooring launch, prior to unmooring.

If the hoses are found to lie close to the ship's propeller, they should be turned back and secured to the turntable, or pushed away by the SBM mooring launch.

Ballast: Masters are advised to commence taking permanent ballast as soon as necessary, to keep the vessel at maximum draft not exceeding 17.6 m.

Crude Oil Washing (COW): Marpol 73/78 Convention requires that crude oil washing be carried out during discharging. Full crude oil washing will be subject to Terminal agreement.

COW is to be carried out in accordance with the ship's COW Operations Manual and the International Safety Guide for Oil Tankers & Terminals (ISGOTT).

I.G. Failure: In the event of a inert gas plant failure, discharge and crude oil washing must be stopped until the I.G. system is fully operational again.

FUEL: All bunkers are available by barge at anchorage only. Quantities are limited unless advanced notice is given. It is recommended to confirm bunker requirements on arrival. Failure to do so may result in cancellation or delay.

FRESH WATER: Available by barge at anchorage only. Minimum order is 200 tonnes, delivery rate approximately 30 tonnes/hr.

REPAIRS: Only minor repairs can be carried out by local workshops or by Bangkok's facilities. Advance notice is necessary since spare parts are difficult to obtain.

Immobilisation: Immobilisation of engines or steering gear is not permitted at any time while the vessel is moored to the SBM. Engines and helm must be made available at short notice (i.e. within 10 minutes).

GENERAL:

Berth Security and Safety: Throughout the vessel's stay at the SBM, no other craft (i.e. bunker, water, and stores barge, etc.) is permitted to moor alongside the vessel, the sole exception being the SBM mooring launch.

Accommodation Ladder: Accommodation ladder to be rigged on both sides ready for the Pilot, and later the Government Authorities, to board the vessel.

Shore Personnel: A representative of Thaioil will stay on boa throughout the vessel's stay at the SBM. Adequate accommodation a messing facilities should be provided.

Additionally a 6 man shore crew, who are employed to watch the SB from the forecastle and stand-by for emergency hose disconnection, w remain on board. The shore crew will not need to be accommodated cabins, but will be satisfied with a room such as the gym or a tab tennis room. They will be provided with their own food, but will requ water.

At times, the ship's Agent will provide 2 Marine Police who will requ accommodation and messing facilities.

Stores and Provisions: Available at 48 hours notice. Fresh provisio are available in ample quantities and of good quality. Deck/engine sto are usually available in reasonable quantities, but selection is limited

WEATHER:

Current: The main direction of the current runs more or less paralle the shore line in a Northern direction during flood tide and in a Southe direction during ebb tide. The maximum rate of the current is arou one knot.

Tide: Refer to British Admiralty Tide Tables – Bangkok Bar/Ko Si Chan

Waves: In stormy weather, the maximum height of waves is 2.5 m. a wave period of approximately 6 seconds.

Wind:

(a) South West Monsoon season (May to October):
The prevailing wind during South West Monsoon season is fro the S.W.
This area is affected by squalls associated with cumulonimbu clouds and thunder storms. The storms can be very severe a peak gusts of 60 knots are not uncommon. The peak gust is bri and the wind settles therafter between 20 – 30 knots. All squal are accompanied by torrential rain.

(b) North East Monsoon season (November to April):
Predominant direction:

November to January	North, East and Variable
February to March	South and East
April	Variable

The velocity of the wind during this period is about 15 knots, and on rarely increases to 25 knots.

OPERATOR: Thai Oil Co. Ltd.
Head Office: G.P.O. Box 2387, Bangkok 10501. *Tel:* (02) 285002 *Telex:* 20447, 82695, 84095 Thaioil Th. *FAX:* (02) 2850599.
Refinery: Sukhumvit Road, (Km. 124.5), Au Udom, Sriracha, Cholbu 20230, Thailand. *Tel:* (038) 351555. *Telex:* 85802, 85808 Thaioil T *FAX:* (038) 351554. *Contact:* Captain Jochen Austel, Marine Manage

AGENT: Jardine Pacific (Thailand) Ltd., 81/11 Chermcholpol Roa Sriracha, Cholburi, Thailand. Tel: 66-2-311050, 311587. Telex: 7580 Alsrajath. Fax: 66-2-321933.

All initial correspondence to be sent to Bangkok Head Office.

NOTES

Please also advise Shipping Guides Ltd.

Togo Republic

KPEME: 06.12 N. 01.30 E. (See Plan)

PORT LIMITS: In accordance with the terms of Charter Party a vessel is considered to be an "arrived ship" when she is anchored between 1 mile and 2 miles from the end of the jetty.

Shipmaster's Report: April 1986.

Notice of Readiness can be tendered when ship is 1.2 nautical miles from jetty.

DOCUMENTS:

2 Crew Lists.
2 Stores Lists.
2 Private Property Declaration Lists.
2 Lists of last 2 Ports of Call.
2 Passenger Lists (if no passengers, 2 lists stating same).
2 Cargo Manifests.

APPROACHES: By day the extremity of the jetty (3 artificial islands and 2 loading machines) forms an obvious landmark.

At night a white light (situated at the extremity of the jetty, 23 m. above the sea) all around horizon – light 3 sec., occulting 1 sec., light 1 sec., occulting 1 sec.

PILOTAGE: The limits of the port of Kpeme are fixed at 1 mile from all points of the jetty. Pilot boards out at the above limits. The Company Pilot remains on board while ship is berthed and disembarks when vessel cleared port limits. International code pilot signal used. At night, vessel should anchor between 110° and 180° at least 1 mile from the end of jetty.

VHF: Radio station, call "Kpeme Pilot Station" on Channel 16. Pilot boat grey motor boat without special signals.

ANCHORAGE: Good holding ground (sand and mud) between 14 m. and 16 m.

RESTRICTIONS: Vessels should twice signal the date and probable time of her arrival. The first time 72 hours and the second time 24 hours prior arrival. Vessels berth in daylight only from 0530 hrs. – 1400 hrs. GMT. Unmooring can be effected day and night. Water approaches are clear. Any ship should have both fore anchor cables in perfect order and capable of being used in their entirety. Any ship should be able to leave immediately if she receives order to do so from Harbour Master. With this in mind, engines must be on standby. Ships are not authorised to cross port entrance without a Pilot on board. Winches aft to be in perfect order.

MAX. SIZE: Tankers up to 27 ft. draft on arrival. Bulk carriers up to 38 ft. draft on sailing. Max. length 225 m. Max. breadth 32 m. Height from waterline to hatch coaming 14.5 m.

HEALTH: Send message for Free Pratique within 24 hours of arrival to Port Health Officer, Kpeme.

RADIO: Until vessel within 600 miles, communicate through Portishead Radio, Senlis Radio and Dakar Radio. Within 500 to 300 miles via Abidjan Radio TUA 487 kHz. and within 300 miles via Lome Radio 5VA 472 kHz.

VHF: VHF radio station, call "Kpeme Port" on Channel 16. Also see "Pilotage".

TUGS: No tugs available. 2 mooring launches of 150 h.p. each are at vessel's disposal.

BERTHING: Loading facility comprised of 3 artificial islands carrying conveyor belts (2) for loading phosphate only. They are breasted by a row of 4 dolphins. Vessel moors using port anchor first and then the starboard anchor, and wires to 7 buoys which hold the ship parallel to the dolphins and about 5.0 m. – 10.0 m. off. Springs are run to the dolphins. Each loader delivers at a rate of 1,250 t.p.h. and 2 holds can be loaded at same time.

MEDICAL: Doctor of the Office Togolais des Phosphates at the Factory.

TANKERS: Moor at a special berth situated to the East at 0.4 miles away from the extremity of the phosphate pier. 1 submarine line 12 in. diameter, hose connection 8 in. diameter. At any time sufficient draft for securing and sailing, also fire hoses to be ready rigged on deck.

FRESH WATER: Not available. Vessel has to go to Lome.

FUEL: Not available. Gas oil available at Lome.

OPENING/CLOSING HATCHES: By ship's crew.

CONSULS: Nearest at Lome.

REPAIRS: No facilities available. Emergency repairs could be arranged in Lome.

CUSTOMS ALLOWANCES: 200 cigarettes or 2 oz. tobacco; 1 bottle of spirits. No Customs Authorities board the vessels or seal bonded stores.

REPATRIATION: Possible. Mooring boats have to be used for going ashore.

AIRPORT: Nearest Lome – 4 flights a week to Europe.

TIME: GMT.

HOLIDAYS:

Official Holidays in Togo:

1st January, New Year's Day; 27th April (Independence Day), Victory Day; 1st May, Labour Day; * Ascension Day; 15th August, Assumption; 1st November, All Saints' Day; ** Ramadan Day; ** Tabaski (Islamic Holiday).

*Date given by Christian calendar.

**Date given by Islamic calendar.

TELEPHONES: Placed on board, charges included in stay-in-port tax.

SHORE LEAVE: Allowed, but not advisable. See "Restrictions" and "Repatriation".

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: C.F.A. Franc (CFA Fr). FFr 1.00 = 100 CFA Fr (March 1994).

GENERAL: In the rainy season, high winds and swell may delay berthing operation.

Berthing only performed on an East-going current.

SHIPMASTER'S REPORT: February 1985 (Updated 1994).

Location: Kpeme is situated about 15 miles East of Lome, and about 115 miles West of Lagos, Nigeria. The position of Kpeme Jetty is approximately Lat. 06° 12′ N., Long. 01° 31′ E.

B.A. Chart 1861, Cape St. Paul to Lagos Harbour, with Plan, "Rade de Kpeme".

Approaches: The coast Eastward of Cape St. Paul is practically featureless, but good navigational marks are Port de Lome Breakwater, and Kpeme Jetty, which show well on the radar at distances of up to 20 miles. No dangers in the immediate approach from any direction. The occulting light on Kpeme Jetty Head is difficult to identify, and should not be relied upon, especially in hazy weather.

Documents: The Pilot deals with all port formalities, acting for Customs and Immigration. Documents required are as follows:

2 Crew Lists.
2 Stores Lists, including Bonded Stores.
2 Crew's Effects Declarations.
2 Lists of Ports of Call.
(For the last voyage or last 4 weeks, whichever is longer.)
2 Passenger Lists.
(If Nil, list should be made out with a "Nil" declaration.)

Pilot on board acts as Loading Master and Agent. About 30 minutes before completion of loading, documents are sent to Pilot for Master's signature. At th same time, the vessel singles up to 2 wires forward and aft.

Pilotage: Pilot, sometimes with Assistant Pilot, boards at the Anchorage together with 2 mooring gangs, each under the supervision of a Foreman, who is in constant contact with the Pilot. 2 mooring boats are available to assist with mooring. The Pilots remain on board at all times whilst the vessel is at the Jetty and have to be accommodated and fed.

Anchorages: The anchorage area is from 1.0 – 1.2 miles S.E. of Kpeme Jetty Head. Good holding ground, sand and mud; in about 20 m. of water.

Restrictions: All berthing and unberthing operations performed on an East going current only. (Due to the configuration of the berth.) If a vessel happens to be at the berth when a West going current should start, she will remain at the berth until such time as the normal East going stream re-establishes itself. In extreme cases unberthing could be accomplished with the assistance of 2 tugs from Lome.

Max. Size: Our vessel, (Panamax) LOA 228 m., breadth 32.2 m., is about the largest vessel handled by Kpeme. Largest vessel normally handled is LOA 225 m., but this vessel was accepted on condition that no cargo was to be loaded into No. 1 hold.

Also see "Loading".

Radio: The usual ETAs and requests for berthing prospects were sent to the Agents, (Office Togolais des Phosphates. Telex: 5214. Cable Address: Phospat Lome).

VHF: Port Control calls on Channel 16, and works Channel 13. Takes all details of the ship, and any requirements on arrival.

Notice of Readiness: Notice of Readiness Time is taken as the time the vessel actually anchors, and within the confines of the Charter Party.

Berthing: From the anchorage, the vessel approaches the berth in a wide sweep, to arrive about 1 cable off the berth, heading in a Westerly direction, when the port anchor is dropped. This is paid out to full scope, then the starboard anchor is let go. A headrope is then led to the buoy on the bow. Meanwhile, a shore after spring wire is hove up on the after mooring winch. Using this and also the main engine, the vessel is manoeuvred into position. This also involves heaving up the port anchor and slacking on the starboard anchor cable, to end up with about 7 shackles on the port anchor and about 4 shackles on the starboard anchor. Vessel then ends up in position for the shiploaders, which is on a heading of about 190° and about 4 m. off a set of small hydraulic fenders which front the islands on which the shiploaders are constructed. The mooring gangs then complete the mooring with shore wires.

Loading: Loading is by 2 shiploaders of 1,300 tonnes/p.h. each. Max. airdraft from Datum to loaders is 14 m. Berth is dredged to 14 m. at Chart Datum. Max. draft allowed at the berth is 38 ft. (11.58 m.) With these various restrictions, large vessels must berth with practically full ballast, and careful deballasting whilst loading is necessary to ensure that the vessel remains within the acceptable limits of draft and airdraft. It has to be remembered that the berth is an open roadstead, and a considerable swell can sometimes run (up to 2 m.). The berth is designed to berth vessel's head directly into the prevailing direction of the swell, to reduce rolling as much as possible, even so, there is still an appreciable movement of the vessel, even with little swell running. Also due to the swell, it is very difficult to read the draft with any accuracy. However, the shore weighing facilities for the phosphate are very accurate, and no real problems were encountered in this direction.(B/L is based on weight recorded by loaders during loading. No draft surveys.)

Liaison with the shore is carried out through the Pilot by telephone.

Terminal staff friendly and very co-operative.

Unberthing: As soon as, or just before the completion of loading, the shore mooring gangs start to single up the shore moorings. As soon as all shore wires are let go, the vessel's stern starts to move away from the berth with the current. The starboard anchor is weighed and then the Port anchor. Whilst swinging clear of the berth, and weighing anchor, an eye should be kept on the port breast line buoy aft, as it can pass quite close to the stern as the ship swings. After the port anchor is aweigh, the vessel is moved a little way from the berth, and drifts waiting for the Agent to bring out the documents; which usually takes about 30 minutes.

Medical: Basic medical treatment is available at Kpeme. Hospitalisation can be effected but it is necessary to go to Lome, where there are adequate facilities.

Fresh Water: Not available.

Fuel: Not available.

Repairs: No repairs can be carried out. If these are required, vessel would have to go to Lome, 15 miles to the Westward.

Repatriation/Airport: There is an International Airport at Lome, and repatriation can be arranged if necessary.

Shore Leave: Although not actually prohibited, shore leave is not really feasible, due to the fact that there are no facilities at Kpeme. Also there are no proper arrangements for a liberty boat to be laid on.
Storing: Fresh provisions are available in limited quantities. Rather expensive and of poor to fair quality. Orders taken by Port Control on vessel's first arrival.

AUTHORITY: Office Togolais des Phosphates, B.P. 379, Lome, Togo. *Tel:* (228) 21.39.01 *Telex:* 5214 Fosfat TG. *Cables:* Phosphates-Lome. *FAX:* (228) 21.71.05. *Contact:* Commandant K. Atefeibu, Harbour Master.

LOME: 06.08 N. 01.17 E. (See Plan)

DOCUMENTS:

13 Crew Lists.
5 Kroo-boy Lists.
5 Passenger Lists.
4 Lists Previous Ports of Call.
1 Maritime Declaration of Health.
1 List of Vaccinations.
1 Set Cargo Manifest and Bills of Lading.
2 Lists of Arms and Ammunition.
1 List of Stowaways onboard.
1 List of Animals onboard.

Togo Port is a free-port so no individual Crew Member Declaration is necessary.

APPROACHES: By night, the approach to the port is assisted by the following 4 lights:
Lome Light: Position 06° 08′ N., and 01° 15′ E. On top of the big water tower in the village between Lome City and the harbour. Group Fl. (2) white every 10 sec. Vis. 20 miles.
Baguida Light: Position 06° 09.5′ N., and 01° 19.5′ E. occ. white and red. Light 2.5 sec. occ. 0.5 sec. period 3 sec. Vis. 17 miles. The red light sector (42°) covers the breakwater as well as the old Lome Wharf in position 06° 07′ N., and 01° 13.5′ E.
Togo Port Entrance: On the head of the main breakwater a red tower is situated in position 06° 08′ N., and 01° 17.5′ E. Occ. red light 5 sec. every 6 sec. vis. 5 miles.

On the head of the counter-breakwater a green tower is situated in position 06° 08.2′ N. and 01° 17.4′ E. Occ. green light 5 sec. every 6 sec. vis. 5 miles.
Fairway Buoy: (Under repair in August 1994). A red buoy with metallic structure, situated in position 06° 07′ N., and 01° 19.94′ E. Quick flash red. Vessels entering the harbour have to leave this buoy on the port side. The buoy marks the beginning of the fairway.

By day, large light coloured transit sheds and a high, grey water tower (30 m.) in position 06° 08′ N., and 01° 16.5′ E. are the first indications of the port from the sea side.

PILOTAGE: Pilots are available 7 days a week and throughout 24 hours. Berthing is possible at anytime on Owners/Master's request, but movements normally commence between 0530 hrs. and 0600 hrs. (sunrise).

The sailing time is not restricted, but ships sailing after midnight have to give a written notice to the pilot station at 2200 hrs. latest. The pilot station is equipped with VHF radio-telephone listening on Channel 16, 14 and 12, throughout 24 hours.

Call and safety Channel 16. Communications on 12 and 14.
Business languages: French and English.
Only simplex operation, no telephone patch.,

The pilot cutter is a dark motorboat with yellow-orange superstructure on whose mast the international signal flag "H" flies. Showing pilot lights after sunset. The boat also has VHF telephone and is accessible on Channel 12.

Pilots board the vessel approximately 0.5 to 1.0 mile Southwards of the breakwater.

Pilots are compulsory for all ships of more than 300 g.r.t.

ANCHORAGES: Vessels which arrive during darkness should anchor about 0.5 to 1 mile South to S.E. of breakwater, in white sector of Baguida light in 15 m., where good holding ground (sand) obtained. Northern boundary of anchorage is red sector of Baguida Light.

RESTRICTIONS: Tankers may only berth during daylight hours but may unberth at anytime. Also see "Pilotage".

MAX. SIZE: The max. length of vessels admitted must not exceed 270 m. The max. draft for the general cargo-quay is 9.5 m. (31 ft.), for the bulk berth 11.5 m. (38 ft.) and for the tanker berth 14 m. (45 ft.)

For the West side of the container quay 11 m. (36 ft.) and the East side 12 m. (39 ft.)

HEALTH: Health Inspector will board on arrival alongside and examine for cases of infectious diseases, after which he will declare vessel Free or not. Vessels entering must fly international quarantine signal "Q".

RADIO/VHF: Lome has a radio coast station. Working frequencies are: 500 and 472 kHz. Call sign "5VA". Also on VHF Radiotelephone Channel 16 and medium wave telephone on 2182 kHz. when requested.

Lome Port has a VHF station working on Channels 16, 14 and 12 day and night. A radio homing transmitter is working on 379 kHz. Signal "LME". Position 06° 10.7′ N. and 01° 16.3′ E.
Notification of Ship's: Ship's agencies should be informed as soon as possible about the vessel's arrival at Lome. The ETA telegram should contain the ship's length, draft, the quantity of cargo to be loaded and discharged and the number of stevedore gangs required. In addition to that the ship's agency should be advised to inform the pilot station as soon as possible.

ETA notification can also be sent by telex directly to the harbour. Telex No. 5243 TGPORT TO.

TUGS: The port has 3 harbour tugs. "Akodessewa", 960 h.p., 17 tonn bollard pull; "Lome", 1,620 h.p., 24 tonnes bollard pull and "Aneh 3,000 h.p., 42 tonnes bollard pull.

For all vessels over 500 g.r.t. the tug service is compulsory. O 10,000 g.r.t. 2 tugboats are compulsory.

All tugs are equipped with following equipment: Radar, fire figh equipment and VHF radio-telephone. Working Channel 12. On Maste request, the tug can supply a towing wire.

BERTHING: Vessels berth according to their time of arrival in the roa Priority is however given to passenger ships, Ro/Ro vessels, contai ships as well as to vessels having less than 50 tons of cargo for loadi discharging.

The port is protected on the Western side by the main breakwa (1,720 m. long) and on it's East side by the counter breakwater (950 m

The general cargo quay is on each side (320 m. long) and has a wid of 72 m. 4 berths are available. 3 berths are suitable for ships w max. draft of 9.5 m. (31 ft.) and one for ships up to 7.0 m. (23 ft.) dr and a max. length of 145 m.

The container pier has 2 berths (Berths No. 5 and 6), each 250 m. length and 145 m. wide. There is 11 m. depth on the West side a 12 m. on the East side.

The bulk berth is situated on the inside of the counter-breakwa There is space for a vessel of 200 m. with a max. draft of 11.5 m. (38 f There is 6,400 sq.m. of free storage space. A clinker loading installat is able to load 1,000 t.p.h.

A tanker terminal is situated inside the counter-breakwater. Tanke with a max. length of 250 m. and max. draft of 13.50 m. (45 ft.) c berth here. Also see "Tankers".

The fishing port is situated in the Eastern part of the harbour. Th length of the quay is 60 m. and the max. draft 2.80 m. This installat has an auction hall of 1,500 sq.m.

The height of the piers at low water is 4.50 m. The average ti difference is 1.20 m.

There is no special Ro/Ro berth available for bow/stern/ramp vesse

Shed "A" (5,000 sq.m.) is situated on the general cargo pier. The are another 4 warehouses "C, D, E and F", each having 7,500 sq.m. storage space in the vicinity of the piers. One shed of 1,000 sq.m. available for dangerous cargo.

Burkina Faso have 2 warehouses of their own, each 5,000 sq Mali and Niger each have one of 5,000 sq.m.

The free-storage space for containers and heavy-lift cargo is abo 90,000 sq.m.

Car park for 2,500 cars.

Equipment/Gear: The port is provided with:

Mobile cranes from 10 tons – 60 tons.
Fork-lifts from 2.5 tons – 30 tons.
Toplifter of 30 tons.
Platform Trailers of 40 tons.
Tractors of 60 h.p.
Grain-elevator and Mobile-gangways.
Also container handling gear, trailers, chassis and spreaders.

There are 3 Pilot boats and 2 line-handling boats. On vessel's reque aluminium gangways are available.
Railway: The Togo-Railway (C.F.T.) which serves large parts of t country has an extension of its network into the port. Quay-sides a sheds are connected.

STEVEDORES: Agent should be informed as soon as possible of shi ETA, length, max. draft, tonnage to load and/or discharge and numb of gangs required.
Working Hours: In Lome the working time is as follow:

1. Day shift from 0700 hrs. – 1200 hrs. and 14.30 hrs. – 1730 hrs
2. 1st shift from 0600 hrs. – 1400 hrs.
   2nd shift from 1400 hrs – 2100 hrs.
   3rd shift from 2100 hrs. – 0600 hrs.

Except Saturdays and holidays when work is possible in overtime.

Furthermore, extra labour is available if required for night work in ord to complete loading and discharging operation. All work is done by p stevedores.

MEDICAL: Large hospital situated in Lome with doctors in attendan

TANKERS:
Societe Togolaise de Stockage Lome:

Max. Size: LOA – 250 m.
Dirty Ballast: Capacity 4,000 tons. Discharge rate 800 t.p.h.
Fresh Water: Available, 30 t.p.h.
Shore Gangway: Available.
Current: None.
Tidal Range: 0.90 m. – 1.50 m.
Nature of bottom: Sand.
Restrictions: Berthing and unberthing at any stage of the tide. Berth during daylight hours only, unberthing anytime.
Cargo facilities:

Grades handled	*Pipe-line Reference*	*Length (m.)*	*Load/ D'charge Rate t.p.h.*	*Max. Pressure*	*Hoses No.*	*Size*
Ballast		1200			1	6
Crude Oil	Brown	4200	1100	7/9 kg/ cu.m.	1	8
Fuel Oil	Black-Brown	4200	1000		1	8
Kerosene	Yellow-Ash	4200	600		1	8
Benzene	Blue-Yellow	4200	800		1	8
Diesel Oil	Yellow-Orange	4200	900		1	8

DENSITY: Density 1025. Harbour open to sea.

FRESH WATER: Available at every berth except tanker Sea Delivery rate 30 t.p.h. Fresh water examined monthly for purity Sanitary Authority.

FUEL: Diesel/gasoil is available in small quantities. There are 2 bun spots on the pier. Tank-lorries can supply bunkers at any berth.

FIRE PRECAUTIONS: No extraordinary precautions are required. Vessels with hazardous cargo should declare this on ETA telegram to Agent. During time in port these vessels should take necessary precautions themselves, and all fire hoses should be ready rigged on deck. By day international code signal "B" should be displayed and by night a red light should be shown at masthead or at an all-round visible place. Ships with dangerous cargo have to engage a watchman.

Smoking on berths and within sheds *strictly* prohibited. Infringements of fire regulations punishable by fine.

CONSULS: Ambassadors or Consuls from nearly all major maritime nations at Lome.

REPAIRS: Minor repairs only carried out by local workshops.

DRY DOCKS: Private slipway with 400 tons.

GANGWAY/DECK WATCHMEN: Gangway watchmen and hatch security watchmen available; they wear a distinctive uniform. Also see "Fire Precautions".

OPENING/CLOSING HATCHES: Either ship's crew or dock workers.

CERTIFICATES: All normal ship certificates should be available for inspection.

CUSTOMS ALLOWANCES: Because Togo-Port is a Free Port, no individual declaration by Crew members necessary.

CARGO GEAR: The port has no shore cranes. Ships have to use their own cargo gear. Only mobile cranes for cargo handling on the pier are available.

AIRPORT: Lome International Airport with flights most days to Europe.

TIME: GMT throughout year.

HOLIDAYS:

1st January	New Year's Day
13th January	National Holiday
24th January	Economic Liberation Day
24th April	Victory Day
27th April	Independence Day
1st May	International Labour Day
*	Ascension Day
21st June	Patriots of Pya
15th August	Assumption
23rd September	Agression Day
1st November	All Saints' Day
**	Ramadan Day
**	Tabaski (Islamic Holiday)
25th December	Christmas Day

*Date given by Christian calendar

**Date given by Islamic calendar

All other holidays will be worked in port with supplementary labour charges.

POLICE/AMBULANCE/FIRE: A telephone to contact Police, Fire service and Hospital is available day and night at the pilot station or on VHF Channel 16. The port is provided with an ambulance car as well as with a fire engine. Services have to be requested at the control tower of the pilot station.

TELEPHONES: 3 public telephones within the port limits. No telephones on board.

SERVICES: No tank cleaning or compass adjusting available.

IDENTIFICATION CARDS: Shore landing passes issued by port police on exchange of crew I.D. cards at the port gate.

DELAYS: Ships berth in rotation of arrival at anchorage. Priority given to passenger ships as well as to vessels having less than 50 tons of cargo for discharge.

GENERAL: *Port and Lome Town:* The Port Autonome de Lome is the only harbour of the Republic of Togo. There is a bulk phosphate jetty at Kpeme (position 06° 12′ N., and 01° 31′ E.).

Lome is the capital of the country and has 1,000,000 inhabitants. The port is situated about 5 km. East of the city. Taxis are available at the entrance of the port.

All shipping agencies and 2 banks maintain offices within the port premises.

On ship's request, a ship chandler comes onboard in order to provide fresh food and bonded stores.

Currency: The money in circulation is the Franc CFA. (100 Frcs. CFA=2 NF).

Seamen's Club: A modern seaman's club with swimming pool, video-room, library, hotel and bar is situated 0.6 km. away from the main gate of the port, and is at ship's crews disposal.

SHIPMASTER'S REPORT: July 1978 (updated 1990).

Documents: A mooring boat is available to Agents for the collection of documents on the Roads given prior notice.

Max. Size: Berth No. 1, depth 7.5 m. Berth No. 2, depth 10.5 m. Berth No. 3, depth 9.5 m. Berth No. 4, depth 9.5 m. Berth No. 5, depth 11.5 m. Berth No. 6, depth 12.0 m.

Allowance is made for swell hence the max. draft at No. 6 is 39 ft.

Health: Free Pratique can be obtained from the roads if all documents are sent to Agents concerned with directions for distribution.

Radio: Lome Radio has been out of commision since May, 1978, and may continue thus until further notice unless spares are obtainable from France.

Tugs: There is an additional tug 3,000 h.p., 42 ton bollard pull, fully equipped for fire and salvage. The smaller tug of 17 tons bollard pull, is also equipped for fire-fighting.

Tankers: Berth No. 6 on Western side of East Mole with a depth of 13.5 m. and max. draft allowed of 39 ft.

Fuel: Gas Oil available ex-road tankers at all berths but full range of fuels to be provided at new tanker berth (No. 6) by August, 1978.

Cargo Gear: While no fixed cranes are available, there is a range of mobile cranes 5×10 tonnes, 1×25 tonnes, 1×45 tonnes and a container tower crane of 70 tonnes. All capacities are reduced by reach and angle while freeboard may limit use still further. A grain hopper and vacuvator gear are in use.

Airport: Flights are frequent, mainly indirect, to and from Europe, with 1 weekly direct to New York.

Consuls: At present there is no British representation in Togo but a Consulate may be re-established. Accra is 3/4 hours drive from Lome.

Seaman's Club: A large accommodation block offering various rooms and flatlets is part of the compound. Seamen have priority and at reduced rates. The Home is in the charge of a German pastor and under German control and has a VHF set for communication with vessels in the Roads. It is open to non-seafarers.

Hotels: A wide range of hotels are available including luxury type catering for the expanding tourist traffic which takes advantage of the unique climate for this part of the Gulf of Benin.

Fresh Provisions: Wide choice and good quality but not cheap. It is advisable to have samples brought onboard before ordering.

Delays: While there is no registration as such, certain vessels on regular trade, plus those with cargoes qualified as important, do get priority and all are subject to the daily (except Sunday) Port Captain's Meeting at which all elements are represented. The results are not available until 1300 hrs. after which most Agencies communicate by VHF to their vessels in the Roads. Container ships and Ro/Ro ships have a priority.

Working Hours: Gangs work 0600 – 1400 hrs.; 1400 – 2200 hrs. and 2200 – 0600 hrs. daily except, there is no 2200 – 0600 hrs. shift on Sunday nights. Each has a half hour break after 4 hours working.

Surveyors: The Port Captain and Senior Pilot, represents Germanischer Lloyd. There is no Lloyd's representative.

General: Lome is the entry port for Niger and Upper Volta as well as Western Ghana so the road and rail traffic is considerable. The border with Ghana is on the Western side of Lome City. A re-entry visa is necessary when proceeding to Accra and takes 1 or 2 days to process. The Ghana Border Police can issue 1 day Visitors' passes.

AUTHORITY: Port Autonome de Lome. B.P. 1225, Lome, Togo. *Tel:* (228) 274742, 273391, 273392. *Telex:* 5243 TGPORT TO. *Cables:* Togoport. *FAX:* (228) 272627, 270248. *Contact:* S. Ottinger, Harbour Master. K. Amouzou, Deputy General Manager. Agbeyome M. Kodjo, Director General.

AGENT: Societe Togolaise de Consignation Maritime (STCM), Rue du Commerce, B.P.821, Lome, Togo. Tel: 275878. Telex: 5114 STCM TG. Fax: 275621.

NOTES

Please also advise Shipping Guides Ltd.

Tonga (Friendly Islands)

NUKU'ALOFA: 21.08 S. 175.12 W. (See Plan)

DOCUMENTS:
Immigration:
2 Crew Lists.
2 Passenger Lists.
Customs:
2 Crew Lists.
2 Passenger Lists.
1 Bond List.
3 Cargo Manifests.
Quarantine:
1 Crew List.
1 Crew Effects List.
Agents:
1 Crew List.
1 Passenger List.
3 Cargo Manifests.

PILOTAGE: Order through Agents at least 24 hours prior to arrival. Pilot boat may be contacted on R/T 1 hour before arrival at pilot station. This position is indicated on B.A. Chart (Approaches to Nuku'alofa). There are 2 approaches, namely the Ava Lahi Passage and the Piha Passage. Vessels using Piha Passage are limited to a length of 100 m.

Vessels may anchor in the vicinity of Buoy No. 1 if required to await Pilot, but this is not normally necessary as the Pilot is available as requested. Pilot boat carries usual signals.

ANCHORAGES: Vessels may anchor wherever they wish within the port, subject to the approval of the Secretary for Marine and Ports.

MAX. SIZE: Length unlimited, beam unlimited, draft 40 ft.

HEALTH: Radio Pratique may be requested from "Tongamed", Nuku'alofa. Any suspected disease or fever must be reported by radio.

TUGS: Tugs available after October 1994.

BERTHING: Queen Salote Wharf, Berths No. 1 and 2 are the only international berths in Nuku'alofa. Berth No. 1 length 93 m. and Berth No. 2 length 110 m.

STEVEDORES: There is a Master Porter employed by the Queen Salote Wharf Administration, who will supply whatever gangs are required. The number of hatches to be worked and the tonnage of cargo must be passed by the Agent to the Secretary for Marine and Ports at least 24 hours before vessel arrives.

MEDICAL: It is advisable to inform Agent in advance should medical attention be required. Hospital facilities are available. Vaccination Certificates are required for visitors who are staying. Ship's crew do not require them generally.

DENSITY: 1025 at all states of tide.

FRESH WATER: Available Queen Salote Wharf at 25 t.p.h.

FUEL: A small quantity of light diesel fuel could be supplied, sufficient to enable a vessel to make the port of Suva.

CONSULS:

Embassies and High Commissions:	*Consulates:*
Australia	France
United Kingdom	Germany
New Zealand	Korea
China	Nauru
	Spain
	Sweden

REPAIRS: Minor repairs can be carried out in the marine workshop.

GANGWAY/DECK WATCHMEN: Not necessary as entry to wharf is restricted.

OPENING/CLOSING HATCHES: This work is completely optional.

CERTIFICATES: Normal requirements. The Secretary for Marine and Ports may require to inspect cargo gear record.

CUSTOMS ALLOWANCES: A reasonable quantity is allowed by Customs according to expected stay in port. There are heavy penalties for smuggling.

CARGO GEAR: Valid certificates issued by competent authorities are recognised.

REPATRIATION: Crew changes and repatriation possible.

AIRPORT: 25 km. from town. Flights to and from Suva (Fiji) Tuesdays, Wednesdays, Thursdays and Saturdays. Flights to and from New Zealand Tuesdays and Saturdays. Flights to Apia (Western Samoa) Wednesdays and Fridays. Flights to Hawaii Mondays, Tuesdays and Thursdays.

TIME: The local time is 13 hours fast on GMT.

HOLIDAYS: *No work of any description is permitted on the Sabbath. This is strictly enforced.* Public Holidays are: New Years Day; Good Friday; Easter Monday; Anzac Day; Crown Prince's Birthday; Emancipation Day; His Majesty Birthday and Coronation; Constitution Day, His Majesty's Tupou I's Birthday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: In an emergency dial 911.

IDENTIFICATION CARDS: Not necessary.

GARBAGE DISPOSAL: The Quarantine Department is responsible for collecting garbage in plastic bags which are then incinerated at the wharf. Charge is T$ 40.00 per vessel more than 25 m. in length. Contact Tel: 24257.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Tongan Pa'anga (T$).

OTHER PORTS: Pangai, Ha'apai Group; Neiafu, Vava'u Group; both these ports are suitable for any size of vessel at anchor. Service is by lighter. Vessels of 400 ft. in length with a max. draft of 22 ft. may berth at Neiafu.

AUTHORITY: Ministry of Marine and Ports, P.O.Box 144, Nuku'alofa, Tonga. *Tel:* 23-168, 23-166, 22-555. *FAX:* 23-733. *Contact:* Captain S.T. Fotu, Secretary for Marine and Ports.

NOTES

Please also advise Shipping Guides Ltd.

Trinidad

BRIGHTON: 10.15 N. 61.38 W.

The port was temporarily closed in 1992 until further notice, and all conditions are under review.

AUTHORITY: Lake Asphalt of Trinidad & Tobago (1978) Ltd., Brighton, La Brea, Trinidad, W.I. *Tel:* (809) 648-7555/6. *FAX:* (809) 648-7433. *Contact:* General Manager.

CHAGUARAMAS: 10.40 N. 61.39 W. (See Plan)

DOCUMENTS: See "Port of Spain".
PILOTAGE: Compulsory. Pilots board in Chaguaramas Bay, Lat. 10° 46′ N., Long. 61° 43′ W. Minimum ETA of 8 hours. Call Pilot's Office (809) 625-1144 or (809) 625-2376. Contact Pilot on VHF Channel 16.
ANCHORAGES: Call Pilot to receive information about anchorage in Chaguaramas Bay. Average tide 2 ft. Maximum tide 1.3 m.
RESTRICTIONS: No restrictions on night operations.
MAX. SIZE: West Wharf: Max. draft 34 ft. 6 in.
North Wharf: Max. draft 25 ft.
RADIO/VHF: Chaguaramas Terminals monitor Channels 9, 12, 16 and 68. Call sign "Chag Terms". For Pilot use Channel 16.
TUGS: Not normally used by Pilot. Tugs can be made available upon request.
BERTHING: West Wharf: 900 ft. long, depth 34.5 ft.
North Wharf: 400 ft. long, depth 25 ft.
CRANES: As requested.
BULK CARGO FACILITIES: On request.
STEVEDORES: Provided. Minimum notice of 18 hours is required. 24 hour loading and unloading. Load and discharge rates are negotiable. ETA should include particulars of cargo, showing heavy lifts, dangerous or hazardous cargoes, hatch stowage and gang required.
MEDICAL: Small sick bay on site. Hospital and dental facilities within half an hour's drive. For any further medical information see "Port of Spain".
DENSITY: Salinity is 15 – 25 parts per thousand.
FRESH WATER: By hose at 75 t.p.h. maximum.
FUEL: Minimum notice of 24 hours for fuel.
CONSULS: In Port of Spain:

Austria
Brazil
Canada
China
Colombia
Costa Rica
Denmark
Dominican Republic
El Salvador
Finland
France
Germany
Great Britain
Guyana
India
Italy
Jamaica
Japan
Mexico
Netherlands
New Zealand
Nigeria
Norway
Peru
Portugal
Senegal
South Korea
Spain
Sweden
Switzerland
Syria
Turkey
United States of America
Uruguay
Venezuela

REPAIRS: Wet docking supported by a well equipped machine shop.
SURVEYORS: Cargo Inspectors:
E.W.Saybolt & Co. Tel: 658-4814.
Superintendents Co. Tel: 625-4116.
Surveyors:
American Bureau
Bureau Veritas
Germanischer Lloyd
Lloyd's Register of Shipping. Tel: 623-2536.
Norske Veritas.
GANGWAY/DECK WATCHMEN: Customs guards on duty at ship's side.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
CARGO GEAR: Equipment provided upon request.
REPATRIATION: Can be arranged through Immigration Office at Port of Spain.
AIRPORT: Piarco International Airport is served by several major airlines on a daily basis, distance to Airport 15 km.
TIME: GMT minus 4 hours. There is no daylight savings time in Trinidad.
HOLIDAYS: Cargo can be performed on official holidays with sufficient notice.
Official Holidays: New Year's Day (1st January); Carnival Monday (February-March); Carnival Tuesday (February-March); Good Friday (March-April); Easter Monday (March-April); Whit Monday (May-June); Labour Day (16th June); Emancipation Day (1st August); Eid al-Fitr (varies); Independence Day (31st August); Republic Day (24th September); Dawali (varies); Christmas Day (25th December); Boxing Day (26th December).
POLICE/AMBULANCE/FIRE: Carenage Police Station, Tel: (809) 637-3123; Ambulance Service, Tel: 990; Carenage Fire Station, Tel: (809) 634-4344 or 634-4231.
EMERGENCY CO-ORDINATION CENTRE: Trinidad and Tobago Coast Guard – Staubles Bay, Maritime Emergency, Tel: 634-4440. Regular Tel: 625-4939.
TELEPHONES: Available, depending on berth location.
BANKS:
Bank of Commerce Trinidad & Tobago, 72 Independence Square, Port of Spain, Tel: 627-9325.
Bank of Nova Scotia, Park & Richmond Streets, Port of Spain. Tel: 625-3566.
Citibank, 74 Independence Square, Port of Spain. Tel: 625-1046/9.
National Commercial Bank of Trinidad and Tobago, 60 Independence Square, Port of Spain. Tel: 625-2893.
Republic Bank, 59 Independence Square, Port of Spain. Tel: 625-4412.
Royal Bank, 3B Chancery Lane, Port of Spain. Tel: 623-4291.
STORING: Can be done by truck or launch. Trucks can go alongside the berths. Forklifts can be used on the jetty. Call on site Customs Officer for information about regulations.
SHIP SUPPLY SERVICE: Chaguaramas Terminals Ltd. Tel: (809) 634-4279 or (809) 634-4223. Fax: (809) 625-4083. They will supply ships anchored in Chaguaramas Bay.
SHORE LEAVE: Normally no restrictions, but shore leave is always at the discretion of Immigration (Tel: (809) 623-8147).
IDENTIFICATION CARDS: Seaman's Book is sufficient.
GARBAGE DISPOSAL: Service is available as requested.
SEAMAN'S CLUBS: The Mariners' Club, Wrightson Road, Port of Spain. Tel: (809) 625-4826 or (809) 627-4873. Most services available.
CURRENCY: Trinidad and Tobago Dollar (TT$). U.S.$ 1.00 = TTS 5.75 (July 1994).
REGULATIONS: Chaguaramas Terminals is a private port which has limitations on the cargo it can handle.
AUTHORITY: Chaguaramas Terminals Ltd., Chag Terminals Drive, Point Gourde, Trinidad. Mailing address: Chaguaramas Terminals Ltd., P.O.Box 608, Port of Spain, Trinidad. *Tel:* (809) 634-4384/4385, 627-5680. *FAX:* (809) 625-4083. *Contact:* General Manager.

CRONSTADT ISLAND: 10.39 N. 61.38 W. (See Plan)

Terminal owned and operated by Baroid Trinidad Services Ltd., handling bulk barytes and general oilfield supplies.

Vessels from abroad calling at Cronstadt are required to proceed first to Chaguaramas Bay for clearance formalities.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory.
RESTRICTIONS: Berthing/unberthing in daylight only.
MAX. SIZE: 350 ft. length. This size vessel would overhang wharf approx. 80 ft. fore and aft. Depth alongside 13.7 m. Longer vessels can be accommodated with special clearance.
RADIO: North Post Radio Station, call sign "9YL".
VHF: Channel 16.
TUGS: One tug used for berthing if required.
BERTHING: Vessel moored with 2 springs, 3 head and 3 stern lines to dock. Discharging carried out with 80 ton shore crane with 3/4 cu.yd. clam shell bucket with capacity for bulk ore.
FRESH WATER: Available by barge.
FUEL: Available by barge.
GARBAGE DISPOSAL: No service available.
WASTE OIL DISPOSAL: No service available.
SEAMAN'S CLUBS: None.
CURRENCY: Trinidad and Tobago Dollar (TT$).
AUTHORITY: Baroid Trinidad Services Ltd., 59 Sackville Street, P.O.Box 765, Port-of-Spain, Trinidad. *Tel:* (809) 625-1691/2/3, 625-2584. *FAX:* (809) 627-5193. *Cables:* Baroid Trinidad. *Contact:* C. Fuller, General Manager.

AGENT: See "Port of Spain".

CROWN POINT, Tobago: 11.09 N. 60.51 W. (See Plan)

SHIPMASTER'S REPORT: December 1989.

BERTH: National Petroleum Buoy.
CHART: B.A. Chart No. 505.
APPROACHES: Crown Point Lt. and the airport lights make the area easily identifiable at night.

Crown Point Light structure is conspicuous and the hotels at Milford Bay are identifiable.

As vessel approaches Tobago she should beware of the strong W.N.W. set. The current sets to the North West past Sandy Point and the sea mooring. The approach to Sandy Point is made from the North on a South-Easterly course. When Sandy Point is abeam to port, at a distance of 0.5 miles, alter course to about 150° to close mooring buoy.

The buoy should be passed close on the port side on a heading of 150°. When the vessel is about two thirds of the ship's length past the mooring buoy and Crown Point Lt. bears 080° (0.1 miles – 0.13 miles off the shore) drop the port anchor.

The position of the buoy is Lat. 11° 08.75′ N., Long. 60° 50.95′ W.
ANCHORAGE: If waiting for the boatman, or weather to moderate, good anchorage can be obtained in Milford Bay or Great Courland Bay. Cruise ships and a few local fishermen may be encountered in this area.
SHOALS: There is a reef to the South of Crown Point Lt. with a depth of 8 m. at Low Water, which shoals rapidly to 2 cables off Crown Point. Vessels should take great care when departing from the mooring.

RADIO: At the time of arrival National Petroleum's Radio Station was not manned.

MOORING: The boatman has a 'Piroghue', which is a local type boat with a cabin. He comes from the hotel at Pidgeon Point and first appears about 0600 hrs. This is the best time to arrive as it is generally calm at this time.

The vessel backs down to the buoy with the aid of the thruster and sends 2 good stern lines from either quarter with mooring shackles.

When correctly moored, Crown Point Lt. bears 105° and the ship's head is 150°. In this position the vessel is about 250 m. from the shore and will have 3-4 shackles out on the port anchor.

When moored the depth at the mooring is 14 m. at Low Water.

CARGO OPERATIONS: No hose connections are made during the night time, although pumping at night often takes place.

The ship's floating hose of about 320 m. is towed ashore by the boatman to a hut on the beach below Crown Point Lt. structure. A snap connection is used. The pumping rate is about 300 bbls./hr. The capacity of the shore tanks is 1,800 bbls. (200 tonnes in 2 tanks). Gas oil, Aviation Jet Fuel and Motor Fuel are also handled. The ship's Motorola radio was landed ashore to assist with communications during pumping. The "Drogher" Customs Book was landed with the boatman and National Petroleum had entry made at the airport. There is no shore cargo paperwork.

The shore tanks are topped up about every 3 weeks.

AIRPORT: There are local flights between Tobago and Port-of-Spain every 2 hours from 0615 hrs.

International flights are expected to commence in the near future with wide-bodied aircraft, now that the runway has been lengthened.

It is possible to fly from Crown Point Airport to Port-of-Spain at a cost of Trinidad $100, but one often has to wait during the busy periods which are Sunday afternoons and holidays.

WEATHER: There is generally an off-shore wind blowing, which rises to a fresh breeze around midday.

There is generally an off-shore swell which at times can be quite large but it decreases as the vessel gets closer to the shore.

Squalls are often experienced, especially during the rainy season. Sometimes these squalls can be quite violent and dramatic wind changes may occur. They are usually of a short duration and if about to moor or unmoor it is best to wait until they pass.

GENERAL: The boatman will run crew members ashore and collect them at an appointed time.

As large aircraft may be using the airport in the near future, National Petroleum are under pressure to move the mooring buoy 50 m. South from its present position.

GALEOTA POINT: 10.05 N. 61.01 W. (See Plan)

LOCATION: Galeota Single Buoy Mooring Terminal is located 2.6 miles on a bearing of 208° from Galeota Point Lighthouse, and is an open unsheltered roadstead. Galeota Point is a narrow headland about 210 ft. high and located in Lat. 10° 08′ 00″ N., Long. 60° 59′ 30″ W. The lighthouse, mounted on a lattice steel tower located in Lat. 10° 08′ 32″ N., Long. 60° 59′ 40″ W., exhibits a light 87 m. above sea level which flashes white every 5 secs. and is visible for 22 miles. The buoy itself exhibits a quick flashing, (1 flash per sec.), red light, 10 ft. high, and visible for 4 miles through 360°.

DOCUMENTS:
Health Declaration (International Health Form to be filled out by Master on arrival).
Derat or Exemption Certificate.
Crew List (4).
Crew Customs Declaration (2).
Register.
Stores List (2) (Signed by Master).
Passenger Manifest (2) (If any passengers are aboard).
Bonded Stores List.
Clearance from last Port.
Manifest (if no cargo, a statement that vessel is in ballast).

ESSENTIAL REQUIREMENTS: MOST ESSENTIAL REQUIREMENTS TO BE MET BY TANKERS LIFTING OIL AT GALEOTA TERMINAL.

1. *Disposal of Ballast:* No dirty ballast will be pumped overboard. A separate ballast disposal line (16 in.) is available at the Terminal to pump ballast to a pit onshore where oil and water can be separated and disposal made.

2. *Notice of Arrival:* Incoming tankers must send ETA via commercial radio at least 72 hours before arrival at Galeota. Local time is GMT minus 4 hours and daylight saving (Summer Time) is not applicable.

3. *Arrival:* Company Loading Master and a Government Pilot if requested by the Tanker's Master will contact all incoming tankers about 3 to 4 miles from Galeota Point on a bearing of 220°/230° from the lighthouse, and will advise the ship's personnel on mooring and unmooring. If the buoy is occupied, or if arriving at night, vessels should anchor at least 1 mile S.W. of the buoy.

4. *Tankers to Have Ready:* (a) 2 nylon or manila messenger lines of not less than 6 in. circumference and at least 300 ft. long, placed at the bow. (b) at ship's manifold there must be equipment capable of lifting the floating hoses. Weight of hose is about 3 tons.

5. *Crew Duties:* The tanker's crew will raise, rig, and operate vessel's derrick and winch for the hoisting of the floating hose. The Terminal crew will connect and disconnect loading hoses.

6. *Tanker's Valves:* Tanker's valves must not be closed against incoming oil stream. At least 1 minute is required to shut down pumps and stop flow of oil from the Terminal storage.

7. *Communication-Emergency:* If ship-to-shore communications fail, a line launch is always alongside and has radio contact with the Terminal Control Centre.

8. *Responsibility:* The Tanker's Master is responsible at all times the safety of all ship's operations. Galeota Terminal rules and regulatio do not contravene International Safety rules such as SOLAS (Safety Life at Sea) or other maritime regulations such as those of appropria classification societies. In case of any conflict, the latter shall apply.

APPROACHES:

Port Limits: Approaching vessels should never anchor to the East N.E. of Galeota Point. A submarine pipeline from a platform Lat. 10° 10′ 24″ N., Long. 60° 39′ 56″ W., enters the Galeota Point a about 0.5 miles Northward of the lighthouse. Vessels should approa from the South-westward and never anchor less than 1 mile from SBM or between the buoy and the coastline.

Navigational Aids: Galeota Point Lighthouse is located in Lat. 10° 08′ Long. 60° 59′ 30″ W., and exhibits a white flashing light every 5 sec and is visible for 16 miles. The lighthouse is unattended and frequen does not operate. The SBM exhibits a quick flashing red light eve second, and is located in Lat. 10° 05′ 47″ N., Long. 61° 00′ 45″ W.

Landmarks: Galeota Point appears as an island when approaching fro seaward, since it is connected to the island of Trinidad by lower lan Situated on this lower land about 0.5 miles Northward of the lighthou is the tank farm and processing area.

There are 5 oil storage tanks and they are painted a grey colour.

A small boat harbour is located 0.5 miles due West of the lighthou in Guayaguayare Bay. The sheet piling type jetty extends seawards, a bearing of 245°, 1,900 ft. from a point at Lat. 10° 08′ 14″ Long. 61° 00′ 00″ W. The seaward 300 ft. of this jetty has a controlli draft of 13 ft. at extreme LW.

Vessels approaching from a North through East direction will obse lighted drilling platforms with following locations:

1. Teak "A"	Lat. 10° 10′ 24″ N.,	Long. 60° 39′ 56″ W.
2. Teak "B"	Lat. 10° 11′ 41″ N.,	Long. 60° 39′ 55″ W.
3. Teak "C"	Lat. 10° 10′ 29″ N.,	Long. 60° 40′ 36″ W.
4. Teak "D"	Lat. 10° 02′ 12″ N.,	Long. 60° 38′ 54″ W.
5. Teak "E"	Lat. 10° 10′ 26″ N.,	Long. 60° 39′ 55″ W.
6. Samaan "A"	Lat. 10° 20′ 30″ N.,	Long. 60° 40′ 47″ W.
7. Samaan "B"	Lat. 10° 19′ 46″ N.,	Long. 60° 41′ 04″ W.
8. Samaan "C"	Lat. 10° 19′ 47″ N.,	Long. 60° 41′ 35″ W.
9. Poui "A"	Lat. 10° 06′ 35″ N.,	Long. 60° 49′ 47″ W.
10. Poui "B"	Lat. 10° 06′ 55″ N.,	Long. 60° 49′ 02″ W.
11. Tesoro "A"	Lat. 10° 11′ 05″ N.,	Long. 60° 54′ 59″ W.
12. Cassia	Lat. 09° 55′ 00″ N.,	Long. 60° 31′ 53″ W.
13. Mora	Lat. 10° 10′ 49″ N.,	Long. 60° 51′ 32.8″ W.
14. Immortelle	Lat. 09° 59′ 08.3″ N.,	Long. 60° 29′ 10.3″ W.
15. Flamboyant	Lat. 10° 02′ 23.7″ N.,	Long. 60° 24′ 46.5″ W.

Vessels should exercise caution and keep well clear of these platfor because of unlighted buoys, small boat operations, submarine pipeline and anchored test barges nearby.

As a safety measure, all vessels proceeding Southbound to Galeo or Northbound from Galeota must pass Southwards of "Poui A", Ea of "Teak D" and "Samaan A" platforms.

The lighthouse 4 miles to the Southwestward of Manzanilla Po situated on Brigand Hill (Lat. 10° 29.4′ N., Long. 60° 51′ 32.8″ W.) is a excellent landmark for vessels approaching from the Northward. Th lighthouse is elevated 712 ft. and exhibits a group flashing (3) white lig every 30 secs. and visible for 20 miles.

PILOTAGE: Vessels arriving should approach to within 3 to 4 miles Galeota Lighthouse on a bearing of 220°/230° and will be met by t Amoco Loading Master and a Trinidad and Tobago Pilot (if requeste through vessel's Agent). The Pilot will be stationed on the bridge a will advise the vessel on the approach to the buoy. The Amo Representative will be positioned in a most advantageous position a will advise the ship's crew on picking up and making fast the floati nylon mooring lines.

Vessels are requested to make a proper lee and to have a pilot ladd safely and securely rigged, ready for immediate use, and long enou to reach the Loading Master's launch. At night, adequate lighting mu be rigged overside for the Loading Master to approach the side of t ship and climb the ladder safely.

Raising, connecting, disconnecting and lowering of floating hoses w be performed by the Terminal's crew with the assistance of the shi crew as advised by the Amoco Loading Master, who will remain board while the ship is secured to the buoy. The Loading Master wil in direct charge of the portable VHF ship-to-shore radiotelepho communications.

All vessels are required to provide meals and suitable accommoda for the Loading Master and his crew, who will remain onboard fro berthing to unberthing at the Mono-Buoy.

If, in the opinion of the Loading Master, the vessel is not equipp with adequate mooring or hose lifting facilities, he will so inform t vessel's Master, and in such event the vessel shall not be brought i the moorings until facilities, lines, or gear are deemed satisfactory.

RESTRICTIONS: The Terminal operates 24 hours per day, 7 days week. Ships are loaded and unmoored at any hour, weather and ot circumstances permitting. Vessels are moored during daylight hou only, however an exception to this rule may be made at the discret of the Terminal. The Terminal will never be closed due to holidays.

MAX. SIZE: 250,000 d.w.t. Depth of water 95 ft.

RADIO: *Long Range and Radio Communications:* Ships may send th cable(s) to the Amoco office through the commercial station, "North P Radio/9YL", which is about 10 miles N.W. of Port of Spain. Upon rece of such cable(s) North Post will immediately relay it to Amoco's off through their Telex system. Messages pertaining to oil liftings should addressed to AMOCOTRI, Trinidad. If it is necessary to send messa through vessels' Agents or Owners via International Telex Service, th they may be sent to Amoco by using the Telex address "WG 2 (Amoco – Port of Spain).

Cable or Telex messages addressed to Galeota Terminal wo undergo the same procedures, but upon receipt in Amoco's radio off in Port of Spain, they will immediately be relayed to Galeota Point HF/SSB radio teletype channel.

Cables from Galeota Terminal to the ships would be given to Amoco, Port of Spain radio office on the SSB, which will be telephoned to North Post Radio Station.

The coast radio station transmits traffic lists at regular intervals listing the call signs of all ships for which they have traffic on hand. At the end of their traffic lists, the coast radio station starts searching for answers on the frequency bands listed below. Thus, any vessel hearing its call sign in the traffic list, will immediately start calling the coast station on its own working frequency in the same band on which the traffic list has been heard. The searching coast station radio operator would eventually pick up the signals from the calling ship and would pass her his traffic.

Listed below is information on "North Post Radio Station" – 9YL:

Station	*Call Sign*		*Frequency*	*Hours*
North Post Radio	9YL	(HF)	17184 kHz	1200 hrs. – 1530 hrs. (GMT)
		(HF)	12885 kHz	1330 hrs. – 2050 hrs. (GMT)
		(HF)	8710 kHz	0100/0600/0900/1300 1500/1730 & 2130 hrs. (GMT)
		(HF)	6470 kHz	2300 hrs.
		(MF)	476 kHz	0300 hrs. and every 4 hours thereafter.

Medium Short Distances: Ships may contact Galeota Terminal within 3 days before arrival on the marine HF frequencies. Galeota Point listens on 2182 kHz and operates with Amoco's marine units on VHF Channel 8.

Ships equipped with FM/VHF radios may call Galeota Point on Channel 16 and/or Channel 8.

Advice of Arrival: It is important that ships establish radio contact with Amoco when 3 days distant from Terminal and maintain this contact until just prior to arrival at the Terminal. All ships should send a 72 hours ETA message to Amoco giving the best estimates of ship's arrival time at the Terminal. This ETA message should also include a definite statement of the details of any equipment required from shore for connecting submarine hoses to ship's manifold. Further ETA messages should be sent to Amoco when the vessel is 24 hours and 12 hours distant from Galeota Point and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hours ETA should include a positive statement regarding ship's Readiness to Load on arrival, and the number of hours that will be required to discharge ballast after the ship is berthed in mooring (See "Ballast").

Ship-to-Shore Communication: Ship-to-shore communication, while ships are in moorings, will be by portable VHF radiotelephone units. The Loading Master will advise Masters and Officers regarding the emergency whistle signals set up for use in event VHF radiotelephone units become inoperative. The use of the ship's radio station and/or battery charging equipment is prohibited during cargo transfer operations.

Ship's Radio Stations: The use of ship's radio equipment while ship is on anchorage in Terminal waters is prohibited by law, unless transmission is made through the local commercial station.

BERTHING:

Single Buoy Mooring: Tankers are loaded by means of a 42 in. pipeline from shore to the SBM which is 2.6 miles offshore. The facility for receiving dirty ballast has been permanently terminated. The loading hoses from the buoy to the tanker consist of 2×20 in. floating hoses, 755 ft. and 790 ft. long ending in 3×12 in. hoses of 90 ft. length. Valves are fitted in the buoy connectors so that the flow in one 20 in. diameter floating hose string can be diverted to the 16 in. diameter underbuoy hose string.

The SBM is designed for maximum tanker size of 250,000 d.w.t. and is located in 95 ft. water depth. The buoy is 11 m. in diameter, 4.8 m. high, and equipped with a navigation light and radar reflector.There is a skirt at the bottom of about 15 m. in diameter.

Ship's Gear: Vessels calling at the Galeota Point must be equipped with 2 nylon messenger lines of a minimum 6 in. circumference and at least 300 ft. long. These lines should be laid out free for running at the bow of the vessel. Warping winch or windlass should be in good working order and adequate to handle 12 in. nylon floating rope under heavy strain. Efficient stoppers must be available to transfer floating nylon from winch to bitts.

Vessels must be equipped to fit flanges on floating hoses which are ASA standards.

Ships must be adequately equipped with blocks, tackle and booms to hoist the floating hoses, each weighing about 3 tons, from the sea surface over the ship's port rail to the manifold, in a safe, efficient and expeditious manner. Ships must also have an adequate supply of nuts, bolts, gaskets, and wrenches to connect cargo/deballast hoses.

Ship's Alertness: The Terminal is an open roadstead, therefore, during the time a ship is moored at the Terminal, the ship's engines and gear must be ready with full power for immediate use.

Vessel at the SBM must be able to clear and shall clear immediately upon advice of the Loading Master or as directed by Amoco's Terminal Superintendent.

Ship's personnel should be at their stations and alert at all times during mooring, unmooring and cargo transfer operations.

Mooring Launches: Amoco maintains launches to assist in mooring and unmooring vessels.

BALLAST: It is the Shipmaster's responsibility to see that no oil (crude, diesel, bunker C, or bilge) is pumped or spilled overboard from the ship. All vessels are required to arrive at Galeota with clean ballast only, which will be discharged overside.

All precautions shall be taken to prevent any loss of oil overboard; drip pans must be in place and used when disconnecting oil hoses from manifolds. The waters in and adjacent to the Galeota Terminal, and Amoco's offshore platforms must *never be polluted.*

As soon as practical after arrival, all vessel's tanks will be inspected. If during first inspection or during loading, it is revealed that ship's tanks are not oil-tight, tanker will be rejected and refused further loading. Ship will not be accepted later for loading unless satisfactory evidence, duly certified by Lloyd's, ABS Surveyors, or other authorised survey agency, of effective repair is submitted.

A vessel must have sufficient ballast for safe manoeuvring and usually one-third of its tonnage is adequate. However, by a careful watch of the weather information and berthing instructions and by a knowledge of the behaviour of his own vessel, a Master may desire to come to the Terminal with minimum ballast.

Shipmaster should be aware that at any time deballasting at sea occurs and has been reported or viewed by Amoco Trinidad Oil Company personnel, the offence will be documented, where possible, by Amoco personnel, and a report submitted to the proper Ministry of Trinidad and Tobago.

In addition to the lights usually displayed, vessels discharging ballast or loading cargo during darkness, will illuminate the area around the ship, to the satisfaction of the Loading Master, in order that any oil on the surface of the sea may be readily detected, and appropriate action taken. Vessels unable to illuminate the sea satisfactorily may not discharge ballast during darkness. Vessels should provide explosion proof flood lights for working on deck during night operations.

Loading and Deballasting Simultaneously: Vessels equipped with a separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, providing approval is received from the Terminal Superintendent.

LOADING:

Rate of Loading: Maximum crude oil loading rate through 2×12 in. deck hoses is approximately 40,000 bbls.p.h. The flow is by pump and the line pressure will not exceed 100 p.s.i.

In order to save ship's time, it is requested that ballast water be pumped *as fast as possible* and that the tanker receives oil as fast as it can be delivered, both operations having due regard for safety. It is requested that any impediment (such as "Y's", strainers, or mud boxes) to the flow of oil be removed before arrival at the Terminal. Connections should be provided so that 12 in. ASA deck hoses may be used.

Berthing: Tenders to load crude oil cargo will normally be accepted and the berth will be assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at the time and are in all respects equipped and ready to moor. In the event that the berthing is delayed on account of weather, vessels will keep their position in line. Vessels required to leave the port area on account of weather (port closed) should keep in contact with the Terminal via radio in order that they will be available when the weather moderates. Amoco reserves the right to load vessels "out of turn" following the return of good weather, to the extent that such loading "out of turn" does not materially delay the loading of other vessels in line. For example, in the event that weather makes it necessary for vessels awaiting berth to vacate the terminal and put to sea, Amoco may load another vessel which arrives first after the return of good weather, but before the return of the vessels waiting in line ahead of it. And further, Amoco reserves the right to decline to moor a specific vessel if its condition or facilities are unsafe for mooring or loading, even though the port may be open to other vessels.

Connecting Hoses: After the tanker is securely moored, the floating loading/deballasting hoses must be lifted to the rail with ship's equipment. The two 12 in. hose lifts weigh about 3 tons each. The flange connection on each hose is for a 12 in. manifold. Hoses are lifted individually by the ship's gear and are connected on the port side. The 12 in. hoses are connected direct to the manifold and tankers should have their manifold fittings available.

The Loading Master and the hose crew will sling and connect the hoses to the vessel's manifold. The ship's personnel are expected to operate the winch and assist where necessary. A deck officer should be present at all times.

Loading Readiness and Arrival Time: The Company will make every effort to load vessels upon arrival or as promptly as berth is available, weather permitting.

Vessels are required to provided suitable accommodation for Loading Master and crew while at the mooring.

Notice of Readiness will not be accepted as at time of arrival, unless the vessel is in all respects ready to load. Arrival time will be considered as the time the Loading Master boards the vessel or the time that vessel anchors, whichever occurs first.

Responsibility: The vessel is responsible for the deballasting and loading. The Company Loading Master will advise the vessel in respect to loading pressures and hazards, but will not direct the loading except as may be necessary to protect the terminal facilities. Manipulation of ship's valves is the direct responsibility of the ship's personnel.

All Masters will ensure that only clean ballast is discharged overside. Periodically, Masters may be requested to flush the floating hose string with sea water to facilitate loading hose replacement.

Oil Valve Control: Caution: The incoming oil stream is controlled onshore, and it is extremely dangerous to close a ship's valve against the incoming stream. Such a procedure creates excessive pressure, which may damage hose, ship's piping, or Terminal facilities. Vessels will be held responsible for damage resulting from failure to observe this precaution.

A reduction in loading rate before topping the final tank or tanks may be arranged through the Loading Master by the ship's officer in charge and a normal standby warning should be given about 15 minutes before the shut down of loading operations per normal tanker practice. Or advice from the ship a minimum of 1 minute is required to stop the flow of crude oil.

Emergency Signal: A battery-operated emergency shut down signal is expected to be installed in the near future.

Code Flag: During loading or deballasting the International Code Flag "B" shall be displayed from a topmost signal halyard during daylight hours. During hours of darkness, a red light shall be displayed. This light should be of a character such as to be visible at a distance of at least 1 mile, and show an unbroken light all round the horizon.

Shore Stops: Requests for the Terminal to stop the flow of cargo at a pre-determined tonnage will be made verbally to the Loading Master, and Amoco will not be responsible for any error, and in the case of overloading excess cargo will not be pumped back ashore.

Some delays are always incurred when such a shore stop request is made.

MEDICAL: Vessels requiring emergency medical assistance should immediately contact the Terminal, by marine VHF radio, and supply the necessary pertinent information which will be passed on to the vessel's Agent.

Neither medical or hospital facilities are available at Galeota or provided by Amoco. Limited facilities are available in Mayaro, which is about 30 minutes drive and unlimited service is available in Port of Spain which is 2 hour's drive.

FRESH WATER: Only available by barge from Port of Spain.

FUEL: Only available by barge from Port of Spain.

CONSULS: There are no consulates at Galeota; however, consular or diplomatic representatives for most nations maintain offices in Port of Spain.

REPAIRS: Masters of vessels loading or discharging at Galeota Terminal are advised that this port is considered an "Open Roadstead", and under no circumstances may engines be shut down for repairs while their ships are moored to the SBM system. There are no facilities at Galeota Terminal for making vessel repairs, but arrangements may be made through vessel's Agent, to utilise the Port of Spain facilities. It is emphasised that all vessels at the SBM must be in readiness to clear immediately on instructions to do so.

SURVEYORS: Amoco maintains an inspection laboratory at Galeota Terminal and will inspect cargo on specific request of off-tanker companies.

Classification agencies are represented in Port of Spain as follows:

American Bureau of Shipping
Grell and Company Ltd.,
60 St. Vincent Street,
Port of Spain

Lloyd's Register of Shipping
Geo. F. Huggins and Co. Ltd.,
72 – 74 South Quay
Port of Spain

CUSTOMS ALLOWANCES: Each Crew member is allowed to retain in his possession 200 cigarettes and 1 bottle of spirits. The balance must be listed and will be sealed in a locker by the Customs.

TIME: GMT minus 4 hours, and daylight saving (Summer time) is not applicable.

SHORE LEAVE: Disembarkation for personnel of vessels loading at the Terminal is arranged through the vessel's Agent. All personnel going ashore must land at the Amoco small boat harbour. Sufficient crew must be aboard at all times for letting go lines in order to clear the mooring immediately if necessary. Passenger launch services are not available.

WEATHER:

Climate: The climate around Trinidad is generally very good, and is strongly influenced by the N.E. trade winds. Visibility is usually excellent except during passing thunderstorms and the percentage of days with less than 1 mile visibility is very small:

Weather Data and Summary:

Average rainfall	60.0 in.
Mean maximum temperature	87°F
Mean minimum temperature	69°F
Extreme maximum temperature	101°F
Extreme minimum temperature	52°F
Average relative humidity (0700 hrs.)	92%
Average relative humidity (1500 hrs.)	67%

Winds: Winds are predominantly from the N.E. and East (about 90% of the time). The mean velocity is about 8 – 12 knots and infrequently 30 knot winds may be experienced.

Tides: A tidal range on the East coast of Trinidad is 4 ft. – 5 ft., and the tides occur 17 minutes later than Port of Spain.

Sea Conditions: As Trinidad is constantly under the influence of the N.E. trade winds, the seas and swells are predominantly from the Eastern quadrant throughout the year. Wave heights average about 6 ft. – 8 ft. and during a 2-year observation period waves of 11 ft. and higher occurred for as many as 20 days per year.

Currents flow to the N.W. 53%, North 24%, and N.N.W. 14% The currents are not seasonable as currents of 2 to 3 knots are experienced during all months of the year. Average current velocity is about 1.5 knots.

Sea Temperatures: The surface temperature over coastal areas average about 75°F to 80°F in the Winter months and 80°F to 85°F in Summer.

General: Trinidad is an area where buildings have been damaged by earthquakes and the S.W. tip has experienced mud volcanoes and disappearing islands. The rainy season occurs in late Summer and Autumn at which time as much as 15 in. per month may be experienced. Hurricanes are seldom felt in Trinidad and Tobago since these islands are to the South of the storm track.

SAFETY: The vessel's personnel are responsible for the safety of the vessel and must take all necessary precautions, whether or not so advised by the Loading Master, having in mind, the hazards of the operation because of the product being handled, weather conditions and any other circumstances requiring special care or caution.

It should be noted that Amoco Trinidad Oil Co. does not maintain any specialised fire-fighting vessel. However, workboats with limited fire-fighting capability may be available in event of such emergencies.

While the vessel is moored or within the vicinity of the moorings, all vessel's personnel and vessel's operations must comply or be in accord with the following safety rules:

1. The ship's engines must remain ready with full power for immediate use.
2. The Loading Master may request the Master to extend the ship's "No Smoking" areas as conditions warrant. Masters are also requested to instruct their crew not to throw lighted cigar or cigarette butts over the side or out of the portholes. All alleyway doors to passage ways leading to deck areas are to be kept closed during cargo transfer operations.
3. Not less than 1 deck officer and 3 seamen shall be available on deck at all times while vessel is in the mooring system.
4. Power must be available at all times on all deck winches and on the anchor windlass while vessel is in the mooring system.
5. Explosion proof deck lighting must be available for night moo and loading. A good floodlight will be required to illuminate area around the cargo hose connections during cargo trans operations. During the discharge of ballast at night, the sea a around the vessel is to be adequately lighted.
6. All deck scuppers must be plugged tight before connecting floating and deck hose and remain plugged until all hoses disconnected.
7. The presence of unauthorised craft alongside is extrem hazardous. Ship's Masters are requested to require all n Amoco craft to clear ship's side as soon as personnel have be embarked or disembarked.
8. No stores may be handled on the weather deck while shi loading cargo, discharging dirty ballast, or while any ulla hatches, loading hose, or tank tops are open.
9. No cargo will be loaded while tank tops or ullage hatches open.
10. During the time a vessel is moored in the Galeota Termina continuous and efficient fire watch must be kept on deck an the engine room. Fire hose (at least 2 pairs) shall be left ou immediate use at all times while in the berth.
11. In the event of fire breaking out in any part of the vessel, howe minor it may be, the fire alarm must be given immediately. T will consist of a succession of long blasts on the ship's whis together with a rapid and continuous ringing on the ship's be
12. A safety check-off list and Terminal rules for safety wil delivered by the Loading Master.

GENERAL:

Government Officials: Trinidad and Tobago Customs Officials wil stationed at Galeota and in most instances the Customs Officer will a handle the duties of the Quarantine and Immigration Officers. Sho Customs Guards be stationed on board vessels while in the moorin it is expected that ships will provide food for these guards and ot officials.

Quarantine Regulations: The rules governing quarantine of vessels the same found in other ports of the world.

Visitors: Visitors must obtain a special pass from the Amoco Term Superintendent and it is strongly recommended they be restricted t minimum due to the hazards involved.

Supplies: Commissary supplies, as well as steward's stores are available at Galeota Point, but a limited amount of fresh fruits a vegetables may be purchased at the market in Mayaro, which 30 minutes' drive from the shore terminal. Unlimited supplies may purchased in Port of Spain and all arrangements must be made throu the ship's Agent.

Bunkers, gas oil, marine lubricants or potable water are not availa at Galeota.

Flag: All vessels are required to fly the Trinidad and Tobago ensign the foremost during daylight hours. TT flags may be obtained from sh Agent.

Contraband: Amoco prohibits unauthorised craft from coming alongs ships while in the moorings.

To avoid the possibility of undesirable items getting aboard vesse it is recommended that Masters discourage "bumboats" or similar cr coming alongside while vessel is in the Terminal vicinity.

Small Boat Harbour: A sheet piling type jetty is used for the harbour of mooring launches and supply vessels. The entrance is defined, b spar topped buoy exhibiting a quick flashing red light located 1,700 Southwestward from the end of the jetty. Controlling draft is 12.5 ft. (L and 15.5 ft. (HW).

Company's Terminal: The Company's Terminal and ma administrative offices, storage tanks and laboratory for testing stock located onshore at Galeota Terminal.

Agency: Amoco does not perform any vessel agency functions. Own of vessels calling at Galeota Terminal must arrange for their own Ag

OPERATOR: Amoco Trinidad Oil Company, P.O.Box 714, Port of Spa Trinidad, Trinidad & Tobago. *Tel:* 622-7331. *Contact:* Captain C Semple, Marine Officer.

AGENT: See "Port of Spain".

POINT FORTIN: 10.12 N. 61.42 W. (See Pla

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".

PILOTAGE: Pilotage is compulsory. Pilots board 0.5 miles off main (Lat. 10° 12′ N., Long. 61° 42′ W.).

ANCHORAGE: There is safe anchorage 0.5 miles off the head of jetty.

MAX. SIZE: Jetty 2 miles long with "T" head providing two outer be of 700 ft. length and a depth of 38 ft. 1 inner berth of 300 ft. length a depth of 35 ft. and other inner berths of 300 ft. length with a dept 15 ft. 6 in.

1 conventional buoy mooring (6-buoy mooring) of 850 ft. length a depth of 53 ft. situated 4,819 ft. North off jetty head.

TUGS: Required for berthing at outer berths for vessels of 30,000 d and over and for unberthing vessels with a draft of 36 ft. or deeper. A required for berthing and unberthing at conventional buoy moor Launch assists in berthing and unberthing.

BERTHING: Bottom alongside, mud; back pressure (hose), 10 Current, flood S.W., ebb N.E. 2 to 5 knots; rise and fall tide, 4 ft.

MEDICAL: All facilities available.

FRESH WATER: Not available at CBM.

FUEL: Not available at CBM.

FIRE PRECAUTIONS: Normal oil terminal safety precau applicable.

REPAIRS AND DRY DOCKS: At Chaguaramas.
DIRTY BALLAST: No facilities available. Only small amount (approx. 200 tons) of tank drainings acceptable on jetty and only if fluid at ambient temperature.
GANGWAY/DECK WATCHMEN: Customs guards on duty at ship's side.
CUSTOMS ALLOWANCES: 200 cigarettes, and a moderate amount of spirits.
REPATRIATION: Can be arranged.
AIRPORT: See "Port of Spain".
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.

SHIPMASTER'S REPORT: April 1977 (Updated 1990).
The Port of Point Fortin is situated in S.W. Trinidad. The light beacon on the "T" pier head is in position Lat. 10° 12′ 05″ N., Long. 61° 42′ 06″ W. The port is owned and operated by the Trinidad and Tobago Oil Company Ltd. (TRINTOC), to serve the 100,000 bbls. per day refinery at Point Fortin. A 24 hour communications service is provided, telex via international lines (TRINTOC Point Fortin) or VHF 16 (Call sign: Point Fortin Shipping) working on Channel 11.

Pilotage is compulsory with the boarding area 1 mile seaward from the jetty head. There is 1×1,000 h.p. tug normally available for berthing vessels over 30,000 Summer d.w.t.

Tides in the area of Point Fortin vary in strength throughout the year with a max. rate of 3 knots. Masters are advised to check sea water density for corrected loadline readings. Water density varies throughout the year from salt to fresh.

Engine repairs which entail immobilisation of engines are not permitted when moored at the berths.

Vessel must arrive with clean ballast consistent with safe manoeuvring of the ship. A ballast condition of 25% of the vessel's Summer d.w.t. is recommended.

Only clean ballast may be pumped overboard.

Notice of Readiness is accepted when vessels' tanks are ready to receive cargo.

Bunkers and fresh water can be supplied at all berths except No. 5 (C.B.M.) Stores and laundry facilities are available on request. A diver is available. The only way of getting ashore is by means of a liberty launch. Walking the pipeline bridge is strictly forbidden.

Inward Clearance is effected immediately on arrival by the Port Authorities; the following documents should be available for official use:
Clearance from Last Port.
Derat Certificate.
International Health Certificate.
Declaration and Crew Vaccination Certificate.
Cargo Manifest, if any.
Bill of Lading, if applicable.
List of unmanifested packages, if applicable.
3 copies Arrival Report.
7 copies Crew List.
3 copies Stores List.
3 copies Personal Effects.
Licence for Dangerous drugs, if any aboard.

In the interest of reducing tanker port time, vessels' Masters are advised to request Pratique by Radio prior to their arrival.

Berths:
No. 1 – Draft 37 ft. 6 in. (Loading over tide 39 ft.).
Max. length 700 ft. – Max. berthing displacement 45,000 tons.
Grades handled: Crude oil, Fuel oil, Gas oil, Diesel oil, Kero, LDF, JP4, Platformate. All via 10 in. hoses. Napthanic Oil Residue via 4 in. hose.
No. 2 – Draft 36 ft. (Loading over tide 38 ft.).
Max. length 700 ft. Max. berthing displacement 25,000 tons.
Grades handled: Crude oil, Fuel oil, Gas oil, Diesel oil, Platformate, Kero, LDF, JP4, Mogas. All via 10 in. hoses. (Napthanic Oil Residue via 1×4 in. hose).
No. 3 – Draft 34 ft. 6 in.
Max. length 300 ft. max. berthing displacement 5,500 tons.
Grades handled: Fuel oil, Diesel oil, Gas oil, Kero, Mogas, all of them through 6 in. hoses.
No. 4 – Draft 14 ft. 6 in.
Max. length 300 ft. Max. berthing displacement 3,000 tons.
Berth port side to. Berthing at slack water and flood tide, unberthing at slack water tide and flood tide.
Grades handled: Fuel oil, Diesel oil, Gas oil, LPG, Bitumen, Emulsion (COLAS).
No. 5 – C.B.M., 6 buoys, max. draft 51 ft. max. length 850 ft. Berth starboard side alongside. Daylight berthing only.
Grades handled: Crude oil, Fuel Oil via 2×12 in. hoses.

AUTHORITY: Trinidad & Tobago Oil Co. Ltd.
AGENT: See "Port of Spain".

POINT LISAS (Fedchem): 10.22 N. 61.29 W.
(Plipdeco Marine): 10.24 N. 61.29 W. (See Plan)

(A) FEDERATION CHEMICALS LTD.
(B) POINT LISAS INDUSTRIAL PORT DEVELOPMENT CORP.LTD.

(A) FEDERATION CHEMICALS LTD.

DOCUMENTS:
7 copies Crew List.
2 copies Ship's Stores List.
2 copies Passenger List.
The following should be on Trinidad Forms:
2 copies Crew Stores List – Form C2.
2 copies Ships Stores (Bond) – Form C1.
3 copies Immigration Arrival Report – Form P&I 10.
2 copies Unmanifested Cargo – Form C3.
1 copy Declaration of Health – Form P&I 31.
2 copies Arrival Report – Form P&I 53.
1 copy Stowaway List – Form P&I 12.
Ship's Register.
Derat Certificate
Passports.

PILOTAGE: Pilots ordered through Agent; 48/24/12 hour ETA needed. Pilotage is compulsory. Pilots board at Head of Pt. Lisas Channel (Lat. 10° 22′ 37″ N., Long. 61° 39′ 38″ W.); Pilot ladder conforming to International Safety Regulations to be supplied by vessel.

Launch hire arranged by Dock Master to take out Pilot to vessels on arrival, and again take off Pilots from vessels on departure.

CLEARANCE: Point Lisas being a port of entry is equipped with resident Customs Officer and Guard. Ships arriving from abroad could proceed directly to Point Lisas as Customs Officer acts for Harbour Master/Port Health. Tel. 636-2020. Immigration Officer boards on arrival.
ANCHORAGE: Safe anchorage 0.25 miles off head of channel. On occasions, when port congested, vessels may be requested to anchor Port of Spain Roads (Lat. 10° 41′ N., Long. 61° 33′ W.) before proceeding Pt. Lisas.
RESTRICTIONS: No restrictions on night entry – departure.
MAX. SIZE: See "Berthing".
HEALTH: For quarantine if required, or authentication of vaccination certificate, Honorary Port Health Officer could be in attendance at short notice. Tel. 636-2311.
VHF: Pt. Lisas Dockmaster can be contacted on VHF Channels 16, 14 and 12.
TUGS: Molasses, bulk sugar and LPG carriers use a tug to assist in berthing and unberthing at Pt. Lisas "Liquid Pier". Tug will be ordered by the Agent.
BERTHING: Point Lisas "Liquid Pier" (vessels handling bulk sugar, molasses, caustic soda and Anhydrous Ammonia in Liquid form), Maximum LOA: 550 ft. Maximum draft: 28 ft. LW. Also see "Shipmaster's Reports".

Point Lisas "Solids Pier" (vessels discharging plant equipment, and loading sulphuric acid in drums and bagged and bulk fertiliser). Maximum LOA: 250 ft. Maximum draft: 20 ft. LWOST.
STEVEDORES: If necessary will be ordered by Agents. No ETA to stevedores necessary.
MEDICAL: Advance notice of attention required will assist. Modern hospital facilities available.
FRESH WATER: Only by barge.
FUEL: All grades supplied by barge. At "Solids Pier" gas oil only can be supplied ex shore installation (Monday – Friday from 0800 – 1600 hrs.).
FIRE PRECAUTIONS: When loading LPG. No smoking on pier or on ship's deck.
CONSULS: At Port of Spain.
REPAIRS AND DRY DOCKS: At Chaguaramas 20 miles North of Pt. Lisas.
GANGWAY/DECK WATCHMEN: Customs guards on 24 hours duty at ship's side.
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
REPATRIATION: Crew changes and repatriation can be arranged.
AIRPORT: Piarco International Airport – 30 miles from Point Lisas. Daily flights to world-wide destinations.
TIME: GMT minus 4 hours.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; Whit Monday; Corpus Christi; Discovery Day (First Monday in August); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st – 22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th); Labour Day (June 19th); Republic Day (September 19th). Work is possible, except for Labour Day, Union Anniversary Day and Christmas Day, on these holidays.
POLICE/FIRE/AMBULANCE: Accidents – Police – Help, 62999; Fire – First Aid, 62998.
TELEPHONES: No facilities for telephones on board.
SERVICES: Efficient maintenance gang available for normal work, tank cleaning, painting, etc.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
DELAYS: Due to congestion, sometimes delays are unavoidable, usually not more than 24 hours.
DEVELOPMENTS: Present depth of channel 28 ft. at MLW.
Berth for LPG tankers up to 137 m. LOA under construction.

SHIPMASTER'S REPORT: August 1988.

Vessel loaded ammonia at the Liquids Pier.

Max. draft 28 ft. at LW and if at this draft, vessel can only sail at HW.

Mooring consisted of 2 head/stern lines and 2 breast lines and 2 springs at each end and with very long leads.

One tug used.

Connections made by ship's crew (6 in. 300 ASA). Max. loading rate 700 t.p.h. at a temperature of −31°C. Vessel allowed to purge alongside with shore providing hot ammonia vapours.

Ship's brow gangway used.

SHIPMASTER'S REPORT: September 1990.

Chart: B.A. Chart No. 482.

Approach: Do not confuse Lisas Fedchem Channel with Savonetta Channel. Fedchem Channel has beacons in line 091° which show up well on radar.

Shoreline between the Point Lisas terminals is not as charted, and tends in a Southerly direction more to seaward than charted.

Anchorage: Not within 1 mile of the end of the channel. Vessels generally anchor to the West of both channels, not North or South as indicated on B.A. Chart No. 482, due to the shallower water.

Gulf of Paria is one of the safest anchorages in the Caribbean with no swell, relatively sheltered, fair holding and plenty of room. Watch out for violent wind shifts during rain squalls, especially during the Summer.

Pilot: Pilot for Fedchem only between 0630 hrs. and 1730 hrs. Definitely no night berthing, possible to sail at night if really necessary.

Generally Pilots come from Port of Spain, although recently a Pilot has been stationed at Plipdeco-Point Lisas. There used to be a Pilot stationed at Trintoc-Pointe-A-Pierre, but this has now been discontinued.

Pilot comes out on Fedchem mooring launch, and likes to board 1 mile West of channel, so as to give room for aligning up.

Expertise very good to poor.

VHF: As per ALRS. Fedchem range is very poor.

Tugs: Either from Plipdeco-Point Lisas or Trintop-Pointe-A-Pierre. Tugs from Trintoc cheaper and better, but not always available.

Generally 2 tugs used with tugs lines. They join outside channel.

Entry: Channel is 250 ft. in width. Charted depth is 12.8 m., but minimum 12.5 m., reduced to C.D., found recently between berth and Beacons No. 3 and 4. Current sets North until approximately 1 hour after H.W. at Port of Spain, and sets South until 1 hour after L.W. at Port of Spain.

Around the turn of the tide, eddies are very prevalent, and it is not the safest time to berth.

When entering channel, if course over 6° different from leading marks, abort entry either before Beacons No. 1 and 2, or between Beacons No. 1 and 2 or Beacons No. 2 and 3, where there is still sufficient depth at 13.0 m. Depth fairly consistent.

Berth: Due to channel restrictions and turning basin, maximum size of vessel at Tringen No. 2 is about 50,000 cu.m.

Always port side alongside, swinging in adjacent basin.

Moorings run by launch, only one launch, so mooring can take a while, especially with wires. Moorings good (3, 2, 2) to dolphins and trestle.

Berth is a concrete trestle with good fenders.

Berth for vessels up to about 15,000 cu.m. in lagoon. This is the original berth before Tringen No. 2 was constructed in 1988.

Cargo: Presently only handles the export of refrigerated ammonia.

One Chicksan (12 in. 150 ASA) with 6 in. VRL attached.

Two loading pumps, each 650 t.p.h., and one small circulating pump, are available.

Generally start at minimum rate for one pump at approximately 100 t.p.h. – 200 t.p.h.

Maximum rate with 2 pumps is 1,250 t.p.h. – 1,300 t.p.h.

Product generally warm at around minus 30.5° C. – always make protest.

If vessel arrives to cool down, vapour to flare at ship's expense until ship's tanks around 97%. NH3 purged, then, vessel can use VRL to shore tanks. Loading of ships at Lagoon berth has no effect on ships loading at Tringen No. 2.

The S.G.S. Surveyors were good.

Control House at base of jetty, Loading Master is always in attendance during loading.

Either ship's UHF set or Fedchem set given.

Facilities: Fresh water available on jetty at a low rate of around 15 t.p.h. Also available by barge from Port of Spain at U.S.$ 8.0 per tonne, but only at anchorage during daylight, order well in advance through Agent.

Stores, taxis, etc. can get as far as the Control House, which is about 200 m. from ship.

Local telephone calls can be made from Control House during normal office hours. Otherwise one has to go to main building about 1 mile away. Overseas calls arranged through Agent.

Most facilities available at San Fernando.

Plant has very good machine shop with skilled mechanical and electrical fitters, who are willing to assist in an emergency.

New berth with a depth of approximately 20 ft. is under construction in the Lagoon for export of gas condensate.

Documents: All Trinidad Forms:

2 copies Crew Declaration.
2 copies Unmanifested Cargo.
3 copies Arrival Report.
1 copy Immigration Landing Report.
1 copy Health Declaration.
6 copies Crew List.
3 copies Cargo Manifest.
1 copy Stowaway List.

Curfew: Curfew in operation from 1900 hrs. to 0500 hrs. on this visit.

SHIPMASTER'S REPORT: May 1992.

Berth: Phoenix Park Gas LPG Berth – Norsk Hydro (Fedchem).

Chart: B.A. Chart No. 482.

Location: North side of Point Lisas Fedchem Lagoon. Complex formerly Fedchem/Grace, now owned by Norsk Hydro Ammonia.

Phoenix Park is a joint U.S./Trinidad operation, using Amoco G condensate from the Trinidad East Coast fields, as does adjoining Nor Hydro Plant. Plant and berth situated on land rented from Norsk Hyd Berth and Plant completed in 1991.

Approximate Plant Position: 10° 22.45′ N., 61° 28.8′ W.

Pilot: As per other Fedchem/Hydro berths.

Channel: As charted (old Fedchem Channel), well buoyed and ligh Berthing up to about 100 m. LOA – 24 hours, over about 100 m. LO daylight only. Vessel swung to head out in inner lagoon.

Sailing up to about 8.0 m. draft, virtually 24 hours. Over 8.0 m 2 hours either side of H.W. and daylight only, which means one per in 24 hours.

Berth, Turning Basin and Inner Channel depth quoted as 28 ft. (L.W We actually found minimum of 30 ft.

Tugs: From Point Lisas Industrial Port. Tugs lines used. 6 hours not required for tugs.

If unavailable, tugs can sometimes be obtained from Pointe-A-Pier

Berth: Concrete pier with breasting dolphins and loading platform. B to basic standards in 1991. Pier extends from North Eastern shore lagoon in 271° – 091° direction for about 200 m., just North of and same approximate line as old leading lights. Centred on 10° 22.6′ 61° 29.08′ W.

Maximum size of vessel accommodated: About 200 m. LOA, 25.0 breadth and 8.5 m. draft.

Fendering: Rubber sprung type.

Moorings: For vessels of maximum length, mooring arrangement is very good (2 head/stern, 2 breast, 2 springs each end). Mooring hand by mooring boat and gang from Norsk Hydro Plant.

Loading: Butane and Propane through 8 in. (connection) Chicksan a with 4 in. VRL flexi-hose attached to hard arm.

	Propane		*Butane*	
	(barrels)	(tonnes)	(barrels)	(tonnes
Storage	150,000	1,200	100,000	9,200
Production (per day)	4,500	360	3,600	330
Loading (per hour)	4,200	330	4,200	380

SG Propane: 60. 0.5064 – 97% Propane, 1% Ethane, residue Buta

SG Butane: 60. 0.5725 – 97% I/N Butane, 2% Propane, resid Pentane.

Shore UHF set given, but batteries quickly run down. Shore end up using ship's set.

Terminal personnel are meant to be in shore office on jetty, but rar in attendance. Nevertheless quite good cooperation.

Tel: 809-636 1522. Fax: 809-636 6810. Telex: 31351.

Phoenix Park Gas Processors Ltd., P.O.Box 225, Savonetta, Po Lisas.

Bills of Lading received about 2 hours after completion.

SGS Surveyors in attendance on arrival and departure.

General: Fresh Water: Not available alongside, only by barge from P of Spain and taken at Point Lisas Anchorage.

Telephone: Possible to telephone overseas from Norsk Hydro Do office near berth, but only Monday to Friday from 0800 hrs. to 1600 h

Stores: Friendly talk with Duty Supervisor will allow stores truck o main pier, which is about 10 m. from ship's side. A fair range availab but watch quality and check all foodstuffs. Prices reasonable if paid U.S.$ cash.

Gangway: Very poor situation for landing. No shore gangway. We h to use a pilot ladder (always starboard side to).

Airport: About 50 minutes to Piarco International Airport.

AUTHORITY: Federation Chemicals Ltd., P.O.Box 952, Port of Spa Trinidad, W.I. *Tel:* 636-2020. *Telex:* 3353 Fcl Wg. *Cables:* Fedchem

(B) POINT LISAS INDUSTRIAL PORT DEVELOPME CORP. LTD.

LOCATION: Point Lisas lies on the Western side of Trinidad in the G of Paria, in position Lat. 10° 24.2′ N., Long. 61° 29.6′ W.

DOCUMENTS:

7 copies Crew List.
2 copies Ship's Stores List.
2 copies Crew Stores List.
4 copies Immigration Arrival Report (supplied on arrival).
1 Declaration of Health (supplied on arrival).
Ship's Register.
Derat Certificate.
Ship's Safety Certificate.
Passports.
Seaman's Identification Cards.

PILOTAGE: Pilotage compulsory. Pilots ordered through Agents. Adv at 120, 96, 72, 48, 24, 12 hours' necessary prior to ETA. Pilots bo at entrance of Savonetta Channel Lat. 10° 22′ 57″ N., Lo 61° 31′ 11.2″ W. Pilot ladder must conform to International Sa Regulations. Launch hire arranged through Plipdeco Marine to take P on or off vessels.

CLEARANCE: Point Lisas (Plipdeco) is a Port of Entry. On arrival sh may proceed directly alongside or to anchorage for clearance by resid officers.

ANCHORAGE: In-bound vessels may anchor in the anchor bounded by:

Lat. 10° 23.5′ N.	Long: 61° 31.2′ W.
Lat: 10° 24′ N.	Long: 61° 32.2′ W.

Out-bound vessels may anchor in the anchorage bounded by:

Lat: 10° 22.5′ N.	Long: 61° 31.2′ W.
Lat: 10° 22′ N.	Long: 61° 30.2′ W.

APPROACHES: *Plipdeco's Channel and Basin Markers:*

	Name	Position
Channel Entry:		
	No. 1 Port Buoy	10° 22′ 58.29″ N., 61° 31′ 14.00″ W.
	No. 2 Starboard Hand Buoy	10° 22′ 54.35″ N., 61° 31′ 10.00″ W.
Intermediates:		
	*No. 3 Port Hand Buoy	10° 23′ 18.03″ N., 61° 30′ 50.00″ W.
	*No. 4 Starboard Hand Buoy	10° 23′ 14.09″ N., 61° 30′ 46.65″ W.
	*No. 5 Port Hand Buoy	10° 23′ 39.07″ N., 61° 30′ 24.00″ W.
	*No. 6 Starboard Hand Buoy	10° 23′ 33.84″ N., 61° 30′ 20.00″ W.
Basin Entry:		
	No. 7 Port Hand Buoy	10° 23′ 57.51″ N., 61° 29′ 57.00″ W.
	No. 8 Starboard Hand Buoy	10° 23′ 53.56″ N., 61° 29′ 54.00″ W.
Basin:		
	No. 9 Port Hand Buoy	10° 24′ 03.88″ N., 61° 29′ 54.00″ W.
	*No. 11 Northern Extremity Buoy	10° 24′ 17.22″ N., 61° 29′ 57.00″ W.
	No. 10 Starboard Hand Buoy	10° 23′ 52.16″ N., 61° 29′ 44.00″ W.

MAX. SIZE: See "Berthing".

HEALTH: Valid Yellow Fever certificates if last Port of call was in an infected area (or country on Cholera Alert). Quarantine on authentication of certificate available at short notice.

VHF: Plipdeco Marine Channel 16, working frequency Channel 9.

RADAR: Not installed at Plipdeco Marine.

TUGS: 4 Resident tugs available. 2×2,250 h.p. and 2×500 h.p. Towage services ordered by Agent.

BERTHING: The Channel is 1.75 nautical miles long and 152 m. wide. Turning basin 700 m. long and 500 m. wide. Both are dredged to 12.8 m. True course 052.15°. The Channel serves the following terminals:

Berth 1A:	Max. LOA:	100 m.
	Draft:	6.6 m.
	Facilities:	General Cargo, Ro-Ro and Lo-Lo.
	Dock Length:	24 m.
Berth 2:	Max. LOA:	130 m.
	Draft:	5.0 m.
	Facilities:	General Cargo and Lo-Lo.
	Dock Length:	170 m.×40 m. Ro-Ro ramp.
Berth 3:	Max. LOA:	120 m.
	Draft:	7.0 m.
	Facilities:	General Cargo, Ro-Ro and Lo-Lo.
	Dock Length:	32.3 m.
Berth 4:	Max. LOA:	110 m.
	Draft:	7.8 m.
	Facilities:	General Cargo and Lo-Lo.
	Dock Length:	160 m.
Savonetta Pier No. 1 (South):	Max. LOA:	220 m.
	Dock Length:	310 m.
	Max. Draft:	11.6 m.
	Facilities:	Specialised installation for loading Anhydrous Ammonia. Maximum rate 1,000 m/t.p.h. Specialised facilities for loading Methanol (700 t.p.h.) and Urea (800 t.p.h.) in bulk.
Savonetta Pier No. 1 (North):	Max. LOA:	110 m.
	Dock Length:	164 m.
	Max. Draft:	6.7 m.
	Facilities:	None, however ideal for bulk liquids.
No. 2:	Max. LOA:	240 m.
	Draft:	11.6 m.
	Dock Length:	220 m.
	Facilities:	Specialised facilities for loading of Ammonia, Methanol and Lube Oil in bulk.
ISCOTT Terminal:	Max. LOA:	407 m.
	Draft:	11.6 m.
	Facilities:	Specialised installation for discharge of bulk Iron Ore – Loading Direct Reduced Iron (DRI). Maximum rate 1,200 t.p.h., connected to conveyor system. Two (2) Level Luffing Cranes – Capacity 25 tons.

STEVEDORES: All stevedoring and longshoring labour ordered through Point Lisas Terminals Limited (PLTL).

CRANES: Mobile and track cranes available up to 185 tonnes SWL. Ordered through Agents.

MEDICAL: Advance notice required. Agent will arrange.

FRESH WATER: Available on all berths and ex-barge.

FUEL: Bunkers available ex-barge or road tanker.

FIRE PRECAUTIONS: No smoking at Savonetta Pier No. 1 and 2 or on the open decks of vessels alongside.

CONSULS: At Port of Spain.

REPAIRS/DRY DOCKS: A repair facility is available at Chaguaramas. However, competent technicians are available for shipboard repairs. Arrangements made through Agents.

SURVEYORS: (1) Cargo Surveyors: Caleb Brett, Saybolt and Redwood available.

(2) Surveyors such as Lloyd's, ABS, Bureau Veritas are available. Arrangements through Agents.

GANGWAY/DECK WATCHMEN: 2 Customs guards on duty for 24 hours aboard all vessels.

OPENING/CLOSING HATCHES: Normally done by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.

HOLIDAYS: Work is possible all year except on Christmas Day and New Year's Day.

POLICE/FIRE/AMBULANCE: Accidents, Police help 62 999. Fire and First Aid 62 998. Fire assistance and ambulances also available on the estate by calling 2211, 2215, 2205/7 and 636-8155.

REPATRIATION: Crew changes and repatriation possible. Agent will arrange.

AIRPORT: Piarco International Airport, 60 km. from Point Lisas. Daily international flights available.

TIME: Local time is GMT minus 4 hours.

TELEPHONES: No facilities for telephone aboard. However international dialling to most countries possible.

BANKS: First Citizens Bank, Point Lisas Industrial Estate, Point Lisas.

STORING: Vessels can be stored by barge or truck.

No storing of vessels while loading at Savonetta Pier No. 1.

All storing must be done with Customs approval.

Local riggers and forklifts are available for storing. These may be ordered through local chandlers.

SHORE LEAVE: No restrictions except, for persons not holding documents which grant entry to Trinidad and Tobago. Prior approval of Ministry of National Security must be arranged through Agents.

IDENTIFICATION CARDS: It is advisable to carry identification when proceeding on shore leave.

GARBAGE DISPOSAL: Presently this service is not available at Point Lisas (12.4.94). However, a service for domestic garbage is under study.

WASTE OIL DISPOSAL: Collection service available. Three tanker trucks, capacity 50 barrels/2250 gallons each. Contact Sirju & Sons. Fax: 653-2217.

SEAMAN'S CLUBS: The Mariners Club, Wrightson Road, P.O.Box 561, Port of Spain, Trinidad, W.I. Tel: 62-54826. Open until 2200 hrs. every day, weekdays from 0900 hrs., Saturday from 1000 hrs. and Sundays from 1400 hrs. Facilities include chapel, TV and video lounge, telephone, shop, postage, bar, games, swimming pool and barbeque.

CURRENCY: Trinidad and Tobago Dollar (TT$).

DEVELOPMENTS: Construction of an Iron Carbide Docking Facility with dimensions as follows:

Dock Length:	407 m.
Max. Draft:	11.67 m.
Max. LOA:	245 m.

AUTHORITY: Point Lisas Industrial Port Development Corporation, P.O.Box 191, Goodrich Bay Road, Point Lisas, Couva. *Tel:* 809-636-2132, 636-4913. *Fax:* 809-636-4061. *Cables:* Plipdeco, Couva. *Contact:* Captain Rawle Baddaloo, Port Manager.

POINTE-A-PIERRE (Oil Terminal and Refinery): 10.19 N. 61.29 W. (See Plan)

DOCUMENTS:

5 copies Crew List.
4 copies Stores List.
1 copy Unmanifested Cargo List.
2 copies Crew Declaration.
1 copy Declaration of Health.
1 copy Arrival Report.
1 copy Firearms & Ammunition List.
Derat Certificate.

Officials require accommodation ladder to be rigged, usually on port side, for boarding and clearance.

PILOTAGE: Compulsory. Pilot boards from tug. Pilot ordered by Agent after receipt of ETA. Pilot ladder conforming to International Safety Regulations to be supplied by vessel.

Pilot boards 1.2 miles S.E. of SPM.

ANCHORAGE: Safe anchorage and good holding ground in the roadstead. On account of Pierre Shoal, a 21 ft. patch about 1.75 cables S.W. of the head of the main viaduct, vessels of moderate draft should approach with the main viaduct bearing more than 075°. The main viaduct consists of pipelines supported by reinforced concrete piling, located at Lat. 10° 20′ N., Long. 61° 30′ W. and extends in a W.S.W. direction for 6,190 ft. from shore.

RESTRICTIONS: Controlling depth in main channel 41 ft. No entry restrictions day or night. However, Free Pratique must be obtained, Crew Lists, Stores Lists, etc., to be presented to local Agents on arrival. Arriving vessels must contact Petrotrin, Pointe-a-Pierre on VHF Channel 16 two hours prior to arrival for berthing instructions, traffic information, cargo nominations, etc.

MAX. SIZE: See "Berthing".

Also see "Shipmaster's Reports".

HEALTH: See "Port-of-Spain".

RADIO: Vessels to send ETA messages 72, 48 and 24 hours prior to arrival to "Petrotrin Marine Pointe-a-Pierre". Messages should be sent through one of the following: Chatham (USA), North Post (Trinidad), Barbados or Curacao.

VHF: The Petroleum Company of Trinidad and Tobago Limited maintains their own radio station (24 hours). Call "Petrotrin Marine Pointe-a-Pierre" on Channel 16, working Channel 13.

TUGS: Petrotrin maintains 3 tugs to assist in berthing and unberthing.

BERTHING:

Berth No.	*Max. Permissible Draft (ft.)*	*LOA (ft.)*	*D.W.T.*	*Remarks*
1	37.5	720	50,000	
2 (North)	37.0	775	63,000	
2 (South)	22.0	350	7,000	Small vessels and barges only
5 (Sea Island)	41.5	900	100,000	
6 (Sea Island)	54.0	950	120,000	
7	36.0	700	35,000	
8 (General Cargo)	28.5	700 (pier length) 70 (pier width)	25,000	

DISCHARGING:

Maximising Cargo Discharge (Squeeze Dry Operations): Due to the current high costs of crude oil the following guidelines should be followed in order to maximise cargo outturn. Special importance should be attached to the discharge immediately preceeding shipyarding. A Representative from the Company will attend vessels periodically in order to advise and assist as required.

General Guidelines for Maximising Cargo Discharge:

1. Inerted vessels capable of Crude Oil Washing must strictly follow the routines set out in their Tank-cleaning Manuals.
2. Stripping operation to be performed twice, first during normal discharge and the second time after all cargo (except partial contents in the aftermost (slop) tank) has been discharged ashore. The Inspector must ensure that vessel is adequately trimmed by the stern during all stripping operations.
3. On completion of normal discharge (except for partial contents in aftermost (slop) tank) and second stripping of all tanks, contents of main deck and drop lines and loading arm connections must be stripped to slop tank. (NB: Air or tank atmosphere must be used to break the vacuum).
4. Line content in all main suction lines must also be dropped into aftermost tanks and all main suction valves in tanks opened to drain suction elbows. On completion of dumping line contents, stripping system to be used to drain cargo remaining in the suction system and pumps back to the slop tank, with tank suction shut.

   This is best achieved by commoning up all main cargo pipelines on the suction side of the main cargo pipelines on the suction side of the main cargo pumps, opening the suction valves to these pumps and cross connecting the suction side of the stripping system to the main cargo line.
5. Where available, open by-pass valves connecting discharge side with suction side of main cargo pumps.

   Note: When vacuum starts building up in the suction system, allow tank atmosphere to enter the pipelines by opening a suction valve in a forward tank.

   It is recommended that one hose or loading arm remains connected to the manifold to which the small diameter deck stripping line (where available) discharges into. This line discharges outboard of the vessel's manifold valve, which of course is left shut during final discharge ashore of slop tank contents using stripping system.
6. The reasons for stripping back line and final tank contents to the aftermost (slop) tank rather than direct to shore are that:
   - (a) Operator has better idea when suction is lost (by seeing no increase in slop tank ullage).
   - (b) Accurate measurements can be made of total quantity of cargo recovered by operation "Squeeze Dry".
7. On completion of final line and tank draining, discharge contents of aftermost (slop) tank ashore via small diameter deck stripping line, where fitted, or via main discharge line where not.

Check List for Line Draining – Operation "Squeeze Dry":

1. Are following design features available to improve line draining:
   - (a) By-pass to connect discharge side with suction side of main cargo pumps?
   - (b) Connections from stripping system to both suction and discharge lines of main cargo pumps?
   - (c) Vent valves in deck lines near manifold?
   - (d) Suction and discharge pressure gauges and stroke counters in stripping pumps?
   - (e) Small diameter deck line, for final draining?
   - (f) Block valves in stripping line system?
2. Is cargo discharge *completely* finished and all cargo tanks checked by dipping to be well drained?
3. Have contents of tank washing line that was used for COW been properly dropped into slop tank?
4. Are all manifold valves with shore connection (except one if no small diameter line available) shut?
5. Are all valves in deck, pumproom and drop lines open?
6. Are all valves (except tank valves during line draining) in suction lines open?
7. Are all lines dropped in aftermost (slop) tanks?
8. Has air/inert gas been allowed to enter to vessel's line system both at forward end of bottom lines and in the manifold area?
9. Are stroke counters (where fitted), suction and delivery pressure gauges of drain pumps working correctly?
10. Has dropping operation been checked by measuring oil level in aftermost holding or slop tank/tanks?
11. Have all manifold valves been shut after dropping operation?
12. Has valve in small diameter deck line been opened, or where not fitted, has "final" manifold valve been opened?
13. Have stripping pumps been set correctly to drain holding or slop tank ashore through small diameter line (or deck line)?
14. Have all lines in cargo tanks, on deck and in pumproom been set correctly for line draining to holding or slop tank?
15. Has holding or slop tank been properly drained ashore and checked to be well drained by dipping?
16. Has vacuum been allowed to build-up before air/inert gas was in and has this been done repeatedly?
17. In addition to checking holding or slop tank ullage, are dr pumps checked to see if actual delivery from line draining ta draining has stopped?
18. Has shore been asked to check delivery of final holding or s tank into shore system?
19. Have all valves been shut after line draining?

Note: During draining of discharge lines to holding or slop tank, op the non-return valves in the discharge lines (if movable from the outsid

TRANSHIPPING: *Instructions to VLCC Masters from Petrotrin Mar*

1. Anchor your vessel in designated anchorage with starboa anchor and rig gangway starboard side. Enter and clear ves in normal manner, co-ordinating all activities via VHF w Petrotrin Marine Superintendent at Shipping Office.
2. Gauge all tanks, determine amount of cargo on board and adv Shipping Office along with A.P.I., temperature and ot particulars. Re-secure all tanks. Advise Lightering Vessel A.P and temperatures.
3. Barge will come alongside, port midships. Receive on boa 6×30 ft. lengths of 12 in. cargo hose along with necess reducers, blanks, bridles, straps, etc. Ship's crew must 2 strings of 90 ft. long hose connected to your manifolds, a supported by your vessel's boom. Hoses will be tended by yo vessel's crew throughout transhipment.
4. A string of 4×11 ft.×21 ft. Yokohama fenders, each separa by 100 ft. length wire will be brought alongside (port). Yo forward and after main deck wire springs will be lowered do and secured to the ends of the fender string to secure sa alongside. Four of the fender positioning wires will then lowered from your deck and one secured to each of the fende The fender string must then be positioned and secured alongsi centred on your manifold.
5. Two additional fenders will then be brought alongside a secured approximately 150 ft. forward and aft of the main fend string to provide additional protection to your vessel in moor and unmooring the lightering vessel.Two positioning wires will passed up to your deck from each of these fenders to sec them in place.
6. When lightering vessel comes alongside, your crew must stationed fore and aft on deck to handle lines. Your bridge sho be manned with engines on standby in the event of emergen During entire transhipment all fire fighting equipment must rigged and ready. Additional fire fighting equipment and a pollution devices will be on harbour tugs and available if need
7. A lightering vessel assisted by tugs will come abeam of yo vessel and send synthetic lines, one forward, one aft, by laun

   Your crew must lower heaving lines or messenger lines launch, then heave lines on board and secure fore and aft your vessel. Lightering vessel will then be brought alongside a positioned with her manifold approximately 10 ft. – 40 ft. af yours. The lightering vessel will then pass her wires (all contain nylon straps) to your vessel and safely secure alongside.
8. After the lightering vessel is safely secured alongside, to yo satisfaction, the two hose strings will be passed to her a secured to her manifolds. The lightering vessel will support hose ends, however, the main support will remain your vess boom. Agreeable handling rates, procedures and signals m be agreed upon between the Masters of the vessels involved a the Petrotrin Co-ordinator of the transhipment. Portable V radios operating on Channels 16 and 10 will be supplied fr ashore. VHF Channel 10 will be used for all ship-to-sh communication.

   Your control room must be manned at all times by a compet individual who must be monitoring Channel 10. Additionally competent individual (Officer) and a full watch must be maintain on deck to tend hoses, fenders, etc. One man must be station at the manifold and in full view of the hoses and other vesse all times.

   The Petrotrin Co-ordinator and Marine Staff will be availa and will assist in all ways possible, however, the responsib for a safe operation rests with you and your vessel.
9. Upon completion of loading the lightering vessel, your tanks m again be gauged and figures passed to Shipping Office. All ta must then be secured prior to unmooring of lightering vessel. T Marine Office will co-ordinate handling of necessary ca documents depending on the destination of the lightering ves
10. Hoses will be drained to the lightering vessel, then disconnec blanked and taken back aboard the VLCC.

    Your crew must again be stationed fore and aft, your bri manned and the lightering vessel unmoored.
11. The procedure will be repeated for the next lightering vesse
12. It is anticipated ballast will be taken after the second lightering as soon as one isolated section is stripped of cargo. Prio ballasting the Petrotrin Co-ordinator should certify tanks to ballasted as dry.

ALTHOUGH IT IS IMPORTANT TO MINIMISE DELAYS Th CONSIDERATION MUST TAKE SECOND PLACE TO PROP SAFETY PRACTICES AND TO ANY STEPS NECESSARY TO AVO POLLUTION.

Also see "Discharging".

DENSITY: 1025, (August to November approximately 1023).

FRESH WATER: Available alongside or by barge (if available i adequate notice given prior arrival). Limited in dry season (Janu June).

FUEL: Fuel oil, diesel and gas oil supplied ex-pipeline or by barge. A see "Shipmaster's Report" dated August 1979.

MEDICAL: Advance notice of medical attention preferred. Mod hospital facilities available.

BALLAST: Vessels to arrive with clean ballast. No dirty ballast faci

REPAIRS: Almost all types of deck and engine repairs can be carried out.

DRY DOCK: Trinidad Foundry and Fabricating Ltd. located at Chaguaramas.

SURVEYORS: Lloyd's, A.B.S. and N.V.

SPECIAL PRECAUTIONS: *Emergency Alarm:* This safety device is conveniently placed on all docks and is under the control of the jetty personnel. This is used only in cases of emergency and has the effect of stopping all shore pumps immediately it is used. Loud-sounding horns are situated on the hose structures and are sounded by the jetty attendant when urgent attention from the ship is required.
Hose Pressure: The max. discharge pressure allowed on the jetty hose is 100 lbs. Pressure of jetty hose for loading shall not exceed 100 lbs.

GANGWAY/DECK WATCHMEN: An efficient watch must be maintained on deck and in the engine room of all ships in port, and a sufficient number of men must be on board at all times to move the vessel either for harbour operations or in emergency situations.

CUSTOMS ALLOWANCES: 200 cigarettes or 50 cigars or 0.5 lb. tobacco and 1 bottle of spirits.

REPATRIATION: Facilities exist for effecting crew changes and arranging repatriation.

AIRPORT: Piarco International Airport 28 miles (approx.) away from Pointe-a-Pierre, served by international airlines and flights are regular.

TIME: GMT minus 4 hours.

TELEPHONES: On dockside and at all sea berths.

SHORE LEAVE: Regular launch service from ship to Pointe-a-Pierre only, for all crew members.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: Shore facilities can accommodate 2,000 barrels of dirty water ballast (slops) per vessel, or material which does not require heating (low pour point).

SEAMAN'S CLUBS: The Mariner's Club (Missions to Seamen), Wrightson Road, Port of Spain. Tel: 62-5426. The Club is approximately 32 km. from the terminal. Facilities: Chapel, T.V. lounge and video films, telephone service, shop, mail and stamps, bar, darts, pool tables, table tennis and swimming pool. Hours: 0900 hrs. – 2000 hrs. Monday – Friday; 1000 hrs. – 2200 hrs. Saturday, and 1400 hrs. – 2200 hrs. Sunday.

CURRENCY: Trinidad and Tobago Dollar (TT$.). U.S.$ 1.00 = TT$.6.00 (Floating Rate).

GENERAL:
Tidal Variation: Rise and fall is approximately 3 ft. 6 in.
Prevailing Winds: N.E. trade winds.
Flags Required: Republic of Trinidad & Tobago and International Code Flags "B", "G", "H" and "Q".
Launches: Launch service to Pointe-a-Pierre for Officers and crew.
Laundry/Provisions: Available.

SHIPMASTER'S REPORT: August 1979 (Updated 1994).
Bunkering:
Approach: (From Passage Book). Trinidad and Tobago Islands observed on radar at 48 miles, although echo masked by clouds, islands observed visually at over 40 miles. Marked by towering Cumulus clouds. Numerous tide rips and abrupt change of colour of water (green) at the 200 m. sounding line.

Good position obtained at a distance 35 miles from Galera Point and Scarborough using visual bearings of Galera Point and Little Tobago and distance off Granby Point.

North coast Trinidad current approximately 1.5 knots West going.

Chupara Point Light not conspicuous during daylight and not seen at night.

Chacachacare Light (Admiralty List of Lights No. 5846) good, seen at 35 miles.

Gulf of Paria can, with moderate sized vessel, be approached through any of the channels of Bocas Dragon. We used Boca de Huevos which was safe, no problems. Parallel Indexing very useful on Point au Diable, Point Braba and Cape Cola.

Serpents Mouth not recommended at night.

Gulf of Paria not very busy, many vessels anchored off Port of Spain.

An intense white light (Fl. ev. sec.) is located on Chimney just South of South Pier at Pointe-a-Pierre (position: Lat. 10° 18′ 38″ N., Long. 61° 27′ 36″ W.). B.A. Chart No. 482 seen at 12 miles.

No appreciable current in Gulf of Paria.

VHF: Called "Trintoc Shipping Office Pointe-a-Pierre" (now "Petrotrin" on Channel 16 about 5 miles North of Boca de Huevos Strait, contact reasonable. Working on Channel 13, very prompt.

Anchorage: General anchorage along parallel of 10° 19′ North from 3 miles West of Buoy No. 1 (Lat. 10° 19′ 06″ N., Long. 61° 29′ 18″ W.) to 0.5 miles off buoy.

We anchored with Buoy No. 1 - 072°×1.0′, good position in 17 m.

For bunkers, oil company like vessel as close as possible to No. 1 Buoy, but not closer than 0.5 mile.

Immigration/Customs: Came out very promptly. No difficulties, forms as per "Guide to Port Entry". Must have gangway rigged. Pratique message sent, no answer received, given on arrival.

Bunkering: Trintoc (now "Petrotrin"): Dumb barge of 1,500 tonnes capacity. Delays caused by waiting for harbour tug to bring barge alongside vessel, also delay waiting for tug on completion of bunkering. Contact 'Shipping Office' Channel 16 well before barge finishes in order that they may call tug. We waited for tug for one hour before bunkering and 2 hours on completion.

Diesel 6 in. line, 150 ASA, ship's derrick required.

Rate: Up to 200 tonnes p.h. for diesel.

Films: Walport Films and Vidpack can be changed on prior notice to Agents.

SHIPMASTER'S REPORT: September 1979 (Updated 1994).
Approaches: Deep drafted vessels use Boca Grande to enter Gulf of Paria in which is situated the Pointe-a-Pierre Terminal. An area marked by dotted lines on the chart has been surveyed and declared safe for large vessels and this route should be followed up to the anchorage off Pointe-a-Pierre.
Anchorage: Trintoc (now "Petrotrin") Shipping advise vessel where to anchor when making the approach and on this occasion we used two anchorages whilst waiting, first with the "SBM" bearing 083°T×2.4 miles and the second with La Luc Lt. bearing 334° and Radio Mast bearing 110°. At both anchorages vessel used 6 shackles on starboard anchor in about 60 m. of water. Bottom, heavy glutinous mud which gives good holding ground. The deepest draft vessel which arrived in the port was drawing 73 ft. and appeared to have no difficulty anywhere.
Navigational Restriction: VLCCs are required to advise Harbour Master, Trinidad, of their time of arrival off Boca Grande, 24 hours before arrival so that other vessels can be advised to give a clear berth. On approach to Boca Grande vessel can contact North Post Radio on VHF to confirm transit time and receive information of other movements. Our ETA was broadcast 3 hours out.
Port Officials: Customs and Immigration board with Agent and clear vessel inwards. No special requirements. Bond is sealed but Customs will board to make crew issues after each 7 days if requested through Agent. Port Health work is carried out by Agent and we renewed Derat Certificate. Shore Leave Passes are issued by Immigration and are of two types, one for Officers which allows them to use the Pointe-a-Pierre jetty to land and also the Trintoc (now "Petrotrin") Club and one for the crew which only allows them to land at Pointe-a-Pierre jetty.
Shore Leave: (Launch cost TT$11.00 per hour of stay). A fast launch calls at the ship every two hours, day and night, to take personnel to Pointe-a-Pierre. The launch can be contacted on VHF Channel 15 or 16. We found that by advising them of whether we had crew to go ashore before they arrived at the ship we received better service. Officers wishing to go to the club could get a separate launch arranged by Trintoc (now "Petrotrin") Shipping (when available) direct to Pointe-a-Pierre.
Bunkers: Bunkers are supplied by barge of 30,000 bbls. capacity. Pumping rate is very slow, we had 3 separate lifts and the average rate was about 150 t.p.h. The barge also has capacity to supply good fresh water if previously arranged through the Agent, which is more economical and better quality than in the official water barge.
Fresh Water: Normal source of supply is by barge from Port of Spain which requires about 4 days' advance notice. Cost of supply is TT$3,000 no matter what quantity you require and we found the water supplied was heavily polluted with sea water giving a reading of 500 p.p.m. salt and also tasted oily. It is better to take water when bunkering (See "Bunkers").
Ship Chandler: Stores were expensive and many items unobtainable. All stores have to come through Pointe-a-Pierre jetty and the chandler has to make arrangements with the launch supervisors for transport to the ship. If large quantities involved, a barge and tug are used. We tried to get everything at one time but this was impossible. No canned beer or minerals are available and all bottles are returnable which increases the price.
Cargo Handling: We lightened into two vessels and discharged the balance of cargo at the SBM. The discharge plan was changed frequently during the waiting time. Discharge into the ships was via a 12 in. hose and only one pump was required to achieve the required discharge pressure and gave rates of 2,075 t.p.h for the first and 2,933 t.p.h for the second.

Discharge to the SPM was via one 16 in. hose with a second hose connected in case of difficulties with the first, although not actually used, and a rate of 2,224 t.p.h. was achieved. All discharging was carried out using the port side manifold and derrick.

Before lightening, three lengths of hose were placed on board to be connected together and attached to the ship's manifold, then a string of four "Yokohama" type fenders were made fast alongside using the spring wires from forward of No. 1 and from between Nos. 8 and 9 holds. We were instructed to keep the wires slack at all times to prevent the joining wires breaking. All the moorings from the lightening ships have to be fed through "Panama type" fairleads and no open leads used to prevent the rope/wire jumping out of the lead when the lightening ship is completely deballasted. Communications between vessels is via walkie-talkies supplied by Trintoc (now "Petrotrin") and a co-ordinator from Trintoc (now "Petrotrin") attends the vessel for liaising operations. Bunkering cannot be carried out while lightening but is acceptable at the SPM, we managed to complete it before any cargo operations started. No gangways are used between ships.

Mooring at the SPM was carried out with the assistance of one tug made fast on the starboard side of No. 1. A ship's line is sent away to connect with the SPM port line, as usual, this starting line should be two ropes joined together to ensure adequate length. Once the connecting line is brought on board (a 16 in. nylon) in sufficient quantity it is made fast on the bitts and the starboard connecting line picked up and secured. When connecting hoses, we found that our manifold flanges were too thin to accept their patent clamps and we had to fit 12 in. reducers to our manifolds and also to their pipelines to get a good fit. Ship's crew carry out all operations although there are personnel placed on board for mooring to the SPM to advise and assist.

Mooring and unmooring are usually carried out during daylight but for some reason we unmoored during the night, much to the surprise of the Pilot and co-ordinators, being the first vessel to do it for 6 years.
Personnel Changes: We carried out several changes of personnel over the period and in general, the joining people arrived on time without much difficulty but the personnel leaving, unless previously booked in advance, met with delays getting flights. A vessel which arrived the day after us, had eight men delayed ten days before flights were available. Non-crew personnel, such as technicians, who arrived and stated they were coming to do work on the ship were not allowed entry into the country without obtaining a work permit.

SHIPMASTER'S REPORT: February, 1980 (Updated 1994).
Documents: 5 Crew Lists, 2 copies of Crew Personal Effects, 2 Arrival Reports, 1 unmanifested Cargo List, 2 Report of Ship's Stores. All these on local forms except Crew Lists.
Anchorages: Usually given an anchorage position by Trintoc (now "Petrotrin"), Trinidad, and normally use starboard anchor and require starboard accommodation ladder.
Tankers: Advise Agent time of transiting Bocas del Dragon and then North Post Radio will advise all ships. If using SPM, require forward 2 ship's lines to bring aboard 2×16 in. nylon lines which have to be heaved around drum ends. Sometimes have tug to assist.

SHIPMASTER'S REPORT: November 1983 (Updated 1994).
Documents:
Agent: P&I 48 (Arrival Report)
Immigration: P&I 10 (Arrival Report), P&I 53 (Arrival Report form in triplicate)
Quarantine: P&I 31 (Maritime Declaration of Health)
Customs: C-1 (Ship's Stores in duplicate)
C-2 (Crew Declaration)
C-3 (List of Unmanifested Cargo)
5 copies of Crew List.
Anchorages: It is necessary to anchor in position given by Trintoc Marine (now "Petrotrin Marine"),otherwise they request you to shift to correct position but also necessary to check there is not another vessel anchored there already.
Radio: We found it very difficult to communicate with North Post Radio from the bay. 'Shipping' or Trintoc Marine (now "Petrotrin Marine") are very helpful passing messages to agents, etc.
Shore Leave: Apparently the liberty boat rarely goes to San Fernando these days (apparently due to the unsafe state of the jetty).
Currency: Agents require at least 10 days' notice if vessel requires any foreign currency and, apart from this delay, Sterling and U.S. Dollars seemed readily available. 4 days' notice is required for local currency. This 4 days would probably be longer if not using Company Agents.
Mail: Mail took 4 days from arrival at airport to delivery on board.

AUTHORITY: The Petroleum Company Trinidad and Tobago Limited, Pointe-a-Pierre, Trinidad, W.I. *Tel:* (809) 658-4200. *Telex:* 39367 Petrotrin Marine. *FAX:* (809) 658-4636. *Cables:* Petrotrin, Pointe-a-Pierre. *Contact:* P.J. Lyons, Marine Manager. L. Chan Chow, Port Captain.

AGENT: See "Port of Spain".

PORT-OF-SPAIN: 10.39 N. 61.32 W. (See Plan)

DOCUMENTS:
Immigration:
2 Crew Lists.
2 Passenger Lists.
1 Maritime Declaraton of Health.
*1 Stowaways List.
*4 Arrival Report Forms.
*Supplied by the Immigration Department on boarding the vessel and must be completed by the Master of the vessel.
Customs:
2 Crew Lists.
1 Passenger List.
2 Customs Ship's Stores Lists.
1 Crew Stores List.
1 copy of Cargo Manifest (if cargo vessel).
2 Lists of unmanifested cargo.
Quarantine:
1 Cargo Manifest.

PILOTAGE: It is not compulsory to apply for a Pilot into Port-of-Spain anchorage. However, if required notification must be sent to the Pilot Station (Port-of-Spain) at least 1 hour before arrival at the Station on VHF Channel 16.

The Pilot vessel has a black hull and white housing and is 35 ft. long. The word 'Pilot' is written on the housing. It is equipped with VHF radio and carries an international pilot boat light.

Vessels requiring a Pilot can call Pilot by International Code Flag "G" by day and white light and red light at night or by International Code Signal "G" on whistle.

The Pilot Boarding Station is located within 0.5 miles seaward of the Grier Channel Entrance. The vessel awaiting a pilot may anchor anywhere seaward of the Pilot Boarding Station.

International Requirements are applicable for pilots with respect to Boarding and Safety measures. Gangway or standard type pilot ladder with spreaders about 10 ft. apart is required. Ladder must be clean. It is desirable that 1 stanchion be securely fitted in the bulwark at the top of the ladder.

Pilot station is situated at the Western end of the Port-of-Spain Wharf.

ANCHORAGE: Depends entirely on draft but should not be nearer than 0.5 miles from Grier Channel Entrance, except in cases of vessels loaded with explosives; this anchorage is clearly defined on Chart.

Open roadstead in Gulf of Paria but can be considered as sheltered with choppy seas at times. Bottom shelves gradually from shoreline to 7 fathoms at Western end of harbour limits, increasing to 20 fathoms outside harbour limits Westward. Type of bottom, mud. Swinging area unlimited. No mooring buoy. Distance from anchorage to shore 2.25 miles at 5 fathoms to 5 miles at 7 fathoms, vessel will swing to the tide if loaded, and to the wind if light.

Currents 0.5 to 1.5 knots flood and ebb. Rise and fall of tides, variab Minimum 1 ft. 5 in., maximum 4 ft. Rainy season June-December. D season December-June. Rain squalls occur during months of Ju August and September up to 30-40 knots unpredictable hurricane m unusual. Prevailing winds are mostly Easterly, normally stronger dur daylight.

RESTRICTIONS/MAX. SIZE: The Grier Channel, 350 ft. wide, leads a dredged basin in which are the docks. No restrictions on length, t maximum draft in channel, in basin and alongside is 32 ft. MLWOS

RADIO: Advise through North Post wireless or telephone, call sign 9 ETA 48 hours and 24 hours with other requirements.

TUGS: All vessels of over 1,000 n.r.t. are required to use a tu Specifications of the 2 tugs are as follows: g.r.t. 2,961.72 tons, n 75 tons, speed 12 knots, engines 2×1,200 b.h.p. Ship's lines a normally used.

BERTHING:

Berth No.	*Length* (m.)	*Depth* (m.)	*Use*
1	90	8.0	Break Bulk, Multi-Purpose, Ro/Ro, Cruise Vessels.
2	152	7.4	Break Bulk, Multi-Purpose, Cruise Vesse
3	152	8.0	
4	152	8.4	
5	152	8.9	
6	152	9.5	Container vessel using ship's gear or sho crane, cruise ships.
6AE	166	9.9	Container vessel using Portainer crane.
6AW	166	10.0	
*7	182	9.5	Rice, Break Bulk, Multi-Purpose.
8	182	9.5	Rice, Break Bulk, Multi-Purpose, Ro/Ro.
8AW	61	4.0	Rice

*At present this berth is under repair.

In addition to the deep water facilities mentioned above there a shallow draft facilities which are located at the Eastern end of the Po They provide docking facilities for coastal and regional vessels. T Caricom Berth (for regional vessels) is 45 m. long and 4.0 m. deep.

Loading/discharging can be operated by shore equipment supplied the Port Authority or ship's gear or both.

CRANES:

Type	*No.*	*Capac* tons
Portainer–Rail Mounted	2	40
Ferranti rubber tyred gantry	5	40
FMC Linkbelt Mobile Crane	1	200
Demag Mobile Crane	1	100
FMC Linkbelt Mobile Crane	2	75
FMC Linkbelt Mobile Crane	3	50
IMC Linkbelt Mobile Crane	4	30

CARGO HANDLING: One berth on the Eastern side is an open wha without a seafront warehouse. This berth is strictly used for containeris and passenger (cruise) vessels. The Eastern Wharf is 3,300 ft. with fi seafront warehouses. On the Western side the wharf is 1,200 ft. lo with two seafront warehouses for general cargo, but at these two bert there are also facilities for receiving bulk cargo, i.e. grain, liquid oil, ta and molasses. These cargoes are usually discharged by vesse equipment, but grain can be discharged by shore equipment at a slow rate.

In addition to the cranes mentioned above, other cargo handli equipment available is as follows:
5 top lifters × 28 tons capacity.
7 front loaders × 10 tons capacity.
40 Mercury Reliance Haul Majors.
17 Motor trucks.
117 Trailers × 20 ft.
45 Trailers × 40 ft.
79 Forklifts × 5 tons capacity.

STEVEDORES: Integrated longshore and stevedore gangs available request by Agents. Gang sizes vary from 12 men to 18 men, depende on the type of operation.
Hours of Work: Normal Time: 0700 – 2300, Monday to Friday.
Overtime Hours: 2300 – 0100, Monday to Friday necessary to complete operation).
0700 – 1900, Saturday, Sunday a Public Holidays.

MEDICAL: Advance notice of attention required will assist. Mode hospital facilities available.

FRESH WATER: Fresh water is available at Berths No. 1 – 6 fro hydrants alongside the Pier. Alternative arrangements can be made supply truck-borne water if necessary.

FUEL: All grades supplied by barge, contact Agent in advance.

CONSULS:

Belgium	6238711	Italy	6236255
Bolivia	6254123	Japan	6232866
Colombia	6236601	Lebanon	6231652
Costa Rica	6254123	Liberia	6222322
Denmark	6251901	Mexico	6254040
Dominican Republic	6241217	Norway	6236871
El Salvador	6226247	Panama	6223497
Greece	6232186	Portugal	6234930
Guatemala	6252441	Spain	6238851
Haiti	6232876	Sweden	6232166
Embassies:			
Argentina	6254069	India	6231276
Brazil	6225779	Jamaica	6224995
Great Britain	6252861	Netherlands	6251722
Canada	6234787	U.S.A.	6226471
France	6251437	Venezuela	6253872
Germany	6251898		

REPAIRS: Limited facilities available.
DRY DOCKS: See "Chaguaramas".
SURVEYORS: Lloyd's.
HATCHES: Opening/closing of hatches is normally done by the crew where the system is an automatic one. For manual systems, stevedores are used.
CUSTOMS ALLOWANCE: Crew is allowed either 25 grammes or 2 packs or 40 cigarettes or 5 cigars. No alcoholic drinks allowed.
CARGO GEAR: Vessels normally load and discharge break bulk cargo with their own gear but shore cranes and heavy lift cranes are available on dock.

Container vessels using the container berths are required to use the Port's Portainer cranes.
REPATRIATION: Crew changes and repatriation can be arranged through Agents.
AIRPORT: Piarco International Airport (17 miles from Port-of-Spain) has daily flights to worldwide destinations.
TIME: GMT minus 4 hours.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; Labour Day (June 19th); Whit Monday; Corpus Christi; Emancipation Day (first Monday in August); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st/22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th). Any work performed on public holidays will be charged at overtime rates.
POLICE/FIRE/AMBULANCE: Port Security – 6251861, Port Health & Safety – 6253777, Police – 999, Fire – 990, Ambulance (Red Cross) – 6278214, Hospital – 6237715/6232951-6.
EMERGENCY CO-ORDINATION CENTRE: National Emergency Relief Organisation (NERO), Coast Guard Headquarters, Staubles Bay, Chaguaramas. Tel. No. 6254939.
BANKS:

Bank of Commerce of Trinidad and Tobago Limited, 72 Independence Square, Port-of-Spain. Tel: 6252711.

The Bank of Nova Scotia, Trinidad and Tobago Limited, Park & Richmond Streets, Port-of-Spain. Tel: 6253566.

The National Commercial Bank of Trinidad and Tobago Ltd., 68 Independence Square, Port-of-Spain. Tel: 6252893.

Republic Bank Limited, 40-42 Frederick Street, Port-of-Spain. Tel: 6231021, (After hours) 6254418.

The Royal Bank of Trinidad and Tobago Limited, 55 Independence Square, Port-of-Spain. Tel: 6253511.

Trinidad Co-operative Bank Limited, 80-84 Charlotte Street, Port-of-Spain. Tel: 6235330.

United Bank of Trinidad and Tobago Limited, 74 Independence Square, Port-of-Spain. Tel: 6251040.

Workers Bank of Trinidad and Tobago, Cnr. Duncan Street and Independence Square, Port-of-Spain. Tel: 6253371.
SHIP SUPPLY SERVICE: For helicopter service, contact Nealco Air Services Limited, 63 Piarco International Airport. Tel: 6645416. Telex: 25314 Nealair.

4 seater helicopters; rendezvous points – oil rigs with helicopter landing facilities on the East Coast of Trinidad.
SHORE LEAVE: Possible with valid identification.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
DELAYS: A berth scheduling system is in operation. Berthing Application must be submitted at least 24 hours in advance.
GENERAL: An inter island ferry service is available. Two Government-owned vessels, the M.F. "Tobago" and newly acquired M.F. "Panorama", operate a regular cargo and passenger service between Trinidad and Tobago. Seating accommodation is 700 passengers per vessel.
DEVELOPMENTS: Berth No. 7, length 198 m. to be upgraded to container berth with container handling cranes.
AUTHORITY: Port Authority of Trinidad and Tobago, 1 Ajax Street, P.O. Box 549, Port-of-Spain, Trinidad, W.I. *Tel:* 6254074. *Telex:* 22477 Patt Wg. *FAX:* 627-2666. *Cables:* Gateway. *Contact:* General Manager.
AGENT: Gulf Shipping Ltd., Anchorage House, 86A Independence Square, P.O.Box 8, Port-of-Spain, Trinidad. Tel: 623-4121-3, 623-7712. After office hours 632-0271, 637-6274, 675-5565. Telex: 22522 Gulfship Wg. Fax: (809) 623-4124. Cables: Gulfship, Trinidad.

SOBO (Pitch Point): 10.15 N. 61.37 W.

Crude Oil Terminal operated by Trinidad & Tobago Petroleum Company Limited is no longer in operation.

TEMBLADORA (Alcoa Bauxite Terminal): 10.41 N. 61.35 W.

Also refer to "Port of Spain".
DOCUMENTS:
2 Crew Manifest/Stores List for Customs.
2 Ship's Stores List for Customs.
4 Immigration Arrival Report.
8 Crew Lists.
1 Declaration of Health.
1 Stowaway List (if stowaways on board).
PILOTAGE: Pilotage is compulsory. Pilots board 0.5 miles off installation.
ANCHORAGE: Safe anchorage 0.5 – 0.75 miles off head of jetty.
MAX. SIZE: No. 1 (Western berth) for discharging, length of berth 976 ft. Max. draft 23 ft.

No. 2 (Eastern berth) for loading. Length of berth 675 ft. Max. draft 36 ft.
RADIO: ETA should be given at least 36 hours before arrival via North Post Radio " 9YL" or Barbados Radio "8PO" to Alcoa.
TUGS: Alcoa maintain their own tug to assist in docking operations.
BERTHING: There are two wharves: No. 1 with a length of 976 ft. and No. 2 with a length of 675 ft.
STEVEDORES: Not necessary.
MEDICAL: All facilities available. Advance notice of requirements should be given.
FRESH WATER: Supplied at both piers, also by barge.
FUEL: All grades by barge and pipeline.
GANGWAY/DECK WATCHMEN: Customs guards on duty at ship's side.
OPENING/CLOSING HATCHES: Handled by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits per man.
CARGO GEAR: Loading: Carried out with travelling tower conveyor system, rate 1,000 t.p.h. Discharging: With travelling tower grab 5 tons capacity, rate 300 t.p.h.
REPAIRS AND DRY DOCKS: At Chaguaramas.
REPATRIATIONS: Can be arranged (Advance notice must be given for citizens from Eastern Bloc countries).
AIRPORT: See "Port of Spain".
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions (except for citizens of Eastern Bloc countries who need visas or special permission).
IDENTIFICATION CARDS: Required. Vessel must issue I.D. cards to all onboard.
GARBAGE DISPOSAL: Garbage disposal can be arranged on request.
WASTE OIL DISPOSAL: Not available at Tembladora.
SEAMAN'S CLUBS: The Mariners Club (Flying Angel), Wrightson Road, Port of Spain. Tel: 625-4826, 627-4873.
CURRENCY: Trinidad and Tobago Dollar (TT$).
AUTHORITY: Alcoa Steamship Company Inc., Tembladora Transfer Station, Carenage, Trinidad, W.I.

Alcoa Steamship Company Inc., P.O.Box 609, Port-of-Spain, Trinidad, W.I. *Tel:* 63-23308/13. *Telex:* 21221 (Alcoa Wg). *Cables:* Alcoaship, Port of Spain. *Contact:* General Manager.

NOTES

Please also advise Shipping Guides Ltd.

Tristan da Cunha

EDINBURGH (Tristan Island): 37.03 S. 12.18 W.

(See Plan)

DOCUMENTS:

Passenger List.
Crew List.
Passport No./Name/Nationality.
Cargo Manifest (No Customs/Port forms).

APPROACHES: Chart B.A. 1769 Pilot Book Africa Vol. 2 to be used, local knowledge should be sought regarding weather.

Island is good radar target and may be seen visually at 20 miles in good weather.

PILOTAGE: Local Radio Officer will indicate safe anchorage by handheld VHF (Channel 16).

ANCHORAGES: Edinburgh anchorage is on N.W. side of Island. Town is difficult to observe as houses are very low. Leading marks are white triangles in field to right of crayfish factory.

Area most likely for large vessels has depth of 18 fathoms. Vessel to be wary of large amounts of kelp blocking intakes, etc.

In rough weather vessel could shelter to South of Island. Although due to katabatic winds off the mountains it is possible that no shelter will be found around the island.

A quieter anchorage can be found 2 cables East of the 114°T and 213°T transit intersection. Weak tidal currents set East and West through the anchorage, the East going current being the stronger.

HEALTH: Any person suffering a cold will not be allowed ashore; if colds are prevalent aboard then no one will be permitted ashore.

RADIO: Radio contact made via Cape Town who will arrange schedule.

Tristan (ZOE)	Ship
3737 kHz	3737 kHz
8187 kHz	8281 kHz
12325 kHz	12423 kHz

Vessels may also make contact by the following:

Inmarsat Main		*Inmarsat Reserve*	
Sat Telex:	581 1445434 (PR6JX)	Telex:	581 1445412 (PR6SX)
Sat Fax:	871 1445435	Fax:	871 1445413
Sat Tel:	871 1445434	Tel:	871 1445412

BERTHING: Calshott Boat Landing (used for all landings) is small (40 ft. – 50 ft. long). Local knowledge required. 1 motor launch and 2 small powered lighters are used for cargo.

GARBAGE DISPOSAL: No garbage disposal facilities.

WASTE OIL DISPOSAL: No waste oil disposal facilities.

SEAMAN'S CLUBS: No seaman's Club. Anglican church. Very limited sports. No telephone. No shore leave overnight.

CURRENCY: Own currency, pounds on par with UK Sterling.

GENERAL: There is a landing fee of £3.00 for any passenger who wishes to land (No Passenger List required).

SHIPMASTER'S REPORT: February 1986 (Updated 1994).

The navigational marks are as per the Pilot Book. These are made of wooden slats. The beacons on the 203° (T) bearing are in a large field behind the new canning factory, just above the boat harbour. The lower of the beacons on the 114° (T) bearing is on the top of a little hillock and the higher is on the cliff side.

When the sun is shining on these beacons they are easily discernable but when the sun is at right angles or behind them they are not easily seen.

There are no lights on the beacons.

There are lights illuminating the entrance to the boat harbour.

All lights are extinguished at 2400 hrs., including the lights at the entrance to the boat harbour.

The soundings that we obtained were as per the chart.

Whilst we were there, with a Force 7 on the starboard beam, we lay with the bow to the shore. When the wind moderated we then lay with our bow into the wind so it would appear that strong Westerly winds cause an offshore current in the anchorage area.

Radio Communications at Tristan Island: The Station has a daily schedule with Cape Town Radio at 0830 hrs. GMT.

Cape Town Radio will arrange schedules for ships as required.

The frequencies used are as follows (all SSB R/T):

Tristan da Cunha (ZOE)	Ship
3737 kHz	3737 kHz
8187 kHz	8281 kHz
12325 kHz	12423 kHz

Whilst at anchor VHF communication on Channel 16 is provided by a hand held walkie talkie on the island.

The manifest of the cargo for Tristan da Cunha only.

Accommodation ladder not used, pilot ladder and scrambling net preferred.

SHIPMASTER'S REPORT: March 1988 (Updated 1990).

The Report above is correct; but to the East of the settlement, there are a further two small triangular leading marks, which when in transit (114° T), indicate the beam bearing for the safest anchorage. The top mark is part way up the cliff to the left of the land-slip, the lower mark is on top of a small outcrop of rock. There are no lights on these beacons.

AUTHORITY: *Contact:* Curnow Shipping Ltd., The Shipyard, Porthleven, Helston, Cornwall. *Tel:* 0326-563434. *Telex:* 45654. *FAX:* 0326-564347.

NOTES

Please also advise Shipping Guides Ltd.

Tunisia

ASHTART: 34.17 N. 11.23 E. (See Plan)

DOCUMENTS:
Customs: 1 Crew Declaration, 1 Ship's Stores List.
Immigration: 1 Crew List.
PILOTAGE: Compulsory within 3 miles of any installations. To avoid a delay, Owner must report to SEREPT SFAX 48 hours and 24 hours in advance of ETA.
ANCHORAGE: 3 miles South of the storage barge.
RESTRICTIONS: Mooring in daylight only.
HEALTH: Masters must declare on arrival, condition of health of all on board with details of any sickness.
VHF: Call "Ashtart Terminal" on VHF Channels 9 and 16.
TUGS: One tug required to be in attendance while loading.
BERTHING:
(a) Tanker Berths:

One SBM for tankers up to a max. size of 150,000 d.w.t. Water depth 66 m. Loading Rate 3,000 cu.m.p.h. Max. quantity available 105,000 tons. 1×12 in. hose.

Vessels mooring use one line, and must be able to easily heave on board an anti-chafing chain whose links are 32 cm. wide.
(b) Storage Barge Berths:

Starboard side alongside storage barge, tankers up to a max. size of 100,000 d.w.t. Depth 66 m., loading rate 4,500 cu.m.p.h. Max. quantity available 105,000 tons. 2×12 in. hoses.
(c) Tanker on Storage Barge Berth:

Tankers up to a max. size of 150,000 d.w.t. Depth 66 m. Loading rate 3,000 cu.m.p.h. Max. quantity available 105,000 tons. 1×12 in. hose on starboard side.
MEDICAL: No facilities.
FRESH WATER: Not available.
FUEL: Not available.
CONSULS: France and Libya at Sfax.
REPAIRS: No facilities.
REPATRIATION: Not possible.
AIRPORT: At Sfax.
TIME: GMT plus 1 hour.
HOLIDAYS: None.
GENERAL: No dirty ballast facilities. No provisions available. Master supplied with booklet containing special port regulations on arrival.
AUTHORITY: Societe de Recherches et D'exploitation des Petroles en Tunisie – SEREPT, B.P. 246, 3018-SFAX, Tunisia. *Tel:* (04) 235 400. *Telex:* 40859, 40700. Sfax Telex: 13.800 Tn. Tunis Telex: 13.042 Tn. *FAX:* (218) (4) 237102 (Sfax). *Contact:* MM.H. Gharsallan or Mr.R. Hamza.

BIZERTE: 37.17 N. 09.54 E. (See Plan)

PORT LIMITS: Commence 0.5 mile from the Port.
DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
4 Crew Personal Effects Lists.
4 Ship's Stores List.
3 copies Bill of Lading.
3 copies Manifest.
Health Declaration.
PILOTAGE: Advise Pilot of ETA 48 hours before arrival. Pilot vessel and pilot station may be contacted by VHF Channel 16. The Pilot boat exhibits the letters "P" & "H". The Pilot boards half a mile from the Southern fairway, vessels have to slow down to enable the Pilot to board.
ANCHORAGE: The anchorage for vessels awaiting the Pilot is half a mile from the Southern fairway.

When the wind is blowing from N.W., the best anchorage is off Cap Farina.
RESTRICTIONS: Entry at night is forbidden for tankers.
MAX. SIZE: See "Berthing".
HEALTH: Free Pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.
RADIO: Bizerte Radio, call sign 3VWA. Frequencies: 2182, 1743, 1637, 2321 and 2506 kHz. Range 200 km.
VHF: Channels 16 and 14.
TUGS: The tugs join the vessel at half a mile from the fairway.

Two tugs of 3,600 h.p. are available 24 hours. They are equipped with radar, 2 cables each (48 mm. diameter × 850 m. length) and 2 pumps of 420 cu.m.p.h.
BERTHING:

Berth	*Length* (m.)	*Depth* (m.)
Appontement de Servitude	90	5.50
Quai Stir		
Poste A	–	11.00
Poste B	–	8.25
Quai de Commerce	500	8.50
Quai Cerealier	200	9.75
Tunis Acier	120	9.00
Quai Cimentier	180	9.80
Appt. North Menzel Bourguiba		
North	156	7.60
South		6.30
Quai Sud Menzel Bourguiba	150	8.55

Load and discharge is carried out by ship's own gear.

CRANES: 2 forklifts, capacity 3.5 tons. 1 forklift, capacity 4 tons. 1 forklift, capacity 8 tons. 2 tractors with tipping wagons. 1 floating pontoon crane of 30 tons.
BULK HANDLING FACILITIES: Grain is handled on the Silo Quay.
SPECIAL CARGO HANDLING FACILITIES: None.
BRIDGES: New bridge (mobile) in operation.
STEVEDORES: Minimum of 24 hours' advance notice of ETA to Agent is required.
MEDICAL: Doctor available to board vessel. Hospital, private clinics and all facilities available. 48 hours' notice required for Cholera and Yellow Fever inoculations. Advise Agent of requirements.
TANKERS: Crude oil load/discharge line 20 in. diameter. Fuel oil load/discharge line 14 in. diameter. No slop discharge facilities. Tugs stand-by during cargo operations.
FRESH WATER: Available from quay at most berths.Rate 20 cu.m./hr.
FUEL: Available.
FIRE PRECAUTIONS: The Petroleum Harbour is equipped with fire hydrants. A tug of 3,600 h.p. is required to be permanently standing by when tankers are moored alongside the quay.
CONSULS: Italy Tel: 02.31.747.
REPAIRS: Some types of deck and engine repairs can be effected.
DRY DOCKS: There are 4 dry docks which are located at Menzel Bourguiba.

		(m.)
Dry Dock No. 1 & 4	Length	190.90
	Higher width	30.25
	Lower width	26.50
	Draft	8.80
Dry Dock No. 2	Length	247.50
	Higher width	40.60
	Lower width	36.00
	Draft	12.00
Dry Dock No. 3	Length	84.10
	Higher width	14.78
	Lower width	13.00
	Draft	4.15

SURVEYORS: Bureau Veritas, Norsk Veritas and Lloyd's Register.
GANGWAY/DECK WATCHMEN: It is recommended to employ shore watchmen.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: Each crew member is allowed 1 carton of cigarettes and 1 opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.
REPATRIATION: Can be arranged.
AIRPORT: Tunis/Carthage Airport is situated 65 km. from Bizerte. Served by international airlines.
TIME: GMT plus 1 hour throughout the year.
HOLIDAYS: There are 17 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.
POLICE/FIRE/AMBULANCE: Police Tel: (02)31.200; Fire (02)31.022; Ambulance (02)31.422.
TELEPHONES: No arrangements exist.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Crew Members' Identification Cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.
GARBAGE DISPOSAL: Nothing organised for garbage disposal. If a ship asks the Port Authority to dispose of her garbage, it must be collected on board and a tractor will go alongside each day and collect it.
WASTE OIL DISPOSAL: The refinery "Stir" can accept only a small quantity of dirty ballast. The organisation "Sotulub" can also receive a small quantity of waste oil. For information contact the Harbour Master.
SEAMAN'S CLUBS: None.
CURRENCY: Dinar Tunisien (Dinar).

SHIPMASTER'S REPORT: January 1982 (Updated 1992).
Restrictions: Due to the lift bridge at the Eastern end of the Quai de Commerce there is no entry during a period in the morning and another in the evening when the main flow of traffic is expedited. Opening hours are 0600 – 0630, 1015 – 1045, 1515 – 1545 and 1930 – 0530. Local authorities will open bridge out of these hours with special permission.
Health: Free Pratique will be granted on application by radio.
Berthing: The Western end of the Quai de Commerce showed depths of 9.14 m. along the 600 ft. to the East.

There is 12.0 m. in the entrance channel and as far as the turning basin, but LESS in the basin hence the operation is difficult.
Fresh Water: Using ship's hoses, some 23 tonnes per hour may be attained overall, but pressure can drop at any time and care must be taken to make sure of a large quantity or if proceeding to La Goulette elevator where there is no water to be shipped.
Gangway/Nightwatchmen: Most helpful and able to get results when Agents not available.
Identification Cards: These are sighted by the Immigration Officer and crew passes issued which are valid for all Tunisian ports but which must be collected before the vessel sails from the last port.

SHIPMASTER'S REPORT: August 1993.
Bulk Handling Facilities: There is a jetty off the cement plant for loading clinker. This jetty (See "Plan") was smaller than the length of the vessel and had reasonably good tyre fenders keeping the vessel away by about 1.0 m.

A fixed loader occupied a position in the middle of the jetty. When berthing, Hold No. 3 was positioned abreast of this loader to start the sequence. On berthing, vessel had an airdraft of about 10.0 m. An airdraft of 8.0 m. minimum would be required, even though the loader has a flexible spout. The spout, if left vertical, would plumb the part of the hold directly underneath it. The spout could be pulled by ropes attached to the end to direct cargo to the part of the hold required, but in any case cargo could be loaded only in peaks.

The plant did not have any loading meter. The loading rate worked out to about 450 tonnes per hour. From the time cargo was requested to be stopped, it took about 8 minutes for the conveyor to stop, meanwhile an addition of about 40 tonnes of cargo on the belt gets cleared. This has to be taken into account if loading to maximum draft.

The only cumbersome process while loading is the warping, as the bollards ashore were not suitably positioned for heaving the vessel to and fro. B1, B2, B3, B4 and B5 (See "Plan") were the only normal mooring bollards which were positioned in such a way that they could not be used for warping the vessel. There were 4 small chain lashing points (C1, C2, C3 and C4) on the jetty, on which the springs were secured to heave the vessel forward and aft.

Vessel experienced strong Easterly winds (Force 5) throughout the stay, which gave anxious moments, especially when proper springs could not be given, forward and stern lines having no proper lead to check the vessel, tending to surge down wind and also chafing the aft loader supports. There was a detached square jetty with a second loader which could be used simultaneously on longer vessels. For our vessel, only Holds No. 1 and 4 could be positioned together under the loaders.

Stevedores were co-operative and at all times about 3 or 4 men were on board to tend to the lines attached to the loading spout, in order to direct the cargo in the hold as required.

Restrictions: We understood from the Agents that the road bridge at the entrance to the harbour opens only between hours of 0615 – 0645, 1015 – 1045, 1515 – 1545 and 1930 – 0545; if at any time between 1015 – 1545 the bridge is required to be opened, it would be considered as special and may not be possible.

Fresh Water: Not available at the cement berth.

Gangway/Deck Watchmen: Compulsory. Risk of stowaways is possible.

Time: GMT plus 1 hour. No changes throughout the year.

Pilotage: No night pilotage after sunset.

Radio: VHF telephone calls can be made through Bizerte Radio.

AUTHORITY: Direction du Port de Bizerte, 6 Rue de Russie, Bizerte, Tunisia. *Tel:* (02) 31741, 31412, 31139. *Telex:* 21007 Bimpor. *FAX:* (02) 33688. *Contact:* Ben Fadhel Sahbene, Harbour Master.

GABES (Ghannouche): 33.57 N. 10.04 E (See Plan)

LOCATION: The port is located in the Gulf of Gabes, 22 miles (approx.) South of the oil port of La Skhirra, 58 miles S.W. of Sfax and 32 miles to the West of Djerba.

APPROACHES: Landfall by day is easy by virtue of the landmarks and oases around the port.

One can distinguish:

To the South of the port: The Oasis of Sidi Abdeslem and a 30 m. high tank.

To the North, the Oasis of Ghannouche and the red and white chimney, 44 m. high, of the power station.

To the West, the mass of buildings and industrial installations with, at the rear, the grey mushroom of the water tower, 36 m. high, and the Oasis of Bouchemma.

Landfall by night is equally easy, the port approaches being indicated, for vessels coming from the:

S.E.: The lighthouse of Ras Turguness (flash white 5 secs., range 24 miles) and then by the lighthouse of the Gabes fishing port (flash white 12 secs., range 11 miles).

N.E.: After coming round the belt of lights of the buoys of the Kerkennah Islands; by the mooring buoy N.W. of the channel of the Port of La Skhirra (flash white 10 secs., range 10 miles) and then by the lighthouse of the fishing port of Gabes.

The Roads:

The roads are indicated by the mooring buoy N.W. of the port channel (isophase white light: on 3 secs. off 3 secs., range 12 miles) and by the lighthouse of the fishing port.

Access Channel:

The port is entered via an access channel 3,220 m. long and 130 m. wide, dredged to 13.5 m.

This channel runs S.W. – N.E. and is joined to the entry passage by a curve 1,200 m. long.

On its 2 banks, there are 4 pairs of fixed light buoys, except Buoy No. 8 located in the curve of the channel.

At the breakwater entrance, there are lights placed on the heads of the North and South breakwaters.

ANCHORAGE: The Roads generally offer anchorage with good holding, and it is advisable to anchor to the South of the channel.

MAX. SIZE: "See Berthing"

TUGS: One tug of 1,200 h.p. and 2 fast pilot launches.

BERTHING:

The Basins:

The water area of the port, covering 80 hectares, is enclosed by 2 breakwaters (North breakwater 2,642 m., South breakwater 1,400 m.) leaving between them a passage 350 m. wide of which 200 m. is dredged to a depth of 13.5 m. This water area is divided into 2 basins:

An outer basin (50 ha.) dredged to 12.5 m., and having a manoeuvring circle 600 m. in diameter.

An inner basin (30 ha.) dredged to 10.5 m.

The Quays:

For berthing of vessels, the port has available:

A quay 375 m. long (Berths No. 3 and 4) running approximately E.N.E./W.S.W. and dredged to 10.5 m. This quay can take vessels up to 25,000 tons.

A quay 600 m. long (Berths No. 5, 6 and 7) running approxima N.N.W./S.S.E. and dredged to 10.5 m. This quay will take vess up to 25,000 tons.

A quay 260 m. long (Berth No. 8) perpendicular to the first, a dredged to 12.5 m. This quay will take vessels up to 50,000 ton

Port access is possible at all times to vessels with 33 ft. (10.06 m max. draft for Berths No. 5, 6 and 7, and 39 ft. (11.86 m.) max. draft fo Berth No. 8.

Open storage areas:

The open areas for the storage of goods transitting through the po include in the public zone – a shed of 4,000 sq.m., open areas whi are properly surfaced 70,000 sq.m., open areas of rolled ear 100,000 sq.m.

CARGO HANDLING EQUIPMENT:

Public:

One gantry crane of 20 tons; Lift trucks from 4 tons – 10 tons; Cra on rails of 20 tons (on order); Crane on rubber tyres of 20 tons.

Private:

Cranes on rubber tyres of 10 tons – 25 tons; Lift trucks from 4 tons 10 tons; Tractors and trailers.

FRESH WATER: Available.

FUEL: Not available.

REPAIRS: Possible.

TIME: GMT plus 1 hour throughout the year.

WINDS/TIDES: The winds in the Gulf of Gabes present a season variation with the character of a monsoon.

During the cold season (October – March) winds come from the lan from the West and North.

During the hot season (April – September) the winds come from th sea, from the East to S.E. The strength is then from Force 3 to Force very infrequently reaching Force 7.

Tidal currents are negligible and have no influence on navigation.

The characteristics of the tides are as follows:

High Spring Tide	2.45 m.
High Neap Tide	1.60 m.
Low Spring Tide	1.10 m.
Low Neap Tide	0.15 m.

DEVELOPMENTS: The Port of Gabes has been essentially created serve the chemical industries in the area which process the natu Tunisian phosphates coming from the S.W. of the country. There is som importation of sulphur for use in the various processes, likewis aluminium for production of aluminium fluoride. As the South of t country develops, traffic in various general cargoes, foodstuffs a capital equipment, is increasing.

The port is currently advanced in its 5th Development Plan. The ne infrastructural works comprise:

1. Transformation of the current Quay No. 8 into a much lengthene version.
2. Construction of a service quay.
3. Surfacing and equipping of 50,000 sq.m. of open area for stora of goods.
4. A second tug of 1,200 h.p. will be acquired.
5. Fertiliser bulk loading unit of 500 t.p.h. capacity will be installed
6. An electric crane, on rails, of 20 tons will be acquired.
7. Cranes on tyres of 15 – 20 tons will be purchased.
8. Fork lifts from 4 – 10 tons will be acquired.

SHIPMASTER'S REPORT: The following reports are from the sa vessel. Vessel discharged ammonia at Gabes – Ghannouche.

May 1980:

Approaches: BA. 3327 and 372.

Approaching from the East good positions were obtained off Ile Djer keeping outside the 9 fathom soundings as the bottom shoals qu steeply.

The 'Fairway' Buoy "O" showed up well on the radar at 8 miles a the channel buoys themselves at 5 – 6 miles. Details of the breakwa were also visible on the radar at this range.

There is a Radio Beacon at Gabes but this is not marked on eit chart. ALRS Vol. 2 refers to this.

Caution: The positions of the outer and channel buoys should not relied upon. New positions as at 22nd/24th May, have been marked Chart 372 and a tracing made. The current sets quite strongly acro the axis of the channel and care is required when rounding the bend the channel immediately before the entrance. The Pilot reported t channel buoys frequently break adrift.

Pilotage: Reportedly there is a 24 hour watch kept on VHF Channel but we did not succeed in making contact until after we had ancho time of arrival 0330 hrs. Even then reception was poor.

Fluency of English fair.

Pilot boards from a black hulled launch of about 10.0 m. length w white upperworks. Pilot ladder about 1 m. from the water. Pilot boa outside the fairway buoy.

Vessels with draft in excess of 10.0 m. must berth head in, port s to, owing to existence of 10.5 m. shoal in the Southern corner of t harbour. No night time pilotage for vessels of this size.

Only 1 tug is available and only of moderate power; on berthing s pushes according to hand signals and whistles from Pilot (no VH When unberthing she takes a ship's line from the stern to swing shi port clear of berth.

Berth: The berth is a concrete quay in the Southern corner of the harb about 250 m. long with depths alongside of 11.3 m. (forward) 13.8 and 14.2 m. taken by ship's leadline. Communication with sh personnel was not very good with conflicting advice as to whether ves was in position or not.

The quay is used for the export of fertiliser products which are load by means of a large travelling chute. Despite fears, the gangway w swung out did not foul the gantry.

Well fendered with round rubber fendering.

Mooring arrangements were reasonable but the bow lines have to taken to the far wall to afford a good lead when in position.

The gangway is landed on the quay without any problems.

The berth is open to swells from the East through S.E and is not very well protected from winds, except from due South. Since the bow is close up to the quay, special care should be paid to backsprings and all moorings. Ensure that watchmen are warned.

Discharge: The shore plant has storage for about 10,000 tonnes and relies on these shipments to keep the fertiliser section in production. Should tanks be empty they will be warm and high back pressures may be expected – 9 bar. The facility uses about 7,500 tonnes per month.

They claim to be able to accept cargo at a maximum rate of 350 t.p.h. but is usually in the region of 200 – 250 t.p.h. Our overall rate this call was 220 t.p.h.

The discharge line consisted of an 8 in. pipe from which there was provision for up to 4×4 in. flexible hoses to be connected. Only 2 hoses were used at this call. The shore flange has 12 holes which do not match the pitch of our manifold and, despite cabling ahead, this was not apparent until berthing and some time was lost. Shore personnel connect and disconnect. Line taken on board using ship's derricks. Shore provided the converting spool piece. Ship blew through lines on completion.

No vapour return line.

No venting to atmosphere.

Surveyor: Redwood's Surveyor in attendance and all figures based on gauging of ship's tanks.

Surveyor used a strange vapour factor which was not familiar in any way and declined to give us copies or explain its origin.

General: Fresh water available. No fuel oil available, if required proceed to oil terminal at Sfax. Repatriation and relieving of personnel possible without difficulties. Good road and rail communication with Tunis, Sousse and Sfax. Good access to Gabes by taxi. Shore passes required – take Discharge Book to Immigration office and a pass will be issued. Collect Discharge Book inward.

Papers: 3 Crew Declarations. 3 Stores Lists, including Bonded Stores. Declarations on the contents of all Bars onboard. (This is most important, Tunisia is largely Moslem).

2 Lists of ports previously visited.

Port Health Form – normal Health Declaration.

The Officials were very fair but very thorough in checking bonded stores. Fresh provisions available.

July 1980:

Discharge: The discharge rate at this call was only in the region of 177 t.p.h. (perhaps due to Ramadan) with a very high back pressure throughout in excess of 9 bar.

Total delays this call amounted to some 28 hours 20 minutes.

General: IMPORTANT: Since our last call the authorities have instituted strict currency control regulations and a number of the crew were caught on arrival during cabin searches. Personnel must therefore be warned before leaving that *ALL* Tunisian currency has to be handed back. The penalty for non-compliance being confiscation of the currency and a fine of at least twice the value of the money discovered. Before arrival personnel should be warned accordingly.

All authorities subjected the ship to a much more thorough scrutiny than at last call.

Repatriating personnel were subjected to baggage searches either on board or ashore.

Fresh stores were taken at this call and were of good quality.

Freon "R22" available in small quantities.

Fresh water taken and treated with "Stabochlor" as a precaution.

November 1980:

Approaches: BA. 3327 and 372.

When rounding Kerkennah Banks the buoys should not be relied upon. On the flood tide the current from Kerkennah to Fairway Buoy sets in a S.S.W. direction. Fairway Buoy shows up at about 8 miles on radar and Channel Buoys at 5 to 6 miles.

A number of oil rigs are found between Kerkennah Banks and Ile Djerbe, these should not be relied on for navigation fixes. Ile Djerbe gives good positions. Approaching the Fairway Buoy a 'Minaret' marked on BA. 3327 to North of port is conspicuous and Beida Mt. (902) to N.W. of port is conspicuous.

Breakwater is visible on radar at 15 miles but difficult to make out visually until very close too on account of haze. A radio beacon not marked on BA. 3327 is listed and operating as per ALRS Vol. 2.

Fairway Buoy is number "O" and named "Ghannouche" it is a tall red pillar buoy, its permanent position as per the alterations on BA. 372.

Channel buoys have been altered and are best seen from the changes to BA. 372. Pilot reports that all have new moorings and should be considered reasonably reliable. They are lifted about every 4 months, one at a time, so the official numbers as changes to BA. 372 do not always correspond to the actual number.

Anchorage: For large vessels about 1.0 – 1.5 miles East of Fairway Buoy and for small vessels to East of No. 2 Buoy. Good holding ground.

Wind: The prevailing wind is from the East and is strongest during Winter months. Due to the harbour being open to the East a swell carries into the harbour making berthing and working of small vessels impossible at times.

V.H.F.: Call 'Gabes Port' on Channel 16, range limited (12 miles). English reasonable.

Berthing: No berthing if wind over Force 4 to 5 and no unberthing over Force 3 to 4. Largest ship to use port 'Galconda' (LPG) gross 34,893 tonnes and deepest draft ship 'Hampshire' (LPG) gross 32,060 tonnes draft 11.2 m.

Channel: Minimum depth Chart Datum found to be 11.0 m. (36 ft.) plus 0.8 m. MHWN and 2.2 m. MHWS.

Liable to silting. Official depth is 41 ft. (12.5 m.) but last dredged 1974.

Pilot reports little current in channel, but reports suggest cross current can be encountered particularly near breakwaters. Channel dredged in box shape.

Pilot: Two Pilots employed by National Port Authority. Only senior Pilot handles large vessels. Good English spoken.

No berthing/unberthing of large vessels at night. Sunrise to Sunset only. Boards from black hulled 10 m. launch with white upperworks. Pilot ladder about 1 m. above water. Prefers gangway if weather suitable. Boards outside Fairway Buoy.

Tugs: Only one Port Authority tug of 1,200 h.p. with suspect towing hook. In November 1980 this tug was under repair and a Greek Construction Co. tug was being hired for port use as necessary. This tug (800 h.p.) would not work on a Sunday. When berthing, tug pushes; when unberthing, tug takes ship's line from starboard quarter. Pilot reports second tug in design stage.

Berthing/Moorings: All berths port side to.

Fertiliser/Ammonia/Phosphoric Acid Berth – Berth head in.

Sulphur and Grain berths – berth head North.

Vessels on all berths moored close together. Three large and 1 small vessel can moor on Sulphur/Grain berths.

Good back springs essential at all berths.

Moorings: 3, 2, 2. Forward head lines go to quay ahead of Ammonia Berth, mooring boat used. On Ammonia Berth our bow was about 3 m. off stern of vessel immediately ahead and at right angles to us.

Berths: Ammonia Berth of concrete trestle construction with bollards and fenders on concrete projections proud of quay face. All other berths solid concrete construction.

Ammonia Berth about 250 m. in length and 13.2 m. C.D. minimum. Other berths reported to be 10.5 m. alongside.

Density: 1029. (3 visits) May, July and November. Good fendering on all berths.

Cargo: Anhydrous Ammonia: Intake for fertiliser plant about 10,000 tonnes per month.

Loading/Discharge: Discharge rate varies but maximum claimed to be 350 t.p.h., in practice this has been 220, 177 and 233 t.p.h. over three visits with back pressure of 8.5 to 9.5 bars. No vapour return line. 2×4 in. flexible pipes join onto common manifold union with 8 in. coupling of odd size. The plant has a spool piece to fit standard 150 ASA connection on ships. Shore labour assists with connection.

For large LPG/NH_3 carriers it is necessary to berth as far up quay face as it is safe to do so in order to be able to connect pipes. On this vessel the after end of gangway must be past travelling shiploader stowage position on quay. Generally 2 ship pumps are required. Shore tank capacity 9,800 tonnes.

Same berth is used for loading Ammonia Phosphate for export at about 30,000 tonnes per year and Phosphoric acid in liquid form at 60,000 tonnes per year.

Travelling shiploader for Ammonia Phosphate loads at 800 t.p.h.

The Sulphur Berths nearest to Ammonia Berth have 2 discharge cranes/gantry. The Grain Berth at the Northern end is worked by ship's gear. Both these are import berths. Sulphur berth direct into fertiliser plant. It is planned to export Nitric acid in the near future.

Gangway: Can be turned out on all berths prior to berthing even though it seems vessel cannot due to shiploaders.

Communications: At Ammonia Berth after connection there is little English spoken by personnel ashore. Two watchmen always onboard.

N.O.R.: Tender on arrival to SAEP GABES, accepted alongside berth.

Surveyor: SGS/Redwood in attendance. Does not always appear on arrival.

General: Fresh water available from quay, but salty. If fuel required go to Sfax. Personnel reliefs quite easy through Djerba. Direct flights to Frankfurt 3 times per week. Baggage may go missing. Road and rail communication with Tunis, Sousse and Djerba. STD International telephones. Holiday resort at Djerba.

Authorities: Immigration board first to check International Health Declaration and Vaccination List. If all in order 'Q' flag is pulled down – Quarantine Pratique granted and Customs and Agent can board. Port Health/Immigration: require all Cholera Certificates up to date, if not Port Health will carry out inoculation on board the ship.

Customs currency control is rigid – all currencies must be declared and all Tunisian currency drawn and not used handed back on departure. Bars are particularly subject to inspection. Customs also very carefully check Bars stocks, if any discrepancies a fine is levied.

Customs conduct cabin searches for undeclared articles. Master's safe is checked together with dangerous drugs which must be properly declared, every single item and amount of each. Personnel going ashore take their Discharge Books to main gate where a shore pass is issued and Discharge Book collected on return.

Papers required:

- 3 Copies Personal Effects Declaration (Make sure Jewellery is declared).
- 3 copies Personal Currency Lists.
- 2 Stores Lists.
- 2 Drugs Lists.
- 2 Bond Lists.
- 2 Vaccination Lists.
- 6 Cargo Declaration Lists.

Chandler: Fresh provisions available and seem good and prices reasonable. Cable ahead for chandler as normally does not work at weekends.

Agent: Societe Tunisiene de Transit d'Agencies et de Transports. Cables: STTAT GABES.

Have office just outside main gate. Good English and generally helpful and obliging. Crew transfers conducted without difficulty. Can telephone STD from office.

Developments: On North side of Harbour general cargo berths are being constructed. The retaining breakwater has been completed and the berth concrete caissons are being placed in position.

SHIPMASTER'S REPORT: February 1985.
Vessel discharged anhydrous ammonia.

Bow-thruster: It is advisable to inform the Agent well in advance whether vessel is equipped with a bow-thruster or not. When negative, a second tug is required for large vessels, as only 1 tug, small and low powered, is available at Ghannouche. The second tug has to be ordered from

Sfax (distance approx. 60 miles). This might cause delay in berthing if Port Control is not aware that the vessel does not have a bow-thruster. *Hoses:* The shore connection now consists of a 10 in. 150 ASA hose. Due to the height of our manifold above the water (41 ft.) at 24 ft. draft, extra lengths of hose had to be provided by shore.

Maximum allowable pressure for hoses: 8 bars.
Discharge: Maximum shore receiving capacity approx. 600 tonnes/hr. Receivers urgently requested us not to go beyond the 8 bars back pressure.

We discharged approx. 550 tonnes/h. at 7.5 bars back pressure, however, a few hours after commencement of the discharge, the plant requested us to reduce the rate to 400 tonnes/h. as they experienced problems with their compressors.

AUTHORITY: Direction du Port de Gabes, Office des Ports Nationaux, Batiment Administratif, C.P. 2060, Port de la Goulette, Tunisia. *Tel:* 275300 (6 lines). *Telex:* 12-386 Oporna-Tunis. *Cables:* Ofpornatu. *Contact:* B. Karra, Harbour Manager, P.O.Box 65, Gabes, Tunisia. Tel: (5) 22.9.22.

LA GOULETTE (Including Tunis): 36.49 N. 10.18 E.

(See Plan)

DOCUMENTS:
Required by Police:
2 Crew Lists.
2 Passenger Lists.
Required by Customs:
1 Crew List.
2 Passenger Lists.
2 Crew Manifests.
Required by Port Health:
1 Crew List.
1 Passenger List.
PILOTAGE: To call Pilot contact Goulette Radio station, call sign 3VW, 24 hour watch on 2182 kHz or VHF Channel 16. Pilot boats are in permanent direct contact with Goulette Radio. International code visual and sound pilot signals may be used on arrival at the Sea Buoy.

Pilot launches are stationed inside the port, and proceed on call to meet vessels about 0.25 miles beyond the sea buoy, i.e. the Buoy No. 1 in the entrance channel to the port.
ANCHORAGE: Anchorages in the port roads are safe except during strong winds and heavy seas from the North or N.E.; good holding ground.

Larger vessels anchor about 0.5 miles N.E. of the sea buoy in depths of 12 m. – 14 m. Small vessels may anchor either North or South of the approach channel in depths of 7 m. – 9 m. in the vicinity of Buoys No. 4 and 5 provided that they do not obstruct navigation in the entrance channel.
RESTRICTIONS: Tankers and ore carriers are not allowed to enter and leave port during the hours of darkness. Depth of water at LW is 32 ft.
MAX. SIZE: *La Goulette:* Up to max. draft 32 ft. Max. length 185 m. *Tunis:* Up to max. draft 20 ft. 6 in.
HEALTH: Master is required to complete Declaration of Health on arrival. Vessels which have previously called at another Tunisian port are given automatic Free Pratique except in time of epidemic.
RADIO: Tunis Radio 24 hour watch on 2182 kHz; radio-telephone from 0600 to 2200 hrs. on 500 kHz. Goulette Radio call sign 3VW. 24 hour watch on 2182 kHz and VHF Channel 16.
TUGS: Available to assist berthing as directed by the Pilot. Tugs join vessels in the vicinity of Buoys No. 4 and 6, that is 400 or 500 m. from the berths. Vessel's lines always used. Vessels over 1,500 g.r.t. not equipped with bow-thrusters must use 2 tugs.
BERTHING: *La Goulette:* one ore berth, unloading rate 2,000 t.p.h.
Also see "Shipmaster's Report" and "Developments".
STEVEDORES: Gangs are ordered before 0600 hrs. for morning work; before 1300 hrs. for the afternoon and before 2000 hrs. for night work.
MEDICAL: Preferable to advise Agent in advance if doctor required on board. Crew members should possess international vaccination certificates.
TANKERS: One berth is reserved for tankers with a max. draft of 27 ft. 6 in.
FRESH WATER: Hydrants are situated on the quays supplying fresh water at a rate of 12 – 15 cu.m.p.h. A water barge "El Ain" of 50 tons capacity can supply vessels berthing in "Basin Sud".
FIRE PRECAUTIONS: A watchman has to be permanently employed on board tankers when alongside. A tug equipped with fire-fighting equipment is required to stand by tankers discharging.
CONSULS: Following countries are represented in Tunisia:
Algeria
Australia
Denmark
France
Great Britain
Greece
Italy
Morocco
Norway
Panama
U.S.A.
Venezuela
REPAIRS: Machinery and boiler repairs can be effected on board. For large repairs it is necessary to send part to the shipyards of Soconema at Menzel Bourguiba 70 miles away.
DRY DOCKS: At Menzel Bourguiba 4 dry docks, the largest of which is 253 m. long, 41 m. wide, 10.5 m. depth.
GANGWAY/DECK WATCHMEN: The employment of gangway watchmen is necessary.
OPENING/CLOSING HATCHES: Performed by ship's crew or by stevedores on payment of special premium.
CUSTOMS ALLOWANCES: Each crewman is allowed 2 packets of cigarettes or 4 cigars or 50 gm. of tobacco and 1 opened bottle of alcohol.
REPATRIATION: Can be arranged.
AIRPORT: Situated 10 km. from the port. Regular daily flights to Europe and North Africa.
TIME: GMT plus 1 hour throughout the year.
HOLIDAYS: 20th March (Independence Day); 1st May (Labour Da 25th July (Republic Day); 15th October (Evacuation Day). In additio there are 13 other holidays on which work is carried out on payment overtime.
POLICE/FIRE/AMBULANCE: Police, Tel: 197. Fire, Tel: 19 Ambulance (express), Tel: 141313. Ambulance (S.O.S.) 341269.
TELEPHONES: Telephones can be connected on board vessels an are compulsory for tankers.
SHORE LEAVE: Crew members are permitted to go ashore aft obtaining a pass from the Port Police.
DEVELOPMENTS: *Port de Rades:* A new commercial port with 7 berth and industrial complex, incorporating container and Ro/Ro facilities Ro/Ro berths in operation), grain silo (discharge rate 1,200 t.p.d.) quay jetties, transit sheds and back-up services, has been built on reclaime land, covering approximately 100 ha., immediately inside the Lake Tunis. Max. draft permissible 9.5 m.

SHIPMASTER'S REPORT: January 1982.
Documents: It is essential to ensure that all arms and ammunition a declared at first port of entry in Tunisia and that the proper authority ha them sealed inside the bond during the entire stay in Tunisia.

When coming from another Tunisian port all cash (Dinars) remainin from sums drawn in the previous port must be declared.
Pilotage: The VHF is the only viable communication for the pilot servic the Sea Buoy being too far for either visual or sound signals.

When required to enter, the vessel will be told to proceed inwar down the approach channel which has been dredged to 12.25 m. fro Sea Buoy to the moles. This was completed on 20th December, 19 as the first part of the work for the new port being constructed on th Southern side of the canal to Tunis and some 3 kilometres inside th present port of La Goulette.
Berths: The elevator/silo berth in Basin Sud has a depth of water of ov 10 m. throughout its whole length and extending some 80 m. to th seaward end as the actual wharf is short (about 135 m.) and vesse have to warp along the face to ensure all hatches are service Discharge rate 1,200 tons per day.

There is *no water* at this berth either drinking or boiler nor can it b taken at the adjacent tanker berth or the iron ore pier.
Developments: The port appears to be concentrating on the Ro/R berths and the new passenger terminal to the exclusion of the mo mundane cargoes. The traffic is such that there is reluctance to allow vessel from the silo that is short of water to take up a berth on th Northern quay. The harbour area is to be dredged in stages so as t give access, eventually, to the new port under active construction.
Telephones: There are no telephones available at the silo berth unle access can be had to the one in the office, while the Oil Berth unit only available if there is a tanker in the berth.

AUTHORITY: Office des Ports Nationaux, Batiment Adminstratif, Po de la Goulette, C.P. 2060, La Goulette, Tunisia. *Tel:* 73030 *Telex:* 15386 Oporna. *Cables:* Of. Pornatu.

LA SKHIRRA (Terminal Platform): 34.18 N. 10.09 E.

(See Pla

DOCUMENTS:
5 Crew Lists.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 Passenger Lists, if passengers carried.
Manifest of cargo on board.
Manifest of cargo in transit.
PILOTAGE: Compulsory for berthing alongside. Pilot employed b TRAPSA. ETA required 48 hours and 24 hours before arrival. Call Pi by international code signals on arrival, or by VHF Channel 16. TRAPS will advise if vessel required to anchor, or berth immediately. Pilot boar 2 miles off the terminal by black and white motor launch. If it is necess (vessel without chart) Pilot will proceed outside the port limits.
ANCHORAGE: Vessels should anchor outside the prohibited zon which is limited to the South by the parallel of Buoy No. 5 and to th East by bearing 350° from the terminal platform light.
MAX. SIZE: Length 300 m. Draft 47 ft. 6 in. or up to 50 ft. at high wa
HEALTH: International Quarantine signals to be shown on arriv Vessels normally receive Free Pratique at the quay after berthi Suspect vessels must wait at anchor until Pratique is given.
RADIO: TRAPSA operate coastal station La Skhirra Radio (3V vessels to make contact 48 hours before arrival. Messages for TRAPS passed by other stations should be addressed "Rapetrol Laskhirra".
VHF: The harbour office and loading terminal are equipped with V on the following channels: 156.8 MHz (calling), 156.6 MHz, 156.7 M 156.55 MHz Contact with tugs can be made on all 4 channels.
TUGS: 2×3,000 h.p. (32 tons bollard pull) and 2×1,500 h.p. 3 tu required if over 70,000 d.w.t. Lines provided by tugs.
BERTHING: Two loading berths situated one each side of term platform connected by a gangway from the shore. For safe manoeuv tankers are recommended to arrive with ballast up to 30% of Sum deadweight. Mooring may need to be doubled during months December to April, when sudden violent squalls sometimes occ A vessel alongside requiring tug assistance may sound one long bl at frequent short intervals.

Depth alongside loading berths is 15 m. – 16 m. Loading platfo served by 3×30 in. oil pipelines and 1×24 in. and 1×18 in. ballast li Each berth equipped with 4×12 in. flexible hoses. Max. loading 12,000 cu.m./hr.

Paktank: A new tank installation of Paktank Mediterranee S.A. has been constructed for storing fuel oil, gas oil, naphtha and kerosene. 2×12 in. flexible hoses will give a loading/discharging rate of up to about 3,000 t.p.h. Bunker facilities can be expected in the near future.

Phosphoric Acid: New berth for carriers up to 15,000 d.w.t. and max. draft 9.0 m. at H.W. Fresh water available.

MEDICAL: Advance notice required of any medical assistance needed. Hospital facilities available. Crew members require valid vaccination certificates.

BALLAST: All ballast, except permanent, to be pumped to shore installation. Heavy fines for water pollution. Max. rate 6,000 cu.m./hr.

FRESH WATER: Available from shore connection.

FUEL: Not available. See "Berthing – Paktank".

CONSULS: Following countries are represented at Sfax: France, Sweden, Great Britain, Netherlands and Italy.

REPAIRS: There are no facilities for repairs. Nearest at Sfax.

CUSTOMS ALLOWANCES: 2 packets cigarettes allowed each Crew member.

REPATRIATION: Can be arranged.

AIRPORT: Airport at Tunis 350 km. away, or Sfax 80 km. away.

TIME: GMT plus 1 hour throughout the year.

SHORE LEAVE: Not allowed in Trapsa installation. Can be arranged through Agent.

GARBAGE DISPOSAL: Drums will be provided on board.

WASTE OIL DISPOSAL: Dirty ballast pumped ashore.

SEAMAN'S CLUBS: None.

AUTHORITY: Compagnie des Transports par Pipe-line au Sahara (T.R.A.P.S.A.), 3050 La Skhirra, Tunisia. *Tel:* 04-95453, 04-95082. *Telex:* 40811 TN. *Cables:* Rapetrol, La Skhirra. *FAX:* 04-95426. *Contact:* Mr. Maaloul, Port Director.

SFAX: 34.44 N. 10.46 E.

DOCUMENTS: On arrival Masters must submit a written declaration giving the name of ship and of the Master, Owner or Charterer, vessel's tonnage, draft, cargo, port of origin and destination, number of crew on board. Also required:

Customs Manifest.
Crew List for Police.
List of Dangerous Cargo.
Health Declaration.

PILOTAGE: Compulsory for all vessels over 100 gross tons. Pilotage commences at the outer buoys of the entrance channel. Day signals for Pilot, International Code Signal "P.T" or Code flag "S" hoisted alone or below code pennant. Night signals according to International rules. For entry at night, vessels must radio Harbour Master at the latest 1 hour before sunset to confirm their intention. Before boarding, Pilot will check that vessel does not exceed the max. authorised draft. If the "Entry Prohibited" signal is not hoisted at the port signal mast, vessel may await Pilot in the channel axis about 1 mile off the outer buoys. Pilot boards from a launch 11 m. long, displaying international pilot signals. Pilot may be contacted by radio through Radio Port de Sfax. Agent must give advance notice of vessels arrival to Harbour Master 24 hours 48 hours beforehand.

ANCHORAGE: In immediate vicinity of the port, depths up to 15 m., good holding ground.

MAX. SIZE: Length 185 m. and draft 32 ft. – 33 ft. at Petrol Pier and Sulphur Pier and 200 m. at all other berths.

HEALTH: To request Free Pratique, hoist "Q" flag on arrival, or radio to Port Health Service. Pratique normally given at the berth after mooring. Suspect vessels are required to wait at anchor until Pratique is given.

RADIO: Sfax. Port Call – call sign 3VW2, operating 24 hours on 2182 kHz and Channel 16 VHF.

Calling frequency 2182 kHz, working frequency 1743 kHz CR3. Used only for communications with port services. Meteorological information provided on request.

TUGS: Join vessel at outer buoys or according to circumstances in the outer port.

BERTHING: N.E. Quay 820 m. long, phosphate berth.

West Quay 150 m. long, phosphate berth.
Petrol Pier 105 m. long. Max. size: length 185 m., draft 33 ft.
Salicole Pier, salt loading berth.
Sulphur Quay 370 m. long, draft 32 ft.
Also see "Developments".

STEVEDORES: Available, arranged by Agent basis vessel's ETA.

MEDICAL: Advance notice preferred if medical attention required. Hospital facilities available. Vaccination certificates required for all crew.

DENSITY: 1028.

FRESH WATER: Hydrants fitted on all quays. Written request for replenishing water is required by Harbour Master.

FUEL: Available by barge.

CONSULS: Local representatives for Belgium, Denmark, France, Greece, Italy, Netherlands, Norway, Portugal, Spain, Sweden and U.K.

REPAIRS: Small engine repairs can be effected. Floating dock for vessels less than 350 tons.

GANGWAY/DECK WATCHMEN: Normally ship's crew. Available from shore if required.

OPENING/CLOSING HATCHES: Normally performed by crew.

REPATRIATION: Can be arranged.

AIRPORT: 7 km. from the city. Regular services to Tunis, Paris and La Valette.

TIME: GMT plus 1 hour throughout the year.

HOLIDAYS: 1st January; Aid El Kebir; Hegirian New Year; 20th and 21st March; 9th April; 1st May; Mouled; 25th July; 13th August; 15th October; Aid Es Seghir; Aid El Kebir.

POLICE: Tel. 21-700.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required by all crew.

DEVELOPMENTS: Entrance channel to be widened to 60 m. Dredging to 12.50 m. of channel and principal quays. These projects are under study.

Since April 1985 the port has been equipped with 3 new berths totalling 517 m. in length, depth 33 ft., max. LOA 200 m., max. draft 33 ft. Included is a Ro/Ro berth with length 135 m., depth 33 ft.

SHIPMASTER'S REPORT: 1976 (Updated 1988).

Documents:

1 General Declaration.
2 Stores Lists.
3 Crew Lists.
1 List of Dangerous Cargo.
1 Health Declaration.

Pilotage: To be contacted on VHF Channel 16 throughout 24 hours. Also Harbour Master may be contacted at the same hours on Channel 16. At other times the same Authorities may be contacted by radio 2182 kHz.

My vessel had a draft of 26 ft. By the VHF the Harbour Master ordered me to enter the channel and continue up to the Outer Basin where a Pilot would embark on the Port side.

It was later confirmed both by the Pilot and Agent to be usual for ships up to 10,000 tons to enter the Outer Basin without Pilot. Also upon our departure, the Pilot disembarked at the Outer Harbour Basin (Authority state that this is rare and only if vessel visits port regularly).

The Agent told me the channel was 34 ft. deep, although no measurements have been taken for 10 years. Lately a ship with draft of 33 ft. has passed through the channel without any difficulties.

An unmarked wreck is situated in position Lat. 34° 37.5′ N., Long. 10° 49.5′ E. The best way to approach the outer channel from S.W. or South, would therefore be to navigate to a position 6.5 miles S.E. of Tina's Lt. Tr., then change course for the outer buoys of channel.

The only beacons illuminated around Kerkenah Banks were Beacon No. "1" and No. "8". All other buoys were in correct position, but sometimes extinguished.

Stevedores: Work in shifts from 0700 hrs. till 1300 hrs. and from 1400 hrs. till 2000 hrs. In case of sailing it is possible to arrange overtime up to 2100 hrs. It is also possible to have night gangs from 2100 hrs. till 0300 hrs.

AUTHORITY: Office des Ports Nationaux Tunisiens, Directions du Port de Sfax, Rue Okbaa Ibn Nafaa, 3029 Sfax, Tunisia. *Tel:* (04) 25.644, 25.040 and 25.070. *Telex:* 40847 Porsfa. *Contact:* Mohamed El Mouldi, Port Director. Captain Mokhtar Hedider, Port Captain.

SOUSSE (Soussa): 35.50 N. 10.38 E.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of Provisions on Board.
2 copies Vessel's Particulars Declaration.

PILOTAGE: Contact pilot station on VHF Channel 16 or Tel. 03.24.401 and 03.25.755.

RESTRICTIONS: Entrance to the port coming from the sea is East to West. Channel 820 m. long, dredged to 10.5 m. Depth in port area 8.70 m., height of tide 0.50 m.

MAX. SIZE: Max. LOA. 170 m.

HEALTH: Free Pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.

RADIO: Sousse Control "3VW4" on 2182 kHz and VHF Channel 16.

TUGS: One tug of 1,760 h.p.

BERTHING: One basin for ocean-going ships, yacht basin and fishing vessel harbour.

Length of quays 830 m., 8 berths.
South Basin Quay, length 140 m., dredged to 8.7 m.

CRANES: 1×18 tons and 2×10 tons.

STEVEDORES: Minimum of 24 hours' advance notice of ETA to Agent is required.

MEDICAL: Doctor available to board vessel. Hospital, private clinics and all facilities available.

REPAIRS: No facilities.

GANGWAY/DECK WATCHMEN: It is recommended to employ shore watchmen.

OPENING/CLOSING HATCHES: Carried out by stevedores at the request of Masters.

CUSTOMS ALLOWANCES: Each crew member is allowed 1 carton of cigarettes and 1 opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.

AIRPORT: Skanes Monastir – 13 km. from the port.

TIME: GMT plus 1 hour throughout the year.

HOLIDAYS: There are 13 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.

IDENTIFICATION CARDS: Crew member's Identification Cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.

AUTHORITY: Office des Ports Nationaux Tunisiens, Rue Abdallah Ibn Zoubair, Sousse 4000, Tunisia. *Tel:* 03.225.755 or 03.24.401. *Telex:* 30960. *FAX:* 03.224923. *Contact:* Kamel Ghenim, Port Director. B. Kalia Mohamed, Harbour Master.

TAZERKA: 36.36 N. 11.41 E. (See Plan)

PORT LIMITS: 5 nautical miles radius from Tazerka FPSU.

DOCUMENTS:

4 Crew Lists.
1 Health Declaration.

APPROACHES: There are clear navigation approaches to and from the Tazerka FPSU. From time to time, special work barges and rigs will operate in the vicinity of the Tazerka FPSU. Information on such rigs will be broadcast through Normal Navigation Warnings and also by Tazerka Operations when visiting tankers first make communications contact.

PILOTAGE: A Berthing Master will board the visiting tanker at a location 2 nautical miles downwind of the Tazerka FPSU. He will remain on board the visiting tanker until after departure and will disembark when the visiting tanker is clear of Tazerka FPSU.

The Berthing Pilot/Loading Master will be familiar with pilot/berthing/unberthing vessels at Tazerka and will advise the Master of the visiting tanker accordingly. Throughout the operation, he will be the liaison between the Master of the visiting tanker and the Tazerka SIS (Senior Installation Supervisor). He will advise the Master of the visiting tanker on documentation procedures and carry out any assistance.

ANCHORAGES: None.

RESTRICTIONS: Daylight mooring only.

Weather operating limits will be decided at the time of operations, but are approximately as follows:

(a) Maximum mean hourly wind speed = 20 knots.
(b) Maximum significant wave height = 2.5 m.
(c) Minimum visibility for berthing = 0.5 nautical miles.

MAX. SIZE: Minimum LOA 170 m. Maximum LOA 275 m. Under special circumstances LOA may be extended to 297 m.

No limit on beam and draft.

Minimum deadweight 20,000 tonnes (approx.). Maximum deadweight 140,000 tonnes (approx.).

Maximum displacement during berthing 150,000 tonnes.

RADIO: Vessels to send an initial ETA message to Agent via Tunis Radio on departure from the previous port and updated 72 hours, 48 hours and 24 hours prior to arrival at Tazerka. Thereafter changes greater than 3 hours should be reported. Where a ship departs from a port which is less than 72/48/24 hours' steaming distance away she shall advise her ETA as soon as possible.

ETA messages should include the following information:

(a) Location of cargo manifold in relation to the length overall of ship.
(b) Type of moorings (synthetic rope, wire, wire with synthetic tails, etc.)

VHF: Tazerka Floating Production Storage Unit is equipped with VHF Channels 16/6. Notice of Readiness may be issued when vessels are within 5 nautical miles radius of the Tazerka FPSU.

TUGS: One supply boat available to assist with mooring/unmooring.

BERTHING:

Tanker's Draft: The tanker must be on a suitable draft and trim for the approach run. No hard and fast rules will be applied but Masters of visiting tankers must bear in mind the need for accurate steering with a minimum of speed coupled with good stern power ability.

As a guideline a suitable draft is provided by applying the following criteria:

(i) Moulded draft amidships (dm) in metres to be not less than: $dm = 2.0 + 0.02L$
(ii) Trim by the stern not greater than 0.015L;
(iii) In any case draft at the after perpendicular not less than that which is necessary to obtain full immersion of the propeller(s).

This is in accordance with the requirements of the "International Conference on Marine Pollution, 1973" Regulation 13. In practice it has been found that ballast required to achieve these criteria typically approximates to 25% of Summer Deadweight.

Vessels berth port side to the starboard side of a Floating Production Storage Unit (a converted VLCC) which is moored to a SPM consisting of a yoke and rigid single anchor leg system. The FPSU is free to rotate through 360°. Vessels will berth against up to 5 inflatable Low Pressure Floating Fenders.

Wire moorings must have synthetic rope tails with a breaking strain at least 5% greater than the minimum breaking load of the wires to which they are attached.

Two long rope messengers to be ready forward and aft. Both anchors home and secured. (If reducers and/or tails are not available on board, advise Tazerka FPSU with initial ETA. Prepare to lift this equipment on board from the pilot boat).

Immobilisation of engines not permitted under any circumstances.

HOSE CONNECTION: Port side midships – 2×12 in. 150 ASA hoses. Port side derricks should be rigged for minimum 5 tonnes SWL.

Cargo manifolds must comply with OCIMF Standards for Tanker Manifolds, 1981 Edition.

LOADING/DISCHARGING: Typical VLCC pipeline system with spec manifold located 225 m. from stem on the starboard side.

2×12 in. hoses for Crude Oil discharge. Maximum loading rate 7,000 cu.m.p.h.

1×8 in. hose for Fuel Oil receiving. Maximum receiving rate 1,000 tonnes/hr.

1×3 in. hose for Diesel Oil receiving. Maximum receiving rate 50 tonnes/hr.

Concurrent receipt of fuel oil and diesel oil with crude oil discharge required.

BALLAST: No dirty ballast facilities. It is a condition of loading th vessel's ballast is clean and suitable for discharge to sea as defined MARPOL 1973, Regulation 13. All other ballast shall be retained o board.

MEDICAL: Emergency cases can be treated.

DENSITY: 1025.

FRESH WATER: Not available.

REPAIRS: Not available.

REPATRIATION: Not possible.

TIME: GMT plus 1 hour throughout the year.

REGULATIONS: Access to FPSU not permitted.

The Authorities of all Arabic Ports subscribe to the Israeli boycott a administer checks on ships. Apart from the usual checks on Log Book etc., store rooms, can be inspected for evidence of Israeli produce found, ships can be fined and/or blacklisted from all countr subscribing to the boycott.

It is recommended that stores be checked to ensure that there a no items which can be interpreted as being of Israeli origin. This includ items which bear trade marks incorporating Hebraic symbols such a the six point star, irrespective of the country of origin.

AUTHORITY: Shell Tunirex, B.P. 349, Tunis, Tunisia. *Tel:* 341.50 341.510, 341.514, 247.411. *Telex:* TREX 13831 TN, TREX 14393 T

ZARZIS: 33.30 N. 11.07 E. (See Pla

APPROACHES: The Approach Channel to the port is 8 miles lo 130 m. wide and is dredged to a depth of 13.0 m. From seaward t channel runs W.S.W. then W.N.W.

Manoeuvring Basin: The basin is marked by channel buoys No. 8 10 and 11 and has a diameter of 450 m. The depth is 12.0 m.

Navigation Aids:

Lighthouse: Lat. 33° 28′ 41″ N., Long. 11° 07′ 50″ E. The lighthou is a masonary structure with red and white horizontal bands. Heig 9.4 m. Light: 3 white ev. 15 secs., range 10 miles.

Fairway Buoy: Lat. 33° 29′ 43″ N., Long. 11° 17′ 44″ E. Colour: R and white vertical stripes. Top Mark: Red sphere. Light: Fl.W.Ev.4 se Buoy has a Radar Reflector (this buoy was missing in August 1991)

Channel Buoys:

No. 1: Lat. 33° 29′ 03″ N., Long. 11° 13′ 19″ E.
No. 2: Lat. 33° 28′ 39″ N., Long. 11° 11′ 22″ E.
No. 3: Lat. 33° 28′ 44″ N., Long. 11° 11′ 21″ E.
No. 4: Lat. 33° 28′ 26″ N., Long. 11° 10′ 04″ E.
No. 5: Lat. 33° 28′ 31″ N., Long. 11° 10′ 02″ E.
No. 6: Lat. 33° 28′ 13″ N., Long. 11° 08′ 44″ E.
No. 7: Lat. 33° 28′ 20″ N., Long. 11° 08′ 45″ E.
No. 8: Lat. 33° 28′ 35″ N., Long. 11° 07′ 29″ E.
No. 9: Lat. 33° 28′ 39″ N., Long. 11° 07′ 33″ E.
No.10: Lat. 33° 28′ 40″ N., Long. 11° 07′ 14″ E.
No.11: Lat. 33° 28′ 49″ N., Long. 11° 07′ 23″ E.

The port hand buoys (even numbers) are painted red and have cylindrical topmarks. Lights are Fl. R. ev. 4 sec., range 6 miles.

The starboard hand buoys (odd numbers) are painted green and ha green conical topmarks. Lights are Fl. 2 green ev. 6 sec., range 6 mi

PILOTAGE: Compulsory.

ANCHORAGE: The anchorage is one mile East of the Fairway Bu (See "Approaches"). The bottom is mud and sand and the hold ground is good.

MAX. SIZE: The maximum permissible draft in the initial stages wil 10.5 m. and max. LOA 185 m.

TUGS: Compulsory for tankers.

BERTHING: The Petroleum Quay is 640 m. long and has a dep 12.0 m. The quay is 2.5 m. above chart datum. Rise of tide at Spri is 1.0 m.

There is a bank to the N.E. of quay marked by yellow and black bu The distance between quay and bank at the N.W. end is 150 m. an the S.E. end 240 m.

TANKERS: The facility has been built for the handling of "Ezzao Crude. The typical cargo size is 20,000 tonnes – 25,000 tonnes, du the LOA and draft restrictions.

IGS, COW and coils are required.

Permanent or segregated ballast vessels only are allowed.

AUTHORITY: Office des Ports Nationaux, Port de la Goulette, P.O 2060, La Goulette, Tunisia. *Tel:* 730.300. *Telex:* 15.386 Opo *FAX:* 730.812. *Contact:* M.Klaa, Chairman.

Turkey

GENERAL: (See Plan)

NOTE: Please read the latest "Shipmaster's Reports" and "Reports" in this section first. Older "Reports" have been retained for general information only.

On arrival off Canakkale coming from the Aegean, or off Buyukdere coming from the Black Sea, ships must stop for sanitary inspection. However, tankers with a d.w.t. over 100,000 tons proceeding to the Gulf of Izmit to discharge or load petroleum products may obtain Pratique there without stopping at Canakkale, provided Agents are notified 96 hours in advance.

In the event of bad weather at Canakkale, vessels may be allowed to continue their voyage to Istanbul and undergo the sanitary inspection there. Permission to do so is notified to vessels by the Canakkale Sanitary Office with the signal "H.M." in daytime and three vertical lights (green, white, green) at night.

Pilotage through the Dardanelles and the Bosphorus is compulsory. Pilot stations, equipped with VHF operating on Channel 16, are located at Canakkale, Istanbul and Telli Tabia (Upper Bosphorus).

Turkish Flag: All foreign ships are required to fly Turkish flag during their stay in Turkish ports or when passing through the Straits (Dardanelles and Bosphorus).

Sanitary and Port Inspections: On arrival at a Turkish port, every ship is boarded by a Sanitary Officer for examination. Nobody may join or leave the ship before this inspection is completed.

The ship must produce the following documents:

Sanitary Declaration Form.
Derat Certificate.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Cargo Ship Safety Construction Certificate.

Police Customs Controls: After obtaining Free Sanitary Pratique, the ship must likewise produce:

(1) 3 Crew Lists together with every member's Passport, Discharge Book or Z-card.
(2) 1 List of Provisions, Stores and Bunkers.
(3) 1 Declaration of all Monies or cheques carried in the ship's safe.
(4) Manifests of all cargo on board, whether for discharge at Turkish or foreign ports.
(5) 1 List of Passengers Landing in Istanbul showing nationality, number, date and source of entrance visa (if such visa is required) together with the Passports.
(6) 1 List of Transit Passengers together with the Passports.

Documents covered by items 1, 2, 3, 4 and 6 as well as a List of Passengers Embarking at Istanbul are also required on departure.

Police and Customs Controls are effected at Istanbul when arriving from the Aegean and at Buyukdere when arriving from the Black Sea. However, vessels under 500 n.r.t. have to undergo control formalities at Canakkale, both inwards and outwards, apart from those to be effected at Istanbul. It is recommended to prepare the accommodation ladder to facilitate the boarding of officials.

Excepting the case of tourist vessels, the Customs Officers will seal stocks of provisions and tobacco, spirits, as well as any other items in bond. Sufficient quantities of the foregoing will be left unsealed for the needs of the ship during the stay in port.

If stores left unsealed are exhausted while a ship is in port, a request to the Customs Officers will ensure further withdrawal.

The seals must not be broken before the ship's exit from territorial waters or if sailing from one Turkish port to another Turkish port.

Special Rules for the Passage of the Bosphorus: During their passage through the Bosphorus, ships must regulate their speed, without exceeding the 10 knot limit over the bottom, so that piers, landing stages, etc., or other craft (sailing and rowing boats, etc.) may not be damaged by their wash. Further, they must take care not to hinder fishing and diving operations or to damage submarine telephone, telegraph or electric cables.

Sound Signals, Wireless Sets: It is forbidden to make use of sirens or steam whistles in the harbour, except for manoeuvring purposes as laid down in the regulations for the avoidance of collisions.

Radio transmitters are not sealed on arrival of a vessel but it is recommended that their use in Turkish territorial waters be restricted to cases of emergency.

Refuse: No refuse such as garbage, ashes, polluted oil and the like can be thrown or pumped overboard, nor any scraping, cleaning of tanks and/or bilges can be effected inside port limits.

RESTRICTIONS:

The Bosphorus – Height of Power Transmission Line: A transmission line with a vertical clearance of 70 m. (B.A. Chart 3930, 229 ft.) has been installed alongside the power transmission line in position 41° 10.4′ N., 29° 04.7′ E. (approx.)

Masters of vessels with a similar masthead height intending to pass beneath this cable must contact the Harbour Authority for permission to pass.

BOSPHORUS BRIDGES:

(1) Bosphorus Bridge (First Bridge):
Height on both shore sides: 58.5 m.
Height in the middle: 64.0 m.
(2) Fatih Sultan Mehmet Bridge (Second/New Bridge):
Height on both shore sides: 58.5 m.
Height in the middle: 64.0 m.

The height represents the distance between sea level upto line beneath the bridges.

NOTICE:

New Traffic Regulations in Conformity with International Regulations for Preventing Collisions at Sea (IMO Colreg of 1972) are being established in the Strait of Istanbul.

A. It is decided that a new traffic regulation conforming to the international rules of navigation be established in the Strait of Istanbul. The new regulation which will be effective in the Strait of Istanbul as of 1st May 1982, 0900 hrs. GMT (1200 hrs. LMT) is as follows:

1. The existing left side navigation regulation in the Strait of Istanbul which is applicable between Kizkulesi-Ortakoy line in the South and Tarabyaburnu-Umuryeri feneri line in the North will be abolished on 1st May 1982, at 0900 hrs. GMT (1200 hrs. LMT) and then the new regulation in conformity with Rule 9 of International Regulations Preventing Collision at Sea of 1972 will come into force.

2. Ships in their transit from the Sea of Marmara to the Black Sea or from the Black Sea to the Sea of Marmara will, in accordance with Rule 9 of IMO Colreg 72, navigate throughout the Strait of Istanbul on the right side of the median line (traffic separation line) and under no circumstances will they pass to the left of the said line.

3. Ships during their transit in the Strait of Istanbul will not overtake other vessels unless they are forced to do so and will navigate inside the designated traffic lane.

B. Pilotage Services:

The pilotage stations are providing pilotage services on 24 hour basis for ships navigating in the Strait of Istanbul. The location of these stations are given in the international pilotage books and marked in the Strait of Istanbul chart (TR.2921).

C. Amendments to Charts:

"Caution I" on Chart TR.2921 will be cancelled with the coming into effect of the new traffic regulation.

D. Navigational Notices:

Explanatory information and navigational warnings regarding the new traffic regulation in the Strait of Istanbul are broadcast in English and Turkish by the following by Weekly Notices to Mariners and also will be mailed.

Istanbul	(TAH)	(Yesilkoy)	: 441 – 2670 kHz
Izmir	(TAN)		: 458 – 516 – 1850 kHz
Mersin	(TAM)		: 524 – 2820 kHz
Samsun	(TAF)		: 416 – 2760 kHz
Bandirma	(TAA4)	(Meteoroloji)	: 478 – 3636 – 6965 kHz

SHIPMASTER'S REPORT: November 1979.

Dardanelles and Bosphorus:

Vessel bound for Odessa with a full cargo of corn. According to Charterer's orders (Sovfracht Moscow), vessel was to encounter 4 to 5 weeks at anchor at Odessa Roads and for this reason had to take sufficient fresh water at Ahirkapi Roads on the West side of the Bosphorus.

The quantity (and quality) had to be ordered 3 days prior to arrival through Charterer's Agent (Bumeran) in Istanbul. 2 days' notice and 24 hour notice were required.

The vessel also wished to make crew changes at the same time as taking water and this was arranged by Husbandry Agent (Rammoc, Istanbul).

Vessel took a Pilot all through the Dardanelles and Bosphorus and he boarded at Mehmetoik (Mehmetcik) Point.

When passing Canakkale, vessel slowed down and an Officer had to go down into the Sanitary Inspector's motorboat.

In addition to the sanitary boat another motorboat arrived, bringing the sub-Agent of the vessel's Istanbul husbandry Agent. The sub-Agent passed a message for Master with the latest information for Ahirkapi Roads to the ship's Officer after vessel having received Free Pratique from the Sanitary Officer. This sub-Agent is acting for several Istanbul Agents, the address is as following:

Denizciler Shipping Agents, Isfendiyar Anafarta & Co., Carsi Cad. 10, Canakkale. P.O.B. 5, Canakkale. Cables: 'Denizciler'. Tel: 1032-1878 after hours – 1055. Telex: 58128 dzck tr.

The information from the sub-Agent also included the kind and number of forms and lists required at Istanbul.

Immediately upon letting go anchor in Ahirkapi Roads, the motor launch with the Turkish Authorities arrived, some minutes later the Agent's boat arrived with the new crew members and some spare parts.

The Authorities required the following forms and lists:

Certificate of Registry.
Tonnage Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Transit Cargo Manifest.
3 Currency Lists of vessel's safe.
2 Personnel Effects Lists (Not officially required, but taken because at hand).
3 Stores Lists/Provisions.
3 Crew Lists.

There was no report of inspection, etc., given to the vessel by the Authorities and *no* written outgoing clearance was issued. When asking for an outgoing clearance, the Officials stated it was *not* necessary in this case.

No special lists of crew changes were required.

The Pilot left at Ahirkapi Roads because the time for taking fresh water was expected to be 5 to 6 hours (60 m.t.p.h.)

One hour after arrival the waterboat arrived and the vessel took fresh water (drinkable quality) as per order.

Half an hour before finishing pumping, Istanbul Pilots were called on VHF Channel 16. The Pilot arrived on schedule and the vessel continued the voyage to Odessa.

On approaching Ahirkapi Roads from the West, care has to be taken of numerous fishing boats and sand/gravel digging barges.

SHIPMASTER'S REPORT: October 1980 (Updated 1988).
Dardanelles and Bosphorus:
Dardanelles:
Pilotage: Compulsory. Cable: 'Canakkale Pilot Station' 48 hours if possible in advance to be sure of obtaining Pilot. At present Pilots are in short supply due to an increase in traffic.

One Pilot for Dardanelles and Bosphorus.

Pilot boards from grey hulled launch of about 8 knots speed from Sebbulbahir on Northern entrance.

VHF: Call 'Mehmetcik Pilots' on Channels 16 and 71.

Generally starboard side ladder or gangway.

Pilot gives Master form to fill in for Canakkale.

Control: Sanitary Control at Canakkale on Asian side of Strait near narrows about 1 hour after Pilot boarding.

Two launches come out. One Agent, one Immigration.

Require: 2 Crew Lists, sight Ship's Register and Derat Certificate. Officer has to go down to Immigration launch, no one boards.

Immigration Officer gives ship yellow form which is required to be shown next port.

Control only Northbound whether coming from overseas or a Turkish port.*Navigation:* Forecastle manned at Canakkale.

In fine weather, Straits present no problems, but in poor weather and visibility it can be more difficult, especially at Canakkale with other ships around where the vessel is nearly stopped. Also the narrows can be dangerous.

Pilots like maximum sea speed which is not possible.

Vessel passed through the narrows on manoeuvring speed.

Current S.W. flowing at 1 knot – 2 knots.

Transit takes about 3 hours, dependent on weather and delay at Canakkale.

Pilot hands over 'Control' at Inceburun, and takes over Southbound at the same place.

Sea of Marmara: Good positions obtainable. Ship carries out navigation, no Pilot. Very busy but most traffic, apart from ferries and small craft, on straight course from Bosphorus through to Dardanelles and vice versa.

Keeping well to starboard is advisable.

Transit about 6 hours.

Bosphorus:
Pilotage: Compulsory.

If coming from the Dardanelles, Pilot takes over at 'Yesilkoy' or joins by launch at position South of Athirkapi Point. From the North (Black Sea) Pilot boards (and disembarks) at Tellitalya Point just below Kavak (about 4 miles South of Rumeli Point, the Western entrance to the Strait).

Wait North of Rumeli Point until Pilot available.

Cable: 'Kavak' Pilot Station minimum of 6 hours' notice. Generally boards starboard side (and disembarks). Pilot gives Master form to fill in for control.

Control: At Buyukdere North and South about 20 minutes from pilot station.

Control requires: 2 Crew Lists, sights Ship's Register and Derat.

Yellow Immigration form given to Master. An Officer has to go down into launch. Two launches. Agent and Sanitary Inspector.

Navigation: No transit in fog. Forecastle manned for anchoring all transit. As per BA 1198.

Extreme vigilance is required on account of ferries, small boats, ships not under pilotage, strong currents, etc.

Transit time about 2 hours.

Signal Station: At Kavak on Asian bank just North of pilot station. Aldis lamp required.

Currents: Generally a 2 – 5 knot Southerly current, this can be pushed down by strong Southerly wind at Southern entrance at Istanbul.

Pilots advise that in these conditions transit for large bulk type ships is very hazardous on account of steering. Caution must be exercised in picking the Pilot up Southbound at Kavak due to Southerly current building up ship's speed.

SHIPMASTER'S REPORT: December 1983.

Earlier this year a pilot station was established at Gelibolu at the Eastern end of the Dardanelles. It is served by a 60 ft. fishing boat, painted white. The pilotage fee for Mehmetcik-Gelibolu and Harem-Kavak is 50% of the fee for Mehmetcik-Kavak.

If taking stores/spares when passing the Bosphorus, Agents should be instructed to arrange for the delivery at the Istanbul end as it is highly undesirable to have the Agent's launch alongside at Kavak before the Pilot boards.

REPORT: June 1985 (Updated 1988).

The following was received by a Master from his Agent in Istanbul.

For vessels proceeding and destined to Istanbul (not transitting vessels), the Gulf of Izmit or any other port inside Marmara Sea, pilotage is compulsory through the Dardanelles from the Southern entrance (Mehmetcik Point/Cape Hellas Lat. 40° 02′ N., Long. 26° 11′ E. to the Northern exit (Gelibolu Lat. 40° 24′ N., Long. 26° 41′ E.).

The same applies for vessels coming from a Marmara Sea port and proceeding Southwards.

From Gelibolu to the entrance of Izmit Gulf (Darica Lat. 40° 45′ N., Long. 29° 21′ E.) or vice versa, pilotage is not compulsory.

From Darica inside Izmit Gulf pilotage is again compulsory.

All pilot stations can be contacted by VHF Channel 16, working Channel 71.

For vessels passing, in-transit pilotage through Dardanelles-Marmara Sea-Bosphorus or vice versa is not compulsory. It is, however, strongly recommended to employ pilotage services through the Bosphorus.

Dardanelles Pilot can be picked-up at Mehmetcik Point (Lat. 40° 02′ N., Long. 26° 11′ E.) and dropped at new pilot station at Gelibolu (Lat. 40° 24′ N. Long. 26° 41′ E.) respectively picked up there and on outward voyage, thus saving the open Marmara Sea stretch. Another Pilot can then be requested at Istanbul (Harem) for Bosphorus.

Please make sure to enter into Pilot bills the exact times of services given. Please bear in mind that if part of a service falls into overtime, the whole service is charged as overtime. Service hours are as follows:

0800 – 1700 straight time.
1700 – 0800 overtime charged at 50% extra.
0800 – 1200 Saturday straight time.
After 1200 Saturday overtime till Monday morning 0800 hrs.

For vessels with inflammable, dangerous cargoes, etc. 30% extra is charged on all pilotage services, therefore whenever tankers are gas free this must be inscribed on Pilot bills. Also when tankers are loaded with harmless cargoes.

Whenever Pilots remain onboard after completing their service, as guest-passengers, Pilotage bill should be signed for the service part only.

SHIPMASTER'S REPORT: June 1987.
Pilotage through Dardanelles: Compulsory for all foreign vessels bound to and from a Turkish port. Northbound vessels take a pilot at Mehmetcik and Southbound vessels take a pilot at Gelibolu.
VHF: Pilots on Channels 16 and 71.
Notice: 48 hours notice of arrival required.

REPORTS: The following telexes were received by a tanker owner from agent in Istanbul between May 1990 and October 1990.
MAY 1990:
Re: Tankers Exceeding 200 m. LOA and 90,000 g.r.t. Transiting the Dardanelles and Bosphorus:

Kindly note that 10 day's pre-advice of the ETA Dardanelles is now required by the Canakkale and Istanbul Port Authorities so that they can obtain the approval of the Ministry of Communications and close the Straits to all traffic during the passage of such tankers, for which an escort of 2 tugs (for vessel's a/c) and one Coast Guard launch is allocated.

Daylight passage through both Straits is required, which kindly note.
JUNE 1990:
Re: Transit Passage Through the Straits of Dardanelles/Bosphorus:
Re-passage of vessel with g.r.t. in excess of 90,000 tons and LOA more than 200 m. to be reported to Harbour Master. In addition to above, we have been informed that agents for such tonnage have to provide Harbour Master with Letters of Guarantee stating that in case of accident during passage, all damages/losses will be covered by the agent.

Please inform your Clubs accordingly. FYG local P & I Club informed accordingly.
OCTOBER 1990: Telex from owner to agent.
Re-your May telex concerning tankers exceeding 200 m. LOA and 90,000 g.r.t. transiting the Dardanelles and Bosphorus, grateful you advise whether the discrepancy between length and g.r.t. has yet been resolved.
REPLY:
Regulations now apply to tankers of 90,000 g.r.t. or over without any mention of LOA, however should a vessel's g.r.t. be close to 90,000 please advise us so that we can consult the Captain of the Port re any transit restrictions.

REPORT: November 1991.
The following telex was received from an agent in Istanbul.
Quote:
Re: Transiting Vessels Through the Straits.

This is to inform you that as per strict request of Port Harbour Master and Customs Authorities, we are compelled to give them 24 hours notice of vessels ETA Bosphorus North/Southbound passages together with the following additional information:

(1) Port of Registry/flag/g.r.t./n.r.t./d.w.t.
(2) LOA.
(3) Draft.
(4) Port of arrival.
(5) Port of destination.
(6) Quality of cargo on board.
(7) Quantity of cargo on board.

You are kindly requested therefore to instruct your agents at the relevant ports and also your Masters to keep us closely posted in due time about the above, thereby enabling us to comply with the requirements of our authorities in order to avoid any eventual unpleasant consequences or fines.
Unquote.

REPORT: The following was received from our Agent (G.A.C.) in January 1991:
General Information on Passage through the Straits:
Geographical Locations: Dardanelles (Canakkale Bogazi): Is the strait joining the Aegean Sea and the Sea of Marmara, boundaries of which are between the line joining Mehmetcik Lighthouse and Kumkale Lighthouse in the South and the line between Gelibolu Lighthouse and Zincirbozan Lighthouse in the North.

Bosphorus (Istanbul Bogazi): Is the strait joining the Sea of Marmara and the Black Sea, and is located within the boundaries of the Port of Istanbul, boundaries which are described in the relevant regulations as follows:

> The Port of Istanbul is the sea area (including the Golden Horn) between the lines that join Turkeli Feneri and Anadolu Feneri in the North, and Bababurnu and Yelkenkai Feneri in the South.

General Provision: The vessels, passing the waterway that comprise the two straits (i.e. Dardanelles and Bosphorus) as well as the Sea of Marmara, are passing under the following status:

> Transit vessels are those which are coming from a foreign port in Aegean Sea and bound to a foreign port in Black Sea or vice versa, and passing the above waterway without calling at any Turkish Port, and without having any commercial contact or transaction with any Turkish Port, such vessels are granted with Transit Sanitary Pratique.

Non-transit vessels are those which either coming from any Turkish Port, or bound to any Turkish Port, whether between the straits or outside of the above waterways, or stopping for a while for any purpose such as loading and/or discharging cargo, embarkation/disembarkation/city tours of passengers, crew exchange are non-transit vessels and granted with Free Pratique during sanitary controls effected at either Southern entrance to Dardanelles or Northern entrance to Bosphorus.

All ships sailing or lying within the boundaries of Dardanelles and the Port of Istanbul are compelled to comply with international rules, with all rules taking place in the regulations and also with all kind of rules, warnings and controls by the Port Authorities or competent authorities, and comply with rules of legislation as to safety of navigation, life and property. All foreign flag vessels are required to fly the Turkish flag during their stay at Turkish Ports or when passing through the Straits.

Navigation through the Straits: In the Dardanelles, vessels should, in accordance with the Rule No. 9 of the Regulations for Prevention of Collisions at Sea, keep to that side of mid-channel which lies on their starboard side, taking care to make the sound signals in accordance with the rule when approaching the narrows of Canakkale and the bend of Nara.

Vessels should also take every precaution to avoid meeting other vessels in the critical areas between Kilitbahir and Canakkale, between Nara and Kilia, and between Gelibolu and Cardak; and, when the current or weather is in their favour, should, in these critical areas, give way to oncoming vessels by stopping or reducing speed.

In the Bosphorus, the area lying between the line connecting the Turkeli Lighthouse to Anadolu Lighthouse in the North, and the line connecting the Ahirkapi Lighthouse to the Kadikoy Inciburnu Breakwater Light in the South and made of 2 traffic lines, suitable for Northbound and Southbound traffic, and separated by a centre line separating these 2 lines.

The area reserved for crossing the Strait of Bosphorus and lying between the line connecting the Turkeli (ex Rumeli) Lighthouse to Anadolu Lighthouse in the North, and line connecting the Ahirkapi Lighthouse to the Kadikoy Inciburnu Breakwater Light in the South, and made of 2 traffic lanes suitable for Northbound and Southbound traffic, and separated by a centre line separating these 2 lanes is called the Bosphorus Strait Passage Way.

The said centre line which divides the Bosphorus passage into 2 traffic lanes conjunct the below indicated geographical points:

1.	41° 00′ 10″ N., 21° 09′ 45″ E.	2.	41° 01′ 24″ N., 28° 59′ 48″ E.
3.	41° 01′ 33″ N., 28° 59′ 55″ E.	4.	41° 03′ 02″ N., 29° 02′ 23″ E.
5.	41° 04′ 03″ N., 29° 03′ 04″ E.	6.	41° 04′ 03″ N., 29° 03′ 03″ E.
7.	41° 05′ 00″ N., 29° 03′ 44″ E.	8.	41° 06′ 15″ N., 29° 03′ 40″ E.
9.	41° 07′ 13″ N., 29° 05′ 00″ E.	10.	41° 07′ 22″ N., 29° 05′ 00″ E.
11.	41° 08′ 55″ N., 29° 03′ 33″ E.	12.	41° 09′ 23″ N., 29° 03′ 32″ E.
13.	41° 10′ 52″ N., 29° 05′ 02″ E.	14.	41° 12′ 13″ N., 29° 06′ 50″ E.
15.	41° 13′ 36″ N., 29° 07′ 59″ E.		

The area between centre line anad the line that joins the geographical points here below is the Northbound lane:

16.	41° 00′ 00″ N., 29° 00′ 04″ E.	17.	41° 01′ 07″ N., 29° 00′ 04″ E.,
18.	41° 01′ 30″ N., 29° 00′ 12″ E.	19.	41° 03′ 06″ N., 29° 02′ 58″ E.
20.	41° 04′ 00″ N., 29° 03′ 15″ E.	21.	41° 04′ 29″ N., 29° 03′ 15″ E.
22.	41° 04′ 58″ N., 29° 03′ 55″ E.	23.	41° 06′ 15″ N., 29° 03′ 51″ E.
24.	41° 07′ 12″ N., 29° 05′ 22″ E.	25.	41° 07′ 22″ N., 29° 05′ 22″ E.
26.	41° 08′ 51″ N., 29° 03′ 53″ E.	27.	41° 09′ 28″ N., 29° 03′ 50″ E.
28.	41° 10′ 48″ N., 29° 05′ 12″ E.	29.	41° 11′ 40″ N., 29° 06′ 46″ E.
30.	41° 12′ 09″ N., 29° 06′ 59″ E.	31.	41° 31′ 22″ N., 29° 08′ 34″ E.

The area between centre line and the line that joins the geographical points here below in the Southbound lane:

32.	41° 00′ 18″ N., 28° 59′ 25″ E.	33.	41° 01′ 17″ N., 23° 59′ 27″ E.
34.	41° 01′ 44″ N., 28° 59′ 44″ E.	35.	41° 02′ 58″ N., 29° 02′ 06″ E.
36.	41° 04′ 08″ N., 29° 02′ 56″ E.	37.	41° 04′ 34″ N., 29° 02′ 56″ E.
38.	41° 05′ 02″ N., 29° 03′ 33″ E.	39.	41° 06′ 15″ N., 29° 03′ 30″ E.
40.	41° 07′ 23″ N., 29° 04′ 33″ E.	41.	41° 09′ 02″ N., 29° 03′ 16″ E.
42.	41° 09′ 31″ N., 29° 03′ 17″ E.	43.	41° 10′ 30″ N., 29° 04′ 29″ E.
44.	41° 12′ 00″ N., 29° 06′ 00″ E.	45.	41° 12′ 18″ N., 29° 06′ 38″ E.
46.	41° 13′ 45″ N., 29° 07′ 29″ E.		

Speed of Vessels – General: In order to avoid damage to the coast and to small craft, all power-driven vessels must proceed at the slowest speed at which steerage can be maintained, when within the following areas:

(a) In the Dardanelles: Between a line drawn from Mehmetcik Burnu to Kum Burnu, and a line drawn from the town of Gelibolu to Cardak Burnu.

On no account is a speed of 10 knots to be exceeded in the narrows of the Dardanelles between a line joining Nara Burnu and Kilya Lighthouse, and the parallel of latitude passing through Kanlidere Burnu Lighthouse (40° 06′ N., 26° 22′ E.).

(b) In the Bosphorus: Between a line drawn from Ahirkapi Burnu (41° 00′ N., 28° 59′ E.) to Haydarpasa, and a line drawn from Buyukere to Umuryeri Liman.

Unless there are extraordinary or compulsory reasons, a speed of 10 knots is never to be exceeded in the Bosphorus.

Pilotage through Waterway: Pilotage is not compulsory for vessels passing in transit through the straits. However, Turkish Authorities are recommending to take Pilot while passing both straits for a safe passage. Masters of transit vessels have the liberty to take or not to take Pilot while passing the straits.

Pilotage for compulsory non-transit vessels which are bound to any port between the two straits: Such vessels have to take Pilot while passing both straits (i.e. Dardanelles and Bosphorus). Pilotage is also compulsory for vessels calling at any Turkish Port, berthing/unberthing, entering/exiting to/from the harbours, as well as in Gulf of Izmit. Pilotage services are carried out by 7 pilot stations of "Pilot and Towage Services Department", which have been distributed in the area.

Dardanelles:

(a) Mehmetcik (Dardanelles) Pilot Station.
Place: Southern Entrance of Dardanelles (Seddulbahir).
Geographical Position: 40° 02′ 34″ N., 26° 11′ 25″ E.
Telephone: 5 / Canakkale – Seddulbahir.
Cable Address: Canakkale Pilot.

Pilotage services for the ships bound to any port at the Marmara Sea or passing through the Black Sea carried out by that station.

The station continuously effects listening to VHF Channel 16.

(b) Canakkale Pilot Station.
Place: Canakkale.
Geographical Position: 40° 09′ 03″ N., 26° 24′ 03″ E.
Telex: 58187 Plen Tr.
Telephone: 1180 Canakkale.
Cable Address: Canakkale Pilot.

Pilotage at the Canakkale Port and for ships that come alongside and/or depart from quays within Canakkale Port area are carried out by that station. The station continuously effects listening on VHF Channel 16.

In case services at Mehmetcik Station stops, due to bad weather conditions, those are carried out at this station. Ships requiring Pilots from Mehmetcik Station can make their requests through that station.

(c) Istanbul Pilot Station (HAREM).
Place: Southern Entrance of Bosphorus (Harem).
Geographical Position: 41° 00′ 42″ N., 29° 00′ 38″ E.
Telex: 23620 Plhr Tr.
Telephone: 3330533.
Cable Address: Istanbul Pilot.

It carries out the pilotage for ships at the Southern entrance of Bosphorus. The station effects 24 hours listening on VHF Channel 16.

(d) Kavak Pilot Station.
Place: Northern entrance of Bosphorus (Tellitabya).
Geographical Position: 41° 10′ 36″ N., 29° 04′ 24″ E.
Telex: 23711 Plkv Tr.
Telephone: 1420494, 1420374.
Cable Address: Kavak Pilot.

It carries out pilotage for ships at the Northern entrance of Bosphorus. The station continuously listens on VHF Channel 16.

Gulf of Izmit: It is obligatory for Turkish ships of 500 g.r.t. and over, and all foreign ships no matter their tonnage, which come alongside, and up to buoys, at wharves, quays, within the inner, central and outer ports, or leave those places and anchor at and depart from anchorage of the Gulf of Izmit to take Pilots.

(a) Darica Pilot Station.
Place: West entrance of Izmit Bay (Darica).
Geographical Position: 40° 45′ 18″ N., 29° 23′ 20″ E.
Telephone: 2066.
Cable Address: Darica Pilot.

(b) Izmit Pilot Station.
Place: Izmit.
Geographical Position: 40° 45′ 50″ N., 29° 55′ 28″ E.
Telex: 33169 Plkc Tr.
Telephone: 12087.
Cable Address: Izmit Pilot.

Services within the limits of the Izmit Port and demands for ships that will leave the Gulf to be fulfilled by that station. The station continuously listens to VHF Channel 16.

Anchorage of Transit Ships: Article 75, transit ships are allowed to stay 48 hours in order to provide fuel oil, water, provisions, material, to receive documents from and to submit those to agencies without obtaining Free Pratique under the supervision of the Shore Sanitary Organisation at following anchorage areas:

A. The area, lying between 28° 58′ 36″ E. longitude passing from Sultan Ahmet Mosque, and 28° 55′ 00″ E. longitude passing through Yedikule, is the free anchoring place for passenger and dry cargo ships.

B. The area, lying between 28° 55′ 00″ E. longitude passing from Yedikule, and 28° 51′ 00″ E. longitude passing through Bakirkoy, is the anchorage place allocated for tankers and ships carrying dangerous cargo such as explosives, flaring and burning substances.

C. The area, lying between 28° 51′ 30″ E. longitude passing from Bakirkoy, and 28° 50′ 00″ E. longitude passing through Yesilkoy, is the anchoring place for ships subject to quarantine.

REPORT: June 1992.

Agent's Circular to ship's Masters:

Information for Bosphorus:

Please call Bosphorus Pilot Station on VHF Channel 71, when about 6 miles off South entrance (Haydarpasa Breakwater).

Prepare pilot or combination ladder on your starboard side.

Pilot ladder – if freeboard less than 5.0 m.

Combination ladder – if freeboard more than 5.0 m.

Pollution in Turkish Straits:

According to our recent observations, Turkish Port and Environmental Authorities have begun to take stricter measures against occurances of pollution caused by vessels passing Turkish Straits. Regardless of whether pollution is actually caused by any particular vessel, the slightest indication of pollution witnessed by other vessels is immediately reported to the above authorities.

In several cases, some vessels, passing through residue pollution of previous unknown origin, have been accused mistakenly of pollution, whereby, even if vessel is found innocent, it is usually forced to anchor and becomes subject to fines, which must be paid in cash without acceptance of bank or P&I guarantees. Once a vessel has anchored, she will not be permitted to continue voyage, pending P&I procedures or court proceedings. Therefore only the payment of cash will realise the permission of the vessel to sail.

If pollution is found to have been caused due to technical problems of the vessel, a fine of U.S.$ 35,000 (minimum) is charged.

If pollution is found to have been caused by reason of negligence on the part of the vessel, or if ballast/dirty water/slops are discharged, this violation is charged from U.S.$ 40,000 to U.S.$ 160,000.

In light of the above, Owners and Masters are asked to pay special attention, and take precautionary measures when transitting Turkish Straits, as even false occurances beyond the vessel's control may lead to unnecessary delays and fines.

IMPORTANT:

Due to heavy fog, sometimes pilotage at Bosphorus suspended. Please keep close contact with Pilot on VHF Channel 71, and if Bosphorus traffic is closed due to fog, you are free to proceed to Ahirkapi Anchorage for further instructions.

If Pilot will instruct you to anchor due to fog, please listen to VHF Channel 71, and upon receiving instruction that traffic is normal, please heave up anchor and proceed to breakwater, if you order Pilot to come to anchorage, an extra pilotage charge of U.S.$ 750.00 and delays will be incurred.

Anchorage Positions: See "Plan".

Southbound Passage:

Please call Kavak Pilot Station on VHF Channel 71 when about 6 miles off the North Entrance (Rumeli or Anadolu Lighthouse).

Pilot or accommodation ladder to be rigged on starboard side.

Also please have ready following for Sanitary Boat:

Yellow Sanitary Card given to you at Dardanelles.
Tonnage/Derat Register Certificates.
2 copies Crew List.

No other formalities required.

SHIPMASTER'S REPORT: January 1994.

Dardanelles and Bosphorus Pilotage: Vessel bound for port of Eregli from South America.

The Shipmaster's Reports in the Guide to Port Entry 1993/94 for October 1980 (Updated 1988) and June 1987 mention that pilotage is compulsory for Dardanelles/Bosphorus. Also, Admiralty List of Radio Signals Vol. 6, Part I, 1992, Page 434, also says pilotage is compulsory for ships bound for Turkish ports.

As per above, I had advised my Charterers accordingly to arrange for Dardanelles/Bosphorus Pilots; as same when compulsory would be on Charterers' accounts. However, they came back with following reply, which is quoted below and is self-explanatory.

Quote:

Charterers have noted Master's comments on pilotage services for Dardanelles and Bosphorus, with thanks, and we would like to comment/clarify matter as follows:

Master partly correct in stating that 'pilotage is compulsory for ships bound for Turkish port', but with a small mistake.

Compulsory pilotage service for Dardanelles and Bosphorus only in cases where vessels entering Turkish territorial waters from Black Sea and/or Mediterranean Sea and bound to any Turkish port located within Sea of Marmara. Otherwise, in cases where vessels are entering Turkish territorial waters from Black Sea and/or Mediterranean Sea and bound to a Turkish port located at Black Sea or Mediterranean Sea, vessels are not obliged to use pilotage service when transitting both Dardanelles and Bosphorus Straits.

Unquote.

In our case, we entered Turkish territorial waters from Mediterranean Sea and bound to Eregli (Black Sea), and this means vessel will pass both Dardanelles and Bosphorus Straits "in transit", repeat "in transit" and is not obliged to use pilotage service. In other words, pilotage is not compulsory for our vessel.

Therefore, any and all pilotage service to be used by the vessel during transitting Straits of Dardanelles and Bosphorus up and down would be about U.S.$ 10,000 and on Owner's account.

ALANYA: 36.32 N. 32.03 E. (See Plan)

RADIO: Alanya Radio. Call sign TAC4.

BERTHING: Jetty length 277 m., depths alongside 5 m. – 12 m. Can accommodate 4 vessels.

CRANES: No shore cranes available; vessels use their own gear for loading/discharging.

STEVEDORES: Loading/discharging carried out by hired stevedores. Average rate per shift/gang of 150 tons for cotton, bagged and general cargoes.

Working Hours: 0800 hrs – 1630 hrs. Lunch break 1230 hrs.

FRESH WATER: Available.

AIRPORT: At Antalya (150 km.).

CHARGES: Light and sanitary dues.

AUTHORITY: Harbour Master. *Tel:* (0242) 5131097.

Turkiye Denizcilik Isletmeleri, Genel Mudurlugu, Rihtim Caddesi, 80120 Karakoy, Istanbul, Turkey. *Contact:* Head of Port Operations Department or Assistant General Manager.

Turkish Maritime Organisation, Port of Antalya, Antalya, Turkey. *Tel:* (0242) 2481469. *FAX:* (0242) 2483346. *Contact:* Husbyin Seymen, Port Director.

ALIAGA: 38.50 N. 26.57 E. (See Plan

LOCATION: *Northern Point:* Lat. 38° 50′ 10″ N., Long. 26° 56′ 33″ E.
Southern Point: Lat. 38° 50′ N., Long. 26° 57′ 36″ E.

DOCUMENTS:

6 copies Crew List.
4 copies Passenger List.
2 copies Manifest of Transit Cargo.
3 copies Manifest of Inward Cargo, one of which must be legalised before arrival by Turkish Consulate at loading port.
1 set Bills of Lading.
1 set Cargo Stowage Plans.
2 Stores Lists.
Health Documents.
Ship's Certificates.

Ship's Particulars Form is to be filled in by Masters upon arrival a Aliaga and remitted to the Port Authorities.

PILOTAGE: Pilotage is compulsory for all vessels. Pilot boards 2 3 miles West of Tasli Burnu Light.

Notice of ETA must be reported 3 days before arrival, followed b successive notices confirming or amending previous notice.

The ETA message must include the following information:

1. Name and call sign of vessel.
2. Nationality.
3. Agency.
4. Length, draft and gross tonnage.
5. Kind and quantity of dirty ballast.
6. Deballasting time.

ANCHORAGES: The port itself is situated about 40 miles N.N.W. Izmir on the Southern arm of the Gulf of Candarli and the anchorage considered safe for large ships.

information on best location of anchorage, if required, will be give by Aliaga Pilot.

READINESS: Notice of Readiness will be received by the Loadin Master. It should be tendered at the time of anchoring or pilot boarding Lay time will commence 6 hours after receipt of Notice of Readiness.

RESTRICTIONS: Water depth at entrance about 14 fathoms. Wat depth at crude oil wharf 17 m. – 18 m.

MAX. SIZE: Crude Oil Berth designed for up to 100,000 d.w.t. Produc Berth designed for up to 22,000 d.w.t.

HEALTH: *Customs:* Customs post at refinery.

Immigration: None locally. Incoming and outgoing personnel have to b processed at Izmir and escorted under guard to and fro.

Health: No office locally. Officials have to be brought from Izmir.

RADIO: Radio messages to be routed to Agent via Izmir Radio. Ca sign of Izmir Radio Station is "TAN", 2,760 kHz.

Also see "Pilotage".

VHF: Communication with Aliaga Pilot Station is possible within 20 mile – 25 miles by VHF Channel 16, manned 24 hours. Call sign: "Aliag Pilot".

RADAR: No radar facility.

TUGS: A total of 4 tugs (2×2,460 h.p. and 2×2,760 h.p.) and 3 moorin boats are available. All tugs are equipped with fire fighting equipmen

During berthing/unberthing, it is compulsory to take at least:

1 tug – 500 g.r.t. – 4,999 g.r.t.
2 tugs – 5,000 g.r.t. – 24,999 g.r.t.
3 tugs – 25,000 g.r.t. – 49,999 g.r.t.
4 tugs – 50,000 g.r.t. and over.

Depending on weather conditions, or for safety requirement additional tugs may be assigned by TUPRAS, or by Aliaga Pilot or requested by vessel.

BERTHING: There are 3 berths:

(a) Aliaga Refinery Terminal.
(b) Aliaga Refinery New Crude Oil Jetty.
(c) Aliaga Refinery Cargo Pier.

(a) Aliaga Refinery Terminal: A "T" type oil jetty having 4 berth points:

Berth No.	*LOA* (m.)	*Draft* (m.)	*Product*
1	285	16.0	Crude and Fuel
2	180	12.0	White products
3	100	8.0	White products
4	100	6.0	Lube oils

Berthing to No. 1 is possible only during daytime.

(b) Aliaga Refinery New Crude Oil Jetty: VLCC jetty designed tankers up to 250,000 d.w.t., 19.25 m. even-keel draft and LOA 260 m. – 340 m.

It has 4×16 in. FMC loading arms for crude oil discharging a 2×12 in. loading arms for bunker loading. Unberthing and berth is possible only during daytime.

(c) Aliaga Refinery Cargo Pier: LOA 95 m., draft 6.0 m. Pier is loading of asphalt.

CRANES: Fixed cranes are available at all berthing points, capacities up to 1,500 kg.

MEDICAL: Hospital and medical facilities are available at Izmir Aliaga. If doctor is required on board, Master should inform Agent radio or VHF.

TANKERS: See "Berthing".

FIRE PRECAUTIONS: Ship's watchmen to be on duty. All operati involving open fires and sparks are prohibited. Vessel should pro two fire extinguishers and sawdust or sand beside hose connection

BALLAST: Maximum ballast discharge rate 1,500 cu.m./hr. Vess should arrive with sufficient ballast for safe handling of vessel u prevailing weather conditions.

Vessels shall not discharge into the waters of the port any part of content of their cargo, slop or ballast tanks or bilges, which is liab pollute these waters.

DENSITY: 1027 (average).

FRESH WATER: Available at all berths, delivered by hoses at a rate of 20 cu.m./hr. Must be requested by Agent, and Agent must inform the Customs Officer.
FUEL: Available at all berths, delivered by hoses. Gasoil, fuel oil (1,500 sec. or 3,500 sec.). Notice of 48 hours required prior to berthing.
REPAIRS: No facilities available.
DRY DOCKS: None.
SURVEYORS:

Name	*Telephone*	*Telex*
Saybolt	(91) (21) 112368	33210
Caleb Brett	(91) (543) 61134	61721
SGS	(91) (51) 194831	53795
Inmarcar	(91) (51) 253905	52121
Catoni Persa	(91) (1) 3383289	29103

AIRPORT: Situated 70 km. from Aliaga is Adnan Menderes International Airport.
TIME: GMT plus 2 hours. Summertime GMT plus 3 hours.
HOLIDAYS:
New Year's Day (January 1st).
National Sovereignty (April 22nd p.m. to April 24th).
Sports and Youth Day (May 19th).
Victory Day (August 30th).
Proclamation of the Republic (October 28th p.m. to October 30th).
Seker Bayram (3.5 days, movable).
Kurban Bayram (4.5 days, movable).
The terminal works all year round (24 hours per day).
TELEPHONES: Cannot be connect on board.
SHIP SUPPLY SERVICE:

Name	*Telephone*	*Telex*
Ozdeniz	(91) (543) 62996	51721
Simsekle	(91) (543) 61692	51713
Bilgic Kard	(91) (543) 62009	—

SHORE LEAVE: Crew permitted ashore with shore passes. It is forbidden to wander on jetty and in refinery area. Transport vehicle is provided by TUPRAS between jetty and Aliaga.
IDENTIFICATION CARDS: Seamen's Book is needed for crew going ashore.
GARBAGE DISPOSAL: All rubbish must be put in bags and given to gabage collection vessel daily.
Charges: At anchorage – 90×1,000 g.r.t./U.S.$ (subject to change).
In port – 45×1,000 g.r.t./U.S.$ (subject to change).
WASTE OIL DISPOSAL: During berthing, waste oil disposal is taken by refinery to the shore ballast tank.
Charges: At anchorage – 120×1,000 g.r.t./U.S.$ (subject to change).
In port – 60×1,000 g.r.t./U.S.$ (subject to change).
SEAMAN'S CLUBS: None.
CURRENCY: Lira. Currency exchange rates are set by National Central Bank daily, and are subject to change.

SHIPMASTER'S REPORT: October 1990.
First vessel to use the facility.
Vessel: 265,000 tonnes d.w.t. with segregated ballast. LOA 322 m. Summer draft 20.47 m.
Berth: New berth for VLCCs.
General: Vessel needs B.A. Chart No. 1618 (which does not yet show new VLCC berth) and B.A. Pilot Book NP.48. The Terminal management advise that the position of the centre of the jetty (in between the Chicksans) is Lat. 38° 49′ 56″ N., Long. 26° 57′ 01″ E., and the berth lies in a 177°/357° direction. Arrival and berthing draft 19.24 m. even keel.
Approaches: The approaches to the port are hazard-free, and the entrance into the Outer Harbour (between Tavsan Adasi Is. and Ilica Br. Lighthouse) has a navigable width of 1.1 miles for vessels up to 20.0 m. draft.

A slight current setting North was experienced approaching the entrance from about 5 miles out. Pilots (3) boarded from tug when vessel was actually in the entrance to Outer Harbour (3 Pilots used, as this was the port's very first VLCC – normally only one Pilot will be used).
Anchoring: Pilot took ship to anchor, in a position with Tasli Br. Lighthouse bearing 145° × 1.55 miles in a depth of 50.0 m. We used port anchor with 9 shackles on deck. During next 36 hours vessel experienced N.E. winds up to 35 knots, position was maintained without undue strain on the cable. Holding ground very good.
Prior to Berthing: When the Terminal decided weather conditions were satisfactory for berthing (wind N.E. less than 10 knots), the Pilots (again 3) came out to the ship by tug and boarded in the anchorage. Four tugs were made fast *before* weighing anchor.
Proceeding to New Berth: Once anchor aweigh, vessel proceeded inwards at *very* slow speed, using minimal engine movements. The Echo Sounder was run continuously. During this operation, the wind suddenly backed round to N.W. and increased to 15 knots. The Pilots had already stipulated that maximum wind speed for berthing is 10 knots. They were constantly monitoring the ship's wind gauge, but decided (with my agreement) to continue berthing, as we had reached the point where, to abort, would mean towing the ship out stern first, back into Outer Harbour against the wind. The Pilots did not want to use astern engine movements, as the effect of our transverse thrust would swing the bow in towards the berth. In the event the berthing operation proceeded relatively smoothly, and although the N.W. wind increased up to 18 knots, blowing on our starboard quarter, the tugs were well able to counteract it. Vessel was stopped in the water approximately 150 m. abeam of the berth, and 2 tugs began pushing at 90° on our port side, whilst the other 2 tugs began towing at 90° towards the berth.
Berthing: Three mooring boats were available, two small ones and one miniature tug. Only the latter was really capable of carrying our mooring wires to the shore (when still about 70 m. off the berth). The two small mooring boats had great difficulty in carrying our wires, in fact if we had not had the 11.0 m. polyprop tails fitted to the wires, it is doubtful if these two small boats could have carried them at all. First lines were one polyprop stern line to miniature tug, one aft breast wire to small mooring boat, and one polyprop head line to the other small mooring boat forward. The vessel landed on the berth very smoothly and once there, the 4 tugs kept vessel alongside easily, whilst we made fast. The jetty mooring crew were only equipped with light heaving lines instead of sturdy messengers. Their heaving lines parted 3 times whilst trying to heave our mooring wires up from the boat to the quick release hooks on the dolphins (through a height of approximately 10.0 m.). The Pilots assured me this oversight would be rectified before the next VLCC visited the port. Final moorings were as per plan (See "Plan Section").
Berth: A very good shore gangway is installed on the jetty North of the Chicksans (brand new hydraulic variable height 'tower' type). There are 4 × 16 in. Chicksans, only three of which were connected (and this will apparently be standard procedure). VLCCs will always berth starboard side to.
Discharging: The Loading Master advised that the Terminal's maximum receiving rate is 10,500 cu.m./hr. (although they admitted they had never received at this rate before). In the event we actually pumped for a while on bulk at up to 12,000 cu.m./hr., and they were quite happy with this. Full 100% C.O.W. was carried out, and our net discharging time for two grades was 30 hours 40 minutes, totalling 238,000 tonnes. Total time spent on cargo operations (including stoppage for C.O.W. and stripping) was 37 hours 25 minutes.
Unberthing: Our departure drafts were forward 8.60 m. and aft 9.95 m., and due to wind being from the West at 15 knots, the Pilot (only 1) elected to tow the vessel out stern first into Outer Harbour (the alternative is to be towed into Inner Harbour and then turned through 180°, before heading out, but the Pilot said he would only do that in zero wind conditions). Unmooring is done by the shore releasing our lines, under tension, from the quick release hooks on the dolphins, starting from forward and aft and working towards midships. Same 4 tugs secured in same positions then tow vessel stern first using only very short astern engine movements. Once into Outer Harbour, vessel is swung to starboard onto a heading of 275°. Once steady the Pilot departs. Passage out into the Aegean Sea is trouble-free, apart from a few scattered fishing boats in Outer Harbour.
Miscellaneous Information:

(a) Inward Clearance done once alongside, about 12 shore Officials in total, have plenty of chilled soft drinks and beer ready.
(b) Actual papers required: 8 Crew Lists, 7 Vaccination Lists, 2 Crew Declarations, 3 Stores Lists. All other papers supplied by Agent/Officials. Last Port Clearance sighted but not required. Neither Passports or Vaccination Certificates inspected. Only photocopy of Master's Passport required for Agent. (Notary Public purposes).
(c) Agent and Officials come from Izmir (about 45 miles South of Aliaga).
(d) Agent (Boutros Izmir) very helpful and speaks perfect English. Can obtain previous day's British newspapers in Izmir.
(e) Pilots only standby VHF when a vessel is due (Channels 16, 12 and 13).
(f) Pilots and Tug Masters all ex-Turkish Navy and speak excellent English. Pilots very professional and highly competent.
(g) Outward Clearance, after completion of discharge, can take up to 6 hours. Several Port Officials return to ship for this purpose. We were unfortunate that their lunch break occurred 2 hours after finishing cargo, so waited 6 hours.
(h) Had to provide accommodation and meals for 3 surveyors (1 owner's from UK, 1 Charterer's (SGS) from U.K. and 1 local SGS).
(i) Terminal operated by Tupras Aliaga. Notice of Readiness to be made out to this Company. N.O.R. will be signed by Loading Master (speaks excellent English). Acceptance time is that of "All Fast".
(j) Terminal management very friendly and co-operative. We were visited several times by various managers requesting a look at their very first VLCC.
(k) Intention is to berth VLCCs during daylight only. Departure during hours of darkness will only be possible if wind speed less than 10 knots.

AUTHORITY: TUPRAS, Turkiye Petrol Rafinerileri A.S., Aliaga, Izmir, Turkey. *Tel:* (91) (51) 138778. *Telex:* 51704. *FAX:* (91) (543) 62249. *Contact:* Tevfik Alok, Deputy Refinery Manager.

AGENT: See "Izmir".

ANTALYA: 36.50 N. 30.37 E. (See Plan)

PILOTAGE: Compulsory. 1 pilot boat and 1 service boat available.
ANCHORAGE: 925 m. S.E. of Outer breakwater.
MAX. SIZE: Max. draft 9.5 m.
RADIO: Antalya Radio. Call sign TAL.
VHF: Pilot on Channels 16, 12 and 14 throughout 24 hours.
TUGS: 3 tugs (275 h.p. – 750 h.p.) and 1 mooring boat available.
BERTHING: Outer breakwater is 1,440 m. long, inner breakwater is 650 m. long. Port area is 331,600 sq.m.

Vessels can enter port and anchor at any time with a Pilot aboard. Manoeuvring area has 400 m. diameter, depths 8 m. – 11 m.

9 operating quays, 2 passenger quays and a military quay available.

Quay No.	*Length* (m.)	*Depth* (m.)
1	150	10.00
2, 3	165	5.5 – 6.5
4	60	8.00
5, 6	290	10.00
7	170	10.00
8 (Passenger Quay)	170	10.00
9 (Military Quay)	270	5.50
4 Ro/Ro	35	5.50

Storage:

Open warehouse area is 200,000 sq.m. Closed warehouse area is 3,000 sq.m. Closed warehouse (for combustible cargo) is 400 sq.m.

Cold storage plant is 6,900 sq.m. with capacity of about 10,000 tons.

PORT EQUIPMENT:

1 floating crane (60 tons).
6 cranes (1×25 tons (fixed), 5×5 tons).
6 mobile cranes (3×10 tons, 1×25 tons, 1×5 tons, 1×3 tons).
16 forklifts (10×3 tons, 3×5 tons, 2×10 tons, 1×25 tons).
5 tractors.
26 trailers (20×1 ton, 4×6 tons, 2×25 tons).

BULK CARGO FACILITIES: 4 alumina silos each of 4,000 tons capacity which can load into vessel by conveyor belt at a rate of 250 t.p.h.

STEVEDORES: Gangs of 6 – 8 men each, load/discharge cotton at rate of 100 tons per shift, general cargoes 125 tons per shift.

Working Hours: First shift: 0800 hrs. – 1600 hrs. (lunch break from 1200 hrs. – 1230 hrs.). Second shift: 1600 hrs. – 2400 hrs. (meal break from 1900 hrs. – 1930 hrs.).

FRESH WATER: Fresh water supplied from hydrants on quays by watermen. Rate of delivery is 32 t.p.h. – 48 t.p.h.

FUEL: Available by road tanker.

CERTIFICATES: Certificate of Freeboard, Certificate of Registry, Certificate of Pratique, Light Bill, Manifest, AA(1) Certificate.

AIRPORT: Antalya Airport is 22 km. from the port, 12 km. from Antalya city centre.

TIME: GMT plus 2 hours.

HOLIDAYS: Work is possible on Turkish holidays, weekends upon request.

GARBAGE DISPOSAL: Garbage disposal service is available. Drums are provided if required. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.		Cost (U.S.$)	
	Flag of Ship			
Method of Service	*Turkey*	*Others*	*Barge*	*Container*
On Quay	16	45	10	1.00
At Anchor	30	90	10	1.00

WASTE OIL DISPOSAL: Waste oil disposal service is available. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.	
	Flag of Ship	
Method of Service	*Turkey*	*Others*
On Quay	20	60
At Anchor	40	120

Facilities include two oily water separators of 2 tons per hour capacity and a shore tank of 100 tons capacity.

Contact Tel: 31-181492, Telex: 56186 TRDZ or Fax: 931-183346 for further details.

SEAMAN'S CLUBS: There is no seaman's club operating in the port, but the port is situated near the city, and all shopping, international telephone, some sporting activities, dances, transportation, and postage facilities are available there.

CURRENCY: Turkish Lira (TL).

DEVELOPMENTS: TMO and SEKA quays (3) are still under construction for passenger vessels, grain and lumber.

AUTHORITY: TDI is in charge of loading/ discharging.

Turkiye Denizcilik Isletmeleri, Genel Mudurlugu, Rihtim Caddesi, 80120 Karakoy, Istanbul, Turkey. *Contact:* Head of Port Operations Department or Assistant General Manager.

Local officials: Huseyin Seymen, Port Manager. *Tel:* 9-31-181469, 181494. *Telex:* 56186.

Ali Ozcan, Harbour Master. *Tel:* 181438. *Telex:* 56009 Lmba TR.

Dr.Tugay Aker, Sanitary Authority. *Tel:* 181439. *Telex:* 56035 Asam TR.

AGENT: Gulf Agency Denizcilik A.S., P.O.Box 116, Antalya, Turkey. Telex: 56218, 56250. Fax: (90-242) 3425683. Cables: "Gacship", Antalya.

BANDIRMA (including Bagfas): 40.22 N. 27.58 E.

(See Plan)

LOCATION: Bandirma is situated on Southern side of Marmara Sea about 63 nautical miles from Istanbul. Admiralty Chart No. 294.

PORT LIMITS: The sea area of the Port of Bandirma is an area inside a line joining Latitude 40° 23′ 42″ N., Longitude 27° 54′ 12″ E. and Latitude 40° 22′ 00″ N., Longitude 27° 59′ 30″ E.

DOCUMENTS:

7 copies Crew List.
2 copies Crew Declaration List.
2 copies Ship's Stores List.
4 copies Passenger List.
2 copies Transit Cargo Manifest.
3 copies Inward Cargo Manifest (1 copy must be legalised by Turkish Consulate at loading port. If no Consulate existing same to be certified by Local Customs Officer or the Chamber of Commerce.)

Special Regulations: Special regulations, copies of which should be obtained by vessels proceeding to Bandirma, are in force for anchoring, berthing alongside mole and for vessels carrying inflammable or explosive cargoes. Vessels required to give ETA to Harbour Authorities at least 24 hours in advance, also nationality, cargo and last port of call. Unless prevented by important reasons, Masters of all vessels must present their papers to Harbour Authorities within one hour of arrival.

PILOTAGE: Compulsory in the New Harbour and Bagfas/Iskur Wharf. It is compulsory to employ a pilot and tugs in and out of the harbour. Charges for such services are levied by TCDD (Turkish Railway Administration), as per compulsory zone pilotage, and tug tariff effective in Istanbul. One pilot boat of 2×385 h.p.

APPROACHES: Two long entrance channels lead from Bandirma B to the harbour.

ANCHORAGE: Good anchorage in roads about 370 m. off entrance t harbour in depths up to 12.8 m. There are also suitable anchorage within the breakwater area.

MAX. SIZE: Max. draft 12.0 m.

HEALTH: Arriving vessels are inspected at the Dardanelles and Istanbu (Bosphourus) No other inspections are required.

RADIO: Istanbul Radio – call sign TAH; Bandirma Radio – call sig TAA4; Tekirdag Radio – call sign TAA3.

VHF: Channels 16, 12, 13 and 14.

TUGS: 3 tugs available (up to 1,000 h.p.).

Vessels up to 500 g.r.t. do not require tugs. Vessels over 500 g.r. use one tug, and vessels over 3,000 g.r.t. use 2 tugs. Tugs are provide by the Port Administration.

BERTHING: The port is protected by 2 breakwaters, 1,000 m. an 500 m. long.

Berth No.	*Length* (m.)	*Depth* (m.)	*Remarks*
1	130	8.25	Passenger
2 – 3	284	10.00	General Cargo
4 – 5	324	10.00	General Cargo
6	130	10.00	General Cargo
7 – 8	379	10.00/12.00	Dry Bulk
9	203	10.00	Dry Bulk
10	100	10.00	Dry Bulk
11	190	10.00	Dry Bulk
12	182	10.00	Dry Bulk
13	80	10.00	Dry Bulk
14	180	8.25	Dry Bulk
15 – 16	270	4.00	
17 – 18	335	4.00	For vessels under 300 n.r.t.

Storage: Open storage area of 79,845 sq.m., and covered storage are of 7,000 sq.m. Grain silo: Capacity 20,000 tons.

Bagfas: Bagfas Fertilisers (Private Wharves):

Location: Bagfas Fertilisers Jetty is situated on Southern side of th Marmara Sea about 5 nautical miles from Bandirma. (Admiralty Cha No. 294).

Pilotage: The jetty is private but pilotage/tug boat/mooring boat servic are operated by TCDD (Turkish State Railways).

Anchorage: Port of Bagfas is an open port, but good anchorage in road a few cables off the entrance in depths up to 7 fathoms.

Accommodation: Bagfas have 2 jetties. Old jetty – length 125.6 m depths between 12.3 m. and 9.30 m. New jetty – length 125 m., dep 16.5 m. and 13.5 m.

NOTE: From jetty to each mooring dolphin 61 m.

Port Facilities: One moving crane available on the old jetty with 10 to lifting capacity which loads bulk cargoes into bunker which is connecte to conveyor belt with discharging capacity up to 3,000 tons daily.

Receiving capacity of products is 150/400 tonnes per hour.

Working hours 24 hours per day.

Jetties are used for discharging phosphates, sulphur in bulk, sulphur acid, phosphoric acid, ammonia, fertilisers in bulk and/or bagged an for loading sulphuric acid, phosphoric acid, bulk and/or bagged fertilise

Principal Imports: Bulk phosphate and sulphur, phosphoric aci sulphuric acid, ammonia, bulk and bagged fertilisers.

Principal Exports: Sulphuric acid, bulk and bagged fertilisers.

SPECIALISED CARGO HANDLING FACILITIES:

Containers: Handled by 25 ton shore crane.

Ro-Ro: Ramp available at Passenger Pier (Berth No. 1).

CRANES: There are 15 shore cranes with capacity 3 – 25 tons, 5 mob cranes with capacity 3 – 25 tons and 3 crawler mobile cranes.

Other equipment includes 14 forklifts with capacity 3 – 5 tons, 5 tow tractors, 3 loaders and 8 pneumatic loaders of 50 t.p.h. – 160 t.p.h.

STEVEDORES: *Working Hours:* Service is provided to vessels 24 hou a day. First shift 0800 hrs. – 1630 hrs., second shift 1630 hrs 0030 hrs., third shift 0030 hrs. – 0800 hrs.

Loading Rates: Ore loading capacity 800 tons/shift/gang. Bagged car loading 140 tons/shift/gang. Bulk cargo, 500 tons/hatch/shift. Work c be carried out day and night.

Principal Imports and Exports: Imports: Bulk phosphate and sulph phosphoric acid, ammonia, fertiliser.

Exports: Various ores and acids, marble, grain, canned foods, flo tomato paste and domestic appliances.

MEDICAL: State hospital and private hospital available.

FRESH WATER: Available at berths.

FUEL: Vessels at anchorage can be supplied with fuel. Fuel al available by truck.

With 48 hours notice Petrol Ofisi can supply marine fuels a lubricants (Mobil, Shell, Chevron and B.P.). Telex: 29048 Bunk Tel: (0216) 338 25 09, 337 36 86, 337 88 31, 336 06 36. Mailing addre Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

CONSULS: None.

REPAIRS: Minor repairs are possible.

OPENING/CLOSING HATCHES: May be opened or closed by sh crew, or by stevedores at extra charge.

CUSTOMS ALLOWANCES: 50 cigarettes for each man going asho On board the vessel each man may hold 200 cigarettes and a bottl spirits.

AIRPORT: Local airport not operational. Istanbul Airport 350 km.

TIME: GMT plus 2 hours.

HOLIDAYS: New Year's Day (commences 1200 hrs./December 31 National Sovereignty Day (April 23rd), Sports Day (May 19th), Vic Day (August 30th), October 29th, Sheker Bayram (3 days, movab Kurban Bayram (4 days, movable). However, the port is not working first days of Sheker Bayram and Kurban Bayram, during all other d work carried out.

POLICE/AMBULANCE/FIRE: Police Tel: 155. Fire Tel: 110. Hos (public) Tel: 0266-7142780. Hospital (private) Tel: 0266-7180625

IDENTIFICATION CARDS: Seamen's Book is sufficient.

GARBAGE DISPOSAL: Garbage collection service and equipment is available. This service is given at all berths.
WASTE OIL DISPOSAL: Collection service is available. An oily water separator system of 15,000 cu.m./year is also available.
CURRENCY: Turkish Lira (TL). U.S.$ 1.00 = 26.000 TL (April 1994).
GENERAL: *Security:* Port Security personnel ensure the security of the port 24 hours a day.
Weighing Facilities: There are 2 weighbridges up to 100 tons capacity (one for wagons and the other for trucks).
Weather: North winds prevail in the area and cause high seas. The breakwaters protect harbour from North and West winds.
AUTHORITY: General Directorate of Turkish State Railways (TCDD), Bandirma, Turkey. *Tel:* 0266-7187530, 7134966. *FAX:* 0266-7136011. *Contact:* I. Bulent Ozen, Port Director. Mr.Hasan Karakus, Port Manager. Ibrahim Yalkiri, Harbour Master (Tel: 0266-7181028).
AGENT: See "Istanbul".

BORUSAN: 40.25 N. 29.05 E. (See Plan)

LOCATION: Borusan Jetty is situated West of Gemlik in position Lat. 40° 25′ 03″ N., Long. 29° 05′ 21″ E., on East side of Marmara Sea, about 52 miles from Istanbul.
PORT LIMITS: East of 29° 04′ 00″ E., in Gemlik Bay.
DOCUMENTS:
Customs:
2 copies Crew List.
2 originals Crew Effects Declaration.
2 copies Stores List.
3 copies Cargo Manifest (Originals).
Immigration:
2 copies Crew List.
Seaman's Book.
Harbour Master:
2 copies Crew List.
Vessel's Certificates.
Last Port of Clearance.
Stevedoring Company:
Initial Cargo Plan.
Vessel's Particulars (Stevedores form).
Vessel's Requisition form for Garbage/Bilge Water Disposals (Stevedores form).
Cargo Gear Book.
PILOTAGE: Compulsory. Provided by Gemlik Pilots Association (Tel: 244-5136164), who are located at Gemlik Fishing Port.
24 hours notice before arrival should be given to Pilot through Agent. Pilot comes on board by pilot boat.
ANCHORAGES: If required, can be advised by Pilot. Vessels must be clear of white buoys lying from Long. 29° 09′ 02″ E. (EP) to West for approximately 750 m. in Gemlik Bay when anchoring.
RESTRICTIONS: Berthing in daylight and unberthing 24 hours.
Depths vary from 4.5 m. to 8.5 m. at Mudanya side and 5.00 m. to 9.00 m. at Gemlik side of pier.
MAX. SIZE: Max. LOA 165 m. due to draft restrictions (2 vessels can be berthed).
HEALTH: All arriving vessels are inspected at Dardanelles or Bosphorus and should have Sanitary Clearance.
RADIO: Port has no communications equipment. ETA messages to be routed to addressee via Istanbul Radio (Call sign "TAH"). At anchorage or when berthed on pier, telephone call is possible through Bandirma Coastal Radio Station by VHF Channel 16.
VHF: The calling channel for all stations is Channel 16. Pilots on Channels 16 and 14.
RADAR: Radar assistance is not available.
TUGS: 800 h.p. and 1×1,500 h.p.
Vessels 2,000 g.r.t. – 5,000 g.r.t. – 1 tug.
Vessels 5,000 g.r.t. – 25,000 g.r.t. – 2 tugs.
Vessels over 25,000 g.r.t. – 3 tugs.
BERTHING: The 170 m. jetty offers 2 berths alongside. Depth 4.5 m. – 9.0 m. Vessel may be loaded and discharged while moored stern to the open sea.
CRANES: 3 cranes with lifting capacities of 25 tons, 40 tons and 100 tons operating on the jetty. Mobile cranes available for hire.
BULK CARGO FACILITIES: Bulk cargo storage area is available for alloy type cargo, handling with bulldozers, buckets and grabs for discharging operation.
SPECIALISED CARGO HANDLING FACILITIES: General, bulk cargoes and steel products.
BRIDGES: None.
STEVEDORES: Performed by Bortrans Denizcilik Hizmetleri A.S., Gemlik, part of the Borusan Group.
Working 24 hours with 3 shifts a day.

1st Shift	0800 hrs. – 1600 hrs.
2nd Shift	1600 hrs. – 2400 hrs.
3rd Shift	0000 hrs. – 0800 hrs.

MEDICAL: Emergency hospital and dental facilities are available at Gemlik, approximately 10 km. from the Borusan plant.
Masters to inform Agent if any medical assistance is required in order to make adequate arrangements.
TANKERS: No facilities.
DENSITY: 1018 – 1019.
FRESH WATER: Available by trucks, capacity 6 or 10 tons.
FUEL: Available by trucks.
FIRE PRECAUTIONS: Factory fire brigade available.
CONSULS: None locally.
REPAIRS: Small repairs possible.
DRY DOCKS: None.
SURVEYORS: Marine surveyors representing Lloyd's, A.B.S., N.V., Turkish Lloyd's and Socotec Avrasia's representatives may be ordered from Istanbul with sufficient notice.
GANGWAY/DECK WATCHMAN: Vessel's accommodation ladder or gangway used. Watchmen are not necessary.
OPENING/CLOSING HATCHES: Opening and closing hatches is performed by ship's crew.
CUSTOMS ALLOWANCES: Each crew member is permitted 2 cartons cigarettes and 2 bottles of spirits. Excess is sealed by Customs Officers.
REPATRIATION: Can be arranged by vessel's Agent with necessary documents.
AIRPORT: Nearest airport at Bursa, approximately 32 km. from Borusan. There are daily flights to Istanbul (flight time 30 minutes).
TIME: In Summer, GMT plus 3 hours. In Winter, GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); National Sovereignty Day (23rd April); Sports and Youth Day (19th May); Victory Day (30th August); Proclamation of the Republic (29th October); Ramadan (3 days movable); The Moslem Festival of Sacrifices (4 days movable); Weekend holiday (Sunday only).
Please note: Ramadan holiday in 1995 is 3rd, 4th and 5th March, and Moslem Festival in 1995 is 10th, 11th, 12th, 13th and 14th May.
Official weekend holiday from 1700 hrs. on Friday to 0800 hrs. on Monday.
POLICE/AMBULANCE/FIRE: Police Tel: 055. Fire Department Tel: 110. Ambulance/Emergency Health Assistance Tel: 112.
TELEPHONES: Cannot be connected on board. A call-box is available on quay near Bortrans' office building.
BANKS: Only Turkish Banks at Gemlik.
Turkiye Is Bankasi. Tel: 5132455.
T.C.Ziraat Bankasi. Tel: 5130090 or 5130079.
Turkiye Halk Bankasi. Tel: 5131574 or 5132570.
Turkiye Vakiflar Bankasi. Tel: 5131242.
STORING: See "Prelims".
Vessels are loading and discharging from/to trucks.
Trucks can proceed alongside the berth, there is no obstruction or pier construction for free working of trucks and forklifts.
Forklifts can use jetty only for handling cargoes.
Customs regulation not in force regarding storing.
Local riggers are not employed to assist cargo handling. Only Bortrans (official stevedoring company) at Borusan Pier for all cargo handling operations.
SHIP SUPPLY SERVICE: None.
SHORE LEAVE: After completing Customs and Immigration formalities, crew members are allowed ashore.
IDENTIFICATION CARDS: Shore passes issued.
GARBAGE DISPOSAL: Available from stevedoring company.
WASTE OIL DISPOSAL: Available via stevedoring company, if requested through vessel's local Agent.
SEAMAN'S CLUBS: None.
CURRENCY: Turkish Lira (TL). U.S.$ 1.00 = 19,000 TL (2.3.94).
REGULATIONS: Swimming and walking around factory prohibited. Walking only permitted from vessel direct to main entrance of factory.
DELAYS: No delays at Borusan facilities, but bad weather conditions may cause delays.
GENERAL: Borusan Jetty, built in 1984, is located at the entrance of Gemlik Bay and Eastern part of Marmara Sea which is known as Cape Tuzla. Type of pier is reinforced concrete jetty and clear alongside distance is 170 m., width 15 m. Maximum depth at jetty changes from 4.5 m. to 8.5 m. Bottom is sandy and shelving.
Borusan Jetty has been operating since 1984 and about 200/250 Turkish and foreign flag vessels call at pier every year. The deadweight of vessels changes from 1,000 tons up to 10,000 tons and sometimes more than 10,000 tons, depending on arrival draft and cargo quantity on vessel.
Port loads and discharges about 500,000 tons per year, especially steel products.
DEVELOPMENTS: Dredging operations to increase depth of water around pier is scheduled for 1994.
AUTHORITY: Bortrans Denizcilik Hizmetleri A.S., Hisar Mahallesi, Gemsaz Mevkii, 16600 Gemlik/Bursa, Turkey. *Tel:* (224) 5248630, 5248631. *Telex:* 32498 Bsaa Tr. *FAX:* (224) 5248633. *Contact:* Captain Bugrahan Hanagasioglu, General Manager. Captain Erdogan Koseoglu, Chartering Department.

BOTAS (CEYHAN) PORT, including Delta Terminal, Aygaz Terminal, Toros Terminal, Botas Terminal and Dortyol Terminal: 36.53 N. 35.56 E. (See Plan)

(A) BOTAS (CEYHAN) TERMINAL.
(B) TOROS GUBRE.
(C) DELTA TERMINAL.
(D) AYGAZ TERMINAL.
(E) DORTYOL BOTAS TERMINAL.
(F) BAYRAKTAR TERMINAL.

(A) BOTAS (CEYHAN) TERMINAL

PORT LIMITS: The Botas (Ceyhan) Harbour is operated under the Authority of Botas Harbour Master's Office and the harbour area is the sea area North of a line between:

(1) 36° 36′ 00″ N., 35° 47′ 42″ E. (Yumurtalik Lighthouse).
(2) 36° 49′ 06″ N., 36° 10′ 06″ E. (mouth of brook "Deli Cay").

"Botas Terminal", "Toros Terminal", "Delta Terminal", "Dortyol Terminal" and "Aygaz Terminal" are in Botas Port Limits.

Pilotage is compulsory for mooring and unmooring by day or night according to regulations of Botas (Ceyhan) Port, which is in force within Botas Port Limit.

DOCUMENTS:

7 Crew Lists.
7 Passenger Lists.
2 Stores Lists.
2 Crew Declaration Lists.
1 Free Pratique.
Last Port Clearance.

Agent has to take the Certificates to the Port Authority at Botas.

PILOTAGE: Pilotage is compulsory for mooring and unmooring. Pilot will meet the ships 2 miles South from the end of the jetty in the anchorage zone.

It is requested that pilot ladder be of an approved pattern and securely rigged.

After the ship has berthed, the Pilot / Loading Master stays on the ship and requires a separate cabin.

ANCHORAGES: There are 2 "Tanker Anchorage Zones" near the terminals.

Tanker Anchorage Zone (I):

Point (a1) 36° 53′ 02″ N., 36° 00′ 00″ E.
" (b1) 36° 49′ 30″ N., 35° 57′ 04″ E.
" (c1) 36° 49′ 00″ N., 35° 59′ 40″ E.
" (d1) 36° 52′ 36″ N., 36° 02′ 05″ E.

Tanker Anchorage Zone (II):

Point (a2) 36° 51′ 50″ N., 36° 04′ 50″ E.
" (b2) 36° 50′ 00″ N., 36° 05′ 05″ E.
" (c2) 36° 50′ 00″ N., 36° 06′ 52″ E.
" (d2) 36° 51′ 50″ N., 36° 06′ 20″ E.

There are 2 "Prohibited Anchorage Zones".

Prohibited Anchorage Zone(I)

Point (A1) 36° 52′ 12″ N., 35° 55′ 07″ E.
" (B1) 36° 50′ 30″ N., 35° 56′ 05″ E.
" (C1) 36° 51′ 30″ N., 35° 58′ 30″ E.
" (D1) 36° 52′ 25″ N., 35° 58′ 52″ E.
" (E1) 36° 54′ 28″ N., 36° 00′ 48″ E.
" (F1) 36° 55′ 50″ N., 36° 00′ 22″ E.

Prohibited Anchorage Zone (II):

Point (A2) 36° 52′ 24″ N., 36° 07′ 48″ E.
" (B2) 36° 51′ 36″ N., 36° 06′ 30″ E.
" (C2) 36° 49′ 45″ N., 36° 07′ 00″ E.
" (D2) 36° 49′ 48″ N., 36° 10′ 00″ E.

NOTE: There are two shallow water buoys (Fl. 3 ev. 15 sec.) in position 36° 57′ 56″ N., 35° 55′ 39″ E. and 36° 52′ 12″ N., 35° 55′ 52″ E.

RESTRICTIONS: Berthing and unberthing possible at any time day or night, weather conditions permitting. However, vessels over 100,000 d.w.t. are not allowed to berth at Berth No. 4 after sunset.

MAX. SIZE: 300,000 tonnes d.w.t. at outer berths and 150,000 tonnes d.w.t. at inner berths. Maximum displacement is 150,000 tons.

If vessel over 300,00 d.w.t. but under 150,000 tons displacement, vessel could berth at Berth No. 1 during daylight hours, at the discretion of the District Manager of BOTAS and the Marine Department after taking into account LOA, draft, freeboard and weather conditions.

There is no limitation on displacement at Berth No. 2.

Also see "Berthing".

RADIO: It is essential that tankers bound for the Botas Terminal communicate with their Agent with at least 72 hrs., 48 hrs. and 24 hrs. before arrival and state ETA, cargo required, maximum loading rate, S.W.L. of derrick, manifold measurements and quantity of ballast on board, time required for deballasting and whether vessel is gas-free. Vessel should request Agent to forward the information to Botas.

VHF: Botas Terminal Shore Control on VHF Channels 16 and 22.

Arriving vessels should make contact at least 4 hours before arrival at the anchorage in order to avoid delays.

Channels 16 and 22 always watched.

Terminal uses Channels 10, 11 and 12 for cargo handling and manoeuvring. Channel 11 is for manoeuvring and Channels 10 and 12 are for jetty operations and not to be used for other purposes.

When the ship makes contact with Botas, the following information to be given to the Iraqi representative:

Ship's name, nationality, deadweight, cargo required, loading rate required, dirty, clean and permanent ballast quantity and deballasting time.

Iskenderun Radio on Channel 16 for connection with telephone numbers ashore.

RADAR: There is no port Control Radar. The approach from the SW South can be made without difficulty as the coast line provides ve good fixes.

TUGS: There are 7 tugs available to assist in berthing and unberthin 3×2,600 h.p., 2×3,200 h.p. and 2×1,200 h.p. The tugs are provide with fire fighting equipment.

For vessels of 1,000 g.r.t. up to 4,000 g.r.t., which are berthin unberthing at the jetty, it is compulsory to take at least 1 tug, 2 tugs vessels from 4,001 g.r.t. up to 50,000 g.r.t., 3 tugs for vessels fro 50,001 g.r.t. and over.

Depending on weather and having regard for safety condition additional tugs may be assigned by Botas or Port Master's Office requested by vessel.

BERTHING: Four loading berths available. Vessels berth with bo seaward (starboard side alongside at No. 1 and No. 3, and port sid alongside at No. 2 and No. 4):

Berth No.	*Max. size* d.w.t.	*Depth Alongside* (m.)	*Max. Draft* (m.)	*Max. LOA* (m.)
1 (Outer East)	300,000	23.00	21.60	355
2 (Outer West)	300,000	23.00	21.60	355
3 (Inner East)	150,000	18.00	16.70	300
4 (Inner West)	150,000	18.00	16.70	300

Freeboard:	*Maximum*	*Minimum*
Berths No. 1 and 2:	22.0 m.	2.50 m.
Berths No. 3 and 4:	20.0 m.	2.00 m.

Moorings: (All wires to have synthetic tails of 15 m. – 20 m. length).

Forward	Aft
4 Headlines	4 Sternlines
3 Breastlines	3 Breastlines
2 Springs	2 Springs
1 Towing Wire	1 Towing Wire

LOADING:

Berth No.	*Max. Loading* Rate cu.m.p.h	*Loading Arms*	*Ballast Arms*
1	15,000	4×20 in.	20 in.
2	15,000	4×20 in.	20 in.
3	8,500	4×16 in.	16 in.
4	8,500	4×16 in.	16 in.

Two grades of oil are loaded in BOTAS:

(1) Kirkuk Blend Crude Oil (API 36.95-35.98 and temperature 80°F 105°F.).

(2) Basrah Light Crude Oil (API 34.97-33.05 and temperature 80°F 105°F.).

Maximum loading rates are dependent upon availability of loadi lines on the ship.

Pilot / Loading Master is the adviser for all mooring, unmooring, carg operations and communications with shore, etc.

Derricks and Cranes: Derricks and cranes S.W.L. of 0.75 tonnes a recommended.

Loading Operations and Shore Communication: Ship's tanks a inspected by Loading Master and passed as suitable for loading.

Responsible ship's officer must certify to the Loading Master that ship's valves are closed or blanked except those required for loadi and water circulation purposes, and that these Rules and Regulatio are being and will be observed.

The Loading Master will not transmit any loading instructions to t shore until the responsible ship's officer is satisfied that the hoses a connected correctly and that all valves have been set for receiving carg

Loading rates requested by the vessel or quoted by the Terminal w be the peak or maximum rate at any time during the loading period.

The Loading Master will advise the Master of the ship as to sho communication and any signal needed for local requirements.

Ship's crew with an officer in charge will assist in all operations advised by the Loading Master. This includes lifting, connecti disconnecting, lowering of hoses and tending moorings.

Lighting: Manifold and mooring areas should be adequately lit to ena night mooring and loading operations to be carried out with safety. S area around the ship to be illuminated.

Notice of Readiness: Notice of Readiness will be received by t Loading Master. It should be tendered at the time of anchoring or Pi boarding. Lay time will commence 6 hours after receipt of Notice Readiness. Notice of Readiness to be addressed "S.O.M. Representative, Botas Terminal – Ceyhan".

Deck Watch: A responsible ship's officer shall be on watch on board a point near the ship's tanks which are receiving oil during the proce of loading and NOTICE IS HEREBY GIVEN that the Loading Mas has received instructions to stop loading immediately this rule disregarded.

Capable members of the ship's crew shall be stationed by the shi tank valves which are receiving oil during the process of loading.

All pipelines and hoses shall, while rigged for loading crude oil, directly and continuously under supervision. No crude oil shall allowed to escape or overflow.

DENSITY: 1027.

BALLAST: Max. ballast discharge rate 5,000 cu.m.p.h.

Shore ballast tanks capacity – 65,000 cu.m.

Vessels should arrive with sufficient ballast for safe handling of vess under prevailing weather conditions.

Vessels shall not discharge into the waters of the port any part of t content of their cargo, slop, or ballast tanks or bilges which is liable pollute these waters. If the vessel is sure that ballast is extremely cle it is permissible to deballast to sea, but in case of pollution, fine is hea Masters of tankers will be held responsible in cases of wrong declara of clean or dirty ballast. Deballasting during loading (simultaneou especially in Winter season is preferable for safety.

Ballast water must be declared and signed by the Master a delivered to the Terminal to this effect. Vessel's scuppers must effectively plugged and leakage or spillage of oil aboard ship must be swept or washed overboard.

It is an offence to discharge dirty ballast or pump out bilges.

MEDICAL: Master to inform Agent by cable if urgent medical assistance is required upon arrival, also indicating, if possible, seriousness of case in order that adequate steps may be taken. Hospital and doctor are available at Ceyhan 25 km., Adana 75 km., and Iskenderun 65 km., distance from Botas (Ceyhan) Terminal.

FRESH WATER: Available at jetty. Rate 25 t.p.h. Arrangements to be made through Agent.

FUEL: Not available alongside.

With 24 hours notice Anadolu A.S. – Istanbul, can supply marine fuels in Iskenderun Bay by branch of Anadolu A.S. Tel: 1515873 (7 lines). Telex: 38018-38019. Fax: 1437072.

With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron & B.P.). Telex: 29048 Bunk Tr. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

CONSULS: At Iskenderun.

REPAIRS: Not possible.

SURVEYORS: There are no Classification Societies at the port.

GANGWAY/DECK WATCHMEN: There is no watchmen service.

CERTIFICATES: Load Line, Ship Safety Construction, Safety Radio, Safety Equipment Certificate, Certificate of Registry, Oil Pollution Insurance, Tonnage, Machinery class and minimum manning documents.

CUSTOMS ALLOWANCES: 40 cigarettes for each crew member going ashore. On board the vessel each crew member may hold 200 cigarettes and 1 open bottle wine/spirits out of bond.

AIRPORT: Adana Airport, served only by domestic lines with routes to Istanbul and Ankara. Airport is situated 75 km, from Botas (Ceyhan) Terminal. Twice daily service to international airport at Istanbul.

TIME: GMT plus 2 hours. GMT plus 3 hours in Summer.

HOLIDAYS: New Year's Day (January 1st); Sports Day, (May 19th); Victory Day, (August 30th); National Holiday from October 28th (1200 hrs.) to October 29th (2400 hrs.); Shakear Bairam (3.5 days, movable); Kurban Bairam (4.5 days, movable).

The terminal works all year round.

POLICE/AMBULANCE/FIRE: All information given after berthing.

TELEPHONES: Cannot be connected on board.

SERVICES: Daily garbage service available to vessels alongside and at anchor.

SHORE LEAVE: Crew permitted to go ashore with shore passes and Seaman's Book.

It is forbidden to walk on jetty and in terminal area. A vehicle is obtained by Botas for the needs (transportation) of ship's personnel on jetty. The vehicle goes only to the gates.

IDENTIFICATION CARDS: Seaman's Book is sufficient.

REGULATIONS: In addition to Harbour Regulations all ship Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.

GENERAL: The main engines of all vessels while at the berth shall be kept ready for immediate use. Deck power (steam) is to be maintained at all times and water pressure shall be maintained on the fire fighting system.

Repairs which may prevent the working of the vessel's main engines may only be undertaken in the Port with the written permission of Botas Representative.

The Master shall at all times retain on board sufficient crew to work the vessel.

No craft, other than one having on board the Pilot or Port Health Officer, may approach any vessel entering the Port and no other person may board until Free Pratique has been granted.

Whistle or siren to be available at all times.

Boarding of Vessel: The control of persons boarding vessel is the ship's responsibility. Boarding should be restricted to Botas employees on duty and to persons authorised by the Port Authorities as advised by vessel's Agent.

Stores/Provisions: Vessels may store at the anchorage or while vessel is at the berth with permission from Botas Authority.

Tanker Safety: Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.

I.O.T.T.S.G. Safety Check List: The tanker safety check list must be completed after inspection of each item prior to commencement of and during loading. The Loading Master is authorised to stop all loading operations should he consider that the safety of lives and property is endangered by the infringement of safety rules.

Signals: The following signals must be shown when vessel is in the Port.

By day: Flag "B" of the International Code of Signals. At night: 1 clear red light visible all around.

Fire Fighting Equipment: Vessels must be adequately manned for fire-fighting and vacating the berth in case of an emergency.

The following fire-fighting precautions must be taken.

(a) Fire hoses must be run out fore and aft or monitors ready for use.
(b) Fire-mains must be under pressure.
(c) 1 dry chemical extinguisher must be stationed on either side of the ship's manifold.

Fire Fighting Equipment on each Loading Berth: Equipment is provided for fire fighting on the platforms or exposure protection for the platforms, and the tankers being loaded as follows;

(a) 2 elevated foam/water monitors are mounted on each access tower on the platform capable of delivering 3,550 l.p.m. (800 g.p.m.) of water or foam solution, and has a throw of 60 m. Each monitor is remote controlled from the control room and has flexibility of full horizontal rotation and vertical reflection.
(b) 2 deck level manual water spray monitors of 450 l.p.m. and 2 foam branch pipes of a capacity of 450 l.p.m. of foam delivery used to extinguish fires on the manifolds.
(c) A number of portable dry chemical and CO_2 extinguishers are located in various locations.
(d) There are numerous foam pourers and water spray facilities located under the deck for water surface foam blanketing and fire smothering.
(e) Water curtain facilities are provided on the loading towers to prevent fire spread to and from the berths.

Action in Case of Emergency: In the event of a fire, oil spillage or other emergency on the vessel.

Emergency and Fire Signal: One or more blasts of the ship's whistle, each blast of not less than 10 seconds duration supplemented by a continuous sounding of general alarm system.

SHIPMASTER'S REPORT: December 1980.
Botas and Toros Gubre Piers:

Approach: Situated in the Gulf of Iskenderun on the N.W. corner of the Gulf. The oil pier, which is the outlet from the "Kirkuk" oilfield in Iraq, is about 5 miles below the head of the Gulf on the Northern shore with the fertiliser pier 2 miles from the Gulf head.

The approach from the S.W. (Mersin direction) or South (Suez Canal) can be made without difficulty as the coast line provides very good fixes.

The lights marked on the piers do not exist. The oil pier light has been broken for six months and the Pilots say it will probably never be fixed, also the fertiliser pier light is not connected to the supply. The oil pier is visible at 24 miles (radar) and is well lighted at night by arc lamps. Generally there are a few anchored tankers lying off.

BA. 2632 is at present the only British chart available. There is a Turkish chart 334 which is considerably better.

VHF: The Fertiliser Pier has no VHF.

Botas Oil Pier uses Channels 16, 10, 24 (Duplex).

Channel 24 is used for intercommunication between various installations for transfer of figures. It can also be used to plug into the general telephone system to talk to the Toros Fertiliser Pier.

Call "Botas Terminal", 24 hour watch. In the early hours of morning no English spoken.

Anchorage: Toros Fertiliser: 1.0 – 1.5 miles S.E. of pier. Good holding.

Botas Oil Terminal: 1.5 – 2 miles S.E. of pier.

Both open to S.W. winds.

Pilot: Botas Pilot serves both terminals. Priority given to Botas.

A total of 6 Pilots are on 24 hour call.

Pilots board in anchorage area from black hulled and brown superstructure launch of about 10 knots.

They will also travel by car to Toros Berth in about 15 minutes.

Berthing: Botas: 24 hours a day with wind speeds up to 25 knots.

Toros: Wind speeds up to 15 knots and then only if good forecast.

No berthing from 1 hour before sunset to sunrise. Unberthing throughout 24 hours.

Tugs: Botas fire fighting tugs on 24 hour stand-by, 4 available.

Kort nozzles: 3 of 2,600 h.p. and 1 of 1,600 h.p.

When berthing, push with bow line onboard. When unberthing, use ship's line which is doubled up.

Botas:	300,000 d.w.t. – 4 tugs
	150,000 d.w.t. – 3 tugs
Toros:	– 1 or 2 tugs

Pilot reports that they will operate with wind speeds up to 35 knots with large swell to take vessels off piers. Botas Terminal has priority.

Botas Berths: Nos. 1 and 2 at outer end of pier, No. 1 (East) and No. 2 (West), depths 27 m., loading rate up to 20,000 cu.m.p.h.

Nos. 3 and 4 at inner end of pier, No. 3 (East) and No. 4 (West), depths 18 – 19 m., loading rate up to 10,000 cu.m.p.h.

Weather: By observations and Pilots advice a low pressure to the North causes a large S.W. swell which coupled with a S.W. wind makes the Toros berth very dangerous.

N.W. winds up to Force 6 cause no real problems as the berth is in the shelter of the hills and the swell is not apparent. With N.W. winds on the Botas berth, the Pilot says it can cause problems due to the berth not having much shelter.

During the Summer months, often strong S.W. winds are common between 1100 hrs. to 1500 hrs. each day, which in the Pilot's opinion could make the Toros berth untenable.

Forecast: The local television gives a weather report. Rome Nato, if on time, is the only area forecast in English. Watch the barometer.

Toros Berths: Discharge only at present.

Berth head out. Bulk – Port side to on West side. Liquid – Starboard side to on East side.

Extends about 0.5 miles from shore, the berthing section lying in a 194° – 014° direction. Liquid side in position 36° 54.60′ N., 35° 59.04′ E.

Both berths designed for max. of 30,000 d.w.t.

Bulk berth has 5 tonne grab crane. Liquid side Chicksan.

Depths each berth minimum 12.5 m.

Mooring/Fenders: Toros: This can be a problem, and is dependent on length of vessel, particularly aft as the mooring dolphins do not go far enough astern.

As far as possible a 4, 2, 3 arrangement is required. With a swell, expect to part moorings, we parted six lines. Two good mooring boats from Botas Terminal used.

Fenders are 4 large flat plastic/steel faces on sprung rubber compresses. Unfortunately for a long vessel they are set too close together and need to be another 10 m. in each direction to give good coverage.

Jetty Dimensions/Gangways: Toros: Liquid side: Jetty face is 18 m. long and 9 m. above MLW.

Bulk side: 120 m. face and 7.5 m. above MLW.

For gangway purposes this means that on the bulk side the gangway can be used as long as the ship is not small.

On the liquid side a straight "B.O.T." type gangway will be necessary to land on the small pipe platform.

Discharge: Toros: Bulk side: 5 tonne capacity travelling grab crane which discharges into conveyor belt to the plant.

3 shifts of 8 hours worked, total 24 hours.

Liquid Ammonia: 6 in. Chicksan into 6 in. main line and 2 in. cooling line. Connection 6 in. 150 ASA – spool piece 12 in. – 6 in. provided. Shore labour connects/disconnects.

Sulphuric Acid: Connection on jetty of 10 in. 300 ASA.

Phosphoric Acid: Connection on jetty of 8 in. 150 ASA.

Lines South to North: Ammonia, Sulphuric Acid, Phosphoric Acid.

Ammonia is discharged into a refrigerated tank of 7,332 cu.m. equal to about 5,000 tonnes at a rate of 140 t.p.h.

The 6 in. loading line cascades into the top of the tank NOT bottom, therefore pressure problems can result.

Tank served by two Malcon compressors and usual condensers.

Sulphuric Acid tank is 3,420 cu.m.

Phosphoric Acid tanks (2) total 8,500 cu.m.

Air draft Ammonia – about 18 m. maximum.

Air draft Acids length of ship's hoses.

It is proposed to import about 10,000 tonnes Ammonia per month and 12,000 tonnes Phosphoric Acid per month, plus small quantities Sulphuric Acid.

Bulk commodities are Urea and Potassium Chloride.

Water: From metered pipe at about 10 t.p.h. Water hard but potable. Price $3.97 per tonne. Pipe on liquid platform. Ship's hoses.

Agent: Agent comes from Iskenderun about 30 miles away.

Communications: At the time of our visit to Toros Gubre there were no telephones. The nearest centre is the Botas Oil Terminal about 3 miles away.

Chandler: From Iskenderun, very good, low prices, obliging.

Local produce, vegetables, salads and fruit which is wide ranging in Spring. End of Summer, August and September not so good.

All in kg. Stores alongside, chandler provides labour.

December 1980: Vegetables $1 kg., fruit $2 kg., salad $1.50 kg., cheese (good) $3.00 kg. in tins of 25 kg.

To be paid for in cash drawn from Agent.

N.O.R.: Tendered in usual manner on anchoring, accepted at that time unless weather prevents berthing.

Customs: For Botas Terminal, reside in complex.

For Toros Terminal, Customs come from Iskenderun with Agent, which results in delay when clearing vessel outwards on completion.

Two Customs Officials reside on board – cabin required.

Money: If vessel coasting around Turkish ports money drawn at one Agency can not be deposited at another Agency in final port unless Customs clearance given from original port.

Personnel Changes: Nearest airport in Turkey is at Andana about 1 hour from Ceyhan Berths, but if waiting for ship have to stay in Iskenderun about 2 hours from airport.

Personnel travelling are advised to have Istanbul Agent's Office and home telephone numbers.

The Agent says it is easier to fly direct to Damascus about 3 hours taxi ride from Iskenderun but he cannot meet personnel and clearance at Syrian border has to be done on one's own.

Note: (December 1980): It is not expected that the plant will be in full production until mid-1981, the pier being used for material imports and production going to a wide area of S.E. Turkey and Iraq.

SHIPMASTER'S REPORT: April 1988.

Documents: Agent requires the following:

Load Line Certificate.

Safety Equipment Certificate.

Safety Construction Certificate.

Safety Radio Certificate.

Classification Certificate.

Tonnage Certificate.

Restrictions: Unberthing any time.

Berthing at Berths No. 1, 2 and 3 at any time.

Berthing at Berth No. 4 during daylight hours only.

SHIPMASTER'S REPORT: June 1989.

Tugs: Vessels over 50,000 d.w.t. require 3 tugs. A ship's messenger is required for taking tugs lines.

On departure tugs will take ship's ropes.

Berthing: Vessels normally berth with the bow to seaward. Vessel moored with 4 head/stern lines, 3 breast lines and 2 springs fore and aft. The order for sending lines away depends on the pilot, who remains onboard and acts as Loading Master.

Loading: At Berths No. 1 and 2, which are for VLCC's, the minimum loading rate is 3,750 t.p.h.

Gangway: Shore gangways are provided at all four berths.

Shore Leave: Not normally possible from 1700 hrs. – 0900 hrs.

AUTHORITY: Botas Petroleum Pipeline Corporation, P.O.Box 73, 01944 Ceyhan-Adana-Turkey. *Tel:* 6135859. *Telex:* 63838 Btas Tr. *FAX:* 6131657. *Cables:* Botas-Ceyhan-Adana. *Contact:* Esat Can, District Manager. Captain Ali Meral, Manager-Marine Department.

AGENT: See "Iskenderun".

(B) TOROS GUBRE

LOCATION: Lat. 36° 55′ 06″ N., Long. 35° 58′ 54″ E..

PORT LIMITS: Toros Gubre is in the Botas (Ceyhan) port limits.

DOCUMENTS: Similar to Botas (Ceyhan) Terminal.

PILOTAGE: Similar to Botas (Ceyhan) Terminal, but there are no Loading Master's services.

ANCHORAGE: See "Botas (Ceyhan)" port plan.

RESTRICTIONS: Berthing possible by day and unberthing possible at any time.

MAX. SIZE: There are 2 jettys in the Toros Gubre. First is the old jetty and max. size is 30,000 d.w.t. The new jetty has a max. size of 100,000 d.w.t. and is completed. Also see "Berthing".

RADIO: See "Botas (Ceyhan)" Terminal.

VHF: Always standing by on Channel 16.

RADAR: There is no port control radar.

TUGS: Botas (Ceyhan) Terminal's tugs are used.

BERTHING: There are 2 loading berths available on the old jetty.

Berth	*Max. d.w.t.* tonnes	*Max. LOA* (m.)	*Depth Alongside* (m.)	*Max. Dr* (m.)
East Side (Cargo ships and tankers)	30,000	175	12-14	10-12
West Side (For tankers only)	30,000	214	12-14	10.50

Six loading berths will be available on the new jetty. See "Plan".

BALLAST: There is one ballast tank with a capacity of 5,000 cu.m., b not always in use.

MEDICAL: See "Botas (Ceyhan)" Terminal.

DENSITY: Salinity 39 p.p.m.

FRESH WATER: Available at jetty.

FUEL: Not available.

SURVEYORS: There are no classification societies at the Terminal.

GANGWAY/DECK WATCHMAN: There are no watchman services.

CUSTOMS ALLOWANCES: Same as Botas (Ceyhan) Terminal.

AIRPORT: Adana Airport is 82 km. from Toros Gubre.

TIME: GMT plus 2 hours. (Summertime is GMT plus 3 hours.)

HOLIDAYS: Similar to Botas (Ceyhan) Terminal.

POLICE/AMBULANCE/FIRE: All information given after berthing.

TELEPHONES: It is possible to make calls via Iskenderun Radio Statio

SHORE LEAVE: See "Botas (Ceyhan)" Terminal.

IDENTIFICATION CARDS: Seaman's Book is sufficient.

REGULATIONS: All information given after berthing.

DEVELOPMENTS: See "Berthing".

GENERAL: See "Section A" – Shipmaster's Report – dated Decemb 1980.

OPERATOR: Toros Gubre ve Kimya Endustrisi A.S., P.K. 83 0192 Ceyhan-Adana, Turkey. *Tel:* 7321-5001 (4 lines). *Telex:* 63840 Tors T

AGENT: See "Iskenderun".

(C) DELTA TERMINAL: (Dortyol/Yesil).

LOCATION: Lat. 36° 51.05′ N., Long. 36° 09.18′ E.

PORT LIMITS: The Delta Terminal is operated under the authority Botas Harbour Master's Office, where the mooring/unmoorin operations are under the monopoly of Botas (Ceyhan) Terminal.

DOCUMENTS:

7 copies Crew List.

2 copies Stores List.

2 copies Crew Declaration.

1 copy Free Pratique.

Last Port Clearance.

Load Line, Safety Construction, Safety Radio, Safety Equipment a Class Certificates.

Agent has to take the last five certificates to the Harbour Master.

Clearance: For clearance on arrival, the vessel has to call at Iskende first. However, depending on the weather conditions and availability clearance team, the Agent may arrange berthing at Delta Terminal a then arrange clearance. This is why Masters are advised to contact t agent 3 – 4 hours prior to arrival in order to get the final instructions mooring.

Free Pratique is not granted by radio as it might be in some countri but after boarding of the Sanitary Officer.

PILOTAGE: Pilotage is compulsory for mooring and unmooring. Pi will be taken from Botas Terminal. It is requested that the pilot ladd be of an approved pattern and securely rigged.

ANCHORAGE: In the event of berth not being available on arrival, a after the clearance, the vessel is to anchor in the anchorage zone Botas Terminal (1 mile off Botas Terminal).

RESTRICTIONS: Mooring is carried out during daylight only. Unmoorin is carried out around the clock.

Terminal does not accept any vessel not consigned for agency to

Ets. A. Boutros and Fils,
Ataturk Blvd., Unsal Bldg., 1st Floor,
31200 Iskenderun.
Telex: 68123 sail tr/68131 sail tr/68214 imoc tr/68202 eeb tr/ 68203 bson tr.
Telephone: (90) (881) 15170.
Telefax: (90) (881) 12036.
Cables: Boutros – Iskenderun.

MAX. SIZE: The Terminal accepts vessels up to 40,000 d.w.t. or 220 LOA. For vessels over these sizes, special acceptance can be gran depending on the cargo, season, etc.

Depth is 12.6 m. at low tide.

RADIO: It is essential that tankers bound for Delta Termi communicate with the agent at least 72 hours, 48 hours and 24 hou before arrival and state:

ETA.

Quantity of cargo required.

Max. loading rate.

Number and diameter of manifolds.

S.W.L. of derricks.

Quantity of ballast on board and time required for deballasting.

Whether the vessel is gas free or not.

Max. draft after loading.

VHF: Delta Terminal and the agent monitor Channel 16. Masters sho contact the agent 3 – 4 hours prior to arrival in order to get fi instructions for mooring. Once the vessel is moored, operations chan is agreed between the vessel and terminal.

RADAR: There is a Gulf Control Radar at the entrance of the Gulf of Iskenderun, however it is not always on watch. From time to time Control may call a vessel entering or leaving the Gulf, on Channel 16, to ask some questions. The approach to or leaving the Gulf can be made without difficulty as the coast line provides very good fixes.

TUGS: Tugs are supplied by Botas Terminal at the discretion of the Master and Pilot. Generally one tug is used for mooring and unmooring. Botas Terminal has 3 tugs of 2,600 h.p. and 1 tug of 1,200 h.p.

BERTHING: There are 4 berths. Each berth consists of 3 buoys (one portside ahead and 2 aft):

Outer Berth: For clean products only.

Inner Berth: For dirty and clean products. (See "Operator's Report" dated April 1988).

Bunker Berth: For vessels up to 5,000 d.w.t., for dirty products and LPG.

LOADING:

Clean products: 2×8 in. hoses, 1,200 t.p.h.

Dirty products: 2×10 in. hoses, 2,000 t.p.h.

All ship's valves should be closed or blanked, except those required for loading and water circulation purposes.

Ship's crew with an officer in charge will assist in all operations, as advised by the terminal representative. This includes lifting, connecting, disconnecting, lowering of hoses and tending moorings.

Max. loading rate is requested by Master.

Cranes: No cranes available, vessels are required to use their own equipment.

Lighting: Manifolds should be lit to enable night loading operations to be carried out with safety. Sea area around the ship is to be illuminated.

Notice of Readiness: Notice of Readiness should be tendered at the time of arrival, it will be received by the terminal representative after mooring.

Deck Watch: A responsible ship's officer shall be on watch at the point near the ship's tanks which are receiving cargo during the process of loading, with a Loading Master from the terminal.

Capable members of the ship's crew shall be stationed by the ship's tank valves which are receiving oil, during process of loading.

BALLAST: There are no dirty ballast facilities. The vessel must arrive with clean ballast.

MEDICAL: Master to inform agent by cable or telex if urgent medical assistance is required upon arrival, indicating if possible, seriousness of case in order that adequate steps may be taken.

Hospital and doctor are available at Dortyol 10 km., Iskenderun 40 km. and Adana 100 km. distance from the terminal.

DENSITY: Salinity about 39 p.p.m.

FRESH WATER: Fresh water is not available. Tankers to be supplied with fresh water are to call at Iskenderun before or after loading. Fresh water is supplied by the state-owned port company at Iskenderun, by means of a 200 ton capacity barge. The price is U.S.$4.00 per 1,000 kg., including 'petties'. Fresh water is supplied on a round the clock basis. There is an additional charge of U.S.$50.00/100.00 for fresh water supplied between midnight and daybreak. A minimum charge is made for 20 tons.

Arrangements to be made through Agent.

CONSULS: Consuls for Norway, Spain, Germany, U.K., France, Netherlands, Greece and Italy are located in Iskenderun.

REPAIRS: Most radar/radio and engine repairs can be carried out.

SURVEYORS:

SGS. Tel: (90) (881) 11072.
Marine Survey Bureau. Tel: (90) (881) 18729 – 19751.
Atlantic. Tel: (90) (881) 21479.

GANGWAY/DECK WATCHMEN: There is no watchmen service.

CUSTOMS ALLOWANCES: 40 cigarettes for each crew member going ashore. On board the vessel each crew member may hold 200 cigarettes and 1 open bottle wine/spirits out of bond.

AIRPORT: Adana Airport, served only by domestic lines, with routes to Istanbul and Ankara. Airport is situated 100 km. from Delta Terminal. Twice daily services to Istanbul and Ankara for international connections.

TIME: LMT is GMT plus 2 hours in Winter time and GMT plus 3 hours in Summer time.

HOLIDAYS: New Year's Day, 31st December (noon) and 1st January; Commemoration of Ataturk & Children's Holiday, 23rd April; Youth and Sports Day, 19th May; Seker Bayrami (3.5 days), changeable – after Ramadan feast; Kurban Bayrami (4.5 days), changeable – Festival of Sacrifice; Victory Day, 30th August; Independence Day, 28th October (noon) and 29th October.

POLICE/AMBULANCE: Can be contacted through the local agent (Boutros).

TELEPHONES: Cannot be connected on board.

SHORE LEAVE: Crew permitted to go ashore with shore passes which can be arranged through the local agent.

IDENTIFICATION CARDS: Seaman's Book is sufficient for shore leave. Embarking or disembarking crew members must hold a valid Passport (and depending on citizenship, a visa).

SAFETY: *Tanker Safety:* Masters are at all times responsible for the application of all safety precautions. One boat of the terminal is at all times alongside the vessel for safety.

Safety Check List: The tanker Safety Check List must be completed after inspection of each item, prior to commencement of loading. The berth operator is authorised to stop all loading operations should he consider safety and property to be endangered.

Signals: The following signals must be shown when vessel is in port.

By day: Flag "B" of the International Code of Signals. At night: 1 clear red light visible all around.

Fire Fighting Equipment: Vessels must be adequately manned for fire fighting and vacating the berth in case of emergency.

The following fire-fighting precautions must be taken.

(a) Fire hoses must be run out fore and aft or monitors be ready.
(b) Fire mains must be under pressure.
(c) 1 dry chemical extinguisher must be stationed on either side of the ship's manifold.

Fire Fighting Equipment at Buoys: One boat available alongside the vessel for fire-fighting when vessel is loading.

Action in Case of Emergency: In the event of a fire, oil spillage or other emergency on the vessel.

The emergency and fire signal is: 1 or more blasts of the ship's whistle, each blast of not less than 10 seconds duration, supplemented by a continuous sounding of the general alarm system.

GENERAL: The main engines of all vessels while tied up to the buoys shall be ready for immediate use. Deck power (steam) is to be maintained on deck at all times and water pressure shall be maintained on the fire fighting system.

The Master shall at all times retain on board sufficient crew to work the vessel.

No craft, other than one having on board the pilot or Port Health Officer, may approach any vessel entering the port and no other person until Free Pratique has been granted.

Whistle or siren to be available at all times.

Stores/Provisions: Vessels may store at the anchorage or while they are at berth with permission of the terminal and the Customs authorities.

OPERATOR'S REPORT: April 1988.

Location: Lat. 36° 50.65′ N., Long. 36° 08.71′ E.

Documents: Vessels are to call at Iskenderun for Customs Clearance, after which they will sail to the Terminal.

Pilotage: Compulsory. Pilot boards off Botas Oil Terminal.

Restrictions: Normally mooring is not undertaken after sunset. However, without any commitment from the owners of the Terminal, mooring after sunset is left entirely at the discretion of the pilot who might decide to moor the tanker after sunset, weather permitting.

Unmooring is carried out day and night.

Max. Size: Maximum draft 12.6 m.

Radio: Masters to advise agent of vessel's ETA 72 hours, 48 hours and 24 hours prior to arrival.

Cable to include the following information:

ETA Iskenderun.
Quantity of cargo required.
Max. loading rate.
Number and diameter of manifolds.
Quantity of ballast on board and time required for deballasting.
Whether vessel is gas-free or not.

Berthing: Vessel will moor at sea buoys. One buoy is located on the port bow and two buoys are located aft.

Loading: 2×10 in. hoses are available for dirty products and 2×8 in. hoses are available for clean products. Hose connection is amidships.

Loading is carried out at an average rate of 1,700 t.p.h. – 1,800 t.p.h. for dirty products and 1,200 t.p.h. – 1,500 t.p.h. for clean products.

Ballast: There are no facilities for receiving ballast. Vessels must arrive with clean ballast.

Fines for pollution are approximately U.S.$50,000.

Fresh Water: Not available locally.

Tankers requiring fresh water should call at Iskenderun before or after loading. Fresh water is supplied by the state owned port company at Iskenderun by a 200 ton capacity barge. Cost of fresh water is U.S.$4.0 per 1,000 kg. A charge of U.S.$50 – U.S.$100 is to be paid for supply between midnight and daybreak. Minimum supply 20 tons.

Fuel: Available.

General: Stores: A ship chandler is available for supply stores.

Agent: ETS. A. Boutros and Fils, Ataturk Bulvari, Unsal Han Kat 1, 31200 Iskenderun, Turkey; P.O.Box 11, 32101 Iskenderun. Telephone: (90) (881) 15170/74 (5 lines), (90) (881) 13684/85. Telex: 68123 Sail Tr/68131 Sail Tr. Fax: (90) (881) 12036. Cables: Boutros – Iskenderun. After Hours Contacts: Mr. Ferit Uyar, telephone (90) (881) 12893.Mr. Taner Carpar, telephone (90) (881) 13846.

Office hours during which Master can contact Agent on VHF Channel 16: 0830 – 1230 and 1430 – 1830 every day (including Saturday/Sunday/holidays during which one person on duty).

Telephone contact possible through Iskenderun Radio, VHF Channel 16.

(D) AYGAZ TERMINAL

PORT LIMITS: Aygaz Terminal is operated under the Authority of Botas Harbour Master's Office, where the mooring/unmooring operations are under the monopoly of Botas Terminal.

LOCATION: Lat. 36° 45′ 05″ N., Long. 36° 10′ 10″ E.

DOCUMENTS:

7 copies Crew List.
2 copies Stores List.
2 copies Crew Declaration.
1 copy Free Pratique.
Last Port Clearance.
Load Line, Safety Construction, Safety Radio, Safety Equipment and Class Certificates.

PILOTAGE: See "Delta Terminal".

ANCHORAGE: See "Delta Terminal".

RESTRICTIONS: See "Delta Terminal".

MAX. SIZE: 80,000 d.w.t. Depth at LW 16.0 m.

RADIO: See "Delta Terminal".

VHF: See "Delta Terminal".

RADAR: See "Delta Terminal".

TUGS: Tugs are supplied by Botas Terminal at the discretion of the Master and Pilot. Tugs are used for berthing, but are not necessary for sailing.

BERTHING: There are 2 berths. Each berth consists of 2 buoys aft. Ships use both anchors from their bow.
Outer Berth: Max. size 80,000 d.w.t. for LPG.
Inner Berth: Max. size 8,000 d.w.t. for LPG.
MEDICAL: See "Delta Terminal".
DENSITY: 1027.
FRESH WATER: Not available. See "Delta Terminal".

(E) DORTYOL BOTAS TERMINAL

LOCATION: Lat. 36° 51′ 42″ N., Long. 36° 08′ 28″ E.
PORT LIMITS: In the Botas (Ceyhan) Port limits.
DOCUMENTS: Same as Botas Terminal.
PILOTAGE: Similar to Botas Terminal.
ANCHORAGE: See "Botas (Ceyhan)" Port plan.
RESTRICTIONS: None.
MAX. SIZE: Max. size 60,000 d.w.t. tons tanker.
RADIO: See "Botas (Ceyhan) Terminal".
VHF: Terminal stands by on Channels 16 and 22.
RADAR: There is no radar control.
TUGS: Botas (Ceyhan) Terminal's tugs are used.
BERTHING: There is one berth for tankers. Vessels moor with anchors forward and lines aft.
BALLAST: Capacity 15,000 tonnes maximum.
FRESH WATER: Available at jetty.
FUEL: Not available. For more details see "Botas (Ceyhan) Terminal".

(F) BAYRAKTAR TERMINAL

The Terminal is under construction and is located at Lat. 36° 54′ 24″ N., Long. 35° 58′ 18″ E., in the Botas (Ceyhan) Port limits.

CANAKKALE: 40.08 N. 26.24 E.

DOCUMENTS: Vessels in transit through the Dardanelles must stop at Canakkale and produce following documents to Boarding Officer.
Certificate of Registry.
Derat Certificate.
Crew List.
Name of Agent in Istanbul.
Vessels proceeding to a Turkish port will require in addition:
4 Crew Lists.
2 Personal Effects Lists.
2 Currency Lists.
2 Stores Lists.
PILOTAGE: Not compulsory for vessels proceeding to Istanbul. Compulsory for vessels over 1,500 g.r.t. proceeding to Canakkale. Vessels requiring a Pilot use International Code signals, or signal "G" by light or whistle. No advance notice required. Telegraphic address of pilot station, Kilavuzluk Canakkale, via radio station TAT. Pilot boards off Khepez lighthouse, where vessel should slow down but no need to anchor. In bad weather pilot boat will anchor in Gulf of Kilya.
Also see "Shipmaster's Report".
ANCHORAGES: Vessels may anchor in depths of 12 to 16 fathoms.
MAX. SIZE: Vessels of any size may navigate Canakkale Strait.
HEALTH: All vessels bound for a Turkish port must stop for Sanitary Clearance at Canakkale. Any suspected disease on board must be declared. Sick crew members may be landed for hospitalisation.
Also see "Shipmaster's Report".
RADIO: Radio station TAT situated at local Post Office.
TUGS: One tug available, belonging to pilot station. Ship's tow lines always used.
BERTHING: Agents require at least 24 hours' notice to arrange berthing at Canakkale Pier. Vessel may be required to shift anchorage to give place to Turkish passenger vessels which have priority.
STEVEDORES: Arranged by Agent on basis of Master's ETA.
MEDICAL: 12 hours' notice required to arrange medical assistance. Hospital facilities available.
DENSITY: Salt water. No tide.
FRESH WATER: Only available from the pier, rate approx. 10 t.p.h.
FUEL: Marine grades not available.
CONSULS: Italy, tel. 1008.
REPAIRS: Minor repairs can be effected.
GANGWAY/DECK WATCHMEN: Customs guard compulsory for vessels at the pier.
OPENING/CLOSING HATCHES: May be operated by crew or stevedores according to Charter Party.
CUSTOMS ALLOWANCES: Crew allowed to retain only quantities for personal consumption.
REPATRIATION: Can be arranged if visa requirements are satisfactory.
AIRPORT: Situated 2 km. from Canakkale, internal services only.
TIME: GMT plus 3 hours.
HOLIDAYS: Cargo work can be arranged on all holidays by agreement.
POLICE/FIRE/AMBULANCE: Police Tel. 1181; Fire 00; Ambulance 1098.
SHORE LEAVE: Allowed at all times.
IDENTIFICATION CARDS: Required for crew members going ashore.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None. Local facilities include internationa telephone, football, dances, shops and postage facilities.
CURRENCY: Turkish Lira (TL).
DEVELOPMENTS: New installations and berths under construction.

SHIPMASTER'S REPORT: *Dardanelles and Bosphorus:* A pilot statio has been established at Mehmetcik Point (Cape Hellas); if the weathe is too bad to embark the Pilot here, vessels should proceed t Canakkale. If a Pilot is required for both Dardanelles and Bosphorus give 24 hours' notice through Istanbul Agent. Same Pilot remains o board for full transit, Sea of Marmara included, and this applies for bo North and Southbound traffic. Pilots at Dardanelles and Bosphorus wo VHF Channel 16.
Sanitary Control: White launch. Officers do not board but require Ch or 2nd Officer to go down into boat. Canakkale required Ship's Regist Derat, Crew List and Quarantine Declaration of Health. It is also requir to fill in a form giving details of ship, cargo, last port, number of cre and passengers, etc., also name of ship's Agent in Turkey.

AUTHORITY: Canakkale Liman Baskanligi. *Tel:* 196-11123/2117 *Telex:* 58209.
AGENT: See "Istanbul".

DERINCE: 40.45 N. 29.50 E. (See Plan

PORT LIMITS: A vessel that has arrived in Izmit Anchorage is considered an "arrived ship".
DOCUMENTS:
Quarantine:
Declaration of Health.
Valid Derat Certificate.
International Vaccination Certificates.
Free Pratique Received from Canakkale or Buyukdere.
Customs:
Crew Declaration.
Ship's Stores List.
Cargo Manifest.
Customs Clearance from last port.
Immigration:
Crew List.
Passenger List.
Shore leave passes arranged by Agent. Passenger embarkation disembarkation not possible.
PILOTAGE: Compulsory. Pilot service carried out in harbour by stevedore administration, which is under the monopoly of Turkish State Railways. One pilot boat of 2×385 h.p. is available.
ANCHORAGES: Forbidden near the port. Waiting anchorage is at Izmit, 4 miles East of Derince. It is compulsory for vessels with explosives to anchor in Yarimca Anchorage.
MAX. SIZE: Max. draft 12.0 m.
VHF: Pilot on Channel 16.
TUGS: Compulsory for vessels over 500 g.r.t.

500 g.r.t. – 5,000 g.r.t.	One tug.
5,000 g.r.t. – 25,000 g.r.t.	Two tugs.
25,000 g.r.t. – 50,000 g.r.t.	Three tugs.
Over 50,000 g.r.t.	Four tugs.

4 tugs (up to 2,500 h.p.) are available. Mooring boat arranged by Pilot
BERTHING:

Berth No.	*Length* (m.)	*Depth at LW* (m.)	*Remarks*
2	82	7.0	
3 & 4 *	400	15.0	All
6	220	12.0	General Cargo
7	160	10.0	Berths
8	120	6.0	

* The construction of the berth, which will enable the berthing of Panamax type vessels, is being continued. The construction is nearing completion, and 90% of the construction has already been completed.
Storage: The quay is rail connected, and provided with 10,500 sq.m. of closed storage, and 122,120 sq.m. of open storage. Also, 90% of the new silo construction of 95,000 tons capacity has been completed.
Equipment: For handling of grain, one 1,200 ton/hour pneumatic loader for loading, and 2×600 ton/hour capacity pneumatic unloaders for unloading, together with 2×1,200 ton/hour capacity conveyors will be in place, and they will have connection with the quay.
Also available are 32 forklifts, 2 trailers of 40 tons capacity, 2 tugmasters, 1 loader and 5 towing tractors.
Ro/Ro Facilities: Available (Berth No. 6).
Ore and Bulk Cargo Facilities: Bulk cargoes loaded and discharged by grabs.
Principal Imports and Exports: Imports: Aluminium, logs, rubber, scrap paper, steel and iron products, timber and woodpulp.
Exports: Magnesite, steel and iron products and general cargo.
CRANES: 12 shore cranes of 3 tons to 35 tons capacity, one special mobile container crane of 40 tons capacity, 12 mobile cranes of 5 tons to 25 tons capacity and 3 crawler mobile cranes of 6 tons to 30 tons capacity.
STEVEDORES: *Working Hours:* Service is provided to vessels 24 hours a day. First shift 0800 hrs. – 1630 hrs., second shift 1630 hrs. – 0030 hrs. and third shift 0030 hrs. – 0800 hrs.
Working Rates: General cargo discharging rate 100 to 125 tons/gang shift and iron products, 200 to 250 tons/gang/shift.
MEDICAL: Facilities available.

FRESH WATER: Available at all berths.
FUEL: Available from private suppliers by road tanker, arranged through ship's Agent.
REPAIRS: Most deck and engine repairs can be carried out.
SURVEYORS: Available from Istanbul through Agent.
OPENING/CLOSING HATCHES: Stevedores or ship's crew, whichever is to the vessel's advantage.
CERTIFICATES:
Safety Construction.
Safety Equipment.
Safety Radio.
Load Line.
Tonnage.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of spirits per week per crew member.
REPATRIATION: Crew changes and repatriation can be carried out.
AIRPORT: 130 km. to Istanbul International Airport.
TIME: GMT plus 3 hours.
POLICE/AMBULANCE/FIRE: Emergency services available in the port.
SERVICES: Arranged by Agent, from Istanbul.
SHORE LEAVE: No restrictions. Also see "Documents".
HOLIDAYS: New Year's Day (commencing 1200 hrs. December 31st); National Sovereignty Day (April 23rd); Sports Day (May 19th); Victory Day (August 30th); October 29th; Sheker Bayram (3 days, movable), Kurban Bayram (4 days, movable). However, the port is not working the first days of Sheker Bayram and Kurban Bayram, during all other days, work carried out.
GENERAL: *Security:* Port Security personnel ensure the security of the port 24 hours a day.
Weighing Facilities: There are 2 weighbridges up to 100 tons capacity (one for wagons and the other for trucks).
Reception Facilities: An oily water separator system is available at the capacity of 4,500 cu.m./year.
Prevailing Winds: South-West and South.
DEVELOPMENTS: There are plans for container facilities (980 m. × 15.0 m. depth), a new Ro/Ro ramp and a slipway.
AUTHORITY: General Directorate of Turkish State Railways (TCDD), Derince, Turkey. *Tel:* (90-262) 2231540. *FAX:* (90-262) 2234278. *Contact:* Gurol Toykan, Port Manager. Haydar Dogan, Harbour Master (Tel: 183754).

DILISKELESI: 40.46 N. 29.32 E.

(A) ALEMDAR HOLDINGS
(B) COLAKOGLU METALURGI
(C) SOLVENTAS

(A) ALEMDAR HOLDINGS PIER

LOCATION: Lat. 40° 46′ 15″ N., Long. 29° 32′ 15″ E.
PILOTAGE: Pilotage is compulsory in the Gulf of Izmit from Darica to Diliskelesi and vice versa and also for berthing and unberthing.
BERTHING: *Jetty No. 1:* Length 210 m. Depth varies from 5.5 m – 14.0 m. *Jetty No. 2:* Length 200 m. Depth varies from 7.8 m. – 12.0 m. (Jetty No. 2 still under construction).

Jetties are used for loading sinter magnesite and for loading and unloading other dry cargoes and discharging chemicals.

No shore cranes available on the jetties. Magnesite is loaded by conveyor system at a rate of 2,000 tons per day.

The installation works around the clock.
TANKERS: Discharging rate for tankers is 200 t.p.h. – 250 t.p.h. There are storage tanks for tallow and vegetable oil.
FRESH WATER: Not available at the jetty. Fresh water can be supplied by barge from Izmit.
FUEL: Not available.
CUSTOMS: The port is under control of Gebze and Derince Customs Authorities.
AUTHORITY: Alemdar Holdings, Istanbul, Turkey.

(B) COLAKOGLU METALURGI PIER

LOCATION: Approximate location of the pier is Lat. 40° 46′ 05″ N., Long. 29° 32′ 10″ E.
PILOTAGE: Pilotage is compulsory in the Gulf of Izmit from Darica to Diliskelesi and vice versa and also for berthing and unberthing.
BERTHING: Length of Pier No. 1 is 119 m. and depth 11.0 m. Length of Pier No. 2 is 100 m. and depth varies between 7.40 m. and 9.0 m. No shore crane available at either pier. Imports are steel and iron scrap and sometimes ferro manganese and ferro silicone. Exports are iron and steel products. Discharging rate of scrap iron and steel products is 3,000 – 4,000 tons a day. Installation works around the clock.
FRESH WATER: Available.
FUEL: Not available.
CUSTOMS: The port is under the control of Izmit and Derince Customs Authorities.
AUTHORITY: Colakoglu Metalurgi AS. *Telex:* 34125 Cmg Tr.

(C) SOLVENTAS

LOCATION: Approximate location of the pier is Lat. 40° 41′ 30″ N., Long. 29° 32′ 12″ E.
PILOTAGE: Pilotage is compulsory in the Gulf of Izmit from Darica to Diliskelesi and vice versa and also for berthing and unberthing.
BERTHING: Length of pier is 39 m. and depth 8.5 m. Capacity of installation is approximately 200 t.p.h. – 250 t.p.h.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS: The port is under control of Derince and Izmit Customs Authorities.
AUTHORITY: Solvent A.S., Gebze.

EDINCIK: 40.21 N. 27.51 E.

LOCATION: In the South of Erdek and on the West coast of Kapidag Peninsula. See B.A. Chart No. 884.
PILOTAGE: Pilotage compulsory. Pilot comes from Bandirma.
MAX. SIZE: 5,000 d.w.t.
BERTHING: This is a colemanite loading berth of Etibank, where loading is effected by conveyor.

Five dolphins exist in front of the conveyor house and in enough deep water for mooring and shifting of vessels. As there is little movement of the conveyor, vessels have to shift in order to load bulk cargo in all hatches.
DENSITY: 1025.
FRESH WATER: Available.
TIME: GMT plus 3 hours.
GENERAL: Formalities with the Harbour Master are carried out in Erdek but all others in Bandirma. All services to be supplied from Bandirma.
AUTHORITY: Erdek Liman Baskanligi, Erdek, Turkey. *Tel:* 90-1989-1044. *Telex:* 58-214. *Contact:* Nezih Onal.

EREGLI (Karadeniz Eregli), including Usunkum: 41.18 N. 31.27 E. **(See Plan)**

PORT LIMITS: Line joining Lat. 41° 17′ 23″ N., Long. 31° 23′ 43″ E. and Lat. 41° 14′ 46″ N., Long. 31° 23′ 43″ E.
DOCUMENTS:
5 copies Crew List.
5 copies Passenger List.
3 copies Provisions List.
3 copies Bonded Stores List.
5 copies Crew Effects List.
3 copies Cargo Manifest.
3 copies Bills of Lading.
1 copy Health Declaration.
PILOTAGE: Pilotage is compulsory and available day and night. Vessels bound for the old port of Eregli should send their ETA to their local Agent. Vessels bound for Usunkum should send their ETA to the factory in accordance with the Charter Party terms.

Pilot will board vessels at a reasonable distance off the North Breakwater (red light). The pilot boat has a steel hull and is painted grey. Pilot may be contacted on VHF Channel 16.
ANCHORAGE: Anchorage for the deep draft vessels is about 0.5 miles – 1 mile West of the North Breakwater (red light). However, smaller vessels may anchor 0.5 miles West of the South Breakwater (green light). The bottom is muddy and sandy.
RESTRICTIONS: Vessels over 500 g.r.t. have to take a pilot and vessels over 1,000 g.r.t. have to use tugs. Number of tugs required increases in accordance with the vessel's gross registered tonnage.

Vessels of large deadweight are not permitted to berth at night.
MAX. SIZE: *Eregli:* Port maximum draft is 28 ft.
Usunkum: Oil and Coal Discharge Berth: Maximum LOA 240 m., maximum beam 36 m., maximum draft 36 ft.

Cargo Berth: Maximum LOA 240 m., maximum beam 32 m., maximum draft 35 ft.
HEALTH: Pratique is granted after the Quarantine Officer has visited the vessel on arrival.
RADIO: Eregli Radio (TAD 5). The Marine Operator is on VHF Channel 16 throughout 24 hours.
VHF: The calling channel for all stations is Channel 16.
RADAR: Not available.
TUGS: 2×2,650 h.p. and 2×800 h.p. Tugs normally join the vessel outside the harbour and tug's lines are always used.
BERTHING: *Eregli Old Harbour:* Length of quay 400 m. Depth alongside 28 ft. There is also a small wharf of 80 m. in length and 14 ft. depth.
Usunkum: Ore and Coaling Unloading Dock: Length of berth 408 m. Depth alongside 36 ft.

Cargo Dock: Length of wharf 280 m. Depth alongside 35 ft.
CRANES: *Eregli Old Harbour:* Heavy lift derrick with a capacity of 147 tonnes and a fixed coal loading conveyor with a rate of 220 tonnes per hour.
Usunkum Cargo Dock: 1×25 tonnes and 3×15 tonnes capacity shore cranes.

BULK CARGO FACILITIES: In Usunkum Harbour there are 3 grabs (1×10 tonnes, 2×15 tonnes) for unloading ore and coal. Maximum air draft 14 m.
STEVEDORES: *Eregli Old Harbour:* Working hours are from 0800 hrs. – 1600 hrs. for coal loading and from 0800 hrs. – 2200 hrs. for loading and discharging of general cargo.
Usunkum: Work is carried out continuously throughout 24 hours.
MEDICAL: All types of medical assistance are available.
TANKERS: No facilities available.
DENSITY: Average density 1012 – 1014.
FRESH WATER: Fresh water is available at Usunkum at a rate of approximately 15 t.p.h.
FUEL: Diesel oil can be supplied by tank trucks.
CONSULS: None locally.
REPAIRS: Minor repairs can be carried out.
DRY DOCKS: None available.
SURVEYORS: Available locally.
GANGWAY/DECK WATCHMEN: Usually ship's crew, ship's gangway used.
OPENING/CLOSING HATCHES: Normally carried out by ship's crew.
CERTIFICATES: Cargo Gear Certificates required.
CUSTOMS ALLOWANCES: Each crew member is permitted 200 cigarettes and 1 bottle of spirit.
REPATRIATION: Crew changes and repatriation are possible.
AIRPORT: The nearest airports are at Istanbul and Ankara, about 300 km. by road.
TIME: GMT plus 2 hours. GMT plus 3 hours in Summer.
HOLIDAYS: Work is carried out on all holidays at Usunkum Harbour.
TELEPHONES: There are no facilities for placing telephones on board vessels.
SERVICES: None available locally.
BANKS: There are no foreign banks in the city.
SHORE LEAVE: No restrictions.
DEVELOPMENTS: The following are planned:
1×150,000 d.w.t. bulk berth.
Bulk storage area.
AUTHORITY: Karadeniz Eregli Liman Baskanligi. *Tel:* (0372) 3161007. *Telex:* 48541 KRDL. *FAX:* (0372) 3231169. *Contact:* Turgut Ege, Harbour Master.

FERCOM TERMINAL: 40.46 N. 29.33 E.

LOCATION: The terminal is located in the Gulf of Izmit in position Lat. 40° 46′ 24″N., Long. 29° 33′ 03″ E.
The terminal is called Fercom or Upet and is for the import of gasoline.
PILOTAGE: Compulsory for berthing and through the Dardanelles.
MAX. SIZE:
Outer Berth: Max. LOA 210 m. Max. draft 16.0 m.
Inner Berth: Max. LOA 100 m. Max. draft 10.0 m.
BERTHING: The jetty is parallel to the shore and has 3 dolphins.

FINIKE: 36.16 N. 30.13 E.

RADIO: Finike Radio. Call sign TAC3.
BERTHING: Jetty 80 m. long, depths alongside 4.5 m. – 5.5 m. Vessels of more than 3,000 g.r.t. cannot berth alongside, but anchor outside the port.
CARGO HANDLING: Vessels at anchor are worked by 4 lighters towed by a motor boat. Only 200 tonnes of cargo worked per day by lighters.
At the jetty, 300 – 500 tonnes of cargo are handled per day.
AIRPORT: At Antalya (280 km.).
GENERAL: Port is dangerous in Winter.
OFFICIALS: Halil Tarhan, Port Master.

GEMLIK: 40.25 N. 29.07 E. (See Plan)

LOCATION: The port (Gemport) is located on the Southern shore of the Gulf of Gemlik, between the "Tugsas" and "BP Petroleum" establishments.
The new and main general cargo port in the gulf is connected to the hinterland by high standard roads.
PORT LIMITS: East of Long. 29° 05.8′, at entrance of the bay (See "Plan").
DOCUMENTS: Basic Customs documents required. Master of the vessel should sign an Oil Pollution Prevention Declaration which is issued by local Government Office.
PILOTAGE: Compulsory. Provided by "Turkish Maritime Organisation, Gemlik Pilot Association".
24 hours and 4 hours notice should be given to the Pilot through ship's Agent and VHF Channels 16 and 14.
ANCHORAGE: If required, anchorage can be advised by Pilot.
MAX. SIZE: Vessels up to 180 m. in length with draft of 12.0 m. have used the facilities.
RESTRICTIONS: Variable strong winds and currents can effect berthin operation for a short period.
HEALTH: All vessels are inspected at the Dardanelles or Bosphoru and should have the Sanitary Clearance.
RADIO: Port has no radio equipment. ETA messages are to be route via Istanbul Radio (call sign "TAH"). When at anchorage or berthed pier, telephone calls are possible through Bandirma Coastal Rad Station by VHF Channel 16.
TUGS: Available to assist berthing.
2 tugs of 800 h.p. and 1,500 h.p. and a pilot boat are availab throughout 24 hours. Tel: (224) 5136164.
BERTHING:

Berth	*Length* (m.)	*Depth* (m.)	*Remarks*
No. 1	185.5	12.0	General cargo/Containers.
No. 2	140	12.0 – 9.0	General cargo/Containers.
No. 3	110	7.0	General cargo/Ro-Ro.

CRANES: One mobile harbour crane of 40 tons capacity for contain handling.
One mobile harbour crane of 10 tons capacity for general carg handling.
Mobile cranes up to 300 tons capacity available for hire.
BULK CARGO FACILITIES: 3 mechanical rehandling grabs of 4 cu. capacity each and one motor clamshell grap of 5 cu.m. are availab Handling rate up to 250 t.p.h.
SPECIALISED CARGO HANDLING FACILITIES: The port specialise in container and banana handling.
1×40 ton capacity mobile harbour crane, 1×40 ton superstack toplifter for 4 high full container stacking. 1×30 ton capacity forklift wi 2 high stacking capacity.
2 banana conveyors with 6,000 boxes/hr. discharging capacity.
64×380 V. reefer plugs for reefer containers.
1 ramp for Ro-Ro cargoes (width 20 m., height 1.40 m.).
BRIDGES: None.
STEVEDORES: The recognised working hours of port are 24 hours.
1st shift: 0800 hrs. – 1600 hrs.
2nd shift: 1600 hrs. – 2400 hrs.
3rd shift: 0000 hrs. – 0800 hrs.
MEDICAL: One state hospital, private doctor and dental facilities a available for medical treatment and minor surgical operations in Gemli
TANKERS: No tanker facilities.
DENSITY: 1018 – 1019.
FRESH WATER: Fresh water delivered to vessel at wharves by pipelin Hoses should be supplied by vessel.
FUEL: Supplied by private firms with trucks by prior arrangeme through vessel's Agent.
FIRE PRECAUTIONS: Smoking is strictly prohibited in warehouse on apron of wharves and on vessels during handling of dangerou hazardous, or inflammable cargoes and around port's refin establishment.
DRY DOCKS/REPAIRS: No major facilities at the port. Minor st repairs and container repairs can be effected.
SURVEYORS: Marine surveyors representing Lloyd's, A.B.S. N Turkish Lloyd and Avrasia can be arranged.
DECK WATCHMEN: No requirement for watchmen.
HATCHES: Opening/closing is normally carried out by crew.
CUSTOMS ALLOWANCES: Usual allowances.
REPATRIATION: Can be arranged by vessel's Agent with necessa documents.
AIRPORT: Bursa Airport is 36 km. from Gemport. International flig could be organised via Istanbul or Ankara.
TIME: In Summer, GMT plus 3 hours. In Winter, GMT plus 2 hours.
POLICE/AMBULANCE/FIRE: Police Tel: 055. Fire Tel: 110. Ambulan Tel: 112.
TELEPHONES: Port can arrange placing of telephones on board p tariff charges. International telephone boxes are available in Gempo
SERVICES: Arranged by ship's Agent.
BANKS: Local Turkish Banks in Gemlik.
Turkiye Is Bank. Tel: 224-5132455.
T.C.Ziraat Bank. Tel: 224-5130090, 5130079.
Turkiye Vakif Bank. Tel: 224-5131242.
STORING: Vessels load and discharge from/to trucks. Trucks c proceed alongside the berth (there is no obstruction on pier). Forkl can be used on jetty only for handling cargoes.
SHIP SUPPLY SERVICE: Arranged through Agent.
SHORE LEAVE: Possible after completing Customs and Immigra formalities.
IDENTIFICATION CARDS: Seamen's Book is sufficient.
GARBAGE DISPOSAL: Garbage bags should be provided on board ship's Agent. Full and secured bags are collected when required by Port Organisation.
WASTE OIL DISPOSAL: Gemport has a 4,500 cu.m./year capacity oily water, and household waste separator. Oily waters are collect Port Organisation per tariff charges.
CURRENCY: Turkish Lira (TL).
REGULATIONS: No unusual regulations.
DELAYS: No delays for berthing.
DEVELOPMENTS: The port administration is planning to increase ca handling facilities by purchasing new shore cranes and a toplifter sophisticated computer programme will be operational by the en 1994 for controlling all sequences of container movements and p operation.

SHIPMASTER'S REPORT: July 1980.
Vessel: L.P.G. Carrier – 32,000 g.r.t. Vessel discharged ammonia
Formalities: Formalities were dealt with quickly. Bonded stores sealed and remain sealed until clearing outward from last Turkish p Application may be made to open under Customs control and th applications were granted.

Travelling manifests of cargo and ship's stores are made up and accompany the vessel from port to port.

Papers required:
2 Stores Lists.
6 Cargo Manifests.
6 Crew Lists.
2 Vaccination Lists.
1 List of Monies in ship's safe.
2 Lists of Ports of Call.
2 Health Declarations
(including clearance from Canakkale).
2 Crew Declarations.
3 Crew Currency Declarations.
2 Ships Particulars.

Approaches: Chart BA. 1005.

The inset on Chart BA. 844 does not quite cover the area in which the berth is situated. (Position of Ammonia section of quay Lat. 40° 25′ N., Long. 29° 06.5′ E.).

The approach itself presents no difficulty since good fixes are available both by radar and visually. Similarly, although care is needed, an approach may be made in poor visibility with complete confidence.

Fishing vessels, inter-island ferries and local trading craft must be expected through the island passages and fishing vessels will be met within Gemlik Liman. Some of these craft are very small although sea conditions are invariably smooth and they should show up well on the radar. Not all carry lights.

An anchorage position as near as 4 cables from the berth may be used although this should be chosen to Eastwards of the berth to keep the departure path clear for any vessels leaving.

The Pilot obtained for the Dardanelles passage, who will leave here however short a stay, will be able to give advice on choosing a suitable anchorage, should this be necessary.

Pilotage: The Pilot may be summoned by whistle and will board from a small, open fishing craft. Gangway or pilot ladder must be lowered to the water's edge.

No night time berthing. Unberthing may be carried out at night at the Master's discretion and presents no difficulty. The starboard anchor may be used for berthing (not on this call) and is used to heave the vessel off when leaving.

Unberthing is a long manoeuvre; 2 forward back-springs are lead as far astern as possible, the vessel hove astern about 30 m. (to ensure that the bow does not fall inside the line of the quay and foul the 'bridge' to the forward mooring dolphin), everything let go aft, hard to port and dead slow ahead on the engine until the vessel is at an angle of 45°. The vessel is then backed out, after which the Pilot leaves.

VHF: Not available.

Tugs: None available.

Berthing: Vessel always berths port side alongside.

Repairs: No facilities.

Surveyors: With sufficient notice, Lloyd's Surveyor may be ordered from Istanbul.

SHIPMASTER'S REPORT: September 1980.

Formalities: Customs Officer stays on board whilst vessel is in port.

Travelling manifests of cargo and ship's stores to be made up and accompany the vessel from port to port. For Cargo Manifests I used the U.S. Customs Declaration of Cargo Form with the U.S. Seal blanked out, Authorities had no objection.

Pilotage: If vessel requires an outward Pilot through the Dardanelles remember to order in good time, 12 hours minimum order time is required, especially when the vessel's stay in port is short.

There is 1 Pilot who is also the 'Lloyds' sub-Agent in Gemlik and is generally a useful person to know.

When unberthing make sure the Port anchor is home otherwise it will foul the quay.

Berthing: Gangway may be turned out prior to berthing.

The quay consists of 2 berths, the Eastern Berth for loading bulk or bagged fertiliser has 2 loading booms. This berth, if it has another vessel on it, may well cause some problems on leaving the Western Berth which is the liquid ammonia facility. When the vessel is in position with the liquid Chicksan, the bow overshoots the jetty and provision is made for the forward mooring ropes to be taken to a large dolphin, connected to the main quay by a catwalk with a *wooden* walkway.

Berths are very good being of large, substantial concrete structure with good fendering.

Minimum depth alongside 12.6 m.

There is an 8 m. patch at the Eastern end of the Fertiliser Berth which causes the Pilot problems.

Density varies: 1020 – December 1979, 1016 – July 1980, 1019 – September 1980.

Discharging: 2 Chicksans, liquid line 10 in., vapour line 10 in., both 150 ASA, both can be used for either liquid or vapour so be careful when connecting.

Discharge rates vary: December 1979 – 640 t.p.h.; July 1980 – 502 t.p.h.; September 1980 – 800 t.p.h., they can take it at over 1,000 t.p.h. depending on shore tank ullages.

Fertiliser plant usage of raw ammonia presently 400 tonnes per day increasing in January 1981 to 600 tonnes per day. The actual production of ammonia is expected to commence in about five years' time.

Shore surveyor attended and his figures taken as quantity discharged. Attends the vessel at subsequent Turkish ports by flying between ports, not allowed to stay with vessel. Very helpful. No gauging of shore tanks.

General: No fuel. Available at great expense if brought from Istanbul or Izmit by barge or tank lorry.

All communications are dealt with by head office in Istanbul and then passed to Izmit thence by car to Gemlik which has no Telex.

Telephone to U.K. about 2 hour wait for connection, line clear.

Cables: Watship Izmit or sub-Agent: 'Kinay' Gemlik. For urgent messages cable address should be prefixed by the Turkish word 'Yildirim' – all ports.

Personnel repatriation is a problem due to the distance from Istanbul and the fact that the Immigration post is not in Gemlik.

Chandler: Agent does the chandlering, good vegetables available September 1980, payment in cash only.

Doctor: Available at Bursa about 30 km. (30 minutes).

Dentist: In Gemlik, near Agent's office.

Shopping: Best in Bursa about 30 minutes South of Gemlik along new dual carriageway. Agent will arrange transport. An hourly bus service runs from the plant into Gemlik.

SHIPMASTER'S REPORT: November 1980.

Berthing: If weather suitable berthing now undertaken at night. We eventually berthed at night in calm conditions with small coaster on fertiliser berth without any difficulties, proceed slowly. Unberthing at night.

Discharge: Very keen on correct discharge temperature. Use forward liquid line, aft vapour line. Shore tanks hold 40,000 tonnes total (20,000 tonnes each).

Fresh Water: Available but not potable. At L.400 per tonne (1.90 pounds). A fire tender is used as a pump at Chicksan. I believe itis well water.

Fuel: With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron & B.P.). Telex: 29048 Bunk Tr. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

AUTHORITY: Gemlik Directorate, Port of Gemlik, Liman Baskanligi, Gemlik, Turkey. *Tel:* 1133. Gemlik Customs House: *Tel:* 1411; Gemlik Police Station: *Tel:* 1628; Gemlik Hospital: *Tel:* 2329.

Operator: Gemport, Gemlik Port and Warehousing Administration Co.Inc., Kocacukur Mevkii P.K.101, Gemlik/Bursa, Turkey. *Tel:* (224) 5248831 (6 lines). *Fax:* (224) 5248830. *Contact:* Captain Y. Ziya Alkan, General Manager.

GIRESUN (Kerasunda): 40.56 N. 38.24 E. **(See Plan)**

PORT LIMITS: The Port of Giresun is the sea area contained in the inner part of the imaginary lines which joins Lat. 40° 56′ 40″ N., Long. 38° 19′ 40″ E. and Lat. 40° 54′ 51″ N., Long. 38° 26′ 10″ E., Aksu River mouth and the point 2,778 m. (1.5 miles) away from this mouth in an 019° true direction with Lat. 40° 56′ 15″ N., Long. 38° 27′ 00″ E. and Lat. 40° 55′ 10″ N., Long. 38° 19′ 40″ E. Gure River mouth and the point 2,778 m. (1.5 miles) away in true North direction.

PILOTAGE: Pilot ordered by Agent who requires 24 hours' notice in advance of vessel's arrival. Compulsory for all foreign flag vessels.

Pilot service operates 24 hours a day and vessels may enter and leave at any hour on request.

ANCHORAGES: Good anchorage in Outer Harbour. Vessels should keep the entrance channel clear.

MAX. SIZE: Max. draft 10.0 m.

RADIO: Giresun Radio. Call sign TAB4.

TUGS: 1×750 h.p. Compulsory for all foreign flag vessels.

BERTHING: The Port of Giresun is composed of 2 parts. These are the inner harbour and the outer harbour.

(a) The inner harbour is the sea area contained in the inner side of the line which joins the light at the end of the main breakwater with the light at the end of the auxiliary breakwater.

(b) The outer harbour is that part of the sea which remains between the port boundary and the inner harbour boundary.

The Inner Harbour

The berthing, tying-up and stern to shore anchoring places for the ships are given below:

A – The passenger berth has been converted to a general cargo berth and is equipped with a shore crane of 3 tons capacity. This quay is 150 m. long and the water depth is 9.0 m. – 10.0 m.

B – The cargo wharf: This is reserved for cargo ships. It is 275 m. long and the water depth is 8.0 m. – 9.0 m. The cargo wharf is equipped with shore cranes of 3 tons capacity.

C – The small craft quay is 135 m. long and the water depth is 3 m. Small tonnage ships are berthed here.

D – Service wharf: This is 88 m. long and the depth of the water is 4 m. The service craft of the Harbour Authority berth here.

E – Providing that they obtain the Harbour Authority's permission, ships waiting their turn to berth may tie-up stern to shore, at the bollards on the main breakwater in such a way as not to impede the traffic.

F – The outer harbour is an unrestricted anchoring area but it is strictly forbidden to anchor or wait at the mouth of the breakwater. Anchoring is unrestricted 315° true North of and 2.5 cables away from the centre of the main breakwater, North of the normal anchoring area.

STEVEDORES: Working hours normally 0800 to 1200 and from 1300 to 1630. Four gangs available.

CRANES: 4 cranes available, 3 – 10 tonnes. 5 mobile cranes, 5 – 25 tonnes.

FRESH WATER: Available.

FUEL: Available by road tanker.

REPAIRS: No repair facilities.

GARBAGE DISPOSAL: Garbage disposal service is available. Drums are provided if required. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.			
	Flag of Ship		*Cost (U.S.$)*	
Method of Service	*Turkey*	*Others*	*Barge*	*Container*
On Quay	16	45	6	0.70
At Anchor	30	90	6	0.70

WASTE OIL DISPOSAL: Waste oil disposal service is available. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.	
	Flag of Ship	
Method of Service	*Turkey*	*Others*
On Quay	20	60
At Anchor	40	12

Facilities include two oily water separators of 2 tons per hour capacity and a shore tank of 100 tons capacity.
Contact: Tel: 051-11490. Telex: 82468 TRDZ. Fax: 051-21734.
SEAMAN'S CLUBS: There is no seaman's club operating in the port, but the port is situated near the city, and all shopping, international telephone, some sporting activities, dances, transportation, and postage facilities are available there.
CURRENCY: Turkish Lira (TL).
AUTHORITY: Giresun Port Authority, Giresun Liman Isletmesi Mudurlugu, Giresun. *Tel:* (90) (051) 12447. *Telex:* 82468 Giresun. *Contact:* Port Manager.

GOCEK: 36.45 N. 29.55 E. (See Plan)

SHIPMASTER'S REPORT: February 1990.

LOCATION: Port of Gocek is located in the N.W. part of Fethiye Korfezi (Fethiye Bay). Position of the Berth 36° 45.2′ N., 29° 55.5′ E.
DOCUMENTS:
6 Crew Lists.
2 Lists of Crew's Personal Effects.
2 Lists of Ship's Stores.
2 Lists of Medical Narcotics.
2 Lists of Arms and Ammunition (if any).
All Passports/Seaman's Books taken ashore by Immigration and numbered landing cards issued. Passports returned on departure in exchange for landing cards.
PILOTAGE: Pilotage is optional. Request for the Pilot should be made through local Agents at least 48 hours in advance (on this particular vessel the Pilot had been hired from Izmir). However, pilot service is recommended, so as to assure good communications and cooperation with mooring boat. Pilot boards about 1 mile S.E. of Gocek Island (in good weather conditions) from the same boat, which is later used as a mooring boat.
Before proceeding, sufficient time should be allowed for the boat to return to port (distance about 3 miles).
APPROACHES: Approach to Gocek Port leads through a deep channel between Gocek Island and the mainland, about 3 cables wide and 1 mile long. Rounding the protruding point on Akmaden Peninsula (Southern part of Gocek Bay), the speed should be at the minimum, because vessel is already approaching the berth. There are 2 flat unlit buoys, painted white and red, about 80 m. from shore, N.W. and N.E. from Akmaden Lighthouse. Both buoys marked "MY HALAS" on sides. In addition there are 2 small white buoys close to S.W. part of the berth, apparently marking entrance to yacht harbour.
In berthing port side alongside (which is recommended because of departure), during the manoeuvre vessel's stern will at times be quite close to mentioned buoys (this vessel is 135 m. LOA, 12,000 d.w.t.). Starboard anchor should be used well in advance in order to swing the vessel to starboard and to facilitate the departure (at least 4 shackles). Swinging area is quite restricted and manouvre should be done without any haste and carefully.
VHF: Communications through Fethiye Radio.
TUGS: Tugs not available. Mooring boat is usually hired from local fishermen.
BERTHING: The port is perfectly sheltered from all winds and swell. There are numerous berths for pleasure and fishing craft in whole bay area, which is considered a tourist resort. Some of those berths have piers, protruding 20 m. – 30 m. from the shore, but none obstruct navigation or manouvres. Maximum tide range is only 10 cm. – 15 cm. throughout the year, with the exception of persistent Southerly wind periods, when slightly higher. At present the port is handling export of chrome ore and import of waste paper for nearby paper factory. Ships with cargo for the paper factory have priority to berth.
Port of Gocek consists of a main berth, total length 157 m. At a slight angle to the main berth is the berth (92.5 m. length) for small tankers of up to 1,000 d.w.t.
Depths alongside the main berth are as follows: At the extreme S.W. part 10.4 m., in the middle 11.5 m., and at the extreme N.E. part 10.0 m.
CARGO: Cargo is delivered to the quay by trucks. Chrome ore is already loaded in square iron boxes, each truck 5 – 6 boxes, each box about 2.5 tons of ore. The boxes are hooked directly from trucks and emptied into holds. Daily rate with 3 gangs during consecutive 24 hours might reach over 1,500 tons. Weighing of cargo done on shore under Customs' control, and draft survey not required. The cargo declared as lumpy chrome ore, stowage factor 16 cu.ft./ton, actually consists of about 50% medium size rocks and the rest is crushed/rubble.
Cargo Handling: No shore or mobile cranes available, all cargo handling by ship's gear.
MEDICAL: Fethiye Hospital.
FRESH WATER: Not available from quay.
FUEL: Not available.
CUSTOMS ALLOWANCES: 200 cigarettes per crew member.
REPATRIATION: Possible.
TIME: GMT plus 2 hours. GMT plus 3 hours in Summertime from late March.
SERVICES: Ship chandler and laundry available in Fethiye, 35 km. by road.

GOLLUK: 37.14 N. 27.38 E.

DOCUMENTS: The following documents have to be prepared
Masters before arrival:
4 copies of Crew Lists.
2 copies of Stores Lists.
1 copy Health Document.
4 copies of Passenger Lists.
3 copies of Customs Documents.
3 copies of Manifests for cargo destined to port.
1 copy of Manifest for all transit cargo aboard.
N.B. Ship's particulars form is to be filled by Masters upon arrival a
remitted to the Port Authorities.
PILOTAGE: Pilot not available.
RESTRICTIONS: Golluk is a well-protected natural harbour, not affec
by winds from any direction. Deep water approaches to pier.
HEALTH: Vessels to show their Sanitary Certificate if available abo
and also their Registry. Presentation also of Vaccination Certificate
all the crew, if required by Sanitary Officials. Pratique is necessary
arrival even if vessel has called at another port in the same coun
Sanitary Certificate is required for live animals aboard.
RADIO: Izmir Radio Station, call letters TAN2. Istanbul Radio Statio
call letters TAH.
TUGS: Not available.
BERTHING: One pier 170 m. long used for handling emery ore in bu
Depths alongside 39 ft. shelving to 20 ft. at 90 m. from seaward end
CUSTOMS ALLOWANCES: 50 cigarettes for each member of cr
going ashore. Aboard the vessel each member of the crew is permit
to have one carton out of Bond. One litre wine/spirits for each memb
of the crew in opened bottle is permitted out of Bond. However, t
allowance is to be kept aboard the vessel.
TIME: GMT plus 3 hours.
HOLIDAYS: New Year's Day (from December 31st 1200 hrs. to Janua
1st 2400 hrs.); National Sovereignty Day (from April 22nd 1200 hrs.
April 23rd 2400 hrs.); Spring Day (1st May), Constitution Day (27th Ma
Sports Day (19th May); Victory Day (30th August); National Holiday (2
October 1200 hrs. to 30th October 2400 hrs.); Sheker Bayram (3 da
movable); Kurban Bayram (4 days, movable).

HEREKE: 40.42 N. 29.37 E.

DOCUMENTS: 5 Crew Lists, 2 Stores Lists, 2 Crew Declarations
Cargo Manifests, 2 copies Bills of Lading, 2 Stowage Plans, Clearan
from Last Turkish Port, Bill of Health, 2 Lists of Money in Ship's Sa
Tonnage Certificate, Safety Equipment Certificate, Safety Ra
Certificate, Safety Construction Certificate, Load Line Certificate, De
Certificate.
PILOTAGE: Compulsory pilotage from Darica to Hereke and vice-ver
also for berthing and unberthing. (For all movements in Izmit Gulf P
is compulsory).
Vessels proceeding to Hereke port have to take Pilot when enter
Izmit Gulf at Darica pilot station, located:
Approx. Lat. 40° 45′ 18″ N., Long. 29° 23′ 18″ E.
ANCHORAGES: Anchoring places at Izmit Gulf are as follows:
For Dry Cargo Vessels:
Darica/Eskihisar Anchorage: Approx. Lat. 40° 46′ 05″ N., Lo
29° 32′ 10″ E.
Izmit Anchorage: Approx. Lat. 40° 44′ 00″ N., Long. 29° 52′ 48″ E
For Tankers:
Yarimca Anchorage: Approx. Lat. 40° 44′ 50″ N., Long. 29′ 44′ 30
RESTRICTIONS: Berthing at jetties at night time is at Pilot's discret
MAX. SIZE: No restrictions if vessel suitable to load/unload at Here
berth where jetty length 249.5 m. and depth varying between 11.5
and 17.00 m.
HEALTH: For vessels proceeding to Hereke Free Pratique obtained
Canakkale-Dardanelles or at Buyukdere/Bosphorus. Crew List a
Derat Certificate required.
RADIO: Istanbul Radio Station. Call sign TAH.
VHF: Available only at Darica and Yarimca pilot stations, Channel
TUGS: Compulsory towage for berthing and unberthing. The follow
number of tugs must be used during operations in Izmit Gulf:
500 to 5,000 g.r.t. – 1 tug
5,000 to 25,000 g.r.t. – 2 tugs
25,000 to 50,000 g.r.t. – 3 tugs
over 50,000 g.r.t. – 4 tugs
BERTHING: Only one jetty available at Hereke which belongs to N
Cement Factory where more than one vessel can berth at a time.
CRANES: No shore cranes available on jetty.
BULK CARGO FACILITIES: As pier belongs to cement factory
cement cargo loaded. For bulk cement loading rate is 3,000/4
tonnes per day. 24 hours continuous work.
SPECIALISED CARGO HANDLING FACILITIES: None.
BRIDGES: None.
STEVEDORES: Private.
MEDICAL: Hospital and dental facilities are available at Izmit app
30 km. from Hereke.
TANKERS: No tanker facilities.
DENSITY: 1020-1022.
FRESH WATER: Available by barge and small quantities available
the jetty.
FUEL: Not available at Hereke, can be supplied by barge or coa
from Istanbul.

FIRE PRECAUTIONS: None.
CONSULS: None.
REPAIRS: No repair facilities.
DRY DOCKS: None.
SURVEYORS: (1) Cargo Inspectors available at Istanbul.
(2) Surveyors available at Istanbul.

Cargo Inspectors and Surveyors can be ordered from Istanbul to attend vessels at Hereke.

GANGWAY/DECK WATCHMEN: Not necessary. Ship's gangway used.
HATCHES: Opening/Closing hatches carried out by the crew.
CUSTOMS ALLOWANCES: Tobacco: 1 carton of cigarettes per week, each man. Spirits: 1 bottle of spirits per week, each man.
CARGO GEAR: Load/discharge effected by ship's gear as no cranes available on the jetty.
REPATRIATION: Main embarkation/disembarkation Customs and Immigration formalities done at Istanbul but permission/formalities also required from Izmit Immigration and Izmit/Derince Customs to assist repatriations.
AIRPORT: Nearest airport at Istanbul, approx. 100 km. from Hereke.
TIME: Local time GMT plus 3 hours.
HOLIDAYS: New Year's Day, Sugar Bayram for 3 days, Kurban Bayram for 4 days (both religious holidays and dates are changeable every year), 23rd April, 19th May, 30th August, 29th October are National Holidays. Saturdays and Sundays official holidays.
POLICE/AMBULANCE/FIRE: Police: 055 or 211-111224, Ambulance: 077 or 211-111030, Fire: 000.
EMERGENCY CO-ORDINATION CENTRE: Police Headquarters: 211-111224.
TELEPHONES: No arrangements exist.
SERVICES: None.
BANKS: Only local banks.
STORING: See "Prelims".

1. Vessel can be stored by barge and truck.
2. Vessels can be stored by barges during loading or discharging.
3. Trucks can proceed alongside at berth.
4. Fork lift trucks not available.
5. Customs formalities required for storing, Agent assists.

SHORE LEAVE: Crew members allowed ashore, no shore pass required.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
REGULATIONS: Nil. No visitors allowed aboard without permission.
DELAYS: No delays expected.
AUTHORITY: NUH Cement Factory of Hereke, Akyar Mevkii Hereke, Kocaeli, Turkey. *Tel:* (2161) 1051 (3 lines). *FAX:* (2161) 1121. Telex: 33227, 33288. *Cables:* Nuh-Hereke. *Contact:* The Commercial Manager.

HOPA: 41.28 N. 41.27 E. (See Plan)

DOCUMENTS:
Quarantine:
Declaration of Health.
Valid Derat Certificate.
International Vaccination Certificates.
Free Pratique (received from Canakkale or Istanbul).
Customs:
2 Crew Lists.
2 Crew Declarations.
2 Stores Lists, including bonded store.
2 Cargo Manifests.
2 Customs Clearance from last port.
Immigration:
2 Crew Lists.
2 Passenger Lists.

PILOTAGE: Compulsory for vessels berthing and unberthing.
2 Pilots available, ordered by Agent on basis of Master's ETA.
International code signals used to call Pilot, who boards at harbour entrance. Vessel may enter and leave at any hour on request.
ANCHORAGES: In the outer harbour, off the entrance.
HEALTH: Pratique granted after Sanitary Officer's visit on vessel's arrival.
RADIO: Hopa Radio. Call sign TAB-2. (41° 23′ 50″ N., 41° 25′ 19″ E.)
VHF: Hopa Radio on Channels 16, 12 and 74. Pilot on Channel 12.
TUGS: 2 tugs of 900 h.p. and 1 mooring boat available.
BERTHING: 1,146 m. of berthing space.

Quay No.	*Name*	*Length* (m.)	*Depth* (m.)
1	Ore Quay	215	10.0
2	Passenger Quay	198	10.0
3	General Cargo	190	10.0
4	General Cargo	100	10.0
5	Naval Quay	100	5.5
6	Motor Boat Quay	185	4.5
7	Fisherman's Quay	120	4.5
8	Ro-Ro Quay	38	9.0

CRANES: Shore cranes: 1×25 tons, 2×5 tons and 2×10 tons.
Mobile crane: 1×10 tons.
STEVEDORES: Gangs of stevedores secured by the Agent through the port monopoly 24 hours prior to arrival. Working hours of first shift 0800 – 1200 and 1300 – 1630. Second shift: 1630 – 2030 and 2130 – 0030.
MEDICAL: A Doctor and hospital facilities are available.
DENSITY: 1024.
FRESH WATER: Fresh water available at all berths, order through Agent. Rate 60 t.p.h. (approx.).
FUEL: Available by road tanker.
CONSULS: None.
REPAIRS: Small repairs possible.
DRY DOCK: None.
GANGWAY/DECK WATCHMEN: Recommended.
SURVEYORS: Available from Istanbul. Order through Agent.
HATCHES: Opening/closing hatches to be carried out by ship's crew.
REPATRIATION: All facilities available for crew changes and repatriation.
AIRPORT: At Trabzon. Approximately 185 km. from the port.
HOLIDAY: New Year's Day; Seker Bayrami (3 days), Kurban Bayrami (4 days), (Both are religious holidays and dates are changeable every year). 23rd April, 19th May and 29th October are National Holidays. Saturday and Sunday are official holidays.
POLICE/AMBULANCE/FIRE: Police Tel: 1624. Ambulance Tel: 1068. Fire Tel: 3625.
BANKS: Ziraat Bankasi, Is Bankasi, Ak Bank, Halk Bank.
SHORE LEAVE: Crew members allowed ashore.
GARBAGE: Trucks will remove garbage from vessel at berth on request.
IDENTIFICATION CARDS: Required.
GARBAGE DISPOSAL: Garbage disposal service is available. Drums are provided if required. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.		Cost (U.S.$)	
	Flag of Ship			
Method of Service	*Turkey*	*Others*	*Barge*	*Container*
On Quay	16	45	6	0.70
At Anchor	30	90	6	0.70

WASTE OIL DISPOSAL: Waste oil disposal service is available. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.	
	Flag of Ship	
Method of Service	*Turkey*	*Others*
On Quay	20	60
At Anchor	40	12

Facilities include two oily water separators of 2 tons per hour and two of 10 tons per hour capacity and shore tanks of 100 tons and 600 tons capacity.
Contact: Tel: 0571-2259. Telex: 83338 TRDZ. Fax: 0571-1791.
SEAMAN'S CLUBS: There is no seaman's club operating in the port, but the port is situated near the city, and all shopping, international telephone, some sporting activities, dances, transportation, and postage facilities are available there.
CURRENCY: Turkish Lira (TL).
AUTHORITY: Port Management, Hopa, Liman Isletmesi Mudurlugu, Hopa, Turkey. *Tel:* (90) (0571) 3638. *Telex:* 83338. *Contact:* Emin Ali Yilmaz, Director of Port. Dursun Seheri, Assistant to Director.
Nedim Kurum, Harbour Master. Tel: 1067. Telex: 83359.

ISDEMIR: 36.43 N. 36.11 E. (See Plan)

LOCATION: The port is located inside the Western Breakwater within Lat. 36° 43′ 30″ N., Long. 36° 11′ 06″ E. and the South Breakwater within Lat. 36° 43′ 35″ N., Long. 36° 11′ 15″ E.
DOCUMENTS: Same as other Turkish ports.
PILOTAGE: Compulsory for all foreign vessels. Working hours are 0800 hrs. – 2400 hrs. (Also see "Restrictions"). Pilot boards 0.5 miles to 1.5 miles from the main breakwater. Call on Channel 16, working on Channel 12.
ANCHORAGES: Safe anchorage South of a line due West of the South breakwater light (green light) and at least one mile from the breakwater.
RESTRICTION: Large vessels (over 100,000 d.w.t.) and tankers are not allowed to enter during hours of darkness.
MAX. SIZE: No limitation at the anchorage.

	Max. Length (m.)	*Max. Draft* (m.)
AI (1)	300	16.0
AB (2)	200	11.0
CD (3)	150	7.8
DE (4)	200	9.2
EF (5)	185	9.5
FG (6)	90	5.5
Service Berth	140	5.5
Fuel Wharf	No limit	13.0

HEALTH: See "Iskenderun".
RADIO: See "Iskenderun".
VHF: Channel 16, working Channel 12.
RADAR: There is a Radar Control Station on the South side of Iskenderun Gulf Entrance, near Akinci Point. Operator asks vessels on entering and departure for their name and call sign by VHF Channel 16. The station is on duty 24 hours.
TUGS: 3 tugs available, 2×2,480 h.p. and 1×1,200 h.p. Tug compulsory for vessels over 500 g.r.t.
1 Tug for over 500 to 4,000 g.r.t. vessels.
2 Tugs for over 4,001 to 15,000 g.r.t. vessels.
3 Tugs for over 15,001 g.r.t. vessels.
If a vessel arrives with over 100,000 tonnes cargo or 16.0 m. draft, a fourth tug is provided from Botas/Ceyhan or Iskenderun Port.

BERTHING:

Berth No.	Length (m.)	Depth (m.)	Cranes Capacity tons	Remarks
1	500	16.0 - 18.5	2 × 25	2,000 t.p.h (ore), 1,250 t.p.h (coal), outreach 28.0 m., air draft 19.0 m.
2	240	11.5 - 12.0	5 × 15	400 t.p.h. (ore), 300 t.p.h. (coal). Berth can also be used for general cargo.
3	220	8.0 - 8.5	2 × 10	General cargo
4	200	9.5 - 10.0	1 ×140	Heavy lifts
5	185	9.5 - 10.0	2 × 10	General cargo
6	90	6.0 7.5		The cranes on Pier 5 are used.
Service Berth	140	6.0		Load-discharge only for the Turkish vessels.
Fuel Wharf	–	14.0	–	Vessels are moored by stern and drop both anchors.

CRANES: 2 Portal cranes on Pier 1 for ore and coal discharging operations. 5×15 ton cranes on Pier 2 for bulk and other purposes. On Piers 3, 5 and 6, 10 ton capacity cranes can be used with hydraulic grabs for bulk and general cargoes. Fixed heavy lift crane on Pier 4 for special purposes which can be used for heavy cargoes up to 140 tons. *Mobile Cranes:* Capacity 6 tons – 90 tons.

SPECIALISED CARGO HANDLING FACILITIES: Tar and benzol are produced by the factory. The tar loading can be carried out by 30 ton trucks. A 4 in. hose is available on the Fuel Wharf, and benzol can be loaded by pipeline at a rate of 1,000 tonnes per day.

Fuel oil, gas oil and diesel oil can be loaded by 8 in. hoses from the existing 8 storage tanks (total capacity 30,000 tonnes). Vessels have to have clean ballast on their arrival. There are no storage facilities for dirty ballast.

STEVEDORES Available 24 hours. Written ETA advices to the Port Management required 8 hours before berthing.

Handling Rates:	*Tons per 24 hours*
Pig Iron	1,500
Iron Ore	20,000
Pipes	800 – 1,000
Timber	4,000
Coal	16,000
General Cargo	800 – 1,000
Wheat	1,500
Sugar	100
Rice	600
Cement	1,500
Fertiliser	1,500
Fuel-oil	3,500 – 5,000

TANKERS: Facilities owned by the Port. Depth alongside 14.0 m. Discharge rate for fuel and oil (1×10 in.) 350 t.p.h. – 400 t.p.h. Benzol (1×6 in.). Handling rate 70 t.p.h. – 80 t.p.h. Distance between dolphins 106 m. Also see "Specialised Cargo Handling Facilities".

FRESH WATER: Good quality water available from shore connection, rate 15 t.p.h. maximum.

REPAIRS: No facilities.

CONSULS: See "Iskenderun".

DRY DOCKS: None.

GARBAGE DISPOSAL: The port is integrated with Iskenderun Steel Works and garbage facilities are provided by the Social and Internal Services Department, which provide garbage collection trucks and teams. Contact Tel: 9-8895-6270-1101/1501.

WASTE OIL DISPOSAL: A waste oil refining station has been installed near the fuel tanks of the Steel Works and trucks are used to transport waste oil from ships to the oil cleaning station.

SEAMAN'S CLUBS: None.

CURRENCY: Turkish Lira (TL).

SHIPMASTER'S REPORT: June 1981.

Location: 8 miles North of Iskenderun.

Pilotage: Pilotage is compulsory, but we arrived and sailed without Pilot. Permission must first be obtained via VHF Channel 16 through Iskenderun, usually the Agents. On no account must vessels enter and leave without permission.

Anchorages: Good holding ground inside breakwaters, protected from all directions except Southwesterly swell. Permission must first be obtained before anchoring inside.

Navigation: Good navigational entrance marks. No difficulties encountered on entering or leaving, plenty of water.

Tugs: Not available.

Berthing: Longest wharf appears to be "D", which at present is being extended (See "Plan"), the smallest being "C". All wharves appear to have plenty of water, (See "Plan"). All wharves have good access, wharves B, C and D being serviced with rail. Berth "A" has a heavy lift crane of 100 tonnes, no rail. Berth "D" has a conveyor for bulk cargoes. Most cargo being discharged into road transport.

Cargo Handling: Wharf "D" Bulk, "B" and "C" general cargo, Wharf "A" heavy lifts.

Cranes:

Wharf A – 1 × 100 tonnes for heavy lifts
B – 2 × 10 tonnes
C – 2 × 10 tonnes
D – 4 × 10 tonnes

Small mobile cranes also available.

Stevedores: Working hours – 24 hours continuous. Shifts change at 1600 hrs. Meal breaks at 1200 hrs. – 1300 hrs., 1700 – 1800 hrs. and 2000 – 2100 hrs.

Rate of discharge good, labour force good. Majority of port handling equipment is new, cranes, rail, etc. No warehousing available.

Fresh Water: Fresh water obtained by road tanker only, in quantities 40 tonnes. Usually supplied at night as they supply the steel town dur the day.

Fuel: No facilities observed.

Medical: Facilities at Iskenderun.

Consuls: At Iskenderun.

Repairs: No facilities observed.

General: Communications: Rail and road to Iskenderun, no local airfie All instructions and information available through Iskenderun on VH Channel 16, calling "Demicargo" which is local control, usually operat 0900 hrs. to 1700 hrs. and available only during working hours (Not me hours).

Tonnage Handled: By observation only, it appears that relatively lar vessels can be handied at the iron ore berth, up to 30,000 tonnes. A ne berth is under construction (See "Plan") which will be able to hand vessels up to 100,000 tonnes. Other berths are for smaller vesse (A, B and C), the largest being "B".

Principal activities, steel, iron ores, general cargo.

Services: Tank cleaning services and ship chandlers available fro Iskenderun.

SHIPMASTER'S REPORT: October 1986.

Clearance Inward: Vessel ordered to Iskenderun, anchored on arriv cleared inward. All certificates and Seaman's I.D. Cards landed. Sho passes issued. 7 copies of Crew List required.

Radio: Istanbul for long distance messages. Iskenderun for messag when close by, port has VHF but uncertain if international connectio possible.

Iskenderun Pilot has VHF Channel 16, opening watch at 0630 hrs

Most Agents appear to be on VHF in office hours.

Fuel: Available with appropriate arrangements.

Isdemir: Vessels shifted up to wait for Pilot off Harbour Entrance o instructions of Agency. Pilotage available from 0830 hrs., VHF Chann 12. Tug channel monitored, 2 tugs on station, a third can be ordered

The port imports coal and iron ore for the steel mill, using the new completed portal grab cranes on Berth A-I. Berths A-B, C-D, E-F appe to be mainly used for exports of steel bars, coils, steel rods, pig iro some coal and other minerals. Berth D-E mostly used for import of gra for direct delivery into lorries, and yard cargo for import or transhipme overland.

Working Hours: (3×8 hours) 0800, 1600, 2400 hrs. Though tally cler may work (2×12 hours) 0800, 2000 hrs.

Vessel loaded 27,000 tonnes steel bars in 21 days after waiting days for berth, with one shift to a deeper berth across harbour with tug

Facilities: Industrial grade or non-potable water piped to a few poi in the harbour. Drinking water supplied in road tankers (ship's ho used). Agencies, communications, medical, ship chandlers, etc., al Iskenderun. Agency charged by tariff for all services, rather than by t amount of work done.

International telephone system appears limited, and congestio occured soon after 0900 hrs. Agency telex machines only domes models, head office relayed international messages.

Provisions, especially vegetables, limited choice in hot weather. N bonded stores, only duty paid beer, etc. available. Ship chandle required Owners approve the cost of the order before arranging supp also that only one delivery be made owing to the high costs involve Bill made out in U.S. dollars.

The public highway is a walk of 1.5 hours in very hot weather, befo taxis or mini buses can be obtained. The bus system at shift chang time, with a transfer at the factory bus terminal was useful a economical. There are some small general stores in the 'Fabrik Tow about 1 hour's walk. Hourly bus service to Iskenderun until early evenin

Clearance Outward: Vessel returned to Iskenderun on a Sunday t outward clearance, where the certificates and Seaman's I.D. Cards we returned. It is possible to sometimes arrange clearance at Isdemir o weekdays.

AUTHORITY: Iskenderun Demir Ve Celik Fabrikalari, Directorate Iskenderun Iron and Steel Plants, Isdemir 31319, Turkey. *Tel:* 889 6260. *Telex:* 68696, 68697 Isde Tr. *FAX:* 9-881-13895. *Cables:* Isdem Iskenderun. *Contact:* Mehmet Arican, Port Manager Tel: 8895-62 (Ext. 3080), Fax: 9-8895-3759.

ISKENDERUN: 36.35 N. 36.10 E. (See Pla

DOCUMENTS:

7 Crew Lists.
2 Stores Lists.
7 Passenger Lists.
2 copies Crew Declaration.
2 copies Transit Cargo Manifest.
3 copies Inward Cargo Manifest, of which one must be legalised Turkish Consulate at loading port. If no consulate existing sam be certified by local Customs Officer or Chamber of Commerc
1 set Bills of Lading.
2 copies Cargo Stowage Plans.
Health Documents.
Ship's Certificates.

PILOTAGE: Compulsory and provided by Port Administration. One p boat available.

ANCHORAGES: Anchorage should not be less than 600 m. to 800 m. from the breakwater, where quarantine control is performed, and where depth ranges from 15.0 m. to 25.0 m.
RESTRICTIONS: Depth at port entrance 12.0 m.
MAX. SIZE: Max. draft 12.0 m.
Also see "Tankers".
HEALTH: Pratique obtained on arrival. Master required to show vessel's Health Declaration and Certificate of Registry. Crew Vaccination Certificates to be produced if required. Sanitary Certificate required if live animals on board.
RADIO: Istanbul Radio, call sign TAH. Izmir Radio, call sign TAN. Iskenderun Radio, call sign TAI.
VHF: Port Authority and Pilots on Channels 16 and 13.
TUGS: 6 tugs up to 2,500 h.p. available.
One tug compulsory for the vessels of up to 4,000 g.r.t. and 2 tugs compulsory for the vessels of more than 4,000 g.r.t. Tugs are provided by the Port Administration.
BERTHING: The port has a breakwater 1,400 m. long, and is protected from North and South winds.

Berth	*Length* (m.)	*Depth* (m.)	*Remarks*
No. 1	170	10.0	General Cargo
No. 2	170	10.0	General Cargo
Nos. 3 & 4	353	10.0	General Cargo
No. 7	200	10.0	Dry Bulk and Ro/Ro
No. 8	167	12.0	Dry Bulk
No. 9	167	12.0	Dry Bulk
No. 10	200	10.0	Dry Bulk and Ro-Ro

CARGO HANDLING FACILITIES: The port is connected to the national railway system. The overall length of railway line within the port is 22,500 m., and railway connection exists to every quay. Dangerous cargo is discharged into lighters and stored in special areas. Vessels with dangerous cargoes can only be worked during daylight hours.
Container and Ro/Ro Facilities: The port does not have specific container equipment. However, mixed container operations are carried out at the port by a fixed shore crane of 25 tons lifting capacity and 2 container forklifts of 10 tons – 42 tons lifting capacity. Reefer points for refrigerated containers are available on a 75,000 sq.m. concrete yard. Ro/Ro operations are carried out at Berths No. 7 and 10.
Ore and Bulk Cargo Facilities: Conveyors are available for ore, grain and coal handling, operating at a rate of 250 tons/hr., 300 tons/hr. and 100 tons/hr. respectively. The construction of a grain silo of 60,000 tons capacity has been completed, and has a conveyor connection with the quay.
Liquified Gas Terminal: Available at Sariseki Chemical Works, 3.5 miles North of the main port.
Cranes: 21 shore and yard gantry cranes of 3 tons – 25 tons capacity, 11 mobile cranes of 3 tons – 25 tons capacity, one floating crane of 90 tons capacity and 12 crawler cranes.
Equipment: Two container forklifts of 10 tons – 42 tons capacity, 35 forklifts of 3 tons – 5 tons capacity, 8 trailers of 20 tons capacity, 6 trailers of 40 tons capacity, 4 tugmasters, 3 loaders and 7 towing tractors.
Storage: Open storage area of 374,630 sq.m., and covered storage area of 18,395 sq.m.
STEVEDORES: 3 shifts (0800 – 1630, 1630 – 0030 and 0030 – 0800). For bulk cargoes, 3 consecutive shifts of 8 hours can be worked.
Cargo Handling Rates: Average daily rates/shift/gang: General cargo 100 tons to 125 tons; bagged 125 tons – 150 tons; cotton 100 tons.
Gangs secured by Agent through the Port Monopoly, 24 hours prior arrival.
MEDICAL: Facilities available. Master to inform Agent by cable if urgent medical assistance required on arrival, also indicating, if possible, seriousness of case in order to take adequate steps.
TANKERS: Three berths operated by Mobil Oil, Petrol Ofisi and Shell. Max. draft 12.19 m. Mooring not allowed after sunset. Anchorage for ships carrying inflammable and dangerous cargoes is N.W. off the breakwater head, where the cargoes are pumped from submarine pipelines to the shore installations.
Also see "Botas".
FRESH WATER: Available alongside at 40 t.p.h. and from 2 barges of 240 tons capacity.
FUEL: Available locally from Baytur Trading S.A., Telex: 68068 AUTT TR/68022 AUIS TR. Tel: (881) 14400/18958/11104. Fax: (881) 15737, Iskenderun, Turkey.
With 48 hours notice Petrol Ofisi can supply Marine fuels and lubricants (Mobil, Shell, Chevron & B.P.). Telex: 29048 BUNK TR. Tel: (1) 338 25 09 / 337 36 86 / 337 88 31 / 336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.
CONSULS: Vice-consulates of France, Germany, Greece, Italy, Norway, Spain and U.K.
REPAIRS: Welding and other minor types of repairs are possible.
GANGWAY/DECK WATCHMEN: Services of watchmen recommended. 3 shifts of 8 hours each. Extra tariff for Sundays and holidays.
OPENING/CLOSING HATCHES: May be opened/closed by ship's crew. May be performed by stevedores at tariff rates.
CUSTOMS ALLOWANCES: 50 cigarettes for each man going ashore. On board the vessel each man may hold 200 cigarettes and 1 open bottle wine/spirits out of bond.
REPATRIATION: Can be arranged but Passport compulsory.
AIRPORT: Adana Airport, situated 147 km. from Iskenderun.
POLICE/AMBULANCE/FIRE: Police 11007; Ambulance 11057; Fire 11000.
TIME: GMT plus 2 hours in Winter. GMT plus 3 hours in Summer.
HOLIDAYS: New Year's Day (commencing 1200 hrs. Dec. 31st); National Sovereignty Day (April 23rd); Sports Day (May 19th); Victory Day (August 30th); October 29th; Sheker Bayram (3 days, movable); Kurban Bayram (4 days, movable).
Iskenderun Port is not working only on first days during Sheker Bayram and 2 days during Kurban Bayram, during all other days work carried out.
IDENTIFICATION CARDS: Seamen's Book is sufficient. For repatriation and joining vessels, passport compulsory.
GARBAGE DISPOSAL: Garbage collection service and equipment is available. This service is given at all berths.
WASTE OIL DISPOSAL: Collection service is available. The waste oil is collected by 10 cu.m. mobile tanks. There is another tank of 80 cu.m. capacity inside the port. An oily water separator system of 7,500 cu.m./year is also available.
SEAMAN'S CLUBS: There is no seaman's club. However some facilities are available both within the port and in the city.
CURRENCY: Turkish Lira (TL).
GENERAL: *Weighing Facilities:* There are 4 weighbridges up to 100 tons capacity.
Weather: Sudden and very strong winds called "Yarikkaya" blow from North and East during Winter season.
Security: Port Security personnel ensure the security of the port 24 hours a day.
Provisions: Available.
DEVELOPMENTS: There are plans for container facilities in order to meet the container handling requirements, which will arise from Southeast Anatolia Project (GAP). The feasiblity study for a container terminal has already been completed.

SHIPMASTER'S REPORT: Customs and Health Clearance is performed both at anchor and at the berth. Vessels should anchor about 0.5 miles North of the landing stage in the main part of the town. All Officials and Agents arrive by boat and when clearance is given the Pilot comes out. For vessels with cargo for the chemical works at Sariseki (3.5 miles North of the main port), the procedure is the same except that a Pilot is not required.
Customs, Immigration, and Health Officials require 4 Crew Lists on arrival. The Agent will require 2 more Crew Lists prior to the vessel's departure for clearance with the Harbour Master.

AUTHORITY: Turkiye Cumhuriyeti Devlet Demiryollari – Isletmesi Genel, MD, Talatpasa Bulvari, Ankara, Turkey. *Tel:* (90-4) 311-30-83. *Telex:* 42571. *FAX:* (90-4) 312-32-15.
Turkiye Cumhuriyeti Devlet Demiryollari, Liman Isletmesi Mudurlugu, Iskenderun, Turkey. *Tel:* 90-326-6140047. *FAX:* 90-326-6132424. *Telex:* 32424 Liman Tr. *Contact:* Abdulmusa Apaydin, Port Manager. Cevat Colak, Harbour Master (Tel: (881) 32740).
AGENT: Gulf Agency Denizcilik A.S., P.O.Box 277, Iskenderun. Tel: (90-326) 6138190. After Hours 6179141. Telex: 68124. Fax: 6121623. Cables: "Gacship" Iskenderun.

ISTANBUL: 41.01 N. 28.59 E. (See Plan)

(A) ISTANBUL (EUROPE)
(B) HAYDARPASA (ASIA)

(A) ISTANBUL (EUROPE)

DOCUMENTS: *Vessels bound for Istanbul:*
5 Crew Lists.
6 Passenger Lists.
3 Stores Lists.
1 Transit Cargo Manifest.
2 Inward Manifests of all cargo onboard.
Copies of relevant Bills of Lading for Inward Manifests.
3 Lists of Money in the Ship's Safes (if there is no money on board, please issue 3 "Nil" lists).
Harbour Master's Sailing Permit (which must be exchanged at each Turkish Port and kept on board).
Ship's Certificates (Derat, Ship Safety, Safety Radio, Class or Freeboard).
Transit Vessels: Master to present only Tonnage and Derat Certificates during Sanitary Control at both Straits (Canakkale and Buyukdere).
PILOTAGE: For both vessels bound for Istanbul and transit vessels, Pilot secured by the Agent through the Port Monopoly Administration. Master to wire ETA notices 48 and 24 hours prior to arrival. ETAs must be confirmed or corrected not less than 2 hours prior to ETA. Pilot boarding vessel, using service boat hoisting red and white flag, off Haydarpasa and Sarayburnu (entrance from Marmara Sea) or off Kavak (entrance from Black Sea). Pilotage for entering and berthing in harbour areas is compulsory. Pilotage through Bosphorus is optional. All Pilots can be contacted by VHF Channel 16.
Also see "Shipmaster's Report".
ANCHORAGES: Free and safe anchorage in roads off Marmara coast approach to Istanbul. It is however recommended to anchor as near as possible to the harbour. Anchoring at other anchorage areas is subject to special permission via Harbour Master. Good anchorage off Haydarpasa and off Yenikapi, Ahirkapi for large vessels. For smaller vessels there is a good anchorage between Dolmabahce and Kurucesme.
MAX. SIZE: No limitation of draft in open roadstead at anchor. Max. draft in port alongside quay: 10 m. for dry cargo ships. Tankers up to 48 ft. draft can berth at Haramidere Oil Port.

RESTRICTIONS: Ships carrying hazardous cargoes (flammable, explosives, corrosives, etc.) are not allowed to enter the harbours. Ships can anchor in roads outside the harbour at any time without Pilot. Ships to operate upon arrival at night can enter the harbours with Pilot and with special permission through the Port Monopoly Administration. 48 hours' notice has to be given to the Harbour Master of Istanbul for vessels calling at Istanbul and/or passing in transit through Bosphorus.

HEALTH: Sanitary control of both transiting and operating vessels performed at the Straits entrance (Canakkale and Buyukdere). Ships entering from South must slow down at Canakkale and ships arriving from North must slow down at Buyukdere for Sanitary Control. In case of non-performance of such control due to bad weather, Master has to inform Agent in time and have to stop and wait at South Entrance of the Bosphorus until Sanitary Control is performed otherwise heavy fine would be levied.

Also see "Shipmaster's Report".

RADIO: Wireless messages to be routed to Agent via Istanbul Radio. Call sign of Istanbul Radio Station is TAH. Frequency MW 500 kHz. Ships can also communicate with Agent by radio telephone on frequency 2182 KHz. It is recommended that ships keep watch for any radio telephone call by Agent detailing any berthing and operation arrangement.

TUGS: Arranged by Agent. Vessels of 1,500 g.r.t. and over berthing at the quays or mooring to the buoys are compelled to take the services of at least one tug and vessels of 5,000 g.r.t. and over require at least two tugs. Charged per hour or fraction of each operation.

21 tugs ranging from 110 hp to 2,500 hp are available.

BERTHING: Priority to food and passenger ships. If no berth available then ships to wait for turn in roads at anchor.

Turkish Maritime Corporation Facilities:

Wharves:	*Length* (m.)	*Depth of Water* (m.)
Karakoy (ex Galata) exclusively for passenger vessels	520	7 – 10
Salipazari for cargo handling	600	10
Sarayburnu for passenger handling	240	6
Camialti and Haskoy (Golden Horn)	68	3 – 4
Kurucesme for coal handling	370	10

Equipment:

Electric Cranes along the quays:
- 2 of 5 tons
- 7 of 3 tons
- 3 of 4 tons (coal transporter)

Rubber wheeled mobile cranes:
- 1 of 25 tons
- 7 of 10 tons
- 8 of 5 tons
- 5 of 3.5 tons

Floating Cranes: 5 tons – 60 tons.

BULK HANDLING: See "Section B" – Haydarpasa.

BRIDGES: There are 2 bridges: Galata Bridge is between Eminonu and Karakoy: Ataturk Bridge is between Unkapani and Azapkapi. Both bridges are opened in the morning for vessels entering the Inner Harbour (Golden Horn). Vessels wanting to pass through the bridges have to give notice in due time to the Harbour Master of Istanbul.

STEVEDORES: Gangs of stevedores secured by the Agent through the Port Monopoly, 24 hours prior arrival. Average loading and discharging rates of about 150 – 200 tons per gang per shift depending also on the kind of goods. Discharging operations are generally performed alongside the wharves and loading operations at buoys; however, as stated above, can also be effected alongside simultaneously with discharging. Working hours: Monday to Friday 0800/1200 and 1300/1700 hrs; Saturday 0800/1200 hrs.

MEDICAL: Master to inform Agent by cable if urgent medical assistance is required upon arrival, also indicating, if possible, seriousness of case in order to take adequate steps.

TANKERS: The oil port called Haramidere is a small bay open to Southern winds and 60 km. distant from Istanbul in the Sea of Marmara. There are buoys and an oil pumping platform in this bay. Tankers can berth by dropping 2 anchors and mooring by stern at these buoys or at platform. Average sea depth is 48 ft.

Ambarli: Position Lat. 40° 58′ N., Long. 28° 42′ E. Max. size 250,000 d.w.t. Vessels moor by the stern to a dolphin platform (offshore).

DENSITY: Always variable due to strong currents, however, can be reckoned as 1015.

FRESH WATER: Supplied by barge and shore installation at the rate of 30 t.p.h. – 60 t.p.h.

FUEL: Diesel oil, gas oil and bunker fuel can be supplied by barge at transit cost, subject 48 hours' pre-advice. Fuel supplied only against advance payment in foreign exchange (dollars, sterling or Swiss francs).

With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron & B.P.) Telex: 29048 Bunk Tr. Tel: (1) 338 25 09 / 337 36 86 / 337 88 31 / 336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

CONSULS:

Albania
Austria
Belgium
Brazil
Bulgaria
Chile
Czech Rep.
Denmark
Dominican Rep.
Egypt
Finland
France
Germany
Great Britain
Greece
Hungary
Iceland
Iran
Iraq
Israel
Italy
Japan
Lebanon
Mexico
Netherlands
Pakistan
Poland
Portugal
Romania
Russia
Spain
Sweden
Switzerland
Syria
Thailand
U.S.A.
Yugoslavia

REPAIRS/DRY DOCKS: At the Golden Horn are 3 graving-docks:

(1) 388 ft. length, 72 ft. width at entrance
(2) 279 ft. length, 62 ft. width at entrance
(3) 600 ft. length, 63 ft. width at entrance

At Istinye (in the Bosphorus):

1 floating dock 137.50 m. length, 21.25 m. width with 8,500 tons li capacity. 1 floating dock 67.82 m. length, 30.40 m. width with 5,000 to lifting capacity. 1 floating dock 126.14 m. length, 34.0 m. width w 10,000 tons lifting capacity. In cases of necessity floating docks of 5,0 and 10,000 tons capacity can be united and be put in operation as sin floating dock with 15,000 tons lifting capacity. Every kind of repair c be effected at Istinye docks.

At Fener (Golden Horn) is a dry dock for vessels up to 600 tons, a at Haskoy (Golden Horn) is a dry dock for vessels up to 176 tons. Th are also some privately owned. All kinds of repairs can be effected.

SURVEYORS: American Bureau of Shipping, Bureau Verit Germanischer Lloyd, Lloyd's, Norske Veritas, Turkish Lloyd.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Owners or Master to decide whet this work should be undertaken by the stevedores or by the crew.

CERTIFICATES: Safety, Safety Equipment, Safety Radio, Class a Freeboard documents.

CUSTOMS ALLOWANCES: 40 cigarettes and 1 bottle wine/spirits p crew member.

CARGO GEAR: Generally shore cranes operating. However, ship us own means when such cranes are not available. Full lights to be suppl by ship.

REPATRIATION: Crew exchange and repatriation is possible t citizens of Italy, Great Britain, Benelux Countries, Sweden, Norwa Germany, Austria, Switzerland, France, Ireland, U.S.A., Icela Pakistan, Monaco, Australia, Canada, Japan, New Zealand, Spa Cyprus, Portugal, Tunisia, Kenya, Iran, Yugoslavia, Romania, Moroc Citizens of other states not specified above are subject to a Turkish vi

AIRPORT: Yesilkoy Airport is an international airport with da connection throughout world. Airport 15 km. from Istanbul.

TIME: GMT plus 3 hours.

HOLIDAYS: New Year's Day (Dec. 31st p.m. and January 1st); Nation Sovereignty (April 22nd p.m. and April 23rd); Sports and Youth D (May 19th); Sheker Bayram (3 days) (movable); Courban Bayra (4 days) (movable); Victory Day (August 30th); Proclamation of t Republic (Oct. 28th p.m. to Oct. 30th). In the event of a holiday end on a Friday, the Saturday that follows is considered also as a holid in full, and normal working starts as of Monday morning 0800 hrs.

POLICE/AMBULANCE/FIRE: Fire Istanbul 521 42 22, Uskudar 333 30; Police 527 45 00; Ambulance Istanbul 521 15 95, Beyoglu 144 98, Uskudar 333 04 01.

TELEPHONES: No installation for connection facility on board.

SERVICES: Tank cleaning (gas-free service), derat, compass adjust carried out by experts of shipyards or Turkish Maritime Lines.

SHORE LEAVE: Crew members are allowed ashore at all times.

IDENTIFICATION CARDS: Seaman's Book is sufficient.

GARBAGE DISPOSAL: Garbage disposal service is available. Dru are provided if required. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.		Cost (U.S.$)	
	Flag of Ship			
Method of Service	*Turkey*	*Others*	*Barge*	*Container*
On Quay	16	45	6	0.70
At Anchor	30	90	6	0.70

WASTE OIL DISPOSAL: Waste oil disposal service is availab Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.	
	Flag of Ship	
Method of Service	*Turkey*	*Others*
On Quay	20	60
At Anchor	40	12

Facilities include two oily water separators of 10 tons per hour capac and shore tanks of 800 tons and barge of 350 tons capacity. Contact: Tel: 1-1522100/5. Telex: 24410 TRDZ. Fax: 1497415.

SEAMAN'S CLUBS: There is no seaman's club operating in the po but the port is situated near the city, and all shopping, internatio telephone, some sporting activities, dances, transportation, and posta facilities are available there.

CURRENCY: Turkish Lira (TL).

SHIPMASTER'S REPORT: *Dardanelles and Bosphorus:* If a Pilo required for both Dardanelles and Bosphorus, give 24 hours' no through Istanbul Agent. Same Pilot remains on board for full transit, S of Marmara included, and this applies for both North and South-bou traffic. Pilots at Dardanelles and Bosphorus work VHF Channel 16. *Sanitary Control:* Required at Buyukdere: Ship's Register, Derat, Cr List and certificate issued at Canakkale North-bound.

AUTHORITY: Turkiye Denizcilik Kurumu (Turkish Mari Corporation), Genel Mudurluk, Karakoy, Istanbul, Turkey. *Tel:* 14335 *Telex:* 22221 Dzb Tr, 22339 Dzy Tr. *Cables:* Denizbank Istan *Contact:* Y. Izzettin Sen, Director of Ports. Ozden Dumanli, Assistan General Manager.

(B) HAYDARPASA (ASIA)

DOCUMENTS:
7 copies Crew Lists.
4 copies Passenger Lists.
2 Lists of Passengers Landing in Istanbul.
2 Lists of Passengers in Transit).
2 copies Transit Cargo Manifest.
3 copies Inward Cargo Manifest. The original Manifest of Goods for discharge at, or transhipment to, Turkish ports must be visaed by the Turkish Consul at port of loading. In the absence of Turkish Consulate, the manifest must contain an endorsement made by the local Authorities (Chamber of Commerce, etc.) to the effect that no Turkish Consul is available.
1 set Bills of Lading.
2 copies Cargo Stowage Plan.
Health Documents
2 copies Stores Lists.
Ship's Certificates:
  Sanitary Declaration Form.
  Derat Certificate.
  Ship's Register.
  Load Line Certificate.
  Safety Radio Certificate.
  Safety Equipment Certificate.
  Cargo Ship Safety Construction Certificate.

PILOTAGE: Compulsory. Ordered by Agent on basis of Master's ETA.
Pilots meet vessels West of a line (Longitude 28° 57′ 56″ E.) passing through the light on the breakwater of Kumpapi Fishing Boat Harbour.
Pilots are supplied by the Istanbul Harbour Directorate of the Turkish Maritime Organisations – TDI.

ANCHORAGES: The area to the South of Yenikapi lying between Longitude 28° 58′ 36″ E., passing through the Mosques of Sultanahmet, and Longitude 28° 55′ 00″ E. passing through Yedikule is reserved as a free anchoring area for passenger and dry cargo ships.

MAX. SIZE: No limitations at the anchorage.

HEALTH: Master's are required to show vessel's Health Declaration and Certificate of Registry at Dardanelles. Ships which cannot be inspected at Dardanelles due to unfavourable weather conditions or other compulsory reasons are reported by the Health Authority at Dardanelles to the Health Authority in Istanbul by cable.

RADIO: Istanbul Radio, call sign TAH.
Izmir Radio, TAN.

VHF: Ship to shore communications on Channel 12.

TUGS: 5 tugs up to 2,500 h.p.
Vessels over 1,500 g.r.t. require one tug.
Vessels 1,500 g.r.t. – 5,000 g.r.t. require 2 tugs.

BERTHING:

Berth No.	*Length* (m.)	*Depth* (m.)	*Remarks*
2	220	6.0	General cargo
3	190	10.0	Dry bulk
4/5	334	10.0	General cargo
6	220	10.0	General cargo
7/8	246	10.0	General cargo
9	153	8.5	General cargo
10/11	350	10.0	General cargo
12	300	12.0	Containers
13/14	295	10.0	General cargo
15	220	8.0	General cargo
16	96	8.0	General cargo
17	141	8.0	Ro-Ro
18	164	6.0	General cargo
19	97	6.0	General cargo
20	50	6.0	General cargo
21	50	6.0	General cargo

There is also a silo of 70,580 tons capacity at the harbour.

CRANES/EQUIPMENT: 1 floating crane of 250 tons capacity; 2 container quayside gantry cranes of 40 tons capacity; 21 shore and yard cranes of 3 to 35 tons capacity; 4 reach stackers of 40 tons capacity; 9 transtainers of 40 tons capacity; 18 mobile cranes 5 to 25 tons capacity; 6 container forklifts of 10 to 42 tons capacity; 54 general cargo forklifts of 2 to 5 tons capacity; 19 tugmasters; 1 loader; 6 tractors; 25 trailers of 40 tons capacity; 10 trailers of 20 tons capacity.

CONTAINER FACILITIES: The space of the container terminal is nearly 100,000 sq.m. The holding capacity of the container terminal is 6,000 TEU (both full and empty). The annual capacity, on the other hand, is 144,000 TEU/year. In addition, there are 2 areas hired outside the port for stacking the empty containers. A container freight station of 3,600 sq.m. is available behind the container quay. Another facility available at the port is the provision of reefer facilities for refrigerated containers.

RO-RO FACILITIES: A newly built Ro-Ro terminal is now in service. The Ro-Ro berth, which has 160 m. length with an alongside depth of 8.0 m., can accommodate 360 ships per year, and can handle 410,000 tons of Ro-Ro cargo, 65,000 trucks (incoming and outgoing), and 60,000 cars a year.

BULK HANDLING FACILITIES: Berth No. 3 serves the dry bulk traffic. The length of the berth is 190 m. with an alongside depth of 8.2 m. A grain silo of 34,000 tons capacity is available and has a conveyor connection with the quay.

STEVEDORES: Working hours: 3 shifts, 7 days a week.
1st shift: 0800 hrs. – 1630 hrs.
2nd shift: 1630 hrs. – 0030 hrs.
3rd shift: 0030 hrs. – 0800 hrs.
Gangs ordered by Agent through the Port Monopoly 24 hours prior to arrival.

MEDICAL: Master to inform Agent by cable if urgent medical assistance required on arrival, also indicating, if possible, seriousness of case in order to take adequate steps.

FRESH WATER: Supplied from hydrants on the berths.

FUEL: Available.
With 48 hours notice Petrol Ofisi can supply marine fuels, see "Section A".

CONSULS: 42 countries have Consulates in Istanbul.

REPAIRS: Welding and other minor types of repairs are possible under the Haydarpasa Port Directorate's control.

GANGWAY/DECK WATCHMEN: Watchmen services recommended. 3 shifts of 8 hours each.

OPENING/CLOSING HATCHES: May be opened/closed by ship's crew or by stevedores at tariff rates.

CUSTOMS ALLOWANCES: 50 cigarettes for each man going ashore. On board the vessel each man may hold 200 cigarettes and 1 open bottle wine/spirits out of bond.

REPATRIATION: Can be arranged.

AIRPORT: Istanbul Ataturk Airport served by international and domestic lines. Airport situated 20 km. from Haydarpasa Port.

HOLIDAYS:
Official Holidays: New Year's Day (from December 31st at 1200 hrs. and January 1st); National Sovereignty Day (April 23rd); Youth and Sports Day (May 19th); Seker Bayram (3.5 days), movable; Kurban Bayram (4.5 days), movable; Victory Day (August 30th); Proclamation of the Republic (from October 28th at 1200 hrs. to October 29th).

POLICE/AMBULANCE/FIRE: Police Control Office: 144 94 03; Ambulance: 354-383 (internal phone numbers of Haydarpasa Port), 338 10 10; Fire Brigades: Haydarpasa Port: 393-354-583 (internal phone numbers of Haydarpasa Port), 163 60 20.

IDENTIFICATION CARDS: Seamen's Book is sufficient.

WASTE OIL DISPOSAL: An oily water separator system is available with a capacity of 10,500 cu.m./year to clean bilge water in conformity with the IMO regulations.

SHIPMASTER'S REPORT: Customs and Health Clearance is performed at anchoring areas Kumkapi (if coming from Marmara Sea) and Buyukdere (if coming from Black Sea). All officials and agents arrive by boat and when clearance is given, the Pilot comes out. For vessels with cargo for the chemical works at Meda (2 miles S.S.E. of the main port) the procedure is the same except that a pilot is not required.

AUTHORITY: Turkiye Cumhuriyeti Devlet Demiryollari Isletmesi Genel Mudurlugu – Talatpasa Bulvari, Ankara, Turkey. *Telex:* 42571.
TCDD Liman Isletmesi Mudurlugu Haydarpasa, Istanbul, Turkey. *Tel:* 90-216-337-99-88, 336-94-45. *Telex:* 29705. *FAX:* 90-216-345-1705. *Contact:* Lami Teksoz, Port Director.

AGENT: Gulf Agency Denizcilik A.S., P.O.Box Karakoy 1230, Istanbul 80008, Turkey. Tel: (90-212) 2430708. After hours 2572898. Telex: 25517 ("GACU"). Fax: 2450107. Cables: "Gacshipping" – Istanbul.

IZMIR: 38.25 N. 27.09 E.

DOCUMENTS:
6 Crew Lists.
4 Passenger Lists.
2 Manifests of Transit Cargo.
3 Manifests of Inward Cargo, 1 of which must be legalised before arrival by Turkish Consulate at loading port.
1 set Bills of Lading.
1 set Cargo Stowage Plans.
2 Stores Lists.
Health Documents.
Ship's Certificates.

N.B. Ship's particulars form is to be filled in by Masters upon arrival at Izmir, and remitted to the Port Authorities.

PILOTAGE: Pilotage is compulsory and is provided by the Turkish Maritime Organisation (TDI). Masters must notify their Agents at least 12 hours in advance giving their ETA at Pelican Spit and ask for a Pilot.
Pilot can be contacted on VHF Channel 16.

ANCHORAGE: In the Outer Harbour, 300 m. outside Old Port breakwater, ample space for vessels to anchor. Cargo operations cannot be performed at anchor unless vessels have red label cargoes aboard for Izmir or in transit.

RESTRICTIONS: Docking of ships at the old port is not permitted during night, but ships can sail any time during night. At the new port, docking is permitted during night (weather permitting) also ships can sail any time during night. There are no tides at Izmir.

MAX. SIZE: Vessels of any size with a max. of 38 ft. draft can operate at Izmir. There is a pipeline for oil-carriers in the Gulf of Izmir where tankers with a max. draft of 33 ft. can operate.
In Old Port, length restricted to 165 m., max. draft 8 m.

HEALTH: Vessels to show their Sanitary Certificate – if available aboard – also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if the vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard. If quarantine (fumigation) of the vessel is necessary, very considerable time is lost, and expense incurred because vessel must proceed to Fumigation Station at Klazomene, located at about 20 miles from Izmir (in the Gulf of Izmir) where fumigation can be effected and bad cases hospitalised.

RADIO: Izmir Radio Station, call sign TAN. Istanbul Radio Station: call letters TAH.

VHF: Ship-to-shore communication is by Channels 16 and 12.

TUGS: Tugs are compulsory for vessels of more than 2,000 g.r.t. At Harbour Master's estimation, 2 tugs will be used for vessels over 4,000 g.r.t. in case of bad weather. Dues will be collected for each tug. 3×2,500 h.p. tugs available.

BERTHING:

Berth No.	*Length* (m.)	*Depth* (m.)	*Cargo Handled*
1	140	8.0	Passenger Vessels
2	190	10.5	Passenger Vessels
3 *	150	10.5	Dry Bulk/Ro-Ro
4-5	270	10.5	General Cargo
6	75	10.5	General Cargo
7-8-9	372	10.5	General Cargo
10-11-12	348	7.0	General Cargo
13-14-15-16 *	600	13.0	Containers/Ro-Ro
17 * -18-19	450	13.0	Containers/Ro-Ro
20-21-22	364	13.0	General Cargo

* Ro-Ro facilities available.

CRANES/EQUIPMENT: 1 floating crane with 100 tons capacity, 2 container quayside gantry cranes of 40 tons capacity (2 additional gantry cranes are under construction and scheduled for completion by mid-1994), 9 shore cranes of 3 – 15 tons capacity, 14 mobile cranes of 6 – 30 tons capacity, 7 rubber tyred transtainers of 40 tons capacity, 4 reach stackers of 40 tons capacity, 12 container forklifts of 10 – 42 tons capacity, 25 general cargo forklifts of 2 – 8 tons capacity, 17 tugmasters, 15 tractors, 1 loader, 22 trailers of 40 tons capacity, 5 trailers of 20 tons capacity, 1 towing tractor.

CONTAINER HANDLING FACILITIES: The container terminal has 7 berths which have an alongside depth of 13.0 m. The total length of the berths is 1,050 m. The terminal covers an area of 152,000 sq.m. and the holding capacity is 7,047 TEU. Container operations at the quays are carried out by 2 gantry cranes of 40 tons capacity. The operations at the container yard are carried out by 6 rubber tyred transtainers and 4 reach stackers of 40 tons capacity, together with 12 container forklifts of up to 42 tons capacity. Reefer facilities for refrigerated containers are also available.

BULK HANDLING FACILITIES: Grain silo has capacity 76,000 tons. The conveyor can deliver between 2,500 and 3,000 tons in 24 hours.

Bulk ore loaded by grabs. Daily loading capacity per shift of 8 hours is between 750 to 1,000 tons.

STEVEDORES: *Working Hours:* 24 hours, 7 days a week.

1st shift: 0800 hrs. – 1630 hrs.
2nd shift: 1630 hrs. – 0030 hrs.
3rd shift: 0030 hrs. – 0800 hrs.

MEDICAL: Advance notice optional. There is a local English-speaking doctor for service on board vessels.

Hospitals: U.S. Military Hospital, French Hospital, Government Hospital (Memleket). Doctors available to board ships or patient to proceed to their clinics.

U.S. Military Hospital for emergency cases only.

TANKERS: Izmir is a discharge port for tankers. Socony Mobil Oil receives petroleum products in bulk through a pipeline at a distance of about 1 mile from their shore installations. Depth at the end of the pipeline is 33 ft. The pipeline is of 12 in. and the pumping is effected through a flexible hose of 10 in. at an average of about 450/500 t.p.h.

British Petroleum receives petroleum products at jetty where the tankers berth stern to with a max. draft of 23 ft. Pumping is effected by the vessel from her stern with a 6 in. flexible hose.

Petrol Ofisi receives petroleum products at their jetty. Vessels berthed stern to with a draft of 17 ft. Same procedure for pumping as for British Petroleum. The above three installations are located in the Gulf of Izmir opposite the new port of Alsancak.

FRESH WATER: Fresh water is available for drinking. The water is given both from dock or by barges (2×150 tons). Water is supplied by Port Monopoly. Delivery at the dock about 20 t.p.h. By barge about 40 t.p.h.

Two barges each of 200 tons capacity available.

FUEL: All kinds of fuel available subject to 24 hours' advance notice. Fuel supplied only against advance payment in free foreign exchange direct to Agent of the vessel.

With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron & B.P.). Telex: 29048 Bunk Tr. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

CONSULS:

Belgian Consulate (Honorary)	tel. 218847
Danish Consulate (Honorary)	" 124018
Finland Consulate (Honorary)	" 214782
French Consul General	" 214234
German	" 216995
Greek Consulate	" 216992
Italian Consulate	" 211696
Luxemburg Consulate (Honorary)	" 214882
Netherlands Consulate (Honorary)	" 132064
Norwegian Consulate (Honorary)	" 215102
Spanish Consulate (Honorary)	" 145470
Swedish Consulate (Honorary)	" 124878
U.K. Consul General	" 211795
U.S. Consul General	" 217204

REPAIRS: Ship's repair shops available: Denizcilik Bankasi (Turkish State-owned). Deck and engine repairs are possible.

DRY DOCKS: Floating dock, capacity 7,000 d.w.t.

GANGWAY/DECK WATCHMEN: Services of watchmen recommended. Three shifts of 8 hours per day.

OPENING/CLOSING HATCHES: This work can be carried out by crew. If carried out by stevedores the cost is charged to vessel.

CERTIFICATES:

Derat Certificate.
Registry.
Vaccination Certificates (if required).
Health Certificate.

CUSTOMS ALLOWANCES: 50 cigarettes for each member of the c going ashore. Aboard the vessel each member of the crew is permi to have one carton out of Bond. Wine and/or spirits: 1 litre for ea member of the crew in an open bottle is permitted out of Bond. Howe this allowance is to be kept aboard the vessel.

REPATRIATION: All facilities available for crew changes and arrang necessary repatriation.

AIRPORT: Izmir Adnan Menderes International Airport is 27 km. f the port. Airport is served by Turkish Airlines with 5 flights per day (lo flights in connection with Istanbul International flights). Also 2 di flights per week to Europe.

TIME: GMT plus 3 hours.

HOLIDAYS: New Year's Day (from December 31st 1200 hrs. to Janu 1st, 2400 hrs.); National Sovereignty Day (from 22nd April, 1200 hrs April 23rd, 2400 hrs.); Spring Day (May 1st); Constitution Day (M 27th); Sports Day (May 19th); Victory Day (August 30th); Natio Holiday (October 28th, 1200 hrs. to October 30th, 2400 hrs.); She Bayram (3 days) movable; Kurban Bayram (4 days) movable.

On these days offices are closed. Work in port is allowed by pay 75% overtime to the S.T. wages. The overtime for the National Holi (Oct. 29th) is paid 100% on the total regular overtime, which ma 300%. On the first days of Sheker and Kurban Bayram work aboar not carried out.

POLICE/AMBULANCE/FIRE: Police, tel. 255460; Ambulance, t 252405; Fire, tel. 00.

TELEPHONES: It is possible to place telephones aboard vessels at t new port of Alsancak.

SHORE LEAVE: Crew members are allowed to go ashore with land card.

IDENTIFICATION CARDS: Seamen's Book is sufficient.

REGULATIONS: Berths at the new port of Alsancak are obtained basis of the time and date of arrival of each vessel. If the por congested, vessels wait for their turn at anchor.

SERVICES: *Shipchandler:* General Ship Chandler Ltd. Co., Yah Erhan Varlikli, 1475 Sok 1/202, Alsancak, Izmir, Turkey. Tel: (219756, 216088, 220948. Telex: 53195, 53761. Fax: (51) 6304 Branches at Aliaga and Gemlik. Services available: Deck, engine a cabin stores; fresh water; laundry and provisions.

DELAYS: During the active export season, some delays occur vary 1 or 2 days.

DEVELOPMENTS: New port of Alsancak to be extended during t next 2 years by the construction of a breakwater, docks, warehou totalling a berthing capacity of additional 2 to 3 vessels, especi container vessels. 2 container cranes ordered.

AUTHORITY: General Directorate of Turkish State Railways (TCD TCDD Liman Isletmesi Mudurlugu, Izmir, Turkey. *Tel:* 90-232-46322 *FAX:* 90-232-4632248.

AGENT: Gulf Agency Denizcilik A.S., P.O.Box 857, Izmir. Tel. (90-2 4217270, 4217287. After hours 4224119. Telex 52371. Fax: 42203 Cables: "Gacship" Izmir.

IZMIT: 40.46 N. 30.00 E.

DOCUMENTS: 5 Crew Lists, 2 Stores Lists, 2 Crew Declarati 4 Cargo Manifests, 2 copies Bills of Lading, 2 Stowage Plans, Clearan from Last Turkish Port, Bill of Health, 2 Lists of Money in Ship's Sa Tonnage Certificate, Safety Equipment Certificate, Safety Ra Certificate, Safety Construction Certificate, Load Line Certificate, De Certificate.

PILOTAGE: Compulsory pilotage from Darica to Izmit and vice-ver also for berthing and unberthing. (For all movements in Izmit Gulf P is compulsory).

Vessels proceeding to Izmit Port have to take Pilot when enter Izmit Gulf at Darica pilot station, located:

Approx. Lat. 40° 45′ 18″ N., Long. 29° 23′ 18″ E.

ANCHORAGES: Approx. position: Lat. 40° 44′ 00″ Long.29° 52′ 48″ E.

RESTRICTIONS: Berthing at jetties at night time is at Pilot's discret

MAX. SIZE: No restrictions for vessels loading on roads, and no spe restriction if vessel suitable to load/unload at the jetty of Seka Pa Mills where jetty length 70 m., depth varying between 24 ft. and 27

HEALTH: For vessels proceeding to Izmit Free Pratique obtained Canakkale-Dardanelles or at Buyukdere-Bosphorus. Crew List Derat Certificate required.

RADIO: Istanbul Radio Station.

VHF: Available only at Darica and Yarimca pilot stations, Channel

TUGS: Compulsory towage for berthing and unberthing. The follo number of tugs must be used during operations at Izmit Gulf:

500 to 5,000 g.r.t. – 1 tug
5,000 to 25,000 g.r.t. – 2 tugs
25,000 to 50,000 g.r.t. – 3 tugs
over 50,000 g.r.t. – 4 tugs

BERTHING: Only 1 jetty available at Izmit which belongs to Seka Pa Mills where 2 ships can berth at a time to each side of the jetty.

CRANES: No shore cranes available at the jetty.

BULK CARGO FACILITIES: No bulk cargo facilities. Vessels l minerals on roads, by ship's gear, brought alongside by barges wit of 800/1,000 tonnes per day, working hours generally from 0800 to 20

At the jetty of Seka Paper Mills, working hours from 0800 to 1700 1700 to 2400. Generally paper and wood-pulp in bales discharged rate of 125/150 tonnes per shift per gang by ship's gear.

SPECIALISED CARGO HANDLING FACILITIES: None.

BRIDGES: None.

STEVEDORES: Private. See also "Bulk Cargo Facilities".

MEDICAL: Hospital and dental facilities are available.
TANKERS: No tanker facilities.
DENSITY: 1020-1022.
FRESH WATER: Available by barge, and small quantities available from the jetty.
FUEL: Not available at Izmit, can be supplied by barge or coaster from Istanbul.
FIRE PRECAUTIONS: None.
CONSULS: None.
REPAIRS: No repair facilities.
DRY DOCKS: None.
SURVEYORS: Cargo Inspectors and Surveyors available from Istanbul and can be ordered to attend vessel at Izmit.
GANGWAY/DECK WATCHMEN: Not necessary. Ship's gangway used.
HATCHES: Opening/closing hatches to be carried out by the crew.
CUSTOMS ALLOWANCES: Tobacco: 1 carton of cigarettes per week, each man. Spirits: 1 bottle of spirits per week, each man.
CARGO GEAR: Load/discharge effected by ship's gear.
REPATRIATION: Main embarkation/disembarkation Customs and Immigration formalities done at Istanbul but permission/formalities also required from Izmit Customs and Immigration.
AIRPORT: Nearest airport at Istanbul, approx. 130 km. from Izmit.
TIME: Local time GMT plus 3 hours.
HOLIDAYS: New Year's Day, Sugar Bayram for 3 days, Kurban Bayram for 4 days (both religious holidays and dates are changeable every year), 23rd April, 19th May, 30th August, 29th October are National Holidays. Saturdays and Sundays official holidays.
POLICE/AMBULANCE/FIRE: Police: 211-10945, Ambulance: 211-11030, Fire: 211-00.
EMERGENCY CO-ORDINATION CENTRE: Police Headquarters: 211-10945.
TELEPHONES: No arrangements exist.
SERVICES: None.
BANKS: Only local banks.
STORING: See "Prelims".

1. Vessels can be stored by barge and truck.
2. Vessels can be stored by barges during loading or discharging.
3. Trucks can proceed alongside at berth.
4. Fork lift trucks not available.
5. Customs facilities required for storing. Agents assist.

SHORE LEAVE: Crew members allowed ashore, no shore pass required.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
REGULATIONS: Nil. No visitors allowed aboard without permission.
DELAYS: No delays expected.
AUTHORITY: Izmit Seka Paper Mills. *Tel:* 211-31630. *Telex:* 33124. *FAX:* 23235, 20074.

MERSIN: 36.47 N. 34.38 E. (See Plan)

PORT LIMITS: Inside the lines drawn from 36° 48′ 00″ N., 34° 37′ 00″ E., first 2 miles S.E., then N.E. to the land.
DOCUMENTS:
5 Crew Lists.
4 Passenger Lists.
2 Stores Lists.
2 Transit Cargo Manifests.
3 Inward Cargo Manifests, one of which must be legalised prior arrival by Turkish Consulate at loading port; if no Turkish Consulate, same to be certified by local Chamber of Commerce.
3 Outward Cargo Manifest.
1 each of the Bills of Lading accompanying Manifests.
2 Cargo Stowage Plans.
Ship's Certificates:
(a) Load Line Certificate.
(b) Passenger Ship Safety Certificate (g.r.t. over 150).
Cargo Ship Safety Construction Certificate (g.r.t. over 500).
Cargo Ship Safety Equipment Certificate (g.r.t. over 500).
Cargo Ship Safety Radio-Telegraphy Certificate (g.r.t. over 1,600).
Cargo Ship Safety Radio-Telephony Certificate (g.r.t. over 300).
Exemption Certificate.
(c) Tonnage Certificate.
(d) Health Certificate.
(e) Derat Certificate.
(f) (According to MARPOL 73/78):
Oil Record Book I (g.r.t. over 150 for tankers, g.r.t. over 400 for others).
Oil Record Book II (g.r.t. over 150 for tankers).
Certificate of Complience.
PILOTAGE: Compulsory for all vessels and available 24 hours. Agent orders Pilot through Port Monopoly Administration. Master to cable ETA notices 48 and 24 hours prior to arrival. Pilot boards vessel with service boat hoisting red and white flag. Pilot boards vessel outside main breakwater. Shipmaster can use VHF station according to existing international frequencies. Usual international signals for requesting Pilot.
ANCHORAGES: Safe anchorage in open roads outside main breakwater.
Prohibited Anchorage:

1. Within the entrance canal of 14 m. depth marked by buoys.
2. Inside the circle of radius 2.5 cables length, with centre, red lighthouse at 36° 40′ 45″ N., 34° 38′ 45″ E.
3. North East open roads outside the line at 80° from green lighthouse towards the outside line of East breakwater.

RESTRICTIONS: Ships can anchor in open roads outside main breakwater at any time without Pilot. No night time restrictions for entry. Ships carrying more than 50 tons of explosives are not permitted to berth alongside.

The following are not permitted to enter Port:
Vessels over 9.0 m. draft between 16th December and 15th March.
Vessels over 9.5 m. draft between 16th March and 15th December.
Tankers over 12.0 m. draft between 16th December and 15th March.
Tankers over 12.5 m. draft between 16th March and 15th December.

Within main breakwater, ships exceeding 7.0 m. draft, and within the entrance channel, ships exceeding 9.0 m. draft, are not to operate engines. Ships below above mentioned drafts can only sail at low speed, unless force majeure. Ships over 1,000 g.r.t. cannot operate propeller within 50 m. of berths.
HEALTH: Clearance is effected on arrival. Vaccination Certificates to be presented if required. If suspected disease on board, radio Agents full details before arrival. Upon arrival, yellow flag on foremast during daytime, and one red light at top/one white light at bottom during night-time.
RADIO/VHF: Istanbul Radio, call sign TAH, Izmir Radio, call sign TAN, Mersin Radio TAM.

VHF Radio Telephone Channels 24 and 28, call Channel 16. Position of station: 36° 49′ 00″ N., 34° 36′ 00″ E.
M/F-R/T frequency: 2,820 kHz, call 2,182 kHz.
M/F-W/T frequency: 516 kHz, call 500 kHz.
Telephone: 9 741 13456, 9 741 23654, 9 741 26765 and 9 741 26766.

Radio messages to be routed to Agent, preferably via Istanbul Radio.
Telex communication always possible with Agent.
VHF communication possible with Agent through Channels 16, 68, 71, 74.
TUGS: 7 tugs available up to 3,200 h.p.
Tug Requirements:
Vessels 500 – 3,999 g.r.t.: One tug.
Vessels 4,000 – 14,999 g.r.t.: Two tugs.
Vessels over 15,000 g.r.t.: Three tugs.
Ship's lines are used.
BERTHING: Priority to Army, food relief and passenger ships. Second priority to Ro-Ro and Container vessels. If no berth available then ships to wait for turn in roads at anchor.

Quay	*Length* (m.)	*Depth* (m.)
No. 1 (Passenger Quay)	150	10.0
Nos. 2 and 3	275	10.0
No. 4	160	10.0
Nos. 5 & 6	335	10.0
No. 7 (Dry Bulk)	158	10.0
No. 9 (Containers)	225	12.0
No. 10 (Containers)	175	10.0
No. 11 (Ro-Ro)	40	10.0
No. 12 & 13 (Container)	310	12.0
No. 14 (Dry Bulk)	275	11.0
No. 15 (Dry Bulk)	275	14.5
No. 16	69	6.0
No. 17, 18 & 19	480	6.0
No. 20 & 21	253	12.0
No. 22 (Free Zone)	65	4.0
No. 23 (Free Zone – Oil Terminals)	270 (with dolphins)	10.0
No. 24 (Free Zone)	200	8.0

CRANES/EQUIPMENT: The equipment at the port includes 1 floating crane of 60 tons capacity; 5 quayside container gantry cranes of 40 tons capacity; 17 shore cranes of 3 to 35 tons capacity; 3 reach stackers of 40 tons capacity; 13 rubber tyred transtainers of 40 tons capacity; 18 mobile cranes of 5 to 25 tons capacity; 5 container forklifts of 10 to 42 tons capacity; 46 general cargo forklifts of 2 to 5 tons capacity; 32 tugmasters; 1 loader; 10 tractors; 43 trailers of 40 tons capacity; 9 trailers of 15 tons capacity; 10 trailers of 20 tons capacity and 2 pneumatics of 50 tons/hour capacity.
CONTAINER FACILITIES: The container terminal has 3 berths which have an alongside depth of 12.0 m. The total length of the berths is 710 m. The container terminal covers an area of 251,350 sq.m. The holding capacity at the container yard is 8,474 TEU (full and empty).

Container handling operations at the terminal are carried out by 5 quayside container gantry cranes of 40 tons capacity; 13 transtainers of 40 tons capacity; 3 reach stackers of 40 tons capacity and 5 container forklifts of 10 to 42 tons capacity. There are 2 container freight stations of 9,000 and 1,309 sq.m. Another facility available at the terminal is the provision of reefer facilities for refrigerated containers.

Also see "Developments".
BULK CARGO FACILITIES: Conveyor system available.
Loading rate: 1,200×2 = 2,400 t.p.h.
Discharging rate: 600×2 = 1,200 t.p.h.
Silo capacity: 100,000 tons.
STEVEDORES: Gangs of stevedores secured by the Agent through the Port Monopoly, to be ordered 24 hours prior to arrival, 7 days a week, 24 hours a day service.

Average discharging/loading rates:
100 tons per shift general cargo.
200 tons per shift bagged cargo.
150 tons per shift baled cargo
175 tons per shift bulk ore
Max. rate for ore 400 tons per shift if grab loading.
3 shifts per day (0800 hrs. – 1630 hrs., 1630 hrs. – 0030 hrs. and 0030 hrs. – 0800 hrs.).

Above are ideal rates, and may vary according to kind and stowage of cargo.
MEDICAL: Agent to receive advance notice if urgent medical aid is required on arrival. Hospitals, dental facilities and all other medical facilities are available.

TANKERS: *ATAS Refinery Terminal:* Depth in harbour channel and pier is 14.0 m. Max. LOA 299 m.

Tankers in ballast up to 15,000 d.w.t. may berth/unberth at any time, day or night. Other vessels manoeuvre in daylight hours only.

One finger pier, berths for 2 tankers at one time, 10 in. hose connections to 26 in. shore line. Loading rate 1,000 cu.m.p.h., discharge rate 1,500 cu.m.p.h.

DENSITY: Salt water 1025.

FRESH WATER: Fresh water supplied by barge (100 tons capacity), but otherwise by shore installation at the rate of 15 t.p.h.

FUEL: Most types of marine fuel and lubricants available for delivery to ships.

With 48 hours notice, Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron and B.P.). Telex: 29048 Bunk TR. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy Istanbul, Turkey.

CONSULS: Belgium, Denmark, Italy, Sweden, United Kingdom.

REPAIRS: Small craft repairs possible.

SURVEYORS: Cargo Inspectors such as Lloyd's, SGS, etc., available.

GANGWAY/DECK WATCHMEN: Available and recommended.

OPENING/CLOSING HATCHES: Owners or Masters to decide whether this work should be undertaken by the stevedores or by the crew.

CUSTOMS ALLOWANCES: 600 cigarettes and 7 bottles wine/spirits per crew member.

CARGO GEAR: Generally shore cranes operated. However, ship uses her own means when such cranes are not available. Full lights to be supplied by ship.

REPATRIATION: Repatriation arranged by Agent.

AIRPORT: Adana Airport, 60 km. from the port, served only by domestic line THY-Turkish Airlines, with routes to Northern Cyprus (Ercan), Ankara and Istanbul, twice a day.

TIME: GMT plus 3 hours.

HOLIDAYS: Republic Day (October 28th afternoon, October 29th); New Year's Day (January 1st); Independence Day (April 23rd); Youth and Sports Day (May 19th); Victory Day (August 30th); Ramazan Bayram (Religious Holiday – 3 days); Kurban Bayram (Religious Holiday – 4 days).

Discharging/loading effected on all holidays except the first two days of Religious Holidays.

Piers in the Free Zone work on holidays.

POLICE/AMBULANCE/FIRE: Telephone numbers: Police 055; Ambulance 13555, 26770, 077; Fire 000.

TELEPHONES: No installation for connection on board.

SERVICES: Special services available through Agents and/or ship chandlers.

STORING: Vessels can be stored by trucks. Trucks can proceed alongside at the berths. Forklifts can be used on the jetty if needed.

SHORE LEAVE: Crew allowed shore leave. Shore passes are issued.

IDENTIFICATION CARDS: Seamen's Book is sufficient.

GARBAGE DISPOSAL: Collection service is available and drums or skips are provided on board. Contact Mesbas Mersin Free Zone Corp. Tel: 90-741-39575.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Turkish Lira (TL).

BANKS: Local/National/International Banks are available.

DEVELOPMENTS: In order to develop the port into a container distribution and collection centre, Berths No. 9 and 10 will be extended by about 270 m. with an alongside depth of 14.0 m. The construction works have already commenced. Berths No. 3 and 6 will be extended by about 175 m. in their own direction with an alongside depth of 12.0 m., and Berths No. 17, 18 and 19 will be expanded with an alongside depth of 12.0 m.

SHIPMASTER'S REPORT: February 1992.

Documentation: The vessel was cleared very quickly whilst at anchor by the Agent and one Customs Officer.

The Ship's Register and all certificates have to be presented to the Harbour Master.

Documents required were: IMO Crew List, Stores Declaration, Personal Effects Declaration, Inward Manifest and Transit Manifest.

Pilotage: The Pilot boards to seawards of the channel buoys, depending on weather, and on departure he leaves at the breakwaters. The pilot cutter has a black hull with white superstructure. There is one pilot on duty at all times and the shifts are from 0000 hrs. – 0800 hrs., 0800 hrs. – 1600 hrs. and 1600 hrs. – 2400 hrs. There are likely to be delays at change-over times.

The pilot is available on VHF Channel 12 throughout 24 hours.

Anchorages: Anchorage is to the S.W. of the breakwaters in position Lat. 36° 46′ N., Long. 34° 39′ E. This location is clear of the entrance channel. The anchorage is exposed to most winds and the holding ground is poor.

Vessel should be aware of the SPM gantry and storage tanker in position Lat. 36° 45.97′ N., Long. 34° 41.35′ E. At night, it looks like a normal vessel at anchor with normal decklights and no special navigation lights.

Depth: There is a table indicating drafts in the sailing direction, but this is a guide only and is not rigidly enforced.

The entrance channel inside the breakwaters, the turning area and the channel to the ATAS Oil Jetty is being dredged to 15.0 m. and the channel to the container berths and the Grain Silo Jetty is being dredged to 11.0 m.

When we were alongside Commercial Quay (Berths No.6 and 7), the sounding ranged from 8.4 m. – 10.6 m. (See "Plan").

Tugs: There are 3 modern tugs available, 2×3,500 h.p. and 1×2,000 h.p. Ship's lines are used with the long drift.

When berthing we used 1 tug, and when departing we used 2 tugs. In each case, the centre fairleads were used.

Restrictions: Vessels of less than 15,000 g.r.t. not carrying dangerous IMO rated cargoes can berth and unberth throughout 24 hours. Vessels over 15,000 g.r.t. and all vessels carrying dangerous goods can be and unberth in daylight hours only (0700 hrs. – 1700 hrs.).

Berths: The container berths are now completed and are dredged 11.0 m. There are 5 container cranes, 3 on the West Quay and 2 the East Quay.

The Commercial Quay was very busy. Discharge of vegetable from parcel tankers is undertaken at this quay.

On Berth No.4, at the South end of the Commercial Quay, a dep 10.0 m. is quoted. Vegetable oil tankers can berth at any berth on Commercial Quay as portable gantries are used, depending on dra

Cargo: The discharge of vegetable oil is slow.

On our visit, the discharge rate averaged 20 t.p.h. due to the vegeta oil in the road tankers freezing up on the journey to the plant in Anda which is 70 km. away.

Discharge is through 1×4 in. diameter rubber shore hose and sh reducers, to portable gantry which covers 2 trucks. Each loading ho is 2.5 in. diameter.

If no other ship is discharging vegetable oil, 2 gantries can be provi with individual hoses, joined at the ship's side into 1×4 in. hose.

There are generally long stoppages waiting for trucks.

The maximum discharge rate with 2 gantries and no stops is ab 100 t.p.h.

It was difficult to obtain information from the shore as to when tru would be available.

Medical: Good medical facilities available.

Fresh Water: Fresh water is available at the quay at a rate of 10 t. Loading is through ship's hoses and no meter is available. The cos U.S.$ 4.00/tonne.

The cost of water by barge is U.S.$ 5.00/tonne and supply is sub to a 3 mile limit outside the breakwaters. The service by barge unreliable.

Surveyors: Lloyd's exclusive surveyor available.

Repatriation: Outward visas are required and must be obtained du normal office hours (not Saturday afternoon, Sunday or public holida Airport tax is to be paid in the currency of the passport holder (U.K.£ 5 or U.S.$ 10.00, German DM, etc.). Most third world countries pa U.S.$.

Airport: The nearest airport is at Andana, which is the regional cap and is 70 km. to the N.E. There are many flights to Istanbul and Ank

Weather: During Winter, the weather can be poor and there are o high winds from the North and East. Also temperature can drop be freezing at night. During the Summer, the weather is very hot and th are a lot of flies and insects about.

General: The standard of English spoken was fairly good.

The Commercial Quay is within easy walking distance of the c Leather goods and gold jewelry of good quality are available.

Ship Chandler: Fresh produce is good and cheap when in season.

Waste Oil Disposal/Slops: The Harbour Authority has available a 5 road tanker for collection of slops. The charge for the use of this ser is U.S.$ 480 for 1 tonne or 20 tonnes. Engine room bilge water accepted.

AUTHORITY: Turkiye Cumhuriyeti Devlet Demiryollari – Isletm Genel, MD, Talatpasa Bulvari, Ankara, Turkey. Telex: 42571. *Tel:* (4) 311-30-83. *FAX:* (90-4) 312-32-15. *Cables:* Demiryol.

Turkiye Cumhuriyeti Devlet Demiryollari Isletmesi, Mersin Li Isletme, Mudurlugu, Mersin, Turkey. *Tel:* (90-324) 233-06 *Telex:* 67279 MRSL TR. *FAX:* (90-324) 231-13-50.

MESBAS – Mersin Free Zone Corporation, P.O. Box 399, Mersin F Zone, Mersin, Turkey. *Tel:* 0-324-233-97-57. *Telex:* 67012 MFZC *FAX:* 0-324-233-97-57. *Contact:* Mahmut Unalmis, Director – Operations. Betul Uysal, Assistant General Director.

AGENT: Gulf Agency Denizcilik A.S., P.O.Box 328, Mersin. Tur Cable Address: "Gacship" Mersin. Telex: 67141. Tel: (90-324) 2314 After hours 2315059. Fax: 2320144.

NEMRUT BAY (including Foca): 38.46 N. 26.55 E.

(See Pl

PORT LIMITS: Nemrut Bay is situated on the South side of the po Aliaga (See "Aliaga"). It is the area between the mainland and a stra line drawn True North from Kizilburun which is situated in pos Lat. 38° 45′ 00″ N., Long. 26° 53′ 50″ E.

The Bay is divided into two areas, the inner port and outer port.

Inner Port: Is the area remaining between the imaginary line conne the South end of the Petkim Petrochemical Complex's breakwater Karacadogan Penisula situated in position: Lat. 38° 46′ 10 Long. 26° 54′ 22″ E.

Outer Port: Is the area between interior port and Nemrut Bay bound

DOCUMENTS: See "Izmir".

PILOTAGE: Pilotage is compulsory for all vessels arriving at Ne Harbour. There are 2 pilot stations at Nemrut Harbour.

(A) Petkim Pilot for Petkim Quays and Petrol Ofisi Quay.

Notice of ETA must be reported 72 hours, 48 hours and 24 h before arrival to the Harbour Master's office at Petkim – Aliaga (No. 51706, 51707, 51709. Fax. No. 0232-6161248, 6162490, 616 VHF Channel 16). Time must be in GMT.

VHF Channel 16 is continuously watched at Nemrut Pilot Station ETA may be confirmed on this frequency.

The address of pilot station is as follows:

Petkim Petrokimya Holding A.S.
Aliaga Kompleksi,
Dis Alim Mudurlugu,

Aliaga – Izmir – Turkey
Tel: 0232-6163240 (8 lines), 6161240 (8 lines)
Telex: 51706, 51707, 51709
Cables: Petkim – Aliaga – Izmir.

In the ETA message, the following information must be indicated:

1. Name/call sign of vessel.
2. Nationality.
3. Agency.
4. Length overall, max. draft, gross tonnage, sailing draft and after loading draft.
5. Nature of Cargo (In IMO).

Rendezvous point with Pilot is: Lat. 38° 47′ N., Long. 26° 54′ E., in outer port. In the event of bad weather Pilot joins the vessel in inner port. Two pilot boats of 210 h.p. are available. Call sign of the boat is "TCZJ".

(B) Nemrut Pilot for berths in Nemrut Bay (See "Berthing").

The address of the pilot station is as follows:

Uzmanlar Denizcilik Tic. Ltd., STI.
Ali Getinkaya Bulvari No. 2/2,
Alsancak,
Izmir.
Tel: 0232-6251274, 6251275.
Fax: 0232-4637644.

ANCHORAGES: Anchorage in the inner and outer ports is possible. However, anchorage within the area of 5 cables diameter of middle of interior port boundary is prohibited for safety of sea traffic (See "Plan").

RESTRICTIONS: Mooring to or sailing from the Petkim's Tanker Quay and Ege Gubre's Pier from sunset to sunrise time needs the permission of Port Administration.

MAX. SIZE: See "Berthing".

HEALTH: See "Izmir".

RADIO: Complete MF/SSB type radio, 1.6 – 4.2 MHz International Navigation Code with 31 Channels capacity, radio transmitter 150-350, 300-535, 700-1650, 1650-4250 kHz, and a 4 band SSB/AM receiver.

VHF: Communication within 20-25 miles with VHF radio operating in 156 – 162 MHz band is possible. International navigational bands are used. Station listens on Channel 16. Call sign: "TAB".

RADAR: No radar facility.

TUGS: 2 tugs of 1,225 h.p. and 2,500 h.p. are available. Tugs normally join the vessel in the outer port. 2 additional tugs of 1,200 h.p. and 2,500 h.p. available in near future.

BERTHING: Quays at port of Petkim Petrochemical Complex situated on the Northern side of Nemrut Bay (See "Plan").

Berth No.	*Name*	*Length (m.)*	*Depth (m.)*	*Remarks*
1	Tanker Quay	163	7	Load/discharge lines: 6 in., 8 in., 10 in., 12 in. Constructed for loading/discharging various chemicals such as ammonia, benzene, fuel oil, ethylene oxide, ethylene glycols, chloric hydrocarbons, wash oil.
2	Tanker Quay	175	10	
3	Caustic Quay	60	6	Loading lines: 8 in. for caustic, 4 in. for hypochloride.
4	Naphtha Quay	90	14	Out of service.
	Salt Quay	190	6	Constructed for discharge of salt to be used at Chlorine Alkali Plant.
5	Tanker Quay	285	13	Load/discharge of naphtha, benzene, ammonia, caustic, fuel oil.
6	General Cargo Quay	338 (175+163)	10 – 7	Constructed for loading/discharging various petrochemical raw materials, products and equipment.
	Petrol Ofisi Quay			Loading petroleum products.

Quays on the Eastern and Southern side of Nemrut Bay (See "Plan").

Name	Length	Depth	Remarks
Ege Gubre Pier	122.90	12 – 14	Private jetty constructed for discharging/loading raw materials and products of fertiliser facility. Rate 1,000 tons/day.
Limas Pier	154	12	Private jetty constructed for discharging/loading iron scrap and iron products of Ironworks in Izmir.
Cukurova Pier	167	15	Private jetty constructed for discharging/loading iron scrap/iron products of Ironworks in the site. Also see "Shipmaster's Report" dated October 1992.
Nemtas Pier	210	7-21	Private jetty constructed for loading/discharging iron and steel products of Ironworks at site.
Habas Pier	220	10-20	Private jetty for loading/discharging iron and steel products.

CRANES: Fixed/mobile cranes are available at Petkim Petrochemical Complex.

Lifting capacity of 2 cranes at Salt Quay is 3 tonnes each. Salt is transferred by conveyor belt to the plant. One mobile crane of 270 tonnes lifting capacity, 2 mobile cranes of 150 tonnes, 2 mobile cranes of 110 tonnes and 55 mobile cranes of 12 – 30 tonnes lifting capacity are available.

Nemtas and Cukurova have mobile crane facilities. Limas has 2 fixed cranes each with 10 tonnes lifting capacity. Ege Gubre has 1 × 10 ton crane.

BULK CARGO FACILITIES: See "Berthing" – Salt Quay and General Cargo Quay.

SPECIALISED CARGO HANDLING FACILITIES: Loading and discharging lines of liquid chemicals available at Port of Petrochemical Complex (See "Berthing").

MEDICAL: Hospital near Petrochemical Complex.

TANKERS: See "Berthing".

FRESH WATER: Available at Petkim's Quays, Ege Gubre and Limas.

FUEL: Available at Petrol Ofisi Quay.

CARGO GEAR: Load/discharge can be effected by mobile cranes at General Cargo Quay (See "Cranes").

AIRPORT: Izmir Adnan Menderes Airport is approximately 75 km. from Petkim Petrochemical Complex.

TIME: GMT plus 2 hours in Winter. GMT plus 3 hours in Summer.

HOLIDAYS: *Official:* January 1st, April 23rd, May 19th, August 30th, October 29th.

Religious: "Bayram" days (Id-al-Fitr: 3 day, Id-al-Adha: 4 days) of Muslims (These dates are subject to visibility of new moon at Mecca).

POLICE/AMBULANCE/FIRE: Petkim has its own protection and medical units.

TELEPHONES: Available for national and international calls at Petkim.

BANKS: T. C. Ziraat Bankasi, Turkiye Is Bankasi, Akbank, Emlak Kredi Bankasi and Vakifar Bankasi in Petkim site.

SHORE LEAVE: Petkim's permission is needed at Petkim Quays.

IDENTIFICATION CARDS: The list of personnel leaving/joining the vessel should be announced to Petkim.

GARBAGE DISPOSAL: *Petkim:* Service can be ordered through Port Authority. Call "Nemrut Pilot" on VHF Channel 16. Service is free of charge provided vessel has Garbage Disposal Certificate, otherwise U.S.$ 45 per 1,000 g.r.t.

WASTE OIL DISPOSAL: *Petkim:* Ballast line available to waste treatment plant for ballast and slop disposal. Service is free of charge provided vessel has Disposal Certificate, otherwise U.S.$ 60 per 1,000 g.r.t.

SEAMAN'S CLUBS: None. Usual local facilities.

GENERAL: Piers and facilities at Nemrut Bay are owned by industrial companies located in this area.

SHIPMASTER'S REPORT: July 1980 (Updated 1992).
Port of Foca: Vessel discharged ammonia.

Approach: Charts: BA 1087, 1618.

The approach presents no real difficulties since good positions may be obtained from the coast either by radar or visual bearings. There was some haze on our approach but it did not pose a serious problem.

Berth: Consists of an "L" shape with the jetty being 125 m. in length. Distance to the foot of the jetty being about 300 m. The jetty is of concrete construction, standing on pilings and is fendered throughout with large tractor tyres. Ample mooring posts, although arrangements are not good for a vessel of this size.

There is a conveyor belt running the length of the jetty and to the shore plant. Two loading hoppers on the jetty. The Chicksan consists of a tall crane-like structure which is swung into position.

Connection: 6 in. 300 ASA. Shore provides 10 in./6 in. 150/300 reducer. The gangway may be swung out prior to arrival.

Density: 1028.

Discharge: Co-operation with the shore personnel very good, especially with the senior operators and managers. At a lower level language is the only problem. Shore personnel connect lines.

General: Fresh Water: Not available. (A vessel that visited at a later date reported that fresh water of good quality was available (metered) from a line amidships).

Fuel: Not available.

Officials: Officials are located in Nemrut Bay.

The same cargo surveyor attends the vessel at Gemlik, Foca and Mersin.

Since this was the second port of call in Turkey the vessel is issued with a travelling manifest to cover cargo and a carrier for ship's stores. The procedure differs from port to port but ship's bonded stores are sealed from arrival Turkey to departure, although visiting Customs enter on arrival at a port. We did not have any trouble requesting the bond to be opened prior to departure.

Doctor: Available at 20 minutes notice.

Repairs: Not possible.

Surveyor: Available.

Chandler: Available.

SHIPMASTER'S REPORT: September 1980.
Port of Foca:

To be read in conjunction with the previous report.

Approach: From the North (Dardanelles). 10 miles can be saved by going down 'Muslim Kanali' and 'Stenon Mitilimis' to the East of Nicos Lesvos (BA 1665) instead of going to the West of Lesvos.

There is one narrow spot but in two transits during September 1980 presented no problems at full speed. There is little traffic.

Southbound: Keep to North side of Muslim Kanali about 0.5 miles off Turkish coast to avoid Muslim Kaya shoals (beware of Southerly set).

Northbound: Once past Muslim Kaya shoals, turn W.S.W. to avoid any Eastbound traffic round Baba Burnu then 3 miles off Baba Burnu as required.

A further 8 miles can be saved from Dardanelles to Foca by using the channel to the East of Boscadda Island (BA 1608). The problem here is the shallow bank which may require a speed reduction. Not yet tried but the Pilots say quite safe. Approaching Nemrut Liman plenty of fixes can be obtained. With a Northerly or North Easterly wind the bay acts as a funnel and a considerable indraught occurs so care should be exercised so that the vessel does not get set in.

B.A. Chart No. 1618 should be held.

Approaching Nemrut Liman the construction work and breakwater at 'Petkim' refinery on the North side of the bay is soon apparent although at present the earthworks and tanks tend to blend in with the rather barren landscape.

The whole peninsula between Nemrut Liman and Aliaga Liman is in the course of development for a very large Petrochemical complex.

On the South side of the bay is a general cargo berth to seawards and the fertiliser/ammonia facility at the head of the bay. This facility is marked by a silver-pressure vessel. The Ammonia facility remains hidden by high ground until near the berth.

The vessel can be turned round inside the bay with ease in winds up to N.E. Force 4.

Pilots: Available on 24 hour basis from Aliaga Refinery. Boards either from tug or mooring boat. Gangway/pilot ladder should be 2 m. above water. Side depends on wind.

Pilot boards 1 mile N.W. of Karacadogan Burnu. He either drives across the peninsula to the new chemical berth and boards his boat there or comes by tug around the peninsula from Aliaga Refinery. On VHF Channel 16 when vessel expected. Reasonable English spoken. Pilotage one hour.

Tugs: Three tugs available. Two of 2,400 h.p. from Aliaga Refinery and one of 1,200 h.p. at the new chemical berth.

If there is any wind at all in the bay, two tugs are required both for berthing and unberthing. These should be ordered well beforehand through the Agent.

In my opinion two tugs are required at all times. Ship's lines used.

Berthing: Although on a 24 hour basis, I would not be keen to berth at night especially in Winter months due to the strong Northerly wind pushing vessel onto the berth.

Can berth port or starboard side alongside. For this size vessel (32,000 g.r.t.) port side to is the most suitable as leaving the berth is not hazardous as possibly starboard side to would be.

Vessel headed into berth at 90° with bow onto the N.W. corner. When about 2 cables off starboard anchor let go and the stern pulled round by tug.

Make sure stern tug (when vessel parallel with quay) pulls on starboard side otherwise stern will strike quay (September 1980).

Moorings: (See "Plan"). Back spring first forward, starboard buoy line first aft. Mooring boat available.

Berth: The fendering arrangements are poor. Consisting of large tractor tyres. The main problem is at the corners or knuckles where the tyres are strung too low to stop the bow or counter flare hitting the concrete (September 1980).

Protest noted in September 1980 about fenders. Operators say they will raise fenders and offer protection at corners.

Maximum air draft 14 m. in September 1980 call, we used the low loader, which was very beneficial.

Discharge: A discharge rate of 150 t.p.h quoted. Around the 200 t.p.h. is normal. July and September 1980.

On completion the shore personnel drain their line direct into the sea. All personnel engaged in uncoupling must wear full breathing sets. Cargo Engineer and Officer of the Watch went through three bottles each. (September 1980).

The facility has a storage capacity of 2,800 tonnes and a monthly consumption of about 1,500 tonnes.

Phosphoric and Sulphuric acids are also handled.

General: If second or third port, vessel issued with travelling manifest from previous port to cover cargo and ship's stores.

Be careful to retain Turkish Light Dues Certificate, if last port, for next Turkish call.

In addition to travelling manifests other papers required:

2 Crew Currency Lists.
2 Crew Declarations.
6 Crew Lists.
1 Vaccination List.
1 List of Cash in Ship's Safe.
1 Health Declaration.
2 Lists of Ship's Particulars (Turkish Form).
2 Lists of Previous Ports.
6 Copies of Cargo Manifests (to be stamped at previous port if Foca second or subsequent port).

SHIPMASTER'S REPORT: October 1987.

Chart: B.A. Chart No. 1618.

Documents:

8 copies Crew List.
2 copies Crew Declaration.
2 copies Manifest.
1 copy Health Declaration.
8 copies Cargo Manifest.

Approaches: Good positions are obtained on approach. Crude carriers generally berth in Aliaga Bay and product and gas vessels in Nemrut Bay.

Pilotage: Pilot is based at the Dock Office of the Petkim Refinery in Nemrut Bay. Pilots also undertake berthing at other Nemrut Bay berths.

Pilotage is available 24 hours but in general pilotage not available between the hours of midnight and 0600 hrs. for berthing.

Pilot boards from a small black hulled cutter. Excessive use of the tug and anchor was made.

The Pilot boards 0.5 miles west of FL.R. light on Petkim Breakwater.

Prior to arrival Pilot may be contacted by Telex No. 607 53950 PETE TR and on approaching may be contacted on VHF Channel 16.

Anchorage: There is a prohibited anchor circle on BA. Chart No. 1618 but this does not seem to be observed. We found a good anchoragecables west of the FL.R. light of Petkim Breakwater. In October 1987 there were many ships at anchor.

Tugs: There are two tugs on standby (1 x 1500 h.p. and 1 x 2,500 h.p.) at Petkim Dock and they require 15 minutes notice. Ship's lines used.

Berthing: At Petkim Refinery in Nemrut Bay there are 6 berths. There are 3 berths for product and gas ships. 1 berth for Naphtha (vessels berth stern to), 1 berth for caustic soda and 1 general cargo berth. The two product berths are on the N.W. side of Petkim Dock and the general cargo berth is on the S.E. side.

The water depth in the dock is about 30 ft. although there is more water at the outer end.

The product berth which is on the outer side of the N.W. breakwater was damaged by Winter storms and was out of use.

We berthed head in port side to at the product/gas berth and used the offshore anchor. Moorings consisted of 2 head/stern lines, 1 breast line and 2 springs at each end. The berth was well fendered. Ship's gangway used.

Cargo: A full range of gases are handled for import and export, includ ethylene. Also many chemicals and products are handled.

We discharged propylene with back pressure of 12 Bar (Maxim back pressure allowed 20 Bar) at 50 t.p.h., heater discharge to +5 We used a 6 in. Chicksan arm for liquid and a 4 in. hose for vap return line.

We believe 4 x 4,000 cu.m. spheres used for storage of press gases. The Terminal and Surveyor were very helpful. Hot vap pumped ashore on completion. The English spoken was fair.

Fresh Water: Fresh water is available from Petkim Dock and at a go rate. Shore hoses used.

General: Nearest airport is at Izmir with flights to Istanbul and Anka

Ship chandler available locally.

There are 4 berths on the West side of Nemrut Bay. One berth be for ammonia (Foca) and 3 for steel, scrap and finished exports.

SHIPMASTER'S REPORT: October 1992.

Berth: Cukurova Jetty.

Cargo: 46,000 tons of scrap steel.

Documents: Copies of all the ship's main classification certifica including the IOPP Certificate. All certificates must be valid.

6 Crew Lists.
2 Crew Declarations.
2 Bonded Stores Lists.
2 General Declarations.
1 Cargo Plan.
1 List of Medical Drugs and Narcotics.
Photostat of the Master's Passport.

General: On arrival, no berth was available for our 60,000 t displacement vessel, which was the largest to enter here. In orde offset harbour dues, which for our ship was $ 17,000, we dropped and in position outside of port limits in 38° 45.8′ N., 27° 53.2′ E. (B.A. Ch No. 1618). Northwest winds were strong at times, up to Beaufort Force but even with 8 shackles of chain out the ship held well. The sea b was found to be light grey ooze/mud.

Density of the water was found to be 1028.

Berthing at Berth No. 4 was done with the assistance of 2 tugs 1,200 h.p. and 2,200 h.p. All vessels drop the outboard anchor prio coming alongside.

The jetty is well fendered, and as our vessel was 213 m. LOA, a the berth being 185 m. in length, quite a considerable overhang had be made to allow vessel alongside. Mooring is assisted with the aid a lineboat.

The depth of water was sounded after berthing and found to 30.0 m., forward and aft.

Cargo operations were very fast. Shore labour drove the vess 6 cranes, and daily discharge was rated at 5,000 tonnes per day. T cargo is dropped into adjacent hold hoppers on the jetty and into awai trucks. Damage to the ship was minimal, but whatever was noted, w repaired by Cukurova's own welders prior to departure.

The grabs for the crane of approximately 4.0 cu.m. are also suppl by Cukurova, and these are electro-hydraulic type, the power sou being derived from the ship's power supply of 440 V., to junction box at each hold. Care must be taken with the run of electric cables be subject to rupturing by falling scrap metal.

NOTE: The vessel must sail within 2 hours of the completion of the f draft survey, otherwise the ship will be charged with a further day's p dues.

Fuel is available by barge from either the Petkim Jetty or from Istan but plenty of notice is to be given.

Fresh water is available at the anchorage, at $ 20.00 per ton. At berth, it is available by truck at prices ranging from $ 3.00 – $ 10.00 ton, depending upon the chandler.

Provisions are plentiful, especially local fruits, vegetables, etc., imports are expensive.

In our case, we had to have hydraulic hoses made up for the cra at 300 Bar pressure, and these were very expensive.

There are no medical facilities at Nemrut Bay, the nearest bein Aliaga, 20 minutes drive from the berth.

Nemrut Bay is strictly a steel work jetty/works. There is nothing here, nor is there any connected telephone lines, but Agents equipped with mobile telephones for communications. Other than there is always Aliaga Radio on VHF, which is quite good.

FINAL NOTE: There is no limitation as to how much liquor or toba the crew have. Customs Officers will seal the bond on arrival, and not open the same until the vessel is about to sail, when they ascertain that the declared contents have remained in tact.

AUTHORITY: Petkim Petrokimya Holding A.S., Genel Mudurlu Aliaga, Izmir, Turkey. *Tel:* 0232-6163653 (Port Director's pers telephone). *Telex:* 51706, 51707, 51709. *Cables:* Petkim, Aliaga, Turkey. *FAX:* 0232-6161248, 6162490. *Contact:* Mr. Semih Timo Port Director/Harbour Master.

SAMSUN: 41.21 N. 36.34 E. **(See Plan)**

DOCUMENTS:
6 copies Crew List.
6 copies Passenger List (if any onboard).
Customs:
2 copies Crew List.
2 copies Stores List.
2 copies Personal Effects List.
Health:
Valid Derat Certificate.
Maritime Declaration of Health.
1 copy Crew List.
Immigration:
2 copies Crew List.

PILOTAGE: Harbour Pilot compulsory for all foreign vessels. Ordered by Agent subject to vessel's advance notice of ETA.

ANCHORAGE: Good anchorage in the Outer Harbour.

VHF: Samsun Radio (TAF) on Channel 16.

TUGS: 4 tugs abvailable. 1×970 h.p., 1×450 h.p., 1×1,500 h.p. and 1×2,480 h.p.

Vessels over 500 g.r.t. are required to use 1 tug.

Vessels over 4,000 g.r.t. are required to use 2 tugs.

BERTHING: Harbour protected by two breakwaters, entrance width 200 m., depth 11.9 m.

Berth No.	*Length* (m.)	*Depth* (m.)	*Remarks*
1, 2	326	10.5	Dry Bulk
3	150	10.5	General Cargo
4, 5	300	10.5	General Cargo, Passenger, Ro-Ro
6, 7	400	12.0	General Cargo
9	400	6.5	General Cargo
10	180	6.0	General Cargo

CRANES/EQUIPMENT: 17 shore cranes of 3 – 35 tons capacity; 2 yard cranes of 10 tons capacity; 8 mobile cranes of 5 – 25 tons capacity; 20 general cargo forklifts of 2 – 5 tons capacity; 2 tugmasters; 1 loader; 4 crawler cranes of 8 – 10 tons capacity; 5 tractors; 3 trailers of 40 tons capacity; 6 trailers of 20 tons capacity and 1 pneumatic of 50 tons/hr. capacity.

CONTAINER FACILITIES: The port has ample storage areas for containerised cargo. Containers are loaded and discharged by a general purpose shore crane of 35 tons capacity.

BULK HANDLING FACILITIES: There are berths serving dry bulk cargoes with a length of 326 m. and with alongside depths of 10.5 m. An ore conveyor system at the port operating at a rate of 700 t.p.h. is available for vessel loading.

STEVEDORES: Available 24 hours, 7 days a week in 3 shifts:
1st shift: 0800 hrs. – 1630 hrs.
2nd shift: 1630 hrs. – 0030 hrs.
3rd shift: 0030 hrs. – 0800 hrs.

DENSITY: 1013, but changes according to season.

FRESH WATER: Available from the quay.

FUEL: Available.

With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron and B.P.). Telex: 29048 Bunk TR. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

REPAIRS: Minor repairs possible.

SURVEYORS: Available.

GANGWAY/DECK WATCHMEN: Usually ship's crew and ship's gangway.

OPENING/CLOSING HATCHES: Usually by ship. Can be carried out by shore personnel is required by Master.

CERTIFICATES: Safety Construction, Safety Equipment, Load Line, Safety Radio, Hull Class, I.O.P.P. and International Tonnage Certificates are required. Garbage Pollution Prevention Certificate, if vessel has one.

CUSTOMS ALLOWANCES: 10 packets of cigarettes per man, per week and 1 bottle per man per week.

POLICE/AMBULANCE/FIRE: Available in the port.

AIRPORT: Distance 5 km.

IDENTIFICATION CARDS: All Passports (except Master's) are collected by immigration in exchange for shore pass during vessel's stay in the Port.

WASTE OIL DISPOSAL: An oily water separator system is available with a capacity of 6,700 cu.m./year.

DEVELOPMENTS: New bulk cargo quay under construction. Length 500 m., depth 12 m.

SHIPMASTER'S REPORT: October 1993.

Agents: The Agents (located in Istanbul) were found to be helpful and make all arrangements for Pilots for Dardanelles, Bosphorus and port entry.

A representative from Istanbul remains in the port for the duration of the vessel's stay.

Agents maintain VHF watch on Channel 16 throughout the vessel's stay during working hours and at other times when vessels are expected or by arrangement.

Communications: Arrival Notices were sent through the Agents, who made arrangements for Pilots and berthing.

VHF contact was attempted about 2 hours before arrival at the anchorage, but no reply was received until about 6 miles (30 minutes) off, when contact was made with the Agents.

Pilots for transit of the Dardanelles and Bosphorus were requested through the Agents and pilot stations.

Approaches: B.A. Chart No. 1274.

Found to be as charted, the breakwaters are a good radar target.

Anchorage: The bottom on approaching is steep to, and anchorage East and North of the inner harbour entrance would be on a steep rising bank.

This vessel anchored about 7 cables from Kuzey Menderik (Fl.G.) bearing 310°(T) and lay comfortably overnight in calm weather. The Pilot recommended that large vessels anchor about 6 cables S.E. of the harbour entrance.

Small local vessels anchor within 1 cable of the Dogu Menirek, so close in fact that it was considered from their radar echoes at night that they were wrecks.

Pilotage: The Pilot boards at the anchorage and will check the draft of deep draft vessels before boarding.

For large vessels, tugs are made fast forward and aft using ship's lines, immediately after weighing anchor.

Large vessels are handled carefully and it is likely that both or either anchors will be used to stop the bow swinging at some time during the approach to the berth.

On departure, 2 tugs are also used with ship's lines, the stern tug being let go after turning round in the harbour and the forward tug being let go between the breakwaters.

This vessel berthed port side to the Industrial Quay (See "Plan").

Depths: Maximum draft for the port is 10.5 m., checked by the Pilot before boarding.

The echo sounder showed 0.7 m. under the keel at a draft of 10.42 m. at a point between the breakwaters, off Dogu Mendirek Head.

Depths in the harbour were not recorded due to very poor echo sounder trace, but would appear to be not much more than 11.0 m. at any point.

The depths alongside the Industrial Quay were checked by hand sounding line and showed 10.0 m. at a point about 300 m. from the North end of the quay (See "Plan").

The density of water at draft survey alongside was 1011, but the surveyor gave his opinion that outside it was closer to 1025.

Clearance: Mainly carried out by the Agent. Only Customs and Immigration officials boarded and clearance given with the minimum of fuss.

Shore passes are issued for each crew member and passports are taken by Immigration, and are returned before departure when the shore passes are handed in.

Bonded stores are sealed.

The Agent requests photocopies of certificates after arrival, to complete the clearance ashore:
1 copy Tonnage Certificate.
1 copy Safety Equipment Certificate.
1 copy Safety Construction Certificate.
1 copy Load Line Certificate.
1 copy Safety Radio Certificate.
Minimum Safe Manning and Class.
4 copies of I.O.P.P.

Clearance Outward is similarly civilised, the bond stores remain sealed until the vessel clears the Dardanelles, unless calling at other countries in the Black Sea.

Berth: Industrial Quay: The quay is equipped with one crane of 35 tonnes SWL, one crane of 5 tonnes SWL and 3 cranes of 10 tonnes SWL. The 10 tonne cranes are fitted for grab discharge and single lift and the others are single lift.

Cargoes handled on this quay are bulk, containers and scrap.

Containers are stored on the North end of the quay and are removed either by road or rail and are loaded using the 35 tonne crane.

Grabs are available for handling bulk and scrap with the shore cranes, and grabs are available for use on ship's gear provided they are not in use elsewhere.

The face of the quay is protected by tyre fenders around a wooden core at about 50 m. intervals, some of which are missing, the spaces between by single tyres.

Height of the quay above the water is 1.8 m.

The cranes are close to the dock side and all overside projections should be brought inboard before berthing.

A rail-ferry ramp has been constructed at the North end of the Industrial Quay with an associated berth on steel piles, extending about 200 m. Northwards (See "Plan"). The ramp can be raised and lowered over approximately 5.0 m. range to a height of about 5.0 m. above water level with hyraulic rams, and is connected to the railway system by a single track. It can also be used for road transport. Depths alongside this berth were not checked.

Works in progress (1990), marked on the chart at the Southern end of the Inner Harbour, have not progressed and the Agent reported that nothing was proposed for the area in the near future.

Ship Chandler: There is no official chandler in the port, but fresh provisions can be arranged locally through the Agent. Istanbul chandlers will supply at Samsun, generally through local suppliers for available produce, but prefer to supply when passing through the Bosphorus, which avoids transport charges. Local supplies are limited and if possible it is better to take stores passing Istanbul.

Fresh Water: Available from the berths, the reported price being U.S.$ 7.50/tonne.

Ship's Spares and Mail: Shipped in by airfreight to Istanbul and took a week to clear Customs and arrive on the vessel. It was expected that the vessel was to load at another Black Sea port, otherwise this consignment would have been left at Istanbul for delivery on passing through the Bosphorus. Mail could have been sent to Samsun, but in this case it was covered by the same manifest as the spares.

Surveyors: Lloyd's and other class surveyors are available from Istanbul.

Draft surveyor for cargo also comes from Istanbul.

Cargo Work: Discharge of 38,600 tonnes of coal in bulk was carried out using grabs on shore cranes, initially landing direct to trucks, but later landing on the quay to be loaded into trucks by payloader.

A daily rate of about 4,000 tonnes was achieved using all 3 bulk cranes for most of the time, except for about 2 days when another vessel was discharging.

Best day's work with 3 cranes was 5,618 tonnes and worst day was 3,221 tonnes. There were numerous delays for grab and crane breakdowns and a short delay for fog.

Cargo working is 24 hours in three shifts.

Payloaders for use on board and on the quay were provided by the receivers.

It was reported that this was an exceptionally good out-turn rate, the receivers spending a good deal of time and effort in persuading the stevedores to work as hard as possible.

Discharging rates are quoted by the Agent as U.S.$ 6.00 per tonne for bulk cargo and U.S.$ 8.00 per tonne for general cargo, with no difference for overtime or weekend working.

Discharge was delayed due to Customs problems as the cargo was to be removed from the Industrial Quay bonded area for storage in another bonded area and documentation had to be arranged.

All trucks were passed over a weighbridge before leaving the Industrial Quay area, the shore figure arrived at from this weighing was about 100 tonnes short of the draft survey figure. However, at a rough estimate, about this amount remained on the dock side on the vessel's departure.
Departure: Vessels are allowed 3 hours alongside after completion of cargo before penalty charges are imposed. This will be extended if the Pilots will not take the vessel out in darkness.

Generally arrival and departure is in daylight only, but it is at the Pilot's discretion if vessel movements are undertaken during darkness.
Time: GMT plus 2 hours. GMT plus 3 hours from last Sunday in March until Saturday before last Sunday in September.

AUTHORITY: Turkiye Cumhuriyeti Devlet Demiryollari Isletmesi, Genel Mudurlugu, 55100 Samsun, Turkey. *Tel:* 90-362-4357616. *Telex:* 82172 TCSL TR. *FAX:* 90-362-4317849.

SINOP: 42.01 N. 35.08 E.

DOCUMENTS: See "Izmir."
PILOTAGE: Not available.
ANCHORAGES: Good anchorage in front of pier in 9 m. – 18 m.
RADIO/VHF: Sinop Radio. Call sign TAD2.
BERTHING: One pier, length 180 m. Max. draft 7.5 m.
STEVEDORES: *Working Hours:* 0730 – 1700 hrs.
MEDICAL: Facilities available.
DENSITY: 1025.
FRESH WATER: Available.
CONSULS: None.
REPAIRS: Possible.
REPATRIATION: Not possible.
AIRPORT: At Samsun, distance 190 km.
TIME: GMT plus 2 hours.
AUTHORITY: Sinop Liman Baskanligi, Sinop, Turkey. *Tel:* 90-36-61-2990. *Telex:* 82414. *Contact:* Mr. Hamdi Ersavas.

TEKIRDAG: 40.58 N. 27.31 E. (See Plan)

LOCATION: The area contained by the direct line connecting Kocaburun (Lat. 40° 50′ 42″ N., Long. 27° 27′ 30″ E.), and the point where Derince River meets the sea (Lat. 40° 59′ 57″ N., Long. 27° 39′ 5″ E.).
Port Borders:

Internal Port: The area contained by the direct line connecting the point where the Barbaros River meets the sea (Lat.40° 54′ 18″ N., Long. 27° 27′ 58″ E.), and the point where the Kayikoy River meets the sea (Lat. 40° 59′ 08″ N., Long. 27° 34′ 40″ E.).

Outer Port: The sea area between the internal port and the port borders.
PILOTAGE: Available throughout 24 hours.
ANCHORAGES: Vessels can anchor in the Inner and Outer ports.
MAX. SIZE: Draft 4.0 m – 10.0 m.
VHF: Tekirdag Radio (TAB) on Channel 16 throughout 24 hours.
TUGS: 1×540 h.p. and 1×1,150 h.p. tugs, and 1×220 h.p. and 1×180 h.p. service boats available.
BERTHING:

Quay No.	*Length* (m.)	*Depth* (m.)
1	104.5	5.0 – 7.2
2	97.0	7.0 – 7.7
3	75.5	6.8 – 7.2
4	60.0	5.3 – 6.2
5	343.0	4.0 – 10.0
6	325.0	5.0 – 10.0

CARGO HANDLING EQUIPMENT:

Equipment	*No.*	*Capacity* tons
Shore Cranes	2	3
" "	1	5
Mobile Cranes	1	35
" "	1	20
" "	1	10
" "	1	5
Forklifts	1	10
"	2	6
"	2	3
"	2	1.5
Tractors	3	—
Tug Masters	6	10
Loaders	2	1
Pneumatics	4	50 t.p.h.
"	6	20 t.p.h.

STEVEDORES:
Working Hours:

	First Shift	Second Shift	Third Shift
Start	0800	1700	2400
Break	1200 – 1300	2000 – 2100	0200 – 0300
End	1630	2400	0800

FRESH WATER: Available at all berths, rate 40 t.p.h. Cost U.S.$ 18.20 per ton.
FUEL: Not available at berth. Deliveries possible by road tanker barge.
TELEPHONES: *Useful Numbers:* Ambulance 26253 Customs 2612024.
GARBAGE DISPOSAL: Garbage disposal service is available. Dru are provided if required. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.		*Cost (U.S.$)*	
	Flag of Ship			
Method of Service	*Turkey*	*Others*	*Barge*	*Container*
On Quay	16	45	6	0.70
At Anchor	30	90	6	0.70

WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: There is no seaman's club operating in the p but the port is situated near the city, and all shopping, internatio telephone, some sporting activities, dances, transportation, and posta facilities are available there.
CURRENCY: Turkish Lira (TL). U.S.$ 1.00 = 26,000 TL (4.4.94).
AUTHORITY: Tekirdag Port Management, Tekirdag Liman Isletm Mudurlugu, Tekirdag, Turkey. *Tel:* (282) 2610800, 2612255, 26120 *Telex:* 22860. *FAX:* (282) 2612346.

TRABZON: 41.01 N. 39.46 E. (See Pl

PORT LIMITS: The one-mile imaginary line drawn in the North direction between the Hacibesir Stream (Latitude 41° 00′ 15″ Longitude 39° 39′ 28″ E.) and the Hopsi Cage (Latitude 41° 00′ 45″ Longitude 39° 48′ 07″ E.).
PILOTAGE: Refer to "Canakkale" and "Istanbul".

Harbour Pilot compulsory for all foreign flag vessels and availa 24 hours. Arranged by Agent subject to vessel's notice of ETA advance.
ANCHORAGE: In the Outer Harbour off the breakwater.
MAX. SIZE: Vessels up to 9.5 m. draft.
RADIO: Trabzon Radio. Call sign TAO.
VHF: Pilot on Channel 16.
TUGS: 1×2,500 h.p. and 1×800 h.p. Towage compulsory for vess over 500 tons. Vessels over 5,000 g.r.t. require 2 tugs.
BERTHING:

Quay No.	*Name*	*Length* (m.)	*Depth* (m.)
1	The Large Quay	400	9.0
2	General Cargo	300	10.0
3	Container Quay	280	10.0
4	Ore Quay	290	11.5
5	Ro-Ro Quay	25	9.5
6	Sub-quay	30	9.5
7	Fisherman's Quay	200	3.0

BULK HANDLING FACILITIES: Grain handled at the Main Quay us 2 rail mounted loaders. One grain silo with capacity of 10,000 ton and one grain silo with capacity of 20,000 tonnes.
CRANES:
Shore cranes:
6 × 3 tons
1 × 5 tons
2 × 10 tons
1 × 30 tons
Container crane:
1 × 35 tons
Mobile cranes:
1 × 25 tons
8 × 10 tons
2 × 3 tons.
STEVEDORES: Working hours: First shift 0800 – 1600 1600 – 2400. Meal break 1200 – 1300.
TANKERS: *Shipmaster's Report:* August 1992.

Tanker Berths: The mooring buoys are located to the East of the (See "Plan").

Products Handled: Berth No. 1 – Fuel oil. Berth No. 2 – Keros gasoline and gas oil. If discharging to Shell, only 2 grades of c products are handled.

Depth: Reported to be 31.0 m.

Mooring: Two anchors with 6/7 shackles on each and 6 mooring to buoys on each quarter, 100 m. off when in position.

Discharging: 1×8 in. stern discharge for kerosene.

Rate: 350/400 cu.m./hr.

Pressure: 4 kg./N.

Distance to Shore: 800 m.

Vessel: 20,000 d.w.t., LOA 161 m.

Pilot: Not available. A small fishing boat indicates position for drop anchors.

Tugs: Not available.

Communications: Difficult. Trabzon Radio only replies to Tu vessels.

Provisions: Available.

Fresh Water: Not available.
FRESH WATER: Obtainable from the quay, rate 20 t.p.h. – 30 t.p

FUEL: Fuel oil obtainable in limited quantities.

With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron & B.P.). Telex: 29048 Bunk Tr. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

REPAIRS: There are no repair facilities.

GARBAGE DISPOSAL: Garbage disposal service is available. Drums are provided if required. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.			
	Flag of Ship		*Cost (US$)*	
Method of Service	*Turkey*	*Others*	*Barge*	*Container*
On Quay	16	45	6	0.70
At Anchor	30	90	6	0.70

WASTE OIL DISPOSAL: Waste oil disposal service is available. Charges are as follows:

	Cost (US$)/1000 g.r.t.	
	Flag of Ship	
Method of Service	*Turkey*	*Others*
On Quay	20	60

Facilities include two oily water separators of 2 tons per hour capacity and shore tank of 100 tons capacity.

Contact: Tel: 031-11156. Telex: 82150 TRDZ. Fax: 031-21004.

SEAMAN'S CLUBS: There is no seaman's club operating in the port, but the port is situated near the city, and all shopping, international telephone, some sporting activities, dances, transportation, and postage facilities are available there.

CURRENCY: Turkish Lira (TL). U.S.$ 1.00 = 18,958 TL (8.3.94).

DEVELOPMENTS: One quay of 400 m. length near completion. Depth alongside 10 m.

AUTHORITY: Ports Management, Trabzon Liman Isletmesi Mudurlugu, Trabzon, Turkey. *Tel:* (462) 3211156, 3211157, 3262367. *Telex:* 83150. *FAX:* (462) 3211013. *Contact:* Muhsin Yavuz, Harbour Master. Tel: (462) 2133073. Fax: (462) 3262782.

TUTUNCIFILIK: 40.45 N. 29.47 E. (See Plan)

SHIPMASTER'S REPORT: July 1981.

LOCATION: TUPRAS berths are situated just South of the 'Petkim' chemical complex at Yarimca (See "Yarimca"), as before the railway seems to be the dividing line between TUPRAS and PETKIM.

PILOTAGE/APPROACHES: See "Yarimca".

TUGS: Three tugs generally used. 1 Government and 2 TUPRAS. All large and powerful but rarely use their full power.

As a rule tug's lines used for berthing and ship's lines departing.

BERTHING: For LPG carriers, 2 berths are used. Also refined product carriers use same berths. Crude is imported to a sea island for VLCC's and on the original old jetty for smaller tankers.

The original jetty for all tankers is at the Southern corner of the refinery at Kilier Bar. This is not now used for LPG.

A new berth constructed in 1979/80 is now open 0.5 miles North of the old jetty. At present only the North side of the new jetty is used (No. 2) but soon the Southern side will be in use for all larger vessels for all grades.

The new berth is of modern concrete pile construction with a roadway out from the shore taking the pipes, with the berths leading off at 45° with 4 mooring/fender dolphins to seaward, connected by catwalks.

Draft alongside both berths is 18 m. with 3 m. clearance. Fenders and mooring arrangements are good.

Vessels generally berth head in, so can go either side alongside.

A small tug jetty is at the root of the main jetty.

See "Plans" for dimensions and general layout of all berths.

Mooring: Mooring boat used. 3, 2, 2, each end with line up very precise. Bow comes near the end of the jetty where it bends at 45° to a roadway.

CARGO HANDLING: *Discharge:* Valves shut against ship without warning, high back pressure – 7.5 to 8 bar., and line draining at completion non-existent. 8 in. rubber discharge hose 150 ASA.

No vapour return line as yet, and cannot see one on jetty, but one on old jetty suddenly appeared with TUPRAS wanting to return benzene to the ship.

5×10 in. Chicksans for refined products on North side.

5×12 in. Chicksans plus 2×16 in. Chicksans on South side.

Control hut at seaward end of roadway with telephone and a couple of operators.

Rate 250 – 300 t.p.h. when all shore valves open.

FRESH WATER: Available.

DENSITY: 1017.

SURVEYORS: Employed by Turkish Survey Bureau.

GENERAL:

Gangway: Can be a problem due to dolphins. We used accommodation ladder with half BOT gangway section between bottom platform and dolphin.

Customs/Immigration: Customs Officer on board requires room continuously.

Facilities: Agent very helpful. Personnel change through Istanbul Airport without too much difficulty.

Curfew in force from 2400 hrs. to 0500 hrs. for ship's crew, 0200 hrs. to 0500 hrs. for local population.

Overseas telephone calls delayed about 2 hours during weekdays and 30 minutes at weekends.

Lloyd's Surveyor from Istanbul – to be arranged 24 hours in advance.

Medical facilities from TUPRAS or local doctor through Agent. Izmit about 30 minutes by taxi/car.

General stores, apart from some fresh provisions, are difficult to obtain.

SHIPMASTER'S REPORT: January 1986.

DOCUMENTS:

6 Crew Lists together with passports for all persons onboard.
2 Lists of Provisions, Stores and Bunkers.
2 Manifests of all cargo onboard.
2 Crew Effects Declarations.
2 Declaration of all Money and Cheques carried in ship's safe.
2 Maritime Declarations of Health, one form supplied on arrival, one form supplied at Canakkale or Buyukdere when passing inwards.

PILOTAGE: Compulsory Pilot inwards at Darica Burnu. VHF contact possible. Call Darica Pilots on VHF Channel 16 normally working Channel 14.

Pilot boards from small tug, ladder should be about 1 m. above the water. Tug equipped with VHF but personnel only Turkish-speaking.

The Pilot berths all vessels at all Gulf of Izmit ports.

Pilots depart either off Darica or off berth depending on other employments and vessel's size.

Pilotage operates 24 hours.

APPROACHES: See B.A. Chart 497.

ANCHORAGE: The anchorage is situated to the Northwest of the berths, off Yarimca. Pilots consider it safe for any size of vessel.

MAX. SIZE: Max. draft 18 m. (59 ft. 00 in.) permitted at the new berth according to the Pilots.

TUGS: Up to 5 tugs used when berthing at Sea Island. 3 government and 2 TUPRAS. (TUPRAS tugs 2,500 h.p. each).

All tugs are large and powerful but rarely use their full power.

At the other berths three tugs generally used.

BERTHING: For LPG carriers 2 berths are used, also refined products carriers use the same berths.

Crude is imported to a Sea Island for VLCCs and to the original old jetty for the smaller tankers.

The original jetty is at the Southern corner of the refinery at Kilier Bar.

A new berth has been constructed some 0.5 mile North of the old jetty. The new berth is a modern concrete pile construction with a roadway out from the shore taking the pipes, with the berths leading of at 45° with 4 mooring/fender dolphins to seaward, connected with a catwalk.

Vessels berth on both sides of this jetty, generally head in. Fender and mooring arrangement is good. This jetty is used for LPG and refined products.

The Sea Island consists of a platform with three dolphins on each side. There are no connections between the platform and the dolphins. Fendering and mooring arrangements acceptable for tankers of 150,000 d.w.t.

Vessels normally berth port side to at the Sea Island.

2 mooring boats are used for rope handling.

CARGO HANDLING: *Discharge at New Berth:*

Valves shut against ship without warning, high back pressure – 7.5 to 8 Bars. Line draining at completion non-existent.

8 in. rubber discharge hose, (150 ASA).

No vapour return line.

5×10 in. Chicksans for refined products on North side.

5×12 in. Chicksans and 2×16 in. Chicksans on the South side.

Control hut at seaward end of roadway with telephones and operators.

Rate 250-300 t.p.h. when all shore valves opened.

Discharge at Sea Island:

4×16 in. Chicksans for crude. 3 normally connected. Generally low back pressure, but at times, when topping up of shore tanks, discharging rates reduced considerably.

Loading Masters have Control Room at platform. Communication with them by VHF. Communications sometimes difficult due to language problems. One representative of TUPRAS stays onboard throughout discharge.

DENSITY: 1017.

FRESH WATER: Available at all berths.

FUEL: With 48 hours notice Petrol Ofisi can supply marine fuels and lubricants (Mobil, Shell, Chevron & B.P.). Telex: 29048 Bunk Tr. Tel: (1) 338 25 09/337 36 86/337 88 31/336 06 36. Mailing address: Petrol Ofisi – Haydarpasa, Mehmet Ince, Kadikoy, Istanbul, Turkey.

SURVEYORS: Employed by Turkish Survey Bureau, Katoni Persa or other local Turkish companies.

GENERAL:

Gangways: Can be a problem at the new berth, due to dolphins. At Sea Island, gangway from the platform.

Telephone: Overseas calls delayed about 2 hours during weekdays and about 30 minutes at weekends.

Lloyd's Surveyor: Comes from Istanbul. Has to be arranged 24 hours in advance.

General Stores: Apart from fresh provisions, difficult to obtain locally. Can be arranged from Istanbul but transportation costs are high.

Fuel: Available by barge only. It is more economical to anchor off Istanbul for fuel. All fuel supplied from Istanbul.

Airfreighted Stores: No difficulty with getting items onboard. If spare parts are to be taken onboard, items that cannot be carried will be put on a barge. Transportation costs are high.

Pollution: Strict anti-pollution laws in operation.

Facilities: Curfew has been in force earlier for ship's crew. In January 1986 no restrictions in force.

AUTHORITY: TUPRAS-Izmit Rafinerisi Bolge Mudurlugu, P.O.Box 43, Izmit, Turkey. *Tel:* 31660-31665, 20330-20333. *Telex:* 22285, 33152, 33153, 33154. *Cables:* Umipras, Izmit.

Izmit Liman Baskanligi, Yarimca, Turkey. *Tel:* 90-211-73754. *Telex:* 33292. *Contact:* Atilla Gorgunler.

YARIMCA: 40.45 N. 29.45 E. (See Plan)

SHIPMASTER'S REPORT: November 1980 (Updated 1994).

Petkim is an Industrial complex at the entrance to the Gulf of Izmit, near Yarimca. It includes the factories of Petkim to the North and TUPRAS to the South (See "Tutuncifilik"). As far as can be gathered the railway line is the dividing line.

A wide range of oils, chemicals, gases, bulk fertilisers and chemicals are handled. The Products Pier which handles ammonia is in position Lat. 40° 45.4′ N., Long. 29° 45.1′ E., close by is a bulk handling berth with a solid quay face.

The area in general is one of the main trading areas for overseas shipping in Turkey.

To the North West of the Refinery at Yarimca is Hereke, another important shipping complex.

PILOTAGE: Compulsory Pilot inwards at Darica Point. VHF contact may be possible. Izmit Pilot Office which is the control centre works on Channels 14 and 12.

Proceed to position off Darica Point and sound 'G'. Pilot boards from small tug and the ladder should be about 1 m. from the water.

The Pilot berths all vessels at all Gulf of Izmit ports.

Pilot departs either off berth or at Darica, depending on other pilotage requirements and curfew. Pilotage operates 24 hours.

APPROACHES: See B.A. Chart 467.

TUGS: Two Government tugs available, 1×2,000 h.p. and 1×2,500 h.p. If additional tugs are required they come from Istanbul. For IPRAS refinery only, there are 2 tugs of 2,500 h.p. Tugs generally use ship's line. Tugs rarely use all their power.

BERTHING: Berthing and unberthing throughout 24 hours. The berth is the usual type of tanker berth consisting of a 'T' shaped jetty at the end of a pipeline roadway. There are dolphins connected by catwalk to main pier, plus further isolated mooring dolphins about 50 m. off inner dolphins.

Mooring Arrangements: Hydraulic hook release system in use.

Dolphins have good fenders and ship's centre section stands off jetty face. After dolphin (if port side to) comes on counter. Generally port side to due to anchored vessels, making starboard approach difficult. But possible for starboard side alongside.

It is safe to swing gangway out before berthing. It should be on the end of a derrick as it has to be swung clear of lamp post on quay and landed at an angle of 45°.

DISCHARGE: There are lines for naphtha, benzene, butadiene vapour and liquid, ethylene vapour and liquid and ammonia vapour and liquid. Butadiene 8 in., ammonia 10 in., both sets Chicksans, others use hoses. The ammonia connections are the Southerly set, ammonia coupling 10 in. 300 ASA to spool piece 12 in. 150 ASA. The ethylene connections are Connex set with 8 in. and 300 lb. coupling made with cold materials. The Shore personnel effect the connection. In total there are 15 lines for loading and unloading of various chemicals such as Naphtha, Benzene, Butadiene vapour and liquid, Ammonia vapour and liquid, Aromatic oil, Naphtenic oil, Heavy Extract Oil, Styrene, DDB, Propylene Tetramer, EDC, Propylene Liquid and Gas, VCM Liquid and gas, Ethylene Liquid and Gas.

Vapour return line can be used if required.

Samples taken before discharge.

Petkim's surveyor speaks English. Hut on quay with telephone.

Line capacities are given to the ship's Master by the surveyor before discharge. The back pressure varies from 2.5 to 5 Bar.

Surveyors as normal, travel around Turkey following ships, so can be late in boarding if ship early, then Petkim's Representative notes temperatures and ullages.

GENERAL: Fresh water available from quay at 40 t.p.h. metered at U.S.$ 3.64 per tonne.

Fuel by barge. Istanbul is fairly close so may be cheaper to go to anchorage there for fuel as available locally by barge but costly.

Over many voyages to this port and Gemlik, air freight items from North Europe always get through.

Lloyd's/Agent: Lloyd's Surveyor from Istanbul also covers all Turkey but travel is expensive.

AUTHORITY: Petkim Petrokimya Holding A.S., Yarimca Petrokimya Kompleksi, P.O. Box 46-47, Kocaeli, Turkey. *Tel:* 0262-5281450 (20 lines). *Telex:* 33113 Ypet TR, 33109 Ptkm TR. *Cables:* Petkim Izmit. *FAX:* 0262-5281738, 0262-5281400.

ZONGULDAK: 41.28 N. 31.49 E.

PILOTAGE: Refer to "Canakkale" and "Istanbul".

Harbour Pilots obtainable from Coaling Company, Pilot boards off port entrance by launch. Ordered by Agent subject to vessel's ETA given at least 24 hours before arrival.

ANCHORAGES: Good anchorage off the harbour in a depth of 13 fathoms, sand and mud bottom.

Anchorage prohibited South of a line drawn in direction 292.5° distance 7.5 cables from head of the Northern breakwater. The Southern limit of this area is a line drawn in direction 262° from the head of the Northern breakwater to the shore.

RESTRICTIONS: Harbour entrance between breakwaters. Entr width 600 ft.

Traffic signals displayed from signal mast on Northern Breakw as follows:

2 black balls or 2 red lights, meaning "Harbour closed".

2 black cones or 2 green lights, meaning "Harbour open".

A black ball over black cone or red light over green light, mea "Do not attempt to enter".

A black cone over a black ball or green light over a red light, mea "No tug available".

A black ball between 2 black cones or red light between 2 green lig meaning "Wait. You will be piloted into the harbour".

3 black balls, or 3 red lights, meaning "Because of unfavou weather you cannot be piloted into the harbour".

RADIO: Zonguldak Radio. Call sign TAR.

TUGS: 5 tugs available.

BERTHING: Coal quays length 1,650 ft. depth alongside 10 m.

Cargo quay length 500 ft. depth alongside 10 m. Loading rate 3 450 t.p.h.

Northern Breakwater, 2 berths, at inner end with depth of alongside.

CRANES: Shore cranes up to 15 tons capacity and floating c 60 tons capacity.

FRESH WATER: Available from the quays.

FUEL: Only coal bunkers available.

NOTES

Please also advise Shipping Guides Ltd.

Turks and Caicos Islands

GRAND TURK: 21.28 N. 71.08 W. (See Plan)

DOCUMENTS: *Customs:* Clearance from last port, Inward Report, Crew List and Declaration, Ship's Stores List, Manifest of all goods to be discharged at each Port.
Immigration: Passengers Manifest, Immigration control cards.
PILOTAGE: Compulsory. The Owner, Master, or Agent of a ship bound for any Port in the Turks and Caicos Islands must report via Harbour Master on VHF Channel 16, 4 hours in advance of the ETA of the ship.
The following information is required.
1. Name/Call Sign of Vessel.
2. Nationality.
3. Length, Draft, and Gross and Net Registered Tonnage.
Pilot Office on VHF Channel 16. Berth arranged by Harbour Master through Local agent making request 24 hours in advance for use of dock and facilities.
ANCHORAGE: Available.
MAX. SIZE: No restrictions.
HEALTH: Pratique, given by Customs Boarding Officer.
RADIO/VHF: Radio Turks and Caicos on 94.9 MHz. Also see "Pilotage".
TUGS: Only available at the Port of Providenciales.
BERTHING: See "Plan".
CRANES: Arranged by Agent, if ship's own is out of order.
STEVEDORES: Arranged by Agent.
MEDICAL: No advance notice except in case of emergency, hospital facilities available on Grand Turk and Providenciales.
TANKERS: Refined petroleum products are imported through the Bahamas by Shell, Texaco and Esso at all ports. There is no special bunkering port, but bunkering services are available.
DENSITY: 1025.
FRESH WATER: Available, ordered through Agent at approximately 0.03 cents (U.S.) per imperial gallon.
FUEL: Delivered by tank trucks at all berths, diesel as well as marine lubricants can be obtained through suppliers (Shell, Texaco and Esso Agents).
CONSULS: None.
REPAIRS: Most deck and engine repairs can be carried out.
DRY DOCKS: Caicos Marina & Shipyard, Providenciales. Tel: (809) 946-4600. Telex: TWX 3158440 TRUMPRO. Max. lifting capacity 85 tons.
SURVEYORS: Registrar of Shipping, Natural Resources Branch, Iron Building, Front Street, Grand Turk. Tel: 2550.
GANGWAY/DECK WATCHMEN: Usually ship's crew. Ship's gangway.
OPENING/CLOSING HATCHES: Stevedores or ship's crew, which ever to ship's advantage.
CERTIFICATES:
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Load Line Certificate.
Cargo Gear Certificate.
CUSTOMS ALLOWANCES: Tobacco. Each man 200 cigarettes, or 100 cigarillos (cigars with a maximum weight of 3 grammes) or 50 cigars or 12.5 grammes of smoking tobacco, and one reputed quart of normally potable spirits or not more than 2 litres of wine containing less than 42% of proof spirit.
REPATRIATION: Crew changes and repatriation possible.
AIRPORT: In Grand Turk the airport is about 1 mile from the port and is served by Carnival Airlines twice weekly (Friday and Monday) to and from Miami, and various charter operators. In South Caicos the airport is about 2 miles from the port and is served by Turks and Caicos Airways with connections to the various islands. In Providenciales the airport is about 7 miles from the port and is served by American Airlines daily, Turks and Caicos Airways 6 days a week (except Tuesdays), and Carnival Airlines twice (Monday and Friday) a week to and from Miami. There are charter flights available on request.
TIME: E.S.T. Daylight savings time starts the last Sunday in April when clocks are advanced 1 hour and ends last Sunday in October when clocks retarded 1 hour, returning to Eastern Standard Time.
POLICE/AMBULANCE/FIRE: Grand Turk Police 2299; Ambulance 2333; Fire 2233. Emergency No. 2570. Port Officer 2325. South Caicos Police 3299
Providenciales Police 4259, Ambulance 4201, Fire 4378.
EMERGENCY CO-ORDINATION CENTRE: Police Headquarters (Grand Turk) 2299, (South Caicos) 3299, Providenciales 4259.
TELEPHONES: No arrangements exist for placing telephones on board ships.
SERVICES: Divers available for underwater surveys and repairs.
BANKS: Barclays Bank, Tel: 2831. Bank of Nova Scotia,Tel: 2506/7.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday, Commonwealth Day, Queen's Birthday, Emancipation Day, Columbus Day, International Human Rights Day, Christmas Day, Boxing Day, Jags McCartney Memorial Day, National Youth Day.
CREW IDENTIFICATION CARDS: Not required.
SHIP SUPPLY SERVICE: Arranged through Agents.
GARBAGE DISPOSAL: Garbage from ships is usually taken off under agent's supervision and disposed of at dump site.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: U.S.Dollar.
DELAYS: Normal delays if berth is in use or docks under repair.
DEVELOPMENTS: New dock completed and now in use at Grand Turk. Specified area in dock storage yard provided for construction of a Rice Milling Plant.
AUTHORITY: Department of Customs, Custom's Office, Grand Turk, Turks and Caicos Islands. *Tel:* (809) 946-2993, 946-2994. *FAX:* (809) 946-2887. *Contact:* Collector of Customs.

NOTES

Please also advise Shipping Guides Ltd.

Tuvalu

FUNAFUTI: 08.31 S. 179.13 W. (See Plan)

DOCUMENTS:
Customs: Boarding of ships after Radio Pratique granted.
Clearance from the Last Port.
Crew List.
List of Passengers.
Stores' Lists.
Ship's Inward Report.
List of Unmanifested Cargo.
Crews' Stores.
Manifest and Bill of Lading with invoice.
Health: Radio Pratique to be granted within 24 hours before arrival.
Vaccinations against Cholera.
Immigration:
Crew List.
Passenger List.
Next Port of Call.
Final Destination.
Passports.

PILOTAGE: Local Master available on 1 month's prior notice.
Chart: See Chart BA. 2983. Fongafale Anchorage – main anchorage.

RESTRICTIONS: None.

MAX. SIZE: See "Te Puapua Passage". Max. depth 15 m. 250 ft. wide at low water.

HEALTH: Radio Pratique available.

RADIO: Funafuti Radio (T2U) on 6215.5 kHz.

VHF: Funafuti Radio equipped with 80 channel VHF radio. Vessels to call on Channel 16.
VHF in operation when vessels approaching, arriving, manoeuvring and sailing.

TUGS: None.

BERTHS: Concrete on pile wharf. 2 berths, lengths are 50 m. and 40 m. respectively. LW depths of 8 m. and 5.5 m.

CRANE: None.

STEVEDORES: Available on 24 hours' notice, discharge rate high.

MEDICAL: Hospital radio advice available.

TANKERS: Must provide own discharge lines. No residue discharge facilities. Light diesel only available. No tanker berth.

DENSITY: Sea Water.

FRESH WATER: Max. 60,000 gallons in wet season, little or none in dry season, by pipeline on wharf to vessel.

FUEL: Light diesel only. Max. 5,000 gallons from 500 gallon tanks (hand pump).

FIRE PRECAUTIONS: No special precautions other than normal for tankers.

CONSULS: None.

REPAIRS: None.

SURVEYORS: None.

WATCHMEN: Not required.

HATCHES: By stevedores or crew.

CUSTOMS ALLOWANCES: Passengers only, allowed 200 cigarettes and 1 bottle of spirit.

REPATRIATION: Air service to Fiji and Tarawa.

AIRPORT: 1.25 miles from jetty, fortnightly service. Special charters by arrangement.

TIME: GMT plus 12 hours.

HOLIDAYS: New Year (1st January); Public Holiday (3rd January); Good Friday; Easter Friday; Easter Monday; Commonwealth Day(12th March); Gospel Day (4th May); Queen's Birthday (18th June); Public Holiday (13th June); Bank Holiday (1st August); National Children's Day (6th August); Tuvalu Day (1st and 2nd October); Public Holiday (3rd October); Prince of Wales Birthday (12th November); Christmas Day (25th December); Boxing Day (26th December); Public Holiday (27th December).

POLICE/AMBULANCE/FIRE: Police 728 or 726. Ambulance 751 or 749. Fire – send messenger for fire engine.

TELEPHONE: Ship can use marine office telephone ashore.

SERVICES: None.

SHORE LEAVE: Allowed after clearance.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: 44 gallon drums available for garbage not affecting environment.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

CURRENCY: Australian Dollar (A$). Currency restrictions equivalent of A$ 1,000.

REGULATIONS: No sullage, ballast, tank residue, etc., to be discharged in lagoon.

DELAYS: Unpredictable, depending on whether other ships in port.

AUTHORITY: Ministry of Works and Communications, Tuvalu Government, Vaiaku, Funafuti, Tuvalu. *Tel:* 725. *Telex:* TV 4800. *Cables:* Wocom, Funafuti. *FAX:* 688800. *Contact:* Soo Patiale, Transport Systems Manager.

NOTES

Please also advise Shipping Guides Ltd.

Ukraine

BELGOROD-DNESTROVSKY:

46.12 N. 30.21 E. **(See Plan)**

GENERAL: The commercial sea port of Belgorod-Dnestrovsky is situated on the North-Western part of the Black Sea coast, on the right side of the Dnestrovsky Estuary (the Southern Basin), at a distance of 80-90 km. to the S.W. of the port of Odessa. Navigational season lasts all the year round, with powerful (600 h.p. – 1,200 h.p.) tug assistance during severe Winters. The Tsaregradsky Lighthouse and the Tsaregradsky Leading Line should be used as guiding points when approaching the port.

Vessels should approach the port along the channel of the Dnestrovsky Estuary which is provided with a good navigational marks system.

DOCUMENTS:

7 General Declarations, IMO FAL Form 1
7 Crew Lists, IMO FAL Form 5
2 Crew's Effects Declarations IMO Form 4
2 Money Lists.
2 Cargo Declarations IMO Form 2
Safety Certificates.

PILOTAGE: Pilotage compulsory for all vessels. A Pilot usually boards vessel at Reception Buoy No. 1 (Lat. 46° 04′ N. Long. 30° 30′ E.) situated 1.2 miles to the S.E. of the Tsaregradsky Lighthouse.

ANCHORAGE: The port outer roads with depths of up to 14 m. are situated 0.5 mile to the S.E. of the Reception Buoy. The holding ground is good. There is an inner roadstead situated within the port area where usually two vessels can be anchored pending berthing.

RESTRICTIONS: Vessels are allowed to navigate along the channel during daytime only. The port can be entered by vessels with draft of up to 4.5 m. and the maximum height (from the water level) of 28.0 m. Vessels should follow the channel at a speed not more than 5 knots.

According to dredging project, which is to be effected, the depths of the Approach Channel and at the berths are to be increased to 6.0 m.

During bad visibility vessels which are not equipped with radar are not allowed to navigate along the channel. Vessels are piloted under the bridge 2-3 times daily (during daytime only).

RADIO: Communication is effected through the port radio station "Belgorod-Dnestrovsky-Radio"

Call sign	*Frequencies (MHz) working*	*calling*	*Kind of transmission*	*Time of work*
"Belgorod-Dnestrovsky-Radio"	156.8	156.8	F3	H24

Harbour Master on VHF Channel 10.

Notice of Arrival: When approaching the port of Belgorod-Dnestrovsky Masters of vessels should not later than 48 hours prior to arrival advise the Harbour Master of ETA, draft, maximum height of a vessel in ballast (from the water level up to the top of a mast), kind and quantity of cargo, services required to the vessel. 24 and 4 hours prior to arrival the Master should advise more precise ETA.

TUGS: If necessary, are ordered by the Master after having consulted the Pilot.

BERTHING: The berths of the port have depths alongside of up to 5.3 m. and are equipped to handle timber, containers, generals (rubber, non-ferrous metals, pipes, tinned products, fresh vegetables, fruit and citrus fruit) and other cargoes. There are covered warehouses and open concrete floor sheds in the port.

A port area Bugas is situated 14 km. to the South of the port, at the mouth of the Estuary.

Vessels fully laden with ballast water are as a rule allowed to moor at berths if winds do not exceed Force 6. A vessel of a smaller size may be turned broadside to a loaded vessel of a bigger size but not vice versa. It is strictly prohibited to turn a third vessel broadside on to another 2 vessels having been turned broadside earlier.

Opening and closing of mechanised hatches is usually performed by the vessel's crew. Opening and closing of ordinary hatches is carried out by the crew on arrival and departure of a vessel and by the dockers during cargo handling operations. On the berths and on the port territory there are cranes of 20 tons lifting capacity.

FRESH WATER: Available at berths.

FUEL: Diesel oil available.

CONSULS: None.

REPAIRS: Only minor repairs possible.

TIME: GMT plus 3 hours October to March. GMT plus 4 hours April–September.

DEVELOPMENTS: See "Restrictions".

AUTHORITY: The Port of Belgorod-Dnestrovsky Authority, 81 Shabskaya Street, 272300 Belgorod-Dnestrovsky, Odessa Region, Ukraine, C.I.S. *Tel:* 2-25-51. *Cables:* Morport Belgorod-Dnestrovsky

AGENT: Shipping Agency "Inflot" in the Port of Belgorod-Dnestrovsky. Postal address: 81, Shabskaya Street, 272300 – Belgorod-Dnestrovsky, Odessa Region, Ukraine. Cables: Inflot Belgorod-Dnestrovsky. Telephone: 2-22-01; 2-56-73. Telex: 232217.

BERDYANSK: 46.37 N. 36.36 E. (See Plan)

DOCUMENTS:

5 Crew Lists.
5 General Declarations.
4 Cargo Declarations.
2 Crew's Effects Declarations.
1 Master's Declaration.
1 Master's Declaration about arrival at a Commercial Port of the Ukraine.
2 Stores Lists.
1 Maritime Declaration of Health.

For discharging vessels also: Manifests, Bills of Lading and Cargo Plan.

For all vessels, necessary to have all Ship's Papers and Ship's Certificates.

APPROACHES: The Port of Berdyansk is situated in the N.E. part of Berdyansk Bay, on the Northern coast of the Azov Sea.

Inner roads and port facilities are protected from Southern and S.E. winds by a mole and a breakwater.

Navigation in the port is all year round, but in Winter ice-breaker assistance is necessary for about two months.

Vessels should proceed to the harbour through the approach channel, with a least depth of 8.2 m.

PILOTAGE: Pilotage is compulsory in Azov Sea. Kerch Pilot meets vessel near the entrance to the Kerch Strait and takes vessel to Berdyansk. Berdyansk Pilot meets vessels within draft 6.0 m. and more at Reception Buoy No. 2 (Lat. 46° 36.75′ N., Long. 36° 36′ E.), and vessels with draft less than 6.0 m. at Reception Buoy No. 10 (Lat. 46° 40′ N., Long. 36° 40′ E.). Telegraphic address of pilot station is: "Harbour Master Berdyansk". Vessels bound for Berdyansk should cable "Inflot Berdyansk Ukraine"/Ship's Agents/advance notice of ETA: ETA Berdyansk (date shown in group of four figures and if possible GMT of arrival); draft, beam, depth to upper deck, flag, b.r.t., n.r.t., length, if for discharging, kind of cargo should also be advised. After which Inflot arranges pilotage through Kerch Channel. First notice of ETA to be sent after leaving last port and then 72, 48 and 24 hours' notice of ETA.

For contacting pilot station use VHF Channel 16. Pilot boat has a white hull with black writing on her side: "Pilot-29". Vessels wait for the Pilot at the outer road anchorage.

ANCHORAGES: Vessels may obtain good anchorage with depths up to 8.0 m. in the Port of Berdyansk outer roads situated on both sides of the approach channel leading into the harbour.

The outer roads are well protected from Northerly winds, but during Southern and S.W. winds the anchorage is troublesome.

At time of strong S.W. swell ships in the outer roads are usually effected by heavy pitching and rolling, and plenty of cable should be paid out on both anchors. Holding ground in outer roads is shell and mud.

RESTRICTIONS: Vessels over 170 m. LOA can enter, leave and shift berth when the wind speed is less than 8 m./sec. The possibility of manoeuvring such ships when wind speed is over 8 m./sec. is determined by the Pilot.

MAX. SIZE: The max. permitted draft for entry to the port is 7.9 m., if max. draft then even keel. The max. permitted length for entry into the port is 205 m. Sometimes with the Harbour Master's permission, vessels with max. length 225 m. may be allowed to berth at Piers No. 7 and 8.

HEALTH: To obtain Pratique it is necessary to complete 1 Maritime Declaration of Health and hand it in for doctor. In the event of any disease or fever contact Agents.

Vessels, which are not equipped by special collecting tank for fecal (domestic) waters with standard international connection on the upper deck, are prohibited entry into Ukrainian ports.

RADIO: *Notice of Arrival:* 96 hours and then 12 hours prior to arrival at the port, Masters should advise the Port Administration via the local Inflot Agency, time of arrival and the maximum draft of a vessel. Not later than 2 hours prior to approaching Reception Buoy No. 2, placed at the beginning of the approaching channel, Masters should advise more precise ETA to the Harbour Master.

Vessels should establish radio contact through "Berdyansk Radio" Port Radio Station operating 24 hours daily on the following frequencies:

Call Sign	*Frequencies (kHz) Working*	*Calling*	*Type of trans-mission*	*Time*
UBX	500/418	500	A1A	H24
"Berdyansk-Radio-2"	2182	2182	H3E	H24
"Berdyansk-Radio-1" (CPR)**	156.8*(16)	156.8*(16)	F3E	H24
"Berdyansk-Radio-5"	156.8*(16)	156.8*(16)	F3E	H24

*Frequencies are given in MHz.
**Central Port Radio Station.

RADAR/VHF: There is no port radar service in Berdyansk.

Use VHF Channel 16 initally and further communication on another Channel on agreement.

TUGS: Join vessels abreast of breakwater. Vessel's lines usually used. No extra charge for tug lines. Vessels under 1,500 g.r.t. require 1 tug and vessels over 1,500 g.r.t. require 2 tugs.

BERTHING: Berths No. 1 – 2: Length 380 m. These berths are for general cargo. Berths No. 3 – 4: Length 270 m. These berths are for bulk cargoes (ores, minerals). Berth No. 5: Length 232 m. This berth for scrap iron. Max. permissible draft 7.9 m. Berth No. 6: Length 132 m. Berths No. 7 – 8: Length 351 m. Berth No. 9: Length 140 m. Load/discharge is by shore equipment. Depths alongside Berths No. 1 – 8 up to 7.9 m.

CRANES: All quays are equipped with electric cranes. Berths No. 1 – 2 are equipped with SOKOL type crane, of up to 32 tons capacity. Berths No. 3 – 4 – 5 are equipped with Albatros type crane, of up to 20 tons capacity. Berth No. 8 crane type SOKOL.

SPECIALISED CARGO-HANDLING FACILITIES: None.

BRIDGES: None.

STEVEDORES: Provided by the Port of Berdyansk. Tel. Manager: 62-565.
MEDICAL: Medical attendance possible. All members of the crew must have sanitary (yellow) book indicating vaccinations, fever, etc. One hospital available.
TANKERS: No facilities available.
DENSITY: Approximately 1008. Salinity is 11.9.
FRESH WATER: Supplied at berths.
FUEL: Available in limited quantities. Supplied by special tanker.
CONSULS: No consuls in Berdyansk.
REPAIRS: Only minor hull and machine repairs.
DRY DOCKS: No dry dock in Berdyansk.
SURVEYORS: Inspection of the Registry of the Ukraine Branch Office; Tel. 62-452. Independent Surveyors available for Draft Survey and checking quantity of bunkers onboard.

Contact Maritime Agency "Inflot" (See "Agent").
GANGWAY/DECK WATCHMEN: Not compulsory or necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, wine, spirits are free of Bond.
CARGO GEAR: There are cargo-handling equipment and intraport transport facilities. No heavy lift crane.
REPATRIATION: Possible.
AIRPORT: Distance 15 km. Internal Soviet airlines only.
TIME: GMT plus 2 hours October to April. GMT plus 3 hours April to October.
HOLIDAYS: New Year's Day (1st January); Christmas (7th January); International Woman's Day (8th March); Easter; World Labour Days (1st – 2nd May); Victory Day (9th May); Independence Day (24th August); Anniversary of the Great October Socialist Revolution (7th – 8th November). Cargo work can be arranged on above days.
POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Fire 01.
TELEPHONES: Not possible to place telephones onboard.
EMERGENCY CO-ORDINATION CENTRE: Contact Harbour Master's Office. Tel: 62-731, 62-449, 3-63-03. VHF: Channel 16.
BANKS: State Bank of the Ukraine only.
STORING: See "Prelims".

1. Barge or truck.
2. Vessels can be stored by barges during cargo operations.
3. Trucks can proceed alongside at the berth.
4. Fork lift trucks can be used.
5. Storing under Customs permission and control.
6. Local riggers can be employed.

SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
IDENTIFICATION CARDS: Not required. Only Seaman's Passport.
GARBAGE DISPOSAL: Special metallic containers are installed on the pier alongside the ship by port's garbage service, and exchanged when full by the same service. To reserve garbage disposal, Master should send information by radio to Agency Inflot, simultaneously with arrival information.
WASTE OIL DISPOSAL: The port is equipped by a special ship which can collect separately 340 tonnes of oily mixture waters and 86 tonnes fecal waters. For pumping out of these waters, hoses from special boat only should be used. Strictly prohibited to mix oily waters with fecal or any sanitary waters. To reserve special ship, radio message should be sent before arriving to Agency Inflot. Before leaving port, all vessels must discharge all fecal waters into special ship, without additional payment.

Also see "Health".
SEAMAN'S CLUBS: There is a Seamen's Club at the port at Ul. Frunze 1, 332440 Berdyansk, Ukraine. Tel: 62-543. Facilities: No international telephone, church service or postage facilities are available at Seamen's Club. All other services are possible.
CURRENCY: Ukrainian Coupon.
AUTHORITY: The Port of Berdyansk Authority, 13/7 Gorky Street, Berdyansk 332440, Ukraine. *Tel:* 3-63-63, 62-731. *Telex:* 127441 Su Okean. *Cables:* Harbour Master Berdyansk. *FAX:* 3-63-03. *Contact:* Port Director (Tel: 3-22-10). Harbour Master (Tel: 62-731).

AGENT: Maritime Agency "Inflot" at the Port of Berdyansk. Postal address: 13/7 Gorky Street, Berdyansk 332440, Ukraine. Tel: 62-539, 62-639, 3-34-42. Telex: 127564 Sudak. Cables: Inflot Berdyansk.

CHERNOMORSK: 45.30 N. 32.40 E. (See Plan)

Chernomorsk is a sea port, situated on the coast of Yarylgach Bay of the Black Sea, on the North-Western part of Crimea Peninsula, safe and well protected against rough seas. Vessels should proceed to the port through the 980 m. long channel. Depth in the channel is 9.0 m. Navigation in the port is all year round.
PILOTAGE: Pilotage is compulsory for all vessels of or over 100 g.r.t. Pilotage effected at daytime only. Embarkation and disembarkation of the pilot is performed near the Reception Buoy of approach channel.
ANCHORAGE: Anchorage with depths up to 14.0 m. is available within the outer port roadstead and marked by Anchorage Light Buoy (Lat. 45° 34′ 12″ N., Long. 32° 48′ 42″ E.). The holding ground is good.
RESTRICTIONS: Vessels to proceed through the channel only with Harbour Master's permission.

Entry into the port is allowed for vessels with draft up to 6.0 m. and maximum height (from water level) of 20 m. Vessels should proceed through the channel at a speed of not more than 3 knots.
RADIO/VHF: Communication is effected through the port radio sta UJB-2:

Call Sign	*Frequency (kHz)*	*Time of Work*
"Chernomorsk-1"	500 and 4184	
"Yarylgach 92"	VHF Channel 6	H24

Telephone: (06558) 91390. Fax: (06558) 91849. Teletype: 187 Yakor. Telex: 187125 Ptb Su.
Notice of Arrival: When approaching the port of Chernomorsk, Mas should advise, with 48 hours notice, the Harbour Master of ETA, dr maximum height of vessel in ballast (from water level to the top of mast), type and quantity of cargo, services required by the ves 12 hours prior to arrival, a more precise ETA notice is required.

C.I.S. vessels should not later than 24 hours prior to arrival adv the Harbour Master of ETA, and 4 hours prior to arrival more pre ETA.
TUGS: If necessary, tugs can be ordered by the Master after consu with pilot. The tugs are compulsory for the vessels with drafts of m 5.5 m. Tugs with power of 150 h.p. and 1,600 h.p. are available.
BERTHING: Total length of berths 1,600 m. Depth alongside 5.5 m 6.5 m.

The berths are equipped to handle timber, containers, general other cargoes. Open storage and a floating crane of 100 tons li capacity are available.
FRESH WATER: Available from tug.
FUEL: Bunkering is not guaranteed.
REPAIRS: Only minor repairs may be effected. Underwater surv could be performed.
DRY DOCKS: Floating dock of 5,000 tons capacity available.
GENERAL: *Transport:* The port is linked with the towns of Sympherop Sevastopol and Yevpatoria by bus, provided with main road of 37 m as far as Yevpatoria. Nearest major sea ports: 90 miles – Sevasto and 100 miles – Odessa.
AUTHORITY: The Port of Chernomorsk Authority, Chernomorsk, Chernomorskoe 334360, Crimea, Ukraine.

AGENT: General Agent: Inflot Odessa. Telex: 232124 Inf Fax: 221264.

Local Agent: Inflot Sevastopol. Telex: 197316 Inf Su.

DNEPROBUGSKY: 46.35 N. 31.57 E.

SHIPMASTER'S REPORT: October 1991.

VESSEL: Bulk carrier. Cargo: 22,530 tonnes of bulk bauxite.

Arrival draft: 9.73 m. (F.W.).
GENERAL: The port is open for navigation all year round.

When proceeding to Dneprobugsky the following message mus sent to "Morflot Odessa Traffic Centre".

(a) Vessel's name.
(b) Flag.
(c) Owners.
(d) N.R.T.
(e) LOA.
(f) Beam.
(g) Moulded depth.
(h) Draft.
(i) Last port of call.
(j) Destination.
(k) Technical condition of main engine and steering gear.
(l) Course when approaching the area.
(m) Reason for call.
(n) ETA area.

Subsequent messages should contain only item (n).
APPROACHES: Compulsory reporting to "Ilichevsk Traffic Con prior to reaching the Sea Buoy and when entering separation sche off Ilichevsk port.

When berth or pilot are not available vessel should ancho Anchorage No. 351, S.E. of Ilichevsk port. Otherwise according to control instructions.
PILOTAGE: Compulsory. When proceeding to Dneprobugsky, Sea is embarked in the area East of the Ilichevsk port entrance, close to Fairway Buoy. Otherwise N.E. of the "T T S" Turning Buoy.

Port Pilot is embarked in the channel, approximately 1 mile to 2 m South of the port (Dneprobugsky).

The Brusko Dneprovsko Limanski Kannal is very narrow and marked but from Buoy No. 48 up to Dneprobugsky no navigation are shown on B.A. Chart No. 2200. Shore based traffic control co the area and advises pilots whenever necessary.
ANCHORAGE: Area West of the approach channel nearly u Dneprobugsky port is considered as a local anchorage (waiting a it is open to North winds.
RESTRICTIONS: Navigation through the channel restricted during time and in poor visibility, in such cases vessels anchor at Anchor No. 360.

Permitted draft for passing the channel is 9.75 m. and safe spe about 8 knots.

Great care to be taken when turning in the narrow areas of the cha due to shallow waters.
HEALTH: Free Pratique normally granted after mooring.
TUGS: Three tugs used for mooring, ship's lines used. Charges fo of tugs is high.

BERTHING: Port has an effective berthing length of about 400 m. – 500 m. accommodating tugs, barges, small and large vessels.

The berth is equipped with 3 large bridge cranes with grabs.

Large stock of bauxite stowed on the open wharf.

No serious damage sustained during discharging.

MEDICAL: Hospital facilities available, mainly in Nikolayev area. Cases of cholera in the area reported by port authorities.

CUSTOMS ALLOWANCES: No limits on quantities, but nothing to be taken ashore.

FRESH WATER: Available, but not suitable for drinking.

FUEL: Supply not guaranteed.

DENSITY: Fresh water in the area around the port.

REPAIRS: Minor repairs can be carried out.

DRY DOCK: Small floating dry dock situated in the port.

OPENING/CLOSING HATCHES: Normally by crew.

TIME: GMT plus 2 hours.

SHORE LEAVE: Allowed. No extra permission required for Nikolayev area which is about 35 km. North of Dneprobugsky.

AGENT: Main Agent: Inflot Odessa. Local Agent: Inflot Nikolayev.

EVPATORIA: 45.11 N. 33.23 E.

GENERAL: The port of Evpatoria is situated on the Northern Coast of Evpatoriyskaya Bay of Kalamitskiy Bay (Western part of the Crimean Peninsula).

PILOTAGE: Compulsory for the vessels over 200 g.r.t. The embarkation and disembarkation of the Pilot is carried out near the Reception Buoy in the vicinity of Karantinniy Cape. Pilot requires 12 hours notice.

APPROACHES: The port has an open roadstead that covers the area of Evpatoriyskaya Bay. Depths in the roads are up to 10.0 m.

ANCHORAGE: Anchorage No. 382 is situated 1.1 miles S.E. of Karantinniy Cape. Available depths are 11.4 m. – 12.4 m. Ground is sand and shells.

RESTRICTIONS: When wind speed from a Southern direction is more than 9.0 m./sec., vessels in the roads may be delayed.

MAX. SIZE: Maximum draft for dry cargo vessels is up to 6.0 m. and max. length 100 m. The restrictions for passenger vessels are 7.0 m. and 200 m. respectively.

RADIO/VHF: VHF communication through Channel 16.

RADAR: No shore based radar stations available.

TUGS: Number of the tugs depends on g.r.t. For vessels up to 500 g.r.t., one tug with 1,200 h.p. capacity and for vessels over 500 g.r.t., 2 tugs are required.

BERTHING: 4 berths are available in the port. 3 berths for passenger vessels (No. 2, 3 and 4), and one berth for cargo vessels (No. 5). Port is equipped with cranes for handling general and bulk cargo, steel products, etc. Warehouses and open storage facilities are available.

MEDICAL: Medical assistance rendered immediately when required. Hospital facilities available.

FRESH WATER: Available.

AIRPORT: Nearest airport is located in Simpheropol, a distance of 80 km.

TIME: GMT plus 2 hours in Winter. GMT plus 3 hours in Summer.

HOLIDAYS: January 1st; January 7th; March 8th; May 1st; May 2nd; May 9th; August 24th; November 7th; November 8th; Easter (one day); St.Trinity (one day).

POLICE/AMBULANCE/FIRE: Ordered through Agent.

IDENTIFICATION CARDS: Required.

AGENT: *General Agent:* Inflot Odessa. Telex: 232124 Inf Su. *Local Agent:* Sevastopol Inflot Maritime Agency, 5 Pl. Nakhimlva, 335054 Sevastopol, Crimea, Ukraine. Tel: (0690) 524411. Telex: 197316 Inf Su. Cables: Inflot Sevastopol.

ILICHEVSK: 46.19 N. 30.40 E. (See Plan)

GENERAL: The Port of Ilichevsk is situated on the N.W. coast of Black Sea, on the right bank of the Sukhoi Liman, about 15 miles S.W. from Odessa City.

The Sukhoi Liman is divided by dams into 3 parts called Basin No. 1, Basin No. 2 and Basin No. 3.

A part of Basin No. 1 bounded by the leading line of the Port of Ilichevsk leading lights, thence by the S.W. coast of the Liman, thence by the Southern Sand Headland, is called the Inner Roads of the port.

The berths for large sea-going vessels are along the Western side of the Southern Sand Headland, thence along Southern and S.W. sides of Basin No. 1.

The berths of the Western side of Basin No. 1 are used by fishing trawlers.

Navigation in the port is year round. Ice usually begins to form in the second half of December and finally disappears in February. Ice-breaker assistance is required in severe Winters for about a 30 day period.

APPROACHES: The approach channel leads from seaward into Basin No. 1. Depths in mid-channel are 13.5 m. Strong Easterly and Southerly winds may cause heavy surge in the channel influencing a vessel's manoeuvrability.

PILOTAGE: A Pilot usually boards a vessel in the outer roads at the approach light mid-channel buoy. (Lat. 46° 18′ N., Long. 30° 44′ E.). In the event of bad weather the place of embarkation or disembarkation of a Pilot can be changed with a Master's approval.

Vessels proceeding to ports of Kherson and Yuzhnyy take Pilot in the Outer Roads of Ilyichevsk (Lat. 46° 15′ 06″ N., Long. 30° 56′ 01″ E.).

ANCHORAGES: Good anchorages can be obtained in the outer roads situated at a distance of 1 to 5 miles off the coast between the parallels of 46° 12′ N. and 46° 18′ N. The outer roads are open to all winds blowing from N.E. via S. up to S.W.

The anchorage (on charts marked as No. 352 and 351) are situated about 1.2 to 7 miles to the S.E. of the port entrance.

The holding ground is grey mud and clay. Depths in the roads are 19.2 m. – 25.5 m.

RESTRICTIONS: Entry to the port can be effected day and night.

In the night time movement of the vessels with length more than 200 m. is subject to special permission of the Harbour Master.

Vessel's speed should not exceed 6 knots when navigating along the channel.

MAX. SIZE: The maximum permitted draft is 11.8 m., length 280 m.

Vessels drawing over 11.8 m. must obtain the Harbour Master's permit for entry to the port.

HEALTH: Foreign vessels granted Free Pratique when berthed alongside and all arrival formalities accomplished by the boarding officials, irrespective whether day or night. If berthing delayed, under certain circumstances vessel may be granted Free Pratique at roads where anchored. Event suspected disease Master shall inform Agent by radio. When arriving from another Black Sea port, Free Pratique automatic.

RADIO: Channel 16 (156.80 MHz) for radio-telephone used for calling only, with subsequent switch to any other Channel. All information addressed to ship's Agent, Cable address "Inflot Ilichevsk", Telex No. 232448. Port Radio UEH.2.

Radio contact can be established through the port radio station "Ilichevsk Radio" operating 24 hours daily on the following frequencies:

Call sign	*Frequencies (MHz) Working*	*Calling*	*Type of trans-mission*	*Time of Work*
"Ilichevsk Port control"	156.6(12) Main	156.6(12)	F3E	H24
"Ilichevsk Traffic control"	156.950(19) Spare	156.950(19)	F3E	H24
	156.50(10)	156.50(10)	F3E	H24

The port radar station gives all possible information to all vessels navigating in restricted visibility and in the absence of floating marks, from the point of a Pilot's embarkation up to the port.

Radar navigation is controlled by a Pilot.

A signal post for regulating the movement of vessels is situated at the Northern side of the entrance to the port.

TUGS: Normally join vessel when approaching mooring berth. Ship's lines used. Number of tugs required for berthing shall be ordered by the Pilot with the Master's consent. Tugs compulsory for vessels over 1,500 g.r.t.

In case Harbour Master grants permission for vessel to stay at anchorage in the Inner Roads to get bunkers, provisions, or for any other purpose a tug should be ordered by ship's Master for the whole period of stay in the Inner Roads to ensure safety of manoeuvring of the other vessels in the port. All expenses on ship's account.

BERTHING: Quays with depths alongside of up to 14.0 m. are equipped to handle oil, general, 20 ft. and 40 ft. containers bulk and other cargoes. There are mechanised warehouses and open concrete floor sheds.

Electric cranes of up to 45 tons capacity are operated on the quays and by the warehouses. There are floating cranes with lifting capacity of up to 300 tons, other cargo-handling equipment and inter-port transport means.

Opening and closing of mechanised hatches is always done by the ship's crew.

In case vessel is moored at the Inner Road buoys the following requirements should be complied with:

1. Two towing ropes to be kept ready at bow and stern lowered 2 m. over the water surface.
2. To avoid picking up of mooring anchors ropes should be slacked with free board increase whilst discharging.
3. Vessel must be equipped with good pudding fenders to protect her boards and floating facilities alongside.

TIDE: The range of the water level caused by strong winds may reach 1 m. The rise of the water level is due to Northerly winds and the fall of the water level to Southerly winds.

The changes of the water level caused by variation in atmospheric pressure ("Seish" phenomena) are observed periodically. This phenomena can last from a few minutes up to several days and the range of the water level may reach 0.6 m.

RADAR: Port Radar Station gives all possible technical information to any vessel navigating within Station's broadcast zone, if requested. Navigation in channel controlled by Port Radar Station. Communication between Station and vessels established by radio-telephone on international frequencies.

STEVEDORES: 12 days' notice is required.

MEDICAL: Medical assistance rendered immediately when requested. Hospital facilities available. Particular inoculations required prescribed by International Sanitary Regulations.

DENSITY: Average density 1010.

FRESH WATER: Available at quays and by barge.

FUEL: Bunkers available.

CONSULS: None.

REPAIRS: Good facilities. All kinds of repairs for vessels of up to 60,000 d.w.t. can be carried out.

DRY DOCKS: Docking arrangements settled with Black Sea Steamship Co. of Odessa, Lastochkina 1 Street. A floating dock, 250 m. length, 18 m. depth. There are new floating docks with a lifting capacity of 15,000 tons.

GANGWAY/DECK WATCHMEN: Watch carried out by crew.
OPENING/CLOSING HATCHES: Mechanical hatches by crew.
CUSTOMS ALLOWANCES: No restrictions. Free use on board.
CARGO GEAR: No additional requirements. Cargo work usually carried out by means of shore cranes.
AIRPORT: The distance from Odessa Airport about 30 km.
TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.
HOLIDAYS: Official Holidays are Sundays and following Calendar dates: January 1st, March 8th, May 1st, 2nd, 9th, October 7th, November 7th, 8th.
POLICE/AMBULANCE/FIRE: All mentioned services easily obtained through Agent.
SERVICES: Ship chandler's supplies, technical equipment supplies, laundry, car hire.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Required.
DELAYS: Vessels berthed at specialised berths depending upon cargo. Delays if berths occupied. Normally no delays in bunkering.
GENERAL: Shipowners should deposit funds for disbursements prior to arrival. All banking operations carried out by Vnesheconombank of Moscow.
DEVELOPMENTS: At present port only partially constructed. Work of further development being carried out.
AUTHORITY: Port of Ilichevsk Authority, 2 Korabelnaya Street, 270901, Ilichevsk. Odessa Region, Ukraine. *Tel:* 691-605, 691-634, 691-758. *Telex:* 232815. *Cables:* Morport Ilichevsk.

AGENT: Ilichevsk Inflot Shipping Agency, 4 Trouda Square (P.O. Box 539), Ilichevsk 270901, Odessa Region, Ukraine. Cables: "Inflot Ilichevsk". Tel. (048-68) 3-18-53. Telex: 232202 Inf Ux. Fax: (0482) 69-37-78. Satellite: 1-212-248-7482-218.

IZMAIL: 45.20 N. 28.51 E. (See Plan)

GENERAL: The sea and river port of Izmail is situated on the left bank of the Kiliiskoe Ghirlo (Kilia Mouth) of the Danube River, between the 82nd and 96th km.
PILOTAGE: All foreign flag vessels coming to or leaving the port of Izmail are allowed to navigate by the Kilia Mouth with the port of Izmail Pilot on board only. Masters of the vessels proceeding by the Sulina Channel from seaward shall order Pilots 24 hours in advance and confirm the order 4 hours prior to approaching the Chatal of Izmail, to the Harbour Master's office via Inflot Shipping Agency.

Vessels proceeding by the Prorva Canal from seaward should advise agent "Inflot Izmail" about the time of approaching the Reception Buoy 24 hours prior to arrival. Pilot shall board/disembark vessels at the Reception Buoy of the Prorva Channel (Lat. 45° 30′ 07″ N., Long. 29° 46′ 04″ E.) and the Izmail Chatal (116th km. of Kilia Mouth of the Danube River).
ANCHORAGE: Vessels can obtain anchorage in the roads situated in the area between 95.7 km. – 96.2 km. of the Kilia Mouth 50 m. from the left bank, 86.7 km. – 87.7 km. of the Kilia Mouth 100 m. from the left bank and between 85.0 km. – 85.6 km. of the Kilia Mouth 200 km. from the left bank.

Depth at the places of anchorage is 7.0 m., the holding ground is soft mud.
RESTRICTIONS: Draft and length of vessels entering the port of Izmail should be the same as for vessels navigating through the Sulina Channel (7.0 m.) or Prorva Canal (4.0 m. – 4.8 m.). There are no restrictions for day or night entry to the port.

All navigation within the port area is controlled. Zone of regulation begins at the 80th km. up to the 100th km.

Masters of the vessels entering the port area should make contact with the Vessels' Traffic Management Service and inform them of the name of the vessel, draft and place of destination. The Vessels' Movement Control Post will advise the place to anchor. Entry into the port area, shifting and any other movement of the vessel can be arranged with permission of the Vessels' Movement Control Post only. No passing allowed within the port area.

Permissible speed of movement should not exceed 8 km./hr. while navigating upstream and 12 km./hr. while navigating downstream.
HEALTH: International code quarantine signals are to be shown on arrival and Free Pratique is given by the quarantine doctor who will board the vessel to examine Master's Health Declaration.
RADIO/VHF: Radio communication can be established through the port radio station "Izmail Radio", some data of which is given below:
Safety Channel – Channel 16
Central Port Radio Station – Channels 16, 27.
call sign "Izmail Radio-1"
Inspection of the Port Control – Channel 9,
call sign "Izmail Radio-2"
Vessels' Movement Control Post – Channel 14,
call sign "Radio-17"
Inflot Shipping Agency – Channel 16, 69,
call sign "Inflot Izmail"
While navigating between 80th and 100th km. of the Kilia Mouth all vessels are to keep watch on Channel 16.
RADAR: There is no Port Radar Service.
TUGS: Tugs shall be ordered by the Master as directed by the Pilot.
BERTHING: Vessels drawing up to 7 m. can moor at berths with same depths alongside.

Quays are equipped to handle general cargoes (equipment, steel, cars, etc., containers including), bulk (coal, ore, minerals, building materials), timber and perishable goods (butter, vegetables, fruit).

There are enclosed warehouses, open concrete floor sheds and a grain elevator.
CRANES: On the quays there are portal cranes of 5 tons – 40 ton capacity. There are also floating cranes of 16 tons capacity and othe cargo handling equipment and machinery. Mobile cranes of up to 25 ton capacity available.
SPECIALISED CARGO-HANDLING FACILITIES: There a specialised berths for handling ISO containers. There are no berths handling liquid chemicals or LPG carriers.
BRIDGES: No bridges within the port area.
STEVEDORES: The port works round-the-clock, including holidays Usual ETA advice required.
MEDICAL: No advance notice except in case of serious illness. Hospi and Dental facilities are available.
TANKERS: No tanker berths available.
FRESH WATER: Fresh water can be supplied from the quays o delivered by barges
FUEL: Bunkers available.
REPAIRS: Hull and machine repairs can be effected.
GANGWAY/DECK WATCHMEN: Gangway watchmen compulsory carried out by ship's crew. Ship's gangway used.
OPENING/CLOSING HATCHES: According to the customs of the po opening and closing of hatches is usually by ship's crew but it can als be done by stevedores if requested by Master in advance.
CUSTOMS ALLOWANCES: No restrictions on crew consumption o tobacco and alcohol on board. It is prohibited to take these items ashore
REPATRIATION: Can be arranged.
AIRPORT: Regular connections with internal services.
TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.
TIDE: Changes of water level in the river are due to effects of the win and seasonal increase and decrease of the amount of water brough down from the shore. In Winter; rise of water level is due to the ice pilin up. Max. range of the water level is about 4.0 m. – 6.0 m.

Max. rise of water level is in April, May and June, usually caused b Easterly winds. The least water level is observed in August, Septembe and October, due to Westerly winds.
HOLIDAYS: New Year's Day (1st January), International Women's Da (8th March); Days of International Workers' Solidarity (1st and 2nd May World War II Victory Day (9th May).
POLICE/AMBULANCE/FIRE: Police, Tel: 9-03-16; Ambulance, Tel: 9-06-00; Fire, Tel: 9-05-24.
SHORE LEAVE: Allowed up to midnight.
IDENTIFICATION CARDS: Required for crewmen going ashore.
AUTHORITY: The Port of Izmail Authority, 7 Port Street, 272630 - Izmail, Ukraine. *Tel:* (04841) 25601. *Telex:* 232133. *FAX:* (04841) 9013 *Cables:* Morport Izmail. *Contact:* Valentin F. Kotelny, Port Director.

AGENT: JV "Inflot Izmail". Postal address: 14 Port Street, 272630 - Izmail, Ukraine. Cables: "Inflot Izmail". Tel: 9-01-81, 9-05-59, 2-04-6 Telex: 232136.

KHERSON: 46.37 N. 32.37 E. (See Plan

GENERAL: The sea and river commercial port of Kherson is situate on the right bank of the Dnieper River and on the left bank of th Koshevaya River.

The port is open for navigation all the year round but in severe Winter ice-breaker assistance is required.

Ice at the estuary of the Dnieper finally disappears in the first half o March.
PORT LIMITS: A vessel is considered to be an "arrived ship" and la time will commence on arrival to the inner roadstead of the port.
DOCUMENTS: *Quarantine:*
Maritime Declaration of Health.
Valid Derat Certificate.
International Vaccination Certificates.
Customs:
Money List.
Complete copy of each Manifest for goods onboard.
Immigration:
Crew List – 5 copies.
Passenger List – 5 copies.
Seaman's Book or Passport for each person.
General Declaration – 5 copies.
APPROACHES: The port is accessible for sea-going vessels. Th approaching channel is very well marked by navigation marks; therefore there are no difficulties in navigating a vessel along it when entering o leaving the port.
PILOTAGE: Compulsory. Navigational range marks, leading marks o Stanislov, Adjigolsky beacons, Verbchansky and Maliy Kasperovsk leading light buoys, and spar buoys. Master advises Port Controller an Inflot Agency ETA minimum of 96 hours prior notice.

Masters of vessels proceeding to the port of Kherson must advise ETA to the Harbour Master through Inflot Agency 48 hours, 24 hou and 6 hours prior to arrival at the point of Lat. 46° 15′ 06″ N. Long. 30° 56′ 01″ E.

Master shall order a Pilot via the Inflot Shipping Agency 8 hours an confirm the order 2 hours prior to leaving the port of Kherson.

Masters of vessels proceeding to the Port of Kherson must advise ETA both to Inflot Ilychevsk and pilot station Ilychevsk 48, 24 and 6 hou prior to arrival at point Lat. 46° 15′ 16″ N., Long. 30° 56′ 01″ E. On arri at the point Masters must call Inflot Ilychevsk or pilot station on VHF Channel 16.

ANCHORAGES: A part of the Dneiper River from the Northern border of the town of Kherson, nearly up to the Maly Potemkin Island, is considered as the Port of Kherson Roads.

The anchorage for foreign flag dry cargo vessels is situated in the area restricted by 2 imaginary lines of the leading marks located on the left bank of the Dnieper River, upwards from the mouth of the Konka River and lower of basin (creek) No. 2.

The recommended anchorage for foreign flag tankers is situated in the area stretching down the river from the oil piers towards leading line No. 7, S.W. of the upper leading marks clearing the place where a submarine cable is laid.

RESTRICTIONS: The permitted draft for passing through the channel is 7.6 m. but it may vary depending on weather conditions.

In the Summer the channel is open for navigation 24 hours a day.

Speed of vessels having draft over 5 m. should not exceed 10 knots whilst navigating through the channel.

The port receives vessels with length up to 200 m.

Navigation through the channel in restricted visibility is strictly prohibited.

It is prohibited by local quarantine authorities to discharge sea-water ballast into the harbour.

HEALTH: No automatic Pratique. Cable to Inflot, name and nationality of the ship, ports of call during last month, nature of cargo, number of crew and passengers, condition of health of all onboard with details of any sickness.

RADIO: Ship-shore radio link can be established through the port radio station operating 24 hours on the following frequencies:

Call sign	Frequencies (kHz) Working	Calling	Type of trans-mission	Time of work
UHZ	500/487	500/468	A1A	H24
"Kherson Radio"	2182	2182	P3E	H24
"Mesyats" (CPR)**	156.8*(16)	156.8*(16)	F3E	H24
"Mesyats-2" (Harbour Master)	156.45*(9)	156.45*(9)	F3E	HX

*Frequencies are given in MHz.

**CPR – Central Port Radio Station.

TUGS: Compulsory for mooring and unmooring or shifting. Number as required by Pilot but the charge depends on n.r.t. of the ship and not on the number of tugs used.

Tugs available: 2×1,412 b.h.p., 2×706 b.h.p., 1×352 b.h.p. and 1×65 b.h.p.

BERTHING: 9 berths, depths up to 8.25 m.

Mooring is effected with port Pilot assistance. Number of tugs required for mooring is determined by Pilot with Master's consent, ship's lines used.

Cranes of up to 10 tons capacity are operated on the quays and by the warehouses. There are floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment, intra-port transport included.

Berths of the port, with depths of up to 8.25 m. alongside are equipped to handle general and bulk cargoes (ore, chemicals, building materials), metals, grain, timber, cotton, cement, food products, etc., as well as passenger traffic. There are enclosed warehouses, a grain elevator and open concrete floor storing spaces without roofs. There is a refrigerated warehouse at Berth No. 4. Cargo is generally loaded/unloaded by shore cranes but ship's derricks are always to be ready for use.

TIDE: Changes in the water level observed in the port are due to the effect of the wind and variation in atmospheric pressure. The maximum range of the water level caused by winds may reach 2 m.

The changes of the water level due to variation in atmospheric pressure ("Seish" effect) are observed at times. They may last from a few minutes up to several days and may reach 0.58 m.

MEDICAL: Hospital facilities available.

DENSITY: 1000.

TANKERS: Max. draft 7.5 m. Loading rate for gas oil 300 tonnes/hr.

FRESH WATER: Available by barge. Rate 50 t.p.h.

FUEL: Not available. Bunkering takes place at Odessa.

REPAIRS: Only minor repairs can be carried out. There are no dry docks.

SURVEYORS: Saybolt at Odessa.

CERTIFICATES:

Construction Certificate.

Safety Equipment Certificate.

Radio Safety Certificate.

Load Line Certificate.

OPENING/CLOSING HATCHES: Opening and closing of hatches is usually done by the ship's crew. It may also be done by port workers for vessel's account.

REPATRIATION: Crew changes and repatriation possible.

TIME: GMT plus 3 hours. Daylight saving time, GMT plus 4 hours from last Sunday in March to last Sunday in September.

SHORE LEAVE: Possible from 0800 hrs. – 0000 hrs. No restrictions for Masters.

AUTHORITY: Port of Kherson Authority, 4 Ushakov Av., 325025 Kherson, Ukraine. *Tel:* 29-14-02, 2-38-48. *Cables:* Morport Kherson.

AGENT: Kherson Shipping Agency "Inflot". Postal address: 11 Petrenko Street, 325004, Kherson, Ukraine. Tel: 29-13-51, 2-35-961. Telex: 273114 Inf Su. Cables: "Inflot Kherson".

KILIA: 45.26 N. 29.17 E. (See Plan)

GENERAL: The Port of Kilia is situated on the left bank of the Kilia inlet of the Danube River, 47 km. from the estuary. The depths of the water within the port area vary from 3 m. up to 22 m. The holding ground is clay and mud. The season of navigation in the port area lasts from March till December depending on time when the Danube River is frozen over.

PILOTAGE: Carried out by the Pilot service of the port of Izmail.

ANCHORAGES: Allowed in the port area, in 5 m. depths according to the Pilot's instructions.

RESTRICTIONS: Vessels can enter or leave the port at any time of day or night. Movement of vessels during fog is not allowed.

RADIO: Communication can be effected via the port radio station viz. "Kilia-Radio".

Call Sign	Frequencies (MHz) Working	Calling	Type of trans-mission	Time of work
Kilia-1 (CPR)*	156.8(16) 157.25(25)	156.8(16) 157.25(25)	F3E F3E	H24 H24
Kilia-2 (Harbour Master)	156.6(12) 156.45(9)	156.6(12) 156.45(9)	F3E F3E	H24 H24

*Central Port Radio Station.

Notice of Arrival: Masters of vessels going to the port from seaward via Kilia Inlet should advise "Inflot Izmail" their ETA 24 hours prior to arrival at the Reception Buoy area. More precise time of arrival should be advised at a later time.

TUGS: Approaching and shifting berth is performed without tug assistance.

BERTHING: Cargo vessels drawing up to 7 m. are handled with the use of buffer barges. Berths of the port are equipped to handle general cargoes, metals, timber, coal. Embarking/disembarking of passengers is also performed. There are portal cranes of up to 6 tons capacity, a warehouse and open storage areas covered with concrete. There are also floating cranes of up to 5 tons capacity which are used for handling cargo in the Outer Roads. The loading of grain is carried out at the grain elevator berth by its own equipment.

FRESH WATER: Available from Izmail with sufficient notice.

FUEL: Available from Izmail with sufficient notice.

CONSULS: None.

REPAIRS: Not possible.

TIME: GMT plus 3 hours. GMT plus 4 hours in summer.

AUTHORITY: Port of Kilia Authority. 4, Zheleznyakov Street, 272610 Port of Kilia, Odessa Region, Ukraine. *Tel:* 2-37-03. *Telex:* 232103 UST D SU. *Cables:* Morport Kilia. *Contact:* Port Director.

AGENT: JV "Inflot Izmail". Telex: 232136 TNI SU. Cables: "Inflot Izmail".

MARIUPOL (Zhdanov): 47.06 N. 37.35 E. (See Plan)

GENERAL: A sea port in the Azov Sea, Mariupol is situated 14 miles Northward of the entry into the Taganrog Gulf, at the Western end of it.

All-year round navigation is possible but during 30 – 90 days period of ice conditions with ice-breaker assistance for ice-strengthened vessels only.

Ice usually begins to form at the end of November or the beginning of December, and 3 – 4 weeks later the Gulf becomes completely frozen over. The increase of fast ice usually lasts up to the first half of February. As a rule the ice usually breaks up in the middle of March. It finally disappears at the end of March or, as an exception, in the first half of April.

The port of Mariupol consists of the Outer and Inner Roads, the Western Harbour, the Ugolnaya (or the Coal) Harbour, the Grain Harbour and the Ship-repairing Basin.

PILOTAGE: Compulsory. Inform Kerch Harbour Master ETA 24 hours and 6 hours, off Kerch Strait. On arrival Kerch Pilot Buoy No. 21 (Lat. 45° 13′ N., Long. 36° 27′ E.), drop anchor and await Pilot; also keep continuous radio watch.

Not later than 4 hours prior to arrival at the mouth of the Coal Harbour Approach Channel, Buoy No. 1, a Master should order a Harbour Pilot.

ANCHORAGES: A good anchorage can be obtained in the Outer Roads of the port of Mariupol situated opposite the port entrance. The depths in the roads are from 5 m. – 9 m. the holding ground is mud mixed with sand and shell.

RESTRICTIONS: Vessels can enter or leave the port at any time of day and night. All vessels entering or leaving the port should have keel clearance not less than 0.5 ft. (15 cm.).

The max. allowed speed in the approach channels is 8 knots and in the part of the Coal Harbour Approach Channel, protected by a wooden dam, only 3 knots.

The speed of a vessel may be increased in case of necessity to keep her course along the leading line or prevent her drifting off the channel due to the effect of current or wind.

MAX. SIZE: Draft 8 m., length 200 m.

HEALTH: After presenting Vaccination Certificates, Free Pratique obtained. After proceeding from one port of the Ukraine to another, Free Pratique obtained automatically.

Vessels calling at any port in the Sea of Azov are to be equipped with either a sewage treatment plant or a sewage tank. Before entering Kerch Strait, all valves for discharging non-purified bilge and sewage water to be closed and sealed by the ship. Date and ship's coordinates to be entered in Log Book.

RADAR: The port of Mariupol radar station gives all possible information to any vessel navigating along the Coal Harbour approach channels in the restricted visibility and during the absence of the floating navigation marks.

Radar navigation is controlled by a Pilot in charge.

RADIO: Vessels approaching the port of Mariupol should establish radio contact through Mariupol Radio port radio station operating 24 hours daily on the following frequencies:

Call Sign	*Frequencies (kHz) Working*	*Calling*	*Type of trans- mission*	*Time of work*
UTW	500/473	500/416	A1A	H24
“Mariupol-Radio”	2182	2182	N3E	H24
“Mariupol Radio-1”	156.8*(16)	156.8*(16)	F3E	H24
“Mariupol Radio-2” (Port Controller)	156.7*(14)	156.7*(14)		
“Mariupol Radio-5” (Harbour Master and Pilot Station)	156.45*(9)	156.45*(9)	F3E	H24
“Mariupol Radio-9” (Movement Control)	156.375(67)	156.375(67)	F3E	H24
“Mariupol Inflot”	156.875(77)	156.875(77)	F3E	H24

*Frequencies are given in MHz.

TUGS: Available. Use ship’s lines. Tug assistance for shifting berths is compulsory. Number of tugs to be ordered shall be advised by Pilot.

BERTHING: The berths of the port with depths of up to 9.0 m. are equipped to handle general, containers, bulk and liquid cargoes, timber, metals, food stuff, fruit, vegetables, etc., and passenger shipping as well. There are enclosed warehouses, open concrete floor sheds and a grain elevator.

On the quays there are electric cranes of up to 40 tons capacity, coal and grain loaders. There are floating cranes with lifting capacity of up to 100 tons and other cargo handling equipment.

The Grain Harbour is bounded by two piers – by the Dividing Pier from S.W. and by the Eastern Pier from N.E.

The depths in the central part of the Grain Harbour are from 8.7 m. to 9.1 m.

The Coal Harbour is protected on its S.E. side by the Eastern Mole, extending the length of the harbour. The berths have depths alongside of up to 9.0 m.

The Western Harbour is situated adjacent to Coal Harbour. It is protected from the East by the Dike Dam and from the S.W. by the Western Mole. The general depth in the harbour is 9.0 m.

When proceeding to the Inner Roads through the shoal water vessels should use approaching channels leading to the Coal Harbour and the Avant-port.

The Coal Harbour approach channel is the main fairway for entry to the port of Mariupol. It passes through a coastal shoal then enters the Southern part of the West Harbour.

Navigation along the Avant-port and the Coal Harbour approach channels is also ensured by leading lights, light buoys and spar buoys.

The access to the port of Azovstal is by a channel branching off N.E. of the Coal Harbour approach channel.

MEDICAL: Masters to advise by radio prior arrival of medical attendance required on board. Hospital facilities available. Vaccination Certificates to be presented.

DENSITY: About 1005.

FRESH WATER: Delivered at berth. Also delivered by lighters.

Vessels are advised to arrive with sufficient fresh water for their stay in port.

FUEL: Delivered by lighters. Supply of fuel to be arranged well in advance of vessel’s arrival.

CONSULS: None.

REPAIRS: The ship-repairing Basin is situated in the Northern part of the Inner Roads. It is bounded on the S.W. by the Eastern Pier and on the East by the Eastern Dam. The entrance to the Basin is situated between the heads of the Eastern Pier and the Eastern Dam. The depths in the Basin are from 6.1 m. to 7.4 m.

All kinds of repairs for vessels of up to 22,000 d.w.t. can be carried out.

DRY DOCKS: Floating docks of 15,000 and 5,000 tons.

OPENING/CLOSING HATCHES: Crew allowed open and close, stevedores placing beams.

CERTIFICATES: Registered Tonnage Certificate and all international certificates are required.

CUSTOMS ALLOWANCES: No quantity restrictions. Nothing to be taken ashore.

REPATRIATION: All facilities for repatriation subject to visa formalities.

AIRPORT: 15 km. from port with regular airlines.

TIME: Local time GMT plus 2 hours, GMT plus 3 hours in Summer.

HOLIDAYS: 1st January; 7th January; 8th March; 1st, 2nd, 9th May; 24th August; 7th, 8th November.

AMBULANCE/FIRE: Ambulance 9-03; Fire 9-01.

TELEPHONES: Telephones cannot be placed aboard. Long distance calls are difficult to make.

IDENTIFICATION CARDS: Not required.

WEATHER: The changes in the water level is mainly caused by effects of the wind observed here all the year round. The fall of the water level is usually caused by Northerly and N.E’ly winds but rises of the water level are due to S.W’ly winds.

The range of the water level observed in the Gulf is about 1 m.

Changes of the water level can also be caused by variation in the atmospheric pressure, so called “Seish” effect. The “Seish” usually starts during calm weather and can last, on average, for about 24 hours.

The maximum range of the water level due to the “Seish” effect observed in August is about 0.6 m.

AUTHORITY: The Port of Mariupol Authority, 99 Admiral Lunin Avenue, 341010 Mariupol, Ukraine. *Tel:* (06292) 51039, 58508. *Telex:* 115215 More Su. *Cables:* Morport Mariupol. *FAX:* (06292) 58415. *Contact:* Y.I. Markin, Harbour Master. A.V. Shtepa, Port Director.

AGENT: Azoz Main Maritime Agency “Inflot”, 1 Admiral Lunin Prospect, 341010 Mariupol, Donetsk Region, Ukraine. Tel: 377415, 58198, 58579. Cables: Inflot Mariupol. Telex: 115124. Fax: Via No. 873-1402223 (Azov Shipping Co.).

NIKOLAEV: 46.56 N. 31.57 E. (See Pla

GENERAL: The commercial sea port of Nikolaev is situated in the mou of the Yuzhny Bug River (the Southern Bug), in the Northern part of t Dnieper (the Bug estuary).

The port is open for navigation all the year round, but in Winter announcement of Ice Compaign, traffic through the approach chan is permitted in convoy when escorted by ice-breakers. Ice first beg to form in the second half of December, and in the channel and t estuary it finally disappears in the first half of March.

PORT LIMITS: A vessel is considered to be an “arrived ship” on arri at the inner roadstead of the port. Laytime will commence in accordan with the Code of Customs of Nikolaev Commercial Sea Port.

DOCUMENTS:

Quarantine:
  Maritime Declaration of Health.
  Valid Derat Certificate.
Customs:
  2 copies General Declaration.
  2 copies Cargo Declaration.
  3 copies Crew List.
  3 copies Passenger List.
  2 copies Currency Declaration.
  2 copies Crew Personal Effects Declaration.
  2 copies Stores List.
Immigration:
  1 copy General Declaration.
  3 copies Crew List.
  3 copies Passenger List.
  Seaman’s Book or Passport for each person.

APPROACHES: The port is linked with the Black Sea by an approa channel of 44 miles length, up to the port of Ochakov. It is well mark by navigation marks, therefore there are no difficulties in navigating vessel along it when entering the port.

PILOTAGE: Pilotage in the port and in the channel is compulsory t all vessels. Notice of Arrival and ordering of a Pilot should be advise via Inflot Shipping Agency, Illyichevsk, 48 hours, 24 hours and 6 hou prior to the expected time of arrival at the Reception Buoy. Also i necessary to specify length overall and draft. Pilots normally emba and disembark from foreign vessels in the area of traffic circle center at Lat. 46° 16.3′ N., Long. 30° 57′ E., or at any other point designa by the Traffic Co-ordination Centre. Vessels bound for the port Nikolaev should proceed there with a Pilot aboard up to the roads the port of Nikolaev (Buoy No. 230), where a Port Pilot is picked-up.

When leaving, Pilots must be requested via the Inflot Shipping Agen 8 hours in advance, and the request to be confirmed 2 hours prior leaving the port of Nikolaev.

ANCHORAGES: There are 2 anchorages in the inner road of the p

RESTRICTIONS: Navigation through the channel is allowed in dayli only. The least depth of the channel is 10.4 m. and width of channe 100 m.

Tug assistance for passing through the channel is compulsory for t vessels with length of more than 187 m.

Entering the channel during fog, mist, snow-fall, sea evaporation a under bad weather conditions, causing restricted visibility of lead beacons and lights, is prohibited.

On announcement of Ice Compaign, traffic through the channe permitted for vessels having Ice Class Certificate. In case a vessel h no such Certificate, a Special Guarantee Form signed by the Master to be submitted before entering ice.

The port receives vessels having in operation an approved Sewa Treatment Plant. It is prohibited to discharge sea ballast without spe permission of Sanitary Authorities.

MAX. SIZE: Nikolaev, Dnieprobugsky and Octyabrsk: The permiss fresh water draft is 9.8 m., and the permissible length of a vesse 215 m.

HEALTH: No automatic Pratique. Cable “Inflot” the name and nationa of the ship, ports of call during last month, nature of cargo, numbe crew and passengers, condition of health of all onboard with detai sickness, if any.

RADIO: Ship-shore radio connection can be established throug port radio station operating 24 hours on the following frequencies:

Call Sign	*VHF Channel/ kHz*	*Calling Channel/ kHz*	*Type of Transmission*	*Time Wor*
1“Ochakov-Radio-2”	2182 kHz	2182 kHz	H3E	H2
“Ochakov-Radio-4”*	12	16	H3E	H2
“Ochakov-Radio-17”	12	16	H3E	H2
2“Nikolaev-Radio-1” *	1	16	H3E	H2
“Nikolaev-Radio-52” (Harbour Master)	73	16	H3E	H2
“Nikolaev-Radio-2” (Port Control)	68	16	H3E	H2

* CPR – Central Port Radio Station.

TUGS: Compulsory for mooring or shifting.

Tug assistance for passing through the channel is compulsory for vessels with length of more than 187 m. The number is as requir the Pilot, but the charge depends on the size of a vessel, and no the number of tugs used.

Tugs available: 3×1,200 h.p., 2×2,500 h.p., 1×400 h.p. 1×200 h.p.

BERTHING: There are 12 berths with depths up to 9.5 m. Moori effected with Port Pilot’s assistance. The number of tugs requir mooring is decided by Pilot and agreed with Master. Ships’ lines used.

CRANES: Cranes of up to 40 tons capacity are operated on the q and by the warehouses. One floating crane of 100 tons capacity other transhipment facilities also available.

MEDICAL: Hospital facilities available.

DENSITY: 1005 – 1012.

BULK CARGO FACILITIES: There are modern installations used for handling grain, ore, etc. Total silo storage capacity at present is 62,000 tons. Port handles general and bulk cargoes. All berths have railroads, and are in close proximity to storage warehouses, both cold and dry, which facilitate transfer of cargo from vessel to warehouse or to open concrete floor sheds, which are also available.

Cargo is normally loaded/unloaded by shore cranes, but ship's derricks are always to be ready for use.

FRESH WATER: Available from barge. Rate 50 t.p.h.

FUEL: Available.

REPAIRS: Any kind of repair is possible.

DRY DOCKS: There are dry docks in the port.

HATCHES: Opening/closing of hatches is usually carried out by the ship's crew. It may also be done by the port workers for the vessel's account.

CERTIFICATES: Construction Certificate, Safety Equipment Certificate and Load Line Certificate.

REPATRIATION: Crew changes and repatriation are possible.

TIME: GMT plus 2 hours.

SHORE LEAVE: Crew members allowed ashore throughout 24 hours. Shore passes are provided.

GARBAGE DISPOSAL: Collected in special containers, which are provided alongside, ordered via Inflot. Charges depend on the time of vessel's stay in the port.

WASTE OIL DISPOSAL: Collected by special barges.

CURRENCY: Karbovanets.

AUTHORITY: Nikolaev Port Authority, 23 Zavodskaya Street, Nikolaev 327004, Ukraine. *Tel:* 373140, 298555. *Telex:* 272121 PORT SU. *FAX:* 246364. *Cables:* Morflot Nikolaev.

AGENT: Nikolaev Shipping Agency "Inflot", 11 Zavodskaya Street, Nikolaev 327004, Ukraine. Tel: 369192, 298770. Telex: 272115 INF SU. Cables: Inflot Nikolaev.

Vessels that are bound for the ports of Dnieprobugsky and Octyabrsk should give information to "Inflot" Nikolaev.

ODESSA: 46.30 N. 30.46 E. (See Plan)

GENERAL: The Port of Odessa is situated on the N.W. coast of the Black Sea in the S.W. part of Odessa Bay.

The port is open for navigation all the year round, but with ice-breaker assistance in severe Winters about 30 days of the year. Ice first begins to form in the second half of December and finally disappears in February. After ice has formed it is often broken up by strong winds and stormy weather. In mild Winters ice has not been observed in Odessa Bay.

Range of water level caused by winds depends on force and periods they blow, and may reach 0.6 m. – 1.0 m.

Atmospheric pressure has also a direct influence on the water level ("Seish" effect), but is weaker than effects of the wind. The "Seish" may last from a few minutes up to several days causing change of water level up to 0.58 m.

PORT LIMITS: The Odessa port waters are bound in the South by Lat. 46° 25′ 00″ N. from the shoreline as far as its intersection with Long. 30° 54′ 00″ E.; in the East by Long. 30° 54′ 00″ E.; in the North by Lat. 46° 32′ 00″ N. to its intersection with the shoreline and on the West by the shoreline itself.

PILOTAGE: Compulsory. Arranged through Inflot, but vessel to give 12 days', 96, 24 hours' and 6 hours' notice through Odessa Radio. Pilot boat recognised by international pilot flag. Vessel requiring Pilot shows International flag "G". Request for Pilot to shift a vessel within the port or to Pilot her into or out of port should be made by the Master through the Inflot Agency at least 4 hours prior to service requirement.

The Pilot is brought on board and returned on shore by pilot launch 1.7 miles E.S.E. of the Vorontsovsky Lighthouse (Lat. 46° 29′ 00″ N., Long. 30° 48′ 00″ E.).

The ship's Master is responsible for the safety of the pilot launch and the Pilot when he boards and disembarks from the vessel as well as during his stay thereon.

The boarding Pilot shall be informed by the ship's Master of the vessel's draft, length, breadth and other particulars required for her safe pilotage and mooring.

Specialised vessels (LASH vessels, barge carriers, container ships, Ro/Ro vessels and the like) shall be piloted through port waters only by a Pilot authorised by the local Port Pilotage Service. The Pilot may be taken on board in advance in the swinging area in the port of Ilichevsk (Lat. 46° 10.2′ N., Long. 30° 56.2′ E.).

Pilotage for all specialised vessels is compulsory.

Masters of vessels proceeding from the port of Odessa to Kherson shall make request for a Pilot through the Inflot Agency from the Maritime Pilot Service based in Ilichevsk. Vessels approaching zone from the sea must communicate with "Odessa Port Control" on VHF, Channel 14 (156.7 MHz) and act in accordance with its instructions.

ANCHORAGES: Two anchorages are available at the Odessa Roadstead. They are Anchorage No. 354 and Anchorage No. 355.

Anchorage No. 354 is for large-tonnage vessels as well as tankers or others carrying dangerous cargoes.

Anchorage No. 355 is used by vessels clearing in or out of port and by those that are to take on water, supplies or fuel or are to undergo minor repairs, etc.

The boundaries of these anchorages are duly charted.

Vessels shall proceed to, and anchor at, Anchorage No. 354 without assistance. Upon anchoring, the vessel shall communicate to the Traffic Control Station her bearings and distance from the Vorontsovsky Lighthouse.

In case of unforeseen circumstances which may endanger navigation (sudden deterioration of visibility, failure of the main engine or steering gear, non-readiness of berth to receive vessel, etc.), vessels entering or leaving port shall, if possible, anchor at points 8 or 12 of Anchorage No. 355.

Anchoring in the Oil Harbour Channel, in the prescribed routes and harbour approaches as well as in the harbour gateway should be avoided.

RESTRICTIONS: Vessels enter only with Pilot and should have lights according to Pilot's instructions. Vessels berthed depending on kind of cargo carrying or loading.

Vessels can enter and leave the port at any time of day or night.

Medium size vessels when entering or leaving port must have keel clearance not less than 1 ft.; large vessels not less than 2 ft.

Vessels are allowed to moor at berth only after having obtained Harbour Master's permission.

The speed of a vessel shall not exceed 4 knots when passing through the channel and/or in the port water areas marked by navigational marks.

Large vessels laden with ballast water only, are allowed to moor to berth if winds do not exceed Force 6. A vessel of smaller size may be turned broadside on to a loaded vessel of a larger size, but not vice versa.

Entry prohibited to all ports of Odessa Region for all vessels not complying with MARPOL 73/78 and tankers, gas carriers, chemical product carriers over 15 years old.

MAX. SIZE: *Inner Harbour:* LOA 240 m., beam 40 m. and draft 12 m.

HEALTH: Free Pratique given on berthing or at the anchorage. In case of suspected disease Master must inform Inflot by cable. Free Pratique cannot be granted automatically.

RADIO: Vessels can establish radio contact through the port radio station Odessa Radio operating 24 hours a day on the following frequencies:

	Channels and Frequencies (kHz)		*Type of trans-mission*	*Time of work*
Call Sign	*Working*	*Calling*		
UDE	500/447	500/454	A1A	H24
"Odessa-Radio"	2182	2182	H3E	H24
"Odessa-1" (CPR)*	16,7,27 and 62		F3E	H24
"Odessa-Radio-5" (Harbour Master)	16,9	16,9	F3E	H24
"Odessa Pilot"	14,16	14,16	F3E	H24
"Odessa-Radio-8" (Inflot Shipping Agency)	16,13	16,13	F3E	H24
"Odessa Port Control"	16,14,31	16,14,31	F3E	H24
(Vessels' movement control post)	67,14	67,14	F3E	H24

*CPR – Central Port Radio Station.

Traffic and storm signals are given by "Odessa Port Control" on VHF Channels 14 and 16.

VHF: Traffic in the harbour is controlled by the Traffic Control Station round the clock. The Traffic Control Station and the Signal Mast are situated on the roof of a building at Berth No. 1. The station telephone number is 37-30, its VHF call signal is "Odessa Port Control", and the operating Channels are 14, 20 and 67.

All vessels proceeding to the port of Odessa shall establish VHF communication on Channel 14 (156.7 MHz) with the Traffic Control Station 20 minutes prior to entering control zone (8 miles from Vorontsovsky Lighthouse), when entering port waters and after berthing or anchoring.

The vessel shall give the following particulars to the Pilot-Operator on duty:

(a) Ship's name, owner, length, breadth, draft.
(b) Name of local Agent.
(c) Last port of call and purpose of calling at the port of Odessa.
(d) Specialised vessels (LASH vessels, barge carriers, Ro/Ro and such like) and others concerned, also indicate the number of propellers, their pitch (variable or constant), engine power, availability of thruster and its power.

Thereafter, the ship will proceed according to the instructions of the Traffic Control Station.

Prior to moving any ship within the Traffic Control Zone, her Master shall request permission from the duty Pilot-Operator of the Traffic Control Station by VHF Channel 14, by telephone (37-30) or by visual communication means.

Such permission is valid only for 30 minutes after which it is automatically cancelled.

A special watch should be posted on all vessels and other craft navigating within Traffic Control Zone to listen in on VHF Channel 14 until they are berthed or anchored. Ships underway may change their VHF Channel only on instructions from the Traffic Control Station or the Pilot Service.

All vessels sailing in port waters shall have their VHF stations in good order and shall keep them operative on one of the channels used for communication in the port.

Vessels in port waters, at berth or anchorage, are strictly prohibited to use the VHF for private communication on Channels 16, 9, 14, 20, 22 and 67.

Failure to comply with this regulation will be regarded as a violation of safety rules prescribed for sailing in the Odessa port waters and all violators will be punished accordingly.

Also see "Radio."

RADAR: When visibility is less than 2 miles in the roadstead or 0.5 miles in the port, vessels may be navigated only by shore-based radar.

The necessity for Radar-Assisted Pilotage is determined by the Pilot-Operator on duty at the Traffic Control Station.

The decision to put a vessel into or out of port shall be taken jointly by her Master, the Port Pilot and the duty Pilot-Operator of the shore-based radar station. Ship-to-radar station communication shall be effected by the boarding Pilot.

The shore-based radar station provides:

(a) Pilotage of vessels from the limits of the Traffic Control Zone to the Karantinaya, Novaya and Kabotazhnay Harbours of the dry-cargo port through the Vorontsov Gateway.

(b) Pilotage of vessels from the limits of the Traffic Control Zone to Anchorage No. 355.

(c) Pilotage of vessels from the port through the Vorontsov Gateway and from Anchorage No. 355 to points beyond the Traffic Control Zone Limits.

(d) Remote pilotage of vessels with no Pilot on board by furnishing them with information on their position, with other data to help them orientate and to pass clear of other ships. Such information is supplied by the shore-based radar station at the Master's request.

Vessels may be brought to Anchorage No. 355 only with the assistance of shore-based radar pilotage whatever the visibility conditions may be.

Radar Assisted Pilotage and Remote Pilotage are effected throughout the 24 hours of the day, only 1 vessel being piloted at a time.

A ship to be piloted with the assistance of or by shore-based radar shall have her main engine, steering gear, anchor handling gear, communication facilities and sound signalling in good working conidtion and her radar shall be operative. Failure of any of above equipment is to be immediately reported by the ship's Master to the shore-based radar station through the Pilot.

In the event of failure of the shore-based radar or other means of ship-to-shore communication, the Master, whose ship is being assisted by such radar or is on remote pilotage, must take all the necessary measures to ensure the ship's safety.

The use of the shore-based radar does not relieve the Shipmaster of responsibility for ship control.

Radar Assisted or Remote Pilotage dues are recovered according to established procedure on the basis of the extract from the log of the Odessa Port Traffic Control Station.

TUGS: A ship's tugboat requirements are made known, subsequent to the Pilot's approval, to the Traffic Manager on VHF Channel 14, call signal "Odessa Port Control", at least 2 hours prior to the ship's approaching the port gateway. Tugs are compulsory for vessels over 100 m. LOA.

BERTHING: 38 berths available with depths alongside from 8 m. up to 12.0 m.

STEVEDORES: Portal electric cranes of up to 45 tons capacity are operated on the quays by the warehouses. There are grain-loaders and floating cranes with lifting capacity of up to 100 tons, other cargo handling equipment and intraport transport.

Opening and closing of mechanised hatches is always done by the ship's crew.

Opening of hatches on arrival and closing of non-mechanical hatches after loading of cargo has been completed, is done by ship's crew.

Opening and closing of non-mechanised hatches in the course of loading or unloading is done by port workers.

MEDICAL: Advance notice for medical attendance required. Notice should be given to Inflot. Hospital facilities available in case of emergency.

TANKERS: No reducing pieces necessary. Oil slop facilities available. The Oil Harbour is situated in the Northern part of the port (the inner roads), Northward of Rabochaya Harbour which is formed by a "T"-shaped mole extending E.S.E. off-shore.

Berths No. 1 and 5: Max. LOA 240 m., max. draft 11.5 m.
Berths No. 2, 3 and 4: Max. draft 8.0 m.
Loading Rates:
Berths No. 1 and 5: Fuel oil 2,000 tonnes/hr.
Gas oil 500 tonnes/hr.

DENSITY: Average density 1012 varying with season.

FRESH WATER: Fresh water may be supplied ex-shore or ex-water barge. Minimum quantity ex-barge 15 tons.

FUEL: Bunkers can be supplied by barge, and to be ordered 72 hours before arrival.

CONSULS:

Bulgarian Consulate General	Tel: 66-60-92.
Indian Consulate General	Tel: 22-43-33.
Cuban Consulate General	Tel: 25-14-69.

REPAIRS: All types of deck and engine repairs can be carried out.

DRY DOCKS: Available.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: See "Stevedores".

CUSTOMS ALLOWANCES: Tobacco. No limits on board vessel, but when going ashore not more than 1 or 2 packs. Wine and/or spirits not to be taken ashore.

CARGO GEAR: All cargo gear must have certificates for maximum weight capacity.

REPATRIATION: Can be arranged.

AIRPORT: Distance to airport 10 miles. Direct flights with several socialist countries and with the rest of the world through Moscow. Aircraft fly to Moscow 4 times a day.

TIME: GMT plus 2 hours. GMT plus 3 hour in Summer (Last Sunday in March to Last Sunday in September).

HOLIDAYS: Work can be arranged on below mentioned holidays through Sovfracht, Moscow, at special rates. Holidays: 1st January, 8th March, 1st and 2nd May, 9th May, 7th October, 7th and 8th November.

POLICE/AMBULANCE/FIRE: Police (Militia), 02 from town; 902 from port. Ambulance: 03 from town, 903 from port. Fire: 01 from town, 901 from port.

TELEPHONES: Telephones may be installed on board.

SERVICES: Tank-cleaning equipment available.

SHORE LEAVE: Crew members allowed to stay ashore until midnight. Master without limitation.

IDENTIFICATION CARDS: Necessary.

GARBAGE DISPOSAL: Collection service is available, drums and s are provided alongside. Food waste and garbage should be pre-bagg bags of up to 100 kg. or containers of 0.75 cu.m. are available, and a provided via Port Agents:

Inflot, Tel: 22.39.02, 29.49.03.
Sovmortrans, Tel: 26.98.75, 26.98.78.

WASTE OIL DISPOSAL: Waste oil collection service is availab provided by barges and shore tanks, located in Oil Harbour. T 25.15.72 or 29.33.48. A ballast water treatment station recei 42,000 cu.m. daily.

SEAMAM'S CLUBS: Seaman's Club located at 15 Rosa Luxemb Street, Odessa. Tel: 22.28.51. Facilities: Shop and internatio telephone services.

CURRENCY: Rouble.

DELAYS: Vessels berthed in turn.

REGULATIONS: The following is a copy of Odessa Sea P Regulations (dated 1990) received from a Shipmaster in October 19

SECTION I

GENERAL REGULATIONS:

1.1 The Regulations in force in the Port of Odessa, issued in accordan with Article 66 of the Commercial Shipping Code and Order No. 15 June 7th, 1978 of the Ministry of Merchant Marine, supplement t General Rules for all maritime commercial and fishing ports.

1.2 The Odessa Port Regulations are applicable to all state and fore ships as well as to all organisations, enterprises, individuals that happ to be within the port area both on land or at sea. Lack of knowledge the General Rules and the present Regulations does not exempt a organisation, enterprise or individual from responsibility for violat them. Failure to coincide the Traffic Regulations with the present P Regulations shall result in implementation of the latter.

1.3 The present Odessa Port Regulations come into force as of Octo 31st, 1989. The former Regulations issued in 1984 are herew cancelled.

1.4 Masters of all foreign vessels may acquaint themselves with the Regulations and all other port rules in force through the Inflot Age or boarding pilot.

1.5 The Odessa port waters include inner water area and ou roadstead. Two anchorages are available at the Odessa roadste They are Anchorage No. 354 and Anchorage No. 355.

Anchorage No. 355 is accessible with the permission of the duty Pi Operator of the Traffic Control Station and used by vessels clearing or out of port and by those that are to replenish water, fuel, supplies are to undergo minor repairs, etc.

Anchorage No. 354 is for large tonnage vessels as well as tankers others carrying dangerous cargoes.

The boundaries of these anchorages are duly charted.

1.6 Declared draft in the port is 11.5 m. Permissible draft is coun with regard for soundings at berth within three-metre limits and for 30 c clearance under the keel but regardless of low/high level of the tide

Permissible draft limits for entry into port and soundings at berths i made known on the Harbour Master's orders and are brought to t notice of all concerned.

In each particular case the Pilot together with the Port Control se the matter of berthing a vessel by taking into account the type subsequent cargo operations (whether discharging or loading) with regard for permissible draft and low/high level of the tide.

1.7 In Odessa Port, control over all vessels operating on internatio lines is exercised by a special department of the Harbour Con Inspection established in accordance with the 1978 Report on t SOLAS International Convention of 1974 and with the 1978 repor the MARPOL International Convention of 1973.

1.8 The Shipping Control Centre is located in the Odessa Por exercises control over shipping in the Northwestern part of the Bl Sea, dispatches traffic stream, provides pilot and bunker supplying The Shipping Control Centre charges fees for the service rendere accordance with the existing tariffs.

SECTION 2

ENTERING AND LEAVING PORT:

2.1 The Odessa Port receives vessels round the clock.

2.2 The arrival of a foreign vessel is registered by the Inflot agen the Harbour Master's office and that of a Ukrainian ship at any Har Control Station.

2.3 Vessels may leave the port at any time of day or night.

2.4 A vessel's readiness to put to sea is checked by a control par a rule 3 – 4 hours prior to leaving, in agreement with the vess administration after which the Statement of Instructions is drawn u duplicate, one copy remaining on board the vessel.

2.5 In case of a delay of the vessel's departure for more than 30 min after the time specified in the request for leaving the port, the pilot tug boats sent in good faith to pilot her out of the port may be discha Another request for them shall be made, the charges for first call o pilot and tug boats are collected according to the tariffs.

2.6 No vessel may leave the port without obtaining the Ou Clearance from the Harbour Control. The Outward Clearance o vessel is made by the Harbour Control Master onboard the vesse

2.7 If a vessel lying in the outer roadstead urgently has to get unde towards one of the following ports: Yuzniy, Ochakov, Dniepro-Bu Nickolayev, Kherson, Scadoysk, Ilichevsk or Belgorod-Dniestro but due to meteorological conditions is unable to obtain the Ou Clearance in due order, such a vessel as an exception may obta same through the Inflot agency with the Harbour Control Inspectio radio.

The Master of the vessel shall submit to the Harbour Co Inspection through Inflot the following information: The number of members on board, composition of the staff; quantity and nature of cargo on board; the vessel's draft, metacentric height; period of va of conventional documents.

2.8 Ships' Masters arriving in the port for loading or partial discharging of grain or other bulk cargoes shall, prior to commencing cargo operations, submit to the Harbour Control a preliminary cargo plan for the full load or partial discharge which shall be drawn up corresponding to one of the stowage variants specified in the ship's "General Information for Ship's Stability during Transportation of Grain or other Bulk Cargoes".

The said "General Information" shall be endorsed by and bear the signature and seal of the Register of Shipping, the Register of Fishing or of some foreign Classification Society.

2.9 Should the said "General Information" be unavailable onboard the ship or should it not be signed or stamped by the corresponding Classification Society, such a vessel may be cleared out only subject to the Register's approval of the cargo plan and its appropriate endorsement.

The ship may leave the port or proceed to the outer roadstead only after the actual loading has been found to correspond to the cargo plan previously submitted.

2.10 Before the ship's departure from the port her Master shall submit to the Harbour Control Inspection the ship's stability calculations, a diagram of her static stability indicating the corrected and allowed metacentric heights.

2.11 Masters of all vessels sailing within the port waters shall strictly observe the present General Regulations as well as the Sailing Instructions currently in force within the Traffic Control Zone of the Northwestern part of the Black Sea.

2.12 Vessels shall enter or leave the Odessa Port by way of the Eastern, Western and Northern gateways, the Main Oil Harbour Channel consisting of the first and second bends and the Second Approach Oil Harbour Channel.

2.13 Cargo and passenger vessels not exceeding 140 m. in length shall be put into the Odessa Port through the Vorontsovsky gateway. Vessels shall pass/receive towlines to/from tugs off the zone within a range of 12 cables from the Vorontsovsky Lighthouse.

It is also necessary to take into account the wind and swell limitations established for tugs by the Register.

2.14 The decision to bring such vessels into the port without passing towlines (due to some extraordinary circumstances) may be taken by both the ship's Master and the pilot on their own responsibility.

2.15 On approaching the Vorontsovsky gateway Masters of all vessels shall sail on the course close to 180°.

2.16 Pilotage in the Odessa Port is compulsory.

Entering port, departing therefrom and shifting within the harbour are permissible round the clock only with a pilot on board.

2.17 Request for a pilot and tugs to shift a vessel within the harbour or to pilot her into or out of port should be made by the Master through the duty Pilot-Operator of the Traffic Control Station (its VHF call sign is "Odessa Port Control", the operating Channel is 14, the station telephone number is 37-30) at least 45 minutes prior to service requirement.

2.18 The pilot is taken onboard vessels arriving from the open sea and proceeding to berth, at the point with bearing 090° and distance of 2 miles off the Vorontsovsky Lighthouse.

On ship's departing from the berth out to sea the pilot is dropped at the point with bearing 120° and distance of 1.5 miles off the Vorontsovsky Lighthouse.

On vessels proceeding from the anchorage into the harbour the pilot boards the vessel at the anchorage.

Under unfavourable weather conditions the point of taking or dropping the pilot may be changed in agreement with the ship's Master and the duty Pilot-Operator. During a storm and in ice conditions the pilot may be delivered on board or taken off by a port seagoing tug at the shipowners's expense.

2.19 On piloting specialised vessels (LASH vessels, barge carriers, container ships, Ro-Ro vessels and the like, exceeding 200 m. in length) the pilot is taken on board/disembarked within the corresponding traffic lanes of Part 5 of Traffic Separation Scheme No. 2 (Traffic Control Zone) and the line located 0.5 miles South of it.

Pilotage for such vessels is compulsory while entering the control zone (port waters) or changing the anchorage position.

2.20 Masters of all ships shall take a pilot on board if any changes occur in the port waters situation (on the Pilot-Operator's instructions).

2.21 Masters of vessels proceeding from the port of Odessa to Dnieprо-Bugskiy, Nickolayev or Kherson may make request for a pilot from the Maritime Pilot Service based in Ilichevsk through the Inflot agency.

Pilot is taken on board in the roadstead in the Ochakov port area or at the Master's request in the port of Odessa.

2.22 When visibility is poor the decision to take a vessel into or out of port shall be taken jointly by her Master and the Port Pilot. Ship-to-Radar Station communication shall be effected by the boarding pilot.

2.23 Shifting vessels with their main engines, steering gear or anchor gear immobilised shall be paid with 50% rise in charges for the service rendered (tug and pilot fees).

SECTION 3

NAVIGATING IN PORT WATERS:

3.1 Control over safe navigation of all vessels and floating facilities in the traffic control zone (port waters) is exercised by the Traffic Control Radar Station through the Traffic Control Station.

3.2 Before mooring at Berths No. 1-33 all anchors shall be hove into their hawse pipes, however they shall be kept ready to be let go immediately after any emergency situation arises.

3.3 No vessels underway in the port waters or lying alongside berths (sea board) may have their derricks, cranes, accommodation ladders, boats and other equipment swung out until they are berthed or anchored. Exception is made only for pilot ladders.

3.4 All vessels carrying explosives, inflammable and/or poisonous cargoes shall lie at Anchorage No. 354 until in receipt of further instructions from the Port Authority and Fire Station.

While entering or leaving port or lying therein, such vessels shall hoist the 'B' flag (explosives flag) in a conspicuous place by day and exhibit a red light visible all round the horizon with a range of at least 3 miles at night. Navigators of other craft shall exercise special care when approaching such vessels.

3.5 No sound or light signals, not specified in the International Regulations for Preventing Collisions at Sea, 1972, in the General Rules for Maritime Commercial and Fishing Ports of Ukraine as well as the present Odessa Port Regulations, may be given within the port limits.

3.6 A vessel may be steered within the port waters only with highly experienced men at the helm. Any transfer of the helm to other persons while the vessel is passing through areas where special care in steering should be exercised is strictly prohibited.

3.7 The loss or discovery of an anchor or any other object dangerous to navigation within the port waters shall be immediately reported by the ship's Master to the Harbour Master.

3.8 No ships may take soundings when proceeding into port, along fairways and passages, when navigating in the harbour or lying at berth.

3.9 The inner port waters may be entered by ships not exceeding 12.0 m. draft, 240 m. length and 40 m. breadth.

Gas carriers are prohibited in the Odessa port waters.

3.10 The vessels exceeding 11.0 m. draft navigating in port waters shall exhibit lights and signals specified in Article 28 of the International Regulations for Preventing Collisions at Sea, 1972.

3.11 The ship's speed shall not exceed:

(a) In the inner port waters and the Oil Harbour channels – 4 knots;
(b) in other port areas – 10 knots.

In any case main engines shall operate to ensure the ship's manoeuvrability.

3.12 Traffic in control zone and within the harbour is controlled by the Traffic Control Radar Station located at the head of Berth No. 1 (Lat. 46° 29.5′ N., Long. 30° 45.6′ E.).

3.13 The Pilot-Operator of the Traffic Control Radar Station using the high-tech Shore-to-Ship Station provides:

(a) Pilotage of vessels from the limits of the traffic control zone to Karantinya, Novaya and Kabotaghnaya harbours of the dry cargo port through the Eastern gateway;
(b) Pilotage of vessels from the limits of the traffic control zone to Anchorage No. 355;
(c) Pilotage of vessels from the port through the Eastern gateway and from Anchorage No. 355 to points beyond the traffic control zone limits;
(d) Pilotage of vessels to/from the Oil Harbour and Berths No. 32 and 33 through the Main and Second Northern approach channels of the Oil Harbour;
(e) Remote pilotage of vessels with no pilot on board by furnishing them with information on their position, with other data to help them orient an pass clear of other ships.

3.14 The Traffic Control Zone includes the water area bound by bearing 161° from the Vorontsovsky Lighthouse as far as its intersection with parallel 46° 22′ N.; by this parallel to its intersection with meridian 31° 03′ E.; by this meridian to its intersection with parallel 46° 29′ N.; by this parallel to its intersection with meridian 30° 55′ E.; by this meridian to its intersection with the shoreline.

3.15 The zone bound by the shoreline, bearing 161° from the Vorontsovsky Lighthouse and bearing 042° from Ilichevsky Lighthouse cannot be seen from the Shore Based Radar Station (blind sector), and therefore is regarded as dangerous. Great caution is required to navigate in this zone.

3.16 At the Traffic Control Radar Station the Computer Complex was introduced to supply vessels proceeding to the Northwestern part of the Black Sea with necessary information.

All vessels proceeding to the port of Odessa shall forward Notices of Approach to the Traffic Separation Zone 72, 48, 24 and 4 hours in advance (call sign is "Odessa – BLASCO – Traffic Control Centre"). Failure to do so shall result in increase in the rate of information dues by 100% (Order No. 186 of the Ministry of the Merchant Marine of the state of November 30th, 1987).

3.17 Radar assistance is rendered throughout 24 hours of the day whatever the visibility may be. Radar assisted pilotage charges are based on the Pilot-Operator's receipts and collected according to the existing tariffs (Order No. 186 of the Ministry of the Merchant Marine of November 30th, 1987).

All vessels navigating within the Traffic Control Zone shall use service rendered by the Traffic Control Station.

Naval vessels may get service free of charge.

3.18 Radar assisted pilotage within the traffic control zone is compulsory whatever the visibility conditions may be:

(a) For all passenger liners, gas carriers, chemical carriers, ferries, tankers and specialised vessels (barge carriers, LASH carriers, container vessels, Ro-Ro vessels and the like exceeding 200 m. in length);
(b) for all vessels moving to/from Anchorage No. 355.

3.19 A special watch should be effected on all vessels within the traffic control zone to listen in on VHF Channel 14 until they are berthed or anchored.

3.20 Navigating vessels in the Odessa port waters and traffic control zone is effected mainly along the fairways and narrows.

3.21 One-way traffic is a standard practice in the Oil Harbour when sailing through the Eastern, Western and Northern gateways.

3.22 Auxilliary craft and small tonnage ships pass through the Western and Northern gateways.

3.23 Prior to entering the traffic control zone, coming to or weighing anchor, moving to/from anchorages or berthing, shifting, etc., the vessel shall request permission from the Traffic Control Station. The permission is valid only for 30 minutes after which it is automatically cancelled.

Failure to do so may subject the vessel to 100% additional charges for radar assisted pilotage.

3.24 Entering the traffic control zone and shifting of all vessels and other craft without the Traffic Control Station's permission is prohibited.

3.25 Vessels when navigating in traffic control zone shall strictly observe the Sailing instructions of the Traffic Control System of the Northwestern part of the Black Sea and the International Regulations for Preventing Collisions at Sea, 1972.

3.26 All vessels shall repeat recommendations and instructions received from the Traffic Control Station. If they are unable to follow these instructions they shall report the reason and further intentions.

3.27 All navigators and radio operators shall strictly observe "Operating Instructions on VHF Communications at Sea No. 9044".

3.28 On establishing VHF communication with the Traffic Control Station the vessel shall give the following particulars to the Pilot-Operator on duty:

(a) Ship's name and type.
(b) Time of approach to traffic control zone or departure from berth.
(c) Speed.
(d) Ship's nationality and owner.
(e) Port of destination.
(f) Gross and nett registered tonnage.
(g) Nature and quantity of cargo on board.
(h) Ship's forward and aft drafts, length and breadth.
(i) Other data at the duty Pilot-Operator's request.

Master is responsible for the authenticity of the information transmitted.

3.29 At the request of the Traffic Control Station in order to identify her, the ship shall report the bearing and distance from Vorontsov Lighthouse and carry out the identifying manoeuvre.

3.30 The Traffic Control Station gives the identified ship the permission to enter the traffic control zone, indicates the direction of movement, anchorage and supplies her with other information, including warnings and limitations.

3.31 Only one vessel not exceeding 180 m. in length with a compass adjuster on board may carry out deviation operation in port waters with the permission of the Traffic Control Station.

3.32 Under favourable conditions in port waters, the duty Pilot-Operator may give permission to 2 vessels not exceeding 180 m. in length with a compass adjuster on board to carry out deviation operation simultaneously.

3.33 Radar assisted pilotage into the port may be effected at the Master's request.

When visibility is less than 3 miles, radar assisted pilotage is compulsory.

3.34 In restricted visibility no more than 2 vessels may be piloted by the Traffic Control Station simultaneously.

Possibility of simultaneous pilotage of 2 vessels is decided by the Chief Pilot-Operator of the Traffic Control Station in each particular case.

3.35 A ship to be piloted with the assistance of or by shore-based radar shall have her main engine, steering gear, anchor handling gear, communication facilities, gyro compass and sound signalling equipment in good working condition and her radar shall be operative.

3.36 In the event of failure of the shore based radar or other means of ship-to-shore communication, the Master, whose ship is being assisted by such radar or is on remote pilotage, must take all the necessary measures to ensure the ship's safety and inform the duty Pilot-Operator immediately.

3.37 The use of the shore based radar does not relieve the Shipmaster of responsibility for the ship's control and safety.

3.38 Anchoring in the Oil Harbour channels, port gateways and within the inner port area is prohibited.

3.39 In case the vessel has to anchor in traffic control zone outside Anchorages No. 354 and 355, the Master shall inform the duty Pilot-Operator of the reason.

3.40 Vessels moving in the Oil Harbour channels have priority over those crossing the channel.

3.41 Two-way traffic and overtaking are prohibited in the Oil Harbour channels and port gateways. Overtaking is also prohibited in the inner port water area.

SECTION 4

SPECIAL CASES OF NAVIGATION IN PORT WATERS:

4.1 Tugs towing sea-going vessels, lighters and other craft of 500 g.r.t. and more shall be under the command of the Master of the ship in tow.

4.2 All vessels exceeding 100 m. in length shall be towed by tugs in mooring operations.

4.3 During discharging of grain in the outer roadstead, tugs are forbidden to leave floating cranes and pneumatic loaders alongside the vessel unless it is agreed with the vessel's Master and the Pilot-Operator of the Traffic Control Station.

4.4 Towing operations shall be directed by the Master of the vessel being towed, who is responsible for the safety of the tug lying alongside the vessel.

4.5 Tugs meet and escort vessels entering or leaving the port in the range of 12 cables to the East of the Vorontsovsky Lighthouse.

4.6 The Master makes a request for tugs through the Inflot Agency at least 2 hours prior to the ship's readiness for departure or shifting.

4.7 The Master shall call out a tug 45 minutes prior to the ship's departure, shifting or approaching the port gateway through the duty Pilot-Operator.

4.8 Tugs carrying out towing and pushing operations are united into one group which is at the disposal of the Traffic Control Radar Station.

4.9 A bulbous bow vessel underway shall, when engaging a docking tug, pass the tow rope by means of a hauling line.

4.10 A vessel exceeding 150 m. in length with her main engine or steering gear immobilised shall exhibit the lights specified in Paragraph 27B in addition to the signs and lights specified in Paragraph 24E of the International Rules for Prevention of Collisions at Sea, 1972.

4.11 Self-propelled vessels shall be towed with the aid of the shortest possible tow lines.

4.12 The Harbour Master in accordance with the actual ice conditions in the port waters declares the beginning and completion of ice campaign in port waters, whereof he informs all concerned.

4.13 Forming convoys, establishing priorities of vessel's putting in o of the port, providing ice breakers in port waters are exercised by th Harbour Master.

4.14 Vessels' Masters possessing the permission for self-operating ice shall inform the Harbour Master of the Port of destination, of the position, ice conditions and operational speed every 4 hours.

4.15 Vessels bound to/from Nickolayev, Dniepro-Bugskiy or Kherso are rendered ice breaker assistance by forming convoys off the Biereza Island or in ports.

4.16 Masters not possessing the license to operate in ice are prohibite to enter and navigate in ice.

Exception is made only for urgent necessity if the shipowner allow a non-ice class vessel to pass through ice and it is agreed with th Harbour Master who provides necessary ice breaker assistance.

4.17 Foreign vessels having on board no documents certifying their rig to operate in ice, are taken under ice breaker escort, only after the Maste submitting in writing his agreement to be so escorted and to pa expenses over possible ice damage to the vessel.

Responsibility for possible damage to such vessels navigating in ic rests with their shipowners.

4.18 Requests for ice breaker assistance in putting a vessel into po shall be forwarded 48 hours prior to service requirement and confirme 24, 12 and 4 hours prior to approaching the traffic control zone or ic edge.

Requests for ice breaker assistance in putting a vessel out of po shall be made 24 hours in advance.

4.19 The following information shall be given on request: ship's nam overall dimensions, draft, main engine power, fuel and wat consumption per day, pure water speed, propeller material, total quanti of cargo, availability of documents confirming the right to operate in ic ship's seaworthiness by the time of approach.

SECTION 5

SHIP'S STAY IN PORT:

5.1 Steam and water outlets in the hulls of all vessels shall be thorough covered with wooden boards or canvas.

5.2 To avoid casualties no outboard work may be done on the off-sid of vessels lying at Berths No. 3, 11, 17, 25, 32 and 33.

5.3 Ships may anchor at Points 1 – 11 of Anchorage No. 355, which bound by lines having points with coordinates:

Latitude	46° 31.08′ N.	Longitude	30° 45.97′ E.
	46° 31.50′ N.		30° 46.03′ E.
	46° 31.80′ N.		30° 47.29′ E.
	46° 30.61′ N.		30° 48.28′ E.
	46° 30.41′ N.		30° 47.50′ E.
	46° 30.44′ N.		30° 46.50′ E.

The Points in area of Anchorage No. 355 have the followin coordinates:

Point N 1	Latitude	46° 31.40′ N.	Longitude	30° 46.20′ E.
N 2		46° 31.44′ N.		30° 46.60′ E.
N 3		46° 31.55′ N.		30° 47.07′ E.
N 4		46° 31.00′ N.		30° 46.38′ E.
N 5		46° 31.14′ N.		30° 46.85′ E.
N 6		46° 31.26′ N.		30° 47.32′ E.
N 7		46° 30.70′ N.		30° 46.62′ E.
N 8		46° 30.84′ N.		30° 47.11′ E.
N 9		46° 30.97′ N.		30° 47.56′ E.
N 10		46° 30.52′ N.		30° 47.23′ E.
N 11		46° 30.68′ N.		30° 47.81′ E.

The following order of anchoring should be observed at th Anchorage:

(a) Point No. 7 is used for vessels not exceeding 10 m. draft an 260 m. length. When anchoring a vessel exceeding 200 m. length Point No. 7, neighbouring Points No. 4, 8 and 10 must be free of an craft.

(b) Points No. 1, 2, 3, 4, 5, 8 and 10 are used for vessels not exceedin 8.0 m. draft and 200 m. length.

(c) Points No. 3, 6, 9 and 11 are used for vessels not exceeding 6.5 draft and 170 m. length. These points are for anchoring passeng training, research and river vessels.

(d) Points No. 1, 9 and 11 are used for transport vessels waiting entering/departing clearance, bunkering, water and food supply, cr replacement and minor repairs.

The request shall be forwarded to the Inflot Agency and followed b making a note in the daily shift plan of ships' traffic (mooring operation in port on agreement with the Traffic Control Station.

(e) Point No. 12 (Lat. 46° 30.18′ N., Long. 30° 47.81′ E.) is at th Harbour Master's disposal in case of urgent and unforeseen anchor

(f) Anchorage No. 355 is used for state ships only. For foreign vess it is necessary to obtain the Immigration Authority's permission to anch there.

5.4 Anchorage No. 354 is used for large tonnage vessels, tankers, sh with dangerous cargo on board and all other vessels waiting for th permission to enter Odessa port.

Vessels shall proceed to, and anchor at, Anchorage No. 354 witho assistance. Upon anchoring, the vessel shall communicate to the Tra Control Station her bearing and distance from the Vorontsov Lighthouse.

5.5 Anchoring of floating cranes, lighters, barges, floating grain loade and other floating facilities alongside the vessels at Anchorages No. 35 and 355 for carrying out cargo and other operations, shall be agre with the Traffic Control Station.

5.6 Specialised and large tonnage vessels shall anchor at Point N only. The length of the vessel and that of the anchor chain paid should be taken into account in order to work out the radius of the tur circle and not to exceed the boundaries of the anchorage.

To ensure his ship's safety at anchorage the Master may reques powerful tug at the shipowners' expense. At wind speeds excee 18 m./secs., 2 tugs may be provided. Two reliable polypropelene tow lines shall be passed from the vessel's stern to the tug.

During time at anchor such vessels shall arrange for continuous bridge watch and communication through VHF Channel 14 with the Traffic Control Station.

At the time of anchoring specialised and large tonnage vessels to Point No.7 and for all periods of their lying at anchor Points No. 4, 8 and 10 shall be free of any floating facilities.

5.7 The following order is established for mooring vessels at berths:

No. 12, 13, 25, 26 and 33 – By portside for large tonnage vessels with the draft permissible for these berths.
No. 8 – By portside.
No. 32 – By starboard side.
No. 4 of Oil Harbour – By starboard side.
No. 1 of Oil Harbour – By starboard side for large tonnage tankers.
Other berths – By the side indicated by the duty Pilot-Operator and agreed with the vessel's Master and the Pilot on board.

In case of necessity, it is possible to change the berthing side by obtaining the Harbour Master's permission and including it into the daily plan of ships' traffic (mooring operations). Exception is made for Berths No. 25, 26, 32 and 33 for which changing the side of berthing is prohibited.

5.8 The Odessa Oil Harbour has 7 berths which can accommodate tankers of the following dimensions:

No. 1 – Not exceeding 240 m. length, 40 m. breadth and 12.0 m. draft.
No. 2, 3, 4 and 7 – Up to 145 m. length, 20 m. breadth and 8.7 m. draft.
No. 5 – Not exceeding 240 m. length, 40 m. breadth and 11.5 m. draft.
No. 6 – Up to 125 m. length, 16 m. breadth and 4.0 m. draft.

Due to territory limits of the Oil Harbour water area no vessels exceeding 132 m. length may moor at Berth No. 2 during handling of tankers of 240 m. length and 40 m. breadth alongside Berth No. 1.

5.9 To ensure safe berthing and provide emergency departure from the Oil Harbour, the following berthing instructions shall be observed:

(a) Mooring vessels over 240 m. length and 40 m. breadth to Berth No. 1 may be carried on provided there are no vessels at Berth No. 2.

(b) If a tanker is lying at Berth No. 2 her stem should not extend more than 60 m. from the line of Berth No. 1 (orange mark between guns No. 4 and 5). During mooring operations alongside Berth No. 1, all cargo operations on the tanker lying at Berth No. 2 shall be stopped.

(c) If there is a vessel at Berth No. 1, the tanker mooring at Berth No.2 should be of such a length that after berthing and taking of hoses her stem shall extend at least 5.0 m. from the imaginary sea board plane of the vessel lying at Berth No.1, and the distance from the stern of the tanker to the stern of the vessel lying at Berth No.3 shall extend at least 15 m.

5.10 During mooring to/from a berth or shifting the vessel, it is obligatory to have in attendance representatives of the Cargo Handling Complex and Harbour Control with hand VHF station for communication between the Traffic Control Station and the Pilot on board.

5.11 During mooring to/from or shifting passenger liners alongside Berths No.15, 16, 18 and 19 due to constructive peculiarities of the passenger pier, it it desirable to have in attendance:

(1) A representative of the Harbour Control Inspection – on the quayside in way of the vessel's berthing place.

(2) A shift assistant of the Sea Terminal Master – on the territory of the Sea Terminal in way of the gangway providing for its proper installation on the vessel as well as for embarkation/disembarkation of passengers.

5.12 The receiving/letting go of the ship's tow ropes during berthing operations, regardless of the purpose of mooring at berths (whether cargo operations, taking supplies, staying at berth, crew replacement, etc.) should be done by shoremen of those departments (Cargo Handling Complex, Sea Terminal, Oil Harbour) under whose charge these berths are.

5.13 Low-freeboard tankers laden with 3rd category cargoes of the International Maritime Dangerous Goods Code mooring at the Oil Harbour berths shall use the starboard anchor so as not to sink the deck below the berth fenders.

The anchor may be heaved only when the tanker's deck is at least on the level with the upper edge of the berth.

5.14 To ensure safe mooring of tankers at the Oil Harbour berths under unfavourable weather conditions, the anchor may be let go but shall be raised and hove into its hawse on the completion of mooring and prior to commencement of cargo operations.

5.15 Only one vessel not exceeding 240 m. in length may be moored to the corner of Berths No. 16 and 17 from partial discharging of grain or to the corner of Berths No. 23 and 24 for the same purpose (ship's length shall not exceed 200 m.).

Mooring is carried out by letting go both anchors so as to ensure safe passage for vessels proceeding to/from the Karantinaya, Novaya and Kabotazhnaya Harbours. It is possible to moor at these berths only at day time.

Mooring at Berth No.2 by stern is prohibited in any case.

5.16 All claims for damage to the vessel during mooring or cargo operations shall be made by the Master and forwarded to the Port Authority no later than 8 hours after the incident, or if the ship is to leave the port earlier – before the departure. Otherwise the port will not accept any claims and will not bear responsibility for the damage.

5.17 In the port it is prohibited:

(a) To moor a vessel alongside a smaller ship.

(b) To moor a vessel in ballast alongside a sister ship of the same dimensions with cargo on board.

(c) To moor passenger, research and training vessels alongside each other.

(d) To moor vessels with their main engines, steering or anchoring gear immobilised at Berths No. 13, 15, 19, 21, 25, 26, 32 and 33 and alongside each other.

(e) To moor vessels at the berths put out of operation.

(f) To moor large tonnage vessels exceeding 200 m. length at Berths No. 25 and 26.

(g) To leave Berths No. 25 and 26 by stern for large tonnage vessels exceeding 10 m. draft.

(h) To moor vessels exceeding 150 m. in length at Berth No. 21.

(i) To moor large vessels at Berth No. 32 in case there are floating facilities at Berth No. 31.

(j) To moor more than one vessel at Berths No. 3, 8, 11B, 17, 23B and 25.

If necessary a floating crane may be moored alongside vessel lying at Berth No. 8 for a short period of time on agreement with the Traffic Control Station.

5.18 Vessels moored with their sterns extending beyond the berth shall be tied up securely.

During cargo operations the following signals shall be exhibited on such vessels: by day – flags "Romeo" and "Yankee" ("You must slow down when passing me"); at night – one red light visible round the horizon.

Regardless and for whatever the purpose of her stay, a red light shall be exhibited over the stern of such a vessel at night to show her extent beyond the berth.

5.19 On the authorisation of the Traffic Control Station and with their Masters' consent large tonnage ships may be moored at Berths No.32 and 33 with their sterns extending 30 m. or more beyond the berth, depending on the ship's length.

When two such ships are moored at Berths No. 32 and 33, at least 2 breast lines shall be passed from the stern of each vessel to that of the other.

To ensure his ship's safety at berth in an off-shore wind which is affecting the position of her stern, the Master has the right to request the Port Authority for tug assistance.

A tug shall be directed to such a vessel by the duty Pilot-Operator at her Master's request. A reliable towing line shall be passed from this vessel to the tug at the Tug Master's request.

5.20 To ensure safe access to the vessels moored at Berths No.32 and 33 with their sterns extending beyond the berths, a floating jetty (lighter) should be installed at the ship's stern and securely tied up to the berth, a shore-to-ship gangway should be provided. The floating jetty (lighter) should be installed under the ship's gangway suspended by the ship's administration.

The responsibility for installation of the floating jetty as well as of the shore-to-ship gangway rests with the administration of Cargo Complex No. 6.

5.21 The owners of vessels carrying passengers and those of passenger terminals, floating jetties and other installations designed for embarkation/disembarkation of passengers shall provide for the safe working condition of terminals, floating jetties, etc. and safe embarkation/disembarkation to avoid any accidents with passengers.

5.22 The control over safe embarkation and disembarkation of passengers at sea terminals is exercised by the duty assistant of the Sea Terminal Master.

5.23 The shifting of vessels is allowed only with a pilot on board.

The pilot takes charge of shifting a foreign vessel along the berth. During shifting operations the following limitations should be observed within the harbour water area:

(a) Vessels in ballast and those having cargo of no more than 20% of the ship's deadweight (except for large tonnage vessels) may be shifted at the wind speed not exceeding 15 m./sec.

(b) Large tonnage vessels in ballast and Ro-Ro ships, Ro-flow ships, LASH carriers, tankers, container carriers and the like with cargo of no more than 20% of their deadweight due to the large windage are shifted at the windspeed not exceeding 12 m./sec.

(c) Shifting of vessels with faulty main engines, steering or anchoring gear is carried on only at daytime when the wind speed does not exceed 10 m./sec.

(d) Vessels are moored broadside if the wind speed does not exceed 10 m./sec. and visibility is no less than 500 m. on agreement with both Masters.

5.24 On completion of cargo handling or other operations, each vessel shall, at the first duty Pilot-Operator's request, leave her berth and the inner port waters at her own expense. Failing to do so, such a vessel, should there be immediate need to vacate the berth, shall be removed therefrom by Port facilities at her Owner's expense and he will be held fully responsible for any losses brought about by his ship's failure to vacate the berth on time.

5.25 Receiving/throwing of ship's towlines during shifting of a vessel along all berths should be made by means of those port departments (Cargo Handling Complex, Sea Terminal, etc.) at whose request it is carried on.

5.26 On receiving a storm warning of wind increasing from the Eastern directions (000° – 090° – 180°) up to 22 m./sec. and more, vessels lying at Anchorage No. 355 and in Areas "A" and "B" shall, at the duty Pilot-Operator's request, change their place of anchoring as follows:

(a) Auxiliary and small ships shall be put into the port and securely moored at berths.

(b) All other vessels shall go into anchor at Anchorage No. 354 or put to sea to ride out the storm.

The shifting of vessels lying on the roadstead shall be done on authorisation and under control of the Traffic Control Station.

5.27 In case of emergency oil spillage, on entering the oil stained field, the vessel must not commence sailing before obtaining a special permission from the Head of purifying operations.

5.28 Vessels and other floating facilities are strictly prohibited to pass through the polluted area. When navigating in the vicinity of the area where collection of oil is being carried out, vessels shall slow down to the minimum speed.

5.29 Deballasting shall only be done with pipelines designed for this particular purpose, by day, and with the permission of the Sanitary Inspection of the Environment Protection Head Office.

5.30 Water polluted with petroleum products is collected by the Purifying Station situated on the territory of the Oil Harbour or by special harbour craft. This service shall be paid for on the basis of existing tariffs.

5.31 Removing garbage and rubbish from ships and dumping of them on port territory is prohibited. Garbage and rubbish is removed from ships by the port at the request of their administration, the charges collected according to current tariffs.

5.32 Rubbish and garbage is removed from ships in polythene bags (containers) delivered on board by the Port at their request through the Inflot Agency. The contents of the polythene bags and containers are disinfected and removed to a special dump by the Port. Charges for this service are paid by the shipowners according to current port tariffs.

5.33 Tankers carrying out cargo operations and all vessels bunkering shall be boomed in accordance with the instructions on booming vessels in port.

5.34 The vessel shall pay port charges for collecting petroleum products in the amount of 3 roubles per kilo of the petroleum products collected regardless of the request made.

5.35 It is prohibited to sweep dust, rubbish and snow from berths and the ship into the water or ice.

5.36 If any pollution in the port waters is detected from the ship this shall be immediately reported to the Harbour Control Inspection (Telephone No. 36-66) and Special Inspection of Environment Protection of the Black Sea (Telephone No. 25-14-47).

SECTION 6

USE OF RADIO COMMUNICATION FACILITIES IN PORT WATERS:

6.1 All vessels sailing in port waters shall have their VHF stations in working order and shall keep them operative on one of the channels used for communication in port.

In case of lack or failure of ship's VHF station it is possible to communicate with the Traffic Control Station through the "BLASCO" Radio Centre on marine calling and distress radiotelephony frequency 2182 kHz. (call signal is "Odessa-Radio-1").

6.2 The following VHF radiotelephony stations are available in the Odessa port zone:

No.	*Telephone Subscriber*	*Call Signal*	*VHF Channels*		
			Calling	*Working*	*Reserve*
1.	BLASCO Radio Centre	"Odessa-Radio-1"	16	7,27,62	–
2.	Traffic Control Station	"Odessa-Port-Control"	16	14	67
3.	Pilot boats	Name of the pilot boat	14	14	–
4.	Harbour Control Inspection	"Odessa-Radio-5"	16	9	–
5.	Harbour Control boat	Name: "Pilot boat-86"	16	9	–
6.	Harbour Craft Centre	"Odessa-Radio-6"	33	33	–
7.	Inflot Agency	"Odessa-Radio-8", for foreign vessels: "Inflot-Odessa"	16	67	–

6.3 Vessels within the Traffic Control Zone, at berth or anchorage, are strictly prohibited to use the VHF for private communication on Channels 3, 6, 8, 9, 14, 16, 26, 31 and 67.

Failure to comply with this regulation will be regarded as a violation of safety rules prescribed for sailing in the Odessa port waters (traffic control zone) and all violators will be subject to liability.

SECTION 7

ORDER AND SAFETY IN HARBOUR WATERS – PROTECTION OF HARBOUR FACILITIES:

7.1 Fishing in port waters off quays or any craft is strictly prohibited.

7.2 Any objects found floating in the port waters which may be a hazard to navigation shall be immediately reported to the duty Pilot-Operator of the Traffic Control Station.

7.3 If a vessel happens to damage or run down any navigational marking, the Master shall immediately report the accident to the duty Pilot-Operator who is urgently to warn seafarers and to take measures to recover it.

7.4 Vessels at berth shall not turn their propellers. Exception is made for:

(a) Diesel driven vessels at dead slow before leaving berth.

(b) Steamships for heating engines, at dead slow, before sailing, provided special permission has been obtained from the Harbour Master and the distance between the propellers and the berth is at least 10.0 m.

7.5 Harbour structures damaged by a vessel are repaired at her owner's expense provided the documents confirming the ship's guilt are available.

7.6 The areas in which it is prohibited to drop anchors and drag different objects or anchors along the ground are shown on the charts.

7.7 Diving work in port waters may be performed only with special permission of the Harbour Master, Traffic Control Station or Harbour Control Inspection.

Request for such permission shall be applied for by the ship's Master or the enterprise concerned through the Harbour Master's Head Office. The diving boat's skipper shall obtain permission to commence diving work from the Traffic Control Station.

SECTION 8

ORDER AND SECURITY ON PORT PREMISES:

8.1 The Odessa Port premises and waters within the established boundaries are controlled by the Harbour Watching Station and Immigration Authorities.

8.2 While on the Odessa Port premises, all persons shall carry pas permits or other documents allowing their admission to port territory shall present them at the first request of any Immigration or Har Security Officer.

8.3 Vessels lying at berth shall station their own personnel as watchm to guard the ship and her cargo.

8.4 Passenger liners lying at berth shall obtain permission from Harbour Watching Station before installing their gangway on the regime territory.

8.5 When the ship's gangway and ladder are used on the port reg territory simultaneously, the responsibility for prevention of movem of people and goods from the controlled to the non-controlled terri rests with the ship's administration.

8.6 All foreign citizens who pass through the control post shall pres the Immigration Authority's permit.

8.7 Telephone communication with Port Services is effected throu the Automatic Telephone Exchange, both of the port and of the city

Harbour Master Head Office:	Telephone No.
Harbour Master	36-61, 22-63-25
Secretary	32-95
Traffic Control Station	37-30
Chief Harbour Pilot	34-57
Harbour Control Inspection (Central Post)	36-66
Harbour Control Post at Sea Terminal	38-84
Harbour Control Post in Oil Harbour	33-96
Harbour Control Post at Berth No.20	43-52
Passport Department (Chicherin St.,4)	48-22, 25-34-49
Fire Department	32-32, 39-35
Fire Fighting Team	33-54
Inflot Agency	37-81, 49-03

8.8 The following is strictly prohibited on port premises:

(a) Firing any type of firearms.

(b) Turning on fire hydrants and faucets.

(c) Selling, carrying, drinking alcoholic beverages and gambling.

(d) Damaging trees.

SECTION 9

FIRE SAFETY CONTROL:

9.1 Vessels lying at berth or on the roadstead shall take bunker fue from the floating bunkering barges.

9.2 Passenger liners shall only take bunkers from self-propelled barg (if for some reasons it it impossible then a tug shall lie alongside bunkering barge for the total period of bunkering) with obliga confirmation of the vessel's Master in writing that there are passengers on board.

9.3 While inflammable or explosive cargo is being handled in the c cargo harbour, a specially equipped fire crew shall be stationed on boa ship or a fireboat shall lie alongside.

Request for such a crew or boat shall be made by the ship's Mas the ensuing service charges to be paid by him according to exis tariffs.

Unless these requirements have been complied with, no danger cargo may be handled.

9.4 Before towing non-self-propelled vessels with inflammable cargo board and before all operations in the Oil Harbour, both bunker barges and vessels to be towed shall obtain the permission from Register and the Fire Department of the Harbour Watching Station shall have not less than 2 steel fire wires (one forward and one aft) exhaust channels of the internal combustion engine equipped with sp traps.

9.5 No work or maintenance operations unrelated to loading discharging of cargo may be performed on vessels lying at berth in Oil Harbour.

9.6 Immobilising a tanker's main engine, anchor or steering gear repair purposes while the vessel is in the Oil Harbour is strictly prohib

In exceptional cases emergency repairs to the main engine, and or steering gear may be carried out only with the Harbour Mas permission and agreement of the Fire Department. When repair wor necessary and has been permitted, at least 2 tugs, with towing li paid out to the tanker, shall lie alongside, tug charges to be collec from the owners of the tanker.

9.7 On carrying out cargo operations on tankers with the IMO Class 3 oil cargo on board lying at berth in the Oil Harbour, a firebo or tug shall lie alongside the tanker, boat or tug charges to be collec from the owners of the tanker.

SECTION 10

SANITARY AND QUARANTINE REGULATIONS:

10.1 Masters of vessels arriving from foreign ports shall make kno to the Boarding Pilot the sanitary and epidemiological condition of t ships as well as report any case of illness among the crew member passengers. Only those ships will be allowed to approach berth an moor whose sanitary and epidemiological condition and absence of cases on board has been confirmed by the Pilot.

In case the sanitary and epidemiological condition on board prov be unsatisfactory and/or there happen to be sick cases among the c members or passengers, such a ship shall drop anchor at one of port anchorages indicated by the Traffic Control Station and await fur instructions.

No person except the Pilot may leave or board the vessel until it undergone sanitary inspection. The Pilot shall obtain the permission the Sanitary and Quarantine Inspection.

10.2 The Sanitary Inspector may require of the ship's surgeon or Ma a written statement to the effect that no cases of plague, cholera, ye fever, typhus or smallpox have been recorded on board since the s departure from a certain port with unfavourable sanitary epidemiologcal conditions or for the period specified by the exis rules.

10.3 Gas deratisation on board ship is carried out at the requirement of the Sanitary and Quarantine Inspection. To have the vessel fumigated for rats or otherwise, the Master shall make arrangement for the purpose through Inflot.

10.4 While a ship is being fumigated or degassed she shall carry all the requisite signals.

10.5 Due to lack of appropriate equipment, the Port does not handle such cargoes as raw hides and other goods of animal origin as they constitute a sanitation hazard.

10.6 Biological treatment systems, if available on vessels, shall be operated in strict compliance with the instructions for the particular system.

The ship's Master is responsible for the purity of the water thus treated.

During the ship's stay at berth or on the roadstead, the water treated by the ship's biological treatment system is tested for purity at the Sanitary Inspection's Laboratories.

10.7 The Port provides the Sanitary and Quarantine Inspectors with boats in established order to carry out sanitary inspection of vessels lying on the roadstead, to give entry clearance as well as to carry out necessary anti-epidemiological operations on board vessels.

10.8 The following paragraphs of the present Port Regulations also correspond to this section: 5.29, 5.30, 5.31, 5.32, 5.33.

10.9 The Sanitary Inspection enforces strict supervision over the compliance of all vessels with the Sanitary Regulations.

Violators of these Regulations are held responsible and punished in accordance with the Council of Ministers Resolution No. 118 of February 14th, 1977.

The following additions to the General Regulations were received in August 1994.

2. ENTERING AND LEAVING PORT.

2.2.1. The services rendered by the Harbour Control Inspection regarding formalities in connection with arrival and departure of vessels, and checking their compliance with the respective International Conventions, followed by making the statement, shall be paid in accordance with the rate in force in the Port.

5. SHIP'S STAY IN PORT.

Anchorage of vessels in the designated points of roadstead shall be paid in accordance with the rate (anchor dues) in force in the Port which was introduced on 1st July 1993, for all vessels that use the anchorage points.

5.6. On Prevention of Port Water Area Pollution with oil products, harmful substances and sewage.

5.37. All vessels located in the water area and roadsteads of the port as well as all enterprises, organisations and institutions located in its territory (or emptying their effluents in the port water area) shall have to observe the requirements of the legislation of the Ukraine pertaining to protection of the environment and to agree with the Port Management all measures connected with the aspects of environmental protection in the territory and water area of the port.

Those quilty (Shipowner, Master, etc.) of violation of the requirements of the environmental protection legislation shall be called to criminal, administrative and property liability.

5.38. All vessels, irrespective of their departmental affiliation and flag, shall on arrival to the Port of Odessa, undertake to prove their compliance with the requirements of the International Convention MARPOL 73/78 by producing International Certificates on Prevention of Pollution by Oil, Sewage and Garbage to the Harbour Master.

Those vessels that do not comply with the International Convention MARPOL 73/78 shall not be accepted by the Port.

5.39. All vessels, other floating craft when they are within the port water area and in the roadstead of the Odessa port, as well as the enterprises and organisations located in its territory (or emptying their effluents in the port water area), shall be prohibited to discharge in water the substances harmful for human health or living resources of the sea, namely:

(i) Oil, oil products, oil residues and the mixtures containing the above substances in any concentration, including those treated in shipboard arrangement; ballast water from oil/ballast and oil tanks.

(ii) Raw chemicals and products of oil processing remaining after cleaning and washing decks, cargo holds and tanks.

(iii) Untreated drains from the spaces where animals are kept. In the absence of treatment facilities, the sewage disposal system is diverted to surge tanks which outlet valves are to be sealed by the ship administration.

(iv) Any other discharges if they result in a change of colour, odour and transparency of water or if their discharge leads to appearance of noticeable floating particles.

(v) Garbage and food remains, remnants of any cargoes and dunnage that have been used during carriage.

5.40. To preclude pollution of port water area, the administration of the vessel shall have:

(i) To close and seal the valves and other arrangements through which harmful substances may be discharged prior to entering the territorial waters.

(ii) To tightly close deck scuppers, to install pans under connections of hoses and air pipes and ensure reliable control over them during performance of any operations with oil, oil products, oily water and other harmful substances.

(iii) To make entries in the Oil Record Log and in ship's Log Book regarding all operations with oil, oil products, oil residues, oily water and other harmful substances, as well as regarding the actions aimed at pollution prevention.

5.41. It shall be prohibited for all vessels to clean the port water area by using preparations that sunk oil to bottom or dissolve it in water.

5.42. In case of a discharge outboard of any harmful substance, the administration of the vessel shall have to immediately inform the Harbour Master and the Inspection for Protection of the Black Sea by the quickest way possible (radio, telephone, courier). Similarly, it is necessary to inform on all pollution slicks detected from the vessel within the port water area, indicating their exact position, nature and direction of drift.

5.43. Sealing of all valves (through which a discharge of harmful substances is possible) on board of all vessels lying at berths of the port shall be performed by an authorised representative of the Port only, and is charged in accordance with an established rate.

5.44. During emergency oil spills, the vessel that has been caught by the oil spill shall not start movement until a special permission of the Oil Recovery Operations Manager is obtained.

5.45. It shall be prohibited for vessels and all floating craft to cross the polluted port water area. When passing near the area where oil recovery operations are in progress, speed of the vessel should be reduced to a minimum.

5.46. Administration of the vessel shall have to produce the ship's documents regarding environmental protection following a request by the authorities.

5.47. Collection and removal of oily water and domestic and feces water from all vessels shall be performed by the port following vessel's applications in accordance with established rates.

5.48. Pumping out clean segregated ballast should be performed via specially dedicated pipelines and pumps of the vessel only. Pumping segregated ballast overboard within the Odessa Port area may be performed only after making its laboratory analysis for content of oil products, iron and suspended solids, and obtaining permission for pumping out from the State Inspection for Protection of the Black Sea.

Pumping out shall be performed under supervision of a representative of the Harbour Control Inspection.

5.49. The vessels shall be prohibited to remove and pile garbage and industrial and domestic wastes on their own. The removal shall be performed by the port following vessel's applications with a subsequent payment in accordance with the existing rates.

5.50. Removal of food wastes and garbage shall be performed in polyethylene bags (containers) to be delivered by the Port to vessels following applications to the agency bodies. The contents of the polyethylene bags (containers) shall, after disinfection, be removed to a special dumping site by the Port's means and labour. The rendered services shall be paid for according to Port rates.

5.51. All vessels, while staying at Port's berths, shall be charged at the established rates for the exhaust of harmful substances from the shipboard diesel generators and boilers to atmosphere.

5.52. Vessels proceeding to Odessa shall, on entering the Black Sea, change their segregated ballast taken from other areas of the world oceans for the Black Sea water ballast and make a respective entry in the vessel's Log Book.

5.53. Vessels arriving for cargo handling operations to the oil harbour, as well as those receiving bunkers in the port water area and in the Port's roadstead, shall pay insurance ecological dues.

In case of an emergency oil spill, the Port shall collect oil products free of charge if a collection period does not exceed 6 hours of use of all port means on duty. If a period of oil spill liquidation (collection of oil products, washing of quaywalls and sides of the vessels lying nearby, washing of booms, etc.) exceeds 6 hours, the vessel shall reimburse the Port the expenses in connection with the said works.

5.54. The "Port Regulations for Tankers Arriving at Odessa Port Regarding Provision of Safety and Sea Pollution Protection" shall be effective in the port as of 1st February 1993.

5.55. Shipowners and Managers of the enterprises that violated Compulsory Port Regulations regarding Protection of Environment shall reimburse all port expenses for liquidation of pollution and its consequences at established rates, as well as port expenses in connecton with leasing of equipment, floating craft and staff of the other enterprises.

5.56. Pollution of the atmosphere by emission of dense smoke and noxious gases shall be prohibited.

5.57. Dumping of garbage or snow from berths and vessels on ice or in water shall be prohibited.

Signed: Manager of Odessa, Commercial Sea Port.

AUTHORITY: The Port of Odessa Authority, 1 Vakulenchuk Square, Odessa, Ukraine. *Tel:* 29-36-61. *Telex:* 232188. *Cables:* Morport Odessa. *FAX:* 22-39-19. *Contact:* Captain A.P. Kharitoshin, Harbour Master.

AGENT: Odessa Inflot Shipping Agency, Postal address: 1 Vakulenchica Pl., Morskoy Port, Odessa, 270004 Ukraine. Cables: "Inflot Odessa". Tel: 22-39-02, 29-37-81, 29-49-03. Telex: 232124 Inf Su.

RENI: 45.26 N. 28.18 E. (See Plan)

GENERAL: The Port of Reni is situated 164 km. from the coast of the Black Sea, and is 25 miles up from the Izmail Chatal Point on the left bank of the Danube River.

The port is open for navigation all year round. In severe winters ice-breaker assistance is required.

The port is connected with the sea via the Sulina Channel.

Changes of the water level are due to effects of the wind and Spring floods.

Maximum rises of the water level are usually observed in April, May and June, maximum falls August, September and October.

Maximum range of the water level observed in the river is 4 m. – 6 m.

DOCUMENTS:

Immigration:

Crew List.

Passenger List.

Customs:

Complete copy of each Manifest for goods onboard.

List of personal belongings of crew members.

Quarantine:

Valid Derat Certificate.

Safety:

Valid Load Lines Certificate.

Valid Safety Equipment Certificate.

Others:

Free Trade Certificate.

PILOTAGE: Compulsory. All ships navigating from the Port of Izmail through the Ismail Chatal to the Port of Reni and vice-versa, should be assisted by a duly authorised State Pilot.

The port is provided with a Vessel Traffic Management Service (Ship's Traffic Control Station), equipped with modern radar installation (Decca-2), television and computer systems enabling reliable navigation and safe pilotage under any conditions of restricted visibility. The above facilities also reduce ships' stoppages (delays) and provide Masters of vessels with necessary relevant information on the conditions of navigation.

Arrival Advice: Masters of the vessels are required to send a 24-hour notice informing the Port Authorities of the expected time of arrival, general description and quantity of cargo onboard, numbers of passengers, ship's length and draft, and request for services to be rendered.

ANCHORAGES: Ships can obtain anchorage and arrange port formalities at the upper (Mile 69 – km. 128) and lower (Mile 64 – km. 119) Roads. Depths in the above roads are sufficient for all types of ships.

RESTRICTIONS: There are no time restrictions for the entry to the port. Both draft and length of vessels are limited by depth and width of the Sulina channel.

RADIO/VHF: The Central Port Radio Station provides vessels anchored at the Roads with connections to the port services, and intercity.

The following VHF radio stations serve the roads and function 24 hours a day:

Station	*VHF Channel*	*Call Sign*
Central Port Radio Station	16	Reni-Radio 1
Central Port Radio Station	26	Reni-Radio 1
Central Port Radio Station	2	Reni-Radio 1
Port Controller	12	Reni-Radio 2
Port Control Inspectorate	12	Reni-Radio 5
Inflot Shipping Agency	9	Reni-Radio 8
Transflot Ships' Service	9	Reni-Radio 7
Reserve Crew	9	Reni-Radio 14
Port's Auxiliary Vessel Controller	12	Reni-Radio 6
Bunkering Service	12	Reni-Radio 15
Vessels' Movement Control Post	73	Reni-Radio 17

Non-business calls over the VHF radio are prohibited. Telephone/shore connections are available at the berth for connection to ships.

Operation Frequencies, Call Signs & Schedule:

Transmission frequency	*Reception frequency*	*Operation time (Moscow)*	*Call sign*
3225 kHz	4210 kHz	0800–0900	UJN-3
4260 kHz	4210 kHz	0900–1100	UJN-3
6421.5 kHz	6275.5 kHz	1100–2000	UJN-3
3225 kHz	4210 kHz	2000–2400	UJN-3
156.800 (Channel 16)	156.800 MHz (VHF Channel 16)	Round the clock	Reni-Radio-1
161.900 (Channel 26)	157.300 MHz (VHF Channel 26)	Round the clock	Reni-Radio-1
156,100 (Channel 2)	160.700 MHz (VHF Channel 2)	Round the clock	Reni-Radio-1

RADAR: See "Pilotage".

TUGS: 34 tugs, up to 2,000 h.p. Tug assistance is not compulsory. Tugs are available if requested by Master. Tugs shall be ordered by VHF at least 1 hour before required.

Service boats are available for transportation of crew and personnel to and from the anchorage.

BERTHING: The port is accessible to large vessels. The berths with depths alongside of up to 7.5 m. are equipped to handle general and bulk cargoes, crude oil and oil products, grain and food products.

The port comprises four cargo areas.

The first area has 10 berths including 2 facilities, which can accommodate large sea-going vessels under any Danube water stage. Export and import cargoes of various trades are handled there. One of the berths specialises in transhipment of imported grain and has the capability of operating in any weather.

The second area also comprises 15 berths to handle small and medium diameter pipes and tubes, steel exports and imports, equipment, containers, export timber and transit cargoes.

The third area has a quay of 200 m. for handling vehicles, and the fourth area is specially for bulk cargoes.

Four berths, storage facilities, railway sidings, communicatio service space and other facilities were put to use. Quayage gained mo than 500 m. The new capacity made it possible to handle 800,000 to of cargo additionally.

Berths No. 1, 2 and 28 handle steel; Nos. 3 and 4 packages a pieces; Nos. 5 and 26 equipment; No. 6 heavy lifts; Nos. 7 and 8 cann goods and vegetables; Nos. 9 and 9a grain; Nos. 15, 16, 27 and 2 general cargo; Nos. 17 and 18 exports and imports; No. 31 vehicle No. 34 coal and Nos. 35, 36 and 37 laminate and ores.

Cranes of up to 32 tons capacity are operated on the quays. Al there are floating cranes with lifting capacity of up to 100 tons, fork trucks up to 10 tons capacity and other cargo handling equipment.

FRESH WATER: Can be supplied ex-shore and by barges at 12 hou notice.

FUEL: Available at 12 hours notice.

CONSULS: None.

REPAIRS: Hull, deck and pipeline repairs possible. One repair qu with length 165 m.

SURVEYORS:

1. Cargo Inspector of the Chamber of Commerce and Indus available.
2. Register of Shipping Surveyor available.

OPENING/CLOSING HATCHES: According to the custom of the po opening and closing of hatches is carried out by the crew. But it can b carried out by the port workers for vessel's account, if required by th Master.

TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.

POLICE/AMBULANCE/FIRE: A Fire Guard of the port provides for th safety of ships and can be summoned, via the "Inflot" Agency, to rend services in order to extinguish fire or to pump water from holds.

If a fire occurs in the port territory or on board it shall be reported t the Fire Squad by telephoning 2-01, or to the fire boat "Smeliy" dialli 2-02. The fire boat can also be summoned over VHF Channel 16.

STORING: See "Prelims".

1. Vessel can be stored by barge and truck.
2. Vessel can store from barges after loading/discharging or duri operations if nothing interferes with cargo handling.
3. Trucks can proceed alongside at the berth.
4. Fork lift trucks can be used on the jetty to handle stores.
5. Vessel can be stored with various stores except prohibited item
6. Local riggers can be employed to assist with storing.

NOTICES: Masters of vessels proceeding to the Port of Reni shall advance but latest 24 hours prior to arrival at the port, advise Port Contr and "Inflot" Agency: time of arrival, description and quantity of cargo t the port, heavy lifts, if any, their stowage and weight, number passengers, ship's draft and length, as well as services required of th port.

Abstracts from Compulsory Rules of the Commercial Sea Port of Ren

Article 1: Two hours prior to arrival at the Commercial Sea Port of Ren Master shall advise accurate time of arrival to Port Control Inspectio

Article 2: Ships may call at or leave the port, round the clock, aft obtaining permission of the Port Control.

Article 3: Upon anchoring in the inner or outer roads, a radio watch sha be kept on VHF Channel 12.

Article 4: Berthed ships are provided with electric power, telephone an fresh water.

Article 5: Prior to commencement of loading, ship's cargo spaces sha be completely cleaned and provided with all the necessary equipme

Article 6: Ships may discharge oil-contaminated water, garbage and foo waste at the port. Master shall take every step to prevent a spill of products.

Article 7: Orders for any port services are placed by Masters of forei vessels through the "Inflot" Agency.

DEVELOPMENTS: A Ro-Ro Terminal will be in operation in the ne future.

SHIPMASTER'S REPORT: January 1994.

1. The Port of Reni is on the River Danube on the delta and can b found on B.A. Chart No. 2835.
2. The max. arrival draft for Sulina Pilot Station and for crossing th bar is 6.5 m. in fresh water, but also depends on the season (ra ice, spring tide, etc.). The Pilot can be contacted on VH Channels 16/12.
3. Vessels take Romanian Pilots from the outer anchorage to insi the breakwater up to a distance of 2 – 3 miles before Sulina. Th vessel anchored for Free Pratique and was assisted by a Romani Pilot.

   The following documentation was required:

   6 copies Crew List.
   1 copy Stores List.
   1 copy Crew Declaration.
   1 copy Cargo Manifest.
   1 copy Narcotics List.
   Ship's Register.
   Classification Certificate.
   Derat Certificate.
   IOPP Certificate.

   The Suez Canal and Panama Canal Certificates were requ for calculation of the tax for the River Danube.
4. Night-time navigation is forbidden when visibility is reduced (fog snow). We anchored immediately when we encountered redu visibility.
5. The official language of the Danube River is Russian.
6. Each nautical mile on the river is indicated by a signpost on t starboard bank when proceeding inward.

7. After obtaining Free Pratique at Sulina Anchorage (1200 hrs.), we anchored at Mile Post 26 (See "Plan") to await passage the next day. The current runs outward at 2 – 3 knots, so vessel heads up-river at all times whilst at anchor. The holding ground is good and we anchored with 3 shackles on the port anchor and 2 shackles on the starboard anchor.
8. At Mile Post 35 (See "Plan"), a vessel has capsized 90° to the river bank, so the passage is very narrow at this point.
9. When passing Tulcea, the current is very strong and tankers are assisted by a tug.
10. On arrival at Mile Post 68, the vessel again anchored and Pratique formalities were undertaken by Ukrainian authorities. They required the following documents:

    7 copies Crew List.
    1 copy Stores List.
    1 copy Crew Declaration.
    1 copy Narcotics List.
    Ship's documents, etc.

    At this point, the Romanian Pilot disembarks and the Ukrainian Pilot boards and takes the vessel to Reni.
11. On arrival at Reni, we berthed starboard side alongside, head up-river, for loading of chemicals. No mooring boats were available, so lines were sent ashore fore and aft via the tug, using strong messengers.
12. At Reni, we normally discharge into barges of 1,000 tonnes – 1,500 tonnes each. They come alongside our port side and take the cargoes to Czech Rep., Yugoslavia, Austria and Germany.

    On this voyage, we discharged 4,000 tonnes of gasoline and 1,000 tonnes of gas oil in 5 days.
13. On sailing, we turned near Mile Post 70 (just above the berth) (See "Plan") with the assistance of 1 river tug (2,500 h.p.). At other times, when the current has been very strong (4 knots – 5 knots), we have turned near Mile Post 84 (Passet Galleti).
14. After sailing at 1100 hrs. local time from Reni, we again anchored near Ceatal (Mile Post 44) (See "Plan"), as there was not sufficient time to reach Sulina in daylight.

    At Ceatal Anchorage, the Ukrainian Pilot disembarked and the Romanian Pilot embarked to take the vessel as far as Sulina Pilot Station.

    At this anchorage, we anchored towards the port side (heading up-river) with 3 shackles on the port anchor and 4 shackles on the starboard anchor.
15. The maximum draft up to Reni is 23 ft.
16. Reni:

    There are no shore leave restrictions.
    Fresh water is available.
    A few vegetables are available.
    Doctor available.
    Derat Certificate can be renewed.
    Sewerage treatment compulsory.

WARNING: The crew should take great care when proceeding ashore as some personnel have arrived back onboard with very little clothing and only their Seaman's Book or Discharge Book (shoes and all clothing were stolen).

AUTHORITY: The Port of Reni Authority, 188 Dunayskaya Street, 272840 Reni, Odessa Region, Ukraine. *Tel:* 2-14-84, 2-10-57. *Telex:* 732414. *Cables:* Reni Port.

AGENT: The Port of Reni Maritime Agency "Inflot". Postal address: 192 Dunayskaya Street, 272840 Reni, Odessa Region, Ukraine. Cables: "Inflot Reni". Tel: 21895, 26593. Telex: 232713.

SEVASTOPOL: 44.37 N. 33.32 E. (See Plan)

The port of Sevastopol is situated on the South-Western coast of the Crimea Peninsula. The port occupies Sevastopol, Yuzhnay, Qurantine, Streletskaya, Kruglay, Kamishovaya and Kazachia Bays, where there is located commercial and fishing ports and a Navy Base. All bays (excluding Sevastopol Bay) are opened to Northern winds. Navigation in the port is all year round.

PILOTAGE: Compulsory. The pilot usually boards vessels in the outer roads 2 miles before the entrance (Lat. 44° 37′ 05″ N., Long. 33° 27′ 08″ E.). During bad weather, the place of embarkation and disembarkation of the pilot may be changed, subject to Master's approval.

APPROACHES: The 0.6 miles long approach channel leads from Sea Buoy No. 2 (Lat. 44° 36′ 05″ N., Long. 33° 35′ E.) to the Cargo Quay.

ANCHORAGE: Anchorage is in the outer roads from 1.0 miles to 4.0 miles off the coast between parallels of 44° 36′ N. and 44° 40′ N. Permitted anchorages are marked on the chart as No. 384 (depths 13.0 m. – 33.0 m.), No. 386 (depths 70 m. – 82 m.) and No. 389 (depths 50.0 m. – 64.0 m.).

RESTRICTIONS: Entry into the port is allowed on a 24 hour basis. During night-time, approach to the port by vessels with length of more than 120 m. may be effected with Harbour Master's permission. Vessels should proceed through the channel at a speed not exceeding 5 knots, and within the inner roads at a speed not exceeding 9 knots.

MAX. SIZE: Max. draft 9.1 m. and length 200 m. for Passenger Quay, max. draft 8.6 m. and length 185 m. for Cargo Quay, and max. draft 9.1 m. and length 185 m. for tanker berth. Larger vessels shall obtain the Harbour Master's permission for berthing.

For Kamishovaya Bay, draft of no more than 8.5 m. permitted.

Tide: Range of water level due to Spring River flow may be up to 0.9 m.

HEALTH: Health Declaration required to obtain Pratique. When arriving from another Black Sea, Pratique is available. In the event of any disease on board, contact Agent.

RADIO/VHF: VHF communication on Channel 16 for Pilots. All messages via Agent (cable address "Inflot Sevastopol", Telex 197316 Inf Su) through port radio UXO.

Radio contact through port radio station "Sevastopol Radio", operating on following frequencies:

Call Sign	*Frequency* *Working* (kHz)	*Frequency* *Calling* (kHz)	*Type of Transmission*	*Time of Operation*
"Sevastopol Radio-3" Port Control	2,264	2,525	J3E	H24
"Sevastopol Radio-4" Port Control	2,464	2,464	J3E	H24
Port Radio "UXO"	500	500	AIA	H24
	422	468	AIA	H24
	4,325	4,182.3	AIA	H24
	6,483	6,277.3	AIA	H24
	8,685	8,366.3	AIA	H24
	12,845	12,550.3	AIA	H24

RADAR: Shore based radar not available.

TUGS: 1×900 h.p., 1×1,600 h.p., 1×1,200 h.p. and 1×2,540 h.p. Tugs normally join vessels at the entrance. Ship's lines used. Tugs are compulsory for vessels over 500 g.r.t. In case of anchorage within inner roads, for any reasons, a tug should be ordered by Master to ensure safe manoeuvring. Expenses on ship's account.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)
Fishing Port		
No. 10	200	8.6
No. 11 (Cargo)	162	8.6
No. 5	150	8.0
No. 19 (Tankers)	185	9.1
Sea Port		
No. 2	150	4.0
Cargo Quay	112	8.0
Quay No. 11a	290	6.0
Passenger Quay No. 1	200	9.1

CRANES: Cargo Quay equipped with electric cranes up to 5 tons for handling of general, bulk and other cargoes. Open storage available.

STEVEDORES: 12 days notice required. Working hours: 0800-1700.

MEDICAL: Medical assistance rendered immediately when required. Hospital facilities available.

FRESH WATER: Available by pipelines at quays. Cost U.S.$ 5.00 per ton (1994).

FUEL: Bunkers available from private companies by prior arrangement with Agent.

REPAIRS: All types of repairs for vessels up to 40,000 d.w.t. possible.

DRY DOCKS: Dry docks for vessels up to 280 m. LOA.

SURVEYORS: Marine Surveyors representing Lloyd's, Maritime Register of Shipping. Fax: 0692-44-48-19. Tel: 0692-52-09-40.

GANGWAY/DECK WATCHMEN: Carried out by crew.

OPENING/CLOSING HATCHES: Carried out by crew.

CUSTOMS ALLOWANCES: No restrictions.

CARGO GEAR: Load/discharge usually effected by shore cranes.

AIRPORT: Nearest airport is located in Simpheropol, 55 miles.

TIME: GMT plus 2 hours. GMT plus 3 hours in Summer time.

HOLIDAYS: January 1st; January 7th; March 8th; May 1st; May 2nd; May 9th; August 24th; November 7th and 8th.

POLICE/AMBULANCE/FIRE: Ordered through Agent.

SERVICES: Chandler, laundry and car hire, arranged by Agent.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Required.

AUTHORITY: Port of Sevastopol Authority, 5 Nahimova Sq., 335054 Sevastopol, Crimea, Ukraine. *Tel:* 522979, 522079, 525812. *Telex:* 197316 Inf Su. *Cables:* Morport Sevastopol.

AGENT: General Agent: Inflot Odessa. Telex: 232124 Inf Su.

Local Agent: Sevastopol Inflot Shipping Agency, 5 Nahimova Sq., 335054 Sevastopol, Crimea, Ukraine. Tel: 524411, 525571. Telex: 197316 Inf Su. Cables: Inflot Sevastopol. *FAX:* (0690) 52-44-11.

THEODOSIA: 45.01 N. 35.24 E. (See Plan)

GENERAL: The port of Theodosia is situated on the Southern coast of Theodosiyskaya Bay (South Eastern part of the Crimean Peninsula).

PILOTAGE: Compulsory for foreign vessels irrespective of type and tonnage. The embarkation and disembarkation point for the Pilot is near the Reception Buoy (Lat. 45° 04.95′ N., Long. 35° 30.75′ E.).

The Pilot requires 4 hours notice of arrival.

APPROACHES: A few submerged obstacles are situated in the harbour and near the entrance with depths from 6.4 m. to 13.0 m. over them.

ANCHORAGE: Anchorage with good holding ground is available in Theodosiyskaya Bay.

RESTRICTIONS: Entry to the port is allowed throughout 24 hours, but during restricted visibility only with Harbour Master's permission. Vessels entering the port should proceed at a speed not exceeding 8.0 knots.

MAX. SIZE: Maximum permitted draft for dry cargo vessels is up to 6.5 m. and max. LOA 150 m. Maximum draft for tanker is up to 12.3 m.

RADIO/VHF: The Port Authority requires 72 hours and 12 hours notice of arrival. VHF communication is through Channel 16. Communication with Harbour Master is through Channel 10.

RADAR: Shore based radar station not available.

TUGS: Number and capacity of the tugs is to be decided by ship's Master and Pilot. Tugs compulsory for vessels over 500 g.r.t. 1×1,600 h.p. and 1×250 h.p. tugs available.
BERTHING: Three wharves with available depths of 5.3 m. – 6.5 m. Berths are equipped with electric cranes up to 20 tons lifting capacity for handling general and bulk cargo, steel products and timber. Two offshore berths with mooring buoys are available for loading/discharging tankers up to 35,000 d.w.t. The Northern berth has depth of about 12.3 m. and the Southern berth has depth up to 11.3 m. Warehouses and open storage facilities are available.
MEDICAL: Medical assistance rendered immediately when required. Hospital facilities available.
TANKERS: See "Berthing".
FRESH WATER: Available from barges. In Summer time, vessels may be supplied through pipeline at the wharf.
FUEL: Bunkering generally possible by barge or truck.
REPAIRS: No facilities.
GANGWAY/DECK WATCHMEN: Carried out by crew.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: No restrictions.
CARGO GEAR: Load/discharge usually effected by shore cranes.
AIRPORT: Nearest airport is located in Simpheropol, 100 km.
TIME: GMT plus 2 hours in Winter. GMT plus 3 hours in Summer.
HOLIDAYS: January 1st; January 7th; March 8th; May 1st; May 2nd; May 9th; August 24th; November 7th; November 8th; Easter (one day); St.Trinity (one day).
POLICE/AMBULANCE/FIRE: Ordered through Agent.
SERVICES: Chandler, laundry, car hire, bunkering.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Required.

SHIPMASTER'S REPORT: April 1993.

The port of Theodosia is situated on the N.E. coast of Crimea Peninsula, in the N.W. part of Kaffa Bay.

The port, formerly in a prohibited area, is now open for trade.
Vessel: Tanker of 30,000 d.w.t.
Chart: B.A. Chart No. 2233.
Port Limits: The port waters are bound by a line bearing 026° from Ily Lighthouse to the shore.
Documents:
5 copies General Declaration (IMO form).
2 copies Cargo Declaration (IMO form).
1 copy Health Declaration.
7 copies Crew List.
1 copy Passenger List.
1 copy Stores List.
1 copy Crew's Effects and Currency Declaration.

All crew's passports are taken ashore by Immigration Officer for formalities and returned next day.

Tonnage and Safety Certificates are taken ashore by Agent and returned before sailing, together with Sailing Clearance.
Pilotage: Compulsory for berthing and unberthing. Call Port Control for instructions.
Anchorages: There are 4 areas for tankers, about 2.5 miles N.N.E. from Ily Lighthouse in a depth of 18.0 m. – 20.0 m., good holding. Contact Port Control on arrival for anchorage position.
Restrictions: Mooring and unmooring at sea berths only during daytime. Max. wind: 6 m./sec. for mooring and 12 m./sec. for staying at sea berths.
Health: Free Pratique granted on arrival at the anchorage, before mooring. Derat Exemption Certificate issued on request (Cost U.S.$ 90.00).
Radio: Cables to be send preferably through Odessa Radio "UDE/UFB".
VHF:
Port Control: Channel 10 for instructions, information and pilot.
Oil Terminal: Channel 12 for cargo information.
Pilot, Tugs, Service Boats: Channel 6 during manoeuvring only.
Tugs: 1×1,600 h.p. and 1×225 h.p., ship's lines used.
Tankers: Two sea berths, in the Northern part of the bay.
North Sea Berth for 35,000 d.w.t. tankers with max. draft 12.50 m.
South Sea Berth for 23,000 d.w.t. tankers with max. draft 11.30 m.

Tankers are moored on heading 120°, using both anchors forward with about 8 shackles in the water, and 2 mooring buoys aft with 2 ship's ropes to each buoy. The buoys are equipped with 60 mm. wires, with very large thimbles at the end, where the ropes are doubled through.

Two 10 in. hoses are used, one on the starboard side for ballast and the other on the port side for cargo. The ballast, clean or dirty, must be pumped ashore, rate about 700 cu.m./hr., cost U.S.$ 2.00/cu.m. The exact quantity will be gauged ashore and Ballast Declarations issued. Loading rate 900 cu.m./hr. for gas oil. Unpredictable stoppages may be experienced.
Density: About 1010 (April).
Fresh Water: Small quantities available by barge, but expensive.
Surveyors: Cargo inspectors available from Odessa.
Customs: No restrictions, but nothing allowed to be taken ashore. Bonded stores are not sealed.
Repatriation: No facilities available.
Time: Winter: GMT plus 2 hours. Summer: GMT plus 3 hours.
Shore Leave: Granted for 24 hours only. Permission granted by Immigration Officer on arrival.
Garbage: Irregular collection service available by barge.
General: Communications very difficult due to few English speaking people being available.

Imperative that gangway is lowered down for Boarding Authorities, Pilot and Inspectors.

Fire boat service compulsory during loading operations only, cost U.S.$ 20.00 per hour.

Unlit Buoys (not charted): One buoy 2.5 miles S.E. and the other 5 miles East of Ily Lighthouse.

SHIPMASTER'S REPORT: March 1994.

The Port of Theodosia, popularly known as Fredosia, is situated the Northern part of the Black Sea in Lat. 45° 01′ N., Long. 35° 25 This port has been opened to merchant vessels for 2 years.

Normally Pilot boards at anchorage or pilot boarding area by tug

Mooring/unmooring is carried out in daylight only, but with spe request, arrangements can be made during darkness.

Quality of pilotage was not found very good. Most of the P understand English, but they can not express themselves. They a lack co-ordination between tug and Mooring Master.

Only 2 tugs are available, but with special request, one military can be arranged.

After berthing, Immigration, Customs and Port Health come on bo with Agent for inward clearance. Same people also come on departu

One large room with capacity for 8 to 10 persons to be arranged. O one recognised Agent, Inflot, works in port area. They handle all ta with efficiency.

Following documents are required:
4 copies Crew List.
All Passport or CDC.
Vaccination List.
Narcotics Drug List.
Personal Effect List.
Stores List.
Bonded Stores List (Bond is sealed after inspection).
Currency Declaration List.

One guard is posted at gangway at all times.

Shore leave granted after Immigration Clearance, but have to ret back to vessel at least once in 24 hours.

All shore cranes are operational. They are not mobile, hence ship h to shift as required. No floating cranes available.

No repair facilities available.

Fresh water is available.

No recognised ship's chandler in dock, so provision can not arranged. Small quantity of provision can be arranged through Ag with sufficient notice.

No bunkers available.

Mainly hot rolled steel cargo is exported.

Mooring buoy was observed for small product tanker.

AUTHORITY: Port of Theodosia Authority, 14 Gorkogo Street, 3348 Theodosia, Crimea, Ukraine. *Tel:* (0652) 31268, 393307. *Telex:* 2221 Pilot Su. *Contact:* Harbour Master.

AGENT: *General Agent:* Inflot Odessa. Telex: 232124 Inf Su.
Local Agent: Theodosia Inflot Maritime Agency, 14 Gorkogo Stre 334800 Theodosia, Crimea, Ukraine. Tel: (0652) 31258. Telex: 2221 Pilot Su. Cables: Inflot Theodosia.

UST DUNAYSK (Ust-Dunaisk): 45.28 N. 29.42 E.

(See Pla

LOCATION: The commercial sea port of Ust-Dunaisk is situated on t left bank of the Kilia Inlet of the Danube in the Northern part of its de at the artificial basin and is approached by a buoyed channel 100 wide and 3.5 miles long.

A vessel is considered to be an "Arrived Ship" after she is piloted a Port Pilot to Anchorage 'C' (No. 397) being a circle within a radius 3 cables from a point with co-ordinates Lat. 45° 31.8′ N., Lo 29° 44.4′ E.
PILOTAGE: Compulsory. Pilotage inward is carried out during dayti only. Pilotage outward is around-the-clock (after mutual agreem between Master's and Port Control).

Pilot waiting area (Pilot's boarding pontoon) for large sea-go vessels is within a radius of 2.5 miles from a point with co-ordina Lat. 45° 28′ N, Long. 30° 01′ E. (Anchorage No. 367 or A).

Pilot boat has orange hull and white superstructure and the w "Pilot" in black on the hull. The boat is used to deliver Pilots on boa Tugs of the port can be also used for delivering Pilot.

24 hours prior to arrival Master orders a Pilot via Harbour Mas (indicating g.r.t./n.r.t., LOA and arrival draft).

4 hours prior to arrival at Anchorage No. 367 (A) Master has to "Port Control" on VHF Channel 11 and correct time of arrival. At s time Master receives information about pilotage, formalities, bert prospects, etc.
ANCHORAGE: There are 3 anchorages with good holding groun soft mud and sand. They are:

No. 367 (A) - Circle within a radius of 2.5 miles from the point w co-ordinates Lat. 45° 28′ N., Long. 30° 01′ E.

No. 368 (B) - A square with co-ordinates:

Lat. 45° 30′ N.	Long. 29° 53.2′ E.
Lat. 45° 33.1′ N.	Long. 29° 53.6′ E.
Lat. 45° 33.1′ N.	Long. 29° 56.8′ E.
Lat. 45° 30′ N.	Long. 29° 56.8′ E.

No. 397 (C) - Within a radius of 3 cables from the point with ordinates: Lat. 45° 31.8′ N., Long. 29° 44.4′ E.

In good weather the Anchorage No. 397 (C) is used for effec formalities and also for lighting of the vessels.
RESTRICTIONS/MAX. SIZE: Entry to the port is allowed day and ni Max. LOA 220 m. Max. arrival draft 11.5 m. in fresh water. If vess arrival draft is greater than that permissible, the lightening of vess effected at Anchorage 'C' up to the draft of 11.5 m. Lightening is effec prior to entering the port.

RADIO: Notice of Arrival can be sent via "Odessa-Radio" call sign UDE, calling frequencies 500/454 kHz working - 447 kHz. Address "Inflot Izmail" for "Inflot Ust-Dunaisk".

VHF communication can be effected via port radio station some details of which are given in the table below:

Call Sign	Frequencies (MHz) Working	Calling	Type of transmission	Time of work
Ust-Dunaisk Dispatcher	156.55 (11)	156.55 (11)	F3E	H24
Ust-Dunaisk Port-Control	156.55 (11)	156.55 (11)	F3E	H24
"Inflot" Ust-Dunaisk	156.55 (11)	156.55 (11)	F3E	H24

TUGS: Mooring and unmooring of the vessels at the port of Ust-Dunaisk is effected with tugs of total capacity not less than 5,000 h.p. (Pilot's option). Ship's lines to be used for all operations with tugs.

BERTHING: All cargo handling operations are effected on 3 berths:

(a) South Berth, where vessel lies at 2 anchors (about 8 shackles) and 3 ropes from each quarter to mooring buoys about 80 m. away;

(b) West Berth, where the vessel lies to 2 anchors (about 9 shackles) and 3 ropes from each quarter to floating buoys 80 m. from the vessel.

(c) Lighter Carrier Berth (see "Plan") can be used for mooring of bulk carriers if lighter carrier is absent.

At the port of Ust-Dunaisk the transhipment of bulk cargoes is effected direct from ship-to-ship" from large sea-going vessels into Danube barges. Cargo handling operations of LASH-carriers is also undertaken.

For discharging/loading of bulk cargoes there are 2 floating cranes with capacity of 16 tons and max. height of 15 m. above water level and 2 well fendered floating transhippers with integral hopper/belt system and max. height of 21.5 m. above water level (cargo capacity 50 tons).

MEDICAL: Treatment effected at Izmail. In an emergency Agent can arrange medical treatment at Vilkovo.

DENSITY: Changeable, depends on wind direction. Average – 1005.

REPAIRS: No facilities.

FRESH WATER/FUEL: In first ETA Master has to order quantity of bunkers and water required. Bunkering possible during formalities or late. Bunkers and water are delivered from Izmail.

CONSULS: None.

DRY DOCKS: None.

SURVEYORS: Available.

OPENING/CLOSING HATCHES: Effected by ship's crew.

REPATRIATION: Possible, but taking into account that nearest Diplomatic Agency is too far away it takes at least one week to finish with all formalities and to effect it.

TIME: GMT plus 3 hours in Winter, GMT plus 4 hours in Summer.

SERVICES: Supply services from Izmail in small quantities.

Additional Services: Discharge of dirty ballast and sanitary water, bunkering, supplying of fresh water, draft survey, unsealing survey, Register of C.I.S., Declaration of Sea Protests, all possible.

SHORE LEAVE: Permitted to town of Vilkovo, 18 km from port. Agent can arrange organised trips for crew members to the town of Izmail.

IDENTIFICATION CARDS: Seaman's Book.

GENERAL: *Chart:* Soviet Chart No. 971.

SHIPMASTER'S REPORT: May 1983 (Updated 1988).

General: Situated on the Northern arm of the Danube Delta, the port consists of a basin in the marshes, and is approached by a buoyed channel 100 m. wide, approx. 3.5 miles long, dredged to a depth of 13 m. There are berths for 3 vessels lying to two anchors and with three lines to each quarter mooring buoy. There is a strong outflow from the river, and the port is open to all winds. LASH ships appear to have preference at one berth. All business, including protests, is transacted at Izmail, some 40 miles inland, and the Inflot Agent and Port Officials are based there.

Documents: 4 Crew Lists and separate Money List (attached to Crew Declaration) required.

Pilotage: Compulsory, but not for departure from Inner Roads. Pilot launch with orange hull and white superstructure with the word PILOT in black on the hull. This launch is used for all transport operations in the port.

Anchorage: There are 3 anchorages marked on B.A. Chart 2213. Vessel instructed to anchor in "A", and Pilot boarded there. Vessels lightening are anchored in the Inner Roads close by the outer fairway buoys. Good holding ground in mud and sand at all anchorages.

Restrictions: Least depth in channel 11.5 m.

Radio/VHF: Pre-arrival notices to Inflot Izmail. Agent boards with Officials and Grain Inspectors either at Inner Roads Anchorage or at berths.

Pilot Channel 11; Inflot Agent Channel 11 – call "Inflot". Use of main transmitter prohibited at Inner Roads and in the port.

Tugs: One conventional and 2 pusher tugs with adequate power assist with berthing. There is a mooring boat for running buoy lines.

Bulk Cargo Facilities: There are 2 floating cranes, well fendered and with integral hopper/belt system for loading coasters. They also carry a wheeled digger/dumper, use of which is not allowed at the anchorage. Each crane capable of about 600 t.p.h.; average about 400 t.p.h. Coasters have a capacity of 3,000 tons; lighters 1,000 tons. Lightening at anchorage carried out by 1 crane towed out by tug; operation liable to interruption with wind force 4 – 5 when crane returns to port.

Medical: In emergency Agent can arrange medical treatment at Izmail.

Density: 1013.

Surveyors/Grain Inspection: Inspectors required *all* main hatches opened and two crew to assist with sampling, even for lightening two holds.

Hatches: Opened/closed by crew.

Customs Allowances: No restrictions. Bond not sealed.

Services: None.

Shore Leave: Permitted.

Agent: Inflot Agent usually spends Monday to Friday on "Uritsky", or if traffic expected.

AUTHORITY: Management of the Port of Ust-Dunaisk., 2 Pridunayskaya Street, Vilkovo, Ukraine. *Telex:* 232103 UST D SU.

AGENT: "Inflot" Ust-Dunaisk, 2, Pridunayskaya str., Vilkovo, Ukraine. Telex: See "Authority". Cables: "Inflot Ust-Dunaisk, Vilkovo, Ukraine."

YALTA: 44.30 N. 34.12 E. (See Plan)

GENERAL: An ice-free Black Sea passenger and commercial port, Yalta is situated at the head of Yalta Bay and on the Southern coast of the Crimea Peninsula.

The port is open for navigation all the year round.

The port is formed by a harbour protected by a mole. Depths in the harbour are up to 10 m.

Yalta is a passenger port.

PILOTAGE: Pilot meets vessel in the Outer Roads, at a distance of 2 miles S.E. of Yalta Lighthouse.

Pilotage is available 24 hours. Vessels must send ETA at pilot boarding place, when crossing the parallel of Mys Aytodor or the meridian of Mys Nikitin.

A continuous listening watch should be kept on VHF Channel 16 or 2464 kHz whilst within the area.

ANCHORAGES: The port Outer Roads are situated in Yalta Bay:

E.S.E. 7 cables off the head of the mole with depth of about 30 m.

They are open to winds blowing between E.N.E. and S.W. At times vessels may be turned broadside to waves caused by Southerly winds.

The bottom is mud and sand.

RESTRICTIONS: Vessels may enter or leave the port at any time of day or night. Vessels entering or leaving the port must have keel clearance of not less than 0.6 m.

MAX. SIZE: Permissible draft is 8.5 m., length 215 m.

RADIO/VHF: Ship-shore radio contact can be established through the port radio station Yalta Radio operating 24 hours a day on the following frequencies:

Station	*VHF Channel*
Port Controller	16, 26
Port Director	14
Dispatcher	6
Tugs	14

TUGS: Tug assistance for mooring and unmooring is compulsory.

BERTHING: Handling of cargo at the passenger terminal is usually done by ship's cargo gear.

FUEL: Not available.

FRESH WATER: Can be supplied by pipelines at all berths.

REPAIRS: Not available.

TIME: GMT plus 3 hours. GMT plus 4 hours in Summer.

AUTHORITY: The Port of Yalta Authority, 5 President F.D. Roosevelt Street, Yalta 334200, Crimea, Ukraine. *Tel:* (0654) 324242, 326909. *Telex:* 187128 Yasco Su. *Cables:* Port Yalta. *FAX:* (0654) 323926. *Contact:* E.V. Likhachov, General Manager.

AGENT: Yalta Marine Agency – Yalmara, at the Port of Yalta, 5 President F.D.Roosevelt Street, 334200 Yalta, Ukraine. Tel: 328289. Telex: 187125. Cables: Port Yalmara. Fax: 323926.

YUZHNY (Grigorevsky): 46.39 N. 30.55 E. (See Plan)

PORT LIMITS: The water area of the port is the waters of Adzhalykskiy Liman and the sea area bounded by the arc of a circle with a radius of 2 miles from the coast radar station (46° 36.04′ N., 31° 01.4′ E.) and Anchorages No. 356, 357 and 358 on the Charts.

PILOTAGE: In order to reach the Port of Yuzhny vessel first has to proceed to position Lat. 46° 08′ N., Long. 31° 06′ E. (near port Ilyichevsk), one hour before arrival at abovementioned position Master should communicate with "Port Control Ilyichevsk, on Channel 16 or on R/T 2535 kHz and then follow the instructions of "Port Control" as further navigation is controlled by shore radar.

Gas-carriers and chemical-carriers shall follow a pilot boat when proceeding to and from the port. Master shall order a Pilot through the Port of Ilichevsk 72 hours and 24 hours before and confirm the order 12 hours prior to approaching the Port of Yuzhny.

The port is equipped by an automated Vessels' Movement Control System (VMCS).

ANCHORAGES: It is prohibited for ships to anchor in the inner roadstead.

Anchorages: No. 356 for gas carrying ships and is 3.4 miles S.S.W. and No. 357 and 358 are for other vessels, 1.7 miles South of the West entrance point of Adzhalykskiy Liman. The depth in Anchorage No. 356 is 14 m. to 21 m., Anchorage No. 357, 15 m. to 22 m. and No. 358, 16 m. to 18 m. The seabed is sand, mud and shells.

The limits of the anchorages are shown on the charts.

RESTRICTIONS: The following vessels are allowed to enter port when conditions are as stated:

Gas and chemical carriers over 10,000 d.w.t. and cargo vessels over 20,000 d.w.t. are not allowed to enter and leave the port in conditions of visibility of less than 1.0 miles.

Cargo vessels up to 180 m. in length – enter when conditions of visibility are not less than 3 miles, leave – not less than 2 miles.

Gas and chemical vessels having length over 180 m. – when the port's leading marks are visible from the crossing of the RR-1 and the imaginary line of the entering leading marks (bearing 013° – 193°).

MAX. SIZE: Ships up to 280 m. LOA. Draft limitation: No. 1 – 11.5 m.; No. 2 – 12.0 m.; No. 3 – 12.5 m.; No. 4 – 13.0 m.; Nos. 5 & 6 – 12.8 m. and Nos. 16 & 17 – 13.0 m.

HEALTH: The legislation of the Ukraine on protection of the surroundings and "Compulsory Rules of the port of Yuzhny" to apply.

Prior to arrival Master should send cable to INFLOT Yuzhny advising last port of call, place drinking/ballast water taken, whether vessel is equipped with sewage tanks or sewage purifying system. Any infectious diseases among the crew during the voyage.

RADIO: All cables to be sent through Odessa Radio.

VHF: Channel 16 used for calling vessels, call sign "Yuzhny Radio 17". Inflot Agency keeps watch on the same channel.

RADAR: Vessels are piloted by Shore Radio in and out.

TUGS: The use of tugs is compulsory when mooring/unmooring. The number of tugs and their horse-power is determined by the Pilot with Master's consent, depending on weather conditions, tonnage and type of vessel. 3 tug-boats must be used during gas-carrier's mooring/unmooring if over 35,000 d.w.t.

BERTHING: On the West coast of Adzhalykskiy Liman Quays No. 1, 2, 3 and 4. The general length of the quays are about 600 m. Quay No. 3 is for loading liquid ammonia and pumping super-phosphorous acid.

A quay for auxiliary ships has been built on the North side of the East entrance point of the inlet. The length of the quay is 155 m. and the depth alongside it is 6.4 m.

Berth No.	*Length* (m.)	*Depth* (m.)
1	224	11.5
2	264	12.0
3	103	12.5
4	110	13.0
5, 6	350	12.8
16, 17	283	13.0
MCC-65	280	14.2

MEDICAL: Port surgery is open round the clock for emergency cases, otherwise all medical treatment and vaccinations are done at Odessa.

FRESH WATER: Potable water available from berth and by barge.

FUEL: Delivered by barge. Longest possible notice is desirable. Stem through Bominflot in London. Telex: 23830.

REPATRIATION: Possible.

AIRPORT: At Odessa.

TIME: Local time is GMT plus 3 hours. Summertime (GMT plus 4 hours) is used from the 1st April to 30th September.

HOLIDAYS: 1st January, 8th March, 1st, 2nd, 9th May, 7th October, 7th November and 8th November.

POLICE/AMBULANCE/FIRE: Through Agent.

TELEPHONES: For gas-carriers only.

SHORE LEAVE: Restricted for all crew members (except Master) till midnight. Shore passes are valid for Port Yuzhny area only. For trips to Odessa special permission is required.

NOTICES: *Instructions for Gas and Chemical Tankers:* Vessel to proceed to position: Lat. 46° 08′ N., Long. 31° 06′ E. and from there to follow the leading pilot boat. Master to give directly to Ilyichevsk pilot station 48, 24 and 6 hours notice. One hour before arrival at the above position to contact "Port Control Ilyichevsk" by VHF or radio/telephone on 2535 kHz.

Pilotage having been accomplished, Master to cable the actual distance the vessel was piloted by the leader to Harbour Master Ilyichevsk, copy to Inflot to exclude errors in charges.

Instructions for Dry Cargo Vessels: Vessel to proceed to position: Lat. 46° 08′ N., Long. 31° 06′ E. 1 hour before arrival, vessel to contact Port Control Ilyichevsk by VHF or radio/telephone 2535 kHz and follow their instructions as they pilot by radar.

Please inform Ilyichevsk sea pilot station ETA at above position 48, 24 and 6 hours before arrival.

General requirements for ships loading bagged urea:

Max. beam 26 m.

Min. d.w.t. 5,170 tonnes. Max. d.w.t. 32,500 tonnes.

Max. distance from hatch opening to ship's side – 6.0 m.

Max. height from hold bottom to hatch covers – 17.0 m.

Min. height of cargo compartments – 3.0 m.

Min. size hatch openings – 7.0 m. × 10.0 m.

Vessel to be equipped with gear for loading spare bags and dunnage.

No cargo is loaded into deep tanks, lockers or other compartments where the loading machine cannot operate normally.

Ship's holds must be free from any obstacles such as shaft tunnels, pillars, etc.

Draft limitation – 11.5 m.

Cargo tallied automatically at the loading plant.

In the holds delivery very fast. No tallymen available.

The figures can be checked by the Chamber of Commerce. We suggest you should contact them directly.

VERY IMPORTANT:

All holds must be dry, clean and free from remnants of previous cargo.

Failure to comply with the above may cause significant losses and/or non-acceptance of the ship.

It is customary for shippers to accept Notice of Readiness retrospectively on berthing from date and time the vessel was granted Free Pratique if she has to wait at anchorage, provided she complies with the above requirements.

General requirements for ships loading bulk urea:

Min. d.w.t. 5,170 tonnes. Max. d.w.t. 32,500 tonnes.

Max. beam 26 m.

Max. distance from ship's side to hatch coamings – 20.0 m.

As there are no trimming facilities, wing tanks with the slip angle of not less than 30° relative to deck line should be available to provide self-trimming in the holds as cargo delivered in a vertical flow.

Draft limitation – 12.0 m.

Vessel must be fit for grain transportation. The stability informa
booklet should provide an approved cargo plan for the quanti
actually be loaded.

All holds must be dry and clean and free from rust and/or rem
of previous cargo. Failure to comply with the above may cause signi
losses and/or non-acceptance of the ship.

It is customary for shippers to accept Notice of Readiness on ber
retrospectively from date/time vessel was granted Free Pratique i
has to wait at anchorage, provided the ship complies with a
requirements.

IMPORTANT: To obtain Harbour Master's clearance outwards
maximum estimated expenses of a seaworthy ship should be pre
and further reimbursed when the accounts are fixed after s
departure, hence it is essential that sufficient funds be received by
Agent as soon as possible and imperative prior to completion.

REGULATIONS: The following are some of the Port Regulations.
numerals have no significant meaning.

1. Gas carrying ships proceed into port and leave it in company
a fire tug, which goes ahead of the gas carrying ship at 8 – 10 ca
and will notify on VHF radio all ships of the necessary measures
precautions to be taken.

2. In the port there is a control office for regulating ship moveme
Ships entering the port, request permission for entry 2 hours be
and ships leaving the port, 30 minutes before.

3. Pilotage for all ships is obligatory.

4. Pilotage for ships into Port Yuzhny begins at position:
46° 31′ N., Long. 30° 57′ E.

5. When a gas carrying ship is entering or leaving the port the e
or exit of other ships is prohibited.

The mooring of any kind of floating object to the side of a gas ca
while it is at Quay No. 3 is prohibited.

6. The max. draft for ships proceeding into Port Yuzhny is 14.2

7. The max. speed for ships in the channel is 6 knots, but in the r
roadstead it is 4 knots.

8. The movement of ships in the channel is only in one directio

9. The mooring of gas carrying vessels and vessels car
chemicals is carried out with the aid of not less than 3 tugs, the po
of 2 of which must be 882 kV (1,200 l.s.) and one 1,692 kV (2,300
Leaving the mooring is carried out with the aid of not less than 2
of which one has a power of 1,692 kV (2,300 l.s.) and the other 88
(1,200 l.s.) The wind speed when mooring and leaving moorings
not exceed 7.0 m./sec.

The mooring of gas carriers of more than 20,000 d.w.t. is carried
with the aid of 3 tugs; the power of each of them must not be less
882 kV (1,200 l.s.). Unberthing will be carried out with not less
3 tugs with the same power. The speed of the wind during mooring
leaving moorings must not exceed 10.0 m./sec.

10. Communication between tugs and ships will be carried out on
radio on Channel 6.

11. Communication with ships is carried out on VHF radio on Cha
11, call on Channel 16. The VHF call sign for Port Yuzhny is Port Co

12. During the mooring and un-mooring of gas carriers from the qu
a representative of the Odessa Port Factory, military guard, office of
Harbour Master and also an inspector of the port will be present.

13. Mooring at the quay, moving on a quay or leaving the quay a
be carried out under the directions of a Pilot.

14 When the speed of the wind is above 12 m./sec., the movin
gas carriers along the quay is prohibited.

15. Navigation of ships along the channel, of not more
20,000 tons displacement is permitted without tugs when the wind sp
is less than 12 m./sec. and the cross current has a speed not more
0.5 m./sec.

Entry to the channel when visibility is less than 0.5 miles is prohib

When there is a strong cross current or current along the cha
tugs will lead ships into the approach channel.

The mooring of ships at the quay will be carried out in the follo
manner, after the tugs have turned the bows towards the exit and pa
to the quay at a distance of 80 m. – 100 m. from the quay, the
maintained the plane of the ship parallel to the quay, and will move
ship towards the quay. The speed of approach must not ex
10 cm./sec.

The ship moorings will be carried ashore by launches. From the b
and stern 2 nylon mooring ropes of not less than 200
(8 in. circumference) are to be used.

16. The main engines of gas carriers must be in constant readi
to move the ship during the whole period in the port.

When gas carriers are entering the port and also when leaving
other ships must observe precautions and not hinder its moveme
its chosen route. These ships must not close a gas carrier wi
distance of 10 cables.

The fire fighting tug on duty keeps a round the clock watch on
radio Channel 16.

The use of steel moorings on gas carriers is prohibited.

The Harbour Master of Port Yuzhny has the right to depart fro
present position on questions connected with the safety of marin

Lack of knowledge of the requirements of the present temp
obligatory regulations established for the port will not absolve the M
of a vessel from responsibility for non-observance of these regula

GENERAL: Port Yuzhny is found in Adzhalykskiy Liman, and
miles E.N.E. of Mys. Dofinovskiy. Berths No. 1 and 2 for Urea; B
No. 3 for liquid ammonia and superphosphorous acid and Berths N
and 6 for minerals and coal.

From seaward an approach channel, 1.6 miles long has bee
through. Leading light beacons lead along it. The least depth i
channel is 15.0 m.

The entrance to the port is protected by 2 moles: The Western, a
400 m. long and the Eastern, about 540 m. long. The moles are 6 m.

Areas with special navigation systems: Off the coast there are areas in which navigation is temporarily prohibited; an area dangerous for navigation; Area No. 185, prohibited for anchoring and fishing, and Area No. 14 for bombing.

The limits of the areas are shown on charts.

Mys. Dofinovskiy: (Lat. 46° 34′ N., Long. 30° 55′ E.) lies 4.3 miles E.N.E. of Mys. Severnyy Odesskiy. Mys. Dofinovskiy protrudes insignificantly into the sea. Four cables West of the headland stretches the village of Novodofinovka, in which there are conspicuous white buildings.

Spoil Grounds: 1.7 and 2.5 miles East of Mys. Dofinovskiy a former spoil ground and a spoil ground are situated respectively. In these areas depths may be less than shown on charts.

A wreck with a depth 9.8 m. over it is situated 2.7 miles E.S.E. of Mys. Dofinovskiy. A light buoy marks the wreck with a depth of 9.6 m. over it.

Banks with depths of 7.6, 7.2, 8.4 and 9.4 m. are situated respectively 3.5, 3.8, 3.6, and 3.7 miles E.S.E. of Mys. Dofinovskiy. They are marked by light buoys.

A bank with a depth of 9 m. is situated 3.3 miles E.S.E. of Mys. Dofinovskiy.

Conspicuous Points: On the West coast of the entrance to the inlet in the village of Grigor'yevka is a conspicuous smoke chimney, and on the West coast of the inlet opposite the quays can be seen large metal reservoirs and towers.

Navigational Aids: The entrance to the channel and its edges are marked by light buoys. On the moles stand lights and beacons; on the East coast of the inlet there are leading light beacons.

Station: On the East entrance point to Adzhalykskiy Liman stands a coastal radar station. Radar pilotage is carried out under the direction of a Pilot. The pilotage is of a consultative nature. Responsibility for manoeuvres, fulfilling requirements of MPPSS-72 (International Regulations for Prevention of Collisions at Sea) and the navigational regulations of the port, rests with the Master of the vessel.

There is a signal post on the building of the coastal radar station.

Caution: Bearing in mind the possibility of the destruction of the edges of the approach channel, depths in it may be less than shown on charts.

Underwater Pipe-line: Runs in a S.W. direction from the village of Grigor'yevska. The position of the pipe-line is shown on charts.

Roadsteads: There are 2 roadsteads in Port Yuzhny: outer and inner. The outer roadstead is situated in the approaches to Adzhalykskiy Liman. The seaward limits of the roadstead are coincidental with the outer limits of the port. The depths in the South part of the outer roadstead are up to 22 m. The inner roadstead occupies the water area of the South part of Adzhalykskiy Liman opposite the quays.

Grigor'yevska Light Beacon: Stands 3.8 miles E.N.E. of Mys. Dofinovskiy. Appearance of the beacon: white round concrete tower on the upper part of which stands a black cylinder, the lower part of the cylinder becomes a truncated cone. Height of the beacon is 14.8 m.: height of the light is 60.1 m.

Vkhodnoy Leading Light Beacons: Stands on the East coast of Adzhalykskiy Liman and lead along the approach channel to Port Yuzhny. Its direction is 193° – 013°.

The front beacon stands 2.7 miles N.N.E. of the entrance to the inlet. Appearance of the beacon: 4-sided metal framework tower on which has been erected a black rectangular target with a white vertical stripe in the centre. The height of the beacon is 17 m.; height of the light is 47 m.

The rear beacon stands 6 cables from the front one. Appearance of the beacon: 4-sided metal framework tower, on which has been erected a black rectangular target with a white vertical stripe in the middle. The height of the beacon is 29 m.; height of the light is 69 m.

SHIPMASTER'S REPORT: September 1979 (Updated 1988).

Vessel: 32,000 g.r.t. LPG Carrier.

General: This port is situated on the Western bank of what was once Lake Ajalik, about 0.5 miles from the entrance to the bay. The port has been created by dredging the barrier that separated the lake from Odessa Bay. On BA. chart 2212 this entrance is situated about Lat. 46° 35.6′ N., Long. 31° 00.4′ E. Breakwaters of prefabricated concrete sections extend about 500 m. into the bay, and the approach channel is marked by conical buoys and pillar buoys for a distance of about 2.5 miles beyond this. The approach channel lies on an axis of about 010°T – 190°T. Depth in this channel were not less than 16 m. by ship's echo sounder, both on entering and leaving.

The small town of Grigor'yevska is marked on BA. 2212. Lake Ajalik is not marked on this chart.

The port has been created to serve the massive and newly constructed chemical plant on the Western shore of the lake. At the time of this visit it consisted of dry bulk handling berths of about 700 m. in length, and a liquid handling facility for the discharge of superphosphoric acid and the export of anhydrous ammonia. The liquid handling berth lies to the North of the dry berths, about 0.8 miles from the breakwaters.

There are plans to create dry cargo berths on the Eastern shores of the lake, immediately inside the entrance. Some work is already in progress.

Vessels of up to 12 m. draft can be handled and there are 3 medium sized tugs available.

The chemical plant is not yet fully completed, a second stage has only been operating since the beginning of this year. In 1980 there were plans to export 2 million tons of ammonia.

Agents: "Inflot" may be reached on Channel 16, with a working Channel 8 available.

Berthing: Vessel berthed starboard side alongside, swinging immediately South of the berth with the aid of 2 tugs (the third was late in arriving) moored fore and aft, port side.

The berth itself consists of a concrete jetty projecting from the main jetty, some 110 m. in length and about 40 m. proud of the main jetty.

There are 5 Chicksans, 2 for the discharge of acid, and a group of 3, 2 liquid 1 vapour return, for the loading of ammonia. The Chicksans have hydraulic couplings and appear to be of an awkward size, about 325 to 330 mm.

On this visit there was only 1 liquid line available for use together with the vapour return line. Claimed loading rate is said to be some 2,000 tonnes p.h. With the 2 liquid lines in use, this would indeed be possible. Our overall load rate was 1,115 t.p.h., including initial and final slow rates. During loading hourly rates in excess of 1,500 t.p.h. were maintained.

Communications with the plant operators was quite good but obviously hampered by language. There were no problems with slowing down for topping off.

Samples: Were taken on arrival and at several times throughout the loading, sample cock on Chicksans.

Fresh Water: Available from the jetty.

Fuel: May be supplied and arrives by barge. Bunkering cannot be undertaken whilst loading cargo and on this call the bunkering had to be completed before being allowed to load, despite this leading to a big delay.

Moorings: Three lines, 2 breast and 2 springs, fore and aft. Rat guards must be fitted. Mooring boat in attendance.

No problems with landing gangway on the quay and it may be turned out quite safely before arrival alongside.

Guards: On the quay, 1 at the gangway (Discharge Books required before being allowed to read drafts, etc.) and 1 each end. At night there was a 'guard' boat lying off our port side.

Officials: Polite and quite firm.

Documents required:

5 copies General Declaration. (ship's particulars, etc.).
4 copies Cargo Declaration.
2 copies Crew Effects.
4 copies Crew Lists.
4 copies Passenger List.
2 copies Crew Currency Declaration.
1 copy 'Clean' Ballast Declaration.
1 copy Sanitary Declaration.
No certificates were sighted.

Shore Leave: Granted until 2400 hrs. Masters allowed unlimited shore leave.

Toilets/Pollution: Vessels not fitted with sewage treatment plants must seal their toilets and use the shore facilities at the end of the quay. A statement to this effect must be signed.

A very strict control of pollution of all types is maintained and this includes ALL drainings from the main deck. Scuppers must remain plugged right up to the moment of departure. Hoses used to de-ice the liquid line must NOT be allowed to drain overside.

Papers: Allow at least 3 hours for paperwork before and after working cargo.

Cargo Lines: Were blown through by the shore plant on completion of loading. Vapour return lines was used throughout and there is no charge for its use, vapour apparently being returned to the shore tanks.

Cargo loaded was at about −32°C.

SHIPMASTER'S REPORT: October 1980 (Updated 1988).

The following is an update of the September 1979 report above.

General: The port has been developed East of Odessa to handle overspill from Odessa and to develop bulk handling facilities.

In about 10 years in terms of tonnage handled, it is expected to be the largest of the southern ports open to overseas vessels.

It has been in operation for 2 years and is 0.6 miles East of Grigoryeko light.

The port has been constructed from a fresh water lake. West Breakwater Head is in position Lat. 46° 35.80′ N., Long. 31° 00.70′ E. East breakwater head is in position Lat. 46° 35.80′ N., Long. 31° 01.03′ E. The port extends at present to the bulk liquid ammonia berth in position Lat. 46° 37.08′ N., Long. 31° 00.80′ E.

Port regulations are at present in Russian only, and English text should be available shortly (October 1980).

Approaching the coast soundings once the 100 fathom bank has been crossed tend to be flat and give little indication of position.

The outer separation scheme buoy was observed on radar at 9 miles and visually at 7 miles.

The coast is identifiable on radar at 30 miles.

D/F beacons are generally reliable and as ALRS, out of 12 checked in September 1980, 3 were not operating on the West coast of the Black Sea.

Notice:

	72 hours	*48 hours*	*24 hours*	*6 hours*
Agents:	Inflot Yuzhny	*	*	
Shippers:	Vneshtrans Yuzhny	*	*	
Charter:	Sovchart Moscow	*	*	
"	Sovchart Paris	*	*	
Pilot:		Inflot Ilyichevsk	*	*
"		Ilyichevsk Seapilot Station	*	*
Port:			*	*

Note: All through Odessa Radio.

*Denotes repeat message where indicated.

"Vneshtrans" is cable address for 'Sojuznestrans' shippers.

Pilot: Order Sea Pilot Ilyichevsk as notices.

Contact by VHF Channels 16 and 14 about 15 miles away from turning buoy.

Pilotage compulsory from port. Pilot speaks reasonable English and requires about 13 knots.

If anchoring at Yuzhny anchorage, he positions vessel under control from Yuzhny Radar Station position Lat. 46° 36.05′ N., Long. 31° 01.3′ E.

On departure the Harbour Pilot leaves the vessel in the anchorage area and the sea pilot cutter 'Bravvy' guides vessel down channel to 'Ilyichevsk' turning buoy, his speed is 11 knots.

Anchorage: For large LPG ships Anchorage No. 356 is used, centred on Lat. 46° 32.5′ N., Long. 30° 58.25′ E. with a radius of approximately 0.6 mile.

Depth 20 m., bottom mud and sand. Density 1024.

All anchoring is under control of Yuzhny Radar Station which gives the Pilot directions.

Berthing: There is no night berthing or unberthing, for gas carriers although the buoyage and leading lights are lighted, this seems to be for dredgers working. It would seem the hours are 0800 to 1700 hrs. (with possible extension in Summer months) with no vessels in the harbour or channel underway before or after these times. (We made it outwards in 12 minutes (October 1980)).

Visibility must be over 4 miles before berthing or unberthing operations take place. It may seem clear out at the anchorage but the weather in the harbour can be very different. This has been borne out from observations. We noted a temperature rise of 8° Celsius in 1 hour whilst moving out of port to anchorage.

Channel: The channel width is 118 m. and least depth of 14 m. (Checked by echo sounder). Pilots advise that there is a patch of 13.5 m. but this was not found. Bottom sand and mud. The shape is in the form of a 'V' so it is necessary to keep to centre of channel.

Buoys commencing seawards at Nos. 13 (starboard) and 14 (port) terminate in the harbour itself at Nos. 3 and 2.

The leading line is 013° to 193°.

Buoys (entering), black to starboard and red to port with Fl. W. & R. lights respectively. Channel length 1.3 miles from breakwater heads.

South of the channel are two shoals one 1.6 miles S.S.W. marked by 2 white pillar buoys Fl. W. and isolated by 1 white pillar buoy about 1.5 miles S.W.

Confused cross currents from wind and the rivers emptying out nearby are apparent. Generally the surface current is Westward and sub-surface Eastward. Apart from causing navigation problems these currents cause much silting up.

Vessels enter the channel from the anchorage between the 2 shoal areas on an approximate course of 080° then turn hard to port when in line with the channel to bring leading lights in line before entering channel. On leaving much the same is done, except a more Easterly course is resulted.

In the harbour itself in calm conditions there is a noticeable Southerly current of 0.5 knots.

The dredged channel at present terminates just astern of the ammonia berth marked by 2 buoys.

Leading marks, white and orange in colour are situated on raised ground N.E. of the harbour, and at night exhibit fixed white lights under which are neon-like strip green lights.

Vessel is swung short round to port off ammonia berth, berthing starboard side to head out. On fertiliser berths there seems to be no accepted side to.

The breakwaters consist of concrete blocks piled haphazardly on top of one another. Immediately to the East are the ruins of 2 other small breakwaters. At the foot of the Eastern breakwater there is a large concrete radar and Port Radio Control Tower. This is conspicuous in good visibility but would benefit from being painted white or orange to assist identification in conditions of haze which seem to be prevalent.

Just below this tower on the harbour side is a small boat pier for use of Port Authority craft.

The harbour offices themselves are in a large concrete building at the Southern end of the fertiliser quay where Customs, Agents, police, doctor, chandler, etc., reside.

Tugs: Four tugs are available. All ship's lines. 2 of 5,000 h.p., 1 of 2,500 h.p. (Tigris) and 1 of 1,200 h.p.

All tugs have icebreaking capability.

It is essential that the larger tugs have double lines. They use the lines out of the centre lead bow and stern with the 1,200 h.p. tugs pushing.

Outwards (October 1980) we dispensed with 4,500 h.p. tug's services and used 1,200 h.p. tug to tow us.

Tugs accompany vessel down channel to anchorage area.

Berths: Gangway can be turned out beforehand.

The ammonia berth is 125 m. long and 43 m. (measured) proud of the main dock face, it leads in a 171° – 351° direction. The other berths are offset and leading in approximate 005° – 185° direction.

The fendering is excellent with long rubber tubes and corners well protected on all berths.

Bollards are plentiful.

Moorings: Ammonia Berth 3, 2, 2, each end with bow/stern and breast lines leading to main dock face and springs to 'T' section.

Springs first out and last in.

As usual aft have to compromise. We put breast lines from main deck and springs from aft, both to 'T' section. Mooring boat in attendance, bow first docking and undocking.

Unberthing, vessel pulled laterally clear of berth, about 100 m., by tugs before moving ahead down harbour.

Loading: Ammonia: 2 loading and 1 Vapour Chicksan. Max. rate about 2,000 t.p.h. total (2×1,000 t.p.h.).

No charge for Vapour Return Line (VRL).

Shore personnel connect and disconnect.

Hydraulic couplings.

VRL ships 8 – 12 to shore 12 – 12 150ASA/300ASA.

Liquid shore spools 150ASA/300ASA.

No emergency stop except by watchmen in hut under Chicksans, who speaks little to no English. Essential whistle signal agreed.

On visit (Sept./Oct. 1980) shore tanks were low on product with max. rate at 700 t.p.h. Sometimes down to 200 t.p.h.

Samples frequently taken from cock on Chicksan.

Temperature warm at −32° Celcius on all visits. Note protest.

Loading programme to be agreed before commencement.

Surveyor with interpreter, takes about 2 hours for figures. Plant has to be off whilst readings taken.

Acid: Forward (South) of ammonia Chicksans – 2 arms.

Shippers: 'Sojuznestrans'.

Statement of Fact is compiled by the Master during loading on of form which is an advantage.

Tank atmosphere tested prior to commencement.

Purging or cooling alongside.

Plant: Total storage capacity 100,000 tonnes with about 18 tank 5,500 tonnes each. Four tanks can be seen from the ship, the remain are behind.

The anhydrous ammonia plant was built by the Pullman Ke company of U.S.A. and fertiliser section by PHB of Germany.

The tank pumps 'Carter' lose suction with 1,000 tonnes heel in ta Approx. 2,000 tons per day of ammonia is produced at the plant w about 7,000 tons per day being pumped in by pipe-line from the Vo Region.

Pollution: VERY strict. Be VERY careful.

Scuppers to be plugged. Make sure decks washed down prio arrival and that no lube oil is washed overside.

Make sure ballast and pumps clean.

Ships not fitted with sanitary tank system must have their toilets loc up and all crew use toilets astern of vessel. The sanitary syste checked.

No pumping of ballast in anchorage or in harbour without P Authority permission. (A Greek ship was fined for pumping ballas anchor).

Do not have fire hoses draining overside, we had them draining ballast tanks.

Be very careful when disconnecting that no hose water dra overside.

Agent: State Agent 'Inflot'. Yuzhny office telephone 59-38-75. Yuz office has been in operation for about a year. Telex: 232 722.

Main office in Odessa.

Office is in port building at end (South) of fertiliser quay. Good Eng and very co-operative.

Night staff, 2000 hrs. – 0800 hrs., good.

Can be contacted by VHF at anchorage or alongside by Channe and then talk direct on Channel 8.

Order money (which all unused must be handed back on depar 24 hours beforehand. If shorter notice given Agent will give you w he has in office safe.

Accepts Notes of Protest on behalf of receiver.

Cable address: 'Inflot Yuzhny'.

Medical: Through Agent.

Every day except Sunday a doctor attends the clinic in the p building, 0900 hrs. to 1300 hrs. We had 1 crew member with a fractu hand who was checked by doctor and taken immediately to Odessa X-Ray, then brought back to the ship plastered up, all in 3 hours, w full English report.

Outside these hours a nurse is on duty.

Water: Fresh water available from quay. Agent will send waterm Metered. Ship hoses international connection flange.

Chandler: Two. Technical and produce.

Some local produce available, basically vegetables. No salads.

The produce chandler in port building deals in curios, champag vodka and caviar. Payment can be made by the Agent.

We obtained from Technical chandler, a Russian chart of Odess 2 days' wait.

Suggest any requirements ordered well in advance.

Films: Walport films can be changed with suitable ships in port. Ag very co-operative in this respect, finding out for us if a Greek ship h Walport films which she did and like ourselves wanted a change. Age and customs officer with one of our seamen changed the boxes - difficulties encountered.

Fuel: In short supply and long waits. By barge to Odessa wai anchorage. October 1980 – 3 day wait for diesel at $358 per tonne

Repairs: Very difficult.

Radar/Wireless: Not sealed or checked. Bridge and radio room inspected. Radar use seems to depend on Pilot and guards. Fr anchor to berth we had to turn off radar. On last visit guards made s turn off before sailing.

This visit no problem, radars tested prior to sailing and left on.

There is a tug anchored off vessel at all times but this is for fire du

Formalities: Very good and quick, as long as procedure follow Everyone has to muster in front of Immigration Officer on arrival a departure, and is checked against Discharge Book.

Required:

1 copy Personal Effects Declaration Form (very strict on this, req all jewellery to be declared).
1 copy Currency List – crew. (Again very strict and check frequently in port on amount drawn by individuals).
2 copies Health Form.
2 copies Vaccination List.
6 copies Crew List.
5 copies General Declaration (IMO Standard Form).
2 copies List of Drugs in Master's care.
1 copy Clean Ballast Declaration and request to pump in port.
3 copies Loading Instructions.
2 copies Cargo Requirements.
1 copy Statement to Port Captain, all Safety Equipment in good or
1 copy Statement of type of Sanitary System and in use.

No Stores List required.

Bond not sealed.

Port Captain boards vessel soon after arrival and fills in long sa questionnaire with Master. If certificates dates in doubt will want to s

Agent says Port Captain will allow ship to sail with Safety Certi up to 2 days before expiry with clearance for Bosphorus.

Allow 2 hours for papers before cargo commences and completion.

Seamen's Facilities: A Seamen's Club has been established just ou main gate. Roubles only taken.

SHIPMASTER'S REPORT: May 1989.
Vessel: Acid carrier, 45,000 d.w.t.
Charts: Chart No. 508, approaches to Odessa.
Chart No. 913, approaches to Yuzhny.
B.A. Chart No. 2204, Port Yuzhny.

Time: Summer GMT minus 4 hours (last Sunday in March). Winter GMT minus 3 hours (first Sunday in October).

Cable/Telex Addresses:
Inflot Odessa Telex: 232824. Cable: Inflot Odessa.
Inflot Yuzhny Telex: 232722. Cable: Inflot Yuzhny.
Black Sea Shipping
Control Centre: Telex 232711. Cable: Morflot Odessa.
Il'ychevsk Sea
Pilot: 232825.

Approaches: (Ref: USCG NM 1/88, Black Sea, 010100Z Jan. 1988). From 1st January 1988, vessels entering or leaving Odessa, Ilichevsk, Yuzhny or Kherson are requested to give notice to Odessa Black Sea Shipping Control Centre 72, 48, 24 and 4 hours before entering traffic separation system. If vessels do not contact the Shipping Control Centre before entering mentioned area, service fees increase by 100%.

A black and yellow banded spar, which is a poor radar reflector, with a faint flashing white light (Lat. 46° 08.3′ N., Long. 31° 06.1 E.) marks the entrance to the Odessa traffic lanes. The inbound lane begins 1.5 miles N.W. of this buoy and proceeds on a course of 317° for 7 miles before entering the traffic roundabout scheme. The centre of the roundabout is marked by a spar buoy (Lat. 46° 15.6′ N., Long. 30° 56.0′ E.) and traffic proceeds in a counter-clockwise direction 2.25 miles off this buoy to the Yuzhny, Odessa and Il'ychevsk traffic lanes respectively.

Il'ychevsk Traffic Control (VHF 16/10, R/T 2535 kHz) must be contacted 1 hour prior to arrival at the Entrance Buoy and will assume radar pilotage 3.5 miles from the roundabout buoy on VHF 10/12. All positions given by the Traffic Control Station are in relation to Il'ychevsk Lighthouse (Lat. 46° 19.0′ N., Long. 30° 40.8′ E.).

The centre of the traffic lane to Yuzhny is marked by a spar buoy (Lat. 46° 19.0′ N., Long. 30° 56.8′ E.), and the inbound lane proceeds on a course of 002° until 1 mile off this buoy for approximately 12 miles to Anchorage Area No. 356.

If the vessel is a gas carrier (LPG) or acid carrier it will also be under the pilotage of a leader boat which will meet the ship at the roundabout and hold position approximately 10 cables ahead at 11 knots and act as Pilot to the South of the anchorage area, working VHF 10/12 in conjunction with Il'ychevsk Traffic Control.

The leader boat and traffic control pilotage end at Lat. 46° 29.0′ N., Long. 30° 57.0′ E., 7 miles from the port of Yuzhny, off the West end of Odessa Bank. At this point Yuzhny Port Control assumes radar pilotage (VHF 11) to the anchorage position or pilot station (Lat. 46° 32.2′ N., 30° 59.6′ E.). The pilot boat has an orange hull with large black letters. Yuzhny Port Control tower is a 45 m. high cement structure, located at the North end of the East Breakwater (Lat. 46° 36.08′ N., Long. 31° 01.4′ E.).

The entrance channel, 180 m. wide and 14.2 m. deep, begins in position Lat. 46° 33.2′ N., Long 31° 00.00′ E. and proceeds on course 193°T for 1.25 miles, before entering the marked channel. The channel buoys are red or green and are dimly lit spar buoys.

From the first set of buoys it is 1.6 miles until inside the harbour abeam of the control tower. The channel also has a set of white range lights. The channel is bordered by 2 breakwaters, the East one extends 300 m. out from shore and the West one 160 m., each are 6 m. wide and the ends are marked with a steel light structure 2 m. high. Immediately alongside the channel on the East side is a shoal area (Lat. 46° 36.07′ N., Long. 31° 01.2′ E.) which remains partially uncovered. Speed in the channel is 7 knots and inside the harbour 4 knots. There is no marked channel inside the harbour itself.

There may often be a wind driven current in the channel approach, setting East or West at up to 2.5 knots. There are no appreciable current or tide effects in the harbour itself.

Once inside the port, abeam of the control tower, there are 3 tug boats to meet the vessel. Two boats (Mogouchiy, Bazalt) are Finnish built (1981) with icebreaking capacity of 5,000 h.p. each, and one smaller boat (Tigris) of 2,800 h.p. All use ship's lines for docking or undocking. These are the only tugs to service the port on a regular basis.

Anchorage: Anchorage Area No. 356 is bounded by positions:

	Lat.	*Long.*
1.	46° 29.9 N.	30° 57.3′ E.
2.	46° 31.8′ N.	30° 57.3′ E.
3.	46° 32.8′ N.	31° 00.0′ E.
4.	46° 30.9′ N.	31° 00.0′ E.

There is a small section recently added on the S.W. corner of the area that runs Southeasterly 1.2 miles and is 0.75 miles wide. Area No. 356 is used exclusively with LPG ships and phosphoric acid carriers. The depth is 17 m. – 19 m., with excellent holding ground. The vessel is piloted in and out of the anchorage by Yuzhny Port Control.

Anchorage Area No. 357 is bounded by positions:

	Lat.	*Long.*
1.	46° 33.9′ N.	31° 01.1′ E.
2.	46° 34.5′ N.	31° 00.8′ E.
3.	46° 35.7′ N.	31° 05.8′ E.
4.	46° 35.1′ N.	31° 06.0′ E.

This area is used exclusively by bulk carriers. A third area, No. 358, is located East of Area No. 357 and is anticipated to be used by grain carriers. No grain carriers serve the port as yet.

When requested through the Agent, "Inflot Yuzhny", garbage collection is available at the anchorage, usually within one day's notice, weather permitting. The rubbish must be in sealed bags and there is no charge as it is included in the Sanitary Dues.

Fuel (IFO/MGO) is also available at the anchorage, but must be requested well beforehand (1 – 2 weeks), as there are only 2 bunker barges to serve Odessa and Yuzhny. All fuel comes out of Odessa and the barge capacity is around 1,500 tonnes, supplier is Bominflot.

If a vessel is cleared while at anchor, there is an additional charge of $700 – $800. Launch service is controlled by the Port Authorities and only available if the vessel is cleared. No fresh water is available at the anchorage.

Port: The dredged depth in the port is at 13.6 m. On the West side of the harbour, one mile in from the breakwater, are Berths No. 1 and No. 2, 600 m. long and used for the handling of dry fertiliser by conveyor. In position Lat. 46° 37.1′ N., Long. 31° 00.8′ E. is Berth No. 3 for ammonia/phosphoric acid carriers. Further to the North at Lat. 46° 37.4′ N., Long. 31° 00.8′ E., is the newly constructed Berth No. 4, 140 m. long and designed for the handling of methanol. This berth is not in service yet. Diagonally across from Berth No. 3 on the East shore at Lat. 46° 36.9′ N., Long. 31° 01.7′ E., is another new dock, Berth No. 5, 500 m. long, in operation since January 1988, and used for handling bauxite/coal and served by rail and 4 cranes. 0.4 miles inside the Entrance past the control tower on the East side of the harbour are 3 mooring buoys for handling vessels with grain cargoes.

Dredging continues North of a line at Lat. 46° 37.5′ N., and no deep draft/cargo vessels proceed beyond this point or Buoy No. 14. The only other traffic in the port is small passenger/ferry boats for transporting workers across the harbour.

Traffic in the port may be handled day or night unless restricted visibility (under 2 miles) or strong winds. Five pilots currently serve the port.

Berth No. 3: Berth No. 3 is part of the chemical complex called Yuzhny Port Plant, which occupies a large section of the Western shore of the harbour. As shown in the port plans there are 2 × 12 in. Chicksan arms available for the discharge of super phosphoric acid. These join into 1 × 16 in. line ashore which runs to 6 storage tanks at the base of the hill, close by the dock. The capacity of the tanks is approximately 8,000 tonnes each. The usual discharge rate is up to 2,000 tonnes/hr. and if the tank capacity is available this rate can be maintained throughout the discharge. There is fresh water on the dock using 2 ship's hoses from a 'Y' connection with the load rate around 30 tonnes/hr. No fuel is available from the dock. The working depth at the dock is 14 m. and the face of the dock has a fairly good rubber fendering system.

Aside from handling super phosphoric acid, the dock is equipped with 2 Chicksan arms for the loading of ammonia with a third arm for vapour recovery. The dock handles on average 2 ammonia ships per week.

A line boat is used for head and stern lines (4 each), and 2 springs fore and aft are run to the dock. Vessels always dock starboard side to and because of the dock arrangement there is no problem having good leads on all lines. Fire stations are positioned along the dock at regular intervals and in towers 40 m. high.

The ship's accommodation ladder works quite well alongside and a guard (military man) will be stationed on the dock the whole time the vessel is alongside. No vehicles are allowed on the dock and the walk to the agency office by Berth No. 1 is about 0.75 miles.

Clearance: Entering the vessel will occur within one hour of being all fast.

The following documents are required:
6 Crew Lists. (We were also required to supply a visaed Crew List).
3 Stores Lists. (Include firearms, ammunition and narcotics).
5 General Declarations (Include owner's name and address. Expiry date of certificates.).
1 Crew Effects Declaration. (Include foreign currency).
2 Manifests.
2 Cargo Declarations.
Maritime Declaration of Health. (They will have their own form for this.)
Derat Certificate.

The slop chest usually remains unsealed, but the firearms and ammunition must be locked and sealed.

The Steward's provisions and store rooms will be inspected, but not sealed.

The sewage treatment plant will be inspected, if inadequate or inoperational, facilities must be used on the dock. Usually a sample of the water is taken.

Immigration will want to see each man with his passport (both inwards and outwards). The passports are taken ashore and after 2-3 hours are returned on board. For shore leave, the passport is turned over to the gangway guard who will issue a numbered pass.

A Port Authority representative will board some time during the stay to site the vessel's documents and go through the SOLAS list for bridge equipment. They will occasionally request that rat guards be installed. This is usually a brief but efficient visit.

We have had the Derat Certificate renewed here several times in a matter of minutes at a charge of 45 roubles.

The Entry and Clearance is very straight forward and we have never encountered any problems.

General: The harbour of Yuzhny (the name meaning Southern) was originally a lake that was broached into the sea to allow the port to be constructed. The overall plan is for Yuzhny to surpass Odessa as being the largest port on the Black Sea as far as tonnage and shipping traffic. Its position is such that all traffic using the Northwestern Black Sea ports must pass its entrance and use the Odessa traffic lanes due to the shallow areas of the Odessa Bank.

The dredging of the port is a continuing project and the sludge boats are constantly seen running in and out to the spill grounds on the Odessa Bank.

The town of Yuzhny, all high rise buildings, was and is being constructed about 8 km. to the North of the port to handle the growing population of people working in the port area. The town is serviced by bus from the main road. Yuzhny is located approximately 40 km. North of Odessa and is serviced by bus (5 kopeks) and taxi (20 roubles) into the city. The curfew for seamen is 2400 hrs., with Odessa being officially off-limits. There is no curfew for the Master.

In the port itself there is only a Seamen's Interclub with a lounge and bar. Roubles only are accepted at the club and with prior notification the Interclub staff can organise tours to Odessa or tickets to the Odessa Opera House, a main attraction of the city.

The port is also serviced by a chandler and duty free shop where foreign currency only is accepted. Basic staples can also be purchased through the chandler with prior notification for items such as sugar, flour, potatoes, onions, etc., in limited quantities; other provisions cannot always be supplied.

Any local currency taken from the Agent at the legal exchange rate must be accounted for and returned at sailing with receipts issued. No roubles are allowed to leave the country. Although the rouble is not recognised on the international market, the approximate exchange rate at this time is $1.64/rouble.

AUTHORITY: The Port of Yuzhny Authority, 1 Grigoryevka, Port of Yuzhny, Kominternovskiy Rajon, Odessa Region, Ukraine. *Tel:* 55-10-27. *Local Exchange:* 5-50, 5-52. *Telex:* 232722. *Cables:* Morflot Yuzhny. *Contact:* Captain G.A. Koksharov, Harbour Master.

AGENT: Yuzhny "Inflot" Shipping Agency, Grigorievka-1, Kominternovsky Rayon, Odesskaya Obl., Port Yuzhny, Ukraine. Tel: 593780, 593777, 593875. Telex: 232222. Cables: "Inflot Yuzhny".

NOTES

Please also advise Shipping Guides Ltd.

United Arab Emirates

GENERAL:

EMIRATES RADIO: The Emirates Telecommunications Corporation operate a Coastal Radio Telephone Service (Etisalat) to provide connections via a manual operator between ships at sea and the public telephone network. The service is available continuously 24 hours a day.

There are 8 shore stations set up around the coast of the U.A.E. These transmit and receive on the VHF channels shown in the table below. The control and operation of all shore stations is at a central point in Dubai.

	Frequencies		
Channel	Ship Transmitter (MHz)	Ship Receiver (MHz)	Use
16	156.800	156.800	Simplex for distress and safety for all areas
3	156.150	160.750	Duplex working, first channel for Khor Fakkan area
4	156.200	160.800	Duplex working, first channel for Abu Dhabi area
7	156.350	160.950	Duplex working, second channel for Jebel Ali and Khor Fakkan areas
28	157.400	162.000	Duplex calling channel for all areas
60	156.025	160.625	Duplex working channel for Jebel Dhanna area
62	156.125	160.725	Duplex working channel for Zirku area
63	156.175	160.775	Duplex working, third channel for Jebel Ali area
83	157.175	161.775	Duplex working, second channel for Abu Dhabi area and channel for Fujairah area
84	157.225	161.825	Duplex working channel for Umm al Quwain area
85	157.275	161.875	Duplex working, second channel for Jebel Ali area
87	157.375	161.975	Duplex working channel for Ras al Khaimah area

For all areas a common calling frequency on Channel 28 is used both for ship-to-shore calls and for shore-to-ship. After contact is established the Etisalat Coast Station Operator will assign a working channel taking into account the ship's position and existing calls in progress.

To establish a ship-to-shore call the ship should switch the equipment to Channel 28, ensure the channel is not already in use by listening and then call "Emirates Radio", identify itself and give the coastal area in which it is sailing e.g. "off Jebel Dhanna". The Coast Station Operator will then assign a working channel, e.g. in the case of Jebel Dhanna area working will be established normally on Channel 60. After recontacting on the working channel the called number and calling ship details will be established and the call connected. If there is traffic congestion the Operator may assign a free working channel from another area.

For calls to the ship, the Operator will set up the called ship's code number which will be sent on Channel 28. This will operate an alarm on the equipment. In the case of there being no selective calling equipment installed or contact cannot be established by this means the Operator will also call the ship by voice using its call sign and name on Channel 28. Following establishment of contact the ship will give the area it is in and the operator will then assign a working channel. On re-establishment on the working channel the call will be connected.

It follows therefore that all ships must keep one of their receivers switched to Channel 28 when idle in order to be able to receive a shore-based call.

Traffic lists, that is calls on hand for ships in the area, will be broadcast at 0603, 0803, 1203, 1403, 1603 and 1803 hrs. GMT on Channel 28. This is in addition to calls made on first receipt of the call booking. Ships should avoid using Channel 28 to call during the broadcast of traffic lists.

Distress and Safety: Simplex Channel 16 (156.8 MHz) is received continuously by the Coast Station and is monitored by the Border Guard in Abu Dhabi who will handle all matters relating to distress, urgency and Safety of Life at Sea (SOLAS).

Ship-to-Ship Traffic: Ship-to-ship calling and working frequencies are different from those used by the Coast Station. Such calls are not normally the concern of the Coast Station and should be conducted in accordance with international and local regulations.

Exceptionally however if a ship desires to call another ship out of direct range the Coast Station facilities may be used in which case the procedure and use of calling channels is the same as for calling a shore number.

Shore-Based Subscribers: Subscribers wishing to contact a ship should dial number 158, from any location within the Emirates in order to contact the Coast Station Operator.

They should give the Operator their town location and telephone number, the name of the ship, if known its call sign and code number and the name of the person to whom they wish to speak. The Operator will call the shore-based party back after the call with the ship is established.

Categories of Calls Available: Paid calls only are accepted. Collect calls are not admitted from or to ships.

The following categories are accepted:
- Calls from ships within range to parties anywhere within the United Arab Emirates.
- Calls from any party within the U.A.E. to any ship within range.
- Calls from ships within range to parties in any country in the international telephone network.
- Calls from any party in the international telephone network to any ship within range. These will only be accepted via the operator in the network of origin.
- Calls from any ship within range of the Coast Station to any other ship within range.

All calls to ships are treated as personal calls. Calls from ships are station calls at the normal charge. Personal calls are available subject to an additional personal call charge.

U.A.E. ships or boats using this service must ensure that:
1. They have a valid licence which is issued by the Ministry of Communications who will also issue a call sign and, where applicable, a code number.
2. The vessel is equipped with a Maritime Mobile Radio Telephone which conforms with international requirements and any supplementary regulations issued by the Ministry of Communications.
3. That proper operating procedures are followed.

Technical Characteristics for Maritime Mobile Radio Telephone (VHF): The technical characteristics should be in accordance with CCIR Recommendation 489-1 except for transmitter power which must not exceed 10 watts (U.A.E. Regulation).

The recommendations as modified in the U.A.E. are summarised below:

General Characteristics:
1. The frequency band is 156 – 174 MHz.
2. The Channel spacing is at 25 kHz intervals.
3. The class of emission is F3 (frequency modulation telephony).
4. The bandwidth is 16 kHz.
5. Frequency modulation has a pre-emphasis of 6 db/octave.
6. Apart from specially designated Simplex Channel, for SOLAS, only ships with full duplex facilities can work with the public telecommunications system. Ships with only semi-duplex cannot work with the public telecommunications system.
7. It must be possible to make changes between Channels within 5 seconds.
8. The emission is vertically polarised.
9. The selective calling system is as per CCIR Recommendation 257-2.

The tone frequencies for this system are as follows:

Figure:	1	2	3	4	5	6	7
Audio Frequency:	1124	1197	1275	1358	1446	1540	1640
Figure:	8	9	0	Figure Repetition			
Audio Frequency:	1747	1860	1981	2110			

Transmitter:
1. The transmitter carrier power shall not exceed 10W and shall incorporate facilities to readily reduce this to 1W or less for use at short ranges. (Note: The normal 25W power permissible internationally is reduced to 10W in the U.A.E.).
2. The frequency deviation should not exceed ±5 kHz.
3. Frequency tolerance should not exceed 10 parts per million.
4. Spurious emissions should not exceed 25 μW or 40 db below normal power whichever is the lower.
5. The upper limit of the audio band should not exceed 3 kHz.
6. Cabinet radiated power should not exceed 25 microwatts.

Receiver:
1. Sensitivity should be equal or less than 2 microvolts e.m.f. for a given reference signal to noise ratio at the output.
2. Adjacent Channel selectivity should be at least 70 db.
3. Spurious response rejection should be at least 70 db.
4. Radio frequency intermodulation rejection ratio should be at least 65 db.
5. The power of any conducted spurious emission measured at the antenna terminal should not exceed 2 nanowatts.
6. The effective radiated power of any cabinet radiated spurious emission on any frequency up to 70 MHz should not exceed 10 nanowatts. Above 70 MHz, the spurious emissions should not exceed 10 nanowatts by more than 6 db/octave in frequency up to 1000 MHz.

General Guide to Operating Procedure:

Ships wishing to make a call via the Emirates Coast Station should use the following procedure:
1. Switch their receiver to Channel 28.
2. Listen to establish there is no traffic on the channel.
3. Transmit the following call: Emirates Radio this is . . . (call sign, ships name or other identification). Location . . . (nearest Emirates main coastal town).

In the case of difficult conditions this procedure can be modified as follows: Emirates Radio (repeated not more than 3 times) this is . . . (call sign, ships name or other identification, repeated not more than 3 times). Location . . . (nearest Emirates main coastal town).

If the Coast Station does not reply to the first call the call may be repeated at 3 minute intervals. However, before renewing the call, the calling station must first ascertain that further calling is unlikely to cause interference to other communications in progress and that the station called is not in communication with another station.

For replying to a call from the Coast Station a similar procedure is followed; the following is transmitted on Channel 28: Emirates Radio (repeated not more than 3 times) this is . . . (call sign, ships name or other identification, repeated not more than 3 times). Location . . . (nearest Emirates main coastal town).

After contact has been established on Channel 28, the Coast Station will assign a working channel. Coast and ship stations then change to the working Channel and proceed with the call.

Example: A Ship the 'Al Said' located off Jebel Dhanna wishes to make a telephone call. This is the procedure:

1. The 'Al Said' listens on Channel 28 to ensure there is no communication it may interfere with.
2. Transmits the following call on Channel 28: Emirates Radio, this is . . . (call sign) . . . 'Al Said' off Jebel Dhanna.
3. The Coast Station will reply: (Call sign) . . . 'Al Said', This is Emirates Radio, Channel 86.
4. 'Al Said' now switches to Channel 86 and calls: Emirates Radio, this is 'Al Said', how are you receiving me?
5. The Coast Station replies: 'Al Said', this is Emirates Radio, receiving you well, go ahead with your traffic.
6. The ship then gives details of the telephone call required.

Inmarsat Service:

Scope of Service: This service provides for the exchange of telephone/telex calls between suitably equipped ships in the U.A.E. coastal waters or in international waters, and any subscriber connected to Etisalat's telephone network.

The declared purpose of the INMARSAT System is to establish and operate a worldwide satellite communications system to provide improved maritime communications that will lead to greater efficiencies in the management and operation of ships at sea as well as contribute to improvements in distress and safety of life at sea.

Inmarsat Network – Global Coverage: The Inmarsat network consists of satellite circuits and their associated control systems providing national telecommunication carriers of member countries access to ships at sea via the maritime coast stations owned and operated by those countries who choose to provide such facility. Global coverage of accessing ships in each ocean area.

The implications of this network are that such access to ships having suitably equipped terminals, and located anywhere in the world can be had via extremely reliable and high quality circuits at reasonable costs.

In the operation of the service, Etisalat has the freedom to route its maritime telecommunications traffic via any of several coast earth stations having coverage to that particular ocean area. Elisalat's routing arrangements provide service to Inmarsat satellite coverage areas in Atlantic, Indian and Pacific Ocean regions.

Facilities Offered: Telephone: In the direction from shore-to-ship, IDD service and Operator Assisted call facilities are available.

For IDD Calls the telephone country code to dial are:

Ocean Region	*Code*
Atlantic East	871
Atlantic West	874
Indian	873
Pacific	872

Operator Assisted Calls have to be booked with the Etisalat International Telephone Operator. Calls can be either station-to-station or person-to-person, subject to a personal call surcharge in the latter case. When booking a call, callers in the U.A.E. should give the operator the ship telephone number and the ocean region where the ship is located.

In the direction of ship-to-shore, calls will be received on an automatic basis, but if necessary such calls will also be connected via the operator in the coast earth station country.

Telex: U.A.E. subscribers have the facility to dial telex calls in the shore-to-ship direction, and to receive calls from ships on a fully automatic basis. However, if necessary the Etisalat Operator or the operator in the coast earth station country will be able to establish telex calls.

Automatic telex calls can be made by keying the destination code and the ship telex number.

Area	*Destination Code*
Atlantic Ocean – East	0581
Atlantic Ocean – West	0584
Indian Ocean	0583
Pacific Ocean	0582

Collection Charges: Telephone calls from shore-to-ship via Etisalat are charged on the basis of 3 minute minimum plus each additional minute. For person-to-person calls a surcharge equivalent to a 1 minutes charge will apply. The charges applicable are:

First 3 minutes via operator	Dh.120
Each additional minute	Dh. 40
Personal surcharge	Dh. 18
Per minute telex call from shore-to-ship via Etisalat is	Dh. 30

Telex calls are charged on the basis of 1+1 charging, i.e. the minimum charge is for 1 minute with the additional time charged per minute, with fractions of a minute charged as a full minute.

Accounting Services for Inmarsat/Radio Maritime Communications: Etisalat also provides accounting service to ocean going and mobile vessels registered by the Federal Ministry of Communications, U.A.E., in accordance with the international telecommunications rules (CCITT) and International Maritime Laws. Under the terms of this service, Etisalat will provide such accounting and settlement facilities for the ships thus registered in U.A.E. for all their radio communication traffic via Inmarsat and other communication channels anywhere in the world.

Charges payable to Etisalat by the mobile station operator are:

(i) Deposit: A refundable security deposit of Dh 5,000/– is payable at the time of application for service. The deposit will be returned at the time of termination of the service, subject to the satisfactory settlement of all outstanding matters, including the payment of all charges and dues payable to the Corporation.

(ii) Service Fee: An annual service fee of Dh 2,000/– is payable in advance for calculation and verification of charges, allocation of charges to interested parties, adjustment and payment of accounts received from Administrations and other accounting authorities and related incidental correspondence. This charge will accrue day to day from the date of commencement of service.

Etisalat branch offices in Abu Dhabi and Dubai will provide on request details of terms and conditions governing this service to interested mobile station operators. Applications for such service should also b made to the appropriate Etisalat branch office.

Other Marine Services: If ships are outside U.A.E. coastal water calls may be made via marine communication facilities available in othe countries.

These are: Ship/shore telephone/telex/telegram services via radi (VHF, MF or HF).

Charges for ship/shore services by radio consist of the appropria international rate to the country in which the coast station is situate plus the coast station and ship station charges.

OPERATOR: The Emirates Telecommunications Corporation, P.O.Bo 3838, Abu Dhabi, U.A.E. *Tel:* 283333. *Telex:* 22115 Etcho Em *FAX:* 772930. *Contact:* Manager Operations.

ABU AL BUKHOOSH: 25.26 N. 53.08 E. (See Pla

LOCATION: The terminal is bounded by the following co-ordinat South of Sassan Oil Field.

(a) Lat. 25° 31′ N., Long. 53° 05′ E.
(b) Lat. 25° 29′ N., Long. 53° 12′ E.
(c) Lat. 25° 26′ N., Long. 53° 12′ E.
(d) Lat. 25° 26′ N., Long. 53° 05′ E.

Anchoring is prohibited within this area.

DOCUMENTS:

Early Departure Procedure: The Master must, in order to expedite th turn-round of vessels and avoid undue delays caused by weather o other circumstances, use the Early Departure Procedure. In this cas Masters are requested to sign blank cargo documents.

Normally completed cargo documents required by the Master will b placed on board prior to sailing.

In the event of a dispute, the receipt of a letter of protest will b acknowledged by the Mooring Master.

Any protests by the Master concerning the quality of cargo should b made before departure and any resulting investigation should be mad before the vessel sails.

Outward Clearance: A tanker will be considered clear to depart Tot ABK Terminal when the crude oil loading documents have bee delivered to the Master, or in the case of E.D.P.

Mail: Official ship's mail and the crew's personal mail may be hande to an Abu Dhabi agent by Total ABK.

PILOTAGE: Compulsory within the Terminal limits. Vessels to b moored at Total ABK Terminal will be boarded by a Total ABK Moorin Master in the Anchorage Area. The Mooring Master will advise the ship Master on approaches to the storage tanker, mooring and unmoorin connecting and disconnecting hoses and all other operations within th Terminal area including all manoeuvring of the vessel. A qualified Dec Officer must be on watch at all times while the vessel is alongside th storage tanker.

RESTRICTIONS: See "Readiness".

MAX. SIZE: Max. 270,000 d.w.t. Max. draft 22.5 m. Depth of water 27 m

RADIO: Initial communication between vessels and Total ABK shou be via Bahrain Radio or Inmarsat, which operates on a 24 hour basi ETA in GMT to be sent 72, 48 and 24 hours prior arrival, through Bahra Radio or Inmarsat.

Communications within 60 Miles of Terminal: Once ships are with 60 miles of ABK Terminal, communication may be established by radi telephone on International Marine VHF Channel 15. This frequency i monitored continuously.

Once contact has been made on Channel 15, further conversatio should be conducted on either Channel 14 (156.7 MHz), Channel 1 (156.60 MHz) or Channel 15 or 17.

Communications after Total ABK Mooring Master has Boarded: A Tot ABK Mooring Master will board incoming tankers in the Anchorage Are and will bring with him portable VHF radio telephone units. From th time onwards, all and any communications between ship and the stora vessel will be conducted by the Mooring Master.

Usual advice of tankers arrival:

Quote

Please advise your ETA in GMT 72, 48 and 24 hours before arrival t Total ABK Abu Dhabi, Telex AH 22347, via Bahrain Radio or Inmars stop Cargo requirements stop Deballasting time if any stop Maximu loading rate acceptable stop Distance in metres from bow to manifo stop 50 miles before arrival please contact terminal by VHF Channel to receive berthing instructions stop Total ABK.

Unquote

Mooring Instructions: If vessels are obliged or instructed to anchor, th should do so in the recommended area about 3 nautical miles from th storage vessel.

ANCHORAGES: An area immediately S.W. of Terminal limits designated as the Anchorage Area, centred on position: L 25° 27′ 54″ N., Long. 53° 05′ E. This co-ordinate represents the cen of a circle with a radius of 0.5 miles which must be used by vess requiring to wait at anchor. Anchoring within the Terminal limits is stri prohibited.

Check with Harbour Master before anchoring as pipe-lay operations may be in progress.

READINESS: After arrival at the Anchorage Area and when the tan is ready in every respect to load, the Master may tender his Notic Readiness.

Notices of Readiness will be received provided the Master shall ha received the Mooring Master on board.

Port Closed: Notices of Readiness will not be accepted during peri when the port is closed. The port is closed when the weather is s that it is too rough for incoming tankers to berth. The decision regar the opening and closing of the port will rest with the ABK Term Superintendent or his deputy.

The port is also closed from 1600 hrs. (L.T.) to sunrise from Marc October and from 1500 hrs. (L.T.) to sunrise from November to Febru

NAVIGATION AIDS:

(a) FIXED STRUCTURES

Platforms and Jackets	U.T.M. Co-ordinates	Obstruction	Light Fog Signal
LQ 1	2 821 042,86 N. 715 614,83 E.	Platform Living Quarters 1	2 White – Code U 15 secs. – vis 6 n.m.
LQ 2	2 821 031,8 N. 715 652,6 E.	Platform Living Quarters 2	2 White – Code U 15 secs. – vis 6 n.m.
W.O.	2 821 124,26 N. 715 662,50 E.	Well head platform with WORKOVER NORTH PLATFORM (WON) and WORK-OVER SOUTH PLATFORM (WOS)	2 White – Code U 15 secs. – vis 6 n.m.
A.K.E.	2 821 039,48 N. 715 757,45 E.	Well head platform AK EAST	3 White – Code U 15 secs. – vis 6 n.m.
P.P.	2 821 157 N. 715 711 E.	Production Platform	1 White – Code U 15 secs. – vis 6 n.m.
G.L.P.	2 821 227,85 N. 715 710,35 E.	Gas lift platform	2 White – Code U 15 secs. – vis 6 n.m.
Bridge L.Q.		Bridge between LQ1 and LQ2	1 Red – Code U 15 secs. – vis 6 n.m.
Bridge W.O.		Bridge between LQ1 and W.O.	1 Red – Code U 15 secs. – vis 6 n.m.
Bridge A.K.E		Bridge between A.K.E. and W.O.	1 Red – Code U 15 secs. – vis 6 n.m.
Bridge W.O.		Bridge between W.O. and P.P.	1 Red – Code U 15 secs. – vis 6 n.m.
Bridge G.L.P.		Bridge between G.L.P. and P.P.	1 Red – Code U 15 secs. – vis 6 n.m.
Bridge Flare		Bridge between P.P and L.P. Flare	1 Red – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
L.P. Flare	2 821 277,04 N. 715 900,14 E.	Tripod	1 White – Code U 15 secs. – vis 6 n.m.
H.P. Flare	2 821 544,23 N. 716 163,72 E.	Tripod	1 Red – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
AK 31	2 822 263,20 N. 712 674,67 E.	Well head tripod	1 White – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
AK 41	2 819 158,35 N. 712 290,5 E.	Well head tripod	1 White – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
AK 51	2 820 109,18 N. 715 781,79 E.	Well head tripod	1 White – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
AK 1	2 820 918 N. 716 193,5 E.	Well head platform	2 White – Code U 15 secs. vis 6 n.m. Fog: Code U 2 n.m.
AK W	2 821 740,14 N. 713 717,26 E.	Well head platform AK WEST	2 White – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
AK S	2 821 081 N. 713 710 E.	Well head platform AK SOUTH	4 White – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
AKFW	2 821 637,65 N. 711 683,31 E.	Well head platform AK FAR WEST	2 White – Code U 15 secs. – vis 6 n.m. Fog: Code U 2 n.m.
ABK-KHUFF PK-I	2 821 047 N. 712 806 E.	Well head platform AK KHUFF	2 White – Code U 15 secs. – vis 10 n.m. Fog: Code U 2 n.m.
ABK-KHUFF PK-II	2 818 497,3 N. 714 687,9 E.	Well head platform ADMA JACKET	1 White – Code U 15 secs.
ABK-KHUFF PK-III	2 822 018,2 N. 714 179,3 E.	Well head tree 9 m. height above sea bed Platform (FUTUR)	None.
ABK-KHUFF PK-IV	2 821 223,8 N. 716 652,7 E.	Well head platform ADMA JACKET	None.

(b) BUOYS

SPM Buoy	2 820 102,8 N. 714 650,6 E.	Mooring and loading tanker "World Trader" 230,000 d.w.t.	White Code U 15 secs. – vis 6 n.m.

(c) RADIO BEACON/FOG SIGNALS

Radio Beacon	Bridge PP LP-Flare	Aeronautical	Code R.P. 248 kHz – 25 W.

TUGS: Two tugs, each with 80 tons bollard pull are employed by the export tanker when berthing alongside the storage tanker.

MOORING: Weather permitting, Total Abu Al Bu Khoosh Terminal operates only from sunrise to sunset, 7 days a week. Vessels moor port side to the storage tanker "World Trader" equipped with 5 Yokohama fenders on her starboard side, which is moored to the S.P.M. Launch may assist in berthing vessels under the direct control and supervision of the Mooring Master.

Preparation for Mooring: Vessels are requested to have, on their starboard side, a pilot ladder and/or accommodation ladder safely and securely rigged for immediate use and long enough to reach the Mooring Master's tug. Vessel's platform is not more than 10 ft. from the water level and a short pilot ladder, rigged to cover the access to the platform.

Hoses: The hoses are hoisted by flow boom system, connection (16 in.) by storage tanker crew.

MEDICAL: Medical and dental services are not available at the Terminal. In emergencies requiring hospitalisation, the patient will be flown by helicopter to Abu Dhabi.

LOADING: All communications relative to the loading of the vessel shall be routed through the Mooring Master who will remain in contact with the storage tanker constantly via portable VHF units. In case of temporary breakdown of the portable VHF circuit, contact may be continued on International Marine Channels 15 or 17.

Failure of Communications: Should all communications with the storage tanker fail, loading will cease immediately.

Emergency Shut Down: An emergency cessation of loading may be effected by use of the ship's VHF Channel 15.

Loading Rates: Maximum loading rate will be 64,000 bbl./hr.

Gases: ABK crude oil contains H_2S (hydrogen sulphide). This gas quickly deadens the sense of smell so that a dangerous concentration cannot be detected by odour. During loading, gas should be vented off through the tanker's normal venting system. Personnel engaged in ullaging tanks should keep to windward and avoid breathing fumes as much as possible. Resuscitators, breathing apparatus and life-lines should be readily available.

Valve Closure Against High-Speed Loading: No valve which will stop or seriously impair or reduce the flow rate of oil from the storage tanker are to be operated without prior agreement with the Mooring Master. The practice of throttling back on the ship's cargo valves is to be avoided. If a lower rate is required, the storage tanker is to be advised and the pumping rate will be reduced to the required level. The Master will be held liable for any damage arising from the sudden cessation of flow caused by default of the ship. It cannot be over emphasised that to do so can be extremely dangerous and cause extensive damage to equipment.

BALLAST: Due to the exposed location of the crude oil loading berth, vessels are required to carry 40% of their deadweight in ballast and/or cargo for safe handling, having due regard to existing weather and sea conditions. Total deballasting of tanker prior to loading is not acceptable. A vessel found by the Mooring Master to be not adequately ballasted will be rejected.

Clean Ballast: As there are no ballast discharging facilities, vessels must arrive at the Terminal with clean ballast, ensuring that all pipelines, pumps and strainers have been flushed out prior to arriving. The Mooring Master will inspect ship's ballast on boarding and has the power to reject any vessel that he thinks would cause pollution of the sea area, in which case vessel must proceed to sea and return only when ballast is completely free of oil. Any vessel rejected because of dirty ballast will automatically nullify its Notice of Readiness and will lose any priority of position for loading. Ballast discharge should not be commenced without the prior agreement of the Mooring Master.

Inspection During Loading: At night the sea around the vessel shall be adequately lit, as frequent inspection by the Mooring Master will be made during the discharge of ballast. Any pollution whatsoever will be cause for rejection. Similarly, any hull leaks causing pollution during loading will be cause for rejection and the vessel will not be re-accepted unless satisfactory evidence of repairs has been certified by a qualified surveyor.

FRESH WATER, FUEL, ETC.: Bunkers, fresh water, stores, boats for hire, repair facilities, facilities for changing ship's crew are NOT available at the Terminal.

SHORE LEAVE: Not possible.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

CURRENCY: U.A.E. Dirhams (Drhs).

GENERAL:

Radio Equipment: Radio, radar or other electric equipment must not be energised while the vessel is alongside the storage tanker except VHF radios, telephone and communications equipment approved by the Terminal.

Repairs: While berthed at the Terminal, the ship's boilers, main engine, steering machinery and other equipment essential for manoeuvring shall be maintained in a condition to permit the ship to move away from storage vessel at short notice. Repairs or other work which may immobilise the ship should not be undertaken without prior arrangement with the Terminal.

Port Charges: Every vessel loading in the Abu Dhabi areas has to pay Abu Dhabi Government Port Dues. These are calculated according to Abu Dhabi Law.

Agency: Total ABK do not act as Agents. Vessels must have an Agent in Abu Dhabi in case of injuries or illness.

SHIPMASTER'S REPORT: June 1992.

Vessel: 96,000 tonnes d.w.t. (OBO). LOA 243 m. Beam 38.0 m.

Upon arrival, the vessel was asked to anchor in position Lat. 25° 23′ N., Long. 53° 08′ E.

Storage tanker "World Trader" has 5 Yokohama fenders on her starboard side. Pilot boards from an offshore supply vessel, while vessel is at anchor. During berthing, 2 offshore supply vessels are fast, one forward and one aft. Berthing depends upon weather conditions, which are assessed by the Pilot. Understood from Pilot, that if wind speed is in excess of 25 knots, berthing is not carried out.

Storage vessel's distance from flow-boom to stern is about 128 m. Our vessel's stern was almost in line with the storage tanker's stern. Own vessel moored with 4 headlines and 1 back spring forward and 3 sternlines and 1 back spring aft, from own vessel. Additionally, 1 breast line and 1 back spring (forward and aft) is passed by the storage tanker to own vessel.

It is very important to plan loading/deballasting in such a way, so as to maintain at least 40% of deadweight on board at all times.

Cargo surveyors (SGS, Caleb Brett, etc.) require special permits to come on board the vessel, as per local oilfield regulations. Hence sufficient notice must be given, if surveyor is required to attend to the vessel.

No documents are required for Inward Clearance of the vessel, as there are no Customs or Immigration Authorities. At the time of departure, only Bill of Lading copy and other normal cargo documents are handed over to the Master by the outward Pilot.

No Port Clearance is issued by the Terminal.

AUTHORITY: Total – Abu Al Bukhoosh, P.O.Box 4058, Abu Dhabi, U.A.E. *Tel:* 33.55.66. *Telex:* 22347 Totabk Em. *FAX:* 322948. *Cables:* Totabk. *Contact:* Captain G. Le Dez, Head of Terminal and Marine.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd. P.O.Box 377, Abu Dhabi, U.A.E. Cables: "Confidence", Abu Dhabi. Telex: 22248 ("Gacauh Em"). Fax: (971-2) 731328. Tel: (971-2) 730500 (10 lines). After office hours Tel: 730381, 794490. Radio: Marine VHF radio, standby on Channel 16 (156.8 MHz). Call sign "Confidence, Abu Dhabi".

AHMED BIN RASHID, Umm Al Qiwain: 25.35 N. 55.35 E. **(See Plan)**

LOCATION: Ahmed Bin Rashid Port is located on the West Coast of the United Arab Emirates some 30 miles North East of Dubai, in the Emirate of Umm Al Qiwain.

DOCUMENTS:
Crew Declaration (2 copies).
Cargo Declaration (Manifest).
Clearance from last Port.
Dangerous Cargo List.

APPROACHES: The entrance channel has a minimum depth of 10 m. and has a width of 100 m. which connects with a swinging basin of 500 m., the whole channel being marked by standard buoys and beacons in accordance with International Regulations.

PILOTAGE: Not available at present.

ANCHORAGES: Anchorages can be obtained off the harbour in depths ranging from 11 m. to 13 m.

RESTRICTIONS: Entry restricted at night time.

MAX. SIZE: Length 210 m., draft 9.8 m.

HEALTH: Usual International Health Regulations to be observed. Any vessel which is suspect should inform Port Authority.

RADIO: All communications on VHF Channels 16 and 69.

BERTHING: *Deep Water Berth:*
Wharf No. 1. 130 m. long, dredged depth 5.5 m.
Wharf No. 2. 115 m. long, dredged depth 7.5 m.
Wharf No. 3. 200 m. long, dredged depth 9.5 m.
Wharf No. 4. 400 m. long, dredged depth 10.0 m.

Bollards are located at 22 m. intervals and fitted with rubber fendering.

Town Wharf: 800 m. long, max. draft 4.0 m. Berth for coasters and small vessels up to 60 m. LOA.

CRANES: Not available. Shore cranes can be hired locally.

STEVEDORES: Services provided wholly by Port Authority. Advice of labour requirements must be received in advance.

MEDICAL: Can be obtained at short notice. Hospital facilities available in Umm Al Qiwain.

FRESH WATER: Limited supplies available at deep water berths, can be provided by road tanker or barges (to be arranged by Agent).

FUEL: Various grades of gas oil and diesel oil can be supplied by barges or road vehicles (to be arranged by Agent).

REPAIRS: All types of deck and engineering repairs are allowed (to be arranged by Agent).

SURVEYORS: Inspector available locally (to be arranged by Agent).

GANGWAY/DECK WATCHMEN: Under Port Regulations there shall always be on board sufficient men to move or take care of vessel.

OPENING/CLOSING HATCHES: Normally carried out by ship's crew.

CERTIFICATES: Safety Construction, Load Line, Cargo Gear, Safety Radio and Safety Equipment.

CARGO GEAR: Load/Discharge effected by ship's gear, shore cranes can be arranged locally.

REPATRIATION: Arrangements can be made.

AIRPORT: Dubai, Sharjah and Ras Al Khaimah Airports, all within 100 km., handling regular scheduled flights.

TIME: Local time is GMT plus 4 hours.

HOLIDAYS: 1st January (New Year's Day) and 2nd December (National Day). Other holidays dependant upon Lunar Calendar (i.e. Idd Ul Adha, Idd Ul Haj).

POLICE/AMBULANCE/FIRE: Call 999 and ask for service required.

EMERGENCY CO-ORDINATION CENTRE: U.A.E. Coast Guards, Tel: 666435.

BANKS: National Bank of Umm Al Qiwain, Tel: 665225/665441.
National Bank of Dubai, Tel: 666151/666154.

STORING: See "Prelims".
1. Yes.
2. Yes, if it does not hinder cargo operations.
3. Yes.
4. Yes.
5. —
6. Yes.

SHORE LEAVE: Possible.

IDENTIFICATION CARDS: Shore passes issued (1 Passport size photo required).

GARBAGE DISPOSAL: Drums provided alongside by Port Authority.

WASTE OIL DISPOSAL: Can be arranged through local agents.

SEAMAN'S CLUBS: None.

CURRENCY: U.A.E. Dirhams (Drhs). U.S.$ 1.00 = Drhs 3.67 (Fixed).

AUTHORITY: Ahmed Bin Rashid Port Authority, P.O.Box 279, Umm Al Qiwain, U.A.E. *Tel:* 06-665882. *Telex:* 69717 ABRPA EM. *FAX:* 06-651552, 665444. *Contact:* M.K.Moosajee, Port Manager.

AGENT: See "Sharjah",

AJMAN, Ajman: 25.25 N. 55.28 E.

PILOTAGE: Pilot boards 3 miles N.W. of breakwater. 48 hours Notice of Arrival required.

RESTRICTIONS: Dredging is taking place between the breakwaters. Work will commence at the S.E. corner of the Eastern Breakwater and proceed to the outer end Roundheads. The dredger will then move to the Western side. The 100 m. cut will then be completed to a depth of 7.2 m. below Chart Datum.

The following restrictions are imposed during operations:
(a) The port will be closed to all navigation during the hours darkness – sunset to 30 minutes before sunrise.
(b) Transit priority will be given to vessels sailing outward from th port up to 0630 hrs. local time.
(c) Between 0630 hrs. and 0730 hrs. local time, priority will be give to incoming vessels.
(d) At all other times during daylight hours, vessels may arrive or sa as required but all must exercise extreme caution while passin the dredger.

The dredger will carry lights and shapes as prescribed for vessels this class.

MAX. SIZE: Max. draft available 5 m. Approach Channel width 100 m

RADIO/VHF: Call Harbour Control on VHF Channel 16, 2 hours prior arrival.

BERTHING: Total quay space 5,000 m.
4 transit sheds of 60 m. × 120 m. available alongside.

Before sailing, all vessels must obtain a Port Clearance Certifica issued by the Department of Port and Customs.

REPAIRS: A "gas-free" and "hot-work" certificate is required fro vessels undergoing repairs to oil-tanks within port limits.

A surcharge may be imposed on vessels undergoing repairs modifications where welding equipment, compressors, etc., are operate from the wharf. Permission to commence this work must be obtaine beforehand from the Port Authority.

GENERAL: *Charts:* BA 2887, 3711. USHO 62390.

AUTHORITY: Department of Port and Customs. *Tel:* 423081, 4464 *Telex:* 69552.

AGENT: See "Sharjah".

ARZANAH ISLAND: 24.47 N. 52.33 E. SBM: 24.46 N. 52.31 E. **(See Pla**

PORT LIMITS: *Port Area:* Contained within the following co-ordinates

"A"	Lat. 24° 50′ 12″ N., Long. 52° 29′ 24″ E.
"B"	Lat. 24° 50′ 12″ N., Long. 52° 37′ 12″ E.
"C"	Lat. 24° 43′ 48″ N., Long. 52° 37′ 12″ E.
"D"	Lat. 24° 36′ 48″ N., Long. 52° 34′ 36″ E.
"E"	Lat. 24° 37′ 00″ N., Long. 52° 29′ 24″ E.

LOCATION:
Port Area and Terminal: Arzanah Island is located at Lat. 24° 47′ N Long. 52° 33′ E. and is the base for export of crude oil. The Port Arzanah is the area defined above.

A tanker terminal and another berth on Arzanah Island for vesse destined to other than the tanker terminal, are located within the po area.

PILOTAGE: Conduct and movement of vessels within the port area a controlled by the Marine Operations Department. A Compa designated Mooring Master is required for the berthing and unberthi of vessels at the Storage Tanker.

Mooring Master: Pilotage is compulsory within the "Port Area" and vessel may enter or depart the port area, berth or unberth at the Stora Tanker or conduct any other manoeuvres of the vessel without pri notification to the Marine Operations Department and without th assistance of a Company designated Mooring Master unless otherwis ordered by the Marine Operations Department. The Compa designated Mooring Master for vessels bound for the Storage Tank will board the vessel at Dalma (Lat. 24° 32.5′ N., Long. 52° 27.5′ E.)

The Mooring Master's function will be to advise the Master of th vessel for the above stated purposes. The Master of the vessel alwa remains responsible on behalf of the vessel's owner for the safety an proper navigation of the vessel.

ANCHORAGES: Anchoring of vessels is prohibited within the port are and terminal area. An area 3.5 miles West of the Storage Tanker in th vicinity of Lat. 24° 46′ N., Long. 52° 27′ E. is designated as th anchorage area.

RESTRICTIONS: See "Berthing".

MAX. SIZE: *S.B.M.:* Max. d.w.t. 280,000 (export tanker). Max. draft 43 Depth of water at SBM 107 ft. Least depth in approaches 48 ft.

Sailing Draft: The draft of loaded vessels leaving the Storage Tanker controlled by the water depth between Dalma Light Float and the No. Buoy in the outer channel.

Minimum under keel clearances recommended by the Mooring Mas are as follows:

D.W.T.	*Minimum Keel Clearance*
Up to 100,000	3 ft.
100,000 to 220,000	4 ft.
220,000 and over	5 ft.

Sailing drafts should always be agreed upon with the Mooring Mas prior to starting to load.

RADIO: The Company cable address is "Zadco – Abu Dhabi" and tel number is 22948 ZDC AUH EM. The Company also maintains ra watch on International Marine VHF Channels 16, 8 and 5, while Arzan Radio maintains VHF watch on Channels 16, 61 and 77.

Notice of Arrival:
Vessels bound for the *STORAGE TANKER* must advise the Compa as follows:

72 HOURS: Not less than 72 hours prior to arrival, the vessel shall se a cable or telex to the Company providing the following informatio
(a) Estimated time of arrival.
(b) Estimated fore and aft draft upon arrival at the port area.
(c) Quantity of oil to be loaded.
(d) Distance from the bow to the cargo manifolds.
(e) Size, number and type of cargo connections.

48 HOURS: Not less than 48 hours prior to arrival, vessels shall send a cable or telex to the Company, reconfirming or giving any changes in the 72 hour notice.

24 HOURS: Not less than 24 hours prior to arrival, vessels shall send a cable or telex to the Company, reconfirming or giving any changes in the 48 hour notice. The 24 hour notice must be as accurate as possible and thereafter should there be any change in the ETA by more than 2 hours notice of such change must be given promptly to the Company.

Not less than 24 hours prior to the vessel's ETA at Dalma, the vessel must maintain a radio watch on R/T frequency 2182 kHz and at least 12 hours prior to arrival at Dalma must maintain a radio watch on VHF Channel 16.

Other frequencies available are:

HF: 2638, 3270, 3710, 3875 and 4136.3 kHz.

VHF: Channels 1 to 28, 60 to 74 and 77 to 88.

Call sign for Arzanah is "Arzanah Radio".

TUGS: *Tugs and Launches:* The Company will have available one or two tugs for berthing or unberthing and for standing by a vessel at the Storage Tanker as may be required by the Master of the vessel or the Mooring Master for which a charge will be made by the Company, whether or not used.

A line handling boat under the direct control and supervision of the Mooring Master will assist in berthing or unberthing of vessels.

BERTHING:

Berthing-Unberthing: Berthing will normally take place only during daylight hours, weather permitting. Unberthing will take place at anytime (day or night), weather permitting. Manoeuvring power must be available on the main engine during berthing and unberthing operations. Mooring Masters will not berth vessels if not properly equipped with satisfactory mooring lines, or if deck equipment is inoperable or if steering gear, telegraphs or whistles are not in efficient condition or if insufficiently or improperly ballasted in the opinion of the Mooring Master. The vessel's Master is required to advise the Mooring Master if any such defects exist or of any peculiarities of the vessel. The vessel will be responsible for the handling of lines and the connection and disconnection of the loading arms with the vessel's crew.

Mooring: Mooring arrangements shall be to the satisfaction of the Mooring Master. Vessels must at all times remain properly secured alongside the Storage Tanker. Moorings must at all times be attended by the vessel's crew, avoiding slack lines or varying tensions on the lines. The use of constant tension winches for automatic self-tensioning to attend mooring lines is prohibited. The Mooring/Loading Master may suspend loading or unloading should there be any failure by the vessel's crew to attend mooring lines as above stated.

Ballast Drafts: Vessels destined for the Storage Tanker should arrive with propeller completely submerged and 8 ft. to 10 ft. trim by the stern. The Mooring Master may refuse to permit berthing of vessels not in compliance with this requirement until the vessel takes on sufficient ballast or changes ballast to meet the requirement.

BALLAST: There are no facilities available for the off-loading of dirty ballast. Only clean or segregated ballast will be permitted to be discharged overboard. The vessel must keep a constant watch on the side of the vessel from which clean or segregated ballast is being discharged. Discharge of ballast must be immediately suspended should there be any indication of discoloration or sheen and immediately reported to the Marine Operations Department. An investigation shall be carried out by the vessel and the findings immediately reported to the Marine Operations Department. Deballasting shall not recommence without the permission of the Mooring/Loading Master.

LOADING: *Crude Oil Cargo Loading:* Loading operations cannot commence until permission has been granted by the Mooring/Loading Master. All operations after such permission is granted in connection with the starting of loading, switching of tanks and topping-off on the vessel will be the responsibility of the vessel. At all times while the vessel is alongside the Storage Tanker there shall be a responsible licenced deck officer of the vessel on deck in charge of all operations on deck.

Prior to loading a pre-transfer conference will be conducted by the Mooring/Loading Master and a responsible deck officer of the vessel who will be in charge of the loading of the vessel. The purpose of the pre-transfer conference is to formulate a transfer plan and ensure that the Storage Tanker and the Export Tanker are ready for safe transfer and handling of the cargo.

The Mooring/Loading Master or Company representative may suspend cargo operations if any of the applicable laws and safety regulations set forth herein are not complied with, the pre-transfer plan is not complied with or if the Company representative/Mooring/Loading Master believes or becomes aware of the existence of any other danger which in his opinion requires suspension of loading.

The vessel's crew will be responsible for handling the loading arms on board the vessel, furnishing and making adaptor connections, removing blind flanges and guiding the loading arms (Chicksans) to the appropriate manifold connections. As a convenience to the vessel the Mooring/Loading Master will furnish advice and guidance in connecting the loading arms to the ship's manifolds.

Crude Oil Cargo: The crude oil to be loaded contains hydrogen sulphide. Breathing the vapours vented from this cargo could be hazardous. Vessel's crew should review the instructions issued by the vessel's Owner regarding this subject. The Company assumes no liability, with respect to loading crude oil bearing hydrogen sulphide.

Pumping Rate: Max. pumping rate using 2 arms. 60,000 b.p.h. Average pumping rate 55,000 b.p.h.

Storage tanker capacity: 1,400,000 bbls. Cargo Arzanah Stabilized Crude, API 43.0. Specific Gravity 0.8109. Reducers: In limited supply.

General Cargo Loading–Unloading: Loading or unloading operations cannot commence until permission has been granted by the Mooring/Loading Master. All operations after such permission is granted in connection with the loading and unloading of the vessel will be the responsibility of the vessel. At all times while the vessel is alongside, there shall be a responsible licenced deck officer of the vessel on deck in charge of all operations on deck.

POLLUTION: The Petroleum Ports Law prohibits the discharge into the water of oily water, garbage, waste or other objectionable materials. The Petroleum Ports Law also requires immediate reporting to the Harbour Master of any leakage or spillage by the vessel. The Law is strictly enforced and violators may be subject to fine and imprisonment.

The vessel's Master is responsible that no oil is pumped or spilled overboard from his vessel in the vicinity of the Port Area. In the event of any spillage or loss of oil from the vessel as the result of any act or omission of the vessel, such as, but not limited to, the pumping of oily water overside from ballast or bilges, or oil spilt during loading. The vessel shall be responsible for all costs and expenses of clean up, and for any damages to property or injury to persons resulting from such spillage or oil loss.

The Company reserves the right to take all reasonable measures to clean up any resulting pollution or contamination on land or sea, but only as a contractor acting on behalf of the vessel or its owner, and will charge the vessel for all costs and expenses incurred thereby.

SAFETY REGULATIONS:

Safety: The Petroleum Ports Law, recommendations contained in the I.C.S. International Safety Guide for Oil Tankers and Terminals covering the loading and discharging of tankers and the safety regulations set forth herein will be strictly enforced while the vessel is in the Port area.

Smoking: Smoking is strictly prohibited on the vessel or the Storage Tanker and Shore Berth except in places specified by the Master which shall not be outside of any of the accommodation areas. The Master is responsible for ensuring that all on board are informed of the selected areas for smoking and for posting suitable notices. Matches and lighters for personal use shall not be carried while outside designated smoking areas and personnel shall be so instructed.

Fire Fighting Equipment: The vessel's fire fighting equipment must be ready for instant use while the vessel is moored. Fire hoses of sufficient length to reach all parts of the vessel must be strung out and connected to hydrants. If the vessel's fire fighting equipment is rendered inoperative for any reason this must be reported to the Loading/Mooring Master immediately.

Fires: The only open flames allowed while the vessel is moored at the Storage Tanker are those in the vessel's boilers and galley equipment. All other open flames are prohibited. Sufficient fire extinguishers must always be provided near the galley.

Engine Room/Boiler Room Precautions:

(a) Combustion equipment – burners, tubes, uptakes, exhaust manifolds, and spark arresters shall be maintained in good working order and kept clean.

(b) Blowing tubes – funnel uptakes and boiler tubes will not be blown while a vessel is moored at the Storage Tanker.

(c) Cleaning solvents – highly volatile cleaning solvents shall not be used in the engine room for any purpose whatsoever.

Doors, Ports: All doors and ports opening on to decks must be kept closed while the vessel is moored. Any doors open for access other than the pumproom doors must be closed immediately after use.

Air-Conditioning: Central air-conditioning working in re-cycling mode and providing positive pressure inside the accommodation is only authorised.

Cargo Tank Openings: All cargo tank hatch covers and ullage port covers are to be kept closed. If tanks must be hand sampled or ullaged the ullage openings must be kept closed except while sampling or ullaging cargo.

Sea Valves: All sea and overboard discharge valves are to be closed and sealed shut prior to the start of any cargo loading operation.

Inerting Tanker Cargo Tanks: All empty cargo tanks or tanks carrying cargo must be pressured and fully inerted with gas having an oxygen content of less than 8% prior to the commencement of loading. The oxygen content of the tank blanket will be checked throughout the loading and loading will be stopped anytime the oxygen level rises above 8%.

Insurance (Towing) Wires: Towing wires of at least 50 m. long are to be secured to mooring fittings and run out at the bow and stern on the vessel's outboard side and held in place on short stoppers with the eye about 1.5 m. above the water so they are readily available to a tug in an emergency.

Bonding Cable: The bonding cable from the Storage Tanker must be attached to the vessel before the loading arms are connected and removed only after the loading arms are disconnected from the vessel.

Electrical Storms: All cargo or ballasting operations shall be suspended during electrical storms in the vicinity of the vessel.

Engine Status: The vessel's main engine, steering machinery and other essential manoeuvring equipment must be kept in readiness at all times to permit the vessel to unberth on short notice. No engine or propulsion machinery repairs may be carried out while the vessel is moored alongside the Storage Tanker. At all times while the vessel is alongside the Storage Tanker there shall be a responsible licensed engineer of the vessel on duty in charge of all operations in the engine room.

Radio-Radar: The vessel's main radio and radar equipment must not be energised while the vessel is handling cargo or ballast alongside the Storage Tanker. The use of intrinsically safe VHF radios for cargo handling and safety operations is permitted.

Scuppers and Drains: All main deck scuppers must be sealed shut and adequate drip pans provided where necessary on deck prior to the start of any cargo operations.

Tug and Small Craft: No tug or small craft are permitted to be alongside the vessel during cargo or ballasting operations without the express permission of the Mooring/Loading Master.

Portable Lamps Electrical Equipment: The use of portable lamps, naked lights or electrical equipment on extension cords is prohibited. Only approved intrinsically safe self-contained flash lights are permitted on deck.

Communications and Deck Watch: A deck watch under the direction of a responsible deck officer equipped with a VHF radio is to be on duty at the cargo manifold of the vessel at all times during the cargo and deballasting operations.

Fire and Emergency Signal: In case of fire or emergency on the Storage Tanker or the vessel, the vessel shall immediately suspend all cargo operations and blow a series of short, rapid blasts on the ship's whistle until aid arrives.

Rat Guards: Rat guards are required only if a vessel is coming from a plague infected area.

Safety Check List: A Safety Check List shall be completed and signed by the Master or Senior Deck Officer on duty on both the vessel and the Storage Tanker before deballasting and starting the transfer of cargo.

Responsibility for Safe Operations: While a vessel is berthed at the Storage Tanker the Master will ensure and be responsible for adherence to all safety regulations generally followed in the Marine Industry as well as those contained herein. It is the responsibility of the Master to maintain safe and efficient conditions aboard his vessel and to ensure that there is at all times on duty an adequate and proper crew under the supervision of licenced officers for the safe and effective operation of the vessel and compliance with these instructions and regulations.

FACILITIES: There are no facilities at Arzanah Island or the Storage Tanker for receiving or storing supplies for vessels, bunker or fresh water supply, launch service, etc.

TIME: GMT plus 4 hours.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

GENERAL: *Regulations:* Shipping operations at Arzanah are governed by the Abu Dhabi Petroleum Ports Law No. 12 of 1973 (Petroleum Ports Law).

Agency: The Company does not provide any ship agency services and there are no ship agencies within the port area. Such services must be separately arranged for by the vessel.

AUTHORITY: Zakum Development Company, P.O.Box 46808, Abu Dhabi, U.A.E. *Tel:* 661700. *Telex:* 22948 ZDC AUH EM. *FAX:* 669448. *Cables:* Zadco. *Contact:* R. Foeillet, Head of Marine Operations.

AGENT: See "Mina Zayed".

DAS ISLAND, Abu Dhabi: 25.09 N. 52.52 E. (See Plan)

Conduct and movement of vessels within the port are controlled by the Port Officer, Das Island.

DESCRIPTION: Das Island lies some 100 miles N.W. of Abu Dhabi City, in the State of Abu Dhabi, largest of the United Arab Emirates. The Island is the base for the export of crude oil by Abu Dhabi Marine Operating Company (ADMA-OPCO), and liquefied gas and by-products by Abu Dhabi Gas Liquefaction Company Ltd. (ADGAS).

PORT LIMITS: The area of authority is encompassed by a line joining the following positions:

From (a) Lat. 25° 14.0′ N., Long. 52° 48′ E., due East
to (b) Lat. 25° 14.0′ N., Long. 52° 57′ E., then due South
to (c) Lat. 25° 07.7′ N., Long. 52° 57′ E., then S.E.
to (d) Lat. 25° 07.2′ N., Long. 52° 58.8′ E., then due South
to (e) Lat. 25° 04.5′ N., Long. 52° 58.8′ E., then due West
to (f) Lat. 25° 04.5′ N., Long. 52° 48′ E., then finally due North to position (a).

All marine orientated activities within this area, all waters, installations, facilities and structures which are, or may be, erected therein are governed by ADNOC – Petroleum Ports Authority (ADNOC – P.P.A.).

DOCUMENTS:

Bills of Health for Ports visited on voyage.
3 Crew Lists.
3 Manifests (1 original and 2 copies).
1 International Maritime Declaration of Health.

Documents and Specimen Forms: Before the P.P.A. appointed Berthing Master commences any berthing operations certain initial documents must be tendered duly signed, timed and dated as applicable, by the Master. The Berthing Master will acknowledge receipt as necessary. These initial documents are in a booklet form and contain:

1. Clean Ballast Declaration.
2. Ship's Particulars.
3. Conditions of Use of Terminal facilities.
4. Safety requirements.

019-MAR-4 Pre-Berthing Declaration.

Additionally vessels loading Condensate Blend Cargoes:

019-MAR-19 H_2S Content in Condensate Cargo.

A supply of these initial documents will be provided at the vessel's first visit to Das Island. On second and subsequent visits the Berthing Master will receive the documents, duly completed, on boarding thereby avoiding any delays to the vessel.

Also see "General".

PRE-ARRIVAL INFORMATION: All vessels calling at Das Island must telex the Pre-Arrival Information below, at least 72 hours in advance, so as to avoid any unnecessary delays.

All Vessels Except Liquified Gas Carriers:

Pre-Arrival Information Required by Port Authority:

Please provide the following information to Petroleum Ports Authority, Das Island, Care ADMA-OPCO, in the same sequential format, at least 72 hours in advance, and update ETA 48 hours and 24 hours prior to arrival.

1. Vessel's name, Port of Registry and Nationality.
2. NRT, GRT and SDWT (please specify SDWT in long tons).
3. ETA Das Island.
4. Arrival and Departure Drafts.
5. Amount of cargo to load.
6. Inerting System operational and in use.
7. Accommodation air-conditioning/ventillating systems operatio with positive pressure.
8. Ballast to be discharged at this port:
   (a) Segregated ballast amount.
   (b) Dedicated ballast amount.
   (c) Clean ballast amount.
   (d) Total time for deballasting before loading or concurrent.
9. Expiry dates of the following certificates:
   (a) Load line.
   (b) Safety Ship Construction.
   (c) Safety Ship Equipment.
   (d) Safety Radio Telegraphy.
   (e) Safety Radio Telephony.
   (f) TOVALOP.
   (g) Civil Liability Certificate (CLC).
   (h) International Oil Pollution Prevention (I.O.P.P.).
   (i) Derating/Derating Exemption.
   (j) Class Certificate.
   Note: Uncomplied conditions on any of the certifica automatically cancel the validity of the certificate.
10. Last port, next port and destination.
11. Master's Name.

Pre-Arrival Information Required by Terminal:

Please advise the following information to ADMA-OPCO separate

1. Confirm suitability of ship's manifold for connecting 16 in. cru hoses.
2. Please indicate and confirm:
   (a) Size and type of ship's forward Panama Lead/Fairlead vertic and horizontal dimensions.
   (b) Internal dimensions and SWL of ship's chain compress stopper – suitable for 3 in. chafing chain.
   (c) SWL of your port hose handling derrick.
   (d) Maximum freeboard – berthing or during deballasting.
   (e) Distance from ship's manifold to bow, to ship's side and heig of manifold over deck.
3. Please rig on the lee side a combination pilot/accommodat ladder for Berthing Master boarding.
4. Confirm acceptance of signing Boycott Declaration to be submitt to Abu Dhabi Supreme Petroleum Council stating that cargo load at Das Island will not be discharged at any port in Israel, Sou Africa or any other boycotted countries.
5. Last loading port in U.A.E. and date.
6. Confirm you accept Early Departure Procedure.
7. Arrival displacement and maximum loading rate required.
8. Voyage number.

Liquified Gas Carriers:

Pre-Arrival Information Required by Port Authority:

Please provide the following information to Petroleum Ports Authori Das Island, Care ADMA-OPCO, in the same sequential format, at lea 72 hours in advance and update ETA 48 hours and 24 hours prior t arrival.

1. Vessel's name, Port of Registry and Nationality.
2. NRT, GRT and SDWT.
3. ETA Das Island.
4. Arrival and Departure Drafts.
5. Amount of cargo to load.
6. Inerting system operational and in use.
7. Accommodation air-conditioning/ventillating systems operatio with positive pressure.
8. Ballast to be discharged at this port:
   (a) Segregated ballast amount.
   (b) Total time for deballasting.
9. Expiry dates of the following certificates:
   (a) Load line.
   (b) Safety Ship Construction.
   (c) Safety Ship Equipment.
   (d) Safety Radio Telegraphy.
   (e) Safety Radio Telephony.
   (f) TOVALOP.
   (g) Civil Liability Certificate (CLC).
   (h) International Oil Pollution Prevention (I.O.P.P.).
   (i) Derating/Derating Exemption.
   (j) Class Certificate.
   (k) IGC/IMO Certificate of Fitness for Bulk Gas Carriers.
   Note: Uncomplied conditions on any of the certifica automatically cancel the validity of the certificate.
10. Last port, next port and destination.
11. Master's Name.

Vessels Loading Condensate:

Pre-Arrival Information Required by Port Authority:

Please indicate and confirm:

(a) All aft accommodation.
(b) Type of venting system – height above deck, location of risers centralised venting system is required, if not advise type a operations of the existing system. Multiple simultaneous vent not permitted.
(c) Operable Inert Gas Automatic Ullage System and closed load systems. Tanks must be inerted on arrival and cargo ta atmosphere should be less than 8% oxygen.
(d) Number of self contained breathing apparatus.
(e) You will load, topping and measure condensate with dip hatch closed.

No deviation from this procedure will be permitted while your ves is within the port limits.

NAVIGATION AIDS:

DEEP WATER CHANNEL: IALA System.

Buoy No. & Name	*Colour Daymark*	*Position*	*Light*
Das Channel Approach	RWVS Pillar Sph. Topmark	25° 27.0′ N. 53° 20.0′ E.	L. Fl. W. 10 secs.
No. 1	Green Conical	25° 25.2′ N. 53° 12.4′ E.	Qk. Fl. G.
No. 2	Red Can	25° 24.7′ N. 53° 17.2′ E.	Gp. Fl. (2) R. 10 secs.
No. 3	Green Conical	25° 23.9′ N. 53° 10.6′ E.	Fl. G. 5 secs.
No. 4	Red Can	25° 24.2′ N. 53° 12.7′ E.	Fl. R. 2 secs.
No. 5	Green Conical	25° 20.6′ N. 53° 04.85′ E.	Qk. Fl. G.
No. 6	Red Can	25° 21.9′ N. 53° 10.0′ E.	Fl. R. 5 secs.
No. 7	Green Conical	25° 14.25′ N. 52° 56.8′ E.	Gp. Fl. (3) G. 8 secs.
No. 8	Red Can	25° 19.1′ N. 53° 06.0′ E.	Fl. R. 2 secs.
No. 9	Green Conical	25° 09.8′ N. 52° 54.1′ E.	Fl. G. 2 secs.
No. 10	Red Can	25° 14.8′ N. 52° 58.9′ E.	Fl. R. 3 secs.
No. 12	Red Can	25° 11.2′ N. 52° 55.1′ E.	Qk. Fl. R.

DAS SOUTH SHOAL BUOY:

Das South Shoal Buoy	Y. B. Pillar	25° 04.0′ N. 52° 53.0′ E.	Qk. Fl. (6) + L. Fl. W. 15 secs.

DAS OUTFALL BUOYS:

West Outfall Buoy No. 1	Y. Can	25° 08.9′ N. 52° 51.15′ E.	Fl. Y. 6 secs. Ra.
West Outfall Buoy No. 2	Y. Can	25° 08.7′ N. 52° 51.35′ E.	Fl. Y. 10 secs.
South Outfall Buoy	Y. Can	25° 07′ 49″ N. 52° 52′ 30″ E. (PA)	Fl. Y. (U) 12 secs.

TANKER BERTH LIGHTS:

Structure	*Location of Light*	*Light*
Tanker Berth No. 2	North Mooring Dolphin	F.R.
Lat. 25° 08′ 39″ N.	South Mooring Dolphin	F.R.
Long. 52° 53′ 14″ E.	Loading Platform North End	2 F.G. (vert.)
	Loading Platform South End	2 F.G. (vert.)
Tanker Berth No. 3	S.P.M.	Fl. R. 5 secs.
Lat. 25° 08.9′ N.		
Long. 52° 54.1′ E.		Ra.

Structure	*Location of Light*	*Light*
LNG Berth No. 4	North Mooring Dolphin	F.R.
Lat. 25° 09′ 22″ N.	South Mooring Dolphin	F.R.
Long. 52° 53′ 08″ E.	Loading Platform North End	2 F.G. (vert.)
	Loading Platform South End	2 F.G. (vert.)

FLARE COMPLEX: A series of 6 flares are located in an arc approximately 4,500 ft. (1,370 m.) North of Das Island. The unlit flares may be brought into service without warning. The Northern perimeter of the Flare Zone is marked by a green conical light buoy, Fl. G. 5 secs., in position: Lat. 25° 11.5′ N., Long. 52° 52.2′ E.

An additional flare is situated on a small jetty extending approximately 400 ft. (120 m.) from shore approximately 2,500 ft. (760 m.) from LNG/LPG Berth No. 4.

Numerous flares are situated onshore on the North and N.W. coasts of Das Island.

All of the flares previously referred to are situated within the Restricted Area No. 1.

APPROACHES: *Entering and Navigation within the Port:* Navigation/movement within the port area is permitted subject to prior permission being granted by the Port Officer. Vessels visiting the port area must have on board a sufficient range of current hydrographic charts relevant to the area. These charts must be kept up-to-date with regard to Notices to Mariners and other notices promulgated for the area through MENAS.

CAUTION:

The Umm Shaif Oil Field is approximately 20 miles East of Das Island.

The Zakum Oil Field is approximately 48 miles S.E. of Das Island.

The Bunduq Oil Field is approximately 15 miles West of Das Island.

The Fields, together with their associated submarine oil and gas pipelines to Das Island are marked upon hydrographic charts pertaining to the area.

It is essential that vessels/craft approaching Das Island do not enter the Oil Field areas or anchor in the vicinity of submarine pipelines.

NOTE: Masters of vessels/craft are advised that actual depths over submarine pipelines are generally less than those charted and vessels passing over these pipelines may have the under-keel clearance substantially reduced.

Use of anchors in the vicinity of these pipelines is strictly prohibited. (See Note: "Pipe-lines" on BA and USHO Charts.)

Approaches to Das Island: Vessels approaching Das Island must navigate with due caution on account of numerous oil platforms and associated submarine pipelines within the waters of Abu Dhabi and neighbouring states. (See Cautions on BA and USHO Charts.)

Vessels passing to the East of Das Island must not pass closer than 2 miles from the Island, and then only with prior permission of the Port Officer and giving due care and attention to vessel movements within the port.

SOUTHERN ROUTE:

Vessels approaching from the South must pass not closer than 3 miles South of oil installations etc., in the Umm Shaif Field, thence towards the pilot/anchorage areas S.E. of Das Island (See "Pilotage" and "Anchorage").

Special attention shall be paid to the traffic routing system which passes between the Umm Shaif and Zakum Oil Fields, and vessels/craft shall navigate in accordance with the requirements of the International Rules and Regulations for the Prevention of Collisions at Sea.

NORTHERN ROUTE:

Vessels approaching from the North should normally pass down the West side of Das Island and keep at least 4 miles to the West and at least 5 miles to the South of the Island. However, vessels may pass to the East of Das Island with permission of the Port Officer but see note above.

DEEP DRAFT VESSELS:

Deep drafted vessels may approach the port via the Deep Water Buoyed Channel (See "Navigation Aids"). The channel is intended primarily for the use of deep drafted vessels sailing from Das Island, but vessels intending to enter the port via this channel should advise 'Das Marine' by radio, of their intentions. Masters are advised that this channel is not for the exclusive use of Das Island traffic and are cautioned to proceed accordingly.

PILOTAGE: P.P.A.-appointed Berthing Masters are the designated representatives of the Port Authority and, as such, are responsible to the Port Authority for the observance and implementation of Standing Instructions for Marine Operations.

The Berthing Master will normally board the vessel approximately 2 miles E.S.E. from Tanker Berth No. 2. The pilot station is at Lat. 25° 08′ N., Long. 52° 55.4′ E.

For vessels entering from the North the Berthing Master may board in a different location. If so, he will advise the Master accordingly via VHF radio.

The Berthing Master will undertake the pilotage, berthing and unberthing of the vessel save that the Master of the vessel shall remain solely responsible on behalf of the Owners for the safety and safe navigation of the vessel at all times.

Tankers and Gas Carriers: Tankers and gas carriers are not permitted to berth at or unberth from any of the berths in Das Island without a P.P.A.-appointed Berthing Master on board.

General Cargo Vessels: General cargo vessels are required to employ a Berthing Master. Vessels are required to use the anchorage area designated for cargo operations (See "Anchorage"), but may anchor in the main anchorage while awaiting weather conditions to improve, availability of lighters or if the designated anchorage is congested.

Small Craft: Craft entering the boat harbour are not required to hire pilotage services, but may do so by prior application to the Port Authority.

Movements of all craft into, within or out of the boat harbour is at the discretion of the Port Officer. Allocation of berths is the sole responsibility of the Port Officer. No craft are allowed to enter, manoeuvre within or sail from the boat harbour during the hours of darkness without the prior permission of the Port Officer.

ANCHORAGES: Designated anchorages are established for use by vessels/craft visiting the Port of Das Island. The use of anchors outside these areas must only be undertaken after obtaining permission from the Port Authority.

Main Anchorage Area: This anchorage area lies to the S.E. of Das Island and is for tankers, gas carriers and other large vessels. The area is encompassed by lines joining the following positions:

(a) Lat. 25° 08.0′ N., Long. 52° 55.4′ E. to
(b) Lat. 25° 07.2′ N., Long. 52° 58.8′ E. to
(c) Lat. 25° 04.5′ N., Long. 52° 58.8′ E. to
(d) Lat. 25° 04.5′ N., Long. 52° 55.4′ E. and finally to (a).

Optional Anchorage Area: An optional anchorage for deep draft vessels is located approximately 1 mile to 1.5 miles N.W. from No. 12 Deep Water Channel Buoy.

General Cargo Vessels: The offloading anchorage for general cargo vessels is situated approximately 6 cables South of Tanker Berth No. 2 in an area encompassed by a line joining the following positions:

(a) Lat. 25° 07.5′ N., Long. 52° 53.00′ E. to
(b) Lat. 25° 08.0′ N., Long. 52° 53.00′ E. to
(c) Lat. 25° 08.0′ N., Long. 52° 53.41′ E. to
(d) Lat. 25° 07.5′ N., Long. 52° 53.63′ E. and finally to (a).

Small Craft and Barges: This anchorage lies to the S.W. of Tanker Berth No. 2, in an area encompassed by a line joining the following positions:

(a) Lat. 25° 08.0′ N., Long. 52° 53.00′ E. to
(b) Lat. 25° 08.4′ N., Long. 52° 53.00′ E. to
(c) Lat. 25° 08.4′ N., Long. 52° 53.23′ E. to
(d) Lat. 25° 08.0′ N., Long. 52° 53.41′ E. and finally to (a).

CAUTION:

(a) Pipe-lines connecting the tanker berths to the shore lie close to the Northern boundary of this anchorage.

(b) Within the small craft anchorage area are mooring buoys, installed by the Company for their own usage. The number of buoys installed and their position are liable to be changed without promulgation of any notices.

The use of these buoys by any craft is subject to permission being granted by the Port Authority. Unauthorised occupancy of these buoys could result in strong action being taken against the craft, and any consequential damage/loss of earnings/incidental expenses etc. incurred by the Company will be for the account of the offending craft.

Holding Ground (Sea Bed): The sea bed around Das Island is rock, covered by a few inches of loose sand. Holding is poor and vessels are urged to exercise due care and pay out extra chain.

Wind and Tide: Prevailing winds are from the N.W. Rise of tide can be up to 2 m. but the usual variation is 1 m.

Also see "VHF".

PROHIBITED ANCHORAGES: Prohibited anchorage areas have been established at Das Island. The use of anchors within these areas is strictly prohibited.

Prohibited Anchorage – South of Das Island: A prohibited anchorage area is established to the South of Das Island in an area encompassed by a line joining the following position:

(a) Lat. 25° 08.38′ N., Long. 52° 52.50′ E. to
(b) Lat. 25° 08.00′ N., Long. 52° 52.50′ E. to
(c) Lat. 25° 08.00′ N., Long. 52° 53.00′ E. to
(d) Lat. 25° 08.50′ N., Long. 52° 53.00′ E. then to shore in
(e) Lat. 25° 08.50′ N., Long. 52° 52.78′ E.

Prohibited Anchorage – Tanker Berth No. 3: A prohibited anchorage area exists within a circular area of radius 1,500 ft. (460 m.) centred on Tanker Berth No. 3 in Lat. 25° 08′ 53″ N., Long. 52° 54′ 07″ E. This is also a RESTRICTED AREA.

RESTRICTED AREAS: Restricted areas have been established at Das Island. Vessels/craft are only allowed to enter these areas for duly authorised operational purposes.

Restricted Area No. 1 and 2: Enclosed by a line joining the following positions:

(a) Lat. 25° 08.83′ N., Long. 52° 52.68′ E. to
(b) Lat. 25° 08.80′ N., Long. 52° 53.10′ E. to
(c) Lat. 25° 08.25′ N., Long. 52° 53.30′ E. to
(d) Lat. 25° 08.30′ N., Long. 52° 53.50′ E. to
(e) Lat. 25° 08.86′ N., Long. 52° 53.30′ E. to
(f) Lat. 25° 09.20′ N., Long. 52° 53.30′ E. to
(g) Lat. 25° 09.55′ N., Long. 52° 53.20′ E. to
(h) Lat. 25° 09.55′ N., Long. 52° 53.00′ E. to
(i) Lat. 25° 10.54′ N., Long. 52° 53.00′ E. to
(j) Lat. 25° 10.54′ N., Long. 52° 52.20′ E. to
(k) Lat. 25° 09.80′ N., Long. 52° 52.20′ E. to
(l) Lat. 25° 09.80′ N., Long. 52° 51.85′ E. to
(m) Lat. 25° 09.00′ N., Long. 52° 51.85′ E. then East to shore.

Restricted Area No. 3: A circular area of radius 1,500 ft. (460 m.) centred on Tanker Berth No. 3 in position: Lat. 25° 08′ 53″ N., Long. 52° 54′ 07″ E. This is also a prohibited anchorage area.

MAX. SIZE: See "Berthing".

HEALTH: Vessels arriving at Das must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are required to inform the Company if there is any sick person on board or if there has been sickness on board within the week prior to arrival. Pratique is granted by the Port Medical Officer normally through the Berthing Master.

Health Certificate with valid cholera inoculation (if coming from cholera-infected areas) is compulsory.

RADIO: *Arrival Messages:* All vessels calling at Das Island Petroleum Port must adopt the following ETA procedures:

1. ETA and updates are to be sent 72 hours, 48 hours and 24 hours before arrival at Das. Telexes to be directed to Port Officer, Das.

2. The initial ETA message should normally contain, in addition to the ETA Das Island:

(a) Vessels name, port of registry, g.r.t., n.r.t., s.d.w.t. and arrival displacement.
(b) Drafts on arrival and sailing Das Island.
(c) Cargo requirements – loading/discharging plus fuel requirements.
(d) Type of ballast on board on arrival (segregated, dedicated and/or clean ballast, amount) and total time of discharging.
(e) Whether IGS is operational and that vessel already inerted on arrival.
(f) Validity of all applicable certification.
(g) Last port, next port and destination.
(h) Master's name.

In order to expedite Pilot attendance Masters should endeavour to confirm their final ETA to Das Island Port Control on VHF Radio Channel 12, six hours prior to arrival at the anchorage.

Also see "Berthing" – Tanker Berth No. 3.

VHF: Das Marine maintains a 24 hour listening watch on VHF Channel 16 and works Channels 12 and 74.

All communications other than Terminal VHF should be sent through "Bahrain Radio" (A9M).

Das Island radio mast is installed in position: Lat. 25° 08′ 30.396″ N., Long. 52° 52′ 43.903″ E. Red lights visible all round the horizon are established at the top of the mast, 81.8 m. above chart datum.

Vessels Anchoring: Vessels anchoring to await berthing instructions must advise "Das Marine" via VHF Radio of:

(a) Anchoring time (Local Time is GMT plus 4 hours)
(b) Anchoring position (bearing and distance from Tanker Berth No. 2).

All vessels at anchor must keep a listening watch on VHF Channel 16.

When a vessel leaves the anchorage it must advise "Das Marine" via VHF Radio of:

(a) Time departed anchorage.
(b) Reason for departing.

Also see "Pre-Arrival Information".

RADAR: Not available.

TUGS: *Tugs and Mooring Launches:* Three Fire Fighting, Pollution Control and Salvage Tugs are generally available at Das Island to assist in berthing/unberthing vessels at the bulk petroleum and LNG/LPG facilities.

Minimum of 2 tugs used for berthing at Berths No. 2 and 4 and minimum of 1 tug used for berthing at Berth No. 3 (SPM).

NOTE: Only tug's towing equipment shall be used for these operations and only in an emergency situation and in order to avert a potential disaster may ship's equipment be considered for use.

Mooring launches are available for berthing/unberthing operations and for the transportation of personnel.

BERTHING: Tanker Berth No. 1 has been demolished and no longer exists. All structures to this berth have been cleared to sea bed and no obstructions remain. The pipelines still exist to the original berth platform location.

Tanker Berth No. 2:

Platform position: Lat. 25° 08′ 39″ N., Long. 52° 53′ 14″ E.

General: This is a fixed platform berth situated approx. 2,400 ft. (750 East of Das Island. Vessels berth alongside 4 flexible dolphins, a 6 mooring dolphins are provided to receive moorings.

Berthing limitations: Capable of accepting vessels over 16,000 L S.D.W. subject to the following limitations as to berthing:

(a) Ballasted or partially loaded tankers up to a maximum of 165,0 L/T displacement.

(b) Fully loaded tankers up to 130,000 L/T S.D.W. provided t displacement does not exceed 165,000 L/T.

(c) Vessels with a max. draft not exceeding 56 ft. (17 m.).

Minimum depth of water alongside is 67 ft. (20.4 m.) at datum a the maximum permissible sailing draft is 64 ft. (19.5 m.) at datum.

Moorings: A minimum of 8 mooring lines must be available at each e of the vessel.

General mooring pattern for vessels up to 130,000 L/T S.D.W.:
Forward: 3 head lines, 2 breast lines, 1 spring.
Aft: 3 stern lines, 2 breast lines, 1 spring.

General mooring pattern for vessels in excess of 130,000 L/T S.D.
Forward: 3 head lines, 3 breast lines, 1 spring.
Aft: 3 stern lines, 2 breast lines, 2 springs.

Loading/Discharge Rates: Maximum cargo loading rate 32,000 bbls. per 16 in. hose (4,200 t.p.h.), 4×16 in. hoses are available. Maximu fuel oil loading rate is 5,000 bbls./hr. per 10 in. hose (750 t.p.h.), 2×10 i hoses are available. For fuel oil discharge the maximum pressure 100 p.s.i. at ship's manifold (7.03 kg/sq.cm.). (Bunker operations cease in 1989, situation being reviewed).

Control of Loading/Discharge and Safety: Loading/discharge mu proceed to a pre-declared plan. Co-ordination of loading/discharge w be undertaken by the Duty Berthing Master, who will also conduct th necessary safety checks at frequent intervals.

Tanker Berth No. 3 (SPM):

Buoy position: Lat. 25° 08′ 53″ N., Long. 52° 54′ 07″ E.

Additional pre-arrival message: The following message will b transmitted to vessels which are nominated to berth at Tanker Berth No.

Quote:

Present indications that vessel will berth at No. 3 SPM. Ship's derri crane should be rigged on port side.

Ship's manifold suitable for connection of up to 2×16 in. crude a 1×10 in. bunker hoses. Mooring and hose connection by ship's cre Mooring and hose connection equipment shipped on board aft Berthing Masters board. Request accommodation be provided t 2 Berthing Masters whilst on board. Please confirm soonest SWL o hose handling crane/derrick and that suitable forward Panama/fairlea aperture is minimum 24 in. horizontally and 18 in. vertically.

Unquote.

General: Tanker Berth No. 3 is a Single Point Mooring (SPM) situate approx. 7,500 ft. (2,285 m.) East of Das Island. The buoy is moored i 94 ft. (28.65 m.) of water at datum, and is served by a 48 in. crude o submarine pipeline and a 22 in. fuel oil (bunker) submarine pipeline.

Vessels will be required to be fitted with a hose handling crane/derr capable of plumbing at least 2 ft. outboard of the ship's side over th entire length of the portside manifold (including the bunker connectio Minimum SWL of the crane/derrick to be in accordance with the followi requirements.

Less than 100,000 L/T S.D.W. 8 tons.
100,000 – 300,000 L/T S.D.W. 10 tons.
Over 300,000 L/T S.D.W. 12 tons.

Berthing Limitations: Capable of accepting vessels up to 410,000 L S.D.W. subject to the following limitations: Maximum berthing draft o 72 ft. (22 m.). Maximum berthing displacement 410,000 long ton Maximum sailing draft of 79 ft. (24 m.).

(See "Approaches" "Cautions" – Note: Actual depths over submari pipelines).

Mooring at SPM: The fixed mooring at Tanker Berth No. 3 is a 21 i circumference nylon braidline rope, 160 ft. (50 m.) long, terminating a 3 in. diameter stud link chafing chain.

The vessel must have a suitable bow fairlead (24 in.×18 in.) to perm direct connection of the 3 in. diameter stud link chafing chain to a Sm or similar O.C.I.M.F. approved bracket.

Loading Rates: The crude oil loading installation comprises 2×20 i floating hose strings each terminating in 16 in. tail hoses. The fuel o (bunker) loading installation consists of 1×16 in. floating hose str terminating in a 10 in. tail hose. Flanges are to BS 1560.

Various reducers/spool pieces are available, with prior knowledge vessel connections if different from shore fittings. Adequate ship cre and tools must be provided for the safe and efficient connection of hose There is no shore assistance for connecting/disconnecting of hoses.

Maximum cargo loading rate is 46,000 bbls./hr. per 16 in. hose (6,00 t.p.h.), 2×16 in. hoses are available. Maximum fuel oil loading rate 7,000 bbls./hr. per 10 in. hose (1,000 t.p.h.), 1×10 in. hose availab (Bunker operations ceased in 1989, situation being reviewed).

Control of Loading and Safety: Loading must proceed to a pre-declar plan. Co-ordination of loading will be undertaken by the Duty Berthi Master, who will also conduct the necessary safety checks at freque intervals.

LNG/LPG Berth No. 4:

Platform position: Lat. 25° 09′ 22″ N., Long. 52° 53′ 08″ E.

General: This is an ADGAS installation for the transfer of LNG/LPG a related products. Movement of vessels to and from the berth i governed by the Port Authority.

The berth is a fixed platform type and is situated approx. 4,300 (1,300 m.) N.N.W. from Tanker Berth No. 2 Platform. Vessels be alongside flexible dolphins and 7 mooring dolphins are provided receive moorings.

Berthing Limitations: Capable of accepting vessels up to 100,000 L displacement subject to a maximum draft alongside of 46 ft. (14 m Minimum depth of water alongside is 49 ft. (14.95 m.) at datum.

Moorings: A minimum of 8 mooring lines must be available at each end of the vessel.

General Mooring pattern is:

Forward: 3 head lines, 3 breast lines, 2 springs.

Aft: 3 stern lines, 3 breast lines, 2 springs.

Loading Rates: Loading LNG/LPG and associated products is the responsibility of ADGAS. Maximum LNG loading rate is 10,500 cu.m.p.h. Maximum LPG loading rate is 4,000 cu.m.p.h. Maximum Pentane Plus loading rate is 10,000 bbls./hr. (1,200 t.p.h.). Maximum fuel oil loading rate is 4,500 bbls./hr. per 8 in. flexible hose (650 t.p.h.).

Vessels must have crane/derrick rigged on port side to assist with connection of Fuel Oil (bunker) hose.

Control of Loading: Co-ordination of loading is the responsibility of ADGAS. Fuel Oil (Bunker) loading will be co-ordinated by ADGAS. (Bunker operations ceased in 1989, situation under review). After the initial safety check by the Berthing Master, ADGAS Representative will conduct the necessary safety checks at frequent intervals. Please note however that the Master can request the services of the Berthing Master in an emergency to take his vessel off the berth.

Sulphur Berth No. 5: This is a fixed platform berth situated in Lat. 25° 08.9′ N., Long. 52° 53.2′ E.

Vessels berth alongside two flexible dolphins provided with suitable fendering and 4 mooring dolphins, all provided to accept moorings of up to 60 tonnes breaking strain.

Limitations:

(a) Max. arrival displacement 8,500 tonnes.
(b) Max. LOA 130 m.
(c) Max. draft 10.0 m.
(d) Range of manifold – minimum 1.6 m, maximum 6.8 m.
(e) Max. bow to manifold 57 m.
(f) Minimum depth alongside 16.0 m.

Mooring Arrangements:

2 each of headlines and stern lines.
2 each of breasts.
2 each of springs.

Loading: 1×8 in. loading arm fitted with Camlock coupling is provided, heat traced and fully insulated. Maximum loading rate is 700 cu.m./hr.

Small Boat Harbour : Das Island Small Boat Harbour is situated at the South of Das Island. There are a total of 14 berths available at this time, usage of which is governed by the Port Authority/ADMA-OPCO.

Eastern Extension: Consists of 2 berths (No. 1 and 2) which are reserved for use by ADMA – OPCO and direct hire deep sea tugs, also for the importation of petroleum products. Maximum draft permitted is 15.5 ft. (4.7 m.).

Inner Harbour: Consists of 12 berths (No. 3 through No. 14). The facilities are reserved for ADMA – OPCO small craft, Government craft and contracted craft for the loading/discharge of materials and supplies. The maximum permissible draft is 9 ft. (2.7 m.).

GENERAL CARGO OPERATIONS: No loading/unloading facilities exist in the port area for cargo vessels and such vessels must provide all equipment and machinery to facilitate transfer of cargo to/from barges, lighters etc., at the designated anchorage area.

Cargo Manifests: One original and two copies of General Cargo Manifests are required to be supplied by the vessel.

Discharging/Loading: Vessels should arrive with all derricks etc., rigged and ready for cargo handling. Barges and associated craft must satisfy the mandatory requirements of the Port Authority, the Consignee being responsible for the provision and control of barges and associated craft. Cargo transfer will normally be carried out continuously dependent on weather conditions.

Dangerous Cargo: The Port Authority must be informed of any dangerous cargo carried in any vessel arriving within the port area whether it is intended for discharge at Das Island or not. Masters of vessels are requested to confirm that any dangerous cargo being carried is stored in accordance with the "Recommendations for the Carriage of Dangerous Goods in Ships" by the United Kingdom Department of Transport or other recognised authority.

CRUDE OIL LOADING: 2 grades of crude are available on each berth. Zakum Crude average API 40° (approx.), and Umm Shaif Crude of 37° (approx.).

Associated product available at this time is Condensate Blend of API 60° (approx.).

All tankers of 70,000 long tons s.d.w.t. must comply with the IMO 1978 protocol and must employ inert gas system.

Masters of vessels arriving to load Condensate Blend cargoes must sign a Declaration (019-MAR-19) to signify that they realise they are loading a highly volatile cargo which contains dangerous quantities of Hydrogen Sulphide (H_2S) in the gas evolved from the cargo.

BALLAST: There are no facilities for receiving vessel's ballast ashore for treatment. All vessels must have clean ballast for over-board discharge. Clean ballast implies oil-in-water content of not more than 15 p.p.m.

Masters of vessels arriving at Das Island will make a pre-berthing declaration regarding ballast (019-MAR-3).

MEDICAL: A Company Medical Officer and small hospital are available, subject to the Company's discretion, to vessel's crews. Charges for attention, treatment and associated facilities are for the vessel's account.

Masters of vessels must take precautions against heat exhaustion and heat stroke.

Requests for medical attention must be made to the Agency, or through the Duty Berthing Master. Port Authority consent must be obtained.

Personnel allowed ashore for medical attention must carry with them Passports/Seaman's Card and Health Documents and, if necessary, be accompanied by an interpreter (English or Arabic). An Agency representative will accompany them to the Hospital, but they will not be permitted to visit other Das Island facilities.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: Fuel oil bunkers are not available at all tanker and liquid gas berths.

Small craft on charter to ADMA-OPCO are able to obtain limited supplies of diesel oil, the facility is only available through prior contractual agreement and must be loaded at the small boat harbour.

FIRE PRECAUTIONS: Three fire-fighting tugs available.

REPAIRS: No repair facilities are available at Das Island. No repairs are permitted within port limits without prior written permission of the Port Authority.

DRY DOCKS: None.

SURVEYORS: Not available.

GANGWAYS: Shore gangways are provided at Berths No. 2 and 4, vessel to provide access steps from gangway at ship's rail. At Berth No. 3 vessel must provide accommodation ladder on both sides of the vessel for access.

CUSTOMS ALLOWANCES: No restrictions for tobacco or liquor onboard. Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, is strictly prohibited.

REPATRIATION: There are no facilities for crews of visiting vessels to join or leave vessels at Das Island. Repatriation for medical reasons may be arranged at Master's request with the recommendation of the Das Island Resident Medical Officer, and the consent of the Port Officer and the Chief of Police.

AIRPORT: ADMA operate a private airport.

TIME: GMT plus 4 hours.

POLICE/AMBULANCE/FIRE: All emergencies: No. 2 Tanker Berth, Tel: 63333. No. 4 LNG/LPG Berth, Tel: 62222.

TELEPHONES: No onboard facilities – fixed berths are linked to Island telephone system. On LNG/LPG Berth No. 4 a ship/shore telephone connection is available.

BANKS: National Bank of Abu Dhabi, Das Island, Abu Dhabi, U.A.E.

STORING: Not available.

SHORE LEAVE: No shore leave is permitted at Das Island. Any crew member who comes ashore unauthorised will be considered as having entered the UAE illegally and as such will be liable to a heavy fine and/or imprisonment.

Shore visit for medical reasons, and in exceptional circumstances as required by the Petroleum Ports Regulations, may be permitted with prior arrangement. The Port Authority must give express consent.

GARBAGE DISPOSAL: No service available.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

REGULATIONS: No cameras allowed on the Island – high security area.

GENERAL: All vessels entering the port of Das Island must comply with the International Agreement on Safety of Life at Sea (SOLAS) and its amendments and all tankers with the IMO 1978 Protocol.

The Masters of tankers/gas carriers must comply with the following:

Pre-Berthing Declaration and Inspection: All vessels arriving at the Port of Das Island must be suitably ballasted and/or trimmed for berthing with regard to weather and existing circumstances.

All vessel's personnel must be familiar with the Das Island Safety Requirements and other applicable Standing Instructions.

Safe and adequate access to the vessel must be provided for the Berthing Master. If the Berthing Master considers the means of access unsafe or unsuitable, the vessel will be delayed until such time as proper access is provided. Any loss will be to the vessel's account.

The requisite initial documents must be completed in full, signed and handed to the Berthing Master prior to commencement of berthing operations.

Permission to berth will not be granted unless the Berthing Master is satisfied that the vessel can safely complete all parts of the operation, including but not limited to, berthing, ballasting, deballasting, cargo transfer and sailing. If for any reason it is deemed necessary to refuse permission to berth, the Port Authority will be informed and a detailed inspection of the vessel will be undertaken. Shortcomings, etc. will be noted and the Master informed of them. If the vessel is unable to rectify the identified faults, it will be removed from the Port Area. Owners/Charterers will be notified accordingly.

Fire Wires (Emergency Towing Wires): Emergency towing/fire wires of sufficient strength and construction are to be provided and secured forward and aft, on the offshore side of the vessel, with the towing eye maintained at 6 ft. (2 m.) above the water level.

Access to Vessel: While at the loading berths all vessels must provide an accommodation/pilot ladder suitably positioned and maintained at 6 ft. (2 m.) above the water level on the offshore side of the vessel.

M.E.N.A.S.: ADMA-OPCO Agency Section is a collection agency for Middle East Navigation Aids Service (M.E.N.A.S.) dues and, on the authority of the Master, dues payable to M.E.N.A.S. are collected and remitted on behalf of the vessel.

Courtesy Flag: The correct courtesy flag for vessels visiting Das Island is the flag of the United Arab Emirates. This flag may be obtained from the Agents.

Notice of Readiness: Prior to commencement of any transfer operation within the Port of Das Island, the Master shall tender, to the Company, a written Notice of Readiness to load/discharge, duly timed, dated and signed by the Master. Receipt of such notice does not necessarily imply acceptance.

Early Departure Procedure: E.D.P. is available to all tankers at Das Island. Tankers not accepting E.D.P. are generally unberthed after completion of transfer and must proceed to the Anchorage Area to complete documentation, where an agent will board under safe access; a boat/tug will be used by agent for transportation with a hire rate based upon the hourly rate.

Note: Vessels loading fuel oil (bunkers) are required to accept E.D.P. to minimise delays to other vessels.

OIL POLLUTION: Any incident of pollution, no matter how small it may be, from a vessel within the Port of Das Island is a contravention of Part VI of the Abu Dhabi Petroleum Ports Law No. 12 of 1973.

In the event of the escape of oil or oily water from any source, operations must be suspended immediately, and every effort made to identify, stop, contain and clean up the pollution. The Port Authority must be informed immediately via the Duty Berthing Master, in order that the Pollution Contingency Plan can be initiated.

Transfer operations will not be resumed until such time as the Berthing Master and the Port Authority are satisfied that the cause of pollution no longer exists and that the affected area is sufficiently cleaned and safe. Oil Pollution incidents that occur within the Port of Das Island will be fully documented and the necessary documents (019-MAR-41) signed by the Master before transfer is resumed.

Masters of vessels/craft are warned that any breach of the provisions of Part VI of the Abu Dhabi Petroleum Ports Law No. 12 of 1973 will render themselves liable to prosecution.

Pollution: The dumping of waste, dangerous, toxic or other hazardous material within the Port of Das Island is strictly prohibited.

AUTHORITY: Abu Dhabi National Oil Company – Petroleum Ports Authority (ADNOC – P.P.A.) Das Island, P.O. Box 898, Abu Dhabi, U.A.E. *Tel:* (02) 6068376. *Telex:* 22284 ADMA EM, 22215 ADNOC EM. *Cables:* ADNOC. *FAX:* Abu Dhabi (02) 660106. *Contact:* Captain I. Kazi, Port Officer, Das Island.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., see "Mina Zayed".

DUBAI (Including Khor Dubai and Hamriya Port): 25.16 N. 55.18 E.

ALSO SEE "PORT RASHID".

COURTESY FLAG: U.A.E. and Dubai.

DOCUMENTS: Following should be airmailed to Agent prior ship's arrival: 2 copies Dangerous Cargo List, Stowage Plan in duplicate, Hatch List in duplicate, 7 copies of Cargo Manifests, 1 copy of each Bill of Lading. On arrival, 4 Crew Lists required.

Immigration: Vessels of less than 3.0 m. draft are expected to berth and report at the Immigration Station on the Customs Wharf to report In and Out. Larger and deeper draft vessels are cleared In and Out by Agents.

APPROACHES: Dubai Beacon Fl. 3 Sec. Port Rashid Lee Breakwater 25° 16.77′ N., 55° E., thence by 5.5 metre channel parallel to the breakwater, entry dolphins lit. Channel depth maintained centre line though opening spans of Al Maktoum and Al Garhud Bridges beyond Al Jadaf Ship Lift in Khor Dubai Lagoon.

PILOTAGE: No organised Pilot service, but Pilot can be arranged by Agents.

ANCHORAGE: Marked by lightbuoy in position 310°, 1.06 miles from Nayif Tower. Recommended anchor to N.E. of lightbuoy in approx. position Lat. 25° 17′ 4″ N., Long. 55° 16′ 16″ E. Depth 36 ft. to 40 ft., holding ground considered poor, bottom sand and coral. The closer ships are able to anchor to the buoy, the faster turn-around on barges will be attained. *Warning:* Occasional strong N.W. winds, known as "Shamal" will make discharging impossible and *it is very important* that ships have engines on "stand-by" during such times. Ships allowed enter and leave anchorage at any time of day or night. Launch service through Agent's ship to shore from anchorage, and ship's own boats can also be used without Authorities' permission.

RESTRICTIONS: All cargo discharged into barges at anchorage. Coasters with drafts of 11 ft. 6 in. or less can enter creek and discharge alongside. Such vessels usually require a tug boat to pilot them into the creek. Tugs available through Agent. Importation of artificial pearls is prohibited. Purchase of liquor forbidden except by permit.

HEALTH: Prior arrival, Masters are required to send a cable to the Port Health Dept. addressed "Quarantine-Municipality-Dubai" on the following lines:

(Vessel's name). . . ETA . . . Hour . . . Date . . .
Crew all healthy request Free Pratique
Master

Normally all vessels declared healthy by the Master are automatically allowed to berth immediately on arrival, and Health Dept. personnel will board vessels after berthing.

Arrival: Ships boarded immediately upon arrival weather permitting, and Masters then have to complete a short Arrival Report. No formalities of any kind with Port Authorities and ships allowed to arrive/sail at any time.

Departure: No Port Clearance is issued in Dubai. A letter will be issued by Agent which may be produced at next port of call instead of usual departure clearance.

RADIO: "Khor Dubai" R/T (VHF MF/SSB) near entrance, 24 hour watch on 2182 kHz (MF/SSB), Channel 16/14 VHF. Controls movements and berthing, broadcasting navigation warnings and weather forecasts.

TUGS: Required, on basis of overall length, for Northern reaches and bridges, details available from Khor Dubai Radio and Agents.

MEDICAL: Qualified doctors available ashore and also a hospital. Most medicines available at fairly low prices. Dentist also available. Walking cases should be brought ashore *in the morning* for treatment, but in emergency, a doctor will board the ship.

BERTHING:

Khor Dubai: 2,300 m. of unnumbered berthing exists on the West Bank of the Khor and 3,300 m. on the East Bank. Depth between 3.0 m. and 5.5 m. Details from "Khor Dubai" Radio. Whereabouts of vessel to be reported on berthing.

Hamriya Port: Main Breakwater Light 25° 18′ N., 55° 20′ E.

Flag: UAE and Dubai.

Documents: The following should be airmailed to Agent prior to shi arrival.

2 Dangerous Cargo Lists.
2 Stowage Plans.
2 Hatch Lists.
2 Freight Manifests.
7 Cargo Manifests.
1 Copy of Bill of Lading.
4 Crew Lists required (on arriva

Approaches: Approach channel and entrance dredged to 6.0 Breakwaters are lit.

Pilotage: No organised Pilot Service, but Pilots can be arranged Agents.

Restrictions: Vessels will not be allowed to remain alongside the qu when not working cargo if other vessels are waiting.

Draft at Berths: There are no berth numbers. However, there a 3 quays. One measuring 450 m. in length with a draft of 4.5 1 – 160 m. and 1 – 900 m., the last 2 with draft of 6 m.

Tugs: Required on basis overall length as instructed by "Khor Dub Radio and arranged by Agents.

Radio: "Khor Dubai" Radio (VHF MF/SSB) near Khor mouth, the stat controls movements, etc. in Mina Hamriya. 24 hours watch on 2182 kH and Channels 16 and 14. Navigation Warnings, weather forecasts, e are also broadcast.

The Port Signal Station (call sign: "Khor Dubai") equipped with VHF a M/F SSB is situated near the entry to Dubai Creek. Vessels shou contact the station by VHF Channel 16 or 12 or on RT 2182 kHz. Sig station is manned 24 hours.

Pratique: Not applicable.

Berthing: Berthing is reported to Khor Dubai Report Station.

Fresh Water: Presently available at one point only. The supply is ma by Port & Customs Office and vessels may directly order th requirement or through Agents.

Fuel: E.G.P.C. supply fuel at bunker point opposite entrance.

Cargo Handling: Port is not involved in the cargo discharge operatio

There is no equipment available in the port such as cranes, fork etc. and if required, to be arranged by Agent.

Neither shed nor yard is available and therefore cargo is accepted direct delivery basis only.

Stevedores: No stevedoring company in the port, labour is arranged Agent.

Telephones: No connections at the quays. However, there a telephones in the adjacent Customs Office.

Lighterage: Available.

Shore Pass: After berthing, all Passports and Seaman's Books shou be surrendered to the Customs Office situated in the port area w 3 copies of Crew List against which shore passes issued. Before sailin of the vessel, a clearance should be obtained from the Port & Custom Office (Launch Section) and produced to the Customs Office releasing the Seaman's Books/Passports.

Lay-By/Laying-Up Berth: 16 bollards available on Lee Breakwater Mediterranean Moor of Lay-by/Lay-up vessels.

Port Authority: Department of Ports & Customs, Government of Dub

DISCHARGE TURN: Priority of discharge given to ships carrying m and/or passengers for Dubai. Ships carrying less than 100 weight measurement tons have priority and are supplied with one barge discharge of cargo immediately on arrival, whether turn is in force not. Should there be congestion, Agents require Stowage Plan show clearly that all Dubai cargo is freely available and Master's signature a request for discharge turn. Based on this, vessels will be registe for turn. Registration can only be performed during office hours.

After confirmed registration, at which will be given a deadline for tu ships may proceed to other ports for discharge, but must return Dub prior time and date given, otherwise turn is lost. Particular cargoes H.H. The Ruler have priority, This should be evidenced by Manifes which will be produced to Customs Authorities in Dubai for approv The cargoes must be accessible for immediate discharge, which shou be verified by stowage plan.

STEVEDORES: Loading/Discharging Rates: Stevedores, tally cler supervisors, etc., will be supplied from shore at the same time as sh are supplied with barges. These people working under vesse supervision and responsibility.

First Shift: from 0800 hrs. to 1800 hrs. Second shift: from 1800 h to 2400 hrs. Third Shift: from 0000 hrs. to 0800 hrs. Very difficult to stevedores to work third shift unless ship will complete within reasonable time into the third shift. First 2 shifts always worked.

Drinking water must be supplied by ship free of charge to all men fr shore but food only to supervisors, tally clerks, watchmen and foreme

Expected outturn working three hooks:

Bagged cargo	400 – 500 tons
Cased cargo	150 – 200 tons
Timber on deck	300 – 350 tons
Timber in hatches	200 – 250 tons

Usually 5 ships can work at one time.

TANKERS: See "Port Rashid".

FRESH WATER: Supplied at the Bunker Berth, otherwise supply is road tanker.

FUEL: 3 small vessel bunker berths by Al Shindaga Fish mark otherwise refuelling carried out by road tanker.

FIRE FIGHTING: No facilities available at anchorage.

CONSULS:

Egypt
Great Britain
India
Iran
Italy
Kuwait
Netherlands
Norway
Pakistan
Qatar
Saudi Arabia
Sweden
Switzerland
U.S.A.

Additional Embassies/Consulates in Abu Dhabi.

REPAIRS: Fully equipped engineering workshops, radar and ra technicians capable of carrying out extensive repairs availa Underwater cleaning, repairs and other works connected with this a available. See also Dubai Dry Dock under "Port Rashid".

DRY DOCK: Two ship-lifts of 450 tons and 2,850 tons (Nominal lift) respectively, plus adjacent berthing, side travellers, etc., are installed at Al Jadaf in Khor Dubai Lagoon on the North West Bank. Over five ship and engine repair companies have workshops in this compound. *Bridge transits* through opening span regulated by time and tide, are arranged with Police/Ship Docking Yard by Agents.

SURVEYORS: Lloyd's.

CUSTOMS ALLOWANCES: *Tobacco:* 1,000 cigarettes or 200 cigars or 1 kilo of tobacco. *Perfumes:* 1 litre of toilet water (Eau de Cologne) and not more than 150 grams of perfume. *Currency:* Unlimited.

REPATRIATION: Visa is required for non-UAE citizens visiting Dubai for a period exceeding 7 days. Agent can assist provided complete Passport details given well in advance. Excepted are British Subjects with right of abode in the U.K. who are permitted to remain in U.A.E. without visas for a period of 1 month. For temporary visitors of other nationalities the Agent can arrange under its sponsorship transit visa valid for 7 days provided the person holds a ticket showing a confirmed flight out of U.A.E. However, person must leave U.A.E. via airport through which he entered.

When advise arrival flight details also advise Seaman's Book number and nationality.

Seven days' transit visa:

From 1st February, 1985 a new form will be used by the Immigration Authorities in Dubai for persons entering Dubai on Transit Visa.

As the form has to be typed out in both English and Arabic it is essential that full details of arriving persons are in hand at least 48 hours prior to arrival.

The information required is as follows:

1. I, the undersigned wish to sponsor the undermentioned who wishes to enter the country for ....
2. Name of the sponsored............ Father's Name ....
3. Nationality .... Passport No....................

Category: Normal/Diplomatic Service.

4. Place and Date of Issue ....Expiry Date ....
5. Place and Date of Birth ....Profession ....

AIRPORT: Regular international scheduled flights. Also domestic flights within Gulf area.

TIME: GMT plus 4 hours.

HOLIDAYS: 1st January; 10th February; 23rd June*; 6th August*; 25th August*; End of Ramadan 3 – 5 days holidays, End August. 1st November*; 21st November*; 2nd December; 25th December.

*Not fixed.

SHORE LEAVE: Officers and crew may come ashore during daylight hours for shopping and recreation. They shall then carry a valid Passport, ID-card or Seaman Book, which will be placed at the Immigration Office when landing. The Passport, ID-card or Seaman Book will be returned upon returning to ship. No alcoholic beverages allowed to be brought ashore.

LAUNDRY: Available but about 2 – 3 days required.

PROVISIONS: Fresh vegetables, frozen stuff, bonded stores, etc., available. Requirements should be given immediately on arrival. (The liquor and beer prices are high.).

GENERAL: Dunnage – not available. Heavy lifts – not available at anchorage. Shore cranes have lifting capacity up to 30 tons.

Weather: Summer months in the 40's Centigrade and humid. Winter months in the 20's Centigrade and dry.

Alcoholic Beverages: Allowed to be stored and consumed on board also in port, while sale of this and pornographic materials is strictly forbidden.

Accommodation: Construction of many hotels completed and rooms in all price ranges are now readily available in Dubai on both the Deira and Dubai side.

Business Office Hours: Normally 0800 to 1300 hrs. 1600 to 1800 hrs. Government offices: 0800 – 1200 hrs. Banks: 0800 – 1200 hrs.

Ship Spares in Transit: Agents in Dubai advise that spares arriving in Dubai even with valid invoice, certificates of origin and packing lists attached are now opened by the Dubai Airport Customs. All Owners and operators are thus warned not to include any items which are banned in boxes containing spare parts as if detected they will be confiscated.

Further to the above, Agents give below a list of prohibited articles:

(a) All pornographic literature, videos, films, pictures.
(b) Alcohol.
(c) Narcotic drugs.
(d) Wireless transmitters.
(e) Firearms and ammunition.
(f) Products of Israeli – blacklisted manufacturers.
(g) Exposed cinematographic (movie) films.
(h) Political and religious literature.

– need prior approval from the Ministry of Information. The Customs are particularly sensitive about video tapes and when found in luggage they are subject to check. The checking is taking time and passengers are kept waiting sometimes for hours. To avoid trouble and irritation strongly recommend that crew arriving Dubai should be advised by principals not to carry any video tapes.

AUTHORITY: Government of Dubai, Department of Ports and Customs, Marine Adviser's Office, P.O.Box 2001, Dubai, United Arab Emirates. *Tel:* 457772. *Telex:* 49787 Khord Em. *FAX:* 00971-4-450810. *Contact:* Captain W. Nelson, Marine Adviser.

AGENT: Gulf Agency Company (Dubai) L.L.C., P.O.B. 2404, Dubai, U.A.E. Tel: 457555 (24 hours service). After office hours 480424, 440193. Telex: 45448, 45809 "Gacdb Em". Cables: "Confidence" Dubai. Fax: 457202, 450644. Radio: Marine VHF radio, stand-by on Channels 16 and 23 and SSB 2182 kHz. Call sing "Confidence Dubai".

Operators of ships' supply service and shipping agency: Crew changes, mail, spares and/or delivery of provisions, fresh water and lube oil, as well as arranging of bunkers.

Owners, Operators and Masters are welcome to contact G.A.C. Dubai by cable or telex regarding requirements and for coordination of rendezvous positions off Dubai, Fujairah and Mina Saqr (Ras Al Khaimah).

FATEH TERMINAL (offshore Dubai): 25.35 N. 54.25 E.

(See Plan)

Oil Loading Terminal of the Dubai Petroleum Company (DPC).

Note: All tankers loading Fateh Terminal cleared by Dubai Petroleum Company, taking care of all necessary documentation concerning cargo. DPC does not charge owners/operators for this service (at the present time). However, for all other agency services DPC refers owners/operators to regular shipping Agents in Dubai.

According present oil company regulations vessels not allowed receive any deliveries or any launch alongside while loading at Terminal. Deliveries of mail, spare parts and performance of crew changes will, therefore, take place at Terminal anchorage, Dubai anchorage, or at a rendezvous point.

Weather permitting, Fateh Terminal operates 24 hours a day, 7 days a week. Weather permitting, and providing berth available, tankers arriving within their laydays will normally be berthed on arrival.

LOCATION: Fateh Terminal consists of the crude oil production and export facilities of the Fateh, S.W. Fateh, Falah and Rashid Fields. The terminal limits are bounded by the following co-ordinates:

(i)	Lat. 25° 38′ 00″ N.	Long. 54° 05′ 16″ E.
(ii)	Lat. 25° 40′ 00″ N.	Long. 54° 30′ 00″ E.
(iii)	Lat. 25° 15′ 00″ N.	Long. 54° 30′ 00″ E.

Within this area the anchoring of vessels is prohibited and the Terminal Safety Regulations have effect.

NAVIGATIONAL AIDS: All platforms, structures, SBMs and floating storage vessels are fitted with a white light Fl. "U" ev. 30 secs. vis. 5 miles and horn every 30 secs. sounding "U" in Morse.

Numerous working lights are also fitted on platforms, etc.

Six flares in position:

(1)	Lat. 25° 35′ 50″ N.	Long. 54° 25′ 50″ E.
(2)	Lat. 25° 35′ 56″ N.	Long. 54° 25′ 20″ E.
(3)	Lat. 25° 35′ 48″ N.	Long. 54° 25′ 18″ E.
(4)	Lat. 25° 29′ 44″ N.	Long. 54° 18′ 29″ E.
(5)	Lat. 25° 33′ 30″ N.	Long. 54° 11′ 30″ E.
(6)	Lat. 25° 21′ 00″ N.	Long. 54° 29′ 00″ E.

The flares give an orange light which may be visible from the Terminal, depending on atmospheric conditions, in addition the flare structures show a white light flashing "U" in Morse every 30 seconds visible for 5 miles.

Numerous small unlit buoys for the use of working craft may be encountered within the Terminal area.

APPROACHES: On approaching Terminal, Masters of incoming tankers should head for Anchorage Area (See "Anchorage") where, under normal conditions, their vessel will be boarded by a DPC Mooring Master.

ANCHORAGE: An area immediately East of Terminal Limits is designated as the Anchorage Area, centred on position as follows:

Lat. 25° 36′ N. Long. 54° 31′ E.

This co-ordinate represents the centre of a circle with a radius of approximately 1 mile which must be used by vessels requiring to wait at anchor. Anchoring within the Terminal limits is strictly prohibited. For reference purposes, the anchorage area bearing from Dubai Trade Centre Light is 298° true, distance 47.8 miles and from Jazirat Sirri Light 185.5° true, distance 18.2 miles.

If a tanker is not scheduled to berth on arrival (e.g. another vessel is in the berth, or the port is closed on account of adverse weather conditions, etc.) Masters will be advised by radio and requested to anchor.

FACILITIES: For the export of crude oil 2 single point mooring buoys have been installed in positions:

SBM No. 1	Lat. 25° 34′ 37″ N.	Long. 54° 28′ 18″ E.
	Bearing 242° true 2.83 miles from anchorage.	
SBM No. 2	Lat. 25° 35′ 12.6″ N.	Long. 54° 24′ 36.6″ E.
	Bearing 262° true, 5.85 miles from anchorage.	

READINESS: After arrival at the Anchorage Area and when the tanker is ready in every respect to load, the Master may tender his Notice of Readiness.

Notices of Readiness will be accepted provided one or other of the following events shall have transpired:

(a) The Master shall have received the Mooring Master on board or;
(b) The Master shall have dropped the anchor in the Anchorage Area.
(c) The tanker is arriving within her accepted laydays.

Port Closed: Notices of Readiness will not be accepted during periods when the port is closed. The port is "closed" when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the port will rest with the Fateh Terminal Superintendent or his Deputy.

Order of Berthing: Vessels will normally berth in order of arrival.

DOCUMENTATION: *Documentation and Ship's Agency:* In the normal course of events, DPC acts as tanker Agent and prepares all crude oil loading documents. For these services no charge is made.

Early Departure Procedure: At the Master's discretion. In order to expedite turn-round of vessels in this port and avoid undue delays caused by weather or other circumstances, Masters of vessels on arrival are requested to sign blank cargo documents.

Normally, completed cargo documents required by the Master will be placed on board prior to sailing. If this is not possible without incurring undue delays, the relevant documents will be airmailed to the Master to await the vessel's arrival at her discharge port.

The official cargo, i.e. quantity loaded, will be transmitted by radio whilst unmooring. In the event of a dispute, the receipt of a Letter of Protest will be acknowledged by the Mooring Master. Any protests by the Master concerning the quality of cargo should be made before departure and any resulting investigation should be made before the vessel sails.

Outward Clearance: A tanker will be considered clear to depart Fateh Terminal when the crude oil loading documents have been delivered to the Master, or in the case of early departure, clearance will be given through the Mooring Master.

Mail: Official ship's mail and crew's personal mail will be handled and shipowners debited accordingly.

PILOTAGE: Pilotage is compulsory within the Terminal limits. Vessels to be moored at Fateh Terminal will be boarded by a DPC Mooring Master in the Anchorage Area. The Mooring Master will advise the ship's Master on approaches to the SBM, mooring and unmooring, connecting and disconnecting hoses and all other operations within the Terminal area including all manoeuvring of the vessel. The Master or one of his qualified deck officers must be on the bridge at all times while the tanker is being manoeuvred.

The services of a Mooring Master are provided without charge, upon the express understanding and condition that when any Mooring Master furnished by DPC goes aboard a vessel for the purpose of assisting such a vessel, he becomes for such purposes the servant of the owners of the vessel and DPC shall not be liable for any damage or injury resulting from the advice or assistance given or made by such Mooring Master while aboard or in the vicinity of the assisted vessel.

MAX. SIZE: For SBM-1 and SBM-2, max. size of tanker is 300,000 d.w.t. During Summer months, tankers of up to 350,000 d.w.t. may be accepted at the sole discretion of the Marine Superintendent or his deputy. Max. draft, no restriction. Depth of water 150 ft.

RADIO: *Communications with DPC:* Cable Address: Dupetco, Dubai. Telex: 45557 or 45423 DPC EM.

Initial Communication: Initial communication between ships and DPC should be via Bahrain Radio (call sign "A9M") which operates on a 24 hour basis.

Communications Within 60 miles of Terminal: Once ships are within about 60 miles of Fateh Terminal communication may be established by radio telephone on International Marine VHF Channel 16 (156.8 MHz). This frequency is monitored continuously. Once contact has been made on Channel 16, further conversation should be conducted on Channel 12.

Communications after DPC Mooring Master has Boarded: A DPC Mooring Master will board incoming tankers in the anchorage area and will bring with him portable UHF radio telephone units. From that time onwards all communications between ship and platform will be conducted by the Mooring Master via the portable UHF units, unless owing to failure of portables it is necessary to revert to mains VHF Channels.

Advice of Tanker Arrivals:

Initial Estimated Time of Arrival (ETA): When a tanker bound for Fateh Terminal is within 72 hours of arrival at Fateh Terminal, the Master should notify DPC by cable via Bahrain Radio giving the following information:

- *(a)* Name of tanker.
- *(b)* ETA in GMT (Dubai time is GMT plus 4 throughout the year).
- *(c)* Quantity of cargo required.
- *(d)* Maximum loading rate.
- *(e)* If the ship's hose connections are different from 16 in. or 12 in. standard ASA 150 lb. type, the size should be stated.
- *(f)* Deballasting time (if any).
- *(g)* If vessel proceeding to any port(s) prior to Fateh, and if so, any anticipated delays.
- *(h)* If AKD stopper or Smit towing bracket is fitted, and if so, distance from centre bow fairlead.
- *(i)* Confirm inert gas system is in use and operational.
- *(j)* Indicate if vessel is in possession of an International Oil Pollution Prevention (I.O.P.P.) Certificate.
- *(k)* Sailing draft and corresponding sea water displacement tonnage.

Subsequent ETAs: Sections *(a)* and *(b)* of the above message should be repeated via Bahrain Radio when the tanker is within 24 hours and again when within 12 hours of arrival at the Fateh Terminal.

Unreasonably insufficient or inaccurate ETA messages may alter the order of berthing of ships to the disadvantage of those ships giving sufficient and accurate ETA messages.

Radio Telephone Communication when Approaching Fateh Terminal: When about 60 miles off the Terminal contact may be made by radio telephone on International Marine VHF Channel 16, and communications should continue via this method until a DPC Mooring Master boards.

MOORING: *Preparation for Mooring:* Vessels are requested to have pilot ladder, hoist and/or accommodation ladder safely and securely rigged for immediate use and long enough to meet the Mooring Master's launch. Vessels will provide a lee for the Mooring Master on the port side both when boarding and leaving.

For vessels with a freeboard of 40 ft. or more, the accommodation ladder shall be rigged and lowered down so the platform is not more than 10 ft. from the water and a short pilot ladder rigged to facilitate access to the platform.

Tankers are requested to have ready on the forecastle head the following:

- *(a)* 2 towing ropes, polypropylene or other man-made fibre.
- *(b)* 2 messenger ropes, minimum lengths of 300 ft.
- *(c)* Selection of shackles, wirestrops and tools.

When the approach to the terminal commences, the berthing tug will be available to assist in berthing. The method and position in which the tug will be utilised will be dependent upon the weather and tidal conditions prevailing. At this time, the mooring launch will prepare the mooring and standby at the SBM.

Approach to the SBMs necessarily involves passing, in close proximity, various platforms and other structures. It is therefore imperative that all measures are taken to ensure that there is no loss of power or steering during these manoeuvres.

The mooring launch will be situated about 600 ft. from the SBM with a 10 in. circumference polypropylene pick-up rope secured to the main mooring, which consists of 2×18 in. circumference nylon ropes, connected to a standard O.C.I.M.F. chafing chain and a 40 ft.×3.5 in. circumference pick-up wire rope.

During the approach of the tanker towards the SBM, ship's crew, with the advice of the Mooring Master's Assistant (MMA) will prepare the forecastle for the mooring operation. This will include passin messenger rope through the centre bow fairlead (or other fair designated by the MMA) taking the end to the after port corner of forecastle and, from this point, lowering the end to the waters edge. T mooring attachment will also be prepared, and will be, in order preference:

(a) Bow stopper (AKD).
(b) Towing bracket or futtoch (Smit).
(c) Bitts.

Vessels which, in the Mooring Master's opinion, do not have a suita method of attaching the mooring, will be refused permission to be Should bitts have to be utilised, or should the towing bracket be loca at a substantial distance from the fairlead, wire snotters of 2 in. diame and various lengths are available from the berthing tug.

Upon the close approach of the tankers bow, the mooring launch manoeuvre alongside the port shoulder and attach the mooring pick rope to the ship's messenger line. The tanker will then heave up messenger and pick-up rope, carefully picking up the slack as the tan approaches the SBM. The mooring launch will now be stationed at end of the floating hose string in order to tow the hoses clear of ship's side should this become necessary.

The pick-up rope should be continually hove in as the tanker ne the SBM. The distance between the bow and the SBM wil continuously relayed to the Mooring Master on the bridge by the M from the forecastle and by the berthing tug. When the pick-up wire h been brought inboard through the fairlead, it may be necessary to ad the direction of pull and assist the chain through the fairlead. Ac required by the tanker's crew in this respect will be advised by Mooring Masters Assistant.

When the chain is inboard, depending upon the method of attachm available, the connection will be made. It should be noted that shou Smit Bracket or bitts be utilised, the first triangular plate on the ch must only be connected on tankers of less than 100,000 d.w.t. and vessels of greater size, the chain must be hove in and the connect made on the second, larger, triangular plate.

After the connection to the mooring is made, it may be necessar run the engines astern to ensure the tanker does not contact the SB The Mooring Master will then advise "Finished with Engines", but at time during the tankers stay in port shall the engines be immobilise

Shortly after the mooring operation is completed, the berthing tug be secured from the stern of the tanker on a long ships ro polypropylene if possible.

LOADING: *Lifting Hoses:*

SBM 1: Two 16 in. diameter hoses will be lifted by ship's gear on port side. Each lift is 9 tons.

SBM 2: Two 16 in. diameter hoses will be lifted by ship's gear on port side. Each lift will be 9 tons.

The hoses shall be hoisted and connected by ship's crew. T Mooring Master will advise the ship's officer in charge concerning lif techniques.

Sundry Hose Connecting Equipment: Tankers shall be equipped w the necessary blocks, tackle, wrenches, gaskets, bolts, nuts, etc. efficiently effect the hose connection.

Flange Sizes: 16 in. – 12 in. reducers will come on board the tan with the mooring gear thus enabling tankers with either 16 in. or 12 ASA 150 lb. flanges to connect directly to the Terminal hoses. Fla size 16 in. – 12 in., 16 in. – 10 in. reducers with ASA 150 lb. flang are available if required to enable tankers with 12 in. – 10 in. mani connections to connect to the Terminal hoses.

Communications During Loading: (See "Radio"). All communicatio relative to the loading of the vessel shall be routed through the Moor Master who will remain in contact with the Production Platform constan via portable UHF units. In case of temporary breakdown of the porta UHF circuit, contact may be continued on International Marine Chann 16 or 12 if the vessel is so fitted.

Failure of Communications: Should communication with the Produc Platform fail, loading will cease.

Emergency Shut-Down: An emergency cessation of loading may effected by the ship's VHF Channel 16.

Cargo: Oil loaded at Fateh is Dubai Stabilised Crude with an avera API of 31.7. Loading temperature varies between 90°F in the Winter 100°F in the Summer months. The oil is relatively free of sediment a low in wax and asphaltenes.

Loading Rate: At SBM No. 1 the maximum loading rate is 60,0 bbls.p.h. At SBM No. 2 the maximum loading rate is 70,000 bbls.p.

BALLAST: *Precautions Regarding Pollution:* It is the responsibility the ship's Master to see that no crude (or bunkers', diesel or bilge or dirty ballast is pumped or spilled overboard from his ship whilst in area. Drip pans should be used, especially when disconnecting hos in order to prevent spillage overboard.

Scuppers to be Plugged: Before loading commences, all overs scuppers shall be made oil-tight.

No facilities for Receiving Dirty Ballast: At Fateh Terminal there are slop tanks or facilities for receiving dirty ballast. Tankers must ar with clean ballast. In the event a tanker does have dirty ballast it wil be allowed to be pumped overboard. The dirty ballast will be colle into one tank, measured and left aboard.

Discharging Ballast at Night: During the discharge of ballast in darkne the sea shall be adequately lighted in the area of discharge.

MEDICAL: At Fateh Terminal medical and dental services are available. In emergencies requiring hospitalisation, the patient wil taken by boat from the tanker to the Production Platform, hoisted to upper deck of the platform and flown by helicopter to Dubai. T shipowner will be charged for all expenses incurred.

DENSITY: 1030.

FUEL: Bunker supply not available at Fateh.

Fuel oil (IFO 180 cSt) can be arranged at Jebel Ali. Gas oil can be arranged.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None, offshore terminal.

CURRENCY: U.A.E. Dirhams (Drhs).

GENERAL: The following are not available at Fateh Terminal: Fresh water, stores, boats for hire; repair facilities; facilities for changing ship's crew.

There is no shore leave.

Charts: Charts covering the approach to and the area of Fateh Marine Terminal are:

British Admiralty Nos. 2837, 2887, 2888, 2889.
U.S. Hydrographic Office No. 3647.

AUTHORITY: Dubai Petroleum Company, P.O.Box 2222, Dubai, U.A.E. *Tel:* Dubai 442990. *Telex:* 45423 or 45557 Dpc EM. *Cables:* Dupetco, Dubai. *FAX:* 4062200. *Contact:* Captain F. Maclennan, Marine Superintendent. Captain J.A. Petty, Mooring Master.

AGENT: Gulf Agency Co. (Dubai) L.L.C., P.O.B. 2404, Dubai, U.A.E. Cables: "Confidence", Dubai. Tel: 457555 (24 hours service). After hours 480424, 440193. Telex: 45448, 45809 (Gacdb Em). Radio: Marine VHF radio, stand-by on Channels 16 and 23 and SSB 2182 kHz. Call sign "Confidence Dubai". Fax: 457202, 450644.

Operators of ships' supply service and shipping agency; crew changes, mail, spares and/or delivery of provisions, fresh water and lube oil as well as arranging of bunkers.

Owners, Operators and Masters are welcome to contact GAC Dubai by cable or telex regarding requirements and for coordination of rendezvous positions off Dubai, Fujairah and Mina Saqr (Ras Al Khaimah).

FUJAIRAH: 25.10 N. 56.21 E. (See Plan)

LOCATION: Lat. 25° 10.5′ N., 56° 21′ E., 3 km. North of Fujairah town and 20 km. South of Khor Fakkan.

PORT LIMITS: Within area bounded by a line drawn:– Lat. 25° 09′ 35″ N., Long. 56° 21′ 00″ E. due North to Lat. 25° 10′ 05″ N., 56° 21′ 00″ E., thence due West for 65 m. to the West side of the old road and following the West side of the old road to Lat. 25° 11′ 30″ N., thence due East to Lat. 25° 11′ 30″ N., Long. 56° 22′ 30″ E., thence South to Lat. 25° 09′ 00″ N., Long. 56° 22′ 30″ E., thence due West to Lat. 25° 09′ 00″ N., Long. 56° 21′ 30″ E, thence due West to Lat. 25° 09′ 00″ N., Long. 56° 21′ 00″ E. and include all waters, land and installations contained within that area.

DOCUMENTS: The provisional requirements are:–

Immigration:	Crew List	3 copies
	Passenger List	3 copies
Customs:	Crew List	2 copies
	Passenger List	2 copies
	Cargo Manifests	2 copies
	Alcoholic Beverages/ Bonded Stores List	2 copies
Port Operations:	Cargo Manifests	2 copies
	Stow Plan/Hatch List	2 copies
	Dangerous Cargo List	2 copies
	Transhipment Cargo	2 copies
	Heavy Lift List	2 copies
	Ro/Ro Discharge List	2 copies
For Inspection:	Last Port Clearance, Ship's Log.	
Certificates:	Safety Equipment, Construction, Load Line, Radio, Oil Record Book.	

All documents relating to cargo should be forwarded prior to vessels' arrival.

PILOTAGE: Compulsory, except for 'Country Craft' and M.E.N.A.S. tender.

Notice of ETA and request for a Pilot must be made not less than 24 hours before ETA at Fairway Buoy via vessels' Agents. Pilot launch will keep listening watch on VHF Channel 16, 2 hours prior to ETA. Pilots work on VHF Channel 12.

The Pilot boarding point is 1 mile S.E. of the Fairway Buoy. Pilot boarding arrangements must be according to IMO Rules. Vessels awaiting a Pilot must anchor East of Long. 56° 25′ E. approx. 3 miles offshore. There is good holding ground in 40 m. to 59 m. of water.

RESTRICTIONS: *Draft Restrictions – Main Quay:*

1. Vessels with a draft of less than 11.5 m. can be moved at any state of the tide.
2. Vessels with a draft of between 11.5 m. and 12.0 m. can only be moved from 5 hours before to 4 hours after predicted HW.
3. Vessels with a draft in excess of 12.0 m. can be moved only at a time agreed by the Harbour Master.

Any variances to the above restrictions will be agreed by the Harbour Master, Port of Fujairah.

ANCHORAGE:

Notice to Mariners No. 042 – Amendment to Fujairah Offshore Anchorage Area:

The Fujairah Ports Authority has made amendments to the geographical co-ordinates of Fujairah Offshore Anchorage due to reasons given below:

(1) Directive has been received from the U.A.E. Coast Guard, which advise us to prohibit vessels anchoring within the Coastal Clear Zone that extends 4 nautical miles seawards from the shore line.
(2) To reduce congestion experienced currently at the 'B' Anchorage area and problems of manoeuvring reported by the Shipmasters, particularly of VLCC and ULCC vessels.

Listed below are the revised geographical co-ordinates of the anchorage area, designated for vessels to anchor according to their nature of calls.

(1) "A" Anchorage: For vessels awaiting orders or long term expected stay. There will be a minimum manning scale for these vessels: 1 qualified Master, 1 experienced Deck Officer, 1 qualified Engineer, 1 Motorman, 2 A.B's and 1 Cook.
Total (13) anchorages.

Co-ordinates:	Lat. 25° 18′ N.,	Long. 56° 26′ E.
	Lat. 25° 14.5′ N.,	Long. 56° 26′ E.
	Lat. 25° 14.5′ N.,	Long. 56° 27.5′ E.
	Lat. 25° 15′ N.,	Long. 56° 27.5′ E.
	Lat. 25° 15′ N.,	Long. 56° 28′ E.
	Lat. 25° 18′ N.,	Long. 56° 28′ E.

(2) "B" Anchorage: For vessels that require bunkering services and S.T.S. operations.
Total (30) anchorages.

Co-ordinates:	Lat. 25° 15′ N.,	Long. 56° 27.5′ E.
	Lat. 25° 10.5′ N.,	Long. 56° 27.5′ E.
	Lat. 25° 15′ N.,	Long. 56° 32′ E.
	Lat. 25° 10.5′ N.,	Long. 56° 32′ E.

(3) "C" Anchorage: For vessels that require offshore services such as crew changes, stores, water, underwater hull clearing, etc.
Total (13) anchorages.

Co-ordinates:	Lat. 25° 14.5′ N.,	Long. 56° 25.5′ E.
	Lat. 25° 10.5′ N.,	Long. 56° 25.5′ E.
	Lat. 25° 14.5′ N.,	Long. 56° 27.5′ E.
	Lat. 25° 10.5′ N.,	Long. 56° 27.5′ E.

(4) "D" Anchorage: For vessels carrying hazardous cargoes and explosives.
Total (6) anchorages.

Co-ordinates:	Lat. 25° 18′ N.,	Long. 56° 28.5′ E.
	Lat. 25° 15.5′ N.,	Long. 56° 28.5′ E.
	Lat. 25° 15.5′ N.,	Long. 56° 30.5′ E.
	Lat. 25° 18′ N.,	Long. 56° 30.5′ E.

(5) "W" Anchorage: For vessels waiting for inbound berth space within Fujairah Port.
Total (6) anchorages.

Co-ordinates:	Lat. 25° 10.5′ N.,	Long. 56° 23.5′ E.
	Lat. 25° 09.5′ N.,	Long. 56° 23.5′ E.
	Lat. 25° 09.5′ N.,	Long. 56° 26.5′ E.
	Lat. 25° 10.5′ N.,	Long. 56° 26.5′ E.

Vessels arriving to anchor will be allocated their respective anchorage area, and geographical position plus bearing and distance from the North Breakwater Light.

Vessels arriving at the anchorage must have to inform, by VHF, the Fujairah Port Control, 2 hours before their arrival and provide following information: Vessel name, vessel type, vessel condition, anchorage position and time, vessel agency, nature of call, last port, next port and ETD. Also, when sailing from the anchorage area, the vessel has to report the departure time and destination.

MAX. SIZE: Ships up to 280 m. LOA and 12.5 m. draft can be accepted.

HEALTH: Normal quarantine regulations apply. Radio Pratique can be obtained, via the vessel's Agent, providing the Master can state that no serious illness has occurred on board during the preceding 30 days.

RADIO: *Notice of Arrival:* Vessels should advise their ETA, Fujairah, at least 72 hours prior to arrival, giving draft, LOA and details of cargo operations. Agents should re-confirm 24 hours prior to vessels' arrival.

Also see "Health".

VHF: Fujairah Port Authorities, call sign "Fujairah Port Control" equipped with Marine Band VHF Radio Telephone Transceiver maintains continuous watch on Channels 16 and 12.

Vessels should establish radio contact with Fujairah Port Control Station if they intend anchoring in Fujairah Waters or are proceeding to Fujairah Port.

Following Channels are used by the Fujairah Port Authorities:

Station	*Hours of Watch*	*Channel*	*Function*
Fujairah Port Control	24	16	Distress, Safety and
		10	Calling Frequency
Fujairah Port Operations	24	9	Pilot Services
Tugs	24	8	Berthing/Unberthing
Working Channels	24	10&11	

Vessels in the Fujairah area are reminded not to use the above Channels except for the purposes specified.

RADAR: Port Control is equipped with radar. The pilot launch is equipped. However, fog is almost unknown though visibility is restricted by dust mainly – July and August.

TUGS: The use of tugs will be compulsory except at discretion of the Harbour Master. 2 tugs of 16 tonnes bollard pull are in operation fitted with foam monitors. A third tug of 31 tonnes bollard pull is also in service.

BERTHING: There are 4 berths on the Main Quay 780 m. long with a least depth of 12.5 m. for 600 m. and 10.6 m. for 180 m. This is a concrete capped and concrete blockwork constructed quay with rubber fendering.

There is a further 290 m. of quay with a least depth of 7 m. suitable for country craft and shallow draft vessels. This is a concrete capped sheet piled quay with continuous timber fendering.

There are 2 jetties for rock and aggregate cargoes.

There is a transit shed with 12,000 sq.m. of floor space with LCL facility.

PORT EQUIPMENT:

Equipment	*No.*	*Capacity*
Quay Cranes	3	40.0 tons
Quay Cranes	1	40.6 tons
R.T.G.	7	40.6 tons
Mobile Cranes	2	25 tons
Toploader	6	35/40 tons
Empty Handlers	5	12 tons
Forklifts	7	5 tons
Forklifts	5	2.5 tons
Ro-Trucks	27	50 tons
Trailers	25	1×45, 1×40 or 2×20 tons
Low Bed/Goose Neck Trailers	32	Different capacities.

Quay Crane Limits:

Maximum SWL:	3×40 tons	1×40.6 tons
Outreach from face of fenders:	2×34.5 m., 1×40 m.	1×40 m.
Height from Quay to U/Side of Spreader:	2×26.2 m., 1×29.3 m.	1×30 m.

Reefer Storage: 160 points × 200 volts. 80 points × 38 volts.

Open Storage (container or general cargo): 54,000 sq.m. paved storage area.

STEVEDORES: The port will work on a 24 hour 7 day week basis. Requirements for port labour must be submitted to Operations Department by 1200 hrs. prior to to day required.

MEDICAL: Hospital facilities are available.

FRESH WATER: Good potable water is available and supplied by road tanker or water barge by prior arrangement through agents.

FUEL: Gas oil available ex-jetty. Fuel oil by prior arrangement through local Agent – supplied by bunker barge.

REPAIRS: Routine maintenance of medium engineering type is available. Offshore hull cleaning and repairs available.

SURVEYORS: Classification Societies and Surveyors can be brought from Dubai at short notice.

HATCHES: Rigging ship's gear, opening and closing of hatches, are the responsibility of the vessel.

REPATRIATION: This is permissible via Dubai and Sharjah International Airports, about 1.5 hours by road. Valid Seaman's Book and Passport required.

AIRPORT: Fujairah International Airport is a few minutes drive from City Centre. Gulf Air operate a flight on Thursday to and from Bahrain.

DRY DOCKS: None.

TIME: GMT plus 4 hours permanent.

SHORE LEAVE: Shore leave is permitted.

HOLIDAYS: 1st day of Id Al Fitr, 1st day of Id Al Adha.

TELEPHONES: This service will be available aboard ships at the quay by prior arrangement through Agents.

SHIP SERVICING: Gulf Agency Co. operate ship servicing along Lat. 25° 10′ N. See "Agent".

Barwil Shipping Services, Fujairah. Tel: 224800/224801. Telex: 89040.

Fujairah Maritime & Mercantile International, Tel: 228238/228239. Telex: 89017 Gray Fu Em.

Fujairah National Shipping Agency. Tel: 228151. Telex: 89040.

BANKS: Abu Dhabi Commercial Bank. Tel: 223052.
National Bank of Abu Dhabi. Tel: 222633.
National Bank of Fujairah. Tel: 224513.
Bank of Oman. Tel: 222493.
Bank Melli Iran. Tel: 222551.
Bank Saderat Iran. Tel: 222241.
Bank of Baroda. Tel: 222730.
Union National Bank. Tel: 222747.
British Bank of Middle East (BBME). Tel: 222221.
Arab Bank. Tel: 222802.

GARBAGE DISPOSAL: Garbage service is compulsory. Skips are provided alongside at Drhs 35 per collection, which is made upon request from ship. Arrangements can be made through Port Operations Dept. Tel: 09-228800, Extension 220.

WASTE OIL DISPOSAL: Service available from local agents.

SEAMAN'S CLUBS: A duty free shop selling wines, spirits, beers, cigarettes, cigars, electrical goods, cameras, luxury goods, gift items, and providing refreshments, snacks, darts and pool is available.

CURRENCY: U.A.E. Dirhams (Drhs).

GENERAL: Derat Exemption Inspectors are available.

Ship Chandlers: Complete chandlering facilities will be available.

SHIPMASTER'S REPORT: March 1985.

Called for bunkers (ex-barge) also crew changes.

Anchorage: Instructed by bunker barge to anchor 3 miles East of breakwater entrance in 25 fathoms of water, good holding ground, 6 shackles of cable used.

Stores: Fresh provisions are available by prior arrangement with Agent.

Repatriation: Any crew joining/leaving are landed by fast launch and then taken by minibus to/from Dubai (about 2 hours drive).

Time: GMT plus 4 hours – permanent.

VHF: Agency (Gulf Agency), Port Control and bunker barge all have VHF, contact initially Channel 16 then shift to working frequency.

AUTHORITY: The Fujairah Ports Authority, P.O.Box 787, Fujairah, U.A.E. *Tel:* Fujairah 228800. *Telex:* 89085 Fport Em. *Fax:* 228811 (Administration), 228555 (Operations), 228022 (Marine). *Contact:* Captain R.M. Saunders, General Manager. Captain Tamer Masoud, Harbour Master.

AGENT: Gulf Agency Co. (Fujairah) PVT. W.L.L., P.O.Box 590, Fujairah, U.A.E. Cables: "Confidence", Fujairah. Telex: 89046 ("Gacfuj EM"). Tel: 228300, 228301 (24 hour service). After hours 222597. Fax: 228269.

Operators of ships' supply service and shipping agency: Crew changes, mail, spares and/or delivery of provisions, fresh water and lube oil, as well as arranging of bunkers.

Owners, Operators and Masters are welcome to contact G.A.C. Dubai by cable or telex regarding requirements and for coordination of rendezvous positions off Dubai or off Fujairah.

HAMRIYAH, Sharjah: 25.35 N. 55.24 E. (See Pla

LOCATION: Hamriyah Oil Terminal is located in the Emirate of Sharj United Arab Emirates, and consists of a shore tank with related onsh facilities, an offshore loading berth composed primarily of one sin point mooring buoy and a 30 in. submarine pipeline which runs from shore tank to the loading berth. The shore tank is located outside village of Hamriyah on the coastline between Umm Al Qaiwain a Ajman in approximate position Lat. 25° 29.5′ N., Long. 55° 30.7′ E. T loading berth is located in 71 ft. of water and is situated in an open a unsheltered roadstead approximately 7.6 miles offshore on a bearin approximately 308° (T) from the shore tank and in approximate posi Lat. 25° 34′ 31.68″ N., Long. 55° 24′ 5.8″ E.

Hamriyah Oil Terminal is owned by Amoco Sharjah Oil Company a is operated 24 hours a day, 7 days a week, weather and oth circumstances permitting. Vessels are loaded and unmoored at a hour, weather and other circumstances permitting. Vessels are moo during daylight hours only, weather and other circumstances permitt *Company's Facilities:* The Company's administrative offices are loca in the town of Sharjah and the Company's terminal offices, storage ta and laboratory for testing stock are located onshore near the village Hamriyah.

FLAG: Vessels are required to fly the flag of the United Arab Emira on the foremast during daylight hours while in Sharjah waters. T Sharjah territorial waters extend 12 nautical miles seaward from t Sharjah coastline.

DOCUMENTS: The following documents are required when calling Hamriyah Oil Terminal:
Health Declaration.
Crew List.

PILOTAGE: *Mooring Masters:* Vessels to be moored at the load berth will be boarded by 2 Mooring Masters about 3 miles due North the loading berth in approximate position Lat. 25° 37.5′ Long. 55° 24.1′ E. The Mooring Masters will be provided by t Company and vessels will not be allowed to approach or depart fr the loading berth without the Company designated Mooring Maste being on board. The Mooring Masters will advise vessel personnel the approaches to the loading berth; the operations of mooring a unmooring; the raising, connecting, disconnecting and lowering of t floating cargo hose and in all other operations within the loading be area. All manoeuvring of vessels within the loading berth area shall performed by vessel personnel as directed by the vessel's Officer charge and in accordance with the procedure advised by the Moor Masters.

Vessels are required to have a clean and efficient pilot ladder fi with spreaders and manropes, safely and securely rigged, ready for t Mooring Masters to immediately embark and disembark on the port s of the vessel and of sufficient length to reach the Mooring Maste launch. At night, adequate lighting must be rigged overside for t Mooring Masters to approach or depart from the port side of the ves and to use the pilot ladder safely. A lifebuoy with safety line and se igniting light together with a rope messenger for the Mooring Maste bag shall also be available at the pilot ladder head. Vessels shall aff a "Good Weather Lee" and shall reduce speed as directed by t Mooring Masters in order to effect the safe embarking or disembark of the Mooring Masters.

Whenever, as in the case of large vessels in light condition, the hei of the deck above the water exceeds 30 ft., the accommodation lad shall also be used in conjunction with the pilot ladder and shall lowered to about 12 ft. above the water with the pilot ladder rigg immediately adjacent to the bottom platform of the accommoda ladder. A mechanical hoist of an approved pattern shall be conside an acceptable alternative to a conventional pilot ladder for use conjunction with the accommodation ladder, but a mechanical ho whose operation relies upon a single wire shall not be considered of approved pattern. The rigging of the pilot ladder for the embarkation a disembarkation of the Mooring Masters shall be supervised by responsible vessel Officer and shall be effected so that the ladder well clear of any overboard discharge and so that each step of the lad rests securely against the vessel's side. If, in the opinion of the Moor Masters, the pilot ladder is not safe, the Mooring Masters may refu to board the vessel and any delay caused by such refusal shall be the vessel's account.

Vessels shall provide food for the Mooring Masters while on boa the vessel and shall accommodate the Mooring Masters in cab equivalent to that required for an officer of the vessel. The Moor Masters shall have access to the bridge and/or central area of the ves and such areas shall not be locked or otherwise arranged to prev immediate entry at any time by the Mooring Masters.

Vessels shall also provide accommodation and food for the Ca Inspector.

ANCHORAGES: The customary anchorage area for vessels awa the loading berth at Hamriyah Oil Terminal is a circle 2.0 miles diameter and with its centre located 3 miles due North of the load berth in approximate position Lat. 25° 37.5′ N., Long. 55° 24.1′ Anchorage within 2 miles of the loading berth or of the 30 in. subma pipeline which runs from the shore tank to the loading berth is prohib unless otherwise designated by the Company or the Mooring Mas

HEALTH: The rules governing the quarantine of vessels are the sa as those found in other parts of the world.

MAX. SIZE: Max. draft 16.0 m. Maximum displacement at any tim 150,000 tonnes.

Also see "Berthing".

RADIO/VHF: *Initial Radio Communications:* The radio station at Ba will handle the initial radio communications between vessels and Company. The station call sign is "A9M" and the station operates o 24 hour basis.

Advice of Arrival: It is important that vessels establish radio contact the Company and with Lamnalco (Sharjah) Ltd. when 3 days dis from Hamriyah Oil Terminal and maintain such contact until just prior to arrival at Hamriyah Oil Terminal. Vessels should send an ETA telex to the Company (Telex: 68685 Amcosh EM) and Lamnalco (Sharjah) Ltd. (Telex: 68433 Lamshj EM) not less than 72 hours prior to arrival at Hamriyah Oil Terminal, providing the following information:

1. The ETA;
2. The estimated draft, fore and aft, upon arrival;
3. The quantity of crude oil to be loaded and the grade of such;
4. The estimated sailing draft and displacement;
5. The last port of call;
6. Whether the vessel has a clean Bill of Health;
7. The distance from the bow to the centre of the vessel's manifold.

This first ETA message should also include a definite statement of the details of any equipment required from shore for connecting the floating cargo hose to the vessel's manifold. Further ETA telexes should be sent to the Company and Lamnalco (Sharjah) Ltd. when the vessel is 48 hours and 24 hours distant from Hamriyah Oil Terminal confirming or giving notice of any change in the 72 hour ETA and at any other time after the 24 hour ETA telex when a change by more than 2 hours occurs in the ETA. The 24 hour ETA telex should include a positive statement regarding the vessel's readiness to load on arrival and the number of hours that will be required by the vessel to discharge clean ballast. Local time is GMT plus 4 hours and Daylight Saving Time (Summer time) is not applicable.

Ship-To-Shore Communications: The Company and Lamnalco (Sharjah) Ltd. are equipped with VHF radiotelephone using international frequencies and maintain a radio watch on the international VHF Marine Channel 16 and on Channel 74. Not less than 12 hours prior to the vessel's ETA at Hamriyah Oil Terminal, the vessel is required to maintain a radio watch on R/T frequency 2182 kHz and on VHF Channel 16. Masters are recommended to use this facility as soon as the vessel is within range since such communications are the best means of avoiding delay in the mooring of the vessel. While a vessel is at the loading berth, the Mooring Masters will be in direct charge of the portable VHF ship-to-shore radiotelephone and all ship-to-shore communications will be by portable VHF radiotelephone. The use of the vessel's radio station and/or battery charging equipment is prohibited during cargo loading operations.

Radio Watches: While at the anchorage awaiting the loading berth, vessels should maintain a listening watch on R/T frequency 2182 kHz and on VHF Channel 16 with the Company and Lamnalco (Sharjah) Ltd.

TUGS: *Mooring Launch:* The Company will provide a mooring launch which is owned by Lamnalco (Sharjah) Ltd. to assist in the mooring and unmooring of the vessel. The mooring launch will be harboured in the town of Sharjah at the boat pier used by Lamnalco (Sharjah) Ltd. and will operate under the direct control of the Mooring Masters.

BERTHING: Tenders to load crude oil will normally be accepted and the loading berth will be assigned to a vessel in the order of its arrival, provided the vessel has a nomination for crude oil valid at the time and is in all respects equipped and ready to moor. In the event that mooring is delayed on account of weather, the vessel will keep its position in line. Should the vessel be required to leave the area on account of weather, the vessel should keep in radio contact with Hamriyah Oil Terminal in order to make the vessel available as soon as the weather moderates. The Company reserves the right to load vessels "Out of turn" following the return of good weather, to the extent that such loading "Out of turn" does not materially delay the loading of other vessels in line. For example, should weather make it necessary for a specific vessel waiting at the loading berth or at the anchorage to vacate the area, the Company may load another vessel which arrived at the anchorage after the specific vessel but before the return of the specific vessel which was waiting in line ahead of the the other vessel.

When the vessel proceeds to within a reasonable distance from the loading berth and upon advice from the Mooring Masters, the mooring lines of the vessel will be carried by the launch to the floating buoy lines, secured thereto, and brought on board the vessel. On the vessel's end of the mooring lines there is a steel chafing chain which can be observed when the floating buoy lines come out of the water. This chafing chain will be secured to the vessel's bitts by way of Company-supplied mooring strops in such a manner that the floating buoy lines shall remain outside the vessel, thereby allowing the chafing effect at the fairleads to be taken by the chafing chain. All mooring details and the sequence of movements shall be directed by the vessel's Officer-in-charge, following consultation with the Mooring Masters. When the mooring operations have been completed, fire wires of at least 150 ft. in length will be secured to the vessel's bitts and run out at the bow and stern of the vessel's starboard side and held in place on short stoppers with the eyes approximately 6 ft. above the surface of the water, so that they can be readily available to a tug in case of an emergency.

Loading Berth: Vessels are loaded by means of a 30 in. submarine pipeline which runs from the shore tank to the loading berth and by means of a floating cargo hose which runs from the loading berth to the moored vessel.

Vessels meeting the following requirements will be accepted at the loading berth:

(1) Maximum draft is 16.0 m., at any time.
(2) Maximum displacement of the vessel is 150,000 metric tons, at any time.
(3) If deballasting is required by the vessel, the vessel must either deballast and load cargo simultaneously or after completion of loading.

In exceptional cases, vessel in excess of these requirements may be allowed to berth at the facility, provided written permission has first been obtained from the operators.

Mooring Facilities: The Single Point Mooring Buoy moors vessels from the bow and consists primarily of a cylindrical buoy which is secured to the seabed by 6 catenary anchor legs each of which are tethered to the seabed by a heavy duty anchor system. The cylindrical buoy is 5.3 m. in height, fitted with a skirt 16 m. in diameter, and equipped with a radar reflector and a racon beacon coded "Zulu", frequency 48 seconds. The cylindrical buoy is also equipped with a navigational light, white flashing code "U", which has a range of 5.7 miles with transmission factor of 0.85 and is visible through 360°.

Vessel's Alertness: The loading berth is on an open and unsheltered roadstead; therefore, from the time the Mooring Masters board the vessel until the vessel has loaded her cargo and the Mooring Masters have disembarked, full power must be available at all times on all deck winches and windlass and other gear of the vessel and the vessel's engines, steering machinery and other efficient manoeuvring equipment must likewise be maintained in constant readiness with full power for immediate use so as to allow the vessel to depart from the loading berth at any time following a request by the Mooring Masters or the Company to do so.

The vessel's personnel should be at their stations and alert at all times during mooring, unmooring, hose handling and cargo loading operations. Where vessels are equipped with an electric clutch control to the propeller shaft, such vessels must disconnect the electrical clutch control and the manual clutch control so that there will be no possibility of the engine engaging the propeller shaft while the vessel is moored. Constant observation in the engine room, control room and deck control room shall be provided at all times while vessels are at or in the vicinity of the loading berth.

Whilst a vessel is moored to the SBM a crew member must be stationed on the forecastle at all times (24 hours) and will report immediately to the officer in charge if the vessel approaches within 10 m. of the buoy.

READINESS: *Loading Readiness and Arrival Time:* Upon arrival of the vessel at the customary anchorage for the loading berth, the Master or his Agent shall give the Company notice by letter, telegraph, wireless, or telephone that the vessel is ready to load. Laytime shall commence upon the expiration of 6 hours following the acceptance of such notice by the Company provided that the vessel has been nominated to load cargo and the terminal holds such cargo nomination and further provided that the Mooring Masters have deemed the vessel to be in all respects ready to moor and load. As no berthing may be undertaken during hours of darkness, the Notice of Readiness will be accepted only between the hours of 0600 hrs. and 3 hours before sunset, provided that the vessel is apparently in all respects ready to moor and receive the cargo. The time of sunset will be determined by the current nautical almanac. Notice of Readiness will not be accepted during a period when the port is closed, on account of adverse weather, and may not be accepted, if the vessel arrives prior to the date upon which it is nominated to load.

If, however, the vessel is moved to the loading berth without delay after having arrived at any time and the vessel is in all respects ready to moor and load in the opinion of the Mooring Masters, the Notice of Readiness will be accepted at the time the Mooring Masters board the vessel. Laytime shall continue until the floating cargo hose has been disconnected from the vessel's manifold.

LOADING: *Vessel's Gear:* Prior to the arrival of any vessel at the Mooring Masters Boarding Area, the port derrick of the vessel should be up and ready to lift the mooring and hose connection gear on board the vessel from the mooring launch, and the vessel must be equipped on the forecastle head with at least 2 good quality mooring lines, each not less than 120 fathoms in length and of buoyant material if possible, together with an adequate supply of lashing ropes and shackles. The mooring lines should be laid out free for running adjacent to bitts and warping winches. The warping winches or windlass should be in good working order and must be adequate to handle mooring lines under heavy strain.

On the port side, opposite to the vessel's manifold, there must be equipment capable of lifting the floating cargo hose, a 7.5 ton lift, safely and efficiently from the sea surface over the port rail to the vessel's manifold. Vessels must also have adequate mooring or loading facilities or lines or gear, the Mooring Masters must so inform the vessel's Master and in such event the vessel will not be brought into the loading berth until the facilities or lines or gear are deemed satisfactory by the Mooring Masters.

Connecting Hose: After the vessel has been securely moored, the floating cargo hose will be hoisted to the vessel's port side rail amidship by vessel's equipment. The floating cargo hose is a 20 in. (reducing to 16 in.) diameter floating hose, 920 ft. in length, fitted with a 150 ASA flat face flange for connection to the vessel's manifold. The vessel should have adapters and fittings on board so as to enable such floating cargo hose to be connected to the vessel's manifold. The raising, connecting, disconnecting and lowering of the floating cargo hose will be performed by the vessel's crew as directed by the vessel's Officer-in-charge who must be present at all times during such operation and in accordance with the procedure advised by the Mooring Masters, who will remain on board the entire time the vessel is at the loading berth. Particular care should be taken during all such hose operations to avoid damage to the floating cargo hose and its fittings.

Rate of Loading: The crude oil flow is by pump and the maximum crude oil loading rate for vessels using one 16 in. deck hose and 150 p.s.i. at vessel's rail is approximately 23,000 barrels per hour. In order to save vessel time and make the loading berth available for other vessels, it is requested that ballast be pumped as fast as possible and that vessels receive oil as fast as it can be delivered, with both operations having due regard for safety. It is requested that any impediment (such as "Y's", strainers or mud boxes) to the flow of crude oil into the vessel, be removed before the arrival of the vessel at the loading berth.

Responsibility: Prior to the commencement of any cargo loading operation, the Mooring Masters and the Officer-in-charge of the loading operations for the vessel shall engage in a pre-loading conference to formulate a loading plan and to ensure that the vessel is in all respects ready to load. No cargo loading shall take place without the permission of the Mooring Masters, which permission shall not be given until the pre-loading conference has been completed. The vessel's Master shall remain responsible for the safety of the vessel and all operations on board the vessel at all times. The Mooring Masters will advise the Officer-in-charge of the loading operations for the vessel with respect to the loading pressures and hazards but the Mooring Masters will not direct any aspect of the loading except as may be necessary to protect the loading berth and related facilities and equipment. The manipulation of the vessel's valves is the direct responsibility of vessel's personnel. The Mooring Masters shall have the right to suspend cargo loading operations or to require the vessel to unmoor and depart from the loading berth at any time when the mooring plan, pre-loading plan or the safety requirements and regulations set forth herein are not being followed by the vessel, or at anytime the Mooring Masters believe or become aware of the existence of any other reason which in his opinion shall require the suspension of the mooring or the loading of the vessel.

Oil Valve Control: The incoming oil stream is controlled onshore and the vessel's valves must not be closed against the incoming oil stream. Such a procedure creates an excessive pressure which may damage the hose or other terminal facilities and could result in a pollution incident. Vessels will be held legally responsible for any damage resulting from the vessel's failure to observe this precaution. Frequent checks of the cargo loading must be made by vessel personnel during the loading operation so that a reduction in the loading rate, before topping of the final tank or tanks, may be arranged through the Mooring Masters by the Officer-in-charge of the loading operations for the vessel. A normal standby warning should be given about 15 minutes before the shutdown of the loading operations. Upon the request from a vessel to shut down the loading operations, a minimum of 5 minutes will be normally required to stop the flow of crude oil. Vessel's personnel shall be responsible for the call to stop the loading of the vessel. When cargo has ceased to flow, the valves on the shore will be closed and the vessel's manifold valves may then be closed.

Emergency Signal: Emergency signals and messages will be relayed by VHF/UHF radios and radio telephone links available with the Mooring Masters.

Code Flag: During all cargo loading operations, the International Code Flag "B" shall be displayed from a topmast signal halyard during daylight hours and a red light shall be displayed during the hours of darkness. The red light should be of a character as to be visible at a distance of at least 1 mile and show an unbroken light around the horizon.

Shore Stops: Request for the terminal to stop the flow of crude oil at a predetermined tonnage must be made in writing to the Company and will be deemed to include the statement and understanding that the Company will not be responsible for (1) any errors, costs or claims arising from such request and (2) any crude oil loaded in excess of that requested will not be pumped back ashore. Some delays in stopping the flow of crude oil are always incurred when such a shore stop request is made.

BALLAST: There are no facilities for the off-loading of dirty ballast but clean oil-free ballast may be discharged overboard from the vessel. It is the Master's responsibility to see that no oil (crude, bunker, diesel, bunker C, or oily bilge water) is pumped or spilled overboard from the vessel. All deck scuppers must be plugged tight and adequate drip pans and sand must be provided where necessary on deck for use at all times, especially when disconnecting hoses, in order to prevent any such loss of oil overboard. The waters in and adjacent to the loading berth must not be polluted and only clean oil-free ballast may be discharged.

The discharge of oil mixtures from vessels while en-route to Hamriyah Oil Terminal is prohibited.

Masters are warned that when disposing of dirty ballast or bilge water, all pipelines, sea suctions, strainers and pumps which are later to be used to discharge clean ballast, must be flushed clean, so that there will be no chance of even a small amount of pollution when the clean ballast is pumped overboard.

Vessels must have sufficient ballast for safe manoeuvring and, where practicable, should arrive at the loading berth with the propeller completely submerged and trimmed 8 ft. to 10 ft. by the stern.

Due to the sudden and often unexpected onset of high winds in this area, it is essential that this condition is maintained, and the vessel is fully manoeuverable at all times, and also that the vessel is able to commence loading without delay as soon as the hose is connected. Therefore, vessels, arriving with clean ballast to discharge, must arrange this ballast in such a way that either it can be discharged concurrently with loading or after departure, while maintaining satisfactory segregation from the cargo.

The Mooring Masters may refuse to permit the mooring of any vessel not in compliance with these requirements until the vessel takes on sufficient ballast and/or alters her trim to meet these requirements.

As soon as practicable after arrival, vessel's tanks will be inspected for evidence of oil in ballast and during the discharge of ballast a similar inspection will take place.

Vessels must keep a constant watch on the side of the vessel from which clean ballast is being discharged for any indication of water discolouration or oil sheen. Discharge of ballast must be immediately suspended should there be any indication of discolouration or sheen and the Mooring Masters shall be immediately informed of such. An investigation of any such discolouration or sheen shall be carried out by the vessel and the findings reported to the Mooring Masters. Discharging shall not resume without permission of the Mooring Masters.

If, during any inspection or during the process of loading, it is revealed that a vessel's tank is not oil-tight, the vessel will be rejected by the Mooring Masters and refused further loading until satisfactory evidence of effective repairs is submitted and the vessel is duly certified by Lloyd's Register of Shipping, American Bureau of Shipping or another similarly recognised classification society.

In addition to the lights usually displayed, vessels are required to illuminate the vessel and the waters around the vessel with all available and suitable searchlights and floodlights during the discharge of clean ballast and the loading of crude oil during the hours of darkness. Such illumination must be to the satisfaction of the Mooring Masters and must be undertaken so as to assist in the loading operations and in order that any oil on the surface of the sea may be readily detected and appropriate action taken. Vessels unable to illuminate the sea satisfactorily may not discharge ballast or engage in the loading of crude oil during the ho of darkness and any such delay shall be for the account of the ves

MEDICAL: Vessels requiring emergency medical assistance sho contact Hamriyah Oil Terminal by VHF radio and supply the necess pertinent information which will be passed on to the vessel's Ag Neither medical or hospital facilities are available at Hamriyah Termi but private doctors and hospital facilities are available in the tow Sharjah.

CONSULS: There are no consulates in the village of Hamriy however, consular or diplomatic representatives for many natio maintain offices in the cities of Abu Dhabi and Dubai.

REPAIRS: The Masters of vessels loading at the loading berth a advised that the loading berth is considered an "open and unshelte roadstead" and under no circumstances may engines be shut down repairs while the vessel is at the loading berth. There are no facili for making vessel repairs at Hamriyah Oil Terminal and no repairs be allowed at the loading berth. However, arrangements can be ma through the vessel's agent to utilise the repair facilities at other por

SURVEYORS: No cargo inspectors or marine surveyors are based the village of Hamriyah but inspectors and surveyors who reside at ot ports can be arranged through the vessel's Agent.

SHORE LEAVE/REPATRIATION: Vessel personnel (other th medical emergency cases) are not allowed to embark or disembark fr the vessel at the loading berth. There are no facilities for crew chan at the loading berth.

WEATHER: *Climate:* The climate along the coastline of Sharjah characterised by cool Winters and very hot Summers. The annual me rainfall is 4.2 in. and the relative humidity varies considerably accord to the time of day with the highest relative humidity generally in the ea morning and the lowest relative humidity generally in the early afterno The air temperature is generally moderate in the Winter, but is hig the Summer and can be extremely high in the interior on Summ afternoons.

Weather Data Summary:

Annual mean rainfall	4.2 in.
Lowest mean daily minimum air temperature	55°F.
Highest mean daily maximum air temperature	102°F.
Lowest average monthly sea surface temperature	72°F.
Highest average monthly sea surface temperature	90°F.

Winds: The winds in the Southern part of the Gulf are usually light a generally blow from the Western quadrant most of the year but o occasionally interrupted by winds from varying directions. The visib along the Sharjah coastline is generally good but from June September the Shamal blows over the Gulf area and frequently produ rough seas and stirs up dust clouds which can affect visibility at se The cold fronts which move down the Gulf from November to A frequently cause a North or N.W. wind of 20 knots or more along t Sharjah coastline with accompanying swells.

Tides: The tide for Sharjah can be predicted with reasonable accura through use of the tide tables for Shatt Al Arab with the appropri correction factor for Sharjah applied.

Currents: The current along the Sharjah coastline has a predominan counter-clockwise circulation throughout the year. The maximum curr is up to 3 knots.

Seas: High waves generally do not occur along the Sharjah coast since the winds are usually light in the vicinity of the coastline. On th occasions when the wind does become strong, the wave heig generally remain somewhat limited since the distance over which t wind can blow to generate waves is somewhat short from most directi due to the bend in the Gulf which tends to reduce the fetch of No winds at Sharjah (e.g., waves over 8 ft. occur 0.2 per cent of the tim

SAFETY: The vessel's personnel are responsible for the safety of t vessel and themselves and shall take all necessary precautions, whet or not so advised by the Company or the Mooring Masters, having mind the hazards of the loading operation, the cargo being handled t weather condition and any other circumstances requiring special ca or caution. The vessel's personnel shall also adhere to all saf precautions generally followed in the marine industry as well as requirements and regulations imposed by the Company. Any saf precautions, requirements and regulations imposed by the Compa and disregarded by the vessel's Master, Officers or crew will considered a just cause for rejection of the vessel and all expens related thereto shall be for the vessel's account. While the vesse moored or within the vicinity of the loading berth, the vessel's person and the vessel's operations must comply or be in accordance with t following safety requirements:

(a) All ports opening onto the decks of the vessel are to be k closed during cargo loading operations and all doors opened access other than the pumproom doors must be clo immediately after use.

(b) Smoking is strictly prohibited on board the vessel and on t loading berth except in those areas designated by the Master smoking areas. No areas outside of the accommodation ar shall be so designated. The Master is responsible for ensu that all vessel personnel are informed of the designated smok areas and shall post suitable notices regarding same. T Mooring Masters may request the Master to further limit t vessel's "No Smoking" areas as conditions warrant. Matches lighters for personal use shall not be carried while outside designated smoking areas and personnel shall be so instruc The Master shall instruct the Officers and crew of the vessel to throw lighted cigars or cigarettes overside or out of port ho There may be occasions when smoking will be entirely prohib

(c) The use of portable lamps, naked lights or electrical equip on extension cords is prohibited and only approved intrinsi safe self-contained flashlights are permitted on deck.

(d) Ventilators must be so trimmed as to exclude flammable ga entering the area and if this cannot be done the ventilators be completely closed.

(e) The vessel's engines, steering gear and other essential manoeuvring equipment and deck machinery must remain ready with full power for immediate use to permit the vessel to clear the area upon instruction from the Company or the Mooring Masters to do so.

(f) Window type air conditioners must be disconnected from their power source and not used unless a certificate can be produced from a recognised authority to show that the unit is safe to operate in flammable gas areas.

(g) The vessel's main radio and radar equipment must not be energised while the vessel is handling cargo or ballast. The use of intrinsically safe VHF radios for cargo handling and safety operations are permitted.

(h) A continuous and efficient fire watch must be maintained on deck and in the engine room at all times. The vessel's fire fighting equipment shall be ready for instant use at all times throughout the vessel. Fire hoses of sufficient length to reach all parts of the vessel must be laid out and connected to hydrants and there must be full pressure on the deck line.

(i) Recommendations contained in the I.C.S. International Safety Guide for oil tankers and terminals covering the loading and discharge of tankers shall be strictly followed at all times.

(j) The only open flames allowed while the vessel is at the loading berth are those in the vessel's boilers and galley equipment. Sufficient fire extinguishers must always be provided near the galley and boilers.

(k) Burners, tubes, uptakes, exhaust manifolds and spark arrestors shall be maintained in good working order and kept clean. Funnel uptakes and boiler tubes shall not be blown while the vessel is at the loading berth. Highly volatile cleaning solvents shall not be used in the engine room for any purpose whatsoever while the vessel is at the loading berth.

(l) In the event of fire breaking out on any part of the vessel, however minor the fire may be, the fire alarm must be given immediately. The fire alarm will consist of a succession of long blasts on the vessel's whistle together with a rapid and continuous ringing of the vessel's bell.

(m) Not less than 1 Deck Officer and 3 seamen shall be on duty, alert, available and in charge of the operations on deck at all times while the vessel is at the loading berth.

(n) Not less than 1 engineer shall be on duty, alert, available and in charge of the engine room at all times while the vessel is at the loading berth.

(o) A member of the vessel's crew, not one involved in any way with the loading operation, must be stationed on the bow of the vessel while the vessel is at the loading berth and a constant watch must be maintained on the moorings.

(p) During the discharge of clean ballast and the loading of crude oil, the vessel and the waters around the vessel must be illuminated during the hours of darkness with all available and suitable searchlights and floodlights.

(q) Before the floating cargo hose is brought on board the vessel, all deck scuppers must be plugged tight and adequate drip pans and sand must be provided where necessary on deck for use at all times. The deck scuppers must remain plugged until the floating cargo hose has been disconnected. All other materials necessary to clean up any oil spillage on deck must be on hand for immediate use.

(r) All unused bunker connections, cargo connections and vessel manifolds must be fitted with blank flanges including the stern discharge line if fitted.

(s) All cargo tank hatch covers and ullage port covers are to be kept closed except where tanks are to be hand sampled or hand ullaged in which case the ullage openings may be opened to sample or ullage the cargo.

(t) All cargo and ballasting operations shall be suspended during electrical storms in the vicinity of the vessel.

(u) Prior to the commencement of any loading operations, all empty vessel cargo tanks and tanks carrying cargo must be under positive pressure and fully inerted with gas having an oxygen content of less than 8 per cent.

(v) THE COMPANY DOES NOT HAVE A TUG OR VESSEL IN THE AREA EQUIPPED WITH FIRE FIGHTING APPARATUS.

GENERAL: *Government Officials:* Sharjah Officials such as the Customs Officer, Quarantine Officer, Immigration Officer, Captain of the Port and Police, are stationed in the town of Sharjah. Should Customs Guards be stationed on board the vessel while at the loading berth, it is expected that the vessel will provide food for these guards and other Sharjah Officials. Vessels calling at the loading berth must provide an accommodation ladder rigged on the port side for such Sharjah Officials.

Visitors: Visitors are not allowed to embark or disembark from the vessel at the loading berth.

Supplies: Commissary supplies, steward's stores, laundry services, fresh water, marine lubricants and bunkers are not available through the Company and may not be loaded at the loading berth. Any questions concerning the availability of such items from other sources and the loading of such items elsewhere should be handled through the vessel's Agent.

Contraband: The Company prohibits unauthorised craft from coming alongside vessels while at the loading berth without the permission of the Mooring Masters. To avoid the possibility of undesirable items getting aboard vessels, it is recommended that Masters discourage any such craft from coming alongside while vessels are at or in the vicinity of the loading berth.

Garbage: The dumping of garbage and refuse overside is prohibited.

Agency: The Company does not perform any vessel Agency functions. Vessels calling at Hamriyah must arrange for their own Agents.

SHIPMASTER'S REPORT: July 1983 (Updated 1986).

Location: Hamriyah Oil Terminal is owned by Amoco Sharjah Oil Company. The terminal is located in the Emirate of Sharjah, United Arab Emirates. A 30 in. pipeline runs from the shore tank to a S.P.M. located in position Lat. 25° 34′ 31.68″ N., Long.55° 24′ 05.8″ E. and is operated by Lamnalco.

Documents: Health Declaration and Crew Lists. Customs, Immigration and Quarantine Officers have an office in Sharjah but usually do not come on board.

Pilotage: A pilot ladder to be prepared on vessel's Port side and lowered to about 12 ft. above the waterline. If the height of the deck exceeds 30 ft. a pilot ladder in conjunction with the accommodation ladder must be rigged.

Anchorages: The customary anchorage for vessels awaiting the loading berth of Hamriyah Oil Terminal is 3 miles North of the S.P.M. Anchorage within 3 miles is strictly prohibited unless instructed by the Mooring Masters.

Max. Size: Vessels up to 250,000 tons have been accepted, subject to weather conditions.

Health: Rules are the same as found all over the world.

Radio/VHF: Amoco Sharjah and Lamnalco should be contacted by radio 3 days prior arrival via Bahrain Radio and maintain contact until prior arrival.

Telex: 68685 Amcosh EM and 68433 Lamshj EM.

Following information is required by both parties:

1. ETA.
2. Arrival Draft.
3. Quantity to be loaded.
4. Estimated sailing draft.
5. Last port of call.
6. Whether vessel has clean bill of health.
7. Distance bow to manifold.
8. Confirm vessels ability to load/deballast concurrently or alternatively to deballast after loading.

Both companies keep watch on international VHF Marine Channel 16.

Berthing: This cylindrical buoy is equipped with a navigational white flashing light code "U", range 5.7 miles, a radar reflector and a racon beacon coded "Zulu".

On forecastle, vessel should have 4 good quality mooring lines, minimum length of 120 fathoms and preferably of the floating type. Vessel's lines to be used to pick up the mooring lines of the buoy. The end of the buoy's mooring line consists of a steel chafing chain and will be secured onto vessel's bitts by mooring strops supplied by Lamnalco.

Port derrick should be up and ready for lifting moorings and cargo hose connecting gear and capable of lifting 7.5 tons safely.

Mooring Masters and Cargo Oil Surveyor stay on board while vessel is on the berth and both to be accommodated in an officer's cabin and meals served in officer's messroom.

Notice of Readiness: Will only be accepted between 0600 and 1800 hrs. but will not be accepted at times when the Hamriyah Oil Terminal is closed on a public holiday or Friday (Moslem Sabbath). However, if the vessel is moved to the berth without delay after having arrived at any time and vessel is ready for mooring and loading the Mooring Masters will accept the N.O.R. at the boarding time. Laytime shall commence upon expiration of 6 hours after accepting the N.O.R. and shall continue until hose has been disconnected from vessel's manifold.

Loading: The floating hose is 20 in. diameter with a 16 in. hose for connecting to the vessel's manifold. Loading rate approximately 23,000 bbls.p.h. Only one type of oil available, being crude oil condensate approximate API 50/60° and loading temperature approximately 95°F.

Ballast: There are no dirty ballast reception facilities and all vessels must arrive with sufficient clean ballast for manoeuvring with the propeller submerged and a trim of 8 ft. – 10 ft. by the stern. Non-permanent clean ballast to be discharged prior to commencing of loading.

Medical: Neither medical nor hospital facilities are available at Hamriyah Oil Terminal. Requests for emergency medical assistance should be passed to Hamriyah Oil Terminal by VHF and the information will be passed to vessel's Agent. Private doctors and hospital are available in the town of Sharjah.

Supplies: Stores, fresh water, laundry services, bunkers and lubricant not available via Amoco and may not be loaded at the berth. Availability of items should be handled through vessel's Agent and loading carried out elsewhere.

Consuls: No consulates in Sharjah; however, many nations have consular or diplomatic representatives in Abu Dhabi and Dubai.

Repatriation/Shore Leave: Not permitted while at loading berth.

Currents: Predominantly counter-clockwise circulation throughout the year along the Sharjah coastline and is generally not strong. Strongest in January (0.4 – 0.8 knots) and in April (0.6 – 1.7 knots).

Weather: Winds are usually light from Western quadrant, except during June to September when the Shamal blows and from November to April during passing of cold fronts with winds up to 20 knots producing rough seas.

SHIPMASTER'S REPORT: August 1994.

The SPM Buoy is owned by Amoco, but on their behalf operated and maintained by Lamnalco. ETA's and N.O.R. are to be telexed to Amoco Sharjah (Telex: 68685 Amcosh Em).

Vessel is usually not accepted for loading before Laydays specified in Charter Party, even if the loading berth is vacant. On an average, 4-5 ships are loading at this buoy in a month.

There are no formalities for Health Clearance, Free Pratique and Immigration, etc., for vessels calling to load at Hamriyah Off-shore Terminal.

While vessel is at the SBM, no operations, such as receiving stores or crew changes, can be carried out. These operations should be undertaken while at anchorage. Provisions and bonded stores are available through local ship chandlers. Crew shore leave is not allowed.

Vessel is moored to SPM Buoy using 2 chains. If vessel is equipped with only one bow chain stopper, the other chain is made fast to bitts, using additional snotters and shackles, etc. Loading Master advised that for insurance purposes, 2 chains have to be fastened, even though OCIMF recommends one chain sufficient for vessels of less than 100,000 d.w.t. Terminal should be informed in advance if vessel is equipped with only one bow chain stopper, so that additional gear can be supplied.

Two Loading Masters and one surveyor board the vessel North of SPM Buoy from a service vessel, which also brings the required gear (shackles/snotters/plates, etc., for mooring and ship/shore connection). Mooring, unmooring, hose connection, disconnection is handled by ship's crew under Loading Master's supervision. While mooring/unmooring (as is usual), one Loading Master stays on forecastle with Chief Officer and the other on bridge. Mooring is done during daytime only, unmooring any time. Mooring procedure/sequence is given in "Guide to Port Entry" in detail.

Loading Masters require "Officers" accommodation and separate cabins. They refuse to accept ship's hospital or crew's accommodation (vessel had to move one Officer out of his cabin to provide room for Loading Master).

Floating hose has a 16 in. connection flange and is always connected on port side. Max. loading rate is 24,000 bbls./hr. Only crude condensate is handled at this SBM. Loading Master advised that A.P.I. of this condensate never varies beyond 59.8 to 60.1.

Vessel can request either "Ship stop" or "Shore stop". However, if "Shore stop" is requested at a certain cargo quantity, specified by ship, ship-shore difference should be taken into account, which can be quite large at times. Ship-shore difference in quantity pumped by shore and quantity received onboard can be checked every hour by asking Terminal by radio for quantity pumped.

After completion of loading, vessel is immediately unmoored and moved slightly closer to breakwater, towards Fairway Buoy. Vessel then drifts and awaits documents, which usually takes 2 hours. Amoco representative comes by launch and brings all documents, Bill of Lading and Port Clearance. All Protest Letters by vessel are signed by Loading Master. Agents do not board the vessel, and if Crew List is to be sent for Visa Endorsement (if vessel proceeding to U.S.A.), it should be sent to Agents through Loading Master.

AUTHORITY: *Operator:* Amoco Sharjah Oil Company, P.O.Box 1191, Sharjah, United Arab Emirates. *Tel:* (9716) 355100. *Telex:* 68685 Amcosh EM. *FAX:* 355142. *Contact:* B. G. Bramley, General Manager.

AGENT: See "Sharjah".

HAMRIYAH LPG TERMINAL: 25.28 N. 55.29 E.

(See Plan)

LOCATION: The Terminal is located in position Lat. 25° 27′ 37.3″ N., Long. 55° 29′ 12″ E. outside the village of Hamriyah on the coastline between Umm Al Qaiwain and Ajman.

The Hamriyah LPG Terminal is owned by Sharjah LPG Company Limited ("Shalco") and operated by Amoco Sharjah Oil Company and is operated 24 hours a day, 7 days a week, weather and other circumstances permitting.

The Terminal consists of 2 storage tanks for propane and butane, and a marine loading facility capable of loading vessels ranging in size from 30,000 cu.m. to 83,000 cu.m. 2 liquid loading lines and 2 vapour return lines are mounted on the trestle connecting the breakwater and the loading platform.

DOCUMENTS: The following documents are required when calling at the Hamriyah LPG Terminal:

Health Declaration.
Crew List.
Clearance from last port of call.

Officials: No immigration, Customs or Health Officials stationed at the Terminal.

APPROACHES: *Approach Channel:* The approach channel's entrance is located in an approximate position of Lat. 25° 30′ 45″ N., Long. 55° 27′ 23″ E. The Fairway Buoy (Fl. "A" ev. 15 sec.) is located in position Lat. 25° 32′ 05″ N., Long. 55° 25′ 59″ E. The channel's length is 4,000 m. The width is 180 m. in the seaward channel, 250 m. in the intermediate channel and 180 m. in the near harbour channel. the channel depth has been dredged to 15 m.

Buoys:

Location	*Nominal Range (nautical miles)*	*Light Colour*
Fairway	5	White
Channel Marker	3	Red
Channel Marker	3	Green
Channel Marker	3	Red
Channel Marker	3	Green
Channel Marker	3	Red
Channel Marker	3	Green
Channel Marker	3	Red
Channel Marker	3	Green
Channel Marker	3	Red
Channel Marker	3	Green
Basin Limit Marker	2	Yellow
Basin Limit Marker	2	Yellow
Basin Limit Marker	2	Yellow

Beacons:

Location	*Nominal Range (nautical miles)*	*Light Colou*
Main Breakwater	13	Green
Lee Breakwater	5	Red
Leading Light	(White) 5	Green 2°
		Sectored White
		Red 2°
Northern Training Wall	5	Red
Southern Training Wall	5	Green

PILOTAGE: Pilotage is compulsory from the seaward entrance of dredged channel. The Pilot will board at or near the designa anchorage. The Pilot will be provided by the Operator and vessels not be allowed to approach or depart from the port without the Operato designated Pilot being on board. The Pilot will advise vessel's personn on the approach through the channel to the jetty and all operations mooring and unmooring. All manoeuvring of vessels within the loadi berth area shall be performed by vessel's personnel as directed by vessel's Master in accordance with the procedure advised by the Pi The vessel's Master must be on the bridge at all times while the vess is manoeuvring.

Vessels shall provide food for the Pilot and Terminal Supervisor wh on board the vessels and shall accommodate the Pilot and Termi Supervisor in suitable accommodation equipped with private to facilities. The Pilot and Terminal Supervisor shall have access to t bridge and/or central area of the vessel and such areas shall not locked or otherwise arranged to prevent immediate entry at any time the Pilot and Terminal Supervisor.

Vessels are required to have a clean and efficient pilot ladder, fit with spreaders and manropes, safely and securely rigged ready for t Pilot to immediately embark and disembark and of sufficient length reach the Pilot's launch. A lifebuoy with safety line and self-igniting lig together with a rope messenger for the Pilot's bag shall also be availab at the pilot ladder head. Vessels shall afford a "Good Weather Lee" a shall reduce speed as directed by the Pilot in order to effect the sa embarking or disembarking of the Pilot.

Whenever, as in the case of large vessels in light condition, the heig of the deck above the water exceeds 30 ft., the accommodation ladd shall also be used in conjunction with the pilot ladder and shall lowered to about 12 ft. above the water with the pilot ladder rigg immediately adjacent to the bottom platform of the accommoda ladder. The rigging of the pilot ladder for the embarkation a disembarkation of the Pilot shall be supervised by a responsible offic and shall be positioned so that the ladder is well clear of any overboa discharge and such that each step of the ladder rests securely again the vessel's side.

If, in the sole opinion of the Pilot, the pilot ladder is not safe, the Pi may refuse to board the vessel and any delay caused by such refus shall be for the vessel's account.

Pilotage Radio Contact: Pilot/Vessel contact will be maintained on VH Channel 16 or other frequency as mutually agreed by Operator's Mari Representative and vessel's Master.

Arrival at Anchorage/Pilot Boarding Area: Means of access to the vess by the Pilot shall be provided by the vessel in accordance with t requirements of SOLAS. At night, the access area shall be adequat illuminated to provide a safe approach and boarding by the Pi Government Officials and Terminal Representatives.

The Conditions of Use of Shalco's Terminal Facilities will be present to the Master for acceptance and signature on behalf of himself and t Owners prior to departures from the Anchorage/Pilot Boarding Area.

As no berthing may be undertaken during hours of darkness, t Notice of Readiness will be accepted by the Terminal only between t hours of 0600 and 1500, provided that the vessel is apparently in a respects ready to moor and accept the cargo. Notice of Readiness w not be accepted during a period when the port is closed on account adverse weather, and may not be accepted if the vessel arrives prior the date upon which it is nominated to load. Berthing is not allow during winds from Northeast.

ANCHORAGE: The customary anchorage area for vessels awai loading at the Hamriyah LPG Terminal is a circle 1 mile in diameter w its centre in an approximate position of Lat. 25° 30′ N., Long. 55° 25′ There is an existing SBM located at approximately Lat. 25° 34′ N., Lon 55° 24′ E. for the Hamriyah Oil Terminal. the SBM is fitted with a flashi light and racon. This existing SBM may be used as a reference to t LPG Terminal anchorage which is 3 miles W.S.W. of the LPG entran channel.

When within VHF communication range, Masters of vessels sho ascertain berthing prospects from the terminal. In all cases whe tankers are instructed to anchor, Masters should obtain clearance their intended anchorage position from the Operator.

Radio Watches: While at the anchorage awaiting the loading ber vessels should maintain a listening watch on VHF Channel 16 with t Terminal Operator.

Caution: Masters are cautioned that a 30 in. submarine pipeline ru 7.6 miles from the Hamriyah Oil Terminal to an offshore SBM facili

RESTRICTIONS: Vessels will be moored/unmoored in daylight only. t the loading will be performed at any hour, weather and circumstan permitting.

Also see "Pilotage".

MAX. SIZE: The harbour has been dredged to a depth of 14 Maximum draft for vessels calling at the Hamriyah LPG Termina 12.6 m.

Max. Size: 83,000 cu.m. Max. LOA 230 m.

Minimum LOA 186 m. Minimum flat side 80 m.

HEALTH: No officials stationed at the terminal.

RADIO: *Initial Radio Communications:* The radio station at Bahrain handle the initial radio communications between vessels and t Operator. The station call sign is "A9M" and the station operates o 24 hour basis.

Advice of Arrival: It is important that vessels establish radio contact with the Operator and with the Operator's designated marine service when 3 days distant from Hamriyah LPG Terminal and maintain such contact until just prior to arrival at Hamriyah LPG Terminal. Vessels should send an ETA telex to the Operator (Telex No. 68685 a/b Amcosh EM) and to the Operator's designated marine service (Telex: 68433, a/b Lamshj EM) not less than 72 hours prior to arrival at Hamriyah LPG Terminal, providing the following information:

1. ETA.
2. Estimated arrival draft, fore and aft.
3. Estimated sailing draft, fore and aft.
4. Whether part-loaded or in ballast. If part-loaded, nature and quantity of cargo.
5. Last port of call.
6. Last 3 cargoes carried.

Further ETA telexes should be sent to the Operator and the Operator's designated marine service when the vessel is 48 hours and 24 hours distant from Hamriyah LPG Terminal confirming or giving notice of any change in the 72 hour ETA and at any other time after the 24 hour ETA telex when a change by more than 2 hours occurs in the ETA. The 24 hour ETA telex should include a positive statement regarding the vessel's Readiness to Load on arrival. Local time is Greenwich Mean Time plus 4 hours and Daylight Saving Time (Summer time) is not applicable.

VHF: *Ship-to-Shore Communications:* The Company and its designated agents are equipped with VHF radios using international frequencies and maintain a radio watch on the international VHF marine Channel 16.

On approach to Hamriyah LPG Terminal, the vessel is required to maintain a radio watch on VHF Channel 16. Masters are recommended to use this facility as soon as the vessel is within range since such communications are the best means of avoiding delay in the mooring of the vessel. While a vessel is at the loading berth, the Pilot may be replaced by a Mooring Master (Safety Officer) who will be in direct charge of the portable VHF ship-to-shore radio and all ship-to-shore communications will be by portable VHF radio. The use of the vessel's radio station and/or radar is prohibited during cargo loading operations.

The following are terminal call signs in use during loading:

LPG Terminal UHF Channel 1, Monitor VHF Channel 3:

Amoco 410 – LPG Terminal Control Room.
Amoco 411 – LPG Terminal Operator.
Amoco 412 – LPG Terminal Spare Operator.
Amoco 415 – LPG Jetty Control Operator.
Amoco 416 – LPG Jetty Mooring Crew.
Amoco 417 – Lead Tug.
Amoco 418 – Second Tug.
Amoco 419 – LPG Tanker.
Amoco 420 – Amoco Terminal Supervisor.

TUGS: Tugs will be provided by the Terminal Operator. Due to the infrequency of LPG liftings, tugs will vary as to individual specifications. However, 2 tugs will normally attend each lifting and each will have a minimum of 1,500 h.p. and a bollard pull of 15 tons.

BERTHING: *Due to equipment limitations, it is not possible to purge inert gas from arriving vessels. Only vessels arriving in an LPG purged and cooled down condition will be accepted at Hamriyah LPG Terminal. Checks made with an oxygen analyser must read at 2 per cent oxygen or lower.*

Berthing: The berth is fitted with 2 shock absorbing fenders, 70 m. apart. Design is based on a 57,000 d.w.t. LPG vessel. Dredged depth alongside the jetty face is 14.8 m. at mean lowest low water level. The vessel turning diameter in the harbour is 600 m.

Vessel Specifications: Based on the above, vessel specifications *must be:*

Length: Maximum 230 m., minimum 186 m.
Draft: Maximum 12.60 m.

Mooring: The berth is equipped with 2 breasting dolphins which have 2 quick-release hooks along with powered capstans. The 4 mooring dolphins are each equipped with 3 quick-release hooks. All quick-release hook units are provided with attached powered capstans. All quick-release hooks have a capacity of 60 tonnes, and can be manually operated. The capstan capacity is 2 tonnes with a rope speed of 30 m. per minute. Bollards, bitts and cleats are also provided.

For safety reasons, vessels will be moored with their portside only to the jetty.

Ships should remain adequately secured in their moorings. Ranging of the ship is to be prevented by the vessel's personnel keeping all mooring lines taut. Attention is to be given by vessel's personnel to the movement caused by passing ships, wind, currents, tides, and the cargo operation in progress. Adequate mooring of the vessel is the Master's responsibility and the vessel and its Owner shall be responsible for all damage to the loading berth and related facilities in any way attributable to the failure of the vessel's personnel to keep all mooring lines taut. Operator may suspend cargo operations and have the vessel put off the berth for any failure to comply with this provision with all resulting delay to be for the account of the vessel.

Vessel's personnel should be at their duty stations and alert at all times during mooring, unmooring, hose handling and cargo operations. Ships fitted with automatic tension winches should not use such winches in the automatic mode as they may not always hold the vessel in position at the berth.

LOADING: *Tanker/Jetty Manifold Connections:* The jetty has a basic configuration of VLLV. Butane and propane can be loaded down either liquid line, and concurrently. However, the Terminal's preferred configuration is butane forward and propane aft, and ships should endeavour to comply with this if possible. Complete vessel's particulars shall be supplied for Company's approval at the nomination stages. Vessels are required to load both products concurrently when lifting both products. Therefore, manifold configuration must be adhered to stringently. The vessel manifold arrangement must be VLLV.

The maximum loading rate for one product at a time is 1,300 metric tonnes per hour, and the minimum 600 metric tonnes per hour. For concurrent loading, the maximum loading rate is 1,000 metric tonnes per hour per product, and the minimum acceptable loading rate 600 metric tonnes per hour per product, apart from commencement and completion.

It is emphasised that venting of vapour to atmosphere is not allowed. Vapour should be returned to the Terminal via the vapour return lines provided or reliquified and returned to the cargo tanks.

The propane and butane loading arms are 12 in. in diameter. The return vapour arms are 8 in. in diameter. Each arm is fitted with a hydraulic coupler which can be adapted to fit different sizes. The loading arms can be adapted to fit 16 in., 12 in. and 10 in. standard 150 lbs ANSI flanges. The vapour return lines can be adapted to fit 10 in. and 8 in. standard 150 lbs ANSI flanges.

Any other flange size or ratings other than the above stated will require special fabricated spool pieces to meet the foregoing flange specification. Spool pieces must be furnished and installed by the vessel. Terminal personnel will connect the hydraulic couplers to the proper ship's flange. Vessels without proper spool pieces will be rejected.

Ship's manifold connections must meet loading arm envelope configuration and must provide space and support on which to place loading arm support legs.

Distance of ship's manifold from ship's side:	*Min.*	*Max.*
12 in. Loading Arm	2.0 m.	6.0 m.
Distance centre to centre for 12 in. ship's manifold	1.5 m.	3.5 m.
Height of centre point of manifold above deck	0.85 m.	2.1 m.

Jetty Emergency Shutdown Systems and Purge Systems: The jetty is equipped with an Emergency Shutdown (ESD) system to stop loading operations. The system is activated by pushing an electronic stop button in the jetty control room or on the pendant which will be placed on board the vessel. The pendant with the ESD button placed aboard the vessel is to be used only in an emergency, and is used in preference to the ship's systems. On activating the ESD system, all loading pumps and loading arms will be shut down.

Documentation: Before and after completion of loading operations the vessel shall be ullaged. A Bill of Lading, Cargo Manifest, Ullage Report, Time Sheet, Certificate of Quality, Certificate of Quantity and Certificate of Origin will be completed. All such documents will be signed by the Master of the vessel prior to the vessel's departure and by the Operator's Terminal Supervisor, as appropriate. If required or requested by the Master of the vessel, the Agent of the vessel may sign the documents on behalf of the vessel's Master. The official quantity of the LPG delivered to the vessel shall be determined by the use of vessel gauges applied to cargo tank volume calibrations. Tests for quality determinations shall be carried out by the Licensed Inspector.

The vessel may depart after receipt of the Port Clearance document duly signed by the appointed Government Official and the Operator's Terminal Supervisor.

Cargo Information: The vessel's Master will be informed of the approximate gravity and loading temperature of the LPG prior to commencement of loading. An official and final figure for specific gravity will be provided as soon as practical after completion of loading.

BALLAST: There are no facilities for off-loading ballast at Hamriyah LPG Terminal. Oil-free ballast suitable for pumping directly to the sea may be discharged overboard from the vessel. Export vessels arriving with ballast unsuitable for pumping to the sea may be rejected for loading, or made to keep such unsuitable ballast segregated on board. It is strictly against the law to pollute the waters of the United Arab Emirates, and any Master, his vessel and Owners, shall be subject to prosecution by the United Arab Emirates authorities if such pollution does occur.

FIRE PRECAUTIONS: The vessel's fire fighting appliances, including its main and emergency fire pumps shall be kept on standby and ready for immediate use. Before berthing operations comence, fire hoses shall be uncoiled and connected to the fire main which should be kept pressurised. Fire monitors should be elevated and maintained for immediate use. The water spray system of the vessel must be tested and maintained ready for use. The dry powder system or portable units shall be ready for use and in close proximity to the vessel's manifold.

The vessel is solely responsible for, and presumed capable of, fighting any fire on the vessel without assistance from terminal sources.

Should fire break out on either the vessel or the berth, the vessel's Master or deputy must immediately report the fire by the quickest means possible (VHF/UHF/telephone contact, sounding ship's siren, etc.) to the Terminal. The vessel's Master or deputy must also notify the Jetty Supervisor by means of VHF Channel 16. All cargo and ballast operations will be stopped immediately and then all valves closed. As the vessel's Master or deputy assisted by the crew is responsible for fighting the fire on board the vessel, he should stand-by to disconnect hoses or metal arms.

The jetty supervisor will be responsible for initiating the terminal fire alarm system and actuating the terminal emergency plan. He shall contact the senior deck officer on board the vessel to ascertain what assistance can be rendered by Terminal equipment and personnel.

In the event of an emergency, an alarm signal (continuous siren) will be sounded.

The loading platform fire fighting system has one main motor driven fire water pump and one stand-by diesel engine driven fire water pump. Both pumps are capable of handling 1,500 g.p.m. at 150 p.s.i.g. pressure, and are located on the jetty trestle.

The vessel's Master or his deputy will alert ship's personnel to stand-by for special instructions from the Terminal Supervisor. These instructions may require immediate departure of the vessel from the berth.

MEDICAL: Vessels requiring emergency medical assistance should contact Hamriyah LPG Terminal by UHF Radio (Amoco 210) or the Terminal Supervisor by UHF Radio (Amoco 420). Private doctors and hospital facilities are available in the town of Sharjah.

DENSITY: 1029.
FRESH WATER: Not available.
FUEL: Not available.
CONSULS: There are no Consulates in the village of Hamriyah; however, the Consular or Diplomatic Representatives for many nations maintain offices in the towns of Abu Dhabi and Dubai.
REPAIRS: There are no facilities for making vessel repairs at Hamriyah LPG Terminal and no repairs will be allowed at the jetty. However, arrangements can be made through the vessel's Agent to utilise the repair facilities at other ports.
SURVEYORS: No Cargo Inspectors or Marine Surveyors are based at the village of Hamriyah but inspectors and surveyors who reside at other ports can be arranged through the vessel's Agent.
CUSTOMS: Masters are advised that drinking or sale of alcoholic beverages is strictly forbidden to U.A.E. national citizens and is controlled for other nationals. Masters are warned of the serious consequences of offering such drinks to the Terminal staff or other officials who may board the vessel.
REPATRIATION: Not possible as no officials based at the terminal.
POLICE/AMBULANCE/FIRE: Contact terminal operator.
WEATHER/TIDES: *General:* The Company can advise of the following general environmental characteristics for the Sharjah coastline area but the navigator is referred to the published sailing instructions and directions for the area for more detailed information on the climate, weather, wind, tide, current and sea.
Climate: The climate along the coastline of Sharjah is characterised by cool Winters and very hot Summers. The annual mean rainfall is 4.2 in. and the relative humidity varies considerably according to the time of day with the highest relative humidity generally in the early morning and the lowest relative humidity generally in the early afternoon. The air temperature is generally moderate in the Winter, but is high in the Summer and can be extremely high in the interior on Summer afternoons.
Weather:

Annual mean rainfall	4.2 in.
Lowest mean daily minimum air temperature	55° F.
Highest mean daily maximum air temperature	102° F.
Lowest average monthly sea surface temperature	72° F.
Highest average monthly sea surface temperature	90° F.

Winds: The winds in the Southern part of the Gulf are usually light and generally blow from the Western quadrant most of the year but are occasionally interrupted by winds from varying directions. The visibility along the Sharjah coastline is generally good but from June to September the Shamal blows over the Gulf area and frequently produces rough seas and stirs up dust clouds which can affect visibility at sea. The cold fronts which move down the Gulf from November to April frequently cause a North or N.W. wind of 20 knots or more along the Sharjah coastline with accompanying swells.
Tides: The tide for Sharjah can be predicted with reasonable accuracy through use of the tide tables for Shatt Al Arab with the appropriate correction factor for Sharjah applied.
Currents: The current along the Sharjah coastline has a predominantly counter-clockwise circulation throughout the year and is not generally strong. The strongest current is usually during the month of January (0.46 to 0.8 knots) and during the month of April (0.6 to 1.7 knots).
Seas: High waves generally do not occur along the Sharjah coastline since the winds are usually light in the vicinity of the coastline. On those occasions when the wind does become strong, the wave heights generally remain somewhat limited since the distance over which the wind can blow to generate waves is somewhat short from most directions due to the bend in the Gulf which tends to reduce the fetch of North winds at Sharjah (e.g. waves over 8 ft. occur 0.2 per cent of the time).
GENERAL: *Flag:* Vessels are required to fly the flag of the United Arab Emirates on the foremast during daylight hours while in Sharjah waters. The Sharjah territorial waters extend 12 nautical miles seaward from the Sharjah coastline.
Government Officials: Sharjah officials such as the Customs Officer, Quarantine Officer, Immigration Officer, Port Authorities and Police are stationed in the town of Sharjah. Should Customs Guards be stationed on board the vessel while at the jetty it is expected that the vessel will provide food for these Guards and other Sharjah officials.
Quarantine Regulations: The rules governing the quarantine of vessels are the same as those found in other parts of the world.
Contraband: During loading it is prohibited for any unauthorised craft to come alongside vessels while at the LPG Terminal.
Garbage: The dumping of garbage and refuse overside is prohibited.
Shore Leave and Crew Changes: Vessel's personnel (other than medical emergency cases) are not allowed to embark or disembark from the vessel at the jetty. There are no facilities for crew changes at the jetty.
Visitors: Visitors are not allowed to embark or disembark from the vessel at the jetty.
Supplies: Commissary supplies, stewards stores, laundry services, fresh water, marine lubricants and bunkers are not available through the Operator and may not be loaded at the jetty. Any questions concerning the availability of such items from other sources and the loading of such items elsewhere should be handled through the vessel's Agent.
Readiness: As no berthing may be undertaken during hours of darkness, the Notice of Readiness will be accepted by the Terminal only between the hours of 0600 and 1800 provided that the vessel is apparently in all respects ready to moor and receive the cargo. Notice of Readiness will not be accepted during a period when the port is closed on account of adverse weather or when the vessel arrives prior to the date upon which it is nominated to load.

The foregoing paragraph notwithstanding, in no event shall a Notice of Readiness, whether previously accepted or not, be valid or binding on the Terminal unless and until such time as the vessel, her tanks and equipment, are, in fact, in every respect whatsoever in the proper condition and operation to receive the cargo.

Agency: The Operator does not perform any vessel agency functio Vessels calling at Hamriyah LPG Terminal must arrange for their o Agents.
AUTHORITY: *Owner:* Shalco (Sharjah LPG Co.) P.O.Box 787, Sharja United Arab Emirates. *Tel:* 543666. *Telex:* 68799.
Operator: Amoco Sharjah Oil Company, P.O.Box 1191, Sharjah, Uni Arab Emirates. *Tel:* 355100. *Telex:* 68685. *FAX:* 3551
Contact: B. G. Bramley, General Manager.
LPG Terminal, Hamriyah, Sharjah, United Arab Emirates. *Tel:* 8837 883894. *Contact:* Captain H. Dietze.

AGENT: See "Sharjah".

HULAYLAH TERMINAL, Ras Al Khaimah:

25.58 N. 55.56

LOCATION: The geographical location of the Hulaylah Terminal S is: Lat. 25° 57′ 26″ N., Long. 55° 56′ 11″ E.

Hulaylah Terminal is the export crude oil facility operated by Ras Khaimah Gas Commission (RAKGAS) and is located approxima 7 miles offshore from Mina Saqr, Ras Al Khaimah, United Arab Emira

Crude oil from the Saleh Offshore Field is transferred to shore ta located in approximate position 25° 58′ 26″ N., 55° 56′ 17″ E. from wh it is transferred to the SPM by pipeline.

Saleh Field production facilities are located at the following positio

	Latitude	*Longitude*
Saleh 1 and Production Platform	26° 11′ 31″ N.	55° 42′ 27″ E
Saleh 1 Flare	26° 11′ 45″ N.	55° 42′ 35″ E
Saleh 2 Platform	26° 10′ 43″ N.	55° 42′ 16″ E
Saleh 3 Platform	26° 10′ 11″ N.	55° 41′ 47″ E
Saleh 4 Platform	26° 10′ 27″ N.	55° 45′ 37″ E
Saleh 5 Platform	26° 09′ 51″ N.	55° 45′ 11″ E
Saleh 6/7 Platforms	26° 11′ 34″ N.	55° 43′ 51″ E

DOCUMENTS: None required.
PILOTAGE: The Mooring Master Boarding Area for the Hulay Terminal is 3 miles Westward of the SPM, or boarding will be at t anchorage as appropriate.

The RAKGAS Mooring Master will remain on board throughout t export vessel's stay on the berth to co-ordinate the petroleum trans operation; therefore, suitable and adequate accommodation shall provided for him on board the export vessel.
Arrival at Pilot Station/Anchorage: Means of access to the vessel by t RAKGAS Mooring Master shall be provided in accordance with t requirements of SOLAS, and early advice will be given by RAKGAS to the side of the vessel that access should be provided.

At night the access area shall be adequately illuminated to prov for the approach and boarding of the RAKGAS Mooring Mas Government Officials and for RAKGAS Representatives.

The Conditions of Entry into and Use of Hulaylah Terminal a Agreement for the Hiring of Tugs will be presented to the Master of t export tanker and shall be signed by him on behalf of himself, the ves and its Owners prior to departure from the pilot station/anchorage a commencement of berthing operations.

The Notice of Readiness will be accepted only between the hours 0600 and 1500 provided the RAKGAS Mooring Master is satisfied t the export vessel is apparently in all respects ready to moor and lo Notice of Readiness will not be accepted during a period when the p is closed on account of adverse weather, or when an export ves arrives prior to the date upon which it is nominated to load.

The foregoing paragraph notwithstanding, in no event shall a No of Readiness, whether previously accepted or not, be valid or bind on the Terminal unless and until such time as the export vessel, t tanks and equipment, are, in fact, in every respect whatsoever in t proper condition and operation to receive the cargo.
ANCHORAGES: Should it be necessary to anchor, then vessel sho proceed to the recommended Tanker Anchorage Area which is wi a circle 0.5 miles in diameter and with its centre located in posi Lat. 25° 58′ N., Long. 55° 53′ E.
MAX. SIZE: Max. deadweight 300,000 tons. Larger vessels require p clearance by the terminal.
HEALTH: No health clearance requirements currently in force.
RADIO: Following receipt of a nomination of an export vessel to l at the Hulaylah Terminal, RAKGAS will cable to that vessel via Bahr Radio (A9M) or advise vessel's Agent details of nomination, loading and temperature, and berthing prospects.

On receipt of this cable, and in any case not later than 72 hours p to arrival time at Hulaylah Terminal, the export vessel is required cable to RAKGAS via Bahrain Radio or via the Agent, the follow information:

(a) Name of vessel.
(b) ETA in GMT (U.A.E. time is GMT plus 4 hours throughout year).
(c) Name of Master.
(d) Estimated arrival draft, fore and aft, and displacement.
(e) Time for discharging clean ballast, if any.
(f) If vessel proceeding to any port(s) prior to Hulaylah, and if any delays anticipated.

Sections (a) and (b) of above message should be repeated via Bah Radio 48 hours, 24 hours and again 12 hours prior to the export vess arrival at the Hulaylah Terminal and at any other time when ETA chan more than 1 hour.

When approaching the Terminal, an export vessel should contac Terminal on VHF Channel 16 (156.8 MHz), establishing a wor channel and confirm ETA.
VHF: *Export Tanker:* When the export tanker is berthed at the S communication between the Terminal and the export tanker wil established on VHF Channel 16 or on a mutually agreed VHF cha

In those cases where the VHF equipment on board the export tanker is not compatible with the Terminal equipment, the RAKGAS Mooring Master will arrange for the availability of compatible VHF sets for use during the transfer operation. These sets shall be returned to the RAKGAS Mooring Master prior to his departure from the export tanker.

Approach to the Anchorage/Mooring Master Boarding Area: When within VHF communication range, Masters of export tankers should ascertain berthing prospects from the Terminal.

TUGS: Suitable tugs and line boats are chartered for each lifting and are for export tanker's account.

BERTHING: *Mooring/Unmooring Arrangements:* The export tanker will be moored to the SPM according to a mooring plan to be agreed between the RAKGAS Mooring Master and the Master of the export tanker.

LOADING: *Transfer Operations:* The RAKGAS Mooring Master will remain aboard the export tanker throughout the petroleum transfer operation and will co-ordinate all activities on board the export tanker with the Terminal.

The maximum loading rate available for the transfer operation will be about 10,000 bbls.p.h.

At all times during the transfer operation, a responsible deck officer shall be in charge of operations, either on deck or in the control room. On vessels with a central control room from which all operations are controlled, a deck watch in contact with the control room is required to continuously patrol the cargo deck, and monitor the manifold area of the export vessel. A crew member shall be kept on watch on the bow.

When the responsible export tanker officer has declared the export tanker ready to load with all necessary valves open, the Mooring Master will instruct the Terminal to commence the transfer.

At any time during the transfer operation, the rate can be reduced as requested by the Master or responsible officer of the export tanker.

The RAKGAS Mooring Master shall be given advance notice by the Master or responsible officer on the export tanker when a reduction of loading rate is required preparatory to completion of transfer.

After completion of loading, the vessel will be ullaged. A Bill of Lading, Cargo Manifest, Ullage Report, Certificate of Quantity, Certificate of Quality, Certificate of Origin, and Port Time Log will be completed. All such documents shall be signed by the Master of the export tanker prior to that vessel's departure. If required or requested by the Master of the export tanker, the Agent for the export tanker may sign the cargo documents on behalf of the export tanker's Master. The official quantity and quality of the crude oil delivered to the export tanker shall be determined by RAKGAS and shall be final and binding on the export tanker and her Owners and Charterers.

Hose Handling: The storage vessel will present a single 10 in., 150 ASA connection, hose will be connected on the port side. Hose connection/disconnection will be carried out by the export tanker's crew who are required to be at all times under the control of a responsible deck officer and undertake hose handling operations in co-operation with procedures advised by the RAKGAS Mooring Master.

The export tanker will be required to have ready a derrick at the port manifold area for the handling of the flexible hose.

Minimum Derrick Capacity:

Vessel size	*Derrick capacity*
up to 70,000 d.w.t.	7.5 tons
70,000 – 150,000 d.w.t	10.0 tons
over 150,000 d.w.t.	15.0 tons

Cargo Information: Oil loaded at the Hulaylah Terminal is Saleh Crude with an average API gravity of approximately 58°. The loading temperature will vary from 73°F in the Winter to 85°F in the Summer months. Some H_2S may be present in the crude oil.

Hydrogen Sulphide: Vessels nominated to load at the Hulaylah Terminal SPM should be advised that Saleh Crude may contain H_2S. Continued exposure over long periods to even small concentrations of hydrogen sulphide can cause headache and nausea. Exposure to high concentration may be dangerous and even fatal. Masters should ensure that personnel involved in the loading operation take the appropriate precautions as recommended by their Owners for handling cargo containing H_2S.

Deballasting Operations: Export vessels are required to arrive with sufficient ballast or cargo and be adequately trimmed for safe manoeuvring.

Hulaylah Terminal has no ballast reception or slop disposal facilities, and therefore, export vessels are required to arrive with sufficient clean ballast suitable for pumping directly to the sea. Export vessels arriving with ballast unsuitable for pumping to the sea may be rejected for loading, or will be required to keep that portion of their ballast unsuitable for discharge to the sea segregated on board. RAKGAS will not accept any claims for vessels unable to meet such requirements.

It is strictly against the law to pollute the waters of the United Arab Emirates, and any Master, his vessel and Owners, may be subject to prosecution by the United Arab Emirates Authorities if such pollution does occur.

Simultaneous Deballasting and Loading of Cargo Tanks: Under certain weather/sea conditions this practice may be necessary. In such circumstances, simultaneous deballasting and loading may be requested by the RAKGAS Mooring Master.

If such operations are found necessary, it shall be done at the sole risk of the export vessel, its Master and Owners, and the most stringent care and attention shall be taken by the export tanker. The Owners, shall remain fully responsible for, and indemnify and hold RAKGAS, its parent companies, subsidiaries, and affiliates, harmless from, any and all claims, demands, damages, liabilities, costs, fines, and expenses, of every kind whatsoever, arising out of, on account of, or in any way connected with the simultaneous deballasting and loading of the export tanker.

Inert Gas Systems: All crude tankers of 20,000 d.w.t. or greater nominated to load shall arrive with cargo tanks inerted to 8% oxygen or less by volume and pressurised as required by the SOLAS Convention. Normally cargo tanks under pressure will not be inspected by the Terminal Representative provided a declaration is signed by the Master prior to commencement of loading confirming that all compartments of the vessel have been prepared in all respects as required for the cargo to be loaded.

(a) Tank Inspection, Gauging, Sampling, Water Dips and Temperatures: Should it be necessary for tanks to be inspected, then it should only be done on a tank-by-tank basis. The system shall be maintained at about 200 mm. water gauge pressure except for the individual tank to be opened which, if possible, is to be isolated from the system and the sighting port opened with care. On completion of inspection the tank shall be secured and re-pressurised. The next tank is not to be isolated and opened until the preceding tank is secured and open to the IG system. All gauging, sampling, water dips and temperatures will be taken either through special fittings provided; or if it is necessary to open up tanks for this purpose, then this will be done one tank at a time as described above.

(b) Failure of IGS: If at any time the IGS is not maintaining the prescribed conditions, the RAKGAS Mooring Master shall order a suspension of transfer operations. The cost of any delays will be for the export vessel's account.

MEDICAL: Doctors and dentists available.

DENSITY: 1030.

FRESH WATER: Not available.

FUEL: It is not permitted to load bunkers while berthed at the SPM. Bunkers can be arranged at anchorage by vessels' local Agents.

CONSULS: At Dubai.

REPAIRS: Repair facilities are not readily available.

Repairs will not be permitted when the export vessel is berthed at the SPM.

SURVEYORS: At Dubai.

CUSTOMS ALLOWANCES: Most crew transit through Dubai where import allowances are:

1. 1,000 cigarettes or 200 cigars or 1 kilo of tobacco.
2. One litre toilet water and 150 gms. perfume.
3. No alcohol of more than 2% permitted without an import licence.
4. There are no restrictions outbound.

REPATRIATION: Launch service available.

AIRPORT: Ras Al Khaimah has an international airport but Dubai Airport has greater frequency of flights.

SHORE LEAVE: Permitted.

GARBAGE DISPOSAL/WASTE OIL DISPOSAL: Offshore facility – no services.

WEATHER: The winds in the Southern part of the Gulf are usually light and generally blow from the Western quadrant most of the year but are occasionally interrupted by winds from varying directions. The visibility along the Ras Al Khaimah coastline is generally good, but from June to September the Shamal blows over the Gulf area and frequently produces rough seas and stirs up dust clouds which can affect visibility at sea. The cold fronts which move down the Gulf from November to April frequently cause a North or N.W. wind of 20 knots or more along the Ras Al Khaimah coastline with accompanying swells.

High waves generally do not occur along the Ras Al Khaimah coastline since the winds are usually light in this area. On those occasions when the wind does become strong, the wave heights generally remain limited since the distance over which the wind can blow to generate waves is relatively short from most directions. This is due to the bend in the Gulf which tends to reduce the fetch of North winds (e.g. waves over 8 ft. occur 0.2% of the time).

Currents are omnidirectional and variable in strength. During the month of January 1984, currents in excess of 1 knot were recorded.

SAFETY: *Safety Requirements:* Masters will be given the RAKGAS Safety Requirement Letter by the RAKGAS Mooring Master prior to commencement of berthing operations, and a signed acknowledgement will be required.

Safety Check List: On completion of berthing and prior to the commencement of deballasting or cargo loading, the Ship Safety Check List will be completed following a joint inspection by the RAKGAS Mooring Master and a responsible export tanker's officer. The RAKGAS Safety Check List is based on the recommendations of the "International Safety Guide for Oil Tankers and Terminals" (ISGOTT).

GENERAL: *Operating Procedures:* Procedures for cargo and ballast operations shall be agreed in writing between the RAKGAS Mooring Master and the export tanker's Master and Chief Officer.

Flags: The national flags of the United Arab Emirates and Ras Al Khaimah shall be permanently displayed by vessels at the Hulaylah Terminal.

Alcohol: Masters are advised that drinking or sale of alcoholic beverages is strictly forbidden to U.A.E. National Citizens and are warned of the serious consequences of offering such drinks to the Terminal staff who may board the vessel.

Storing: It is not permitted to load stores while berthed at the SPM.

Agency: RAKGAS does not perform any vessel Agency functions. Vessels calling at the Hulaylah Terminal are required to arrange their own Agency representation from an Agency operating in Ras Al Khaimah.

AUTHORITY: Ras Al Khaimah Gas Commission (RAKGAS), P.O.Box 434, Ras Al Khaimah, United Arab Emirates. *Tel:* (07) 222555, 668364. *Telex:* 99155 Raknoc Em. *FAX:* (07) 222733, 668088. *Contact:* J.C. Andrews, Manager (Tel: 222555). E.J. Shreeve, Operations Superintendent.

AGENT: See "Mina Saqr".

JEBEL ALI, Dubai: 25.00 N., 55.03 E. (See Plan)

FLAG: U.A.E. and Dubai Emirate.

LOCATION: The Port of Jebel Ali is a major port situated some 35 km. S.W. of the city of Dubai.

The Port Control Tower is situated in position Lat. 24° 59.4′ N., Long. 55° 02.9′ E.

The Jebel Ali approach channel commences 12 km. off shore, the entrance to the channel being marked by a fairway buoy. The buoy is situated in Lat. 25° 06′ 54″ N., Long. 54° 56′ 33″ E.

The approach channel with a depth of 15.0 m. is buoyed and runs in a direction 315°T – 135°T towards the port. After 10.5 km. the channel takes a 25° bend and becomes the entrance channel which leads into the port on an alignment of 340°T – 160°T.

The approach channel has a width of 280 m. reducing to 235 m. In the bend the channel widens to 300 m. and in the entrance channel to 340 m.

The Outer Basin is 2.3 km. long and 600 m. wide with depth of 14 m. and the Inner Basin is 3.7 km. long and 425 m. wide with a depth of 11.5 m. The main axis of both basins is 047° – 227°.

All channel, basin and docks' bottoms are sandstone.

A dual purpose berth for LPG and other tankers is situated in the outer basin. Ships using this berth, for which a berth booking system operates, will generally be berthed starboard side to. A second tanker berth has been opened at Berth No. 2 in the 14 m. basin and is used mainly by vessels loading or discharging high flash point products. On this berth, vessels will normally berth starboard side to. A chemical tanker berth is situated on Quay 7, Berth 51, with depth of water at 11.5 m. Vessels may berth port or starboard side to. No ballast reception facilities are provided at these berths.

In all other berths ships can secure port or starboard side to.

DOCUMENTS: The following documentation shall be delivered to the Authority's Documentation Section at least 48 hours prior to the vessel's arrival. The Authority reserves the right not to commence cargo operations until the below listed documents are received.

(a) Discharging Vessels
3 copies Cargo Stowage Plans
8 copies Cargo Manifests
8 copies Cargo Declaration
3 copies Crew List
3 copies Hazardous and Dangerous Cargo Declaration
3 copies Hatch List
3 copies Arrival/Cargo Advice
1 copy Each Bill of Lading/Packing List

(b) Loading Vessels:
3 copies Cargo Stowage Plans
3 copies Cargo Loading List
8 copies Hazardous and Dangerous Cargo Declaration
1 copy Customs Endorsed Export Declaration (for each consignment).

On completion of loading, 8 copies of the vessel Manifest endorsed by Ports & Customs must be provided.

Note: For categories (a) and (b), in the absence of any hazardous or dangerous cargo, "Nil" Declaration *must* be made.

(c) Tankers:
3 copies Manifest
3 copies Cargo Plans
1 copy Certificate of discharge of previous cargo.

A copy of the "Notice of Readiness" should be made available to the Harbour Master on rquest.

Immigration: Three Crew Lists are required on arrival.

Immigration Offices are established in the port. The service is available 24 hours a day. However, Masters should advise their Agent that the ship may leave outside normal office hours and that the Agent should check that Immigration Officials will be available to clear the vessel outward. This also applies to public holidays.

Masters are advised that "Immigration Clearance" must be on board and sighted by the Pilot before he can take the vessel to sea.

MINIMUM REQUIREMENTS:

In the interest of avoiding delays, all vessels programmed for Jebel Ali should comply with the following minima and be fitted with:

(i) Fully operational Radar.
(ii) Fully operational VHF Radio with normal marine channels.
(iii) Sufficient crew to handle tugs' lines and moorings efficiently.
(iv) Efficient propulsion and deck machinery.
(v) Efficient and adequate moorings to secure vessel safely.
(vi) Efficient signalling equipment.
(vii) Fully operational Tachometer, Rudder and Helm indicators.
(viii) Efficient mooring stations communications systems.
(ix) An efficient anchor windlass and anchors.

If any of the above requirements cannot be complied with, the Harbour Master should be advised prior to arrival via "Jebel Ali Port Control".

PILOTAGE: Pilots are available on a 24-hour/day basis. Ships requiring a Pilot should call "Jebel Ali Port Control" on VHF Channel 16 at least 2 hours before arrival at Pilot Boarding Area.

All ships other than excepted ships, navigating whether by entry, leaving or moving within Jebel Ali shall be under the charge of a pilot.

The following ships will be excepted ships:

(i) Ships of War.
(ii) Pleasure Craft.
(iii) Ships of less than 150 n.r.t.
(iv) Tugs, dredgers, barges or similar vessels whose ordinary course of navigation does not exceed beyond the Gulf.
(v) Tenders of M.E.N.A.S.
(vi) Country Craft.

Pilots will board from fast launches, marked "Pilots" equipped with VHF, watch kept on Channel 16. Call sign "Jebel Ali Pilots".

Vessels requiring a Pilot should give at least 2 hours notice of arrival in the Pilot Boarding Area, but vessels may be instructed to approach the channel entrance by Port Control.

Outbound ships should request Pilot at least one hour prior departure. Masters should obtain "Master's Report" from the Inward P and return it completed before the Pilot leaves. Masters are advis that Outward Pilot cannot take the ship to sea, without having sigh valid "Immigration Clearance" first.

Pilot Boarding Areas: The Pilot boarding area is located North of t channel entrance. The centre of this area is in position Lat. 25° 09′ Long. 54° 54′ E. with a radius of 1 mile.

Pilots will normally meet and embark incoming vessels at the abo mentioned Pilot boarding area.

Masters are reminded to provide a safe lee.

Pilot Ladder Requirements: The following points are stressed:

(i) The rigging of pilot ladders and the embarkation a disembarkation of Pilots thereby shall be supervised by responsible officer of the ship.
(ii) Every pilot ladder shall be secured in a position clear of a possible discharges from the ship, and so that each step re firmly against the ship's side.
(iii) Every pilot ladder shall be secured in a positon where the P can gain convenient access to the ship after climbing not le than 5 ft. and not more than 30 ft..
(iv) Whenever the distance from the water to the point of acces the ship exceeds 30 ft., access from the pilot ladder to the s shall be by means of an accommodation ladder or equally sa and convenient means.
(v) A light shall be provided at night so that the pilot ladder overs and also the position where the Pilot boards the ship shal adequately lit.
(vi) Lifebuoy and heaving line should be available at the ladder.
(vii) When a pilot hoist is provided as the method of access, it m be of an "approved" type, complying with the recommendatio of the "European Maritime Pilots Association".

APPROACHES: Ships should make for "Mina Jebel Ali" light floa position Lat. 25° 10′ 30″ N., Long. 54° 52′ 15″ E. (Gp. Fl.3 ev 12 secs. 15 miles). This float lies on the axis of the channel leading t Jebel Ali Port i.e. from this float vessel should steer 135° to approa Pilot Boarding Area.

Vessel should await Pilot in the area North of the seaward end of t buoyed channel, marked by a fairway buoy. This buoy is a safe wa mark painted red and white vertical stripes. Light character is Fl. 10 s The centre of this waiting area, with a radius of 1 mile, is Lat. 25° 09′ and Long. 54° 54′ E.

ANCHORAGE: The holding ground is poor, ships are recommende use more chain than usual.

The anchorage is an area enclosed by the following four position

1.	Lat. 25° 11′ 20″ N.	Long. 54° 49′ 45″ E.
2.	Lat. 25° 08′ 12″ N.	Long. 54° 53′ 12″ E.
3.	Lat. 25° 05′ 18″ N.	Long. 54° 49′ 45″ E.
4.	Lat. 25° 08′ 20″ N.	Long. 54° 46′ 12″ E.

Ships will anchor here in a depth of approximately 16 m. – 20 (9 – 11 fathoms).

Pipe-line: All ships are warned that an untrenched pipeline lies Eas the channel. This line comes ashore in position 25° 01′ N., 55° 04′ 30 From this position it lies in a direction of 345° for approximately 10 mi thence assumes a direction of 313° towards the "Fatah Field" i.e. from 2 to 5 miles East of the buoyed entrance channel. Other untrench pipelines are laid on the seabed and are clearly marked on the Admi Charts of the area. Ships should **not** anchor near this or other pipeli nor should they approach the area with anchors walked back or trai

MAX. SIZE: No limit on LOA except Tanker Berth. Max. LOA Tan Berth 273 m.

Also see "Berthing", "Bulk Handling Facilities" and "Tankers".

RADIO: *ETA requirements:* (Also see "Tankers").

Vessels arriving at the Port of Jebel Ali are required to provide t Harbour Authority with the following estimated times of arrival:

(i) At least 48 hours prior to arrival or on leaving the last p whichever is later, via Bahrain Radio, Inmarsat, Telex No. 47 DPA EM or Fax: 04-835430. Ship/shore telephone may be u on 04-835326 only.
(ii) Confirm the vessel's estimated time of arrival at least 24 ho before arrival at the designated pilotage area.

Communications: The Port radio station maintains continuous listen watch on VHF Channel 16. The Port Emergency Channel is 18A coming within VHF range of "Jebel Ali Port Control", vessels sho establish VHF contact for the purpose of updating the estimated tim arrival, and at least 2 hours' notice of arrival in the Boarding Area sho be given.

Vessels are warned that VHF Channels are monitored a taperecorded and any misuse of VHF Channels will be reported to proper Authorities.

Notice of Arrival: Each vessel Owner, Operator or Charterer expec to dock a vessel at the port for the purpose of loading or discha cargo shall give the Authority 2 days prior notice of the arrival of s vessel and furnish such information as the Authority may requ Reconfirmation of the vessel's arrival shall be made by the vess Master on the day prior to arrival.

Pre-Arrival Information: Prior to arrival, all vessels regardless of tonn calling at the Port of Jebel Ali should provide "Jebel Ali Port Con with the following information:

(i) Name of vessel
(ii) Port of Registry
(iii) Name of Master
(iv) Gross Tonnage
(v) LOA
(vi) Draft
(vii) Cargo to discharge or load
(viii) Pilot boarding arrangements
(ix) Number of crew, indicating the number of deck crew availab manoeuvring
(x) Health information
(xi) Last port of call.

VHF: See "Radio" and "Pilotage".

RADAR: VTS harbour radar in Port Control Tower in position 29° 59.4′ N., 55° 02.9′ E.

The Control Tower is equipped with a Sperry Radar Vessel Traffic System. This equipment consists of a dual radar system combined with a data processor and computer. Traffic movements are monitored, and recorded within the Port limits and approaches. The Tower is continually manned by qualified Radar/Radio Operators.

TUGS: Three fire-fighting tugs "Asad", "Namer" and "Shadeed" are maintained in service by Dubai Ports Authority. These tugs are fully equipped with radar, VHF, towing winches and towlines. "Asad" and "Namer" are of 2,300 h.p. with a bollard pull of over 30 tons; "Shadeed" is of 3,100 h.p. with a bollard pull of over 40 tons. These vessels are fitted with multi-channel VHF radios. Other privately owned tugs are occasionally available in the port to assist if necessary.

Mooring boats: Three mooring boats, the "Dina", "Laila" and the "Wafa" are available at all times. These boats are also equipped with towing hooks and VHF.

BERTHING:

Berths No. 1 – 17: Depth 14.0 m.
Berths No. 18 – 66: Depth 11.5 m.
Tanker/LPG Berth No. 1: Depth 15 m.
Tanker Berth No.2: Depth 14 m.
"Star Energy" Berths: Depth 14.0 m.
Bulk Grain Berths: Depth 14.0 m.
Dubal Terminal: Depth 14.0 m.

Moorings: Bollards on the various quays and wharves are of capacity and spacing as listed below.

Quay/Wharf	*Capacity* (Tonnes)	*Spacing* (m.)
1, 2, 3	100	27
4A, 4B	70	30
5, 6, 7	70	30
8, 8 Basin	30	30
9 West	70	30
9 East, 10	70	20
West Wharf	15	14.4
East Wharf	15	14.4
Bitumen Wharf	30	20

It is essential that whilst alongside quays, moorings are tended carefully and regularly and conform with recommended mooring patterns for ship sizes. The average rise and fall is 1.14 m.

There are special 250 tonne bollards on Berths No. 5, 7, 12, 19, 20, 21, 22, 23, 25, 26, 43, 44, 45, 46, 48, 49, 52 and 53 for vessels over 300 m. in length. These berths can cater for laid-up VLCCs and are fitted with electric points and shore telephone points. All berths can be connected to fresh water points. Enquiries for further information and conditions to the Harbour Master.

General Cargo Areas: These are located on Quays No. 5, 6 and 10 with 21 m. – 30 m. wide paved aprons, covered and open storage, truck delivery and receiving docks.

Prior arrangements must be made with the Cargo Handling Manager for the discharge of obnoxious and hazardous cargo.

Storage: Seven transit warehouses provide more than 50,000 sq.m. of covered storage. Nine Dutch barns provide 24,000 sq.m. of semi-covered storage. Over 400,000 sq.m. paved open storage areas are provided.

Equipment: A full supply of supporting cargo handling equipment to complement general cargo operations is available. This includes 5 mobile hydraulic cranes (1×20 tons, 2×40 tons, 1×60 tons and 1×100 tons capacity) and 2 Gottwald cranes (1×260 E and 1×280 E) capable of lifting 80 tons and 100 tons respectively. Port Operations should be contacted to verify weight limits at various radii.

Ro-Ro Terminal: The Ro-Ro Terminal is situated at Berths 32-34, with two ramps specially designed for stern discharging vessels, and a water depth of 11.5 m.

Cold Store: The Cold Store is situated at Berth 31 and has a capacity of approximately 7,000 tons. Temperature can be separately controlled in each of eight rooms in the range of −29°C. to 13°C.

CONTAINER FACILITIES: The Container Terminal is situated at Berths No. 13 – 17, totalling 1,535 m., with 60 m. wide concrete aprons and a water depth of 14 m. Max. draft 13.25 m.

Storage: The Container Yard can accommodate over 46,000 T.E.U's.

The Container Freight Station provides 10,000 sq. m. of covered storage.

Temperature-controlled warehouse provides 6,700 sq.m. of cool storage at +10°C to +15°C as required.

Equipment: 2 fourth generation Reggianis, 1 third generation Deer Park, 3 third generation Mitsubishi and 2 Hitachi. All gantries are electric with telescopic spreaders to handle 20 ft., 35 ft., 40 ft. and 45 ft. containers and appropriate fittings for overheight and flat rack units. Maximum crane specifications:

S.W.L. under the spreader	41.0 tons.
S.W.L. under cargo hook beam	51.0 tons.
Distance from face or rubber fender to centre line of container at maximum outreach	43.0 m.
Top of container at maximum lift above quay level	32.3 m.
Top of container at lowest position below quay level	16.5 m.
Quay level above highest tide	2.0 m. (6 ft. 6 in.)
Quay level above lowest tide	4.0 m. (13 ft. 1 in.)
Container crane travel	1,535 m.
Container crane reach behind back rail	15.0 m.
Maximum weight of 20 ft., 35 ft., 40 ft. and 45 ft. container handled by spreader	41 tons
Maximum heavy lift with spreader removed	80 tons.

34 rubber tyred gantries, 30 at 1 over 5 stack height, four at 1 over 4 stack height. 20 toploaders of 35 tons capacity and 16 empty container handler lift trucks.

400 × 380 Volt reefer ISO and 42 × 230 Volt Mipco refrigerated container plugs with 24 hour monitoring service.

Flat bed trailers, low bed trailers, tractor units, mafis, goosenecks and an assortment of trucks.

Truck scale with a capacity of 50 tons.

A container cleaning service is available.

Container Terminal Crane Booking: Dubai Ports Authority operates a Crane Booking System for the Container Terminal. Cranes are booked in order of receipt of request. Agents should be consulted to assure timely booking of container cranes.

BULK HANDLING FACILITIES: *Dubal Terminal:* This facility is located on Quay 1, Berth No. 1. A travelling unloader equipped with 2 booms having a travel of 140 m. is used for discharging of alumina powder. Hourly capacity 380 t.p.h. through 2 booms. Outreach of boom 27 m. Max. draft 13.25 m.

Bulk Grain Terminal: This facility is located on Quay 1, Berths No. 3 – 4. Two travelling loader/unloader arms, with an outreach of 22.5 m. and a loading/unloading rate of approximately 800 t.p.h. each, are installed, and can travel 460 m. parallel with quay face. Max. draft 13.25 m.

STEVEDORES: Dubai Port Authority (Jebel Ali).

Normal Working Hours:

The normal working hours from Saturdays to Thursdays inclusive (but excluding Public Holidays) will be 0700 hrs. – 1200 hrs. and 1300 hrs. – 1600 hrs.

Any activity outside of normal working hours must be arranged with the Authority and overtime rates may apply.

Working hours are subject to change during the month of Ramadan.

MEDICAL: Medical facilities are provided by Dubai Hospitals, arrangements should be made by Agents. 24 hour emergency medical services are available. Ships should call Jebel Ali Port Control on VHF Channel 16 (Tel: 04-835251) or Port Security (Tel: 04-816222) to arrange ambulance.

TANKERS: *Tanker/LPG Berth No. 1:* This berth provides facilities for product tankers as well as LPG and condensate carriers. 6 loading arms are available to handle Product tankers through 10 in. connections with reducers available. On the LPG half of the jetty, there are 3 loading arms with 16 in. connections. Two vapour return lines are also fitted, 1 for propane and 1 for butane with 14 in. connections. Various reducers and straight pieces are also available. The depth of water in the berth is 15 m. Max. draft 14.25 m. on H.W. Max. LOA 273 m.

This berth is equipped with mooring hooks of 100 tons strength, each fitted with electric capstan. The hooks are tripped manually.

Tankers will generally be berthed starboard side to the Berth.

Tanker Berth No. 2: This berth provides facilities for product tankers, using 10 in. Chicksan arms. For certain products flexible pipeline connections are permissible. Various reducers are available. On this berth, Class 1 products can also be handled. Max. draft 13.25 m. Max. LOA 225 m.

Chemical Tanker Berth: A designated Chemical Tanker berth is operational at Berth No. 51. Depth of water at the berth is 11.5 m. Max. draft 10.75 m.

"Star Energy Resources" Berths: Star Energy Resources operate 2 product tanker berths on Quay 2 (Berths No. 8 and 9). Two ships upto 255 m. LOA each can be accommodated simultaneously on these berths, which are equipped with 2×12 in. Chicksan arms. Berths are also equipped with mooring hook assemblies, each fitted with capstans. The hooks are tripped manually. Maximum draft 13.25 m. Tankers can be berthed port or starboard side to the quay.

Vessels are warned that no dirty ballast discharge will be allowed within the limits of Jebel Ali. There are no shore ballast reception facilities.

Also see "General".

Vessel Requirements: Below, are details of information required by the terminal operators for accepting vessels for LPG, LNG and Condensate loading and Port Authority of Jebel Ali's requirements and regulations for a tanker in berth.

Dubai Port Authority (Jebel Ali) – Tanker Berth: Uniform mooring system is advisable, i.e., all synthetic or all wire for all moorings except backsprings. D.P.A. does not allow the use of nylon tails on wire moorings. Backsprings must be of wire.

Concerning deballasting requirements P.A.J.A. allows the discharge of permanent segregated clean ballast in the harbour. Clean tank ballast can only be discharged if a surveyor appointed by Agents at Owner's/Charterer's expense, certifies that the tank ballast is clean, that all cargo pumps and lines are clean and the surveyor remains on board to witness and if necessary stop the discharging of cargo tank ballast if it proves to be unclean. This operation takes place during daylight hours only.

It is also recommended that all efforts be made to cut down time taken by ships for documentation purposes after completion.

Bunkers may not be taken during cargo operations.

On all occasions, D.P.A. would berth all ships starboard-side-to on the tanker berth unless some particular "one off" technical reason prevents this.

LPG – Vessel Particulars: The following items shall be submitted with each vessel nomination. In the event that all the data is not available, the nominated vessel acceptance shall be tentative and subject to the approval of "Seller" Dubai Natural Gas Company Limited.

1. Vessel name and flag.
2. Vessel Master's name.
3. Vessel ETA at Jebel Ali.
4. Vessel communication channel.
5. Vessel description (weight, length, dimensions, etc.).
6. Loading connection: (a) Size. (b) Rating. (c) System – ASA/Metric/British, etc.
7. Height of the loading connection from the centre line of the flange to the first obstacle downward below each flange.
8. Distance from the loading flange face to ship's rail.
9. Distance between loading and vapour return connection centres.
10. Distance from the loading flange to the first obstacle toward the manifold.
11. Height of the ship's rail in front of the loading manifold.
12. Previous cargo and its origin.

13. Manifold sequence of the loading and vapour return connection.
14. Loading rate per product for this particular lifting.
15. Cargo tanks temperature per product upon vessel arrival at the loading port.
16. Can propane and butane be loaded simultaneously?
17. Cargo on board, its origin and specification per tank upon vessel arrival for loading.
18. Vessel meets Government, D.P.A. and seller regulation, or specify which regulation the vessel meets.
19. Vessel in possession of reducers, their type, size and rating.
20. Demurrage rate and conditions, if any.
21. Specify if vessel will install any mesh screens in their manifold during this lifting.
22. Amount to be loaded.
23. Vessel has nylon mooring lines.
24. Buyer or Agent to notify Dugas of the vessel location, quantity to be loaded and its ETA 72, 48 and 24 hours before the first day of the vessel's scheduled ETA.
25. Can propane and butane be purged and/or cooled simultaneously? (If applicable.)

LNG – Vessel Particulars: The following items shall be submitted with each vessel nomination. In the event that all the data is not available, the nominated vessel acceptance shall be tentative and subject to the approval of "Seller" Dubai Natural Gas Company Limited.

1. Vessel name and flag.
2. Vessel Master's name.
3. Vessel ETA at Jebel Ali.
4. Vessel communication channel.
5. Vessel description (weight, length, dimensions, etc.).
6. Loading connection:
   (a) Size.
   (b) Rating.
   (c) System – ASA/Metric/British, etc.
7. Height of the loading connection from the centre line of the flange to the first obstacle downward below each flange.
8. Distance from the loading flange face to ship's rail.
9. Distance between loading connection centres.
10. Distance from the loading flange to the first obstacle toward the manifold.
11. Height of the ship's rail in front of the loading manifold.
12. Previous cargo and its origin.
13. Vessel gas vapour venting system.
14. Loading rate for this particular lifting, per single loading arm connection.
15. Ballast on board condition (clean, dirty, etc.).
16. Deballasting estimated time required after berthing.
17. Cargo on board, its origin and specification per tank upon vessel arrival for loading.
18. Vessel meets Government, D.P.A. and seller regulation, or specify which regulation the vessel meets.
19. Vessel in possession of reducers, their type, size and rating.
20. Demurrage rate and conditions, if any.
21. Specify if vessel will install any mesh screen in their manifold during this lifting.
22. Amount to be loaded.
23. Vessel has nylon mooring lines.
24. Buyer or Agent to notify Dugas of the vessel location, quantity to be loaded and its ETA 72, 48 and 24 hours before the first day of the vessel's scheduled ETA.

Condensate – Vessel Particulars: The following items shall be submitted with each vessel nomination. In the event that all the data is not available, the nominated vessel acceptance shall be tentative and subject to the approval of "Seller" Arco Dubai.

1. Vessel name and flag.
2. Vessel Master's name.
3. Vessel ETA at Jebel Ali.
4. Vessel communication channel.
5. Vessel description (weight, length, dimensions, arrival draft fore and aft, estimated departure draft, etc.).
6. Loading connection:
   (a) Size.
   (b) Rating.
   (c) System – ASA/Metric/British, etc.
   (d) Is manifold located centre line of LOA.
7. Height of the loading connection from the centre line of the flange to the first obstacle downward below each flange.
8. Distance from the loading flange face to ship's rail.
9. Distance between loading connection centres.
10. Flange thickness. Maximum acceptable: 37 mm.
11. Clearance behind connecting flange for coupling claws. Minimum requirement: 240 mm.
12. Height of the ship's rail in front of the loading manifold.
13. Previous cargo and its origin.
14. Loading rate for this particular lifting. Minimum requirement 25,000 bbls p.h. per single loading arm connection.
15. Specify quantity of permanent and cargo tank ballast on board. Only permanent segregated ballast discharge allowed at Jebel Ali port. Repeat only permanent segregated ballast discharge allowed.
16. Estimated deballasting time required after berthing. Specify if simultaneous with loading.
17. Cargo on board, its origin and specification per tank upon vessel arrival for loading.
18. Vessel in possession of reducers, their type, size and rating.
19. Please confirm agreement release inert gas pressure in all tanks for inspection by Arco Surveyor.
20. Buyer or Agent to notify Arco of the vessel location, quantity to be loaded and its ETA 72, 48 and 24 hours before the first day of the vessel's scheduled ETA.
21. Arco Dubai advise starboard side alongside.
22. Arco Dubai advise loading arm size nominal 16 in. with provi for 16, 14 and 12 in. connection by hydraulic coupler.
23. Quantity to be loaded, in barrels. Arco Dubai advise
    API:–   Temp.:–

DENSITY: 1032.

FRESH WATER: Supplied by Dubai Water Department (Tel: 816749). Order through Agents. Water laid on at all berths.

FUEL: A Bunkering Barge is stationed in Jebel Ali operated by "E.P Co.". Arrangements for bunkers are to be made through vessels' Agen Barge can deliver diesel oil and/or fuel oil. Delivery by road tanker a available. Tel: 04-816759.

Lubricating Oils: Available, transported by road.

CONSULS: Embassies and Consulates in Dubai (Area Code 04).

Embassies:

Germany	Tel: 523352
United Kingdom	Tel: 521070

Consulates:

Bangladesh	Tel: 628966.	Norway	Tel: 533833
China	Tel: 453357	Pakistan	Tel: 524412
Egypt	Tel: 511222	Panama	Tel: 263366
France	Tel: 232442	Qatar	Tel: 221216
India	Tel: 519666	Romania	Tel: 383580
Iran	Tel: 521150	Saudi Arabia	Tel: 367885
Iraq	Tel: 664145	Sweden	Tel: 457716
Italy	Tel: 314167	Switzerland	Tel: 313542
Jordan	Tel: 517500	Syria	Tel: 663354
Kuwait	Tel: 221900	Taiwan	Tel: 448857
Lebanon	Tel: 239524	Turkey	Tel: 314788
Malaysia	Tel: 285695	U.S.A.	Tel: 313115
Netherlands	Tel: 528700		

The foregoing are Embassies and Consulates situated in Dubai. M countries maintain diplomatic missions/embassies, etc., in Abu Dha some 120 km. from Jebel Ali.

REPAIRS: Berths are available for afloat repairs to be done by lo contractors.

Lay-up Berths for long and short periods can be arranged for vess up to 550,000 d.w.t. with draft up to 13.25 m. Special bollards a installed to provide 8 berths for ULCC class vessels.

Marine engineering firms with specialised workshops in Du undertake engineering repairs. Agents will make necess arrangements.

Repairs to radar, radio, echo sounders and other electro navigational and communication aids are available by ma manufacturers' Agents, (i.e. Marconi, Decca, Kelvin-Hugh Telefunken, etc.), being represented in Dubai and sets serviced trained engineers. Agents will advise.

A Port Authority diver can be arranged through vessel's Agent.

SURVEYORS: Lloyd's, B.V., A.B.S., N.V., N.K. and the Salv Association as well as other private qualified cargo, hull and eng surveyors and consultants are available.

Gas Free Certificates, Inert Gas Certificates and Hot Work Perm can be obtained through independent qualified surveyors who mus on Dubai Port's Authority (Jebel Ali) approved list. Agents will arra

Surveys: The following surveys and certification can be carried ou Jebel Ali: Load Line, Safety Equipment, Safety Construction, Radio

TELEPHONES: Ship board telephones available by arrangement.

Important Telephone Numbers at Jebel Ali:

Port Control	835326
Harbour Master & Port Control	835251
Police	816111
Port Health	816892
Customs	816374/5
Immigration	816844/816334
Ambulance and Fire Service	816222 (24 hours)
Security	816846/816578 ext. 218, 232, 233

SHORE LEAVE: The following is the standard procedure for shore le as dictated by the Port Immigration Department.

Crew members wishing to go ashore are to report to the P Immigration Office (Agent to arrange) and collect a "Marine Land Permit" which should be carried at all times. On returning to the s the permit should be handed back to the Port Police. The process i be repeated on every subsequent shore leave.

GARBAGE DISPOSAL: Skips are compulsory for domestic garb and are provided alongside ships and changed as necessary. Char Drhs. 70 per day and Drhs. 150 per skip change. Skips can also rented for industrial garbage. Contact Harbour Master for details.

WASTE OIL DISPOSAL: The port has no waste oil disposal facil but several local companies can arrange disposal by tanker truck agents can arrange these facilities. Charges are negotiable. Municip kapproval is required. Contact Harbour Master for details.

SEAMAN'S CLUBS: International Seamen's Club (Tel: 4355 Norwegian Seamen's Mission (Tel: 470561/3). Jebel Ali Internat Seamen's Centre: Situated on Quay No. 10. Tel: 835297. Hours: 11 2359 daily. Facilities: Bus service to and from berths; internat telephones; post box and stamps; small shop for tobacco, toilet writing materials, etc.; money changing; pool and darts; T.V. and vi library; snacks and full bar service.

CURRENCY: U.A.E. Dirhams (Drhs). U.S.$ 1.00 = Drhs 3.65 (F Rate).

WEATHER: *Weather and Currents:* Cross currents of up to 1.75 k may be experienced in the Approach Channel. These currents are and tide-induced.

Fresh winds are frequently experienced at Jebel Ali. However, d evening, night and morning hours, light Southeasterly winds pre veering to N.W. by noon and freshening to Force 4-5.

On occasions, especially during November-March, fog ma prevalent during early morning.

GENERAL: *Dirty Ballast and Refuse:* All vessels are warned th dirty ballast, bilges, etc., should be pumped out in the vicinity of the of Jebel Ali. Offenders will be prosecuted and the U.A.E. and D

Police maintain maritime and helicopter patrols to ensure no dirty ballast is discharged and no refuse is thrown overboard.

These rules apply while vessels are alongside and the Harbour Master may instruct offending vessels to leave or bar them from returning to Jebel Ali.

Rubbish skips supplied by the Port Authority at a charge and are compulsory.

Ballast Requirements: For the purpose of safe manoeuvring, the Harbour Master requires all vessels to maintain an acceptable ballasted condition.

Vessels should carry sufficient ballast so that the propeller can have maximum immersion whilst maintaining an acceptable stern trim.

Masters are reminded that no dirty ballast will be allowed to be discharged in Jebel Ali.

Tanker Ballast Discharge Rules:

1. Clean water ballast from tankers segregated ballast tanks may be discharged overside.
2. Clean water ballast from dedicated clean ballast tanks as defined in Marpol 73/78 may also be discharged in the port. However, if no separate ballast pumping system exists then such discharge must be monitored by an independent surveyor and the ballast discharged must be certified clean. This discharge operation may take place during daylight hours only.
3. Ships in the "C.O.W." mode may not discharge ballast from cargo tanks, unless such tanks have been thoroughly cleaned and have reverted to the status of C.B.T. since last carrying oil.
4. "Clean" ballast means ballast containing less than 15 parts per million of Hydro Carbons.
5. Not withstanding all the above, if any visible signs of pollution are seen on or below the surface around the ship discharging ballast, the ballast discharge will be stopped and no further discharge will be permitted.

Fumigation: Fumigation can be carried out by specialist firms.

Ships' Chandlers, Ship Supplies: All types of provisions – fresh and dry, and all types of fresh and frozen meat are available ex-Dubai. Arrangements through Agent and/or through direct VHF contacts with ship chandlers and provision merchants. Paints, ropes, etc., available as well as charts. Laundry services are also available.

Visitors Port Passes: Any Person entering the Port is required to have either a permanent or visitors temporary/day pass. Passes can be obtained from the Pass Office situated at the Main Entrance. The Pass Office operates daily from 0700 hours to 1900 hours.

Permanent passes cost Dh. 25 each and are valid for 12 calendar months from date of issue. Applicants are required to produce a Sponsor's letter and complete an application for Pass Form. Documents such as Passports and photographs are not required.

Temporary or Day passes which are free of charge are only issued to irregular visitors who have a confirmed appointment to visit the Port. No more than one of these passes a month will be issued to any individual. Day Passes can be obtained from the Pass Office or any Terminal Checkpoint.

Shops: A small supermarket is open in the port. Hours of work are: 0800 – 1300 hrs. Saturday to Thursday inclusive.

Bank: A bank complex is situated just outside of the port main gate. Most major banks or their correspondents have branches there.

Transport: Arrangements for taxis can only be made through the Agent.

Charts and Publications:

Charts:

British Admiralty Chart 2889.
British Admiralty Chart 3237.
British Admiralty Chart 2889.
British Admiralty Chart 3738.
British Admiralty Chart 3739.
German Hydrographic Institute Chart 729.
U.S. Defense Mapping Agency No. 62499.

Pilot Books: Admiralty Sailing Directions Volume No. 63, Defence Mapping Agency Publication No. 62.

Tidal Stream Atlas.

Lights: Admiralty List of Lights Volume F. United States List of Lights Publication No. 112 (Defence Mapping Agency).

Radio Aids:

British: Admiralty List of Radio Signals, Volume 8.

American: Radio Navigational Aids (Defence Mapping Agency), Publication No. 117B (Pacific/Indian Ocean Area).

SHIPMASTER'S REPORT: June 1990.

Location: A third tanker loading/discharging facility is situated at Berths No. 8 and No. 9, on the N.E. face of the 14 m. basin. This facility is operated by Star Energy Corporation (See "Berthing").

Star Energy are based in Abu Dhabi, Telex No. 24160.

Documents: The documents listed in the "Guide" do not apply to tankers. Requirements for tankers are:

1 copy Arrival/Cargo Advice (supplied by Pilot).
2 copies Bonded Stores List.
2 copies Drugs and Firearms Declaration.
2 copies Crew Declaration.
3 copies Crew List.
1 copy Maritime Declaration of Health (only if sickness on board, or if it is necessary to have any vaccinations performed).

Ship's Agency also usually has own Arrival/Sailing forms to be completed.

Anchorage: The Eastern corner of the anchorage area has been found to have very poor holding ground, and it is suspected that there may be scattered coral heads in this area, as this vessel dragged anchor there in moderate weather conditions, and anchor flukes were later found to have been damaged by the nature of the bottom.

Radio: Jebel Ali Port Control listen on Channel 16, and usually conducts operations thereafter on Channel 69.

Tugs: There are usually 3 modern tugs, owned by the Port Authority, on duty: The 'Asad', 'Namer' and 'Shadeed'.

Tankers: Tanker Berth No. 8: Alongside continuous fendered quay at N.E. end of 14 m. basin, equipped with 1×12 in. Chicksan arm. Products handled at present are naphtha, gas oil and fuel oil.

Tanker Berth No. 9: Adjacent to No. 8, on same continuous quay, equipped with 2×12 in. Chicksan arms. As far as is known same products handled as at Berth No. 8.

Both berths can accommodate product carriers of up to, and sometimes in excess of 100,000 d.w.t., the larger vessels usually only part-load.

The terminal acts as a trans-shipment depot, for oil products supplied from other ports and refineries in the Gulf.

Vessels are berthed either side alongside at both berths.

Star Energy Complex: This is a self-contained area within the Jebel Ali Port Complex. The Operators enforce very strict security and safety procedures.

Crew members are not permitted to wander about or walk to the entrance gate, but must use the transport provided. This only operates on the hour, being summoned by radio. A pass is issued to each person leaving the area, and also a book must be signed. The passes will allow re-entry to the area on return, and are quite separate from the passes required by the Immigration Authorities. Provided the seamen are not leaving the Port Complex itself, e.g. visiting the Seaman's Club, no further passes are necessary.

Should, however, anyone wish to leave the Jebel Ali Port Area itself, to go to Dubai, the following procedure is necessary.

On arrival, most Shipping Agents supply forms which act as requests to the Immigration Authorities to issue a Shore Pass. This form is taken, along with a Passport size photo, and either Seaman's Book or Passport, to the Immigration Office near the Main Gate. An official pass will then be issued, with the photo affixed, after which the individual may leave the Port Area. *It is very important that this document is not lost.*

On return to Jebel Ali, the reverse procedure is necessary, presentation of the official pass will usually obtain the return of the identity document, after which the individual may proceed to his vessel. If the vessel is berthed at the Star Energy facility, their previously mentioned pass is required for admittance.

There are occasions when it may not be possible for individuals to recover their identity documents personally, or some may not have time to wait, in which case the official passes should be returned to the Master, and the Agent can take these to Immigration when Clearance is sought, when the documents in question will be given to him for return to the vessel. Clearance will not be issued until everything is in order, which is the reason for taking care not to allow anything to happen to the official pass.

Lengthy delays may be incurred in the case of any lost pass, as the individual in question must then go, in person, with the Agent, to the Immigration Office, if possible with an explanatory letter from the ship's Master. The procedure outlined above must be adhered to, so that there are no problems.

Departure: Pilots require minimum 1 hour's notice, via Harbour Control of vessel's sailing time. They are required to sight the clearance before leaving the berth, therefore it has been found advisable to actually have it on board before confirming sailing time.

AUTHORITY: Dubai Port Authority (Jebel Ali), P.O.Box 17000, Dubai, U.A.E. *Tel:* Jebel Ali (04) 835251/816578. *Telex:* 47398 DPA EM. *FAX:* Jebel Ali (04) 816093, 835430 (Marine). *Contact:* Captain R.E. Abbott, Harbour Master. Captain P.J. Derry, Assistant Harbour Master. H.E. Bilkey, Executive Director. D. Gibbons, Executive Director.

AGENT: Gulf Agency Co. (Dubai) L.L.C., P.O.B. 2404. Dubai, U.A.E. Cables: "Confidence", Dubai. Tel: 457555 – 24 hour service). After office hours: 480424, 440193. Telex: 45448, 45809 (GACDB EM). Radio: Marine VHF radio, stand-by on Channels 16 and 23, and SSB 2182 kHz. Call sign "Confidence Dubai". Fax: 457202, 450644.

Operators of ships' supply service and shipping agency; crew changes, mail, spares and/or delivery of provisions, fresh water and lube oil as well as arranging of bunkers.

Owners, Operators and Masters are welcome to contact GAC Dubai by cable or telex regarding requirements and for coordination of rendezvous positions off Dubai, Fujairah and Mina Saqr (Ras Al Khaimah).

JEBEL DHANNA – RUWAIS: 24.11 N. 52.37 E.

(See Plan)

(A) GENERAL
(B) JEBEL DHANNA – SEA BERTHS TERMINAL
(C) RUWAIS – REFINERY TERMINAL
(D) RUWAIS – NGL TERMINAL
(E) RUWAIS FERTILISER INDUSTRIES (FERTIL)
(F) ADNOC RUWAIS SULPHUR HANDLING TERMINAL

(A) GENERAL

AUTHORITY: Abu Dhabi National Oil Company, – Petroleum Ports Authority (ADNOC-PPA), the Governing Authority for the petroleum ports in the Emirate of Abu Dhabi. *Address:* P.O.Box 898, Abu Dhabi, U.A.E. *Tel:* Abu Dhabi 6023450/1. *Telex:* 22215 EM. *FAX:* Abu Dhabi 6923389, 6023422, 660106.

Abu Dhabi Petroleum Ports Operating Company (ADPPOC), P.O.Box 61, Abu Dhabi, U.A.E. *Tel:* 336700, 333718. *Telex:* 22209, 52207. *FAX:* 216002. *Contact:* Operations Manager and/or Station Manager (Ruwais). (ADPPOC is the service company contracted by the Petroleum Ports Authority).

Two Port Officers working on rotational basis represent the Port Authority at the Port. They are Captain A.Osman and Captain S.A.Shaffi. Telex: 52207 Apocru Em. Tel: Ruwais (081) 72089. Fax: (081) 72102.

PORT LIMITS: All waters Southward of Lat. 24° 26′ 48″ N., to the coast up to Spring High Water Mark, between meridians of Long. 52° 33′ 36″ E. and Long. 52° 46′ 36″ E., (that is, with reference to Chart 3780 B.A. & USHO, the whole waters of that Chart) and shall include all jetties, wharves, structures, sea-berths, reefs, rocks, sandbars and islands, excluding Sir Bani Yas Island, within the said area.

PILOTAGE: Pilotage is compulsory for all ships navigating within port limits other than exempted ships (See "General"). Ships may, however, drop anchor or sail from Gasha Anchorage without a Pilot. This rule is not applicable to U.A.E. Naval, Coast Guard vessels or country craft who may, having ascertained channel clearance from Port Control, proceed without the service of a Pilot.

Pilot Station: Pilots will board and disembark at the main Gasha Pilot Station as delineated on B.A. Chart No. 3780.

Use of North Channel: Masters of Exempted ships of suitable draft should use the North Channel and East Yabr Relief Channel when entering or leaving the port.

Pilotage Exemption Certificate: Port Pilotage Exemption Certificate may be granted to Masters of regular trading vessels of less than 3,000 n.r.t., upon the Port Officer's satisfaction of their competency. Such certificates shall be renewed annually.

Berthing and Unberthing at Oil and Gas Berths: Notwithstanding anything contained in these Rules berthing or unberthing at oil and gas berths at Jebel Dhanna or Ruwais shall be under the control of a Pilot.

Pilot Ladder: A clean and efficient pilot ladder fitted with spreaders and manropes shall be made available for the Pilot to embark or disembark and at night the ladder shall be illuminated with an efficient and safe light.

Accommodation Ladder and Pilot Ladder: Whenever as in the case of large vessels, the height of the deck above the water exceeds 30 ft., the accommodation ladder shall also be used in conjunction with the pilot ladder, and shall be lowered to about 22 ft. (7.0 m.) above the water with the pilot ladder immediately adjacent to the bottom platform of the accommodation ladder.

Mechanical Hoist: A mechanical hoist of an approved pattern shall be considered an acceptable alternative to a conventional pilot ladder to be used in conjunction with the accommodation ladder.

NOTE: Mechanical hoists whose operation relies upon a single wire are not of approved pattern under these rules.

Supervision of Pilot Ladders: The rigging of the pilot ladders for the embarkation and disembarkation of Pilots shall be supervised by a responsible ship's officer, and shall be so effected that the ladder is well clear of any overboard discharge and so that each step of the ladder rests securely against the side of the ship.

Safe embarkation and disembarkation: A Master of any ship navigating in the port, shall afford such suitable "weather lee" and speed reductions as may be directed by the assigned Authority Pilot in order to provide a safe embarkation or disembarkation operation.

Pilot to Advise Course and Speed: Vessels navigating within Port Limits shall proceed on such a course and at such speed as the Pilot advises.

Provided that when passing through the inner anchorage areas every vessel whether under Pilotage charge, or navigated by her Master with an Exemption Certificate, shall proceed with caution and at a moderate speed duly considering other vessels and cargo operations in the area.

Small High Speed Vessels: High speed vessels as of "Crew Boat" type shall proceed at a moderate speed to reduce the wave making wash in the vicinity of vessels, working cargo, dredging or construction works, diving operations, etc., until past and clear of these vessels or operations.

Anchors Ready for Use: Every ship prior to any movement within the port shall have both Bower Anchors (if two fitted) prepared for immediate emergency use. Masters shall, however, consult with the assigned Pilot (if any) before lowering an anchor to the sea surface.

Any Damage to Ship to be Notified: Before entry the Master shall inform the Port Authority of any damage to the vessel or any projection from the hull above or below water which may affect the vessel's draft, ship-handling qualities or berthing capability.

NOTE:

To ensure greater safety in the Jebel Dhanna Channel, in consultation with Messrs ADPPOC and executive manager of Petroleum Ports Authority, it has been decided to minimise the amount of paperwork the Pilot is expected to complete while in transit from Gasha Beacon to inner anchorage area.

Therefore a vessel arriving at Gasha while tendering her "Notic Readiness" will henceforth be required to pass to Jebel Dhanna:

1. Name of vessel.
2. Tonnage required.
3. Her maximum loading rate, always assuming 2×16 in. hoses.
4. Number of hours ballast.
5. Any health hazard infectious diseases/or none.
6. Draft outwardbound.
7. Any other pertinent information.

The Pilot is to obtain signature on "acceptance of port regulatio booklet prior to entering channel. All other documentation can completed after vessel is made fast in the berth. This will ensure distractions while in transit in the channel and further enhance exemplary safety standards.

All parties are kindly requested to comply with the slight change Jebel Dhanna/Ruwais documentation procedures to enhance sa requirements.

Note:

(i) The date, which the ship was built, is to be included in Sh Particulars.

(ii) Vessels over 20 years old will be subject to a daylight sa inspection.

TIDAL STREAMS: In the outer approaches to Jebel Dhanna-Ruw tidal streams would appear to attain a maximum of 1 knot while 1.7 kn may be encountered in the channel N.E. of Jazirat Sir Bani Yas.

Tidal currents in the area of the berths seldom exceed 0.4 knots.

The tides are generally diurnal, winds from N.E. and N.W. may ca an increase up to 0.6 m. in the height of the tide.

The highest average, spring high tide is 2.0 m. above chart datum

The highest average, neap high tide is 1.0 m. above chart datum

AIDS TO NAVIGATION: Approaches to Jebel Dhanna-Ruwais (B Admiralty Charts No. 3778, 3779 and 3780).

The outer channel for deep drafted vessels between Jazirat Zarak (Zirku) and Gasha Anchorage is marked by 6 buoys and 2 light flo as follows:

Name/No.	*Description*	*Characteristic*	*Position*
Outer Fairway	Safe Water Mark	Iso 10 secs.	24° 45′ 48″ 52° 53′ 12″
O1	Conical Green	Fl.G. 5 secs.	24° 46′ 20″ 52° 49′ 30″
Creagh Shoal	Light Float	Fl. 10 secs. 14 M Racon "C" 72 secs.	24° 43′ 00″ 52° 42′ 15″
Patch	Conical Green	Fl.G. 3 secs.	24° 40′ 00″ 52° 41′ 32″
O5		Qk.Fl.(2) G. 10 secs.	24° 37′ 43″ 52° 38′ 13″
Dalma	Light Float	Qk.Fl.(9) 15 secs. Racon "D" 72 secs.	24° 32′ 24″ 52° 27′ 48″
O7	Conical Green	Gp.Fl.(3) G. 10 secs.	24° 29′ 27″ 52° 29′ 24″
Gasha	West Cardinal	Qk.Fl.(9) 15 secs.	24° 25′ 46″ 52° 34′ 25″

MENAS Notice No. 49/92:
Southern Gulf:

Jebel Dhanna Outer Fairway. The following buoy stations have be established:

Position: Lat. 24° 36.70′ N., Long. 52° 35.70′ E.
Name: JBD 05A.
Character: Fl (3) 10 sec. Shape – Pillar. Colour – BYB.

Position: Lat. 24° 34.80′ N., Long. 52° 32.40′ E.
Name: JBD 06.
Character: Fl R 6 sec. Shape – Can. Colour – Red.

Charts effected B.A. 3779 and 3780.

A relief route known as North Channel passes from the outer fair buoy S.E. of Creagh Shoal and enters the port East of Gasha Isla It is marked by:

Obstruction	Isolated Danger Mark	Gp.Fl.(2) 10 secs.	24° 37′ 50″ 52° 47′ 17″
North Channel	Safe Water Mark	Iso. 10 secs.	24° 30′ 00″ 52° 41′ 36″
West Kurkum	West Cardinal	Qk.Fl.(9) 15 secs.	24° 23′ 51″ 52° 41′ 31″
East Gasha	Green Conical	Fl.G. 5 secs.	24° 23′ 54″ 52° 41′ 15″

The least depth in this channel 7.5 m. (1980) occurs about 0.8 nau miles North of the Gasha/Kurkum entrance.

A Beacon was established at Price Shoal (1980) consisting of a with a bottle chamber at the top and a gas lantern.

Price Shoal	Red Pile Structure	Fl. 5 secs. 12 m. 14 miles Racon "P" 48 secs.	24° 17′ 24″ 52° 42′ 09″

ANCHORAGES: The main anchorage positions are defined on C No. 3780, and are identified by the letters of the alphabet. Vessel anchor not less than 2 miles West of Gasha Buoy and to keep Cha Entrance clear.

Explosives Anchorage: Anchorage bounded by the following poin

(i) 24° 13′ 30″ N., 52° 44′ 55″ E.
(ii) 24° 12′ 46″ N., 52° 45′ 48″ E.
(iii) 24° 13′ 18″ N., 52° 46′ 18″ E.
(iv) 24° 14′ 00″ N., 52° 45′ 27″ E.

Explosives Buoy: Mooring buoy in position Lat. 24° 09′ 36″ N., L 52° 46′ 18″ E., for the purpose of temporary mooring of barge pontoons carrying explosives.

CHANNELS:

Deep Water Channel: The channel marked at its outer end by:
Gasha Buoy in position Lat. 24° 25′ 46″ N., Long. 52° 34′ 25″ E.
marked on the West side by:

Buoy No. 1 in	Lat. 24° 24′ 28″ N.	Long. 52° 36′ 26″ E.
No. 3	Lat. 24° 23′ 50″ N.	Long. 52° 37′ 18″ E.
No. 5	Lat. 24° 23′ 02″ N.	Long. 52° 38′ 37″ E.
No. 7	Lat. 24° 21′ 33″ N.	Long. 52° 40′ 14″ E.
No. 9	Lat. 24° 20′ 33″ N.	Long. 52° 41′ 22″ E.
No. 11	Lat. 24° 19′ 49″ N.	Long. 52° 41′ 52″ E.
No. 13	Lat. 24° 17′ 42″ N.	Long. 52° 40′ 34″ E.
No. 15	Lat. 24° 14′ 55″ N.	Long. 52° 39′ 26″ E.
No. 17	Lat. 24° 11′ 41″ N.	Long. 52° 41′ 42″ E.

and marked on the East side by:

Buoy No. 2 in	Lat. 24° 25′ 18″ N.	Long. 52° 35′ 40″ E.
No. 4	Lat. 24° 24′ 18″ N.	Long. 52° 37′ 07″ E.
No. 6	Lat. 24° 23′ 57″ N.	Long. 52° 37′ 34″ E.
No. 8	Lat. 24° 22′ 46″ N.	Long. 52° 39′ 06″ E.
No. 10	Lat. 24° 21′ 37″ N.	Long. 52° 40′ 21″ E.
No. 12	Lat. 24° 20′ 58″ N.	Long. 52° 41′ 08″ E.
No. 14	Lat. 24° 20′ 29″ N.	Long. 52° 41′ 42″ E.
No. 16	Lat. 24° 19′ 49″ N.	Long. 52° 42′ 18″ E.
No. 18	Lat. 24° 18′ 42″ N.	Long. 52° 41′ 48″ E.
No. 20	Lat. 24° 17′ 45″ N.	Long. 52° 41′ 28″ E.

North Channel: The inward/outward route marked at its Southern end by:

East Gasha Buoy	in	Lat. 24° 23′ 54″ N. Long. 52° 41′ 15″ E.
West Kurkum Buoy	in	Lat. 24° 23′ 51″ N. Long. 52° 41′ 31″ E.

Yabr Channel: The route East of Jazirat Yabr marked by:

North Yabr Buoy	in	Lat. 24° 20′ 54″ N. Long. 52° 43′ 18″ E.
Yabr Channel	in	Lat. 24° 18′ 55″ N. Long. 52° 45′ 11″ E.
South Yabr Channel	in	Lat. 24° 15′ 46″ N. Long. 53° 43′ 24″ E.

Halat Al Alaq Island is now marked by:

North Alaq	in	Lat. 24° 15′ 20″ N. Long. 52° 40′ 54″ E.
West Alaq	in	Lat. 24° 14′ 27″ N. Long. 52° 40′ 27″ E.
N.W. Alaq	in	Lat. 24° 15′ 06″ N. Long. 52° 40′ 21″ E.
South Alaq	in	Lat. 24° 13′ 48″ N. Long. 52° 41′ 30″ E.
East Alaq	in	Lat. 24° 14′ 23″ N. Long. 52° 41′ 38″ E.

Ruwais Approach: The channel to N.E. of Ruwais middle marked by:

(i) Buoy No. 22	in	Lat. 24° 13′ 38″ N. Long. 52° 42′ 12″ E.
(ii) Buoy No. 24	in	Lat. 24° 12′ 24″ N. Long. 52° 44′ 42″ E.
(iii) Buoy North Middle	in	Lat. 24° 12′ 42″ N. Long. 52° 43′ 41″ E.
(iv) Buoy East Middle	in	Lat. 24° 12′ 08″ N. Long. 52° 44′ 26″ E.
(v) Buoy South Middle	in	Lat. 24° 11′ 07″ N. Long. 52° 43′ 46″ E.
(vi) Buoy West Middle	in	Lat. 24° 11′ 39″ N. Long. 52° 42′ 29″ E.
(vii) Buoy No. 26	in	Lat. 24° 12′ 17″ N. Long. 52° 45′ 48″ E.
(viii) Buoy No. 28	in	Lat. 24° 11′ 17″ N. Long. 52° 45′ 19″ E.
(ix) Buoy No. 30	in	Lat. 24° 10′ 10″ N. Long. 52° 45′ 24″ E.
(x) Buoy No. 32	in	Lat. 24° 10′ 15″ N. Long. 52° 45′ 45″ E.

Bulk Cargo Terminal (BCT): Turning basin marked by buoys:

(i) BCT 1	in	Lat. 24° 09′ 29″ N. Long. 52° 43′ 54″ E.
(ii) BCT 2	in	Lat. 24° 09′ 24″ N. Long. 52° 44′ 12″ E.
(iii) BCT 4	in	Lat. 24° 09′ 07″ N. Long. 52° 44′ 16″ E.
(iv) BCT 6	in	Lat. 24° 08′ 57″ N. Long. 54° 44′ 14″ E.

A relief channel East of Sir Bani Yas Island is marked by:

(i) N.E. Yas	in	Lat. 24° 21′ 58″ N. Long. 52° 39′ 21″ E.
(ii) Stewart	in	Lat. 24° 20′ 09″ N. Long. 52° 40′ 05″ E.

The entrance to the Construction Wharf is marked by:

CW1	in	Lat. 24° 19′ 12″ N. Long. 52° 40′ 20″ E.
CW2	in	Lat. 24° 09′ 10″ N. Long. 52° 45′ 07″ E.
CW3	in	Lat. 24° 09′ 09″ N. Long. 52° 45′ 04″ E.
CW4	in	Lat. 24° 08′ 34″ N. Long. 52° 45′ 08″ E.

PROHIBITED AREAS: Prohibited Areas exist for a distance of 2 cables (1,200 ft. – 365 m.) around any berth at which any ship is engaged in loading or discharging any petroleum cargo of whatever description including crude oils and refined products whether in bulk or containers, LNG or LPG and no vessels or craft may enter such restricted areas without instructions from the Port Authority or Oil Company.

RESTRICTED AREAS:

Sea Berths: A restricted area exists around ADCO's sea-berths within an area bounded by a line from:

(a) Jebel Dhanna Jetty Light in Lat. 24° 11′ 20″ N., Long. 52° 37′ 51″ E., thence 359° to

(b) Light Beacon "T.13" in Lat. 24° 13′ 06″ N., Long. 52° 37′ 49″ E., thence 060° to

(c) in Lat. 24° 14′ 00″ N., Long. 52° 39′ 30″ E., thence to 139° to

(d) Buoy No. 17 in Lat. 24° 11′ 41″ N., Long. 52° 41′ 42″ E., thence 255.5° to the coast to

(e) in Lat. 24° 10′ 48″ N., Long. 52° 37′ 57″ E.

Navigation and anchorage within this area is strictly prohibited to all unauthorised vessels and those not under the control of a Pilot.

Refinery/GASCO/FERTIL: A restricted area exists around the Refinery, GASCO Jetties and FERTIL Jetties at Ruwais within an area bounded by a line from:

(a) in Lat. 24° 08′ 36″ N., Long. 52° 42′ 12″ E., thence 000° to
(b) in Lat. 24° 10′ 24″ N., Long. 52° 42′ 12″ E., thence 035.75° to
(c) in Lat. 24° 10′ 48″ N., Long. 52° 42′ 30″ E., thence 103.5° to
(d) in Lat. 24° 10′ 18″ N., Long. 52° 44′ 42″ E., thence 119.5° to
(e) in Lat. 24° 09′ 57″ N., Long. 52° 45′ 24″ E., thence 195° to
(f) Construction harbour jetty head in Lat. 24° 08′ 12″ N., Long. 52° 44′ 54″ E.

Navigation and anchorage is prohibited to all unauthorised vessels not under control of a Pilot. Within this area no vessel or craft may secure or make fast to the Petroleum Jetty without instruction from the Pilot, Port Officer or the Oil Company.

RESTRICTIONS:

Times of Entry or Leaving: Subject to limitations upon draft, under keel clearance and extreme adverse weather conditions, vessels may enter or leave at any time during the day or night.

Minimum Under Keel Clearance: To ensure safe channel passage, a minimum under keel clearance is required for all ships entering or leaving the port when deep loaded, as follows:

(a) 3 ft. (0.91 m.) for ships of less than 100,000 Summer d.w.t.

(b) 4 ft. (1.22 m.) for ships between 100,000 and 250,000 Summer d.w.t.

(c) 5 ft. (1.52 m.) for ships of over 250,000 Summer d.w.t.

And such under keel clearance may be increased at any time at the Port Authority's discretion having due regard to weather conditions.

NOTE: While observing the safety requirements of under keel clearance, tidal delays may be experienced as follows:

(a) Ships drawing 44 ft. (13.4 m.) may sail at any time.
(b) Ships drawing 45 ft. (13.7 m.) will rarely have to wait for the tide.
(c) Ships drawing 46 ft. (14.0 m.) will usually have to wait for the tide.
(d) Ships drawing 47 ft. (14.3 m.) will always have to wait for the tide.
(e) Ships drawing 48 ft. (14.6 m.) will occasionally be neaped.
(f) Ships drawing 49 ft. (14.9 m.) will be neaped ±294 days per year.

The best months are June, July and August.

Meteorological conditions may reduce the height of the tide by up to 1 ft. (0.305 m.)

Movements Within the Port Limits: No vessel may enter, leave or move within the confines of the port unless permission for moving is first obtained from the Port Control Office.

Outward Priority: When one ship is ready to leave and another to enter simultaneously, a deep loaded outward bound ship which requires to transit the "Deep Water Channel" on account of draft in excess of 30 ft. (9.14 m.) shall have priority subject to the provisions of Rules mentioned above.

HEALTH: *Quarantine and Medical Clearance:* The standard International Declaration of Health is required upon arrival. Free Pratique is obtained by radio.

There are no facilities for Derat at Ruwais.

If Free Pratique has not been granted prior to the vessel's arrival, the Master may contact Port Control for advice/instruction as per Port Health instructions.

Every vessel within the port shall display the appropriate quarantine signals as prescribed in the International Code of Signals.

ARRIVAL/DEPARTURE NOTICES: *Notice of Arrival:* The Master or Agent shall inform the Port Officer 72 hours prior to the vessel's arrival, giving the following details:

1. Name of vessel.
2. Flag.
3. G.r.t., n.r.t. and Summer Deadweight.
4. Arrival draft.
5. Nature of cargo and amount to be discharged or loaded if known.
6. ETA and subsequent amendments.
7. Deballasting time, type and quantity of ballast to be discharged.
8. Inerting time.
9. Date of expiry of the following certificates:
   (a) Load Line.
   (b) Ship Safety Construction Certificate.
   (c) Ship Safety Equipment Certificate.
   (d) Ship Safety Radio-Telegraphy – as appropriate.
   (e) Ship Safety Radio-Telephony – as appropriate.
   (f) Oil Liability Certificate (TOVALOP).
   (g) International Oil Pollution Liability (CLC).
   (h) Derat/Exemption Certificate.
   (i) Any other service required.

And shall confirm or amend such information at 48 hours and 24 hours before arrival.

Vessels should also advise:

1. The date and final port and country of her last loading at an Gulf or Omani port.

2. A list of ports and countries at which the vessel has called between 1. above and her arrival at Jebel Dhanna.

3. Should the tanker not have loaded in the Gulf or an Omani port since building, then a list of ports and countries at which the vessel has called from the date of building to her arrival at Jebel Dhanna.

In order to expedite Pilot attendance, Masters should endeavour to confirm their final ETA to "Port Control" Jebel Dhanna/Ruwais on VHF radio, Channel 9, 6 hours and 2 hours prior to arrival at anchorage.

Notice by Agent: The Agent shall also supply the Port Health Officer, Customs and Immigration, the requisite ship information 48 hours prior to arrival.

Notice of Departure: The Master or Agent of any ship within the port shall inform Port Control giving at least 12 hours' notice of departure and shall further confirm the time of departure 2 hours before being ready to sail.

BERTHING FACILITIES: The Port of Jebel Dhanna-Ruwais consists of two main oil terminals, one petroleum gas terminal, one bulk cargo terminal, a sulphur handling jetty and a small cargo harbour (See Admiralty Chart No. 3780).

The Crude Oil Terminal at Jebel Dhanna is operated by the Abu Dhabi Company for Onshore Oil Operations (ADCO) and consists of 3 C.B.M. Berths and 1 SBM capable of accepting tankers up to 330,000 d.w.t. and 1,215 ft., (370.3 m.) in length. Minimum depths at the berths are:

Berth No. 1: 51 ft. (15.54 m.) max. length of ship 950 ft. (289.6 m.).
Berth No. 2: 52 ft. (15.85 m.) max. length of ship 1,100 ft. (335.3 m.).
Berth No. 3: 55 ft. (16.76 m.) S.B.M.
Berth No. 4: 55 ft. (16.76 m.) max. length of ship 1,215 ft. (370.3 m.).

Also see "Section B".

The Refinery Terminal at Ruwais about 2.5 miles S.E. of the Jebel Dhanna Terminal Berths is owned and operated by the Abu Dhabi National Oil Company Ruwais Refinery and consists of a 3 km. jetty with 2 deep water berths and 4 coastal tanker berths for the exportation of refined petroleum products and importation of crude oil.

Also see "Section C".

The Abu Dhabi Gas Industries Ltd. (GASCO) Terminal consisting of a 2.6 km. trestle jetty and one berth lies about half a mile East of the Refinery Jetty and can accept LPG carriers in the range 28,000 cu.m. to 125,000 cu.m. There is a minimum depth alongside of 17.0 m.

Also see "Section D".

The Ruwais Fertiliser Industries (FERTIL) Jetty is designed for berthing combinations of vessels up to 2 fully laden 200 m. long, 25,000 d.w.t. bulk cargo vessels along its Eastern side. Provision is made at the Northern end of the jetty for the loading of liquid ammonia.

Also see "Section E".

A bulk sulphur export jetty with 6 berthing face piles capable of handling cargo vessels up to 25,000 tons d.w.t. with a depth of 36 ft. Loading via a single gantry. The jetty is also capable of receiving liquid sulphur.

Also see "Section F".

RUWAIS CARGO HANDLING SERVICE CONSTRUCTION JETTY:

General Information: ADPPOC, as the Port Operator, provides cargo handling service for the prime purpose of serving the construction and commissioning of the ADNOC and GASCO Refineries and Petroleum Export Terminals.

This undertaking is provided on an independent basis as an additional port facility and may be utilised by any importer who wishes to route cargo through the port to destinations in the Western region of Abu Dhabi.

A harbour, known as the Construction Jetty, consisting of 4 small cargo ship berths and 1 Ro-Ro Berth, is situated to the East of the Ruwais Petroleum complex. Vessels and barges with a draft of less than 4.2 m. may enter and lie safely alongside to discharge cargo. Larger cargo ships with a draft in excess of 4.2 m. will anchor in the cargo ship anchorages located N.N.W. 2 miles (approximately) from the Construction Jetty and discharge onto barges.

Extent of Service: Cargo will be worked in the cargo anchorages, weather permitting, during daylight hours only. The target minimum rate for discharge of general cargo will be 700 freight tons per day. In special circumstances these limitations may be modified to suit the dispatch and turn-round of the discharging freighter.

Procedure:

1. Consignee or his Agent must sign a Cargo Handling Indemnity form before discharge and vessel's Manager must sign Port's Conditions of Use receipt before entering port and berthing.

2. All Customs cargo documentation and clearance of vessels is the responsibility of the Shipping Agent/Consignee. Tally receipts will be supplied by the ADPPOC Cargo Representative on site.

3. The ship will normally be charged for port dues only as per 1984 Regulations and Tariff, except that, for working overstowed cargo, a charge per gang hour will be levied to the ship.

4. The consignee will normally pay the full handling charge per freight ton. The charge covers ship stevedoring, barge and towage, and either barge discharge to landed on quay, direct to trailer, or delivered to Custom's Pound.

5. Agents and/or consignees should advise their requirements, vessel ETAs and supply cargo manifests and stowage plans to: The Port Officer, Jebel Dhanna-Ruwais Port, ADPPOC, Ruwais, P.O.Box 61, Abu Dhabi. Tel: Ruwais 72018 daytime or Port Control Ruwais 75700, ext. 5762 (24 hours). Telex: 52207 Apocru EM. Fax: 72102.

PORT EQUIPMENT/CRAFT: The following craft and equipment are available in the port and subject to utilisation may be chartered or hired on application to the Station Manager who will advise the current rates.

Vessels:

3×3,200 h.p. twin screw shiphandling tugs with a bollard pull of 40 tons.

Equipped for fire fighting and oil dispersant spraying, fitted with 2 centrifugal pumps producing 680 cu.m. water/foam per hour to a height of 120 m. through a horizontal distance of 85 m.

Each tug carries 45 metric tons of foam and 11 metric tons oil concentrate dispersant.

3×15 m. twin screw mooring launches, 480 h.p. with 2 live-on-board crew.
4×15 m. single screw mooring launches, 360 h.p. each, no accommodation.
3×16 m. twin screw pilot-cum-ambulance vessels, 20 knots with live- on-board accommodation.
1 twin screw diving tender vessel.
1×12 m. single screw general purpose workboat.
1 barge with reinforced deck for heavy lifts.

Shore Equipment:

1×55 ton Manitowoc mobile crane with 30 m. boom.
1×10 ton forklift.

Miscellaneous:

Fully equipped marine workshops for repairs, overhauls to tu launches, vehicles, mooring buoys, etc.

Two double lock (2 man) decompression diving chambers in conditioned module.

MEDICAL: If any person suffers a serious injury or sickness within port limits and immediate medical attention becomes necessary Master of the vessel concerned or the person in charge of the locat shall notify the emergency to the Port Control on VHF Channel 9.

N.B. The Port "Casevac" system for such emergencies will be into immediate effect by the Port Control.

Masters of all vessels are hereby advised that a brief but conc description of the injury or sickness must be stated at the time reporting. In the event a crew member has to be landed hospitalisation the following items should accompany the casualty:

(a) Passport and/or Seaman's Discharge Book
(b) Vaccination Certificates
(c) Address of next of kin
(d) Brief report (if necessary pinned to an unconscious perso comprising:
    1. Time and cause of accident/sickness
    2. Time and description of medication administered, if any
    3. Further details of First Aid given, and/or symptoms notice
(e) Masters of vessels which are not berthed alongside the Ruwa jetties should prepare invalid cases for landing in a fast laun or picking up by helicopter e.g. Niel Robertson stretcher; a afford a weather lee (if possible) in adverse weather conditio

Medical/Police Assistance: The Master of any vessel within the Port which Medical or Police assistance is required shall make request such assistance through the Agent.

FRESH WATER: Fresh water is obtainable at the refinery berths a should be arranged through the ship's Agent.

FUEL: Bunkers are obtained at the refinery berths and should arranged through the ship's Agent.

The following bunker fuels are available:

A. Marine Diesel Oil

Test and Spec. Limits	*Method*	AST
1. Viscosity Kin. at 33°C, CS, Max.	1.4	D44
2. Carbon Residue Conradson Wt. Pct. Max.	1.5	D18
3. Flash Point °C, Min.	66	D93
4. Water Cont. Pct. Vol. Max.	0.25	D95
5. Sediment Pct. Wt. Max.	0.02	D47
6. Ash Pct. Wt. Max.	0.02	D48
7. Sulphur Pct. Wt. Max.	1.80	D12
8. Pour Point °C Max.	12	D97

B. Marine Fuel Oil

1. Kin. Viscosity at 50°C. Max.	180	D44
2. Flash Point, °C. Min.	60	D93
3. Water Cont. Vol. Pct. Max.	1.0	D95
4. Sediment Pct. Wt. Max.	0.25	D47
5. Ash Pct. Wt. Max.	0.20	D48
6. Sulphur Point °C. Max.	4.0	D12
7. Pour Point °C. Max.	24	D97
8. Sp. Gravity at 60/60° F. Max.	0.990	D12

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: U.A.E. Dirhams (Drhs).

CLIMATE: The cool winter season extends over November to Febru with mean daily maximum temperatures of 25° C. to 30° C. and ni temperatures of 10° C. to 15° C. The lowest recorded temperature be 4° C. Ground frost can occur inland.

The hot summer season extends over May to September w maximum day temperatures between 40° C. to 45° C.: the high recorded being 48° night temperatures are about 20° C. to 25° C.

Relative humidity is high throughout the year averaging between and 60 per cent by day and 75 to 80 per cent by night. Heavy dew m be experienced throughout the year.

Rainfall is usually associated with thunderstorms which are preva from November to May giving a total annual rainfall of 10 mm. to 50 m Rain is rare during the remaining months while in some years there none at all.

Throughout the year the prevailing winds are from the West to N North-East sector. They are strongest during November to April wh they occasionally reach gale force. Gusts of up to 50 knots have be recorded (April) and a 24-hours mean wind speed of 32 knots from North-West is on record (January) the Shamal or strong North-W wind may blow for periods up to three days and raise a rough sea w waves up to 4.5 m. off Gasha buoy and up to 2 m. at the berths in Je Dhanna. 'Land and Sea' breezes are experienced throughout the ye

Visibility is 10 nautical miles for 70% of the time and less th 2 nautical miles up to 5% of occasions due to dust haze or radiation Fog can occur during any month of the year but is most frequen Winter: normally it develops during the night and early morning a clears by 1000 hrs. Usually the fog banks drift to seaward towards Bani Yas Island.

Sea temperatures at 3 m. depth range from 20° C. (Winter) to 32 (Summer). During the Summer the 15 m. depth temperature is on degree or so lower than that at the surface.

GENERAL:

Stores: Emergency stores may be obtained by giving 48 hours' no to the Ship's Agent. These stores are not permitted to be loaded a oil or gas berth and must be taken on board in the anchorage.

Agency: Agency work is carried out by registered Shipping Agents w are appointed by the vessel's owners, Charterers or Master.

In no instance will ADPPOC or any of the Oil Companies unde the agency of a ship.

M.E.N.A.S. Light Dues: Masters are advised that the "M.E.N.A.S." Light Dues for the Gulf navigation aids, when applicable, are collected by the vessel's Agents for payment direct to "M.E.N.A.S.", Bahrain.

Flag: Every vessel within the port shall fly her own national flag and the flag of the United Arab Emirates from sunrise to sunset.

Inward Clearance: No person other than the Pilot, Police, Customs, Immigration and Port Health Officers shall be allowed on board any vessel before Inward Clearance has been granted by such officials.

Port Clearance: The Owner, Master or Agent of every vessel wishing to leave the Port shall obtain a Port Clearance.

Port Clearance may be withheld from any ship by the Port Authority for non-payment of dues or for any legal cause or restraint which has been duly ordered by the Court in Abu Dhabi.

Exempted Ship: To mean ships exempted from pilotage whose Master has been granted a Pilotage Exemption Certificate by the Harbour Master.

Excepted Ship: To mean vessels excepted from paying Port Dues. Excepted ships shall include the following vessels:–

(a) Vessels of the U.A.E. Defence Forces.

(b) Vessels belonging to U.A.E. Customs, Medical and Police Services.

(c) Dredgers, Survey Vessels and special ancillary non-cargo craft, on contract to the Port Authority, ADNOC.

(d) Light tenders belonging to or on contract to M.E.N.A.S.

(e) Vessels and Ships excepted from such charges by order of H.E. the Ruler.

Port Control: The officers currently situated at Ruwais Construction Wharf are responsible for all vessel traffic movements within the port limits and the implementation of the Port Officer's instructions pertaining to the management of the port.

N.B. – Vessels should communicate with the Port Control via VHF radio.

Heavy Lift: Any piece of cargo inclusive of transportation cradle whose deadweight is in excess of 35 long tons (35.56 tonnes).

Country Craft: Mechanically propelled vessels less than 100 n.r.t. engaged in the coastal trade which may also rely upon sails for motive power.

Rat Guards: Rat guards must be fitted to all mooring ropes and wires immediately a vessel is secured alongside a berth on a jetty or wharf.

Mooring Launches: All ships berthing or unberthing at a main sea berth, oil jetty or cargo wharf will be provided with a suitable Port Authority mooring launch (if required) to assist with the running of moorings and the lifting of submarine loading pipelines in the case of ADCO's sea berths.

Main Engine Readiness: Every vessel berthed at an Oil Terminal or cargo wharf shall maintain her engines in a state of constant readiness to move at all times. No repairs which may immobilise the vessel shall be permitted to be carried out while vessels are in the berths.

A Master of any ship securely anchored in an assigned anchorage area, may request permission from the Port Control to carry out routine engine repairs or overhaul. The granting of such permission will be subject to the respective Terminal approval that the berthing time factor is sufficient.

Sufficient Crew Onboard: Every vessel within the Port shall retain on board at all times a sufficient number of crew as may be necessary to perform any duties concerned with the safety and movement of the vessel.

Fire Wires: All ships berthed at the GASCO and Refinery Terminals shall provide 2 Tug Fire Wires, 1 forward and 1 aft, throughout the period of occupying such berth. The wires shall be robust, with one end fitted with a spliced eye, which shall be maintained at a height of 2 ft. above the sea surface on the outboard side of the ship, (i.e. opposite side from jetty). The inboard end of the wire shall be made fast securely on deck.

Craft Alongside: No Craft shall attempt to make fast to or go alongside a ship manoeuvring in the port before such ship has anchored unless specially permitted by the Master and if there is a Pilot on board, the Pilot.

Dirty Ballast: Whenever a ship enters port with ballast which it is necessary to discharge before or during loading, such ballast, in the case of water ballast, shall be clean and not liable to cause pollution of the sea and a certificate to that effect shall be handed to the Port Authority's representative before deballasting commences.

Pollution: Ashes, oils, chemicals, bilge water and other refuse shall not be discharged to the sea or thrown overboard within Port Limits.

The discharge to the sea of any substance whether liquid or solid, other than clean water ballast shall be deemed to cause pollution to the harbour.

The Master of any vessel, the Person in charge of a Terminal or construction operation contravening this rule so as to cause pollution shall be charged with an offence against these Rules and upon conviction be liable to a fine and shall also pay any expenses which may be incurred in the removal of such pollution.

Diving/Swimming: No person shall swim or dive from or near any vessel, jetty, quay or pier for the purposes of trading, recreation or sport.

Diving: No person shall engage in diving with the assistance of breathing apparatus within the Restricted Areas mentioned in Section 4 of these Rules without the written permission or instruction from the Port Authority.

Commercial Diving: Notwithstanding anything contained above, any person or company wishing to operate a Diver for commercial reasons within the Port, shall inform the Harbour Master giving full information of the Diving Operations, and shall conform with such precautions as he may direct in Permission to Dive.

Use of Ship's Radio: The use of the ship's radio within Port Limits is prohibited for the transmission of private messages.

When a ship is secured to an oil or gas loading berth the use of the ship's main radio equipment is totally prohibited. Intrinsically safe VHF radio equipment may be used for necessary port communications.

Ship's Dangerous Stores: Ship's stores of an inflammable or explosive nature, including pyrotechnic distress signals carried in accordance with the Convention for the Safety of Life at Sea shall be kept in a safe place securely closed and sealed while the vessel is moored in a berth. This Rule shall also apply to the vessel's paint locker.

Explosives: No person may bring explosives or dangerous goods into the Port without the written permission of the Port Authority. Vessels importing "explosives" or dangerous goods of an inflammable or corrosive nature will normally be assigned the "Explosives" anchorage on arrival. A Port Authority Representative will inspect the cargo and consult with the Master and Agent before discharge.

The unauthorised handling and detonating of any explosive or pyrotechnic device within the Port Limits is strictly prohibited. Where explosives are required for construction purposes the Contractor concerned must apply to the Harbour Master for written permission. Blasting for commercial purposes shall be under the strict control of the Port Authority.

Pollution Emergency: In the event that pollution of the Port waters occurs, regardless of cause the Person in charge or responsible for the operation, works or location where the pollution was initiated should immediately report the incident to the Port Control.

Where the pollution is serious, particularly oily pollution, the incident must be treated as a full emergency situation, and the call for assistance to the Port Control should be prefixed by the words "MAYDAY, MAYDAY" in order to gain immediate attention.

The Master of the vessel concerned or the Person in charge, shall also take such steps as may stop further pollution and contain or clean up any spillage of oil, etc., on the vessel's deck or jetty surfaces to remove the fire hazard potential.

N.B. – All port Users and Operators are advised that failure to report a pollution incident is an offence against these Rules and Persons found contravening this requirement will be prosecuted in the Abu Dhabi Courts and liable to heavy fines.

Ship's Lifeboats: The lowering of ship's lifeboats within the Port, except in the course of a regulation Lifeboat Drill duly authorised by the Port Authority, is strictly prohibited and during such drill the lifeboats shall not land on any part of the shore.

The use of any boat carried on any vessel solely for the purpose of recreation, pleasure or fishing shall be allowed only at the discretion of the Port Authority subject to the current Security Regulations in force at any time.

Inert Gas System: As the Government of Abu Dhabi have now ratified the Solas Convention, with effect from 1st January, 1984, no tanker will be accepted for loading in this port unless an Inert Gas System has been fitted.

Cargo Discharge Certificates: Abu Dhabi National Oil Company require documentation for cargoes of Refined Products loaded at Ruwais as follows:

1. Discharge Certificate showing:
   - (a) Port of discharge.
   - (b) Discharge quantity in tonnes.
   - (c) Date(s) of discharge.
   - (d) Name and nationality of vessel.
   - (e) Name of Master.
2. Copy of Bill of Lading.

Both documents must be signed by receiver and countersigned by Port Authorities and returned to:

A.D.N.O.C. Marketing Rpd Sl,
Post Box 898,
Abu Dhabi,
U.A.E.

In the event that cargoes of Refined Products are loaded at Umm al Nar the same procedure should be followed.

(B) JEBEL DHANNA – SEA BERTHS TERMINAL

LOCATION: 24° 11′ N. 52° 38′ E.

OPERATOR: ADPPOC is service contractor to Abu Dhabi Company for Onshore Oil Operations (ADCO).

APPROACHES: *(Inward Passage).*

Outer Route between Jazirat az Zarqa and Ghasha Tower Beacon marked by 2 light floats and 4 buoys. The 2 light floats are both port hand marks, and the buoys starboard hand, as indicated by shape, colour and light characteristics.

Inner Channel, from Ghasha Buoy to berths at Jebel Dhanna marked by 21 light buoys. Least depth in this channel is 46 ft. and minimum width of 800 ft. between Buoys No. 7 and 10.

(Outward Passage)

After clearing berth an outward bound vessel should steer to pass midway between Buoys No. 13 and 20, leaving Alaq Island to starboard. From Buoys No. 13 and 20 the same track is followed as for inward passage.

Navigation in shallow waters: The navigation of deep drafted vessels at high speeds in shallow waters introduces certain hazards. Masters of ships should be guided by the following:

Due consideration should be given to the effect of squat at speed on vessel's draft in shallow water, bearing in mind vessel's trim.

If possible, confirm actual height of tide against predictions and if not, bear in mind that after strong winds the actual height of tide may be reduced and extra caution must be exercised for a few days during and after bad weather.

Ensure accuracy of vessel's draft reading, including the midship draft, having in mind the tendency of vessels to sag and the adverse effect of a small list.

Reduce to minimum safe speed to pass over and near shoal areas.

Reduce to a minimum safe speed when negotiating turns in order to reduce heel under helm.

Note that list can mean an appreciable increase in draft.

When strong tidal streams are running across a channel, extra vigilance is required, and allowance made for set, particularly at reduced speed, to ensure vessel proceeds along mid channel.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Manifests.
1 International Maritime Declaration of Health.

READINESS TO LOAD: If an accepted Tankship arrives at the Port of Jebel Dhanna and tenders Notice of Readiness to Load:

(i) Within its Set Range then running hours shall commence, berth or no berth, either six hours after such Notice of Readiness or at the time of connection of cargo loading hoses, whichever is the earlier.

(ii) Prior to the commencement of its Set Range then running hours shall commence at 1400 hrs. on the first day of its Set Range, berth or no berth, notwithstanding the fact that loading may have commenced for any reason prior to 1400 hrs. on the first day of its Set Range; or

(iii) After expiry of the Set Range, then running hours shall commence at the time of connection of cargo hoses.

Running hours shall finish at the time of disconnection of cargo loading hoses.

The Company will make every effort to load the tanker on arrival provided a berth is available and weather permitting.

MAX. SIZE: See "Berthing".
Also see Section "A" – "Restrictions".

VHF: Vessels are to maintain watch on VHF Channel 9 when berthed.

EQUIPMENT: Port and Starboard anchors to be fitted with anchor buoys and sufficient line to facilitate recovery of anchor in the event of loss.

4 good mooring lines of not less that 120 fathoms each and of a suitable size for the vessel. 2 additional 120 fathoms lines securely tailed to the first lines for occasions where 120 fathoms may not reach the stern buoys initially.

For vessels of 50,000 d.w.t. and larger, power mooring winches with 200 fathoms wire mooring rope are recommended.

Suitable new rope stoppers to be available forward and aft.

2 good stoppers for use on 40 mm. diameter wires. Preferably patent carpenter's stoppers.

2 good boat ropes 4.5 in. circumference of at least 200 ft. long.

A clean, safe pilot ladder of adequate length battened so as to prevent turning. A suitable line to be ready for hauling gear on board, such as hose clamps, reducers and elbows. A lifebuoy should be placed handy to this ladder.

Tankers of 40,000 d.w.t. and over should have rigged, when in ballast, an accommodation ladder lowered to about 12 ft. above water. This can be adjusted to suit the conditions. A pilot ladder should be rigged immediately adjacent to the accommodation ladder platform, to within 2 ft. of the water. This will enable the Pilot and others when the vessel is moored to ascend the pilot ladder clear of the launch and then step on to the lower platform of the accommodation ladder.

Deck machinery must be available at all times.

Whistle or siren must be available at all times.

Adequate deck lighting should be provided for night-time operations, with special emphasis on the following areas:
1. Overside at boarding position for Pilot.
2. Overside abreast of manifold, for hose lifting.
3. Working area around manifold.
4. Poop working area, for handling mooring ropes and wires.

Note: "Aldis" type signalling lamp to be available when mooring.

BERTHING: Berthing is by mooring to 2 anchors and stern buoys for CBM's or to SPM Berth. Arrangements in advance by contacting Jebel Dhanna Pilots on Channels 9 and 16.

Berths are approached on W.S.W. course passing S.E. of Alaq Island. Leading lights have been established which will lead ships on the line of the 2 anchors when in berth. A small marker buoy has been established to assist the Mooring Master in placing starboard anchor in correct position. Vessels berth heading N.W. Holding ground good. Bottom consists of clayey silt.

Sea Line Loading Berths. 4 Sea-Line Berths No. 1, 2, 3 and 4. Nos. 1 and 2 supplied by single 36 in. lines, and Nos. 3 and 4 supplied by 42 in. lines, each terminating in a header which passes under vessel in berth.

Berth Criteria:

Parameters	*Berth 1* CBM	*Berth 2* CMB	*Berth 3* SPM	*Berth 4* CBM
DWT (tons) Max.	140,000	250,000	450,000	330,000
DWT (tons) Min.	20,000	70,000	100,000	140,000
Length (ft.) Max.	950	1,100	1,237	1,215
Length (ft.) Min.	559	800	820	950
Max. Loading Rate (t.p.h.)	6,000	6,000	7,500	9,500
Strings of Flexible Hose	2×16 in.	2×16 in.	2×16 in.	2×16 in.
Length of Sealine Approx. (ft.)	16,200	16,000	20,500	17,200

Least depth of water available in berth, and swinging circle, after deducting 6 ft. for height above sea bed of sea line cradle is as follows: Berth No. 1, 51 ft.; Berth No. 2, 52 ft.; Berths No. 3 & 4, 55 ft.

Swinging circle defined as one and a half ship's lengths from dropping position of ship's inshore anchor.

The approximate draft limits quoted above are based on an underkeel clearance in the berths of 6 ft., rising tides permit deeper loading in berths.

Seawards ends of pipelines, terminate in 16 in. flexible hoses. Hoses are lifted on the port side of the vessel.

Additional information obtainable from Jebel Dhanna Pilots on Channel 16 prior to vessel's arrival.

HOSES: Derricks or cranes must be capable of lifting a string of hoses from the sea-bed to a height of 30 ft. above the deck. For lifting 16 in. diameter hoses, the lifting gear should have a SWL of not less than 10 tons.

Gear should be rigged on port side of the vessel in order to lift hoses.

It may be convenient to handle blank flanges, reducers, etc., with the derrick or crane. Reducers or adaptors should be bolted to the ship's flanges, so as to take 16 in. hoses.

Note: Where a vessel has 2 or more loading connections, those used should not be less than 7 ft. apart.

Hose Hang-off bitts are required at about 10 ft. from the ship's rail at the loading manifold to secure the submarine hoses on port side for CBM berths and the tanker rail hoses on port side for SPM berth.

S.B.M.: 30 sections × 30 ft. × 16 in.

LOADING: *Flash Point:* The flash point of Murban Crude is below 32° F.

Crude Oil Temperatures: While every effort will be made to keep the loading temperatures of export crude below 150° F., there may be times when this temperature is exceeded.

Whenever possible Masters will be advised when this temperature increase is likely to occur, but in Jebel Dhanna the temperature ashore varies according to loading rate, production rate, changes in production pattern from the field, tank levels, etc., and the temperature difference between shore and ship varies according to loading rate, quantity of cargo taken, berth occupied and when last used, etc., thus the ship's temperature obtained on a previous voyage may be substantially different to that obtained on the current voyage and the previous vessel's temperature can be taken as an approximate guide only.

ADCO will not accept any responsibility for the failure by the Master of any tanker loading at Jebel Dhanna to take appropriate action to receive hot oil, prevent any damage to his vessel and/or injury to his crew.

H_2S Content: Murban Crude contains concentrations of H_2S (Hydrogen Sulphide). Hydrogen sulphide has a disagreeable odour characteristic of rotten eggs which quickly deadens the sense of smell so that a dangerous concentration may be present which cannot be detected by odour. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned should be left with all possible despatch until adequate ventilation can be carried out. The combustible gas indicator may not detect this type of gas. The foregoing must be dealt with in the light of experience where large quantities of crudes of this type have been carried without accident and we do not wish to exaggerate the dangers. However, the under-noted precautions have been evolved as necessary to provide against a possible accident and should be strictly observed.

During loading gas should only be allowed to escape via the agreed venting arrangements.

When ullaging or sampling, personnel should stand facing at right angles to the wind direction and so avoid inhaling gas. If H_2S is inadvertently inhaled the man should leave the area and not return until his sense of smell has been restored which means that at least two people should attend the operation.

No one should enter any pump room or any compartment where gas could collect unless another person is standing by.

Life lines, breathing apparatus and resuscitator should be ready available.

As a precautionary measure, the gas ejector for pump room should be put into operation at any time entry is made into this space whilst the possibility of H_2S gas entering pump room from cargo or empty tanks exist.

Loading Operations: The advice from the vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading. The Mooring Master will not transmit any loading instructions to the shore until the officer-in-charge of the deck has satisfied him that the hoses are connected correctly and that all valves have been set for receiving cargo.

While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repairs are to be carried out while in berth which would immobilise the ship or impair her fire-fighting efficiency.

The Mooring Master will instruct the Master of the Ship as to any signals needed for local requirements.

The Mooring Master will bring a portable radio to the ship.

The radio may not be used for private conversation. Use of the ship's radio while at the loading berth is strictly prohibited.

When loading, the cargo being received shall be frequently measured thereby preventing loss of oil through a leaking hose. This particularly applies at night, as seepage of oil is practically invisible on the water during darkness.

Caution: The oil loading rates to ships are controlled on shore and an extremely dangerous situation can arise if a ship's valves are closed against the flow of oil.

Particular care must be exercised by ship's personnel to ensure that the Terminal is given timely advice should any reduction be required in the loading rate and adequate "Stand-by" notice must be given before the Final "Stop". At all times the Terminal must be advised when an increase in the loading pressure can be expected due to switching tanks, topping up, etc. To prevent excessive pressure from surge on ship/shore connections, ship's valves should be closed slowly.

The Terminal facilities at Jebel Dhanna have been designed so that tankers can be loaded by turbine driven loading pumps at max. rates up to 6,000 t.p.h. in Berth 1 and 7,500 t.p.h. in Berth 3, and 9,500 t.p.h. in Berth 4. Availability of max. loading rates is dependent on the number of berths occupied and operational circumstances.

If vessel is unable to accept the max. loading rate available, then ADCO will be grateful if you will give a brief explanation of the reason for the limitation and we suggest some of the reasons which may govern your restrictions:
(a) Inadequate venting system.
(b) Condition of ship's lines and valves.
(c) Inexperience of crew.

and there may be other reasons.

We are anxious to obtain this information in order to assist in formulating plans for future development.

The quantity of cargo received on board is the responsibility of the ship and no overage may be sent back ashore.

When loading is completed, hoses will be disconnected and lowered to the sea bed, under the supervision of the Mooring Master. Ships will then proceed to an anchorage allocated by the Port Authority or direct to sea.

BALLAST: No facilities for disposal of slops or dirty ballast.

When a vessel enters port waters in ballast, the ballast water for overside discharge must be clean and a declaration signed by the Master and delivered to the representative of the Terminal to this effect. Ashes, oil, oily water or other refuse must not be discharged overboard in port waters. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard whilst in port waters.

It is essential that vessel is adequately ballasted to ensure safe handling and manoeuvring. Please comply with the Mooring Master's requests as to ballast quantity and disposition.

Jebel Dhanna is an open roadstead and subject to sudden changes in weather. On occasions it is of great advantage to commence loading whilst discharging ballast or prior to completely deballasting to avoid leaving the vessel in a flying light condition.

There must be no cleaning of boiler tubes whilst ship is in port.

MEDICAL: A hospital run by the Abu Dhabi National Oil Company (ADNOC) is situated adjacent to the Ruwais Industrial Complex. Ambulance facilities are available.

DENSITY: 1031.

FRESH WATER: Not available.

FIRE PRECAUTIONS: As laid down in the Abu Dhabi (Petroleum Ports) Law No. 12 of 1973 and ISGOTT Safety Guide.

CONSULS: None.

REPAIRS/DRY DOCKS: No facilities.

GANGWAY/DECK WATCHMEN: Not necessary.

CUSTOMS ALLOWANCES: Tobacco: No restrictions in quantity on board but must not be conveyed ashore or from one vessel to another without appropriate written permit from Customs Authorities and Port Officer. Wine and/or Spirit: Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, prohibited without appropriate written permits from Port Officer.

Shipmaster's Report: 1978.

All alcoholic liquor must be under bond and sealed.

REPATRIATION: With sufficient notice Agents will assist in any repatriation. Landing permit is required for all sign on/sign off personnel for which Agent requires Full Name/nationality/Seaman's Book/Passport Number and also 4 to 5 working days to process same. However, facilities are limited and if possible crew changes should be made at other ports.

Shipmaster's Report: 1978.

Immigration Authorities require at least 4 days' notice and preferably 7 days' notice via Agent.

AIRPORT: One mile distant, air strip owned by ADCO for private use. Nearest International Airport is Abu Dhabi the capital of the State.

TIME: Local time GMT plus 4 hours. No alterations to clocks during year.

POLICE/AMBULANCE/FIRE: The Abu Dhabi Defence Force, Oilfield Security Section maintains a police post at Jebel Dhanna and Ruwais and is responsible to act in case of accident or other emergency, whether ashore or in territorial waters.

TELEPHONES: Jebel Dhanna is connected to the international telephone system.

SERVICES: None.

SHORE LEAVE: Crews not allowed ashore.

IDENTIFICATION CARDS: Not required.

SHIPMASTER'S REPORT: December 1979.

Anchorage: Ghasha Anchorage apparently has good holding ground, bottom is sand with a little clay.

VHF: Call on Channel 16 or 9 (continuous watch). All operations carried out on Channel 9.

Medical: Any injury requiring treatment ashore necessitates having the following documents ready before the injured seaman can be transported to Ruwais Hospital.

1. Extract of Ship's log.
2. Master's report of the incident.
3. Two eye witness reports (if possible).
4. Pilot's report.
5. Letter from Master accepting responsibility for the injured man.

He must also take his Seaman's Book/Passport with him and all the above documents must be signed and ship's stamped by Master.

Gangway: Accommodation ladder usually port side but best to wait until vessel is nearly moored in order to determine best lee side.

Customs Allowances: Customs can be very strict. All alcohol must be locked up before arrival and they will then give an issue.

(C) RUWAIS – REFINERY TERMINAL

OPERATOR: ADPPOC is the service contractor to Abu Dhabi National Oil Co., (ADNOC).

GENERAL: The ADNOC Ruwais Refinery Terminal is situated about 2.5 miles SE of the Jebel Dhanna Sea Berths and consists of a trestle jetty 3 km. in length with 2 deep water berths and 4 coastal tanker berths. Vessels will berth port or starboard side at the discretion of the Pilot having regard for the tide and weather conditions.

RADIO: *Format for information required from vessels prior to berthing at Ruwais Refinery Terminal:*

A. Firm ETA Ruwais 72, 48, 36, 24 and 12 hours prior to arrival.
B. Cargo(es) (with quantity in M.tons) to be loaded and acceptable loading rate per hour per line. Number of lines for each cargo.
C. Cargo(es) on board on arrival (if any), with tanks and last port loaded.
D. Will cargo(es) ex-Ruwais be commingled with cargo on board. If so, indicate details.
E. Stowage of clean ballast to be discharged overboard. Indicate under ballast details below if discharge will take place during or prior to loading, as applicable.
   1. Quantity of clean ballast in tanks No.... nominated for Cargo loading at Ruwais.....M.tons
   2. In segregated ballast tanks.....M.tons
   3. In permanent ballast tanks.....M.tons
   4. Total time required for ballast discharging, prior to loading.....Hours

Note: Clean ballast oil content must be below 15 p.p.m. and samples will be drawn for tests to ensure compliance.

F. Quantity of dirty ballast (if any) to be discharged to the Refinery dirty ballast system and time required for discharging. This is subject to acceptance by the Refinery. Dirty ballast must be free of lead and/or chemical washings.
G. Last three cargoes handled by vessel in the following sequence:
   (i) The very last Cargo(es)/Stowage arrangements.
   (ii) The 2nd last Cargo(es)/Stowage arrangements.
   (iii) The 3rd last Cargo(es)/Stowage Rrangements.
H. Full details of tanks washing and cleaning carried out since the discharge of the last Cargo(es).
I. Draft on arrival and maximum expected draft on sailing.
J. Maximum freeboard on arrival after discharging ballast prior to loading and expected freeboard on sailing (including height from deck to connections at manifold) in metres.
K. Distance from vessel's rails to manifold connection and height of rails from deck.
L. Distance between manifold connections centre to centre in metres.
M. Displacement on arrival and expected displacement on sailing.
N. Bunkers/Water requirements.
O. Any other requirements.
P. SOLAS Protocols with latest revisions are strictly applied in this port and vessels should fully comply with all relevant regulations while in the port area.

   Accordingly, please advise if tanks are inerted per SOLAS requirements and condition of inert gas system fitted in vessel.

Please note vessels should arrive with all tanks properly inerted as applicable under SOLAS Protocol, unless otherwise advised by Ruwais Refinery to arrive in gas free condition to enable internal inspection at inner cabotage by Third Party Inspectors, prior to loading. In this case please advise time required to inert vessel's tanks after completion of inspection.

The above information should be made available 72 hours prior to arrival at Ruwais and is additional to the requirements of the Ruwais Port Officer.

Also see "Shipmaster's Report" dated January 1992.

VHF: The Refinery Terminal maintains VHF watch on Channel 16 and Channel 9 for ship/shore communications and once berthed, the vessel will be connected to the terminal by land line telephone, and a UHF hand set will be provided by shore.

The Pilot will bring on board UHF Hand Set for manoeuvring purposes only.

Arrival Telegram Ship/Shore: After the Pilot boards the Ship/Shore Arrival Telegram will be passed by VHF Radio Channel 16/9 as follows:

(1) Name of Vessel.
(2) Nationality and Port of Registry.
(3) a – Gross Registered Tonnage.
    b – Net Registered Tonnage.
    c – Summer Deadweight.
(4) Size of manifold.
(5) Are reducers to 12 in., 10 in. and 8 in. available on board?
(6) Are adequate nuts and bolts and gaskets available on board?
(7) Number of hours required to de-ballast and quantity.
(8) Vessel's maximum loading rate.
(9) Quantity and type of cargo.
    a –
    b –
    c –
(10) Last Port.
(11) Next Port.
(12) Master's Name.
(13) Date and time of arrival.
(14) Date and time of Pilot on Board.
(15) ETA at Berth.
(16) Arrival Draft.
(17) Estimated Departure Draft.
(18) Bunkers requirements (quantity and type).
(19) Drinking Water requirement quantity.
(20) Is the ballast lead free?

Also see "Shipmaster's Report" dated January 1992.

BERTHING:

Berth "B"

Berth "B" is designed to accommodate tankers in the range 9,100 to 104,000 tons displacement. Length of ship 118.5 m. to 280 m. The minimum depth alongside the berth is 12.7 m.

The berth consists of the Loading Platform, four mooring dolphins and four breasting dolphins connected by walkways.

On the Loading Platform a bank of six cargo Chicksan arms serve to load or discharge ships, namely:

2×12 in. dia. Each arm is provided for Fuel Oil loading and ballast unloading.
2×12 in. dia. Each arm is provided for Gasoline (Premium and Regular), Kerosene, Jet Fuel and Diesel Oil.
1×10 in. dia. For Bunker 'C' and Marine Diesel Oil loading.
1×12 in. dia. For Naphtha loading.

One 3 in. hose for drinking water is provided.

Products available for loading are Naphtha, Fuel Oil, Gasoline, Kerosene/Jet Fuel, Diesel Oil, Marine Diesel and Bunker 'C'.

Flow rates are as follows:

Naphtha	2,000 cu.m./h.
Reformate	1,400 cu.m./h.
Reg. Gasoline	1,400 cu.m./h.
Prem. Gasoline	1,400 cu.m./h.
Kerosene	2,800 cu.m./h.
Diesel Oil	3,000 cu.m./h.
Fuel Oil	3,200 cu.m./h.
Crude Oil	6,000 cu.m./h.
Bunker 'C'	1,000 cu.m./h.
Marine Diesel Oil	300 cu.m./h.
Drinking Water	100/300 cu.m./h.
Ballast	1,500 cu.m./h.

The loading arms are provided with:

(i) Hydraulic quick coupling.
(ii) Automatic drain system (emergency condition).
(iii) Electro hydraulic operation.
(iv) Range control system.
(v) Remote Control.
(vi) Connecting flange mating device.
(vii) Vacuum Breaker.

Berth "C"

Berth "C" is designed to accommodate vessels with range 26,000 to 130,000 tons displacement. Length of ship 180 m. to 295 m. The minimum depth alongside the berth is 16.8 m.

The berth consists of the Loading Platform, six mooring dolphins and four breasting dolphins connected by walkways.

On the Loading Platform a bank of seven cargo Chicksan arms serve to load or discharge the ship, namely:

3×12 in. dia. Each arm is provided for Crude Oil, ballast unloading and Fuel Oil loading.
2×12 in. dia. Each is provided for Gasoline, Kerosene, Diesel Oil loading.
1×10 in. dia. For Bunker 'C' and Marine Diesel Oil loading.
1×12 in. dia. For Naphtha loading.

One 3 in. hose for drinking water is provided.

Products available for loading are Naphtha, Gasoline, Kerosene/Jet Fuel, Diesel Oil, Fuel Oil, Marine Diesel and Bunker 'C'.

Flow rates are as follows:

Naphtha	2,000 cu.m./h.
Reformate	1,400 cu.m./h.
Reg. Gasoline	1,400 cu.m./h.
Prem. Gasoline	1,400 cu.m./h.
Kerosene	2,800 cu.m./h.
Diesel Oil	3,000 cu.m./h.
Fuel Oil	3,200 cu.m./h.
Crude Oil	6,000 cu.m./h.
Bunker 'C'	1,000 cu.m./h.
Marine Diesel Oil	300 cu.m./h.
Drinking Water	100/300 cu.m./h.
Ballast	1,500 cu.m./h.

The loading arms are provided with:

(i) Hydraulic quick coupling.
(ii) Automatic drain system (emergency condition).
(iii) Electro hydraulic operation.
(iv) Range control system.
(v) Remote control.
(vi) Connecting flange mating device.
(vii) Vacuum Breaker.

Also see "Shipmaster's Report" dated January 1992.

Coastal Berth 1

Coastal Berth 1 is the Inner Berth on the North side of the Cabotage Jetty. The Berth consists of the loading platform, four mooring dolphins and four breasting dolphins. Length of ship 70 m. to 118.5 m. The loading platform has a bank of five Chicksan loading arms with 8 in. diameter connections. The minimum depth alongside the berth is 9.1 m. Vessel size 2,600 to 9,100 tons displacement.

Products available are: Fuel Oil, Diesel, Kerosene/Jet Fuel, Gasoline, Bunker 'C' and Marine Diesel Oil. Ballast will be pumped ashore.

Flow rates are as follows:

Reg. Gasoline	1,000 cu.m./h.
Prem. Gasoline	1,000 cu.m./h.
Kerosene	900 cu.m./h.
Diesel Oil	900 cu.m./h.
Fuel Oil	800 cu.m./h.
Marine Diesel Oil	300 cu.m./h.
Bunker 'C'	900 cu.m./h.
Ballast	400 cu.m./h.
Drinking Water	100/300 cu.m./h.

One 3 in. flanged connection for fresh water.

The loading arms are provided with:

(i) Electro hydraulic operation.
(ii) Manual quick coupling and hydraulic emergency release.
(iii) Range control system.
(iv) Vacuum breaker.
(v) Remote control system.
(vi) Connecting flange mating device.

Coastal Berth 2

Coastal Berth 2 is the Inner Berth on the South side of the Cabotag Jetty and consists of the loading platform; four mooring dolphins an four breasting dolphins. Length of ship 70 m. to 118.5 m., size 2,600 t 9,100 tons displacement. The minimum depth alongside the berth i 8.7 m. The loading platform has a bank of two 8 in. diameter loadin arms.

vis. 1×8 in. to discharge ballast.
1×8 in. to load Bunker 'C', Marine Diesel or Fuel Oil. Th
unloading facilities are available by flexible hose.

Flow rates are as follows:

Fuel Oil	800 cu.m./h.
Marine Diesel Oil	300 cu.m./h.
Bunker 'C'	900 cu.m./h.
Ballast	400 cu.m./h.
Drinking Water	100/300 cu.m./h.

One 3 in. flanged connection for fresh water.

The loading arms are provided with:

(i) Electro hydraulic operation.
(ii) Manual quick coupling and hydraulic emergency release.
(iii) Range control system.
(iv) Vacuum breaker.
(v) Remote control system.
(vi) Connecting flange mating device.

Coastal Berths 3 & 4

The Outer Berth North and South side of the Cabotage Jetty each consi of four breasting dolphins and three mooring dolphins with a fou common mooring dolphin with Berths 1 & 2. Length of ship 70 m. t 118.5 m., size 2,600 to 9,100 tons displacement.

The minimum depth alongside the berth is 9.4 m. (No. 3) and 9.2 (No. 4). The berths are equipped with four 8 in. loading arms and a 3 i water connection.

Products available are: Diesel Oil, Kerosene/Jet Fuel, Gasolin Marine Diesel Oil, Bunker 'C'.

Ballast water will be pumped ashore.

Flow rates are as follows:

Reg. Gasoline	1,000 cu.m./h.
Prem. Gasoline	1,000 cu.m./h.
Kerosene	900 cu.m./h.
Diesel Oil	900 cu.m./h.
Fuel Oil	800 cu.m./h.
Marine Diesel Oil	300 cu.m./h.
Bunker 'C'	900 cu.m./h.
Ballast	400 cu.m./h.
Drinking Water	100/300 cu.m./h.

The loading arms are provided with:

(i) Electro hydraulic operation.
(ii) Manual quick coupling and hydraulic emergency release.
(iii) Vacuum breaker.
(iv) Remote control system.
(v) Range control system.
(vi) Connecting flange mating device.

BERTHING AIDS:

Berths 'B' and 'C' are equipped with a radar operated safety berthi system indicating by means of coloured lights the forward and a berthing velocity of the ship.

Two groups of coloured lights one forward and one aft indicate th safe/acceptable/dangerous lateral approach of the ship from a distanc of 50 m. off the berth.

BALLASTING/DEBALLASTING: Ruwais Refinery has dirty balla water treatment equipment and all dirty ballast shall be discharg ashore for treatment. (No dirty ballast may be discharged into the se and pollution of the waters of the port is an offence against the Po Regulation and the laws of Abu Dhabi).

Accepting dirty ballast into the refinery storage is subject to appro by refinery, a sample of the dirty ballast may be required for analys a letter from Master requesting permission to discharge is to be ma (letter is provided for Master's signature).

During loading/unloading all deck scuppers must be plugged. A precautions shall be taken to prevent oil or oily waters escaping into th sea during connection and disconnection of loading arms.

Normally the terminal Control Room will give a 10 minutes warni before deballasting may commence. Deballasting shall commence slow speed to check systems and back pressure.

Simultaneous deballasting with loading of cargo is permitted only the case of cargo of Bunker 'C'.

While encouraging quick turn around and the use of minimum balla upon arrival, sufficient ballast must be retained on board for the sa manoeuvring of the vessel at the Pilot's discretion.

LOADING AND UNLOADING:

(i) The Master should give the terminal a 'STAND BY' warni 10 minutes before ready to commence loading or dischargi
(ii) Upon 'COMMENCE LOADING' from the Master only one pu will be used to ensure a slow flow rate until it is established th all systems are operating correctly and pressures are const Full loading rate may then be ordered.
(iii) The vessel's cargo tanks shall be inspected prior to and du loading and should it be found that the tanks are not tight loading shall cease, the vessel be rejected and further loadi refused. The vessel will not be accepted later until satisfac evidence of repair is produced duly certified by ABS, Lloyd's other officially accredited classification society or surveyor.

(iv) During the hours of darkness vessels loading products or discharging crude oil or ballast shall rig overside lights to illuminate the surface of the sea around the ship to the Terminal Operators satisfaction to ensure that any oily products on the surface may be detected quickly and early action taken as appropriate.

DERAT: There are no facilities for Derat at Ruwais.

FUEL: Bunkers are obtainable at Refinery berths and should be arranged through the ship's Agent.

FRESH WATER: Fresh water is obtainable at Refinery berths and should be arranged through the ship's Agent.

STORES/PROVISIONS: Stores and provisions are not permitted to be loaded at Refinery berths and must be taken on board in the anchorage.

SHIPMASTER'S REPORT: January 1992 (Updated 1994).

Vessel called to load 25,000 tonnes of Reformate.

Documents:

1 copy Port Clearance.
2 copies Crew List.
2 copies Crew Personal Effects List.
2 copies Bonded Stores List.

As Customs and Immigration Officers do not come on board anymore for sealing Bonded Stores, etc., all paperwork is dealt with by ship's Agent. Consequently alcoholic liquor will not be under bond and sealed. However conveyance ashore or to another vessel is prohibited.

Restrictions: With winds of 18 knots or more, port is closed.

Radio: Prior to arrival, vessel received two telexes from ship's Agent, one for the Port Officer – Petroleum Ports Authority, and the other for Ruwais Refinery.

Message:

Following information required by Port Officer – Petroleum Port Authority 72 hours prior to the vessel's arrival, giving the following details in the given format:

Question	Answer
1.	ETA.
2.	Flag.
3.	G.r.t., n.r.t., and Summer d.w.t.
4.	Arrival and departure drafts.
5.	Cargo to be loaded/discharged.
6.	Type and quantity of ballast and deballasting time.
7.	Status of Inert Gas System (I.G.S.).
8.	Status of Air Conditioning (A.C.).
9.	Expiry of certificates.
I.	Load Line.
II.	Safety Construction.
III.	Safety Equipment.
IV.	Safety Radio.
V.	Oil Liability (Tovalop).
VI.	Oil Pollution Liability (C.L.C.).
VII.	International Oil Pollution Prevention (I.O.P.P.).
VIII.	Classification.
IX.	Certificate of Fitness (Gas Carriers).
X.	Derat Certificate.

The ETA is to be amended as necessary 48 hours, 24 hours and 12 hours prior to arrival.

Deballasting: Dirty ballast/slops can be discharged ashore as long as it does not contain any leaded petroleum residues or cleaning chemicals.

(D) RUWAIS – NGL TERMINAL:

LOCATION: 24° 09′ 49″ N. 52° 43′ 16″ E.

OPERATOR: Abu Dhabi Gas Industries Ltd. (GASCO).

GENERAL INFORMATION: The Terminal Regulations are issued for the information and guidance of Masters of vessels loading at the GASCO Jetty at Ruwais. After receipt of the first ETA advice from a gas carrier GASCO will cable the Master of the vessel instructions to carry out following tests and checks 24 hours prior to arrival:

1. Check condition (oxygen content) of atmosphere in void spaces around cargo tanks.
2. Check all reliquefaction units fully operational.
3. Check settings of cargo tank safety relief valves.
4. Test ESD (Emergency Shut Down) of cargo valves/pumps/boosters from all activating stations.
5. Check gas detecting unit with suitable spangas and have unit working continuously.
6. Test water spray system deck area, flush all lines and check nozzles for proper operation and coverage.
7. Check ventilation of control room and compressor room and have ducts set for LPG.
8. Check over-pressurising and motor-trip system of motor room.
9. Check navigation equipment and steering gear fully operational.

The results of above tests should be cabled to GASCO not less than 18 hours prior to arrival.

On arrival at the terminal, the Terminal Representative will discuss with the Master the safety requirements. Attention is drawn to the International Safety Guide for Oil Tankers and Terminals (ISGOTT) and the Safety Inspection Guildelines and Terminal Safety Check List for gas carriers as published by the International Chamber of Shipping and Oil Companies International Marine Forum (OCIMF). For efficient loading it is essential that the ship should be fitted with adequate equipment. Improvisations made after the ship has arrived alongside the jetty are not sound practice and result in delays and possible damage to the loading arms and other equipment.

Abu Dhabi Gas Industries Ltd. (GASCO) have equipped their terminal with loading machinery and mooring arrangements which will ensure tankers and gas carriers receiving their cargoes at a reasonable rate, thereby extending to the ship the benefit of a rapid turnaround.

Mooring, loading and unmooring are carried out by night as well as by day. Co-operation between the Ship's Officers and Terminal Representatives is essential to secure the full benefit of the facilities provided.

MAX. SIZE: *Gas Carriers:* 28,000 cu.m. – 125,000 cu.m.

Tankers: Minimum Size – 15,000 tonnes S.D.W.T. Max displacement on arrival 95,000 tonnes. Max. LOA 320 m.

TUGS: Twin screw tugs (35 tons bollard pull) are used for both berthing and unberthing of vessels. The number of tugs to be used is to the discretion of the Pilot but will normally be two for berthing and for unberthing. The tugs will use their own ropes and/or wires. The tugs are fitted with foam/water monitors, including one at approximately 19 m. above sea level, to assist in fire-fighting. Also fitted are spray booms to apply dispersants in case of oil spills.

BERTHING: *The Jetty:* The centreline of the GASCO-NGL Jetty Loading Platform is situated in 17 m. of water in position Lat. 24° 09′ 49″ N., Long. 52° 43′ 16″ E. with the berthing line in direction 305°/125°. Vessels are normally berthed heading 305°. A piping trestle and road, approximately 2,650 m. long, leads to the shore where the processing plant and storage tanks are located.

The jetty head comprises a loading platform (10 m. above chart datum), a utilities building, 4 breasting dolphins and 6 mooring dolphins. The dolphins are inter-connected by walkways. The distance between the 2 outermost dolphins is 340 m., between the 2 innermost breasting dolphins 42 m. and between the 2 outermost breasting dolphins 97 m.

On the loading platform there are 2×12 in. loading arms for loading Pentane Plus and discharge of dirty ballast/slops, 4×12 in. loading arms for loading/vapour return of Propane and Butane and 1×8 in. loading arm for bunkering (Rate – MFO 400 cu.m.p.h. and MDO 300 cu.m.p.h.). (For distance and disposition of loading arms see "Plan"). The LPG loading arms are fitted with an Emergency Release System (ERS). All loading arms except the bunker arms are fitted with an Emergency Shutdown System (ESD). Both ERS and ESD can be actuated automatically or manually. For detailed information about these systems you are referred to the separate letter on ESD/ERS handed over to Master by the Terminal Representative. The Master is to ensure that the personnel responsible for cargo operations are fully familiar with these systems.

On the Western end of the loading platform is a gangway tower with a 1.5 ton crane forming a integral part of this tower. On the Eastern end of the platform there is a tower mounted fire water and foam monitor. This monitor can be controlled manually or remotely from the jetty head or from the foot of the jetty aided by a television monitor.

An additional manually controlled firewater monitor is situated on each of the 2 inner breasting dolphins. In addition to this, water spray deluge systems are covering the loading arms area, the gangway, the surge drum area and the utilities building. Gas detection equipment is strategically placed near the loading arms and will give alarm in case of inadvertent gas escape. The loading arms area and tanker manifold area are monitored by closed circuit television from the control room situated in the utilities building on the jetty and from the main control room.

On the Eastern side of the loading platform is a boat landing stage where the mooring boats can tie-up.

Draft: The minimum water depth alongside the jetty is 17 m. below chart datum (C.D.). However, the Deep Water Channel imposes draft limitations on vessels departing from and entering the Port of Jebel Dhanna – Ruwais:

Also see Section "A" – "Restrictions".

Moorings: When at berth, vessels must be moored to the entire satisfaction of the Pilot and Terminal Representative. Vessels can berth either side alongside, depending on the ship's manifold layout and/or the prevailing weather conditions. The breasting dolphins are each equipped with 1,250 KN double quick release hooks and a power operated capstan. The mooring dolphins are each equipped with 1,250 KN triple quick release hooks and power operated capstan.

The minimum mooring requirements are 3 heading, 3 breast lines each end, 2 spring lines each end and 3 stern lines. Vessels must be ready at all times to put out extra moorings as requested by Terminal Personnel or dictated by weather changes. It is the Master's responsibility to ensure that vessel's mooring lines are checked frequently to prevent excessive movement of the vessel in berth, which could activate the ESD/ERS systems and/or cause severe damage to the loading arms and other terminal equipment.

Experience has shown that wholly synthetic moorings have too much elasticity and allow the vessel to range or drift away from the berth during periods of adverse weather.

Therefore the moorings should preferably be all steel wires.

As it is recognised that some vessels are not fitted out with complete steel wire moorings, such vessels may use synthetic moorings for head or stern ropes, but breasting and spring moorings are to be steel wires. However, mixed mooring for the same service is strictly prohibited.

NOTE: (October 1982). With immediate effect all vessels calling at the GASCO NGL Jetty are to be fitted with wires, for spring lines. Vessels unable to comply will be subjected to an inspection of mooring ropes by the Pilot on arrival and will be berthed only if Pilot is satisfied with the mooring lines available, and provided the weather forecast is favourable during the vessel's stay alongside. Pilot inspection of mooring lines will be carried out only during daylight hours.

The breasting dolphin's fender design criteria are based on providing for berthing energies acting in the horizontal plane for maximum displacement of 95,000 tonnes with an approach angle to the berthing line of 7° at a contact velocity of 15 cm. per second.

Yokohama Fenders protrude approximately 3.3 m. from the face of the loading deck, they provide for 100% contact of fenders on the vessel's perpendicular mid-body at light and loaded drafts, for the full range of vessel sizes.

Tension Winches: Vessels equipped with automatic tension winches should not use the automatic device and set the manual brake on these winches.

BALLAST: The jetty is equipped with dirty ballast/slops reception facilities. Tankers discharging dirty ballast/slops ashore will use the Pentane Plus loading arms from where a 24 in. pipeline runs to tanks in the Refinery adjacent to the LPG plant. The maximum ballast reception rate is 1,500 cu.m./hr. At least 48 hours prior to arrival, the Master is to advise GASCO how much dirty ballast/slops he expects to discharge to the shore facilities.

When the vessel arrives with clean ballast for overside discharge, the ballast water must be clean and a declaration to this effect needs to be signed by the Master and delivered to the Terminal Representative. There is a danger of violating pollution regulation if ballast taken on in polluted water is discharged in port. If it is necessary to take on ballast in polluted areas, this should be discharged during passage and replaced by cleaner ballast.

Ashes, oil, oily water, garbage or other refuse must not be discharged overboard in port waters. Scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard whilst in Port waters. However, gas carriers scuppers may be kept unplugged when not engaged in bunkering operations.

It is essential that the vessel is adequately ballasted to ensure safe handling and manoeuvring. Masters will be expected to accept the Pilot's advice as to the ballast quantity and disposition.

There must be no cleaning of boiler tubes whilst the ship is in port.

POLLUTION: Abu Dhabi Gas Industries Ltd. (GASCO) follows a clean seas policy, and in this respect the "Oil Record Book" referred to in the International Convention for the Prevention of Pollution from Ships, of 1973/78 can be inspected. Any vessel, the Master of which does not allow inspection of the "Oil Record Book," will be refused the use of the Company facilities at Ruwais.

If it is found that the information entered in the "Oil Record Book" is not in accordance with the requirements of the Convention the matter will be reported to the appropriate authority.

It is an offence to discharge dirty ballast, pump bilges or discharge refuse within the Port limits.

The Port Officer, or his nominee, is authorised to take samples, in accordance with an approved procedure, of ballast water to be discharged, or being discharged at Ruwais. Should test carried out on these samples indicate an average oil in water content of more than 15 p.p.m. then this may be used in evidence in any proceedings against you brought by the Port Authority in accordance with the Law.

In the event of your vessel discharging dirty ballast or spilling oil, cost for cleaning the pollution, third party claims and other expenses and fines shall be borne by the vessel.

COOLDOWN OF GAS CARRIERS: Vessels, when presenting themselves to load at GASCO terminal should in all cases be ready to load in all respects. For a gas carrier this means that the cargo tank atmosphere should be compatible with the product to be loaded and the cargo tank temperature close to the temperature of the product to be loaded (Propane −42°C, Butane −4°C).

Notwithstanding the above and providing notice is given well in advance, GASCO may, in exceptional cases, accept gas carriers not fully cooled-down. Each occasion will be considered separately giving due regard to the shipping programme and any other circumstances or restrictions.

GASCO will not accept any responsibility for the failure by the Master of any gas carrier loading at Ruwais to take appropriate action to receive cold liquefied gas, prevent any damage to his vessel and jetty installation and/or injury to his crew or Terminal personnel.

VENTING: During the loading of Pentane Plus, vessels should only allow vapours to escape via the agreed venting arrangement. If there is little wind movement, vapour may persist on deck. When there is a wind, it may, in crossing a deck house or structure, create a low pressure on the lee side thereby causing vapour to be carried towards the house or structure.

Either of these wind conditions may result in high local vapour concentration and, if so, it may be necessary to stop loading while the conditions persist.

Gas carriers are not allowed to have any vapours escape to atmosphere. During loading the pressure in the cargo tanks should be controlled by the use of their reliquefaction plant or by the use of the vapour return line to the shore. The control room should be notified prior to returning vapour ashore via the vapour return line and before stopping the return of vapour ashore.

Your attention is drawn to the information, as provided to you by the Terminal, on the properties and dangers of the cargo to be loaded on board your vessel, together with the actions required in case of an accident.

LOADING: *Loading Arms:* The LPG and Pentane Plus loading arms presentation flanges are 12 in. ANSI – 150 – flat face spiral groove.

For centre to centre distances and disposition of the loading arms, see "Plan Section". The LPG arms operating envelope parameters are as follows:

Vertical plane	:	From 7.7 m. to 24.0 m. above chart datum.
Horizontal plane	:	From 4.1 m. to 8.7 m. off the jetty face over the full vertical plane.
Safety Provision	:	Horizontal plane drift of 4.6 m. on either side of the centre line.
		Lateral plane drift of 4.6 m. outside the normal operating box envelope.

All four LPG loading arms can be connected to ships' manifold with a centre to centre spacing range of 1.6 m. to 3.5 m. for the full envelope including the outer drift envelope box.

The Pentane Plus loading arms operating envelopes are as follows:

Vertical plane	:	From 2.3 m. to 20.75 m. above chart datum.
Horizontal plane	:	From 6.4 m. to 9.3 m. off the jetty face over the full vertical plane.
Safety Provision	:	Horizontal plane drift of 4.6 m. on either side of the centre line.
		Lateral plane drift of 4.6 m. outside the normal operating box envelope.

However, to secure free access of Pentane Plus loading arms towar vessel's manifold, the height of railing in way of manifold on arrival shou not exceed 16.2 m. above Chart Datum.

The Pentane Plus loading arms can be connected to ships' manifo with a centre to centre spacing range of 0.6 m. to 2.1 m. for the f envelope including the outer drift envelope box.

Notwithstanding the above, the loading arms are fitted with ES systems and additionally the LPG arms with ERS which is actuate before the loading arms reach the outer limits of their envelopes.

The LPG loading arms are linked to the shore system which provide the following flexibility:

Loading arms are numbered from the gangway tower to East.
No. 1 – Propane Liquid or Propane Vapour Return
No. 2 – Propane Liquid or Propane Vapour Return
No. 3 – Butane Liquid or Butane Vapour Return
No. 4 – Butane Liquid or Butane Vapour Return

After berthing you are required to remove the blind flanges from th manifold connections to be used for loading and to indicate whi product is to be loaded through them and which connections are to b used for the Vapour Return lines, if required. The connection/disco nection of the 12 in. ANSI 150 loading arms and 8 in. ANSI 150 bunke arm will be carried out by Terminal personnel under the supervision a responsible ship's officer. If your manifold sizes do not correspon with the loading/bunker arms, you are requested to provide and fit th appropriate reduction pieces accordingly. Masters of gas carriers are ensure that the reduction pieces and gaskets used are suitable f loading of cryogenic cargoes.

Communications: To maintain necessary communications permanen during cargo operations and also in emergencies, you will be provide with a handie-talkie and a telephone.

We require that the handie-talkie is at all times attended to by th officer responsible for cargo operations. The handie-talkie enables th officer to communicate directly with the main control room and the je control room.

Furthermore, a telephone will be placed on your vessel. Additiona a console for activating the ESD will be put on board.

A ship's crew member, able to converse in English, must be prese near the ship's manifold at all times. The loading arm and ship's manifo area are covered by closed circuit televisions from the jetty control roo and main control room.

Emergency Procedures: In case of an **emergency on board** yo vessel, we require you to take the following action:

Raise the appropriate alarm and take the required action
Inform the Terminal via handie-talkie, telephone and jetty attenda or by activating the ESD.
Cease all cargo operations immediately and shut-down cargo syste completely.
Prepare to vacate the berth.

In case of an **emergency ashore,** we require you to take the follow action:

Cease cargo operations immediately and shut-down cargo system completely.
Stand-by on handie-talkie and telephone and keep contact with je attendant.
Stand-by to give any assistance.
Prepare to vacate the berth.

NOTE: The shore installation has been equipped with a range of saf devices and emergency shutdown systems, these could b activated automatically or manually from the jetty or on boa the vessel as the situation will call. All shutdowns are preced or accompanied by an alarm.

Loading Operations: The maximum loading rates for each product a as follows:

Product	*Tons/hr.*	*cu.m./hr.*
Propane	1,500	2,550
Butane	1,800	3,000
Pentane Plus	2,800	4,200

Propane and Butane can be loaded simultaneously. Loading ra can be adjusted either by stopping/starting one or more pumps or t opening/closing of the recirculation valves on the loading platform.

After berthing, the terminal representative will discuss with you t loading operations and emergency procedures. You are reminded t the responsibility as to the quantity of cargo to be loaded, rests with y as Master of the vessel and no cargo may be sent back ashore.

Whilst alongside the jetty, ships should be ready to move under th own power in the event of their breaking adrift, catching fire emergencies. No repairs are to be carried out whilst alongside wh would immobilise the ship or impair her fire-fighting efficiency.

CAUTION: The loading rates are controlled on shore and due to t long pipelines from the shore product tanks to the jetty head, and t high loading rates, an extremely dangerous situation can arise if sh valves are closed against the flow of liquids, which could lead to press surges liable to cause the blowing out of pipeline gaskets and/or sev damage to the loading arms.

Loading rates, loading rate reductions and stopping of ca procedures will be discussed with you prior to commenceme loading.

While alongside the jetty, no craft are allowed alongside the ves The lowering of lifeboats whilst alongside the jetty is strictly prohib except in emergencies.

Immediately after completion of loading, the loading arms wi disconnected and the vessel must be ready to proceed to se anchorage as directed.

STORES: The taking-on and/or landing of stores and ship's spares a the jetty is not allowed.

SHORE LEAVE: Crew members are not permitted shore leave.

SIGNALS: Vessels, whilst alongside the GASCO NGL-jetty, sha addition to those described in the port regulations, display the follo signals: by day: a red flag, by night: a red light visible from all direc

SHIPMASTER'S REPORT: December 1981 (Updated 1994). (Vessel loading Propane/Butane, g.r.t. 45,000, d.w.t. 56,000, draft 13.1 m., capacity 79,970 cu.m.).

Ruwais lies in the same general port area that encompasses Jebel Dhanna and at the moment consists of a petroleum products jetty and another to the S.E. which handles Pentanes and LPG.

Further again to the S.E. there is more port development for an ammonia/fertiliser berth and dry-cargo berths.

Ruwais is administered by ADPPOC, Abu Dhabi Petroleum Ports Operating Company, while the LPG berth comes under the immediate control of GASCO, Abu Dhabi Gas Industries Ltd.

The LPG loading platform is situated in position: Lat. 24° 09.8′ N., Long. 52° 43.3′ E., the trend of the platform and mooring dolphins being about 305° True, more or less in line with the current flow.

Approach: The vessel should have B.A. Charts 3778, 3779, 3780 and the recommended track on these should be followed for arrival and departure since it provides adequate water for a vessel of this size and draft. The route is well marked with large buoys and light floats which show up well visually and on the radar. An approach in poor visibility should thus be possible and made with confidence.

See Pilot Books and "Guide to Port Entry".

A waiting anchorage is provided off Gasha Buoy.

Pilotage: Pilots board off Gasha Buoy from launch of about 12/16 m. length; at the moment two launches are in commission.

Pilot ladder required about 1 m. above the water.

The length of pilotage to the first line ashore is about 2 hours.

Communications: Through Bahrain Radio. There is considerable evidence pointing to huge delays in cables between this radio station and the eventual recipient.

Before arrival the Agents sent a comprehensive questionnaire requesting safety checks and ship information. This is a standard cable and originates from GASCO.

VHF contact originally made on Channel 16 with the Pilots and Port Control, but their usual working frequency is Channel 9.

On boarding the Pilot issues a copy of the Port Regulations which should be studied prior to berthing.

Berth: This consists of the loading platform and mooring dolphins at the end of a 3 km. trestle. Minimum reported depth alongside is 16 m.

The jetty head consists of the loading platform, 42 m. long with two breasting dolphins at each end. Beyond these are the mooring dolphins, three forward and aft, the total length of the mooring system being 340 m., thus providing adequate moorings for most vessels.

The loading platform carries seven Chicksans, two for Pentane, one for bunkers and four for LPG. There is a control building on the berth together with closed circuit TV, gas detecting equipment, fire fighting monitors and sprinkler system.

The loading arms are all 12 in. 150 ASA. The Chicksans are fitted with automatic quick release and this will operate if the vessel surges more than 4 m. (two for'd and two metres aft) from her moored position. An automatic shutdown system is also fitted and the vessel is provided with a control box for these together with comprehensive instructions. A time of 10 secs. is quoted from operation to complete shutdown.

There is provision for two vapour return lines and two loading lines within the four Chicksan configuration and these are interchangeable to a degree.

Ship/shore communication is provided by the terminal who place on board, 2 portable VHF radios and a telephone close to the gangway.

Mooring: The normal 3.2.2 was recommended and there is a large mooring boat to assist. Dolphins are fitted with quick release hooks. Wires are required for spring and breast lines. Mixed mooring for the same servcie is not allowed.

Springs must be on mooring winches and the use of self tensioning winches is not allowed.

There are powerful tugs (3,300 h.p.) available for berthing.

Gangway: Ship's gangway should be turned in for berthing, a shore gangway is provided.

N.O.R.: Agent advised me to tender Notice of Readiness at the time of passing the Gasha Buoy.

E.D.P.: There is no Early Departure Procedure, the Master must sign Bills of Lading before sailing. Allow three to four hours after completion of loading to complete all paperwork.

Load Rates: Maximum loading rates for Propane and Butane are 2,550 and 3,000 cu.m./hr. respectively. The plant were able to supply at a very low initial rate at the commencement of loading.

Note: The Propane delivery temperature at vessel's manifold is −40°C during initial loading and −41°C thereafter.

Butane loading temperature was about 0°/−1°C.

Cargo Survey: Watson Gray, Inchape, S.G.S. and Saybolt are extending their service.

Density: Water density 1031.

General:

Stores: Not available.

Shore Leave: Definitely not allowed under any circumstances other than medical urgency.

Relief/Repatriation: Not possible.

Lloyd's Surveyor: A minimum of seven days' notice required.

Repairs: There are no repair facilities available. Whilst alongside main engines must be kept in immediate readiness.

Lifeboats: Permission *must* be sought from Port Authorities to carry out lifeboat drills. However, offshore lifeboat to be lowered to embarkation deck for emergency escape purpose.

Bonded Stores: No restrictions on tobacco. All alcohol should be collected and sealed. All cameras have to be collected and placed under seal.

Medical: Unless in cases of extreme urgency, totally unavailable.

Rat Guards: Must be fitted to all moorings.

Fresh Water: Not available.

Walport Films: Exchanges readily available with usual notice.

Entering Inwards: After the vessel's cargo nomination has been accepted she is allowed an "acceptance period" of one or two days in which to arrive at the port. Thus we arrived 7.5 hours after the expiration of our acceptance period and a vessel arriving 20 hours later received priority. This should be brought to the notice of Owners or Charterers, before arrival.

Papers: 1 copy Crew Declaration.
1 copy Bonded Stores List.
2 copies Crew List and Maritime Declaration of Health.

Bonded stores' seal checked on sailing. Customs checked both bars.

Note: Abu Dhabi operates a boycott against Israel.

The Master has to sign an undertaking to the effect that the cargo will not be discharged at a port under boycott and is given a form to be posted to Abu Dhabi from the discharge port as proof.

SHIP OPERATOR'S REPORT: February 1982 (Updated 1994).

The following is the criteria for gas carriers programmed to load propane/butane at Ruwais Terminal:

1. Maximum capacity 125,000 cu.m.
2. Minimum capacity 28,000 cu.m.
3. Minimum distance centre of manifold to end/start of flatside is 28 m.
4. Height of manifold above Chart Datum between 7.7 m. and 24.0 m.
5. *Maximum height of railing above Chart Datum in way of manifold is 21.8 m.*
6. Distance between ship's side and 12 in. manifold connections between 1.5 m. and 6.1 m.
7. Four loading arms (2 liquid, 2 vapour) can be connected if centre to centre distance between 12 in. connection is between 1.6 m. and 3.5 m.
8. Two loading arms (vapour or liquid) can be connected if centre to centre distance is between 1.1 m. and 1.6 m.
9. Vessel not to have carried ammonia on her latest two subsequent voyages.
10. Cargo tanks will be cooled down on arrival as per following temperatures:

Propane	Bottom	−40°C
	Middle	−30°C
	Top (excluding dome space)	−20°C
Butane	Bottom	−2°C

11. The cargo tanks pressure on arrival not to exceed 70 mbs.
12. Vessels calling at Ruwais for the first time, to inform GASCO Ruwais not less than 48 hours prior to arrival of the disposition of manifold connections from bow to stern, indicating which connection to be used for Propane, Butane, liquid or vapour together with the centre to centre distances between them (e.g. P/V-2.1, P/L-1.7, B/L-2.1, B/V), also an indication whether connections are dedicated or can be changed at short notice.
    Vessels fitted with non-standard OCIMF manifold will load one grade at a time, delays resulting from consecutive loading will be to the vessel's account.
13. Vessel to be able to load at combined minimum rate of 1,800 tonnes.p.h. if loading Propane/Butane simultaneously or 1,000 tonnes.p.h. when loading Propane or Butane only, with the vapour return connected and operational.
    Failure to load at above rate will result in delays to the vessel's account.
14. Minimum mooring requirements are as follows:
    3 head lines
    3 breast lines each end
    2 spring lines each end
    3 stern lines
    Preference is for all wire moorings, but 2 wires each end for spring lines are essential. Also mixed mooring for the same service is not allowed.
    Vessels unable to present wires for spring lines will have their mooring lines inspected by the Pilot on boarding. This inspection can only be carried out during daylight. If found satisfactory, the vessel will berth, provided the weather forecast, for the period the vessel is expected to be alongside, is favourable. Any delays resulting from vessel not able to present wires for spring lines, will be for vessel's account.
15. Although it is recommended to regulate vessel's manifold valves, closure time is 30 seconds. The minimum allowed time to close the liquid manifold valves in case of ESD activation is 20 seconds. In case of non-compliance, manifold valve closure time may dictate the loading rate.
16. Maximum allowable tank pressure throughout vessel's stay alongside is 70% of pressure safety relief valve (PSRV) set value.
17. Towing-off wires shall be made fast to bitts as far forward and aft as practicable on the offshore side. The wires shall be in good condition, of adequate strength and secured with minimum 5 turns on the bitts, a towing-off wires shall lead directly to the chock with 20 m. slack on deck. A heaving line made fast to the eye shall be used to maintain the eye of the wire between 1 m. and 2 m. above the water line at all times.
18. Vessel to possess valid Certificate of Fitness or relevant letter of compliance.

The following criteria for tankers programmed to load Pentane Plus at Ruwais Terminal:

1. Maximum displacement on berthing 95,000 tonnes.
2. After berthing and throughout the period when the loading arms are connected to the ship's manifold, height of railing in way of manifold shall not exceed 16.2 m. above Chart Datum.
    Note: Maximum water depth alongside is 17.0 m. below Chart Datum.
3. On completion of loading the minimum distance of manifold above Chart Datum is 2.3 m.
4. Maximum distance centre of manifold to bow/stern is 160 m.
5. Minimum distance centre of manifold to start/end of flatside is 34 m.

6. Distance ship's side to 12 in. manifold connection:
   Maximum 6.4 m.
   Minimum 3.5 m.
7. Centre to centre distance between manifold connections:
   Maximum 2.5 m.
   Minimum 0.6 m.
8. A minimum under-keel clearance is required for all ships entering or leaving the port when deep loaded, as follows:
   (a) 3 ft. (0.91 m.) for ships of less than 100,000 S.d.w.t.
   (b) 4 ft. (1.22 m.) for ships of between 100,000 and 250,000 S.d.w.t.
   (c) 5 ft. (1.52 m.) for ships of over 250,000 S.d.w.t.

   While observing the safety requirements of under-keel clearance, tidal delays may be experienced as follows:
   (a) Ships drawing 44 ft. (13.4 m.) may sail at any time.
   (b) Ships drawing 45 ft. (13.7 m.) will occasionally have to wait for the tide.
   (c) Ships drawing 46 ft. (14.0 m.) will usually have to wait for the tide.
   (d) Ships drawing 47 ft. (14.3 m.) will always have to wait for the tide.
9. Vessel normally to arrive with segregated ballast for overboard discharge. Vessel arriving with dirty ballast/slops can discharge these ashore, at a cost, provided:
   (a) ADNOC Refinery has adequate space to receive slops/dirty ballast.
   (b) Ample notice is given.
   (c) Composition of slops/dirty ballast is given.
   (d) Slops/dirty ballast is free of lead and chemicals.

   GASCO cannot be held responsible for delays/deadfreight/etc., in case of the Refinery cannot accept dirty ballast/slops.
10. Vessels should be able to vent gases only through suitable vent stacks fitted with proper spark arresters. High velocity valves shall be strictly maintained on "Auto" mode during the vessel's stay alongside.
11. Vessels fitted with fixed ullaging machines should load with a closed system. Manual ullage could be taken during topping, provided the ullage openings are opened momentarily only, and fitted with spark arresters.
12. Vessel's tanks to be inerted on arrival, with oxygen content below 6% by volume.
13. Minimum mooring requirements are as follows:
   3 head lines
   3 breast lines each end
   2 spring lines each end
   3 stern lines

   Preference is for all wire moorings, but 2 wires each end for spring lines are essential. Also mixed mooring for the same service is not allowed.

   Vessels unable to present wires for spring lines will have their mooring lines inspected by the Pilot on boarding. This inspection can only be carried out during daylight. If found satisfactory, the vessel will berth, provided the weather forecast, for the period the vessel is expected to be alongside, is favourable. Any delays resulting from vessel not able to present wires for spring lines, will be for vessel's account.
14. Vessels should be able to load at a rate of 6% of their S.d.w.t. in tonnes (e.g. S.d.w.t. 30,000 tonnes = Loading rate 1,800 tonnes). Failure to load at above rate will result in delays to the vessel's account.

   GASCO maximum loading rate through 2 loading arm connections is 4,200 cu.m./hr.
15. Towing-off wires shall be made fast to bitts as far forward and aft as practicable on the offshore side. The wire shall be in good condition, of adequate strength and secure with minimum 5 turns on the bitts, a towing-off wire shall lead directly to the chock with 20 m. slack on deck. A heaving line made fast to the eye shall be used to maintain the eye of the wire between 1 m. and 2 m. above the water line at all times.

OPERATOR: Abu Dhabi Gas Industries Ltd., P.O.Box 665, Abu Dhabi, U.A.E. *Tel:* 651100. *Telex:* 22365. *Cables:* Ongas. *FAX:* 6047414. *Contact:* Marine Superintendent.

(E) RUWAIS FERTILISER INDUSTRIES (FERTIL)

The bulk cargo terminal (FERTIL) at Ruwais comprises a 512 m. long jetty with in line berths to suit the export of bulk/bagged Urea and Liquid Ammonia. Three mooring dolphins at the seaward end of the jetty serve a Liquid Ammonia berth. Max. draft is 11 m., a 500 m. turning circle is provided off the jetty and vessels will normally be berthed port side alongside with ship providing its own access. Mooring lines should preferably be all steel wires. If this is not possible ropes and wires are not to be led to the same dolphin. A shore deballasting system is provided.

Provision has been made along the jetty for bag and bulk conveyors to load vessels with urea from a fertiliser plant 1 km. inshore.

The loading of ammonia is carried out from a loading arm at the North end of the jetty where vessels can berth using 3×100 ton capacity mooring dolphins.

OPERATOR: ADPPOC is the service contractor.

LOCATION: The jetty alignment and conveyor main setting out line is 10° West of North. The seaward limit of the jetty works are defined by the Northernmost mooring dolphin.

The terminal is located in 12 m. of water, due East of the NGL Jetty, and West of the Construction Wharf and is approached from a deep water channel serving other Ruwais jetties.

A turning basin is located N.E. of the jetty and is of 500 m. diame and has a minimum dredged depth of 12 m. below chart datum.

Vessels will normally be berthed against fender piles alongside t jetty on a heading of 350°.

NOTICE: *Ship's Arrival Advice:* It is strongly requested that full deta of the vessel including the number of crew and their nationalities sho be advised to us. This information is required by the oil installat protection unit. In the absence of this information the protection u would refuse permission for berthing of the ship. Therefore, you m ensure timely availability of this information so that it can be forwar to the authorities. Any delay caused in berthing due to non-availab of information shall be to your account.

Further, please note that the above information should be ma available as soon as the ship is nominated but not later than 24 hou after the nomination is confirmed. *Signed*: Plant Manager, Fertil.

BERTHING: *Jetty:* The jetty is designed for berthing combinations vessels up to 2 fully laden 200 m. long (25,000 d.w.t.) bulk cargo vesse along its Eastern side. Provision is made at the Northern end of the je for the loading of liquid ammonia.

The jetty deck is of concrete construction and is supported by verti 1 m. diameter tubular steel pipes.

Two turnround areas for jetty traffic are provided, one mid-way alo the jetty, the other at the Northern end.

The jetty is designed to support up to 3 ship loaders with a back conveyor system and up to 3×300 mm. diameter liquid ammonia lin

The 3 mooring dolphins at the Northern end of the jetty serve t Ammonia Berth and each has a bollard capacity of 100 tonnes and connected to the jetty by a system of concrete walkways.

The jetty and dolphins have a deck level 7.4 m. above Jebel Dhan Chart Datum.

The minimum dredged depth at the berth is 12 m. below Chart Datu

Fenders: The fender system has a design capacity of 55 tonne met per fender pile and the recommended berthing angle is 5°. The fend system absorbs energy by deflection of single 1,300 mm. diame tubular steel cantilever piles and twin Bridgestone Cell units which ha a frontal frame 4.2 m. high by 1.7 m. wide.

The fender face is set 4 m. seaward of the jetty deck edge.

The fender spacing is generally 15 m. along the main length of je and this extends to 31 m. for the Northern fenders located East of t mooring dolphins.

The fenders are suitable for vessels between 5,000 d.w.t. a 25,000 d.w.t.

Mooring: Ship lines will be taken to 100 ton "Bean Type" moor bollards located along the cope edge of the jetty. The general bolla spacing is 15 m. whilst at the shore end this extends to 30 m.

100 ton "Bean Type" bollards are positioned on the 3 moor dolphins located at the seaward end of the jetty. Ships' lines may taken to the dolphins by boat or via the concrete walkways provid from the jetty deck.

Landing Stage: A landing stage for small harbour craft is loca adjacent to the jetty near Pile Bent 55, some 600 m. South of t outermost dolphin.

Access Ladders: Access ladders to water level are provided on t fender piles at a spacing of 60 m. All mooring dolphins are provi with access ladders.

Services: Provision has been made for future electrical and mechan services in the jetty by ducts cast into the concrete deck or provis for hanger supports beneath the deck.

Loader Rails: A flat bottom loader rail having a gauge of 11 m. is secu to the concrete deck by Molyneaux Clips. Buffer stops are provided both the inshore and offshore limit of the rail. Provision has been ma for the future extension shorewards of the loader rail.

Approach From Shore: The approach to the jetty is via a d carriageway off the Corniche Road. The access road leading to the j is 600 m. long and 8 m. wide and bounded on one side by the exp conveyor housing.

Breakwaters: Rubble mound breakwaters protect the cooling wa intake channel located West of the jetty.

Rubble mound reclamation bunds built just landward of the reef de the land area.

A rock armoured cooling water outfall channel is located within t reclamation and located mid-way between the jetty and constru wharf.

LOADING: *Urea Loading Operation Procedure:* Firstly, the S Supervisor, after the arrival of the vessel, and after getting Clear Certificate, will discuss the necessary loading sequence for keeping vessel trim with ship's Cargo Officer.

When the sequence of operation has been agreed, the S Supervisor will inform operational group in Bagging Control Room shiploaders of the sequence required.

On receipt of this information, Bagging Control Operators will pre the bag counters or scales and line up other conveyors and mach depending upon the method of shipping required (i.e. bagged or b product) to the quantity agreed with the ship Cargo Master. Meanw the Shiploader Operator will have positioned his machine ready loading into the appropriate cargo hold defined by the sequenc operation.

Shiploader Operator will then give signal as "Shiploader in Load Position" and Bagging Control Room Operator will start sending ba bulk urea to jetty.

The pre-set bag counters or belt weighers will trip the conveyor sys (excluding the jetty conveyors) when the pre-set capacity has b realised. The signal to start again will be given by the "Shiplo Running" signal. On receipt of this signal in the Bagging Control Ro the shiploader will have traversed to its new loading position and wi ready for the next batch of product.

Photocells are provided in conveyors at bagging area to indicate number of bags loaded in ship's load. A cumulative reading (in num is recorded in Bagging Control Room.

For bulk urea loading, urea going to jetty conveyor is measured by weighing scales inside the Bagging Building. The weighing scale has load cells and belt speed detector for measuring the flow rate. The feed rate is indicated and also totalised cumulatively at Bagging Control Room, and also at the local control panel of weighing scale.

Normal operational shut-down shall be sequential and initiated from Bagging Control Room.

(F) ADNOC RUWAIS SULPHUR HANDLING TERMINAL (SHT)

The ADNOC Ruwais Sulphur Handling Terminal is situated at the East of the existing Fertil's Bulk Cargo Terminal at Ruwais and consists of an overall water length of 350 m., which lies in a S.E. direction at the existing jetty. This facility will accommodate at the present, the export of only granulated sulphur in bulk into bulk cargo vessels between the range of 5,000 d.w.t. to 25,000 d.w.t. and max. LOA 175 m.

The overall berthing arrangement includes 3 mooring dolphins and six breasting piles. The 2 centre breasting piles are equipped with quick release hooks for receiving vessels spring lines.

The loading of bulk sulphur is carried out by the telescopic boom of the quadrant shiploader which has 123 m. long travelling arc, having a design loading capacity of 1,000 tonnes/hr. and minimum loading rate of 400 cu.m./hr.

RADIO: *Format for Information required from Vessels prior to Berthing at SHT:*

(AAA)	ETA Ruwais.
(BBB)	Cargo quantities (in tonnes) to be loaded with intended stowage and acceptable loading rate per hour.
(CCC)	Cargo on board on arrival (if any) with stowage.
(CCC)	Last 3 cargoes carried by the vessel with stowage.
(EEE)	Details of hatch cleaning after the discharge of last cargo.
(FFF)	Any deballasting prior/during loading, quantity and time required.
(GGG)	Arrival and sailing draft/displacement.
(HHH)	G.r.t., n.r.t., Official No., year of built, Owner's name.
(III)	S.d.w.t., LOA, beam, flag, Port of Registry and Master's name.
(JJJ)	No. and type of hatches and their capacities.
(KKK)	No. of derricks and their capacities.
(LLL)	Last Port of Call, last port of discharge and next Port of Call.
(MMM)	Any requirements.
(NNN)	Any special requirements by Charterers/Owners with respect to N.O.R., loading before Laydays, etc.

Please note that vessels older than 15 years will be subject to daylight inspection by PPA prior to berthing.

OPERATOR: ADPPOC is the service contractor to ADNOC.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., Jebel Dhanna, United Arab Emirates. Tel: (971-2) 730500. Cables: "Confidence", Abu Dhabi. Telex: Abu Dhabi 22248 ("Gacauh EM"). Fax: Abu Dhabi 731328.

KHOR FAKKAN, Sharjah: 25.22 N. 56.22 E. (See Plan)

PORT LIMITS: See Plan of Khor Fakkan on B.A. Chart No. 3518.

DOCUMENTS: The following documents must be in the possession of the ship's Master on arrival, or must be forwarded to ship's Agent prior to arrival:

Immigration: board on arrival
- Crew Lists (2 copies)
- Passenger Lists (2 copies)
- Passports/Seaman's Identity Cards

Customs:
- Crew Lists (2 copies)
- Passenger Lists (2 copies)
- Cargo Manifests (2 copies)
- List of Alcoholic Beverages (2 copies)

Port Operator:
- Certificate of Registry (1 copy) on request
- Classification Certificates (1 copy) on request

The following documents should be handed to the Port Operator by the ship's Agent at least 24 hours prior to the vessel's arrival.
- Cargo Plan (1 copy)
- Discharge List (1 copy)
- Transhipment List (1 copy)
- Dangerous Cargo Manifest (1 copy)
- Refrigerated Container Manifest (1copy)

PILOTAGE: Pilotage is compulsory for all ships proceeding beyond the Fairway Buoy. Port Khor Fakkan operates a 24 hour, 7 day a week pilotage service. Vessels approaching the Port should await Pilot to seaward of the Fairway Buoy. The extremity of the breakwater (Lat. 25° 21′ 28″ N., Long. 56° 22′ 43″ E.) is marked by a white occulting light visible 10 miles.

"Gulf Pilot Khor Fakkan" on VHF Channel 16. Also on 2182, 2638, 2738, 3270, 3710 and 4136.3 kHz.

ANCHORAGE: A limited number of vessels may anchor in Khor Fakkan Bay to the North of the fairway with the prior approval of the Port Operator. Otherwise, anchoring not permitted within 12 miles of Khor Fakkan as the area is a prime tourist area.

MAX. SIZE: Max. draft entering and leaving is 39 ft., range max. 3.0 m., height of wharf at HW 1.8 m.

No restrictions on LOA.

HEALTH: Normal quarantine regulations apply. Radio Pratique will be granted on receipt of radio message from Master via his Agent, stating that no serious illness has occurred during the preceding 30 days.

All crew members must be in possession of valid cholera certificate. The Health Officer will board when the vessel is alongside.

RADIO: Bahrain Radio A9M.

Notice of Arrival: Vessel should advise its Agent ETA Port Khor Fakkan, giving draft, LOA and intended cargo operations to be performed at least 72 hours prior to arrival and confirm 48 hours and 24 hours prior to arrival.

Agents should arrange berthing and labour with the Port Operator. Vessel should contact Port Khor Fakkan Signal Station on VHF Channel 16 when within range.

VHF: Khor Fakkan Harbour Office can be contacted on Channel 16. All movement in and out of the harbour shall be notified to the control and permission to proceed obtained for each movement.

TUGS: 2 tugs of 2,100 h.p. each

BERTHING: Length of berth 430 m. Depth alongside 12.5 m. at LW. Mooring gangs and berthing launches are provided.

Port Equipment: 2×40 ton Booatse Gantry Cranes, 2×40 ton Mitsubishi gantry cranes; 4×40 ton electric transtainers; yard tractors and trailers. Additional equipment such as forklifts, mobile cranes, pallets and barges available on request from the Port Operator.

Storage Facilities: The terminal comprises an area of 100,000 sq. m. and is capable of handling 150,000 t.e.u.s per year.

Container Freight Station: A container freight station is available at Port Khalid, Sharjah close to the main highway linking Sharjah with its West coast neighbours.

Priority: Given to Container and Ro-Ro vessels.

STEVEDORES: *Working Hours:* The port will work on a 24 hour, 7 day a week basis ashore and afloat. Additional charges will apply outside normal working hours which are defined as follows:

Saturday to Thursday except Public Holidays (0600 – 2200 hrs.).

Normal working hours are subject to change during Ramadan when working hours will be at the discretion of the Port Operator. Requirements for port labour must be submitted by ship's Agent to the Port Operator by 1600 hrs. previous day.

MEDICAL: Upon application to ship's Agent, medical examination of crew members can be arranged. Personnel will either be sent to private doctor or to Public Health Department as circumstances dictate. Serious cases will be referred to Government Hospital Doctor.

FRESH WATER: Fresh water is obtainable. Agents must notify the tonnage required 48 hours prior to ship's arrival.

FUEL: Limited gas oil facilities only at present.

REPAIRS: Marine engineering workshops capable of handling most repairs are available.

SURVEYORS: Services are available upon request.

REPATRIATION: Proximity of Sharjah International Airport will permit efficient crew changes and repatriation. Offshore crew change facilities can be arranged.

Transit visas are not required for crew changes. Ship's passengers require a valid visa for transit or temporary stay.

AIRPORT: Sharjah and Dubai.

TIME: GMT plus 4 hours. Permanent.

BANKS: British Bank of the Middle East, P.O.Box 10030, Khor Fakkan, U.A.E. *Telex*: 89011 Bbmefj EM (stating for KFK.)

Grindlays Bank Ltd., P.O. Box 10149, Khor Fakkan, U.A.E. *Telex*: 89025 Grnly EM.

STORING: At anchorage – by off-shore crew change boats. Alongside – by truck alongside ship. Fork lift trucks and local labour available if required.

SHORE LEAVE: Shore leave is permitted.

GARBAGE DISPOSAL: Garbage skips can be arranged through the Port Authority and are placed alongside at the quay. Charges are U.A.E. Dirhams 50 per day.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: U.A.E. Dirhams (Drhs). U.S.$ 1.00 = Drhs 3.685 (Fixed Link).

GENERAL: Pollution: The provisions of the Khor Fakkan Maritime Law shall apply with respect to the operation of vessels in Khor Fakkan coastal waters.

Ships' Chandlers: Complete chandlering facilities are available, handling provisions, laundry and bonded stores.

Water for Labour: A supply of potable water is to be made available to port labour working on board a vessel.

SHIPMASTER'S REPORT: January 1986

If vessel calling for bunkers only Port Control insist that vessel anchors at least 4 miles off the Fairway Buoy. No Agent or port entry papers required in this case. If however, stores are taken or any crew members changed, an Agent must be appointed and port entry papers completed.

AUTHORITY: Sharjah Ports Authority, Port Khor Fakkan, P.O.Box 10542, Khor Fakkan, U.A.E. *Tel:* Khor Fakkan 85324/85027. *Telex:* 89023 SEAGUL EM. *Cables:* Mina Khor Fakkan. *Contact:* Captain Abdul Razik El Sharif, Harbour Master. *Port Operator:* Khor Fakkan Container Terminal Ltd., (A Division of Gulftainer), P.O.Box 10326, Khor Fakkan, U.A.E. *Tel:* 85604/5. *Telex:* 89064 Servic EM. *Contact:* Captain N. Smith, Terminal Manager.

AGENT: See "Sharjah".

MINA SAQR, Ras Al Khaimah: 25.59 N. 56.03 E.

(See Plan)

PORT LIMITS: "Mina Saqr" and its limits include all waters, installations and the creek of Hanna bounded within 3 mile radius to seaward from the main breakwater light in position Lat. 25° 58′ 48.35″ N., Long. 56° 02′ 43.7″ E.

LOCATION: The Port of Mina Saqr is situated 15 miles by sea and 22 km. by road North of Ras Al Khaimah. On Chart BA. 2888 it is 1 km. North of Hanna Creek in Lat. 25° 58′ N., Long. 56° 03.5′ E. Jubail Al Harim (6,843 ft.) overlooks the port, and is 10 miles East. The port is bounded by main and lee breakwater.

DOCUMENTS: Following documents to be forwarded to the Agents at least 7 days prior to the vessel's arrival:

3 copies Dangerous Cargo List.
2 copies Stowage Plans.
2 copies Hatch List.
6 copies Cargo Manifests.
1 copy each of Bills of Lading.

On vessels arrival, 4 copies of Crew Lists, 4 copies of Vaccination Lists, Crew Health Certificates, Ship's Certificates, etc. to be kept ready for inspection by the Officers.

PILOTAGE: Pilotage is compulsory. Pilot may board from launch or by tug at Approach Buoy (R and W pillar buoy Int. Qk. Fl.) in position Lat. 26° 00′ N., Long. 56° 02′ E. and in all cases a pilot ladder should be provided and a lee given. Pilotage service available 24 hours. Leading light PEL on 20 m. high tower, Red 3°, White 4°, Green 3°.

Master to contact "Mina Saqr Port Control" on VHF Channel 16 at least 2 hours prior to arrival. ETA cables to be sent to the "Harbour Master MINASAQR Ras Al Khaimah" and also to Agents. Vessels to keep listening watch on VHF Channel 16 and await instructions from port.

ANCHORAGE: The area bounded by the port limits and to seaward of the main breakwater has been reputed as an area with good holding ground. The co-ordinates of the anchorage on Chart B.A. 3737 are:

1. Lat. 25° 58′ 36″ N., Long. 56° 01′ 48″ E.
2. Lat. 25° 59′ 24″ N., Long. 55° 59′ 02″ E.
3. Lat. 26° 01′ 12″ N., Long. 56° 02′ 11″ E.

Depths are from 20 m. to 28 m.

MAX. SIZE: No restrictions on breadth of a vessel but length not to exceed 244 m. for easy berthing. Permissible draft in all the berths is 11.5 m. Range of tide is maximum 1.6 m.

HEALTH: Normal quarantine regulations apply and Pratique is granted subject to Port Health Authorities' approval. The Health Officer boards the ship only when vessel alongside. Suspected disease or fever on board vessel to be reported to Harbour Master by cable prior arrival and await instructions.

RADIO: All cables to be routed through Bahrain Radio. Vessels should cable their Agent, at least 72 hours prior to arrival, the ETA, LOA, expected draft on arrival, cargo and hatchwise stowage.

VHF: Port equipped with VHF Radio standby Channel 16 with other working Channels, port working Channel 67. Port Signal Station is manned 24 hours a day and should be contacted at least 2 hours prior to vessel's arrival. Vessels should report the ETA, LOA, draft, details of cargo to be discharged, stowage, etc.

RADAR: Port is equipped with 2 radars with range of 90 miles.

BERTHING: The harbour and entrance channel is 12.2 m. MLWST. A draft limit is imposed of 11.5 m. The harbour provides 165 acres of sheltered water and is enclosed by main and lee breakwaters. Deep water quays totalling 1,690 m. in length will provide berthing facilities for 8 ships. Included in this are 2 Ro/Ro ramps. 4 container cranes and supporting equipment are available.

The small boat harbour and fishing harbour provide a further 725 m. of quay, and offer a dredged depth of 4.5 m.

All the 8 berths, including 2 Ro/Ro berths are now in operation.

Distance between quay and water level maximum 3.8 m. at LW and 2.2 m. at HW.

Discharging to be carried out using port cranes. All berths are general cargo berths. Berths No. 3 and 5 have ramps for Ro/Ro vessels.

CRANES: 4 shore cranes available at any berth. Max. capacity 45 tons at 29 m. and 29.5 tons capacity at 41 m. radius, to handle containers loaded up to 35 tons under automatic spreader, as well as bulk materials with 10 cu.m. max. grab capacity at maximum of 41 m. outreach, and 3 mobile cranes 35 tons capacity available for small ships up to 7,000 tons d.w.t.

BULK CARGO FACILITIES: Berth No. 5 is allocated for loading of bulk cargo and Berth No. 7 for loading bulk cement. Bulk cargoes handled at present are iron ore, gypsum, cement, bauxite, clinker and aggregates, and vessels with these cargoes are allotted any of the general cargo berths subject to availability. No conveyor system or special equipment exist at present.

SPECIALISED CARGO HANDLING FACILITIES: 2 berths, Nos. 3 and 5 with ramps to accommodate Ro/Ro vessels. There is also one berth for bulk cement loading (Berth No.7). Length 180 m. Max. draft 11.5 m., rate of loading cement with hoses is 600 t.p.h. maximum.

An automatic moving shiploader for aggregate and limestone has been installed on Berth No. 5, length 200 m. Max. draft 11.5 m. alongside. The shiploader maximum loading rate is 1,500 t.p.h.

The port has container handling facilities at Quay No. 1, rate 50 – 60 TEU/hr.

STEVEDORES: Advance ETA cable to be sent by Master to the vessels' Agents to order required gangs to work on board vessels. Labour gangs are supplied by RAK Stevedoring Company. Telex No. 99129 RSC EM. Fax: (077) 67363., (who can be contacted via the Signal Station) and the gangs work on board the vessel directly under the supervision of the vessel's Officers RAK Stevedoring Company accepting no responsibility whatsoever for any damage either to the vessel or its cargo.

Working Hours: 0700 – 1400 hrs. and 1500 – 2100 hrs.

TUGS: 3×5,000 h.p. Tugs join the vessel at anchorage, the prac being to secure alongside, using ship's lines. Derricks should be swu in and gangways hoisted. Tugs are fitted with VHF.

MEDICAL: Advisable for Agents to receive at least 24 hours' advan notice of required medical attention but can also attend to this at sh notice. Hospital facilities are available. Officers/Crew should have va Cholera and Yellow Fever Certificates.

TANKERS: No tanker berth in port. Tankers will discharge at Ber No. 1, 2 and 3 through bunker line – this will be fuel and diesel oils on Fuel line 12 in., diesel line 8 in. and 6 in. hose. SBM offshore for load crude oil (See "Hulaylah Terminal").

DENSITY: 1024 – 1028.

FRESH WATER: Fresh water available in Berths No. 1 to 6 with 2 po to service tanks fore and aft as required on a 24 hour basis. Cos water will be Dh. 7/– per ton.

FUEL: Fuel oil, marine diesel oil, and gas oil can be supplied throu RAK Refuelling (Shell) or E.G.P.C. Telephone and telex numbers a available through the Port Signal Station. All sizes of reducers a available and pumping rates are fuel oil 200 t.p.h. and gas oil 250 t.p – 300 t.p.h., subject to vessel's receiving capacity. Presently there a 6 bunker points in Berths No. 1, 2 and 3.

Marine lubricants of all brands can also be supplied provi nomination through the suppliers is received sufficiently in advance.

FIRE PRECAUTIONS: The port has its own auxiliary fire brigade a when required, the services of the Ras Al Khaimah Fire Brigade a available.

CONSULS: None at this port but most of the consulates can contacted at Abu Dhabi or Dubai.

REPAIRS: Small repairs can be carried out in the port, but major w can only be carried out by companies in Dubai.

DRY DOCK: No dry dock in Mina Saqr. The nearest drydocks are Ajman and Dubai.

SURVEYORS: Draft, on-off hire and Bunker surveys are arrang through the Port Authority. All Classification Societies, Salva Associations and cargo inspection companies are available in Du and Sharjah.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

HATCHES: Opening/closing of the hatches to be carried out by the cr with the assistance of the stevedores, if necessary.

CUSTOMS ALLOWANCES: Normally, bonded stores are not sea by the Customs Authorities. However, only limited stock should be with the Officers/crew for their consumption on board vessel and t rest should be kept locked under the custody of the Master. Sale bonded stores is strictly prohibited and persons indulging in this wil punished according to local custom.

REPATRIATION: Efficient crew changes and repatriation can be car out on receipt of advance information.

AIRPORT: Ras Al Khaimah International Airport, situated about 45 South of Mina Saqr, operate daily flights to various destinations.

TIME: Local time is GMT plus 4 hours.

HOLIDAYS: Normal Muslim holidays during which time port wor hours will be restricted. Fridays are the weekly holidays.

POLICE/AMBULANCE/FIRE: All police, fire and ambulan emergencies should be notified on 999. General telephone numb are: 29351 for Police, 26668 for Ambulance and 21212 for Fire.

TELEPHONES: No telephones available for placing on board vesse However, a telephone is available in the Port Signal Station 24 hou day.

For international calls, Agent's offices situated outside port a should be used. Ras Al Khaimah has excellent communication to m countries as it has its own earth satellite station.

SERVICES: Ship chandlers, laundry, exchange of films, etc. avail in Ras Al Khaimah. Radio/radar repairs, tank cleaning equipm scamping (underwater cleaning) facilities, etc. can be arrang Garbage reception facilities available.

BANKS: National Bank of Ras Al Khaimah, Bank of Melli Iran, Un Arab Bank, National Bank of Abu Dhabi, Bank of Baroda, Bank of Om British Bank of Middle East, Bank du Caire, Commercial Bank of Du Bank of Arab Coast, Middle East Bank and Bank Libanaise pou Commerce.

STORING: See "Prelims".

1. By truck or barge.
2. No restrictions.
3. Yes.
4. Yes.
5. None.
6. Yes.

SHORE LEAVE: Can be granted and for this purpose the Agents sho hand over a Crew List to the Immigration Department who will is shore passes in exchange for Seaman's Book or Passport. Pri vessel's departure, Master to ensure that all shore passes are han over to the Agents who will surrender them to the Immigr Department, Seaman's Books/Passports will then be returned. Ag should advise Immigration Department by letter if any crew chang be effected.

GARBAGE DISPOSAL: Service available, drums are prov alongside. Tel: 668444. Charges Dhs 50.00 per trip (24 hour serv

WASTE OIL DISPOSAL: No facilities available.

SEAMAN'S CLUBS: None.

CURRENCY: Local currency is the U.A.E. Dirham.

REGULATIONS: None.

DELAYS: No berthing delays.

AUTHORITY: Ras Al Khaimah Port Services, P.O.Box 5130, Ra Khaimah, U.A.E. *Tel:* (07) 668444 (4 lines). *Telex:* 99280 Rakps *FAX:* (07) 668533. *Cables:* Minasaqr. *Contact:* Captain Hazem R Assaad, Port Manager.

AGENT: Gulf Agency Co. (Ras Al Khaimah) Ltd. L.L.C., P.O.Box 9 Ras Al Khaimah, U.A.E. Cables: "Confidence", Ras Al Kha

Telex: 99226 ("GACRAK EM"). Tel: 221266. After office hours 352449. Fax: 229499.

Operators of ships' supply service and shipping agency: Crew changes, mail, spares and/or delivery of provisions, fresh water and lube oil, as well as arranging of bunkers.

Owners, Operators and Masters are welcome to contact G.A.C. Dubai by cable or telex regarding requirements and for coordination of rendezvous positions off Dubai or off Fujairah.

MINA ZAYED, Abu Dhabi: 24.32 N. 54.23 E. **(See Plan)**

COURTESY FLAG: Vessels calling at ports in the Emirate of Abu Dhabi should fly the flag of the United Arab Emirates as a courtesy flag.
DOCUMENTS: 5 copies of Cargo Manifest are required, with full cargo particulars, such as Bill of Lading number, marks/numbers, description, weight and measurement and IMO Class if any. It is essential that all this information against consignee/notify parties name, full contact address is given on the Manifest for each consignment. The Manifests should reach the Agent prior to arrival of vessel in order to be submitted to the Port Authorities 48 hours before the ship's arrival.

Also stowage particulars should be submitted with the Manifest in order that the Agent may advise the Port Authority of the equipment and labour required for efficient handling of the vessel.

Customs Require:
1 copy Crew List.
1 copy Stores List.
Immigration Require:
2 copies Crew List.
2 copies Passenger List, if any.
Quarantine Require:
Crew List
International Health Certificate.
Vaccination List.

PILOTAGE: Pilotage is compulsory for all vessels entering/leaving Mina Zayed. Pilotage 24 hours. Pilot will board incoming vessels within a radius of 1 nautical mile seaward of the Fairway Buoy (Lat. 24° 39.15′ N., Long. 54° 14.1′ E.). Ships should wait for Pilot in the area stated above and not enter the channel unless instructions to the contrary are given.
ANCHORAGE: Recommended anchorage for ships over draft of 9.45 m. is approximately 1 mile N.E. of Abu Dhabi Racon and for ships up to 9.45 m. draft approximately 0.9 miles S.W. of "Z 11" in position Lat. 24° 35.5′ N., Long. 54° 18.93′ E.
MAX. SIZE: Largest vessel up to draft 13.0 m. at general cargo berths, 13.0 m. at Container Terminal, no restriction on beam or length.

Max. rise and fall of tide is 2.0 m.

RADIO: Vessels are to give their ETAs by cable through Muscat or Bahrain Radio, addressed to "Port Authorities – Port Zayed, Harbour Office" at least 72 hours prior arrival. Port Control Tower equipped with HF transceiver operating on 2 frequencies and continuous watch on 2182 kHz.
VHF: Port Control Tower on VHF Channels 16, 12, 11, 9 and 6.
TUGS: 4 harbour tugs available, 2×2,400 h.p. and 2×1,250 h.p. Tugs fitted with VHF.
BERTHING: 21 deep water berths with a total quay length of 4,300 m. Berths No. 1, 2, 3 and 4 Container Terminal with depth 10.5 m. to 13.0 m.; Berths No. 5, 6, 7, 8 and 9 with depth 9.5 m.; Berths No. 10, 11, 12 and 13 with depth 6.0 m.; Berths No. 14, 15, 16, 17, 18 and 19 with depth 11.5 m.; Berths No. 20 and 21 with depth 10.5 m.

Storage: The Port has 13 closed storage sheds over an area of 102,300 sq.m. There are also 9 open sheds with a total area of 45,000 sq.m. and an open area (paved) of 1,104,000 sq.m. for the stacking or storage of various types of cargo such as timber, steel, construction materials and cars.

CRANES: Cranes for discharging available. Mobile cranes from 5 – 150 tons available. 3 container cranes 40 tons, fork-lift trucks and trailers, 2×40 tons straddle carriers.
CONTAINER HANDLING FACILITIES: *Container and Ro/Ro Facilities:* Container Terminal has 4 berths with a total length of 800 m. Two berths have a depth of 13.0 m. and 2 berths have a depth of 10.5 m. The berths are equipped with 3 Krupp modern container cranes of 40 tons capacity with an outreach of 39 m. 2×40 ton rail-mounted yard cranes, 2×40 tons, 2×15 tons, 2×8 tons Forklift trucks, 2×40 ton straddle carriers, 25 HK stacking containers, which accommodate 15,000 TEU's and there is a large LCL Terminal and a large area set aside for Ro/Ro equipment. 148 reefer plugs (480 volt, 32 amp), workshop for maintenance and repair of cranes and other equipment. Computer equipped control tower, radio network linking cranes, other equipment and offices and sheds.
BULK HANDLING FACILITIES: Bulk grain silo at Berth No. 19 has a storage capacity of 60,000 tons with discharge rate of 240 t.p.h.
STEVEDORES: Skilled manpower available for all kinds of cargo operations.

Working Hours: Working hours for stevedoring from 0700-2100 hrs. plus overtime on request.

Cargo is also handled on Fridays.

Container Terminal works 24 hours, 7 days a week.

MEDICAL: Fully equipped Government hospital, most medicines available. Private clinics available.
TANKERS: See "Das Island", "Umm Al Nar" and "Jebel Dhanna – Ruwais".
FRESH WATER: Available at all berths, or by barges.
FUEL: Diesel oil and gas oil is available by barges.
FIRE PRECAUTIONS: Port Zayed Fire Brigade is available 24 hours a day. The harbour tugs are fitted with fire-fighting equipment.
SURVEYORS: Lloyd's Agents: Abu Dhabi Maritime & Mercantile International, P.O.Box 247, Abu Dhabi, Tel: (2) 323131. Telex: 22245.
LAUNDRY: Reasonably good laundries available.
PROVISIONS: Can be arranged through ship's Agent.
AIRPORT: Abu Dhabi International Airport is 40 km. There are daily flights to all Gulf State Countries.
TIME: GMT plus 4 hours.
HOLIDAYS: Friday is weekly holiday. Cargo movement generally not affected by holidays.
SHORE LEAVE: Permitted. A permit can be obtained from Immigration Department. Absolutely necessary that every crew member be in possession of valid Seaman's Book.
GARBAGE DISPOSAL: Garbage collection service is available by providing drums alongside free of charge.
WASTE OIL DISPOSAL: Waste oil collection service is available. At present waste oil is collected by tankers which are provided by ship's agents at any time.
SEAMAN'S CLUBS: No clubs operating at the port. Public telephone service and postage facilities are available.
CURRENCY: U.A.E. Dirham (Drhs).
GENERAL: *Vessels discharging cargo at anchorage:* Anchorage ETA required: The Port Authority should like to draw the attention of all shipping agencies in Abu Dhabi, to supply the Traffic Department with the date of arrival of ships which are going to discharge their cargo at anchor.

To enable the Traffic Department to take the necessary action and to render the required facilities, it is necessary that manifests, documents relating to cargo and the date of arrival should be forwarded 48 hours before the actual arrival of ships.

DEVELOPMENTS: Fishing harbour under construction South of the Dhow Harbour.
AUTHORITY: Abu Dhabi Seaport Authority – Port Zayed, P.O.Box 422, Abu Dhabi, U.A.E. *Tel:* 730600. *Telex:* 22731 Portex EM. *FAX:* 731023.
Officials: H.H. Sheikh Saeed bin Zayed Al Nahyan, Chairman.
H.E. Hassan Mousa Al Qamzi, Under Secretary.
Mr. Mubarak Mohamed Al Buainain, Port Director.
Mr. Hamad bin Ali Al Darmaki, Deputy Port Director.
Mr. Hamad R. Al Nouami, Manager, Chairman's Office.
Captain Said Darwish Al Rumaithy, Harbour Master.
Mr. Rashid Hilal Al Busaidy, Container Terminal Manager.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., P.O.B. 377, Abu Dhabi, U.A.E. Cables: "Confidence", Abu Dhabi. Tel. 730500 (10 lines). After office hours Tel: 730381, 794490. Fax: 731328. Radio: Marine VHF radio, stand-by on Channel 16 (156.8 MHz), Call sign "Confidence, Abu Dhabi". Telex: 22248 ("Gacauh EM").

MUBAREK TERMINAL, Sharjah: 25.49 N. 55.11 E. **(See Plan)**

LOCATION: The Mubarek Oil Terminal is situated off the island of Abu Musa, and is under the jurisdiction of the Emirate of Sharjah and operated by the Crescent Petroleum Company.
DOCUMENTS: One Crew List and valid Health Certificate.
EARLY DEPARTURE PROCEDURE: In force. Vessel's Agent signs all documents on behalf of the Master including Bills of Lading.
PILOTAGE: Vessels to be moored, anchored or manoeuvred at Mubarek Oil Terminal will be boarded by Company Mooring Master in the close vicinity of the suggested anchorage area. Vessels must not enter the restricted limits of the terminal unless a Company Mooring Master is on board.

Ships are requested to have a pilot ladder safely and securely rigged and ready for immediate use and long enough to reach the Company Mooring Master's launch. A combination of pilot ladder and ship's accommodation ladder so arranged that personnel can first use pilot ladder until part way up the vessel's side and then transfer to the accommodation ladder is recommended, especially on very large ships. There should be adequate lighting at night. Vessels will provide a lee for the Company Mooring Master's launch when boarding and leaving.

The Company Mooring Master may require the vessel to anchor at any time he deems it necessary for the safety of the vessel or moorings or both or for infringement of the terminal regulations.

The Company Mooring Master shall be the sole authority as to when the terminal is open or closed for normal working due to weather conditions.

NAVIGATION AIDS: A floating oil storage vessel (F.S.U.)*Mubaraka* (87,000 d.w.t.) is used for storage of crude oil and for accommodation and headquarters of terminal personnel lies permanently moored to the SPM in position 25° 49′ N., 55° 10′ E. The *Mubaraka* is equipped with normal navigational warning lights and aids as required by convention.

A fixed oil production platform, incorporating crude oil treating facilities, rises approximately 50 ft. above water at Lat. 25° 50′ 43″ N., Long. 55° 11′ 49″ E. Said structures are equipped with 1 clear light and a fog horn, each with characteristics Mo(U) 30 secs. A permanently fixed flare structure (tripod) rises 150 ft. (flare tip) above water at Lat. 25° 50′ 56″ N., Long. 55° 12′ 00″ E., approximately 037°, 1,716 ft. from the oil production platform. In addition, there are numerous oil well head structures within the restricted area described below. All structures have standard navigation aids with characteristics the same as mentioned above.

READINESS: Notice of Readiness will not be accepted at time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered the time the Company Mooring Master boards the vessel, or the time the vessel is within the approved anchorage area, whichever occurs first. Notice of Readiness is to be in English.

ANCHORAGE: An anchorage area diameter 6,000 ft. has been established with the centre in position Lat. 25° 46′ 45″ N., Long. 55° 13′ 13″ E.

RESTRICTED AREA: A restricted area of approx. 38 square miles has been established with a boundary formed by an imaginary line from:
(a) 25° 54′ 26″ N., 55° 13′ 49″ E. in a W.S.W. direction to
(b) 25° 15′ 14″ N., 55° 07′ 19″ E. thence in a S.S.E. direction to
(c) 25° 46′ 33″ N., 55° 09′ 37″ E. thence in a E.N.E. direction to
(d) 25° 49′ 44″ N., 55° 16′ 08″ E. thence in a N.N.W. direction to the position above.

Note: There are now 11 platforms within the restricted area and a New Central Platform is scheduled for installation in position Lat. 25° 50.7′ N., Long. 55° 11.7′ E. (approx.).

RESTRICTIONS: Max. distance bow to manifold 555 ft. (169 m.).

MAX. SIZE: Max. berthing deadweight 275,000 tons.

HEALTH: When arriving fly "Q" flag by day, and red over white light at night for quarantine service.

RADIO: Initial communication by radio between ship and Crescent Petroleum Company should be via Bahrain Radio, call sign "A9M", operating on a 24 hour basis or directly by telex to 68015 CRESPT EM.

Company Mooring Master will have sole control of radio installations during the period a vessel is manoeuvring or moored, and no radio transmissions will be permitted on board ship except by the express permission of the Mooring Master in each case, only the Mooring Master may transmit on Channels 71 and 17 during the period he is on board. He will have a VHF radio telephone with him.

Mubarek Oil Terminal Radio Station call sign "Crescent – 5" particulars are as follows:

Operated by Crescent Petroleum Company, Sharjah, position: Lat. 25° 49′ N., Long. 55° 10′ E.

Frequencies: Channels 71 and Marine Private 33 (157.650 MHz).

Hours of operation: 24 hours per day.

Mubarek Oil Terminal Control Centre keeps continuous watch on VHF radio telephone Channel 71 and 33. Vessel approaching the terminal not having Channel 71 will be contacted on Channel 16 when the terminal will request her to switch to an alternate channel.

Channel 71 is reserved and as an alternative Channel 17 for communications between ships in moorings and Mubarek Oil Terminal Movements Control Centre. This is a safety measure since oil flow to ships is controlled through Channel 71, which therefore must be clear at all times in case of need to stop oil flow for any cause.

Channel 16 is for calling and safety use only.

It is most important that ships establish communications with the terminal not less than 72 hours prior to arrival at the terminal giving ETA. Further ETA signals should be sent when the vessel is 24 hours, 12 hours and 4 hours distant, or any time a change of 1 hour in original ETA occurs. These messages should state specifically whether ETA is given in GMT or Local Time. The 72 hour signal should include the following:

ETA.
Last Port of Call.
If any Sickness on Board.
If vessel has Clean Bill of Health.
Cargo quantity and Grades expected to be lifted in barrels at 60°F.

The 12 hour signal should include definite indication as to whether the vessel is ready to load or not and should also include information on the time she will require to discharge ballast after arrival. Precise time of arrival should be given when the ship is 4 hours distant from the terminal.

Unreasonable insufficiency or inaccuracy in ETA messages may alter the order of berthing of ships to the advantage of those ships giving sufficient and accurate ETA messages. Acceptance of Notice of Readiness will also be affected by such insufficiency or inaccuracy.

On receipt of first signal from a vessel, terminal will transmit a message to her giving preliminary requirements of terminal. Masters are urged to comply with this in all details in order to facilitate vessel turnaround and government formalities.

TUGS: The Company maintains launches to assist in mooring and unmooring vessels. These are under the direct supervision and control of the Company Mooring Master.

BERTHING: Vessels to load crude oil cargo will be normally accepted and berthed in chronological order of arrival provided such vessels have current nomination for cargo valid at the time of tender, carry clean ballast if any, and have cargo tanks in a fit condition to receive cargo. Also, they must be in all respects properly equipped and ready to moor. Should berthing be delayed on account of bad weather, vessels will keep their position in line.

Vessels required to leave the terminal area on account of bad weather should keep in contact with the terminal via the Company radio station at Mubarek Oil Terminal, call sign "Mubarek Terminal", in order that they may be available when the weather is fit for resumption of operations. The Company reserves the right to load vessels out of turn following the return of good weather, to the extent that such loading "out of turn" does not materially delay the loading of other vessels in line. Further the Company reserves the right to decline to moor a specific vessel if its condition or facilities are unsafe for mooring or loading even though the terminal may be open to other vessels.

The Company Terminal Superintendent's decision on this will be final.

Mooring: Mooring is by the "Tandem" method, with the bow of the export tanker moored to the bow of the storage tanker *Mubaraka*. The mooring rope is a standard 21 in. circumference × 200 ft. nylon SPM rope, fitted with a 3 in. OCIMF chafe chain.

During the mooring-up operation a tug is made fast to the stern of the visiting tanker and remains attached throughout the entire loading operation, in order to maintain both vessels in alignment.

Tug and mooring boats are supplied by the Terminal, also vessels should note that mooring crews must be available fore and aft. Normally the tug will use its own tow rope, therefore a good quality messenger must be ready aft, as well as forward.

Average loading rate is 16,000 b.p.h.

EQUIPMENT: Vessels must have suitable winches or capstans in operating condition on the forecastle and poop decks.

All vessels should have ready messenger lines on forecastle hea bringing the mooring line aboard from single point mooring.

Mooring winches on forecastle head for handling 1×1 circumference synthetic fibre floating pick-up line.

Adequate mooring bitts to secure mooring line. A bow sto designed to O.C.I.M.F. standard is required at all times.

Hose lifting winch, derrick and gear rigged for 10.0 tons.

HOSES: After the vessel is securely moored the cargo hose wi hoisted on the port side. The hose is lifted by ship's gear and crew all connecting of the hose will be done by them. The lifting de equipment tackle, etc., should be topped off and ready on a Terminal loading hose is fitted with ASA 150 pound flat face 1 "Camlock" coupling and ships should have adapters and fitting enable this hose to be connected to the ship's manifold. The Comp Mooring Master advises the ship's personnel in hose lifting connecting procedure; however, a deck officer must be present and direct the ship's crew in all handling. The Company Mooring Master reject a ship for unsatisfactory hose handling.

Do not close valves against crude flow.

Emergency flow stop signal if all communications fail will b continuous sounding of the ship's whistle from either export tank *Mubaraka*.

CARGO SPECIFICATIONS: Mubarek Condensate Blend: Approxim API 50°.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: Various consulates are located in Abu Dhabi and Dub

REPAIRS: No repairs, painting, etc., are to be made while ber unberthing or in the berth.

CUSTOMS: Cigarettes, cigars, tobacco, matches, spirits, wines, be perfume, arms, ammunition and possibly other items have to be lo up under Customs seal from time of arrival of ship until time of lea territorial waters.

TIME: Local time is GMT plus 4 hours throughout the year.

SERVICES: No supplies of any kind and no medical services (ex in case of emergency and subject to a doctor being available), or o services are available at Mubarek Oil Terminal.

SHORE LEAVE: Not permitted.

GARBAGE DISPOSAL: No facilities (Offshore Terminal).

WASTE OIL DISPOSAL: No facilities.

CURRENCY: U.A.E. Dirham.

GENERAL: *Light Dues:* The Middle East Navigation Aids Se (MENAS) charges light dues according to the size of the vessel and number of visits to the Gulf during the year.

Positively no provision is made for dirty ballast: Any ship arriving dirty ballast will be rejected and all costs accruing therefrom will b the ship's account. Notice of Readiness shall not be accepted vessel returns with clean ballast and tanks fit to receive cargo. She on second arrival tender a new notice of readiness to load.

Fire towing wires required fore and aft.

No swimming permitted whilst vessel in berth.

No fishing permitted at the berth or within the restricted navigation a

SHIPMASTER'S REPORT: December 1979 (Updated 1988).

Pilotage: Pilot flies out from Sharjah by helicopter and he carries o entry procedures. He will also take mail ashore for delivery to ves Agents. Mail must be placed in one envelope, addressed to Agents marked ship's mail.

Tankers: Loading rate commences at 1,000 t.p.h. and when every satisfactory increased to max. 2,000 t.p.h. Normal parcel is 500,000 ±0.0%. If vessel requires a plus % then give a Note of Protest t Pilot.

AUTHORITY: Crescent Petroleum Company, P.O.Box 211, Sha U.A.E. *Tel:* Sharjah 543000. *Telex:* 68015 Crespt EM. *Cables:* "C Sharjah". *FAX:* Sharjah 54200. *Contact:* Captain R.Harcus, Ma Superintendent.

AGENT: Gulf Agency Co. (Sharjah) W.L.L., P.O.B. 435, Sharjah, U Cables "Confidence", Sharjah. Telex 68019 ("Gacshj E Tel: (971-6) 544446. After office hours 354249. Fax: (971-6) 5240

MUBARRAZ ISLAND, Abu Dhabi: 24.26. N. 53.32 E (HALAT AL MUBARRAZ) (See P

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Manifests.
1 International Maritime Declaration of Health.

FLAG: All vessels calling at Mubarraz are required to fly the na flag of U.A.E. which are available from ship's Agent.

LOCATION: Mubarraz Island is located approximately Lat. 24° 2 Long. 53° 22′ E., some 55 miles West of Port of Abu Dhabi.

The island constitutes export terminal of crude oil produced b Dhabi Oil Company Limited (Japan). Crude oil produced fro Company's Mubarraz oilfield is transported to Central Facilities Pla (CFP) situated approximately 19 miles E.N.E. of Mubarraz Isla 4 in. to 14 in. flowlines, thence relayed by a 18 in. transmission l the Island. The Company has tank storage for 2,238,000 barrels of oil on the island.

Tanker loading is accomplished by means of a single-buoy-mo (SBM) system installed about 8 miles offshore East of the Island

Average API Gravity of crude oil to be located is 36.5° and flas is below 35° Fahrenheit.

PORT LIMITS: The port area of Mubarraz and its approaches cover the area bounded by straight lines connecting the following points:

(a) Lat. 24° 30.0′ N., Long. 53° 36.0′ E.
(b) Lat. 24° 24.0′ N., Long. 53° 36.0′ E.
(c) Lat. 24° 24.0′ N., Long. 53° 27.0′ E.
(d) Lat. 24° 26.7′ N., Long. 53° 21.7′ E.
(e) Lat. 24° 30.0′ N., Long. 53° 21.7′ E.

Masters of all vessels entering the Port must follow instruction from the Company's Port Master as to approaches, anchoring, berthing and unberthing.

APPROACHES: *Approaches to Mubarraz:* Japanese Charts No. 3173 and No. 3174 cover the approaches to Mubarraz. For tankers arriving at Mubarraz without necessary charts full information shall be given by telegram if a request is sent to "Confidence" Abu Dhabi via "A9M" Bahrain Radio a few days before arrival.

Alternatively, if the vessel has VHF, the buoy positions shall be given to her upon request to "Mubarraz Terminal" as she approaches but prior notice of requiring this service should be given in the vessel's arrival message.

Charts: The following charts are recommended for use in Abu Dhabi waters:

Japanese Charts No. 3173 and 3174
British Admiralty Charts No. 3733, 3734, 2889 and 3716.

Approaches to Mubarraz – Navigational Aids:

Buoy Nos.	*Latitude North*	*Longitude East*	*Colour*	*Light Character*
Mubarraz Approach	24° 57.00′	53° 18.39′	Red	Fl. R. ev. 5 sec.
Mubarraz Entry	24° 52.34′	53° 18.42′	Red	Fl. R. ev. 10 sec.
1	24° 49.44′	53° 17.29′	Green	Fl. G. ev. 10 sec.
3	24° 43.89′	53° 21.60′	Green	Fl. G. ev. 5 sec.
4	24° 42.01′	53° 27.38′	Red	Fl. R. ev. 3 sec.
5	24° 38.56′	53° 31.68′	Green	Fl. G. ev. 3 sec.
6	24° 31.87′	53° 40.58′	Red	Fl. R. ev. 2 sec.
7	24° 33.93′	53° 40.12′	Green	Fl. G. ev. 5 sec.
8	24° 30.81′	53° 40.93′	Red	Fl. R. ev. 5 sec.
9	24° 31.93′	53° 40.20′	Green	Fl. G. ev. 2 sec.
10	24° 29.97′	53° 40.72′	Red	Fl. R. ev. 3 sec.
11	24° 30.33′	53° 40.43′	Green	Fl. G. ev. 3 sec.
12	24° 28.93′	53° 40.43′	Red	Fl. R. ev. 5 sec.
13	24° 27.33′	53° 38.17′	Green	Fl. G. ev. 5 sec.
14	24° 26.17′	53° 37.00′	Red	Fl. R. ev. 3 sec.
15	24° 26.38′	53° 36.63′	Green	Fl. G. ev. 3 sec.
17	24° 26.00′	53° 33.00′	Green	Fl. G. ev. 2 sec.

Note: Green coloured and green flashing buoys are showing the starboard side of the channel.

Red coloured and red flashing buoys are showing the port side of the channel.

"Mubarraz Approach", Mubarraz Entry, No. 1, No. 3, No. 4, No. 5, No. 6, No. 7, No. 8, No. 9, No. 10, No. 12, No. 13 and No. 15.

How to Steer in the Mubarraz Channel: (Inward)

Point Nos.	*Position* *Lat. North*	*Long. East*	*Course (°True)*	*Dist. (miles)*
1	24° 57.00′	53° 17.80′		
			180	7.45
2	24° 49.55′	53° 17.80′		
			144	6.55
3	24° 44.30′	53° 22.05′		
			120	10.55
4	24° 39.00′	53° 32.00′		
			123	8.90
5	24° 34.10′	53° 40.30′		
			176	4.00
6	24° 30.20′	53° 40.70′		
			214	3.50
7	24° 27.30′	53° 38.55′		
			240	2.20
8	24° 26.20′	53° 36.40′		
			261	3.10
9	24° 25.70′	53° 33.05′		
			Total Distance:	46.25

Anchorage Position	Lat. 24° 26.80′ N.	Long. 53° 34.00′ E.
S.B.M. Position	Lat. 24° 25.98′ N.	Long. 53° 31.54′ E.

Navigation in Shallow Waters: There are some shoals with depth of 14.9 m. (49 ft.) in the area between Buoys No. 14 and No. 15. Masters of outgoing vessels should pay due consideration to the effect of squat at speed on vessel's draft in the shallow water, bearing in mind vessel's trim.

Conspicuous Marks: Quick flash white navigation lights (visibility range 5 miles) are fixed on following platforms and the flare stacks adjacent to each platform are visible from distance:

MR-6 Platform	Lat. 24° 35′ 44″ N.	Long. 53° 43′ 53″ E.
CFP	Lat. 24° 30′ 09″ N.	Long. 53° 42′ 09″ E.
AA Platform	Lat. 24° 26′ 10″ N.	Long. 53° 39′ 55″ E.

PILOTAGE: Pilot is provided by the Oil Company at the request of the vessel's Master based on express understanding and condition that he is aboard the vessel for the purpose of assisting the Master and becomes, for such purpose, the servant of the owners of the vessel.

It is recommended that the Master of the vessel calling at Mubarraz for the first time requests Pilot to go aboard the vessel for both inward and outward passage of the channel. The Pilot will normally board the vessel in the vicinity of Buoy No. 5 and will advise the Master on approaches to the berth and he will remain on board to act as Mooring Master and direct loading operations.

Mooring Master: The Mooring Master provided by the Company will undertake pilotage, mooring and unmooring of the tankers.

The Mooring Master shall board vessels to be moored at SBM in the anchorage area or in the vicinity of Buoy No. 17. The Mooring Master will advise the Master of vessel on approaches to the SBM, mooring, unmooring, connecting and disconnecting hoses and all other operations within the port area. All manoeuvring of vessels within the port area shall be done only in accordance with the advice of the Mooring Master, subject to the understanding that in all cases and circumstances the Master of the vessel shall remain solely responsible for the safety and proper manoeuvring of the tanker. Master or one of his qualified deck officers must be on the bridge at all times while the vessel is being manoeuvred.

ANCHORAGE: The tanker anchorage is within 0.5 miles radius of Lat. 24° 26.8′ N., Long. 53° 34′ E. Depth of water from 15.5 m. - 18 m. (50 ft. to 59 ft.). The sea bed all around the anchorage is coral with approximately 6 ft. of loose sand. Holding is poor and a vessel is advised to pay out at least six shackles of chain.

Vessels will be advised by radio of a suitable anchorage if both anchorage and the berth are not immediately available. Vessels should under no circumstances anchor or wait at the South area of Lat.24° 57′ N. without obtaining prior approval of the Port Master.

Anchorage for Dry-cargo Ships: Anchorage for dry-cargo ships is directed by Port Master by VHF radio.

Prohibited Area for Navigation and Anchorage: The area within 1.15 miles radius from CFP is prohibited for navigation and anchorage. No vessels shall anchor within the range of 1.5 miles from submarine pipelines.

MAX. SIZE: See "Approaches" – depth over shoal areas; also see "Tides".

HEALTH: Vessels arriving at Mubarraz Terminal must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are requested to inform the Company if there is any person ill on board or if there has been sickness within the week prior to arrival.

Pratique is usually granted by Port Medical Officer through the Mooring Master or Agency Clerk.

RADIO: *Notice of Arrival:* Vessels should advise their ETA Mubarraz at least 72 hours and again 24 hours before arrival through normal radio service. As an alternative to the route through Bahrain Radio Station (A9M) vessels may send their first message through Singapore or Bombay.

Confirmation of ETA should be made a few hours before arrival at "Approach Buoy" by calling "Mubarraz Terminal" on Channel 16 VHF. After anchoring, vessels should advise their time of anchoring through VHF and thereafter maintain a continuous listening watch on Channel 16 until the Company's Mooring Master boards.

Tankers bound for Mubarraz should advise their ETA and other information 72, 48 and 24 hours before arrival.

Vessels may find it helpful to route their first message through Singapore, Bombay or Bahrain Radio Station. All cables should be addressed to the Company through ship's Agent.

The first message should be sent according to the following form, but any items which are the same with a recent previous voyage to this port may be omitted.

(1) ETA Mubarraz.
(2) Last Port.
(3) Next Port.
(4) Deballasting time.
(5) Quantity of cargo required.
(6) Maximum loading rate.
(7) Diameter of cargo manifold.
(8) Distance from manifold to ship's side.
(9) Derrick capacity.
(10) Diameter of fairlead.
(11) Name of Master.
(12) Number of crew.
(13) Whether Pilot is required or not.
(14) Acceptance of E.D.P. (Early Departure Procedure).

Radio Station in Mubarraz Terminal Office.

Short-range communication to Mubarraz Terminal Office can be made by calling "Mubarraz Terminal" on VHF radio telephone. Vessels should inform the office with their ETA preferably when they pass the Strait of Hormuz. After anchoring, vessels should advise anchoring time and maintain a listening watch on Channel 16 until Mooring Master boards.

Call Sign: "Mubarraz Terminal".

Frequency:	*Reception*	*Transmission*
F3	Channel 16	Channel 10, 12, 14

Operating Periods: Round the clock.

BALLAST: All vessels arriving at this port are required to have on board sufficient clean ballast to give a safe draft for manoeuvring purposes. Vessels arriving with insufficient ballast may be required to increase the quantity, should the Mooring Master consider that it would not be safe to berth the vessel for loading. As a general rule, vessels shall not start discharging ballast until mooring is completed.

Upon completion of deballasting the Mooring Master will inspect the tanks. If the tanks are not satisfactory, he may require further pumping until such time as they meet the required standard.

It is strictly prohibited to discharge oil, oily water or other refuse that may result in pollution of the sea. International oil pollution regulations must be strictly observed by all vessels. *The terminal does not have facilities to receive oily ballast.*

TUGS: One tug/workboat is always available for use for marine operations at this port and one mooring boat is available during loading.

BERTH: *Position of Buoy:* Lat. 24° 25.98′ N., Long. 53° 31.54′ E.
Depth of Water: 15.5 m. (50.85 ft.).

The berth is a single-buoy-mooring system consisting of a buoy 44.32 ft. (13.5 m.) in diameter, moored to 6 pendant legs of 3 in. high strength chain shackled to anchor piles at a radius of 855 ft. (260 m.), and having a rotating deck carrying the pipeline and mooring connections.

One 32 in. crude oil line has been laid approximately 52,500 ft. (16 km.) from the shore to a position close under the buoy. From the underwater manifold the crude oil goes to the buoy through a 20 in. underwater hose. The connection between turntable piping of SBM and tanker manifold consists of 1 hose string composed of 24 in. and 20 in. (Length 770 ft.) floating hoses and 2 hose strings composed of 16 in. (Length 120 ft.) tail hoses.

LOADING: The maximum loading rate of crude oil is 32,700 bbls./hr. or 5,200 kl./hr.

Notice of Readiness: The Master of each vessel should present a Notice of Readiness to load to the Company's Mooring Master who will sign it on behalf of the Company.

The Notice of Readiness should be tendered at the time of the vessel's arrival at the tanker anchorage area, which is, in principle, understood to be either the time of dropping the anchor in the anchorage, or, if the vessel does not anchor, the time that the Mooring Master boards to commence berthing.

The vessel, however, is prohibited from berthing unless she reaches Buoy No. 5 at least 5 hours before the sunset, and Notice of Readiness will not be accepted until the next sunrise even if the vessel has already anchored in the tanker anchorage area.

Notice of Readiness will not be accepted during periods when the port is closed. The port is "closed" when the weather is such that it is too rough for incoming tankers to berth. The decision regarding the opening and closing of the port will rest with Port Master.

When the vessel is ready in all respects for loading the ship's officer must inform the Mooring Master who will transmit the necessary messages to the control room on shore. Mooring Master is authorised to control all the loading operations.

All cargo documents and shore figures are usually prepared on board and the Mooring Master will sign the documents on behalf of the company

MOORING: The Company reserves the right to refuse to accept for berthing or loading any vessels considered unsuitable by reason of inadequate or unsatisfactory mooring equipment, insufficient derrick capacity, unusual manifold connection, inability to comply with the Safety Regulations, or any circumstances which would create unusual risk to the Company's berth, facilities, personnel and equipment whatsoever.

Preparation: Before Mooring Master boards, vessels should have ready the following:

(a) Jacob's Ladder on lee side.
(b) Hawser 1 each at fore and aft deck, polypropylene if possible.
(c) 1 steel crowbar.
(d) Port derrick with double wire rigged for minimum lift 5 tons.

After vessel is anchored, the Company's mooring and hose connection crew will board and pick up mooring and hose connection materials from tug/workboat. Vessel is requested to provide windlass and winch operators.

Mooring at Berth: Unless pilotage is required the Mooring Master will board the arriving vessels in the anchorage area. Vessels are requested to have pilot ladder safely and securely rigged ready for immediate use and long enough to meet the Mooring Master's launch. Vessels should have their crew standing by ready to receive mooring and hose connection materials and should maintain a lee until this is completed. Mooring Master will instruct the crew in the setting up of the forward mooring.

2 bollard ropes are made fast round the port bitts with their attached shackles about 5 ft. inboard from the fairleads as far forward as possible. The size of the fairlead opening should be at least 300 mm. (12 in.) to prevent chain from jamming in the fairleads.

Attached to the mooring connections on the buoy are two 18 in. nylon ropes (144 mm. dia., breaking strain 250 tons). These ropes are 50 m. long, and have at their free end a length of stud link chain which includes enlarged end link for receiving the shackles used on the deck of the tanker. From the outer end of this chain there are connected 2 mooring lines consisting of pick-up wires, pick-up ropes and a towing rope (port side only). The nylon rope is supported by "doughnut" floats and the chain is hung by large plastic buoys 5 ft. in diameter and coloured red and yellow.

Hose Connection: After completion of mooring the boat which has been holding the hoses clear during berthing will bring the floating hose to the ship's side and connect the derrick runner to the balance buoy. These are lifted aboard one by one and connected by distance piece which was already connected to vessel's manifold by hose connection crew during mooring operation.

Unmooring: After the hose disconnection is completed, mooring ropes are slacked off and then dropped into the water. Tug/work-boat will come alongside either before or after the vessel backs off the berth, whichever is convenient, and will receive mooring and hose connection materials.

MEDICAL: The Company operates a small clinic at Mubarraz. Master may obtain medical attention for ship's personnel from the ship's Agent who may in the case of serious illness or injury recommend treatment at the Abu Dhabi government hospital. The ship owner will be charged for all expenses incurred.

FRESH WATER: Not available at Mubarraz except in case of extreme emergency.

FUEL: Not available.

FIRE-FIGHTING: Tug/workboat stationed at Mubarraz Island is equipped for fire fighting and is usually on emergency stand-by during tanker loading operations.

CONSULS: No consular business is available at Mubarraz. However, various countries have representations in Abu Dhabi.

REPAIRS: There are no repair facilities at Mubarraz. However, radar and electronics repairs are available in Abu Dhabi and technicians can be sent to Mubarraz for repairs through notifying the ship's Agent.

SURVEYORS: Lloyd's, ABS, Veritas Surveyors are available in Abu Dhabi and they can be brought in if ample notice is given to ship's Agent.

CUSTOMS: Under normal circumstances Customs Officers do not bo tankers at this port but upon arrival the Master is required to subm the Customs through the ship's Agent a manifest of any cargo to landed at Mubarraz.

After loading is completed the Mooring Master will sign on behal Customs an Outward Manifest and issue the port clearance. These be handed to the Master by the Agent.

REPATRIATION: Not possible.

TIME: Local standard time at Abu Dhabi is GMT plus 4 hours throug year.

GARBAGE DISPOSAL: Not available (S.B.M.).

WASTE OIL DISPOSAL: Not available (S.B.M.).

SEAMAN'S CLUBS: None.

TIDES: The maximum tidal range in this area is 6 ft., the average t range at the Spring tide 3 ft. and the Chart Datum is 0.7 ft. below IS Tidal stream is variable according to the place and the lay of the la But the flowing tide usually runs South-Eastwards and ebbing tide No Westwards. Speed of a current is around 2 knots at the highest.

"Tide and Current Table" is published annually by the Compa applicable to Mubarraz and the surrounding area, and will be obtai on application to the Company.

WEATHER: Local weather at Mubarraz is almost similar to that of Je Dhanna and Abu Dhabi City, being extremely hot and humid in Summ Temperature sometimes soars as high as 50° Centigrade with al 100 per cent humidity in July and August.

GENERAL: *Engine:* The main engines and all gear must be in operable condition and in a state of immediate readiness whilst vessel is on the berth.

Stores: Provisions and deck stores not available.

Divers: The services of the Company diver may be available to ves where it is essential that a diver's services are required to enab vessel to sail. All requests for such services should be routed thro the ship's Agent to the Port Master.

Currency: All currencies approved except Israeli.

Mail: Mail can be received and sent through ship's Agent.

Dry Cargo Discharge: A "T" shaped jetty at Mubarraz Island accommodate a vessel with maximum 12 ft. draft. Discharge of dry ca must be arranged well in advance through ship's Agent in Abu Dh who will supply labour and barges from Abu Dhabi. No gear whatsoe is available at Mubarraz.

SAFETY:

No Smoking: Smoking on board the ship is strictly prohibited excep the smoking room situated in the aft accommodation and which been jointly agreed between the Mooring Master and the Master.

The responsibility for the strict observance of the safety of these roo rests with the ship, and the Company reserves the right to pro smoking in these rooms also should situation require at any time.

Accommodation: All accommodation doors, port holes and ventila must be closed during loading operations, and doors and opening machinery spaces in vicinity of ship's tanks are also to be closed.

Galley and Boiler Fires: As a general rule, the use of galley and b is not permitted. However, those appropriately equipped are conside safe for use, and their use will be mutually agreed between the Ma and the Mooring Master.

Radio Equipment: Radio, radar or other electronic equipment mus be energized while the ship is on the berth.

Air-conditioning Units: For safety, it is preferable that these recirculate the air within the accommodation but their use when dra air from outside the accommodation may be permitted provided tha Master and the Mooring Master agree that no danger exists. Shoul gas be detected within the accommodation or should there be danger of gas within the accommodation these units must be sto and the intakes closed. Window-type air-conditioners are forbidde all times.

Ship's Fire-fighting Equipment: This equipment must be in con readiness at all times with sufficient people on board for its effi operation.

Fire Watches: While the vessel is within the port area a continuous efficient fire watch shall be maintained on deck and in the engine r by the ship's crew. Fire-fighting equipment shall be in instant readi throughout the vessel and additional extinguishers must be availab the loading manifold while hoses are being connected and disconne Water should be available on deck service lines at all times and hoses connected at all fire stations for immediate use.

Swimming: No swimming in the sea berth area is permitted while ve are on berth.

AUTHORITY: Abu Dhabi Oil Co. Ltd. (Japan), P.O.Box 630, Abu D United Arab Emirates. *Tel:* Abu Dhabi 661100. *Telex:* 22260 Adoc *Cables:* "Oiljapan Abu Dhabi". *Contact:* Manager – Marine & Tran Department.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd appointed by Abu Dhabi Oil Co. Ltd. (Japan) as exclusive shi Agents for all vessels calling at Halat Al Mubarraz Terminal. The ad particulars are as follows:

National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., P.O.B. 37 Dhabi, United Arab Emirates, Cables: "Confidence", Abu D Telex: 22248 ("Gacauh EM"). Tel.: 730500 (10 lines). Fax: 73 After office hours 794490.

ETA messages shall be sent to National Shipping Gulf Agen (Abu Dhabi) Ltd., cable address: "Confidence", Abu Dhabi, via Da Radio.

Under favourable weather and transmitting conditions communi can also be performed over the VHF radio on the following frequ standing by on Channel 16 (156.8 MHz) and transmitting on Ch 10, call sign "Confidence", Abu Dhabi.

PORT RASHID, Dubai: 25.16 N. 55.16 E. (See Plan)

FLAG: U.A.E.
DOCUMENTS: The following should be airmailed to Agent to arrive 48 hours prior to arrival of vessel.

6 Dangerous Cargo Lists.
3 Stowage Plans.
3 Hatch Lists.
8 Cargo Manifests.
1 each Bill of Lading.
3 Crew Lists.

Radio Officer's Report: May 1989.
Agent: 5 copies Crew List.
Customs:
2 copies Crew Declaration.
2 copies Goods in the Care of the Master (i.e. Foreign Currency).
2 copies Drugs and Firearms Declarations.
2 copies Bonded Stores List.
Quarantine:
1 copy Maritime Declaration of Health.
1 copy Vaccination List.
Immigration:
Officials will not board the ship. Shore passes are obligatory and can be obtained at the main gate. The Agent will provide the shore pass request forms and photographs if needed. Our ship was at the container terminal so this might be different to other parts of the port.

APPROACHES: Black and white Pillar Buoy, flashing every 10 secs. in position Lat. 25° 21′ N., Long. 55° 14′ E. Marked "Dubai Approach".

Main light in position Lat. 25° 13′ 33″ N., Long. 55° 17′ 15″ E. (Situated on top of the Dubai Trade Centre – Centre Building) Gp. Fl. (2) white every 30 secs. 157 m. above MHWST. Visible 44 km.

Main Breakwater Light: Flash green twice every 30 sec.
Lee Breakwater Light: Flash red every 2.5 sec.

There are no hazards. Minimum depth in channel 13.0 m. Approach is from the North on a course of 182° true.

PILOTAGE: Compulsory. Pilot will board 24 hours a day, from a launch and a regulation pilot ladder must be provided, with manropes, and a lee given. Large vessels calling should provide an accommodation ladder with its lower platform within about 12 ft. above the waterline and a pilot ladder rigged on ship's side adjacent to the accommodation ladder platform.

The Master must sign the indemnity form provided by the Pilot before entering the harbour.

ANCHORAGE: Vessels should contact Dubai Port Control on VHF Channel 16, shifting to a working channel as instructed. Failing instructions they should anchor approximately 2 miles from the port entrance. Holding ground – Generally poor.

RESTRICTIONS: Minimum depth in channel 13 m. Max. rise and fall 2.0 m.

Vessels not working cargo immediately may enter port at the discretion of the Port Authority. Vessels may leave at any time.

MAX. SIZE: Depth alongside at Port Rashid Container Terminal is 12.8 m. and the tide is not expected to go as low as zero height on average more than 55 days in any one year. Therefore, Port Rashid are prepared to berth vessels up to 12.8 m. draft, at minimum speed at all times, provided vessels can discharge in such a manner as not to trim so as to cause an increase in maximum draft.

Maximum draft at general cargo berths is 11.5 m. Depths of water at general cargo berths varies from 9.3 m. – 11.5 m.

Vessels in excess of 260 m. length overall will be berthed at the Harbour Master's discretion.

Port Rashid consider that keel clearance is at the Master's discretion, and are prepared to berth vessels with minimum of 0.25 m. keel clearance.

RADIO: The Port Signal Station (Call sign "Dubai Port Control") is fully equipped with VHF radio and watch is maintained 24 hours per day on Channel 16, switching to Channel 68 for port operations.

The Signal Station is situated at the seaward end of Berth No. 1 at a height of 57 ft. above sea level.

Vessels should contact the signal station by VHF Channel 16 and request berthing instructions.

Vessels should advise their Agents the arrival time, LOA, draft and position of bunkering points should bunkers be required. Amended ETA should be advised by VHF. Vessel's Agent will in turn pass on the above information to the Port Authority.

HEALTH: Normal quarantine regulations apply and Pratique can be given by the Pilot on cargo vessels, always subject to the Health Authorities approval. Health Authorities only board when the vessel is alongside, except in the case of a suspected ship.

BERTHING:

Berth No.	Length of each Berth (m.)	Depth of Water (MLWS) (m.)	
1-4	177.105	10.05	No. 1
	192.48	9.77	No. 2
3-4	182.78	9.3	
5		9.3	
6-10	213	9.3	No. 6-8
		10.66	No. 9-10
11-15	172	9.3	
16	215	11.5	
17-24	180	11.5	
25	180	11.5	
26-27	180	11.5	
28-30	180	11.5	
31-32	230	11.5	No. 31
		12.8	No. 32
33-35	300	12.8	
S.O.T.		11.5	
Depth over pipeline		11.5	

General Cargo: 30 deep water berths with 17 storage sheds (each 120 m. × 60 m.) adjacent are available plus a coastal berth for small craft and vessels with less than 6.10 m. (20 ft.) draft. All berths are backed by extensive hard surface yard storage area.

Container Terminal: Comprising of Berths 31-35 with quay length of 1,350 m. served by 2×30 ton Tango, 4×41 ton Mitsubishi, 1×45 ton Kocks and 2×41 ton Regganne cranes.

Storage area with CFS consisting on 8 sheds (120 m. × 60 m. each).

27 straddle carriers and 18 RTG's radio linked to controller, 6 terminal/Ro-Ro tractors, 3×15 ton forklifts and 130 roll trailers.

Bunkers and water available alongside.

Computer controlled stacking areas and container tracking available to Agents/Owners.

Berth No. 35 also has large Ro/Ro ramp and Berths No. 15 and 17, each have a small Ro/Ro ramp.

Side and quarter ramp vessels can be accommodated at all berths.

TUGS: Three tugs of 2,400 h.p. are available with fire-fighting, pollution and salvage facilities, the practice being to secure alongside with 2 tug ropes therefore, gangway and derricks should be secured in-board.

Tugs are fitted with VHF. Contact should be made via Dubai Port Control or the Harbour Master.

CARGO HANDLING: *General Cargo Working hours:* Saturday – Thursday, 1st shift: 0700 – 1400 hrs. Special shift: 1400 – 1600 hrs.; 2nd shift: 1830 – 0030 hrs. Special shift: 0030 – 0530 hrs.

Container Terminal: Shift arrangement. 0700-1900, 1900-0700, seven days a week, 365 days a year.

Working hours are at the discretion of the Port Operations Manager.

Cargo is handled on Fridays and most Public Holidays. The Port Operations Manager may require full night work or special shifts in the interest of the Port. Overtime charges apply to all shifts worked outside of Normal 0700 hrs. – 1400 hrs. Saturday to Thursday, and all shifts worked on Fridays and Public Holidays.

Refrigerated cargoes should be stowed consignment by consignment, to facilitate discharge and Direct Delivery to consignees.

Each general cargo berth is provided with fork-lift trucks and tractor units and trailers.

Pallets are provided free of charge to assist cargo handling.

STEVEDORES: Ship's gangs are available for distribution to vessels through Agents, vessels should advise their requirements before arrival. The gangs board and operate under the supervision of ship's officers. No quay cranes are provided, so ship's derricks/cranes must be used.

MEDICAL: A comprehensive range of medical and dental services are available at Dubai.

TANKERS: Berth operated by Shell Markets (M.E.) Ltd., capable of taking vessels up to 260 m. long. Max. draft 11.3 m., vessels of 11.3 m. but not over 11.6 m. draft may be berthed by arrangement with the Harbour Master at HW.

FRESH WATER: Available at all berths. Rate 20 t.p.h. per hose.

FUEL: Shell Bunker Fuels are available at Berths No. 1 to 4, 6 to 9 and 16 to 35 in addition to Tanker Berth and include fuel oil, thin fuel oils, diesel and gasoil, pumping rate 300 t.p.h.: 48 hours' notice should be given to local Agents or Shell Markets (M.E.) Ltd., P.O.Box 307, Dubai. Tel: 450451; Telex: 5478 DB; Cables: Shell Dubai. Marine Lubricants and chemicals are available for delivery to the ship.

Delivery of fuel oil and gas oil at the Petroleum Jetty via 12 in. loading line at up to 500 long t.p.h.

CONSULS:

Belgium
China
Egypt
France
Germany
India
Iran
Japan
Jordan
Kuwait
Lebanon
Netherlands
Norway
Pakistan
Qatar
Saudi Arabia
Sweden
Taiwan
U.K.
U.S.A.

REPAIRS: All types of deck and engine-room repairs available.

Container repair yard located near container terminal.

DRY DOCK: *Dubai Dry Dock:* A complete ship repair facility East of Port Rashid. Vessels up to 1,000,000 d.w.t. can be docked. Approach areas dredged to 11.5 m. enclosed by breakwater.

Dock No. 1	370 m.×66 m.	(350,000 tonnes)
No. 2	525 m.×100 m.	(1,000,000 tonnes)
No. 3	415 m.×80 m.	(500,000 tonnes)

Dockside Cranes:

2×120 tonnes	Safe working load	at 65.5 m. radius.
1× 25 tonnes	Safe working load	at 80.0 m. radius.
2× 15 tonnes	Safe working load	at 70.0 m. radius.

Tank Cleaning: Facilities available.

SURVEYORS: Cargo, Ship, Classification Societies and Salvage Association Surveyors available locally.

JOINING/REPATRIATION: Arriving crew holding valid Seaman's Book can be cleared from the airport and placed on board on the strength of a guarantee letter from the Agent to the Immigration Office.

According to the Immigration Regulation in force Agent is required to furnish the following Passport particulars to the Authorities for arranging the Transit Visa:

Full Name.
Father's Name.
Present Nationality.
Sex.
Occupation.
Religion.
Marital Status.
Place of Birth.
Date of Birth.
Qualifications.
Passport No.
Place and Date of Issue and Date of Expiry.

At times Agent receives incomplete details and there were instances when Agent had to collect the full details from the transit passenger himself to process the application prior to his clearance.

It is absolutely essential that wives wishing to join their husbands onboard vessels off Dubai or Fujairah must carry a photocopy of their husband's Seaman's Book.

This is essential as if a photocopy of the husband's Seaman's Book cannot be shown to the Immigration Authorities, the wife will be repatriated immediately.

Repatriating crew can be brought ashore with a similar guarantee tendering the air ticket to the Port Immigration Office. They must be picked up from the ship 24 hours prior to departure.

AIRPORT: International airport, 3.2 km.

EMERGENCY CO-ORDINATION CENTRE: Coastguard located adjacent port. Tel: 450520.

TELEPHONES: Situated in sheds, no connection made to vessels.

SHIP SUPPLY SERVICE: Crew changes, delivery of ship's mail, stores, spares, etc., can be effected by service boats off Dubai or Fujairah. Service is carried out by all local shipping Agents. See "Agent".

STORING: Complete shipchandling facilities available at short notice (via Agent).

SHORE LEAVE: Agents collect all passports on vessel's arrival, together with 3 copies of Crew List. Temporary shore leave passes are issued by the Immigration Office against Passports and Crew Lists.

GARBAGE DISPOSAL: Use of garbage skips in the port is compulsory. Skips are provided alongside each vessel at a daily rate of Drhs 30 per day, collection as required. Skips are also available for rubbish other than garbage at a daily rate of Drhs 150 per skip. Additional skip or rubbish disposal can be arranged via the agents.

WASTE OIL DISPOSAL: A waste oil disposal service is available. The service is carried out by Dubai Labour Supply Co. Tel: 534020. Fax: 534082. There are no shore storage tanks available, so waste oil is disposed of at Municipality disposal dumps, prior permission is required from Dubai Municipality. Road tanker capacity up to 6,000 gallons. Arrangements for disposal can be made via the vessel's agent who will obtain costs on application.

SEAMAN'S CLUBS: Dubai International Seafarers Centre, situated outside Port Rashid, approximately 10 minutes walk from main port gate. The centre is a non-religious club catering for all nationalities. Facilities include telephone, food and coffee shop, bar, swimming pool, pool table, darts, currency exchange, postal service, library, TV and video, family room, barbeque area, table tennis, bus and information service.

CURRENCY: U.A.E. Dirhams (Drhs). U.S.$ 1.00 = Drhs 3.673 (Fixed Rate).

AUTHORITY: Dubai Ports Authority, P.O. Box 17000, Dubai, U.A.E. *Tel:* 971-4-51800. *Telex:* 47398 Dpa Em). *FAX:* 4-816093 (Main Fax), 815929 (Admin.), 835430 (Marine), 816354 (General Cargo).

Officials: Sultan Ahmed Bin Sulayem, Chairman & Managing Director.
Jamal Majid Bin Thaniah, Assistant Managing Director Administration and Human Resources.
Saeed Al Tayer, Assistant Managing Director Free Zone.
H. Edward Bilkey and David Gibbons, Executive Directors.
Ahmed Butti Ahmed, Assistant Managing Director.
Roger Cornwell, Finance Director.
Edward Butler, Commercial Director.
Ahmed K. Abulhoul, Deputy Commercial Director.
John Fewer, Operations Director.
S. Ghanem, Director of Engineering.
Saif Sultan, Director FZ Sales and Marketing.
Len Chapman, Technical Director.
Mohammed Al Muallem, Deputy Technical Director.
Abdulla Al Hamli, Director Information Systems and Technology.

AGENT: Gulf Agency Company (Dubai) L.L.C., P.O.B. 2404, Dubai, U.A.E. Tel: 457555 (24 hours service). After office hours 480424, 440193. Telex: 45448, 45809 "Gacdb Em". Cables: "Confidence" Dubai. Fax: 457202, 450644. Radio: Marine VHF radio, stand-by on Channels 16 and 23 and SSB 2182 kHz. Call sign "Confidence Dubai".

Operators of ships' supply service and shipping agency; Crew changes, mail, spares and/or delivery of provisions, fresh water and lube oil, as well as arranging of bunkers.

Owners, Operators and Masters are welcome to contact G.A.C. Dubai by cable or telex regarding requirements and for coordination of rendezvous positions off Dubai, Fujairah and Mina Saqr (Ras Al Khaimah).

RAS AL-KHAIMAH: 25.45 N. 56.01 E.

There is a jetty, length 100 m., suitable for berthing smaller vessels, which is protected by a breakwater, and dredged to a depth of 3 m.

This is a small port for very small vessels only. *All* cargo vessels with cargo for Ras Al-Khaimah should assume discharge/loading will be carried out in Mina Saqr. For all other information, see entry for Mina Saqr.

Also see "Mina Saqr".

GARBAGE DISPOSAL: Available, drums are provided alongside. Service free of charge in daylight only. Tel: 332422.

AUTHORITY: Ras Al-Khaimah Port Services, P.O.Box 5130,Ras Al-Khaimah, U.A.E. *Tel:* 668444. *Telex:* 99280. *Cables:* Minasaqr. *FAX:* (07) 668533. *Contact:* Captain Hazem Raouf Assaad, Port Manager.

AGENT: See "Mina Saqr".

SHARJAH (Mina Khalid): 25.22 N. 55.24 E. (See Pla

DOCUMENTS: The following documents must be in the possessio the ship's Master on arrival or must be forwarded to ship's Agent p to ship's arrival:

Immigration: The U.A.E. Immigration Department's office in P Khalid, Sharjah operates 24 hours, 7 days per week. Master to sub Crew List, photographs of each crew member (photos not returned) a Passports/C.D.C. to Immigration Office on arrival. Passport/C.D.C. be returned to vessel before sailing. Joining/leaving crew must repor the Immigration Office before proceeding to vessel/airport.

Customs:
2 Crew Lists.
2 Passenger Lists.
2 List of Alcoholic Beverages.
2 Cargo Manifests.

Port Operations:
2 Cargo Manifests.
2 Dangerous Goods List.
2 Stowage Plans.
Certificate of Registration.
Classification Certificates.

The original of all the ship's Certificates shall be produced to any P Official on demand. Where a ship is more than 15 years old, a va Certificate of Condition issued by a recognised Surveyor shall be board.

Where Certificates are found to be invalid, the ship may be remov from the Port Area, at ship's expense and re-entry permitted only a validity has been established.

Failure to produce any Certificate to a Port Official when demand renders the Master liable to a fine of up to Dh. 5000, and the remo of the ship from the Port Area.

PILOTAGE: Pilotage is compulsory for all ships entering and leav the deep water harbour. On entry, Pilots will board to seaward of t Fairway Buoy; a pilot ladder should be provided. Port Khalid opera a 24 hour, 7 day week pilotage service. Notice is required bef 2200 hrs. for pilotage requirements between 2400 hrs. and 0600 hr

ANCHORAGE: The Fairway Buoy in position Lat. 25° 22.9' Long. 55° 22.9′ E. is a red and white pillar, Isophase every 6 se Vessels approaching should await Pilot to seaward of Fairway Bu anchoring if necessary.

Protected Anchorage: A limited number of vessels may ancho moorings within the deep water harbour with prior approval of the P Operator.

MAX. SIZE: Approach channel dredged to 12.0 m. MLLW. Max. d 11.5 m.

HEALTH: Normal Quarantine Regulations apply.

Radio Pratique will be granted on receipt of radio message fr Master, via his Agent, stating that no serious illness has occured du the preceding 30 days. All crew members must be in possession of va cholera certificates. The Health Officer will only board when the ves is alongside.

RADIO: *Notice of Arrival:*

Vessels should advise their Agent ETA Port Khalid, giving draft, LO and intended cargo operations to be performed, at least 72 hours p to arrival.

Agents should arrange berthing and labour with the Port Opera

VHF: Vessels should contact Port signal station on VHF Channel (Call sign "Sharjah Port Control") when within range. Working Chan 6, 12, 11, 74 and 67.

TUGS: Tug services are available for all ships entering the deep wa harbour. At the discretion of the Port Operator ships may be oblige use the services of a tug or tugs.

Tugs are fitted with VHF.

The harbour tugs are fitted with fire fighting hoses and monitors foam tanks.

BERTHING: Arrangements made with Harbour Master by ship's Ag for necessary berthing as required.

Berth No.	*Depth at MLLW*	*Usage*
1A	11.5 m.	Containers
1	10.5 m.	Containers
2	10.5 m.	Containers
3	8.5 m.	General Cargo
4	8.5 m.	General Cargo
5	9.5 m.	General Cargo/Ro-Ro
6	9.5 m.	General Cargo/Ro-Ro
7	9.5 m.	General Cargo/Ro-Ro
8	8.5 m.	Reefer
9	8.5 m.	General Cargo/Reefer
10	8.5 m.	General Cargo
11	9.5 m.	General Cargo

Total length Berths No. 1A, 1 and 2 – 575 m. Total length Berths N 4, 5, and 6 – 725 m. Deep water Berth No. 6 – 274 m. Berth No 220 m.

Total length Berths No. 8 and 9 – 360 m. Berth No. 10 – 210 m. B No. 11 – 195 m.

Equipment: The Sharjah Container Terminal (SCT) which comp Berths No. 1A, 1 & 2 in the deep water harbour is equipped 2 Liebherr T115 35 tonne gantry cranes; 2 Valmet 30 tons transtainers. SISU TV10 tugmaster tractor units for Ro-Ro container handlers and forklifts; LCL facilities available; 44 reefer for containers. These berths are also equipped with speci equipment to handle containers in the storage area. Each be provided with fork lift trucks, trailers and yard hustlers to facilita movement of cargo. Pallets are available to assist cargo han 2 heavy lift mobile cranes of 40 tons and 90 tons capacity are ava on request from the Port Operator. Other equipment, including c trailers, etc., will be made available upon request to the Port Op with 24 hours' notice.

Lighterage: Lighterage services are available.

Storage Facilities: Storage facilities consists of 11 sheds (2 of which are located in the Container Terminal area) having an area under roof of 28,000 sq.m. In addition, hard surfaced yards and Sharjah Container Terminal Stacking/Packing area provide extensive storage capacity.

Cold Store: A 5,000 ton capacity cold store (frozen and chilled) is located at Berth No. 8 with mechanical handling from ship's hold to store. Second cold store of 3,500 tons capacity also available.

STEVEDORES: The port will operate on a 24 hour, 7 day week basis ashore and afloat. Additional charges will apply outside normal working hours which are defined as follows:

Saturday to Thursday except public holidays.

First shift	0600 to 1400 hrs.
Second shift	1400 to 2200 hrs.
Third shift	2200 to 0600 hrs.

Overtime Rate Applicable:

General Cargo/Container Vessels: 3rd shift, Fridays and holidays.

Reefer Cargo Vessels: Fridays and holidays.

Car Carriers: Nil.

Normal working hours are subject to change during Ramadan, when working hours will be at the discretion of the Port Operator.

Requirements for port labour must be submitted by ship's Agent to the Port Operator by 1600 hrs. for work during the first shift on the following day and by 1100 hrs. on the same day for work during the second and third shifts.

MEDICAL: Upon application to ship's Agent, medical examination of crew members can be arranged. Personnel will either be sent to private Doctor or to Public Health Department, as circumstances dictate. Serious cases will be referred to Government Hospital Doctor. Distance to Al Qassemi Hospital in Sharjah is 8 km.

TANKERS: Tanker jetty situated in harbour on main breakwater. Max. size 60,000 d.w.t. Max. draft 9.5 m. Limited bunkering facilities.

DENSITY: 1025/1028.

FUEL: Deliveries of fuel oil, gas oil or blends may be arranged through vessel's Agents. Marine lubricants will be delivered to ship's side. Both services require 48 hours' notice.

FRESH WATER: Fresh water is obtainable at all berths.

REPAIRS: Good facilities for repairs. Divers available. Largest vessel for repairs 220,000 d.w.t.

DRY DOCKS: None.

SURVEYORS: Services are available upon request.

REPATRIATION: Proximity of Sharjah International Airport will permit efficient crew changes and repatriation. Off-shore crew changes facilities can be arranged.

Transit visas are not required for crew changes. Ship's passengers require a valid visa for transit or temporary stay.

AIRPORT: Dubai and Sharjah. Distance to Sharjah International Airport is 15 km.

HOLIDAYS: The following are days that will be observed as public holidays. Premium tariff rates will apply on these days.

1st January	New Year's Day
*22nd February	Ascension of the Prophet Night
*26th April	Eid al Fitr
*27th April	
*28th April	
*2nd July	Eid al Adha
*3rd July	
*4th July	
*5th July	
*23rd July	Hiriji New Year
11th October	Prophet's Birthday (Eid al Mawled)
2nd & 3rd December	U.A.E. National Day

*Dates are subject to change from year to year.

TIME: GMT plus 4 hours. Permanent.

SHORE LEAVE: Shore leave is permitted for crew members (0800 hrs. - 2000 hrs.) provided identification card or seaman's papers are deposited with Immigration office situated in the port and collected upon return. Also see "Documents."

GARBAGE DISPOSAL: Garbage skips can be arranged through the Port Authority and are placed alongside at the quay. Charges are U.A.E. Dirhams 50 per day.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: U.A.E. Dirhams (Drhs). U.S.$ 1.00 = Drhs 3.685 (Fixed Link).

GENERAL: *Pollution:* The provisions of the Sharjah Maritime Law shall apply with respect to the operation of vessels in Sharjah Coastal Waters. Garbage disposal services are provided by the Port Operator and are compulsory.

Ship's Chandlers: Complete ship chandlering facilities are available, handling provisions, laundry and bonded stores.

Chart: B.A. Chart No. 3714.

National Restrictions: No alcoholic beverages, explosives, firearms or contaminated food.

AUTHORITY: Sharjah Port Authority, P.O.Box 510, Sharjah, U.A.E. Tel: (06) 541666. *Telex:* Seagul EM 68138. *FAX:* (06) 541425. Cables: Seagul. *Contact:* Sheikh Saud Bin Khalid Al Qasimi, Chairman of Ports and Customs. Sheikh Abdul Rehman Bin Salem Al Qasimi, Deputy Chairman of Ports and Customs. Abdul Aziz Suleiman Al Sarkal, Director General of Ports. Mr A. Ashcroft, Port Engineer. Captain Mohammed Saleh – Port Operations Manager. Captain Maghdad Al Suwedy, Harbour Master. Mr. Simon Keen – Marketing Manager.

AGENT: Gulf Agency Co. (Sharjah) W.L.L., P.O.B. 435, Sharjah, U.A.E. Cables: "Confidence" Sharjah. Tel.: (971-6) 544446. After office hours 354249. Telex: 68019 ("Gacshj EM"). Fax: (971-6) 524091. Radio: Marine VHF radio, stand-by on Channel 16 (156.8 MHz). Call sign: "Confidence" Sharjah.

Air-freighted spare parts and ships' mail to Sharjah should be addressed to GAC Sharjah, but sent to Sharjah International Airport or Dubai Airport marked "Ship's Stores In Transit for M/S . . ." Certificates of Origin should follow the airwaybill or in cases of emergency be sent to GAC Sharjah, soonest after shipment. Cable "Confidence" Sharjah, of flight details and airwaybill number.

UMM AL NAR, Abu Dhabi: 24.27 N. 54.29 E.

(See Plan)

LOCATION: The Umm Al Nar Petroleum Port is situated at the South Eastern tip of Abu Dhabi Island and consists of 2 island type berths connected to the shore through a causeway. Vessels will use Mina Zayed and Khawer Al-Bhagi navigation channels to the Port. The total length of both channels is 16 nautical miles. Vessels will berth port or starboard side to, at the discretion of the Pilot.

APPROACHES: *Water Depths:*

The channel depths are as follows:

(a) 13.0 m. for Mina Zayed navigation channel.

(b) 11.0 m. for Khawer Al Bhagi Navigation Channel keeping in mind that all levels are relative to C.D.

MAX. SIZE: The 2 jetties have been equipped with marine facilities to accommodate vessels having the following characteristics:

Max. size of vessel	30,000 d.w.t.
Min. Size of vessel	5,000 d.w.t.
Length overall	170 m.
Beam (max.)	26.50 m.
Draft (max.)	9.25 m.

HEALTH: Masters will be required to produce the standard International Bill of Health.

RADIO: *Arrival Telegram Ship/Shore:* On ship's arrival at the pilot station, a telegram shall be passed to the refinery through the ship's Agent with the following information:

ETA at berth.

Arrival draft.

Estimated departure draft.

Quantity and type of Cargo/Cargoes.

Vessel's maximum loading/discharging rate.

Quantity of dirty ballast and discharging rate.

Quantity of clean ballast to be discharged overboard and time required.

Size of manifold.

Are reducers to 6 in., 8 in. and 10 in. available on board?

Any vessel's requirements.

Master's Name.

BERTHING: Umm Al Nar Refinery Jetty consists of 2 berths, each of which accommodates vessels in the range of 5,000 d.w.t. to 30,000 d.w.t. and is provided with the following facilities:

(a) Loading platform.

(b) 4 mooring dolphins.

(c) 5 breasting dolphins (with 2.16 m. berthing line).

(d) 4 × 60 ton quick release hooks with capstan.

(e) 2 × 30 ton bollards.

(f) Hydraulically operated gangway.

(g) 2 fire-fighting monitor towers.

Each platform is provided with 6 loading arms having the following flexibility:

No.*	*Size of Flanges* (in.)	*Cargo Flexibility*	*Max. Rate* cu.m./hr.
1	6	Lub. oil	400
2	8	A.T.K.	1,000
3	6	Straight Run Residue	500
4	8	Mogas	1,000
5	10	Gas oil/Naphtha	1,500
6	10	Straight Run Residue/Ballast	1,000
7	3	Fresh water	13

*The loading arm numbers are from the gangway side.

Berthing Aids: Umm Al Nar Refinery Jetties are equipped with navigational aids to allow safe navigation during day and night, namely:

(a) 2 white coloured leading lights to affix navigation for channel's centre line, placed ashore at 5.0 m. and 11.0 m. above the ground level.

(b) 6 navigation lights with radar reflectors to define basin limits.

(c) Each jetty is provided with 4 red coloured lanterns, 2 at each end, at 5.0 m. above deck level. This is in addition to the operational flood lights.

(d) Each mooring dolphin is provided with flood lighting.

Moorings: When at berth, vessels must be moored to the entire satisfaction of the Pilot. The breasting dolphins are each equipped with 60 ton quick release hooks and a power operated capstan. the mooring dolphins are each equipped with 60 ton quick release hook and a power operated capstan.

Vessels must be ready at all times to put out extra moorings as requested by terminal personnel, or as dictated by weather changes. It is the Master's responsibility to ensure that vessel's mooring lines are checked frequently to prevent excessive movement of the vessel in berth, which could activate the ESD/ERS systems and/or cause severe damage to the loading arms and other terminal equipment.

LOADING/UNLOADING: Also see "Berthing."

(i) The Master must give the Terminal a "Stand By" warning 10 minutes before being ready to commence loading or discharging.

(ii) Upon "Commence Loading" from the Master or his deputy only 1 pump will be used to ensure a slow flow rate until it is established that all systems are operating correctly and pressures are constant. Full loading rate may then be ordered.

(iii) The vessel's cargo tanks shall be inspected prior to and during loading and should it be found that tanks are not tight all loading shall cease, the vessel be rejected and further loading refused. The vessel will not be accepted later until satisfactory evidence of repair is produced duly certified by ABS, Lloyd's or other officially accredited classification society or surveyor.

(iv) During the hours of darkness vessels loading/discharging products, lub. oil or ballast shall rig overside lights to illuminate the surface of the sea around the ship to the Terminal Operators satisfaction to ensure that any oily products on the surface may be detected quickly and early action taken as appropriate.

Deballasting: The jetties are equipped with dirty ballast/slops receiving facilities. Vessel discharging dirty ballasts/slops ashore will use the deballasting arm. The maximum ballast reception rate is 1,000 cu.m./hr. Prior to arrival the Master is to advise Umm Al Nar Refinery (through the arrival telegram) how much dirty ballast/slops on board to be discharged to the shore facilities. (A "Declaration Letter" is provided for Master's signature) accepting clean ballast for overside discharge is subject to a declaration signed by the Master and delivered to the terminal representative.

Communications: To maintain the necessary continuous communications between refinery, vessels and shore control rooms during cargo operations and also in emergencies, the vessel will be provided with a walkie-talkie set. It is required that this set must remain at all times with the officer responsible for the cargo operation.

FRESH WATER: Fresh water is obtainable at Refinery berths and should be arranged through the Ship's Agent.

FUEL: No Bunker facilities in Umm Al Nar Refinery Terminal.

GENERAL: *Customs:* Custom's officers will board the ship on arrival and prior to sailing for necessary port clearance.

Stores and Provisions: Stores and provisions are not permitted to be loaded at Refinery berths and must be taken on board in the anchorage.

South Basin: The South Basin has been closed for shipping recently due to its proximity to the intakes of the Power Station.

AUTHORITY: Petroleum Ports Authority – ADNOC, P.O.Box 898, Abu Dhabi, U.A.E. *Tel:* 6023450/1 and 6026386. *Telex:* 22215 ADNOC EM. *FAX:* 562687, 660106. *Contact:* Captain H. Masri, PPA – Manager. Captain A. M. Massoud, Port Officer.

AGENT: See "Mina Zayed".

ZIRKU ISLAND, Jazirat Zarakku, Abu Dhabi:
24.52 N. 53.04 E. **(See Plan)**

LOCATION: Zirku Island is located at 24° 52′ N., 53° 04′ E. approximately 75 nautical miles W.N.W. of Abu Dhabi.

It is 5 km. long and 2.5 km. wide.

A zone of very rugged hills with ridges is located in the N.N.W. with an elevated point of 163 m. and a low flat sandy and dusty zone in the S.S.E. where the airport lies.

(A) SERVICE HARBOUR
(B) OIL TERMINAL

(A) SERVICE HARBOUR

PORT LIMITS:

(a) Lat. 25° 03.0′ N., Long. 52° 53.3′ E.
(b) Lat. 25° 00.0′ N., Long. 52° 53.3′ E.
(c) Lat. 24° 48.9′ N., Long. 53° 04.8′ E.
(d) Lat. 24° 48.9′ N., Long. 53° 11.0′ E.
(e) Lat. 24° 56.8′ N., Long. 53° 11.0′ E.
(f) Lat. 25° 03.0′ N., Long. 53° 04.4′ E.

Refer to British Admiralty Chart 3778.

NAVIGATION: *Manoeuvring and Navigation:* All vessels should manoeuvre and navigate within the port in accordance with the International Regulations for the Prevention of Collision at Sea.

Lights and Shapes: All vessels should exhibit such lights and/or daytime marks as defined by International Regulations for the Prevention of Collisions at Sea.

Special attention should be paid by vessels, barges or tugs moored or anchored in the vicinity of the jetties which should show at night the lights defined in these regulations.

High Tide Manoeuvres: Deep draft vessels and barges will be berthed at high tide only.

Shallow Water: While proceeding to the jetties, Masters should pay sharp attention to navigation due to the presence of shallow water existing in the vicinity.

Caution: Masters should consider the possibility of having less water than predicted by tide tables after a long period of bad weather.

Harbour Facilities: No tugs or mooring launches are presently available, accordingly, vessels calling at Zirku harbour should have very good manoeuvrability.

Navigation Aids:

1. Flashing lighthouse (Zirku, Zarakuh or Zarqa) located at the top of the pylon on the hill.
Height = 200.86 m.
Lat. 24° 53.0′ N. Long. 53° 04.1′ E.
One flash every 10 seconds.
2. Flashing lighthouse at the end of the sea water intake.
Lat. 24° 53.0′ N. Long. 53° 05.3′ E.
Height = 9 m.
V.Q. (3) 5 secs.
3. Flashing lighthouse at the end of the main jetty.
Lat. 24° 52.3′ N. Long. 53° 05.5′ E.
Flash = Fixed and flashing (1) 10 secs.
Height = 11 m.
Colour = Green.
Obscured approximately 70° – 150° (80°).
4. *Aero Lights* (occasional).
Located on the airport control tower (green).
Lat. 24° 51.6′ N. Long. 53° 04.6′ E.
Located on the hill (red).
Lat. 24° 52.5′ N. Long. 53° 04.1′ E.
Height = 67 m.
5. *Two Flares:*
Lat. 24° 52.5′ N. Long. 53° 04.3′ E.
Height = 145 m.
Fixed red lights.
6. *Pylon on the hill top.*
Height = 200 m.
Fixed red lights.
7. *Anchorage Buoy.*
Lat. 24° 51.3′ N. Long. 53° 06.9′ E.
Yellow cylindrical.
Flashing yellow (1) 5 secs.
8. *Zirku Flare Platform "ZFP".*
Lat. 24° 51.5′ N. Long. 53° 02.6′ E.
Height = 85 m.
Mo "U" every 15 sec.
Range = 15 miles.

ANCHORAGE:

Waiting Anchorage: Small vessels and barges waiting for a b alongside the main jetty can anchor beyond 0.5 mile in the S.S.E. o end of existing jetty in approximately 7 m. of water depth.

Three fixed mooring buoys without lights have been installed at ar 0.7 mile in the South and S.E. of the main jetty.

Sharp lookout must be kept when navigating in these areas.

An anchoring buoy (yellow Fl. (1) 5 secs.) has been installe position: Lat. 24° 51.3′ N., Long. 53° 06.9′ E. marking the N.E. co of the waiting anchorage area (See Admiralty Chart 3778).

Prohibited Anchorage Areas: To avoid the underwater oil pipelines b damaged, prohibited anchorage areas are defined as follows:

0.5 nautical miles on each side of the M.O.L. (Main Oil Line) i line.

0.5 nautical miles on each side of the loading lines.

0.5 nautical miles on each side of the SATAH lines.

M.O.L. input line from Zakum field comes ashore on the middle o East Coast.

Loading lines to the oil terminal SPMs leave the Island from the N.V point of the Island.

Anchorage Berths and Moorings: All vessels or barges entering the should occupy such anchorage berth or mooring as may be directe the Port Supervisor and shall move to any other anchorage, bert mooring as and when required by this authority.

No vessel or barge shall shift or change the anchorage, bert mooring allotted without Port Supervisor authorisation exce instructed to do so.

No claim will be accepted by Company for berthing or moorin to arrival priority.

RADIO: International VHF Channels 16, 64, 68 and 19 have b allotted to "Zirku Island Traffic". Permanent watch maintained by "Z Island" on Channel 68, semi-duplex for vessels to Zirku Island and versa.

When contact established, change to Channel 64 or 19.

Channel 68 is to be used for ship to ship calling and conversati

ARRIVAL ADVICE: *Notice of Arrival:* Vessels and barges callin Zirku harbour should advise their ETA at least 48 hours before arrival by telex to Zirku Marine.

In case of change of the scheduled ETA by more than 6 hours Z Marine should be informed by the same way.

Confirmation of ETA should be sent a few hours before arrival at as soon as a radio link can be set up on VHF Channel 62 or 68 "Zirku Island" radio room.

Berthing prospects will be given to incoming ships by "Zirku Ma at this time. If the vessel is instructed to anchor, she must ke permanent watch on VHF Channel 16 or 68.

During berthing operations contact will be set up with "Zirku Ma on VHF Channel 68.

Arrival Message: The first message should be sent according t following form but any items which are the same as a recent pre voyage to this port may be omitted.

Name of vessel (tug or barge):
ETA Zirku.
Type of vessel.
Length.
Width.

Max. draft on arrival.
Cargo loaded (briefly).
Contractor charterer.
Name of Master.
Coming from and ETD.

BERTHING: Zirku Island Harbour is a private port, hence only ve and barges chartered by the Company Zadco (Zakum Develo Company), acting on behalf of ADNOC (Abu Dhabi Nation Company) and its contractors are allowed to moor alongside the je

Jetties: The main jetty located on the East coast of the Island is al to the general supplying of the Island and the transit of equipme the Company.

Temporary jetty "A" (on the South of the Island) is now com silted up.

Temporary jetty "B" (on the West of the Island) is now deter and no longer in use.

Vessels: Contractors shall charter tugs, barges, landing crafts, boats, etc. whose dimensions, weight and draft are suitable existing jetty.

Emergency use: Other craft may use this harbour only in emergency and must immediately report their arrival to the Port Supervisor.

All craft using the harbour are subject to the control of the port operating company representative. (Zirku Marine Superintendent or his deputy) and the Petroleum Ports Authority (Port Officer)

Berth Occupancy: The Port Supervisor will define the allocation of berth in accordance with the Company's requirements of priority upon Manager's recommendations.

Contractors should start discharging as soon as vessel or barge is berthed and should unload until all the cargo has been discharged.

Contractors should not store their cargo on the jetty. They must remove it as unloading proceeds.

Vessels and barges should leave as soon as the handling of cargo is completed in order to free the quays. The Port Supervisor can order vessels and barges to leave the quay at any time (even though not completely unloaded), so they must be able to move, therefore barge shall keep a tug alongside during the whole time of unloading.

BERTHING FACILITIES: *Main Jetty:* The main jetty located on the East coast of the island is approximately 1,200 m. long and orientated N.W./S.E.

The quay at the end of the main jetty has a water depth of 2 m. and is 12.5 m. long (41 ft.) at the inward end; 2.3 m.×40.5 m. long (132 ft.) in the centre and 3 m.×57 m. long (187 ft.) at the seaward end (water depth is calculated under chart datum C.D.)

The quay is fitted with 8×30 ton bollards, 12 pairs of rubber fenders from a level of 1.50 below C.D. to top of quay level and 3 steel ladders running from a level of 1.50 m. below C.D. to the top of quay level.

The quay available for berthing is 110 m. long (360 ft.) orientated N.W./S.E. as is the main jetty breakwater.

At the inward end a 20 m. long quay orientated S.W./N.E. is available for small launches though badly equipped with mooring points.

The Port Supervisor Office and Police ward room are located on the top part of the jetty. The jetty working area has been asphalted.

CRANES: Mobile cranes up to 100 tons are available.

Contractors have to supply the Island with their own mobile equipment to discharge vessels and barges, if not previously arranged with Company.

As soon as the unloading is completed users should remove their mobile equipment to keep the jetty area clear.

Location of Cranes: The main quay can bear anywhere a 30 ton crane (up to 45 tons for exceptional cases). For heavy loads two locations are defined as follows:

100 tons crane: one rectangle of which axle is situated at 15 m. from the inward end of the quay.

300 tons crane: the centre of the crane must be situated at 15 m. from the edges of the jetty seaward end.

MEDICAL: A medical officer is resident on the Island for emergency cases only. The Company maintains a small hospital.

FRESH WATER/FUEL:

Water and Fuel Loading and Unloading Critical Area:

Connection pipes are located on the inward and outward ends of the quay.

Inward end of the quay is fitted with 3 in. and 1 in. diesel oil connections and with 3 in. fresh water connection.

The outward end of the quay is fitted with 3 in. connections for fresh water and diesel oil and 8 in. line for fresh water. The Ship's Master should apply the safety rules and inform Zirku Marine about any unsafe conditions.

Ships coming for diesel oil or fresh water should be fitted with sufficient length of hoses to be connected to the Island fixed pipe.

A safety ball valve is required on shore and diesel oil hose.

SHORE LEAVE: No person may go on shore without authorisation from the Zirku Police Authority and only if in possession of Oil Field Security Pass.

SAFETY: *Reporting of emergency:* Should any vessel be in danger through fire, explosion, collision or whatsoever cause, the Master should immediately report the fact to the Port Supervisor and Port Officer (Petroleum Port Authority) by VHF Channel 62 or 68.

When alongside the main jetty they can report through the shore telephone system located on the jetty. Grey for Island Network, Red for Safety.

Phone Numbers:

Day and Night: Safety 56333
Radio Room 56666/56403
Clinic 56222.
Day: Marine Superintendent 56400.
Port Officer (PPA) 56471

Fire fighting equipment: There are 2 monitors and 3 hydrants supplied by a 12 in. pipe able to reach any point of the main jetty on emergency call.

Ship's fire fighting equipment: This equipment must be in constant readiness at all times with sufficient skillful personnel on board for its efficient operation.

Particular safety requirements for vessels unloading inflammable products:

All cargo/bunker tank lids must be closed.

A fire fighting hose must be ready for use and supplied with water near the piping and connection on the deck.

In the same way extinguishers must be disposed on the deck.

Cargo/bunker hoses must be properly rigged without leakage.

Cargo tanks being discharged and open to atmosphere must be fitted with an agreed venting system.

Foam and/or dry powder monitors, if fitted, shall be ready for use.

Portable fire extinguishers, shall be conveniently placed for use near the ship's hoses' connection.

A checking will be performed by the Safety Supervisor jointly with the Port Supervisor and the vessel's Master, and a form will be signed by the same, after which offloading of said hazardous cargo will be authorised.

EMERGENCY: *Emergency moving of vessels:* In case of accident vessels shall be able to move quickly, so no repairs to engines are allowed when alongside for self propelled vessels. Barges shall keep a tug alongside during the whole time of unloading.

WEATHER: *Winds:* Four kinds of winds on the Island: The most frequent (54% of the time) are named Shamals they blow from W.N.W. to N. principally in Winter. From N.N.E. to E.N.E. some 20% of the time the Noshi. Local effects of Monsoon, the Kaus blows from E. to S. 17% of the time.

Finally, during the Winter only, and 9% of the time blows from W.S.W. to W. the Suhaili.

Tides: Around Zirku Island the tide is of mixed type with small diurnal predominance, however this semi diurnal effect is not of great significance and for all practical purposes it can be taken that there is only one high water and one low water per day.

The mean spring tide range is approximately 1.2 m. The maximal range would be of about 1.4 m. The mean usual range would be 0.9 m.

Zirku Island tide prediction supplied by operating company, copy can be obtained from Marine Zirku.

There is a tide recorder on the main jetty. Tidal information also available from Zirku Marine on VHF, Channel 68.

Tidal Currents: At Zirku Island tidal currents are semi diurnal roughly flow runs from West to East and Ebb runs from East to West. Eddies are created at vicinity of any obstacle, (breakwater, jetties etc.) especially close to the South sandy end of the island. Currents can reach a speed of 2 knots. It is expected that these data are profoundly changed by winds, especially Shamal.

GENERAL: *Marks:* Name or number and draft marks should be readable from the jetties.

Unsuitable Vessels: The Port Officer reserves the right to refuse berthing and unloading of any vessels considered unsuitable by reason of inadequate or unsatisfactory mooring equipment, insufficient derrick capacity, insufficient fender protection, overloading, inability to comply with the safety regulations or any circumstances which would create unusual risk to the Company's jetties, quays, facilities, personnel and equipment whatsoever.

Prevention of Sea Pollution: It is strictly prohibited to discharge or throw overboard oil, oily water, chemicals, ashes, bilge water or other refuse within the port limits that may result in pollution of the sea.

International oil pollution conventions must be strictly observed by all vessels or crafts.

The Master of any vessel contravening this rule so as to cause pollution shall be charged with an offence against these rules and upon conviction be liable to a fine and shall be incurred in the removal of such pollution.

The harbour users, Contractors and all vessel Masters, before leaving and/or sailing should make sure that jetty area is clean and all their refuse has been removed.

National Courtesy Flag: All vessels calling at Zirku are required to fly their national flag and the national flag of Abu Dhabi.

Swimming & Diving: No person shall swim or dive from or near any vessel or alongside quay or berth.

No person shall engage in diving with the assistance of breathing apparatus within the above mentioned areas without the permission or instruction from the Port Authority.

GARBAGE DISPOSAL: See "Section B".

WASTE OIL DISPOSAL: See "Section B".

SEAMAN'S CLUBS: See "Section B".

CURRENCY: See "Section B".

(B) OIL TERMINAL

PORT LIMITS: The port area of Zirku Petroleum Port covers the area bounded by straight lines connecting the following points:

A:	Lat. 25° 03′ N. Long. 52° 53.3′ E.	B:	Lat. 25° 00′ N. Long. 52° 53.3′ E.
C:	Lat. 24° 48.9′ N. Long. 53° 04.8′ E.	D:	Lat. 24° 48.9′ N. Long. 53° 11′ E.
E:	Lat. 24° 56.8′ N. Long. 53° 11′ E.	F:	Lat. 25° 03′ N. Long. 53° 04.4′ E.

Masters of all vessels entering the port must follow instructions given by the Company's Marine Superintendent as to approach, anchoring, berthing and unberthing.

DOCUMENTS: On arrival the tanker should prepare the following documents to be handed over to the different authorities coming on board:

Tanker Enquiry Form (ZADCO Form).
Navigation Aids Dues Certificate (M.E.N.A.S. Form).
Notice of Readiness.
Crew List.
Certificate of Registry.
Load Line Certificate.
Safety Certificate (Equipment).
Oil Liability TOVALOP/CLC.
Derat Certificate.
Radio Certificate.
International Oil Pollution Prevention Certificate.
Suez Canal Tonnage Certificate.
Panama Canal Tonnage Certificate.

PILOTAGE:

1. *General:* On arrival and on departure the pilotage is compulsory within the Port Limits. The Company reserves the right to render the pilotage compulsory through the departure route for any reason. Nevertheless, upon Masters request Zirku Pilots could assist any tanker on Zirku Departure Route to and from Buoy No. 6 (Lat. 25° 13′ N., Long. 52° 59′ E.). Within Port Limits and on Zirku Departure Route the speed *shall not exceed 8 knots.*

2. *Direct Berthing:* Instructions for berthing having been received by voice communication the tanker should proceed to the agreed Pilot boarding point.

3. *Waiting:* In case of a berth not being available, the approaching tanker will be instructed to proceed to an anchorage area and anchor at the agreed location. The tanker will wait at this allotted location until further instructions.

4. *On Departure:* A Pilot will assist loaded tanker as stipulated in No. 1 above.

5. *Pilot Access:* The Pilot access should be in good condition, safe, clean and ready. Pilot ladders constructed of light material such as aluminium will not be accepted. Where the freeboard exceeds 10 m. the vessel should have a combination of accommodation ladder and pilot ladder rigged. The bottom of the accommodation ladder shall be at least 7 m. above the water line.

6. *Pilot Embarkation:* To embark the Pilot safely, the incoming tanker should reduce speed (no more than 5 knots), make a good lee to minimise adverse weather conditions and take the way off. On the tanker's deck the boarding of the Mooring/Loading Master should be attended by at least one officer and one A.B.

7. *Pilot Boat:*

Name	Gain
Engine	2×860 h.p.
Speed	20 knots
Marked	Zirku Pilot

Fibre Glass Hull

NAVIGATION AIDS:

Separation Scheme: A traffic separation scheme between Zakum Field and Umm Shaif Field crosses the port area.

This scheme includes:

(a) A separation zone, 0.75 nautical miles wide.
(b) A traffic lane for Westbound traffic, 1.25 nautical miles wide.
(c) A traffic lane for Eastbound traffic, 1.25 nautical miles wide.

The main traffic directions are: 050° – 230°
072° – 252°

This scheme is marked by the following two light buoys.

1. Zakum Middle
Lat. 25° 59.15′ N. Long. 53) 08.50′ E.
R.W.V.S. Pillar L.Fl. 10 sec.

2. Zakum West
Lat. 24° 56.60′ N. Long. 52° 59.85′ E.
R.W.V.S. ISO 6 sec.

Reference Charts: British Admiralty 3733, 3952, 2889, 3778.

Zirku Island:

Zirku, Zarakuh or Zarqa beacon:
Lat. 24° 53.0′ N. Long. 53° 04.2′ E.
Fl. 10 sec. 22 miles Height 200 m.

Main Jetty:
Lat. 24° 52.2′ N. Long. 53° 05.4′ E.
Fixed Green 7 miles and Flash 10 sec. Height 11 m. 9 M.

Sea Water Intake:
Lat. 24° 53′ N. Long. 53° 05.3′ E.
3 Fl. W. 5 sec. Height 9 m.

Radio Tower:
Lat. 24° 53′ N. Long. 53° 04.1′ E.
Fixed Red light – Height 198 m.

Zirku Flare Platform 'ZFP':
Lat. 24° 51.5′ N. Long. 53° 02.6′ E.
Flashing White light, morse "U" every 15 sec. Range 15 miles.

Flares:
Lat. 24° 52.5′ N. Long. 53° 04.3′ E.
Fixed Red light – Height 145 m.

Repeater Platform:
Lat. 25° 01.7′ N. Long. 52° 55.7′ E.
2 White flashing lights Morse "U" 15 sec. at level +18 m.
2 Red lights at level +34 m.
2 Red lights at level +51 m.
Horn Morse "U" every 30 sec.

Isolated Danger Mark:
Capped well-head.
Lat. 24° 59.8′ N. Long. 52° 57.1′ E.
Black-Red-Black – Pillar Fl. 2.5 sec.

Navigation Warning within Port Limits:

All vessels transiting through the Zarakkuh Port Limits are to follow the following procedures:

1. Vessels transiting along the Separation Zone may do so as normal.

2. Vessels intending to cross the Separation Zone Northwards must inform Zarakkuh Radio on Channels 16 or 68 of their intention and follow the instructions given.

3. Vessels Southbound, intending to cross the Northern Port Limits, must inform Zarakkuh Radio of their intention on Channels 16 or 68 and follow the instructions given.

4. No vessel is to pass between Buoy No. 1 (Lat. 25° 02′ N., Long. 53° 00.8′ E.) and the oil loading terminal or enter the no unauthorised entry limits around the oil loading terminal or the Repeater Tower (Lat. 25° 01′ 42″ N., Long. 52° 55′ 40″ E.), or "ZFP" (Lat. 24° 51.5′ N., Long. 53° 02.6′ E.).

MAX. SIZE: The SPMs are suitable for berthing tankers from 30,000 d.w.t. up to 350,000 d.w.t. loaded at 80% of their capacity.

The max. draft allowed for departure is 21 m.

ANCHORAGES: *Small Vessels Anchorage:* Located close to Zirku Jetty is designated for small vessels to service harbour.

1 Yellow buoy Fl. 5 sec. in N.E. corner (Lat. 24° 51.3′ Long. 53° 06.9′ E.).

Limits: Lat. 24° 51.3′ N. Lat. 24° 50.0′ N.
Long. 53° 07.0′ E. Long. 53° 07.0′ E.
and
Lat. 24° 51.3′ N. Lat. 24° 50.0′ N.
Long. 53° 05.4′ E. Long. 53° 05.4′ E.

Tankers East Anchorage:
Limits: Lat. 24° 56.8′ N. Lat. 24° 54.8′ N.
Long. 53° 11′ E. Long. 53° 11′ E.
and
Lat. 24° 56.8′ N. Lat. 24° 54.8′ N.
Long. 53° 07.8′ E. Long. 53° 07.8′ E.

Tankers North Anchorage:
Limits: Lat. 25° 03′ N. Lat. 25° 00′ N.
Long. 53° 02.2′ E. Long. 53° 02.2′ E.
and
Lat. 25° 03′ N. Lat. 25° 00′ N.
Long. 53° 04.4′ E. Long. 53° 04.4′ E.

where 2 buoys are installed at Eastern corners. Colour yellow – F yellow 5 sec.

This area is designated for incoming and outgoing deep draft tank

Prohibited Anchorage Area: Anchorage within Port Limits, out waiting anchorage areas is prohibited. Exceptional authorisation ma given by the Port Officer.

Sea-bed: The sea-bed in the Terminal area is rock, covered by a inches of loose sand. Some patches of coral can be found. Holdin poor and vessels are advised to pay out more cable than usual.

RADIO: Messages can be sent to the Company by the following me

Telex or Telegram through Bahrain Radio addressed to ZAD Marine. Telex No.: 22948 ZDCAUH EM. Cable: ZIR Marine.

Voice communication to "Zirku Marine" by SSB. Operation Mode Upper Side Band within a range of approximately 250 km.

Permanent watch on carrier frequency: 2036.4 kHz.

Talking on standard Marine Duplex HF Channel: 405, 605, 828

Notice of Arrival: Arrival Message shall be sent to ZADCO Ma 96 hours before arrival at the Port Limits.

Confirmation shall be given 72, 48, 24 and 6 hours from ETA.

Voice contact shall be made with "Zirku Marine" by SSB or VH hours prior to arrival.

Arrival Message: Arrival Message should contain the following:

Vessel's name and Master's Name/Abu Dhabi Agent's Name/Po Registry/n.r.t.
ETA Port Limits
Arrival drafts/Departure draft forward and aft
Quantity of ballast and Estimated deballasting time
Possibility of simultaneous operation/permanent ballast
Cargo required
Maximum loading rate and IGS and air-conditioning operative.
Part cargo and slops/to comingle
Expiry date Tovalop/CLC/IOPP
Derrick capacity/No. and size of manifolds/mooring brackets
Last Port of call and next Port/EDP accepted
Direction of approach

VHF: Voice communication to "Zirku Marine" by VHF Channels: 16 64 and 68. Channel 68 is used by the Pilots.

Permanent simultaneous watch maintained on these Channels.

Arrival: VHF contact should be made with Zirku Marine reques instructions.

Once contact has been established through Channel 16 fu conversation should be conducted on either Channel 64 or 19 u operator's instructions.

Pilot/Loading Master on board: Although he will bring on board his VHF communication units with private frequencies, the tanker should remain operational at all times.

At Anchorage: Permanent watch should be kept on Channel 16 an other Channels (64 or 68) as requested by the Zirku Marine opera

Traffic Separation: North-bound vessels intending to cross Separation Scheme, and South-bound vessels intending to cros North port limit, should report their intention on Channels 16 or 68 follow instructions.

TUGS: A tug of 2×1,500 h.p. and a mooring launch of 2×275 h.p assist the berthing. A second tug of similar dimensions will be add the terminal operations in late 1994.

SPMs: The terminal of Zirku Petroleum Port is located about 8 na miles N.N.W. of Zirku Island and consists of two single Point Mo buoys whose exact coordinates are as follows:

SPM "Alpha"	Lat. 25° 00′ 32″ N.	Long. 52° 59′ 02″ E.
SPM "Bravo"	Lat. 25° 01′ 36″ N.	Long. 52° 59′ 30″ E.

A small mooring buoy for small craft is in position: 0.3 miles We No. 1 channel buoy.

SPM Description: Both buoys are identical.

Buoy Body: The buoy is a circular steel structure with a diame approximately 12.5 m. It has a rotating assembly. The colour is or

Hoses: The buoy is equipped with 2×20 in. floating hoses with a tail end hose connection. The outer hose string is 296 m. and the one 285 m. Each string is equipped with winker lights.

Hawser: The mooring systems consist of a single 18 in. circumfe grommet hawser of double braided nylon, with an overall len 53.4 m., ended by a short length of 76 mm. diameter chafe cha

Light: The buoy is fitted with a navigation light emitting a Mors flashing signal every 15 seconds visual on 360° up to a 5 nautica range.

Fog Horn: Fitted on the buoy, emits a Morse "U" blast eve seconds and is activated when necessary by a remote control s

Radar Reflector: A radar reflector is installed on the buoy stru

Water Depth: The minimum water depth in the vicinity of the SPM is 27 m. above chart datum.

MOORING: All vessels arriving at this port are required to have adequate draft and trim for safe manoeuvring purposes. The propeller should be completely immersed. The recommended trim for manoeuvring in ballast is 3.0 m. List will not be tolerated.

Tanker Material Equipment: The tanker must have the port side derrick rigged for lifting the shore equipment on board, the minimum derrick capacity shall be 10 tons.

A good messenger line of approximately 4 in. circumference nylon line to be ready on the forecastle.

The forecastle should be fitted with Smit or Chain Stopper type brackets, strong mooring bitts and Panama Leads.

Terminal Material Equipment: One basket will be lifted on board with hose connection equipment and tanker mooring equipment if necessary.

Procedure: Full power must be available on tankers' main engine.

Once the optimum approach route has been selected the tug will pull away the hose strings and the tanker will proceed toward the buoy at a suitable speed.

When approximately 300 m. from the buoy the mooring launch will be instructed to bend on the messenger line from the Panama Lead to the mooring hawser pick up line.

The tanker will be brought to a dead stop at 60 m. from the buoy.

The chafe chain will then be winched aboard and secured.

Once the tanker is secured, the tug will pass its towline to the tanker's stern and then maintain tension on the towline throughout, to avoid any buoy kissing.

Emergency Fire Wire: All ships shall have a fire wire hanging from the bow and the stern to enable tugs to immediately connect in case of emergency – Circumference of wire to be at least 6 in.

Weather Limits: Mooring operation can be carried out in up to 25 knots wind speed and significant waves up to 5 ft.

HOSE CONNECTION: *Terminal Connection Team:* After mooring is completed, the hose connection team will board, to assist the crew.

Tanker Connection Team: An officer should attend the hoses with at least 3 deck hands and 1 boatswain. In addition one skilful winchman will be required.

Tanker Material Required: Miscellaneous tools, shackles, wires, ropes plus fire hose and extinguisher should be ready close to the manifold. The area around the manifold should remain free of all equipment to enable safe hose handling.

Terminal Material Supplied: 16 in. to 16 in. Spool pieces. Chain hoists, tirfors, gaskets, wrenches, flange bolt sets, butterfly valve handles, set of miscellaneous chains, ropes, slings, etc.

Flange size: The tail end hose flange size is a 16 in. camlock coupling. Before berthing the tanker manifold should be ready for direct connection, blind flange removed, and 16 in. to 16 in. spool piece fitted.

The two tanker manifold connections should be chosen in such a way that access to both flanges is possible.

Procedure: Having completed the mooring operation, the mooring launch will proceed to the end of the floating hoses to tow them to a position beneath the tanker's derrick hook.

The inner (or shorter) of the hoses will be lifted above deck level and the end swung inboard.

The hose will be lifted by such length to match the distance between the rail and the tanker manifold, then held with snubbing chains and the hose end lowered and connected to the manifold flanges.

The same operation will be performed on the outer (or longer) one.

LOADING: *Rate:* The maximum loading rate will be 12,500 cu.m.p.h. using both hoses.

Care will be taken not to exceed the rated working pressure to be supported by the hoses which is 15.5 bars (225 p.s.i.).

Procedure: Once the hoses have been connected and checked, the butterfly valves opened and the tanker pipe network set up, the Loading Master can give the go-ahead upon request from the Chief Officer and pumping will commence at slow speed at the beginning (by gravity), approximately 7,000 bbls./p.h., then the rate increased up to the rate requested by the Chief Officer.

An inspection of the floating hose strings and the buoy, including waters around the terminal, should also be made during the first few minutes of cargo transfer to ensure there is no leakage.

Once reached, the flow rate will be maintained until further instruction is given by the Chief Officer to the Mooring/Loading Master.

Valve Closure: No valves which will stop or seriously impair or reduce the flow rate of oil from the shore pumps are to be operated without prior agreement with the shore control room (ZCC) through the Loading Master.

10 minutes' notice should be given to the Loading Master for reducing the loading rate or stopping.

The practice of throttling back on the ship's cargo valves is to be avoided. If a lower rate is required, the shore is to be advised and the pumping rate will be reduced to the required level.

The Master will be held liable for any damage arising from the sudden cessation of flow caused by default of the ship.

It cannot be over-emphasised that to do so can be extremely dangerous and cause extensive damage to equipment in addition to possible oil pollution.

Failure of Communication: In case of failure of communications between the Loading Master and Zirku Control Room (ZCC), the loading will be automatically stopped.

Accommodation: Cabins: Two single cabins on board the tanker must be allotted to the Mooring/Loading Master and his Assistant.

Terminal Team: A rest room must be allotted to the hose connection team (3/4 people) should they be required to stay on board by the Mooring/Loading Master. This will only be the case in adverse weather conditions.

Working Location: The working location of the Mooring/Loading Master is the cargo control room.

A portable unit of around 25 kgs. will be installed in this room and operate from either a 110/115 v. or 220/240 v., 50/60 kHz. supply, such a socket must be available in the cargo control room.

Terminal Personnel: As long as the tanker is secured to the Buoy a permanent watch will be performed by the Mooring/Loading Master and/or his assistant in the cargo control room with the portable unit.

Contact will be permanently kept with the Zirku Control Room (ZCC) private VHF Channel.

Tanker Personnel: A tanker officer speaking English should be permanently on duty with the Mooring/Loading Master. The Chief Officer must be available at any time during the deballasting and loading operations (room and telephone number).

In addition to the tanker officer at least two crew members will be in contact with control room through adequate W/T and must be on duty permanently on the deck keeping watch on the tanker and terminal equipment.

Accommodation ladder will be continuously adjusted by the crewmen with regard to the sea state and tanker draft to provide safe access to the deck at any time of the operations.

Ullages: Ullage measurements shoud be taken by remote gauge while loading.

Opening the tank ullage lids should be avoided.

When necessity involves opening the lids the Mooring/Loading Master's approval must first be obtained.

The Mooring/Loading Master will check and approve the Ullage Report according to ullage measurements.

Characteristics:

API: around 34.5
S.G.: around 0.85
Temperature 20°C. to 35°C.

More accurate characteristics will be transmitted to the tanker on arrival.

BALLAST: *Quantity:* Tankers arriving at Zirku Petroleum Port for berthing should keep onboard at least 30% of their d.w.t. as ballast until further instructions received from the Mooring/Loading Master.

Tankers capable of deballasting and loading simultaneously should have on board a total of not less than the 30% d.w.t. requested for berthing so that in normal circumstances they will not be flying light whilst moored at the buoy.

Vessels arriving with insufficient ballast may be required to increase the quantity, should the Mooring/Loading Master consider it necessary.

Quality: Vessels arriving with ballast on board to be discharged into the sea must ensure that the ballast, lines and pumps are clean and free from oil before commencing discharge. If necessary the initial quantity and the drainings should be pumped into the slop-tank. A permanent deck watch shall be kept during this operation with overside lights displayed at night on both sides of the vessel at the discharge points.

Deballasting Facilities: There are no deballasting facilities at Zirku Terminal for receiving dirty ballast.

UNMOORING/DEPARTURE: As soon as the loading operation is completed, the vessel will vacate the berth.

The tanker's cargo manifold valves and butterfly valves at the hose end will be closed. The hoses once disconnected will be swung outboard and lowered to the water with the derrick and released.

The tanker will leave the terminal by slipping the mooring. Once the mooring is slipped, the tanker will put the engines astern, drop back until clear of the floating hose, and then steam clear of the terminal.

The mooring launch will be positioned to tow the floating hoses clear, where necessary. The tug will help the tanker to clear the terminal if so required by the Mooring/Loading Master. The mooring connection team will disembark at this stage and the terminal equipment be lowered into the tug. It will be necessary to make a lee to perform these operations safely.

Waiting Area: In the case of no "Early Departure Procedure" arrangements having been made, the tanker will be anchored in one of the anchorage areas waiting for cargo, documents which will be sent by the pilot boat as soon as possible.

In case of the tanker being delayed from sailing for any reason (engine repairs, waiting order, etc) the Mooring/Loading Master will disembark once securely anchored.

When the tanker is ready to sail through the North Departure Route, 2 hours' notice will be given to the Mooring/Loading Master.

Departure Route: Any deep draft tanker leaving Zirku Petroleum Port will proceed through the following departure route at a speed not exceeding 8 knots.

Buoy No. 1	Lat. 25° 02′ N., Long. 53° 00.8′ E.
East Mark	BYB VQ(3)5s.
Buoy No. 2	Lat. 25° 04.4′ N., Long. 53° 02.4′ E.
Safe Water	RW Occ 15s.
Buoy No. 3	Lat. 25° 06.4′ N., Long.53° 03.0′ E.
Safe Water	RW LFI 10s. Crossing Pipe 30 in.
Buoy No. 4	Lat. 25° 09.8′ N., Long. 53° 02.6′ E.
Safe Water	RW Occ 8s. Crossing 3 pipes 18 in. & 30 in.
Buoy No. 5	Lat. 25° 11.2′ N., Long. 53° 00.2′ E.
Safe Water	RW MO(A) 10 s.
Buoy No. 6	Lat. 25° 13.0′ N., Long. 52° 58.9′ E.
West Mark	YBY VQ(9) 10s.

To Das Channel Buoy No. 10. Leave to starboard.

MEDICAL: Although a medical officer is resident on Zirku Island, consultations will be possible only on an emergency basis.

DENSITY: The salinities are high as a result of the high rate of evaporation.

At the terminal, the water density depending on the sea temperature ranges from 1030 to 1035.

SERVICES: Following services are NOT available at Zirku Petroleum Port:

Bunkers.
Fresh Water.
Food.
Engine Repairs.
Deratisation.
Shore leave for the crew.
Crew changes.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: U.A.E. Dirhams.
WEATHER: *Seasons:* Two principal seasons can be distinguished in the Gulf. The cool "Winter" season extends from mid November to mid March and the hot "Summer" season from mid May to mid September. The two intermediate periods are transitional and the weather experienced may have either Summer or Winter characteristics.
Winds: The most frequent (54% of the time) is named 'Shamaal' and blows from W.N.W. to N. principally in Winter. The 'Noshi' blows from N.N.E. to E.N.E. for 20% of the time.

Local effects of Monsoon, called the 'Kaus', blows from E. to S. 17% of the time.

Finally, during Winter only, the 'Suhaili', blows for 9% of the time from W.S.W. to W.

The strength of these winds is approximately proportional to their probability of occurrence but at their strongest they can give rise to sandstorms and rough seas for several consecutive days.
Temperature: The extreme monthly mean values of air temperature are 20°C in February and 34°C in August with a lowest minimum of 9°C and a highest maximum of 44°C during the same months.
Tides: Around Zirku Island the tide is variable with small diurnal predominance. However this semi diurnal effect is not of great significance and for all practical purposes it can be said that there is only one high water and one low water per day.

The maximum range is about 1.5 m.

The mean usual range is 1.0 m.
Currents: At the terminal tidal currents are semi diurnal.

The current speed reaches 1 knot regularly at each tide.

Roughly the flood runs S.W. and the ebb N.E. but the turn of tide is very slow when the current directions are variable.

Predictions may be found to be considerably influenced by strong winds, especially the 'Shamaal'.
GENERAL: *Navigation Aids Dues:* The light dues for the Gulf navigational aids will be levied for the account of M.E.N.A.S.

These dues will be paid once per voyage at the first port of call in the Gulf.

Masters are requested to keep the receipt as a voucher if requested by any other Port authority within the Gulf.
Agency: Ship-owners must have their own representative Agency in Abu Dhabi.

Zadco will be acting as a sub-Agency to liaise with the main Agency in Abu Dhabi for all queries regarding mail, telexes, medical assistance, letters of Protest etc.
AUTHORITY: Petroleum Ports Authority – ADNOC, P.O.Box 898, Abu Dhabi, U.A.E. *Tel:* Abu Dhabi 6023450/1 or 6056471. *Telex:* 22948 ZDC AUH EM – Zirku. *FAX:* 6056472. *Contact:* Captain A. M. Gabal, PPA – Acting Manager. Captain H. Al-Holli or Captain M. Abu Shahba, Zirku – Port Officers.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., P.O.Box 377, Abu Dhabi, U.A.E. Cables: "Confidence" Abu Dhabi. Telex: 22248 ("Gacauh Em"). Tel: 730500. After hours 794490. Fax: 731328.

NOTES

Please also advise Shipping Guides Ltd.

United Kingdom

TELEPHONE CODES: On Sunday 16th April 1995, all U.K. telephone area codes are due to be changed. For most numbers this will simply involve inserting a "1" after the initial "0" in the area code. However the cities of Leeds, Sheffield, Nottingham, Leicester and Bristol will get a new area code and an additional digit in front of the current local telephone number (e.g. Bristol 0272 xxxxxx becomes 0117 9xxxxxx). We advise all subscribers to check locally where difficulties arise.

HEALTH – ALL PORTS:

PORT HEALTH (The Public Health (Ships) Regulations) 1979.

1. Simpler procedures for health clearance of ships arriving in the United Kingdom came into operation with effect from 1st April 1978.

2. Under these rules the Master of a ship arriving from a foreign port must report to the Port Health Authority†

(1) The occurrence on board during the voyage* of

(a) death, other than by accident,

(b) illness where the person or persons concerned

(i) has or had a temperature of 38°C or greater which was accompanied by a rash, glandular swelling or jaundice, or persisting for more than 48 hours;

(ii) has or had diarrhoea severe enough to interfere with work or normal activities, or

(2) the presence on board of

(a) a person suffering from an infectious disease or who has symptoms which may indicate the presence of infectious disease

(b) any animal or captive bird of any species including rodents and poultry, or mortality or illness among such animals or birds.

(3) any other circumstances which are likely to cause the spread of infectious disease.

If there is nothing to report under any of these headings the Master has no need to obtain health clearance unless an authorised officer otherwise directs. A proportion of ships will be boarded and checked. If any of the conditions in (1)a (1)b and (2)a or (3) have occurred permission (Free Pratique) from an authorised officer will be necessary before disembarkation or commencing operation.

3. If the Master has something to report under 2 above he must:

(1) send a radio message not more than 12 hours and where practicable not less than 4 hours before arrival, giving the relevant information, to the Port Health Authority

or, if the ship is not equipped with a radio transmitter, notify the Port Health Authority, wherever practicable before arrival and otherwise immediately on arrival;

(2) show or give the appropriate day or night signal when the ship enters the jurisdiction of the Port Health Authority (the codes are set out below);

(3) Until "Free Pratique" for health purposes has been given see to it that no person, other than Pilot, Customs officers, Immigration officer or authorised officer boards or leaves the ship without the permission of the medical officer;

(4) complete a Maritime Declaration of Health and arrange for it to be handed to the authorised officer.

In relation to the presence or illness of animals on board, etc., the requirements at (2), (3) and (4) do not apply but where plague has occurred or is suspected amongst rats or mice or there has been abnormal mortality among them, a Maritime Declaration of Health should be completed.

The requirement at 3(4) above does not apply to a ship which has come directly from a port in the excepted area of the Council of Europe, i.e., Belgium, France, Greece, the Irish Republic, Italy, Netherlands, Norway, Portugal, Spain and the United Kingdom.

4. Where it is necessary to obtain "Free Pratique" for health purposes the Master should have already to hand the authorised officer, a list of passengers and crew leaving the ship together with the addresses they are going to in the United Kingdom.

5. The Port Health/Medical Officer may, in circumstances other than those set out above, direct that the Master shall complete a Maritime Declaration of Health and that the Master shall apply restrictions on boarding or leaving the ship.

6. The Master of a ship that has met another ship, which has proceeded from a foreign port, or has met an off-shore installation, is required to comply with the rules in paragraphs 2-3 (but if the ship has proceeded from an excepted port a Maritime Declaration of Health need not be completed).

7. If the Port Health Authority† is satisfied that the Master of a ship was aware, or should have been aware, of conditions and failed to report them then action may be taken under the Public Health legislation which may result, on summary conviction, to a maximum fine of £5,000.

† Or the local Authority responsible for Port Health Control.

* If more than 4 weeks have elapsed since the voyage began it will suffice to give particulars for the last 4 weeks.

Animals/Animal Products: Animals and products of animal origin (including fishery products, eggs, honey, etc.), imported from countries outside the European Union, are subject to veterinary control and can only be landed at ports designated by the EC as Border Inspection Posts for specific products.

INTERNATIONAL CODE OF SIGNALS
PRATIQUE MESSAGES

ZS My vessel is "healthy" and I request Free Pratique Q
*I require Health Clearance QQ
ZT My Maritime Declaration of Health has negative answers to the six health questions.
ZU My Maritime Declaration of Health has a positive answer to question(s)..........(indicated by appropriate number(s)).
ZV I believe I have been in an infected area during the last thirty days.
ZW I require Port Medical Officer.
ZW1 Port Medical Officer will be available at (time indicated).
ZX You should make the appropriate Pratique signal.
ZY You have Pratique.
ZZ You should proceed to anchorage for Health Clearance (at place indicated).
ZZ1 Where is the anchorage for Health Clearance?
I have a doctor on board. AL
Have you a doctor? AM

*By night, a red light over a white light may be shown, where it can best be seen, by vessels requiring Health Clearance. These lights should *only* be about 2 m. (6 ft.) apart, should be exhibited within the precincts of a port, and should be visible all round the horizon *as nearly as possible*.

Health Clearance may be given in three ways:

(a) Wholly in plain language.

(b) Partly in the above signal code, remainder in plain language.

(c) Wholly in the above signal code.

Issued by the Health Departments of the United Kingdom.

GENERAL:

Regulations for tankers entering or leaving ports in the United Kingdom:

Application of the Regulations: The British Government have issued the following regulations, which came into force on 15th October, 1981, applicable to tankers of 1,600 g.r.t. and over of any nationality which:

Have a cargo of chemicals, gas or oil in bulk, or;

Have not been declared gas free after having carried such a cargo.

Reports: Before entering the limits of any harbour a report must be made to the Harbour Master of that harbour giving the following information:

(a) Name and call sign.
(b) Country of register.
(c) Length, draft and beam.
(d) Destination. (This may not be the same as the harbour through which the tanker is passing).
(e) ETA at pilot station or harbour limits.
(f) Brief description of cargo and quantity in tonnes.
(g) Is vessel fitted with inert gas system?
(h) If inert gas system is fitted, is it operational?
(i) Have cargo tanks been rendered non-inflammable?
(j) Has a certificate been issued that the vessel complies with the IMO Codes for the Construction and Equipment of Ships carrying:
  (i) Dangerous chemicals in bulk, or;
  (ii) Liquefied gases in bulk?
(k) Any defect in the hull, machinery, or equipment which may:
  (i) affect the safe manoeuvrability of the tanker or;
  (ii) affect the safety of other vessels in the vicinity of the harbour, or;
  (iii) constitute a hazard to the marine environment, or;
  (iv) constitute a hazard to persons or property in the vicinity of the harbour.

Any changes to the above which occur before entering the harbour limits or while within those limits must be notified to the Harbour Master.

Check List: A Check List is required by the Pilot and the Harbour Master giving the following information:

Details and classification of the vessel.

State of machinery, anchor, fire-fighting, navigational and radio equipment.

State of Safety Certificates and other documents.

Details of officers' Certificates of Competence.

Check List Forms can be obtained from Department of Transport Marine Offices at the following ports: Aberdeen, Avonmouth, Belfast, Cardiff, Dover, Falmouth, Glasgow, Great Yarmouth, Greenock, Hull, Leith, Liverpool, London, Middlesbrough, Milford Haven, Newcastle, Plymouth, Shetland (Mossbank), Swansea.

SHIP MOVEMENT REPORTING: Notice to Mariners No. 631/1986.

Ship Movement Reporting in the English Channel and Dover Strait.

From 1st July, 1986, a revised message format is to be used in the voluntary ship movement reporting system for the English Channel and Dover Strait (MAREP). The changes will bring the MAREP system into agreement with the General Principles for Ship Reporting Systems adopted by the International Maritime Organisation (IMO).

This Notice gives the new message format and also includes amendments to the description of the MAREP system which was given in former Notice No. 1520/81.

Ship Movement Reporting (MAREP): *Introduction:*

(1) The objective of the MAREP scheme is to assist the Mariner, to improve safety of navigation in the English Channel and Dover Strait, and to reduce the risk of pollution of the coasts of the United Kingdom and France in this area. Participation in the scheme is voluntary and the International Maritime Organisation (IMO), through its Maritime Safety Committee, has recommended that ships to which the scheme applies should participate. The transmission of reports is free of charge.

(2) The MAREP scheme provides for certain categories of ships to report-in to a number of designated shore stations in the area of the Traffic Separation Schemes and associated Inshore Traffic Zones off Ushant, off Casquets and in the Dover Strait. Broadcasts will be made by shore stations on a regular basis and as required and will include information on any known situations which could affect the safe navigation of ships in these Traffic Separation Schemes or associated Inshore Traffic Zones.

(3) Ships with certain defects and ships in other categories are also invited to report when elsewhere in the English Channel.

Participation:

(4) Ships of the following categories intending to enter the areas described in paragraph 5 below are invited to participate:

(a) All loaded oil and chemical tankers and loaded gas carriers of 1,600 g.r.t. and over.

(b) Any ship "not under command" or at anchor in a traffic sparation scheme or associated inshore zone.

(c) Any ship "restricted in her ability to manoeuvre", ships engaged in towing, deep draft ships, or ships with a defect in their propulsion or steering.

(d) Any ship with a defect in those navigational aids which could adversely affect her navigation under prevailing conditions.

When to Report:

(5) Ships mentioned above are invited to report to the designated shore stations (paragraph 8 below) when intending to enter:

(a) The Traffic Separation Schemes off Ushant and off Casquets, or their associated inshore traffic zones:

(i) Reports should be made at a distance of 10 nautical miles before entering the area described in (a) above.

(b) The Traffic Separation Scheme in the Dover Strait or the associated inshore traffic zones:

(i) On proceeding Eastward into this Scheme or its associated inshore traffic zones when arriving within 2 nautical miles of a line joining the Royal Sovereign Light Tower and Bassurelle Light Buoy and extended to the French coast.

(ii) When proceeding Southwestward, when arriving within 2 nautical miles of a line from North Foreland extended through the Falls Light Vessel to the Belgian coast.

(iii) When departing from a port within the associated inshore traffic zones.

(6) The phrase "entering a Traffic Separation Scheme" covers ships intending to use the traffic separation lanes, joining them from the side, or crossing the Schemes as described in Rule 10(b) and (c) of the International Regulations for Preventing Collisions at Sea, 1972.

(7) Any ship not under command or any ship of the categories described in paragraph 4(c) and (d) above wherever it is in the English Channel area (East of a line joining Ushant S.W. Buoy and Bishop Rock Lighthouse and West of the line described in paragraph 5(b) (ii) above) is invited to report to a shore station. These ships may be asked to make subsequent pre-arranged reports to shore stations.

Reports and Shore Stations:

(8) Ships with no defects should make a Position Report (POSREP). Ships with defects, i.e. when not under command, with a defect in propulsion or steering or as described in paragraph 4(d) above should make a Defect Report (DEFREP). Where appropriate a subsequent Change Report (CHANGEREP) should be made. Reports in the English language should be transmitted by VHF using the format at the Appendix and using for guidance the IMO Standard Marine Navigational Vocabulary and the International Code. The reports should be made to the following designated shore stations:

Traffic Separation Zone	*MAREP Receiving Station*	*VHF Frequency*
(a) Ushant	Ouessant Traffic	16 – 11
(b) Casquets	Jobourg Traffic	16 – 11
	Portland Coastguard	16 – 69

Channel 11 should be used for calling and working Ouessant and Jobourg Traffic, but these stations should be called outside the times set for broadcasts in paragraph 10.

Channel 69 should be used for calling and working Portland Coastguard.

(c) Dover Strait	Gris Nez Traffic	16 – 69
	Dover Coastguard	16 – 69

Channel 69 should be used for calling and working these stations.

(d) Ships requiring further information or assistance may be transferred by the Centres at Ushant, Jobourg and Gris Nez Traffic to Channel 79 and by Dover Coastguard to Channel 80.

(9) Ships referred to in paragraph 7 should make their report to the nearest designated station. If unable to make contact with any of these stations the report should be made through a Coast Radio Station and addressed to one of the designated stations.

Information Broadcasts:

(10) Routine broadcasts will be made by the Centres at Ushant, Jobourg, Gris Nez and Dover on VHF Channel 11 with additional routine broadcasts in restricted visibility at the following times:

	Clear Weather	*Restricted Visibility*
Ushant Traffic	H+10	H+25
	H+40	H+55
Jobourg Traffic	H+20	H+05
	H+50	H+35
Gris Nez Traffic	H+10	H+25
Dover Coastguard	H+40	H+55

(11) Urgent broadcasts will be transmitted as necessary at any time.

(12) All broadcasts will be preceded by a forewarning on VHF Channel 16.

(13) Broadcasts will cover navigational and traffic information of immediate interest and information on movements of ships which appear to be navigating within a traffic separation scheme contrary to the requirements of Rule 10 of the International Collision Regulations.

Ship's Radio Watch:

(14) In order to derive the fullest benefit from the MAREP scheme a continuous watch should be maintained between routine broadcasts on VHF Channel 16 (and on Channel 11 where two channel reception is available).

Caution

(15) It is emphasised that the MAREP scheme does not absolve the Master from his sole responsibility for the safe conduct of his ship.

APPENDIX: Ship Reporting System:

System Identifier MAREP

Type of Report POSREP (Position Report) or DEFREP (Defect Report) or CHANGEREP (Change Report)

Heading	*Text*	*Explanation or Example*
Identification of message	MAREP	
Type of message		POSREP
Identity of ship	ALFA+name of ship plus call sign	
Group date/hour	BRAVO+6 figure (Zulu)	Date of month: 2 figures Hours and minutes: 4 figures
Position	CHARLIE+Latitude and Longitude	Latitude: 4 figures followed by N or S Longitude: 5 figures followed by E or W
	or CHARLIE+name of port of departure	If the vessel is sailing fr a port in the coastal zon
	or DELTA+bearing – distance in relation to a sea mark	Bearing: 3 figures in degrees. Distance: 2 figures in miles from lan sea mark indicated
True Course	ECHO+true course	3 figures in degrees fro North
Speed	FOXTROT+speed in knots and tenths of knots	3 figures
Destination	INDIA+name of port of destination and probable time of arrival	
Radio-Communications	MIKE+VHF Channel number	Give number of VHF Channel monitored and applicable number of second Channel monitored
Draft	OSCAR+maximum present draft	4 figures in metres and centimetres
Cargo	PAPA+industrial name of product or IMDG Code No.+quantity	Nature of cargo. Quanti expressed in tonnes
Navigational Restrictions	QUEBEC+brief description in clear	Stopped, moored, hampered by draft; generally any restriction on manoeuvrability
Additional Comments	X-RAY+brief particulars	Any other information which may be useful.

Note: The headings QUEBEC and X-RAY can be omitted when there is nothing to report.

Specimen Messages:

1. Position Report	MAREP POSREP
ALFA	NONSUCH/MIKE BRAVO CHARLIE DELTA
BRAVO	ZERO TWO ONE ZERO THREE ZERO ZULU
CHARLIE	FIVE ZERO FIVE FIVE N ZERO ZERO ONE TWO EIGHT E
ECHO	ZERO FOUR ZERO
FOXTROT	ONE FIVE FIVE
INDIA	EUROPORT
MIKE	SIXTEEN
OSCAR	TWO ONE FIVE ZERO
PAPA	CRUDE
2. Defect Report	MAREP DEFREP
ALFA	SUCHNON/MIKE BRAVO CHARLIE LIMA
BRAVO	ONE SIX ZERO FOUR THREE FIVE ZULU
DELTA	THREE FOUR FIVE DEGREES ONE THREE MILES FROM CASQUETS
INDIA	THAMES
MIKE	SIXTEEN
PAPA	GENERAL
QUEBEC	NOT UNDER COMMAND MAIN ENGINE FAILURE AWAITING TUG

GARBAGE/WASTE OIL DISPOSAL: *General Information:* Ports a terminals in the United Kingdom must by law provide reception facili for oily mixtures, chemicals and garbage from ships which need discharge these substances. The level of provision varies accordin the requirements of the ships usually visiting the port, some faci are only provided to meet specialised needs, whilst facilities for garba are almost universal. In some ports waste disposal companies contracted to provide the service, this is often by means of road vehic

Advance Notice Requirements: The use of specialised facilities demand advance notice and when this is required arrangements usually made by the ship's agent or by radio. Information on adva notice requirements is detailed, where available, under the relevant p entry, and is also available from the ports or terminals.

Fees: Ports and terminals may make a reasonable charge for the of reception facilities.

General: The responsible authorities must be informed if any wast be landed is contaminated by pest or disease organisms or wher disposal on land would present a risk to human or animal health o the environment.

Should any inadequacies be observed in the system, then s information should be reported to the local Marine Office of Department of Transport, which are listed below.

Marine Offices, Department of Transport:

London District, Central Court, 1 B Knoll Rise, Orpington BR6
Tel: 0689-890400. Telex: 8812573 dtisurg. Fax: 0689-890446.

Bristol Channel District, Oxford House, Hills Street, Cardiff CF1
Tel: 0222-29556. Telex: 497663 dtisurg. Fax: 0222-229017.

South and South West of England District, Southwestern Ho
Canute Road, Southampton SO9 1NP. Tel: 0703-223061. Telex: 4
dtisurg. Fax: 0703-335818.

Liverpool District, 2nd Floor, Derby Square, Liverpool L2
Tel: 051-2366901. Telex: 628474 dotlvg. Fax: 051-2360032.

West of Scotland and Northern Ireland District, 15 Muirhouse Street, Glasgow G41 1QW. Tel: 041-4240330. Telex: 778410 dotglag. Fax: 041-4230807.

East of Scotland and Northern Ireland District, Blaikies Quay, Aberdeen AB9 2AZ. Tel: 0224-574122. Telex: 73689 dtiabng. Fax: 0224-571920.

North East and East of England District, Government Buildings, Broadway West, Gosforth, Newcastle upon Tyne NE3 2JL. Tel: 091-2857171. Telex: 537045 dotsurg. Fax: 091-2847464.

ABERDEEN: 57.09 N. 02.03 W. (See Plan)

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyd's Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Pilotage is compulsory except for vessels under 75 m. in length and there are 6 licensed Pilots. Boatage service, although not compulsory, is available. There are 10 licensed boatmen.

Vessels requiring a Pilot should give at least one hour's notice to Port Control.

Pilots normally board vessels in the vicinity of the Fairway Buoy. The pilot vessels fitted with VHF radio are of the MFV type and have a black hull with white cabin and the word "Pilot" displayed in front of the cabin.

There is a Navigation Control Service equipped with harbour surveillance radar which is operated by Navigation Control Officers who operate on a 24 hour basis.

RESTRICTIONS: Navigation Channel: Max. designed width 33.5 m., max. designed depth at HWOST 10.25 m. Traffic signals regulate the movement of vessels in the Navigation Channel.

Entrance to Victoria Dock, depth at MLWS 6.6 m., clear width at entrance 43 m.

MAX. SIZE: Assuming no siltation the port can accommodate vessels up to 160 m. in length, 24.4 m. beam and drawing up to 9.3 m. at MHWS or 8.3 at MHWN. Larger vessels may be accepted after consultation with the Harbour Master. A vessel 166 m. in length has been handled.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an Officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

Also see "Health – All Ports" before first UK port.

VHF: There is a VHF radio communications system which operates on Channels 6, 11, 12 and 16.

BERTHING: Tidal:

	Length	*Depth* MHWS
Tidal Harbour	1,574 m.	8.4 – 10.3 m.
Albert Basin	1,525 m.	8.4 – 13.6 m.
River Dee (Navigable)	928 m.	8.4 – 10.9 m.
River Dee Dock	410 m.	9.3 – 10.9 m.
Upper Dock	429 m.	9.0 – 10.3 m.
Victoria Dock	1,500 m.	10.3 – 13.6 m.

Deep-Water Berths:

No. 1 Atlantic Wharf: This is 137 m. long with 9.3 m. at MLWS. Excellent road and rail connection.

No. 2 Pacific Wharf: This is 205 m. long with 9.9 m. at MLWS. Open quay. 2×20 ton and 1×50 ton electric portal cranes capable of handling heavy lifts and containers. 1×3,000 t.p.d. grain conveyor, outreach of boom 27 m.

No. 3 Waterloo Quay: This is 172 m. long with 9.9 m. at MLWS. 2×20 ton cranes at Waterloo Quay West. Ro-Ro service operated by P&O to Shetland.

No. 4 Regent Quay East: This is 255 m. long with 9.9 m. at MLWS. Two transit sheds. 2×8 ton level luffing electric portal cranes capable of handling 11 tons at 25 m. radius. Excellent road connections. Forest products terminal in operation.

No. 5 Multi Berth Facility: 520 m. long with 9.6 m. of water at MLWS and 13.3 m. at MHWS. Two transit sheds.

FRESH WATER: This service is provided by the Grampian Region Water Services and is available at all quays.

REPAIRS: Ship repairing facilities and shipping supplies are offered by a number of private firms and individuals with premises beside the harbour.

DRY DOCKS: (Pontoon Docks).

	Overall Length (m.)	*Breadth at Entrance* (m.)	*Depth on Blocks* (m.)	*Lifting Capacity*
No. 1	55	8.8	4.9	700 tonnes
No. 4	64	11.6	5.5	1,000 tonnes

There is also one dry dock of 113 m. × 21 m.

SURVEYORS: Lloyd's and Det Norske Veritas.

MEDICAL: Doctors and hospitals facilities available. Agents should be advised in advance of any medical attention required.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent to 8 oz. of tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than 3 or 4 days may receive extra allowances.

CONSULS:
Danish Consulate, 59 Marischal Street, Aberdeen. Tel: 589921.
Faroes Commercial Attache, 150 Market Street, Aberdeen. Tel: 592777.
Finnish Consulate, 59 Marischal Street, Aberdeen. Tel: 589921.
French Consulate, (Home address) Correnie, Sauchen. Tel: (03303) 257.
German Consulate, 12 Albert Street, Aberdeen. Tel: 634467.
Icelandic Consulate, 59 Marischal Street, Aberdeen. Tel: 589921.
Italian Consulate, 6 King Street, Aberdeen. Tel: 640916/647135.
Netherlands Consulate, 16 Union Terrace, Aberdeen. Tel. 639106.
Norwegian Consulate, 59 Marischal Street, Aberdeen. Tel: 589921.
Swedish Consulate, 59 Marischal Street, Aberdeen. Tel: 589921.

AIRPORT: International airport nearby at Dyce. There are frequent daily jet services to London operated by British Airways, and in addition British Airways also operate services to Edinburgh, Glasgow, Prestwick, Wick, Orkney and Shetland. There are also services to Manchester and Birmingham.

Air U.K. operate direct services from Aberdeen to Amsterdam, Bergen, London (Stansted), Stavanger, Edinburgh, Leeds/Bradford, Humberside, Norwich and Teesside.

TIME: BST is GMT plus 1 hour. GMT during Winter months.

HOLIDAYS: 1st and 2nd January; Spring Holiday (variable date); Summer Holiday (variable date); September Holiday (variable date); Christmas Day (25th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

TELEPHONES: There are berths at which GPO telephone service can be made available to vessels. All operational posts are linked by telephone network.

GARBAGE DISPOSAL: The Port Authority provide skips for ship's garbage. These skips are placed in suitable positions all around the harbour and there is no charge for this service. There are numerous private local companies which can supply skips, and the agent can supply details of these.

WASTE OIL DISPOSAL: A collection service by road tankers is in operation. There are several local companies, details of which local agent can supply. There are no barges or shore storage tanks within the port.

SEAMAN'S CLUBS: Royal National Mission to Deep Sea Fishermen, 5 Palmerston Road, Aberdeen. Tel: 584651.

CURRENCY: U.K. Pound (U.K.£).

AUTHORITY: Aberdeen Harbour Board, 16 Regent Quay, Aberdeen AB9 1SS, United Kingdom. *Tel:* (0224) 592571. *FAX:* (0224) 571507. *Contact:* R.B. Braithwaite, General Manager. Captain C. Parker, Harbour Master. Captain E. Masson, Assistant Harbour Master.

ARBROATH: 56.33 N. 02.35 W. (See Plan)

APPROACHES: Arbroath, situated between Dundee and Montrose, has been recently downgraded from a commercial port to a fishing harbour.

There is a bar 400 m. S.E. of the Piers, depth 0.609 m. LWS, which is dangerous in heavy Easterly weather.

MAX. SIZE: Largest vessel, 65 m. length, 4 m. draft.

BERTHING: Outer harbour has an area of 1.5 ha., depth of 4.57 m. at HWST. Length of quayage 451 m.

Inner harbour has an area of 1 ha. Length of quayage 390 m.

FRESH WATER: Available.

FUEL: Diesel available.

AIRPORT: Dundee, 29 km.

REPAIRS: Can be carried out at repair yard.

DRY DOCKS: None. Patent Slipway 122 m. long. Length of cradle 32.6 m. Slipway can take vessels up to 250 tonnes displacement.

POLICE/AMBULANCE/FIRE: Dial 999.

Arbroath Harbour is a station for a R.N.L.I. Lifeboat "Inchcape" and an inshore inflatable boat.

GARBAGE DISPOSAL: A skip is provided free of charge and is sited by the slipway.

WASTE OIL DISPOSAL: No collection service available within the port, but BCS (Waste Oil) Ltd, Tel: Montrose 671267, may collect waste oil. A portable hand pump with a vertical lift of 18 ft. and a filter through which oily bilges can be pumped is available free from Harbour Master. Oil may be placed in waste oil tank situated on oil jetty (capacity approx. 200 gallons).

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Tayside Regional Council, Harbour Office, Arbroath Harbour, Tayside, DD11 1PD. *Tel:* Arbroath (0241) 872166. *FAX:* (0241) 878472. *Contact:* Captain G.D. Easton, Harbour Master.

ARDROSSAN: 55.38 N. 04.49 W. **(See Plan)**

DOCUMENTS: Normal documents required:
Customs Documents.
Health Documents.
Crew List.
Passenger List.
Ship's Papers, etc.

PILOTAGE: Pilotage compulsory for vessels over 80 m. LOA. Pilotage operated by Clyde Pilotage Authority. Pilot boards off Little Cumbrae Island. Pilot boat on VHF Channels 16 and 14.

24 hours notice required and amendment if ETA changes.

ANCHORAGE: In 12 to 15 fathoms 1 mile S.W. of breakwater.

RESTRICTIONS: 3 red lights vertically day and night above Port Control Tower (See "Plan") indicates "Port Closed".

MAX. SIZE: Eglinton Dock approx. 420 ft. by 57 ft. by 16 ft./18 ft. (depending on tide). North Montgomerie Pier – max. length 575 ft., max. draft, up to 70 ft. beam, 23 ft./26 ft.; over 70 ft. beam, 22 ft./25 ft.

HEALTH: All vessels requiring attention of Medical Officer shall show flag signal ZW by day, or between sunset and sunrise, either morse signal ZW by lamp, or a red light over a white light, not more than 6 ft. apart. Other vessels shall show flag signal "Q" by day, or between sunset and sunrise either morse signal Q by lamp or a red over a white light, not more than 6 ft. apart.

Certificate of Pratique will be issued by Customs Boarding Officer on receiving a satisfactory and fully completed Maritime Declaration of Health. No further formalities required at subsequent ports of call in the U.K.

Also see "Health – All Ports" before first U.K. port.

RADIO: VHF Channels 12, 14, and 16. Radio telephone via Portpatrick.

TUGS: On application to Clyde Tug Owners.

BERTHING: No special requirements except with draft over 16 ft. when vessel may be delayed waiting for tide.

STEVEDORES: Orders to be given by 1130 hrs. previous day.

MEDICAL: No advance notice required unless medical attention is necessary immediately on vessel's arrival. No hospital facilities in Ardrossan, nearest hospitals being at Irvine, 6 miles and Crosshouse 10 miles.

TANKERS: No facilities.

DENSITY: 1025.

FRESH WATER: Available continually at all berths.

FUEL: Marine oils available by road tanker.

FIRE PRECAUTIONS: Patrolman required for hazardous cargoes.

CONSULS: Norwegian Vice Consulate, Danish Vice Consulate: C.A. Mair (Shipping) Ltd., Winton Buildings, Ardrossan. Tel. Ardrossan 605284.

REPAIRS: Limited repair facilities.

GANGWAY/DECK WATCHMEN: Recommended.

OPENING/CLOSING HATCHES: Opened and closed by crew.

CERTIFICATES: Following Certificates are requested: Load Line, Safety Radio, Safety Equipment, Safety Construction, Derat, and Current Trinity House Light Bills.

CUSTOMS ALLOWANCES: Standard U.K. allowances.

REPATRIATION: Customs Boarding Officer acts for Immigration Dept. and arrangements for repatriation can be arranged in conjunction with ship's Agent.

AIRPORTS: Prestwick 18 miles. Glasgow 25 miles.

TIME: BST, that is GMT plus 1 hour. GMT in Winter months.

HOLIDAYS: 1st and 2nd January; Easter Monday; May Day, First Monday in May; Third Monday in July; First Monday in October; Christmas Day and Boxing Day. Cargo work may be available on certain holidays by special arrangement.

POLICE/AMBULANCE/FIRE: Police Tel. Saltcoats 468236; Ambulance, Fire: Ask telephone operator.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Service available. Can be arranged by ship's agent through Ardrossan Harbour Co. Ltd. Charges on application (1991 cost £50 per collection).

WASTE OIL DISPOSAL: No shore tanks/barges or special berth available. The following companies operate a collection service:
Surface Control Ltd., Lloyd Street, Rutherglen.
Ailsa Industrial Services, 37 Clark Street, Paisley.
Mitchell Thomson Ltd., Robslee Drive, Thornliebank.
Amicoil, Braybrooke Chemical Services, Uddingston.
Kelvin Tank Services, Twechar Works, Kilsyth.
Tank Cleaners (Glasgow) Ltd., Robslee Drive, Giffnock, Glasgow G46 7TY.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (UK£).

DEVELOPMENTS: Roll-on/Roll-off berth for specialised traffic.

AUTHORITY: Ardrossan Harbour Company Limited, Harbour Office, Ardrossan, Ayrshire, KA22 8DB, United Kingdom. *Tel:* (0294) 463972. *FAX:* (0294) 605305. *Contact:* Captain W.D. Gillespie, Harbour Master. P.J. Abbott, Operations Manager.

AYR: 55.28 N. 04.38 W. **(See Pla**
TROON: 55.33 N. 04.40 W. **(See Pla**

LOCATION: *Ayr:* On the West coast of Scotland, at the mouth of River Ayr.
Troon: 14.5 km. (9 miles) North along the coast from Ayr.

DOCUMENTS:
Customs Require:
2 copies Form XS1.
Ship's Register.
Load-line Certificate.
Safety Radio Certificate.
Passenger List.
Crew List.
Port Health Require:
Derat Certificate.
Agents Require:
1 copy Form XS4.
Bills of Lading.
2 copies Manifest.

PILOTAGE: Compulsory for vessels over 65 m. LOA. Pilot boards Bar Light Buoy. 24 hours' notice of ETA advisable for Pilot via Agen Dock Authority. Ayr Pilots listen on Channel 16 and work on Channe VHF. VHF watch hours: 24 hours, 7 days a week.

ANCHORAGE: To Pilot's advice. Easterly winds Ayr Bay, Weste gales anchor East side of Arran Island.

RESTRICTIONS: Draft restriction at LW. Enter on Pilot's advice.

MAX. SIZE: Dock: Length 95 m. Max. draft 6.00 m. River (Ayr): Len depending on berth. Max. draft 6.20 m. Max. length for turning 110

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: VHF radio only, operating on Channel 14 and listening Channel 16.

TUGS: 1 tug of 5 tonnes bollard pull.

RADAR: No radar station.

BERTHING:

Dock	*Quay Length (Total)* (m.)	*Depth of Water* (m.)	*Maximum Size of Vessel*		
			Length (m.)	*Beam* (m.)	*Draft* (m.)
Ayr:					
Tidal	610	6.0	95	18.0	5.8
River (North)	549	6.8	—	—	6.2
River (South)	488				5.0
Troon:					
Tidal	366	6.0	50	12.2	5.2
Outer	1,372	7.0	110	No restriction	6.2

Storage and Warehousing Facilities: Open storage space total 2.7 hectares.

Cranage and Mechanical Handling: 2 mobile cranes 6 tonnes; 1 mo crane 3 tonnes, 7 mechanical shovels from 0.5 to 0.9 cu.m. capac 3 forklifts 5 tonnes. Fixed coaling appliance capable of load 1,200 tonnes/hr.

STEVEDORES: 24 hours notice of ETA should be given to stevedo

Port Working Hours: Monday-Thursday 0800 – 1700 h Friday 0800 – 1600 hrs. Overtime by arrangement.

Saturday 0600 – 1200 hrs. Sunday 0800 – 1700 hrs. Any other ho by arrangement.

MEDICAL: Hospital facilities nearby in town.

DENSITY: Varies according to weather.

FRESH WATER: Available at all berths.

FUEL: All grades available, 24 hours notice.

REPAIRS: Most engine and deck repairs available.

DRY DOCKS: Two at Troon, Ailsa–Perth Ltd.
No. 1 Dock: 85.3 m. long, 11 m. wide, 3.5 m. depth over sill.
No. 2 Dock: 140.4 m. long, 17 m. wide, 4.7 m. depth over sill.

GANGWAY/DECK WATCHMEN: Deck watchman required; may supplied by arrangement with stevedores.

OPENING/CLOSING HATCHES: Performed by ship's crew.

AIRPORT: Glasgow. U.K., Irish and continental flights.

TIME: GMT plus 1 hour, reverting to GMT in Winter months.

HOLIDAYS: Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999, and ask for service requir

TELEPHONES: No connection on board vessel.

SERVICES: Special arrangements can be made for tank washing compass adjusting.

SHORE LEAVE: No restrictions on shore leave.

IDENTIFICATION CARDS: Seamen's identity cards should be car

AUTHORITY: Associated British Ports – Ayr & Troon, Port Office, N Harbour Street, Ayr KA8 8AH, United Kingdom. *Tel:* (0292) 281 *FAX:* (0292) 287787. *Contact:* P.J. Condliffe, Port Mana Captain N. Brown, Harbour Master.

BANGOR: 54.39 N. 05.40 W. **(See Pl**

PORT LIMITS: A line drawn from Wilson's Point to Luke's Point.

DOCUMENTS: Standard U.K. documentation.

PILOTAGE: Not compulsory but advisable if unfamiliar with the Pilot may be obtained from the pilot station at Carrickfergus afte on VHF Channel 16.

ANCHORAGES: 2 cables off North Breakwater or in Ballyholme with offshore winds.

RESTRICTIONS: Due to limited amount of berthing facilities, permis should be sought from the Harbour Master before entering the Har

MAX. SIZE: LOA 70 m. Draft 4.0 m. at HWOST. Vessels of up to 75 m. in length are able to berth at the New Centre Pier, which is a steel piled structure with a depth alongside of 2.9 m. at LW.
HEALTH: Standard regulations apply. Vessels should inform Port Health Officer Belfast of any sickness on board.
VHF: A listening watch is kept on VHF Channel 11 throughout 24 hours.
TUGS: Can be ordered from Belfast if required. Work boat of 28 h.p. available.
BERTHING: See "Max. Size" and "Developments".
BRIDGES: None.
STEVEDORES: None locally.
MEDICAL: Full hospital facilities available.
TANKERS: No facilities.
FRESH WATER: Available on Central Pier.
FUEL: Petrol and diesel available from tank on pier or by road tanker.
CONSULS: Nearest at Belfast.
REPAIRS: Minor repairs only.
SURVEYORS: Available from Belfast.
GANGWAY/DECK WATCHMEN: Not usually available.
HATCHES: Opening/closing done by ship's crew.
CUSTOMS ALLOWANCES: U.K. Regulations apply.
CARGO GEAR: The harbour's 5 tonne crawler crane has been removed, and in future vessels will have to use their own cargo gear, or hire one of the available mobile road cranes in the district.
REPATRIATION: Can be arranged by Agent.
AIRPORT: Aldergrove Airport, or Belfast City Airport (12 miles).
TIME: GMT plus 1 hour from late March – late October. GMT for rest of year.
POLICE/AMBULANCE/FIRE: Dial 999.
TELEPHONES: Cannot be placed on board. Several in vicinity of berth.
GARBAGE DISPOSAL: Bins available in waste compound and collection service is available.
WASTE OIL DISPOSAL: 300 gallons tank available. Arrangements should be made for large quantities.
SEAMAN'S CLUBS: None. All town facilities within walking distance.
SHORE LEAVE: No restrictions.
DELAYS: Berthing times will depend on the arrival drafts and fishing traffic.
DEVELOPMENTS: The new North Breakwater runs in a Northwesterly direction with seaward side built of S.H.E.D. units, and the sheltered S.W. side of corrugated steel piling, where safe berthing is available over a distance of 95 m. with a minimum depth of 3.7 m. at LW.

A 600 berth marina has been constructed in the inner harbour, where the minimum depth is approximately 2.0 m. at LW.
AUTHORITY: North Down Borough Council, Town Hall, Castle Grounds, Bangor, Co. Down, Northern Ireland BT20 4BT. *Tel:* (0247) 270371. *Contact:* Andrew Jaggers, Harbour Manager, Bangor Marina, Bangor BT20 5ED. Tel: (0247) 453297. Fax: (0247) 453450.

BARROW-IN-FURNESS: 54.07 N. 03.14 W. (See Plan)

PORT LIMITS: The seaward boundaries of the port extend from Scarth Channel in the North to Lightning Knoll Buoy in the South (Position – Lat. 53° 59.8′ N., Long. 03° 14.2′ W.).
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Health Declaration.
Ship's Certificates and Cargo Documents.
PILOTAGE: Pilot boards at Lightning Knoll Buoy, using Pilot cutter, usually 2 or 3 hours before high water.

Barrow Pilot Vessel on VHF Channels 16 and 12. Vessels bound for Barrow should communicate their ETA at the Pilot Station through their local Agents or to the Harbour Master Barrow, at least 12 hours before arrival.
ANCHORAGE: At Lightning Knoll Buoy, depth of 10 m. at LW. In adverse weather conditions vessels proceed to Ramsey Bay, 70 km. away, for shelter.
RESTRICTIONS: A new dock entrance was constructed in 1991. The new entrance allows access from 2.5 hours before H.W. until 1 hour after H.W. The width of the new entrance is 36.6 m. with a sill 3.0 m. below L.A.T. Access to the port, which is protected from the prevailing Westerly winds by Walney Island, is gained from the Irish Sea through the harbour along the well-defined Walney Channel. The depth of water on the New Ramsden Dock entrance sill can range from 13.00 m. at highest high water springs to 9.4 m. at high water neaps.
MAX. SIZE: Length approx. 200 m. Beam 35 m. (approx.). Draft according to tide.
HEALTH: Vessels arriving from abroad are given Pratique by Customs Boarding Officers. In case of suspected disease or fever on board notify Agent prior arrival. Agent will advise Port Health Authorities.

Also see "Health – All Ports" before first U.K. port.
BERTHING:

Docks	*Water area in Hectares*	*Width of entrance*
Ramsden	22.5	30.48 m.
Buccleuch	13.0	30.48 m.
Devonshire	5.0	24.4 m.

Walney Channel Deep-water Berth: 140 m.×25 m.×6-8 m. depth.
Ramsden includes: Ramsden Dock Basin with 3 berths with a total quayage of 378 m., taking vessels of up to 9.15 m. draft, and Anchor Line Basin with three berths 256 m., 152.4 m., and 274.3 m., long respectively, taking vessels of up to 7.3 m. draft. Anchor Line berth equipped for Ro/Ro traffic.
RADIO: Local stations: Anglesey Radio, Port Patrick Radio.
VHF: Port VHF service. Call sign 'Ramsden Dock Radio'. Channel 16 (156.8 MHz) Calling and Safety. Channel 12 (156.6 MHz) Port Operations.
TUGS: Liverpool tugs available on request. Notice required.
DENSITY: 1015 to 1025.
FRESH WATER: Available from quayside hydrants.
FUEL: Can be obtained from bunkering facility at No. 3 Berth, Ramsden Dock Basin and Ramsden Dock Lock.
CONSULS: Netherlands, Portugal, Spain (Vice-Consul) represented by James Fisher & Sons PLC. Tel. Barrow-in-Furness 22323.
GANGWAY/DECK WATCHMEN: Compulsory.
OPENING/CLOSING HATCHES: Handled by ship's crew.
AIRPORT: Manchester Airport. Walney Airport by arrangement.
TIME: As for other UK ports.
HOLIDAYS: As for other ports in England.
POLICE/AMBULANCE/FIRE: In emergency Tel. 999; for enquiries and other calls – Police: Barrow 824532; Ambulance: Carlisle (0228) 20345; Fire Service: Barrow 821363.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Seaman's Book or Passport required by non-British crew.
GARBAGE DISPOSAL: Garbage skips will be provided by waste disposal contractors on request.
WASTE OIL DISPOSAL: Waste oil may be connected by waste disposal contractors on request.
SEAMAN'S CLUBS: None.
DEVELOPMENTS: Walney Channel and the approaches to Barrow were dredged during 1991 to provide deeper access for the new dock entrance.
AUTHORITY: Associated British Ports – Barrow and Silloth, Port Office, Ramsden Dock Road, Barrow-in-Furness, Cumbria, LA14 2TW. *Tel:* (0229) 822911. *FAX:* (0229) 835822. *Contact:* Captain J.W. Green, Port Manager and Harbour Master.

BARRY: 51.24 N. 03.16 W. (See Plan)

DOCUMENTS: Required for arrival:

C.142	2 copies	Crew Declaration
C.14	3 copies	Stores Declaration
C.13	2 copies	General Declaration (completed by Agent)
C.16	2 copies	Cargo Inward Declaration
C.74	1 copy	Master's Authority (Agent's complete)
C.1320	2 copies	Cargo in un-registered spaces.

These documents are to be completed and presented with copies of manifests and ship's documents at the time of report.
PILOTAGE: A.B.P. Pilots, Pier Head, Barry Docks. Amount of advance notice of ETA required: 24 hours. Final confirmation to be given by VHF or R/T when within 2 hours of pilot station. VHF channel or frequency to be used when contacting pilot boat or pilot station: VHF Channel 16 thence working channels as required.

Pilot Cutter: Black hull with "Pilot" in white on same and white superstructure.

Pilot boat is located near Breaksea Lanby Buoy. Smaller vessels may be boarded in Barry Roads.

Also see "Cardiff".
ANCHORAGE: Barry Roads, 10 fathoms, safe anchorage. Large vessels should anchor West of Breaksea Lanby Buoy. Small vessels 0.75 mile S.E. of Barry Dock Entrance.
RESTRICTIONS: Entrance only 4 hours before HW to 4 hours after HW.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Barry Docks Radio, Channel 11.
VHF: Channels 16, 11 and 22.
TUGS: Join vessel at Barry Roads. Tug's or ship's lines utilised.
BERTHING:

Dock	*Quay Length (Total) (m.)*	*Normal Depth of Water (m.)*	*Max. Size of Vessel Length (m.)*	*Beam (m.)*	*Draft (m.)*	*Max. d.w.t.*
No. 1 Dock	2,894	9.8	178	23	9.1	23,000
No. 2 Dock	(9,490 ft.)	9.8	178	23	9.1	23,000
No. 3 Dock Basin		Semi-tidal	178	23	9.1	23,000

Vessels up to 22.9 m. beam can be accepted on favourable tides. Max. 23,000 d.w.t. with draft of 9.1 m.
Storage and Warehousing Facilities: 3,700 sq.m. transit shed and 1,860 sq.m. temperature controlled holding store within dock basin. No. 2 Dock provides a further 2 transit sheds totalling 7,413 sq.m. Additional covered storage within the port area comprises 4 sheds totalling 7,686 sq.m. (82,650 sq. ft.). Ample open storage space is also available.
Cranage and Mechanical Handling: Basin: 4 × 6 tonne. No. 2 Dock, South Side: 4 × 6 tonne and 2 × 5 tonne. Berth No. 31: 5 × 10/11.5 tonne grabbing cranes.
Specialised Facilities:

(i) One of the largest tank storage facilities in Britain with tank capacity of more than 200,000 cu.m. suitable for oil, chemicals, and natural gas.

(ii) The port is licensed to handle explosives both in dock and at specially approved anchorages.

(iii) A bulk loading conveyor installed at No. 2 Dock is capable of handling coal and coke at a speed of 450 tonnes per hour and is served by road and rail, with stocking areas.

(iv) Windward Terminal: 6,400 sq.m. of storage area (temperature controlled). 4×6 ton quay cranes. Terminal can accommodate vessels of 10,000 d.w.t.

BRIDGES: Bridge swung to vessel's requirements.
STEVEDORES: An early ETA essential. Enables planning to be effected in conjunction with other work in port.
Port Working Hours: Monday – Thursday: 0700 – 1630 hrs. Friday 0700 – 1530 hrs.

Daily and weekend overtime available and shiftwork can also be arranged on request.
MEDICAL: Hospital facilities available. Advance notice desirable.
TANKERS: 6 tanker berths, maximum draft 28 ft.
DENSITY: Density 1020.
FRESH WATER: 15/20 t.p.h. per hose.
FUEL: By barge or road transport.
CONSULS: None. Many located at Cardiff 8 miles East of Barry.
REPAIRS: All types of repair undertaken by private ship repairers.
DRY DOCKS: One dry dock, length 286.5 m. and width 23.9 m. – not in use.
GANGWAY/DECK WATCHMEN: The services of watchmen provided at discretion of Shipowner or Agent.
OPENING/CLOSING HATCHES: Work normally undertaken by ship's crew but the port will, if requested, provide a crane to assist in this work on completion of a "Hatch beam form". Riggers may be employed on this work at request of shipowner.
CUSTOMS ALLOWANCES: Refer to Customs. Tel: Barry (0446) 420240.
REPATRIATION: All facilities available.
AIRPORT: Cardiff (Wales) Airport, 4 miles, served by regular airlines.
TIME: GMT, except late March – late October when British Summertime (GMT plus 1 hour) is in operation.
HOLIDAYS: Bank Holidays. Arrangements made to work if essential.
POLICE/AMBULANCE/FIRE: Call operator by dialling 999.
TELEPHONES: At main berths.
SHIP SUPPLY SERVICE: A Ship Supply Service could be provided by Cory Ship Towage with their tugs at Cardiff if required. Address: Cory Ship Towage Ltd., S.E. Wales Office, Alexandra Dock, Newport, Gwent. NP9 2NP. Tel: Newport 56835/6.
IDENTIFICATION CARDS: Not needed by Port Authority.
AUTHORITY: Associated British Ports, Pierhead Building, Bute Docks, Cardiff, South Glamorgan CF1 5TH. *Tel:* (0222) 471311. *Telex:* 498542. *FAX:* (0222) 471100. *Contact:* B.J. Harding, Port Manager, Cardiff and Barry. Captain R.S. Grubb, Dock and Harbour Master.

Barry: A.H. Starke, Port Superintendent, Barry. *Tel:* (0446) 700311. *Telex:* 498421. *FAX:* (0446) 700100.

BELFAST: 54.36 N. 05.56 W. (See Plan)

DOCUMENTS:
1 Passenger and Crew List for Immigration.
1 Crew Declaration C142 (for H.M. Customs).
1 List of Ship's Stores (for H.M. Customs).
1 Maritime Declaration of Health.
1 Cargo Manifest.

PILOTAGE: Pilotage compulsory for vessels over 100 m. LOA in the Outer Harbour and vessels over 75 m. in the Inner Harbour. Pilot station is situated at Belfast. It is manned continuously. Vessels requiring a Pilot should give as much advance notice as possible of ETA, but in any case not less than 2 hours. Pilots may be ordered through:

Port Operations Station, Tel. Belfast 781143 or VHF Channel 12.

Belfast Harbour Office, Tel. Belfast 0232-554422, 0900 – 1700 hrs. Monday-Friday.

There are 3 motor launches servicing Pilots. "Pilot Boat 1" is 33 ft. long, "Pilot Boat 2" is 44 ft. long, and "Mabel Helen" is 46 ft. 8 in. long. All vessels are painted orange with word "Pilot" in white letters on each side.

Pilot launches may be contacted on VHF Channel 12.

Usual international signals should be made for a Pilot. Pilots board from 1.5 to 2 miles S.E. of Carrickfergus. In poor visibility the pilot launch makes a sound signal of 4 short blasts. Vessels may be led into calm water before boarding.
ANCHORAGES: Safe anchorages, according to draft and size of vessel are available through Belfast Lough East of a line from Carrickfergus to Grey Point.
RESTRICTIONS: Intended depths in the entrance channels: Victoria Channel, sea to Refinery berths – 30 ft. below datum. Refinery to Thomson Wharf – 26 ft. below datum.

Musgrave Channel, 24 ft. below datum.

Herdman Channel, 24 ft. below datum.
MAX. SIZE: Vessels' size is restricted only by depth of water available. See "Restrictions", "Berthing" and "Tankers".
HEALTH: Use International Code quarantine signals. Master of a ship approaching a port in Northern Ireland from a foreign port other than an excepted port must ascertain state of health of all persons on board, and must fill in and sign Declaration of Health. It should be completed and ready to deliver to the Customs Officer, or authorised officer of the Port Health Authority, whichever first boards the ship.

If any suspected diseases on board, Free Pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer. Therefore in these cases notify "Portelth Belfast" by radio in advance.

Also see "Health – All Ports" before first U.K. port.
RADIO: The best station for messages, cables, etc., is Port Patrick, call signal GPK.
VHF: Belfast Port Operation and Information Service is situated at Port Control Office, located in Milewater Basin. A continuous watch is maintained on VHF on Channel 12. Call sign is Belfast Harbour Radio.
TUGS: Tugs are owned by Cory Ship Towage Ltd., Tel. Belfast 7432 They are fitted with VHF Channels 16, 14, 12, 8 and 6. Tugs norma meet inward bound vessels in vicinity of No. 20 beacon. Use of tu lines is optional.
BERTHING: The following berths are equipped for handling contai or drive-on, drive-off traffic:

Berth	*Max. draft (ft.)*
Victoria Terminal 1 Ro/Ro	24
Victoria Terminal 2 Ro/Ro	24
Donegall Quay 4 – Ro/Ro	18
Donegall Quay 5 – Fast Ferry	18
Ballast Quay (600 ton heavy Ro-Ro pad)	18
York Dock 1 and 2 (1×30 ton transporter crane)	24
Herdman Channel West – Unit load/Ro-Ro (2×30 tonne transporter cranes)	18
Stormont Wharf 2 (200 tonne cantilever crane)	28
Pollock Dock 7 (1×35 tonne derrick crane)	28

Numerous general cargo berths and cranage from 3 – 15 tonnes.

Gatx Terminals Ltd. have constructed a bulk liquid terminal for t storage of petroleum, chemical products, etc. Special tankers ship liq gas to the storage installation of Calor Kosangas (Northern Ireland) Lt and Flogas at Musgrave Channel.
STEVEDORES: Direct employment by private stevedores, 24 hou required.
MEDICAL: All kinds of medical treatment are available. Agent sho be given as much notice as possible for arrangements to be made.
TANKERS: Tankers have to observe (i) Chamber of Shipping Tan Safety Code. (ii) The Merchant Shipping (Tankers) (EEC requiremen Regulations 1981. (iii) The Dangerous Substances in Harbour Ar Regulations (Northern Ireland) 1991.

6,000 tons of tank washings can be processed at B.P. Oil Berth No *Tanker Berths:* Oil Berth No. 4 – 35 ft. Oil Berth No. 1 – 28 ft. Oil Be No. 2 – 28 ft. Oil Berth No. 3 – 28 ft.
DENSITY: Average density of water in Inner Harbour is about 10 and Outer Harbour is about 1024.
FRESH WATER: Available at almost all berths. Delivery is by hose a rate of approx. 30 t.p.h. Arrangements can be made through Harbo Radio.
FUEL: All grades of fuel oil are available by road tanker only. 48 hou advance notice of requirements should be given.
FIRE PRECAUTIONS: Special precautions for vessels carry petroleum, explosives, calcium carbide and dangerous goods are out in the appropriate by-laws. A copy of general port fire noti delivered to all ships on arrival.

Also see "Tankers".
CONSULS:

Belgium	Hillsborough 682671
Denmark	Belfast 230581
Dominican Republic	Belfast 230321
France	Belfast 660325
Germany	Ballymena 41412
Greece	Belfast 242242
Italy	Belfast 778353
Netherlands	Belfast 243126
Norway	Belfast 242242
Spain	Belfast 227571
Sweden	Belfast 230581
Switzerland	Carrickfergus 61195
U.S.A.	Belfast 228239

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: Belfast Dry Dock, length of floor 1,100 ft. breadth of f 167 ft., breadth of entrance 165 ft., level of sill 26 ft. 6 in. below da

Harland and Wolff Building Dock, length of floor 1,825 ft., bread floor and entrance 305 ft., level of sill 16 ft. 10 in. below datum.

Two other dry docks available.
GANGWAY/DECK WATCHMEN: Normally, a member of sh company acts as watchman. Shore watchmen may be obtained thro Agent.
OPENING/CLOSING HATCHES: By crew or stevedores.
CERTIFICATES: Register. Radio Certificate. Load Line Certific Safety Equipment Certificate. Safety Construction Certificate. Light B Passenger Certificate if applicable. Chain Register. Derat Certifica
CUSTOMS ALLOWANCES: Tobacco: 8 oz. tobacco are permitted man and issues are made at 8 day intervals. Wine and/or Spirits: W beer and spirit issues are made, in moderation, at 4 day intervals.
REPATRIATIONS: Crew may be changed and repatriations arrang Immigration must be informed.
AIRPORT: Aldergrove Airport is approximately 17 miles from Be There are daily flights to all parts of United Kingdom. Belfast City Ai has daily flights to many U.K. cities.
TIME: British Standard Time is kept, that is GMT plus 1 hour. Reve to GMT in Winter months.
HOLIDAYS: Stevedore holidays are 1st January, 17th March, Ea Monday and Easter Tuesday, 12th and 13th July and 25th and December.
POLICE/AMBULANCE/FIRE: All can be contacted by telephoning and ask for services required. Additionally: Fire Brigade Belfast 222 Ambulance Belfast 241212; Harbour Police Belfast 232235; *or thr* Belfast Harbour Radio on VHF Channel 12.
TELEPHONE: Telephone can be placed on board at certain ber
SERVICES: All principal makes of radio, radar and gyro equipme be serviced. Compass adjusting and D/F calibration can be carrie

Charts and publications available from Class A Admiralty Chart A Todd Chart Agency Ltd., 4 Seacliff Road, The Harbour, Bangor, Co Down, BT20 5EY. Tel: 0247-466640. Fax: 0247-471070.

SHORE LEAVE: Normally no restrictions on shore leave.
IDENTIFICATION CARDS: Seamen's identity cards required.
GARBAGE DISPOSAL: Services available through local agent.
WASTE OIL DISPOSAL: Service available through local agent.
SEAMAN'S CLUBS: Stella Maris (Residential), and Flying Angel. All services and facilities available.
GENERAL: *Charts:* B.A. No. 2198, 1753.
Pilot Books: NP40, Irish Coast Pilot.
Lights: Admiralty List of Lights, Volume A (NP74).
AUTHORITY: Belfast Harbour Commissioners, Corporation Square, Belfast BT1 3AL. *Tel:* (0232) 554422. *Telex:* 74204. *FAX:* (0232) 554411.
Contact: Captain Hugh O'Byrne, Harbour Master. G. Irwin, Chief Executive. J.F. McNamee, Chief Engineer. W. Wilson, Port Services Manager.

BLYTH: 55.08 N. 01.30 W. (See Plan)

DOCUMENTS:
Certificate of Registry.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment.
Safety Construction.
Light Dues Payments.
Customs Forms C13 and C142.
Bills of Lading, Manifest and Stowage Plan usually sent in advance of vessel.
List of Members of Crew (of ship arriving in U.K.) who are aliens or were engaged outside U.K. (Home Office Form I.B.6A). Passenger form to be completed when reporting vessel's arrival from foreign ports.

PILOTAGE: Call by VHF Channels 12 and 16 when approximately 2 hours off port. Pilot boats have black hull with white superstructure with word "Pilot" in black letters on the superstructure. Letters in white. Fly International Pilot Flag at masthead and at night show International Light Signals for pilot boat on station.

Vessel requiring Pilot sounds 2 short and 3 long blasts or exhibits International Code Flag "G". By night flashes International Code Signal "G" or "PT". Pilot boats operate and will board within radius of 2 miles of East Pier Lighthouse, or further, weather permitting. Pilots board at Pier end area during adverse weather.

ANCHORAGES: No anchorages within harbour – in good weather vessels can anchor off port East of Fairway Buoy.
RESTRICTIONS: No night restrictions. Entry according to draft. Channel dredged to 7.6 m. LAT and approaches 8.5 m. LAT. Upper River and South Harbour 6.7 m. LAT. Rise of tide 4.3 m. Springs, 2.1 m. Neaps.
MAX. SIZE: Bulk carriers up to 22,500 d.w.t. discharge at Alcan (U.K.) Limited Terminal. Max. draft 9.8 m. LOA 190 m.

For other berths max. length 190 m., draft 8.5 m.

HEALTH: International quarantine signals to be used. Pratique will be granted by Customs or Port Health Officer if Maritime Health Declaration is clean. If suspected diseases on board radio "Portelth Blyth" in advance advising details.

Also see "Health – All Ports" before first U.K. port.

RADIO: Cullercoats Radio, VHF Channel 26.
VHF: Details of movements within port given over VHF from Port Control Office (Tel: (0670)-352678). Calling Channel 16, working Channel 12.
TUGS: Normally join vessel at harbour entrance. Extra charge for use of tugs lines.
BERTHING: Alcan Bulk Alumina Terminal, dredged depth alongside 10.4 m. LAT. Alcan is offering the use of its ship unloading terminal at Blyth Harbour to other firms requiring bulk cargo unloading facilities.

North Quay, South Harbour, depth alongside 8.5 m. LAT.

Coal-loading berths and waiting berths, 5.2 m. to 8.5 m. LAT. West Quay, dredged depth 7.0 m. LAT (Sto-Ro/Ro-Ro Terminal "Blyth Progress"). South Side Berths, dredged depth 8.6 m. LAT. Wimbourne Quay (Sto-Ro Terminal – "Link Blyth" – Pontoon) dredged depth 6.7 m. LAT.

STEVEDORES: Blyth Harbour Commission, Traffic Department, South Harbour, Blyth. Tel. (0670) 352066. ETA requested day before arrival.
MEDICAL: Notice not necessary but advisable. Hospital facilities available. Inoculation, vaccinations and/or certificates not specifically required.
DENSITY: Sea water. Fresh water effect negligible.
FRESH WATER: Obtainable from shore hydrants. Rate of delivery varies from 10 t.p.h. – 50 t.p.h. according to location.
FUEL: Not available.
CONSULS: (At Newcastle-upon-Tyne) Denmark, Norway, Netherlands.
REPAIRS: All types of deck and engine repairs possible.
GANGWAY/DECK WATCHMEN: Not usually employed as these duties are carried out by the crews.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco: 50/250 grammes. Wine/Spirit: Wine up to 0.75 litres. Spirits up to 0.375 litres.
REPATRIATION: Can be arranged by H.M. Immigration Office, Blyth.
AIRPORT: 24 km. Served by regular airlines.
TIME: BST is GMT plus 1 hour. GMT in Winter months.
HOLIDAYS: Christmas Day; New Year's Day; Good Friday; Easter Monday; May Day (first Monday in May); Spring Bank Holiday (last Monday in May) and Late Summer Holiday. Cargo work can be arranged on these days by request.
POLICE/AMBULANCE/FIRE: Tel: 999.
TELEPHONES: Can be fixed aboard by arrangement.
IDENTIFICATION CARDS: Seaman's Book or Passport desirable.
GARBAGE DISPOSAL: Disposal skips are provided on BHC general cargo quays, for ships domestic garbage. Arrangements for other garbage should be made direct by agents or through the port authority for a contractor. As a guide, the undermentioned contractors have indicated an interest in contracting their services: T.James (Bedlington) Ltd., West Sleekburn, Northumberland NE22 7DJ (Tel: 0670 823153) and Hargreaves Clearwaste Ltd., Newtown Industrial Estate, Birtley, Chester-le-Street, Co. Durham, DH3 2QN (Tel: 091-4106621).
WASTE OIL DISPOSAL: The following companies are willing to undertake the collection of waste oil and oily waste from vessels. Arrangements for these services can be made through the local ship's agencies:

Cleanaway Ltd., Waste Services Division, Service Centre, Meadowfield, Ponteland, Newcastle upon Tyne, NE20 9SN. Tel: 0661 72640.

Hargreaves Clearwaste Ltd. Environment & Construction Materials Division, Newtown Industrial Estate, Birtley, Chester-le-Street, Co. Durham DH3 2QN. Tel: 091 4106621.

Effluents Services Ltd., 140 Moss Lane, Macclesfield, Cheshire, SK11 7YT. Tel: 0625 29666.

SEAMAN'S CLUBS: None.
CURRENCY: U.K. Pound (U.K.£).
AUTHORITY: Blyth Harbour Commission, 79 Bridge Street, Blyth, Northumberland NE24 2AW, United Kingdom. *Tel:* (0670) 352066. *Telex:* 537567. *FAX:* (0670) 368540, 355169. *Contact:* I. Robertsham, Chief Executive.

BOSTON: 52.58 N. 00.01 W. (See Plan)

DOCUMENTS: Usual U.K. requirements.
PILOTAGE: Compulsory for all vessels greater than 50 g.r.t. Pilot boards at Clay Hole from launch in the approaches to River Witham or at Boston Roads (non-compulsory). Pilot Office Tel: 0205-362114.
ANCHORAGES: Vessels awaiting tide anchor to South of Buoy No. 9 in depths of 7.3 m.

Anchorages available in Boston Deeps, depths 5.5 m. to 9.1 m.

RESTRICTIONS: Entrance to dock normally restricted to 2.5 hours before and 1.5 hours after HW.
Lock Dimensions: Lockable length 88.0 m., width 13.6 m., depth on sill 5.4 m. MHWN; 7.5 m. MHWS.

Sill clearance of 1.5 m. normally required.

MAX. SIZE: Dock: Length 100 m. Riverside quays: Length 90 m. Larger vessels may be accepted, tides permitting.
HEALTH: Normal U.K. procedure. Port Health Officer, Tel: 0205-363271.
VHF: Port radio station maintains VHF watch (Channels 16 and 12) during office hours and from 2.5 hours before till 1.5 hours after HW.
TUGS: 1 tug available, 7 tons bollard pull.
BERTHING: *Boston Dock:*
North Quay: Length 251 m.
South Quay: Length 257 m. Transit shed 2,787 sq.m.
West Quay: Length 137 m. Transit shed 2,160 sq.m.
Two Ro/Ro ramps.
Riverside Quay: Length 750 m. Transit shed 1,765 sq.m. Berths dry out at LW.
CRANES: At Boston Dock:
3×6 tonnes electric portal cranes.
1×25 tonnes Scotch Derrick.
4 mobile cranes.
1 Gottwald mobile heavy lift crane (50 tons).
At Riverside Quay: 1×7.5 tonnes electric portal crane.
Forklifts available at both Boston Dock and Riverside Quay.
BULK CARGO FACILITIES: Two silos, each capable of storing 5,000 tonnes.
(i) Banks Silos at Riverside Quay, with 2 loading towers.
(ii) Witham Wharf, opposite Riverside Quay. Privately owned.

Lingrain Silos: There is a 46,000 tonne grain silo adjacent to Dock and connected to North Quay. Mobile shiploaders available.

SPECIALISED CARGO-HANDLING FACILITIES: Containers are discharged at South Quay, using a 25 tonne Scotch Derrick and by a 35 ton container gantry on the North Quay. 20 ft. and 40 ft. containers are handled.

Container handling yard (2.1 ha.) with two reach stackers.

BRIDGES: A power cable with 150 ft. vertical clearance exists to East of lock.
STEVEDORES: Several local companies can supply stevedores.
MEDICAL: Doctors, dentists and hospital available locally.
FRESH WATER: Available.
FUEL: Available from road tankers. Contact Agents to make arrangements.
CONSULS: Denmark, Vice-Consul; Netherlands, Vice-Consul; and Norway, Vice-Consul.
REPAIRS: Can be undertaken by local companies.
CUSTOMS ALLOWANCES: Usual U.K. Regulations. H.M. Customs, Tel: 0205-363070.
TIME: GMT; Summertime kept from late March – late October (GMT plus 1 hour).
POLICE/AMBULANCE/FIRE: Dial 999 for emergency service.
GARBAGE DISPOSAL: MARPOL skips situated on dock. Larger quantities by arrangement with the port.
WASTE OIL DISPOSAL: By arrangement with Orcol (Tel: 0532-533571) or Hall & Campy, Nottingham (Tel: 0602-780321).
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Port of Boston Ltd., Dock Office, Boston PE21 6BN. *Tel:* 0205-365571. *FAX:* 0205-310126. *Cables:* Neptune, Boston. *Contact:* Captain B.D.C. Franklin, Harbour Master. Tel: 0205-362328 (direct). J.S. Sutcliffe, Managing Director. A. Woods, Commercial Manager.

BRAEFOOT BAY: 56.02 N. 03.19 W. (See Plan)

Braefoot Bay Marine Terminal is a facility shared between Exxon Chemical Olefins Inc. and Shell U.K. Exploration and Production, as the shipping point for the products of the Mossmorran gas fractionation complex situated approximately 7 km. inshore from the Terminal. The Terminal is located on the Fife Shore of the River Forth between the communities of Dalgety Bay and Aberdour and separated from the main shipping fairway by the Island of Inchcolm.

The Eastern jetty is operated by Exxon Chemical Olefins Inc. and exports Ethylene Pyrolysis Gasoline in ships between 4,000 cu.m. and 12,000 cu.m. capacity and gasoline in ships up to 20,000 tonnes S.d.w.t. and not exceeding 165 m. LOA.

The Western Jetty is operated by Shell U.K. Exploration and Production for the export of propane, butane, and natural gasoline in ships of up to approximately 60,000 cu.m. Ships of less than 15,000 cu.m. may be accommodated by special arrangement, provided their moorings are suitable and their manifolds are compatible with the loading arm envelope.

Each jetty carries out loading operations independently, while the coordination and administration of marine activities is the responsibility of the Braefoot Bay Supervisor who is the local senior representative for Braefoot Bay Marine Terminal appointed by Shell U.K. Exploration and Production and acting on behalf of itself and Exxon Chemical Olefins Inc. with direct responsibility for the Management of all ship-related activities at Braefoot Bay.

The products from Mossmorran are Ethylene, Propane, Butane and Gasoline, of which the Ethylene is manufactured and handled over the Eastern Jetty of the Terminal by Exxon Chemical Olefins Inc., while the other products are handled by Shell U.K. Exploration and Production over the Western Jetty of the Terminal. Shell U.K. Exploration and Production also have the facility to export Gasoline across the Eastern Jetty.

DOCUMENTS: See "Leith".

APPROACHES: "General Directions for Navigation in the River and Firth of Forth" are published by the Forth Ports PLC and administered by the Forth Navigation Service. Vessels entering or navigating the Forth must notify Forth Navigation Service 24 ours before entering and 1 our before leaving a berth, of their proposed intentions and obtain subsequent clearance to carry out such intentions. Forth Navigation Service can be contacted on VHF Channels 6 and 71, with working Channels 2 and 20.

PILOTAGE: Pilotage is compulsory for all vessels calling at or sailing from Braefoot Bay Marine Terminal.

Pilots are authorised by the Forth Pilotage PLC and must be ordered for both inward and outward passages through the ship's agent.

Vessels bound for the Forth must give 4 hours' notice of ETA and should confirm their ETA 2 hours before arrival at pilot station.

Pilots may be contacted by calling "Forth Pilots" on VHF Channel 16 and working on VHF Channel 14.

RESTRICTIONS:

(a) All movements are subject to the directions of the Forth Navigation Service.

Pilotage is compulsory for all ships arriving at, or departing from Braefoot Bay Marine Terminal.

Pilotage Exemption Certificates are not acceptable at Braefoot Bay Marine Terminal.

(b) (i) *Vessels will not be berthed if the weather as forecast by Glasgow Weather Centre over the planned time alongside indicates sustained wind speeds of 45 knots or more.*

(ii) *Vessels are not allowed to berth at the Braefoot Bay jetties if the mean wind speed exceeds 27 knots. In general, vessels will not sail if the wind speed exceeds 27 knots. However, if the forecast is for the wind to increase to greater than 50 knots, the berths may be cleared following consultation with the Chief Harbour Master.*

(iii) *Vessels will not be accepted for berthing at Braefoot Bay and departures will not be authorised unless visibility is at least half a nautical mile at the Braefoot Bay jetties.*

(c) In accordance with the agreement of the Terminal and Forth Ports PLC, the following directions for Navigation apply or as advised by the Terminal from time to time:

(i) All vessels bound for the Western Jetty or vessels of greater than 145 m. overall length bound for the Eastern Jetty shall only approach the Terminal through the Western Channel of Mortimers Deep. Vessels will berth port side alongside at a time dependent on tidal range.

(ii) Vessels of 145 m. length overall or less, bound for the Eastern Jetty may approach the Terminal via the Eastern or Western Channel of Mortimer's Deep. Those vessels approaching from the East will berth starboard side alongside on the ebb tide, whilst vessels approaching from the West berth port side alongside on the flood tide. Berthing times are dependent on tidal range.

(iii) All vessels departing from the Terminal shall do so through the Eastern Channel from Mortimers Deep.

Vessels berthed starboard side to the Eastern Jetty are required to turn off the berth when departing.

Also see "Regulations".

ANCHORAGE: Vessels requiring anchorage in the Forth Estuary (ot than in emergency) should apply to the Forth Navigation Serv (Harbour Master) for direction to a designated anchorage.

MAX. SIZE: Western Jetty: Depth 15.0 m. Eastern Jetty: Depth 10.0

Eastern exit channel bar depth (Hawkcraig Point leading line) – le depth by sounding 9.5 m., swept depth 8.5 m. below chart datum.

HEALTH: See "Health – All Ports" before first U.K. Port.

RADIO: *Pre-arrival information:*

Masters must send ETAs at least 72 hours in advance of arrival a thereafter advise of any variation of more than 12 hours.

Confirmation ETA should be sent at least 24 hours in advance arrival and thereafter advise of any variation of more than 4 hours. (Wh voyage duration is less than 72 hours, Masters should send ETA soon as possible.)

A standard pre-arrival message will be sent to each gas car requesting the following information/confirmation. A similar messa excluding items (l) to (s) will be sent to Natural Gasoline Tankers.

(a) Advise any defect in your vessel or equipment that may af cargo operations or manoeuvrability.

(b) Confirm vessel has full P & I Club cover.

(c) Confirm (if fitted) that Bow (and/or) Stern Thrusters a operational and fully submerged.

(d) Last port of call.

(e) Last 3 cargoes. Last: 2nd Last: 3rd Last:

(f) Amount and grades of any cargo required.

(g) Anticipated maximum loading rate and the arrival tank bot temperature.

(h) Anticipated loading time

(i) Arrival drafts.

(j) Sailing drafts.

(k) Confirm that only clean segregated ballast will be discharged the Terminal.

(l) Confirm that remotely-operated valves have been opera through a complete open/closed cycle to ensure pro functioning and ascertain valve type (Ball, Gate, etc.) and ac valve closing time.

N.B. *Remote valves must close within 30 seconds operation but so that the final 20% of valve movem takes at least 6 seconds.*

(m) Gas detection system is operational and set (high or low sensor Calibrated for the cargo to be loaded.

(n) Cargo transfer emergency stops tested from all locations ensure correct operations of valves, alarms and interlocks.

(o) Ensure operation of the Tank high level and pressure alarms a interlocks.

(p) Where adjustable setting safety valves are installed, confirm th are set for the cargo to be loaded.

(q) Confirm fire-fighting equipment including water spray system i operational and tested. Ship's fire main to be pressurised wh alongside at Terminal.

(r) Manifold configuration and presentation (forward to aft), e LVVL. It is most important that the specific duty (Ethyle Propane, etc., liquid or vapour service) of each presenta flange is known to the Terminal at least 24 hours prior to t ship's arrival. Delays consequential on non-compliance with t requirement will be for ship's account.

(s) If loading more than one grade, confirm that both can be loa concurrently.

N.B. *Vapour samples taken on arrival. Masters must ens all tanks have positive pressure.*

(t) For first time callers – Manifold configuration.

(i) Size rating and standard of connecting flanges, e 12 in. ANSI 150/8 in. ANSI 300/6 in. ANSI 300.

(ii) Distance of manifold centre line from bow.

(iii) Height above uppermost continuous deck.

(iv) Distance of manifold from ship's side.

(v) Maximum loaded draft.

(vi) Minimum draft whilst at berth.

(vii) Distance from face to first retaining bracket (maxim acceptable is 1,200 mm.).

(viii) Height of manifold above keel.

(ix) Distance between manifold flange centres.

(u) Details of *any defects in vessel or equipment* affecting ca operations or manoeuvrability or confirmation that there are known defects.

(v) Slip tubes must not be operated without prior written agreem from the Terminal.

(w) If applicable, confirm that the minimum mooring deploymen be as the mooring analysis information supplied by the Term

(x) To allow the Terminal to monitor ships navigational standa within pilotage waters, Masters are required to ensure charts a during pilotage showing courses and position fixing throug the pilotage are available for Terminal inspection until 12 h after berthing.

Note: The foregoing information is required in addition to the arrival information requirements of the Forth Ports PLC – SI 1 Merchant Shipping (Tankers) (EEC Requirement) 1981 refers.

Failure to send this message may result in the vessel being dela outside port limits.

Condensate tankers fitted with Inert Gas systems are to arrive inerted (oxygen content below 8%) ready to load as inerting of ca tanks is not permitted alongside.

Telex: A telex machine is sited at Braefoot Bay. The number is 72 MOSHIP G and is operable 24 hours per day. This telex number sh be used when relaying ETA, pre-arrival or other information relat expected loading. Otherwise messages should be transmitted thr the ship's agent.

FAX: A facsimile machine is also available at Braefoot Bay. The number is 0383-892100.

VHF: "Braefoot Terminal" maintains a listening watch on VHF from at least 3 hours before a vessel's berthing time until clear of port limits on departure on Channel 16 and may work on Channels 10, 12, 15, 44, 48, 69 or 73. (Channel 69 is the normal working Channel for Braefoot Bay Marine Terminal). Vessels at other times may establish need for communication with Braefoot Bay Marine Terminal via Forth Navigation Service or ship's agent.

RADAR: Port and Estuary Radar Service operated by Forth Navigation Service. (See "Leith").

TUGS: Only tugs licensed by the Forth Ports PLC to operate at Braefoot Bay Marine Terminal may do so. Tugs are available, provided 24 hours' notice of requirement is given through the ship's agent to Forth Estuary Towage Ltd.

The Companies reserve the right to suspend berthing/unberthing operations if, in the reasonable opinion of the Braefoot Bay Supervisor, vessels have not obtained adequate tug attendance. Delay costs incurred from such suspension will be for the vessel's own account.

Availability of tugs is assured by Forth Estuary Towage Ltd., provided at least 24 hours' notice of requirements is given in accordance with the agreed ordering and call-out procedures set out in the published Tariff. Tug orders placed through ships' Agents are to Forth Estuary Towage Ltd., Leith. 24 hours' notice of towage requirements is necessary for programming tug commitments and obtaining priority for service. In the event of ship delays within the 24 hours' notice period, cancellation or ETA adjustment for service previously ordered will not be subject to charge, provided that adjustment notice is received during normal working hours and that the tugs have not left their normal berths to attend on the vessel's original order.

The tugs available are as follows:

1×12 tonne bollard pull Voith Schneider.
2×19 tonne bollard pull Voith Schneider.
1×30 tonne bollard pull Voith Schneider.

Minimum Requirements: As a guide to ordering in advance and to avoid delays it is strongly recommended that the following table is regarded as minimum requirements for tug assistance:

East Jetty Towage Requirements:

LPG Carriers:

	Under 4,000 cu.m.	Over 4,000 cu.m. with Bow Thruster	Over 4,000 cu.m.
Berthing	1 × Small (12 tonnes B.P.)	1 × Small (12 tonnes B.P.)	2 × Small (12 tonnes B.P.)
Sailing	1 × Small (12 tonnes B.P.)	1 × Small (12 tonnes B.P.)	2 × Small (12 tonnes B.P.)

Condensate Carriers with Bow Thruster:

	Max. 20,000 S.d.w.t.	Max. 165 m. LOA
Berthing	1×small (12 ton B.P.)	2×medium (38 ton B.P.)
Sailing	1×small (12 ton B.P.)	1×medium (19 ton B.P.)

Condensate Carriers without Bow Thruster:

	Max. 20,000 S.d.w.t.	Max. 165 m. LOA
Berthing	2×small (12 ton B.P.)	2×medium (38 ton B.P.)
Sailing	1×small (12 ton B.P.)	2×medium (28 ton B.P.)

Western Jetty Towage Requirements:

LPG Carriers:

	Under 20,000 cu.m.	20,000 – 40,000 cu.m.	Over 40,000 cu.m.
Berthing	2 × Small (24 tonnes B.P.)	2 × Medium (38 tonnes B.P.)	1 × Large, 2 × Medium (68 tonnes B.P.)
Sailing	2 × Small (24 tonnes B.P.)	2 × Medium (38 tonnes B.P.)	1 × Large, 1 × Medium (49 tonnes B.P.)

All Berthings and Sailings are classed as Full Towage.

Condensate Carriers with Bow Thrusters:

	Under 25,000 cu.m.	Over 25,000 cu.m.
Berthing	1 × Small (12 tonnes B.P.)	2 × Medium (38 tonnes B.P.)
Sailing	1 × Small (12 tonnes B.P.)	1 × Medium (19 tonnes B.P.)

Condensate Carriers without Bow Thruster:

	Under 25,000 cu.m.	Over 25,000 cu.m.
Berthing	2 × Small (12 tonnes B.P.)	2 × Medium (38 tonnes B.P.)
Sailing	1 × Small (12 tonnes B.P.)	1 × Medium (38 tonnes B.P.)

Tugs attending vessels will normally rendezvous with arriving ships North of Inchkeith Island, and also escort departing vessels to Buoy No. 9. Tugs will make fast East of the Oxcars when approaching from the West and Braefoot Buoys No. 1 and 2 when approaching from the East.

At all times that the vessel is alongside the berth, a harbour tug will be in attendance. This tug will be moored at its dedicated buoy 1 mile to the East of the Terminal. In the event of adverse weather with wind speeds above 35 knots, the tug will be called upon to provide assistance as required. A Pilot will also be called to attend the vessel.

Out of hours and in emergency, tugs may be contacted through the Forth Navigation Service Duty Officer on VHF Channel 16, or direct on Channel 71.

Procedure for Stand-by Tug at Braefoot Bay: A minimum of one tug will be in attendance at Braefoot Bay whenever there is a vessel on either jetty. The tug will be moored to a specially laid mooring buoy situated to the South of the Eastern exit channel between Buoys No. 4 and No. 6, maintaining a listening watch on VHF Channel 69. Alternatively in the case of a heavy Easterly swell, the tug may moor to an Admiralty buoy off Dalgety Bay.

Vessels will not berth if forecast winds for the duration of the stay alongside indicates sustained wind speeds of 45 knots or more. If forecast wind speed exceeds 30 knots, then extra moorings, i.e. extra stern lines and forward spring, will be deployed on arrival at the Terminal.

Trigger Points for Action: These are based on a vessel already alongside the Terminal, with action to be taken when the actual sustained wind registered on the jetty wind anemometer or forecast wind as indicated in the following:

Wind Speed:	Action to be taken:
30 knots actual	Tug on stand-by. If additional moorings not deployed at time of mooring, ship will be requested to run out extra moorings as required.
35 knots actual	Tug will be requested to come alongside vessel after loading has stopped. Pilot will be called out.
40 knots actual	Request tug to push "on" vessel. Pilot on board.
50 knots actual	Discuss with Braefoot Bay Supervisor sailing/re-berthing intentions.

Boatmen: Only boatmen licensed by the Forth Ports PLC and approved by the Companies to do so may operate at Braefoot Bay Marine Terminal. Mooring boats will be available provided 24 hours' notice of requirement for berthing and reasonable notice of unberthing is given through ship's agent to the Mooring Contractor.

Pre-ordered mooring boats and mooring crews will be in attendance at the terminal 30 minutes in advance of the arranged berthing/departure time and can be contacted on VHF Channel 69.

Cancellation charges will be levied in the event of less than 3 hours' notice being given for amendments to previously confirmed berthing/sailing arrangements.

MOORING:

(a) All vessels will be subject to a computer mooring analysis to prove the required integrity of the mooring arrangements. This will be carried out by Braefoot Bay Marine Terminal. Every vessel will be required to deploy a minimum of 7 lines at each end.

If a vessel has a cubic capacity of greater than 39,000 cu.m., this analysis must be carried out prior to the vessel being accepted by the Terminal.

If a vessel has a cubic capacity of less than 39,000 cu.m., she may berth prior to the results of the analysis being known. In this interim period, the vessel will be required to deploy 6 head/stern lines, 2 breast lines and 3 springs at her Western extremity and 4 head/stern lines, 2 breast lines and 3 springs at her Eastern extremity.

Once the mooring integrity has been proven by the analysis, the vessel will be supplied with a copy of the required mooring pattern. The vessel will then be required to deploy her moorings as per this analysis. This mooring pattern is only permitted so long as the vessel complies with the lines and leads used in the mooring analysis. If the Master wishes to deviate from the mooring pattern upon which the analysis was carried out, he must first obtain the express permission of the Terminal and the Harbour Master. It must be stressed however, that permission would not normally be granted. Masters may increase the number of moorings to their requirements, over and above those required by the Terminal.

All mooring lines should be in good condition and without splices in their working length. Mooring ropes should be turned up on the bitts in the figure of eight style where possible.

Masters should not hesitate to increase the number of moorings if the weather is forecast to deteriorate.

Mooring wires/ropes must be spooled in the correct direction on the winch drum, ropes made fast on the drum ends backed up on bitts are not acceptable.

(b) Mooring lines used in any particular direction of service (head/stern lines, breast lines, springs) shall be of similar breaking strength, elasticity and material. Under no circumstances will a mixture of wire and synthetic ropes in the same direction of service and to the same dolphin be acceptable, except moorings additional to the requirements of (a) above.

(c) If conditions as in (a) cannot be complied with, the loading arms will not be connected.

(d) Once moored, ship's winches must be secured with the brakes hardened up. Winches must not be left on Automatic Tension.

Winch brakes should be tested as per OCIMF Guidelines and Recommendations, which states that they should be tested individually every two years or after completion of any modification or repair involving the winch brakes, or upon any evidence of premature brake slippage or related malfunctions. The Braefoot Bay Supervisor may ask to see records to confirm that such test have been carried out.

(e) Masters of vessels are responsible for ensuring that:

  (i) their vessels are safely secured in accordance with the preceeding paragraphs.
  (ii) a strict watch is kept on the vessel's moorings and that they are tended as required to prevent slack or overtaut lines and undue movement of the vessel.
  (iii) their vessel's mooring ropes or wires are secured only to the proper fixtures provided for that purpose, additionally fixed moorings are correctly wound onto the winch drums.
  (iv) sufficient persons are on duty to attend moorings whilst vessel is alongside.

(f) Whilst not removing the responsibility from the Master of ensuring that his vessel is securely moored, regular checks on moorings will be undertaken by the Braefoot Bay Supervisor, accompanied by a Ship's Officer.

(g) Failure of vessels to adequately tend to moorings will be considered as a breach of the Jetty Regulations.

BERTHING: *Pre-Operations Meeting and Inspection:*

Before any ship operations commence, a meeting will take place between the Braefoot Terminal Supervisor and the Ship's Master (or his authorised deputy). They will:

(a) Complete/carry out the ship/shore Safety Check Lists and Safety Inspection in accordance with the O.C.I.M.F. Standards.

(b) Discuss any deficiencies shown up by (a) above and agree any additional precautions required. The terminal reserves the right to refuse to load or discharge a vessel if the required standards are not met.

(c) Complete a loading/discharge plan that includes:

Connecting/disconnecting procedures
Quantities and grades of cargo to be loaded/discharged
Loading/discharge rates (See "Loading" – Pressure Surges)
Deballasting procedure (See "Ballast")
Vapour return procedure
Cargo line cooldown procedures.
Maximum permitted pressure at ship's rail
Location of Emergency Stop Buttons/use of Shore ESD Pendant.
Ensure that ship has on board data sheets for product being handled
Emergency Procedures (See "Safety").
Assigned smoking areas.
Static precautions.

(d) Check the previous cargo record (last 3 cargoes) and agree that ships' tanks are ready to receive product.

The Companies reserve the right to:

(i) Sample and analyse the condition of ships' tanks or quality of cargo and ballast tanks before commencing to load or discharge.
(ii) Instruct a third party independent surveyor for the sampling and measurement of cargo and/or tanks, the costs of which will be for the account of the Jetty Operating Company.
(iii) Place approved portable equipment on board as required for sampling, testing or communication purposes during loading/discharging operations.
(iv) Refuse to load product and/or accept return vapour when ships' tanks are not within specification for product to be loaded.

(e) The Master shall certify that, in accordance with the cargo plan of operation that has been tabled and discussed, the stress on the vessel's hull will not exceed tha maximum permissible level by the Classification Society and that she will have adequate stability throughout to leave the berth at any time.

BERTHING FACILITIES:

Western Jetty:

Jetty Operating Company: Shell U.K. Exploration and Production.

Manifold Limitations:

LPG/GASOLINE 12 in. 150 ASA flanged presentation arms:

Manifold flange set back from Ship side (m.)	*Manifold height above waterline* *Maximum* (m.)	*Minimum* (m.)
9.6 – 3.0	19.65	5.15
2.7	13.00	5.15
2.0	8.00	5.15

For multiple 12 in. arm connections, centre-to-centre distances for adjacent connections are minimum 1.3 m. and maximum 3.0 m.

For connection to 8 in. flange manifold, maximum allowable manifold height above waterline is 12.8 m.

LPG 8 in. 300 ASA flanged presentation arms:

Manifold flange set back from Ship side (m.)	*Manifold height above waterline* *Maximum* (m.)	*Minimum* (m.)
8.6 – 2.0	11.15	1.95

For connection of 2×8 in. arms, centre-to-centre distances for adjacent connections are minimum 0.75 m: and maximum 2.5 m.

N.B. For connection to any arm: Distance between ship's outboard presentation flange and the ship's first manifold piping restraining bracket must not exceed 1,200 mm. to prevent cantilever overstressing of ship's manifold pipework.

Berth Limitations: Maximum LOA 210 m., vessels over 39,000 cu.m. must have had a satisfactory Mooring Analysis carried out by Braefoot Bay Marine Terminal before being accepted as suitable for loading.

Minimum acceptable dimensions are: From mid-point of manifold to bow – 50 m.; from mid-point of manifold to stern – 60 m., providing that adequate moorings can be deployed and the vessel can comply to OCIMF mooring standards.

Product Loading and Vapour Return Facilities: Marine loading arms are capable of liquid or vapour service. Arrangement of loading arms is as follows when viewed from seaward:

West <———> East

Arm No.	7	4	3	2	1	6	5
Size (in.)	8	12	12	12	12	8	8
ASA	150	150	150	150	150	300	300
Duty	Unused	Butane or Gasoline	Butane or Gasoline	Propane	Propane	Butane or Propane	Butane or Propane

Only one loading arm can be designated for liquid duty for each product loaded. Provided vessel's manifold arrangement is suitable, propane and butane may be loaded simultaneously using 12-in. loading arms. For LPG loading, 2 arms will be connected for each product, one for liquid duty and the other for vapour return.

The following loading rates are available:

LPG via 12 in. arm	3,000 cu.m./hr.
LPG via 8 in. arm	1,100 cu.m./hr.
Gasoline via 12 in. arm	2,000 cu.m./hr.

LPG Loading: Product will be delivered to ships in a fully refrigerated state, i.e. Propane −42°C and Butane −4°C.

The operating company, at its sole discretion, will accept vapour return to storage, always subject to quality being acceptable to the company. Vapour samples will be taken from ship's tanks on arrival. Masters must be sure of positive pressure, and provided the following specificatio not exceeded, then vapour return to storage will normally be autho

(i) 0.3% vol. oxygen
(ii) 0.5% vol. non-condensable gas
(iii) 0.5% vol. propylene
(iv) 0.1% vol. butadiene
(v) 1.0% vol. nitrogen
(vi) 10 ppm ammonia
(vii) 10 ppm VCM
(viii) 5 ppm water vapour
(ix) 1 ppm H_2S
(x) 50 ppm methanol
(xi) 100 ppm acetone

Acceptance for vapour return to storage does not imply ship's ta are suitable for loading from a commercial cargo contamination p of view.

In an emergency or in exceptional circumstances, the use of the sh vapour system to the flare will be permitted to prevent possible ven of cargo vapours to atmosphere. Under no circumstances may the sh vapour system be used if the oxygen content of the vapour conta within the ship's tanks exceeds 4% volume.

Eastern Jetty:

Jetty Operating Company: Exxon Chemical Olefins Incorporated.

Manifold Limitations:

Ethylene 6 in. 300 ASA flanged presentation arms:

	Max. (m.)	*Min.* (m.)
Manifold height above waterline	11.2	2.75
Manifold set back from ship side	4.6	0.85

For connection of 2 arms, the minimum centre-to-centre adjac connection distance is 0.75 m. and the maximum distance is 1.5 m

Ethylene: Vapour return arm will be connected before loading operat commence to enable vessels to return vapour to storage tanks or fl Vapour return may go to flare, always provided the oxygen conten such vapour to flare does not exceed 2.0% by volume maximum may be established under the pre-operations meeting/inspection.

Exxon Chemical Olefins Inc., at its sole discretion, may accept vap return to storage, always subject to the quality being acceptable to Ex Chemical Olefins Inc. and provided that the last cargo was Ethylene that the vessel has been purged with Ethylene vapour to the satisfac of Exxon Chemical Olefins Inc.

Specification for ship's vapour for return to Shore Storage Tanks:

(i)	Ethylene	99.90 min. Mo
(ii)	Methane and Ethane	1,000 max. Mol
(iii)	Ethane	500 max. Mol
(iv)	Hydrogen	10 max. Mol
(v)	Propylene and Heavy Hydrocarbons	10 max. Mol
(vi)	Acetylene	5 max. Mol
(vii)	Carbon Monoxide	2 max. Mol
(viii)	Carbon Dioxide	5 max. Mol
(ix)	Oxygen	5 max. Mol
(x)	Sulphur	2 max. Mol
(xi)	Ammonia	1 max. Vol
(xii)	Nitrogen	100 max. Vol
(xiii)	Water	10 max. Wt
(xiv)	Solvents	10 max. Vol
(xv)	Oil	Negligible Vol

However, Exxon at its sole discretion may accept vapour return any vessel to shore storage provided that the quality of such va return is acceptable to Exxon. When appropriate, ships returning va to shore storage will be automatically credited for such returns.

Ethylene Loading/Vapour return rates available to ships are, via loading arms, upto 460 cu.m./hr.

Note: Ethylene is delivered to ships in fully refrigerated state, approximately −101°C.

There are no cargo heating facilities at this Terminal.

Gasoline: 1×10 in. 300 ASA flanged presentation arm with a piggyb 6 in. vapour return line suitable for loading gasoline (C5) Pyegas (C5+).

5 Shore supplied spool pieces are available as follows:

10 in. × 300 ASA – 12 in. 150 ASA
10 in. × 300 ASA – 10 in. 150 ASA
10 in. × 300 ASA – 8 in. 150 ASA
10 in. × 300 ASA – 6 in. 150 ASA
10 in. × 300 ASA – 4 in. 150 ASA

	Max.	Min.
Manifold height above waterline	16.5 m.	1.45 m
Manifold set back from ship side	4.6 m.	0.85 m

Maximum loading rate for Gasoline 2,000 cu.m./hr.
Maximum loading rate for Pyegas 1,100 cu.m./hr.

LOADING:

Marine Loading Arms: All products are delivered to ships via ma loading 'hard arm' units which are individually fitted with Emerg Release Systems (ERS).

The emergency release systems consist of 2 ball valves located a the presentation flange. Only after closure of the ball valves, wi hydraulic clamp between the ball valves open, leaving one ball v closing off the ship's manifold and the other closing off the loading The loading arm then returns to a position clear of the vessels's ma

On hearing 'ERS' alarm (an audible oscillating tone accompan a flashing red beacon) all staff should vacate the vicinity of the ma loading-arms. The emergency release system will be manually ini from onshore or AUTOMATICALLY in the case of over extension o loading arms, e.g. if ship drifting outside the loading arm envelop

Pressure Surge Precautions: Non-routine closing of the lo systems, automatic intervention or 'fail-safe' closure of ship Emergency Shut Down (ESD) valves can generate dangerous s pressures. A careful check of ship's ESD system will be made pr loading. The Master (or his deputy) will be asked to operate the s to enable timing of the valves and may be requested to have adjusted according to the provisions of the IMO Codes for Ships Carrying Liquified Gases in Bulk. The Terminal Operating Companies reserve the right to restrict loading rates if valve closure times are not compatible with rates otherwise agreed. Excess loading times caused by such a restriction will be charged to the ship if port time/lay time is exceeded.

The shore system is designed to withstand the high surge pressures which can be generated and safe emergency shut down will be accomplished by using the shore ESD pendant control provided to vessels.

In the event of an emergency the pendant 'ESD' must be activated, which will immediately result in:

1. On shore loading valves closure.
2. The stoppage of cargo flow.

Only Then may the Vessel Manually Activate its Own ESD. Ships Must Never Close Valves Against the Shore Loading Pumps

Masters are referred to ICS Safety Guide (Liquified Gas) paras, 1.8.2 and 4.5.2 and the International Safety Guide for Oil Tankers and Terminals paragraphs 6.5.5, 7.3 and 7.6.8 and Appendixes A and B.

Operational Procedures: The Loading/Discharge Plan and operation must comply with the following procedures:

(a) The Company will be responsible for connecting/disconnecting loading arms/hoses to the agreed ship's presentation flanges as indicated by the responsible ship's officer. In the event that the vessel does not have the appropriate reducer, a shore reducer may be available. The Terminal must be advised in the pre-arrival message of this requirement. The fitting and removal of the reducer is the responsibility of the ship. The Master must take adequate precautions to ensure the safety of Company workers and ensure that, where necessary, suitable guard rails are provided.

(b) The Loading Arms are normally purged and remain under Nitrogen between loading operations. Vessels must, therefore, be prepared to receive a small volume of Nitrogen vapour at the commencement of loading operations. (0.5 cu.m. at the Eastern Jetty, 10 cu.m. at the Western Jetty.)

The terminal staff will pressurise the loading arm with Nitrogen against the ship's manifold valve and the loading arm connection will be tested for leaks. When manifold has been proven 'tight' the loading arm will be depressurised and transfer commenced at the agreed starting rate.

(c) The responsible terminal representative and ship's officer will agree that systems are correctly lined up before transfer operations begin.

Loading must be commenced slowly to avoid rapid pressure build up. When liquid flow is established the terminal will increase rate as requested by the ship up to the agreed maximum bulk rate.

(d) During transfer operations, ship will confirm with the shore at intervals not exceeding 1 hour that they are in agreement with the quantity of product actually transferred and the quantity/time estimated to complete the operation.

(e) EXCEPT IN EMERGENCY VENTING OF LPG OR ETHYLENE VAPOURS TO ATMOSPHERE IS PROHIBITED AT BRAEFOOT BAY. All such displaced vapour must be reliquified on board by ship's systems and/or returned to shore via the vapour line

During loading of liquified gas carriers, the Jetty Operator must be advised of and log the ship's tank pressure every half hour if the vessel is retaining vapours on board, and every hour if vapours are being sent to shore or at the discretion of the Braefoot Bay Supervisor.

In all cases, the LPG vapour return line will be connected and available for pressure relief.

Displaced Natural Gasoline vapour shall only be vented to atmosphere as prescribed in the International Safety Guide for Oil Tankers and Terminals, Sections 3.3.2, 6.2.3 and 7.6.3. Closed loading procedure to be adopted at all times.

(f) During transfer operations:
  (i) An Operator/Technician will remain on the jetty at all times whilst the vessel is alongside.
  (ii) A responsible English speaking ship's officer equipped with an approved portable UHF radio tuned to the agreed ship/shore communication channel shall be on duty at all times.
  A portable radio will be provided on loan from the Terminal.
  (iii) A responsible member of the ship's crew capable of understanding and relaying the Jetty Operator/Technician's communications to the Responsible Ship's Officer shall be stationed on deck so that he can:
    (a) observe the manifold connections
    (b) observe the gangway
    (c) exchange visual/vocal signals with the Jetty Operator/Technician.
    (d) keep a visual check on moorings.
  (iv) The ship must inform the terminal and the terminal must advise the ship of any deviation from the agreed Loading/Discharge Plan.

(g) At least 5 minutes' notice must be given of transfer rate changes being required, and at least 15 minutes' notice for final completion of loading, except in emergency when the requirements of "Pressure Surge Precautions" (see above) must be observed.

(h) If for any reason there is an unusual evolution or accumulation of gas, loading shall be stopped or the loading rate into a particular tank reduced at the discretion of either the Terminal Supervision or responsible Ship's Officer.

(i) The vessel must by day fly Flag 'B' of the International Code, and by night exhibit an all round red light.

(j) Prior to, and on completion of loading/discharging an Operating Company Representative will witness ship's dips/ullages and obtain from the Master the quantity loaded according to ship's figures.

(k) Operations shall be stopped during electrical storms in the vicinity of the ship and all cargo valves shall be closed.

(l) During periods of high winds and/or on the instruction of either the Harbour Master or Braefoot Bay Supervisor, operations shall be stopped and the loading arms disconnected in accordance with tables (tables are in "Jetty Regulations and Information", supplied to vessel).

(m) At suitable intervals (not exceeding 4 hours) with regard to the estimated duration of cargo transfer, the responsible Terminal Representative and Ship's Officer will carry out a repetitive check and confirm that:

The Safety Check List remains valid
Operational procedures are satisfactory
Jetty Regulations are not being contravened.

BALLAST: *Avoidance of Pollution:*

(a) No oil or mixture containing oil shall be discharged or allowed to escape from a vessel while at the terminal, the approaches or in the River and Firth of Forth.

No garbage, or other materials, either liquid or solid shall be discharged overboard from a vessel, but shall be retained in suitable receptacles on board or arrangements made for disposal ashore.

(b) Discharge overboard of the clean ballast contained in the cargo tanks of clean petroleum product tankers is permitted, but only after inspection has been carried out by the Terminal Supervisor, who shall also obtain the approval of the Harbour Master prior to commencement of such ballast discharge. Discharge of clean segregated ballast water overboard is permitted subject to approval and/or inspection by the Terminal Supervisor.

The Forth Ports Authority Harbour Master will be informed if inspection either before or during discharge shows ballast water is contaminated and such discharge shall immediately cease.

Except as herein specified, all ballast water other than that contained in segregated ballast tanks shall be retained on board.

DIRTY BALLAST CANNOT BE DISCHARGED AT THIS TERMINAL

(c) By arrangement with the Terminal Supervisor oily residues and bilge slops may be discharged ashore via flexible hose provided that such discharge is not concurrent with product transfer via hard arms and that delays so incurred are for ship's own account if port time/laytime is exceeded.

The onshore oily slops reception tank has a limited handling capacity and in no case will slops quantities in excess of 100 tonnes be accepted from any one vessel. Slops transfer to this facility for ships at the Eastern Jetty is via a 20 cu.m. holding tank and transfer rates limited to 5 tonnes per hour.

(d) Prior to Oil (including Natural Gasoline) or slops transfer the Anti-Pollution Check List must be completed and no leakage or spillage shall be swept or allowed to leak overboard. Swabs or sawdust used for mopping up spillages must be brought ashore for destruction.

Any leakage or spillage must be reported immediately to the Terminal Supervisor and operations suspended until the leakage or spillage has been cleaned up to the satisfaction of the Terminal Supervisor and the Harbour Master. The Terminal Supervisor may mobilise resources to assist in the containment and cleaning of pollution caused by a ship, without the authority of the Master but in such action he shall be considered to be acting on behalf of the Master and with his approval.

It is statutory requirement that any pollution be immediately reported to the Harbour Master.

MEDICAL: Doctors and Hospitals in Kirkcaldy and Inverkeithing.

DENSITY: 1015 – 1025 (depending on rainfall).

FRESH WATER: Potable fresh water is normally available from hydrants at each jetty. Ships requiring water are responsible for supplying and connecting their own hoses to the jetty hydrant as indicated available by the Jetty Operator. Shore technicians will start and stop potable water on West Jetty at ship request.

FUEL: Supply of Bunker Fuel Oil is not possible from the jetties, however, bunkering arrangements can be made at anchorage or, if suitable, from Grangemouth.

CONSULS: See "Leith".

REPAIRS/DRY DOCKS: See "Grangemouth".

AIRPORT: Edinburgh Airport 20 miles.

POLICE/AMBULANCE/FIRE: Control have a direct line.

TELEPHONES: A public telephone is located at the jetty trestleway root. This telephone will only accept phone cards, a supply of which can be purchased from the ship's agent.

Smoking is expressly prohibited in the telephone kiosk, infringements by individuals of this regulation will necessitate withdrawal of the facility.

A public card-operated payphone is located in the Security Gatehouse at the main entrance. There is also a metered telephone available at the Gatehouse for use at the Master's discretion, all charges being authorised by the Master for payment by ship's agent.

STORING: *General cargo, bunkering and stores handling:*

(a) Handling of general cargo is not permitted at the Terminal.

(b) Bunker services are not available to ships ex-jetty.

(c) The handling of ship's stores may be permitted during cargo operations provided the Terminal is given prior notice of the requirement. On arrival, the Braefoot Bay Supervisor and Master will agree the timing for taking stores and any special precautions required, subject to the following:

  (i) the cargo operations remain adequately supervised.
  (ii) any cargo operation which may allow vapours to escape on deck should be stopped whilst stores are being handled, e.g. sampling or disconnection of loading arms.

(d) Flammable or dangerous goods in drums or other containers, liquified gas in cylinders, drums of oil or paint, steel plates and any other heavy metal parts shall not be handled during:

  (i) loading or transfer of LPG, Ethylene or Natural Gasoline.
  (ii) gas-freeing, purging or tank cleaning.
  (iii) whenever loading arms are connected.

(e) Stores items contained within section (d) should not be landed directly onto a vessel's steel deck. Rubber or suitable matting should be used to prevent possible spark generation. At no time may drums or gas cylinders be rolled along the deck or jetty.

(f) The jetty cranes are for hose-handling and other jetty purposes. They may only be operated by Terminal staff and may only assist in loading items of ship's stores, provided that Terminal staff are available to operate a crane without detriment to their other duties.

(g) Under no circumstances will stores delivery vehicles be allowed on the jetty head or approach beyond the designated points for setting down ship's stores. One vehicle at a time is permitted to visit a vessel. Other vehicles scheduled to deliver stores must queue outside the main gate until given permission to enter. All delivery vehicles are to be parked as directed by Terminal staff, such that access for the Emergency Services is not obstructed.

(h) The size and weight of ship's stores delivered by road vehicle are to be such that they can always be physically manhandled and carted between set-down point and ship by delivery staff or ship's crew. Larger deliveries of stores and heavy items of equipment may be loaded from a barge by arrangement with agents and subject to Regulation 15.

(i) Delays due to storing are for vessel's account where lay/port time is exceeded.

GARBAGE DISPOSAL: The terminal provides facilities for the reception and disposal of ship's garbage. Under SI.1988 No.2293, "Garbage" is defined as all kinds of victual, domestic and operational waste, excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except sewage originating from ships.

To comply with the regulations, the following arrangements have been made:

(a) 6 Eurobins (capacity 1.1 cu.m.) are positioned at the jetty root for the disposal of double bagged and tied food waste. Additionally one mini-skip has been placed with the above disposal of solid waste, e.g. general rubbish but *not food waste*.

(b) All garbage must be double-bagged and sealed. A stock of heavy-duty plastic bags and ties are held and issued on request to vessels requiring to land garbage.

(c) After berthing, vessel confirms request to land garbage by completing relevant section in Ship/Shore Check List. All garbage must be sealed and labelled as to their contents. No leaking or open bags will be acceptable and cost of cleaning shore facilities in the event of spillage will be passed on to vessel. Garbage bags must not be thrown from the ship onto the jetty. They must be either hand-carried or the shore crane utilised before loading arms are connected or after loading arms are disconnected.

(d) Ship's crew must collect the Eurobins from the jetty root area and return them there after completion of landing garbage. The bins should not be filled to such extent that the covers will not close.

(e) The Eurobins are mounted on wheels for easy transportation.

WASTE OIL DISPOSAL: The terminal regulations state that:

(a) No oil or mixture containing oil shall be discharged or allowed to escape from a vessel while at the Terminal, the approaches or in the River and Firth of Forth.

No garbage or other materials, either liquid or solid, shall be discharged overboard from a vessel, but shall be retained in suitable receptacles on board or arrrangements made for disposal ashore.

(b) Discharge of clean, segregated ballast water overboard is permitted subject to approval and/or inspection by the Terminal Supervisor.

The Forth Ports Authority Harbour Master will be informed if inspection, either before or during discharge, shows ballast water is contaminated and such discharge shall immediately cease.

All ballast water other than that contained in segregated ballast tanks shall be retained on board.

(c) By arrangement with the Terminal Supervisor, oily residues and bilge slops may be discharged ashore provided that such discharge is not concurrent with product transfer and that delays so incurred are for ship's account if port time/lay time is exceeded.

(d) Prior to oil (including natural gasoline) or slops transfer, the anti-pollution Check List must be completed and no leakage or spillage shall be swept or allowed to leak overboard. Swabs or sawdust used for mopping up spillages must be brought ashore for destruction.

(e) Vessels are prohibited from the internal transfer of oil whilst alongside.

(f) Dirty ballast cannot be discharged at this Terminal.

Any leakage or spillage must be reported immediately to the Terminal Supervisor and operations suspended until the leakage has been cleaned up to his satisfaction and that of the Harbour Master. The Terminal Supervisor may mobilise resources to assist in the containment and cleaning of pollution caused by a ship without the authority of the Master, but in such action he shall be considered to be acting on behalf of the Master and with his approval.

It is a statutory requirement that any pollution be immediately reported to the Harbour Master.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

SAFETY: *Emergency Signals:*

(a) Fire and onshore emergency alarm.
  1. At the Western Jetty: Intermittent siren.
  2. At the Eastern Jetty: Continuous sound for 30 seconds.

In the event of siren failure alarm will be sounded by air horns.

(b) Onshore emergency (other than fire).
  1. At the Western Jetty: Air Horns.
  2. At the Eastern Jetty: Continuous warble for 30 seconds.

(c) Shipboard emergency (or reported from ship): At least 6 blasts, each of not less than 10 seconds duration.

NOTE: Onshore, alarm may be raised by activating one of the "Break Glass" fire alarms situated at numerous points throughout the terminal – this will also automatically activate the jetty spray systems.

Actions in Event of Emergency:

Ashore: Sound alarm signal.
Terminal staff will communicate with you via:
1. The UHF portable radio (supplied on arrival).
2. The jetty operator.
3. The jetty loudspeaker system.
4. The Marine VHF Channel 16.

In any emergency, terminal staff will shut down loading operatio may activate fixed water spray system and implement the Term Emergency Plan as appropriate to the incident:

Aboard: Sound alarm signal.
Inform terminal by communications systems as listed abov
You must be prepared to:
1. Cease all cargo operations.
2. Close all cargo valves.
3. Disconnect ship to shore pipelines (shore hard loading a may be emergency disconnected by terminal staff).
4. Move your ship (engines to immediate readiness) subjec the overriding control of the Harbour Master.

Emergency Towing Wires: Emergency towing wires of adequ strength and condition must be positioned on both the offshore bow a quarter of the ship with the towing eyes maintained just above wa level.

They must be properly made fast on the ship's bollards while hav sufficient slack flaked out on deck for effective towing, the slack be secured from running free by rope yarns or other easily broken mea

Emergency Precautions: In order to meet emergencies ships must

(a) Retain sufficient suitable crew members on board at all times man emergency services and to move the ship if so directed by Term or Port Authority personnel.

(b) Have adequate emergency equipment and fire fight appliances, including main emergency fire pumps, ready for immed use. Fire main to be pressurised *before berthing* and for the durat of berth occupancy. The appliances will include at least:

(i) Two fire hoses, fitted with jet/spray nozzles, uncoiled a connected to the fire main on the main deck.
(ii) Portable fire extinguishers, of the dry chemical ty conveniently placed near the ship's fire manifold.
(iii) An International Ship/Shore Connection available and clea *signposted* at an agreed position on the ship's fire main ready connection to the shore main.
(iv) Where a vessel is equipped with a fixed dry powder syst hoses should be run out and control boxes open for access
(v) The ship's offshore lifeboat shall be rigged ready for lowe and use as an emergency escape.
(vi) A pilot ladder or accommodation ladder shall be rigged positioned on the outboard side of the vessel ready immediate lowering as a means of escape in the event of emergency.

In the event of an emergency, the Master must proceed as agree the "Pre-Operations Meeting and Inspection".

State of Readiness and Engine Immobilisation:

(a) The ship must be able to move under its own power at sh notice.

(b) Repairs or other work which may immobilise the vessel are allowed. If unavoidable breakdown occurs, then repairs may be allow alongside provided approval is given in writing by the Braefoot B Supervisor who shall also obtain the Harbour Master's agreement a is conditional on the Master hiring sufficient standby tugs to move vessel if so required.

(c) Should immobilisation as in (b) above occur, the respective j Operating Companies reserve the right to order tug or tugs as ab on the Master's behalf.

(d) *Engines are not to be tested whilst hard-arms are connec and/or the gangway is on deck.*

Vehicle and Personnel Access and Security:

(a) Only authorised persons or those with entry permits issued the Terminal Management will be allowed through the terminal secu gates.

Ship's personnel must have a temporary pass for clearance with security guard at the entrance gate.

Masters will be provided with a supply of suitable pass envelope the Braefoot Bay Supervisor. The Master or ship's Agent is require furnish a list of chandlers, services, new crew members and author visitors expected during the ship's stay at the terminal. Ship's agen required to provide Security staff with a crew list as soon as poss after berthing.

Persons who have not been authorised or notified as above wi refused entry to the terminal until the Security Guard has been g clearance from the Braefoot Bay Supervisor.

(b) As pedestrians (other than plant employees and author personnel) are not allowed passage through the terminal, transpo the main gate will be provided by Security staff on request from the root (Western Jetty) or the safety boat landing (Eastern Jetty), by ca "Braefoot Control" on the radios provided.

(c) Visiting vehicles are not normally allowed beyond the gateho parking area and must not proceed onto the jetty trestleways wi the express permission of the Braefoot Bay Supervisor. No vehicle proceed past any "NO ENTRY" sign indicating that Class A petro is being handled or that petroleum vapour may be present.

Vehicles and their contents which are permitted to enter the Ma Terminal do so at the owners' risk and drivers must obey all traffic s plant traffic regulations, or directions given by Terminal Staff. S vehicles shall not be parked in position obstructing fire hydr roadside alarms or other traffic. If parked, keys will be left in ign the ignition switched off and the doors unlocked. If required unattended vehicle may be moved by Terminal Staff.

(d) In the interests of Safety and Security any vehicle or pe entering or leaving the terminal is liable to be searched for contr material or unauthorised persons. Acceptance of this requiremen condition of entry. Persons who appear to be under the influen alcohol or drugs will not be allowed access to or from ships a terminal unless escorted by a responsible Ship's Officer.

Personnel Access to/from Ships:

(a) When available, access between jetty and vessel will be provided by the Company by means of a gangway tower structure. The operation of such gangway will be the responsibility of the jetty Operating Company, but Masters shall ensure that personnel can safely transfer between the ship's main deck and the gangway. When, for any reason, the gangway tower is not available, Masters of vessels shall provide a means of safe access between jetty and ship, which shall when necessary include an upper platform and bulwark ladder to provide safe access to the ship's deck. The means of access shall be provided with stanchions, guard ropes, securing lines and safety netting, shall be adequately illuminated and shall be maintained in a clean and well tended condition.

A lifebuoy with at least 25 m. of lifeline attached shall be positioned on the vessel near the gangway.

(b) No person other than H.M. Customs and Excise, Port Health Authorities, Pilots or other H.M. Customs Authorised personnel is allowed to board or disembark from a vessel berthing at the Marine Terminal from a foreign port until Clearance and the Master's permission has been obtained.

(c) Boarding and disembarking shall be by gangway only except in emergency.

Scuppers and Drip Trays: During transfer of gasoline and slops, deck scuppers and drain holes must be suitably plugged and accumulated water drained off as required. Scuppers should otherwise remain open during LPG loading operations.

Drip trays must be placed under connections and likewise drained of accumulated water.

Prior to transfer of any oil product the ANTI-POLLUTION CHECK LIST MUST BE COMPLETED.

Portable R/T Sets, Hand Lamps and Electrical Equipment: Portable R/T sets, lamps and hand lamps, electric or otherwise shall not be used unless of an approved type (e.g. B.A.S.E.E.F.A.).

The use of portable electric lamps and equipment on wandering electric cables is prohibited in any cargo or adjacent ballast space, pumproom, compressor room, cofferdam, bunker compartment, hold or anywhere over the cargo tanks.

Portable domestic radios, photographic flash equipment, electronic calculators, tape recorders or any other battery powered equipment of non-approved type shall not be used on the main deck nor in any other place where petroleum gases may be encountered. Mobile telephones may be transported through the Terminal to the ship for use in an approved area providing all battery power is disconnected and transported separately during the transit.

Ship's Radio and Radar Equipment: Except for VHF and UHF communications (with radiated power of 1 watt or less), ship's main radio station, including emergency transmitters, shall not be used while the ship is within 400 m. of the Terminal. While berthed at the Terminal, the transmitting aerials shall be disconnected and earthed.

It is *prohibited* to operate ship-borne radar having a *peak pulse in excess of 60 kW.* within the following distances of the Terminal:

1. Radar operating below 2 GHz – 400 metres.
2. Radar operating above 2 GHz – 200 metres.

The preceding prohibitions and restrictions do not preclude the testing of a vessel's normal communications transmitter operating on a frequency between 415 kHz and 26 kHz or ship-borne radar with a peak pulse power exceeding 60 kW in the area of the Terminal, providing the vessel's associated electrical equipment does not present a source of ignition, *and that the express permission of the Harbour Master and Marine Superintendent have been obtained prior to testing.*

Repair Work: Repair work involving either hot or cold work or the use of naked lights is prohibited unless the permission of the Braefoot Bay Supervisor has been requested and granted in writing and the conditions and precautions required by the Braefoot Bay Supervisor are rigidly observed.

Repair work includes but is not restricted to boiler tube clearing, chipping and scraping, hull painting, testing or servicing of electrical equipment (including radar and radio installations).

If permission is granted a list of shore workmen employed on the vessel must be given to the Braefoot Bay Supervisor before work commences.

(The Harbour Master's permission is also required in the case of hot work and certain repair work including test transmissions of radio or radar equipment.)

Tank Cleaning/Gas Freeing: Tank cleaning, inerting, purging or gas freeing *may not* be carried out at this terminal. In unavoidable and exceptional cases, and then under specific circumstances, approval in writing may be granted in advance or under a repair work permit as in "Repair Work" above.

Movements of Tugs and Other Craft: During berthing, unberthing and cargo handling operations no vessel or small craft shall be allowed alongside the vessel unless authorised by the Braefoot Bay Supervisor and agreed by the Master.

When tugs or authorised craft are alongside or assisting a vessel, all cargo system openings must be closed unless tanks are gas free.

GENERAL:

Forth Ports Authority/Dockyard Port of Rosyth: The Forth Ports PLC is the controlling body for the waters of the Firth of Forth in conjunction with the Ministry of Defence through the Queen's Harbour Master, Rosyth.

The Rules as to Navigating in the dockyard port of Rosyth are published under the Dockyard Port of Rosyth Order 1975 and are summarised as a note to the "River of Firth of Forth Byelaws". As general information, the Rules impose a speed limit of 12 knots on vessels exceeding 120 m. in length and 15 knots on vessels less than 120 m. in length.

The Rules also detail the signals for prohibition of movement in the "Protected Channel" (being approximately the Main Fairway in a Westerly direction from Buoy No. 13, passing South of Inchcolm Island) to Rosyth Dockyard and the signals (3 red lights in a vertical line or black cylinder by day) denoting one of Her Majesty's vessels underway, and from which, other vessels shall keep clear (within the Dockyard Port).

Copies of the "River and Firth of Forth Byelaws" and "Directions for Navigation" may be obtained from the Forth Ports PLC, Shipping Agents or on request to the Terminal Supervisor.

Tides: The predicted tides in the Forth Estuary may be significantly affected by weather conditions, e.g. strong winds from N.N.E. through E. to E.S.E., or heavy rainfall.

The range for Spring Tides is 5.0 m., the range for Neap Tides is 2.5 m.

The Highest Astronomical Tide is 6.3 m. The Lowest Astronomical Tide is 0.0 m.

The breasting line of the jetties at Braefoot Bay is 052°/232° and the direction of tidal flow is approximately 260° on the Flood and 066° on the Ebb with maximum rates of 2.6 knots (Springs) and 1.3 knots (Neaps).

Shipping Agents: There are approximately 30 companies operating as shipping agents in the Forth Estuary, therefore Masters are requested to confirm their Agents' name in any direct communication to the Terminal.

Communications:

UHF Radio: The terminal will supply an approved UHF handset radio to the vessel Master or his deputy for use during the loading operation. The radio will be used for contact with the Terminal Staff during normal loading operation and for notification of an emergency condition.

The handset radio must be returned to the Braefoot Bay Supervisor prior to departure.

Acknowledgement of the return of the handset radio will be noted on the vessel's copy of the "Master's Receipt for Shipping Documents".

Normal UHF operations channel is UHF Channel 2. All communications must be directed through *"Shell Control" for vessels on the Western Jetty and through "Exxon Control" for vessels on the Eastern Jetty.*

Klaxon: Each jetty is equipped with air horns for audible alarm of fire, and an oscillating tone siren for imminent E.R.S. activation. One short blast may be sounded if required to gain attention of ship's deck personnel if there is an urgent need for communication.

REGULATIONS: *Rules for the Movement of Tankers using Braefoot LPG Terminal:*

1. Every tanker destined for the terminal shall regulate its approach so as not to arrive before the agreed berthing time.

2. When a tanker is turning from the channel for deep draft vessels into Mortimer's Deep to approach the terminal from S.W., no other vessel shall enter that section of the channel between No. 15 light-buoy and a line joining Hound Point and Hopeward Point; or when turning into Mortimer's Deep to approach the terminal from the East, no other vessel shall enter that section of the channel between Nos. 7 and 11 light-buoys.

3. When any tanker is leaving the terminal it shall do so, except in an emergency, in an Easterly direction.

4. When a tanker having left the terminal is entering the channel for deep draft vessels from Mortimer's Deep in an Easterly direction, no other vessel shall enter that section of the channel between Nos. 7 and 11 lightbuoys. In addition if such a tanker is loaded with liquified gas and is more than 145 m. in length, no other vessel, whether navigating within or without the channel for deep draft vessels, shall approach within 1 mile of the tanker while it is within that section of the channel between No. 13 light buoy and Fairway light buoy at 3° W.

5. When tankers are navigating within or without the channel for deep draft vessels between Fairway light buoy and a line joining Hound Point and Hopeward Point it may be necessary to hold or slow down other vessels. Inward bound vessels may be directed to a holding area North of No. 3 light buoy until an outward bound tanker is sufficiently far downstream.

6. No vessel shall enter Mortimer's Deep when the terminal is occupied or when a tanker is manoeuvring in the area, except that a second tanker may enter and berth when the first tanker is securely berthed.

7. Radio transmissions and the operation of radar are prohibited in the vicinity of the terminal, except that a vessel's normal equipment may be tested provided that a source of ignition is not present and that the Chief Harbour Master's permission has been obtained.

Ship's radar equipment having a peak pulse of less than 60 kW. may be operated for berthing and unberthing and at times when cargo operations are not taking place.

SHIPMASTER'S REPORT: November 1984 (updated 1990).

Vessel called at Braefoot Bay Marine Terminal for the purpose of loading LPG (Butane).

The terminal is operated by Shell Expro and Exxon Chemical Olefins, and is located 3 miles East of the Forth Railway Bridge on the North side of the Firth.

Port Limits: Within the area of the Firth of Forth Navigation Authority.

Documents:

Register and Light dues.
All Safety Certificates.
Derat Certificate.
Health Declaration.
Cargo Documents.
Last Port Clearance or Coastwise Documents.
2 copies C.13 Customs General Declaration.
3 copies C.14 Customs Stores Declaration.
2 copies C.142 Customs Crew Declaration.
6 copies Crew Lists.
2 copies Ship's Stores Lists.

Pilotage: Compulsory in the Firth of Forth. Pilot boards at Fairway Buoy in position 56° 03.5′ N., 03° 00′ W. VHF Channel 16. 24 hours' advance notice required.

Anchorage: Allocated by Forth Navigation Service, usually Aberlady Bay.

Restrictions: Vessels enter Mortimer's Deep from the West, leave to the East, in what is called clockwise navigation.

Therefore berthing is done on the start of the flood, turning off Buoy No. 17, ensuring, especially in a Westerly wind, that the tide has really started to flood.

Sail an hour before high water to cross the bar at about the top of the flood.

The Exxon jetty may, however, allow berthing/entry from the East for smaller vessels.

Max. Size: Shell Jetty 60,000 cu.m. Esso Jetty 12,000 cu.m.

Health: See 'Health – All Ports' before first UK port.

Radio: Wick GKR.

VHF: Forth Navigation Service Channel 71 (working on Channel 20) controls traffic and reporting in points.

Braefoot Terminal: Channels 69 and 73.

Tugs: Channel 69.

Public Channels: Forth Radio Channels 16 and 24.

Radar: Forth Navigation Service locates vessels at Port Limits, and checks identity by VHF.

Ships Radars are to be switched off within 300 m. of the terminal and must not be switched on whilst alongside, except for pre-sailing checks provided loading operations have been completed.

Tugs: Join the vessel off Inchkeith and make fast (tugs lines) before Oxcar. 5 tugs are available, 1×27 tonne, 2×19 tonne and 2×12 tonnes bollard pull. Larger vessels use 3 tugs for berthing (1×27 tonne, 2×19 tonnes) and 2 tugs for sailing (1×27 tonne, 1×19 tonne).

In an emergency tugs take 1.5 hours to reach the vessel.

Berth: Rate of loading Butane, 1,900 cu.m./p.h.

Shore gangway used.

Medical: Good facilities nearby at Dunfermline and Kirkcaldy.

Density: 1025.

Fresh Water: Available ex-mains for nominal fee.

Fuel: M.D.O. available (Max. loading rate 40 cu.m./p.h.), only at the Shell jetty.

Fire Precautions: Normal for LPG – 3 allocated onboard smoking areas.

Consuls: Numerous in Edinburgh. If vessel bound for U.S.A. then Consulate requires 48 hours to visa 2 Crew Lists, thus these should be left behind with the Agent who will arrange for express delivery to the discharge port.

Gangway/Deck Watchmen: Not necessary.

Customs Allowances: Normal U.K. Regulations apply.

Repatriation/Airport: Edinburgh Airport nearby has shuttle flights at one to two hour intervals to London Heathrow.

Time: GMT plus 1 hour (BST) in Summer months.

Police/Ambulance/Fire: Telephone 999.

Emergency Co-ordination Centre: VHF Channel 16, Forth Navigation Service and/or Forth Coastguard.

Telephones: None onboard, Public Pay phone at jetty root.

Storing: Stores have to be manhandled/hand trucked along 200 m. of jetty before lifting onboard with jetty crane. Alternatively they can be delivered by barge, but not concurrent with cargo and liable to weather delays.

Only Diesel engined stores lorries are permitted in the terminal and Ship Chandlers and Laundries should be made well aware of this.

Shore Leave: Permitted, but personnel are not allowed to walk through the installation and so rely very much on the Marine Officer on duty for a lift to the gatehouse.

Identification Cards: Shore passes are issued.

If visitors for the ship's complement are expected, it is wise to leave a list with Security at the terminal gate, to expedite their boarding.

Regulations: 72 hours in advance of arrival send to Agents, asking them to relay same, questionnaire replies to Harbour Master Forth Ports and also to Braefoot Terminal. (See "Radio" → pre-arrival information and "General" before first UK port.)

General: Laundry facilities are available, good quality.

AUTHORITY: Shell U.K. Exploration and Production, P.O.Box 16, Mossmorran, Cowdenbeath, Fife, KY4 8EL. *Tel:* (0383) 892000, 892123. *Telex:* 728244 Moshell G. Shipping Department 728245 Moship G. *FAX:* 0383-892100. *Contact:* Captain D.J. Pringle, Terminal Supervisor. Captain P.W. Marsland, Day Co-ordinator.

BRIDLINGTON: 54.05 N. 00.12 W.

DOCUMENTS:

Crew List.
Passengers List.
Ship's Register.
Customs Documents.
Manifests.
Bills of Lading.
Ship's papers.

PILOTAGE: Vessels approach within 0.25 mile, flying "G" Flag. Local fishermen act as Pilots and board approx. 1 hour prior to berthing time.

ANCHORAGES: For small vessels of not more than 12 ft. draft, 1 mile S.E. of harbour. Deeper-drafted vessels 3 miles East of Harbour. Good holding grounds except in heavy weather from East to South.

RESTRICTIONS: In accordance with state of tide and draft restrictions.

HEALTH: Pratique required from all vessels other than from a British port. "Q" Flag to be flown.

Also see "Health – All Ports" before first U.K. port.

RADIO: Humber Radio Station is the best for a vessel to route E etc.

VHF: Call sign "Bridlington Harbour". Call on Channel 16. Working and 14.

TUGS: None available.

BERTHING: No cargo vessels. Fishing harbour handles fishing vess and yachts.

MEDICAL: Agents require advance notice of required medical atten Hospital facilities available. Relevant medical information, i.e. fever, e required.

DENSITY: Sea water.

FRESH WATER: Unlimited quantity available. Delivery from sh pipeline at the rate of 3 t.p.h.

FUEL: All grades available. Delivery by road tankers.

CONSULS: No local Consuls. Nearest port of availability is Hull.

REPAIRS: Limited engine and deck repairs.

REPATRIATION: No facilities exist for crew change.

AIRPORT: Yeadon, 45 miles, served by regular airlines.

HOLIDAYS: Normal Bank Holidays. Fish landings can be worked these days.

POLICE/AMBULANCE/FIRE: Police Bridlington 672222; Ambula 0482 – 881198; Fire 73585.

TELEPHONES: No arrangements exist for placing telephones abo

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: A skip is provided for depositing bagg garbage and other refuse.

WASTE OIL DISPOSAL: A tank (approx. capacity 160 galls.) is provi for waste sump oil, etc. Collection can be arranged through the Harb Master's Office.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Bridlington Harbour Commissioners, Harbour Offi Harbour Road, Bridlington, East Yorkshire YO15 2NR. *Tel:* (02 670148/9. *FAX:* (0262) 602041. *Contact:* T. Dealtry, Harbour Maste

BRISTOL (Avonmouth): 51.30 N. 02.43 W. (See Pla

DOCUMENTS:

1 Maritime Declaration of Health.
1 Vaccination Certificate.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form I.B.6.
1 Stores List.
1 Certificate of Deck Cargo tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each passenger.
Ship's Certificate of Registry.
Derat or Derat Exemption Certificate.
Mercantile Marine Office Certificate (British ships only).

In addition, Manifests and Bills of Lading are usually sent to Agent d from loading port.

APPROACHES: *Cautionary Advice:* Several points should be born mind.

Tides in the Bristol Channel are strong (up to 5 knots at Springs) their effect must be allowed for accordingly.

Vessels should slow down in ample time before reaching the p station.

From the English and Welsh Grounds Lightbuoy inwards, navig becomes more difficult as the channel for deep draft vessels narr Traffic is heavier and more congested with vessels entering and lea the docks, some of which are small vessels without Pilots. The chan however, is well buoyed.

PILOTAGE: Compulsory for vessels of 85 m. LOA and over an vessels carrying dangerous substances in bulk of 70 m. LOA and o

Boarding and landing station is one mile North of Breaksea Light Pilots board from 50 ft. motor pilot boat, black hull, white superstruc "Bristol and Gloucester Pilots" in white letters amidships, operating Barry Harbour. VHF Channel 16 calling, 6 working.

Pilot ordering: Tel: (0272) 822257. Fax: (0272) 235320. Telegr Address: "Brispilot Avonmouth". Details of rates and other partic available from Haven Master, R.E. Dock Entrance, Avonmouth.

Pilotage is from sea to berth and vice versa.

ANCHORAGES: Barry Road affords good anchorage in mod weather for small vessels awaiting a Pilot. Large vessels should a West of Breaksea, clear of pilot boarding area.

RESTRICTIONS: Royal Portbury and Royal Edward Locks are ma from 4.5 hours before to 3.5 hours after HW.

MAX. SIZE: *Royal Portbury:* Max. length 950 ft., max. beam 13 draft 43 ft. 06 in.

Royal Edward: Max. length 690 ft., max. beam 98 ft., draft 34 ft

Avonmouth Dock through Junction Cut from Royal Edward: Max. l 560 ft., max. beam 75 ft., draft 26 ft. 6 in.

Note: The above quoted drafts are for tides that reach below High Water i.e. on many tides a greater draft could be accommo on a few tides vessels of the quoted draft would be neaped.

HEALTH: Foreign arrivals are required to complete Maritime Declaration of Health and to report to Port Health Authority by radio, sickness, prior to arrival if possible, otherwise report on arrival at dock entrance.

Onus of reporting sickness is the personal responsibility of the Master.

All vessels are required to report the presence of animals or birds aboard vessel and any disease amongst such animals or birds.

Vessels arriving from ports within the excepted area and coastal arrivals need not present Declaration, but when there is sickness on board Port Health Authority must be informed.

Also see "Health – All Ports" before first U.K. port.

RADIO: See Admiralty List of Radio Signals, Volume 1.

Pre-Arrival Information: Vessels complying with Dangerous Substances and Tanker Reporting Regulations should do so through ships' agents or by Tel: (0272) 822257 or by Fax: (0272) 235320 or by Telex: 44240 PBAAM G marked "Urgent Attention Avonmouth Signal Station", or by Telegraph "Brispilot Avonmouth".

VESSEL TRAFFIC SERVICE: For estuary and port approaches: Calling and Working: VHF Channel 12, alternative Working Channels 9 and 11. Call sign "Avonmouth Radio". Vessels should report on passing Breaksea Lightfloat, English and Welsh Grounds Lightbuoy and Welsh Hook Buoy. Radar coverage of all port approaches maintained. VTS will provide on request radar, tide, weather, navigational warnings and traffic information. Vessels should maintain continuous listening watch on VHF Channel 12 whilst in tidal waters.

Port Operations Service for lock working and enclosed docks: Calling and Working: VHF Channel 14. Call signs: "Royal Portbury Dock Radio" or "Royal Edward Dock Radio" as required.

TUGS: Large ships for Royal Portbury Dock are normally met by tugs West of Portishead and other vessels in King Road.

Ships for Royal Edward Dock docking on flood tide normally meet tugs at old oil jetty to Northward of the entrance lock. Vessels docking on ebb tide, tugs join between Firefly and Cockburn Buoys.

BERTHING: Boatmen and Hobblers should be ordered to take lines in lock and on berth unless vessel intends to use own crew.

The port is owned and operated by First Corporate Shipping Ltd. trading as the Bristol Port Company. The Bristol Port Company is the statutory harbour authority for the commercial port and its tidal approaches.

Avonmouth, Royal Edward Docks: There is 12,320 ft. of operational quay at the Royal Edward Dock, Avonmouth, including dry and liquid bulk berths with a self contained oil basin containing 8 berths, 4 of which are equipped with common user pipeline systems. The LPG berth is in the oil basin.

Other berths are equipped to handle forest products (crane discharge), bulk commodities, animal feedstuffs, metals and general cargo. There are dedicated berths for the Bell Line Container Terminal, food grains, cement, sulphuric acid and dredged aggregates.

Royal Portbury Dock: The Bristol Port Company's modern Royal Portbury Dock is equipped to handle Lo/Lo and Ro/Ro traffic. Berths No. 1 and 2 (length 575 m.) are backed by 24 hectares of paved area for forest products. 25,000 sq.m. of modern warehouses dedicated to forest products is also available. Berths No. 3 and 4 are predominantly dedicated to car and vehicle imports and exports, and can accommodate the largest side ramp or quarter ramp Ro/Ro vessels, and also offer fixed quay cut out ramps for smaller vessels. In addition to paved quays, there are in excess of 42 hectares of paved areas available, with a further 42 hectares as yet uncommitted. Walon Ltd. operates two terminals of 18 and 10 hectares.

The Bristol Port Co., in a joint venture with National Power, has built and commissioned the most advanced bulk terminal in Europe on Berths No. 5 and 6. The bulk stockyard is connected to a rail loading facility at Avonmouth via a tunnel under the River Avon. The bulk terminal is capable of handling animal feedstuffs direct to a major new storage warehouse located on Berth No. 5, operated as a joint venture by the Bristol Port Co. and Tate & Lyle Ltd.

United Molasses Company, a Division of Tate & Lyle Ltd., operates an import and distribution depot with a tankage capacity of 53,000 tonnes. This development is situated behind Berth No. 4, where Redland Plasterboard have constructed a plasterboard manufacturing terminal on a 30 acre site.

Developments on the Portbury Estate include factories for Ashton Corrugated (Southern) and Christies Panel Products, and the retail giant ASDA, who have built a regional distribution centre on a 20 acre site. These new developments join a large cold store owned by Frigoscandia, an animal compounding mill for BOCM-Silcock Ltd. and the Peter Lane Group's transport and distribution depot. Proton Cars of Malaysia has its new U.K. Headquarters on the Portbury Estate.

CRANES: Various types up to 12.5 tonnes at Avonmouth together with one 150 tonne floating crane.

STEVEDORES: At least 24 hours notice required in order that necessary labour may be allocated.

MEDICAL: Absolutely necessary for Agent to have as much notice as possible of any medical attention required. All facilities available.

DENSITY: Avonmouth Docks: Average density 1012 to 1015; in the river fluctuates according to tides.

FRESH WATER: Available at most berths, 24 hours a day from hoses connected to standpipe. Delivery rate 25 – 30 t.p.h.

FUEL: Most grades available – 24 hours notice required.

FIRE PRECAUTIONS: Approval needed to carry out hot work on board or on the adjacent quay. Special regulations apply in the oil basin.

CONSULS:

Belgian Consul
Chilean Consul
Danish Consul
French Consular Agent
Finnish Vice Consul
German Consul
Greek Consul
Italian Consular Agent
Netherlands Vice Consul
Norwegian Vice Consul
Spanish Vice Consul
Swedish Vice Consul

REPAIRS: Most types of repairs are carried out. Contact Avonmouth Ship Repairers Ltd., Royal Edward Dock, Avonmouth, Bristol. Tel: Bristol (0272) 820615.

DRY DOCK:

	Total length	*Length over blocks*	*Width of Entrance*	*Depth of water on sill*
Avonmouth Docks	875 ft.	850 ft.	100 ft.	32 ft.

GANGWAY/DECK WATCHMEN: Not absolutely necessary – Available if required.

OPENING/CLOSING HATCHES: If crew open hatches on the first day then they must continue to do so whilst vessel is discharging/loading, otherwise dockers attend to this.

CERTIFICATES: Load Line Certificate, Safety Equipment Certificate, Lloyd's Construction Certificate, Derat Certificate, Ship's Register, Light Bills, Safety Radio Certificate.

CUSTOMS ALLOWANCES: Current allowance for crew members of British and foreign ships in British waters available on request from H.M.Customs:

REPATRIATION: Repatriation can be effected to all parts of world.

AIRPORT: Local airport approximately 12 miles away. London can be reached in 1.5 hours by train.

TIME: BST is GMT plus 1 hour. GMT in Winter months.

HOLIDAYS: New Year's Day; Easter (varies); May Day; Spring Bank Holiday (last Monday in May): Summer Bank Holiday (varies, usually last Monday in August); Christmas Day (25th December); Boxing Day (26th December). Work can be arranged on these holidays, except 25th December.

POLICE/AMBULANCE/FIRE: *Royal Portbury and Avonmouth Docks:* Dock services can be contacted by dialling 4444 on port's exchange or 820000, Extension 4510, on British Telecom exchange.

Otherwise dial 999 on British Telecom. Exchange for national emergency services.

MARINE RESCUE CO-ORDINATION CENTRE: H.M. Coastguard, Mumbles, Swansea, West Glamorgan. Tel: (0792) 366534, 367761.

TELEPHONES: Can be put on board at most berths.

BANKS: National Westminster Bank Ltd., 1 Gloucester Road, Avonmouth. Tel: 823991.

Barclays Bank Ltd., Gloucester Road, Avonmouth. Tel: 822814.

Lloyds Bank Ltd., 265 Avonmouth Road, Avonmouth. Tel: 827191/2. (Major international banks located in Bristol's finance sector centred mainly around the "Corn Street" locality).

SHIP SUPPLY SERVICE: At Avonmouth limited services could be provided by the tug company, Cory Towage, Tel: (0272) 822021.

The pilot boat at Barry occasionally assists with sick crew members, limited numbers of personnel and small packages. Tel: (0272) 822354.

IDENTIFICATION CARDS: Not necessary unless being repatriated.

GARBAGE DISPOSAL: Palladin bins available throughout the docks. Free collection twice weekly. Bins placed alongside at ship's request, £ 15 charge for ship's stay. Cargo waste is incinerated by Port Authority, as is dunnage. Contact Keith Young. Tel: 820000.

WASTE OIL DISPOSAL: Reception facilities for tank washings, contaminated bilge water and other large quantities of oily waste can be arranged by ship's Agent to road tanker vehicle on the berth. Further advice can be obtained from Avonmouth Signal Station, Tel: (0272) 822257. Fax: (0272) 235320.

Drums placed around dock for small quantities of oily waste. Waste oil is collected by Port Authority and is taken to motor shop and recycled (750 galls. tank). If ship's waste is in ship's own drums, the Port Authority will collect on request. Private companies can be contracted by ship if required.

SEAMAN'S CLUBS: Avonmouth International Seafarers Centre, Gloucester Road, Avonmouth, Bristol. Tel: 0272-822335. Facilities include shop, telephone, postal facilities, currency exchange, snooker, pool, table tennis, chapel, TV and video, books, bar and transport on request.

CURRENCY: U.K.Pound (U.K.£). U.S.$ 1.00 = U.K.£ 0.67 (1.3.94).

DEVELOPMENTS: See "Berthing".

AUTHORITY: The Bristol Port Company, St.Andrew's Road, Avonmouth, Bristol BS11 9DQ. *Tel:* (0272) 820000. *Telex:* 44240. *FAX:* (0272) 820698. *Contact:* T. Mordaunt, Chairman.

AGENT: Denholm Shipping Services Ltd., Avonmouth Docks, Avonmouth, Bristol BS11 9DN. Tel: 01-179-820491. After office hours: 01-454-633490. Telex: 44168. Fax: 01-179-826272. Cables: "Denholm Avonmouth".

BRIXHAM: 50.24 N. 03.30 W. (See Plan)

PORT LIMITS: The area below the level of high water enclosed by:

(a) An imaginary line drawn from Shoalstone Point in the Parish of Brixham, extending in a W.N.Westerly direction for a distance of 6,500 ft. or thereabouts, until it intersects the imaginary line next described;

(b) An imaginary line drawn from the centre of the Old Quarry at O.S. Ref. SX91445723, in a N.Easterly direction for a distance of 3,000 ft., or thereabouts, until it intersects the imaginary line first described, and;

(c) The land line of the coast from the centre of Old Quarry aforesaid to the said Shoalstone Point.

DOCUMENTS:

1 Crew List,
1 Passenger List,
2 General Declarations (Customs),
1 Health Document,
1 Manifest,
1 Each Bill of Lading,
1 Ship's Papers,
1 Ship's Certificates,
or
as for other small U.K. Ports.

PILOTAGE: Competant Harbour Authority (C.H.A.) pilot. Tel. Brixham (0803) 882214. If no reply after hours, Tel. Brixham (0803) 882060.
DEEP SEA AND COASTAL PILOTAGE: Pilots for all European and U.K. ports including the Baltic.

Ships requiring a Pilot at Brixham should cable at least 48 hours before arrival to "Deep Sea and Coastal Pilots" (Telex: 911847 Pilots G) or "Hammond, Dover" advising and updating ETA Brixham.

2 hours before arrival Brixham – contact "Brixham Pilots" on VHF Channel 9. Pilots board by fast launch 1 mile N.E. Berry Head (or by arrangement). Pilot boats, length 40 ft. and 50 ft., black hull, orange wheelhouse, with "Pilot" in black on wheelhouse. Listening VHF Channel 9.

Also see "London" – Pilotage.
ANCHORAGES: In Torbay or outside port limits. Contact pilot station on VHF Channel 9 for advice.
MAX. SIZE: Unlimited at anchor. Also see "Berthing".
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Landsend Radio/Niton Radio/Portishead Radio.
VHF: Brixham Coastguard – Channel 16.
Harbour Office – "Brixham Port Radio" – Channels 16 and 14.
Pilots and/or Agents – "Brixham Pilots" – Channel 9.
TUGS: By arrangement.
BERTHING: Small coastal vessels in inner harbour by arrangement with Harbour Master, however M.F.V.'s have priority for berthing. Prince William Marina is situated in S.E. corner of outer harbour (see "Plan"). Tel. Brixham (0803) 882711 or VHF Channel 37.
CRANES: 1×8 tons.
MEDICAL: Contact Brixham and Torbay Shipping Agents.
DENSITY: 1025.
FRESH WATER/FUEL: Available by arrangement.
REPAIRS: Electronic, gyro, engine welding, plumbing by local firms.
SURVEYORS: West Marine Surveyors & Consultants Limited, Consulting Marine Surveyors, Engineers & Naval Architects, Totnes, Devon. Tel: Totnes (0803) 865810, 865835. Telex: 42962 Survey G.
REPATRIATION: See "Services".
AIRPORT: Exeter 35 miles away, Plymouth 34 miles away (daily flights to/from London).
POLICE/AMBULANCE/FIRE: Brixham 2231 or 3065 or 999.
SERVICES: No tank cleaning.

Torbay and Brixham Shipping Agents Ltd. (0803) 882214. Telex: 42737. Cables: Dencade. VHF: Channel 9 and 16. Services offered: Boarding and landing deepsea and river pilots, technicians/service engineers, superintendents, repair squads, surveyors, crew changes, full repatriation facilities, medical assistance, divers/underwater inspections, chemist, charts/publications, compass adjuster, spares, stores, provisions, engine/radio/radar/gyro repairs.

Small loads and personnel by fast launch.

Supply boats/barge facilities for storing.

Vessels serviced off-limits, underway or safe deep water anchorage.
SHORE LEAVE: Allowed.
GARBAGE DISPOSAL: Collection service available. Skips provided alongside. Contact Haul Waste. Tel: 0803-557181. Cleanaway. Tel: Bovey Tracey 833755.
WASTE OIL DISPOSAL: No waste oil disposal system or service is available. Collection may be arranged through BCS Waste Oil Ltd., Unit 2, Whittons Yard, Station Road, Cullompton. Tel: 0884-33316 J.R.Transport, Honiton, Devon. Tel: 0404-84378. 3,000 gallons capacity per tanker.
SEAMAN'S CLUBS: Royal National Mission to Deep Sea Fishermen, Overgang, Brixham, TQ5 8AR. Tel: 0803-859123. Facilities include telephone, church services, postage, cafe.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Borough of Torbay, Town Hall, Torquay, TQ1 3DR, United Kingdom. *Tel:* (0803) 296244, ext. 356. *Telex:* 42929. *FAX:* 0803-26244, ext. 337. *Contact:* Captain R. Wells, , Harbour's Administrator. Captain M. Wier, Harbour Master.

BUCKIE: 57.41 N. 02.57 W. (See Plan)

PILOTAGE: Pilots keep VHF watch (Channel 16) 1 hour prior to arrival of vessel.
ANCHORAGES: 1 mile West of West Mucks Beacon.
RESTRICTIONS: Vessels with max. draft berth/sail at HW only.
MAX. SIZE: LOA 82 m., beam 12 m., draft 4.5 m.
BERTHING: Depth at entrance 3.3 m. below LAT. Depth alongside 5.2 m. below LAT.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Deck, engine, radio and radar repairs undertaken.
AIRPORT: Dyce (Aberdeen), 55 miles away.
GARBAGE DISPOSAL: Drums and skips are provided alongside. No charges at present. Collection is at the Harbour Master's discretion.
WASTE OIL DISPOSAL: Limited waste oil disposal service available.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Harbour Master – Buckie, Harbour Office, 28B Commercial Road, Buckie AB56 1SB. *Tel:* 0542-831700. *Telex:* 739148 (Ref-328). *FAX:* 0542-834742. *Cables:* "Harbourmaster". *Contact:* Captain W.S. Mackay, Harbour Master.

Grampian Regional Council, Woodhill House, Westburn Road, Aberdeen AB9 2LU.

BUDE: 50.50 N. 04.33 W. (See Pla

DOCUMENTS/HEALTH/CONSULS: Port not equipped to acco vessels from abroad.
PILOTAGE: Not normally available (special arrangements may made).
ANCHORAGES: Outer Harbour dries out at half tide.
Inner Harbour (Canal) 8 ft. draft maximum.
MAX. SIZE: Inner Harbour (Entry via Lock): Length 90 ft. Beam 25 Draft 8 ft.
RADIO: MF Ilfracombe Radio. VHF Severn and Celtic Radio.
VHF: Bude Harbour Office listens on VHF Channel 16 when a ves is expected.
FRESH WATER: Available via 0.5 in. hose pipe.
TELEPHONE NUMBERS: Harbour Master Bude 353111 (Offic Bude 354719 (Home), Coastguard Falmouth (0326) 317575*, Po Bude 352131.
*Nearest Coastguard.
GENERAL: Port little used by commercial shipping.
GARBAGE DISPOSAL: By arrangement.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
SPECIAL REGULATIONS: Entry to the Harbour is made by leav Chapel Rock (linked to the Main Land by a Breakwater) to starboa Head towards the Lock in the Channel marked by 2 pairs of Lead Beacons.

The outer pair of Beacons, bearing 075° 30′ (T) consist of a front ma – white Spar with Yellow Diamond Topmark, rear mark – white flag st both on cliff top on North side of Harbour.

The inner pair of Beacons, bearing 131° 30′ (T) consist of a fr beacon – white Pile Beacon with Yellow Triangle Topmark, rear beac – white spar with Yellow Triangle Topmark, placed 0.5 cable West Lock Entrance.

The approach to Bude, either from the North or South, should made from a S.W. direct direction in line with the first pair of Lead Marks.

Immediately on passing Barrel Rock (0.5 cable North of Chapel Ro and marked by a Beacon Barrel) turn to starboard and pick up the in pair of Leading Marks from which the Lock is clearly visible.

Entry to the Harbour at night not recommended.

Heavy ground swell and breaking seas may prohibit entry and ex The Harbour dries out at each Tide and entry of vessels is norma restricted to 2 hours either side of High Water.

For Locking, 18 ft. minimum of water above Chart Datum is requi to Lock. A heavy swell may also prohibit the operation of the Lock.

Prior notification of arrival should be made to the Harbour Maste possible.
AUTHORITY: North Cornwall District Council, Trevanion Ro Wadebridge, Cornwall PL27 7NU. *Tel:* (0208) 815073 or (0288) 3531 *FAX:* (0208) 893455. *Contact:* M.G. Vanstone, Harbour Master (Ho Tel: (0288) 354719).

BURNTISLAND: 56.03 N. 03.14 W. (See Pla

DOCUMENTS: See "Leith".
PILOTAGE: Compulsory. See "Leith".
RESTRICTIONS: Dock gates normally opened from 3 hours before until HW.
MAX. SIZE: Width of dock gate 18.2 m. Max. width through ga 16.8 m. Max. depth 8.6 m. MHWS.
RADIO: See "Leith".
RADAR/VHF: Through Forth Navigation Service from Leith.
TUGS: Available from Leith.
BERTHING: 443 m. of quayage at East Dock. Depth 8.6 m. MHWS
CRANES: 2×10 tonnes grabbing cranes. Mobile cranes available.
BULK CARGO FACILITIES: Bauxite vessels discharge into 2×8 tonne barges at anchor. The barges are unloaded by shore cranes the East Dock.
STEVEDORES: Forth Ports PLC. Tel: (0333) 426725.
REPAIRS: Fabrication yard situated in West Dock. 2×300 ft.× bays, depth 19 ft. Local repair companies available.
GARBAGE DISPOSAL: No service is available at the port. All garb collection is arranged via ship's agents who maintain a list of contrac offering this type of service.
WASTE OIL DISPOSAL: No service is available at the port. All garb collection is arranged via ship's agents who maintain a list of contrac offering this type of service.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Forth Ports PLC. All enquiries to Forth Ports PLC, Office, Methil, Fife KY8 3RE. *Tel:* (0333) 426725. *Telex:* 7 *FAX:* (0333) 424873. *Contact (at Methil):* Captain T.S. Suther Port Superintendent. *Tel:* Leven (0333) 426725.

CALEDONIAN CANAL: 57.27 N. 04.18 W.

PORT LIMITS: Craft are considered to be within the Canal when they have entered the sea lock structures.
DOCUMENTS: Masters of craft on through passage must report to the Sea Lock Office at Corpach with the ship's measurement certificates to enable toll declaration to be made. Masters of craft on partial passage starting and returning to the East coast should report to the Clachnaharry Canal Office.
PILOTAGE: Approach pilotage compulsory at Inverness end. Contact Inverness Pilots by Link Call through Inverness 232845 or 235264 (Ships of NRT under 100 tons are exempted). Pilotage within the Canal and West approaches optional. For Pilotage into Corpach from the West contact Mr. H. McKinnon at Corpach by Link Call to Corpach 304 and for Canal Pilotage, by Link Call to Caledonian Canal Office, Inverness 233140.
RESTRICTIONS: Entrances to sea locks restricted for 2 hours either side of LW springs. There is generally no restriction at LW neaps. The Canal is operated on normal manning from 0800 hrs. until 1700 hrs. (Sundays excepted).
MAX. SIZE: 48.77 m. (160 ft.) length overall × 10.67 m. (35 ft.) beam × 2.74 m. (9 ft.) draft fresh water or, alternatively, 45.72 m. (150 ft.) × 10.67 m. (35 ft.) × 4.11 m. (13 ft. 6 in.) draft fresh water.

Corpach sea lock will admit craft to the Corpach Basin only of size 61.87 m. (203 ft.) length overall × 10.67 m. (35 ft.) beam × 4.11 m. (13 ft. 6 in.) draft fresh water.

All dimensions are overall and *NOT* moulded.
HEALTH: Vessels from foreign ports will be boarded by the Customs/Immigration/Health at the sea locks and they should fly the appropriate international flags on approach.

Also see "Health – All Ports" before first U.K. port.
RADIO: Western approaches via Oban Radio. Eastern approaches via Wick or Stonehaven Radio.
VHF: VHF at Corpach Sea Lock. Call Sign "Corpach Dock".
RADAR: None.
TUGS: A Canal tug is available if required. Service should not be required on normal passage.
BERTHING: At Corpach Old and New Wharves (limited Customs approval). At Inverness Glenmhor and Glen Albyn Wharves below Muirton and Upper Muirton Wharf at the top of Muirton. Water depth available for craft having 4.110 m. (13 ft. 6 in.). Normally ships gear or road mobile cranes used.
BRIDGES: Road and rail swing bridges are operated to permit the passage of craft. Headroom restricted to 36.576 m. (120 ft.) by overhead electric cables near Inverness.

Kessock Bridge at Inverness: Headroom restricted to 28.96 m. (95 ft.) over HW springs.
STEVEDORES: Traffic to Scottish Pulp and Paper Mills at Corpach unloaded by Pulp Mill gangs. Elsewhere arranged through Shipping Agent.
MEDICAL: Normal General Practitioners service available at main centres along the Canal. Full Hospital facilities at Inverness.
FRESH WATER: Fire hose supply available at Glen Albyn Wharf, Inverness. Small domestic supplies available at the main lock flights.
FUEL: Available by road tanker from principal oil companies by telephoning Shell, Inverness 238850 or Fort William 2404; Esso, Inverness 237222 or Fort William 2903.
REPAIRS/DRY DOCK: Limited repairing facilities at the Inverness Boatbuilding, Inverness.

Dry dock facilities at Corpach Boat Builders, Corpach.
AIRPORT: Highlands and Islands domestic flights from Inverness (Dalcross).
POLICE/FIRE/AMBULANCE: Emergency calls to these services on 999.
GARBAGE DISPOSAL: Eurobins at all locations.
WASTE OIL DISPOSAL: This can be arranged through local companies.
SEAMAN'S CLUBS: None.
GENERAL: The Caledonian Canal is part of the Customs Port of Inverness.
AUTHORITY: British Waterways Board. Caledonian Canal Office, Seaport Marina, Muirtown Wharf, Inverness IV3 5LS. *Tel:* Inverness (0463) 233140. *FAX:* (0463) 710942. *Contact:* At Corpach: P. Kennedy. Tel: (03977) 249. At Inverness: H. Ross, Canal Manager. Tel: (0463) 233140.

CAMPBELTOWN: 55.25 N. 05.36 W. (See Plan)

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Stores List.
1 Personal Effect List.
Ship's Register.
1 Manifest or Bill of Lading.
PILOTAGE: Although *not* in Clyde Port Authority area, where large vessels are concerned, it is advisable to have the services of a qualified Clyde River Pilot or where applicable a Certificated Naval Pilot. As neither are based in Campbeltown, it is essential that at least 24 hours notice be given to Agent, when required.
ANCHORAGE: For large vessels in 6 to 10 fathoms in the area between the Orange leading lights and the Methe Bank Buoy, for smaller vessels a wider area can be used but South side of loch best holding.
HEALTH: Normal UK Port requirements. In event of disease or fever prior notice should be given to Agent.

Also see "Health – All Ports" before first U.K. port.
RADIO: All messages through normal coastal stations or by radio telephones via Portpatrick Radio when nearer port. Cables should be addressed to Agents.
RADAR/VHF: No port radar service. Direct contact with Harbour Authority on VHF Channels 12, 13 and 14. P.O.L. Depot, Campbeltown can be called on 30 – 40 mile radius on Channels 6, 12, 18. Same channels for tugs, lying off port, when arranged previously.
TUGS: Must be ordered at least 24 hours beforehand as they come from Glasgow area further North on River Clyde. Precise requirements concerning arrival/departure times requested owing to heavy costs entailed for waiting time.
BULK CARGO FACILITIES: Berth for vessel up to 230 ft. in length with maximum permissible draft 12 ft. (Salt water). Discharge by shore crane, Maximum lifting 5 tons.
SPECIALISED CARGO HANDLING FACILITIES: One berth for Roll-on/Roll-off ferry inside harbour, max. draft of vessel 12 ft. General cargo discharged.
STEVEDORES: Agents arrange all cargo discharges, including mechanical handling. Portable cranes only available. Ship's gear used when available to minimise costs.
MEDICAL: One casualty hospital available. Serious casualties transferred to Glasgow either by air or road, according to condition. Five local doctors.
TANKERS: All intended arrivals should be notified to Officer-in-Charge, P.O.L. Depot, Campbeltown (Tel. No. 0586/552226) at earliest.

P.O.L. Jetty, minimum depth, 40 ft. One discharging berth available.
FRESH WATER: Available at all times, delivery by hose.
FUEL: Marine gas oil supplied on commercial quay. Naval requirements by arrangement with P.O.L. depot.
REPAIRS: Minimal repairs only. Notify Agent as early as possible.
SURVEYORS: Arrange through shipping Agents.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Ship's option.
CARGO GEAR: See "Stevedores". Ship's gear preferred where possible.
REPATRIATION: Air service available once daily in forenoon, except Sunday.
AIRPORT: Machrihanish – 3 miles distant.
TIME: GMT. GMT plus 1 hour in Summer.
HOLIDAYS: New Years Day (1st January) Christmas Day, Boxing Day, 3 Statutory Local Holidays, Annual Holidays 1st fortnight in August.

Work can be carried out by arrangement with Stevedores.
POLICE/AMBULANCE/FIRE: Dial 999.
EMERGENCY CO-ORDINATION CENTRE: Coastguard, New Quay, Campbeltown, Tel: 2770.
TELEPHONES: By arrangement.
SERVICES: Laundry/Dry Cleaner, Minimal Radar/Radio, VHF Repairs. No tank-cleaning equipment available or compass adjusting.
IDENTIFICATION CARDS: Not required. P.O.L. Depot request production of Seamen's Cards.
BANKS: Bank of Scotland, 9 Longrow, Campbeltown. Tel: 552274.
Royal Bank of Scotland, 11 Castlehill, Campbeltown. Tel: 553617.
Clydesdale Bank, 19 Longrow, Campbeltown. Tel: 552130.
Trustees Savings Bank, Bolgam Street. Tel: 552550.
SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
GARBAGE DISPOSAL: Skips are provided on the quay and are collected on Tuesdays and Thursdays.
WASTE OIL DISPOSAL: No service available locally.
SEAMAN'S CLUBS: No Seamen's Clubs. Sporting events can be arranged with prior notice to local clubs.
CURRENCY: U.K.Pound (U.K.£). U.S.$ 1.00 = U.K.£ 0.67 (1.3.94).
GENERAL: Basin of the Clyde: Lat. 55° 25′ 0″ N., Long. 5° 35′ 30″ W.

Yacht pontoons available, to the North of the Old Quay. Dredged to 3.0 m. MLWST to accommodate 40 yachts.

Tides: Spring rise 8.9 ft; Neap rise 7.5 ft.; depth at sea entrance, 12 ft. low water spring tide; there is a rise of 8 ft. in spring tide in harbour.
AUTHORITY: Strathclyde Regional Council, Harbour Office, Old Quay, Campbeltown. *Tel:* Campbeltown (0586) 552036 or 552552. *FAX:* (0586) 554739. *Contact:* W. MacDonald, Harbour Master, Campbeltown.

P.O.L. Depot, Campbeltown. Officer-in-Charge, Kilkerran Road, Campbeltown.

CARDIFF: 51.29 N. 03.10 W. (See Plan)

PORT LIMITS: A vessel is considered as "arrived" when it is in the lock.
DOCUMENTS: Documentation required for arrival:

C142	2 copies	Crew Declaration
C14	3 copies	Stores Declaration
C13	2 copies	General Declaration (completed by Agent)
C16	2 copies	Cargo Inward Declaration
C74	1 copy	Master's Authority (Agents complete)
C1320	2 copies	Cargo in un-registered spaces

These documents are to be completed and presented with copies of manifests and ship's documents at the time of report.
PILOTAGE: Pilotage not compulsory except for vessels carrying passengers. Pilots embark from pilot cutters operating from Barry Harbour.

A.B.P. Pilot cutters are marked with "Pilots" in white on each side and operate radio continuous watch on VHF. Minimum of 24 hours notice required of ETA.

Pilot operations from Marine Operations Office in Barry.
Tel: (0446) 732665, 735466.
Fax: (0446) 735466.
Telex: 498180 Sewpil G.
24 hour manning.
Pilot cutter keeps watch on VHF Channel 16 and then as required.

ANCHORAGE: Barry Roads: Good anchorages in moderate weather in depths from 5 to 6 fathoms (9.1 m. to 11 m.) about 0.5 miles S.W. of the entrance to Barry Docks. Clay bottom.

RESTRICTIONS: Entry to docks restricted to a period of 4 hours before and 3 hours after high tide, according to size and draft of vessel.

Entrance lock 850 ft. length, 90 ft. wide.

MAX. SIZE:

Queen Alexandra Dock: LOA 650 ft., beam 88 ft. 3 in., max. draft 34 ft.

Roath Dock: LOA 650 ft., beam 85 ft., max. draft 33 ft.

Vessels near maximum dimensions may be accepted on certain tides after consultation with the Dock and Harbour Master.

HEALTH: Maritime Declaration of Health to be made to Port Authority or Customs Officer, whoever boards ship first. In event of contagious fever on board, Port Health Authority must be advised by radio before arrival. No Pratique necessary if vessel is entering port from another port in U.K.

Also see "Health – All Ports" before first U.K. port.

RADIO: Ilfracombe Radio and Portishead Radio.

VHF: A port operation VHF service maintained at dock entrance during tidal hours. Call sign "Cardiff Radio" calling on Channel 16 and operating on Channel 14 or Channel 11. There is also "Severn Radio".

TUGS: Tugs normally join vessel 0.5 mile to seaward of Outer Wrach Channel Buoy, and arrangements for attendance of tugs should be made through ship's Agent.

BERTHING: Arranged through Dock and Harbour Master, and berths within docks are flat quays. Rise and fall usually varies up to 1 ft.

Dock	*Quay Length (Total) (m.)*	*Normal Depth of Water (m.)*	*Max. Size of Vessel Length (m.)*	*Beam (m.)*	*Draft (m.)*	*Approx. d.w.t.*
Queen Alexandra	2,234	11.3	198.12	26.9	10.37	33,000
Roath Dock and	2,181	11.0	198.12	26.06	10.37	33,000
Roath Basin	1,174	11.0	158.00	21.30	8.50	18,000

Storage and Warehousing Facilities: Quayside: 5 transit sheds – 32,810 sq.m. (351,050 sq.ft.).

Back sheds: 13,870 sq.m. (149,280 sq.ft.).

Open storage: 8.7 hectares (21.5 acres) with a further 17.4 hectares (43 acres) managed by independent terminal operators.

Cranage and Mechanical Handling: Crane capacity: 1×15 tonnes; 8×7.5 tonnes; 3×5 tonnes; 7×3 tonnes.

2 additional 10 tonne grabbing cranes are provided by a terminal operator within the docks. The port provides a fleet of fork lift trucks for quayside cargo handling ranging from 4,000 lb. to 88,000 lb. capacity.

SPECIALISED CARGO HANDLING FACILITIES:

(i) Cold Storage: King's Wharf Cold Store, owned by Associated British Ports has a capacity of approximately 9,200 tonnes and can operate with temperatures down to –28°C.

(ii) Cool Storage: Cool store with a capacity of approximately 60,000 cartons at any one time. The store is equipped with cooling machinery to maintain temperatures at 50°F – 55°F. (10°C – 13°C.).

(iii) Timber Terminals: Bulk carriers received at deep water berths, discharge of 2,000 cu.m. of timber in a single gang shift, large hardstanding storage areas plus covered accommodation for woodpulp and specialised timber products.

(iv) Combi Vessels: A modern front loading truck of 40 tonne capacity, capable of stowing containers three-high, available for handling.

(v) Bulk Cargoes: 1 grain loading appliance.

(vi) 2 Scrap Berths.

BRIDGES: Bridges throughout the port can be operated on tide times.

STEVEDORES: Arrangements for employment of stevedores undertaken by A.B.P. through ship's Agent.

Port Working Hours:

	Day Work	*Shift Work*
Monday – Friday	0700 – 1630	0600 – 1400
		1400 – 2200
Saturday	0700 – 1130	0600 – 1000
		1000 – 1400
Sunday	0600 – 1400	0600 – 1400
		1400 – 2200

Vessels may also choose to work 0700 – 1630 (2 hours extra to finish if need be), Monday – Friday.

MEDICAL: All facilities available. Agents should be advised in advance if medical services required.

TANKERS: 2 tanker berths available, one in Queen Alexandra Dock and one in Roath Dock. Special instructions are issued to Master on arrival at port. Average discharge approximately 448 cu.m.p.h.

DENSITY: 1008-1018.

FRESH WATER: Available 24 hours daily from quayside, delivery 20 t.p.h. maximum.

FUEL: Fuel of all grades available.

FIRE PRECAUTIONS: For tankers, strict fire precautions required in accordance with latest safety procedures (Notice to Masters refers).

Emergency Action – Fire: In the event of an outbreak of fire (no matter how small) immediately dial 999 on the ship-to-shore telephone. When the operator answers, say "Fire", and wait until you are connected to the Fire Station Control. Then repeat: "Fire at Berth, (name of berth)". In event of the ship-to-shore telephone being inaccessible or out of order, use short blasts on ship's siren to alert Police and Port Authority. VHF can be used on tide times.

REPAIRS: All types of repairs possible.

DRY DOCKS:

	Length	*Width at Entrance*
Bute Dry Dock	182 m. (597 ft.)	21.7 m. (71 ft.)

Bute Dry Dock owned and operated by Bristol Channel Ship Repairs Ltd.

GANGWAY/DECK WATCHMEN: Performed by ship's crew and necessary for tankers.

OPENING/CLOSING HATCHES: Carried out by ship's crew.

CUSTOMS ALLOWANCES: Usual U.K. allowances.

REPATRIATION: Facilities exist to exchange crews and repatriate any part of world.

AIRPORT: Airport 11 miles from Cardiff, serving other airports to parts of world.

TIME: GMT. GMT plus 1 hour in Summer.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; W Monday (Spring Holiday); May Day (1st Monday in May); Aug (Summer Holiday) one day; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999 on public telephone service a ask for service required, or short blasts on ship's siren to alert Dock a Harbour Master.

TELEPHONES: Ship/Shore telephone supplied at certain berths service organised through ship's Agent.

SHIP SUPPLY SERVICE: A Ship Supply Service could be provided Cory Ship Towage with their Tugs at Cardiff if required. Address: Co Ship Towage Ltd., S.E. Wales Office, Alexandra Dock, Newport, Gwe NP9 2NP. Tel: Newport 56835/6.

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: A covered skip can be provided by the p authority on request. The charge is £80 and this facility can be arrang on application to Dock and Harbour Master.

WASTE OIL DISPOSAL: Service available by road tanker only.

SEAMAN'S CLUBS: The Mission to Seamen, Maritime Road, Bu Docks, Cardiff. Tel: 0222-487634.

CURRENCY: U.K.Pound (U.K.£).

GENERAL: Cardiff is a port which has very big range of tides a important that accurate ETAs and max. drafts supplied by ship's Mas in order that Agent may place orders for tugs and Pilots in sufficient tim to be in attendance when required.

AUTHORITY: Associated British Ports – Cardiff and Barry, Pierhe Building, Bute Docks, Cardiff, South Glamorgan CF1 5TH, Unite Kingdom. *Tel:* (0222) 471311. *Telex:* 498542 ABPCB G. *FAX:* (022 471100. *Contact:* B.J. Harding, Port Manager – Cardiff and Bar J.P.L. Davey, Operations Manager. Captain R.S. Grubb, Dock a Harbour Master. N.G. Glenton, Commercial Manager. D.J. Harriso Assistant Port Manager/Port Engineer.

CARRICKFERGUS: 54.43 N. 05.48 W. (See Pla

PORT LIMITS: No. 1 Buoy Belfast Lough.

DOCUMENTS:

2 Crew Lists,
2 Passenger Lists,
1 Stores List,
1 Personal effects List,
Ships Register,
1 Manifest or Bill of Lading.

PILOTAGE: Port Pilotage not compulsory but advisable. Pilots bas at Carrickfergus Harbour. All Pilotage carried out by Belfast Pilots. Pil board at No. 1 Buoy, Belfast Lough. Pilots can be contacted by V Channel 12.

ETA Messages: Advise Agents at least 24 hours before arrival throu any British Coast Station and Pilots not less than 1 hour before arriv (A) ETA No. 1 Buoy (B) ETA GMT or BST (C) Draft SW.

ANCHORAGE: Midway between Harbour and Greypoint.

HEALTH: No Certificates required, in event of disease contact Agen

Also see "Health – All Ports" before first U.K. port.

RADAR/VHF: No Port Radar Service. Harbour VHF Channels 14, and 16 operated approximately 3 hours before HW to 1 hour after ships are due. Contact Harbour on Channel 16.

TUGS: Tug available in harbour. Notice required 30 minutes.

BERTHING: Harbour Tidal:

Depth alongside all berths MHWST	4.88 m
Depth alongside all berths MLWST	1.83 m
Max. draft of vessels	4.88 m
Max. Beam of vessels	12.20 m
Width at entrance	19.80 m

Quays:

Length of Commercial Quay	278 m
No. 1 Berth (Caustic Acid)	64 m
No. 2 Berth (Tanker Berth)	74 m
No. 3 Berth (Most bulk cargoes)	76 m
No. 4 Berth (Coal,Sulphur, Meal, etc.)	64 m

Vessels discharging take bottom on soft mud.

Average discharge 2 grabs 150 t.p.h. at No. 3 and 4 Berth.

STEVEDORES: Provided by Messrs. John Kelly Ltd., Tel: 626 Telex: 74210 and Kane Shipping, Tel: 51999.

MEDICAL: One hospital available.

TANKERS: Discharge controlled by Texaco Ltd., as plant is owned them privately. Rate of discharge approximately 200 t.p.h. 2×8 diameter pipes and 1×6 in. pipe.

Usual safety precautions prevail.

Tankers not to enter port without permission of Harbour Master.

Max. draft MHWST 4.88 m.

DENSITY: 1024.

FRESH WATER: Supplied alongside quay approximately 10 t.p.h.

FUEL: Supplied by road tankers. All grades available from major Companies.

CONSULS: None. Most countries are represented at Port of Bel approximately 9 miles from harbour.

REPAIRS: Light repairs and welding only major repairs can be arran at Belfast.

DRY DOCKS: None. Nearest at Belfast.

SURVEYORS: Most Classification Societies based at Belfast.

GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: All vessels by crew.
CERTIFICATES: Ship's Register on arrival.
CUSTOMS ALLOWANCES: 200 cigarettes each crew member. Spirit, wine, etc., at discretion of Water Guard.
CARGO GEAR: Three crawler mounted diesel grab cranes, 3,100 kg. and 3,045 kg.
REPATRIATION: Good facilities for crew changes. Good railway and bus services.
AIRPORT: Belfast Airport approximately 22 miles served by regular lines.
TIME: GMT, plus 1 hour in Summertime.
HOLIDAYS: New Years Day, Easter Monday and Tuesday. 12th and 13th July, Christmas Day and Boxing Day.
POLICE/FIRE/AMBULANCE: Carrickfergus 62021.
TELEPHONES: Not possible to place on board. Good phone service convenient to ships.
SERVICES: All services readily available from Port of Belfast.
SHIP SUPPLY SERVICE: Off-shore service operated from the Port of Carrickfergus by 2 tugs, the "Ceres" and "Cobh".
Lagan Marine Services, 2 Downhill Park, Newtownabbey, Co. Antrim, BT36 6TX, Northern Ireland. Tel: Glengormley 2353, Belfast 746051.
GARBAGE DISPOSAL: Skips provided for general garbage but no galley slops allowed. They are collected once weekly by Carrickfergus Borough Council, free of charge.
WASTE OIL DISPOSAL: Service available using 16 tonne tanker trucks. Contact Irish Waste, 116-120 Duncrue St., Belfast BT3 9AR. Tel: Belfast 746327.
SEAMAN'S CLUBS: Nearest seamans clubs are in Belfast, 12 miles distant. Mission to Seamen and Stella Maris.
CURRENCY: U.K.Pound (U.K.£).
SHORE LEAVE: After clearing inwards no restriction on shore leave.
IDENTIFICATION CARDS: Not required.
AUTHORITY: Carrickfergus Borough Council and Harbour Master, Town Hall, Carrickfergus, Co. Antrim, BT38 7DN. *Tel:* (09603) 51604 (Council) 51292 (Harbour Master). *FAX:* (09603) 66676 (Harbour Master). *Contact:* Captain R. S. Heddles, Harbour Master/Manager.

CASTLETOWN, Isle of Man: 54.04 N. 04.40 W.

PORT LIMITS: Castletown Bay, North of line between Scarlet Point and Langness Lighthouse.
DOCUMENTS: Same as U.K.
PILOTAGE: If required, Pilot will board East of can buoy in bay.
ANCHORAGE: About 2 cables East of red can buoy. Exposed to S.-S.W.'ly weather.
RESTRICTIONS: Berthing at HW only. Max. draft 11.5 ft. Springs, 9.5 ft. Neaps.
MAX. SIZE: LOA 170 ft., beam 27.5 ft., draft subject to tides.
HEALTH: Same as U.K. ports.
VHF: Calling Channel 16, working Channel 12. Listening only when vessels due.
TUGS: None.
BERTHING: 4 berths, 170 ft. max. length. All dry out.
CRANES: Mobile crane, SWL 7.5 tons available.
BRIDGES: At entrance to Inner Harbour. Opened on request.
STEVEDORES: 24 hours notice should be given to Agent.
MEDICAL: Full hospital facilities available.
TANKERS: No facilities.
DENSITY: 1025.
FRESH WATER: Available ex-hydrant at all berths.
FUEL: Diesel available.
FIRE PRECAUTIONS: Usual.
CONSULS: None.
REPAIRS: Minor repairs only.
DRY DOCKS: None.
SURVEYORS: I.O.M. Harbour Board, Marine Administration. Tel: (0624) 23813. Telex: 629335 Iomhar G.
HATCHES: Crew or stevedores to operate hatches.
CUSTOMS ALLOWANCES: Same as U.K.
CARGO GEAR: Ship's gear or mobile crane used.
AIRPORT: 2 miles away. Daily flights to U.K. and Eire.
TIME: GMT and BST.
HOLIDAYS: December 25th and 26th, January 1st and 2nd, Good Friday, Easter Monday, Spring Bank Holiday, July 5th and August Bank Holiday.
POLICE/AMBULANCE/FIRE: Police – Tel: 0624-822222. Ambulance/Fire – Tel: 999.
EMERGENCY CO-ORDINATION CENTRE: Liverpool Coastguard, Tel: 051-9313341.
SERVICES: Compass adjusting.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Seaman's Book sufficient.
AUTHORITY: Department of Highways, Ports and Properties, Harbour's Division, Sea Terminal Buildings, P.O.Box 11, Douglas, Isle of Man. Tel: (0624) 23813 (ext.153). *Telex:* 629335 Iomhar G.*FAX:* (0624) 27238. *Contact:* Captain W.B. Kinley, Chief Harbour Master (I.O.M.).

CLYDE PORT (Including Glasgow, Greenock, Finnart and Hunterston): 55.51 N. 04.16 W. (See Plan)

PORT LIMITS: For limits of jurisdiction see "Plans" – "Firth of Clyde and Sea Lochs".
DOCUMENTS: Following required on arrival:
3 Crew Lists on IMO Standard Form.
3 General Declarations. Customs Form C13.
3 Ships Stores Declarations. Customs Form C14.
2 Cargo Manifests. Customs Form C16.
1 Personal Effects Declaration. Customs Form C142.
1 Declaration of Health.
Bills of Lading.
Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
Derat or Derat Exemption Certificate.
PILOTAGE: Compulsory pilotage.

1. *The Seaward Limit of Compulsory Pilotage* means an imaginary line commencing at the intersection of the line of Longitude 05° 06′ W., with the North shore of Loch Striven, and then proceeding due South to the North shore of the Island of Bute, and by the same line of Longitude, from the South shore of the Island of Bute, to the Latitude of Gull Point on Little Cumbrae Island; thence by a line extending due East (T) to Gull Point; thence by a line proceeding in the direction 143° (T) for a distance of 7 nautical miles; and thence by a line proceeding in the direction 053° (T) to the Northern boundary of the Harbour of Saltcoats.
   The Landward Limit of Compulsory Pilotage means the West side of Albert Bridge in the City of Glasgow.
   The Inner Pilotage Area means that part of the River and Firth of Clyde, including Greenock. The navigable river channels Garelock, Loch Long and Loch Goil contained within an imaginary line from Kempock Point proceeding in the direction 295°(T) to Strone Point.
   The Outer Pilotage Area means that part of the Firth of Clyde, Holy Loch and Loch Striven within the area bounded by an imaginary line from Kempock Point proceeding in the direction 295°(T) to Strone Point and The Seaward Limit of Compulsory Pilotage.
   The Compulsory Pilotage District means that part of the area of jurisdiction of the Clydeport Ltd. as defined in the Clydeport Authority Confirmation Act 1965 and subsequent amendment(s) contained between the seaward limit of Compulsory Pilotage and the landward limit of Compulsory Pilotage.
2. The following vessels will be required to engage the services of an authorised Clyde Pilot when navigating within the Compulsory Pilotage Area of Clydeport.
   (a) Vessels over 80 m. length overall (LOA), carrying dangerous substances as defined in the Dangerous Substances in Harbour Areas, Regulations 1987, in bulk and all vessels which are not Gas Free.
   (b) All vessels of 25 m. length overall (LOA), carrying in excess of 12 passengers.

Note: Passenger vessels as above (b) proceeding to Loch Fyne or Kyles of Bute will also require the services of a licensed Pilot.

3. A vessel not carrying passengers navigating within the Compulsory Pilotage Areas and complying with the following conditions shall be exempt from Compulsory Pilotage.
   In the Inner Pilotage Area:
   (a) Vessels not exceeding 70 m. length overall (LOA).
   (b) Vessels not exceeding 60 m. length overall (LOA) proceeding East of No. 1 Buoy.
   (c) Vessels under tow, dumb barges, etc., when proceeding East of No. 1 Buoy not exceeding 35 m. length overall (LOA).
   In the Outer Pilotage Area:
   (a) All vessels up to 120 m. length overall (LOA) transiting the area. Vessels up to 80 m. length overall (LOA) proceeding to Hunterston, Loch Strivan, Inverkip, or other berths or anchorages within the Outer Pilotage Area.
   (b) Ardrossan, vessels not exceeding 100 m. length overall (LOA).
4. In the event of the Master or First Mate of any of above vessels holding a current Pilotage Exemption Certificate issued by Clydeport, the services of an Authorised Clyde Pilot will not be required unless requested and available.
5. *Voluntary Pilotage:*
   If requested and subject to the services of a Pilot being on offer, any vessel may request pilotage when navigating within the jurisdiction of Clydeport.
6. The Clydeport directs that vessels, which are subject to Compulsory Pilotage or request voluntary pilotage as aforementioned, shall:
   (1) Give such notice of estimated time of arrival or departure as may be required by Clydeport Notice to Mariners or other appropriate notification. Failure to provide such notice, or failure to arrive or depart within 2 hours of the notified time, will be penalised by a charge in accordance with that specified in the Clydeport Schedule of Charges.
   (2) Board or disembark a Pilot at a previously arranged location determined by the Pilotage Area to be served and weather conditions prevailing.

ANCHORAGES: Anchorages are available for vessels of all drafts in the Tail of the Bank area (off Greenock) and lower Firth of Clyde.

Anchorages are allocated by Clyde Port Estuary Radio. The anchorage positions are shown on Admiralty Charts Nos. 1907 and 1994.

RESTRICTIONS: Vessels entering the river channel are restricted to a maximum fresh water draft of 9.7 m. Entry time for deeply laden vessels is dependent on the rise of tide.

Damaged vessels and vessels that are not in class must have a current Seaworthy Certificate and prior permission from the Harbour Master before entering the area of jurisdiction of the port.

MAX. SIZE: As agreed by Clydeport Ltd. for berths in Glasgow and Greenock and subject to consideration of particular circumstances prevailing in each case.
HEALTH: Masters should report by radio to "Porthealth Glasgow" any infectious illness which has occurred, or which has been suspected, during the voyage.

Also see "Health – All Ports" before first U.K. port.
RADIO: Traffic should be routed through any British coast station.
VHF: Clyde Port Estuary on Channels 16, 14, 12 and 11 for all communications regarding pilotage and navigation.
RADAR: There is no port radar.
TUGS: As required by Master and under advice of the Pilot. Tug's lines are always used.
BERTHING: *General, Bulk, Scrap and Project Cargoes:* Discharged and loaded at Shieldhall Riverside Quay and King George V Dock, Glasgow.

Bulk Cargoes, Forest Products, Container and Ro-Ro Vessels: Handled at Greenock Terminal where 2 ships can work simultaneously. Berth is equipped with 1×40 ton and 2×35 ton transporter cranes with an outreach of 105 ft. beyond the line of the cope. The quay is 1,200 ft. long with a depth of 12.6 m. at Chart Datum.

Ro-Ro Units: Can be handled at King George V Dock, Glasgow and at James Watt Dock and Garvel Basin, Greenock.
BULK HANDLING FACILITIES: Iron ore and coal are handled at Clydeport Hunterston Terminal where discharging vessels up to 350,000 d.w.t. and loading vessels up to 70,000 d.w.tonnes can be accommodated. Depth alongside up to 29 m. Max. draft 26.0 m. 2 unloaders, rates up to 3,000 tonnes per hour for ore and 1,000 tonnes per hour for coal.

Scrap iron and minerals are handled at Rothesay Dock (Clydebank) where vessels up to 535 ft. in length with a draft up to 9.4 m. in fresh water may be accommodated. With prior arrangement vessel in excess of 535 ft. may be accepted. Product tankers are also handled within this dock.

Bulk molasses is handled at a berth within the Great Harbour Greenock. Vessels using this berth are restricted to a fresh water draft of 7.1 m.

Grain is grab discharged at Meadowside Quay (Glasgow) to the 132,000 tonne granary which is situated behind the dockside goods sheds. Max. draft for vessels using Meadowside Quay is 9.7 m. in fresh water.
CRANES: Cranes presently in use by Clydeport Ltd. at Glasgow are: 2×10 tons, 1×25 tons, 1×30 tons, 1×35 tons, 1×160 tons.
BRIDGES: Erskine Bridge, which spans the navigable river channel, has a 59.92 m. on centre line, clearance above chart datum 1975.
STEVEDORES: Arranged by ship's Agent in accordance with Master's advice of ETA.
MEDICAL: Full medical and hospital facilities available.
TANKERS: BP Oil Ltd.: Privately operated crude oil terminal at Finnart.

The terminal is located on the East side of Loch Long (Lat. 56° 07′ N., Long. 04° 50′ W.) 25 miles from the pilot station off Little Cumbrae. There are 2 berths of which No. 3 accommodates about 300,000 d.w.t. tankers with a max. draft 75 ft. and No. 2 Berth, to the S.W., is used for about 200,000 d.w.t. with a max. draft 54.5 ft. and smaller tankers.

Berth Approach and Berthing: The berths are well sheltered, the water in Loch Long is deep and, with little tidal flow, berthing can be done at any state of the tide.

Berthing is done only in daylight, but ships can sail at any time. Vessels are turned about 0.5 miles seaward with tug assistance and backed up to the berth port side to, head out.

Tugs push on the off-shore side to breast the vessel alongside until secured.

Moorings: Ship's moorings are landed by launches. The usual pattern of moorings at Berth No. 3 is 5 head ropes, 5 stern ropes, 1 ship's breast rope at each end and 2 backsprings at each end to the jetty head. A 5.5 in. wire with "braidline" tail is provided by the shore as an additional breast mooring at each end. All ship's ropes are secured to quick release hooks.

At Berth No. 2 vessels secure to bollards with 4 head ropes, 4 stern ropes and 1 backspring at each end to the jetty head. A shore wire is provided at each end as a breast mooring.

Gangway: At Berth No. 3 a shore gangway is provided. At Berth No. 2 the ship must provide a safe gangway. Access to and from the ship must be by the gangway only.

Limitation on Height of Ship's Manifold: Prior notice must be given to the terminal if the height of the ship's manifold will exceed 68 ft. above waterline.

Cargo Handling: Each berth has the following Woodfield Combination hose/booms: 4 for crude oil (10 in. on Berth No. 2, 16 in. on Berth No. 3), and 2 for fuel oil imports and bunkering (8 in. on Berth No. 2, 10 in. on Berth No. 3). These connect with tankfarm by 2×12 in. fuel oil pipelines and 14×12 in., 24 in., 42 in. crude oil pipelines.

The maximum pressure allowed is 200 p.s.i.

There are facilities for loading lube oils.

Ballast and Slops: There is no facility for receiving dirty ballast or slops at the terminal. The tank cleaning berth at Greenock is no longer in operation.

Density of Water: The specific gravity averages 1.012 at the berths.

Services: No bunkers are available over the jetty. Ample prior notice is required for delivery by barge. Fuel and diesel oils are delivered by a barge with a fuel oil capacity of 440 tons and a diesel oil capacity of 118 tons. A 6 in. hose is used and the barge delivers both grades at 100 t.p.h.

Fresh water, of good soft quality, is piped to the berths at 50 t.p.h. Maximum quantity is 500 tons.

Normal domestic services, stores, laundry, etc. may be handled over the jetty with permission of the Terminal Authority.

A 1.5 ton crane is available for use at the berths.

A coin-operated telephone will be put on board, upon request.

Esso: Located at Bowling. This is a privately owned product distribu terminal, located 11 miles from Kempock Point (Gourock Pilots) a 9 miles up the River Clyde on the North Bank. The terminal is no supplied by land pipeline. There is an operational ocean tanker ber Vessels currently restricted to 6.5 m. draft. A non-operational coas berth is maintained on a care and maintenance basis.
DENSITY: Glasgow – Fresh; Greenock – Brackish; Hunterston – Sa
FRESH WATER: Available by hose at all berths operated b Clydeport Ltd.
FUEL: Most major oil companies are represented in Glasgow. All grad of bunker oil can be supplied by road tanker and by pipeline at Bowli Terminal.
FIRE PRECAUTIONS: Masters of vessels at the Authority's berths a given, on arrival, a copy of the Port Regulations and Emergen Procedures.

Oil tanker berths are privately owned and the operators issue th own Fire Regulations.
CONSULS:

Belgium
Brazil
Canada
Cyprus
Denmark
Domincan Republic
Ecuador
Finland
Gambia
Germany
Greece
Iceland
India
Italy
Netherlands
Norway
Panama
Peru
Philippines
Poland
Portugal
Spain
South Africa
Sweden
Thailand
Uruguay

REPAIRS: All types of repairs can be effected in the area.
DRY DOCKS: Largest dry dock is 1,000 ft. long with 145 ft. clear wid at entrance.

In addition there are 4 other smaller dry docks in the Glasgow a Greenock area and 2 Patent slipways at Renfrew (1×1,000 tons a 1×125 tons).
SURVEYORS: The following are represented in the area: Lloyd Register of Shipping, Norske Veritas Register of Shipping, Burea Veritas Register of Shipping, American Bureau of Shipping, The Salvag Association.

In addition, a number of independent marine and cargo surveyors a available.
GANGWAY/DECK WATCHMEN: Shore watchmen are available fro private contractors but need only be engaged at the discretion of th Master.
HATCHES: Opening and closing of hatches may be carried out by shi crew.
CUSTOMS ALLOWANCES: Standard United Kingdom allowances.
CARGO GEAR: Under normal circumstances, cargo is handled by sho equipment.
REPATRIATION: Repatriation can be arranged to all countries.
AIRPORT: Glasgow Airport (12 miles from city centre) and Prestwi Airport (30 miles from city centre) are both served by a number of ma airlines.

Air UK have flights from Glasgow to Amsterdam and London (Gatwi and Stanstead).
TIME: GMT, but British Summer Time (1 hour ahead of GMT) in fo during the Summer.
HOLIDAYS: Details of official dock holidays on which cargo work cann be arranged can be obtained from the Marketing Department of the P Authority, on request.
POLICE/AMBULANCE/FIRE: Can be called on the public telepho system by dialling 999 or by contacting Clyde Port Estuary Radio o VHF Channel 16.
EMERGENCY CO-ORDINATION CENTRE: H.M. Coast Guard (Mari Rescue and Co-Ordination Centre), Navy Buildings, Eldon Stre Greenock. Tel: (0475) 729988. Fax: (0475) 786955. Telex: 777006.
TELEPHONES: British Telecom can supply telephones at most bert Agent will arrange and advise costs.
SERVICES: Facilities are available for repairs and service to rad equipment and navigation aids. A compass adjuster is based i Glasgow.

There are no facilities for cleaning oil tankers, but small quantities oil/sludge may be removed by road vehicles.
BANKS: All National and many European and International banks ha branches in Glasgow.
SHIP SUPPLY SERVICE: *Surface Craft:* Clyde Marine Motoring C Ltd., Princes Pier, Greenock, Renfrewshire.

Clyde Shipping Tugs Ltd., Clydesdale Bank Building, Greeno Renfrewshire.

Cory Ship Towage (Clyde) Ltd., 12 Brymer Street, Greeno Renfrewshire.

Maritime Craft Services (Clyde) Ltd., 87 Main Street, Fairlie, Ayrshi

R. Ritchie, Esq., 1 Royal Street, Gourock, Renfrewshire.

Talisman Offshore Services, 46 Cambusdoon Place, Kilwinni Ayrshire.

Helicopters: Air Charter (Scotland) Ltd., Glasgow Airport, Paisley.

Burnthills Aviation Ltd., Glasgow Airport, Paisley.

McAlpine Helicopters Ltd., Glasgow Airport, Paisley.
SHORE LEAVE: Shore leave is at Master's discretion.
IDENTIFICATION CARDS: Not required to be carried.
GARBAGE DISPOSAL: Disposal carried out by contractors w covered skips.
WASTE OIL DISPOSAL: Disposal carried out by contractors with ro tankers.
SEAMAN'S CLUBS: Stella Maris Guest House, 10 Hillhead Str Glasgow. Tel: 041-339 2494.
CURRENCY: U.K.Pound (U.K.£).
REGULATIONS: Special regulations apply to the handling and tra of explosives.

There are special requirements in force regarding the productio a gas free certificate for OBO and ore/oil vessels calling at Clyde Hunterston Terminal.

It is a requirement of Clydeport Ltd. that every vessel in excess of 1,600 g.r.t., constructed or adapted for the carriage of oil, chemicals or gas in bulk, complies with the reporting procedures as specified in Statutory Instrument 1981 No. 1077, entitled, The Merchant Shipping (Tankers) (EEC Requirements) Regulations 1981.

AUTHORITY: Clydeport Ltd., 16 Robertson Street, Glasgow G2 8DS. *Tel:* (041) 221-8733. *Telex:* 778446. *FAX:* (041) 248-3167. *Contact:* J. Mather, Chairman and Chief Executive. Captain W. Gillespie, General Manager – Marine (Tel: (0475) 726221. Fax: (0475) 727006. Telex: 778976).

COLCHESTER: 51.54 N. 00.55 E. (See Plan)

PORT LIMITS: Brightlingsea Anchorage.

DOCUMENTS: As normal British port.

PILOTAGE: If Pilot required from Sunk to Brightlingsea, as much notice as possible should be given to Harwich Pilots by R/T or VHF Channel 16/9. Pilots board near Sunk Light Vessel. ETA's for ships proceeding directly to Brightlingsea can be passed through Harwich, which has a far greater range than Colchester. River pilots can also be ordered directly via "Colchester Harbour Radio", if during operating hours on Channel 68.

ANCHORAGES: Off Brightlingsea, in approximately 8 m. – 10 m.

RESTRICTIONS: Vessels with deck cargoes of timber, and vessels which are large for the port not worked at night.

MAX. SIZE: Max. length at Colchester, 63 m. Max. length at Rowhedge 85 m. (90 m. by special arrangement with Harbour Master). Depths of water available – Tables supplied on request.

HEALTH: Normal procedure. Any abnormal conditions advise Harbour Master. Pratique automatic if from U.K. port.

Also see "Health – All Ports" before first U.K. port.

RADIO: North Foreland Radio, Humber Radio or Niton Radio. 2182 kHz.

VHF: "Colchester Harbour Radio", VHF Channel 68. Office hours watch plus tide time watch when ships expected. Vessels should call when approaching port anchorage, giving deepest draft, and keep listening watch on Channel 68 when manoeuvring.

RADAR: None.

TUGS: Small motor tug available through Harbour Master. Private tugs also available.

BERTHING: 1,500 m. of public (corporation) quays. 150 m. quay at Rowhedge.

CRANES: A number of 4 ton – 6 ton mobile cranes.

BULK CARGO FACILITIES: Bulk cargoes handled at most berths, 3 grain silos.

STEVEDORES: Arranged by Local Agents. Average rate for all cargoes 100 t.p.h.

MEDICAL: Advance notice if possible. Hospital available.

TANKERS: No facilities.

DENSITY: Density varies with tide, average 1015.

FRESH WATER: Fresh water points on quays, rate approximately 9 tonnes/p.h., cost £13.0 to £25.0, based on size of vessel.

FUEL: All fuel deliveries by road tanker.

FIRE PRECAUTIONS: None.

CONSULS: None.

REPAIRS: No facilities.

SURVEYORS: Lloyd's Agent (W. Fieldgate & Son) or ship's Agent can arrange.

GANGWAY/DECK WATCHMEN: Not normally required.

OPENING/CLOSING HATCHES: By crew.

CUSTOMS ALLOWANCES: British standard allowance.

CARGO GEAR: Shore gear, no heavy lifts.

REPATRIATION: Arranged by Agents.

AIRPORT: London 70 miles. Stansted 30 miles.

TIME: GMT. GMT plus 1 hour in Summer.

HOLIDAYS: Normal British holidays, work sometimes arranged.

POLICE/AMBULANCE/FIRE: Tel. 999.

EMERGENCY CO-ORDINATION CENTRE: U.K. Coastguard – Dial 999 or VHF Channel 16 or Tel: Walton-on-Naze 5518. Harbour Emergencies – Call on VHF Channel 16 or Tel: 827316.

TELEPHONES: None.

SERVICES: Compass adjusting arranged by Agents.

BANKS: Barclays, Midland, Nat-West, Lloyd's and Williams & Glyn all have branches in the town.

STORING: See "Prelims".

1. By truck.
2. Not applicable.
3. Yes, subject to cargo handling.
4. Yes
5. Normal U.K. Requirements.
6. Yes.

GARBAGE DISPOSAL: Bins on quays.

WASTE OIL DISPOSAL: By arrangement with Harbour Office.

SEAMAN'S CLUBS: None.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

DELAYS: Normally tidal delays only.

AUTHORITY: Colchester Borough Council, Harbour Office, Walter Radcliffe Way, Wivenhoe, Essex CO7 9JR. *Tel:* Colchester (0206) 827316. *FAX:* (0206) 827023. *Contact:* Captain R. Harris, Harbour Master.

COLERAINE: 55.08 N. 06.40 W. (See Plan)

PORT LIMITS: 5.5 mile tidal stretch of the River Bann to the river entrance.

River entrance: 55° 10′ N., 06° 46′ W.

DOCUMENTS: Normal U.K. requirements.

PILOTAGE: Compulsory, order through Agents or direct from Harbour Office or Pilot. 24 hours notice preferred. Pilot Station, Portstewart Bay. Pilot boat call sign "S. G. Martin", call on Channel 12, working Channel 12.

ANCHORAGES: Vessels awaiting tide can anchor in Portstewart Bay in offshore winds or in Skerry Roads, East of Portrush.

RESTRICTIONS: The port is tidal and deeper vessels are restricted to high tides. Limited night working.

MAX. SIZE: The recommended maximums are 75 m. length, 12.0 m. breadth and 4.2 m. draft.

HEALTH: Normal U.K. procedure.

TUGS: Not normally required, nearest available tug is at Londonderry Harbour.

BERTHING: Main Quay 900 ft., 2 detached wharves 140 ft. and 150 ft. and separate Oil Jetty. Max. draft vessels may ground safely on mud at LWST.

CRANES: Two Priestman Lion 35 grabbing cranes for bulk coal, etc. 1×35 ton Henderson derrick crane for containers or heavier lifts.

SPECIALISED CARGO HANDLING FACILITIES: No facilities for Ro/Ro traffic.

BRIDGES: A railway bridge with 60 ft. lifting span crosses the river 0.5 miles down stream from the Harbour.

STEVEDORES: Messrs Wm. Dalzell & Sons Ltd. Tel: (0265) 54365. Telex: 74512. Fax: (0265) 58230.

MEDICAL: Full hospital/medical facilities available.

DENSITY: Varies between fresh and salt, depending on weather and tide conditions.

FRESH WATER: Fresh water is available from mains hydrants at all berths.

FUEL: All grades available, 48 hours notice advisable.

REPAIRS: Local engineers can carry out most repairs. Divers also available for underwater work.

DRY DOCKS: None.

HATCHES: Hatches normally opened or closed by the crew.

AIRPORT: Belfast International (Aldergrove) 40 miles. Belfast (harbour airport) 60 miles, Eglinton, 24 miles.

HOLIDAYS: 1st January, Easter Monday/Tuesday, May Day, 12th/13th July, Last Monday in August, 25th/26th December.

POLICE/AMBULANCE/FIRE: Tel: 999 in emergencies.

GARBAGE DISPOSAL: Plastic bags made available and removed by harbour staff. No charge. Skips can be arranged at cost through the harbour office. 6 cu.m. skip costs £30, 3 cu.m. skip costs £22, 2 cu.m. skip costs £20. Prices correct at April 1994.

WASTE OIL DISPOSAL: Service available using local contractors: For clean waste oil, contact Capital Fuels, Ballynahinch, Tel: 0238-561574. For dirty waste oil, contact Irish Waste Services, Belfast, Tel: 0232-746327. Small quantities can be accepted at harbour's own facility.

SEAMAN'S CLUBS: No seaman's clubs.

CURRENCY: U.K.Pound (U.K.£).

DELAYS: Vessels may be delayed by swell at the river entrance in bad weather conditions.

AUTHORITY: Coleraine Harbour Commissioners, The Harbour Office, The Quay, Coleraine BT52 1BJ, Co. Londonderry. *Tel:* 0265-42012. *FAX:* (0265) 52000. *Contact:* Harbour Office.

COWES (including Newport, Isle of Wight): 50.46 N. 01.18 W. (See Plan)

PORT LIMITS: As shown on British Admiralty Charts.

DOCUMENTS: As for "Portsmouth".

PILOTAGE: Pilotage is compulsory for vessels of 50 m. and above in length overall and passenger vessels of 20 m. and above in length overall whilst carrying more than 12 passengers/sub-standard ships.

Boarding/landing points for Cowes Pilots: Vessels up to 61 m. in length overall, in vicinity of Prince Consort Buoy. Vessels of 61 m. and above in length overall (bound to/from Cowes): (a) Western Limit ABP Southampton, in vicinity of Gurnard Buoy. (b) Eastern Inner Limit ABP Southampton (North Sturbridge Buoy).

Note: 6 hours (minimum) notice required.

Cowes Pilots also conduct vessels to berths in Newport Harbour area of jurisdiction.

Pilots board from launches "Thosbro"/"Blaavand", which are equipped with multi-channel VHF radio. A Pilot can be obtained by making a link call to Isle of Wight (0983) 293812 (24 hour service). During office hours Pilots can be obtained by link call to the Harbour Office Cowes (0983) 293952 or by VHF radio ("Cowes Harbour Radio") Channel 69. After office hours telephone (0983) 295733/293812/292033.

Note: Vessels of 61 m. to 150 m. in length overall may board an ABP Southampton Pilot on a voluntary basis at the Eastern Outer Limit (Nab Tower). For boarding/notification arrangements see "Southampton". Such vessels preceding into Cowes Harbour/River Medina will board a Cowes Pilot in the vicinity of the Prince Consort Buoy.

MAX. SIZE: Cowes – 95 m. (312 ft.) long, 4.7 m. (15 ft. 06 in.) draft at MHWN, 5.3 m. (17 ft.06 in.) draft at MHWS. Vessels must expect to take the bottom in soft mud at LW. Newport – 150 ft. long, 9 ft. 06 in. draft at MHWS. Newport Harbour practically dries out at LW.

ANCHORAGES: Vessels less than 61 m. LOA waiting to proceed to Cowes or Newport should anchor in Cowes Roads, S.E. of Prince Consort Buoy and North of all yacht moorings. Vessels of more than 61 m. LOA, awaiting a Pilot, should anchor in the vicinity of the Saltmead Buoy (Western Solent) or St. Helens Roads (Eastern Solent). The prohibited anchorage on either side of the leading line must be respected, and vessels must not obstruct the fairway into Cowes, nor the deep water channel used by large vessels bound for Southampton. The mooring buoy is reserved for the Trinity House lighthouse tender and naval vessels. Mooring chains run East and West for 500 ft. from each of these mooring buoys. Tidal streams in the anchorage are strong. Cowes is an international yachting centre, and the anchorage is often crowded with small craft, especially during July, August and September.

Cowes Roads anchorage, North of the deep water channel, is used by large vessels waiting to berth in Southampton Water, taking bunkers or changing crews.

RESTRICTIONS: Tankers may load and discharge at all times, subject to the Petroleum Acts.

FLOATING BRIDGE: A chain ferry plies between East and West Cowes. An all-round flashing white light is shown from the leading end of the bridge when under way. Approaching vessels should sound 1 prolonged blast on the whistle when not less than 0.5 mile away and establish VHF radio contact before passing (See "Radio/VHF"). The bridge gives way to all river traffic. The chains of the ferry are at least 2 ft. above the river bottom in mid-channel at all times.

HEALTH: See "Portsmouth".

RADIO/VHF: Commercial vessels should make an "All Ships" call on VHF Channel 69 before entering the harbour or leaving a berth in the harbour. The call should give the name of the vessel and its intentions. Such vessels should maintain a listening watch on VHF Channel 69 when underway within the harbour and respond to other vessels' calls.

Port radio: Call sign "Cowes Harbour Radio", VHF Channel 69. Listens during office hours Monday – Friday, and harbour launches listen at weekends.

Commercial vessels should establish contact with Floating Bridge, call sign "Cowes Chain Ferry", on VHF Channel 69 before passing, both inward and outward.

Southampton VTS, the port operations and radar station for the port of Southampton, will often assist in cases of difficulty, although there is no obligation for them to do so and they accept no responsibility. Southampton VTS on VHF Channels 16, 14, 12, 11, 10, 18, 20 and 22. Medium frequency through Niton Radio.

TUGS: Harbour tug (3.5 ton bollard pull) and tow-boat launches are available to assist vessels.

BERTHING: *Medina Wharf:* Vessels 17 ft. 06 in., Spring draft, LOA 312 ft. Loading and unloading bulk cargoes of stone, coal, fertilisers, grain, etc.

Kingston Wharf: Vessels of 17 ft. 06 in. draft (MHWS). LOA 245 ft. Unloading bulk cargoes of stone, aggregates and fuel oil.

CRANES: Hammerhead crane at Souter Shipyard Ltd., 50 tons.

Medina Wharf: 2 grabbing cranes of 4.5 cu.m. for bulk cargoes.

Kingston Wharf: 1 grabbing crane for stone/aggregate cargoes. 3 marine arms for bulk fuel oil.

STEVEDORES: By arrangement with Agent and wharf owners. Normal working hours: 0800 – 1700 hrs. Monday to Friday. Overtime on Saturdays, etc., by arrangement. No work on public holidays.

MEDICAL: All medical facilities are available. Agent should be given advance notice of requirements. If call is solely to land sick personnel, see "Southampton" entry.

DENSITY: Cowes – 1025 salt water.

Newport – varies according to amount of recent rainfall and state of tide.

SHIP SUPPLY SERVICE: *Thomas Bros.:* 2×40 ft. launches (20 knots) available throughout 24 hours for stores – 12 persons – liberty boats, surveys, etc., and marine contract work – U.K. and Northern France. Tel: (0983) 293812.

Solent Cruises: 2×45 ft. fast vessels with twin screw, D.O.T. Load Line Exemption, able to carry up to 89 persons (reduced number in Winter).

Solent Cruises are contractors to the local authorities for the transfer of sick persons from the Isle of Wight to the mainland.

Contact on VHF Channel 16, (Jenny Lee – 2 RAH) when afloat or Telephone Isle of Wight (0983) 64602.

A 24 hour service is offered for transport of personnel, stores and passengers.

Marine Support and Towage Limited: Tel: (0983) 295369, 296424, 297363 (24 hours). Office (0983) 296934.

Details of Vessels:

Name	*Length*	*General Description and Capabilities*
Roperunner	33 ft.	Heavily fendered steel work launch, used for running mooring ropes/wires for large vessels 6,000 tons – 250,000 tons. Large open after work space, forward wheelhouse. Fitted with radar and multi-channel VHF radio. 120 h.p. diesel, 1 ton bollard pull. Speed 8 knots.
A. Stopford	40 ft.	Keith Nelson twin screw diesel fast launch, for personnel transport and light storage duties, open after cockpit with towage facility. Licenced for 12 passengers. 2×145 h.p. diesels. Speed 16 knots – 18 knots. Fitted with radar, VHF radio and echo sounder.
Beaver	32 ft.	Steel work launch used for running mooring ropes/wires and towage. Large open after work space, forward wheel house. Fitted with multi-channel VHF radio, radar pending, diesel engine, 2 tonne bollard pull.
Trio	47 ft.	Steel work launch used for running mooring ropes/wires and towage duties. Fitted with radar and multi-channel VHF radio, diesel engine, 4 tonne bollard pull.

These vessels are available on hourly, daily or long term cha U.K. coast or continent. Company is experienced in offshore back- ship supply, etc. A 24 hour office facility call out is maintained.

St. Helens Laundry Ltd.: Tel: (0983) 872250, 873731.

Able to supply laundry and dry cleaning services to any vessels Southampton Docks, Fawley Terminal, Netley, The Solent, Portsmou Harbour or Docks, and the St. Helens Roads and Nab Anchorages.

FRESH WATER: Available on all commercial wharves.

FUEL: Fuel and Diesel oil available by arrangement with Agent.

OPENING/CLOSING HATCHES: By ship's crew.

REPAIRS: All hull and engine repairs undertaken to vessels capable Cowes entry.

SERVICES: Compass adjuster, radar and radio mechanics availab locally. Charts and general stores available locally.

OIL POLLUTION: Cowes and the Solent are world-famous yach centres. Pollution is dealt with severely.

EMERGENCY CO-ORDINATION CENTRE: H.M.Coastguard, Lee-o Solent. Call "Solent Coastguard" on VHF Channel 16 (24 hours) for emergencies, including oil pollution.

GARBAGE DISPOSAL: All commercial wharves are privately owne and operated. Owners/operators are required to provide garba collection. Shipping agents can arrange.

WASTE OIL DISPOSAL: By arrangement with shipping agents.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Cowes Harbour Commissioners, Harbour Office, To Quay, Cowes, Isle of Wight, PO31 7AS. *Tel:* (0983) 293952. *FAX:* (098 290018. *Contact:* Captain H.N.J. Wrigley, Harbour Master/Ch Executive Officer. Captain P.G. Wood, Deputy Harbour Master.

CREAKSEA: 51.37 N. 00.47 E.

PILOTAGE: Pilotage is compulsory for all vessels of 50 m. LOA a over.

Pilot boards and lands in the vicinity of the Sunk Light Vessel, us Harwich Haven Pilot vessels. See "Harwich" for contact and oth information.

ANCHORAGE: Vessels awaiting a Pilot anchor in the "Sun anchorages. Temporary anchorage is available off Holliwell Point a in Cliff Reach, as designated by the Pilot.

BERTHING:

Overall Site: 42 acres (17 hectares).

Sheds/Warehouses: 19,973 sq.m.

Berth Frontage: Outer 110 m., inner 69 m.

Both berths have minimum 7.6 m. at low water.

Draft: 6.8 m. (Neap Tide), 7.3 m. (Spring Tide).

Maximum Size Vessel: Outer Berth: LOA 137 m. Inner Berth: LOA 82

Equipment: Mobile cranes: 2 × Jones HLB, with capacity of 6 tons 18 tons at 18 m.

Forklift Trucks: 22 × 5/7 tons capacity.

Terminal Trailers: 12 × 30 tons capacity.

Tugmasters: 4 Plan Equipment.

Operator: Baltic Terminal Ltd., Baltic Wharf, Wallasea Island, Rochfo Essex SS4 2HA. Tel: 0702 (Southend) 258551. Fax: 0702 (Southe 258221/258455. Telex: 99107.

GENERAL: The Crouch Harbour Authority's jurisdiction covers t whole of the River Crouch and Roach and out to Whittaker Buoy No.

AUTHORITY: The Crouch Harbour Authority, Harbour Office, The Qu Burnham-on-Crouch, Essex CM0 8AS. *Tel:* Maldon (0621) 7836 *Contact:* Commander W.A. Twist, OBE, Harbour Master/Gene Manager.

CROMARTY FIRTH PORT (See Pla

(A) INVERGORDON/EVANTON: 57.41 N. 04.10 W.
(B) NIGG OIL TERMINAL: 57.41 N. 04.02 W.

(A) INVERGORDON/EVANTON

DOCUMENTS: *At Boarding on arrival:*

1 copy Derat Exemption.

Form I.S.6 – List of members of the crew who are aliens or who w engaged outside the United Kingdom. (in duplicate).

Form C.13 – General Declaration (in duplicate).

Cargo Manifest (in duplicate).

Form C.142 – Crew Declaration (in duplicate).

Form C.196 Coastwise Shipping (Transire).

Form C.44d Coastwise removal of uncleared foreign cargo.

Vessels arriving from outside the E.C. require Form C 1600A (presentation of goods carried).

Delivery of forms. When a vessel is not boarded by a Customs Of on arrival, 1 copy of each of the forms listed must be delivered the Master or his authorised agent to the proper place at the p of arrival. The Regulations require delivery of these forms wi 3 hours of the vessel's arrival at the place of loading or unloadi The second copy of Forms C.13 and C.142 must be retained board by the Master or other responsible officer for use by Cust Officers who may subsequently visit the vessel.

Certificate of Registry.

Certificate of British Tonnage.

Light Dues Certificate relating to the vessel.

To the Agent:

Bills of Lading.

Cargo Manifests.

PILOTAGE: Pilotage available 24 hours. Vessels under 300 g.r.t. are exempt. Cruising station of pilot boat is the Cromarty Lighthouse where Pilot will board. Pilot boat painted black hull, orange upper structure.

Pilot boards from tug at Fairway Buoy for large tankers and oil rigs.

Approaching vessels may give their ETA to pilot station via VHF Channel 16, when in the vicinity of 30 miles, but a 24 hour notice will be required. In the event of bad weather, vessels will be guided by Pilot launch to safety where Pilot will board. Watch kept on VHF Channels 16 and 11 (24 hours) by Cromarty Firth Port Authority. Call sign "Cromarty Firth Port Control". Local weather forecasts available.

ANCHORAGES: Large tankers anchor 1 mile South of Fairway Buoy (L.Fl. 10 secs. Racon). Main anchorage West of Cromarty Ness Light.

RESTRICTIONS: Vessels bound for Invergordon or Evanton with a draft over 43 ft. are not handled at low water.

MAX. SIZE: Max. permissible length 1,000 ft., max. draft 40 ft.

Ro-Ro: LOA 108 m., beam 18.4 m., draft 6.0 m.

Nigg Oil Terminal: See "Section B".

HEALTH: International quarantine signals to be used. Advise "Portelth Dingwall" in advance if any suspected diseases on board.

Also see "Health – All Ports" before first U.K. port.

RADIO: Vessels approaching from North should pass their ETA cable via Wick Radio GKR 431, and vessels approaching from East via Stonehaven Radio GND 458 to their Agents.

VHF: Link calls through Cromarty Radio (based at Wick) Channel 16 and working Channel 28 and 84. Also see "Pilotage".

TUGS: J.P.Knight (Caledonian) Ltd. – Tel: Invergordon 852611. Suitable tugs up to 50 tonnes bollard pull stationed at the port which work in conjunction with Pilots. Tug's lines used.

BERTHING: *Admiralty Wharf:* Berths 1 and 2 (Outer South): Lengths 443 ft. Max. draft 36 ft. Max. LOA 1,000 ft.

Berth 3: Max. draft 18 ft. Max. LOA 290 ft.

Berth 6: Max. draft 18 ft. Max. LOA 200 ft.

British Alcan Pier: Outer Berth: Length 318 ft. Dredged depth 38 ft. MLWS (1974). Max. berthing length 750 ft. approx. using dolphins. (50,000 d.w.t.)

Inner Berth: Length 200 ft. Depth 20 ft. MLWS (1974).

Invergordon Oilfield Support Base, Invergordon: Front berth 150 m., side berth 60 m. Front dredged to 8.9 m. below C.D. Side 5.5 m. minimum. New deep water Berth No. 4 opened late 1993. Dredged to 14.5 m. at Chart Datum. Berthing face length 52 m. By using Berths No. 2, 3 and 4 combined, vessels up to 1,000 ft. (300 m.) and 9.0 m. draft can be accommodated for berthing or voyage repairs. Bunkers diesel – see "Fuel".

A Ro/Ro freight service to Kirkwall operates from the West Harbour, Invergordon to Kirkwall, passage time 9 hours. Also see "Developments".

Queen's Dock: Length 150 m. Depth at Chart Datum 12.0 m. Also see "Developments".

Highland Deephaven – Evanton: Berthing face length 35 m. Minimum dredged depth 6.0 m. at Chart Datum. Berthing is mainly used by pipe-spooling vessel "Apache" for mooring stern on to berth. Berth also used for conventional coasters and supply vessels up to about 80 m. length and 6.0 m. draft.

CRANES: Mobile cranes up to a maximum 130 tonnes available from stevedoring firms, plus crane-barge of up to 200 tonnes capacity from J.P.Knight (Caledonian) Ltd.

STEVEDORES: F. Lyons (Stevedores and crane hirers) – Burghead STD (0343) 835360. James Jack (Stevedores and crane hirers) – Tel: Invergordon (0349) 853000. Bannerman Bros. (Stevedores and crane hirers) – Tel: (0862) 892322.

MEDICAL: Medical cases can be dealt with at short notice through local Agent. Hospital facilities available.

TANKERS: See "Section – B".

DENSITY: 1022.

FRESH WATER: Obtainable alongside quay. Rate of delivery 30 t.p.h., each hydrant. Rate of delivery at Supply Base is 80 t.p.h.

FUEL: This can be ordered through local Agent, delivery by road tanker, or ex-quay at Invergordon Supply Base (up to 2,500 tonnes of diesel).

REPAIRS: General repairs undertaken by:

J.P.Knight (Caledonian) Ltd. Tel: Invergordon (0349) 854100.

MacKay & MacLeod. Tel: Evanton (0349) 830363.

MacGregor Engineering. Tel: Invergordon (0349) 853853.

Scottish Rig Repairers. Tel: Invergordon 852788.

GANGWAY/DECK WATCHMEN: Ship's gangway and safety net required. Watchmen from ship's personnel.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: The following Certificates are required to be held on board for production when required:

International Load Line Certificate.

International Tonnage Certificate.

Safety Construction Certificate.

Safety Equipment Certificate.

Safety Radio Certificate.

Oil Pollution Prevention Certificate.

Oil Pollution Insurance Certificate (Tankers).

CUSTOMS ALLOWANCES: Following quantities are generally left out for use on board by each member of crew:

Ships from foreign ports: Tobacco 250 gm. (8 oz. or 200 cigarettes). Spirits 0.5 litre, wine 2 litres.

REPATRIATION: Can be arranged.

AIRPORT: Dalcross Airport at Inverness, flights by British Airways, Business Air and Loganair, distance from Invergordon 30 miles. Flights to London, Manchester, Glasgow, Aberdeen, Kirkwall, Stornoway, Dundee and Shetland.

TIME: British Summer Time, 1 hour advanced on GMT. GMT in Winter months.

HOLIDAYS: 1st and 2nd January and Christmas Day. These holidays can be worked by arrangement.

POLICE/AMBULANCE/FIRE: Police, tel. Invergordon 852222 or dial 999; Ambulance, arrangements through local doctor, tel. Invergordon 852522; Fire Station, dial 999 and ask for their service.

TELEPHONES: By arrangement in advance at Admiralty Pier or Supply Base.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Garbage skips available. Contact ship's Agent for service.

WASTE OIL DISPOSAL: Various waste oil disposal contractors available. Contact ship's Agent for service.

SEAMAN'S CLUBS: None.

DEVELOPMENTS: Queen's Dock, opened in late 1987, includes warehousing and nearly 30 acres of lay down area for cargoes such as timber, coal, scrap, containers, etc.

A new Ro/Ro Terminal opened in Spring 1992, and is served by M.V. "Contender" (owned by Orcargo), which operates a daily service to Kirkwall in the Orkney Islands. The M.V. "Contender" is 80 m. in length, 2,292 g.r.t., and carries 12 freight trailers and 12 passengers.

Supply Base Berth No. 3 to be extended in 1995.

(B) NIGG OIL TERMINAL

LOCATION: Nigg Oil Terminal operated by B.P., provides shipping facilities for crude oil piped ashore from the Beatrice Field in the Moray Firth and third party traffic brought in by sea. The terminal is located on the North side of the Cromarty Firth in approximate position Lat. 57° 41.5′ N., Long. 4° 02.5′ W. and comprises a single berth jetty linked to the shore by a trestled roadway.

PILOTAGE: Pilotage is compulsory. Invergordon Pilot will board from a tug at the Fairway Buoy. Call "Invergordon Pilots" on VHF Channels 16 or 11, working on Channel 13.

ANCHORAGE: The recommended anchorage for vessels awaiting a berth is 1 mile South of the fairway buoy in approximate position Lat. 57° 40′ N., Long. 3° 54′ W. An anchorage within the Cromarty Firth may be made available by the Port Authority.

RESTRICTIONS: *Depth alongside berth:* A minimum depth of water of 21 m. below chart datum is available alongside the berth.

Channel depths: The least depth in the approaches to the terminal in March 1988 was 15.1 m. below C.D. and occurred in the buoyed fairway approximately 0.5 nautical miles within the port limits. Loaded tankers may sail with a draft up to 17.5 m. dependent on the tide. Advice should be sought from Cromarty Firth Port Authority prior to vessel's arrival.

Tidal range: M.L.W.S. 0.8 m., M.H.W.S. 4.3 m.

Tidal restrictions: Subject to draft, vessels will be able to berth and sail at any state of the tide, possibly excepting Spring ebbs. Berthing head Eastwards is to be preferred.

MAX. SIZE: *Length restrictions at berth:* Max. 290 m. LOA. Minimum 190 m. LOA.

Max. displacement: 157,500 tonnes.

VHF:

Communications:	Port Authority	Channel 11 & 16
	Port Emergency	Channel 11
	Invergordon Pilot	Channel 13
	Tugs	Channel 13
	Pollution Control	Channel 10
	Nigg Oil Terminal	Channels 49, 50

Portable VHF/UHF sets: These must not be used within the Terminal Area unless they are classed as "intrinsically safe". The Terminal will lend approved VHF equipment if necessary.

TUGS: Berthing and unberthing operations will be assisted by a minimum of 2 tugs of 50 tons and 38 tons bollard pull respectively. A relief tug of 40 tons bollard pull may be substituted for either of these tugs. A third tug of 34 tons bollard pull will also be available if required. The vessel's agent will arrange for tugs as required by the Master. A firefighting tug will remain on standby at all times when a tanker is at the Nigg Oil Terminal Jetty. Whilst underway within Port limits a 1 tug escort is required.

BERTHING: *Berthing velocity:* Vessels must not exceed a berthing velocity of 20 ft./min., regardless of displacement, and should aim to achieve a berthing velocity of less than 10 ft./min.

Mooring arrangements: The Plan (See "Plan") depicts a mooring arrangement for a typical 80,000 d.w.t. vessel. Similar configurations will be employed for all vessels in the range 40,000/160,000 d.w.t.

Seebeck quick release mooring hooks are fitted on all dolphins.

Each mooring dolphin is fitted with a 3-hook assembly; each hook of 100 tonnes capacity.

Each berthing dolphin is fitted with a 2-hook assembly; each hook of 100 tonnes capacity.

The 50 tonnes bollards at the corners of the jetty head are for use by small craft only.

LOADING: *Loading arms:* 3×16 in. Emco Wheaton loading arms, each designed to ANSI 150 lb. pressure rating, are installed on the jetty head. Each arm may be used either for deballasting or for loading and these operations can take place concurrently provided that the terminal approves the system of onboard separation. These loading arms are also used for discharging crude oil.

The minimum acceptable ship's figure size is 12 in. Nominal Bore. The M.I.B. couplings can be adjusted to 12 in., 14 in. or 16 in. flange sizes. Vessels must present manifold flanges with a minimum clearance of 8 in. behind the flange and 3 ft. axial clearance around the centre of the flange face in order to provide adequate clearance for the coupling jaws. If necessary spool pieces must be fitted. Flanges of steel or nodular iron must be presented. Cast iron manifold materials are not acceptable. The vessel's manifold connections must remain within an envelope between 2.85 m. and 6.1 m. off the berthing face and between 4.6 m. and 25.6 m. above chart datum.

If ranging or drift-off exceeding 2.7 m. occurs the coupling ball valves will close and the couplings will automatically disconnect.

If sustained wind speeds exceed 35 knots loading operations will stop and arms will be drained. Arms will be disconnected if wind speeds exceed 40 knots.

Loading rates and pressures: Loading rates of 50,000 bbls.p.h. are attainable utilising 2 loading arms. the maximum pressure permitted at the ship's rail is 128 p.s.i.
Ballast reception: Ballast water reception facilities are available at the Terminal. Ballast must not be discharged overboard within the port. Vessels not having segregated ballast tanks must deballast ashore. Vessels with segregated ballast must retain their ballast onboard for inspection and analysis after berthing, and disposal of this ballast is subject to the results of this inspection and analysis. Permission will not be granted for the overboard discharge of segregated ballast with an oil content in excess of 5 parts per million.
FRESH WATER: Fresh water is available on request from the Terminal from a connection on the jetty head. Approximate maximum delivery rate is 30 t.p.h.
FUEL: Bunkers are not available at Nigg Oil Terminal but may be available at Invergordon (See Section "A").
REPAIRS: Repairs may only be commenced upon receipt of a work permit signed by the Terminal Superintendent. Immobilisation of a vessel alongside the jetty is only permitted with the written permission of the Terminal Superintendent and of the Port Authority.
Readiness to vacate berth: Engines and all other essential equipment of vessels alongside the jetty must be maintained in a state of readiness for vacating the berth at short notice.
STORING: Loading of stores onto a vessel alongside the jetty may be carried out only with the specific permission of the Terminal Superintendent and in a manner and at a time approved by him.
SHORE LEAVE: A pass system will operate. Shore leave will normally be by launch from the jetty launch landing pontoon. Shore leave arrangements are the responsibility of the vessel's Master and will normally be made by the ship's Agent. Details of the arrangements are to be provided to the Terminal Superintendent.
GARBAGE/WASTE OIL DISPOSAL: See Part (A).
GENERAL: *Loading Master:* A B.P. Loading Master remains on board the vessel at all times during the vessel's stay at Nigg Oil Terminal.
Permanent watch: During operations a responsible member of the ship's crew must be stationed in the vicinity of the manifold.
Smoking: No smoking is permitted in the Terminal Area or on the weather deck of any vessel in the Terminal Area. Smoking may be permitted at the Master's discretion in two onboard locations, to be approved by the Terminal Superintendent.
Emergency: In the event of an emergency any assistance required must be summoned via the Terminal Control Room.
Craft alongside: Craft may not lie alongside a vessel at the jetty without the written permission of both the Master of the vessel and the Terminal Superintendent.
Refuse: No refuse or waste may be disposed of overboard from a vessel within the Port.
I.S.G.O.T.T.: Vessels must be provided with a copy and be familiar with the contents of the International Safety Guide for Oil Tankers and Terminals. Reference copies are available on temporary loan from the Terminal.
Important telephone numbers:
Nigg Oil Terminal: Nigg (086 285) 631.
Cromarty Firth Port Authority: Invergordon (0349) 852308.
AUTHORITY: Cromarty Firth Port Authority, Port Office, Shore Road, Invergordon, Ross-shire IV18 0HD. *Tel:* Invergordon (0349) 852308. *Telex:* 75263. *FAX:* (0349) 854172. *Contact:* Captain D.R.F. Miller, Harbour Master. Captain P.J. Taylor, Port Manager. Captain I. Dunderdale, Deputy Harbour Master. Captain W. Thomas, Pilot/Marine Officer. Captain N. Robertson, Pilot/Marine Officer.

DARTMOUTH (Including Totnes): 50.21 N. 03.34 W. (See Plan)

PORT LIMITS: A line from Inner Froward Point to Combe Point.
DOCUMENTS: Normal documents for U.K. ports.
PILOTAGE: No direct radio contact with Pilots. Contact local Agent, Harbour Authority or Berry Head Coastguard Station who will telephone Pilot.
Pilot station 5 cables S.S.E. Castle Ledge Conical Buoy.
ANCHORAGE: Anchor at pilot station.
MAX. SIZE: Max. length 500 ft., max. draft 28 ft.
HEALTH: Contact Port Health (Tel: 0803-868000).
Also see "Health – All Ports" before first U.K. port.
RADIO: Route cables, etc., through Niton or Lands End Radio Stations.
VHF: Watch maintained on Channels 11 and 16, 0900 hrs. – 1700 hrs. during weekdays and 0900 hrs. – 1200 hrs. on Saturday. Call sign "Dartnav".
TUGS: Tugs can be arranged.
BERTHING: All berthing on midstream buoys.
Totnes: Max. Size: At Spring Tides coasters of about 1,000 tons up to 240 ft. LOA and drawing 12.5 ft. proceed up river to the Baltic Wharf which lies half a mile below Totnes Bridge.
Berthing: 750 ft. quay. Dries out all tides.
MEDICAL: All medical services are available; if possible give notice of requirement.
DENSITY: Normally salt. 1025.
FRESH WATER: Available at the South Embankment.
FUEL: Diesel available by barge.
FIRE PRECAUTIONS: Normal.
GANGWAY/DECK WATCHMEN: It is advisable to have watchmen.
OPENING/CLOSING HATCHES: Crew open.
CARGO GEAR: Ship's gear.
REPAIRS: All repairs unless of a major or underwater type can
carried out.
SURVEYORS: West Marine Surveyors & Consultants Limite
Consulting Marine Surveyors, Engineers & Naval Architects, 59 Fo
Street, Totnes, TQ9 5NJ. Tel: 0803-865810. Fax: 0803-86534
Telex: 42962 – Survey G.
REPATRIATION: Facilities exist.
AIRPORT: 35 miles from Exeter airport. Internal and short ran
Continental flights.
TELEPHONES: Not normally available, except for H.M. ships.
HOLIDAYS: Not applicable.
POLICE/AMBULANCE/FIRE: Dial 999 for emergencies. Local hosp
adjacent to Harbour Office.
SHORE LEAVE: Permitted. Seaman's Book adequate.
GENERAL: Dartmouth does not now operate as a commercial po
except for small vessels up to about 800 d.w.t. en route to Totne
although the harbour is suitable for ships of 18,000 d.w.t. and crui
liners, and mooring buoys are available for such vessels.
Lay-up facilities available for vessels up to 22,000 tons displaceme
AUTHORITY: Dart Harbour and Navigation Authority, Dart Hous
Oxford Street, Dartmouth, Devon TQ6 9AL. *Tel:* 0803-832337/8337
Cables: "Harbour Master Dartmouth". *FAX:* 0803-8336
Contact: Captain C.J. Moore, Harbour Master.

DOUGLAS, Isle of Man: 54.09 N. 04.28 W. (See Pla

PORT LIMITS: That part of the coast including all creeks, bays an
headlands from HW mark Ordinary Spring Tides which extends fro
Port Soderick Landing Jetty (Lat. 54° 07′ 24″ N., Long. 04° 31′ 48″ W
in a Northerly direction to the most Easterly point of Clay Head (Lat. 5
11′ 42″ N., Long. 04° 23′ 05″ W.) thence in a straight line drawn in
135° True (S.E.) direction for 3 nautical miles, thence in a straight li
drawn to a position 3.5 nautical miles 135° True (S.E.) from Port Soderi
Landing Jetty, thence in a straight line drawn to Port Soderick Landin
Jetty.
All shipping entering the above defined area should contact Dougla
Radio on Channel 16 VHF.
DOCUMENTS: Same as for all U.K. Ports.
PILOTAGE: Not compulsory. Arrangements usually made at least 2
hours before vessels' arrival, through Ships' Agent, or to Harbour Maste
Douglas – Tel: 686628. Call Douglas Radio on Channel 16 and the
transfer to Channel 12 for instructions 1 to 2 hours before ETA Dougla
Bay.
RESTRICTIONS: Enter only on Harbour Master's instructions.
Traffic Signals: International Port Traffic Signals (See Admiralty Noti
to Mariners 568/83) are exhibited when required, by day and night, fro
a mast at the head of Victoria Pier, visible from seaward and from insi
the harbour, as follows:

Signal	*Meaning*
3 fixed red lights, disposed vertically	Vessels may not proceed
Fixed green, white, green lights, disposed vertically	A vessel having received speci permission by RT may procee
3 fixed green lights disposed vertically	All vessels may proceed

ANCHORAGES: In Douglas Bay:
Douglas Head bearing 196° (T) 7 cables in 6 fathoms.
" " " 199° (T) 9.3 cables in 7 fathoms.
" " " 200° (T) 8 cables in 6.5 fathoms
" " " 212° (T) 7.9 cables in 10 fathoms
MAX. SIZE: Max. size of cross channel vessels 115 m. LOA, draft 5.0
Max. size of cargo vessels 62 m. LOA, draft 4.0 m. Spring tid
2.75 m. Neaps to Inner Harbour, dries out at LW.
Max. size of tankers 90 m. LOA, draft 5.5 m. at LWOST.
HEALTH: See "Health – All ports" before first U.K. port.
RADIO: Port Patrick for vessels coming from North. Anglesey for vesse
coming from South.
VHF: Douglas Harbour Radio manned at all times. Channel 16 and
only.
RADAR: Port Radar available for use in fog or when required. Us
with Channel 12 VHF.
TUGS: None available.
BERTHING: Passenger vessels – 6 berths for vessels of 350 ft.
length, 13 ft. draft LWST at Victoria Pier and King Edward Pier.
Office Berth – vessels 68 m. LOA, draft 5.0 m. spring tides. 3.5
neap tides, dries out at LW.
Coffee Palace Berth will accommodate vessels of 62 m. LOA, dr
4.0 m. Springs, 2.75 m. Neaps, dries out at LW.
Market Berth same as Coffee Palace Berth.
Battery Pier – Tankers up to 90 m. LOA, draft 5.5 m. at LWOS
Discharging of cargo vessels and container vessels can be done
shore crane.
All berths at Douglas are salt water.
CRANES: *Mobile Cranes:* 2×25 tonnes, 1×72 tonnes, 1×5 tonnes a
1 mobile grab crane.
BULK CARGO FACILITIES: Bulk cargoes of coal and scrap metal
handled at Coffee Palace and Market Berths described above, a
timber at King Edward Pier.
Rate of discharge for coal about 60 t.p.h. – 70 t.p.h. by grab cra
SPECIALISED CARGO HANDLING FACILITIES: Ro/Ro ser
operated to Victoria Pier by I.O.M. Steam Packet Co.
Ro/Ro cargo service operated by Isle of Man Steam Packet Co
King Edward VIII Pier.
LPG cargoes are handled at Battery Pier as described above.
BRIDGES: Swing Bridge only to Inner Harbour.

STEVEDORES: Advice required to Ship's Agent. Rate of discharge – cement 60 t.p.h.; coal 60 – 70 t.p.h.
MEDICAL: Advise Agent when possible, alternatively contact Harbour Master with advance warning. Hospital available.
TANKERS: Tankers pipelines 6 in. Tanker berth at Battery Pier – Max. draft. 5.5 m. at LW Spring tides. Discharging rate 180 t.p.h. – 200 t.p.h.
DENSITY: Density of water salt (1025).
FRESH WATER: Fresh water available on request to Agent or Harbour Master.
FUEL: Fuel delivered by road tanker only. Contact Manx Petroleum or Esso.
FIRE PRECAUTIONS: Fire precautions as normal.
CONSULS: None.
REPAIRS: Limited facilities only.
DRY DOCKS: None.
SURVEYORS: Four I.O.M. Marine Department Surveyors.
GANGWAY/DECK WATCHMEN: Could be arranged by Agent.
OPENING/CLOSING HATCHES: Handled by crew.
CUSTOMS ALLOWANCES: Same as U.K.
CARGO GEAR: Cargo can be discharged by ship's own gear or mobile cranes.
REPATRIATION: Repatriation only done through arrangement with Agents.
AIRPORT: Ronaldsway Airport 8 miles from Douglas and served by regular airlines.
TIME: Same as U.K.
HOLIDAYS: Good Friday, Easter Monday, Spring Holiday, T.T. Friday (1st week in June), Tynwald Day (5th July), August Holiday, Christmas Day, Boxing Day, New Year's Day.
TELEPHONES: Connections to ships can be arranged at passenger piers.
POLICE/AMBULANCE/FIRE: Police Tel: 631212; Ambulance Tel: 663322; Fire Brigade Tel: 673333.
EMERGENCY CO-ORDINATION CENTRE: H.M. Coastguard, Liverpool. Tel: 051 9313341.
STORING: See "Prelims".

1. By truck.
2. Not applicable.
3. Trucks can go alongside vessels except tankers when working cargo or ballasting.
4. Fork lift trucks could be permitted.
5. U.K. Customs regulations.
6. Storing usually done by crew.

SERVICES: None.
SHIP SUPPLY SERVICE: General Marine Services Limited (Tel: (0624) 628904 or 629710), who operate the pilot launch and ship to shore transfers of personnel, stores, etc. This launch is kept afloat and a 24 hour-service is available.
There is no helicopter service on the Island.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Identification Cards not required for British Ships. Same as U.K.
REGULATIONS: No unusual regulations.
DELAYS: Delays can be expected due to tidal conditions, or awaiting a berth; also delays caused by N.E. gales, which make Douglas Outer Harbour untenable.
GARBAGE DISPOSAL: 4 skips are available on harbour property. Contact Island Skip-Hire (Tel: 0624-629525) or Merit Skip-Hire (Tel: 0624-824569). Charges are £58.75 for 2/3 days hire.
WASTE OIL DISPOSAL: Not available.
SEAMEN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Isle of Man Department of Highways, Ports and Properties, Harbours Division, Sea Terminal Building, Douglas, Isle of Man IM1 2RF. *Tel:* 0624-686628. *Telex:* 629335 Iomhar G. *FAX:* 0624-626403. *Contact:* Harbour Master.

DOVER: 51.07 N. 01.18 E. (See Plan)

PORT LIMITS: The seaward boundary of the Port extends 1 mile off both the Eastern and Western entrances.
DOCUMENTS: Required on arrival:
Crew List H.O. Form I.S.6. or IMO FAL Form 5 (in duplicate).
Crew Declaration Form C.142 (in duplicate).
Ship's General Declaration (in duplicate) C13.
Ship's Surplus Stores Declaration (in triplicate) C14.
Derat Certificate available for inspection.

It is required to report and clear a vessel at Customs House if remaining in port more than 24 hours for loading and discharging cargo or embarking and disembarking passengers, with following:
Passenger List.
Cargo Manifests (2 copies).
Ship's documents.

PILOTAGE: Requests for pilotage are normally made by local agents. Pilotage is compulsory for all ships navigating within the Dover Pilotage Area (defined as port limits above) subject to the following exceptions:
(a) Ships of less than 20 m. overall, fishing boats of less than 47.5 m., H.M. Ships and foreign war ships.
(b) Ships (other than those referred to in (a) above) of less than 80 m. overall length, provided that any such ship is either not carrying dangerous substances in bulk or not substandard or in any way hampered.

All ships subject to compulsory pilotage shall board or land pilots at or close to the seaward limit of the Dover Pilotage area.

DEEP SEA AND COASTAL PILOTS: For Channel, North Sea and British Coast.
Contact agency 48 hours before arrival by radio, giving ETA Dover and destination port(s).
Agencies are: "Deep Sea and Coastal Pilots" (Telex: 911847 Pilots G) and "Hammond Dover" (See "Agent").
On approaching Dover contact Port Control by VHF for instructions.
Pilots will also board at any U.K. or continental port as required.
ANCHORAGE: Limited space available in Outer Harbour. Contact Port Control in advance for instructions.

The Outer Harbour comprises an area of approximately 600 acres. The Northern extremity indicated by two buoys 'East' and 'West' and 4 intermediate marker buoys, the Southern extremity denoted by a line through the Southern most tip of the Prince of Wales Pier and the Southern most tip of the Eastern Arm. The Eastern boundary is formed by a S.E.'ly line drawn through East Buoy and the Western boundary is formed by a S.E.'ly line drawn through West Buoy.

The maximum depth at MLWS is 7.3 m.
RESTRICTIONS: Attention is drawn to the strict requirement of obtaining permission from Port Control to enter or leave the harbour.

It will be noted that although the traffic control signal may be exhibited for entry/departure, every vessel manoeuvring to enter or leave the port is required to obtain specific permission to enter or leave, as the case may be.

Vessels awaiting permission to proceed should keep at a safe distance of at least 1.5 miles clear of the entrance until so authorised. Responsibility for entering or leaving with caution and the safe navigation of each vessel subsequent to the receipt of permission to proceed continues to remain the responsibility of the Master.
Explosives – Dangerous Cargo: Declaration is to be made and permission obtained prior to entering the harbour. Dover Harbour Board is not compellable to receive within the harbour any articles which in their opinion would endanger safety of harbour or vessels or goods.
HEALTH: Pratique, obtained by radio via Coastguard Station giving name of ship, ports of call during voyage, nature of cargo, number of crew and passengers, port of destination and Agent, condition and health of all on board with details of any sickness. Coastwise vessels from U.K. ports have automatic Pratique.

Also see "Health – All Ports" before first U.K. port.
RADIO: Vessels from East use North Foreland Radio call sign GNF and vessels from Westward use Niton Radio call sign GNI.
RADAR/VHF: Port Control and Admiralty Pier Signal Station are fitted with radar and VHF, vessels can make initial contact with "Dover Port Control" on VHF Channels 74, 16 and 12. Operational frequency is Channel 74. See "Pilotage".
TUGS: Two tugs of 2,900 h.p. each. Tug names 'Deft' and 'Dextrous'. Twin engined Voith Schneider. Tugs will normally join vessels inside harbour entrance, but may meet vessels outside by arrangement. Tug's rope used. Tug charges on application from Dover Harbour Board.
BERTHING: All berths in the Outer Harbour can be reached at all times. There are 3 berths available on the Eastern Arm fitted with Yokohama fenders, depth at MLWS is 8.5 m. Berths are used for lay-by, general cargo and vessels taking water, stores and crew changes. There is one berth on the South Jetty of Eastern Docks having 200 m. of quay available with a depth of 8.5 m. at MLWS. There is 5,500 sq.m. of cargo shed and open storage space and additional temperature controlled storage of 7,500 sq.m.

Those berths in the Wellington and Granville Docks can normally be reached from 1 hour before each high water. All berthing requirements are allocated by Port Control.
Western Docks: This comprises the International Hoverport, Jetfoil Terminal, the Admiralty Pier, and Train Ferry Berth, the Inner Harbour, Tidal Basin incorporating the tug haven, Granville and Wellington Docks.
Granville Dock: This dock is non-tidal and comprises an area of 4.5 acres with depths of water of 21 ft. (6.4 m.) at MHWS, 17 ft. (5.2 m.) at MHWN. The entrance is 65 ft. (19.8 m.) wide and depth on the sill at MHWS is 21 ft. (6.4 m.). Transit sheds and open storage space are available at the Dockside.

Berth No.	*Length* (m.)		
1/2	146	Fruit/Veg/General	Portal cranes
3	76	Fruit/Veg/General	Portal cranes
4	40	Lay-by/Ro/Ro	
5	73	For lay-by only (no hot work)	
6	137	Grain	No cranes
7	96	Coal/Limestone/Coke/Pumice (leased to Cory Bros.)	

Wellington Dock: This dock is non-tidal and comprises an area of 8 acres with depth of water 15 ft. (4.6 m.) at MHWS, 11 ft. (3.4 m.) at MHWN. The entrance is 70 ft. (21.3 m.) wide and depth on the sill at MHWS is 15 ft. (4.6 m.). Transit sheds and open storage space are available. A slipway 567 ft. (173 m.) in length is capable of taking private and commercial vessels on its cradle, up to 53.3 m. in length.

This dock is now principally used by pleasure craft.
Prince of Wales Pier: This separates the inner and outer harbours. Please note that berthing alongside the Prince of Wales Pier is only permitted by special arrangement with the Harbour Superintendent.
Hoverport: All hovercraft services operate from the Hoverport adjacent to and West of the Prince of Wales Pier. "Hoverspeed" operate daily services for passengers and accompanied cars to Boulogne and Calais.
Admiralty Pier: Length 4,140 ft. (1,260 m.), with depths alongside ranging from 6.0 m. to 9.1 m.

There is one single width, single deck, multi-purpose Ro-Ro berth, other berths are used for passenger only services and for lay-bys.
Train Ferry Berth: Situated on the Admiralty Pier and is operated by Sealink UK for British Rail and SNCF. Trains run direct into the ferries which operate daily services of freight to Dunkirk throughout the year.
Tidal Basin: This forms the entrance to the Wellington and Granville Docks and is entered between the Admiralty and Prince of Wales Piers. It comprises an area of approximately 12 acres.

The entrance is 140 ft. (42.7 m.) wide, with a depth of 10.8 m. at MHWS. There are 2 berths in the Tidal Basin, Nos. 16 and 17. No. 16 has a length of 300 ft. (91 m.). No. 17, length 360 ft. (110 m.) used for berthing small boats.

A tug haven has been constructed in the Tidal Basin adjacent to Clarence Quay. The jetty 45 m. in length is positioned perpendicular and to the Southern end of Clarence Quay. To the North of the new breakwater is positioned a pontoon 90 m. long parallel to Clarence Quay, providing berths for all harbour craft including the 2 tugs, dredger, patrol launch, work boats and RNLI Lifeboat. Private berth users will not be allowed to use the berth without express permission from the Harbour Superintendent or Duty Marine Officer.

Eastern Docks:

The docks comprise the Eastern Arm and Car Ferry Berths.

Car Ferry and Freight Terminal: Operated by Dover Harbour Board. Berth No. 1, situated at the North end of the Eastern Arm, is a general purpose Ro-Ro berth for all classes of Ro-Ro vessels.

Berths No. 2 and 3, situated either side of Pier A are for large Ro-Ro ferries of length 168 m. and beam 28 m. with double deck and double width loading bridges. Berth No. 4 being situated to the Westward on Pier 'B', Berths No. 5 and 6 situated at Pier 'C', with double lane loading bridges of 23 m. plus covered passenger bridges. The Seacat berth is situated on the East side of Pier D, whilst Berth No. 7 on the West side of Pier D is now operational and similar to Berth No. 3. The car ferry/freight berths provide berthing for vessels up to 180 m. in length with depths of water of 7.0 m. at MLWS. Berths are connected with loading bridges to enable cars, coaches and freight to drive on direct on board the vessels, operating to Calais, Boulogne, Ostend and Zeebrugge. Shore facilities provide modern reception buildings, a new passenger handling complex, Customs clearance halls, 2 restaurants/shop complexes, banking facilities, shipping operators' offices, spacious assembly car parks.

BULK HANDLING FACILITIES: 2×550 t.p.h. shiploaders for grain operated by Dover Stevedoring Co. Ltd. Two shiploaders for grain operated by P.D. Wharfage.

CRANES: *Enclosed Docks:* There are 2 electrical portal cranes of SWL 3 tonnes installed at Berths 1, 2 and 3 in the Granville Dock also 3 mobile cranes with SWL of 10, 20 and 70 tonnes available for cargo handling. The 2 mobile cranes may be employed for other duties. Hire charges on application to Dover Harbour Board.

Eastern Docks: 2×20 tonnes SWL and 1×36 tonnes SWL container cranes are available for hire. There are 2×40 tonnes mobile cranes available. Hire charges are available from Dover Harbour Board.

CARGO HANDLING FACILITIES: Seven berths equipped for handling scheduled Ro/Ro traffic.

STEVEDORES: No particular ETA required as ship's Agent makes all necessary arrangements.

MEDICAL: Medical assistance can be arranged by Agent to vessels passing Dover Harbour. Doctor will board a vessel in English Channel or on arrival at anchorage in Outer Harbour. Hospital facilities are available.

DENSITY: 1020.

FRESH WATER: Available to all vessels by pipeline 25 t.p.h.

FUEL: All grades of fuel oil and gas oil available by barge from Shell UK Ltd. (Tel: 071-257-3018).

CONSULS:

France	Dover 204080
Italy	Folkestone 53692
Denmark	
Finland	
Germany	
Iceland	Dover 201201 (office)
Netherlands	Dover 203333 (night)
Norway	
Spain	
Sweden	

REPAIRS: Facilities available for minor engine repairs. Radio and Radar repairs also possible.

GANGWAY/DECK WATCHMEN: Supplied on request.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: Certificates to be obtained for foreign clearance: Register, Load Line, Safety Construction, Passenger and Safety Equipment.

REPATRIATION: All facilities exist.

AIRPORT: Most repatriations by air through London/Gatwick and London/Heathrow.

TIME: Local time: BST (British Summer Time) 1 hour in advance of GMT. Reverting to GMT in Winter months (late March to late October).

HOLIDAYS: Official holidays: 1st January; Good Friday; Easter Monday; May Day Holiday; Spring Holiday (end May); August Bank Holiday; Christmas Day; Boxing Day.

The port is open every day for cargo and passengers, except Christmas Day.

POLICE/AMBULANCE/FIRE: Dial 999.

TELEPHONES: Not available.

BANKS:

Barclays Bank Ltd., Tel: Dover 214516.
Lloyd's Bank Ltd., Tel: Dover 240808.
Midland Bank Ltd., Tel: Dover 201131.
National Westminster Bank Ltd., Tel: Dover 201308.
National Westminster Bank Ltd., (Car Ferry Terminal, Eastern Docks), Tel: Dover 201474 or 202744.
Trustee Savings Bank, Tel: Dover 202037.

SHIP SUPPLY SERVICE: Dover Harbour Board offer a 24 hour launch service (Tel: 0304-240400).

The Dover Motorboat Co. Limited, a Hammond subsidiary, operates a 24 hours a day launch service to provide vessels off the port with Pilots and stores, etc., telephone (0304) 206809 or alternatively call the Dover Harbour Board Port Control on VHF Channel 74 to contact the Dover Motorboat Co. and allocate a working channel.

SERVICES: Repairs to radar equipment, compass adjusting, supp charts and crew changes can be arranged outside Dover Harb through local Agents at all times.

SHORE LEAVE: Allowed, subject to Port Passes (See "Identifica Cards").

IDENTIFICATION CARDS: Are necessary, plus passes for sh personnel at Eastern Arm berths having to pass through Eastern Do Terminal. Passes obtainable from Mooring Party foreman.

GARBAGE DISPOSAL: Facilities are not provided alongside, howe upon request, the ship's agent can make arrangements for a skip to provided and collected as necessary.

WASTE OIL DISPOSAL: No shore tanks. Disposal would be facilita using road tankers.

SEAMEN'S CLUBS: British Sailors Society, 168 Snargate Street, Do (Tel: 0304-201410). Facilities include shop and international telepho service.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Dover Harbour Board, Harbour House, Dover, Ke CT17 9BU. *Tel:* Dover (0304) 240400. *Telex:* (Harbour House) 965 (Eastern Docks – 24 hours) 965620. *FAX:* (0304) 2404 *Cables:* Harboard, Dover. *Contact:* Captain P.R. White, Manage Marine Operations. Captain C. Jacklin, Deputy Manager Ma Operations.

AGENT: George Hammond PLC., Marine Services Division, Lime Street, Dover, Kent CT17 9EE. Tel: (0304) 201201, (0304) 203333 a hours. Telex: 96115. Fax: (0304) 240374. Lloyd's Agent and Agent leading P & I Clubs.

DUNBAR: 56.01 N. 02.31 W. (See Pla

PORT LIMITS: A line drawn across seaward end of entrance chan

DOCUMENTS: Standard U.K. documents.

APPROACHES: Leading lights bearing 198°, occulting green 6 sec

PILOTAGE: Local pilotage may be obtained.

ANCHORAGES: Safe anchorage in Castle Bay except in North gales.

RESTRICTIONS: No berthing if heavy swell entering harbour.

MAX. SIZE: LOA 50 m., draft 4 m. at HWS. Vessels lie aground sandy bottom at LW.

HEALTH: Standard U.K. procedure.

RADIO: Forth Radio.

VHF: None.

RADAR: None.

TUGS: None.

BERTHING: Prior permission must be obtained for vessels of 2 LOA or greater.

Cargo unloaded by ship's own gear.

CRANES: None.

MEDICAL: No medical facilities at harbour.

FRESH WATER: Available on quayside by hose connection.

FUEL: From road tanker by prior arrangement.

CONSULS: None.

REPAIRS: Minor repairs possible.

SURVEYORS: Lloyd's at Leith Docks.

GANGWAY/DECK WATCHMEN: By arrangement with Harbour Mas

CARGO GEAR: By ship's gear or mobile crane (by arrangement w Harbour Master).

AIRPORT: Edinburgh (Turnhouse) 35 miles.

TIME: GMT. GMT plus 1 hour in Summer (late March – late Octob

HOLIDAYS: None.

POLICE/AMBULANCE/FIRE: Dial 999 in an emergency. Po Tel: Dunbar (0368) 862718.

EMERGENCY CO-ORDINATION CENTRE: H.M. Coastguard, Mari Rescue Sub-Centre, Forth District, Crail. Tel: Crail (0333) 50666.

BANKS: Local branches of Bank of Scotland and Royal Bank Scotland only.

STORING: Small quantities of stores can be loaded from quay. Tru can come alongside at quay.

AUTHORITY: Department of Water and Drainage, Lothian Regi Council, Alderston House, Haddington, East Lothian EH41 3 *Tel:* Haddington (062082) 4131. *Telex:* 727 586. *FAX:* Haddin (062082) 2489. *Contact:* T. Brown, Harbour Master, *Tel:* Dunbar (03 862008.

DUNDEE: 56.28 N. 02.57 W. (See Pl

PORT LIMITS: A vessel is considered to be an "arrived ship" whe

(a) For berthing turn-arrival at Fairway Buoy.

(b) For Laytime – usually "off or at the berth" and subject to Cha Party terms.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.
1 Tobacco Manifest.
1 Health Declaration.
Cargo Manifests.
Bills of Lading.
Derat Certificate.
Lights Certificate.

PILOTAGE: The port is approached by a well-defined main channel with up-to-date navigational aids and radar surveillance. To provide information on navigation and safety the Authority operates a Port Control Service which maintains a 24 hour listening watch on VHF Channels 16 and 12.

Pilotage is compulsory in Dundee Pilotage District. Pilots board incoming vessels at either inner pilot station (Lady Buoys) or outer pilot station (Fairway Buoy), depending on weather conditions and/or type of vessel. The pilot boat is only on sea station when shipping is expected and accurate ETAs are essential.

ETA should be given 6 hours before arrival either by radiotelephone link call to Dundee Port Control 24121 or by radiotelegram to "Dockyard Dundee" Dundee. Amendments should be made up to 2 hours before the original ETA. When within VHF range (approx. 25 miles from Tay Fairway Buoy) ETAs may be confirmed by contacting "Dundee Harbour Radio" on Channel 16 and transferring to Channel 12 to pass messages.

Pilot boats, when on station, keep a listening watch on Channel 12 and transfer to Channel 6 (156.3 MHz) to pass messages.

ANCHORAGES: Pilots are instructed where to anchor vessels. There are 3 deep-water anchorages to accommodate vessels up to 8.5 m. draft. Two anchorages for vessels up to 6.7 m. draft, and other minor anchorages.

RESTRICTIONS: Tide and draft 29.5 ft. at MHWS. Vessels enter 2 hours before HW. 26 ft. at MHWN. Vessels enter 2 hours before HW.

MAX. SIZE: Length 600 ft./700 ft., beam 90 ft., draft 28.5 ft.

HEALTH: Health Declaration on arrival – if clean, automatic Pratique. Suspect disease as per international requirements. Pratique automatic if already called at another port.

Also see "Health – All ports" before first U.K. port.

RADIO: Any UK coast station. Nearest stations – Stonehaven and Forth.

VHF: See "Pilotage" and "Tugs".

TUGS: Towage is operated by the Authority's tug – 'Abertay' (1,280 h.p. Bollard pull 17 tons). Tug joins vessel in the vicinity of West Ferry. Tug operates on Channels 16, 12 and 6 (Channel 6 when attending vessels). Tug lines optional, charge made if tugs lines used. Additional towage by arrangement.

BERTHING: (Dundee).

Deep-drafted vessels must arrive at the Fairway Buoy at least 2 hours before HW to berth on same tide.

Wharves	*Length*	*Depth LAT*	*Cranes No.*	*Capacity*	*Type*	*Shed Accommodation*	*Other Facilities*
King George V	445 m. (1,459 ft.)	8.6 m. (28 ft.)	3 1	7 tonne 5 tonne	Grabbing/General Grabbing/General (Hydraulic/Mechanical)	17,960 sq.m. (21,480 sq.yds)	Road Connections Open Container Area
Eastern	213 m. (700 ft.)	8.0 m. (26.25 ft.)	Mobile cranes unrestricted			15,000 sq.m. (17,940 sq.yds)	Road Connections Ro-Ro Berth (50 tons) Trailer Parks
'Princess Alexandra	256 m. (840 ft.)	8.0 m. (26.25 ft.)	Mobiles up to 30 tonnes can be arranged			2,590 sq.m. (3,100 sq.yds.)	Open Areas
'Queen Elizabeth	194 m. (636 ft.)	7.0 m. (23 ft.)	2	5 tonne	General	3,592 sq.m. (4,300 sq.yds)	Open areas Road Access
'Caledon West Tanker Berth	76 m. (249 ft.)	9.5 m. (31.17 ft.)				3,810 sq.m. (4,557 sq,yds)	
Caledon East	150 m. (492 ft.)	5.80 m. (19 ft.)			Heavy Lift Mobile	—	Open Areas Warehouse Area
'West Quay (Tidal Harbour)	76 m. (250 ft.)	5.2 m. (17 ft.)	Mobiles up to 40 tonnes can be arranged				Open Areas Offshore Survival Training Centre
'Prince Charles	115 m. (377 ft.)	8.0 m. LAT (26.25 ft.)					Marine Repair and Fabrication Berth

Docks	*Water Area*	*Quay-age*	*Entrance Depth*	*Width*	*Cranes*	*Shed Accommodation*	*Other Facilities*
Camperdown	3.04 ha. (7.5 acres)	739 m. (2,425 ft.)	5.5 m. (18 ft.)	16.5 m. (54 ft.)	Can be arranged	2,150 sq.m. (2,571 sq.yds.)	Lay-up Berths
Victoria	4.33 ha. (10.7 acres)	1,176 m. (3,860 ft.)	4.9 m. (16 ft.)	16.5 m. (54 ft.)	Can be arranged	6,934 sq.m. (8,300 sq.yds.)	Lay-up Berths Repair Berths

CARGO HANDLING FACILITIES: All types of general cargo are handled, including packaged timber and side-loading of forest products. Grab facilities for bulk material. 4 conveyors are arranged for grain and suitable bulk materials.

Cold Storage: Private cold storage in the vicinity of the port is accessible on application.

Containers: Container handling with ship's gear or mobile cranes and stevedores' transporters.

Cranage: Wide range of cranage, both mobile and portal, with grabbing facilities. Heavy lifts up to 100 tonnes can be arranged.

Grain Handling: Grab facilities. 5 conveyors are available.

Grain Storage: Temporary shed accommodation leased by Grainfax and Port Authority.

Minerals Handling: Lander hydraulic grabs.

Sheds: All riverside berths are equipped with transit sheds not less than 30.5 m. wide, fronted by broad concrete aprons. Total shed area is 69,672 sq.m. Within the harbour area there is extensive storage area and warehouse facilities.

Ro/Ro Berth: At Eastern Wharf. Accepts vessels up to 25 m. beam with stern ramps up to 12.5 m. wide. Linkspan single-lane carriageway 4 m. wide. Road vehicles up to 50 tonnes. Trailer park adjacent. Also 2 Secure Trailer Parks.

STEVEDORES: One ETA to Agent or port suffices for all services.

Full stevedoring facilities are arranged by Dundee Port Authority.

MEDICAL: Advance notice required for ordinary medication for arrivals week-ends. Hospitals and casualty stations available.

TANKERS: Diameter of hoses – 10 in. Slop discharge facilities not available. One tanker berth with depth 9.5 m. at L.A.T. One coastal tanker berth with depth 7.0 m.

DENSITY: 1010 at MLWS. 1015 at MHWS.

FRESH WATER: Available, 24 hour service. Delivery, hose from quays. Rate, 30 t.p.h.

FUEL: Bunkering is available to any vessel by direct pipeline or by road tanker. Large quantities of any fuel type by coastal tanker, subject to 3 or 4 days' notice.

FIRE PRECAUTIONS: Regulations are handed to Master on arrival.

CONSULS:

Denmark	23044	Netherlands	23111
Finland	23111	Norway	23044
France	21252	Sweden	21061
Italy	65222		

REPAIRS: Dundee can offer fitting-out wharves and heavy lift capacity. Various local firms undertake engine and electrical repairs to vessels. Construction, repair and maintenance services for the offshore oil industry are now well developed.

DRY DOCKS: One dry dock available.

SURVEYORS: Lloyd's and D.O.T.

GANGWAY/DECK WATCHMEN: Recommended for large vessels.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: As required by Department of Transport (Lifesaving, Radio, Registry, Drugs, Crew Agreement, Load Line) also Derat.

CUSTOMS ALLOWANCES: Foreign-going: 25 cigarettes or 1 oz tobacco per day. 8 days allowance granted. Home trade: same as for foreign-going but only 4 days allowance granted. Spirits: quarter pint per day for 4 days, further issue granted after 4 days for foreign-going only.

REPATRIATIONS: Facilities exist.

AIRPORT: Dundee Airport: Only U.K. flights and charter flights available.

TIME: British Standard Time (GMT plus 1 hour). GMT in Winter months.

HOLIDAYS: 1st, 2nd and 3rd January; 1st Monday in April; 1st Monday in May; Last Monday July; 1st Monday October; Christmas Day and 26th December.

POLICE/AMBULANCE/FIRE: Tel: 999.

TELEPHONES: Quay telephones installed.

SHORE LEAVE: At the discretion of the Master.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Garbage skips for normal domestic waste from vessels sited within port. Additional skips can be arranged if required. Charges depend on requirements.

WASTE OIL DISPOSAL: Service available by contacting local agents.

SEAMAN'S CLUBS: None.

REGULATIONS: Absolutely no smoking, penalty £50.

GENERAL:
Electric Power: Electric power to vessels available at repair berths.
Fire Fighting: Tayside Fire Brigade Services.
Mooring: The Authority provide boatmen's services for the mooring and unmooring of ships.
Motor Vehicle Compounds: An area of 1 acre which can be extended.
Navigation Lights: The main estuarial approach light is the Abertay Racon Buoy supported by port and starboard buoys marking the main channel as detailed in Admiralty Chart 1481.
Passenger Cruise Liners: Dundee is a port of call for passenger cruise liners at riverside berths. The city has quick access to some of Scotland's finest scenery and places of historic interest.
Policing: Effective security is provided by Tayside Police.
Ships Stores: Ship supplies are offered by a number of private firms with premises adjacent to the harbour. These include the special requirements of the offshore oil industry.
Steelyards: The port has 4 road transport weighbridges and portable weighbridges in sheds for sampling, etc.
Tidal Reference: Tide heights are related to Lowest Astronomical Tide (Admiralty Chart Datum).
Range of tides at HWN – 2.4 m.
Range of tides at HWS – 4.7 m.

AUTHORITY: Dundee Port Authority, Harbour Chambers, Dock Street, Dundee DD1 3HW, United Kingdom. *Tel:* (0382) 24121. *FAX:* (0382) 200834. *Cables:* Dockyard, Dundee. *Contact:* John J. Watson, Chief Executive. Captain G.T. Dobbie, General Manager/Harbour Master.

DUNOON: 55.57 N. 04.55 W. (See Plan)

Priority is given to the ferry services using this pier, although other shipping may use the facility.

The wharf has two access arms to shore and an adjustable Ro/Ro link span for side loading vessels. The main berth is 150 m. long with a depth of 4.3 m. below Chart Datum. Fresh water is available. VHF Channels 16, 12 and 31 are available, call sign "Dunoon Pier".

GARBAGE DISPOSAL: No facilities.
WASTE OIL DISPOSAL: No facilities.
SEAMAN'S CLUBS: None.
AUTHORITY: Strathclyde Regional Council (SRC), Department of Roads, Strathclyde House, 20 India Street, Glasgow G2 4PF. *Tel:* 041-227-2475. *Contact:* D. Carruthers, Director. Piermaster, *Tel:* 0369 2652.

Strathclyde Regional Council (Roads Dept.), Manse Brae, Lochgilphead, Argyll PA31 8RD. *Tel:* 0546-602233/602882. *FAX:* 0546-602233. *Contact:* The Area Engineer.

FALMOUTH: 50.09 N. 05.04 W. (See Plan)

DOCUMENTS:
2 Crew's Effects Lists (C142).
1 Home Office Form IMO FAL Form 5.
2 General Declarations (C13).
If from outside E.E.C.
Declaration of Cargo (if applicable).
Light Certificate if applicable.
1 Port Dues Certificate
Ship's Certificate of Registry.
Mercantile Marine Office Certificate for British ships only.
Load Line Certificate.
Safety Equipment and Construction Certificates, Radio Certificate.
Derat Certificate.
For clearance to outside E.E.C.

The Crew Effects Lists (C142) and the General Declarations (C13) must be delivered to the Customs Officer if boarded on arrival. If not boarded on arrival one copy of each must be delivered to the designated post box at the Customs House within 3 hours of arrival.

PILOTAGE: This is a compulsory pilotage district with certain exemptions. The Pilot will board from a boat, 3 miles South of St. Anthony's Lighthouse. Pilots maintain VHF watch on Channel 16 and can be contacted through coast stations throughout 24 hours – Call sign "Falmouth Pilot Radio"; preferred working frequency Channel 9 or Vodaphone (0836) 661668.

ANCHORAGES: Vessels in excess of 203 m. usually anchor in Falmouth Bay. Other vessels in outer harbour. Mooring Buoys available.

MAX. SIZE: See "Tankers".

HEALTH: See "Health – All ports" before first U.K. port.

VHF: Falmouth Harbour Radio (office hours) Channels 16, 14, 13 and 12.

TUGS: 4 tugs available. On call during working hours and outside of hours when required if advance notice given. Tug's lines are to be used.

BERTHING:

Name	Length of Wharf (m.)	Length of Berth (m.)	Depth (at C. Alongside (m.)
County Wharf	204.0	160.0	7.8
Duchy Wharf	235.5	190.0	7.8
Western Wharf	*184.0	*184.0	5.5 (Cat)
Kings Jetty			
South Side	246.0	183.0	7.3
North Side	240.5	192.0	7.3
Empire Jetty			
South Side	203.5	122.0	7.3
North Side	206.0	168.0	5.5
Queens Jetty			
South Side	159.0	152.0	6.4
North Side	189.5	189.5	7.3
Northern Arm (Wharf partially demolished – works and in-fill in progress)			
South Side	209.5	198.0	6.1
North Side	209.5	209.5	6.1
Eastern Breakwater	291.0	150.0	8.5
		180.0	7.3
		210.0	5.3

* Wharf partially demolished. Works and in-fill in progress, 184 remaining up to new in-fill.

13 deep-water berths. Combined frontage 8,000 ft. Vessels of 86 have been accommodated. Draft LWOST 5.5 m. – 7.5 m. depending berth.

CARGO HANDLING FACILITIES: 25 ton dockside crane, grab cra and elevators. 100,000 sq.ft. warehousing and 4 acres open storag
Cross Roads Buoy and St. Just Moorings: Max. size of vessel norma permissable on the Cross Roads Buoy, except by special arrangem with the Harbour Master: LOA: 183 m. (600.5 ft.): Draft: No limit. Anc cable size: 77 mm. SQ (U2) steel.

Max. size of vessel on fore and aft St. Just Mooring norma permissable except by special arrangement with the Harbour Mas Length overall: 205 m. (672.5 ft.) Draft: No limit. Anchor cable s 82 mm. SQ (U2) steel.

Caldy and Frigate Buoys: Max. size of vessel normally permissable either of these buoys except by special arrangement with the Harbo Master: Length overall: 61 m. (200 ft.) Draft: 3.5 m. (11.5 ft.). Anc cable size: 28 mm. SQ (U2) steel.

Offshore Exploration: Falmouth Docks and Engineering Co. operates offshore supply base with all services and on an exclusive basis.

STEVEDORES: Falmouth Cargo Handling: Tel: (0326) 2121 Telex: 45175. Fax: (0326) 211674.

MEDICAL: Doctors and hospital facilities available. Agents should advised in advance of any medical attention required.

TANKERS: 3 Tankers berth at Eastern Breakwater provided draft more than 8.3 m. There is a tank-cleaning installation available. Tank of 256 m. with draft 17 ft. forward and 23 ft. aft have be accommodated at Eastern wharf.

Coastal Tankers berth at Boyers Cellars, max. draft 4.9 m.

FUEL AND FRESH WATER: Full marine bunkers service by Falmo Oil Services (Tel: (0326) 211333). Gas oil is available and water is pi on the Dock Company wharves. At the repair berths, or in Carrick Roa or Falmouth Bay, bunkers and water must be delivered by barge.

Offshore Bunkering:
Falmouth Oil Services – Bunkering Procedure:

Whenever possible, the barge will make fast along your starbo side. The Barge Master and/or Terminal will advise you of the barg ETA.

Please expedite the operation by ensuring the following:
(A) Your derrick/crane/hoist is rigged ready for lifting the barge hose
(B) Sufficient crew are standing-by (with heaving lines) to receive barge's mooring ropes.
(C) Sufficient crew are available for connecting the hose(s) on bo your vessel.
(D) The completed and signed copies of forms "Important Notice" "Safety Check List" are both returned to the Barge Master be bunkering commences.
(E) A crew member is continually present by your bunker mani throughout the operation (A crew member of the barge will alw be on the barge deck throughout the operation).
(F) Sufficient crew are available for disconnecting the hose(s) letting-go the barge's mooring ropes.

Contact Numbers:

Terminal:	Tel: (0326) 211033 Telex: 45764 Fosoil G Fax: (0326) 211539
Barges:	'Falmouth Enterprise' (Fuel/clean oils) 'Falmouth Endeavour' (Fuel/clean oils) 'Falmouth Industry' (Gas oil/water)
VHF Channels:	16 – All barges 16/9 – 'Falmouth Pilots' 11 – 'Spindrift' Dockmaster 102 – 'Fos Terminal' (Private channel)

Agents Instructions to Master: Master to advise 45764 Fosoil G ETA's immediately 72/48/24 hours and 12 hours prior arrival Falmo thereafter any change exceeding 1 hour – all times GMT (Z).

Following information required with first communication:

AA	Ship's name.
BB	Flag/Port of Registry.
CC	Last port.
DD	Next port.
EE	Ballast/loaded?
FF	Tonnage g.r.t./n.r.t./d.w.t.
GG	ETA Falmouth in GMT.
HH	Arrival draft.
II	Freeboard at bunker manifold.

JJ	Length overall.
KK	Quantity/grade bunker required.
LL	Distance from stern to manifold.
MM	Manifold size(s) in pitch circle diameter.
NN	Average receiving rate per grade.
OO	Last port: Agent's Tel.No./telex No./station monitored.

Master to call 'Falmouth Pilots' on VHF Channels 16/9. Pilot boarding position is 2 cables N.E. of Helston (2D) Buoy, which is in position Lat. 50° 04.9′ N., Long. 05° 00.7′ W.

Normal agency services available, including arrangement of repair facilities (afloat, alongside, or D/D) diving services, chandlery, etc.

CONSULS: Denmark, France, Germany, Greece, Netherlands, Norway and Spain represented by G. C. Fox & Co.

REPAIRS: All ship repairs can be carried out by A & P Appledore (Falmouth) Ltd. Dockmaster – call sign "Spindrift", maintains VHF watch on Channel 16, working on Channel 11 during office hours. Tel: 212100 (Ext. 251) or Fax:/Tel: 0326-319451.

DRY DOCKS: A & P Appledore (Falmouth) Ltd. (Tel: (0326) 212100).

Total wharf space: 2,438 m. Minimum depths alongside 6.10 m. to 7.5 m. LWOST. 24 hour access.

Cranage up to 48 tons.

Services: Electricity, water, steam and air.

Gas-freeing and tank cleaning facilities.

Bunkering.

Dry Docks	*Length* (m.)	*Breadth* (m.)	*Depth on Sill at HWOST* (m.)
No. 1	169	22.9	7.9
Queen Elizabeth Dock	259	39.6	11.0
No. 3	229	26.8	8.5
No. 4	198	26.2	8.2

Dry docks can accommodate vessels up to 100,000 d.w.t.

Repairs can be carried out at 13 deep-water berths and in deep-water harbour.

Engineering, fabrication and electrical services; grit blasting and high pressure water-washing. Sea-going maintenance teams.

Personnel experienced in handling all types of cargo, including explosives. Rail links to berths. Open storage, warehousing and office accommodation. Diving services. Management and secretarial services. Helicopter Pad. Security – 24 hour patrol.

GANGWAY/DECK WATCHMEN: Available in shipyard on request.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: Usual U.K. allowances.

REPATRIATION: Facilities available.

AIRPORTS: London (Heathrow) one hour by air from Newquay Airport, or 4.5 hours by train from Truro.

Distances from Falmouth: Newquay – 28 miles. Bristol – 183 miles. London – 277 miles.

TIME: British Standard Time is GMT. British Summer Time – GMT plus 1 hour (Summer).

HOLIDAYS: 1st January; Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required. Or County Police, Falmouth 72231; Dock Police, Falmouth 212100; County Fire Service, Falmouth 314274; Docks Fire Service, Falmouth 212100; Ambulance, Truro 978181.

EMERGENCY CO-ORDINATION CENTRE: Coastguard MRCC, dial 999 or Falmouth 317575 or VHF Channel 16 – Falmouth Coastguard.

TELEPHONES: Can be placed on board in dry dock and most repair berths but not at Eastern Oil Wharf.

SERVICES: *Storing:* Storing by sea or alongside and no restrictions on vehicle access at most berths.

GARBAGE DISPOSAL: For collection alongside the docks, applicaton should be made to the port's General Manager. For collection whilst afloat, arrangements should be made through ship's agent.

WASTE OIL DISPOSAL: Full tank cleaning and slops receipt service available on the Eastern Jetty.

SEAMEN'S CLUBS: Falmouth Seafarer's Centre, Bar Road, Falmouth (Tel: 0326-312149). Facilities include accommodation, transport, chapel, shop, video/TV, games, laundrette, telephone, currency exchange, postage facilities, snacks, books, juke box, bar, and football.

CURRENCY: U.K.Pound (U.K.£).

SHORE LEAVE: Granted.

AUTHORITY: Port of Falmouth, Falmouth Harbour Commissioners, 44 Arwenack Street, Falmouth TR11 3JQ. *Tel:* (0326) 211376. *FAX:* (0326) 211352. *Telex:* 45349 Falhar G. *Contact:* Captain D.G. Banks, Chief Executive and Harbour Master.

A & P Appledore (Falmouth) Ltd., The Docks, Falmouth, TR11 4NR. *Tel:* (0326) 212100. *Telex:* 45536 Faldoc G. *FAX:* (0326) 319433. *Contact:* Captain Paul Fuller, Dockmaster. Tel: 0326-319451 (direct line). Fax: 0326-319451 (direct line).

FELIXSTOWE: 51.57 N. 01.21 E. (See Plan)

DOCUMENTS:
Stores List.
Crew List.
Health Declaration.
Manifests.
Bills of Lading.
Ship's papers, including Register, Load Line Certificate, Safety Equipment Certificate, Radio Certificate, U.K. Light Dues, if any.

Radio Officer's Report:
2 copies Master's Declaration.
2 copies Crew List.
1 copy Crew Declaration (No "Magazines" permitted).

APPROACHES: Traffic Regulatory Systems in effect. Details of current harbour Bye-laws and General Directions for navigation available. See "Radar/VHF" – "Harbour Operations Service".

PILOTAGE: PROCEDURE AND INFORMATION ON ETAs/ETDs FOR SHIPS REQUIRING THE SERVICES OF AN AUTHORISED PILOT:

Arrival Notification: Ships bound for the Haven Ports of Harwich, Felixstowe, Ipswich and Mistley and requiring a Pilot, shall notify Harwich Operations Control, 8 hours in advance, giving the ETA at the Harwich Approach Buoy (Lat. 51° 56.4′ N., Long. 01° 31.2′ E.), gross tonnage, maximum draft, departure port and destination port.

Confirmation of ETA should be given at least 3 hours before arrival at Harwich Approach Buoy.

Failure to provide the ETA and subsequent confirmation could result in delay to the ship.

In the case of a ship engaged in the short sea trade, the initial ETA may be passed at the time of leaving the last port of call, if passage time is less than 8 hours.

A ship having complied with the above conditions and then having anchored before embarking a Pilot must give Harwich Operations Control adequate notice of requiring the services of a Pilot. Failure to give such notice could result in delay to the ship.

Requests from inward-bound ships for the services of a Pilot for the Rivers Blackwater, Colne, Crouch or Roach may also be passed though Harwich Operations Control.

Departure Notification: Outward-bound ships, or ships moving within the compulsory Area, which require the services of a Pilot, shall give at least 2 hours' notice of their Estimated Time of Departure and update as required by giving 30 minutes confirmation.

Boarding and Landing Arrangements: The pilot boarding point for inward bound ships will be within the voluntary pilotage area, (see below), such that the Pilot is boarded in good time before entering the Compulsory Area.

The boarding position will be agreed with Harwich Operations Control, having due regard to the size and draft of the ship and the prevailing circumstances.

The normal boarding point will be "The Cork Station" in the vicinity of the Harwich Approach Buoy, but deep-draft ships may, by arrangement, board their pilots near the Sunk Light Vessel or the Mid-Bawdsey Buoy, depending on their point of entry into the Compulsory Area.

Boarding and landing will take place from pilot launches operating from Harwich Harbour. The launches will have the word "HAVEN PILOTS" on the side of the wheelhouse, fly the pilot flag by day and, at night, exhibit lights and signals in accordance with Rule 29 of the International Regulations for Preventing Collisions at Sea.

If the pilot launch is unable to operate in the normal locations due to stress of weather, or other unforeseen circumstances, alternative arrangements will be advised by Harwich Operations Control.

GEOGRAPHICAL LIMITS OF THE HAVEN PORTS PILOTAGE AREA (THE COMPULSORY AREA):

The area bounded by the following limits:
- (a) As much of the River Orwell as lies below Ipswich Dock.
- (b) As far up the River Stour as the tide flows.
- (c) To seaward of Landguard Point, the area bounded as follows:
  - (i) In an Easterly direction as far as 01° 24′ E.
  - (ii) In a Southerly direction as far as 51° 54.5′ N.
  - (iii) In a Northerly direction as far as 51° 57.4′ N.

Voluntary Pilotage: The Board will provide pilotage upon request in the area to seaward of the compulsory Area as far as a line drawn between the following points:
- (a) Bawdsey Cliff – Lat. 52° 00′ N., Long. 01° 26′ E.
- (b) Lat. 52° 00′ N., Long. 01° 41′ E.
- (c) Lat. 51° 49′ N., Long. 01° 41′ E.
- (d) Lat. 51° 49′ N., Long. 01° 15′ E.

ANCHORAGES: For vessels needing to anchor at the Sunk to await Pilot or berthing:
- (i) Recommended Deep Water Anchorage approximately 2.5 miles East of Sunk Light Vessel.
- (ii) King's Channel Anchorage approximately 3 miles S.W. of Light Vessel.

For vessels proceeding via Cork:
- (i) Recommended Deep Water Anchorage at the Bawdsey Anchorage.
- (ii) The Cork Anchorage North of the Harwich Channel Approaches.

Inside Harwich Harbour are the:
- (i) Platters Anchorage, South of the Pitching Ground Buoy.
- (ii) For small vessels, the Shelf and River Stour Anchorages.

Information on all these anchorages is available from Harwich Harbour Radio VHF Channel 71. See "Radar/VHF" – "Harbour Operations Service".

RESTRICTIONS: Approach Channel dredged to 12.5 m. (below Chart Datum). Deepest water alongside is 13.4 m. (C.D.) at Trinity Container Terminal. At least 0.3 m. keel clearance (except Landguard which is 0.5 m.) required at all times between channel bed and keel of vessel.

MAX. SIZE: General cargo vessels: Dock Basin 39.0 m. wide entrance. Depth 6.7 m. (C.D.). No lock gates. Suitable vessels able to leave on any state of tide.

North Quay: 146 m. + 45 m. = 191 m. in length.
South Quay: 186 m. in length.
East Quay: 132 m. in length.

Container Vessels: Landguard Container Terminal, depth 11.9 m. (C.D.) for 280 m. of quay, 9.75 m. (C.D.) for remainder. Max. draft 9.3 m. – 11.4 m.

Trinity Terminal – Berth No. 1: Depth 11.6 m. (C.D.). Max. draft 11.3 m.
Trinity Terminal – Berth No. 2: Depth 11.9 m. (C.D.). Max. draft 11.6 m.
Trinity Terminal – Berth No. 3, 4 and 5: Depth 13.4 m. (C.D.). Max. draft 13.1 m.

Ro/Ro vessels Ferry Terminal: Ro/Ro Bridge No. 1: Vessels up to 184.6 m. overall, depth 7.3 m. (C.D.). Ro/Ro Bridge No. 2: Vessels up to 151.0 m. length, depth 7.3 m. (C.D.) Ro/Ro Bridge No. 3: Vessels up to 137.2 m. length, depth 7.3 m. (C.D.). Ro/Ro Bridge No. 4: Depth 9.75 m. (C.D.). Vessels up to 213 m. overall.

Tanker Jetty: Vessels 180 m. overall, depth 9.75 m. (C.D.).

All berths subject to siltation between maintenance dredging periods.

HEALTH: Pratique flag in daylight and lighted signals in darkness to be displayed by vessel on arrival. Health Declaration to be given in writing or verbally by Master on arrival. If disease suspected, then report to pilot station who will advise Health Authorities.

Also see "Health – All ports" before first U.K. port.

RADIO: North Foreland, Humber, Niton (or any other radio station convenient to vessel's position).

RADAR/VHF: *Harbour Operations Service:* An Operations Service is operated by the Harwich Haven Authority, and is provided from the Harbour Master's Office, Navigation House, Harwich on a 24-hour basis to provide all vessels using the harbour with navigational information and advice. The following facilities are available:

VHF Radio:	Channel 16	Safety.
	Channel 9	Pilotage and ETAs.
	Channel 71	VTS and Reporting.
	Channel 6	Pilot Launches.
	Channel 69	Tugs.
	Channel 20	Harwich Radar Assistance.
	Channel 11	Harbour Craft.
Telephone:	0255 243000	Harbour Operations.
	0255 243111	Pilot Orders.
Telex:	98472 HAROPS G.	
Fax:	0255 241325	

Dangerous substances in Harbour Areas notifications should be sent by telex or fax 24 hours prior to arrival or at time of leaving last port.

The centre is equipped with comprehensive radio and telecommunications, advanced radar surveillance displays, VHF and direction finding equipment, electronic tide gauges, and wind instruments, to provide full and up to date navigational information to seafarers.

All vessels over 50 gross tons must carry suitable VHF R/T equipment, capable of communicating with the Harwich Harbour Operations Service (Call sign "Harwich Harbour Radio") and must maintain a listening watch on Channel 71 (156.575 MHz) while navigating within the harbour and approaches. Vessels entering or leaving the harbour must contact the Operations Service for permission to navigate through the area, in accordance with the procedures laid down in current Harwich Harbour General Directions for Navigation.

Traffic regulatory procedures exist with respect to the Harwich Deep Water Channel and within other areas of the harbour, depending on circumstances. The Harbour Operations Service will keep vessels suitably advised.

TUGS: Up to 5 tugs (Up to 40 tons bollard pull) join vessels in Harwich Approaches, or where ordered by Pilot. Tugs listen on Channel 16 and Channel 71 (24 hours). Main tug working Channel when engaged in towing is Channel 69.

In addition 3 dock tugs up to 13 tons bollard pull are available. Contact on Channel 71 or via Harbour Operations.

BERTHING: All berthing information available through Harbour Operations via Harwich Harbour Radio, who have direct links to Berthing Master's Office at the Port of Felixstowe.

CONTAINER TERMINALS:

Terminal	*Berth* No.	*Length* (m.)	*Depth* (m.)
Landguard	–	440	9.75 – 11.90
Trinity	1	1,704	11.6
Trinity	2		11.9
Trinity	3, 4, 5		13.4

All berths are dredged annually.

Container Handling Equipment:

Landguard:

Container Cranes:	3 Paceco portainers (1×50 ton and 2×40 tons capacity). 2 Morris ship-shore container cranes (2×50 tons capacity).
Park Gantry Cranes:	13×35 ton Paceco rubber tyred gantry cranes.
Container Park:	26 ha. (ground slots – 3,893 TEU's; capacity – 9,733 TEU's).
Reefer Points:	120 (20 ft.).

Trinity:

Container Cranes:	7 Davy Morris ship-shore container cranes (Post-Panamax) 50 tons capacity. 2 I.H.I./M.G.M. container cranes (Post-Panamax) 50 tons capacity. 2 I.H.I./M.G.M. container cranes 50 tons capacity. 2 Conrad Stork container cranes 50 tons capacity.
Park Gantry Cranes:	(All 35 tons capacity – rubber tyred gantry cranes) 26×Davy Morris, 5×M.G.M., 9×Paceco and 4×Morristac.
Container Park:	76 ha. (ground slots – 14,200 TEU's; capacity – 46,600 TEU's).
Reefer Points:	532.

Rail Facilities: All berths are served by rail including 2 Freightliner Terminals, one situated at the Landguard Container Terminal and the other situated at Trinity Container Terminals.

CARGO HANDLING FACILITIES: *General Cargo Division:* 9 mobile cranes up to 33 tonnes capacity and 2 Scotch derrick cranes, capacity 32 tons at 90 ft. radius.

Roll-on/Roll-off Division: No. 1 Berth: P & O European Ferries Terminal. Upper and Lower deck loading ramps. Electric travelling crane, capacity 32 tons at 110 ft., depth 6.7 m. – 7.3 m.

No. 2 Berth: P & O European Ferries Terminal: One hydraulic loading ramp designed to carry loads up to 140 tons. Upper loading ramp designed to carry loads up to 32 tons. Least depth 7.3 m.

No. 3 Berth: Hydraulic loading ramp designed to carry two lanes of traffic with loads up to 140 tons. Electric travelling crane with capacity of 35 tons at 95 ft. radius, least depth 7.3 m.

No. 4 Berth: Allows a combination of Roll-on/Roll-off and container vessels to be accommodated. The hydraulic loading ramp is designed to carry two lanes of traffic with loads of up to 140 tons. Depth 9.75 m.

STEVEDORES: 24 hours notice required by Agent to advise stevedores of vessel's ETA, in order to arrange berthing and allocation of labour. All stevedoring arranged between Dock Company and vessel's Agent.

MEDICAL: Prior notice desirable through Agent to arrange attention. All services available.

TANKERS: 4 in. and 6 in. connections. No slop facilities, except as required by MARPOL Regulations. No facilities for gas freeing alongside or in harbour.

One tanker berth available. Vessels up to 180 m. overall, 25,000 tons displacement and max. draft 9.1 m. at C.D.

DENSITY: 1025 salt water.

FRESH WATER: Pipeline connections to all quays. Delivery approx. 40 t.p.h. Tug service available for supplies to vessels at anchor.

FUEL: Marine diesel and gas oil available, pipeline and barge delivery. 24 hours notice required.

FIRE PRECAUTIONS: Standard precautions at all berths.

CONSULS: Royal Swedish Vice-Consul, Harwich 241063; Icelandic Vice-Consul, Felixstowe 285651/4; Netherlands and Germany, Harwich 506666; Finnish Honorary Consul, Felixstowe 604500.

REPAIRS: Facilities exist for small repairs only.

DRY DOCKS: None available.

OPENING/CLOSING HATCHES: Work undertaken by crew.

CERTIFICATES: Valid Derrick and Rigging Certificates, Ship's Register, Load Line, (Light Dues Receipts), Safety Equipment, Radio, Derat. Construction.

CUSTOMS ALLOWANCES: 100 cigarettes or equivalent in tobacco or cigars per man. 1 bottle spirits.

REPATRIATION: All facilities available.

AIRPORTS: Ipswich – 10 miles; Stanstead – 65 miles; Southend – 70 miles; Heathrow – 90 miles. International flights.

Air UK flights from Norwich to Aberdeen, Amsterdam, Bergen, Edinburgh, Humberside, Leeds/Bradford and Teesside.

TIME: GMT. In Summer months, April to October, time advanced 1 hour.

HOLIDAYS: Shipwork every day except Christmas Day. Parks and warehouses closed at Easter and Christmas/New Year. Exact dates and times advised in advance.

POLICE/FIRE/AMBULANCE: Emergency points on all quays. Tel. 4300 or, outside dock area, 999.

TELEPHONES: Shore connections available by prior arrangement for vessels on regular trades.

SERVICES: Most services available for dry cargo vessels, but no special tank cleaning or tank washing facilities for tankers.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not necessary if in possession of Seaman's Book or Passport.

GARBAGE DISPOSAL: Skips are placed at strategic points on quayside, and are emptied as and when required by Hales Waste Control, Papermill Lane, Bramford, Ipswich, IP8 4DE (Tel: 0473 831725) who can also arrange to dispose of excessive amounts of waste.

WASTE OIL DISPOSAL: Can be supplied by Hunting Secon Ltd., Cecil House, 27 High Street, Hoddesdon, Herts EN11 8UZ. Tel: 0992-451848. Fax: 0992-446596. They will collect sludge and waste oil by 20 ton tanker lorry. Any reasonable quantity can be accepted. 24 hour/7 days a week service. Cost on application, depending on water content, no special berth necessary.

SEAMEN'S CLUBS: Felixstowe Seafarers Centre, The Dock, Felixstowe (Tel: 0394-673599). Facilities include games room, pool table, TV, darts, table tennis, food available, shop, international telephone, church services, minibus collection, postage facilities. Open 7 days a week.

CURRENCY: U.K.Pound (U.K.£).

GENERAL: ETA to Agent required 72 hours, 48 hours, and 24 hours prior arrival.

DEVELOPMENTS: Trinity Terminal Quay is to be extended Northwards by a further 630 m. Three new Post-Panamax gantry cranes will be added to the 13 gantry cranes already on Trinity Terminal. The development which will increase capacity by 300,000 containers per annum is due for completion by 1996.

AUTHORITY: Felixstowe Dock & Railway Co., Tomline House, The Dock, Felixstowe, Suffolk IP11 8TB. *Tel:* Felixstowe (0394) 604500, 604789. *Cables:* Dock, Felixstowe. *Telex:* 98277 or 98535 (Operations). *FAX:* 0394 604653. *Contact:* D. Harrington, Managing Director. P. Bennett, Executive Director and General Manager. D. Barr, Director of Operations. Captain J.M. Bubb, Port Operations Manager.

FISHGUARD: 52.01 N. 04.58 W. (See Plan)

DOCUMENTS: See "Cardiff".
PILOTAGE: Local Pilot available on request. Pilotage compulsory.
ANCHORAGES: Eastward of a line joining Northern and Eastern breakwaters.
MAX. SIZE: Max. draft 18 ft.
HEALTH: See "Health – All ports" before first U.K. port.
RADIO/VHF: Fishguard Radio, VHF Channel 16 and 14.
TUGS: None.
FACILITIES: Stern loading, car and Roll-on/Roll-off Ferry Port. Also Lift-on/Lift-off crane of 22 tons.
CRANES: 1×6 tons and 1×22 tons.
STEVEDORES: No stevedores – vessels worked by Stena Sealink staff.
MEDICAL: Doctors available. Hospital facilities 16 miles away.
DENSITY: 1025.
FRESH WATER: Available alongside quay.
FUEL: Available with prior warning.
GANGWAY/DECK WATCHMEN: Ship's crew.
OPENING/CLOSING HATCHES: Crew.
REPAIRS: Minor repairs by Stena Sealink workshops and contractors.
SURVEYORS:
1. Cargo Surveyor: Captain D. Hughes, tel: Fishguard 873880.
2. Lloyd's Surveyor: Tel: Milford Haven (06462) 4811.

CUSTOMS ALLOWANCES: (Crew allowance) 40 cigarettes. No wine or spirits unless proceeding on leave.
AIRPORT: Cardiff, Swansea and Haverfordwest.
POLICE/FIRE/AMBULANCE: Dial 999. British Rail police and Stena Sealink Port Supervisor on duty 24 hours.
EMERGENCY CO-ORDINATION CENTRE: Coastguard – Tel: Dale 218.
BANKS: Barclays Bank, The Square, Fishguard, Dyfed. Tel: Fishguard 873226. No telex.
Midland Bank, West Street, Fishguard, Dyfed. Tel: Fishguard 872232. No telex.
Lloyds Bank, West Street, Fishguard, Dyfed. Tel: Fishguard 872309. No telex.
STORING: See "Prelims".
1. Vessel can be stored by barge or truck, limited space of approximately 15 ft. width available for trucks.
2. Loading of stores can be carried out from barge with ships equipment.
3. Trucks of limited size can proceed alongside berth.
4. Fork lifts can be used to handle stores.
5. Prior notification to local customs,.
6. Stena Sealink can assist with stores if given prior notification.

SHORE LEAVE: Allowed.
AUTHORITY: Stena Sealink Ports Ltd., Fishguard Harbour, Goodwick, Dyfed, SA64 0BU. *Tel:* Fishguard (0348) 872881. *FAX:* (0348) 874699. *Contact:* N. Saul, Ship and Port Manager.

FLEETWOOD: 53.55 N. 03.00 W. (See Plan)

LOCATION: The Port of Fleetwood is situated on the Lancashire coast approximately 38 km. (24 miles) North West of Preston and 42 km. (26 miles) South West of Lancaster.
DOCUMENTS:
Manifests.
Bills of Lading.
Ship's papers.
Crew Lists.
Customs Documents.
Health Documents.
PILOTAGE: Pilot to be picked up off No. 1 Fairway Buoy. Ordered through ship's Agent giving 24 hours notice of ETA.
ANCHORAGES: Good anchorage 1.0 miles North of Fairway in outer limits of harbour in Lune Deeps in 14 fathoms.
RESTRICTIONS: Vessels under power must not navigate any portion of this harbour above Beacon No. 11 at a greater rate of speed than is necessary to navigate safely, also on passing other vessels, either steam or sail, hopper barges, pontoons in tow, etc., in the channels outside the above mentioned Beacon No. 11 and within harbour limits due care must be taken to pass them at a rate of speed that will not cause risk from displacement or what is commonly called "backwash", and that all vessels must be navigated in this harbour strictly in conformity with Rule 9 (Narrow channels) contained in the Collision Regulations for Preventing Collisions at Sea, 1972.

Vessels bound into Fleetwood must not enter the river without being sure they have sufficient depth of water to ensure their getting to the quays or piers to which they are bound.

In the event of any vessel grounding on the "Tiger's Tail" or in any other part of the Fleetwood Harbour, the Master shall not attempt to refloat the vessel by reversing the engines, or by any other means whatsoever, until all incoming vessels following have passed the stranded vessel and the channel is clear of shipping.

Locks are normally open from 2 hours before HW to 1 hour after HW.
MAX. SIZE: (Within enclosed docks): 107 m. LOA: 14.1 m. beam.

So far as draft is concerned, allowances have to be made for clearing the lock invert. These allowances vary according to the beam of the ship and the following scale may be taken as a guide:

Beam of Vessel (m.)	*Clearance Required* (m.)
11.28	0.69
13.41	1.22
14.02	2.21
14.17 maximum	3.12

HEALTH: See "Health – All ports" before first U.K. port.
RADIO: VHF Port Operations and Information Service. Call sign: Fleetwood Harbour Radio Channel 16 (156.80 MHz): Calling and Safety. Channels 11 and 12: Port Operations.

All movements of vessels arriving for and sailing from the Harbour and Docks are controlled by the Harbour Master using the VHF Port Operations and Information Service located in the Harbour Master's Office on the West side of Fleetwood Harbour. (Lat. 53° 55′ 30″ N., Long. 3° 00′ 12″ W.). This service is operated for the 24 hour period, and vessels must maintain a listening watch when approaching or leaving the Port. Messages must be restricted to matters appertaining to general navigation, berthing instructions and the safety of ships or persons within the Port Area. Messages of any other nature will not be accepted.
TUGS: Tug service available.
BERTHING: Under normal conditions the lock gates operate for 2 hours before and after HW.

There is a Roll-on/Roll-off berth in the harbour. This is a twice daily service to Larne for wheeled vehicles and trailer loads and a daily service to Warrenpoint.

Dock	*Quay Length (Total)* (m.)	*Depth of Water (Absolute Min.)* (m.)	*Max. Size of Vessel* *Length* (m.)	*Beam* (m.)	*Draft* (m.)	*Approx. d.w.t.*
Fish Dock	800	5.5	107	14.1	5.5	3,500
Harbour/	To suit vessel					
Ro-Ro Berth	150	4.5	152	20.3	4.2	5,000
Isle of Man Berth	91	As required	107	—	4.2	—

Fish Dock: Modern facilities for fish handling, marketing and processing are available operated by Fish Handling (Fleetwood) Ltd. and a large number of wholesale fish merchants.

Ro-Ro Berths: Separate berths handling Irish Sea and Isle of Man freight and passenger ferry services are located within the port. Ample land is available for development of Ro-Ro business.
MEDICAL: Ship's Agent will organise medical attention if required.
DENSITY: 1015 at half tide; 1025 at high water.
FRESH WATER: Fresh water available through stand pipes. Charge according to consumption (sliding scale).
FUEL: All grades of fuel available.
FIRE PRECAUTIONS: No specific requirement outside usual "No smoking" precautions.
GANGWAY/DECK WATCHMEN: Ship's watchmen required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
REPAIRS: One slipway located in Fish Dock with lifting capacity of 1,050 tons.
REPATRIATION: Arranged through ship's Agent.
AIRPORT: Squires Gate, Blackpool, 10 miles away.
TIME: GMT in Winter. GMT plus 1 hour in Summer months.
HOLIDAYS: Christmas Day and Boxing Day; New Years Day; Good Friday and Easter Monday; Spring Bank Holiday; May 1st; Autumn Bank Holiday.
POLICE/AMBULANCE/FIRE: Police 999; Ambulance 999; Fire 999.
TELEPHONES: Can be arranged through Post Office.
SERVICES: Compass adjusting.
SHORE LEAVE: Crew members are allowed ashore.
GARBAGE DISPOSAL: Service available through Wyre Mini Skips (Tel: 872171, mobile: 0860-771530) every working day.
WASTE OIL DISPOSAL: Service available through B & M Salvage Fuels, Fleetwood (Tel: 779650).
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Associated British Ports – Fleetwood, Dock Office, Wyne Dock, Fleetwood, Lancs. FY7 6PP. *Tel:* (0253) 872323. *Telex:* 777296. *FAX:* (0253) 777549. *Contact:* Captain J. Green, Port Manager. Captain P.L. Sherry, Pilot/Harbour Master. C. Couper, Port Superintendent.

FOSDYKE BRIDGE: 52.52 N. 00.02 W.

APPROACHES: Common approach channel shared with Port of Boston.
PILOTAGE: Compulsory. A joint service for the two ports is provided in conjunction with the Port of Boston Authority. Tel: 0205-362114. VHF Channels 16and 12.
MAX. SIZE: Spring tides: Draft up to 5.0 m.; LOA 58 m. (exceptionally *with prior approval* 59 m. – 90 m.).
Lowest Neap tides: Draft 2.8 m.; LOA 50 m. – 52 m.
VHF: Fosdyke Port Radio operates on Channel 12. A listening watch is maintained during shipping movements on the River Welland.
TUGS: Service operated by wharfingers.
BERTHING: Private wharf 69.50 m. long, giving 1/2 berths alongside or vessel up to 90 m. LOA, subject to hold length not exceeding 70 m. The wharf is situated on the North bank of the river, operated by Port of Fosdyke Ltd.
FRESH WATER: Available.
GARBAGE DISPOSAL: A skip is provided for disposal of domestic refuse, etc.
WASTE OIL DISPOSAL: Not available.
SEAMEN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Port of Fosdyke Ltd., Fosdyke Bridge, Boston, Lincs. PE20 2DB. *Tel:* Fosdyke 0205-85240. *FAX:* 0205-85400. *Contact:* A. Blay or Mrs. P. Fish.
AGENT: Welland Ships' Agents, Fosdyke Bridge, Fosdyke, Boston, Lincs. PE20 2DB. Tel: 0205-85240. Fax: 0205-85400. Contact: A. Blay or (After hours – K. Peak, Tel: 0406-425092).

FOWEY: 50.20 N. 04.39 W. (See Plan)

PORT LIMITS: The whole of the Fowey River to a line across the entrance to the harbour. A vessel is considered to have arrived on entering the harbour unless she is anchored just outside by the Pilot to await suitable conditions for entering, in which case she is considered to have arrived on being so anchored.

DOCUMENTS:

Crew and Passenger Lists are essential, using IMO forms.
Aliens List is essential.
List of Bonded Stores, including beer.
List of Personal Dutiable Articles owned by Crew.
Bill of Health, if available.
Derat Certificate.
Manifest of all cargo on board.
Copies of Bills of Lading.
Stowage plan, if available.
Normal Ship's Papers.

PILOTAGE: Compulsory within the harbour limits. Vessel requiring Pilot gives ETA as far in advance as possible to Agent. Vessel displays normal signals off port. VHF calling Channel 16, working Channel 9. Pilot cutter (LOA 55 ft.) has a black hull and orange upperworks. The Pilot boards off entrance. Vessels can anchor South of entrance if necessary.

Pilots VHF station open for messages from arriving ships up to 2 hours before time of ETA received by Agent. Pilots telephone No. 0726-870291 (calls are automatically diverted to duty pilot).

RESTRICTIONS: Vessels can enter at any time, if their draft is less than 18 ft. Otherwise according to tide. Depth of ship channel at LWOST – 22 ft.

MAX. SIZE: LOA 540 ft., beam 60 ft. Loaded draft of 28 ft. Vessels of this draft have to be handled at or near high water.

Vessels up to 540 ft. in length are handled, but subject to prior consultation with the Harbour Master and owners of the loading berths.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Land's End Radio, Niton, Pendennis or Portishead.

VHF: For arriving vessels see "Pilotage".

Fowey Harbour Commissioners "Fowey Harbour Radio" calling Channel 16, working Channel 12, ECC Ports Ltd., loading berths operators, "Fowey Port Radio", calling Channel 16, working Channel 12. Note: A listening watch is kept on Channel 12. Vessels are requested to call on this channel in preference.

TUGS: Three diesel tugs are available and normally join vessels on entering entrance. Ship's lines usually used. No tug required for vessels under 90 m. in length under normal conditions. Only 1 tug required for vessels under 100 m. length. Two tugs required for vessels over 100 m. length. Harbour Master may require particular vessels to enter with tug assistance.

BERTHING: Vessels waiting for berths are normally moored, using their own anchor with their stern to a buoy. On the berth, vessels require long ropes.

Berth	*Max. LOA (approx.)* (m.)	*Depth of Water at LWOST* (m.)
Jetty No. 3	110	7.0
Jetty No. 4	120	7.3
Jetty No. 5/6	170	6.7
Jetty No. 8	164	8.5

CARGO FACILITIES: The port is specially equipped to handle china clay and ball clay in bulk and to a limited extent in bags. Occasional cargoes of timber are handled. Discharge is by mobile crane. There are 5 berths. Berth No. 4 has a bulk conveyor capable of handling up to about 330 t.p.h., Berth No. 6 up to 500 t.p.h. and Berth No. 8 up to 1,000 t.p.h. Berth No. 3 for liquid slurry coal only. 6 tonne and 3 tonne mobile cranes are available.

STEVEDORES: Earliest ETA possible is required, especially when a vessel arrives over week-end.

MEDICAL: If Medical Officer is required on arrival, advise Agent earliest opportunity. Hospital facilities are available.

DENSITY: River fully salt at all states of the tide.

FRESH WATER: Available at all jetties, delivered by hose and rate very variable.

FUEL: Gas oil only available by bunker barge in port (deliveries by Seatow for quantities over 50 tons from Falmouth or Plymouth) or by road. As much notice as possible is advisable.

CONSULS:

Finland	J. A. Samuel, c/o S.C.U.K. Ltd., Fowey. Tel. 072683–3161
France	J. A. Samuel, c/o S.C.U.K. Ltd., Fowey. Tel. 072683–3161
Denmark	J. A. Samuel, c/o S.C.U.K. Ltd., Fowey. Tel. 072683–3161
Netherland	J. A. Samuel, c/o S.C.U.K. Ltd., Fowey. Tel. 072683–3161

REPAIRS: Fowey Harbour Commissioners have repair facilities for minor repairs and welding.

SURVEYORS: West Marine Surveyors & Consultants Ltd., Consulting Marine Surveyors, Engineers & Naval Architects, The Old Custom House, Brixham, South Devon. Tel: Brixham (080 45) 2604. After normal office hours: Tel: 0803 842925. Cables: Surveyor, Brixham. Telex: 42962 Survey G.

GANGWAY/DECK WATCHMEN: Not normally employed.

OPENING/CLOSING HATCHES: Carried out by crew.

CUSTOMS ALLOWANCES: 200 cigarettes *or* 100 cigarillos *or* 50 cigars *or* 250 grams tobacco. Drink over 22% alcohol 0.5 litre *or* under 22% alcohol 1 litre *or* 1 litre fortified sparkling wine. 2 litres still wine. 50 grams perfume. 0.25 litre toilet water. Half this allowance for vessels arriving from home trade ports which for this purpose is from Elbe/Brest range of ports.

REPATRIATION: Facilities exist.

HOLIDAYS: Saturdays, Sundays, and all Public Holidays.

POLICE/AMBULANCE/FIRE: Telephone 999 or VHF Channel 16.

Emergencies in harbour handled by Fowey Harbour Emergency and Pollution Plan under Harbour Master's direction.

TELEPHONES: No arrangements made for connection on board.

SERVICES: Compass adjusting can be arranged.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not needed.

DELAYS: There is a possibility of delay in heavy rain and wind.

GARBAGE DISPOSAL: Skips are provided on quays adjacent loading berths. Special arrangements made by agents and ECC Por for Haul Waste to provide specific services. In Summer months a s is afloat in the harbour for leisure craft.

WASTE OIL DISPOSAL: Can be arranged by Agent with contractor

SEAMEN'S CLUBS: Flying Angel Mission to Seaman is in the do area adjacent to agent's office. Tel: 0726 833102/833505.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Fowey Harbour Commissioners, Albert Quay, Fowe Cornwall PL23 1AJ. *Tel:* 0726-832471. *FAX:* 0726-83373 *Contact:* Captain M.J. Sutherland, Chief Executive and Harbour Maste Captain D.I. Gammons, Deputy Harbour Master.

GARSTON: 53.21 N. 02.54 W. (See Pla

LOCATION: On the North bank of the River Mersey, 10 km. fro Liverpool city centre.

DOCUMENTS, HEALTH: and all general information, refer "Liverpool".

RESTRICTIONS: Locking into/out of Garston commences 3 hou before HW and ceases 3 hours after for vessels up to 76.2 m. lengt Larger vessels enter or leave the dock in the period approximately 1 ho before to 30 minutes after HW, when the dock is open to the river.

MAX. SIZE: Length 152.4 m. and beam 19.2 m.

VHF: Docking and berthing instructions can be supplied through (ca sign) "Garston Docks" on Hague Channel 20, or through Liverpool Po Radar (call sign) "Mersey Radio" on Hague Channels 12, 18 or 22.

BERTHING:

Dock	*Quay Length (Total)* (m.)	*Maximum Size of Vessel* *Length* (m.)	*Beam* (m.)	*Approx Draft* (m.)	*d.w.t.*
Stalbridge Dock	975	152	19.2	8.3	10,000
Old & North Docks	1,405	Old 152	19.2	7.0	6,500
		North 122	19.2	5.5	5,000

Storage and Warehousing: Garston in association with its custome provides covered storage facilities in excess of 16,000 sq.m.

Port Facilities:

	No.	*Capacity*
Cranes – Stalbridge	1 (Scotch Derrick)	32 tonnes
	2	10 tonnes
	2	7 tonnes
	1	6 tonnes
Old	1 (Scotch Derrick)	32 tonnes
	2	7 tonnes
North	2	6 tonnes

Frank Armitt & Son operate, at Stalbridge Dock, a specialised ste handling terminal, offering 1,022 sq.m. of covered storage served b 2×25 tonnes overhead gantry cranes.

A specialised bulk export facility of 2,880 sq.m. at the East side, Nor Dock has recently been developed between Associated British Por and Frank Armitt & Son Ltd.

A bulk loading coal shipping terminal is situated in Stalbridge Doc with a loading capacity of 300 tonnes per hour.

STEVEDORES: *Port Working Hours:* By arrangement.

(a) Garston Port Stevedores Ltd.,
Dock Road, Garston, Liverpool.
Telephone: 051 427 3835
Fax: 051 427 8110

(b) Mersey Stevedores Ltd.,
Johnsons Lane, Widnes, Cheshire.
Telephone: 051 494 1040
Fax: 051 494 1044

(c) North West Stevedores Ltd.,
26-30 South Road, Weston Point, Runcorn, Cheshire.
Telephone: 09285 75926
Fax: 09285 81971

DENSITY: 1025.

FRESH WATER: Available Monday to Friday 0800 to 1600 hrs. A watering required outside of these hours is by arrangement.

OPENING/CLOSING HATCHES: Hatches to be opened and closed b the crew except on request.

AIRPORT: Liverpool Airport, 3 km. distant.

POLICE/FIRE/AMBULANCE: Dial 999 and ask for service required

TELEPHONES: Shore based facilities available.

AUTHORITY: Associated British Ports – Garston, Port Office, Do Road, Garston, Liverpool L19 2JW. *Tel:* 051-427-5971. *FAX:* 051-49 3232. *Contact:* S.F. Pearse, Port Manager.

GIRVAN: 55.15 N. 04.51 W. (See Plan)

DOCUMENTS: Normal U.K. documentation. H.M. Customs attendance obtained by contacting Harbour Master.
PILOTAGE: By local fishermen only – contact Harbour Master.
ANCHORAGES: To seaward clear of channel approaches. This area is hazardous in gales, particularly from the N.W.
RESTRICTIONS: Draft occasionally restricted at MLWS due to siltation. Harbour Master will advise on water depths available.
MAX. SIZE: LOA 50 m., beam 9 m., draft 3.5 m. Vessels with max. draft will only be moved at or near HW.
HEALTH: Under H.M. Customs control.
RADIO: ETA messages, etc. via Portpatrick Radio Station, Call on 2182 kHz – VHF Channel 16 (British ships may call on 2381 kHz but listen on 1792 kHz).
VHF: Harbour VHF ship to shore available 0900 – 1700 hrs. daily, Monday to Friday inclusive. Calling: Channel 16; Working: Channel 12.
TUGS: None.
BERTHING: South Pier Quay: 107 m. long, depth 2.1 m. MLWS.
Ailsa Berth: 49 m. long, depth 2.2 m. MLWS.
Fish Wharf: 42 m. long, depth 2.1 m. MLWS.
Fish Quay: 62 m. long, depth 2.2 m. MLWS.
Note: Fish Wharf and Fish Quay used only for fishing vessels.
CRANES: No port cranes available. Mobile cranes can be hired from local companies.
MEDICAL: Small local hospital, contact Harbour Master for assistance.
DENSITY: Water brackish, being sea water with fresh water river discharge.
FRESH WATER: Available.
FUEL: Diesel fuel only.
FIRE PRECAUTIONS: Normal safety procedures.
CONSULS: None, nearest at Glasgow.
REPAIRS: Small engine and deck gear repairs may be carried out alongside.
DRY DOCKS: None. 2 slipways, max. length of vessel which can be slipped, 21 m. – 33 m. overall.
SURVEYORS: Not available.
GANGWAY/DECK WATCHMEN: None. If desired would have to come from ship's crew.
HATCHES: Worked by crews.
CUSTOMS ALLOWANCES: Apply to H.M. Customs Officers.
CARGO GEAR: Hire-in mobile cranes or ship's own gear.
REPATRIATION: No arrangements.
AIRPORT: Prestwick, distance 38.4 km. Glasgow, distance 91 km. Internal U.K./Europe/Scandinavian and North Atlantic services.
TIME: Winter – GMT. Summer – March to October, British Summer Time i.e. 1 hour ahead of GMT (dates as announced).
HOLIDAYS: Cargo working unlikely on Christmas Day and New Year's Day.
POLICE/FIRE/AMBULANCE: In emergency dial 999 otherwise telephone numbers are: Police: Girvan (0465) 3587. Fire: Ayr (0292) 267471. Ambulance: Girvan (0465) 2571.
EMERGENCY CO-ORDINATION CENTRE: Marine Rescue Co-ordination Centre, (H.M. Coastguard), Greenock. Tel: Greenock (0475) 29014 or 29988. Telex: 777006.
TELEPHONES: No ship links.
SERVICES: No special services available locally. Compass adjuster available from Glasgow.
BANKS: Local banks only.
STORING: See "Prelims".
3. Yes.
4. Yes.
There is no accommodation for storage.
SHORE LEAVE: Unrestricted after Customs clearance.
IDENTIFICATION CARDS: Clear requirements with Customs.
GARBAGE DISPOSAL: Refuse bin available adjacent to Harbour Master's Office.
WASTE OIL DISPOSAL: No facilities available.
SEAMAN'S CLUBS: None.
REGULATIONS: No unusual regulations.
DELAYS: Normal breakdown/weather delays.
GENERAL: The harbour is formed at the mouth of the river known as "Water of Girvan". The water in the channel and basin is, therefore, a mixture of sea and fresh water.

A breakwater protects the inner part of the channel on the North side. A timber and steel sheet pile jetty protects the basin from river scour. Access is hazardous in N.W. gales.

In 1988 the harbour channel was deepened to give a minimum depth of water of 3 m. at MLWS. Siltation is a continuing problem and the depth available has been reduced as noted in previous sections.

The harbour is primarily a fishing port. However, it is used regularly by small tankers and cargo vessels of the coasting type, bringing in raw materials for local industry. As may be noted, berthing accommodation is very restricted.

AUTHORITY: Strathclyde Regional Council, Department of Roads, 15 Links Road, Prestwick KA9 1QG. *Tel:* Prestwick (0292) 76716. FAX: (0292) 671455. *Contact:* Neil McProvan.
R. Lietch, Harbour Master, Girvan. *Tel:* Girvan (0465) 3648.

GLENSANDA: 56.34 N. 05.32 W. (See Plan)

LOCATION: Glensanda is on the Western shore of Loch Linnhe some 9 miles North of Oban in approximate position 56° 34′ N., 05° 32′ W. Glensanda is over 6 miles along a track from the nearest road and that road is only a narrow highland lane, thus it is necessary to appreciate that Glensanda is remote and that its services are severely restricted. The only commodity that can be supplied at Glensanda is crushed granite.
PORT LIMITS: The limits of the Company's jurisdiction are from position 56° 35.862′ N., 05° 29.982′ W. on the shore, S.E. to position 56° 34.826′ N., 05° 27.922′ W., then S.W. to position 56° 31.165′ N., 05° 33.975′ W., then N.W. to the shore at position 56° 31.839′ N., 05° 35.312′ W.
DOCUMENTS: Usual U.K. requirements. Customs attend from Oban.
APPROACHES: The approaches to Glensanda Harbour and to the berth are deep and clear. The port is well served by a Pilot, mooring launches, lighthouses and beacons. Generally ships will enter Glensanda Harbour in Loch Linnhe through the Firth of Lorne between the islands of Mull and Lismore. Smaller ships can safely enter Loch Linnhe through the Sound of Mull.
PILOTAGE: The pilot boarding station is one mile off Port Donain on the Isle of Mull (in about 56° 24′ N., 05° 37′ W.). If Masters are willing, they may enter Loch Linnhe and take the Pilot at Glensanda's Southern harbour limit (in about 56° 31′ N., 05° 35′ W.). Pilot boards vessels under 10,000 tonnes d.w.t. at the Inner Pilot Station in Loch Linnhe. Thus the position for boarding the Pilot reflects the Master's wishes and judgement. Masters are required to inform Glensanda of their decisions in this respect. Certain ships are not to berth or unberth without the Pilot being on board. Vessels should not enter Glensanda's harbour limits without the Harbour Master's express permission.

Vessels to call Pilot on VHF Channel 14 when they are one hour from the pilot station.

ANCHORAGE: If the berth cannot take the ship for any reason there are many sheltered and safe anchorages in the vicinity. The Harbour Master recommends anchorages:
South of Lismore at 56° 27′ N., 05° 33′ W. (depth 35 m.)
West of Lismore at 56° 32.5′ N., 05° 31′ W. (depth 60 m.)
RESTRICTIONS: Berthing is generally restricted to the hours of daylight, unless the Harbour Master considers conditions for manoeuvring off the berth in the dark are acceptable. Unberthing is performed without regard to light.
MAX. SIZE: Panamax or 100,000 d.w.t. – 120,000 d.w.t. part load.
VHF: The Quarry Office and Pilot maintain watch on Channel 14.
TUGS: 1 tug (25 ton bollard pull). The tug is available at 14 hours notice for berthing large vessels without bow thrusters.
RADIO: Masters should keep Glensanda well informed of their approach with notices to the Glensanda Harbour Master (cable address "Glensanda Oban") 5 days, 3 days, 2 days and 1 day prior to arrival. Over the last 3 days these ETA's should be timed to reach Glensanda for their opening (0700 hrs.) to permit their day's work to be planned and to be ready for the ship.

Ships are asked to guard Portishead Radio Station whilst on passage to Glensanda as the Agent and Harbour Master will use that station by preference should they have a message for the ship.

Masters are especially asked to telex Yeoman (Morvern) Ltd. (See "Authority") with the following details from their previous port:

1. Ship's particulars.
   (a) Ship's name.
   (b) Master's name.
   (c) Flag.
   (d) Radio call sign.
   (e) Satcom number.
   (f) Marine telex number.
   (g) Summer deadweight.
   (h) Gross registered tonnage.
   (i) Number of hatches.
2. Proposed Stowage.
   (a) Tonnage to be loaded in each hold.
   (b) Grade to be loaded in each hold.
   (c) Sequence and Tonnages in which each hold is to be loaded.
3. Pilot Station.
   Advise if the Pilot is to board off Port Donain (3 miles South of Lismore) or at Glensanda's Southern harbour limits. This decision can be revised as the ship approaches Glensanda to reflect current conditions.

BERTHING: The depth of water at the berth is at least 12.3 m. at chart datum. To this depth may be added the rise of tide in the range of 0.2 m. at low water to a maximum of 4.4 m. at high water (spring tides).
LOADING: *Conditions:* The matter of ballast is of particular interest as manoeuvrability must be maintained. The vessel's propeller and thruster must be fully submerged for berthing.

The air draft of the ship loading arm can be raised to 21 m. above the highest high tide, so high that there is no need to ballast deeply to get a ship below it.

The shiploader is intended to load at 6,000 tonnes per hour and has almost to achieve this speed if demurrage is to be avoided on some contracts of affreightment.

It is Glensanda's experience that large bulk carriers (i.e. Panamax class) can berth and rapidly deballast if they approach with their peak tanks, ballast hold and top wing tanks full and their double bottom ballast tanks empty. If the ballast hold is needed for cargo, it is of no concern if its tank top is damp or even has puddles when it is loaded.

CARGO: The aggregate is manufactured in 4 basic grades, by diameter:
(a) 40 mm. – 20 mm. – for rail ballast.
(b) 20 mm. – 10 mm. – for concrete.
(c) 10 mm. – 5 mm. – for road surfacing.
(d) 5 mm.– dust – for various uses.

These basic grades are frequently mixed to form special categories for specific requirements. The final grades must not be co-mingled. For each final grade, hold separation is required.

Base Grades Diameter (mm.)	Stowage Factors (Tonnes per cu.m.)	Angles of Repose
(a) 40 – 20	1.37	36°
(b) 20 – 10	1.45	38°
(c) 10 – 5	1.46	39°
(d) 5 – dust	1.56	43°

(i.e. every grade stows at about 24 cu.ft. to 28 cu.ft. per long ton).

For loading aggregate, holds may be damp, as the material is immune to fresh water. On completion of loading, hatches are to be covered to reduce the weight of rain water in the cargo. However, salt water is an unacceptable contaminant and must be avoided. Hatches must be watertight.

The cargo is loaded by automated shiploader. This machine can span the full length and width of all the hatches of a 60,000 ton – 70,000 ton bulk carrier without having to shift the ship. The loader operates at up to 6,000 tonnes an hour and can distribute the cargo without peaks forming. It is operated from the deck of the ship by radio control allowing direct contact between the ship's staff and the loading supervisor.

Loading is performed around the clock on every day of the year except for Christmas Day and New Year's Day. Rain will not interrupt loading but the shiploader will cease work if the wind speed exceeds 48 knots.

Holds are inspected for cleanliness by Glensanda's staff and must be approved before the Notice of Readiness is accepted and permission to start loading is given. Glensanda's Inspectors will be checking to determine that there are no traces of any previous cargoes or loose scale. Some cargoes, such as coal, petcoke, bauxite, alumina, sulphur and salt, can seriously devalue aggregate and any traces of these materials is unacceptable. Although hold washing is not always necessary, for some grades of aggregate and for some trades it is unavoidable. A covering Letter of Instruction will be issued when hold washing is considered necessary. Holds may be washed with salt water and need not necessarily be dry for loading to start. Thus the ballast hold can be loaded as soon as it has been pumped out.

MEDICAL: Emergency medical services are available. Glensanda has a small airstrip. The Yeoman staff includes first aid men and a doctor is available from Oban's small hospital and Port Appin.

DENSITY: 1023 – 1025.

FRESH WATER: Not available.

FUEL: Not available.

SURVEYORS: If required, surveyors attend from Glasgow.

Belt weight figures used for Bill of Lading.

REPAIRS: Repairs are not to be contemplated, partly because the weather can rapidly deteriorate and partly because there is no service for repairs in the vicinity.

REPATRIATION: Not recommended.

HOLIDAYS: Christmas Day and New Year.

GARBAGE DISPOSAL: No facilities.

WASTE OIL DISPOSAL: No facilities.

SEAMAN'S CLUBS: None.

GENERAL: *Visitors:* To visit Glensanda, other than by ship, needs Yeoman's co-operation. Visitors can take a train to Oban or fly to Glasgow and take a car to Yeoman's Rhugh Garbh depot which is some 10 miles North of Oban on the A828 main road towards Fort William. Yeoman's passenger launches ply on a regular schedule between Rhugh Garbh and the Glensanda Quarry. This journey takes about 30 minutes to cover the 8 miles down Loch Creran and across Loch Linnhe to the quarry.

Harbour Conditions: Loch Linnhe is free of swell as its approaches are well protected by the islands of Mull and Lismore.

The waters of Glensanda Harbour are virtually free of tidal streams at any depth. A sluggish stream of up to 1 knot has been irregularly observed during the fall ebb of spring tides.

Glensanda's times of high and low water are observed to follow closely those of Oban. Glensanda has a tide pole clearly visible from the berth. It is noticeable that the level of high water stands for about 90 minutes after each high tide before falling rapidly.

Wind observations have been made from a meteorological station set on a knoll some half a mile from the berth. At the berth the Harbour Master believes winds are less strong and more inclined to blow from the N.E. or S.W. It is difficult to draw any conclusions, but Glensanda is a windy place. Winds tend to vary in strength and direction in an unpredictable manner though S.W. and N.E. winds do predominate. The berth lies along this S.W./N.E. axis.

Services: Glensanda ought not to be depended upon for any services except those to cover the immediate work in hand of loading aggregate.

Cash: By prior arrangement and transfer, the Agent can supply the Master with cash, in Sterling, on arrival.

Notary: A local Oban Notary can accept Notices of Protest, though the time taken to reach his office and to return to the ship may delay vessel's sailing.

AGENCY: *The Glensanda Harbour Agent:* Morvern Shipping Agency Limited, Rhugh Garbh Depot, Barcaldine, Oban, Argyll, PA37 1SE. Tel: (063 173) 441. Telex: 777792. Fax: (063 173) 460. Cables: "Glensanda Oban".

The Quarry Office maintains radio watch on VHF Channel 14 during office hours and around the clock when a ship is approaching or is in the port.

The Glensanda Harbour Master shares these communication facilities with the Agent. The Harbour Master's Office and home telephone number is (063 173) 537. He may be reached on VHF radio by calling "Glensanda Harbour Master".

The Agent can provide Masters with details of any other services that are required. H.M. Customs attend ships in the normal manner. Masters can always contact emergency services if the Agent is not available through the Oban Coastguard on VHF Channel 16.

AUTHORITY: Yeoman (Morvern) Limited, Rhugh Garbh Depot, Barcaldine, Oban, Argyll, PA37 1SE. *Tel:* Office (063 173) 441. *Telex:* 777792. *FAX:* (063 173) 460. *Contact:* Captain J.A. Jackson, Harbour Master. Tel: (063 173) 537.

GOOLE: 53.42 N. 00.50 W. (See Pla

PORT LIMITS: Goole is a river port with Conservancy jurisdiction to t junction of rivers Humber, Ouse, Trent. However, laytime commenc from commencement of next normal working shift after ship is on be and ship's Agent has issued "Notice of Readiness". This may 0800 hrs. or 1300 hrs. dependent on time of issue of notice.

Precedence of order of arrival of vessels is determined by arrival ti at Ocean Lock Entrance – Goole Docks.

DOCUMENTS:

Bills of Lading/Manifests (prepared by Agents at port of origin).
"Imperfect" Customs Entry.
Request (to work vessel).
*Request for Immigration Officer to be in attendance – if carryi passengers.
*Crew List to Immigration Officer (for foreign personnel).
Ship's Register.

*Ship's Agent will normally notify Immigration Officer.

PILOTAGE: Compulsory from Spurn to Goole, except for vesse claiming exemption by reason of length or by possession of a Pilota Exemption Certificate.

ANCHORAGES: Bull Anchorage on chart of Humber Estuary, or in H Roads, otherwise only on advice of Pilot.

RESTRICTIONS: State of tide, Springs or Neaps. Port entered dur tidal hours, 3 hours 30 minutes before HW to 1 hour (approx.) after H according to draft. Pilots will advise.

Locks: 3 entrance locks, largest being 104 m. long and 24.4 m. wi Depth on sill 8.0 m. (MHWS) and 6.0 m. (MHWN).

MAX. SIZE: Subject to suitable tides, vessels of approximately 100 overall length, 5.5 m. draft, 24 m. beam and 4,500 d.w.t. (approx.) ca be accepted. It should be noted that vessels with a beam in excess 13.4 m. will find certain berths in the port inaccessible due to bridgew restrictions.

HEALTH: Pratique issued by H.M. Customs Waterguard (in absence Port Health Official). Pratique accepted when entering after calling another port in the U.K.

Also see "Health – All Ports" before first U.K. port.

TUGS: Tugs available but not normally used. If required, to be arrang through Ship's Agent.

BERTHING: Berthing instructions given to vessel on arrival at entran locks. No specific requirements.

RADIO: Via Humber Radio, call sign GKZ – call on Channel 16. G ship's name and call sign and pass message.

VHF:

Station	*Call Sign*	*Channel No.*	*Operational Times*	*Remarks*
Vessel Traffic Services Humber, Queen Elizabeth Dock, Hedon Road, Hull	"Vee Tee Ess Humber"	16 12	Continuous watch maintained	Calling and safety Navigation and safe information etc. for Rivers Humber, Ou and Trent.
Blacktoft Jetty	"Blacktoft Jetty Radio"	14	3 hours before HW Goole until 1 hour after HW Goole	Port Operations and berthing instructions for Blacktoft.
Goole Docks	"Goole Docks Radio"	14	Continuous watch maintained	Port operations and docking instructions for Goole.

Also see "Hull".

SPECIALISED CARGO HANDLING FACILITIES: Boothferry Termi for specialised container handling, 26,000 sq.m. hard standing a sheds, equipped with 4 heavy duty fork lift trucks, Liebherr gantry cra and a 70 tonne capacity crawler crane.

Aldam Terminal served by mobile container crane and Scotch Der crane on Jubilee Quay.

1 mobile shiploading conveyor for grain, rate 100 t.p.h.

10×7.5 tonne and 5×6 tonne quay cranes, equipped with suitab grabs for sand, ores, fertilisers, coal, grain, sulphur, scrap, etc.

5 mobile cranes up to 40 tonne capacity and fleet of forklift trucks w capacities up to 35 tonnes and capable of lifting 20 ft., 30 ft. and 40 containers.

3×32 tonne Scotch derrick cranes for container handling, one Stanhope Dock, one at Jubilee Quay East and one at Jubilee Qu West.

50 tonne electric travelling crane for heavy lifts.

2 Ro/Ro ramps for abnormal loads of up to 450 tonnes – otherw no special facilities needed as water is maintained at a constant le

Some bulk liquids (creosote, tar), direct to or from road tanker vehic

Timmgrain Ltd. operate 2 separate silo facilities which g 13,000 tonnes of storage capacity for grain, maize, maize products.

Damac Bulk Handling Ltd. operate 2×3,000 tonne silos for cem cargoes. Discharge rate 180 tonnes per hour.

STEVEDORES: Arrangements made by ship's Agent who shoul given ample notice of time of arrival of vessel.

Port Working Hours:

Monday to Thursday	0800 – 1200	1300 – 1700
Friday	0800 – 1200	1300 – 1600

Overtime available 24 hours a day, 7 days a week.

MEDICAL: Ship's Agent will arrange for attendance of doctor notification. Doctor's, dentists and hospital services available. Sh Agent can arrange service required.

DENSITY: Water in Goole Docks is fresh water and is maintain constant level. Entry is by locks. Density 1000.

FRESH WATER: Delivery by waterboat through hose p Rate 30 t.p.h.

FUEL: All grades available on reasonable notice being given to Sh Agent.

FIRE PRECAUTIONS: No specific precautions unless there exceptional circumstances, when special arrangements can be m with local Fire Service.

CONSULS: France, Netherlands and Denmark.
REPAIRS: All types of deck and engine repairs possible by local ship repairers.
DRY DOCKS: Dry Dock No. 2: 91 m. length, 15.2 m. width at entrance, 4.75 m. depth on sill. One other dry dock. The water in the wet docks at Goole is maintained at a constant level and all dry docks are entered direct from the wet docks.
GANGWAY/DECK WATCHMEN: Necessary. Usually provided from crew. Otherwise by negotiation locally.
OPENING/CLOSING HATCHES: Responsibility of crew.
SHIP CERTIFICATES:

Ship's Register (including load-line)
Ship's Gear Certificates (when gear is used in port)
Radio Safety
Life-Saving
Light Dues
Change of Articles
Derat Certificate

CARGO GEAR: Normally not required, as ample port facilities available.
REPATRIATION: Arranged by Ship's Agent.
AIRPORT: Humberside Airport. Daily services to Amsterdam, Aberdeen, Bergen, Edinburgh, Newcastle, Norwich, Stavanger and Teeside.
TIME: GMT in Winter; GMT plus 1 hour in Summer months.
HOLIDAYS: Facilities available on all Bank Holidays, except Christmas Day, Boxing Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.
EMERGENCY CO-ORDINATION CENTRE: Contact Port Manager's office.
BANKS: Midland Bank, Tel: 762401. Barclays Bank, Tel: 762431. National Westminster Bank, Tel: 764541.
TELEPHONES: No arrangements for ship connection.
GARBAGE DISPOSAL: Waste disposal skips placed at a number of locations on quays. Skips emptied on a weekly basis.
WASTE OIL DISPOSAL: Disposal by road tanker available through ship's agent.
SEAMEN'S CLUBS: Goole Mariners Club, Bridge Street, Goole. Tel: 0405-764730/762058.
CURRENCY: U.K.Pound (U.K.£).
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: May be required to be produced to Immigration Officer or H.M. Customs Offical, especially in the case of foreign flags.
REGULATIONS: Visitors to vessels require permits from Port Authority and Master or ship's Agent. Smoking not permitted ashore in dock area.
AUTHORITY: Associated British Ports – Goole, East Parade, Goole, North Humberside, DN14 5RB. *Tel:* (0405) 762691 (6 lines). Telex: 57626. *FAX:* (0405) 767419. *Contact:* C. Silvester, Port Manager.

GRANGEMOUTH: 56.01 N. 03.43 W. (See Plan)

PORT LIMITS: At Grangemouth a vessel is not considered to be an "arrived vessel" until she is tied up at the allocated berth.
DOCUMENTS:

1 Crew List.
1 Passenger List.
1 List of all high duty goods in crew's possession.
1 Cargo Manifest.
All Valid Certificates.

PILOTAGE: Compulsory in river. Pilot boards at Inchkeith. Pilot boat on VHF, also see "Radio".
ANCHORAGES: North of Grangemouth West Buoy, 2 fathoms. Charleston Roads 5 fathoms. East of Inchkeith, up to 8 fathoms.
RESTRICTIONS: 24 hour locking system in operation depending on draft. The height of the tide must always be taken into account when dealing with larger vessels.
MAX. SIZE: Dry cargo vessels: Length 600 ft., beam 90 ft.

Tankers: Length 575 ft., beam 90 ft. Draft according to state of tide. Vessels other than tankers max. draft 25 ft. 6 in. Tankers, up to 34 ft. max. draft.

HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Wick, Stonehaven and Cullercoats coastal stations and Forth Radio.

Port VHF (FM) Communications: Station: Lock Control Office, Lock Entrance, Grangemouth. This centre will maintain a continuous watch. Call sign: Grangemouth Docks.

Channel 16 (156.8) calling and safety. All vessels should maintain a listening watch on this Channel and use it to establish contact with Grangemouth Docks. Once contact is established the Duty Operator will request vessels to shift to the Port Operations Channel.

Channel 14 (156.7 MHz), Port Operations. A working Channel restricted to messages relating to the movement and safety of ships, and in emergency, to the safety of persons.

Channel 10 (156.6 MHz), Inter-ship. A working Channel for tug-to-tug and tug-to-bridge communications.

Channel 6 (156.3 MHz), Inter-ship. A working Channel for communication with other vessels.

Channel 9 (156.5 MHz). A working Channel for tug to tug and tow to tow communications.

No message of a personal character or messages of any other nature than those pertaining to the general navigation and safety of ships and persons within the Port Area can be accepted.

TUGS: Tugs can join vessel at Hen and Chicken Buoy or Lock Gates and should be pre-booked. Tugs' lines used. 2×25 ton bollard pull tugs available.
BERTHING: The water in Grangemouth Docks is maintained at the same level by impounding pumps. On passing through the lock entrance berthing is allocated according to the nature of the cargo and draft of vessel.

The depth of water available at the berths varies in each dock, the max. depths being approx.: Grange Dock 26 ft.; Carron Dock 23 ft.; Old Dock 17 ft.

CARGO HANDLING FACILITIES: Bulk cargoes can be handled at most berths within the port. The East Wall berth has 4×10 ton grabbing cranes, 2×7.5 tonne mobile cranes are available. Other berths have 10 and 6 ton cranes. 1×35 tonne Scotch derrick. Container berth is 1,000 ft. long and has 2×32 ton transporter cranes.

A Ro-Ro berth in operation. Liquid chemicals and LPG Carriers are handled at the LPG berth and BP jetties. No. 1 North Jetty, which is a common user jetty handles chemicals.

STEVEDORES: No particular advice necessary to stevedores. Essential, however, advise Agent 24 hours prior arrival, who will advise stevedores.
MEDICAL: No advance notice necessary. Hospital facilities available in immediate district.
TANKERS: B.P. Refinery (Grangemouth) Limited. Private jetties in Eastern Channel. South Side Jetties "J2" and "J3" 34 ft. "J4" and "J5" 19 ft. 6 in. North Side Jetties "E1" and "E2" 34 ft. No. 1 North Side Jetty, pipelines connected to Ross Chemical and Storage Co. are 1.5 in. nitrogen line, 6 in. chemical line, 10 in. heavy fuel line, 2 in. fresh water supply, 8 in. motor spirit line, 8 in. gas oil line. Draft at No. 1 North 32 ft. 6 in.
DENSITY: 1019 average.
FRESH WATER: Available in most berths. Watermen supervise delivery on request. Delivery rate varies depending on berth.
FUEL: All grades available from oil installations.
GANGWAY/DECK WATCHMEN: Not necessary but can be done by ship's personnel.
OPENING/CLOSING HATCHES: Custom of port is crew open and close hatches but stevedores will do so if required.
CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent of 5 ounces tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than 3 or 4 days may receive extra allowances.
CERTIFICATES: For Customs Clearance valid Certificates in respect of Radio, Load-Line, Construction, Safety Equipment, Deratisation, necessary.
CONSULS: Norwegian, Danish and Swedish Consuls available locally.
REPAIRS: All types of repairs can be carried out afloat.
DRY DOCKS: Carron Dry Dock: Length 350 ft., breadth 50 ft., depth 22 ft.
SURVEYORS:

(1) Macleod & McAllister Ltd., Old Granary Office, Meadowside Quay, Glasgow G11.
(2) Thomas Nicol and Son, 11 Bothwell Street, Glasgow G2.
(3) S. A. Greer & Co., 15 North Claremont Street, Glasgow G3.
(4) E. K. Wallace & Son Ltd., 11 Bothwell Street, Glasgow G2.
(5) Lloyd's Register of Shipping, 27 Thistle Street, Edinburgh.

REPATRIATION: All facilities exist.
AIRPORT: 1 hour from Glasgow and Edinburgh airports where numerous connections for London thence world wide travel.
TIME: British Standard Time (1 hour ahead of GMT). GMT during Winter months.
HOLIDAYS: First 3 weekdays in January; Easter Monday; 1st Monday May; 3rd Monday July; 2nd Monday September; Christmas Day and 26th December.
POLICE/AMBULANCE/FIRE: In public telephone dial 999 and ask for appropriate service. With dock circuit telephone dial 222 and ask for Police/Fire/Ambulance.
EMERGENCY CO-ORDINATION: Coastguard Fifeness Tel: 033 35 666. Major Port Emergencies are controlled by the Police dial 999 or contact through Harbourmaster Grangemouth Tel: 486839.
SERVICES: Compass adjusting, calibrating, etc., can be done in river. No equipment for tank cleaning but can accept tank washings ashore.
BANKS: Royal Bank of Scotland, La Porte Precinct, Grangemouth.

Bank of Scotland, La Porte Precinct, Grangemouth.

STORING: See "Prelims".

Vessels may be stored by trucks alongside dry cargo berths. There are no facilities for storing, by trucks, vessels berthed at jetties in Eastern Channel.

Trucks may, by prior arrangement, proceed alongside dry cargo berths to store vessels.

Stevedores fork lifts may be employed to handle ship's stores.

Customs regulations are in force for stores remaining on board. Details of stores, including bonded goods such as spirits, etc., must be supplied to Customs on arrival, and a constant check is kept whilst the ship is in Port. Regarding stores loaded aboard, any bonded goods must be presented to Customs for inspection and approval. Restricted amounts only are permitted.

Local riggers may be employed for storing.

SHORE LEAVE: Allowed.
GARBAGE DISPOSAL: Skips are provided on quayside and are collected as required.
WASTE OIL DISPOSAL: Collection by road tanker by Kelvin Waste.
SEAMEN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Forth Ports Authority, Dock Office, Grangemouth, Stirlingshire FK3 8UE. *Tel:* (0324) 482591. *Telex:* 777432. *FAX:* (0324) 665106. *Contact:* A. McEwen, Port Manager.

GRANTON: 55.59 N. 03.13 W. (See Plan)

DOCUMENTS: See "Leith".
PILOTAGE: Pilot station Firth of Forth located at Granton, boarding station West of Fairway Buoy at Longitude 3° West. Contact with pilot cutters can be made on VHF Channel 16 and R/T 2182 kHz. Pilotage not compulsory for vessels passing South of Inchkeith Island.
ANCHORAGES: Good holding ground at Leith roadstead 8 m. – 19 m. at C.D. Request should be made to Forth Navigation Service for suitable anchorage position.
RESTRICTIONS: The entrance between the breakwaters is 103 m. in width. The rise of tide, 5.182 m. at Springs and 3.658 m. at Neaps, permits the entry or exit of vessels up to 7.07 m. draft at HW.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Forth, Stonehaven and Cullercoats radio stations.
RADAR/VHF: Port and estuary radar service. Contact should be made with "Leith Harbour Radio" for berthing instructions on VHF Channel 12. Forth Navigation Service should be contacted on VHF Channel 71 by all vessels passing Forth Ports Authority seaward limit (line joining North and South Carr Beacons), working on Channels 20 and 12.
TUGS: Sound signal for vessels requiring tug services is four long blasts. Tugs, if required, join the vessel in the roads. Tugs towing gear available, and compulsory.
BERTHING: Middle Pier: Quayage 210 m. max. depth 5.1 m. LWOST. In addition, there is a 122 m. crosspiece at the end of the pier where depth of water is 5.1 m. LWOST. Ro-Ro ramp available.
West Pier: Closed to all traffic.
MEDICAL: No advance notice of medical attention required. All hospital facilities available.
TANKERS: Jetty closed.
FRESH WATER: Available alongside at all berths.
FUEL: All grades available subject 24 hours notice in advance.
CONSULS: See "Leith".
REPAIRS: Facilities available for all minor repairs.
AIRPORT: Edinburgh Airport, served by regular airlines, situated about 6 miles away.
HOLIDAYS: Public holidays observed annually: Third Monday in April; third Monday in September; Christmas Day (25th December); 26th December; 1st, 2nd and 3rd January.
AUTHORITY: Forth Ports Authority, Leith Port Office, 1 Prince of Wales Dock, Edinburgh EH6 7DX. *Tel:* (031) 554-4343. *Telex:* 72192. *FAX:* (031) 555-1212. *Contact:* Captain H. MacLennan, Harbour Master – Leith and Granton. A.Burns, Port Manager.

GREAT YARMOUTH: 52.34 N. 01.44 E. (See Plan)

DOCUMENTS: Usual U.K. requirements.
PILOTAGE: A 24-hour service is provided, subject to 8 hours notice and confirmation 2 hours before arrival. Pilots can be contacted on VHF Channel 12.
RESTRICTIONS: When large or awkward vessels are navigating within the port, it may be necessary to hold or slow down other vessels.
TRAFFIC CONTROL SIGNALS:
By Night:

(a) When entrance to the Haven is *prohibited* 3 fixed red lights vertically disposed (3 F.R (vert)) 2.0 m. apart, will be exhibited on the South Pier brick building, the lower being at a height of 11.0 m. above MHWS, arc of visibility 235° (T) through 270° (T) to 295° (T) from seaward.

In the event of it not being possible to exhibit these lights, the night signal for prohibiting entrance to the Haven will be the extinguishing of: The Brush Light, the Leading Lights, the Main Light and the South Pier Lights and/or as advised by Yarmouth Port Radio on VHF Channel 12.

(b) Control of vessels proceeding South down the Haven: 3 fixed red lights vertically disposed (3 F.R. (vert)) 2.0 m. apart are exhibited on the North side of the White Port Control Office Gorleston at the root of the South Pier, to indicate that NO vessel when proceeding down the Haven is to come South of the lifeboat shed on the Gorleston side of the river.

In the event of failure of these lights vessels will be advised by Yarmouth Port Radio on VHF Channel 12.

By Day:

(c) The lights as described in (a) when entrance to the Haven is prohibited also the lights as described in (b) for controlling vessels proceeding South down the Haven will also be exhibited during the day. In the event of failure, vessels will be advised by Yarmouth Port Radio on VHF Channel 12.

TIDAL SIGNAL: When the tide is flooding between the piers, a quick flash amber (Q.Am) is exhibited on the South Pier brick building, arc of visibility from 235° (T) through 270° (T) to 295° (T) from seaward.
Also see "Bridges".
MAX. SIZE: Max. length 138 m., max. draft 5.7 m. HWOST.
With a tidal range of only 1.9 m. and a minimum entrance depth of 4.3 m., Great Yarmouth can be used by vessels up to 4,000 d.w.t. and with a length of up to 120 m.
HEALTH: Usual U.K. procedure. Contact Port Health Officer for Derat, Fumigation, Quarantine or Livestock Quarantine.
VHF: Masters of vessels intending to enter the harbour must notify Harbour Master at least 1 hour before arriving off South Pier, giv ETA, max. draft, gross tonnage, any dangerous cargo and last por call (Also see "Pilotage"). Masters must also obtain clearance bef starting to navigate through the entrance between the piers.
Where possible, VHF Channel 12 must be used for giving informa and obtaining clearance to navigate from the Harbour Master.
Yarmouth Radio keeps a continuous watch on Channels 12 and The Haven Bridge operates on Channel 12.
Reporting: All vessels over 50 g.r.t. and any others fitted with VHF m report to Yarmouth Radio when passing Ocean Terminal, Atlas Be and Turntide Jetty (Breydon Water), giving direction of travel.
TUGS: The port's 550 h.p. tug *Hector Read* has a bollard pull of nea 7 tonnes and can be used for all harbour work. It is fully equipped w salvage and fire fighting pumps. Contact should be made through Harbour Master.
BERTHING:
East Side:
Bowling Green Wharf: Length 65 m. Bulk cargoes.
South Quay: Length 475 m. General cargo and Lay-By.
Mayer Newman: Length 98 m. Scrap cargoes.
ABC Wharf: Length 123 m. Repairs afloat.
Atlas Berth: Length 125 m. Ro/Ro berth.
Wood Group Berth: Length 349 m. Offshore vessels and bunker
Milpark Berth: Length 59 m. Offshore vessels.
Phillips Berth: Length 85 m. Offshore vessels.
GY Warehousing: Length 154 m. General cargo and offshore vess
Ocean Terminal: Length 70 m. Common user Ro/Ro terminal.
Amoco Berth: Length 131 m. Offshore vessels.
East Quay: Length 160 m. General and bulk cargoes.
Lay-By Berth: Length 100 m. Offshore and general cargoes.
North Discharge Berth: Length 158 m. Lay-by, offshore and gene cargoes.
South Discharge Berth: Length 82 m.
Discharge Bunker Terminal: Length 172 m., offshore and gene cargoes.
Ventureforth Marine Base: Length 320 m. Offshore vessels.
West Side:
Clarkes Quay: Orfeur & Bellin. Length 78 m. Wheat and tim imports.
Bunns Quay: Length 125 m. Fertiliser imports.
Southtown Wharf: Length 73 m. General and bulk cargoes.
British Gas berth: Length 76 m. Offshore vessels.
Turmerics Berth: Length 170 m. Fabrication Yard.
Portland Wharf: Length 120 m. Offshore vessels.
Richards Shipbuilders: Length 152 m. Ship construction repair ya
Palgrave Browns: Length 225 m. General and bulk cargoes.
Yeoman Berth: Length 179 m. General and bulk cargoes.
Bollard Quay: Length 394 m. General cargoes and lay-by.
Gas House/EAE Quay: Length 370 m. Offshore vessels and gene cargoes.
CRANES: The Port Authority have 5 mobile cranes, including 3 that lift up to 24 tonnes and one that can lift up to 32 tonnes. All are equip with grabs and hooks. Truck mobile cranes up to 80 tonnes S.W.L higher are available from the Port Authority.
BRIDGES:
Haven Bridge Lights:
1. Western Buttress: At both the North and South ends, 2 fixed red li vertically disposed (2 F.R. (vert)).
2. Eastern Buttress: At both the North and South ends, 2 fixed gr lights vertically disposed (2 F.G. (vert)).
3. At Centre Span: On both the North and South sides, a fixed red (F.R.).
4. Traffic Control Signals: By Day and Night.
When *passage* through the bridge is *prohibited* from the South g upriver, 3 fixed red lights vertically disposed (3 F.R. (vert)) wi exhibited above the Eastern Buttress.
When *passage* through the bridge is *prohibited* from the North g downriver, 3 fixed red lights vertically disposed (3 F.R. (vert)) wi exhibited above the Western Buttress.
In the event of failure of these lights, vessels will be advised by Haven Bridge Master on VHF Channel 12.
Breydon Bridge Lights:
1. Southern Buttress: On both the upriver and downriver ends, 2 f red lights vertically disposed every 5 seconds (2 Fl.R. 5s (vert)).
2. Southern Dolphins: On both the upriver and downriver, 2 fixed lights vertically disposed (2 F.R. (vert)).
3. North Buttress: On both the upriver and downriver ends, 2 flash g lights vertically disposed every 5 seconds (2 Fl.G.5s (vert)).
4. Northern Dolphins: On both the upriver and downriver dolphins, 2 green lights vertically disposed (2 F.G. (vert)).
5. At Centre Span: On both the upriver and downriver sides, a f amber light (F.Am.).
6. When the bridge is lifted above a 45° angle, on each side nea end of the lifting span, a fixed red light is exhibited (F.R.) (Aircraft wa light).
7. Traffic Control Signals: By day and night.
When *passage* through the bridge is *prohibited* going West up on to Breydon Water, 3 fixed red lights vertically disposed (3 F.R. will be exhibited on the main structure of the bridge on the Sou Buttress.
When *passage* through the bridge is *prohibited* going East dow towards Haven Bridge, 3 fixed red lights vertically disposed (3 F.R. will be exhibited above the Control Building.
In the event of failure of these lights, vessels will be advised b Breydon Bridge Operator on VHF Channel 12.
8. Restricted Visibility – Fog Signal: This is a horn which gives 2 every 30 seconds (2 Bl.ev 30s).
STEVEDORES: There are various stevedoring companies offeri range of services for offshore and cargo vessels.

MEDICAL: Doctors and dentists can be arranged through Agents. Hospital facilities available.

FRESH WATER: Water is available on most operational quays.

FUEL: Wood Group operate two bunkering facilities with a gas oil delivery rate of up to 100 t.p.h. Storage capacity about 3,000 tons and 1,200 tons, depending on berth.

CONSULS: Belgium: Consul, Harwich. Tel: (0255) 252101.
Denmark: Vice-Consul, Great Yarmouth. Tel: 856831.
Finland: London Embassy. Tel: (071) 235-9531.
France: Consul, London. Tel: (071) 581-5292.
Italy: London Embassy. Tel: (071) 235-8643.
Netherlands: Vice-Consul, Great Yarmouth. Tel: 856831.
Norway: Vice-Consul, Great Yarmouth. Tel: 850431.
Spain: London Embassy. Tel: (071) 235-5555.
Sweden: Consul, Felixstowe. Tel: (0394) 673884.

REPAIRS: Several ship repair companies are located in Great Yarmouth and most types of repairs can be undertaken.

DRY DOCKS: Richards (Shipbuilders) repairs ships up to 85 m. long and 12.5 m. beam. Sill depth 4.4 m. at MST. Also a shipbuilding berth.

SURVEYORS: Both Marine and Cargo Surveyors can be arranged through the Agent.

AIRPORT: Flights are available by helicopter and light aircraft from North Denes Airfield, 5 km. from the North of the town.

Air U.K. operate scheduled daily flights from Norwich to British and Continental destinations.

TIME: GMT. Summertime (GMT plus 1 hour) kept from March to October.

POLICE/AMBULANCE/FIRE: Dial 999 in an emergency.

SEARCH AND RESCUE CO-ORDINATION CENTRE: H.M. Coastguard, Tel: 851338.

SERVICES: Compass adjusting can be carried out.

As this port services the oil industry, many types of oil-related services are available from several companies.

BANKS: Barclays Bank plc. Tel: Gt. Yarmouth 856266.
Lloyd's Bank plc. Tel: Gt. Yarmouth 855177.
Midland Bank plc. Tel: Gt. Yarmouth 843631.
National Westminster Bank plc. Tel: Gt. Yarmouth 857521.

GARBAGE DISPOSAL: Regular collection service from alongside by waste disposal company. Domestic refuse must be double wrapped prior to disposal.

WASTE OIL DISPOSAL: Waste oil disposal by various companies arranged direct or via local ship's agents.

SEAMEN'S CLUBS: British Sailors Society, South Denes Road, Great Yarmouth, Norfolk, Tel: 0493 331222.

CURRENCY: U.K.Pound (U.K.£).

DEVELOPMENTS: There are plans for the development of an outer harbour.

AUTHORITY: Great Yarmouth Port Authority, 20/21 South Quay, Great Yarmouth, Norfolk NR30 2RE. *Tel:* (0493) 855151. *FAX:* (0493) 852480. *Telex:* 975102 (Gyportg). *Contact:* M.C.M. Boon, Chief Executive. M.L. Goodall, Commercial and Marketing Manager.

Operations and Dangerous Goods: Captain A. Goodlad, Harbour Master. *Tel:* (0493) 855153. *Telex:* 975367 Gyuts. *FAX:* (0493) 653464.

GRIMSBY: 53.34 N. 00.04 W. (See Plan)

VESSEL TRAFFIC SERVICES HUMBER: See "Hull".

NOTICES: See "Hull".

DOCUMENTS: See "Immingham".

PILOTAGE: See "Immingham".

ANCHORAGES: Hawke and Sunk Roads, Haile, Spurn and Bull Anchorages. See "Hull". The Pilots will advise where to proceed to anchor and also provide Pilot.

RESTRICTIONS: See "Berthing" – entrance locks.

MAX. SIZE: Maximum breadth 20.6 m., maximum length of vessel that can be locked 81.7 m. but vessels of greater length can enter docks on HW when all lock gates are open. 0.91 m. clearance under the keel is required. Vessels having a draft of 5.8 m. can normally enter the docks on any tide when the height of water is sufficient to allow 0.91 m. clearance. Vessels with 6.4 m. draft can be taken on spring tides. Vessels can enter usually approx. 3 hours before and 2.5 hours after high water.

Commercial Docks: Max. LOA 145 m., draft 5.8 m., beam 20.6 m.
Fish Docks: Max. LOA 73 m., draft 5.5 m., beam 12.8 m.

HEALTH: Master has to report any "Reportable" illness as detailed in Form "Port 38" to "Porthealth Grimsby". Also see "Health – All Ports" before first U.K. port.

RADIO: Humber Radio, 2182 kHz, or VHF Channel 16. Also see "Hull".

VHF: See "Hull" – Vessel Traffic Services Humber.

TUGS: Normally join in Grimsby roads. Optional whether use ship's or tug's lines. Tugs operate from Immingham so plenty of notice required.

BERTHING: *Grimsby Docks:*

	Commercial Docks	Fish Docks
Entrance Locks:		
Length	90.0 m.	21.4 m.
Width	21.4 m.	13.0 m.
Sill level MHWN	6.8 m.	6.8 m.
Quay cranes	11 electric – capacity 3 to 7.5 tonnes	1 mobile – capacity 15 tonnes

There are 2 Ro/Ro berths in the Royal Dock, one to/from Esbjerg and a second to/from Norway. There are also 2 Ro/Ro berths in the Alexandra Dock for motor vehicles.

There is a Lo/Lo Terminal operated by Humber Terminals Ltd. on the West side of the Royal Dock. It is equipped with a 35 ton gantry crane. Present users are Floatline with two sailings a week to Sweden and one sailing a week to Norway for Scott Line.

STEVEDORES: Vessels are allocated labour in order of arrival so it is only necessary to give the Agent the ETA preferably before noon on the previous day. Normal working hours 0800 – 1700 hrs., Friday 0800 – 1600 hrs. Overtime can be worked 1700 – 1900 hrs. Monday to Thursday. On Saturdays and Sundays as required.

MEDICAL: Hospitals and all other medical facilities are readily available. If immediate attention is required on arrival please advise Agent by radio or telegram.

FRESH WATER: Available at all quays. Rate approx. 20 t.p.h.

FUEL: Normal gas and diesel oils available by both road and barge with at least 24 hours notice. This is also quayside tankage in fish docks.

CONSULS:

Belgium, Vice-Consul	Hull	227255
Denmark, Vice-Consul	Grimsby	357521
Finland, Consul	Immingham	571387
France, Consular Agent	Grimsby	47221
Germany	Hull	25781
Greece, Vice-Consul	Hull	224151
Iceland	Grimsby	357543
Netherlands, Vice-Consul	Immingham	76246
Norway, Vice-Consul	Hull	224151
Sweden, Vice-Consul	Immingham	571387

REPAIRS: Facilities are available for all deck and engine repairs.

DRY DOCKS: None.

SURVEYORS: See "Immingham".

GANGWAY/DECK WATCHMEN: Not necessary, but the service is available if Master requires it.

OPENING/CLOSING HATCHES: Responsibility of the crew. The hatch beams can be removed and replaced by the shore cranes but there is an extra charge for this operation.

CUSTOMS ALLOWANCES: 200 cigarettes per 8 days. 1 bottle wine and 1 bottle spirits per 4 days. All seals to be broken.

CARGO GEAR: In accordance with the regulations laid down by H.M. Factories Inspector.

REPATRIATION: Can be arranged if required.

AIRPORT: Humberside, 15 miles from Grimsby, daily service to Amsterdam (3 flights daily), Bergen, Stavanger, Norwich and Aberdeen. Easy access to all major airports via rail, etc.

Leeds Bradford Airport, 3 flights daily to Amsterdam, Aberdeen, Belfast, Norwich, Paris and Edinburgh. One flight to Dublin.

HOLIDAYS: New Year's Day; Christmas Day; Boxing Day; Good Friday; Easter Sunday and Monday; May Day; Spring Bank Holiday (end May); Late Summer Bank Holiday (end August). All except Christmas Day, New Year's Day, Good Friday and May Day can be worked as overtime if sufficient staff are willing.

POLICE/AMBULANCE/FIRE: Port Security 352713; Grimsby Police – Grimsby 359171. Emergency – Police/Fire/Ambulance 999.

EMERGENCY CO-ORDINATION CENTRE: See "Immingham".

TELEPHONES: Not available for connection on board.

SERVICES: Compass adjusting, tank cleaning, etc., are available.

BANKS: See "Immingham".

STORING: See "Immingham".

SHORE LEAVE: Crew are allowed ashore.

IDENTIFICATION CARDS: Some sort of identification whilst crew are ashore is advisable. (Seaman's Book or Passport).

GENERAL: The Grimsby Dock Master can be contacted on VHF Channel 16 and then change to Channel 18 or 9 for speaking.

GARBAGE DISPOSAL: In dock, collection service available alongside vessels using private hire skips for kitchen/galley waste. Contact BIFFA. Tel: 0472 351185. Some port authority skips available on the quayside for dunnage waste disposal only.

On the jetties, garbage skips are available.

WASTE OIL DISPOSAL: In dock, collection service is made available by tanker trucks alongside vessel. Contact Waste Oil Services (Tel: 0472 827112) and BIFFA (Tel: 0472 351185).

SEAMEN'S CLUBS: Danish Mission, 2 Cleethorpe Road, Grimsby, Tel: 0472 342257.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Associated British Ports, Port Office, Cleethorpe Road, Grimsby, South Humberside DN31 3LL. *Tel:* (0472) 359181. *Telex:* 52250. *FAX:* (0472) 348275. *Contact:* D. Dunn, Port Manager.

HARTLEPOOL: 54.42 N. 01.12 W. (See Plan)

PORT LIMITS: The Port facilities extend from Hartlepool Fairway Buoy to all berths.

Arrival Time is accepted as time of passing Hartlepool Dock Head or time of anchoring in Hartlepool Bay.

DOCUMENTS: *Ship's Official Papers including:*
Ship's Register.
Ship's Construction Certificate.
Load Line Certificate.
Derat Certificate.
Safety Equipment Certificate.
Radio Equipment Certificate.
U.K. Light Dues Certificate.
Crew List.
Bills of Lading, Manifest and Stowage Plan (Usually sent in advance).
Ship's Stores List.

RESTRICTIONS: Small vessels can berth in outer harbour at any state of tide. Deep draft vessels enter in accordance with tide.

Vessels for the enclosed docks enter or depart from 3 hours before High Water to 1 hour after High Water.

Entrance Channel 1.1 km. long., 65 m. wide. Nominal dredged depth 5.7 m. below LAT.

PILOTAGE: Call by VHF when 2 hours from port and again 30 minutes before arrival. 2 hours required for sailing. VHF Channels 9, 14 and 16. Tel. No. 0642 - 485648.

Pilotage compulsory for:

(a) Vessels of 95 m. LOA and over navigating in Victoria Harbour.
(b) Vessels of 85 m. LOA and over navigating in Impounded Docks.
(c) Vessels requiring services of a tug.

Pilot usually boards in vicinity of Longscar Buoy from a cutter showing the usual international signals.

ANCHORAGE: Vessels are prohibited from anchoring:

(i) Inside the dredged channel.
(ii) Within a radius of 1,113 m. of the charted position of the Fairway Buoy.
(iii) Within the limits of divergent lines starting and extending from the dredged channel limits 244 m. apart at the South Gare Light Station, to 550 m. apart between their respective points of intersection with the circumference of the circle defined in (ii)

Vessels should not anchor within 2.5 cables of the Ekofisk Oil Pipeline or Everest Gas Pipelines.

Caution should be exercised by the Mariners wishing to anchor in Tees or Hartlepool Bays, especially during periods of onshore winds. Local weather forecasts may be obtained from the Coast Guard or Coast Radio Station. Continuous anchor watches must be maintained and frequent confirmation of the vessel's position obtained to ensure the vessel is not dragging. Engines should be maintained in a state of readiness so that the vessel may heave up if required.

MAX. SIZE: Overall length 190 m. Beam 30.5 m., draft of 8.00 m. Vessels approaching any of the max. sizes must consult the Tees Harbour Master in advance. Keel clearance of 1.2 m. required.

HEALTH: The Public Health (Ships) Regulations in force.

Also see "Health – All Ports" before first U.K. port.

RADIO: Cullercoats Radio.

VHF: VHF watch kept on Channels 16 and 12, working Channel 12.

V.H.F. Station	*Call Sign*	*Channel*
Tees Harbour Master	"Tees Port Control"	14, 16
Dock Master's Office	"Hartlepool Harbour Radio"	16,12,11,8.
Tugs "Hart" and "Stranton"	Tug Name	All frequencies
Tees Bay Pilot Cutter	"Tees Bay Pilot"	67,16,14,12,9,6.

TUGS: Two twin screw diesel (1,200 h.p.) tugs available during tidal periods. Tugs ropes available at extra charge.

BERTHING: Victoria Harbour, Deep Water Berth. Length 295 m. Depth 9.5 LAT. Equipped with 5 × 10 tonne cranes. Ro/Ro pontoon available.

Victoria Quay: Length 150 m., depth 9.5 m. 2 × 10 ton cranes and 1 × 7.5 tonne crane.

Irvines Quay: Length 380 m., depth 9.5 m. 3×10 tonne cranes and 1×25 tonne crane.

North Basin (Non-Tidal): Length of Dock 182.87 m. Depth on sill is 3.1 m. below LAT. No Cranes.

Mobile bulk conveyor available in deep water harbour.

STEVEDORES: All stevedoring undertaken by Port Authority on day work basis with voluntary overtime available (including week-ends). Shift working can also be provided.

MEDICAL: Full hospital and emergency services available at all times. Shore Telephone No. 999 or call on VHF 16.

DENSITY: 1025.

FRESH WATER: Available from shore hydrants at 20 t.p.h. Quantities up to 50 tons available by tug.

FUEL: Available by road and bunkering vessels.

CONSULS: Belgium, Denmark, Finland, French Consular Agency, Germany, Netherlands, Norway, Portugal, Sweden.

REPAIRS: Deck and engine repairs available.

SURVEYORS: Hull and cargo surveyors available through Shipping Agent.

GANGWAY/DECK WATCHMEN: Available by private arrangement through Agents.

HATCHES: To be opened and closed by ship's crew.

AIRPORT: Teesside Airport nearby with regular U.K. and Continental Services.

TIME: GMT and BST (GMT plus 1 hour) during Summer months.

HOLIDAYS: Normal Bank Holidays.

EMERGENCY CO-ORDINATION CENTRE: Tees Harbour Office.

STORING: See "Prelims".

1. Yes. 2. Yes – no regulations concerning storing.
3. Yes. 4. Yes.
6. Yes. 5. Normal standing regulations.

IDENTIFICATION CARDS: Seaman's Book or Passport advisable.

GARBAGE DISPOSAL: A skip is provided at the end of the finger pontoon.

WASTE OIL DISPOSAL: No shore facilities.

SEAMAN'S CLUBS: None.

GENERAL: *Charts:* B.A. Charts No. 2566 and 2567.

Depths: All depths given are subject to siltation and updated information may be obtained from the Tees Harbour Master Tel: (0642) 452541.

Tidal and Weather Information: Strong winds from the N.W. through N. to N.E. increases tides. The flood tide sets S.S.E. on the coast, therefore strong S.E. winds depress the heights of the tides.

Tidal Variations:

M.H.W.S.	5.05 m.	M.H.W.N.	4.01 m.
M.L.W.S.	0.75 m.	M.L.W.N.	1.75 m.

AUTHORITY: Tees and Hartlepool Port Authority – Hartlepool Docks, Middleton Road, Hartlepool, Cleveland TS24 0SE. *Tel:* Hartlepool (0429) 276771. *Telex:* 58669. *FAX:* (0429) 222291. *Contact:* N. Britton, Director.

HARWICH (Including Harwich International (Previously Parkeston Quay) and Navyard Wharf): 51.56 N. 01.15 E. **(See Pla**

The Harbour Authority is the Harwich Haven Authority wh jurisdiction extends from the Shipwash Bank to the mouth of the R Orwell on one hand and as far up the River Stour as the tide flows the other.

The Harbour Master's Office is at Navigation House, Angel Ga Harwich (Tel: (0255) 243030. Telex: 987304), at which is based Harwich Harbour Operations Service maintained on a 24 hour basis

The Harbour Operations Service (Call sign "Harwich Harbour Rad maintains a listening watch on Channel 16, and operates on Channel

The service is equipped with surveillance radar, radar informatio available on request.

Harwich International Port Ltd. keep a 24 hour listening watch Channel 16 and work on Channel 18.

DOCUMENTS:

1 Home Officer Form 1.B.6 may be obtained from H.M. Custo Boarding Officer.
1 C.142 Crew Declaration List.
1 Maritime Declaration of Health ("Q" Flag procedure).
2 Ship's Report by Master.
1 Stores List.
1 Certificate of Deck Cargo Tonnage (if carried).
1 Grain Certificate (if carried).
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List required by vessels other than packet vessels.
1 Landing Card for each passenger.
1 Ship's Certificate of Registry.
1 Mercantile Marine Office Certificate – for British vessels only.
1 Load Line Certificate.
1 Safety Equipment Certificate.
1 Lloyd's Certificate.
1 Derat Exemption Certificate.
1 Ship's Register.
1 Lights Bill.
1 Radio Safety Certificate.

In addition Manifests and Bills of Lading are usually sent to Ag direct from loading port.

Dangerous Goods: Notification is required to Harwich Harbour V 24 hours in advance of the vessel's arrival at the port. Notification m be made by the following means:

(1) By facsimile – Fax No. (0255) 241325.
(2) By telex – Telex No. 98472.
(3) By telephone – (0255) 243000 (24 hour number) in exceptio circumstances only.

PILOTAGE: PROCEDURE AND INFORMATION ON ETAs/ETDs F SHIPS REQUIRING THE SERVICES OF AN AUTHORISED PILOT

Arrival Notification: Ships bound for the Haven Ports of Harw Felixstowe, Ipswich and Mistley and requiring a Pilot, shall notify Harw Operations Control, 8 hours in advance, giving the ETA at the Harw Approach Buoy (Lat. 51° 56.4′ N., Long. 01° 31.2′ E.), gross tonna maximum draft, departure port and destination port.

Confirmation of ETA should be given at least 3 hours before ar at Harwich Approach Buoy.

Failure to provide the ETA and subsequent confirmation could res in delay to the ship.

In the case of a ship engaged in the short sea trade, the initial E may be passed at the time of leaving the last port of call, if pass time is less than 8 hours.

A ship having complied with the above conditions and then hav anchored before embarking a Pilot must give Harwich Operat Control adequate notice of requiring the services of a Pilot. Failur give such notice could result in delay to the ship.

Requests from inward-bound ships for the services of a Pilot for t Rivers Blackwater, Colne, Crouch or Roach may also be passed thro Harwich Operations Control.

Departure Notification: Outward-bound ships, or ships moving within compulsory Area, which require the services of a Pilot, shall give at le 2 hours' notice of their Estimated Time of Departure.

Boarding and Landing Arrangements: The pilot boarding poin inward bound ships will be within the voluntary pilotage area, such t the Pilot is boarded in good time before entering the Compulsory Ar

The boarding position will be agreed with Harwich Operations Con having due regard to the size and draft of the ship and the preval circumstances.

The normal boarding point will be in the vicinity of the Harw Approach Buoy, but deep-draft ships may, by arrangement, board th pilots near the Sunk Light Vessel or the Mid-Bawdsey Buoy, depen on their point of entry into the Compulsory Area.

Boarding and landing will take place from pilot launches opera from Harwich Harbour. The launches will have the word "HA PILOTS" on the side of the wheelhouse, fly the pilot flag by day an night, exhibit lights and signals in accordance with Rule 29 of International Regulations for Preventing Collisions at Sea.

If the pilot launch is unable to operate in the normal locations du stress of weather, or other unforeseen circumstances, altern arrangements will be advised by Harwich Operations Control.

GEOGRAPHICAL LIMITS OF THE HAVEN PORTS PILOTAGE AR (THE COMPULSORY AREA):

The area bounded by the following limits:

(a) As much of the River Orwell as lies below Ipswich Dock
(b) As far up the River Stour as the tide flows.
(c) To seaward of Landguard Point, the area bounded as follo
    (i) In an Easterly direction as far as 01° 24′ E.
    (ii) In a Southerly direction as far as 51° 54.5′ N.
    (iii) In a Northerly direction as far as 51° 57.4′ N.

Voluntary Pilotage: The Board will provide pilotage upon request in the area to seaward of the Compulsory Area as far as a line drawn between the following points:

(a) Bawdsey Cliff – Lat. 52° 00′ N., Long. 01° 26′ E.
(b) Lat. 52° 00′ N., Long. 01° 41′ E.
(c) Lat. 51° 49′ N., Long. 01° 41′ E.
(d) Lat. 51° 49′ N., Long. 01° 15′ E.

APPROACHES: Traffic Regulatory System in effect.

ANCHORAGES:

Erwarton: Situated to the North and West of Harwich International Port with an average depth of 5.5 m. at LW.

Parkeston: Situated to the North of Harwich International Port with an average depth of 5.5 m. at LW.

Shelf: Situated on the Western side of the main Channel between the North and South Shelf Buoys. Average depth of 3.7 m. at LW.

Platters: Situated at the Pitching Ground. Average depth 8.0 m. at LW.

Cork: Situated to the North of the Harwich Channel. Area approx. 2 miles×1 mile. Average depth 6.5 m.

RESTRICTIONS: Normal max. draft allowed alongside the berths at Harwich International Port is 7.5 m.

Normal cargo working at Harwich International Port throughout 24 hours.

MAX. SIZE: Normal max. permissible length 190 m. Arrangements for larger vessels can be made. Normal max. permissible breadth for Roll-on/Roll-off is 24 m. Normal max. permissible draft – 8.0 m. The height of the tide does not restrict a vessel berthing alongside the quay if her draft is within 8.0 m.

HEALTH: Maritime Declaration of Health required ("Q" Flag procedure). Obtain Pratique through H.M. Customs Boarding Officer if no sickness on board.

If there is sickness on board the Customs Official will notify the Duty Port Medical Officer.

If the vessel is from another port in the U.K. Pratique is automatic.

Also see "Health – All Ports" before first U.K. port.

RADIO: North Foreland Radio (call sign GNF) or Humber Radio (call sign GKZ) are the most convenient stations to pass ETA cables, etc., to Agents or receivers

VHF: *Port Operations:*

	Channel 16	Safety.
	Channel 9	Pilotage and ETAs.
	Channel 71	VTS and Reporting.
	Channel 6	Pilot Launches.
	Channel 69	Tugs.
	Channel 20	Harwich Radar Assistance.
	Channel 11	Harbour Craft.
Telephone:	0255 243000	Harbour Operations.
	0255 243111	Pilot Orders.
Telex:	98472 HAROPS G.	
Fax:	0255 241325	

Dangerous substances in Harbour Areas notifications should be sent by telex or fax 24 hours prior to arrival or at time of leaving last port.

TUGS: 5 tugs are available in Harwich Harbour for use in the area. M.T. "Sun London", M.T. "Trimley", M.T. "Deben", M.T. "Ganges" and M.T. "Victoria" 40 tons bollard pull. Tugs' lines usually used.

24 hour service, 7 days per week. Constant watch on Channel 16 VHF. Additional tugs up to 2,250 h.p. can be obtained from London at 24 hours' notice.

BERTHING: There are 8 berths at Parkeston Quay, of which 2 are Portal Ro-Ro berths and 3 Pontoon Ro-Ro berths. Normally max. draft permissible alongside is 8.0 m.

Berthing, etc., by arrangement. Applications for berths must be made through the Ship and Port Manager, Harwich International Port, giving as much advance notice as possible. Also see "Navyard, Harwich" before "Authority".

STEVEDORES: Arrangements for their use must be made through the Ship and Port Manager, Harwich International Port.

MEDICAL: Prior notice through Harwich International Port, desirable to arrange attention. All services are available.

TANKERS: A berth is available for tankers for the purpose of discharging and loading to the local oil refinery.

DENSITY: 1025 (sea water).

FRESH WATER: Fresh water can be supplied from quayside hydrants.

FUEL: Can be arranged by either barge or road tanker.

CONSULS: Dutch, German, Danish, Belgian.

REPAIRS: Minor repairs can be carried out by port workshops. As much advance notice as possible required.

GANGWAY/DECK WATCHMEN: Watchmen are not provided or required by the port, but ships may use their own watchmen.

OPENING/CLOSING HATCHES: To be carried out by ship's crew.

CARGO GEAR: There are 2 transporter cranes, 30 tons SWL and 4×30 ton Goliath rubber tyred gantries. A 45 ton mobile crane is available at Parkeston Quay.

REPATRIATION: All facilities available.

AIRPORT: Nearest is Stanstead, 50 miles; Southend, 70 miles.

HOLIDAYS: The port is open 24 hours a day all year round, except Saturday nights, Christmas Day and Boxing Day.

POLICE/FIRE/AMBULANCE: Dial 999 and ask for service required.

TELEPHONES: Arrangements can be made, with advance notice given.

SHIP SUPPLY SERVICE:

The Alexandra Towing Co. (Felixstowe) Ltd., The Dock Office, Felixstowe Dock, Felixstowe, Suffolk.
Felixarc Marine, Felixstowe Dock, Felixstowe, Suffolk.
Orwell & Harwich Navigation Co., The Quay, Harwich, Essex.

IDENTIFICATION CARDS: Seaman's Identity Cards sufficient.

GARBAGE DISPOSAL: Leigh Environmental (Tel: 0206-871111). 0700 hrs. – 1700 hrs. Skips provided alongside. One day's notice required.

WASTE OIL DISPOSAL: Southern Economy Fuels, tanker trucks (20 tons) (Tel: 0394-272236. Fax: 0394-271540). 24 hours service, 48 hours notice required.

CURRENCY: Thomas Cook Foreign Exchange Bureau in Passenger Terminal. Tel: 0255-503088. Open daily 0630 hrs. – 2115 hrs.

DEVELOPMENTS: Eastern end of Parkeston Quay to be lengthened in due course to provide more container berths.

NAVYARD, HARWICH:

Operators: Harwich Dock Co. Ltd. Naval House, Kings Quay Street, Harwich, Essex CO12 3JJ. Telephone: Harwich 241341. Telex: 98229. Fax: (0255) 241441. Contact: F.A. Hatchard, Managing Director. D.M. Lucey, Commerical Manager. Listens on VHF Channel 16, working Channel 22.

Berths:

Berth No. 1:	Length 42 m.	
Berth No. 3:	Length 160 m.,	depth 8.6 m.
Berth No. 4:	Length 90 m.,	depth 4.5 m.
Berth No. 5:	Length 160 m.,	depth 6.5 m.

(Berths 3, 4 and 5 equipped with Ro/Ro ramps).

Stevedores:

All labour at Navyard is employed by Harwich Dock Co. Ltd. Berths and labour must be booked through Operations Manager (24 hour service available).

Cargo Equipment:

1 Ransome Rapier NCK 60 mobile crane – capacity 35 tonnes.

Other equipment includes 14 tugmasters, 10 forklifts to 45 tonnes.

Other Services:

Telephones, fresh water, bunkers, medical services can all be arranged. Harwich Dock Company Ltd., provides ships and goods agency services at this and other ports.

Garbage Disposal: Collection service available on request.

Waste Oil Disposal: Collection available by road tanker.

AUTHORITY: Harwich Haven Authority, Navigation House, Angel Gate, Harwich CO12 3EJ. *Tel:* (0255) Harwich 243030. *Telex:* 987304. *FAX:* (0255) 240933. *Contact:* Captain I. Whale, Marine Manager and Harbour Master.

HEYSHAM: 54.02 N. 02.55 W. (See Plan)

DOCUMENTS: As for other British ports plus Walney Light Dues.

PILOTAGE: Heysham Pilots. Compulsory for all vessels over 50 m. LOA.

ANCHORAGES: Heysham Lake. 0.5 mile W.N.W. of No. 1 Buoy. Position: Lat. 53° 59.6′ N., Long. 3° 00.0′ W. Depth: 40 ft. at LW.

RESTRICTIONS: Entry possible at all states of tide. Harbour maintained at 4.1 m. below Admiralty chart datum of chart No. 2010.

MAX. SIZE: 525 ft. (160 m.) length, draft 17 ft.

HEALTH: See "Health – All Ports" before first UK port.

RADIO: Heysham Harbour Radio, VHF Channels 16, 14 and 74.

TUGS: None available locally. Tugs on call from Liverpool.

BERTHING: Vessels may be berthed at any time. 2 Ro/Ro ramps, 1 berth exclusively for gas base, 1 general cargo berth North Quay, 2 general cargo berths South Quay and 1 berth West Quay.

CRANES: 1×30 ton portal crane on North Quay; 1×23 tonne portal crane, 4×7.5 ton portal cranes and 1×10 tonnes on South Quay.

DENSITY: Salt water.

FRESH WATER: Available at all quays, except West Quay.

FUEL: Gas oil by road vehicle.

REPAIRS: Small repairs possible, no docking facilities.

GANGWAY/DECK WATCHMEN: Ship's watchmen required.

AIRPORT: Nearest, Liverpool and Manchester; 60 miles.

PROVISIONS: Available locally.

POLICE/AMBULANCE/FIRE: Telephone 999 in emergency.

SHORE LEAVE: No restrictions on landing.

GARBAGE DISPOSAL: Skips and road vehicles available. Charges are variable by arrangement with local contractor. Contact Heysham Port Limited (Tel: 0524 852373).

WASTE OIL DISPOSAL: A waste oil collection service can be arranged with a local contractor (prior notice required). Contact Heysham Port Ltd. (Tel: 0524 852373).

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£). U.S.$ 1.00 = U.K.£ 0.67 (31.1.94).

AUTHORITY: Heysham Port Ltd., Heysham, Lancs. LA3 2XF. *Tel:* (0524) 852373, 852284. *Telex:* 65260. *FAX:* (0524) 853301. *Contact:* Captain P.A. Read, Port Manager. P.L. Fenton, General Manager.

HOLYHEAD: 53.19 N. 04.41 W. (See Plan)

DOCUMENTS:

1 Crew List and where applicable a Passenger List.
1 Pratique issued by Customs.
1 Crew Declaration (C.142 for H.M. Customs).
1 List of Consumable Stores (tobacco, alcohol).
1 Declaration of Health.
1 Cargo Manifest.
1 Ship's Report.

PILOTAGE: Pilotage compulsory under Sealink Harbours Holyhead Authority. Local Pilot available on request.

ANCHORAGES – PROHIBITED ANCHORAGE: The breakwater affords partial shelter to the outer anchorage and complete protection to New Harbour; there are depths of up to 12.0 m. in the former and of up to 12.0 m. in the latter.

The accommodation for vessels of deep draft in New Harbour is limited. Small vessels should always proceed into New Harbour and anchor in the S.W. part, leaving the outer part and the roadstead for large vessels. The bottom is hard, overlaid with mud but the holding ground is sufficiently good if an adequate amount of cable is veered. During Easterly winds an uncomfortable sea is raised; vessels may then obtain shelter in the Eastern part of outer anchorage. Anchorage is prohibited within 1.5 cables on either side of the track followed by Passenger Ferries from the head of the breakwater to the entrance to Old Harbour; the limits of this area are shown on charts.

MAX. SIZE:

Inner Harbour: Restricted to vessels of 4.5 m. draft and vessels exceeding this draft will only be accepted after consultation with the Port Manager or Harbour Master.

New Harbour: Vessels of approximately 60,000 tons can be accepted alongside the Anglesey Aluminium Jetty where the berth is dredged to 13.5 m. at L.A.T.

Ro-Ro vessels up to 150 m. length and 7.0 m. draft accepted.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Holyhead Radio, VHF Channel 16, No Port Radar.

TUGS: Available through Agents. Tugs up to 1,375 h.p.

BERTHING: By prior arrangement with the Port Manager.

Ferry Ramps and Services: There are 2 berths available in the port which are used by Sealink Multi-purpose (Car and Ro/Ro traffic) ferries. The main one is termed the 'Station Berth' and as its name implies is an integral part of the rail station complex offering quick and easy rail/ship interchange with all the necessary H.M. Customs, passenger waiting and ticket checking facilities. Two mechanical gangways are available. A similar berth is available at Salt Island (Admiralty Pier) with again passenger waiting and H.M. Customs clearance facilities available on the spot. Transfer for rail passengers can be made by connecting coaches.

	Station Berth	*Salt Island Berth*
Maximum length of ship accepted	130 m.	140 m.
Datum depth of water available	4.6 m.	4.6 m.
Ramp width	3.4 m.	3.0 m.
Maximum weight of vehicles over ramp	40 tonnes	38 tonnes
Maximum width of vehicles at ramp	3.7 m.	3.5 m.

General Cargo Handling: General Cargo berth is used for exports of Aluminium ingots, steel, powdered chemicals and various other commodities. Imports include fertiliser, timber and steel. Vessels using this berth make arrangements with Agent. Storage space available with this berth by prior arrangement. Cranes/forklifts are available for hire.

Length of berth	170 m.	(total quayage)
Depth of water available	4.4 m.	datum

CONTAINER HANDLING FACILITIES: Closed.

Length of berth	135 m.
Datum depth of water available	4.8 m.

STEVEDORES: No stevedores. Vessels loaded and discharged by making prior arrangements with Agent.

MEDICAL: Medical Officer available. Stanley Sailors Hospital situated in close proximity to Harbour.

DENSITY: Salt water (1025).

FRESH WATER: Available at all berths within the Inner Harbour and alongside Anglesey Aluminium Jetty.

FUEL: Fuel oil and diesel oil available provided that adequate warning is given to Agent. Only 1 berth available for bunkering of large vessels of deep draft alongside Anglesey Aluminium Jetty.

Prior arrangements must be made with Sealink Harbours Ltd. in conjunction with Anglesey Aluminium Metals Ltd., telephone Holyhead 763333.

No oiling barge available for bunkering vessels at anchor.

GANGWAY/DECK WATCHMEN: Required at all times when vessels are in port.

REPAIRS: No facilities.

SURVEYORS: Cargo Inspectors can be contacted, if required.

Surveyors representing Lloyd's Register, Bureau Veritas, etc., can be contacted on request.

AIRPORT: RAF Station Valley, Anglesey (6 miles away).

HOLIDAYS: Saturdays, Sundays and all Public holidays.

POLICE/AMBULANCE/FIRE: Tel. 999.

EMERGENCY CO-ORDINATION CENTRE: Maritime Rescue Sub-Centre, Coastguard. Tel: 0407-762051.

TELEPHONES: No telephone connection for outside vessels. Public telephone within port limits.

SERVICES: Compass adjusting can be arranged. Agency can be arranged through Port Authority.

BANKS: British banks only available in the Holyhead area, exchange facilities are provided.

STORING: See "Prelims".

1. Vessels can be stored by barge or truck, usually by truck.
2. Vessels can be stored during loading or discharging.
3. Trucks can proceed alongside at the berth.
4. Forklift trucks can be used to handle stores.
5. Customs Regulations, where applicable, in force.
6. Local riggers can be employed, if necessary.

SHORE LEAVE: Allowed.

GARBAGE DISPOSAL: Garbage disposal can be provided on requ

WASTE OIL DISPOSAL: Waste oil disposal can be provided on requ 48 hours notice required.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Sealink UK Ltd., Sealink House, Holyhead, Gwyne LL65 2DQ. *Tel:* (0407) 762304. *FAX:* (0407) 765118. *Telex:* 612

Contact: Port Manager/Harbour Master.

HOUND POINT: 56.00 N. 03.22 W. (See Pla

LOCATION: The Terminal consists of 2 steel and concrete isla structures, situated to the East of the Forth Railway Bridge. Berth No in position Lat. 56° 00.3′ N., Long. 3° 21.7′ W., and Berth No. 2 position Lat. 56° 00.3′ N., Long. 3° 21.0′ W.

DOCUMENTS:

1 Crew List.
1 Passenger List.
1 Crew's Effects List.
1 Stores List.
All valid Certificates.

PILOTAGE: Pilotage in Firth of Forth is compulsory. Contact "Fo Pilot" VHF Channel 16. Pilot boards large vessels in vicinity of Fair Buoy (56° 03.5′ N., 03° 00′ W.) as there is limited depth a manoeuvring space at normal Pilot boarding ground East of Inchke For large vessels in ballast, Pilots require gangway/pilot lad combination rig.

Shipmaster's Report: January 1993: The Terminal has its own Che List and the Pilots require Pilot Card on boarding.

ANCHORAGE: When vessel has to wait for Pilot, berth or tide, "Fo Navigation Service" will assign anchorage. These anchorages are i line E.S.E. to S.W. of Fairway Buoy. Good holding ground anchorages.

RESTRICTIONS: Vessels will be berthed at any state of the tide, exc where tidal range is more than 4.9 m.

MAX. SIZE: Berth No. 1 is designed to accommodate vessels in t range of 50,000 – 300,000 tonnes deadweight, where the maxim permissible berthing displacement is 150,000 tonnes. The minim parallel mid-body length acceptable is 47.5 m. on either side of t vessel's manifold centreline.

Berth No. 2 is designed to accommodate vessels in the range 50,000 – 150,000 tonnes deadweight, where the maximum permiss berthing displacement is 174,000 tonnes. The minimum parallel m body length acceptable is 32.0 m. on either side of the vessel's mani centreline.

Max. Draft: Maximum Departure Draft: Following discussions at t Pilotage Management Committee and the Sub-Group of the Hound Po Liaison Committee, the following system has been established to ob the maximum draft of a vessel sailing from the Hound Point Termi

The minimum depths in the approaches to the Hound Point Term are two patches of 19.0 m. and 19.2 m. respecitively which approximately 200 m. to the North and East of the berthing face of N Jetty (see Admiralty Chart No. 736).

The maximum draft of a vessel sailing from the Terminal shoul established as follows:

Minimum Charted Depth	19.0 m.
Plus Predicted Height of Tide (Leith Gauge) at departure time	+
Less	– 2.5 m.
Maximum Draft	

Vessels of maximum draft should have a departure time no later t 2 hours before predicted High Water (Leith) in order to be at Buoy N by High Water.

To establish the Height of Tide (Leith) required before a vessel safely depart from the Terminal on a rising tide, the following rule app

Height of Tide required = Draft – 16.5 m.

N.B. The above maximum draft calculations must be used for all ves having loaded draft of 16.5 m. or greater.

This maximum draft calculation supersedes any previous informa issued on this subject.

Berth No. 1: Minimum Depth 24.50 m.
Max. Draft (Springs) 21.30 m.
Max. Draft (Neaps) 20.24 m.
Berth No. 2: Minimum Depth 22.40 m.
Max. Draft (Springs) 21.30 m.
Max. Draft (Neaps) 20.24 m.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: *Pre-Arrival Telex Format:* Prior to arrival at the Terminal Master shall advise the Company of the following:

AA ETA – Last Cargo – Last Port – Destination.
BB Quantity of ballast to pump ashore.
CC Estimated Deballasting time.
DD Can vessel load/deballast simultaneously.
EE Quantity and type of any slops to be discharged.
FF Confirm vessel carries onboard valid Oil Pollution Certifica
GG Confirm vessel carries onboard all appropriate charts and these are up to date.
HH Confirm aft leading accommodation ladder available.
II Confirm I.G. System fully operational and all cargo tanks in to 8% or less oxygen content.
JJ Confirm cargo tanks do not contain high concentrations of which may result in emissions during loading being in exc the Threshold Limit Value.

KK Was the Last Cargo carrying a High Sulphur Crude.
LL Required Loading Rate.
MM Confirm vessel can perform Closed Loading Operations.

RADAR/VHF: Estuary radar service. VHF contact can be made with Forth Navigation Service on Channels 16 and 71, working Channels 20 and 12. B.P. Grangemouth VHF Channel 16 (calling) and Channel 19. Berth Supervisor on Channel 19. Forth tugs, Fire tug and Anti-Pollution tug on Channels 16 and 9.

Hound Point Terminal operates on VHF Channel 9 for berthing and unberthing operations.

If simultaneous operations are being carried out at both berths, Berth No. 1 will operate on Channel 9 and Berth No. 2 on Channel 17.

TUGS: Two tugs of 60 tonnes bollard pull and 4 tugs of 35 tonnes bollard pull available. Tugs wires are used.

Berth No. 1: Vessels up to 265 m. LOA normally use 3 tugs for berthing and 2 tugs for unberthing. Vessels over 265 m. LOA normally use 4 tugs for berthing and 3 tugs for unberthing.

Berth No. 2: Vessels berthing and unberthing use 2×60 tonnes bollard pull tugs in the push/pull mode.

BERTHING: Hound Point Terminal (leased and operated by British Petroleum) is in the Firth of Forth about 13 miles from Fairway Buoy. The datum depth in the approach channel is 19.9 m. and least depths of 24.5 m. (Berth No. 1), and 22.0 m. (Berth No. 2), are available. Both berths are aligned in a 064° – 244° direction on the North Western faces of the structures. Mean tidal range is 4.8 m. (Springs), and while stream rates of 3.5 knots are normal, rates of 5 knots can be experienced.

Vessels are berthed either side to with the assistance of tugs. Rate of approach equipment is fitted on both berths. A combination of vessel and shore moorings is used, and vessels must have available a minimum of 6 suitable lines at each end.

Vessels above 1,600 g.r.t. shall comply with the requirements of Statutory Instrument 1077 The Merchant (Tankers) (EEC Requirements) Regulations 1981, and Statutory Instrument 1637 The Merchant (Tankers) (EEC Requirements) (Amendment) Regulations 1982.

A vessel will only be accepted at a berth providing it is compatible with all aspects of the berth design.

Special attention is made to a vessel's manifold arrangements, which must be of a fixed and permanent design (including pipelines, valves, supports, etc.), and form part of the vessel's structure. Cast iron manifolds are not acceptable.

All vessels should have manifold arrangements which comply with the standards recommended by the Oil Companies International Marine Forum – Standards for Tanker Manifolds and Associated Equipment.

Operators of vessels which are unable to comply with the above recommendations must confirm with the Company the suitability of a vessel for a cargo operation.

Shore gangways are normally provided.

Marine band VHF radio operating on Channels 9, 10, 12, 16, 19 and 46 are used on Berth No. 1, and full multi-channel VHF is used on Berth No. 2.

Crude Oil (approximate density 0.8250 (API 40.0), temperature 15° – 33°C), is loaded at rates up to 14,000 tonnes/hr. (Berth No. 1), and 12,000 tonnes/hr. (Berth No. 2).

Ballast water contained in cargo tanks must, where necessary, be discharged to the shore facility which can normally receive up to 50,000 tonnes without prior approval (Max. shore capacity from any one vessel is 100,000 tonnes). The Terminal is capable of simultaneous handling of crude oil and ballast.

Masters should note that it is necessary to overcome a system back pressure of 4.5 bar when discharging ballast and should estimate deballasting time accordingly.

Ballast water containing chemicals or waste incompatible with shore facilities must not be discharged ashore.

Clean ballast from a Segregated Ballast System may be discharged overboard, subject to the approval by the Port Authority and the Company.

Contents of a vessel's slop tanks may be dicharged to the shore reception facility after analysis and with the prior approval of the Company. If material for discharge is incompatible, arrangements for disposal of the material must be made with the vessel's Agent, who keeps a list of contractors licensed to handle hazardous material.

Vessels normally receive full documentation at time of departure, but it may, on occasions, be necessary to utilise an Early Departure Procedure.

On completion of operations, vessels may be required to vacate the berth and proceed to an anchorage to carry out cargo measurements (this includes operations carried out by Independent Cargo Surveyors).

Four loading arms are normally available for use on each berth presenting 16 in. ASA 150 conection flanges. The loading arms are designed to operate within an envelope 4.5 m. – 31.0 m. on Berth No. 1 and 4.5 m. – 25.1 m. on Berth No. 2. Vessels should arrive with appropriate reducing pieces fitted to the manifold.

Loading arms on Berth No. 2 are fitted with an Emergency Release System (ERS), which activates in the event of a vessel movement outside the arms operating envelope.

Mooring hooks on Berth No. 2 are fitted with a Mooring Load Monitoring System, with remote readout visually displayed in the control room.

Remote Release of moorings can be activated from the control room.

Berthing and Unberthing: The number of tugs employed will vary according to the size of the vessel and the prevailing weather conditions.

Berthing is undertaken during daylight or darkness.

Minimum acceptable visibility for berthing and unberthing is 1 mile.

Berthing will not be attempted if the wind is in excess of 20 knots (Force 5) blowing onto or off the berth from a direction up to 45° either side of a line at right angles to the longitudinal axis of the berth, or if in excess of 30 knots (Force 7) from any other direction.

The unberthing of vessels in excess of 54 ft. draft will also be restricted by the tidal rise, otherwise, any other limit conditions will be assessed at the time of unberthing.

At Berth No. 1, speed of approach equipment is provided to assist in ensuring a safe speed during the final breasting in manoeuvre. The equipment operates a display panel which indicates the distance each end of the vessel is off the berthing fenders by means of 2 white bar lights which diminish in length as the vessel approaches. Speed of approach for each end of the vessel is indicated by 2 "traffic light" systems which show:

Flashing Red – dangerous speed, 8 cm./sec. and above.
Flashing Amber – marginally safe speed, 5 – 8 cm./sec.
Steady Green – safe speed, 5 cm./sec. and below.

At Berth No. 2, the equipment operates a display panel giving digital readings of distance off, speed of approach and angle of approach.

A stand-by fire tug on 15 minutes notice will remain in attendance at the specially provided buoy mooring while the berth is occupied. A stand-by pollution tug is also on 15 minutes notice.

Mooring Arrangement: The Master shall ensure that:

1. Ropes and Wires: The vessel is secured alongside with suitable ropes or wires which are to the satisfaction of the Manager. A minimum of 6 mooring lines must be used at each end of the vessel. The use of mooring lines of dissimilar materials in the same direction shall be avoided. The use of wire springs (with or without synthetic fibre rope tails which should not exceed 11.0 m. in length overall, and should have a breaking strain at least 25% greater than the breaking load of the wire to which they are attached), is required. Alternatively, low stretch synthetic ropes may be substituted for wire if the elongation of the rope at 55% breaking load does not exceed 3% of the rope length.
2. Winches: Mooring ropes or wires shall only be fastened to the proper fixtures provided for this purpose. Self-tensioning winches must not be used in automatic mode, and winch brakes must be kept hardened up, except when moorings are being tended.
3. Wire Reeling: Mooring wires and lines shall be reeved on their drums in the direction which enhances brake holding power.
4. Deck Watch: A strict watch is kept on moorings, and they are tended to prevent undue movement of the vessel.
5. Emergency Towing Wires: Towing wires of a minimum 50 tonnes breaking strength (approximately 32 mm. diameter), are provided, rigged and secured to the offshore bow and quarter with the towing eyes maintained just above water level, and with sufficient slack maintained on deck.

SAFETY:

Health Hazard: *Partly Laden Vessels:* The Master will inform the Terminal of the name and nature of the part cargo on board. If the part cargo has characteristics which indicate a health hazard may exist, e.g. Hydrogen Sulphide (H_2S):

1. Will be required to isolate the venting system of the tanks containing cargo from that of the tanks to be loaded.
2. Ensure that the tanks to be loaded are not contaminated with gases from the cargo on board.
3. Release gases from the part cargo only in an emergency.
4. Gauge the tanks containing the part cargo using fixed systems or sonic tapes with approved vapour locks.
5. Sample the cargo onboad using closed sampling devices with approved vapour locks.

Note: If no such system is fitted and samples are required, arrangements should be made to carry out such operations either before the vessel berths or after the vessel sails.

Vessels in Ballast: The Master of a vessel whose previous cargo had characteristics indicating a health hazard may exist:

1. Will take all precautions to prevent high concentration of H_2S gases being vented to atmosphere during loading. Precautions should include Crude Oil Washing and the purging of all tanks prior to arrival, so that venting does not result in emissions which are above the Threshold Limit Value (TLV). Under United Kingdom Control of Substances Harmful to Health (COSHH), this is referred to as Occupational Exposure Standards (OES).
2. If any doubt exists whether an acceptable tank atmosphere has been attained, then before the vessel berths arrange for an independent chemist to issue a certificate which records the level of H_2S in each tank.
3. Will incur a delay in berthing when cargo tank atmospheres contain levels of H_2S.

Note: *If on arrival tank atmospheres are found to contain high levels of H_2S, the vessel will be required to vacate the berth.*

DENSITY: 1020 – 1025.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: See "Leith".

TIME: GMT in Winter. GMT plus 1 hour in Summer.

GARBAGE DISPOSAL: Heavy duty bags supplied to vessel. Garbage is then transported to the terminal by ship's staff and handed into a terminal vessel by B.P. staff for carriage ashore.

A minimum of £120 is charged for this service, but if a sizeable quantity of garbage is transported then additional charge will be levied. Arrangments made via B.P. Berth Supervisor.

WASTE OIL DISPOSAL: Slops can be discharged to shore reception via ballast facilities, but this may be restricted dependent upon the nature of the slops.

No alongside barge facilities available for waste oil.

SEAMAN'S CLUBS: None.

GENERAL: Outside the Firth of Forth, clear of the land on the South side, streams are weak, spring rate up to 1 knot, but at spring tide the velocity at the terminal is up to 3.5 knots (Refer to Tidal Stream Atlas).

Storing: The exposed location of the Terminal does not normally permit the safe handling of bulk stores. Subject to prior authorisation, it is permitted to transfer small packages which can be hand carried across the Terminal.

Telephone Numbers:

	Telephone	
	Payphone	Internal
Refinery Switchboard (0830 hrs. – 1700 hrs. (Monday-Friday))	01324 483422 .	
All other times	01324 483422	
Dalmeny Control Room	0131 331 1488	230/229
Terminal Asset Manager	0131 331 1488	225
Berth No. 1 Supervisor	0131 331 1325	235/245
Fax	0131 331 4850	
Ship at Berth No. 1	0131 331 1341	
Berth No. 2 Supervisor	0131 331 5581	246
Fax	0131 331 5611	
Ship at Berth No. 2	0131 331 5582	
Forth Ports PLC	0131 554 6473	
Forth Navigation Service	0131 553 1151 0131 553 1152	
Forth Tugs	01324 482401	

Emergency Services, Police/Fire/Ambulance should be contacted Shore Personnel on extensions 235/229 (Berth No. 1), 246/229 (Be No. 2), by dialling 999 on payphone or via Forth Navigation Service VHF Channel 16.

Extensions 241 (Berth No. 1), and 233 (Berth No. 2), of the sh installation telephone system is placed onboard every vessel operational and emergency use.

AUTHORITY: Forth Ports PLC, Port Office, Tower Place, Le Edinburgh EH6 7DB. *Tel:* (031) 554 4343. *Telex:* 726 *Cables:* "Harbour Leith". *Contact:* Captain A.F. Wilks, Chief Harbo Master – Firth of Forth.

Operator: B.P. Oil Grangemouth Refinery Ltd., Dalmeny Installa Dalmeny, South Queensferry, West Lothian EH30 9UA. *Tel:* (031-33 1488. *Telex:* 778142 (Grangemouth). *FAX:* (031-331) 410 *Contact:* J. Anthony Pollock, Operations Engineer – Hound Point.

HULL: 53.44 N. 00.14 W. (See Plan)

VESSEL TRAFFIC SERVICES HUMBER:

The Humber Ports Operation and Information Service operates radar surveillance between Spurn and Humber Bridge, and VHF (FM) radio telephone service available to all vessels navigating the Rivers Humber, Ouse, and Trent from the Queen Elizabeth Dock.

A continuous watch is maintained on Channels 10, 12, 14, 16 and 52. The call sign is "VEE TEE ESS" Humber. The telephone number is Hull 0482 – 701787. Telegraphic address "Humberops". Telex: 597656. Fax: 0482-795221.

The Service provides information regarding the arrival, berthing, anchoring and departure of vessels and also information on navigational aids, navigation generally, visibility, and the safety of vessels and persons. Tidal information, including the height of tide at Spurn Pilot Jetty, Immingham, Hull, Humber Bridge, Blacktoft and Keadby, is also available on request. Messages of any other nature and messages of a personal character cannot and will not be accepted. Messages of this kind should be passed through the British Telecom Ships Telephone Service via "Grimsby Radio" on Channel 27.

Other VHF (FM) Stations situated on the River Humber and the Channels used are shown in the Appendix to this Notice. These Stations provide direct communication between a vessel and the Dock or Pier Master at the place of destination. In general, vessels should obtain their navigation and safety information from the Vessel Traffic Services Humber and their berthing, docking and other pre-arrival information from the Station serving their destination.)

A general broadcast giving weather reports, tidal information and navigational warnings is made by the Vessel Traffic Services Humber on Channel 12 every 2 hours commencing at 0103 hrs., prior notification being given on Channel 16.

Procedure:

(i) Vessels fitted with appropriate VHF R/T equipment approaching the Humber should set watch on Channel 16.

(ii) Vessels wishing to communicate with the pilot station should c "Spurn Pilot" on Channel 16 and shift to Channel 14 for exchan of traffic.

(iii) On entering and before sailing or moving in the Humber, vesse should call "VEE TEE ESS" Humber on Channel 16. Wh contact is established they will be requested to transfer Channel 12 for exchange of arrival or departure informatio Watch should then be resumed on Channel 16 and 12.

(iv) Vessels wishing to communicate with the Station serving th destination should do so at the appropriate time on the Channe shown in the Appendix, reporting their departure from Cham 12 to "VEE TEE ESS" Humber. Vessels are advised that, wh communicating with these Stations, contact with the Vess Traffic Services Humber can only be re-established throu Channels 16 and 12 and it is particularly advisable to maintai listening watch on Channel 16 whenever practicable in the eve of unforeseen circumstances developing in the River.

All times in messages should be given in local time using the 24 ho notation.

To achieve the full advantage of efficient communication, st telephone discipline and attention to procedure, particularly on t Calling Channel, is imperative. The operating procedure should be accordance with that laid down in Chapters VI and VII of the G.P. Handbook for Radio Operators (1975 Edition, with Supplements).

These services will be offered and will be rendered on the conditi that neither the Associated British Ports, nor any of its servants Agents, shall be liable to any person for loss or damage of any ki howsoever caused or arising whether as a result of negligence otherwise or as a result of the non-availability of the services.

Appendix:

Station	*Call Sign*	*Channel Nos.*	*Operational Times*	*Remarks*
ASSOCIATED BRITISH PORTS				
Vessel Traffic Services Humber, Queen Elizabeth Dock, HULL	"VEE TEE ESS" Humber	16 12 10, 14 and 52	Continuous watch maintained	Calling and safety. Navigation and safety information, etc., t the Rivers Humber, Ouse and Trent
Grimsby Docks	"Grimsby Docks Radio"	16 18 9	Continuous watch maintained	Calling and safety Docking instructions for Grimsby Docks Short range berthing instructions.
Immingham Docks	"Immingham Docks Radio"	16 19 22 9	Continuous watch maintained	Calling and safety Berthing instructions for tankers. Docking instructions for Immingham Docks. Short range berthing instructions.
Saltend Jetties	"Saltend Radio"	16 19	Continuous watch maintained	Calling and safety. Berthing instructions for tankers.
King George Dock	"King George Dock Radio"	16 20 9 10	Continuous watch maintained	Calling and safety. Docking instructions for King George Dock. Short range berthing instructions.
Blacktoft Jetty	"Blacktoft Jetty Radio"	16 14	3.25 hours before HW Goole until 0.75 hour after HW Goole	Calling and safety. Port Operations and berthing instructions for Blacktoft.
Goole Docks	"Goole Docks Radio"	16 14	Continuous watch maintained	Calling and safety. Port Operations and docking instructions for Goole.
CRUDE OIL TERMINALS (HUMBER) LIMITED (Operated by Conoco, Ltd.)				
Tetney Oil Terminal	"Tetney Base"	16 19 48	Continuous watch maintained	Calling and safety. Berthing instructions for Mono-Mooring Buoy.
SPURN SHIPPING COMPANY LIMITED	"Oil Base"	9	Continuous watch maintained	Short range berthing instructions for Immingham Oil Terminal.
HULL CORPORATION				
River Hull Port Operational Service	"Drypool Radio"	16 9	2 hours before HW Hull until 1 hour after HW Hull, Mon. to Sat.	Calling and safety. Port Operations in River Hull.
		6	0900 – 1100 hrs. Sat. irrespective of tide.	Inter-ship use.

NOTICES:

GENERAL DIRECTIONS FOR NAVIGATION IN THE HUMBER: PROCEDURE AND INSTRUCTIONS FOR SHIPS USING THE RIVER HUMBER

1. *Time of arrival. ETA:*

1.1 Ship Owners, Masters and Agents are required to inform the Associated British Ports (A.B.P.) of the Estimated Time of Arrival of their vessels as per the General Directions together with relevant information regarding draft, air draft if proceeding under the Humber Bridge, EEC Check Lists, hazardous cargo, last port of call, nationality of vessel. In this context the A.B.P. means the Dock Master at the particular port to which the vessel is bound, the Vessel Traffic Services Humber and the Pilot Office at Spurn. Reference British Transport Docks Board Notice to Mariners Nos. 2 and 3 of 1974.

1.2 Ship Owners or Agents are requested to inform the Masters of their vessels of the importance of amending ETA's as necessary due to changing circumstances. Such amendments can be passed to the A.B.P. by radio through Grimsby Radio either in the form of a link call or telegram.

1.3 Within the A.B.P. organisation Vessel Traffic Services Humber will disseminate relevant information received to all interested parties.

1.4 Within the river any message related to the movement and safety of vessels will be passed by Vessel Traffic Services Humber to the vessel concerned and Ship Owners and Agents may avail themselves of this service at any time.

2. *Time of Departure. ETD:*

2.1 In order to maintain a complete and up to the minute picture of traffic movement Dock Masters are requested to notify the Vessel Traffic Services Humber of the intended time and actual time of departure of vessels from their docks. This information should be passed by land line. Exchange of information thus engendered should ensure that all Officers of the A.B.P. are fully informed of traffic movements. In the case of berths not under the jurisdiction of a Dock Master (e.g. wharves on the River Trent), requests for services of Pilots on Telex No. 527393 Spilot g duplicated to Telex No. 597656 Vtshumg.

3. *Navigation of the river:*

3.1 Vessels entering the river should communicate with the Vessel Traffic Services Humber (VHF Channels 16 and 12). A two way exchange of information is essential to ensure the smooth flow of traffic on the Humber necessary for the safety of vessels using the ports. In addition the Vessel Traffic Services Humber can fully advise Owners, Agents and Dock Masters, etc., as to the movement on the river of the vessels in which they are interested. Vessels approaching their destinations desirous of communication with the station serving their destination should do so as per the instructions in Notice to Mariners No. 3 of 1974.

4. *Completion of passage or departure from river:*

4.1 Inward bound vessels should on completion of their passage report to Vessel Traffic Services Humber indicating the closing down of their station. R/T should not be used whilst laid alongside in dock.

4.2 On departure from the river vessels are requested to report the disembarking of their Pilots and their intention of proceeding to sea.

4.3 All reported departures from normal traffic movement (e.g. engine failures, vessels weather bound at Spurn etc.), will be disseminated by the Vessel Traffic Services Humber to the appropriate authorities.

DOCUMENTS:

1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load Line Certificate.
Safety Equipment Certificate.
Lloyd's Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
EEC Check List.

In addition Manifests and Bills of Lading are usually sent to Agents direct from the loading port.

PILOTAGE: Compulsory. *Humber Pilotage District – Spurn Pilot Station:* Mariners are advised that the Pilotage Control Station (Tel: 0964-650392; Telex: 527393 Spilot G) is established on the Spurn Peninsula in a position Lat. 53° 34′ 29″ N., Long. 00° 06′ 48″ E.

The station is manned at all times with a Pilot Master in attendance and vessels bound to the Humber requiring the services of Humber Pilots must give advance notice by signal through a G.P.O. Coast Station or by telex to the Spurn Pilot Station giving ETA at the seaward limits of the Humber Pilotage District, draft, and destination at least 12 hours in advance. Any adjustment to the time should be given at least 2 hours before arrival.

Vessels wishing to communicate direct with the Spurn Pilot Station by VHF radiotelephony may if within VHF range (approximately 20 miles) call "Spurn Pilot" on VHF Channel 16 and after contact transfer to Channel 14 for passing messages.

(Note: Attempts to establish communication on VHF at extreme range can cause unnecessary interference).

All requests for Pilots for ports or berths on the Humber, Ouse or Trent will be processed from Pilotage Control Station at Spurn (Telex: 527393 Spilot G. Tel: 0964-650392).

Compliance with this procedure will ensure, as far as possible, the shipping of Pilots without delay.

ANCHORAGES: The undermentioned anchorages have been designated for the use of sea-going vessels. Masters are asked to co-operate by using these anchorages and to avoid anchoring in the Fairway or elsewhere.

Spurn Anchorage for vessels awaiting Pilot, Bull Anchorage for vessels awaiting berth and vessels outward (awaiting orders, etc.), Hawk Anchorage for small vessels and vessels sheltering and Haile Anchorage for vessels carrying explosives.

Spurn Anchorage. From position "A" 121° distant 3.65 miles from Spurn Lighthouse, in a 125° direction 1.60 miles; thence in a 020° direction 0.60 mile; thence in a 077° direction 1.00 mile; thence in a 347° direction 0.70 mile; and thence in a 257° direction 2.40 miles to position "A".

Haile Anchorage: (Explosives): From position A, 216° distant 2.18 miles from Spurn High Lighthouse in a 284° direction 0.77 mile; thence in a 139° direction 0.80 mile; and thence in a 027° direction 0.46 mile to position A.

Bull Anchorage: From Position "A", 193° distance 2.1 miles from Spurn High Lighthouse, in a 090° direction 1.96 miles thence in a 294° direction 1.76 miles, thence in a 274° direction 0.93 miles, thence in a 206° direction 1.0 miles, thence in a 116° direction 0.88 miles, thence in a 026° direction 0.55 miles to Position "A".

Hawk Anchorage:

(1) Lat. 53° 35′ 00″ N., Long. 00° 04′ 14″ E.
(2) Lat. 53° 36′ 16″ N., Long. 00° 01′ 33″ E.
(3) Lat. 53° 36′ 09″ N., Long. 00° 00′ 52″ W.
(4) Lat. 53° 34′ 51″ N., Long. 00° 04′ 02″ E.

RESTRICTIONS: Vessels may be accepted through the day and night, the only restrictions on the larger vessels being influence of tides together with the undermentioned physical limitations. The larger deep drafted vessels are usually docked from 3 hours before HW until HW, with similar restrictions on vessels sailing. Ships drawing up to 19 ft. can have access to the docks over the full 24 hours on Neap tides and can be docked/undocked over an 18 hour period on Spring tides.

Locks	*Entrance lock*		*Depth of water on sill*	
	Length	*Width*	*at MHWS*	*at MHWN*
	321m.	m.	m.	m.
King George Dock	228	25.7	12.75	11.25
Albert and William Wright Docks	97	24.3	8.52	7.02
			at MLWS	
Salt End Jetty Number 1	tidal		10.64	
Salt End Jetty Number 3	tidal		10.64	
Alexandra Dock	167	25.7	10.20	8.70

MAX. SIZE: The maximum permissible dimensions for a general cargo/bulk carrier vessel (excluding tankers) requiring a berth in the enclosed docks are as follows: King George & Queen Elizabeth Docks, length 196 m., beam 25.5 m., draft 9.5 m. at Neaps, up to 10.4 m. at Springs.

A vessel of LOA 222 m. recently entered King George Dock by special arrangement.

HEALTH: Pratique is normally automatic. In case of suspected illness, death on board or the presence of captive birds or animals on board, Master must radio the Hull and Goole Port Health Authority through the Post Office or Coastal Radio Stations not more than 12 hours or less than 4 hours before arrival using the following telegraphic address "Portealth Hull" or through the Vessel Traffic Services Humber using call sign "Vee Tee Ess" Humber on VHF Radio Channel 12. The usual flag or light signals should be shown except where only animals are present and Free Pratique should be obtained from the Hull and Goole Port Health Authority.

RADIO: Portishead Radio – call sign GKL but when within 200 miles of the Humber can go through Grimsby Radio – call sign GKZ.

VHF: See "Vessel Traffic Services Humber".

TUGS: Head boat normally joins vessel in vicinity of Salt End, about 2 miles from dock, and the other tug or tugs connect with vessel when approaching the dock. Where vessel supplies own ropes for towage these to be good stout hawsers. Wire ropes will not be accepted. There is a charge for use of tug's hawsers.

BERTHING:

Dock or Jetty	*Length of Operational Quays* (m.)	*Normal Depth* (m.)	
Alexander Dock	4,082	6.5	Tidal
King George	3,423	11.5	Impounded
Queen Elizabeth	1,646	11.5	
Albert and William Wright	3,453	HW	
Salt End Jetty No. 1	79	9.8	At C.D. which is at L.A.T.
Salt End Jetty No. 2	121	9.8	
Riverside Quay	325	4.8	

CONTAINER FACILITIES: Container terminal at Queen Elizabeth Dock equipped with 3 container gantry cranes of 35 tonnes, 40 tonnes and 45 tonnes capacity, 5 rubber-tyred gantries and a fleet of tractors and trailers.

Ro/Ro container services operated from King George and Queen Elizabeth Docks.

BULK HANDLING FACILITIES: Cargill UK operate a grain storage and export facility for vessels up to 34,000 d.w.t. Loading rate 1,200 tonnes/h. Storage capacity 60,000 tonnes. The facility can handle vessels with length 650 ft., beam 83 ft. and draft 32 ft.

Edible oil storage available.

CRANES: 41×3-10 tonnes, 2×32 tonnes and 1×35 tonnes capacity.

STEVEDORES: Enable Agent order gangs important receive accurate ETA. See "Holidays". *Working hours:* 24 hours a day.

MEDICAL: Necessary for Agents to be advised of any urgent cases of illness in order that they can arrange for a doctor or if necessary an ambulance to be available immediately on berthing. Hospital facilities available.

If vessel required to remain in river awaiting berth, arrangements can be made for any serious case to be taken from vessel by lifeboat and conveyed to Grimsby for immediate treatment.

TANKERS: The Oil terminal at Salt End handles refined or semi-refined chemical, liquefied ammonia and petroleum products which are transferred from the vessel along the oil jetties through a series of chemical and service pipes which range from 4 in. for chemicals, 8 in. and 12 in. for spirit, 16 in. for fuel oils and molasses and 8 in. (300 ASA) for ammonia.

There are 2 tanker berths at Salt End and maximum dimensions of vessels are length 214 m., draft 10.4 m. Max. size 40,000 d.w.t.

Berthing Operations: Vessels normally berth on a rising tide from 2.5 hours before HW, swinging off berth and mooring port side to jetty. Late arrivals may be taken on up to 1 hour after HW, berthing starboard side to jetty but this is subject to tidal and weather conditions prevailing at time.

Moorings are to dolphins and buoys and normally consist of a minimum 2 head lines (to buoys), 2 stern lines (to dolphins), 2 breast lines forward (to buoys), 2 breast lines aft (to dolphins), 2 springs forward (to jetty), 2 springs aft (to jetty).

Cargo Handling and Requirements: Ship's derricks are needed to assist in hose connection. Shore hoses have 6 in., 8 in. and 10 in. 150 ASA flanges.

Discharge rates are governed by a maximum back pressure of 7 kg. (100 p.s.i.).

Facilities and Services:
Fresh water available.
Ship's gangway required.
Public telephone situated at jetty head.
No deballast or slop facilities are available.

Unberthing: Normally up to one hour either side of HW or LW slack.

DENSITY: 1013/1015.

FRESH WATER: King George and Queen Elizabeth Docks. Rate of delivery – 15 t.p.h. Also available at Salt End if berth vacant, at 50 t.p.h.

At Albert Dock water is delivered by water boat.

If water required urgently after 1700 hrs. weekdays or on Saturdays or Sundays Agents must be notified in good time to enable them order men out.

FUEL: Fuel oil available, viscosity up to 3,500 secs. Redwood. Gas oil and diesel also available. At least 24 hours notice required. Delivered by barge or road tanker.

FIRE PRECAUTIONS: Masters receive an emergency services dock plan with an explanatory leaflet.

CONSULS:

	Tel.		*Tel.*
Denmark	0482 655875	Netherlands	0482 224911
Finland	0482 25781	Norway	0482 224151
France	0432 631159	Spain	0482 29764
Germany	0482 842511	Sweden	0469 72387
Iceland	0482 24024	Thailand	0482 29925
Italy	0482 447118		

REPAIRS: Facilities available for all types of deck and engine repairs.

DRY DOCKS: Wm. Wright Dock.

Net length	137.0 m.
Width at cope level	25.9 m.
Width at entrance.	15.2 m.
Depth of water on sill MHWS	6.6 m.
Depth of water on sill MHWN	5.1 m.

GANGWAY/DECK WATCHMEN: Watchmen available if required by Master.

OPENING/CLOSING HATCHES: Can be carried out by stevedores when ordered. Ship charged with actual cost, but ship's crew may do so if required.

CUSTOMS ALLOWANCES: Foreign trade – max. allowance 0.5 lb. cigarettes or cigars or tobacco. Home Trade – (Elbe/Brest limits) half the above. Wine and/or Spirits. Foreign Trade – 1 pint – opened. Home Trade – (Elbe/Brest limits) half the above allowance.

CARGO GEAR: When working with ship's gear a Register of Machinery, Chains and Wire Ropes, etc., with all Test Certificates and record of inspections to be produced to the stevedores before work commences.

REPATRIATION: Crew changes can be effected and repatriation arranged by sea or air.

AIRPORT: Humberside Airport. Air UK operate flights to Aberdeen, Amsterdam, Bergen, Norwich, Stavanger and Teesside.

TIME: BST (British Standard Time) GMT plus 1 hour, GMT during Winter months.

HOLIDAYS: New Year's Day; Good Friday (movable Holiday); Easter Monday (movable Holiday); May Day (1st Monday after May 1st.); Spring Holiday (last Monday in May); Bank Holiday (last Monday in August); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Emergency Calls – Police – Fire – Ambulance – Coastguard – Dial 999 and ask the operator for the service required, or by VHF Channels 16 or 12 to VTS Humber.

TELEPHONES: Can be placed on board at the majority of berths in King George and Queen Elizabeth Docks.

SERVICES: Tank cleaning, facilities for discharge of tank washings slop (residue), compass adjusting, etc., available.

SHORE LEAVE: Crew members allowed ashore.

DEVELOPMENTS: The Alexandra Dock, which closed in 1982, is to re-open to cater for increased trade using the port.

Parliamentary powers have also been granted allowing A.B.P. to construct 3 riverside Ro/Ro berths adjacent to King George and Queen Elizabeth Docks.

AUTHORITY: Associated British Ports, P.O.Box No. 1, Port House, Corporation Road, Hull, North Humberside, HU9 5PQ. *Tel:* (0482) 27171. *Telex:* 592251. *FAX:* (0482) 26283. *Contact:* M.G. Fell, Port Manager.

IMMINGHAM: 53.37 N. 00.12 W. (See Plan

VESSEL TRAFFIC SERVICES HUMBER: See "Hull".

NOTICES: See "Hull".

DOCUMENTS:
2 copies Immigration, Crew and Passenger List, H.O. Form I.S.6 Supplied by Agents.
Form C.13 General Declaration (In duplicate).
Form C.14 Ship's Stores (In triplicate).
Form C.142 Crew Declaration (In duplicate).
Form C.143 Small Parcels List. (1 Copy) if appropriate.
Form D.C.1 Self Declaration Deck Cargo (In duplicate).
1 copy Cargo Manifest.
1 copy Dangerous Cargo List.

PILOTAGE: Compulsory.

Humber Pilotage District – Spurn Pilot Station: A Pilotage Con Station (Tel. No. 096-46-392; Telex No. 527393) is established on th Spurn Peninsula in a position Lat. 53° 34′ 29″ N., Long. 00° 06′ 48′

The station is manned at all times with a Pilot Master in attendan and vessels bound to the Humber requiring the services of Humber Pilo must give advance notice by signal through a Coast Station to the Spu Pilot Station giving ETA at the seaward limits of the Humber Pilotag District, draft, and destination at least 12 hours in advance. A adjustment to the time should be given at least 2 hours before arriva

Vessels wishing to communicate direct with the Spurn Pilot Statio by VHF radio telephony may if within VHF range (approximate 20 miles) call "Spurn Pilot" on VHF Channel 16 and after contact trans to Channel 14 for passing messages.

(Note: Attempts to establish communication on VHF at extreme rang can cause unnecessary interference).

Inward vessels bound for ports up river of Hull desiring to pick up Goole or Trent Pilot in Hull Roads should give at least two hours advan notice of their ETA in Hull Roads to the Vessel Traffic Services Humb on VHF Channels 16 or 12 or through a Coast Station (telegraph address "Humberops") or by telex No. 527656.

Compliance with this procedure will ensure, as far as possible, th shipping of Pilots without delay.

ANCHORAGES: "Hawk", "Bull" and "Haile Explosives Anchorage".

The Pilot station will advise where to proceed to anchor and a provide Pilot. See "Hull".

RESTRICTIONS: No restrictions, vessels may enter the harbour day night. Max. draft for entering harbour 10.36 m. HW. Compulsory Pilo boarding Spurn Light-vessel, decide whether vessel shall proceed river or anchor and await suitable state of tide.

MAX. SIZE: Also see "Tetney Terminal" and Immingham Oil Termi under "Tankers".

Immingham Dock: Max. length 198 m., breadth 26.2 m., draft 10.36 on density 1010.

HEALTH: Master to report any "Reportable" illness as detailed in fo "Port 38" to "Porthealth Immingham".

See "Health – All Ports" before first U.K. port.

RADIO: Humber Radio – 2182 kHz or VHF Channel 16. Dock Mast VHF Channel 16. Tankers use Channel 19.

VHF: See "Hull" – Vessel Traffic Services Humber.

TUGS: Will join vessel off dock entrance, optional use of tow lines using tug's tow lines, charge for this service, depending on vessel's leng

BERTHING: Unless Master or Agent indicates preference, the P Authorities will decide which side alongside. River Pilot deciding conjunction with Dock Master most suitable berthing time for harbo and river installations.

Ro/Ro Terminals: The enclosed dock system incorporates 2 Ro freight terminals: 1×4 berth facility is operated by Exxtor while a seco single berth terminal is available on a common user basis.

BULK HANDLING FACILITIES: Immingham Bulk Terminal – Ore

Immingham Bulk Terminal is an off-shore jetty, some 525 m. lo sited approximately 0.5 miles upstream from Immingham Dock.

It is serviced from the shore by a single lane roadway, which h height and weight restrictions, which must be conformed with.

Ore Berth: All depths are to L.A.T. Datum.

Sea Channel	A deep Buoyed Channel to Humber Light Vessel.
Sunk Channel designed depth **	9.2 m.
Berth designed depth **	14.8 m.
Average Tidal Range – Springs	6.4 m.
Average Tidal Range – Neaps	3.2 m.
Max. Berth length	303.0 m. Stern lines to mooring dolphin.

Ship's Dimensions:

Max. length overall	303.0 m.
Beam	47.0 m.
Draft **	14.5 m.
Max. height of hatch coaming or side covers above High Water	15.80 m.
Max. working length of vessel	260.42 m.

** Subject to alteration due to local tidal conditions.

Additional Berth Data:

Designed stockpile capacity imported coal	150,000 tonnes
Seasonal restrictions	None
Designed stockpile capacity	600,000 tonnes
Discharge system	2 unloaders
Maximum designed hourly discharge	4,000 tonnes (ore) 2,000 tonnes (coal)
Average hourly discharge	2,300 tonnes (ore) 1,200 tonnes (coal)
Outreach of grab beyond fender line	37.4 m.
Clearance of unloader boom from High Water	29.84 m.

Clearance of unloader boom from Low Water	35.94 m.
Travelling length of unloader along jetty	287.72 m.

All oil/ore carriers must be in possession of a valid Gas Free Certificate, and be fitted with an Inert Gas System. If any slops remain on board, these must be inerted as per Charter Party B.S.C. CORE 7 CL48.

Discharge is continuous, including Bank Holidays.

Small quantities of stores can be supplied by road. However, chandlers must consult with the Jetty Officer before delivery (Tel: Immingham 571-300, Ext. 127). Larger quantities and heavy loads are by barge only.

All oil bunkers are supplied by barge only.

Parking facilities on the Jetty are very limited.

Public telephone boxes are sited on the Jetty.

A ship-shore access gangway is available.

Garbage disposal by arrangement with Agents and Terminal management.

Maximum vehicle dimensions are:
Height – 3.20 m. (10 ft. 6 in.).
Width – 3.05 m. (10 ft. 0 in.).
Length – 9.70 m. (32 ft. 0 in.).
Axle weight – not to exceed 9 tonnes.

Contact: Immingham Bulk Terminal, Humber Road, South Killingholme, South Humberside DN40 3LZ. Tel: (0469) 571300. Fax: (0469) 571750.

Grain: 2×500 t.p.h. shiploaders available.

CRANES: 16 electric cranes 3 – 20 tonnes capacity.

1×40 ton crane at Exxtor berths.

STEVEDORES: Firm ETA to Agent required if possible before noon on previous day before arrival.

Working Hours: Monday – Thursday, 0800 – 1700 hrs.; Friday, 0800 – 1600 hrs.; overtime by arrangement.

MEDICAL: No advance notice necessary for medical treatment as all hospital facilities available.

TANKERS: Also see "Tetney Terminal".

Immingham Oil Terminal: Berths No. 1 & 2: Up to 284,480 d.w.tonnes. with max. load displacement of 172,720 tonnes. Length up to 1,100 ft., breadth no restriction and max. draft 42 ft. Four 12 in. lines for crude oil. Two 12 in. lines for fuel oil and three 10 in. lines for white oils. One 8 in. line for fuel oil bunkers.

Berth No. 3: Max. 80,000 d.w.tonnes with max. load displacement 110,000 tonnes. Length up to 1,100 ft. and max. draft 42 ft. 3 loading arms (2×16 in. for fuel oil and ballast and 1×12 in. for distillate, spirit and ballast).

Finger Pier: 8 in. loading arms for fuel and white oils

Mooring Operations: Large vessels normally berth at HW port side to jetty. Ideally, vessels of maximum size should stop off jetty and approach beam on at rates of no more than 55 ft. per minute. Number of tugs depends on vessel size.

Mixed moorings in the same service (i.e. headlines, stern lines, breasts and springs) are not permitted unless previous authorisation has been given and then only when stand-by tugs and Pilot remain onstand-by throughout vessel's stay alongside.

Vessels are not allowed to berth or unberth without the attendance of the Associated Petroleum Terminal's Berthing Master.

There is no fixed doppler or berth approach rate indicators installed on jetty.

Normal mooring pattern is indicated in the "Plan Section".

Various wind speed restrictions in force for berthing and sailing operations.

Unberthing: Due to the strong tidal currents which develop in the vicinity, vessels normally sail on or around HW or LW slack.

Maximum size vessels, having made fast their tugs, come off the berth bodily, and swing in a position just to the S.E. of the terminal.

Eastern Jetty: Max. Length approx. 650 ft. breadth, no restriction, draft depends on LW, range 27 ft. to 36 ft. Lines 10 in., 8 in., 6 in. depends on Receivers. Bunker line available.

Western Jetty: Max. Length approx. 800 ft. breadth, no restriction, draft depends on LW, range 27 ft. to 36 ft.

Berthing Operations: (Eastern and Western Jetties): Normal berthing time for vessels is not more than 1 hour either side of HW or LW slack.

Vessels berth either port or starboard side to jetty depending on weather and tidal conditions prevailing at time.

Jetties are of wooden piling and fender construction and consequently care should be taken to ensure vessel does not land too heavily when berthing.

Draft restrictions can be calculated by taking the ABP predictions on the outer sill at Immingham for LW and adding 0.5 m. (1.6 ft.).

Normal mooring pattern is 3 headlines, 3 sternlines, 2 breastlines forward, 2 breastlines aft, 2 springs forward and 2 springs aft.

Unberthing; Normal sailing time, in view of strong tidal conditions which develop, is at HW or LW slack or up to one hour either side of these times.

Killingholme North: Max. length 580 ft., beam, no restriction. Draft 30 ft. 6 in. One 8 in. line. One 4 in. bunker line.

Berthing Operations: Normal berthing time for vessels is at HW or LW slack and not more than 1 hour either side of these times. Vessels berth either port or starboard side to jetty depending on weather or tidal conditions prevailing. The mooring pattern is similar to that used at Immingham East and West Jetties (see above).

Unberthing: Normally up to one hour either side of HW or LW slack.

Killingholme South: Max. length 800 ft.; beam, no restriction. Max. draft will be advised. 10 in. loading arms. Bunkers by barge.

Berthing Operation: Vessels berth at H.W. or L.W. (if draft acceptable).

Unberthing: One hour before H.W. or at L.W. (if draft acceptable).

Small vessels normally berth and unberth at anytime.

Head and stern lines must be a minimum of 100 m. length.

LPG FACILITIES: Humber Gas Terminal located at South Killingholme.

Max. Vessel Size: LOA – 280 m. (Min. 65 m.). Beam – No restriction. Capacity – 80,000 cu.m. (L.P.G) or 55,000 d.w.t. (white oil)

Max. Draft: Berth dredged to 12 m. Draft dependent on low water level. Mud bottom on berth. Capable of future dredging to 14.8 m below LAT.

Tidal Range: Springs – 6.4 m. (21 ft.) (approx.) Neaps – 3.2 m. (10.5 ft.) (approx.)

Max. Tidal Ebb Speed: Springs – 4.5 – 5 knots. Neaps – 2.54 – 3 knots.

Approach to Berth: Sunk Dredged Channel and Main Channel. Two Channels are marked by light buoys and light floats. Pilotage compulsory.

Jetty Berth: 6 facing fenders. 6 mooring dolphins (3 Fore/3 Aft). Minimum flat side vessel – 32 m. with manifolds midships.

Presentation Arm: 1 × 10 in. L.P.G and 1×10 in. white oil.

Jetty Pipe-lines: 1×14 in. L.P.G., 2×10 in. and 2×12 in. white oil lines.

Cargo Handling Rates: L.P.G. exports – 2×300 cu.m.p.h. pumps. L.P.G. imports – up to 1,000 cu.m.p.h. White oil exports – up to 1,200 cu.m.p.h.

Fresh Water: Available from berth.

Bunkers: Available only by barge.

Stores: Limited access to Jetty. Rigid vehicles only but no parking facility at Jetty Head. (Always refer to Agent).

DENSITY: In harbour 1010.

FRESH WATER: Available all berths by hose. Rate of delivery 20 t.p.h.

FUEL: 24 hours notice required. All grades available.

FIRE PRECAUTIONS: Copy of these regulations handed to the Master on arrival.

CONSULS:

Finland	Immingham 573187	Netherlands	Immingham 76246
Denmark	Grimsby 357521	Norway	Hull 224151
Greece	Hull 224151	Sweden	Immingham 571387

REPAIRS: No facilities.

DRY DOCKS: None.

SURVEYORS: Classification/P&I and cargo surveyors available.

GANGWAY/DECK WATCHMEN: Watchmen not usually employed, but left to the discretion of the Master.

OPENING/CLOSING HATCHES: See "Grimsby".

CERTIFICATES:
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction and any British Light Dues Receipts.
Derat Certificate.
Oil Pollution Certificate (Tankers).

CUSTOMS ALLOWANCES: 8 days – 200 cigarettes per person approx. Wine/spirits, 4 days – 0.25 pt. per day; this depends on the Customs Officer's discretion.

CARGO GEAR: This must comply with the Department of Employment and Productivity regulations. Normally discharge carried out by shore cranes, although overside berths available.

REPATRIATION: All facilities exist for dealing with crews and passengers.

AIRPORTS: Leeds Bradford Airport and Humberside Airport for Amsterdam (3 flights from each daily), Aberdeen and London for International destinations.

TIME: GMT. Summertime, GMT plus 1 hour.

HOLIDAYS: See "Grimsby".

POLICE/AMBULANCE/FIRE: Port Security – 72067, 72068. County Police – Immingham 76444. Ambulance; County – Cleethorpes 692912. Fire; 999 ask for Fire.

EMERGENCY CO-ORDINATION CENTRE: Humber Estuary, Humber Ports Operations and Information Service. Tel: Hull 35599 – Hull Radio on VHF Channels 16 and 12.

TELEPHONES: Public telephones available.

BANKS: All major U.K. Banks have branches in the area.

STORING: See "Prelims".

1, 2, 3. It is normal practice for such stores to be delivered to ships side at in-dock berths by road vehicles. At the Eastern and Western River Jetties at Immingham, however, vehicles are not permitted and the approximate distances fom the root of the Jetties to ships side is from 400 m. to 500 m. South Kilingholme Jetty – access by foot only.

4. Fork lift trucks could be used at in-dock berths, if necessary.

If proceeding to NCB/BSC or Immingham Oil Terminals – check with Terminal Authorities.

IDENTIFICATION CARDS: Seaman's Book or Passport sufficient for crew members going ashore.

GARBAGE DISPOSAL: In dock, collection service available alongside vessels using private hire skips for kitchen/galley waste. Contact BIFFA (Tel: 0472 351185). Some Port Authority skips available on the quayside for dunnage waste disposal only.

At the jetties, garbage skips are also available.

Immingham Oil Terminal: Garbage disposal available at each berth. Skips permanently in position and are emptied 3 times per week. Service administered by jetty contractor, Delta Catalytic Port Services (Tel: 0469-574044). Ships up to 6,000 d.w.t. included in mooring tariff at finger pier. Other vessels at other berths, £39.00 per vessel. Same facilities at South Killingholme Jetty and Immingham Gas Terminal.

WASTE OIL DISPOSAL: In dock, collection service available using tanker trucks alongside vessel. Contact Waste Oil Services (Tel: 0472-827112) or BIFFA (Tel: 0472-351185).

Killingholme Jetty has no access for vehicles to come alongside vessels, but other jetties can be facilitated similarly to vessels in dock.

SEAMAN'S CLUBS: Immingham Seaman's Club, Immingham Dock. Tel: 0469-574195. Danish Mission, 2 Cleethorpe Road, Grimsby. Tel: 0472-342257.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Associated British Ports, Port Office, Grimsby, South Humberside DN31 3LL. *Tel:* (0472) 359181. *FAX:* (0472) 48275. *Contact:* D. Dunn, Port Manager.

INVERNESS: 57.29 N. 04.14 W. (See Plan)

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs and Excise and Health Documents.
Manifest.
Bills of Lading, etc.

PILOTAGE: Compulsory for all vessels over 50 m. Apply direct to Agent or to Pilot, telephone Inverness 715715. ETA 24 hours. Pilot equipped with VHF. Pilot cutter is a blue launch. Pilot station Meikle Mee Buoy. Location of anchorage while awaiting Pilot – Munlochy Buoy.

ANCHORAGES: Munlochy Buoy in 5 – 8 fathoms. Beauly Basin in 15 fathoms.

RESTRICTIONS: Vessels may enter and leave from 2 hours before HW until 2 hours after HW.

MAX. SIZE: Ship max. 125 m. length, 6.25 m. draft, high water springs. 5.5 m. draft, high water neaps

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Wick Radio.

VHF: Harbour Office on VHF Channels 16, 14 and 12 during office hours.

TUGS: Available from Invergordon.

BERTHING: *Longman Quay:* Length 180 m. Depth 5.0 m L.A.T.
Thornbush Quay: Length 156 m. Depth 3.0 m L.A.T.
New Citadel Quay, Old Citadel Quay and *Central Quay:* Each about 100 m. in length, and *Shore Street Quay,* about 150 m. in length, form a continuous length of quayside on the East side of the harbour at its upper end; there are depths of 3 m. alongside. L.A.T.

BRIDGES: Kessock Road Bridge, max. clearance 29 m. at MHWST.

STEVEDORES: Arrange through Agent. 24 hours notice required.

MEDICAL: Doctor available.

DENSITY: 1002.

FRESH WATER: Available on demand, 5 t.p.h., ex-hose on quay.

FUEL: Marine diesel and petroleum on request.

CONSULS: Sweden (Mr. John Fraser), Tel: Inverness 238366.

REPAIRS: Thornbush Slipway Tel: 711048.

GANGWAY/DECK WATCHMEN: Supplied by ship.

OPENING/CLOSING HATCHES: Done by crew.

CUSTOMS ALLOWANCES: Tobacco/Wines/Spirits. Usual amount allowed by Customs and Excise.

REPATRIATION: Facilities available.

AIRPORT: Dalcross, 7 miles from Inverness.

HOLIDAYS: 1st and 2nd January; Easter Monday; July Bank holiday; First Monday in October; and Christmas Day. All official holidays, cargo work can be arranged on these days.

POLICE/AMBULANCE/FIRE: Police Inverness 715555; Fire Brigade Inverness 222722; Ambulance Inverness 231511.

TELEPHONES: Adjacent to quays.

SHORE LEAVE: Unrestricted.

IDENTIFICATION CARDS: None.

GARBAGE DISPOSAL: Rubbish bins available on quay, free of charge, emptied as required.

WASTE OIL DISPOSAL: Full service into tanker trucks available. Charges according to quantity and commodity. Contact Agent for details.

SEAMAN'S CLUBS: None.

AUTHORITY: Inverness Harbour Trust, Harbour Office, Longman Drive, Inverness IV1 1SU, Scotland. *Tel:* (0463) 715715. *FAX:* 0463-715705.
Contact: Captain J.B. Fairgrieve, Harbour Master.

IPSWICH: 52.03 N. 01.10 E. (See Plan)

DOCUMENTS: Masters can conclude all documentation in port. Ship's Agent will give the necessary advice.

PILOTAGE: On behalf of the Ipswich Port Authority. Pilotage Authority – Harwich Haven Authority.
Compulsory Area: River Orwell and Harwich Harbour as far seaward as the following outer boundaries:
Eastwards to Longitude 01° 24′ E.
Southwards to Latitude 51° 54.5′ S.
Northwards to Latitude 51° 57.4′ N.

Pilotage is compulsory for all vessels over 50 m. LOA navigating within this area except H.M. Ships and vessels of less than 100 m. LOA operating exclusively within the port area.

Boarding Point: Boarding and landing of pilots is carried out by fast launches operating from Harwich. The boarding position will be outside the compulsory area, and must be agreed with Harwich Harbour Operations, having regard to the size and draft of the ship, and other prevailing circumstances.

ETA's/ETD's: Inward vessels to give 8 hours Notice of Arrival at Harwich Approach Buoy, (Latitude 51° 56.4′ N., Longitude 01° 31.2′ E.), together with details of Gross Tonnage/Gross Register Tonnage, Draft (Maximum), Departure Port and Destination.

Confirmation of ETA required 3 hours before arrival.

Outward vessels must give a minimum of 2 hours' notice before sailing from or moving within the compulsory area.

Communications: Call sign "Harwich Harbour Radio", VHF Channel 9.

VHF Radio:	Channel 16	Safety
	Channel 9	Pilotage and ETAs
	Channel 71	VTS and Reporting
	Channel 6	Pilot Launches
	Channel 69	Tugs
	Channel 20	Harwich Radar Assistance
	Channel 11	Harbour Craft

Telephone:	(0255) 243000 Harbour Operations, or (0255) 243111 Pilot Orders.
Telex:	98472 HAROPS - G.
Fax:	(0255) 241325.
Pilot Launches:	VHF Channels 6 and 71.
Director of Pilotage:	Captain I.T.Whale, Tel: (0255) 243030.
Ipswich Harbour Master:	Captain D.H.Winter, Tel: (0473) 211771 (mann 24 hours).

ANCHORAGES: No anchorages within port. All vessels will proce direct to berth, otherwise anchorage provided in Harwich Harbour or a indicated by Harwich Harbour Radio (VHF Channel 71).

RESTRICTIONS: Up to 80 m. in length the lowest permissible U.K. is 0.75 m. Over 80 m. and up to 110 m. in length the lowest permissi U.K.C. is 1.0 m. Over 110 m. in length by special arrangeme (U.K.C.=Under Keel Clearance).

See "Notices" – "Guidelines – Vessels Navigating the River Orw and the Port of Ipswich" and "Dangerous Substances in Harbour Are Regulations".

MAX.SIZE: LOA 140 m., draft 7.7 m. (inward) and draft 7.4 m. (outwar both on a 3.6 m. tide.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Masters to contact ship's Agent through North Forelan Humber, Niton or Portishead depending on position of vessel. All the radio stations hold cable addresses and staff telephone numbers Agents.

VHF: A 24 hour VHF radio facility is in operation. Vessels arriving shou contact "Ipswich Port Radio" on VHF Channel 16 on entering the Riv Orwell and report and/or maintain a listening watch as instruct Channels 14 and 12 will be used for the passing of messages wh should be restricted to the safety of navigation or persons.

TUGS: Vessels of 110 m. in length and up to 130 m. will use 1 tu Vessels of 130 m. in length and over will use 2 tugs.

Special consideration may be given to vessels fitted with bow thr facilities trading regularly to the port.

BERTHING: Vessels bound for berths in the Wet Dock should arrive the lock 2 hours before HW.
Power Station Quay: Length 143 m.
Depth of water alongside: 7.5 m., subject to silting.
Approach channel: 5.6 m. below chart datum.
Cliff Quay: Length: 3,250 ft (990 m.).
Depth of water alongside: 7.5 m. below Chart Datum. Subject to silt
Approach Channel: 5.6 m. below Chart Datum.
Cranes: 5 portal jib cranes from 10 tonnes to 35 tonnes lifting capac A Karrilift container gantry is also available.

Largest vessel which can be accommodated: 460 ft. (140.2 m.) ove in length, 25 ft. 6 in. (7.7 m.) draft inwards, 24 ft. 6 in. (7.4 m.) outwar

The Quay handles containers and heavy lifts up to 35 tonnes and particularly well equipped to handle cargoes direct to and from both ro and rail transport. The South end has been developed as a mode terminal for handling all types of general cargo, including containe flats, palletised units and bulk cargoes. Spacious modern transit she and a container park are sited on part of this Quay. Vessels up 25 ft. 6 in. (7.7 m.) draft can be handled at the terminal.

Grain Terminal: Located at Cliff Quay. Capable of handling vessels to 10,000 tonnes capacity at a loading rate of 550 t.p.h. (malt) a 700 t.p.h. (other grain products). Grain silo capacity 11,000 tonnes

Container Terminal: The terminal has a 40 tonne ship to shore lift crane and 2 shoreside gantries with 1-9-1 configuration.

West Bank Terminals: These terminals provide 3 berths with a total q frontage of 310 m. and are dredged to 5.8 m. below Chart Dat 2 container berths are backed up by 5.5 hectares of hardstandi including a transit shed of 2,750 sq.m. floor area. The berths are serv by portal cranes of 40 tonnes, 37.5 tonnes and 10 tonnes capacity a are adjacent to a Freightliner Terminal offering daily services a incorporated into the Railfreight Speedlink network.

A Ro-Ro berth is backed up by 7 hectares of hardstanding. The bri ramp is designed to carry a load of 180 tonnes with maximum axle loa of 45 tonnes. The ramp has a carriageway of 36.9 m. long×7 m. w and can handle traffic at all states of the tide.

The Dock: The dock is situated within the town of Ipswich. It is s 26.25 acres (10.63 hectares) in extent and is approached by an entra lock.

NAVIGATION - THE ENCLOSED DOCK, ISPWICH

VHF Radio: The Lock Master is equipped with VHF Marine Radio a may be contacted through the Orwell Navigation Service (Ipswich R Radio) on Channel 14.

Maximum Size Vessels that can:

(a) Lock In or Out:	80.76 m. LOA and 14.50 m. beam.
(b) Enter the Dock:	114 m. LOA and 14.50 m. beam. (Vessels over 80.76 m. LOA can only ente the Dock when the Outer and Inner Lock-gates are open, that is for approximately on hour prior to HW on most tides but this is n guaranteed).
(c) Maximum Draft:	Owing to the shape of the Lock Pit, moder vessels require a minimum Under Keel Clearance depending upon their beam. To ascertain the maximum permissible draft a the following to the height of the Tide abo Chart Datum at time of entry.

Vessel's Beam (m.)	(m.)
12.00	+2.09
12.50	+1.81
13.00	+1.59
13.50	+1.43
14.00	+1.28
14.50	+1.17

Notwithstanding the above, the maximum draft for any vess the enclosed dock is 5.50 m.

Locking Times:

(i) Commercial Vessels:
May Lock In or Out from 2 hours before HW to 40 minutes after HW.
Special arrangements may be made for vessels to enter or leave one hour either side of these times, subject to the Lock Master being advised during the preceeding tide, there being sufficient water and at additional cost to the User.

(ii) Non-Commercial Vessels:
Should enter or leave the Dock from one hour to quarter hour prior to HW, if possible.

Entry Signals:

Lights fixed above the Orwell Navigation Service Building on the East-side of the Lock indicate to vessels whether the Lock is open or closed for entry from the River or the Dock as appropriate.

ONE RED LIGHT *Lock closed* to vessels entry.
ONE GREEN LIGHT *Lock open* for vessels entry.

Flood Protection Gates:

These gates are closed when the tide level is 4.6 m. or more above Chart Datum. During this period the Dock Entrance is closed to navigation.

Inside, in addition to some 2,700 ft. (823 m.) of private quays owned by merchants having warehouses or mills adjoining, where small vessels can berth, there are the following quays owned by the Authority:

(i) *South West Quay:* This quay is 800 ft. (244 m.) in length with a depth of 19 ft. (5.79 m.) of water alongside at mean dock level. The quay is served by 3 modern 7.5 tonne portal electric travelling cranes and mobiles as required.

(ii) *Timber, Public Warehouse,* and *End Quays* total 940 ft. (286 m.) in length and have a depth of water alongside varying from 12 ft. (3.65 m.) to 20 ft. (6.09 m.). Public warehouse is served by mobile cranes capable of lifting up to 5 tonnes.

(iii) *Tovell's Wharf* is a 600 ft. (183 m.) reinforced concrete quay with 22 ft. (6.70 m.) of water alongside. It is served by mobile cranes up to 5 tonnes lifting capacity.

(iv) *Orwell Quay* is 775 ft. (236 m.) in length, with 18 ft. (5.48 m.) of water alongside and includes a Ro/Ro berth. One transit shed, with a floor area of 10,100 sq.m. is situated immediately behind the quay apron together with further extensive covered and open areas.

BRIDGES: The River Orwell Bridge has a clearance of 38.8 m. above MHWOST (43.07 m. above Chart Datum).

Masters of larger vessels are advised to check their air drafts and if in any doubt contact their Agent or the Ipswich Port Authority before proceeding up the River Orwell.

STEVEDORES: Ship's Master normally advises his Agent of his ETA, distribution of cargo on board, and all relevant details. The Agent passes this information to Stevedores.

MEDICAL: All medical facilities available in port. Vessels requiring medical assistance on arrival should advise all details by radio telephone or in their ETA cables.

TANKERS: It is desirable that when Master of a tanker gives an ETA he also indicates the size of pipeline, size of connection and discharging point in order that necessary arrangements can be made at discharging point of receiving oil terminal. There are no slop facilities at Port of Ipswich, however arrangements can be made, through the Port Authority (Tel: (0473) 231010) for firms using road tank vehicles to remove sludge or oily-waste. All cleaning and gas-free operations must be carried out outside precincts of the Harwich Harbour Board. Only one tanker berth at Ipswich but there are 6 intake points on quay and it is usual for 3 coastal tankers to be accommodated, depending on the overall length and berth availability. A maximum draft on the berth of 23 ft. (7 m.) subject to silting.

Also see "Notice".

DENSITY: Approximately 1020, depending on the amount of fresh water in river due to heavy rain.

FRESH WATER: Available at all quays. Delivery by hose through meter at 10 t.p.h.

FUEL:

Gas oil 35 secs. Redwood.
Light fuel oil 200 secs. Redwood.
Medium fuel oil heated 950 secs. Redwood.
Heavy fuel oil heated 3,500 secs. Redwood.
At least 24 hours' notice required.

CONSULS: Vice-Consul for Sweden and Vice-Consul for Norway.Tel: (0473) 59281.

REPAIRS: Only small repairs on board.

SURVEYORS: Lloyd's Register, Tel: (0502) 81117.

GANGWAY/DECK WATCHMEN: No watchmen required by Port Authority, but sufficient men available at all times to move vessels, if necessary.

OPENING/CLOSING HATCHES: Hatches opened and closed by ship's crew.

CERTIFICATES: Following certificates are required by Agents in order to arrange Customs Clearance: Ship's Register, Radio Certificate, Load Line Certificate, Safety Equipment Certificate, Derat Certificate, British Tonnage Certificate, if required.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes, or equivalent in tobacco, per man. Wine and/or Spirits, 1 bottle per man.

CARGO GEAR: Cargo working gear is supplied by stevedores. Normally, quayside cranes are used for discharging and loading. In event of cargo gear being used in port, Ship's Gear Certificate, duly certifying that all gear has been examined and is in every way workable and suitable for discharge and/or loading of cargo, is to be produced.

REPATRIATION: Facilities exist at port for effecting crew changing and arranging repatriation.

AIRPORT: Ipswich Airport is 2 miles from the port. Charter flights available for ship's crew. Tel: (0473) 70111.

HOLIDAYS: Normal holidays for English ports.

TIME: GMT in Winter months. Summer time, GMT plus 1 hour.

POLICE/AMBULANCE/FIRE: In emergency dial 999. Otherwise Police – Ipswich (0473) 725363.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required as long as each crew member has in his possession a Seaman's Book and/or Passport.

GARBAGE DISPOSAL: Garbage disposal is available, skips are placed alongside vessels. Contact Port Authority.

WASTE OIL DISPOSAL: Service available using private contractors. Contact Cleanaway Ltd. (Dry Cargo, Tel: 0953-452374. Wet Cargo, Tel: 0223-423231) or Hales Containers. (Tel: 0473-831725).

SEAMAN'S CLUBS: Ipswich Mission to Seamen, 20 Camberley Road, Ipswich, IP4 5QF. Tel: 0473-727822.

CURRENCY: U.K.Pound (U.K.£).

NOTICES: *Guide Lines – Vessels Navigating the River Orwell and the Port of Ipswich (B.A. Chart No. 2693).*

1. Length and Under Keel Clearance (UKC):

Vessels up to 80 m. LOA – lowest permissible UKC 0.75 m.
Vessels between 80 m. LOA – 140 m. LOA – lowest permissible UKC 1.0 m.
Vessels over 140 m. will only be accepted by special arrangement with the Harbour Master.
Air draft under the Orwell Bridge is 43.07 m. above Chart Datum.

2. Towage:

Up River from Buoy No. 5, vessels between 110 m. LOA and 130 m. LOA – 1 Tug. Vessels 130 m. LOA and above – 2 Tugs.
Special consideration may be given by the Harbour Master to vessels fitted with bow thrust facilities which trade frequently to the Port of Ipswich.

3. Speed:

A Master of a vessel will at all times navigate with caution and at such speed that no damage to the environment, or hazard will be created to other craft which may be navigating or moored in the vicinity.

The speed of vessels must be reduced to the minimum consistent with safe navigation when passing the yacht anchorages at Pin Mill, Woolverstone and other places, or other vessels moored, or dredgers operating; or works of repair, maintenance or construction in progress within the Harbour and from a point abreast of East Fen Buoy to the Lock Gates and while within the Dock.

The maximum speed for vessels under 50 g.r.t. shall be deemed to be 6 knots.

4. Position Reporting:

(a) A Master shall report to the Orwell Navigation Service on VHF Channel 14/12.

(i) On entering the River approaching Buoy No. 1.
Passing Buoy No. 4.
Passing Cathouse.
Passing Buoy No. 9.
When secure on berth.
If any such vessel is in a damaged condition which renders such vessel in any way unseaworthy, or inhibits the vessel's ability to manoeuvre, full particulars of the damage shall be given in such report.**

***Note:* The Harbour Master on receiving a report from a Master of a vessel may give directions to the Master of such vessel under powers in that behalf given by Section 59 (2) of the Ipswich Dock Act 1971.

(ii) On leaving the Port, report to the Orwell Navigation Service at the following positions:
Prior to leaving the berth
On clearing berth and proceeding
Passing Cathouse Buoy
Passing Buoy No. 4
Passing Buoy No. 2
Immediately before leaving the Port.

(iii) While navigating within the Port at all times maintain a listening watch as directed by Orwell Navigation Service.

(b) If such vessel is not fitted with VHF radio-telephone or is fitted with one which is not operational at the time of entry into the Port or departure from a berth therein, on arrival at a berth owned or occupied by the Authority, prior to leaving a berth in the Port and before moving from one berth to another, report to the Orwell Navigation Service in person or by telephone.

5. Restrictions (Navigational):

(a) Inward Bound Vessels:
To satisfy the conditions in 5/1 and 5/2, Masters and/or Pilots of Inward bound vessels *must* contact the Orwell Navigation Service and liaise, if necessary, with any outward bound vessel.

(b) Outward Bound Vessels:
The Master and/or Pilot of outward bound vessels *must* ascertain the position in the Channel from the Orwell Navigation Service, prior to leaving the berth and liaise, if necessary, with any Inward bound vessel.

(1) Vessels over 90 m. LOA:
A vessel of 90 m. LOA or more, *must not pass* or *overtake* another vessel of 90 m. LOA or more in the River Orwell between the Butt Buoy and the Port of Ipswich.

(2) Petroleum Tankers and Chemical Tankers with Hazardous Cargo:
These vessels may navigate at any time (subject to the above and to tidal constraint if appropriate) provided that:

(i) Between one hour after sunset to one hour before sunrise there is no opposing traffic on the River above the Butt Buoy, the size or draft of which would present a potential hazard.

(ii) Weather and visibility conditions are of a standard acceptable to the Master and the Pilot concerned.

6. *Sound Signals:*
In addition to the Sound Signals required to be made by the Regulations for the Prevention of Collisions at Sea, the following signals will be used by vessels navigating in the River Orwell:
4 short blasts followed by 1 short blast = Vessel swinging to starboard.
4 short blasts followed by 2 short blasts = Vessel swinging to port.
1 long blast, given when approaching the Woolverstone and Pin Mill areas between the hours of sunrise and sunset. (Inward bound vessels between Buoys No. 4 and 5, and outward bound vessels when passing Buoy No. 7.).
1 long blast when leaving Cliff Quay or West Bank berths during daylight hours on Saturdays and Sundays.

7. Nothing in these Guide Lines will remove from any Pilot the right to advise Masters against navigating in the River if in the professional opinion of the Pilot a proposed course of action is considered to be imprudent.

8. Notwithstanding anything contained in the generality of these or other arrangements regarding the navigation of the River Orwell, vessels of over 140 m. LOA may, under certain special circumstances and conditions, navigate in the River subject to prior consultation with the Ipswich Harbour Master.

9. Nothing in these Guide Lines shall preclude the Ipswich Port Authority Harbour Master, after consultation, if relevant, with the Haven Pilots, from giving consideration to the exemption of a specific vessel from any of the conditions and requirements herein before mentioned.

Signed: Harbour Master
Date: 1st February 1990.

Dangerous Substances in Harbour Areas Regulations 1987:

1. A Ship Master; Agent; Transport Operator; Contractor or any person who intends to bring a dangerous substance, as defined in Regulation 1(a) of the Merchant Shipping (Dangerous Goods) Regulations 1981, into the Harbour or Harbour Area of the Port of Ipswich, either from Inland or from the Sea, is required under the above regulations to give the Harbour Master and the Berth Operator advance notice of their intention.
The Harbour Master reserves the right to refuse transit through the Harbour Area of certain highly dangerous substances, or to require them to be handled direct to or from transport into a vessel or vice versa.

2. Notification should be made to both the Harbour Master and the Berth Operator from 14 days to 24 hours prior to the goods entering the Harbour Area. However, under certain circumstances the following may apply:
Inward Cargoes: Harbour Master's Information.
In the case of ship reporting Inward from Continental passage, where it is impracticable to comply with the foregoing, then the maximum notice possible should be given but *never less* than *6 hours*.
This to include R O B (Remaining on board) Dangerous Substances in transit through the Port.
This information to be telexed to No. 98642 or Fax to (0473) 230915 at the Orwell Navigation Service (Port Radio) and should also be sent to the Berth Operator.
Export Cargoes: Berth Operator's Information.
In cases where it is not possible to comply with the above regulation, a lesser notification *may* by accepted but *never less* than *12 hours* prior to the arrival of the goods in the Harbour Area.
This information to be transmitted to the Berth involved (Berth Operators – See No. 3).

3. *Berth Operators:*
Ipswich Port Authority: West Bank – Ro-Ro and Container Terminal (excluding Bell Berth).

Fax: (0473) 602266
For internal transmission to Berth
Letter by hand or GPO: Ipswich Port Authority
(Dangerous Substances Notification)
West Bank Terminal Office
Wherstead Road
Ipswich IP2 8LY.
Telephone: Enquiries/Notification
(0473) 692222. Ext. 600.

Ipswich Port Authority: East Bank – Cliff Quay and Dock
Fax: (0473) 232064
For internal transmission to Berth
Letter by hand or GPO: Ipswich Port Authority
(Dangerous Substances Notification)
Superintendents Office
c/o No. 1 Stevedores Office
Cliff Quay
Ipswich IP3 0BS
Telephone: Enquiries/Notification (0473) 230934. Ext.543.

Bell Terminal
Telephone: (0473) 690909
Fax: (0473) 686286
Telex: 987855
Letter by hand or GPO: Bell Terminal Ltd
(Dangerous Substances Notification)
Bell Terminal
Wherstead Road
Ipswich IP2 8NB

4. *Notification:*
Notification must include full details of Dangerous Substance to b presented into the Harbour Area, which should be given in th following format.
(a) Name of Agent and/or Operator presenting the notification.
(b) Name of Vessel.
(c) Berth.
(d) Date/Time due.
(e) Dangerous Substance.
(f) UN Number/Flash Point.
(g) Quantity.
(h) Method of Packaging.
(i) Transport Company involved.

5. *Radio Active Substances and Explosives:*
Radio Active Substances and Explosives which are subject to th Port's Licence may only be brought into the Harbour Area after pr booking and by agreement with the Harbour Master and the Ber Operator as to the type, quantities and dates of transit in line w the foregoing.

6. *Other Regulations:*
A Dangerous Substance brought into the Harbour or Harbo Area under the Merchant Shipping (Dangerous Good Regulations 1981, must also conform to the following regulatio
International Maritime Organisation – Dangerous Goods Co Classification, Packaging and Labelling of Dangero Substances Regulations 1984.
Dangerous Substances (Conveyance by Road in Ro Tankers and Tank Containers) Regulations 1981.
The Classification and Labelling of Explosives Regulatio 1983.
Radioactive Substances (Carriage by Road, GB Regulatio 1974). Regulations for the Safe Transport of Radioact Materials. – Ionising Radiation Legislation 1985.
International Carriage of Dangerous Goods by Rail (RID).
International Carriage of Dangerous Goods by Road (AD Geneva 1957.
Road Traffic (Carriage of Explosives) Regulations 1989.

7. *Documentation:*
When Dangerous Substances arrive at the Harbour Area, t Ipswich Port Authority will require, in addition to the Unit Lo Note/Interchange Note, the following:
(1) Dangerous Substance Documentation Showing:
   (a) IMO Class.
   (b) The UN Number.
   (c) The correct Chemical name of substance – Trade Na not acceptable.
   (d) Flash Point (if applicable).
   (e) The number and type of packages and, if explosive, t nett explosive content.
   (f) Emergency contact telephone number.
(2) Labelling:
The Packages/Unit to be labelled in accordance with the IM Code and old label/s to be removed.
(3) Certificates and Licences:
If Radioactive Substances, the appropriate packag certificates and Licences.

Signed: Harbour Master.
Date: 6th November 1989.

DEVELOPMENTS: Main channel at Harwich presently being dredg to 11.0 m.

AUTHORITY: Ipswich Port Authority, Old Custom House, Key Str Ipswich IP4 1BY. *Tel:* (0473) 231010. *Telex:* 988787 (Head Offi *FAX:* (0473) 230914. *Contact:* A.J. Hanson, Commercial Manager.
Captain D.H. Winter, Harbour Master. Harbour Master's Office, N Cut East, Ipswich, Suffolk IP3 0EA. *Tel:* 0473-211771. *FAX:* 04 230906.

KING'S LYNN: 52.45 N. 00.24 E. (See Pl

DOCUMENTS:
Pilot Note to be filled in and signed by the Master on completio pilotage services both inwards and outwards.
Cargo tonnage return to be completed by the ship's Agent.

PILOTAGE: Pilotage is compulsory between an East-to-West through King's Lynn Buoy No. 3 in the Wash and the Freebridg King's Lynn.
Vessels may be boarded from pilot cutter in the Wash from ap 2.5 hours before HW between King's Lynn Buoy No. 1, the Sunk and Roaring Middle Light Float. Unless prevented by weath breakdown a pilot cutter cruises between King's Lynn No. 1 Light and the Sunk Light Buoy approx. 2.5 hours before HW until such as it is too late for a vessel to transit the Approach Channel on th

Requests for a Pilot sent at least 24 hours before the service is required (with amendments if necessary up to 14 hours before) to the Pilot Office, Common Staith, King's Lynn (Tel: King's Lynn 773411, Telex: 817588, Fax: 768185 or telegrams "Conservator" King's Lynn) or through local Agent. The Pilot Office is at the Harbour Office and maintains VHF R/T watch on Channels 16 and 14 from 0900 – 1700 hrs. Monday to Friday and from 4 hours before HW until 1 hour after HW on each tide after 1700 hrs. and before 0900 hrs. The pilot cutter listens on Channel 16 when on station and is fitted with Channels 14, 12, 11 and 6 as working channels.

Pilot launches "United" and "Denver" are 40 ft. fibre glass craft with blue hulls, white superstructure and orange tops to the wheelhouses. In the event of bad weather the pilot launch on duty will fore-run vessels into Cork Hole (Lat. 52° 53′ N., Long. 00° 24′ E.) before boarding Pilots.

Requests for Pilots for ships in port, should be made to the Pilot Office at least 2 hours before the Pilot is required to attend the ship. The signals to be used or displayed where the services of a Pilot are required in accordance with the provisions of the Merchant Shipping (Pilot Signals) Order, 1970.

ANCHORAGE: In the Wash vessels anchor within an area bounded by the Roaring Middle Light Float and the King's Lynn No. 1 Light Buoy and the Sunk Light Buoy. Anchoring close to Buoy No. 1 in sufficient depth of water assists early boarding of Pilots. Depth of water 20 ft. minimum.

RESTRICTIONS: King's Lynn Harbour is situated on the River Great Ouse about 2 miles inland from its mouth, at the S.E. corner of the Wash.

The shipping channel in the approaches to King's Lynn and its approaches in the Wash is subject to changes in depth and direction as published on Admiralty Charts.

Harbour Master will advise in advance upon the suitability of vessels and tides.

All ship movements are at HW, times in accordance with a position list maintained at the Harbour Office on the basis of information supplied in advance from Masters of vessels and their Agents.

At the Docks entrance lock docking signals are exhibited from a signal mast.

MAX. SIZE: The largest vessels can be accommodated at the A.B.P. Riverside Quay and within the enclosed docks (see below).

Max. dimension for vessels entering the Harbour Berths: Length 315 ft. (Berth No. 6, South Quay), beam 45 ft., draft 11 ft., on lowest Neap tides, and 18 ft. on highest Spring tides. Access over high tide only. Harbour Master to be consulted for vessels approaching these limits.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: The King's Lynn Conservancy Board operates in the River Great Ouse and its approaches in the Wash, a VHF (FM) port operations and information radio-telephone service in the International Maritime Band, call signs: "King's Lynn Harbour Radio" (Channels 16, 14, 12 and 11); "King's Lynn Pilots" (Channels 16, 14, 12, 11 and 6).

Associated British Ports operates a docks operations and information service, call sign: "King's Lynn Docks Radio" (Channels 16, 14 and 11).

TUGS: Controlled by King's Lynn Conservancy Board and in attendance at the discretion of the Board's Harbour Master. Vessels joined in the Wash Approaches and/or lower reach of River Great Ouse (Marsh Cut). Vessels should provide own hawsers. If ordered, tug hawser available.

Harbour Master may require any vessel to use and employ a tugboat.

BERTHING: *A.B.P. Riverside Quay:* Total berthing length 220 m. Located between lock entrance and Fisher Fleet. Vessels up to 140 m. length, beam unlimited and draft up to 18 ft. on highest Spring tides. Access over high water only. Vessels take the ground at low water.

Alexandra Dock: Size 780 ft. × 310 ft. Approached from the River Great Ouse and King's Lynn Harbour by a lock. Vessels of length 119 m. and beam 13.80 m. can be accepted. The depth of water on sill is 22 ft. to 26 ft. (Springs) and 18 ft. (Neaps).

Bentinck Dock: Size 1,000 ft. × 400 ft. Connected with the Alexandra Dock by a passage and gates over which pass 2 swing bridges. Also double-sided jetty 235 ft. long.

The quays of the 2 docks have a water frontage of approximately 1 mile and provide a total of 16 berths.

Quay cranes available up to 35 tonnes.

South Quay (King's Lynn Harbour): Grain loading and discharging facilities at South Quay Berth No. 6. Lay-by facilities at South Quay Berth No. 1. Ships berthing at South Quay take the ground at LW.

STEVEDORES: Associated British Ports within enclosed docks. Gangs usually can be provided at minimum notice. Main commodities and handling rates: timber (200 cu.m. pre-pack, pre-slung, per gang-hour), steel coils (250 tons per gang-hour), tinplate (90 tons per gang-hour), grain (200 t.p.h. per elevator), bulk materials 200 – 350 t.p.h. per crane, also Ro/Ro and container handling.

TANKERS: 3 tanker berths in enclosed docks. Discharge from vessels is to 6 in. connecting pipes feeding 8 in. pipes to storage tanks.

MEDICAL: It is advisable to give advance notice of required medical attendance via Agent. In emergency the Harbour Office will pass on requests received over the VHF R/T Port Operations and Information Service. For other medical information, refer to the Port Medical Officer of Health and H.M. Customs.

FRESH WATER: Available on all berths through 4 in. pipes off hydrants from public supply.

FUEL: Available at berths alongside King's Lynn Harbour on 24 hours previous notice. Light-grade fuel oil, gas oil, petrol and paraffin only.

OPENING/CLOSING HATCHES: Done by crew. Cranes available for heavy beams.

GANGWAY/DECK WATCHMEN: Vessels responsible for providing own gangways at King's Lynn Harbour berths, where the Regulations require the Master or other person having the care of any ship or other craft to have a proper number of hands on board to attend moorings and to comply with all the requirements and directions of the Harbour Master or his Deputy or Assistants.

CONSULS: Vice-Consul for the Netherlands and Germany.

REPAIRS: Limited facilities only available locally for hull and engine repairs.

AIRPORT: Charter flights and some regular flights, from Cambridge and Norwich Airports about 45 miles from King's Lynn. Regular flights from London (Heathrow) about 100 miles from King's Lynn.

POLICE/AMBULANCE/FIRE: In emergency dial 999 and ask for the service required. Normal service: Police – King's Lynn 761311; Ambulance – King's Lynn 773503 or 773910; Fire Service – King's Lynn 775163.

HOLIDAYS: Cargo work available at overtime rates on Saturday and Sundays and on all public holidays.

GARBAGE DISPOSAL: Waste skips are provided at specific points on the dockside. This service is currently provided at a charge of £6.50 per vessel.

WASTE OIL DISPOSAL: No specialised facilities, local agents can arrange collection via road tanker.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: The King's Lynn Conservancy Board, Harbour Office, Common Staith, King's Lynn, Norfolk PE30 1LL. *Tel:* (0553) 773411. *Telex:* 817588. *Cables:* "Conservator" King's Lynn. *FAX:* (0553) 768185. *Contact:* Captain D.W. Garside, Harbour Master, Pilot Master and Chief Executive.

Associated British Ports, – King's Lynn, St. Ann's Fort, King's Lynn, Norfolk PE30 2EU. *Tel:* King's Lynn (0553) 691555. *Telex:* 81368. *FAX:* (0553) 761335. *Contact:* D.R. George, Port Manager. J. Redhead, Operations Manager.

KIRKCALDY: 56.07 N. 03.09 W. **(See Plan)**

DOCUMENTS/PILOTAGE: See "Leith".

RESTRICTIONS: Dock gates open for 2 hours before HW until HW.

MAX. SIZE: Vessels of 1,500 d.w.t. regularly use the port. Width at dock gates 15.2 m. Depth 4.8 m. Max. width to enter 14.6 m.

RADIO: See "Leith".

Vessels are requested to give the Port Authority 24 hours notice prior to arrival at Kirkcaldy.

VHF/RADAR: Forth Navigation Service from Leith or Methil Harbour Radio.

TUGS: Towage available.

BERTHING: 494 m. of berthing space available in dock.

CRANES: Mobile cranes available.

BULK CARGO FACILITIES: Privately owned grain discharge plant.

STEVEDORES: Available from Methil.

GARBAGE DISPOSAL: All garbage collection is arranged via ship's agents who maintain a list of contractors offering this service.

WASTE OIL DISPOSAL: All collection's are arranged via ship's agents who maintain a list of contractors offering this service.

SEAMAN'S CLUBS: None. No clubs for seamen are located in Fife.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Forth Ports PLC, Dock Office, Methil KY8 3RE. *Tel:* (0333) 426725. *Telex:* 72208. *FAX:* (0333) 424873. *Contact:* Captain T.S. Sutherland, Port Superintendent.

KIRKWALL: 58.59 N. 02.58 W. **(See Plan)**

PORT LIMITS: See "Plan".

DOCUMENTS:

Maritime Declaration of Health.
Vaccination List.
Immigration Form H.O. Form IS6.
Crew List – 2 copies.
Ship's Stores List.
Crew Personal Effects Declaration. Customs Form C142.
Last Port Clearance.
Ship's Register.
Load Line Certificate.
Safety Construction Certificate.
Safety Radio and Safety Equipment Certificates.
Derat Certificate.
Previous British Light Dues Receipt.

Customs and Health: Customs, Immigration, Health and Agent will embark at anchor in Kirkwall Bay or alongside pier.

PILOTAGE: Non-compulsory except for passenger vessels over 65 m. LOA and all other vessels over 80 m. LOA. Pilotage limits same as harbour limits. 10 licensed Pilots available. Arrange through Harbour Authority Office, Scapa. Tel: 0856-873636. VHF Channel 16. Telex: 75475 or by local Agents.

ANCHORAGES: Two areas. See "Plan".

RESTRICTIONS: Kirkwall Pier tidal berthing restrictions on draft. See "Berthing".

MAX. SIZE: See "Berthing".

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Coast station call sign "Orkney Radio" (Wick Radio). Call Channel 16 VHF, working Channel 26 VHF.
VHF: Continuous watch Channel 16 VHF, call sign "Orkney Harbour Radio". Working on Channels 9, 10, 11 and 20 from 0800–1700 hrs. weekdays and when vessel expected. "Kirkwall Harbour Radio" Channel 16 VHF, working Channel 12.
RADAR: No facilities at Kirkwall Harbour.
TUGS: Pilot boat/tug "Kirkwall Bay" of 9 tons bollard pull.
BERTHING: See "Plan" for berths.
Tidal Reference: Range 3.0 m. at Springs and 2.0 m. at Neaps.
Cargoes: Load/discharge ship's gear and mobile crane. Cargoes: Bulk, general, livestock, fuel oils (not petrol), passengers.
CRANES: One Jones 355 mobile crane with grab SWL 11 tons at 12 ft. radius and 2.75 tons at 40 ft. radius. One Jones 971 mobile crane SWL 40 tons at 12 ft. radius and 11.2 tons at 40 ft. radius.
STEVEDORES: Contact local stevedores for detailed information.
MEDICAL: Medical and dental services are available by arrangement. Hospital facilities are available at Balfour Hospital at Kirkwall.
DENSITY: 1025.
FRESH WATER: Available at all berths by 51 mm. mains supply. May be restricted in dry periods. £1.00 per tonne.
FUEL: Available by road tanker only from Esso – Shell/B.P.
FIRE PRECAUTIONS: Standard precautions. Local fire brigade.
CONSULS: Denmark, Netherlands, Norway, Germany.
REPAIRS: Several small engineering firms can carry out minor repairs.
DRY DOCKS: None.
SURVEYORS: Not available.
GANGWAY/DECK WATCHMEN: Not available.
HATCHES: Opening/closing by crew.
CUSTOMS ALLOWANCES: As per British Customs scales.
REPATRIATION/TRAVEL: There are daily air services during the week to Aberdeen, Inverness, Glasgow and Edinburgh from Kirkwall Airport. There is no service on Sunday. There is a daily ferry service from Stromness to Scrabster to connect with British Rail. During the Winter months there is no service on Sunday.
AIRPORT: Approximately 4 miles from Kirkwall. Airlines: British Airways and Logan Air.
TIME: GMT. BST (GMT plus 1 hour) March – October.
HOLIDAYS: Public holidays vary except for Christmas and New Year (25th and 26th December, 1st and 2nd January).
POLICE/AMBULANCE/FIRE: Emergency – 999. Police: 872241. Ambulance: 872763.
EMERGENCY CO-ORDINATION CENTRE: Coast Guard: Tel. 873268. Telex: 75211.
SERVICES: Radio/radar technicians, divers, charts, etc., all available. Contact Agents.
BANKS:

Bank of Scotland, 56 Albert Street, Kirkwall. Tel: 0856-872169.
Bank of Scotland, 99 Victoria Street, Stromness. Tel: 0856-850238.
Clydesdale Bank plc, 3 Broad Street, Kirkwall KW15 1DH. Tel: 0856-873237.
The Royal Bank of Scotland plc, P.O.Box 6, 1 Victoria Street, Kirkwall. Tel: 0856-872718. Telex: 75327.
The Royal Bank of Scotland plc, P.O.Box 1, 3 Victoria Street, Stromness. Tel: 0856-850217.

SHORE LEAVE: No restrictions.
GARBAGE DISPOSAL: Skips provided on piers free of charge and collected as required.
WASTE OIL DISPOSAL: Facilities available for small quantities only via 250 galls. tank provided on pier. The tank is collected as required.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
DELAYS: Stevedores also work Stromness when required, delays to vessels at Kirkwall can be expected due to lack of labour.
AUTHORITY: Department of Harbours, Orkney Islands Council, Harbour Authority Building, Scapa, Orkney KW15 1SD. *Tel:* 0856-873636. *Telex:* 75475. *FAX:* 0856-873012. *Contact:* Captain R.C. Sclater, Director of Harbours. Captain R.S. Moore, Deputy Director.

LARNE: 54.51 N. 05.48 W. (See Plan)

DOCUMENTS: See "Belfast".
PILOTAGE: Not compulsory. Private Pilots available through Ships' Agents. Pilots board off Fairway Buoy. Contacted through Port Information Service on Channel 14, Call Sign 'Larne Harbour'. ETA 3 hours and 1 hour in advance, giving name, nationality, length, draft and gross tonnage. For Ballylumford Power Station call Belfast Pilots on VHF Channel 12.

Berths arranged by Harbour Master in advance.
ANCHORAGES: Anchorage outside Fairway Buoy in 11 m.
MAX. SIZE: Draft dependent on berth. Minimum depth at Curran Quay is 7.5 m. at C.D. Oil tankers proceed to Ballylumford Power Station which lies across Larne Lough directly opposite Larne Harbour. Approach channel has a minimum depth of 9.1 m. below datum and berth has 10.5 m. below datum.

The port can accommodate vessels up to 175 m. LOA and 30 m. beam.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Portishead/Portpatrick.
VHF: Port Information Service maintains continuous watch on Chann 14 and 16. Call sign 'Larne Harbour'. The service provides informa regarding arrival, berthing, anchoring, departure and movements vessels. Also information including pilots, wind direction and streng visibility, tidal information, etc.
TUGS: 1×18 ton, 1×7 ton and 1×3.5 ton bollard pull tugs are station at Larne. Tugs from Belfast serve oil tankers to Ballylumford.
BERTHING: 1 berth equipped with 2×5 ton cranes for grabbing a general cargo work. One berth is equipped with a crane of 32 t capacity for handling containers. 4 berths (3 twin level ramps for vess up to 175 m.) are equipped with Ro/Ro ramps, capable of taking loa up to 180 tons and ships up to 30 m. beam.
STEVEDORES: Larne Harbour Ltd. carry out all the stevedor 24 hours' notice required for arrangements. Normal hours 0800 – 17 Overtime by arrangement.

Main commodities: Fertiliser in bulk (150 t.p.h.), palletised ferti (200 t.p.h.), pulp (200 t.p.h.), steel plates and general cargo, etc.
MEDICAL: No advance notice required. Ample hospital facili available within near vicinity.
TANKERS: For Ballylumford, see "Max. Size".
DENSITY: 1025.
FRESH WATER: Available at all berths. Order through Agent. R 15 t.p.h.
FUEL: Bunkering carried out by road tanker. Major grades of bun fuel, diesel and marine lubes can be obtained through suppliers.
CONSULS: Consuls in Belfast (20 miles) can be contacted throu ship's Agent.
REPAIRS: Small repairs by local firms. Major repairs by Belfast fir
DRY DOCKS: See "Belfast".
GANGWAY/DECK WATCHMEN: Ship's gangway. Watchmen arrangement with Agents.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCES: Usual allowances as per H. M. Custo and Excise.
CERTIFICATES:

Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Load Line Certificate.
Ship's Register.
Derat Certificate.

REPATRIATION: Crew changes and repatriation without difficulty sea and air.
AIRPORT: Belfast International Airport and Belfast City Airport, b 20 miles distant. Frequent flights to all parts of U.K.
HOLIDAYS: Christmas Day and New Year's Day. No cargo worked these days, except by special arrangement.
POLICE/FIRE/AMBULANCE: Dial 999 and ask for Emergency serv required. Also through Port Information Service on VHF Channels and 16.
TELEPHONES: Placed on Cross Channel vessels. Public telephon in port area.
SERVICES: Charts and publications available from Class 'A' Admi Chart Agent, Todd Chart Agency Ltd., 4 Seacliff Road, Bangor, Cou Down BT20 5EY. Tel: 0247 466640. Fax: 0247 471070.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
SHIP SUPPLY SERVICE: John McLoughlin & Son (Shipping) Lt North End, The Harbour, Larne. Tel: Larne 273785 and 274085.

Ship supply and personnel transfer to ships alongside or at anch
GARBAGE DISPOSAL: Service available using skips on a cos £40/skip. Food waste skip requires a Dept. of Agriculture licence a cost of £120/skip. Contact D. Campbell (0960) 378067.
WASTE OIL DISPOSAL: Service available at all berths. Waste transferred to tanker trucks. Contact Capital Fuels, Ballynahin (Tel: 0238-561574. Fax: 0238-561576).
SEAMAN'S CLUBS: British Sailors Society has a resident R Chaplain.
CURRENCY: U.K.Pound (U.K.£).
GENERAL:
Charts: B.A. 2198, 1237.
Pilot Books: NP40, Irish Coast Pilot.
Lights: Admiralty List of Lights, Volume A (NP74).
AUTHORITY: Larne Harbour Ltd., 9, Olderfleet Road, Larne BT40 1 County Antrim, Northern Ireland. *Tel:* (0574) 279221. *Telex:* 747 *FAX:* (0574) 274601. *Contact:* Captain A.K.W. Gardiner, Harb Master/Operations Manager. D.P. Galway, General Manager.

LEITH: 55.59 N. 03.10 W. (See Plan)

DOCUMENTS: Arrival from Non-E.E.C. port:
2 Report Forms (C. 13). } One Combined
3 Stores Declarations (C. 14). } Form
2 Crew Declarations (C. 142).
2 Crew Lists
2 Passenger Lists
Cargo Manifest
Also additional forms for specific circumstances, e.g. hazardous cargo, livestock, etc.
Arrival from E.E.C. port:
2 Report Forms (C.13), with Manifest.
Master's Information Note (Form TC12), issued by Customs Authorities in the originating member state.
Light Dues: £0.35 per n.r.t. One payment per month or 7 visits in any one year, coastwise or foreign.
(Also see "Clydeport".)

APPROACHES: *Cautionary Advice:* Tidal streams set across the approach channel with rates up to 1.5 knots (in a 080/260° (T) direction). Great care should be exercised in ensuring sufficient set is allowed to maintain the correct approach course when slowed down in the channel immediately prior to entering the locks.

PILOTAGE: Pilot station Firth of Forth located at Granton, boarding station West of Fairway Buoy at Long. 3° West. Contact with pilot cutters can be made on VHF Channel 16 (working Channel 14) and radio-telephone 2182. Pilotage not compulsory for vessels approaching South of Inchkeith Island.

Large vessels are normally docked 1.5 hours before HW. Vessels up to 20 ft. draft, dock at any time.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Forth, Stonehaven and Cullercoats Radio Stations.

ANCHORAGES: Good holding ground at Inchkeith Island and Leith roadstead, depths 8 m. – 19 m. at C.D. Request should be made to Forth Navigation Service (calling on Channel 71, working on Channel 20). Other anchorages as per Admiralty Charts of the area.

RESTRICTIONS: None. Vessels can enter harbour day or night.
Lock: Entrance to the port is from the Firth of Forth through the entrance lock which is 259 m. long and 31.6 m. wide between fenders, depth over the outer sill MHWST 12.293 m. Maximum dimensions: LOA 210 m., beam 30 m.

The lock is operated 24 hours a day, 7 days a week with the exception of December 25th and January 1st, when it is operated in emergencies only.

MAX.SIZE: Governed by draft of vessels. Max. permissible draft alongside in Imperial Dock 9.1 m. and in Western Harbour 9.7 m., in dock water density is 1015.

RADAR/VHF: Port and Estuary radar service. VHF contact can be made with Leith Harbour Radio on Channel 12. Forth Navigation Service must be contacted on VHF Channel 71 by vessels entering Forth Port Authority Seaward Limit (line joining North and South Carr Beacons), working Channels 20 and 12.

TUGS: 5 tugs, 13-30 tonnes bollard pull. Attend inward-bound vessels in Leith roads. Tug's towline available and compulsory. Tugs on VHF Channels 16, 6, 8, 11, 12 and 14.

CRANES: 1×9 tonnes, 1×7.5 tonnes and 1×3 tonnes mobile diesel cranes. Also see "Berthing".

BULK HANDLING FACILITIES: See "Berthing".
Grain Storage: Imperial Basin: 55,880 tonnes. Western Harbour (private) 53,848 tonnes.

STEVEDORES: ETA advices given by Master to ship's Agent and conveyed by them to stevedores.

MEDICAL: No advance notice of medical attention required. All hospital facilities available. Fully equipped Occupational Health Centre in docks.

BERTHING:

Dock/Basin	Quayage (m.)	Maximum Draft (m.)	Entrance Width (m.)	Quayside Cargo Handling Equipment: No.	Quayside Cargo Handling Equipment: Capacity (tonnes)	Quayside Cargo Handling Equipment: Type	General Information
Imperial Basin Common User Oil Jetty	200	9.15	31.6	3 Arms	10 in. Fuel Oil 8 in. Distillate 8 in. Spirit	Woodfield Arms	2 × 6 in. dedicated stainless steel pipelines available as required, connected by flexihose for receipt or delivery. 1 × 4 in. metered bunkering facility.
Imperial Passage	200	9.60	31.6				See Imperial Dock
Imperial Dock	1,396	9.15	31.6	3	220 t.p.h.	Grain suction elevators.	The 3 travelling grain elevators are connected by overhead gantry to grain warehouse. Storage capacity 55,880 tonnes in 100 & 200 tonnes bins, some fitted with aeration equipment. Warehouse fitted with dust collection plant and pelletiser. Intake and delivery facilities available. Bunker line 4 in., Distillate line 8 in. Road and rail access. Ro/Ro operations can be carried out at corner berths on South Side of Imperial Dock. Quay/Water level 2.0 m.
				2	15/25	Grabbing/General cargo cranes	
				1	15/16		
				2	10		
				2	7.5/10		
				2	7.5	General cargo cranes	
				2	6	General cargo cranes	
				1	355 t.p.h.	Siwertell bulk discharger	
Albert Dock	844	7.20	18.2	1	6	General cargo crane	The container gantry is fitted with a telescopic spreader beam allowing 20 ft., 30 ft. & 40 ft. containers and flats to be lifted. Gross weight of container must not exceed 27.3 tons. A Ro/Ro ramp is available. Height of landing above water level is 1.0 m. and door width must not exceed 7.0 m. Road access.
				2	3	General cargo cranes	
				1	30	Container gantry	
				1	20	Scotch derrick	
Edinburgh Dock	1,120	7.20	18.2	1	6	General cargo crane	
				1	3,000 t.p.h.	Coal loading plant	
				2	15 in. sludge	Conemsco Arms	Lothian Regional Council sewage sludge loading berth. Road and rail access.
Victoria Dock	570	6.00	18.2				No longer in use.
Harbour Berths							
No. 4	80	6.00					2 × 30 m. mobile grain conveyors, each with a rated capacity of 500 t.p.h., fitted with telescopic chutes and trimmer/thrower spouts. Each machine has an integral feeder allowing multi-vehicle discharge.
No. 6	150	7.20					
No. 8-12	305	9.15	31.6	2	500 t.p.h.	Mobile grain conveyors	
				4	100 t.p.h.		
Western Harbour	580	9.75	31.6	1	150 t.p.h.	Grain suction	Grain warehousing (privately operated by Rank Hovis and Chancelot Mills). 33,000 tonnes capacity. 1,000 tonnes storage capacity. Cruise Liner berth and Passenger Reception Hall.
				1	100 t.p.h.	Elevators	
				1	100 t.p.h.	Pellet Loading Plant	

TANKERS: 2 tanker berths – max. permissible draft 9.15 m. in dock water of density 1015. Discharge lines 10 in. and 8 in. (See "Berthing"). No slop discharge facilities. 2 tanker berths for distillates with 8 in. line and 4 in. bunker line.
DENSITY: 1015.
FRESH WATER: Available alongside at all berths.
FUEL: All grades available subject to 24 hours notice in advance.
CONSULS:

Australia: Miss J. Richardson, Consul, 4 Hanover Street, Edinburgh EH2 2HQ. Tel: (031) 226 6271.

Austria: I.D. Millar, Consul, 16 Heriot Row, Edinburgh EH3 5HR. Tel: (031) 556 2896.

Belgium: R. De Maere, Acting Consul, 3rd Floor, 13 Charlotte Square, Edinburgh. Tel: (031) 225 3490.

Denmark: R. S. Salvesen, Consul, 50 East Fettes Avenue, Edinburgh EH4 1EQ. Tel: (031) 552 7101. J. Ralph, Vice-Consul, Mandal House, South Shore Road, Grangemouth. Tel: (0324) 486721.

Germany: Dr. W. A. Thonnes, Consul General, 16 Eglington Crescent, Edinburgh EH12 5DC. Tel: (031) 337 2323.

Finland: Hemming Renlund, Consul (for Scotland), 27 Abercromby Place, P.O. Box 69, Edinburgh EH3 6UD. Tel: (031) 557 2738. G. H. Elliot, Honorary Consul (for Edinburgh), 50 East Fettes Avenue, Edinburgh EH4 1EQ. Tel: (031) 552 7101.

France: Rene Gros, Consul General, 7 Wemyss Place, Edinburgh EH3 6EL. Tel: (031) 225 7954.

Greece: George Tombazis, Consul General, 9 Regent Terrace, Edinburgh EH7 5BW. Tel: (031) 556 1701. I. D. Ross, Consul, 1 Thistle Court, Edinburgh EH2 1DE. Tel: (031) 225 6744.

Iceland: S. Magnusson, Consul General, 2 Orchard Brae, Edinburgh EH4 1NY. Tel: (031) 332 5856. Snjolaug Thomson, Vice-Consul, 5 Abinger Gardens, Edinburgh EH12 6DE. Tel: (031) 337 2066.

Italy: Dr. Pietro Lonardo, Consul General, 6 Melville Crescent, Edinburgh EH3 7JA. Tel: (031) 226 3631.

Latvia: R. D. Cairns, Consul, 1 Royal Terrace, Edinburgh EH7 5AD. Tel: (031) 556 5362.

Monaco: F. J. Steward, Consul, 39 Castle Street, Edinburgh EH2 3BH. Tel: (031) 225 1200.

Netherlands: Mr. Souness, Consul, Life Association of Scotland Ltd., 8-12 George Street, Edinburgh 2. Tel: (031) 225 8494.

Nigeria: Dr. Onoh, Deputy High Commissioner, 3-11 North St. Andrew Street, Edinburgh EH12 1HJ. Tel: (031) 557 0275.

Norway: Knut Sagen, Royal Consul General (for Scotland), 86 George Street, Edinburgh EH2 3BU. Tel: (031) 226 5701. L. Kidd, Consul, J. T. Salvesen & Co. Ltd., Grangeburn Road, Grangemouth. Tel: (0324) 482801. L. M. Harper Gow, Honorary Consul (for Edinburgh), 50 East Fettes Avenue, Edinburgh EH4 1HQ. Tel: (031) 552 7101.

Portugal: J. F. Hall, Consul, Gogar Park, 167 Glasgow Road, Edinburgh EH12 9DJ. Tel: (031) 339 5345.

Sweden: John D. Bottomley, Consul, 6 John's Place, Edinburgh EH6 7FP. Tel: (031) 554 6631.

United States of America: Leonard Willems, Consul General, Miss N. C. Abell, Consul, 3 Regent Terrace, Edinburgh EH7 5BW. Tel: (031) 556 8315.

REPAIRS: Facilities available to carry out all types of deck and engine repairs.
DRY DOCKS: Largest dry dock "Imperial", length 167.6 m., width of entrance 21.3 m. and depth over blocks at 7.3 m., also 2 smaller dry docks.
GANGWAY/DECK WATCHMEN: Usually supplied by ship but shore watchmen arrangeable by special agreement.
OPENING/CLOSING HATCHES: Custom of the port is that this work is normally carried out by ship's crew.
CERTIFICATES: Ship's Register, Load Line, Safety Radio, Safety Equipment, Cargo Construction, Derat Certificates, Light Dues receipt.
CUSTOMS ALLOWANCES: Usual amounts allowed by Customs and Excise.
CARGO GEAR: No additional requirements necessary to comply fully with local safety regulations as all gear supplied by stevedores.
REPATRIATION: All facilities available for effecting crew changes and repatriation by sea, air and rail.
AIRPORT: Edinburgh Airport served by regular airlines and located approx. 9 miles from Leith.
TIME: British Standard Time, GMT plus 1 hour. GMT in Winter months.
HOLIDAYS: Public holidays observed annually: 3rd Monday in April; 3rd Monday in September; Christmas Day (25th December); 26th December; 1st, 2nd, and 3rd January. Cargo work can be arranged on public holidays except 25th December and 1st and 2nd January.
POLICE/AMBULANCE/FIRE: Tel. 999 and ask for service required or call Leith Harbour Radio on VHF Channels 16 and 12.
TELEPHONES: Can be arranged with G.P.O.
SERVICES: Compass adjusting facilities available.
SHORE LEAVE: No restrictions.
IDENTIFICATION CARDS: Not required.
GARBAGE: Local ship's Agents order skips as required from local disposal companies. Small amounts of garbage can be arranged through the port.
WASTE OIL DISPOSAL: Collection by road tanker, contact Agent.
SEAMAN'S CLUBS: No local clubs. Agents can arrange social activities and tours.
CURRENCY: No restrictions. Exchange rates available in all local banks.
DELAYS: Minimal delays in berthing, loading and discharging.
AUTHORITY: Forth Ports PLC, Leith Port Office, 1 Prince of Wales Dock, Edinburgh EH6 7DX. *Tel:* (031) 554 4343. *Telex:* 72192. *FAX:* (031) 555-1212. *Contact:* Captain H. MacLennan, Harbour Master – Leith & Granton. A. Burn, Port Manager.

LERWICK: 60.09 N. 01.08 W. (See P

PORT LIMITS: All waters contained within the following bounda including Dales Voe and Aith Voe.

Straight line drawn from the N.E. extremity of Hawks Ness 60° 13′ 27″ N., Long. 1° 10′ 00″ W. approx.) in an East Southeas direction to the N.E. extremity of Green Holm and thence i Southeasterly direction to the N.E. extremity of Score Head in the is of Bressay. Thence in a Westerly and Southerly direction along the mark of all foreshores to Kirkabister Ness thence in a Westerly direc to the Southern extremity of Ness of Trebister. Thence along high w mark of all foreshores in a generally Northerly direction to Hawks Ne
BUOYAGE: Buoyage in Lerwick Harbour is IALA System "A".
DOCUMENTS: See "London".
PILOTAGE: *Pilot Office:* Pilot Office and Harbour Master's Office loca at Albert Building on the Esplanade. Limits of Pilotage District simila Port limits given above. Licenced Pilots always available on 24 h service subject to following correct procedure given below.
Call Sign: Lerwick Harbour Radio.
Frequencies: Calling: VHF Channel 16. Working: VHF Channel 12. Cutter: VHF Channels 6, 11, 12 and 16.
Port Control: Fitted with VHF Channels 11, 12 and 16. Continuous wa is maintained 24 hours per day, 7 days per week on Channel 16 exc when working vessels on Channel 12.
Procedure: The Port Control Office controls the movement of all vess arriving or departing by either entrance and all movement within harbour from public or private quays or supply bases, whether s vessels are under the control of Pilots or not.

(a) Vessels requiring pilotage should arrange with Agent not less th 24 hours before arrival. Vessels without Agent should contact Ler Harbour Master through Coast Radio Stations not less than 24 ho before arrival. Vessels leaving ports less than 24 hours steaming a should advise time of sailing, projected speed and ETA at time of lea last Port. Vessels inward from Continental Shelf should advise tim leaving location, projected speed and ETA at time of leaving last locat Amended ETAs should be advised 2 hours before the time given in last transmitted ETA. VHF contact should be made with Lerwick Harb Radio while still 1 hour away when final pilotage and bert arrangements will be made. Port control cannot guarantee a Pilo station unless 1 hour's notice is given.

(b) ETA messages should also contain information on which harb entrance is to be used, draft and length overall. Vessels entering by South entrance will be boarded West of Kirkabister Lighthouse or n Knab Point if weather conditions are unsuitable. Vessels entering by North entrance will be boarded abeam of the Green Holm and 0.5 m N.E. of Beosetter Holm. If boarding conditions in this area are unsuita the South entrance must be used.

(c) "Knab", 18.6 m. black hull, white upperworks. Pilot boat and t can be used for towing, bollard pull 8 tons.

(d) Outward vessels should call the Port Control 1 hour bef departure when information on traffic movement will be given a arrangements for pilotage will be made. When moving within the harb all vessels should maintain a continuous listening watch on Channel All vessels moving within the harbour should report to the Port Con immediately prior to leaving the berth or anchorage, whether a Pil on board or not.

(e) Pilotage compulsory for oil tankers over 1,600 g.r.t. and fo vessels over 3,000 g.r.t. in the Inner Harbour defined by; in the No a straight line between Rova Head and the Ness of Beosetter, an the South, a straight line between the Knab and Taing of Ham.

(f) Telephone number of Lerwick Harbour Master and pilot statio Lerwick 2991.

ANCHORAGE: Ample anchorages in harbour roads.
Inner South Harbour depth up to 60 ft.
Breiwick Bay (Inner South Harbour) depth up to 90 ft.
MAX. SIZE: Vessels up to 10.0 m. draft and 155 m. long alongside b as routine. Vessels of greater length and for draft may be accommoda alongside after discussion with Harbour Master. Anchorages availa for any size of vessel subject to prior consultation with Harbour Mas if above 10,000 g.r.t.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO/VHF: Nearest Coast Radio Station "Shetland Radio" Frequ and other details as for "Wick Radio" except for VHF working Chan which is Channel 27.
"Lerwick Harbour Radio" see "Pilotage".
TUGS: A tug "Kebister" of 25 tons bollard pull is available. The p cutter will also give towage assistance.
BERTHING: Berths are available for the handling of most carg including Roll-on/Roll-off and arrangement should be made thro Agents well in advance of arrival. No berths available for handling lo chemicals. Mobile cranes available from Harbour Authority up to 20 t capacity or through private operators to 110 tons capacity.

	Length of Quay (ft.)	*Depth* (ft.)
South Harbour	3,000	10 – 3
Shell & B.P. Bases, Holmsgarth	1,000	15 – 2
Holmsgarth, 5 berths, including 2 Ro–Ro	3,000	18 – 3
O.I.L. (Shetland) Ltd.	2,656	18 – 2
Dales Voe Rig Repair Base	164	41

STEVEDORES: Arranged through Agent.
MEDICAL: Medical aid can be arranged through Agent or Coastgu at any time day or night.
TANKERS: BP Oil have their own discharging berth. Tankers are able to discharge at various offshore oil industry supply berths
DENSITY: Density 1025 at all states of tide.
FRESH WATER: Available at most berths, 65 t.p.h. to 100 No water boat.
FUEL: Gas oil available on demand.

FIRE PRECAUTIONS: No-smoking regulations in operation inside all transit sheds. Usual tanker terminal regulations in operation. Handling of explosives covered by local Bye-Law.

CONSULS:

Denmark	(C.W.L. Aitken)	Tel. (0595) 2533
Finland	(J. Smith)	2556
France	(W.H. Stubbings)	2556
Germany	(J. Smith)	2556
Iceland	(C.W.L. Aitken)	2533
Netherlands	(C.R. Duncan)	2533
Norway	(F. Garriock)	2556
Sweden	(M.M. Shearer)	(0595 82) 363

REPAIRS: Repairs to fishing vessels and other small craft in steel, wood and fibre glass. Also engine and machinery repairs. Comprehensive electronics repair facilities.

DRY DOCKS: At Holmgarth No. 2 (See "Plan"), Floating Dock 116 m. × 21.9 m. Lifting capacity 2,750 tons. Vessels up to 15.2 m. beam can be accommodated. Slip available to take small vessels up to 100 d.w.t.

GANGWAY/DECK WATCHMEN: Ships usually supply own watchmen. No fixed sum if shore watchman is employed.

OPENING/CLOSING HATCHES: Crew open hatches.

CUSTOMS ALLOWANCES: Tobacco, wine/spirits; at the discretion of the Customs and Excise.

REPATRIATION: Facilities exist.

AIRPORT: 25 miles to airport. 6 services per day to Aberdeen operated by Business Air. Loganair daily to Edinburgh and Glasgow. Charter flights by other airlines.

HOLIDAYS: Scottish holidays. Working can be arranged on these days if so desired.

POLICE/AMBULANCE/FIRE: Emergency telephone 999 or call Port Control VHF Channel 16. Harbour Master and Port Control (0595) 2991 night or day.

COASTGUARD: Lookout on top of Knab Point manned 24 hours a day. Fitted with MF and VHF Radio Channels 16, 13, 10 and Zero.

TELEPHONE: Ships telephones not available.

SERVICES: Tank-cleaning available via private contractors. Compass adjuster can be procured if necessary.

BANKS:

Bank of Scotland, 117 Commercial St., Lerwick. Tel: 0595 2624.
Clydesdale Bank, 106 Commercial St., Lerwick. Tel: 0595 5664.
Royal Bank of Scotland, 81 Commercial St., Lerwick. Tel: 0595 4520.
Trustee Savings Bank, Esplanade, Lerwick. Tel: 0595 3605.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Foreign seamen have to supply same if left behind, i.e. hospital, etc.

GARBAGE DISPOSAL: Covered skips are provided on all quays for use by vessels. Private contractors are also available. Contact P&O Scottish Ferries (Tel: 0595-4848) or Layfields (Lerwick) Ltd. (Tel: 0595-2974) for further details.

WASTE OIL DISPOSAL: Contact Burgess & Garrick (Oil Services) Limited (Tel: 0806-242107).

SEAMAN'S CLUBS: Royal National Mission to Deep Sea Fishermen, Harbour Street, Lerwick (Tel: 0595-2703) and Havly Centre, Mounthooly Street, Lerwick (Tel: (0595) 4369).

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Lerwick Harbour Trust, Albert Building, Esplanade, Lerwick, Shetland, ZE1 0LL. *Tel:* (0595) 2991. *Telex:* 75496. *FAX:* (0595) 3452 (Main Office); (0595) 5911 (Port Control). *Contact:* A.S. Wishart, General Manager. Captain D.I. Polson, Harbour Master.

LIVERPOOL: 53.28 N. 03.02 W. (See Plan)

DOCUMENTS: Required on arrival, Crew List Form I.B.6 to be completed; this list to include all passengers and any British subjects who joined vessel outside of U.K. If any person falling into this category should be on board they must not leave until permission to land is granted by Immigration Officer.

Customs Form C.142, Declaration of goods obtained abroad or during a voyage, must be completed and signed by Master, and each crew member. Health Declaration must be completed. Above forms should be obtained from Pilot.

Manifest and Bills of Lading should be forwarded to vessel's Agent so as to be available before vessels arrival.

Ship's Papers Required:

Ship's Register.
Certificate for British Tonnage (if issued).
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
International Load Line Certificate.
Derat Exemption Certificate.

PILOTAGE: Pilotage is compulsory for all vessels navigating within the Port of Liverpool (as defined in the M.D. & H.C. Act 1971). The M.D. & H.C. is also empowered to act on behalf of Garston Docks for Pilotage Directions. The following vessels shall be exempt from Compulsory Pilotage:

1. Any vessels belonging to Her Majesty.
2. Any vessel which is under 82 m. LOA, provided that this exemption shall not apply to any such vessel which is:-
   (a) Carrying hazardous cargoes.
   (b) The navigation of which is, in the opinion of the company, affected by a defect in or damage to the vessel or her equipment, or inadequacy of the Master or crew.
   (c) Navigating solely to adjust her compasses within the Port limits.

Attention is drawn to the General Directions for Navigation in the Port of Liverpool No. 4, the Pilotage Directions 4:1 and the Mersey Channel Collision Rules.

Boarding Position: The normal boarding position will be in the vicinity of the Bar Buoy, but vessels may, by arrangement, board their Pilots at Point Lynas. Both stations are served by launches controlled from "Port Operations Control" in Liverpool. The Control Centre operates on VHF Channel 11 (and 9, 12 or 16) with the call sign 'Liverpool Pilot'. The Pilot launches will show the appropriate Pilot Flag or Lights and will have the words "Liverpool Pilot" painted on the superstructure.

Inward Bound Vessels: Vessels requiring a Pilot must give not less than 24 hours notice before the expected time of arrival of the relevant vessel at the Pilot Station at which the Pilot is to be boarded; via Agents, via G.P.O. Coast Stations to the Liverpool Pilotage Control Centre, or via telex to 626264 P.T.O.P.S. Liverpool and ETA's must be kept up-dated. Penalty charges are made for non-compliance with the ETA Regulations (Reference Pilotage Directions No. 7).

Outward Bound Vessels: Vessels requiring a Pilot must give not less than 3 hours notice before the expected time of departure of the relevant vessel to the Port Operations Control Centre, between the hours of 0800 hrs. to 1630 hrs. on weekdays and 0800 hrs. to 1000 hrs. on Saturdays, Sundays and Bank Holidays.

ANCHORAGE: In the event of berths not being readily available for vessels, normally they must wait at the Mersey Bar Anchorage which is in the open roadstead. There are river anchorages, but these are only usually for vessels about to enter the dock system.

RESTRICTIONS: No restrictions on night entry, except VLCCs, tidal restrictions depend on vessel's draft and to which berth vessel proceeding, larger vessels usually have to wait for HW.

MAX. SIZE: Tranmere: up to 41 ft. (12.5 m.) draft dependent on tide. Birkenhead: Up to 28 ft. 6 in. (8.68 m.) draft.

Liverpool Docks: Up to 42 ft. (12.8 m.) draft.

Royal Seaforth Dock: 42 ft. (12.8 m.) of water depth, up to 75,000 d.w.t.

HEALTH: Maritime Declaration of Health Form must be completed and handed to Customs Officer or Port Health Officer, whoever first boards ship. This form is obtainable from Pilot. In event of any suspected disease or fever on board, or if ship has called during last 4 weeks at any port in Brazil, China, Indo-China, India, Pakistan, Myanmar (Burma), Colombia and the port of Dar-es-Salaam, West African ports between Lat. 20° North and 20° South, the Master should, prior to entering port, make radio contact with Liverpool Port Health Authority, via Portishead Radio or Port Radar Station (Signal "Portelth Liverpool") giving them following information:

1. Name of Ship. 2. Date of departure from and name of last infected port. 3. Number, ages and sex of any cases of infectious diseases or other relevant information. 4. Expected time of arrival at Rock Light.

Before reaching the Rock Light, if medical clearance has not been obtained, the following signal must be displayed: By day – fly the flag signal "Z W". By night – show red light over white light.

When medical clearance is obtained Pratique will be issued at discretion of Customs Officer.

If there is no suspected disease on board and vessel has not called at any of the above ports listed, Master can radio for Free Pratique. Unless otherwise instructed, Customs Officer will again issue Pratique.

Vessels arriving from another U.K. port do not require Pratique or health clearance.

Also see "Health – All Ports" before first U.K. port.

RADIO: Portishead Radio, call sign: GKL; Landsend Radio, call sign: GDL; Wick Radio, call sign: GKR; but on approaching Liverpool, the local radio station is Anglesey Radio, call sign: GLV.

RADAR/VHF: VTS operational. Vessels should establish contact by VHF with the Port Operations Control, call sign "Mersey Radio", before sailing and inward bound when within VHF range and not later than when in the vicinity of the Bar Lighted Buoy.

Harbour Radar: The radar coverage extends seaward over Liverpool Bay for a radius of 20 miles from the station and in the River Mersey as far South as the approaches to the Manchester Ship Canal.

Vessels entering or leaving the Port in conditions of low visibility can, on request, be supplied with continuous information of their position whilst navigating in the river or sea channels.

A general situation and movement statement, giving all intended movements inwards and outwards for the Port of Liverpool, Eastham, Garston and Cammell Lairds and approximate times at the dock entrance or river berth, together with a list of Local Navigation warnings in force, latest weather reports and area forecast, is broadcast on Channel 9 at 3 hours before each HW. This full statement is repeated with any amendments and the disposition of the River Anchorages North and South at 2 hours before each HW.

Any local navigation warning, gale warnings and amendments to gale warnings are broadcast on receipt on Channel 12.

A full list of navigation warnings and gale warnings is broadcast on Channel 9 every 4 hours, commencing at 0001 hrs. No separate broadcast of this list is made during the period from 4 hours before HW to 1 hour before HW as such warnings are included in the General Situation and Movement Statement.

Docking Instructions: The VHF Stations at the Dock Entrances and Stages are provided to facilitate docking and berthing operations and to provide direct communication between the Dock Master or Stage Master and a vessel. The Range of these stations is limited to a distance of 6 miles to 8 miles.

Tug Communications: Channels 8 and 10 are reserved for tug communications and should not be used for any other purpose. Due to the heavy working of these Channels, especially at tide time, and in order to minimise interference, vessels and their tugs when communicating to one another on VHF, should, when possible transmit on reduced power.

Large Vessels Swinging: Vessels of 150 m. or over in length intending to swing in the river should give advance notice of at least 10 minutes to Mersey Radio of their intentions so that Mersey Radio can broadcast on Channel 12 a swinging warning to all ships.

Port VHF Radio Telephone Communications System:

Station	*Call Sign*	*Hague Channel Number*	*Remarks*
Liverpool Port Operations Control	Mersey Radio	16	Calling and safety
		12	Port Operations – Calling and navigation.
		9	Port Operations and routine broadcasts
		18	Port Operations and Radar information
		19	Radar information and general, for tanker traffic for Tranmere only.
			A continuous watch is kept on Channels 16 & 12 at Port Radar Station
Gladstone Dock Master's Office	Gladstone Dock	5	Port Operations and Docking Instructions.
Langton Dock Master's Office	Langton Dock	21	
Alfred Dock Master's Office	Alfred Dock	22	
Tranmere Stage Master's Office	Tranmere Stage	19	
Associated British Ports			
Garston Dock Master's Office	Garston Dock	20	Port Operations and Docking Instructions.
M.D.C.			
Canning	Canning Dock	37	Berthing Instructions
Manchester Ship Canal			
Eastham Locks Office	Eastham Locks	7	Port Operations and Docking Instructions
M.D. & H.C. Pilot Stations			
Point Lynas Shore Station	Lynas Pilot	16	Calling and safety
		9	Ship to shore.
Liverpool Control Centre	Liverpool Pilot	16	Initial calling
		12	Initial calling
		11	Calling & ship to shore

Local Priority Messages: A vessel which has an urgent message to transmit to Mersey Radio concerning urgent navigation matters and which message should receive priority over normal Port Operations R/T Communications, should indicate the urgency of the message by prefixing the call sign of the Port Operations Control with the spoken word "PRIORITY" i.e. "PRIORITY MERSEY RADIO" repeated 3 times followed by normal procedure.

In special circumstances such as the launch of a vessel or in an emergency such as a wreck, it may be necessary temporarily to establish a patrol for the control of traffic. Vessels will be warned of the existence of any such patrol by "Mersey Radio" and any such patrol vessels or launches will maintain a listening watch on Channel 12 and communicate with other vessels on Channel 6.

VHF Procedure

Channels to be used for Calling and for Preparatory Signals: Mersey Radio and ship stations will call on Channel 12. Channel 16 should only be used for distress, urgency or safety communications.

Channels for Reply: Calls received on Channel 12 should be replied to on the same Channel, but if calls are received on Channel 16, replies should be made on this Channel.

Indication of the Channel to be used for VHF Traffic: When communication has been established on Channel 12 between a ship and "Mersey Radio", the shore station will indicate the Channel to be used for passing and receiving information if Channel 12 is busy.

Times: All times in messages should be given in local time, i.e. BST or GMT, using the 24 hour notation.

VHF Discipline: To ensure that the full advantage of efficient communication is achieved, strict VHF discipline and attention to procedure, particularly on the calling Channel is imperative. Channel 16 must only be used for establishing contact between ship and shore or ship and ship, and must not be used for the passing of messages except in cases of distress within Port limits. Channel 12 should be used for establishing contact between ship and shore or ship and ship.

Sequence of VHF Communication for Vessels Entering the River Mersey: (i) Vessels wishing to communicate with the Liverpool Pilotage District Point Lynas Shore Station should call "Lynas Pilot" on Channel 9. Channel 16 shall only be used in case of difficulty in establishing initial contact.

(ii) Vessels wishing to communicate with the Liverpool Pilotage Control Centre should call "Liverpool Pilot" on Channel 11. Channels 16 and 12 should only be used in cases of difficulty in establishing initial contact.

(iii) When within VHF range and not later than when in the vicinity of the Bar Lighted Buoy the vessel should establish contact with Mersey Radio on Channel 12 and pass her arrival information on Channel 12 or other Channel indicated by Mersey Radio, watch should be kept on Channel 12 unless instructed to remain on another working Channel for Port Operational reasons. A vessel at anchor at the Bar anchorage should keep watch on Channels 16 and 12.

(iv) Vessels requiring radar information or assistance will be requested to shift to Channel 18.

(v) Vessels should inform Mersey Radio when they are ceasing to keep a listening watch on Channel 12. If they are shifting to a tug or a dock entrance or Tranmere Oil Stage Channel they should inform Mersey Radio of such intention.

Vessels Sailing from the River Mersey: Vessels, on sailing from any Stage or Dock, should establish contact with Mersey Radio on Channel 12 and then maintain watch on that Channel unless instructed to remain on another working Channel for Port Operational reasons. Ves requiring radar information or assistance will be requested to wor Channel 18.

TUGS: Join vessel after passing Rock Light. Normally use tug's but optional. Charge for tug's hawsers.

BERTHING: 35 general cargo berths.

BULK CARGO FACILITIES: *Grain Berths:* Royal Seaforth G Terminal accommodates ships of up to 75,000 d.w.t. up to 260 m. ov length and 12.8 m. draft. Discharge is by 2 marine towers at up to 2 tonnes p.h. into 133,000 tonnes capacity silo. 2×750 tonnes per h dischargers (Buhler) for animal feedstuffs at Berth S.2, storage capa 30,000 tonnes. 1 × 220 tonnes per hour Vigan pneumatic discha for heavy grains and animal feedstuffs ex-small vessels u 4,000 d.w.t.

Grab Cargoes: (Minerals, ores, coal, meals, etc.).

N.3 Huskisson Branch Dock: 2 berths for vessels up to 9.5 m. d each equipped with 4 grab cranes.

S.E.2 Alexandra Dock: Vessels up to 8.84 m. draft, equipped 3 grabbing cranes for handling animal feeding stuffs; discharge to via hoppers and direct by conveyor to silo storage.

Cavendish Quay: 2 × 20 tonnes level luffing jib cranes with a grab capacity of 15 tonnes. Each designed to handle up to 450 t.p.h. Loa to road or rail with 2 × 100 tonnes capacity mobile weigh hoppers

Duke St. Wharf: Vessels up to 8.7 m. draft discharged 2 × 7.5 tonnes electric level luffing cranes.

S.2 Gladstone Dock: Bulk terminal with length 250 m. and d 12.5 m. The terminal handles Panamax (75,000 tonnes) vessels 4 grab cranes. Daily rate 14,000 tons.

BULK LIQUID FACILITIES: *Tranmere:* Petroleum oils at Tranm South Stage, accommodating tankers up to 115,000 tons displacem max. draft 11.1 m. plus height of tide and Tranmere North S accommodating tankers after lightening up to 210,000 displacement, max. draft 12.0 m. plus height of tide. Facilities opera by Shell U.K. Ltd.

Cautionary Advice: Vessels which are required to pump over the must discharge so as to reach, 30 minutes before LW, a draft not gre than 41 ft. plus height of LW at the North stage, or 38 ft. plus heig LW at the South stage. (These figures may vary slightly from tim time and should be checked with the Berthing Master).

Liverpool: N.2 Gladstone (edible oils berth, total quay length 17 12.8 m. draft).

S.1 Canada (edible oils and molasses, up to 213 m. len 9.75 m. draft).

S.E. Nelson (wines and spirits, for vessels up to 99.1 m. len 6 m. draft).

Birkenhead: N. Alfred (8.6 m. draft, edible oils).

Ilchester Wharf (8.6 m. draft).

E. Lewis (edible oils, bulk chemicals and molasses for vessels u 192 m. in length, 8.7 m. draft).

SPECIALISED CARGO HANDLING FACILITIES: *Containers:* T container terminal at Royal Seaforth Dock has a continuous 1,100 m. in length, served by 6 gantry cranes up to 40 tons capa and a fleet of straddle carriers working to a 22 ha. container supported by a 26 ha. back-up area. Tractor trailer units are use feed the integral Freightliner Rail Terminal.

Containers can also be handled at all general cargo berths.

Timber and Forest Products: At the Royal Seaforth Timber Term 793 m. of continuous quay are served by 4 × 10 tonnes cra discharging packaged timber to a 26 ha. stacking and back-up a 3 sheds provide covered storage of 16,000 sq.m. for plywood, pulp dried timber.

Ro/Ro: There are 10 berths in the port with Ro/Ro ramp faci Royal Seaforth, S.3, S.6 and S.10; Gladstone No. 3. N.W. Alexa E. Langton, N.E. 3 Canada, S.E. Nelson, S.E. Trafalgar and S. Bid (Birkenhead).

Heavy and Indivisible Loads: Good road access and speci facilities include 3 berths strengthened to accept loads of up to 300 and 1,000 tonnes respectively. 250 tonne capacity sea-going flo crane.

STEVEDORES: Earliest possible ETA to be given to arrange gan

MEDICAL: If doctor is required to attend immediately on arrival of ve prior notice will be required, but generally doctor is arranged for convenient time after vessel's arrival.

Hospitalisation is available, but seamen will only be admit immediate treatment is required. It is preferred for foreign sea requiring hospital treatment to be repatriated, if able to travel.

Dentist available by appointment only.

TANKERS: See "Bulk Liquid Facilities".

DENSITY: River Mersey salt water. Docks approximately 1024.

FRESH WATER: Available at all berths, ex-quay. No water ba available. Rate of delivery 15-20 t.p.h.

FUEL: Most major oil companies are represented and can supply of fuels of various viscosities. Notice required depends on the be which vessel is lying as bunkers are supplied ex-lighter at most b Notice required can vary depending on availability of barges generally at least 3 to 4 days notice is required.

FIRE PRECAUTIONS: Tankers may not carry out repairs wh discharging berth unless permission is obtained from Ha Authorities. Fire precautions notice is placed on board by Ha Authorities.

CONSULS: The following countries have representatives in Live

Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Panama
Thailand

REPAIRS: All types of deck and engine repairs can be carried o

DRY DOCKS: 5 small dry docks (M.D.H.C., Wright and Bey Mannings Marine).

SURVEYORS: (1) Caleb Brett and other companies available.

(2) Lloyds, A.B.S. and B.V. are available.

GANGWAY/DECK WATCHMEN: Watchmen not necessary but available if required.
OPENING/CLOSING HATCHES: Carried out by ship's crew for bulk cargoes and by stevedores for general cargoes.
CERTIFICATES:
Register/Certificate of Measurement.
Certificate of British Tonnage (if issued).
Safety Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Derat Certificate.
Cargo Gear Test Certificates.
CUSTOMS ALLOWANCES: Crew members who remain on vessel during vessel's stay in port may be allowed, under certain conditions, to keep, for their own use on board, small quantities of any tobacco, spirits and other goods declared on Customs Form C.142. The amount allowed depends on the number of days the vessel is in port.
CARGO GEAR: Cargo Gear Certificates must be produced with the necessary up-to-date endorsement.
REPATRIATION: Can be effected, but must be arranged through Agent, so that Immigration Clearance can be arranged.
AIRPORT: City Centre to Airport approximately 7 miles, regular service to London for international connections.
Regular Services from Liverpool Airport to:

Aberdeen	Air Ecosse
Amsterdam	Genair
Belfast	British Midland
Brussels	Jersey European Airways
Cork	Jersey European Airways
Dublin	Jersey European Airways
Dublin	Aer Lingus
Isle of Man	British Midland
Jersey	British Midland
Gatwick	Genair
Heathrow	British Midland
Stansted	Jersey European Airways
Newquay (Cornwall)	Genair

(The above are all passenger services with the exception of Dublin which is mainly freight).
TIME: British Standard Time, which is 1 hour in advance of Greenwich Mean Time, reverting to GMT in Winter months.
HOLIDAYS: Good Friday; Easter Monday (movable); 1st Monday in May; last Monday in May; last Monday in August or first Monday in September, whichever may be closest to August 31st. December 25th-26th and New Year's Day. Weekly holidays Saturday, Sunday. Cargo can be worked on official holidays, other than 25th-26th December, also arrangements can be made for cargo to be worked on Sundays.
POLICE/AMBULANCE/FIRE: Telephone 999, ask for service required.
EMERGENCY CO-ORDINATION CENTRE: "Liverpool Coast Guard" Tel: Liverpool (051) 931-3341/43.
TELEPHONES: A temporary telephone can be placed on board a vessel, at most berths, whilst in port.
SERVICES: Compass adjusting, D.F. calibration can be arranged.
BANKS: Allied Irish Bank Ltd, 5/9 Renshaw Street, Liverpool 1; Banco Exterior C A, 6 Victoria Street, Liverpool 1; Bank of Ireland, 25 Victoria Street, Liverpool 1; *Citibank Trust Ltd, Tower Buildings, 22 Water Street, Liverpool 2; *American Express International, Travel Agents, Lord Street, Liverpool 2.
*Not Banks as such but possibly undertake closely allied functions.
STORING: See "Prelims".
1. All vessels can be stored by either barge or truck.
2. Barge storing at Tranmere Oil Stages is restricted to "Approved" barges.
3. Trucks do not always have direct access to vessels by driving along quayside. Approach may be via sheds.
4. Forklift trucks can be used in most cases.
5. As per British Customs Regulations.
6. Riggers can be employed.

SHIP SUPPLY SERVICE: Alexandra Towing Co. Ltd., Castle Chambers, 43, Castle Street, Liverpool 2. Tel: 051-227 2151.
Carmet Tug Co. Ltd., Lock Head, Bromborough, Wirral. Tel: 051-645 5579.
Cory Towing Co. Ltd., Odyssey Works, Corporation Road, Birkenhead, Merseyside. Tel: 051-647 6263.
In addition the Port of Liverpool has the Buoyage Tender and Salvage vessel "Vigilant" which has fire fighting capability and is Classed 100 A1 for River Mersey and Liverpool Bay Service.
SHORE LEAVE: All bona fide crew members may be granted temporary shore leave during the vessel's stay in port, on condition that they leave in the same ship. This permission does not apply to any alien member of the crew who is refused leave to land by an Immigration Officer, or to whom an Immigration Officer has given notice prohibiting him from landing without leave.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: Skips can be provided alongside. Bootle Barge Ltd: (051) 442-2508. M.D.H.C. (Cleansing and Salvage Section) (051) 200-5124.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: Stella Maris Seamans Club, Washington Parade, Liverpool 20. Tel: (051) 922-6161.
CURRENCY: Pound Sterling.
DEVELOPMENTS: Floating crane "Mersey Mammouth" with capacity 250 tonnes operational.
AUTHORITY: The Mersey Docks and Harbour Company, Maritime Centre, Port of Liverpool, Liverpool L21 1LA. *Tel:* 051-949-6000. Telex: 626264. *FAX:* 051-949-6150. *Contact:* Captain G. McShane, Marine Operations Manager (Tel: 051-949-6112 (Direct). Fax: 051-949-6150 (Direct)).

LOCHMADDY: 57.36 N. 07.11 W. (See Plan)

PORT LIMITS: Westward of a line running Southward from Weavers Point to Leacham Madadh.
PILOTAGE: Pilot can be arranged if required. VHF Channels 16 and 12. Tel: 0876-500337/500282/500226 or 0870-602425 (ext. 859) and at night 0870-610294.
ANCHORAGES: Available in Lochmaddy Bay.
RADIO: Skye Radio.
VHF: Lochmaddy Harbour on Channels 16 and 12.
RADAR: No radar service.
TUGS: None.
BERTHING: Length of berth 370 ft. (South Face). Depths alongside at LWS: East end 6.0 m., West end 4.5 m.
Length of berth 180 ft. (North Face). Depth alongside at LWS is 4.0 m.
CRANES: Available by arrangement. 10 ton lift.
BULK CARGO/SPECIALISED CARGO-HANDLING FACILITIES: Ro–Ro Linkspan at North West end of South Face berth on pier.
BRIDGES: None.
MEDICAL: Doctor and hospital available.
TANKERS: No facilities.
DENSITY: Salt water.
FUEL: Gas oil available. Tel. 0870-610238.
FIRE PRECAUTIONS: None.
CONSULS: None.
REPAIRS/DRY DOCKS/SURVEYORS: None.
GANGWAY/DECK WATCHMEN: Available if required.
HATCHES: Opening/closing carried out by crew.
AIRPORT: 20 miles to Benbecula Airport. Daily service to and from Glasgow, Stornoway and Barra, except Sunday. Onward connecting flights available.
POLICE/AMBULANCE/FIRE: Police Tel: 0876-500328. Ambulance Tel: 0876-500324. Fire Tel: 0463-222722.
SERVICES: None.
BANKS: Bank of Scotland Tel: 0876-500323/500266.
SHIP SUPPLY SERVICE: Crew members, and essential stores can be transported between ship and shore at Lochmaddy by launch. Ships requiring such service should contact Harbour Office. VHF Channel 16 or Telephone 0876-500337/500282, and at night 0876-500226.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Required for cruise ships only, and must conform to the Aviation and Maritime Security Act 1990.
REGULATIONS: None.
GARBAGE DISPOSAL: 1100 ltr. wheeled skips are available free of charge. For bulk refuse contact local authority (Tel: 0870-602425. Fax: 0870-602332). Charges are approximately £15.00 per hour and collection time by arrangement.
WASTE OIL DISPOSAL: By prior arrangement with local authority (Tel: 0870-602425. Fax: 0870-602332) or through Port Manager (Tel: 0876-500337).
SEAMAN'S CLUBS: No club, but local facilities include hotel, 2 shops, sub-post office, bank, church.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Western Isles Islands Council, Council Offices, Sandwick Road, Stornoway, Isle of Lewis. *Tel:* 0851-703773. *FAX:* 0851-705349. *Contact:* Captain R. Frater, Harbour Master. Home tel: 0851-870268. Captain C. Macleod, Assistant Harbour Master. Tel: 0870-602425. Fax: 0870-602332.
Local Authority: The Port Manager, Harbour Office, Lochmaddy, Isle of North Uist. *Tel:* Office 0876-500337 and 0876-500282. After Hours 0876-500226. *FAX:* 0876-500412. *Contact:* U.I.M. Robertson, Port Manager.

LONDON and Thames District: 51.30 N. 0.05 W. (See Plan)

PORT LIMITS: The seaward limit means lines drawn from Lat. 51° 37′ 00″ N., Long. 00° 57′ 19″ E. (Foulness Point in the County of Essex) to Lat. 51° 46′ 05″ N., Long. 01° 20′ 32″ E. (Gunfleet old lighthouse) and thence to Lat. 51° 26′ 36″ N., Long. 01° 25′ 30″ E. and thence to Lat. 51° 24′ 55″ N., Long. 00° 54′ 21″ E. (Warden Point in the County of Kent).
An arrived ship is considered (subject to Charter Party terms) to have arrived when vessel is instructed to anchor at a designated anchorage, as ordered by the Port Authority, if berth where vessel's operations are to be carried out is not available. Otherwise when vessel is alongside. Usual anchorage for larger vessels is below Southend, which is allocated to vessels by the Port Authority.
DOCUMENTS:
1 copy of H.M. Customs and Excise Form C.142 to be completed showing each crew members declaration as to the amount of cigarettes, tobacco, spirits, wine, radios, lighters, etc., belonging to them on board the ship to enable Customs to ascertain if in conformity or excess of requirements.
1 copy of IMO Crew List.
1 copy of List of Passengers on board, showing names, place of joining vessel, passport details.
Ship's Register to be available for inspection on arrival.
List of space occupied by cargo in unregistered spaces.
Chief Engineer's declaration as to the quantity of fuel carried in double bottom tanks.
Details of any livestock on board.
Ship's Stores Declaration arrival Form C.14 to be completed.
Details of previous ports of call.

PILOTAGE: Compulsory Pilotage:

1. DEFINITIONS:

"Upper Area" means so much of the River Thames as is between Putney Bridge and London Bridge, but does not include a closed dock, lock or other closed work.

"Inner Area" means so much of the Thames as is between London Bridge and the Former Seaward Limit.

"Outer Area" means so much of the Thames as is between the Former Seaward Limit and the Seaward Limit of Pilotage Jurisdiction.

"The Thames" means so much of the River Thames, the Thames Estuary, rivers, streams, creeks, watercourses and the sea as is between London Bridge and the Seaward Limit of Pilotage Jurisdiction, but the area does not include:

(i) A closed dock, lock or other closed work.
(ii) Any part of the Medway Ports.
(iii) The River Lee or Bow Creek above the South boundary stones referred to in Section 3 of the Lee Conservancy Act 1988.

"The Former Seaward Limit" means the former seaward limit of the Port of London Authority which is a line drawn from the pilot mark at the entrance of Havengore Creek in the County of Essex on a bearing 166° reckoned clockwise from the true North point of the compass to mean high water level on the Kent bank of the Thames.

"The Seaward Limit of Pilotage Jurisdiction" means lines drawn from Lat. 51° 37′ N., Long. 00° 57.317′ E. (Foulness Point in the County of Essex) to Lat. 51° 46.083′ N., Long. 01° 20.533′ E. (Gunfleet Old Lighthouse), thence to Lat. 51° 48′ N., Long. 01° 40′ E. (Long Sand Head), thence to Lat. 51° 36′ N., Long. 01° 23.083′ E., thence to Lat. 51° 26.6′ N., Long. 01° 25.5′ E. and thence to Lat. 51° 24.917′ N., Long. 00° 54.35′ E. (Warden Point in the County of Kent).

"Specified Vessel" means any vessel having on board quantities of the following (IMO codings in brackets):

(i) Explosives (Class 1), or
(ii) LNG, LPG in bulk or non-gas free following discharge of these cargoes (Class 2), or
(iii) Low flash petroleum spirit in bulk or non-gas free following discharge of this cargo (Class 3.1 and 3.2), or
(iv) Low flash point and toxic chemicals in bulk or non-gas free following discharge of these cargoes (Class 3.1, 3.2, 6.1 and 8.0).

"Passenger Vessel" means a vessel which is certificated to carry more than 12 passengers.

2. COMPULSORY PILOTAGE:

The Port of London Authority (a competent harbour authority within the meaning of the Pilotage Act 1987), in the exercise of its powers under Section 7 of that Act, directs that on and after 1st June 1991, pilotage shall in all circumstances be compulsory for ships of 50 m. or more in length navigating in the Upper Area.

3. THE INNER AREA:

Pilotage is compulsory for all ships navigating in the Inner Area, except ships of less than 50 m. in length overall.

4. THE OUTER AREA:

Pilotage is compulsory for all ships navigating in the Outer Area, except:

4.1 Specified vessels and passenger vessels of less than 50 m. in length overall.

4.2 All ships of less than 80 m. in length overall other than specified vessels and passenger vessels.

5. A ship which is being navigated in the compulsory area and in circumstances in which pilotage is compulsory for it, must be under the pilotage of:

(a) An authorised Pilot, or
(b) A person who is bona fide, the Master or First Mate of the ship, and possesses a Pilotage Exemption Certificate granted by the Port of London Authority in respect of the area (or a specified part thereof) and ship.

Pilotage Exemption Certificates may be granted by the Authority for the following geographical areas within the compulsory area. Areas ONE and TWO below comprise the Outer Areas, and Areas THREE and FOUR comprise the Inner Area.

Area One: Between the Seaward Limit of Pilotage Jurisdiction in the vicinity of the Outer Tongue Buoy and Sea Reach No. 1 Buoy, via the Edinburgh and the Princes Channels.

Area Two: Between the Seaward Limit of Pilotage Jurisdiction in the vicinity of the Sunk Head Tower Buoy and Sea Reach No. 1 Buoy, via the East Swin Channel/Barrow Deep and the Black Deep.

Area Three: Between Sea Reach No. 1 Buoy and a line drawn due North from Gravesend Pilot Station.

Area Four: Between a line drawn due North from Gravesend Pilot Station and London Bridge; but a certificate will relate only to the part of the area between Gravesend Pilot Station and a point half a mile above a specified berth within the area.

6. TAKING ABOARD AND LANDING PILOTS:

6.1 A ship for which pilotage is compulsory in the Inner Area, but not in the Outer Area, shall take aboard or land a Pilot in the vicinity of the Warp/Oaze Deep, East of Sea Reach No. 1 Buoy.

6.2 A ship for which pilotage is compulsory in the Outer Area shall take aboard or land a Pilot beyond the Seaward Limit of Pilotage Jurisdiction as follows:

6.2.1 All ships with an actual draft of less than 6.0 m. in the vicinity of N.E. Spit Buoy.

6.2.2 All ships with an actual draft of 6.0 m. or more, when entering or leaving from or to the North, in the vicinity of the Sunk Light Vessel.

6.2.3 All ships when entering or leaving from or to the South, in the vicinity of N.E. Spit Buoy.

7. ADVERSE WEATHER CONDITIONS:

In adverse weather conditions, the boarding or landing o
authorised Pilot at the points referred to in Paragraph 6 of
direction may be impracticable. In such circumstances, a
may board or land a Pilot in more sheltered waters in accorda
with advice notified at the time by the Port of London Autho
from the London Port Control Centre at Gravesend. An authori
Pilot will at such times be stationed at the London Port Con
Centre at Gravesend in order to give advice to ships naviga
in the area.

8. PROCEDURE FOR OBTAINING THE SERVICES OF
AUTHORISED PILOT:

It is imperative that good notice is given of the requiremen
the services of a Pilot. To comply with the compulsory procedu
an order for a Pilot must relate to the time that the Pilot is requ
at the boarding point whether inward bound or departing from
port. If the pilot service is unable to supply a Pilot, due to st
of weather or other unforeseen circumstances, due allowance
be made. Ships' Owners or Masters who fail to provide the pr
information in a timely manner may be liable to a surcharge
may cause a delay to the ship.

9.1 *ETA's for Inward Bound Ships:*

Ships requiring the services of an authorised Pilot at the N
Spit, Sunk, Warp/Oaze Deep or Gravesend boarding/land
stations must make a provisional order and notification of a
to the London Port Control Centre at Gravesend, *24 hour*
advance, stating the ETA at the appropriate boarding/land
station, g.r.t./g.t., length overall, draft and destination (nam
berth or anchorage). This notification may be in the form
provisional order and will not incur surcharge penalties.
Confirmation of the above information and a CONFIRMED o
for a Pilot must be given to the London Port Control Centre
later than 8 hours in advance (This constitutes
COMPULSORY NOTICE after which time a surcharge ma
imposed).

Up to 4 hours in advance, any change to an ETA must be no
to the London Port Control Centre. Thereafter, any fu
changes and the final advice of ETA must be given when the
is in VHF radio contact with the appropriate pilot station.

Ships engaged in short sea voyages may give notice o
CONFIRMED order for a Pilot and ETA at the time of leavin
previous port, where this is less than the above compu
notice.

Should the services of an authorised Pilot be cancelled w
4 hours of the confirmed ETA, a cancellation charge will be ma

Note: Ships bound for London (or where applicable the Medw
which anchor in the general vicinity of either the S
Outer Tongue or Margate Roads (i.e. at outer ancho
or are inward from any port adjacent to the limits o
London Pilotage Area, are required to give not less
8 hours notice of the requirement for a Pilot and any
less will incur a surcharge.

9.2 *ETD's for Outward Bound Ships, Ships Proceeding from*
Berth to another or Ships Moving from an Anchorage:

Ships requiring the services of an authorised Pilot to depart
a berth, buoy or tier, in the Port of London, move from one b
to another, or to move from an anchorage, must notify Lon
Port Control Centre *24 hours in advance*, giving their ETD
the berth, buoy, tier or anchoage, g.r.t./g.t., length overall,
destination and landing point. This notification may be in the
of a provisional order and will not incur surcharge penalties
Confirmation of this information and a CONFIRMED order
Pilot must be given to London Port Control Centre *not later*
4 hours in advance (This constitutes the compulsory notice,
which time a surcharge may be imposed). Thereafter, cha
to the ETD must be notified to the London Port Control C
until 2 hours before sailing, when contact should be made
to the Gravesend Pilot Station by VHF radio or telephone.

Should the services of an authorised Pilot be cancelled w
3 hours of the confirmed ETD, a cancellation charge will be m

9.3 *Ships Anchoring in the Port of London:*

Ships required to anchor before proceeding to their berth,
confirm with the Duty Port Controller at London Port Co
Centre by VHF radio, that the Pilot may remain on board
the ship is required to get underway. No arrangement ma
made with any individual Pilots.

Under normal circumstances, when a ship anchors fo
extended period, the Pilot will disembark and be replace
another Pilot when the ship proceeds.

Inward or outward bound ships required to anchor and which
used the services of an authorised Pilot must, as soon
practicable, advise the Gravesend Pilot Station on VHF ra
their ETA at the anchorage in order to land the Pilot. Wh
Pilot is required to move from the anchorage, the ship
comply with the requirements of Paragraph 9.2 above.

9.4 *Ships Requiring Pilots to Join or Disembark at Continental*

Shipowners/Agents wishing a Pilot to board the ship
continental port or to remain on board to a continental port
obtain the approval of the Pilotage Coordinator at the Grav
Pilot Station (Tel: Gravesend (0474) 562333, *not later than*
before the service is required. Charges for this service
published by the P.L.A. No arrangements may be mad
individual Pilots.

Should the services of an authorised Pilot be cancelled
2 days prior to the date required to join the ship at a con
port, a cancellation fee will be made.

Pilots authorised by the P.L.A. may only act as Pilots wi
Port of London compulsory pilotage area. The P.L.A. do
provide deep sea pilotage services.

9.5 *Berthing Pilots:*
Ships of 160 m. or more in length overall or 11,000 g.r.t. or more, whichever is less, are required to employ the services of an authorised Berthing Pilot when berthing or unberthing at the oil wharves or jetties at Shellhaven, Coryton, Canvey Island or the Canvey Methane Terminal.

9.6 *Inner List Pilots:*

9.6.1 Oil Jetties:
Ships of 275 m. or more in length overall or 12.3 m. draft or more, whichever is less, are required to employ the services of an authorised Inner List Pilot when navigating between the Seaward Limit of Pilotage Jurisdiction and the oil wharves or jetties at Shellhaven, Coryton, Canvey Island or the Canvey Methane Terminal.

9.6.2 Ships bound to or from the Medway Ports:
Ships of 12.0 m. draft or more are required to employ the services of an authorised Inner List Pilot, when navigating between the Seaward Limit of Pilotage Jurisdiction and Former Seaward Limit bound to or from the Medway Ports.

10. BOARDING AND LANDING POINTS FOR SHIPS BOUND TO OR FROM THE PORT OF LONDON:

Boarding and landing of Pilots will be carried out by launches operating from Harwich (Sunk Light Vessel), Ramsgate (N.E. Spit Buoy), Sheerness (in the vicinity of the Warp/Oaze Deep to the East of Sea Reach No. 1 Buoy) and Gravesend as appropriate. Pilot boats have a black hull, the word PILOTS on the side of the wheelhouse and fly a pilot flag by day and by night display the signals required by Rule 29 of the International Regulations for Preventing Collisions at Sea 1972 (as amended). Under normal circumstances, these pilot launches operate from their respective bases to ship and land Pilots.

10.1 *N.E. Spit Buoy:*
All ships with an actual draft of LESS than 6.0 m. and all other ships approaching the Port of London from the East and South or departing to ports to the East or South will, subject to weather conditions, ship and land their Pilots (provided by launch from Ramsgate) in the general vicinity of N.E. Spit Buoy and the Elbow Buoy, the charted location being Lat. 51° 25′ N., Long. 01° 30′ E. Ships which are constrained by reasons of their draft from using the North Edinburgh Channel, may embark their Pilot at N.E. Spit or proceed direct to the Sunk boarding and landing station.

10.2 *Sunk Light Vessel:*
Only ships with an actual draft of 6.0 m. or more approaching the Port of London from the North and N.E. directions or departing to the same area will, subject to weather conditions, ship and land their Pilots (provided by launch from Harwich) in the vicinity of the Sunk Light Vessel. The charted location being Lat. 51° 51′ N., Long. 01° 35′ E. Ships with an actual draft of less than 6.0 m. will only be permitted to ship or land their Pilot at the N.E. Spit Buoy Station. Any ship, arriving at the Sunk and taking a Pilot on boad, having advised in advance a draft of 6.0 m. or more, is found to have an actual draft of less than 6.0 m., will be liable to a surcharge.

10.3 *Warp/Oaze Deep:*
Ships which are exempt from compulsory pilotage for Areas 1 and 2, as defined in Paragraph 1.1 of these Regulations, will, subject to weather conditions, ship and land their Pilots (provided by launch from Sheerness) in the vicinity of the Warp/Oaze Deep and to the East of Sea Reach No. 1 Buoy.

10.4 *Gravesend:*
Ships which are exempt from compulsory pilotage for Areas 1 and 3, or 2 and 3, as defined in Paragraph 5 of these Regulations, will normally ship and land their Pilots at Gravesend off the Royal Terrace Pier.

11. SHIPPING OR LANDING A PILOT:

Mariners will appreciate the need to provide a satisfactory lee when shipping or landing a Pilot and may be requested by the pilot launch to change speed and course to enable the operation to be carried out safely.

12. SHIPS CLAIMING EXEMPTION OR EXCEPTION FROM COMPULSORY PILOTAGE:

Ships claiming exemption or exception from compulsory pilotage, as defined in these Regulations, must notify the London Port Control Centre *24 hours in advance* of their intention to claim exemption or exception; giving ETA/ETD as appropriate, ship name, g.r.t./g.t., length overall, maximum draft, name, initials and exemption certificate number of the Master or First Mate who will be piloting the ship on that voyage. Failure to provide this information will necessitate the ship taking the services of an authorised Pilot, and could involve the ship in a delay as well as the imposition of a surcharge on the pilotage dues. Ships, arriving from ports less than 24 hours distant, must provide the information immediately after departure from that port.

13. COMMUNICATIONS:

The London Port Control Centre operates 24 hours a day and is the centre for all initial orders for Pilots. It is equipped with VHF radio, telephones, telex and facsimile equipment.

Long range ETA's from ships at sea may be passed through a United Kingdom Coast Radio Station by M/F or VHF radio telephone, telex or telegraph addressed to "London Port Control". The Gravesend Pilot Station, situated at the London Port Control Centre, operates 24 hours per day and is the administration centre for all pilotage services and is able to provide advice to Shipowners/Agents on all pilotage arrangements. It is equipped with VHF radio, telephones, telex and facsimile equipment.

RESTRICTIONS: Certain restrictions are placed on the navigation of vessels carrying petroleum, chemicals, explosives and other hazardous commodities (See "Notices").

Vessels which are carrying any of the above mentioned cargoes should call Gravesend for details of these restrictions and ascertain whether it is permitted for them to navigate.

Notwithstanding any of the aforementioned restrictions, all vessels should comply with the "General Directions for Navigation in the Port of London 1991". (Copies obtained from the Chief Harbour Master, Port of London Authority, London River House, Royal Pier Road, Gravesend, Kent DA12 2BG.

The tides at London Bridge have a range of 4.6 m. at Mean Neaps and 6.6 m. at Mean Springs.

The sea approach to Shellhaven is dredged to allow the passage of vessels to 13.7 m. at Mean Neap tides. For latest channel depths contact the Harbour Master or Thames Navigation Centre.

THAMES NAVIGATION SERVICE:

London Port Control Centre: (Call sign "Gravesend Radio") is the main operations centre for traffic information within the Port of London Authority area of jurisdiction. All information required by the Authority regarding ETAs and ETDs, etc., should be passed to this Centre. It also deals with matters concerning moorings in the River and enquiries concerning Byelaws, regulations and shipping information.

Communications: VHF radio: Channels 16, 9, 13, 12, 18, 20. Telephone: Gravesend 560311. Telex: 262880 Platns G. Facsimile: Group 3. Gravesend 352996.

Radar coverage and area of responsibility: Crayfordness to the sea.

Tidal Information: Information on tidal heights from gauges at Walton, Margate, Shivering Sands, Southend, Tilbury, Coryton, Denton, Erith, Silvertown, Charlton, Tower Pier, Westminster and Richmond is available on request.

Procedures: All vessels must report to this station on entering the Port Limits inward bound or when leaving a berth within the area of responsibility outward bound or when moving from one berth to another. It is also a requirement to report the vessel's progress at the "reporting points" indicated on the Admiralty Charts of the area. Regular half-hourly broadcasts of navigational information are made on VHF Channel 12 on the hour and 30 minutes past the hour for traffic to the West of Sea Reach No. 4 Buoy and 15, and 45 minutes past the hour for traffic to seaward of Sea Reach No. 4 Buoy.

Thames Barrier Navigation Centre: (Call sign "Woolwich Radio") is a sub-centre to the Thames Navigation Centre with particular responsibility for controlling navigation through the Thames Flood Barrier.

Communications: VHF Radio Channels 16, 14, 22. Tel.: 081-855 0315. Telex: 896157 Plabar G.

Radar coverage and area of responsibility: Radar from Crayfordness to Greenwich. Area of responsibility from Crayfordness to Teddington.

Tidal Information: Tidal information from a gauge at North Woolwich and other stations are available on request.

Regular half hourly broadcasts of Navigational information are made on VHF Channel 14 at 15 minutes and 45 minutes past each hour.

Procedures: All vessels navigating in the area of responsibility must inform this station of their intention to do so and maintain a listening watch on VHF radio. Progress reports should be made at the "reporting points" indicated on the Admiralty Charts. Special regulations are in existence for navigating through the Thames Flood Barrier and the Barrier Control Zone (Margaretness to Blackwall Point). See Port of London – annual summary of Notice to Mariners 1994.

Tilbury Dock: All vessels wishing to enter or leave Tilbury Dock (private facilities) must book a time with the Lock Co-ordinator. Telephone Number Tilbury (0375) 852456. Telex 995176. The Lock Co-ordinator also deals with enquiries for dock tugs, dummy pontoons and other services for vessels in the Dock. Tilbury is operated by Port of Tilbury (London) Ltd.

Patrol Service: A 24-hour patrol service is maintained by the Authority whose launches can be contacted on VHF radio (Call sign "Thames Patrol") on VHF Channels 16, 12, 14 and 6. They can also be contacted through Gravesend Radio or Woolwich Radio.

General: The London Port Centre maintains close liaison with Owners, Agents, Pilots, Watermen, Port Health, Customs and Excise and all the Emergency Services. It is available to give help and advice on any matters affecting ships and shipping.

ANCHORAGES: Great Nore and Little Nore Anchorages allocated by Medway Port Operations, all other anchorages allocated by the London Port Control Centre dependent upon the size and draft of vessel, the length of stay required at the anchorage and the specific details of the vessel, i.e. explosives, petroleum, etc.

Explosives anchorage at Chapman Anchorage for discharging/loading to/ex barge to/from appointed river wharves.

MAX. SIZE: Tankers:

Berth	*Depth at Chart Datum*	*Length*
Coryton	14.0 m. maximum	1,100 ft.
Shellhaven	14.6 m. maximum	1,200 ft.
Holehaven	11.2 m. maximum	720 ft.
Purfleet	8.6 m. – 11.2 m. maximum	700 ft.
Grays	11.2 m. maximum	620 ft. - 750 ft.

Other river and tanker berths restrictions apply according to tides and berth.

Passage for deep-draft tankers for berthing at Shellhaven and Coryton is sometimes over a period of 2 tides. Passage on the first tide to deep water anchorage, vessel to leave anchorage on make of second tide and arrive off the installation half an hour before HW of this tide.

RADIO: Outside U.K. waters from the South, call long range station "Portishead Radio"; approaching London, "Niton Radio" or "Northforeland Radio", giving Agent vessel's draft and ETA. "Gravesend Radio" when in the Thames and its estuary.

TUGS: Tugs usually pick up vessels for Shellhaven and Holehaven in reaches approaching berth, or Gravesend for berths/docks up river. Tugs and lines can be hired from Alexandra Towing Co. (London) Ltd., Alexandra House, Royal Pier Road, Gravesend, Kent. Tel: (0474) 359361.

BERTHING:

Cargo Berths: The Port of Tilbury (London) Ltd. operates the enclosed dock system at Tilbury Docks.

Depths of water shown for berths in the enclosed docks and on the river are the authorised depths to which the berths may be dredged. Ac depths may be less than the authorised depth and the advice of the Port Authority or tenants Operating Manager should be sought if neces

TILBURY DOCKS:

Entrance lock dimensions: Length 1,000 ft. (305 m.). Width 110 ft. (33.5 m.). Depth 7.3 m. below C.D. Max. size: LOA 262 m., beam 32. and max. draft 11.4 m.

Access to berths (except the Grain Terminal, Northfleet Hope Container Terminal, cargo and repair jetties, riverside Ro/Ro terminal and passen landing stage) is gained through an entrance lock.

Berth	*No. of Berths*	*Length (ft.)*	*Depth (ft.)*	*Equipment*	*Remarks*
Northfleet Hope Terminal	1 (in dock) 1 (in river)	850 1,000	35.0 41.0 (MLWS)	2 container cranes 35 tonnes and 45 tonnes (in dock), 3 container cranes 35 tonnes (riverside), straddle carriers, tractors and trailers.	P & O Containers/ACT and partners. Container services. Accommodation for 5,000 containers at any one time (in 1,464 reefers). Operation: 24 hours per day, 7 days a week.
Container Terminal (Berths 41, 43, 45)	3	3,122	38.0	4 container cranes 30 tonnes, 1 Davy Morris gantry crane, van carriers, tractors and trailers, forklift trucks.	(Container Division). Containe to and from cellular and purpo built lift-on/lift-off all container semi-container vessels. Electr reefer points. Floating cranes uncontainerisable cargo. Operation: 24 hours per day, 7 days a week.
General Purpose Berths 1, 2, 4, 34, 38, 40, 13/16 (2 berths)	9	6,900	up to 38.0	20×5 tonne quay cranes, light and h/duty forklifts, mobile cranes, tractor/trailer units, 80 tonne mobile, 36 tonne land based and up to 120 tonne floating heavy lift cranes, 1×30 tonne container crane, 1×30 ton gantry crane.	(Conventional Division). Conventional, Ro/Ro and unitised general import and export cargoes. Containers to and from semi-container/Ro/R vessels. Forest products. Hea lifts. Scrap metal.
Riverside Ro/Ro Terminal	1	Ship length up to 500 ft.	20.0 (MLWS)	Tractors	(Conventional Division). Ro/R Suitable for bow or stern ram vessels.
Tilbury Passenger Landing Stage	1/2	Ship length up to 740 ft.	Dredged to 10 m. below datum	2 covered gangways.	(Conventional Division). Embarkation and disembarka of passengers for ships, hovercraft, hydrofoils and launches and Tilbury/Gravese local ferry.
42 Berth (Tilbury) Ltd.	1/2	700	38.0	Heavy duty forklift trucks, tractors and 35 tonne trailers.	Forest products.
44 Berth	1	750	38.0	Forklift trucks 4 ton-22 ton capacity – roll trailers/tractors.	Forest products.
46 Berth (Seaboard Pioneer)	1	750	38.0	Forklifts 4 ton-12 ton capacity, roll trailers/tractors	Forest products.
Tilbury Grain Terminal	1 Deep Sea 1 Short Sea 6 barge berths 1 Coaster discharge berth	900 230	42.0 (MLWS)	2×1,000 tonnes per hour marine leg elevator towers, coaster and barge loading points, 2×200 tonnes per hour pneumatic elevators (coastal jetty). Silo capacity 100,000 tons. Export vessels now handled. 30,000 tonnes on outer jetty and 10,000 tonnes on inner jetty.	(Grain Division). Terminal has direct feed by conveyor to 5 adjacent privately-owned m Allied Mills Ltd., Rank Hovis L Spillers French Milling Ltd., Cargill Albion Ltd. Laing Natio Ltd.
Private Wharfingers: († = not operational)					
Bridge Wharf (Bow Creek) †	7 (barges)	270-290	15.0 (MHWS)	Up to 20 tonnes, mobile.	Metals of all descriptions and bulk ore by grabs.
Bridges Wharf (Battersea) †	1	225	13.0 (MHWS) Dries at LW	2 cranes up to 10 tons.	Handling and storage of inflammable and hazardous chemical products etc.
Convoys Wharf	1	900	7.5 m. (MLWS)	Ro/Ro pontoon and jetty, 6×2 tonne cranes 1× 50 tonne mobile crane.	Equipped with 2 floating Ro/R berths handling newsprint, fo products and general cargo.
	1	442	18.0 (MLWS)	Ro/Ro pontoon.	Operators of nationwide warehousing, transport and freight forwarding.
Dartford International Ferry Terminal †	2	200 m. (downstream) 150 m. (upstream)	36 (LLW)	1 Sku container mover, 12 tractor units, 4 forklift trucks.	2 Ro/Ro berths (bow, stern o quarter ramp) 22 acres hardstanding. 4,260 sq.ft. tra shed. Extended driver facilit and restaurant.
Denton Wharf	3	260-600	34.0 (MHWS)	6×3 – 30 tonnes. 2×30 tonne container park gantries.	Discharge and loading of al types of conventional cargo containers to and from ships barges. Groupage service. Licensed for handling explo
Erith Deep Wharf (not operational)	1 (ship) 2 (barges)	600 600	21.0 (MLWS)	4×6.5 – 7.5 tonnes. 2×4.5 tonnes.	Direct handling ship/road transport or ship/warehouse Handling of forestry produc Lash/Seebee barges.
Imperial Wharf	1	300	29.5	3×5 tonnes.	Forest products.
London Steel Terminal	2	295	16.4 (MHWS)	2 cranes up to 30 tonnes.	Handling of steel using elec mechanical grabs for steel c All operations including ship carried out under cantilever roof providing all weather working. Max. size 3,000 d
Lovells Wharf	1	280	18.0 (MHWS)	2 cranes up to 20 tonnes.	Steel and other metals (Lon Metal Exchange approved warehouse).

Berth	No. of Berths	Length (ft.)	Depth (ft.)	Equipment	Remarks
Mast Pond Wharf †	1	220	16.5 (MHWS)	1×5 tonne, mobile.	Bulk handling, overside or direct delivery.
Mulberry Wharf	1	225	17.0 (MHWS)	1×5 tonne mobile, 1×2.5 tonne fixed.	Bulk handling, overseas and direct delivery.
Northfleet Terminal	3	614	32.0 (MLWS)	3×2.5 tonnes	1 deep water jetty, 1 berth for oil barges and 1 barge bay. Open storage 20,000 sq.m. Covered storage 2,000 sq.m. Wood pulp and lumber handled.
Phoenix Wharf	2	625-800 (floating jetty)	21.0 (MLWS)	5 cranes up to 30 tonnes. (8 – 10 tonnes ex-ship's hold). 9 quay cranes up to 10 tonnes.	Forest products in all forms, steel, fertilisers and bulk cargoes, empty containers. Bulk wine and spirits. General cargo.
	1 (Ro-Ro Berth)	450	16.0 (MLWS)	3 tugmasters.	For continental ferry service and Import/Export of motor vehicles.
Purfleet Deep Wharf	3 (2 Ro-Ro)	1,640	27.5 (MLWS)	6 (jetty)×5 – 6 tonnes. 2 (shoreside)×40 tonnes.	Equipped with modern floating Ro/Ro berth. Handling of forestry products and general cargo.
Tate & Lyle Sugars (Silvertown)	1	550	28.0	I grab crane 1 continuous ship-unloader	Max. LOA 560 ft. – 570 ft. Max. draft 29 ft. Max. size 23,000 d.w.t. Discharge rate 750 tons per day. Fresh water and fuel available.
Tower Wharf (Northfleet)	3	650	38.0	4×5 tons 3×40 tonnes gantry cranes.	Wharf operated by Cargo Transit Services Ltd. Max. size 40,000 d.w.t. Max. draft 11.0 m. Max. LOA 200 m. Steel, forest products and general cargo handled. Fuel available by barge or truck. Fresh water not available.
	1 (coasters)			1×5 tons	
Victoria Deep Water Terminal †	2	850	22.0 (MLWS)	1 crane 32 tonnes. 2×30-40 tonne gantries.	
	1	350	15.0 (MHWS)	1×30 tonne park gantry.	

The depths quoted are to be taken as approximate only. For detailed information contact the Wharf Operator or London Port Control Centre.

TANKERS: (Also see "Notices"). There are about 40 berths for tankers in the Thames District, main terminals of which are listed below. Recommended that Masters cable terminal with discharge manifold size, enabling wharf have correct pipes ready. Slop tanks are available at most wharves.

Company	Berths	Length **(ft.)	Depth **(ft.)	Remarks
Maxwells	1	170.0	—	Able to handle aggregate vessels 3,000 d.w.t.
BP (Fulham)	1	—	—	Lube oil, gas oil and spirits.
Esso (Purfleet) No. 1 (not in service)	1	Max. LOA 628	26.5 (LWS)	Max. size 28,000 d.w.t. Products handled: F.O., G.O., D.O., kero, gasoline. 4×10 in. (clean products); 2×10 in. (fuel oil). Max. pressure 150 psi.
Esso (Purfleet) No. 2	1	Max. LOA 628	26.5 (LWS)	Max. size 18,000 d.w.t. Products handled: F.O., lube oil, G.O., kero. 3×6 in. (lube oil); 2×6/8/10 in. (fuel oil); Max. pressure 150 psi. Total capacity (Berths No. 1-2): White oils 187,000 tons. Fuel oil 126,000 tons. Lube oil 39,000 tons.
Mobil* (Coryton) No. 1	1	Max. LOA 650	Max. draft 33 (MLW)	Max. displacement 40,000 tons. Products handled: L.P.G., gas oil, lube oil, fuel oil, gasoline.
Mobil* (Coryton) No. 2	1	—	Max. draft 18 (MLW)	Coaster berth, max. displacement 2,000 tons. Products handled: Same as Berth No. 1 (excluding L.P.G.).
Mobil* (Coryton) No. 3	1	Max. LOA 900	Max. draft 44 (MLW)	Max. displacement 100,000 tons. Products handled: Crude and fuel oil (3,000 t.p.h.), gas oil (2,000 t.p.h.), gasoline (1,000 t.p.h.), products (350 – 500 t.p.h.). Other products handled: Diesel oil, naphtha and Av. Tur.
Mobil* (Coryton) No. 4	1	Max. LOA 1,200	Max. draft 45 (MLW)	Max. displacement 230,000 tons (320,000 d.w.t. with part load). Crude oil only handled. 4×16 in. steel arms. Rate 3,500 t.p.h. each arm.
Mobil* (Coryton) No. 5	1	Max. LOA 192 m. Max. draft 37 ft.	Depth 43 (MLW)	Max. displacement 40,000 tons. 4×10 in. arms for loading/discharging fuel oil, gasoline and gas oil (rate 2,000 t.p.h.). 1×10 in. arm for receiving refrigerated butane.
Conoco Ltd.	1	256 Max. LOA 625 ft.	44.0 (MHWS)	White oils, capacity 76,000 tonnes.
London & Coastal Oil Wharves Ltd., Canvey Island	1	720	37.8 Av. LW	Low flash bonded storage for hydrocarbon oils, chemicals and edible oils. 115 tanks totalling 350,000 cu.m. with tanks ranging from 25 cu.m. – 20,350 cu.m. Max. LOA 219 m., max. draft 11.5 m. at M.L.W.S.
London & Coastal Oil Wharves Ltd., Dagenham	1 (ship) 2 (barge)	750	34.0 (MLWS)	Mild and stainless steel storage – 238 tanks totalling 111,000 cu.m. with tanks ranging from 27 cu.m. – 4,532 cu.m. Low/high flash, bonded storage for chemical, minerals, fuel and edible oils. Max. LOA 228 m., max. draft 10.0 m. at M.L.W.S.
Murco Petroleum Ltd.	2	730	37.0 (MLWS)	Motor spirit, distillates. Storage capacity: 52,000 tonnes motor spirit. 10,870 tonnes distillates. Shares Blue Circle Industries Ltd.'s Wouldham Jetties with Unitank Storage Company Ltd.
Powell Duffryn Terminals Ltd.	6	840	34.0 (MLWS)	Hydrocarbon oils and all chemicals. Total storage capacity: 423,000 cu.m. Oil storage capacity: 365,000 cu.m. Chemical storage capacity: 58,000 cu.m. (50 cu.m. to 15,000 cu.m. capacity tanks). Max. LOA 238 m., max. displacement 45,000 tonnes.
Van Ommeran (West Thurrock)	3	750	34.0 (MLWS)	Hydrocarbon oils, chemicals, vegetable oils. Storage capacity: 352,000 cu.m. (125 tanks – 200 cu.m. to 10,000 cu.m. capacity). Max. LOA 228 m., max. draft 11.2 m. (LW). Max. size 40,000 d.w.t.

Company	*Berths*	*Length* **(ft.)	*Depth* **(ft.)	*Remarks*
GATX	2	750	37.0 (MLWS)	High and low flash petroleum, some chemicals. Storage capacity: 310,000 cu.m. in 52 mild steel tanks (1,700 cu.m. – 20,800 cu.m. capacity). Shares Blue Circle Industries Ltd.'s Wouldham Jetties with Murco Petroleum Ltd Max. LOA 228 m., max. draft 11.2 m. (LW).
Shell (Shell Haven) "A"	1	—	† 9.5 m.	LPG vessels only. Max. size 5,000 cu.m. due to loading am envelope. Berth kept clear if VLCC on Jetty B. 1×6 in. LPG line.
Shell (Shell Haven) "B"	1	Max. LOA 350.0 m.	†14.6 m.	VLCC's and large crude carriers berth head down river at s HW. Berth handles crude, fuel and white oils. 4×10 in. and 4×8 in. (white oils and fuel oil). 4×10 in. and 4×16 in. (cruc
Shell (Shell Haven) "C"	1	Max. LOA 238.0 m.	†11.0 m.	Max. deadweight 40,000 tons. Berth handles black and whi oils. Max. deadweight allowed if VLCC on Jetty B is 12,000 tons. 4×10 in. lines.
Shell (Shell Haven) "E"	1	Max. LOA 183.0 m.	†9.5 m.	Max. displacement 20,000 tons. Chemicals and luboil only handled. 5×6 in. lines.
Shell (Shell Haven) "G"	5	No LOA restriction	(outer) †8.0 m. (inner) †4.0 m.	Berths No. 3, 4 and 5 are for estuarial craft only, max. deadweight 1,000 tons. Berth No. 1 (outer) max. deadweight 3,500 tons. Berth No. 2 (outer) max. deadweight 10,000 tons. if vessel over 3,000 deadweight tons on Berth G2 then restricted size only on Be G1. 6×8 in. lines at outer berths and 5×6 in. lines at inner bert
London and Coastal Oil Ltd.	1	Max. LOA 580 ft.	Depth (subject to dredging) 40 ft. Max. draft 32 ft.	Products handled: Gasoline, gas oil, diesel, kerosine, jet fue Pumping rates into barges, 200 – 250 t.p.h. with max. press 100 p.s.i. Discharge rate 400 – 1,500 t.p.h.

Other Wharves: In addition to the above some manufacturing and service industries have their own riverside premises with ship berths. Lon Port Control Centre will assist with information. Otherwise contact Waterside Manufacturers and Associated Industries. Tel: 071-481 3681.

*Bunkers available at all berths. Fresh water not available.

**Unless otherwise stated.

†All berths subject to siltation, and Marine Superintendents should be consulted for current depths.

‡Tank cleaning is permitted when back loading operations are to take place. Tank cleaning for other purposes may take place only after agreem from the Terminal.

Dirty ballast separator system allows a cumulative rate of 1,500 cu.m./hr. from all jetties. No waxy material, chemicals or chemical additiv accepted.

Vessels should arrive with minimum possible ballast commensurate with safe handling of vessel.

Shell – Shellhaven: *Cautionary Advice:* Shellhaven Terminal is situated on the concave side of a bend in the river and, as a consequence, the tide does not run parallel to the berths. There is a strong outflow of tide from behind Berth "A" and "B" (the VLCC berth) during the ebb.

When swinging off the terminal before berthing or (for smaller ships) on sailing, due allowance must be made for the run of the tide and a close watch kept on passing traffic. Before a VLCC is berthed on Berth B the adjacent Berths A and C should be vacant or occupied by small craft.

Berthing Pilots: All vessels of 160 m. or more in length or of 11,000 g.r.t. or more, whichever is less, bound for oil jetties in the Shellhaven area are required to employ the services of a Berthing Pilot. (Drawn from senior P.L.A. Pilots). The Berthing Pilot will normally board the vessel from one of the berthing tugs.

Berthing Procedures: Deep draft ships (over 12 m.) are swung before berthing and should, therefore, arrive off the berths on a flood tide. Other ships berth heading up or down river according to the tidal direction at the time of arrival (always head to tide).

Tugs are made fast off No. 7 Sea Reach Buoy. Ships are swung off the berth with due allowance for the set of the tide being made. Extreme care should be exercised in selecting the precise swinging position as the flood tide sets strongly onto "Mucking Flats".

During the swing all tugs are on the hook. For VLCCs there are 3 tugs from the forecastle head and 1 from the poop. When swinging, 2 forward tugs will let go and come alongside to push the ship onto the berth. The vessel should always land on the fenders parallel to the berth. 2 "boatmen" will board the ship in the vicinity of the berth to assist and liaise between ship's crew, the mooring boats and the jetty during mooring operations. Moorings are taken ashore by motor boats (one at each end of the vessel). Spring lines are normally taken first, followed by breast lines, then head and stern lines. Liaison between the Pilot/Berthing Master and the terminal in positioning the ship is not always good, and it is recommended that a ship's officer with portable VHF be stationed near the manifold to assist in positioning.

Moorings – Cautionary Advice. During Spring tides a surface current of up to 2 knots setting out from behind the berth can be experienced on the ebb tide. Large deep ships should be securely moored prior to the start of operations. Upstream moorings in particular, must be of good material and well positioned. Mixed moorings of wire and fibre are not recommended and the terminal recommends that fibre tails be removed from wire moorings. There are no shore moorings.

Mobil – Coryton: *Berthing Pilots:* All vessels of 11,500 g.r.t. and over, bound for jetties in the Coryton area are required to employ the services of a Berthing Pilot. (Drawn from senior P.L.A. Pilots). The Berthing Pilot will normally board the vessel from one of the berthing tugs.

Berthing Procedures: Regardless of draft, VLCCs must not enter the berth dredged box until 1 hour prior to HW.

Deep draft ships (over 12 m.) are swung before berthing and should, therefore, arrive off the berth on a flood tide. Other ships berth heading up or down river according to the tidal direction at time of arrival (always head to tide).

Tugs are made fast at No. 6 Sea Reach Buoy. Ships are swung off the berth with due allowance for set and tide being made.

During the swing all tugs are on the hook. For VLCCs there are 3 tugs from the forecastle head and 1 from the poop. When swung 2 forward tugs will let go and come alongside to push the ship onto the berth. Berth 4 (VLCC) is fitted with a Marconi Semi Mark II approach speed measuring device. Information from this equipment is supplied to ship by means of VHF radio telephone. (The service will be offere the vessel when radio contact is first made, and radios will be pla aboard the vessel prior to its arrival off the berth).

Maximum impact velocity is 25 ft. per minute for a maxim displacement of 230,000 tons at a maximum angle of 12°.

Mooring arrangements for Berth 4 are as follows:

4 mooring dolphins are provided to take the breast ropes and he ropes from vessels. The 4 mooring dolphins are of equal strength are capable of taking a load of 150 tons. Each mooring dolphin is f with triple hook assemblies capable of taking a load of 50 tons single hook.

Mooring hook assemblies are also fitted to each of the 2 bert dolphins and at either end of the jetty head. Each assembly compr two hooks which are capable of taking a load of 50 tons on a si hook. These mooring arrangements are intended to take the spring of vessels and have been designed to be capable of taking a loa 100 tons acting either parallel to berth face or up to an angle of 20° this line. Any significant load applied at an angle greater than 20° the berthing line may cause severe damage to the jetty head.

Mooring diagrams will be available to each vessel from tug boatmen.

2 shore breasting wires are provided, and it is recommended vessels should make use of these.

2 "boatmen" will board the ship in the vicinity of the berth to as and liaise between the ship's crew, the mooring boats and the jetty du mooring operations. Moorings are taken ashore by motor boats (on each end of the vessel).

Moorings: Cautionary Advice. Strong tidal flows, especially du Spring ebb tides which can generate tidal flows up to 4 knots, dem a diligent tendering of vessel's moorings at all times.

Esso – Purfleet: *Berthing:* A vessel should come up river on the tide so as to arrive off the berth about 2 hours before HW. Then tu starboard and berth port side to the jetty head.

Moorings: At Berth No. 1 the first lines run are a head rope to the and a spring to the jetty. When the vessel is secured, she should 2 head/stern ropes to the buoys, 2 breast lines to shore, 2 backsprings to the jetty head. For large vessels the eye of a 5 in. s wire is taken aboard and put over a set of bitts located aft. This w tensioned from ashore.

For large vessels or in bad weather, additional heavy combination backsprings may be available from shore.

The vessel must provide "emergency towing wires" on her offs bow and quarter, with eyes maintained at water level.

Van Ommeran – West Thurrock: *Cautionary Advice:* Both main b are of similar construction. Berth No. 2 (down-river) is subject to silting.

Berthing: Depending on the size of the ship and the weather, 2 tugs usually accompany the vessel from Gravesend. They secur the tug's towline on the hook when about 1 mile from the terminal. sailing, 1 or 2 tugs are used depending on the flash point of the pr

Vessels berth head to tide and may secure either side to jetty. with drafts not exceeding 25 ft. can berth at any stage of the tide. draft vessels (34 ft.) usually berth about 1 hour before HW, duri last of the flood tide, and turn off the terminal and secure port s the jetty.

Moorings: No particular pattern of mooring is specified. Vessels usually secure with 2 or 3 head and stern ropes, 1 or 2 breast ropes, and a spring at each end. 2 mooring launches are in attendance while berthing. The vessel must provide emergency towing on her offshore bow and quarter, with eyes placed at water level.

No shore moorings are available.

HEALTH: Port of London Health Authority:
Public Health (Ships) Regulations, 1979.
Notes for the guidance of Masters/ships Agents:

(1) It is the responsibility of the Master of a vessel due to arrive in the Port of London to report to the Port Health Authority the presence of sickness, animals or captive birds on board, or of the occurrence, during the voyage, of the death, other than by accident, of a crew member or passenger.

(2) This information should be transmitted to North Foreland Radio Station for forwarding to "Portelth London", not more than 12 hours or less than 4 hours before vessel's arrival in the Port.

(3) Vessels already in the Port can contact the Port Health Authority directly by telephoning Tilbury (03752) 2663.
At Public Holidays (and all times other than 0900 – 1700 hrs. Monday to Friday) an answering machine is connected to this number giving the telephone number of the Duty Officer who will give any advice or assistance required.

(4) The Port of London Health Authority District includes that part of the River Medway comprising Sheerness, Isle of Grain, Ridham Dock and Queenborough.

Also see "Health – All Ports" before first U.K. port.

CRANES: See "Berthing".

BULK CARGO FACILITIES: See "Berthing".

SPECIALISED CARGO HANDLING FACILITIES: See "Berthing".

BRIDGES: No bridges below Tower Bridge which opens for shipping on request.

Queen Elizabeth II Bridge now open. Guaranteed headroom of 54 m. above M.H.W.S. is available between the white isophase lights on the main span. Vessels with an air draft in excess of 45 m. should contact the Harbour Master at the London Port Control Centre to arrange a controlled passage.

STEVEDORES: Ordered by the Agents; no ETA to stevedores from vessel necessary; labour to be ordered by 1200 hrs. day before required.

At PLA General Purpose Berths order by 1100 hrs. day before except for weekends/public holidays when 1600 hrs. 2 days before. PLA/TCS Container Terminals work 24 hours a day, including weekends.

MEDICAL: Not necessary to contact Agents once port health requirements satisfied unless urgent medical treatment required on board on arrival. All medical treatment, vaccinations available.

DENSITY: Varies according to position and tides.

FRESH WATER: Available at all berths either from shore or barge.

FUEL: All types, grades available by barge, or from terminals.

FIRE PRECAUTIONS: Tankers – no smoking on open decks, only cabins. Deck fire hoses to be connected. Fire monitors to be trained on manifold area. Explosive workings at Chapman Anchorage, same precautions. Red flag to be flown by these vessels. Fire tug to be in attendance when explosives being worked. Smoking not permitted in the docks or berths.

CONSULS: All British Commonwealth countries are represented in London by a High Commissioner's Office.

Most foreign countries maintain embassies or a consular representative in London.

REPAIRS: All repairs, gas freeing possible; pre-advice recommended.

DRY DOCKS: Tilbury Dry Dock is closed. Nearest small dry docks are in the Medway.

SURVEYORS: *Classification Societies:*

American Bureau of Shipping, 1 Frying Pan Alley, London E1 7HR, Tel: 071-247 3255.

Det Norske Veritas, European Head Office, Veritas House, 112 Station Road, Sidcup DA15 7BU, Tel: 081-309 7477.

Germanischer Lloyd, Riverdale House, 68 Molesworth Street, Lewisham SE13 7EY, Tel: 081-318 1319.

Korean Register of Shipping, Room 319, Premier House, 10 Greycourt Place, London SW1P 1SB, Tel: 071-222 2840.

Lloyd's Register of Shipping, 71 Fenchurch Street, London EC3M 4BS, Tel: 071-709 9166.

Registro Italiano Navale, UK Office, 52 Aberdour Road, Goodmayes, Ilford IG3 9PG, Tel: 081-590 6543.

Inspection Services:

Cargo Superintendents (London) Ltd., 29 Cambridge Park, Wanstead, London E11 2PU, Tel: 081-989 5191. (Bulk grain, vegetable oils, minerals, chemicals).

Moore Barrett & Redwood Ltd., Old Station Approach, London Road, Purfleet, Tel: 0708-865601. (Petroleum, petrochemicals, calibration of tanks and meters)

SGS Inspection Services Ltd., Testing Division, Gaw House, Alperton Lane, Alperton, Wembley HA0 1WU, Tel: 081-998 2171. (Laboratory testing quality of raw wool, textiles, toys, electrical and consumer goods)

GANGWAY/DECK WATCHMEN: Available but not compulsory, Master's discretion.

OPENING/CLOSING HATCHES: Liner vessels by crew, with stevedore assistance. Tramp vessels according to charter party.

CERTIFICATES: These certificates to be on board.

Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction.
Oil Record Book.
Derat Exemption.
Previous U.K. Light Due Bills.
Cargo Gear and Chain Register complying to U.K. Factory Acts.
British Tonnage Certificate if available.

CUSTOMS ALLOWANCES: Customs usually permit 200 cigarettes or 0.25 lb. tobacco per person on board for 4 days. They can refuse to issue duty free or amount allowed at their discretion. Usually permit 1.3 pints or 1 bottle spirits per person for 4 days. They can issue less or refuse to allow as duty free at their discretion.

CARGO GEAR: To comply with U.K. Factory Acts, valid chain and Cargo Gear Register to be on board. Stevedores usually supply cargo slings, etc.

BANKS: All British and most foreign banks represented in London. British banks have branches in Thameside towns.

REPATRIATION: All facilities exist for changing crews, repatriations.

AIRPORTS: London Heathrow, London City Airport, Luton, Stansted and Gatwick Airports. Southend Airport serves domestic and Continental services.

TIME: British Summer Time which is 1 hour in advance of GMT. GMT during Winter months.

HOLIDAYS: *Public Holidays:* Work is available on official holidays if practical. New Year's Day, Good Friday; Easter Monday; May Day Monday; Spring Bank Holiday Monday; August Bank Holiday Monday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Contact by public telephone; dial 999 and ask for service needed.

EMERGENCY CO-ORDINATION CENTRE: See "London Port Control Centre" and "Notices".

TELEPHONES: Ship to shore connections available at most berths.

SERVICES: All types of service for navigational aids, radar, compass adjusting, nautical instruments repaired, slop discharge barges available. Tank-cleaning, gas-freeing services available.

GARBAGE DISPOSAL: Garbage collection services are provided by private contractors at most berths. Contact should be made through ship's Agent.

WASTE OIL DISPOSAL: Service available through private contractors, and at certain private berths. Contact should be made through ship's Agent.

SEAMAN'S CLUBS:
Queen Victoria Seaman's Rest. Tel: 071-987-5466.
Anchor House, Canning Town. Tel: 071-476-6062.
Stella Maris, Tilbury. Tel: 03752-5641.
Merchant Navy Hotel, Lancaster Gate. Tel: 071-723-8831.
All of the above offer accommodation.
Flying Angel, Tilbury. Tel: 03752-2080.
Flying Angel, Gravesend. Tel: 0474-363383.
Norwegian Seamen's Mission. Tel: 071-237-5587.
Swedish Seamen's Mission. Tel: 071-237-1644.
Finnish Seamen's Mission. Tel: 071-237-4668.

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Seamen's Identity Book required to be retained on board in port.

REGULATIONS: No livestock allowed ashore without permission Customs and Port Health Authorities. Rabies regulations enforced.

NOTICES: *Emergency Procedures for Vessels on The River Thames:* Report immediately by the quickest means available to either London Port Control Centre on VHF radio, Gravesend Radio, VHF Channels 12 or 13; Woolwich Radio, VHF Channel 14, or public telephone Tel: 999.
Message: Vessel's name and present position together with details of emergency and assistance required.
Collision, Fire or Other Accident: If involved in or sighting a collision or accident report as above.
Human Injury or Man Overboard: In event of serious personal injury or recovery of a person from the river when vessel's crew require additional assistance report as above.
Machinery or Steering Failure: In event of machinery or steering failure report as above.

If necessary to anchor then endeavour to anchor clear of the fairway if size and draft permit.

Details of Port of London Authority Combined Accident Procedure Applicable to Vessels (POLACAP): In event of a major accident, the London Port Control Centre will broadcast on appropriate VHF Channels an outline of the accident, including in the message:

Word	*Meaning*
"POLACAP"	Serious accident as specified has occurred – Combined Accident Procedure is in force.

Action by Vessels on Receipt of POLACAP Message: Maintain current communications watch, keeping requests for information to MINIMUM. If in vicinity of accident be prepared for traffic regulation, which, if required, will be operated by PLA Harbour Master's Launches.

If directly involved in or assisting with the accident, switch to VHF Channel 16 for inter-ship/craft communications, and report to London Port Control Centre.

On scene control will be exercised from the forward control craft using call sign POLACHIEF. This craft will identify itself by a blue rotating light and in addition by day will hoist a red ball at the masthead.

When Combined Accident Procedure is no longer in force, London Port Control Centre will pass:

Words	*Meaning*
"CANCEL POLACAP"	Combative measures to deal with the major accident are completed and no further action required.

Merchant Shipping (Tanker) Regulations 1981 and (Amendment) Regulations 1982 (EEC Requirements):

In compliance with the above regulations: (Statutory Instruments 1981, No. 1077 and 1982 No. 1637). The Master of any tanker of 1,600 g.r.t. or over which is:
(a) Carrying a cargo of chemicals, gas or oil in bulk; or
(b) Non gas free from any of these cargoes shall:
Section I: Make a report to the Harbour Master by telex (Telex No. 262880) or via G.P.O. Coast Station before entering or navigating within the limits of the Port of London which shall provide the following

information in the order listed:

(a) Tanker's name and call sign.
(b) Country where registered.
(c) Length, beam and arrival draft.
(d) Destination and ETA.
(e) Tankers bound for the Medway, ETA at Medway Buoy.
(f) Nature and type of cargo (together with Flash Point if known).
(g) Is an inert gas system fitted?
(h) If an inert gas system is fitted, is it fully operational?
(i) Do any of the cargo tanks have an atmosphere which has been rendered non-flammable?
(j) If the tanker has a cargo of chemicals or gas has it been issued with a certificate stating that it complies with:
  (i) IMO Code for Ships carrying dangerous chemicals.
  (ii) IMO Code for Existing Ships carrying Liquefied Gas.
  (iii) IMO Code for Ships carrying Liquefied Gas.
(k) Does the tanker have any hull, machinery or equipment defects which may materially affect:
  (i) Its safe manoeuvrability.
  (ii) The safety of other vessels.
or constitute a hazard to:
  (iii) The marine environment.
  (iv) Persons or property.

If the answer is 'Yes' to any of the 4 questions contained in (k), then details of the problem must also be provided.

If the Master fails to make a report or knowingly provides false information to the Port Authority or to a Pilot when boarding his ship he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £1,000 or on conviction on indictment a fine.

If any Pilot boarding a ship to pilot it in or out of the port believes there are defects as described in sub-section (k) which have not been reported to the Port Authority he shall inform the Master of those defects and if the Master then fails to inform the Port Authority the Pilot shall forthwith give such information to the Authority himself.

Section II: Make a Check List available to the Pilot when he boards the vessel and make a copy of the same Check List available to the Harbour Master (if necessary through the vessel's agents).

If the Master fails to make a Check List available the Pilot shall forthwith notify the Harbour Master.

If the Master knowingly makes a Check List available which is materially false he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £1,000 or on conviction on indictment a fine.

Inert Gas Systems and Crude Oil Washing (COW): (Reference Statutory Instruments No. 541, 544 and 687 of 1980).

The attention of tanker Masters are drawn to the following conditions, which must be observed whenever crude oil washing of tanks is to be undertaken in the Port of London.

1. *Notification*

(a) At least 24 hours prior notification of the intention to COW is to be given to the Harbour Master (through the London Port Control Centre) together with written assurance that all systems have been checked and found satisfactory in accordance with the ship's COW Manual and IMO requirements.
(b) One hour before the actual commencement of COW, a further advice must be given to the Harbour Master (through the London Port Control Centre) that COW is about to commence and that all systems are fully operational.

2. *Terminal Approval*

No vessel is to undertake COW without the approval of the Terminal Management and having complied with IMO COW requirements applicable to that ship.

3. *Failure of Systems*

Following the failure of the inert gas system to supply either the correct quality or quantity of inert gas, or a failure of any other part of a COW system, all cargo discharge, de-ballasting and tank cleaning must cease forthwith, and the Authority is to be immediately advised. Operations are NOT to be resumed until after consultation has taken place and agreement reached between the Authority, the Terminal Management and the ship's Master.

4. *Tanker Drafts*

No tanker crude oil washing is to be accepted at any berth where the vessel cannot safely be afloat at any state of the tide.

Notice:

Dangerous Substances in Harbour Areas Regulations 1987

1. INTRODUCTION

The Dangerous Substances in Harbour Areas Regulations 1987 ("DSHA Regulations") came into force on 1st June 1987. They apply in every harbour and harbour area in Great Britain, including therefore the Port of London. (Attention is also drawn to the Port of London Dangerous Substances in Bulk Byelaws 1991.).

2. MEANING OF "DANGEROUS SUBSTANCE"

The term "dangerous substance" is defined in Regulation 3 of DHSA Regulations. For a full understanding of the term, reference should be made to that definition. Essentially, however, it means any substance which by reason of its characteristic properties creates a risk to the health or safety of any person when the substance is in a harbour or harbour area. It includes any substance or article which is within the definition of "dangerous goods" in Regulation 1 (2) of the Merchant Shipping (Dangerous Goods) Regulations 1981.

3. NOTICE OF ENTRY

Regulation 6 requires that a dangerous substance shall not be brought into a harbour or harbour area, unless *notice* containing the required particulars has first been given. The notice must be of *not less than 24 hours* unless –

  (a) the Harbour Master requires a *longer* time (up to 14 days) for operational reasons; or
  (b) a *shorter* time is agreed, if it is not reasonably practicable to give 24 hours' notice.

A. *Entry by Vessel – Notice by Master or Agent*

A.1 *Persons to be notified*

If a dangerous substance is intended to be brought in by a ves the notice must be given by the Master or Agent to –

(a) the PLA's Harbour Master at the address mentio below (*Note* – the requirement applies even if vessel is in transit to or from the Medway); *and*
(b) the berth operator (*Note* – if the berth is at the P Tilbury Docks, notice must be given to the B Superintendent as well as to the Harbour Master)

A.2 *Form*

The PLA's Harbour Master and the berth operator must be *in rec* of the notice *before* the specified time. Notices should there preferably be sent by *telex* or *facsimile*.

The notice to the Harbour Master should be sent to –

The Harbour Master, Thames Navigation Centre, Royal P
Road, Gravesend, Kent DA12 2BG
Telex: 262880. Fax: Group 3 – 0474 352996.

A.3 *Contents*

The notice must contain such information as is *adequate to evalu the risk* created by the substance and –

(a) Name of vessel, and PLA voyage reference numbe allocated).
(b) Berth to be used.
(c) Whether substance is to be discharged or remai board in transit.
(d) Product name
IMO class
UN number
IMDG Code page number
Weight in tonnes or kilos.
(e) Mode of carriage: i.e. bulk, containers, Ro/Ro traile general.
(f) If in bulk –
  (i) whether petroleum or chemical, and
  (ii) Flash Point (FP) closed cup (if only an open FP can be given, this fact should be stated
(g) Whether vessel has current certificate of fitness recommended by IMO).
(h) If an oil tanker, whether vessel has valid cargo- Safety Construction and Safety Equipment Certifica (if required under a SOLAS convention).

B. *Entry by Road or Rail – Notice by Transport Operator Ship's Agent.*

B.1 *Transport Operator*

If a dangerous substance is intended to be brought in by road or the notice must be given by the transport operator.

The notice must be given to the Harbour Master and Berth Oper and must contain such information as is *adequate to evaluate risk* created by the substance and –

(a) Name of the transport operator.
(b) Berth to which substance is to be sent.
(c) Name of vessel for which intended (if known), with and estimated time of departure.
(d) Product name
IMO class
UN number
IMDG Code page number
Weight in tonnes or kilos.
(e) Method of packaging.

B.2 *Ship's Agent*

Information about the loading and estimated time of departure o vessel (as required at (c) above) is important but may not be rea available to the transport operator. Also, the PLA's Harbour Ma needs to have the information in a *form* which related mainly to vessels on which the substances are to be carried. The informa given by transport operators under the DSHA Regulations wi normally be in this form, but information in this form has hitherto b given by ship's agents in accordance with Merchant Ship (Tankers) Regulations 1981 and Amendment Regulation 1 (E.E.C. Requirements).

Ship's agents should therefore *continue* to give notice to the P Harbour Master at least *24 hours before* a dangerous substan *loaded* on to a vessel *anywhere* in the Port of London. The no should be given in the manner stated at A.2 above and should con the information stated at A.3 above (except for item (c)).

4. TILBURY DOCKS

Dangerous goods intended for loading or discharge in the Tilbury d continue to be subject to the PLA's published Schedule of Dange Goods. Attention is particularly drawn to the terms and conditions explosives (class 1) and radio-active substances (class 7).

In addition to notification under the DSHA Regulations, s descriptions of dangerous substances (designated in the Schedul Group 3, require the *prior approval* of the PLA before entering the d Application for approval should be made to the Dangerous Substa Section, Accident Prevention, Port of Tilbury, Tilbury Docks, E RM18 7EH. Telephone: Tilbury 0375 – 852374. Telex: 995441 0375 – 857667. (Note: Now operated by Port of Tilbury (London)

5. FURTHER REQUIREMENTS OF DSHA REGULATIONS

It is impracticable to set out all the provisions of the DSHA Regul in this notice, but particular attention is drawn to the following:

5.1 *Movement of Vessels*

(a) Regulation 7 confers on the Harbour Master powers of prohi removal and regulation relating to dangerous substances.
(b) Regulation 10 requires that a vessel shall not be placed alon another vessel carrying Schedule 3 dangerous substance wi the permission of the Master of the other vessel and of –
  (i) the berth operator, or
  (ii) the Harbour Master (if the vessel is not at berth).

(c) Regulation 14 requires the Master of a vessel carrying a dangerous substance to anchor or moor his vessel only where directed by the Harbour Master.

(d) Regulation 15 requires that the Master of a vessel (other than a dumb barge) carrying a Schedule 3 dangerous substance shall ensure that the vessel is in a state of readiness to be moved at any time (tidal conditions permitting).

5.2 *Permission for Certain Operations*

(a) Regulation 20 requires the Master of a vessel to obtain the Harbour Master's written permission before transferring a dangerous substance by pipeline to another vessel.

(b) Regulation 22 requires the Master of a vessel carrying or which has carried dangerous substance in bulk to obtain the Harbour Master's permission before discharging slops or ballast, pumping bilges, gas-freeing or purging tanks and before crude oil washing a cargo tank.

5.3 *Marking of Vessels*

(a) A vessel carrying a Schedule 3 dangerous substance must carry the lights or flags required by Regulation 8.

(b) A barge carrying one or more dangerous substances in the quantities stated in Regulation 11 (1) must display the hazard warning panels required thereby (or those panels and the labels required by regulations 11 (2)).

6. OTHER PROVISIONS

Attention is drawn to the following:

Port of London River Byelaws 1978

No. 6 – Escape of dangerous substance – vessel not to proceed above No. 1 Sea Reach Buoy except with permission of Harbour Master.

No. 7(f)– Spillage of liquid in bulk to be forthwith notified to Harbour Master.

AUTHORITY: Port of London Authority, London River House, Royal Pier Road, Gravesend, Kent DA12 2BG. *Tel:* 0474-562267, 0474-262880. Telex: 995553. *FAX:* 0474-562277. *Contact:* D.J. Jeffery, Chief Executive. Rear Admiral Bruce Richardson, Chief Harbour Master.

Port of Tilbury (London) Ltd., Leslie Ford House, Tilbury Docks, Tilbury, Essex RM18 7EH. *Tel:* 0375-852427. *Telex:* 995170. *FAX:* 0375-855106. *Contact:* John S. McNab, Chief Executive, Tilbury.

LONDONDERRY (incl. Moville): 55.02 N. 07.16 W.

(See Plan)

The main port of Londonderry is now situated at Lisahally, about 17 miles from the sea, at the confluence of the River Foyle with Lough Foyle.

PORT LIMITS: Extend from Craigavon Bridge to a line drawn from Greencastle Fort in Co. Donegal to the Tower on Magilligan Point in Co. Londonderry.

DOCUMENTS: For Londonderry see "Belfast". For "Moville" see "Dublin".

Since the Port of Londonderry falls within the Republic of Ireland and the United Kingdom, both Governments are concerned in regard to Customs documents. Moville, which is situated down river from Londonderry, is located in the Republic of Ireland and is the anchorage where deep-sea vessels lie prior to proceeding to Londonderry. Should vessels discharge cargo or load cargo at this anchorage, Irish documents are required. The port is under the control of the Londonderry Port and Harbour Commissioners who are recognised by both Governments.

PILOTAGE: The Londonderry Port and Harbour Commissioners are the Pilotage Authority for the Londonderry Pilotage District. For information regarding pilotage application should be made to The Secretary, Harbour Office, Londonderry, Northern Ireland. Tel: (0504) 860555.

Pilotage is compulsory, vessels normally taking the Pilot at Carrickarory Pier, Moville. A Pilot may be taken at the Fairway buoy by special arrangement.

The Pilot station is located at Carrickarory Pier, Moville, 55° 10′ 57″ N. 07° 03′ 27″ W.

Deep-draft vessels usually take Pilot 2 hours before HW time Londonderry, so as to arrive at Londonderry on the top of HW.

Pilotage service may be obtained in response to following signals:

Inward-bound vessels: By day. 1. The International Code Signal G; 2. The International Code Signal P.T.; 3. The Pilot Jack hoisted at the fore. If required after hours telephone Harbour Radio (Londonderry 0504-860313).

By night. Pilot Station unattended at night. Vessels should contact harbour radio on VHF Channel 14 or Londonderry (0504) 363218.

By day or night. 1. By VHF (FM) Channel 14 to the pilot station at Carrickarory Pier. 2. By VHF (FM) Channel 14 to the pilot launch "Foyle Leader." 3. After hours and weekends VHF (FM) Channel 14 to Harbour Radio.

In poor visibility. By sounding the letter G in Morse Code on the steam whistle or siren.

As visibility to seaward from Carrickarory Pier is restricted it is important that Owners, Masters or Agents notify the Berthing Master (Tel: Londonderry 0504-861113) or outside Office hours Harbour Radio (Tel: Londonderry 0504-860313) of the name of vessel; estimated time of arrival at the Pilot Station; draft of water of the vessel. It is also important that VHF (FM) communication be established with pilot station, pilot launch "Foyle Leader", or Harbour Radio as early as possible before arrival in Lough Foyle. Call signs, frequencies and procedure are as follows:

VHF (FM) Communications:

1. Pilot Station at Carrickarory Pier, Moville: Call sign "Foyle Pilots". Equipment VHF (FM) R/T single frequency working. A continuous listening watch is kept during office hours on Channel 14 (156.70 MHz.) except when pilot launch is operating, when watch is transferred to the launch.

2. Harbour Radio: A continuous listening watch is kept on Channel 14 (156.70 MHz) outside of office hours.

3. Pilot launch: Name of vessel "Foyle Leader". Equipment VHF (FM) R/T single frequency working. When launch is operating a listening watch is kept on Channel 14 (156.70 MHz).

4. Harbour Office, Londonderry: Call sign "Harbour Office". Equipment VHF (FM) R/T single frequency working. All vessels fitted with VHF (FM) R/T while navigating in the river or at anchor in Moville Bay should keep a listening watch on Channel 14 (156.70 MHz).

Messages must be restricted to those related to the movement of vessels and safety of vessels and persons. Messages of any other nature and messages of a personal character cannot be accepted.

A continuous listening watch is kept on Channel 16 (156.80 MHz) which is only to be used in circumstances involving distress and safety.

Outward-bound vessels and vessels shifting:

When the services of a Pilot are required for an outward-bound vessel or for shifting a vessel, 3 hours' notification should be given to the Berthing Master (Tel: Londonderry 0504-861113) during office hours, of name of vessel; time of departure; draft of water of vessel; where bound. Early notification should be given to enable Pilot to board in good time.

ANCHORAGES: The only anchorage at Londonderry is located at Moville.

RESTRICTIONS: See "Max. Size".

MAX. SIZE: For vessels using main port of Londonderry, overall length 190 m., beam 26 m. and draft 9.3 m. H.W.O.S.T.

Due to overhead power cables at Culmore Point, height clearance 39 m. H.W.O.S.T.

For vessels using N.I.E.S. Oil Jetty, Coolkeeragh, Londonderry, overall length 190 m., draft (salt water) 7.2 m.

HEALTH: Pratique is automatic except in the case where the Master suspects one of the dangerous diseases on board when he should notify the Agent.

Also see "Health – All Ports" before first U.K. port.

RADIO: Malin Head Radio Station, Republic of Ireland, covers W/T and R/T transmissions and Portpatrick Radio Station, Scotland, covers R/T transmissions.

TUGS: One tug is available which is owned by the Londonderry Port and Harbour Commissioners. Tugs lines normally used.

BERTHING: Vessels of deep draft or large dimensions can only berth at Londonderry to arrive on top of high water. Decisions in this matter are taken by the Pilots in conjunction with the Harbour Master.

A total of 365 m. of ferro-concrete wharf is available. All berths dredged to 10.0 m. LWOST

CRANES: 1×40 tonne mobile grab crane with automatic container spreader, 2×10 ton mobile grab cranes, 1×4 ton mobile grab crane, 1×4 ton mobile hook crane and 1×35 ton derrick.

STEVEDORES: ETA advices should be given before 1600 hrs. on weekdays to arrange work for the next morning and before 1100 hrs. on Saturday to arrange work for Monday morning.

MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

TANKERS: No slop facilities available. Deep-sea tankers discharge heavy fuel oil for electricity power station at N.I.E.S. Jetty, depth 7.4 m., Coolkeeragh, diameter of pipes 8 in. Crew are required to connect and disconnect hoses under port conditions.

Shell Oil: Max. LOA 120 m. Depth 6.0 m.

Du Pont: Depth 7.8 m.

DENSITY: Water at Londonderry is brackish and average density 1005 to 1018.

FRESH WATER: Available at all berths direct from shore lines.

FUEL: Gas-oil and light marine diesel available by road tankers and from Shell Jetty at Pennyburn. Shell Mex and B.P. can supply light, medium and heavy fuel oil by road tanker.

CONSULS: Nearest at Belfast.

REPAIRS: Deck and engine repairs are carried out by a local engineering works. No major repairs available.

GANGWAY/DECK WATCHMEN: Can be covered by crew; shore watchmen available if required.

OPENING/CLOSING HATCHES: This is required to be carried out by ship's crew under local port labour conditions.

CARGO GEAR: Ship's winches and derricks should be in good working order and have DTI Certificates or equivalent. Cluster lighting is required for night work.

REPATRIATION: Can be arranged by ship's Agent on request.

AIRPORT: Eglington Airport 9 miles from city centre. Aldergrove International Airport (Belfast) 60 miles from Londonderry.

HOLIDAYS: Port Holidays at Londonderry are: New Year's Day; St. Patricks Day (17th March); Easter Monday; Easter Tuesday; First Monday in May; Last Monday in May; 12th July; 1st Monday and Tuesday in August; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required, or Police 265161; Ambulance 45171; Fire 264321.

TELEPHONES: No telephones available for connecting on board.

SERVICES: Compass adjusters available from Glasgow.

Charts and publications available from Class 'A' Admiralty Chart Agent, Todd Chart Agency Ltd., 4 Seacliff Road, Bangor, County Down BT20 5EY. Tel: 0247 466640. Fax: 0247 471070.

IDENTIFICATION CARDS: Not obligatory but should be carried.

GARBAGE DISPOSAL: Collection or skip provided on request at no charge.

WASTE OIL DISPOSAL: Service available using sub-contractor's road tanker. Contact Capitol Oils, Ballynahinch (Tel: 0238-561574). 48 hours notice required.

SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
REGULATIONS: Copies of Port Bye-Laws may be obtained through Agent.
GENERAL:
Charts: B.A. 2798, 2499.
Pilot Books: NP40 Irish Coast Pilot.
Lights: Admiralty List of Lights, Volume A (NP74).
AUTHORITY: Londonderry Port and Harbour Commissioners, Harbour Office, Port Road, Lisahally, Londonderry BT47 1FL, Northern Ireland. *Tel:* (0504) 860555. *FAX:* (0504) 861168. *Contact:* S.J. McIlvenny, Chief Executive. G.S. Wilson, Secretary.

LOWESTOFT: 52.29 N. 01.45 E. (See Plan)

DOCUMENTS:
Crew List (at least 2 copies).
Passenger List (at least 2 copies).
Manifest (at least 3 copies).
Customs & Health Documents (normal U.K. regulations).
Ship's Papers (to be presented to Customs and Port Authorities).
PILOTAGE: Pilots on standby at all times. Pilot launch fitted with VHF and maintains listening watch on Channel 14. Pilots can also be ordered by R/T via Humber and Northforeland Radio, hence by phone.

Pilot's telephone No. Lowestoft 560277, or at the Lowestoft Harbour Masters Office, tel. Lowestoft 572286 (this number manned 24 hours). Pilot boat, black hull, orange upper work with "Pilot" painted on each side. Light and sound signals as laid down in the International Code of Signals.

Pilot boards vessel at West Holm Buoy or East Barnard Buoy. Vessel should not approach harbour closer than these limits when awaiting Pilot.
ANCHORAGES: Pilotage anchorage North of a line joining West Holm Buoy and Lowestoft Lighthouse.
RESTRICTIONS: No specific restrictions provided the height of tide is sufficient for draft of vessel. Large vessels normally enter on slack tide due to cross currents at entrance.

There are regulations governing the passage of vessels through the harbour entrance. Masters of vessels shall observe the Harbour Control Light (See Local Notice to Mariners No. 4 of 1992 (below)).

A green occulting light is shown on the North Pier Head and a red occulting light on the South Pier Head, from sunset to sunrise.

Several Inner Pier lights will be clearly visible from a vessel upon entering the harbour and some will also be visible from certain directions before entry.

A "horn" signal is fixed on the South Pier Head for use in foggy weather. 4 blasts of 2 seconds each will be given every minute.

Local Notice to Mariners No. 4/1992:

International Port Traffic Signals – Lowestoft

All Mariners using the Port of Lowestoft are advised that International Port Traffic Signals (No. 2 and No. 5) have been installed on the South Pier as an up-graded replacement for the white flashing traffic signal.

The new signals are sectored in favour of all marine traffic and are designed to convey the following messages:

Three vertical red lights	– Vessels shall not proceed.
Green, white, green vertical lights	– A vessel may proceed only when it has received specific orders to do so.

In the interests of marine safety, all vessels must observe these international port signals and navigate with the understanding that the Port Control, and departing vessels in the Outer Harbour, have extremely limited vision to the North of the entrance piers.

Note: Whilst accurate VHF communication by arriving and departing vessels is essential, small craft without VHF may consider the green, white, green signal in favour of *proceeding with extreme caution and navigational courtesy.*

Signed: Dock and Harbour Master.
14th December 1992.
MAX. SIZE: Max. length approx. 410 ft. Draft up to 20 ft. MHWS. (Check with Port Authority for current situation.)
HEALTH: See "Health – All Ports" before first U.K. port.
TUGS: A number of tugs are available; tug's lines normally used.
BERTHING: *Outer Harbour* (comprising Hamilton and Waveney Docks and Trawl and Yacht Basins). Used largely for fish traffic, liquid bulks and offshore module construction:

Width at entrance	144 ft.
Depth at entrance	23 ft. MHWS
Water area	40 acres
Length of quays	4,500 ft.
Depth of water at quays	18 ft. MHWS 12 ft. MLWS

Inner Harbour. Used for general cargo and grain traffic.

Width of bridge	74 ft.
Water area	70 acres
Length of quay	6,800 ft.
Depth of water at quays up to	23 ft. MHWS 17 ft. MLWS

CARGO HANDLING FACILITIES: *Grain:* Silo with a capacity of 8,500 tonnes. Loading rate up to 300 tonnes/hr. and discharging rate up to 200 tonnes/hr.
Cement: Silos with a capacity of 3,600 tonnes.
Containers: Purpose built container terminal is equipped with a 32 tonne container crane and 2 park-gantry cranes.
Transit Sheds: 4 sheds with total area of 8,500 sq.m.
Open storage also available.
CRANES: 1×35 tonne crane and 1×32 ton container crane. Mo cranes also available.
STEVEDORES: Shipping Agent should be advised of ETA, etc enable gangs to be available. Working hours: As required.
MEDICAL: Advance notice desirable of medical attention required arrival. Hospital facilities available in the district.
FRESH WATER: Can be supplied at various points on quays h hydrants.
FUEL: Marine diesel available from road tankers or fuel barge wi the harbour. 24 hours notice is normally required for supplying ga or boiler fuel; this comes from road tankers.
FIRE PRECAUTIONS: Local fire services available in an emerge Special arrangements can be made for taking fire-fighting equipme sea. Normal harbour fire-prevention regulations apply to all berths.
CONSULS: Netherlands Tel: Lowestoft 572301
Norway " " "
REPAIRS: All types of deck and engine repairs are possible in the p
DRY DOCKS: One dry dock. Length 248 ft. Width at entrance 4 Depth of water on sill 14.5 ft. MHWS.
OPENING/CLOSING HATCHES: Carried out by crew.
AIRPORTS: Nearest international airport served by regular airline London (Heathrow). Smaller airport at Norwich (27 miles) served regular airlines (Frequent flights to Amsterdam).
POLICE/AMBULANCE/FIRE: In an emergency dial 999 and ask service required. For normal enquiries: Police Lowestoft 562 Ambulance Lowestoft 572572; Fire Lowestoft 561700.
GARBAGE DISPOSAL: Skips are available by private arrangemen on request to Port Authority. Normal commercial rates.
WASTE OIL DISPOSAL: Service available by tanker trucks. Con Caird Environmental (Oil) (Tel: 0493-857264, mobile pager: 039911 788088) or Eastern Counties Tank Cleaners (Tel: 0493-602848, mo 0860-729727). Hunting Tank Cleaners Ltd. (Tel: 0493-332288).
Tank cleaning: Contact Hamilton Painter (Tel: Lowestoft 574459).
SEAMAN'S CLUBS: Royal National Mission to Deep Sea Fisherm 16 Waveney Road, Lowestoft, NR32 1BT. Tel: 0502-565269.
CURRENCY: U.K.Pound (U.K.£).
SERVICES: Compass adjusting. VHF, Radar, radio repairs. All sh provisions are available by arrangements with the shipping Agenc
SHORE LEAVE: Leave is permitted.
GENERAL:
Air/Sea Rescue Services at R.A.F. Cottishall (35 miles).
Royal National Lifeboat Institution, lifeboat berthed at Lowestoft.
Modern transit sheds.
AUTHORITY: Associated British Ports, Port House, Lowestoft, Suf NR32 1BG. *Tel:* (0502) 572286/7. *FAX:* (0502) 500 *Contact:* L.R. Gravestock, Port Manager. Captain M.J.C. Graham, D and Harbour Master. Port Control, Fax: (0502) 586375.

LYDNEY: 51.43 N. 02.33 W. (See Pl

PILOTAGE: Available from Sharpness.
RESTRICTIONS: Entry and exit only possible at HW and for a very s period afterwards.
VHF: Not permanently manned. Used solely for directing ves Standard multi-channel. Channel 16 for call up.
BERTHING: *Tidal Basin:* 82.3 m.× 22.8 m. Width of entrance 10. Depth at HWST 7.3 m.
Inner Dock: 237.7 m.×32 m. Width of entrance 7.0 m. Depth 3.6 m
FRESH WATER: Limited supply from small bore tap.
FUEL: Not available.
AIRPORT: Gloucester (Staverton) 24 miles, Bristol 24 miles, Ca 30 miles.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
GENERAL: The port does not offer any cargo handling facilities.
AUTHORITY: National Rivers Authority, Severn Trent Re Riversmeet House, Newtown Industrial Estate, Northway L Tewkesbury, Gloucestershire GL20 7JG. *Tel:* (0684) 85 *FAX:* (0684) 293599. *Contact:* R.J. Bishop, General Manager. C. H Harbour Master, Tel: (0594) 516399 (part-time only – 48 hours n required).

MANCHESTER: 53.29 N. 02.14 W. (See Plan)

GENERAL: The Port of Manchester includes the whole of the Manchester Ship Canal and Queen Elizabeth II Dock. The Canal is approximately 36 miles long from its entrance at Eastham on River Mersey to the Manchester Docks.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-Line Certificate.
Safety Equipment Certificate.
Lloyd's Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Compulsory. Orders for Pilots may be lodged with the Harbour Master's Office at Eastham (Tel. 051-327 1242/4). As much notice as possible should be given, particularly in the case of inward-bound vessels due to arrive at Eastham. Helmsmen can be obtained in same manner.

RESTRICTIONS: Eastham Locks. The main entrance to the Canal is at Eastham where there are two locks side by side, one 600 ft. by 80 ft., and the other 350 ft. by 50 ft. The outer or lower sill of each lock is 11.36 ft. below Chart Datum (1975). The levels of upper sills of the 80 ft. and 50 ft. locks are 32 ft. and 29 ft. respectively below statutory water level in Canal.

Both locks are operated for incoming and outgoing vessels of suitable draft during a period of 8 hours on each tide, i.e. from 4 hours before high water to 4 hours after high water.

The size of vessel which can navigate the Canal is governed by the dimensions of locks, the height of fixed bridges and limitations for the draft of vessel.

Maximum length: The greatest length measured between perpendiculars drawn at the foreside of the foremost extremity and at the afterside of the aftermost extremity of the hull or any attachments to the hull shall not exceed 560 ft. The acceptance of ships proceeding above Ince with overall length greater than 530 ft. is subject to approval of the Harbour Master.

The length measured between perpendiculars drawn at the foreside of the stern and at the afterside of the rudder post, or through centre of the rudder stock if there is no rudder post, on the Summer load water-line shall not exceed 535 ft.

The length measured between perpendiculars drawn at the afterside of the rudder plate and at the foreside of the foremost extremity of any part of the hull which is below a horizontal line drawn through the top of the rudder plate shall not exceed 544 ft.

Maximum beam: Vessels not proceeding beyond Ince Oil Berth: 72 ft. overall. Vessels proceeding beyond Ince Oil Berth: 63 ft. 6 in. overall.

Provided the height of masts and/or funnels or other structures is not more than 70 ft. 9 in. from water-line, vessels can pass under all fixed bridges under normal conditions. As, however, the headroom is less during periods of high-water levels, a vessel, in order to avoid possible detention, should reduce masts and funnels or other structures to 70 ft. above the water-line. The restriction as regards height does not apply to vessels proceeding only as far as Runcorn Bridge.

Facilities are available at Eastham for removing and replacing tops of masts and funnels.

MAX. SIZE: When vessels are loading inwards for the Canal, Masters should take these facts into their calculations and have regard to the following limitations, all of which are expressed as maximum draft in fresh water:

Vessels inward bound to a berth	*Arrival draft (in fresh water) at Eastham not to be such as would exceed:*
Between Eastham Locks and Ince Oil Berth	8.78 m.
Between Ince Oil Berth and Runcorn Lay-by (Other than Runcorn Docks)	8.07 m.
Between Runcorn Lay-by and Mode Wheel Locks	7.31 m.
In the Manchester Docks upstream of the Inner Gates of Mode Wheel Locks and downstream of the Railway Swingbridge.	5.48 m.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

Also see "Health – All Ports" before first U.K. port.

RADIO: FM VHF R/T equipment is installed at Eastham, Stanlow, Latchford, Irlam, Barton and Mode Wheel Locks as an aid to navigation on the Canal.

Ships which are equipped with the appropriate R/T channels are requested to establish contact with the nearest shore station before leaving a berth or lock within the harbour and thereafter to maintain a continuous listening watch on Channel 14.

Station	*Call sign*	*Channel*	
Eastham Locks	Eastham Locks	7	Docking instructions: When approaching Eastham Locks from seaward.
Eastham Locks	Eastham	14	Port operations: Vessels moving within the harbour should maintain a listening watch on Channel 14. After contact has been established the shore station will request the ship to switch to the appropriate speech Channel.
Stanlow Oil Docks	Stanlow	14 20	
Latchford Locks	Latchford Locks	14 20	
Irlam Locks Lockmaster's Office	Irlam Locks	14 20	
Barton Locks Lockmaster's Office	Barton Locks	14 20	
Mode Wheel Locks Lockmaster's Office	Mode Wheel Locks	14 20	Irlam, Barton and Mode Wheel Locks are for emergency use only.
Ship/tug communications	Name of ship/tug	8 10	Inward bound Outward bound

TUGS: The Canal Company maintains a fleet of high-powered tugs which may be hired to assist vessels, 12 hours notice required.

BERTHING:

Locality	*Miles above Eastham*	*Bank N–North S–South*	*Total Length in feet*
Queen Elizabeth II Dock	—	S	3,155
Eastham Laybyes	—	N	645
Eastham Laybyes	—	S	1,560
30-ton Crane Berth	0.50	S	600
Manisty Wharf	2.00	S	1,100
Ellesmere Port	2.875	S	2,250
Associated Octel Wharf	4.00	S	600
Shell Company of the United Kingdom Ltd., Shell Chemical Berth	4.25	S	500
Stanlow Oil Docks No. 1 & 2	4.50	N	2,070
Stanlow Laybye	4.625	S	600
Shell Company of the United Kingdom Ltd., Ince Coaster Berth	5.25	S	352
Shell Company of the United Kingdom Ltd., Ince Oil Berth	5.375	S	600
Ince (Powergen) Berth	5.50	S	600
I.C.I. Salt Berth	11.25	S	500
Runcorn Docks	12.25	S	7,500
Du Pont Co. UK. Ltd., Acton Grange Wharf	17.50	N	300
Warrington Wharf	19.00	N	350
Partington	27.375	N	1,885
Partington	27.375	S	1,236
Iriam Wharf	27.75	N	600
Barton Oil Berth	31.875	S	508
Irwell Park Wharf	32.25	N	1,100
Eccles Oil Wharf	32.50	N	600
Cerestar Wharf	32.75	S	700
Weaste Oil Wharf	33.25	N	557
Southern Oil Wharf	33.625	N	500
Manchester Docks	34.50	N & S	—

Weston Point Docks: Near Runcorn, 11 miles from canal entrance at Eastham. 10-12 berths for vessels up to 2,500 tonnes. Fixed, portal and mobile cranes for handling bulk cargoes.

CARGO HANDLING FACILITIES: Heavy duty floating crane with capacity up to 120 tonnes. Roll-on/Roll-off berth with strengthening to take loads of 300 tonnes.

STEVEDORES: The stevedores require to sight a certificate covering inspection and S.W.L. of slings used in pre-slung cargoes.

MEDICAL: Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

TANKERS: *Queen Elizabeth II Dock:* This dock is adjacent to the locks at Eastham which give access to the Canal, and is approached from River Mersey through its own entrance lock. This lock is 807 ft. long by 100 ft. wide. The level of outer sill is 18.36 ft. below Chart Datum (1975). The dock covers an area of 19 acres in the form of a square and has four berths designed to accommodate large tankers, the dimensions of berths being as follows:

Berth No. 1	800 ft.	Berth No. 3	900 ft.
Berth No. 2	725 ft.	Berth No. 4	730 ft.

The dock is directly connected to oil installations by pipelines.

Stanlow Oil Docks: No. 1 & 2 (5 berths) 4.5 miles above Eastham Lock. Length 560 ft., draft 28 ft., beam 72 ft.

Ince Oil Berth: 5.5 miles above Eastham Lock. Length 560 ft., draft 28 ft., beam 72 ft.

Ince Coaster Berth: Max. length 350 ft., beam 53 ft. draft approx 21 ft. dependent on current survey.

Barton: 32 miles above Eastham Lock. Length 508 ft., draft 24 ft., beam 63 ft. 6 in. Max. height above water-line 70 ft.

DENSITY: The water in lower section of the Canal between Eastham Locks and Latchford Locks is brackish. In all sections above Latchford Locks the water is fresh.

FRESH WATER: Available.

FUEL: Oil bunkers may be taken by arrangement with oil companies either from craft alongside or at various oil berths along the Canal.

CONSULS:

Austria
Bangladesh
Belgium
Bolivia
Denmark
Dominican Republic
Finland
France
Germany
Greece
Iceland
Italy
Jamaica
Latvia
Lebanon
Liberia
Monaco
Netherlands
Norway
Portugal
Spain
Sweden
Switzerland
U.S.A.
Venezuela

CUSTOMS ALLOWANCES: At discretion of local Customs Inspector. Normal allowances are equivalent to 0.5 lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than 3 or 4 days may receive extra allowances.

TIME: British Standard Time is GMT plus 1 hour. Reverting to GMT during Winter months.

HOLIDAYS: New Years Day (January 1st); Good Friday (variable date); Easter Monday (variable date); May Day (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

AUTHORITY: The Manchester Ship Canal Company, Collier Street, Runcorn, Chester WA7 1HA. *Tel:* (0928) 567465. *Telex:* 628116. *FAX:* (0928) 567469. *Contact:* J.B. Chilton, Port Director. Captain R. Bailey, Harbour Master.

MEDWAY PORTS

(A) MEDWAY
(B) SHEERNESS
(C) ISLE OF GRAIN
(Kent Terminal and Thamesport)
(D) CHATHAM DOCKYARD
(E) ROCHESTER
(F) OTHER FACILITIES
1. BLOORS WHARF
2. FAVERSHAM
3. KINGSNORTH JETTY
4. OAKHAM NESS JETTY
5. OTTERHAM QUAY
6. QUEENBOROUGH
7. RIDHAM DOCK
8. GROVEHURST JETTY

(A) MEDWAY (See Plan)

PILOTAGE: *Pilotage to and from the Medway:*

Pilotage for vessels bound to or from the River Medway is compulsory for vessels 50 m. and over in length, and for vessels 80 m. and over in length seaward of the Medway Buoy. The Medway Pilots are stationed at Medway Navigation Service, Garrison Point, Sheerness, and operate a 24 hour service, 365 days a year. The compulsory area extends to Rochester, and includes The Swale, but 'mud' pilots are available, by arrangement, above Rochester and for creek wharves. The recognised seaward Boarding and Landing Station is in the vicinity of N.E. Spit Buoy, served by launches at Ramsgate.

Pilotage Exemption Certificates are available to certain regular traders, by application on the prescribed form.

VHF/RADAR: Medway Navigation Service (Port of Sheerness Ltd.) is situated at Garrison Point, Sheerness. Tel: Sheerness 663025. Telex: 96435 (Call sign "Medway Radio"). Fax: (0795) 666596. Fitted with VHF, Channels 16, 74, 73, 9, 11 and 22. The station has radar service surveillance of Inner Estuary, Sea Reach, Medway Approach Channel and Lower Reaches of River Medway.

REGULATIONS: All vessels required to proceed in accordance with instructions of Port Authority. Vessels are requested to advise Port of Sheerness Ltd. – Medway Navigation Service (Call sign "Medway Radio") VHF Channels 16 and 74 of ETA, shifting of sailing movements.

Prior notification to Port of Sheerness Ltd. is required, detailing the carriage of all explosives and "dangerous goods".

GENERAL:

Tidal Information:

Tidal streams in the River Medway vary between about 2.5 knots at Springs and 1.5 knots at Neap Tides, although velocities vary considerably from Reach to Reach, the areas of maximum encountered velocities are: off Garrison Point Sheerness and through Rochester Bridge.

Average Tidal Heights are as follows: (metres)

Sheerness	5.7 MHWS	4.8 MHWN
Chatham	6.0 MHWS	4.9 MHWN
Rochester	6.2 MHWS	5.0 MHWN

High Waters occur approximately:

Margate	45 minutes	before Sheerness
Herne Bay	20 minutes	before Sheerness
Whitstable	10 minutes	before Sheerness
Rochester	9 minutes	after Chatham
Wouldham	28 minutes	after Chatham
New Hythe	33 minutes	after Chatham
Allington Lock	41 minutes	after Chatham

Tide Tables may be obtained at the offices of Port of Sheerness Ltd.

(B) SHEERNESS: 51.27 N. 00.44 E. (See Pla

Situated on Isle of Sheppey at junctions of Thames and Medway Rive

DOCUMENTS: See "London".

PILOTAGE: See "Medway".

ANCHORAGES: For vessels entering River Medway up to 107 length, Little Nore Anchorage, Sheerness. Over 107 m. length – directed by Medway Navigation Service (Medway Radio) or Tham Navigation to Great Nore, Sea Reach or Warps.

RESTRICTIONS: Subject to tidal conditions and under keel clearan appropriate size of vessel. Minimum depth of Medway Approa Channel 11.0 m. at Chart Datum.

Entry as directed by Medway Navigation Service (Medway Radi Station keeps watch on VHF Channels 16 and 74.

Occasional restriction for vessels over 130 m. overall length enter approach channel between sunset and sunrise when the Traffic Warn Lights are exhibited from Garrison Point.

MAX. SIZE: Five deep water terminals for vessels up to 230 m. in leng and 11.0 m. in draft. Also see "Developments".

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Portishead. Local Stations: From South – Lands End, No Northforeland. From North, Cullercoats, Humber, Northforeland.

VHF/RADAR: See "Medway".

TUGS: River Medway – For Sheerness, Ridham Dock, Isle of Gra Oakham Ness – Tugs usually meet vessels at Garrison Poi Sheerness. Tug's lines used, no extra charge.

BERTHING: Sheerness, deep water berths and Ferry Terminal – directed by Medway Navigation Service (Medway Radio).

Berths equipped for handling containers, forest products, mo vehicles and general cargo of all kinds, including fresh fruit a vegetables.

Storage facilities available for vehicles, forest products and t warehousing of general cargo.

Sheerness Deep Water Berths – No. 1 – Suitable for vessels up 230 m. length and 11.0 m. draft.

No. 2. Suitable for vessels up to 210 m. length and 11.0 m. draft.

No. 1/2. Retractable Ro/Ro pontoon serves both ber simultaneously, capable of 60 tonne payload.

No. 3. Suitable for vessels up to 230 m. length and 11.0 m. draft.

No. 4. Suitable for vessels up to 250 m. length and 9.0 m. draft.

No. 5. Car and Ro-Ro Terminal for vessels of 110 m. length and 5.5 draft.

Ferry Terminal – Berth 10. Suitable for either bow or stern door vesse of up to 165 m. in length and 7.0 m. in draft.

CRANES:

Berth No.	*Remarks*
1	3×5 tonne Electric 1×30 tonne Container Gantry
2	4×3 & 5 tonne Electric
3	5×3 & 5 tonne Electric
4	None (Car Terminal)
11	Ro/Ro/Ferry Terminal
12	10 tonne static (Launches)
12A	Mobile (Marine Services)
14	Mobiles (Launches)
15	Mobiles (Ship Repairs)
16	Mobiles (Ship Repairs)

STEVEDORES: All stevedoring at Sheerness is provided by the Por Sheerness Ltd.

MEDICAL: 24 hours notice to Agents so that Port Medical Officer c be advised. Normal boarding point – Garrison Point Sheerness. All usu hospital facilities available within 15 mile range of Sheerness.

DENSITY: Average density 1021/22.

FRESH WATER: Available alongside all berths at Sheerness.

FUEL: By barge, 48 hours notice required.

REPAIRS: All types of deck and engine repairs can be carried out eith in berth or at river buoys.

DRY DOCKS: None.

SURVEYORS: Cargo Surveyors available from London or Gravesen Lloyd's Agent in docks.

GANGWAY/DECK WATCHMEN: Gangway watchmen – servic recommended as all berths at Sheerness are tidal with average rise a fall of 5 m.

OPENING/CLOSING HATCHES: Within Sheerness Docks rigg gangs are employed by Port of Sheerness Ltd. for this purpose.

REPATRIATION: Usual facilities available for crew changes repatriation can be arranged by various air/sea routes.

TELEPHONES: Police: Sheerness 661451; Fire: Sheerness 66238 dial 999 and ask for Fire Service; Ambulance: Sheerness 664079.

There are coin boxes on berths.

EMERGENCY CO-ORDINATION CENTRE: Medway Navigat Service, Garrison Point Fort, Sheerness Docks, Sheerness, Kent ME 1RX. Tel: Sheerness 663025.

STORING: See "Prelims".

1. Yes.
2. No limitations except when loading dangerous goods or explosi
3. Yes.
4. Yes.
5. Standard practice – 24 hour customs availability.
6. No.

REGULATIONS: See "Medway".

GENERAL: All shipping movement co-ordinated by Medway Navigat Service, Tel: Sheerness 663025, all arrangements being made a notification of arrival or departure by vessel's Agent.

AUTHORITY: Port of Sheerness Ltd., Dockyard House, Sheern Docks, Sheerness, Kent ME12 1RX. *Tel:* (0795) 561234. *Telex:* 96 *FAX:* (0795) 660093. *Contact:* P.V. Vincent, Chief Executive. Cap D. Stoyles, Harbour Master.

(C) ISLE OF GRAIN:

(1) Kent Terminal.
(2) Thamesport.

(1) KENT TERMINAL: 51.26 N. 00.43 E. (See Plan)

DOCUMENTS:
2 Crew's Effects Lists.
2 Stores Lists.
Ship's Certificate of Registry.
Load Line Certificate.
Safety Equipment Certificate.
Derat Certificate.
Ship's Register.
Safety Radio Certificate.
Safety Construction Certificate.
2 Cargo Declarations.
1 Oil Pollution Certificate (OPIC).

PILOTAGE: See "Medway".

ANCHORAGES: *Estuary Passage and Anchorages:* Vessels proceeding to Isle of Grain will initially contact the Thames Navigation Service (Gravesend Radio Channels 16-12) and comply with the 'General Directions for Navigation in the Port of London 1975' until entering the Medway Area. Prior contact should be made with the Medway Navigation Service (Medway Radio, Channels 6-74-9-22). Anchorages are allocated according to size and draft of vessel and if outside the Medway area are nominated by the T.N.S.

RESTRICTIONS: Tidal port. 24 hour movements, subject to tidal conditions and under-keel clearance appropriate to size of vessel. The declared depth in the Medway Approach Channel is 11.0 m. at chart datum.

No vessels of 130 m. length and above can pass each other in the Medway Approach Channel between sunset and sunrise.

HEALTH: Under new procedures which apply from April 1st, 1978 a Health Clearance is only required if the vessel is "Suspect". In this case the Port Health Authority should be advised by radio message addressed to "Portelth London" not more than 12 hours and where practicable not less than 4 hours before arrival.

See "Health – All Ports" before first U.K. port.

RADIO:
Notice of 72 hours and over – Portishead Radio.
Notice of 12 – 72 hours – Landsend Radio.
Notice up to 12 hours – from South, Northforeland Radio.
– from North, Humber Radio.

RADAR/VHF: See "Medway".

TUGS: 3 tugs available from 0900 hrs.–1700 hrs. weekdays. If required outside these hours they must be ordered by 1600 hrs. the previous day for night work or by 1600 hrs. on Friday for weekend work. One tug is equipped for fire-fighting. Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.

BERTHING: There is one jetty (No. 1) of "T" headed design, suitable for coastal and ocean going vessels, which can accommodate vessels of various sizes up to a maximum of 45,000 tonnes displacement and 200 m. LOA. Maximum safe draft for the Medway Approach Channel and on the berths can be advised on request.

Jetty No. 2 is situated 1.5 cables to the East of Jetty No. 1 and is not in general use.

No deballasting facilities are available.

MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.

DENSITY: Approx. 1020.

FRESH WATER: Not available.

FUEL: There are no bunkering facilities on site, prior arrangements can be made for the delivery of fuel by barge.

FIRE PRECAUTIONS: *Safety Regulations:* A copy of the BP Oil Kent Distribution Terminal Jetty Safety Regulations is put on board each vessel on arrival. The booklet additionally contains various tear-out Check Lists, forms for confirmation of bunker requirements and requests for immobilisation and permitted repairs. These must be completed by ship and shore representatives before operations commence.

REPAIRS: Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted alongside jetties.

GANGWAY/DECK WATCHMEN: *Gangways:* Vessels provide their own gangway and are responsible for maintaining it as a safe means of access.

CUSTOMS ALLOWANCES: At the discretion of the local Customs Officer. Normal allowances are 200 cigarettes (F.G.) or 100 cigarettes (H.T.) or equivalent and 1 bottle of spirits per man. Additionally 1.5 litres of wine per man per day. Separate arrangements apply when crew are leaving ship. Vessels in port more than 4 days may receive an additional allowance.

REPATRIATION: All facilities for repatriation by land, sea and air, through London and Dover. Attendance of Foreign Consulate Officials arranged through Agent.

TIME: British Standard Time is GMT plus 1 hour. GMT in Winter months.

TELEPHONES: Public telephone kiosks on the foreshore road.

SHORE LEAVE: The Shift Supervisor will board each vessel on arrival to collect from the Master a copy of the Crew List. This should specify which crew members are leaving the vessel, the names of wives or other visitors expected and, if known, details of crew members joining. It should also note if any crew members are not permitted to go ashore.

The list will be retained by the Shift Supervisor and passes will be issued when crew members pass out and collected from them on their return.

GARBAGE DISPOSAL: A skip is provided free of charge at the rear of Jetty No. 1 for general waste. Arrangements for the disposal of hazardous wastes can be made with prior notice, a charge will be made.

WASTE OIL DISPOSAL: There are no waste oil disposal facilities at the site.

SEAMAN'S CLUBS: None. Phone box available at rear of Jetty No.2.

CURRENCY: U.K.Pound (U.K.£).

GENERAL: Agents have difficulty in providing most services at weekends, therefore, requests for Bond, cash, Consular Officials, etc., should be radioed as soon as possible.

OPERATOR: Strath Services Limited on behalf of BP Oil Aviation/Bitumen Terminal, Isle of Grain, Rochester, Kent ME3 0AG. *Tel:* Medway (0634) 271571. *FAX:* (0634) 270442. *Contact:* M. Bromley, Operations Manager.

(2) THAMESPORT: 51.26 N. 00.42 E. (See Plan)

DOCUMENTS: Same as "Kent Terminal" plus 2 copies Immigration Crew List and 1 copy Port Health Declaration.

PILOTAGE: Same as "Medway", except Pilots require 24 hours, 8 hours and 4 hours notice of ETA Pilotage Station, i.e. "North East Spit" or "Sunk".

ANCHORAGE: See "Medway".

Details via Medway Navigation Service based on vessel's dimensions and nature of cargo.

RESTRICTIONS: Max. draft for access from N.E. Spit through Edinburgh Channel 6.3 m. low tide. As an alternative, vessel can traverse via Long Sand Head, adding approximately one hour passage time to berth. Therefore, 24 hour access to port available.

MAX. SIZE: See "Berthing".

HEALTH: Port Health Declaration to be completed.

Also see "Kent Terminal".

RADIO: See "Kent Terminal" and "Pilotage".

ETA messages should be addressed to Telex No. 965873.

RADAR/VHF: See "Medway".

TUGS: Tugs should be ordered through Agent.

Towage is undertaken by Medway Towage Ltd., Sheerness. Tel: (0795) 664311.

3 tugs stationed for Medway operations: 1×30 tonne bollard pull 2,000 h.p. single screw, 1×30 tonne bollard pull 3,200 h.p. 3,200 h.p. with twin Z propellers, 1×40 tonne bollard pull 2,000 h.p. single screw. 1×55 tonne bollard pull 3,200 h.p. with twin Z propellers (Arriving February 1991).

BERTHING: *Location:* Strategically placed where the River Medway meets the Thames Estuary; just 35 miles from London, connected to the B.R. Rail Network.

Thamesport provides 550 m. length of berth with a depth of 13.5 m., linked to the container park by 2 approach bridges. Phase 3 of the port development will extend the berth to 750 m., providing 300 m. alongside with a dredged depth of up to 16.0 m.

Mooring: Through Thamesport (London) Ltd.

Data Systems: A PC network comprising super-micro computers with fault tolerant disks provides full container control, tasking, inventory, ship-planning, warehousing, railfreight terminal and documentation facilities and is linked by RDT to computer terminals in all mobile equipment. Domestic and EDI facilities to fit specific customer requirements on Edifact standards, for example Bayplans, link to the port to its customers and to all statutory bodies.

CRANES: *Ship to Shore:* Manufactured by Magrini Galileo Meccanica, Padua, Italy.

Weight: 735 tonnes.
Height: 60 m.
Outreach: 47.5 m.
Lift Capacity: 52.8 tonnes.
Cycle Speed: 60 seconds, permitting up to 60 box moves per hour.
Operational in wind speeds up to 45 m.p.h.

Fourth generation, high-tech cranes with remote-read condition monitoring and fault diagnosis systems. Serviced from the landside stacking area by a fleet of 22 tractors (Douglas and Terberg) together with over 70 trailers.

Park Gantry: Manufactured by MGM and Davy Morris.

Weight: 195 tonnes.
Height: 23 m.
Width: 30 m.
Lift Capacity: 35 tonnes under the spreader.

The 14 fully automated storage area gantries serve an area with capacity for almost 20,000 TEU at a time.

BULK CARGO FACILITIES: Covered storage amounting to 18,500 sq.m. is utilised for loose cargo for and from containers, with full frontier status for meat and other food products. Some 500,000 tonnes per year of imported and coastal coal is also processed and distributed from the Terminal.

BRIDGES: None.

STEVEDORES: Labour will be arranged based on vessel's final ETA.

MEDICAL: 24 hours advance notification required by Agents for any medical requirements.

TANKERS: See "Kent Terminal".

DENSITY: Approximately 1020.

FRESH WATER: No pipelines on quay at Thamesport. Fresh water available by barge, 24 hours notice required via Agent.

FUEL: See "Kent Terminal".

FIRE PRECAUTIONS: Shift managers attend each vessel on arrival, and provide full safety requirements and full emergency co-ordination instructions.

CONSULS: See "Rochester".

REPAIRS/SURVEYORS/REPATRIATION: All available through prior notification via Agent.

GANGWAY/DECK WATCHMEN: See "Kent Terminal".

HATCHES: Handled amicably by either party.

CUSTOMS ALLOWANCE: See "Kent Terminal".

TELEPHONES: Available on quay and in nearby offices.
STORING: Many local ship supply services available. Vessels can be stored ex-quay under terminal supervision, and stevedore assistance can be provided as required.
SHORE LEAVE: Possible, bar any immigration restrictions.
DELAYS: None anticipated.
DEVELOPMENTS: See "Berthing".
AUTHORITY: Medway Ports Ltd.
Operator: Thamesport (London) Ltd., Isle of Grain, Kent ME3 0EP. *Tel:* (0634) 271511. *Telex:* 965873. *FAX:* (0634) 270384. *Contact:* A.R.G.Macleod, Managing Director.

(D) CHATHAM DOCKYARD: 51.24 N. 00.33 E.

(See Plan)

Until 1984 the Naval Dockyard and now operated by the Medway (Chatham) Dock Co. Ltd., under the control of Medway Ports Ltd.
DOCUMENTS: See "London".
PILOTAGE: See "Medway".
ANCHORAGES: See "Sheerness".
RESTRICTIONS: Movement of vessels subject to tidal conditions and under keel clearance appropriate to the size of vessel. Entry as directed by Medway (Chatham) Dock Co. Ltd. on VHF Channel 73.
Limiting Depths: Medway Approach Channel 11.0 m. at Chart Datum.
Long Reach 5.8 m. at Chart Datum.
North Lock 4.7 m. at Chart Datum.
South Lock 4.2 m. at Chart Datum.
MAX. SIZE: All berths in Basin No. 3 can accommodate vessels drawing up to 8.0 m. The locks can accept vessels of 143 m. length provided the beam does not exceed 25 m. Canalling can be arranged for vessels in excess of 143 m. subject to turning circle limit. Vessels drawing up to 4.5 m. can be accommodated at any state of the tide.
HEALTH: See "Medway (Rochester)".
RADIO: Portishead. From South: Lands End, Niton, North Foreland.
From North: Cullercoats, Humber, North Foreland.
VHF/RADAR: See "Medway".
TUGS: A number of tugs are available, operated by Medway Towage and Crescent Wharves.
BERTHING: Access to Basin No. 3 is via the North or South Lock situated at Bull Nose in Gillingham Reach. A & P Appledore Limited carry out voyage repairs, services, etc. in Basin No. 3. Tel: Medway (0634) 812401/827369.

All 8 berths are presently confined to No. 3 (Outer) Basin.

Berth No.	*Length* (m.)	*Cranes* (tons)	*Operator*	*Remarks*
1	136	None	Kent Wire Ltd.	Weldmesh Manufacture
2	190	None	Common User	Ro/Ro Berth
3	244	1×5 1×10 1×20 1×11 (mobile)	Crescent Wharves Limited	General Cargo
4				Ro/Ro Berth
5	108	1×5	A & P Appledore	Shiprepairing
6	152	None		Ro/Ro Berth
7	108	None	Common User	Ro/Ro – Sto/Ro Berth
8	184	2×6 1×20	Ship-Link Terminals Ltd.	Ro/Ro – Sto/Ro Terminal

For further details contact: Miss S. Bilney, Commercial Manager. Tel: Medway (0634) 405397/814936.
STEVEDORES: All stevedoring provided by the berth operators (See "Berthing").
MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilties available in surrounding area.
DENSITY: 1020 (within Basin No. 3).
FRESH WATER: Metered supply available on all berths.
FUEL: No facility within the dockyard for the supply of fuel, although subject to weather conditions being suitable, bunkering from barges can take place in the anchorages.
REPAIRS: All types of deck and engine repairs can be carried out either in berth, in dry dock or at river buoys. (See "Berthing").
DRY DOCKS: No dry dock available at Chatham Docks. Dry docks available at Sheerness and Chatham Historic Dockyard.
SURVEYORS: Cargo surveyors available from London or Gravesend.
GANGWAY/DECK WATCHMEN: Ship's responsibility.
REPATRIATION: Usual facilities available for crew changes. Repatriation can be arranged by various sea routes or by air through Heathrow or Gatwick.
TELEPHONES: 4 public telephone kiosks are available on the quayside. In an emergency contact Docks Security on Medway 827130 or Locks Office on Medway 827317, or by radio, call sign "Bullnose" on Channel 73. Alternatively call Medway Navigation Service, call sign "Medway Radio" on Channels 16 or 74 (Tel: 663025).
REGULATIONS: See "Medway".
GENERAL: All shipping movements co-ordinated by Medway Port Operations and Information Service.
GARBAGE DISPOSAL: To be arranged direct with Terminal Operator.
WASTE OIL DISPOSAL: To be arranged direct with Terminal Operator.
SEAMAN'S CLUBS: None.
AUTHORITY: Medway (Chatham) Dock Co. Ltd., Flagstaff House, Chatham Docks, Chatham, Kent ME4 4SW. *Tel:* (0634) 814936. *FAX:* (0634) 830915. *Contact:* Miss S. Bilney, Commercial Manager.

(E) ROCHESTER: 51.23 N. 00.30 E. (including Chatha Strood, Upnor, Gillingham, Snodland, Halling & Ne Hythe)

(See Pla

DOCUMENTS: See "London".
PILOTAGE: See "Medway".
ANCHORAGES: See "Sheerness".
RESTRICTIONS: No entry restrictions only as to state of tide and and as directed by Medway Radio (Medway Navigation Servi Garrison Point). Station keeps watch on Channels 16 and Channel 74 is allocated for port operations generally. For vess exceeding 106.67 m. (350 ft.) in length, normally daylight navigatio
MAX. SIZE:
Ship Berths: Max. Length: 114 m. (122 m. LOA with spec dispensation obtained from the Harbour Master. Bow thruster, tug, e required). Max. draft 7.6 m.
River Berths: Length 49 m. – 122 m. Depth 4.3 m. – 7.6 m. MH 2.7 m. – 6.1 m. MHWN. Max. LOA 46 m. – 122 m.
HEALTH: Pratique obtained on arrival at Berth.
Also see "Health – All Ports" before first U.K. port.
RADIO: From South: Lands End, Niton, Northforeland.
From North: Cullercoats, Humber, Northforeland.
TUGS: Medway Towage Ltd. (Sheerness STD 0795 – 662821), co the whole of the Medway Ports Area.

The following companies operate within the Medway Ports Area o smaller scale with towing and recovery services:
Medway Towing & Light Recovery – Medway STD 0634 – 543
N.E. Murray (Marine Contractors) – Sheerness STD 0795 663701
P. E. Woodger (Craft Hire) Ltd. – Sittingbourne 23874
Medway Port Services (Towage) – Medway STD 0634 – 7236 716113.

BERTHING:
Rochester: There are 3 buoy berths maintained by Port of Sheerne Ltd., and mooring buoys to accommodate 15 lighters situated betwe Chatham Reach and Rochester Bridge.

Size restrictions vary from 46 m. to 140 m., the latest minimum dep can be obtained from the Medway Navigation Service situated Sheerness (Garrison Point).

The facilities or riverside berths are operated by commercial interes

Arco Shipping Ltd. at Neptun Wharf	Medway 7167
Transit Freights Ltd. at Crown Wharf	Medway 7178
Honigs (Rochester) Ltd. at Limehouse Wharf	Medway 8462
Wm. Cory & Sons Ltd. at Cory's Wharf	Medway 8410
Stanley's Wharf	Medway 4072
Crescent Shipping Ltd. at Barnetts Wharf	Medway 7196
Fairclough Howard at Crown & Quarry Wharf and Howards Wharf	Medway 402040 (20 lin

Details of alongside berths handling equipment, latest depths a relevant information can be obtained from the appropriate wh concerned.

Current depths can be ascertained from Medway Navigation Servi
Pier Wharf: (Lat. 51° 24′ North; Long. 0° 33′ East)
Situated at the Western Arm of Gillingham Dock. Length of wh 183 m. with varying depths from 3 m. to 5 m. at MHWS. Stora warehouses and storage capacity available.
Ship repair and boat builder – Medway Marine Engineering – S 0634 - 576600.
Tylers Wharf: (Lat. 51° 24.6′ North; Long. 0° 34′ East)
Situated at West Hoo Creek owned and operated by the Life Moulding Co. Ltd. Length of wharf 73 m. with a depth of 3 m. at MH Large sheerlegs of 30 tons and mobiles available. Boat builders a outfitters.
Mooring Facilities: Buoys are provided at points within the River Med and Swale. Arrangements to use these buoys and current charges be made through Port of Sheerness Ltd.
Kethole Reach: Buoys 20, 21, 22, 23 and 24: 4 fore and aft moori to accommodate vessels up to 200 m. length and 16,000 ton displacement.
Saltpan Reach:

Buoy No.	*Class*	*Maximum Displacement*	*Remarks*
1	3rd	1,000 tons	Max. Length 122
2	Super 1st	70,000 tons	Max. swinging ci 300 m.
5	4th	1,000 tons	
9	4th	1,000 tons	
10	4th	1,000 tons	

MEDICAL: Port Medical Officer available if necessary on arriva Sheerness with 24 hours notice to Agents. Doctor and hospital faci available at Rochester.
DENSITY: 1020 unless excessive land water coming down river.
FRESH WATER: Quantities up to 200 tons available for deliver water barge.
FUEL: By barge or road tanker, 48 hours notice required.
CONSULS:
Vice-Consul Netherlands, Tel. Medway 43256.
Consul Sweden, Tel. Medway 44632.
Vice-Consul Finland, Tel. Medway 44632.
REPAIRS: Acorn Shipyard, Gas House Road, Rochester, Kent 1PJ (Tel: Medway STD 0634 – 41355/6/7), provide ship repair fac at the Isle of Grain; Sheerness and River Medway, and operate 1 p slipway of 85.0 m. working length and 1 grid situated at Rochest
DRY DOCKS: All repair facilities available on river berths for ve up to 60.96 m. (200 ft.) in length; on a grid for up to 76.19 m. (2 and a slipway for up to 42.67 m. (140 ft.).
OPENING/CLOSING HATCHES: To be carried out by crew.
CARGO GEAR: Discharge by ship's gear at ship berth and by m cranes up to 10 tons at all river berths.

AIRPORTS: London (Heathrow), Southend, Gatwick and Rochester.
POLICE/AMBULANCE/FIRE: Dial 999 and state service required and where vessel berthed, also contact Medway Radio in cases of emergency.
SERVICES: Compass adjustors available.
REGULATIONS: See "Medway".
DEVELOPMENTS: Development of Frindsbury Marshes (Rochester).
AUTHORITY: Port of Sheerness Ltd.

(F) OTHER FACILITIES:

(1) BLOORS WHARF – RAINHAM CREEK: 51° 22′ 48″ N., 00° 36′ 42″ E.

Situated at the head of Rainham Creek a distance of 10.3 nautical miles from Rochester. Main wharf 183 m. long with 3.1 m. at MHWS. The Western arm is 61 m. long with a depth of 2.1 m. at MHWS. 5×2.5 tonne grab cranes and 2×40 tonne crawler cranes.

Mobile cranes, forklifts and crushing equipment available. Large storage capacity and warehouses also available. Shipbreaking and recycling of metals.

(2) FAVERSHAM: 51° 19′ N., 00° 54′ E.

DOCUMENTS: See "London".
PILOTAGE: Not compulsory. Advisable to engage local person by arrangement with Agent or contact Medway Navigation Service.
ANCHORAGE: The Swale (East) 1 mile (approx.) upstream of the Sand End buoy.
RESTRICTIONS: No night restrictions. Tidal creek – vessels enter from 1.5 hours before High Water according to draft.
MAX. SIZE: 43 m. LOA, 7.6 m. beam, 2.7 m. draft, on Spring tides only. Larger vessels may be accepted under certain conditions on application to the Harbour Master.
RADIO: North Foreland.
VHF/RADAR: See "Medway".
TUGS: None available.
BRIDGES: Maximum size of vessels proceeding to basin above Faversham Swing Bridge – 43 m. length, 7 m. beam. Draft – the minimum clearance for vessels up to 34 m. in length is 0.5 m. over the sill, and for longer vessels 0.6 m. over the sill (Bridge temporarily closed for repairs (March 1994)).
MEDICAL: Notify Agent of any medical treatment required.
FRESH WATER: Available on some berths.
FUEL: No local installation. Bunkers may be obtained by road tanker – contact Agent.
REPAIRS: Minor repairs can be carried out locally. For nearest grid, slipway and dry dock facilities see "Rochester" and "Sheerness".

(3) KINGSNORTH: 51° 25′ N., 00° 36′ E.

DOCUMENTS: See "London".
PILOTAGE: See "Medway."
ANCHORAGES: Vessels proceeding to Kingsnorth must contact Medway Navigation Service (VHF Channels 16 and 74) when a designated anchorage will be allocated appropriate to the size of the vessel.
RESTRICTIONS: Tidal port. 24 hour movements, subject to tidal conditions and under keel clearance appropriate to size of vessel. Minimum depth of 6.0 m. in Long Reach at Chart Datum.
MAX. SIZE: Max. length: 229 m. No breadth restriction. Depth: 8.0 m. min. depth alongside at Chart Datum.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Notice of 72 hours and over, Portishead Radio. Notice of 12-72 hours. Landsend Radio. Notice of up to 12 hours, from South, Northforeland Radio, and from North, Humber Radio.
RADAR/VHF: See "Medway".
TUGS: Although tugs are not normally required for berthing at Kingsnorth 5 tugs are available, 2 of them equipped for fire fighting. Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.
BERTHING: *Kingsnorth Jetty:*
Lat. 51° 24′ 36″ N.
Long. 0° 36′ 18″ E.

The jetty is owned and operated by Powergen and is situated at the Western end of Long Reach a distance of 6.3 nautical miles from Sheerness and 5.85 nautical miles from Rochester.

The jetty is of concrete construction and is 580 m. long and "L" shaped with a 306.3 m. face, there is a single upstream connected dolphin making an overall face of 330.7 m.

The size of vessels using the jetty are governed by draft.
Minimum depth at MLWS is 6.9 m.
MHWS is 12.8 m.

There is an inner spur situated on the approach arm 396 m. from the jetty face. It is primarily intended for stern Ro/Ro craft, and has 2 starboard berthing dolphins situated at 30.5 m. and 61.0 m. respectively.

Depth at MLWS is 0.6 m. above Chart Datum.
MHWS is 5.3 m.

The jetty is used for the import of coal for Kingsnorth Power Station.

Address: Kingsnorth Power Station
(South Eastern Region)
Hoo, Rochester,
Kent ME3 9NQ
Telephone: STD 0634 – 250088 Telex 965015

MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.
TANKERS: Advisable radio Agents connection sizes required. No slop tank available. 1 large tanker berth only.
DENSITY: Approx. 1018.
FRESH WATER: Available by pipeline on jetty.
FUEL: Bunkers not usually available on jetty, but may be delivered by barge. Advance notice essential.
FIRE PRECAUTIONS: No immobilisation or repairs allowed without prior authorisation. No hot-work allowed alongside jetty.
REPAIRS: Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted alongside jetty.
GANGWAY/DECK WATCHMEN: Services of shore watchmen not necessary. Shore gangway may be used.
REPATRIATION: All facilities for repatriation by land, sea and air, through London and Dover. Attendance of British Ministry and Foreign Consulate officials arranged through Agent.
POLICE/AMBULANCE/FIRE: Dial 999 from public call box. Medway Navigation Service can be alerted on Channel 16 and 74 to call these services.
TELEPHONES: No facilities exist for placing telephones onboard.
GENERAL: Agents have difficulty in providing most services at weekends, therefore, requests for bond, cash, consular officials, etc., should be radioed as soon as possible.

(4) OAKHAM NESS JETTY: 51° 24′ 55″ N., 00° 38′ 45″ E.

The jetty is jointly owned and operated by Powergen and K.C.A. International Ltd. and is situated in Kethole Reach a distance of 4.5 nautical miles from Sheerness (Garrison Point). The jetty is of concrete construction and is 1,960 m. long. The jetty head is 27.5 m. long with upstream and downstream attached dolphins making a 85 m. face. There are 2 further berthing dolphins unattached, both upstream and downstream. The max. size of vessel permitted on the jetty is restricted to 55,000 d.w.t. with a max. length of 229 m.
The depth at MLWS is 10.6 m.
at MHWS is 16.7 m.

Powergen have a separate storage capacity of 300,000 tons for crude oil primarily for Kingsnorth Power Station.

(5) OTTERHAM QUAY – RAINHAM: 51° 22′ 30″ N., 00° 37′ 42″ E.

Situated at the head of Otterham Creek a distance of 2.75 nautical miles from the junction of Long Reach and Kethole Reach and 10.25 nautical miles from Rochester.

There is 192 m. of quay space with a max. length restriction imposed on loaded vessels of 73 m. There is 3.3 m. at HWNT and 4.6 m. at HWST.

The Quay is owned and operated by Crescent Port Services Ltd. Telephone STD 0634 – 815501. Telex: 96312.

(6) QUEENBOROUGH: 51° 26′ N., 00° 44′ E.

Area of harbour extends from Queenborough Spit to Long Point in the West Swale. Queenborough Creek is landlocked and small commercial interests operate within the creek which is buoyed, all berths dry out but are safe berths.
MHWS 5.8 m. Weather – prev. S.W.

The ex-Coal Wharf known as the Washer Wharf, situated at Loden Hope is operated by Queenborough Rolling Mill Ltd. (Tel: Sheerness 668080) and is primarily used for loading scrap metals.

(7) RIDHAM DOCK: 51° 23′ N., 00° 46′ E.

Situated 900 m. (0.5 nautical miles) S.E. of Kingsferry Bridge in the Swale. Restrictions on vessels governed by Pilots in the light of water available in the Swale, Kingsferry Bridge and restricted bends in the navigational channel. Max. LOA 102 m. Beam 15.3 m. and draft 6.7 m.

Beam of vessels transitting Kingsferry Bridge restricted to 15.3 m. maximum.

Vessels of 82 m. and over LOA require a tug in attendance.

Ridham Dock is owned and operated by Ridham Sea Terminals (Tel: STD 0795 – 70881). The terminal has 4 berths, 2 of 244 m. and 2 of 213 m. approximately. These are serviced by 8 electric cranes 2×6 tonnes and 6×5 tonnes. There is a fleet of forklift trucks 8,000 lbs. to 36,000 lbs. plus a 25 ton container handler. 5 hectares of marshalling area for containers including refrigerator points.

Vessels dock only on or near HW and take the ground at LW, the bottom being soft mud. Special facilities for reefer ships going aground.

The terminal covers approximately 26.7 hectares and 13,000 sq.m. of warehousing are available.

Authority: Ridham Sea Terminals Ltd., Ridham Dock, Sittingbourne, Kent. *Tel:* 0759 70881. *Telex:* 96409.

(8) GROVEHURST JETTY: 51° 22′ N., 00° 46′ E.

Situated 1.5 miles S.E. of Kingsferry Bridge in the Swale. Max. length of vessel 88.3 m. Vessels over 82.0 m. LOA handled in daylight only and with tug assistance.

Grovehurst is owned and operated by "Knauf" for import of gypsum. Berth has 2×7 tonne cranes. Depth alongside 2.0 m. at C.D. Swinging circle 1.0 m. at C.D.

METHIL: 56.11 N. 03.01 W. (See Plan)

DOCUMENTS/PILOTAGE: See "Leith".
ANCHORAGES: Deep water anchorages available in Largo Bay.
RESTRICTIONS: Dock gates opened from 3 hours before HW until HW.
MAX. SIZE: Max. beam 14.6 m. to pass dock gates.
RADIO: See "Leith".
VHF: Methil Harbour Radio on Channel 16. Working Channel 14.
TUGS: Available from Leith.
BERTHING: Dock No. 1 has 340 m. of berthing space, max. depth alongside 6.7 m. MHWS. Dock No. 2 has 500 m. of berthing space, max. depth alongside 7.9 m. MHWS. Transit shed with 2,000 sq.m.
CRANES: 4×4 tonne mobile cranes (with grabs) and 2×10 tonne quayside cranes available.
BULK CARGO FACILITIES: 2×1,000 tonnes capacity grain silos and discharge plant at No. 1 Dock (private).

2,000 tonne capacity storage shed and 50 tonne weighbridge (Private).
STEVEDORES: Forth Ports PLC.
GARBAGE DISPOSAL: To be arranged by local agents.
WASTE OIL DISPOSAL: To be arranged by local agents.
SEAMAN'S CLUBS: None.
AUTHORITY: Forth Ports PLC, Dock Office, Methil KY8 3RE. *Tel:* Leven (0333) 426725. *Telex:* 72208. *FAX:* (0333) 424872. *Contact:* Captain T.S. Sutherland, Port Superintendent.

MILFORD HAVEN: 51.42 N. 05.10 W. (See Plan)

PORT LIMITS: The seaward boundary of the port is 3 miles from St. Ann's Head.
DOCUMENTS:

- 5 Crew Lists.
- 2 Crew Stores Declarations (C.142)
- 2 Ship's Stores Declarations (C.13)
- 2 E.E.C. Safety Check Lists.

Agents will prepare other Customs papers.

Ship's Papers:

- Register.
- Load Line Certificate.
- Safety Construction Certificate.
- Safety Equipment Certificate.
- Safety Radio Certificate.
- Oil Pollution Insurance Certificate (tankers).
- British Tonnage Certificate (if applicable).
- U.K. Light Dues for current year (if applicable).

PILOTAGE: Pilots normally board incoming ships from a green-hulled pilot vessel, in a position S.W. of Mid-Channel Rock Light-tower, as close thereto, as weather, size of ship and circumstances permit. When the Western Channel is being used by very large ships other ships may be requested by the Port Signal Station, or by the pilot vessel, to use the Eastern channel, if draft, and length of ship permit, in which case the Pilot will board close to Sheep Buoy. Deep-draft ships should not approach too close whilst awaiting the pilot vessel. They should remain at least 4 miles S.W. of Mid-Channel Rock Light-tower. It is important, when manoeuvring at slow speeds to embark a Pilot to make proper allowance for the set of the tidal stream, which sets across the entrance. *Accurate times of arrival* are requested so that the pilot vessel may be on station at the correct time. ETAs should be given at least 12 hours before arrival and amendments should be made 2 hours before the latest ETA.

ETAs and subsequent amendments should be passed by telex or radio telephone through any United Kingdom Coast Station to Milford Haven Signal Station (Milford Haven 692342 or 692343. Telex: 48575) or to the local Agent of the ship. Alternatively when within 30 miles of St. Ann's Head ETA's may be passed direct to Milford Haven Port Authority Signal Station calling on VHF Channel 16 then transferring to Channel 12 (the Port working frequency). In addition pilot vessels are equipped with MF radio calling on 2,182 kHz and transfer to the working frequencies 2,241, 2,246 or 2,301 kHz. However, VHF contact is preferred.
ANCHORAGES: Anchorage normally available for vessels up to 40 ft. draft in Dale Roads. Anchorage for smaller vessels normally available in Dale Shelf or Stack anchorages. Signal Station will advise mariners on the availability of these anchorages.
RESTRICTIONS: The West Channel with minimum depth of 55 ft. at the entrance and 54 ft. inside is the channel used by the largest tankers. The East Channel with minimum depth of 32 ft. is available to all vessels of suitable size and vessels able to do so are requested to use it when the largest tankers are entering or leaving in the West Channel. The inner channel between Chapel Buoy and Westward of Texaco Jetty has a minimum depth of 53 ft.
MAX. SIZE: Vessels of 65 ft. draft can be handled on virtually all high waters, but draft restriction always dependent on tide, 63 ft. at worst HW Neaps, or up to 68 ft. in favourable conditions.
HEALTH: The Port Health Authority must be notified in advance if any animals on board or of any suspected disease or fever (Milford Port Health Authority. Tel: (0646) 692486. Fax: (0646) 690505).

Also See "Health – All Ports" before first U.K. port.
RADIO: Lands End Radio, Ilfracombe Radio, Celtic Radio and Cardigan Bay Radio (use working channels to call).
VHF: It is important to maintain continuous radio telephone contact with Signal Station when within one hour's steaming of St. Ann's Head, and at all times when in Haven and not safely moored to an alongside berth, including all times spent at anchor or at buoys.

All vessels equipped with VHF radio should adopt follo procedures:

Entering the Harbour: Contact Signal Station on Channel 16 wh within one hour's steaming of St. Ann's Head. After making contact will be requested to maintain watch on Channel 12 until vessel sa moored alongside or at anchor.

Going to anchor or to a buoy mooring: Report to Signal Station wh secured and then maintain a continuous watch on Channel 16.

Berthing alongside: Report to Signal Station when safely moored a may then shut down.

Leaving the Haven: Maintain continuous listening watch on Chan 12 until Pilot has disembarked, when Signal Station should be inform and vessel should maintain a continuous watch on Channel 16 until hour after passing St. Ann's Head.

Navigating within the Haven: Maintain a continuous watch on Chan 12. When radio telephone is used between vessel and tugs du berthing operation, Channel 6 or 8 will be used and Signal Station sho be informed before vessel comes off Channel 12.

Signal Station will answer calls on Channel 16 for any ship in the p which has been instructed to move off international calling frequenc
RADAR: Harbour surveillance radar in operation, range 24 miles.
TUGS: Tugs normally join vessels to Westward of Herbrandston Je but Master will be advised by Pilot. Tug's lines used, cost of li inclusive of towage charge.
BERTHING: VLCCs enter at HW and normally berth heading Ea Vessel will be required to swing after unloading and prior to depart *Milford Docks:* Enclosed dock, minimum depth on sill 26 ft., lock len 550 ft., width 69 ft., 5,033 ft. of quayage includes 420 ft. fish market a two modern cargo handling berths, one of 732 ft. and the other 45 in length. Vessels of up to 34 ft. draft may be handled on Spring tid
Pembroke Dock:

Quay	*Length* (ft.)	*Depth at C.D.* (m.)	*Remarks*
1	600	10.8	Can accept bulk carriers and container vessels up to 700 ft.
2	354	8.0	Can accept bulk carriers and container vessels up to 450 ft.
3	235	6.1	Can accept general cargo vessels up to 340 ft.
4	1,000	—	To be built.

Vessels with Ro/Ro ramps (bow or stern) can berth in the ba between Berths No. 2 and 3.

Mainport Jetty: One cargo berth, depth 20 ft., for vessels up to 350 length. Max. size approximately 6,500 d.w.t.
CRANES: In Milford Docks – 1×25 ton mobile, 2×6 ton electric. Fur mobile cranage available if required.
SPECIALISED CARGO HANDLING FACILITIES:
Containers: Container traffic is handled at Milford Docks although the is no specialised container handling equipment.
Ro/Ro: Pembroke Dock Ferry Terminal has one Ro/Ro berth, dep alongside 21 ft., and can accommodate ferries up to 425 ft. in leng max. size 6,000 g.r.t. (approx.).
LPG: LPG is handled at the Elf, Gulf and Texaco oil terminals.
STEVEDORES: Ordered prior to arrival.
MEDICAL: All oil terminals have well equipped medical centres. Lo hospital facilities available.
TANKER TERMINALS:
Elf:

Berth No. 1: Depth 64 ft., 4×16 in., crude line, 2×12 in. and 1×8 product line, max. size 275,000 d.w.t.

Berth No. 2: Depth 38 ft., 1×12 in., 2×10 in. and 3×8 in. prod lines, 1×8 in. and 1×6 in. LPG lines, max. size 30,000 d.w.t.

Berth No. 3: Depth 22 ft., 3×8 in. and 2×6 in. product lines, 1×8 and 1×6 in. LPG lines, max. size 5,000 d.w.t.

Herbrandston:

Ex-Esso Terminal. New general purpose terminal with 5 berths, a to handle VLCC size ships to coasters (1 large berth only in use).

Gulf Oil:

Berth No. 1: Depth 44 ft., 1×8 in., 4×10 in. and 1×12 in. cargo lin max. size 65,000 d.w.t.

Berth No. 2: Depth 55 ft., 2×10 in. and 4×12 in. cargo lin max. size 870 ft. LOA.

Berth No. 3: Depth 32 ft., 3×8 in. cargo lines and 1×6 in. LPG, m size 12,000 d.w.t.

Texaco:

Berth No. 1: Depth 66.25 ft., 4×16 in. crude, two of which can used for fuel oil, and 4×12 in. clean oil cargo lines. All clean oil and oil arms can take ballast. Max. size 275,000 d.w.t.

Berth No. 2: Depth 47.56 ft., 2×12 in. LPG ship discharge lines 1×8 in. vapour return line, 4×10 in. black oil, 6×10 in. clean oil 2×10 in. ballast/bunker lines, max. size 100,000 d.w.t. (75,000 cu LPG).

Berth No. 3: Depth 39.36 ft., 1×12 in. Refrigerated Butane sh discharge with 1×4 in. vapour return line and LPG ships with a 4 arm. 2×12 in. black oil and 4×10 in. clean oil lines. All clean oil fuel oil arms can take ballast. Max. size 35,000 d.w.t. (30,000 cu LPG).

Berth No. 4: Depth 19.02 ft., 1×8 in. black oil, 1×6 in. and 2×8 clean oil, 1×6 in. LPG and 1×6 in. ballast lines, max. size 2,000 d

Berth No. 5: Depth 20.00 ft., 1×8 in. black oil, 1×6 in. and 2×8 clean oil, 1×6 in. LPG and 1×6 in. ballast lines, max. size 4,500 d

Berth No. 6: Depth 65.92 ft., 4×16 in. cargo lines, max. 275,000 d.w.t.

Berth No. 7: Out of commission.

Berth No. 8: Out of commission.

No ballast facilities at Berth No. 6.
Report: *Cautionary Advice:* In-Port: There are 3 major oil term within the Haven and the previous Esso Terminal, now the Herbrand General Purpose Terminal, which is located less than 2 miles E.N.

the Angle Buoy. Ships bound for this terminal make tugs fast between the Angle Buoy and South Hook Buoy.

VLCCs which require 5 or 6 tugs have little but adequate time to make them fast. It is, therefore, extremely important for a deep tanker bound for a terminal in the Haven to have everything ready and the crew on stations prepared to make tugs fast by the time the Angle Buoy is reached and that after the turn is made the speed over the ground is reduced quickly so that by the time the South Hook Buoy is reached, all tugs are fast and speed reduced to about 2.5 knots.

Ships bound upstream of Herbrandston Terminal must proceed at the slowest speed consistent with safe navigation, as they pass quite close to ships lying alongside other terminals and can cause considerable "passing ship" problems. They usually make tugs fast after passing South Hook Buoy.

Berth Approaches: Ships are strongly advised against steaming into the berths at any terminal.

The only safe manoeuvre being to bring the ship to rest, stopped over the ground, parallel to and about 40 m. – 60 m. off the berth before breasting in.

This particular manoeuvre is of importance to vessels of 70,000 d.w.t. and over.

Most of the incidents during berthing operations have arisen because of a combination of an angled approach to the berth, excessive headway and berth approach speed with a sheer resulting from strong astern engine movements.

Anchorages: Ships of up to 12.00 m. draft for which there is no berth available on arrival can find anchorage within the Haven. (See below). Deeper draft ships which have to wait for tide or berth should remain outside the port well offshore, maintaining a listening watch on VHF Channel 16, and allowing sufficient time to reach the entrance at the proper time for shipping the pilot to enter port.

Anchorages within the Haven: The recognised anchorages within the Haven are shown on the large scale charts, and the Milford Haven Port Authority Signal Station must be consulted before ships use their anchorages.

Dale Roads is the only anchorage for ships over 7.00 m. and under 12.00 m. draft. It is exposed to wind and swell and has an uneven rocky bottom which does not always afford a good holding ground. *Many ships have dragged anchor here and several have lost an anchor, and it is emphasised that a full anchor watch must be maintained on all ships with a listening watch on VHF Channel 12.*

If at anchor in Dale Roads at the onset of a gale, it is usually sound advice to pick up the anchor and proceed to sea. After rounding the Angle Buoy, if Mid-Channel Rock Lighthouse is kept fine on the port bow, this will take a ship clear of dangers. Before departing, the status of the buoys should be checked out with the Signal Station and then proceed with caution.

The 2 entrance buoys should not be relied upon as they sometimes drag out of position during gales.

Stack Anchorage can be used by medium sized ships of up to 7.00 m. draft. It is a little more sheltered and has a better holding ground.

Small ship anchorages are at Dale Shelf, Sandy Haven, and with the exception of LPG ships between Milford Shelf Buoy and Newton Noyes Pier. Some small ships find shelter South of the channel opposite the Herbrandston Terminal.

Herbrandston Terminal – Cautionary Advice: Each berth has a designed maximum speed of approach for the maximum size ship acceptable.

The berths are in an exposed position with prevailing winds blowing on to the berths. Strong winds from the Northerly semi-circle do occur and usually with a sudden shift in wind. Ships with high freeboard can be badly affected by these strong winds and it is, therefore, very important that moorings are kept tight and are properly tended at all times.

Description of Berthing Procedures: All vessels berth head to tide. Ships of less than 265 m. and 14.6 m. draft can be berthed on the flood tide and, therefore, swung before berthing. These ships are usually swung off the berth. Ships of greater draft will always berth at HW or on the ebb tide and will, therefore, always be port side to.

All moorings are taken ashore by boat and lifted on to the dolphins by power winch.

Breast and spring lines are usually put out first.

Good messengers are required at each position for this operation. This system is for VLCCs only.

DENSITY: 1025.

FRESH WATER: Available at all berths.

FUEL: All oil terminals can supply all grades of bunkers. Fuel also available within Milford Docks and from bunkering barge elsewhere in the Haven.

FIRE PRECAUTIONS: Fire wires to be rigged fore and aft on all tankers.

CONSULS: The following countries are represented by Consuls at the port or elsewhere in South Wales: Others may be available.

Belgium
Denmark
Finland
France
Italy
Liberia
Netherlands
Norway
Sweden
Thailand
Turkey

REPAIRS: All types of deck and engine voyage repairs carried out.

DRY DOCKS: One dry dock at Milford Docks, 600 ft. × 63 ft. × 18 ft. with cranage.

SURVEYORS: Lloyd's at Swansea, ABS and NV in South Wales. Cargo inspectors available – Saybolt, Moore, Barrat and Redwood have local offices.

GANGWAY/DECK WATCHMEN: Available if necessary – very rarely required.

CUSTOMS ALLOWANCES: Tobacco, 0.045 kg. per man per day. Spirits, 0.185 litres per man per day.

REPATRIATION: Crew changes frequently carried out and repatriation arranged. Crew arriving by rail to join vessels at Elf, Herbrandston, Gulf and Milford Docks should be directed to Milford Haven station. If joining vessels at Texaco to Pembroke station, and for vessels at Port Operators and Storage or Pembroke Dock Ferry Terminal, to Pembroke Dock station.

AIRPORT: Nearest main airport is Cardiff (Wales) Airport, distance approximately 100 miles. Some international flights and flights to London for onward connections.

TIME: GMT in Winter months, BST (GMT plus 1 hour) March to October.

HOLIDAYS: Oil Terminals operate 24 hours/365 days. Other berths observe standard U.K. holidays but cargo work can be arranged if required.

POLICE/AMBULANCE/FIRE: Police – Milford Haven 692351, Pembroke 682121; Ambulance – Haverfordwest 763355, 236444; Fire – A Division, Carmarthen 231184, B Division, Haverfordwest 762131.

EMERGENCY CO-ORDINATION CENTRE: Emergencies within the port are co-ordinated by the Milford Haven Port Authority Signal Station. Emergencies outside the port and S.A.R. co-ordinated by H.M. Coastguard St. Ann's Head (Tel: Dale 636218).

TELEPHONES: No telephones on board. Public call boxes exist on all oil jetties.

SERVICES: Ministry of Defence compass adjuster available subject to operational commitments.

STORING: Vessels can be stored by barge or truck and local riggers are available to assist. Storing can normally take place during cargo operations but, in the case of oil tankers, trucks cannot proceed alongside the ship and storing from a barge must be carried out near the stern of the ship. Fork lift trucks cannot be used to store oil tankers.

SHIP SUPPLY SERVICE: D.V. Howells and Sons Ltd., P.O. Box 14, Milford Haven, Dyfed SA73 3ER. Tel: Milford Haven (0646) 693091/692418. Telex: 48575.

Marine & Port Services Ltd., The Dockyard, Pembroke Dock, Dyfed SA72 6TF. Tel: Pembroke (0646) 682271/5. Telex: 48303.

Additionally, there is a tug company operating in Milford Haven with a fleet of locally based tugs whose prime duty is the berthing and unberthing of tankers at oil terminals in the Haven and firefighting responsibilities, although occasionally a tug may be called offshore for salvage purposes. The tug company is Cory Towage Ltd., Slip Hill, Milford Haven, Dyfed SA73 3BB. Tel: Milford Haven (0646) 692296/7.

There is a helicopter squadron based at RAF Brawdy, Haverfordwest, which provides a rescue service and, on occasions, airlifts seriously injured or sick personnel from ships in the area, usually on request through the local Coastguard Station.

SHORE LEAVE: Shore leave allowed.

IDENTIFICATION CARDS: Not necessary.

GARBAGE DISPOSAL: Service provided by terminal operators.

WASTE OIL DISPOSAL: Service provided by terminal operators.

SEAMAN'S CLUBS: The Merchant Navy Club, Robert Street, Milford Haven, Dyfed. Tel: 692553. Facilities include telephones, bar, snacks, restaurant, juke box, TV lounge, pool, library.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Milford Haven Port Authority, P.O.Box 14, Milford Haven, Dyfed, SA73 3ER, U.K. *Tel:* Milford Haven (0646) 693091 office, Milford Haven Signal Station (0646) 692342 or 692343. Signal Station – 24 hours. *Telex:* 48575 – 24 hours. *FAX:* (0646) 690179. *Contact:* Captain J. E. Frost, Harbour Master.

AGENT: G. S. Kelway Ltd., Murray Crescent House, The Rath, Milford Haven SA73 3JR, Dyfed. Tel: Milford Haven 692313/4. After hours: Milford Haven (0850) 692313, (0646) 695587, 693341. Telex: 48213. Fax: (0646) 692706. Cables: "Kelway Milford Haven".

MISTLEY: 51.57 N. 01.05 E. (See Plan)

LOCATION: Private port situated on the River Stour within Harwich Harbour. Seven tidal berths, vessels lay safe aground (Also see "Harwich").

DOCUMENTS: Normal requirements – local Agents will advise.

PILOTAGE: Order via Agents or direct with Harwich Pilots.

Call sign: "Harwich Pilots".
VHF: Channel 16 and 9.
Telephone: Harwich (0255) 243129.
Telex: 98472.

Compulsory ETA 8 hours before arrival and 2 hours confirmation. Details required: Name of vessel, ETA, destination, max. draft., g.r.t.

ANCHORAGES: Safe anchorage in Harwich Harbour or Cork Pilot Station.

RESTRICTIONS: Vessels can enter/depart on HW, according to state of tide and draft. Day and night navigation.

MAX. SIZE: No length or beam restrictions. Draft varies between 3.3 m. Neap tides to 4.3 m. Spring tides except Berth No. 1 with a draft variation of 4.6 m. neap tides to 5.6 m. spring tides (subject to max. LOA 90 m.). Further dredging of the channel is taking place and will result in a further increase in max. draft for Berth No. 1.

HEALTH: As per Port Health Regulations. See "Harwich".

RADIO: Northern Approach: Humber Radio, Tel: (0521) 73447.

Southern Approach: North Foreland Radio, Tel: (0843) 20592.

VHF: Harwich Harbour Radio, Channel 14.

TUGS: Available from Felixstowe and Mistley via ship's Agents.

BERTHING: Instructions given via Pilot or Agents. Loading/discharging via shore cranes/elevators.

CRANES: Mobile cranes up to 12 tons, and Scotch Derrick up to 30 tons.

BULK HANDLING FACILITIES: Bulk cargo facilities available for discharge of grain, ores, fertilisers, etc., by grab. Loading elevators for grain, etc.

STEVEDORES: All cargo handling instructions and enquiries to: Mistley Quay and Forwarding, High Street, Mistley, Manningtree, Essex. Tel: 0206 394431. Fax: 0206-393882.

MEDICAL: All requirements via Agents with advance notice.
DENSITY: 1026.
FRESH WATER: Available with notice. Up to 12 tons-charge £50.00 plus overtime charges if incurred.
FUEL: Bunkers available from major suppliers via Agents.
SURVEYORS: Cargo inspectors, superintendents and surveyors are available locally via Agents.
GANGWAY/DECK WATCHMEN: Ship's gangway, watchmen not necessary.
HATCHES: Opening and closing by crew.
CUSTOMS ALLOWANCES: Normal U.K. Regulations.
CARGO GEAR: All work by shore cranes, heavy lift up to 30 tons.
REPATRIATION: Facilities via Agents.
TIME: GMT. Summertime, GMT plus 1 hour.
HOLIDAYS: No work on public holidays unless overtime working is arranged in advance.
POLICE/AMBULANCE/FIRE: See "Harwich".
TELEPHONES: No onboard facilities available.
SHORE LEAVE: Possible.
IDENTIFICATION CARDS: Not necessary.
DELAYS: None.
GARBAGE DISPOSAL: Not available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
DEVELOPMENTS: Dredging of the approach channel to Mistley and within the port to increase acceptability of larger vessels is presently in hand but at present it is not possible to indicate when such improvements will be completed. Please enquire to the Port Owners, Mistley Quay & Forwarding.
AUTHORITY: *Port Owners:* Mistley Quay & Forwarding, High Street, Mistley, Manningtree, Essex CO11 1HB. *Tel:* Colchester (0206) 394431. *FAX:* (0206) 393882. *Contact:* I.J. Forbes, Port Director.
Local Port Authority: The Harwich Conservancy Board.

MONTROSE: 56.42 N. 02.27 W. (See Plan)

PORT LIMITS: The port is bounded by a line drawn in a Northwesterly direction from Scurdie Ness Lighthouse to the Annat Bank and thence by both banks of the river to the road bridge which completes the inner boundary.
DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Stores List.
1 Personal Effects List for baggage coming ashore.
1 Manifest or Bill of Lading.
Ship's Register, Load Line Certificate, Radio Certificate, LSA and Safety Certificates to be sighted.
PILOTAGE: Pilotage is compulsory. Pilots are available throughout the 24 hours. International Code Flag "G" to be exhibited.

Vessels should approach the port to a position with Scurdie Ness Lighthouse bearing 250° distance 0.5 mile where Pilot will normally board.

Pilot cutter *"Southesk"* has a black hull with white upper works and "Pilots" painted in black on each side of the wheelhouse. The normal red and white pilot flag is flown during daylight and regulation lights exhibited at night. VHF Channel 16 for calling with a working frequency on Channel 12.

In bad weather it may be necessary for a ship to proceed inwards at the radioed directions of a Pilot to a position on the outer leading marks and inside the lighthouse where the Pilot may board safely. This will only apply during periods of strong Easterly gales and very heavy seas and may be applicable for only a few times in a year. Similarly the port may be closed under severe weather conditions, on average 2.5 days per year.

ETA Messages: Masters should cable Agent with 24 hours' notice of arrival giving overall length and deepest draft and also call "Montrose Port Control" within 2 hours of arrival at the pilot station.
ANCHORAGE: In position mentioned above with Scurdie Ness bearing 250° distance 0.5 mile, in about 13 m.
MAX. SIZE: Since the harbour was reconstructed and deepened ships of 165 m. LOA and 16,700 d.w.t. have been handled on a max. draft of 7.5 m.
HEALTH: "Q" flag to be flown when coming from a foreign country until cleared inwards. In event of disease or fever onboard, advise Agents by radio. Strict attention paid to quarantine regulations regarding dogs which are not allowed ashore.

Also see "Health – all ports" before first UK port.
RADIO: Messages to Agents may be sent through Stonehaven Radio. Harbour service is on Channel 12. Call Montrose Port Control on Channel 16.
RADAR/VHF: No port radar service. Harbour service and pilot vessel work on VHF Channels 16 and 12.
TUGS: Pilot vessel is equipped with towing hook and pusher bow to assist in berthing and unberthing if necessary. Vessel's lines used. Small charge made for such work.

In addition to the pilot vessel, the tug "Glenesk", 425 b.h.p. (4 ton bollard pull) is available.

BERTHING: North Riverside Quays: No. 6 – 113 m., No. 7 – 141 No. 8 – 87.5 m., No. 9 – 69 m. No., 10/11 – 152 m.

Depths vary from 18 ft. at No. 8 (See "Developments") to 16 ft No. 10/11 at Chart Datum.

South Riverside Quays: Berths No. 12, 13, 14, 15, 16, (Berth No. dredged to a depth of 25 ft. (7.6 m.) at MLWS) and 17. These a extensively used by oil related vessels.

Total wharf length available is 1,600 ft. with depth alongside 20 ft MLWS.

Fixed Ro/Ro Ramp available between Berths No. 6 and 7. Vess able to land bow or stern ramp of width 8 m. Depth alongside 18 ft.
CARGO HANDLING FACILITIES: The stevedores are well equipp with mobile cranes, fork lifts, etc., and only rarely is ship's gear us unless it is of rapid, modern type. Grab discharge is used for b cargoes and conveyor belt systems for loading same.

Rates of loading or discharge:— Bagged cargoes 250 tons per ga per day; Bulk 400 tons; Bulk grain loading 3,000 tons; Unitised p 500 tons; Paper 500 ton; Timber 500 tons all per gang per day.

A large motor transport fleet is always available at the port and t Agents also have their own road haulage company.
STEVEDORES: Provided by: J. M. Piggins & Co. Ltd., Tel: Montro 72827. Telex 76251. Ceres (UK) Ltd., Stracathro. Tel: 067484-4 Fax: 067484-608.
MEDICAL: Small hospital in Montrose. Several major units within ea reach by road.
TANKERS: There is no oil berth in the harbour except the facili offered by Rix Petroleum for the receipt into their 3,000 ton stora depot of gas oil.
DENSITY: At high water average 1024 but can be as low as 1005 LW during heavy river outflow.
FRESH WATER: Supplied from quayside hydrants at all berths.
FUEL: Obtainable from road tanker, gas oil and H.S.D. from mo prominent oil companies. Rix Oils can supply gas oil from local stoc Contact J. Piggins.
FIRE PRECAUTIONS: Normal rules to be observed.
CONSULS: None in Montrose.
REPAIRS: Minor deck and engine repairs can be carried out.
DRY DOCKS: None.
SURVEYORS: Cargo ship and engine surveyors Johnston & Smart Pirie & Smith available from Aberdeen at short notice.

Cargo Superintendents regularly working at the port on loading a and discharging various bulk cargoes, include Cargo Superintende (London) Ltd., 50 Wellington Street, Glasgow; James Patterson, T Old Granary Buildings, Meadowside Quay, Partick, Glasgow, a Malcolm Main at same address.
GANGWAY/DECK WATCHMEN: Can be arranged. Owing to range tide on riverside berths mooring watch strongly recommended.
OPENING/CLOSING HATCHES: Normally done by ship's crew.
CERTIFICATES: On arrival Ship's Register may be asked for.
CUSTOMS ALLOWANCES: As arranged between Customs Officer a Master.
CARGO GEAR: The port is equipped with mobile cranes which can used at any berth. These are of various capacities and the maxim lift is 100 tons for which prior notice is required.
REPATRIATION: Facilities available with excellent railway connectio Air connections from Aberdeen.
AIRPORT: Aberdeen 36 miles. Montrose has facilities for light airc and helicopter landing.
TIME: GMT with 1 hour advance for British Summer Time, approxima March to October.
HOLIDAYS: *Port Holidays:* Christmas Day; Boxing Day; 1st and 2 January; One day Spring, mid-Summer and Autumn Trades Holida
POLICE/AMBULANCE/FIRE: Report to Dock Office immediately. D 999 and ask for whichever emergency service required.
EMERGENCY CO-ORDINATION CENTRE: Maritime Rescue S Centre – Forth District Tel: Crail 666.
TELEPHONES: Not possible to place telephones aboard. Kiosk Wharf near Agents office. Comprehensive connections to Continent a Telex services from Agent's office.
SERVICES: Laundry, Ship Chandlers and Lloyd's Agent immediate

Compass Adjuster, Radio/Radar Mechanics can be called in fr Aberdeen at short notice.
BANKS: Usual branches of Scottish banks all in High Str No American or European banks.
STORING: Vessels can be stored by truck. Trucks can proceed alo side vessel. Fork lifts can be used if required. Customs notifica required for all bonded stores.

Stevedores can be employed to assist with storing and also lash and fastening deck cargo.
SHORE LEAVE: No restrictions on crew members after inw clearance.
IDENTIFICATION CARDS: Not required.
GARBAGE DISPOSAL: The Port Authority provides skips for garb disposal, however they are not to be used for disposal of waste foo
WASTE OIL DISPOSAL: Can be arranged through ship's agents.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
DEVELOPMENTS: Berth No. 8 has been reconstructed to pro 293 m. of continuous quayside with a minimum depth of 18 ft. be C.D.
AUTHORITY: Montrose Port Authority, Harbour Office, South Q Ferryden, Montrose, Tayside DD10 9SL. *Tel:* (0674) 672302, 673 672729. *FAX:* 0674-675530. *Contact:* Captain H.J. Johansen, Har Master/Chief Executive.

NEW HOLLAND: 53.12 N. 00.21 W. (See Plan)

PILOTAGE, DOCUMENTS, ANCHORAGES, ETC.: See "Hull".

RESTRICTIONS: Vessels arrive and depart on high water. Vessel always aground (N.A.A.B.S.A.).

MAX. SIZE: Max. size 5,000 d.w.t. Max. LOA 100 m. No restriction on beam or air draft. Max. draft at Spring tide 7.0 m. – 7.5 m.

TUGS: Not necessary.

BERTHING:

Imports: The Terminal specialises in the import of feeding stuffs, fertilisers, coals, cokes, etc. The import route has been designed to offload cargo, from ship to storage or direct to carrier, efficiently and fast and offers via drop-scale and weighbridge, full documentary control and management.

Terminal: With two berths, an inner berth for vessels of 2,500 d.w.t. and an outer berth with a maximum capacity of 5,000 d.w.t., the Terminal reaches into deep water channels of the River Humber and enjoys the advantage of only requiring one Pilot from Spurn Point. Unloading by grab discharge direct to covered conveyor belts, the import route is rated at a capacity of between 230 – 300 tonnes per hour and incorporates full bypass facilities.

Weighing: Grains and derivatives can be passed through a drop-scale with a capacity of 250 tonnes per hour; coals, cokes and other bulk commodities moving from the site are weighed by means of 2×60 tonne road and/or 100 tonne rail weighbridges.

Storage: Grains and derivatives can be passed by the conveyor systems direct to 4 flatstores with an approximate capacity of 43,000 tonnes, all with movable and fixed partitions. Coals, etc., are directed to open storage for ease of distribution.

Distribution: Direct ship to road haulage is made possible by 2 overhead lorry hoppers. Recovery from the flatstore is by means of Front End Loaders, and if required, import commodities can be loaded via the export system, weighed or unweighed.

Exports: The Terminal has a dual capability for simultaneous import and export and has been designed for the export of grains and other bulk commodities.

The export route has many features unique to Humberside, and with full weight control and documentation offers the ideal export venue for any product.

Terminal: With two export berths, an outer berth of 5,000 d.w.t. capacity and an inner berth with a maximum capacity of about 1,500 d.w.t., loading is rated at 400 tonnes per hour via the covered conveyor belt which feeds 4 loading spouts, direct to the ship's cargo holds. Vessels approaching New Holland from the North Sea need only one pilot in and outward, thereby reducing costs.

Reception: The Terminal is the only specially designed export terminal in Humberside that can receive grain direct from railcars. With extensive private sidings and shunting locomotive, full train loads can be handled in intake pits. Road haulage delivery is either by intake pit or direct to open compound. Reception of grains also includes a grain testing station for quality control.

Direct or Indirect Loading: Grain intake can either be pre-assembled into 5 silos with an approximate overall capacity of 3,500 tonnes and then loaded directly to ship. Coals, coke, etc., are fed directly to the main export belt from their pre-collected storage areas.

Weighing: All commodities entering the site are weighed by fully computerised weighbridges, 2×60 tonne road and 1×100 tonne rail weighbridges. Export of grain related products is also monitored by 2 dropscales weighbridges prior to being loaded onto export vessels.

CRANES: 2×8 ton electric rail mounted cranes.

STEVEDORES: Work around the clock, from Monday 0600 hrs. – Friday 2200 hrs.

Saturday and Sunday work by arrangement.

FRESH WATER: Available at 5 t.p.h. No charge, included in jetty dues.

FUEL: Available by barge from Hull.

REPAIRS: Local shipyard can undertake minor repairs.

HATCHES: Opening and closing by ship's crew.

AIRPORT: Humberside Airport is 15 minutes away by road. Air U.K. have flights to Aberdeen, Amsterdam, Bergen, Norwich, Stavanger and Teesside.

TELEPHONES: No shore connections. Public telephone available on pier.

GENERAL: The New Holland Bulk Terminal is situated on the South bank of the River Humber, about 4 miles East of the Humber Bridge, and about 20 miles inland from Spurn Point. Close proximity to the U.K.'s motorway and dual carriageway network gives the terminal a competitive and strategic position for the import and export of bulk commodities. Close connections to the M1, A1, M18 and A15 Humber Bridge link road ensure optimal North/South connections with the M180, M62 and A6 offering good East/West connections. The terminal has its own railway sidings, connected directly to the British Rail network.

GARBAGE DISPOSAL: Skip provided at Jetty Head for ship's use at no charge to vessel.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: New Holland Bulk Services Ltd., Old Ferry Terminal New Holland, P.O. Box 1, Barrow upon Humber, South Humberside, DN19 7SD. *Tel:* Barrow upon Humber 0469-31102. *Telex:* 527466 NH Bulk G. *FAX:* (0469) 31966. *Contact:* J.G. van Velzen, General Manager. J. Lyne, Operations Manager.

NEWHAVEN: 50.47 N. 00.04 E. (See Plan)

PORT LIMITS: A line drawn from a position 300 ft. South of breakwater in a 075° direction to Seaford Bay.

DOCUMENTS: See "London".

PILOTAGE: Pilotage compulsory for all vessels over 50 m. length. Contact Newhaven Radio, VHF Channels 12 and 16, advising ETA 12 hours in advance.

RESTRICTIONS: 5.5 m. through entrance to port LWOST. Inner harbour then dredged depth of 4.5 m. in accordance with chart datum 3.5 m. below OD Newlyn (tide gauge readings are directly applicable to soundings).

MAX. SIZE: Max. LOA 520 ft. 25 ft. draft taking bottom on soft mud at low water. Vessels greater than 350 ft. LOA length must either be towed into or out of port. Vessels for North Quay must not exceed 250 ft. length, draft 17 ft.

HEALTH: See "Health-All Ports" before first UK port.

RADIO: Radio Station Newhaven Radio, call sign Newhaven Radio.

RADAR/VHF: No radar service. Ship's may contact West Pier control point on Channel 16, working on Channel 12.

TUGS: One tug available upon request, owned by Newhaven Port and Properties Ltd.

BERTHING: Vessels may be berthed at any time, with prior notice given.

CRANES: 4×3 ton and 1×30 ton (container gantry).

BRIDGES: Vessels requiring to berth at North Quay must arrive within 2 hours either side of HW in order to pass through swing bridge which governs access to this quay.

STEVEDORES: ETA should be given as far in advance as possible and not less than 24 hours before ETA.

DENSITY: Salt water.

FRESH WATER: Available on request. Supplied by shore hosepipe.

FUEL: Available by previous arrangement.

FIRE PRECAUTIONS: Usual no-smoking precautions on quayside in port area.

CONSULS: Norwegian Vice-Consul and French Consular Agency.

REPAIRS: Repairs of a temporary nature only may be carried out by Newhaven Port and Properties Ltd. workshops, Ship & Industrial Repairs Ltd., Unit A3, Beach Road, Newhaven and C. R. Irving Ltd., Chapel Street, Newhaven.

GANGWAY/DECK WATCHMEN: Not provided by Port Authorities but recommended at discretion of Ship's Master.

AIRPORT: Nearest airport Gatwick, distance 30 miles. Served by regular airlines and Shoreham, distance 17 miles.

POLICE/AMBULANCE/FIRE: Police: Civil, Newhaven 515219; Port, Newhaven 514131 (extension: 229). Ambulance: 0830 – 1700 hrs., Lewes 515400; 1700 – 0830 hrs., Lewes 512819; Fire: 999.

SHORE LEAVE: Allowed.

AUTHORITY: Newhaven Port and Properties Ltd., Beach Road, Newhaven Harbour, Sussex BN9 0BG. *Tel:* Newhaven (0273) 514131. *FAX:* 512902. *Contact:* P.M. Doran, Port Manager.

NEWLYN: 50.06 N. 05.33 W. (See Plan)

PILOTAGE: Compulsory for all passenger vessels over 20 m. in length, and all other vessels over 50 m. in length. Call "Mount's Bay Pilots" on VHF Channel 16 (Tel: 0736-66113 (Office), 0736-61119 (Home) and 0860-207249 (Mobile)).

ANCHORAGES: As shown on B.A. Chart No. 2345, in Mount's Bay.

No anchoring within Newlyn Harbour.

MAX. SIZE: Length 90 m. Draft (loaded) 5.5 m. (forward) and 6.0 m. (aft).

VHF: "Newlyn Harbour" on Channels 16, 12 and 9.

BERTHING: See "Plan".

FRESH WATER: Available at up to 10 tonnes per hour.

FUEL: Fuel barge in harbour able to visit berths. Maximum capacity 450 tonnes.

Road tankers able to visit berths.

REPAIRS: Most electronic (radio, radar, etc.) repairs can be undertaken.

AIRPORT: Flights each day from Newquay to London (Heathrow) via Plymouth. Mounts Bay Boarding Service arrange collection and delivery of passengers between Newquay and Penzance. Travel time Penzance – Heathrow 2.5 hours.

Helicopters: British Airways operate a regular service between Penzance and the Isles of Scilly (30 miles S.W. of Land's End). Mounts Bay Boarding Service can charter helicopters to rendezvous with ships at sea.

BANKS: All large clearing banks available in Penzance (2 km.) from Newlyn.

Barclay's and Lloyd's in Newlyn.

GENERAL: Newlyn is primarily a fishing harbour with a turnover of £24m. of fish landed in 1990.

The only commercial traffic, using the port, are those calling for stone cargoes to be loaded from the South Pier, or vessels calling for bunkers, water or stores.

The width of the harbour entrance is 45 m. The area of the harbour is 33 acres and is tidal.

AUTHORITY: Newlyn Pier and Harbour Commissioners, Harbour Office, Newlyn, Penzance TR18 5HW. *Tel:* (0736) 62523. *FAX:* (0736) 51614. *Contact:* A.T. Munson, Harbour Master.

NEWPORT: 51.35 N. 02.59 W. (See Plan)

DOCUMENTS: Required for arrival.

C142	2 copies	Crew Declaration
C14	3 copies	Stores Declaration
C13	2 copies	General Declaration (completed by Agent)
C16	2 copies	Cargo Inward Declaration
C74	1 copy	Master's Authority (completed by Agents)
C1320	2 copies	Cargo in unregistered spaces

These documents are to be completed and presented with copies of manifests and ship's documents at the time of report.

PILOTAGE: Telegraphic address – "Sewpil G 498180". Advance notice required – 24 hours. VHF Channel – Channel 16 for contact, thence Channel 6 for conversation. Description of pilot boat – diesel launch, black hull, white superstructure. Particular light or sound signals to be made by vessels requiring a Pilot – Code Signal 8, i.e. 3 longs 2 shorts. Pilot boat is located in vicinity of Breaksea Lightvessel, or in vicinity of Merkur Buoy, for small vessels. Maintain VHF contact (if possible) with pilot cutter and obey instructions with reference to positioning of vessel to facilitate boarding of Pilots.

ANCHORAGES: Large vessel should anchor in deep water to North of one Fathom banks. Deeper water anchorage (10 – 14 fathoms) in area between Breaksea Lightvessel and East 1 Fathom Bank Buoys to the South, and shallow water off Barry Roads to the North. Small vessels will find safe anchorage in Barry Roads in varying depth, depending on weather conditions and draft.

RESTRICTIONS: Entrance to Newport Docks is by means of a sea lock 1,000 ft. long, 100 ft. wide. Entry possible from 4 hours before to 4 hours after HW, depending on size of vessel.

MAX. SIZE: Max. size of vessels accepted at Newport is 800 ft. long, 96 ft. beam, 34.5 ft. draft.

HEALTH: Port Health Authority board vessel at entrance lock and Pratique is automatic.

See "Health – All Ports" before first U.K. port.

RADIO: At sea – Land's End radio station, call sign GIL. Within Bristol Channel use Portishead Radio.

VHF: Vessels requiring entry can contact port on VHF radio Channels 16, 9 and 11.

TUGS: Normally join at Newport Deeps. Ship's line used.

BERTHING: South Dock, normal depth of water 35 ft. North Dock, normal depth of water 27 ft. Junction passage connecting South and North Dock restricts vessels to a max. size of 56 ft. 6 in. beam and 25 ft. draft.

CRANES: Heavy lift/container cranes: 2×25 tonne electro-hydraulic cranes.

Bulk handling: 6×11.5 tonne electric grabbing cranes.

General cargo: 6×11.5 tonne, 1×10 tonne and 130×6 tonne electric cranes.

Handling equipment up to 27 tonnes capacity with a comprehensive range of attachments is available.

SPECIALISED CARGO HANDLING FACILITIES:

Combi Ship Operations: Heavy lift/containers for combi vessels are handled by the 25 tonne cranes at the same berth where breakbulk general cargo is handled.

Forest Products: The North side, South dock area extends to over 11 hectares with 1 hectare under cover.

Hardwood Terminal: South Dock (East side) covering 3 hectares.

Banana Imports: There is a terminal of 3 hectares for a weekly Jamaican service importing bananas and exporting general cargo. Included within the terminal is a temperature controlled transit shed of 3,716 sq.m.

STEVEDORES: Labour is allocated to vessels on arrival.

Working Hours: Monday to Friday: 0800 – 1700 hrs., 0600 – 1400 hrs., 1400 – 2200 hrs.

Saturday: 0730 – 1200 hrs., 0600 – 1400 hrs., 1000 – 1400 hrs.

Sunday: 0600 – 1400 hrs., 1400 – 2200 hrs.

MEDICAL: No advance notice of medical attention for crew members is required and hospital facilities are available.

DENSITY: Average density of water in docks is 1016.

FRESH WATER: Available at all berths.

FUEL: All classes of fuel available.

REPAIRS: All wet dock and engine repairs possible.

DRY DOCK: Bristol Channel Ship Repairers Ltd., 454 ft. × 64 ft.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CUSTOMS ALLOWANCES: Tobacco, 0.5 lb. per crew member, reduced by 50% on coastal trade. 1 pint of spirit and 1 pint wine per crew member, reduced by 50% on coastal trade.

REPATRIATION: All facilities for the changing of crew and repatriation are available.

AIRPORT: Glamorgan Rhoose Airport terminal 28 miles from Newport. Regular connection planes to London Airport.

TIME: BST, GMT plus 1 hour. GMT in Winter months.

HOLIDAYS: Work not undertaken on Christmas, Easter, Spring and Summer Bank holidays. With the exception of Christmas holiday (25th and 26th December) dates on other holidays vary.

POLICE/AMBULANCE/FIRE: Telephone number 999 stating which service is required.

TELEPHONES: Telephone facilities are available aboard vessels.

SERVICES: Tank cleaning equipment. Facilities for tank washing, compass adjusting are available.

SHIP SUPPLY SERVICE: A ship supply service could be provided by Cory Ship Towage with their tugs at Cardiff if required. Address: Cory Ship Towage Ltd., S.E. Wales Office, Alexandra Dock, Newport, Gwent, NP9 2NP. Tel: Newport 56835/6.

SHORE LEAVE: No restrictions to crew members.

IDENTIFICATION CARDS: Not required.

AUTHORITY: Associated British Ports, Dock Office, Alexandra Dock, Newport, Gwent NP9 2UW. *Tel:* (0633) 244411. *Telex:* 498585. *FAX:* (0633) 221285. *Contact:* R.C.F. Williams, Port Manager.

PADSTOW: 50.35 N. 04.55 W.

PORT LIMITS: A line from Stepper Point to Gulland Rock, thence to Newland Rock, thence S.E. to Pentire Point.

DOCUMENTS: All usual documentation required by H.M. Governm

PILOTAGE: Pilot compulsory. Contact via Harbour Office, Tel: Pad (0841) 532239. VHF via Padstow Harbour Office on Channel 16 d all office hours and 2 hours either side of HW at Padstow. ETA's sh be given at least 12 hours before arrival, amendments up to 2 h before ETA. Pilot boards off Stepper Point in normal condition adverse conditions ships should endeavour to close the pilot boa near to the starboard hand buoy as possible in safety. Padstow experiences heavy ground swell. Anchorage not recommende onshore wind or sea.

MAX. SIZE: Max. length approximately 350 ft. (depending on d Max. draft 11 ft. any tide. Up to 18 ft. draft on Spring tides. No air restriction.

VHF: Harbour office, call sign 'Padstow Harbour' listens VHF Channe during office hours and 2 hours either side of HW at Pads Call on Channel 16, working Channel 12.

TUGS: Not available. Local fishing vessels may assist.

BERTHING: All berths dry to firm mud or sand bottom. Depth alongs South Jetty 11 ft. every tide and 18 ft. Springs. Depth alongside S Dock and West Quay 9 ft. every tide and 16 ft. Springs. Lesser de in Inner Harbour and Outer Basin.

Inner Harbour to be kept "wet" with entry either side of high wate the use of a tidal gate. Max. size 45 m. LOA, 9.5 m. beam and 3.5 draft.

CARGO HANDLING: Undertaken by Padstow Harbour Commission Dry bulk and unitised cargoes handled. Limited storage facilities. Cra hired by Harbour Commissioners to suit requirements.

FRESH WATER: Available, delivery from standpipes.

FUEL: Marine gas oil available direct from bunker tank on South

REPAIRS: Welding and general engineering services readily avail

DRY DOCKS: A & J Marine (Cornwall) Ltd. Tel: 0841-533114. One dock – 70 ft. × 32 ft. × 12 ft. draft at Springs.

STORES: All usual stores available.

GARBAGE DISPOSAL: Skips available onshore.

WASTE OIL DISPOSAL: Can be arranged through the harbour of

SEAMAN'S CLUBS: Assistance available.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Padstow Harbour Commissioners, Harbour Of West Quay, Padstow, Cornwall PL28 8AQ. *Tel:* Padstow (0841) 532 *FAX:* 0841-533346. *Contact:* Captain J. Hinchcliffe, Port Administra Harbour Master.

PEEL, Isle of Man: 54.14 N. 04.40 W. (See Pl

PILOTAGE: Not compulsory.

MAX. SIZE: See "Berthing".

VHF: Channels 16 and 12 available only when vessels expected.

BERTHING: Outer Harbour: Max. LOA 250 ft., although twin sc cross-channel vessels up to 350 ft. LOA can be accommodated un certain conditions. Max. draft 14 ft. to lie afloat over LWOST. Not ten with strong Northerly winds.

Inner Harbour: Max. LOA 160 ft., draft 10 ft. on Neaps, 13 ft Springs. Dries out at LW. No quay space for storage.

GARBAGE DISPOSAL: There is an enclosed skip on the breakw for waste.

WASTE OIL DISPOSAL: Arranged through the Harbour Master.

SEAMAN'S CLUBS: None.

CURRENCY: Isle of Man currency is the same value as U.K., but ca be used in U.K.

AUTHORITY: Isle of Man Department of Highways, Ports Properties, Harbours Division, Sea Terminal Building, Douglas, Is Man. *Tel:* 0624-686626. *Telex:* 629335 IOMHARG. *FAX:* 0624-626 *Contact:* Captain D. Cowell, Chief Harbour Master (I.O.M.).

Harbour Master at Peel: Captain C.A. Clague. Tel/Fax: (0 842338.

PENZANCE: 50.07 N. 05.32 W. (See Pl

PORT LIMITS: The seaward boundaries of the Port for the purpos charter parties are considered to be the harbour walls.

DOCUMENTS: H.M. Customs require the Master or Agent of any ve arriving from a Port outside the United Kingdom to present the follo documents at the Customs House within 3 hours of the vessel's ar during office hours (0900–1230) Monday to Friday or within 6 h during night hours.

1 copy	Crew Declaration (Form C.142)
1 copy	General Declaration (Form C.13)
1 copy	Stores and Livestock Declaration (Form C.14)
2 copies	Deck Cargo Declaration (if any) (Form SUR.238)
2 copies	Crew List (IMO Fal.Form 5)

The above is intended to be a guide only, not a definitive list.

PILOTAGE: Pilots are available at all times. Call "Mounts Bay Pilots" during normal working hours or when vessel is expected on VHF Channel 16. Working Channels 12 and 9 are also available. Ships are asked to give advance notice by R/T or telegram through Land's End Radio (GLD) to either the Pilot or Local Agent. Alternatively, through the Port Radio which maintains watch on Channel 16, 12 and 9. The Pilot boards at a point immediately adjacent to the Low Lee Buoy (50° 05.6′ N., 05° 21.2′ W.) from the pilot boat operated in Mounts Bay. The boat operated from Newlyn has a black hulled, white deck house with "Dayglow" roof.

The pilot boat only cruises when a vessel is expected.

ANCHORAGE: Vessels awaiting orders or entry into Penzance may anchor in a minimum depth of 15 m., in position 50° 06.1′ N., 05° 31.5′ W.

RESTRICTIONS: The dock gates at Penzance are normally open, enabling vessels to enter from 2 hours before high water until one hour after high water, although this period may be increased so that the gate is open earlier or later by prior arrangement. The depth on the dock gate at MHWS is 5.49 m. and at MHWN 4.4 m. The entrance is 15.3 m. wide.

MAX. SIZE: Vessels up to a maximum of 95 m. in length and 2,000 net registered tonnes may normally enter within the draft and beam limitations listed.

HEALTH: No health or Pratique documents are required under normal circumstances.

RADIO: Vessels may pass messages, telegrams or link calls through Land's End Radio (GLD).

VHF: Penzance Harbour maintains VHF Radio watch on Channels 16 and working Channels 12 and 9, whenever the dock gates are manned from 2 hours before high water until one hour after high water on both tides, 7 days a week throughout the year. In addition, the radio is manned Monday to Friday between 0830 hrs.–1200 hrs. and 1300 hrs.–1630 hrs.

RADAR: There is no port radar.

TUGS: Tugs are available with prior notice, however, normal berthing is undertaken with the aid of pilotage workboats.

BERTHING: The wet dock has an entrance 15.3 m. wide and has 5 berths. Vessels discharging cargo should have a maximum length of 90 m.

The outer harbour has 4 berths. Berth No. 1 is for the use of the Isles of Scilly Ferry and Berth No. 7 is normally designated as a drying out berth for ship repair.

CRANES: Cranes are available with maximum lifts of up to 15 tonnes. Dual gear is normally used for discharge and mobile cranes of greater capacity are available locally.

BULK CARGO FACILITIES: Bulk cargo is discharged and loaded by Grab.

SPECIALISED CARGO HANDLING FACILITIES: There is one drying berth with an operational depth of 4.7 m. at MHWN which has been adapted for heavy lift Ro/Ro vessels. This berth is available by prior arrangement.

BRIDGES: A swing bridge provides access into the dry dock basin.

MEDICAL: Full hospital and dental services are available in Penzance through the Agents or Port Medical Officer. Evacuations are arranged through the Port Medical Officer and the Mounts Bay Boarding Service.

STEVEDORES: Generally 24 hours notice is needed to provide stevedores.

DENSITY: The density of the dock water is 1025. Fresh water can be provided on all berths, delivery rates nominally 15 tonnes per hour.

FRESH WATER: Available on all berths.

FUEL: Marine gas oil by pipeline at 3 bunkering points along the South Pier with up to 55,000 litres available immediately from harbourside tanks. Greater quantities may be supplemented by road tanker. Lubricating oil and other fuel plus liquid petroleum gas available through ship's Agent.

CONSULS: Vice–Consuls for France and the Netherlands are resident in Penzance and Consulates for Denmark, France, Greece, Norway, Spain, Sweden and Germany are located nearby.

REPAIRS: All types of engine and deck repairs carried out to both cargo and tanker vessels.

DRY DOCKS: There is one dry dock 74.73 m. long with a breadth of 11.9 m. and a maximum draft of 3.35 m.

SURVEYORS: Department of Transport, Lloyd's, Norsk Veritas, Bureau Veritas, American Bureau and the Salvage Association have surveyors readily available at Penzance, as are several independent surveyors and consultants.

GANGWAY/DECK WATCHMAN: The employment of a watchman would only be needed in Penzance wet dock if the vessel is un–manned.

OPENING/CLOSING HATCHES: The opening and closing of hatch covers is usually carried out by the ship's crew.

CUSTOMS ALLOWANCES: The following are permitted from Ports within Home Trade limits:

Items	*Descriptions*	*Quantities*
Tobacco	Cigarettes	100
	Cigarillos	50
	Cigars	25
	Smoking Tobacco	125 grams
Alcohol	Over 20% volume	0.25 litre
	Under 20% volume and fortified or sparkling wine	0.50 litre
	Still table wine	1 litre

Arrival from Ports outside home trade limits:

Items	*Descriptions*	*Quantities*
Tobacco	Cigarettes	200
	Cigarillos	100
	Cigars	50
	Smoking Tobacco	250 grams
Alcohol	Over 20% volume	0.50 litre
	Under 20% volume and fortified or sparkling wine	1 litre
	Still table wine	2 litres

REPATRIATION: Facilities are readily available for effecting crew changes and repatriation where this is necessary and may be done with medical escort or not as required (See "Ship Supply Service").

AIRPORT: Newquay Airport has connecting flights to London (Heathrow) via Plymouth and/or Exeter and also regular flights to Aberdeen. Total travel time Penzance to London (Heathrow) is 2.5 hours. There is also a Heliport in Penzance with regular flights between the Isles of Scilly.

TIME: Local time is GMT with Summertime being kept at GMT plus one hour.

HOLIDAYS: Public Holidays in the United Kingdom: New Year's Day, Good Friday, Easter Monday, early and late May Bank Holidays (Mondays), August Bank Holidays (first and last Monday), Christmas Day and Boxing Day.

The Harbour does not close for any of these holidays.

FIRE/POLICE/AMBULANCE: The Emergency Services are obtainable by dialling 999 or on more routine matters on the following telephone numbers: Police (0736) 62395; Fire Service (0736) 62918; Ambulance (0872) 78181; Coastguard (0326) 317575.

EMERGENCY CO–ORDINATION CENTRE: Falmouth Marine Rescue Co–ordination Centre is available on Falmouth (0326) 317575 or on Telex 45560. The station maintains a 24 hours, 365 day watch.

SERVICES: Compass adjusting at 2 hours notice, vessels can be swung in daylight hours in Mounts Bay. Divers, engineers, welding, hydraulic repair, radar, radio and other electronic repairs or servicing are available 7 days a week.

BANKS: The four principal clearing banks have branches in Penzance: Midland, Lloyd's, Barclays and National Westminster.

STORING: Vessels can be stored alongside from lorries which park immediately alongside the vessel. The operation can usually be carried out by the ship's crew, however, fork–lift trucks can be made available.

SHIP SUPPLY SERVICE: *Mount's Bay Boarding Service:*

By helicopter: British International Helicopters operate a regular service between Penzance and the Isles of Scilly (30 miles S.W. of Land's End). Mount's Bay Boarding Service (MBBS) can charter helicopters for rendezvous with ships at sea for transfer of equipment and personnel.

Parcels: MBBS collect and despatch stores, parts, charts, etc, via British Rail "Red Star" parcels service, T.N.T. "Overnite" and "Courier", part of the G.P.O. Datapost and Securicor.

Charts: All British Admiralty charts and publications are available within 12 hours.

Stores: Fresh, frozen and dry stores are obtainable within 6 hours notice, while Bonded stores are available at 24 hours notice.

Spare parts: MBBS arrange clearance, forwarding and transport of spare parts to meet vessels on arrival. Undivided lifts of 1.5 tonnes can be handled (up to 10 tonnes by arrangement).

Crew transfer: MBBS can land and clear crew through Customs and Immigration as well as arranging for their travel onward to worldwide destinations. MBBS can also meet crew and either embark or accommodate them until the vessel's arrival.

Landing sick crew: Although in urgent cases, vessels are in direct contact with Falmouth's Coastguard MRCC, MBBS arrange the landing of non-urgent cases. In both instances MBBS liaise with local Coastguards, Customs, Immigration, Doctors and Hospitals, and can usually provide interpreters for non–English speaking crew. MBBS visit and look after the interests of hospitalised crew, and can report to their company/family. MBBS arrange travel and repatriation of crew members either with or without medical escort, according to Doctors' or hospital instructions.

Contact: J.H. Bennetts Ltd., 72 Market Jew Street, Penzance, Cornwall TR18 2LF. Tel: 0736-330808 (Direct), 330505 (Exchange). Fax: 0736-67024.

SHORE LEAVE: There are no restrictions on crew shore leave.

IDENTIFICATION CARDS: An International Seaman's Card is sufficient identification for crew members.

REGULATIONS: There are no unusual Regulations affecting the Port.

DELAYS: Vessels will berth on the tide and will either commence discharge upon arrival or the following morning if they have arrived overnight.

GARBAGE DISPOSAL: Skips are available on quays. Also contact BIFFA (Tel: (0736) 60736).

WASTE OIL DISPOSAL: By road tanker, contact Pellows (Tel: (0872) 863927).

DEVELOPMENTS: Port development is under review.

AUTHORITY: Penwith District Council, St. Clare, Penzance, Cornwall TR18 3QW. *Tel:* (0736) 62341. *FAX:* (0736) 66114.

Harbour Master, Harbour Office, Wharf Road, Penzance, Cornwall TR18 4AB. Tel: (0736) 66113 office hours; 62341 Ext: 294 office hours; 61119 outside office hours. *FAX:* 0736-66114. *Contact:* Captain M. Tregoning, Harbour Master. Mobile Tel: 0860-207249.

PERTH: 56.24 N. 03.25 W. (See Plan)

LOCATION: On River Tay, 35.4 km. above Dundee and 48.3 km. from sea.

DOCUMENTS: Normal documentation for arrival and departure U.K.

PILOTAGE: Navigation on the River Tay between Dundee and Perth is difficult and can be hazardous. The Perth Harbour Master will arrange for the services of local Pilots to assist vessels in making passage between Dundee and Perth. The contract for the services of a Pilot is between the Pilot and the vessel's Owner. The account will be rendered direct from the Pilot to the Shipping Agent for the charge to the Owner. Masters are strongly advised to make use of this facility, although it is not compulsory and is not provided under the terms of the Pilotage Act 1987. Pilotage from sea to Dundee is compulsory.

ANCHORAGES: Off Birkhill, depth 5.0 m. at L.W.O.S.T. (Emergency use only).
RESTRICTIONS: Air draft – Road Bridge at Dundee 22.0 m. Railway Bridge at Dundee 23.8 m. M.H.W.O.S. Vessel's draft for acceptance at the discretion of Perth Harbour Master, up to a maximum of 4.2 m. (F.W.). Normal safe F.W. draft is 0.2 m. less than predicted tide height, weather conditions permitting.
MAX. SIZE: LOA 88.0 m., beam 12.8 m. and deadweight 3,000 tonnes.
RADIO/VHF: Perth Radio on Channel 9 for upper river transit.
TUGS: Tug assistance is not normally required, however during periods when River Tay is fast running, tug assistance may be necessary and can be arranged through Agent.
BERTHING: Vessels sit on bottom (soft mud).

Berths No. 1 and 2 – total length 146 m.

Berth No. 3 normally only used for harbour requirements – length 55 m.

Berths No. 4 and 5 – length 145 m.

Berth No. 6 – 67 m.

Average depth throughout harbour – 0.76 m. at L.W.O.S.T. Harbour never dries out.

Tidal Range: Spring tides: M.H.W.S.T. 4.26 m. M.L.W.S.T. 0.76 m.

Neap tides: M.H.W.N.T. 2.89 m. M.L.W.N.T. 1.08 m.

Loading and discharging at all berths is by shore equipment. Lighting for nightwork is available at all berths.
CRANES: Ample mobile cranes available with S.W.L. between 5 tonnes and 40 tonnes. Ample forklifts and elevators for handling bulk cargoes.
STEVEDORES: Tay Stevedoring and Storage Ltd. Tel: (0738) 21114. Fax: (0738) 21682. Telex: 76342.

Calport of Perth. Tel: (0738) 26675. Fax: (0738) 39039. Telex: 76458.

Normal working hours for both companies 0800 hrs. – 1700 hrs. Overtime will be worked on request, night-time, weekends and holidays.
DENSITY: Fresh water at Perth Harbour.
FRESH WATER: Available at all berths. Rate of delivery 5 t.p.h. – 7 t.p.h. Cost (1994): £ 1.75 per cubic metre – minimum charge £ 20.00.
FUEL: Available by road tanker, arranged through Agent.
REPAIRS: Small repairs undertaken locally by good engineering firm. Major repairs undertaken at Dundee.
SURVEYORS: Cargo surveyors, samplers and tallying available by arrangement through Agent. Classification surveys available by arrangement through Agent.
REPATRIATION: Available by arrangement through Agent.
AIRPORT: Edinburgh 70 km., Glasgow 115 km., Aberdeen 160 km. and Dundee 35 km. Good main road system to all airports.
HOLIDAYS: Stevedores may work on Public Holidays if required.
POLICE/AMBULANCE/FIRE: Police: 21141. Ambulance: 22123. Fire: 22226. All three services can be reached by dialling 999.
SERVICES: Provisions available.
GARBAGE DISPOSAL: Garbage bag supplied to each ship on arrival for small quantities of domestic refuse, then collected by District Council. Removal of larger quantities of refuse and other items can be arranged through agents.
WASTE OIL DISPOSAL: Collection service available by road tanker from all berths. Arrangements can be made through Agent.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: (a) Tayside Regional Council, Roads & Transport, Transport Unit, Parker Street, Dundee, DD1 5RW. *Tel:* (0382) 23281. *Contact:* G. Fraser, Assistant Director.

(b) Perth Harbour Office, Lower Harbour, Friarton Road, Perth PH2 8BH. *Tel:* Perth (0738) 24056. *FAX:* (0738) 22263. *Contact:* Captain N.H. Lawrance, Harbour Master. F.G. Bissett, Assistant Harbour Master.

PETERHEAD BAY HARBOUR: 57.30 N. 01.47 W. (See Plan)

DOCUMENTS: Vessel's arrival and departure documents required for presentation to H.M.Customs and Excise are as follows:
On arrival ("Report"):

2 copies Master's Declaration, Form C13.
2 copies Crews Declaration, Form C142.
Cargo Declaration (Manifest).
2 copies Cargo Release.

If these "Report" documents have not been collected from the vessel, within 3 hours of making fast alongside (24 hours of anchoring), by H.M.Customs and Excise or the vessel's Agent, then one copy of Forms C13 and C142 are to be lodged in one of H.M.Customs and Excise's post boxes, keeping the other copy together with the manifest and release notes on board. There is one post box on the ASCo North Base, one on the ASCo South Base and one at the Customs House.
On departure ("Clearance"):

2 copies Master's Declaration, Form C13.
Cargo Declaration (Manifest), normally presented by the Charterer or Agent.

PILOTAGE: Pilotage is compulsory for all vessels over 3,500 g.r.t. unless the Master or Mate has a valid Pilotage Certificate. Pilotage is also compulsory for vessels carrying dangerous goods in bulk and all tankers, unless the Master or Mate has a valid Pilotage Certificate. Masters must call "Peterhead Pilots" on VHF Channel 16, giving minimum one hour's tice of ETA.

In the message of ETA, the following information must be included:

1. Name/call-sign of vessel.
2. Nationality.
3. Length, draft and g.r.t.

Pilot boards within 0.5 miles of breakwaters in fair weather. In adverse weather Pilot boards inside the breakwaters.

ANCHORAGE: Depth within bay up to 12.5 m. Poor holding in Eas gales.
VHF: Peterhead Harbour Radio – Channel 14. Pilotage operation Channel 9.
TUGS: Harbour towage can be arranged through shipping Age provided sufficient notice is given.
BERTHING: Aberdeen Service Co. (North Sea) Ltd. operate purpose-built North Sea Oil service bases:

The North Base consists of a 2 berth open pile jetty with dep 7.0 m. The North Breakwater, which has a purpose-built rig moo system provides 4 additional berths with depths of 14.0 m.

The South Base consists of a 470 m. quay, depths of 6.8 m. a contains 7 berths supported by warehousing and storage space. T South Breakwater provides 5 berths with depths of 7.8 m.

The Tanker Jetty built to import fuel oil for the nearby Peterhead Po Station, is designed to accommodate vessels up to 50,000 ton deadweight with a draft of 11.5 m. and a length of 250 m. It is also u for the servicing of North Sea supply vessels, diving support vess survey vessels and vessels loading grain and other similar bulk carg It may also be available for the short term lay-up and maintenanc oil rigs.
Note: Breakwaters are subject to closure during adverse weather a vessels must be ready to leave at short notice.
CRANES: Numerous mobile cranes available including a 200 Manitowoc crane.
TANKERS: See "Berthing".
FRESH WATER: Available at Tanker Jetty, South Base, North B Jetty and North Breakwater. There is no fresh water at the So Breakwater.
FUEL: Marine gas oil available by pipeline at South Base, North B Jetty and North Breakwater. Bunkering by road tanker is possible at Tanker Jetty and South Breakwater.
REPAIRS: Most deck and engine repairs can be carried out.
REPATRIATION: Crew changes and repatriation possible.
AIRPORT: Aberdeen, Dyce 34 miles. Feeder routes to m international airports, some continental air transportation.
TIME: GMT. Clocks advanced 1 hour last Sunday in March.

Last Sunday in October, clocks retarded 1 hour.
POLICE/AMBULANCE/FIRE: Emergency 999. Police 725 Ambulance 72494. Fire (emergency only) 999.
BANKS: Abbey National PLC, 6 Marischal Street, Peterhe Tel: (0779) 72552. Fax: (0779) 70306.

Bank of Scotland PLC, 32 Broad Street, Peterhead. Tel: (0779) 783 Fax: (0779) 72834.

Clydesdale Bank PLC, 43 Broad Street, Peterhead. Tel: (0779) 773 Fax: (0779) 78618.

Royal Bank of Scotland PLC, 10 Marischal Street, Peterhe Tel: (0779) 76336. Fax: (0779) 78646.

TSB Bank Scotland PLC, 14 Queen Street, Peterhead. Tel: (07 72638. Fax: (0779) 70225.
RESCUE CO-ORDINATION CENTRE: Aberdeen Coastguards. Cal VHF Channel 16 or telephone No. 0224-592334.
GARBAGE DISPOSAL: Skips for ship's garbage are provided o quays.
WASTE OIL DISPOSAL: Collection service available through Sha & McEwan, Blackdog Centre, Murcar, Aberdeen, Tel: 0224-248445
SEAMAN'S CLUBS: Royal National Mission to Deep Sea Fisherm Union Street, Peterhead, Tel: 0779-72940.
CURRENCY: U.K.Pound (U.K.£).
DEVELOPMENTS: A new 170 m., 3 berth open piled jetty is prese under construction in the S.W. corner of the harbour, adjoining the AS Oil Service Base. Depth alongside 6.8 m. The jetty is scheduled completion by June 1994.

Adjacent to the jetty is a new fully serviced yacht marina.
AUTHORITY: Peterhead Bay Authority, Bath House, Bath Str Peterhead AB42 6DX. *Tel:* Peterhead (0779) 474020, after hours (07 474281. *Telex:* 73749. *FAX:* (0779) 475712. *Contact:* Captain A.M. F Chief Executive/Harbour Master.

PLYMOUTH: 50.22 N. 04.09 W. (See Pla

DOCUMENTS: Importer to supply Agent with Customs documenta e.g. original B/L with cheque to cover various details; plus copie Invoice and Forms C.105 with packing lists. Derat or Exemp Certificate required.
PILOTAGE: Compulsory for merchant vessels. Call sign FSG, or 4 s blasts on whistle. Vessels not subject to compulsory pilotage may ob Docking Pilot in Plymouth Sound otherwise pilot station off Penlee P

Pilot boat is motor boat with white upperworks, black hull. "Pilot black on wheelhouse.
ANCHORAGES: In Plymouth Sound.
MAX. SIZE: Maximum depth of water 9.0 m. Vessel drawing 8. would leave anchorage 2 hours before HW. Also see "Berthing".
Ro/Ro Berth No. 1: Max. LOA 145 m. Max. beam 20 m. Max. draft 5.
Ro/Ro Berth No. 2: Max. LOA 200 m. Max. beam 30 m. Max. draft 8.
HEALTH: Pratique – Apply to Customs Waterguard. Pratique iss when requirements satisfied.

See "Health – All Ports" before first U.K. port.
RADIO: *Pilots:* The calling and listening frequency is 2182 kHz and working frequencies are 2246 or 2301 kHz. A listening watch is kep 2182 kHz at every even hour to 15 minutes past, local time and longer periods when a ship is expected.

VHF: The pilot vessel is equipped with VHF and should be called on Channel 16; the working Channels 6, 8 or 12 should be used for passing messages. Alternatively the shore-based Trinity House Pilot Station, Plymouth, call sign "Cattewater Harbour Radio", maintains a continuous watch on Channel 16 (calling Channel) and is fitted with Channel 12 (first choice Port Operations Channel) and 18.

TUGS: Available in Sound by arrangement.

BERTHING: *Millbay Docks:* (Associated British Ports).

Outer Harbour:

Water Area	11.00 Hectares
Length of West Wharf	200 m.
Depth alongside MLWST	8.6 m. – 9.0 m.
Length of Trinity Pier	146 m.
Depth alongside Northside at MLWST	4.6 m.
Ro/Ro Berth No. 1 (3 Round dolphins)	
Max. length of vessel	145 m.
Depth alongside MLWST	6.5 m.
Ro/Ro Berth No. 2	
Max. length of vessel	200 m.
Depth alongside MLWST	9.0 m.

Fresh Water available at all berths.

Large transit sheds on Trinity Pier and West Wharf.

Note: Inner Basin closed to shipping.

Victoria Wharves: Pier No. 1. Length 475 ft. Depth 20 ft. LWOST. Pier No. 2. Length 350 ft. Depth 20 ft. LWOST. Max. beam 45 ft. (Larger with prior notice.) Max. d.w.t. 5,000 tons. Bulk products (grain, clay and feed) loaded by conveyor ex-lorry. General cargo handled. 3×15 ton mobile cranes.

Cattedown Wharves: Length 712 ft. Depth 24 ft. – 26 ft. LWOST. Max. LOA 560 ft. Max. draft 26 ft. Max. size 12,000 g.r.t. 1×5 ton and 2×3 ton cranes.

CRANES: 4 quayside cranes of 6 tonnes capacity. 3 mobile cranes up to 28 tonnes capacity.

STEVEDORES: Commodities regularly handled include fresh fruit and vegetables, timber and general cargoes.

Imports: Fertiliser, clinker, pumice and bulk cargoes.

Working Hours: Monday – Thursday 0800 – 1700. Friday 0800 – 1600. Overtime by arrangement.

Shift working is also regularly undertaken 7 days per week to meet specific requirements, (i.e. Ro/Ro vessels in ABP – Millbay Docks).

MEDICAL: No advance notice required; hospital facilities in Plymouth.

TANKERS: Tankers of up to 10,600 g.t. can be handled at Cattedown Wharves. Max. draft 26 ft. 4 hose connections, diameter 10 in. 1 for black oil and 3 for white oil.

FRESH WATER: Available from shore at all berths.

FUEL: All normal grades available at short notice.

CONSULS:

Belgium	65154	Italy	63445
Dominican Rep.	63175	Netherlands	64846
France	65154	Norway	65154
Germany	66444	Spain	65154
Greece	60604	Sweden	65154

REPAIRS: Ship repairing facilities available.

OPENING/CLOSING HATCHES: Performed by ship's crew or by stevedores at request of ship.

CERTIFICATES: Tonnage registration.

HOLIDAYS: Cargo work can often be arranged on Public Holidays subject to prior notice.

POLICE/AMBULANCE/FIRE: Telephone 999.

TELEPHONES: By special arrangement with British Telecom, can be placed on board.

SHIP SUPPLY SERVICE: Cory Ship Towage Ltd., 1-3 Buller Road, Torpoint, Cornwall PL11 2LD.

Bellamy & Co. (Plymouth) Ltd., Millbay Docks, Plymouth PL1 3SA. Tel: (0752) 665156. After hours 779586, 330338, 775957. Telex: 45225.

The Royal Navy maintain a helicopter service for landing sick crew men from ships beyond the port limits.

GARBAGE DISPOSAL: Arranged on request.

WASTE OIL DISPOSAL: Arrangements can be made for collection by tanker trucks. Contact Haul Waste (Tel: (0752) 339551. Fax: (0752) 342663).

SEAMAN'S CLUBS: None.

AUTHORITY: Associated British Ports, Port Office, Millbay Docks, Plymouth, Devon PL1 3EF. *Tel:* Plymouth (0752) 662191. *FAX:* (0752) 222070. *Contact:* A.S. Kent, Port Manager. A.D. MacFarlane, Port Superintendent.

Cattedown Wharves Ltd., Cattedown Wharves, Plymouth, Devon PL4 0RP. *Tel:* 0752-665231. *Telex:* 45778. *FAX:* 0752-220409. *Contact:* R.J. Love, Managing Director.

Victoria Wharf Ltd., Victoria Wharf, Plymouth, Devon PL4 0RF. Tel: 0752-663175. *FAX:* 0952-223029. *Contact:* M. East, Manager.

POOLE: 50.43 N. 01.59 W. (See Plan)

DOCUMENTS: As for other British ports.

PILOTAGE: Pilot compulsory for all vessels over 50 m. LOA, unless Master holds a current Poole Pilotage Exemption Certificate. Pilots board 0.5 mile South of Poole Bar Buoy from cutter. Prefer ladder 0.50 m. from water and a good lee. VHF watch kept on Channel 16 working Channels 9 and 14. As much notice as possible. Address: Pilots, Poole.

ANCHORAGE: Vessels can anchor anywhere in Poole Bay and Studland Bay. Good holding ground and protected in all but Easterly gale.

RESTRICTIONS: Vessels drawing up to 5.2 m. can enter at any state of tide. Drafts in excess of 5.2 m. must wait for the tide.

NOTE: Advertised depth in main shipping channel:

From Bar Buoy Entrance to Terminals 2 and 3 is 6.0 m. at Chart Datum, but to Terminal No. 1 it is 5.2 m. at Chart Datum.

MAX. SIZE: Max. length 140 m., beam – no limit, draft 5.2 m.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Vessels using the Port may call direct on VHF Channel 16 – working frequency Channel 14 call-sign "Poole Harbour Control".

TUGS: 2 tugs, 8 ton and 7 ton bollard pull. Join at Stakes Buoy, by special application arrangements can be made to join at North Haven Point. Ship's lines. No difference in charges.

Pilots will advise whether a tug is necessary or not. Any vessel in excess of 1,000 d.w.t. or 300 ft. LOA due to pass through the Poole Bridge is required to take a tug. The gap in the bridge is 60 ft.

BERTHING: Berthing time depends on draft at some private quays. No restriction at New Quay or Ro/Ro berths.

Ro/Ro Terminal (CFFT):

Size of vessel:
Max. draft 5.5 m.
Max. length 160 m.
Max. depth 5.2 m. at Ro/Ro No. 1 and 6.5 m. Ro/Ro No. 2 and 3 at Chart Datum.

Berths/Equipment: Three linkspan berths for Ro/Ro vessels, Berth No. 1 utilises mooring dolphins, Berth No. 2 has 90 m. long working quay. Berth No. 3 has 130 m. long working quay and a two tier linkspan. Vehicles up to 180 tonnes gross weight can be handled subject to prior approval of Port Authority. A total of some 16 hectares (40 acres) of terminal is surfaced to a high standard, providing parking places for 400 heavy goods vehicles. A further 2 hectares (5 acres) of reclaimed land is available for future port expansion. Warehousing facilities; self weighing weighbridge; fleet of Tugmasters and fork lift trucks; 35 tonne gantry crane in Terminal for handling 20/30/40 ft. containers to/from road.

New Quay:

Length: 158 m.
Depth alongside: 16 ft. (4.9 m.) at Chart Datum.

Equipment: 3 ton capacity level luffing rail-mounted crane, 25 ton and 32 ton Scotch derricks and 35 tonne capacity crawler crane equipped for hook/bulk/grab/spider grab duties giving an operational capacity of 6 tonnes at 18 m.; warehousing 3,000 sq.m. plus open storage; mobile crane capacity up to 200 tonnes.

Yard Quay:

Length: 200 ft. (61 m.).
Depth alongside: 2.6 m. at Chart Datum.
Equipment: Warehousing facilities; limited open storage.

Ballast Quay:

Length: 256 ft. (78 m.).
Depth alongside: 4.0 m. at Chart Datum.

Equipment: 6.5 ton capacity level luffing crane fitted with grab/hook for bulk handling/general cargo duties.

Poole Town Quay:

Length: 1,300 ft. (396 m.).
Depth alongside: 3.6 m. – 4.5 m. at Chart Datum.
Equipment: Mobile crane capacity 40 tonnes.

Bulwark Quay:

Length: 91 m.
Depth alongside: 4.3 m. at Chart Datum.

Equipment: 25 ton Scotch Derrick; warehousing facilities; open storage.

Private Quays:

J. T. Sydenham (Timber Wharf)
Length: 250 ft. (76 m.).
Depth alongside: 4.2 m.
Equipment: Mobile crane capacity 45 tonnes.

Other Private Quays:

Corrals (Fuel)
J. Bolson & Son Ltd. (Marine Repair & Engineering).
South Coast Sand & Ballast (Sea Dredged Aggregates).
Southern Ocean Shipyard Ltd. (Yacht Builders).
Dodd – Yacht Berths.
Central Electricity Generating Board.
Dean & Dyball (Marine Construction).
Sydenhams (Timber).

Oil Jetty:

Length: 270 ft. (82 m.).
Depth alongside: 4.9 m. at Chart Datum.

BRIDGES: Poole Bridge (Max. width 60 ft.) at West end of Poole Quay. Will open at any time on request by commercial vessel.

STEVEDORES: Normal notice for gangs.

MEDICAL: Advance notice required for ambulance services. Normal medical and hospital services available. Distance to hospital is 2 miles.

TANKERS: 2 oil berths. Diameter of load/discharge lines 6 in.

DENSITY: 1021.

FRESH WATER: Delivery 25 t.p.h. by 2 in. hose.

FUEL: Gas oil only.

CONSULS: At Southampton.

Belgium
Danish
Finnish
French
German
Greek
Italian
Netherlands
Norwegian
Spanish
Swedish

REPAIRS: All types deck and engine repairs can be carried out. Slipways (2) available for vessels up to 220 ft. LOA by 40 ft. beam and 120 ft. LOA by 30 ft. beam.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Work carried out by crew.

AIRPORT: Charter flights for crew changes can be carried out from Hurn Airport 9 miles away from port.
POLICE/AMBULANCE/FIRE: Call 999 and ask for service required.
SHIP SUPPLY SERVICE:
Poole Harbour Commissioners: 2 small tugs (448 Kw and 320 Kw) speed 7 knots and 10 knots.
J. Harvey & Sons (Poole) Ltd.: West Quay Road, Poole. Tel: 674063. Operators of small passenger boats.
Crosons Ltd.: New Quay Road, Hamworthy, Poole. Tel: 673201. Operators of passenger vessels carrying up to 200 persons
Hurn Airport: Situated 9 miles from Poole. Full international facilities. Suitable for helicopter landing etc.
IDENTITY CARDS: Required in Ro/Ro terminal.
GARBAGE DISPOSAL: Free skip service available for cargo vessels loading/discharging at the commercial quay. Skips located adjacent to all berths.
WASTE OIL DISPOSAL: Waste oil collection service provided by local road haulier for all ships using the port at all berths. Prior arrangement and charges through local agents.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Poole Harbour Commissioners., Harbour Office, Town Quay, Poole BH15 1HG, Dorset. *Tel:* (0202) 685261. *Telex:* 41134 PHC G. *FAX:* (0202) 665703. *Contact:* Captain J.S. Barton, Harbour Master.

PORT ASKAIG: 55.51 N. 06.07 W. (See Plan)

Operated mainly as a ferry port although other shipping may use the facilities available.

The wharf operated by Strathclyde Regional Council (SRC) is 60 m. long with a depth of 4.06 m. below Chart Datum. It has a Ro/Ro ramp suitable for use by end loading vessels. Fresh water is available. Strathclyde Regional Council operate a second Ro/Ro berth at Port Askaig.
GARBAGE DISPOSAL: No facilities.
WASTE OIL DISPOSAL: No facilities.
SEAMAN'S CLUBS: None.
AUTHORITY: Strathclyde Regional Council (SRC), Department of Roads, Strathclyde House, 20 India Street, Glasgow G2 4PF. *Tel:* 041-204 2900. *Contact:* D. Carruthers, Director.

Strathclyde Regional Council, Department of Roads, Manse Brae, Lochgilphead, Argyll PA31 8RD. *Tel:* 0546-602233. *FAX:* 0546-603749. *Contact:* The Area Engineer.

Port Askaig: Piermaster, *Tel:* (049) 684 208.

PORT ELLEN: 55.37 N. 06.13 W.

Operated by Caledonian MacBrayne Ltd., used mainly by ferries. Chart B.A. 2037 covers the area.
APPROACHES: Harbour entrance 7 cables wide, depth 7 to 8 fathoms.
PILOTAGE: Not compulsory.
ANCHORAGE: Approach with Carraig Fhada Light bearing 332°(T) until 2 cables off light. Alter course to 026°(T) till lighthouse bears 270°(T) × 2.2 cables, then altering course to 353°(T). Anchorage position is reached when lighthouse bears 206°(T) × 3.6 cables, equidistant with Na Sglithean Beach, 3.6 cables. Depth at anchorage 5 fathoms.
BERTHING: Car Ferry Berth can accommodate vessels up to 1,200 g.r.t. either side of the dolphin. Inner Berth can accommodate vessels up to 600 g.r.t. Depth at pier 12 ft. LWOST, range 3 ft. to 4 ft.
MEDICAL: Doctor's surgery locally and dentist 10 miles from pier.
GARBAGE DISPOSAL: Collection service available on request. Tel: (0496) 810332.

Skip for garbage available on pier at all times (Caledonian MacBrayne owned) Tel: (0496) 302209, 302047.
WASTE OIL DISPOSAL: No collection service available.
SEAMAN'S CLUBS: No seamen's clubs locally. The shops are 3 minutes walk from pier.
Church of Scotland and Baptist Church locally.
Local football pitch within 5 minutes of pier.
Sub-Post Office within 3 minutes of pier.
Local taxi service available.
CURRENCY: Royal Bank of Scotland within 2 minutes of pier.
AUTHORITY: Caledonian MacBrayne Ltd., The Ferry Terminal, Port Ellen, Isle of Islay, PA42 7DW. *Tel:* (0496) 302209 or 302047. *FAX:* (0496) 302557. *Contact:* D. Ramsey, Port Manager - Port Ellen.

PORT ST. MARY, Isle of Man: 54.04 N. 04.44 W. (See Plan)

PILOTAGE: Not compulsory.
MAX. SIZE: See "Berthing".
VHF: Channels 16 and 12 available only when vessels expected.
BERTHING: Outer Harbour (Alfred Pier): Max. LOA 170 ft., draft not to exceed 10.5 ft. to lie afloat over LWST.

Inner Harbour: Max. LOA 160 ft., draft 8.5 ft. at Neaps, 12 ft. at Springs. Harbour dries out at LW. No quay space for storage.
AUTHORITY: Department of Highways, Ports and Properties, Sea Terminal Building, Douglas, Isle of Man. *Tel:* 0624-23813. *Telex:* 629335 Iomhar G.

Isle of Man Harbour Board, Harbour Master's Office, Port St. Mary, Isle of Man. *Tel:* (0624) 833206. *Contact:* Captain A. D. McKaig, Harbour Master.

PORT TALBOT: 51.35 N. 03.49 W. (See Pl

DOCUMENTS: Documentation required for arrival:

C142	2 copies	Crew Declaration
C14	3 copies	Stores Declaration .
C13	2 copies	General Declaration (completed by Agent)
C16	2 copies	Cargo Inward Declaration
C74	1 copy	Masters Authority (Agents complete)
C1320	2 copies	Cargo in unregistered spaces

These documents are to be completed and presented with copie Manifest and ship's documents at the time of report.
PILOTAGE: Compulsory. Station – Swansea Bay. Usual Internatio signals. VHF Channels 16 and 12.
ANCHORAGES: Swansea Bay.
RESTRICTIONS: *Ore Terminal* in New Harbour, entrance chan 1.5 miles long, 550 ft. wide. Depth 60 ft. MHWS, 53 ft. MHWN.
MAX. SIZE: *Bulk Terminal:* Approximately 100,000 tons d.w.t. b carriers fully loaded at draft 48 ft. 6 in. Larger vessels partly loade 48 ft. 6 in. draft are accepted.

Largest cargo to date under these conditions: 130,000 tons of i ore in M.V. "British Steel" (LOA 287 m., beam 47.07 m., full deadwe 173,000 tons).
HEALTH: See "Health – All Ports" before first U.K. port.
TUGS: Join off Breakwater.
BERTHING: *New Harbour:* British Steel Plc provide 3 unload appliances on the South side of the jetty and also a conveyor-belt syst to carry iron ore and coal to stocking grounds. The three dischar appliances can achieve approximately:

Iron ore – maximum 5,000 t.p.h. – average 3,000 t.p.h.

Coal – maximum 2,000 t.p.h. – average 1,000 t.p.h.

The berth on the North side of the jetty has been designed for use self-discharge vessels equipped with their own conveyor/boom. D restrictions at this berth are the same as the grab berth at 48 ft. 6 i

Discharge rates of 2,800 t.p.h. for iron ore and 1,000 t.p.h. for c have been achieved.
STEVEDORES: ETA advices sent by vessels to local Agent and th advised to British Steel Corp. as stevedores. Labour ordered by Ag from B.S.C.
DENSITY: Ore Terminal 1025.
FRESH WATER: By gravity 10 t.p.h. Harbour pumping 100 t.p.h.
FUEL: By barge or road tanker. Any grade available.
CONSULS: None at Port Talbot, contact Swansea.
REPAIRS: Facilities exist.
SURVEYORS: Cargo Surveyors available locally.
Hull surveyors available from Swansea and Cardiff.
GANGWAY/DECK WATCHMEN: None, but bye-laws state that ves must be manned.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Tobacco, 1 oz. per day/man, max. 8 da Wine/Spirits, 0.25 pint per day/man, every 4 days.
REPATRIATION: All facilities exist.
AIRPORT: Rhoose Airport 25 miles away. Mainly short trips connec with main airports.
TIME: GMT plus 1 hour. GMT in Winter months.
HOLIDAYS: It is the custom, at the Tidal Harbour, to work on Ba Holidays, except Christmas and New Year.
POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required
EMERGENCY CO-ORDINATION CENTRE: Search and Rescue Ce – Mumbles. Tel: Swansea 66534.
TELEPHONES: Can be connected on board.
BANKS: Lloyds Bank Ltd., Station Road. Tel: Port Talbot 891401.
Barclays Bank Ltd., Station Road. Tel: Port Talbot 887655.
STORING: See "Prelims".

1. Yes.
2. None.
3. Yes.
4. No.
5. Usual regulations.
6. Riggers not available.

SHIP SUPPLY SERVICE: It is the practice for pilot cutters of Swan and Port Talbot to ferry personnel, stores, etc. to vessel off shore due to dock at the respective ports.
Contact: Swansea and Port Talbot Pilotage, Port Office, King's D Lock, Swansea. Tel: 0792-650855
IDENTIFICATION CARDS: Crew members are advised to carry ide documents when ashore. Security checks are carried out by mo patrols and at the entrances.
DEVELOPMENTS: Two new 2,800 t.p.h. grab unloaders were insta during 1991 to replace the two oldest units.
AUTHORITY: Associated British Ports, Harbour Office, Lockh King's Dock Lock, Swansea, West Glamorgan SA1 1QR. *Tel:* Swan (0792) 650855. *Telex:* 48150. *FAX:* (0792) 650729. *Contact:* A.R. Ki Port Manager. Captain M. Ingamells, Dock and Harbour Master.

PORTLAND: 50.34 N. 02.26 W.

PILOTAGE: Available from Weymouth. Pilot boards in position Lat. 50° 36′ N., Long. 02° 24′ W.
ANCHORAGE: Vessels seeking shelter from Westerly gales are likely to find more room and better shelter outside the breakwaters in Weymouth Bay.
VHF: All Harbour movements are controlled on VHF Channel 13.
Traffic Regulations: Due to the frequent movements by naval vessels in the vicinity of Portland Harbour, all vessels approaching Portland Harbour, which are fitted with VHF, should make reports on the appropriate channel to Queen's Harbour Master, Portland, when passing through various Radio Reporting Points, whose positions can best be seen on the charts. In addition it is mandatory that such vessels should keep watch on the appropriate channel when within 3 nautical miles of "A" Head (50° 35′ N., 20° 25′ W.). For details of frequencies see 'Admiralty List of Radio Signals'.
Radio Reporting Points:
Positions 'EE' and 'CB' are for inward bound vessels.
Position 'CH' is for inward bound vessels proceeding to the Noise Range buoys, moored 0.75 miles S.E. of "D" Head, and for outward bound vessels proceeding between Bill of Portland and The Shambles.
Position 'CG' is for inward bound vessels, and for outward bound vessels proceeding East of The Shambles.
Position 'CF' is for inward bound vessels approaching Portland Harbour from East, and for outward bound vessels proceeding in an Easterly direction.
Reports should include the following information:
Inward bound vessels:
Name of ship.
Position (i.e. Reporting Point letters).
Destination and ETA.
Outward bound vessels:
Name of ship.
Position (i.e. Reporting Point letters).
Intended route East or West of The Shambles (if appropriate).
TUGS: Admiralty tugs available.
BERTHING:
Castletown Pier: Castletown Pier is a commercial wharf and leased to A.R.C. for the discharge of fertilisers. Max. LOA of vessel 82.3 m, beam 12 m. with max. draft 5.3 m.
CRANES: 1 mobile crane.
FUEL: Available by road tanker.
GENERAL: The Harbour and the immediate vicinity are classified as a Dockyard Port under the supervision of the Queen's Harbour Master, Portland. Attention is drawn to Chart 2268 which gives details of the Restricted Area around the Naval Base, of designated Anchor Berths for H.M. Ships, of Prohibited Anchorage areas and of the numerous Admiralty moorings and telephone cables. The Harbour, which is protected by breakwaters, is easily accessible by the North Ship Channel (12 m. LWS) or East Ship Channel (12.5 m. LWS). The South Ship Channel is blocked both above and below the surface and is only suitable for small boats.
AUTHORITY: Naval Base Commander, H.M. Naval Base, Portland. *Contact:* Queen's Harbour Master, H.M. Naval Base, Portland, Dorset DT5 1BQ. *Tel:* Portland (0305) 820311 Ext. 2102.

PORTREE: 57.24 N. 06.07 W. (See Plan)

PILOTAGE: Pilot available with 24 hours notice.
ANCHORAGE: No defined areas, left to the discretion of the ship's Master. Care should be taken not to anchor near sewage line.
RESTRICTIONS: Berthing of larger vessels dependent on state of the tide. Larger vessels tend to anchor off and transhipment carried out by ship's tender.
MAX. SIZE: LOA 65.5 m., beam 11.25 m., draft 4.08 m. (Summer) and 3.99 m. (Winter).
VHF: Harbour Master's office on Channels 16 and 12.
BERTHING: Depth alongside 4.8 m. (Neaps) and 6.3 m. (Springs). Depth at entrance 9.1 m.
TANKERS: Fuel oil discharged to B.P. storage depot by means of fuel line under pier.
MEDICAL: Hospital, doctor and dentist located nearby.
FRESH WATER: There are 2 water supply outlets.
FUEL: Ordinary gas oil available from B.P. Depot during normal working hours.
GANGWAY/DECK WATCHMEN: At the discretion of the ship's Master.
OPENING/CLOSING HATCHES: By ship's crew.
CARGO GEAR: Ship's gear used. 18 tonne mobile crane available.
REPATRIATION: No facilities.
AIRPORT: At Broadford, 50 km. from the harbour.
TIME: GMT in Winter. GMT plus 1 hour in Summer.
HOLIDAYS: January 1st, 2nd and 3rd; Good Friday; Easter Monday; May 1st; Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Police Tel: Portree 2888.
EMERGENCY CO-ORDINATION CENTRE: Coastguard: Shetland District for Portree. Tel: Oban 63720. Station at Portree not continually manned.
SERVICES: The following are NOT available: Radio, radar, tugs, stevedores, consuls, repairs, surveyors, telephones.
BANKS: Royal Bank of Scotland plc, Bank Street, Portree.
Clydesdale Bank plc, Portree.
Bank of Scotland, Somerled Square, Portree.
SHIP SUPPLY SERVICE: Launch available.
GENERAL: General stores, fruit and vegetables available in local shops.
GARBAGE DISPOSAL: Skip available on pier.
WASTE OIL DISPOSAL: Oil tank with capacity 150 gallons available.
SEAMAN'S CLUBS: No club available. Contact Harbour Master to arrange football matches. Shops and swimming pool available locally.
AUTHORITY: Highland Regional Council, Department of Roads and Transport, Regional Buildings, Glenurquhart Road, Inverness IV3 5NX. *Tel:* (0463) 234121. *Telex:* 75313. *FAX:* (0463) 710184. *Contact:* R. Massie.
The Harbour Master, Divisional Engineer's Office, Dunvegan Road, Portree, Isle of Skye. *Tel:* Portree (0478) 2926. *FAX:* (0478) 2255. *Contact:* Captain M. MacArthur, Harbour Master.

PORTSMOUTH: 50.48 N. 01.07 W. (See Plan)

DOCUMENTS: (Those marked* to be produced to H.M. Customs Boarding Officer.)
*1 Maritime Declaration of Health.
*1 Crew's Effects List C142.
2 Ship's Reports by Master.
*1 Home Office Form 1B6.
*1 Stores List.
*1 Certificate of Deck Cargo Tonnage.
*1 Grain Certificate.
1 Light Dues Certificate.
1 Port Dues Certificate.
*1 Passenger List.
*1 Landing Card for each non-British passenger.
*Ship's Certificate of Registry.
Mercantile Marine Office Certificate (British ships only).
*Load Line Certificate.
*Safety Equipment Certificate.
Lloyd's Certificate.
*Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
*List C143 for packages not cargo or crew/passenger effects.
*Danish Tollpass for ships arriving from Denmark.
Form of Authority for Agent to make Report and clear vessel outwards for Master.
Note: Where cargo is to remain on board for unloading at another port after Portsmouth, 3 copies of Ship's Report are required by the Customs House.
APPROACHES: *The Main Channel:* The outer part of the main approach channel into Portsmouth Harbour lies between Horse and Dean Sand and Spit Sand. The inner part of the channel lies between Spit Sand and East Sand with a narrow coastal bank fronting the coast North-West of Southsea Castle. The channel is dredged to a depth of 9.5 m. and is well marked by leading marks and light buoys. Within the harbour entrance the main channel is bounded on both sides by the 10 m. line.
Portsmouth Harbour has a mean tidal range of 4.1 m. at Springs and 2.0 m. at Neaps. Particular reference should be made to Admiralty Charts and other publications for information on tidal streams in the Harbour entrance and approaches.
PILOTAGE: Pilot boarding points are in the vicinity of the Nab Tower, Warner Buoy and North Sturbridge Buoy. Pilot boat can be called direct on VHF Channels 11 or 12, and Queen's Harbour Master and Portsmouth Harbour Radio on Channel 11. Pilots require 24 hours notice of arrival. This notice to include draft, length, beam, particulars of cargo, last port of call and intended berth. Vessels should also contact Pilot 8 hours and 1.5 hours prior arrival at the Warner Buoy.
When leaving the port, the Pilots require 8 hours notice (Tel. No. (0705) 297395).
Strict compliance with the requirements of the Merchant Shipping (Pilot Ladders) Safety Rules is requested by the Pilots, who may refuse to board vessels with unsatisfactory and dangerous ladders. Manropes are not required. Ladders should reach to about 3 ft. from the water, each rung resting firmly against the ship's side; a good lee should be provided whilst making approximately 3 to 7 knots headway.
Notice: The following is part of local Notice to Mariners (No. 34 of 1992), dated 24th June 1992.
Compulsory Pilotage:
3. The following categories of vessels are subject to compulsory pilotage:
(a) A vessel of 48 m. or more in overall length.
(b) A vessel of 20 m. or more in overall length, carrying more than 12 passengers.
4. The following categories of vessels are exempted from compulsory pilotage by Portsmouth CHA:
(a) A vessel in transit through the Solent on passage to or from any position West of the line Gilkicker Point Light to Ryde Pier, provided such vessel does not proceed North of a line from Gilkicker Point Light to Horse Sand Fort Light to Horse Elbow Foul Buoy.
(b) A vessel in Government service, except when berthing or unberthing at any non-Ministry of Defence facility.
(c) A vessel with an Admiralty Pilot embarked while proceeding to or from any Ministry of Defence facility. Such a vessel, proceeding between a Ministry of Defence facility and a commercial facility, is not exempt compulsory pilotage for the berthing or unberthing operation at the commercial facility.
(d) An inward vessel bound to any position West of the line Gilkicker Point Light to Ryde Pier, or going to an anchorage in St.Helen's Roads.

(e) A vessel of an overall length not greater than 150 m., while to the S.E. of the line from Nettlestone Point (Lat. 50° 43.27′ N., Long. 01° 06.40′ W.) to the Warner Buoy, thence in a N.W.'ly direction to Horse Elbow Foul Buoy, thence due North to the shoreline.

Pilot Boat Recognition and Boarding Points:

5. The Portsmouth Pilot Boat may be recognised by the legend 'Portsmouth Pilots' in black letters on each side of the wheelhouse. There will not be a pilot boat permanently on station.

6. (a) The boarding points for vessels to the South and East of the Isle of Wight are:

(1) For vessels requiring pilotage from the NAB Tower, a position 1 mile to the West of the Nab Tower.

(2) For vessels of an overall length not greater than 150 m., the Pilot will board in vicinity of 1 mile South of the Warner Buoy.

(b) For vessels approaching from the Western Solent, the boarding point for Portsmouth Pilots is approximately 0.8 nautical miles West of the North Sturbridge Buoy.

7. In adverse weather, these points may be altered, and up-to-date information can be obtained from 'Portsmouth Pilots' on VHF Channel 11.

8. Direct communication may be made with the pilot boat on VHF Channel 11 or 12 when on station.

9. Portsmouth Pilots can be contacted on Telex: 9312110368 PMG or on Tel: (0705) 297395. Further details of Ordering Procedures including Notice Required are contained in the Pilotage Arrangements Handbook, obtainable from Port Manager's Department, Harbour Offices, Continental Ferry Port, George Byng Way, Portsmouth PO2 8SP.

Also see "Southampton" – "Notices".

ANCHORAGES: Merchant vessels may only anchor in the Man-of-War Anchorage at Spithead, with the permission of The Queen's Harbour Master, Portsmouth.

If anchorage is prohibited in Spithead, St. Helen's Roads, Ryde Roads or Cowes Roads are the nearest safe anchorages. Mooring Buoy No. 3, off North Corner in the Harbour is sometimes used. Pilots will be fully informed before the vessel's arrival.

RESTRICTIONS: *Speed:* Speed limit of 10 knots in harbour and when within 1,000 yards of shore in any part of the dockyard port; 12 knots within 1,000 yards of any H.M. ships in any part of the Dockyard Port not covered by the 10 knots limit. Dockyard Port boundaries are shown on Admiralty charts.

Also see "General".

MAX. SIZE: See "Berthing".

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a Port Doctor or an officer of H.M. Customs, depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (North European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board, Port Health Authority must be informed, preferably not more than 12 hours nor less than 3 hours before arrival.

See "Health – All Ports" before first U.K. port.

RADIO/VHF: Dockyard Port of Portsmouth – Local Notice to Mariners – No. 32 of 1991.

VHF Communications in the Solent:

1. The Queen's Harbour Master Portsmouth has overall jurisdiction concerning measures for the safety of navigation within the Dockyard Port of Portsmouth, inclusive of Portsmouth Harbour, the East Solent and Eastern Approaches thereto, as defined on Admiralty Charts. The co-ordination of shipping movements within the Solent is carried out by Southampton Vessel Traffic System (Call sign "Southampton VTS"). Portsmouth Harbour Control (Call sign "QHM") controls the traffic entering or leaving Portsmouth Harbour, North of a line between Fort Gilkicker and Horse Sand Fort.

2. This Notice is issued taking note of current Notices to Mariners issued by the Port of Southampton and when taken together the contents of these Notices provide for continuity of communications and the co-ordination of shipping movements. It is issued in agreement with the Harbour Master Southampton.

3. *Entry to the Solent:* Southampton VTS has radar coverage of the East Solent up to a line joining Horse Sand Fort and No Mans Land Fort (but not the Portsmouth Harbour approach channels, North of a line joining Gilkicker Point and Horse Sand Fort). The Duty VTS Officer, responsible to the Port of Southampton Harbour Master, maintains radar surveillance and VHF communications in accordance with current Notices to Mariners issued by the Port of Southampton.

4. All vessels in excess of 20.0 m. in length bound to or from, or passing through the Port of Southampton, vessels bound to or from Portsmouth or passing through the Dockyard Port of Portsmouth and vessels bound to or from anchorages or other locations in the Solent are required to communicate by VHF with Southampton VTS as shown on Admiralty Charts and in the Admiralty List of Radio Signals Volume 6, Part 1.

5. *Use of VHF Channels:* All vessels entering and leaving the East Solent are to report to Southampton VTS on VHF Channel 12 when passing Lat. 50° 40′ N., giving their position as a distance East or West of Nab Tower. Vessels proceeding to an anchorage in the Solent for shelter or subsequent berthing must report to Southampton VTS when anchored, together with their approximate position. Whilst at anchor, vessels must maintain a listening watch on VHF Channel 12. Vessels leaving a sheltered anchorage must also report and advise Southampton VTS of their intended destination and whether they are leaving the Solent via the East or West Solent.

6. *Entry to Portsmouth:* After making the appropriate reports, vessels are to revert back to listening watch with Southampton VTS until passing across a line drawn between Fort Gilkicker and Horse Sand Fort when listening watch is to be changed to Channel 11. Vessels not fitted with VHF Channel 11 should remain on VHF Channel 16. Vessels not using the main approach channel are to report before entering the Swashway.

7. *Portsmouth Harbour:* The Queen's Harbour Master Portsmouth co-ordinate all shippig movements within Portsmouth Harbour and approach channels to the North of the line joining Gilkicker Point a Horse Sand Fort. Advice will be given regarding other shipp movements and matters affecting navigation in the Harbour. T Queen's Harbour Master maintains a continuous listening watch on V Channels 11 and 13 and uses these channels for the co-ordination shipping movements. Portsmouth is now one of the busiest harbour the U.K. and the need for strict circuit discipline on Channels 11 and cannot be too strongly emphasised. Routine administration traffic is to be passed on these channels. The Commercial Port Manager (C sign "Portsmouth Harbour Radio") also maintains a constant watch Channel 11. Channel 13 is the Naval Port Operational channel and used by the Royal Navy to control tugs. In the event of overloading Channel 11, QHM may authorise the use of Channel 13, in which ca it is the responsibility of QHM to rebroadcast pertinent information.

8. *Requirement by all Vessels to maintain a Listening Watch:* vessels, if more than 20.0 m. overall length when underway Portsmouth Harbour and approach channels North of the line join Gilkicker Point and the Horse Sand Fort, are to maintain a continu listening watch on VHF Channel 11. All such vessels must requ permission from the Queen's Harbour Master to sail or move within Harbour before leaving their berth.

TUGS: Tow-boat services are available for commercial vessels commercial berths. In addition Admiralty tugs available at commer berths by arrangement with Queen's Harbour Master.

BERTHING: Commercial berths: Camber – length 80 m., depth 2 below C.D. Flathouse – length 300 m., depth 7.0 m. below C.D. Vess up to 156 m. LOA can be accommodated. Albert Johnson Quay – leng 195 m. Depth 7.0 m. below C.D. Continental Ferry Port Ro/Ro Linkspa – Max. length 180 m., depth No. 1 – 5.0 m. below C.D., depth No. 2 and 4 – 7.0 m. below C.D. North Quay – Max. LOA 110 m., depth 3.5 below C.D.

Vessels at the Camber Quay must expect to take the bottom in s mud.

CRANES: 32 ton Scotch Derrick at Flathouse Quay. Mobile cra provided by stevedoring companies.

STEVEDORES: Available by arrangement with stevedoring compani

MEDICAL: All medical facilities available. Agent should be advised advance. (See "Southampton" entry if arrival is solely to land s personnel).

DENSITY: 1025 salt water.

FRESH WATER: Available.

FUEL: Fuel and Diesel Oil available by road tanker or bunker ba from Fawley.

FIRE PRECAUTIONS: Notices will be delivered to Master if berthing any jetty where special precautions apply.

CONSULS:

Belgium	Finland	Netherlands	Sweden
Denmark	France	Norway	

REPAIRS: Minor deck and engine repairs can be carried out loca Larger repairs and dry dock facilities at Southampton.

OPENING/CLOSING HATCHES: By ship's crew.

CUSTOMS ALLOWANCES: As for "Southampton".

REPATRIATION: All facilities exist.

AIRPORT: Fast train service from Portsmouth to London Airp Eastleigh Airport local, but mainly short flights to Channel Islands a feeder services.

TELEPHONES: None on board.

GARBAGE DISPOSAL: Vessel operators contract with various wa management companies to provide a service for their ships. Sepa contracts are maintained by each vessel operator. Bins are provided Camber Quay.

WASTE OIL DISPOSAL: Vessel operators contract with various wa management companies to provide a service for their ships.

SERVICES: All marine, radio and radar services can be obtained fr Southampton.

SHIP SUPPLY SERVICE: J. Butcher & Sons (Port Services) Lt 19 Pembroke Road, Old Portsmouth PO1 2NS. Tel: (0705) 8225 After hours 821347 and 821033.

The Company provides the majority of the towing services in t commercial port, operating in the Eastern Solent from Cowes to N Shoal including Spithead, The Mother Bank and St. Helen's Roads fleet of 11 vessels is operated, headed by the 525 b.h.p. Kort Noz Tugs "Janet James" and "Carol James" providing towing serv (including tow boats for smaller ships) and boats for mooring, r running and berthing purposes. The passenger launch and work service transports ships' crews, Agents, technicians, stores a equipment within the harbour area and Eastern Solent.

The tugs and tow boats have been purpose built for berthing a unberthing ships up to 140 m. at the commercial port.

Services of an Admiralty tug available on application to the Quee Harbour Master.

GENERAL: *Dockyard Port of Portsmouth – Local Notice to Marin No. 44 of 1992.*

Portsmouth Harbour – Local Visual Signals:

Notice is hereby given that the following signals affecting traffic hoisted by H.M. ships or at signal stations at Portsmouth. All o signals are to purely Naval interest.

	Signal	*Meaning and Application*	*Hoisted/Displayed*
1. *Day*	Red Flag with white diagonal bar.	Large vessel underway in Main Channel or Harbour.	Central Signal Sta Blockhouse Signa Station.
Night	Red Light over 2 Green Lights vertical.	Other vessels may be required by QHM to wait alongside or hold in a waiting position.	

2. Day	Red Flag with white diagonal bar over one black ball.	Large vessel leaving Harbour. Vessels entering Harbour will be kept clear by QHM.	Central Signal Station Blockhouse Signal Station.
Night	White Light over Green Light.	Vessels leaving Harbour will be allowed to proceed clear of the large vessel.	
3. Day	One Black Ball over Red Flag and white diagonal bar.	Large vessel entering harbour. Vessels leaving harbour will be kept clear by QHM.	Central Signal Station Blockhouse Signal Station.
Night	Green Light over White Light.	Vessels entering harbour will be allowed to proceed clear of the large vessel.	
4. Day	International Code Pennant. Superior to Pennant Zero.	Warship or RFA underway in Main Channel or Harbour warning signal to other ships. Specific instructions will be given by QHM.	Warship or RFA.
5. Day	International Code Pennant Superior to Pennant NINE.	Warship or RFA underway in Main Channel or Harbour warning signal to other ships. Specific instruction will be given by QHM.	Central Signal Station Blockhouse Signal Station.
Night	Three Green Lights vertical.		
6. Day	Flag E	Submarine entering or leaving Haslar Creek. Warning signal to other ships.	Blockhouse Signal Station, Blockhouse Pierhead (Note: The Amber Light at Blockhouse Pierhead will flash when submarines are actually underway).
Night	Red Light Amber Light	Specific instructions will be given by QHM but all vessels less than 20 m. in length are to be kept clear.	

NOTES:

(a) Within the context of this Notice, a large vessel is deemed to be one that is constrained by her length or draft to maintain the centreline of the Channel.

(b) Instructions from QHM will be passed on VHF Channels 11 or 13 as appropriate.

(c) Vessels less than 20.0 m. may continue to use the Portsmouth Harbour Entrance Boat Channel (See Notice 11/92) when the signals in paragraph 1, 2 or 3 are being displayed.

Dated: 14th September 1992.

Signed: Queen's Harbour Master, Portsmouth.

DEVELOPMENTS: With the opening of the Portsmouth section of the M27 and M275, there is immediate access to Albert Johnson Quays at the Rudmore Roundabout. At present, P & O operate services to Bilbao, Cherbourg and Le Havre; Brittany Ferries to Caen, St. Malo and Santander.

C. & M. Shipping operates freight ferries to the Channel Islands.

AUTHORITY: City of Portsmouth, Port Manager's Department, Harbour Officers, George Byng Way, Continental Ferry Port, Portsmouth PO2 8SP. *Tel:* Portsmouth (0705) 297391 (Administration), 297395 (Operations). *Telex:* 9312110368 PM G. *FAX:* (0705) 861165. *Contact:* Rear-Admiral A.S. George, Port Manager. Captain M.S. Putman, Harbour Master.

RAMSEY, Isle of Man: 54.19 N. 04.21 W. **(See Plan)**

PORT LIMITS: Line joining Shellag Point (3.25 miles North of harbour entrance) and Cor Stack (2.75 miles S.E. of harbour entrance) defines the port limits.

DOCUMENTS: Same as other U.K. ports.

PILOTAGE: Service provided by Harbour Master and is not compulsory. There is no regular pilot boat. Pilot will board 0.5 miles East of harbour entrance.

Contact Harbour Master direct by telephone (0624) 812245 or by VHF Channels 16 and 12 at tide times only. In all cases as much notice as possible should be given.

ANCHORAGES: No specific anchorages, but anchoring not permitted within 4 cables of harbour entrance or within 4 cables of Queen's Pier (3.5 cables S.E. of harbour entrance). Moderately good holding ground in sand, often used by sheltering vessels in S.S.W. or N.W. gales.

RESTRICTIONS: Harbour dries out each LW.

MHWN: Max. available depth 3.80 m.

MHWS: Max. available depth 5.50 m.

MAX. SIZE: For East Quay and West Quay: Max. length 61 m., breadth 9.0 m. Draft 3.0 m. on Neap tide, 4.0 m. at Spring tides.

For Channel Berth: Max. length 70 m., breadth 13 m.

For all berths max. available depth will vary according to tide.

HEALTH: Standard U.K. procedure.

RADIO: R/T, W/T and VHF through Portpatrick Radio (GPK) or Anglesey Radio (GLV).

VHF: Coverage from Harbour Master's Office includes port and approaches, Channels 16 and 12 at tide times only.

Coverage of North Irish Sea from Snaefell Summit by Douglas Harbour Radio, continuous 24 hour watch on Channel 16. Messages may be passed through Douglas Harbour Radio to amend ETA Ramsey, etc.

RADAR: No port radar.

TUGS: None.

BERTHING: All berths dry out each LW. Bottom is sand and shingle.

Name	*No.*	*Length* (m.)	
Channel Berth	1	76	
East Quay	2 & 3	116	
West Quay	4	80	
North Quay	10	73	For lay-by only. Use restricted by sea conditions.

With exception of North Quay all berths readily accessible to road traffic. Load/discharge by ship's gear or shore equipment at ship's discretion.

CRANES: No cargo handling gear at any berth. Mobile cranes can be arranged through Agents with reasonable notice.

BULK CARGO FACILITIES: Bulk cement handling facility at East Quay No. 2 Berth with 2×500 ton silos. Privately owned.

SPECIALISED CARGO HANDLING FACILITIES: No Ro/Ro or bulk liquid handling facilities. Privately owned container handling facilities available.

BRIDGES: Access to upper harbour through swing bridge, by arrangement with Harbour Master. Sufficient depth of water usually available 2 hours either side of HW. At least 24 hours' notice required to swing the bridge outside normal working hours, weekends and holidays. Within normal working hours less notice is acceptable.

STEVEDORES: Arranged through Agent. A minimum of 24 hours' notice required and all working hours are negotiable in advance. Main commodities discharged are all types of general cargo and coal by mobile crane with grab – average discharge rate is approx. 90 t.p.h. Occasional grain cargo loaded by mobile elevator at approx. 40 t.p.h.

MEDICAL: Hospital and dental facilities available without prior notice.

TANKERS: No tanker facilities or berths available.

DENSITY: 1025.

FRESH WATER: Available by hose at approx. 30 t.p.h. on East, West and North Quays. Labour charge £8.20 per hour (minimum 2 hours) plus £1.55 per 1,000 gallons.

FUEL: Delivery by road tanker from Douglas and Peel to all berths except North Quay. Gas oil and medium fuel oil available at 24 hours' notice. Manx Petroleum (Shell), Tel. 0624-74652. 100 gallons minimum. Total, Tel. 0624-844000. 100 gallons minimum.

CONSULS: None.

REPAIRS: All types of deck and engine repairs possible by small shipyard in upper harbour.

DRY DOCKS: No dry docks but 2 slipways; one for vessels about 200 g.r.t. and one for about 50 g.r.t. Both slipways in upper harbour.

Also a grid in upper harbour which dries out at approx. half tide, length 40 m., breadth 7.5 m. This grid used occasionally by vessels of up to 300 g.r.t. for bottom plate inspection/repairs. At least 72 hours' notice required, more if possible. Grid hire arrangement through Harbour Master.

SURVEYORS: D.H.P.P., Marine Administration. Tel: (0624) 686634.

GANGWAY/DECK WATCHMEN: Not required.

HATCHES: Normally handled by ship's crew.

CUSTOMS ALLOWANCES: Standard U.K. allowance.

CARGO GEAR: Loading/discharging of general by ship's gear or mobile crane. Discharge of bulk by grab equipped mobile cranes. A wide range of mobile cranes up to 25 tons available for hire at reasonable notice.

REPATRIATION: Facilities available for repatriation of crew members.

Daily scheduled aircraft connections to London and other U.K./Irish airports. Daily ferry services to Heysham. These services operate all year with supplementary air and sea services to other destinations during the Summer.

AIRPORT: 25 miles distant.

TIME: GMT and BST.

HOLIDAYS: New Year's Day, Good Friday, Easter Monday, May Day, Whit Monday, Senior TT Race Day (usually 1st or 2nd Friday in June), Tynwald Day (5th July), August Bank Holiday, Christmas Day, Boxing Day.

Cargo not normally worked on these days but all working hours are negotiable in advance.

POLICE/AMBULANCE/FIRE: All emergency services available by telephoning 999 on any telephone, no charge is made for this call. Assistance possible from H.M. Coastguard on VHF Channel 16.

EMERGENCY CO-ORDINATION CENTRE: Liverpool Coastguard. Tel: 051-9313341. Telex: 629448. Fax: 051-931-3347. VHF: Channel 16.

TELEPHONES: There are no facilities for telephones to be placed on board.

SERVICES: Lloyd's Agent available. Decca, Kelvin Hughes, Furuno, etc., repairs and servicing available locally. Divers available via Harbour Master.

BANKS: Barclays Bank, 52 Parliament Street. Tel: (0624) 813124.

I.O.M. Bank, 20 Parliament Street. Tel: (0624) 812829.

Lloyd's Bank, 71 Parliament Street. Tel: (0624) 812225/814233.

Midland Bank, St. Paul's Square. Tel: (0624) 814000.

Nat. West Bank, Douglas. Tel: (0624) 29292.

Major banking facilities are available in Douglas.

STORING: See "Prelims".
1. Vessel may be stored by barge or truck.
2. No restrictions unless dangerous cargo being handled. If dangerous cargo being handled as cargo or as part of the stores then all other cargo work/storing to cease.
3. Berths accessible to all road traffic.
4. Fork lift trucks may be used on quayside.
5. Bonded stores available through local agent, who will arrange necessary clearance, etc. H.M. Customs may attend at their discretion.
6. Riggers may be arranged through local agent at reasonable notice.

SHIP SUPPLY SERVICE: See "Douglas".
SHORE LEAVE: When Immigration and Customs requirements satisfied (for vessels arriving from a port outside the U.K.), no restriction on crew shore leave provided that they rejoin prior to the vessel's departure.
IDENTIFICATION CARDS: Not required.
DELAYS: Berthing delays are not usual (disregarding awaiting tide) except when strong N.E. to S.E. winds make navigation in the harbour entrance hazardous. These conditions may cause 1-2 days delay if severe.
GARBAGE DISPOSAL: Garbage skip on East Quay, near to Harbour Office. No charge for this service. Access available at all times.
WASTE OIL DISPOSAL: Collection service available at all berths by road tanker operated by Colas (Isle of Man) Ltd. (Tel: 0624-823360) capacity 2,000 gallons.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Isle of Man Department of Highways, Ports and Properties, Harbours Division, Sea Terminal Building, Douglas, Isle of Man. *Tel:* 0624-686626 . *Telex:* 629335 IOMHARG. *FAX:* 0624-626403. *Contact:* Captain D.M. Cowell, Chief Harbour Master.

Harbour Office, East Quay, Ramsey, Isle of Man.*Tel:* 0624-812245. *FAX:* 0624-812245. *Contact:* Captain M. Brew, Harbour Master.

RAMSGATE: 51.20 N. 01.24 E. (See Plan)

(A) RAMSGATE WESTERN TERMINAL (PORT RAMSGATE)
(B) ROYAL HARBOUR

(A) RAMSGATE WESTERN TERMINAL (PORT RAMSGATE)

DOCUMENTS:
- 2 copies C142, Crew Declaration.
- 3 copies C13, General Declaration, including stores (normally completed by Agent).
- 2 copies C16, Cargo Declaration (if no manifests).
- 1 copy C74, Master's Authority (completed by Agent).
- 2 copies C1320, Cargo in Unregistered Spaces.

These documents should be completed and presented with copies of all manifests and ship's documents when making report.

APPROACHES: *Approach Channel:* The approach channel extends East from Long. 01° 25.30′ E. for a distance of 2,133 m. from the Ramsgate breakwater heads. The channel has a depth of −6.5 m (CD) with a base width of 110 m.

The tidal range is +0.3 m. (CD) to +6.2 m. (CD) (predicted).

CHANNEL MARKINGS:
East Brake Buoy: East Cardinal QK FL. 3 every 10 seconds W; Lat. 51° 19.46′ N., Long. 01° 29.1′ E.
Starboard Channel Buoy No. 1: Green conical with green conical topmark. FL. every 5 seconds G; Lat. 51° 19.51′ N., Long. 01° 27.2′ E.
Port Channel Buoy No. 2: Red can with can topmark. FL. 4 every 10 seconds R; Lat. 51° 19.45′ N., Long. 01° 27.2′ E.
Channel Buoy No. 3: Green conical with green conical topmark; FL. every 2.5 seconds G; Lat. 51° 19.51′ N., Long. 01° 26.65′ E.
Channel Buoy No. 4: Red can with red can topmark. QK FL. R; Lat. 51° 19.45′ N., Long. 01° 26.65′ E.
Dike Buoy No. 5: South Cardinal. QK FL. 6 plus 1 every 15 seconds W; Lat. 51° 19.51′ N., Long. 01° 26′ E.
Quern Buoy No. 6: North Cardinal. QK FL. W; Lat. 51° 19.45′ N., Long. 01° 26′ E.
East Breakwater Light Tower: Lat. 51° 19.31′ N., Long. 01° 25.34′ E. Day mark red and white. Qk. Fl. Green.
West Breakwater Light Tower: Lat. 51° 19.25′ N., Long. 01° 25.30′ E. Day mark green and white. Qk. Fl. Green.
Front Lead Beacon: Lat. 51° 19.29′ N., Long. 01° 24.59′ E. Occulting 8 secs. on, 2 secs. off. Racon beacon fitted. Coloured sectors light: green 10°, white 2°, red 10°.
Rear Lead Beacon: Lat: 51° 19.29′ N., Long. 01° 24.44′ E. Fl. every 8 secs. White.
Harbour Signals: The harbour has established, at the West Pier Signal Station, signals which conform with the International Harbour Signals Regulations.
Port Ramsgate Turning Basin: Maximum dimensions 500 m. North – South; 550 m. East – West, giving a free swing diameter of 300 m. (ref. to Chart No. 1827 Ramsgate Harbour and Approaches).

VHF: *Vessel Traffic Services:* All arriving vessels are to notify the Ramsgate VTS Office at the West Pier Control Tower on VHF Channels 14 or 16, or by telephone (0843) 592277 (24 hours), of intended arrival and requirements.

Vessels should report when approximately 1 hour from Point "R" (Romeo) which is defined as a radius of 2.5 miles from the centre of a line joining the Channel Entrance buoys.

PILOTAGE: Compulsory for most merchant vessels. Tel: (0843) 592277 (24 hours). VHF Working Channels 16 and 9.

Minimum notice: Inward 12 hours. Outward: 2 hours.

ANCHORAGE: Anchorages available at Margate Roads, Broadsta Knoll and The Downs off Deal (Chart No. 1828; Dover to North Forela applies).
TUGS: 1×13 tonne bollard pull and 1×45 tonnes bollard pull.
BERTHING: Berths/Linkspans No. 1, 2 and 3: All have a depth −6.5 m. (CD). Beam 25 m. (vessels). 9 point mooring system along centre line of the berthing structure, 4 fenders on each side.

Fender positions from the front face of the pontoon: No. 1 – 38 m No. 2 – 63 m.; No. 3 – 80 m.; No. 4 – 100 m. (the outer bollard posit 110 m.).

All 3 linkspans are of the same pontoon type, depth moulded 4.4 depth working 1.0 m., ship ends freeboard variable.

Ramp Details: Length 40 m., width 9.1 m. – 10.7 m.; free wid 7.0 m. – 9.7 m.; axle loads 50 tonnes.

CARGO HANDLING FACILITIES: *Port Plant:*
3 (4×4) terminal tractors, 70 tonnes drawbar pull.
9 (2×4) terminal tractors, 50 tonnes drawbar pull.
Forklifts of 12 tonnes, 7.5 tonnes, 1.5 tonnes and 1 tonne capaci
Container handling forklift truck of 38 tonnes capacity.
Container transhipment gantry of 32 tonnes capacity, handling 20 30 ft. and 40 ft. units.
4×80 passenger motor buses.
Baggage trolleys.
Freight shed of 25,000 sq.m. internal area, equipped with full handl equipment.
Cold store facilities for cargo inspection.
Open storage areas, total parking areas of 126,000 sq.m.
Craneage available up to 100 tonnes capacity at 24 hours notice.
Hazardous bund facilities.
Tipping pen and conveyor for handling bulk Ro/Ro cargoes.

MEDICAL: Hospital, doctor and dentists available.
FRESH WATER: Available at all 3 berths.
FUEL: Available at berths by road tanker.
FIRE PRECAUTIONS: Fire hydrants available at all berths.
REPAIRS: Possible.
A. & P. Appledore, Military Road, Ramsgate.
Ramsgate Marine, Royal Harbour, Ramsgate.
Walkers Marine, Military Road, Ramsgate.

REPATRIATION: Possible.
EMERGENCY CO-ORDINATION CENTRE: Coastguards: Based Dover. Tel: (0304) 210008 – VHF Channels 16 and 11.
AIRPORT: 3 miles West of Ramsgate is Kent International Airp (Manston).

Having bought a 125 year lease from the Ministry of Defence in 19 the airport's owner has built a £2 million passenger terminal which w opened in October 1989.

With the longest runway of all regional airports in the Midlands a Southern England, 24 hours Customs, and its easy access to Londo the airport is ideally situated for air-freight shipments, or as an inla clearance depot for trucks coming over from Europe.

Currently there is a regular cargo flight from Colombia and holid flights to Majorca and Jersey.

The airport is in discussions with various airlines, and hopes develop commuter services to major European destinations.

DEVELOPMENTS: Since commencing operations in 1981 in excess £24 million has been invested in the development of Port Ramsgate an all-weather Ro/Ro port. The present land area is 143,000 sq.m., of which has been reclaimed from the sea.

The port's facilities include a six-bay freight inspection a transhipment shed, a cold store and chilled cargo inspection unit a freight drivers cafe and wash room facilities in addition to the norm ferry passenger terminal buildings and passenger car parks.

In order to handle the increasing demand for container and swap bo traffic, a 38 tonne container handling forklift has been brought in operation to augment the 32 tonne container gantry.

1991 also saw the streamlining of the port's traffic whilst within t port area and the completion of the first phase of the re-developme of the terminal complex, an on-going development which will result the construction of new accommodation for the port staff and port offic bodies and passenger processing areas.

A new access route, by-passing the town of Ramsgate, linking t port area directly with the A299 trunk road is projected.

AUTHORITY: Thanet District Council, Harbour Office, Military Roa Ramsgate, Kent CT11 9LG. *Tel:* (0843) 592277. *Telex:* 9658 *FAX:* (0843) 590941. *Contact:* Captain J.F. Ewing, Harbour Master.

West Pier Control Tower, Ramsgate Harbour, Ramsgate. *Tel:* (084 592277.

Operator: Port Ramsgate Ltd., Ramsgate Harbour, Ramsgate, K CT11 8RP. *Tel:* (0843) 587661. *Telex:* 966340. *FAX:* (0843) 5895 *Contact:* R. Cooper, Managing Director. Lester Champs, Operati Manager. T. Lofts, Business Development Manager.

(B) ROYAL HARBOUR

ANCHORAGE: Vessels waiting to enter Ramsgate may ancho Margate Roads or in the vicinity of the Broadstairs Knoll Buoy, pa due regard to the presence of submarine cables.

APPROACHES: *Approach Channel:* The main channel, 110 m. wid the base, extends 2,133 m. to seaward from the harbour entra Additionally a turning area has been dredged West of the harb entrance and in the vicinity of the ferry terminal. The centre of channel is indicated by leading lights and marks 090° – 270° True.
Harbour Signals: Permission to enter the channel and the Royal Har may be requested by radio from the Harbour Control. Harbour sig to conform with the International Harbour Signals, are displayed by Harbour Control and also at the Lock Head to the marina.

RESTRICTIONS: *Times of Entry:* The main channel has been dredged to a depth of 6.5 m. below datum, allowing unrestricted entry to the Western Terminal. The entrance to the Royal Harbour is maintained at 2.5 m. below datum and vessels are advised that this normally allows entry for at least 2 hours on either side of HW.
MAX. SIZE: Max. LOA 105 m. Max. draft 4.8 m. (2 hours either side of HW).
VHF: *Vessel Traffic Service:* Vessels wishing to enter Ramsgate Harbour must report to the Harbour Control on Channel 14 when arriving at a point 2.5 miles from the channel entrance buoys. This point is referred to as "Point Romeo" and permission must be obtained to enter the channel before proceeding further.
BERTHING: Commercial Quay: Length 109 m. Width 18.0 m. Berthing possible on the East side.
Ro/Ro Berth: Linkspan available.
CRANES: 1×18 ton crane available. Private cranes up to 130 tons capacity may be hired. Fork lift trucks available.
STEVEDORES: Available locally.
MEDICAL: Hospital, doctors and dentists available locally.
FRESH WATER: Available.
FUEL: Small quantities available by barge. Larger quantities available by road tanker.
CONSULS: See "Dover".
REPAIRS: Minor repairs possible. Slipway for up to 500 tons capacity.
SURVEYORS: Available locally.
HATCHES: Opened and closed by crew.
AIRPORT: See "Port Ramsgate".
POLICE/AMBULANCE/FIRE: Dial 999.
EMERGENCY CO-ORDINATION CENTRE: The RNLI maintains a motor lifeboat stationed in the harbour.
SERVICES: The following are available: radio repairs, ship chandler, diving services, charts, compass adjusting, Derat and fumigation.
GARBAGE DISPOSAL: A collection service is provided daily and skips are provided for all vessels.
WASTE OIL DISPOSAL: A disposal facility for waste oil is available on request for large amounts. This is done by road tanker.
SEAMAN'S CLUBS: There is no seaman's club. The Royal Temple Yacht Club provides certain club facilities for visiting seamen and yachtsmen. There is also a Sailors Church within the harbour (Church of England) holding regular services.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Thanet District Council, P.O.Box 9, Margate, Kent CT9 1XZ. *Tel:* (0843) 25511. *Telex:* 966182.

Ramsgate Harbour Office, Military Road, Ramsgate, Kent CT11 9LG. *Tel:* (0843) 592277. *Telex:* 965861. *FAX:* (0843) 590941. *Contact:* Commander C.H. Marsh, General Manager. Captain P. Dickens, Harbour Master.

RYE: 50.56 N., 00.47 E. (See Plan)

PORT LIMITS: An imaginary line between No. 2 red light and No. 1 white light.
DOCUMENTS: Usual documents required for Customs.
PILOTAGE: Call "Rye Pilots" 1 hour before to 1 hour after HW. Pilots attend station when vessels expected – ETA 24 hours in advance.

Vessels fitted with VHF Radio should keep watch on Channel 14 when arriving and sailing from Rye and call for instructions on traffic movements.

Pilotage compulsory for vessels over 30 m. LOA.
ANCHORAGES: Vessels may anchor at the Fairway Buoy or shelter from Southwesterly winds in the East Roads (St.Mary's Bay).
NAVIGATION: *Leading Marks:* Inner Leading Light – Occulting Green 4 secs. with white sector 326°T to 331°T.
Tide Signals: Shown from harbour office, 0.75 miles inside harbour entrance on East Bank.

Night – 7 ft. to 10 ft. on bar. Fixed Green.
Over 10 ft. on bar. Fixed Purple.

Day – None, but horizontal timbers on tripod beacon at harbour entrance indicate plus 5 ft., plus 10 ft., plus 15 ft. above Ordnance Datum.
Traffic Signals: International signals showing either 3 fixed red lights or Green – White – Green when commercial traffic moving.

Day – on Flagstaff yard arms behind Harbour Office denotes expected shipping movements on tide.
One Black Ball – ship arriving from sea.
Two Black Balls side by side – ship sailing.
Three Black Balls in a triangle – ships arriving and sailing.
Fog Signals: East Pierhead Horn every 7 secs.
RESTRICTIONS: Night navigation possible for vessels of less than 240 ft. LOA, subject to Harbour Master's approval.

Also see "Berthing".
MAX. SIZE: LOA 235 ft. Max. draft 13 ft. 06 in.
VHF: Call sign "Rye Harbour Radio" Channels 16 and 14. 0900 – 1700 hrs. daily. "Dover Coastguard" VHF Channels 16 and 67.
TUGS: None available. Harbour launch will assist if requested.
BERTHING: Cargo vessels entering Rye Bay should follow the coast from Dungeness coming from the East or Fairlight coming from the West keeping at least 2 miles offshore until Rye Fairway Buoy is reached (Spher. R.W. Fl. 10 secs.), position 149° T, 1.8 miles from the harbour entrance. Anchorage 5 fathoms. at MLWS.

The entrance is 42 m. (140 ft.) wide and is recognised by a conspicuous tripod beacon (Fl. 5 secs. Red), 30 m. seaward of the West Groyne which is 240 m. seaward of the East Pier with the light tower (Qk. Fl.(9) 15 secs.). The channel virtually dries and is liable to change. The East Pier submerges at HWS and is marked by starboard hand beacons. There is a strong eddy inside the East Pier during the flood stream.

Inside the entrance the channel narrows to 30 m. and runs straight for half a mile (329°T) to Rye Harbour Village where there is an inner leading light (Occ. W.G. 4 secs.). Strict attention should be paid to Port Hand Beacons (4 with Qk. Fl. Red) which mark a training wall on the West side of the channel (submerged at plus 8.3 O.D.N.)

The Rother has a strong flood stream and as the harbour dries out it should NOT be approached 3 hours either side of LW. In gales from the S.E. through to S.W. waves break across the entrance.

The best time for any vessel to enter or leave the port is 1 hour either side of HW but care is needed because movement of cargo vessels takes place during this period (See "Navigation" – "Traffic Signal"). Visiting yachts may berth at the Admiralty Jetty by the Harbour Office and in mud berths at Strand Quay in Rye by arrangement with the Harbour Master. Subject to weather conditions it is possible for vessels drawing less than 1.5 m. to enter the harbour at HW minus 2.5 hours (before the flood tide flows at maximum rate) to plus 3 hours.

H.M. Customs clear craft entering from Non-E.E.C. Countries at the Harbour Office.

Wharf is located 1 mile from the entrance on the West bank of the river.

Length of quay 600 ft. Berth handles grain, aggregate, fertilisers, general cargo, etc.
CRANES: 2 mobile cranes of 3 tons (SWL) available for cargo handling. Stores are loaded by these cranes.
BRIDGES: No air draft restrictions.
STEVEDORES: Stevedores ordered through vessel's agent. Usual working hours 0730 – 1700 hrs., Monday to Friday. Overtime is possible by arrangement.
MEDICAL: Conquest Hospital at Hastings (15 miles) maintains a 24 hour casualty service. Doctors and Port Health Officers available locally.
TANKERS: No facilities.
DENSITY: 1025.
FRESH WATER: Available from the quay by hose.
FUEL: Agent arranges supply through a local supplier.
FIRE PRECAUTIONS: Usual precautions necessary.
CONSULS: None locally.
REPAIRS: Minor engineering repairs possible. Radio and radar repairs by arrangements.
DRY DOCKS: None locally.
SURVEYORS: Cargo inspectors arranged by agent. No Classification Society surveyors locally.
GANGWAY/DECK WATCHMEN: Not available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Standard British allowances.
REPATRIATION: Possible. Crew may be repatriated through Heathrow or Gatwick Airports, or Dover and Newhaven for continental ferry services.
AIRPORT: Heathrow or Gatwick.
EMERGENCY CO-ORDINATION CENTRE: Contact Dover Coast Guard on VHF Channels 16 and 67.
TELEPHONES: Not available.
SERVICES: Any services required should be arranged with the agent prior to arrival.
BANKS: Major banks located in Rye.
STORING: See "Prelims".
1. By truck.
2. N.A.
3. Yes.
4. Yes.
6. Yes.
SHORE LEAVE: Permitted.
DELAYS: None.
GENERAL: *Tidal Information:* These tide tables are referred to Ordnance Datum Newlyn and GMT.

Chart Datum equals O.D. Newlyn minus 4 m. (13 ft.)
O.D. Newlyn equals Chart Datum plus 4 m. (13 ft.)
Duration of Mean Rise at Rye Harbour:
Spring – 3 hours 15 minutes.
Neaps – 5 hours 00 minutes.

Latest Surveys (September 1987) indicates that the main channel leads E.S.E.'ly from red light marking end West Groyne. Average depth in the channel at the entrance:
At MHWS – 5.5 m. (19.2 ft.)
At MHWN – 4.5 m. (15 ft.)
Depth over bar:
At MHWS – 4.2 m. (13.8 ft.)
At MHWN – 2.5 m. (8.2 ft.)

For depth at HW at Alsford's Quay add 1.52 m. (5 ft.) to predicted height given in tables.

For depth at HW at Strand Quay mud berths deduct 0.6 m. (2 ft.) from predicted height.

The following approximate corrections for level and time of HW should be added/subtracted to convert these tables for use at the undermentioned coastal areas:

Hastings	minus 0.8 ft.	minus 2 minutes
Dungeness	plus 0.9 ft.	minus 6 minutes
Folkestone	minus 1.6 ft.	minus 15 minutes

GARBAGE DISPOSAL: Collection arranged through wharf owners. (Tel: 0797-222501). Closed approved skips on quayside.
WASTE OIL DISPOSAL: Oil disposal arranged through wharf owners. 45 gall. drums available and disposal is via local chemical works.
SEAMAN'S CLUBS: No clubs but town is within easy walking distance.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: National Rivers Authority, Guildbourne House, Chatsworth Road, Worthing, West Sussex BN11 1LD. *Tel:* (0903) 820692. *FAX:* (0903) 821832.

Harbour Office, New Lydd Road, Camber, Rye, East Sussex TN31 7QS. *Tel:* (0797) 225225. *FAX:* (0797) 227429. *Contact:* Captain C. Bagwell, Harbour Master.

SCALLOWAY: 60.08 N. 01.16 W. (See Plan)

Scalloway is a small port on the Atlantic side of the Mainland of Shetland and is located only 7 miles by road from Lerwick.

The main trade is centred around the catching, processing and export of fish, but there has been a marked increase in general trade since the recent improvement of port facilities.

Most services are available and can be arranged through the local shipping Agents.

Communications: Listening watch is maintained on Channel 16 only during office hours. At other times contact to be made through Shetland Radio. Local shipping agent Tel: Scalloway 636 (office), after hours: Scalloway 304. Pier Master's Office, Scalloway 574, home Scalloway 324. Assistant Pier Master, Lerwick 3485.
ANCHORAGES: Good holding bottom in Scalloway Bay.

Anchorage may also be obtained at several locations within the port approaches and vessels intending to do so should advise the Scalloway Pier Master via VHF who will provide advice on areas encumbered by static fishing gear.
PILOTAGE: Licensed Pilots are available and requests for pilotage should be made at least 12 hours in advance of ETA and confirmed 1 hour before arrival by calling Scalloway Harbour Radio on VHF Channels 12 or 16. Requests for pilotage should be made through Scalloway Harbour Office (Scalloway 574), through Sullom Voe Port Control Tel: 0806 – 242551 or Telex: 75142 (manned 24 hours), or through agents. No particular light or sound signals are required and pilot boat freeboard is 1.5 m. Pilot boarding stations are charted on the current edition of BA. Chart No. 3294. Masters should advise the intended pilot boarding station when confirming ETA and should note that the Northerly station is preferred in bad weather or high swell. Pilotage is not compulsory except for vessels carrying hazardous cargoes for which it is compulsory.
RESTRICTIONS: No night time or tidal restrictions. Largest scale and up to date charts essential.
MAX. SIZE: Max. loaded displacement 3,500 tonnes. Maximum length 90 m., max. draft 6.0 m. Vessels exceeding these dimensions may be accepted by prior arrangement. A tide gauge has been installed, and precise tidal heights will be available on request by radio.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Shetland Radio.
VHF: Vessels should listen to Channel 16 VHF when in VHF range.
BERTHING:

Berth No.	*Length* (m.)	*Least Depth* (m.)
1	66	7.5
2	53	4.0
3	77	4.2
4	75	6

A new general cargo berth with length 120 m. and depth 6.5 m. has been constructed. Further development work is in progress.
CRANES: Mobile cranes available. Ships normally employ their own cranes.
STEVEDORES: Should be arranged through Agents.
MEDICAL: Doctor based at Scalloway. Hospital at Lerwick.
FRESH WATER: Available from standpipe at all berths, rate 10 t.p.h.
FUEL: Marine gas oil by pipe or from road tanker. 1 hour advance notice through Agent.
REPAIRS: Most types deck and engine repairs.
SLIPWAYS: Slip accommodation for vessels up to 180 tons.
SURVEYORS: Lloyd's Agency at Lerwick: Hay and Company (Lerwick) Ltd., 106a Commercial Street. Tel: (0595) 3057. Telex. 75295.
CUSTOMS ALLOWANCES: See "Lerwick".
REPATRIATION: Facilities for effecting crew changes.
AIRPORT: Sumburgh Airport 25 miles. British Airways several times daily. Tingwall Airstrip 3 miles.
HOLIDAYS: Cargo or shipping operations not affected by holidays.
POLICE/AMBULANCE/FIRE: Dial 999.
TELEPHONES: No arrangement for placing telephones on board. The Port Authority provide a telephone box in the harbour area.
SERVICES: Compass adjusting. Provisions of all kinds can be obtained locally.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Shetland Islands Council, Marine Operations Department, Port Administration Building, Sella Ness, Graven, Mossbank, Shetland ZE2 9QR. *Tel:* Sullom Voe (0806) 242551. *Telex:* 75142. *FAX:* (0806) 242237. *Contact:* Captain G.H. Sutherland, Director of Marine Operations. Captain K.J. Radley, Deputy Harbour Master/Deputy Port Director.

SCAPA FLOW (Flotta Terminal), Orkney Isles: 58.53 N. 03.05 W. (See Pla

NOTICE: Issued by Director of Harbours in August 1993.
Recommendations on Navigation for vessels bound to or from the Flo Oil Terminal and Scapa Flow:

The tidal flow in the Pentland Firth is such that Masters should p particular attention to the information and details contained in t Admiralty Tidal Stream Atlas – Orkney and Shetland Islands (NP 20 prior to their arrival in the area and also before departing Scapa Flo Failure to do so could result in difficulties arising for their vessels, d to the strong tidal currents experienced in the area.

RECOMMENDED ROUTES:

The recommended routes for arriving at the Pilot Station for the fi time are as follows:

Approaching from South East, bound for Westerly Pilot Boarding Ar

Vessels should pass 1.5 miles East of Duncansby Head then stee course to pass midway between Swona and Stroma Islands.

When approaching with the flood tide (Easterly flow) vessels shou maintain a Westerly course until at least 1.5 miles West of Swona Isla before proceeding to the Pilot Boarding Area.

With the Ebb tide (Westerly flow) vessels can steer towards the Pi Boarding Area once they are clear of the South end of Swona Islan

Approaching from West, to Westerly Pilotage Boarding Area:

Vessels should pass at least 2.5 miles South of Torness on the Isla of Hoy before setting course to the Pilot Boarding Area.

Easterly Pilotage Boarding Area - North of Swona Island:

It is not recommended that first time callers proceed between t islands of Swona and South Ronaldsay unless instructed to do so b the Pilot who should be on station at the Boarding Area prior to t vessel entering the Harbour area. Masters who are familiar with the ar may proceed between Swona Island and South Ronaldsay, but mu ensure that when proceeding with the flood tide they do not set on t the Lother Rock and with ebb tide do not set on to Swona Island.

Passage between South Ronaldsay and Muckle Skerry:

It is not recommended that vessels use this Channel.

DEPARTING SCAPA FLOW:

Recommended Routes following disembarking Pilot:

The Pilot will normally disembark between Nevi Skerry and Stang Head to allow the vessel to build up to full sea speed prior t encountering the tidal flow in the Pentland Firth.

West Bound Vessels:

The Master should proceed into the Pentland Firth passing one mi East of Switha Island and set a course to pass at least 1.5 miles Sou East of South Walls.

South East Bound Vessels:

The Master should proceed into the Pentland Firth passing one mi East of Switha Island and then proceed on a South Westerly cour keeping at least 1.5 miles West of Swona Island. A course can then b set to pass midway between Swona and Stroma Islands.

The vessel should then make a course to pass 1.5 miles North Ea of Duncansby Head.

The Master must keep a careful watch on the effect that the flood an ebb tides have on his vessel whilst turning to port.

With the ebb tide the vessel may be slow to respond due to t vessel's bow encountering the ebb tide whilst the stern is still in t eddy West of Swona.

Passage East of Swona Island:

It is not recommended that first time callers use this Chann Providing Masters are fully aware of the tidal currents which will effe the vessel when passing between Swona Island and the Lother Roc it is acceptable for vessels to proceed down this Channel.

It cannot be emphasised strongly enough that vessels will experien strong tidal set both Eastwards with flood tide and Westwards with e tide as they proceed down this Channel and also once clear of the Sou end of Swona Island.

Masters should make a course to pass midway between Swona an South Ronaldsay when Stanger Head is 0.5 miles abeam.

When abeam of the North end of Swona Island the Master shou steer a course keeping to the middle of the Channel. A careful wat must be maintained on the vessel's course and speed as the very stro tides can quickly set the vessel towards the Lother Rock with flood ti and towards Swona Island with the ebb tide.

Once clear of the Lother Rock a course can then be set to pa 1.5 miles East of Duncansby Head.

Passage between South Ronaldsay and Muckle Skerry:

It is not recommended that vessels use this Channel.

MANOEUVRING SPEEDS - BOARDING AND LANDING PILOTS:

Masters should where possible, when approaching the Pilot Boar Area, maintain full sea speed until advised to reduce by the Pilot. Mas should also bring their vessels up to full sea speed once the Pilot h disembarked. The normal speed for boarding and landing pilots 6 knots.

The Master should ensure that his vessel is in hand steering and in automatic pilot prior to entering the Pentland Firth and also until w clear of the area.

Normal *Rule of the Road* applies in all cases when vessels a approaching or departing the Pentland Firth or Scapa Flow.

SUSPENSION OF BOARDING AND LANDING PILOTS:

In severe weather conditions boarding and landing of Pilots may suspended. Masters will be advised by Orkney Harbour Radio as so as possible when these restrictions are in operation. They will be k fully informed on the most suitable area to await instructions to proc to the Pilot Station once boarding and landing of Pilots is resumed

ORKNEY HARBOUR RADIO:

Masters should contact Orkney Harbour Radio on VHF Channel 16 at least 2 hours prior to arrival at Pilot boarding areas for update on shipping, tidal and pilotage information.

If in any doubt regarding pilotage, tidal or shipping movements in the Pentland Firth or Scapa Flow contact Orkney Harbour Radio on VHF Channel 16.

Masters and Owners should note that the above details are recommendations only and the final decision remains with the Master regarding the safe navigation of his vessel.

Editor's Note: Please also see Notice to Mariners No. 44 of 1993 (Notice No. 3706 – Scotland, North Coast – Shetland Islands – areas to be avoided and precautionary areas), and Admiralty List of Radio Signals – Volume 6 (specifically Notice to Mariners No. 45 of 1993 – Notices A 1591 and A 1599 which come into force on 28th November 1993).

DOCUMENTS:

Maritime Declaration of Health (Form supplied by Pilot or Agent).
Vaccination List.
Immigration Form H.O. Form IS6.
Crew Lists — 2 required.
Ship's Stores List.
Crew Personal Effects Declaration, Customs Form C.142.
Last Port Clearance.
Ship's Register.
Load Line Certificate.
Safety Construction Certificate.
Safety Radio and Safety Equipment Certificates.
Derat Certificate.
Previous British Light Dues Receipts.

Customs and Health: Weather permitting, Customs, Immigration, Health and Agent will embark inside Scapa Flow.

Customs House: Customs clearance inward and outward will be the responsibility of ship's Agents.

Light dues will be paid by the vessel.

Cargo Documents: Bills of Lading; Cargo Manifest, Quantity and Quality Report; Tanker Time and Loading Report; Certificate of Origin; Ship's Cargo and Ullage Reports; Master's Receipt for Shipping Documents and Documentation Transmittal Reports will be prepared by Company Representative.

Ship's Agent: All ship's business other than Cargo and Customs documentation and the shipping documents under section above will be conducted by the ship's Agent.

EDP: Early Departure Procedures apply to most vessels. Blank Bills of Lading are signed by the Master on arrival, and the tonnages inserted on completion of loading.

APPROACHES: The approach to the Terminal is through the Pentland Firth from East or West, and then Northward through Hoxa Sound, the main entrance to Scapa Flow. Consult Admiralty Sailing Directions Vol. 1, and Admiralty Tidal Stream Atlas for Orkney and Shetland, Publication No. 209. Principal charts are as follows and Decca coverage is available: Admiralty Chart Nos. 2162, 2581, 35.

PILOTAGE: Pilot vessels *Scapa Pathfinder, Scapa Pilot* and *Scapa Pioneer* watch VHF Channel 16.

Inside pilot station (Lat. 58° 46′ N., Long. 03° 07′ W.) located 2 miles 180° from Cantick Head Lighthouse.

Unfamiliar vessels, VLCCs, also any vessel without full information about the unusually strong currents in Pentland Firth is recommended to embark the Pilot at the appropriate outside position (Refer to Tidal Stream Atlas, Admiralty Publication H.O. Number NP 209).

Port Restrictions which may cause delays: Weather preventing embarkation of Pilot at either inside or outside positions.

Local wind conditions in Scapa Flow preventing a safe approach to the berth.

Remarks: In Scapa Flow the weather conditions, in particular the wind, can change suddenly and quickly deteriorate, not only in Winter but at any time of the year.

Mooring Masters: A Company Mooring Master will board vessels to the Northward of the Calf of Flotta or at her designated anchorage within Scapa Flow prior to berthing at any Terminal Facility. A Company Mooring Master will be on board during the time that a vessel is moored and he will liaise between the Terminal and ship personnel throughout any deballasting, loading or discharging operation.

The Company Mooring Master may ensure that Masters of vessels are familiar with, and strictly observe, all local regulations concerning the safety of operations and pollution of the sea by oil whilst laid at the Company's facilities.

Vessels using the Company's facilities are required to provide the Mooring Master with accommodation and messing of a standard equivalent to that enjoyed by the vessel's officers.

ANCHORAGE: Inside Scapa Flow several anchorages are available depending upon prevailing winds. Sea anchorage outside, in the approaches to the Pentland Firth, is not possible.

MAX. SIZE/RESTRICTIONS: The current maximum sizes of crude tankers permissible at Flotta is 200,000 d.w.t. at the SPMs and 150,000 d.w.t. at the jetty.

Since the advent of segregated ballast tankers, an anomaly has arisen between the physical size of tankers, upon which these maximums are based and the deadweight capacity. In order to prevent confusion as to the size of tanker that is acceptable, the following guidelines will be enforced.

	Conventional Ballast Tankers	*Segregated Ballast Tankers*
SPMs	200,000 d.w.t.	170,000 d.w.t.
Jetty	150,000 d.w.t.	130,000 d.w.t.

Prior to accepting crude vessels it must be clarified whether the vessel is a segregated ballast tanker or a conventional ballast tanker. If a segregated ballast tanker then the deadweight must be indicated. If the tanker has been converted from a conventional ballast tanker to a segregated ballast tanker, then the original deadweight should also be indicated.

RADIO: Arrival Notices.

Pilots: By coastal radio station 24 hours and 12 hours prior to arrival. VHF contact at least 3 hours prior to arrival at the pilot station.

Terminal: By coastal radio station 7 days, 72, 48 and 12 hours prior to arrival at the pilot station.

VHF contact should be established at least 3 hours prior to arrival at the pilot station.

The Terminal must be advised by VHF via the "Harbour Control", when the Pilot has boarded or when 6 miles from Stanger Head at the entrance to Hoxa Sound.

INFORMATION REQUIRED PRIOR TO ARRIVAL:

Radio Advice Prior to Arrival: Terminal operated by Elf Enterprise Caledonia Ltd., Flotta Terminal, Telex: 75212 (Eecflo G), via Portishead Radio, of ETA with following details. Also advise Agent of ETA, drafts fore and aft for arrival, and any immediate requirements on arrival.

Standard Message to Crude Vessels (Initial Visit): Masters are advised that reception facilities are available for clean ballast only. All ballast must be discharged to reception facilities ashore. No ballast from either cargo or permanent ballast tanks is permitted to be discharged into Scapa Flow.

Please advise the following details:

AAA	Arriving and sailing drafts and ETA.
BBB	Cargo requirements in metric tonnes.
CCC	Grade of previous cargo.
DDD	Quantity of Cargo tank ballast and position uplifted.
EEE	Quantity of permanent ballast and position uplifted.
FFF	Quantity of ballast for discharge ashore.
GGG	Last port and destination.
HHH	Is inert gas system fully operational and cargo tanks inerted?
JJJ	Oxygen level in cargo tanks.
KKK	Gross nett and summer d.w.t. tonnages.
LLL	Maximum loading rate.
MMM	Total time for deballast.
NNN	Number and size of cargo manifolds.
OOO	Availability of reducers to adapt manifolds to suit 16 in. 150 ASA flanges three required.
PPP	Can vessel load and deballast simultaneously while maintaining a minimum of a two valve separation?
QQQ	Is vessel equipped with a patent A.K.D. stopper or similar capable of accepting an 80 mm. end link?

Vessels are required to load part cargo prior to discharging ballast.

Minimum 10 ton SWL derrick required on port side for SPMs. Derrick required at jetty if it is necessary to fit spool pieces to accept loading arms. Ballast manifold is aft of two crude connections on SPM.

Your attention is drawn to the serious view taken by Port and Terminal Authorities of pollution. Heavy fines are imposed to which is added the cost of clean-up operations. Please ensure all crew members are conversant with and comply with pollution requirements.

Principal pollution causes are leaking sea valves overboard discharge valves and cargo or bunker overflows. We recommend sea valves, overboard discharge and bilge discharges are checked tight. Prior arrival cargo and bunkering procedures should be reviewed with chief officer and chief engineer. All scuppers to be plugged.

NOTE: On subsequent visits vessels should only answer AAA to JJJ inclusive.

Standard Message to Liquid Gas Carriers (Initial Visit):

LIQUID GAS CARRIERS ARRIVING AT SCAPA.

LPG vessels arriving at Flotta Terminal with ballast for discharge to Scapa Flow will comply with the following instructions in respect of this ballast.

1. Ballast for discharge must have been taken on board within 24 hours of arrival and at a distance of at least 12 miles off shore.

2. The Master will provide the Terminal with signed advice stating date, time and positions between which ballasting operations were carried out, quantity of ballast for discharge and tanks in which it is contained.

Harbour Authority Officials may board vessels to ascertain that these procedures have been adhered to and the quality of the ballast is suitable for discharge. The Authority's decision as to whether or not the ballast is acceptable for discharge will be final. Non compliance will result in delays being occasioned by the vessel.

Masters are advised that this concession for discharge of permanent ballast relates only to LPG carriers and your attention is drawn to the serious attitude adopted by Port and Terminal Authorities to pollution incidents of any kind.

To prevent problems arising due to surge pressures caused by too rapid closure of emergency shutdown valves (ship side) it is required that the minimum closure rate from fully open to completely closed be 9 seconds when loading LPG or 13 seconds for Ethane loading.

Please advise the following details:

AAA	Arriving and sailing draft and ETA.
BBB	Cargo requirements in metric tonnes.
CCC	Previous cargo and quality of tank atmospheres.
DDD	Tank temperature on arrival.
EEE	Time required for cooldown.
FFF	Height of manifold above water line at arrival draft.
GGG	Closure timed of emergency shutdown valves.
HHH	Quantity of ballast and amount to discharge.
JJJ	Last port and destination.
KKK	Gross, nett and summer deadweight tonnages.
LLL	Maximum and cooldown loading rates.
MMM	Availability of deck tanks to accept coolant and quantity required.
NNN	Size of cargo/vapour return manifold and position of vapour return manifold relative to cargo manifold.

Purging and/or coolant is not carried out alongside.

Vessel will require to load sufficient coolant for purging and/or coolant to be carried out at anchor.

NOTE: On subsequent visits vessels should only answer AAA to JJJ inclusive.

VHF: *Harbour Pilots and Harbour Control:*
VHF Listening: 16 Telex: 75475
Working: 9, 11 and 20
Mooring Masters/Terminal:
Mooring Masters 161.15 } Private Frequencies Only
Terminal 161.30 }
Loading Operations 161.15 } Private Frequencies Only
" " 161.30 }

N.B. Launches are fitted with VHF Listening Channel 16.
Working Channels 14, 12, 8, 6

HEALTH: See "Health – All Ports" before first U.K. port.

READINESS: *Notice of Readiness to Load/Discharge:*

Notice of Readiness will be accepted subject to the following conditions;—

a. The Terminal is open (this decision shall be communicated to the Master of the vessel by the Company).

b. (i) The vessel has been boarded by the Company Mooring Master prior to her proceeding towards the berth *or*

(ii) The vessel has anchored within the anchorage area awaiting a berth.

N.B. Although vessels will be loaded in order of acceptance of Notice of Readiness, it should be borne in mind that acceptance of Notice of Readiness is contingent upon complete compliance with all the requirements of Port Conditions.

c. Acceptance of Notice of Readiness may be withdrawn by the Company upon the occurrence of any of the following events:

The decision by the Mooring Master that the vessel's drafts, equipment and/or appurtenances are not suitable for berthing at the Terminal. If this decision has not been taken, for reasons within the Mooring Master's control, within 24 hours from Acceptance of Notice of Readiness, the Company shall be deemed to have waived its right to withdraw acceptance under this sub-paragraph.

Any supervening decision of the Harbour Authority which prevents the vessel from berthing.

N.B. A derrick or crane with a safe working load of not less than 10 tons is required for handling hoses at the SPM berths.

TUGS: 3 tugs (2×50 ton bollard pull and 1×54 ton bollard pull) are available, and compulsory, for berthing. They are fire fighting tugs and equipped with Warren Springs pollution dispersent equipment.

Whenever a tanker is on a berth, 1 stand-by tug is anchored in the close vicinity for safety and pollution purposes. Fire wires must be rigged off-side forward and aft.

1 tug (standby tug) is towing aft whilst tanker is moored to SPM.

BERTHING:

Position:
SPM 1: Lat. 58° 52′ 11.86″ N., Long. 3° 07′ 20.68″ W.
SPM 2: Lat. 58° 52′ 17.72″ N., Long. 3° 05′ 47.79″ W.
Main Control Building (Radio Mast): Lat. 58° 50′ 31.05″ N., Long. 3° 07′ 08.01″ W.

SPM Particulars:
Pillar Type Single Buoy Mooring – 2.
Tanker Size – 35,000 d.w.t. – 200,000 d.w.t.
Minimum Water Depth – 75 ft.
Max. Draft – 72 ft.
Mooring System – 10 m.×3 in. chain, 40 m.×21 in. rope grommet, 10 m.×3 in. chain and 6 m.×2.625 in. chain.
Crude Manifolds – 2×16 in.
Ballast Manifolds – 1×16 in.
Maximum Loading Rate – 80,000 bbls.p.h.
Hose Weight – Minimum 7.5 tons

Ballast connection is positioned aft of the 2 crude connections.

A load monitoring system is fitted to each SPM giving constant strain readings to the Terminal Control Room and the Mooring Master on board the tanker. In adverse weather conditions strain gauge readings will indicate when vessel should prepare to vacate the berth.

LPG/Crude Oil Jetty:
Finger type jetty with breasting dolphins.
Tanker Size – 4,000 d.w.t. – 150,000 d.w.t.
Minimum Water Depth – 63 ft.
Maximum Draft – 62 ft.
LPG Manifolds – 1×10 in. loading plus 1×10 in. vapour return.
LPG Loading Rate – 10,000 bbls.p.h.
Crude Manifolds – 4×16 in.
Crude Loading Rate – 80,000 bbls.p.h. maximum.
Ballast Manifold – 1×16 in. (crude gantry only).
Maximum Deballasting Rate – 40,000 bbls.p.h.

LPG: Gas tankers also load at the jetty and in their case the only relevent restriction is a requirement for the cargo manifold flange to be able to work within the operating envelope of the LPG loading arms which have the following parameters:- Max. Airdraft 13.18 m.; Min. Airdraft 1.75 m.; Max. distance ship's side to flange 7.0 m.; Min. distance ship's side to flange 3.1 m.

Terminal Capacity:

1. Crude Oil:

There are 5 tanks, each of 500,000 bbls. nominal capacity for storage of stabilised crude oil, plus a further 2 of 1,000,000 bbls. each.

2. Liquid Petroleum Gas:

There are 2 tanks, each of 100,000 bbls. nominal capacity for storage of propane.

3. Ethane:

There are 5 ethane tanks, each of 500 cu.m. nominal capacity.

Remarks: Vessels moored to the SPMs are required under conditions to maintain a tug towing astern to keep the mooring system under a tension of 15 tons – 20 tons.

When ship's piping does not permit the pumping of permanent ballast through the manifold, the possibility to load some cargo prior to deballasting the cargo tanks' clean ballast may be granted by prior arrangement with the terminal. In all cases where ships intend to deballast and load simultaneously there must be at least a 2 valve separation.

Lightering Operations: Ship-to-ship lightering operations can be car out in Scapa Flow on vessels up to 72 ft. draft.

Tug facilities and oil pollution equipment readily available.

DENSITY: 1025.

MOORING AND HOSE HANDLING:

On SPMs: Ship's derrick (SWL 10 tons) and manifold connections w require to be prepared on the port side. An accommodation ladder w be rigged to starboard with a pilot ladder ready to port.

Securing equipment for single chain mooring forward and ho connecting gear will be hoisted on board from Company work laun by ship's derrick. A good mooring line will be required from forecas head as a messenger for the buoy mooring.

Tanker Loading Pier: The loading pier is equipped with rigid articula pipe arms mounted on gantries for loading liquid petroleum gas and a for loading crude oil. The crude oil gantry is also fitted with a balla discharge arm.

There is an access roadway between the Pier head and the sho Mooring lines are run to dolphins by terminal mooring boats. Vesse with tension winches when moored at the pier must have winches 'Manual brake'.

Arrival Draft: Vessels must arrive at the Company's facility in a adequate ballast condition compatible with safe manoeuvring dur handling. Excessive trim or insufficient ballast could incur delay un such time as an acceptable condition is reached.

BALLAST: All berths are equipped with water ballast discharge line There is a water ballast tank of 500,000 bbls. capacity and a balla treating facility capable of handling 40,000 bbls.p.h. It is prohibited discharge water ballast into Scapa Flow.

Bilge Ballast Discharge: Vessels should arrive in Scapa Flow with cle ballast only.

The discharge of bilges and/or ballast by vessels into Scapa Flow strictly prohibited.

N.B. All ballast water including permanent ballast must b discharged through the Terminal ballast reception and cleaning faci

Discharge of ballast and simultaneously lifting of cargo is not permit unless approval has been given by the Mooring Master.

The salvage in ballast shall become the property of the Company, consideration of the Company's operation of the Terminal balla reception and cleaning facility.

MEDICAL: Medical and dental services are available by arrangemen Hospital facilities are available at Balfour Hospital, Kirkwall.

FRESH WATER: Not available.

FUEL: Bunkers not available at present, but lubricants in small quan available. Ships should cable requirements to Agent as soon as possib

CONSULS: Denmark, Netherlands, Norway and Germany.

REPAIRS: There are no dry-docking facilities available, but loc engineering firms undertake minor repairs to machinery and equipme

Immobilisation of Engines: Not allowed on any of the berths, and n recommended when at anchor. When at the anchorage, however, special circumstances, and provided the Harbour Master's permiss is first obtained, it may be possible.

TRAVEL: There are daily air services, during the week, to Aberdee Inverness, Glasgow and Edinburgh from Kirkwall Airport. There is n service on Sunday, There is a daily ferry service from Stromness Scrabster to connect with British Rail. During the Winter months the is no service on Sunday.

LAUNCH SERVICES: Launch services from Flotta and SPM berths a available by arrangement with local Agents to Scapa Pier.

SAFETY: Should communications fail, the Mooring Master will authori continuous soundings of the ship's whistle or siren as a signal to s loading (ships in the vicinity capable of so doing should inform t Terminal Control by VHF that this signal is being sounded in case it inaudible ashore). Ships hearing the signal and unable to contact t Terminal should inform "Harbour Control".

SERVICES: Stores are of good quality, and the laundry facilities a good, but limited. Tank cleaning facilities are not available.

GARBAGE DISPOSAL: Skip provided on Scapa Pier free of char and collected as required, otherwise by arrangement through loc agent.

WASTE OIL DISPOSAL: No waste oil disposal facility.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

SHORE LEAVE: There are no restrictions on shore leave for shi personnel. For vessels moored at SPMs arrangements can be ma with the Agent for a launch service to be operated to the shore. F safety reasons, the boat selected for this service must have goo stability, to prevent accidents in cases of hazardous boarding due weather conditions.

GENERAL:

Accidental Spills and Leakage: All oil spills and leakages must b immediately reported to the Mooring Master, who will inform the Harbo Authority forthwith. All deballasting/loading/discharging operations w be immediately suspended until the cause of the spill/leakage has be determined, and rectified to the satisfaction of the Mooring Master, a the Harbour Authority.

Galley and Other Refuse: Dumping of all refuse into Scapa Flow a approaches is prohibited. Refuse must be retained on board in sea containers. (Vessels in port over a long period may make arrangem with their local Agent for collection).

Lighting: Sufficient lighting must be provided in the way of all overbo discharge points to facilitate detection of leaks or spillage. Adequ lighting must also be provided at the loading manifold.

Lifting of Stores; When tankships are at SPMs, loading or off-loadin stores, provisions, drums or any other goods or articles on, to or fr the main tank deck is prohibited while cargo is being lifted.

Under certain circumstances and with the approval of the Compa Mooring Master, stores may be worked on the poop during the ca lifting.

When tankships are moored at the pier, vessels and boats are prohibited from coming alongside during cargo lifting, unless all cargo operations are shut down, all tank openings are closed and secured, and permission from the Mooring Master has been obtained.

Working of stores over the pier will not normally be allowed.

During Loading/Deballasting Operations at SPMs: Mooring Masters will carry Company communication equipment. Ship's VHF must also be available to the Mooring Master at all times. Ship's whistle must be available throughout the time a Mooring Master is on board.

Emergency signals in the event of complete communication failure will be as follows:

By day: Continuous blasting of ship's whistle accompanied by the hoisting of 2 black balls in a position conspicuous to the Terminal Control Room.

By night: Continuous blasting of ship's whistle accompanied by continuous flashing on an Aldis type signal lamp aimed towards the Terminal Control Room.

In the event of such a communication failure all loading operations shall cease until an effective means of communications has been established.

AUTHORITY: Orkney Islands Council, Department of Harbours, Harbour Authority Building, Scapa, Orkney KW15 1SD. *Tel:* 0856-873636. *Telex:* 75475. *FAX:* 0856-873012. *Contact:* Captain R.C. Sclater, Director of Harbours. Captain R.S.Moore, Deputy Director. *Operator:* Elf Enterprise Caledonia Ltd., Flotta Terminal, P.O.Box 14, Kirkwall, Orkney. *Tel:* 0856-884000. *Telex:* 75212 Eecflo G. *Fax:* 0856-884715. *VHF:* Channels 16 and 69. Call Sign "Flotta Terminal". *Contact:* Duty Marine Superintendent.

SCRABSTER: 58.37 N. 03.33 W. (See Plan)

LOCATION: Inside Holborn Head on Thurso Bay.
PILOTAGE: Not compulsory. Pilots can be contacted on Channel 16, working Channel 12.
ANCHORAGE: Excellent anchorage in bay, close to high land on North side. Good shelter.
APPROACHES:

Scrabster Harbour Ro/Ro ferry pier – LT.QK.FL.G4.M.
Inner harbour entrance East pier head – LT.2FG(vert).
West pier head – LT.2FR(vert).

MAX. SIZE: Ro/Ro Berth: LOA 90 m., draft 6.0 m.
Lay-By: LOA 80 m., draft 4.5 m.
LOA 120 m., draft 3.0 m.

The entrance to the tanker berth is 26.0 m. wide and to the inner harbour 15.0 m. wide.

VHF: Multi-Channel VHF set in Harbour Office. Calling Channel 16, working Channel 12 (24 hours).
TUGS: None.
BERTHING:

Berth	*Length* (m.)	*Depth at L.A.T.* (m.)
Deep Water – Ro/Ro	96.0	5.5
Lay-By	100.0	4.5
Tanker Berth	72.0	3.0
Old Fish Market	114.0	1.0
New Fish Market	123.0	4.5
New Landing/Lay-By	140.0	4.5

Ro/Ro Facility: Ramp: 100 tonne maximum on 8 axles, 4 m. wide roadway. No height restrictions, all states of tide.
CRANES: Mobile cranes up to 100 tons available.
SPECIALISED CARGO HANDLING FACILITIES: Mineral handling by single grab at rate of 500 tons per day direct into lorries. No storage available at present.
STEVEDORES: Cargo worked 24 hours.
TANKERS: Vessels up to 2,000 d.w.t. can use Tanker Terminal.
FRESH WATER: Available at all berths.
FUEL: Available from BP Terminal or Texaco by road tanker. No overtime charges.
REPAIRS: Engine and hull repairs can be undertaken at 24 hours notice.
AIRPORT: Nearest at Wick, 32 km. away.
HOLIDAYS: Usual U.K. holidays.
GENERAL: *Charts:* B.A. Charts No. 2162 and 1462.
Ice Plant: 50 tonnes per day. Storage 90 tonnes tube ice.
Tidal Reference: H.W. Dover – 2 hours 30 minutes. Range 5.0 m. M.H.W.S. and 3.7 m. M.H.W.N.
Stores: Available.
Bonded Stores: Available at 48 hours' notice.
AUTHORITY: Scrabster Harbour Trust, Harbour Office, Scrabster, Caithness KW14 7UJ. *Tel:* 0847-62779/64618. *Telex:* 75449 Thurso G. *FAX:* (0847) 62353. *Contact:* Captain A.J. Madden, Harbour Master.
AGENT: Scrabster Harbour Trust, Shipping Agents, see above.

SEAHAM: 54.50 N. 01.19 W. (See Plan)

PILOTAGE: Not compulsory. Pilotage Service available with VHF watch on Channel 16 over tidal period. Call sign: Seaham Harbour Pilots. Tel: (091) 5813246.
ANCHORAGE: Good anchorage approximately 1 mile N.E. of North Pier Lighthouse. Shallow water and rocks to South of South Pier (Liddle Scars). Depth on bar at HWST 6.85 m.
RESTRICTIONS: The entrance to harbour is formed by North and South Piers and is 84.34 m. wide. South Dock gates are manned from 2.5 hours before HW to 1.5 hours after HW. Gateway to South Dock 19.81 m. wide.

No vessel can enter at LW and entrance should not be attempted during strong on-shore winds.

MAX. SIZE: *Largest Vessel:* 120 m. LOA, 16 m. beam and draft subject to tidal rise.
VHF: VHF watch on Channel 16 over tidal period and during office hours (0800 – 1800 hrs.) Monday – Friday. Working Channels 6 and 12.
TUGS: 1 tug with 8 tons bollard pull available.
BERTHING: *South Dock:* 8 berths. 625 m. quayage with cranage up to 100 tons capacity. Gravity spouts and conveyors for loading vessels up to 6,000 tons. 60 ton weighbridges with 18.4 m. platforms available. Railway connections.
North Dock: Used by fishing boats only.
CRANES: Five crawler cranes with capacity up to 35 tons.
BULK CARGO FACILITIES: Chute, conveyor and cranage handling facilities available for loading/discharging bulk cargoes from/to road transport.
SPECIALISED CARGO-HANDLING FACILITIES: *Container and Ro–Ro Facilities:* Area available for handling containers. 42 ton container handling forklift truck available.
STEVEDORES: *Working Hours:* Monday to Friday 0800 – 1200 hrs., 1300 – 1700 hrs. Overtime to be ordered by 1300 hrs.

Saturday and Sunday: Work at overtime rates can be arranged with 8 hour minimum period. Weekend overtime to be ordered by 1600 hrs. Friday.

Public Holidays: Overtime possible except New Year's Day, Christmas Day and Boxing Day.

MEDICAL: Hospital at Sunderland, distance 6 miles.
TANKERS: No facilities.
FRESH WATER: Available on quay.
FUEL: Available by barge or road tanker.
REPAIRS: Facilities available at Sunderland and the Tyne.
OPENING/CLOSING HATCHES: By crew.
AIRPORT: Newcastle Airport, 32 km. Teesside Airport, 40 km.
HOLIDAYS: Christmas Day, Boxing Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Dial 999.
EMERGENCY CO-ORDINATION CENTRE:
Maritime Rescue and Search Centre. Tel: North Shields 091–2572691.
BANKS: Barclays, National Westminster, Lloyd's and Midland.
GENERAL: *Chart:* B.A. Chart No. 1627.
Weather: The prevailing winds are from the West.
Tides: Normal range in enclosed dock: 1.97 m. Spring range 4.42 m. Neap range 3.5 m.
Provisions: Available from local chandlers.
Storage: Transit shed of 1,394 sq.m. and warehouse space of 16,000 sq.m. Open storage of 10 acres also available.
GARBAGE DISPOSAL: Bins and skips are sited in port area for galley and operational waste. No charge unless large quantities involved.
WASTE OIL DISPOSAL: Road tanker collection service available via Port Authority. Charges are quoted case by case on request.
SEAMAN'S CLUBS: Seaham Seafarers Centre is adjacent to the port entrance, facilities include telephone, television, book exchange, pool table and bar.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: The Seaham Harbour Dock Co., Seaham House, North Terrace, Seaham, Co. Durham SR7 7EU. *Tel:* Administration 091-5813877; Harbour Office 091-5813246; Security 091-5813320; *FAX:* 091-5130700. *Telex:* 537368 SEADOC G. *Contact:* D. Clifford, Managing Director. G. Hicks, Operations Director/Harbour Master.

SHARPNESS and GLOUCESTER: 51.43 N. 02.29 W. (See Plan)

The Port of Gloucester comprises the enclosed Docks at Sharpness and Gloucester connected by the 16 mile ship canal named "The Gloucester and Sharpness Canal" and all waters within.

Gloucester Harbour, the esturial waters of the River Severn, extending N.E. from the limits of the Ports of Newport and Bristol to Bigsweir on the River Severn. Gloucester Harbour Trustees act as the Navigation Authority responsible for all pilotage and conservancy matters.

PORT LIMITS: Sharpness Dock sea lock sill.
DOCUMENTS:

1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B.6.
3 Stores Lists.
1 Cargo Declaration – Non EEC Cargoes Form C1600A.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each passenger.
Ship's Certificate of Registry.
Oil Pollution Certificate.

In addition Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Pilotage is compulsory. Masters of vessels bound for the Ports of Gloucester, Sharpness, Chepstow and Lydney requiring the services of a Pilot at the Barry Roads Station must give at least 24 hours notice of their intended arrival at the Pilot Station. Failure to give this notice could lead to a vessel being delayed. Draft and Summer d.w.t. are also required. Masters who expect their passage time to be less than 24 hours should send advice from their sailing port with d.w.t. tonnage, draft, speed and ETA. Masters of vessels bound for Chepstow should also state mast height above the appropriate water line and whether masts can be lowered. (Vertical clearance limited by Bridge to 52 ft. (15.8 m) above MHWS)

Vessels are boarded at Barry Roads by the Bristol and Gloucester Pilot Cutter which is equipped with VHF Channels 16, 6, 8, 9, 11 and 14. Radio contact with the Cardiff Pilot Cutter should be made not later than 1 hour before arrival at Breaksea Buoy. In fog ships sound "9" (4 longs, 1 short). Pilot replies the same. Masters can send ETAs direct to the Duty Pilot. Tel: (0860) 232736.

Dock Pilots: Dock Pilots are available, not compulsory but advisable for berthing in Sharpness Dock, transit of the Sharpness Canal and in Gloucester Dock.

ANCHORAGES: Barry Roads afford good anchorage in moderate weather for vessels awaiting a Pilot.

RESTRICTIONS: 3 ft. (0.9 m.) water clearance over outer sill for vessels of maximum draft 21 ft. 6 in. (6.55 m.) Neap tides impose certain restrictions.

Beam	*Clearance Required*
Less than 10.36 m.	0.61 m.
10.36 m. – 13.71 m.	0.76 m.
13.72 m. – 16.76 m.	0.91 m.

Note: Sharpness Dock cill dries out at LW.

MAX. SIZE: Maximum Length – no restriction. Maximum beam – 55 ft. (16.76 m.) Maximum draft – 21 ft. 6 in. (6.55 m.) fresh water.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Niton Radio, Lands End Radio, Ilfracombe Radio.

VHF: Sharpness Radio Channels 16, 17, 14 and 9. Range normally within pilotage waters only.

TUGS: *(River):* Larger vessels normally pick up tugs off Avonmouth if required by Pilot. *(Dock Tugs):* Not suitable for river work. 3 tugs available in Sharpness Dock and for use between Sharpness and Gloucester if required. All tugs take ships lines.

BERTHING: Max. draft 21 ft. 6 in. (6.55 m.) Fresh Water. Range of dock level 4 in. (0.1 m.)

Available Berths: 10 to 14 berths depending on ship length. This includes a scrap berth. Available length of Quay – 12,000 ft. (3,660 m.).

Cargo Equipment and Methods: Cranes 3×3 tons, 5×6 tons, all Portal and 1 Scotch Derrick of 32 tons. 3×6 tonnes Mobile Cranes, Grabs, Slings and Pallets, etc. Load/discharge by shore gear.

BULK CARGO FACILITIES: 1×10,000 ton grain silo, 2 cement silos, 1 timber terminal, 1 coal terminal, 1 scrap terminal, 300,000 sq.ft. covered storage space, 1 Ro/Ro berth. 1 fertiliser terminal. Wide range of equipment, including bagging – blending facilities. Ample open storage area.

BRIDGES: 16 swing bridges between Sharpness and Gloucester. Mast height restriction 32 m. (105 ft.)

STEVEDORES: British Waterways Board.

Normal Working Hours: Monday – Thursday 0745 hrs. – 1300 hrs., 1400 hrs. – 1700 hrs. Friday 0745 hrs. – 1300 hrs., 1400 hrs. – 1600 hrs. Overtime as requested.

MEDICAL: Absolutely necessary for Agent to have as much notice as possible if any medical attention is required. All facilities available.

DENSITY: 1000/1003.

FRESH WATER: Available by stand pipe, 20 t.p.h.

FUEL: Through Agents, 12 hours notice, most grades available.

FIRE PRECAUTIONS: According to local laws available on request.

CONSULS: See "Bristol".

REPAIRS: All types of deck and engine repairs are possible.

DRY DOCK: 360 ft. by 47 ft. by 14 ft. over blocks.

SURVEYORS: Most Societies are available.

GANGWAY/DECK WATCHMEN: Ship's personnel, but watchmen can be arranged if necessary.

HATCHES: Opened by ship's crew.

CUSTOMS ALLOWANCES: As for other U.K. ports.

REPATRIATION: All arrangements through Agents.

AIRPORT: London or Birmingham within 2 hours. Local taxi service available.

TIME: BST is GMT plus 1 hour. GMT in Winter months.

HOLIDAYS: Easter (varies). May Day. Spring Bank Holiday (last Monday in May). August Bank Holiday (varies, usually last Monday in August). Christmas Day (25th December), Boxing Day (26th December). Work can usually be arranged on these holidays although unusual to work 25th/26th December.

POLICE/AMBULANCE/FIRE: Telephone 999 ask for service required.

TELEPHONE: No ship to shore connection. Public telephone kiosks available.

SERVICES: Taxi. Laundry. Ship chandlery.

SHORE LEAVE: Possible.

IDENTIFICATION CARDS: Not necessary unless being repatriated.

GARBAGE DISPOSAL: Garbage skips provided on quays with frequent collections and no separate charges. Any special requirements arranged through agents.

WASTE OIL DISPOSAL: Collection by tanker trucks from working berths. Arranged and charged through ship's agents.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

REGULATIONS: British Waterways Board Byelaws 1962.

GENERAL: *Gloucester and Sharpness Canal and Gloucester Doc*
Maximum size of vessel: Length 205 ft. (62.5 m.), beam 31 ft. (9.45 m draft 11 ft. 6 in. (3.5 m.) fresh water. Vessels exceeding the dimensions may be considered subject to Harbour Master's approva

AUTHORITY: British Waterways Board, Dock Office, Sharpness Dock Gloucestershire GL13 9UD. *Tel:* (0453) 811644. *Telex:* 43375 BW SDS G. *FAX:* (0453) 811990. *Contact:* M. Vale, General Manag Captain G.A. Boyack, Harbour Master. Captain K. Badsey, Assista Harbour Master. D. Simmons, Operations Development Manager.

SHOREHAM: 50.50 N. 00.15 W. (See Pla

DOCUMENTS and all general information, refer to "London". Distan from London, 80 km.

PILOTAGE: Pilotage is compulsory for all vessels over 50 m. LOA. Se ETA 12 hours and 2 hours in advance, including max. draft. Pilot boar within 2 nautical miles of harbour entrance. Tel: Brighton (0273) 5923 VHF: Channels 16 and 14. Hours: Tidal hours.

ANCHORAGE: Off Harbour. Depths as per English Channel Charts

RESTRICTIONS: No night restrictions. Locks manned 4 hours eith side of HW. According to size and draft these times can be extend by prior arrangement.

Main entrance channel, 122 m. wide, leads into a 91.4 m. channel the Eastern arm.

Dimensions of Prince Philip Lock: 113.9 m. length, 17.3 m. width.

MAX. SIZE: *Canal:* Length 105.9 m., beam 16.4 m., draft 6.7 m. (subje to tide). Vessels over 103 m. are subject to the Harbour Maste approval.

Western Arm: Length 82.3 m., beam 14.3 m., draft subject to tide a up to a maximum of 5.5 m.

East Arm: Max. LOA 120 m. Max. Draft 6.7 m., subject to tide a Harbour Master's approval.

HEALTH: See "Health – All Ports" before first UK port.

RADIO: Niton Radio/Northforeland Radio. ETA to Shoreham Harbo Master 24 hours prior to arrival.

VHF: When within VHF range advise Harbour Master (via "Shoreha Harbour Radio"), ETA, draft, beam, LOA and of any circumstanc which may affect seaworthiness or handling capacity of the vessel.

Port Operation and Information Service manned continuously, conta by VHF calling Channel 16, working Channel 14. Station is situated the locks. Tel: Brighton (0273) 592366.

TUGS: One tug (Bollard Pull 10 tonnes). Tug lines used for which extra charge. Communications between vessel and tug take place VHF Channel 11.

BERTHING: See "Restrictions".

Bulk wine terminal capable of handling 1,653,462 litres of wine available.

A grain silo terminal with a storage capacity of 13,000 tonnes ha been constructed within the canal.

STEVEDORES: Reasonable ETA is sufficient for gangs to be called

MEDICAL: All facilities available.

TANKERS: Texaco in the Canal.

DENSITY: Approx. 1025.

FRESH WATER: Available at most berths.

FUEL: Available by road tanker.

CONSULS: Denmark.

REPAIRS: Minor repairs possible.

SURVEYORS: Available locally.

GANGWAY/DECK WATCHMEN: Recommended.

HATCHES: Opening and closing by crew.

REPATRIATION: Possible.

AIRPORT: Gatwick Airport.

POLICE/AMBULANCE/FIRE: Dial 999.

TELEPHONES: There are no arrangements for placing telephone aboard ship.

BANKS: Barclay's, National Westminster, Lloyd's and Midland Bank have branches locally.

STORING: No restrictions. Stevedores not required to load stores.

SHORE LEAVE: Possible.

GARBAGE DISPOSAL: Individual berth operators provide sk alongside.

WASTE OIL DISPOSAL: Service available from local contractor by ta vehicles only. Contact Hales Waste Control Ltd. (Tel: Burgess H 243444).

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Shoreham Port Authority, Harbour Office, Albion Stre Southwick, Brighton BN4 4ED. *Tel:* Brighton (0273) 592613. *FAX:* (02 592492. *Contact:* Captain J. Robertson, Harbour Master. P. La General Manager.

SILLOTH: 54.52 N. 03.24 W (See Plan)

PORT LIMITS: A vessel is considered to be an "arrived vessel" for the purposes of stemming when she arrives at the pilot station off Workington (see Admiralty Chart No. 1346). Laytime normally commences when the vessel berths in the New Dock, Silloth.

DOCUMENTS: Normal U.K. requirements.

PILOTAGE: Compulsory for all vessels of 50 m. in length and over, except for those qualifying for special exemption. Vessels should send their ETA to local Agents or to the Dock Master, Silloth, at least 12 hours before arrival. Pilot boat is stationed at Workington when vessels are expected and listens out on Channels 16, 14 or 12 VHF. Pilot boards vessels between 2.5 hours and 1.5 hours before HW, Silloth.

ANCHORAGES: Vessels may anchor at the pilot station in good weather, but are advised to seek shelter in Ramsey Bay, Isle of Man or Wigtown Bay in adverse weather conditions.

RESTRICTIONS: The port lies in a relatively sheltered position in the Solway Firth, and in consequence, access during adverse weather is mainly governed by the practicability of boarding and landing Pilots off Workington.

MAX. SIZE: *Neap Tides:* Length 85 m., beam 15 m., draft 4 m.
Spring Tides: Length 85 m., beam 15 m., draft 6 m.

Typically, the port is used by vessels of between 500 tonnes and 2,500 tonnes deadweight.

VHF: A "Port Operation" and Information Services operates on Channels 16 and 12 from 2.5 hours before HW, Silloth, call sign, "Silloth Harbour Radio".

TUGS: There are no tugs available at the port.

BERTHING: The port comprises two docks:

The outer, Marshall Dock is tidal and contains no berths.

The inner, New Dock is enclosed by dock gates which are opened from 1 hour before to 1 hour after HW. Minimum depths in the New Dock are maintained at 5.0 m. on Neaps and 7.0 m. on Springs. The specific gravity of the water in the dock is normally about 1.022.

Cargo Berths: The New Dock contains 7 berths:

Berth No. 1: A "single user" bulk grain import berth operated by Carr's Flour Mills Ltd. Suction elevators, 60 tonnes p.h.

Berth No. 2: A general cargo berth with limited quay space.

Berth No. 3: A specialised bulk molasses import terminal operated by Carr's Flour Mills Ltd. and general cargo berth.

Berth No. 4 'A': A "common user" import terminal for bulk agricultural materials (mainly animal feeds) operated by D. A. Harrison & Co. Suction elevators and grabs; 100 tonnes p.h., automated handling and storage.

Berth No. 4 'B': A specialised import/export bulk cement terminal operated by D. A. Harrison & Co. 100 tonnes p.h., automated handling and storage of cement powders.

Berth No. 5: Main general cargo berth. Mobile cranes and elevator, heated-covered storage.

Berth No. 6: Specialised livestock import terminal under the control and supervision of M.A.F.F. officials. Lairaging facilities for 800 cattle. The berth can also be used for general cargo.

Berth No. 7: General cargo berth for small vessels of up to 50 m. in length.

BULK CARGO FACILITIES: See "Berthing".

CRANES: 3×30 tonne mobile cranes are permanently available in the port. Larger or additional cranes can be conveniently hired in. Ship's gear is never used.

STEVEDORES: D.A. Harrison & Co., Anvil House, West Newton, Aspatria, Cumbria. Tel: (06973) 20529. Telex: 64493. Working hours in the port are unlimited 24 hours per day, 365 days per year.

Storage: Stevedores D.A. Harrison & Co. also operate a large covered storage facility adjacent to the Port with a capacity of more than 40,000 tonnes, and can provide inland road transport to and from this facility to all parts of the United Kingdom using own vehicles.

W & S Midlands, c/o Pasturefields Garage, Great Haywood, Nr. Stafford, Staffs (Tel: (0889) 270710) with covered storage at nearby Kirkbride.

FRESH WATER: Available at all berths.

FUEL: Fuel oil can be loaded from road tanker.

REPAIRS: Any type of repair which does not require dry dock facilities can be carried out by local contractors.

DRY DOCKS: None.

HATCHES: Always handled by ship's crews.

AIRPORT: Nearest airports are Carlisle, 39 km., Newcastle 140 km., Prestwick 225 km. and Manchester 260 km.

POLICE/FIRE/AMBULANCE: Police: Tel. 999 or (06973) 31313; Fire: Tel. 999; Ambulance: Tel. 999. Local doctor's surgery (06973) 31309. The nearest public telephone is at the entrance to the docks.

BANKS: The Midland Bank, Station Road, Silloth. The National Westminster Bank, Eden Street, Silloth.

GARBAGE DISPOSAL: Skips are provided alongside and can be ordered through the agent or port authority. Skips delivered and collected during normal office hours, or outside by arrangement.

WASTE OIL DISPOSAL: Up to 10 tonnes can be collected by road tanker. Contact D.A.Harrison. (Tel: 06973-44000).

SEAMAN'S CLUBS: No Seaman's club. A small town is within 5 minutes walk, and can provide most requirements.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Associated British Ports, Dock Office, Silloth Docks, Cumbria CA5 4JQ. *Tel:* (06973) 31358. *Cables:* Dock Office, Silloth. *Contact:* Captain C. Puxley, Dock and Marine Superintendent.

SOUTHAMPTON (Including Fawley): 50.54 N. 01.24 W. (See Plan)

DOCUMENTS:

1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Reports by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load Line Certificate.
Safety Equipment and Safety Construction Certificates.
Lloyd's Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

APPROACHES:

(a) Prolonged high barometric pressure or strong N.E./N.W. winds may reduce predicted tide levels by 0.45 m. – 0.6 m.

(b) Deep drafted vessels enter via the Nab dredged channel. The tidal currents set at almost 90° to this channel, at certain stages of the tide, and, as it is marked by buoys on one side only, care must be taken to keep within the confines of the channel. At its Northern end the channel swings about 45° to the West, but it is not marked on either side.

CAUTION: Dangerous wreck exists in position Lat. 50° 43.1′ N., Long. 00° 59.46′ W., marked by N, S, E and W Cardinal Marks (Portsmouth local Notice to Mariners No. 23/91 refers).

(c) When passing Portsmouth, ships should be prepared to encounter crossing traffic to and from that port.

(d) The most difficult part of the navigation between Nab and Fawley is that between Prince Consort Buoy, Cowes Roads, Black Jack Buoy and Calshot, particularly for VLCCs on maximum draft which have to take a wide sweep down to East Gurnard Buoy, before making a 145° starboard turn into Western approach channel which narrows to 305 m. Tidal currents in this area are somewhat uncertain but can reach up to 3.5 knots on a Spring ebb tide and 2.5 knots on a Spring flood tide. In Summer many yachts and other small pleasure craft are encountered. The closest contact should be maintained with Southampton VTS.

(e) VLCCs are not to enter the Thorn Channel on a flood tide when the wind is between West and S.W. and in excess of 30 knots. The Pilot will board VLCCs with the latest weather report and will advise Masters accordingly.

(f) It is also important, before the VLCC and container vessel enters Thorn Channel, that Southampton VTS is contacted to confirm that no ship which, by virtue of its size or draft, could interfere with the safe navigation and manoeuvring of the VLCC, will be allowed to enter the main channel between Cadland and Prince Consort Buoys after the VLCC has entered this channel.

PILOTAGE: Pilotage in the Port of Southampton Competent Harbour Authority area (See "Plan") is compulsory, except for Pilotage Exemption Certificate holders, naval vessels and other small exemptions.

In addition to 48 hours notice to local Agent, advise Southampton VTS Centre as appropriate, ETA 48 hours, and again 2 hours to 3 hours immediately prior to arrival. The pilot boarding areas are serviced by fast launches (black hulls, orange wheelhouses) under the control of the VTS Officer at the VTS Centre, Associated British Ports, Berth 37, Eastern Docks, Southampton. The VTS Officer keeps a continuous watch on VHF Channel 16, call sign "Nab", "Sturbridge" or "Lepe Pilot" as appropriate. Working frequency Channel 9 only. No medium frequency facility, M/F and R/T messages via Niton Radio. VTS Centre Telephone No. (0703) 632345/6. Telex No. (0703) 477161. Fax: (0703) 232991.

The launches only put to sea when required. Failure to send an accurate ETA 2 hours to 3 hours before arrival could cause delay to the offending vessel.

Strict compliance with the requirements of the Merchant Shipping (Pilot Ladders) Safety Rules is requested by the Pilots who may refuse to board vessels with unsatisfactory and dangerous ladders. Manropes are required. Ladders should reach to approximately 1.0 m. from the water, each rung resting firmly against the ship's side; and a good lee provided whilst making approximately 5 knots to 7 knots headway.

Eastern Outer Limit: All vessels over 150 m. (492 ft.) LOA, and all vessels carrying LPG/LNG in bulk (i.e. in tanks which form part of the permanent structure of the vessel), pilot boarding point is at the Nab Tower. Vessels exceeding 70,000 d.w.t. may board Pilots 3 miles South of Nab Tower by arrangement.

(Note: Vessels having carried cargo referred to above, and which have not been rendered gas free or the cargo spaces completely inerted, will be subject to the same conditions as specified above).

Eastern Inner Limit: All other vessels for which compulsory pilotage applies not specified above, the pilot boarding point is in the vicinity of the North Sturbridge Buoy area. Voluntary Pilotage is also available from the Nab Tower.

Western Limit: All vessels for which compulsory pilotage applies, the pilot boarding area is in the vicinity of the West Lepe Buoy in the West Solent.

Voluntary/Optional Pilotage: West Solent including the Needles Channel. A facility is available by prior arrangement to engage a Pilot on a voluntary/optional basis from the Needles Fairway Buoy to the Western Compulsory Pilotage Limit of the Port of Southampton CHA pilotage area.

Voluntary/Optional Pilotage: East Solent from Nab Tower to the Eastern Inner Limit and vice-versa. A facility is available, by prior arrangement, to engage a Pilot on a voluntary/optional basis for those vessels under 150 m. (492 ft.) LOA to/from the Inner Compulsory Pilotage Limit in East Solent.

GENERAL NAVIGATION: A VTS Officer, responsible to the Harbour Master Southampton, maintains a continuous watch in the VTS Centre (Berth 37), call sign "Southampton VTS". He is to be informed prior to any movement to, from or within the port area, and will give information on the movement of other vessels.

Harbour radar information and guidance will be given on request. The radar reference line shown on the Admiralty Charts is superimposed on the Harbour Radar displays. Particular attention should be paid by Masters to the designated "Reporting Points" marked on the Admiralty Charts. Reports should be made on VHF to "Southampton VTS", to enable the proper identification and co-ordination of the ship movement, to be made to the benefit of all mariners navigating within the Solent area. This applies equally to naval and non-compulsory vessels.

The following VHF Channels are operated within the port:

Southampton VTS: Channels 16, 14, 12, 9, 18 and 20.

Harbour Patrol Launch (call sign S.P.): Channels 16, 14, 12, 9 and 6.

Southampton Pilot Launches (call sign Nab/Sturbridge/Lepe Pilot as appropriate): Channels 16, 14, 12, 9 and 6.

Tugs when berthing vessels: Channels 71 or 74.

Esso Petroleum Terminal, Fawley: Channels 16, 14 and 19.

BP Oil UK Ltd, Hamble: Channels 16, 19, 46 and 71.

A patrol launch (Harbour Master flag by day, all-round blue light by night) is controlled by the VTS Officer Southampton for pollution detection and keeping channels clear of pleasure craft for the passage of large vessels.

Vessels (a) drawing more than 10.5 m., (b) more than 288 m. in length, and (c) or more than 100,000 d.w.t., exhibit a large black cylinder by day and 3 vertical red lights by night. Vessels showing these signals, and LPG vessels, are not to be passed or overtaken within channel limits between the "West/East Bramble" and "Hook" Light Buoys; these vessels are considered to be constrained by their draft and restricted in their ability to manoeuvre, and may not be able to comply with the Collision Regulations. Will indicate inability by 5 short blasts on the whistle. "Clear Channel" control is exercised by the VTS Officer at the VTS Centre, Associated British Ports, Berth 37, Eastern Docks, Southampton. Also see "Notices".

ANCHORAGES: The Thorn Channel has a limited depth of 12.6 m. at low water datum. Up to 7 vessels, other than LPG vessels (only 3 LPG) of under 91.4 m. in length, are permitted with prior permission to anchor out of the channel to the East of the "Hook" Buoy in the designated Small Ships Anchorage, the limits of which must be strictly observed. Three numbered anchorages are available in an emergency for vessels not exceeding 168 m. in length in Fawley Reach, where vessels must moor to two anchors. Permission to anchor, including within the Small Ships Anchorage and numbered anchorages, must be obtained from the VTS Officer, Southampton VTS Centre.

Also see "Notices".

MAX. SIZE: The largest passenger and container vessels call regularly at Southampton. Tankers: Fawley can accept partly loaded VLCCs up to 14.9 m. draft.

HEALTH: See "Health – All Ports" before first UK Port.

MEDICAL: Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

An organisation exists for hospitalisation of sick seamen from vessels off Cowes, Isle of Wight. Arrange through Niton Radio, Nab, Lepe or Southampton Pilot or through vessel's Agent. Minimum delay to vessel.

BERTHING: The Pilot boarding the ship at the Sea Station or anchorage will also berth the ship. Non-compulsory vessels can obtain or disembark a Pilot in the vicinity of the "N.W. Netley" or "Hook" Buoys by contacting "Southampton Pilot" on VHF.

Dock or Quay	*Berths Nos.*	*Nominal Dredged Depth * below Chart Datum†* (m.)	(ft.)	*Length of Quays* (m.)	(ft.)
Container Berths	204-5-6	12.8	42	930	3050
Cable ship Berth	203	9.1	30	274	900
Car Import/Export	202	12.2	40	274	900
Terminal	201	10.2	33.5	280	919
Western Docks	101 – 104	10.2	33.5	1118	3668
	105 – 106	11.7	38.5	525	1722
	107 – 109	10.2	33.5	620	2034
	Cross-Berth	11.7	38.5	60	197
Ocean Dock (Entrance 121.9 m., 400 ft. wide)	42	10.2	33.5	36	118
	43 – 44	11.7	38.5	450	1476
	45	10.2	33.5	189	620
	46	10.2	33.5	255	836
	47	11.7	38.5	230	755
Test Quays	51	—	—	205	673
	50	4.1	13.5	110	360
	48 – 49	7.1	23.3	226	743
	41	8.7	28.5	172	565
	40	9.3	30.5	192	630
	38 – 39	10.5	34.5	316	1038
Dock Head	37	7.8	25.5	143	470
Empress Dock (entrance	20 – 21	7.5	24.5	258	848
48.5 m., 159 ft. wide)	22 – 23	6.8	22.3	234	770
	24 – 27	7.2	23.5	502	1647
Itchen Quays	29	5.6	18.5	106	350
	31 – 33	9.1	29.8	263	879
	34 – 35	9.1	29.8	284	932
	36	9.9	32.5	200	656

Other berths are available. Lesser draft berths not shown. The depths of water are maintained as far as practicable, but are subject to variation and are not guaranteed.

* To find the depth of water in the berths add the tidal rise to the depths shown in the above table.

† Chart datum is approximately the lowest low water level.

TUGS: 2 firefighting/anti-pollutant tugs are permanently stationed at Fawley. During loading operations at Hamble, an anti-pollutant and a firefighting tug are standing by. If more than 2 tugs are required, it should be noted that weekend requirements have to be advised to the tug operators not later than 1530 hrs. on Friday of each week. If a vessel requires more than 2 tugs and is due to arrive at Fawley between 0001 hrs. Saturday and 0900 hrs. Monday, ETAs must be submitted well in advance of 1530 hrs. on the Friday prior to arrival. It is usual to use the wires provided by the tugs for towing.

All VLCC's bound for Fawley are required to take the services of an escort tug from South of the Nab Tower to the berth.

BULK HANDLING FACILITIES: Grain handling at Berths No. 36, 47, 102, 107 and 109.

Berth 36: Southampton Grain Silo: 8×1,600 tonnes capacity cells and 4 cells with total capacity 15,000 tonnes.

Receiving rate by truck 500 t.p.h. 1×1,000 t.p.h. shiploader available with travel of 135 m. (443 ft.).

Berth 47: Continental Grain: 16×1,000 tonnes silos. 1×1,000 t.p.h. shiploader with travel of 220 m. (720 ft.).

Western Docks: 1×32,500 tonne grain silo.

Ro/Ro facilities at Berths No. 105 and 201 – 202 (Linkspan).

Eastern Docks: Ro/Ro facilities at Berths No. 25 and 30 (Linkspan).

CRANES:

Type	*No.*	*Capacity in tonnes*
Container cranes	8	Up to 65
Quayside cranes	26	Up to 10
Floating crane	1	200
Mobile cranes	2	10

TANKERS: Esso Marine Terminal, Fawley.

For further details of information contained herein, refer to Fawley Marine Inspection Group and/or the Fawley Marine Terminal Manoeuvring Guidelines.

All ships normally berth stemming the tide. If the Master/Pilot considers conditions warrant an alteration to this plan, discuss with Esso Headquarters when passing Hook Buoy.

For VLCCs there is a turning width of about 1.5 ship's lengths off Berth No. 5 which is the Pilots' preferred swinging position. Because of these tight turning conditions it is VERY IMPORTANT that:

(a) The ship is in the correct position in relation to the channel before commencing to swing. For this the Pilot uses the 326°–327° leading lights shown on the chart.

(b) THE SHIP MUST BE STOPPED OVER THE GROUND BEFORE COMMENCING TO SWING. For several reasons the Pilots prefer to swing to port, i.e. to the West and towards the jetty and a serious accident has occurred because a VLCC was not stopped over the ground whilst swinging and collided with the jetty.

In order to protect both ship and jetty, equipment to positively indicate to the ship that it is stopped over the ground is being provided on the jetty.

Procedures: On closing the berth, either after swinging or when berthing port side to, advice as to the bodily speed of approach will be provided for all VLCCs using Berth No. 5 over UHV pocketfone, one of which is also issued to the Pilot acting as communications officer. The MAXIMUM IMPACT VELOCITY SHOULD NOT EXCEED 0.21 knots (21 ft./minute) normal to the jetty faceline.

The doppler speed of approach equipment can also be used to provide accurate speed along the channel axis information up to a point when ship is about 500 m. South of Berth No. 5.

Prior to arrival off the berth, mooring lines should be lowered to 3 m. above the water and the winches of the first ropes on the mooring plan provided by the Pilot to be in gear ready to pay out the moorings to the rope running launches. Prevailing winds are off berth and the emphasis is on the use of springs and breast lines. The number used will depend on the size of the ship, condition of mooring lines and positions of fairleads, but generally minimum requirements are 2 spring lines and 3 breast and 2 level/stem lines each end, or according to the pre-determined mooring plans forwarded direct to the Pilots. Additional head and stern lines may be required. Mooring plans are taken on board VLCC's by the Pilot. These must be closely followed.

Backsprings are always first lines ashore.

Tugs on hooks usually let go and push up on offside during the mooring operation.

Approach: Terminal is approached by either the Nab or the Needles. The Nab with a dredged channel of 43 ft. (13.3 m.) below Chart Datum admits the larger vessel. Double HW with an average tidal range of 13.25 ft. (Springs) and 7.75 ft. (Neaps). Rate of Spring tide 2 knots, Neap tide 1 knot.

Anchoring in the Small Ships Anchorage adjacent to the terminal requires permission from Southampton VTS. Approval will only be given to vessels of 300 ft. or under. Usual practice is not to moor with both anchors. This applies to Controlled Anchorage only. Depth of 41 ft. LW is available. Anchorages in the Solent and Cowes Roads are more generally used. Good holding ground with depth of 50 ft. LW.

Accommodation: Terminal has 2 approach trestles, 1,900 ft. long leading seaward to the main pierhead trestle with its 9 berths. This trestle is 4,575 ft. long and lies parallel with the channel. 5 main ocean berths are on the seaward side and the 4 coastal berths on the landward side. Dimensions of the berths are as follows:

Berth	*Length of 'T' Head*	*Distance between centres*
No. 1	222 ft.	800 ft.
No. 2	222 ft.	800 ft.
No. 3	222 ft.	800 ft.
No. 4	222 ft.	800 ft.
No. 5	300 ft.	1,000 ft.
No. 6	80 ft.	395 ft.
No. 7	80 ft.	400 ft.
No. 8	80 ft.	400 ft.
No. 9	100 ft.	440 ft.

Equipment: Suitable cargo hose handling equipment is positioned at each of the 9 berths. To facilitate the handling of mooring lines, air powered hoists are available at each of the berths. Mooring boats are in attendance for running lines. VLCCs are required to meet minimum standards with regard to their mooring equipment. All water ballast containing oil or likely to contain oil must be pumped ashore. 2×67,000 barrel ballast tanks are provided on shore. With the approval of the Terminal Manager minor repairs can be undertaken whilst discharging/loading at the Terminal. Major repairs can be undertaken at anchor or at Southampton Docks. Working is continuous throughout. Facilities installed at the berths and available for use by tankers include fresh water, bunkers, steam, compressed air, nitrogen. Ship's stores of all kinds are available in any quantity at Southampton. All deliveries of stores must be made by water transport. For quarantine purposes vessels are either boarded prior to berthing or immediately after berthing. Two firefighting tugs of at least 2,530 h.p. are permanently stationed at the Marine Terminal. Additional tugs can be provided on notice from Southampton.* All tugs are equipped with Radio Telephone and operate on Channels 8 or 10 of the Port Operations Service. Provision of shore steam is made in exceptional circumstances.

*A stand-by charge is levied on all vessels. Subject to availability, an escort tug, for which a charge will be levied, will be deployed to escort all vessels 60,000 d.w.t. and above on the inward and outward passage. The tug will be attached to the stern of the vessel.

Pilotage: Compulsory. Inward-bound vessels embark Pilots at the Nab or Lepe entrances. Tankers up to 250,000 d.w.t. berthed at any time during the day or night subject to tidal conditions.

Berthing:

1. Cautionary Advice:

Prevailing strongest winds are off berth and a considerable number of large container ships, passenger ships and ferries pass the terminal at close quarters. Drift-offs and excessive surging have been experienced at Fawley berths and have caused damage. It is therefore very important that ships, particularly deep draft or high freeboard ships, pay particular attention to moorings.

2. Mooring Requirements and Procedures:

In the case of VLCCs, minimum mooring rerquirements are laid down. These preclude mixed moorings except under special circumstances agreed prior to acceptance of the ship.

Moorings reeled on winches must be held by brakes hardened up to full torque. Self-tensioning devices are not allowed. The moorings must be reeled in such a direction as to assist the brake, not oppose it. Where split drum winches are used, a minimum of one layer should be on the working drum when the mooring reaches the shore bollards or mooring hooks. Brakes must be in good condition and certificate of brake holding power should be available.

VLCCs should strictly adhere to requested order of running. This is done by motor launches.

There are limits applicable to freeboard both from a windage point of view and also because of the upper reach limit of the hard arms. These together with maximum operable wind speed will be discussed with Masters of VLCCs by a terminal supervisor shortly after the ship berths.

Special attention must be paid to ballasting of permanent ballast spaces and use of over-deck systems into emptied cargo tanks during cargo discharge and, if necessary, and with the agreement of terminal supervision, into emptied cargo tanks using the cargo system, in order to keep the freeboard within reasonable limits.

The ship must be held firmly against the fenders at all times. It is unnecessary and dangerous to slack away lines, even if they appear taut, if the ship is not against fenders.

Rules for Berth Planning: The following limitations are now in force when planning berth movements.

1. Berth size restrictions:
   Berth No. 1: Max. size of vessel 51,000 tonnes displacement.
   Berth No. 2: Max. size of vessel 83,000 tonnes displacement.
   Berth No. 3: Max. size of vessel 66,000 tonnes displacement.
   Berth No. 4: Max. size of vessel 179,000 tonnes displacement.
   Berth No. 5: Max. size of vessel 244,000 tonnes displacement.
   Berth No. 6: Max. size of vessel 4,900 tonnes displacement.
   Berth No. 7: Max. size of vessel 3,600 tonnes displacement.
   Berth No. 8: Max. size of vessel 3,600 tonnes displacement.
   Berth No. 9: Max. size of vessel 8,200 tonnes displacement.
2. Vessels on Berth 6 must not exceed 330 ft. (100.5 m.) in length.
3. Distance between vessels secured on any berths must be 100 ft. (30.48 m.) or more. (This is required under local by-laws for fire regulations.)
4. Distance allowed for berthing vessels must not be less than vessel's length + 40% length. (Agreement with Pilots).
5. Maximum draft of vessels:
   Berth No. 1 33 ft. 03 in. (10.2 m.)
   Berth No. 2 41 ft. 00 in. (12.6 m.)
   Berth No. 3 41 ft. 00 in. (12.6 m.)
   Berth No. 4 49 ft. 00 in. (14.9 m.)
   Berth No. 5 49 ft. 00 in. (14.9 m.)
   Berth No. 6 18 ft. 06 in. (5.6 m.)
   Berth No. 7 18 ft. 06 in. (5.6 m.)
   Berth No. 8 18 ft. 06 in. (5.6 m.)
   Berth No. 9 21 ft. 08 in. (6.6 m.)

These drafts are subject to change and are therefore updated as required. Deep draft vessels must refer to Fawley Draft Memo, to ensure arrival draft will not interfere with berthing prospects.

6. Tide charts are to be prepared for Nab and Thorn Channels for vessels over 40 ft. (12.19 m.) draft.
7. Check product can be loaded on nominated berth.
8. Check product or ullage availability before berthing vessel.
9. Any maintenance must be sanctioned by the direct permission of the Marine Terminal.
10. No vessels to berth on Ocean Berths with mean wind speed above 30 knots from N.W. through to S.W. to S.E. through N.E.
11. On coaster berths with 25 to 30 knot wind from N.W. through S.W. to S.E., then after consultation with Pilot/Master and Marine Superintendent/Deputy, vessels may berth/sail, providing a suitable tug is used.
12. Ensure liaison maintained with VTS regarding sailings coinciding with movement of high speed vessels (catamarans and hydrofoils).

Fawley Coastal Berth Manoeuvring Requirements: Fawley Coastal Berths comprise Berths 6, 7, 8 and 9 and are situated on the inside (Western Side) of the Marine Terminal complex.

Before any manoeuvring is undertaken on these Berths the following requirements are to be followed:

1. Marine Controllers are to be informed of vessel manoeuvring plan.
2. Vessels without bow thruster capability should berth stemming the tide.
3. All vessels over 61 m. (200 ft.) LOA must have the assistance of the Esso mooring boat when:
   (a) berthing.
   (b) sailing if berthed starboard side to, if wind on berth is over 15 knots.
4. Vessels over 85 m. (279 ft.) in length will not normally swing West of a line between Fawley Buoy and the S.E. of Fawley Jetty. Exceptions may be made only *after* consultation between Terminal and the Pilot or Master of the vessel. Due account must be made of wind, tide, weather and time. Only then will vessels be permitted to swing West of that line referred to above.
5. Vessels over 85 m. (279 ft.) LOA without bow thruster capabilities must have in attendance when berthing port side to or sailing after being starboard side to:
   (a) Esso mooring boat, *and one tug*.

Such vessels when berthing starboard side to or sailing after being port side to must have in attendance:
   (a) Esso mooring boat.

They may also be required to have a tug if prevailing conditions require it.

6. Vessels of 91.5 m. (300 ft.) LOA or more when berthing at Nos. 6, 7 or 8 to have at least one adjacent berth vacant during the berthing movement.
7. No vessel to berth when wind is from South to West with mean wind speed above 25 knots, i.e. within S.W. quadrant.
8. The Esso mooring boat will be made available on request to assist with any vessel not covered in these instructions. Its communication Channel is 71 (74 in an emergency). These boats must not be used for towing.

Grade/Rates:
MAIN BERTHS:

Grade	*Line*	*Berths*	*Rate* (t.p.h.)
Plus Gasoline	321	1, 2, 3, 4	1,000
Unleaded 98	322	1, 2, 3, 4	900
Naphtha	4939	1, 2, 3, 4	800
Naphtha	328	1, 2, 3, 4	850
Unleaded 95	121	1, 2, 3, 4	700
Vaporising Oil	4921/337	1, 2, 4	230
ATF. 2494	324	1, 2, 3, 4	600
Diesel Fuel Oil	323	1, 2	1,000
Diesel Fuel Oil	323	3, 4	1,000
Gas Oil	325	1, 2	900
Gas Oil	325	3, 4	900
Gas Oil	1053	1, 2	1,000
C.E. Fuel Oil	332	1, 2, 3, 4	1,500
F.O. Heavy	332	1, 2, 3, 4	1,300
F.O. Heavy	336	1, 2, 3, 4, 5	400
F.O.	331	1, 2, 3, 4	1,000
F.O.M.	376	1, 2, 3, 4, 5	400
Butane (Pressure)		1, 2	100
Propane (Pressure)		1, 2	50
Butane (Refrig.)		1, 2	400
Propane (Refrig.)		1, 2	400
M.E.K.		4	150
Toluene		4	300
Lubes	1, 2, 3, 4	2, 3	80 – 170
Spent Caustic		4	250

Grade	*Line*	*Berths*	*Rate (t.p.h.)*
COASTER BERTHS:			
Plus Gasoline	321	6, 7, 8	300
Unleaded 98	322	6, 7, 8	300
Unleaded 95	121	6, 7, 8	250
Naphtha	4939	6, 7, 8	300
Vaporising Oil	4921	6, 7, 8	230
Diesel Fuel Oil	323	6, 7, 8, 9	300
Gas Oil	325	6, 7, 8, 9	220
Bitumen	12/13	6	150
F.O. Heavy	332	6, 7	1,000
F.O. Heavy	336	6, 7, 8, 9	400
F.O.	331	6, 7, 8, 9	1,000
F.O. Medium	376	6, 7, 9	400
Benzene	1032	7, 9	300
Toluene	1031	7, 9	300
M.E.K.		7, 9	150
Heptene/Nonene/ Octene/Decene	7001	4, 7, 8	100
A.T.F. 2494	324	7, 8	250
Chem. LPG (Rich C_4)		8	40
(Spent C)		8	30
(Butadiene)			
(Isoprene)			
(Isobutylene)			
Ethylene		9	100

B.P. Terminal, Hamble. Situated immediately opposite Fawley. Lat. 50° 50′ 54″ N., Long. 01° 19′ 32″ W.

Ship's personnel must be transported by bus through the Terminal to the Main Gate. Hamble Village is close by, where public transport to Southampton is frequent.

Limits:

D.W.T.: 110,000 tonnes.
Displacement: 64,000 tonnes.
LOA: 260 m.
Draft: 13.10 m.
Depth – approaches: 11.25 m. U.K.C. – 1.30 m.
– alongside: 13.60 m. U.K.C. – 0.50 m.

Loading Arms: Crude oil 5.1 m. to 21.94 m. Operating Envelope.

Fresh Water: Available alongside via a meter.

Type/Moorings: Alongside.

Berth: Coasters acceptable as they lie between dolphins and against fendered jetty head. Minimum height of manifold above waterline 2.74 m., therefore it may be necessary to disconnect over low water period and incur subsequent delay.

Product tankers must comply with "closed loading" requirements.

Length: Minimum parallel mid-body length for crude oil tankers is 47.5 m. forward and aft of manifold centreline; no restriction for product carriers.

Draft: Max. draft 13.10 m., at all states of the tide.

Cargo Grades: 2×16 in. crude loading arms. Vessel must present 16 in. 150 ASA flanges. Height above waterline max. 21.94 m., min. 5.1 m. Manifolds must conform to OCIMF standards.

3×10 in. 150 ASA product loading arms. Vessels must arrive with appropriate reducing pieces fitted. Vessels unable to comply may be acceptable subject to prior check with terminal. Height above waterline max. 15.88 m., min. 2.74 m.

Dirty Ballast: Clean ballast from segregated ballast system may be discharged overboard, subject to Port and Terminal approval and hydrocarbon contamination not to exceed 5 ppm. No shore reception facilities for ballast or contents of slop tank.

General: Berth operated by B.P. Oil U.K.

Products are imported from various size vessels, and on occasions exported. Crude oil is exported (from Wytch Farm), cargo sizes have ranged from 43,000 tonnes to 81,000 tonnes.

Bunkers are not available at the berth.

Also see "Notices".

For further information contact B.P. Oil U.K., Hamble. Tel: (0703) 456654.

BUNKERS AND WATER: All grades of fuel oil and diesel oil are available and water is piped on all berths. Bunkers and stores can also be obtained by barge in Cowes Roads anchorage, but water is not readily obtainable there.

REPAIRS/DRY DOCKS: All ship repairs can be effected. Largest dry-dock is 1,141 ft. long overall, 132.5 ft. wide and has 34 ft. over the blocks.

SURVEYORS: Lloyd's Register. Tel: 220353.
Salvage Association, Tel: 227983.
Topmarine, Tel: 220585.
Murray Fenton & Associates, Tel: 229787.
International Shipping Trustees (UK) Ltd. Tel: 37596.

OIL POLLUTION: Southampton Water is an international yachting centre and has many holiday beaches on its shores. Consequently, oil pollution is treated very severely and heavy fines are imposed on offenders.

The Esso Refinery, the B.P. Oil Terminals, Williams Shipping and the Oil Spill Service Centre operate a clean-up service, the full economic cost of which is billed to the offending ship.

CUSTOMS ALLOWANCES: By statute, crews of vessels in port are allowed 25 cigarettes per day per man. 0.3 litres (0.5 pint) of spirits and 1 bottle of table wine per day per man.

AIRPORT: Eastleigh Airport. Air U.K. have flights to Guernsey and Jersey.

TIME: British Standard Time is GMT plus 1 hour, reverting to GMT in Winter months.

HOLIDAYS: Good Friday (variable date); Easter Monday (variable date); May Day; Spring Bank Holiday (variable date); Autumn Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December); New Year's Day (1st January).

CONSULS:

Country	*Status*	*Address/Telephone No.*
Belgium	Consul	c/o P & O Container – Europe, Richmond House, Terminus Terrace, Southampton, SO9 1GG Tel: 635200/310318 Telex: 47384
Denmark	Vice-Consul	c/o Ackerleys, Canute Chambers, Canute Road, SO9 1FJ Tel: 227171
Dominican Republic	Consul	Mascot Ships Agents, c/o MacIntyre Scott & Co. Ltd., West Bay Road, SO9 4NW Tel: 634033
Finland	Vice-Consul	c/o Sandell Bros. Ltd., Ryde Terrace, SO9 2UL Tel: 30966
France	Consular Agent	R. H. Hammond Ltd., 236 Winchester Rd., SO1 2SB Tel: 772442
Germany	Consul	c/o Wainwright Bros. Bowling Green House, 1 Orchard Place, SO1 1BR Tel: 223671
Greece	Vice-Consul	c/o Keller Bryant & Co. Ltd., 21-22 Queens Terrace, SO9 3FD Tel: 28566
Italy	Consular Agent	c/o Herbert Ferryman Ltd., Galen House, 1-9 Oakley Road, SO9 7AT Tel: 788011
Netherlands	Consul	c/o Macship Agencies Ltd., 4th Floor Havelock Chambers, Queens Terrace, SO1 1BP Tel: 229051
Norway	Consul	c/o G. Haswell & Co. Ltd., 28 Queen's Terrace, SO9 2UJ Tel: 23555
Philippines	Consul	Mann & Son (London) Ltd., Test Road, Eastern Docks, Southampton Tel: 637233
Spain	Consul-General	Richmond House, (First Floor) Terminus Terrace, College Street, SO1 1EJ Tel: 35835
Sweden	Consul	c/o Meadows Freight, 12-14 Queens Terrace Tel: 225033

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask fo service required.

SHIP SUPPLY SERVICE: Williams Shipping Company (Fawle Limited, Clyde Buildings, Town Quay, Southampton SO1 1L Tel: (0703) 225271. Telex: 47436.

Services Supplied: Fast launches for personnel ship to shore, essentia small packages and/or sick crew members.

D.O.T. approved to operate; not more than 6 passengers, are Swansea to Selsey, not more than 5 miles offshore.

Motorised barges for all types of supplies, deck and engine, an stores. Also, vessel with U.K. load line that can meet vessels passi in the English Channel with essential stores.

Mainly used for storing vessels in Oil Terminals, Cowes Roads an Motherbank.

Also see "Cowes".

NOTICES: *Notice to Mariners No. 2 of 1992.*

SOUTHAMPTON
VESSEL TRAFFIC SERVICES AND PROCEDURES

VESSEL TRAFFIC SERVICES embracing VHF COMMUNICATIONS PILOTAGE, NAVIGATIONAL AND RADAR ADVISORY SERVICES TRAFFIC INFORMATION, DATA COLLECTION/EVALUATION an effective in the PORT OF SOUTHAMPTON and its PILOTAGE ARE

Messages on Port Operations channels must be restricted to th movement and safety of ships and life. Communications should normal be established on the working channels indicated, avoiding Channel 1

All signal message traffic concerning Dangerous Substance Pilotage, EEC Tanker Check List, ETA's and other ship visit informatio addressed to the Harbour Master – Southampton must be prope addressed.

Registered Telegraphic Address – Harbour Master Southampton
Telex Number – 477161.
Telephone Number – (0703) 339733.
Facsimile – (0703) 232991.

1. MARINE INCIDENTS AND ACCIDENTS:

A vessel involved in a marine incident must report immeditaly to "Southampton VTS", and state whether assistance is required.

THE SOLENT AND SOUTHAMPTON WATER MARINE EMERGENCY PLAN (SOLFIRE):

This plan has been prepared to deal with any serious marine incident occurring in the Ports of Portsmouth and Southampton or elsewhere in the Solent, and is intended to ensure that adequate Service and Civilian resources are made available to deal with any emergency.

2. VHF COMMUNICATIONS (See "Appendix"):

(a) The Vessel Traffic Services Centre Southampton, call sign "Southampton VTS", maintains watch on Channels 9, 12, 14, 16, 18, 20 and 22, and monitors Channels 71 and 74.

(b) The Queen's Harbour Master Portsmouth, call sign "QHM", guards Channels 11, 13 and 73.

(c) Vessels should maintain watch on VHF Channel 12 and report to "Southampton VTS" when passing the designated reporting points and, in addition if embarking a pilot, when the pilot has boarded.

3. PILOTAGE:

The Port of Southampton is responsible for providing Pilotage Services throughout the East and Central Solent, Southampton Water, Rivers Itchen and Test. Pilotage is compulsory for all vessels exceeding 61 m. LOA (Pilotage is non-compulsory in the West Solent/Needles).

SHIPS requiring a pilot must signal "Southampton VTS" through a U.K. Coastal Radio Station, not less than 12 hours in advance of ETA. Ship Owners, Masters or Agents may order a Pilot by Telex No. 477161, Fax. No (0703) 232991 or Telephone No. (0703) 632345. Destination, draft and BOARDING POINT must be indicated. The ETA should be verified with "Southampton VTS" 2 hours prior to arrival.

3.1 BOARDING POINTS:

(a) NAB PILOT STATION provides pilots for all vessels exceeding 150 m. LOA, bound for the Port of Southampton from the East (embracing all wharves, jetties, docks and oil terminals). Pilots are embarked/disembarked at NAB TOWER in moderate weather, deep draft ships exceeding 70,000 d.w.t. may board 3 miles South by appointment. During stormy weather, the service is withdrawn to ST.HELEN'S or SPITHEAD. Radio call sign "NAB PILOT".

(b) STURBRIDGE PILOT STATION provides pilots for vessels not exceeding 150 m. LOA, bound for the Port of Southampton from the East. Pilots may be embarked/disembarked in the vicinity of North Sturbridge Buoy. Radio call sign "STURBRIDGE PILOT".

(c) LEPE PILOT STATION provides pilots for all vessels exceeding 61 m. LOA, bound for the Port of Southampton from the West via the Needles Channel. Pilots may be embarked/disembarked between East Lepe and West Lepe Buoys. Radio call sign "LEPE PILOT".

NOTE: PILOT BOATS DO NOT CRUISE ON STATION but put-out when their services are required by appointment.

4. CO-ORDINATION OF SHIPPING MOVEMENTS:

(a) A continuous watch is kept by the Duty VTS Officer (VTSO) responsible to the Harbour Master Southampton.

Telephone (0703) 330022, extn: 2440 (office hours).
Telephone (0703) 339733 (other times).
Telex 477161 DHMSPR.
Facsimile (0703) 232991.

(b) The movement of vessels and the general situation in the Port and its approaches are monitored continuously. Information will be passed to Masters and Pilots. The fullest exchange of information is essential to efficient operations, and the need to maintain communications with "SOUTHAMPTON VTS" is emphasised.

(c) In co-ordinating the movement of vessels, it will be necessary for the Duty VTSO to instruct certain vessels to remain alongside or at anchor, or regulate their time of entry, departure or progress.

5. MOVEMENT REPORTING PROCEDURE:

(a) All vessels in excess of 20 m. in length, bound to or from or passing through the Port of Southampton, vessels bound to or from or passing through the Dockyard Port of Portsmouth, and vessels bound to or from anchorages or other locations in the Solent are required to communicate by VHF with "Southampton VTS" (Call sign "Southampton VTS"). Specifically vessels are to establish contact with "Southampton VTS".

(b) *All vessels in excess of 20 m. LOA, entering or leaving the East Solent, are required to report to "Southampton VTS" (Vessel Traffic Services) on VHF R/T Channel 12 when passing Latitude 50° 40' N., giving their position as a distance East or West of Nab Tower.*

(c) Vessels proceeding to an anchorage for shelter in the Solent or subsequent berthing, must report to "Southampton VTS" when anchored, together with their approximate position. Whilst at anchor, vessels must maintain a listening watch on VHF R/T Channel 12.

(d) Vessels leaving a sheltered anchorage must also report and advise "Southampton VTS" of their intended destination, and whether they are leaving the Solent via the East or West Solent.

(e) Inbound vessels should establish communications with VTS when approaching Nab or Needles.

(f) Vessels outbound from the Port of Southampton should establish communications at least 15 minutes prior to leaving the berth and obtain permission from "Southampton VTS" before letting go.

(g) Vessels clearing Portsmouth Harbour should establish communications with VTS when passing Southsea War Memorial.

(h) Vessels leaving an anchorage, whether inbound or outbound, should establish communications with VTS at least 15 minutes before getting underway.

(i) Vessels inbound or outbound from Portsmouth Harbour are also required to report to "QHM". See Dockyard Port of Portsmouth – Local Notices to Mariners.

6. MOVEMENT REPORTING POINTS:

(a) Vessels inbound or outbound from the Ports of Southampton and Portsmouth, or other destinations in the area or passing through the Solent, are required to report by VHF when passing Movement Reporting Points indicated on Admiralty Charts.

(b) The initial report by all inbound vessels should include:
1. Ship's name and International Radio Call Sign (IRCS).
2. Deepest draft.
3. Destination and last Port of Call.
4. ETA at various locations as requested.
5. Deficiences of ship, navigation equipment, machinery and cargo.
6. Additionally tankers should report any change in the information notifiable under the Merchant Shipping (Tankers) (EEC Requirements) Regulations 1981, and confirm that a Check List has been completed.

(c) The initial report by vessels outbound from the Port of Southampton should include:
1. Ship's name and IRCS.
2. ETD.
3. Deepest draft.
4. Other information requested.
5. Where applicable, tug working channel to be used.
6. ETA at various locations as requested.
7. Next Port of Call.

(d) The initial report by vessels from anchorages and other locations in the Solent should follow the procedure for inbound and outbound vessels as appropriate.

7. HARBOUR PATROL:

The Duty VTSO is supported by a Marine Officer who maintains a continuous surveillance of seamarks and shipping channels from a harbour patrol launch and guards VHF Channels 12 and 16, call sign "SP". At night, the harbour patrol launch exhibits a blue all round light at the mast head.

8. HEIGHT OF TIDE:

Automatic tide gauges are located at Calshot, Dock Head and Prince Charles Container Port. Tidal information is available upon request and is recorded.

9. WIND SPEED AND DIRECTION:

Wind speed and direction information is available upon request and is recorded.

10. HARBOUR RADAR:

(a) Remote controlled Radar Stations are situated at Calshot Spit and Hythe. Each station is fitted with a 25 ft. horizontal aperture scanner 110 ft. above MHWS, searching over a 0.3° horizontal and 4° vertical beam width, rotating at 20 r.p.m. in winds up to 80 knots.

(b) Vessels can be supplied with continuous information relating to their progress, approach to navigation marks and other vessels, transits and turning marks, channel margins and the manner in which the vessel is progressing round the West Bramble and Calshot turns. Manoeuvring instructions will not be given unless specifically requested by the Master or Pilot.

(c) An independent scanner is fitted at the VTS Centre to monitor shipping in the RIVER TEST, but the computer assisted measurement, accuracy of bearings, distance and tracking associated with CALSHOT and HYTHE scanner is not available.

(d) Computer Assisted Measurement System:

This system employs a small digital computer and a variable marker which can be placed over any target on the display to provide the following information:
1. The bearing and distance between the scanner and selected target.
2. The bearing and distance between any two targets.
3. The course made good by a selected target.

Facilities are available to store up to 24 targets, such as navigation buoys, vessels at anchor, etc. The bearing and distance from any selected target to any one of the stored targets can be quickly obtained, and the closest point of approach determined.

(e) Accuracy of Bearing and Distance Measurement:

Accuracy of bearing from Point A to Point B is to 0.5°, and distances are to ±25 m., or to 0.3% of the most distant echo from the scanner, whichever is the greater.

(f) Radar Reference Line:

An alternative position fixing system indicates the position of a vessel relative to a Reference Line electronically produced as points one cable apart on the radar display linked to the Calshot Radar only. The Radar Reference Line is shown on the Admiralty Charts of the area as a broken line with points at one cable and circles where the line changes direction.

(g) Radar Coverage:

Effective radar coverage extends to a line joining NO MAN'S LAND FORT and HORSE SAND FORT to the East and STANSORE PT. and SALTMEAD BUOY to the West.

A vessel underway upon request will be given her position using the distance between the points of the Reference Line as a scale to estimate the position:

1. As a distance RIGHT or LEFT of the Reference Line, relative to her direction of progress.
2. As a distance along the Reference Line to a navigational mark or marks in transit.

The position of another vessel will be given:

3. As a distance from the Reference Line ON THE SAME SIDE or ON THE OTHER SIDE.
4. As a distance along the Reference Line.

NOTE: In areas where a Reference Line is not shown, progress will be indicated relative to navigational marks and other vessels.

(h) Bearings and Distances:

Bearings and distances will be related to the bow of the vessel concerned unless otherwise stated.

11. CANCELLATION OF PREVIOUS NOTICES:

Notices to Mariners No. 2 of 1989, No. 6 of 1990 and No. 2 of 1991 are hereby cancelled.

This Notice is issued in agreement with QHM Portsmouth.

Signed: Harbour Master – Southampton.
Dated: 1st January 1992.

Appendix: ANNEX TO NTM 2 of 1992 – SOUTHAMPTON VTS R/T COMMUNICATIONS SCHEDULE

Station	*Channel (No.)*	*Frequency (MHz)*	*Details*
Southampton Vessel Traffic Services	16	156.80	CALLING, SAFETY and DISTRESS Continuous Watch.
	12	156.60	PORT OPERATIONS Calling and Working.
Call Sign SOUTHAMPTON VTS	14	156.70	All vessels are required to establish communications with Southampton VTS on one of these channels when approaching the NAB or NEEDLES inbound, when passing SOUTHSEA WAR MEMORIAL outbound from Portsmouth and at least 15 minutes before leaving a berth or anchorage.
	18	156.90 161.50	PORT OPERATIONS Selected Working and Harbour Radar Information.
	20	157.00 161.60	PORT OPERATIONS Selected Working and Harbour Radar Information.
	22	157.10 161.70	PORT OPERATIONS Selected Working and Harbour Radar Information.
	71	156.575	PORT OPERATIONS Manoeuvring – Ship/Tug – Pilot/Berthing Master.
	74	156.725	PORT OPERATIONS Manoeuvring – Ship/Tug – Pilot/Berthing Master.
Southampton Patrol	16	156.80	CALLING, SAFETY AND DISTRESS Continuous Watch.
	12	156.60	PORT OPERATIONS Continuous Watch.
Call Sign SP	All	All	MARITIME INTERNATIONAL VHF BAND All channels available as applicable for PORT OPERATIONS and Maritime use.
Pilots Call Sign SOUTHAMPTON PILOT NAB PILOT STURBRIDGE PILOT LEPE PILOT	9	156.45	WORKING CHANNEL
TUGBOATS	19	156.95 161.55	WORKING CHANNEL Esso Marine Terminal Fawley and BP Oils Ltd. Terminals Hamble.
Call Sign TUG NAME	71	156.575 156.725	MANOEUVRING Ship/Tug – Pilot/ Berthing Master.
or ALL TUGS	74	156.725	MANOEUVRING Ship/Tug – Pilot/ Berthing Master.
Esso Marine Terminal Fawley	14	156.70	WORKING CHANNEL Continuous.
Call Sign ESSO HQ	19	156.95 161.55	WORKING CHANNEL.
BP Oil Terminal Hamble Call Sign BP HAMBLE	19	156.95 161.55	WORKING CHANNEL Occasional.
Queen's Harbour Master Portsmouth	11	156.55	PORT OPERATIONS Calling and Working – Commercial Vessels.
	13	156.65	PORT OPERATIONS Calling and Working – HM Vessels.
Call Sign QHM	73	156.675	PORT OPERATIONS Calling and Working – Dockyard Craft. NOTE: Consult DOCKYARD PORT OF PORTSMOUTH NTM.

Notice to Mariners No. 4 of 1992:

PORT OF SOUTHAMPTON APPROACHES
CALSHOT REACH AND WESTERN APPROACH CHANNEL

NOTICE IS HEREBY GIVEN that:

1. DIRECTIONS TO BE OBSERVED BY MASTERS OF VESSEL WITH LENGTH OVERALL OF 183 M. (600 FT.) OR MORE:

No two vessels each having a length overall of 183 m. (600 ft.) o more shall pass or overtake each other in WESTERN APPROAC CHANNEL, THORN CHANNEL or CALSHOT REACH to seaward Hook Buoy. (PORT OF SOUTHAMPTON HARBOUR BYE LAW NO. (1) refers).

2. OUTBOUND VESSELS - FLAG SIGNALS:

Yachts and other small craft in the Solent sometimes experienc confusion when an outbound vessel in the Thorn Channel is approachin the West Bramble Buoy, as there is doubt whether the vessel will dire its course to the East (Nab) or West (Needles).

To improve safety, outbound vessels shall hoist the followin INTERNATIONAL CODE flag signals during daylight hours.

Hoist	Meaning
ECHO over ANSWERING PENDANT	I am bound East (Nab)
ANSWERING PENDANT over WHISKY	I am bound West (Needles)

It is important that these signals should be read as indicating only local geographical direction.

3. CANCELLATION OF PREVIOUS NTM – Notice to Mariners No. of 1989 is hereby cancelled.

Signed: Dock and Harbour Master – Southampton.
Dated: 1st January 1992.

Notice to Mariners No. 7 of 1992:

THE DOCKYARD PORT OF PORTSMOUTH
AND THE PORT OF SOUTHAMPTON
MOVEMENT OF GAS TANKERS IN THE SOLENT

1. NOTICE IS HEREBY GIVEN that these directions have been joint promulgated by the Queen's Harbour Master Portsmouth and th Harbour Master Southampton to ensure the safe navigation of ga tankers within the Solent.

2. This Notice applies to all gas tankers loaded or partly loaded an gas tankers which have not been rendered gas free.

3. Gas tankers in transit within the Solent may not enter an area which the visibility is less than 0.5 miles.

4. Before navigation within the area between the North Sturbridge Buo and the Warner Buoy, all gas tankers must establish communication with the Queen's Harbour Master Portsmouth on VHF Channel 11 advise of their transit and to ascertain movements into and out Portsmouth Harbour.

5. Gas tankers when navigating between Hook Buoy and We Bramble Buoy in the Western Approach Channel should be given th sole occupancy of that channel.

6. Gas tankers when navigating between East Bramble Buoy an Calshot Buoy in the North Channel shall be given the sole occupan of that channel.

7. No vessel may anchor closer to a gas tanker than a distance equa twice their combined lengths.

8. At no time will more than 3 gas tankers be permitted to remain anchor within the designated Small Ships Anchorage in Southampto Water.

9. Gas tankers exceeding either 8,000 cu.m. total capacity 6,000 g.r.t. ARE NOT PERMITTED to enter or leave the Port Southampton by the West Solent.

10. Notice to Mariners No. 7 of 1989 is hereby cancelled.

Signed: Harbour Master – Southampton.
Dated: 1st January 1992.

Notice to Mariners No. 8 of 1992:

DANGEROUS SUBSTANCES IN HARBOUR AREA
REGULATIONS 1987 (SI No. 37 OF 1987)
RELATED TO THE PORTS OF SOUTHAMPTON,
PORTSMOUTH COMMERCIAL DOCKS AND
DOCKYARD PORT OF PORTSMOUTH

1. NOTICE IS HEREBY GIVEN that Masters of all vessels carryi Dangerous Substances when entering, leaving or lying in the Port Southampton or the Commercial Port of Portsmouth, will be required comply with these Regulations. Failure to do so may lead to th prohibition or removal of the dangerous substance, its container and th vehicle or vessel from the Port in accordance with Clause 7 of th Regulations.

2. APPLICATION:

These Regulations apply in every Harbour and Harbour Area and any part of a Harbour in the territorial waters of Great Britain. Dangerou Substances are defined at Clause 3 of the Regulations.

NOTE: The expression Harbour Authority when used in the followi text shall mean:

(a) Alongside in Southampton, Fawley and Hamble: Harbour Mas Southampton.
(b) Underway in the approaches to Southampton or in the East West Solent: Harbour Master Southampton (call si "SOUTHAMPTON VTS".
(c) Underway in the Dockyard Port of Portsmouth, North of Ou Spit Buoy: Queen's Harbour Master (call sign "QHM").
(d) Alongside in the Commercial Port of Portsmouth: Harbour Mas Commercial Docks.

3. MARKING AND NAVIGATION OF VESSELS:

(a) Flags and Lights to be displayed by vessels:

Vessels carrying Dangerous Substances to which these Regulations apply are required to show a red flag during the daytime and, when moored or anchored, an all round red light at night. The use of the red light at night when a vessel is underway or moving within the Solent will not be permitted.

(b) Vessels to keep a safe distance from moored or anchored vessels displaying the flags or light required by Paragraph 3(a):

A Master shall not bring his vessel alongside a moored or anchored vessel which is displaying any flag or light required by Paragraph 3(a), without the permission of the Harbour Authority and the Master of that vessel, and shall otherwise keep his vessel at a safe distance from that vessel.

(c) Use of VHF:

The Master of a vessel to which these Regulations apply shall ensure at all times in the Port of Southampton or in the approaches to the Port in the East and West Solent, a listening watch is kept on VHF Channels 12 or 14, or when North of Outer Spit Buoy on VHF Channel 11 or 13.

Except

1. When a vessel is at a berth; or
2. For short periods when the radio is tuned to another frequency for operational purposes.

(d) Anchoring and mooring of vessels:

The Master of a vessel which is carrying a dangerous substance or on board which any dangerous substance is to be loaded, shall anchor or moor his vessel only at such places and at such times as the Harbour Authority directs, and shall ensure that any conditions imposed by the Harbour Authority with regard to anchoring or mooring are complied with. The Master shall not permit his ship to be moved from anchorage or berth until he is so authorised by the Harbour Authority.

(e) Mobility of vessels:

The Master of a vessel carrying dangerous substances, must ensure that his vessel is in a state of readiness to be moved at all times, tidal conditions permitting, and shall not immobilise his vessel without first seeking an Exemption Certificate in writing from the Harbour Authority. Any such exemption may be granted subject to conditions and to a limit of time and may be revoked at any time by a certificate in writing. Vessels carrying Class 1 Dangerous Substances (Explosives) will not be given an exemption.

4. FITNESS OF VESSELS:

The Master of a vessel which is designed to carry either Dangerous Chemicals in bulk or Liquified Gases in bulk shall not carry, load or unload any dangerous liquid or dangerous substance in bulk in either Portsmouth or Southampton unless:

(a) The vessel has a valid Certificate of Fitness for the carriage of the substance in bulk issued under the authority of the Government of the country of registration of the vessel, and he complies with any conditions of carriage laid down in that certificate.

(b) The Harbour Authority has given permission in writing.

5. PERMISSION FOR TRANSFER BETWEEN VESSELS:

The Master of a vessel carrying a liquid dangerous substance in bulk shall not cause or permit that substance to be transferred by pipeline to another vessel unless the Harbour Authority, and where the vessel is at berth, the Berth Operator, have given their permission in writing for that transfer to take place.

6. OPERATIONS FORBIDDEN ON VESSELS WITHOUT PRIOR PERMISSION:

(a) The Master of any vessel carrying or which has recently carried, a liquid dangerous substance in bulk shall ensure that none of the following operations are commenced:

1. The discharge of ballast or slops contaminated with any dangerous substance.
2. The cleaning or ventilation of any tank which was last used to carry a dangerous substance.
3. The pumping overside of bilges contaminated with any dangerous substance.

(b) The Master of any vessel carrying or which has recently carried, flammable liquid in bulk shall ensure that none of the following operations are commenced:

1. The gas-freeing of any tank which was last used to carry the substance.
2. The cleaning of such a tank with water, stem, detergents or other chemicals.
3. The purging of such a tank with inert gas.
4. The washing of a tank with crude oil while unloading.

Unless the following conditions have been complied with:

(a) Where the vessel is at a berth:

1. The Berth Operator has given permission, or
2. The Harbour Authority has given permission to manned vessels.

(b) Where the vessel is not at a berth, the Harbour Authority has given permission.

7. UNTOWARD INCIDENTS:

The Master of a vessel carrying any dangerous substance shall immediately inform the Harbour Authority and if the vessel is at a berth, the Berth Operator, of any untoward incident which has occurred on the vessel. Untoward incident means an incident involving or threatening the containment of a dangerous substance.

8. VESSELS LOADED WITH EXPLOSIVES TO BE TAKEN OUT OF THE HARBOUR AREA:

When loading a vessel with explosives has been completed, the Master shall ensure that the vessel is taken out of the Harbour or Harbour Area as soon as reasonably practicable, unless the Harbour Authority and, where the vessel is at a berth, the Berth Operator, otherwise agree.

9. NOTICE OF ENTRY OF DANGEROUS SUBSTANCES ARRIVING BY SEA FOR DISCHARGE OR IN TRANSIT:

Advance notification of dangerous substances arriving by sea into the Solent Area will be required in the form shown in Paragraph 10 by the Harbour Authority from Masters of vessels or their Agents, and must be received at least 24 hours prior to the arrival of the vessel in the Solent. In the case of tankers in excess of 1,600 g.r.t./g.t., this report will combine the details required under the Merchant Shipping (Tankers) (EEC Requirement) Regulation 1981 (SI No. 1077 of 1981).

It should be noted that tankers having carried one or more cargoes and which have not been rendered gas free, purged or cargo spaces completely inerted, will also be required to provide the advance notification.

The advance notification report should be sent to:

(a) In the case of Southampton, the Harbour Master – Southampton and received in writing by one of the following means:

1. Telex: 477161 DHMSPR.
2. Ships Telegram Service – Telegraphic Address: Harbour Master Southampton.
3. By hand to the Harbour Master, Vessel Traffic Services Centre, Berth 37, Eastern Docks, Southampton.
4. Facsimile: (0703) 232991.

In the event of vessels whose passage time is less than 24 hours inbound to the Port of Southampton, the notification should be sent by telex from the last port of call, to ensure that details have been received prior to the vessel's arrival at the Nab/Needles area.

(b) In the case of the Portsmouth Commercial Docks, the Harbour Master Portsmouth Commerical Docks, marked DANGEROUS SUBSTANCES NOTICE and received in writing by one of the following means.

1. Telex 265452 MONRES G or electronic mail network number 9312110368 PM.
2. By hand to the Harbour Master, Harbour Offices, Continental Ferry Port, Portsmouth.

Where the voyage is less than 24 hours duration, a shorter period of notice may be accepted, but notice must ALWAYS be given BEFORE the ship passes the Nab or Cowes inbound for Portsmouth in the form prescribed, except in the case of Dangerous Substances for Albert Johnson Quay, Flathouse Quay and private wharves, and Dangerous Substances of Class 1 and Class 7 for the Continental Ferry Port, for which the minimum period of notice is 24 hours in ALL cases. Only those Class 1 materials which are of Division 1.4 – Compatibility Group 5, or any other explosives (except Compatibility Group L) of total quantity not exceeding 10 kilograms, will be considered for Portsmouth Commercial Docks.

(c) In the case of the Queen's Harbour Master and on the assumption that the information has already been passed to the Harbour Master – Southampton and the Harbour Master – Portsmouth Commerical Docks, the information be passed by VHF Channel 11 in the form shown in Paragraph 11, but is only required on sailing from either Southampton or Portsmouth or on passing Nab Tower inbound.

10. NOTIFICATION OF DANGEROUS SUBSTANCES:

(a) Non-Tankers:

1. Ship's name and International Radio Call Sign (IRCS).
2. Flag.
3. Overall length, draft and beam.
4. Destination within the Harbour Area.
5. ETA Nab or Needles.
6. Last Port of Call.
7. Possession of a Certificate of Fitness, where appropriate.

(b) Dangerous Substances being carried:
(Specify for discharge or in transit).

1. Correct technical name of Dangerous Substance.
2. UN Number.
3. Quantity of each substance.
4. Classification.
5. Details of the number and type of packages to be individually handled (where appropriate), including the carrying unit type, e.g. vehicle, container, etc.
6. Flashpoint in degrees Centigrade (where appropriate).

(c) In the case of Explosives:
(Specify for discharge or in transit).

1. UN Number.
2. Class.
3. Division.
4. Compatibility group.
5. Net explosive content.

(d) Tankers (Vessels under 1,600 g.r.t./g.t.):

1. Ship's name and IRCS.
2. Flag.
3. Overall length, draft and beam.
4. Destination within the Harbour Area.
5. ETA Nab or Needles.
6. Last Port of Call.

(e) Dangerous Substances being carried:
(Specify for discharge or in transit).

1. Correct technical name of Dangerous Substance.
2. UN Number.
3. Quantity of each substance.
4. Classification.

(f) Tankers (Vessels over 1,600 g.r.t./g.t.):
1. Ship's name and IRCS.
2. Flag.
3. Overall length, draft and beam.
4. The harbour where the Master intends first to berth the tanker, i.e. anchorage or berth.
5. Destination within the harbour area.
6. ETA Nab or Needles.
7. Last Port of Call.
8. Nature and quantity of any chemicals, gas or oil carried by the tanker.
9. Whether tanker is fitted with an inert gas system and, if fitted, is fully operational.
10. Whether the cargo tanks have an atmosphere which has been rendered non-flammable.
11. Whether or not a certificate has been issued in respect of the tanker:
   (a) If its cargo includes chemicals, that it complies with the IMO Code for Ships carrying Dangerous Chemicals; and
   (b) If its cargo includes gas, that it complies with the IMO Code for Existing Ships carrying Liquified Gases.
12. Defects in hull, machinery or equipment of the tanker which may:
   (a) Effect materially the safe manoeuvrability of the tanker; or
   (b) effect materially the safety of other vessels in or in the vicinity of, the approaches to the harbour; or
   (c) constitute a hazard to the Marine Environment; or
   (d) constitute a hazard to persons or property on land or in the vicinity of the harbour.

(g) Dangerous Substances being carried:
(Specify for discharge or in transit).
1. Correct technical name of Dangerous Substance.
2. UN Number.
3. Quantity of each substance.
4. Classification.

11. DETAILS REQUIRED BY THE QUEEN'S HARBOUR MASTER PORTSMOUTH:

Details required by the Queen's Harbour Master Portsmouth on ship's departure from Portsmouth or Southampton or on arrival Nab Tower.
1. Ship's name and IRCS.
2. Flag.
3. Overall length, draft and beam.
4. Either
   (a) Destination within the Solent, or
   (b) Time of passing Nab Tower.
5. Reference of the letter, telex or facsimile sent to Harbour Master – Southampton or Habour Master – Portsmouth Commercial Docks, containing the information required by Paragraph 10. If this information has not been forwarded, a full report in accordance with Paragraph 10 is required.

12. This Notice issued jointly by the Queen's Harbour Master Portsmouth, the Harbour Master Southampton and the Harbour Master Portsmouth Commercial Docks.

13. Notice to Mariners No. 8 of 1989 and No. 6 of 1990 is hereby cancelled.

Signed: Harbour Master – Southampton.
Dated: 1st January 1992.

Notice to Mariners No. 10 of 1992:

THE DOCKYARD PORT OF PORTSMOUTH AND THE PORT OF SOUTHAMPTON
VESSELS CONSTRAINED BY THEIR DRAFT

1. NOTICE IS HEREBY GIVEN that these directions, jointly promulgated by the Queen's Harbour Master – Portsmouth and the Harbour Master – Southampton are compatible with the Collision Regulations to ensure the safe navigation of large vessels in the East Solent and the dredged approach channel to Southampton Water.

2. There are two areas in the Solent in which vessels constrained by their draft inbound from the Nab Tower to Southampton, are in particular danger from outbound vessels; these are when passing the Portsmouth entrance channel, and when passing the North Sturbridge Buoy and shaping course to pass to the South of Ryde Middle Shoal. Vessels proceeding to seaward out of the Portsmouth entrance channel or from Southampton, North of the Ryde Middle Shoal, should take every possible precaution to avoid endangering the movements of these vessels, and in particular to avoid presenting them with a crossing sitation.

3. DEFINITIONS:

In the Dockyard Port of Portsmouth and the Port of Southampton, a vessel having a draft of 10.5 m. (34.5 ft.) or more, a length of 288 m. (945 ft.) or more, or a deadweight tonnage of 100,000 tons or more shall be considered to be a VESSEL CONSTRAINED BY HER DRAFT for purposes of definition within the International Regulations.

4. ACTION TAKEN TO AVOID IMPEDING THE SAFE PASSAGE OF A VESSEL CONSTRAINED BY HER DRAFT:

Vessels are warned that in taking action to avoid impeding the safe passage of a vessel constrained by her draft within the navigationally restricted waters of the Solent and Southampton Water, due regard must be given to the safe navigation of the latter vessel, which may prevent her from keeping her course and speed.

5. SHIPPING MOVEMENT CONTROL:

Vessels constrained by their draft or size, and vessels restricted in their ability to manoeuvre, shall not operate in the Dockyard Port of Portsmouth or the Port of Southampton without the permission of the Queen's Harbour Master – Portsmouth or the Harbour Master – Southampton respectively.

6. SOUTHAMPTON DEEP WATER CHANNEL:

All vessels navigating within the Port of Southampton shall ensu that a vessel constrained by her draft or size shall be given the so occupancy of the Deep Water Channel between Hook Buoy and th seaward limit of the WESTERN APPROACH CHANNEL.

7. Notice to Mariners No. 10 of 1991 is hereby cancelled.

Signed: Harbour Master – Southampton.
Dated: 1st January 1992.

Notice to Mariners No. 11 of 1992:

SPEED OF VESSELS AND PASSING DISTANCES OFF JETTIES AND BERTHS

1. NOTICE IS HEREBY GIVEN that special care must be exercise by all vessels navigating within the limits of the Port. Vessels shou proceed at a reduced speed as safe navigation permits, and in such manner as not to endanger the lives of persons ashore or afloa including passengers embarking or disembarking from harbour ferries or cause damage to vessels alongside or at moorings, or to sea wa and other works. Particular care should be exercised when passing O Terminals where vessels are loading or discharging petroleum produc and hazardous chemicals.

2. Special consideration should be given to the effects caused by th underwater form and the draft of vessels in order to reduce the resultin pressure waves and displacement of water. Particular attention shou be given to the increased effects caused during low water periods.

3. Attention is drawn to Merchant Shipping Notice No. M 930 - INTERACTION BETWEEN SHIPS.

4. The special attention of Masters, Pilots and others having comman or charge of vessels is drawn to the presence of vessels loading o discharging petroleum products or stores from small craft at ESS MARINE TERMINAL – FAWLEY and BP OIL TERMINAL – HAMBL and other vessels loading stores or cargo in anchorages. Attention i also drawn to the presence of craft at moorings or alongside the Milita installations at HYTHE and MARCHWOOD.

5. As safe navigation permits, vessels drawing 6.0 m. (19.7 ft.) an over when approaching or passing the ESSO MARINE TERMINAL - FAWLEY and BP OIL TERMINAL – HAMBLE must not exceed 7 kno over the ground. All ferries and vessels of less than this draft a reminded of the dangers inherent with oil terminals, and should reduc speed as safe navigation permits (Port of Southampton Bye Law No refers).

6. Any vessel passing the ESSO MARINE and BP OIL TERMINALS should navigate not less than 130 m. from the face of the jetties. Th limit is intended to protect vessels moored alongside, guard against th interaction of passing vessels and the risk of naked lights and spark within these areas (Port of Southampton Bye Law No. 9 refers).

7. Notice to Mariners No. 12 of 1989 is hereby cancelled.

Signed: Harbour Master – Southampton.
Dated: 1st January 1992.

Notice to Mariners No. 2 of 1993: (See "Plan").

PORT OF SOUTHAMPTON
WESTERN APPROACH CHANNEL
INTRODUCTION OF A MOVING PROHIBITED ZONE AROUND VESSELS EXCEEDING 150 M. LOA

1. Notice is hereby given that the Main Navigable Channel, as define on Admiralty Charts No. 1905, 394 and 2040, which lies between a lin drawn from Prince Consort to South Bramble Buoys and a line draw between Black Jack and Reach Buoys is designated as an "Area o Concern".

2. All vessels of over 150 m. length overall (LOA) whilst navigating the "Area of Concern" will be given a "Moving Prohibited Zone" aroun the vessel of 1,000 m. ahead and 100 m. either side of the vessel a depicted on the accompanying chartlet (See "Plan").

3. Small vessels of under 20 m. LOA will be prohibited from enterin the Moving Prohibited Zone. This measure coincides with the spirit o Rule 2 and the Steering and Sailing Rules of the Internation Regulations for Preventing Collisions at Sea 1972.

4. Nothing in this notice shall relieve vessels of less than 20 m. i length or sailing vessels from their obligation under Rule 9 of the collisio regulations to not impede the passage of any vessel which can naviga only within a narrow channel or fairway.

5. All vessels of over 150 m. LOA when navigating in the "Area o Concern" are required to display, where it can best be seen by day, a Black Cylinder, and by night 3 all-round red lights in a vertical line, a defined by Rule 28 of IRPCS to visually indicate the presence of th moving prohibited zone ahead and either side of the vessel.

6. Nothing in this Notice will prevent "Vessels Constrained by the draft" as defined by Notice to Mariners No. 10 of 1992 from display these lights and shapes as required by IRCPS in other areas of th Solent or Southampton Water.

7. When operationally possible, the Southampton harbour pa launch (VHF call sign "SP" Channel 12) will precede these vesse within the "Area of Concern" showing, in addition to the normal steam lights, a blue flashing light. The absence of the patrol launch will n invalidate the implementation of the moving prohibited zone.

8. To assist recreational vessels, the Port of Southampton Vess Traffic Centre (Call sign "Southampton VTS") will make hourly tra information broadcasts on VHF Channel 12 on the hour from 0600 h to 2200 hrs. Fridays to Sundays, inclusive of Bank Holiday Monda from Easter to the last weekend in October. From 1st June t 30th September the traffic information broadcast will be made on a da basis between the hours specified above. The broadcast will iden those large vessels and approximate times in which a moving prohib zone will apply whilst navigating in the "Area of Concern" and any oth relevant information for the safety of small vessels.

9. Details of this Notice to Mariners has been widely circulated and prior consultation has taken place with Shipowners and recreational sailing interests on behalf of the users of the Solent and the Port of Southampton.

10. Notice to Mariners No. 18 of 1992 referring to the restricted area off Calshot Spit is hereby cancelled.

Signed: Harbour Master.

Vessel Traffic Services Centre
Berth 37
Eastern Docks
Southampton
1st January 1993

Owners, Agents, Charterers, Marinas, Yacht Clubs and recreational sailing organisations should ensure that the contents of this Notice are made known to the Masters or persons in charge of their vessels or craft.

AUTHORITY: Associated British Ports, Ocean Gate, Atlantic Way, Southampton SO1 1XQ. *Tel:* (0703) 330022. *Telex:* 47334. *FAX:* (0703) 336402. *Contact:* A. Kent, Port Manager. Captain J.S. Chestnutt, Deputy Port Manager and Harbour Master.

STORNOWAY: 58.12 N. 06.22 W. (See Plan)

PORT LIMITS: Extend to a line from Southern end of Holm Island on the East to Rudh A'Bhaigh Uaine on the West – approximately 7.5 cables to seaward of Arnish Point Light.

PILOTAGE: Pilotage not compulsory. Vessels requesting Pilot request same with ETA 24 hours prior to arrival. Confirmation or amendment required 2 hours prior to arrival. Boarding off Arnish Point Lighthouse.

ANCHORAGES: Anchorage in harbour between Goat Island and mouth of Creed River, 8 fathoms.

RESTRICTIONS: Entry night or day and at any state of tide. No bar on entrance.

MAX. SIZE: 400 ft. by 60 ft. by 22 ft. draft to berth alongside, 600 ft. length by 35 ft. draft for anchorage in bay.

HEALTH: The customary flying of "Q" flag.

Also see "Health – All Ports" before first U.K. port.

RADIO: Wick Radio or alternatively Stonehaven Radio.

RADAR/VHF: R/T-VHF established in harbour, call "Stornoway Harbour" on Channels 16 and 12. Emergency messages may be passed through Stornoway Coastguard on 81.8 m. There is a radar set in the watchroom but no V.T.S. service is provided.

TUGS: No tugs available at port. Fishing vessels have been used, when necessary, for this purpose.

BERTHING: Vessels can be berthed at any time, provided berth is free.

Ro/Ro ferry terminal for Stornoway/Ullapool service in operation.

Depth of Water at Low Water Spring Tides: West side No. 1 Pier: 24.5 ft. shallowing to 12 ft. at junction of North Beach Quay. East side No.1 Pier: 24.5 ft. shallowing to zero at inward end. West side No. 2 Pier: 17.5 ft. shallowing to zero at inward end. East side No. 2 Pier: 16.5 ft. shallowing to zero at inward end. Inner Harbour decreases from 12 ft. at junction of Esplanade Quay to 8 ft. at upper end of Cromwell Street Quay.

STEVEDORES: Arranged by Agents on receipt of ETA.

MEDICAL: Advance notice desirable, Hospital facilities available in the town.

TANKERS: Normal safety requirements. One tanker berth only 15 ft. mean draft, max. length 220 ft.

DENSITY: Practically always dead salt; 1025 density.

FRESH WATER: Fresh water available by hose at 15 t.p.h.

FUEL: 24 hours notice required.

CONSULS: French, Swedish, Norwegian; Tel: Stornoway 702920, 702054, 703173 respectively.

REPAIRS: Minor deck and engine repairs can be carried out locally.

DRY DOCKS: No dry dock but one slipway of 750 tons displacement.

SURVEYORS: Marine & Engineer Surveys (Hebrides) Ltd., Stornoway.

GANGWAY/DECK WATCHMEN: Service of watchmen not necessary. Watchmen from shore may be employed if required.

OPENING/CLOSING HATCHES: Normally crew.

REPATRIATION: Facilities exist for this service.

AIRPORT: 3 miles from port, served regularly by British Airways from Glasgow and Inverness.

HOLIDAYS: New Year's Day, Christmas Day and all other local Bank Holidays. Cargo work can be arranged except New Year's Day. (No Sunday work.)

POLICE/AMBULANCE/FIRE: Police, Stornoway 702222 (can deal with all three services).

EMERGENCY CO-ORDINATION CENTRE: Stornoway Coastguard Tel: 702013 or 702014.

TELEPHONES: Can be arranged by prior application through Aberdeen office.

STORING: See "Prelims".

1. By truck.
2. –
3. Yes.
4. Yes.
5. Notice No. 69.
6. Yes.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Skips available at no charge.

WASTE OIL DISPOSAL: Only small amounts by tanker truck (7,000 litres capacity). Service carried out by local authority, but arranged through Port Authority.

SEAMAN'S CLUBS: Royal National Mission to Deep Sea Fishermen, North Beach Street, Stornoway. Tel: (0851) 704424.

GENERAL: ETA to be sent 24 hours beforehand so that necessary arrangements can be made.

AUTHORITY: Stornoway Pier and Harbour Commission, Amity House, Esplanade Quay, Stornoway, Isle of Lewis PA87 2XS. *Tel:* (0851) 702688. *Cables:* Harbour Commission. *FAX:* (0851) 705714. *Contact:* M. Macleod, General Manager. Captain A.M. Mackenzie, Harbour Master.

STRANRAER: 54.55 N. 05.02 W. (See Plan)

DOCUMENTS: As for other British ports.

PILOTAGE: Not compulsory.

ANCHORAGE: Deep water anchorage at Lady Bay.

MAX. SIZE: Largest vessel handled 130 m. long. Working draft 5.0 m. at Stena Sealink.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: VHF watch kept on Channel 16 at Stena Sealink Ports Ltd. Ferry Terminal. Working Channel is 14.

TUGS: Not available.

BERTHING: *East Pier:* 2 berths, depth 5.0 m. at L.A.T. One with vehicular ramp (single tier).

Ross Pier: Length 153 m. Dredged to 5 m. at L.A.T. Double tier vehicular ramp at this berth.

MEDICAL: Medical Centre and hospital in town.

FRESH WATER: Available at all berths.

FUEL: Limited quantities of fuel oil can be supplied from road tankers.

REPAIRS: Small repairs can be carried out by local engineering firm.

GENERAL: Inshore lifeboat based at Stranraer.

AUTHORITY: *East Pier:* Stena Sealink Ports Ltd., Sea Terminal, Stranraer Harbour, Stranraer DG9 8EL. *Tel:* (0776) 702262. *Telex:* 778125. *FAX:* (0776) 706586. *Cables:* Sealink Port Stranraer. *Contact:* E.S. Bird, Ship and Port Manager.

West Pier: Dumfries and Galloway Regional Council, Ailsa House, Sun Street, Stranraer DG9 7JL. *Tel:* Harbour Office (0776) 702460. *Contact:* John C. Colvin, Harbour Master.

SULLOM VOE: 60.27 N., 01.17 W. (See Plan)

GENERAL: The Port of Sullom Voe is a major deep water harbour. It is owned and operated by the Shetland Islands Council as Harbour Authority.

The Sullom Voe Oil and Gas Complex is located within the port limits on Calback Ness in position 60° 27.5′ N., 01° 17.0′ W. and is operated by BP Petroleum Development Limited on behalf of several oil company participants. The oil delivered to Sullom Voe through the Brent and Ninian pipelines is collected from a group of oilfields located in the East Shetland basin.

The Port Administration Building, from which all marine operations are monitored and controlled, is located on Sella Ness in position: Lat. 60° 26.8′ N., Long. 01° 16.5′ W.

Services offered by the Harbour Authority and financed through conservancy charges include port radar, navigational advice to Shipmasters, intensity controlled navigational lighting to assist in poor visibility, meteorological advice and shore access gangways at all oil and gas jetties. Services offered and financed through separate charging structures include pilotage and mooring boat services. Boat hire can be arranged for vessels anchored or standing off. Helicopter hire is also available at times. The towage service is operated by a separate towage company and financed directly through towage charges.

The harbour is presently designed to routinely accept tankers up to around 365 m. LOA, with a draft of up to 22.6 m. and LPG carriers up to around 260 m. in length with a draft up to 15.9 m. In addition to liquid bulk and LPG cargo, the port is designed to handle general, dry bulk, Ro/Ro, containerised cargo and quarried rock.

There are 2 entrances to Yell Sound. The primary Northern route, suitable for oil and gas tankers, lies on the Western side of Yell Sound and is marked by leading lights situated on Gluss Isle. The South Eastern approach is considered suitable for vessels of up to 200 m. LOA and having a draft of not more than 11.6 m.

Both routes merge at the entrance to Sullom Voe; the lead into the Voe is indicated by leading markers located on Fugla Ness. In the case of vessels other than coasters, all manoeuvres South of Lamba Island will be assisted by tugs.

Ships will generally be berthed starboard side alongside at the oil loading berths. This will involve swinging each vessel within the Voe in areas adjacent to the tanker jetties. Vessels may be berthed port side alongside during adverse wind conditions.

For the purpose of manoeuvring within the harbour area a minimum under keel clearance of 2.0 m. is required at all times.

Although current rates of up to 7 knots may be experienced in areas of Yell Sound, records indicate that the maximum current likely to be experienced within Sullom Voe on the deep draft route, is unlikely to exceed 1 knot.

The maximum tidal range within the Harbour Area is 2.3 m. at Springs and minimum 0.6 m. at Neaps. The main tidal current flows to the South on the flood and to the North on the ebb.

Moorings: Strong winds are frequently experienced at Sullom Voe and may be accompanied by sudden gusts from any direction. The prevailing wind direction is S.W.

It is essential that whilst alongside the jetty, moorings are tended carefully and regularly and conform with the mooring requirements. (See "Plan").

SHIP SYSTEM FAILURES: Following the main engine problems experienced by the vessels in Sullom Voe, the following additional regulations are in effect:

1. In the event of a vessel suffering a machinery failure affecting seaworthiness or ability to manoeuvre prior to berthing or whilst alongside, an independent survey must be commissioned into the ability of the ship's machinery to perform after repair. Any surveyor appointed must be approved by a recognised classification society; be fully able to certify the integrity of the machinery or repair and must not, at the time of survey, be a member of the vessel's crew. The vessel will not be permitted to sail until the Director of Marine Operations is satisfied by the surveyor that the vessel is fully operational in every respect or that there are satisfactory arrangements in place to ensure that the vessel may depart from Shetland waters safely. All survey and other costs involved in this matter will be for the ship's account.
2. In the above circumstances, the vessel will be required to employ 4 tugs for sailing, which will remain in attendance until the vessel has cleared port.
3. No large scale crew changes for vessels stemmed for Sullom Voe will be permitted in Shetland waters.

CONDUCT OF VESSELS ENTERING YELL SOUND:

(a) Masters of tankers and gas carriers entering the Port of Sullom Voe are advised to refer to Charts B.A. 3298, 3297 and 3292.

(b) Navigation within the Harbour Area is prohibited unless the vessel is mechanically and navigationally sound, anchors are ready for letting go and there is a responsible person who can speak and understand English on the bridge.

(c) The berthing of tankers and gas carriers is suspended when wind speeds are regularly and frequently gusting in excess of 30 knots. Masters will be advised by Port Control in the event of such suspension.

(d) Vessels should afford a safe lee for the pilot boat during boarding and landing operations.

(e) When inbound tankers are at Reporting Point B ('Bravo') the Master should alert the crew in preparation for securing tugs, while speed is reduced accordingly.

(f) The bow and stern tugs will be made fast when it is considered safe to do so, soon after passing the Outer Skerry.

(g) The alongside tugs shall be secured as soon as possible thereafter.

(h) The vessel's speed must not exceed 5 knots South of a line joining Skaw Taing and Trumba Point.

(i) Standard practice requires vessels to be swung on arrival (except when weather conditions dictate otherwise) and berthed starboard side alongside the jetty designated (See "Plans" for mooring guidelines).

Note: Tugs will use their own lines for securing.

MINIMUM REQUIREMENTS: In order to avoid delays, all vessels programmed for Sullom Voe should comply with the recommendations of the Council of the European Committee for Vessels Transiting Community Seaports, and be fitted with:

(i) Fully operational radar.
(ii) Fully operational VHF radio with Channels 16, 14, 20 12, 10 and 9.
(iii) Sufficient crew to handle tugs' lines and moorings efficiently.
(iv) Efficient propulsion and deck machinery.
(v) Efficient and adequate moorings to secure vessels safely.
(vi) Efficient signalling equipment.
(vii) Fully operational tachometer, rudder and helm indicators.
(viii) Efficient mooring stations communications systems.
(ix) An efficient anchor windlass and anchors.
(x) A complete and valid set of Safety Certificates.
(xi) All officers to be properly qualified and carry recognised certificates of competency.

Note: If any vessel cannot comply with any of the above, Sullom Voe Port Control should be advised prior to arrival or departure.

DOCUMENTS:

General Declaration (C13). In duplicate.
Crew List (IMO FAL 5) or equivalent.

In additional to the above, the following are required if arriving from a Non-EC Port.

Cargo Manifest (if appropriate).
Crew Declaration (C142). In duplicate (incorporating small parcels).

Procedure:

(i) The Master of a ship is responsible for making Report.
(ii) The Report is to be completed in duplicate on arrival.
(iii) If the ship is visited on arrival, the Report is to be handed to the visiting Officer.
(iv) If the ship is not visited on arrival, the original copy of the Report is to be lodged at the Designated Place (H.M. Customs & Excise, Charlotte House, Lerwick), not later than 3 hours after the ship has arrived at its place of loading or unloading.

PILOTAGE: Pilotage is compulsory within the Sullom Voe harbour area.

Pilots: Authorised Pilots are available on a 24 hour basis. A continuous VHF watch is maintained. Call "Sullom Voe Harbour Radio" on Channel 16 or Channel 14.

Pilot Boarding Arrangements: In all normal circumstances the boarding and landing of Pilots at Sullom Voe will be carried out by the Authority's pilot vessels, which are approved for this purpose. Helicopters may be used at certain times and under certain conditions as set out below.

Harbour Area: The Sullom Voe Harbour Area is defined in 'The Sul Voe Harbour Revision Order 1980' as: "The entire area of Yell Sou and Sullom Voe and adjacent inlets within a line commencing at Ell W thence in a Northerly direction along the line of the low water mark the West side to a point in Latitude 60° 38.27′ N., Longitu 01° 18.27′ W. on the line of low water mark at the Northern extremity the Point of Fethaland, thence in an Easterly direction following a straig line to a point in Latitude 60° 38.23′ N., Longitude 01° 11.13′ W. on th line of low water mark at the Northern extremity of Fogla Lee on th Island of Yell, thence generally in a Southerly and Easterly direct along the line of low water mark on the East side to a point in Latitu 60° 29.15′ N., Longitude 01° 05.80′ W. on the line of low water mark the South–eastern extremity of the Ness of Copister, thence in Southerly direction to a point in Latitude 60° 28.68′ N., Longitu 01° 05.97′ W. on the line of low water mark at the South–Easte extremity of the Island of Orfasay, thence in a South–westerly direct following a straight line to a point in Latitude 60° 27.73′ N., Longitu 01° 08.37′ W. on the line of low water mark at the Southern extrem of Samphrey Island, thence in a Westerly direction following a straig line to a point in Latitude 60° 27.75′ N., Longitude 01° 10.82′ W. at th root of Mossbank Pier and thence generally in a Northerly and Souther direction following the line of low water mark to the point commencement.

Pilot Boarding Areas: Ships arriving from sea which are compelled take a pilot in compliance with this Direction, or otherwise require a pil shall take the pilot on board in the following areas:

(a) Ships approaching the North Entrance of Sullom Voe Harbo Area should rendezvous with the pilot in position Lat. 60° 38.3′ N Long. 01° 14.8′ W., with Point of Fethaland lighthouse bear 260° (T)×1.8 miles.

(b) Ships approaching the South East Entrance of Sullom Vo Harbour Area should rendezvous with the pilot in position La 60° 28.5′ N., Long. 00° 56.5′ W., with Firths Voe lighthous bearing 260°(T)×7 miles.

(c) Ships may take a pilot on board in other areas only if express directed to do so by an authorised pilot or the Harbour Maste

Note: Vessels boarding pilots by helicopter will usually carry out suc operations near North of the normal boarding position for the Nor Entrance given in (a) above. This may be varied due to weather or othe cause and vessels should proceed in accordance with advice fro Sullom Voe Port Control when helicopters are used.

Exemption from Compulsory Pilotage: Without prejudice to th generality of the foregoing, the following ships shall be exempt fro compulsory pilotage within the Sullom Voe Harbour Area unless as ma otherwise be directed by the Harbour Master:

(a) All ships of not more than 300 tons gross registered tonnag which do not have on board dangerous substances to which th provisions of the Dangerous Substances in Harbour Are Regulations 1987 apply.

(b) All fishing vessels.

(c) All tugboats operating as such exclusively within Sullom Vo Harbour Area.

(d) All ships *in transit* through the Sullom Voe Harbour Area whic do not pass South of a line joining the most Northerly point o Gluss Isle and the most Northerly point of Calback Ness.

(e) All ships belonging to Her Majesty.

Pilotage Exemption Certificates: The Secretary of State has direct that the Shetland Islands Council may refuse to grant such Certificat in respect of vessels using Sullom Voe Harbour Area.

Pilot Boats: The Authority has 3 boats for use at the Port of Sullom Vo

(i) "Sullom Mareel" LOA 16.2 m., service speed 16 knots.
(ii) "Sullom Spindrift" LOA 19.8 m., service speed 20 knots.
(iii) "Sullom Shoormal" LOA 19.8 m., service speed 20 knots.

All boats are of GRP construction and are fully equipped with mode navigational aids.

The freeboard of each boat is approximately 1.5 m.

Pilot Ladder Requirements: All vessels calling at the Port of Sullom Vo must comply with "The Merchant Shipping (Pilot Ladders and Hois Regulations 1987 (S.I. 1961)".

The following points are stressed:

(i) The rigging of pilot ladders and the embarkation a disembarkation of Pilots thereby shall be supervised by responsible deck officer of the ship.

(ii) Every pilot ladder shall be secured in a position clear of a possible discharges from the ship, and so that each step res firmly against the ship's side.

(iii) Every pilot ladder shall be secured in a position where the Pi can gain safe and convenient access to the ship after climb not less than 1.5 m. and not more than 9.0 m.

(iv) Whenever the distance from the water to the point of access t the ship exceeds 9.0 m., access to the ship must be by mea of a combination of a pilot ladder and an accommodation ladd or an equally safe and convenient means.

(v) Owners, Charterers and Masters of vessels should be aware th Sections 6 and 7 of the M.S. (Pilot Ladders and Hois Regulations 1987 specifies very clearly the conditions un which accommodation ladders are permitted to be used i combination with a pilot ladder when the freeboard exceeds 9 The attention of those involved is drawn particularly to Sect 7(2)(A) of these regulations which reads as follows ". . . the low end of the accommodation ladder rests firmly against the side the ship within the parallel body length of the ship and, as far is practicable, within the mid-ship half section *and leading* a Masters are advised that these regulations will be strictly enfo by the Harbour Authority. Any vessels unable to comply with th above section in every particular way should contact their Ag in good time before arrival in order to arrange alternative mea for embarking the Pilot.

Any delays and/or additional costs incurred by vessels unable comply with the above regulations will be strictly to the ship's a account.

(vi) Adequate lighting shall be provided at night so that the pilot ladder overside and also the position where the Pilot boards the ship shall be properly illuminated.

(vii) Actual sea conditions for small craft are not always appreciated when viewed from the bridge of a large vessel. Boarding and landing of pilots is a potentially hazardous operation which requires whole-hearted co-operation between those in control of both the tanker and pilot boat. Hard and fast rules cannot be laid down to fit every set of circumstances but the following points of guidance should be noted.

(a) All vessels being serviced should be at the pilot station at the agreed time and not significantly early or late.

(b) All vessels being serviced should be ready to respond to all reasonable requests from the pilot boat to ensure a safe transfer. Agreement as to how and where the transfer is to take place should be reached in ample time and the manoeuvre executed where sufficient sea room exists.

(c) All vessels being serviced should inform the pilot boat of their intention to change their heading and when that change of heading has been completed.

Pilot Hoists: Pilots are not obliged to use pilot hoists. Any use of these devices must only be at the option of the Pilot, and in general, pilot hoists are not acceptable for the boarding and landing of Pilots at Sullom Voe. Any pilot hoist offered must, in any case, comply fully with IMO recommendations on performance standards for mechanical pilot hoists and also with the recommendations of the European Maritime Pilots Association.

Note: Because of the low ambient air temperature combined with strong wind conditions, experience has shown that it is not uncommon for pilot hoists driven by compressed air to freeze. Careful attention should be paid to this equipment during the Winter months.

Pilot Transfer by Helicopter: Sea conditions at the North Entrance to Yell Sound can at times prevent the boarding and landing of Pilots by boat even though wind speeds may be within operational limits. Helicopters may be used at the discretion of the Authority to carry out Pilot transfer when such conditions exist. Helicopters may also be used in cases where a vessel is unable to provide a satisfactory pilot ladder/accommodation ladder. Factors affecting the use of helicopters for these purposes are set out below.

1. At present an MBB Bolkow 105 helicopter is contracted to the Authority on a sole user basis for purposes of Pilot transfer. This helicopter may also be available for ad hoc use by application to the Director of Marine Operations.
2. The first choice helicopter is capable only of landing on vessels to be serviced. Winching operations cannot be carried out by this aircraft. It is a small twin-engined helicopter of approximately 2 tonnes weight and with a rotor height of 3 m. Experience has shown that this helicopter can safely land on 90% of vessels calling at Sullom Voe.
   Winch-capable helicopters may be available but will take much longer to obtain and delays could result to the requesting vessel.
3. The permission of the Master and/or Agents as appropriate will be obtained prior to any transfer taking place using the MBB Bolkow 105 helicopter.
4. All transfers by helicopter will be carried out strictly in accordance with the U.K. CAA Regulations and the Procedures set out in the "Guide to Helicopter/Ship Operations" published by the International Chamber of Shipping (see extracts reprinted below).
5. Any helicopter service is available only to crude carriers and combination carriers provided with suitable helicopter operating areas. It is not available to LPG carriers.
6. Any helicopter service is available during daylight hours only. Service by winch – capable aircraft may be available only during ordinary airport opening hours which are typically 0730 – 2030 weekdays and 1045 – 1430 Sundays.
7. No extra charge will accrue to the vessel when pilots are boarded and landed by the MBB Bolkow 105 helicopter for reasons of weather and/or adverse sea conditions. The regular and published boarding and landing fee is applied.
8. When the MBB Bolkow 105 Helicopter is used to service a vessel with defective boarding and landing equipment, a charge of £1,500 plus the regular published boarding and landing fee per operation plus re-charges at cost will be applied.
9. Helicopter operations are co-ordinated by Sullom Voe Port Control. Vessels serviced in this manner should follow instructions issued by Sullom Voe Port Control to facilitate such transfers.
10. Helicopters used at Sullom Voe are operated only by the well-established companies, currently Bond Helicopters Ltd. and British International Helicopters Ltd., which operate to the highest standards and are approved by the Harbour Authority to carry out transfers of personnel.
11. Only experienced aircrew are used and Marine Pilots of this Authority are all experienced in this mode of transfer and trained in accordance with Section 8(h) of the ICS Guide to Helicopter/Ship Operations.
12. When continuous service by MBB Bolkow 105 Helicopter is not available, vessels which require helicopter services for reasons of defective pilot boarding equipment must give early and specific advice of this requirement if delays are to be avoided. Helicopters may be obtained on an ad hoc basis for this purpose subject to availability and will generally transfer by winching only. Only helicopter operators approved by the Harbour Authority will be used.

Note: The Sullom Voe Harbour Authority will endeavour to advise a vessel's Agent or Operator when an additional cost is likely to be incurred due to use of a helicopter for pilot transfer(s). However, all Agents and Operators should be aware that notwithstanding the above, the Harbour Authority will, at its sole discretion, secure helicopters for the purpose of pilot transfers when they deem such service is required. The costs of such operations will be charged to the vessel as appropriate.

For convenience of ships Masters the following extracts from the current "Guide to Helicopter/Ship Operations" are reproduced by kind permission of the International Chamber of Shipping:

5.1 Operational Checks

The Officer in charge should check all operational requirements on deck shortly before the arrival of the helicopter. Different types of ships may require specialist checks.

The general requirements for all types of ships are listed below.

5.1.1 Ship Checks

(a) All loose objects within and adjacent to the operating area must be secured or removed;
(b) All aerials and standing or running rigging above or in the vicinity of the operational area should be lowered or secured;
(c) Fire pumps should be running with sufficient water pressure on deck;
(d) Fire hoses should be ready. (Hoses should be near to but clear of and, if possible, upwind of the operating area pointing away from the helicopter);
(e) Foam equipment operators (at least 2 wearing the prescribed firemen's outfits) should be standing by, and have foam nozzles pointing away from the helicopter;
(f) A rescue party should be detailed with at least 2 members wearing firemen's outfits;
(g) The man overboard rescue boat should be ready for immediate lowering;
(h) The following items of equipment should be to hand:
  (i) Portable fire extinguishers.
  (ii) Large axe.
  (iii) Crowbar.
  (iv) Wirecutters.
  (v) Red emergency signal/torch.
  (vi) Marshalling batons (at night).
  (vii) First aid equipment.
(i) The correct lighting and signals (including special navigation lights) should be switched on prior to night operations;
(j) The deck party should be ready, and all passengers clear of the operating area;
(k) Hook handlers should be equipped with electricians' strong rubber gloves and rubber soled shoes to avoid electric shocks from static discharge;
(l) All the deck crew should be wearing bright coloured life vests and protective helmets securely fastened with a chin strap;
(m) The Officer of the watch on the bridge should be consulted about the ship's readiness.

5.1.2 Landing On (These checks are additional to those in 5.1.1):

(a) The deck party should be made aware that a landing is to be made;
(b) The operating area should be free of heavy spray or seas on deck;
(c) Awnings, stanchions and derricks and, if necessary, side rails should be lowered or removed.

As outlined under "Pilot Transfer by Helicopter" the Port Authority uses a MBB Bolkow 105 Helicopter for boarding and landing of pilots in certain circumstances.

The primary purpose is to provide a service when sea and swell conditions at the boarding stations are such that boatwork must be suspended, but it is also used when vessels are unable to provide the correct pilot boarding equipment.

This helicopter cannot carry out pilot transfer by winching and must land on the vessel to be serviced. The arrangements approved by the United Kingdom Civil Aviation Authority for the MBB Bolkow 105 to land on vessels are shown in the "Plan Section". However, for a trial period, approval has been given by the CAA which allows the helicopter to land on vessels to be serviced at Sullom Voe without the necessity for the vessel to lower the shipside rails. This temporary approval may not continue in the longer term and owners and managers of vessels trading to Sullom Voe who wish to continue to avail themselves of the service must now consider carrying out the minor structural modifications shown in the "Plan Section".

The modifications required are adaptation of the ship-side rails in way of the landing area to allow these to fold down inboard and remain secured in the folded down position and the application of non-skid paint to the landing circle. Both items are inexpensive and may be carried out without waiting for the next drydock or repair schedule.

Operators of ships trading regularly to Sullom Voe are hereby strongly urged to ensure that their vessels are adapted and equipped to comply with this requirement at the earliest opportunity.

Should further clarification be required this may be obtained by contacting the Port Authority.

APPROACHES: *Routeing and Aerial Surveillance in Shetland Waters.*
Vessel routes in Shetland Waters:

Applicable to all tankers, combination carriers and LPG vessels, loaded or in ballast calling at Sullom Voe.

Shetland Islands Council, conscious of the dangers to navigation around the Shetland coast, due largely to offshore obstructions, strong tides, rapid weather changes and the presence of fishing vessels, vigorously discourages navigation close to the Shetland coastline. The International Maritime Organisation has now ratified this "area of avoidance" as from 16th November 1991, with extended areas as from 28th November 1993 and a new area is established around Fair Isle.

1. Mariners should observe the IMO scheme as detailed on the navigation charts for the Shetland area. Any vessels found within an "Area to be Avoided" will be reported to the flag state in addition to Owners and Charterers.
2. Vessels which use the pilot station at the South East entrance to Yell Sound are requested to navigate as follows:
   (a) Vessels approaching the Shetland Islands from the South and making for the pilot station at the South East entrance to Yell Sound or wishing to anchor in Colgrave Sound are advised to navigate to a position 20 miles East of Out Skerries, before altering course to the pilot station or to Colgrave Sound.
   (b) Vessels approaching from the North and making for the pilot station at the South East entrance to Yell Sound or wishing to anchor in Colgrave Sound are advised to navigate to a position 20 miles East of Fetlar, before altering course to the pilot station or Colgrave Sound.
3. Where for any reason of safety or emergency, it is not possible to comply with the foregoing, you are required to notify immediately your intentions with reasons, to Sullom Voe Port Control by VHF Channel 16 or via Agents.
4. Charts should not be cleaned off before berthing at Sullom Voe to allow checking by Harbour Authority.
5. In the event of breakdown and your vessel drifts, or is likely to drift, within the Areas to be Avoided/Precautionary Areas, you must contact Sullom Voe Port Control or Shetland Coastguard by VHF Channel 16 at the earliest opportunity.

Areas to be Avoided:

1. Area to be Avoided, North of Shetland:
   Vessels should avoid the area bounded by lines connecting the following positions:
   (1) 60° 39.5′ N., 1° 09.3′ W.
   (2) 61° 04.3′ N., 1° 09.3′ W.
   (3) 61° 04.3′ N., 0° 29.7′ W.
   (4) 60° 38.4′ N., 0° 12.2′ W.
   (5) 60° 34.2′ N., 0° 48.0′ W. (Funzie Ness)
   (6) 60° 33.8′ N., 0° 53.5′ W. (Rams Ness)
   Thence up the Eastern side of Colgrave Sound to
   (7) 60° 35.8′ N., 0° 55.4′ W.
   (8) 60° 36.8′ N., 0° 58.0′ W.
   (9) 60° 38.4′ N., 0° 58.8′ W.
   Thence along the coastline to position (1).
2. Areas to be Avoided, West and South of Shetland:
   Vessels should avoid the area bounded by lines connecting the following positions:
   (10) 60° 02.50′ N., 1° 10.20′ W. (Heli Ness)
   (11) 59° 59.87′ N., 1° 09.37′ W. (Perie Bard Lt.)
   (12) 59° 41.0′ N., 1° 12.0′ W.
   (13) 59° 42.7′ N., 1° 26.0′ W.
   (14) 60° 02.0′ N., 2° 48.0′ W.
   (15) 60° 15.0′ N., 2° 48.0′ W.
   (16) 60° 42.5′ N., 2° 09.0′ W.
   (17) 60° 42.5′ N., 1° 22.0′ W.
   (18) 60° 40.0′ N., 1° 17.0′ W.
   (19) 60° 37.3′ N., 1° 17.9′ W.
   Thence along the West coastline to position (10).
3. Areas to be Avoided, Fair Isle:
   Vessels should avoid the area contained wihtin a circle of radius 6.5 nautical miles centered 59° 32.0′ N., 1° 38.0′ W.
4. Precautionary Area, Northern Approaches to Yell Sound:
   Bounded by a line connecting the following positions:
   (20) 61° 04.3′ N., 1° 09.3′ W.
   (21) 60° 39.5′ N., 1° 09.3′ W.
   (22) 60° 40.0′ N., 1° 17.0′ W.
   (23) 60° 42.5′ N., 1° 22.0′ W.
   (24) 60° 42.5′ N., 2° 09.0′ W.
5. Precautionary Area, Southern Approaches to Yell Sound:
   Bounded by a line connecting the following positions:
   (25) 60° 27.4′ N., 1° 02.4′ W.
   (26) 60° 24.0′ N., 0° 02.5′ W.
   (27) 60° 38.4′ N., 0° 12.2′ W.
   (28) 60° 34.2′ N., 0° 48.0′ W.
   (29) 60° 33.8′ N., 0° 53.5′ W.
   Thence up the Eastern side of Colgrave Sound to
   (30) 60° 35.8′ N., 0° 55.4′ W.
   (31) 60° 36.8′ N., 0° 58.0′ W.
6. Precautionary Area, Approaches to Lerwick:
   Bounded by a line connecting the following positions:
   (25) 60° 27.4′ N., 1° 02.4′ W.
   (26) 60° 24.0′ N., 0° 02.5′ W.
   (12) 59° 41.0′ N., 1° 12.0′ W.
   (11) 59° 59.87′ N., 1° 09.37′ W. (Perie Bard)
   IMPORTANT: By local agreement with the oil industry at Sullom Voe, all vessels loaded or in ballast should abide by the above Areas to be Avoided and Precautionary Areas.

ANCHORAGES: There are no suitable anchorages available for large tankers in the Port of Sullom Voe.

However, certain vessels may be anchored in the harbour at the discretion of the Harbour Master.

Vessels are permitted to anchor in Colgrave Sound (Lat. 60° 35′ N., Long. 00° 57′ W. approx.) when circumstances dictate that this is appropriate. In doing so, Masters should make reference to charts B.A. 3282 and 3292, the North of Scotland Pilot – NP. 52, page 99 and "Routeing and Aerial Surveillance in Shetland Waters", see "Approaches".

In addition, the following guidance to the usage of Colgrave Sound is relevant and all vessels intending to anchor there should comply with the advice given herein.

1. Colgrave Sound is used extensively by fishing craft throug the year and Masters of other vessels are requested and requ to give such fishing vessels a wide berth.
2. Three designated anchorages in Colgrave Sound have be identified as being suitable for large vessels and clear established fishing grounds. These anchorages should be us in preference to any other area of Colgrave Sound. (See "Pla
3. Colgrave Sound is outside the Sullom Voe Harbour Area and a outside the extended area of coverage of the Harbo surveillance radar. It is however observed several times each d by the surveillance aircraft. Therefore any information given Sullom Voe Port Control to vessels proposing to anchor Colgrave Sound is given in good faith and on the understand that neither the Harbour Authority nor its servants will acc liability for the consequences of any vessel dragging anch colliding with any other vessel, stranding, causing pollution, any other occurrence occasioned by or to the vessel concern whilst navigating or at anchor within Colgrave Sound and approaches.
4. Sullom Voe Harbour Authority will, however, give ev assistance to any vessel seeking information about the Colgra Sound area with the objective of establishing orderly navigatio disciplines in the area for the benefit of all users.
5. To this end any vessel (including oil rigs, oil exploration vesse barges and supply craft) wishing to anchor in Colgrave Sound requested, in the first instance, to contact Sullom Voe P Control. The vessel will then be advised which designa anchorage is believed to be unoccupied and which may thereb be used by the vessel.
6. The designated anchorages are identified by the numbers 1 and 3 (See "Plan") and also by bearing and distance of the Wh Hill Lighthouse (Lat. 60° 34.9′ N., Long. 01° 00.1′ W.) as follo
   Anchorage 1: White Hill Lighthouse bearing 238°T×1.50 mile
   Anchorage 2: White Hill Lighthouse bearing 253°T×0.95 mile
   Anchorage 3: White Hill Lighthouse bearing 260°T×1.68 mile
7. Masters of vessels making use of any of the designa anchorages are requested to provide Sullom Voe Port Con with details of their anchorage position when brought up.
8. Masters of vessels approaching or at anchor within Colgra Sound are requested to strictly observe the regulations prohibi the dumping of industrial debris, offensive and noxio substances and oil pollution.

Masters should beware of 2 submarine oil pipelines on the East S of Shetland shown on the latest charts and referrred to in "North Co of Scotland Pilot", pages 94 and 95.

Except when advised otherwise, Masters should proceed to a po 10 miles off Gruney Island (Lat. 60° 39′ 00″ N., Long. 01° 18′ 00″ W Thereafter, Masters should follow directions in "North Coast of Scotla Pilot", page 54, noting, however, that there are areas of poor V communication with Sullom Voe Harbour Radio to the West and No of Yell Sound.

MAX. SIZE: See "Berthing", "Loading/Discharging Facilities" a "Liquefied Petroleum Gas Facilities".

HEALTH: The following Port Health procedure applies at the Sull Voe Terminal.

The Master has no need to obtain health clearance unless:

(i) An authorised officer otherwise directs.
(ii) A death or illness has occurred as defined in the Public Hea (Ships) (Scotland) Regulations.
(iii) An abnormal mortality among rats or mice on board has occu

Where it is necessary to obtain "Free Pratique" for health purpos the Master should provide the following documents:

(i) Maritime Declaration of Health.
(ii) A list of passengers and crew leaving the ship, together with t addresses they are going to in the United Kingdom.

Derat Exemption Certificates: The Sullom Voe Terminal is "approved" Port, and Derat Exemption Certificates will be issued by Director of Environmental Health and Trading Standards of the Shetla Islands Council.

Also see "Health – All Ports" before first U.K. port.

RADIO:

ETA Requirements: Vessels bound for Sullom Voe are require provide the Harbour Authority with the following information.

(i) An estimated time of arrival at least 24 hours prior to arriva on leaving the last port (whichever is later). In addition to t ETA, Masters are to include the estimated time of cros Lat. 58° 20′ N. and estimated longitude on crossing that latitu and the intended inward courses and turnpoints from that posi to the Pilot Station. Vessels arriving from the North Atlantic Northern North Sea should use a position 200 miles from the p station.
(ii) Confirm the vessel's ETA at least 6 hours before arrival at t seaward limit of the Harbour Area and thereafter notify a significant change in excess of 1 hour.
(iii) On coming within range of "Sullom Voe Harbour Radio", the E to be given by VHF (Channel 16 or Channel 14).

Pre-Arrival Information: 24 hours prior to arrival, all vessels callin Sullom Voe should cable "Portcontrol Sullomvoe" the follow information (metric units to be used where appropriate):

(i) Ship's name and call sign.
(ii) Port of Registry.
(iii) Name of Master.
(iv) G.R.T.
(v) Summer deadweight (metric tonnes).
(vi) Length overall and beam (metres).
(vii) Draft fore and aft.
(viii) Bunkers/Fresh Water/Stores quantity on board.
(ix) Whether loaded or in ballast. If loaded, nature and quan cargo.
(x) Whether vessel is carrying segregated ballast.

(xi) If so, quantity and at which port taken onboard.
(xii) Dirty ballast quantity (tonnes).
(xiii) Berthing deadweight as a percentage of the Summer d.w.t. (minimum acceptable 35%).
(xiv) Which pilot station on arrival.
(xv) Pilot boarding arrangements.
(xvi) Number of crew.
(xvii) Last Port of call.
(xviii) Does ship have a fully operational inert gas system and are all cargo/deep tanks inerted to a maximum of 8% oxygen content (2% for LPG carriers)?
(xix) Your vessel will be required to "closed-load" at all times even during topping off, can you comply? Y/N.
(xx) P & I Club name.
(xxi) Is all navigation, safety, anchoring and mooring equipment fully operational and ready for use? If not, specify. All anchors to be cleared away on arrival at the pilot station.
(xxii) Confirmation to be given that vessels are complying in all respects with "The Merchant Shipping (Tankers) (EEC Requirements) Regulations 1981".
(xxiii) Confirm that engines will be tested to come astern before pilot boards.
(xxiv) Vessel's Inmarsat and Telex numbers.

NOTE: All segregated ballast tanks are sampled and analysed before permission is given to discharge into the harbour.

VHF Radio Communications:

1. Sullom Voe Harbour Radio maintains a continuous listening watch on the following VHF Channels: 16, 9, 10, 12, 14 and 20. Vessels should, where possible, only use Channel 16 for initial calling and refrain from using Channel 10, which is designated for emergency purposes and Channel 9 which is the primary pilotage/tug working channel.
2. ALL vessels entering or leaving the Sullom Voe Harbour Area are requested to contact "Sullom Voe Harbour Radio" initially on VHF Channel 16, or Channel 14. This includes all vessels in transit through Yell Sound.
3. Any vessel intending to use the deep water channels marked by the leading lights of Gluss Isle, the white sector of Queyfirth Light, the white sector of Skaw Taing Light, the Fugla Ness leading lights or the Sella Ness leading light, for the purpose of fishing must report such intentions to "Sullom Voe Harbour Radio" and report at intervals not exceeding 2 hours while fishing.
4. Any vessel may receive traffic information on request by contacting "Sullom Voe Harbour Radio" on Channel 16 or Channel 14.
5. Brief local weather forecasts will be broadcast on request. Call "Sullom Voe Harbour Radio" on Channel 16 or Channel 14.

Misuse of VHF Radio:

Owners, Masters and Skippers are reminded to read Merchant Shipping Notice No. M1026, which refers to the misuse of VHF Radio.

The improper use of VHF is illegal and can cause serious disruption to communications concerned with the movement of shipping in the port area.

The co-operation of all port users is requested to ensure that such misuse does not occur.

VHF: *Port Operation and Control Services:* All shipping movements within the Harbour Area are monitored from a Port Control Room in the Port Administration Building at Sella Ness.

The Port Control Room is manned on a 24 hour basis by Marine Officers who are licensed Pilots.

These Marine Officers, in their capacity as Port Controllers, maintain a continuous VHF and radar watch. They provide advice to Masters and Pilots on all navigational aspects (including weather forecasts) within the area, direct shipping movements within the port, and liaise with the Terminal Operator and emergency services.

The following VHF Channels are continuously monitored in the Port Control Room:

Channel 16	Calling, Safety and Distress.
Channel 9	Tanker pilotage and tug handling.
Channel 10	Port emergency, fire or oil pollution.
Channel 12	Secondary Port Control working frequency.
Channel 14	Main Port Control working frequency.
Channel 20	Secondary Port Control working frequency.

The call-sign for Sullom Voe Pilots is "Sullom Voe Harbour Radio".

In addition, Sullom Voe Terminal monitors Channels 16 and 19. Pre-arrival information will be given on Channel 19. Initial contact should be made on Channel 16 using call sign "Sullom Voe Terminal".

It is emphasised that Masters should try to contact the Terminal as soon as possible prior to arrival at the Pilot Boarding Area, so that loading information may be exchanged before commencing the inward passage through Yell Sound.

Channel 24 — Link calls for commercial radio traffic can be arranged on this channel. Call-sign "Collafirth Radio".

Control of Traffic: The Port Controller may direct the movement of any vessel within the Harbour Area. Overtaking and passing is prohibited in the Deep Water Channel within an area bounded by a line joining Queyfirth Light and the Northern extremity of Lamba Island and a line joining Skaw Tang Light and the front leading light on Gluss Isle.

No vessel having an overall length in excess of 50 m. shall navigate so as to pass or overtake an LPG carrier underway anywhere within Yell Sound or Sullom Voe between lines drawn between the Northern extremity of Muckle Holm (Lat. 60° 35.1′ N., Long. 01° 15.8′ W. approximately) and the Northern extremity of the North Holm of Burravoe (Lat. 60° 35.4′ N., Long. 01° 18.2′ W. approximately) and between the Northern extremity of Lunna Holm (Lat. 60° 27.5′ N., Long. 01° 02.4′ W. approximately) and the Southern extremity of Heoga Ness (Lat. 60° 29.4′ N., Long. 01° 02.4′ W. approximately).

Reporting Positions: During transits of Yell Sound and approaches to Sullom Voe, all vessels are required to report to Port Control when passing the following positions:

A. Lat. 60° 38.25′ N., Long. 01° 14.82′ W. with Point of Fethaland Lighthouse bearing 260° T×1.8 miles.
B. Lat. 60° 34.95′ N., Long. 01° 16.56′ W. with Muckle Holm Lighthouse bearing 105°T×0.35 miles.
C. Lat. 60° 31.35′ N., Long. 01° 18.49′ W. with Queyfirth Lighthouse bearing 285°T×0.49 miles.
D. Lat. 60° 29.32′ N., Long. 01° 17.47′ W. with Skaw Taing Lighthouse bearing 118°T×0.41 miles.
X. Lat. 60° 28.50′ N., Long. 01° 10.70′ W. with Mossbank Lighthouse bearing 175°T×1.25 miles.

RADAR: Full radar coverage exists for Yell Sound and Sullom Voe. Comprehensive coverage includes the 'funnel' of approach to the Northern Pilot Boarding Station and also the S.E. entrance channels and the associated seaward approaches.

The main scanner is located on the Hill of Vats Houlland (Lat. 60° 27.96′ N., Long. 01° 17.49′ W. and the secondary scanner, which provides coverage of the S.E. entrance and Western approach channels, is located near Brough (Lat. 60° 28.90′ N., Long. 01° 13.04′ W.). Both scanners are connected by microwave links to displays in the Port Control Room.

Port Control maintains a continuous radar watch, and the passage of each vessel is monitored and recorded. Advice is available to vessels on request.

TUGS: At present a fleet of harbour tugs provide a towing service for vessels at the Port of Sullom Voe. These are stationed at the Sella Ness Jetty adjacent to the Port Administration Building.

The fleet is operated by Shetland Towage Ltd., a private company owned and operated by a joint venture between Shetland Islands Council, Clyde Shipping Company and Cory Ship Towage.

The fleet consists of 3 twin screw 3,800 h.p. vessels, each having a bollard pull of 55 tons. These vessels are fully equipped as fire-fighting tugs and pollution control vessels and were built by Hall Russell and Company Ltd., in Aberdeen, in 1978. Named after Shetland birds, they are:

"Stanechakker", "Swaabie", "Lyrie"

Two additions to the fleet are Voith water tractors, built in 1983 by Ferguson Ailsa Ltd., at Port Glasgow. These vessels have twin 32G Voith units developing 4,000 b.h.p. and a bollard pull of 45 tons. Also given bird names, they are:

"Tirrick", "Shalder"

The use of tugs and their numbers will be as directed by the Harbour Master. Prior to arrival, vessels should ensure that heaving lines of adequate length and breaking strain are readily available to assist in securing the tugs.

Tugs will normally meet incoming vessels at a position close South of Outer Skerry. Officers and crew should be standing by to receive lines and all necessary tugs must be secured before the vessel's ability to manoeuvre becomes restricted.

When a vessel is berthing, tugs will be secured to the bow and stern of the vessel with towing lines and alongside in a push pull mode. Their mode of operation and disposition will be fully explained by the Pilot on arrival. Tug lines will normally be used throughout, either from towing hook or towing winch.

It is requested that wherever possible tug orders for movements before 0900 hrs. be placed before 1700 hrs. on the preceding day.

BERTHING: The following criteria apply to conventional vessels loading at crude and gas jetties at Sullom Voe.

The minimum under-keel clearance permitted is 1 m. alongside jetties and 2 m. elsewhere in the Harbour Area.

Oil tankers/combination carriers in the range of 18,000 tons deadweight to 350,000 tons deadweight may be accepted at Sullom Voe, as a matter of routine.

Vessels outside the parameters listed below and vessels of unconventional design may be accepted at Sullom Voe subject to individual consideration by the Harbour Master and Terminal Operator.

Limiting Vessel Sizes:

Jetty No. 1:	**Crude Oil Carriers**
LOA	170 m. to 280 m.
Depth alongside	16.9 m.(minimum)
Max. allowed draft	15.9 m.
	LPG Carriers
LOA	140 m. to 260 m.
Capacity	10,000 cu.m. to 75,000 cu.m.
Jetty No. 2:	**Crude Oil Carriers**
LOA	210 m. to 365 m.
Depth alongside	23.1 m. (minimum)
Max. allowed draft	22.1 m.
Jetty No. 3:	**Crude Oil Carriers**
(Jetty No. 3 was taken out of service in September 1989)	
Jetty No. 4:	**Crude Oil Carriers**
LOA	170 m. to 365 m.
Depth alongside	23.6 m. (minimum)
Max. allowed draft	22.6 m.

Note: (i) Vessels entering in ballast or partially loaded conditions should ensure that their draft does not exceed 13 m. as this is the draft normally allowed in the South Turning Area.

(ii) In all cases where the arrival draft is likely to exceed 13 m., prior permission from the Harbour Master shall be obtained before the vessel is fixed to load at Sullom Voe.

Loading Systems:

All crude loading arms are 150 ASA 16 in. hydraulic connections. This includes Jetty No. 1 where 16 in. connections are attached to 12 in. arms. All LPG loading arms have 150 ASA Camlock connections.

No. 1	Crude	4×12 in.	Loading arms	hydraulic connections.
	LPG	2×12 in.	Loading arms	hydraulic connections.
		1× 8 in.		
No. 2	Crude	4×16 in.	Loading arms	hydraulic connections.
No. 4	Crude	4×16 in.	Loading arms	hydraulic connections.

Manifold Heights:

	Heights above chart datum	
	Max.	*Min.*
No. 1 Crude	22.70 m.	1.80 m.
LPG	21.50 m.	3.50 m.
No. 2 Crude	31.30 m.	2.60 m.
No. 4 Crude	31.30 m.	4.23 m.

Maximum allowable pressure on lines and connections: 150 p.s.i.

Jetty Orientation:

No. 1	280°/100°
No. 2	135°/315°
No. 4	145°/325°

Gangway: Shore tower type gangways are provided at all times. If for any reason, a shore gangway will not be available, ships will be advised in good time, and will themselves be required to provide ship/shore access.

MOORING: The 3 loading jetties (and No. 3 Jetty which is now retired) are located in deep water on the Northern shores of Sullom Voe, adjacent to the Terminal complex at Calback Ness.

The berths are numbered 1 to 4 in sequence from East to West. Jetty No. 1 has facilities for both crude and LPG carriers and can accommodate vessels up to 120,000 d.w.t. Jetties No. 2 and 4 have crude loading facilities only and are designed to accommodate tankers up to 350,000 d.w.t. range. (Larger tankers may be accepted at the discretion of the Harbour Master and Terminal Operator). Jetty No. 3 was taken out of service in September 1989.

Each jetty is of conventional "T" shaped construction with 4 breasting dolphins in line with the jetty head. The mooring dolphins are offset from the line of breasting dolphins to provide an optimum lead for mooring lines. Vessels may land at a maximum angle of 8° to the jetty face. Quick release mooring hooks are fitted on all dolphins. For use with large vessels, quick release mooring pulleys have been fitted on Berths No. 2 and 4. These pulleys, one at each end of the berth are designed to accept a ship's mooring wire in the form of a bight.

Large flexible rubber fenders are fitted to the outer faces of each breasting dolphin. Each has a generous energy absorbing capacity.

Each mooring operation will be assisted by a purpose-built mooring boat.

ACTIONS TO BE TAKEN IN SEVERE WEATHER CONDITIONS

1. At least 1 tug shall be called out by the ship's Master to assist in keeping *any* vessel alongside when all the following conditions exist:
   (a) Where the mean freeboard height of the vessel exceeds the mean draft,
   (b) When the wind is of sufficient speed for loading to be suspended.
   (c) When the wind is from a direction within an arc extending from 10° seaward of the berthing line through North to 10° seaward of the berthing line.

2. At the time of suspending loading/deballasting operations because of deteriorating weather conditions, the Terminal Loading Supervisor will advise Port Control immediately of any vessels in the condition stated in 1(a) above.

3. When a tug is called out under the conditions stipulated in (1) above:
   (a) The Terminal Loading Supervisor will notify the Master of the situation and request that the vessel be brought to a state of immediate readiness.
   (b) With the exception of the Port Controller, such Pilots as are available will station themselves aboard those vessels which are considered to be most vulnerable, and any vessel with a tug alongside must be attended by a Pilot throughout the period a tug is required.
   (c) The Duty Harbour Master will be notified by the Port Controller.

4. Tugs may be necessary to assist in keeping vessels alongside when some of the conditions in (1) above are absent, and may or may not be called for by the vessel. In such circumstances any vessel requiring tug assistance will also be attended by a Pilot who will board the vessel as soon as possible and remain on board throughout the whole period a tug is in attendance. In these circumstances the Duty Harbour Master will be informed by the Port Controller.

5. Notwithstanding anything contained in 1 – 4, the Duty Port Controller may, *before consultation with the Harbour Master,* call out such tugs as are required, at any time, if he feels the situation warrants this action. In the case of large vessels in light condition for example, it may be prudent in certain circumstances to call out the tugs when the wind off the berth is less than that stated in paragraph 1(b) above. In such cases the Duty Port Controller should exercise his discretion.

6. In all situations where tugs are required to assist a vessel moored alongside, a Pilot will also be stationed on board that vessel as soon as possible after tugs are called out, and will remain on board throughout the whole period the tugs are in use.

General Mooring Requirements:

1. Masters should ensure that mooring lines are in good condition. Winch brakes or securing devices should be in efficient operating order and should have a holding power of at least 60% of the breaking load of the vessel's mooring lines. (On vessels constructed before 1978 these conditions may be met by placing the winch in gear and applying power in addition to applying the brake).
2. Any known defects in the vessel's mooring system or limitation of mooring winch brakes should be reported to the Pilot and the Terminal before arrival in order that, if necessary, additional precautions may be agreed.
3. In order to avoid damage to loading arms and the serious consequences of oil pollution, the vessel should be kept close alongside at all times.
4. It is recommended that wires (or wires fitted with synthetic fibre rope tails of at least 25% greater breaking load than the wire), should be used for all mooring lines.
5. The following mooring requirements shall apply to all crude a gas tankers in excess of 10,000 tons gross and in general mooring operations shall be conducted in accordance with t OCIMF "Guidelines and Recommendations for the Safe Moor of Large Ships at Piers and Sea Islands".
   5.1 Where a crude or gas tanker has undergone a mooring au on a previous visit to Sullom Voe, the ship must be moo exactly in accordance with the mooring plan. If for a reason this is not possible the ship should be secured compliance with Section 5.2, 5.3 or 5.4 as appropriate a the details reported to the Port Controller for the atten of the Director of Marine Operations. Audited mooring pla shall not be altered, amended or edited without the appro of the Director of Marine Operations.
   5.2 Where a crude or gas tanker is equipped with synthe mooring lines or a random mixture of synthetic and w mooring lines, the ship shall be secured by a minimum 4 head lines/stern lines, 4 breast lines and 2 springs at ea end of the ship.
   5.3 Where a crude or gas tanker is equipped with wire moor lines only, the ship shall be secured in accordance with t appropriate mooring guide plan (See Plan).
   5.4 Where a crude or gas tanker has not undergone a moor audit and is not designed or equipped to comply with t requirements outlined in Section 5.2 and 5.3 it shall b secured as near to these requirements as possible and any case to the satisfaction of the Master, the Pilot and t Loading Supervisor. If such ships cannot be secu satisfactorily, the loading arms must not be connected a the duty Harbour Master shall be contacted immediately
   5.5 Mooring lines leading in the same directon of restraint sh be of similar material and construction throughout th lengths from jetty mooring point(s) to vessel's secur point(s).
6. Particular care should be taken to ensure sufficient transver restraint from breast moorings. When synthetic fibre mooring lin are used, pre-tensioning of these lines on making fast will he prevent drift of the vessel away from the berth in "off the ber wind conditions.
7. As soon as the vessel is secured, brakes on all mooring winche should be firmly applied. Winches must not be left on automa tensioning. Full steam pressure or power to all mooring winche should be maintained at all times when alongside. On split dr mooring winches only one layer of rope shall be permitted on t working half of the drum. *Notwithstanding any of the foregoi it is the Master's responsibility to ensure that his vessel remai securely moored at all times*.
8. An efficient watch must be maintained on the vessel's moori at all times to ensure that all lines are properly tensioned a tended when required. The deck watch should make requ checks that mooring winch brakes are applied at the corr setting.

NOTE: A Master advised (December 1992) that rope tails on wi should be about 9.0 m. in length.

LOADING: *Maximum Loading Rate per Arm:*

Crude:		
Jetty 1	12 in. loading arm	2,500 metric t.p.h.
Jetty 2	16 in. loading arm	5,000 metric t.p.h
Jetty 4	16 in. loading arm	4,100 metric t.p.h.
LPG:		
Jetty 1	8 in. loading arm	900 cu.m./hr.
Jetty 1	12 in. loading arm	2,100 cu.m./hr.

Connection of Loading Arms: Confirmation to be given that vessels arrive with the required spool pieces fitted to their manifold for eit crude or LPG fitting.

Manifolds should comply with latest OCIMF Standards. As a minim there must be 500 mm. between faces of spool/reducer presented t connection. Reducers must be equally tapered.

Failure to present correct reducer/spool will result in delays. T Terminal does not have reducers, but does have 16 in. to 16 in. sp pieces. Should it be necessary to use the Terminal's spools a char will be levied.

CRUDE The connection of loading arms will be undertaken by sh personnel. Vessels should arrive with 16 in. 150 AS manifolds, ready for connecting to the loading arms.

LPG The connection of loading arms will be undertaken by sh personnel. Vessels must have 150 ASA manifolds connection to the loading arms. Sizes will either be 12 i 8 in. as directed by the Terminal.

Ships manifolds should be presented as Class 150 ASA using sh reducers.

Failure to present correct reducer/spool will result in Terminal lev a charge for their own equipment, if available.

Masters should ensure that the deck firemain is pressurised a times and fire extinguishers and fire hoses are ready for use at the sh manifold in accordance with Jetty Regulations.

Crude Oil Storage: 16 conventional floating roof storage tanks constructed, each with a capacity of 600,000 bbls. These provide sto facilities in the event of berthing delays and ensure sufficient stoc enable tankers to load without delay.

The storage tanks have been constructed with bases as muc 30 m. above sea level, to allow gravity loading. However 6 oil loa pumps are installed to increase the loading rate as may be requir the vessel.

Loading Rates: Maximum loading rates of 10,000 tonnes/hr. at Je 20,000 tonnes/hr. at Jetty 2; 16,400 tonnes/hr. at Jetty 4 can be prov at the terminal.

The LPG loading system delivers up to 3,000 cu.m./hr.

Cargo Measurement: Meters are installed for cargo measure Bill of Lading quantities are calculated from meter readings.

LIQUEFIED PETROLEUM GAS FACILITIES: There is a single LPG insulated pipeline from the LPG storage area to Jetty No. 1 for tanker loading. The LPG tankers using Jetty No. 1 range in size from 10,000 to 75,000 cu.m. capacity and they transport butane and propane under refrigerated conditions as in the onshore tankage.

Navigation, Mooring, Berthing: Except by permission obtained from the Harbour Master, no LPG ship shall at any time be navigated in, lie in, or be moored in any part of the harbour.

No LPG ship shall be anchored or moored except

(a) at a quay duly approved by the Harbour Authority
or
(b) in such position as the Harbour Master shall from time to time direct

and no LPG ship shall be removed from such last mentioned position except in accordance with the order or permission of the Harbour Master or for the purpose of leaving the harbour forthwith.

An LPG ship shall at all times lie safely afloat.

While an LPG ship is at a quay

(a) it shall be securely made fast as close alongside as possible in a manner approved by the Harbour Master.
(b) its moorings shall be adjusted from time to time to allow for the rise and fall of the tide and for the loading and discharging of cargo.

Except in accordance with such conditions as may from time to time be prescribed by the Harbour Master, no ship or harbour craft shall, when moored, unmoored or anchored, lie or pass within 30 m. of any LPG ship which is moored or anchored, without permission of the Harbour Master.

Loading and Discharging: All jetty LPG drains and ships' scuppers whereby LPG can, in case of spillage, escape to the Harbour shall be open before loading or discharging commences and shall be kept open during the whole period of such operations.

All vessels calling at Sullom Voe Terminal must be in possession of a Certificate of Fitness under the terms of the IMO code for the construction and equipment of ships carrying liquefied gases in bulk, and be in possession of an appropriate Classification Society's Certificate.

Also see "Report" dated October 1983.

DRY CARGO FACILITIES:

Construction Jetty: A concrete pier suitable for coastal traffic is located in Garths Voe, East of Jetty No. 1.

This pier, orientated on a 108°/288° axis is 100 m. long and can accept ships on both the North and South faces.

The North Berth is equipped with a fixed Ro/Ro ramp which has a width of 10.7 m., a total length of 23.7 m. and a fixed gradient of 1:22. The height of the sill is 1.67 m. above MHWS.

The pier is well fendered with patent fenders and tyres. The depths at the pier range from 9.9 m. at the Eastern extremity, rising to 3.9 m. at the Ro/Ro ramp.

Bunkers can be supplied by road tankers to vessels using this jetty.

There is no permanent dock labour force available on site at Sullom Voe. However, stevedoring services can be obtained as and when required from Lerwick, arrangements for which should be made through the local ships' Agents or receivers of cargo, as appropriate.

Garths Pier: This 2 finger jetty is situated adjacent to Sella Ness Industrial Estate.

The inside berths have a length of 41 m. and the outside berth a length of 65 m. Each finger is 7.3 m. wide. There is a depth of 4 m. alongside for the lengths stated; thereafter the depth decreases rapidly.

Graven Pier: A small concrete fishing pier is situated on the Southern shore of Garths Voe. The pier has been designated as an unsafe structure and must not be used. Vessels previously using Graven Pier should now use Garths Pier.

Tug Jetty: Harbour tugs and pilot boats are stationed at an "L" shaped jetty located on the Southern shore of Garths Voe adjacent to Sella Ness. This jetty, of cellular design is constructed of concrete and steel.

Fendering arrangements consist of used tyres suspended at intervals along the jetty face. This pier is suitable for coastal traffic but is not used as such on a regular basis.

The present minimum depth off the main face of the jetty is approximately 6.9 m.

Limited supplies of gas oil are available from a bunkering point on this jetty. Further supplies are available by road tanker.

Gaza Jetty: (Lat. 60° 26′ 10″ N., Long. 01° 21′ 02″ W.).

A small jetty has been constructed at Gaza near Sullom for the purpose of exporting aggregates from nearby quarries. The jetty face is located on the N.E. side of the seaward extremity of a rock armoured causeway. The jetty face is 30 m. in length and is well fendered. The orientation is on a 111°/291° axis. The depths alongside the pier range from 4.5 m. to 3.7 m. below chart datum at the landward extremity.

An anchor with cable and clump weight has been laid S.W. of the jetty head. A wire is attached to the cable for the purpose of attaching the vessel's mooring lines.

At the Harbour Master's discretion vessels up to 75 m. in length may use the jetty.

Colla Firth Pier: (Lat. 60° 32′ 24″ N., Long. 01° 20′ 47″ W.).

A small jetty has been constructed in the North West corner of Colla Firth which is located on the West side of Yell Sound. The pier is utilised by both fishing and commercial vessels and is licensed to handle explosives.

The main berthing face is 55 m. in length and has an orientation of 100°/280° and a minimum depth of 6 m. Berthing for smaller vessels is also available on the Northern side of this pier.

OIL POLLUTION SURVEILLANCE: Only clean ballast contained in tanks completely segregated from main cargo tanks will be allowed to be discharged into the Harbour, but then only after testing by the Terminal Operator and approval by the Port Authority.

Recent pollution of beaches and serious damage to wildlife around the shores of Orkney and Shetland suggests that certain vessels have disregarded the IMO Conventions on Oil Pollution and discharged dirty ballast whilst approaching or immediately after sailing from Sullom Voe.

Such procedures cannot be condoned by the U.K. Department of Transport, Local Authorities or the Terminal Operator, and with the object of preventing this practice (which is contrary to internationally agreed rules) air surveillance of all shipping in waters around Orkney and Shetland has been introduced.

As detailed in the section entitled "ETA Requirements" (See "Radio"), Masters are requested to advise Sullom Voe Port Control (Telex: Sulvoe 75142. Telegraphic Address: Portcontrol Sullomvoe) of their ETA 24 hours in advance of arrival. In addition, this message is to include the estimated time of crossing Lat. 58° 20′ N., Longitude on crossing this Latitude, and the intended inward courses and turnpoints to the Gruney Island Pilot Station (Lat. 60° 38.6′ N., Long. 01° 15.3′ W.). Vessels arriving from the North Atlantic or Northern North Sea should use a position 200 miles from the pilot station.

Prior to sailing from Sullom Voe, all vessels are requested by the Harbour Authority to indicate intended outward bound courses and turnpoints until South of Lat. 58° 20′ N. or 200 miles from the pilot station as appropriate. This should be detailed on the Tanker Safety Check List provided by your Agent.

Any vessel sighted discharging dirty ballast will be immediately reported to the U.K. Government Authorities for appropriate action to be taken. In such circumstances, vessels may be liable to extensive delay until investigations have been completed.

Prevention of Oil Pollution: Prior to arrival, vessels must ensure that all crew members are conversant with the anti-pollution regulations, which must be complied with at all times.

Principal causes of pollution are leaking ship side valves, cargo/bunker overflows and pumping engine room bilges. Therefore it is recommended that sea valves, overboard discharges (which should be shut) and ballast/cargo/bunker/bilge operations are checked by the Chief Officer and the Chief Engineer before arrival. Scuppers must be plugged on main and poop decks in respect of vessels loading/discharging bulk oil.

On arrival the terminal will give all assistance necessary but are empowered to take action in the event of contravention of pollution prevention requirements.

Masters must advise if their vessel has sustained any damage which could cause oil pollution and confirm any known oil losses from hull or sea valves.

Vessels are required to arrive at the Sullom Voe Terminal with a total deadweight of not less than 35% of Summer d.w.t including bunkers, fresh water and stores.

Vessels should confirm in advance the amount of ballast, including the quantities of segregated ballast, and cargo tank ballast, separately. (See "Radio" – Pre-arrival information).

BALLAST:

Ballast Requirements: For the purpose of manoeuvring, all vessels are required to maintain a reasonable ballasted condition, subject to the requirements specified in the section dealing with Oil Pollution Surveillance.

Vessels should carry sufficient ballast so that the propeller remains immersed whilst maintaining a reasonable stern trim.

Masters are advised that the Port Authority requires, unless otherwise directed by the Harbour Master, that the propeller of any ship to be immersed at all times when vessels are alongside. When operations permit, the proportion of cargo loaded to ballast remaining onboard must be such as to ensure that the vessel can be safely manoeuvred at any time whilst in the harbour. It must be understood that shifts of wind and changes of wind force in Sullom Voe are at times violent and the adoption of an adverse trim in relation to the ship's optimum manoeuvring characteristics will not be accepted.

Ballast Reception Facilities: It is prohibited to discharge any ballast other than segregated clean ballast into the waters of Sullom Voe.

All dirty ballast or non-segregated ballast will be discharged ashore for treatment.

Non-segregated ballast includes ballast contained in any tank designed for or capable of being used for the carriage of crude oil. Tanks having a permanent connection to the cargo piping system are not considered to be segregated ballast tanks.

The Terminal can accept dirty ballast whilst providing the vessel with cargo. Ballast will initially be pumped into settling tanks where excess oil will be skimmed off into recovered-oil tanks. The remaining ballast will undergo further treatment before being discharged into Yell Sound. The ballast water will be monitored throughout the cleaning process.

The Terminal is unable to accept tank washings or slops from a cargo which has been heated or where the pour point is such that heating is required.

Inert Gas: A random check of the quality of the inert gas in several of the vessels' tanks will be made on arrival alongside to ensure the vessel complies with the statutory requirements regarding inert gas. If any of the tanks are found to have an oxygen content in excess of 8% the vessel will be required to vacate the berth and return to sea to complete inerting.

Purging of tanks whilst alongside is not permitted.

Vessels must arrive at the berth with positive I.G. pressure.

Discharge of Dirty Ballast Water: The discharge of ballast water from oil cargo tanks or non-segregated ballast tanks or any ballast water containing quantities of oil or high levels of mineral or chemical pollutant, into the waters of the harbour is prohibited.

The discharge of ballast water from segregated or permanent ballast tanks into the waters of the harbour will be permitted provided that:

1. The Master of the vessel advises the Harbour Authority prior to arrival:
   (a) The place at which the ballast was taken.
   (b) The quantity of the ballast.
   (c) That to his knowledge the ballast is free from oil contamination.
2. Samples have been taken and analysed by the Terminal Operator. Hydrocarbon level to be 5 p.p.m. or less.

The Oil Pollution Control Officer of the Harbour Authority will on occasions board vessels carrying segregated ballast to obtain samples. Analysis will be made of these samples to ascertain the quantity of hydrocarbon, colliforms and heavy metal pollutants within the ballast. The Harbour Authority may, as a result of information so obtained, refuse permission for the discharge of segregated ballast water taken on board in certain locations.

The discharge of segregated ballast is not to commence before permission has been received from the Loading Supervisor. He will have confirmed with the laboratory that the hydrocarbon level is 5 p.p.m. or less.

MASTERS ARE STRONGLY ADVISED TO CLOSELY MONITOR THE DISCHARGE OF SEGREGATED BALLAST AT REGULAR INTERVALS TO ENSURE THAT OIL IS NOT ENTRAINED IN THE BALLAST WATER.

CONSULS: In Lerwick.

Denmark	(Mr. C.W.L. Aitken)	66 Commercial Road, Lerwick.	Tel (0595) 2533 After Hours 5238 Fax 2781 Telex 75295
Finland	(Mr. L.J. Smith)	Garthspool, Lerwick.	Tel (0595) 2556 After Hours 2186 Fax 5949 Telex 75176
France	(Mr. W.H. Stubbings)	Garthspool, Lerwick.	Tel (0595) 2556 4400
Germany	(Mr. L.J. Smith)	Garthspool, Lerwick.	Tel (0595) 2556 After Hours 2186 Fax 5949 Telex 75176
Iceland	(Mr. C.W.L. Aitken)	66 Commercial Road, Lerwick.	Tel (0595) 2533 After Hours 5238 Fax 2781 Telex 75295
Netherlands	(Mr. C.R. Duncan)	66 Commercial Road, Lerwick.	Tel (0595) 2533 After Hours 3227 Fax 2781 Telex 75295
Norway	(Mr. F. Garriock)	Garthspool, Lerwick.	Tel (0595) 2556 After Hours 2186 Fax 5949
Sweden	(M.M. Shearer)	Birka, Bressay.	Tel(059 582) 363

MEDICAL: Medical attention for ship's crews is available on request through Agents. Some specialist services including inoculation and vaccination are available.

FRESH WATER: Potable water can be supplied to tankers at Sullom Voe in an emergency. A small charge is levied for the use of the facility.

Vessels requiring fresh water should inform their Agents prior to arrival.

FUEL: There are no bunkering facilities available for tankers calling at the Port of Sullom Voe.

REPAIRS: Engineering facilities are available to carry out repairs afloat to hull and machinery. Drydock facilities do not exist for vessels over 120 ft.

Electronic Navigational Aids and Radio: All major companies have agencies in Shetland. Repair facilities exist for all types of electronic equipment.

Engine Readiness: Main engines must be maintained in a state of readiness for vacating the Terminal at short notice at all times except in the cases of approved repair work as detailed in Regulation 19 of "Jetty Safety Regulations".

CUSTOMS: A selective system of boarding commercial vessels arriving from a non-U.K. port, will apply at the Sullom Voe Terminal.

REPATRIATION: Crew changes can normally be arranged. Air and sea connections are available to mainland destinations.

It should be borne in mind, however, that during the Winter months delays to air traffic are not uncommon due to prevailing weather conditions whilst in Summer delays can be experienced due to low visibility.

Ships will not be permitted to retain their berth awaiting the arrival of crew members.

Also see "Ship System Failures".

AIRPORT: Shetland's airport network is within easy reach of Sullom Voe and scheduled flights are available daily to all major U.K. cities, with connections to worldwide destinations.

BANKS:

Bank of Scotland. Tel: Lerwick 2624. Telex: 75309.

Clydesdale Bank. Tel: Lerwick 5664.

The Royal Bank of Scotland. Tel: Lerwick 4520.

GENERAL:

The following services can be provided for vessels by the Shipping Agencies. Masters are requested to provide notice of requirements prior to arrival.

Compass Adjusting: A service is available for large vessels. Requests should be made in good time to ship's Agents in order that the adjuster may board with the Pilot on arrival.

Storing: Due to the high berth occupancy at Sullom Voe it is not possible to carry out major storings. However, a limited amount of fresh provisions for immediate store requirements can be supplied providing it can be easily handled by the ship's crew.

Fresh and frozen meat can be supplied in any quantity with Shetland lamb a speciality. Shetland knitwear goods of high quality are available at reasonable prices. Other local products include sheepskin rugs, traditional jewellery, handicrafts and salmon (fresh and smoked).

Bonded Stores: Bonded stores are available in any quantity.

Lubricating Oils: Most major oil companies have authorised dealers in Shetland. Lubricating oils of all grades are available at competitive prices.

Charts and Nautical Publications: Available on application to ship's Agents. Advance notice is required for the supply of large sets.

Lloyd's and Salvage Association: If service or survey is required, this may be obtained through their Shetland Agents, Hay & Co. (Lerwick) Ltd.

Sea Travel: P&O Ferries maintain a regular Ro/Ro and Passenger fe service between Lerwick and Aberdeen.

Provisioning: This service is provided by ship's Agents on request.

Shore Leave/Taxis: All personnel proceeding ashore must be possession of a shore pass, a supply of which is handed to Masters the vessel's arrival.

Transport is provided free from the root of each jetty to Seafare Centre, and taxis can be arranged for those wishing to travel furt afield in Shetland.

There is a limited public transport service serving the Sullom V area.

Telephones: This facility is provided at the Seafarers' Centre opera by the British Sailors' Society and situated outside the main gate.

There are public telephone boxes on the roadside adjacent to the e of each jetty. There are portable telephones available for use aboar vessel, however, these are NOT intrinsically safe and must only be us within the accommodation spaces. The ship's Agent will supply a lis all call details after use.

Weather Routeing: This service is available to Shipmasters application to Shetland Weather Centre.

British Sailors' Society: The British Sailors' Society has a Seafare Centre just beyond the Terminal Entrance. A free mini-bus service provided between the jetties and the centre which is open from 1100 h to 2300 hrs. Monday to Saturday and from 1230 hrs. to 1430 hrs. a 1900 hrs. to 2300 hrs. on Sundays.

Amongst the facilities provided are the following: A Chapel, Libra 3 International Telephones, Television Room, Snooker and Pool Table Darts, Shop, Fully Licensed Bar and Light Meals.

The resident manager, Mr. David Hughdie, is there to assist seamen whatever their Nationality, Colour or Creed and there a 3 Honorary Chaplains whose services are also available.

Any Seafarer in need of practical, spiritual or welfare help is invi to contact the manager or his staff on Sullom Voe 242715.

CHARTS AND PUBLICATIONS:

Charts: British

B.A. 1119	Orkney and Shetland Islands, Fair Isle Channel
B.A. 3281	Shetland Islands, N.W. Sheet
B.A. 3282	Shetland Islands, N.E. Sheet
B.A. 3283	Shetland Islands, South Sheet
B.A. 3297 (INT 1531)	Sullom Voe.
B.A. 3298	Yell Sound.
B.A. 3292	Eastern Approaches to Yell Sound, etc.
B.A. 1233	Northern Approaches to Shetland Islands.

Pilot Books: North Coast of Scotland Pilot N.P. 52 and curre supplement.

Admiralty Tide Tables: Orkney and Shetland Islands N.P. 209.

Tidal Stream Atlas: Approaches to Port of Sullom Voe and South Easte approach to Port of Sullom Voe (Shetland Islands Council Publicatio

Lights: Admiralty List of Lights, Volume A.

Admiralty Agents for the supply of hydrographic charts a publications are Hay & Co. (Lerwick) Ltd.

NOTICES:

Landing in Great Britain of Live Animals, Live Birds and Meat

The attention of Masters is drawn to "Notice to Masters of Vess and Commanders of Aircraft (IM24 (Rev 79))" of which the following a extracts:

Diseases of Animals Acts 1950 and 1975, Rabies Act 19 Destructive Imported Animals Act 1932 and Ponies Act 1969.

WARNING: Her Majesty's Government exercise strict controls at p and airports to prevent the introduction of animal disease and destruc animals into Great Britain. Severe penalties may be applied to th who do not comply with the import regulations.

Dogs, cats and other mammals (including ship's pets) brought to Gr Britain on board a vessel which are not intended to be landed do need a licence, but must at all times be securely confined in an enclos part of the ship so as to prevent their escape and must not come contact with any other animals except those similarly confined. T authorities must be informed immediately if any animal should esca

Notice to Mariners 4/82:

Spur Booms

Anti-Pollution Spur Booms have been established at seve permanent sites around the shores of Sullom Voe, and mooring bu have been laid to facilitate quick deployment at each location as follo

Location	*Boom Layout*	*Buoy Position*	
		Latitude	*Longitude*
Tivaka Taing	Spur Boom	60° 28′ 41″ N.	01° 18′ 37
Fugla Ness	Spur Boom	60° 27′ 04″ N.	01° 18′ 50
Lang Ayre	Twin Boom	60° 26′ 53″ N.	01° 20′ 12
Voxter Voe	Twin Boom	60° 24′ 36″ N.	01° 20′ 40
Calna Taing	Spur Boom	60° 26′ 26″ N.	01° 19′ 21
Scatsta Voe	Twin Boom	60° 26′ 38″ N.	01° 16′ 50
R.A.F. Jetty	Spur Boom	No buoy used.	
Roe Clett	Spur Boom	60° 28′ 56″ N.	01° 17′ 19

Buoy Description: Body: Yellow Pillar; Character: Gp. Fl. (4) ev. 12 s Daymark: Yellow St. George's Cross; Range: 3 miles; Light: Yello

Notice to Mariners 5/82:

Bight of Haggrister: Mooring Buoy. A permanent barge mooring been established in position: Lat. 60° 24′ 37″ N., Long. 1° 22′ 0 Description: Yellow cylindrical; unlit.

Mariners are requested to exercise caution when navigating i vicinity of these locations.

Notice to Mariners 5/88:

Navigating Large Vessels in Areas where Fishing Vessels Opera

Masters of vessels which load at Sullom Voe Oil Terminal are ad that a significant number of fishing vessels operate in the sea which are regularly used by the tankers and it is recommended tha vigilance and caution be exercised at all times on passage to o Sullom Voe.

Masters should note in particular that use of Deep Draft Route West of the Hebrides does not give deep draft vessels any privileges whatsoever when navigating this Route and responsibilities in relation to other vessels, as set out in Rule 18 of the 'International Regulations for Preventing Collisions at Sea 1983', still apply.

HYDROGRAPHIC NOTES:

Prohibited Anchorages

1. Owing to the existence of the tanker turning area within the vicinity of Sella Ness and Scatsta Ness, Mariners are advised that anchoring East of a line joining the following positions is prohibited, viz.:

From Position: Lat. 60° 26′ 57″ N., Long. 01° 19′ 17″ W.
To Position: Lat. 60° 26′ 32″ N., Long. 01° 18′ 10″ W.

2. Owing to the existence of an outfall pipe between Skaw Taing and Swarta Taing, all vessels are advised that fishing and anchoring is prohibited within the area bounded by Little Roe and lines produced seawards from 2 sets of day transit marks diamond in shape and yellow in colour which are established in the following positions:

A: Lat. 60° 29′ 15″ N., Long. 01° 16′ 42″ W.
Lat. 60° 29′ 10″ N., Long. 01° 16′ 44″ W.
B: Lat. 60° 29′ 10″ N., Long. 01° 16′ 21″ W.
Lat. 60° 29′ 06″ N., Long. 01° 16′ 21″ W.

Outfall Marker Buoy – Calback Ness: A yellow spherical navigational buoy with a yellow St. Andrews cross topmark and a radar reflector showing a light Gp. Fl. 4(Y). ev. 12 secs. has been established in position:

Lat. 60° 29′ 29″ N., Long. 01° 16′ 08″ W.

This buoy marks the seaward end of the ballast water outfall pipe.

Permanent Navigation Marks at Tanker Jetties – Sullom Voe

Permanent navigation marks have been established on the mooring dolphins at either extremity of the tanker jetty complex as follows:

Jetty No. 1 East end dolphin in position Lat. 60° 27′ 21″ N., Long. 01° 17′ 02″ W., two fixed red lights vertically disposed 2 m. apart, the lower of which is 5 m. above MHWS.
Visible 3 miles.

Jetty No. 4 West end dolphin in position Lat. 60° 27′ 56″ N., Long. 01° 18′ 20″ W., two fixed red lights vertically disposed 2 m. apart, the lower of which is 5 m. above MHWS.
Visible 3 miles.

SAFETY: *Smoking:* Smoking is prohibited in vessels during loading operations, except in 2 or at most 3 smoking rooms allocated by the Master and approved by the Terminal Representative.

Matches and lighters must not be carried by personnel outside the approved smoking areas, or on the jetties or anywhere within the terminal.

The Seaman's Pass issued to personnel going ashore by Sullom Voe Terminal carries the information that matches are available at the Main Gate for use outside the Terminal premises. The matches are issued free of charge.

Special arrangements have been made for ship's personnel leaving or joining vessels at the terminal, details of which are in the Terminal Regulations, or can be advised by the ship's Agent.

Fire Precautions: Every vessel's fire-fighting appliances, (including main and emergency fire pumps) must be kept ready for immediate use with at least 1 fire pump maintaining pressure on the main.

Before deballasting and loading/discharging operations commence, and during periods when permitted repair work is being carried out, at least 2 fire hoses must be uncoiled and connected to the fire main. One of the fire hoses must be sited forward and the other abaft the manifold.

An International Shore connection shall be available on the vessel's fire main in the vicinity of the gangway.

Jetty Fire-Fighting Facilities: The oil loading jetties are each equipped with 2 independent fire-fighting systems, one for water alone and the second for either water or foam mixture.

These jetties supply hydrants which are spaced along the jetty access road and jetty head.

Monitors are installed to provide a water curtain in the area of the jetty head and between the access tower and manifold area. Elevated monitors are also positioned at the top of the access and monitor towers. A sprinkler system protects the access tower.

Hose couplings are 2.5 in. standard instantaneous female type and the fire main to the access tower can accept international connections.

The working pressure of the fire system is 250 – 260 p.s.i. A fire hose connection is situated on the construction jetty to allow fire-fighting tugs to link into the system.

POLLUTION: It will be appreciated that oil spillages are viewed seriously by Government, Local Authorities, Port Authorities and Terminal Operators. Spillages will be investigated by the appropriate authorities and the Master and/or Owner may be liable to prosecution. Delay to the vessel could well arise.

Masters are therefore requested to ensure that every precaution is taken to prevent oil spillages at the Sullom Voe Terminal.

COASTGUARD SERVICES: H.M. Coastguard is the authority responsible for initiating and co-ordinating all sea and coastal search and rescue operations in the Shetland sea area. They also keep in close touch with the S.A.R. organisations of all countries in adjoining sea areas.

Regular stations are maintained at Lerwick M.R.S.C. (Marine Rescue Sub-Centre), with sector offices in the Port Administration Buildings at Sella Ness and Lerwick. Stations manned by Auxilliary Coastguards are maintained at Baltasound, Mid Yell, Gloup, Fetlar, Out Skerries, Whalsay, Bressay, Noness, Sumburgh, Fair Isle, West Burra Isle, Walls, Huxter, Hillswick, North Roe and Papa Stour.

N.B. Sector Offices and Auxilliary stations are not constantly manned. All enquiries should be directed to Lerwick MRSC. A 24 hour radio watch on VHF Channel 16 is maintained by Lerwick MRSC which enables safety and distress calls from up to 40 miles out from Shetland to be picked up on the Coastguard VHF network.

On receiving a call for assistance or advice, the Coastguard can instantly alert the appropriate facility.

Weather forecasts are broadcast every 4 hours on VHF Channel 67 at 0105, 0505, 0905, 1305, 1705 and 2105 GMT, followed by a ship movements broadcast.

Other VHF Channels available are 0, 6, 10, 67 (working) and 73.

A VHF/DF facility on Channels 0, 6, 10, 67 and 73 is maintained at Compass Head.

A Civilian SEARCH AND RESCUE HELICOPTER is based at Sumburgh, contracted by the Department of Transport (H.M. Coastguard) for long range search and rescue purposes. The helicopter is fitted for winching, and carries comprehensive rescue equipment including a de-watering pump and inflatable dinghy capable of being dropped to vessels in distress.

It has a speed of about 110 knots and a radius of action of approximately 150 nautical miles from Sumburgh. Navigation equipment includes V.O.R., I.L.F., Decca A and D/F Console. Communications facilities are:

MF	2182, 3095 and 3023 kHz.
VHF AM	118/135.95 MHz.
VHF FM	Marine frequencies.

R.N.L.I. STATIONS: The following lifeboats are on station:

Lerwick: 52 ft. Arun Lifeboat 'Soldian'.
Details: Speed 18 knots, range approximately 220 nautical miles.
Navigation – Radar, Decca, VHF/DF, MF/DF.
Communications – MF and VHF/FM (Marine Band) 60 channel set.

Aith: 52 ft. Arun Lifeboat 'Snolda'.
Details: Speed 17 knots, range approximatel 220 nautical miles.
Navigation – Radar, Decca, MF D/F, VHF D/F.
Communications MF and VHF/FM (Marine Band) 60 Channel set.

All requests for lifeboat or helicopter assistance should be routed through Shetland Coastguard M.R.S.C.

MEDICOS: Vessels requiring medical advice or medical assistance should adhere to the radio regulations and contact either Collafirth or Shetland Radio on Channel 16 VHF. If unable to contact the radio station, vessels can contact Shetland Coastguard direct on Channel 16 VHF.

EMERGENCY SERVICES AND PROCEDURES:

Fire Tel: (0806) 242798 Ambulance Tel: (0806) 242798
Security Tel: (0806) 242798 Oil Pollution Tel: (0806) 242798

All emergency services at the oil terminal are co-ordinated by the "Emergency Response Control Room" situated at the Terminal fire station.

On vessel's arrival at the Terminal, the responsible ship's officer and the Loading Supervisor will discuss action to be taken in an emergency situation. The Master of the vessel should study and comply with the 'Jetty Safety Regulations', a copy of which will be supplied.

Safety inspections will be undertaken by Terminal personnel throughout the vessel's stay alongside. Spot checks will also be made by the Terminal's Operations Support Branch.

In the event of an emergency, vessels should immediately contact Sullom Voe Port Control 242494/242495/242551 or VHF Channel 10 and emergency messages will be passed to the Terminal Emergency Response Control Room.

TELEPHONE NUMBERS: SV=Sullom Voe.

Sullom Voe Harbour Authority:

Sullom Voe Harbour Authority, main switchboard, 24-hours,	Sullom Voe (0806) 242551
Director of Marine Operations, Capt. G.H. Sutherland	ext. 201
Deputy Director of Marine Operations Capt. K.J. Radley	ext. 202
Manager, South Ports, Capt. C.J. Nicolson	ext. 203
Divisional Manager, Engineering, Mr.D.M. Drummond	ext. 214
Oil Pollution Control Officer, Mr.J.T. Dickson	ext. 209
Assistant Oil Pollution Control Officers	ext. 210
Support Services Manager, Mr.E.F. Thompson	ext. 211
Port Control Room (Pilots)	ext. 280/1/2/3/4/5

Sullom Voe Harbour Authority (All Departments):

Telephone:	Sullom Voe (0806) 242551
Telex:	75142
Cables:	Portcontrol Sullomvoe
Telefax (Group 3):	Sullom Voe (0806) 242237

Sullom Voe Terminal Control:

Main Switchboard (24 hours): Sullom Voe (0806) 243000
Fax: (0806) 243200
Telex: 75268

	Internal Telephone System	*External Lines*
Terminal Emergency Services	222	SV 242798
Fire	222	SV 242798
Ambulance	222	SV 242798
Oil Pollution	222	SV 242798
Terminal Security	222	SV 242798
Emergency Services – Administration		SV 243000

External Numbers:

	Telephone	*Fax*	*Telex*
Police	0595 2110	0595 3311	
Coastguard – Sullom Voe	0806 242561		
Coastguard – Lerwick	0595 2976/4600	0595 4810	75141
Lifeboats – Lerwick	059 582 363		
– Aith	059 581 207 (Night 059 581 346)		
H.M. Customs & Excise	0595 6166	0595 5550	
CCU (24 hrs.)	031 556 5832	031 558 3536	
Shetland Towage Limited	0806 242708	0806 242272	
Shetland Weather Centre	0806 242069	0806 252070	75404
Department of Transport (Marine Office)	0806 242090		
Wick Radio	0955 2271/2272		75284

GARBAGE DISPOSAL: Skips are provided on board, and collected. No charge is currently made. Arrangements made by Shetland Islands Council.
WASTE OIL DISPOSAL: Available on request. Contact ship's agent.
SEAMAN'S CLUBS: British Sailors Society, Tel: 0806-242715, is situated just outside the terminal.

Norwegian Seamen's Mission, "Havly", Lerwick, Shetland, Tel: Lerwick 4369, situated about 30 miles from terminal.

Also see "General".
CURRENCY: U.K.Pound (U.K.£).

SHIPMASTER'S REPORT: 1983.

It is necessary to provide access to the vessel on the offshore side, in the form of accommodation ladder with vessels having high freeboard, at all times when alongside.

All crew members require passes for shore leave and must use transport from the jetty. This transport is arranged by the security guard in the hut at shore end of jetty.

Usually with moorings it is springs first then breast lines. The Terminal is not concerned with head or stern ropes. Some of the dolphins are fitted with shore based pulley systems and these count as 2 ropes for mooring purposes.

Telephone calls may be made from the Mission (U.K. and International) and paid for in pounds sterling.

REPORT: October 1983.
Gas Carriers: Gas carriers shall conform to the following requirements and the pipeline operators concerned shall, at the time of nomination, confirm to the terminal operator that the carrier nominated so conforms throughout the time she will be within the port limits.

a. The tanker conforms to the standards required in the EEC memorandum of understanding or to state control.
b. The tanker complies with the Statutory Instrument 1981 No. 1077 Merchant Shipping, Merchant Shipping (Tankers) (EEC requirements) Regulations 1981.
c. The tanker can comply with the conditions of carriage as specified on her IMO Certificate of Fitness.
d. The tanker will during the loading and simultaneous handling of ballast follow the procedures as outlined in her approval trim and stability document.
e. The tanker can be adequately moored to equivalent OCIMF standards, i.e. resisting loads due to any of the following current conditions acting simultaneously with a 60 knot wind from any direction:
   3 knots at 0° and 180°
   2 knots at 10° and 170°
   3/4 knots from direction of maximum beam current loading.
f. The tanker can accept a minimum bulk loading rate per hour of 3% of her total cargo carrying capacity up to a maximum of 3,000 cu.m./hr.
g. The tanker reliquefaction units are capable of handling a minimum bulk loading rate per hour of 3 per cent of her total cargo carrying capacity up to a maximum of 3,000 cu.m./hr.:
   (a) without venting to atmosphere and:
   (b) without the use of a vapour return line to shore.
h. All cargo tanks will be cooled down on arrival and the vessel ready to commence loading. Any vessel that cannot comply and requires to purge and/or cooldown prior to loading will only be accepted on the basis of prior agreement having been reached between the terminal operator and the pipeline group nominating the vessel.
i. That the following tests will be carried out within 24 hours before arrival and any defect, and any change in the status of the systems thereafter, be reported to the Port Authorities:
   (a) ventilation of compressor/pump/control room.
   (b) gas detection system
   (c) emergency shut down system
   (d) pressure and temperature control units
   (e) cargo tanks' safety relief valves setting.

SHIPMASTER'S REPORT: August 1984 (Updated 1988).
Vessel: 140,000 d.w.t.
Tugs: Normally 4 tugs for berthing and 2 tugs for sailing, tugs' lines. All tugs make fast and 2 push. On arrival the forward tug requires a heaving line from the main deck, he then steams forward to pass his line up through the centre fairlead.
Moorings: Under normal conditions first 2 back springs, then 2 to 3 breasts, then 2 to 3 head/stern lines.
Gangway: Shore gangway.
Departure: On departure Pilot normally boards 1 hour after completion of loading. EDP is standard procedure.
Surveyor: Lloyd's Surveyor comes from Aberdeen and requires 2 to 3 days' notice.

AUTHORITY: Shetland Islands Council, Marine Operations Department, Port Administration Building, Stella Ness, Mossbank, Graven, Shetland ZE2 9QR. *Tel:* Sullom Voe (0806) 242551. *Telex:* 75142 Sulvoe G. *FAX:* Sullom Voe (0806) 242237. *Cables:* Portcontrol Sullomvoe. *Contact:* Captain G.H. Sutherland, Director of Marine Operations, Harbour Master – Sullom Voe. K.J. Radley, Deputy Director.

SUNDERLAND: 54.55 N. 01.21 W. (See Pla

DOCUMENTS:
Crew List. 1 Form I.B.6A to be delivered to an Immigration Offi within 24 hours of arrival.
Passenger Lists. Form P.R.4. in duplicate and Form P.R.10 duplicate.
Customs Documents. Crew Declaration Form C.142 in duplicate.
Cargo Manifests, triplicate.
Ship's Papers:
Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Derat Certificate.
Customs Light Bills.
PILOTAGE: Call Sunderland Harbour Radio, Channel 16, work Channel for port is 14. Pilotage compulsory in South Docks and upri of Corporation Quay. Pilotage also compulsory on all vessels carry dangerous goods or with mechanical defects, under tow. Pi maintaining continuous watch on VHF Sound signals for vessel requir Pilot is Morse Code No. 6. Pilot boards 0.5 to 0.75 miles off piers bad weather pilot cutter leads vessel into inner harbour, and Pilot boa there.
ANCHORAGES: 0.5 to 0.75 miles N.E. of Roker Pier Lighthouse.
RESTRICTIONS: Vessels may enter South Dock from 2 hours bef until half an hour after high-water. Vessels may lock in outside of the times depending on draft and state of tide. For North Dock a Corporation Quay restrictions depend on draft and state of tide.
MAX. SIZE: South Dock – length 142 m. beam 18.9 m., draft 8.08 with Spring tides, 7.16 m. with Neap tides.

River – length 183 m., beam – no restriction, draft 8.38 m. subject siltage.
HEALTH: Pratique procedure: Pratique granted by Port Health Author on arrival.

Suspected disease or fever: All ships from suspected areas must ra Port Health Authority 24 hours in advance of arrival, stating gene condition of crew members. Pratique is automatic when ships arr from other U.K. ports.

Also see "Health – All Ports" before first U.K. port.
RADIO: Cullercoats.
TUGS: Join vessel at or outside harbour entrance. Tug's ropes norma used.
BERTHING: In South Dock vessel must arrive from 2 hours before to 30 minutes after high water. Vessels may lock in as und "Restrictions". At Corporation Quay small vessels berth at any tim Large vessels usually berth at same time as mentioned for South Doc

Bridge swung to allow vessels to pass through.
BRIDGES: In South Dock bridge swung to allow vessel to pass throu Railway Bridge clearance, 25.1 m. MHWS.
STEVEDORES: A close knit dedicated labour force is engaged on car handling operations.
Arrangements and Hours of Working:
Normal hours of operation are:
0800 – 1700 hrs. (Monday to Thursday).
0800 – 1600 hrs. (Friday).

Work outside these core hours (overtime working) may be ordered required.

On bulk cargo a continuous working day is available from:
0700 – 1900 hrs. (Monday to Thursday).
0700 – 1600 hrs. (Friday).

Weekend working on Saturday and Sunday and Bank Holiday work can be arranged as necessary, with the exception of Christmas D Boxing Day and New Year's Day.
MEDICAL: Well served with General practitioners and hospital faciliti and attention can be arranged at very short notice. However, unle urgent, 24 hours notice desirable.
TANKERS: 4 installations (lines either 0.16 m. or 0.2 m.) 3 installati in South Dock and 2 berths, the S.E. Oil Berth 98 m., the S.W. Oil Be 89 m. 1 vessel of maximum length 142 m. can use this berth, dr 8.08 m. Spring tides; 7.16 m. Neap tides. At Corporation Quay ves 183 m. long, draft 8.58 m.
DENSITY: Usually 1025. May be less after heavy rain.
FRESH WATER: Available. Arrangements can be made to supply wa at any time.
FUEL: Bunkers supplied at Corporation Quay pipeline from Petro All grades available – Corporation Quay and Hendon Dock. Viscosi range from 32 secs. to 3,500 secs., and can be blended to r requirement in this range. 12 hours' notice necessary. Rate 250 t
CONSULS:

Belgium	Tel. Tyneside	232 8345
Chile	,, ,,	261 1661
Denmark	,, ,,	296 0134
Finland	,, ,,	261 2711
Germany	,, ,,	261 1063
Iceland	,, ,,	213 1010
Liberia	,, ,,	261 2711
Luxembourg	,, ,,	232 8345
Netherlands	,, ,,	261 1431
Norway	,, ,,	232 6358
Sweden	,, ,,	232 4145
France	,, Wearside	567 3694
Latvia	,, ,,	567 3694
Netherlands	,, ,,	567 5441

REPAIRS: All repairs possible.
DRY DOCKS: One dry dock in use, length 112 m., breadth 16.5 m
GANGWAY/DECK WATCHMEN: Watchmen's services recommen
OPENING/CLOSING HATCHES: This work is normally carried ou ship's crew, otherwise shore riggers.

CERTIFICATES:

Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Derat Certificate.

CUSTOMS ALLOWANCES: As per H.M. Customs and Excise Regulations.

REPATRIATION: Facilities available for effecting repatriations, with good rail, road and air communications.

AIRPORT: Approximately 20 miles. Newcastle Airport served by regular airlines, all the year round, to all parts of the world. Air UK operate flights to Amsterdam.

HOLIDAYS: Official Holidays for General Cargo ships: New Year's Day (no work except by special agreement); Good Friday; Easter Monday; May Day; Spring Bank Holiday; Summer Bank Holiday; Christmas Day (no work except by special agreement); Boxing Day (no work except by special agreement).

POLICE/AMBULANCE/FIRE: Police Station Tel: (091) 510-2020; Ambulance Control Tel: (091) 226-0280; Fire Tel: (091) 567-9337, or call 999 from any telephone and ask for service required.

TELEPHONES: Permanent arrangements do not exist, but a temporary arrangement can be made at any time.

IDENTIFICATION CARDS: Not required. Must possess valid Seaman's Book and/or Passport.

GARBAGE DISPOSAL: Skips placed at all working berths and changed when requested by port authority. Charges included in port dues.

WASTE OIL DISPOSAL: C.M.R. Ltd. provide this service in the South Dock (Tel: 091-565-3827, Fax: 091-514-0628, Telex: 537371). Discharge via pipeline is available at SE Oil Berth, Hendon Dock.

SEAMAN'S CLUBS: None.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Port of Sunderland Authority, Barrack Street, Sunderland SR1 2BU. *Tel:* (091) 514-0411. *Telex:* 53483. *Fax:* (091) 510-8351.
Contact: J.R. Duncan, Harbour Master. F. Major, General Manager.

SWANSEA: 51.37 N. 03.56 W. (See Plan)

DOCUMENTS:

C142	2 copies	Crew Declaration
C14	3 copies	Stores Declaration
C13	2 copies	General Declaration (completed by Agent)
C16	2 copies	Cargo Inward Declaration
C74	1 copy	Master's Authority (Agents complete)
C1320	2 copies	Cargo In unregistered spaces

These documents are to be completed and presented with copies of manifests and ship's documents at the time of report.

PILOTAGE: Compulsory for vessels of 1,600 g.r.t. (Based on International g.r.t. in Lloyd's Register) and above. Request Swansea Bay Pilots by telephone call. Telegraphic address for Swansea Pilots is "Pilority, Swansea".

Advance notice of ETA required at least 12 hours. VHF Channels 14, 11 and 6. Pilot boat has bright yellow hull with red boot-topping or black hull; superstructure painted white. Pilot cutter's sound signal is "SM", 3 short and 2 long blasts. The area of boarding is usually 1 mile S.E. of Mumbles Lighthouse in all weathers. Usual requirements for ladders are in force, and Pilots require ladder to be about 4 ft. to 5 ft. above water.

ANCHORAGE: About 1 mile S.E. of the Mumbles Lighthouse.

RESTRICTIONS: Berthing is in accordance with tide. King's Dock Lock operates for a maximum of 8 hours on Spring tides. River-side berths and Swansea Ferryport Terminal operate over a greater period.

No night-time restriction of entry.

MAX. SIZE: Max. size for entry is 655 ft. long, 88 ft. beam, 32 ft. 6 in. draft.

These vessels are docked over HW period. Any vessel whose dimensions are approaching maximum for port should advise Port Manager well in advance. Special arrangements may be necessary, such as daytime only docking.

HEALTH: Usual international health regulations are to be observed. Any vessel which is suspect should inform Port Medical Officer of Health.

RADIO: All communications for ship movements through "Swansea Dock Radio" VHF Channel 14 calling and working. Agents, receivers, etc., can be called through usual coastal radio stations – this includes Ilfracombe Radio.

TUGS: Towage undertaken by private operators. The Alexandra Towing Co. Ltd., at present use a modern fleet of tugs at Swansea and Port Talbot. It is optional whose lines are used, but if tugs line is taken, an extra charge will be made.

BERTHING:

Dock	Quay Length (Total) (m.)	Depth of Water (Absolute Min.) (m.)	Maximum Size of Vessel			
			Length (m.)	Beam (m.)	Draft (m.)	Approx. d.w.t.
Kings Dock	3,586	10.1	199	26.5	9.9	30,000
Prince of Wales Dock	2,050	8.1	122	20.7	7.3	—
Queen's Dock	Oil Jetties (Operated by BP Co.)	10.7	199	26.5	9.9	30,000

Ro/Ro Berth: Situated on the East bank of the River Tawe, this facility provides a 137 m. berth, hinged shore bridge 76 m. long, with a 6 m. roadway. Adequate vehicle marshalling areas and Customs/ passenger facilities are available. The nose of the bridge can be lowered through 12.95 m. to allow for variation in tides and ship's flotation.

Containers: Swansea Container Terminal plc operates a full container terminal with a 35 tonne gantry crane.

BULK HANDLING FACILITIES: *Petro Chemicals:* One jetty in Queen's Dock. 4 jetties for bulk liquid fuels, feedstock, etc. operated by BP Chemicals International Ltd., also in Queen's Dock.

Bulk Cargoes (Coal, ores, etc.): Two berths in King's Dock equipped with 1×7.5 ton and 5×10 ton grabbing cranes. Operated by Associated British Ports. Private berths use mobile cranes.

Ferryport: On East bank of River Tawe.

CRANES: 2×25 ton and 9×11.5 ton, 4×7.5 ton and 7×6 ton electric cranes.

40 forklifts up to 11.5 tons, 1×25 tonnes capacity, 1×40 tonnes capacity and 3×28 tonnes capacity.

BRIDGES: One in dock bridge is under direction of duty Assistant Dock Master. A vessel which has to pass will be informed by the Assistant Dock Master as to the availablity.

STEVEDORES: Stevedoring services are provided by Associated British Ports and Swansea Container Terminal plc. Advice of labour requirements must be received by the following times:
General Cargo: By 0700 hrs. to start work at 0700 hrs.

Weekend work to be ordered by 1030 hrs. on Friday.

MEDICAL: Port Medical Officer of Health has an office on King's Dock Lock. Medical attention can be obtained at short notice. In emergencies, the duty Assistant Dock Master can be communicated with, to obtain medical help. Hospital facilities available, and there is a first-class medical centre on the Prince of Wales Dock. Vaccination and fever certificates will be examined when receiving Pratique.

TANKERS: All tankers arriving, working cargo, and departing are required to observe port's Petroleum By-laws and Oil in Navigable Waters Act. British Petroleum Company has further private directives for oil tankers. 5 main tanker berths, 1 petrochemical berth, 2 coastal tanker berths and 2 lay-by berths in Queen's Dock. 1 tanker/general cargo berth in King's Dock. Deepest draft permitted is 32 ft. 6 in.

Tankers of 1,600 g.r.t. and over to observe Merchant Shipping (Tankers – E.E.C. Requirements) Regulations 1981.

DENSITY: King's Dock Lock density is 1025.

FRESH WATER: Fresh water supplied from hydrants on quays by watermen. Rate of delivery is 2,000 g.p.h., approx., depending on the demand.

FUEL: Various grades of gas oil and diesel can be supplied by barge or road vehicles, or it can be delivered ex-pipeline at Queen's Dock.

FIRE PRECAUTIONS: All matches and lighters must be declared at entrance to oil installation. There are arrangements at the Queen's Dock depot for shore cooking and eating. There is an oil boom between the King's Dock and Queen's Dock to serve as an oil fire break between two docks.

CONSULS:

France	Tel: Swansea 650021
Norway	Tel: Milford Haven 2313

Vice-Consuls:

Belgium	Tel: Milford Haven 2313
Sweden	Tel: Gorseinow 895881

REPAIRS: All types of deck and engine-room repairs are possible.

DRY DOCKS: 2 dry docks in port are entered from King's Dock. Dry docks: "Duke of Edinburgh" 670 ft.×92 ft.; "Palmers" 560 ft.×75 ft. Operated by Swansea Dry Docks Ltd.

SURVEYORS: Cargo Inspectors available locally.

Ship Surveyors located in Swansea and Cardiff.

GANGWAY/DECK WATCHMEN: Under Port Regulations, there shall always be on board sufficient men to move or take care of the vessel. Some vessels employ watchmen.

OPENING/CLOSING HATCHES: Normally done by the ship's crew, but if riggers are employed by vessel for general duties they open up hatches.

CUSTOMS ALLOWANCES: At discretion of local H.M. Customs Inspectors.

CERTIFICATES:

Certificate of Freeboard.
Certificate of Registry.
Certificate of Pratique.
Light Bill.
Manifest.
Bill of Health.
Bills of Lading.

REPATRIATION: Arrangements can be made for repatriation through the Consular Channels.

AIRPORT: Nearest airport at Swansea, 8 miles from Docks. Next are Rhoose (Cardiff) and Bristol Airports where regular scheduled flights are handled.

TIME: Local time is British Standard Time which is plus 1 hour to Greenwich Time. Reverting to GMT during Winter months.

HOLIDAYS: Christmas (25th December); Boxing Day (26th December); New Year's Day; Easter, Good Friday and Monday (movable dates); Spring Holiday, May Day, Summer Bank Holiday (both movable dates). No cargo is worked on these days.

POLICE/AMBULANCE/FIRE: Call 999 from any telephone, and ask for service required.

EMERGENCY CO-ORDINATION CENTRE: S.A.R. Centre based at Mumbles. Tel: Swansea 66534.

TELEPHONES: Arrangements at most berths for placing telephones on board ships in port.

BANKS: Lloyd's Bank Ltd., 25 Wind Street, Swansea. Tel: 475555.
Barclays Bank Ltd., 57 Wind Street, Swansea. Tel: 465007.
National Westminster Bank, 52 Wind Street. Tel: 652125.

STORING: See "Prelims".
1. Yes
2. No interference with cargo work.
3. Yes
4. Yes
5. —
6. Yes.

SHIP SUPPLY SERVICE: It is the practice for the Swansea and Port Talbot pilot cutter to ferry personnel, stores, etc., to vessels offshore and due to dock at the respective ports. Alternative arrangements have to be made for large quantities and heavy items (contact A.Doig & Co.).

Swansea and Port Talbot Pilotage, Port Office, King's Dock Lock, Swansea, West Glamorgan, South Wales. Tel: (0792) 650855.

IDENTIFICATION CARDS: Not compulsory, but they are helpful if a crew member has to identify himself to Authorities.

GARBAGE DISPOSAL: Arranged through local Agents.

Brisco. Tel: (0792) 584585.

Dragon Skip Hire. Tel: (0792) 310688.

WASTE OIL DISPOSAL: Arranged through local Agents.

Caarleon Ltd. Tel: (0792) 458646.

SEAMAN'S CLUBS: Flying Angel, Kings Dock, Swansea. Tel: (0792) 653436. Hours: 1900 – 2300 hrs. Full facilities, except for accommodation.

GENERAL: Entrance lock is 875 ft. in length, 90 ft. across at cope level. The inner sill is 7 ft. higher than the outer sill. The outer sill is 2.8 m. below Admiralty Chart datum (Chart No. 1161).

Tugs are available at the port for in-dock as well as sea towage.

A diver can usually be obtained by enquiry to the A.B.P. Port Engineer, Swansea.

Port Manager: Tel: 650855/265. Port Engineer: Tel: 650855/275. Dock Master and Fire Officer: Tel. 650855/260.

AUTHORITY: Associated British Ports, Harbour Office, Lockhead, Kings Dock, Swansea, Glamorgan SA1 1QR. *Tel:* (0792) 650855. *Telex:* 48150. *FAX:* (0792) 650729. *Contact:* A.R. Klinck, Port Manager. Captain M.J. Ingamells, Harbour Master.

TEES RIVER: 54.39 N. 01.08 W. (See Plan)

PORT LIMITS: The Port facilities extend from the river entrance to the I.C.I. Billingham Oil Jetty 16 km. up river.

Arrival in the port is accepted as time of passing South Gare Lighthouse inward, or time of anchoring in the Tees Bay.

DOCUMENTS: Ship's official papers including:

Register.
Load Line Certificate.
Derat Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Construction Safety Certificate.
U.K. Light Dues.
Oil Pollution Certificate. (Tankers).
Crew List.
C14 Ship's Stores List.
C13 Arrival General Declaration.
C142 Crew Declaration.
Tanker Check List (Tankers over 1,600 g.r.t.)

ANCHORAGE: Vessels are prohibited from anchoring:—
(i) inside the dredged channel.
(ii) within a radius of 1,113 m. of the charted position of the Fairway Buoy.
(iii) within the limits of 2 divergent lines starting and extending from the dredged channel limits 244 m. apart at the South Gare Light Station, to 550 m. apart between their respective points of intersection with the circumference of the circle defined in (ii).

Vessels should not anchor within 2.5 cables of the Ekofisk Oil Pipeline or the Everest Gas Pipeline.

Caution should be exercised by the Mariner wishing to anchor in Tees or Hartlepool Bays, especially during periods of onshore winds. Local weather forecasts may be obtained from the Coast Guard or Coast Radio Station. Continuous anchor watches must be maintained and frequent confirmation of the vessel's position obtained to ensure that the vessel is not dragging. Engines should be maintained in a state of readiness so that the vessel may heave up if required.

PILOTAGE: The Tees Pilotage Area is that part of the harbour for the time being, as specified in the Tees & Hartlepool Port Authority Act 1966 and all statutory modifications thereto falling within an area from the waters of the River Tees below the Newport Bridge at Middlesbrough, including all docks and tidal creeks connected therewith and the waters of the sea bounded by a line bearing 047°(True) from the Port Boundary Stone at Seaton Carew and extending seaward from that stone for a distance of 3.95 miles, thence clockwise along a circle of a radius of 3.5 miles from the South Gare Lighthouse at the mouth of the River Tees to the shore at Redcar, always excluding any port of the area enclosed by a circle of radius of 1.5 miles from the seaward end of the Hartlepool Breakwater.

Official address: The Tees & Hartlepool Pilotage Co. Ltd., 13 – 17 Queen's Square, Middlesbrough, Cleveland. Tel: (0642) 485648 (24 hours).

Pilot station is situated at South Gare and pilot cutter on duty is moored there. Cutters are painted blue with white or orange upper structure and fly the pilot flag by day when on duty and International Regulation lights by night. The duty cutter is equipped with VHF Radio, call sign "Tees Pilots" on Channel 16. Radar is also fitted.

As much advance notice of a vessel's arrival as possible should b given to Pilots. Minimum requirement for vessel arriving is 1 hour a for vessel sailing 1 hour 15 minutes.

Pilot boards in vicinity of Tees Fairway Buoy although smaller vesse are occasionally boarded off the South Gare lighthouse. During seve weather the duty cutter may move to Tees Dock and the Pilot will boa as far seaward as the conditions permit.

Pilotage is compulsory for certain classes of vessel.

Class of ship requiring a Pilot:
1. (a) Ships of 95 m. LOA and over, navigating in the "Tees Approa Channel" and the "Tees River Channel" seawards of Light Bu No. 27 (Position: Latitude 54° 35′ 02.2″ N., Longitu 01° 11′ 46.8″ W.).
   (b) Ships of 80 m. LOA and over, navigating in the "Tees Riv Channel" between Light Buoy No. 27 and Tees "Newpor Bridge.
2. Ships navigating in the "Tees Approach Channel" or "Tees Riv Channel" up to Tees "Newport" Bridge.
   (a) Of 20 m. LOA and over, having on board a dangero substance.
   (b) Requiring the services of a tug.

Pilotage Exemption Certificates: Certain Masters and Mates may b entitled to a "Pilotage Exemption Certificate" upon application to t Tees & Hartlepool Port Authority. Details are obtainable from t Harbour Master, Harbour Master's Office, Tees Dock, Grangeto Middlesbrough, Cleveland, TS6 6UD.

RESTRICTIONS: *Traffic Control:* This is operated by the Harbour Mas when vessels over 200 m. in length are moving within the river limits. Th primary purpose is to allow the subject vessel to negotiate the chan without embarrassment from other traffic. Overtaking/passing is decid by the Harbour Master when circumstances favour such actions.

Restricted Transit Control: This is imposed by the Harbour Master up vessels carrying certain hazardous cargoes. The subject vesse intended to proceed from sea to berth or from berth to sea witho meeting other traffic. As a consequence such vessel must be restrai from entering the main channel until an 'all clear' route is availab Some regulated passing.

Port Safety Control: Masters of ALL vessels before committing th vessels to the River Tees Channel are required to satisfy the Harbo Master in respect of shipboard equipment by affirming to the follow questionnaire:—

Question No. 1: Your vessel is in all respects seaworthy.
Question No. 2: All secondary power or mechanical systems are operation and *immediately* available in the even failure of any primary system.
Question No. 3: Steering is under direct manual control.
Question No. 4: Anchors are ready for use.

In view of the controls it is essential for contact to be made with t Harbour Master before considering entering the river, leaving the ber

VHF Radio use Channel 14 to contact. Tel: (0642) 4525 Telex: 58145.

MAX. SIZE: This matter is constantly under review. At present t largest dimensions acceptable are quoted as: Length 305 m. (1,000 f Beam 45.7 m. (150 ft.); Draft 16.76 m. (55 ft.). This depends on the ber nominated, tidal influence and prevailing weather.

Vessels requiring in excess of 16.15 m. (53 ft.) draft should be t subject of prior consultation with the Harbour Master.

A vessel with unusual dimensions e.g. oil rig, or any vessel w dimensions approaching the port maxima, must be the subject consultation with the Harbour Master.

HEALTH: New Regulations. The Public Health (Ships') Regulations force from 1.4.78.

See "Health – All Ports" before first U.K. port.

RADIO: Ships approaching from the North or at anchor in Tees B use Cullercoats Radio. Ships approaching from Southward use Hum Radio or Whitby Radio which is a slave-station to Cullercoats.

VHF Station	*Call Sign*	*Channel Fix (min.)*
Harbour Master's Office	TEES PORT CONTROL	14,16,22,12
Harbour Master's Launch	TEES HARBOUR LAUNCH	16,14,12,11,9,8
Tees & Hartlepool Port Authority Maintenance Craft	"NAME"	16,11,6, etc.
Tees Pilot Cutter	TEES PILOTS	16,14,12,9,8,6
Tees Pilot Station (South Gare)		16,14,9
Tees Tugs	NAME	16,14,12,8,6, et

Tees Port Control is manned 24 hours per day and is also availab Hartlepool shipping for relaying port operational messages.

Channel	*Use*
14	Port Operations (Tees)
22	Port Operations (Tees)
12	Port Operations (Hartlepool)
9	Pilot Operations (Tees and Hartlepool)
16	Calling and Safety.

Vessels should listen on Channel 14 at all times when underwa the port.

RADAR: 3 scanner sites give full radar coverage from Tees Offs Base/Tees Dockyard Ltd. to Fairway Buoy and up to 20 mile seaward. Advice/information available to Masters/Pilots at any t Advice in poor visibility in prescribed form. Call "Tees Port Con (See "VHF").

The Ekofisk oil pipeline runs 220 miles from the Ekofisk oilfiel Teesside, coming ashore just North of the Tees Entrance; the Ev high pressure gas pipeline runs from the Central Graben gas/oil f coming ashore just South of the Tees Entrance; the inshore sec are vulnerable to anchor damage from large ships and to giv pipelines optimum protection, a computerised radar has been ins in the Harbour Office.

TUGS: Official Address: Cory Towage (Tees) Ltd., Tees Wharf, Dockside Road, Middlesbrough, Cleveland TS3 6AB. Tel: Middlesbrough 247277 day and night.

Fleet of 7 tugs between 2,200 h.p. and 3,650 h.p. Tugs join vessel in Redcar Reach between Buoys No. 9 and No. 17 depending on size, draft and destination. Tug's lines are used.

Tugs are on duty daily and available on 6 hours' notice for sailing and arriving after normal office hours.

BERTHING: Small vessels can usually berth at any stage of the tide. Deep drafted vessels enter in accordance with the tide.

T.H.P.A. General Cargo Facilities:

Tees Dock: Quay No. 1: 4 conventional general cargo berths each of 183 m. length, 1 of 208 m. in length with flush faced quay. Road and rail access to all vessels. Ample cranage and spacious sheds/open ground. Nominal dredged depth 10.9 m. below LAT.

Quay No. 2: Two berths, one at 183 m. in length and one at 208 m. in length, equipped with electric luffing cranes up to 25 tonnes capacity and 1×100 tonnes capacity Demag mobile crane. Nominal dredged depth 10.9 m. below LAT.

BULK HANDLING FACILITIES: *Redcar Ore Terminal:* Handles iron ore imports for British Steel. Berth dredged to nominal 17.30 m. and able to accommodate vessels up to 305 m. in length, approx. 150,000 d.w.t. 3 ore dischargers capable of handling 2,000 t.p.h.

Teesbulk Handling Ltd.: Built on the East side of Tees Dock, this loading/discharging facility is for the export of Potash mined in North Yorkshire. Dredged to a nominal depth of 10.90 m., the quay is intended to accommodate vessels simultaneously. The main loader is capable of 1,500 t.p.h. or 1,000 t.p.h. each to 2 vessels. A silo on the site has a storage capacity for 56,900 tons. Grain is exported from the terminal utilising a 7,500 ton silo as well as direct transport. Coal, soda ash and bentonite also handled.

ROLL-ON/ROLL-OFF FACILITIES: A link span Ro/Ro berth in Tees Dock can accommodate ships of up to 160 m. in length and 23.7 m. beam. Nominal dredged depth of 8.7 m.

Designed for loads up to 182 tonnes (when carried on 4 axles).

A second Ro/Ro pontoon is located at Tees Dock, Berth No. 5 and can accommodate vessels of up 200 m. LOA, and has a nominal dredged depth of 10.4 m. below LAT.

CONTAINER FACILITIES: A privately operated (Bell) purpose-built Container Berth utilising 2 gantry cranes of 32 tonnes and 45 tonnes capacity is established downstream of Tees Dock.

CONSTRUCTION FACILITIES: There are a number of yards specialising in oil-rig module construction work, all capable of handling flat-top barges up to 92 m. and unit loads to 4,000 tons.

SLP Engineering and Redpath Offshore South are on the South side of the river, while Redpath Offshore North are on the North side.

STEVEDORES: In order to prepare for loading/discharging, i.e. ordering of gangs, transport, etc., it is necessary to give ETA through their Agents not less than 24 hours before arrival.

In Tees berths, the port works 2 shifts daily, i.e. 0600 – 1400 hrs. and 1400 – 2200 hrs. Mondays to Fridays, with voluntary overtime at weekends.

TANKER BERTHS:

Jetty/Berth Name	*Max. LOA* (m.)	*Nominal Depth* (m.)	*Max. d.w.t.*
Phillips No. 1	305	18.2	150,000 (Crude)
Phillips No. 2	305	18.2	150,000 (Crude)
Phillips No. 3	213	14.1	48,000 (Gas)
Phillips No. 4	306	18.2	150,000 (Crude)
Phillips No. 5	305	18.2	150,000 (Crude)
Phillips No. 6	114	9.3	2,400 (Gas)
Phillips No. 7	114	9.3	2,400 (Gas)
Phillips No. 8	114	9.3	2,400 (Gas)
Crude Oil Jetty (see "Developments)	265	13.32	100,000 d.w.t.
Simon Storage No. 1	190	10.4	30,000
No. 2	140	9.7	5,000
Tees Storage No. 1	90	11.0	6,000
No. 2	210	11.0	40,000
No. 3	130	8.5	18,000
B.A.S.F. No. 1	148	7.2	3,500
No. 2	148	7.2	10,000
Teesport QE II	198	10.9	25,000
Teesport West Byng	200	10.9	25,000
Arthur Taylor	–	6.8	3,000
North Tees I.C.I.			
No. 4	271	12.7	80,000
No. 3	250	11.8	35,000
No. 2	201	10.9	25,000
No. 1	120	7.2	5,000
"A"	140	7.0	5,000
Billingham Oil Wharf	100	4.5	4,000

Clarence/Deep Water Wharves also handle tankers.

Note: Depths given are nominal and subject to siltation. Updated information should be sought from Tees Harbour Master.

Report: *Cautionary Advice:* Vessels approaching River Tees should have B.A. Charts 2566 and 2567. Both are large scale charts, having complete coverage of River Tees and associated terminals, and Tees Bay. B.A. Charts 134, 152 and 1191 are recommended for use from seaward to the Tees Bay area.

It should be noted that there are two 15 m. wrecks outside the 30 m. line in positions within 3 miles of the Fairway Buoy (54° 41′ N., 1° 02′ W. and 54° 42.5′ N., 1° 24′ W. (PA)). Tides in the vicinity of the Fairway Buoy and the pilot boarding areas set at approximate right angles to the channel, with rates up to 1.5 knots. Great care should be exercised when slowing down to embark the Pilot.

During or after Northeasterly gales, a heavy ground swell can build up in this area.

Phillips North Sea Petroleum Teesside: Docking and Berthing: It is the normal practice to berth port side to. The vessel is swung in Seaton Channel turning circle and backed into the berth. There are no approach speed indicators on the jetties. Mooring boats are used to run the lines ashore (usually spring lines first, followed by a head line and a stern line). All moorings should be of the same construction and material.

ICI North Tees: Docking and Berthing: Vessels may berth either side to any of these jetties, according to tide and weather conditions, but port side to is favoured by Harbour Authorities so that the vessel is heading seaward. If the vessel is berthing port side to, normal practice is to swing off Tees Dock. There are no approach speed indicators. Also see "Shipmaster's Report" – April 1988.

Tees Storage Terminal: Docking and Berthing: Vessels may berth either side to at No. 2 Jetty according to tide and weather conditions prevailing, but port side to is favoured by Harbour Authorities so that the vessel is facing seaward. Vessels berthing port side to are swung in the Tees Dock turning circle and then pushed into berth with the aid of tugs.

Teesport Oil Jetties: Docking and Berthing: Vessels may berth either side to these berths according to tide and weather conditions prevailing, but starboard side to is favoured by Harbour Authorities so that the vessel is facing seaward. If the vessel is berthing starboard side to, it is swung in the Tees Dock turning circle. There are no approach speed indicators.

Billingham Oil Jetty: Docking and Berthing: Vessels may berth port or starboard side to depending on weather and tidal conditions prevailing at the time.

If vessel berths port side to, an anchor is sometimes used when swinging the vessel off the berth. 2 springs are run from each end of the vessel, then 2 messengers are passed from jetty deck to vessel, one to bow and one to stern. 2 shore head lines and 2 shore stern lines are brought on board and made fast.

B.A.S.F. Terminal: Docking and Berthing: Vessels may berth either side to according to tide and weather conditions prevailing at the time, but port side is favoured by Harbour Authorities so that vessel is facing seaward. If vessel is berthing port side to it is swung in the turning circle off Tees Dock and then pushed into the berth with the aid of tugs.

MEDICAL: All medical facilities available. Vessels requiring doctor to board are advised to give maximum notice. Emergency medical attention can be arranged through VHF radio contact to Tees Port Control on Channels 22, 16 or 14.

DENSITY: The density of the river water fluctuates with the seasons and rain amount, being between 1015 and 1025 mainly. Below Tees Offshore Base/Tees Dockyard Ltd. the fresh water influence is minimal.

FRESH WATER: Plentiful from wharf and small quantities available from tug in emergency, approx. 20 t.p.h.

FUEL: All grades available by road or river delivery. 48 hours notice of requirements is requested for barge delivery.

CONSULS: Sweden, Norway, Denmark, Netherlands, Germany, Finland. Also French Consular Agency.

REPAIRS: Facilities available for all deck or engine repairs.

DRY DOCKS: Tees Dockyard Ltd. has 3 dry docks:

No. 1 Dry Dock 175 m.×22.25 m., capacity 26,000 tons.
No. 2 Dry Dock 83.21 m.×17.31 m.
No. 4 Dry Dock 137.16 m.×20 m.

Cranage: 5 tons, 10 tons, 15 tons and 30 tons.

SURVEYORS: 1. SGS Redwood Ltd., and Caleb Brett cargo inspectors available.

2. Lloyd's Register, American Bureau, German Lloyd, Bureau Veritas, Salvage Association, U.S. Salvage, N.K.K., RIMA and Corporation of China available.

GANGWAY/DECK WATCHMEN: Recommended. Majority of berths are tidal with 5 m. range at Springs.

OPENING/CLOSING HATCHES: Always by crew. Riggers available.

CUSTOMS ALLOWANCES: 0.5 lb. tobacco or 200 cigarettes. (0.25 lb. tobacco for coasters). 1 spirit and 1 wine bottle (0.5 bottle spirit and 0.5 bottle wine for coasters).

REPATRIATION: All facilities exist.

AIRPORT: Teesside Airport with regular flights to London, etc. is 12 miles from Middlesbrough Centre.

Air U.K. have flights to Aberdeen, Amsterdam, Bergen, Humberside, Norwich and Stavanger.

TIME: GMT in Winter months. BST (GMT plus 1 hour) operates between late March and mid-October as decided by government.

HOLIDAYS: Normal English Bank Holidays. On certain holidays work can be arranged if suitable notice is given.

POLICE/AMBULANCE/FIRE: Telephone 999 in emergency. If no phone available contact the Harbour Master on VHF Radio Channel 16 or 14.

EMERGENCY CO-ORDINATION CENTRE: H.M. Coast Guard Maritime Rescue Sub-Centre, Tyne/Tees. Tel: Tyneside (091) 257-2691. Telex: 58839.

TELEPHONES: Many berths can be connected to telephone system using coin boxes; a connection charge is made.

BANKS: All major U.K. banks have branches in Middlesborough, Redcar and Hartlepool.

STORING: See "Prelims".

1. Both.
2. Tankers – No.

Storing may take place before or after cargo operations, while all tanks are battened down.

3. No. Distance varies from 100 yards to half mile depending on berth.
4. No.
5. Applicable to spirits, cigarettes, tobacco and bonded meat only.
6. Yes, but normally by suppliers/ship's crew.

GARBAGE DISPOSAL: There are several reputable firms in the area. Collection service is available by arrangement through local shipping agencies, but must be sanctioned by the berth operator (this is particularly important at tanker berths). Skips are usually about 6 cu.m. and charges vary according to time involved, but average about £35 to £40 per skip in normal working hours.

WASTE OIL DISPOSAL: Collection can be arranged by local shipping agencies, however it is necessary to specify what oils and chemicals are present in the waste oil. Usually collected by road tankers of about 20 tons capacity and charges would vary according to quantity and content. Typical current charge for Lub and Fuel Oil waste, £150 per 1,000 galls.

IDENTIFICATION CARDS: Not used in Tees.

SEAMAN'S CLUBS: The Missions to Seamen, The Flying Angel Club, Tees Dock, Grangetown, Middlesbrough, Cleveland, TS6 6UD. Tel: 0642-460994, 468527, 460244.

German Seamen's Mission, 67 The Avenue, Linthorpe, Middlesbrough, Cleveland, TS5 6QU. Tel: 0642-825084.

Swedish Missions Church, 386 Linthorpe Road, Middlesbrough, Cleveland, TS5 6HA. Tel: 0642-819878.

Seafarers Christian Friends Society, 7 Lampton Road, Stockton on Tees, Cleveland, TS19 0ER. Tel: 0642-603247.

CURRENCY: U.K.Pound (U.K.£).

DEVELOPMENTS: The Port Authority is undertaking a feasibility study into provision of a coal terminal on the redundant oil terminal site. The terminal is to be a common user terminal for 80,000 d.w.t. and 140,000 d.w.t. (part loaded) vessels.

SHIPMASTER'S REPORT: April 1988.

Chart: BA. Chart No. 2566.

Pilot: Pilot boards at Tees Fairway Buoy (Racon) from a fast sea cutter. If the weather is poor the Pilot boards inside South Gare.

When leaving, extra charges are incurred if the Pilot has to standby for more than 1 hour.

Entry: It is about 30 minutes from the Pilot to ICI North Tees.

Tugs: There are several powerful tugs available. Tugs are not normally used by small vessels. When ordering tugs, 2 hours' notice required.

Berthing: For ethylene, Jetty A only can be used, depth of water approximately 7.5 m. at low water.

When berthing, side alongside is dependent on the tide, but in general vessels berth starboard side to. Vessels swing off the berth and sometimes the anchor is used. Good fendering is provided by 3 large 'Yokahama' type fenders which ride up and down with the tide on the wooden quay face. Mooring boat assists with running the lines.

Great care should be taken when lining vessel up with the manifolds as shore personnel alignment may not be accurate. The ICI Jetties can handle Gas Ships up to a maximum of 60,000 cu.m.

Cargo: There is an 8 in. liquid line and a 6 in. vapour line. The shore personnel connect and disconnect the Chicksan arms. There are often long delays between connection of arms and commencement of operations.

The shore compressor extracts ship's vapour, so can use all ship's plant for internal cooling.

Negative cool down on completion. We had a temperature of −101.7° C on completion of loading. This can vary from −101° C to −102° C, depending on the time of year.

Average loading rate 124 t.p.h. (shore maximum). We stopped loading 12 tonnes before being full (there is a stop button at the ship's manifold) and the remaining product was blown to the ship in about 45 minutes.

Oxygen samples taken before loading.

All documentation, including Bills of Lading, handled by Surveyor, who accepts Notice of Readiness and Protests. The Supervisor is located in a cabin near the vessel and was very helpful.

General: Fresh water is obtainable from a hydrant on the Jetty and is free.

Transport delivering stores is permitted to within 25 m. of the ship's side.

Ship's gangway used but was troublesome due to the rise and fall of the tide.

There is a public telephone near the vessel. Collect calls may be made via the operator (no coin box). The Master is able to use the telephone in the Supervisor's office for any local official business.

Customs are very strict, all forms are to be completely correct.

AUTHORITY: Tees and Hartlepool Port Authority, Harbour Master's Office, Tees Dock, Grangetown, Middlesbrough, Cleveland TS6 6UD. *Tel:* (0642) 468127. *Telex:* 58145 HMTees G. *FAX:* (0642) 467855 (office hours only). *Contact:* Captain P.J. Lewis, Harbour Master.

TETNEY MARINE TERMINAL: 53.32 N. 00.07 E.

LOCATION: Tetney Marine Terminal is the deep water crude oil terminal of Crude Oil Terminals (Humber) Limited, operated by Conoco Limited.

The position of the mono-buoy is 53° 32′ 18″ N., 00° 06′ 48″ E., accommodating vessels up to 50 ft. draft and about 2.5 miles offshore.

Tetney is an open roadstead in the entrance of the River Humber on the East coast of England. The tidal rates in the vicinity of the mono-buoy reach 3.5 knots during Spring tides and the direction of the ebb and flood tides is generally East and West respectively. The tidal range varies between 7 ft. and 22.5 ft.

DOCUMENTS: The following documents should be completed arrival:

General Declaration – Form C13 (duplicate).
Crew Declaration – Form C142 (duplicate).
Crew List – IMO (duplicate).
Tanker Check List Log 22.

Normally the Agent will board the tanker from one of the berthing prior to berthing, and the previously mentioned documentation, with exception of the Tanker Check List (which will be handed to the Berth Master, together with cargo documents) will be handled by him.

Stores can be taken at the berth provided the Agents are given order at least 72 hours before arrival.

The Master of the tanker shall notify to the Harbour Master prior arrival the information required under S.I. 1981 No. 1077, The Merch Shipping (Tankers) (EEC Requirements) Regulations 1981.

PILOTAGE: Vessels are requested to send ETA and draft to Spurn P 12 hours before arrival and any adjustment to that time at least 2 hou before arrival. Spurn Pilots listen continuously on VHF Channel 16 a use Channel 14 as a working frequency.

Additionally, Agents should be advised of ETA 72 hours before arri and the following information should be included in the cable: Am draft, bow to manifold distance and cargo manifold size.

Pilotage is by Humber Pilots who board in the vicinity of the Humb Light Vessel from a fast launch. Additional berthing information can b obtained from Tetney Base.

The Berthing Masters will board as the vessel approaches the mon buoy and will assist the Pilot in the mooring operation. They will adv the ship's Officers during the mooring operation, hose connection a disconnection, and will act as Company representatives throughout t vessel's stay in the berth. Berthing Masters (2), Pilot and Ca Surveyors(s) remain onboard during vessel's stay.

Vessels must provide a pilot ladder for the Pilot and Berthing Maste to board and whilst in the berth a suitable gangway with a pilot lad near the end in order to board from a small boat. The ladder must clean and conform to SOLAS Regulations.

RESTRICTIONS: Berthing on H.W., sailing at any time.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: *Pre-Arrival Procedure:*

In addition to the ETA requirements the following informatio required by the terminal within 6 hours of clearing the previous port as soon as receiving orders for Tetney.

(a) Name of ship.
(b) Name of the last port from which the vessel cleared and the na of the loading port if different from above.
(c) Estimated date and time of arrival at Humber.
(d) Cargo loaded (barrels and metric tons – gross and nett).
(e) API and gravity.
(f) Arrival draft fore and aft.
(g) Lifting capacity of derricks.
(h) Size of manifolds.
(i) Slops in cargo.

About 48 hours from the pilot station a second cable should be s to the Agent with the following information:

(a) Name of Ship and Master.
(b) Amended time of arrival.
(c) Names of crew leaving the vessel.
(d) Requirements in way of doctor and dentist.
(e) Stores and water.
(f) Additional requirements.

About 24 hours from the pilot station a final cable should be sen the Agent confirming:

a) Time of arrival.
(b) Ship's bond remaining on board.
(c) Amendments.

VHF: There is a VHF station at Tetney which is manned 24 hours a and has the call sign, 'Tetney Base'. A continuous watch is kept on V Channels 16, 21 and 48. Channel allocation is as follows, 16 calling ship to shore, and 48 port operations. UHF (467.725 MHz) is alloca for use by the Conoco Berthing Master, Tetney Terminal and the Con owned work boats.

The Pilot and Berthing Masters carry portable VHF hand sets for during berthing for inter-ship and ship to tug communicat Channel 73.

BERTHING: Hose hang-off chains and securing equipment are pla aboard the vessel when the Berthing Masters board from the Con service craft, "Spurn Haven".

Vessels will moor using an OCIMF Approved Mooring Stopper su for use with 76 mm. chafe chain.

The vessel approaches the mono-buoy on a Westerly heading messenger (min. 40 mm. diameter) should be lowered to the water this will be picked up by the Conoco mooring launch "Monogirl" w approx. 150 m. from the mono-buoy. This messenger will be made to a 64 mm. × 90 m. polypropylene pick up rope which should be hea up as the vessel makes the final approach to the buoy. When the cha chain is in the fairlead it is secured to the bow stopper.

HOSES: Hoses are taken on the port side and the port derrick (minim S.W.L. 10 tons) should be rigged and ready for use on arrival.

2×16 in. hoses are taken aboard, manifolds should be 16 in. 150 Should a vessel have any other size of manifold or be unable to pro adaptors to suit 16 in., Tetney Terminal will need to be notified at 72 hours before arrival.

Hose connection and disconnection is carried out by the ships under the supervision of the Berthing Master. Upon completio discharge the hoses will be filled with sea water by the ship after disconnection can commence. When the hoses are blanked off the be hung off until just before sailing when they will be lowered t Spurn Haven for towing clear.

POLLUTION: It is the Master's responsiblity to see that no oil kind is pumped or spilled overboard from his vessel. This inclu water from the bilges, crude residues from previous voyages other matter that may result in the pollution of the sea. Owners and Masters should comply with any international regulations and recommendations concerning the prevention of pollution of the sea, especially in regard to the river Humber.

SHORE LEAVE: None of the officers or crew shall be allowed shore leave and no boats of any kind, except in an emergency, shall be lowered during the vessel's stay in the berth.

GARBAGE DISPOSAL: Skip provided, arranged through Agent.

WASTE OIL DISPOSAL: No facilities.

OPERATOR: Tetney Marine Terminal, Crude Oil Terminals (Humber) Ltd., Tetney Lock Road, Tetney, Nr. Grimsby, South Humberside DN36 5NX. *Tel:* (0472) 814101. *Telex:* 527055 Coth G. *FAX:* (0472) 210275. *Contact:* Captain R.C. West, Harbour Master.

TYNE DISTRICT: 55.01 N. 01.24 W. (See Plan)

(Including Newcastle, North and South Shields, Jarrow, Tynemouth, Wallsend and Gateshead).

PORT OPERATIONS AND INFORMATION SERVICE: VHF: Call sign "Tyne Harbour Radio" on Channel 16, frequency 156.80 MHz and on Channel 12, frequency 156.60 MHz. The control station is situated at the Harbour Master's Office, North Shields (Tel: 091 – 2572080, 2570407), and is manned on a 24 hour basis. Vessels must obtain permission by VHF from the control station before entering the port, similar permisson must be obtained before movement within, or before sailing from the port. A service is provided for the passing of information to shipowners and Agents.

DOCUMENTS:

1 Crew List for H.M. Immigration Office.

1 Form C.142 (Tobacco List) supplied by H.M. Customs.

1 List of Private Addressed Packages not manifested (C.143), supplied by H.M. Customs.

Details of Oil in double bottom tanks, also measurement in cubic feet of cargo in non-registered spaces.

PILOTAGE: Pilotage is compulsory for all vessels over 50 m. LOA. The Port of Tyne Authority pilotage district includes the port and its seaward approached within a radius of 3 miles from the North and South Piers. Pilot will board by arrangement either inside piers or at sea.

24 hours advance notice via agent required.

Call 'Tyne Harbour Radio' on VHF Channels 16 and 12 to order Pilot. Efficient pilot ladder required as per D.O.T. Regulations.

ANCHORAGE: Off entrance River Tyne, recommended 1.5 mile N.E. of North Pier. Minimum 12 fathoms.

RESTRICTIONS: Depths below Chart Datum (L.A.T.) from piers to Jarrow Quay Corner 8.6 m. thence to West end of Jarrow Staith 6.0 m., thence to Swing Bridge 5.2 m. (except in main channels of Swing Bridge and High Level Bridge) thence to Redheugh Bridge 5.61 m. West of Redheugh Bridge there is no authorised dredged depth.

MAX. SIZE: Harbour entrance, length and breadth: no limit. Draft 8.0 m. any state of tide: up to 11.0 m. at high water.

Riverside Quay, draft up to 10.00 m.

Esso Oil Terminal, draft up to 9.00 m.

Newcastle Quay, 27 – 28 berths – 6.0 m.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: Cullercoats Radio W/T "GCC." Cullercoats Radio on R/T.

TUGS: Normally join inside piers, tow ropes optional except manufactured of man-made fibres. Orders for week-end arrivals must be given before 1030 hrs. Saturday. Rates on application to Tyne and Wear Tugs Ltd. Tel: (091) 4553361.

BERTHING:

Albert Edward Dock:

Heavy Load Berth (Ro/Ro No. 2) for heavy unit loads on transporters up to 510 tonnes; depth of water 7.9 m.

Tyne Commission Quay: 335 m. long, depth of water 7.11 m.

Car Ferry Terminal:

Ro/Ro No. 3: 125 m. long, depth of water 7.11 m.

Ro/Ro No. 4: 140 m. long, depth of water 7.5 m.

Whitehill Point Jetty: 90 m. long, depth of water 5.5 m.

Tyne Dock:

North West Quay: 243 m. long, depth of water 8.2 m.

Factory Quay: 196 m. long, depth of water 7.0 m.

Riverside Quay: 514 m. long, depth of water 10.5 m.

Tynegrain Ltd. (Extension of Riverside Quay): Terminal, 36,500 tonnes silo capacity. Loading rate 1,000 tonnes per hour. Max. size 40,000 d.w.t. Depth of water 10.51 m.

Tyne Coal Terminal: 1 berth, depth of water 10.5 m. Loading rate 2,000 tonnes per hour.

Tyne Car Terminal: 3 berths, depth of water 6.5 m. – 9.5 m.

Newcastle Quay:

Spillers Tyne Mill: 237 m. long, depth of water 6.0 m., discharge rate 75 tonnes per hour. Silo capacity 34,000 tons.

BRIDGES: At Newcastle 10 miles from entrance, Swing Bridge negotiated against tide; other bridges, maximum mast height 24.7 m. above MHWS.

STEVEDORES: Principal Stevedores Port of Tyne Authority. All arrangements through Agent. Stowage plan required prior to arrival.

Plant pool as follows:

Albert Edward Dock:

Ro/Ro Berths – 4 terminal tractors.

Whitehill Point: 2 cranes, 10 tonnes.

Tyne Dock:

Riverside Quay – 4 cranes, 1 – 10 tonnes; one 40 tonne capacity crane; 1 container gantry crane 35 tonne capacity under spreader, 40 tons capacity under the hook beam.

North West Quay – 5 cranes, 5 tonnes – 10 tonnes.

Factory Quay – 1 crane, 3 tonnes.

There is a pool of 25 forklift trucks of 2,500 kg. to 42 tonnes capacity, available for any location. These trucks can be fitted with attachments for handling paper, pulp, etc.

Container handling plant – 1 Hyster 40 tonnes, 4 yard tractors, 9 Mafi 408 flatbeds.

Also see "Dry Docks".

MEDICAL: Hospitals available, Advise Agent in advance if medical attention required on arrival.

TANKERS:

Velva Liquids, North Shields:

Ocean Jetty: 274 m. long, depth of water 9.5 m.

Tanker Berth: 248 m. long, depth of water 7.1 m.

Coaster Jetty: 167 m. long, depth of water 6.0 m.

Jarrow Oil Jetty: Length 189 m.

Rohm & Haas Ltd. Jarrow: Chemical Berth, length 180 m. Depth 5.6 m.

Report: *Cautionary Advice* – Port Approaches: The approach to the Tyne Piers is clear of danger and adequate navigation aids are provided and well maintained. The entrance, however, is exposed to Easterly winds and early contact should be made with "Tyne Harbour Radio" on VHF when bad weather prevails to facilitate boarding and avoid unnecessary delays.

In addition to close attention to other coastal traffic, a sharp lookout should be maintained for local fishermen whose craft are often badly lighted and poorly painted, with colours which may blend rather than contrast with the background.

Entry: Provided that the out-going stream is not making strongly, which causes maximum turbulence, there should be no difficulty entering the port with winds between N.E. and S.E. It is preferable to enter while the in-going stream is still running although at that time it also sets across the entrance. This precaution is especially necessary during N.E. gales, which cause the heaviest seas at the entrance. In Northerly gales vessels should keep close under the lee of North Pier and in Southerly gales, especially with the out-going stream running, close under the lee of South Pier.

Entry: After embarking Pilot prior to entry, vessel proceeds at half to full speed keeping leading lights in line 258°(T).

Normal entry times for maximum draft vessel (although sufficient water at any state of tide) from 3 hours before HW to HW River Tyne North Shields.

During this period tide sets across entrance from North to South in a 160° direction with Spring rates up to 1 knot.

Vessels must approach entrance with sufficient speed and set allowed to maintain a true course of 258°(T) keeping leading marks and lights in line.

Leading line must be disregarded as soon as the Tyne Piers are passed, when a vessel should reduce speed and be guided by the light buoys and beacons.

Inside the piers, tidal streams tend to run with the channel at rates up to 3 knots during Spring tides.

Vessels should pass in mid channel between Nos. 1 and 2 light buoys on the North side and Herd Light Buoy and Herd Groyne Light Structure on the South side.

Regulations also state that vessels are to keep Southward of mid channel when proceeding to sea and Northward of mid channel when entering, so as to pass each other port side to port side.

Distance from Tyne Piers to Herd Groyne 0.8 miles, course approx. 255°(T).

Tugs meet vessel in the area between Tyne Pier and Herd Groyne.

Passage up river from Herd Groyne to Tynemouth Terminal is approximately another 2 miles. Vessels speed when transitting this region should be between Dead Slow and Slow. This tends to be a very busy area with numerous riverside berths. Two bends, one to port and one to starboard, are negotiated before vessel reaches the swinging area off Tynemouth Terminal.

Vessels late for the tide are accepted on a spot basis and have been berthed up to 2 hours after HW. In these cases, vessels go straight alongside, starboard side to, and swing in the turning area outward bound.

Prescribed turning area is 360 m. in diameter.

Tugs are made fast between Herd Groyne and the swinging area, and normal practice is to swing to starboard heading vessel to the jetty when all way is off the vessel.

Mooring boats are employed for running the ship's lines to shore.

DENSITY: Entrance/Tyne Dock – 1025; Tyne Dock/Jarrow 1020; Newcastle Quay 1005/1010.

FRESH WATER: Available ex-water boat, rate of delivery up to 150 t.p.h.

FUEL: Available at Tyne Tanker Berth or by road tanker.

GANGWAY/DECK WATCHMEN: Available if required.

OPENING/CLOSING HATCHES: Crew allowed open and close.

CERTIFICATES:

Register.

Load Line.

Safety Construction.

Safety Equipment.

Safety Radio.

Trinity House Light Bills.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent of 0.5 lb. tobacco per man and equivalent to 1 bottle wine per man. Allowances may be halved for home trade vessels. Vessels in port more than 3 or 4 days may receive extra allowances.

CONSULS:

Belgium	Tel. Tyneside (091)	2328345
Denmark	Tel.	2960134
Finland	Tel.	2612711
France	Tel.	2970011
Germany	Tel.	4772531
Iceland	Tel.	2131010
Liberia	Tel.	2612711
Luxemburg	Tel.	2328345
Netherlands	Tel.	2301220
Norway	Tel.	2326358
Sweden	Tel.	2951600
Spain	Tel.	2364126

REPAIRS: All types of repairs possible at many building/repair yards.

DRY DOCKS:

Name of Owner or Occupier	*Dock*	*Length on Bottom (m.)*	*Breadth at Entrance (m.)*	*Depth on Sill at M.H.W.S (m.)*
NORTH SIDE OF RIVER				
A & P Appledore (Tyne) Ltd. Wallsend	No. 1	170.7	23.2	7.8
	No. 2	143.4	21.3	7.6
	No. 3	173.7	24.4	7.9
	No. 4	217.9	32.0	8.8
A & P Appledore (Tyne) Ltd. North Shields	No. 5	216.1	29.6	8.5
SOUTH SIDE OF RIVER				
Tyne Dock Engineering Co. Ltd., South Shields	No. 1	96.0	13.7	5.0
	No. 2	85.3	14.0	5.6
Tyne Dock Engineering Co. Ltd., South Shields Middle Dock	No. 1	103.6	14.6	5.5
	No. 2	145.4	17.7	6.4
	No. 3	152.4	19.5	7.2
	No. 4	195.0	24.4	7.9
Tyne Dock Engineering Co. Ltd., West Yard, South Shields	No. 1	100.9	14.6	5.2
	No. 2	152.4	19.8	6.1

Slipways:

Name of Owner or Occupier	*No. of Slipways*	*Length of Cradle*
SOUTH SIDE OF RIVER		
Harrisons	2	61 m. 27.4 m.
Tyne Slipway	1	13.7 m.

Heavy Lift Cranes:

New Technology Park, Walker: 250 tonnes. Depth of water 6.9 m. C.D.

Titan III Floating Crane: 150 tonnes.

REPATRIATION: All facilities available.

AIRPORT: Newcastle Airport: Regular scheduled services operating to European Continent, Scandinavia and Ireland. Daily scheduled services to London Heathrow, London Gatwick, Manchester, Birmingham, Cardiff, Bournemouth, Norwich, Glasgow and Aberdeen.

Air U.K. flights to Amsterdam.

TIME: British Standard Time, GMT plus 1 hour. GMT in Winter months.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; May Day; Spring Holiday; Late Summer Holiday; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999, and ask for service required.

TELEPHONES: Can be arranged on board at certain berths.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required by crews of passenger vessels at Terminal Berths at North Shields.

GARBAGE DISPOSAL: Skips are provided at certain berths at Tyne Dock, South Shields, Albert Edward Dock, North Shields and Fish Quay, North Shields Operators of private berths make their own arrangements for the reception of garbage. In the first instance enquiries regarding garbage reception facilities should be made by the Master of a vessel to Tyne Harbour Radio (Channel 12) preferably when giving the ETA. Enquiries from other sources should contact Tel: 091-2572080.

WASTE OIL DISPOSAL: Facilities for the reception of oily wastes vary depending on the berth concerned. Enquiries should be made in the same manner as for Garbage Disposal.

SEAMAN'S CLUBS: Missions to Seamen, Mill Dam, South Shields. Tel: 091-4560878.

CURRENCY: U.K.Pound (U.K.£).

AUTHORITY: Port of Tyne Authority, Bewick Street, Newcastle upon Tyne, NE1 5HS. *Tel:* (091) 2325541. *FAX:* (091) 2619739. *Contact:* E.W. Oakes, Director of Marketing.

WARRENPOINT: 54.06 N. 06.16 W. (See Plan)

PORT LIMITS: Seaward to a line from Ryland River (South Coast) to Ross Memorial (North Coast) approximately 3,000 m. from Warrenpoint.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
1 Stores List.
Vessel's Papers and Certificates.
1 Manifest or Bill of Lading.

PILOTAGE: Not compulsory, if required Tel. (06937) 62549. Pilot station at Greencastle Pier at entrance (North side) to Carlingford Lough. VHF (Warrenpoint Pilot) radio, Channels 16 and 12. Notice to Agents of ETA at 48 hours and 24 hours.

ANCHORAGES: Safe anchorage at Fairmont Roads S.E. Greenore a also inside Carlingford Lough N.W. of Buoy No. 13.

RESTRICTIONS: None except draft of vessel. Advise Agents.

HEALTH: No certificate necessary. In event of disease or fever cont Agent in advance. Hospitals available.

Also see "Health-All ports" before first U.K. port.

RADIO: All messages to Agents through Portpatrick Radio or Anglese Radio.

VHF: Pilot station (Warrenpoint Pilot) and Port Radio (Warrenpo Harbour) on Channels 16 and 12.

TUGS: 1 tug available, contact Pilot Station.

BERTHING: All berths except Town Dock have 17 ft. at LWOST.

STEVEDORES: Warrenpoint Harbour Authority. Telephon Warrenpoint 73381. Fax: (06937) 73962.

CARGO HANDLING FACILITIES:

2×35 tonne Liebherr Transporter container cranes;
1 Poclain HC300 hydraulic crane;
1 Jones 971 HLB dockside crane;
2 Babcock Wilcox Luffing grabbing cranes;
1 Gottwald 25 tonne harbour mobile crane;
1 NCK Rapier 605 – 5 tonne grabbing crane.

BULK CARGO FACILITIES: Coal – 2 Luffing Grabbing Cranes 150 t.p.h.

Grain discharged at up to 250 t.p.h. to Grain Silo of 8 bins, to capacity about 4,800 tonnes. Flat grain store capacity 4,000 tonnes a available.

SPECIALISED CARGO HANDLING FACILITIES: Ro/Ro berth w 17 ft. at LWOST. Ramp 6 m. wide Marshalling area about 6 acres.

FRESH WATER: Available from pipes on quay.

FUEL: Available by road tankers. 48 hours' notice usually required.

CONSULS: Finland.

REPAIRS: Small repairs can be undertaken.

DRY DOCKS: None.

SURVEYORS: Lloyd's – Jos. Fisher & Sons, Ltd. Warrenpoint 7350

GANGWAY/DECK WATCHMEN: Gangway and safety net obligato Watchmen advisable.

HATCHES: Opening and closing by crew.

CUSTOMS ALLOWANCES: As permitted by U.K. Customs and Exci

REPATRIATION: Air and sea passenger services available from Belfa and Dublin. Both are about 1.5 hours by road from Warrenpoint.

AIRPORTS: Belfast (Aldergrove) 60 miles. Dublin 75 miles. Sched flights daily to London.

TIME: GMT. GMT plus 1 hour in Summer.

HOLIDAYS: New Year's Day; St. Patrick's Day (17th March); Eas Monday and Easter Tuesday; 1st Monday in May; 12th July; 13th Ju 15th August; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.

TELEPHONES: Not possible to place telephones on board.

SERVICES: Check with Agents. Most services can be supplied giv 24 hours' notice.

SHORE LEAVE: After clearance inwards, Crew members allow ashore without restriction. No passes issued.

DELAYS: Delays in loading or discharging are minimal and infreque

GARBAGE DISPOSAL: Shore skip for dry garbage. Wet garba arranged with ship's agent.

WASTE OIL DISPOSAL: Service available by road tanker. Prior no required by ship's agent.

SEAMAN'S CLUBS: None. Usual local facilities.

CURRENCY: U.K.Pound (U.K.£).

SERVICES: Charts and publications available from Class 'A' Admira Chart Agent, Todd Chart Agency Ltd., 4 Seacliff Road, Bangor, Cou Down BT20 5EY. Tel: 0247-466640. Fax: 0247-471070.

GENERAL:

Charts: B.A. 44, 2800.
Pilot Books: NP40 Irish Coast Pilot.
Lights: Admiralty List of Lights, Volume A (NP74).

AUTHORITY: Warrenpoint Harbour Authority, The Docks, Warrenpo County Down, Northern Ireland BT34 3JR. *Tel:* (06937) 73381/733 *Telex:* 74660. *Cables:* Harbour Authority. *FAX:* (06937) 739 *Contact:* Q. Goldie, Chief Executive. A.J. McGuffin, General Manag Harbour Master.

WATCHET: 51.11 N. 03.20 W. (See Pla

DOCUMENTS: Crew List, Stores List, Ship's Register, Manifest or B of Lading.

PILOTAGE: West Somerset District Pilotage Authority. Compuls ETA 24 hrs. before arrival to Harbour Master's Office, Watchet (0 31264, after hours Minehead (0643) 3430.

ANCHORAGE: Safe anchorage Blue Anchor Road.

RESTRICTIONS: Accordance with state of tide and draft. Vessels 2 hours before HW.

MAX. SIZE: Max. permissible length 95 m., breadth 16 m., restrictions according the height of tides, max. draft Neap tides and Spring tides 14 ft. – 18 ft.

HEALTH: See "Health – All Ports" before first U.K. port.

RADIO: It is best for vessels to give ETA by R/T to Lands En Ilfracombe Radio.

VHF: Watchet Radio Channels 16, 12, 14 and 9.

TUGS: None.

BERTHING: 2 quays, 1×150 m., 1×120 m.

CRANES: 3 cranes, 2×5 tons, 1×10 tons.

BULK CARGO: Cranes with grabs.
STEVEDORES: Watchet Marine Ltd.
MEDICAL: Port Doctor in Watchet.
DENSITY: Salt 90%.
FRESH WATER: Available on the quay.
FUEL: All grades, advance notice required.
FIRE PRECAUTIONS: Normal port precautions.
CONSULS: At Bristol.
REPAIRS: Normal repairs to ships possible notice required.
SURVEYORS: West Marine Surveyors & Consultants Limited, Consulting Marine Surveyors, Engineers & Naval Architects, The Old Custom House, Brixham, South Devon. Tel: Brixham (STD 08045) 2604. After normal office hours Tel: 0803 842925. Cables: Surveyor, Brixham. Telex: 42962 – Survey G.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: Decided by the Customs Officer in charge.
CARGO GEAR: Shore gear, cranes and forklifts.
REPATRIATION: Facilities exist for crew changes.
AIRPORT: Nearest airport at Bristol.
TIME: GMT and British Summertime.
HOLIDAYS: Cargo work can be arranged.
POLICE/AMBULANCE/FIRE: Phone 999 for all three services.
TELEPHONES: None on quay.
SERVICES: Chandler available.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: None required.
GARBAGE DISPOSAL: Collection service available. Skips are provided alongside the quay. Contact Tel: 0984-33695 for details.
WASTE OIL DISPOSAL: Collection service is provided by Waste Disposal Services (Tel: 0272-552286). No shore facilities within the port area.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: West Somerset District Council, East Wharf, Watchet, Somerset. *Tel:* (0984) 31264. *Cables:* Port of Watchet. *FAX:* (0984) 33022. *Contact:* Captain C. Muller, Harbour Master.

WEYMOUTH: 50.36 N. 02.27 W.

LOCATION: Situated to the North of Portland Bill, midway between Southampton and Plymouth. Weymouth is the nearest U.K. port to Cherbourg and the Channel Islands.
PILOTAGE: Compulsory for all vessels exceeding 150 ft. LOA. The Pilot boards 1.0 miles East of the Harbour entrance. Notice of ETA and request for a Pilot must be advised at least 24 hours in advance and any amendment of this ETA must be made not less than 2 hours prior to vessel's arrival at the Pilot Station. Weymouth Pilot listens on VHF Channel 16 and working frequency is Channel 9. Messages for the Pilot may be relayed via Weymouth Harbour Radio (VHF 16/12) or Portland Coastguards (VHF 16/67) or Queen's Harbour Master, Portland (VHF 16/13).
ANCHORAGE: Good holding ground can be found 1.5 miles to 1.0 miles East of the Harbour entrance.
RESTRICTIONS/MAX. SIZE: Vessels up to 125 m. LOA with a maximum draft of 5.2 m. can enter or leave at all states of the tide, entrance being made to a sheltered harbour between two piers. The Pier Heads are 137 m. apart and the channel is 76 m. wide.
HEALTH: Weymouth Port Health Authority offer facilities for food/meat examination and health clearance requirements.
RADIO: Weymouth Harbour Radio, hours of duty when vessel expected or during working hours 0630 – 2200. Calling Channel VHF 16, Working Channel VHF 12.
VHF: See "Pilotage" and "Radio".
TUGS: Several tugs are available from the Naval Dockyard at Portland.
BERTHING: There is a deep-water berth inside the pier heads with a dredged depth of 5.2 m. (Berth No. 1). This berth can take vessels of up to 115 m. LOA and is used for Lo/Lo operations of bulk cargoes and Ro/Ro side loading/discharging.

Linkspan and Ro/Ro facilities are available at Berth No. 3 with further general cargo/lay-by berths at Berths No. 5 and 6.
CRANES: Berth No. 1 has a 20 tonne SWL Mobile Crane. Other cranes can be hired locally up to 80 tonnes SWL.
STEVEDORES: As required.
MEDICAL: Full hospital facilities are available without notice.
TANKERS: No facilities.
FRESH WATER: Available at all berths.
FUEL: Available at all berths by road tanker.
CONSULS: All consulates and agencies are at Southampton.
REPAIRS: Hull and engine repair facilities are available.
DRY DOCKS: None.
SURVEYORS: At Southampton.
HATCHES: Opened and closed by crew.
REPATRIATION: Possible.
AIRPORT: Hurn and Exeter Airports.
POLICE/AMBULANCE/FIRE: Dial 999.
EMERGENCY CO-ORDINATION CENTRE: Contact U.K. Coastguard, Tel: (0305) 760439.
TELEPHONES: Not available.
SERVICES: Radio and radar repairs. Charts and publications available.
SHORE LEAVE: Permitted.
GARBAGE DISPOSAL: Collection service available by hired skip or contractor facility. Contact Drinkwater Sabey Ltd.
WASTE OIL DISPOSAL: Collection service available by mobile tanker from contractors. Contact Drinkwater Sabey Ltd., or Cleansing Service Group. Tel: 04892-2232/6.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Weymouth and Portland Borough Council, Harbour Master's Office, Municipal Building, North Quay, Weymouth, Dorset DT4 8YA. *Tel:* (0305) 206422, 206278. *FAX:* (0305) 760971. *Contact:* John New, General Manager.

WHITBY: 54.30 N. 00.36 W. (See Plan)

PORT LIMITS: Within 2 miles of the entrance.
DOCUMENTS: C13 Master's Declaration, C142 General Declaration, 1 Crew List and all normal trading certificates.
PILOTAGE: Pilotage is compulsory for all vessels over 30 m. LOA entering the harbour. Call Whitby Harbour Radio on Channel 16/11 during office hours. To arrange a Pilot in advance, telephone Whitby Harbour Office on 0947-602354. Vessels can enter 2 hours either side of high water.
ANCHORAGES: Vessels may anchor safely to the West of the Fairway Buoy. Holding ground moderate, untennable in heavy weather from N.E. to N.W.
MAX. SIZE: LOA 85 m., beam 14.0 m. and draft 4.5 m. Larger vessels and deeper draft possible on Spring tides by arrangement.
HEALTH: See "Health – All Ports" before first U.K. port.
TUGS: None. Pilot boat can provide some assistance.
BERTHING: Endeavour Wharf, upper harbour, West side, 203 m.

Eskside Wharf, upper harbour, East side, 122 m.

Vessels will sit aground on soft mud at L.W. on both berths.
BRIDGES: Commercial berths and marina are in the upper harbour above the swing bridge. The bridge is manned 2 hours either side of H.W. and can be contacted on VHF Channels 16/11.
STEVEDORES: Available by arrangement with Agents, Whitby Port Services. Tel: 0947-602272.
Cranes and Cargo Handling Gear: Cranes up to 20 tons. Higher capacity mobile cranes can be brought in, if required, with suitable notice. Forklifts up to 28 tons. Container spreaders. Bulk grabs. All usual equipment.
MEDICAL: Routine matters by arrangement with Agent. Emergencies handled at local hospital.
FRESH WATER: Available on all berths.
FUEL: Available by road tanker.
REPAIRS: Most repairs can be carried out by local firms.
DRY DOCKS: One floating dock, max. lifting capacity 300 tons.
HATCHES: Opened and closed by ship's crew.
CUSTOMS: Standard U.K. allowances.
REPATRIATION: Fully available, good road and rail links, nearest airport Teeside (40 miles).
TIME: GMT in Winter. BST (GMT + 1 hour) in Summer.
HOLIDAYS: New Year's Day, Good Friday, Easter Monday, May Day, Spring Holiday, Late Summer Holiday, Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Dial 999, ask for the service required.
STORES: Provisions available locally, stores by truck alongside.
SHORE LEAVE: Allowed.
AUTHORITY: Scarborough Borough Council, Harbour Master's Office, Pier Road, Whitby, N.Yorkshire YO21 3PU. *Tel:* 0947-602354. *FAX:* 0947-602354. *Contact:* Captain W. Estill, Harbour Master.
Operator: Whitby Port Services Ltd., Endeavour Wharf, Whitby, N.Yorkshire YO21 1DN. *Tel:* 0947-602272. *Telex:* 58295. *FAX:* 0947-606229. *Contact:* P. Bradley, Assistant General Manager.

WHITEHAVEN: 54.33 N. 03.36 W. (See Plan)

DOCUMENTS: Usual required for clearing a vessel from foreign port, i.e. Crew List, Passenger List, Customs Documents, Ship's Register, Manifest and Bills of Lading.
PILOTAGE: Request for Pilot is made by International Code signal G, sound and visual. ETA should be sent 12 hours in advance either to ship's Agent or Harbour Master or both. Area for taking Pilot on board 4 to 5 cables West of Harbour. Pilot boats are Trinity House Pilot Boats – "Viking" and "Cumbria". VHF is installed.
ANCHORAGE: Same area as for boarding Pilot according to draft.
RESTRICTIONS: Vessels may dock from 1.5 hours before HW till 1 hour after HW according to draft.
MAX. SIZE: 270 ft. length, 40 ft. beam and 17 ft. draft (deepest) on Spring tides, 14 ft. draft (deepest) on Neap tides.
HEALTH: See "Health – All Ports" before first U.K. port.
RADIO: Port Patrick and Anglesey Radio Stations.
TUGS: No tugs.
CRANES:

2×10 tonnes lifting capacity.
1×15 tonnes lifting capacity.
1×5 tonnes lifting capacity.

MEDICAL: Agent should receive notice in advance of any medical treatment required. Hospital services are readily available.
DENSITY: Any state of tide density is 1025.
FRESH WATER: Fresh water is available on all berths, any quantity on request to ship's Agent.
FUEL: Most grades and types available.
FIRE PRECAUTIONS: Usual precautions are taken when inflammable cargo is being loaded or discharged.
CONSULS: Norway, Sweden, Denmark and the Netherlands.
REPAIRS: All types of deck and engine repairs carried out.
GANGWAY/DECK WATCHMEN: Advisable to have a watchman but not absolutely necessary.
OPENING/CLOSING HATCHES: Always opened and closed by crew.
CERTIFICATES: Derat Certificate, Load Line Certificate, Radio R/T Certificate, etc.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle spirits.
REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriations.
AIRPORTS: Nearest airports are at Manchester, Newcastle and Prestwick, all approx. 130 miles away.
HOLIDAYS: Cargo may be worked on following days: New Year's Day, Good Friday, Easter Monday, Whit Monday, August Monday, Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Telephone numbers of these services in order are: Whitehaven 692616, 693181 and 692151.
TELEPHONES: No special arrangements exist for placing telephones on board vessels.
SHORE LEAVE: Crew members may come and go at all times.
IDENTIFICATION CARDS: None required.
GARBAGE DISPOSAL: Skips are available for garbage disposal at two sites in the Queens Dock.
WASTE OIL DISPOSAL: A road tanker service can be made available for waste oil disposal. There is no special berth for this purpose but a berth can be made available.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
DELAYS: There are very seldom any delays in berthing and none in loading, discharging or bunkering.
AUTHORITY: Whitehaven Harbour Commissioners, Harbour Office, Pears House, 1 Duke Street, Whitehaven, Cumbria CA28 7HW. *Tel:* Whitehaven (0946) 692435. *Contact:* R. Rigg, General Manager.

WHITSTABLE: 51.21 N. 01.02 E. (See Plan)

APPROACHES: Vessels are advised to arrive at the Whitstable Street Buoy not later than 1.5 hours before HW.

To ensure that vessel's approach on the correct heading, (122.5°), and to assist in identifying the entrance, the Whitstable Oyster Buoy has been established in a position bearing 310°×1,950 ft. from the light on the Dolphin on the Western side of the Harbour. This is a red can, flashing 2 red every 10 seconds.

The entrance to the Harbour is marked by a Sector Light fixed to the West Quay Dolphin and shows White, Green and Red. The outer end of the East Quay is marked by 2 fixed Vertical Red Lights. The outer end of the West Quay is marked by 2 fixed vertical green lights. There are fixed Red Leading Lights on the South Quay bearing 122.5° from seaward.

Harbour Signals: A fixed Red Light shown below the fixed Harbour White Light at night means entry of vessels is prohibited. A fixed White Light *only* means Port open for entry.
PILOTAGE: Pilotage is available but Pilots must be ordered through the local Agent. A minimum of 4 hours notice is required as Pilots are from Medway Ports Authority.
MAX. SIZE: The Harbour is tidal and dries out at LW with berths of soft mud capable of accepting vessels of up to 2,000 tonnes capacity (largest vessel: LOA 95 m., max. draft 4.5 m. and 3,274 d.w.t.). There are 4 quays having a total overall length of 2,205 ft. (679 m.), with accommodation for up to 8 vessels at drafts of 15 ft. 6 in. (4.72 m.) at Spring tides and 12 ft. 0 in. (3.66 m.) at Neap tides.
VHF: Ship to shore communication is maintained by VHF Radio, the call sign being "Whitstable Harbour Radio", listening on Channel 16 and working Channels 12 and 9. The station is manned for 3 hours before HW to 1 hour after HW and daily from 0800 hrs. – 1700 hrs.
TUGS: The services of a tug can be made available via Lloyd's Agent, 24 hours notice is required.
BERTHING:
East Quay: Length 228 m. 3 berths.
Bins – Stone, Slag and Ballast.
South Quay: Length 500 ft. (152.4 m.). 2 berths. 100 m. used for commercial purposes and remainder for fishing vessel.
Storage – 1. Warehouse 9,000 sq.ft. (836 sq.m.)
2. Warehouse 7,000 sq.ft. (650 sq.m.)
Open Storage – Bulk Stone, etc. – 2,000 tonnes.
Open Storage and Trailer Park – 5,000 sq.ft. (464 sq.m.)
North Quay: Length 58 m. Fishing vessels only.
West Quay: Length 172 m., width 40 m. Timber storage.
Depth of Water:

Quay:	*HWS*	*HWN*
North	13 ft. 6 in. (4.11 m.)	10 ft. (3.05 m.)
South	15 ft. 6 in. (4.72 m.)	12 ft. (3.66 m.)
East	15 ft. 6 in. (4.72 m.)	12 ft. (3.66 m.)
West	15 ft. 6 in. (4.72 m.)	12 ft. (3.66 m.)

CRANES: Cranes are privately owned and consist of 2 mobile cranes on tracks. SWL up to 10 tonnes.
FRESH WATER: Available.
FUEL: Available.
GARBAGE DISPOSAL: Skips are provided. Black plastic bags available.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Canterbury City Council, Whitstable Harbour Of Harbour Street, Whitstable, Kent CT5 1AB. *Tel:* Whitstable (02 274086. *FAX:* (0227) 265441. *Contact:* Captain J.E. Clayton, Harb Master.

WORKINGTON: 54.39 N. 03.34 W. (See Pla

DOCUMENTS: Standard U.K. documents.
PILOTAGE: Compulsory. Minimum notice 12 hours via vessel's Agen Pilot boards 1 mile West of entrance.
ANCHORAGES: 1.5 miles to 2 miles N.W. of the entrance.
MAX. SIZE: 10,000 d.w.t., length 137.2 m. beam 20.4 m. and d 8.0 m.
HEALTH: Standard U.K. procedure.
VHF: Workington Harbour Radio operates on Channels 16, 14 and A listening watch is maintained daily from 2.5 hours before HW u 2 hours after HW.
TUGS: Vessels over 92 m. LOA shall, if the Harbour Master so requ be assisted by a tug or tugs.

The port has its own tug on permanent station (10.5 ton bollard p 24 hours notice required.

The Port Authority also reserves the right to appoint a tug or tug attend any vessel if, with due regard to the prevailing circumstan the Harbour Master deems it necessary.
BERTHING: *Tidal Harbour:* 853 m. of quayage for fishing vessels other small craft. Depths are from 4.1 m. Neap tides to 7.2 m. Sp tides.
Prince of Wales Dock: Enclosed dock, width of entrance 21.2 m. Th is 772.7 m. of quay frontage with depths from 7.2 m. Neaps to 10.2 Springs. The dock is 97.8 m. wide at the West end, 76.2 m. at the E end. There is a transit shed situated at the general cargo berth.
CRANES: 1 × 7 tonnes and 1 × 10 tonnes cranes are available. Th are also 2 new dockside cranes with a capacity of 12 tonnes at 2 radius and 28 tonnes at 13 m. radius.
BULK CARGO FACILITIES: All dock cranes equipped for bulk handl Average tonnage rate 300 t.p.h. – 400 t.p.h.
SPECIALISED CARGO HANDLING FACILITIES: Ro/Ro fac available.
STEVEDORES: Normal working 0800 hrs. – 1700 hrs. with 3 ho evening overtime if requested. Shift working is available on request f 0600 hrs. – 1400 hrs. and 1400 hrs. – 2200 hrs.
TANKERS: Tanker Terminal operated by Simon Storage Limite Berth No. 4.

Facility for storage up to 42,000 tons of bulk liquids, inclu phosphoric acid, petroleum products and chemicals.
FRESH WATER: Available.
FUEL: Available.
CONSULS: Denmark and the Netherlands: J.G. Oldfield & Co. Shipp Limited, Prince of Wales Dock, Workington, Cumbria. Tel: 0900-64 Fax: 0900-604823.
TIME: GMT plus 1 hour (late March – late October), otherwise GM
GARBAGE DISPOSAL: One large skip provided by port whic emptied every Friday. Garbage skip's can be hired from Alco and pla immediately alongside ship (Tel: 0900-602205). Rates by agreeme
WASTE OIL DISPOSAL: No shore tanks. Disposal is by tanker tru capacity 20 tonnes. Contact Alco (Tel: 0900-602205, Fax: 0900-601 or Unblock (Tel: 0900-825549).
SEAMAN'S CLUBS: None available. The port is 10 minutes walk f town of Workington.
CURRENCY: U.K.Pound (U.K.£).
AUTHORITY: Cumbria County Council, Port of Workington, Dock O Prince of Wales Dock, Workington, Cumbria CA14 2JH. *Tel:* (0 602301. *Telex:* 64253. *FAX:* 0900-604696. *Contact:* Cap W.S. Worthington, Harbour Master and General Mana D.P. Cousins, Operations Manager.

United States of America

GENERAL

SHIPMASTER'S REPORT: January 1987.

Preparation for arrival in U.S.A. Ports

Refer to:

1. Annual Summary of Notices to Mariners (British) No. 22 – Charts and Publications.
2. C.F.R. Title 33, Part 164 (especially 164.25/164.30/164.33, 35, 37, 38, 41, 53, etc. Also 159.59 and 155.440, 700, 740, 750).

Action Required:

Purchase (if necessary) large scale U.S. charts, current Coast Pilot and Light Lists, Tide Tables, Loran Charts, Tidal Stream Tables; but British publications are usually acceptable if up to date and charts are of largest scale.

Arrival Preparations:

U.S. Department of Agriculture prepare for inspection of:

1. Galley, storerooms, and possible sealing of prohibited fruits and meats.
2. Covered and leakproof garbage cans.
3. Rat guards.
4. Declare all animals and birds.
5. Hold inspections for grain, etc. Carried out by teams of 2 men, and extremely severe. Failure of holds will result if loose paint scale, loose rust scale, insects or deposits of past cargoes are found. High powered flash-lights used to probe the most remote corners. They are very experienced and know where to look!

U.S. Public Health Service: Ship not boarded unless sickness is reported or vessel is from an infected area.

U.S. Coast Guard: Do a preliminary check, using a "Vessel Compliance Check-List" or an old "Vessel Inspection Form". Before arrival ensure navigation equipment is tested as per C.F.R.33, Part 164.25 and a good Log entry has been made. Check Oil Record Book (151.35); Placard re-discharge of Oil (155.440); Oil transfer procedures are posted (155.750); Marine Sanitation device is working and instructions for use are visible.

Read British Annual Notice to Mariner 4B (The Amver System), especially paragraph 5, (Constructive compliance with C.F.R.33, Part 161.7).

U.S. Customs: Will examine all Certificates.

U.S. Bureau of Labour: Will examine Cargo Gear Register and Certificates.

Documents:

4 Crew Lists (Form I-418).
4 Passenger Lists (Form I-418).
4 Ship's Stores Declarations (Form 1303), to include Shop and Bond Lists, Steward Stores Lists, Medicine Lists, Fire-arms Lists.
4 Crews' Effects Declarations (Form 1304).
1 Master's Oath (Form 1300).
3 Cargo Manifests (Form 1302), if cargo on board original showing all cargo on board and 2 copies showing only cargo for this port.
1 General Declaration (Form 1301), usually completed by Agent.

All ship's certificates should be to hand. Also Last Port Clearance and previous Tonnage Tax Vouchers.

All entry papers must be prepared on proper U.S. Customs Forms, with no attachments permitted.

The Crew List must be made out correctly in alphabetical manner as prescribed. Also a Crew List must be prepared at the previous port and visaed by the U.S. Consulate. For this purpose 2 copies are made.

The original has Columns 1 to 3 completed as usual, but the duplicate must list in Column 4 the date, city and country of birth, and in column 5 the Place and Authority issuing the crew member's passport or document. If this visaed Crew List cannot be produced on arrival a waiver can be granted, for which the Agent must pay U.S.$15 in cash. If the vessel has crew from the People's Republic of China or other communist countries, then shore leave will not be granted at all, without that visaed Crew List. No waiver will be issued for them.

Crewman's Landing Permits (Form I-95A) must be prepared before arrival for each man. Previously used shore passes can be used again, but only if the seaman is still on the same ship.

Some ports require less than the number of documents stated above. The Mississippi consists of 3 Custom areas (New Orleans, Gramercy, and Baton Rouge). If the the ship moves to another area, then new forms may be needed, so extra copies are useful, in the case of Forms 1303 and 1304.

AGRICULTURE: All ports.

Arrival Notification: The vessel's Master or Port Agent must provide advance notification of intent to arrive. Notice is to be received by the U.S. Department of Agriculture (USDA) no less than 12 hours before the estimated time of arrival and must include:

1. The name or other identifying feature of the vessel.
2. The date and estimated time of arrival.
3. The specific location of arrival (dock, pier, mole, anchorage, etc.).
4. The names of all foreign and noncontinental United States ports where any cargo, crew or passenger destined for the continental United States has been boarded since the vessel's most recent arrival in the United States.

Changes in the above information must be communicated as soon as known. If the place of arrival is an anchorage; subsequent movement to a pier, wharf, etc., must be reported as soon as known.

Documents: The cargo, stores, and crews' effects lists or manifests must be available for review by the boarding USDA Inspector.

Inspection: The USDA Inspector will examine the galleys, storerooms, lockers, mess areas, and crew quarters in some instances for prohibited plant materials (fruits, vegetables, and plants) and meat products. Also, inspections may be made of on-board cargo and cargo holds.

Stores Sealing: The USDA Inspector will place under seal certain fresh fruits and vegetables in stores aboard vessels calling at ports in Florida, Mississippi, Alabama, Louisiana, Texas and California. Routine sealing will be limited to fruits likely to carry exotic tropical fruit flies. In addition, USDA Inspectors at any port may require sealing of any vessel stores when pest infestations are detected. It is recommended that each vessel construct a special compartment for sealing fruits and vegetables so that it will not be necessary to seal the entire vegetable locker.

Garbage: All food wastes aboard vessels arriving from foreign or offshore areas (except Canada) must be handled in accordance with USDA Regulations. Garbage must be held aboard vessels in leakproof, covered containers inside the rails for later disposal or, it may be removed with permission and under supervision of a USDA Inspector for incineration or sterlisation in approved facilities.

Penalties: Monetary civil penalties may be imposed for violation of USDA Regulations including, but not limited to:

1. Failure to provide adequate arrival notification.
2. Breaking U.S. Department of Agriculture seals.
3. Unauthorised or unsupervised removal/disposal of garbage.
4. Unauthorised removal of fruits, vegetables, meats or animal products, or live plants.
5. Failure to keep garbage in other than closed, leakproof containers.

Treatments: If quarantine-significant pests are found aboard a vessel, an Emergency Action Notification may be issued to the Master. It will prescribe what treatments are required to the affected articles or area of the vessel and when this treatment must be accomplished.

Honeybees: Honeybees may not be brought into the United States. This is a precaution to keep out Africanised bees, which could gravely upset beekeeping in North America. Do not disturb any signs of bees on board, such as live swarms, dead bees, or hives. Contact the ship's Agent before entering U.S. ports for appropriate instructions regarding disposal and treatment from the USDA inspector.

Animals/birds: All live animals or birds aboard vessels must be retained on-board and reported to the USDA Inspector.

For additional information: Write to "Quarantines", U.S. Department of Agriculture, Federal Building, Hyattsville, MD 20782. Tel: (301) 436–8295, 436–8455.

Notice

To: Ship's Masters:
From: United States Department of Agriculture, Animal and Plant Health Inspection Service.

On April 1st, 1985, the Animal and Plant Health Inspection Service (APHIS) will implement routine sealing of certain fresh fruits and vegetables in stores aboard vessels calling at ports in Florida, Mississippi, Alabama, Louisiana, Texas and California. Routine sealing will be limited to fruits likely to carry exotic tropical fruit flies. In addition, APHIS Officers at any port may require sealing of any vessel stores when pest infestations are detected.

This is an interim measure in preparation for full implementation of a new Maritime Clearance and Monitoring Guideline on or about June 1st, 1985. You will receive additional information in the near future.

It is recommended that each vessel construct a special compartment for sealing their fruits and vegetables so that it will not be necessary to seal the entire vegetable locker.

You are reminded that the following may result in a civil/monetary penalty:

1. Breaking U.S. Department of Agriculture seals.
2. Unauthorised or unsupervised removal/disposal of garbage.
3. Unauthorised removal of fruits, vegetables, meats or animal products, or live plants.
4. Failure to keep garbage in other than closed, leakproof containers.

Further information can be obtained by calling (713) 229-3541.

Purser's Note: It is advisable to have a locker ready prior to arrival in order that fruit and vegetables may be transferred for sealing.

ALCOHOL:

OPERATING A VESSEL WHILE INTOXICATED
COMMERCIAL VESSELS (33 CFR PART 95)

1.	*Applicability:*	Any crew member, pilot, or watchstander not a regular crew member, on any U.S. vessel anywhere or any foreign vessel in the national waters of the U.S. (out to three miles offshore).
2.	*Standard of intoxication:*	Blood alcohol concentration of 0.04% or more by weight; *OR* Effect of intoxicant (drug or alcoholic) on person's manner, disposition, speech, muscular movement, general appearance or behaviour is apparent by observation.
3.	*Evidence of intoxication:*	Chemical test or personal observation.
4.	*Who may require testing:*	Law enforcement officer or marine employer when reasonable cause exists.
5.	*Reasonable cause for testing:*	When individual is directly involved in marine casualty; *OR* Individual is suspected of being intoxicated.
6.	*Refusal to submit to test:*	Is admissible as evidence in any administrative procedure if ordered by marine employer *and further* will be cause for presumption of intoxication if ordered by law enforcement officer.
7.	*Prohibited acts of individual while aboard vessel:*	A. Be intoxicated at any time. *B. Perform or attempt to perform any scheduled duties within four hours of consuming any alcohol. *C. Consume any intoxicant while on watch or duty.

8. *Penalties (46 USC 2302(C):* A. Civil penalty of up to $1,000.
B. Criminal penalty of up to $5,000 and/or imprisonment for up to one year.

9. *Responsibilities:* Marine employers shall exercise due diligence to ensure compliance.
If any marine employer has reason to believe a person may be intoxicated he shall not allow that individual to stand watch or perform any other duties.

*Apply only to vessels which are inspected or subject to inspection (U.S. and foreign).

HEALTH: All ports.

The U.S. Public Health Service does not maintain Quarantine Stations at each port of entry. The smaller ports are under the jurisdiction of Quarantine Stations located at strategic ports of entry. Matters of public health significance occurring on vessels destined to ports not staffed by Public Health Service personnel should be reported to the Quarantine Station having jurisdiction over that port.

U.S. PORTS

PORT	QUARANTINE STATION
Albany	New York
Alexandria	New York
Anacortes	Seattle
Anchorage	Seattle
Ashtabula	Chicago
Astoria	Seattle
Atreco	Miami
Baltimore	New York
Bangor	New York
Baton Rouge	Miami
Baytown	Miami
Beaumont	Miami
Bellingham	Seattle
Benicia	San Francisco
Boston	New York
Brownsville	Miami
Brunswick	Miami
Buffalo	New York
Burnside	Miami
Cape Cod Canal	New York
Castle Island	Seattle
Charleston	New York
Chicago	Chicago
Cleveland	Chicago
Coos Bay	Seattle
Cordova	Seattle
Corpus Christi	Miami
Deer Park	Miami
Destrehan	Miami
Detroit	Chicago
Duluth-Superior	Chicago
Erie	Chicago
Eureka	San Francisco
Everett	Seattle
Fall River	New York
Ferndale	Seattle
Freeport	Miami
Galena Park	Miami
Galveston	Miami
Geismar	Miami
Good Hope	Miami
Gramercy	Miami
Grays Harbor	Seattle
Green Bay	Chicago
Gulfport	Miami
Haines	Seattle
Hampton Roads	New York
Hilo	Honolulu
Homer	Seattle
Honolulu	Honolulu
Houston	Miami
Hueneme	Los Angeles
Huron	Chicago
Jacksonville	Miami
Juneau	Seattle
Kahului	Honolulu
Ketchikan	Seattle
Kings Bay	Miami
Kodiak	Seattle
Lake Charles	Miami
Long Beach	Los Angeles
Longview	Seattle
Los Angeles	Los Angeles
Magpetco	Miami
Metlakatla	Seattle
Miami	Miami
Milwaukee	Chicago
Mobile	Miami
Morehead City	New York
Myrtle Grove	Miami
Nawiliwili	Honolulu
New Bedford	New York
New Haven	New York
New London	New York
New Orleans	Miami
New York	New York
Nikiski	Seattle
Oakland	San Francisco
Ogdensburg	New York
Olympia	Seattle
Orange	Miami
Ostrica	Miami
Palm Beach	Miami
Panama City	Miami
Pasadena	Miami
Pascagoula	Miami
Pensacola	Miami
Petersburg	Seattle
Philadelphia	New York
Piney Point	New York
Port Adams	Miami
Port Angeles	Seattle
Port Arthur	Miami
Port Canaveral	Miami
Port Everglades	Miami
Port Huron	Chicago
Portland, Maine	New York
Portland, Oregon	Seattle
Port Lavaca/ Point Comfort	Miami
Port Neches	Miami
Port St. Joe	Miami
Port San Luis	Los Angeles
Port Sulphur	Miami
Redwood City	San Francisco
Richmond, California	San Francisco
Richmond, Virginia	New York
Riverhead	New York
Rochester	New York
Sacramento	San Francisco
San Diego	Los Angeles
San Francisco	San Francisco
Savannah	Miami
Searsport	New York
Seattle	Seattle
Seward	Seattle
Sitka	Seattle
Skagway	Seattle
Smiths Bluff	Miami
Stockton	San Francisco
Tacoma	Seattle
Tampa	Miami
Texas City	Miami
Toledo	Chicago
Valdez	Seattle
Vancouver	Seattle
Wilmington, Delaware	New York
Wilmington, North Carolina	New York
Wrangell	Seattle

The U.S. Public Health Service Quarantine Station in Miami, Fl is also responsible for Ports in Puerto Rico and the U.S. Virgin Isla

Masters of Vessels arriving at United States ports

Effective July 1, 1973, Radio Pratique as a method of Quaran Clearance was discontinued at all ports under control of the Un States.

Vessels Subject to Public Health Inspection

The only vessels that will be subject to on-board public he inspection upon arrival or during stay at ports under control of the Un States are those carrying crew or passsengers having:

1. Temperature of 100°F.(38°C.) or greater, accompanied by a glandular swelling, or jaundice, or which has persisted for more t 48 hours; or

2. Diarrhoea, defined as the occurrence in a 24-hour period of t of more loose stools or of greater than normal (for the person) an of loose stools; or

3. On-board occurrence of death, regardless of the signs symptoms above.

Procedures. In accordance with regulations, you must, through vessel's Agent, inform the quarantine station, having jurisdiction the intended port of your vessel's first arrival in the United States, occurrence of illness as specified above. Arriving vessels no longer to complete a Maritime Public Health Declarataion.

These changes reflect our confidence that you will continue to in advance of arrival in the United States, the on-board occurrenc death or illness compatible with the signs and symptoms spec above, or death or illness while in port if such occurs after arrival

AUTHORITY: Department of Health and Human Services, Public H Service, Centers for Disease Control and Prevention, National C for Prevention Services, Division of Quarantine, Program Opera Branch (E-03), Atlanta, Georgia, GA. 30333. *Tel:* (404) 639-8107

CONTROLLED FLAG VESSELS:

SHIPPING AGENT GUIDELINES
UNITED STATES
PORT ENTRY REQUIREMENTS
FOR
SPECIAL INTEREST VESSELS
REVISED JUNE 1993
PREVIOUS EDITIONS OBSOLETE
Issued by Department of Transportation
Commandant U.S. Coast Guard (G-MPS)
2100 2nd Street, S.W.
Washington, DC 20593-0001

PLEASE NOTE: The following is under constant review due to political changes taking place (See "Notes" at end of text).

1. General Requirements.

A. *INTRODUCTION.*

1. *Applicability:* This document provides guidance on requirements for entry into the United States territorial sea, internal waters, and ports for vessels registered to, or under the effective control of the nations listed below. These port entry requirements apply to commercial cargo, passenger, fishing and fisheries support vessels, public vessels and private yachts. Owners, Masters, Agents or persons in charge of these vessels should adhere to these requirements to facilitate legitimate entry of their vessels into the U.S. territorial sea, internal waters and ports.

(a) Restricted countries:
Armenia
Azerbaijan
Byelarus
Georgia
Kazakhstan
Kyrgyzstan
Moldova
Russia
Tajikistan
Turkmenistan
Ukraine
Uzbekistan
Peoples Republic of China

(b) Non-entrant countries:
Cambodia
Cuba
Iran
Iraq
Libya
Peoples Republic of Korea (North Korea)
Syria
Vietnam

Vessels registered to, owned or operated by, or chartered by *Non-Entrant Nations* are not permitted to enter the U.S. territorial sea or U.S. ports. Nations appear on this list because of U.S. diplomatic sanctions against them.

(c) Although shipping Agents may be hired to provide services for *public vessels*, all public vessel Entry Applications and changes are handled on a government-to-government basis at the embassy level via the Department of State, and should be made at least 14 days prior to desired entry date. See Section 1.B.11. for a definition of a public vessel.

2. *Intent:* These guidelines are intended to assist shipping agents in obtaining port calls for vessels associated with the nations listed in Section 1.A.1. Access to U.S. ports by *any* foreign vessel is subject to compliance with applicable laws and regulations of the federal government and state and local authorities in the areas of their jurisdiction. Vessels from nations listed in Section 1.A.1. must comply with all applicable foreign vessel regulations *and* any additional requirements found in these guidelines.

3. *Authority:* National security interests require that the movement of any vessel within the territorial sea or internal waters of the United States be subject to U.S. Government review. Authority for this is found in the Magnuson Act (Title 50, United States Code, Section 191, 1950). The President implemented this statute by Executive Order (E.O.) 10173, as amended since by E.O.s 10277, 10352 and 11249. These orders promulgated regulations in Part 6, Chapter 1, Title 33 of the Code of Federal Regulations (CFR). These regulations assign port security responsibilities to the U.S. Coast Guard.E.O. 10173 further directed all agencies and authorities of the United States Government and all state and local authorities to support, conform to, and assist in the enforcement of these regulations and any supplemental regulations issued.

4. *Maritime Agreements:* These guidelines implement and support provisions of treaties, conventions, agreements and similar instruments in force between the Government of the United States and the Governments of certain nations concerning maritime matters. Title I, United States Code, Section 112a, directs the Secretary of State to compile a publication *United States Treaties and Other International Agreements* (UST) which contains all treaties to which the United States is a party. It also states that the UST "shall be legal evidence of the treaties, ... in all courts of the United States, ...". In some instances, these instruments and supporting documents state specific procedures for entry to United States ports, should be consulted for a complete understanding of requirements applicable to affected vessels. These guidelines address only those port entry requirements administered by the U.S. Coast Guard.

B. *DEFINITIONS.*

1. *2-Day Request (for Itinerary Changes).* This period is exactly 48 hours. It commences at the hour and minute that an Agent's Change Application Message is received at Coast Guard Headquarters. Weekends and federal holidays have no effect on 2-Day Requests.
2. *3-Day Notice:* This period is 72 hours after time of receipt, (e.g. to obtain clearance for a port call on a Saturday 0800 hrs., the notice is required at the local COTP no later than the preceding Wednesday 0800 hrs.).
3. *4-Day Request:* This period excludes the day of receipt and the day of entry (e.g., to obtain clearance for a port call on a Tuesday, the request must be received by Commandant (G-MPS) no later than the proceding Thursday).
4. *7-Day Request:* This period excludes the day of receipt and the day of entry, but not weekends or federal holidays. For example, to obtain clearance for a ship to call on the 15th, the request must be filed by the 7th of that month.
5. *Government-to-Government:* These requests are co-ordinated at the embassy level. They are handled through diplomatic channels between the two governments only. When the Initial Itinerary Request is government-to-government, all desired future itinerary changes must also be handled on a government-to-government basis.
6. *Agent-to-Coast Guard:* Co-ordination of applicable port entry requests, itinerary changes, and special waivers are specifically conducted between the U.S. Coast Guard Headquarters Special Interest Vessel Desk and the U.S. Shipping Agent representing vessels covered by these guidelines.
7. *U.S. Coast Guard Special Interest Vessel (SIV) Desk:* The individual entry of all vessel's covered by these guidelines into the U.S. territorial sea and ports is co-ordinated by the USCG's SIV Desk. The SIV Desk or Duty Officer is available 24 hours a day. During working hours, call (202) 267-0476; after hours and weekends for *non-routine matters,* call Coast Guard Headquarters Command Center at (202) 267-2100, and ask for the Port Security Watch Officer.
8. *Port Call:* A port call includes anchoring or mooring within the territorial sea or, for ports not adjacent to the territorial sea, the waters of the geographical limit of the port area described in "Enclosure No.1". A vessel may be within these limits as long as it is either en route to an approved port call or departing from such a port call. A vessel's presence within these limits is only permitted within the time frame of the previously approved port call. Vessels must have either a Commandant (G-MPS) approved itinerary or provide advance notification to the local Captain of the Port for any U.S. port call.
9. *Port Area Descriptions:* Geographical port limits are defined for certain U.S. ports for purposes of administering this programme. See "Enclosures No.1 and 2" of port area descriptions. The port area descriptions apply to port calls involving the nations covered by these guidelines. Port areas, for which there is no geographical description, include that area which encompasses the physical facilities of the port, the internal water approaches, and the seaward approaches to the limits of the territorial sea.
10. *Free-Flag Vessel:* Any vessel which is registered to or owned by any nation other than those listed in Section 1.A.1.(a) or (b) of these requirements.
11. *Public Vessel:* A vessel which is owned or operated by a state and used only in non-commercial, government service. The term state (or nation) includes political subdivisions of the state as well as agencies of the state or its subdivisions. The term public vessel does not include vessels merely subsidised by the government, state-owned vessels chartered to private parties and engaged in commercial activities, or privately-owned vessels operated by government personnel that are engaged in commercial activities.
12. *Yacht:* Any vessel, under power or sail, operating for pleasure and not carrying cargo or passengers for hire.
13. *Greenwich Mean Time (GMT):* All times used in message communication are in GMT. Agents are responsible for converting GMT to local time as necessary.

C. *CHARTERED VESSELS:*

The U.S. Port Security Program also applies to free-flag vessels chartered by nations listed in Section 1.A.1.(b) of these guidelines.

1. Free-flag vessels chartered by *non-entrant nations* are considered to be under the effective control of the chartering nations, and are held to the same restrictions as vessels from non-entrant countries.

D. *NON-STANDARD ENTRIES:*

1. *Force Majeure:* Force majeure is a doctrine of international law which confers limited legal immunity upon vessels which are forced to seek refuge or repairs within the jurisdiction of another nation due to uncontrollable external forces or conditions. This limited immunity prohibits coastal state enforcement of its laws which were breached due to the vessel's entry under force majeure. A claim of force majeure is supported only by the existence of overwhelming conditions or forces of such magnitude (e.g. severe storm, fire, disablement, mutiny) that they have threatened loss of the vessel, crew or cargo, unless immediate corrective action is taken. Vessels entering U.S. waters under claim of force majeure are subject to boarding to validate the claim, and may be directed to a specific location, and not to the port of their choice. Each Coast Guard Captain of the Port has the authority to verify and accept or reject claims of force majeure for the purpose of enforcing applicable laws.

2. *Innocent Passage:* All foreign ships, including warships, are entitled to the right of passage through the U.S. territorial sea, provided the passage is innocent under the United Nations Conventions on the Law of the sea. Innocent passage means continuous and expeditious traversing of the territorial sea either without entering internal waters or passage for the purpose of proceeding to or from internal waters. It may include stopping or anchoring only when this is incident to ordinary navigation (such as when awaiting a favourable tide to traverse a particular narrows).

   Innocent passage specifically does not include hovering, stopping or anchoring for other reasons, and it does not include fishing. Anchoring or slow steaming within the U.S. territorial sea to avoid early arrival in port for which the vessel holds an approved itinerary will not be considered innocent passage and may result in cancellation of the vessel's itinerary, except when the vessel's movements are directed by a Coast Guard Vessel Traffic Service (VTS) for purposes of safety or navigation.
3. *Medical Emergency:* Foreign flag vessels not previously approved for a U.S. port call may enter U.S. waters for the sole purpose of removing a crew member in need of *immediate* medical attention, or for the removal of a deceased crew member. The cognisant Coast Guard District Commander may grant permission for a vessel to enter territorial waters for a MEDEVAC (Medical Evacuation) or may also arrange a MEDEVAC outside the territorial sea. If the vessel is given permission to enter the territorial sea for a MEDEVAC, the vessel must depart upon completion of the transfer of the affected crew member. Notify the Coast Guard District Commander as soon as possible prior to desired entry.
4. *Repatriation:* It is the Department of State's position that repatriation of foreign nationals who have been evacuated for emergency medical treatment should be arranged and paid for by their countries of citizenship. Local INS and Customs should be notified of proposed repatriations. Requests for entry of vessels into U.S. territorial seas for the purpose of repatriation should be forwarded to Commandant (G-MPS) for consideration.
5. *Vessels Enroute Canadian Ports:* All vessels, including those from non-entrant nations, must pass through U.S. waters in the St.Lawrence Seaway, the Great Lakes or the Straits of Juan de Fuca enroute to ports in Canada. Vessels transiting U.S. waters for this purpose are considered to be engaged in innocent passage and Coast Guard permission for such passage is not necessary.
6. *Remote Ports Under U.S. Jurisdiction:* The requirements of this program apply to remote Alaskan ports as well as to Guam, American Samoa and the Commonwealth of the Northern Marianas Islands (CNMI – Saipan, Rota, Tinian).
7. *Deepwater Ports:* Port calls at U.S. deepwater ports require the same conditions of advance notification for entry as applicable in U.S. coastal ports (refer to Title 33, U.S.C., Section 1518(c)).

2. Port Entry Application Procedures.

A. *PORT ENTRY APPLICATION REQUIREMENTS.*

1. *General:* Agents should file Itinerary Requests for only those U.S. ports for which they will be acting as Agents. All port entry applications must be in writing. Telephone inquiries are welcome during normal business hours (0700 hrs. to 1530 hrs. Eastern time). The Special Interest Vessel Desk, in the Port Security Branch at U.S. Coast Guard Headquarters, can be reached by calling Tel: (202) 267-0476. For non-business hour emergencies, call U.S. Coast Guard Headquarters Command Center at Tel: (202) 267-2100. Port Entry Applications (except government-to-government) should be submitted by the vessel's Agent directly to Coast Guard Headquarters. *Telex messages are preferred.* Port Entry Applications will *not* be accepted by local or regional Coast Guard commands. Shipping Agents are responsible for ensuring that requests, whether sent electronically, by mail, or delivered by hand, arrive at Coast Guard Headquarters in time to meet all requirements. Coast Guard Headquarters will send a receipt confirmation telex within 24 hours of receiving a telex from a shipping Agent. *If you do not receive this confirmation telex within 48 hours, call the SIV Desk to inquire about your request.*

   Make application only to one of the following USCG Headquarters addresses:
   (a) Telex address: "Commandant (G-MPS), U.S. Coast Guard, Washington, D.C. 20593-0001. Telex No. 892427, Answerback COASTGUARDWSH."
   (b) TWX address: "Commandant (G-MPS), U.S. Coast Guard, Washington, D.C. 20593-0001. TWX No. 710 822 1959, Answerback CGDOTWSH."
   (c) Western Union address: "Commandant (G-MPS), U.S. Coast Guard, 2100 2nd Street, S.W., Washington, D.C. 20593-0001." (Prepaid).
   (d) Port entry applications may also be sent by mail or delivered by hand. The mailing address is:

   Commandant (G-MPS-2)
   U.S. Coast Guard Headquarters
   2100 Second Street, S.W.
   Washington, D.C. 20593-0001.

2. *Required Information:* All port entry applications must provide certain information in an orderly manner (See Figure 3-A of Enclosure 3 for an example of an Initial Itinerary Request). Agents should double check all information, including spelling of foreign translations, since requests with incomplete information will be denied. All Port Entry Applications *must* include the following:
   (a) Shipping agent's complete address, commercial telephone number, point of contact, and Telex/TWX number with answer back code or Western Union address.
   (b) Appropriate message title identification: For example, 4-Day Request or 7-Day Request.
   (c) Itinerary number: For example, Initial Itinerary, or Change 1, 2, 3, ...
   (d) Vessel type: This information must precede the vess name. Use applicable abbreviation as follows:

Merchant Vessel	M/V
Passenger Vessel	P/V
Fishing Vessel	F/V
Fishing Support Vessel	F/V
Research Vessel	R/V
Sailing Vessel	S/V
Yacht	YCT

   (e) Vessel's name, flag, call sign, and Lloyd's Number.
   (f) Itinerary Information:
      (1) U.S. ports of call in the order desired. See Section for the definition of a port call.
      (2) Desired arrival and departure dates.
   (g) Cargo information: Type of cargo loaded/unloaded; load port of cargo being discharged; destination for cargo b loaded.
   (h) Masters' name.
   (i) Next and last foreign port of call.

   (*Note:* Information above is *required*; failure to provide requ information will result in denials or cancellations.)
3. *Arrival and Departure Dates:*
   (a) Only one day overlap is allowed for multiple port calls Port St. Joe, 6/17-6/19, Port Canaveral 6/19-6/21, Pensa 6/21-6/27).
   (b) All Approved Itineraries automatically terminate upon vessel's departure en route a foreign port of call, except w the vessel departs en route to Canadian ports, which h been noted on the Initial or Change Itinerary Message.
   (c) An Approved Port Call terminates upon departure of vessel from the described port area. For instance, if a ves is approved 6/04-6/10, but departs the port area on 6 it cannot re-enter port unless a new Initial Itinerary is file
   (d) The vessel's official notification period begins upon recei the agent's telex request or notice at Coast Gu Headquarters communication center. By return te Commandant (G-MPS) will inform the agent of the e *Greenwich Mean Time* (GMT) his message was receive
   (e) Port approvals are in effect through 2359 (one minute be midnight) GMT on the final day stated on Port Call Appro Vessels must be outside of the port area by this time. Ves may not wait until this time to begin their outbound depar
4. *Advance Notices of Arrival:* None of the procedures outlined in document relieves the Master or Agent of the requiremen provide advance notice of arrival to each local Coast Guard Cap of the Port (COTP) in accordance with 33 CFR 160, Subpar and to comply with other applicable laws and regulations.
5. *Approved Itinerary Entry Times: (Port Entry).* If the vessel's itine is approved, the Agent will be notified by message specifying dates that the vessel is authorised to be in the port(s). The ves may enter that specified port at any time during the approved da The vessel must depart the port no later than 2359 GMT o final day stated on the port call approval unless the Agent requested and received approval for an extension of the port
6. *Denials:* Vessels will be denied U.S. entry when there is insuffic information or if the agent's application message does not m the time limits required by these guidelines. All denials are sen the vessel's agent by the end of the working day, following the of receipt of the telex. An agent may, however, submit a corrected Entry Application for the vessel. In such cases, the of notification period commences upon receipt of the corrected E Application, not the original Entry Application which was deni
7. *Early Arrival:* A vessel which holds an Approved Itinerary f United States port entry shall not enter the U.S. territorial sea ea than the first day on the approved itinerary. A vessel is consid to have arrived in port when it enters U.S. territorial waters, or ports not adjacent to U.S. territorial waters, the port descriptions listed in "Enclosure No.1".

B. *ITINERARY CHANGE REQUESTS.*

1. *General:* Agents seek Itinerary Change Requests general three reasons: To add ports, to change the previously app port call sequence and/or dates, and to cancel planned port after receiving approval to enter. In each case, the agent's mess request must list the vessel's full remaining itinerary, in addi the desired change. Failure to list the vessel's entire desired port calls will lead to cancellation of the vessel's itinerary other the requested change. For example, if the Initial Itinerary requ Providence, Morehead City and Miami, and the Agent se change listing only Providence, the vessel would be consi only for entry into Providence. Two days is the minimum necessary to process itinerary change requests. Use the for Figure 3-B to Enclosure 3 for Itinerary Change Requests. Al applicable to three types of itinerary change requests follow

   -
2. *To add Port Calls:* Requests for additional port calls are rev using the same criteria as for initial port calls. The following
   (a) Agent messages should be titled CHANGE 1, 2, 3, etc
   (b) Additional ports must be requested far enough in advan comply with the applicable request period (i.e. 7-days
   (c) When an initial government-to-government requ required, all requests for additional ports must be made Embassy level.

3. *To Change Port Call Sequence/Dates:* Change requests to a vessel's approved port call sequence/dates are accepted by Commandant (G-MPS), and normally approved, provided the following criteria are met:

(a) The initial port request was not government-to-government. (All others which are government-to-government must continue to be handled at the Embassy level).

(b) The Itinerary Change Request was submitted far enough in advance. Two days is the minimum processing time required by the Coast Guard to process requests for changes in port sequence or dates. Whenever possible, the Coast Guard will try to expedite the itinerary changes, however, requests made within the minimum processing time may be delayed. Agents should submit change requests *as early as possible*.

(c) The change was submitted prior to the close of the approved itinerary (See Section 2.A.5.).

(d) The new date requested meets the minimum advance request period specified.

4. *Cancelled Port Calls:* Occasionally, cargo loading plans change and certain previously requested U.S. port calls may not be desired. Agents should notify the Coast Guard of cancelled port calls as far in advance as possible. Failure to arrive at a port within the approved itinerary dates will lead to cancellation of a vessel's remaining itinerary, and may subsequently delay entry to a previously approved port.

5. *Waivers:* The Coast Guard recognizes that unusual circumstances arise, which require agents to request waivers of the advance itinerary request period. *Approval of waiver requests will be the exception rather than the rule, and all waiver requests should be well documented.* Agents must fully elaborate on their justification for the Coast Guard to consider a waiver of these entry requirements. Agents should allow at least 48 hours for waiver requests to be processed. Waivers are not ordinarily approved for purely economic reasons.

3. Specific Entry Requirements for Restricted Nations.

A. GENERAL: Vessels that bear the flag of Restricted nations may enter the territorial sea, ports and internal waters of the United States subject to certain limitations. The following contains specific entry requirements by country for vessels registered to Restricted countries.

B. *People's Republic of China (CH):*

(1) Access for vessels from the PRC is governed under the bilateral Maritime Transport Agreement of 15th December 1988. Under the agreement, commercial cargo, fishing, fisheries support vessels, vessels engaged in hydrographic, oceanographic, meteorological or terrestrial magnetic field research, and private yachts bearing the flag of the PRC must submit a 4-day request to Commandant (G-MPS) and receive an approved itinerary for entry into Controlled Ports.

(2) Commercial cargo, passenger, fishing, fisheries support vessels, vessels engaged in hydrographic, oceanographic, meteorological or terrestrial magnetic field research, and private yachts bearing the flag of the PRC need only submit advance notice of arrival required by 33 CFR 160, Subport C, for entry into all other U.S. ports.

(3) All other PRC vessels must submit a government-to-government request and receive approval from the Department of State for entry into U.S. ports.

C.

Armenia	*(AM)*	*Moldova*	*(MD)*
Azerbaijan	*(AJ)*	*Russia*	*(RS)*
Byelarus	*(BO)*	*Tajikistan*	*(TI)*
Georgia	*(GG)*	*Turkmenistan*	*(TX)*
Kazakhstan	*(KZ)*	*Ukraine*	*(UP)*
Kyrgyzstan	*(KG)*	*Uzbekistan*	*(UZ)*

(1) Commercial cargo, passenger, fishing, fisheries support vessels and yachts bearing the flag of the above countries must submit a 7-Day Request to Commandant (G-MPS) and receive an approved itinerary for entry into the following Controlled Ports:

Kings Bay, GA
New London/Groton, CT
Port Canaveral, FL
Port Hueneme, CA
San Diego, CA

(2) Commercial cargo, passenger, fishing, fisheries support vessels and yachts bearing the flag of the above countries must submit a 3-Day Notice to the appropriate COTP for entry into the following controlled ports:

Charleston, SC
Hampton Roads, VA
Honolulu, HI
Panama City, FL
Pensacola, FL
Portsmouth, NH
Port St. Joe, FL

(3) Public vessels bearing the flag of the above countries must submit a government-to-government request and receive approval from the Department of State for entry into controlled ports.

(4) Vessels from the above listed countries need only submit advance notice of arrival required under 33 CFR 160, Subpart C, for the entry into all other U.S. ports.

Enclosure No. 1.
PORT AREA DESCRIPTION:

U.S. Port	*Geographical Description*
Alameda, California	See San Francisco, California.
Albany, New York	North of Castleton, New York Bridge Mile 135.6 on the Hudson River and South of U.S. Lock 1 at Troy, New York on the Hudson River.
Anchorage, Alaska	The waters of Cook Inlet, Northward from line drawn between Cape Douglas and Cape Elizabeth.
Antioch, California	See Stockton, California.
Apra Harbour, Guam	The waters of Apra Outer Harbour and Apra Inner Harbour.
Astoria, Oregon	Coincident with Clatsop County, Oregon.
Baltimore, Maryland	North and West of a line from North Point to Bodkin Point, but including Annapolis anchorage area between the Chesapeake Bay Bridge and Kent Point.
Bar Harbor, Maine	The waters of Frenchman Bay and Blue Hill Bay, North of Great Duck Island, East of Blue Hill Neck, and West of Schoodic Point.
Baton Rouge, Louisiana	See New Orleans, Louisiana.
Bay City, Michigan	The Saginaw River entrance to the limits of navigation.
Beaumont, Texas	The Neches River, from the Intracoastal Waterway (ICW) to Interstate 10 Bridge.
Bellingham, Washington	Bellingham Bay.
Benicia, California	See San Francisco, California.
Berkeley, California	See San Francisco, California.
Boca Grande, Florida	Boca Grande Channel, from sea buoy to Port Boca Grande on Gasparilla Island.
Boston, Massachusetts	Boston Harbour proper, including Mystic River and Chelsea River to limit of navigation and the harbors of Gloucester, Lynn, Salem and Plymouth, Massachusetts.
Brownsville, Texas	The Brownsville Ship Channel, from the sea buoy to the Brownsville Turning Basin.
Buffalo, New York	Outer Harbour, including Buffalo River to limits of navigation. Black Rock Canal, from the entrance channel downstream to its termination abeam of Placid Harbour. The Niagara River, downstream from Placid Harbour to limits of navigation.
Burnside, Louisiana	See New Orleans, Louisiana.
Camden, New Jersey	See Philadelphia, Pennsylvania.
Cape Cod, Massachusetts	An area extending from the Western Terminus of the Cape Cod Canal, Eastward (including Cape Cod Bay, Chatham, Sandwich and Provincetown).
Charleston, South Carolina	See "Enclosure No. 2."
Charlotte Amalie, St. Thomas, U.S.V.I.	St. Thomas Harbour, including East and West Gregerie Channels, Long Bay, Cay Bay, Crown Bay, Krum Bay and the Inner and Outer Harbor Anchorages.
Chicago, Illinois	Between Burns Harbour (including Burns Waterway Harbour) and Northern limits of Chicago Harbour, including Lake Calumet and other waterways, inland to intersection of the Chicago Sanitary and Ship Canal with Calumet Sag Channel.
Christiansted Harbour, St. Croix, U.S.V.I.	Christiansted Harbour proper.
Cleveland, Ohio	Cleveland Harbour, including Cuyahoga River to limits of navigation.
Coos Bay, Oregon (including North Bend)	All of Coos Bay to North of Coos River.
Corpus Christi, Texas	The Corpus Christi Channel, from the sea buoy to the Viola Turning Basin, and the La Quinta Channel from its junction to the Corpus Christi Channel.
Detroit, Michigan	All waters of the United States within the St.Clair River, Lake St.Clair, and Detroit River from Fort Gratiot Light to the Detroit River Light.
Duluth, Minnesota/Superior, Wisconsin	Duluth/Superior Harbour only.
Dutch Harbour, Alaska	The bays and harbours of Dutch Harbour, Illiliuk Bay, Illiliuk Harbour, Captain's Bay, Nateekin Bay, Broad Bay, Wide Bay, and Unalaska Bay to a distance 3 miles seaward of the Northern end of Unalaska Island.
Erie, Pennsylvania	Presque Isle Bay.
Eureka, California	Humboldt Bay.
Everett, Washington	N.E. end of Possession Sound.
Fall River, Massachusetts (Including North Tiverton, Rhode Island and Somerset Massachusetts)	Mount Hope Bay and Taunton River.

Fernandina, Florida	All waters of the St. Mary's River Entrance Channel West of the COLREGS Demarcation Line as described in Title 33 CFR Part 80.720 (c) and all waters of the Amelia River South to Intracoastal Waterway Statute Mile 718.
Frederiksted, St. Croix, U.S.V.I.	Frederiksted Harbour proper.
Freeport, Texas	Freeport Entrance Channel of the Old Brazos River to the Stauffer Turning Basin, to include the Brazos Harbour.
Galveston/Texas City, Texas	The Galveston and Texas City Channels from their intersection with the Houston Ship Channel to their respective Turning Basins.
Georgetown, South Carolina	Entrance channel between Sand and North Island and North Island at South Island Bend through Wingah Bay, including all Georgetown and Sampit River, North to where Waccamaw River and Pee Dee River merge at U.S. Route 17.
Gloucester, Massachusetts	See Boston, Massachusetts.
Green Bay, Wisconsin	Port area of Green Bay, including the Fox River upstream to the limit of commercial navigation.
Guanica, Puerto Rico	Bahia de Guanica proper.
Guayanilla, Puerto Rico	Bahia de Guayanilla and Bahia de Tallaboa.
Gulfport, Mississippi	Ship Island Pass and Gulfport Ship Channel from the sea buoy to the harbour basin.
Hampton Roads, Virginia (including Norfolk, Newport News, Jamestown, Yorktown and Portsmouth, Virginia)	See "Enclosure No. 2"
Harrisville, Michigan	See Detroit, Michigan.
Hilo, Hawaii	Eastern end of Kohio Bay on N.E. coast of the Island of Hawaii.
Honolulu, Hawaii	See "Enclosure No. 2".
Houston, Texas	The Houston Ship Channel, from Five Mile Cut to the Houston Turning Basin and the Bayport Turning Basin.
Humboldt Bay, California	All waters of Arcata Bay and South Bay shoreward of a line drawn from Humboldt Bay Entrance Light 4 to Humboldt Bay Entrance Light 3.
Huron, Ohio	Huron River to limits of deep draft navigation.
Jacksonville, Florida	All waters of the St. John's River upriver of the COLREGS Demarcation Line as described in Title 33 CFR part 80.723 (c) terminating at the Highway 295 bridge.
Juneau, Alaska	Auke Bay and Gastineau Channel, N.W. of a line between Pt. Salisbury to Marmion Island and S.E. of a line between Pt. Louisa to outer point on Douglas Island.
Kalama, Washington	See Longview, Washington.
Kenosha, Wisconsin	Line drawn from Breakwater Light to South Pier Light.
Ketchikan, Alaska	Tongass Narrows Northwest of a line between Mountain Point and Gravina Point, and Behm Canal North of a line between Vallenar Point and Caamano Point, and South of a line between Point Francis and Escape Point, including Vallenar Bay.
Kings Bay, Georgia	See "Enclosure No. 2".
Kodiak, Alaska	All waters of Woman's Bay, St.Paul Channel and Chiniak Bay N.W. of line from Cliff Point to Southern point of Woody Island.
Laguna de Las Mareas, Puerto Rico	Laguna de Las Mareas proper.
Lake Charles, Louisiana	The Calcasieu River, from Light "83" North to the Interstate 10 Bridge, including the Industrial Canal, Prien Lake, Lake Charles and the Turning Basins.
Limetree Bay, St. Croix, U.S.V.I.	Limetree Bay, Limetree Bay Channel, and Krause Lagoon (also known as Alucroix or Martin Marietta Channel).
Long Beach, California (including Eastern part of Terminal Island).	That portion of San Pedro Bay and Cerritos Channel within the City of Long Beach, California.
Longview, Washington	Columbia River, between Mile 62 and Mile 70.
Los Angeles, California (including San Pedro, Wilmington, and Western Terminal Island)	That portion of San Pedro Bay and Cerritos Channel within the City of Los Angeles, California, and the Chevron El Segundo Offshore Mooring.
Louisiana Offshore Oil Port (LOOP)	All waters comprising the LOOP Safety Zone and Safety Fairway as described in 33 CFR Appendix A and 33 CFR 166.200(d)(52) respectively.
Martinez, California	See San Francisco, California.

Mayaguez, Puerto Rico	Bahia de Mayaguez, Mayaguez Approach Channel and Mayaguez Terminal Channel.
Menominee, Michigan/ Marinette, Wisconsin	Breakwater entrance to the limits o navigation.
Miami, Florida	Upper Biscayne Bay, South of MacArthur Causeway and North of Rickenbacker Causeway, including Government Cut. The Miami River of the Brickell Ave. Bridge.
Milwaukee, Wisconsin	Milwaukee Breakwater to limits of navigation.
Mobile, Alabama	The Mobile Ship Channel, from the buoy to the Cochran Bridge, and the Hollinger's Island Channel from its junction with the Mobile Ship Chann
Morehead City, North Carolina	Morehead City Harbour, including Island from the sea buoy at Beaufo Inlet, North Carolina.
Muskegon, Michigan	Muskegon Lake to limits of navigati within Muskegon Breakwater.
New Bedford, Massachusetts (including Fairhaven, Massachusetts)	The area North of a line extending Wilbur Point in the East to Mishau Point in the West.
New Harbor, Maine	The waters of Muscongus Bay, Nor Monhegan Island, East of Pemaqu Point, and West of Georges Island.
New Haven, Connecticut	The waters of New Haven Harbour bounded on the South by a line fro Oyster River Point, West Haven, CT the RW"NH" Mo (A) Buoy, thence Morgan Point, East Haven, CT. and the North by the Quinnipiac River Bridge.
New London and Groton, Connecticut	See "Enclosure No. 2".
New Orleans, Louisiana	Sea Buoy to Mississippi River Mile 255.2. Includes New Orleans, Bato Rouge and Burnside, Louisiana.
New York, New York (including the Port Authority of New York and New Jersey).	North of a line drawn between San Hook, NJ. and East Rockaway, NY. West of the Throgs Neck Bridge, S of the George Washington Bridge a East of Interstate 95 in New Jersey
Newport, Rhode Island	Narragansett Bay, South of a line extending from Conanicut Point to Point.
North Bend, Oregon	See Coos Bay, Oregon.
Oakland, California	See San Francisco, California.
Ogdensburg, New York	Ogdensburg Harbour, including the Oswegatchie River to the limits of navigation.
Olympia, Washington	Coincident with Thurston County, Washington.
Orange, Texas	The ICW from Mile 276.5 to Mile 2 the Sabine River from the intersecti with the ICW; North to the Navy Ya
Oswego, New York	Oswego Harbour, including Osweg River to Lock 8.
Pago Pago, American Samoa	Pago Pago Harbour and access channel, located on the South side Tutuila Island at 14° 16.5′ S., 170° 42′ W.
Pascagoula, Mississippi	From the sea buoy of Horn Island Channel Pass to Mile 1 of the Pascagoula River, including the Pascagoula Channel; and from the Bayou Cassote Harbour proper to t junction buoy of Bayou Cassotte Channel and the Pascagoula Chan
Panama City, Florida	See "Enclosure No. 2".
Pensacola, Florida	See "Enclosure No. 2".
Philadelphia, Pennsylvania	The waters of the Schuylkill River, Delaware River, and Delaware Ba from Trenton, New Jersey to the L Demarcation at the entrance to Delaware Bay, excluding the port o of Wilmington, Delaware.
Pittsburg, California	See Stockton, California.
Point Comfort, Texas	The Matagorda Ship Channel from sea buoy to the Calhoun County Navigation District Turning Basin.
Point Judith, Rhode Island	Narragansett Bay South of a line extending from Sauga Point Eastw to Conanicut Point.
Ponce, Puerto Rico	Bahia de Ponce proper.
Port Arthur, Texas	The ICW from Mile 276.5 to Mile 2 including the East Basin, West Ba and Turning Basin of Taylor Bayo
Port Canaveral, Florida	See "Enclosure No. 2".
Port Everglades, Florida	The Atlantic Intracoastal Waterwa South of the 17th Street Causewa North of, but not including the Da Cutoff Canal, including the Outer B Cut and Bar Cut.
Port Hueneme, California	See "Enclosure No. 2".
Port Huron, Michigan	See Detroit, Michigan.
Port St.Joe, Florida	See "Enclosure No. 2".

Portland, Maine	Hussey Sound and Fore River to the limits of navigation at the Veterans Memorial Bridge at Mile 3.0 on the Fore River.
Portland, Oregon	Three Oregon Counties: Multnomah, Clackamas, and Washington, and the Port of Vancouver, Washington.
Portsmouth, New Hampshire (including Kittery, Maine, and Dover, New Hampshire, on the Piscataqua River).	See "Enclosure No. 2".
Providence, Rhode Island (including East Providence and Pawtuckett)	Seekonk River, Providence River and Narragansett Bay extending North of a line stretching from Sauga Point East to Conanicut Point and Carr Point.
Quonset Point, Rhode Island	Includes that area between and including Sauga Point, Quonset Point and Davisville, Rhode Island.
Redwood City, California	See San Francisco, California.
Richmond, California	See San Francisco, California.
Richmond, Virginia	James River from Benjamin Harrison Memorial Bridge, Hopewell, Virginia, to limits of navigation.
River Rouge, Michigan	See Detroit, Michigan.
Rockland, Maine	The waters of Rockland Harbor and West Penobscot Bay North of a line drawn from Owls Head Light to Browns Head Light and South of a line drawn from Northeast Point to Webster Head.
Rota Harbour, Rota, CNMI	The waters of Sasanhaya Harbour, all waters North of a line drawn between Puntan Pona and Puntan Taipingot. The waters of Sasanlago Harbour, all waters West of the Island of Rota within an arc of 1.5 miles drawn from the centre of the town of Rota.
Sacramento, California	All waters of the Sacramento River Deep Water Ship Channel from Sacramento River Deep Water Ship Channel Light 1 to the William G. Stone Lock.
San Diego, California	See "Enclosure No. 2".
San Francisco, California (including Alameda, Oakland, Berkeley, Richmond, Martinez, Benicia, and Redwood City)	All waters of Suisan Bay, the Carquinez Straits, and San Pablo Bay and all waters of San Francisco Bay shoreward of a line drawn from Point Bonita Light through Mile Rocks Light to the shore.
San Juan, Puerto Rico	Bahia de San Juan proper.
San Pedro, California	See Los Angeles, California.
Savannah, Georgia	Savannah River from the Route 17 Bridge to the territorial sea limit.
Seattle, Washington	Waters coincident with King County, Washington.
Seward, Alaska	All headwaters of Resurrection Bay to a line from Cape Resurrection to Callisto Head.
Sitka, Alaska	Sitka Sound and Silver Bay, North of a line between Cape Edgecomb on Kruzof Island to Pavorotni Point on Baronof Island and South of a line between Point Brown on Kruzof Island to Lisianski Point on Baronof Island.
Skagway, Alaska	Taiya Point (in Tiaya Inlet on Lynn Canal) to the town of Skagway, Alaska.
Stockton, California	All waters of the New York Slough, the San Joaquin River, and the Stockton Deep Water Channel from Suisan Bay Light 30 to the Interstate 5 Bridge.
Superior, Wisconsin	See Duluth, Minnesota.
Tacoma, Washington	Coincident with Pierce County, Washington.
Tampa, Florida	That portion of Tampa Bay contained within Hillsborough County.
Tanapag Harbour, Saipan, CNMI	The waters of Garapan Lagoon and Puetten Tanapag (Tanapag Harbour) North of 15° 30.0′ N. and South of 15° 15.5′ N.
Terminal Island, California	See Los Angeles, California.
Texas City, Texas	See Galveston, Texas.
Tinian Harbour, Tinian, CNMI	The waters of Tinian Harbour and Sunharon Roads enclosed within a line drawn between Carolinas Point and Gurguan Point.
Tiverton, Rhode Island	Sakonnet River from the Route 138 Bridge to a line extending from Sachuset Point to Sakonnet Point.
Toledo, Ohio	Maumee River to limits of navigation.
Trenton, Michigan	See Detroit, Michigan.
Vancouver, Washington	See Portland, Oregon.
Whittier, Alaska	All waters of Passage Canal, West of Trinity Point.
Wilmington, California	See Los Angeles, California.
Wilmington, Delaware	The waters of the Delaware River and Bay, including the Christina River and the Salem River, from the Delaware/Pennsylvania state border to the Line of Demarcation at the entrance to Delaware Bay.
Wilmington, North Carolina	The Cape Fear River, from the Sea Buoy to Point Peter, and then the N.E. River to the Turning Basin at Mile 2.
Woods Hole, Massachusetts	See New Bedford, Massachusetts.
Yabucoa, Puerto Rico	Puerto de Yabucoa proper.

Enclosure No. 2:

CONTROLLED PORT AREA DESCRIPTIONS:

U.S. Port	*Geographical Description*
Charleston, South Carolina	Charleston Harbour and approaches from the sea buoy to the navigable limits of the Cooper River, Wando River and Ashley River.
Hampton Roads, Virginia (including Norfolk, Newport News, Jamestown, Yorktown and Portsmouth, VA.)	All the waters of a line from Cape Henry Light to New Point Comfort, which includes the Southwest portion of Chesapeake Bay, Hampton Roads, and the Elizabeth and York Rivers.
Honolulu, Hawaii	All internal waters and waters of the Pacific Ocean out to three nautical miles from and including Honolulu Harbor Westward to and including Barbers Point Harbor (with the exception of Pearl Harbour).
Kings Bay, Georgia	All waters of Cumberland Sound from the entrance to St.Marys River at Intracoastal Waterway Statute Mile 712.5 North to the entrance of Crooked River at Statute Mile 705.
New London/Groton, Connecticut	All waters encompassed by a line from Goshen Point, Waterford, CT. to Dumping Ground Buoy Y"NDA", thence to Avery Point, Groton, CT.
Panama City, Florida	From the Panama City Harbour Channel Entrance Buoy "SA" to Panama City proper, including St.Andrews Bay.
Pensacola, Florida	The Pensacola Ship Channel from the sea buoy to Pensacola Bay, inclusive.
Port Canaveral, Florida	All waters of the Atlantic Ocean within 3.0 nautical miles of the seaward extremity of the Port Canaveral Entrance Channel jetties including all waters of the Entrance Channel Westward to the Canaveral Barge Canal Lock.
Port Hueneme, California	The waters of Port Hueneme Harbour shoreward of a line drawn from Port Hueneme East Jetty Light 4 to Port Hueneme West Jetty Light 3.
Port St. Joe, Florida	From Port St.Joe Harbour proper to Buoy 6 of the Port St.Joe Entrance Channel, the entrance to the Gulf County Canal and St.Joseph Bay.
Portsmouth, New Hampshire (including Kittery, Maine and Dover, New Hampshire on the Piscataqua River)	Portsmouth Harbor from the COLREGS Demarcation Line to the limits of navigation on the Piscataqua River to include Kittery and Eliot, Maine, and Portsmouth, Newington and Dover, New Hampshire.
San Diego, California	San Diego Bay and all waters of the Pacific Ocean adjacent to the cities of Ocean Beach, San Diego, Coronado, National City and Chula Vista out to three nautical miles.

Enclosure No. 3.

FIGURE (A)

INITIAL ITINERARY REQUEST

FM: Agency Name
Complete Address (Street, City, State, Zip Code)
Point of Contact (Person)
Commercial Phone Number (include Area Code)
Telex/TWX No. (Include Answer Back Code)

TO: Commandant, U.S. Coast Guard (G-MPS)
Washington, D.C. 20593-0001
Telex No. 892427 (See Section 2.A.1. for other message addresses.)

7-Day Request.
Initial Itinerary
(Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)
M/V Kapitan Kapital UR YZQE L9000008
Port Canaveral, FL. 6/30-7/04
Cargo: Discharge Wood Products from Vladivostok.
Load Bulk Corn for Vladivostok.
Master: Ivan Boranoff
Last Port of Call: Naples, Italy.
Next Port of Call: Vladivostok, RS.

Note: List *only* those ports for which you will be acting as Agent for the vessel.

FIGURE (B)

CHANGE REQUEST

FM: Agency Name
Complete Address (Street, City, State, Zip Code)
Point of Contact (Person)
Commercial Phone Number (include Area Code)
Telex/TWX No. (Include Answer Back Code)

TO: Commandant, U.S. Coast Guard (G-MPS)
Washington, D.C. 20593-0001
Telex No. 892427 (See Section 2.A.1. for other message addresses.)

7-Day Request.
Change 1, 2, 3, etc.
(Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)
M/V Kapitan Kapital UR YZQE L9000008
New London, CT. 6/30-7/04
Kings Bay, GA. 7/21-1/25
Cargo: Discharge Wood Products from Vladivostok.
Load Bulk Corn for Vladivostok.
Master: Ivan Boranoff
Last Port of Call: Naples, Italy.
Next Port of Call: Vladivostok, RS.

FIGURE (C)

CANCELLATION OF PORT CALL

FM: Agency Name
Complete Address (Street, City, State, Zip Code)
Point of Contact (Person)
Commercial Phone Number (include Area Code)
Telex/TWX No. (Include Answer Back Code)
TO: Commandant, U.S. Coast Guard (G-MPS)
Washington, D.C. 20593-0001
Telex No. 892427 (See Section 2.A.1. for other message addresses.)

1. Cancellation of Port Call(s).
2. (Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)
M/V Kapitan Kapital UR YZQE L9000008
New London, CT. 6/30-7/04
Kings Bay, GA. 7/08-13
Port Canaveral, FL. 7/14-16
Cargo: Discharge Wood Products from Vladivostok.
Load Bulk Corn for Vladivostok.
Master: Ivan Boranoff
Last Port of Call: Havana, Cuba.
Next Port of Call: Vladivostok, RS.

FIGURE (D)

SPECIAL WAIVER REQUEST

FM: Agency Name
Complete Address (Street, City, State, Zip Code)
Point of Contact (Person)
Commercial Phone Number (include Area Code)
Telex/TWX No. (Include Answer Back Code)
TO: Commandant, U.S. Coast Guard (G-MPS)
Washington, D.C. 20593-0001
Telex No. 892427 (See Section 2.A.1. for other message addresses.)

1. Special Waiver Request.
2. (Vessel Type, Vessel Name, Flag, Call Sign, Lloyd's Number)
M/V Kapitan Kapital UR YZQE L9000008
New London, CT. 6/30-7/04
Cargo: Discharge Wood Products from Vladivostok.
Load Bulk Corn for Vladivostok.
Master: Ivan Boranoff
Last Port of Call: Baltimore, MD.
Next Port of Call: Vladivostok, RS.

On behalf of the vessel's Owners, we request that the vessel be allowed to enter the port of New London with only a 2-Day Request due to failure of refrigeration system causing food to thaw and spoil. Estimate repairs to be completed within 48 hours.

NOTE: This must be received at the SIV desk no later than the close of the Official Port Approval Date and Time.

PILOTAGE: North West Coast of U.S.A.

Columbia River Bar Pilots are "Sea Pilots" for all ports in Columbia and Willamette Rivers. Namely, Astoria and Portland (Oregon), Longview, Kalama and Vancouver (Washington) – when entering from sea and if providing above Astoria, Columbia River Pilots relieve Bar Pilots for balance of transit.

COLUMBIA RIVER BAR PILOTS
Foot of 14th Street,
P.O.Box 87, Astoria, Oregon 97103
TWX 9104668014
FAX (503) 325-5630
Marisat 00259104668014+
Telephones (503) 325-2641 or 325-2642

RADIO FACILITIES

Pilot Boat Peacock	WS 7217
Pilot Boat Columbia	WYE 7344
Bar Pilots Office, Astoria (Ch. 16) (156.80 MHz)	KOK 360
Astoria Marinephone "KFX"	
Ship's Call on	2206 kHz
KFX Answers on	2598 kHz.

Or call on and receive KFX on Channel 26.

In order there be no delays, vessels due to arrive at the Columbia River and desiring a Bar Pilot, must cable or telephone the Columbia River Bar Pilots. (Pilot normally not on station unless cable or telephone message received.) USE RADIO STATION KLB, EVERETT, WASHINGTON at least 12 hours before arrival at the lightship. Code address, "BAR PILOT ASTO, STATING THE TIME OF ARRIVAL". If transmitted by any other radio station, delay may occur. If vessel is equipped with VHF, use Channel 16 (156.80 MHz) to call the pilot boat or Bar Pilots' Office, Astoria (KOK 360) and shift to Channel 13 (156.65 MHz).

PILOT LADDER INSTRUCTIONS

1. Please contact the pilot boat via voice radio (Channel 1 Channel 13 approximately 30 minutes prior to arrival for desired lee boarding instructions.

2. The Columbia River Bar Pilots have 2 pilot vessels; the "Peaco and the "Columbia". When the "Peacock" is on station, Masters wi instructed to rig their pilot ladder 4 ft. above the water's edge. When "Columbia" is on station, the Master will be instructed to rig the lad 10 ft. – 12 ft. above the water's edge. The above-mentioned distan above the water are of the utmost importance, particularly in the c of the "Columbia", as the pilot boat can and has pulled the ladder do when it becomes pinched between the pilot boat and the side of vessel. Pilot ladders and boat ropes shall not be permitted to dra the water. No tag lines, pull ropes or trailing lines shall be attache the bottom of the ladder. All pilot ladders must comply with SOL Regulations.

3. Pilot ladders shall be rigged amidships, over "draft marks" c of all obstructions, such as accommodation ladders, and clea overside discharges from the engine room and deck scuppers.

4. The pilot ladder should be kept clean and used for embarking disembarking Pilots only. The ladder shall be made in one continu length, not 2 sections shackled or lashed together. The ladder shal equipped with spreaders approximately 10 ft. apart in accordance SOLAS regulations. The ladder must be in good condition, the tre horizontal and the upper surface of rough non-skid quality.

5. The ladder must be adequately lit at night by means of a shining well over the ship's side in the vicinity of the ladder. The a of the deck where the Pilot boards and leaves should be free of de and well lighted. Where portable stanchions and bulwark steps are us they shall be rigidly attached to the ship's structure. A life ring with w light and lifeline attached should be ready at hand. Rigging of the lad and embarking and disembarking of the Pilot must be under supervision of a licensed officer.

6. Boat ropes are not to be used, all pilot boats are power propel

7. Manropes shall be of manila 3 in. circumference. The manro shall be free of any knots including the lower end. The manropes sho be rigged 1 ft. – 2 ft. longer than the pilot ladder. Manropes are no be rigged for boarding unless otherwise advised.

8. If vessel is to take a deck load of logs, please discuss with y Agent the building of a catwalk to provide safe passage to and from pilot ladder.

Long Island Sound and Connecticut Ports:

The Connecticut State Pilots Association is offering pilot service fo foreign and registered vessels en route to and from Connecticut P via the Long Island Sound. U.S. enrolled vessels will continue t services by Interport Pilots using the same boats and pilots. Pilots licensed by the Federal Government and the State of Connecticut

The Pilot Station established off Montauk Point provides a more d route to Long Island Sound ports. Vessels using Connecticut State p through the mile wide, 58 ft. deep, Montauk Passage, will save betw 1 hour and 3 hours steaming time as opposed to being diverted to stations at Point Judith or Brenton Reef, Rhode Island.

The U.S. Navy uses the Montauk Passage for its nuclear subma bound to and from Connecticut ports and, as Interport Pilots, we h used this route for vessels in the coastwise trade for over 30 years

Notice of Arrival is required. A 24 hour to 36 hour advance notic ETA is suggested. A 12 hour update and a 6 hour update is neces in order to co-ordinate dispatching of pilots.

The Pilot boarding point is 3 miles East of Montauk Sea Buoy.

Connecticut State Pilots Association, State Pier, New London 06320. Tel: 1 (800) 346-4877 or in New Jersey 1 (201) 291-1 Cables: Port Pilots, Atlantic Highlands, N.J. Pilot Boat: Call Si "Connecticut Pilot".

Constitution State Pilots Association also offer pilot service in L Island Sound and all Connecticut ports.

Constitution State Pilots Association, offer a pilotage service in B Island Sound, Long Island Sound, the Harbours of Bridgeport, Haven and New London, Connecticut and Long Island Sound platfor They also provide docking pilot services in the afore-menti harbours, and have 2 Pilot Stations, one located at Montauk Poi Block Island Sound (Lat. 41° 01.7′ N., Long. 71° 41.8′ W.) 3 miles of Montauk Sea Buoy, and the other station at Block Is (Lat. 41° 18′ N., Long. 71° 35′ W.). These stations are serviced by Pilot Boat "Constitution", a 65 ft. blue and white vessel which mon VHF Channels 16 and 8.

Constitution State Pilots Association, 500 Waterfront Street, Haven, Connecticut 06512. Tel: 203-468-0255 (24 hours). Fax: 582-6550. Telex: 940103 WU Pubtlx BSN. All Constitution State carry cellular telephones and are in constant communication with A and Terminals.

The Long Island Sound State Pilots Association is offering tota service for all foreign and registered vessels on Long Island Sou Connecticut Harbours, also New York Platforms.

U.S. Enrolled Vessels will also be served by Long Island Sound Association. Licensed by the U.S. Federal Government and Sta Connecticut, Long Island Sound State Pilots Association established the first pilot boat station off Montauk Pt., Long Island York, for a shorter route to the Sound and Connecticut (See "Pl

Vessels using Long Island Sound State Pilots Association wil between 2-3 hours of steaming time, as opposed to being diver pilot station at Pt.Judith, Rhode Island.

Long Island Sound State Pilots have been serving the Indus over 30 years.

Long Island Sound State Pilots Association Inc., 1440 W Avenue, Suite 123, New Haven, Connecticut 06515. Tel: (203) 77 (24 hours). Cables: Lispilot New Haven, Connecticut. Fax: (30 9392.

Southwest Alaska Pilots Association: P.O. Box 977, Homer, Alaska 99603. Tel: (907) 235-8783. Fax: (907) 235-6119.

SWAPA is the only service authorised to provide pilotage in the Southcentral Alaska region which extends from 141° to 156° West longitude. This includes Icy Bay, all of Prince William Sound, Seward/Resurrection Bay, all Cook Inlet ports and all Kodiak Island ports.

Pilotage services can be arranged through the Agent or directly to the Pilots. SWAPA maintains 24 hour dispatch at Homer via Tel: (907-235-8783) for all ports except Valdez. Facsimile messages during business hours (Monday – Friday, 0800 hrs. – 1700 hrs.) can be sent to the Homer Dispatcher (907-235-6119).

Pilot Boarding Stations:

(1) Ice Bay – 9.0 miles × 180° true from Claybluff Point Light; approximate position Lat. 59° 49.0′ N., Long. 141° 35.0′ W.
(2) Cordova – 2.0 miles × 180° true from Sheep Point; approximate position Lat. 60° 35′ N., Long. 146° 00′ W.
(3) Valdez and Whittier – approximately 3.6 miles × 246° true from Bligh Reef Buoy; approximate position Lat. 60° 49′ N., Long. 147° 01′ W.
(4) Seward – 1.1 miles × 152° true from Caines Head Light; approximate position Lat. 59° 58′ N., Long. 149° 22′ W.
(5) Cook Inlet – 1.0 miles × 180° true from Lands End Light; approximate position Lat. 59° 35′ N., Long. 151° 25′ W.
(6) Kodiak (City) or Womens Bay – 2.0 miles × 100° true from St. Paul Harbor Entrance Light; approximate position Lat. 57° 44′ N., Long. 152° 22′ W.
(7) Discoverer Bay – 2.0 miles × 000° true from Posliedni Point; approximate position Lat. 58° 28′ N., Long. 152° 20′ W.
(8) Port Wakefield – 1.0 miles × 298° true from Kekur Point; approximate position Lat. 57° 52′ N., Long. 152° 49′ W.
(9) Port Bailey – 1.5 miles × 000° true from Dry Spruce Bay Light; approximate position Lat. 57° 59′ N., Long. 153° 06′ W.
(10) Uganik – 2.0 miles × 284° true from East Point; approximate position Lat. 57° 51′ N., Long. 153° 32′ W.
(11) Larsen Bay – 1.0 miles × 090° true from Harvester Island; approximate position Lat. 57° 39′ N., Long. 153° 57′ W.
(12) Alitak – 2.4 miles × 131° true from Cape Alitak Light; approximate position Lat. 56° 49′ N., Long. 154° 15′ W.
(13) Old Harbor – 1.0 miles × 082° true from Cape Liakik; approximate position Lat. 57° 07′ N., Long. 153° 25′ W.

AUTOMATIC RADAR PLOTTING AIDS: With effect as from July 1st, 1982, vessels carrying oil or hazardous materials in bulk must have automatic radar plotting aids.

A fine for failure to carry an ARPA could be multiplied by the number of days of the violation.

The United States Coast Guard has stressed, however, that its official policy is enforcement by denial of entry and restriction of operation and not primarily by the enforcement of fines.

While the Coast Guard recognises that the Public Law enables financial penalties to be incurred, it is believed that the terms of the Port and Tanker Safety Act under which the U.S. Coast Guard operates directs it to monitoring and identification of previous offenders and enforcement by prevention of entry into U.S. ports or subsequent restriction of trade and departure.

COAST GUARD REGULATIONS: The U.S. Coast Guard has announced its intention to develop the following regulations implementing sections of the 1978 U.S. Port and Tanker Safety Act requiring:

1. Existing crude oil carriers of 20,000 d.w.t. or above but less than 40,000 d.w.t. to have segregated ballast tanks (SBT) or a crude oil washing system (COW) by January 1st, 1986, or when they reach 15 years of age, which ever occurs later; and
2. Existing product carriers of 20,000 d.w.t. or above but less than 40,000 d.w.t. to have SBT or dedicated clean ballast tanks (CBT) by January 1st, 1986, or when they reach 15 years of age, whichever occurs later.

POLLUTION: Any vessel which does not have a valid I.O.P.P. Certificate on board will not be allowed to transit U.S. waters.

NOTICE: *B.A. Notice to Mariners No. 3013(T) of 1983:*

UNITED STATES OF AMERICA – Chart and Publication requirements.

A statement concerning the U.S. Navigation Safety Regulations relating to Navigation, charts and Publications has been issued in the U.S. Notices to Mariners Weekly 44/83. This is reproduced below. Admiralty Annual Notice to Mariners No. 22 will be amended as appropriate in the 1984 edition.

CHART AND PUBLICATION REQUIREMENTS

Sections 164.30 and 164.33 of Title 33 of the Code of Federal Regulations Part 164 (33 CFR 164), which detail requirements for the carriage of nautical charts and publications, are amended effective October 28, 1983. The regulations contained in these sections are applicable to each self-propelled vessel of 1,600 g.r.t. or more, operating on the navigable waters of the United States, except the St. Lawrence Seaway, and are reprinted as follows:

§164.30 Charts, publications, and equipment: General.

No person may operate or cause the operation of a vessel unless the vessel has the marine charts, publications, and equipment as required by §§164.33 through 164.41 of this part.

§164.33 Charts and publications.

(a) Each vessel must have the following:

(1) Marine charts of the area to be transited, published by the National Ocean Service, U.S. Army Corps of Engineers, or a river authority that:

(i) Are of a large enough scale and have enough detail to make safe navigation of the area possible; and
(ii) Are currently corrected.

(2) For the area to be transited, a currently corrected copy of, or applicable currently corrected extract from, each of the following publications:

(i) U.S. Coast Pilot.
(ii) Coast Guard Light List.

(3) For the area to be transited, the current edition of, or applicable current extract from:

(i) Tide tables published by the National Ocean Service.
(ii) Tidal current tables published by the National Ocean Service, or river current publication issued by the U.S. Army Corps of Engineers, or a river authority.

(b) As an alternative to the requirements for paragraph (a) of this section, a marine chart or publication, or applicable extract, published by a foreign government may be substituted for a U.S. chart and publication required by this section. The chart must be of large enough scale and have enough detail to make safe navigation of the area possible, and must be currently corrected. The publication, or applicable extract, must singly or in combination contain similar information to the U.S. Government publication to make safe navigation of the area possible. The publication, or applicable extract must be currently corrected, with the exceptions of the tide and tidal current tables, which must be the current editions.

(c) As used in this section, "currently corrected" means corrected with changes contained in all Notices to Mariners published by Defense Mapping Agency Hydrographic/Topographic Centre, or an equivalent foreign government publication, reasonably available to the vessel, and that is applicable to the vessel's transit.

SHIP'S OFFICER'S REPORT: The information given for the port of New Orleans (U.S.A.) applies to all the ports in the U.S.A. in the event of the vessel arriving from abroad or from a previous U.S. port. All the documents such as Crew List, Passenger List (Form I-418), Deck, Engine, Steward's and Bonded Stores Lists (Form 1303), Crew's Effects Declaration (Form 1304), are required in duplicate at each port for entry inward.

ALBANY, New York: 42.40 N. 73.45 W. (See Plan)

DOCUMENTS: If first port of call in U.S., 2 complete Customs Manifests describing all cargo on board and ports of discharge. Also 1 Cargo List for Albany cargo, 3 Crew Lists, 3 Stores Lists, 3 Curio Lists, Ship's Register, Load Line Certificate and Tonnage Tax Certificate.

PILOTAGE: Hudson River Pilot boards vessel off Yonkers, N.Y. Cable address: "Hudpilots, Yonkers, N.Y."

ANCHORAGES: Several anchorage areas in Hudson River en route to Albany if required due to weather. Vessels cannot anchor at Port of Albany.

RESTRICTIONS: Hudson River Channel to Albany has controlling depth of 32 ft. MLW. Vessels with draft in excess of 28 ft. will be required to transit river on favourable tide as directed by Pilot.

MAX. SIZE: Max. permissible length 750 ft., breadth 110 ft., draft 30 ft. Turning basin at Albany 1,100 ft. in width.

HEALTH: See "Health: All Ports" before first U.S.A. port. Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port.

TUGS: One 2,500 h.p. tug stationed at port at all times; additional tugs available upon advance request. Normally 1 tug is sufficient for turning and docking. Tug's lines are used.

BERTHING: 5,000 linear ft. of marginal wharf available at APDC terminal for general cargo, grain, lumber, etc., 30 ft. alongside wharf. Various privately operated deep-water petroleum terminals in port area.

Facilities: 13.5 million bushel grain elevator. 17 million gallon molasses storage – 2 terminals. Scrap Iron Terminal, 300,000 sq. ft. covered warehouse space.

Equipment: Available at the Port of Albany:

2 Gas powered 5,000 lb. lift trucks.
8 Diesel powered 9,000 lb. lift trucks, all are available with bale clamps.
1 Diesel powered 30,000 lb. lift truck.
1 Diesel powered 50 ton top loader.
1×225 ton capacity crawler type crane.

BRIDGES: Minimum vertical clearance of bridges on Hudson River en route to Albany is 135 ft.

STEVEDORES: Rates and information can be obtained from Meehan Overseas Terminals, Ltd.

TANKERS: Bray/Getty Terminal:

Location: The Bray/Getty Terminal is located approximately 126 miles from the Battery (NYC), about 0.8 miles Northward of Island Creek. It is an offshore wharf 250 ft. long with a dock height above the waterline of 11 ft.

Berthing: Normal berthing is starboard side to with the use of only one 1,800 h.p. tug. An additional tug may be required if adverse weather conditions exist. The vessel approaches the berth from midstream on approximately a 30° angle to the pier. The tug is used on the port bow to control the direction of the vessel during the approach. Once alongside the pier, spring lines are run out and the vessel is held in position with her own engines until the tug is secured. See "Plan".

Gangway: The terminal does not provide a gangway.

Fresh Water: Not available at this terminal.

Bunkers: Fuel is not available at this terminal.

Slop/Deballast: The terminal is not equipped to receive slops or dirty ballast.

Security: The terminal is fenced and guarded.

Pollution: Although an oil boom is permanently in place inside the dock area, outside contractors must be contacted for clean-up in the event of the oil spill.

Firefighting: The terminal is equipped with one 150 lb. dry chemical extinguisher with additional firefighting support by shorebased fire trucks.

Cirillo Terminal:

Location: The Cirillo Terminal is located approximately 125 miles from the Battery (NYC), about 0.5 miles Northward from Island Creek. It is a bulkhead wharf 280 ft. long with a dock height above the waterline to 10 ft. It is owned by Albany Port District Commission and operated by Cirillo Brothers.

Berthing: Normal berthing is port side to with the use of one 1,800 h.p. tug. An additional tug, may be required if adverse weather conditions exist. The vessel approaches the berth on the ebb tide and slowly approaches the marginal berth in the usual manner. The current in this area sets fair with the dock face creating an ideal docking environment. See "Plan".

Gangway: The terminal does not provide a gangway.

Fresh Water: The terminal can supply fresh water upon request.

Slop/Deballast: The terminal is not equipped to receive slops or dirty ballast.

Security: The terminal is fenced and guarded at all times.

Pollution: Although an oil boom is readily available for oil spill containment, all clean-up must be performed by outside contractors.

Metropolitan/Arco Terminal:

Location: The Metropolitan/Arco Terminal is located approximately 126 miles from the Battery (NYC). The dock is of an offshore wharf construction with dolphins.

Berthing: Normal berthing is starboard side to with the use of 2×1,800 h.p. tugs. All ships are usually docked at Slack High Water. The vessel approaches the dock from the centre of the channel and is carefully breasted alongside the pier, using her tug and the current to slide over against the breasting dolphins. Spring lines are run first, followed by breasts, then head and stern lines. See "Plan".

Gangway: The terminal does not provide a gangway.

Fresh Water: Piped fresh water is available.

Bunkers: Fuel is not available at the dock.

Slop/Deballast: The terminal is not equipped for slops or dirty ballast receipt.

Security: The terminal is fenced and guarded. The main gate is locked when no vessels are at the dock. When a vessel arrives the dock is continually manned by terminal employees.

Pollution: The terminal is equipped with a workboat and 1,000 ft. of boom for spill containment. Local contractors must be contacted for clean-up operations.

Firefighting: The dock is equipped with one 150 lb. dry chemical extinguisher. Additional back-up is supplied by local firefighting departments.

Niagara/Mohawk Terminal:

Location: The Niagara/Mohawk Terminal is located approximately 125 miles from the Battery (NYC).

Berthing: Normal docking is port side to with the assistance of one 1,200 h.p. tug. The vessel approaches the marginal berth at minimum velocity with the ship's engines used to maintain relative position of vessel while lines are passed. The tug assists in the breasting of the vessel towards the dock. See "Plan".

Gangway: The terminal does not provide a gangway.

Fresh Water: Piped fresh water is available at the dock.

Bunkers: Fuel is not available at this terminal.

Slop/Deballast: The terminal is not equipped to receive slops or dirty ballast.

Security: The terminal is fenced and guarded.

Pollution: The dock is equipped with 2,500 ft. of boom for oil spill containment.

Firefighting: Portable CO_2 extinguishers provide adequate firefighting capabilities.

Sears Terminal:

Location: The Sears Terminal is located approximately 124 miles from the Battery (NYC), about 1.2 miles Southward of Island Creek. It is an offshore wharf 191 ft. long with a dock height of 10 ft. above the waterline.

Berthing: Normal berthing is port side to with the use of one 1,800 h.p. tug. An additional tug may be required if adverse weather conditions exist. The vessel approaches the dock on the first of the ebb tide, slowly stemming the tide during the approach. The tug is positioned on the starboard bow to control the vessel's movements. After a normal approach, the vessel is spotted and spring lines are led out. The vessel is then held in position with the tug and own engines while the breast, head and stern lines are led out. See "Plan".

Gangway: The terminal does not provide a gangway.

Fresh Water: Not available at this dock.

Bunkers: Fuel is not available.

Slop/Deballast: The terminal is not equipped to receive slops or dirty ballast.

Security: The terminal is fenced and guarded at all times.

Pollution: Although the terminal is equipped with a workboat and boom for oil spill containment, all clean-up equipment and personnel must be secured through local contractors.

Roseton, N.Y.: Central Hudson Gas & Electric Terminal:

Location: The Central Hudson Gas and Electric Terminal is located on the Hudson River approximately 74 miles from the seabuoy.

Berthing: Normal berthing is starboard side to with use of one 3,500 h.p. tug. An additional tug may be required during adverse weather conditions. The vessel proceeds to a point opposite to or a little above the dock, turns midstream with the aid of the tug and comes down parallel to the dock. She is then breasted in and held alongside by the tug while the spring and breast lines are led out. The tug then handles the head and stern lines (synthetic required). See "Plan"

Gangway: The terminal does not provide a gangway.

Fresh Water: Not available at the dock.

Bunkers: Fuel is not available at this terminal.

Security: The terminal is fenced and guarded.

Pollution: Booms and absorbent materials are available on the dock in the event of an oil spill.

Firefighting: The dock is equipped with one 250 lb. purple K extinguis 2×2.5 in. fire hoses with fog nozzles on a 6 in. main.

Ravena, N.Y. (Port of Albany): Atlantic Cement Terminal:

Location: The Atlantic Cement Terminal is located on the Hudson R approximately 127 miles from the seabuoy and is under the jurisdic of the Port of Albany.

Berthing: All vessels must dock and undock during daylight hours o Normal berthing is port side to with the use of one 2,100 h.p. tug additional tug may be required during adverse weather condition when docking on a rising tide. The dock is of a marginal design, para to the channel axis. Normal approach is with a tug breasting the ves onto the dock.

Gangway: The terminal does not provide a gangway.

Fresh Water: Not available at the dock.

Bunkers: Fuel is not available at this terminal.

Slop/Deballast: The terminal is not equipped to receive slops or d ballast.

Security: Although the terminal is not fenced or guarded, dock person are in attendance at all times.

Pollution: In the event of an oil spill, the containment and clea equipment available at the dock consists of:

1. 7,400 ft. of 12 in. collar boom.
2. Oil retention gate mounted on dock.
3. 23 ft. 150 h.p. tow boat.
4. 30 ft. deck barge for oil boom.
5. 500 ft. of 2.5 in. fire hose.
6. 100 bags of oil absorbent material.
7. 15 bags plastic "Oil Snares".
8. Air bubbling system-along dock face.

Firefighting: The dock is equipped with one 500 lb. dry chem extinguisher, 350×2.5 in. hose and fog nozzles located adjacent to t dock manifold.

FRESH WATER: Supplied during regular working hours daily, exc Saturdays, Sundays, and holidays, at $2.75 per 100 cu. ft. plus $22 service charge per daily delivery on straight time. Additional charg supplied during other periods.

CONSULS: Italian Vice-Consulate located at Albany, other consula available at New York City.

REPAIRS: Minor deck and engine repairs can be handled.

GANGWAY/DECK WATCHMEN: Available via ship chandler, required but recommended.

AIRPORT: 7 miles distant from port: served by Allegheny, Amer Altair and Executive Airlines.

TIME: Eastern Daylight Saving, (GMT minus 4 hours) from first Sun in April till last Sunday in October.

HOLIDAYS: Standard U.S. holidays; cargo work can be arranged o holidays at overtime rates, except July 4th, Labour Day and Christm Day.

SHORE LEAVE: Crew members allowed ashore unless restricted Customs or Immigration requirements.

GARBAGE DISPOSAL: Service not available.

WASTE OIL DISPOSAL: Arranged through local Agents.

SEAMAN'S CLUBS: None.

SHIPMASTER'S REPORT: February 1980.

Pilotage: Compulsory. Pilot boards at Ambrose Light Tower and Hud River Pilot boards at Yonkers.

Restrictions: Vessels able to enter and leave during darkness at a stage of the tide.

Max. Size: LOA 750 ft. (Approx). Max. Draft: 31 ft. to 32 ft. depen on height of river.

Tugs: One tug stationed at Albany (approx. 2,500 h.p.). Additional t come from New York.

VHF: Tug only listens out on VHF before vessel arrives.

Services: Following services available: Fresh water, fresh provisi small repairs, machine shop, airport, Lloyd's surveyor (from New Yo Salvage surveyor (from New York), lubricating oil, groceries and me

Berthing: Pier No. 2 Albany: Berth located 3 miles from Albany and miles from the entrance. Vessel's size limited by draft and sp available in swinging room in basin. Max. size approx. LOA 600 ft., 31 ft. Least depth of water in channel from sea to berth 33 ft. (appr Vessels able to dock and undock at any stage of the tide, day or ni

Grain Loading Facilities: Available.

Ro/Ro Facilities: Available in New York Harbour.

AUTHORITY: Albany Port District Commission, Administration Buil Port of Albany, Albany, N.Y. 12202. *Tel:* (518) 463-8763. *FAX:* 463-8767. *Contact:* F. Keane, General Manager.

ALEXANDRIA, Virginia: 38.48 N. 77.03 W. (See Pl

LOCATION: On the Potomac River 7 miles from Washington D.C

DOCUMENTS/PILOTAGE: Refer to "Hampton Roads".

RESTRICTIONS: Anchoring necessary between 2200 hrs. – 060 Berthing daylight only.

Channel: Width 200 ft. Depth 24 ft. Turning basin: length 6 Width 300 ft.

MAX. SIZE: Governed by draft only – max. 22 ft. 6 in. all times

HEALTH: See "Health: All Ports" before first U.S.A. port (Alb Illness reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Alba

RADIO: WMH Baltimore, Md.

TUGS: None required.

BERTHING: 2 open piers. Berthing 0600 hrs. to 2200 hrs.
BRIDGES: 1 bridge, closed Monday through Friday 1600–1830 hrs. and 0630–0900 hrs.
STEVEDORES: Informally arranged through Receivers or Shipper's Agents.
MEDICAL: Hospital available.
FRESH WATER: Available at berth – 10 t.p.h.
FUEL: Not available.
REPAIRS: Minor facilities.
GANGWAY/DECK WATCHMEN: Shore watchman provided.
OPENING/CLOSING HATCHES: Stevedores. Vessel – depending on understanding.
REPATRIATION: Facilities exist.
AIRPORT: 3 miles. Washington National – multiple flights.
TIME: GMT minus 5 hours.
POLICE/AMBULANCE/FIRE: Agents arrange. Watchmen on duty.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required by Immigration.
DELAYS: No unusual delays.
SERVICES: Searle Consortium, Ltd. in Alexandria (Tel: (703) 768-6026) and their sister company, Seaward Marine Services can provide the following: Diving and general underwater inspection services; underwater hull cleaning; Salvage survey and underwater repairs of a salvage nature; assistance in the refloating of stranded vessels and assistance in the arranging/engineering of towage.
AUTHORITY: Virginia Port Authority, 600, World Trade Center, Norfolk, Va. 23510. *Tel:* (804) 683-8000. *Telex:* TWX 710-881-1231. *Cables:* Vastports-Norfolk. *FAX:* (804) 683-8500. *Contact:* J. Robert Bray, Executive Director.

ANACORTES, Washington: 48.31 N. 122.36 W. (See Plan)

DOCUMENTS: Refer to "Tacoma".
PILOTAGE: Port Angeles Pilots. Tel: Seattle 728-6400, Dispatcher 448-4455. Pilots on VHF Channels 13 and 14.
ANCHORAGES: East End Guemes Channel, 54 ft. minimum depth.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Join vessel in Guemes Channel at Anacortes – lines optional.
BERTHING: *Pier No. 1:* Length 580 ft., depth 34.5 ft.
Pier No. 2: Length 452 ft., depth 44 ft.
CRANES: 1×15 tonne mobile crane.
TANKERS: *Texaco:* Berth No. 1: Length 1,000 ft., depth 45 ft.
Berth No. 2: Max. LOA 650 ft., depth 40 ft.
Shell: Outer Berth: Max. LOA 810 ft., max. draft 45 ft.
Inner Berth: Max. draft 40 ft.
STEVEDORES: Request 24 hours' notice. Working hours: 0800 – 1200 and 1300 – 1700, 1800 – 0300 and 0300 – 0800.
Weekend work on overtime rates.
FRESH WATER: Available from city water system.
FUEL: Available from Shell and Texaco (Bunker "C" and light diesel).
REPAIRS: Minor repairs only.
DRY DOCKS: Synchrolift (306 ft. × 75 ft.) with capacity 5,000 tons. It can accommodate vessels up to 350 ft. LOA.
Floating dry dock (312 ft. × 90 ft.) with capacity 9,000 tons. It can accommodate vessels up to 400 ft. LOA.
GANGWAY/DECK WATCHMEN: Not required by port.
OPENING/CLOSING HATCHES: Stevedores or crew before vessel's arrival.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
CARGO GEAR: ILWU requirements.
AIRPORT: 75 miles Seattle International.
TIME: GMT minus 8 hours. From end April to end October, Pacific Daylight Saving Time, GMT minus 7 hours.
HOLIDAYS: See "Tacoma".
POLICE/AMBULANCE/FIRE: Police, Ambulance and Fire dial 911.
TELEPHONES: Available at Pier 2 and at Pier 1 by Phone Co.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required.
AUTHORITY: Port of Anacortes, P.O.Box 297, Anacortes, Washington 98221. *Tel:* (206) 293-3134 (Scan System (206) 576-6371). *FAX:* (206) 293-9608. *Contact:* M. Hardy, Marine Terminal Supervisor.

ANCHORAGE, Alaska: 61.12 N. 150.00 W. (See Plan)

DOCUMENTS:
3 copies Cargo Manifest (Form 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I-418).
2 copies Crew List (Form I-418).
Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Master's Oath (Customs Form 1300).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: The pilot station for Anchorage is at Homer, Alaska (See "Homer").
ANCHORAGES: The best anchorage for deep-draft vessels is West of Anchorage in depth of 10 fathoms to 12 fathoms, silt bottom. Holding ground is good.
TIDE AND CURRENTS: The diurnal range of tide is 29.6 ft., currents from 1.7 knots to 6 knots or more in mid-channel.
RESTRICTIONS: Flow and pan ice is encountered in the Cook Inlet from approximately the end of November until the end of February. This ice does not freeze solid due to the tidal action. The port is in year-round use and expert information on Winter conditions may be obtained from any of the highly qualified licensed ship pilots available in the area.
MAX. SIZE: All berths 35 ft. MLLW.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: Port of Anchorage "KBT-42" on HF-AM and SSB. "WHJ-82" on VHF-FM.
Radio Advice: Masters must notify Agents at Anchorage of ETA at Homer Spit, Alaska, as early as possible. Homer Spit position: 59° 35′ N., 151° 40′ W. To avoid confusion ETA message to Anchorage should indicate Time Zone used. Alaska Communication System Stations are located at Juneau – call sign AKM – Keeping watch on 500 kHz and working on 452 kHz. This station is reported to be very difficult to contact and is closed during weekends.

The fastest way to forward radio messages in the North Pacific is via San Francisco Radio KPH.

The U.S. Coast Guard Station Kodiak – call sign NOJ – keeps W/T watch on 500 kHz, working on 470 kHz.

Due to difficulties reported in contacting local Alaskan stations, Masters of vessels engaged on trans-Pacific crossings are advised to route radio messages to Alaska and Europe via Singapore Radio or Choshi Radio until the dateline, thereafter via San Francisco radio.
TUGS: Join vessel 1.5 miles S.W. of docks.
BERTHING: 180 ft. P.O.L. No. 2 "T" Dock with dolphins (600 ft. max. LOA).
415 ft. P.O.L. Terminal with dolphin.
600 ft. General Cargo Terminal No. 1, apron width 95 ft., live road limit 600 lb. per sq. ft.
General Cargo Terminals No. 2 and 3, 610 ft. and 893 ft. respectively, apron width 69 ft.
Depth alongside all Terminals 35 ft. at MLLW.
SPECIALISED CARGO HANDLING FACILITIES: 2×30 ton Paceco and 1×40 ton Mitsubishi container cranes servicing general cargo Terminals 1, 2 and 3; private bulk cement pipelines to shore silos. Ro-Ro service available.
CRANES: Portable, Paceco and Mitsubishi container cranes. Capacity: Portable to 150 tons. Container cranes 30 tons and 40 tons. Outreach from fender face is 79 ft. for the Paceco and 86 ft. for the Mitsubishi. Clear height above MLLW is 132 ft.
STEVEDORES: *Working Hours:* Stevedores do not work on January 1st, September 6th, November 25th and December 25th. The first 6 hours of any shift between 0800 hrs. and 1500 hrs. is at the straight time rate. Work performed on Saturdays, Sundays, holidays and between 1700 hrs. and midnight is at overtime rate. Meal breaks are 1145 hrs. to 1300 hrs. and 1745 hrs. to 1900 hrs. Stevedores work between 0100 hrs. (double overtime rate) and 0700 hrs.
MEDICAL: All facilities available. 3 local hospitals.
TANKERS: Petroleum Terminal No. 1 at the Port of Anchorage is contiguous to the general cargo piers. The POL Pier is 612 ft. long and contains multiple petroleum manifolds. Depth alongside 35 ft.

Petroleum Terminal No. 2 is a new "T" Pier located South of the existing facility. POL No. 2 is 645 ft. long including dolphins and contains multiple manifolds. Pier will accommodate vessels to 600 ft. Depth alongside 35 ft.
DENSITY: From 1009 to 1010.
FRESH WATER: Public Health Service certified water station.
FUEL: All grades available.
SURVEYORS: B. J. Logan and Associates, (Lloyd's Agency; correspondence to AIMU; National Cargo Bureau), 237 E. Third Avenue, Anchorage, Alaska 99501. Tel: (907) 272-7724.
GANGWAY/DECK WATCHMEN: Required shipside.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: At the discretion of Customs Officer. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1 quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
AIRPORT: 5 miles; served by regular foreign and domestic airlines.
HOLIDAYS: New Year's Day (January 1st); Lincoln's Birthday; Washington's Birthday; Seward's Day (March 30th); Memorial Day; Independence Day (July 4th); Labour Day; Columbus Day; Alaska Day (October 19th); Veterans' Day; Thanksgiving Day; Christmas Day (December 25th).
POLICE/FIRE/AMBULANCE: Police 786–8900; Ambulance/Fire 267–4900.
BANKS:
Alliance Bank
First National Bank of Anchorage
Key Bank
National Bank of Alaska
Ranier Bank Alaska
STORING: See "Prelims".
1. Yes.
2. No restrictive regulations.
3. Yes: Immediately adjacent to ship.
4. Yes.
5. No.
6. Yes.
EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard, Anchorage, Alaska 99513. Tel: (907) 271-5137.

TELEPHONES: Telephones available shipside.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I – 95 to be made up for each crew member on arrival. Not necessary for crew men already holding Form I–95, issued for the same vessel.
GARBAGE DISPOSAL: No skips or drums provided. Agents to make arrangements.

Service provided by Dynair Service Inc., c/o D.J.Orr, P.O.Box 190-408, Anchorage, AK 99519-0408. Tel: (907) 243-3403.
WASTE OIL DISPOSAL: 7,000 gallons per day per tanker truck. Rate $ 0.50 per gallon (oil). Contact: Alaska Pollution Control, P.O.Box 10-374, Anchorage, AK 99510. Tel: (907) 344-5036.
SEAMAN'S CLUBS: None.
AUTHORITY: Port of Anchorage, 2200 Anchorage Port Road, Anchorage, Alaska 99501, USA. *Tel:* (907) 272-1531. *Telex:* 090-26431. *FAX:* (907) 277-5636. *Contact:* H. Glenzer, Jr., Port Director.

ASHTABULA, Ohio: 41.53 N. 80.48 W. (See Plan)

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Nearest pilot station is the Welland Canal, Canada.
ANCHORAGES: No anchorage inside boundaries. Good anchorage outside to East of the entrance, depth approx. 20 fathoms.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness reports made to Chicago Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: Contact Lorain, Ohio ship-to-shore station for local connections.
TUGS: Tugs normally join vessels just inside harbour entrance. Use ship's or tug's lines optional; if tug lines used an additional charge of 10% of the tonnage will be added. For tug service call ship-to-shore tug Idaho, FM Channel 51.
BERTHING: Pinney Dock and Transport Co.: Dock No. 4 – length 2,000 ft., depth 27 ft. 2×45 ton cranes

Pinney Dock and Transport Co. (Ex-Con Rail Minnesota slip): Realigned berth with length 1,500 ft. and depth 28 ft.

Con Rail: Dock No. 10 – length 1,200 ft., depth 27 ft. 1 shiploader, rate 7,000 t.p.h. Max. size: LOA 1,000 ft., beam 105 ft. and max. draft 26 ft.
STEVEDORES: Work gangs for loading and unloading provided by the Pinney Dock and Transport Company.
MEDICAL: Vessels requiring medical attention call U.S. Coast Guard station located in the main river by calling AM Channel 20. Ambulance and hospital service available. No inoculation, vaccinations, or fever certificates required.
DENSITY: Fresh water.
FRESH WATER: Available at stevedoring dock.
FUEL: Available on 24-hour notice.
FIRE PRECAUTIONS: City fire department. Also water line on face of the dock available.
CONSULS: Nearest at Cleveland.
REPAIRS: All types of deck and engine repairs available; also topside shell repairs.
GANGWAY/DECK WATCHMEN: Overseas stevedoring dock enclosed wire fence, watchmen on dock at all times, guard at main gate.
OPENING/CLOSING HATCHES: Optional by crew or stevedores.
CUSTOMS ALLOWANCES: Only allotments per person consumed aboard allowed.
REPATRIATION: Can be arranged.
AIRPORT: Nearest airport approx. 10 miles South with commuter services to Cleveland Hopkins Airport. Cleveland Hopkins Airport approximately 70 miles West.
TIME: Local Eastern Standard Time except from first Sunday in April till last Sunday in October – Daylight Saving Time.
HOLIDAYS: Stevedoring docks double time on holidays and time plus one-half on Saturdays and Sundays.
POLICE/AMBULANCE/FIRE: Police, 998-2221; Ambulance, 998-2345; Fire, 998-2121.
TELEPHONES: No provisions for placing telephones aboard vessels.
SHORE LEAVE: Crew allowed ashore.
IDENTIFICATION CARDS: Required.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service available. 72 hours notice required.
WASTE OIL DISPOSAL: Service available using tanker trucks. 72 hours notice required.
SEAMAN'S CLUBS: None.
CURRENCY: U.S.Dollar (U.S.$).
AUTHORITY: Ashtabula Port Authority, P.O.Box 889, Ashtabula, Ohio 44044. *Tel:* (216) 992 8428. *Contact:* Robert Weiner, Chairman. Nicholas Paulchel, Harbour Master.

ASTORIA, Oregon: 46.11 N. 123.50 W. (See Plan)

PILOTAGE: Columbia River Bar Pilots, Astoria, Oregon, 97103. See "General – Pilotage" before first U.S.A. port (Albany).
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Tugs are available for assisting ships at the option of the vessel.
BERTHING: The 3 piers, including Ro-Ro facilities and barge ra comprising the Port of Astoria Terminals are located in the Western p of the City of Astoria at the confluence of Youngs Bay and the Colum River. Astoria is served by 1 railroad, 3 major highways and 6 ba lines. The piers extend to the main ship channel, allowing vessels berth or sail at any time. The terminals are operated by the Por Astoria Commission as a public property open to all carriers a shippers.

Pier No. 1:
Location: Foot of Portway Street, adjacent to Pier No. 2, and separa therefrom by a water slip 400 ft. in width.
Principal Commodities: General commodities, break bulk, plywo frozen tuna, grain, sacked goods.
Berths: 2 vessels. 875 ft. face or Northerly end; 1,000 ft. slip or Weste side, depth 40 ft.
Pier Apron: Width 24 ft., slip side; 70 ft., face or end. Dock is 16.1 above MLW.
Equipment: Dock tractors, 2 container straddle carriers, fork lift truc trailer trucks, hand trucks and other necessary miscellaneous ca handling equipment.
Water Services: Portable meters and hose connections for ves service. Rates of delivery, 10,000 g.p.h. Water pressure about 110 p stand pipes.
Fire Protection: Complete automatic dry pipe sprinkler system and h stand pipes.
Electric Current: Face Pier No. 1 – 440 volt, 3 phase. Lighting 110 v 2 phase, 60 cycle, 35 amperes, alternating current. Portable meters a plug-in service available at all berths.

Pier No. 2:
Location: Between Piers No. 1 and 3. Separated from Pier No. 1 b water slip, 400 ft. wide, and from Pier No. 3 by a water slip, 350 ft. w
Warehouse Shed: 65,000 sq.ft. steel building with foundation a sprinkler system.
Principal Commodities: Lumber, logs, general cargo, break bulk, b cargo in open storage.
Berths: 5 vessels; 425 ft. face or Northerly end; 1,307 ft., slip Easte side, 40 ft. depth; 1,445 ft., slip Westerly side, 35 ft. depth.
Open Dock: 535,000 sq.ft. Dock level 16.1 ft. above MLW.
Equipment: Modern lighting. Tractors, fork trucks, etc. as listed un Pier No. 1, when required. Portable meters and hose connections. P lines on pier for bunkering.
Barge Ramp: A barge ramp capable of handling loads up to 50 ton now in operation at the outer berth of Pier No. 2. The ramp is utili for transfer of cargo from barge or vice versa.
Water Service: City service. Portable meters and hose connections service to vessels. Rate of delivery, 10,000 g.p.h. Water pressure ab 110 p.s.i.
Electric Current: Lighting 110 volt, single phase, 60 cycle, 35 amper alternating current. Power 220 volts, 3 phase, 60 cycle, 35 amper alternating current. Portable meters and plug-in service at all berth

Pier No. 3:
Location: Foot of Hamburg Avenue, (adjacent to and separated fr Pier No. 2 by water slip 350 ft. wide).
Principal Commodities: Canned goods, wood pulp, paper produ general cargo, break bulk, dry bulk.
Berths: 2 vessels. 1,750 ft. slip on Easterly side; 35 ft. in depth.
Warehouse Transit Shed: Floor area 248,000 sq.ft. Floor load 600 East side; 1,000 lbs. West side, per sq.ft.

Shed width 160 ft. Shed length 1,550 ft. Mill type reinforced conc walls and floor construction. Concrete and blacktop floor. Comp automatic sprinkler system.
Pier Apron: Width, slip side 24 ft. Dock level, 16.1 ft. above MLW.
Equipment: Tractors, trailers, fork trucks, etc., as listed under Pier N when required.
Water Supply: Portable meters and hose connections for servic vessels. Rate of delivery, 10,000 g.p.h. Water pressure about 110 p
Fire Protection: Automatic dry sprinkler system. Hose stand pipes.
Electric Current: Lighting 110 volts, single phase, 60 cycle, 35 ampe alternating current. Power 220 volts, 3 phase, 60 cycle, 35 ampe alternating current. Portable meters and plug-in service available a berths.
CONTAINER HANDLING: Container Yard (West of Pier No 11.5 acres paved, fenced and lighted.
CRANES: 30 ton crane on Pier No. 2 and 1 × P+H 6250TC m crane.
STEVEDORES: Stevedore Services of America and Jones-Ore Rogers.
FRESH WATER: Available, delivery to vessel through portable ho
FUEL: Bunkering oil facilities for ocean vessels are maintained at No. 2. The rate of delivery for heavy fuel oil is 1,500 b.p.h., an diesel oil, 800 b.p.h.
GARBAGE DISPOSAL: Garbage disposal is available locally American vessels; foreign vessels calling at Port of Astoria can com this service through companies located in Portland, Oregon.
WASTE OIL DISPOSAL: Waste oil disposal not available on loc This service may be obtained through companies located in Port Oregon, who can truck/barge waste disposal away.
GENERAL: The Port of Astoria Terminals are located 10 miles stream from the mouth of the river and 86 miles downstream fro City of Portland, Oregon.

The channel in the Columbia River, from the ocean to Astoria, h width of 600 ft. and project depth at low water of 53 ft.

At Astoria, the mean range of tide is 7.5 ft. with extreme tidal r of about 12 ft. On a flood tide a velocity of 2 knots is seldom exce but the velocity sometimes attains 5 knots during the ebb tide variation is due largely to the strength of the river discharge maximum velocity during the freshets which occur during the mon May, June and July. These freshets, however, do not effect the l of water at Astoria. The Columbia River is navigable through year.

A total of 9 berths at the Port of Astoria Terminals are periodically dredged to 35 ft. and 40 ft. at zero tide, but depths vary from time to time.

AUTHORITY: Port of Astoria, 1 Portway, Astoria, Oregon 97103. Tel: (503) 325-4521. *FAX:* (503) 325-4525. *Contact:* Ron Larsen, Acting Director.

BALTIMORE, Maryland: 39.17 N. 76.35 W. **(See Plan)**

PORT LIMITS: North Point is the outer limit of Baltimore Harbour for arrival purposes. The anchorage off Annapolis at Thomas Point, for vessels assigned thereto, is considered arrived for charter purposes.

DOCUMENTS:

3 copies Cargo Manifest (Form 1302).
Direct Arrival – 2 All Cargo on Board.
1 Cargo this Port.
Coastwise Arrival – 1 All Cargo on Board.
2 Cargo this Port.
3 copies Crew Manifest (Curio List) (Form 1304).
3 copies Stores Lists (Form 1303).
3 copies Passenger List (Form I-418).
3 copies Crew List (Form I-418).

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port.

Master's Oath (Customs Form 1300) 3 copies.
General Declaration (Customs Form 1301) 3 copies.
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
U.S. vessels from foreign ports to submit Form 226 "Foreign Repairs" in order to calculate duty.
Certified Crew List (Visa Crew List – U.S. Immigration).
International Tonnage Certificate showing the official gross and nett tonnage of the vessel.

Note: Masters must retain all CF 368 "Customs Receipts" on file from previous U.S. ports of call.

PILOTAGE: Each vessel entering the Chesapeake Capes under foreign flag or carrying foreign cargo is required to employ a Pilot of the Association of Maryland Pilots. Pilots are furnished with a small transistorised portable radio unit, which provide ships' bridge to bridge communication system to ensure navigational safety while traversing the waters of Chesapeake Bay. It is a positive means of communication to ensure ship's position reporting, the safety and movement of vessels, as well as messages related to the operational needs of vessels proceeding to the port, and provide the Pilots' communications instructions expediting operations of vessels when they are aboard.

Send ETA via Telex to pilots or vessel's agent, 48 hours before arrival and confirm 24 hours before arrival.

The ETA message should state whether arriving via Chesapeake and Delaware Ship Canal or Cape Henry, and deepest draft and speed of vessel.

Cable address of Pilot: "Marpilot Baltimore". Cape Henry Pilot Tower on VHF Channels 11, 13 and 16. Telex: 87-574. Telephone: (410) 342-6013. Fax: (301) 276-1364.

The large ocean station pilot vessel has been removed from station. Inbound and outbound traffic is monitored by the new Cape Henry Pilot Tower on shore just seaward of Cape Henry Light. The Pilot Tower maintains both a radar and radio watch for the area. Vessels should contact the Pilot Tower on VHF Channel 16 whence they will be directed to a working frequency. Vessels are requested to contact the tower 2 hours prior to arrival at the pilot boarding area.

Pilots are despatched from Lynnhaven Inlet by high-speed all-weather boarding launches and will rendezvous with vessels at CBJ Buoy, approximately 2 miles ENE of Cape Henry Light.

Pilots may request a relief pilot during transit who will board the vessel at the Pilot Transfer Station located 90 miles Northward near the Patuxent River. Under certain conditions of speed and draft, 2 pilots will be provided at the outset of the transit (Currently a second Pilot is provided if the passage is expected to be more than 15 hours). Relief pilots are provided at no extra charge.

ANCHORAGES: Numerous anchorages located within harbour limits for ocean-going vessels. 6 such areas are available for vessels of light and deep draft. 4 of these anchorages are located on the East side of the main ship channel between the entrance channel to the Canton Grain Elevator and Fort Carroll. 2 are on the West side of the main ship channel. Anchorage space is limited for large vessels and a 72 hour limit is in effect. At Thomas Point, approximately 22 miles South of Baltimore, there is an emergency anchorage in natural deep water with depth of 50 ft. or more. The U.S. Coast Guard is responsible for the anchorages, but in practice, the Pilots make the assignments.

RESTRICTIONS: There are two different approaches and exits to the sea lanes. The principal route is by way of the Southerly course through the Chesapeake Bay and Cape Henry to the ocean. The distance by this route is approximately 150 nautical miles. There is a main ship channel 20 miles long from Baltimore to the Chesapeake Bay; this channel is 700 ft. wide and 50 ft. deep.

The other route to the sea lanes is via the Chesapeake and Delaware Ship Canal. This offers a short protected route between Baltimore and other leading North Atlantic ports by way of Delaware Bay and allows ships serving North Atlantic European ports to save about 125 miles sailing distance.

Entrance to the Chesapeake and Delaware Ship Canal is located about 50 miles North of Baltimore. Depth of channel 35 ft. The width of the channel is 450 ft. Max. LOA 960 ft. Vessels longer than 760 ft. must have bow thruster. Max. draft 33 ft. 06 in. The canal itself is 15 miles in length, and from the Delaware Bay side the distance to sea lanes is about 60 miles. Navigation lights are maintained so the canal is open to navigation day and night. Mean range of tide is 1.1 ft. at Baltimore. Currents are 0.8 knot on flood and ebb tides.

MAX. SIZE: Length 1,250 ft., draft 50 ft. at Consolidated Coal Sales and Bayside Coal Piers. No restriction on beam.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: See "Pilotage".

TUGS: The port has an efficient fleet of tugs in operation. The tugs usually take vessel in tow at Francis Scott Key Bridge. Tug's lines are used at no extra charge.

BERTHING: Major piers and terminals:

Abbreviations:

WC = Whirley Crane (Tower Gantry)
CC = Container Crane
M.T. = Marine Terminal
LT = Long Ton
T = Net Ton

Breakbulk – Container, General Cargo:

Name	*Berths (ft.)*	*Water Depth (ft.)*	*Cranes*	*Other Features*
Pennwood Wharf	1–870	32		
Dundalk M.T.	1–1050	38	10 CC at 40 LT	2 Ro-Ro ramps
	1–840	38		7 container berths
	2–730	34		
	1–750	38	2 WC at 60 T	
	7–600	34		
Sea Girt M.T.	1–700	32	1 CC at 27.5 T	1 container berth
	3–1000	42	7 CC at 50 T	3 container berths
Rukert Terminals	1–575	34		
	1–525	36		1 ore crane
Clinton St. M.T.	4–550	32		
Locust Point, North Piers 3, 4 & 5	7–600	34	2 WC at 75 T 1 CC at 40 T	
Locust Point, South	4–850	36	3 CC at 40 LT 1 WC at 100 T	2 container berths
Chesapeake Terminal	1–700	30		
Atlantic Terminal	1–500	33		Mooring dolphins
Fairfield Auto Terminal	1–832	35		Mooring dolphins

Dry Bulk:

Name	*Berths (ft.)*	*Water Depth (ft.)*	*Commodity*	*Cranes*
Sparrows Point	2–1020	45	Iron Ore	3×26 T Ore unloaders
Curtis Bay Ore Pier	1–650	42	Ore	2×22 T Ore cranes
Rukert Pier 5	1–820	40	Ore	1×21 T Ore crane
Hawkins Point	1–720	36	Ore (Alumina)	1×30 T Ore crane
CCSC Coal Pier	1–1253	50	Coal	1 Shiploader 7000 T per hour
Bayside Coal Pier	1–1000	50	Coal	1 Shiploader 6000 T per hour
Curtis Bay Coal Pier	1–900	42	Coal	1 Shiploader 6000 T per hour
Pier 7, North Locust Point	1–1000	38	Grain	4 conveyor booms & 3 spouts, 75,000 bushels per hour
Canton Grain Elevator	1–690 1–1418	39 33	Grain	9 loading spouts on East side and 2 elevated electric loaders with no spouts on West side
National Gypsum Pier (Gold Bond)	1–594	33	Gypsum	Receiving hopper & belt, 500 T per hour
U.S. Gypsum Dock	1–746	32	Gypsum	Receiving hopper & belt, 900 T per hour
Amstar Corp.	1–970	32	Sugar	2×12 T unloading towers, 600 T per hour
Davison Chemical Co. Rock Pier	1–345	28	Sulphuric acid and sodium silicate	

Liquid Bulk:

Name	*Berths (ft.)*	*Water Depth (ft.)*	*Commodity*
Pier 10, Locust Point North M.T.	1–610	34	Molasses, Latex and asphalt
ST Services Pier	1–900	36	Petroleum, edible and chemical
	1–900	35	Liquids
	1–628	20	Liquids
Olin Corp Main Wharf	1–800	28	Liquid Sulphur
Berths 5 & 6 Dundalk M.T.	2–600	34	Molasses
Agrico Pier	1–450	30	Liquid fertiliser
Pier 4 & 5, North Locust Pt. M.T.	1–600	34	Latex (Guthrie)
	1–600	34	Latex (Firestone)
Pier 3, North Locust Point M.T.	1–600	34	Latex (Firestone)
Hawkins Point Pier	1–720	36	Liquid Fertiliser, Hydrogen Peroxide
Continental Dock 188	1–585	32	Petroleum and petroleum products
Continental Pier 189	1–785	34	Petroleum and petroleum products
Amoco Oil Dock No. 1	1–675	33	Petroleum and petroleum products
BP-Texaco Pier	1–435	33	Petroleum and petroleum products
Amerada Hess Pier	1–700	37	Petroleum and petroleum products
Apex Oil Co.	1–800	40	Petroleum Products

CRANES: *Floating:* 1×150 tons.
Also see "Berthing".

BRIDGES: The Chesapeake Bay Bridge-Tunnel is located across the entrance to the Bay, between Cape Henry and Cape Charles. This vehicular crossing consists of fixed causeways and bridges 15 miles in length, and 2 tunnels – one under the Chesapeake Channel and one under the Thimble Shoal Channel. A horizontal clearance of 1,400 ft. at 60 ft. water depth exists.

The Francis Scott Key Memorial Bridge crosses the main ship channel in Baltimore Harbour and is 8,640 ft. long, with main channel horizontal clearance of 800 ft. and vertical clearance of 185 ft. Vessels en route to the harbour from the ocean via the Chesapeake Bay pass under the Chesapeake Bay Bridge (2 parallel bridges), about 138 statute miles above the ocean entrance to the bay. This bridge is 3.7 miles long from shore to shore; its Western end is 0.5 miles S.W. of Sandy Point and its Eastern end is on Kent Island, 4 miles S.W. of Love Point. Least clearance width of 1,500 ft. and vertical clearance 186 ft.

By way of the Chesapeake and Delaware Canal the least horizontal clearance is 500 ft. and vertical clearance to + 136 ft. (Current air draft for vessels is 136 ft.).

The Curtis Creek and Middle Branch sections of harbour are each crossed by highway and railroad bridges (lift and swing).

DENSITY: Brackish (1005 – 1008).

MEDICAL: All facilities available.

TANKERS:
Apex: The Apex Oil Terminal in Baltimore Harbour is located 153 miles from the Sea Buoy and consists of one berth. The controlling depth at this terminal is:
Navigation Channel – 49 ft. Berth 40 ft.
The max. size vessels received:
LOA 800 ft.
97,179 d.w.t.

Vessels dock and undock at all stages of the tide. Constant Northwesterly winds may cause some variation in tide.

At this terminal there are terminal personnel on the scene at all times who will advise vessels of any critical conditions.

When docking and undocking, vessels normally use 2 tugs.

On approach to the berths, vessels transit the Fort McHenry Channel with a controlling depth of 50 ft. MLW and minimum width of 700 ft.

FRESH WATER: Can be supplied at berths. At general cargo berths, vessels supply hoses. Water barge service available from Vane Bros. Co. (Tel: 631-7773).

FUEL: All grades supplied by numerous oil companies by barge, tanker truck or ex-wharf at the oil berths.
Bunkering, Fuel Oil and Lubricants:
Aqua Tankers, Inc. Tel: 410-631-7494. Fax: 410-631-7781.
Fewell Trading Co., Inc. Tel: 410-532-2335. Fax: 410-532-7756.
Marine Launch Co. (Vane Brothers Co.). Tel: 410-631-7773. Fax: 410-631-5099.

CONSULS:
Belgium
Denmark
Dominican Republic
Ecuador
Finland
France
Guatemala
Honduras
Italy
Netherlands
Norway
Pakistan
Senegal
Spain
Turkey

REPAIRS: *Bethship:* At the Sparrows Point Shipyard, vessels up to 300,000 d.w.t. are repaired, and the facilities include all the necessary equipment for the construction of large and small vessels. Tel: (410) 388-6383. Fax: (410) 388-6687.

In addition to the above mentioned facilities there are numerous companies specialising in minor ship's repairs, tank cleaning, repair of all types navigational and optical instruments, fumigation (See "Ship Services").

SURVEYORS:
Allcargo Surveyors, Inc. Tel: 633-4656. Fax: (410) 633-3149.
American Bureau of Shipping and ABS Worldwide Technical Services, Inc. Tel: 633-5692. Fax: (410) 633-3609.
Baltimore Ship Repair. Tel: (410) 354-7400. Fax: (410) 354-7410.
John L. Bauer & Associates, Inc. Tel: 321-8488.
Bulk Liquid Surveys Inc. Tel: (410) 485-0374.
Cranford and Co. Tel: (410) 821-0010. Fax: (410) 821-0913.
Carman & Co., Inc. Tel: 633-5940. Fax: (410) 633-5948.
Hull and Cargo Surveyors, Inc. Tel: 646-0606. Fax: (410) 646-5956.
Inchcape Testing Services/Caleb Brett. Tel: (410) 354-3010. Fax: (410) 354-4543.
International Cargo Surveyors, Inc. Tel: 633-3340/41. Fax: (410) 633-7848.
Lloyd's Register of Shipping. Tel: 547-1150. Fax: (410) 752-4360.
Luard & Company Inc. Tel: 633-6257. Fax: (410) 633-8157.
Maloney Commodity Services Inc. Tel: (212) 490-1155. Fax: (212) 490-3780.
Marserv, Inc. Tel: 583-9137. Fax: (410) 583-9172.
Mid Atlantic Cargo Services, Inc. Tel: 788-5006. Fax: (410) 788-0208.
Mid Atlantic Marine Surveyors Inc. Tel: (410) 284-8175. Fax: (410) 633-7397.
National Cargo Bureau, Inc. Tel: 633-6680. Fax: (410) 633-6812.
Captain Heiner Popp, Inc. Tel: 544-1422. Fax: (410) 544-7142.
Port Supervision, Inc. Tel: (410) 633-3396. Fax: (410) 255-6918.
SGS Control Services Inc. Tel: (410) 563-1822 (Grain). Fax: (410) 563-1602.
Sulzer Marine Services. Tel: (215) 459-4138.
Toplis and Harding, Inc. Tel: 288-1447. Fax: (410) 288-3604.
Unicorn International. Tel: (800) 443-4652. Fax: (908) 351-8393.
Andrew Vazquez, Inc. Tel: 282-7770.

CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1 quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

REPATRIATION: Crew changes can be made and repatriation arranged at the port.

AIRPORT: BWI Airport, 8 – 10 miles or 20 minutes from harbou vehicle with 32 regular scheduled airlines and 580 flights daily.

HOLIDAYS: 1994.

January 1st *	(Saturday)	– New Year's Day
January 17th	(Monday)	– Martin Luther King, Jr.'s Birthda
February 12th	(Saturday)	– Lincoln's Birthday
February 21st	(Monday)	– Washington's Birthday
March 17th	(Thursday)	– Thomas W. Gleason's Birthday
April 1st	(Friday)	– Good Friday
April 3rd *	(Sunday)	– Easter Sunday
May 30th **	(Monday)	– Decoration Day (Memorial Day
July 4th	(Monday)	– Independence Day
September 5th *	(Monday)	– Labour Day
September 12th	(Monday)	– Defender's Day
October 10th	(Monday)	– Columbus Day
November 8th	(Tuesday)	– Election Day
November 11th	(Friday)	– Veteran's Day
November 24th	(Thursday)	– Thanksgiving Day
December 24th *	(Saturday)	– Christmas Eve
December 25th *	(Sunday)	– Christmas Day
December 31st	(Saturday)	– New Year's Eve

* Baggage and mail only.
** As per agreement with I.L.A. – Federal date will be observed.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight sa time from first Sunday in April till last Sunday in October.

POLICE/AMBULANCE/FIRE: Baltimore City Police Tel: 911, F Tel: 911, Ambulance Tel: 911, Baltimore County Tel: 911, Maryland P Administration Tel: 633-1066.

EMERGENCY CO-ORDINATION CENTRE: No official Centre Baltimore. In an emergency contact Captain of the Port – Coast Gua Tel: 962-5100. VHF Channel 81 (157.075 MHz) is monitored.

BANKS:
First National Bank of Maryland. Tel: (410) 244-4500. Fax: (4 539-4594.
Maryland National Bank. Tel: 605-6444.
Mercantile – Safe Deposit & Trust Co. Tel: 237-5900. Fax: (4 237-5351.
Signet Bank/Maryland. Tel: (410) 332-5771. Fax: (410) 752-735
The Bank of Baltimore. Tel: 244-3360.
Chase Bank of Maryland. Tel: 576-0030.
Provident Bank of Maryland. Tel: 281-7000.
Nations Bank. Tel: 800-222-7162.

STORING: See "Prelims".
1. Normally by truck. Possible by barge at anchorage.
2. Varies from terminal to terminal. Normally vessels can be sto during working hours. No specific port regulations.
3. In most cases truck can go alongside.
4. Yes. (Where apron size and capacity permits).
5. Customs regulations apply to bonded goods.
6. Yes.

SHIP SERVICES:
Launch Services:
Al Bembe. Tel: (410) 956-4146 (Annapolis Area).
Baltimore Launch and Marine Services, Inc. Tel: 633-6464.
Bay Taxi Service, Inc. Tel: 675-2900.
Standard Marine Supply & Service Co., Inc. Tel: 276-5756, Ni and Holidays 363-3122.
The Vane Brothers Inc. Tel: 631-7773.

Ship Services:
American Ship Service Co., Inc. Tel: 342-8810.
Arkay Steamship Corporation. Tel: 788-0073. TWX: 710-236- (ARKAY SS BAL) Cable: "ARKAY" Baltimore.
Baltimore Ship Repair (Phillyship of Baltimore). Tel: (410) 355-7 Fax: (410) 354-7410.
Bluementhal – Kahn Electric. Tel: (410) 363-1200. Fax: (363-1215.
Chesapeake Shiprepair Co. Tel: (410) 255-9171. Fax: (360-9175.
Davis Group Inc. Tel: (410) 625-2672. Fax: (410) 625-2677.
General Ship Repair Corp. Tel: (410) 752-7620. Fax: (410) 752-
Key Marine Refrigeration Inc. Tel: (410) 563-2880.
Maryland Nautical Sales (Charts). Tel: 1-800-596-7245, (752-4268. Fax: (410) 685-5068.
Multimarine Refrigeration. Tel: (410) 355-7012. Fax: (410) 354-5
Port Supervision, Inc., Rm. 801, 207 E. Redwood St., 2 Tel: 539-5158. TWX: 87495.
Wartsila Diesel Inc. Tel: (410) 573-2100. Fax: (410) 573-2200.

Divers:
Baltimore Ship Repair. Tel: 355-7400.
Bob Croot. Tel: 1-923-2116.
Divers Den, Inc. Tel: 668-6866.
The General Ship Repair Corp. Tel: 752-7620.
Martin G. Imbach, Inc. Tel: 355-6121.
J & L Industries, Inc. Tel: 488-0800.
McLean Contracting Company. Tel: 553-6700.
Parks Diving Corp. Tel: 655-8744.
A-J Marine Contractors. Tel: 744-0803.
Accu-Dive. Tel: 276-4461.
Coastal Marine Services. Tel: 987-9870.
Maryland Diving Services. Tel: 298-4471.
Mid-Atlantic Diving Contractors. Tel: 461-1155.
Peregoy Marine Towing and Salvage. Tel: 269-6767.
Stearns Diving Co. Tel: 294-9414.

Ship Chandlers:

Columbia Marine Supply Co. Tel: (410) 539-3280. Fax: (410) 332-1356.

Magnus Aske Ship Supply Inc. Tel: (410) 342-1424. Fax: (410) 243-1650.

New Star Ship Supply Co. Inc. Tel: (410) 675-4321. Fax: (410) 675-5154.

R.S. Stern Inc. Tel: (410) 342-7676. Fax: (410) 243-1650.

Samuel Meisel & Co. Tel: (410) 787-1414. Fax: (410) 761-2422.

Vane Brothers Ship Chandlery. Tel: (410) 631-5167. Fax: (410) 631-7781.

Walter Spieker & Co. Tel: (410) 675-6703. Fax: (410) 243-1650.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I – 95 to be made up for each Crew member on arrival. Not necessary for crew man already holding Form I – 95, issued for the same vessel.

GARBAGE DISPOSAL: Skips provided alongside.

WASTE OIL DISPOSAL: By tanker trucks only.

SEAMAN'S CLUBS: *Seamen's Services and Organisations:*

American Ship Service Co., Inc. Tel: 342-8810. Fax: 342-8812 (Crew Transport).

Baltimore Baptist Port Ministry. Tel: (410) 488-3606.

Catholic Port Chaplaincy. Tel: 752-0205.

International Seamen's Center. Tel: (410) 282-7876. Fax: (410) 539-6861.

Greek Orthodox Cathedral of the Annunciation. Tel: 727-1831. Fax: (410) 727-7602.

International Visitors Center. Tel: 837-7150. Fax: (410) 837-7931.

Norwegian Seamen's Church-Mobile Service. Tel: 426-3177. Fax: (410) 319-9370.

Seafarer's International Union. Tel: 327-4900. Fax: (410) 528-2228.

Travelers Aid Society of Baltimore, Inc. Tel: 685-3569. Fax: (410) 332-1625.

DEVELOPMENTS: Brewerton Extension Channel to Baltimore is dredged to 35 ft. and widened to 450 ft., with portions to 600 ft.

SHIPMASTER'S REPORT: October 1991 (Updated 1994).

Charts:

Delaware: B.A. Charts No. 2564 and 2603.

Chesapeake and Delaware Canal: B.A. Chart No. 2922.

Chesapeake: B.A. Charts No. 2919, 2920, 2921 and 2850.

Pilotage: If vessel is coming from the North it is best to take Delaware Pilot at Cape Henlopen and transit the Delaware River, and Chesapeake and Delaware Canal. This reduces the distance to the port by some 153 miles, as opposed to entering through Chesapeake Bay.

The Delaware Pilot embarks at Buoy No. 8 from a fast cutter which is stationed in the breakwater harbour.

Pilots have radar coverage which extends out to Five Fathoms Light Float. The Delaware Pilot takes the vessel to Chesapeake City in the Chesapeake and Delaware Canal. The Maryland Pilot takes over about 13 miles from the Delaware entrance.

The distance from Cape Henlopen to Locust Point berths at Baltimore is 106 miles.

From Baltimore to Cape Henry using Chesapeake Bay is 150 miles (or about 12 hours at 13 knots). For vessels with an expected transit time of more than 15 hours, 2 Pilots are required (Note: No extra pilotage fee). In this case, either 2 Pilots board or a single Pilot changes at Patuxent River which is 75 miles above Cape Henry. The pilot launch is stationed at Solomon's Island in the river mouth and the actual boarding position is Lat. 38° 20′ N., Long. 76° 20′ W.

Channel: The Delaware River allows transit for vessels drawing 40 ft. (FW) and transit for deep-draft vessels takes place on a rising tide.

Deep-draft vessels occasionally have to wait outside Cape Henlopen if there is a swell, to avoid "bottoming" off Cape Henlopen.

The Chesapeake and Delaware Canal is continuously being improved with bend straightening, and dredging in the Western part. The present maximum draft is 33 ft. 6 in. (1994) (FW), with Panamax vessels usually being the largest vessels to transit. At the present time traffic is reduced to 3 or 4 ocean-going vessels per day.

Transit from the Delaware River entrance (Dutch Neck) to Tolchester Channel takes about 5 hours at 10 knots (46 miles). The Canal is under the control of a Despatcher on the South bank opposite Chesapeake City. There are video cameras at intervals along the Canal and speed is strictly observed. The Canal is open throughout 24 hours each day of the year, except at times of fog and if the vessel is already in the Canal it proceeds at its own risk.

Chesapeake Bay has been dredged to 50 ft. from Baltimore to the sea at Cape Henry and the present maximum draft is 47 ft. but may be increased to 48 ft. in the near future.

Anchorages: Bigstone Beach Anchorage (B.A. Chart No. 2564) on the Delaware River can accommodate 12 large tankers with up to 55 ft. draft.

There are numerous anchorages in the upper reaches for smaller vessels.

The Chesapeake and Delaware Canal has anchorages in the Western part.

Vessels have been known to anchor in the Canal itself if proceeding against the current.

Chesapeake Bay has numerous anchorage areas.

Berths: Baltimore is the largest latex port in the U.S.A. The berths are Locust Point No. 3 (Goodyear and Firestone), Locust Point No. 4 (Guthrie) and Locust Point No. 10 (Ennar Latex).

Locust Point No. 10: The berth is an old railroad dock which has been modernised and has a reported depth of 31 ft. at MLW, tidal range about 1 ft. Vessels can berth either side alongside. The berth is nearest to the city and is in the Northwest Harbour, about 1.5 miles from the Inner Harbour (See "Plan").

There are a lot of old pier piles near the berth so the berthing operation is to be conducted very carefully.

There is above ground latex tankage for about 300,000 U.S. gallons (10,500 tonnes). Shore pumps and lines used. Cargo is also discharged into rail cars.

Fresh water only available by barge. Brow gangway required. Storing is difficult as trucks are not allowed alongside. Asphalt also handled at this berth.

Locust Point No. 3: The berth is situated at the end of Pier No. 3 and is about 0.5 miles East of Berth No. 10.

Vessels berth starboard side alongside in order that they may leave the berth without tugs.

If weather conditions are favourable, Masters are requested to leave the berth without a pilot or tug in order to save expense (pilot not compulsory). The Bay pilot takes over once the vessel is in the Northwest Harbour. When we left the berth, the wind was very squally so we obtained a pilot and tug for departure.

The fenders on the quay were good. The berth is an old general cargo quay with 19 latex tanks above ground. Capacity of each tank is 30,000 U.S. gallons (1,000 tonnes).

Discharge is with shore pumps and lines, either direct into the tanks or to rail cars. The berth is very busy with product being continuously shipped out by road and rail tankers.

Depth alongside the berth reported to be 35 ft.

Brow gangway required. Stores truck can proceed alongside.

Fresh water is available from a shore hydrant through a meter at a reasonable rate. Ship's hoses and an international shore connection are required.

Fresh Water: There is a water barge with capacity 400 tonnes, early booking is recommended.

Fuel: Fuel is available by barge, or tank truck at Locust Point No. 3, but is reported to be expensive.

Health: Health inspectors may make lightning visits to the vessel and will impose fines for the slightest violations. One vessel was fined U.S.$300.00 when discarded fruit was found on the after deck.

Airport: Baltimore Washington International Airport is about 15 miles S.W. of Baltimore.

Chart Corrections: Maryland Nautical Sales (Tel: 1-800 572) is a British Chart agent and offers Class A correction. See "Ship Services".

AUTHORITY: Maryland Port Administration, World Trade Center Baltimore, Baltimore, Maryland 21202-3041, U.S.A. *Tel:* (410) 385-4400. *Telex:* 710-234-1075. *FAX:* (410) 333-1126. *Cables:* Marport. *Contact* : Michael Angelos, Executive Director.

BANGOR (including Brewer and Orrington), Maine: 44.49 N. 68.47 W. (See Plan)

LOCATION: Bangor is located on the West bank of the Penobscot River at the head of navigation. Brewer is on the East bank of the river opposite Bangor and Orrington is on the East bank of the river 2 miles below Brewer.

DOCUMENTS:

1 copy of Crew List.
1 copy of Passenger List.
2 copies of Stores Lists.
2 copies of Foreign Purchase Lists.
2 copies of Inward Foreign Manifest.
1 Form 1300 (Master's Oath on entry of vessel).
2 Forms 1374 Outward Foreign Manifest.

PILOTAGE: Pilotage is compulsory for all foreign vessels and U.S. vessels under register in the foreign trade, with a draft of 9 ft. or more, entering or departing from any port or harbour within the waters of Penobscot Bay and Penobscot River North of a line drawn from Marshall Point Livat Port Clyde, thence to Matinicus Rock Light, and thence to Western Head, Isle Au Haut. Pilotage is optional for vessels powered by sail.

Cable PENBAY via Chatham Radio. Ship's Agent usually notifies Pilot 48 hours and 24 hours before arrival at the pilot station. Pilot boat usually stands by on their radio 1 hour before ETA on RT 2182 kHz and VHF Channel 16. Pilot boards at Monhegan Is., Lat. 43° 45′ N., Long. 69° 22′ 5″ W. Pilot uses a white boat 36 ft. long and displays "H" by day and the Pilot signals at night. Vessels awaiting Pilot in bad weather must heave-to outside.

ANCHORAGES: The usual anchorage for vessels waiting at the river entrance for a towboat or favourable wind and tide is Northward of Fort Point on the West side of the channel.

Vessels bound up the river anchor anywhere in the channel where soft bottom is found. Vessels towing to Bangor, if the tide does not serve, often anchor off Winterport. On account of the strong ebb current, it is better for vessels going to Bangor, particularly large vessels, to anchor off Fort Point and start up the river about 3 hours after LW.

RESTRICTIONS: CHANNEL:– The controlling depth in the marked channel in Penobscot River from Bucksport to Bangor is 19 ft. to Winterport, thence 13 ft. to Bangor. The channel is marked by buoys to a point about 1.5 miles below South Brewer.

Caution: Deep-draft vessels should exercise caution above Fort Point as depths of 31 ft. to 32 ft. are in mid-channel, about 0.5 miles Eastward of Sandy Point, and rocky ledge, covered 34 ft., also in mid-channel, is reported about 0.2 miles S.W. of Odom Ledge Daybeacon.

The most difficult sections for vessels are off Lawrence and Luce Coves just North of Bucksport where it is difficult to mark the best water and off Frankfurt Flats where large vessels experience difficulty with the sharp turns.

The channel in Penobscot River is crooked and narrow in places, and frequent changes occur. Vessels should not attempt to carry drafts greater than 10 ft. to Bangor at LW. With a deeper draft a Pilot or towboat should be used; 14 ft. or 15 ft. is carried to Bangor and Brewer at HW, and deeper drafts occasionally to the oil berth at South Brewer. The safest time is on a rising tide. Navigation of the river at night is extremely dangerous due to lack of lighted navigation aids. After unusually high tides many logs, dangerous to small craft, are in the river. At times of maximum ebb currents, buoys are occasionally pulled under.

Tides: The mean range of tide varies from 10.3 ft. at Fort Point to 13.1 ft. at Bangor. Currents of 3 knots are not unusual from Odom Ledge to Orrington, and during Spring runoff currents approaching 5 knots may be encountered. Because of these currents, larger vessels should use caution navigating the river. Passage up the river is more advisable during flood current.

Ice impedes but usually does not prevent navigation above Winterport for nearly 5 months each year, beginning about December. During extreme Winters the river is closed to the mouth. The most difficult place below Winterport is abreast Fort Knox, where ice jams occur. If vessels can pass this point, they usually can go to Winterport. The river is kept open by an icebreaker, which prevents much of the damage that might otherwise be caused by ice and freshets. However, in recent years, according to local information, there has been very little ice and the river has seldom frozen over below Bangor. The brackish water formed by tidal action and the river current no doubt have contributed to this.

Freshets occur in the river during March and April; at times they are dangerous to vessels.

MAX. SIZE: At present ships of 560 ft. are taken up the river 2 hours before HW during daylight. Size and draft of ship depend on the berth.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Vessels arriving Bangor use radio station at Chatham, Mass., or call on the R/T through station WOU at Boston, Mass.

TUGS: 4 tugs available up to 1,200 h.p. Tugs join at Belfast to assist in turning and berthing.

BERTHING:

Texaco Oil Co. Terminal: A timber pile, timber-decked pier, approximately 5,250 sq.ft., used for berthing oil tankers. There are 8 storage tanks and 1 warehouse/office building with 1,920 sq.ft. of floor space.

Mobil Oil Co.: A timber crib pier approximately 8,500 sq.ft., used for berthing tankers. There are 10 storage tanks and a garage at this facility.

Webber Terminal Inc.: A timber crib pier, approximately 2,340 sq.ft. used for berthing tankers. Adjacent to this pier, there is another timber crib pier, approximately 5,280 sq.ft., also used for berthing tankers. There are 2 storage tanks and a storage building with 480 sq.ft. of floor space.

Astroline Petroleum Corp. of Maine: There is a log filled bulkhead used for berthing tankers. This facility includes 5 storage tanks and 1 tool shed.

Bangor Municipal Dock: A new wooden and steel float with gangway, 1,500 sq.ft. located just below the Joshua Chamberlain Bridge, so 4×4 ton guest moorings are available for recreational use.

Webber Tanks Inc. – Brewer: A rock and timber crib, timber decked pier, approximately 7,200 sq.ft., used for berthing tankers. There are 5 storage tanks and a warehouse with approximately 3,850 sq.ft. of floor area.

C. H. Sprague – Brewer-Orrington: A timber pile wharf, approximately 1,600 sq.ft., used for berthing tankers. The wharf is in Orrington and fuel is pumped to 3 storage tanks located in Brewer. There is one building, a pump house, approximately 600 sq.ft.

Hampden Recreational Boating Facility: 2 launch ramps with ground float; landing dock; 2 guest moorings, 8 ft. MLW to ramps, 80 ft. wide channel.

Town Launch Ramp – Orrington. This is a paved launch ramp; no docking facilities. There is a 40-space (30 car – 10 trailer) gravel parking area.

BRIDGES: 1 suspension bridge below Bucksport with a height of 135 ft. at HW. Horizontal clearance is 750 ft.

The overhead power cable that crosses the river just above Bucksport has a clearance of 145 ft.

MEDICAL: No advance notice required. There are 3 large hospitals.

TANKERS: 1 berth for ocean-going vessels. 1×8 in. hose with a 10 in. line. 22 ft. at low water. Also see "Berthing".

DENSITY: Nearly fresh water.

FRESH WATER: Supplied at ocean-going berth at the rate of 50 t.p.h.

FUEL: Only available at oil berth.

CONSULS: None.

REPAIRS: Only machinery repairs.

CERTIFICATES:

Load Line.
Foreign Clearance.
Safety Certificate.
Radio Operator's Licence.

CUSTOMS ALLOWANCES: 200 cigarettes per man, 1 bottle wine/spirits per man.

REPATRIATION: Arrangements must be made ahead of time by telegram.

TIME: GMT minus 5 hours in the Winter and minus 4 hours from first Sunday in April till last Sunday in October in the Summer.

AIRPORT: Bangor International is 2 miles from the city.

POLICE/AMBULANCE/FIRE: Police 9427377; Ambulance 9893311; Fire 9422293.

TELEPHONES: None put aboard. 1 pay phone on ocean-going berth.

SHORE LEAVE: Allowed subject to Immigration approval.

IDENTIFICATION CARDS: Form I – 95 must be filled out upon arriving unless seaman has made one out before on a previous trip.

AUTHORITY: State of Maine, Department of Transportation, State House Station No. 16, Child Street, Augusta, Maine 04333, U.S.A. *Tel:* (207) 287-2841. *FAX:* (207) 287-8300. *Contact:* Robert D. Elder, Director.

BATON ROUGE, Louisiana: 30.28 N. 91.12 W.

(See P

DOCUMENTS:

Original and 3 copies Crew Lists.
Original and 3 copies of Passenger Lists.
Clearance from last foreign port.
Original and 3 copies of Inward Manifest.
Derat Certificate.
Load Line Certificate.
Safety Certificate.
Ship's Register.
3 copies Curio List.

PILOTAGE: Advise Agents ETA sea-buoy 48 hours in advance. A then makes arrangements for Pilots. Seven 46 ft. pilot boats – red white cabins, flying white and blue pilot flags. Suggest pilot ladder above water level, no life-line. Call on 2738 kHz or VHF Chann 30 miles to 40 miles out. Safe anchorage within 2 miles South Pa S.W. Pass entrance.

ANCHORAGES: Anchorages within the river are limited; there whenever possible, vessels should utilise the large anchorage located East of the entrance of Southwest Pass.

RESTRICTIONS: No night-time restriction for entry or cleara docking or undocking.

Caution should be exercised when anchoring in the vicinity pipelines.

MAX. SIZE: Federal Project Depth of 45 ft., from the entrance to jetties to Head of the Passes and up to Mile 180, is obtained thro continuous maintenance dredging.

Exxon Terminal: LOA 810 ft. (246.8 m.); Beam, no restric Displacement, 90,000 ton; Draft, normally 45 ft. alongside.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany **RADIO:** ETA cables can be routed through Tropical Radio WNU Orleans.

If destined for Exxon Terminal, send ETA messages to "Stan Baton Rouge"; 72 hours, 48 hours and 24 hours in advance of ar at Southwest Pass. Telex: 510-993-3575, Answerback: HOBRM. A contact Exxon Docks (KZA 891) on VHF Channel 16, 3 hours pri berthing. Berthing instructions will be provided on Channels 9 or 1

TUGS: Available at Baton Rouge for docking and undocking. Sh lines used.

At Exxon, 2 tugs are required for all vessels in excess of 12,000 d for docking and undocking.

BERTHING: No time restrictions on berthing. One general cargo d with total 462,000 sq. ft. transit shed and 3,000 ft. long, 40 ft. - 6 wide apron with double marginal tracks; grain elevator and bulk term at Burnside, for handling ores, concentrates, etc.; container marsha yard adjacent cargo docks; also 20-acre paved staging area for pr cargo.

CRANES: 4×150 ton crawler; 2×70 ton crawler; 1×250 ton craw

BULK HANDLING FACILITIES:

Grain: Cargill Grain Elevator: Max. draft 40 ft. Loading rate 1,000 t Silo storage 160,000 tons.

Dry Bulk: Burnside Terminal: 2 unloading gantries for bau Rate 2,000 t.p.h. Max. draft 40 ft. See "Burnside".

Molasses: Molasses terminal, leased to Westway, has an 11 mi gallon capacity.

Midstream Transfer: The Port's midstream anchorage buoy facili located in the Mississippi River just opposite its docks for the tran of cargo between barges and ships. Primarily for the transfer of ex coal, the operation is capable of handling import or export steel, coke, unitised cargoes in slings and other bargeborne commodities the use of floating cranes.

BRIDGES: Sufficient clearance for all stages of river at all ti 3 bridges cross at New Orleans, 1 at Baton Rouge, 1 at Gramercy 1 at Luling-Destrehan.

STEVEDORES: May be obtained by Agent with 4 hours' notice.

MEDICAL: Agents should receive 24 hours' notice when med attention is required. 2 excellent hospitals at Baton Rouge, U.S. P Health Hospital at New Orleans.

TANKERS: *Exxon Refinery Terminal:* 4 tanker berths available 2,260 ft. of berthing space. Normally handles 3 tanker simultaneou See "Max. size".

Exxon also have a gas dock on the West bank of the river oppo the tanker terminal.

Oil slop facilities available, but 48 hours advance notice requir be given to terminal.

Baton Rouge Port Authority: 4 berths; 914 m.; Apex Oil – heavy fu and Westway – Molasses.

Placid Oil Company: Crude and products, 330 m. berthing space

Formosa Plastics: Caustic soda, ethylene dichloride, 240 m. ber space.

Report:

Approaches – Cautionary Advice: Vessels make arrival at the S.W. Sea Buoy located in position Lat. 28° 52.7′ N., Long. 89° 2 Approach to the Sea Buoy should be made from the South to Vessels should remain in the fairways because of numerous struc in the approach area. Pilots board just South of the Sea B Precautions should be taken to remain to the East of the Sea B Buoy No. 1, and Buoy No. 3, when approaching the bar. At times s cross-currents are encountered in the area of S.W. Pass Ch Entrance and precautions should be taken to prevent the vesse being set onto shoal grounds on the West side of the channel. Th a large anchorage area to the East of the S.W. Pass Entrance Ch

Exxon Refinery Terminal:

Docking: 1 tug is used for docking and 1 is used for undocking. On a very high river with a swift current 2 tugs should be used to turn the vessel when sailing, due to the close proximity of the Baton Rouge Highway Bridge as well as the limited turning basin. 2 tugs should also be used when the ship must be berthed between 2 other vessels. Vessels berth starboard side to. Vessels should not drop anchor due to numerous submerged pipelines.

A normal mooring configuration should be used with additional head lines in view of the river current.

Cautionary Advice: Channel traffic which is passing close by could cause ships to move away from the berths which could result in damage to the hard arms. It is essential that more than usual attention be given to maintaining the ship in position alongside. It is recommended that several crew members be specifically assigned to tend the mooring lines and winches.

Under no circumstances should mooring lines be slack.

Exxon U.S.A. Refinery Terminal: 232 miles AHP: The refinery dock, consisting of 5 berths, is a concrete and steel structure 50 ft. wide and running in a North – South direction along the river bank for about 2,750 ft. The berths are numbered 1 through to 5 from South to North. All products are transferred through hoses or 10 in. hydraulically operated steel loading arms. The loading arms for crude oil at No. 1 Berth, however, are 12 in. connections. Cargo hoses are handled by electric hoisting equipment. Vessels are moored to 50 ton quick release hooks located on the dock. Electric capstans are used for hauling the mooring lines to the mooring hooks.

The loading arms and hose connections are manifolded to permit washing into a slop line for change of grade.

All hose diameters are 4 in., 6 in. and 8 in. The 10 in. loading arms have 8 in. reducers.

Each berth has an office equipped with a telephone which is tied into a public address system. In addition, each berthman is equipped with a portable radio for communicating with the dock as well as all control centres. The emergency shut down system for the dock can be operated from each office.

The main control centre for the entire dock is equipped with telephones, a process radio, an FM and AM marine radio and the control station for the public address system. All loading line pressures are displayed on a panel. The public address system provides communication with each transfer location or berth office. The dock emergency shutdown system may also be operated from the control centre.

Cargo Handled and Shore Installations: Berth No. 1 handles nearly all products except lubes and some chemicals. It is also the primary berth for receiving crude oil.

Berth No. 2 handles specialties, chemicals, carbon black, asphalt and wax. Caustic soda is not handled at this berth.

Berth No. 3 handles clean products, lubes, chemicals, carbon black and dirty products.

Berth No. 4 handles clean and dirty products, chemicals and carbon black.

All berths can handle crude.

Pipe-lines range from 4 in. to 24 in.

Berthing: The River Pilot berths the vessel starboard side to.

Approach to Berth No. 1 should never be attempted from directly below the dock, due to a shoal area. This shoal area is known to the Pilots and must be given a wide berth. The Pilot should be consulted as to the exact location of the shoal area.

Vessels should approach dock at dead slow ahead and as parallel to it as possible.

All vessels over 30,000 d.w.t. must use 2 tugs for docking and undocking. Light vessels under 30,000 d.w.t. must dock and undock with at least 1 tug. A bow thruster does not substitute for a tug. A normal mooring configuration should be used with additional head lines due to the river current. Minimum mooring requirements are 4 bow lines, 2 breast lines, 2 forward springs, 2 after springs and 2 stern lines. Mixed moorings in the same direction are discouraged.

When the Baton Rouge River gauge is 30 ft. and above, vessels greater than 30,000 d.w.t. must use a minimum of 6 bow lines plus 2 breast lines. In addition, all vessels over 60,000 d.w.t. must be attended by a tug actively pushing on the bow until the vessel has discharged 75% of its cargo.

When the Baton Rouge gauge is above 40 ft. a tug is required during entire time vessel is alongside Berth No. 1, regardless of ship size.

In the event of an emergency, tugs are readily available within 15 minutes. Tugs can be contacted via VHF Channel 13.

Mooring: Mooring is provided through the use of fairleads and quick release hooks at all of the ship berths. These hooks are rated at 38 tons and 50 tons throughout the berths.

The refinery provides a line handling crew for each ship berthing/unberthing. The line handling crew is assisted by electric driven capstans. This service is provided at no extra charge to the vessel.

Normal mooring line sequence: Forward springs, head and forward breast lines, after springs and stern lines. It is the ship's responsibility to provide all mooring equipment.

Terminal monitors mooring throughout operations and provides each vessel with a standard mooring plan.

Terminal has no requirements to limit wind area of vessel; however, in the event of unexpected high winds, vessel may be required to ballast down.

Manifold Criteria: The vessel's manifold must not be allowed to get more than 42 ft. above or below the dock deck. When connected to a vessel, the end of the arm should be positioned between 13 ft. and 19 ft. from the edge of the vessel if the 12 in. loading arms are used; between 4 ft. and 10 ft. for the 8 in. arms. The vessel's flanges to which the arms are to be connected must be spaced at least 3 ft. 6 in. apart and be vertical and parallel to the vessel's side. The vessel's flange should be no more than 3 ft. from the last permanent support and it should be attached to that support.

Before a vessel arrives at the dock, vessel personnel are advised of the size of flanges needed for connection to the loading arms or hoses.

Dock Communications: The Baton Rouge dock is equipped with a positive ship-to-terminal radio communications system. On arrival, vessel will be provided with a radio for which a signed receipt is required. The radio must be monitored by the English-speaking person in charge at all times. The ship's personnel will be instructed in the proper use of these radios at the time of receipt. If these radios are not returned in good condition, a charge of $2,000 will be levied against the vessel.

Each berthman is equipped with a portable radio on the same frequency as the radio provided to the ship. This will be the primary means of communication.

The main control centre for the entire dock is equipped with telephones, a radio on the same frequency as the berthman and an AM/FM marine radio with Channels 9, 16, 18 and 22.

Bunkers and Fresh Water: Bunker C, diesel and fresh water are available.

Ballast Facilities: Ballast facilities are limited to 20,000 barrels.

DENSITY: No tide – fresh water at all times.

FRESH WATER: At public docks. At Exxon, water available for flat fee, presently $300. Ship's crew to make water connections.

FUEL: All grades subject inquiry. Barging essential.

No fuel available at Exxon.

FIRE PRECAUTIONS: Usual fire lines and sprinkler systems. Fireboat "Exxon Bayou State" on station.

Ship's fire plan should be available at gangway.

CONSULS: Norwegian only, all other consuls at New Orleans – 85 miles distant.

REPAIRS: All types of deck and engine repairs may be carried out.

At Exxon, no repairs allowed without permission from terminal. Vessels shall be able to get underway as soon as possible.

SURVEYORS: *Testing, Sampling, Weighing and Cargo Certification:*

Caleb Brett USA Inc., P.O.Box 46039, Baton Rouge 70895. Tel: 927-0020.

Chas. Martin, Inspectors of Petroleum, 2835 Plank Rd., Baton Rouge. Tel: 355-8833.

Pittsburgh Testing Lab., 2166 Monroe Ave., Baton Rouge. Tel: 355-2641.

Saybolt, E. W. Co., 10023 Mammoth Avenue, Baton Rouge. Tel: 925-1231.

Transport Management & Consulting, Inc., 4137 Sherwood Forest Blvd., Suite 110, Baton Rouge 70816. Tel: 293-3025.

USDA, FGIS, Port Allen. Tel: 389-0373.

USDA, FGIS Field Office, Lutcher. Tel: 536-2811.

Marine Surveyors:

McAnally Engineering Co., Box 66012, Baton Rouge 70809. Tel: 766-8992.

National Cargo Bureau, 7414 Perkins Rd., Suite 180, Baton Rouge. Tel: 769-6353.

GANGWAY/DECK WATCHMEN: Only if Master requires.

OPENING/CLOSING HATCHES: Depending on terms of charter, usually by ship's crew.

CUSTOMS ALLOWANCES: Tobacco, each crew member allowed 1 carton cigarettes. Master allowed reasonable quantity. Wine and/or Spirit, each crew member allowed 1 bottle each of wine and spirits. Master allowed reasonable quantity.

CARGO GEAR: Safety Certificate required for ship's gear.

REPATRIATION: Crew repatriation and crew changes may be made.

AIRPORT: 6 miles to Ryan Airport, served by regular airlines.

TIME: Local time is Central Standard Time – GMT minus 6 hours; from April through October local time is CS daylight saving time, GMT minus 5 hours.

POLICE/AMBULANCE/FIRE: Tel. Nos. Public Dock: Police 343 – 9234; Ambulance 343 – 6691; Fire 343 – 6691.

TELEPHONES: No arrangements for placing telephones aboard.

SERVICES: Because of restricted river width inadvisable adjust compasses. This is usually accomplished below New Orleans where river of sufficient width to permit large vessels to swing. 3 firms engaged in tank cleaning, namely, Watson Marine, Robin Hood Fleeting and Port Allen Marine Cleaning Plant. Slop facilities available at the Exxon Oil & Refining Co. dock.

SHIP SUPPLY SERVICE: *Launch Service:*

Capital Marine Supply, Inc., Box 3018, Baton Rouge. Tel: 343-8379.

Tri-G Marine Supply, Inc., Box 3808, Baton Rouge. Tel: 344-7664.

SHORE LEAVE: Shore leave permitted except when detained aboard by U.S. Immigration.

IDENTIFICATION CARDS: Usual Passports.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Collection service available through Browning-Ferris Industries (Tel: (504) 356-2478). Garbage disposal boxes and liners are available at $2.00 each. Disposal of each box is $49. 24 hours notice is required before providing this service, collection as required. The boxes can be placed on board. The vessel's agent will make all the necessary arrangements with Browning-Ferris Industries.

WASTE OIL DISPOSAL: Waste oil will be received by Port Allen Marine Services Inc., for disposal. 24 hours notification period is required. The barge will come alongside the vessel to receive the waste oil and has the capability to pump from the vessel. The cost of this service depends on the mixture to be disposed of. The agent will make the necessary arrangements for this service.

SEAMAN'S CLUBS: A Seaman's Center is located on port property and a minibus is provided for transportation to and from the Center. The facility has indoor recreation such as table tennis and pool tables. Transportation is provided to the various locations within the area for shopping. International telephone service is available. The Seaman's Center is a function of the Ministries to Internationals. Judson Baptist Association located in Baton Rouge. Tel: (504) 927-6500. Rev. Joel Hilburn is the Center's coordinator who will arrange for seaman's activities at the Center.

CURRENCY: U.S.Dollar (U.S.$).

DELAYS: Normally no delays at Exxon Oil docks in berthing except when vessel's tanks unsuitable for loading. Normally no delay at city wharf.

Vessels loading Isopropanol Alchohol must have tanks approved before berthing.

NOTICE: To all Masters from a Ship's Agent:

Please be advised that the Agent will need a copy of the Notice of Readiness and Dry Tank Certificate. The Agent will pick these two certificates up from the Master on sailing of vessel. These are needed by the Agents to send out to the Owners and/or Charterers along with the other documents. We have been having problems receiving these documents from the terminal and/or Cargo Surveyor. The terminal will require, on the vessel's arrival at the berth, one copy of the Bill of Lading and/or Customs Manifest. It would be appreciated if you could make an additional copy of these documents when they are prepared by your vessel.

GENERAL: Tankers in ballast advised of drift wood conditions in river and ballast their vessels accordingly so as to avoid propeller damage.

AUTHORITY: Port of Greater Baton Rouge, P.O.Box 380, Port Allen, Louisiana 70767-0380, U.S.A. *Tel:* (504) 342-1660. *FAX:* (504) 342-1666. *Contact:* Gary C. Pruitt, Executive Director. Wesley Knox, Director of Trade Development. Richard Savoy, Director of Terminal operations.

BAYTOWN, Texas: 29.44 N. 95.01 W. (See Plan)

DOCUMENTS, PILOTAGE, etc.: Refer to "Houston".

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO/VHF: Exxon Dock "KNQ-Baytown" on VHF Channel 19.

TUGS: Required. Tel: 713-928-5406.

BERTHING: All berths at Baytown 40 ft. (Fresh water). Agent should verify safe arrival/departure draft with Exxon Docks prior vessel arrival.

STEVEDORES: Available. Call L. S. Mitchell Co. Tel: 713-426-4575.

MEDICAL: All medical assistance available.

TANKERS: *Caution:* Channel traffic which is passing close by could cause ships to move away from the berths which could result in damage to the hard arms. It is essential that more than usual attention be given to maintaining the ship in position alongside. It is recommended that several crew members be specifically assigned to tend the mooring lines and winches.

Under no circumstances should mooring lines be slack.

The terminal prefers the use of self-stowing winches with mooring wires.

Berthing: Tugs of up to 4,000 h.p. and bollard pull of up to 60 tons are available. Tugs use the "alongside" method. Tugs normally use a head line and quarter line; however, larger tugs will usually use 2 head lines.

By pre-planning discussions with the Pilot, Masters are to assure themselves that a sufficient number of tugs, each with sufficient horsepower, are ordered well in advance by the Pilot.

Depending on the size and draft of the vessel, 2 – 4 tugs will meet the vessel in the vicinity of the tunnel about 1 mile below Baytown and escort the vessel into the turning area. Vessels scheduled to Berth No. 1 will moor starboard side to, bow up stream. Vessels at Berth No. 2 will be turned about and moor port side to. Vessels scheduled to Berths No. 3, 4, 5 or 6 will be turned and backed into the berth, bow out. There are virtually no exceptions to these mooring rules. Winch mounted wires are preferred, however, mooring ropes are acceptable. Additional lines will be required for vessels not equipped with all wire moorings. Vessels are passed close to by ships transitting the Ship Channel, therefore, all moorings must be well-tended and tight.

Tidal height is monitored by the Baytown Dock Co-ordinator. This information may be obtained prior to berthing by calling KNQ Exxon on VHF Channel 19.

This information is particularly important when turning ship and backing into Berth No. 5.

Exxon Berth No. 1: Vessels assigned to this berth must dock starboard side to, bow upstream.

Products handled at this berth include gasolines, distillates, lube oils, and various petro-chemicals. All products are handled through 4 in., 6 in. or 8 in. hoses. All hose connections are bolted-type connections. Maximum pressure that all products are pumped at is 100 p.s.i. Ballast and slops are handled at this terminal. Maximum pumping pressure for ballast and slops is 100 p.s.i.

Exxon Berth No. 2: Bow to manifold should not exceed 320 ft. and stern to manifold is limited to 400 ft. due to berth overhang and interface with Berth No. 3.

Vessels assigned to this berth must dock port side to, bow downstream.

Products handled at this berth include gasolines, distillates, lube oils, and various petro-chemicals. All products are handled through 6 in. or 8 in. hoses. All hose connections are bolted-type connections. Maximum pressure that all products are pumped at is 100 p.s.i. Ballast and slops are handled at this terminal. Maximum pumping pressure for ballast and slops is 100 p.s.i.

Exxon Berths No. 3 and 4: Berth No. 3 has a beam restriction o and Berths No. 3 and 4 have a restriction of maximum displaceme 50,000 tons.

Vessels assigned to these berths are backed alongside the ber then pushed by tugs against the dock. Extreme care should be not to approach the berth at too great an angle, and every effort s be made to manoeuvre into position prior to making contact w breasting works. 2 or more tugs are required depending on vesse and weather conditions.

Vessels always manoeuvre stern first into the slip utilising the tu area adjacent to the docks. Vessels are moored starboard side to B No. 3 and port side to Berth No. 4.

Winch mounted wires are preferred, but ropes are acceptable. U the spring lines are taken first followed by the stern then bow moo

Berthing of vessels at Berth No. 4 is predicated by the presence ship or tows at adjacent Berth No. 5. Terminal regulations are ba upon the sum of the beam of vessels in adjacent berths to allow suff room for manoeuvring.

Products handled at Berth Nos. 3 and 4 include motor fuels, avi fuel, distillates, solvents, petro-chemicals and bunkers. All products transferred through 6 in., 8 in. and 10 in. hoses, and 12 in. a Maximum pumping pressure for all products is 100 p.s.i. Ballast slops are handled at both berths.

Exxon Berths No. 5 and 6: Vessels always manoeuvre stern first the berth, utilising the turning area adjacement to the berth. 3 or 4 are usually used to assist the vessel, depending on vessel size weather conditions. Vessels are moored starboard side to Berth N and port side to Berth No. 6. Products handled include crude oil, pro gas oil and fuel oil. Products are transfered through 8 in. and 1 hoses. Max. pumping pressure for all products is 125 p.s.i.

Docking: There is a large round mooring dolphin at the head of finger-pier forming Berth Nos. 5 and 6 where loaded 80,000 – 90 d.w.t. vessels normally berth.

Although this dolphin has a fender system its sole purpose is to pro mooring points. It is not suitable to land on nor can it be used a turning dolphin. On several occasions ships have come into contact this structure resulting in both hull damage and damage to struc itself.

To prevent recurrence of such incidents it is necessary that the Mas

1. Before the berth approach is made reviews with the Pilot intended docking manoeuvres which provide the widest possible t to the mooring dolphin.

2. Monitors the docking manoeuvre carefully and plans corre action in a timely fashion so that ship's contact with the dolphin wi prevented.

Tug Assistance: 3 tugs of minimum 3,000 h.p. each are to be used loaded 80,000 + d.w.t. vessels. The tugs making fast on the out side – not facing the berth – should use 2 headlines and a quarter

The Master should include these tug requirements in his first E message to the port Agent and ask for confirmation that a arrangements have been made.

Tidal Information: Having knowledge of tidal conditions in the Bayt area is of particular importance with regard to the docking manoeu

Information on the velocity and direction of the current shoul obtained from the Pilot.

Water level information should be obtained from the Baytown D Co-ordinator by VHF radio.

DENSITY: Mainly fresh.

FRESH WATER: Available ex-wharf.

FUEL: No bunkering by barge.

REPAIRS: Should be cleared with terminal before vessel arrives at d

GANGWAY/DECK WATCHMEN: Required only if crew detained Immigration.

CUSTOMS ALLOWANCES: Each man 300 cigarettes or 100 cigar 1 lb. tobacco; 1 quart wine/spirits.

STORING: Permissible with advance notice/approval.

SHORE LEAVE: No restrictions. Terminal bus transports crew f dock to refinery entrance.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. (Albany). Service available. Contact BFI - Tel: 635-6225.

WASTE OIL DISPOSAL: Ballast system can only handle clean bal

SEAMAN'S CLUBS: None.

AUTHORITY: Port of Houston Authority.

Operator: Exxon Company, U.S.A., P.O.Box 3950, Baytown, Te 77520, U.S.A. *Tel:* (713) 425-4452, 425-4453. *FAX:* (713) 425-3 *Contact:* Dock Co-ordinator.

Secondary Contact: Sea River Shipping Company, P.O.Box 3 Baytown, Texas 77520, U.S.A. *Tel:* 713-427-7370. *Contact:* Depart Head.

BEAUMONT, Texas: 30.05 N. 94.05 W. **(See Plan)**

LOCATION: On Neches River, above Sabine Lake.
DOCUMENTS, PILOTAGE, RADIO, etc., Refer to "Port Arthur".
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Meet vessel in Neches River before arriving at berth. Normally 2 tugs used for docking, 1 for undocking.
BERTHING:

Wharf	*Length* (ft.)	*Depth* (ft.)	*Remarks*
1	580	30	
2, 3 and 4	1,373	38	Ro-Ro Ramp
5, 6 and 7	1,483	36	
Harbour Island Marine Terminal	1,200	40	Ro-Ro Ramp
Carroll St. Wharf	1,165	40	
Grain Wharf	543	40	3.5 million bushel grain elevator Loading Rate: 1,875 t.p.h. (grain); 1,100 t.p.h. (soya).

CARGO HANDLING FACILITIES: For container ships, conventional break-bulk ships, heavy lift ships or side-loading Ro-Ro ships, the Harbour Island Marine Terminal – 1,200 linear ft. berthing space; 150,000 sq.ft. transit shed; 93 ft. wide apron facing transit shed; 18 acres heavy duty hard stand adjacent to wharf; twin marginal rail tracks for full length of wharf; 220 ton capacity truck-mounted mobile crane for containers and heavy lifts; 40 ton forklift machine with, expandable spreaders for container handling and 3-high container stacking or, blades for heavy cargo; 780 ft. undercover working track for all-weather rail car unloading inside transit shed; 40 linear ft. of truck height unloading platform along rear of open wharf; 20 ft. high × 18 ft. wide shed doors for high wide loads and entry for all-weather truck unloading or container stuffing; 40 ft. of water alongside; 1,200 lb. per sq. ft. deck load capacity.

Carroll Street Wharf extension, recently constructed, provides an additional 700 linear ft. of open dock and berthing area. This facility also provides an additional 600 linear ft. of barge docking area and 40 linear ft. of truck height unloading platform on open dock.

For stern loading Ro-Ro vessels, wharves 2 and 3 – 758 ft. in length with 75 ft. wide Ro-Ro platform at one end of the wharf. Ro-Ro platform deck elevation +15.89 ft. above mean low Gulf. (12 ft. 7 in. above average tide) 36 ft. of water alongside wharf; convenient roadway access to Ro-Ro platform from 15 acre storage area adjacent to the wharf; double marginal rail tracks for full length of wharf; 60 ton capacity gantry crane travels 700 ft. along face of wharf; 120,000 sq. ft. open wharf space; wharves 2 and 3 may also be used as an alternate to Harbour Island Wharf for containers, conventional break bulk, heavy lift or side loading Ro-Ro vessels. Covered wharf 4 is adjacent, extending total wharf length to 1,300 ft. and offering 57,000 sq. ft. covered area.

For security of cargo, all Port of Beaumont wharves are entirely within a chain link, barbed wire topped security fence, and all vehicular access is through the port's main gate, guarded 24 hours a day. The port is an approved outport of the Military Traffic Management Command, Eastern Areas, U.S. Army, is heavily used for shipments of military material, equipment and supplies, and is subjected to regular security inspections by Army personnel who have given the port high ratings.

For security of small, high value items that are considered especially subject to possible pilferage, the port will permit fencing and shelving of a limited designated security area within a transit shed.

For heavy lift requirements beyond the capacity of the 60 ton gantry (at Wharf No. 2 & 3) or the 220 ton mobile crane (at Harbour Island Marine Terminal), a 500 ton capacity derrick barge is available.

STEVEDORES: *Public Wharves:* Normal working hours 0800/1200 and 1300/1700 Monday to Friday.
MEDICAL: All facilities available.
TANKERS: *Amoco:* Terminal is located on the Neches River Channel 44 miles from the sea buoy. The controlling depth for the channel and turning basin is 40 ft. while the controlling depth for the North and South berth is 35 ft. The water is fresh (density 1000). The maximum size vessel normally received at the terminal is approximately 28,000 d.w.t. The limited strength of the docks combined with passing traffic should be noted. Vessels dock and undock day and night. A minimum of 2 tugs are used to dock and undock vessels. Pilings are not to be used as turning points. Vessels in ballast are turned prior to berthing starboard side to. Loaded vessels are berthed port side to and turned after discharge. Judicious use of tugs during turning manoeuvres is essential as vessels have a tendency to "overshoot" the pier when turning. Several mooring dolphins have been knocked out of position. Short wire springs are accepted. All other lines must be rope due to the weak pile clusters. Docks do not have winches nor do they supply a gangway.

Fuel and water are not available.

The terminal is fenced and guarded.

Pollution Control: Consists of 2,000 ft. of spill booms and a launch. Amoco is a member of Neches River Oil Control Committee.

Fire Protection includes a foam system with a tank on the dock. Water monitors and hoses are kept in readiness.

Mobil: Terminal is located on the Neches River Channel 56 miles from the sea buoy. The controlling depth for the channel and turning basin is 40 ft. The water at the terminal is brackish. The maximum size vessel normally received at the terminal is 50,000 d.w.t. Depth alongside 36 ft. The berths are subject to passing traffic and Master's are advised to keep mooring lines tight. No repair work may be done while transferring cargo at this port.

While berthing, a minimum of 2 tugs are used. 1 tug is needed when unberthing. 3 hours advance notice is required when ordering tugs.

Vessels normally proceed to the berth directly from the channel, prior communications establish whether ship will berth head-up or head-down the channel depending upon the LOA and hose connections. Ships can berth starboard side to; however, port is preferred. A normal complement of mooring lines is used. Wire lines are accepted with nylon pendants recommended. A mooring contractor is employed. The vertical range of hoses is 40 ft., 50 ft., if vessel uses its own derrick.

Fuel and fresh water are available at the Mobil Terminal.

The terminal is fenced and guarded.

Pollution Control consists of 1,500 ft. of spill boom and a launch. Terminal has vacuum trucks.

Fire protection is provided by a terminal fire brigade. Monitors are situated on the shore, foam and water along with dry chemical are located on the dock. Fire hose is on reels, water is under pressure and spray nozzles are located under the wharf.

Also see "Smith's Bluff".

DENSITY: Fresh water.
FRESH WATER: Available at berths, or by barge.
FUEL: Available ex-wharf at Mobil Terminal. All grades available by barge to other locations.
CONSULS: Nearest at Houston.
REPAIRS/DRY DOCKS: Beaumont's Trinity Shipyard offers all types ship repair or reconditioning – plus vessel conversion and jumboizing. 2 side-launching ways over 800 ft. each. Floating dry dock with extreme length of 648 ft.; length on bottom 576 ft.; breadth at entrance, 87 ft.; and lifting capacity 17,500 tons. Active in design and construction of mobile drilling platforms and oil and gas production and storage facilities for service offshore.
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by Immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and 1 quart wine/spirits for each man.
HOLIDAYS: Longshore holidays are: New Year's Day: Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); Washington's Birthday; Texas Independence Day (March 3rd); St. Patrick's Day (March 17th); Good Friday; Memorial Day (last Monday in May); Emancipation Day (June 20th); Fourth of July; Labour Day; Columbus Day; Veteran's Day (November 11th); Thanksgiving Day; Christmas Day.
IDENTIFICATION CARDS: Foreign crew require only Immigration landing permit.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service provided by Browning-Ferries Ind. Waste Systems, 100 Ginger St. & Hwy. 69, P.O.Box 1056, Nederland. Telex: 77627. Services provided: Shoreside and ship generated garbage collection alongside as required. Collection service provided. Reference: MARPOL Annex V. No monies involved.
WASTE OIL DISPOSAL: Service available from Carotex Inc., 110 Yacht Club Rd., P.O.Box 3901, Port Arthur, Texas 77642. Services provided: Provide for the receipt of oily waste from ships at the Port of Beaumont in accordance with MARPOL 73/78 (33CFR 154-156) Annex V.
SEAMAN'S CLUBS: Beaumont International Seamen's Center, Port of Beaumont, Harbor Island Terminal, Beaumont, Texas. Tel: (409) 833-8931. Services available: International telephone services, minibus transportation, postage service, games available, library books, give-away bibles all languages, snacks available free of charge.
CURRENCY: U.S.Dollar (U.S.$).
AUTHORITY: Port of Beaumont, P.O.Drawer 2297, 1255 Main Street, Beaumont, Texas 77704, U.S.A. *Tel:* 409-835-5367. *FAX:* 409-835-0512. *Contact:* Billy G. Masters, Port Director.

BELLINGHAM, (Including Cherry Point), Washington: 48.45 N. 122.31 W. **(See Plan)**

DOCUMENTS: Refer to "Tacoma".
PILOTAGE: Compulsory.
ANCHORAGE: Deep water available, but poor holding ground.
RESTRICTIONS: Channel depth 32 ft.
HEALTH: See "Health: All Ports" before first U.S.A. Port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Available, join vessel in Bellingham Bay.
BERTHING: Whatcom International Shipping Terminal, Berths No. 1 & 2, length 1,400 ft., depth alongside 31 ft. MLLW. Berth No. 3, length 400 ft., depth alongside 25 ft. MLLW. Georgia Pacific Dock, Berthing length 600 ft., depth alongside 28 ft. MLLW. Ro-Ro facilities available within the port.
STEVEDORES: 8 local gangs. Additional gangs imported if required.
MEDICAL: All medical facilities available. 2 local hospitals.
TANKERS: Cherry Point: 48° 52′ N., 122° 30′ W. 3 oil jetties.

Arco Jetty: Depth 70 ft.
Intalco Jetty: Depth 37.5 ft.
Mobil Jetty: Depth 43 ft.
Deadweight limit in Puget Sound is 125,000 tons.

DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Available. Barge delivery only.
REPAIRS/DRY DOCKS: *Fairhaven Terminal:* Home to Maritime Contractors, Inc., large vessels repair and the Port's 2,800 ton capacity floating dry dock, which can accommodate vessels up to 116 m. length and 18 m. beam. 1×50 ton floating crane.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
AIRPORT: 3 miles from the city.

HOLIDAYS: See "Tacoma".
TELEPHONES: Available.
GARBAGE DISPOSAL: Ship's Agent makes arrangements.
WASTE OIL DISPOSAL: See above.
SEAMAN'S CLUBS: None.
AUTHORITY: Port of Bellingham, P.O.Box 1737, 625 Cornwall Avenue, Bellingham, Washington 98227-1737. *Tel:* (206) 676-2500. *FAX:* (206) 671-6411, 738-0282. *Contact:* Jim Darling, Executive Director.

BENICIA, California: 38.03 N. 122.10 W. (See Plan)

DOCUMENTS: Health and all General Information: Refer to "San Francisco".
PILOTAGE: Port located about 25 miles above Golden Gate Bridge. River Pilot joins at San Francisco, using VHF for traffic information. Passage includes passing under 2 bridges, Carquinez Strait Bridge having the least clearance, with 146 ft. (HW) and 151 ft. (LW) (using North Channel). River passage is timed to arrive at Benicia at the first of ebb tide; this is approximately 2.5 hours after HW at Fort Point (Golden Gate).
ANCHORAGE: At San Francisco.
RESTRICTIONS: Tankers must lighten to 36 ft. fresh water draft. This is done at No. 7 Anchorage, 1.5 miles East of Alcatraz Island. This cargo will later be pumped back to the tanker as barges cannot overcome shore back pressure. Turning basin off the berths, radius 1,800 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to San Francisco Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: 1 small tug assists berthing. Only 1 normally required for unberthing.
BERTHING: Continuous wharf 2,404 ft. long with berth for 3 vessels. The West berth is used for the loading of petroleum products, and the centre and East berths are equipped for handling general and bulk cargoes. East of this facility is another berth that will accommodate one tanker for discharge of crude oil (Exxon), depth alongside – 38 ft.
MOORINGS: 2 head wires, 4 breasts and 2 springs forward. This is necessary because of current off the bank during ebb tide. 2 stern lines, 2 breast lines and 2 springs aft.
BULK HANDLING FACILITIES: Waterside silos' capacity 26,000 tons with loading conveyor belt capacity 1,000 t.p.h.
TANKERS: Crude oil discharge through 2×12 in. Chicksan arms and 36 in. shoreline, 2.5 miles long. Shore tanks are situated 164 ft. above sea level, initial back pressure 65/70 p.s.i.
FRESH WATER: Available from shore lines.
FUEL: Can only be delivered by barge. Averate rate 300 t.p.h.
DEVELOPMENTS: Current plans call for development of a complete container terminal.
AUTHORITY: Benicia Port Terminal Company, P.O.Box 315, Benicia, California 94510, U.S.A. *Tel:* (707) 745-2394. *FAX:* (707) 746-1485. *Contact:* J.A. Gaidsick, Vice-President.

BOCA GRANDE, Florida: 26.43 N. 82.15 W. (See Plan)

LOCATION: On the Eastern side of the Southern end of Gasparilla Island, about 60 miles South of Tampa Bay.
DOCUMENTS: See "Tampa".

Government Officials must travel from Tampa to Boca Grande at vessel's expense.

APPROACHES: The oil tanks are clearly indicated on the radar at approximately 25 miles distance.
PILOTAGE: Compulsory for all foreign-going merchant vessels. The Pilot boards vessel near the sea buoy. Pilotage available 24 hours a day.

Request should be made to ship's Agents via Tampa Marine Operator. VHF Channels 16, 12 and 13.

ANCHORAGES: Good holding ground near the sea buoy (Lat. 26° 39.8′ N., Long. 82° 19.6′ W.)
RESTRICTIONS: The channel is less than 300 ft. wide in some places. Project depth 32 ft. at MLW. The traffic is one way and vessels enter only when the stream is half strength or less. Strong Westerly winds may cause a swell which prevents vessels using the channel.
MAX. SIZE: Beam: 80 ft. with 24 ft. max. distance from outside ship's hull to inside hatch coaming.

Draft: 28 ft. recommended by Pilots. The channel is 30 ft. deep at MLW.

Length: 700 ft. should be a maximum.

HEALTH: Same procedure as for any other U.S. port.

A U.S. Public Health physician is located on the island.

RADIO: Tampa Radio – WPD.
VHF: Pilots on VHF Channels 16, 12 and 13. U.S. Coast Guard on Channel 16.
TUGS: A small tug for light towing operations is available.
BERTHING: An oil handling berth with 28 ft. depth is located close Southward of the phosphate pier.
TIDES: Approximately 2 ft. variation.
TANKERS: *Oil Terminal:* Depth 28 ft.

Vessels enter and berth only when currrent is at half strength or The strength of the current has been reported to reach 4 knots. current generally flows in 030°–210° direction, although the flood varies in direction. The pier face lies in a 060°–240° direction. A ve uses an anchor to swing around and then to hold its head up int current while mooring lines are run out to mooring buoys and breasting cells. 2 mooring buoys forward for headlines and 2 moo buoys aft for stern lines are used. A total of 14 mooring lines are requ to safely tie up. Wires are permitted as spring lines only. Lines mu carefully tended and maintained in a tight condition with vessel alongside at all times.

Also see "Berthing".

DENSITY: Salt water.
FRESH WATER: Available.
FUEL: No local facilities. Prior arrangements with ample notice mu made via the ship's Agent at Tampa.
CONSULS: See "Tampa".
REPAIRS: No local facilities. To be arranged via Agents with a notice.
SURVEYORS: The nearest Lloyds' office is at Jacksonville. Amer Bureau available from Tampa.
STORES AND PROVISIONS: No facilities available for normal chandlering. Prior arrangements should be made via Tampa.
GENERAL: All agents are based at Tampa, about 100 miles by ro
AUTHORITY: Robert W. Johnson, Harbour Master. P.O.Box Boca Grande, Fl. 33921. *Tel:* (813) 964-2348. *FAX:* (813) 964-224

BOSTON, Massachusetts: 42.21 N. 71.05 W. (See Pl

DOCUMENTS:

- 3 copies Cargo Manifest (Form 1302), 2 copies showing all carg board, and 1 copy showing only cargo for this port.
- 3 copies Crew Manifest (Form 1304).
- 3 copies Stores List (Form 1303).
- 3 copies Passenger List (Form I-418).
- 3 copies Crew List (Form I-418).

Customs Boarding Officer will also examine Ship's Register, Sa Equipment Certificate and Load Line Certificate. In addition, the follo documents will be required for formal entry to be made within 48 ho of arrival from abroad, or 24 hours from arrival from a United Sta Port:

- General Declaration (Form 1301).
- Health Pratique.
- Master's Oath (Customs Form 1300).
- All foreign clearances.
- Certificate of Financial Responsibility (Oil Pollution).
- U.S. Certificates of payment of tonnage tax (Customs Form 10
- Certified Crew List.

PILOTAGE: Pilotage is compulsory for all foreign vessels, with exceptions, and for United States vessels under register in foreign tr It is optional for coastwise vessels which have on board a Pilot licen by the Federal United States government for these waters.

Pilot boats meet vessels within sight of Boston Lighted Horn Buo During Winter, with a Northwesterly wind, pilot boats may meet ves to the Northwestward of Boston Approach Light Buoy BG. Pilot bo often land or pick up Pilots at the town wharf at Nahant Harbour.

Both the 70 ft. (21.3 m.) "Boston Pilot" and the 52 ft. (15.8 "Thomas Knox" have black hulls with the word "Pilot" in black le on either side of the white superstructure. Both are equipped with ra and maintain a 24 hour radio watch on VHF Channel 16 and a 070 1800 hrs. watch on VHF Channel 11.

Vessels are asked to give a 4 hour advance notice of their tim arrival. Pilots for Weymouth, Quincy, Lynn and Saugus are obta from the Boston pilot boat. Pilots can be notified by radio, telegrap by radiotelephone through the Boston Marine Operator.

Boston Pilots: Pier 1, Bremen Street, East Boston, MA. 02 Tel: (617) 569-4500. Cable: BOSPILOT.

ANCHORAGES:

ANCHORAGE No. 1. *Upper Harbour Anchorage:* Steam and m vessels permitted to anchor in this basin anchor within the follo area: S.E. of a line bearing 205° True from N.E. corner of Boston Albany Pier No. 5, East Boston; N.E. of a line bearing 122° True S.E. corner of Lewis Wharf, North Pier; S.W. of a line bearing 292° from N.E. corner of Southernmost Airport Approach Pier; N.W. of a bearing 025° True from Buoy No. 12, Fl.R.6 sec.

ANCHORAGE No. 2. *President Roads Anchorage* (40 ft. anchora All vessels anchoring in this basin anchor within an area beginn a point bearing 237°, 522 yards from Deer Island Light; thence to a p bearing 254°, 2,280 yards from Deer Island Light; thence to a p bearing 261°, 2,290 yards from Deer Island Light; thence to a p bearing 279°, 2,438 yards from Deer Island Light; thence to a p bearing 319°, 933 yards from Deer Island Light; thence to a point bea 319°, 666 yards from Deer Island Light; and thence to point of begi *President Roads Anchorage* (35 ft. anchorage): All vessels anch in this basin anchor within an area beginning at a point bearing 2,603 yards from Deer Island Light; thence to a point bearing 258°, yards from Deer Island Light; thence to a point bearing 264°, 3,967 from Deer Island Light; thence to a point bearing 261°, 2,290 yards Deer Island Light; and thence to point of beginning.

ANCHORAGE No. 3. *Nantasket Roads Anchorage:* Vessels anchoring in this anchorage basin anchor within following area: Westerly of a line bearing 143° from wharf at Gallups Island to Bell Buoy No. 2, S.W. of Georges Island; Northerly of a line bearing 260° from Bell Buoy No. 2, Georges Island, to the Northerly end of Rainsford Island; Northerly of a line bearing 273° from the Northerly end of Rainsford Island to Bass Point, Long Island; Southerly of a line bearing 270° from the wharf at Gallups Island to Long Island.

ANCHORAGE No. 5. *Peddocks Island and Explosive Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; S.W. of a line bearing 122° True from the Easterly end of Rainsford Island to the N.E. end of Rainsford Island to the N.E. end of Peddocks Island, N.E. of a line bearing 165° True from the Westerly end of Rainsford Island to the S.E. end of Peddocks Island.

RESTRICTIONS: There are 3 main entrance channels from sea to President Roads.

Broad Sound North Channel from Broad Sound to President Roads from N.E. Dredged 35 ft. deep and 1,500 ft. wide and is deepened to 40 ft. in a width of 900 ft. to 1,100 ft. It is well marked by lighted buoys.

Broad Sound South Channel from Broad Sound S.W. and Westerly to President Roads. Dredged 30 ft. deep and 1,200 ft. wide. This channel is well marked by buoys and ranges but most aids to navigation are not lighted.

The Narrows is channel leading into Boston Harbour from S.E. between Boston Lighthouse and Lovells Island on the N.E. and Point Allerton, Georges Island and Gallups Island on S.W. Depth is 27 ft. Width is generally 1,000 ft. except in a section between Narrows Light and Georges Island where shoaling on N.E side limits it to 700 ft. Channel is well marked.

The Main Ship Channel of Boston Harbour extends from President Roads to the mouths of the Chelsea and Mystic Rivers and to Charlestown Bridge on the Charles River. Channel has been dredged 35 ft. deep and 1,200 ft. wide to the inner end where widths decrease near the river mouths. It has been deepened to 40 ft. for 600 ft. width from President Roads to the mouth of the Mystic River, with a widening to 1,200 ft. at the bend just Northerly of Commonwealth Pier No. 5, South Boston.

Charles River is approach by water to Cambridge and Watertown. About 0.5 mile above the lower bridge there is a dam with a lock 45 ft. by 350 ft. with depth of 17 ft. over the lower sill. Depths above dam decrease gradually to 9 ft., basin level, at head of navigation.

Mystic River is approach by water to Everett, Malden and Medford. Controlling depths are 35 ft., from Mystic River bridge to approximately 1 mile above, thence 20 ft. from the 35 ft. channel to 800 ft. above the Malden Bridge to a point abreast Monsanto Chemical Company plant.

Chelsea River is approach to City of Revere. Channel from entrance to a point opposite the Belcher Oil Co. Terminal has a controlling depth of 35 ft.

Weymouth Fore River is approach by water to Quincy and Weymouth. Controlling depth is 30 ft. to Fore River Bridge. Controlling depth for a distance of 2,800 ft. above Fore River Bridge is 30 ft.

Town River extends N.W. from Weymouth Fore River at Quincy Point. River has a controlling depth of 34 ft. from deep water in Weymouth Fore River to a point opposite the Quincy Oil Co. Terminal. Opposite Quincy Oil Co. Terminal there is a turning basin 34 ft. deep, 400 ft. wide and 1,000 ft. long.

MAX. SIZE: The primary entrance to Boston Harbour is via the North Channel and President Roads. Controlling depth is 35 ft. MLW. Average rise of the tide in Boston is 9.5 ft.

Generally speaking, vessels drawing 40 ft. are taken at the top of the tide to Belcher Oil Terminal and Exxon only. Vessels going to berths in the Mystic River above the Mystic River Bridge are limited by the bridge's vertical clearance of 135 ft. MHW.

Vessels consigned to berths in the Chelsea Creek are limited to a length of 661 ft., beam of 90.5 ft. and draft of 36 ft. high water docking. Furthermore, vessels which exceed 630.5 ft. length and 85.5 ft. beam going above the Chelsea Street Bridge are restricted to daylight docking. Daylight sailing is required from the berths above the McArdle Bridge if the vessel is over 585 ft. long.

As a rule, vessels are docked bow in at the Chelsea Creek berths. If docked between the bridges, departure is stern first through the McArdle Bridge. If docked above the Chelsea Street Bridge, then on sailing, the vessel is turned in the basin West of the B.P. and Belcher Terminals.

The controlling depth in the channel leading to Weymouth Fore River is 28 ft. MLW. Vessels with a max. draft of 33 ft. 6 in. will be taken at high water, but it should be noted that docking and undocking in Fore River are daylight operations – between sunrise and sunset – and no vessel longer than 628 ft. will be handled.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO: *Advance Notice of Arrival:* 24 hours advance notice of arrival be given. This notice is made to the office of the Captain of the Port – 223-3025.

The information to be provided consists of: Vessel's Agent's name; Vessel's name, type, flag, and call sign; the ETA; Berth; Last port and next port; Dangerous cargo on board. In return the Captain of the Port will assign a consecutive log number to the vessel.

In event the vessel's ETA is changed by more than 24 hours from first notice, the Captain of the Port should be so notified, identifying the vessel by its assigned log number.

VHF: The following VHF Channels are able:

Coast Guard, Boston pilot boat and shore station: 6, 10, 11, 12, 13, 14, 16, 21, 22, 23, 81 and 83.

Distrigas: 16 and 10.

In the event of an emergency, Channel 16 or 13 will be guarded.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Vessels can proceed from the sea to Boston Upper Harbour under own power. Barges usually left by the outside tugs at the anchorage grounds, to be docked later by harbour tugs.

Tugs up to 4,300 h.p. are available at Boston for towing, docking, undocking and shifting. Tugs maintain radio communications on VHF Channel 18. Inbound vessels are usually met in the vicinity of Anchorage Areas 1 or 2. Arrangements are usually made in advance through ship's Agents.

BERTHING: There are 114 piers or wharves in the Port of Boston. Many of them have railroad connections. The depths of water available alongside these terminals range up to a maximum of 40 ft. at mean low water. Practically all terminals fronting on main ship channel are in close proximity to storage warehouses, both cold and dry which greatly facilitates transfer of cargo between vessel and warehouse.

Conley Terminal, Castle Island, South Boston:

Operator – Massachusetts Port Authority. Tel. 973-5354.

Stevedore – John T. Clark and Son. Tel: 330-7810.

Type of Pier – Single face. 6 berths 3,705 ft. (Berths No. 11 – 16). Berths No. 12 – 15 handle break bulk general cargoes. Berth No. 11 – containers. Berth No. 16 – automobiles. 4 million sq.ft. open storage (including 32 acres fenced in automobile storage), total 103 acres. 50 ton crane, rail service. Terminal equipped with 2×40 ton gantry cranes and 1 × 30 ton Paceco portal crane.

Depth alongside at MLW – 40 ft.

Normal ship side to dock – Varies.

Line handling boat not required.

Access to vessel (for stores and repairs) – trucks to ship's side. Minimum 40 ft. apron.

Products handled – General cargo, containers.

J. F. Moran Container Terminal, Charlestown:

Operator – Massachusetts Port Authority. Tel. 973-5354.

Type of pier – Single face, 1,100 ft. long. 1×45 ton container crane, 1×70 ton container crane, 38,000 sq.ft. container stuffing shed, 50 acre container storage area, rail service.

Depth alongside at MLW – 40 ft.

Normal ship side to dock – Varies.

Line handling boat not required.

Access to vessel (for stores and repairs) – trucks to ship's side.

Products handled – Containers.

Boston Army Base, South Boston:

Operator – Port Terminals, Inc. Tel. 542-4500.

Type of Pier – Single face, three sides: South 3,705 ft., East 351 ft., North 964 ft., 950,000 sq.ft. covered storage, rail service, 2×27.5 ton rail mounted cranes.

Depth alongside at MLW – 35 ft.

Normal ship side to dock – Varies.

Line handling boat not required.

Access to vessel (for stores and repairs) – trucks to ship's side. 50 ft. apron incorporates rail lines.

Products handled – General cargo, containers.

Massport Marine Terminal – South Boston:

Owned and operated by: Massport, Maritime Department. Tel: 973-5391.

Adjacent to the former South Boston Naval Annex, this terminal features a 47 acre (19 ha.) site used for discharge and handling of automobiles; 800 ft. (244 m.) face; 38 ft. (11.58 m.) alongside depth; 16 ft. (4.88 m.) deck height; 750 lb./sq.ft. (340 kg./sq.cm.) load capacity. Railway track connection; stevedore equipment available as needed. An estimated 50,000 imported cars processed here yearly.

Black Falcon Cruise Terminal, South Boston:

Operator – Massachusetts Port Authority, Maritime Department. Tel. 330-1500.

Type of Pier – Single face, 600 ft.

Depth alongside at MLW – 32 ft.

Normal ship side to dock – Varies.

Line handling boat not required.

Access to vessel (for stores and repairs) – trucks to ship's side. 20 ft. apron incorporates rail lines.

Used for docking excursion vessels, and occasional passenger vessels.

Pier 1, East Boston: No cargo activity.

Operator – Massachusetts Port Authority. Tel. 567-0331.

Type of Pier – Single face, three sides: East and West 605 ft., South 390 ft., 196,000 sq.ft. covered storage.

Depth alongside at MLW – 35 ft.

Normal ship side to dock – Varies.

Line handling boat not required.

Access to vessel (for stores and repairs) – trucks to ship's side.

Coastal Oil New England, South Boston:

Operator – Coastal Oil New England. Tel. 284-4494.

Type of Pier – Single face.

Depth alongside at MLW – 40 ft.

Normal ship side to dock – Port (bow in).

Line handling boat – required.

Access to vessel (for stores and repairs) – limited, trucks can approach only to within 150 ft. of gangway or ship's side.

Products handled – Avjet, Heating Oil, No. 6 Oil, Molasses.

Size and number of pipelines – Numerous – 24 in., 20 in., 16 in., 12 in.

Bbls. per hour discharge capacity – 12,000 to 18,000.

Average distance to storage tanks – 1,000 ft.

Pollution control equipment – 1,600 ft. boom, 16 ft. boat, 300 absorbent pillows, 2,000 gallon pumpout truck.

Atlantic Fuels Marketing Corp., Chelsea:
Operator – Atlantic Petroleum. Tel. 729-3000.
Type of Pier – Timber pile, offshore.
Depth alongside at MLW – 35 ft.
Normal ship side to dock – Starboard (bow in).
Line handling boat not required.
Access to vessel (for stores and repairs) – by hand cart only.
Products handled – Heating Oil, No. 6 Oil.
Size and number of pipelines – 2 × 8 in.
Bbls. per hour discharge capacity – 6,000 to 8,000.
Storage tanks adjacent to berth.
Pollution control equipment – 1,000 ft. boom, 18 ft. boat, 50 absorbent pillows, 150 gallons Aqua-clene.
Note:– Bow to manifold 370 ft. No wire ropes used to moor vessel. Vessels require 3 tugs while docking, depending on the deadweight of the vessel. A minimum of 2 tugs are required for undocking. Caution is advised while docking and undocking due to traffic congestion in this area of the channel.

Exxon Company U.S.A., Everett:
Operator – Exxon Company U.S.A. Tel. Marine Department 387-1733, Marketing Terminal 381-2828.
Type of Pier – Timber pile wharf with caissons.
Depth alongside at MLW – 42 ft.
Normal ship side to dock – Starboard.
Line handling boat not required.
Access to vessel (for stores and repairs) – by rail-mounted hand cart.
Products handled – Asphalt, Chemicals, Diesel Oil, Jet Fuel, LPG, Kerosene, Gasoline, No. 2 and No. 6 Oil.
Size and number of pipelines – numerous.
Bbls. per hour discharge capacity – Up to 35,000.
Average distance to storage tanks – 5,000 ft.
Pollution control equipment – 1,500 ft. boom, skiff.
Vessels meet tugs and Docking Master off Castle Island and then proceed up the main channel. Vessels pass under the Mystic Bridge on the approach to the berth and then dock starboard side to. If the vessel is equipped with a bow thruster 2 tugs are required when docking and undocking, otherwise 3 tugs are required. The vessel turns on departure from berth. A gangway is provided by the Terminal.

Distrigas of Massachusetts Corporation, Everett:
Operator – Distrigas of Mass. Corporation. Tel. 381-9444.
Type of Pier – Single face, 165 ft. long, with 900 ft. berthing space with dolphins and use of adjacent wharves. Concrete platform contains 5 Chicksan Marine LNG unloading arms.
Depth alongside at MLW – 36 ft.
Normal ship side to dock – Port (bow out).
Line handling boat is required.
Access to vessel (for stores and repairs) is limited.
Products handled – Liquefied Natural Gas.

Prolerized New England, Everett:
Operator – Prolerized New England Company. Tel. 389-8300.
Type of Pier – Straight face.
Depth alongside at MLW – 36 ft.
Normal ship side to dock – Port (bow out).
Access to vessel (for stores and repairs) – trucks to ship's side, but access may be limited due to vessel's position at conveyor.
Products handled – Ferrous scrap (including Prolerized shredded scrap).
General notes: Pier is equipped with 2×50-ton cranes. Shredded scrap is loaded from fixed conveyor requiring vessel to be shifted as each hatch is served.

U.S. Gypsum, Charlestown:
Operator – U.S. Gypsum Co. Tel. 241-9100.
Type of Pier – Single face. (410 ft.).
Depth alongside at MLW – 27 ft.
Normal ship side to dock – Port.
Line handling boat not required.
Access to vessel (for stores and repairs) – access to berth.
Products handled – Gypsum rock from Nova Scotia, carried in company's own vessels, specially fitted and adapted for discharge at this berth. Silo storage 25,000 tons. Open storage 38,000 tons.

Mobil Oil, East Boston:
Operator – Mobil Oil Corporation. Tel. 567-9080.
Type of Pier – Straight face, with centre relieving platform.
Depth alongside at MLW – 32 ft.
Normal ship side to dock – Starboard.
Line handling boat required.
Access to vessel (for stores and repairs) – trucks to ship's side.
Products handled – Gasoline, Heating Oil.
Size and number of pipelines – Various.
Bbls. per hour discharge capacity – 8,000.
Average distance to storage tanks – tank farm adjacent to berth.
Pollution control equipment – 950 ft. boom.

Amerada Hess Oil Terminal – East Boston: (No cargo activity).
Owned and operated by: Amerada Hess Corp.
For receiving and shipping petroleum products; 20 ft. (6 m.) face, 296 ft. (90.2 m.) total berthing space with dolphins, 35 ft. (10.67 m.) alongside depth, 13 ft. (3.96 m.) deck height. Pipe-lines extend from wharf to 10 steel storage tanks with total capacity of 595,250 bbls.

Gibbs (B.P.) Oil Company, Revere:
Operator – Gibbs (B.P.) Oil Company. Tel. 289-4201.
Type of Pier – Timber pile, wooden deck.
Depth alongside at MLW – 10 ft. – 35 ft.
Normal ship side to dock – Starboard.
Line handling boat not required.
Access to vessel (for stores and repairs) – only by hand cart.
Products handled – Heating Oil, Gasoline.
Size and number of pipelines – 3×10 in., 2×12 in.
Bbls. per hour discharge capacity – 8,000 per line.
Average distance to storage tanks – 2,500 ft.
Pollution control equipment – 1,600 ft. boom, 16 ft. boat.
3 tugs are normally used for docking and undocking vessels a berth. Vessels normally dock starboard side to.

Belcher New England Ship Pier – Revere:
Owned and operated by: Belcher New England, Inc.
Used for receiving and shipping petroleum products, the South of pier has 600 ft. (182.88 m.) of berthing space; 37 ft. (11.27 m.) alongside depth; 15 ft. (4.57 m.) deck height. Pipe-lines extend storage tanks with 1.25 million barrel capacity.

Coastal Oil New England Inc., Revere:
Operator – Coastal Oil New England Inc. Tel. 284-4494.
Type of Pier – Timber pile, wooden deck.
Depth alongside at MLW – 37 ft.
Normal ship side to dock – Port.
Line handling boat required.
Access to vessel (for stores and repairs) – only by hand cart.
Products handled – Heating Oil, Mogas, Alcohol, No. 6 Oil.
Size and number of pipelines – 5×12 in.
Bbls. per hour discharge capacity – 8,000 per line.
Average distance to storage tanks – 2,500 ft.
Pollution control equipment – 1,600 ft. boom, 16 ft. boat. (Shared B.P., Arco, Northeast.)
Vessels meet tugs and Docking Master in vicinity of Castle Isl The maximum size vessel which can be safely accommodated at berth is about 38,000 d.w.t. Vessel normally require 2 tugs when doc and undocking at Union Oil Terminal. Vessels dock starboard side and when undocking are turned in the turning basin. Vessels must u their own gangway at this berth. Fully loaded vessels are docke undocked at HW only, day or night.

Gulf Oil Company, Chelsea: (Cumberland Farms)
Operator – Gulf Oil Company. Tel. 884-5980.
Type of Pier – Single face.
Depth alongside at MLW – 36 ft.
Normal ship side to dock – Port.
Line handling boat not required.
Access to vessel (for stores and repairs) – trucks to ship's side.
Products handled – Heating Oil, Gasoline, Jet Fuel.
Size and number of pipelines – 5×12 in.
Bbls. per hour discharge capacity – 8,000 per line.
Average distance to storage tanks – 1,000 ft.
Pollution control equipment – 1,600 ft. boom, 16 ft. boat.
Vessels require 3 tugs when berthing and normally 2 when unberth Vessels dock daylight only, normally port side to, and when undock proceed up river to the turning basin and are turned before procee outbound.

Atlantic Fuels, Chelsea:
Owned and operated by: Atlantic Petroleum Inc.
Used for receiving and shipping petroleum products, bunke vessels; can accommodate vessels up to 690 ft. (210.3 m.) in len 33 ft. (10 m.) alongside depth; 14 ft. (4.26 m.) deck height. Pipe-l extend from wharf to 14 steel storage tanks with total 660,000 b capacity.

Coastal Oil New England, Chelsea:
Operator – Coastal Oil New England. Tel. 289-4494.
Type of Pier – Single face.
Depth alongside at MLW – For 575 ft. vessels: 31 ft. fwd., 34 ft. For 624 ft. vessels: 21 ft. fwd., 34 ft. aft.
Normal ship side to dock – Port.
Line handling boat not required.
Access to vessel (for stores and repairs) – trucks to ship's side.
Products handled – Avjet, Diesel Oil, Gasoline.
Size and number of pipelines – 7×12 in.
Bbls. per hour discharge capacity – 5,000 to 10,000.
Average distance to storage tanks – tank farm adjacent to berth.
Pollution control equipment – Automatic boom being installed.
3 tugs are normally required for berthing and 2 for unberthing. Ves require a 300 ft. messenger fore and aft for handling lines. Ves normally dock port side to. Due to the limited manoeuvring area adja to the berth, vessels when unberthing are towed out stern first and turned in the main channel.

Quincy Oil, Quincy:
Operator – Quincy Oil Company. Tel. 773-2500.
Type of Pier – Timber pile, timber deck, offshore wharf.
Depth alongside at MLW – 35 ft.
Normal ship side to dock – Port.
Line handling boat not required.
Access to vessel (for stores and repairs) – by hand cart only.
Products handled – Gasoline, Heating Oil.
Size and number of pipelines – 2×8 in.
Bbls. per hour discharge capacity – 6,000.
Average distance to storage tanks – tank farm adjacent to berth.
Pollution control equipment – 800 ft. boom, work boat.
Vessels meet tugs and Docking Master in the vicinity of Nan Roads and then proceed up the Weymouth Fore and Town Rive the Quincy Terminal.

Vessels should enter Town River at S.W. Extreme caution should be used when turning into Town River because of the narrow channel. Narrow channels demand extreme caution when navigating up to the terminal. Vessels normally berth port side to, and are swung around in the turning basin when unberthing. 3 tugs are required when docking or undocking. Vessels must utilise their own gangways.

Proctor and Gamble, Quincy:

Operator – Proctor and Gamble. Tel. 770-3155.
Type of Pier – T-head with dolphins.
Depth alongside at MLW – 32 ft.
Normal ship side to dock – Starboard.
Line handling boat not required.
Access to vessel (for stores and repairs) – trucks to ship's side.
Products handled – Palm Oil.
Size and number of pipelines – Various.
Bbls. per hour discharge capacity – 8,000.
Average distance to storage tanks – tank farm adjacent to berth.
Pollution control equipment – shared with Sprague.

C.H. Sprague & Son Co., North Weymouth:

Operator – C.H. Sprague & Son Co. Tel. Terminal 337-2040, Offices (603) 431-1000.
Type of Pier – Timber pile, concrete deck.
Depth alongside at MLW – 35 ft. 06 in.
Normal ship side to dock – Starboard.
Line handling boat not required.
Access to vessel (for stores and repairs) – trucks to ship's side.
Products handled – No. 6 Oil.
Size and number of pipelines – 2×12 in.
Bbls. per hour discharge capacity – 10,000 per line.
Average distance to storage tanks – 2,500 ft.
Pollution control equipment – 500 ft. boom, 16 ft. boat. (Shared with Mobil.).

Vessels dock and sail during daylight only. 3 tugs are required when berthing and unberthing. Vessels met the tugs and Docking Pilot in the vicinity of Nantasket Roads and then proceed to the manoeuvring area near the berth where the vessels are turned and berthed starboard side to. Vessels must utilise their own gangway at this berth.

Citgo Petroleum Corp., Braintree:

Operator – Citgo Petroleum Corp. Tel. 848-2595.
Type of Pier – 4 cylindrical caissons.
Depth alongside at MLW – 35 ft.
Normal ship side to dock – Starboard.
Line handling boat not required.
Access to vessel (for stores and repairs) – trucks to ship's side.
Products handled – Heating Oil, Gasoline.
Size and number of pipelines – 1×10 in., 4×12 in.
Bbls. per hour discharging capacity – 10,000.
Average distance to storage tanks – 2,500 ft.
Pollution Control Equipment – 1,500 ft. boom, work boat.

Vessels meet tugs and Docking Master in the vicinity of Nantasket Roads and then proceed up the Weymouth Fore River, through the Fore River Bridge, and berth starboard side to at the terminal. Vessels dock and undock during daylight hours only. 3 tugs are normally required when docking and undocking. Vessels must utilise their own gangways.

Bulk Cement Piers:

There are 2 berths in Boston used exclusively for the discharge of bulk cement from barges. Both are in the Mystic River.

No. 28: Independent Cement Corp.
No. 33: Blue Circle Atlantic Cement Company, Inc. Tel: 241-9040.

CRANES: 1×60 ton floating crane and mobile cranes up to 150 tons capacity.

SPECIALISED CARGO HANDLING FACILITIES: Also see "Berthing".

	Location	*Depth at MLW* (ft.)
Bulk Cement		
Blue Circle Atlantic Cement	Charlestown	30
Independent Cement	Everett	20
Coastal Cement	South Boston	38
General Cargo Terminals		
Massport Marine Terminal	South Boston	40
Conley Terminal	South Boston	40
Container Terminals		
J.F. Moran Container Terminal	Charlestown	40
Conley Terminal	South Boston	40
Gypsum Rock		
U.S. Gypsum Company	Charlestown	27
Salt		
Piers 48, 49 & 50 (Mystic Pier)	Charlestown	25
Scrap		
Prolerized N.E. Co.	Everett	37
Vegetable Oil, Liquid Caustic Soda, etc.		
Proctor & Gamble Mfg. Co.	Quincy	32
Automobiles		
Conley Terminal	South Boston	40
Massport Marine Terminal	South Boston	40
LNG Terminals		
Distrigas	Everett	36
Passenger Cruise Terminal		
Black Falcon Cruise Terminal	South Boston	32

STEVEDORES: Available at various rates.

FRESH WATER: Plentiful supply of excellent water in Boston. It is supplied by terminal at prevailing rates.

FUEL: All grades available in various viscosities. Normally supplied by barge subject to advance notice.

TANKERS: Also see "Berthing".

Tanker Berths	*Location*	*Depth at MLW* (ft.)
Coastal Oil New England Inc.	South Boston	40
Distrigas LNG Terminal.	Everett	36
Exxon Terminal.	Everett	42
Atlantic Fuels Marketing Corp.	Chelsea	35
Coastal Oil New England Inc.	Chelsea	35
Gulf Oil Terminal (Cumberland Farms).	Chelsea	36
Belcher Oil Terminal (Revere).	Revere	37
Northeast Petroleum.	Revere	36
BP, also used by Global.	Revere	35
Mobil.	East Boston	32
Citgo Petroleum Corp.	Braintree	35
C.H. Sprague.	Weymouth	35

Berthing at all berths normally effected on a rising tide. It is the practice of the port for deep draft vessels to pump part cargo overtide in order to bring vessel to a safe draft by the next Low Water. Berthing at Sprague, North Weymouth is usually starboard side to, which involves swinging vessel.

LNG/LPG: Handled at Distrigas on the Mystic River, Everett.

U.S. Coast Guard Instructions: The following is only part of the instructions. Full copies may be obtained from U.S.C.G. Marine Safety Office, 447 Commercial Street, Boston, MA 02109-1096. Tel: (617) 565-9000.

Foreign flag vessel owners intending to transport liquefied gases in U.S. ports must obtain a Certificate of Compliance from the Coast Guard. The procedures for obtaining a Certificate of Compliance are detailed in 46 CFR 154. Both U.S. and foreign flag vessels must meet essentially the same requirements. Most requirements conform to the IMO Gas Carriers Code, but some construction requirements are more stringent.

PART A – LNG/LPG VESSEL OPERATIONS IN BOSTON HARBOUR

I. NOTIFICATION

The Master of an LNG/LPG vessel notifies COTP Boston 72 hours in advance of arrival at Broad Sound Anchorage. This advance notice of arrival is by message and includes the vessel's Agent in Boston, distance from keel to highest projection, maximum draft, and a statement by the Master to the effect that:

"To the best of my knowledge and belief, there are no known casualties to this vessel or its machinery which might affect her seaworthiness. I further state that all cryogenic handling and detection equipment is in proper operating condition and has been operating for the duration of this passage."

Signed
Master________________

Should any deficiency develop after the 72 hour advance notice is given, another message describing the discrepancy or condition in detail is sent to COTP Boston immediately.

Telex 910-2506309 (Answerback "US CG")

In addition to the certification of equipment, the Master includes the names and qualifications of crew that have changed since the last port visit.

The Vessel Movement Office (VMO) at the U.S. Coast Guard Marine Safety Office, Boston is the contact point for all notifications and requests of the COTP. Upon notification of arrival, the VMO:

a. Initiates an action file including vessel data, messages, letters, etc.
b. Reviews the vessel history and communicates any special requirements with the Coast Guard inspectors.
c. Notifies appropriate Coast Guard units.
d. Maintains daily updates of the vessel's estimated time of arrival.
e. Arranges and co-ordinates Coast Guard inspection, escort and monitoring details.
f. Passes any unusual or additional information to interested parties.
g. Obtains a long range weather forecast for the period of transit and transfer and compiles updates as they occur.

One day prior to arrival of the vessel, the VMO:

a. Firms up probable transit time for planning purposes.
b. Prepares and transmits Oporder and marine information broadcast messages, and
c. Notifies other concerned parties of the estimated time of harbour transit and any special requirements affecting harbour transit.

II. ARRIVAL AND ENTRY

U.S. Coast Guard inspectors from MSO Boston board and inspect each vessel prior to its entry into port. The purpose of this inspection is to ensure that the vessel meets the requirements of its certificate and that all cargo control equipment and safety equipment is operative. Vessels will normally anchor in Broad Sound pending inspection.

The vessel's Master must provide safe access for the Coast Guard inspectors. Should sea conditions preclude a safe boarding while anchored, the LNG/LPG vessel may be required to resume manoeuvring and provide a lee. A combination of the vessel's accommodation ladder and pilot ladder is acceptable.

While the vessel is at anchor, a live bridge watch shall be maintained. LNG/LPG vessels arriving at the Port of Boston must maintain a radio guard on VHF-FM Channels 13 (156.65 MHz) and 16 (156.8 MHz). A round of bearings fixing the vessel's position shall be taken and recorded at least hourly, followed by a report if there is a significant change in position or other problem aboard the vessel. The report may be made to COTP Boston by radio via the U.S. Coast Guard Group Boston or via the vessel's agent if timely notification is possible.

An LNG/LPG vessel must have its cryogenic sensing and indicating instrumentation and gas detection system in operation while the vessel is in U.S. waters. The Master of the ship must be prepared to demonstrate that the cryogenic handling and gas detection equipment is in proper working order. The vessel shall have on board a cylinder of properly certified span gas for testing the gas detection system.

In addition to a valid Certificate of Compliance, vessels must have onboard all required ship's documents and an up-to-date set of plans, in English, specifying:

a. Cargo tank arrangement
b. Cargo tank venting arrangement
c. Cargo piping arrangement
d. Capacity plan
e. Firefighting plan
f. Up-to-date cargo system operating and safety procedures.

The vessel may enter the harbour only after the vessel equipment, publications and documents are inspected, confirmed to be in satisfactory condition, and COTP Boston has cleared the vessel for entry.

The U.S. Coast Guard, Captain of the Port must ascertain that crews are qualified to carry out transfer operations safely. On U.S. flag vessels carrying LNG, the Master, Chief Engineer, Chief Mate and First Assistant Engineer must be licensed and certified by the Coast Guard. On vessels other than U.S. flag, a valid Certificate of Compliance issued by the Coast Guard and a valid Certificate of Fitness (issued in compliance with the IMO Gas Carriers Code) is evidence of compliance with specific U.S. equipment requirements and home state requirements for certification.

Crew training standards of the Code (Chapter 18) require that personnel involved in cargo operations be adequately trained. All officers should be trained to deal with emergencies involving cargo leaks, spills or fires. The code also refers to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

Each officer and rating with specific duties involving cargo and cargo equipment should complete a course of instruction, or undergo onboard training, applicable to his or her duties. As crew members change, the operator must keep the Coast Guard apprised of the new members' training. A company initiated letter or message indicating the completion of an administration approved formal training course will serve as evidence of this training. All crew members should have formal training, or onboard instruction, in the special hazards of LNG and LPG and an awareness of the general safety features of the vessel.

Serious discrepancies found during any boarding or examination which affect the safety of the port must be corrected prior to vessel entry or cargo transfer operations. Examples of serious discrepancies are leaking cargo tanks, inoperative leak detectors or inoperative fire-fighting equipment. Determination to permit or deny port entry or cargo transfer is made by the COTP. In unusual circumstances, however, Commandant (G-MTH) may be requested to advise or furnish a technical representative.

A fully or partially loaded LNG/LPG vessel will always transit the harbour within a moving safety zone. This concept enhances safety by avoiding crossing or passing situations. The LNG/LPG vessel may not enter the main ship channel until clearance is received from COTP Boston and a U.S. Coast Guard escort vessel is in position to begin the escort.

III. LNG/LPG VESSEL TRANSIT MANAGEMENT

Fully or partially loaded LNG/LPG vessels may transit the harbour only during the hours between sunrise and sunset and then only during periods of adequate visibility.

One hour prior to scheduled LNG/LPG vessel transit, the Vessel Movement Officer assumes the watch in Group Boston Communications Centre, to perform the following duties:

a. Ensure that the tugs and the Coast Guard escort vessel are in position, two emergency towing lines are rigged fore and aft on the LNG vessel within 6 ft. of the water, and the inspectors have found no discrepancies in the condition of the vessel.
b. Contact the LNG/LPG vessel and initiate the transit.
c. Ensure that the Marine Information Broadcast is being properly sent by Group Boston and the escort craft. Keep Group Boston Duty Officer informed of LNG/LPG vessel position as reported by the escort vessel.
d. Notify Logan Airport Control Tower of the LNG/LPG vessel transit when the vessel approaches Deer Island.
e. Monitor Channel 13 VHF-FM and communicate with vessels to ensure no unauthorised vessels get underway in violation of the safety zone.
f. Address all vessel movement questions received via radio and telephone during the transit.
g. Keep the COTP informed of the progress of the evolution.
h. Notify Group Boston Duty Officer when safety broadcast can be terminated.
i. Maintain a logbook with appropriate entries (transit commenced, escort craft and adequate number of tugs on scene, emergency tow lines rigged, names of Boston Pilot and Docking Master onboard, vessel moored etc.).

The Vessel Movement Officer (VMO) can be contacted at the Marine Safety Office (565-9000) or by radio (Channel 13 VHF-FM)

If the visibility falls to less than 2 miles at any point in the transit, the Master shall notify the VMO of the situation and request authorisation to proceed.

When the LNG/LPG vessel enters Boston North Channel inbound, the Master notifies the Vessel Movement Officer via Channel 13 VHF-FM. The VMO will then notify the Chief or Assistant Chief Controller at Logan Airport. The Federal Aviation Administration imposes flight restrictions over the LNG/LPG vessel in keeping with the desire to maintain maximum standards of safety during an LNG/LPG vessel movement.

The vessel's Master shall ensure that calculations are made comparing the air draft of the LNG/LPG vessel to the height of any fixed objects under which it must pass. These calculations are to be made available to the Docking Master as an assurance that the LNG/LPG vessel can safely transit Boston Harbour.

Tugs meet the incoming LNG/LPG vessel at the Eastern e President Roads and are used as needed during the vessel's tra Boston Harbour. During the docking and undocking operation the will be strategically positioned consistent with the Master's judgement and consultation with the Docking Master. Emergency to lines must be rigged fore and aft within 6 ft. of the water during t

For vessels under 60,000 cu.m. cargo capacity, a minimum of 3 with total of 5,400 shaft horsepower or greater shall attend the of the vessel.

Vessels of 60,000 cu.m. or over will be required to use a minimu 5 tugs. Two of the tugs must be 3,000 h.p. or greater. The rema 3 tugs must be 1,200 h.p. or greater. Note that the referenced 3 tugs are minimums. Nothing herein should be construed to overru Master's sound judgement in employing additional tugs.

While a fully or partially loaded LNG/LPG vessel is underway i harbour, all other vessels in the harbour are required to remain mo unless otherwise authorised by the COTP. The COTP has permission for towing vessels without tow and other vessels u 100 gross tons to transit outside the main ship channel:

IF they establish bridge to bridge radio contact with the LNG vessel upon their approach and advise the Master of their i AND they can safely navigate outside the main ship channe

Other examples of vessel movements that may be allowed are

a. A cargo ship requests permission to get underway in the ship channel and transit Boston Harbour outbound while a L LPG vessel is inbound. Permission may be granted by the C for the transit outbound if the cargo ship will not approach 2 nautical miles ahead or one nautical mile astern of the L LPG vessel.
b. A tankship requests permission to get underway for inb transit of the harbour at the same time an LNG/LPG vess inbound. Permission by the COTP may be given for the ta to proceed but to remain at least one nautical mile astern LNG/LPG vessel.

During an LNG/LPG vessel transit, the maximum allowable spee any vessel permitted within the moving Safety Zone will be 8 knots. speed applies to all vessels within the restricted area. At least one C Guard escort craft will be present to enforce the safety zone restric Additional craft may be assigned to the escort if conditions warran

Marine information broadcasts will be made on Channel 16 VHF switching to Channel 22, beginning 24 hours prior to the ship's har transit. The escort craft will issue a broadcast bridge to bridg Channel 13 at the beginning of the transit and every 30 min thereafter until the LNG/LPG vessel is moored. At the end of broadcast, the escort craft will state the current location of the LNG vessel.

The escort craft should normally take station several hundred ahead and to one side of the bow of the LNG/LPG vessel and pre it through the harbour. The escort craft is responsible for enforcing vessel movement requirements of the safety zone. The escort cra monitor and use Channel 13 VHF-FM to provide vessel traffic co during the transit of the LNG/LPG vessel.

An officer from MSO Boston will be assigned to ride each LNG vessel during the inbound transit. The senior member of the pre-a inspection team will assume this role when the inspection and t occur on the same day. When these events occur on separate arrangements will be made to place an officer aboard the vessel to commencing the harbour transit.

This officer will remain in the pilothouse, maintain communications with the VMO via Channel 13 VHF-FM, and sha responsible for the following:

a. Serve as a direct communications link to the VMO to repor casualties or unusual incidents, obtain amplifying informatio relay instructions to the vessel's Master or Pilot as direct the VMO.
b. Assist in making determination as to the nature and serious of a casualty and if the inbound vessel should be directed t the harbour and return to anchorage in Broad Sound or if it s be permitted to proceed to its berth.
c. Remain vigilant and report any situation that could affec safety of the port or that could adversely impact the safety and vessel escort.

Should an emergency situation occur aboard the LNG/LPG v (loss of steering, grounding, fire, etc.) the Master/Pilot will immedi notify the MSO Officer on board who will inform the VMO o emergency via Channel 13 VHF-FM. The escort craft will then pro traffic control to keep all vessels (other than tugs, fireboats, etc.) of the LNG/LPG vessel.

IV. CARGO TRANSFER OPERATIONS

The COTP will provide personnel to ensure safety during the pro of cooling down and to monitor the progress of transfer operatio Coast Guard patrol craft will also be present to provide contin waterside safety zone enforcement to prevent any vessel approa within 50 yards of the LNG tanker while it remains in a loaded con or is conducting cargo operations.

LNG/LPG vessels must moor bow to seaward with at least 2 cable mooring lines (firewarps) at the water's edge, fore and aft o outboard side, for emergency towing hook-up if the need should The vessel must be maintained in a state of readiness with suf crew on board to enable the ship to get underway and clear the an emergency within 30 minutes of notification. The LNG/LPG must also be capable of navigating out of the Port of Boston, usi main ship channel, at all times and under all prevailing tidal con

The following minimum personnel must be on board the vessel transfer operations:

a. Two Licensed Officers, fully qualified to supervise cargo tr operations.
b. Two deckhands.
c. One Licensed Deck Officer for duties other than cargo tr

The officers on the vessel supervising cargo transfer operations should be fully rested prior to commencing tranfer operations. A minimum of 8 hours sleep is recommended. All ship's personnel directly involved in the transfer operation must be able to communicate in the English language, or be provided with an interpreter.

Venting cargo gas to the atmosphere is not permitted in port. However, nothing in this instruction should be construed to require or authorise elimination of installed ship safety equipment. If emergency venting is necessary, the officer supervising cargo transfer on the vessel will immediately notify the COTP Boston. This notification should include location and amount of venting, the cause of the emergency venting, wind velocity and direction at the time of venting.

All LNG/LPG facilities in the Port of Boston shall meet the requirements of 33 CFR 127. The facility will be responsible for controlling access to the vessel while it is at the dock.

The facility and the vessel must discuss arrangements for emergency shutdown of cargo transfer and emergency breakway of the vessel from the facility.

During cargo transfer, the facility shall have at least one person onboard the vessel and one person in the facility control centre who will be in constant communication with each other at all times. In addition to sufficient personnel to safely conduct all physical transfer operations, a person specially trained and certified as knowledgeable in the properties and hazards of the cargo to be tranferred shall oversee all discharge operations.

The permission of the Captain of the Port is required before loading stores or bringing vessels alongside the LNG/LPG vessel during cargo transfer operations. Bunkering or other transfer of petroleum products or other compressed or liquefied gases is prohibited while the vessel has gas or liquid cargo in the transfer piping.

The transfer of liquid cargo shall not begin until the Coast Guard inspector is satisfied with cooldown. The inspector must certify that all items in the Cooldown Inspection List are examined. The primary function of this inspection is to ensure that all connections, piping, pumps, etc. are in satisfactory operating order and that no deficiencies develop during the cooldown phase. Full pumping may commence upon satisfactory completion of cooldown operations.

The monitoring detail supervises the LNG/LPG transfer operation from hookup to disconnect and maintains an official logbook. The primary function of the monitor is to ensure compliance with safety requirements during the transfer and to maintain an alert security posture.

The individual Coast Guardsmen that make up the monitoring detail represent the Captain of the Port. Their responsibility is to keep informed of the progress of transfer and to oversee the safety of the operation. The person representing the facility onboard the vessel and the vessel cargo officer *must* promptly report all problems or abnormal conditions encountered during transfer operations, on the vessel or facility, to the Coast Guard watchstander. Updates of the condition and corrective action planned are also required.

The monitoring detail logs the commencement of pumping, completion of pumping, disconnecting times and any unusual occurrences and informs the COTP at each stage in the operation.

All cargo operations must cease if electrical storms are observed nearby. However, cargo transfer connections should be maintained. If gale warnings are posted, additional mooring lines and/or tug assistance may be required.

Should an emergency occur, the monitoring detail should immediately get clear and inform the COTP of the situation. Detailed emergency instructions to the monitoring detail can be found in Part B (Emergency Operations) of this plan.

The safety zone enforcement craft will be located so that vessel movements within a mile of the LNG/LPG vessel can be readily observed in order to detect any unusual waterborne activities that may pose a threat to either the vessel or the facility. Any unusual circumstances such as suspicious craft in the vicinity of the LNG/LPG vessel, approaching thunderstorms, sudden changes in the direction or increase in wind speeds, or any leaking gas vapour cloud wil be reported to the monitoring detail.

All firefighting equipment on the safety zone enforcement craft will be on standby, ready for immediate use in the event of an emergency. In the event of a threat of or actual fire or explosion, the enforcement craft will be positioned upwind and clear of the danger area to assist in response efforts.

Upon completion of the transfer operations when all cargo transfer piping is disconnected, the monitor on watch will notify COTP Boston. The MSO Duty officer will ensure that the safety zone broadcast is cancelled. A safety zone will normally be continued after cargo operations are complete and until the LNG/LPG vessel clears Deer Island Light *only* if the LNG/LPG vessel is partially loaded. When the vessel is empty, the VMO notifies Group Boston Communications Centre and releases the safety zone enforcement vessel.

V. LNG/LPG VESSEL DEPARTURE

A fully or partially loaded LNG/LPG vessel will always transit the harbour within a moving safety zone. This concept enhances safety by avoiding crossing or passing situations involving other vessels in the harbour. A U.S. Coast Guard escort craft will enforce the safety zone until the outbound LNG/LPG vessel clears Deer Island Light. The same requirements set forth in Section A-III will be used for transit of LNG/LPG vessels if a safety zone is set for departure.

LNG/LPG vessels departing the Port of Boston that are empty (in heel) will not require a safety zone. A Coast Guard escort or other additional requirements may be established in certain circumstances at the discretion of COTP Boston. Empty LNG/LPG vessels may transit the harbour during darkness.

When an empty LNG/LPG vessel gets underway outbound, the Master notifies the Vessel Movement Officer. The VMO will then notify the Chief or Assistance Chief Controller at Logan Airport. The Federal Aviation Administration imposes flight restrictions over the LNG/LPG vessel in keeping with the desire to maintain maximum standards of safety during an LNG/LPG vessel movement.

CERTIFICATES AND DOCUMENTS

(May be completed by Master prior to vessel entry and checked by attending inspector.)

____SOLAS Cargo Ship Safety Construction Certificate
Issued by____at____expires____
____SOLAS Cargo Ship Safety Equipment Certificate
Issued by____at____expires____
____SOLAS Cargo Ship Safety Radiotelephony/telegraphy Certificate
Issued by____at____expires____
____Load Line Certificate of Fitness
Issued by____at____expires____endorsed____
____IMO Certificate
Issued by____at____expires____endorsed____
____International Oil Pollution Prevention (IOPP) Certificate
Issued by____at____expires____endorsed____
____Certificate of Compliance
Issued at____expires____Last Entry____
____Registry Certificate/Certificate of Inspection
Issued by____at____expires____
____Certificate of Financial Responsibility
Issued by____at____expires____
____Certification of Cargo Relief Valve Settings
by____date____
____Cargo Manual (if no IMO Certificate) yes____no____
____Crew List and Officer Competency date____
____(3) Deck Officer Watchstanders? ____
____(3) Engineering Officer Watchstanders? ____
____(2) Cargo Officers (not watchstanders)? ____

CONSULS:
Austria
Belgium
Canada
Cape Verde
Chile
Colombia
Denmark
Dominican Rep.
Ecuador
Finland
France
Germany
Great Britain
Greece
Haiti
Honduras
Ireland
Israel
Italy
Japan
Korea
Luxembourg
Mexico
Netherlands
Peru
Portugal
Spain
Sweden
Switzerland
Venezuela

REPAIRS/DRY DOCKS: Any type of repair undertaken.

East Boston, Massachusetts	Length	Capacity
Floating Dry Dock No. 1	622 ft.	18,000 tons
Floating Dry Dock No. 2	479 ft.	20,000 tons
Graving Dry Dock No. 4	256 ft.	

Modern facilities for repair, overhaul, and conversion of vessels of all sizes:

(a) a 10,000 ton capacity floating dry dock serviced by 2×150 ton overhead cranes with a yoked capacity of 350 tons. The 5-section dock is 415 ft. long, 120 ft. wide, and has an inside dimension of 85 ft. 7 in.

(b) 3 building basins (actually a 3-positioned graving dock). 2 are 132 ft. wide, 867 ft. long; 1 is 150 ft. wide, 938 ft. long. Each basin serviced by 2 Whirley type cranes of 75 and 50 ton capacity.

(c) 4 outfitting piers capable of handling up to 10 ships simultaneously provide adequate space for dockside work and for mooring personnel or service barges.

(d) 3 conventional "sliding" ways capable of handling ships up to 1,000 ft. in length.

Major Shops: 2-bay fabricating shop served by 17 bridge cranes. Machine shop equipped with large vertical and horizontal mills planers, lathes and a complete small machine complement. Fully equipped sheet metal, joiner, boiler, blacksmith, pattern foundry, galvanising, pipe and copper, and electrical shops. Complete facilities for inspection of all types including non-destructive testing such as radiography, magnetic particle, liquid penetrant and ultrasonic.

General Ship Corporation, East Boston: Dry docks for vessels up to 680 ft. × 90 ft. Damage and voyage repairs.

CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. of tobacco and 1 quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

GANGWAY/DECK WATCHMEN: Available at prevailing prices.

OPENING/CLOSING HATCHES: Performed by stevedores.

REPATRIATION: Good facilities exist.

AIRPORT: Logan International Airport, East Boston.

HOLIDAYS: New Year's Day (1st January); Martin Luther King's Birthday (15th January) Washington's Birthday (3rd Monday in February); Evacuation Day (17th March); Patriots' Day (3rd Monday in April); Memorial Day (last Monday in May); Bunker Hill Day (17th June); Independence Day (4th July); Labour Day (first Monday in September); Columbus Day (8th October); Veteran's Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December).

Note: "Or any day celebrated in lieu thereof".

POLICE/AMBULANCE/FIRE: Boston Fire Dept. 725-2880; Boston Police Dept. (Harbour Master) 242-6096; Everett Fire Dept. 387-7443; Everett Poice Dept. 3878-1212; Chelsea Fire Dept. 884-1410; Chelsea Police Dept. 884-1212.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for the same vessel.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service available through the following contractors:

BFI Waste Systems (Brown-Ferris Industries), 170 Market Street, Brighton, MA 02135. Tel: (617) 254-1800.

Laidlaw Waste Systems, 66 Cambridge Street, Charlestown, MA 02129. Tel: (617) 445-8383.

Waste Management of MA, Inc., 530 East First Street, South Boston, MA 02127. Tel: (617) 269-5800.

Charles Lee Disposal, Inc., 1 Ellery Street, So. Boston, MA 02127. Tel: (617) 361-3900.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time from first Sunday in April till last Sunday in October.

WASTE OIL DISPOSAL: Oil Pollution Clean-up Contractors:

Clean Harbors, 900 East First Street, Boston, MA 02127. Tel: (617) 269-5830.

Jet Lines Services, 441 Canton Street, P.O.Box 180, Stoughton, MA 02072. Tel: (617) 344-2510.

SEAMAN'S CLUBS: Boston Port and Seaman's Aid Society, Mariners' House, 11 North Square, Boston, MA 02113. Tel: (617) 227-3979.

New England Seaman's Mission, Inc., Bremen Street, E.Boston, MA 02128. Tel: (617) 569-6179.

Boston Seaman's Friend Society, 45 Church Street, Boston, MA 02116. Tel: (617) 426-1665.

AUTHORITY: Massachusetts Port Authority, Executive Offices, Transportation Building, Ten Park Plaza, Boston, Massachusetts 02116-3971, U.S.A. *Tel.* (617) 973-5500. *Telex:* 940365.

Massachusetts Port Authority, Maritime Department, Fish Pier East II, Northern Avenue, Boston, MA. 02210, U.S.A. *Tel:* (617) 973-5354. *Telex:* 940365. *FAX:* (617) 973-5357. *Contact:* Ralph Cox, Maritime Director.

BRIDGEPORT, Connecticut: 41.07 N. 73.11 W. (See Plan)

DOCUMENTS: Refer to "New York".

APPROACHES: *Via New York:*

Charts: 12339, 12366, 12367, 12363, 12369.

Vessels leaving New York bound for Bridgeport will be transitting New York's East River and Western Long Island Sound. All shoals and rocks are well marked and the close proximity to the shore line provides an excellent radar target for position checking. During Summer months, thick fog will present a hazard on this route. Long Island Sound is also a major yachting centre, so extreme care must be exercised while transitting this area. There are several dangers to be wary of when making the passage from New York to Bridgeport.

In order of approach they are:

1. East River and Hell Gate are areas of strong tidal currents averaging 4.6 knots for the ebb current which sets in Southwesterly direction. Vessel drawing up to 35 ft. may transit Hell Gate at slack High Water only. Sluggish handling vessels should arrange for tug assistance up the East River and through Hell Gate.
2. 26-ft. Buoy "32A" usually passed well clear to the South.
3. Cable and Anchor Reef usually passed to the South.

Via Block Island:

Charts, 13205, 13215, 13209, 12354, 12369.

Block Island's Southern shore high rock cliffs provide a good radar target. Also, bearings can be taken from the RDF station at S.E. Light. Care should be exercised by vessels deeper than 30 ft. to always approach Block Island to East in views of the numerous shoals on the Western side of the Island.

It is also advisable to remain at least 1 mile to the East of Block Island due to the numerous shoals close in shore.

There are numerous dangers to be wary of when making the passage from the pilot station to Bridgeport. In order of approach they are:

1. Block Island North Reef Buoy "1B1" marks a dangerous shoal and should be passed well clear.
2. The Race is a narrow channel into Long Island Sound. Strong East to West currents exist during maximum ebb or flood and knowledge of position should be maintained in view of the possibility of unusual set. Valiant Rock may be passed on either side.
3. Great caution should be exercised during the Summer months when transitting through Block Island and Long Island Sound due to the heavy small boat traffic, especially the area in proximity to The Race.
4. Dense fog is prevalent during the Summer months. Good judgement should be used before transitting the area during fog.

Good water is found in Long Island Sound from The Race to Bridgeport as long as the mid-channel Buoys "P1" and "CF" are passed close aboard and care is taken so as not to pass North of Twenty-Eight Foot Shoal buoy.

Vessels usually pass one mile to the South of Stratford Shoals light before altering course for Bridgeport. Radar is the best navigational aid in this area. There are numerous RDF stations that can be used in conjunction with echo sounder readings to ascertain positions.

PILOTAGE: Vessel usually notifies Agent 48 hours before arrival, who will arrange Pilot boarding. Pilot boards either at Brenton Reef in position Lat. 41° 25′ N., Long. 71° 23′ W. or Point Judith in position Lat.41° 17′ N., Long. 71° 29′ W.

Note: Non-U.S. flag vessels and U.S. flag vessels under registry approaching from Block Island embark Pilot about 2.5 miles South of Point Judith.

U.S. flag vessels under enrolment approaching from Block Island embark Pilot 1.4 miles East of Old Harbour - Block Island.

Constitution State Pilots provide Docking Masters for the port.

Notice from State of Connecticut, Department of Transportation:

Pilotage is compulsory for vessels transitting the waters of Long Island Sound via Block Island Sound bound to or from ports and harbours in Long Island Sound. Vessels bound for Bridgeport via Block Island/Long Island Sound usually board a pilot at either the Point Judith Pilot Station (41° 17.2′ N., 71° 28.5′ W., 2 miles South of the Point Judith R "2" whistle buoy) or the Montauk Pilot Station (41° 02′ N., 71° 42′ W., 3 miles due East of Montauk whistle buoy Mo (A) "MP"). Some Block Island/Long Island Sound pilots also serve as pilots for Bridgeport Harbour. If a local harbour pilot is to be boarded, he will usually board vessel in vicinity of Bridgeport Sea Buoy, marked "BH" – short and long flash; red and white vertical stripes.

ANCHORAGE: 2 miles South of the entrance with depths in exce 50 ft.

RESTRICTIONS: Entrance channel has a project depth of 35 ft. at l is 400 ft. wide and 3 miles in length.

Normal time allowed for transit from outside to off the dock is 30 minutes. Docking time varies from 30 minutes to 1 hour, depende which terminal is the destination, and weather conditions.

The New Haven – Bridgeport Pilots Association believe 4 ft. of w in excess of the ship's draft is needed. As a rule of thumb, 31 ft. a to 37 ft. at high. Any variations from this, a Pilot should be d consulted. The range of tide is 6.7 ft. Wind strongly affects the t the main entrance channel. Flood and ebb cross the channel at a angle, and velocities depend on the rise of tide for the day.

Vessels up to 70,000 d.w.t. and LOA 825 ft. call at the port.

MAX. SIZE: See "Berthing and Restrictions".

HEALTH: Vessel to cable Agent 24 hours prior to arrival of any i on board, otherwise Radio Pratique not necessary.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Alban

RADIO: Vessels arriving from North use Chatham Radio. Vessels South use Amagansett Radio on Long Island.

BERTHING: *Cilco Terminal:* Cilco is a bulkhead dock, l approximately 1,100 ft. Vessels dock port or starboard side to. Two s can moor at the same time. This is a dry cargo facility. Ships lo discharge all kinds of products. Several mobile cranes are avai Depth 33 ft. at MLW. Bunkers are only available by truck. Fresh w is available.

TUGS: Tugs available from Red Star. The Despatcher monitors and is available 24 hours a day through Channel 24 at Bridgepor

MEDICAL: All facilities available.

TANKERS: *Bridgeport Shell – Buckley Bros.:* The Shell berth is loc on the East side at right angles to the main entrance, and ships m be turned 90° to approach the dock. The dock is approximately 2 long with 2 main dolphins and catwalks to shore. Head lines and s lines are run ashore by a messenger. The size of vessels is gove by manifold distance. Light oil products 300 ft. and heavy oil 3 Vessels of length 700 ft. have been moored, 38 ft. at MLW in ship b Ships dock port side to.

Bunkers and fresh water are available.

United Illuminating: Berth is 0.6 miles inside the breakwater on the l side of the channel. A turn to port of 120° must be made into a dre cut 140 ft. wide. The dock is concrete caissons on pilings with catw and centre platform. Depth 32 ft. to 37 ft. at MLW. Vessel 70,000 d.w.t. call, but bow to manifold distance governs size of ve (350 ft. – 375 ft.). Vessels dock starboard side to.

Fresh water is available, but bunkers are not. Every tanker, w moored here, has an anti-pollution boom placed around it.

FRESH WATER: Available at all berths.

FUEL: No fuel barge service available. In emergency, tank truck del can be arranged.

CONSULS: All countries represented in New York.

AIRPORT: Bridgeport Airport about 3 miles away. New York air about 50 miles distant.

TIME: Daylight Saving Time, GMT minus 4 hours from April to Oct

HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (February); Washington's Birthday (18th February); Good Fr Memorial Day; Independence Day (4th July); Labour Day; Colu Day (14th October); Veterans' Day; Election Day (5th Novem Thanksgiving Day (28th November); Christmas Day (25th Decem

SERVICES: Ship's stores and launch service available from New Ha Vessels must provide their own gangway at all docks.

AUTHORITY: Bridgeport Port Authority, 177 State Street, Bridge Connecticut 06604, U.S.A. *Tel:* (203) 384-9777. *FAX:* (203) 384-9 *Contact:* Joseph C. Savino Jr., Harbour Master (After h Tel: 374-7795).

BROWNSVILLE, Texas: 25.54 N. 97.28 W. (See Pl

DOCUMENTS: See "Houston".

PILOTAGE: When a vessel is scheduled to arrive at Brownsvil vessel's Agent notifies the Harbour Master's office of the approx ETA. Later, when a firm ETA is received, the Harbour Master's o notifies the pilot office that the vessel is expected on the bar at a c time and also gives the time which she would like to enter.

The telegraphic address of the pilot office is: Brazos-Santiago P c/o Harbour Master, Port of Brownsville, Brownsville, Texas.

If possible, it is desired that the Harbour Master's Office be no 2 hours in advance of the ETA of any vessel.

The VHF Channel to be used when contacting the pilot boa Harbour Master is 16. When contact is made, this will be switch Channel 12.

The pilot boat is a steel hull length 43 ft., beam 16 ft. and dra 250 h.p. diesel. Gross tonnage 36 tons.

No light or sound signals are necessary from vessels requiring a although light signals may sometimes be used at night – ordina vessel is picked up by visual sighting.

The pilot boat is located on the South tip of Padre Island – the station is adjacent to the entrance to ship channel with a clear v the approach to the jetties.

The Pilot is taken on board an incoming vessel at the sea buoy w is located 2 miles off shore.

The anchorage for a vessel awaiting Pilot is 1.5 miles North o buoy.

ANCHORAGES: Anchorages are marked on charts.

RESTRICTIONS: *Brazos Island Harbour:*

Name of Channel	*Width* (ft.)	*Dredged Dimensions Length* (miles)	*Depth* (ft.)	*Minimum depths in channel entering from seaward* *Left Outside Quarter* (ft.)	*Middle Half of Channel* (ft.)	*Right Outside Quarter* (ft.)
Brazos Santiago Pass: Entrance Channel	300	1.9	38	40.0	39.0	37.0
Channel across Laguna Madre	200	2.9	36	38.0	38.0	38.0
Brownsville Channel: Junction Basin to Boca Chica Passing Basin	200	4.0	36	38.0	38.0	38.0
Boca Chica Passing Basin to Goose Island Passing Basin	200	5.4	36	38.0	38.0	38.0
Goose Island Passing Basin to Brownsville Turning Basin	200	2.8	36	37.0	38.0	37.0
Brownsville Turning Basin (extension)	500	1.4	36	37.0	38.0	37.5
Brownsville Turning Basin	500-1000	0.5	36	36.0	37.0	35.0

MAX. SIZE: The max. permissible length 875 ft., beam 135 ft., draft 35 ft.

RADIO: ETA cables to Agent, etc., should be addressed to the Agent via WLC – Galveston, WLO – Mobile or Slidell Radio. When within 60 miles range of the port, calls may be made through the Harbour Master's office on VHF Channel 16 and the calls will then be transferred to land lines to any point. Also Brownsville Marine Operator, VHF Channel 26.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

VHF: A vessel approaching the Port of Brownsville may contact the Harbour Master's office on VHF Channel 16.

TUGS: Tugs normally join an incoming vessel 1.25 miles before she enters the turning basin. The tug's lines are used for which there is no charge.

BERTHING: Cargo facilities include over 7,500 ft. of modern, marginal dry cargo wharves, 9 deep sea dry cargo docks, 4 deep sea liquid cargo docks and 10 barge berths, together with over 583,000 sq.ft. of transit shed space. In addition there is 242,000 sq.ft. of open storage space at the deep-draft docks and 271,000 sq.ft. of open storage at the shallow draft docks.

BULK HANDLING FACILITIES:

Public Grain Elevator: Located at the approach to the Turning Basin, the privately and operated elevator has a capacity of over 3,800,000 bushels. An adjacent bulk plant provides flat storage for all types of dry bulk commodities.

Two large gantry cranes handle the loading of vessels. The maximum spout clearance for loading vessels is 45 ft. above the water.

Equipped with two truck dumps and two hopper car dumps, the elevator has the rated loading capacity of 1,200 short tons per hour (1,000 L/T per hour on bulk carriers without wing tanks and 600 L/T per hour on tween deckers).

The 400 ft. wharf is 12 ft. above water and has an unlimited berth length. The draft at dockside is 34 ft. and the channel control depth is 36 ft.

The grain elevator also has the flexibility of unloading vessels (barge unloading capacity is 300 t.p.h.).

Liquid Bulk Handling: Total liquid bulk storage available for petrochemicals and combustible oils is 3.4 million barrels, tank capacities from 1,000 to 200,000 barrels, at Itapco, Statia, Petro Liquids, and Brownsville Refinery terminals. Additionally, Citgo and Interlube maintain private terminals. Four liquid cargo docks on the North side of channel and one on the South side serve these entities. Three terminals, Itapco, Petroliquids and Statia, have Foreign Trade Zone status.

CRANES: Two large floating cranes, rated at 150 metric tons each, are available for heavy lifts at any dockside location in the port area.

STEVEDORES: To arrange for gangs the vessel needs to notify the ship's Agent of ETA; the Agent will in turn notify the stevedores. It is necessary that the Agent be advised of an ETA before 1900 hrs. for an 0800 hrs. start.

Main commodities and average load discharge rates:

Grain	Bulk carrier 1,200 t.p.h.
Grain	tween deck 600 t.p.h.
Cotton	100 bales per hour per gang
Lead and zinc pigs	40 tons per hour per gang
Citrus in boxes	22 tons per hour per gang
Onions and carrots in bags	22 tons per hour per gang
General cargo	25 tons per hour per gang

MEDICAL: When medical attention is required, advance notice should be given to the Agent by ship's radio.

TANKERS: Ballast facilities are available up to 6,000 barrels per hour. The port loads refined petroleum products. The port has 4 tanker berths, with max. draft 34 ft. 7 in.

Vessels proceeding to Brownsville normally turn in the basin and berth Port side to. Berthing at Port Isabel Oil Wharf also generally Port side to. Mooring boat employed.

DENSITY: The average density is 32 parts per 1,000.

FRESH WATER: Fresh water is available and can be delivered to a vessel through hose or pipeline at 150 gallons per minute.

FUEL: No fuel is available locally. It must be barged in from Corpus Christi – advance arrangements are necessary.

FIRE PRECAUTIONS: Preferred berthing for tankers, head out.

CONSULS: Mexico: Tel. 542-4431.

REPAIRS: Amfels, located at the port, is equipped to handle all normal temporary ship repairs.

DRY DOCKS: None available.

GANGWAY/DECK WATCHMEN: Such services are necessary only when detainees are held on board.

AIRPORT: The regional airport, Valley International, is located 30 miles from the port. American, Southwest and Continental Airlines provide passenger service.

Brownsville – South Padre Island International Airport, 5 miles from seaport, provides freight/package service via Federal Express, Burlington Northern and Continental passenger service.

OPENING/CLOSING HATCHES: This work is done by the stevedores.

REPATRIATION: There are facilities for this service.

TIME: Local Time is 6 hours behind GMT.

HOLIDAYS: The following holidays are observed here: Veterans' Day (4th Monday of October); Thanksgiving; Christmas; New Year; Washington's Birthday (Feb. 22nd); Texas Independence Day (March 2nd); Emancipation Day (June 20th); July 4th; Labour Day (1st Monday in September); Decoration Day (last Monday in May).

No work shall be performed on Labour Day or Christmas Day except in case of fire or where property is in danger. When holidays fall on Sunday, the following day will be recognised as the holiday. Also, no work will be performed between 1600 and 1900 hrs. on election days.

POLICE/AMBULANCE/FIRE: Sheriff 544-0860; Emergency Fire and Ambulance, dial 911.

TELEPHONES: Telephones are not available for placing on ships.

SERVICES: Tank cleaning service is available at the port. Ballast facilities are available at Oil Docks 1, 2 and 3. P.I.B. can take care of compass adjusting, etc.

IDENTIFICATION CARDS: Immigration requires Form No. I - 95 Landing permit.

GARBAGE DISPOSAL: BFI Waste Systems. Tel: 512-542-5550.

Containers provided by reservation, alongside or may be lifted aboard ship. Collection as required.

WASTE OIL DISPOSAL: Bilge water and contaminated ballast water discharge available at Oil Dock No. 1. Contact party, S.A.Beckwith, Port Safety Director/Environmentalist. Tel: 512-831-4592. Fax: 512-831-5006. Vessel must provide hoses to manifold. List of waste engine oil disposal companies available upon request.

SEAMAN'S CLUBS: Port of Brownsville International Seaman's Centre, P.O.Box 4033, Brownsville, Tx. 78520. Tel: 512-831-4304. Rev. Wilbur Aten. Facilities: Shop, international telephone service for seafarers, church services, mini-bus collection, postage facilities, games.

DELAYS: There are no delays unless an incoming ship has been assigned to a berth now occupied. Bunkers must be barged in; arrangements may be made ahead of time to avoid delay.

DEVELOPMENTS: The Federal Government has commenced deepening the channel to 42 ft., widening up to 400 ft., and enlarging the turning basin to 1,200 ft. Anticipated completion date May 1995.

One new liquid cargo dock, 42 ft. depth, out for construction bids in September 1994.

One new heavy lift/dry bulk dock, 42 ft. depth, for construction 1995/1996.

The Port of Brownsville/Mexico International Truck/Rail Bridge Project is awaiting Presidential Permits from the U.S. and Mexican Federal Governments. Funding for the project is in place.

AUTHORITY: Brownsville Navigation District, Port of Brownsville, P.O.Box 3070, Brownsville, Texas 78523-3070, U.S.A. *Tel:* (512) 831-4592. *FAX:* (512) 831-5006. *Contact:* C. James Kruse, Port Director. E.E. Cockrill, Deputy Port Director – Marine Services. Rey Ramirez, Harbour Master. Judy Adams, Foreign Trade Zone Manager.

BRUNSWICK, Georgia: 31.09 N. 81.30 W. **(See Plan)**

DOCUMENTS:

Crew Lists: 1 certified copy for Immigration; 2 copies uncertified for Customs.

1 copy Pratique.

3 copies Inward Customs Manifests.

3 copies each Stores, Curio & Narcotics List.

APPROACHES: The harbour is located about midway between Savannah and Jacksonville. The harbour is reached by a channel from the Atlantic Ocean, running between St. Simons and Jekyll Island. The channel has a minimum width of 500 ft. and a depth of 32 ft. to St. Simon's Sound, thence a width of 400 ft. and a depth of 30 ft. to Sidney Lanier Bridge, where the channel divides, 13 miles from sea. The Northern branch leads to Lanier Dock, State Dock and the city, 400 ft. wide and 30 ft. deep. The other branch leads N.W. to the pulp plant dock, chemical docks and electrical generating plant, 300 ft. wide and 30 ft. deep.

PILOTAGE: Compulsory. 24-hour Pilot service arranged by Agent with 48 – 24 hour prior notice from ship. Pilot boards vessel day or night approximately 1 mile outside "STS" Buoy (Lat. 31° 03′ 20″ N., Long. 81° 15′ 20″ W.). Distance to East River Terminals is 13 miles. Pilot contacted on VHF Channels 12, 14 and 16. Pilot boat is 25 ft. white hull. Marking is "Pilot" on hull.

Brunswick Bar Pilots' Association, 411 Arnold Road, St. Simons Island, Ga. 31522. Tel: (912) 638 2380.

ANCHORAGES: 3 miles S.E. of Buoy "STS", sand and mud bottom. In event of deep draft (30 ft.) and high winds, anchorage obtained near Ocean Buoy "2B" and inform Pilot as in "Pilotage". Vessels in need, or for other good reason, may anchor in St. Simon's Sound, depth 10 fathoms.

RESTRICTIONS: Vessels with a draft of 28 ft. may enter at any time and over 28 ft. on flood tide. Max. size vessel is Panamax. Vessels with draft of 34 ft. may proceed to or from Colonel's Island on high tide. Vessels with 30 ft. draft berth in the East River on high tides. Tidal range 6 ft. – 8 ft.

MAX. SIZE: Max. permissible length 650 ft. Max. d.w.t. over 33,000 tons.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: Prior arrival, use Commercial Lantana, Chatham Radio for advices to Agent, 48-24 hours in advance.
TUGS: Tugs join vessel near Sidney Lanier Bridge if inbound for the East River and Mayor's Point Terminals and just West of Lanier Bridge if bound for Colonel's Island. Harbour pilot on board vessel carries out the docking manoeuvre with tugs. 3 small tugs (500 h.p.)
BERTHING: 1,600 ft. continuous marginal wharf; steel and concrete construction, 57 ft. wide apron. Vessels normally turned to moor port side alongside unless deck cargo or other vessel obstruction means cargo may not be worked over port side. Gantry crane of 27 tons capacity available.

The Brunswick Port Authority operates a bulk commodity terminal at Lanier Dock. The facility is 500 ft. long and constructed of steel and concrete, with a project depth of 30 ft. MLW (mean low water), equipped with a grab bucket, conveyors and marginal tracks for handling bulk cargoes at rates up to 600 t.p.h. It operates covered warehouses with a capacity of approx. 60,000 tons. A limited amount of open storage space is available equipped with a conveyor system and reclaim facilities. Lanier Dock lies directly adjacent to the Brunswick State Docks and warehouses. Both wharves have a turning basin of 1,000 ft. in length and 600 ft. wide with a project depth of 30 ft. MLW also Barge Dock facility 250 ft. long.

Colonel's Island: Multi-product dry bulk facility. 1×2,400 t.p.h. travelling ship-unloader, outreach 100 ft. Length of berth 600 ft. Storage area 135,000 sq.ft.

Mayor's Point: 3 berths. Total length 1,500 ft. 235,000 sq.ft. of transit sheds and 5 acres of open storage.
BRIDGES: Lanier Bridge lift bridge; 235 ft. horizontal clearance between fenders, 139 ft. vertical clearance in up position at HW. Vessels under control of Pilot and tugs when passing through.
STEVEDORES: Radio to Agent 48-24 hours prior arrival with number of gangs, working hatches and space in hatch, and special factors, e.g. pilferable cargo, autos, heavy-lifts, etc.
MEDICAL: Advance notice to Agent, or notify on arrival.
TANKERS: Liquid bulk cargo is pine oil distillates loading. Petroleum storage 310,000 barrels, 3 tanks.

Outward Passage – Cautionary Advice: The berth is located just up river from the Sidney Lanier Bridge.

In view of the short distance to the bridge and the fact that a considerable course alteration must be made to port just before reaching the bridge, it is essential that the ship is properly lined up on the bridge before proceeding into the bridge passage.

It is advisable that the Master acquaints himself with the Pilot's plan for the approach and passage of the bridge.

An anchor party should be standing by and anchors should be ready to let go. Special attention should be given to make certain that the helmsman accurately follows the Pilot's orders.
DENSITY: Average 1016 (high) to 1014 (low). Water inside considered brackish.
FRESH WATER: From shore connections at 20 t.p.h.
FUEL: Bunker "C" available at piers. Distillate and blends by barge, if required. 72 hour advance notice to Agent, giving type and quantity.
CONSULS: None. Consulates at Savannah, Ga., and Jacksonville, Fla., may be used as required by vessel.
REPAIRS: Limited to minor replacement parts to engine, radio, radar of standard makes. Major repairs may be arranged with shipyards of Savannah or Jacksonville.
DRY DOCKS: None.
SURVEYORS: American Bureau of Shipping (912) 232-3793. Atlantic Marine Surveying, Inc. (912) 354-9938. Coleman, Kenney & Silas, Inc. (912) 352-7420. International Adjusters Southern Ltd. (912) 352-7420. National Cargo Bureau, Inc. (912) 236-1527. SGS Control Services, Inc. (912) 232-1995. L. O. Smith, Inc. (912) 233-9876. Southeastern Marine Surveying Company (912) 233-4157. J. W. Tarver, Jr. (912) 233-6661. Charles T. Theus, Inc. (912) 233-3588.
GANGWAY/DECK WATCHMEN: Not required but available.
OPENING/CLOSING HATCHES: "MacGregor" hatches must be opened by vessel prior working. All others may open at discretion to save turn-around time.
CERTIFICATES: Registry, U.S. tonnage tax, CFR Pollution, Load line, SOLAS, Derat.
CUSTOMS ALLOWANCES: Tobacco, 2 cartons. Customs will open bonded stores on request. Spirits, reasonable amount.
REPATRIATION: Through Agent.
AIRPORT: 20 minutes' drive from quays; 4 flights daily.
TIME: GMT minus 5 hours. Daylight Saving Time from first Sunday in April till last Sunday in October. April: advance; October: retard.
HOLIDAYS: 1st January, 22nd February, 30th May, 4th July, 1st Monday in September, 4th Thursday in November, 25th and 26th December.
POLICE/FIRE/AMBULANCE: Numbers given in Boarding Brochure.
TELEPHONES: None placed aboard. Public pay (coin) telephones on quay clearly marked.
IDENTIFICATION CARDS: U.S. Immigration Landing Permits.
GENERAL: Brunswick, Georgia, is a small port specialising in export of woodpulp in bales, pine-tree products in drums. Imports bulk salt, oil, fertiliser materials and gypsum, some break-bulk general cargo. Vessel requirements handled by Agent in residence, communication by wireless or R/T essential in advance.
AUTHORITY: Brunswick Port Authority, P.O.Box 1039, South Yards, Brunswick, Georgia 31521-1039. *Tel:* (912) 265-3700. *Telex:* TWX 810-7825071. *Contact:* Robert W. Turner, General Manager.

BUFFALO, New York: 42.55 N. 78.55 W. (See P

DOCUMENTS: For vessels arriving from foreign ports:
- 3 Unfreighted copies of Complete Manifest covering all cargo discharged in the Great Lakes.
- 4 Personal Effects Lists.
- 4 Crew Lists.
- 4 Narcotics Lists.
- Vessel's Registry and copies of Paid Tonnage Tax Certificates
- Health Pratique.
- Clearance from previous port.

PILOTAGE: Not compulsory. Seaway Pilots will assist if required
ANCHORAGE: Inside South Breakwater, depth 27 ft.
RESTRICTIONS: St. Lawrence Seaway navigation sea Approximately from 1st April to 15th December. Controlling depth
MAX. SIZE: Limited by Seaway Locks. 730 ft. length and Seaway
HEALTH: See "Health: All Ports" before first U.S.A. port (Alb Illness Reports made to New York Quarantine Station.
RADIO: WBL – Buffalo.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Alban
TUGS: Available, but not normally required.
BERTHING: Outer Harbour: Total berth space 2,400 ft.; depth along 27 ft. LW. 2 transit sheds – total of 184,000 ft. dry dock space; spr system equipped, seaway piers for bulk cargoes. South and North 3,506 ft. of berth space, 200 acres open storage area. Depth along 27 ft.
BULK HANDLING FACILITIES: *Grain:*

Frontier

Operator: General Mills, Inc. Berthing Space - 705 ft. Max. Dimensions (with turning) 647 ft.×70 ft. Storage Capacity: 4,200 Bushels.

Depth at Dock (ft.)	*Depth in Channel (ft.)*	*Unload Legs*	*Unload Speed (b.p.h.)*	*Load Spouts*	*Load Speed (b.p.h.)*	*Deeper Vesse Can Unl (ft.)*
22	22	2	21,000	None	–	36

Lake and Rail:

Operator: International Multifoods, Inc. Berthing Space - 535 ft. Max. Dimensions 647 ft.×70 ft. Storage Capacity: 4,600,000 Bushels.

Depth at Dock (ft.)	*Depth in Channel (ft.)*	*Unload Legs*	*Unload Speed (b.p.h.)*	*Load Spouts*	*Load Speed (b.p.h.)*	*Deeper Vesse Can Unl (ft.)*
22	22	2	23,000	None	–	36

Pillsbury:

Operator: The Pillsbury Co. Berthing Space - 875 ft. Max. Dimensions 647 ft.×70 ft. Storage Capacity: 5,000,000.

Depth at Dock (ft.)	*Depth in Channel (ft.)*	*Unload Legs*	*Unload Speed (b.p.h.)*	*Load Spouts*	*Load Speed (b.p.h.)*	*Deeper Vesse Can Unl (ft.)*
22	22	2	30,000	1	17,000	36

Stone, Sand and Dry Bulk:

Gateway Metroport: Operator: Gateway Trade Centre, Inc. Dock Length: 3,900 ft. Depth: 26 ft. Storage Capacity: (West side) – 40,000 tons; salt – 25,000 tons; steel – 100,000 tons. (East side) – 300,000 tons; steel – 200,000 tons; salt – 300,000 tons. Loa Equipment: (West side) 1×100 tons movable crane; 2 port conveyors (800 t.p.h. each). (East side) 1×100 tons movable crane 1×230 tons gantry crane. Rail alongside entire dock. Short line se with connections to all Class 1 railroads.
SPECIALISED CARGO HANDLING FACILITIES: A mobile g crane capable of handling lifts of 55 tons at 40 ft. and portable conveyors. Crawler crane, capacity 230 tons. Conveyor, cap 2,200 t.p.h. Additional heavy lift equipment available from the Po Buffalo and commercial sources.
STEVEDORES: Gangs to be ordered by 1700 hrs. for 0800 hrs following day, ample gangs available.
MEDICAL: U.S. Public Health Outpatient Clinic as well as nume hospital facilities.
DENSITY: Fresh water.
FRESH WATER: Available at most berths.
FUEL: All grades available by tank truck delivery or by harbour barge.
CONSULS: Canada, Costa Rica, Ecuador, France, Germany, Mexico, Netherlands and Sweden.
REPAIRS: Machinery and above-water repairs available.
AIRPORT: 5 miles, served by 4 regular airlines.
SHORE LEAVE: No restrictions when cleared by U.S. Immigra Officials.
GENERAL: Refer to "Great Lakes Pilot".
AUTHORITY: Gateway Metroport, 2544 Clinton Street (P.O.Box Buffalo, NY 14224. *Tel:* (716) 826-2890. *FAX:* (716) 826- *Contact:* Fred W. Finger, Marketing Director.

BURNS HARBOUR, Indiana: 41.38 N. 87.11 W.

(See Plan)

The entrance to Burns International Harbour is at Lat. 41° 38′ N., Long. 87° 11′ W., and is located on the South shore of Lake Michigan at Portage, Indiana, some 30 miles East of Chicago in an area known as the Indiana Dunes.
PILOTAGE: Compulsory.
RESTRICTIONS: Average Navigation Season: Domestic cargo by lake freighters – March 15th to February 1st. Ocean going vessels via Seaway – April 1st to December 15th. Lake river barges – 12 months.
Approach to Harbour: Controlling depth of water at harbour entrance 30 ft., entry is from deeper water. Length and beam limitations – none. Approach open 24 hours per day.
Harbour: Controlling depth of water for outer harbour 28 ft.; East and West harbour arms 27 ft. Turning basin – 1,600 ft. radius with water depth of 28 ft. Accessible 24 hours a day. Length and beam limitations – none.
MAX. SIZE: Max. draft 8.22 m. (27 ft.).
VHF: Port on Channel 16.
TUGS: Available if required.
BERTHING: General Cargo, Ro-Ro and Bulk: 9 berths for vessels up to 230 m. (755 ft.) in length; depth alongside 8.22 m. (27 ft.).
Liquid bulk and containers also handled at these berths.
Tankers: 114.3 m. (375 ft.) barge berth, and 198.11 m. (650 ft.) ship berth.
Storage/*Warehousing:* Warehouse storage capacity of 13,560 sq.m. (146,000 sq.ft.) for general cargo; 2 dry bulk storage buildings of 5,600 sq.m. (60,000 sq.ft.) and 19,500 sq.m. (210,000 sq.ft.), or 60,000 tons and 150,000 tons respectively; open storage area of 7.3 ha. (18 acres); grain elevator storage capacity of 176,196 cu.m. (6,222,360 cu.ft.); refrigerated storage capacity of 465 sq.m. (5,000 sq.ft.).
Equipment:
1×300 ton 4600 W. Manitowoc.
4×240 ton Manitowoc.
2×150 ton 4000 Manitowoc.
1×80 ton 318 link belt.
1×60 ton 3900 Manitowoc.
1×40 ton wagon crane.
Buckets: 1×26 cu.yd.; 1×22 cu.yd.; 2×21 cu.yd.; 1×11 cu.yd.; 1×10 cu.yd.; 1×6 cu.yd.
6×72 in. magnets.
3 grapples.
14 caterpillar loaders.
2 D6 caterpillar bulldozers.
3 light loaders (bobcats).
24 forklifts.
1×100 ton Winslow truck scale.
1×60 ton Cardinal truck scale.
Loading conveyors: 42 in × 130 ft. portable belt type; 3 tractors with 3 low-boy 100 ton trailers; 3×100 ton dump trailers; specialised gear for heavy-lift or project cargo on site.
MEDICAL: Porter Memorial at Valparaiso.
TANKERS: See "Berthing".
DENSITY: 1000.
FRESH WATER: Available.
FUEL: Available.
CONSULS: See "Chicago".
REPAIRS: Facilities available.
AIRPORT: Chicago (O'Hare International) and Gary Regional.
HOLIDAYS: *Port Holidays:* New Year's Day; President's Day; Good Friday; Memorial Day; Independence Day; Labor Day; Election Day; Veteran's Day; Thanksgiving Day and Christmas Day.
SERVICES: Launch service, provisions, gyro/radio repairs, surveys, dirty ballast, garbage collection.
AUTHORITY: Burns International Harbour – Port of Indiana, Indiana Port Commission, 150 West Market Street, Suite 603, Indianapolis, IN. 46204, U.S.A. *Tel:* (317) 232-9200. *Telex:* 510-601-4224.
Port of Indiana – Burns International Harbour, 6600 U.S. Highway 12, Portage, Indiana 46368, U.S.A. *Tel:* (219) 787-8636. *FAX:* (219) 787-8842. *Contact:* James H. Hartung, Port Director.

BURNSIDE, (including Convent and St. James), Louisiana: 30.08 N. 90.55 W.

(See Plan)

Also see "South Louisiana".
DOCUMENTS/PILOTAGE: For all general information refer to "New Orleans".
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made out to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Normally required, see "Tankers".
BERTHING: Bulk Marine Terminal: Berth 877 ft. long, 45 ft. depth.
Ormet Corporation: Situated at Mile 170 AHP. Max. LOA 305 m. Max. beam 41 m. Max. draft 12.19 m. (60,000 d.w.t. or 130,000 d.w.t. part load) 2 travelling gantry cranes (1,000 t.p.h. each) and 1 shiploader (1,500 t.p.h.). Height above LWL 27.5 m., outreach 19.2 m. Travel 198 m. Loading rate 600 – 1,000 t.p.h.
Rogers Terminal and Shipping (Cargill Inc.): Floating feed transfer facility at Convent. 330 ft.×75 ft. Loading rate to vessels 1,300 t.p.h.
TANKERS: *Shell – St. James:* The facility is located on the West bank of the Mississippi River at Mile 160 above Head of Passes (AHP).
There are 2 berths, one of which is 800 ft. long and the other 1,100 ft. long. At the newer dock there are 2×16 in. arms and the berth is capable of unloading 28,000 bbls.p.h.
The depth alongside these berths is 55 ft. to 60 ft. However, the draft of the vessel is limited to that available at Southwest Pass.
It is important to note that due to the design of this terminal it is impracticable for vessels to receive stores at this location. Additionally there are no bunkers provided at this terminal nor is there any fresh water available from the terminal and there is no authorised anchorage in the immediate area of this facility. Vessels expecting less than 24 hours delay awaiting berth are generally anchored at New Orleans and then proceed to the terminal (which is a different port of entry for Customs) otherwise vessels would have to anchor at Burnside which is about 10 miles up river from St. James.
Because of an underwater pipeline near the dock, the terminal management requires all vessels using their facility to have at least 1 tug of 1,800 h.p. to assist in docking and undocking.
As a point of reference it generally takes approximately 15 or 16 hours transit from Southwest Pass to St. James Terminal for most vessels.
Texaco – Convent: The Texaco Dock is located 167 miles AHP. The berths are located near the edge of the navigable channel and interaction caused by downbound laden vessels can result in excessive surge by deeply loaded vessels docked alongside.
Current in the river at this location varies between 3 and 8 knots, depending on the height of the river.
The docks are located near an area of revetment, therefore anchors should not be used while alongside.
Cargo Handled and Shore Installations: Berth No. 1 handles mainly clean products and petrochemicals, e.g., aviation gas, jet fuel, unleaded gasoline, hi-test gasoline, etc., and serves mainly as a loading dock.
Berth No. 2 handles clean as well as dirty products including crude oils, charge stocks, petrochemical feed stock, furnace and fuel oils, etc. This dock both ships and receives cargoes.
All cargo transfer is made through 12 in. Chicksan arms which are bolted at the ship's manifold. Maximum rail pressure for discharging vessels is 125 p.s.i.
An emergency loading stop control is located in each dock house and portable unit is provided for vessels docked at the berths.
Docking: Docking is always performed by the River Pilot or Docking Master, with the aid of at least 2 tugs. 2×1,800 h.p. tugs are required for vessels up to 60,000 d.w.t. docking and undocking, vessels larger than 60,000 d.w.t. are required to use 3×1,800 h.p. tugs for these operations. Approach is made parallel to the berths, stemming the current with 2 or 3 tugs on the port side. Mooring lines, either wire or synthetic, are run to mooring dolphins by boat.
At least 12 mooring lines are required for all vessels, i.e., 2 head lines, 2 stern lines, and a combination of 4 breast and or spring lines, depending on available leads, both forward and aft.
Nylon messengers or heaving lines are not permitted and will be refused by line handlers in the boats or on the docks.
Bunkers and Fresh Water: Bunker-C and fresh water are available upon request; however, no barges are allowed alongside vessels at any time.
Ballast/Slop Facilities: A maximum of 10,000 bbls. of oily slops may be discharged ashore for storage/treatment.
DENSITY: Fresh water, 1000.
FRESH WATER: Available ex-berth.
FUEL: Not available.
NOTICE:
Agent to Shipmaster:
Vessels over 100,000 Summer Deadweight:
This is to advise you that the Pilots will not allow your vessel to transit outbound between Pilottown and Southwest Pass during darkness hours if your vessel is at a draft in excess of 35 ft. fresh water upon arrival at Pilottown outbound. The times involved are from 1600 hrs. until 0700 hrs. the next day.
We feel certain with various ballasting procedures you will be able to comply with this draft upon reaching Pilottown even though you may leave the *St. James Berth* at a greater draft. If you cannot comply, please advise your Agent boarding with this letter in order that he may inform all parties interested.
By anchoring at Pilottown you will be costing yourself an additional $3,500 minimum in tug and Pilot expense. Therefore, we sincerely require your utmost co-operation.

SHIPMASTER'S REPORT: February 1979.
Location: St. James – West Bank.
Documents: Ship's stamp on cash receipts.
Anchorage: Usually at Grandview in the Customs District of Gramercy, where launch service available and about 1 hour's drive to New Orleans.
From Capline (St. James) about 45 minutes' drive to Baton Rouge.
VHF: All berthing and river pilotage on Channel 13.
Tugs: 3 tugs recommended.
Berthing: Always port side to. No shore gangway, moorings 4, 2, 2 each end for tankers of 100,000 d.w.t. and upwards.
Cranes: Not available.
Tankers: Require ship's gangway at Berth No. 2.
Consuls: Honorary British Consul at New Orleans. (321 St. Charles Avenue). Open 1000 hrs. – 1200 hrs. and 1400 hrs. – 1600 hrs.

AUTHORITY: Port of Greater Baton Rouge, P.O.Box 380, Port Allen, Louisiana 70767, U.S.A. *Tel:* (504) 342-1660. *FAX:* (504) 342-1666. *Contact:* Gary C. Pruitt, Executive Director.
Burnside Bulk Marine Terminal, P.O.Box 25, Highways 44 22, Burnside, Louisiana 70738. *Tel:* (504) 473-0793. *Contact:* Dan Hales, Vice-President and General Manager. Glenn Schernayer, Sales.
The Port of South Louisiana, 152 Belle Terre, P.O.Box 909, La Place, Louisiana 70069-0909. *Tel:* (504) 652-9279, 568-6269. *FAX:* (504) 652-9518. *Contact:* Virginia D.Simons, Assistant Port Director - Economic Development.
Note: The Port of South Louisiana has jurisdiction from River Mile 114.9 A.H.P. to River Mile 168.5 A.H.P. which area includes St.Charles, St.John the Baptist and St.James parishes.

CAPE COD CANAL, (including Sandwich Oil Terminal), Massachusetts: (See Plan)

The Cape Cod Canal is a sea-level canal, extending from a point on Cape Cod Bay about 50 miles S.E. of Boston Harbour, Mass. to Cleveland Ledge Lt., Buzzards Bay, Massachusetts.

PILOTAGE: The Corps of Engineers, Department of the Army , does not maintain pilot service but independent Pilots, licensed by the U.S. Coast Guard, are usually available at the canal.

Pilotage is compulsory and available 24 hours.

Pilot boards:

1. East Entrance: Position Lat. 41° 47.9′ N., Long. 70° 28.5′ W., midway between the Sea Buoy and the breakwaters.
2. West Entrance: Near West end of Cleveland Ledge.
3. By special request: Near Brenton Reef Light (Lat. 41° 25.6′ N., Long. 71° 23.4′ W.) or 2 nautical miles South of Point Judith Light Buoy No. 2 in position Lat. 41° 19.2′ N., Long. 71° 28.5′ W.

Pilots are available from the following associations:

Northeast Marine Pilots Incorporated, Newport, Rhode Island (Tel: 401-847 9050 (HJ), 401-331 4824 (HN) and 800-274-1216).
Interport Pilots Associates. Tel: 201-291 1310 and 800-346-4877.
Boston Pilots, East Boston. Tel: 617-569 4500.
Associated Coast Pilots. Tel: 201-887 7114.
Association of East Coast Pilots. Tel: 609-435 1239.

NAVIGATION: Navigators are warned to be on the alert for possible "bank suction" and "bank cushion", the effects of which may cause a vessel to take a sudden and decided sheer. Shipmasters are directed to notify the Marine Traffic Controller in advance of entering the channel of any known defects their ship may have which would effect the handling of their vessel in the Canal.

(a) Vessel traffic drawing 25 ft. and over are directed not to enter the Canal Channel at the Cleveland Ledge Light entrance and shall lay-to or anchor in the vicinity of Buzzards Bay Buoy No.11 (FL.W & Bell) until clearance is granted by the Marine Traffic Controller.

(b) Vessel traffic with drafts in close proximity to the 32 ft. mean low water project depth of the Canal should make themselves fully aware of the controlling dimensions of the waterway and transit the Canal during the maximum stages of high water at a speed consistent with safe navigation.

Aids to Navigation:

(a) Aids to navigation for the Cape Cod Canal approach channels are under the jurisdiction of the First Coast Guard District, Boston, Massachusetts, and are shown on U.S.Coast & Geodetic Survey Charts No. 13230, 13236, 13246 and 13218, and are described in Department of Transportation, U.S.Coast Guard, "Light List, Atlantic Coast of the United States, Volume I, CG-158", and amendments thereto.

(b) The channel limits of Cleveland Ledge and Hog Island Channels are defined by buoys. The navigation beacon lights in Hog Island Channel No. 3, 5, 7, 9 and 11, and No. 4, 6 and 8, are located 125 ft. outside the limits of the channel, in shoal water. Beacon lights No. 12, 18 and 20 are located on Hog Island, Basset Point, and Greenwood Point, respectively, and are South of the Southerly limit of the channel as follows: No. 12, 481 ft.; No. 18, 100 ft. and No. 20, 90 ft. Beacon Light No. 27 is a fixed yellow mercury light located 120 ft. North of the Northerly channel limit at Canal Station 391 (Canal Administration Area).

(c) The Canal in the Land Cut Section is lighted at night by Lamps 500 ft. apart, 140 ft. from the edge of the channel and 25 ft. above mean high water. The lights are yellow on the North bank and white on the South bank.

(d) Red navigation lights are installed on the lower chords of the Bourne and Sagamore Highway Bridges 250 ft. North and South of the centre line to mark the 480 ft. wide channel. Green lights denote the centre of the channel.

(e) Immediately preceding the lowering of the Railroad Bridge span, the operator will sound 2 long blasts on an air horn. Immediately preceding the raising of the span, the operator will sound one long blast on an air horn. When the bridge span (normally maintained in an open or raised position) is in a down or lowered position, during periods of low visibility, there will be 4 blasts on an air horn on the span every 2 minutes. The navigation lights (360°) are fixed green when the lift span is in a fully raised position and stay green until the span starts to lower (6 ft. to 8 ft.) when it becomes a fixed red. The 4 red flasing lights affixed to the top of the bottom chord on both East and West sides of the bridge start flashing when the centre light becomes red and continue to flash red until the bridge returns to the raised position, when the centre light becomes green.

RESTRICTIONS:

	Width bottom (ft.)	Length (miles)
Easterly Entrance (Station -75 to Station -12)	540	1.2
Canal Land Cut, (Station -12 to Station 413)	480*	8.1
Hog Island Channel, (Station 413 to Station 661)	500	4.7
Cleveland Ledge Channel, (Station 661 to Station 880)	700	4.1

*Except narrows to 450 ft. opposite State Pier (Buzzards Bay) and 466 ft. through the railroad bridge.

The canal and approach channels have been dredged to the project depth of 32 ft. below MLW.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO/VHF: Direct communications with the Cape Cod Cana available at all hours by means of telephone and radio telephone telephone number is 508-759-4431. Direct radio communications be made with the Cape Cod Canal office on VHF radio telephone the Cape Cod Canal office on Channel 13 to establish contact. The transmissions will then be switched to Channel 12 or 14 as the wo channels to pass information. Channel 16 is also available at the C office; however, Channel 16 use should be limited to emerg situations or whenever vessels do not have one of the other a channels.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany

TUGS: The U.S. Army Engineer Division, New England, Co Engineers, Cape Cod Canal Field Office does not supply towage se except in emergency situations

BERTHING: *Mooring Basins:* Mooring basins are located at the and West ends of the Canal Land Cut.

The East Mooring Basin is located on the North side of the Cana Sandwich. It is 550 ft. wide and 1,660 ft. long at the line of dolphins approximately 3,000 ft. in length at the approach to the basin from Canal channel and has been dredged to a depth of 25 ft. at M.L There are 9 steel mooring dolphins located along the Northerly b limit, spaced approximately 85 ft. apart.

The West Mooring Basin is located on the S.E. side of Hog Is Channel, Buzzards Bay. It is 350 ft. wide and 2,700 ft. long at the of dolphins and approximately 4,000 ft. in length at the approach t basin from the Canal channel and has been dredged to a depth of 3 at M.L.W. There are 7 steel mooring dolphins along the Southerly of the basin for a length of 775 ft. Vessels moored at the Sand Bulkhead and East and West Mooring Basins shall have sufficient aboard at all times to ensure the safety of the vessel.

Small Boat Basins and Channels:

(a) The East Boat Basin located on the South side of the C opposite the East Mooring Basin has been dredged to 13 M.L.W. for 4.3 acres and 8 ft. M.L.W. for 4 acres.

(b) An improved channel, 15 ft. at M.L.W. and 100 ft. in width le from the N.W. side of Hog Island Channel, abreast of Hog Isla to the existing harbour for small vessels in Onset Bay.

(c) An improved channel, 7 ft. deep at M.L.W. and 100 ft. wide, le from a point opposite the Easterly end of the West Mooring B at approximately Canal Station 435 and extends to deep w in Cohasset Narrows at the approach to Buttermilk Bay. T natural channel leading into Buttermilk Bay is crossed by 2 h bridges, having a least horizontal clearance of 25 ft. and a ver clearance of 6 ft. at M.L.W.

Seasonal Yacht Facilities:

(a) At the Easterly entrance of the Canal in the East Boat Ba water, fuel, oil and gasoline are obtainable for the convenie of vessels from private sources.

(b) At the West end of the Canal Land Cut, there is a 15 ft. impro channel into Onset Harbour where water, fuel and supplies kinds are obtainable from local, private sources.

Coast Guard Station: A U.S. Coast Guard Station is located near Easterly entrance of the Canal on the South bank.

BRIDGES: 2 fixed span high-level highway bridges and 1 vertica railroad bridge cross the canal. The horizontal distance between cha piers is 550 ft. at the highway bridges and 500 ft. at the railroad br

The minimum bridge clearance for the available width of channels as follows:

	Horizontal Clearance	*Vertical Clearance (MHW)*
Highway Bridges	480 ft.	135 ft.
Railroad Bridge (vertical Lift)	466 ft.	135 ft. (open) 7 ft. (closed)

TANKERS: See "Shipmaster's Report".

GENERAL: *Tides:* The mean tidal range in Cape Cod Bay is 9.4 ft. in Buzzards Bay it is 4.0 ft. Predicted times and heights of tides for e day of the year can be obtained from the National Oceanic Atmospheric Administration publication, "Tide Tables, Atlantic Oc East Coast of North and South America, (including Greenland)". A C Tide book is published annually and is available from the Cape C Canal Field Office at Buzzards Bay, Massachusetts.

Currents: Strong tidal currents occur in the Canal. Predicted times velocities of maximum Eastward and Westward currents and predic time of slack tide for each day of the year are given in the Nat Oceanic and Atmospheric Administration Tidal Current Ta publication, "Current Tables, Atlantic Coast of North America".

Cable Crossings: A submarine telephone cable crosses the Hog Is Channel, positioned in a direction of 319° True at a point on the ce line of the channel, 1,000 ft. West of Hog Island Beacon No. 9. The d depth of water over the utility is 36 ft. at M.L.W. Two aerial power ca cross the Canal at Bournedale, 1.2 Statute Miles West of the Saga Bridge and have a least vertical clearance of 160 ft. above M.L.W

Traffic Lights: Red, Green and amber yellow signal lights, visible distance of about 2 miles in clear weather, day or night, are loca the following points:

(a) Eastern (Cape Cod Bay) entrance on the South side of the C with a mean elevation of 55 ft. above M.H.W.

(b) Western (Buzzards Bay) entrance to Hog Island Chann Wings Neck, East side of the Canal at a mean elevation of 4 above M.H.W.

Two Way Traffic: Two way traffic through the Canal will be allowed w in the opinion of the Division Engineer's representative charged controlling traffic, conditions are suitable.

SHIPMASTER'S REPORT: September 1984.

Sandwich Oil Terminal: 41° 46.3′ N., 70° 30.9′ W. (See "Plan")

Location: 2,200 m. inside North Breakwater from Cape Cod Bay, S side of Cape Cod Canal.

Max. Draft: 40 ft. (salt water).

Salinity: 1025.

Anchorage: Good anchorage N.E. of Breakwater.
Berthing: Berthing and unberthing only when slack tide.
Berthing port side alongside when arrival from Cape Cod Bay.
Berth must be approached with care.
Ship's gangway to shore.
Derrick rigged to take onboard two cargo hoses 10 in. diameter.
After discharging, vessel to proceed through Cape Cod Canal as there is no turning basin. Max. draft 28 ft. Airdraft 135 ft. when passing 3 bridges.
Vessel can also enter from Buzzard Bay but draft according to Canal Control is 28 ft.
AUTHORITY: Department of The Army, New England Division, Corps of Engineers, Cape Cod Canal Field Office, P.O. Box J, Buzzards Bay, Mass. 02532-1809, U.S.A. *Contact:* Engineer-in-Charge.

CASTLE ISLAND, Alaska: 56.39 N. 133.11 W.

Located in Duncan Canal off Kupreanof Island between Wrangell and Petersburg. Open all year.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: From sea via Dixon Entrance up Clarence Strait to Guard Island. Under pilotage from Guard Island.
ANCHORAGE: Fair weather anchorage only.
MAX. SIZE: Harbour depth 45 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TIDES: Diurnal range 16 ft. Also see "Berthing".
CUSTOMS: Quarantine and Immigration available from Guard Island. Customs available from Petersburg or Guard Island.
TUGS: From Wrangell, 3 available 500 h.p. each.
BERTHING: Alaska Barite facility: Dolphins and 2 floats. Present facilities limited to about 22,000 ton ships. Loading equipment consists of 1 loading spout for bulk cargo. Production average of 1,000 t.p.h.
STEVEDORES: Sufficient to work ore loading facility 24 hours a day when necessary.
MEDICAL: Facilities available in Petersburg or Wrangell.
REPAIRS/WATER/FUEL: None.
AIRPORT: Charter airplane only.
AUTHORITY: Chromalloy Mining and Minerals, P.O.Box 650, Petersburg, Alaska 99833. *Contact:* D.Brant, Harbour Master.

CHARLESTON, South Carolina: 32.47 N. 79.56 W.

(See Plan)

DOCUMENTS:
3 Crew Lists.
3 Curio Lists.
3 Stores Lists.
3 Manifests.
At least 1 copy of Bill of Lading, if provided by shipper, and 1 copy of Parting Crew List.
PILOTAGE: Shipmasters to notify Agent 48, 24 and 12 hours prior arrival at C-2 Buoy. Pilot may be contacted by VHF Channels 16 and 18. Pilot boards on lee side from black-painted launch with "Pilot" painted in white letters on the side. Normally vessel is berthed by Docking Master from tug company.
Charleston Branch Pilots Association: 2 North Adgers Wharf, Charleston. Tel: (803) 577-6695. Monitors VHF Channel 16 and 18A, Channel 14 also available.
Masters please advise ETA and deepest draft and changes in ETA as soon as possible. If no contact is made please announce ETA and draft over the air. Savannah and Cape Fear Pilot Stations will also pass on this information for you.
Pilot vessels: Call sign WZF 7266 "Carolina" 55 ft. length; "Palmetto State" 55 ft. length; "Sis" 37 ft. length.
Pilot vessel when on station guards following frequencies: VHF Channel 16; VHF Channel 13; VHF Channel 18A, 156.95 MHz.
Location of pilot station: Charleston C-2 Buoy Lat. 32° 40.7′ N., Long. 79° 42.9′ W., in 42 ft. of water.
Pilot ladder requirements: Have ladder in good repair, clean and approximately 6 ft. above water. Please provide escort to and from bridge. Personal portable VHF transceivers are carried by Pilots.

Distances from pilot station to all berths approximately:

	Nautical Miles
Union Pier	12
Columbus Street	12.5
Exxon Dock	14.5
Wando Terminal	14
Ship Yard River	15 – 16
Navy Yard	16 – 19
Other Oil Docks	19 – 20
State Port Terminals of North Charleston	21
Army Transportation Docks	22
Naval Weapons Station	25
Cainhoy	22.5

ANCHORAGES: Rarely required.
RESTRICTIONS: Only restriction affecting operation relates to channel depth of 35 ft. at low tide.
MAX. SIZE: Can handle vessels 930 ft. long. Present private tanker facilities measure 475 ft. from centre of discharge pipeline to end of dock.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.
RADIO: Normal procedure. No special or unusual procedures required.
RADAR/VHF: Services required are handled through Agent.
Tug Companies: Marine Contracting and Towing: 723-7442 Radio frequency Channel (7A).
White Stack Towing: 577-6556 Radio frequency Channel 19A.
Marine operator on Channel 26 VHF.
Weather Station on Channel 39 VHF.
TUGS: Tugs usually join tankers between Cooper River Bridge and Coal Pier, approximately 0.5 miles from dock. Tug lines used. No charge made for this service.
Tugs are required for any vessel docking at or sailing from any state port berth which has a crane.
BERTHING: *Union Pier:* State Pier No. 2: 4 berths. Break-bulk terminal, length 2,470 ft. (752.86 m.) Depth 40 ft. MLW. LASH barge handling capabilities, and 12 acres (48,561 m.) of open storage area.
Columbus Street Terminal: State Pier No. 8. 6 berths. Length 3,875 ft. (1,181 m.) Depth 40 ft. MLW. Terminal handles break-bulk and containers. 1×75 ton gantry crane, 1×50 ton gantry crane and 1×150 ton gantry crane serve 1,940 ft. of berthing space along the South end of the pier. 1×90 ton truck crane and 3×40 long ton container cranes.
North Charleston Terminal: State Pier No. 15: Total length 2,500 ft. 3 container berths, 6 container cranes, one grain elevator, capacity 1.5 million bushels. 131 acres open container support space.
Wando Terminal: 3 container berths, each 809 ft. length. 4 container cranes each 40 tons capacity and 2 IHI container gantry cranes. Depth 40 ft. MLW. Paved container storage area of 126 acres. Developments to be completed by January 1995 will add another berth (1,373 ft.), 70 acres of container storage and 3 container cranes.
BULK HANDLING FACILITIES: *Shipyard River Coal Terminal:* Operator: Massey Coal Terminal Corp. Max. size: 50,000 d.w.t. Max. draft 38 ft.
Accommodation includes a single ship berth at the confluence of the Shipyard and Cooper Rivers. The pier is served by a travelling and shuttling shiploader with telescopic chute, which has a maximum capacity of 2,500 t.p.h. and loads at an average of 1,650 t.p.h.
CRANES: 1×40 ton, 1×90 ton, and 2×140 ton mobile cranes are available to work any Port Authority Terminal.
BRIDGES: *Cooper River Bridges Specifications:* Main Channel Span: 150 ft. above MHW at Centre Line, 750 ft. horizontal.
Town Creek Span: 135 ft. above MHW at Centre Line, 750 ft. horizontal.
STEVEDORES: *Working Hours:* Labour may be ordered for work to start at the following times: 0800, 1000, 1200 and 1900 hrs. Labour will usually work as long as necessary; shift system not used in this port.
MEDICAL: Advance notice when possible.
TANKERS: *Private Facilities:* Discharge lines all 8 in. dia. and 1 solvent line 8 in. Adapter to conform to ship's discharge lines supplied. Draft not to exceed 35 ft. low tide. Tanker berths operated by Humble Oil, Shell Oil, Hess Oil, BPT, and Phillips Petroleum, all suitable for 35 ft. draft. Gulf Oil Berth, max. draft 30 ft. Texaco Berth, max. draft 32 ft.
Report: *Exxon Terminal:* The berth, located 14.5 miles from the Sea Buoy, is of marginal type construction, and traffic passes in close proximity to the facility. Passing traffic combined with tidal conditions experienced on ebb tide require that a vessel be moored as follows:

Vessels arriving at the Port of Charleston with a draft in excess of 33 ft. (salt) are scheduled to commence channel transit 2 hours after LW slack at the channel entrance. This schedule allows the vessel to berth and be fully secured prior to the start of the strong ebb current out of Shipyard Creek. (See Chart: U.S. 11524).

On arrival, the vessel is breasted into the berth port side to, and 1 forward spring run to assist in spotting and maintaining vessel's position.

With vessel positioned, attending tug will work bow of vessel in. Once an angle of 5° is attained, vessel will then run 5 head lines and 3 forward breast lines. Efficient stoppers shall be available to "stop off" mooring lines during transfer from winch to bitts without loss of tension. With aforementioned lines all fast, attending tug will then work stern of vessel in; any required adjustment of head and/or breast lines to attain equal tension on all leads shall be undertaken during this period. With vessel in position, an additional forward spring line will be used. Recommended stern leads are as follows:
(a) 2 spring lines.
(b) 2 breast lines.
(c) 3 stern lines.

Mooring lines are to be kept taut during cargo transfer. Any required slacking of head lines shall only be attempted during flood tide. Vessel to consult tide tables for times of HW and LW. Also see "Plan" for mooring arrangements.

Vessels arriving with a draft of less than 33 ft. begin transit approximately 1 hour after LW slack at the channel entrance and follow the same procedures when mooring.

The U.S. Coast Guard has recommended that moored vessels maintain a listening watch on VHF Channel 13 and to pay close attention to moorings while deep draft vessels are transitting the North Charleston and Filbin Creek Reaches. Since maintaining a bridge watch to monitor VHF during the entire discharge is not practicable, nor is it permissible to operate radio equipment at any time during cargo transfer, it is suggested that vessels consult with the Agent to obtain advice on expected times of transit of passing vessels. Prior to vessels passing, crews should exercise particular care in maintaining a close watch on mooring lines to make certain vessel is alongside and mooring lines are in taut condition.

Failure of vessels to moor in a safe and proper manner will result in terminal's refusal to connect cargo hoses. Tidal conditions experienced at the berth require a full deck and engine room watch be kept; failure to comply will result in suspension of cargo transfer.

FRESH WATER: Available via 2.5 in. hose at a rate of 500 bbls.p.h.

FUEL: Bunker "C" at API of 14.4 to 16.6 (approx.) and blended Bonded Intermediate grades from 1 to 30.

FIRE PRECAUTIONS: Normal precautions.

CONSULS:

Chile: Dr. Carlos Salinas, 948 Equestrian Dr., Mount Pleasant, S.C. 29464, Tel: (803) 792-2489, (803) 884-6224.

Denmark: G. L. Buist Rivers, Jr., 28 Broad St., P.O. Box 993, 29402, Tel: (803) 577-4000.

Norway: James D. Lucas, III, 198 East Bay Street, Post Office Box 536, Charleston, S.C. 29402. Tel: (803) 577-5782.

Switzerland: Dr. Hans Kuhn, 176 West Park Drive, Spartanburg, S.C. 29301. Tel: (803) 585-3922.

REPAIRS: Available.

DRY DOCKS: 1×10,000 ton floating dock, 1×1,500 ton, and 2×1,000 ton floating docks.

SURVEYORS:

ABS, 960 Morrison Drive, Suite 307, 29403-4232. Tel: 722-6661.

Atlantic Marine Surveyors, 15 Briarcliff Dr., 29407. Tel: 571-4082, 572-7297 (pager).

William P. Cart, Jr., 1043 Fort Sumter Dr., 29412. Tel: 795-0233.

Charleston Marine Surveyors, Inc., 60 Shadowmoss Parkway, P.O.Box 38006, 29414. Tel: 723-8111.

Coastal Container Surveyors, P.O.Box 1305, 29402. Tel: 554-0764, 728-7167 (pager).

GAB Business Services, Inc., 1180 Hwy. 7, P.O.Box 31858, 29417. Tel: 571-5210.

Intermodal Transportation Services, P.O.Box 1001, 29411. Tel: 747-1442, 728-8472 (pager).

Lucas & Brown, Inc. (representing American Institute of Marine Underwriters, Lloyd's Agency), 198 East Bay Street, P.O.Box 536, 29402. Tel: 577-5782.

Dana C. McLendon Co. (representing Institute of London Underwriters, International Adjusters-Southern-Ltd.), 18 Broad St., Suite 409, P.O.Box 1233, 29402. Tel: 723-9274.

Captain Vincent J. Mitchell, P.O.Box 33, 1005 E. Ashley Ave., Folly Beach, S.C., 29439. Tel: 588-9566.

George Shane, Tel: 899-6821.

Alfred A. Sorensen & Associates, Building 52, Suite 134, Berkeley Square, Goose Creek, S.C. 29445. Tel: 797-5555.

GANGWAY/DECK WATCHMEN: Supplied by Agent upon request from Shipmaster only.

CERTIFICATES: Normal International Certificates.

CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirits, governed by length of time in port and existing Customs Regulations.

REPATRIATION: Facilities available.

AIRPORT: 10 miles from Terminal, served by regular airlines.

HOLIDAYS: Work continues on holidays (except New Year's Day, July 4th, Labour Day and December 25th).

EMERGENCY CO-ORDINATION CENTRE:

Marine & Air Emergency, Oil & Chemical Spills: 196 Tradd St., P.O.Box 724, 29402, Tel: 724-7600.

Captain of the Port, Marine Safety Office, 196 Tradd St., P.O.Box 724, 29401-1899, Tel: 724-7683.

Georgetown: Belle Isle, P.O.Box 1440, 29440, Tel: 546-2742.

POLICE/AMBULANCE/FIRE: Emergency Medical Service, 577-7080; Hospital (Roper), 724–2147; Charleston Fire Dept., 911; City Police, 911; County Police, 911.

TELEPHONES: No arrangements exist for placing phones aboard vessels. Phone facilities are situated within 100 ft. of vessel at dock.

SERVICES: No tank cleaning/washing facilities available at dock. Can be arranged and handled at local shipyard. Practically any other service available at dockside.

BANKS:

NCNB, 1 Broad St., P.O.Box 610, 29402. Tel: 723-6800.

Citizens & Southern National Bank of South Carolina, Main Office, 46 Broad Street., P.O.Box 10608, 29411. Tel: 554-0860.

First Union National Bank of South Carolina, 145 King Street, P.O.Box 995, 29402. Tel: 724-1000.

Southern National Bank, 151 Meeting Street, P.O.Box 935, 29402. Tel: 722-3333.

South Carolina National Bank, 16 Broad Street, P.O.Box 700, 29402. Tel: 723-8311.

STORING: See "Prelims".

1. Yes
2. Yes
3. Yes
4. Yes
5. Standard U.S. Regulations
6. Yes

SHORE LEAVE: Subject to Shipmaster's permission and existing Immigration Regulations.

DELAYS: Normally, no delays beyond normal time required to connect/disconnect hoses.

DEVELOPMENTS: The main navigation channel has been deepened to 40 ft.

Floating Ro/Ro ramp in operation.

SHIPMASTER'S REPORT: April 1989.

Chart: B.A. Chart No. 2806.

Approaches: Found to be as charted and described in the Pilot book.

Depths: Controlling depth in Charleston Harbour is given by the Pilots (See "Developments" above).

Pilotage: Pilots require a minimum of 2 hours notice of arrival a departure. Radio signals show 2 days notice required.

Pilot Office monitors VHF Channels 16 and 18A and capable of u Channel 14.

Pilot vessels guard VHF Channels 16, 13 and 18A.

Pilot station is at the Sea Buoy with Racon 'K'.

Pilot ladder to be rigged 8 ft. above the water.

Pilots board from a large launch and request a speed of about 7 kno instructions will be given for any special requirements due to weath conditions.

Pilots leave either in the buoyed channel or at the Sea Buoy depend on weather conditions and entering traffic.

The dock Pilot boards from a tug.

Sea Pilot will leave by launch and will request a pilot ladder to rigged.

Tugs: When going to Shipyard River Coal Terminal, tugs will join t vessel just above the fixed bridges.

Berth: The Shipyard River Coal Terminal is on the South side of t entrance to Shipyard Creek, and is marked on the chart as dolph (Dns).

The face of the berth is well fendered and long enough for this ves to be loaded without shifting.

Accommodation ladder can be used at high water when light, but d to the dockside saveall and discharging conveyor belt, it is difficu land on the dockside, so a short brow is required for access at m times.

Ship's cranes will reach over the conveyor belt for storing, and acce for trucks is good.

Mean tidal range is given as 5.2 ft. (1.6 m.), but it is as much as 2.0 at Springs.

The dockside fenders are above the maindeck level when loade low water and for this reason every effort should be made to comp on high water or considerable damage could be done to shipside ra tank vents and timber stanchions. Possibly this could be considered a safe berth according to the Charter party, at low water.

The foreman advised that vessels had been loaded to 38 ft. on t Coal Berth and that dredging was expected to increase this to 40 ft. high water. There is therefore adequate water at all states of the t for this vessel.

Berthing: Vessel berthed starboard side to, turning with tug's assistan inside the Shipyard Creek.

One line boat is in attendance, taking lines first to the forward dolph and then coming aft for the stern lines.

Similar procedure for departure, letting go the head lines first then t stern lines.

Loading: Loading is by chute on a movable gantry and as mention before, all hatches can be loaded without shifting. Loading capabil about 600 tonnes per hour.

Cargo: All available cargo was loaded.

Stoker coal stowing at 52/53 cu.ft./ton (1.4498/1.4776 cu.m./tonn

Total cargo loaded by shore weights 6755.556 tonnes.

by draft survey 6761.71 tonnes (Ship's figure).

6760.28 tonnes (Surveyor's figure).

The Surveyor's figure was used for the Mate's Receipt and Bil Lading.

Hold distribution:

	Pre-stow Estimate	Actual	Slack	Possible Max.
No. 1	1531	1624.28	Nil	1624.28
No. 2	1800	1639.94	181	1820
No. 3	1800	1778.43	43	1820
No. 4	1697	1717.63	Nil	1717.63
Totals	6828	6760.28		6981.91

Pre-stow estimates were calculated using the untrimmed g capacities of the holds, charter party calling for spout trimmed stowa

Hold No. 4 was filled giving a stowage factor of 1.46 cu.m./ton (52.37 cu.ft./ton). Foreman's estimate of space remaining in Hold N was 40 tonnes and in No. 2 170 tonnes, working on the stowage fa from Hold No. 4, these holds would take 1820 tonnes, being clos the Foreman's estimate.

Estimating Hold No. 1 with the same stowage factor, it would b 1550 tonnes, however this hold was filled and shore weights 1624.28 tonnes were given, a stowage factor of 1.393 cu.m./ton (49.86 cu.ft./ton). Either the shore weights are incorrect or there is overestimation of the void space left in Hold No. 1. This is likely as distance to the fore and after ends of the hold are shorter than in Ho No. 2 and 3 and the fore end has less width, but the same percent loss is used as for the larger hatches although Hold No. 4 also h shorter ends but less taper has a smaller percentage loss. There estimate that in future 6,982 tonnes of this coal could be loaded and arrival draft of 21 ft. maintained with full bunkers at Charleston.

Fresh Water: Available from the berth, but delivery is reported t slow.

Services: All services expected in a United States port are availab

AUTHORITY: South Carolina State Ports Authority, Port of Charles 176 Concord Street, P.O.Box 817, Charleston, South Carolina 29 *Tel:* (800) 845-7106. *FAX:* (803) 577-8616. *Cables:* SC Ports *Contact:* W. Don Welch, Executive Director. William P. Lempe Harbour Master. *Tel:* (803) 577-8192.

Berthing Office: Tel: (803) 577-8192, 24 hours / 7 days a we VHF call KPC 636 on Channels 16 and 14.

Harbour Services 577-5659.

CHICAGO, Illinois: 41.50 N. 87.45 W. (See Plan)

DOCUMENTS:
For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes, covering all cargo to be discharged in the Great Lakes.
In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I-418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.
In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

PILOTAGE: Compulsory unless Master holds Exemption "B" Licence. 24 hours' notice of arrival required by Agents who arrange Pilot.

ANCHORAGES: In Chicago Harbour, Anchorages A and B designated for merchant ships and marked on charts. In Calumet Harbour vessels should not anchor within 1,000 ft. of the breakwaters.

RESTRICTIONS: St. Lawrence Seaway navigation season approx. from April 1st to December 15th. Controlling depth 27 ft.

Inland waterways to New Orleans open 12 months.

MAX. SIZE: Limited at Seaway Locks. 740 ft. length, 26 ft. 03 in. draft and beam 78 ft. Depth alongside terminals 27 ft.

Inland waterway handles barges with draft 9.0 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station.

RADIO: Port can be contacted by Illinois telephone station WAY. Vessels are required to give notice on radio upon entering Calumet River.

Notice of Arrival: Master must give at least 24 hours' notice to Commander, 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours' notice of ETA at first U.S.A. discharge port is required.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Available, not compulsory and not required at Iroquois Landing Terminals, but recommended for downriver transit to Lake Calumet berths.

BERTHING: *Calumet River Terminals:* Iroquois Landing Lakefront Terminals. Operator: Ceres Marine Terminals. Facilities at the mouth of the Calumet River. Handles general cargoes, steel products and containers. The terminal has 3,000 ft. of berthing space. Heavy lift cranes run from 75 tons to 140 tons in capacity. Also numerous lift trucks, with capacities to 46,000 lb.

2×100,000 sq. ft. terminal warehouse facilities. 90 acres of the 194 acre site has been set aside for maritime operations adjacent to the 3,000 ft. of berthing space on the South side of the Calumet River entrance at Lake Michigan.

Federal Marine Terminals Inc. handles general cargo, steel products and containers. This facility has 730 ft. of berthing space, 34,000 sq. ft. of covered storage space and 11 acres of open storage space. Heavy lift cranes at Federal Marine range from 20 tons to 150 tons. Lift truck capacities range up to 52,000 lb.

KCBX Terminals Co. on the Calumet River specialises in handling, storing and distributing raw materials or dry bulk commodities. KCBX's twin bulk loading facilities offer 2 deep-water berths, each more than 700 ft. long. The facility has railroad yards that accommodate 2,200 rail cars adjacent to the dock. The twin loading towers provide fast handling at up to 2,500 t.p.h.

Lake Calumet Terminals: Stolt Terminals (Chicago) Inc. in Lake Calumet transfers liquid bulk cargoes – animal fats, vegetable oils and chemicals. Stolt Terminals has 600 ft. of berthing space, with storage capacity of more than 750,000 barrels and 16,000 sq. ft. of drumming warehouse space. This facility has a transfer capacity of approximately 200 t.p.h. Stolt also has 5 miles of internal railroad trackage and a switch engine.

Ceres Terminals (North), Inc. at Lake Calumet handles steel, ores, pig iron, scrap and containers. The terminal was designed for easy interchange of cargoes to and from deep sea vessels. Mississippi River barges, Great Lakes vessels, railroads and trucks – both local and interstate. Truck and railcar weighing services are available also. Ceres has 1,500 ft. of berthing space; 45,000 sq. ft. of covered storage and 27 acres of open storage. Heavy lift equipment includes 5 cranes ranging from 125 tons to 150 tons. Lift truck capacities range up to 50,000 lb. per unit.

Reserve Warehousing, Inc. on Lake Calumet has 100,000 sq.ft. of general covered storage with access to additional 68,000 sq.ft. Equipment includes lift trucks to 52,000 lbs. capacity, cranes 100 tons –150 tons; 1,000 ft. of berthing for deep-draft vessels and inland barges. Speciality in steel, non-ferrous metals, lumber, pulp and general cargoes.

Emesco (Dockside) Terminals warehousing and marine terminal facilities on Lake Calumet are designed for efficient handling of steel, machinery, containers, scrap, pig iron, ferro-alloys and other metallic bulk commodities. Emesco's 800 ft. of heavy duty bulkhead and 2×75 ton gantry mounted cranes operating over 3,700 ft. of tracks provide more than 1,000,000 sq. ft. of open storage under cranes. Emesco has 100,000 sq. ft. of heated warehouse. Other features are 25 acres of open storage, miscellaneous auxiliary cranes, an electronic truck and rail scale, 25,000 ft. of railroad track, ship to barge transfer.

Port District operates Foreign Trade Zone No. 22 for warehousing, storage and distribution. 526,000 sq.ft. covered warehouse and 36 acres of open storage area have FTZ designation.

BULK HANDLING FACILITIES: Continental Grain Company's Elevator "B" on the Calumet River has a storage capacity of 6,800,000 bushels. Elevator "B" has 5 loading spouts with a shipping capacity of 40,000 bushels per hour. Unloading capacity from barges is 15,000 bushels per hour. Receiving capacity from rail cars is 10,000 bushels per hour and from trucks 15,000 bushels per hour. The berthing space at Elevator "B" is 1,025 ft.

The Cargill Inc. grain elevator on the Calumet River has a capacity of 23 million bushels. In addition to grain, this facility handles salt, molasses, and grain by-products. Cargill has 3,600 ft. of berthing space – 1,200 ft. of this for elevator use, and 20 acres of open storage. Loading capacity is 60,000 bushels per hour, while unloading is 12,500 bushels per hour. Cargill has 3 marine legs, and 5 loading spouts.

The Gateway Elevator of the Countrymark Co-Operative at Lake Calumet offers storage capacity of 6,500,000 bushels for bulk grains. The 8 loading spouts have a capacity of 20,000 bushels each per hour. Unloading speed is 10,000 bushels per hour. Berthing space is 1,000 ft.

Continental Grain's Elevator "C" at Lake Calumet has a capacity of 6,500,000 bushels of bulk grain and grain products. The 8 loading spouts have a capacity of 20,000 bushels each per hour. Unloading capacity is 10,000 bushels per hour. This facility has 1,000 ft. of berthing space.

DENSITY: Fresh water.

MEDICAL: Doctors, hospital and all facilities available.

FRESH WATER: Available at most berths.

FUEL: All grades available, ex-wharf, or delivered by barge.

CONSULS:
Argentina
Australia
Austria
Belgium
Brazil
Canada
China
Colombia
Costa Rica
Cyprus
Denmark
Dominican Republic
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Greece
Guatemala
Haiti
Honduras
Iceland
India
Ireland
Israel
Italy
Jamaica
Japan
Korea
Liberia
Lithuania
Luxembourg
Mexico
Netherlands
Norway
Pakistan
Panama
Paraguay
Peru
Philippines
Poland
Portugal
Senegal
South Africa
Spain
Sri Lanka
Sweden
Switzerland
Thailand
Turkey
Venezuela
Yugoslavia.

REPAIRS: All marine repairs can be effected.

SHIP SUPPLY SERVICE: Services are available for ship to shore transfer of personnel. The U.S. Coast Guard is also available with boats as well as a helicopter for emergency situations.
Calumet Marine Towing Co., Chicago, IL 60617. Tel: (312) 721-1180.
Canonie Transportation Muskegon, MI 49443. Tel: (616) 722-6641.
North American Towing Co., Chicago, IL 60633. Tel: (312) 646-0101.
U.S. Coast Guard, Chicago, IL 60607. Tel: (312) 353-6601.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service available. Contact Great Lake Disposal Inc., 13546 S. Western Avenue, Blue Island, IL 60406. Tel: (708) 388-9999.

WASTE OIL DISPOSAL: Service available. Contact Clean Harbors, 11800 S. Stony, Island Ave., Chicago, IL 60617. Tel: (312) 646-6202. Fax: (312) 646-6381.

SEAMAN'S CLUBS: Chicago Seaman's Mission, 12800 S. Butler Dr., Chicago, IL 60633. Tel: (708) 758-5460.

CURRENCY: U.S.Dollar (U.S.$).

GENERAL: Refer to "St. Lawrence Seaway" for important general information.

AUTHORITY: Illinois International Port, 3600 E. 95th Street, 95th Street & Lakefront, Chicago, IL 60617-5193, U.S.A. *Tel:* (312) 646-4400. *FAX:* (312) 221-7678. *Contact:* Anthony Ianello, Executive Director.

CLEVELAND, Ohio: 41.31 N. 81.43 W. (See Plan)

DOCUMENTS:
For Agent in Montreal:
3 Unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.
In first U.S. port: A "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I-418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.

In subsequent U.S. ports the following are required:

5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

It is especially important that vessels try to have their visaed Crew List on board, which is required by U.S. Immigration at first U.S. port. Failure to have this visaed Crew List can result in all personnel being detained on board. Visa waivers are applied for and granted fairly regularly but Immigration has the discretion to refuse these at will.

PILOTAGE: Compulsory, unless Master has a "B" Certificate on board. Vessels are not permitted to transit the lakes from Port Colborne to Cleveland without either a "B" Certificate on board or a special Waiver from the U.S. Coast Guard.

ANCHORAGE: In the outer harbour, 28 ft. depth, mud and sand bottom.

RESTRICTIONS: St. Lawrence Seaway navigation season approx. from April 1st to December 15th. Controlling depth 26 ft. Access to berths in the River is limited by height restriction of 97 ft. above waterline.

MAX. SIZE: Limited at Seaway Locks, 730 ft. length, 26 ft. draft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station.

RADIO: U.S. Coast Guard can be contacted by R/T on 2182 kHz.

Notice of Arrival: Master must give at least 24 hours' notice to Commander, 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours' notice of ETA at first U.S. discharge port is required.

AGRICULTURE: See "Agriculture" first U.S.A. port (Albany).

TUGS: Available and use is compulsory in Cuyahoga River and Old River Channel.

BERTHING: See "Tables" below and overleaf.

DENSITY: Fresh water.

MEDICAL: Doctors, hospital and all facilities available.

FRESH WATER: Available at most berths.

FUEL: Marine gas oil and diesel oil readily available, ex-whar delivered by barge.

CONSULS:

Austria
Belgium
Canada
Colombia
Denmark
Dominican Republic
Finland
France
Germany
Honduras
India
Italy
Japan
Korea
Luxemborg
Netherlands
Norway
Philippines
Sweden
Switzerland
United Kingdom
Yugoslavia

REPAIRS: Edward E. Gillen Co. Tel: (414) 744-9824. Telco Tel: (216) 447-0331.

SURVEYORS: Lloyd's and ABS.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. (Albany). Service available through Browning Ferries Industries. Dru are provided on board upon request. Vessel's agent makes arrangements.

WASTE OIL DISPOSAL: Can be done anywhere in port by spe arrangements with vessel's agent.

SEAMAN'S CLUBS: Seamen's Centre provides telephone, stam information, TV and reading materials.

CURRENCY: U.S.Dollar (U.S.$).

GENERAL: Refer to "St. Lawrence Seaway" for important gene information.

AUTHORITY: Cleveland-Cuyahoga County Port Authority, 101 Erie Avenue, Cleveland, Ohio 44114. *Tel:* (216) 241-8004. *FAX:* (2 241-8016. *Contact:* Admiral A.F. Fugaro, Executive Director. Step Pfeiffer, Deputy Director.

BULK HANDLING FACILITIES: (Cleveland)

Ore: *Unloading Docks:*

Dock and Location	*Operator*	*Unloading Equipment*	*Total Discharge Rate (t.p.h.)*	*Length (ft.)*	*Width (ft.)*	*Out-Board Reach*	*Storage Capacity (tons)*	*Depth at Dock (ft.)*	*Remarks*
"C. & P." (Lakefront)	Ohio & Western Pennsylvania Dock Co.	4-17 ton Huletts	3,300	1,875	535	60 ft. 0 in.	1,000,000	27	
LTV Steel (Cuyahoga River)	LTV Steel Co.	Upper Self-unloaders only	1,000	1,250	360	57 ft. 1 in	785,000	23	633 ft.×72 ft. ma O.A. dimensions
		Lower Self-unloaders only	900	3,340	360	44 ft. 4 in.	750,000	23	633 ft.×72 ft. ma O.A. dimensions
Note: Also receives limestone at this dock by self-unloader. Storage capacity: 35,000 and ship's pig iron and steel. Storage capacity: 10,000 tons.									
LTV Steel (Cuyahoga River)	LTV Steel Co.	Self-unloaders only	—	1,780	54	—	850,000	23	633 ft.×72 ft. ma O.A. dimensions
Note: Also receives limestone at this dock. Storage capacity: 150,000 tons.									

Stone, Sand and Dry Bulk Cargo Docks: (Cleveland)

Dock and Location	*Operator*	*Loading Equipment*	*Total Load Speed (t.p.h.)*	*Unloading Equipment*	*Total Unload Speed (t.p.h.)*	*Storage Capacity (tons)*	*Dock Length (ft.)*	*Depth at Dock (ft.)*	*Remarks*
Akzona-International Salt (Whiskey Is., Old River)	Akzona, Incorporated	1 Shuttle Conveyor Belt	1,200	None	—	6,000 Salt (covered) 55,000 Salt open storage	602	21	617 ft.×64 ft. max O.A. dimensions
	Note: Outboard reach from Face of Dock to end of pulley is 38 ft. 6 in. Underside of belt to L.W.D. is 37 ft. Stationary. Vertical movement downward.								
CBS "Cuyahoga Plant" (Below West 3rd Street Bridge)	Cleveland Builders Supply Company	None	—	Self-unloaders only	—	20,000 Sand or Salt	750	20	631 ft. max O.A. Length
CBS No. 1 (Above Jefferson Street Bridge)	Cleveland Builders Supply Company	None	—	Self-unloaders only	—	45,000 Stone 25,000 Sand	480	20	561 ft. max. O.A. Length
CBS No. 2 (Between Nickel Plate Bridge & West 3rd Street Bridge)	Cleveland Builders Supply Company	None	—	Self-unloaders only	—	120,000 Stone 50,000 Sand 15,000 Salt	1,680	22	633 ft.×72 ft. max O.A. dimensions
Clifton Concrete (Foot of Mahoning Avenue)	Clifton Concrete & Supply Company	None	—	Self-unloaders only	—	25,000 Stone 18,000 Sand	690	18	610 ft. max. O.A. Length
Dock 20 (Foot of Old River Road, River Mouth)	Cleveland-Cuyahoga County Port Authority	None	—	Self-unloaders only	—	500,000 Bulk Commodities	1,300	27	1,000 ft. max. O.A. Length
Ford Motor (Above Lorain-Carnegie Viaduct)	Ford Motor Co.	None	—	Self-unloaders only	—	780,000 Sand and Stone Pig Iron and scrap direct to cars.	630	21	633ft. max. O.A. Length
Huron Cement (Sycamore Slip)	Cement Division National Gypsum Co.	None	—	Unloading pipes	—	31,332 Cement	415	24	502 ft.×68 ft. max O.A. dimensions
LTV Steel (Just below Union Terminial Viaduct)	LTV Steel Co.	None	—	Self-unloaders only	—	100,000 Iron Ore and Stone	620 & 300	23	633 ft.×72 ft. max O.A. dimensions

Dock and Location	Operator	Loading Equipment	Total Load Speed (t.p.h.)	Unloading Equipment	Total Unload Speed (t.p.h.)	Storage Capacity (tons)	Dock Length (ft.)	Depth at Dock (ft.)	Remarks
LTV Steel East Pier (Above Turning Basin)	LTV Steel Co.	None	—	Self-unloaders only	—	87,000 Stone 8,300 Fluorspar	2,565	23	633 ft.×72 ft. max. O.A. dimensions
	Note: Dock also receives ship's pig iron, steel products and scrap.								
M.C.C. (Above Eagle Street Bridge)	Mid-Continental Coal & Coke Co.	2 Shuttle Conveyors	500	None	—	30,000 Coke Breeze	1,550	23	633 ft. max. O.A. Length, 72 ft. Beam
Merwin Avenue Dock (Between Foot of British Street and Viaduct)	Cuyahoga Lime Co. Incorporated	None	—	Self-unloaders only	—	45,000 Stone 65,000 Marl	245	23	666 ft.×72 ft. max. O.A. dimensions
Ontario Stone No. 1 (Above Penn Central Bridge, Mouth Cuyahoga River)	Ontario Stone Corp.	None	—	Self-unloaders only	—	125,000 Stone	495	23	664 ft. max. O.A. Length
Ontario Stone No. 2 (Left Bank, above West 3rd Street Bridge)	Ontario Stone Corp.	None	—	Self-unloaders only	—	75,000 Stone	695	23	633 ft.×72 ft. max. O.A. dimensions
Ontario Stone No. 3 (Old River Bed, on Whiskey Island)	Ontario Stone Corp.	None	—	Self-unloaders only	—	175,000 Bulk commodities	700	24	647 ft.×70 ft. max. O.A. dimensions
Sand Products (Whiskey Island, Old River)	Sand Products Corp.	None	—	Self-unloaders only	—	95,000 Sand	850	22	633 ft. max. O.A. Length, 72 ft. Beam

Grain: (Cleveland)

Elevator	Depth at Dock (ft.)	Depth in Channel (ft.)	Unload Legs	Unload Speed (t.p.h.)	Load Spouts	Load Speed (t.p.h.)	Deepest Vessel Can Unload (ft.)
CEREAL FOOD Operator: Cereal Food Processors, Inc. Berthing Space – 350 ft. 621 ft.×60 ft. max. O.A. Dimensions Con Rail	20	23	1	4,500	None	None	35

Storage capacity: 590,000 tons

This elevator is located on the Cuyahoga River directly beneath the Superior Avenue high level bridge.

CHANNELS

Cleveland Harbour entrance is maintained at 28 ft. Cuyahoga River is maintained at 23 ft. throughout above the Con Rail Railroad Bridge just above the harbour entrance. Width of the channel is generally 250 ft. throughout the Cuyahoga River.

BERTHING: General Cargo Docks (Cleveland)

Pier	Owner/ Operator	Berth features	Depth (ft.)	Mechanical Equipment
Dock 24 West 9th St. Pier	Cleveland Stevedore Co.	East 670 ft. North 519 ft. West 640 ft.	27	8 Mobile Cranes 40 to 200 tons. Fork Trucks to 62,500 lbs. Complete container handling gear. 1 Magnetic mobile crane. Front end loader.
Dock 26 West 6th St. Pier	Cleveland Stevedore Co.	East 698 ft. North 297 ft. West 721 ft.	27	
Dock 28 West 3rd St. Pier	Cleveland Cuyahoga County Port Authority	West 710 ft.	27	One 150 ton Heavy Lift Stiff-Leg
Dock 30 Stadium Pier	Cleveland Cuyahoga County Port Authority	North 1,606 ft.	27	7 Mobile Cranes 65 to 200 tons. Fork Trucks to 62,500 lbs. Complete container handling gear.
Dock 32 Stadium Pier	Ceres Terminal	East 712 ft. North 572 ft.	27	7 Mobile Cranes 65 to 200 tons. Fork Trucks to 62,500 lbs. Complete container handling gear.

TANKERS: (Cleveland)

Dock & Location	Operator	Type of Dock	Type of Cargo Handled	Size of Pipe-line (in.)	Storage Capacity barrels	Distance from Dock to Storage Tanks (ft.)	Length of Dock (ft.)	Depth at Dock (ft.)	Remarks
Allied Oil (Old River, Slip No. 2, Whiskey Island)	Allied Oil Co. Division of Ashland Oil, Inc.	Loading and Unloading	No. 6 Fuel Oil	8	372,000	270	435	20	430 max. O.A. Length
Byerlite-Koppers (Foot of Mary Street Cuyahoga River)	Byerlite Co. of Koppers Company, Inc.	Unloading	Asphalt	8	47,620	1,100	210	19	
C.I.L. (West Bank below Foot of Mary Street)	C.I.L. Chemicals Inc.	Unloading	Sulphuric Acid	12	29,760	800	500	22	
LTV Steel (Cleveland Works)	LTV Steel Co.	Unloading	No. 6 Fuel Oil	10	238,500	2,100	390	23	
LTV Steel East Side (East Bank Cuyahoga River, above Turning Basin)	LTV Steel Co.	Unloading	No. 6 Fuel Oil	24	285,700	2,000	967	19	631 ft.×65 ft. max. O.A. dimensions.
Marathon (Above W. 3rd St. Bridge at Bend, East Side)	Marathon Petroleum Company	Unloading	Asphalt	8	165,000	200	800	23	638 ft.×68 ft. max. O.A. dimensions

COOS BAY, Oregon: 43.22 N. 124.13 W. (See Plan)

DOCUMENTS: Local Port Authority does not require any documents from merchant vessels entering this harbour. This does not preclude United States Customs requirements for documents.
PILOTAGE: No specified amount of advance notice of ETA required. Radio contact may be made on frequency 8182 kHz, also on frequency 2182 kHz. Most used frequency is VHF Channel 16. Pilot will be taken on board at entrance to Coos Bay Channel. No designated anchorages for vessels awaiting a Pilot.
ANCHORAGES: North of Entrance Buoy.
MAX. SIZE: Max. permissible length is 725 ft., breadth 110 ft. A 2 ft. clearance under keel is considered necessary for safe navigation. Vessels entering Coos Bay from sea draw down about 0.166 in. per foot of draft because of difference in density.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
RADIO: Pilots, Agents and stevedores monitor VHF Channel 16.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Pilot vessel acts as Tug. Emergency small harbour tugs available and ship's lines generally used.
BERTHING: *Note:* All berths with the exception of oil berths dredged to 35 ft. in 1979.
'T' Dock: Distance from entrance 6 miles.
Barge Facility: Distance from entrance 6.5 miles.
Roseburg Lumber Co. Dock: Length 1,000 ft. Depth alongside at MLW 38 ft. No fresh water available. Distance from entrance 8 miles.
Ocean Terminals Dock: Length 400 ft. Depth alongside at MLW 39 ft. No dock cranes available. Fresh water available. Distance from entrance 11 miles.
Export Services: Length: (Lumber Dock) 1,433 ft. (Wood Chip Dock) 694 ft. Depth alongside at MLW 35 ft. No dock cranes available. Fresh water available. Distance from entrance 12 miles.
Bayshore Dock: Length 504 ft. Depth alongside at MLW 35 ft. No dock cranes available. Fresh water available. Distance from entrance 13 miles.
Dolphin Terminals: Vessels moor to dolphins adjacent to apron 60 ft. long and 26 ft. wide which is joined to the shore by a causeway length 190 ft. and width 12 ft. Depth alongside at MLW 36 ft. Fresh water available. Distance from entrance 13 miles.
Central Dock: Length 1,380 ft. Depth alongside at MLW 35 ft. No dock cranes available. Fresh water available. Distance from entrance 13.5 miles.
Portland Dock: Length 576 ft. Depth alongside at MLW 36 ft. No dock cranes available. Fresh water available. Distance from entrance 15 miles.
Coos Bay Dock: Length 1,326 ft. Depth alongside at MLW 37 ft. No dock cranes available. Fresh water available. Distance from entrance 15 miles.
BRIDGES: 2 bridges cross the main ship channel. The Southern Pacific railway drawbridge 9 miles from the entrance and the Coast Highway Bridge 9.6 miles from the entrance. Clearance height of the Highway Bridge is 149 ft. in the centre of the span at MLW. Clearance width of swinging railway bridge 197 ft.
STEVEDORES: Should have minimum of 48 hours to arrange gangs. Also see "Radio".
MEDICAL: Advance notice of required medical attention is desirable, in order to expedite use of ambulance, if necessary.
TANKERS: 2 tanker berths, Standard Oil and Union Oil Co., draft 35 ft. Tankers discharge into tank farms. Union Oil Co. is the bunkering Agent.
FRESH WATER: Available. Cost per ton is negotiable.
FUEL: 24 hours advance notice desirable, both bunker and diesel fuel available.
CONSULS: None.
REPAIRS: Only minor deck and engine repairs possible.
DRY DOCKS: Largest dry dock handles vessels not exceeding 220 ft.
GANGWAY/DECK WATCHMEN: Service of watchman at discretion of ship's Master.
OPENING/CLOSING HATCHES: Normally by stevedores.
REPATRIATION: Repatriation through local Customs and Immigration Office.
AIRPORT: All docks within 5 miles of airport. Airport served by regular airlines.
TIME: GMT minus 8 hours, clocks advanced 1 hour on first Sunday in April, clocks retarded 1 hour last Sunday in October.
HOLIDAYS: All legal holidays observed, plus state-wide elections. Cargo work through negotiations with stevedore contractors.
POLICE/AMBULANCE/FIRE: Police: Coos Bay 269-1181, North Bend 756-3161; Ambulance 756-3234; Fire: Coos Bay 267-4123, North Bend 756-6111. Emergencies: Dial 911.
SHORE LEAVE: Crew members allowed ashore except when Federal Directives may be applied to a specific vessel.
IDENTIFICATION CARDS: Not required by local authorities.
SHIP SUPPLY SERVICE: For general ship stores: Day Ship Supply, 602 W. Hemlock St., Coos Bay, Oregon 97420. Tel: (503) 267-3813.

For transportation of personnel: The Coos Bay Pilots' Association, P.O.Box 254, Coos Bay, Oregon 97420. Tel: (503) 267-4186 would be the initial contact.

There are also numerous charter boat operators who provide charter services.

For emergency services the U.S. Coast Guard maintains a helicopter squadron in port. They bring sick crew members directly to the hospital. Their information phone number is (503) 756-4142, and their emergency number is 756-4141.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service available through local contractors. Contact:

Coos Bay Sanitary Service. Tel: (503) 267-6675.
Les's Sanitary Service. Tel: (503) 267-2848.
North Bend Sanitation, Inc. Tel: (503) 756-5211.

WASTE OIL DISPOSAL: Service available through local contrac Contact: Environmental Services, Tel: (503) 269-5050. Services emergency spills, oil, gas, diesel, bilge cleaning, sewage disposal.
SEAMAN'S CLUBS: The Seamen's Centre of the Port of Coos Ba a non-profit organisation and is sponsored by thirteen area church Local No.12 of the International Longshoremen's and Warehousem Union, United Way of Coos County and other donations. The Cen open every night, including holidays, from 1800 hrs. to 2300 hrs. E church serves for one week and supplies hosts/hostesses and refreshments, and transportation between ships and the centre i fifteen passenger van. Information sheets have been printed in languages of seamen who call in the port and these are posted on bo the ships.

Telephone, postage, local maps, and church services are among facilities provided, also a games room which includes two pool tab two table tennis tables, a football table, a table shuffleboard, a bum pool table and darts. There are also two coin operated video games television set, snack bar, table games, magazines, telepho souvenirs, post cards and foreign language bibles are all availabl the "front room".

The Seamen's Center is located at 171 N.Broadway, Coos B Oregon 97420. The mailing address is: P.O.Box 628, Coos B OR 97420.
DELAYS: No delays in berthing, loading or discharging, or bunker can normally be expected.
GENERAL: New enterprise zone and foreign trade zone within p district.
DEVELOPMENTS: Depth of channel at entrance 45 ft. MLLW. In channel, to head of channel 35 ft. MLLW. An additional ancho (Turning Basin) will be installed, directly East of Beacon 17.
AUTHORITY: Oregon International Port of Coos Bay, Port Building, N. Front Street, Coos Bay, Oregon 97420. *Tel:* (503) 267-7 *FAX:* (503) 269-1475. *Contact:* Paul W.Vogel, General Mana Don Yost, Harbour Master.

CORDOVA, Alaska: 60.33 N. 145.46 W. (See Pla

Located at S.E. side of Prince William Sound at the head of Orca In Open harbour year round.
DOCUMENTS: See "Anchorage, Alaska".
APPROACHES: Via Prince William Sound.
PILOTAGE: Compulsory. Pick-up point is Sheep's Point. P arrangements required.
ANCHORAGES: Good holding ground. Mud bottom between Sp Island and Municipal dock.
MAX. SIZE: Recommend max. draft 25 ft. Tidal variation: 18 ft. - 1
HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: Contact port on VHF Channels 16 and 68; Citizens Ba Channel 5 or SSB 2509 kHz.
TUGS: Limited availability. Prior arrangements need to be made.
BERTHING: Berthing Permit required. Advance notice of 48 ho requested.

Municipal Dock: 25 ft. deep, 408 ft. long, 72 ft. wide. Open storag 10 acres. 1×45 ton crane.
Container and Ro/Ro Facilities: Movable ramp, 4.57 m. wide, avail for Ro/Ro operations. 4 ha. container staging area.
STEVEDORES: ILWU No. 66, Box 335, Cordova, Alaska, 99 Tel: (907) 424-5447.

Working hours – 24 hours.
MEDICAL: 23 bed hospital and a medical clinic, with 3 doctors, 1 de also public health nurse.
REPAIRS: Radio, radar, welding, machining and light engine rep can be effected.
FRESH WATER: Available at docks.
FUEL: No bunker "C" available. Fuel oil available.
CUSTOMS: Quarantine – local. Immigration and Customs f Anchorage, Alaska.
AIRPORT: 13 miles from city centre. Daily scheduled flights Anchorage and Juneau.
TIME: Alaska Standard time.
HOLIDAYS: None.
POLICE/FIRE/AMBULANCE: All available. Tel: (907) 424–6100.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. (Albany). Dumpsters are provided at the dock. Charges for this se are paid by the port. Collection daily.
WASTE OIL DISPOSAL: Tanker truck available upon request, co Tel: (907) 424-6400. For quantities under 100 galls. there is no ch For quantities over 100 galls. which meet standards for oil to be bu for energy recovery, the charges are $40.00 /man hour. If oil is uns for energy recovery, then the charges are $30.00/galls. plus $40.00 hour plus cost of shipping and handling.
SEAMAN'S CLUBS: None.
CURRENCY: U.S.Dollar (U.S.$).
AUTHORITY: City of Cordova, Box 1210, Cordova, Alaska 99 *Tel:* (907) 424-6400. *FAX:* (907) 424-6000. *Contact:* Dale M Harbour Master/Port Director.

CORPUS CHRISTI, Texas: 27.48 N. 97.23 W.

(See Plan)

PORT LIMITS: Corpus Christi's port limits include all of Nueces County, which has been officially designated as Port of Corpus Christi Authority of Nueces County, Texas. The Corpus Christi Turning Basin, Avery Point Turning Basin, Chemical Turning Basin, Tule Lake Turning Basin and the Viola Turning Basin are interconnected by the Industrial Canal; the Tule Lake Channel and the Viola Channel constitute the Corpus Christi Inner Harbour. Other Bay points included in the Port of Corpus Christi area are: Harbor Island, the North end of Mustang Island, near the inner end of the Aransas Pass Entrance, and Port Ingleside and La Quinta along the route of dredged deepwater channels on North side of Corpus Christi Bay; and the Rincon Barge Canal System. All of the ship channel has now been deepened to 45 ft.

DOCUMENTS:

3 copies Cargo Manifest (Form 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Form 1304).
2 copies Stores List (Form 1303).
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).

Customs Boarding Officer will also examine Ship's Register, Load-Line Certificate, Safety Equipment Certificate and Certificate of Financial Responsibility. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad,or 24 hours from arrival from a United States port:

Master's Oath (Customs, 2 copies Form 1300).
General Declaration (2 copies Form 1301).
All Foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Pilot boards off Port Aransas.

RESTRICTIONS: No restrictions, 24 hour service. The Port of Corpus Christi is situated on the West side of Corpus Christi Bay, in South-Western Texas. Port facilities at Inner Harbour lie along a 9.5 miles stretch of dredged channels and basins about 18 miles from Aransas Pass entrance at the Gulf of Mexico. Channel depth 45 ft., minimum width 400 ft.

Turning Basins: 5 turning basins in the Inner Harbour range from 800 ft. to 1,200 ft. wide and more than 1,000 ft. in length.

MAX. SIZE: Cargo vessels: 45 ft. draft. Tankers: 45 ft. draft.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

RADIO: KLC ITT-Radio-Arcadia, Texas. KLC RCA-Radio-Galveston, Texas.

VHF: KKQ 769 – Harbour Master – Channels 12 and 16. WR 8879 – Pilot Boat. KQU – Pilot Office – Aransas-Corpus-Christi Pilots Channels 12 and 16. KBP 384 – Harbour Tugs – Channel 12. U.S. Coast Guard – Channels 16 and 22. Pilot Office KQU 371.

TUGS: Tug assistance available. Tugs join vessels berthing at Harbor Island in Jetty channel. Tugs accompany vessels entering Inner Harbour outside Corpus Christi Harbour Bridge.

BERTHING: The Corpus Christi Main Turning Basin is over a mile long and 800 ft. wide. There are 4 additional basins in the Inner Harbour, which extends Westward from Corpus Christi Harbour Bridge for 7.5 miles. The water in all basins, channels and canals is 45 ft. deep.

Draft for public docks will be furnished upon request to the Harbour Master or steamship Agent. Draft for private docks will be furnished upon request to the dock owners or steamship Agents.

Also see "Port Limits" and "Developments".

Inner Harbour – Public Docks: The length limit indicator is not of necessity the max. length for a vessel as larger vessels can berth if adjacent berth is not occupied.

Cargo Docks No.	*Length Limit* (ft.)
2	700
8	1,060
9	750
10	700
12	700
14 – 15	1,000
Bulk Materials Dock 1	835
Bulk Materials Dock 2	1,300
Public Grain Elevator Dock	900

Inner Harbour – Private Docks: (Other than oil docks).

Citgo Cargo Dock: Length of pier 450 ft. Length of Head 100 ft. Producers Grain Port Terminal Elevator Dock; Gulf Coast Portland Cement Co. Dock; Berry Contracting Company; Centex Cement Company.

CONTAINER FACILITY: New container facility in operation located on 6 acres behind Cargo Dock 14. Terminal provides full service for receiving, delivering and handling of marine containers. Containers are handled with a M 250 Manitowac 275 ton crawler crane, a Taylor top lift machine and a Kalmar lift machine with capacity of 90,000 lb. The Kalmar and Taylor have spreaders for handling 20 ft. or 40 ft. units. U.S. Customs maintain on site inspection facilities.

BULK CARGO FACILITIES: *Ore, Minerals, Coal, Petroleum Coke:* Bulk Materials Dock with travelling unloading tower capable of direct discharge from vessels to railcars or trucks at rate of 1,000 t.p.h.

A Bulk Loading Terminal to load vessels directly from trucks, railcars or stockpiles at rate of 1,500 t.p.h. is also available. The dock has a 45 ft. draft alongside, 63 ft. airdraft and 1,300 ft. slip length.

Grain: 2 export grain elevators are located in the Inner Harbour. The Corpus Christi Public Elevator has a 5,000,000 bushel capacity. Rated truck unloading capability is 1,000 t.p.h.; railcars can be unloaded simultaneously at 2,000 t.p.h. The Interstate Grain Port Terminal Elevator is privately owned and has a 6,400,000 bushel capacity.

MEDICAL: Ample hospital and dental facilities available.

TANKERS: Between Corpus Christi Turning Basin and Viola Basin are 11 public and 10 private Oil Docks, some capable of berthing tankers of 150,000 d.w.t. capacity. Also see "Berthing".

Inner Harbour – Public Docks:

Oil Dock No.	1	Length Limit 1,000 ft. Max. Draft 45 ft. (SW)
No.	2*	Length Limit 260 ft.
No.	3*	Length Limit 246 ft.
No.	4†	Length Limit 850 ft. Max. Draft 45 ft. (SW)
No.	6*	—
No.	7†	Length Limit 850 ft. Max. Draft 45 ft. (SW)
No.	8	Length Limit 1,000 ft. Max. Draft 45 ft. (SW)
No.	9	Contact Harbour Master
No.	10*	
No.	11†	Length Limit 850 ft. Max. Draft 45 ft. (SW), subject to Pilot's approval
No.	12*	—

*Limited to barge operations.
†Larger vessels may be berthed when adjacent berth not occupied.

Inner Harbour – Private Docks:

Southwestern Refining Co.
  Oil Dock No. 1 (barge only).
  Oil Dock No. 2. Max. draft 40 ft. (SW).
  Oil Dock No. 3. Max. draft 45 ft. (SW).
Citgo Refining,
  Oil Dock No. 1. Max. draft 40 ft. (SW).
  Oil Dock No. 2 (barge only).
  Oil Dock No. 3. Max. draft 45 ft. (SW).
Valero Refining Co.,
  Oil Dock No. 1 (barge only).
  Oil Dock No. 2. Max. draft 45 ft. (SW).
  Oil Dock No. 3. Max. draft 45 ft. (SW).

Outside of Inner Harbour – Private Docks:

Harbor Island
  American Petrofina Oil Dock. Max. draft 45 ft. (SW). Also see "Shipmaster's Report" – dated September 1987.
Ingelside
  Sun Pipe Line Co. Oil Dock. Max. draft 45 ft. (SW).
La Quinta Channel
  Du Pont Ship Liquid Chemicals Dock.
  Du Pont Ship Liquid Chemicals Barge Dock No. 1.
  Du Pont Ship Liquid Chemicals Barge Dock No. 2.
  Reynolds Metals Co. Bauxite Unloading Pier. (Also see "Shipmaster's Report" – dated April 1988.)
  Reynolds Metals Co. Alumina Loading Dock. (Also see "Shipmaster's Report" – dated April 1988.)

Report: *Cautionary Advice:* Special precautions and procedures are required for all vessels calling at Harbor Island (our of service in 1994) because of tidal current, wind conditions and passing traffic. Masters must ensure that their vessels are properly moored at all times to minimise the effect of these conditions and prevent the vessel from breaking out of the berth.

The special precautions and procedures, for deep-loaded vessels (34 ft. draft or deeper) are:

Deep-loaded vessels experience maximum effect from tidal current during the flood tide which forces the vessel away from the dock, particularly when clearance between the keel and bottom is 5 ft. or less.

Accordingly, deep draft vessels are docked at the end of the flood tide to allow ample pumping time so that maximum underkeel clearance be attained before the next flood tide reaches full strength.

(Vessels should anchor off the sea buoy to await the suitable stage of the tide.)

Vessels equipped with segregated ballast capability should not commence ballasting these systems until draft is 30 ft. or less.

If during the flood tide the vessel's draft is in excess of 34 ft. (mean), a tug should be in attendance to assist the vessel in staying alongside the dock. To ensure tug availability, the Master should advise the Agent 3 hours in advance if planned pumping does not proceed to permit a lesser draft than 34 ft. at the full strength of the next flood tide.

Vessels with drafts that exceed 34 ft. (mean) should be equipped with 12 mooring wires. If they are not so equipped, the Dockmaster will require the vessel to use additional mooring ropes.

Wind Conditions: Winds from the Northern quadrants, which occur particularly during the Winter months, place heavy loads on mooring lines when a vessel is in a fully light condition.

A contract weather service provides an alert to Masters (via the Agent and/or Dockmaster) and to the Dockmaster when abnormal weather conditions are predicted. The Dockmaster will require cargo transfer shutdown when wind velocity exceeds established limits.

In order to minimise wind effect, the vessel's segregated ballast tanks should be filled before completion of cargo discharge.

Combined Wind and Tide Conditions: Particular attention should be paid to unfavourable combinations of wind, tide and current which will place high loads on mooring lines.

Passing Traffic: The close proximity of the Harbour Island Berths to the Corpus Christi Channel results in interaction from passing traffic. This can be severe, depending on the speed and displacement of the passing vessel.

Propeller wash from vessels (mooring/unmooring) at the Petrofina Berth and the wash from assisting tugs also have an unfavourable effect. Special attention must be given to spring lines to ensure they are kept taut at all times.

Harbor Island has established wind and current limitations at which cargo operations should be stopped. Cargo operations are also stopped if a vessel moves off the berth. Hoses are disconnected by the terminal when required due to wind, current, etc.

Port Approaches: Vessels should approach Aransas Pass through the prescribed Safety Fairways, exercising due caution at all times as the lanes are unmarked. Numerous fishing vessels may be encountered. The low shore lines will start to show on radar at a range of between 15 and 20 miles. A large number of shore lights in the background make it difficult to distinguish the navigational aids. The entrance channel through Aransas Pass is protected by jetties. The outer bar channel, the Jetty channel and the inner harbour basin have project depth of 45 ft.
Tugs: Tugs will come alongside at Buoys No. 9 and 10. A minimum of 3 tugs are usually required for a loaded vessel and 2 for a vessel in ballast under good conditions. Tugs up to 3,200 h.p are available.
CARGO GEAR: Heavy lift facilities: Mobile crane located at Dock No. 8 with a capacity of 275 tons; can handle containers and heavy lifts; otherwise ship's gear used. Heavy lift facility also available at Bay, Inc.

Facilities are available for all types of liquid cargo, dry bulk and general cargo, but cannot handle restricted cargo such as ammunition and explosives.
BRIDGES: Corpus Christi Harbour Bridge: Vertical clearance at MHW is 138 ft.

Upper Harbour Lift Bridge: Vertical clearance at MHW when raised is 138 ft.
FRESH WATER: Water available at all public docks for $2.50 per 1,000 gallons; minimum charge of $25.00 for each connection.
FUEL: 24 hours notice required.

Bunker C, Marine diesel, Light diesel – Pipe-line or Barge, Truck.
FIRE PRECAUTIONS: No working barges alongside (except bunkering barges) and normal precautions such as shut down cargo operations during lightning, storm, etc.
CONSULS: Danish Consul, 4517 Baldwin. Tel: (512) 884-6344.

German Consul, 5440 Old Brownsville Rd. Tel: (512) 289-2416.
Mexican Consul, 1740 First City Tower I. Tel: (512) 882-3375.
Spanish Consul, 19833 Melissa Lane. Tel: (512) 887-7246.
REPAIRS: See "Services".
SURVEYORS: American Bureau of Shipping; J. E. Orrell, Lloyd's Sub-Agency and National Cargo Bureau.
GANGWAY/DECK WATCHMEN: Not necessary.
HATCHES: Hatches may be opened by crew before entering harbour, after the ship has entered harbour it is carried out by stevedores.
CUSTOMS ALLOWANCES: 300 cigarettes per man. 1 quart liquor per man.
AIRPORT: Approximately 7.75 miles from Port. Serviced by 3 regular airlines.
TIME: Daylight Saving Time from first Sunday in April till last Sunday in October (minus 5 hours GMT). Central time remainder of year (minus 6 hours GMT).
HOLIDAYS: New Year's Day (January 1st); Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); Washington's Birthday (3rd Monday of February); Texas Independence Day (March 2nd); Good Friday (varies); Memorial Day (last Monday of May); June 20th; July 4th; Labour Day (First Monday of September); Columbus Day (2nd Monday of October); Veterans' Day (4th Monday of October); Thomas W. Gleason's Birthday (November 8th); Thanksgiving (4th Thursday of November); Christmas Day (December 25th).

Possible to work on any holiday, except Labour Day or Christmas, only in case of fire or danger to property. If holiday falls on Sunday, Monday is observed.
POLICE/AMBULANCE/FIRE: Police 882-1911, Ambulance 882-5571, City Fire 884-5563 or 911, Refinery Terminal Fire Co. 882-7801.
EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard Marine Emergency (512) 937-1898.
TELEPHONES: No arrangements exist.
SERVICES: Jay Bludworth, Inc., Ship Repairs. Tel: (512) 887-7981.

International Marine, Ship Repairs. Tel: (512) 884-2491.
Ship Chandlers:

Galley Stores & Supply Company, Inc., Mr. L. A. Harahan. Tel: (800) 535-1946.

Gunderland Marine Supply, Inc., Mr. Harvey Heinrich. Tel: (512) 882-4231.

Beach International. Mr. Bob Beauchamp. Tel: (512) 882-3805. Telex: 496-1774.

Offshore Galley Supply Company, Ms. Gloria Neely. Tel: (512) 887-0281.
Local Radio Repair:

Radio-Holland Texas, Inc., 6205 Brookhill, Houston, TX. 77087. Tel: (713) 649-2811.
SHIP SUPPLY SERVICE:
Helicopter Charter, Rental and Leasing:

Evergreen Helicopters, P.O.Box 7781, Corpus Christi, TX. 78415. Tel: (512) 854-995.

Home Office (Evergreen Helicopters), Route 3, Box 198, Galveston, TX. 77553. Tel: (409) 740-0231.

Omniflght Offshore, Inc., P.O.Box 7519, Corpus Christi, TX. 78415. Tel: (512) 289-1181.
SHORE LEAVE: Possible.
IDENTIFICATION CARDS: Standard Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for same vessel.
GARBAGE DISPOSAL: Shipboard garbage service is available through vessel's Agent.
WASTE OIL DISPOSAL: Collection service is available through SDC Services, 7330 Greenwood, Corpus Christi, Texas. Tel: (512) 855-4551. Fax: (512) 855-5419. Ability to handle ballast water, environmental waste (oil rags, etc.); vacuum truck service.

Alamo Petroleum Exchange. Mr. Pierre Kuypers. Tel: (512) 855-8658.
SEAMAN'S CLUBS: Corpus Christi International Seamen's Center, 1501 Mesquite Street, Corpus Christi, Texas 78401. Tel: (512) 883-5011, 883-8405. Services: Shop, international telephone service, church services, mini-bus collection, postage facilities, games.
CURRENCY: U.S. Dollar.

SHIPMASTER'S REPORT: September 1987.
Vessel: Tanker, 95,000 d.w.t.
Coastguard: For U.S.C.G. annual tank inspection, the authorities
to inspect the Cargo Gear Book, in addition to all other docume
Additionally U.S.C.G. require that for tankers, stores, gas cylinders,
must not be on cargo tanks.
Pilot: The Pilot requires the ladder 8 ft. above the water.
Berthing: Berthing carried out 24 hours a day.

At the Petrofina Berth at Harbour Island, fresh water and telep
are not available. Due to strong currents and passing vessels,
moorings consisted of 4 head/stern lines, 2 breast lines and 4 spr
at each end. Three tugs assisted in berthing. Bunkers may be t
whilst alongside but this will usually depend on the Charterer
Receivers permission.

Just off the Petrofina Berth there is a shallow patch where deep
vessels usually touch the bottom, but it appears to be soft mud.

The pilots, tugs and linesmen all require 2 hours notice.

At Oil Dock No. 8, 2 tugs are required and if vessel turns be
berthing then only 1 tug will be required when unberthing. Moor
consisted of 3 head/stern lines, 2 breast lines and 2 springs at e
end.

The ship's gangway was required at both berths.

If vessel is cleared for a foreign port and diverted to another U.S.
the Agent at the sailing port should be informed, in order that he
advise the authorities accordingly. If the authorities are not advised
vessel is liable to a fine of U.S.$1000.00. Vessels have to pay a
fee to U.S. Customs of U.S.$397.00 regardless of size. Also if vess
diverted to another U.S. port after being cleared for a foreign port, ad
the Agent of any slops on board for Customs purposes.

SHIPMASTER'S REPORT: April 1988.
Berth: Gregory.
Location: 27° 52′ 43″ N., 97° 15′ 38″ W.

The private docks of Reynolds Metals Co. are located on the N
side of Corpus Christi Bay, Texas, on Chart No. 11309. The facil
known as Gregory Reynolds Sherwin Plant Dock.
Weather: Humid sub-tropical climate with prevailing winds onshore
East and Southeast at 10 – 15 knots. "Northers" may be expected
November to March with winds over 20 knots. These may be se
from December to February and up to 50 knots. Generally lasting
1.5 – 3 days. Tropical storms/hurricanes may occur from Jun
October, reaching a peak in September, infrequently in May
November.
Communications: Reynolds Metal Co., Richmond, Va. Telex No. 82
AAB REMETCOGO RCH, or via Agent.
Pilot: Aransas Corpus Christi Pilots are on VHF Channel 12, call
"KQU 371".
Time: GMT minus 6 hours. Summer time of GMT minus 5 hou
applied from first Sunday of April to last Sunday of October each
Channel: Navigation to Sherwin Dock is via Main Corpus Christi Cha
from Aransas Pass inlet, thence via La Quinta Channel to the D
Total distance 22 miles. Several commercial marine installations
private homes border the channel. These are susceptible to w
damage from vessels' wakes. Vessels are cautioned to reduce sp
on approaching such installations and enter the reduction in the s
log book.
Draft: Channel controlling depths are published in Notice to Mari
Draft is presently restricted to 45 ft. Bauxite Pier Facility No. 5 – d
of water 45 ft. Alumina Pier Facility No. 90 – depth available 38
MLW (subject to shoaling).
Density: Generally 1022.
Tidal Range: 1.4 ft. Strong winds also affect water levels in Co
Christi Bay as much as the tides.
Bauxite Pier Facility No. 5:

Max. LOA: 800 ft.

Max. beam: 106 ft. (larger vessels by arrangement).

Air draft: Max. of 50 ft. from top of hatch cover in open positi
water line.

Hold depth: Max. of 66 ft. from top of hatch cover in open positi
bottom of hold.

Min. hatch size 39 ft. × 39 ft.

Max. overhang into wings: 36 ft.

Min. distance after end last hatch to front of accommodation: 10

Washing of holds at the berth is permitted but the wash water ca
be pumped overboard or a fine will result. Free surface in the hol
also detrimental to the clean up process, as the vessel must be ke
level as possible because of the rotary motion on the tank to
unloader as it makes its final pass. Gantry travel of the Sumi
Continuous Unloader is 606 ft. Max. unloading rate 2,000 tonnes
hour. Overall average rate 1,000 – 1,200 tonnes per hour.
personnel used exclusively. Plant labour make a good job of res
removal, but at the same time 2 or 3 crew may work in hold during
clean-up.

Vessel design: Deck should be clear of obstructions such as cra
raised deck houses, light stands at side, log racks, etc.
Alumina Pier Facility No. 90:

Max. LOA: 680 ft. but this depends on distance from forward ha
stern, which should not exceed 550 ft.

Loading chute outreach from fender line: 67 ft.

Air draft: Max. of 31 ft. 06 in. at ship's rail/bulwark.

The chute travels out on an incline so can usually accept 33 ft.
at hatch coaming, depending on distance in from side of vess
necessary list the vessel to meet this requirement. A list of 5°-
considered the maximum allowable by plant personnel for working
and ballasting cannot be started until boarding party is off the
and a draft survey complete. Most large vessels find it necessar
one cargo hold with water ballast to meet this restriction and c
must be taken when deballasting not to exceed loading rate. L
rate about 500 tons per hour. Cargo stows at 55 lb./cu.ft. or 41
43 cu.ft./ton. Cargo is very dusty and abrasive. Wheelhouse sho

sealed and accommodation ventilation "air washers" should be used if fitted. It is also helpful if a positive pressure of about 1 p.s.i. can be maintained in the accommodation by adjusting the supply/exhaust fans. There is no shore scale and although Plant may use a Surveyor to determine Bill of Lading quantity, vessel is responsible to advise terminal when loading is complete.

Hatches must be clean, fresh water washed and dry, with no residue in hold or underside of covers. A Surveyor will carry out a "Cleanliness" inspection before the vessel will be accepted. Crew must open/close hatches and haul ship alongside berth during loading operation. Gangway of the vessel used and safety net is recommended. Vessels normally turn and berth head out, port side to, using 2 tugs.

Fuel oil and Diesel oil are available by barge and small amounts of diesel oil available by tank truck, but some vendors do not like to deliver during cargo operations due to dust. U.S.C.G. also prohibits tank truck hose from loading over water so coordination with loading sequence is essential at Alumina Berth. Barging cost from Corpus Christi is about U.S.$3,600.

Fresh water may be taken in quantities up to 300 – 400 tons at no cost, but ship's crew must connect/disconnect and use own hose. Connection must be tight with no water leaking to dock.

AUTHORITY: Port of Corpus Christi Authority, P.O.Box 1541, Corpus Christi, Texas 78403. *Tel:* (512) 882-5633. *FAX:* (512) 882-7110. *Contact:* John La Rue, Executive Director. Frank C. Brogan, Director of Engineering Services. Ed Altemus, Director of Trade Developoment. Jim Burns, Harbour Master.

DETROIT, Michigan: 42.19 N. 83.05 W. **(See Plan)**

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Compulsory unless Master holds Exemption "B" Licence. 24 hours' notice of arrival required by Agents who arrange Pilot.
ANCHORAGES: In depths from 29 ft. – 51 ft. in the Detroit River off the marine terminals and away from main channel.
RESTRICTIONS: St. Lawrence Seaway navigation season approx. from April 15th to December 15th. Controlling depth 27 ft. Minimum depth of 25 ft. in the Detroit River. The Amherstburg Channel has a depth of 27 ft. 6 in. for upbound traffic.
MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 26 ft. draft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Available, not compulsory but recommended for some terminals.
BERTHING: *Detroit Marine Terminals:*
2,100 ft. dock with 27 ft. LW depth.
2 berths.
3×250 ton diesel crawler cranes.
1×200 ton diesel crawler crane.
1×50 ton diesel electric travelling gantry crane.
1×25 ton diesel electric travelling gantry crane.
1×15 ton diesel electric travelling gantry crane.
Lift trucks up to 65,000 lb. capacity.
Harridon Terminal, Inc:
790 ft. dock.
1 berth.
3×5800 link belt hydraulic crawler cranes.
Michigan Marine Terminal:
650 ft. dock.
Liquid bulk products (from No. 2 Oils to heavy residual fuels).
Liquid bulk products (asphalt).
17 storage tanks.
Can ship and receive by water, truck and rail. Can receive by Buckeye and Wolverine pipelines.
Hickman, Williams and Co.:
1 berth.
Load bulk materials with conveyor. Unloading by self-unloaders.
Nicholson Terminal & Dock Company:
3,400 ft. dock with 27 ft. LW depth.
4 berths.
195,000 sq.ft. covered storage.
Total 50 acres.
2 cranes, 70 ton capacity at 40 ft. radius.
2×4100 Manitowac crawler cranes.
2×12 ton gantry cranes.
3×30 ton diesel locomotive cranes.
1×85 ton Lima truck crane.
1×72 ft. combination rail/truck scale.
2×Diesel electric locomotive engines.
2×87 in. magnets.
11×65 in. magnets.
5×55 in. magnets.
12 buckets: 1.5 yds. to 30 yds. capacity.
4 front end loaders 8 yds. to 12 yds. capacity.
1×Trojan 1500 loader 1.5 yds. bucket.
25×forklifts 5000 lb. to 80,000 lb. capacity.
2×25 ton overhead cranes for cargo.
1×6 yds. scrap grapple.
Motor City Internmodal Distribution, Inc.:
500 ft. dock with 28 ft. LW depth.
1 berth.
140,000 sq.ft. covered storage.
Total 18 acres.
6 forklift trucks.
1×60 ft. truck scale 300,000 lb. capacity.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
CONSULS:
Australia
Austria
Barbados
Belgium
Belize
Canada
Chile
Colombia
Costa Rica
Denmark
Dominican Republic
El Salvador
Finland
France
Germany
Guatemala
Haiti
Iceland
Italy
Japan
Jordan
Korea
Lebanon
Liberia
Luxembourg
Malta
Mexico
Netherlands
Norway
Panama
Paraguay
San Marino
Spain
Sweden
Switzerland
Yemen
REPAIRS: All marine repairs can be effected.
SURVEYORS:
Champness & Associates, 10573 W. Jefferson Avenue, River Rouge 48218. Tel: 849-2345.
Fisher Marine Surveys, Inc., 11772 Postlane, South Lyon 48178. Tel: 1-437-9655.
General Adjustment Bureau, 30100 Van Dyke, Suite 306, Warren 48093. Tel: 573-7600.
Robert Harris, 1812 Wiltshire, Berkley 48072. Tel: 544-8736.
Intermodal Technical Services Inc., 30100 Van Dyke, Suite 335, Warren 48093. Tel: 575-9311/2.
Intersurvey, Inc., 22519 Maxine, St. Clair Shores 48080. Tel: 779-8954.
John P. Kauserud, 262 Fowlerville Road, Fowlerville 48836. Tel: 517-223-9730.
Robert V. Ricard, 17372 Collinson, East Detroit 48021. Tel: 776-6220.
Lennon A. Thompson Marine Consultants, Ltd., 2936 Biddle, Wyandotte 48192. Tel: 282-0052.
Toplis and Harding, Inc., 1150 Griswold – Suite 1400, Detroit 48226. Tel: 965-3033.
BANKS: Banks with International Department:
Comerica, 211 West Fort Street, Detroit, Michigan 48275-1103. Tel: (313) 222-3300.
First Independence National Bank of Detroit, 234 State Street, Detroit, Michigan 48226. Tel: (313) 256-8200.
First of America, International Division, 645 Griswold, Room 639, Detroit, Michigan 48226. Tel: (313) 965-1900, ext. 6650.
Liberty State Bank, P.O.Box 5823, Troy, Michigan 48007-5823. Tel: (313) 362-5000.
Lloyds Bank International Ltd., 100 Renaissance Center, Suite 2070, Detroit, Michigan 48243. Tel: (313) 259-1160.
Manufacturers National Bank of Detroit, International Dept., P.O.Box 659, Detroit, Michigan 48231. Tel: (313) 222-4000.
Michigan National Bank of Detroit, 30665 Northwestern Highway, Farmington Hills, Michigan 48018. Tel: (313) 737-3119.
National Bank of Detroit, 611 Woodward Avenue, Detroit, Michigan 48226. Tel: (313) 225-1174.
AUTHORITY: Detroit-Wayne County Port Authority, 151 West Jefferson, Suite 275, Detroit, Michigan 48226, U.S.A. *Tel:* (313) 259-1166. *FAX:* (313) 259-8961. *Contact:* James H. Kellow, Executive Director.

DONALDSONVILLE, Louisiana: 30.05 N. 91.00 W. **(See Plan)**

Also see "South Louisiana".

SHIPMASTER'S REPORT: September 1980 (Updated 1994).

The report was compiled over 4 visits between August 1979 and August 1980.
APPROACHES: The coastline is low at the mouth of the river and consequently does not give a good radar return. The Racon on East jetty shows up between 12 to 17 miles. Fog and mist is a complication as it is very prevalent with the added problem of the oil rigs. These are located mainly on the East side of the safety fairway but in August 1980 construction was proceeding on a structure right on the Western boundary of the safety fairway about 4 miles S.W. of the East pier.

The Sea Buoy is difficult to locate, vessel should approach as per the leading line indicated.

A strong West flowing current across the entrance can be encountered.

Draft restriction varies throughout the year and should be ascertained in good time. August 1980 at 40 ft.(FW) but patches of 39 ft. 6 in. in places. (Mud, so no difficulty.)

Officially the Bar at the S.W. Pass is the limiting factor but in practice other areas of the river up to New Orleans are as much of draft restriction factor.

Above New Orleans to Baton Rouge a battle is being fought against silting up and a large dredging programme will have to be commenced soon, otherwise the draft will be severely limited – still at 40 ft. officially.

A new road bridge about 15 miles above New Orleans is under construction called 'Ascension', clearance is likely to be 150 ft., the lowest on the river, at zero gauge or about 130 ft. at High River.
PILOTAGE: Pilot boards at Sea Buoy from a fast cutter. Ladder/gangway arrangements 6 ft. from water, normal port gangway at S.W. Pass.

Change at Pilot Town about 1 hour 45 minutes above S.W. Pass and New Orleans about 6 hours above Pilot Town.

If at anchor and requiring a Pilot a minimum of 3 hours' notice is required. Normally order Pilot through Agent. The Baton Rouge-New Orleans Pilots may only berth ships at Donaldsonville about 3 times per month.

ANCHORAGES:

Belle Chase	Mile post 75	1 hour below New Orleans	
12 Mile Pt.	Mile post 81	30 minutes below New Orleans	
Bonte Carre	Mile post 128	2 hours above New Orleans	
Burnside	Mile post 169	4 hours above New Orleans	

All anchorages are standing moor operations, if proceeding down river 2 tugs will be required to swing vessel into current, this is *essential* in High River season.

The bank is steep and muddy and as long as vessel lies quietly onto bank little damage can result. In fact this is preferable to hanging out in midstream and getting hit by passing barge strings and shipping.

VHF: Public correspondence as per ALRS. Moving upriver-Venice, New Orleans, Convent (Channel 25) and Baton Rouge. Just about in coverage all the way up from Pilot Town to berthing, all stations very busy in working hours.

Pilot ordered through Agent and on Channel 16.

USCG: Follow VTS booklet.

Boat service: At 12 Mile Point anchorage a launch service operates on Channel 20. Pilots and Agent board by this service.

MAX. SIZE: *C.F.I.:* Max. draft 40 ft.

TUGS: 'Crescent' tugs of around 2,000 h.p. are stationed at Burnside which are available if not handling larger vessels.

BERTHING: *Berth approach and depths:* This is the cause of most concern at Donaldsonville. The channel is at its narrowest off Triad Berth (the downstream berth 0.5 miles below C.F. Industries at Mile Post 173.5), having a minimum depth of 30 ft. (Zero Gauge at Donaldsonville) over a width of 140 ft. and is steep to, falling to 20 ft. over 180 ft. in width.

Gauge reading can vary from about +5 ft. after a dry Summer to +26 ft. or more at the end of the Winter season when the snows to the North are melting.

There is a set onto the Triad Berth varying with the main current. Again as the river height increases, the current varies from 0.5 knots in late Summer to upwards of 5 knots or more in late Winter. Effect is increased by a Northerly wind.

Berth Approach: Head upriver on berthing, unberth stern first until clear of shoal, approximately when bow is 50 ft. downriver of lower Dolphin on Triad Berth, then swing with aid of tugs. Actual depth alongside (Zero Gauge) C.F.I. Berth = 44 ft. (minimum) Triad Berth = 41 ft. (minimum).

Guidelines for berthing as follows:

C.F.I. Berth: Berthing or unberthing in daylight only. No vessels to be on Triad, berthing or unberthing.

Triad Berth: Night movements dependent on wind, tug power, etc.

The question of taking bunkers thereby increasing the draft arises. If berthing at Triad only, can take before berthing. If also berthing at C.F.I. it is best left until clear of C.F.I. Berth.

Berths: C.F.I. Berth: Reasonable condition. Short steel jetty with 2 dolphins plus mooring buoy at either end, the nearest dolphins either side of the jetty are interconnected by a catwalk.

At 26 ft. the maindeck is level with dolphins so gangway must be turned in. B.O.T. type gangway by pilot ladder position to after dolphin. Port side alongside.

Berth also used for loading bulk fertiliser. Watch the bulk boom as it is left unsecured and can be fouled.

Triad: 0.5 miles downstream from C.F.I. (plants back onto each other).

Basically the same as C.F.I. but dolphins not connected to jetty. No mooring buoys, all dolphins, not as good condition as C.F.I. Bulk fertiliser also loaded. Port side alongside, B.O.T. type gangway amidships.

Moorings: Basically 3, 2, 2, crossed after springs each berth. Mooring boat which moors forward first then aft. Lets go aft first – very handy as propeller is clear quickly. (See "Plan") – have moorings ready before arrival.

CARGO: Ammonia only at both berths plus bulk fertiliser. Labour on both berths assists in connecting up.

C.F.I.: Ship's 12 in. to 8 in. reducer plus shore 150 – 300 ASA spool piece.

No vapour return line, no venting. Loading at 450 t.p.h. but depends on pumps available, normally two. Emergency stop for ship operation.

Triad: Ship's 12 in. to 8 in. reducer. No VRL, no venting. Loading at 350 t.p.h. but again depends on available pumps. Shore tanks are set back further than C.F. Industries and line heating is apparent.

FRESH WATER: Not available at Triad Berth or C.F.I. Berth. Barge from New Orleans costs about $1,500.

TELEPHONE: On Triad berth through the terminal operator. Local calls free, long distance calls collect. Pay telephone on deck at C.F.I.

GENERAL: Donaldsonville Town nearby, about $5.00 in a taxi. Baton Rouge about 45 minutes away. The International Airport at New Orleans is about 1.5 hours away.

Stores: Lorries can back down jetty roadway to within a few feet of manifold area. A permit has to be obtained at both berths.

USCG: Usual pre-arrival hazardous ship reports to Coast Guard Captain, New Orleans.

Necessary to have a Coast Guard escort through New Orleans. Check must be made that the Pilot is advising the USCG of the vessel's position and that she requires an escort. Escort with blue flashing light (fast patrol launch) joins off Algies Point and goes through to Huey P. Long Bridge, and vice versa.

THE FOLLOWING REPORT (Dated November 1980) IS TO BE READ IN CONJUNCTION WITH THE REPORT ABOVE.

SW Pass: The West flowing current is very strong, about 5 knots across entrance and in region of Fairway Buoy. Steer well to the East.

9 Mile Anchorage: Boat charges $35.00 per boat, any number persons, 24 hour basis. Runs on hour every hour for shore leave purposes by arrangement. Call 'Port Ship Services Poydras' on Channel 20. Minibus to New Orleans at $5.00 per person can be arranged.

Tugs/Pilot: Minimum 2 hours' notice, order through Agent.

VHF: Agent: On Channel 16 and 73, Tricon (Trammo Agent) on Channel 16 and 73. Chandler: Sarussen Marine, on Channel 16 and 9.

Films: Sea View Films: Best to cable direct as per Walport Instructions. Also change Vidpack. Change from launch if required when passing New Orleans.

Burnside Anchorage: Boat Charges: $20 per boat plus $5 per pe
Call "Webber Marine" Burnside on Channel 16 and 18A.

Agents: Call Tricon Burnside on Channel 16 and 73 (Trammo Age

Donaldsonville: Depths – See latest chart, shoaling along
CF Industries and off Triad.

Berthing/Leaving scraped alongside Triad berth, maximum 30 ft

Turn when one ship's length below "Triad", lower dolphin.

Three "Parish" tugs used in and out.

To line up manifold at C.F.I., pilot ladder gate should be in line
gangway on lower dolphin.

Water rate is 5 t.p.h. from fire hydrant stand pipe, not hose.

Water by barge from Baton Rouge at $4.00 per tonne. Minim
100 tonnes plus $85.00 per hour for tug. Minimum 4 hours =$740

No bunkers officially allowed alongside, but can probably take de
at night.

Agents: Tricon in Burnside are now Trammo Agents.

AUTHORITY: *Operator:* C. F. Industries Inc., Donaldsonville Nitrog
Complex, P.O.Box 468, Donaldsonville, Lousiana 70346, U.
Tel: (504) 473-8291. *FAX:* (504) 473-0202. *Contact:* Vance Barry,
Captain.

DULUTH-SUPERIOR, Minnesota: 46.49 N. 92.09 W.

Refer to "St. Lawrence Seaway" for important general information
PILOTAGE: U.S. or Canadian Pilot compulsory except when Maste
officer specially qualified to navigate waters concerned. Pilots obta
from Western Great Lakes Pilots Association, 2231 Catlin Ave
Superior, WI 54880. Duluth entry – Pilots picked up at point 2 miles
East of pierhead lights. Superior entry – pick up Pilot 2 miles N.N.E
lighthouse. Advise Agents 24 hours in advance of ETA for schedu
Pilot, Customs, Immigration, and Agricultural Inspection. Masters sh
hold to the South of convergence of shipping lanes at the Duluth E
and to North of this convergence at Superior Entry when approac
to embark a Pilot.

ANCHORAGES: Anchorage areas near Duluth and Superior entries
South and Eastward and North and Eastward respectively of m
channel through harbour. Marked by anchorage buoys. Vessels m
only anchor clear of channels at all times.

RESTRICTIONS: Because of varying conditions of wind and curr
no restriction placed on speed passing through entry piers at e
Duluth or Superior entry. Speed throughout harbour limited to 7 kn
Speed through bridges other than the Aerial Bridge at Duluth e
limited under normal conditions to 6 miles per hour. Because of cur
conditions at inner end of Duluth entry, both inbound and outbo
vessels must leave vertical black/white striped mid-channel or t
buoy on starboard hand. This gives outbound ships maximum stra
run.

MAX. SIZE: Draft 26 ft. Duluth Harbour Entry: Duluth ship's ca
minimum width 300 ft. Superior Entry: Minimum width 500 ft. minim
depth at inner end of 27 ft.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Alban

HEALTH: See "Health: All Ports" before first U.S.A. port (Alb
Illness Reports made to Chicago Quarantine Station.

RADIO: Prior to entering harbour vessels must make "Security Cal
Channel 51 from 10 to 20 minutes in advance advising inten
movement. All vessels should monitor Channel 51 at all times w
under way to determine position and intent of other vessels movi
constricted areas within harbour and approaches.

BRIDGES: Aerial Bridge spanning Duluth entry vertical clearanc
138 ft. Signal for opening bridge shall be given by vessels approac
from lakes, in all circumstances, when not less than 1 mile from br
A flashing amber light on harbour side of Aerial Bridge warns outbo
vessel of approach of inbound vessel in lake.

TUGS: Available, not compulsory.

BERTHING: *Clure Public Marine Terminal.*

Length of dock: 6,600 lineal ft., 7 ship berths, 4 for unloading/load
3 for fitting, cleaning, standby, etc. Water depth: 30 ft. 2×90-ton C
gantry cranes for container handling. 12 grain loading berths.

Bulk Cargo Docks	*Berth Length* (ft.)	*Depth* (ft.)	*Storage Capacity* (tons)	*Main Commoditie*
Amoco Oil	550	21	703,000 (bbls.)	Petroleum Produ
*Burlington Northern 1	2,244	27	110,000	Taconite
Burlington Northern 2	2,100	27	52,500	Ore, Taconite Pe
Burlington Northern	816	28	72,000	Taconite Pellets
Cutler–Magner Superior	1,250	27	500,000	Limestone
Cutler Magner Salt	1,000	26	300,000	Granulated & Roc
**DM & IR Dock 5	2,304	28	Out of Service	
**DM & IR Dock 6	2,304	28	110,000	Taconite Pellets
Hallett Dock 6A	2,000	24	(outside)(inside) 500,000 125,000	Misc.
Hallett Dock 5	2,373	27	550,000	Coal, Stone, Mi
Hallett Dock 6	2,060	23	600,000 (Liquid Storage Tank – 3,000,000 Gal. Cap.)	Coal, Ore, Ston Steel, Misc.
Lafarge Corp. Duluth	345	22	14,000	Cement
Lafarge Corp. Superior	1,186	26	8,290	Cement
Marine Fuelling	980	22	90,000 (bbls.)	Petroleum Produ
C. Reiss Terminal Duluth	2,854	23	800,000	Coal, Stone, Mi
St. Lawrence Cement	600	27	43,000	Cement
Superior Midwest Energy Terminal	1,200	27	7,000,000	Coal

*Burlington Northern also has 5.2 million ton pellet storage yard.

**Dm & IR also has 2.75 million ton Lakehead Storage Facility for pellets.

Grain Elevators	Berth Length (ft.)	Water Depth (ft.)	Total Spouts	Capacity (Bushels)
Cargill B–1	1,000	27	2	7,800,000
Cargill B–2	1,000	27	4	2,000,000
Peavey Co. Elevator M	800	28	0	2,100,000
Peavey Co. Connors Point	790	30	6	3,500,000
Peavey Co. Globe Elevator	620	27	3	4,000,00
General Mills Elevator A Bagging Plant	1,900	27	2	3,792,000
Harvest States Cooperatives No. 1	700+Gallery	30	10	8,000.000
Harvest States Cooperatives No. 2	1,250	27	6	11,000,000
AGP	930	27	1	4,100,000

Private Terminals	Berth Length (ft.)	Depth (ft.)	Closed Storage (tons)	Open Storage (tons)	Cranes
Lake Superior Warehousing Co., Inc.	6,600	30	300,000	30 acres	2×90 ton
Hallett 5	2,373	27	20,000	550,000	None
Hallett 6 (Dry) (Liquid)	2,060	23	None	600,000 tons Liquid Tank storage 3,300,000 gals.	2×18 ton
Hallett 6A	2,000	24	125,000	500,000	None
Hyman Michaels Co. Div. of Azcon Corp.	1,586	26	None	75,000	2×40 ton 1×50 ton 1×30 ton Gantry 2×50 ton Crawlers
Incan Superior	45	18	None, rail car ferry: Roll–on/Roll–off terminal facility		None
C. Reiss Terminal Duluth	2,854	23	None	800,000	None

MEDICAL: All medical assistance available.
DENSITY: Fresh water.
FRESH WATER: Available at most docks in both ports.
FUEL: Available from dock or by barge.
FIRE PRECAUTIONS: No open fire permitted on deck of any vessel while in harbour. This restriction does not apply to a vessel at a shipyard which will be governed by the shipyard's local rules, nor to vessels in lay-up or fit-out status at ore docks.

Ocean vessels, upon docking, shall put on off-shore side of vessel, wire rope lines fore and aft as tow lines for use in pulling ship off dock face in case of fire. Such tow line shall be securely made fast to bitts with eye about 1 ft. above the water.
REPAIRS: All ship repairs can be effected.
DRY DOCKS: At Superior: Fraser Shipyards: one 831 ft. by 95 ft. and one 628 ft. by 76 ft.
CERTIFICATES: Masters are required to present Safety Inspection Certificate of cargo handling equipment and gangways to stevedoring companies and other employers of harbour labour upon request.
SHORE LEAVE: Allowed.
IDENTIFICATION CARDS: Required by Immigration.
GARBAGE DISPOSAL: North Star Marine Operators, N. 7th Avenue W., Duluth, MN. 55806. Tel: 218-727-6969.
WASTE OIL DISPOSAL: See "Garbage Disposal".
SEAMAN'S CLUBS: Twin Ports Ministry to Seafarers Inc., 2024 W. Third Street, Duluth, MN. 55806. Tel: 218-727-5897.
AUTHORITY: Seaway Port Authority of Duluth, P.O.Box 16877, Duluth, Minnesota 55816-0877, U.S.A. *Tel:* (218) 727-8525. *FAX:* (218) 727-6888. *Contact:* Davis Helberg, Port Director.

EL SEGUNDO, California: 33.54 N. 118.27 W.

OPERATOR: El Segundo is a Chevron U.S.A. offshore multi-buoy marine terminal and refinery.
LOCATION: The terminal Sea Buoy is located approximately 1,750 ft. due West of Berth No. 3 in 78 ft. of water at Lat. 33° 54′ 42″ N., Long. 118° 27′ 30″ W. This lighted bell buoy is painted red with 6 in. high white letters reading, "2 ES". It exhibits a white flashing light every 4 seconds (flash 0.4 secs., eclipse 3.6 secs.). The lantern is 13.5 ft. above water. A current meter and Racon beacon have been installed. The Racon transmitter will be transmitting Morse code "C".

In addition to the many tanks of the El Segundo Refinery, the chimneys of power plants adjacent to the Marine Terminal form prominent landmarks. 2×334 ft. chimneys painted with alternating red and white horizontal stripes mark the Los Angeles Department of Water and Power Scattergood Steam Plant located just North of the Terminal. Directly South of the Terminal is a set of 4 shorter chimneys at the Southern California Edison Co. Power Plant.
DOCUMENTS: Five copies each of the following documents are required for entry and clearance:
Crew List (I-418)
Crew's Effects Declaration (1304)
Ship's Stores Declaration (1303)
Inward Foreign Manifest (1302: If vessel is to discharge at more than one port, each port, with its cargo, must be listed on a separate manifest).

MAX. SIZE:

Berth No.	Maximum Draft (ft.)	Maximum Length (ft.)	Vessel Tonnage (d.w.t.)	Water Depth at MLW (ft.)
1	Removed 1984			
2	Removed 1993			
3	51	1,000	Up to 150,000	63
4	56	1,000	Up to 150,000	65

RADIO: *Pre-arrival radio message to ship:*

The vessel's Agent will normally advise the vessel by radio of the following general information when the vessel is approximately 3 days out:

Mooring Master boards 3 miles S.W. of sea buoy.

Have starboard hose boom derrick rigged (if so equipped) and 7 good strong mooring lines ready – 3 main deck forward, 3 main deck aft, 4 poop deck (polyester lines only).

Sumatran Crude average cargo temperature must be 125°F on arrival.

Anchor in Anchorage "A" or "B" as directed by message from shore.

Have pilot ladder rigged on starboard side.

Assure 125 p.s.i. pressure on riser during discharge.

Any Customs, quarantine, etc., special information.

Advise if all cargo pumps are in good operating condition, and best average discharge rate.

Radio Communication Prior to Arrival:

Estimated time of arrival (ETA) and requirements for services should be directed to the ship's Agent. ETAs should be sent 7 days, and repeated 3 days and 24 hours, prior to arrival.

Within 2 hours of arrival, communications may be established with the mooring launch via VHF radio Channel 10.

Radio and Telephone Ship to Shore Communications:

UHF Radio. The Mooring Master is equipped with a UHF radio for direct communications with the Terminal Control room at all times from the start of mooring until the vessel has cleared the mooring on departure.
BERTHING: It is expected that the vessel will provide berthing and messing facilities for the 3 man launch crew as well as for the Mooring Master and Environmental Cargo Officer.

Mooring Gear: Each anchor shall be equipped with no less than 10 shackles of chain. Vessels over 50,000 d.w.t. shall have at least 12 shackles on each anchor. Wires on mooring winches should be at least 1,000 ft. (preferably 1,200 ft.) and should have 130,000 lb. to 220,000 lb. breaking strength, depending upon the size of the vessel. Constant tension winches must be braked by means of manual brake.

Synthetic fibre lines of dacron or polyester must be at least 9 in. in circumference and 120 fathoms in length.

NOTE: Polyester/Dacron lines are the only lines acceptable. If vessel is not so equipped polyester mooring lines can be rented from the terminal.

Mooring lines should be located as follows:
1. At least 3 lines on the main deck forward
2. At least 3 lines on the main deck aft
3. At least 4 lines on the poop deck.

If vessel over 100,000 d.w.t. fittings must permit doubling of all lines. Each synthetic line requires a separate bitt.

Mooring Facilities: Berth No. 3 is a 7-point mooring used for the transfer of fuel, crude and refined products. It is located approximately 2,400 yards offshore. There are 2×12 in. hoses available.

Berths No. 2 and 3 are each equipped with 1 unlit spar buoy and a can buoy. The seaward spar buoy marks the location of the offshore end of the submarine hose when the hose is on the bottom. A can buoy, or hose marker buoy, is connected to the end of the submarine hose by a chain. The submarine hose string in Berth No. 3 is connected to the seaward end of a 26 in. submarine pipeline and a 12 in. line for circulation, by seven 16 in. diameter × 25 ft. lengths of hose followed by one 12 in.×25 ft. length hose and one 12 in. diameter × 30 ft. long over-the-rail hose.

Berth No. 4 is equipped with 1 unlit spar buoy and 1 unlit can buoy. The inshore spar buoy marks the end of the 36 in. submarine line and 14 in. circulation line. One hose string comes off the main 36 in. submarine line. The hose string consists of 5×35 ft. long lengths of 20 in. hose, followed by a reducer and then 2×25 ft. long lengths and 1×30 ft. long over-the-rail length of 16 in. hose. The end of the hose string is connected to a can buoy by a chain.

NOTE: VHF marine operator is also available, marine operators are located at Redondo Beach and San Pedro.

Hose Handling: The vessel will be expected to have suitable equipment on deck and ready for making the connection to the submarine hose.

Berth No. 3 requires a lifting capacity of at least 7 long tons for vessels up to 30,000 d.w.t. and at least 10 long tons for vessels over 30,000 d.w.t.

Berth No. 4 requires a lifting capacity (calculated load) of 10 long tons.

Procedure for Discharging: At the completion of most cargo discharges the vessel will be required to receive a 150 bbl. hose wash displacement of cutter stock or gas oil. This is to prevent the hose from plugging while not in use.

Product Transfer Rates, Pressure and Temperature: Gasoline and jet fuel loaded at Berth No. 3 are usually transferred at 7,000 – 12,000 bbls.p.h. with a pressure at the ship's rail not to exceed 50 p.s.i. Gasoline and jet fuel are discharged at Berth No. 3 with a pressure not to exceed 125 p.s.i. at the ship's rail. Hoses are rated to 150 p.s.i.

Fuels and crude are loaded at Berth No. 3 at rates to 20,000 bbls.p.h. No. 3 Berth hoses are heavy duty 275 p.s.i. rated. Vessels are expected to maintain discharge pressure of at least 125 p.s.i. at the ship's rail and/or a flow rate of 20,000 – 25,000 bbls.p.h.

No. 4 Berth hoses are heavy duty 275 p.s.i. rated, and the system has a normal working pressure of 180 p.s.i. On this one hose system, vessels are expected to maintain flow rates of up to 50,000 bbls.p.h.

Sumatran Crude cargo will not be accepted by the facility unless the ship's average tank temperature is at least 125°F. However, the average temperature for Sumatran Crude should not exceed 130°F. in order to

avoid excessive vaporization of the light fractions in the crude. Heavy viscous residue fuel cargo will not be accepted from a ship unless the ship's average tank temperature is at least 130°F.
MEDICAL: Several hospitals are available in the area. U.S. Coast Guard or local ambulance service may be expected to know what hospital is best suited to handle a particular emergency.
FRESH WATER: Potable water is not available at this mooring. Water barge service is not available in the area. Closest supply is the harbour at San Pedro.
FUEL: Bunker fuel for ship's use is not available in the moorings of the El Segundo Marine Terminal.
BALLAST: No ballast can be accommodated at the Terminal.
CONSULS: Consulates of most of the maritime Nations are maintained in both the cities of Los Angeles and Long Beach.
AIRPORT: The Terminal is located approximately 2 miles South of Los Angeles International Airport.
TIME: Standard Time along the entire West Coast of the United States is GMT minus 8 hours. Daylight Saving Time is from first Sunday in April till last Sunday in October. Clocks are advanced 1 hour in Summer.
WINDS/TIDES/CURRENTS: *Winds:* Westerly, onshore winds usually prevail. Gales are very rare in Santa Monica Bay, but the local thermal winds blowing from a Northerly direction sometimes necessitate interruption of transfer operations and require moving a ship from the mooring to anchor.

Northerly winds occur during the period from October through May.
In the Autumn and Spring, duration averages 4 to 6 hours
In November, December and January, duration averages 10 hours.
Velocities up to 52 knots have been recorded.

Tides and Currents: Normal tides of approximately 6 ft. pose no significant problems in this open roadstead.

Currents run unpredictably North or South along the coast in the vicinity of the Terminal. The current is most commonly from North to South and is stronger in Summer than in Winter.
GENERAL: *Supplies:* Modest quantities of supplies may be taken aboard while at the moorings if absolutely necessary, provided the Mooring Master gives prior approval. This practice is discouraged in view of the sea swell and wind conditions that can develop in the open roadstead of the moorings, as well as the long distances to normal marine supply facilities.
Launch service: A company operated launch may be chartered for vessel's use through the vessel's Agent at the option of the Owner's representative. This launch operates between the moorings and the Port-O-Fino Dock in King Harbour, Redondo Beach, on a published 4 hours' schedule which may be obtained from the Mooring Master. A one-way trip takes approximately 40 minutes.
Pilot Ladder: The vessel shall rig a safe and secure pilot ladder or pilot hoist (not accommodation ladder) for the Mooring Master and Government Officials to use in boarding and leaving the vessel.
Air Pollution: Any vessel showing visible smoke in excess of 3 minutes is in violation and may expect to be cited and required to pay substantial fines.
Dumping of Garbage: Dumping of rubbish or garbage overboard within 50 miles of the coastline is prohibited.
AUTHORITY: *Operator:* Chevron Shipping Co., 1006 Pier "F" Avenue, Long Beach, CA 90802, U.S.A. *Tel:* (310) 983-3660. *Telex:* TWX 910-345-6396. *FAX:* (310) 983-3666. *Contact:* Captain G.T. Robson, Port Superintendent.

U.S.C.G., Captain of the Port, Los Angeles/Long Beach, 165 N. Pico Avenue, Long Beach, CA 90802. Tel: (213) 590-2315.

El Segundo is an open roadstead marine terminal with no official Port Authority other than U.S.C.G.

ERIE, Pennsylvania: 42.10 N. 80.05 W. **(See Plan)**

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Not compulsory. Seaway Pilots will assist if required.
RESTRICTIONS: Navigation season from 14th April to 26th December approx. The port is connected to Lake Erie by an entrance channel, depth 28 ft. Vessel's size restricted by Seaway locks.
MAX. SIZE: 730 ft. length; 26 ft. draft.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station. Quarantine procedure undertaken at Quebec City for incoming vessels from foreign ports.
RADIO: Master must give at least 24 hours' notice to Commander, 9th Coastguard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours' notice of ETA at first U.S. discharge port is required.
TUGS: Available. Not compulsory, but sometimes necessary in bad weather.
BERTHING:
Erie Marine Enterprises, Inc.: New ship assembly yard with graving dock (largest on Great Lakes), available for dry dock repairs.
Ore Dock: 1,000 ft. long, 26 ft. – 27 ft. of water alongside. The ore dock has 400,000 ton storage pad available for lease.
Port Authority East Bay Industrial Site: 75 acres available for sale or lease.
Erie International Marine Terminal: Leased to Mountfort Terminals Ltd., stevedores for the Port of Erie; 1,400 ft. long, with 28 ft. of water. Terminal used for bulk and general cargo; 23 acres; 750,000 sq. ft. of warehousing and transit sheds with truck and rail loading facilities; 2×200 ton and 1×230 ton mobile cranes equipped with magnets, buckets and gear for heavy lifts, also 300 ton stiff leg crane. Terminal served by ConRail with reciprocal switching for N&W and B&LE railroads. A total of more than 100 acres of waterfront property is available where an industrial complex may be constructed.
DENSITY: Fresh water.
MEDICAL: All facilities available.
FRESH WATER: Obtainable by pipeline at all docks.
FUEL: All grades available by pipeline at all docks.
REPAIRS: Local shipbuilding company can handle most repa Dry dock available.
GARBAGE DISPOSAL: Service not available.
WASTE OIL DISPOSAL: Service not available.
SEAMAN'S CLUBS: None.
AUTHORITY: Erie-Western Pennsylvania Port Authority, 17 We Dobbins Landing, Erie, PA 16507-1424, U.S.A. *Tel:* (814) 455-75 *FAX:* (814) 455-8070. *Contact:* Larry Morosky, Executive Director.

EUREKA, California: 40.48 N. 124.10 W. **(See Pla**

DOCUMENTS: In addition to the documents detailed below, Agent present to Master normal Customs forms to be signed, such as Mast Oath, Permit to Lade, Inward & Outward Manifest, etc. These forms be filled out by local Agent and Customs Broker and presented to lo Customs house when entering and clearing vessel:
Foreign Flag Vessels:
I. Entering from another U.S. port:
3 Crew Lists.
3 Passenger Lists (only if passengers on board).
3 Curio Lists.
3 Stores Lists.
Permit to Proceed (issued at last U.S. port).
Travelling Manifest (only if there is foreign cargo on board).
Ship's Register.
II. Entering from a foreign port:
3 Crew Lists.
3 Passenger Lists (only if passengers are on board).
3 Curio Lists.
3 Stores Lists.
Travelling Manifest.
Permit to Proceed.
Ship's Register.
Ship's Tonnage Tax Certificate.
Clearance from a foreign port.
PILOTAGE: Telegraphic address of Pilot station "Humbar". 24 ho advance notice of ETA; in case of change in ETA give minimum 4 h notice. Contact pilot boat on VHF 156.8 MHz (Channel 16). Radio wa is maintained 2 hours prior to arrival at sea buoy on Channel 16. Work Channels are 13, 10 and 77.

No Pilot boat on station. Local Pilots use tug "Sea Otter" length 9 Tug colours: red funnel, buff and white superstructure and black h As no Pilot boat on station, sound signals not required. Vis international flag and light signals observed. Pilot will board vessel wi 1 mile radius North, South and West of sea buoy. Sea-buoy loca 1.4 miles from end of North jetty lined up with range lights bearing 1 true.

Specific requirements: *(a)* Pilot ladder with spreaders in accorda with Solas Regulations, and 12 ft. above water. *(b)* At night – bri light to illuminate ladder. *(c)* Recommended anchorage outs Humboldt Bay located 1 mile South of sea-buoy in 15 fathoms of wa
ANCHORAGES: Inside harbour, weather permitting. Light draft ves (22 ft. or less) South of Fairhaven Dock (Simpson) and West of Stand Oil Dock.
RESTRICTIONS: Humboldt Bay is a 24 hour port; restrictions if would depend upon manoeuvrability and horsepower of vessel du peak tide. Range of tide normally 6 ft., extreme cases 10 ft.
MAX. SIZE: Max. LOA 740 ft., max. beam 115 ft. Max. draft 35 ft.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany
HEALTH: See "Health: All ports" before first U.S.A. port (Alba Illness Reports made to San Francisco Quarantine Station.
RADIO: Send cables through one of the following stations:

ITT World Communications, Inc. – San Francisco Marine Ra Station KFS.

RCA Global Communications – San Francisco Marine Radio Sta KPH.
TUGS: 2 tugs available, 1 tug acts as pilot boat, other tug joins ve when in harbour. Tug's lines are normally used, occasionally a s line is used. No extra charge assessed for use of tug's line. Two t minimum are used.
BERTHING: No specific requirements relating to berthing; no procedures prevail. Vessel normally docks stemming the tide.

Berths presently available at Eureka as follows:
Simpson Pulp Co.
Sierra Pacific Industries.
Louisiana-Pacific Corporation.
Olson Terminal.
Chevron USA.
Unocal.
Louisiana Pacific Chip Export Dock.

Harbour channels maintained to 35 ft. zero tide except for Sou Channel to Olson Terminal which is maintained at 26 ft. Most of b at above-mentioned docks also maintained at 35 ft. zero tide; how some occasionally fill in and recommended check with Agent as to available at specific dock where vessel intends moor and load.

STEVEDORES: 4 local gangs available. Groups ordered at 0630 hrs. in the morning for both day and night gangs. Therefore essential that local Agent or stevedore company receives accurate ETA by 0600 hrs. in the morning. Normally, vessel will advise arrival sea-buoy with a 24-hour ETA and correct ETA at a later time if necessary. The basic commodities exported from Eureka are woodpulp, woodchips, logs and lumber.

Westfall Stevedore Co. Cable Address: Westfall, Eureka. Tel. (707) 443-5688.

MEDICAL: Not necessary for Agent to receive advance notice of required medical attention unless ambulance and doctor are required on arrival. 3 hospitals in immediate area. Inoculation and vaccination certificates should be up-dated.

TANKERS: 2 tanker berths available: Chevron USA – Barges only. Unocal – deepest draft 30 ft. at zero tide. Normally only Company tankers use own facilities. Facilities privately owned and are not available for bunkering other vessels.

DENSITY: 1024-1027 (depending on time of year).

FRESH WATER: Available all berths. Delivery by hose. Rate of delivery: 10 t.p.h.

FUEL: If bunkers required, Agent must go through major contractors, who in turn will inform their local supplier of requirements. The bunkers usually diesel grade and delivered by truck on a prearranged schedule.

CONSULS: None. Nearest consuls at San Francisco.

REPAIRS: Small welding jobs, and minor machine work only. Major repairs normally carried out in San Francisco.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Services of gangway guards available if required by ship.

OPENING/CLOSING HATCHES: Normally stevedores' work unless done prior to docking. Vessel's crew may assist in opening and closing hatches, if hatches require special attention.

CERTIFICATES: Ship's Register, Load Line Certificate, Derat Certificate, Cargo Gear Certificate, Tonnage Tax Certificate and all other usual certificates required.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes and 1 lb. of tobacco. Wine and/or Spirit, 1 bottle (approx. 1 quart).

CARGO GEAR: Must be in good order and safe operating condition and all cargo gear certificates must be valid.

REPATRIATION: Normally done in conjunction with San Francisco, Portland, Los Angeles or Seattle Agent.

AIRPORT: Airport located approximately 20 miles North of Eureka. Limousine service available. Major airline, United Express. At present 3 flights per day to San Francisco.

TIME: Local time is Pacific Standard Time and is GMT minus 8 hours. However, from first Sunday in April till last Sunday in October, Eureka is on Daylight Saving Time.

HOLIDAYS: No work performed by longshoremen on following holidays: New Year's Day (January 1st); July 4th; Labour Day (1st Monday in September); Thanksgiving Day; Christmas Day (December 25th).

POLICE/AMBULANCE/FIRE: Eureka City Police 442-4545; Eureka City Ambulance 442-4551; Eureka Fire Department 443-5656; Humboldt County Sheriff Department 443-5671; Arcata Fire District 822-2424; Humboldt Fire District No. 1 442-1212.

TELEPHONES: No arrangements for placing telephones on board; however, there are pay phones nearby at each dock as well as phones in nearby offices.

SERVICES: Specific services such as tank cleaning, compass adjusting, tank washing,etc., are not normally performed in the port of Eureka and are usually performed in one of the close major ports such as San Francisco; however, there are facilities available for minor repair.

SHORE LEAVE: Crew members allowed ashore unless restricted for Customs or Immigration reasons.

IDENTIFICATION CARDS: Alien seamen require Crewman Landing Pass (U.S. Form I-95).

DELAYS: Berthing delays seldom incurred primarily due to the fact that the prime Agents are always in contact with the local Agent at Eureka informing them of vessel's ETA and prime Agent is always advised with regard to all arrivals and possible berth conflicts at this port.

AUTHORITY: Humboldt Bay Harbor, P.O.Box 1030, Eureka, CA 95502-1030, U.S.A. *Tel:* (707) 443-0801. *Contact:* Jack B. Alderson, Chief Executive Officer.

EVERETT, Washington: 47.59 N. 122.13 W. **(See Plan)**

DOCUMENTS, PILOTAGE, etc.: Refer to "Tacoma".

PILOTAGE: Pilot boards off Port Angeles Pilot Station. Tel: Seattle 728-6400, dispatcher 448-4455.

ANCHORAGE: Unlimited deep water anchorage in Possession Sound.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

VHF: Pilots on Channels 13 and 14.

TUGS: Available, join vessel off berth. 17 tugs, 150 to 900 h.p.

BERTHING:

South Terminal: Length 705 ft. Approach depth 40 ft. Depth alongside 39 ft. MLLW. Transit shed 22,500 sq.ft. Access by road, rail and barge. 25 acres adjacent paved storage area (currently used for forest products) with log debarker. 1 dolphin berth for 600 ft. vessel. Depth 40 ft. MLLW. Light vehicle access to gangway only.

Pier No. 1 South: Usable berth length 600 ft. Approach depth 40 ft. Depth alongside 45 ft. MLLW. Pier of concrete construction. Two rail spurs on dock. 1×45 ton capacity crawler mounted container crane. Access by road, rail and barge.

Pier No. 1 North: Usable berth length 600 ft. Approach depth 40 ft. Depth alongside 45 ft. MLLW. Pier of concrete construction. Two rail spurs on dock. 36,000 sq.ft. chill facility adjacent to pier.

Pier No. 3 South: Usable berth length 650 ft. Approach depth 40 ft. Depth alongside 38 ft. MLLW. Pier of concrete construction. Pneumatic bulk alumina unloader on dock. Access by road and barge.

Pier No. 3 North: Usable berthing length 650 ft. Approach depth 40 ft. Depth alongside 40 ft. MLLW. Pier of concrete construction. 10 acres paved storage area. Access by road and barge.

STEVEDORES: 11 local gangs, additional gangs may be imported if required.

MEDICAL: Doctors and local hospital available.

DENSITY: Changes daily as port is at the mouth of a fresh water river.

FRESH WATER: Available at wharves.

FUEL: Available by barge from Seattle or by road tanker.

GANGWAY/DECK WATCHMEN: Required only if detainees aboard.

CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.

AIRPORT: Seattle – Tacoma International Airport is 45 miles South of City of Everett on excellent highway. Driving time is approx. 45 minutes.

HOLIDAYS: See "Tacoma".

POLICE/AMBULANCE/FIRE: Port of Everett Security: Tel: 259-3164; Everett City Police: Tel: 259-8711; Everett City Fire Dept.: Tel: 252-1111; Ambulance Service: Tel: 252-1234.

TELEPHONES: Will be placed on board vessel on request. Charges are only for calls made. Arrangements should be made through ship's Agent.

SHORE LEAVE: Crew members are able to visit Everett at all times.

GARBAGE DISPOSAL: Tel: 259-0044 for service.

WASTE OIL DISPOSAL: Handled by tanker trucks from Seattle.

SEAMAN'S CLUBS: Nearest are at Seattle.

AUTHORITY: Port of Everett, 2911 Bond Street, P.O.Box 538, Everett, Washington 98206, U.S.A. *Tel:* (206) 259-3164. *FAX:* (206) 252-7366. *Contact:* E. Paskouskis, Director.

FALL RIVER, Massachusetts: 41.42 N. 71.10 W.

(See Plan)

DOCUMENTS: If first port of call in U.S., 2 complete Customs Manifests describing all cargo on board and ports of discharge. Also 1 Cargo List for Fall River cargo; 3 Crew Lists; 3 Stores Lists; 3 Curios Lists; Ship's Register, Load Line Certificate and Tonnage Tax Certificate.

PILOTAGE: Vessel first contact ship's Agent for Pilot and tug arrangements. Northeast Pilots' Association radio call letters KDF-375 on frequency 156.9 MHz, Channel 18. Usual Pilot pick-up is at Brenton Reef Light Tower off Newport, R.I.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO: Chatham Radio or Amagansett Radio.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Tugs for N.E. Power Station meet at Buoy 6; all other berths North, meet tugs at Buoy 10. Tugs provide own lines at no extra charge.

2 tug companies serve Narragansett Bay and Port of Fall River.

4 tug boats – 24 hour dispatching service. 2×3,000 h.p. boats.

BERTHING: *State Pier:* Principal maritime cargo terminal at State Pier. Berth 600 ft. long with depth of 35 ft. MLW alongside.

Ro-Ro facility 80 ft. wide by 42 ft. inboard depth. (8° incline at water's edge – concrete deck on wood piling).

All utility services available. Further information telephone 617-674-5707 or ship Agents.

BRIDGES: All bridges have 135 ft. clearance with exception of Brightman Steel Bridge at approach to Montaup Electric Co. and Shell Oil docks. This bridge has a draw clearance of 97.5 ft. and passage allowed for vessels with less than 75 ft. beam. No unusual requirements. Practice is to depart on flood tide. (See "Developments").

TANKERS: Berth at Shell Oil Docks. Depth alongside 35 ft.

FRESH WATER: Available at most berths. State Pier delivery is at 125 pounds pressure.

OPENING/CLOSING HATCHES: Usually performed by stevedores.

CERTIFICATES: All certification of vessel, safety conditions and radio facilities should be available for U.S. Coast Guard.

CARGO GEAR: No additional safety requirements.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time GMT minus 4 hours from first Sunday in April till last Sunday in October.

HOLIDAYS: New Year's Day (January 1st); Washington's Birthday (February 22nd); Patriots' Day (April 19th); Memorial Day (May 30th); Independence Day (July 4th); Labour Day (1st Monday in September); Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (last Thursday in November); Christmas Day (December 25th); or any day celebrated in lieu thereof.

TELEPHONES: Available at most berths. Contact Agents.

SHORE LEAVE: Permitted, but consult Agents.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95 issued for the same vessel.

DEVELOPMENTS: Plans for construction of a new 150 ft. wide draw bridge to replace the existing Brightman Street Bridge. This will mean unobstructed use of the entire port area.

SHIPMASTER'S REPORT: October 1991.
Charts: B.A. Charts No. 2730, 2731 and 2732.
Pilotage: The pilot boards 2.5 miles S.E. of Brenton Reef Light Tower from a fast cutter. On departure the pilot officially leaves in the same position but in practice he normally disembarks just North of the tower. The boarding position is an official position required by State law due to environmental requirements.

The pilot boards and disembarks in all types of weather and a good lee is always required. The pilot is ordered through the agent.

"N.E. Marine Pilot" can be called on VHF Channels 16, 18A, 14 and 10. The pilot office is located at Newport, Rhode Island and is manned between 0800 hrs. and 1600 hrs. (local time) from Monday to Friday. At nighttime, weekends and public holidays the Despatcher can be called at home (Tel: (401) 331-4824). He can also be obtained through local radio station. The pilot office is located at 243 Spring Street, Newport, Rhode Island. (Tel: (401) 847-9050), Cables "Rispilot Providence".

The pilot boat is manned 2 hours before the latest ETA. The pilot takes the vessel through Narragansett Bay and berths and unberths the vessel.

The Pilot Association covers all Long Island Sound from New York Harbour Eastern limits, East to the Cape Cod Canal and all ports in between, including all Narragansett Bay.
Anchorages: If vessel is waiting for pilot or orders the anchorage is 1.5 miles – 2.5 miles S.E. of Brenton Reef Light Tower. The anchorage can experience large Southeasterly swells so additional anchor chain is recommended. There is little shelter from Southerly winds and the holding ground is only fair.

There are a number of anchorages in Narragansett Bay and all require a pilot when anchoring.

A popular anchorage when waiting for a berth is Prudence Island Anchorage which is located in position Lat. 41° 36.5′ N., Long. 71° 17.2′ W. (see B.A. Chart No. 2730).
Channel: The maximum draft for vessels proceeding to Providence is 39 ft. The channel in the bay is wide.

From Brenton Reef Light Tower it is about 20 miles to Fall River State Pier and 24 miles to Providence.
Restrictions: LPG vessels only berth during daylight hours and are subject to U.S.C.G. Inspection at the anchorage before berthing (inner or outer anchorage, depending on weather).
Tugs: Tugs up to 3,000 h.p. are available.
Berths: Borden and Livingstone Wharf: The berth is about 500 m. South of the State Pier (see B.A. Chart No. 2732). The minimum depth alongside was 23 ft. 09 in. at MLW on the S.W. end of the berth (See "Plan"). The tidal range is about 4 ft.

Vessels can berth either side alongside and generally use 2 tugs for berthing and unberthing. Vessels berth against 3 or 4 breasting dolphins, depending on length. The latex and caustic soda manifolds are on the centre breasting dolphin. The dock is a private facility and has its own linesmen. Vessels are berthed and unberthed throughout 24 hours.
Cargo Operations: Discharge is through shore pumps and lines into 36 underground tanks and 30 above ground tanks of various capacities. The total capacity is 350,000 U.S. gallons (12,500 tonnes).

Caustic soda is also discharged into the underground storage.
Density: Density at H.W. was 1020.
Fresh Water: Fresh water is available at no charge. Ship's hoses are used and the rate is moderate.

Also see "Providence" – "Shipmaster's Report dated October 1991".

AUTHORITY: Fall River Port Authority, State Pier, Water Street, Fall River, Massachusetts 02721. *Tel:* (508) 674-5707. *Contact:* William J. Torpey, General Manager.

FERNDALE, Washington: 48.49 N. 122.43 W.

(See Plan)

DOCUMENTS/HEALTH/etc.: Refer to "Seattle".
PILOTAGE: Compulsory. Pilot boards at Port Angeles.
TUGS: Tug escort required if vessel is loaded and is larger than 40,000 d.w.t. Tug horsepower must be 5% of d.w.t. Available up to 3,000 h.p. Additional tugs ordered from Seattle if required.
RESTRICTIONS: Vessels enter any hour day or night.

Regulations prohibit tankers larger than 125,000 d.w.t. in U.S. waters East of a line from Discovery Island Light to New Dungeness Light.
MAX. SIZE: Length 1,000 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
BERTHING: Terminal used for crude and product discharging. Vessels berth alongside finger pier, lines to quick release hooks. Inner berth for barges only. Outer berth 900 ft. long, depth alongside 60 ft. at MLW. Dirty ballast water 3,000 long tons with prior notification.
OPERATOR: Tosco Northwest Company, Ferndale Refinery, P.O.Box 8, Ferndale, WA 98248-0008, U.S.A. *Tel:* (206) 384-8349. *Telex:* 910-449-2412. *FAX:* (206) 384-8360. *Contact:* J.E. Miller, Refinery Manager.

FORT PIERCE, Florida: 27.27 N. 80.19 W.

PILOTAGE: Compulsory. Pilot boards at sea buoy. Send vessel's E to Agent 72 hours, 48 hours and 24 hours prior to arrival.
ANCHORAGE: Vessel anchors and awaits Pilot 0.5 miles seawar sea buoy.
RESTRICTIONS: Vessels are able to berth and unberth during ho of darkness if the weather is clear. The leading lights are good but channel is narrow and a number of buoys are unlit. Diameter of tur basin 1,000 ft. Least depth of water in the channel from sea to b 25 ft.
MAX. SIZE: Max. draft 25 ft. Range of tide averages 2 ft.
RADIO: Tampa Radio.
VHF: Channels 16 and 13. Watch only maintained when ve expected.
TUGS: One 500 h.p. tug and one 1,000 h.p. tug available. Large ves should use tugs when berthing.
BERTHING: Berthing at Fort Pierce is at Indian River Terminal. T privately owned facility has berths of 454 ft., 330 ft., 150 ft. and 20 The city operates an adjacent facility with mooring for small ves including a Ro-Ro ramp used by a landing craft trading with Bahamas.

Vessels up to 560 ft. have safely berthed at the terminal facility w is well maintained and fendered. Vessels can arrive or depart at stage of the tide, however, the Harbour Master has temporarily restr vessels over 24 ft. 6 in. draft to high water movements only.
CARGO HANDLING FACILITIES: Indian River Terminal prov excellent facilities for general cargo. The pierside refriger warehouse serves the citrus industry. Shore side cranes are avail on request but most cargoes are discharged and loaded at this fa with ship's gear. The terminal and local stevedores are fully equip with forklifts, hand trucks, slings and pans for handling palletise breakbulk products, most particularly fruits and vegetables. Contai and heavy lift cargoes have also been loaded at this facility whic serviced by a rail spur directly from the FEC railroad main line. T adjacent city facility provides berthing for several small craft presently accommodates a cross state waterway inland cruise ve and a small island trader.

A tug/barge bulk facility that handles argonite occupies an area N of the Indian River Terminal. This facility has a 3-dolphin mooring sys for vessels up to 16 ft. draft.
MEDICAL: Doctor and hospital available.
FRESH WATER: Available.
FUEL: Light diesel is available by truck from nearby facilities. Hea fuel must be barged or trucked from Port Canaveral or Port Evergla
REPAIRS: No facilities available.
AIRPORT: Local airport 5 miles from port with U.S. Customs on Commercial flights available from Palm Beach and Melbourne, 1.5 hours by car.
SERVICES: Fresh provisions, laundry services, groceries and m available.
GENERAL: The Port of Fort Pierce is on the threshold of developm The present level of activity at Indian River Terminal indicates a n for additional facilities to accommodate the expanding export citrus t and other business. The United States Corps of Engineers has rec approved a harbour deepening and expansion project to allow ves up to 28 ft. draft to berth. This project is scheduled to begin in 1995, and be completed by the end of the year. Local community lea are working to acquire port side undeveloped land that is pres privately held. The Port Authority at the present time does not ow operate any port property.

Stevedores at Indian River Terminal excel in handling breakbul palletised citrus fruit. Production and quality of stow are excellent.

Agency and stevedoring personnel are keen, helpful and anxiou co-operate fully.

For more information contact: Morris Adger, Port Director, 2 Virginia Avenue, Fort Pierce, FL 34982-5652. Tel: (407) 468-1732 (407) 468-1718.
AUTHORITY: St. Lucie Port and Airport Authority, 2300 Virginia Ave Fort Pierce, Fl 33482-5652, U.S.A. *Tel:* (407) 468- *FAX:* (407) 468–1718. *Contact:* Morris Adger, Port Director.

FREEPORT, Texas: 28.57 N. 95.21 W.

(See P

DOCUMENTS: See "Houston".
PILOTAGE: VHF Channels 6, 8, 12, 13, 14, 16 at sea buoy. Pilot (tel. 233-1120), 200 West 2nd, Freeport, Texas; Pilot boards 0.2 North of sea buoy. Anchor 1 mile from sea buoy if awaiting Pilot
ANCHORAGES: 1 to 2 miles from sea buoy.
RESTRICTIONS: Depth 45 ft. at bar.
MAX. SIZE: Length 670 ft., draft 43 ft. for ships from bar to within turning basin, 36 ft. from upper turning basin to Public Fa Tide governing these dimensions – plus or minus 3 ft.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Alb
HEALTH: See "Health: All Ports" before first U.S.A. port (Al Illness Reports made to Miami Quarantine Station.
RADIO: Galveston Marine Operator.
TUGS: Join vessel at shore line. Tug's lines to be used, and no for use of lines.

BERTHING: 1 hour to reach berth. Deep water terminals at Public Facilities consist of 1,250 linear ft. of deep water bulkhead wharf with 3 modern transit sheds consisting of 200,000 sq.ft. 1 berth of 250 linear feet of deep water bulkhead wharf with transit shed of 36,000 sq.ft. In addition a back-up warehouse is available consisting of 60,000 sq.ft. The large transit sheds and back-up warehouse have railroad tracks under cover, permitting all-weather work and preventing cargo damage.

Ro-Ro facility in operation.

A new public liquid barge dock and tank farm in operation (in connection with the Old River Co.).

The Navigation District owns a total of 9,700 acres of land for future port and industrial development, 6,500 ft. of this land is situated on the Brazos River.

CRANES: Vessel is required to use own gear, shore cranes are available in area for hire.

STEVEDORES: Obtained through Agent.

MEDICAL: Obtained through Agent and advance notice required. Doctors, hospital available.

TANKERS: Facilities operated by Phillips Petroleum, Dow Chemical and Seaway Pipeline Inc.

Report: Entering and Berthing: Vessels inbound over 630 ft. LOA are to enter harbour only during daylight hours from sunrise to:

1. 30 minutes before sunset going to berths below Phillips Terminal.
2. 1.5 hours before sunset going to berths at Phillips Terminal and above when loaded.
3. Vessels under 630 ft. judged unsafe for handling after dark will be limited to daylight hours.
4. Inbound operations will be suspended during times when weather conditions do not permit safe navigation.

DENSITY: 1020.

FRESH WATER: Available ex-wharf at Brazos Harbor.

FUEL: All grades available by barge from Houston.

CONSULS: None. Nearest at Port Arthur or Houston.

REPAIRS: Available.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: None required but available through Agent.

OPENING/CLOSING HATCHES: Stevedore contract.

CUSTOMS ALLOWANCES: Local Customs Agent control.

REPATRIATION: Possible, through Agent.

AIRPORT: Houston Intercontinental Airport – Houston, Texas (80 road miles to Brazos Harbor); Metro Airlines – Shuttle to Angleton, Texas (15 miles from Brazos Harbor).

TIME: GMT minus 6 hours. Daylight saving time starts last Sunday in April and ends the last Sunday in October – GMT minus 5 hours.

HOLIDAYS: New Year's Day (January 1st); Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); Washington's Birthday (Third Monday in February); Good Friday; Texas Independence Day (March 2nd); St. Patrick's Day (March 17th); Decoration Day (Last Monday in May); Emancipation Day (June 19th); Independence Day (July 4th); Labour Day (First Monday in September); Columbus Day (Second Monday in October); Veteran's Day (November 11th); Thomas W. Gleason's Birthday (November 8th); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25th). No work on Christmas Day or Labour Day.

If any of the above holidays fall on Saturday or Sunday the following Monday will be recognised as the holiday.

POLICE/AMBULANCE/FIRE: Police 239-1211; Fire 233-2651; Ambulance Service 233-2651.

TELEPHONES: No arrangements exist for placing telephones on board.

BANKS: First Freeport National. Tel: (409) 233-4401.

SERVICES: Tank-cleaning facilities available locally. Compass adjusting available from Houston.

SHORE LEAVE: Crew members allowed ashore.

GARBAGE DISPOSAL: Garbage collection service according to Marpol Annex V Regulations, arranged by the Port Authority. Rates for services charged according to Port Tariff. Collection times set by Port Authority.

WASTE OIL DISPOSAL: Collection service available by commercial tank trucks. No special berths available for this service. Service provider will quote rates at time of service.

IDENTIFICATION CARDS: None needed.

SEAMAN'S CLUBS: Seaman's Service Center, 230 East Fifth Street, Freeport, TX 77541. Tel: (409) 233-5641. Contact: Rev. Joe Jones.

DEVELOPMENTS: The port has commenced a dredging and widening project, which will on completion give a channel depth of 45 ft. and an alongside depth of 36 ft. The main channel will be widened to 400 ft.

Berths No. 1 and 2 to be extended Eastward to provide a new berth (Berth No. 3) with a length of 640 ft. Berth will be dedicated to rice export. Berth 'A' is to be extended by 400 ft.

AUTHORITY: Port of Freeport, Brazos River Harbor Navigation District of Brazoria County, 1001 Pine Street, P.O.Box 615, Freeport, Texas 77541. *Tel:* (409) 233-2667. *FAX:* (409) 233-5625. *Contact:* A. J. Reixach, Port Director.

GALVESTON, Texas: 29.17 N. 94.50 W. (See Plan)

DOCUMENTS:

1 visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all United States ports.
2 or more copies of Manifest of Cargo for each United States port.
2 Souvenir Lists.
2 Stores Lists.
Ship's Register.
Tonnage Tax.
Load Line Certificate.
Nationality Certificate.
Certificate of Financial Responsibility.
I.O.P.P. Certificate.
No health document required.

APPROACHES: Mariners are advised that ship-to-ship lightering activity is regularly conducted in the following general vicinities which are 50 – 60 miles from the Galveston Sea-Buoy.

Lat. 28° 35′ N., Long. 94° 15′ W.
Lat. 28° 25′ N., Long. 94° 34′ W.

Mariners are urged to use caution when transitting these areas, as they make their way to the Port of Galveston.

ANCHORAGES: In Bolivar Roads, 6.7 miles inwards from sea buoy No. 1. Depths 32 ft. – 34 ft.

PILOTAGE: Radio to local Agent who arranges Pilot and specifies boarding time. United States Coast Guard require 24 hours' notice of arrival at Galveston Bar. Contact pilot boats and pilot station on VHF Channel 14. Pilot boats can be signalled by light in international code. Pilot taken on board at sea buoy No. 1 located 6.7 miles from Galveston.

RESTRICTIONS: Prolonged North winds can reduce water level as much as 4 ft. in Winter. Channel depth 40 ft. F.W.

MAX. SIZE: No length or height restrictions. Draft according to berth depth.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

RADIO: International Telephone and Telegraph station Galveston, call sign KLC.

TUGS: Available if required.

BERTHING: See "Table" overleaf.

STEVEDORES: Order before 1800 for 0700 or 0800 hrs. following day. During day can be ordered at 2 hours' notice. Gangs must be ordered before 1800 hrs. on Saturday for Sunday or holiday.

MEDICAL: All medical assistance available.

FRESH WATER: Available at all wharves.

FUEL: All grades available from Galveston Terminals Inc. Tel: (409) 744-6351.

CONSULS: Italy and Norway.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Required only if crewmen detained by Immigration.

OPENING/CLOSING HATCHES: By stevedores only.

CUSTOMS ALLOWANCES: Each man 300 cigarettes, or 100 cigars or 1 lb. tobacco; 1 quart wine/spirits.

TIME: Central Standard Time. Daylight Saving Time effective from April to October.

HOLIDAYS: *ILA Holiday:* January 1st; Martin Luther King Day, President's Day; Texas Independence Day; Good Friday; Memorial Day; Emancipation Day; July 4th; Labour Day; Veterans Day; Thanksgiving Day; Christmas Day.

POLICE/AMBULANCE/FIRE: All services provided. Tel: (409) 766-2100.

SHORE LEAVE: No restrictions unless detained by Immigration.

IDENTIFICATION CARDS: Immigration Form I-95 required.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

The following information was received from the Port of Galveston:

"To arrange for garbage and trash pickup, contact the Harbour Master.

Any vessel whose previous port of call was outside the continental limits of the United States, or who has residue of food stuffs purchased outside the continental limits of the U.S. on board, must have their agent arrange for garbage pickup by an authorised transporter previously approved by the Department of Agriculture. All such garbage must be inspected by the Dept. of Agriculture prior to being discharged ashore.

Trash and garbage from coastwise vessels, outer continental shelf supply and seismograph boats, and other nondescript water craft will normally be picked up by the Galveston Wharves maintenance department. 150 cu.ft. trash trucks and garbage containers will be provided alongside on the dock upon request, availability permitting.

All trash and garbage must be retained onboard until suitable containers are available. Under no circumstances shall trash or garbage be deposited directly onto the pier aprons. All garbage must be wrapped or packaged in leak-proof containers or plastic bags. All empty cardboard boxes shall be broken down flat to conserve space.

No lead-acid batteries containing liquid will be discharged. No waste oil, chemicals, or other hazardous material shall be dumped or mixed in with trash and garbage. Trucks shall not be loaded within 6 inches below the top of the sideboards.

The tariff for hauling away trash and garbage will be $125.00 for the first truck load and $75.00 for each truck load thereafter.

In the event no Galveston Wharves equipment is available to receive trash and garbage at the time requested, the Harbour Master may authorise vessels to contract directly with commercial garbage transporters who are properly franchised with the City of Galveston in accordance with Section 15-61 of the Galveston City Code. A complete list of those authorised contractors will be provided by the Harbour Master upon request.

The Harbour Master will also authorise an outside contractor to provide containers at any time for large amounts of scrap metal, used cable or any other material which because of size or weight makes it beyond the capability of wharves equipment to properly handle.

Any vessel not in compliance with the above procedure will be directed to vacate its berth."

The following is a list of authorised contractors:

Affordable Disposable Company, 1624 Avenue M., Galveston, Texas. Tel: 762-5842.

Best Waste Systems, 1555 F.M. 517 West, Dickinson, Texas. Tel: (713) 337-3903.

Browning-Ferris Industries, P.O.Box 1379, La Porte, Texas. Tel: (713) 471-9142.

William Blue, 6806 Woodrow, Texas City, Texas. Tel: 938-8037.

Freddie Swanson, 1109 46th Street, Galveston, Texas. Tel: 765-5462.

Trashmasters, Galveston, Texas. Tel: 762-5392.

WASTE OIL DISPOSAL: Service available from Malone Company, P.O.Box 709, Texas City, Texas 77592. Tel: (409) 945-3301, (713) 487-6500, under requirements of 33CFR 158. 130 barrel vacuum tractor trucks and 50 barrel vacuum bobtail trucks available at any berths. This contractor meets response time, transfer rates, and capacity requirements under 33CFR 158.

SEAMAN'S CLUBS: United Ministry to the Port of Galveston, Inc., 2 Mechanic, Galveston. Tel: (409) 762-0026. Facilities include ship's s international telephone service, church services when requested, ga organised (soccer), postage facilities, bus collection to and from s hospital transportation, pool, videos, table tennis, TV, restaurant, a bibles provided in numerous languages.

CURRENCY: U.S.Dollar (U.S.$).

DEVELOPMENTS: Future plans include the expansion of the conta terminal by filling and paving the slip area between Piers No. 12 a No. 14 and resurfacing Pier No. 14, adding approximately 9 ac Additionally, the extension of the container dock to 3 full berth proposed.

AUTHORITY: Port of Galveston, P.O.Box 328, Galveston, Texas 775 *Tel:* (409) 765-9321, 766-6119. *Telex:* 765436 Prt. Galv. *FAX:* (409) 7 6107. *Contact:* Ron Surobic, Acting General Manager/Port Direc Tel: (409) 766-6103. Robert Schulz, Director of Operations, Tel: (4 766-6117. D. Jack Collier, Director of Port Development, Tel: (409) 7 6112. Oscar Molina, Harbour Master, Tel: (409) 766-6115.

BERTHING: (Galveston)

Pier No.	*Apron Length* (ft.)	*Depth* (ft.)	*Shed Area* (sq. ft.)	*Open Area* (sq. ft.)	*Truck Served*	*Rail Serve*
Pier 10 (Container Terminal)	1,346	40	—	1,839,975	⋆	⋆
Pier 12	845	34	—	—		
Pier 14 East (Containers)	664	36	—	142,000	⋆	⋆
Pier 14 West (Containers)	689	35	—	142,000	⋆	⋆
Pier 15	664	35	84,916	56,600	⋆	⋆
Pier 16/18 Banana Terminal	1,203	34	109,012	261,400	⋆	⋆
Pier 19 – Shrimp Fleet	620		—	—		
Pier 21 (Festival Market Place)	620		—	291,800		
Pier 23/26 (Break Bulk Cargoes)	1,585	32	244,144	—	⋆	⋆
Pier 25 (Upper Cruise Terminal)	1,585	32	26,000	—		
Pier 27	169	32	—	104,500	⋆	⋆
Public Elevator B (Export Elevator)	850	45	6 million bushel storage	—	⋆	⋆
Farmland Industries (Export Elevator)	) 1,000	45	3 million bushel storage		⋆	⋆
Pier 30/33 (Break Bulk)	632	38	184,795	73,500	⋆	⋆
Pier 34	632	38	—	370,300	⋆	⋆
Warehouse 35 (Break Bulk)	—	33	92,173	—	⋆	⋆
Pier 35/36 T Head (Import Sugar Terminal)	642	36	30,000 ton storage	—	⋆	⋆
Pier 36 (Break Bulk)	1,200	33	238,753	—	⋆	⋆
Pier 37/38 (Break Bulk)	P37-1,160 P38-1,185	31-33 38-20	75,000	352,836	⋆	⋆
Pier 39 (Break Bulk)	1,173	34	234,304	—	⋆	⋆
Pier 39/40 T-Head	787	34	—	30,142	⋆	⋆
Pier 40 (Break Bulk)	1,163	34	223,816	—	⋆	⋆
Pier 41 (Break Bulk) (2-Storey)	1,195	34	471,283	—	⋆	⋆
Pier 41 T-Head	373	34	—	13,017	⋆	⋆

⋆ = Yes

East End Container Terminal, wharf 1,346 ft. length, equipped with 4 container cranes handling 40 tons under the spreader or 60 tons with c hooks at 100 ft. outreach – depth alongside 40 ft.

Bulk loading rate at Farmland Industries Elevator is 2,000 t.p.h. (2 spouts) and at Public Elevator B 1,700 t.p.h.

Note: Water depths are based on MLW. Depths may be less due to siltation.

Pelican Island Terminal: A multi-use facility, the Pelican Island Terminal consists of 9 ship berths, warehouse and other shop space and 225 acres of open land. Cargo, rig and other ship repair and maintenance, and lay-berthing operations, can be implemented.

Pier No.	*Apron Length* (ft.)	*Pier* No.	*Apron Length* (ft.)	*Pier* No.	*Apron Length* (ft.)	*Pier* No.	*Apron Leng* (ft.)
A	950	C-1	668	D-1	1,157	E-1	697
B-1	1,040	C-2	668	D-2	1,157	E-2	697
B-2	1,040						

Depth: The depth at the Terminal is expected to be 28 ft. – 30 ft.

GEISMAR (Including Sunshine), Louisiana:

30.13 N. 91.01 W. **(See Plan)**

East bank of Mississippi River, about 187 miles from sea.

DOCUMENTS/PILOTAGE: For all general information, refer to "New Orleans".

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Available if required; normally not used (see "Tankers").

BERTHING: BASF Corporation: Berth 620 ft. long, 32 ft. depth. BASF Corporation Chemical Division, P.O.Box 457, River Road, Geismar, Louisiana 70734. Tel: (504) 473-9871. Telex: 510-600-7967. Contact: Plant Security.

DENSITY: Fresh water (1000).

TANKERS: *BASF Corporation: – Geismar:* General: The B Chemical Dock is located on the North side of the river, approxim 180.4 miles above Head of Passes (AHP). A series of mooring dol interconnected by rubber faced steel pile fenders form a 615 ft. ber face. Electric driven warping winches on the dock and mooring dol handle vessel's mooring lines.

Cargo Handled and Shore Installations: Various chemicals handled at this dock, e.g., methanol, ethylene dich perchloroethylene, caustic soda, etc. All chemicals are generally lo through 6 in. hoses connected to shore lines which are generally diameter and vary in length from 0.5 miles to 4 miles.

An emergency loading stop control is located on the dock.

Docking: All vessels are required to use a 600 h.p. tug for assis in docking and undocking. Vessels should approach the dock ste the current with a tug on the port bow. The vessel is then manoe alongside for a starboard side to docking.

Docking and undocking are generally performed by the River P

Nordix/No. 1 – Sunshine: General: The Nordix Dock is located on the left descending bank of the Mississippi River, approximately 170 miles AHP. The dock consists of a hose platform attached by catwalk and fender system to several mooring dolphins for a total dock length of 960 ft.

River current at the dock varies from 1 knot to 4 knots, depending on the height of the river.

Cargo Handled and Shore Installations: Crude is transferred through 2×8 in. hoses at a maximum discharge pressure of 100 p.s.i. on the dock.

Docking: Docking is strictly starboard side to and is performed by the River Pilot. 2×1,200 h.p. tugs are required for all docking/undocking operations.

The normal mooring arrangement calls for 2/3 head lines, 2 stern lines, 1 spring line forward and 1 spring line aft. The leads for breast lines are poor.

Willow Glen/No. 1 – Sunshine: General: The Willow Glen Terminal, approximately 180 miles AHP is on the left descending bank of the Mississippi River. The dock consists of a 150 ft. hose handling platform, 2 breasting dolphins and 4 mooring buoys. All mooring points are equipped with electric capstans for line handling. The dock is normally served by barge but is capable also of handling tankers.

Current at this dock varies between 1 knot and 4 knots, depending on river height.

Cargo Handled and Shore Installations: No. 2 and No. 6 fuel oil are the only products handled. These are transferred to the dock through 4×8 in. Chicksan arms at a maximum discharge pressure of 100 p.s.i. Portable jacks are provided by the terminal to support the cargo arms on the ship.

Docking: Docking is performed by the River Pilot and is strictly starboard side to, vessels of 30,000 d.w.t. or greater are required to use 2 tugs for docking and undocking; smaller vessels are required to use a single tug for these operations.

The normal mooring arrangement calls for 2 head lines, 1 breast line forward and 1 aft, 1 spring line forward and 1 aft and 2 stern lines. Wire or synthetic mooring lines may be used.

Petro United – Sunshine: General: The Petro United Dock is located approximately 170 miles AHP on the left descending bank of the Mississippi River. The dock consists of a 65 ft. hose handling platform and 6 mooring dolphins interconnected by 2 catwalk and fender systems.

At high river the current often causes swirling eddies off the dock which should be accounted for when approaching, docking and undocking.

Shore Installations: 4×10 in. and 2×12 in. hoses are available for the transfer of cargo.

Docking: 2 tugs are normally required for docking and undocking operations. All tugs must come from St. James or Baton Rouge so that a minimum of 2 hours advance notice must be given to the terminal and Agent prior to docking or undocking. Extensive delays have been known to occur due to tug unavailability and insufficient advance notice of docking/undocking requirements.

Docking is performed by the River Pilot and is strictly starboard side to.

The terminal generally requires the use of 3 head lines, 2 stern lines, 2 breast lines forward, 2 breast lines aft, 3 spring lines forward and 2 spring lines aft.

FRESH WATER: Available ex-wharf.

FUEL: Not available.

SHIPMASTER'S REPORT: December 1990.

Berth: Arcadian (formerly Allied Chemical) located at Mile Statute 187 above Head of Passes.

The private wharf is said to be 1,175 ft. long. It is equipped with one travelling gantry crane and grab. Conveyor belt to yard storage within chemical plant. Phosphate rate is about 12,000 tonnes per day. Vessel guaranteed 39 ft. fresh water and berthed against 5 "Bridgestone" type inflated fenders. Vessel was 12 ft. from wharf and 12 ft. – 15 ft. below safety rails on arrival in low river. Ship's MOT type gangway and ship's bulwark steps are required on shore. Fenders were removed when ship's draft less than 32 ft. Gangway required frequent adjustment, and was changed to short size, then changed again to long size when aftermost hatch finished. Vessel moored with 4 headlines, 1 breast rope, 2 forward back springs, 2 after back springs and 4 stern/breast ropes aft. Stern nearly level with end of berth.

No fresh water available from quay, but a water barge can be hired from Burnside. Cost was U.S.$140 per hour for towage and $3.50/4.00 per ton for the water.

Only limited provisions allowed across dock, no chemicals or hazardous materials.

Visitors require prior authorisation, insurance, safety helmet, goggles and lifejacket.

No bunkering allowed.

Density ranges from 0.994 in Summer to 0.999 in Winter.

GEORGETOWN, South Carolina: 33.22 N. 79.17 W.
(See Plan)

PILOTAGE: Available. Make contact on VHF Channel 16. Pilot boards at Sea Buoy "2WB" in position 33° 11.6′ N., 79° 05.4′ W. for the 14 mile passage to Georgetown.

ANCHORAGE: Vessels wait for berth at Buoy "2WB".

RESTRICTIONS: Vessels over 600 ft. LOA dock during daytime only.

MAX. SIZE: Max. LOA 700 ft. Max. beam 100 ft. Depth at all terminals 27 ft. MLW.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

VHF: Pilot and tug on Channel 16. Port Authority have no facilities.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Tugs assist vessels from Buoy 28 to the dock. Georgetown Towing operate 2 tugs, and McAllister Towing operate 3 tugs.

BERTHING:

Berth No.	*Wharf Length* (ft.)	*Depth at LW* (ft.)
1	500	27
2	700	27
Steel Dock	600	27

CRANES: 1×90 ton P & H truck crane at the terminal.

BULK CARGO FACILITIES: Holnam Cement Corporation: Bulk storage facility with capacity 20,000 tons. Discharge rate for cement 700 t.p.h.

STEVEDORES: Advise requirement 1600 hrs. day prior to arrival in order to commence work 0800 hrs. next day.

MEDICAL: Georgetown Memorial Hospital 3 miles from port.

TANKERS: No facilities.

FRESH WATER: Available.

FUEL: Bunkers available through ship's Agent.

CONSULS: None locally.

REPAIRS: Minor repairs and small engine repairs possible.

DRY DOCKS: Tugs and barges only.

SURVEYORS: Available.

GANGWAY/DECK WATCHMEN: Ship's gangway used. Watchman available.

OPENING/CLOSING HATCHES: Opened by crew or stevedores.

REPATRIATION: Facilities available.

AIRPORT: 35 miles from port.

TIME: Eastern Standard Time. Daylight Saving Time from first Sunday in April till last Sunday in October.

POLICE/AMBULANCE/FIRE: Police 527-4454. Ambulance 546-8140. Fire 546-5151.

DEVELOPMENTS: Delta Cement Corporation: Bulk storage facility recently completed. Capacity 20,000 tons. Discharge rate for cement 700 t.p.h.

AUTHORITY: South Carolina State Ports Authority, Port of Georgetown, Dock Road, State Pier 31, P.O.Box 601, Georgetown, South Carolina 29442, U.S.A. *Tel:* (803) 527-4476. *FAX:* (803) 527-2601. *Telex:* 810-677-2265. *Contact:* L. David Schronce, Director.

GRAYS HARBOR, Washington: 46.55 N. 124.08 W.
(See Plan)

DOCUMENTS, etc.: Refer to "Tacoma".

PILOTAGE: *Boarding Area:* Near Grays Harbor Buoy.

Pilot Ladder: Near midships, 3.0 m. – 4.0 m. above water. No manropes. Automatic ladders are acceptable for boarding. Use only Jacob's ladder for disembarking.

Pilot Boats: "Chehalis": 20 m. orange and green steel boat, pilot house aft. "Grays Harbor": 18 m. orange and green steel boat, pilot house amidships.

Notification: To be sure of service give maximum advance notice, at least 24 hours via the Marine Exchange, Seattle, WA., VHF Channel 20. Pilot boat does not cruise on station. Keep pilots advised of changes in arrival time. Four hour minimum notice required on pilot orders. Orders for pilots on weekends should be received by 1700 hrs. Friday.

Communications: Pilot radio station (call WRD 709 or Grays Harbor Pilots (206) 532-2761). Guards Channels 12 and 16. If contact is made on Channel 16, be prepared to switch promptly to another channel, preferably Channel 12. Same procedure applies to pilot boats when manned. In emergency, a message may be relayed through U.S. Coast Guard Station, Westport, using above procedure.

Maximum Draft: Loaded vessels are limited to 11.0 m. visible draft for departure at flood tide. In case of severe silting in channel this figure may be reduced. The allowable draft for incoming vessels is substantially less because of difficulty in turning around. The safe handling of loaded ships outbound through the bridge requires a little trim by the stern.

Maximum Width and Length: Vessels passing through the bridges over the Chehalis River are restricted to 26 m. beam and 183 m. length.

Vessel Condition: All vessels arriving or departing Grays Harbor are asked to have all hatches covered. Deck cargo must be properly stowed and secured. A safe walk-way must be provided to the pilot boarding area.

ARRIVED VESSEL: Vessels must be inside Grays Harbor Bar to be considered an "arrived vessel".

ANCHORAGES: No specific areas in Grays Harbor have been designated as anchorage grounds. The best area is Southward of Sand Island Shoal in depths of 35 ft. to 40 ft.; the holding ground is good.

RESTRICTIONS: Bar Channel depth 48 ft. MLLW, and Approach Channel depth 36 ft. MLLW. Turning Basin width of 900 ft. Mean tidal range of approximately 10 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Available.

BERTHING: Three deep-draft berths with depths of 41 ft. MLLW and one shallow draft berth with depth of 34 ft. MLLW. The channel is maintained at a depth of 36 ft. MLLW.

Terminal No. 4: (Wharf-Dolphin).
2 berths: Each 700 ft. in length.
Deck height: 18 ft., berth depth 41 ft. MLLW, depth continuously maintained with water-jet system.
Alignment of pier: 274°.
Fender spacing: Continuous.
Bollard/cleat spacing: Variable.
Two × 60 ton cargo cranes.
New on-dock rail system with 4 parallel spurs, 50 railcar capacity, serviced by 2 main line railroads and connected to transit sheds.
Two new 30,000 sq.ft. transit sheds adjacent to on-dock rail system.
Services: Water, lights, taxi.
Use: Bulk, breakbulk, neobulk, Ro-Ro, general cargo, cruise ships.

Terminal No. 2: (Wharf-Dolphin).
1 berth: Length 600 ft.
Deck height: 18 ft., berth depth 41 ft. MLLW.
Alignment of pier: 274°.
Fender spacing: Continuous.
Bollard/cleat spacing: Variable.
50,000 sq.ft. and 40,000 sq.ft. warehouses behind Terminals 2 and 1.
Services: Water, lights, taxi.
Use: Bulk, breakbulk, neobulk, Ro-Ro, general cargo, cruise ships.

Terminal No. 1: (Dolphin).
1 berth: Width 50 ft., length 480 ft. with dolphins.
Deck height: 18 ft., berth depth 34 ft. MLLW.
Alignment of pier: 302°.
Fender spacing: None, 3 dolphins parallel to face.
Bollard/cleat spacing: Variable.
Services: Water, lights, taxi.
Use: Barge services, small cruise ships and others.

All 3 Port Terminals are backed up by 175 acres of lighted, partially paved cargo yard. In addition, a total of 150,000 sq.ft. of covered storage is available on-dock or adjacent to the terminal areas. The federal navigation channel up to the Port docks is federally maintained at a depth of 36 ft. MLLW. Major commodities handled through the Port of Grays Harbor are forest products, metals, equipment, liquid products, and other bulk, breakbulk and neobulk commodities.

Private:

Name	*Length*(ft.)	*Use*
ITT-Rayonier Pulpmill Dock	475	Pulp and oil.
ITT-Rayonier Sawmill Dock	600	Pulp and logs.
Citifor Dock	500	Logs.
Weyerhaeuser Bay City Dock	800	Logs.
Weyerhaeuser Sawmill Dock	900	Lumber.

BULK CARGO FACILITIES: All berths (See "Berthing") are available for bulk, Ro-Ro, and general cargo activity, and are backed up by 150,000 sq.ft. of warehouse space as well as 175 acres of lighted, partially paved cargo yard. Two × 60 ton cargo cranes are also available at Terminal No. 4, as well as an on-dock rail system.
STEVEDORES: Jones Washington Stevedoring, Tel. Steve Bouch (206) 533-2561; and Stevedoring Services of America, Tel. Will Sheahon, (206) 532-4650. 20 local gangs available. Additional gangs brought in if needed.
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Available at berth or anchorage. Capacity of barge 15,000 bbls.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
HOLIDAYS: See "Tacoma".
POLICE/AMBULANCE/FIRE: Dial 911 for emergencies.

Ambulances:	
Aberdeen	532-1252
Hoquiam	532-3311
Hospitals:	
Grays Harbor Community Hospital	532-8330
Fire Departments:	
Aberdeen, Cosmopolis	532-1252
Hoquiam	532-3311
Police Departments:	
Aberdeen	533-2123
Hoquiam	533-2244
Cosmopolis	532-9232

GARBAGE DISPOSAL: The vessel/Agent is responsible for ordering garbage service through Harbor Disposal Company Inc., 4201 Olympic Highway, Aberdeen, WA. 98520. Tel: (206) 532-3240. Containers, drop boxes and compactors are available.
WASTE OIL DISPOSAL: No facilities available.
SEAMAN'S CLUBS: Seamen's Service of Grays Harbor, 313 South "I" Street, Aberdeen, WA. 98520. A wide variety of services are available.
AUTHORITY: Port of Grays Harbor, P.O.Box 660, Aberdeen, Washington, WA. 98520-0141, USA. *Tel:* (206) 533-9528. *FAX:* (206) 533-9505. *Contact:* Russ R.Richardson, Commission President. Clifford C. Muller, Executive Director. Leonard Barnes, Operations Director.

GREEN BAY, Wisconsin: 44.32 N. 88.02 W. (See Pla

For important general information refer to St. Lawrence Seaway.

DOCUMENTS: No special documents required. All necessary Custo and St. Lawrence Seaway documentation should be accomplished p arrival.
PILOTAGE: Pilot not compulsory although some Masters prefer P aboard. Pilot boards prior to arrival.
CHANNEL: From Grassy Island, outside mouth of Fox River, to FW Railway bridge, channel is maintained 24 ft. below low-water-da (576.8 ft. above Father Point, Quebec) and 300 ft. width except thro bridges. Above Railway bridge channel and turning basin is maintai at 20 ft. below low-water-datum. From Grassy Island lakeward chan maintained at 26 ft. below low-water-datum varying in width from 30 to 500 ft. for approximately 8 miles. 24 ft. deep turning basin maintai at confluence of Fox River and East River opposite Leicht's North Do Currents will flow up and down river and will influence channel dep at times. Present high-water will add1 ft. – 2 ft. to channel depths.
RESTRICTIONS: Entry may be made at any time of day or night sub to Master's discretion.
MAX. SIZE: Subject water depths and width of bridge openings.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
HEALTH: See "Health: all Ports" before first U.S.A. port (Alba Illness Reports made to Chicago Quarantine Station.
Pratique may be obtained prior to entry of St. Lawrence Seaw Suspected disease should be reported locally.
Rat guards required on all lines.
RADIO: Ships' Agents located at Milwaukee and Chicago, ETA sho be directed accordingly.
TUGS: Join vessel at any designated point. Charges should be obtai from tug operators. Use ship's lines.
BERTHING: General cargo at Leicht's North Dock, 1,500 ft. length, channel depth. Discharge by ship's gear and shore based equipme Bulk cargo handled at several docks.
CRANES: Shore based lifting devices to 20 tons. 100 ton stiff-legg derrick available for heavy cargo.
BULK CARGO FACILITIES: Available at several places for coal, s fertiliser, chemicals, liquid cargo, stone, pig-iron, etc.
BRIDGES: No bridge opening restrictions for railroad bridges. Highw bridges permit vessels of 300 tons or over to transit at any ti However, heavy land traffic occurs about 0730 – 0830 hrs., 114 1315 hrs. and 1630 – 1730 hrs., and co-operation of Masters is urg during these times so that city bridges may remain closed.
STEVEDORES: Services performed by Leicht Transfer and Storage C and arrangements should be handled by ship's Agent or directly w Leicht's.
MEDICAL: Subject to regulations of U.S. Customs and Immigration a St. Lawrence Seaway Authorities. 3 excellent hospitals.
TANKERS: The major oil companies have facilities. Limited only harbour dimensions.
DENSITY: Fresh water.
FRESH WATER: Available through ship's Agent and water compan
FUEL: Fuel oil available in any quantity. Normal fire precautions.
CONSULS: No consuls. Nearest are at Milwaukee, Chicago, a Minneapolis.
REPAIRS: Topside and engine repairs available. Complete rep service available at Sturgeon Bay, 45 miles North.
DRY DOCKS: No local facilities. Available at Sturgeon Bay, Wiscons
SURVEYORS: Available through ship's Agent.
GANGWAY/DECK WATCHMEN: Available at ship's option.
OPENING/CLOSING HATCHES: By stevedores.
REPATRIATION: Available through local Immigration officials.
AIRPORT: 8 miles from port. Served by regular airlines with o 30 flights daily.
TIME: Central Standard Time. Central Daylight Saving Time in eff from the first Sunday in April to the last Sunday in October.
HOLIDAYS: January 1st (New Year's Day), May 31st (Memorial Da July 4th (Independence Day), 1st Monday in September (Labor Da Last Thursday in November (Thanksgiving Day), December 2 (Christmas).
POLICE/AMBULANCE/FIRE: Police: Green Bay – Administrative c 448-3200, Emergency 911, Sheriff 911, Ambulance 432-0305, Fire De Rescue – 911, Fire: 911.
TELEPHONES: On board service. Contact Wisconsin Telephone C
SERVICES: Tank cleaning, fumigation, waste disposal, chandler.
SHORE LEAVE: Permitted.
IDENTIFICATION CARDS: Proper identification should be carried.
GARBAGE DISPOSAL: Service available on request.
WASTE OIL DISPOSAL: Service available on request.
SEAMAN'S CLUBS: Seafarer's Ministry of Green Bay, P.O.Box 40 Green Bay. Tel: 494-0958.
DELAYS: Expect no delays for berthing or harbour movement.
AUTHORITY: The Port of Green Bay, Brown County Board of Ha Commissioners, P.O.Box 23600, 305 E. Walnut Street, Green B Wisconsin 54305-3600. *Tel:* (414) 448-4290. *FAX:* (414) 448-4 *Contact:* Alan T. Johnson, Port Director.

GULFPORT, Mississippi: 30.21 N. 89.05 W. **(See Plan)**

DOCUMENTS: See "New Orleans".

PILOTAGE: Compulsory from Outer Sea Buoy to docks, provided by Gulfport Pilots Association, arranged through Agent. Pilot boards at Sea Buoy.

Pilot boat has red hull, white superstructure with "Pilot" in black lettering. When pilot boat is underway, contact can be made by VHF Channel 16.

RESTRICTIONS: The Gulfport Channel is 12 miles long running between Ship Island and Cat Island. Channel is 225 ft. wide and has a minimum depth throughout of 36 ft. at MLW. Harbour is dredged rectangular basin about a 0.25 mile wide and 0.5 mile long, this area being protected by piers. Depth in harbour and along wharves is 36 ft. with a 2.5 ft. tide variation. No entry restrictions as to time.

MAX. SIZE: Length of vessel is restricted to approximately 900 ft. by turning basin, no breadth restrictions.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

RADIO: Gulfport Radio KJC 768 – VHF Channel 16. Continuous service.

TUGS: 2 tugs (1,200 h.p. and 2,000 h.p.) available but not required unless requested to assist in berthing.

BERTHING: 5,850 linear ft. of berthing space (See "Plan").

CARGO HANDLING: 50,000 sq.ft. transit shed refrigerated facility.

2 container cranes, 1×30 ton and 1×35 ton, in operation. Ship's gear usually used but mobile cranes available with 48 hours' notice.

STEVEDORES: Must have 12 hours' notice to arrange stevedore gangs. Normal work day 0800 – 1200 hrs., and then 1300 – 1700 hrs. Monday to Friday.

MEDICAL: No advance notice required for medical attention, doctor and hospital care readily available.

DENSITY: Brackish.

FRESH WATER: Fresh water is available. Rate 10 t.p.h.

FUEL: Suppliers of marine fuel at the port provide direct barge to ship service. A 185,000 gallon fuel barge is moved from its mooring and placed alongside the vessel for refuelling. The barge is manoeuvred by an 800 h.p. twin screw push boat. Once alongside, pumps on the barge deliver fuel at a rate of 32,000 gallons per hour. Shallow draft coastal traffic can be fuelled at the port or 6 miles South in the Intra-coastal Waterway.

CONSULS: Many countries have consuls within a 100 mile radius of Gulfport.

REPAIRS: Most deck and engine repairs could be arranged within port facilities.

SURVEYORS: Available from Mobile or New Orleans.

GANGWAY/DECK WATCHMEN: Port guards.

REPATRIATION: Can be arranged.

AIRPORT: Gulfport Municipal Airport is approximately 4 miles from the port and served by regularly scheduled airlines.

TIME: The Port of Gulfport is on Central Standard Time, GMT minus 6 hours; clocks are moved ahead 1 hour during Summer months.

HOLIDAYS: United States national holidays are observed, cargo work can be arranged on these days at a penalty time.

POLICE/FIRE/AMBULANCE: Telephone number for all emergency services is 911.

TELEPHONE: Can be placed aboard only by special arrangement; not normally available.

GARBAGE DISPOSAL: Waste Management of Mississippi, Inc., P.O.Box 3869, Gulfport, Ms. 39505. Tel: 601-832-3144. Service available 0800 hrs. – 1700 hrs.

Browning-Ferris Industries, P.O.Box 550, Ocean Springs, Ms. 39564. Tel: 1-800-443-6562, 601-392-5108. Service available 0800 hrs. – 1700 hrs.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: The International Seamen and Truckers Center (under construction at this time).

CURRENCY: U.S.Dollar.

AUTHORITY: Mississippi State Port Authority at Gulfport, P.O.Box 40, Gulfport, Mississippi 39502. Street Address: 1422 23rd Avenue. *Tel:* (601) 865-4300. *Telex:* 785197 Gulfp Port Gup. *FAX:* (601) 865-4335. *Contact:* James Badger, Acting Port Director.

HAINES, Alaska: 59.15 N. 135.25 W. **(See Plan)**

In Lutak Inlet. Located 5 miles N.W. of Haines. Open all year.

DOCUMENTS: See "Anchorage, Alaska".

APPROACHES: Lynn Canal to Lutak Inlet.

PILOTAGE: Pilot pick-up point located in vicinity of Point Retreat.

ANCHORAGE: Lutak Inlet.

MAX. SIZE: Harbour depth 36 ft. at zero tide. Tides: Diurnal range 16 ft. Also see "Berthing".

BERTHING:

1. Haines Dry Cargo Dock can be secured by request through City of Haines (Telephone: Area code 907 number 766-2231). Berthing length – 967 ft. and an open surface of over 300 ft. in width. Depth at face of dock – 36 ft. MLLW. No covered sheds, 6 acre open staging area. Crane may be available. Continuous to 300 ft. Alaska State Ferry facility.

Ro/Ro cargo facility at N.W. end of Dry Cargo Dock.

2. Schnabel Lumber Co. Dock: Berthing length – 640 ft. long and 80 ft. wide. Depth at face of dock – 45 ft. No covered storage. Open storage. 35,000-ton capacity for bulk cargo storage. Chip loader with 350 t.p.h. capacity. Crane available.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: 3 available.

STEVEDORES: 4 gangs.

MEDICAL: Doctor/dentist available.

FRESH WATER: Available in small quantities in temperate seasons only.

FUEL: Not available.

REPAIRS: None.

CUSTOMS: Quarantine, Immigration and Customs locally.

TRANSPORTATION: Air, ferry. Haines Highway principal route connecting Southeast Alaska with the Alcan Highway leading to the interior of Alaska and Canada.

AUTHORITY: City of Haines, P.O.Box 1049, Haines, Alaska 99827. *Tel:* (907) 766–2448. *FAX:* (907) 766-3179. *Contact:* Robert Stokley, Harbour Master.

HAMPTON ROADS DISTRICT, Virginia: **(See Plan)**

NORFOLK: 36.51 N. 76.19 W.
NEWPORT NEWS: 36.59 N. 76.26 W.
PORTSMOUTH: 36.50 N. 76.17 W.

DOCUMENTS:

3 copies Cargo Manifest (Forms 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I-418).
2 copies Crew List.

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours of arrival from a United States port:

Health Pratique.
Master's Oath (Customs Form 1300).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
F.M.C. Certificate of Financial Responsibility.

PILOTAGE: Compulsory; is generally arranged through port Agent. Vessels approaching port may use VHF telephone, Channel 16, radio telephone 2738 kHz. Advance notice of 24 hours is required of ETA. Pilot Lookout Tower located at Cape Henry, Virginia, the entrance to Chesapeake Bay.

The Virginia Pilot Association can be contacted by telephone at (804) 496-0995. Pilot monitors tower VHF-FM Channel 11 and VHF-FM Channel 16.

ANCHORAGES: 4 deep draft anchorages have been dredged at Hampton Roads. Two of the anchorages at Sewell's Point, one of which was dredged to 45 ft. and the other to 40 ft. The other 2 anchorages at Newport News are each 40 ft. deep.

Additional deep draft anchorages exist in the protected waters of the Chesapeake Bay at Cape Charles and Lynnhaven. These 2 anchorages, located near the entrance to the Hampton Roads harbour, have a water depth ranging to 47 ft. and can accommodate approximately 120 vessels. In addition, the inner harbour anchorage areas of lesser depth can accommodate up to 40 vessels.

Anchorage Regulations: A change in U.S. Coast Guard Regulations permits colliers and other bulk carriers, such as grain ships, to use the Big Stone Anchorage in Delaware Bay. Previously, the anchorage was open only to oil tankers. The new rules are advantageous to super colliers that are able to carry up to 150,000 tons, taking advantage of the anchorage's minimum natural depth of 55 ft. The super colliers then can be partly loaded up to about 90,000 tons, at Hampton Roads, Virginia, and topped off at the Stone Anchorage by two 30,000 ton barges.

RESTRICTIONS: Ships entering Hampton Roads from the sea follow a course between the Virginia Capes, across the lower end of Chesapeake Bay via Thimble Shoal Channel into the deep waters of Hampton Roads.

Thimble Shoal Channel: Extends from the Virginia Capes across the lower end of Chesapeake Bay into the deep waters of Hampton Roads. Thimble Shoal Channel is presently 1,000 ft. wide and approximately 13 miles long. The channel is 50 ft. deep within the 650 ft. wide outbound lane and 45 ft. deep within the remaining 350 ft. wide inbound lane.

Two channels extend through Hampton Roads, one southward into Norfolk, Portsmouth and Chesapeake, and one Westward to Newport News and up the James River.

Norfolk Harbour Channel: Extends from Hampton Roads into Southside cities via the Elizabeth River into Norfolk, Portsmouth and Chesapeake. Beginning at the Hampton Roads Bridge Tunnel, the Norfolk Channel is 19.6 miles long. Between deep water in Hampton Roads and Sewell's Point the Channel is 1,000 ft. wide and 50 ft. deep. Between Sewell's Point and a point just South of the Norfolk Southern Railway coal piers at Lambert's Point the channel is 50 ft. deep within the 650 ft. to 800 ft. wide outbound lane. Opposite the Naval Base at Sewell's Point and extending upstream to Norfolk International Terminals, the channel is 45 ft. deep within the 600 ft. wide inbound lane. Authorised improvements provide for deepening the Norfolk Channel to 55 ft. between Hampton Roads Bridge Tunnel and Lambert's Point. A 40 ft. channel extends from the coal piers to the N&W Railway Bridge on the Southern Branch. Beyond this point a 35 ft. channel extends 4.6 miles to a point 0.8 miles above the Interstate 64 Bridge, where the channel connects with the Atlantic Intracoastal Waterway route through the sounds of North Carolina to the South Atlantic Coastal States. Funding is available for the engineering and design study of deepening this portion of the Norfolk Harbour Channel to 45 ft., deepening a portion of the Southern Branch to 40 ft. and enlarging the turning basin at the Southern end of the channel.

The width of the Norfolk Harbour Channel is 1,000 ft. from its outer end to a point opposite Norfolk International Terminals; thence 1,250 ft. to the N&W Railway Coal Piers; thence 750 ft. to the junction of the Eastern and Southern Branches; thence up the Southern Branch 450 ft. wide to the Belt Line Railroad Bridge; thence 375 ft. wide for one mile to the N&W Railway Bridge; thence 250 ft. wide to its junction with the Atlantic Intracoastal Waterway route.

Newport News Channel: Extends 6.0 miles Westward from Hampton Roads to Newport News and thence up the James River, 68 miles and 90 miles respectively to the ports of Hopewell and Richmond. The Channel to Newport News has a depth of 50 ft. over a width of 800 ft.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO: Radio-telephone communications in the Hampton Roads area are furnished by the Chesapeake and Potomac Telephone Company of Virginia. A regular ship-to-shore channel transmits to ship on 2538 kHz and the ship returns the call on 2142 kHz. A "day-time" ship-to-shore channel transmits to ship on 2450 kHz and the ship returns the call on 2366 kHz. In the very high frequency band, "XY" ship-to-shore is available which transmits to the ship on 161.9 MHz and the ship returns the call on 157.3 MHz. A second "day-time" ship to shore channel transmits on Channel 20 and monitors Channel 16.

TUGS: Tugs are arranged for by the vessel's Agent according to ETA information. The required number of tugs and the horsepower are determined by the assigned tonnage, handling characteristics and final berth destination. Should vessel be unable to manoeuvre normally, Master to advise the Agent and request additional tug power. There are 17 tugs with horsepower up to 4,300 available in the port.

BERTHING: *Public General Cargo Facilities:*

Lambert's Point Docks:

		Length (ft.)	*Depth* (ft.)	*Remarks*
Pier L	Berth 1	756	32	Tanker berth for Norfolk Oil Transit Inc. and lay-by berth
	Berth 2	756	32	
	Berth 3	756	32	
	Berth 4	756	32	
Pier N	Berth 1	550	32	Breakbulk
	Berth 2	550	32	Breakbulk
	Berth 3	550	32	Breakbulk
	Berth 4	550	32	Breakbulk
Pier P	Berth 1	600	32	2×40 ton Am Clyde gantry cranes, 1×35 ton and 1×40 ton rubber tyres container gantry cranes and 2×41 ton reach boom top loaders.
	Berth 2	600	32	
	Berth 3	600	32	
	Berth 4	600	32	

Sewell's Point Docks:

Pier A	Berth 1	600	32	Breakbulk
	Berth 2	600	32	,,
Pier B	Berth 1	600	32	,,
	Berth 2	600	32	,,
Pier A and B	Berth 1	498	32	

Norfolk International Terminals:

Pier 1	Berth 1	660	35 (N. side)	Breakbulk
	Berth 2	660	35 (N. side)	,,
	Berth 3	660	35 (S. side)	,,
	Berth 4	660	35 (S. side)	,,
Pier 2	Berth 1	660	30 (N. side)	,,
	Berth 2	660	30 (N. side)	,,
	Berth 3	660	35 (S. side)	,,
	Berth 4	660	35 (S. side)	,,
Marginal	—	950	36	Ro/Ro
Pier 3		1,211	32	Breakbulk
Container Pier	Berth 1	896	35	1×30 ton and 3×40 tons Paceco Portainer cranes, 3×40 ton Kone cranes
	Berth 2	896	40	
	Berth 3	896	40	
	Berth 4	1,540	40	

Newport News Marine Terminal:

		Length (ft.)	*Depth* (ft.)	*Remarks*
Pier B	Berth 1	600	25 (N. side)	Breakbulk
	Berth 2	600	40 (offshore)	,,
	Berth 3	600	36 (S. side)	,,
Pier C	North	935	38	2×30 ton Paceco cranes and 1×40 ton Paceco Portainer crane and 1×50 ton CMI crane capable of lifting 182 ton heavy lifts. 3×40 ton rubber tyred container bridge cranes.
	South	935	35	

Portsmouth Marine Terminal

	Berth 1 Berth 2 Berth 3	3,500	36	3×30 ton Paceco Portainer cranes, 1×48 ton Kone crane, 1×40 ton Cemco portainer crane and 1×110 Clyde gantry rail. crane; 350 ton heavy lift derrick barge crane serves entire port area. Ro-Ro platform available.

Sealand: Sealand handles container cargo at Portsmouth with 2×30 ton Paceco cranes. Facility has private cargo facilities: 1 berth, 1,000 ft. long, 38 ft. depth.

Elizabeth River Terminal Inc.:

Pier 1	1,200	35	1×50 ton Clyde gantry crane, 1×250 ton Manitow crane and 1×150 ton link b crane, all equipped with clamshell and buckets. Shiploader with rate 1,000 t.p.h. Liquid storage 6,000,000 gallons.
Pier 2	750	35	

Port Area: Metro Machine Works Nos. 2 and 3, 27 ft. depth; Form U.S. Coast Guard Base, 1 berth 500 ft. long, 25 ft. depth; N.B. & C Li Piers, 4 berths, 800 ft. long, 20 ft. depth; Koch Industries, 3 berth 372 ft. long, 35 ft. depth.

CRANES: 350 ton capacity floating crane operated by Tidewa Construction Corp.

Capacities (short tons)	*Outreach from edge of barge* (ft.)
350	50 ft.
299	60 ft.
218	80 ft.
154	100 ft.

Virginia Marine Services Inc. operate 1×1,000 ton and 1×150 t floating crane.

BULK HANDLING FACILITIES: Grain: *Norfolk:* Cargill Inc.: Sou Elevator – One berth. Length 500 ft., depth 39.6 ft. (41 ft. at HW), airdra 55 ft. 2 Peco gantry shiploaders with combined loading rate of 60,00 bushels per hour. Storage for 6.8 million bushels of grain and shed t storage of 15,000 tonnes of soyabean meal and/or bulk products. Ber can accommodate vessels up to 950 ft. LOA and 130 ft. beam.

Sewell's Point: Cargill Inc.: North Elevator – Length 1,035 ft., dep 38 ft., airdraft 45 ft. 3 shiploaders can load at rate 50,000 bushels p hour. Elevator storage capacity 3,300,000 bushels. Berth ca accommodate vessels up to 850 ft. LOA and 115 ft. beam.

Coal: *Newport News:* Pier IX Terminal Co. – Pier 9: 2 berths, leng 1,200 ft., width 88 ft., airdraft 79 ft., depth 50 ft., max. size – LO 1,000 ft., beam 155 ft., draft 45 ft. Shiploader: Travel 650 ft., ma outreach from fender face 103 ft. Loading rate 8,000 t.p.h. Also se "Plan".

Dominion Terminal Associates: 2 berths. Length each side 1,221 Depth 50 ft. Airdraft 79 ft. Max. loading rate 6,500 t.p.h. best 8 hour sh 48,840 tons. Best 24 hour shift 123,271 tons.

Norfolk: Norfolk Southern Corp. – Pier No. 5, 1 berth, 980 ft. long, 36 depth, Max. airdraft 43 ft., lay-berth. Pier No. 6, 2 berths, 1,850 ft. lo 50 ft. depth. Max. airdraft 55.5 ft. Loading rate 16,000 t.p.h. 20,000 t.p.h. max.

BRIDGES: Sufficient clearance at all times.

STEVEDORES: Labour arranged through International Longshoremen Association.

1. Straight Time – work between the hours of 0800 and 1200 a between the hours of 1300 and 1700 daily except Saturdays, Sunda and holidays.

2. Double Time – hours daily between 0600 to 0700 and 1200 1300, 1800 to 1900, 2400 to 0100 hrs. and all Sundays.

3. Time and one-half – shall be all those hours not included abov except holidays.

TANKERS:

Operator	*Location*	*Length* (ft.)	*Depth* (ft.)	*Remarks*
Amoco	Chesapeake	60	27-29	1×3 ton derrick with 2×45 ft. booms for hose handling. 655,00 barrels storage for gasoline, light fuel oi and asphalt.
Crown Central Petroleum Corp.	Chesapeake	40	30-31	3×6 in. pipelines. 8 storage tanks. Total capacity 9 millio gallons. Products handled are No. 2 fu oil and gasoline.
Koch Fuels Inc.	Newport News	Tanker Dock Barge Dock	34.0 19-27	1×20 in., 5×12 in., 2×10 in. and 2×8 in pipelines to storage tanks total capacity 520,000 barrels. Products handled are diesel fuel oil, bunke fuels, asphalt, cemen and coal tar.
Mobil Oil	Chesapeake	45 ft. Face	36.0	4×8 in. loading arms with 8 in. Tanker connections. 14 storage tanks – 9.8 million gallons fo marine bunker fuel; 3.7 million gallons fo marine diesel and No. 2 fuel oil; 2 millio gallons for MDO. 2 million gallons for No. 2 diesel and 21.2 million gallons unspecified produc

Operator	Location	Length (ft.)	Depth (ft.)	Remarks
IMTT	Chesapeake	50 ft. Face	35.0	1×14 in., 2×10 in. and 2×8 in. pipelines to 23 storage tanks (950,000 barrels). 2×10 in. loading arms for off-loading ocean going tankers. Products handled: fuel oil, bunker oils and asphalt.
Texaco Inc.	Chesapeake	600 ft. Face	32.0	1×12 in, 3×10 in., 4×8 in. 5×6 in. and 13×4 in. Pipelines extend to 163 tanks on shore. Products handled: fuel oil, gasoline, lubricating oil and asphalt.
Louis Dreyfus	Chesapeake	45 ft. Face	15-20	4×8 in. mechanical loading arms with 10 in. pipeline. 7 storage tanks (capacity 400,000 barrels). Products handled: gasoline, fuel oil and diesel oil.
Atlantic Energy Inc.	Chesapeake	–	32	Extreme dolphins 800 ft. apart 2 breasting dolphins 125 ft. either side of dock. 1×14 in. line for propane or butane and 1×6 in. vapour return line. 1×12 in. hydraulically operated marine arm on dock. Safe working height of arm 67 ft. 1×4 in. vapour return hose. Controlling air draft at MHW is 135 ft. (3 bridges). Max. draft in channel at MLW is 35 ft. Storage capacity 20 million gallons. Also see "Shipmaster's Report dated June 1992.

Amoco: The terminal of the Amoco Company is located on the Southern Branch of the Elizabeth River, in Chesapeake, about one mile South of the Norfolk Naval Shipyard. This company has a site comprising 80 acres, with a splendid waterfront, on which are erected a ship and barge pier, pipelines, storage tanks, boiler house, tank-car and truck loading racks, and other facililties requisite to a modern petroleum storage terminal.

The terminal has storage capacity of 655,000 barrels for handling gasoline, light fuel oil, bunker C and asphalt.

Vessels carry petroleum products to its terminal from various refineries located in the U.S.A. and from abroad. Petroleum products are also received through the Colonial Pipeline system.

Fuel oil deliveries may be made to vessels at the company's wharf. Deliveries are also made by water to any section of Hampton Roads, Richmond, various other points in the Chesapeake Bay area and its tributaries. Loading equipment for making such delivery consists of barges with the necessary pumps, hose, flanges and other equipment for making up connections. Also see "Shipmaster's Report" dated November 1992.

Mobil: The Mobil Oil Corporation's terminal is located on the Southern branch of the Elizabeth River. Terminal facilities include bulk storage for 10 million gallons of gasoline, 6.7 million gallons of kerosene, 9 million gallons of fuel oil, 2 million gallons of diesel, and 11 million gallons of bonded bunker and marine diesel fuel.

The Mobil Oil terminal can accommodate vessels up to 32,000 d.w.t. Maximum length allowed is 660 ft. with maximum beam up to 90 ft. Maximum draft allowed is 35 ft. Water at this berth is brackish.

IMTT: The oil terminal complex is located on the Southern branch of the Elizabeth River. This is a deep water port that can accommodate vessel drafts of 35 ft. and lengths up to 630 ft. with beams to 90 ft.

The Company's facility has a storage capacity of more than 850,000 barrels and handles a complete range of industrial fuel oils including No. 2 fuel oil, No. 4 fuel oil, No.6 fuel oil and bunker oils. The terminal operates around-the-clock and is connected with the Colonial Pipeline system.

Koch: The Koch Terminal is situated adjacent to the C&O Railroad yards in Newport News. It has a storage capacity in excess of 520,000 barrels for handling diesel fuel, No. 2 fuel oil, No.4 fuel oil, No.5 fuel oil, No. 6 fuel oil, bunker fuels and asphalt.

Products are received into the terminal by tanker and barge. This is a deep water port that is located 24 miles from the sea buoy. Maximum draft allowed is 34 ft. Max. length of vessel allowed is 630 ft. with a beam up to 90 ft.

Limitations from environmental factors on berth operations do not exist. The tidal current sets across the approach. Vessels generally sail at any stage of the tide. Controlling depths in the navigation channel are 45 ft. and at the berth the controlling depth is 33 ft. Flood tide is in a N.W. direction, ebb tide is in a S.E. direction. Current velocities are between 1.1 knots and 1.4 knots.

Equipment available at the terminal to contain oil spills include: 200 ft. of boom, launch, oil snares, and absorbent material. Firefighting equipment on the pier is limited, but includes: 2×150 lb. dry powder extinguishers, and 2×20 lb. dry powder extinguishers. There is no water under pressure on the pier. A public telephone is the only means on the pier used for fire emergencies.

Norfolk Oil Terminal Inc.: The terminal is located at Lambert's Point Docks in Norfolk. At Pier L, commodities are handled via 3×4 in. and 2×6 in. lines. At Pier N, commodities are handled through 1×6 in. line. 16 storage tanks with capacities 8,000 – 768,000 gallons. Total storage 3,205,000 gallons (73,331 barrels). Commodities handled include animal fats and oils, vegetable oils, chemicals, latex and fatty acids.

Shipmaster's Report: November 1992.

Vessel (87,000 d.w.t.) berthed at Amoco Jetty.

Max. draft is 34 ft. (F.W.) for any tide, and 35 ft (F.W.) for high tide only.

Vessels have to return to Hampton Roads to take bunkers.

Stores may be loaded from barge whilst alongside.

Pilot and tugs require 6 hours notice, but Virginia Pilots require 2 hours notice.

Vessels over 100,000 d.w.t. can only transit during daylight hours.

Shore gangway available and adjustable.

Amoco provide transport from the head of the "T" Jetty to the gate (distance 2.5 miles).

DENSITY: Average 40% fresh.

FRESH WATER: Available at all berths. Barge service available if required.

FUEL: All grades available at oil company berths. Delivery by barge to all other locations.

CONSULS: The following countries are represented at Norfolk:

Belgium
Brazil
Denmark
Finland
France
Germany
Iceland
Italy
Mexico
Netherlands
Norway
Panama
Sweden

GANGWAY/DECK WATCHMEN: Not required unless crew members detained by Immigration.

CERTIFICATES: Cargo Gear Certificate, Derat, Radio, Safety Equipment, and Ship's Register.

REPAIRS: Newport News Ship Building and Dry Dock Company in James River; 5 outfitting piers up to 1,160 ft. length. Floating cranes up to 67 tons capacity. Gantry crane to 900 tons capacity. Other repair facilities and cranes also available.

Norfolk Ship Building and Dry Dock Corporation, situated on East Branch of Elizabeth River. Channel depth 25 ft.; 7 piers equipped for ship's repairs. 4×30 ton diesel locomotive cranes.

Other repair companies in addition.

DRY DOCKS: Norfolk: 1 dry dock 450 ft. long, 57 ft. beam. Berkley plant features the Titan Steel floating dock 950 ft. long, with lifting capacity of 54,250 long tons and second floating dock 670 ft. long, 126 ft. wide lifting capacity 20,000 tons.

Newport News: Dry docks:

	Length inside gate	*Width of entrance*	*Depth of water over sill MHW*
No. 1	649 ft.	92 ft.	33 ft.
No. 2	862 ft.	118 ft.	31 ft. 3 in.
No. 3	459 ft.	72 ft.	33 ft.
No. 4	525 ft.	75 ft.	33 ft.
No. 10	961 ft. 6 in.	128 ft.	35 ft.
No. 11	1,101 ft.	137 ft.	40 ft.
No. 12	1,613 ft.	250 ft.	33 ft.

Slipways: The shipyard has 2 inclining slipways with lengths up to 650 ft.

SURVEYORS: American Bureau of Shipping, P.O.Box 5189, Newport News 23605 and 65 Broadway, New York, New York 10006.

Eagleton, Henry, Co., Inc., (Lloyd's Agent) P.O.Box 1569 (01).

Fife, Alyn F, 38 Green Oaks Road, Newport News 23601.

Hull & Cargo Surveyors, Inc., Suite 209, Bldg. 20, Koger Executive Center (02).

National Cargo Bureau, Inc., 1128 W. Olney Road (07).

Nicholson, Alfred L., Ltd. (Correspondent-American Institute of Marine Underwriters), 201 Granbys 40 Mall (10).

Salvage Association, 1504 United Va. Bank Bldg. (10).

Stott and Ogram, Inc. P.O.Box 232 (01).

United States Salvage Association, Inc., 11 Koger Executive Center, Suite 109, (02).

Williams, Rolf (Surveyor for Scandinavian Marine Claims Office, Inc. and Det Norske (Veritas)), 201 E. City Hall Ave. (10).

CUSTOMS ALLOWANCES: At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1qt. wine/spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

AIRPORT: Norfolk International Airport, and Patrick Henry International Airport at Newport News, over 100 flights daily.

TIME: Eastern standard time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours, from first Sunday in April till last Sunday in October.

HOLIDAYS: New Year's Day; Martin Luther King's Birthday; Lee's Birthday; Washington's Birthday (3rd Monday in February); Good Friday; Memorial Day (Last Monday in May); Jefferson Davis Day; Independence Day (July 4th); Labour Day; Election Day (1st Tuesday after 1st Monday in November); Veterans Day (November 11th); Thanksgiving Day; Christmas Day. No work can be arranged on New Year's Day, Labour Day or Christmas Day.

TELEPHONES: Onboard telephones only available at shipyards.

IDENTIFICATION CARDS: Identification required by Immigration for shore passes.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

Service available from Incendere Inc., 508 E.Indian River. Road, Norfolk, VA 23523. Contact Paul A.Underdown, Jr. Tel: (804) 454-8960. Fax: (804) 543-7661. Service includes dockside pickups at $100.00 each, 44 galls. corrugated containers for packaging of waste at $12.50 each, transporting waste to incinerator, incinerate and deposit ash in an approved landfill, destruction of garbage at $0.30 per pound, provide signed manifest certifying that the waste has been properly disposed of.

WASTE OIL DISPOSAL: Services available from the following private contractors:

Industrial Marine Service, Inc., 1301 Marsh Street, P.O.Box 1779, Norfolk, VA 23501. Tel: (804) 543-5718. Fax: (804) 543-4561. Estimated daily capacity, 6,394 tonnes. Tank trucks. No special berth for this service. Charges are available through the ship's agent.

Marpol, Inc., 1125 East Water Street, P.O.Box 569, Norfolk, VA 23501. Tel: (804) 622-9915. Fax: (804) 626-1806. Estimated daily capacity, 11,017 tonnes. Trucks and tank barges (3,714,000 galls., 378,000 galls., 96,600 galls.). 700 ft. berth at facility. Charges are available through the ship's agent.

PetroChem Recovery Services, Inc., P.O.Box 1458, Norfolk, VA 23501. Tel: (804) 627-8791. Fax: (804) 640-1261. Estimated daily capacity, 7,000 tonnes. Tank trucks. No special berth for this service. Charges are available through the ship's agent.

SEAMAN'S CLUBS: International Seamen's Friend House, 2901 West Avenue, Newport News, Virginia. Tel: (804) 247-6112. Centre of ministry shared between Catholic and non-Catholic .sister organisations. Facilities include snacks, currency exchange, international telephone, transport to town/centre.

Lighthouse Baptist Seamen's Mission, 1455 West 38th Street, Norfolk, VA 23508. Tel: (804) 626-3935. Fax: (804) 627-8199. Baptist Seamen's mission – dealing with seamen of any religion. Facilities include telephone, transportation to town, postal services, church services, free bibles and christian literature, currency exchanges, special purchases.

International Seamen's House, 1222 W.Olney Road, Norfolk, Virginia. Tel: (804) 623-4222. Fax: (804) 627-7872. Centre of ministry shared between Catholic and non-Catholic sister organisations. Facilities include snacks, football, shop, currency exchange, international telephone, transport to town.

CURRENCY: U.S.Dollar (U.S.$).

DEVELOPMENTS: *Authorised Channel Improvement:* Major improvements to the channels serving Hampton Roads were authorised in August 1985 and construction began in March 1987 on the first element of these improvements, consisting of a 50 ft. outbound channel. The authorised improvements provide for deepening the Norfolk Harbour Channel to 55 ft., deepening the Newport News Channel to 55 ft, and constructing a new channel in the Atlantic Ocean to a depth of 60 ft. The authorised improvements also provide for deepening the Norfolk Harbour 40 ft. channel to 45 ft., and a portion of the Southern Branch 35 ft. channel to 40 ft. A deep draft anchorage opposite the City of Hampton will also be constructed in connection with the 55 ft. channel improvements.

Port Expansion: Plans include extension of Pier C on the North side to allow for the berthing of large container and breakbulk ships simultaneously. Extending the pier by 186 ft. will provide an additional 68,000 sq.ft. of open cargo storage space. In order to increase the apron widths of the piers, the transit sheds will also be modified and updated, allowing for more productive material handling. Pier 8, which lies South of Pier C, will be demolished to allow more manoeuvrability for the larger cargo vessels calling at the terminal.

Expansion is also being undertaken at the coal piers. Dominion Terminal Associates announced plans to expand its facility area by nearly 50%, from it's current 68 acres to 101 acres, in order to accommodate demand for coal. The additional space will serve a wider variety of coal qualities and will accommodate more transhippers interested in moving coals to export and domestic markets.

SHIPMASTER'S REPORT: June 1992.

Berth: Atlantic Energy – Norfolk.

Charts: B.A. Charts No. 2919, 2814 and 2813.

Approach: From the South, the new IMO approved buoyed channel is very well marked and shows up well.

Chesapeake Lt. Tower and Racon is conspicuous from South or East.

Pilots: As per ALRS. Call "Virginia Pilot" on VHF Channel 16, generally works on Channel 11. Pilot control is in Radar Tower, which controls all pilotage movements at the Chesapeake Bay Entrance. It is manned by both Virginia and Maryland Pilots. Position: Lat. 37° 55.6′ N., Long. 76° 00′ W., close by Cape Henry Lighthouse.

Virginia Pilots operate four fast modern cutters of 23 knots speed (although Pilots report that they have been downrated to 19 knots to assist maintenance). The Cutter Base is in Lynnhaven Inlet (37° 54.4′ N., 76° 05.6′ W.).

Pilots generally board in the vicinity of "CB" Buoy.

One Pilot takes vessel near the berth, where Berthing Pilot boards from a tug.

Anchorage: Numerous anchorages available, all at the entrance to Chesapeake Bay, which is very exposed to Easterly and North Easterly winds.

All Gas Carriers under Gas Vapours and Liquids are required by U.S.C.G. to anchor in Lynnhaven Roads for inspection. This is mandatory, before proceeding to the berth.

The numerous old wrecks and obstructions in Lynnhaven Roads are "off-putting", but Pilots report all sunk and no hindrance to anchoring.

Pilot is required both Inwards and Outwards, to and from Lynnhaven Anchorage.

Gas Carriers under Vapours and Liquids cannot anchor in Hampton Roads.

All stores, etc., and engine maintenance has to be done in Lynnhaven Roads.

Another acceptable anchorage, with U.S.C.G. approval for laden G Carriers, is off Cape Charles Township to the North. At present (19 U.S. Navy Rapid Deployment Ammunition ships are taking the m suitable anchorages, and the U.S.C.G. does not permit Gas Carrier presently use the area.

As mentioned, Lynnhaven is very exposed, and there is alway swell running, even in calm conditions.

We used 5 shackles whilst our engine was undergoing a bea check.

Tugs: Many tug companies available. We used Moran, taking 2 tu Tugs joining and leaving at Town Point, Norfolk City. Tugs lines u forward and aft.

If a loaded Gas Carrier has to immobilise, a stand-by tug is requ under U.S.C.G. Rules. We had to engage a stand-by tug (Moran Lynnhaven Anchorage for 9 hours whilst doing a main engine bea inspection.

Channel: From Cape Henry to Atlantic Energy Berth (Chesapeake 30 miles, or about 3.5 hours pilotage.

Maximum draft in Channel is 35 ft. from Jones Creek Southwa North of Jones Creek, 40 ft. can be accommodated to the Grain Be in Jones Creek. For the first stage in Thimble Channel, maximum sp is called for.

Stand-by forward is required from and to Old Point Comfort.

For Gas Carriers under Vapours or Liquids, the U.S.C.G. only perm daylight navigation. Such ships can anchor at Lynnhaven Anchora during darkness.

Ocean navigation is available in Elizabeth River as far as Mains Cr Turning Basin (36° 46.2′ N., 76° 17.9′ W.).

To Atlantic Energy Berth, 3 lift-bridges have to be passed throu The Southern most bridge (Norfolk and Western Rail Road) is the mo restrictive. Vertical clearance (air draft) is 134 ft. H.W. (not 135 ft. charted). Horizontal (breadth) clearance is 218 ft. (not 220 ft. charted). This bridge is about 1.5 miles North of Berth. Therefo restrictions as far as the berth are 35 ft. draft, 134 ft. air draft and 21 breadth. For breadth calculations, there is a tug strapped alongside.

In general, Panamax size vessels are a maximum normal for s Gas Carriers of 52,000 cu.m. partly loaded, regularly use the berth.

U.S.C.G.: Very restrictive. As previously mentioned, the U.S.C require Gas Carriers transiting Hampton Roads to load or discha LPG/LNG, to undergo Arrival Inspection at Lynnhaven Roads. This mandatory, even if the vessel has just had an inspection the day befo at another U.S. port.

Daylight transit inwards and outwards for all Gas Carriers und Vapours or Liquids.

U.S.C.G. conducts inspections from 0700 hrs. to 1600 hrs. Genera inspections take about 3 – 4 hours, with all safety items checked as p standard U.S.C.G. Check List, but with particular emphasis on the G Analyser and Emergency Shut Downs.

U.S.C.G. escort is provided inwards and outwards from Old Po Comfort.

U.S.C.G. will not allow fuel deliveries by either tanker truck or bar whilst on the berth and vessel connected. No boats alongside wh connected.

With special permission, U.S.C.G. allowed fresh water from a tank truck to be pumped aboard and provisions to be loaded with shi derrick from jetty whilst loading in progress.

U.S.C.G. in attendance whilst connecting and disconnecting, and ha a "rule" about the use of non-sparking tools.

Berth: A trestle (concrete and steel structure) which has been upgrad over the years. Minimum depth alongside quoted as 31 ft. We fou density to be 1005 with 3 ft. tidal range.

Vessels up to 750 ft. LOA would have head and stern lines lead as breasts, otherwise moorings good.

Port side alongside.

Ships midship accommodation ladder/gangway can be landed.

Cargo: 1×12 in. Chicksan with auto-disconnect commissioned in ea 1992, with 4 in. VRL attached, but not at present in use.

Shore connect/disconnect.

One Loading Master in hut on jetty at all times whilst connected.

Terminal personnel generally helpful and cooperative.

A storage facility only, comprising of 2×1,000,000 U.S. gal refrigerated tanks (about 4,000 tonnes each) with road and rail tank discharge/loading facilities. As a general rule, Propane is imported a Butane exported. We loaded Butane at −5°C at 85 tonnes/hr., which the maximum loading rate with terminal's 2 pumps. Going down to pump barely gets product up the arm and into the ship.

The ship after us was going to discharge Propane, discharge ra about 400 tonnes/hr.

When road tankers are discharging into the facility, this decreases t loading time by 15 minutes a tanker truck. Product from Amoco Refin near by.

Saybolt Surveyor very strict and knows his job.

Terminal Official Title: Atlantic Energy Inc., 2901 South Mil Highway, P.O.Box 1156, Chesapeake, VA.23320-1156. Tel: 804-4 1018. Fax: 804-487-5084.

Facilities: Generally poor.

No public telephone at Terminal. Nearest public telephone is outs gate to the right and about 1.5 miles away.

Officers can use Terminal Office telephone for local calls or international calls, if they have a credit card.

Fresh Water: Not available on berth. Barge available, 200 ton minimum, no matter how little taken. Cost U.S.$ 2,900 for 200 ton including barge. We arranged road tanker delivery and obtai U.S.C.G. permission to pump whilst loading cargo. Truck can bac to about 75 m. from ship's side. Ship's hoses used. We took 4 loads 23 tonnes nominal capacity each, actually delivered about 80 tonne all. First load very expensive with connecting time and truck prepara (U.S.$ 243.00), then next 3 loads at U.S.$ 160.00 each. We obta 5% discount for cash. Overall charge was U.S.$ 7.50 per tonne 80 tonnes.

Stores: Trucks cannot get within 75 m. of ship's side. U.S.C.G. will not give permission for stores derrick/crane to be used for lifting metal objects (pipes, steel, bottles, drums) whilst Chicksan connected. Stores barge also not allowed alongside.

We obtained permission to use derrick to load provisions and liferafts whilst connected. Fortunately our derrick was well aft of Chicksan. Otherwise stores have to be taken when Chicksan disconnected or at Lynnhaven Anchorage.

Fuel: Not available by barge or truck whilst connected. This applies to lub oil. Another restriction for lub oil is that barge will not deliver to Lynnhaven Anchorage, due to swell.

Chandler: With experience over 2 visits, the best chandler is a local firm, Virginia Marine (Telex: 212356. Tel: 804-623-1036). Excellent service and cooperation, good prices.

Out of town chandlers are generally from Baltimore.

Repairs: Phillyship provide good service for commercial shipping in Chesapeake Bay area. Local machine shop at Portsmouth, VA. (Tel: 804-397-7400. Telex: 901086).

Norshipco, near Norfolk City, with extensive engineering and large docking facilities tend to be more orientated to U.S. Navy work, and put too many restrictions in way of commercial repair work.

Charts: There is a local firm, W.T.Brownley & Co., who can supply local U.S. Publications, but are not comprehensive.

The nearest Admiralty "A" Class Agent is Maryland Nautical. Found to be very good. Despatch to Norfolk by UPS or Federal overnight.

Mall: Greenbrier Mall about 4 miles away, is the nearest good shopping. Cost U.S.$ 12.00 in taxi. Loading Master will arrange taxi.

Surveyors: The National Cargo Bureau can provide an independent survey service (they also do Liberian and Panamanian Annuals) (Tel: (804) 622-2393. Fax: (804) 622-8193).

Lloyd's have an exclusive Surveyor at Norfolk. DNV use a freelance or an exclusive from Baltimore.

Airport: Norfolk Airport to North of city, near the Bay coast. About 45 minutes in taxi, outside rush hour.

Boat Service: At Lynnhaven Anchorage, a stores and personnel launch service operates out of Lynnhaven Inlet. Very expensive, especially in overtime hours.

Authorities: Officials will board at Lynnhaven Anchorage if weather fair. Customs and Immigration board with Agent and U.S.C.G.

We found Immigration quick and no difficulties encountered. We had Visaed Crew List done by U.S. Consul in Recife and couriered to U.S.

U.S. Public Health Inspector boards on berthing and each day. Very particular. Vessel is fined U.S.$ 250.00 for any fresh food garbage not in sealed drums, and checks disposal of plastics.

Liberian Inspector: Home of Liberian Inspection Division nearby at Reston, Va. We had Liberian Annual Safety by National Cargo Bureau, very particular over documentation, particularly Officers Licences and Discharge Books. Required Safety/Boat muster and boat lowered. Also required emergency forward fire pump run with water jets and emergency generator run on load.

Notices: Notice from Agent to Master (dated May 1992).

Below is a copy of a letter from the U.S. Immigration and Naturalisation Service dated November 30th 1990, which outlines higher fines and penalties for violations of INS Laws.

Quote:

Please note, if you are going to more than one (1) U.S. port, it is the responsibility of the Agent at the last U.S. port to file with the Immigration Service a "Departure Crew List". This Crew List will show all crew changes made during this voyage. Furthermore, it is your responsibility to advise your Agent at your last U.S. port of all crew changes made at the previous U.S. ports. He should collect the Shore Passes for joining crew members only and pick up a copy of Immigration Form 1-408 (Applicaton to pay-off or discharge alien crewmen). Failure of the above taking place will result in an immigration fine against the vessel.

Unquote.

This letter is meant to assist you and bring your attention to laws that may not have been enforced in the past, but are *definitely* being enforced presently.

Letter from Atlantic Energy, Inc., to ship's Agent (dated June 1992):

Quote:

Prior to the arrival of the vessel (under your Agency), which is scheduled to arrive in Norfolk on or about 1st June 1992, would you please contact the ship's Master and advise him of Atlantic Energy's cargo connections as follows:

Liquid connection: 12 in. ASTM A150.
Vapour connection: 4 in. ASTM A150.

We request that the vessel advise Atlantic Energy of their cargo manifold sizes, should they be unable to adapt to our flanges. If the vessel has the correct adaptors onboard, would you please ask that they be in place upon arrival at our berth.

Please advise all interested parties that the vessel shall be docked "port-side-to" at our berth.

We request that you arrange for line handlers for both the ship's arrival and departure.

Enclosed is information that should be of interest to the Master of the vessel. Would you please see that this information is given to the Master upon the vessel's arrival at anchorage or before, if at all possible (see "Plan Section").

AUTHORITY: Virginia Port Authority, 600 World Trade Centre, Norfolk, Virginia 23510, U.S.A.. *Tel:* (804) 683-8000. *FAX:* (804) 683-8500. *Cables:* Vastports. *Contact:* J. Robert Bray, Executive Director.

HILO, Hawaii: 19.46 N. 155.06 W. (including Kawaihae 20.02 N. 155.50 W.) (See Plan)

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load Line Certificate.
Derat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Stores Lists.

PILOTAGE: Pilots boats have VHF. Contact is made on VHF Channel 16, then switch to Channel 12. Pilot service is provided on a 24-hour basis upon suitable advance notice.

At Hilo, Pilot boards on starboard side in position 0.75 mile due East of Paukaa Light. In picking up Pilot, vessels should be on Southerly course with enough speed for steerageway. Special instructions will be given by radio telephone.

At Kawaihae, Pilot station in position 1 mile 287° true from Buoy No. 2. Pilot usually boards on port side with vessel on course for the entrance at dead slow speed.

ANCHORAGES: No safe anchorages either Hilo or Kawaihae for vessels awaiting Pilot. In this situation, a vessel should heave to or steam. Under good weather conditions, safe anchorage can be had in Hilo Bay. Anchorage is inside pilotage waters and requires local knowledge for safety; vessels should not anchor without Pilot.

RESTRICTIONS: At Hilo, under good weather conditions, vessels with draft up to 32 ft. 6 in. can be handled at any time.

At Kawaihae, vessels with draft up to 33 ft. handled anytime.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Honolulu Quarantine Station.

RADIO: Communicate through RCA or ITT stations in Honolulu.

TUGS: Tugs join vessels at entrance at Kawaihae and at Coconut Island at Hilo. Tug's lines are usually used at no extra charge.

BERTHING: There are many factors which affect berthing at Hawaii Island ports, the most important of which are surge and wind. Vessels should be well equipped with long mooring lines and sufficient additional line to make up 2×900 ft. buoy lines. In all instances, berthing instructions will be given after details concerning vessel and her cargo are received.

Pier No. 1 in Hilo handles bulk sugar vessels and container vessels, 1,220 ft. of berthing space.

Pier No. 3 in Hilo handles tankers, 575 ft. of berthing space.

Kawaihae has one overseas berth which handles both bulk sugar vessels and tankers, 605 ft. of berthing space.

CRANES: Shore cranes available, max. capacity 90 tons.

STEVEDORES: Hilo Transportation and Terminals Co. (Hilo) and Kawaihae Terminals Inc. (Kawaihae).

MEDICAL: All facilities available.

DENSITY: Variable in Hawaii area due to fresh water run-off.

FRESH WATER: Available from county of Hawaii by pipeline.

FUEL: Can be supplied subject advance notice.

REPAIRS: Limited repair service available; almost any type of machine work, welding and ordinary electrical repairs can be handled.

GANGWAY/DECK WATCHMEN: Required for tankers. Other ships as may be necessary due to special circumstances.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one U.S. quart bottle, wine or spirit.

REPATRIATION: Direct air service to Continental United States and to Honolulu International Airport.

AIRPORT: About 1 mile from Port of Hilo and is served by regular airlines.

POLICE/AMBULANCE/FIRE: *Hilo:* Police 9353311; Ambulance and Fire 961-6022.

Kawaihae: Police 8857334; Ambulance 885-7334; Fire 961-6022.

TIME: GMT minus 10 hours all year round.

TELEPHONES: Special arrangements may be made with Hawaiian Telephone Co.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Seamen's Passports only required.

AUTHORITY: State of Hawaii, Department of Transportation, Harbours Division, Port of Hilo, Hilo, Hawaii 96720. *Tel:* (808) 935-4877. *Contact:* Ian Birnie, District Manager.

AGENT: See "Honolulu".

HOMER, Alaska: 59.36 N. 151.25 W. (See Plan)

DOCUMENTS: See "Port of Anchorage, Alaska".

APPROACHES: Via Cook Inlet. Port located at mouth of Kachemak Bay on Kenai Peninsula.

PILOTAGE:

(1) Southwest Alaska Pilots' Association. Tel: (907) 235-8783. Fax: (907) 235-6119.

Pilot boards 1 mile South of Lands End Lt. (59° 35′ N., 151° 25′ W.).

(2) The Southwest Alaska Pilots' Association serves all ports in Cook Inlet, Prince William Sound, Resurrection Bay, Kodiak Island, the Aleutian Islands, Bristol Bay and Bering Sea. The pilot station cable address is "Homerpilot". The pilot station stands by on VHF Channels 10 and 16, 24 hours a day; call sign "KCE-203 Southwest Pilots".

ANCHORAGES: Kachemak Bay is excellent anchorage for vessels of any size. Foreign vessels may enter bay to anchor, but must have a Pilot aboard to come to dock.

MAX. SIZE: Harbour depth 40 ft. MLLW. Tidal range 28 ft. (−6 ft. to +22 ft.) Max. draft for berthing 30 ft. at MLLW.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

VHF: Homer Port Radio monitor Channel 16. Call sign "WHG-651".

TUGS: 2 tugs available.

BERTHING: Homer City Main Dock, 410 ft. long and 50 ft. wide. Limited to draft of 30 ft. at MLLW. 3 privately owned mobile cranes available. Capacity 15, 35 and 70 tons.

410 ft. face with sloping bottom suitable for vessels with 20 ft. draft or less at chine. Inside and outside storage is available for holding and staging. Water, gasoline and diesel are available on dock.

Deep Water Dock: Length 344 ft. Depth 40 ft.

MEDICAL: Homer Hospital is a 38 bed hospital with 5 full-time doctors.

FRESH WATER: Available from the berth at both docks.

FUEL: Available at Main Dock.

REPAIRS: Minor repairs possible.

EMERGENCIES: Police department and a volunteer fire department are available plus a rescue truck.

AIRPORT: Daily air service.

GARBAGE DISPOSAL: Skips are provided. Port Authority requests prior notification for large quantities of rubbish.

WASTE OIL DISPOSAL: Available with advance notice.

SEAMAN'S CLUBS: None.

SHIPMASTER'S REPORT: February 1993.

Berths: Two berths at Homer capable of taking average size merchant vessels.

The old wood pile construction City Dock, used by the Alaskan Ferry and U.S.C.G. cutter and the new Ocean or Deep Water Dock, North of the fishing/boat harbour constructed in 1990 for wood chip exports.

At the City Dock, 30 ft. MLW is available, and at Deep Water Dock, 35 ft. MLW is available.

Berthing can be difficult to impossible on either dock, if a strong N.E. wind is blowing. Berthing is not undertaken on the ebb. Best berthing conditions are on the last of the flood which runs N.W. to S.E. Berthing at either dock is always port side alongside.

Departure can be undertaken on the ebb, but best at near slack water.

The Deep Water Dock is used by cruise liners in Summer and is available for diesel bunkers by tank truck. The Dock has a flat face length of 105 m., plus a further 70 m. to the North (forward) mooring dolphin. Fenders are wood flats on sprung rubber and are very good. New mooring dolphins are to be constructed at the South (aft) end during 1994.

The export of wood chips to Japan from the pier is to be commenced in April 1993, when a conveyor belt will be built down to the connecting roadway.

Ship's gangway required at both' berths. Use of normal accommodation ladder not possible due to tidal range (about 25 ft. at Springs).

Also see "Nikiski" – "Shipmaster's Report" dated February 1993.

AUTHORITY: Port of Homer, 4350 Homer Spit Road, Homer, Alaska, AK 99603-8005, U.S.A. *Tel:* (907) 235-3160. *FAX:* (907) 235-3152. *Contact:* Richard David, Harbour Master. Dennis Erlandson, Port Director.

HONOLULU, Hawaii: 21.19 N. 157.52 W. (See Plan)

(A) HONOLULU AND PEARL HARBOUR
(B) HAWAIIAN INDEPENDENT REFINERY INC. (HIRI) – BARBER'S POINT
(C) CHEVRON U.S.A. INC. – BARBER'S POINT.

(A) HONOLULU AND PEARL HARBOUR

ANCHORAGE: Except during strong Kona (Southerly) winds, anchorages for deep-draft vessels exist outside the harbour in Mamala Bay off Sand Island and West of the Main, or Fort Armstrong Channel. The anchorage is located within 600 yards on either side of an underwater sewer outfall line. Anchorage is not permitted inside the harbour due to the limited swinging room. An explosives anchorage area lies 1.3 miles West of Sand Island's Kalihi Channel, directly off Keehi Lagoon.

DOCUMENTS:

4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health.
Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registry.
Annual Inspection Certificate.
Load Line Certificate.
Derat Certificate.
Radio Certificate and Licence.
4 Stores Lists.

Vessels scheduled to call at Pearl Harbour are required to furn 6 copies of Crew Lists and Passenger Lists, if applicable, at lea 1 working day prior to arrival, for Naval security requirement.

The United States Immigration Service requires that the Master vessels manned by alien crew members arriving from a foreign p present the United States Immigration and Naturalisation Servic Officer with a current Crew List (Form I-418) properly visaed in th possession. An I-94 should be prepared for each passenger prior vessel's arrival.

U.S. Immigration Department representatives are not stationed at a Hawaiian outports. Customs Officials, however, are stationed at all en ports and accomplish both Customs examination and Immigration.

The United States Agriculture Service examines and seals shi stores from restricted ports. Special arrangements for garbage dispos may also be required by this Agency, if for example meat aboard ha been purchased in a port where there is a high incidence of "hoof a mouth" disease. All garbage should be disposed of prior to arrival port.

All regulatory bodies assess overtime charges for services of th personnel if rendered on Saturdays, Sundays, holidays or after hou on week-days.

PILOTAGE: Pilot requested by Agent. Channels 16, 12 and 9, call "WH 456". Pilot boat, 37 ft. cabin cruiser, yellow with black striping. Only " flag necessary for vessel requiring Pilot. Pilot station, Lat. 21° 16′ 12″ Long. 157° 53′ 24″ W., no alternative.

RESTRICTIONS: Entry at any time subject to harbour control signa 24 hours' notice of arrival is obligatory.

MAX. SIZE: *Entrance Channel:* Depth 45 ft. *Harbour:* Depth 40 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alban Illness Reports made to Honolulu Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany). Illness Reports made to Honolulu Quarantine Station.

RADIO: VHF Channel 16, call WHX 528, Aloha Tower Harbour Com Station.

TUGS: 30 tugs. Tugs normally join vessel within harbour limits. Bo ship's lines and tug's lines used depending on conditions.

STEVEDORES: Gangs must be ordered 24 hours in advance. Gene cargo, average load per hour: 15 long tons; average discharge per hou 15 long tons.

MEDICAL: Agents would like as much advance notice as possib Complete medical facilities available. Vaccinations in accordance w U.S. Public Health requirements.

TANKERS: 4 tanker berths, max. draft 36 ft. No slop discharge facili *Pearl Harbour:* U.S. Navy Terminal. Max. LOA 800 ft. Max. dr 38 ft. 6 in.

Also see Sections "B" and "C".

DENSITY: Pure salt water, no fresh water allowance.

FRESH WATER: Delivered via 2.5 in. fire hose with meter on pier. Ra of delivery between 30 t.p.h. and 60 t.p.h., depending on the berth.

FUEL: All U.S. grades available, no advance notice other th establishment of credit.

FIRE PRECAUTIONS: Fire wires required by tankers berthed alongsi Permit required for hot work whilst in port.

CONSULS: The following countries are represented in Honolulu:

American Samoa
Australia
Austria
Denmark
Finland
France
Germany
Great Britain
Guatemala

India
Indonesia
Italy
Japan
Korea
Mexico
Monaco
Nauru
Netherlands

New Zealand
Norway
Panama
Philippines
Portugal
Sweden
Switzerland
Thailand
Western Samoa

REPAIRS: All types of deck and engine repairs possible. Hull repa below water-line in accordance with dry dock capacities.

DRY DOCKS: Commercial within Honolulu Harbour. Dry dock: 2,8 long ton lifting capacity, 385 ft. long, 56 ft. wide. Floating Dock: Li capacity 2,620 tons. Length 200 ft. Width 100 ft. Marine railway: 1,4 long ton lifting capacity, 223 ft. long, 65 ft. wide.

Commercial within Barber's Point Harbour. Dry dock: 7,875 long to lifting capacity, 516 ft. long, 110.5 ft. wide.

GANGWAY/DECK WATCHMEN: Services of watchm recommended, usually arranged by Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedor

CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, a 1 bottle, U.S. quart, wine or spirits.

REPATRIATION: All facilities, crews generally leave State wi 24 hour period.

AIRPORT: International airport, served by all major airlines, 5 miles fr harbour.

TIME: GMT minus 10 hours all year round.

BERTHING: Berthing given on a "first-come-first-served basis" according to type of vessel and particular requirements as to cargo, bunkering, etc. Must be arranged through a local shipping Agent.

Pier No.	*Length (ft.)*	*Depth (ft.)*	*Use*
1	1,266	40	Containers, autos, lumber, heavy machinery, paper and general cargo.
2	1,779	35	Containers, autos, heavy machinery, lumber, paper products and general cargo.
4	–	–	U.S. Coast Guard.
5	–	15	Small cruise ships.
6	160	15	Small cruise ships.
7	710	15-26	Small cruise ships.
8	595	35	Cruise and passenger ships.
9	608	34	Cruise and passenger ships.
10	496	35	Cruise and passenger ships.
11	460	35	Cruise and Passenger ships.
12	50	24	Small cruise ships.
18	212	20	Fish loading.
19	1,107	33-35	Sugar, lumber, general cargo, barges containers, chemicals, vehicles, conveyor/gantry for bulk raw sugar.
20		35	General cargo, autos, liquid fertiliser and lumber.
21	494	17–28	Tugs and bunker fuel.
22	446	6-33	Tugs and bunker fuel.
23	434	31	Grain storage, conveyor, gantry, feedmill.
24	575	24-31	Inter-Island and containers.
25	360	31	Inter-Island and containers.
26	695	23-30	Inter-Island, fuel, Roll-on/Roll-off.
27	890	30	Inter-Island, autos, Roll-on/Roll-off.
28	540	29-31	Inter-Island, bunkering barges, petroleum products.
29	750	20-31	Inter-Island, petroleum products.
30	270	33	Chevron U.S.A. petroleum storage.
31, 31A, 32,33	1,540	32-33	Petroleum products, general cargo, lumber, autos, bulk commodities, caustic soda, asphalt, steel products, chemical products, newsprint.
34	209	35	Petroleum products, bulk cement, bunkering vessels.
35	705	18-28	Scrap metal and general cargo.
36	978	20–35	Pineapples and general cargo.
38	62	12	LPG.
39	2,139	13-33	Autos, steel, general and bulk cargoes.
40	2,260	26-34	Autos, lumber, cement, grain, general and bulk cargoes.
51A	556	38	Containers and jet fuel.
51B	800	38	Containers.
52–53	1,746	41	Containers, general cargo, molasses, autos and Roll-on/Roll-off.

HOLIDAYS:

New Year's Day	January 1st or following Monday
Dr.Martin Luther King, Jr. Day	Third Monday in January
President's Day	Third Monday in February
Kuhio Day	March 26th or nearest Monday or Friday
Good Friday	Friday before Easter
Memorial Day	Last Monday in May
Kamehameha Day	June 11th or nearest Monday or Friday
Independence Day	July 4th or nearest Monday or Friday
Admission Day	Third Friday in August
Labour Day	First Monday in September
General Election Day	First Tuesday after First Monday in November (election year)
Veteran's Day	November 11th or nearest Monday or Friday
Thanksgiving Day	Fourth Thursday in November
Christmas Day	December 25th

SHIP SUPPLY SERVICE:

Name & Address	*Vessels*	*Services*
Hawaiian Tug & Barge Pier 21, Honolulu, HI 96817 (Tel: 5439325)	Mioi, Huki, Manele Bay, Eleu, Nohea, Malanae and others	Ship stores and fuel.
P & R Water Taxi, Pier 39-1A, Honolulu, HI 96817 (Tel: 8412113)	Hikino, Keoki, Hoike Kai, Hanai, Hapai	Water taxi, ship stores, spare parts.
Sause Bros., Pier 20, Honolulu, HI 96817 (Tel: 5215082)	Fuel barge, Pepeekeo	Fuel only.
Uaukewai Diving Salvage & Fishing, Inc. 1750 Kalakaua Ave., No. 1205 Honolulu, HI 96826 (Tel: 9476881; 7374312)	Nene, Naina, Nahiku, Niau, Naupaka, Nunui Noholoa, Nohea	Diving, mooring, ship support service.
American Workboats Pier 14, Honolulu (Tel: 545-5190)	Holokai, Lokalia, American Quest, American Contender	Ship support services.

Helicopters:
AG Helicopters Inc., Maui. Tel: 878-1202 or 879-1637.
Papillon Hawaiian Helicopters. Tel: 836-1566.
M&H Helicopters Inc. (Based at Hotel Inter-Continental Maui Maui). Tel: 879-1601.
Pacific Helicopter Tours, Kahului Airport, Maui. Tel: 871-9771.
Many other companies also operate helicopters.

POLICE/FIRE/AMBULANCE: Police, Ambulance, Fire - Dial 911.
TELEPHONES: Telephones can be placed on board at any dock.
SERVICES: All services found in major U.S. ports are available.
SHORE LEAVE: No restrictions if papers are in order.
IDENTIFICATION CARDS: Seamen's Passports needed.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Available through ship's agent.
WASTE OIL DISPOSAL: Available through ship's agent.
SEAMAN'S CLUBS: None.
CURRENCY: U.S.Dollar (U.S.$).
AUTHORITY: State of Hawaii, Department of Transportation, Harbours Division, Oahu District, P.O.Box 397, Honolulu, Hawaii 96809. *Tel:* (808) 587-2050. *FAX:* (808) 587-2075. *Contact:* B. Kim, Oahu District Manager. P.E. Torres, Harbour Master.

AGENT: Jardine Shipping Agencies Hawaii. (Theo Davies Marine Agencies Inc.), 680 Iwilei Road, Suite 670, Honolulu, Hawaii 96817. Tel: 1-808-5440441. Telex: RCA 7238305, ITT 7430018. Fax: 1-808-5310858. Cables: Dracostream.

(B) BHP PETROLEUM AMERICAS REFINERING INC. (BHPPAR) – BARBER'S POINT

LOCATION: The BHPPAR CALM – Type Single Buoy Mooring (SBM) is approximately 2 miles bearing 146° True from Barber's Point Light on the Island of Oahu, Hawaiian Islands. Position: Lat. 21° 16.2′ N., Long. 158° 05.7′ W.

DOCUMENTS: *Arrival and Departure Requirements:* All arrival and departure requirements are handled through the ship's Agent. All matters related to arrival or departure should be referred to that Agent.

VESSEL ACCEPTANCE: In order to maintain safe control, all vessels must be nominated to and accepted by BHPPAR prior to arrival. BHPPAR reserves the right to refuse any nomination due to vessel's specifications or previous experience with vessel or similar vessels. As a guide, vessels calling at the BHPPAR SBM should be in compliance with the "OCIMF" publications "Recommendations for Equipment Employed in the Mooring of Ships at Single Point Moorings", and "Standards for Oil Tanker Manifolds and Associated Equipment".

The minimum SWL for the vessel's port hose handling boom or crane should be 10 tons for all vessels.

Tankers should have sufficient clean ballast for safe manoeuvring.

Officer accommodation should be available for 2 Pilot/Mooring Masters and one Inspector, meals are to be provided for all three.

PILOTAGE: The area of the BHPPAR and Chevron moorings at Barbers Point were designated as a Federal Pilotage Area, effective 1st May 1991. Tankers will be boarded by a team of 2 BHPPAR Pilots/Mooring Masters approximately 3 miles South of Barbers Point light, or at anchorage if the vessel is proceeding to the SBM from waiting at anchor. The pilot ladder should be rigged to provide an adequate lee for safe boarding. The vessel, if underway should maintain minimum headway. The end of the ladder should be 1.0 m. above the water and crew should be standing-by on deck with a heaving line, in order to take aboard the Pilots' equipment and gear. The Pilot/Mooring Masters will usually board from a small assist mooring tug.

The Pilot/Mooring Masters will initially meet with the Master and advise on approaches to the SBM berth, mooring and unmooring and all cargo operations to be undertaken by the vessel. Manoeuvring of ships within the limits of the terminal shall be done with the advice of the pilot, subject to the understanding that in all cases the Master of the vessel being manoeuvred shall remain solely responsible on behalf of his vessel's owners for the safety and proper manoeuvring of the vessel. The Master or a qualified Deck Officer must be on the bridge at all times when the vessel is manoeuvring.

ANCHORAGE: Vessels have anchored in the vicinity of 21° 16.6′ N. and 158° 03.5′ W. while waiting for their berthing opportunity. In doing so they are cautioned to remain clear of the approaches to both the BHPPAR and Chevron offshore terminals. Vessels are also cautioned not to anchor within the charted restricted anchorage to the East of the mooring area.

The Honolulu Harbour Master has directed that all tankers awaiting their turn at the Barber's Point moorings shall anchor in the vicinity of the moorings in lieu of the anchorages off-port Honolulu.

As this is a Federal Pilotage Area, the vessel should contact its Agent regarding pilotage requirements and a proper anchorage location so as not to interfere with ongoing tanker operations at the two petroleum berths in the area.

TUGS: Two assist boats and a tug are used during the mooring operation. One boat will assist with lifting the mooring hawser/chain to the vessel, one will attend the floating hose string, and the tug will be made fast astern to assist in manoeuvring. The tug astern will use its own hawser and the ship's crew should be prepared to have it on board shortly after the Pilot/Mooring Masters board. Following mooring, the tug will remain made fast to the tanker's stern to prevent the tanker from over-riding the SPM. One of the assist boats will help in lifting and connecting the floating hoses. One assist boat will then stand-by as an emergency/oil spill response boat.

By order of the U.S. Coast Guard Captain of the Port, all laden or partially laden tankers, mooring or unmooring at the BHPPAR SBM must have adequate tug assistance standing by until safely moored or unmoored and well clear of the terminal.

Tug and assist boat will be arranged through the Agent and approved by BHPPAR Pilot/Mooring Master prior to the tanker's arrival.

RESTRICTIONS: Berth and terminal operate 24 hours a day. Mooring and unmooring during hours of darkness is customary. At times weather and sea conditions can deteriorate to the extent that mooring operations are suspended and/or vessel must be unmoored.

MAX. SIZE: In general, tankers having these maximum particulars are acceptable:

LOA	945 ft.
Summer d.w.t.	150,000 tons
Bow to centre manifold	470 ft.
Draft	Depth of water at the berth is in excess of 80 ft.

RADIO: 72 hours, 48 hours and 24 hours prior to arrival, tankers should advise BHPPAR Hawaii Marine Operations (Telex 7430292) of their ETA.

VHF: During loading/discharging operations, the Pilot/Mooring Master will have 2 portable VHF transmitter/receiver radios for communications between the tanker and BHPPAR Pumphouse Control Station.

BHPPAR use the following Simplex VHF frequencies:

Channel 6	Emergency	156.30 MHz
Channel 9*	Ship to Shore (primary)	156.45 MHz
Channel 16	Calling/Emergency	156.80 MHz
Channel 19A*	Ship to Shore (Secondary)	156.95 MHz

(*Either 9 or 19A may be used as working Channel).

BHPPAR Pumphouse	Call Channel 16, Communicate Channel 9/19A, Call sign: "KTD 466".
BHPPAR Hawaii Marine Operations	Call Channel 16, Communicate Channel 9, Call sign: "KZG 757". (Not guarded).

Other useful VHF Channels are:

Aloha Tower, Honolulu Harbour Control:	Call Channel 16, Communicate Channel 12, Call sign: "WHX 528" (Guarded 24 hours)
Honolulu Pilots:	Call Channel 16, Communicate Channel 12, Call sign: "WXZ 456"
Chevron Shipping:	Call Channel 16, Communicate Channel 10, Call sign: "KEN 778"
Davies Marine Agencies:	Call Channel 16, Communicate Channel 11, Call sign: "KXJ 712"
Inchcape Shipping Agencies:	Call Channel 16, Communicate Channel 9, Call sign: "WQB 626"
P & R Water Taxi	Call Channel 16 Call sign: "WYH 6327"
Hawaiian Tug & Barge (Pier 21)	Call Channel 16, Communicate Channel 18A Call sign: "WLX" (Guarded 24 hours)
Uakewai Diving, Salvage & Fishing, Inc./Marine Logistics, Inc.	Phone: 528-0702, 538-6824 or 521-5515
M/V "Nene"	Call sign: "WSR 3068"
M/V "Na'ina"	Call sign: "WAD 9752"
M/V "Nahiku"	Call sign: "WTE 4880"
M/V "Nunui"	Call sign: "WBD 2554" Call Channel 16, Communicate any working Channel

TERMINAL FACILITIES: BHP Petroleum Americas Refinery (BHPPAR) is located onshore to the East of Barber's Point Light about 2 miles from the offshore marine terminal.

The offshore terminal consists of a CALM type single point mooring buoy. A 30 in. crude pipeline, a 20 in. clean product pipeline and a 16 in. bunker pipeline connect the SBM to the shore. 3×840 ft. long 16 in. floating hoses reduced to 12 in. over the rail, connect the tanker to the SBM for cargo operations. The bunkering over-the-rail hose is 8 in. Flanges are standard 150 lb. ANSI-B lap ring type.

Crude oil is normally discharged through 2 hoses with a max. operating pressure of 150 p.s.i. and a max. flow rate of 33,000 bbl./hr. per hose. Loading rates vary between 6,000 bbl./hr. and 12,000 bbl./hr., depending on the product.

BALLAST: Normally, no dirty ballast is accepted. However, with prior notification, facilities can be made available to receive limited quantities. The vessel will be charged for use of the refinery ballast facilities.

Tankers must arrive with sufficient clean ballast for safe handling, having due regard to existing weather and sea conditions. It is the responsibility of the Master to ensure that no oil or contaminated ballast of any kind is pumped overboard. Inspection of ballast is strict. Any trace of oil on the surface of the ballast will preclude overboard discharges.

Tankers equipped with a segregate ballast system are permitted to discharge cargo and load ballast simultaneously with prior approval of the Pilot/Mooring Master.

MOORING/UNMOORING: Prior to mooring, the Pilot/Mooring Master will deliver a copy of the "Terminal Conditions" letter to the ship's Master for his signature (See "Appendix"). By his signature he agrees, on behalf of his owners, to comply with all relevant terminal conditions.

The ship will moor to a single hawser through the forward centreline Panama fairlead. The hawser is 180 ft. long, connected to a 26 ft. long chafe chain. A 500 ft. long 10 in. poly pick-up line is attached to the chain for heaving it on board. The chafe chain will be secured using either a bow chain stopper or vessel's bitts with a terminal supplied nylon snotter, depending on the type of mooring equipment installed on the vessel.

The size of the chafe chain is 76 mm. (3 in.). A 54 mm. (2.15 in.) piece of chain can be installed only if absolutely necessary for smaller vessels.

The ship's crew is responsible for securing the mooring chafe ch with advice from the Pilot/Mooring Master. A suitable messenger li should be available on the fo'castle to retrieve the mooring hawser p up line. A ship's deck officer shall be on the bow during mooring a unmooring operations. The Pilot/Mooring Master will be stationed on t bridge to advise the Master and crew during approach and moor operations. A second Mooring Master will be stationed on the bow.

HOSES/CARGO OPERATIONS: The ship's crew is responsible t connecting and disconnecting hoses. A ship's deck officer shall be the area of the cargo manifolds during hose handling operations. A Pil Mooring Master will be available to advise the crew during ho operations. The ship's crew is responsible for all cargo operations. T Pilot/Mooring Master will advise with respect to operating conditions a hazards, but will not direct the loading or unloading.

It is dangerous to close ship's valves against the oil stream. Such procedure creates excessive pressure which may damage term facilities. Tankers will be held liable for damages resulting from failu to observe this precaution.

The Pilot/Mooring Master reserves the right to suspend oil trans operations, if necessary, to protect the terminal facilities or t environment.

All rules and regulations concerning safety, local conditions, term operations and oil transfer will be carried aboard the tanker by the Pil Mooring Master.

The following are specific requirements for all vessels while moor at the BHPPAR SBM:

1. The vessel's main engines, steering gear and all necessa equipment shall be maintained in a condition to allow immedia manoeuvring of the vessel.
2. The Master or his qualified deputy must be available to respo immediately on the bridge to take control in the event of emergency or upon request of the Pilot/Mooring Master.
3. A qualified bow/SBM lookout shall be maintained to report if the sh begins to encroach upon the buoy. This lookout shall be in rad contact with the deck watch officer.
4. Sufficient crew shall be available to disconnect hoses, unmoor a get underway at all times.
5. An officer fluent in English shall be on duty at all times.
6. Oil transfer shall cease if radio communication with the termina lost.
7. Oil transfer shall cease and the U.S. Coast Guard notified if oi spilled.

All tankers are expected to unmoor as soon as practicable at completion of cargo operations. The ship's crew will disconnect hose and unmoor. During unmooring a Pilot/Mooring Master will be statione on the bridge to advise the Master. A second Mooring Master and w assist from the bow.

FRESH WATER: Not available at SBM. Available at limited locations Honolulu Harbour.

FUEL: Subject to availability, bunker and diesel fuel can be supplied the SBM. Prior arrangements with BHPPAR are required. Fuel can delivered by barge in Honolulu or off port.

Bunker orders: Telex 7430292 or Telephone 808-547-3269, 3205

MEDICAL: Honolulu has many excellent medical facilities and hospita Services can be arranged by local agent.

REPAIRS: Limited ship repair facilities are located in Honolulu.

STORES: Stores are available in Honolulu. Stores cannot be load while the tanker is in the mooring, except with express permission the Pilot/Mooring Master.

AIRPORT: Honolulu International Airport has regularly scheduled flig to all parts of the world.

TIME: The Hawaiian Islands observe "Hawaiian Standard Time" ye round which is GMT minus 10 hours. Daylight Savings Time is n observed.

WEATHER/TIDES: The Master is referred to published sa instructions for this area for information on tides, currents, wind a weather.

The Hawaiian Islands are dominated in all seasons by tradewin from the N.E. These tradewinds are present about 75% of the time a their average velocity is 12.5 m.p.h. They exceed 20 m.p approximately 2% of the time; however, gusts approaching 100 m.p are possible.

Hawaii's average temperature ranges from about 74°F in March 79°F in September. Almost everywhere in Hawaii, the warmest a coolest months differ, on the average, by only 9° or less.

"Kona" weather refers to the Southerly winds which occur m frequently during the months of October through April. During the storms, heavy rainfall and cloudiness can be expected. Moori scheduled during these months may be subject to delay.

The predicted times and heights of the high and low tides a published for Honolulu. The periodic tides around Barber's Point avera only 1 ft. to 2 ft. and are normally mixed. The effect of strong wi added to normal tidal action may cause water levels to fall considera below chart datum and/or rise considerably above MHHW. At Barb Point where the trades usually blow directly off the land, a shift to Ko winds or to a calm has been observed to raise the tide level a few te of a foot.

Currents at the mooring normally run parallel to shore in an East and Westerly direction. The maximum velocity varies from 3.0 ft. second on the surface to 1.3 ft. per second 3 ft. above the sea bott

Tsunamis or tidal waves are possible in this area although qu infrequent. On receipt of a tsunami warning, tankers will be unmoo and will proceed to safe locations until the warning is lifted or the dan is passed.

APPENDIX:

TO: Master

SUBJECT: TERMINAL CONDITIONS – BHP PETROLEUM AMERICAS REFINING, MARINE TERMINAL

Welcome to BHP Petroleum Americas Refining (BHPPAR) Marine Terminal, Barbers Point, Oahu, Hawaii. You are advised that in calling at our Terminal, your vessel is subject to all applicable laws and regulations of the United States and the State of Hawaii, including regulations issued by the U.S. Coast Guard and other federal and state executive agencies. The following instructions and guidelines are provided to promote safe operations while your vessel is moored at the BHPPAR Marine Terminal.

The following definitions are used herein:

"*Terminal*" means the oil transfer facility operated by the BHPPAR off Barbers Point, Oahu, Hawaii, and all associated buoys, hoses, pipes, valves and other appendages in or beneath the sea at the Terminal.

"*Terminal Operator*" means BHPPAR and its parent and affiliate companies, and their directors, officers, employees, servants, contractors and agents.

"*Terminal Services*" means any and all services of any description (whether compulsory, voluntary or otherwise) provided or performed (whether for consideration or otherwise) by or on behalf of the Terminal Operator at or on or about the Terminal and/or the tanker within 3 nautical miles of the Terminal and rendered directly or indirectly in connection with the mooring and/or transfer of crude oil or petroleum product at the Terminal, including without limit to the foregoing, pilotage, navigation, berthing, mooring, unmooring, transfer procedures, communications, watch, divers, tug or workboat assistance or other services, assistance, direction, advice, instruction or conduct whatsoever.

"*Tanker*" means the vessel requiring Terminal Services to be provided or performed.

"*Tanker Owners*" means, jointly or severally, the Tanker, her Owners, Charterers, Owners of cargo and/or bunkers aboard the Tanker, and their respective directors, officers, employees (including Master and crew), agents and contractors.

"*Information Manual*" means the BHPPAR SPM Marine Terminal Information Manual, latest issue.

"*Operations Manual*" means the United States Coast Guard approved Marine Oil Transfer Facility Operations Manual for the BHPPAR SPM Terminal, latest issue.

The provision or performance of any Terminal Services are rendered in consideration of, and accepted by the Tanker and Tanker Owners and expressly subject to agreement with the following conditions:

1. At all times and under all circumstances, the Master of the Tanker will remain solely responsible for the proper navigation, operation, manoeuvring, mooring and unmooring of the Tanker, connecting and disconnecting hoses, discharging and loading cargo and bunker fuel, ballasting and deballasting, safe loading of the Tanker, pollution prevention and compliance with all laws, regulations and orders issued by the competent authority, as well as the instructions herein the Information Manual and the Operations Manual.
2. The Terminal Operator shall not be responsible for or liable to the Tanker or Tanker Owner or any other person in respect to any death, personal injury, illness, loss or damage to property or delay arising directly or indirectly from the performance or non-performance of any Terminal Service.
3. It is agreed that all persons employed or contracted by the Terminal Operator in connection with performance of Terminal Services are supplied on the condition that in so providing or performing each is a servant of the Tanker in every respect and not the servant of Terminal Operator. The presence of such persons in or about the Tanker and performance or non-performance of Terminal Services in no way relieves the Tanker, her Master or crew of any obligation, responsibility or liability in connection with the safety, condition, operation or proper navigation of the Tanker or its property and cargo. It is further agreed that the Tanker and Tanker Owner shall indemnify and hold harmless Terminal Operator from any liability, loss, claims or damages arising out of the rendering of any Terminal Services to the Tanker, including but not limited to services performed by Pilots/Mooring Master(s), operators, crews and boats, whether or not arising out of the fault of said Pilots/Mooring Master(s), operators, crew or Terminal Operator.
4. That while the Terminal Operator will endeavour to insure that Terminal Services are safe and suitable, no warranty, guarantee or representation (express or implied) as to the safety or suitability or otherwise is given.
5. That the Tanker Owners shall be solely responsible for all liability for pollution or contamination by oil or any other substance, and for the direct and indirect consequences of same, if such pollution or contamination is caused directly or indirectly by the Tanker, whether negligently or otherwise, or if the pollution or contamination occurs as a result of escape of oil or other substance from any point on the Tanker. Should a spill occur at the Terminal, Tanker and Tanker Owners shall immediately take the action necessary to clean up the spill and mitigate its effects. Terminal Operator is authorised, at its option with or without notice to Tanker and Tanker Owners to take the action and incur the expenses necessary in its judgement to clean up any spill and to mitigate its effects, and Terminal Operator shall be entitled to reimbursement by them for any expenses which it may incur.
6. That if the Tanker or any part of it sinks, or becomes a wreck or an obstruction in any part of the Terminal or its approaches, the Terminal Operator shall be empowered and have the right to remove the obstruction or wreck with or without notice to the Tanker and Tanker Owners. All expenses of such removal shall be borne by the Tanker and the Tanker Owners at the time of the incident which caused the wreck or obstruction, and Terminal Operator shall be entitled to reimbursement by them for any expenses which it may incur in surveying and removing the wreck or obstruction.
7. That the Tanker Master acknowledges receipt of a copy of the Information Manual, and agrees to comply with the provisions therein.
8. That the Pilot/Mooring Master, as representative of the Terminal Operator, is entitled to suspend Terminal Services and the transfer of cargo or bunkers in the event of any of the following:

The Tanker fails to comply with any applicable federal or state law, regulations or orders issued by competent authority, the provisions of the Information Manual, or the Operations Manual.

The Tanker is not in all respects ready or fit to berth at the Terminal and conduct transfer operations.

Weather or other environmental conditions exceed or are expected to exceed safe operational limits.

9. These conditions shall be governed and construed according to the laws of the State of Hawaii.

By his or her signature below, the Tanker Master acknowledges receipt, understanding and agreement to the provisions of these Terminal Conditions, on behalf of the Tanker and Tanker Owners.

____

Pilot/Mooring Master –
On behalf of the Terminal Operator

____

Tanker Master –
On behalf of the Tanker and Tanker Owners

____

Date and Time

GENERAL: All tankers calling at United States ports must undergo inspection by the United States Coast Guard. Upon successful completion they will be issued a "Tank Vessel Examination Letter" that is valid for one year. No tanker is permitted to transfer oil without a valid "TVEL".

"Notice of Readiness" will not be accepted at time of arrival unless the tanker is in all respects ready to load or discharge.

Laws of the United States govern this terminal and all personnel are required to abide by them. Regarding any matter in question, it is the responsibility of the Master to obtain the necessary clarifications from his local agents.

OPERATOR: BHP Petroleum Americas Refining Inc., 733 Bishop Street, P.O.Box 3379, Honolulu, Hawaii 96842. *Tel:* (808) 547-3395/3715. *Telex:* ITT 7430292. *FAX:* (808) 547-3807. *Contact:* Captain William E. Heddaeus, Manager, Hawaii Marine Operations.

(C) CHEVRON U.S.A. INC. – BARBER'S POINT:

LOCATION: Chevron U.S.A. Inc. has been granted the use of the following anchorage for its Barber's Point Offshore Tanker Terminal:

> The waters of the Pacific Ocean within an area beginning at a point in Latitude 21° 16′ 58″ N. and Longitude 158° 04′ 39″ W., thence on a bearing of 090° true, 850 yards, thence on a bearing of 180° true, 450 yards, thence on a bearing of 270° true, 850 yards, thence on a bearing of 000° true, 450 yards to the point of commencement.

The centre of the above described area is on an "approximate" bearing of 119° true, 2.3 miles from the Barber's Point Light. The four corners of the mooring are marked by buoys. The two Southerly corners of the area are marked by lighted buoys which are painted yellow and red and are in 84 ft. of water. The Northerly corners of the area are marked by white spar buoys and are in 66 ft. of water. The area is designated as Area "C" – See "Plan".

The offshore terminal facilities in the above described area are owned and operated by the Chevron U.S.A. Inc., Hawaiian Refinery, and serve to handle cargo between the refinery at Barber's Point and tankers calling at the terminal.

The offshore tanker terminal is the responsibility of the Blending and Shipping Area Supervisor, Chevron U.S.A. Inc., Barber's Point, Oahu, Hawaii. The marine representative in Hawaii is the Chevron Shipping Company Port Captain. He is responsible for all ship operations.

DOCUMENTS:

A. *For Immediate Entry for Customs* (for Preliminary Entry Certificate Issuance):
   - Original and 3 copies of I–418, Crew List and Passenger List.
   - Original and 3 copies of CF–1304, Customs Crew Effects Declaration.
   - Original and 3 copies of CF–1303, Customs Ship's Stores Declaration.
   - Original and 3 copies of CF–1301, Customs General Declaration.
   - Original and 3 copies of CF–1302, Customs Inward Foreign Manifest.
   - Original and 3 copies of CF–1300, Customs Master's Oath of Entry.

   For Immigration Inspector:
   - Visaed Crew List (Form I–418) or Waiver prepared in lieu – fee U.S.$15.00.
   - Form I–95, completed for each crew member for issuance of D–1.

   For USDA Inspector (when entering Honolulu Harbour):
   - Shipmaster's Declaration (AIQ–43) – (Inspector will bring on board).

B. *Required for Formal Entry and Clearance at U.S. Customs House: Entry:*
   - Original set of Preliminary Entry Manifest as prepared dockside (see above).
   - Port Clearance (last port).
   - Vessel's Certificate of Registry.
   - U.S. Tonnage Tax Receipts (CF–1002), prior voyages.
   - SOLAS Certificate (Safety Equipment Certificate).
   - Load Line Certificate.
   - Certificate of Financial Responsibility (CFR).

   Clearance:
   - Master's Oath of Clearance, original and 2 copies, CF–1300.
   - General Declaration, original and 2 copies, CF–1301, signed by Master.

PILOTAGE: Pilotage is compulsory for all vessels using the berth. This service is performed by the Chevron Shipping Company Mooring Master who remains aboard the vessel the entire time the vessel is in the berth. The Mooring Master will advise the vessel's Master on approaching and departing the berth, mooring, and unmooring. With the concurrence of the vessel's Master, this advice may take the form of directions to members of the vessel's crew. All manoeuvring within the mooring area should be done in accordance with the advice of the Mooring Master. Nevertheless in all cases the Master of the vessel shall remain solely responsible on behalf of the vessel's owner, for the safety and proper manoeuvring of the vessel. The vessel's Master and a qualified deck officer must be on the bridge at all times while the vessel is manoeuvring.
Pilot Station: When not anchoring on arrival, a Chevron Shipping Company Mooring Master will board arriving vessels. For vessels arriving, the Mooring Master boards about 2 miles South of the anchorage area.

ANCHORAGE: Pilotage is not required for anchoring in the Barber's Point Terminal area. Foreign flag vessels, however, should not enter inland waters North of a line connecting Barber's Point Light to Diamond Head Light and all vessels must remain clear of several prohibited anchorage areas. Masters should be aware that this is a very limited area for anchorage with deep water and poor holding ground. Vessels awaiting berth may anchor, however, in such a position so that the approach to and departure from the berths is not impeded. Chevron recommends (but does not warrant the safety of) anchoring within a 500 yard radius circle centred on position: Latitude 21° 16.2′ North, Longitude 158° 03.7′ West (approximately 3.2 miles East–Southeast of Barber's Point Light). Vessels should not anchor directly South of the Chevron U.S.A. Berth unless next scheduled for berthing as notified by Chevron Shipping Company, Honolulu.

RESTRICTIONS: Mooring operations are conducted in daylight only. Unmooring operations can be conducted at any time, day or night, weather permitting.

MAX. SIZE: *Berth Capacity:*
A. Maximum length overall 1,000 ft.
B. Maximum distance stern to centre manifold 500 ft.
C. Maximum deadweight tonnage 150,000. Chevron may allow vessels of a larger size under special circumstances to be determined on a case–by–case basis by Chevron Shipping Company.
D. Maximum draft 50 ft. (salt water) in the Summer. Max. draft is 52 ft. in the Winter. Vessels with a draft greater than 50 ft. (salt water) may be accepted on a case–by–case basis.

HEALTH: Vessels arriving from a foreign port must clear with U.S. Customs and Immigration before handling cargo. This is normally done with the assistance of a local agent. Either the vessel or the agent is required to furnish the U.S. Coast Guard at least 24 hours' advance notice of the ship's arrival time.

The agent brings the port authorities to the mooring area in a launch where they board.

Should a vessel arrive from a foreign port with sickness on board, the U.S. Public Health Service must be notified. This is usually done through the agent.

TUGS: It is a U.S.C.G. requirement that all laden tankers are required to use tugs for mooring and unmooring. A mooring launch is used to attach the vessel's lines to the mooring buoys and assist in picking up the submarine hoses. A mooring launch stands by continuously to assist in unmooring and in any emergency which may arise while the vessel is in the berth.

BERTHING: Within the mooring area there are 7 mooring buoys. Vessels should moor by using both of the ship's bow anchors and by running lines to the mooring buoys.
Mooring Equipment: Chevron U.S.A. Inc. reasonably believes, but does not warrant, that vessels meeting the following criteria may safely moor at the berth.
A. All ground tackle must be in good working condition. Vessels up to 50,000 d.w.t. must have at least 10 shackles of chain on each anchor. Vessels over 50,000 d.w.t. must have at least 12 shackles of chain on each anchor.
B. Mooring wire and rope requirements are shown on the "Summary of Minimum Wire and Rope Requirements" – See "Appendix".
C. To accommodate wires and/or ropes, winches, fairleads, bitts and chocks must be so placed that mooring lines (wires or ropes) may be handled as follows:
  1. Vessels smaller than 80,000 d.w.t.:
    (a) 3 lines on the forecastlehead or main deck forward (2 to weather side, 1 to lee side).
    (b) 3 lines on the main deck aft (2 to weather side, 1 to lee side). It is desirable that winch or warping head arrangement be capable of working one line or wire out of each side simultaneously.
    (c) 4 lines on the poop deck (2 to weather side, 1 aft and 1 to lee side).
  2. Each synthetic line must be secured to a separate bitt.
  3. For vessels larger than 80,000 d.w.t., fittings must permit doubling of all lines for a total of 14 mooring lines.
D. Each mooring winch must be capable of heaving the first layer of wire or rope on the drum at a no–load speed of at least 150 ft./min. and a loaded speed of at least 75 ft./minute. The respective winch speed must be maintained during simultaneous operation of one winch on the main deck forward, one winch on the main deck aft, 2 winches on the stern and one anchor windlass operating.
E. Mooring winches must be capable of warping the vessel in position without tug assistance. On a case–by–case basis the Mooring Master may waive this requirement and utilise tug assistance instead. Tugs will be for vessel's account.
Berthing Procedures: The procedure is modified to fit conditions of the berth, wind, current, sea state, vessel size/loading, limitations of vessel's mooring gear, and other factors as recognised with the advice of the Mooring Master.

In general, the following procedure is followed for typical berthing
Vessel approaches the mooring on a due North heading, pas approximately 200 yards East of No. 6 mooring buoy.

Starboard anchor is let go at Point A and 9 – 9.5 shackles of ch are paid out on the run, starboard chain is then held.

When starboard chain fetches up leading aft, port anchor dropped at Point B and stern is worked into berth as the starboa chain is held and the port chain is paid out to approxima 8 shackles and the lines are run to the mooring buoys. Then t chains are adjusted as necessary to position the vessel proper the berth.

Wind and current will largely govern usage of tug assistance a which mooring lines are run out first.

Miscellaneous Vessel Requirements:
A. Vessels should be equipped with a searchlight on each bridge w to assist in illuminating buoys during mooring and unmooring at ni
B. The ship's crew is required to perform all hose handling w (including raising, connecting, adjusting, disconnecting, and lower the hoses), and adjusting of mooring wires and anchor chains addition, the crew will be required to take aboard a gear basket a to return it to the mooring launch before departure. All of this w will be done with the advice of the Mooring Master.
C. All vessels are required (at their expense) to provide food a accommodation for the Mooring Master and up to 3 mooring lau personnel for the duration of the visit.
D. All vessels shall comply with regulations and procedures set forth the Operations Manual for the Chevron Barber's Point Offsho Tanker Terminal in addition to U.S. Coast Guard Regulations s forth in Title 33 of the Code of Federal Regulations (33 CFR). In t event of conflicts between the Operations Manual and the USC Regulations, the provisions of the USCG Regulations shall prev except when provisions set forth in the Operations Manual are mo stringent than USCG's and other government regulations.
E. All vessels are subject to inspection to confirm their suitability for t Barber's Point berth. Vessels not meeting any one of t requirements may be refused berthing.
F. Vessels may be required to unberth and/or otherwise incur de during adverse weather conditions.

Departure from Berth: The procedure for leaving the berth conventional for such moorings and includes the following steps:

Hose is disconnected, blinded and lowered to the sea bottom.

Lines to buoys are slacked by the vessel's crew then released the buoy by the mooring launch crew.

Anchors are either heaved in simultaneously or the port anchor heaved in first, while No. 5 line is held until the vessel's stern is w clear of the spar buoys.

Mooring Master leaves the vessel after it is underway and cl of the moorings.

MEDICAL: Arrangements must be made with the ship's Agent f medical services. Medical services are normally obtained by taking t patients to Honolulu by launch. This is a distance of 12 miles (one wa Ambulance service is provided by the City & County of Honolulu throu the island–wide emergency telephone No: 911.

REPAIRS: Repairs which render the vessel incapable of gett underway are prohibited while the vessel is in the berth.

TIME: All islands in the State of Hawaii are on Zone plus 10 (10 ho slow of Greenwich Mean Time) throughout the year. All communicatio should be in local time.

FRESH WATER: Not available.

FUEL: Bunkering is not permitted or available at the mooring.

HOSES: Two pipelines serve to transfer products between the termi and the refinery, 1×20 in. diameter and 1×30 in. diameter. Hose str attached to the ends of each of these pipelines are raised by lifting t free end of the hoses by their attached buoys and chains. When t free end of the hose string is above the vessel's deck, the hose st is secured to the vessel by an attached chain bridle between the f and second lengths of the hose string. The end of the hose is t lowered in a smooth curve to the deck, the cap removed and the ho connected to the vessel's manifold. Both pipelines and hose str terminate on the port side of the vessel.
The hose string description is as follows:

Pipeline	*Hose Order from Shore*	*No. of Sections*	*Hose Diameter* (in.)	*Hose Length* (ft.)	*Total Lengt* (ft.)
20 in.	1	1	16	25	25
	2	5	16	30	150
	3	2	12	30	60
	Total	8		Total	235
30 in.	1	1	16	25	25
	2	10	16	30	300
	3	2	12	30	60
	Total	13		Total	385

Each hose string is terminated on the free end of the last 12 diameter section by a lever–operated, blanked butterfly valve an standard 12 in. 150 ANSI flange. The 20 in. system is normally used transferring gasoline products. The 30 in. system is normally used transferring crude oil and fuel oil.

The submarine pipelines extend nearly 2 miles to the shore and t approximately one additional mile across flat land to the Che Refinery. Both submarine pipelines contain internal gut water lines w can be used to provide heat when hot water is circulated through th Water is pumped out one gut line from the refinery and returns thro the other. The two gut lines are connected at the seaward end b short submarine hose.

Hose Handling/Cargo Transfer Equipment Requirements:

A. Port hose boom and related equipment shall have minimum safe working load capacity of 10 long tons except that vessels up to 30,000 d.w.t. may have 7 long ton minimum safe working load capacity.

B. Bitts for hanging-off the hose chain should be provided in front of the port side manifold. If the vessel is to load bunkers while handling cargo, separate bitts shall be provided for the bunker hose, also on the port side.

C. Rail to manifold distance should not be less than 15 ft. Top of roll bar should not be higher than the lower lip of the manifold flange(s).

D. All fittings, piping and valves outside of and including the first valve on the ship's cargo and bunker systems must be of steel construction and properly supported by a permanent installation (i.e., vessel must meet the Arco Cast Iron Clause). No more than one reducer outside the vessel's permanent installation will be allowed and in any case all connections must be made inside the oil drip pan.

E. All vessels must have the capability of loading segregated ballast during discharge equal to at least 30% of vessel deadweight. Those with the capability of handling segregated ballast quantity above 30% will be less subject to delay during adverse weather conditions. Vessels may load segregated ballast during discharge of cargo. Ballast may be loaded into unsegregated systems either during cargo discharge or when discharge is interrupted, but only if piping used for ballast is segregated from cargo piping by at least two valves. Single valve separation is acceptable if it can be shown that no leakage will occur through the valve except that in this case ballast cannot be loaded concurrently with transfer of cargo. Vessels not capable of meeting these requirements may be forced to vacate the berth prior to completion of discharge.

BALLAST: There are no shore facilities for handling either dirty or clean ballast at the terminal.

Pollution: It is imperative that no oil or pollutants of any type escape into the water. All regulations regarding pollution of the sea or air must be complied with.

Reporting Oil Discharges or Spill: Any oil spill into the water from a vessel in the moorings, at anchor, or underway in the vicinity of the Terminal shall be immediately reported to United States Coast Guard and the Terminal facility. If a Mooring Master is onboard, he shall notify the shore facility by radio as appropriate. In addition, the ship's Master shall in all cases notify the vessel's agents of the occurrence of the spill, no matter how small nor from what cause. If no Mooring Master is aboard, the vessel shall inform the Terminal facility by the most expeditious means available. Any other notifications required of the vessel by law shall also remain the responsibility of the vessel to carry out.

WEATHER: *Normal/Storm Conditions:* The local weather is usually moderate with temperatures between 75°F. to 85°F. and N.E. trade winds between 10 to 15 miles per hour. Tropical storms and hurricanes occasionally affect the islands between June and November. They cause high surfs and wind conditions at the mooring. In Winter months, storms with strong southerly winds called "Kona" winds may render the berth unusable for several days at a time. All vessels must be especially alert to the dangers caused by this type of weather condition.

Other violent winds may occur with the passing of a frontal system or a trough. These are more localised and occur from either the North or the South with violence and little warning.

A complete discussion of local weather is contained in the U.S. Coast Pilot No. 7. Up-to-date weather information is broadcasted by the National Weather Service on 162.55 MHz.

Any changes in the weather should be immediately brought to the attention of the Mooring Master so he may take appropriate action.

Tides and Currents: The maximum tidal range at the Mooring Area is approximately 3 ft. Mean higher high water is 2.0 ft., mean tide level is 0.8 ft. and mean lower low water is 0.0 ft. The extreme low water is −1.0 ft.

Currents normally set from East to West and are unpredictable. However, they do sometimes reverse.

Visibility: The visibility in the mooring area is usually excellent with only rare occasions of limited visibility.

SAFETY: *Fireboats:* A fireboat is available only from Honolulu harbour. Because of the distance to the harbour, this fireboat would be called upon only in the event that the ship's equipment cannot control a fire.

Crude Washing: Crude washing should be undertaken only with approval of Mooring Master. The Shore Control Operator shall also be notified.

Inert Gas Systems: Normally a vessel fitted with an inert gas system (IGS) will not be permitted to carry on cargo operations unless the inert gas system is in good order and in operation. When an IGS equipped vessel arrives with the system inoperative, the vessel will not be berthed until the IGS is repaired and/or put in operation. If after a reasonable time the system is not operative and/or cannot be repaired, the terminal may elect to berth the vessel and carry on the cargo operation under strictly controlled conditions and in compliance with existing governmental regulations. If the IGS breaks down after the vessel has berthed, all cargo operations will be stopped and the terminal may elect to take the vessel off the berth unless the IGS is repaired in a reasonable time. If the IGS cannot be repaired, the terminal may elect to carry on cargo operations under strictly controlled conditions and in compliance with existing governmental regulations.

All time lost because of the IGS being inoperative and/or out of order will be for the vessel's account.

Containment Equipment: The area of the refinery where the marine pipelines emerge above ground is protected by dykes which are designed to adequately impound any oil leakage from valve packings, flange leaks or pipeline leaks.

The Refinery is a member of Clean Islands Council Oil Spill Cooperative (CIC). Should an onshore or offshore oil spill occur, the Refinery has access to all the CIC equipment.

A 650 ft. Rotopak oil boom is placed aboard the ship prior to mooring. This equipment is to provide immediate first response capability in case of an offshore oil spill.

Onshore response time is within one hour. Offshore deployment time is dependent on the availability of tugs. A mooring tug is available to assist in the event of an offshore oil spill, under the operational control of the Mooring Master. Depending on the reason for the spill, ocean conditions, and the vessel's situation, the Mooring Master may or may not allow the tug to return to port to obtain the spill containment equipment.

GENERAL: *Charts and Publications:*
The anchorage area is shown on the following charts:
National Oceanic and Atmospheric Administration
19362 – Oahu, Ahua Point to Barber's Point.
19357 – Island of Oahu.

Publications of value and interest are:
Current edition of United States Coast Pilot No. 7 (Pacific Coast).
Hawaiian Refinery Emergency Plans and Procedures Manual.
U.S. Coast Guard Regulations 33CFR153, 154, 155 and 156.

Rules of the Road: All vessels should be aware that inland rules apply inshore of a line connecting the Diamond Head Light and Barber's Point Light.

Provisions: Arrangements for provisions are made with the ship's Agent. Provisions are brought from Honolulu to the ship by launch. Weather conditions usually allow loading only on the vessel's port side. Terminal Regulations prohibit lifting stores with the hose boom while the submarine hose is connected.

Launch Service: If shore leave is allowed, the vessel's Master must make arrangements with the Agent to provide personnel launch service. A mooring launch is provided for line handling. The mooring launch does not leave the terminal area while the ship is in the berth.

Check List: A Marine Terminal Check List has been prepared for vessels using the berth. It must be signed by the vessel's Master and Chief Engineer and the Mooring Master before cargo can be handled. Its purpose is to ensure that important safety and anti-pollution procedures are followed by all personnel aboard the vessel.

AUTHORITY: See Section (A).

Operator: Chevron U.S.A. Inc., P.O.Box 1299, Honolulu, HI 96807.
Tel: (808) 527–2764. *Telex:* TWX 7238372, answerback 8373 Chevr Hr.
FAX: (808) 533–2807.

APPENDIX: SUMMARY OF MINIMUM WIRE AND ROPE REQUIREMENTS.

	Wires				*Synthetic Lines*					
Vessel Size d.w.t.	*Number*	*Diameter* (in.)	*Length (Note 2)* (ft.)	*Breaking Strength* (lb.)	*Number*	*Circumference* (in.)	*Length* (ft.)	*Material*	*Breaking Strength* (lb.)	
Up to 50,000	7	1.25	1,000	130,000	4	8 (minimum) 10 (maximum)	720	Note 3	130,000	
				OR						
	any combination of wires and ropes (per above)									Note 1
				OR						
					11	9 (minimum) 10 (maximum)	720	Note 3	175,000	
50,000 to 80,000	7	1.5	1,000	165,000	4	8 (minimum) 10 (maximum)	720	Note 3	175,000	
				OR						
	any combination of wires and ropes (per above)									Note 1
				OR						
					11	9 (minimum) 10 (maximum)	720	Note 3	175,000	
Over 80,000	7	1.5	1,000	165,000	7	8 (minimum) 10 (maximum)	720	Note 3	175,000	

Notes:
(1) Vessels equipped with fewer than 7 wires may be required to unberth and/or otherwise incur delay during adverse weather conditions.
(2) Synthetic rope pendants may be used to achieve the necessary length if the breaking strength of the pendant is at least 1.25 times that required for the wire.
(3) Polyester required. Nylon or polypropylene not acceptable.

HOUSTON, Texas: 29.45 N. 95.20 W. (See Plan)

DOCUMENTS:
1 Visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all U.S. ports.
2 or more copies of Manifest of Cargo for each individual U.S. port.
Souvenir List.
Stores List.
Ship's Register.
Tonnage Tax.
Load Line Certificate and Nationality Certificate.
No health document required.

Tankers: Customs required copy of Bill of Lading, ship ullage on loading and shore ullage on loading.

PILOTAGE: Compulsory. Radio to local Agent who arranges Pilot and specifies boarding time. U.S. Coast Guard requires 24 hours' notice in advance of arrival Galveston Bar. Pilot boats and station on VHF Channel 66, Bridge to Bridge is Channel 13 and tugs for docking and off-docking on Channel 14. 3 Pilot boats marked "HP No. 1" – 53 ft., "HP No. 2" – 61 ft. and "HP No. 3" – 106 ft. in length. Pilot boats contacted by light in International Morse code; no sound signal. Pilot taken on board at Sea Buoy No. 1, located 6.7 miles from Galveston. Seldom, if ever, is water too rough for boarding at above location. Anchorage located in Bolivar Roads, 6.7 miles inward from Sea Buoy No. 1.

Report: 1993.

Sabine Bank Pilot to Houston uses VHF Channels 16, 14 and 12.

ANCHORAGES: Vessels are prohibited from anchoring in the Houston Ship Channel or Turning Basin, except in cases of emergency, in which circumstances they shall anchor as near as possible to the channel edge or Turning Basin so as not to interfere with free navigation or obstruct the approach to any pier.

Vessels may anchor in the Gulf of Mexico in the Galveston Entrance Anchorage Areas, just inshore of the intersection of the Galveston Safety Fairway with the Coastwise Fairway. Inside Galveston Harbour, a federally designated anchorage area has been established along the North side of the Inner Bar Channel, this area is described as follows: bounded by the North edge of the channel, extending West from Buoy 10 (Latitude 20° 20′ 48.5″ N., Longitude 94° 42′ 52.5″); thence to Buoy 12 (Latitude 29° 20′ 43″ N., Longitude 94° 44′ 46.5″ W.) thence 029° to Buoy B (Latitude 29° 21′ 15″ N., Longitude 94° 44′ 47″ W.) thence 096° to Buoy A, (Latitude 29° 21′ 05.3″ N., Longitude 94° 42′ 51.4″ W.); thence 183.5° to the point of origin. This anchorage area is for temporary use of vessels of all types, but especially for naval and merchant vessels awaiting favourable weather and travel conditions. Except when stress of weather makes sailing hazardous, vessels are not permitted to anchor in this area for periods exceeding 48 hours, unless longer periods are expressly authorised by the Captain of the Port.

In Galveston Bay, small craft can anchor anywhere outside the dredged channels where the depth is sufficient. The water in the bay may be lowered as much as 2 ft., by a "Norther" and vessels should anticipate this when selecting an anchorage during the Winter.

RESTRICTIONS: None with respect to time of day or night, or with state of tide.

Authorised Project Dimensions
Houston Ship Channel and Ancillary Channels

Section of Waterway	*Depth* (MLT)* (ft.)	*Bottom Width* (ft.)	*Length of Section* (ft.)
Galveston Harbour:			
Entrance Channel	42	800	24,999
Outer Bar Channel	42	800	8,764
Inner Bar Channel	40	800	16,864
Bolivar Roads Channel	40	800	5,048
Houston Ship Channel:			
Bolivar Roads to Morgan Point	40	400	138,154
Morgan Point to Boggy Bayou	40	400	67,385
Baytown Bend Easing	40	525(1)	2,700
Boggy Bayou to Greens Bayou	40	300	12,465
Greens Bayou to Sims Bayou	40	300	27,800
Hunting Bayou Turning Basin	40	900-1,000 (2)	1,375
Clinton Island Turning Basin	40	800	1,592
Sims Bayou to Southern Pacific Slip	40	300	2,881
Southern Pacific Slip to Houston Turning Basin	40&36(3)	300	15,571
Brady Island Turning Basin	36	300-700(2)	1,100
Houston Turning Basin	36	400-1,000	3,100
Upper Turning Basin	36	150	1,000
Brady Island Channel	10	60	4,800
Barbour Cut Terminal Channel	40	100	7,800
Turning Basin	40	1,100	1,000
Five Mile Cut Channel	8	125	10,000
Light Draft Channel:			
Upper Turning Basin to Jensen Dr.	10	60	21,898
Turkey Bend Channel	10	60	4,400
Jensen Dr. to White Oak Bayou	10	60	7,900
Greens Bayou Channel:			
Mile 0.0 to Mile 0.37	36	175	1,754
Mile 0.37 to Mile 1.65	15	100	6,646
Mile 1.65 to Mile 2.73	12	100	Inactive

Notes: (1) Includes 400 ft. channel width.
(2) Includes 300 ft. channel width.
(3) 40 ft. to Brady Island. Authorised.

*All depths refer to the plane of mean low tide.

Tidal Range and Currents of Galveston Bay:
Under ordinary conditions, mean tidal range is 0.6 ft. to 1.3 ft. in t lower and upper parts of Galveston Bay and 0.5 ft. to 1 ft. in the S Jacinto River and Buffalo Bayou. Extreme ranges, under ordina conditions, are about 2 ft. in the lower part of Galveston Bay, 1.2 ft. the upper part of the bay and 1 ft. in San Jacinto River and Buffa Bayou. Freshets cause rises of over 12 ft. in Buffalo Bayou, howeve this condition has not occurred since completion of Addicks and Bark Dams for flood control on the upper watershed of Buffalo Bayou. Heig of tides is dependent largely on the wind, and during strong "Norther in Winter season the water surface of Galveston Bay may be depress 2 ft. below mean low tide.

Report: Mariners are advised that ship-to-ship lightering activity regularly conducted in the following general vicinities which are 50 mil – 60 miles from the Galveston Sea-Buoy.
Lat. 28° 35′ N., Long. 94° 15′ W.
Lat. 28° 25′ N., Long. 94° 34′ W.

Mariners are urged to use caution when transitting these areas, they make their way to the Port of Houston.

MAX. SIZE: Navigation safety guidelines on the Houston Ship Chann between Galveston Bar and the Turning Basin, Houston, Texas – Boli Roads to Barbours Cut: Maximum vessel size 950 ft. LOA w beam 135 ft.

Barbours Cut to Baytown: Maximum vessel size 900 ft. LOA w beam 135 ft.

Baytown to Boggy Bayou (Shell): Maximum vessel size 860 ft. w beam 120 ft. Vessels exceeding 800 ft. LOA or 39 ft. draft will restricted to daylight passage only above Baytown.

Boggy Bayou to Sims Bayou (Arco): Maximum vessel size 750 ft. w beam 116 ft. Vessels exceeding 105 ft. beam, but not exceeding 116 f shall not be allowed to meet any ship traffic above Boggy Bayou.

Sims Bayou to Houston Turning Basin: Maximum vessel size 750 LOA with beam 106 ft. Vessels exceeding 700 ft. LOA or 37 ft. draft w be restricted to daylight passage only between Sims Bayou and th Houston Turning Basin.

Note: The permitted draft may be less than 37 ft. because of conditio of the channel or tide.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alban Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: International Telephone and Telegraph – ITT – Galveston ca letters KLC.

TUGS: Tugs come alongside just off dock or immediately prior t entering turning basin if vessel is to turn, or at Pilot's discretion.
Towing Companies:
Intracoastal Towing & Transportation Co. Tel: 524-5522.
Bay Houston Towing Co. Tel: 529-3755.
Suderman & Young Towing Co. Tel: 529-9944.

BERTHING: No special requirements other than authority from termi operator local Agent.

Public Wharves – Port of Houston Authority Facilities:

Wharves	*Length* (ft.)	*No. of Berths*	**Project Depth* (ft.)	*Remarks*
No. 1	827	1	32	
No. 2	521	1	32	
No. 3	802	2	32	
No. 4	779	2	28	
No. 8	624	1	38	Ro/Ro
No. 9	581	1	35	
No. 10	600	1	33	
No. 11	530	1	33	
No. 12	530	1	33	
No. 13	460	1	33	
No. 14	480	1	36	
No. 15	525	1	36	
No. 16	554	1	38	
No. 17	600	1	38	
No. 18	600	1	38	
No. 19	577	1	38	
No. 20	593	1	38	
No. 21	600	1	38	
No. 22	600	1	38	
No. 23	600	1	38	
No. 24	600	1	38	
No. 25	600	1	38	
No. 26	600	1	38	
No. 27	600	1	38	
No. 28	600	1	38	
No. 29	600	1	38	
No. 30	600	1	38	
No. 31	576	1	38	
No. 32	800	2	38	25 acre open a
Nos. 41-48	3,428	8	33	
Manchester No. 2	500	1	32	
Manchester No. 3	500	1	36	(Planned renov early 1995)
Bulk Plant No. 1	650	1	40	
Bulk Plant No. 2	600	1	40	
Jacintoport No. 1	630	1	38	
Jacintoport No. 2	600	1	38	
Jacintoport No. 3	600	1	38	
Barbours Cut LASH Ship Berth	287	1		
Barbours Cut Container				
Berth No. 1	1,000	1	40	
No. 2	1,000	1	40	
No. 3	1,000	1	40	
No. 4	1,000	1	40	

Wharves	Length (ft.)	No. of Berths	*Project Depth (ft.)	Remarks
No. 5	1,000	1	40	
No. 6	1,000	1	40	See "Development".
Barbours Cut Ro/Ro Platform		2		
Woodhouse Terminal				
Wharf No. 1	660	1	36	
Wharf No. 2	600	1	34	
Wharf No. 3	650	1	33	
Wharf No. 4 **	600	1	37	

* Dredging is accomplished every 4 years.
** Used for grain elevator operations at Houston Public Elevator No. 2.

Care Shipping Inc.: Located 12 miles East of Houston. Deep-water terminal. Length 500 ft. Depth alongside 38 ft.

Manchester Terminal Company: 3 ship berths – 1,650 ft. in length (including 1 piling cluster). Depth 32 ft.

Served by 1 marginal track and 2 outside tracks behind docks plus loading tracks to all other facilities. Special loading-unloading docks for motor trucks available.

Equipment: 62 lift machines; 7 tractors; 1 towmotor, 30,000 lbs. capacity; 4 sweepers, 3 scrubbing machines.

Manchester Terminal Company also has 18,000 cargo pallets.

New Terminal Warehouse Corporation: Capacity 3 ship berths. Wharf 1,400 ft. long. Open storage areas of 50,000 sq.ft. Covered storage areas of 200,000 sq.ft.

Other Wharf Facilities: In addition to the for-hire terminals Port of Houston has some 43 ship berths plus various barge facilities on the Ship Channel maintained and used exclusively by industries. Most of these facilities are tanker ship berths at the refineries. There are also 4 liquid-bulk terminals for hire: Amerada Hess Terminal and General American Tank Storage Terminals, the latter having 2 separate locations; South Coast Terminals; Robertson Terminals, Inc.

Fentress Bracewell – Barbours Cut Terminal: The Port of Houston Authority continues development of its massive intermodal facility. Barbours Cut is located 2.5 hours from open sea where the Houston Ship Channel enters Galveston Bay. The facility is equipped to handle container, Ro/Ro and LASH services. There are 5 container berths each 1,000 ft. in length, representing 5,000 ft. of continuous quay. The channel is dredged to a depth of 40 ft. Additionally, 10 Paceco Portainers service the 5 container berths. The 5 container berths are backed up by approximately 203 acres of container marshalling are suitable for both grounded and wheeled operations. 20 rubber tyred yard cranes handle the stacking of containers in the container yard.

A Ro/Ro platform is provided for vessels equipped with ramps. There are two 100,000 sq.ft. Ro/Ro transit sheds with rail service available as well as 35 acres of concrete paved open storage for heavy equipment and automobiles. A "U" head pier and mooring dolphins provide for berthing of LASH ships. Additionally, a barge fleeting area and barge mooring dolphins are provided.

There is a container freight station with 55,000 sq.ft. of covered storage and rail service available. A railroad yard or ramp point with 1 lead track, 1 storage track and 2 working tracks provides a facility to unload containers and trailers to and from flat cars. The car capacity on the working and storage tracks is approximately 121 ft.×89 ft. long cars.

Container and chassis repair services are available on and off terminal. Container storage areas are available adjacent to the terminal as are automobile storage and preparation facilities.

Bayport Division: A 300 ft. wide by 42 ft. deep Bayport Ship Channel and its 1,600 ft. diameter turning basin connects with the Houston Ship Channel in Galveston Bay and extends approximately 2 miles inland to provide berths for deep-draft tankers and bulk freighters. Petro United Inc., Celanese Corporation, American-Hoechst Corporation and Hudson Oil Company have docks and facilities on the Bayport Ship Channel.

BULK HANDLING FACILITIES:

Public Bulk Materials Handling Plant: At Greens Bayou. Loading capacity at 67 lb./cu.ft. material, unloading capacity at 94 lb./cu.ft. material free digging rate. Fully automatic plant handles dry bulk commodities rapidly to and from ships and barges through the loading and unloading towers, conveyor systems, hoppers, pits, surge bins and scales; with rail and truck facilities and ample ground storage. Rail cars are rapidly moved with large rubber-tyre tractors. Boom of unloading tower reaches 60 ft. from face of dock, bucket capacity is 12 tons; loading tower boom reaches out 66 ft. from dock face and is equipped with automatic trimmer. Both towers can travel the full length of the dock. Mooring facilities for a waiting vessel have been installed next to existing dock. Also available: 2 heavy-duty front-end loaders and 4 heavy-duty car shakers. Max. LOA 750 ft. (larger if cleared with Houston Pilots prior to chartering). Max. beam 116 ft. Max. draft 39 ft. Air draft 40 ft. Depth of water 40 ft. Minimum hatch size 25 ft.×25 ft. Travel of loader 500 ft.

Elco Shipside Elevator Company: 2,000,000 bushel capacity elevator which loads up to 25,000 bushels per hour to vessels berthing at Dock No. 2 of the Port Authority's Manchester Wharves. Length of berth 500 ft. Depth 32 ft.

Woodhouse Terminal/Houston Public Elevator No. 2: Grain elevator with 12,000,000 bushel capacity – 4 ship berths. Also general cargo handling. Max. draft 38 ft. Loading rate 1,000 t.p.h.

Adams Terminal: Phillips Terminal Company. 2,700 linear ft., capacity 5 vessels. Bulk cargo loading conveyor system rated at 400 t.p.h.; horizontal boom, hammerhead-type clamshell unloader equipped with five-yard ore bucket, rated at 150 to 250 t.p.h.; 2 gantry cranes, capacity 40 tons at 30 ft. radius; Robbins heavy-duty car shakeout; 20-ton truck mounted crane. One D & H gantry crane modified to handle five-yard bucket for bulk ore discharge. 100 t.p.h. Specialists in import and export bulk cargo. Covered storage – 73,000 sq.ft.

International Terminal Corp.: Shiploading Rate 3,000 t.p.h. Depth in turning basin 42 ft. Storage capacity 150,000 tonnes (corn, soya, wheat, etc.).

Jacintoport Terminal: Deep-water shipside terminal located on the North side of the Ship Channel some 15 miles downstream from the Turning Basin.

Three ship berths (length 1,830 ft.) with water depth alongside the wharf at 36 ft. 24,000 sq.ft. of transit sheds. Transcontinental or Houston Deepwater, the present Jacintoport Operators, have preferential berthing at Wharves No. 2 and No. 3 for vessels that have at least 500 short tons of boxed or bagged cargo. Harbourside Refrigerated Services operate the cold storage facility located adjacent to Jacintoport and has preferential berthing at Wharf No. 1 for vessels that have at least 500 short tons of refrigerated or frozen cargo. Rail service by the PTRA. Slip is 4,200 ft. long and 400 ft. wide, owned by Port of Houston Authority.

Cargill, Inc.: Grain elevator with a capacity of 5,700,000 bushels. 2 ship berths. Max. draft 40 ft. Loading rate 70,000 bushels per hour to 140,000 bushels per hour.

CRANES: (Capacities 1 ton = 2,000 lbs.)

Mobile Crane – Diesel: Capacity 80 tons.

Gantry, American Revolver R-25 Electric: Capacity at 65 ft. radius – 50 tons.

Gantry, Clyde Whirley, Diesel Electric: Capacity at 45 ft. radius – 30 tons.

Gantry, Portainer, Electric: Capacity at 81 ft. reach – 27.5 tons.

Gantry, Portainer, Diesel Electric: Capacity at 113 ft. reach – 44 tons.

Gantry, Portainer, Electric: Capacity at 140 ft. reach – 30 tons.

Stiff Leg Derrick, Electric: Capacity at 50 ft. reach – 75 tons.

Floating derrick barge crane 500 ton capacity, Owner Joe D. Hughes, Halliburton Co.

Gantry, Portainer, Electric: Capacity at 127 ft., outreach 50 long tons.

Rubber tyred mobile crane, diesel with 300 short ton capacity operated by Ryan Walsh Stevedoring and Shippers Stevedoring.

BRIDGES: Two bridges cross the channel at this time, the I-610 Bridge, immediately East of Wharf No. 32, has a clearance of 135 ft., and the Beltway 8 Toll Bridge, immediately West of the Shell Terminal, has a clearance of 175 ft.

Under construction is the Baytown Bridge which will have a minimum clearance of 172 ft. and is due to be completed by January 1996, replacing the Baytown Tunnel.

STEVEDORES: Stevedore, on advice from representative of local Agent, must order labour prior to 1700 for 0700 or 0800 hrs. start the following day. Can order at 0800 for 1000, 1100 for 1300 and 1700 for 1900 hrs. start. Gangs must be ordered prior to 1700 hrs. on Saturday for Sunday or holiday.

MEDICAL: Give sufficient notice to order doctor or ambulance. Numerous hospitals available. Seaman's health certificate required.

TANKERS: No specific requirements for oil carriers with respect to load/discharge lines. Tankers must be gas free to enter turning basin area. 12 tanker berths available

Restrictions: The Houston Ship Channel has vessel size limitations as set forth by the Houston Pilots Association (See "Max. Size"). Deadweight tonnage is restricted by zone as follows:

Bolivar Roads to Baytown – 95,000 d.w.t.

Barbours Cut to Boggy Bayou (Shell Terminal) – 80,000 d.w.t.

Boggy Bayou to Sims Bayou (Arco Terminal) – 55,000 d.w.t.

Sims Bayou to Turning Basin – 45,000 d.w.t.

All dead ships and LPG/LNG vessels greater than 550 ft. LOA daylight transit only through the entire Houston Ship Channel.

Arco/Sims Bayou: General: The Arco Refinery Terminal consists of berths "B" and "C". This terminal is located in the vicinity of Sims Bayou, approximately 48 miles from Sea Buoy.

Mooring and Berth: At both berths 2 or 3 tugs are used for docking, while only 1 is necessary for undocking. The tugs and Docking Master meet the vessel 1 mile below the berths and turn the ship at the Arco Turning Basin for a starboard side berthing. The terminal does not provide a gangway.

Cargoes handled at both berths include crude, gasoline, distillate, lube oil, av. gas, jet fuel, and petro-chemicals. Sizes of cargo hoses are 4 in., 6 in. and 8 in. All cargoes are pumped at 100 p.s.i. Both berths can receive ballast and slops. Only av. gas and jet fuel are handled by a common pipeline.

Charter International Oil – Traweek: General: The Charter International Oil Company Berth is the Traweek Dock located 49 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berth: Tug requirements are determined by the vessel's Master. Vessels are generally turned, if light, in the vicinity of the berth and moored starboard side to. Breasting units keep the vessels directly off the side of the dock. All lines are doubled-up. Long bow/stern leads allow considerable fore and aft movement of the vessel. To counter the movement good spring lines are required. Hooks on shore are secured to 2×1.625 in. wires to a "deadman" on the upper bank. All lines are handled by a workboat. The terminal does not provide a gangway.

Passing ships in the Ship Channel affect vessels at this berth. Strict attendance to mooring lines is essential.

Cargoes handled at this terminal include gasoline, fuel oils, jet fuel, No. 6 fuel oil, and kerosene. All cargoes are transferred through 8 in. lines and hoses at a maximum pressure of 100 p.s.i. Connections at the manifold are made with bolted flanges. Both ballast and slops can be received at this berth.

Crown Central Petroleum Co.: General: The Crown Central Petroleum Co. Berth is located 50 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berth: 2 or 3 tugs are used for docking and 1 or 2 tugs are used for undocking. Tugs meet the vessel below the berth depending on existing conditions and turn the vessel prior to docking. No gangway is provided at this terminal.

Cargoes handled at this terminal include distilliate, gasoline, petrochemicals, heavy fuel oil and crude oil. Petro-chemicals are handled through 6 in. lines at 40 p.s.i. All other products and crude are handled through 8 in. lines with pressures varying between 30 p.s.i. and 100 p.s.i. All cargo hose connections are ASA-type connections. Ballast and slops are received at this terminal.

GATX No. 1 and No. 2 – Galena Park: General: The Galena Park Terminal of GATX consists of 2 berths, No. 1 and No. 2. Storage capacity: 5 million barrels.

Mooring and Berth: 2 tugs are used for both docking and undocking. Vessels are usually turned when in the light condition. The terminal does not provide a gangway.

Cargoes handles at both berths include heavy fuel oil, special petroleum products, solvents, and other clean products. Heavy fuel oils are handled through 8 in. lines only. All other products are handled through 4 in., 6 in. and 8 in. lines. Maximum pumping pressure for all products is 100 p.s.i. All connections are ASA flange connections.

GATX – Pasadena: Mooring and Berth: Tug requirements are determined by the vessel's Master. Vessels are normally turned in the light condition. The berth is close to the Houston Ship Channel and vessels can be affected by passing traffic. Vessels moored at this berth should be well moored and all lines kept taut. The terminal does not provide a gangway.

This terminal handles a variety of products. Crude oil or products requiring heating are not handled by this terminal. All products are handled through 4 in., 6 in. and 8 in. lines at 100 p.s.i. Hose handling may be expected to be slow on account of the limited equipment on the pier.

Hess No. 1: General: The No. 1 Ship Dock of the Amerada Hess Corp. is located 48 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berth: Vessel's Master determines tug requirements for docking and undocking. The vessel proceeds past the berth when docking and backs into the berth for a port side berthing. The stern will be approximately 100 ft. from the North bulkhead of the berth. The terminal does not provide a gangway. Gangway placement is critical.

Cargoes handled at this terminal include crude oil, fuel oil, light oil and gasoline. Fuel oil is handled through a 10 in. line at 150 p.s.i. All other cargoes are handled through 12 in. lines at 150 p.s.i. Connections are all "quick connections". There are no ballast or slops storage space at this terminal.

Hess No. 2: General: The Amerada-Hess Corp. No. 2 Ship Dock is located 45 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berth: A minimum of 2 tugs are used for docking and undocking. Loaded vessels approach from the channel, normally starboard side to. After discharging the vessel is than turned to seaward. A loaded vessel can be turned should a port side mooring be required. All lines are carried to mooring dolphins by a small boat. A gangway is not provided by the terminal.

Intercontinental No. 1: Mooring and Berth: 2 tugs are required for docking and undocking. The vessel is met by the tugs and Docking Master near Lynchburg Crossing. As the vessel approaches Slough, tugs assist in turning the vessel broadside to the channel and in line with the berth. The vessel is then manoeuvred into the berth. Most vessels are moored starboard side to. A gangway is not provided by the terminal.

Various clean products are handled by this terminal. There are no facilities for receiving ballast or slops.

Oil Tanking No. 1, No. 2 and No. 3: General: These berths are located at the Oil Tanking of Texas Terminal which is 42 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berth: 2 or 3 tugs are used for docking and 2 tugs are used for undocking. Vessels docking at Berth No. 1 are turned to starboard for a port side mooring. Vessels are moored head-in, starboard side to in Berth No. 2 and port side to, head-in at Berth No. 3. At Berth No. 2 and No. 3 mooring lines are handled by a launch. Bollards on the outer breasting/mooring platform are fitted with hooks on steel wire pennants so as to be accessible to the boat crew. The terminal can provide a gangway at all 3 berths.

Vessels should use extra spring lines leading aft as there are no stern line leads available. The terminal plans to install a mooring buoy between the platform and the nearer channel line.

Crude oil and clean products are handled at Berth No. 1. Crude oil is the only product handled at Berth No. 2 and No. 3. All cargo transfer lines are 16 in. Connections are made with ASA flanges, reducers are furnished by the terminal. There are no facilities for ballast or slops.

Paktank No. 1 – Deer Park: Cautionary Advice: There is a considerable chance that passing traffic and/or wind could cause a ship exceeding 630 ft. LOA to break away from the berth, which could lead to disastrous consequences with regard to oil pollution.

General: The Paktank Terminal is located at Deer Park which is 36 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berth: A mooring buoy has been installed by the terminal to secure stern lines. This mooring buoy is apparently inadequate both from a standpoint of proper location and strength.

2 tugs are normally used for docking and undocking. The vessel is turned into the berth directly off the channel, upbound. A complement of mooring wires and leads are used at this terminal.

Crude oil, petro-chemicals, and various refined petroleum products are handled by this terminal. All transfer hose and lines are 6 in. or 8 in. Connections to the manifold are bolted. Maximum pumping pressure is 100 p.s.i. There are no facilities for receiving ballast or slops.

Shell No. 1, No. 2, No. 3 and No. 4 – Deer Park: General: The Shell Oil Company Refinery is located 42 miles from the Sea Buoy on the Houston Ship Channel.

Mooring and Berthing: When docking at any of the 4 berths at terminal, 1 or 2 tugs are used. 1 tug is normally used for undock Vessels are turned prior to docking for a starboard mooring. The us complement of mooring lines and/or wires are used at these be Constant attention must be paid in keeping proper tension on all li due to the surging effect caused by passing ships in the chan Gangways are provided by the terminal at all 4 berths.

Crude oil, No. 6 fuel oil, gasoline, diesel fuel, jet fuel, aviation fu and other refined petroleum products are handled at this terminal cargoes are transferred through 8 in. lines with bolted connection the ship's manifold. Maximum pumping pressure for all product 100 p.s.i. The terminal has facilities for handling ballast and slops.

Warren Gas No. 2 and No. 5: General: The Warren Gas Terminal Be No. 2 and No. 5 are located 46 miles from the Sea Buoy on the Hous Ship Channel.

Mooring and Berthing: Tug requirements for undocking and dock are determined by the Master. Vessels proceed directly into Berth No for a port side mooring. A motor launch is used to run wires or lines the mooring points. Gangways are only provided when requested p to arrival.

Propane and butane are handled at Berth No. 2 and No. 5. All trans lines are 12 in. at Berth No. 2 and 16 in. at Berth No. 5. Connection ship's manifold are bolted. Maximum pumping pressure is 100 p.s.i. Berth No. 2 and 150 p.s.i. at Berth No. 5.

Shipmaster's Report: September 1992.

Deer Park is a good place to take stores, as there are shore cra available.

DENSITY: Classed as full fresh but varies with rainfall and tide, usu 4 in. to 5 in. allowance on full draft.

FRESH WATER: Available at all terminals through pipe and hose.

FUEL: All grades and viscosities available.

FIRE PRECAUTIONS: All standard precautions per code of Fede Regulations plus local ordinances. Tankers, unless gas free, permitted at wharves in the immediate turning basin area.

CONSULS:

Argentina
Australia
Austria
Belgium
Brazil
Cameroon
Chile
China
Colombia
Cyprus
Dominican Republic
Ecuador
Egypt
El Salvador
Finland
France
Germany
Guatemala
Iceland
Indonesia
Israel
Italy
Japan
Korea
Malta
Mexico
Morocco
Netherlands
Norway
Panama
Peru
Saudi Arabia
Senegal
South Africa
Spain
Sweden
Switzerland
Syria
Turkey
United Kingdom
Venezuela

REPAIRS: All types available.

DRY DOCKS: Todd Shipyard, 12,000 ton dry dock at Greens Ba and 14,000 ton capacity (length 400 ft.) dry dock in the Houston S Canal.

GANGWAY/DECK WATCHMEN: Not required, but are available a can be arranged by local Agent at Master's request.

OPENING/CLOSING HATCHES: By stevedores only – vessel wil charged for this work if done by crew.

CARGO GEAR: Cargo gear safety certificate required.

CUSTOMS ALLOWANCES: Tobacco, 300 cigarettes, 100 cigars, 1 of tobacco or combination for each man. Wine and/or Spirit, 1 qu bottle for each crew member.

SURVEYORS: District Headquarters for the following Societies:

Panama Bureau of Shipping, Inc. Tel: (713) 944-5026.
Registro Italiano Navale. Tel: (713) 923-3900.
Hellenic Register of Shipping.
  8200 La Porte Road, Suite 2,
  Houston, Texas 77012-3734.
  Telephone: 713-923-3900.
  Telefax: 713-923-8010.
  Telex: 795403 Marisurv Hou (Wu).
    225530 Marisurv Hou (RCA).
A.B.S. Tel: (713) 873-2101.
Bureau Veritas. Tel: (713) 450-3291.
Korean Shipping Register. Tel: 665-0440.
Salvage Association. Tel: 961-0591.
S.G.S. Tel: 479-7170.
Saybolt Inc. Tel: 477-8171.
Caleb Brett. Tel: 946-2420.

REPATRIATION: Danner Guard Service can handle all phases.

AIRPORT: Approximately 0.5 hours by car; served by regular airli

TIME: Central Standard with daylight saving time effective from Ap October.

HOLIDAYS: January 1st; January 15th; February 12th; 3rd Monda February; March 2nd; March 17th; Good Friday; last Monday in M June 19th; July 4th; First Monday in September; 2nd Monday in Octo November 8th; November 11th; 4th Thursday in November; Dece 25th. When holiday falls on Saturday or Sunday the following Mon will be holiday.

POLICE/FIRE/AMBULANCE: All services provided or available.

TELEPHONES: Currently no arrangements for placing telepho aboard but easily accessible on wharves.

SERVICES: All services available.

SHORE LEAVE: Shore leave granted except when individua qualified.

IDENTIFICATION CARDS: Immigration Form I-95 card required.

GARBAGE DISPOSAL: Browning-Ferris Ind. (solid waste sys Tel: 713-635-7777.

WASTE OIL DISPOSAL: Waste Management of Houston. Te 695-4055.

SEAMAN'S CLUBS:

Barbours Cut Seafarers' Center, P.O.Box 1434, Laporte, TX 77571. Tel: (713) 470-2414.

At the Turning Basin, Houston International Seafarers' Center, (H.I.S.C.), P.O.Box 9506, Houston, TX 77261-9506. Tel: (713) 672-0511. Facilities include chapel, library, gift shop, cafe, T.V., table tennis, pool tables, outdoor track and canopied basketball court.

Volunteers from both centres will pick up seafarers at the dock. Please call as early in the day as possible to make arrangements.

DEVELOPMENTS: Channel depths to be maintained at 40 ft.

Bayport Liquid Bulk Terminal has 2 privately owned Terminals (Baytank Inc. and Petro-United Terminals Inc.) operating the facility which is also open for public use.

The Barbours Cut Container Terminal has plans to build Berth No. 6 and expansion of the rail ramp adjacent to the facility is underway.

The multi-user Wharf Manchester No. 3 will start renovation in 1995 improving access to all.

SHIPMASTER'S REPORT:

Customs:

Bond remained sealed.

2 copies of Curio Lists.

2 copies Stores Lists.

1 copy Crew List.

Immigration:

No visit. 1 copy Crew List.

Agents:

Given Travelling copies of Clearance last port, Tax Tonnage receipt last port plus cargo manifests.

Agricultural Dept. Re-sealed meat and vegetable rooms. Inspected Galley Messrooms, etc. Garbage cans to be covered.

Provisions and Stores. Satisfactory. Select own ship chandler.

Laundry. Facilities available but not used.

Coast Guard. No visit.

National Cargo Bureau: Same as New Orleans.

Watchmen: None placed on board. Security at gate strict.

Telephone: None placed on board. Use dock office.

Fresh Water: Available.

Fuel: Available by barge if required. Do not over stem.

Engineering and Repairs: Efficient and satisfactory. Price high compared to N.Z.

Radio Messages: Send ETA after departure New Orleans to Agents and Houston Pilots with draft. Notify Agents of any explosives.

Stevedores: Hours of work. 0800 to 1200 hrs., 1300 to 1800 hrs., 1900 to 2300 hrs. Weekday gangs will work through meal hours to finish. At weekend, day labour works right through to midnight if necessary on time and a half then double time for meal hours.

Crew must not clean hatches. Labour has claim on cleaning and has to be paid in addition to crew. Crew open and close hatches, but not until hatch foreman present. Not before labour working hours.

Working heavy lifts with ship's gear loading rate very slow, especially at end of shift. Due to nature of deck cargo; 11 ton lifts 52 ft. long.

Constant supervision needed for deck cargo.

Head stevedore checks Factory Act Book before starting.

If detailed plan is required for break bulk (general cargo) additional clerk must be ordered.

General: Pilot boards from large grey metal cutter off Fairway Buoy. Flash every 2.5 seconds. Give good lee and have ladder 8/10 ft. above water with usual manropes, heaving line, etc.

If you have to anchor, most vessels use the Eastern anchorage about 1.5 miles East of fairway buoy and clear of fairway marked channel. Soft mud bottom. Use plenty of cable.

Berth: Ships spaced very close to each other. Rise and fall of tide about 1 ft.

Moorings: At least 4 head lines and stern lines plus 2 springs each end. Ships frequently passing and channel narrow consequently a good deal of surge. Lines to be frequently looked at and kept tight. Parted 3 springs in as many days!!! Gangway also to be watched. General rule is to use ship's gangway. Wide apron in front of sheds with rail lines but fork-lifts used most.

Agents have office on wharf with direct line to city office and outside lines.

Wooden piling which acts as fenders. Bollards of the large cleat type. Sufficient but not plentiful. Two linesmen each end when arriving and departing. No permanent cranes but mobile ones can be hired. Quay about 25 ft. above water.

Recommended not to walk about or up to bus especially at night. Better for 2 or more to get a taxi. Fairly good, 3–4 dollars to Houston.

Seaman's Mission near by. Very good, new and modern.

Tugs: Used for berthing and unberthing. Had 2 on arrival due to strong wind and close proximity of mast top to bridge.

Sailing had 1 tug lashed up alongside forward shoulder.

Tugs use own lines.

Bridge: There is a bridge above Upper Clinton Bend from Manchester on the South to Clinton Park on the North. This is a relatively new bridge to be passed under with a clearance of only 135 ft. Check the rise of tide on way up.

SHIPMASTER'S REPORT: August 1980.

Tenneco Terminal – Vessel discharged ammonia.

Approaches: B.A. Chart 975.

The safety fairway is usually very busy and it is advisable to ensure that you are in fact keeping to the starboard side.

At the entrance to the fairways there are many oil rigs. With the predominately low lying coast, radar positions are extremely difficult. Satellite navigator is highly useful in this respect. The first good check is off the buoys in the final safety fairway. These showed on radar at about 7 miles.

Some radar echoes are received from Galveston itself.

The charted rigs in Anchorage 'A' are in fact in those positions.

Pilotage: If anchored, the pilot boat will call vessel into the "Whistle Buoy" for boarding.

The cutter is a large, fast launch and usually lies inside until working a vessel.

Pilot ladder about 8 ft. from the water to clear the boarding platform.

Contact can be made via Galveston Pilots initially on Channel 16 who will relay the messages. Houston Pilots themselves work on Channel 14.

One Pilot, the length of pilotage is about four hours to the first line ashore. Two tugs used.

No night time pilotage for a vessel of this size (32,000 g.r.t.) and type. There is a TV video surveillance system operating throughout the length of the channel.

Berth: About 4 miles below Warren Terminal.

Plant and terminal now owned by Occidental (Oxy) but Tenneco rent the berth.

Berth is far too small for this vessel, at least as far as the moorings are concerned. Typical American 'T' barge jetty, the head of which is only about 25 m. long, with walkways leading to 3 dolphins at each end. The bow and stern overlap these mooring dolphins and head and stern lines are taken to posts on the river bank. These are only breast lines and it is advisable to make advance preparations to put out as many as 4 springs at each end. There is a great deal of traffic passing continuously.

Gangway: The gangway should remain stowed until in position. Whether vessel can use the accommodation ladder will depend on draft. If vessel deeper than 26 ft. there will not be sufficient clearance from the fender so a "B.O.T." type gangway resting on accommodation turntable will have to be used.

When the accommodation ladder is used it has to be turned through 120° and landed on the aft dolphin immediately adjacent to the jetty head.

Discharge: 12 in. flexible hose 150 ASA used. 'T' piece, two shore hoses.

Max. back pressure allowed is 50 p.s.i. Vapour return line is 4 in.

The plant ashore is only equipped to export cargo and its reliquefaction plant is small.

A shore walkie-talkie is placed with the officer of the deck.

Discharge rate can vary (October 1979 – 260 t.p.h., August 1980 – 550 t.p.h.).

Shore surveyors figure taken for bill of lading. Density 1001.

USCG: No inspection prior to commencement, apparently this is normal. The port is far too busy for them to visit every ship. But be prepared, they are very particular on navigation equipment and Officers' Certificates and experience.

General: It is possible to load bunkers by barge alongside the terminal if prior arrangements and permission are obtained but it depends on Agent and Authorities.

Fresh water is available from the jetty, at a very low rate.

Storing can present difficulties as the after crane does not plumb the dolphin. By arrangement, vessel can use shore crane when the operation is not too difficult.

Public telephone on dock – minimum charge 25c.

Liferaft service available, 24 hours' service.

A considerable distance from the city, which rather complicates services and communications.

Agents leave a radio onboard for contact with Agent and office, but often outside range, office on maximum range.

No private transport (taxis) allowed into refinery area. Transport to the gate by their own minibus and then telephone for taxi. Crew transport service allowed into berth area with pass from Agent.

SHIPMASTER'S REPORT: October 1991.

Approaches: Galveston Light is visible at over 25 miles. There are Racons on the oil rigs in the approach safety fairways which are conspicuous. The "G.B." Buoy is equipped with a Racon and is also conspicuous.

Anchorage: The Fairway Anchorage is to the East of the "G.B." Buoy and the traffic separation area. It is often very crowded and has poor holding and there is no shelter.

Bolivar Roads Anchorage off the Inner Bar Channel near Galveston is the only inner anchorage for vessels awaiting berths that have been cleared inward. This anchorage is often used by vessels changing berths or awaiting berths.

Pilotage: The pilot boards and leaves near the "G.B." Buoy from a large cutter which is nearly always on station outside the Galveston breakwaters. The cutters have accommodation for 5 pilots and maintain watch on VHF Channel 14.

The pilot requires 6 hours notice of ETA when arriving from sea, with updates every 2 hours. The pilot for sailing from the berth requires an initial notice of 4 hours and if a vessel is delayed, the pilot can be re-ordered within 2 hours.

The distance from the "G.B." Buoy to Deer Park Basin is 41 miles and time from pilot boarding to first line ashore is about 4 hours.

There is no dock pilot. The sea pilot docks vessels and also boards for shifting in the berth.

The channel depth is maintained at 40 ft.

Tugs: Tugs are supplied by Bay Houston Towing Co., who have about 10 tugs up to 4,500 h.p. stationed at Houston. They usually secure "American Style".

Services: Laundry: Ship's Laundry of Houston were very good and prompt and provide a 24 hour service. Tel: 713-661-5315.

Supplies: We used Cross & Co. (Tel: 713-673-3100. Telex: 775602) who we found to be very good. The quality of provisions was also good.

Telephones: The agent provides a mobile telephone and pager unit for the Master. Only U.S. calls are possible.

At Paktank 1 there is a telephone in the dock office adjacent to the dock.

At Paktank 2 there is a telephone adjacent to the dock.

At Paktank 3 no telephone is available.

At ITC 1, 2 and 3 there are telephones about 100 m. West of ITC 1.

Airport: It takes about 1 hour to get to Houston International Airport, which is North of the ship canal.

Berthing:

Paktank 1: The berth is an 'L' shaped pier with a length of 50 m. and depth alongside 35 ft. Vessels can berth either side alongside. Ship's gangway required. Fresh water not available. Stores cannot be taken at the berth. Flexi-hoses are required for handling of products. Crane available. We loaded Exxon additives at 140 tonnes/hr. per line.

Paktank 2: The berth is located in the N.E. corner of the basin and vessels can berth either side alongside. The length of the berth is 80 m. and depth alongside 35 ft. This is the best berth for storing of all the berths as trucks are allowed within 25 m. of the ship's side. A crane is available for hire at U.S.$100.00 per hour. No fresh water available at the berth. Ship's brow gangway required.

Products are handled through flexi-hoses or Chicksans. Additives are loaded either from Paktank storage tanks at 150 tonnes/hr. or from manufacturing facility which is about 5 miles away but the rate is only 30 tonnes/hr. Shore cranes are available for hose handling.

Paktank 3: The berth was completed in 1990 and is in the main ship canal. The location of the flat faced concrete pier is Lat. 29° 44.89′ N., Long. 95° 05.88′ W. The length of the berthing face is 100 m. and the depth alongside is 40 ft. The fendering system is good and is made up of flat shock spring timber and rubber. When berthed alongside, the vessel heads up channel with port side alongside. Ship's brow gangway required. Products are handled through flexi-hoses and there are cranes available for hose handling. We loaded additives at 120 tonnes/hr. per line. No fresh water available. Store trucks may not proceed closer than 100 m. from the vessel. Good moorings are required, they should be kept tight at all times due to passing traffic.

ITC 1: The berth is a flat faced concrete jetty on the S.W. side of the basin. Vessels berth head in only, starboard side to. Fresh water available at a very slow rate. Good berth for handling of stores. Ship's accommodation ladder can be used. Flexi-hoses required for handling of products.

ITC 2: This flat faced pier is an extension of ITC 1. Vessels can berth either side alongside. Depth at berth 33 ft. Fresh water available at a very slow rate but storing is not possible. A brow gangway is required at the berth. Flexi-hoses and Chicksans are available for cargo handling. We loaded additives at 180 tonnes/hr. per line.

ITC 3: The berth is opposite ITC 2 and has recently been dredged to 35 ft. Length of berth 150 m. Fresh water is available at a slow rate but storing is difficult. Vessels berth head in only, port side alongside. Brow gangway required. Chicksans and flexi-hoses are available for handling products.

Fuel: Bunkers are not usually taken at ITC Berths as a surcharge is imposed on the barges. No bunker surcharge at Paktank Berths.

AUTHORITY: Port of Houston Authority, P.O.Box 2562, Houston, Texas 77252-2562. (111 East Loop North, Houston, Texas 77002) *Tel:* (713) 670-2400. *FAX:* (713) 670-2564. *Contact:* H. Thomas Kornegay, Executive Director. John Horan, Director of Operations.

HUENEME, California: 34.09 N. 119.12 W. (See Plan)

PORT LIMITS: No laytime boundary. "Arrived Ship" status commences at berth dockside.

DOCUMENTS: See "San Francisco".

PILOTAGE: It is requested that ships entering port stand-by 1 mile off harbour entrance just seaward of the Port Hueneme seabuoy designated "R2" (Fl. R. 4 secs. Bell) and await port Pilot who will board from a tug. The U.S. Coast Guard Station at the Channel Islands Marina maintains a radio beacon. Contact Pilot or "Port Hueneme" on VHF Channel 16, shifting to Channel 14 for Administration; VHF Channel 65A for tug/pilot/bridge.

All vessels 300 g.r.t. and over or carrying a foreign flag entering, leaving and shifting within the Port of Hueneme, including area of the Oxnard Harbour District, must be piloted by a port Pilot duly licensed to perform the services of piloting vessels within the Port of Hueneme. The Oxnard Harbour District does not maintain Pilots; licensed Pilots are available on a 24-hour-a-day basis from Port Hueneme Pilots' Association (Captain Carl Dingler at (805) 984-4933).

ANCHORAGES: If there is a wait for Pilot caused by weather, visibility, congestion in harbour, or any other reason, the best anchorage area is W.S.W. of the harbour entrance where there are no hazards and there is some protection afforded by the natural curve of the coastline.

RESTRICTIONS: The length of entrance channel is 2,300 ft. The narrowest width of harbour entrance channel is 330 ft. However, because of prevailing fresh winds, this is a one-way channel; thus, deep-draft ships not able to manoeuvre easily in a restricted channel have precedence over smaller craft. Vessels may enter/leave at any time day or night.

MAX. SIZE: Due to the 1,400 ft. × 1,200 ft. turning basin, vessels with greater length than 700 ft. requires U.S. Navy permission to enter. Longest vessel berthed in harbour was 826 ft. Vessels draft normally to be 2 ft. – 3 ft. less than water depth.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Los Angeles Quarantine Station.

Ships required to pass quarantine may enter port and moor. "Q" Fl is to be flown. Upon mooring, ship must post gangway watch until sh has passed quarantine. When Port of Hueneme is its port of first arri in the United States from foreign ports or from States other th California, a ship must be inspected by the Department of Agricultu There is a local representative in Oxnard. The Oxnard Harbour Distr will order officials if requested by ship or Agent.

RADIO: The "Port Hueneme Wharfinger" guards Channel 16 and w normally shift to Channel 14 for administrative purposes. The harbo tugs guard Channel 16 continuously. The harbour Pilots, when expecti a commercial merchant vessel guard Channel 16 voice circuit and voi call "Port Hueneme Commercial Pilot".

Tugboat working frequency is VHF Channel 65A (156.275 MHz).

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Tug services for Port of Hueneme are furnished by the Oxna Harbour District, Port Hueneme, California. Requests for tug servic may be made to the Executive Director or Director of Operations of th Oxnard Harbour District, who will act as Agent for ship in forwardi them. 3 tugs are available on a 24 hour basis. The tugs are 3,000 s.h. single and twin screw vessels. The number of tugs to be used on a movement is determined by port Pilot in charge of the movement. Tu are not available for deep-sea towing, except in case of emergency t save life or property. A twin screw 500 h.p. pusher/pilot boat is al available for small tows and assistance work. As a service to all vesse the Oxnard Harbour District, acting as Agent for vessel, will pay all t fees to United States Government when necessary, subject t reimbursement conditions as arranged between the vessel, her Owner or Agents, and the Executive Director, Oxnard Harbour District. Seldo are tug charges more than the minimum due to the short transit time t berths.

BERTHING: Berthing arrangements should be made with the Direc of Operations by Agent as far in advance of arrival date as possib specifying dates of arrival and sailing, and nature and quantity of carg to be handled. Agent is requested to submit Berthing Application in time manner. The Oxnard Harbour District also has a licence agreement wi the U.S. Naval Construction Battalion Center, Port Hueneme, for th use of additional berths and terminal facilities on an "as available" basi Prior arrangements must be made, should use of these addition facilities be desired or necessary. The Port of Hueneme has 5×600 f berths with depth 35 ft. MLW and appropriate terminal facilities. At th present time there are 11 deep-draft berths within the entire port are

Bottom is sand and mud. Mean low water is + 1.5 ft. Height of wha above the MLLW is 13 ft. 6 in.

CRANES: Many land cranes available which can handle loads up t over 100 tonnes in most cases.

STEVEDORES: Stevedore work is presently performed by reside stevedores, the Marine Terminals Corporation, Stevedore Services o America and Metropolitan Stevedoring Co., who also have offices in Sa Francisco, Long Beach, etc. MTC maintain an office at 111 Ponom Street, Port Hueneme; SSA at 241 Market Street, Suite 1 and MSC a P.O.Box 547, Wilmington, CA 90748. They provide modern handli equipment to suit cargo's need. There is no special fixed bulk handli equipment available as yet. Longshoremen are members of th International Longshoremen's and Warehousemen's Union and confor to the Pacific Coast Longshore Agreement. Hours of work are as outline in this agreement. Longshoremen at this port do all covering a uncovering of hatches and rig the gear. There are 8 gangs available the port. Day and night gangs for Tuesday through Saturday (exce Monday through Saturday, 1900 hrs. initial start) must be ordered b 1500 hrs. the previous day. Night gangs required Monday for a 1900 h initial start, and Sunday and Monday gangs must be ordered b 1100 hrs. Saturday. Cancellation time is same as ordering time, if gang which have been ordered are cancelled after the aforementione deadlines, the agreement's 4 hour minimum applies. Normal day shi begin at 0800 hrs. and normal night shifts at 1800 hrs. Each sh consists of 8 hours and on sailing day 10 hours may be worked by th final shift. There are no obstructions on the wharf to keep all hatche from being worked concurrently.

MEDICAL: Patients are provided with medical attention at the Medic Center, Port Hueneme, or St. John's Hospital, Oxnard Califor Temporary visa must be obtained from Department of Immigration a Transportation if a crew man or passenger must remain after the sh sails.

FRESH WATER: Fresh water is available. There are hydrants along t wharves and delivery to ship is effected by hose. Water is good to ta but is hard. It is not suitable for boilers. Contact wharfinger on duty f delivery of water. Boiler feed water is available by truck upon reque

FUEL: Diesel oil and bunker fuel is available by pipeline at Wharf No and by truck at all wharves.

REPAIRS: Minor repairs may be made in port. Machine shops in Ventu and Oxnard are qualified for normal voyage repair work.

GANGWAY/DECK WATCHMEN: Gangway or special wharf watchm are available upon request.

HOLIDAYS: U.S. Federal and State holidays are observed by the P and Terminal management. If stevedoring is required on holiday it performed in accordance with the International Longshoremen's a Warehousemen's Union-Pacific Coast Longshore Agreement.

TELEPHONES: Pay telephone booths are located at the centre of Wh 2 and 12 pay telephone booths on Wharf No. 1. The wharfinger's of has a telephone which may be used by people calling in to contact t ship. This telephone is manned 24 hours a day for convenience number is (805) 488-4615. The Port of Hueneme office telephones available to ship's officers and Agents for local calls or collect lo distance calls. Wharf lines permit a telephone to be installed at a nom charge if desired by Agent.

SHIP SUPPLY SERVICE: Port Hueneme Marine Supply, 700A Hueneme Road, Port Hueneme, CA 93041. Tel: (805) 488-0988. Fax: (805) 488-3141. Total ship chandlery, except food.

Allied Maritime Agency, 345A Ponoma Street, Port Hueneme, CA 93041.

AUTHORITY: The U.S. Navy (Commanding Officer, U.S. Naval Construction Battalion Center) exercises overall Port Control Authority; the Oxnard Harbour District is solely responsible for its commercial operations.

Port of Hueneme, Oxnard Harbour District, P.O.Box 608, Port Hueneme, California 93041-0608. *Tel:* (805) 488-3677. *Contact:* Robert K. Harmuth, Director of Marine Operations. Anthony J. Taormina, Executive Director.

HUNTINGTON BEACH, California: 33.38 N. 118.00 W. (See Plan)

LOCATION: Approximately 1.3 miles off Huntington Beach as shown on United States West Coast California San Pedro Channel Chart 18746, published by the U.S. Department of Commerce National Oceanic and Atmospheric Administration.

A lighted Bell Buoy "HB" is located 2,242 ft. from the spar buoy at the Western approach to the Seaberth. It is a private aid to navigation and is shown on the above chart.

PILOTAGE: Mooring Master will board the vessel in the Los Angeles area for an inspection and acceptance of the ship's mooring facilities. He may accompany this vessel, after agreement, to the Seaberth. On repeat visits, he may join vessel at Seaberth area.

RESTRICTIONS: In addition to max. size, wind force, wave height and direction in conjunction with mooring lines, sizes, place limits on conditions for remaining in the mooring. When these conditions are approached or predicted the vessel will return the submarine hose to the seabed after flushing, as necessary, to avoid damage to the crude unloading facilities. The determination of these limitation conditions is made by the Mooring Master and vessel's Master.

MAX. SIZE: Length 930 ft., beam 145 ft., draft varies depending on sea state.

TUGS: A mooring vessel will run the ship's lines to the buoys and serves also as a first response Pollution Control Vessel. It has aboard, for immediate deployment, 1,000 ft. of Model 3000 Expandi Boom.

BERTHING: *Multi Point Mooring:* Consists of 8 buoys. Water depth 50 ft. Tidal range 5 ft. to 6 ft. Bottom sand. Current max. 1.7 knots, excluding storm conditions.

Normal Mooring: Bow anchors and 7 buoys are used.

Mooring Equipment: Require 14 lines, either 9 in. synthetic or 1.25 in. wire rope minimum. Minimum length for 9 in. synthetic rope 720 ft. Minimum length of 1.25 in. wire rope on drum 720 ft. Both bow anchors serviceable with an appropriate length of chain for vessel's size according to Lloyd's or ABS requirement. Usual mooring conditions require 8 to 10 shackles of chain in the water.

A tug, charged to the vessel's account, is required to assist the vessel's approach, mooring, unmooring and exit from the berth.

If mooring wires are used, the synthetic tail or eye, if so fitted, must be in good condition and of 125 per cent breaking strength of the wire. The tail or eye, if so fitted, shall be connected to the wire with a Mandell Shackle or equal. A minimum pennant length of 30 ft. is requested for ease of handling by the mooring vessel.

General: The moorings at seaberth have been modified to allow handling of vessels up to 150,000 d.w.t. under certain wind, wave and sea conditions. This modification includes the repositioning of all buoys, increasing the size of the dip and riser chain to 3.125 in. and the installing of additional 5 ton anchors to supplement the 10 ton existing anchors.

No. 4 or D Buoy, which is at the stern of the vessel, has 2×3.125 in. dip and riser sections and 4 shackles of 3.125 in. chain. Mooring lines to this buoy are doubled during each mooring operation. Weight has been added to each buoy to decrease the buoyancy. An additional buoy, No. 8 or H, was added to allow the moorings to be used by barges.

DISCHARGING: *Lifting Equipment Requirements:* Derrick that can be utilised to lift the 12 in. hose from the seabed and swing the hose to the ship's manifold. Minimum lifting capacity, 5 tons.

Products Received: Crude, Naphtha and other refinery requirements.

Discharge Rate: Maximum 22,000 bbls./p.h. through 8 or 9 lengths (200 ft. – 225 ft.) of hose, 12 in. diameter into 22 in. I.D. sealine. Emergency flush possible from cross connected 10 in. line from shore. Pumping distance to shore tanks 9,479 ft. Height to shore tank 3 ft. – 4 ft. Tank height max. 39 ft. 6 in.

Temperature Limitation at Rail: Maximum product, Crude or Fuel Oil temperature of 150°F.

General: Refinery will furnish the Mooring Master with pertinent information on crude pours and vessel charter conditions, e.g. pump rates or lay time, in order that the Mooring Master can be fully appraised of the Charter Party Terms and conditions. Deviations from the Charter Party Terms furnished, if not correctable in discussions with the vessel's Master, will be discussed via radio with the Supervisor of Pipe-lines and Terminals to determine if a protest should be filed.

FRESH WATER: Not available.

FUEL: Not available.

BALLAST: No facilities.

GARBAGE DISPOSAL: Not available. See "Agriculture" before first U.S.A. port (Albany).

WASTE OIL DISPOSAL: Only as per 33 CFR 158.

SEAMAN'S CLUBS: None.

AUTHORITY: Berth within Los Angeles Customs District.

Operator: Golden West Refining Co., 13539 E. Foster Road, Santa Fe Springs, CA 90670. Postal address: P.O.Box 2128, Santa Fe Springs, CA. 90670. *Tel:* (310) 921-3581. *FAX:* (310) 921-7510. *Contact:* John W. DeVries, Manager, Shipping and Receiving.

HURON, Ohio: 41.24 N. 82.35 W.

Refer to St. Lawrence Seaway for important general information.

PILOTAGE: None required other than what is required for Great Lakes.

ANCHORAGES: Depth 3 to 10 fathoms.

MAX. SIZE: Length 716 ft., breadth 75 ft., draft 26 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: WMI Lorain.

TUGS: Meet vessel at the pier head. Use ship's lines.

BERTHING: Norfolk and Western Ore Dock, operated by the Lake Erie Dock Co., can handle 15,000 tons of ore in 8 hours. Ore slip is 1,400 ft. long with 26 ft. of water.

Limestone Dock, 700 ft. length with 26 ft. of water.

Grain loading facilities operated by the Pillsbury Company. Load speed, 20,000 bushels; unload speed, 15,000 bushels; berthing space, 832 ft.; max. length 610 ft.

STEVEDORES: None available.

FRESH WATER: Available.

FUEL: None available.

CONSULS: Nearest at Cleveland.

REPAIRS: No facilities.

REPATRIATION: No facilities.

AIRPORT: 50 miles from port (Cleveland International Airport).

POLICE/AMBULANCE/FIRE: 433-4114.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required by Immigration.

AUTHORITY: The Huron Joint Port Authority, P.O.Box 468, Huron, Erie County, Ohio 44839. *Tel:* (419) 433-5240. *Contact:* F.James, Chairman.

JACKSONVILLE, Florida: 30.20 N. 81.40 W. (See Plan)

DOCUMENTS:

Public Health:

Maritime Quarantine Declaration Form HSM 13.19.

Customs:

3 U.S. Customs Manifests for cargo to be discharged at first port of entry.

2 U.S. Customs Manifests covering all other cargo on board vessel for discharge at other than first port of entry.

3 Stores Lists.

3 Crew Lists.

3 Passenger Lists.

3 Curio and Crew Personal Items Lists.

Vessel's Clearance from last port.

Vessel's Register and Load Line Certificate.

Vessel Utilisation and Performance Report.

Form MA.578 for dry cargo vessels.

Immigration:

1 Certified Crew List and Landing Permit form I-95 for each crew member.

Valid Passport for each crew member.

PILOTAGE: Vessels approach Pilot Entrance Buoy STJ No. 2 (Red) approximately 6 miles at sea off jetty entrance to St. John's River. Pilot station located just inside jetty on river channel at Mayport Naval Station. Pilot station operates both VHF and HF frequencies, VHF Channels 16 and 18 A. HF Frequencies 2738 and 2182 kHz. Pilot cable address "Jaxpilot". Pilot boards from pilot boat "Jaxpilot" just East of Entrance Buoy STJ No. 2. Pilot boat does not maintain station at sea but answers call or is dispatched on information by vessels' Agents. Vessels anchoring awaiting Pilot should anchor as near Entrance Buoy as safely possible.

ANCHORAGES: 2 anchorages located inside harbour near dock sites with depth of about 31 ft.

RESTRICTIONS: For vessel drawing not more than 38 ft. water no restrictions and vessel can enter and clear harbour on 24 hour basis. Pilots and tug assistance available all hours day or night. Vessels drawing more than 38 ft. required to await tide.

MAX. SIZE: Draft should not exceed 38 ft. for dry cargo vessels and tankers.

Note: St. John's Bar Pilot Association advises max. draft 37 ft. (20th April, 1982).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Tropical Radio, Miami, Fla. Call letters WAX. Lantana Radio, Boynton Beach, Fla. Call letters WOE.

TUGS: Under normal conditions with vessels able to proceed under own power, tugs approach vessel in vicinity of pier at which vessel is to dock. Tugs use own lines but no charge made.

BERTHING: Vessels can dock day or night. Transit time from pilot station to berths about 2 hours.

Blount Island Terminal: Operator: Jacksonville Port Authority. Length of berth, 6,300 ft. Depth alongside at MLW 38 ft. (11.6 m.). Containers, autos, paper and general cargo are handled.

Blount Island has 3 on-terminal transit sheds with a total cargo floor area of 372,000 sq. ft. There are also 357 acres of paved open storage area. For cargo handling, Blount Island offers 3×40 ton capacity Paceco container cranes, 2×40 ton capacity IHI container cranes, 3×70,000 lb. container stackers; a 100 ton capacity gantry crane; a 40 ton Le Tourneau straddle hoist; a 50 ton capacity gantry crane; 2 self-propelled multi-level rail car automobile loading ramps; and 390 reefer outlets. 2 Ro/Ro berths. Berth No. 1, depth 38 ft. Berth No. 2, depth 30 ft.

Tallyrand Docks and Terminals: Operator: Jacksonville Port Authority. Length of berth 4,660 ft. Depth alongside at MLW 38 ft. Cargo handled – general, cars, lumber, containers, steel, coffee and petroleum.

There is over 275,000 sq. ft. of warehouse space available, with 40,000 cu. ft. being refrigerated. Talleyrand's cargo handling equipment includes 4×40 ton capacity container cranes; 1×100 ton multi-purpose, level luffing gantry Whirley crane; 1×50 ton gantry Whirley crane; 1×35 ton container stacker; 1×40 ton container stacker; 3×10,000 lb. capacity forklift trucks; 3×10,000 lb. capacity clamp trucks; 2×30,000 lb. capacity forklift trucks; 1×46,000 lb. capacity forklift truck; 310 refrigeration outlets; and tanker discharge facilities.

Talleyrand and Blount Island are served by railroad and truck service. 2 surface tracks on the pier apron and 2 platform-level tracks serve both facilities.

Commodore Point Terminal: Length of wharf 2,750 ft. Depth alongside 34 ft. Cargo handled: Oil, cement and liquid chemicals. Terminal also occupied by North Florida Shipyards. Storage facilities: Charter Oil; 340,000 barrels. Glidden – Durkee: 60,171 barrels for chemical storage. Atlantic Cement; 6 silos capacity 40,000 tons. Universal Atlas Cement; 6 silos capacity 32,000 tons.

Jacksonville Bulk Terminals: A subsidiary of Occidental Petroleum. Length of loading berth 1,000 ft. Depth MLW maintained at 36 ft. – 38 ft. 2 fixed loading towers capable of loading vessel at a rate of 2,850 long tons of phosphate per hour. Maximum outreach 81 ft., clearance above MLW of 40 ft. Terminal also capable of loading superphosphoric acid, phosphate rock, zircon sand (of sufficiently low moisture), granular fertilisers, tachonite, ilmenitite and mullite. Storage facilities: 6 concrete silos, each with a designed capacity of 5,000 tons of phosphate rock. Six tanks with capacities of 15,000 tonnes of superphosphoric acid each.

Dunns Terminal: Length of wharf 1,000 ft. Depth 38 ft. Leased for exclusive use by Military Sea Transportation Services.

Celotex Corp: Tel: (904) 751-4800. Berth: 635 ft. (205 m.) with dolphins. Depth: 32 ft. (9.8 m.). Terminal for receipt of gypsum rock by self-unloading vessels.

BRIDGES: Only 1 bridge that vessel would have to negotiate and that only if docking at Commodore Point terminal.

STEVEDORES: Master should keep Agents closely advised by radio of ETA and any amendments to first ETA given. Recommended that Master give ETA 72, 48 and 24 hours in advance of arrival. Enables ordering gangs or cancelling gangs ordered in event of delayed ETA.

MEDICAL: Hospital facilities available. International Vaccination Certificates required by all crew members.

TANKERS: All petroleum terminals provide own hose ranging from 8 in. to 12 in. Prior to arrival, Master should request information from Terminal Company size of connection required.

Private Terminals:

Amerada Hess: Tel: (904) 765-4427. Berth: 200 ft. (60.1 m.) with dolphins. Depth: 30 ft. (9.2 m.). Tank storage capacity: 460,000 barrels. Receipt of petroleum products.

Alton Box Board Company: Tel: (904) 353-3611. Berth: 750 ft. (230 m.) with dolphins. Depth: 24 ft. (7.2 m.). Receipt of residual fuel oil.

Eastern Seaboard Petroleum Company: Tel: (904) 355-9676. Berths 250 ft. (80 m.) with dolphins (1); 160 ft. (48 m.) with dolphins (2). Depth: 18 ft. (5.5 m.). Tank storage capacity: 1,266,000 barrels.

Shipping of petroleum products by barge; loading of barges for bunkering vessels at berth in the harbour; fueling of tugs and small vessels.

Gulf Oil & American Oil: Berth: 200 ft. (60.1 m.) with dolphins. Depth: 33 ft. (11.5 m.). Tank storage capacity: 900,000 barrels.

Gulf: Tel: (904) 765-5541.
American: Tel: (904) 768-2583.

Receipt of petroleum products and loading of barges.

Phillips Petroleum Company: Tel: (904) 353-6740. Berth: 205 ft. (60.2 m.) with breasting dolphins. Depth: 34 ft. (10.5 m.). Tank storage capacity: 243,000 barrels. Receipt of petroleum products.

Shell Oil Company Wharf: Tel: (904) 355-5521. Berth: 230 ft. (98 m.) with dolphins. Depth: 33 ft. (10 m.). Tank storage capacity: 448,500 barrels. Receipt of petroleum products; occasionally fuels towboats and loads barges for bunkering vessels at berth in the harbour. Light marine diesel fuel only.

Standard Oil Company Terminal: Tel: (904) 353-1094. Berths: Barge –300 ft. (92 m.) with dolphins; Tanker – 760 ft. (230 m.) with dolphins. Depth: Barge – 10 ft. (3.1 m.); Tanker – 32 ft. (9.8 m.). Tank storage capacity: 595,000 barrels. Receipt and shipment of petroleum products. No bunkering of vessels.

Texaco Pier: Tel: (904) 356-6344. Berth: 550 ft. (167 m.) with dolphins. Depth: 32 ft. (9.8 m.). Tank storage capacity: 320,000 barrels. Receipt and shipment of petroleum products; fuels towboats.

Report: *Approaches:* The Jacksonville Sea Buoy lies outside the entrance of the St. Johns River on the edge of the Gulf Stream where a strong Northerly current is usually experienced. The Sea Buoy ("2STJ") is a red/white, lighted and whistle (Morse (A)) buoy. A counter current setting to the South is usually found close along the coast just inshore of the Sea Buoy. Both the direction and velocity of currents and counter currents vary depending on past and prevailing weather conditions.

Broken ground with least depths of 4 to 5 fathoms lies from 4 to 6 miles from the coast for a considerable distance Northward and Southward of the St. Johns River entrance.

Numerous fish havens are Eastward of the entrance to St. Johns River; the outermost, marked by a private unlighted buoy, is about 27 miles Eastward of St. Johns Light.

All vessels should approach Jacksonville Sea Buoy from between S.E. and N.E. to avoid shallow water along the coast. There are many bright lights ashore at night which would cause confusion or mistaken identity with navigation lights. Refer to current N.O.S. charts regarding danger and cautionary areas.

Sea traffic, especially Southbound ships steaming inshore near the Sea Buoy to avoid the force of the Gulf Stream and take advantage of the counter current, may be encountered.

Naval vessels may be encountered entering and departing Maypo and may also be encountered on exercises outside the Sea Buoy ar

Entrance Channel: A Federal project provides for a channel depth 42 ft. from the ocean to St. Johns Point. A lighted whistle buoy is abo 2 miles off the entrance to the river. The 800 ft. wide entrance chann between 2 converging rubblestone jetties is marked by lighted buoy Two-way traffic is normal.

The echo sounder should be monitored continuously for any silt that may occur and findings reported.

Anchorages: Vessels waiting outside the entrance to St. Johns Riv can anchor in depths of 36 ft. – 50 ft. N.N.E. of the jetties if wind an sea permit. Anchorage South of the jetty is not recommended becau of heavy shrimp boat activity in that area.

Pilots sometimes anchor vessels in the channel opposite Maypo Basin or at St. Johns Bluff in emergencies or while waiting for weath to clear upstream; however, these anchorages are not recommende due to strong currents. A tug should be stationed alongside to ass turning during change of tide.

St. Johns River Designated Permanent Anchorages:

General (Upper) Anchorage: Located on the South shore o Commodore Point between Miller Creek and Empire Point. Vesse remaining in the anchorage more than 24 hours require a permit fro the USCG Captain of the Port.

Quarantine (Lower) Anchorage: Located in the area off the Tallyra Docks and Terminal. Use requires permit from the USCG Captain of th Port.

The holding ground in both anchorages is only fair and both a somewhat constricted. It is not recommended that vessels with dra over 34 ft. use these anchorages.

DENSITY: Varies from fresh water 1000 density to mixed salt wa 1007.5 density. St. John's River is fed from fresh water sources and most practical purposes may be considered fresh.

FRESH WATER: Potable water is available through hose connectio at all berths operated by the Port Authority. No water barges.

FUEL: Most grades marine fuels available ranging from bunker "C" light marine diesels with intermediate blends in between. Most major companies have bunkering facilities.

FIRE PRECAUTIONS: No smoking except in officers' lounge and crew lounge. No open flames. No sparking from funnel.

OPENING/CLOSING HATCHES: Crew may open hatches prior vessel's arrival at dock. After arrival at dockside this work reserved longshoremen. Vessels equipped with MacGregor type or oth automatic opening devices, crew may open hatches at any tim Longshoremen do not open and close these type hatches.

CERTIFICATES: Vessel Register, Load Line, Gear Certificate, Dera

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per man. If vess remains in port over extended period of time, sea stores can be open under Customs supervision and additional allowances made. Win Spirits: No specific limits as to quantity allowed per man; Customs acc Masters' recommendations for allowances so long as they a reasonable. This applies to beers, wines and spirits.

GANGWAY/DECK WATCHMEN: Watchmen services available but n necessary.

CONSULS: Costa Rica, Denmark, Dominican Republic, Finla France, Germany, Guatemala, Italy, Netherlands, Norway, Spain a Sweden.

REPAIRS: All types engine and deck repairs possible. 2 well-equip shipyards.

DRY DOCKS: 3 large dry docks of 18,000 to 33,000 tons capacity a 6 smaller with capacity of 1,000 to 12,000 tons.

SURVEYORS: *Hull Surveyors:*

American Bureau of Shipping. Tel: (904) 725-8554.
John M. Bell Marine Surveyors, Inc. Tel: (904) 249-2741.
Fortson Marine Surveyors, Inc. Tel: (904) 389-0904.
Hull & Cargo Surveyors, Inc. Tel: (904) 348-3605.
Intramarine, Inc. Tel: (904) 353-0828.
Lloyd's Register of Shipping. Tel: (904) 396-6788.
Robert L.Martin. Tel: (904) 641-9018.
The Salvage Association. Tel: (904) 396-1861.
Strocchi & Company. Tel: (904) 398-1862.
David E.Swan. Tel: (904) 398-0305.

Cargo Surveyors:

Gay & Taylor, Inc. Tel: (904) 721-0617.
Horvath Associates, Inc. Tel: (904) 284-1000.
Hull & Cargo Surveyors, Inc. Tel: (904) 348-3605.
Intermodal Transportation Services Inc. (Auto). Tel: (904) 725-32
National Cargo Bureau. Tel: (904) 356-7171.
Richard & Co. Inc. Tel: (904) 356-7171.
E. W. Saybolt & Co., Inc. Tel: (904) 724-7057. Telex: 277
Fax: (904) 724-7633.
SGS Commercial Testing & Engineering Co. Tel: (904) 693-0114
South Atlantic Surveys. Tel: (904) 221-0061.
Toplis and Harding, Inc. Tel: (904) 281-0304.
Wignall & Company. Tel: (904) 259-4837.

REPATRIATION: Facilities available to effect crew changes repatriation.

AIRPORT: Airport 20 miles. Daily flights to all major U.S. cities.

TIME: Eastern Standard Time and Daylight Saving Time during Sum from first Sunday in April till last Sunday in October.

HOLIDAYS: Holidays observed by Stevedores: New Year's Day (1st); Martin Luther King's Birthday (Jan. 15th); Lincoln's Birthday (12th); George Washington's Birthday (Feb. 22nd); Good Fr Memorial Day (May 30th); Independence Day (July 4th); Natio Election Day; Labor Day (First Monday September); Columbus (October 12th); Armistice Day (Nov. 11th); Thanksgiving (Fo Thursday November); Christmas Eve, Christmas Day; New Year's

When holidays fall on Sunday, the following Monday observed extent of paying overtime and 8 hour minimum pay period shall a No work performed on the following holidays: New Year's Independence Day, Labor Day, Christmas Day.

POLICE/AMBULANCE/FIRE: Police and Fire 911. Ambulance 633-2211.

EMERGENCY CO-ORDINATION CENTRE: *U.S. Coast Guard:*

U.S. Coast Guard, Captain of the Port, Marine Inspection Office, 2831 Talleyrand Avenue, Room 200, Jacksonville, FL 32206. Tel: (904) 791-2648, (904) 246-7341, if no answer. Cable: CG Captain of the Port Jax. Contact: Captain of the Port or Officer in Charge.

Certification of U.S. merchant vessels, port safety and security; licensing and certificating of merchant vessel personnel, documentation, and marine environmental protection.

U.S. Coast Guard, Group Mayport, State Road A1A, P.O.Box 385, Mayport, FL 32267. Tel: (904) 246-7341 (No TWX. or Telex). Contact: Commanding Officer.

Search and Rescue, and law enforcement between Savannah, Georgia, and Cape Canaveral, Florida. 24 hour monitor; Channel 16, FM-VHF and 2182 kHz; HF-SSB emergency radio communications.

TELEPHONES: No facilities available for placing phones on board vessels except in shipyards.

SERVICES: Compass-adjusting, radar, navigational equipment. No tank-washing or tank-cleaning services available.

BANKS: American National Bank of Florida. Tel: (904) 396-8111.
Barnett Bank. Tel: (904) 791-7579.
Beneficial Savings Bank of Jacksonville. Tel: (904) 739-0140.
First Federal of Jacksonville. Tel: (904) 350-1200.
First Guaranty Bank & Trust Company of Jacksonville. Tel: (904) 384-7541.
First National Bank of Jacksonville. Tel: (904) 778-0480.
First Union Bank. Tel: (904) 632-6565.
Florida National Bank of Jacksonville. Tel: (904) 359-5140.
Kingsley Bank. Tel: (904) 269-1980.
Marine National Bank of Jacksonville. Tel: (904) 355-1642.
NCNB National Bank of Florida. Tel: (904) 359-7001.
Pan American Bank. Tel: (904) 731-4600.
Southeast Bank, N.A. Tel: (904) 391-1841.
Sun Bank/North Florida, N.A. Tel: (904) 632-2500.

STORING: See "Prelims".

1. Vessel can be stored by barge or truck.
2. No regulations concerning barge storing except when vessel is loading or discharging dangerous cargo.
3. Trucks can proceed alongside at the berth.
4. Yes, fork lift trucks can be used on the jetty to handle stores.
5. Customs regulations in force regarding storing – ship's stores usually supplied free of U.S. excise taxes and supplies (such as alcoholic beverages and tobacco products) must be loaded under the supervision of the U.S. Customs Service for tax exemption to apply.
6. If possible, local Riggers can be employed to assist with storing but usually deliveries are made directly by the supplier.

SHORE LEAVE: No restriction on shore leave if not detained by Immigration.

IDENTIFICATION CARDS: Form I-95A only.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

Various local companies can provide these services. Contact agent for details.

WASTE OIL DISPOSAL: Environmental Recovery Group, 251 Levy Road, (P.O.Box 548), Atlantic Beach, Florida 32233. Tel: (904) 241-2200. Fax: (904) 241-4732. This company has the necessary licences and permits to carry out this type of work and offers a large range of services and equipment. Charges vary with type and quantity of oil.

SEAMAN'S CLUBS: Seafarers Fellowship has two local facilities, one at Blount Island and the other at Talleyrand Avenue. Contact Charles Lawhon, Director. Tel: 751-3785 (Blount Island), 633-9971 (Talleyrand), 744-9685 (Home). Usual facilities provided including indoor games, postal and telephone, TV, newspapers, books, bibles and church services.

CURRENCY: U.S.Dollar (U.S.$).

REGULATIONS: No garbage to be disposed overside, no pumping of dirty ballast into river. Smoke emissions must be controlled to minimum.

AUTHORITY: Jacksonville Port Authority, P.O.Box 3005 (2831 Talleyrand Avenue), Jacksonville, Florida 32206-3496. *Tel:* (904) 630-3070. *Telex:* (510) 600-2478. *FAX:* (904) 630-3066. *Contact:* C. Mendoza, Managing Director.

JUNEAU, Alaska: 58.18 N. 134.24 W.

Located at N.E. side of Gastineau Channel, 8 miles from Stephens Passage. Juneau is the capital of Alaska. Open all year.

DOCUMENTS: See "Anchorage, Alaska".

APPROACHES: Via Chatham Straits, Lynn Canal and Stephens Passage.

PILOTAGE: Pilot provided by Southeast Alaska Pilots Association. Pick–up point is Guard Island.

Also see "General" – "Pilotage" before first U.S.A. port.

ANCHORAGE: 16 fathoms in centre of Juneau Harbour.

Restrictions: A Safety Zone has been established, comprising the area between the shore and a line extending 9 cables N.W. from No. 2A light-buoy. Within this zone, which is effective from June 1st to September 30th annually, no vessel other than passenger carrying vessels of 500 gross tons and over (including cruise ships and ferries) may anchor without the express consent of the Captain of the Port. There is no restriction on vessels navigating within the area.

MAX. SIZE: Harbour depth 15/19 fathoms. Tides: diurnal range 16.4 ft. Also see "Berthing".

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

CUSTOMS: Quarantine, Immigration and Customs, locally.

BERTHING:

1. Foss Alaska Line Dock: berthing length 550 ft. 36 ft. LW. No cranes.
2. Juneau Cold storage: berthing length 250 ft., 36 ft. LW. Cranes, 2 electric hoists, 3 lift trucks, 40,000 sq. ft. covered shed space. Fresh water.
3. Juneau Ferry Terminal: berthing length 400 ft. 32 ft. LW. No cranes. This is a Ro/Ro facility for wheeled vehicles and self-propelled or towed. 35 tons capacity. No covered shed space. Fresh water.
4. Coast Guard Dock: 750 ft. long, 31 ft. deep at face. No storage. Restricted use.
5. Trucano Construction Co. Dock: Length 500 ft. Crane with 90 ft. boom available, capacity 50 tons.

STEVEDORES: 1 gang.

MEDICAL: Hospital available.

FRESH WATER: Available.

FUEL: Available.

REPAIRS: Engine repairs possible.

TRANSPORTATION: Air and ferry.

AUTHORITY: The City and Borough of Juneau, Harbor Department, 155 South Seward Street, Juneau, Alaska 99801. *Tel:* (907) 586-5255, 9425. *FAX:* (907) 586-5367. *Contact:* Joseph L. Graham, Harbour Master.

KAHULUI, Hawaii: 20.53 N. 156.28 W. (See Plan)

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Certificate of Registry.
Annual Inspection Certificate.
Load Line Certificate.
Derat Certificate.
Radio Certificate and Licence.
4 Stores Lists.

PILOTAGE: Request for Pilot normally made through Agent. Contact Pilot on VHF Channel 12. Pilot boards 0.25 mile East of Waihee Reef lighted Buoy No. 2. Anchorage 0.5 mile East of Buoy.

ANCHORAGES: No anchorage inside breakwaters. Only anchorage 0.5 mile East of Waihee Reef lighted Buoy No. 2 in 9 to 12 fathoms.

RESTRICTIONS: 24 hours' notice of arrival is obligatory. No tide restrictions.

MAX. SIZE: Max. length 700 ft. Max. draft 34 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Honolulu Quarantine Station. (Health: Tel. 244-4273.)

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany). (Agriculture: Domestic Overseas Arrivals Tel: 877-7801. Foreign Arrivals Tel. 244-3882.)

RADIO: Communicate through RCA or ITT stations in Honolulu.

TUGS: 1 × 1,500 h.p. tug stationed at Kahului. Additional tugs dispatched from Honolulu if necessary. Tug joins vessel between breakwater and Waihee Reef Lighted Buoy No. 2. Tug's lines normally used. No extra charge.

CARGO HANDLING: Kahului has 1 berth specially equipped to load bulk sugar. Matson Navigation Company operates a straddler to move Matson containers.

Young Brothers Ltd. operate a forklift to move containers.

Dock Load Limits: 500 lb./sq.ft. over the area supported by piles, cylinders or seawall. 1,000 lb./sq.ft. over the area supported by land or fill.

STEVEDORES: To be ordered by 1500 hrs. of day prior to operations.

MEDICAL: Hospital facilities available. Tel: 244–9056.

TANKERS: Discharge only. 12 in. line for molasses, 12 in. line for heavy fuel oil, 6 in. lines for light fuel oils. No slop discharge facilities. One berth available for tankers, max. draft 34 ft. Two berths available for barges.

FRESH WATER: Available from 2 in. water line at each berth. Rate of delivery about 200 gallons per minute.

FUEL: Small amount of diesel fuel and heavy fuel available in an emergency only.

REPAIRS: Minor deck and engine repairs only.

GANGWAY/DECK WATCHMEN: Services of watchman recommended, usually arranged by Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and 1 bottle wine or spirits. (Customs Port Director Tel: 877-6013).

AIRPORT: Distance to airport 1.5 miles. Served by Inter Island Airlines.

TIME: GMT minus 10 hours all year round.

POLICE/FIRE/AMBULANCE: Police 911; Ambulance 911; Fire 911.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard: Tel. Honolulu 536-4336 or Locally Tel. 244-5256.

TELEPHONES: Arrangements made with Hawaiian Telephone Co. (Tel: 242-5211), to install on board.

STORING: 48 hours' free time for domestic cargo. 120 hours' free time for foreign cargo. Trucks allowed alongside to handle special cargoes; bulk and heavy lifts.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Rubbish bins are available on the pier. Bins are provided by contractor providing services. User must contact contractor directly for services. Contact:
BFI Waste Systems. Tel: (808) 871-9727,
Best Disposal Inc. Tel: (808) 871-8431, or
Maui Disposal Co. Inc. Tel: (808) 871-4917.
WASTE OIL DISPOSAL: Not available at present.
SEAMAN'S CLUBS: None.
DELAYS: Occasional delays due to limited berthing space and shortage of stevedore gangs.
AUTHORITY: State of Hawaii, Dept. of Transportation, Harbors Division, 103 Ala Luina Street, Kahului, Maui, Hawaii 96732-0216. *Tel:* (808) 877-6051. *FAX:* (808) 877-0554. *Contact:* James R. Costello, District Manager and Harbour Master.

AGENT: See "Honolulu".

KETCHIKAN, Alaska: 55.20 N. 131.38 W. (See Plan)

DOCUMENTS: See "Anchorage, Alaska".
APPROACHES: Port located on Revillagigedo Island. Open all year round. Ships coming from Hecate Straits or outside Graham Island proceed into Dixon Entrance to vicinity of Guard Island where the Pilot will meet them.
Vessels coming up the inside passage from Vancouver, B.C., are met at Lucy Island Pilot Station.
PILOTAGE: South Eastern Alaska Pilots' Association, Box 6100, Ketchikan, Alaska 99901. Telegraphic address; Alaska Pilots Ketchikan.
The Alaska Pilot Service requires 5 days, 48 hours, and 12 hours advance notice of ETA and can be contacted on Channel 16 VHF or 2182 kHz.
The pilot boat "Jenny B" (RG 2437) normally rendezvous with the vessel 0.75 miles from Guard Island.
Pilotage is compulsory for Cross Sound and Icy Strait. Vessels proceeding to the Point Retreat Pilot Station are excluded from compulsory use of a pilot if travelling via Cape Ommaney and Chatham Strait.
ANCHORAGE: Safe anchorage can be obtained in the area for deep draft vessels; however there are no specified anchorage areas.
MAX. SIZE: The largest vessel to be berthed to date is a 26,000 ton freighter; however larger vessels could be accommodated.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
RADIO: Cables to Agent, Receivers, and Pilots can best be routed through AKM Juneau.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Tugs can be arranged through the ship's Agent. Lines from tug are normally used with no additional charge.
BERTHING: City Berth I: Length 1,450 ft., depth 45 ft. LW.
City Berth II: Length 575 ft., depth 33 ft. with 2 mooring dolphins, combined length 780 ft.
Ketchikan Pulp Company (at Wards Cove, 6 miles North of Ketchikan): Private dock, berthing length 800 ft., depth 33 ft. at low water. 50 ton crane on rails, also mobile units and forklifts.
STEVEDORES: Stevedores obtained through shipping Agent. 24 hours' notice normally required.
4 or possibly 5 gangs available dependent on obtaining casual labour.
MEDICAL: Medical matters may be referred to shipping Agent. Excellent hospital and out-patient treatment facilities are available.
TANKERS: Tow lines (fire wires) required fore and aft.
FRESH WATER: Water available at City Berths. Contact Harbour Master for service charge.
FUEL: Fuel available for deep draft vessels: No. 2 Diesel and gasoline.
CONSULS: The nearest Consul is in Anchorage, Alaska.
REPAIRS: Excellent welding and machine-shop services are available.
DRY DOCKS: Ketchikan Shipyard, 600 ft., depth 30 ft.; 434 ft. floating dry dock. Facility in first stage of shipyard development.
GANGWAY/DECK WATCHMEN: Recommend security watch for passenger vessels. Watchmen can be arranged through the shipping Agent.
OPENING/CLOSING HATCHES: Done by longshoremen.
REPATRIATION: Repatriation matters can be handled through the shipping Agent and Immigration Officials.
AIRPORT: Daily flights to and from Seattle as well as points North may be obtained.
TIME: Ketchikan is on GMT minus 8 hours during the Winter and GMT minus 7 during the Summer. Time changes from first Sunday in April till last Sunday in October.
IDENTIFICATION CARDS: Crew identification cards are required by Immigration Officials.
GARBAGE DISPOSAL: Service can be arranged by ship's Agent with the City of Ketchikan, Solid Waste Department.
WASTE OIL DISPOSAL: Can be arranged with Ketchikan Shipyard Inc.
SEAMAN'S CLUBS: None.
AUTHORITY: City of Ketchikan, Port and Harbours Department, 334 Front Street, Ketchikan, Alaska 99901, USA. *Tel:* (907) 225-3610. *FAX:* (907) 247-3610. *Contact:* A.D. Ensley, Director.
Supervisor, U.S. Coast Guard, Marine Safety Detachment, c/o U.S. Coast Guard Base, Ketchikan, Alaska.

KODIAK, Alaska: 57.47 N. 152.24 W. (See Pla

Located near the N.E. tip of Kodiak Island in the Gulf of Alaska, So of Anchorage and East of the Alaska Peninsula.
DOCUMENTS: See "Port of Anchorage".
APPROACHES: North Entrance: Buoy No. 4 off Spruce Cape.
Pick-up Point: Hutchinson Reef Buoy.
East Channel Entrance: Humpback Rock off Cape Chin Steer 280°T until reaching St. Paul Buoy.
PILOTAGE: Pilot can be contacted through Southwest Pil Association in Homer, Alaska, Tel: (907) 235-8783, Fax: (907) 235-61 24 hours' notice should be given when requesting a Pilot. Pilot Sta Lat. 57° 44′ N., Long. 152° 22′ W. (2.0 miles × 100° from St. Pa Harbour Entrance Lt.).
Pilot boat is tug "Kodiak King". Tel: (907) 486-5503. V Channels 10, 12 and 16 and Single Side Band 4125 kHz.
ANCHORAGES: Safe anchorage between Puffin and Gull Islands Ea of shipping channel.
Prohibited Anchorage: The City of Kodiak has declared that vessels a prohibited from anchoring within the Inner Boat Harbour Light 1 (LL 3536.10) to a point at position 57° 46′ 56″ N., 152° 25′ 09″ W., the to the North Pacific Fuel Pier (formerly the old Union Oil Pier at posi 57° 47′ 05″ N., 152° 25′ 18″ W.) due to possible fouling and damage waste water discharge from the canneries in that vicinity (St. P Harbour anchor zone).
Note: Mooring buoys available in St. Paul inner anchorage and St. Herman Harbour.
MAX. SIZE: Harbour depth in excess of 30 ft. Tides: Range appro imately 10 ft.
HEALTH: See "Health": All Ports before first U.S.A. ports (Alban Illness Reports made to Seattle Quarantine Station.
RADIO/VHF: Stevedoring Agent: Sea-Land Services, Inc. Tel: (90 486-5795 or 486-4137. Call Sign KKI 38, VHF Channel 10, SSB 441
Harbour Master's Office, Tel: (907) 486-8080 or 486-8085. Call Si KXE 279 for Channels 12 and 16. CB Channel 9 and SSB 4125.
TUGS: Alaska Tug and Salvage: Tel: (907) 486-5503. Radio Call Si WYN66116. VHF Channel 10, 12 and 16. SSB 4125 kHz.
BERTHING: Pier 1/Ferry Dock: 204 ft.×28 ft., 26.6 ft. at MLL Use: Mooring, loading and unloading and bunkering.
Pier 2/City Dock: 925 ft.×64 ft., 38 ft. at MLLW. Use: Loading a unloading commercial freight vessels, moorage for fishing vesse Covered warehouse space available. 20 ton and 90 ton cranes availab Various size forklifts.
Pier 3/Container Terminal: 490 ft.×64 ft. (880 ft. bollard to bolla 38 ft. at MLLW, container services/general cargo, 30 ton gantry cra available.
CRANES: See "Berthing" and "Stevedores".
STEVEDORES: Sea-Land Services, Inc., Operations Departme P.O.Box 2542, Kodiak, AK 99615. Tel: (907) 486-5795 or 486-4137.
Mobile cranes 20 tons, 40 tons and 90 tons available.
MEDICAL: Ample hospital facilities available. Also paramedics, docto dentists and optometrists.
FRESH WATER: Available through Harbour Master or stevedo company.
FUEL: Light fuels only. 2 fuel companies. 24 hour service available.
REPAIRS/SERVICES: Most deck, hull, engine, R/T, radar, gy hydraulic, electrical, refrigeration and most types of marine electro repairs. Divers available for underwater surveys and repairs.
SURVEYORS: Norm Holm, Box 365, Kodiak. Tel: (907) 486-5616.
DRY DOCKS: None available for large vessels.
AIRPORT: 5 miles from city centre. Various flights available depend on time of year. Ferry service available March to December.
POLICE/FIRE/AMBULANCE: Emergency 911, Police (907) 486-80 Fire and Ambulance 911.
EMERGENCY CO-ORDINATION CENTRE: Coast Guard, Search a Rescue (Kodiak Island) Zenith-5555 anywhere in Alaska. VHF Chan 16.
DEVELOPMENTS: The Port of Kodiak is responding to the increas activity by planning an ambitious 15 year program of developme Included is a proposal to build a 1,000 ft. deep draft pier to accommod commercial and military vessels, some 2,000 ft. of loading docks ins the harbour, plus dredging and development of additional staging are
AUTHORITY: Port of Kodiak, Harbour Department, 403 Marine Wa Kodiak, Alaska 99615, U.S.A. *Tel:* (907) 486-8080 or 486-80 *FAX:* (907) 486-8090. *Contact:* George V. McCorkle, Harbour Mast Port Administrator.

LAKE CHARLES, Louisiana: 30.13 N. 93.15 W. (See Pla

PORT LIMITS: Buoy No. 26, In Calcasieu Ship Channel, 3 miles Cameron, Louisiana.
DOCUMENTS:
U.S. Customs: If foreign cargo on board for discharge at any port
3 copies of Cargo Manifest of all Cargo.
3 copies of Crew List.
3 copies of Stores List.
3 copies of Curio List (crew personal effects).
3 copies of Passenger List if carrying passengers.
If vessel in ballast, only 2 copies of above documents required.
If vessel in ballast and carrying passengers, 3 copies of ab documents required.
1 copy of Clearance from last port.
2 copies of Customs Form 1300 (Master's Oath).
2 copies of Customs Form 1301 (General Declaration).

U.S. Customs Boarding Officer must examine Load Line Certificate, Safety Equipment Certificate, Tonnage Tax Receipt, Certificate of Financial Responsibility (Oil Pollution), Ship's Register and Ship's Certificate of Nationality (if any).

1 copy of Certified Crew List (If American Ship).

Bonded lockers may be sealed by Customs.

U.S. Immigration:

1 copy of Visaed Crew List from American Consul at foreign port of clearance (if any).

1 I-95 (Identification Card) for each crew member on board.

All Passports must be validated for each crew member.

U.S. Bureau of Etomolgy:

All meat lockers and freezers with restricted meat will be sealed. All fruit from prohibited countries will be confiscated. All animals or birds from foreign countries must remain on board.

PILOTAGE: Radio Agent ETA, who will arrange Pilot board at Calcasieu Bar. Vessel to stand-by on VHF Channel 66A.

ANCHORAGE: At Calcasieu Bar only.

RESTRICTIONS: Entrance channel 40 ft. depth. Distance 40 miles.

During LNG/LPG movements, special restrictions may be placed on the waterway by the local Coast Guard Captain of the Port.

MAX. SIZE: 1,000 ft. length, 38 ft. draft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

RADIO: Tropical – New Orleans, WNU.

AGRICULTURE: See "Agriculture" before first USA port (Albany).

VHF: Pilots may be contacted on Channel 12, 13, 65 and 66.

TUGS: Meet vessel 30 minutes away from berth. Use tugs' own lines. 2 for berthing, 2 for unberthing.

BERTHING: General Cargo Berths: 10 with total length: 5,675 ft. All have draft of 36 ft. (fresh water).

CRANES: Mobile pneumatic and track cranes available with lifts up to 50 tons.

BULK HANDLING FACILITIES: 3 bulk-loading berths: No. 1, West bank of Calcasieu River, 8 miles below main port facilities, 1,200 ft. length, 40 ft. depth, loading rate 1,600 t.p.h. Clam bucket type ship unloading crate, unloading rate of 600/800 short tons per hour.

No. 2, Contraband Bayou Section, main port, 920 ft. length, 35 ft. depth, loading 480 t.p.h. 16,000 long tons storage facilities.

SPECIALISED CARGO HANDLING FACILITIES: 1 berth suitable for Ro/Ro traffic. 2 berths at main port for liquid chemicals, No. 5 for heavy liquid import and No. 6 for import/export. Private berth for private company for receiving LNG.

BRIDGES: One bridge with vertical clearance of 135 ft.

STEVEDORES: Notice of firm ETA and request for gangs must be received prior to 1600 hrs. CST for work following day.

MEDICAL: Hospital facilities available.

TANKERS: Citgo Petroleum Corp. B-Dock, 673 ft. length, 36 ft. depth; C-Dock, 660 ft. length, 34 ft. depth; D-Dock 665 ft. length, 36 ft. depth. Also see "Shipmasters Report No. 1".

Continental Oil Co. Berth 1, 1,000 ft. length, 40 ft. depth; Berth 3, 1,000 ft. length, 40 ft. depth. (Also see "Report" dated April 1994).

PPG, 700 ft. length, 40 ft. depth.

Olin Corp. Dock: 400 ft. length, 28 ft. depth. Also see "Shipmaster's Report No. 2".

DENSITY: Salt water in Summer, fresh water in Winter. Allow density 1000 for drafts.

FRESH WATER: Available at all berths.

FUEL: Bunker "C" and diesel available at Cities Service berths; other berths served with bunkers by barge.

FIRE PRECAUTIONS: Usual precautions.

REPAIRS: Small repairs carried out only; very limited facilities.

DRY DOCKS: None.

SURVEYORS: 1. Cargo inspectors are available.
2. Surveyors are available.

GANGWAY/DECK WATCHMEN: Not required.

HATCHES: Rigging performed by stevedores. MacGregor-type hatches opened by crew, others by stevedores.

CARGO GEAR: Shore cranes available at ship's request.

CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1 litre wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

REPATRIATION: Facilities exist. Arrange through Agent.

AIRPORT: 7 miles from port. 26 flights per day.

TIME: CST, that is GMT minus 6 hours.

HOLIDAYS: Only 2 days affected on which no work carried out – Labour Day and Christmas Day.

POLICE/AMBULANCE/FIRE: Police or Fire, 911. Fire only 491–1350. Police only 491–1311. Ambulance 433–1677, 433–4411 and 433–1668.

EMERGENCY CO-ORDINATION CENTRE: United States Coast Guard, Sabine, Texas. Tel: (713) 971–2361.

TELEPHONES: None on board ship.

BANKS: Calcasieu Marine National Bank, 844 Ryan Street, Lake Charles, Louisiana 70601.

Premier Bank of Lake Charles, 3401 Ryan Street, Lake Charles, Louisiana 70605.

Gulf National Bank, 825 Ryan Street, Lake Charles, Louisiana 70601.

Lakeside National Bank, One Lakeside Plaza, Lake Charles, Louisiana 70601.

National Bank of Commerce, 535 Kirby Street, Lake Charles, Louisiana 70601.

STORING: See "Prelims".

1. Vessel can be stored by barge or truck.
2. Vessel can be stored during loading/discharging as long as it does not interfere.
3. Trucks can proceed alongside berth.
4. Forklifts can be used on docks.
5. No customs regulations for United States stores.
6. Longshoremen must be employed to assist in storing.

SHIP SUPPLY SERVICE: *Offshore Waters Personnel Transfer:*

Air: ERA Helicopters, Inc., P.O.Box 6566, Lake Charles, La. 70606. Tel: (318) 478-6131.

Petroleum Helicopters Inc., P.O.Box 16490, Lake Charles, Louisiana 70616. Tel: (318) 433-6658, 433-1749.

Boat: McCall Boat Service, P.O.Box 186, Cameron, La. 70631. Tel: (318) 775-5685.

Inland Waters Personnel Transfer:

Land and Water: Port Shuttle, Inc., P.O.Box 1772, Lake Charles, La. 70601. Tel: (318) 433-1613.

SHORE LEAVE: Allowed if not detained by Immigration.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for the same vessel.

GARBAGE DISPOSAL: Service available from Browning Ferris Industries and Cities Service Highway.

WASTE OIL DISPOSAL: Service available from Ali Marine Inc., Lake Charles. Tel: (318) 436-8656.

SEAMAN'S CLUBS: Lake Charles Seafarers Center, 150 Marine Street, Lake Charles. Tel: (318) 436-1315.

DELAYS: Very few delays encountered at any berth.

SHIPMASTER'S REPORT No. 1: 1977.

Cities Services Oil Co., Clifton Ridge:

Location: Lat. 30° 09′ 32″ N., Long. 93° 19′ 30″ W.

Max. Size: Length 805 ft., beam 115 ft., draft 39 ft. (FW).

Density: 1005.

Restrictions: Vessels may berth and unberth at any stage of the tide day or night.

Anchorage: At Bar: 2 miles East of seabuoy in depth of 42 ft. For Bunkering: South of Clooney Island in Old Calcasieu River Channel in midstream.

Distance to Berth: Sea buoy to berth 45 miles.

Terminal Information: 2 × 10 in. Chicksan arms. Max. discharge pressure 150 p.s.i. Derricks not required. Accommodation ladder not required.

Services: Fresh water, provisions, fuel oil, diesel and lube, doctor, hospital, airport and laundry.

The following services are not available: Repairs, drydocks, Lloyd's Surveyor and slop tanks.

Telephone Numbers: Dock 318-583-2432. Terminal Supervisor 318-491-6121, 318-491-6437.

SHIPMASTER'S REPORT No. 2: 1979. Olin Chemical Berth.

Approach: If without Loran "C" or satellite navigator the approach at night can be awkward, best made in daylight.

Due to flat coastline, lack of European navigation aids (Decca and Racon) plus numerous oil rigs the entrance to Calcasieu River (like Sabine) is difficult to make.

Calcasieu and Sabine D/F good.

Numerous oil rigs South of buoyed channel which are either side of safety fairway. This corridor can be clearly seen on radar and provides a good longitude.

The soundings, in particular the 100 fathom line, give a good latitude.

The wreck buoy on chart 975 – (Approach to Calcasieu River) at Lat. 29° 19.5′ N., Long. 93° 12′ W. has been removed.

'CC' Buoy was picked up at 6 miles.

Pilot/Channel: (B.A. Chart 975). The channel is easy to follow as long as U.S. system of buoyage is remembered. Vessels under 30 ft. can go out of the channel on their starboard side leaving starboard hand buoys to port. This is quite in order up to Pilot Area No. 1. Do not go on port side or West as this is spoil ground.

A Westerly current sets across channel 90% of the time and up to 1 knot. The boarding area is as Vol. No. 6 ALRS. If vessel takes a Pilot at Area No. 3 it costs $300 more than No. 1 (not necessary unless vessel restricted by draft – 24 hour service).

Pilot boat is an ex-fishing cutter. White, very fast and strong. Minimum notice for Pilots: Boarding at Area No. 1 four hours, Area No. 3 six hours. For sailing from Lake Charles 2 hours. From Area No. 1, one Pilot to Lake Charles, from Area No. 3, two Pilots. Pilot will *not* use hoist.

VHF: Calcasieu Pilots Channels 12, 13 and 16. Difficult to contact pilot station until well into channel North of 'CC' Buoy.

Public Correspondence: Several stations in area – Port Arthur, Cameron, Erath, Lake Charles, a number, notably Erath and Lake Charles have the "80" Channels which they use in preference to "20" Channels. Very busy, but if you search around you can get through fairly quickly. As with all U.S. Marine Operators, overseas ships have difficulty if not calling 'Collect'.

Calcasieu Channel: About 35 miles to Lake Charles from breakwaters. 5 hours from Pilot Area No. 1 to 'Olin' Chemical Dock.

With Northerly wind and heavy rain on ebb, a current of up to 5 knots at Cameron at entrance just North of breakwater.

Bridge: Highway 102 gives 135 ft. clearance HW. 3.75 hours North of breakwater.

Draft: Max. transit draft of 38 ft. 6 in. (FW) from No. 30 buoy to Lake Charles Docks. We consistently had 39 ft. on echo sounder.

Tugs: 2 tugs of 2,500 h.p. and 3,200 h.p. secure in American style, port side, at bridge 102 and leave in same area.

Berthing: Olin Chemical.

Dock: At head of seagoing navigation at bridge interstate 10. In cut, so no traffic passing. New concrete pier upgraded from barge dock. Min. depth 30 ft. Head in, starboard side to. Vessel left at 0200 hrs. without difficulty.

Moorings: 3 headlines, 2 breast lines and 2 springs each end. Springs go on to bollards on the jetty and breast lines and stern lines on to hooks on the bank.

Cargo Hoses: 8 in. × 300 ASA and spool piece to 12 in. × 150 ASA. 3 lengths, ship connects. Takes about 1 hour to connect and disconnect.
VRL: No.
Venting: No, on shore there are detectors on the tanks for ammonia. Generally the wind is onto the works which makes the detection of venting immediate. Vessel has to wait for a change of wind from the North.
Samples: Taken by chemist of tank atmosphere before loading. Must have min. 97% NH_3 by volume before loading.
Rate: Max. 330 t.p.h. (15 minutes of notice if possible, to stop).
Nitrogen: Available but not for hose purge.

Fresh Water: Water on berth very acid. Difficult to get hold of fresh water barge.
Stores: Ship's crane can reach end of jetty. Also small crane on hose platform on jetty which can be used for stores. Lorry cannot get to ship's side.
Gangway: No difficulties. Some ships have to use pilot ladder.
Developments: LPG dock at Beacon 85/86 about half way up the canal owned by Citgo Petroleum Corp. Good mooring facilities. 1 Chicksan. Dredged area 1,000 ft. long, 45 ft. deep.

SHIPMASTER'S REPORT No. 3: June 1988.

Louisiana pilot's office works on Channel 66. Passage in and out varies between 2 hours and 5 hours, depending on tide and where vessel leaves pilot on way out.

The Customs District for this port is New Orleans.

At Conoco Berth (Clifton Ridge), their regulations prohibit the loading of any flammable goods while vessel discharging cargo. (I pointed out that we were discharging 66,000 tonnes of flammable goods, i.e. crude oil and on our return we were able to load flammable goods during discharge). However, vessels unable to take bunkers alongside and have to go further up river and then anchor, 1 shackle in water and lie against the bank. This means that vessels require 2 tugs when departing from anchorage.

REPORT: April 1994.
Berth: Conoco Refinery Dock – Dock No. 1 Facility.

Transit time from Pilot Station Buoy "CC" to dock is approximately 6 hours (No daylight restrictions in ballast or loaded condition).

Cargo/Commodities handled: Diesel, gasoline, naphtha, heavy oils, gasoil and kerosene.

Size and number of cargo hoses/arms: 1×12 in. arm.
Cargo arms connected by dock crew only.
Number of products handled simultaneously: Normally one.
Permanent line for nitrogen supply: Yes.
Fresh water available alongside: Yes.
Vapour recovery installation: Yes.
Average load rate: Diesel 6,000 bbls./hr.
Gasoline 4,000 bbls./hr.
Naphtha 4,000 bbls./hr.
Gasoil 2,800 bbls./hr.
Heavy oil 800 to 3,000 bbls./hr.
Size of pipeline from dock to shore tank: 4 in. to 16 in.
Distance of pipeline from dock to shore tank: 1.5 miles to 2 miles.
Store/provision deliveries permitted via truck only.

Dock No. 1 Restrictions:
Air draft restriction: 135 ft. mean low water (I-210 Bridge).
Maximum permissible height from waterline to manifolds: 50 ft.
Maximum permissible length alongside: 800 ft. (Can be 825 ft. – 850 ft. max.).
Maximum safety draft permissible alongside: 37 ft. fresh water (36 ft.).
No bunkers available at berth.
No bunker barge permitted alongside vessel.
No lube oil transfers permitted in bulk via barge or truck.
No stores/provision deliveries permitted via barge.
No dangerous goods delivery permitted via barge (Truck delivery permitted with permission from dock).
No cargo transfers permissible via barge.
No shore gangway available.
No shore ballast facility available.
No pumping overboard while alongside of any ballast from cargo tanks (only S.B.T. ballast permitted to be pumped overboard).
Request vessel to be inerted on arrival alongside.
Request vessel to always sail at even-keel.
Minimum mooring lines requested: 12 lines.
3 bow lines, 2 forward springs, 1 breast.
3 stern lines, 2 aft springs, 1 breast.
Prefer to use synthetic ropes for spring lines, bow and stern.
No engine or other repairs permitted alongside (require vessel's main engine power to be available at all times).

AUTHORITY: Lake Charles Harbor and Terminal District, Port of Lake Charles, 150 Marine Street, P.O.Box AAA, Lake Charles, Louisiana 70602. *Tel:* (318) 439-3661. *Telex:* 502449 Port Lk Chas. *FAX:* (318) 493-3523. *Contact:* William T. Duke, Executive Director.

LONG BEACH, California: 33.45 N. 118.13 W. (See Pla

DOCUMENTS:
Certificate of Registry.
International Load Line Certificate – Tonnage Certificate (Admeasurement).
Inspection Certificate.
Derat Certificate.
Safety Radio Certificate.

Inbound cargo for discharge – United States must have a Travelle Manifest (Form 7527), original manifest, and dock inspection co covering cargo to be discharged at first U.S. port of entry, Custo Utilisation Form 1302 (Inbound), Form 1302A (Outbound) must be fi within 10 working days after vessel's entry at first U.S. port. Landi permits must be made out prior to arrival (Form I-95) for each crewma of alien origin for the U.S. Department of Immigration (and Form I-4 for each passenger of alien origin). 3 sets of Crew Lists (Form I-41 must be presented to U.S. Customs, plus 2 sets to the Immigra Inspector, and 1 for the U.S. Public Health Service (Quarantine), a 3 sets Stores Lists plus 3 sets Curio Purchases List for U.S. Custom

American Ships from Foreign Ports:
Safety Equipment Certificate.
Cargo Ship Safety Construction Certificate.
Customs Form CF 226 Affidavit of Repairs Abroad.
Certified Crew List.

Foreign Ships:
1 copy of Visaed Crew List for Immigration (Form I-418 & 5 copie Other forms may be necessary under certain circumstances, b normally can be taken care of after the vessel's arrival.

If a foreign vessel from a foreign port departs for a foreign port, 2 copi *of (Form I-418) covering crew changes in the United States* must b *submitted to the Department of Immigration upon sailing of the* vess

(a) Number of copies required: all single except as noted.
(b) The reports mentioned above are all government laws, requeste by U.S. Customs, U.S. Immigration, Department of Agricultu Public Health Service, and B.I.A.
(c) Purpose of documents: to record all vessel movements such a cargo, crew changes, health standards, etc.
(d) Procedure of presenting documents: documents must b presented to Quarantine Boarding Officer and Customs Brok and/or Agent, during or immediately after Quarantine.

PILOTAGE: Pilots ordered by local Agents. Order placed by telepho to 435-6354/5. Pilots require 2 hours notice prior to arrival. Pilot sta contacted on VHF radio Channel 12 (156.6 MHz) or Channel 16 (15 MHz). Call sign KMA – 372 Long Beach Pilots. Pilot boats motor cruise light grey, fly International Flag "H". Local whistle signal for a Pilot ship's whistle, 1 short and 1 long blast. Pilot boat normally meets vess in vicinity Long Beach Sea Buoy or approximately 1 mile South breakwater entrance. Vessels should have a Pilot ladder on starboa side, weather permitting. In bad weather vessels may be required proceed inside breakwater entrance prior to Pilot boarding. Pilot bo on VHF Channel 13.

Shipmaster's Report: March 1994.
Vessels en route to Long Beach must contact "Long Beach Pilot' VHF Channel 74.

APPROACHES: VTIS: See "Los Angeles".

ANCHORAGE: Preferably outside anchorage approximately 0.5 m S.E. of Long Beach Sea Buoy in 66 ft. of water. Inside anchora available N.E of channel in outer harbour at approximately 8 fathoms water depth. Special explosive anchorages available by request, on b sides of entrance channel in 48 ft. of water.

U.S. Coast Guard Anchorage Regulations:
1. The Master of every vessel upon anchoring shall notify the Co Guard Captain of the Port giving vessel name, anchorage number a time anchored.
2. The Master of every vessel upon departing anchorage shall no the Coast Guard Captain of the Port giving vessel name, anchora number, time underway and destination; i.e., bound for sea or for be number.
3. For the above reports, the call to the Coast Guard Captain of t Port should be made on VHF Channel 16.

RESTRICTIONS: Vessels with dangerous cargoes aboard or loadin discharging such cargo within port district shall obtain permit from U Coast Guard, countersigned by Long Beach Fire Prevention Bureau a Long Beach Port Authority, subject to safety inspection prior ent assigned anchorage or berth. (Application for entry or hand dangerous cargoes must be requested by Steamship Compan authorised Agent and approved prior entry.)

Also see "Tankers" last paragraph.

MAX. SIZE: (1) Designed depth of water at general cargo berth 30 ft. – 42 ft. at MLLW.

The Entrance Channel is maintained at 65 ft. MLLW.

(2) No length or breadth restrictions at general cargo berths.

(3) Dry bulk facility berths designed depth at MLLW is 36 ft. to 5 No restriction on length. However, ships with over 130 ft. beam m experience some difficulty in loading without turning ship.

There are 10 bulk oil facilities, 2 with 76 ft. of water at MLLW a with 37 ft. to 52 ft. of water at MLLW alongside berths. It is feasible t vessels over 1,000 ft. in length could use the deep-water oil facil There are no restrictions as to beam.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alb Illness Reports made to Los Angeles Quarantine Station.

QUARANTINE: Quarantine Station, U.S. Public Health Se 380 World Way, L.A. International Airport, Los Angeles, CA 90 Tel: (310) 215-2365. Hours: 0600 – 1800 hrs. regular boarding ho 1800 – 0600 hrs. overtime boarding hours.

STANDARD PROCEDURE FOR MARITIME BOARDING

Dockside Boarding: Vessels subject to Quarantine Inspection are normally boarded upon arrival in berth.

A vessel crewman should be stationed at the gangway to prevent any crew member from going ashore and shore personnel from coming aboard until the vessel has been passed by the Quarantine Boarding Officer.

Vessels are boarded at anchor.

Boarding in the Stream: Vessels are boarded at anchor:

Only if ship is to be at anchor for some time, such as waiting berth, etc.

Or upon special request by the ship's Agent.

Effective July 1st, 1973, Radio Pratique as a method of quarantine clearance was discontinued at all ports under control of the United States. Changes in regulations, policies, and procedures concerning Maritime Public Health Clearance has been promulgated.

Vessels Subject to Routine Inspection: Only vessels in the following categories will be subject to on board Public Health Inspection upon arrival at ports under control of the United States:

A. Vessels which, during the 15 days prior to arrival in the United States, or since the last U.S. port (whichever period is shorter) have or have had on board among passengers or crew any of the following conditions or illness signs or symptoms:

1. Temperature of 100°F (38°C) or greater (a) which persisted for 2 days or more; or (b) which was accompanied or followed by any one or all of the following: rash, jaundice, glandular swelling; *or*
2. Diarrhoea severe enough to interfere with work or normal activity; *or*
3. On board occurrence of death, regardless of the signs and symptoms above.

B. Vessels which have been in plague infected country in the 60 days prior to arrival in the United States.

Procedures: Vessels in any of the categories A or B above will be granted Provisional Pratique and boarded upon arrival for inspection. In addition, vessels boarded for quality control may be boarded upon or subsequent to arrival. IN ACCORDANCE WITH REGULATIONS YOU MUST INFORM THE QUARANTINE STATION, THROUGH YOUR VESSEL AGENT, AT OR NEAREST THE INTENDED PORT OF YOUR VESSEL'S FIRST ARRIVAL IN THE UNITED STATES OF THE OCCURRENCE OF ILLNESS AS SPECIFIED IN A ABOVE. Based on information you provide your Agent, or information your Agent already possesses regarding your vessel's itinerary, your Agent will notify the Quarantine Station if your itinerary included a plague infected country.

ARRIVING VESSELS NO LONGER NEED TO COMPLETE A MARITIME PUBLIC HEALTH DECLARATION UNLESS BOARDED FOR INSPECTION AS DESCRIBED ABOVE. THE BOARDING INSPECTOR WILL PROVIDE THE DECLARATION.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Station KOU Marine Operator, San Pedro.

Channel 1 — ship transmit on 2009 kHz
ship receive on 2566 kHz

Channel 4 — ship transmit on 2126 kHz
ship receive on 2522 kHz

Station KOU also monitors Channel 16 (156.8 MHz) and Channel 26 (157.3 MHz) for distress, safety and calling.

Hours of report 0805, 2005 PST. Operator gives notice 5 minutes prior to each report. No ship traffic is handled during report period.

TUGS: Tugs will meet vessel inside breakwater prior reaching inner harbour area. Pilot and tugs are in communication.

RADAR/VHF: Radar service provided to vessels only if Pilot aboard, in which case radar advisory information will be fed from shore-based radar at Pilot Station.

Use	*Channel*	*Frequency (MHz)*
Distress, Safety and Calling	16	156.80
Safety, S.A.R.	6	156.30
Bridge to Bridge	13	156.65
Marine Exchange VTIS	13	156.65
Marine Exchange Non-VTIS	12	156.60
Marine Exchange Non-VTIS	14	156.70
Long Beach Pilots, KMA 372	12	156.60
Los Angeles Pilots, KEB 260	14	156.70
U.S. Navy, Control No. 2	12	156.60
Harbour tugs, primary	77	156.875
Harbour tugs, secondary	65A	156.275
San Pedro Marine Operator	24	157.20
San Pedro Marine Operator	26	157.30

Note: The Marine Operator does not guard Channel 16.

Channel 77 – Pilot/Tug channel: This channel is restricted to communications by a harbour pilot and support personnel in the movement and docking of ships. The use by commercial and recreational boat users is *in strict violation* of FCC rules. The loss of communications between a pilot and his assisting tugs due to interference by unauthorised users could result in a serious catastrophe within a harbour.

Channels 12, 14, 65A – Port Operations channels: Messages are restricted by FCC Rules to "the operational handling, movement and safety of ships and, in emergency, to the safety of persons." Other use is a violation of FCC rules.

Channel 13 – Navigational Bridge to Bridge channel: Use of this channel is restricted by FCC rules to navigational communications, such as meeting and passing arrangements, and vessel traffic services. No shore-based of this channel is permitted in this harbour area except Marine Exchange VTIS and the Cerritos Channel lift bridges.

Vessel Traffic Information Service: Upon entering the precautionary area, vessels are encouraged to contact the Marine Exchange on VHF Channel 13 (Call Sign KGW-299) to ascertain what vessel traffic may be expected.

BERTHING: No requirements as to time of entry providing berthing arrangements have been made with Port Authority. Assignments classified as follows:

Preferential Assignments. Secondary Assignments, Subordinate Right granted for use of Preferential Assigned Berth. Temporary Assignment – temporary permission granted to use certain berth.

Note: All berth assignments shall be held by Assignee subject provisions of Port of Long Beach Tariff as to charges, rates, rules and regulations applicable thereto, and to all of terms, conditions and provisions contained in such assignment.

Depths/Elevations: Average elevation of wharf decks above mean lower low water datum and design depth of water alongside berths below mean lower low water datum. (Design Depths are subject to change. Consult Pilot Station for latest information).

	Berth	*Elevation (ft.)*	*Design Depth (ft.)*
Pier B:	B76	19.0	40
	B77	19.0	40
	B78	19.0	40
	B82	14.6	38
	B83	14.8	38
	B84	16.6	52
	B85	16.8	52
	B86	17.0	52
Pier C:	C60	15.0	42
	C62	15.0	42
	C69	11.7	40
	C73	—	36
Pier D:	D28	10.8	43
	D29	11.0	43
	D30	11.0	43
	D31	12.2	43
	D32	14.0	36
	D33	14.1	36
	D34	13.9	—
	D43	13.0	40
	D44	13.0	40
	D46	12.0	36
	D48	17.1	36
	D49	17.1	36
	D50	17.6	36
	D52	10.6	36
	D53	10.7	36
	D54	11.4	36
Pier E:	E12	22.2	32
	E13	22.0	32
	E16	10.7	21
	E17	19.0	32
	E18	18.7	36
	E20	18.0	32
	E21	18.1	32
	E22	18.8	32
	E23	11.1	32
	D24	11.3	35 (Ro-Ro)
	E25	17.6	35
	E26	17.4	35
	E27	13.0	14 (Ro-Ro)
Pier F:	F1	25.3	30
	F2	25.3	30
	F3	22.2	30
	F4	22.3	30
	F6	14.9	50
	F8	15.0	50
	F10	15.0	50
	F201	16.0	32
	F204	18.4	36
	F205	18.5	36
	F206	18.4	32
	F207	18.5	32
	F208	19.0	40
	F209	19.1	40
	F210	19.1	40
	F211	19.2	40
Pier G:	G212	18.6	50
	G214	18.4	37
	G227	15.5	42
	G228	15.5	42
	G229	15.4	42
	G230	15.4	42
Pier J:	J232	16.0	36
	J233	15.9	36
	J234	15.9	42
	J242	14.9	36
	J243	15.8	42
	J244	15.9	42
	J245	15.9	36
	J246	15.8	36
	J247	15.8	36
	J266	14.9	45
	J268	14.9	45
	J270	14.9	45

GENERAL CARGO FACILITIES:

Berth 1, 2:

Terminal Operator:	–
Cargoes Handled:	–
Total Terminal Area:	7.9 acres (2.8 ha.)
Length of Berths:	1,070 ft. (326 m.)
Wharf Height:	25.3 ft. (7.7 m.)
Wharf Area:	37,995 sq.ft. (3,530 sq.m.)
Apron Width:	34 ft. (10.4 m.)
Open Storage Area:	174,240 sq.ft. (16,204 sq.m.)
Loading Platform Area:	13,000 sq.ft. (1,208 sq.m.)
Design Depth of Water:	30 ft. (9.1 m.)
Transit Shed Area:	108,000 sq.ft. (10,044 sq.m.)
Special Equipment/Facilities:	Specialised equipment to handle unitised cargo. Also handles general cargo and containers.

Berths 3, 4:

Terminal Operator:	Cooper/T. Smith Stevedoring Co.
Cargoes Handled:	Steel, lumber.
Total Terminal Area:	8.5 acres (3.4 ha.)
Length of Berths:	1,000 ft. (304.8 m.)
Wharf Height:	22.4 ft. (6.8 m.)
Wharf Area:	34,075 sq.ft. (3,166 sq.m.)
Apron Width:	35 ft. (10.7 m.)
Open Storage Area:	275,000 sq.ft. (25,548 sq.m.)
Loading Platform Area:	11,505 sq.ft. (1,069 sq.m.)
Design Depth of Water:	30 ft. (9.1 m.)
Transit Shed Area:	99,840 sq.ft. (9,275 sq.m.)
Special Equipment/Facilities:	Mobile cranes, forklifts.

Berth 201:

Terminal Operator:	Port of Long Beach.
Cargoes Handled:	Standby berth.
Length of Berth:	600 ft. (183 m.)
Wharf Height:	16 ft. (4.9 m.)
Wharf Area:	18,000 sq.ft. (1,673 sq.m.)
Apron Width:	30 ft. (8.1 m.)
Open Storage Area:	12,000 sq.ft. (1,115 sq.m.)
Design Depth of Water:	32 ft. (9.8 m.)
Special Equipment/Facilities:	None.

Berth 208:

Terminal Operator:	
Cargoes Handled:	Fresh bananas.
Total Terminal Area:	5.7 acres (2.3 ha.)
Length of Berth:	600 ft. (183 m.)
Wharf Height:	19.1 ft. (5.8 m.)
Wharf Area:	24,000 sq.ft. (2,044 sq.m.)
Apron Width:	40 ft. (12.2 m.)
Loading Platform Area:	14,000 sq.ft. (1,300 sq.m.)
Design Depth of Water:	40 ft. (12.2 m.)
Transit Shed Area:	4 electric, travelling banana
Special Equipment/Facilities:	unloaders. Capacity 17,000 boxes (365 tons) per hour. Electric conveyor system from unloaders to trucks, with automatic computer controlled diverter system. Truck scale, maintenance building, 41,500 sq.ft. refrigerated warehouse.

Berths 12, 13:

Terminal Operator:	Chiquita Brands, Inc.
Cargoes Handled:	Bananas.
Total Terminal Area:	20.4 acres (8.3 ha.)
Length of Berths:	2,696 ft. (821 m.)
Wharf Height:	18.7 ft. – 22.2 ft. (5.7 m. – 6.8 m.)
Wharf Area:	108,462 sq.ft. (10,076 sq.m.)
Apron Width:	45 ft. – 200 ft. (13.7 m. – 61 m.)
Open Storage Area:	186,325 sq.ft. (17,310 sq.m.)
Loading Platform Area:	12,000 sq.ft. (1,115 sq.m.)
Design Depth of Water:	32 ft. – 36 ft. (9.7 m. – 11 m.)
Transit Shed Area:	180,000 sq.ft. (16,722 sq.m.)
Special Equipment/Facilities:	Mobile cranes, forklifts, Ro/Ro ramp. Heavy lift capability. Rail spur. 3 chilled storage refrigeration buildings.

Berths 17, 18, 28, 29:

Terminal Operator:	California United Terminals.
Cargoes Handled:	Breakbulk general.
Total Terminal Area:	30 acres (12.1 ha.)
Length of Berths:	2,190 ft. (688 m.)
Wharf Height:	10.5 ft. – 18.5 ft. (3.2 m. – 5.6 m.)
Wharf Area:	126,000 sq.ft. (11,705 sq.m.)
Apron Width:	45 ft. – 130 ft. (13.7 m. – 39.6 m.)
Open Storage Area:	288,600 sq.ft. (26,811 sq.m.)
Loading Platform Area:	9,000 sq.ft. (836 sq.m.)
Design Depth of Water:	36 ft. – 43 ft. (11 m. – 13.1 m.)
Transit Shed Area:	96,000 sq.ft. (8,922 sq.m.)
Special Equipment/Facilities:	Stevedoring equipment. Access for rail to heavy lift berths. Ro/Ro ramp.

Berth 122:

Terminal Operator:	Weyerhaeuser Company† Fremont Forest Products‡
Cargoes Handled:	Lumber and lumber products.
Total Terminal Area:	22.2 acres (9 ha.)†
Length of Berth:	600 ft. (183 m.)
Wharf Height:	22.9 ft. (7.0 m.)
Apron Width:	40 ft. (12.2 m.)
Open Storage Area:	210,000 sq.ft. (1,951 sq.m.)‡
Design Depth of Water:	40 ft. (12.2 m.)
Transit Shed Area:	3 dry storage sheds total 15,000 sq. ft. (1,394 sq.m.)‡
Special Equipment/Facilities:	150 ft. notched wharf to accommodate barges and lumber handling equipment. Notch height - 12.7 ft. (3.9 m.) Weyerhaeuser storage located at Berths No. 115-116.

Berths 204, 205:

Terminal Operator:	Cooper/T. Smith.
Cargoes Handled:	Recyclable steel for export, steel products, plywood and lumber.
Total Terminal Area:	19.7 acres (8 ha.)
Length of Berths:	1,265 ft. (386 m.)
Wharf Height:	18.5 ft. (5.6 m.)
Wharf Area:	130,000 sq.ft. (12,077 sq.m.)
Apron Width:	50 ft. – 150 ft. (15.2 m. – 45.7 m.)
Open Storage Area:	673,847 sq.ft. (62,600 sq.m.)
Loading Platform Area:	9,000 sq.ft. (836 sq.m.)
Design Depth of Water:	36 ft. (11 m.)
Transit Shed Area:	180,000 sq.ft. (16,722 sq.m.)
Special Equipment/Facilities:	Recyclable steel facility. Terminal services.

Berths 206, 207:

Terminal Operator:	Crescent Terminal, Inc. (SSA).
Cargoes Handled:	Steel products, plywood and lumb
Total Terminal Area:	22 acres (8.9 ha.)
Length of Berths:	1,200 ft. (366 m.)
Wharf Height:	18.5 ft. (5.6 m.)
Wharf Area:	57,500 sq.ft. (5,341 sq.m.)
Apron Width:	48 ft. (14.6 m.)
Open Storage Area:	530,000 sq.ft. (49,237 sq.m.)
Loading Platform Area:	13,800 sq.ft. (1,288 sq.m.)
Design Depth of Water:	32 ft. (9.8 m.)
Transit Shed Area:	190,000 sq.ft. (17,651 sq.m.)
Special Equipment/Facilities:	Stevedoring equipment.

Berths 50, 52, 53, 54:

Terminal Operator:	Forest Terminals Corp.
Cargoes Handled:	Newsprint.
Total Terminal Area:	13.8 acres
Length of Berths:	4 wharfs, 2,220 ft. (677 m.)
Wharf Height:	10.2 ft. – 17.1 ft. (3.1 m. – 5.2 m.)
Wharf Area:	63,645 sq.ft. (5,912 sq.m.)
Apron Width:	30 ft. – 38 ft. (9.1 m. – 11.6 m.)
Open Storage Area:	6.9 acres lumber storage
Loading Platform Area:	9,750 sq.ft. (906 sq.m.)
Design Depth of Water:	36 ft. (11.0 m.)
Transit Shed Area:	494,800 sq.ft. (45,968 sq.m.)
Special Equipment/Facilities:	Specialised ships and barges designed for newsprint vacuum handling, loading and unloading. Vacuum lift truck on dock. Easy access to L.B. Frwy. Minimum truck loading.

Berths 82, 83:

Terminal Operator:	Toyota Motor Sales, U.S.A.
Cargoes Handled:	Automobiles.
Total Terminal Area:	154 acres.
Length of Berths:	1,300 ft. (396 m.)
Wharf Height:	14.6 ft. (4.5 m.)
Wharf Area:	61,750 sq.ft. (5,737 sq.m.)
Apron Width:	95 ft. (30 m.)
Open Storage Area:	2,730,000 sq.ft. (253,617 sq.m.) 2,100,000 sq.ft. (195,090 sq.m.)
Design Depth of Water:	38 ft. (11.6 m.)
Special Equipment/Facilities:	Toyota Motor Sales, U.S.A. – and processing buildings, body shop, car wash, truck bed installation building.

Berth T118:

Terminal Operator:	Hiuka America.
Cargoes Handled:	Recyclable steel and steel
Total Terminal Area:	18.9 acres (7.6 ha.)
Length of Berth:	750 ft. (229 m.)
Wharf Height:	22 ft. (6.7 m.)
Wharf Area:	52,000 sq.ft. (4,832 sq.m.)
Apron Width:	65 ft. (19.8 m.)
Open Storage Area:	590,000 sq.ft. (54,813 sq.m.)
Loading Platform Area:	65 ft. (19.8 m.)
Design Depth of Water:	36 ft. (11 m.)

CONTAINER FACILITIES:

Berths 6, 8, 10:
Terminal Operator: Long Beach Container Terminal, Inc.
Total Terminal Area: 85.3 acres (34.5 ha.)
Length of Berths: 2,700 ft. (823 m.)
Wharf Height: 15 ft. (4.6 m.)
Crane Truck Gauge: 100 ft. (30.4 m.)
Clear Lift/Above Water: 105 ft. (32 m.)
Boom Outreach: 137 ft. (41.8 m.)
Backreach: 50 ft. (15.2 m.)
Open Storage Area: 3,216,000 sq.ft. (298,766 sq.m.)
Design Depth of Water: 50 ft. (15.2 m.)
Cargoes Handled: General cargo in containers.
Special Equipment/Facilities: Ground and chassis operation. 5 travelling container cranes of 40 long ton capacity; 45 tons without spreader. 7 transtainers, 4 high stacking. 10,000 TEU ground capacity, incl. 340 reefer outlets, 2,700 FEU chassis slots, 504 FEU chassis stacked vertically.

Berths 24 – 26:
Terminal Operator: California United Terminals.
Total Terminal Area: 75 acres (38.8 ha.)
Length of Berths: 1,950 ft. (594 m.)
Wharf Height: 11.3 ft. – 18.4 ft. (3.4 m. – 5.6 m.)
Crane Truck Gauge: 50 ft. (15.2 m.)
Clear Lift/Above Water: 98 ft. (29.9 m.)
Boom Outreach: 141 ft. (43 m.)
Backreach: 50 ft. (15.2 m.)
Open Storage Area: 2,520,000 sq.ft. (234,108 sq.m.)
Design Depth of Water: 41 ft. (12.5 m.)
Cargoes Handled: General cargo in containers.
Special Equipment/Facilities: 2 Ro/Ro ramps, one stern ramp. 5×40 ton travelling container cranes, transtainers, top handlers, side handlers. Container storage space for 14,400 TEU ground capacity, 2,500 FEU chassis slots, 360 reefer outlets. 11-lane main gate and 6 scales. Rail spurs.

Berths 227, 228, 229, 230:
Terminal Operator: Sea-Land Service, Inc.
Total Terminal Area: 95 acres (40.4 ha.)
Length of Berths: 2,550 ft. (778 m.)
Wharf Height: 15.6 ft. (4.8 m.)
Crane Truck Gauge: 100 ft. (30.4 m.)
Clear Lift/Above Water: 106 ft. (32.3 m.)
Boom Outreach: 115 ft. – 127 ft. (35 m. – 38.7 m.)
Backreach: 60 ft. (18.3 m.)
Open Storage Area: 5,317,200 sq.ft. (493,619 sq.m.)
Design Depth of Water: 42 ft. – 44 ft. (12.8 m. – 13.4 m.)
Cargoes Handled: General cargo in containers
Special Equipment/Facilities: Ground and chassis operation. 6×30 ton travelling container cranes. Space for 10,230 TEU containers, 2,550 grounded, 5,900 chassis, including 482 reefer chassis spaces. Container freight station separate from terminal with 71,150 sq.ft. (6,610 sq.m.). 4 transtainers.

Berths 232, 233, 234:
Terminal Operator: International Transportation Services, Inc.
Total Terminal Area: 109 acres (44 ha.)
Length of Berths: 2,300 ft. (701 m.)
Wharf Height: 16 ft. (4.9 m.)
Crane Track Gauge: 50 ft. – 100 ft. (15.2 m. – 30.4 m.)
Clear Lift/Above Water: 92 ft. – 115 ft. (29.3 m. – 35.1 m.)
Boom Outreach: 115 ft. – 145 ft. (35 m. – 44.2 m.)
Backreach: 35 ft. – 45 ft. (10.7 m. – 13.7 m.)
Open Storage Area: 2,980,460 sq.ft. (276,885 sq.m.)
Design Depth of Water: 36 ft. – 42 ft. (11 m. – 12.8 m.)
Cargoes Handled: General cargo in containers.
Special Equipment/Facilities: Ground and chassis operation. 3×30 and 4×40 long ton container cranes. 7×40 long ton and 6×30 long ton capacity transtainers. Space for storing 12,800 TEU containers on ground, including 384 reefer outlets. 4,000 TEU chassis slots. Container Freight Station with 70,000 sq.ft. (6,505 sq.m.).

Berths J245 – J247:
Terminal Operator: Pacific Container Terminal.
Total Terminal Area: 80 acres (32.4 ha.)
Length of Berths: 3,300 ft. (1,006 m.)
Wharf Height: 15.9 ft. (4.8 m.)
Crane Track Gauge: 50 ft. (15.2 m.)
Clear Lift/Above Water: 91 ft. – 106 ft. (27.7 m. - 32.3 m.)
Boom Outreach: 115 ft. – 125 ft. (35 m. – 38 m.)
Backreach: 50 ft. (15.2 m.)
Open Storage Area: 2,500,000 sq.ft. (232,250 sq.m.)
Design Depth of Water: 36.4 ft. – 42 ft. (11 m. – 12.8 m.)
Cargoes Handled: General cargo in containers.
Special Equipment/Facilities: Grounded and chassis operation. 6 travelling container cranes with 40 ton capacity, 40 ton transtainers. Athwartship and overweight capabilities. Space for storing 12,000 TEU containers. Complete reefer container services and storage with 168 reefer outlets.

Berths J266 – J270:
Terminal Operator: Maersk Pacific, Ltd.
Total Terminal Area: 107 acres (43.3 ha.)
Length of Berths: 2,711 ft. (826 m.)
Wharf Height: 15 ft. (4.6 m.)
Crane Track Gauge: 50 ft. & 100 ft. (15.2 m. & 30.4 m.)
Clear Lift/Above Water: 106 ft. (32.3 m.)
Boom Outreach: 115 ft. – 125 ft. (35 m. – 38 m.)
Backreach: 50 ft. (15.2 m.)
Open Storage Area: 2,787,840 sq.ft. (259,005 sq.m.)
Design Depth of Water: 43 ft. (13.7 m.)
Cargoes Handled: General cargo in containers.
Special Equipment/Facilities: Grounded and chassis operation. 2×50 ton and 4×40 ton ship to shore cranes. 3×40 ton rubber tyred gantry cranes. 4,147 TEU wheeled slots for containers, 100 of which are dual voltage 220/440 V. On-dock double-stacked rail yard.

Berths 60 – 62:
Terminal Operator: Hanjin Shipping Company.
Total Terminal Area: 58.9 acres (23.8 ha.)
Length of Berths: 1,804 ft. (550 m.)
Wharf Height: 15.0 ft. (4.5 m.)
Crane Track Gauge: 100 ft. (30.4 m.)
Clear Lift/Above Water: 115 ft. (35 m.)
Boom Outreach: 155 ft. (47.2 m.)
Backreach: 50 ft. (15.2 m.)
Open Storage Area: 2,477,689 sq.ft. (231,560 sq.m.)
Design Depth of Water: 45 ft. (13.7 m.)
Cargo Handled: General cargo in containers.
Special Equipment/Facilities: 3×40 long ton container gantry cranes, 50 tons with cargo beam. 4,000 TEU grounded capacity. 1,384×40 ft. chassis slots, 2,014 TEU stacked and 106 spaces for reefer boxes. Additional 3.2 acres of off-dock container yard.

DRY BULK FACILITIES:

Berths 32, 33:
Terminal Operator: Pacific Coast Cement Corp.
Cargoes Handled: Bulk cement.
Total Terminal Area: 2 acres (0.8 ha.)
Length of Berths: 1,100 ft. (335 m.)
Wharf Height: 13.8 ft. (4.2 m.)
Open Storage Area: 87,525 sq.ft. (8,131 sq.m.)
Design Depth of Water: 36 ft. (11 m.)
Special Facilities/Equipment: Silo capacity 50,000 tons. Screw-type unloader capacity 600-800 t.p.h., unloads to conveyor system direct to silos. Highest elevation vertical screw 70 ft., lowest elevation vertical screw 38 ft. Max. reach 94 ft. from face of wharf (concrete), 91.5 ft. from pierhead line. Vertical clearance under boom at MHW 89 ft., under vertical screw at MHW 20 ft. Truck loading spouts.

Berth 46:
Terminal Operator: Domtar Gypsum.
Cargoes Handled: Gypsum.
Total Terminal Area: 10 acres (4 ha.)
Length of Berth: 640 ft. (195 m.)
Wharf Height: 17.2 ft. (5.2 m.)
Design Depth of Water: 40 ft. (12.2 m.)

Berth 82:

Terminal Operator:	National Gypsum Co.
Cargoes Handled:	Bulk gypsum.
Total Terminal Area:	19.9 acres (8 ha.)
Length of Berth:	650 ft. (198 m.)
Wharf Height:	14.6 ft. (4.5 m.)
Open Storage Area:	65,340 sq.ft. (6,076 sq.m.)
Design Depth of Water:	38 ft. (11.6 m.)
Special Facilities/Equipment:	Adjustable, elevated receiving hopper served by an elevated electric belt conveyor system extending to a 40,000 ton capacity storage building. 800-900 t.p.h. capacity.

Berth F208:

Terminal Operator:	MCC-Lucky Cement Co.
Cargoes Handled:	Bulk cement.
Total Terminal Area:	4.2 acres (1.7 ha.)
Length of Berth:	520 ft. (158 m.)
Wharf Height:	18.9 ft. (5.8 m.)
Open Storage Area:	None.
Design Depth of Water:	40 ft. (12.2 m.)
Special Facilities/Equipment:	Kovako BV. Vacuum discharge system. Maximum outreach 45 m. Unloading capacity 800 t.p.h. Covered storage 50,000 sq.ft.; 58,000 ton capacity.

Berth 210:

Terminal Operator:	Morton Salt
Cargoes Handled:	Bulk salt.
Total Terminal Area:	5.1 acres (2.1 ha.)
Length of Berth:	1,100 ft. (335 m.)
Wharf Height:	19.0 ft. (5.8 m.)
Open Storage Area:	117,740 sq.ft. (10,938 sq.m.)
Design Depth of Water:	40 ft. (12.2 m.)
Special Facilities/Equipment:	Movable inclined elevated electric belt conveyor system with receiving hopper extending from wharf to stock pile area. Packaging plant adjacent.

Berth 211:

Terminal Operator:	Koch Carbon Co.
Cargoes Handled:	Petroleum coke.
Total Terminal Area:	12.8 acres (5.2 ha.)
Length of Berth:	1,100 ft. (335 m.)
Wharf Height:	19.3 ft. (5.9 m.)
Open Storage Area:	291,000 sq.ft. (27,000 sq.m.)
Design Depth of Water:	40 ft. (12.2 m.)
Special Facilities/Equipment:	Receipt, storage, blending and vessel loading of petroleum coke.

Berths 212, 213, 214, 215:

Terminal Operator:	Metropolitan Stevedore Co.
Cargoes Handled:	Bulk petroleum coke, coal, potash, borax, soda ash and prilled sulphur.
Total Terminal Area:	22.9 acres (9.3 ha.)
Length of Berths:	2,110 ft. (643 m.)
Wharf Height:	18.5 ft. – 18.8 ft. (5.6 m. – 5.7 m.)
Open Storage Area:	782,000 sq.ft. (6,691 sq.m.)
Design Depth of Water:	50 ft. (15.2 m.)
Special Facilities/Equipment:	Two electric, travelling bulk shiploaders.
Loader No. 1:	Outreach: 56 ft. (17.7 m.) Clear Height: 47.7 ft. (14.5 m.) Travelling Distance: 1,800 ft. (548.6 m.) Designed Capacity: 3,500 t.p.h. Actual: 1,500-2,000 t.p.h. Working hours: 16 hrs./day.
Loader No. 2:	Outreach: 79 ft. (24.1 m.) Clear Height: 64 ft. (19.5 m.) Travelling Distance: 700 ft. (213.4 m.) Designed Capacity: 5,000 t.p.h. Actual: 2,500-3,000 t.p.h. Working hours: 16 hrs./day. Rail Facilities: 100 car unit trains can be accommodated while waiting movement to dump sites. One rotary and 3 bottom-dump systems. Bulk materials are handled by 48 in. (1.2 m.) and 72 in. (1.9 m.) belt conveyor systems extended to shiploader through tunnel from storage facilities. Storage Capacities: Covered storage: 400,000 tons. Silo storage (Prilled sulphur): 30,000 tons (2×15,000 ton silos). $22 million in additions and improvements are scheduled for completion in 1994.

TANKERS:

Berths 30, 31, 32:

Terminal Operator:	Baker Commodities Inc.
Cargoes Handled:	Tallow, vegetable oils (coconut oi palm oil, cotton seed oil).
Total Terminal Area:	1.2 acres (0.5 ha.)
Length of Berths:	1,480 ft. (451 m.)
Wharf Height:	19.5 ft. (5.9 m.)
Design Depth of Water:	43 ft. (13 m.)
Special Facilities/Equipment:	2×6 in. pipelines from Wharf D-30 to storage tanks. Storage capacity 6.7 million gallons. Also 3×10 in. pipelines from Berth D-32 to storag tanks.

Berths 73, 74:

Terminal Operator:	Powerline Oil Company.
Cargoes Handled:	Crude oil and fuel oil.
Total Terminal Area:	2.8 acres (1.2 ha.)
Length of Berths:	830 ft. (253 m.)
Wharf Height:	11.7 ft. (3.6 m.)
Design Depth of Water:	37 ft. (11.3 m.)
Special Facilities/Equipment:	Storage capacity: 570,000 bbls.

Berths 76 – 80:

Terminal Operator:	ARCO Terminal Services.
Cargoes Handled:	Petroleum products: Gasoline, blending stocks, MTBE, diesel, naphtha jet fuel, nonenes tetramer fuel oils, carbon black, crude oil.
Total Terminal Area:	19.9 acres (8.1 ha.)
Length of Berths:	2,192 ft. (668 m.)
Wharf Height:	14.4 ft. (4.4 m.)
Design Depth of Water:	46 ft. (14 m.)
Special Facilities/Equipment:	Capacity for storage: 1,800,000 bbl Terminal has several pipeline connections to other companies. Loading arms on dock are 8 in. Chicksan and are capable of loadin rates of 10,000 – 15,000 bbls./hr. Three vessels can be loaded or discharged simultaneously.

Berths 82, 83:

Terminal Operator:	Petro-Diamond.
Cargoes Handled:	Gasoline, gasoline blend stocks, diesel, toluene, MTBE and lube oi
Total Terminal Area:	5.7 acres (2.3 ha.)
Length of Berths:	1,060 ft. (323 m.)
Wharf Height:	14.4 ft. (4.4 m.)
Design Depth of Water:	38 ft. (11.6 m.)
Special Facilities/Equipment:	Terminal has pipeline connections which allow petroleum products to be shipped to most L.A. Basin Refiners and common carrier pipelines. 1×8 in. dock hose connecting into one of 2×500 ft. 12 in. dock lines capable of receiving up to 7,500 bbls./hr. Tru rack at the Terminal is capable o loading 100 trucks per 24 hour period. Permits are available for DSP and bonded storage. Capacity for petroleum products: 410,000 bbls.

Berths 84, 85, 86, 87:

Terminal Operator:	Texaco Refining and Marketing.
Cargoes Handled:	Crude oil, petroleum products, bunker fuel.
Total Terminal Area:	10.7 acres (4.3 ha.)
Length of Berths:	1,980 ft. (604 m.)
Wharf Height:	16.8 ft. (5.1 m.)
Design Depth of Water:	52 ft. (15.8 m.)
Special Facilities/Equipment:	Discharge capacity 32,000 bbls. 24 in. pipeline to storage and tan farm. Storage capacity: 245,000 bbls.

Berth 101:

Terminal Operator:	Dow Chemical Co.
Cargoes Handled:	Miscellaneous bulk liquid chemic
Total Terminal Area:	10 acres (4 ha.)
Length of Berth:	700 ft. (213.4 m.)
Wharf Height:	15.5 ft. (4.7 m.)
Design Depth of Water:	36 ft. (11 m.)
Special Facilities/Equipment:	Dedicated pump and piping sys to transfer products to and from ships, barges, railcars and tank trucks. Storage capacity: 15 mil gallons.

Berth 121:

Terminal Operator:	ARCO Western Pipeline.
Cargoes Handled:	Crude oil and petroleum products.
Total Terminal Area:	11.7 acres (4.7 ha.)
Length of Berth:	1,250 ft. (381 m.)
Wharf Height:	20 ft. (6.1 m.)
Design Depth of Water:	76 ft. (22.4 m.)
Special Facilities/Equipment:	4×16 in. diameter articulated crude unloading arms and 1×8 in. diameter articulated bunker/diesel loading arm; 275 p.s.i. max. working pressure; designed to accommodate tankers from 50,000 to 265,000 d.w.t. tankers; arms are FMC Chicksan with hydraulic couplings. Storage tanks available at ARCO facilities in Carson and the inner harbour via 42 in. and 24 in. pipelines.

Berths 211A:

Terminal Operator:	Chemical Marine Terminal.
Cargoes Handled:	Petroleum products and bunker fuel.
Total Terminal Area:	6.2 acres (2.5 ha.)
Length of Berth:	1,630 ft. (496 m.)
Wharf Height:	19.1 ft. (5.8 m.)
Design Depth of Water:	40 ft. (12.2 m.)
Special Facilities/Equipment:	Storage capacity: 425,000 bbls. Pipeline system to handle ships, barges, trucks and railcars to Piers F, J, G, E and D. Pipeline connection to Carson Tank Farm, which supplies petroleum products to most L.A. Basin refiners and terminals.

Berth 242:

Terminal Operator:	Westway Trading Corp.
Cargoes Handled:	Miscellaneous bulk liquid chemicals. Vegetable oils and tallow.
Total Terminal Area:	4.5 acres (2.2 ha.)
Length of Berth:	700 ft. (213.4 m.)
Wharf Height:	15.0 ft. (4.6 m.)
Design Depth of Water:	36 ft. (11.0 m.)
Special Facilities/Equipment:	Pumping and pipeline system designed to handle product from barges, ships rail cars and trucks. Heavy duty pumps to handle a variety of bulk liquids. Storage tank capacity: 5.2 million gallons.

The following is part of a letter sent by the Captain of the Port to a tanker operator:

The safety of the port and the VLCC tankers using the harbour for bunkering and provisioning is of paramount concern to the Coast Guard. Consequently the following guidelines have been established for all such vessels 200,000 d.w.t. and larger when utilising the Outer Harbour (inside of the breakwater) of the ports of Los Angeles/Long Beach:

(a) Vessels may enter or depart the harbour areas inside the breakwater only during daylight if over 56 ft. draft.
(b) Minimum visibility of 1 mile is established for vessel movement.
(c) Adequate tugboat assistance shall be provided when passing through the breakwater entrances upon entering or departure, and when navigating inside the breakwater to and from anchorages.
(d) A qualified Pilot must be onboard when entering or departing the harbour. One way traffic is to be maintained during the VLCC's transit through the breakwater entrance.
(e) Vessel must have a 10% draft clearance under the keel when crossing either the Los Angeles or Long Beach entrance.
(f) No "dead ship" status will be permitted without prior approval of the Captain of the Port.
(g) No vessel with a beam in excess of 200 ft. shall enter either harbour without the permission of the Captain of the Port.

CRANES: Barge cranes available capacity 45 tons – 275 tons. A U.S. Navy floating crane capacity 385 tons available for hire.

BRIDGES: No restrictions into Port of Long Beach. The Gerald Desmond Bridge over Back Channel has vertical clearance of 155 ft. Cerritos Channel which connects Long Beach through Back Channel to Port of Los Angeles has 2 bridges which must be opened for passage of vessels.

Signal for Opening: 3 long blasts on horn or whistle. During inclement weather, call through a megaphone or make a loud and distinct stroke on a bell.

MEDICAL: Advance notice preferable. Adequate hospital and medical facilities available for providing necessary or emergency care. From information available, Public Health Department may, if required, request certain information prior to granting Free Pratique for inoculations, Vaccination/Fever Certificates.

DENSITY: Local water density 1.025 grams per millilitre or pure sea water at all stages of tide.

FRESH WATER: Potable fresh water available all Municipal berths through 2 in. lines. Rental charge for use of each 50 ft. length water hose when furnished.

FUEL: All grades (viscosities) of bunker fuels available in any amount through pipelines at most Municipal berths, and by barge at anchor or at berths if desired. Notify quantity and type desired to local Steamship Company or Agent.

FIRE PRECAUTIONS: 2 fire boats and 1 fire station; in addition City fire service available.

Special fire precautions required at all berths handling petroleum products or dangerous cargoes. In addition to all applicable provisions of Long Beach Municipal Code, flammable and combustible liquids and flammable gases shall be handled and stored at Marine Petroleum Terminals in accordance with minimum fire safety requirements promulgated by Chief, Department of Fire, City of Long Beach.

CONSULS: (Consul Generals, Consul or Vice-Consul). In Los Angeles. (Area code 310)

	Tel. No.		Tel. No.
Argentina	687-8884	Kenya	274-6635
Australia	380-0980	Korea	931-1331
Austria	380-7550	Latvia	620-0300
Bangladesh	275-4024	Lebanon	467-1253
Barbados	380-2198	Liberia	277-7692
Belgium	385-8116	Lithuania	889-7724
Bolivia	680-0190	Luxembourg	394-2532
Botswana	626-8484	Malawi	373-2123
Brazil	937-4044	Malaysia	621-2991
Canada	627-9511	Malta	685-6365
Chile	624-6357	Mauritius	788-3720
Colombia	382-1137	Mexico	624-3261
Costa Rica	461-9534	Monaco	655-8970
Denmark	387-4277	Morocco	550-3646
Dominican Republic	627-3361	Netherlands	380-3440
Ecuador	628-3014	New Zealand	477-8241
El Salvador	680-4343	Norway	626-0338
Estonia	463-5542	Panama	627-9139
Finland	203-9903	Paraguay	(714) 969-2955
France	653-3120	Peru	975-1152
Germany	852-0441	Philippines	387-5321
Great Britain	385-7381	Portugal	277-1491
Guatemala	621-2904	Saudi Arabia	208-6566
Guyana	389-7565	Senegal	938-3361
Honduras	623-2301	South Africa	858-0380
Iceland	(818)789-3308	Spain	686-6050
Indonesia	383-5126	Sri Lanka	207-8000
Israel	651-5700	Sweden	472-0901
Italy	820-0622	Switzerland	388-4127
Ivory Coast	550-1288	Thailand	380-4400
Jamaica	735-4950	Turkey	937-0118
Japan	624-8305	Venezuela	977-0996
Jordan	557-2243	Western Samoa	666-2154

REPAIRS: Within greater port area facilities to accomplish all types of deck and engine repairs.

DRY DOCKS: Within greater port area 2 large private commercial dockyards, Bethlehem Shipbuilding and Repair, and Todd Shipyard Corporation with large floating dry docks and repair facilities. Also, 3 large capacity graving docks located at Naval Shipyard available for emergency use by merchant vessels when not occupied by naval vessels.

SURVEYORS:

1. Lloyd's Register (local office), 1328 N. Avalon Blvd., Wilmington, CA 90744, (P.O.Box 575) 90748. Tel: (310) 834 2334.

American Bureau of Shipping, 200 Pine Ave., Suite 503, Long Beach, CA 90802. Tel: (310) 437-6488. Fax: (310) 491-1840.

2. Pacific Cargo Inspection Bureau, Pier A, Berth 4, Long Beach, CA 90802. Tel: 435-7861.

Jacobsen and Associates, Inc., 1324 N. Avalon Blvd., P.O.Box 248, Wilmington, CA 90748. Tel: 834-4553. Fax: 834-3586.

GANGWAY/DECK WATCHMEN: Normally used, but only compulsory when detainees aboard.

OPENING/CLOSING HATCHES: Crew can open or close hatches at sea or at anchor. If closed or opened at dockside, the use of longshoremen compulsory.

CUSTOMS ALLOWANCES: Tobacco, each crew member entitled to 300 cigarettes, 50 cigars and 3 lb. of tobacco or combination of above. If the stay in port is such that additional tobacco is required, Customs will so issue. Wine and/or Spirit, not to exceed 1 quart of alcoholic beverage each adult non-resident. This exemption for alcoholic beverages may be applied to more than one kind but not to an aggregate volume of more than 1 quart for each adult crew member.

Note: Upon arrival of vessel from foreign port, or vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use or consumption on board while vessel in port, and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless Customs Officer is of the opinion that circumstances do not require such action.

CARGO GEAR: Employer shall not use ship's cargo handling gear until he has ascertained that vessel has a current and valid Cargo Gear Register and Certificate indicating that cargo gear has been tested, examined and annealed in accordance with requirements of International Labour Organization Convention No. 32.

REPATRIATION: Through U.S. Department of Justice, Immigration and Naturalisation Service, and clearance of personal effects by U.S. Customs.

AIRPORT: Los Angeles International Airport approximately 18 miles from port, and provides regular scheduled and international airline service.

TIME: GMT minus 8 hours. United States observes Daylight Saving Time, from first Sunday in April till last Sunday in October.

POLICE/AMBULANCE/FIRE: Port of Long Beach – Police 435-6711 (routine), 911 (emergency); Fire Department and Paramedics 911; Harbour Security Officers 590-4195.

In an emergency dial 911.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard, Captain of the Port, 165 N. Pico Ave., Long Beach, CA 90802. Tel: (310) 980-4444. Fax: (310) 980-4413.

HOLIDAYS: The subject Legal holidays are defined as follows: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (3rd Monday February); Memorial Day (Last Monday May); Independence Day (4th July); Labour Day (1st Monday September); Admission Day (9th September); Columbus Day (2nd Monday October); Veterans' Day (11th November); Thanksgiving Day (4th Thursday November); Christmas Day (25th December).

Notes: (1) Also, every Statewide Election is a holiday.
(2) Also, any other legal holiday that may be proclaimed by State or National authority is a holiday.
(3) When one of the above days falls on Sunday, the following Monday shall be observed as a holiday.

TELEPHONE: Installation of telephone aboard ship at Municipal berths.

SERVICES: All services from tank cleaning to compass and instrument repair available at various locations within greater port area.

STORING: See "Prelims".

1. Vessel can be stored by barge or truck by prior arrangement.
2. No restriction on storing from barge while vessel is discharging or loading except when the vessel is handling hazardous cargo, petroleum products or bunkering.
3. Truck can proceed alongside the berth for the purpose of delivering or receiving stores and chandlery supplies.
4. Forklift trucks may be used on the berth to handle stores with approval of the stevedoring company.
5. Customs Regulation regarding storing: Stores *not in bond* may be taken on board the vessel on an export declaration certified by the Customs' Inspector on duty. Stores *in bond* must be signed off by the bonded warehouse on a vessel supply export document and received on board the vessel by the Customs' Inspector on duty.
6. Riggers employed to assist with storing, stevedores or longshoremen assist with the stores on the wharf but the storing on board vessel is done by the ship's crew.

SHIP SUPPLY SERVICE: See "Los Angeles".

SHORE LEAVE: Crewmen allowed shore leave providing necessary application presented to U.S. Immigration Officer is approved and crewmen's Landing Permit issued (Form 5129). Customs declaration required for articles to be landed by crew members (1 quart of alcoholic beverage with seal broken is allowed).

IDENTIFICATION CARDS: U.S. Department of Justice, Immigration and Naturalization Service Form I-95-A (Form I-94 for passengers) must be completed.

GARBAGE DISPOSAL: Not available. See "Agriculture" before first U.S.A. port (Albany).

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: International Seafarer's Centre, 120 So. Pico Avenue, Long Beach, CA 90802-6247. Tel: (213) 432-7560. Facilities include telephone, postage, shop, pool tables and basketball.

DELAYS: Arrival at berths are normally on time as scheduled. However, there are times of inclement weather or lack of cargo at a berth which create a short delay. Shortage of longshoremen can also cause a delay in discharging or loading cargo. No delay experienced in bunkering.

GENERAL: For information regarding various social organisations, call 436-9041. Long Beach Recreation Department, for information.

AUTHORITY: Board of Harbor Commissioners, Port of Long Beach, P.O.Box 570, (925 Harbor Plaza), Long Beach, California 90801-0570. *Tel:* (310) 437-0041, (213) 775-3469 (Los Angeles). *Telex:* 656452. *FAX:* (310) 437-3231. *Cables:* Portobeach. *Contact:* Steven R. Dillenbeck, Executive Director. Don Wylie, Director of Trade and Maritime Services.

LONGVIEW, Washington: 46.10 N. 122.55 W.

(See Plan)

DOCUMENTS:
3 Complete Cargo Manifests.
3 Stores Lists.
3 Possessions Lists.
3 Crew Lists on Immigration forms.
Vessel's Documents.
Tonnage Tax Statement.
Quarantine Form completed.

At first port of arrival, ship is boarded and inspected by Customs, Immigration, Public Health and Agriculture officials. At each subsequent port only Customs Agent will board prior to docking.

PILOTAGE: See "General – Pilotage" before first U.S.A. port.

ANCHORAGE: Safe anchorages indicated by Columbia River Pilots.

RESTRICTIONS: None in regard to arrival time or state of tide. Channel depth 40 ft. at mean low water and tidal range varies between 2.5 ft. and 4 ft.

MAX. SIZE: No limitation on length or breadth. Depth alongside 40 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Columbia River Pilots have knowledge of tug positions and other knowledge pertaining to tugs aiding a vessel.

BERTHING: 7 berthing facilities are available at Port Longview, starting adjacent to the Lewis & Clark Bridge and extending upstream for a distance of nearly a mile.

Berths 1 through 4 are located on one continuous wharf 2,155 ft. long. Berths 1, 2 and 3 are equipped to handle general cargo, pelletised feed grains, bulk ores and chemicals. One gantry crane serves Berths 1 and 2 and a 600-ton capacity heavy lift is located at Berth 3. A paved 2.8 acre assembly area fronting Berth 2 is suitable for handling lumber or multi-commodity project shipments. 3 transit sheds and 1 gear locker are located near the three berths.

Berth 4 is used for receiving and shipping grain and is served by a 5 million bushel grain elevator operated by the Port.

Berth 5 is a 515 ft. wharf and is an exporting facility for the shipme of bulk chemicals. It is also available for the loading of logs using sh gear from the water side of the vessel, and handling barges.

Berths 6 and 7 form a continuous wharf 1,500 ft. long. The ship-si container crane is located at Berth 7. An open cargo handling area 54 acres is located adjacent to the 2 berths. On the dock is one lar transit shed (100,666 sq.ft.). 3 rail tracks are located along the leng of the apron. There is a rail spur on the inland side of the transit she

Port Longview operates its own facilities and performs all termi services between ship's tackle and consignees or inland carriers.

In addition to these facilities operated by the Port, there are 9 othe berths operated privately in the Longview Port District. Weyerhaeus Company owns 6 berths and Reynolds Metals Company, Internatio Paper Company and Longview Fibre Company each operate 1 ber apiece. 6 of the 9 berths are used primarily for export while the oth 3 are used mainly for receiving raw materials used by the mills.

BULK HANDLING FACILITIES:

Containers: Port Longview's container facility centres around a 30 lo ton, electrically operated, rail mounted crane.

The crane has a rated lifting capacity of 30 long tons below th spreader and 37 long tons below the cargo beam. The telescop spreader can be adjusted to handle 20 ft., 27 ft., 35 ft. and 40 containers. It is designed to handle 20 load/discharge containers p hour.

The boom can be raised and lowered to provide clearance of sh superstructure and is designed for through-leg rapid load-handling.

With an outreach of 124 ft. from the waterside rail and a vertical rea of 110 ft., the crane can service Panamax size vessels.

Utilising a unique "trailer-train" system, a continuous flow of containe can be maintained between storage and staging areas to susta loading/unloading operations.

A 40-acre area located behind Berth 6 – 7 is for use as a contai storage yard.

Containers received from the vessel can be immediately inspecte and rerouted either to warehouses for devanning or to rail or truck ongoing movement. Export containers are staged to the vessel in loadi sequence in the adjacent cargo assembly area.

Grain: The Port operates the 5,165,000 bushel capacity grain eleva at the Port of Longview Terminal.

Pellets/Soda Ash/Coke/Fertiliser: Port Longview has three dry bu shipping facilities. Sugar beet pulp pellets are loaded at Berth No through a 600 t.p.h. loader.

At Berth 2, a new state-of-the-art loader went into operation in th Summer of 1990 to handle bulk chemicals and minerals at 1,800 t.p

Atlantic Richfield Co. uses a calcined coke storage/loading facilit Berth No. 5 that loads at 900 t.p.h.

Two portable hoppers with belt conveyors are available to hand inbound free flowing dry bulks unloaded by ship's gear or dock Whir cranes equipped with clams.

Roll-on/Roll-off: A 240 ft. extension to the upstream end of Berth 7 accommodate Ro/Ro vessels is available at the Port of Longvie 96 ft. of the extension is constructed at a level 8 ft. lower than t remainder of the dock and serves as the loading/unloading area accommodate a Ro/Ro vessel's stern ramp.

BRIDGES: One bridge crossing Columbia River at Longview ha sufficient clearance so as not to present a problem. Clearance 169 ft 185 ft. depending on season.

CRANES: 1 electric-powered gantry crane serves Berths 1 and 2 550 ft. of track. It is equipped with a 130 ft. boom and has a capacit 60 tons at a 45 ft. radius.

The 'Columbia Giant', a 600-ton capacity shore-based crane loca at the port, is one of the largest capacity lifting facilities on the We Coast. The twin booms of the derrick reach 130 ft. above the dock a have a tested lifting capacity of 660 tons. The blocks can be hois separately or in tandem. The lifting system is certified by Federal a State agencies and has passed safety requirements for heavy lifting AEC controlled projects. The 'Columbia Giant' is available for single l ranging from 65 short tons up to its rated capacity of 600 short tons

Also see "Berthing" – Berths No. 6 and 7.

STEVEDORES: At least 24 hours notice necessary to arrange gan before ETA. Arrange through Port Office via Ship's Agent.

MEDICAL: Hospital facilities available.

TANKERS: No facilities.

DENSITY: Columbia River is fresh water at Longview.

FRESH WATER: Available through 8 in. line with 2.5 in. connectio Rate of delivery approx. 14.5 t.p.h.

FUEL: Available by tanker trucks only.

CONSULS: At Portland, Oregon.

REPAIRS: Some deck and minor engine repairs are possible Longview.

GANGWAY/DECK WATCHMEN: Arrangements for security guards be made.

OPENING/CLOSING HATCHES: Work carried out normally stevedores.

CUSTOMS ALLOWANCES: See "Portland, Oregon".

REPATRIATION: No facilities for effecting crew changes repatriations.

AIRPORT: Nearest airport served by regular airlines is in Port Charter flights may be arranged from a small local airport.

TIME: GMT minus 8 hours. In addition, clocks are moved ahead 1 h on the first Sunday in April and returned back 1 hour on the last Su in October, at 0200 hrs. local time on those 2 days.

HOLIDAYS: New Year's Day (January 1st); Martin Luther King Birthday (3rd Monday in January); President's Day (3rd Mond February); Memorial Day (last Monday in May); Independence Day 4th); Special Longshore Holiday (July 5th); Labour Day (first Mond September); Veteran's Day (November 11th); Thanksgiving Day (Thursday in November); Christmas Day (December 25th). Cargo can be arranged on most of these holidays.

POLICE/FIRE/AMBULANCE: Police 911; Fire 911; Ambulance 911.
TELEPHONES: Available at dockside.
BANKS: Security Pacific Bank and Seattle First National Bank.
STORING: See "Prelims".

1. Yes.
2. Yes.
3. Yes.
4. Yes.
5. —
6. Yes.

SHIP SUPPLY SERVICE: The only firm currently engaged in the ferrying of personnel from ship to shore in the Columbia River in the Port Longview area is Brix Maritime Co. Their address is: Brix Maritime Co., 611 East "A" Street, Rainier, Oregon 97048, U.S.A. Tel: (206) 577-0487.
SHORE LEAVE: Crews allowed ashore if papers are in order.
IDENTIFICATION CARDS: Advisable but not necessary.
GARBAGE DISPOSAL: Collection receptacles can be placed on dock alongside ship by a private firm, Waste Control Ltd. Tel: 425-4302. Charges will be quoted by the firm.
WASTE OIL DISPOSAL: No service available.
SEAMAN'S CLUBS: Seaman's Information Service, 455 Oregon Way (about 1 km. from the dock). Tel: 636-0450.
AUTHORITY: Port Longview, P.O.Box 1258, 10 Port Way, Longview, Washington 98632. *Tel:* (206) 425-3305. *FAX:* (206) 425-8650. *Contact:* Ken O'Hollaren, Executive Director.

L.O.O.P. TERMINAL (Louisiana Offshore Oil Port), Louisiana: 28.53 N. 90.01 W. **(See Plan)**

OPERATOR:
Official Address: LOOP Inc., One Seine Court, Box 6638, New Orleans, Louisiana 70174-6638.
Requests for Port Information: LOOP Inc., One Seine Court, Box 6638, New Orleans, Louisiana 70174-6638. Attention: Vice-President, Operations. Fax: (504) 363-7284.
TWX Address: LOOP Inc. (810) 950-5875 (LOOP MARTERM), (810) 951-5165 (LOOP Inc., Nola).
Telephone Number:
New Orleans Office (504) 368-5667. Contact: A.B. Cranstoun, Administrative Coordinator Tel: (504) 363-9298 (direct line)
Operations Centre (504) 632-6970
Marine Terminal (504) 632-6980
Radio Contact:
Call sign "KR-7808" – "Loop Radar".
Frequencies:
VHF-FM
U.S. Channel 10 156.500 MHz (Simplex only)
U.S. Channel 16 156.800 MHz (Simplex only)
U.S. Channel 74 156.725 MHz (Simplex only)

LOOP Personnel involved in Tanker Discharge:
(1) Port Superintendent: Resident at Marine Terminal who has overall authority over the Marine Terminal and port.
(2) Vessel Traffic Controller: Resident at marine terminal. Responsible for traffic control at the port.
(3) Mooring Master/Assistant Mooring Master: Assists the Master in mooring and unmooring the vessel. Remains on board to coordinate the discharge.
(4) Deck Watch: Maintains a 24 hour watch of tanker's manifold and bow while vessel is moored.
(5) Oil Movement Controller: Resident of Galliano Operations Centre. Supervisor of cargo discharge. In constant radio contact with the Mooring Master.

Time Zone: Local-Central Standard Time (CST). Greenwich Mean Time (GMT) minus 6 hours or Zone plus 6.
Note: From the first Sunday in April to the last Sunday in October, this is modified by use of Daylight Saving Time to minus 5 hours GMT or Zone plus 5.
Official Language: English.
U.S. Coast Guard: Telex: 701801 (USCG NLN-UD).

The LOOP Inc. deepwater port and associated facilities are designed for unloading crude oil cargoes from deep draft tankers. The marine terminal is located in open waters of the Gulf of Mexico approximately 29 km. (18 statute miles) offshore from the State of Louisiana.

The port is owned and operated by LOOP Inc. under licenses granted by the Government of the United States of America and the State of Louisiana. The port is governed by the laws of the United States in the same manner as if the port were an area of exclusive federal jurisdiction located within a state.

LOOP shall not permit a tanker registered in a foreign state or flying the flag of a foreign state to utilise its facilities unless the foreign state involved does not object to the jurisdiction of the United States over the tanker and its personnel while the tanker is located within the safety zone of the port, and unless the tanker owner or operator has designated an agent in the United States for receipt of service of process in the event of any claim or legal proceeding resulting from activities of the tanker or its personnel while located within the port safety zone, and unless the tanker owner carries insurance or demonstrates financial responsibility as required by Title 33, United States Code Annotated, Section 1517 and any amendment.

At the time of nomination of a tanker, LOOP shall require the person nominating the tanker, or his authorised agent nominating the tanker, to provide LOOP with the name and address of the tanker's designated agent in the United States.

The United States Coast Guard's Marine Safety Office, whose office is in Morgan City, La., has governmental authority over LOOP.

LOOP's Port Superintendent has overall authority over the marine terminal and port. This encompasses all personnel at the port, including contract personnel, and all vessel and aircraft operations at the port. During emergency conditions, all response activities at the port are directed by the Port Superintendent. This includes the shutdown of tanker cargo discharge. Emergency conditions are those that, in the Port Superintendent's judgment, involve or could involve safety, environmental protection, personnel injury or property damage. Examples of these emergencies include, but are not limited to, the following, if they occur at the marine terminal, or on a tanker, or other vessel or aircraft, or at any other location anywhere in that portion of the deepwater port that lies within the safety zone:
(a) Oil spill.
(b) Fire or explosion.
(c) Tanker collision, actual or potential, with another vessel or with the pumping platform complex.
(d) Tanker grounding.
(e) Electrical power failure on the platform.
(f) Disruption of communications between shore and the port.
(g) Aircraft disaster.
(h) Serious illness, injury or death.
(i) Presence of poisonous gas.
(j) Evacuation operation of the platform (usually due to impending hurricane).

The Port Superintendent is present at the port at all times.

ABBREVIATIONS:
AMM – Assistant Mooring Master
ANSI – American National Standards Institute
AST – Atlantic Standard Time (GMT + 4)
BHP – Brake Horsepower
BPH – Barrels Per Hour
CB – Citizens Band (radio)
CFR – Code of (U.S.) Federal Register
CMH – Cubic Meters Per Hour
COW – Crude Oil Washing
CST – Central Standard Time (GMT + 6)
CW – Continuous Wave
DWT – Dead Weight Tons
ERV – Emergency Response Vessel
EST – Eastern Standard Time (GMT + 5)
ETA – Estimated Time of Arrival
FERC – Federal Energy Regulatory Commission
FM – Frequency Modulation
ft – Feet
GCLW – Gulf Coast Low Water (Datum)
GMT – Greenwich Mean Time
GPM – Gallons Per Minute
HF – High Frequency
hr – Hour(s)
Hz – Hertz (cycles per second)
ICS – International Chamber of Shipping
IGS – Inert Gas System
IMO – International Maritime Organisation
In – Inches
INC. – Incorporated
ISGOTT – International Safety Guide for Oil Tankers and Terminals
KHz – Kilohertz (thousands of cycles per second)
kg – Kilogram
km – Kilometers
LOOP – Louisiana Offshore Oil Port
m – Meters
M – Thousands (used with barrels of oil)
MBPH – Thousands of Barrels Per Hour
MHz – Megahertz (million of cycles per second)
mi – Miles
MHW – Mean High Water
MM – Mooring Master
mm – Millimeters
MPH – Miles Per Hour
NM – Nautical Mile
NOAA – National Oceanographic and Atmospheric Administration
OCIMF – Oil Companies' International Marine Forum
OTS – Oil Transfer System
PLEM – Pipeline End Manifold (at the SPM)
RACON – Radar Beacon
SALM – Single Anchor Leg Mooring
SOLAS – Safety of Life At Sea
SPM – Single Point Mooring
UHF – Ultra High Frequency
ULCC – Ultra Large Crude Carrier
USCG – United States Coast Guard
VHF – Very High Frequency

PLATFORMS:
Pumping Platform Complex:
The Marine Terminal pumping platform complex consists of the pumping platform and the control platform. The two platforms are connected by a walkway bridge between the lower decks. The top of the lower deck of each platform is 21.3 m. (70 ft.) above MHW.

The pumping platform measures 61 m.×65.5 m. (200 ft.×215 ft.) and contains equipment for receiving, measuring, sampling, controlling and pumping oil to assist in cargo unloading.

The control platform contains a control room manned 24 hours a day for communications, traffic control, monitoring and surveillance purposes. Also, a supervisory control and monitoring system provides the capability for the control room personnel, when so directed, to assume control of all marine terminal processes otherwise normally initiated from the Operations Centre located near Galliano, Louisiana.

The control platform is a two-deck structure measuring approximately 21.3 m.×21.3 m. (70 ft.×70 ft.). The lower deck contains platform utility equipment and supporting facilities. The upper deck supports a two-level control building.

DOCUMENTS: See "New Orleans".

PILOTAGE: *Boarding Considerations:* Actual sea conditions for small craft are not always appreciated when viewed from the bridge of a large vessel. Boarding of personnel is a potentially hazardous operation requiring complete cooperation. Although specific rules for this transfer cannot be made, the following points should be used as a guide:

(a) Agree when and how the transfer of personnel will take place.
(b) Allow sufficient time and sea room.
(c) Tanker should always advise delivering vessel of any change in heading.

Pilot and Accommodation Ladders: Size, draft and manoeuvring requirements of vessels calling at LOOP may not always allow the ship to create a lee side for boarding by alteration of heading alone. Therefore, *LOOP requires that all tankers using the Port be equipped with accommodation ladders on the port and starboard sides, leading aft.*

The requirements are as follows:

(a) All pilot and accommodation ladders must be clean, in good condition, and comply with all existing IMO/SOLAS requirements.
(b) The rigging of pilot and accommodation ladders and the embarkation and disembarkation of personnel shall be supervised by a responsible deck officer of the ship.
(c) Every pilot ladder shall be secured in a position clear of any possible discharges from the ship, and so that each step rests firmly against the ship's side.
(d) If the freeboard exceeds 10 m. at any time, an accommodation ladder shall be rigged in conjunction with the pilot ladder.
(e) *All vessels shall have an accommodation ladder on the port and starboard side.*
(f) The lower end of the accommodation ladder must rest firmly against the side of the ship within the parallel body midlength and as far as practical within the midship half section.
(g) The accommodation ladder must lead aft.
(h) Adequate lighting shall be provided so that the pilot and accommodation ladders and the position where personnel board the ship will be properly illuminated.

Also see "Tanker Arriaval".

MAX. SIZE: See "Berthing".

TANKER ARRIVAL:

Arriving from Seaward: Tankers will normally approach LOOP via the 63 mile Safety Fairway. Communications with LOOP shall be established when the tanker is 20 miles from the entrance of the Safety Zone on the International Calling Frequency 156.800 MHz (Channel 16). The Vessel Traffic Controller will assign a working frequency, usually 156.725 MHz (Channel 74) and will pass instructions to the vessel. The arrival time for a tanker is recorded as the time and date the inbound tanker enters the Safety Zone, either enroute to LOOP's anchorage or to moor or anchor outside of the Safety Zone in the vicinity of the port. Tankers must enter and depart the port via the Safety Zone between Buoys 1 and 2.

1. *Berthing Order:* When a buoy becomes available, the tanker with the earliest Firm Arrival Window will be berthed, provided that tanker has issued its Notice of Readiness to Discharge. LOOP may adjust a tanker's position in the queue, a maximum of one position, when such adjustment is necessary for optimum operations of the LOOP system.
2. *Navigational Assistance:* During the mooring operation, including transit of the approach and terminal sections, the Mooring Master and the Assistant Mooring Master perform the following functions:
   (a) The Mooring Master advises the tanker's Master on operational and ship control matters and regulations that are peculiar to the port, such as navigational aids, depth of water and current characteristic of the manoeuvring area during existing conditions, mooring equipment and procedures, emergency towing procedures, and the port's vessel control procedures. The Mooring Master will maintain communications with the Vessel Traffic Controller, mooring launches and the Assistant Mooring Master until the mooring operation has been completed.
   (b) The Assistant Mooring Master is stationed on the forecastle of the tanker during mooring operations to assist the Mooring Master by reporting position approach data relative to the SPM and to advise the tanker's personnel in the handling of mooring equipment peculiar to the port.
3. *Transiting the Approach, Terminal and Anchorage Sections:* The Master of the tanker, a licensed deck watch officer, and a competent helmsman must be on the bridge, and machinery spaces must be manned by a licensed engineer, at all times while the tanker is manoeuvring in the approach and anchorage sections or transiting the terminal section of the Safety Zone and approaching a SPM to moor. A competent deck officer is to be on the bow along with one seaman as lookout, who is capable on command of letting go the anchor, if necessary.
4. *Manoeuvring Capabilities:* LOOP SPM buoys are located on a radius of 2,438 m. (8,000 ft.) from the Marine Terminal pumping platform complex with spacing between buoys of 1,981.2 m. (6,500 ft.). Tanker must have the capability to perform the manoeuvring required to approach and depart from a SPM within an area not greater than 1,524 m. (5,000 ft.) radius from the buoy at speeds not exceeding 3 knots. LOOP may require evidence of a tanker's capability to approach and enter the Safety Zone. The Mooring Master may determine this by pre-berthing checks of a tanker's manoeuvring characteristics. It is recommended th vessels endeavour to arrive on an even-keel whenever possible.
5. *Securing Anchor: Prior to approach and while at the SPM, anchor are to be positively secured with locking pawls and/or secur wires/turnbuckles. No work on windlass or anchoring gear wh requires releasing the brake or removal of securing gear/paw allowed while at the SPM.*

Tankers Proceeding Directly to a Mooring:

(a) The Mooring Master, Assistant Mooring Master, deck watch an oil inspectors will board the tanker, and the port furnishe equipment is picked up by the tanker prior to entering the Safe Zone. The boarding area is usually at the North end of the Safe Fairway where it turns and joins the approach section at th Safety Zone. The entrance to the Safety Zone is marked at th lateral boundaries by Buoys No. 1 and 2. (Note: Also se "General" – "Helicopter Transfer of Personnel and Supplies" Section (B) for times when Mooring Master boarding is done b helicopter).
(b) Weather permitting, a pilot ladder shall be rigged port an starboard 2.0 m. above the water. An accommodation ladder conjunction with a pilot ladder shall be rigged prior to arrival the freeboard exceeds 10 m. and prior to completion of discharg if the sailing freeboard exceeds 10 m. The tanker will be advise of what side the mooring and connecting equipment will b handled, so that the appropriate derrick can be topped and rigge in preparation for lifting the equipment aboard and for handli the hoses after mooring. The derrick block should be plumbe midway between the rail and the manifold at the manifo centreline. Tankers are asked to provide a lee in order to allo for a safer boarding and an easier equipment handling operation. *The tanker must have operative and ready for immediate us bow and stern emergency towing equipment, as recommende by IMO.*
(c) Equipment brought aboard the tanker for use in the moori arrangement shall be transported to the bow by ship's personne and returned to the manifold in the way of the derrick a completion of port operations. Ship's personnel, supervised by deck officer and advised by the Assistant Mooring Master, sha prepare and arrange the tanker's mooring equipment to th satisfaction of the Assistant Mooring Master and the tanker Master.
(d) After the Mooring Master is aboard, the tanker may proceed unde his guidance into the Safety Zone to the assigned berth f mooring. The shipper and tanker owner shall be responsible an liable to LOOP for any damage or injury done by his tanker t any LOOP facility, equipment or personnel. Services of th Mooring Master, Assistant Mooring Master, deck watch, moori launches and their crews, and such other LOOP personnel a may be required aboard the tanker are provided with the expres understanding that the Master of the tanker has and accepts th ultimate responsibility for the tanker and crew. If it become necessary for the Master of a tanker to disregard a Moori Master's advice in order to ensure the safety of his ship, it requested that a written report from the Master be submitte promptly to LOOP.
(e) Specific tanker speed will be recommended by the Moori Master to the vessel, consistent with the International Rules f Navigation, Rule 6 – Safe Speed.

Tankers Proceeding Directly to LOOP's Anchorage (in Safety Zone

(a) Tankers proceeding directly to LOOP's anchorage may proce into the Safety Zone without a Mooring Master on board whe the following conditions are met:
   (1) The tanker is proceeding directly to the designated anchorag section.
   (2) Entry is via the designated Safety Fairway through Buo No. 1 and 2.
   (3) Clearance is obtained from the Vessel Traffic Controller.
   (4) No other tankers are underway in that portion of the Safe Zone that is South and East of Buoys No. 3 and 4.
   (5) No more than 4 tankers are anchored in the designat anchorage.
(b) Specific tanker speeds are to be consistent with the Internatio Rules for Navigation, Rule 6 – Safety Speed.
(c) The shipper and tanker owner shall be responsible and liable t LOOP for any damage or injury done by his tanker to any LOO facility, equipment or personnel.

Anchoring at LOOP: LOOP has a designated 2.0 nautical miles 4.0 nautical miles anchorage area inside the Safety Zone to provide t safety and continuity of operations. All vessels are expected to uti this anchorage unless such vessels are proceeding directly to moor up arrival. While the tanker is at anchor in the anchorage section of t safety zone, a competent deck officer shall be stationed at all times the bridge to watch for any dragging of the anchor which can be detec by taking radar ranges or rounds of bearings as necessary on th pumping platform or on any other fixed objects and to moni Channel 16 (156.800 MHz.) and Channel 74 (156.725 MHz.). Vesse *at anchor must maintain engines and propulsion machinery in readine to clear the marine terminal area under full power on short notice. repairs are permitted which would interfere with this requirement. anchorage is in the open sea and is not in a harbour. A 10 minu less ready stand-by requirement for engines and anchors wil invoked in the event of rough weather. The Port Superintendent invoke the rough weather advisory.*

Tankers Proceeding to Mooring from Anchor (in Safety Zone):

(a) The Vessel Traffic Controller advises the tanker of the arrival of the Mooring Master, Assistant Mooring Master, deck wa and oil inspectors, and of the equipment to be made ready (Note: See "General" – "Helicopter Transfer of Personnel Supplies" – Section (B) for times when Mooring Master boar is done by helicopter).

(b) Upon receiving clearance from Vessel Traffic Controller, tanker may get underway without a Mooring Master on board for the purpose of making a lee only. The Mooring Master will then board the vessel and proceed to the bridge to pilot the vessel to berth.

(c) Equipment brought aboard the tanker for use in the mooring arrangement shall be transported to the bow by ship's personnel and returned to the manifold in the way of the derrick at completion of port operations. Ship's personnel, supervised by a deck officer and advised by the Assistant Mooring Master, shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Assistant Mooring Master and the tanker's Master.

(d) Specific tanker speed will be recommended by the Mooring Master to the vessel, consistent with the International Rules for Navigation, Rule 6 – Speed.

Tanker Proceeding to Mooring from Anchor (Outside of Safety Zone):

(a) The Vessel Traffic Controller advises the tanker of the arrival time of the Mooring Master, Assistant Mooring Master, deck watch and oil inspectors, and of equipment to be made ready. Included are instructions for preparation of an accommodation ladder and/or pilot ladder, equipment hoist and operative emergency towing equipment. (Note: See "General" – "Helicopter Transfer of Personnel and Supplies" – Section (B) for times when Mooring Master boarding is done by helicopter). Tanker may raise anchor and get underway prior to Mooring Master's arrival, but under no circumstances shall the tanker enter the Safety Zone until the Mooring Master is on board.

(b) Equipment brought aboard the tanker for use in the mooring arrangement shall be transported to the bow by ship's personnel and returned to the manifold in the way of the derrick at completion of port operations. Ship's personnel, supervised by a deck officer and advised by the Assistant Mooring Master, shall prepare and arrange the tanker's mooring equipment to the satisfaction of the Assistant Mooring Master and the tanker's Master.

(c) Specific tanker speeds will be recommended by the Mooring Master to the vessel consistent with the International Rules for Navigation, Rule 6 – Safe Speed.

Navigational Assistance: During the mooring operation the Mooring Master and the Assistant Mooring Master perform the following functions:

(a) The Mooring Master advises the tanker's Master on operational and ship control matters and regulations that are peculiar to the port, such as navigational aids, depth and current characteristics of the manoeuvring area during existing conditions, mooring equipment and procedures, and the port's vessel control procedures. The Mooring Master will maintain communications with the Vessel Traffic Controller, mooring launches and the Assistant Mooring Master until the mooring operation has been completed.

(b) The Assistant Mooring Master is stationed on the forecastle of the tanker during mooring operations to assist the Mooring Master by reporting position approach data relative to the SPM and to advise the tanker's personnel in the handling of mooring equipment peculiar to the port.

Manoeuvring Capabilities: LOOP SPM buoys are located on a radius of 2,438 m. (8,000 ft.) from the Marine Terminal Pumping Platform Complex, with spacing between buoys of 1,981.2 m. (6,500 ft.). Tankers must have the capability to perform the manoeuvring required to approach and depart from an SPM within an area not greater than 1,524 m. (5,000 ft.) radius from the buoy at speeds not exceeding 5.5 km./hr. (3 knots). LOOP may require evidence of a tanker's capability to approach and enter the safety zone. The Mooring Master may determine this by pre-berthing checks of a tanker's manoeuvring characteristics.

Berthing Order: When a buoy becomes available, the tanker with the earliest Firm Arrival Window will be berthed, provided that tanker has issued its Notice of Readiness to discharge. LOOP may adjust a tanker's position in the queue a maximum of one position when such adjustment is necessary for optimum operations of the LOOP system.

VESSEL REQUIREMENTS:*General Condition of Vessels:* Each tanker calling at LOOP shall be seaworthy, have a fit crew, and not be leaking oil and not be in a condition which presents a risk or threat of a prohibited oil discharge.

CAUTION: *Prior to arrival, the Master shall ensure that the vessel does not have stern seal leakage. Stern seal pressure shall be monitored throughout the cargo discharge to ensure that changes in draft or trim do not cause a stern seal leak.*

Navigation Equipment: Any vessel calling at LOOP must meet the U.S. Coast Guard navigational equipment requirements for a vessel entering U.S. waters (i.e. 33 CFR 164.35). Coast Guard personnel will board selected arriving vessels to ensure compliance with Federal Regulations.

Pre-arrival, Connection and Transfer:

Preparations, procedures, tests and inspections to be followed both by the tanker and by the LOOP platform during the pre-arrival time, connection and transfer must meet the requirements of 33 CFR 150(D), and the recommendations of the OCIMF Safety Guide.

The Mooring Master will have a LOOP Check List, which includes a Declaration of Inspection, that shows all the items to be tested or inspected in order to comply with the Federal Regulations and with current OCIMF recommendations. The inspection is to be made and the Check List is to be signed both by the tanker's Master and by the Mooring Master before the start of oil transfer operations.

Oil Transfer Equipment:

All tankers must meet the requirements of 33 CFR 155 and 46 CFR, sub-chapter (d) (Tank vessels), with regard to oil transfer equipment. Cargo hoses must be connected by the tanker's personnel, under the guidance of the Mooring Master or the Assistant Mooring Master.

The Mooring Master will provide a remotely operated Emergency Shutdown Signalling Device to be kept in the Cargo Control Room. Activation of this alarm requires an immediate, rapid stopping of the pumping operation. The Mooring Master will explain the use of the Emergency Shutdown Signalling Device.

Physical Parameters of Vessel:

Tankers to be accepted by LOOP must:

(a) Have oil transfer equipment that conforms to the technical recommendations of the Oil Companies' International Marine Forum (OCIMF).

(b) Be equipped with shipboard mooring fittings installed and located for safe and effective mooring to an SPM and in compliance with current OCIMF recommendations and LOOP requirements.

(c) Be equipped with a derrick, located near the cargo manifold for hose handling, capable of lifting and sustaining a safe working load of 10 tons to a height of 13.7 m. (45 ft.) above deck level. (ULCCs should have a 15 ton crane because of the extra hose weight due to their greater freeboard).

(d) Be equipped with emergency towing equipment that is in place and in compliance with IMO Assembly Resolution A535(13) and LOOP requirements.

(e) Not exceed maximum mooring load limitations of SPMs. See "Berthing".

(f) Have serviceable pumping equipment.

(g) Be capable of delivering a cargo size or quantity that is in accordance with LOOP's Terms and Conditions of Service.

Hull Condition: Hulls of tankers calling at LOOP shall be free of obstructions, (e.g. barnacles) which could cause damage to marine hoses, pollution, or injury to personnel.

Deck Floodlighting:

Illuminated Locations: In addition to the light usually displayed, tankers are required to furnish adequate additional lighting for night operations including:

(a) Proper safety lighting of the accommodation ladder for personnel embarkation and disembarkation. This is particularly essential for arriving and departing tankers when the Mooring Master and Assistant Mooring Master board or depart the tanker. A deck officer is required to supervise these procedures.

(b) Lighting of the forecastle area.

(c) Lighting of areas encompassing the derricks, deck and water during equipment and hose handling operations.

(d) Lighting to illuminate the cargo manifold.

(e) Portable or hand-held safety lanterns for inspections and other deck activities that may require particular attention.

Type of Equipment: Only explosion-proof lighting equipment and electrical apparatus certified intrinsically safe for use in a hazardous area is permitted to be used on deck while a tanker is at an SPM. Portable electric lamps or other apparatus with flexible cable shall not be used without permission from the ship's officer-in-charge and from the Mooring Master/Assistant Mooring Master aboard the tanker. In this regard, the recommendations of ISGOTT should be followed.

Accommodation: Tankers discharging at LOOP must provide meals and accommodation for the Mooring Master, the Assistant Mooring Master and deck watch, during their time on board and for an independent Petroleum Inspector during his required time on board.

Vessel Readiness:

Equipment/Personnel: Vessels at moorings or anchorage must maintain engines, propulsion machinery and emergency towing equipment in readiness to clear the Marine Terminal area under full power on short notice. No repairs are permitted which would interfere with this requirement. Vessel trim and draft should also be considered in determining vessel manoeuvring capability. Masters of tankers are advised to have sufficient personnel aboard and on watch to enable them to depart upon advice from the Vessel Traffic Controller. The Master of a tanker may, in an emergency, for the protection of life or property, depart without clearance from the Vessel Traffic Controller, if the Master advises the Vessel Traffic Controller of the circumstances by radio at the earliest moment.

Minimum Ballast: The Master is to maintain his vessel in a seaworthy condition and be ready to sail and manoeuvre at all times. This port is in the open sea and *is not in a Harbour.* Weather can change rapidly as mentioned in section on weather. The Master is to maintain his vessel with sufficient ballast to obtain full immersion of the propeller at all times while maintaining a reasonable stern trim. These additional factors must be considered by the Master in maintaining the seaworthy condition and readiness to sail and manoeuvre.

A 10 minute or less ready standby requirement for engines and anchors will be invoked in the event of rough weather. The Port Superintendent will invoke the rough weather advisory.

Emergency Towing Equipment: LOOP employs an Emergency Response Vessel (ERV) at the Port for the designed purpose of providing escort and, if required, emergency towing response to disabled tankers. For emergency towing response to be effective, LOOP requires all tankships calling at the Port to be fitted in accordance with IMO Assembly Resolution A535(13) "Recommendations on Emergency Towing Requirements for Tankers".

NAVIGATION AIDS:

SPM Buoys: In addition to the port name "LOOP" and an SPM number, each SPM buoy is painted white on top with yellow sides and is equipped with the following navigational aids:

(a) A quick flashing (0.3 seconds "on", 0.7 seconds "off") white light installed on the buoy at a height of 5.5 m. (18 ft.). The light can normally be seen through 360° of arc at a range of 7.4 km. (4 nautical miles). It is actuated by a solar photo-electric switch.

(b) A 406.4 mm. (16 in.) diameter all-directional radar reflector mounted on the highest point of the buoy.

(c) Buoy number daymarks at 90° intervals around the buoy hull.

Platform Complex Beacon Light: A rotating beacon which shows a flashing white light (6 flashes per minute) is mounted above the pumping platform atop the communications tower at an elevation of 64 m.

(210 ft.) above MHW and it is visible all around the horizon. It is actuated from the control platform. The light is 47,000 candela and is visible for at least 18 miles.

Platform Complex Obstruction Lights: Obstruction lights are installed at each corner of both platforms and one on the bridge connecting the structures. The lights on the pumping platform are 25 m. (81 ft.) above MHW and on the control platform are 23 m. (76 ft.) above MHW. They are quick flashing white (0.3 seconds "on", 0.7 seconds "off") (60 flashes per minute). They flash in unison and are placed so that at least one light can be seen for a minimum of 5 nautical miles from any approach angle to the platform complex. They are actuated from the Control Platform at night and in periods of low visibility.

Platform Complex Fog Signals: 2 fog horns are installed at the platform complex. One is hung below the lower deck near the middle of the Northwest edge of the pumping platform about 21.3 m. (70 ft.) above MHW, and the other is hung below the lower deck on the Southern edge of the control platform. The signals are synchronized to sound a 650-800 Hz 2 second blast every 20 seconds and can be heard for at least 3.7 km. (2.0 nautical miles). They are actuated from the control platform.

Buoys: The following table lists the characteristics of the buoys marking the approach section of the safety zone:

Buoy Daymark	*Buoy Colour*	*Water Depth Metres*	*Feet*	*Lantern Colour*	*Radar Reflector*	*Fog Signal*
No. 1	Green	47.5	156	Green	X	X
No. 2	Red	46.3	152	Red	X	None
No. 3 No. 4	See "Plan" for new locations.					

From seaward, Buoys No. 1 and 3 define the port (left) lateral limits of the approach section and Buoys No. 2 and 4 the starboard (right) lateral boundary. Buoys No. 1 and 2 are located at the entry to the approach section when proceeding from seaward.

Safety Zone Navigation Buoys: The Safety Zone is shown in "Plan Section" together with the location of floating aids to navigation and marine terminal components. International "Rules of the Road" apply in the safety zone. The purpose of a deepwater port safety zone is to define an area in which any activity that may directly or indirectly increase the environmental and safety risks associated with port operation may be minimised or prohibited. The IMO vessel routing measure known as a precautionary area; i.e. a routing measure comprising an area within definite limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended, has been adopted as the concept for U.S. deepwater port safety zones. The safety zone is made up of 3 parts; the approach section, the anchorage section, and the terminal section. Inside the terminal section there are 4 "areas to be avoided"; one is 600 m. in radius around the pumping platform complex and 3 are 500 m. in radius around each of the SPMs. "Areas to be avoided" conform to IMO measures to keep ships or certain classes of ships outside a delineated area. 4 navigational marker buoys define the boundaries of the approach section of the safety zone. Proceeding from seaward, the 2.0 nautical miles wide approach section extends 5 nautical miles from the Safety Fairway to the terminal section. The buoys have the following characteristics:

Daymarks: Reflective, located at 90° intervals around buoy superstructures; visible range 3.7 km. (2 nautical miles) minimum.

Lights: Installed at 4.6 m. (15 ft.) above the water; slow flashing (0.6 seconds "on", 5.4 seconds "off"); light intensity 75 candela, actuated by solar photoelectric switches.

Radar Reflectors: All-directional; detectable from at least 15 km. (8.0 nautical miles) by typical shipboard radar systems.

Fog Signal: (Buoy No. 1 only) minimum audible range approximately 1 km. (0.5 nautical miles); programmed to send Morse code "L" at 20 second intervals. This buoy's fog signal operates continuously.

Safety Fairway: The LOOP Safety Fairway, shown in NAV 3A, "Plan Section", has no marker buoys. To lessen the chance of accidents, ships enter and leave U.S. Gulf Coast ports via safety fairways. The fairways are 2 miles wide. No offshore drilling rigs or structures are permitted in them. LOOP recommends that tankers enter or leave the LOOP Safety Fairway at its Southernmost point or at least South of 28° 18′ N.NOAA Chart 11359 has details of the LOOP Deepwater Port including pipelines within the safety fairway and safety zone.

Service Vessel Mooring Buoys: The 2 buoys provided for mooring port service vessels at the marine terminal are white with a horizontal blue band between the top of each buoy and the waterline. The buoy identification is reflective. Battery powered, slow flashing (0.4 seconds "on", 3.6 seconds "off") white lights are installed 2.4 m. (8 ft.) above the water, and are actuated by solar photoelectric switches.

Also see "Anchorage".

ANCHORAGE: *Anchorage Section Buoys:*

The designated anchorage section of the safety zone is a 3.7 km.(2.0 nautical miles) wide area beginning at safety zone Buoy No. 2 and extending 7.4 km. (4.0 nautical miles) along and next to the Eastward boundary of the safety zone. Buoys "L-B" and "L-A" mark the corners and define the outer boundaries of the anchorage section. The anchorage section buoys have characteristics as follows:

Daymarks: Reflective, located at 90° intervals around buoy superstructures; visible range 3.7 km. (2.0 nautical miles) minimum.

Lights: Installed at 4 m. (13 ft.) above the water; slow flashing (0.6 seconds "on", 5.4 seconds "off"), actuated by solar photoelectric switches.

Radar Reflectors: All-directional; detectable at 15 km. (8.0 nautical miles) by typical shipboard radar systems.

Buoy Daymark	*Buoy Colour*	*Water Depth Metres*	*Feet*	*Lantern Colour*	*Radar Reflector*	*Fog Signal*
L-B	White	45.7	150	White	X	None
L-A	White	37.1	122	White	X	None

Also see "Tanker Arrival".

RADIO/VHF: *Notices of Arrival:*

The Master of a tanker bound for LOOP should send his first a advice message as nearly as possible to 7 days before his expe date of arrival, even if he is in port at the time. If his trip to LOOP is than 7 days he should also send another arrival advice as soo possible after leaving his loading port. His next arrival advice shou sent 72 hours before the estimated time of arrival. The arrival ad should be transmitted and updated again at 48 hours and again not than 24 hours before the estimated time of arrival. An arrival ad message can and should be sent at any time when there is a signifi change in a previously estimated arrival time. These arrival ad messages should be sent to LOOP INC. The first message sho contain, at a minimum, the following:

1. Tanker's name and call sign.
2. Estimated time of arrival at LOOP.
3. (a) Arrival draft, fore and aft.
   (b) Fore and aft draft at completion of discharge.
   (c) Departure draft, fore and aft.
4. Type(s) and amount(s) of cargo on board.
5. Basic discharge plan, times and pumping rates.
6. Cargo manifold size and type, if 16 in. not available.
7. Type of mooring equipment installed.
8. Expected discharge rate.
9. Expected number of ballast hours upon completion.
10. Type of Emergency Towing Equipment.
11. Any special requirements which need early actions.

These messages can be sent by Western Union International T (810) 950-5875, LOOP MARTERM or by radio to coast stations W Slidell, WLO Mobile or WPA Port Arthur. It is suggested that ETA adv also be sent to tanker's Agents, with logistics requirements.

Pre-Arrival Instructions: A message will be sent to LOOP-bound tank approximately 72 hours prior to their arrival, outlining arrival procedu and discharge planning recommendations. See "Pre-Arr Instructions" below.

LOOP's Pre-Arrival Instructions:

To Master:

(a) Mooring Master Station is 28° 47′ N., 89° 53′ W. Recomme approach via existing safety fairways. If anchoring on arrival, may enter the LOOP Safety Zone Anchorage. Anchoring in LOO Anchorage will facilitate berthing. You do not need a Moor Master to anchor in LOOP Anchorage, but must have permiss from LOOP Radar. You may also anchor outside.

(b) LOOP Terminal call sign is "LOOP Radar" and guards Channel VHF-FM.

(c) Advise "LOOP Radar" when 20 nautical miles from Mooring Mas Boarding Area. Have officer accommodation for 2 Mooring Mas and accommodation for 2 deck watch personnel.

(d) Advise unloading plan and arrival draft. Include any shut-downs stripping and COW. Advise usable slop tank capacity.

(e) For efficient discharge, it is important during bulk discharge t the vessel pumps at a constant maximum rate.

(f) Rate, reductions for COW, ballast or stripping should be hand during arranged shut-down periods.

(g) The vessel shall maintain sufficient ballast to obtain full immers of the propeller at all times while maintaining reasonable stern t

(h) Plan your discharge accordingly, subject to safety considerati prevailing at all times.

(i) Upon arrival, the Master shall submit detailed discharge plans review.

(j) Advise ETA.

(k) Advise nationality of officers, crew and ship's registry.

24 Hour Message: By regulation, the 24 hour arrival message shall addressed both to the Coast Guard Captain of the Port, Morgan C (Telex 701801 USCG NLN-UD) and to LOOP INC. This message sho contain the following:

1. Name, gross tonnage, and draft of the tanker.
2. Type and amounts of cargo on board.
3. Any condition on the tanker that may impair its navigation, s as fire, malfunctioning propulsion machinery or steering equipment limitations on navigational or radiotelephone capabilities because equipment or material malfunctions. (No vessel will be allowed to underway in the Safety Zone with any steering or propulsion equipm deficiency or with inoperative emergency towing equipment recommended by IMO).
4. Any leaks, structural damage, or machinery malfunctions that m impair cargo transfer operations or cause a discharge of oil.
5. ETA at the Safety Zone: If the information reported changes at time before entering the Safety Zone, or while the tanker is in the Sa Zone, the Master of the tanker shall report the changes to the Co Guard Captain of the Port and to LOOP INC. as soon as possible cable and single side band.

Radio Frequencies for Berthing: In addition to the above notices, communication on the International VHF Maritime Band (Channel 156.725 MHz.) should be started at a distance of 20 nautical miles f the safety zone, or more, if possible. This Channel should be used a "twenty-mile", final arrival notice, and for communications with terminal and with the Mooring Master, until he boards the tanker.

Radio Communications at the Port: The LOOP platform always gua the international calling frequency 156.800 MHz. (Channel 16). LOO working frequencies are VHF Maritime Channel 74 (Primary), Channel 10 (Secondary). Use of shipboard radar and HF radi forbidden while moored to an SPM. While in port, LOOP communi with the tankers via the Mooring Master's UHF portable radio.

LOOP's Communications Facilities: LOOP has the ability to use the following communications for vessels trying to contact the Port:

Type of Communications	*Frequencies*	*Call Sign*
VHF-FM Maritime Mobile	(Carrier assigned in MHz)	KR-7808
	156.500, Channel 10, Commercial Working.	
	156.800, Channel 16, Distress, Safety and Calling.	"LOOP Radar"
	156.725, Channel 74, Port Operations.	

Transit Traffic: LOOP maintains a VHF Maritime radio system capable of communicating with vessels other than tankers or LOOP support vessels if such vessels are equipped with comparable equipment. When necessary to communicate with vessels of unknown communication capabilities, the Vessel Traffic Controller will attempt to contact such vessel on VHF Channel 16. If such efforts at radio communication are unsuccessful, a LOOP mooring launch or personnel boat will be dispatched to advise the vessel of any potential danger to the vessel as observed by the Vessel Traffic Controller's surveillance and also to advise the vessel operator of the port's precautionary areas and areas to be avoided.

When requested by a Master of a vessel other than a LOOP support vessel or tanker, the Vessel Traffic Controller shall furnish information concerning tankers, support vessels, and other vessels underway or moored in the safety zone.

Weather Advisory System: Coast Guard radio stations make two types of marine information broadcasts: radiotelephone (voice) for all seagoing users, and radiotelegraph (CW) for vessels carrying trained radio operators. Scheduled radiotelephone broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information and other advisories on working frequencies, following a preliminary call on the voice international distress and calling frequencies. Urgency and safety broadcasts are made upon receipt of the information, urgency information is repeated 15 minutes later, and both are included in the next scheduled broadcast unless cancelled before that time. Additional broadcasts may be made at the discretion of the originator. Urgency broadcasts are preceded by the signal: "PAN" for radiotelephone and "XXX" for radiotelegraph. Both the urgency signal and message are transmitted on 2182 kHz and 156.80 MHz (Channel 16). Safety broadcasts are preceded by the signal: "SECURITE" for radiotelephone and "TTT" for radiotelegraph. After a preliminary call on 2182 kHz, or 156.80 MHz, the station shifts to its assigned working frequency for the broadcast.

The following Coast Guard Radio stations make urgency, safety and scheduled marine information broadcasts preceded by a preliminary call on 2182 kHz or 156.8 MHz, at the times and on the working frequencies indicated:

Station	*Working Frequency*	*Time(s)*
NCF, Miami Beach, Florida	2670 kHz.	0400, 0600, 0800, 1050, 1300, 1900 and 2250 EST
	157.10 MHz (Channel 22)	0630, 1200 and 1730 EST
NOK, Key West, Florida	157.10 MHz (Channel 22)	0600, 1200 and 1700 EST
NMA-21, St. Petersburg, Florida	2670 kHz	0920 and 2320 EST
	157.10 MHz (Channel 22)	0650, 1250 and 1750 EST
NMG, New Orleans, Louisiana	2670 kHz	0435, 0635, 1035, 1150, 1635 and 2350 CST
	157.10 MHz (Channel 22)	0450, 1050 and 1650 CST
NMG-15, Grand Isle, Louisiana	157.10 MHz (Channel 22)	0435, 1035 and 1635 CST
NOY, Galveston, Texas	2670 kHz	0450, 0650, 1050 and 1650 CST
NOY-3, Port Aransas, Texas	157.10 MHz (Channel 22)	0440, 0640, 1040 and 1640 CST
NCH, Port Isabel, Texas	2670 kHz	0440, 0640, 1040 and 1640 CST
	157.10 MHz (Channel 22)	0435, 1035 and 1635 CST
NMR, San Juan, Puerto Rico	2670 kHz	1100 and 2300 AST
	157.10 MHz (Channel 22)	0710, 1310 and 1810 AST

Scheduled radiotelegraph broadcasts include routine weather reports, small craft warnings, storm warnings, navigational information and other advisories on working frequencies following a preliminary call on the radiotelegraph international distress and calling frequency 500 kHz. Urgent and safety broadcasts are made as follows:

(a) Safety broadcasts are made upon receipt of the information; urgent broadcasts are also made upon receipt of the information except within 10 minutes of the next silent period.

(b) Safety and urgent messages are made during the last 15 seconds of the first silent period after receipt, and are repeated at the end of the first silent period which occurs during the working hours of one-operator ships, unless the warning has been cancelled or superseded by a later warning message. Urgent broadcasts are preceded by the signal "XXX". Both the urgent signal and the message are transmitted on 500 kHz. Safety broadcasts are preceded by the signal "TTT". After the preliminary call on 500 kHz, the station shifts to its assigned working frequency to transmit the broadcast. The following Coast Guard radio stations in the Gulf of Mexico area and its approaches make urgent, safety and scheduled marine information broadcasts preceded by a preliminary call on 500 kHz, at the times and on the working frequencies indicated:

Station	*Working Frequency*	*Time(s)*
NMA, Miami, Florida	440 kHz	1100 and 2000 EST
NMG, New Orleans, Louisiana	428 kHz	1120 and 1830 CST
NMR, San Juan, Puerto Rico	466 kHz	1220 and 2120 AST

LOOP also has weather and sea monitoring equipment installed at the Marine Terminal and receives NOAA weather advisories. Upon request, weather information will be transmitted to tankers in the vicinity.

In addition, NOAA gives continuous weather information, forecasts and warnings on the following frequencies:

WX1 162.500 MHz
WX2 162.400 MHz.

Weather facsimile information is available via WLO, Mobile on the following frequencies:

6852.0 kHz.
9157.5 kHz.

RADAR: *Navigation Advisory System (Surveillance Radar):* 2 radar surveillance systems, X-band and S-band frequencies, are installed at the marine terminal. The systems provide coverage from the platform complex to a range of about 50 km. (27 nautical miles) for tankers, and include, among other things, a collision avoidance system. After an incoming tanker makes radio contact on the VHF system about 20 miles from the safety zone, the Vessel Traffic Controller will advise of the location of navigational hazards as well as relative positions and estimated courses and speeds of other vessels within radar range of the platform.

Radar Beacon: The LOOP radar beacon (RACON) operates 24 hours daily on the X-band frequency from 9300 to 9500 MHz. The transponder is mounted on top of the communications tower 64 m. (210 ft.) above MHW. The RACON will respond to incoming signals by transmitting Morse coded letter "O" as the identifying signal for the marine terminal platform complex. The RACON has a range of about 40 km. to 48 km. (22 nautical miles to 26 nautical miles), depending on the height of shipboard radar antennas.

TUGS: Support Vessels: *List of Characteristics by Vessel Name:* The following 2 launches are operated by LOOP for the primary purpose of assisting in mooring operations:

Names: "Loop Line" and Loop Loader".
Length overall: 26 m. (85 ft.).
Beam: 7.9 m. (26 ft.).
Draft: 2.1 m. (7 ft.).
Propulsion: 2 model 16V-92 GM diesel engines, twin screw, 1,200 h.p. total.
Maximum speed: 10 knots.
Bollard pull: 3,629 Kg. (8,000 lb.) line pull.
Navigation and Communications: Sitex 48 mile radar, digital fathometer, Loran C, SSB and VHF radios (Channel 10, 16 and 74) plus an 8 Channel LOOP UHF radio.
Construction material: Steel.
Fuel Capacity: 75,708 litres (20,000 gallons).

The LOOP maintenance vessel functions primarily for inspection, servicing, and maintenance of marine terminal components.

Name: "Loop Lifter".
Length overall: 61 m. (200 ft.).Beam: 15.2 m. (50 ft.).
Draft: 3.7 m. (12 ft.).
Propulsion: 2 D-399 Caterpillar engines, twin screw, 3,000 h.p. total.
Maximum speed: 11 knots.
Navigation and communication: Auto pilot, Sitex 48 mile radar, fathometer, Loran C, SSB and VHF radios (Channels 10, 16, and 74), plus an 8-Channel LOOP UHF radio.
Construction material: Steel.
Fuel Capacity: 80,000 gallons.
Fire pump: 9,475 litres per minute (2,500 GPM).

The following vessel is operated by LOOP for the primary purpose of escorting and emergency response to tankers calling at the port:

Name: LOOP Responder
Length: 47.2 m. (155 ft.)
Beam: 15.7 m. (51.5 ft.)
Draft: 4.9 m. (16 ft.)
Main Engines: 2 Model 3608 Caterpillar 7,300 BHP
Propulsion: 2-Voith Schneider 36 IIG
Maximum Speed: 13 knots
Tow Winch: Single drum line handling 150 ft./min. line recovery rate
Hawser: 1,000 ft. 3.75 in. diameter spectra
Fuel Capacity: 60,000 gallons
Portable Water: 15,000 gallons
Fire Pumps: 2×1,000 h.p.
Fire Monitors: 2×7,000 GPM each
Foam Capacity: 5,000 gallons
Construction: Steel
Fendering: Full

BERTHING: LOOP single point moorings (SPM) are the single anchor leg mooring (SALM) type, designed for tankers up to 700,000 d.w.t. The SPMs are numbered clockwise and are described as follows:

SPM 102:	Water Depth	35.1 m. (115 ft.)
	Maximum Tanker Draft*	28.7 m. (94.3 ft.)
	Maximum Mooring Load	650 tons
	Tail/Rail Hose Diameter	406 mm. (16 in.)
	Maximum Discharge Rate	15,900 cu.m./h. (100 MBPH)
SPM 103:	Water Depth	35.7 m. (117 ft.)
	Maximum Tanker Draft*	29.4 m. (96.3 ft.)
	Maximum Mooring Load	650 tons
	Tail/Rail Hose Size	406 mm. (16 in.)
	Maximum Discharge Rate	15,900 cu.m./h. (100 MBPH)

SPM 104:	Water Depth	35.1 m. (115 ft.)
	Maximum Tanker Draft*	28.7 m. (94.3 ft.)
	Maximum Mooring Load	650 tons
	Tail/Rail Hose Diameter	406 mm. (16 in.)
	Maximum Discharge Rate	15,900 cu.m./h. (100 MBPH)

*The maximum drafts shown here allow for a gross underkeel clearance of 6 m. (19.7 ft.) during Gulf coast LW and calm seas. The maximum drafts result in a clearance of 2.9 m. (9.4 ft.) above the SPM base U-joints, since the U-joints are 3.4 m. (11.3 ft.) above the ocean bottom. Gross underkeel clearance means the distance between the keel of a tanker and the ocean bottom when the tanker is moored in calm seas. Net underkeel clearance means the distance between the ocean bottom and the keel of a tanker that is anchored, considering ship motion in response to wind, wave, tide and current conditions. It is required that there be a net underkeel clearance of 4.7 m. (15.3 ft.) during bad weather.

The limiting drafts at various significant wave heights that will result in a 4.7 m. (15.3 ft.) underkeel clearance during bad weather, when a tanker may be pitching or rolling, are shown on graphs in the "Plan Section".

Note: Significant wave height is the average height of the highest one-third of all waves passing a point in a given period of time.

MOORING:

Mooring Equipment and Hawser System: Before a tanker is accepted for offloading and *prior to arrival, the ship should notify LOOP of the type of SPM mooring equipment installed* to determine if the equipment is capable of sustaining the safe working load that will be imposed on it and if fitted in accordance with the 1992 OCIMF recommendations for mooring of tankers at SPM's. *All tankers are required to utilise the two hawser system to moor at the SPM.* LOOP requires that all ships be fitted as follows:

Requirements effective 1st April 1993:

(a) All vessels will be fitted with 2×76 mm (3 in.) bow stoppers and two, one each side of the centreline, bow chock openings, capable of allowing free passage of 76 mm. (3 in.) chafe chain.

(b) Pedestal roller fairlead and winch drums or capstans to provide proper leads and clearances (drum end of anchor windlass is acceptable).

The exact arrangement will be determined by the Assistant Mooring Master after inspection of the ship's fittings and equipment. *Mooring and unmooring is to be done by the crew of the tanker with the advice of the Assistant Mooring Master.*

Two launches will normally assist in mooring. One launch will tend the hawser systems. Successively for each of the two hawser systems, the launch personnel will secure the tanker's messenger line to a pick-up line in order for the hawser system chafe chains to be winched aboard the tanker and secured to the shipboard mooring fittings. The second launch tends the floating hose strings during the tanker mooring, drawing the hose strings aside from the tanker's track during the approach and mooring. LOOP has no tugs to routinely assist in mooring.

HOSES: *Floating Hoses:* The floating hoses, which extend approximately 1,100 ft. from each buoy, consist of 2×24 in. crude oil discharge hoses with 16 in. inside-diameter tails, each with 150 ANSI flanges for connection to the tanker's manifold. Each hose-string has a one Candela yellow light on a pick-up buoy at its end. In order to avoid delays in connecting hoses, tankers should have an adequate number of reducing spools to fit 16 in. standard ANSI flanges. Tankers are requested to remove the blank flanges from their discharge manifolds before mooring so as to expedite the connecting of the floating hoses. *Connecting and disconnecting of the cargo hoses is to be performed by the tanker crew under the advice of the Assistant Mooring Master.*

Hose Handling: Mooring launches tow each floating hose into position beneath the tanker's lifting derrick. The derrick runner is lowered to the launch and secured to the hose pick-up sling. After the hose is lifted above the level of the tanker's rail, it is swung inboard. A snubber chain connected between the first and second hose-lengths is then used to control its angle (i.e., to guide it towards its proper place on the cargo manifold). When the hose has been raised enough to span the distance between the tanker's rail and the cargo manifold, the snubbers can be made fast. The hose end is then lowered to the manifold and connected to it. Upon completion of discharge, each hose is disconnected from the manifold after its weight is borne up by the derrick runner. It is then swung outboard, lowered to the water, and released.

Care in Raising and Lowering the Hose: Care is necessary in raising the hoses before discharge and particularly in lowering them after discharge. At these times they are especially vulnerable to kinking.

Damaging Configurations for the Hose: While the cargo transfer hose is connected to the tanker, certain positions that the tanker might take relative to the SPM could cause the hose to bend excessively and thus could damage it.

For example, if a tanker overrides the buoy, it could damage both the hose and the buoy. This condition can be corrected by the tanker going astern or being pulled astern.

Another damaging position could happen if the SPM seabed swivel does not turn as the tanker swings around it. In such a case the Mooring Master will seek LOOP's assistance. If this situation is not immediately resolved, the Port Superintendent or the Mooring Master should issue the order to stop pumping cargo.

Also see "Tanker Arrival".

CARGO OPERATIONS: *Tanker Discharge Planning:* Ship's officers should be aware of LOOP's requirements prior to preparing their pre-arrival discharge sequence planning. Consistent with maintaining vessel seaworthiness and readiness to sail and manoeuvre, LOOP encourages the highest possible bulk discharge rate followed by a stoppage for consolidation of strippings and Crude Oil Washing (COW). This runs counter to conventional tanker practice of always keeping some flow going ashore but is necessary at LOOP in order to maximise pipeline utilisation. While stopped for stripping and/or COW, another ship will normally be pumping at a high rate.

Discharge Operation: The discharge operation will be controlle personally supervised by a ship's officer, to the satisfaction o Mooring Master or the Assistant Mooring Master. Upon being info by the ship's officer on watch that the tanker is ready to b discharging, the Mooring Master will request the discharge operatio proceed according to a previously agreed upon plan regarding sta rates and maximum discharge rates. *In the event of any emerge either on board the tanker or on the operating platform, or anywhe the LOOP system, all oil transfer must be stopped and all oil tra valves closed.*

These emergencies are:

(a) Fire or explosion of a tanker, on the platform, or anywhe the LOOP system.

(b) Loss of power or steering on a tanker underway in the sa zone.

(c) Breakage of a hawser.

(d) Rupture of a floating hose.

(e) Any confirmed pipeline rupture in the LOOP system.

(f) Power failure at any LOOP pipeline facility.

(g) Severe electrical storm in the area of the port. (Ballast re must also be stopped during such electrical storms.)

(h) Failure of the UHF radio communication system.

In the event of failure of the UHF radio communication system, tanker will sound 5 long blasts on her whistle. Cargo discharge is t stopped until communications are re-established.

Oil Transfer Watch: One crew member will be stationed at the bow, an additional crew member stationed at the cargo manifold are licensed officer and pumpman will be based in the cargo control ro with the pumpman moving onto the deck as necessary. During the ca transfer, the watch organisation must provide the capability to shut do pumping on short notice and to stay in constant communication wit Mooring Master and LOOP personnel at the Marine Terminal and Galliano Operations Centre. Communications for cargo handling wi directly with the Mooring Master through the LOOP UHF portable ra system. (NOTE: Each Tanker shall have an officer who is fluen English on duty at all times.).

Crude Oil Washing (COW): Crude Oil Washing of cargo tanks is allo after LOOP is assured that the operation will be done safely. In or for Crude Oil Washing to be undertaken, the tanker and the tank personnel must satisfy the following requirements:

(a) Strict compliance with USCG Regulations 33 CFR 157. A c of this regulation must be aboard the tanker and readily avail to key shipboard personnel.

(b) Strict adherence to ISGOTT Recommendations for Crude Washing are required. A copy must be aboard the tanker a readily available to key shipboard personnel.

(c) Notwithstanding the above regulations and guidelines, no CO will be permitted until the Mooring Master is satisfied that:

1. All cargo tanks have discharged at least 1 m. of cargo de in order to eliminate any water that may have accumulated the bottoms of cargo tanks.
2. The Chief Officer or the person in charge of the CO operation has participated at least twice in Crude Oil Wa operations aboard a tanker similarly equipped.
3. There is a sufficient number of adequately trained person onboard to assist in the dual operations of transferring ca and crude oil washing, in order to ensure that:
    - (i) Gun nozzles are rotating in proper sequence.
    - (ii) Enough source product remains in the t supplying the cleaning oil.
    - (iii) The on-deck piping system carrying the cleanin is continuously watched.

Note: Consideration should be given to washing dirty ballast tanks soon as is practical to allow for ballasting, should the weather condi deteriorate.

Inert Gas Systems (IGS): The Masters of tankships calling at LOOP required by 46 CFR 32.53 to have IGS operational and capable maintaining an inert atmosphere in the cargo tanks at the requ positive gas pressure of 100 mm. (4 in.) of water on filled cargo ta and during loading and unloading, except when the cargo tanks are free. Additionally, all tankships calling at LOOP will be in st compliance with 46 CFR 32.51-1 through 46 CFR 32.53-85 to ens that the approval, operation (including instructions), control a instrumentation of IGS are valid and functional in all respects.

DEPARTURE: *Normal Departure Procedure:* Upon completion of cargo discharge, the tanker's Master or Chief Officer and the Moor Master together estimate the time needed to prepare the tanker departure. This time will be given to the Vessel Traffic Controller on control platform, so that clearance for departure can be planned and that a mooring launch can be summoned to assist the tanker in operations of unmooring.

When the tanker is ready to leave the SPM, the Assistant Moor Master on the bow recommends the use of the tanker's engines in or to ease the load on the mooring lines. When the load is eased enou the tanker's crew can then disengage the mooring hawser and le the mooring lines to the water.

Departure time is the time when the last mooring line is cast off. A the tanker is unmoored, she manoeuvres to go clear of the SPM b and to take a course for departure through the safety fairway.

Departure from the SPM to the disembarking point of the Moor Master is done under the Mooring Master's guidance and the Ve Traffic Controller's surveillance.

Emergency Departure Procedures: An emergency departure ca initiated either from the control platform or from the tanker. If initi from the platform, the Mooring Master is so notified. The tanker's eng must then be made ready for immediate service, and if cargo is b discharged, the tanker's pumps must be shutdown in accordance w the seriousness of the emergency. *If an abrupt shutdown of platform's booster pumps is necessary, it is essential that the tank pumps either be immediately shutdown or else immediately shif* a recirculation mode. In accordance with the nature of the emergency, cargo hoses may be lowered by line-slipping to the water. All other procedures are the same as those initiated from the ship. The Master of a tanker may, in an emergency, for the protection of life or property, depart from an SPM without clearance from the control platform.

Emergency Shutdown: Following are the procedures to be followed in case the offload pumping must be quickly stopped because of some emergency.

(a) LOOP's Cargo Transfer Supervisor notifies the tanker's watch officer and the Mooring Master of the emergency shutdown, and activates the Emergency Shutdown Signalling Device.
(b) The LOOP system automatically goes into a pumping rate reduction, and shuts down the pumps and meters as the flow rate dictates.
(c) The tanker's manifold valves and the hose end butterfly valves are closed as soon as LOOP's pumps and the tanker's pumps are shut off.
(d) The Pumping Platform Supervisor shuts LOOP's PLEM valves.
(e) If the emergency is one that makes a quick departure of the tanker necessary, the emergency departure procedures of the preceding paragraph will then be followed.

MEDICAL: Agents can arrange medical and dental treatment as well as consultation and hospitalisation at short notice.

FRESH WATER: Not available.

FUEL: LOOP does not provide any bunkering services or facilities to tankers operating in the LOOP deepwater port area. Such bunkering will be conducted by private concerns under arrangements made with the owners or operators of tankers.

Bunkering will not be allowed to interfere with the safe and expeditious unloading of crude oil from tankers. All companies, craft, equipment and personnel involved in bunkering inside LOOP's deepwater port area must have LOOP's prior approval and must also follow LOOP's Bunkering Guidelines and Regulations, copies of which are available upon request from LOOP.

FIRE PRECAUTIONS: As per the "International Safety Guide for Tankers and Terminals".

REPAIRS: Skilled craftsmen are available for all on-board repairs through Agent.

SURVEYORS: *Petroleum Inspectors:* A contracted "Inspector of Record" is available at the port to make shipboard inspection of the cargo. Use of this service is at the option of the shipper and is at shipper's expense. Shipper shall have the right to have representatives witness the inspection. Shipper should contact LOOP or the "Inspector of Record" regarding the prevailing fees and to make known intentions regarding use of the service.

AIRPORT: New Orleans International Airport is serviced by major airlines with world wide connections. The airport is located 90 miles from LOOP.

WEATHER: *Waves and Currents:* At the port, significant wave height is less than 1.8 m. (6 ft.) for 72% of the time, and greater than 3 m. (10 ft.) for 5.4% of the time. Currents take a generally Westerly direction 75% of the time. Average current speed is 0.72 knots, but 3% of the time the current can reach a speed of 2 knots or more.

Weather at the Port: LOOP's Marine Terminal is located in a semi-tropical zone. Average Summer temperature is 29°C (84°F), and average Winter temperature is 14°C (57°F). Lowest temperature recorded is -12°C (10°F) and highest is 38°C (100°F).

Thunderstorms in Summer and cold fronts in Winter develop quickly and can be quite severe, with storm winds (up to Force 10) developing for short periods. The Terminal is in a hurricane zone, and although such storms are an infrequent occurrence at the port, the area is often affected adversely between the months of June and November by hurricanes passing East or West of the port. Poor visibility occurs most often in January when visibility of 2 nautical miles or less occurs 2% of the time.

Weather Operating Rules: Mooring operations, hose hook-up and the operation of LOOP support vessels are weather determinant, which includes, but is not limited to, consideration of state of sea and swell, wind direction and velocity, visibility and current strength and direction. In general, the LOOP Port Superintendent may use the following guidelines in determining whether to inititate, continue or terminate any activities in the port.

(a) Generally, tanker mooring and hose hook-up can be conducted in significant seas of up to 2.0 m. Significant seas in excess of 2.0 m. will cause the activity to be reviewed by the Port Superintendent in order to consider the benefit of a lee side.
(b) Operation of LOOP support vessels and cargo discharge can generally be conducted in significant seas up to 4 m. In the event that seas increase beyond, or are predicted to increase beyond 4 m. significant wave height, especially as a result of a building storm, cargo operations may be discontinued and cargo hoses disconnected.
(c) Tankers may be required to depart the SPM when the conditions below exist, or are predicted:
    (1) if seas become greater than 5 m.
    (2) if winds become greater than 44 knots.
    (3) if current becomes greater than 1.8 knots and is aligned with winds of 40 knots or more.
    (4) if current becomes greater than 1.2 knots and is perpendicular to 40 knots winds.
(d) The complete shut-down of all systems and the evacuation of the port will be ordered when it is predicted that the centre of a hurricane will pass within 160 nautical miles of the port. Normally evacuation orders will be issued 36 hours before the storm's expected arrival.
(e) A hurricane alert is issued 72 hours ahead of an approaching hurricane. Incoming tankers will not normally be berthed after a hurricane alert, and berthed tankers will complete discharging as soon as possible and depart the port.

Also see "Radio".

REPATRIATION: Crew changes and repatriation of crew members can be arranged through Agent.

GENERAL:

List of United States Federal Regulations referenced in this Port:

Title 33 USCA 1517 – Deepwater Ports – Liability.
Title 33 CFR 150(D) – Oil Transfer Operations.
Title 33 CFR 150.345 – Regulated Vessel Activities.
Title 33 CFR 155 – Oil Pollution Prevention Regulations for Vessels.
Title 33 CFR 157 – Rules for the Protection of the Marine Environment Relating to Tank Vessel Carrying Oil in Bulk.
Title 33 CFR 157.25 – 157.49 – Vessel Operations.
Title 33 CFR 159.7 – Marine Sanitation Devices – Requirements for Vessel Operators.
Title 33 CFR 164 – Navigation Safety Regulations.
Title 33 CFR 164.35 – Equipment: All Vessels.
Title 46 CFR 32.53 – Inert Gas System.
Title 46 CFR 34.05 – Fire Fighting Equipment.
Title 46 CFR 35.01 – Special Operating Requirements.
Title 46 CFR 35.30 – General Safety Rules.
Title 46 CFR 35.35 – Cargo Handling.
Annex V of MARPOL 73/78.

Charts: The following official charts of the National Oceanographic and Atmospheric Administration (NOAA) are recommended for use when approaching LOOP's Marine Terminal:

11340 (U.S. Gulf Coast – Mississippi River to Galveston).
11358 (U.S. Gulf Coast – Barataria Bay and Approaches).
11359 (U.S. Gulf Coast – Louisiana, LOOP Deepwater Port).

The latest editions of NOAA charts are listed in NOAA's publication "Dates of Latest Editions", which is issued quarterly and available free from National Ocean Survey, Division C44, Riverdale, Maryland 20840.

Support Vessel Base: National Oceanographic and Atmospheric (NOAA) Administration Chart No. 11358 shows the navigable route from the Marine Terminal to the Small Boat Harbour located on the East shore of Bayou Lafourche near Belle Pass where the support vessels are based.

Onshore Components: Major onshore components are: the Clovelly Dome Storage Terminal for receiving and storing the oil coming from the Marine Terminal and for delivering it to connecting facilities; the Operations Centre for controlling and monitoring system operations; and the Fourchon Booster Station for helping to pump the crude oil from the Marine Terminal to Clovelly Dome Storage Terminal.

Services: LOOP does not provide facilities for logistic services to tankers using the port. The company is not an "Agent", but does render to all tankers calling at its terminal the services necessary to effect a prompt, efficient turnaround. LOOP provides those services and facilities necessary for scheduling, receiving, mooring, unloading of cargo and departure of tankers calling at the port. Arrangements for logistic services must be made through each tanker's agent. Lists of logistic services can be obtained from the Agents. Messages concerning such requirements, except in an emergency, will not be accepted by LOOP.

Vessel used to deliver bunkers and tanker supplies must be approved by LOOP. Such vessels must apply for approval in accordance with the LOOP Guidelines and Regulations covering logistical service. Lists of currently approved vessels are available from LOOP on request. No telephone service is available to the ships.

Included in tanker services that need to be arranged through tankers' agents are mail services, medical services and garbage pick-up. Garbage collection shall be in compliance with Annex V of MARPOL 73/78. There are no facilities for handling mail. *It is important that mail for tankers not be addressed to LOOP Inc.* There is no medical service on LOOP's offshore platforms. Medical service ashore, as well as helicopter service for medical evacuation, is available through Agent.

Helicopter Transfer of Personnel and Supplies: Helicopter operations are sanctioned on tankers, subject to the Master's and the Port Superintendent's approval, for the following situations:

(a) Medical evacuation, personnel transfer and replenishment of supplies by helicopter is permitted on an individual basis. The Port Superintendent has authority to determine when conditions are not safe for such helicopter operations. Shoreside treatment for medically evacuated patients must be arranged by the tanker through the tankers' agent. LOOP will assist with communication relays for emergency medical purposes but will not act as agent.
(b) In order to facilitate decisions about the safety or feasibility of helicopter operations on tankers, LOOP advises Masters of the characteristics of any helicopters that LOOP itself dispatches.

Personnel Transportation: LOOP provides no boats for transportation of tankers' personnel to shore. When transportation is required, it must be arranged through tanker's agents. There is almost no public transportation on land from towns near the LOOP platform. Any such land transportation should also be arranged in advance through tanker's agents.

Small Boats and Visitors: No boats are permitted or authorised to come alongside tankers calling at the port except those required by LOOP or by the ship to furnish services or carry out official business, and then only after clearance from the Vessel Traffic Controller and Mooring Master.

It is strongly recommended to Masters of tankers that visitors to the ship be restricted to a minimum, because of the hazards involved. Visitors to the ship and crew are not allowed to embark or disembark by the way of LOOP's platforms or launches.

Masters of vessels are advised that decks and the ship's ladders should be well lighted and ladders should be kept well clear of the water during unloading to prohibit unauthorised persons from boarding the ship.

Storage: Procedures and charges for storage of crude oil by shippers in excess of normal residence time are covered in the Terms and Conditions of Service.

Cargo Documentation: The Cargo Quantity and Quality Report, which is a LOOP document, will be completed as much as possible by LOOP personnel before each tanker's arrival. After the tanker finishes discharging, the Mooring Master receives the necessary figures by radio from the Control Transfer Supervisor, so that the document can be completed before sailing. Cargo quantity is measured by representatives of LOOP by using turbine meters and provers on the pumping platform. Cargo quality is monitored by automatic sampling devices on the platform, and for accounting purposes manual tests are done on samples taken from the automatic sampler on the platform. LOOP furnishes United States Customs authorities with the necessary documentation.

Pollution: Discharge of oil or oily slops into the sea is strictly forbidden. LOOP has no facilities for receiving any oil residues or oily ballast water. Tankers wishing to offload such substances must do so elsewhere. Tankers that release oil or oily ballast water either at the SPM or in the anchorage area will be held responsible for all clean-up costs. The U.S. Coast Guard Regulations concerning water discharges at sea are contained in 33 CFR 157.25 to 157.49. Regulations in 33 CFR 159.7 require an operable marine sanitation device aboard all vessels in United States waters. For purposes of these regulations the LOOP safety zone is considered U.S. waters.

Note: All ballast and bilge overboard discharge valves are to be shut and sealed and all deck scuppers plugged while at a LOOP SPM or anchorage, although scuppers can be temporarily opened to drain off rainwater.

Safety: LOOP maintains a vigorous safety programme. The Mooring Master will discuss and review LOOP's safety requirements and procedures with tanker's Master and Chief Officer before cargo discharge begins. Coast Guard Inspectors will board all foreign vessels, at least annually, to ensure compliance with federal regulations, including Part 164, Title 33 of the United States Code of Federal Regulations, Navigation Safety.

Drug and Alcohol Policies: It is the company's belief that the use of drugs or alcohol impairs employee performance and creates unsafe working conditions, thereby posing dangers to employees, contractors, vessel personnel and to the environment. LOOP is committed to maintaining a productive and safe working environment. To that end, all LOOP employees and employees of contractors performing services for LOOP, are not permitted to consume or have in their possession any alcohol or drugs, while on Company premises. For this policy's purpose, the Safety Zone is considered to be Company premises.

Masters, whose ships are in the Safety Zone, are strongly encouraged to voluntarily follow LOOP's policy concerning consumption of alcohol and drugs by crew members, thus contributing to a safer discharge.

Customs: LOOP furnishes customs authorities with documentation of volumes and evidence of quality of cargoes received into the system based on measurements at the Marine Terminal pumping platform. Arrangement for the posting of such sureties and payment of fees or duties, and for other documentation that may be required, is the responsibility of the importer and/or operator of the tanker. The importer's customs broker, or his other authorised representative, will advise the importer regarding procedures and the amount of duty or fees levied on oil shipped through the port complex.

State Fees: There are presently no usage fees directly assessed by Louisiana to shippers and tankers at the deepwater port. If Louisiana imposes any fees in the future, tankers will be responsible to pay them.

Provisions: All deck and engine room stores are available in quantity. High quality fresh and frozen provisions available through Agent.

Regulated Vessels Activities: Vessel activities permitted and prohibited at the port, controls on those activities, and the specific safety zone areas in which the controls apply are set forth in 33 CFR 150.345.

	Safety Zone		
Regulated Vessel Activities	*Areas to be avoided around each PPC and SPM*[1]	*Anchorage Area*	*Remaining Portion of Safety Zone*
Tanker calling at port.	C	C	C
Support vessel movement.	C	C	C
Transit by vessels other than tankers or support vessels.	N	P	P
Mooring to SPM by vessel other than tankers or support vessels.	F		
Anchoring by vessels other than tankers or support vessels.	N	F or P	N
Fishing, including bottom trawl (shrimping).	N	P	N
Mobile drill operations or erection of structures[2].	N	N	N
Lightening/transshipment[3].	N	N	N

[1] The radius of areas to be avoided around each PPC is 600 m. and around each SPM is 500 m.

[2] Not part of Port Installation.

[3] Exception, 33 CFR 150.423(e).

Note: The person in charge of any vessel planning to enter a Safety Zone should contact the port's Vessel Traffic Supervisor on Channel 10 or 74 VHF-FM before entry and comply with that person's instructions.

Key to regulated activities:
F – Force Majeure.
N – Not permitted.
C – Tanker calling at port and support vessel movements: Permitted when cleared by Vessel Traffic Supervisor.
P – Vessels other than tankers or support vessels: Permitted when not in immediate area of tanker, clearance by Vessel Traffic Supervisor required.

Communications with Vessel Traffic Supervisor required.

For transitting foreign flag vessels, the requirement for clearance to enter the Safety Zone is advisory in nature.

AUTHORITY: LOOP Inc. (See "Operator").

LOS ANGELES, California: 33.43 N. 118.16 W.

(See Pl

PORT LIMITS: The seaward boundary of the Port of Los Angeles for most purposes, the breakwater through which arriving vessels p at Angels Gate Light.

DOCUMENTS: *First Port of Arrival:*
1 Complete Manifest deposited with Customs, original and travel
1 Complete Manifest returned to vessel.
1 Manifest of first port cargo deposited with Customs broker.
2 Quarantine Declarations (Form PHS 43).
2 Agriculture Declarations (Form AIQ 43).
1 Visaed Crew List (Form I-418) 5 additional copies.
1 Crewman's Landing Permit (Form I-95A) for each crew member a (Form I-94) for each passenger.
1 Dangerous Cargo Manifest deposited with Captain of the P 1 copy in hands of Chief Officer for review by the Fire Departme
The Coast Guard Captain of the Port must be informed of vesse ETA 24 hours prior to vessel's arrival.

Second and each subsequent Port of call in U.S:
2 Manifests of Cargo for second U.S. port left with Customs.
1 Travelling Manifest returned to Master.

(*Note:* Travelling Manifest is carried and deposited with Customs at th port of discharge in U.S. – in addition to above required docume 4 additional copies should be available.)

Radio Officer's Report: April 1991.

Immigration: Hand over form issued by Immigration at previous U port.

Customs Broker:
1 copy Travelling Manifest.
2 copies Master's Oath (Form 1300).
2 copies Crew List (Form 1-418).
2 copies Ship's Stores List (Form 1303).
2 copies General Declaration (Form 1301).

Agriculture: Officials will board the vessel and inspect and seal stor

Crew Signing-off: Fill in Crew Declaration (Form 5129), state o number of suitcases and bags. Hand over 1-95A to Agent to prepa Immigration matters (together with Passport).

Crew Signing-on: Crew member to hand over Form 1-94 to Agent Immigration.

PILOTAGE: Request made through Agent. Contact can be ma through VHF Channels 14 (156.7 MHz) or 16 (156.8 MHz). Call: K 260 Los Angeles Pilots. Tel: 519-3805. Fax: 832-3811. Not less th 2 hours notice of arrival or departure. 1 long and 1 short blast on shi whistle or siren, or international signal. Pilot will board in vicinity of se buoy ("LA" entrance buoy, lighted bell buoy "L.A." red and white vert stripes. Radar reflector).

Under normal weather conditions, the pilot ladder should be on t starboard side 1 m. above water.

Arriving vessels should keep to Eastward of Los Angeles Sea-Bu

Departing vessels should keep to Westward of Los Angeles Se Buoy.

Masters or Agents are requested to advise the pilot station whene there is a change in the arrival or sailing time.

Note: Ships arriving can usually make good VHF radio contact exc between Point Vicente and Point Fermin.

Shipmaster's Report: March 1994.

Vessels enroute to Los Angeles must contact "Los Angeles Pilot' VHF Channel 73.

ANCHORAGES: Anchorages defined on charts. No permit required anchor less than 10 days. Permit for over 10 days obtained from Capt of the Port, USCG and Harbour Department Port Warden. Permi required for Explosives anchorage.

Anchorage Regulations: Reports required per U.S. Coast Guard:
(1) The Master of every vessel upon anchoring shall notify the Co Guard Captain of the Port, giving vessel name, anchorage num and time anchored.
(2) The Master of every vessel, upon departing anchorage, shall no the Coast Guard Captain of the Port, giving vessel name, ancho number, time underway and destinaton, i.e. bound for sea or bo for Berth No....
(3) For the above reports, the call to the Coast Guard Captain of th Port should be made on VHF Channel 16.

APPROACHES: Vessels approaching the ports of Long Beach/L Angeles should use the prescribed traffic separation scheme. I advised that the traffic separation scheme has been tempora modified, pending adoption of permanent changes by the Mari Safety Committee. The modification reconfigures the Western appro to the Los Angeles/Long Beach precautionary area in the follow manner: a portion of the TSS separation is reduced from 2 miles 1 mile in width and merges with the existing separation zone at a sligh adjusted turn point; the outbound lane has been shifted 1 mile Sou its present charted location; and the precautionary area is reduce size on its Eastern side. Vessel charts should be corrected as per m recent Notice to Mariners for geographical positions of these chang Large tankers should pick up the Pilot 1 to 2 miles South of the s buoy and Pilots should have the opportunity to board without exce way on the vessel so as to have her under control before entering t breakwater area. All vessels entering the port should pass Eastwa the respective sea buoy and vessels outbound shall pass Westwa the sea buoy. The Master should use extreme caution in t Precautionary Area due to proximity of outbound traffic and nume small craft, when at night, their lights are not easily distinguishab and around breakwaters or against the background of harbour li Outbound vessels should avoid setting course before clearing Sou the sea buoys and adjoining anchorages and be alert for crossing tr

Also see "VTS".

MAX. SIZE: Restrictions on draft only. Supertanker terminal in outer harbour has fairway of 51 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Los Angeles Quarantine Station.

Foreign Quarantine: U.S. Public Health Service Quarantine Station, 380 World Way, Box N-19, Los Angeles International Airport, Los Angeles, California 90045. Tel: 215-2365.

Standard Procedures: Radio Free Pratique clears a vessel to enter the harbour without inspection. Inspection Officer will board a vessel based on the following criteria:

A. 15 days prior to entering a U.S. port, if any crew member or passenger exhibits these symptoms:
   (1) Temperature of 100° or higher for 2 days, or is accompanied by:
      (a) rash
      (b) jaundice or
      (c) glandular swelling
   (2) Diarrhoea severe enough to prevent performing normal duties.
   (3) Death aboard ship.

B. Any ship visiting a plague-infested country within 60 days prior to entering a U.S. port.

C. Any ship that has requested a Deratting Inspection/Exemption Certificate.

If subject to inspection, vessel boarding hours are 0600 hrs. – 1800 hrs., Monday – Saturday regular time. 1800 hrs. – 0600 hrs. is overtime, including Sundays and holidays.

Reporting or request for boarding must be relayed and received by the office 24 hours prior to a ship's arrival. Under Conditions A and B above, the quarantine flag may be ordered flown.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: International Telephone and Telegraph, call letters "KOK" Los Angeles Radio.

RADAR/VHF: The Los Angeles Harbour Pilot's station equipped with radar for use of Pilot. The Pilots also monitor VHF Channels 14 (156.7 MHz) and 16 (156.8 MHz). Also see "Long Beach" and "Services".

VTS: *Vessel Traffic Information Service:* Upon entering the precautionary area, vessels are to contact "LA – Long Beach Traffic" to ascertain what vessel traffic may be expected.

Shipmaster's Report: March 1994.

The new V.T.I.S. program for Los Angeles and Long Beach ports came into effect on 1st March 1994. This new system, supervised by U.S. Coast Guard, is subject to payment and it is mandatory for the following vessels:

Vessels of 300 or more gross tons that are propelled by machinery.

Vessels of 100 or more gross tons that are carrying one or more passengers for hire.

Vessels certified for 150 passengers or more for hire.

Commercial vessel of 26 ft. or over in length engaged in towing another vessel alongside, astern or by pushing ahead.

Dredge and floating plant.

VTIS area includes the waters of San Pedro Bay and San Pedro Channel, and navigable waters outside the breakwaters that are encompassed by the arc of a circle having its centre at Point Fermin Light, with a radius of 20 nautical miles drawn from a position on the shore in the vicinity of Newport Beach clockwise to the Eastern boundary of the Northwesterly bound traffic lane in Santa Monica Bay and thence to the shore at Point Vincente Light, excluding Santa Monica Bay, East of the existing Vessel Traffic Separation Scheme.

The voice call for the VTIS is "LA – Long Beach Traffic" through VHF Channel 14. Inside the VTIS area, a continous watch must be maintained on Channels 14 and 16.

Entering the VTIS area (20 miles from Point Fermin), vessel must report the following information:

Name and call sign.
Position, course and speed.
Destination.
ETA Breakwater Sea Buoy/Pilot Station.

Vessel must also contact the VTIS when entering the Precautionary Area and when passing the breakwaters. Speed in the Precautionary Area must not exceed 12 knots for vessels greater than 300 gross tons and a minimum of 0.25 miles must be maintained between vessels underway.

Departing berth or anchorage, vessel must contact the VTIS and report:

Name and call sign.
Position.
Destination.
(This report is normally made by the Pilot).

Vessels leaving the port must also contact the VTIS when passing the breakwaters (entering the Precautionary Area), when leaving the Precautionary Area (entering the Traffic Separation Scheme) and when leaving the VTIS area (20 miles from Point Fermin).

Vessels must also report to the VTIS any abnormal situation reducing the capacity of the vessel or which may affect the safety of other vessels due to defective propulsion, defective steering, inoperative navigational running lights, unusual handling, inoperative whistle, etc.

Same must be done in case of any emergency or unusual event such as fire, collision, grounding, man overboard, etc.

TUGS: On stand-by 24 hours a day. However, should be ordered prior to arrival. Tugs join vessel in main channel, tug lines used, except when towing astern.

BERTHING: Generally arranged through Agent. Berthing under control of Port of Los Angeles' Chief Wharfinger.

Berth No.	*Depth* (ft.)	*Remarks*
45-47	51	
49-50	51	
51-55	35	Berths No. 54-55: Lauritzen Reefers
56	35	
57-60	40	
70-71	35	
72	14	
73 A-E	20	
73 W-Z	25	
87-89	35	
90-92	35	
93 A-B	35	
97-98	30-36	
101-102	36	
118-119	35	
120	35	
122-125	45	
126-131	35	
134-135	35	
136-139	45	
142-144	35	Berths No. 143-146: 3×40 ton cranes
145-146	45	
147	35	
148-149	35	
150-151	35	
153-155	35-36	Chiquita Brands - Great White Fleet
163-164	32	
165-166	37	
167-169	35	
171-173	35	
174-176	45	Berths No. 174-181: Rio Doce Pasha Terminal 2×40 ton cranes.
177-179	35	
180-181	35-37	
187	35	
188-190	45	
191	35	
195-199	32-36	
200 A	34	
200 G,H	25	
206	45	
207-209	40	
210-211	35	
212-215	45	
216-217	45	
218-221	45	Berths No. 218-225: Indies Terminal – 2×40 ton cranes.
222-225	35	
226-229	45	
230	37	
231-233	45	
234-235	38	
236	45	
238-239	35	
240 A,B	30	
259	18	
261-264	15-20	
265-267	15-20	

Whenever a vessel is scheduled, which would approach the design depth of a particular berth, the Pilot Station Management should be contacted, so that an individual judgment can be made.

CONTAINER HANDLING FACILITIES:

Container Terminal: Berths 87 – 90.
Operated by: Public berth.
Contact: LA Harbor Department, Tel: (213) 519-3860.
Total Land Area: 25 acres (10.1 hectares).
Berth Length: 800 ft. (244 m.)
Container Capacity: 1,800 TEUs, 120 reefer outlets.
Number of Cranes: 2 × 40 ton portainers.
Stevedores: Optional.
General: Handles containers and breakbulk.

American President Lines: Berths 121 – 126.
Operated by: Eagle Marine Services Limited, Berths 121 – 126, San Pedro, CA 90733.
Contact: For general information, Tel: (310) 548-8777.
Total Land Area: 129 acres (52 hectares).
Berth Length: 2,000 ft. (609.6 m.).
Container Capacity: Grounded and Chassis.
Mode of Operation: Wheeled/Grounded.
Number of Cranes: 5 × 40 ton.
Stevedores: Eagle Marine Services Limited.
General: Container freight station of 154,000 sq.ft.(14,307 sq.m.). Maintenance and repair station of 39,000 sq.ft.(3,623 sq.m.). Underground Bunkering.
Services: American President Lines (APL), ANZDL, OOCL and PM&O.

Yang Ming Container Terminal: Berths 127 – 131.
Operated by: Marine Terminal Corporation, 1606 West Water Street, Long Beach, CA 90802.
Contact: Capt. Derek Luo. Tel: (310) 548-4629.
Total Land Area: 60 acres (24 hectares).
Berth Length: 1,800 ft. (549 m.).
Container Capacity: 2,662 TEUs with 200 reefer outlets.
Mode of Operation: Grounded and chassis.
Number of Cranes: 3×40 ton single-lift portainers.
Stevedores: Marine Terminal Corpration.
General: Maintenance and repair facilities.
Services: Yang Ming Line.

Trapac Terminal: Berths 136 – 139 and 142.
Operated by: Trans Pacific Container Service Corporation, 920 West 'B' Street, P.O.Box 1178, Wilmington, CA 90748.
Contact: Frank Pisano. Tel: (310) 830-2000.
Total Land Area: 88 acres (36 hectares).
Berth Length: 1,775 ft. (540 m.) (plus 1,300 ft. (396 m.)).

Container Capacity: Stacking area for 2,450 units, including 48 reefer units. On-chassis area for 1,850 units plus 206 reefer units.
Mode of Operation: Grounded and Wheeled Storage.
Number of Cranes: 4 × 40 ton (plus 3×40 ton).
Stevedores: Trans Pacific Container Service Corporation.
General: 450 reefer plugs (wheels), 48 ground plugs, 3 transtainers, 3 side handlers, one toplifter.
Services: Mitsui OSK, "K" Line, Dole Ocean Liner Express, Nedlloyd Lines, d'Amico Line and Italia Line.

Matson Terminal: Berths 206 – 209.
Operated by: Matson Terminals Inc., P.O.Box 3367, Terminal Island, CA 90731.
Contact: Richard Bliss, Tel: (310) 519-6502.
Total Land Area: 86 acres (34.8 hectares).
Berth Length: 2,180 ft. (665 m.).
Container Capacity: 10,000 TEUs with three and four-high stacking.
Mode of Operation: Grounded and Chassis.
Number of Cranes: 4×40 ton capacity gantry cranes.
Stevedores: Matson Terminals Inc.
General: Container freight station of 6,200 sq.ft. (576 sq.m.). Additional four-rail mounted Morgan cranes, 4 transtainers, 12 straddle carriers and 4 side loaders.
Services: Matson Navigation Co., Blue Star Line, Columbus Line, CSAV, Grancolombiana Line, Navicana Line and SERPAC.

Yusen Terminal: Berth 212 – 216.
Operated by: Yusen Terminals Inc. (a subsidiary of NYK Line).
Contact: President and Chief Executive Officer, Yusen Terminals Inc. Tel: (310) 548-8000.
Total Land Area: 134 acres (54 hectares).
Berth Length: 2,146 ft. (654 m.).
Mode of Operation: Wheeled and grounded.
Number of Cranes: 4 post-Panamax, 100 ft. gauge, each with 40 long ton capacity.
Stevedores: Yusen Terminals Inc.
General: 21,937 sq.ft. administration/in-gate building, 23,386 sq.ft. maintenance and repair building with 10 bays, 4,798 sq.ft. marine building, 400 reefer connnections with underground work for 453 additional outlets in future, 10 entry lanes with 6 scales, 4 exit lanes, 11,079 TEU storage capacity, 1,008 vertical stalls for vertical chassis stacking, 3 transtainers, 37 hustlers, 2 tophandlers, 2 sidehandlers, 2 chassis stackers and designs for 45,000 sq.ft. consolidation container freight station to be constructed when needed.
Services: NYK Line, Neptune Orient Lines Ltd. (NOL) and Hapag-Lloyd (America) Inc.

Evergreen Terminal: Berths 229 – 236.
Operated by: Metropolitan Stevedore Company.
Contact: Captain George Chang, Senior Vice-President, Evergreen. Tel: (310) 519-6800.
Total Land Area: 118 acres (47.8 hectares).
Berth Length: 3,900 ft. (1,189 m.).
Container Capacity: 3,600 TEUs, one high; 636 × 20/40 chassis, 130 with reefer plugs.
Mode of Operation: Grounded and Chassis.
Number of Cranes: 6×40 ton.
Stevedores: Metropolitan Stevedore Company.
General: Customs, full-service maintenance and repair facilities available. Refrigerated container wash rack and maintenance. Nine transtainers and two tophandlers.
Services: Evergreen.

SPECIALISED CARGO HANDLING:
Berths 49 – 53:
Operated by: Kaiser International Corp., 411 North Harbor Boulevard, Suite 300, San Pedro, CA 90731. Tel: (310) 514-2880.
Contact: Richard E. Holdaway or James E. Holland.

Depth alongside of 51 ft. (16 m.) enables bulk carriers exceeding 100,000 d.w.t. to call at this dry bulk terminal. The facility can stockpile more than 170,000 metric tons of commodities, including coal and petroleum coke. Unit trains carrying coal, copper concentrates and other dry bulk products are unloaded by rotary car dumping. Petroleum coke is delivered by railcars and bottom dump trucks. Export commodities are transferred from hoppers by conveyor belt either directly to ships for export or to a rail-mounted stacker for storage. The shiploader handles 1,400 tons (1,270,059 kg.) of coal an hour, moving between hatches for a spread of up to 600 ft. (183 m.). An 800 ft. (242 m.) concrete wharf supports the shiploader. Import commodities are discharged using a dock rail-mounted Whirley gantry crane and clamshell bucket. Imports are stockpiled or directly loaded to railcars or trucks.

Berth 191:
Operated by: Wilmington Liquid Bulk Terminals Inc., 401 Canal Avenue, Wilmington, CA 90744. Tel: (310) 549-0961.
Contact: Charles Menechios.

Wilmington Liquid Bulk and CPC Terminals operate a bulk cement distribution facility at this site. Built to handle up to 1,000,000 tons of cement annually in an 86,000 sq.ft. (7,989 sq.m.) warehouse, the Terminal features state-of-the-art computerisation, dust control and pneumatic conveying. Two 250 t.p.h. pneumatic Kovako units discharge up to 38,000 tons of cement from bulk carriers to either the warehouse or silo storage areas. The cement then is distributed by truck throughout Southern California. Wilmington Liquid Bulk also operates Berths 187-190.

Berths 210-211:
Operated by: Hugo Neu-Proler Co., P.O.Box 3100, Terminal Island, CA 90731. Tel: (213)775-6626 or (310) 831-0281.
Contact: John Prudent.

This 22 acres (9 hectares) dry bulk facility handles all grades of ferrous and non-ferrous scrap metal, which is transported in by truck from throughout Southern California. A bulkloader is used to discharge cut and shredded grades of scrap metal into 25,000 ton to 33,00 vessels. The onsite automobile shredder processes approxima 900 tons of automobiles and light-gauge scrap metal daily, an 2,000 ton onsite shear processes an additional 300 tons of unprep heavy melting steel scrap. The berth has an alongside depth of 3 (12 m.).

Berths 216-217:
Operated by: Refiners Marketing Co., 100 South Seaside Aven Terminal Island, CA 90731. Tel: (310) 519-7696.
Contact: M.H. Asghar.

Refiners Marketing Co., which specialises in handling petroleum a chemical products, coordinates its activity at this liquid bulk facility w the cargo-handling operations of its primary Terminal at Berth 225.

Berth 225:
Operated by: Refiners Marketing Co., 100 South Seaside Aven Terminal Island, CA 90731. Tel: (310) 519-7696.
Contact: M.H. Asghar.

Refiners Marketing Co. handles petroleum products, ethylene gl and other chemicals at this liquid bulk facility. Pipelines located un the wharf send cargo to a backland tank farm, where products are sto blended and packaged for distribution by truck or rail or reloading o ships. Refiners Marketing Co. also has a liquid bulk pipeline Berths 216-217.

BRIDGES: *Horizontal and Vertical Clearances:* Vertical clearances a given above Mean High Water (4.7 ft.).
Vincent Thomas Bridge:
  Horizontal usable width (of channel): 1,150 ft.
  Vertical clearance: 165 ft.
  Middle 500 ft. width: Vertical clearance 185 ft.
Ford Avenue Bridge:
  Horizontal clearance: 180 ft.
  Vertical clearance: Bridge down – 7 ft.
  Bridge up – unlimited.
Commodore Heim Bridge:
  Horizontal clearance: 180 ft.
  Vertical clearance: Bridge down – 37 ft.
  Bridge up – 162 ft.
Cerritos Channel Drawbridges – Consolidated Requirements:
(The U.S. Coast Guard has consolidated the requirements drawbridge operations, including Cerritos Channel, as containe Code 33 of Federal Regulations, Part 117).

(a) The draw of the Commodore Schuyler F. Heim Highway Bri Mile 4.5 at Long Beach, shall open on signal, except that 0630 hrs. – 0800 hrs. and 1530 hrs. – 1800 hrs., Monday thro Friday, except federal holidays, the draws need not open fo passage of vessels.
(b) The draw of the Henry Ford Avenue Railroad Bridge shal maintained in the open to navigation position, except when a is crossing or when maintenance work is being performed.
(c) The opening signal for the Commodore Schuyler Heim Bridg 3 prolonged blasts. The acknowledging signal is 2 prolonged bla followed by 1 short blast when the draw will open immediately, 5 short blasts when the draw cannot open immediately.
(d) If the draw of the Henry Ford Avenue Railroad Bridge is in the cl position, the opening signal is 2 short blasts, followed 1 prolonged blast. The acknowledging signal is 2 prolonged bla followed by 1 short blast when the draw will open immediately, 5 short blasts when the draw cannot open immediately.
(e) Radiotelephones are installed to enable the drawtender a Commodore Schuyler Heim Bridge and the Henry Ford Ave Railroad Bridge to communicate with vessels on radioteleph frequency 156.65 MHz (Channel 13), or such other frequenc may be assigned by the Federal Communications Commissio

Gerald Desmond Bridge:
  Horizontal usable width (of channel): 260 ft.
  Vertical clearance: 155 ft.
Southern California Edison Co. – Overhead Power Cables:
  Vertical clearance: 153 ft.

TANKERS: Load and discharge lines have 6 in. and 8 in. stan flanges (super-tanker terminal has 12 in. lines with standard flange not so equipped ship must furnish its own "C" clamps. Recommend have reducers on board to handle 6 in. and 8 in. flanges. Res discharge facilities available for limited quantities. All types and gr of petroleum available. Also see Long Beach – "Tankers".

Berth No.	*Length (ft.)*	*Depth (ft.)*	*Operator*	*Remarks*
45-47	898	47	Unocal/Mobil	Crude, bunkering products. 3 loadin arms (2×16 in., 1×12 in.). Pipeline miles by 30 cm. 2 conveyor belts fo stores.
70-71	800	38	GATX	Petrochemicals, petroleum produc 105 tanks, capac 568,000 barrels. Pennzoil uses Ber for lube oils.
97-102	848 805	32 32	Chevron	Petroleum, bunke diesel, lube. 21 ta capacity 660,000 barrels. Access b road only.

Berth No.	*Length (ft.)*	*Depth (ft.)*	*Operator*	*Remarks*
118-119	821	36	GATX	GATX have 4×30 cm. and 2×15 cm. pipelines from wharf to 12 storage tanks, total capacity 592,000 barrels. B.P. North American Petroleum also uses this public berth.
120	418	35	Western Fuel Oil Co.	Petroleum, LPG and chemicals. 30 cm., 25 cm. and 15 cm. pipelines to Western Fuel, Petrolane, B.P. and GATX tanks.
148-151	1,344	35	Unocal	Refined products.
163-164	850	32	Wickham Oil Terminal Inc.	Also used by Ultramar Inc., received base oil, fuel oil and diesel.
165-166	679	45	U.S. Borax	Exports borates. Rate 1,000 t.p.h.
167-169	1,249	38	Shell	Receives crude, receives and ships petroleum products. 11 storage tanks, capacity 530,000 barrels.
171-173	1,412	35	GATX	Public terminal. Receives crude, ships petroleum products. 18 storage tanks, total capacity 1,000,000 barrels.
187-190	–	45	Wilmington Liquid Bulk Terminals Inc.	Public terminal for storage and shipping of various liquids (lube, diesel, caustic, coconut oil, etc.). 68 tanks, capacity 1.3 million barrels.
238-240B	2,621	35	Mobil	The terminal handles tankers and barges (30 ft. depth). Crude oil, semi-finished and finished products.

CRANES: *Barge Cranes:* 1×350 tons capacity (Manson Construction).
STEVEDORES: Agents make necessary arrangements.
MEDICAL: Necessary to notify Agents of required medical attention: this can be done when final ETA is determined. Hospital facilities available (private).

Vaccinations/fever certificates, etc., shall conform with rules and models prescribed by the International Sanitary Regulations.

DENSITY: Average density 1026 (exception during or after heavy rain).

FRESH WATER: Availability unlimited, delivery universal, rate of delivery 100 t.p.h.

FUEL: Unlimited fuel, all grades at attractive rates. 48 hours' advance notice generally required.
CONSULS:

Argentina – Consul General
Australia – Consul General
Austria – Consul General
Bangladesh – Consul General
Barbados – Consul
Belgium – Consul General
Belize – Consul
Benin – Consul
Brazil – Consul General
Canada – Consul General
Chile – Consul General
China – Consul General
Colombia – Consul
Costa Rica – Consul General
Cyprus – Consul General
Denmark – Consul General
Dominican Republic – Consul
Ecuador – Consul General
Finland – Consul General
France – Consul General
Germany – Consul General
Great Britain – Consul General
Greece – Consul General
Guyana – Consul
Haiti – Consul
Indonesia – Consul General
Israel – Consul General
Italy – Consul General
Japan – Consul General
Kenya – Consul General
Korea – Consul General
Latvia – Consul
Lebanon – Consul General
Liberia – Consul General
Lithuania – Consul General
Luxembourg – Consul General
Malaysia – Consul General
Mali – Consul General
Malta – Consul
Mauritius – Consul General
Mexico – Consul General
Monaco – Consul General
Morocco – Consul General
Netherlands – Consul General
New Zealand – Consul General
Norway – Consul General
Paraguay – Consul
Portugal – Vice-Consul
Saudi Arabia – Consul General
South Africa – Consul General
Spain – Consul General
Sri Lanka – Consul General
Sweden – Consul General
Switzerland – Consul General
Thailand – Consul General
Turkey – Consul General

FIRE PRECAUTIONS: Whenever vessel bunkering, sufficient serviceable fire hose with suitable nozzles attached to reach all parts of vessel shall be connected to fire main on vessel and made ready for instant use at all times during bunkering operations. If no adequate water pressure available on board, connections shall be made to shore lines to obtain adequate pressure. All tankers shall be moored bow seaward and have wire towing pendants rigged fore and aft readily available for emergency use, fire hoses shall be connected as above at all times while vessel in port.

International fire signals will be used in case of fire (5 prolonged blasts of ship's whistle or siren of 4 to 6 seconds duration).

SURVEYORS: ABS, Det Norske Veritas, Lloyd's Register and NKK. SGS, Toplis and Harding Inc., and many other marine surveyors available.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock 559 ft. by 110 ft., 22,000 displacement tons.
CERTIFICATES: *Passenger Vessels:*

Safety Certificate, with 50 or more passengers.
Load Line Certificate.
Radio Certificate.
Radio Telephone Certificate, if aboard.

Cargo Vessels:

Safety Equipment Certificate.
Load Line Certificate.
Certificate of Inspection/Home Certificate.
Trading Certificate.
Cargo Gear Certificate.
Radio Certificate, Radio Telephone Certificate, if aboard.

If carrying passengers from U.S. ports, vessels must have PAC (Persons in Addition to Crew) Certificate issued by USCG.

Tanker Vessels:

Same as cargo. Exception: If carrying exotic cargo, required to have cargo facilities plan reviewed and approved by USCG, Washington, D.C. On vessel's first visit it will be inspected and receive a letter of compliance.

GANGWAY/DECK WATCHMEN: Gangway watch recommended. Tankers and vessels handling dangerous cargo required to have gangway and deck watch.
OPENING/CLOSING HATCHES: Automatic hatches may be opened and closed by crew, manual hatches opened and closed by stevedores.
CUSTOMS ALLOWANCES: Tobacco, either 300 cigarettes, 50 cigars, or 3 lb. of smoking tobacco, for the personal use of crew member. Wine and/or spirit, 1 quart for personal use of crew member.
CARGO GEAR: Gangway net attached between ship and dock; extending 5 ft. beyond turntable in one direction and 5 ft. beyond point of intersection of gangway and stringpiece in the other direction. Preventer guy must be rigged separately to head of boom from working guy. Exception if cast head of boom is capable of withstanding the stress of all the lines attached thereto. (This is a West-Coast requirement.)
REPATRIATION: Arrangements can be made through Immigration on request of Agent to have crewman change ship or return to home port.
AIRPORT: Approximately 20 miles to International Airport which serves all major airlines.
TIME: Standard Time, GMT minus 8 hours. Daylight saving time GMT minus 7 hours (April through October).
HOLIDAYS: Cargo may be worked on holidays with holiday pay scale.
POLICE/AMBULANCE/FIRE: The telephone numbers are Fire (213) 832-4241, Police (213) 832-7211, Ambulance (213) 832-4243. Fire Alarm boxes adjacent to all cargo sheds. Emergency number is 911.
EMERGENCY CO-ORDINATION CENTRE: Coast Guard Rescue Co-ordination Centre. Tel: 590-2225.
TELEPHONES: For passenger vessels at passenger terminals only.
SERVICES: A ship-reporting service "The Marine Exchange" located at Angels Gate Park near Los Angeles Harbour.They monitor Channels 14 (156.7 MHz) and 16 (156.8 MHz) VHF and have Channel 9 (156.45 MHz) VHF as their own. Primary duties are reporting arrivals, departures and locations of vessels.
BANKS: Over 50 international banks.
SHIP SUPPLY SERVICE: The port is served by numerous ship suppliers offering a wide range of services.
SHORE LEAVE: Crew members are allowed ashore.
IDENTIFICATION CARDS: 1 crewman's landing permit (Form I-95A) or Immigration card (Form D-1).
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

This service is provided by the terminal operators, who should be able to provide details on request.

WASTE OIL DISPOSAL: This service is provided by the terminal operators, who should be able to provide details on request.
SEAMAN'S CLUBS: Worldport LA, The Port of Los Angeles, produce a small booklet – Mariners Guide – detailing the facilities available to seafarers, including seafarers centres, public transportation, and a port map amongst others.

There follows a list of the seafarers centres from whom further information can be obtained:

Seafarers' Communications Center, World Cruise Center, Berth 93A-Cargo Mezzanine. Tel: 832-2964.

Seamen's Church Institute, 101 West 11th Street, San Pedro, CA 90731. Tel: 832-2563.

Norwegian Seamen's Church, 1035 South Beacon Street, San Pedro, CA 90731. Tel: 832-6800.

Swedish Seamen's Church, 1035 South Beacon Street, San Pedro, CA 90731. Tel: 832-6800.

International Seafarers Center, 120 South Pico Avenue, Long Beach, CA 90802. Tel: 432-7560.

REGULATIONS: Permits required for hot work (welding, cutting, etc.). Permit required for any dangerous cargo. Permit to discharge ballast (clean water) required. Restrictions on bunkering operations (scuppers plugged, valves closed).
DELAYS: No delays in berthing, load or discharge or bunkering can be expected.
DEVELOPMENTS: Pier 300: 130 acre container terminal, 103 acre consolidated dry bulk terminal with 2 deep water berths and 47 acre near-dock railyard.
AUTHORITY: Port of Los Angeles, P.O.Box 151, (425 S. Palos Verdes Street), San Pedro, California 90733-0151. *Tel:* (310) 732-3840. *FAX:* (310) 831-4896. *Contact:* Ezunial Burts, Executive Director.

MANITOWOC, Wisconsin: 44.06 N. 87.38 W.

LOCATION: Situated on the Western shore of Lake Michigan, 70 miles North of Milwaukee. Port open all year round.
DOCUMENTS: Vessels cleared by Quarantine Officials at Quebec. Customs Officer stationed at Green Bay.
PILOTAGE: Not locally required or available. Pilots should be taken on board prior to entering harbour.
MAX. SIZE: Max. draft 21 ft., vessels up to 600 ft. LOA can berth.
HEALTH: See "Documents".
TUGS: Not available.
BERTHING: 2 breakwaters protect the harbour. Entrance dredged to 25 ft. Outer harbour from pier heads to inner red light dredged to 23 ft. Inner harbour up to Medusa Cement Company dredged to 21 ft. Maximum depth alongside docks, 19 ft. Turning basin, 600 ft. radius.

All berths owned by private industry and located as follows from harbour entrance:

1. Manitowoc Public Utilities: 2 slips capable of handling 400 ft. car-ferries which handle railroad freight cars or Ro/Ro vehicles. Located port side at a right angle to river channel South side of harbour.
2. C. Reiss Coal Company, 509 Jay Street: A 900 ft. slip just inside car-ferry docks, at a right angle to river channel, South side of river.
3. Manitowoc Company Inc., 500 South 16th Street: 800 ft. long. South side of channel, parallel docking.
4. Busch Agricultural Resources Inc., 605 Washington Street: 490 ft., South side, has marine leg for unloading grain.
5. McMullen & Pitz Construction Company, 901 Commercial Street: 300 ft. North side of river between 8th and 10th Street bridges.
6. Soo Line Railroad Company, 923 Commercial Street: 300 ft. North side of river just above 10th Street bridge. This includes an unused car-ferry slip capable of handling a 400 ft. car-ferry. Also, 600 ft. North side just above car-ferry dock but is unimproved.
7. Manitowoc Company Inc., 500 South 16th Street: Approximately 8 berths varying in length from 180 ft. to 850 ft., port side bordering the peninsula.
8. Medusa Cement Company, 1801 Spring Street: Final large dock upriver, 1,200 ft. starboard side.
9. Consumers Steel & Dock, 1311 Spring Street: 330 ft. starboard side just prior to Medusa dock.

CRANES: Manitowoc Company Inc.: One fixed crane max. 80 tons lift. Travelling crane max. 70 tons lift.
BRIDGES: Operating regulations in effect. Contact City Police or the Harbour Master in advance.
DENSITY: 1000.
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Can be undertaken by Bay Shipbuilding Co.
DRY DOCKS: Floating dock available. Length 604 ft., width 70 ft., depth over blocks 13 ft., max. LOA 640 ft. – Bay Shipbuilding Co., Sturgeon Bay, Wis.

Bay Shipbuilding Co. have 1 drydock which will accept vessels of 1,000 ft. LOA and 35,500 gross tons. Depth over sill 17 ft.
SURVEYORS: Lloyd's Surveyor available from Cleveland.
AIRPORT: Manitowoc County. N.W. side of City off Monasha Avenue. Simmons Airlines, commercial feeder line, passenger and freight.
TIME: GMT minus 6 hours.
GARBAGE DISPOSAL: Daily operation with 2 containers. Contact: Manitowoc Disposal. Tel: (414) 682-7758.
WASTE OIL DISPOSAL: Contact Manitowoc Fire Department. Tel: (414) 683-5421.
SEAMAN'S CLUBS: None.
AUTHORITY: City of Manitowoc, Harbour Commission, 817 Franklin Street, Manitowoc, Wisconsin 54220, U.S.A. *Tel:* (414) 683-4550. *Contact:* E. Steckmesser, Harbour Master. Tel: (414) 682-8349.

METLAKATLA, Alaska: 55.08 N. 131.35 W.

LOCATION: Located on Annette Island. Open all year.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: Ships coming up from the Hecate Straits or outside of Graham Island proceed into Dixon Entrance to the vicinity of Point McCartey where the Pilot will meet them. Vessels coming up the inside passage from Vancouver, B.C. are met at Lucy Island Pilot Station.
ANCHORAGES: Good anchorage in gravel and mud.
RESTRICTIONS: Usually daylight berthing only.
MAX. SIZE: Depths in harbour 120 ft. Tides: diurnal range – 14.7 ft. Also see "Berthing".
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
CUSTOMS: Quarantine, Immigration and Customs, from Ketchikan.
VHF: Harbour Master monitors Channel 16.
TUGS: Available in Ketchikan. A minimum of 2 tugs required for berthing and unberthing. Arrangements made with Pilot from Ketchican.
BERTHING: 2 berths: 1. City Dock: 400 ft. long and 60 ft. wide. More than 35 ft. deep. Due to shallow water at East end, a starboard landing is usually made. No covered storage, temporary open storage. 4 fork lifts, 2 of 20,000 lb. capacity.

2. Annette Island Canning Co.; 200 ft. long and 23 ft. deep. 15 ton crane and 2 forklifts. 1×25 ton forklift.
CRANES: No Port Authority cranes.
STEVEDORES: 4 gangs available.
MEDICAL: Hospital available in Ketchikan; small clinic in Metlakatla.
SUPPLIES: Bonded and unbonded stores from Ketchikan.
FRESH WATER: Available.
FUEL: Not available.
REPAIRS: Facilities at Ketchikan.
SURVEYORS: Cargo Inspectors and Surveyors available in Ketc
AIRPORT: Small charter plane only. Jet to Juneau and Seatt Ketchikan Airport only.
EMERGENCY CO-ORDINATION CENTRE: At Ketchikan.
BANKS: National Bank of Alaska.
STORING: See "Prelims".

1. By truck.
2. Yes.
3. Yes.
4. Yes.
5. None.
6. Yes.

DEVELOPMENTS: New state ferry pier under construction.
AUTHORITY: Port of Metlakatla, P.O.Box 434, Metlakatla, A 99926. *Tel:* 886-4646. *FAX:* (907) 886-3124. *Contact:* Bruce Gu Harbour Master. *Tel:* 886-3531 (Residence).

MIAMI, Florida: 25.46 N. 80.10 W. (See P

PORT LIMITS: The Miami Harbour embraces the artificial basins, and channels that have been dredged along the bay front of Miami in the bay and through the shoal water of Biscayne Bay to the oc and is located generally at Lat. 25° 46′ N., Long. 80° 10′ W.
Administration: The Port of Miami is a "non-operating" port, taxpa owned and administered by the Seaport Department, a functio Metropolitan Dade County Government. Permanent facilities are lea to port users and operators. All equipment (except the gantry cra is owned and operated by private companies. The gantries are lea operated under Seaport Control. Berth space is authorised by the Director, and scheduled by Seaport Operations. The U.S. Coast Gu serves as Captain of the Harbour.
Physical:
Total port land area: 600 acres (242.83 hectares).
Dodge Island: 300 acres (121.41 hectares).
Lummus Island: 300 acres (121.41 hectares).
Total lineal dimension: 30,000 ft. (9.144 km.).
Bulkhead berth space: 11,510 ft. (2.18 miles) (3.51 km.).
Container berth: 3,500 ft. (1,066.8 m.) bulkhead.
Lineal balance 17,635 ft. (3.34 miles) (5.38 km.) under developme
Dodge and Lummus Islands connected by two-lane partial, tempo connecting causeway.
DOCUMENTS:
Customs: All foreign and "in bond" goods entering the Port/Country subject to Customs examination and duty. Manifest of foreign ca inbound must be presented to the Customs Boarding Officer pri commencing discharge.

Ship's Agent must notify Customs 2 hours prior to the ship's ar Regular working hours, Monday through Saturday 0800 – 17 telephone 536-5261. Outside normal working hours, telephone con 526-2305; overtime is charged.
Forms required:

2 Master's Oath on Entry of Vessel in Foreign Trade	Form 13
2 General Declaration	Form 13
2 Ships Manifests	Form 13
2 Ship's Stores Declaration	Form 13
2 Crews' Effects Declaration	Form 13
Crew Members' Declaration (1 Declaration for each Crew member)	Form 51
1 Application – Permit – Special Licence (Unloading, loading, overtime services)	Form 31
2 Passenger Lists	Form I – 4
2 Crew Lists	Form I – 4
Customs Declaration (Passengers) (1 Declaration for each family)	Form 6059 –
2 Declarations of foreign repair to vessels (U.S. flag vessels only)	Form 2

Immigration: An Immigration Inspector will meet all ships entering Valid travel documents/passport/visa/entry permit are required in s cases.

Ship's Agent must notify Immigration at least 1 hour prior to s arrival. Regular working hours, Monday through Friday 0800 – 1 telephone 350 – 5739. Outside normal working hours, telephone con 526 – 2626; overtime is charged.
Forms required:

Crewmen's Landing Permit	Form I –
Alien Passengers' Landing Permit	Form I –
Passenger List	I – 4
Crew List	I – 4

PILOTAGE: All vessels with a draft of 7 ft. or more are required to a Pilot who boards near the Outer Sea Buoy, 2.5 miles offshore.

Request Pilot through Biscayne Bay Pilots Association, 24 hou advance, call sign KGW 303, VHF Channel 16, direct from sh through vessel's steamship Agent accompanied by particulars of and berthing assignment. Ship to confirm on VHF Channel 16 one prior to arrival. Channel 16 is monitored 24 hours and station can mo VHF Channels 10, 12 and 14. Ship may cable pilot station direct thr RCA Radio Lantana, Florida, call sign, Miami Pilots. Estimated ti departure should be made when ship docks and must be confirme phone (375-9453) 1 hour prior to the Pilot boarding.
HEALTH: See "Health: All Ports" before first U.S.A. port (Alb Illness Reports made to Miami Quarantine Station.

Ship's Agent must request quick clearance, "Pratique", from Un States Public Health Department.

ANCHORAGES: The prescribed anchorage area for vessels anchoring outside the harbour is located Eastward of a line about 1.5 nautical miles offshore and Northward of a line about 0.2 miles nautical miles North of the sea buoy at the entrance to the ship channel. The entire anchorage area lies North of the entrance channel to Miami. The Northern and Southern extremities of this area are marked by spar buoys. Vessels desiring to anchor off the entrance to the Harbour of Miami are required to do so within this area, to avoid possible damage to cables laid on the ocean bottom in the vicinity. Refer to anchorage area 202.188 on Coast and Geodetic Survey Chart No. 547.

RESTRICTIONS: *Locations:* Main Turning Basin: Lat. 25° 47′ N., Long. 80° 11′ W. Sea Buoy and Channel Entrance: Lat. 25° 46′ N., Long. 80° 06′ W. (approx.).

Channels, Turning Basins: The main channel is marked by 2 sea buoys about 2 miles (3.38 km.) East of the port, at the Western fringe of Gulf Stream shipping lanes. From that point, at which the depth is 44 ft. (13.41 m.), the channel runs 1.02 miles (1.65 km.) at 256° magnetic to a bend, changing to a control depth of 42 ft. (12.80 m.) and turning to 296° for 3.64 miles (5.82 km.), terminating in a 1,700 ft. (518.16 m.) (along North-South axis) by 1,650 ft. (502.92 m.) (East-West) turning basin. MLW depth in the main channel, at Northside berths and in the turning basin, is 36 ft. (10.96 m.). At a distance of 1.3 miles (2.08 km.) from the entrance channel bend at the outer bar cut, the Fisherman's Channel (South Channel) branches off due West for 1.01 miles (2.69 km.), then turns parallel to the main channel for another 1.01 miles, then turns to 247° for 1,500 ft. (467 m.) to intersect the Intracoastal Waterway. Depth along the entire Fisherman's Channel is 25 ft. (7.62 m.), except for the Easternmost 3,300 ft. (975.36 m.), where it is 42 ft. deep. Width of the main channel is 400 ft. (121.92 m.) from the sea buoys, for 3.65 miles (5.84 km.), and 900 ft. (247.32 m.) wide along Dodge Island and into the main turning basin. Width of Fisherman's Channel is 500 ft. (152.4 m.) along its entire length.

MAX. SIZE: No limit to length at port complex. Dodge Island has 4,300 ft. (1,310.64 m.) of lineal berthing space for general cargo, quarter ramp and side ramp vessels plus 4,740 ft. (1,444.75 m.) for 10 Ro-Ro berths at MLW depths from 25 ft. (7.62 m.) to 36 ft. (10.97 m.). Lummus Island container berth has 3,500 ft. (1066.8 m.) of berthing with a MLW depth of 42 ft. (12.80 m.).

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

An Agriculture inspector will board all foreign, coastwise and domestic ships on arrival.

Ship's Agent must notify Agriculture at least 1 hour prior to ship's arrival. Regular working hours, Monday through Friday 0800 – 1630, telephone contact 536-4758. Outside normal working hours, telephone contact 526 – 2821; overtime is charged.

Forms required:

1 copy of Cargo Manifest.
1 Report of Ship's Stores and Port of Origin.

Forms provided by and filled out by the inspector:

Cargo Form 212
Boarding Report 288

RADIO/VHF: The Coast Guard and pilot station can be raised on VHF Channel 16. Telephone contact to Agents, receivers, etc., can be made via Miami Marine Operator.

Port of Miami maintains a guard on VHF Channel 16, call letters "KCE 254".

TUGS: Large tugs up to 3,000 h.p. available 24 hours per day. Request tug service via pilot station. Big tugs privately owned by Coastal Tug and Barge Inc. who work closely with Pilots. Smaller tugs available on Miami River and operated by Backus Towing Inc.

BERTHING: Berths are all marginal berths, no piers or slips. 9,040 ft. (2,755.40 m.) at MLW depths of 25 ft. (7.62 m.) and 36 ft. (10.97 m.). Dock aprons are 68 ft. (20.72 m.) wide. Large ships are able to turn at berthside in the 900 ft. (274.32 m.) wide main (North side) channel or may continue into the 1,700 ft. (518.16 m.) × 1,650 ft. (502.89 m.) turning basin. The new (Fisherman's Channel) South Channel is 500 ft. (152.40 m.) wide and 42 ft. (12.80m.) depth at the Eastern end for a distance of 3,500 ft. (1,066.8 m.) and continues Westerly at a depth of 25 ft. (7.62 m.) for its remaining 10,000 ft. (3,048 m.) with 3 turning basins: one at the confluence with the main channel, one midway and one (under construction) at the Western junction with the Intracoastal Waterway. There are 10 Ro-Ro berths for bow and stern loading vessels. Lummus Island container berth at port's Eastern end is 3,500 ft. (1066.8 m.) long with a MLW depth of 42 ft. (12.80 m.). (Note: 42 ft. plus 1 ft. overdredge from Government Cut to West of Container Berth No. 3; 44 ft. plus 1 ft. overdredge from Government Cut out to Sea Buoy. 1,200 ft. diameter turning basin East of Lummis Island).

Gear and Heavy Lift Equipment: 8 shipside cranes, all truck-mounted, rubber-tyred with outriggers, capacity 2×140 tons; 2×150 tons, 1×165 tons, 1×180 tons and 2×200 tons; 20 container movers ("port packers") to 85 tons, 4×35 ton forklifts, 12 forklifts from 15 to 31 ton capacities, and about 125 smaller forklifts from 3,000 lb. to 30,000 lb. capacities.

Cruise Ship Piers: Marginal berthing for 12 cruise ships, each with modern air-conditioned passenger lounge and Custom Inspection areas.

Container Handling: 3×40 long ton (with telescoping spreader for 20 ft. and 40 ft. containers; 45 long ton under hook) gantry cranes with 130 ft. outreach and 85 ft. vertical clearance over apron. Duty cycle 40 per hour and 3×50 long ton (with telescoping spreader for 20 ft., 40 ft and 45 ft. containers with 60 ft. clearance between legs; 70 long tons under hook) gantry cranes with 151.5 ft. outreach and 85 ft. backreach with 100 ft. vertical clearance over apron. Duty cycle 45 per hour. All 6 cranes service a 3,500 ft. (1066.8 m.) concrete container berth at the Easternmost end of Fisherman's (South) Channel, just 2.3 miles (3.7 km.) from ocean shipping lanes, with a MLW depth of 42 ft. The port also has 2 Gottwald mobile container cranes with a lifting capacity of 40 tonnes and capable of 28 containers per hour.

Cold Storage Cargo: Current port facilities provide in excess of 45,000 sq.ft. of refrigerated space. In addition, there are approximately 600 reefer outlets throughout the port.

Commercial Warehouses: Ample on the mainland. On Port, 81,754 sq.m. in 7 modern transit cargo buildings.

BRIDGES: There are no bridges between the open sea and the port, or the Miami River. The new South Channel provides direct access from shipping lanes and the river, as well as all berthing on the seaport's South side. A highway and rail bridge spans the Intracoastal Waterway between the island seaport and the mainland. Only smaller ships enter the Miami River, which is dredged to 15 ft. at HW and is 150 ft. wide for a distance of 3 miles above entrance. A bridge about 0.5 miles from entrance is closed from 0700 hrs. to 0900 hrs. and 1600 hrs. to 1800 hrs. local time.

STEVEDORES: All receiving, recording, moving, loading and discharge of cargo is performed by the stevedoring companies. They employ longshoremen members of the International Longshoremen's Association (I.L.A.). Normal working hours 0800 – 1700. Overtime is charged for Saturdays, Sundays, and holidays. Port open 24 hours per day.

Contract Stevedores at the Port:

Continental Stevedoring & Terminals Inc., 655 Asia Way, P.O.Box 015269, Miami, Florida 33101. Tel: (305) 379-3700. Fax: (305) 371-9969. Telex: 514901. Contact: Marvin Stephens.

Florida Stevedoring Inc., 125 N.E. 9th Street, P.O.Box 01-1254, Miami, Florida 33132. Tel: (305) 373-4765. Fax: (305) 374-7231. Telex: 519154. Contact: Jorge Rovirosa, Frank Rovirosa III.

Oceanic Stevedoring Co., 1007 North America Way, Miami, Florida 33132. Tel: (305) 374-6400. Fax: (305) 381-6512. Telex: 807063. Contact: Don Quinn, Dan Quinn.

SEL Maduro (FLA) Inc., 1040 Port Boulevard, P.O.Box 011470, Flagler Station, Miami, Florida 33101. Tel: (305) 371-4581. Fax: (305) 381-6390. Telex: 807036. Contact: Jack McGovern, Carlos Arocha.

Universal Maritime Service Co., 1007 North America Way, 4th Floor, Miami, Florida 33132. Tel: (305) 371-5308. Fax: (305) 358-5106. Telex: 3767556. Contact: Mark Baker.

MEDICAL: Clinics available.

TANKERS: No slop (residue) discharge facilities in the Port.

Private facility: Coastal Fuels, Fisher Island – No slop (residue) discharge facilities. One tanker berth available, 760 ft. Max. draft of 34 ft. at MLW. No special fittings required. Telephone contact 672-1065.

Report: Cautionary Advice – Approaches: All approaches to the Sea Buoy should be made from the East to avoid shoal areas to the North and South of the Entrance Channel. The Gulf Stream current running to the North may be felt just outside the Sea Buoy. A counter current usually sets to the South in the vicinity of the Sea Buoy and Southbound traffic is usually encountered 1 mile off the Sea Buoy.

Miami has numerous passenger ships calling at this port. Most movements between Sea Buoy and berths take place between 0500 to 0700 hrs. and again at about 1700 hrs.

Care must be taken to carefully identify each navigation light to avoid mistaken identity with bright lights along the coast.

Vessels may anchor to the Northward of the Sea Buoy outside the 50 ft. depth line.

Entering and Berthing: Vessel should have full manoeuvring power available and competent helmsman at the wheel. The currents around Fisher Island are strong (3 to 4 knots reported), and the ebb tide runs from a direction of 270° at the berth to approximately 300° in the Main Channel. Ranges and buoys are used to identify channel limits. The Outer Channel is 500 ft. wide and the Main Channel starting between the jetties narrows to 400 ft. The distance between Sea Buoy and Fisher Island is 4.5 miles.

The draft of a tanker berthing at Fisher Island is limited due to depth limitation at the berth and just offshore of the bow and stern areas of a vessel in the berth. (See "Plan").

Berthing is limited to beginning of ebb tide period in order to take advantage of higher water level as well as to stem the outgoing tide. The ship is difficult to control in the Turning Basin off the berth with a strong current running. Unberthing is carried out during flood tide when current is weak.

The berth at Coastal Oil Terminal has a total berthing face of 700 ft. with a total of 8 pier bollards spaced 100 ft. apart. The ship berths port side to the pier.

Gangway: There is no pier gangway available. There is ample room on the pier deck for the ship's gangway.

CONSULS: (Area Code 305).

Antigua-Barbuda	Tel: 381-6762
Argentina	Tel: 373-7794
*Austria	Tel: 325-1561
Bahamas	Tel: 373-6295
*Barbados	Tel: 599-1310
*Belgium	Tel: 573-0784
Belize	Tel: 442-2114
Bolivia	Tel: 358-3450
Brazil	Tel: 385-6200
Canada	Tel: 372-2352
Chile	Tel: 373-8623
Colombia	Tel: 448-5558
Costa Rica	Tel: 871-7485
*Denmark	Tel: 446-0020
Dominican Republic	Tel: 358-3220
Ecuador	Tel: 539-8214
El Salvador	Tel: 371-8850
*Finland	Tel: 665-0445
France	Tel: 372-9798
Germany	Tel: 358-0290
Great Britain	Tel: 374-1522
Guatemala	Tel: 443-4828
Haiti	Tel: 859-2003
Honduras	Tel: 447-8927
Iceland	Tel: 920-7977
Israel	Tel: 358-8111
*Italy	Tel: 374-6322
Jamaica	Tel: 374-8431
*Japan	Tel: 530-9090
*Korea	Tel: 372-1555
*Luxemborg	Tel: 373-1300
Mexico	Tel: 441-8781
Nicaragua	Tel: 220-6900
Norway	Tel: 358-4386
Paraguay	Tel: 477-4002
Peru	Tel: 374-1305
*Portugal	Tel: 444-6311
*Senegal	Tel: 371-4286
Spain	Tel: 446-5511
Suriname	Tel: 593-2163
*Sweden	Tel: 467-3507
*Switzerland	Tel: 274-4210
Taiwan	Tel: 443-8917
*Thailand	Tel: 445-7577
*Togo	Tel: 371-4286
*Tunisia	Tel: 576-5049
*Turkey	Tel: 371-4286
Uruguay	Tel: 358-9350
Venezuela	Tel: 577-0302

*Indicates Honorary Consuls.

FRESH WATER: Available every 240 ft. at Port of Miami, Dodge Island and at Container Berth, Lummis Island. Delivered via hose.

FUEL: All grades; bunker, intermediate and marine gas oil, Diesel, bunker C. Ships fuelled at dockside from Coastal Fuels barges.

All deliveries in both ports are made by barge.

FIRE PRECAUTIONS: Usual safety precautions on smoking, flying "B", mooring pendant available, ample persons aboard to fight fires, fire hose led out, etc.

Coastal Fuels tugs equipped with fire fighting equipment.

REPAIRS: All deck and engine dockside repairs available.

DRY DOCKS: None.

SURVEYORS:

American Nautical Services Inc., (Hull, Cargo & Intermodal Eqpt.), 530 Biscayne Blvd., Suite 200, 11231 S.W. 164th Terrace, Miami, Fl. 33157. Tel: (305) 252-0293, (305) 358-1414. Hull, cargo and intermodal equipment.

E. R. Ascher, Inc., (Hull and Cargo), 2001 N.E. 180th Street, North Miami Beach, Fl. 33162. Tel: (305) 944-0544. Audio-gauging and consulting, representing National Cargo Bureau Inc.; Marine safety inspectors for Liberia and Panama.

Caleb Brett U.S.A., Inc., 10748 S.W. 24th Street, P.O.Box 651010, Miami, Fl. 33165. Tel: (305) 552-5905. Marine bulk oil surveyors, cargo superintendent, analytical and testing laboratory, tank calibration, draft surveys, hull and machinery surveys.

Jones & Handy (Hull & Cargo), 615 S.W. Second Avenue, Miami, Fl. 33130. Tel: (305) 371-0506. Representing P&I Clubs.

Donald J. Mahoney & Co. Inc., (Hull & Cargo), 8776 S.W. 8th Street, P.O.Box 340805, Miami, Fl. 33134. Tel: (305) 553-7066. Telex: 52-2268. Answerback: Donmahoney. Representing Lloyd's of London, American Institute of Marine Underwriters, Institute of London Underwriters, and other domestic and foreign underwriters.

Marine Surveyors Inc., (Hull & Cargo), 1500 Bay Road, Suite 317, P.O.Box 012314, Miami, Fl. 33101. Tel: (305) 885-9989.

Uhlig & Associates, Inc., Umco Div. of Uhlig & Associates, Inc., (Hull & Cargo), 8295 S.W. 188th Street, Miami, Fl. 9157. Tel: (305) 251-2451. Telex: 51-2479. Answerback: Uhlig Amia. Telex: 52-2510. Answerback: Uhlig Bmia. Consulting, designing, technical and management services, and troubleshooting on all types of ships. Engineer and design department offers complete technical planning services, technical and inspection equipment. On call 24 hours for repairs at dockside or at sea. Sells and services Contrology, U.K. brand of solid state digital meters and control devices. Repair facility is fully equipped, including fabrication machine shop.

McCrory and Associates (Hull and Cargo), 5224 S.W. 8th Avenue, Miami, Fl. 33165. Tel: (305) 358-4775.

John R. Wheeldon Marine Surveyor (Hull & Cargo), P.O.Box 557331, Miami, Fl. 33155. Tel: (305) 446-1288, Office; (305) 264-8449, Home.

Nelson & Associates, Inc., (Hull & Cargo) 1405 N.W. 167th Street, Miami, Fl. 33169. Tel: (305) 625-1043, Telex: 51-5704. Answerback: Nelsurvey Mia.

Thornton Laboratories, Inc., (Hull & Cargo), 1145 E. Cass Street, Tampa, Fl. 33601. Tel: (813) 223-9702. TWX: 810/876-9145. Answerback: Thornt Lab Tpa. Independent marine samplers, inspectors and surveyors. Quality and quantity surveys of petroleum and chemicals (bulk, solids, gases, liquids). Cargo and vessel documentation.

Capt. Tom Smith Associates, (Hull & Cargo), 11320 S.W. 108th Court, Miami, Fl. 33176. Tel: (305) 238-0202. General Surveyors.

GANGWAY/DECK WATCHMEN: Usual shipboard watches to tend lines. Special guards (security) through Wackenhut, Burns Security, etc.

OPENING/CLOSING HATCHES: Normally done by longshoremen.

CUSTOMS ALLOWANCES: See "Jacksonville".

AIRPORT: Miami International Airport is located 8 miles, or 15 minutes by expressway, from downtown Miami and the Port of Miami. It is serviced by 46 foreign (12 cargo only) and 32 U.S. (9 cargo only) scheduled air carriers.

TIME: Eastern Standard Time, GMT minus 4 hours. Daylight Saving Time in effect from first Sunday in April to last Sunday in October and adds 1 hour to Eastern Standard Time.

HOLIDAYS: *Port Legal Holidays:* New Year's Day, January 1st; Washington's Birthday; Martin Luther King's Birthday, 3rd Monday in January; 3rd Monday in February; Memorial Day, Last Monday in May; Independence Day, July 4th; Labour Day, 1st Monday in September; Columbus Day, 2nd Monday in October; Veteran's Day, November 11th; Thanksgiving Day, 4th Thursday in November; Christmas Day, December 25th.

In the event a legal holiday falls on a Saturday, it is celebrated on the preceding Friday, and in the event a legal holiday falls on a Sunday, it is celebrated on the succeeding Monday.

POLICE/AMBULANCE/FIRE: Emergency only Tel: 911, City of Miami Police Tel: 579 – 6640, Dade County Police Tel: 547 – 7911. Metro Dade Fire Rescue, Tel: (305) 579-2587.

TELEPHONES: Telephone available by order to telephone company, in addition to public telephones located throughout the port.

SERVICES: All types of special services such as tank cleaning, compass adjusting, admeasurement, radar/radio repairs, rathometer repairs, etc., available.

SHORE LEAVE: Crew members are allowed ashore after clearance by Customs, Immigration and Quarantine.

IDENTIFICATION CARDS: Definitely needed in order to return to ship at night. A security guard at Port of Miami will check.

BANKS: Foreign Banks:

Algemene Bank Nederland, N.V. Tel: (305) 372-1596.
American Express Int'l. Banking Corp. Tel: (305) 350-7750.
Atlantic Security Bank. Tel: (305) 372-0762.
Banca Nazionale del Lavoro. Tel: (305) 374-5441.
Banco Atlantico. Tel: (305) 374-7515.
Banco Bilbao Vizcaya – BBV. Tel: (305) 371-7544.
Banco Central S.A. Tel: (305) 373-0739.
Banco de Venezuela International. Tel: (305) 374-0999.
Banco de Bilbao, S.A. Tel: (305) 371-7544.
Banco de Brasil, S.A. Tel: (305) 358-3586.
Banco de la Nacion Argentina. Tel: (305) 371-7500.
Banco de Santander - Miami Agency. Tel: (305) 539-5900.
Banco do Estado de Sao Paulo, S.A. Tel: (305) 358-9167.
Banco Espanol de Credito, S.A. Tel: (305) 374-1442.
Barclays Bank plc. Tel: (305) 374-1043.
BCP International Bank. Tel: (305) 372-0762.
Credit Lyonnais. Tel: (305) 374-0900.
Credit Suisse. Tel: (305) 374-1144.
Deutsch Sudamerikanische Bank. Tel: (305) 373-0000.
Israel Discount Bank, Ltd. Tel: (305) 579-9200.
Lloyds Bank plc. Tel: (305) 579-8922.
Standard Chartered Bank, plc. Tel: (305) 539-7000.
The Fuji Bank Ltd. Tel: (305) 374-2226.
The Royal Bank of Canada. Tel: (305) 539-5200.
Vereins-und Westbank. Tel: (305) 372-9216.
Many American banks also available.

GARBAGE DISPOSAL: Waste Management of Dade County. Tel: (3 247-1000. Roll-off containers provided. State-of-the-arts ra dispatched trucks. Service charges depends on size of contai $ 225.00 for 20 cu.yd. to $ 350.00 for 40 cu.yd. Collection time: Ra dispatched.

WASTE OIL DISPOSAL: Ricky Oil Service. Tel: (305) 822-22 Fax: 822-8004. Tanker truck capacity 7,000 gallons. Fast response radio dispatched trucks, on call 24 hours. Charges are $ 65.00 per h for man and equipment and up to U.S.$ 0.65 per gallon of b water/oil.

SEAMAN'S CLUBS: Leif Eriksson Seamen's Center, 1180 S. Amer Way, Miami, Florida 33132. Tel: (305) 371-8909. Services: Ca international telephone booths, swimming pool, tennis courts, soc pitch, track and field, gift shop, newspapers, watch repair, f developing and stamps.

CURRENCY: U.S. Dollar. No restrictions placed on seafarers.

AUTHORITY: Port of Miami, 1015 North America Way, Miami, Flor 33132, U.S.A. *Tel:* (305) 371-7678. *FAX:* (305) 347-48
Contact: Mr. Carmen J. Lunetta, Port Director.

MILWAUKEE, Wisconsin: 43.01 N. 87.53 W. (See Pla

PORT LIMITS: The Port of Milwaukee limits are generally conside to be the harbour breakwall housing the harbour entrance lighthou However, unless specifically declared to the contrary in the cover charter party, a vessel will be considered an "arrived ship" up anchoring outside the harbour breakwall, in the event that a proper be and/or anchoring space inside the harbour breakwall is not availab

DOCUMENTS:

Vessels from Canadian ports:

Dominion clearance and Public Health Pratique (both issued Montreal).

Vessels from all other nations:

Inward Foreign Manifest(s)
Stores Lists, over Master's oath.
Curio Lists, over Master's oath.
Permit to Lade and Unlade.
Discharge Manifest.
Inspection by U.S. Dept. of Immigration (Crew List).
Inspection by U.S. Dept of Agriculture.
Receipt of Entrance fee.
Receipt of Tonnage Tax.

Additional documents may be required, dependent on commo involved in the carriage, point of origin, flag or any unus circumstances existing.

PILOTAGE: Pilot boards at Montreal and at several other stations al St. Lawrence Seaway route.

ANCHORAGES: The chart does delineate anchorage area for la vessels and shows the 27 ft. depth just East of South Piers 1, 2 a Liquid Cargo Pier. This deep area, about 2,400 ft. × 5,400 ft., used large vessels for anchorage.

MAX. SIZE: 739 ft. × 75 ft. with 27 ft. draft. No tidal effect, althoug levels vary seasonally. Minimum depth above low water level 27 ft.

HEALTH: See "Health: All Ports" before first U.S. port (Alba Illness Reports made to Chicago Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Alban

RADIO: Radio station at Port Administration Building. Harbour Ma and Dock Superintendent can be reached at this facility Monday thro Friday between 0800 and 1630 hrs.; 156.8, 156.6 and 156.5 MHz

TUGS: Normally pick up vessel inside breakwater. Tugs optio discretion of ship's Master. Fee for use of tug's lines.

BERTHING: The time of passing harbour entrance lightho establishes order of berthing, provided vessel is ready to work.

BRIDGES: No bridges are transited, except to smaller, shallow draft (22 ft.) private docks up river. This portion of the harbour generally reached only by small Laker vessels and barges. Bridges closed between 0730 hrs. and 0830 hrs. and 1630 hrs. and 1730 hrs. except on Sundays and 8 legal holidays. In addition, 2 hours' notice required for opening bridges across Milwaukee River North of and including Buffalo Street.

SPECIALISED CARGO HANDLING FACILITIES: In addition to the 3 general cargo terminals of approx. 340,000 sq. ft. covered area (9 berths), and dry bulk terminal, the port is served by a refrigerated warehouse of 10,000 sq. ft.; 1 open dock area (2 berths) for handling bulk commodities such as pig iron; 1 open dock (3 berths) for heavy lifts and equipped with a 220-ton stiff leg crane and 2 gantry cranes of 70 and 50 tons; 1 liquid cargo pier for edible and inedible fats, greases and tallow; 2 grain elevators of 3.5 million and 2.5 million bushel capacity and 2 scrap iron loading facilities. The port is also equipped with a mobile heavy lift/container crane, of 200 tons capacity, capable of serving all berths.

STEVEDORES: Vessel should provide a stowage plan, manifest of inbound cargo and exceptions list (unusual vessel or cargo characteristics affecting facilitation of cargoes). Vessel should comply with the U.S. Dept. of Labor's safety regulations.

MEDICAL: Advance notice desirable. Hospitalisation available.

TANKERS: Diameter of load lines and discharge lines 8 in. and 10 in. Slop residue facilities. 4 berths available, with draft to seaway depth.

FRESH WATER: Potable water available at most berthing areas.

FUEL: All grades of fuel oil available by truck delivery at shipside, also 24 hour refueling berths available for bunkering.

CONSULS: The following countries are represented:

Belgium	Dominican Republic	Norway
Costa Rica	France	Sweden
Denmark	Nicaragua	Yugoslavia

REPAIRS: Full service repairs, except large vessel dry docking.

GANGWAY/DECK WATCHMEN: Not necessary, but available on request.

OPENING/CLOSING HATCHES: At the option of ship.

CERTIFICATES:

Registry of Ship.
Master's Licence.
1st, 2nd and 3rd Officer's Licences.
Radio Licence.
Wireless Operator's Licence.
Derat Certificate (done each year).

(Additional certificates may be required, dependent upon Registry, cargo, trade route engaged in, nationality of crew, etc.).

CUSTOMS ALLOWANCES: Tobacco, 10 packages or 200 cigarettes in possession at any time. Wine and/or Spirits, 1 bottle per officer.

REPATRIATION: Local Agents effect repatriation.

AIRPORT: 5 miles distant.

TIME: U.S.A. Central Time. Central Daylight Time from early April to late October – 5 hours behind GMT. Central Standard Time from late October to early April – 6 hours behind GMT.

HOLIDAYS: Memorial Day, Columbus Day, Veterans Day, July 4th (if on a Sunday, Monday is a holiday); First Monday in September; Fourth Thursday in November; Christmas Day; New Year's Day. Cargo can be worked on these days at holiday pay.

POLICE/AMBULANCE/FIRE: Police – non-emergencies Tel: 273-8660; Emergency, including emergency ambulance service Tel: 765-2323; Fire, including rescue squad service Tel: 347-2323.

TELEPHONES: Can be arranged, but unnecessary because sufficient phones available in dockside offices.

SHORE LEAVE: Crew allowed ashore.

IDENTIFICATION CARDS: U.S. Immigration rules.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

Two companies, both certified by U.S. Coast Guard, can provide mobile reception facilities. Containers up to 30 cu.yd. can be made available alongside vessel with 24 hours prior notice.

BFI Waste Removal, Inc., Town & Country Division, College Ct., Muskego, WI 53150. Tel: (414) 679-0860.

Waste Management, Inc., Best Disposal Division, 10627 S. 27th Street, Franklin, WI 53132. Tel: (414) 761-2100.

WASTE OIL DISPOSAL: Collection of waste oil provided by mobile reception facility. Contractors are certified by U.S.C.G. 24 hours notice required. Contact AAA Environmental Industries, Inc., 6510 W. Forest Home Avenue, Milwaukee, WI 53220. Tel: (414) 541-1462.

SEAMAN'S CLUBS: Seamen's Center, 1200 S. Harbor Dr., Milwaukee, WI 53207. Tel: (414) 747-9494. Facilities include shop, international telephone service, church services, football matches arranged, dances, minibus collection, postage facilities, games available.

DELAYS: No delay.

GENERAL: Chandlery services for foodstuffs, ship complements and laundry services available. Garbage and waste disposal are available through private operators, chandler usually making the arrangements.

The Liquid Cargo Pier is also available for non-petroleum liquid cargoes and vessel bunkering.

DEVELOPMENTS: Milwaukee inner harbour berth for maximum size bulk vessels under-going comprehensive site enhancement.

AUTHORITY: Port of Milwaukee, 2323 S. Lincoln Memorial Drive, Milwaukee, Wisconsin 53207-1054, U.S.A. *Tel:* (414) 286-3511. *Telex:* TWX 910-262-3042. *Cables:* Milharcomil. *FAX:* (414) 286-8506. *Contact:* Kenneth J. Szallai, Municipal Port Director. Eric C. Reinelt, Marketing Manager.

MOBILE, Alabama: 30.40 N. 88.02 W. (See Plan)

DOCUMENTS:

3 copies Cargo Manifest (Form 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:

Health Pratique.
Master's Oath (Form 1300).
All foreign clearances.
U.S. Certificates of Payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Pilotage is compulsory.

ANCHORAGES: If berth is congested, vessel may anchor at the bar (35 miles from harbour).

RESTRICTIONS: Controlling depth: 40 ft. for entrance, channel and anchorages. Mean tidal range 1.5 ft. Nature of bottom: soft mud. Vessel can dock and sail at any hour at any stage of the tide.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: There are 7 tugs, available 24 hours, with max. 2,600 h.p.

BERTHING: There are 34 berths at most of which, direct loading or unloading can be effected from quayside tracks.Ro/Ro berth available.

Public Grain Elevator: Depth alongside 40 ft. Loading rate 115,000 bushels/hour for grain. Grain received by rail, truck and barge.

McDuffie Terminals: 2 berths. No. 2 with dolphins, total length 320 m., No. 1 length 170 m. Bulk coal handling plant, depth alongside the berth is 45 ft. Shiploaders can load over 4,000 t.p.h. or 7,000 t.p.h. combined. 3 stacker/reclaimers can handle 4,000 t.p.h., one tipple for rail cars which can dump 30 cars per hour and one tipple that can dump 60 cars per hour, rated at 4,000 t.p.h. and 3 barge unloaders that work 3,500 t.p.h. each. A conveyor belt system connects the entire complex.

Bulk Handling Plant: 2 berths, depth alongside 40 ft. Total quay length 1,500 ft. 2 unloading towers which can unload 3,000 t.p.h. and 2 loading conveyors, rate 2,000 t.p.h.

Depth alongside other public berths as follows:

Pier 2	38 ft. MLW	Pier River End B	38 ft. MLW
Pier 3	38 ft. MLW	North Pier B 1	40 ft. MLW
Pier 4	38 ft. MLW	Pier North B 2	40 ft. MLW
Pier 5	38 ft. MLW	Pier North B 3	40 ft. MLW
Pier 6	38 ft. MLW	Pier South C1	41 ft. MLW
Pier 7	38 ft. MLW	Pier South C 2	41 ft. MLW
Pier 8	38 ft. MLW	Pier South C 3	41 ft. MLW
Pier South A	37 ft. MLW	Pier River End C	38 ft. MLW
Pier River End A	30 ft. MLW	Pier North C 1	39 ft. MLW
Pier North A 1	38 ft. MLW	Pier North C 2	37 ft. MLW
Pier North A 2	38 ft. MLW	Pier D Cold Storage	37 ft. MLW
Pier North A 33	38 ft. MLW	Berth 1 tipple	Under repair
Pier South B 1	41 ft. MLW		
Pier South B 2	41 ft. MLW	Berth 2 tipple	44 ft. MLW
Pier South B 3	41 ft. MLW	Berth 3 tipple	40 ft. MLW

CRANES: 1,600 ton capacity (1,200 tons at 208 ft.) crane, 75 ton stationary crane, 50 ton mobile crane and 80 ton floating crane.

SPECIALISED CARGO-HANDLING FACILITIES: Container berth, length 894 ft., equipped with 1×45 ton lift capacity crane.

1 Ro/Ro berth at Pier A.

STEVEDORES: Normal working hours for the port are 0800/1700 hrs. Monday through Friday.

TANKERS: Max. length 950 ft. restricted by turning basin. American Bituminals & Asphalt Co. – Jetty berth dredged to 38 ft.

Magazine Point: Hess Terminal: Jetty berth dredged to 43 ft.

FRESH WATER: Available ex-wharf at all berths.

FUEL: Most grades fuel/diesel available via pipeline, barge or truck.

DENSITY: 1000 (Fresh Water).

REPAIRS: *Atlantic Marine, Inc.* – Dry Docks ranging from 5,000 to 18,000 tons displacement all serviced by 51 ton gantries. Dock length range from 380 ft. to 620 ft. Also available is a 70 ton floating crane. Any type of repair can be effected.

Bender Ship Repair. Dry docks ranging from 4,000 – 18,000 tons displacement. Majority of repair work is dry docking, but also makes topside repairs. 100 ton floating crane available.

CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1 quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

HOLIDAYS: Normally no work is performed on New Year's Day, Easter, July 4th, Labour Day, Christmas Eve (1200 hrs.–2400 hrs.), Christmas Day and New Year's Eve (1200 hrs.–2400 hrs.). Working holidays are New Year's Eve (0001 hrs.–1200 hrs.), Martin Luther King's Birthday Holiday, Mardi Gras Day, Monday after Easter, Veteran's Day, Thanksgiving Day and Christmas Eve (0001 hrs.–1200 hrs.).

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for the same vessel.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

Under the provisions of Annex V of MARPOL 73/78, port reception facilities for ships garbage and separation on board vessel of various waste are required. Garbage is defined as "all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically". In order to accommodate the needs of shipping through facilities of the Alabama State Docks, the Department has filed an Application for a Certificate of Adequacy with the Captain of the Port, United States Coast Guard, for garbage reception facilities. Applicants for berth at any facility of the Alabama State Docks shall provide, upon request, the reception facilities which meet the requirements contained in 33 CFR, Parts 151, 158. Berth applicants shall require a 24 hour notice of vessel's intent to discharge garbage and reception facilities for food, plant, meat, and other potentially infectious waste shall be provided by the berth applicant or his designated contractor when requested by the vessel in accordance with the above and with the requirements set forth in 7 CFR 330 and 9 CFR 94. Regluated food waste must be handled at a facility approved by the Animal and Plant Health Inspection Service (APHIS). Berth applicants or their designees shall provide the necessary reception facilities when requested to do so for other than APHIS regulated garbage from any commercial, full-service solid waste firm. The firm listed below has indicated to the Captain of the Port of Mobile that they are interested in contracting their services in this regard and are approved by the Department of Agriculture, Animal and Plant Health Inspection Service.

Waste Management, 4770 Hamilton Boulevard, Theodore, Alabama, 36582.

WASTE OIL DISPOSAL: If desiring to discharge oily waste, a vessel, her owners and agents are responsible for selecting an inspected and approved company that meets United States Coast Guard requirements for receipt of oily waste and further are responsible for making the necessary arrangements for discharging the oily waste. Such discharge operations are to be reported to the Superintendent or Terminal Manager in charge of the particular facility prior to the actual discharge.

The firms listed below have indicated to the Captain of the Port of Mobile that they are interested in contracting their services in this regard. Their listing herein does not indicate a preferential recommendation on the part of the Alabama State Docks Department but merely reflects the company's desire to function in the above capacity and the Captain of the Port's recognition of the firm with respect to the Alabama State Docks Department's application. All enquiries should be directed to the Captain of the Port, United States Coast Guard. Any contractor is subject to the applicable regulations for the transfer of oil (33 CFR 154-156).

Aaron Oil Company, Inc., P.O.Box 2304, Mobile, Alabama, 36652.

Midstream Fuel Service, Inc., P.O.Box 2626, Mobile, Alabama, 36652.

SEAMAN'S CLUBS: Catholic Maritime Club, 273 Dauphin Street, Mobile. Tel: 432-7339.

International Seaman's Center, 605 Texas Place, Mobile. Tel: 432-7953.

CURRENCY: U.S.Dollar (U.S.$).

DEVELOPMENTS: The 400 ft. wide ship channel was recently dredged to 45 ft. and to be dredged at a later stage to 55 ft. with a width of 550 ft.

The Alabama State Docks is currently involved in a $25 million capital improvement program, which will upgrade the general cargo warehousing and docking facilities. A 365,000 sq.ft. forest products warehouse and steel and heavy lift berth is presently being built to better serve dock customers. A 14 acre waterfront site was recently purchased and renovated providing a 1,400 ft. pier system, open storage area and a 175,000 sq.ft. warehouse.

AUTHORITY: Port of Mobile, Alabama State Docks Department, P.O.Box 1588, Mobile, Alabama 36633-1588, U.S.A. *Tel:* (205) 441-7100. *Telex:* TWX 810-741-7748. *FAX:* (205) 432-5328. *Contact:* E.G. Browning, Jr., General Manager – General Cargo, Marketing and Operations.

MOREHEAD CITY, N. Carolina: 34.43 N. 76.42 W.

(See Plan)

DOCUMENTS:

3 copies Cargo Manifest (Form 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Passenger List (Form I-418).
2 copies Crew List (Form I-418).

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:

Health Pratique.
Master's Oath (Form 1300).
All Foreign Clearances.
U.S. Certificates of Payment of Tonnage Tax (Customs Form 1022).
Certified Crew List.

PILOTAGE: Pilots obtained from Morehead City Pilots' Association, Morehead City, North Carolina 28557. Tel: 919-726-4068.

The Port Terminal at Morehead City is 3.5 miles from the Sea Buoy. The port is located on the Intracoastal Waterway and is situated 75 miles S.W. of Cape Hatteras and 14 miles West of Cape Lookout.

Pilots should be given 24 hours notice and then contacted by VHF Channel 16 about 2 hours before arrival at Sea Buoy R "2BI".

Pilot boat is about 40 ft. long, with white hull and superstructure; the hull is marked with "Pilot" in black letters on both sides.

RESTRICTIONS: Ocean Bar is 47 ft. at MLW.

The channel at Morehead City is maintained at a controlled depth of 45 ft. at MLW.

The East Turning Basin has a depth of 45 ft. and the West Turning Basin has a depth of 35 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Available. Service provided by (1) Morehead Towboat, Island, Morehead City, North Carolina 28557. Tel: 919-726-544 Delta Marine Inc., P.O.Box 3546, Morehead City. Tel: 726- Fax: 763-7119.

BERTHING: The wharf is 5,500 ft. long. This length enables the provide berths for 10 × 500 ft. general cargo ships and 1 petr tanker at any given time.

Adjacent to the general cargo dock area is a 1,000 ft. deep berth for out-loading through the bulk handling facility.

The wharf is constructed of concrete and steel and has marginal and crossovers for full length. Truck ramps are located at various for easy Roll-on/Roll-off access.

Morehead City also provides a barge terminal with 1,487 ft. of berths. This terminal was developed as a part of the bulk han facilities, but is also used for the loading or off-loading of a var cargoes.

Bulk Handling Facilities: 6,000,000 ton annual capacity bulk faci receipt, conveyance, storage and shipment of bulk cargoes. Lo capacity 3,000 t.p.h. Storage capacity 225,000 tons (used mai phosphate).

Woodchip handling facility which can outload 1,000 s/tons per annual capacity two million tons.

CRANES: 2×115 ton capacity gantry cranes with container han capability.

FUEL: Available from Colonial Oil and Texaco Inc.

SURVEYORS: Saybolt, Lloyd's, S.G.S. and National Cargo Burea

REPATRIATION: This is possible but should be avoided as there Immigration Office. Closest airport is about 1 hour's drive from the

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Sa Time, GMT minus 4 hours from first Sunday in April till last Sund October.

SERVICES: There are no shipyards in the port. Service on any ki electronic equipment is not available.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 made up for each crew member on arrival. Not necessary for crew already holding Form I-95, issued for the same vessel.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. (Albany).

Garbage disposal is available though it must be pre-arranged wi port before vessel's arrival. Drums and skips are normally pro alongside ship. Charges and collection times will be given when arrangements are made. Contact James Lawrence, Superintendent, Morehead City Port, Morehead City, North Car Tel: (919) 726-3158.

WASTE OiL DISPOSAL: Waste oil disposal is available but arrangement must be made. All docks are serviced by tanker tru Contact James Lawrence, Dock Superintendent, Morehead City Morehead City, North Carolina. Tel: (919) 726-3158.

SEAMAN'S CLUBS: There is a Seaman's Center at the port wh sponsored by the local churches. This facility is located near the water tank and provides telephones to call home and general assista

CURRENCY: U.S.Dollar (U.S.$).

AUTHORITY: North Carolina State Ports Authority, P.O.Drawer 113 Arendell Street, Morehead City, North Carolina 28557. *Tel:* 726-3158. *Telex:* 510 924-2983. *FAX:* (919) 726-1943. *Contact:* R D. McMahan, General Manager.

NAWILIWILI, Hawaii (including Port Allen): 21.57 N. 159.21 W.

(See P

DOCUMENTS:

4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load Line Certificate.
Derat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Stores Lists.

PILOTAGE: Vessel's Agent orders Pilot 48 hours in adva telephone, correcting ETA as necessary with 4 hours final no last minute change occurs. Pilot boat "Anini" from Hawaii Association serves Nawiliwili and Port Allen. Tel: (808) 521-278 boards 1 mile East of Nawiliwili and 0.5 miles South of Port Allen. in accordance with International Code.

ANCHORAGES: *Nawiliwili:* Between Nawiliwili Light and Carter in 5 – 9 fathoms. Not good in strong trade-wind weather. Fair ground. Not recommended.

Port Allen: 0.5 miles South of Port Allen Breakwater Light in fathoms. Fair holding ground. Untenable in Kona or S.W. storms occur from November to March.

RESTRICTIONS: 24 hours notice of arrival is obligatory. Nawiliwili: Arrivals sunrise, departures sunset time. From October 21 to March 21 Pilot boards at 0630 hrs. Balance of year 0600 hrs. Port Allen: No time restrictions.

MAX. SIZE: *Nawiliwili:* Length 800 ft., draft 32 ft. 6 in.

Port Allen: Length 687 ft., draft 32 ft. on North side and 28 ft. on South side. Pier is 600 ft. long, so larger vessels overhang.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Honolulu Quarantine Station.

RADIO: Communicate through RCA or ITT stations in Honolulu. Also KOM marine operator for radio telephone and telephone to Kauai.

TUGS: One 2,000 h.p. tug meets vessels off port and in outer harbour. Both ship's lines and/or tug's line may be used. Has radio telephone, "WTT 3602" and Channel 12 is usually used. Extra tugs available from Honolulu.

BERTHING: Limited to one large vessel at Nawiliwili and one at Port Allen. Considerable barge traffic. Prior reservations by Agent necessary with Marine Cargo Specialist. Berth conflicts usually solved in Honolulu by rerouting of Island ports.

Ro/Ro barge facility at Piers 1 and 3.

New Pier 3 and yard under construction and scheduled for completion in August 1994. Pier 1 renovation to begin at this time with completion 12 months later.

CARGO HANDLING FACILITIES: Nawiliwili has one sugar loading gantry on Pier 2; no equipment or storage to handle grain, ore, coal, sulphur. Fertiliser is discharged by self-unloading barge, and the bulk hauled away via truck. There is a container yard but no facilities to off-load containers. Weekly service is by a self-unloader. Roll-on/Roll-off cargo is moved on ramps furnished by barges. LPG and petroleum product lines are privately owned.

STEVEDORES: All stevedoring by McCabe Hamilton and Renny Co. Ltd., with headquarters in Honolulu and branches in outports. 48 hours notice by Agent for labour and equipment. Inward cargo is containers, general, bulk fertiliser, petroleum products, and building and construction materials. Outward is raw sugar, general and molasses. Foreign vessels are subject to heavy fines for carrying stevedore gear inter-island without Customs Clearance.

MEDICAL: 2 hospitals on Kauai with 2 doctors under contract to United States Public Health Service. Standard international inoculations and vaccination required. Advance notice by Agent desirable but not necessary.

TANKERS: All piers have pipeline connections for incoming cargo and outgoing molasses. Fuel oil 10 in., molasses 10 in., water line 6 in., gasoline, kerosene and diesel 8 in. These are the main lines under the wharves. Hose connections to ships vary with the type of riser and hose so size of fittings should be checked with Agent. No slop discharge facilities available. 5 tanker berths available.

DENSITY: Varies from full salt to brackish in periods of heavy rainfall with freshets in the streams. No specifics available.

FRESH WATER: Available from 2 in. dock hydrants via ship's hose. About 100 gallons per minute.

FUEL: Bunker C not available for large vessels. Diesel fuel available via tank truck with 6 hours notice. Weekend and holidays order previous day.

CONSULS: All in Honolulu.

REPAIRS: Light machine shop, welding and burning and pipe work available. Plantations may do some heavy repairs if part can be sent to their shop. Their engineers are helpful in emergencies. Heavy or technical repairs must be done in Honolulu.

GANGWAY/DECK WATCHMEN: Tankers discharging gasoline required to have uniformed dock watchman. Usually off duty policeman. All ships provide own gangway and deck watch.

OPENING/CLOSING HATCHES: Normally done by stevedores. A few foreign ships prefer doing it with own crew.

CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.

REPATRIATION: Agent can arrange by air via Honolulu. Immigration clearance necessary.

AIRPORT: Lihue is 3 miles from Nawiliwili and 20 miles from Port Allen; served by inter-island regular carriers. Numerous lines, and charter flights available.

TIME: GMT minus 10 hours, all year round.

HOLIDAYS: National: New Year's Day (January 1st); President's Day (February 22nd); Memorial Day (May 25th); July 4th; Labour Day (first Monday in September); Election Day (first Tuesday in November); Veteran's Day (November 11th); Thanksgiving Day (November 26th) and Christmas Day (December 25th). Cargo can be worked but at penalty rates.

POLICE/AMBULANCE/FIRE: Emergency calls – Dial 911 for all services, or dial "O" for operator.

EMERGENCY CO-ORDINATION CENTRE: Coast Guard Search/Rescue Centre, Tel: (808) 246-0390.

TELEPHONES: Arrangements by Agent.

SHORE LEAVE: Permitted after Immigration check. Eastern Bloc visitors may be restricted.

IDENTIFICATION CARDS: Desirable but not required by law.

DEVELOPMENTS: Turning basin may be enlarged to handle liners and large bulkers. Project depth 35 ft. Also see "Berthing".

AUTHORITY: State of Hawaii, Department of Transport, Harbours Division, 3242 Waapa Road, Lihue, Kauai, Hawaii 96766, U.S.A. Tel: (808) 245-6996. *FAX:* (808) 246-9344. *Contact:* Barry Kim, Harbour District Manager.

AGENT: See "Honolulu".

NEW BEDFORD, Massachusetts: 41.38 N. 70.55 W.

(See Plan)

DOCUMENTS: See "Boston".

PILOTAGE: Compulsory. 3 Massachusetts State Pilots available, ordered through Agent. VHF Channel 16 monitored. Pilot on station only after 12 hours notice. Small pilot vessel with basic communication equipment. Pilots board all vessels at Buzzards Bay Buoy at the entrance to New Bedford Outer Harbour situated at Lat. 41° 30′ 42″ N., Long. 70° 50′ 07″ W.

ANCHORAGE: It is recommended that vessels delayed due to weather, etc., anchor 0.5 miles South of Buzzard's Bay Bell Buoy.

RESTRICTIONS: A modern harbour approach begins at Buzzard's Bay Buoy and runs a straight course of 7.5 miles direct to the pier facilities. The channel is 350 ft. wide and has a depth of 30 ft. MLW. The channel leads into a moderate size (1,000 yd.) turning basin.

Hurricane dyke barrier gate 150 ft. wide with depth of 30 ft. MLW.

MAX. SIZE: 700 ft. length. Vessels over 30 ft. draft restricted by tides.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO: RCA Chatham Radio, New Bedford Marine Operator for VHF, and Boston Marine Operator for ship to shore frequencies.

VHF: Pilot vessel on Channels 16 and 13. Pilot office on Channels 16 and 18A.

TUGS: Tugs join vessel in inner harbour. Tug lines used. 2 tugs available. Tugs are not normally used at the State Pier in docking and undocking of deep-water vessels. The large turning harbour basin, the wind-sheltered position of the pier and lack of tidal current minimise use of tugs. In extreme weather conditions tugs are used.

BERTHING: At State Pier, berthing space for 3 ships:

North side 600 ft. length, South side 775 ft. length, East side 450 ft. length.

Depth of water at all berths is 30 ft. MLW.

Maritime Terminal, depth 27 ft.

BRIDGES: Passage to upper reaches of harbour to Maritime Terminal requires navigation through the New Bedford and Fairhaven Bridge only in daylight for larger vessels over 250 ft. length.

STEVEDORES: 24 hour notice required for New Bedford Stevedoring Corporation to prepare gear. 25 tons discharged or loaded per hour as average production per gang. Nearly all cargoes handled.

MEDICAL: 24 hours notice required. Excellent hospital facilities available.

DENSITY: Static, since tidal variations light. Density same as ocean water.

FRESH WATER: Fresh water available.

FUEL: All types available, to be ordered in advance.

CONSULS: Most Consuls available in Boston, 50 miles or 1 hour away.

REPAIRS: All types of minor ship repairs available.

GANGWAY/DECK WATCHMEN: Watchmen available. Non police or police.

OPENING/CLOSING HATCHES: Depends on negotiated contract and cargo handled.

CUSTOMS ALLOWANCES: Designated by U.S. Customs with regard to particular circumstances.

REPATRIATION: Agent can handle formalities.

AIRPORT: 3 airports within 1 hour's drive. All international services.

HOLIDAYS: New Year's Day (January 1st); Washington's Birthday (February 22nd); Patriot's Day (April 19th); Memorial Day (May 30th); Independence Day (July 4th); Labor Day (first Monday in September); Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (last Thursday in November); Christmas Day (December 25th).

TELEPHONES: No telephones on board, but exist adjacent to pier.

SERVICES: All services can be obtained if required.

SHORE LEAVE: If U.S. Immigration has cleared crew member, he is allowed ashore.

GARBAGE DISPOSAL: Garbage containers are available on most piers and wharves. Contact: A.B.C. Disposal. Tel: (508) 995-0544 and Frades Disposal. Tel: (508) 995-9121.

WASTE OIL DISPOSAL: Contact Franklin Recycling Co. Tel: (508) 995-1179.

SEAMAN'S CLUBS: None.

SHIPMASTER'S REPORT: December 1982.

Documents: See "Boston"

Pilotage: Compulsory. Pilot boards at "BB" in Buzzards Bay. Advise Agent 6 hours prior to arrival.

Restrictions: Vessels enter and leave on rising tide during daylight hours. The approach is hazardous as vessel has to pass through hurricane barrier (width 150 ft.) and swing bridge (width 94 ft.).

Max. Size: LOA. 600 ft. Beam 85 ft. Draft 25 ft. Underkeel clearance of 5 ft. required in channel. Mean tidal range 3 ft.

Radio: Chatham Radio.

Tugs: 3 tugs available (2,000 h.p.). 2 tugs are normally sufficient for berthing/unberthing.

VHF: Pilot on VHF Channel 16.

Berthing: Maritime Terminal Wharf: Distance from "BB" Buoy to Berth is 9 miles. U.S. and U.K. Pilot Books indicate 30 ft. to 31 ft. at berth. Least depth in Channel from sea to berth 30 ft. Nature of bottom at berth – very soft mud. Density 1025. Good security. Palletised cargo and 20 ft. and 40 ft. containers handled. Ample storage space for containers.

Services: Fresh water, fresh provisions, limited repair facilities, Lloyd's Surveyors (at Boston), Salvage Surveyor (New York), laundry service, (Boston). Bunker fuel oil, diesel oil, lubricating oil, doctor, hospital, groceries and meats (Boston).

AUTHORITY: City of New Bedford, Harbor Development Commission, Wharfinger Building, Fisherman's Wharf, New Bedford, Massachusetts 02740. *Tel:* (508) 993-1770. *FAX:* (508) 991-6181. *Contact:* Martin Manley, Director.

NEW HAVEN, Connecticut: 41.14 N. 72.55 W.

(See Plan)

DOCUMENTS: Refer to "New York".

APPROACHES: *From New York:*

Charts: 12339, 12366, 12367, 12363, 12354, 12371.

Vessels leaving New York bound for New Haven will be transiting New York's East River and Western Long Island Sound. All shoals and rocks are well marked and the close proximity to the shore line provides an excellent radar target for position checking. During Summer months, thick fog will present a hazard on this route. Long Island Sound is also a major yachting centre, so extreme care must be exercised while transiting this area.

There are numerous dangers to be wary of when making the passage from New York to New Haven. In order of approach they are:

1. East River and Hell Gate are areas of strong tidal currents averaging 4.6 knots for the ebb current which sets in a Southwesterly direction. Vessels drawing up to 35 ft. may transit Hell Gate at HWS only. Sluggish handling vessels should arrange for towboat assistance up the East River and through Hell Gate.
2. 26 ft. Buoy "32A" usually passed well clear to the South.
3. Cable and Anchor Reef usually passed to the South.
4. Stratford Shoals deep draft vessels pass at least 1 mile off the South of the shoal then alter course to New Haven Sea Buoy.

From Block Island:

Charts: 13205, 13215, 13209, 12354, 12371.

On approaching Block Island from the Southerly direction, Block Island's Southern shore is mainly high rock cliffs, and a good radar target is obtained along with bearings taken from the RDF station at Southeast Light.

Care should be exercised by vessels deeper than 30 ft. to always approach Block Island to the East due to the numerous shoals found on the Western side of the island.

It is also advisable to remain at least 1 mile to the East of Block Island due to the numerous shoals close in shore.

There are numerous dangers to be wary of when making the passage from the pilot station to New Haven. In order of approach they are:

1. Block Island North Reef Buoy "1B1" marks a dangerous shoal and should be passed well clear.
2. The Race is a narrow channel into Long Island Sound. Strong East to West currents exist during maximum ebb or flood and knowledge of position should be maintained in view of the possibility of unusual set. Valiant Rock, with a least depth of 19 ft., nearly in the middle of the Race, is surrounded by shoal area. A lighted bell buoy is Northward of the rock.
3. Great caution should be exercised during the Summer months when transiting through Block Island and Long Island Sound due to the heavy small boat traffic, especially in the area in proximity to The Race.
4. Fog is prevalent during the Summer months and is heavy. Good judgement should be used before transiting the area during fog.

Good water is found in Long Island Sound from The Race to New Haven as long as the Mid-Channel Buoys "P1" and "CF" are passed close to and care is taken so as not to pass North of "Twenty-Eight Foot Shoal" lighted bell buoy. When a vessel is within 4 or 5 miles of New Haven, the depth of the water is reduced, so caution is again needed. Radar is the best navigational aid in this area. There are numerous RDF stations that can be used to ascertain positions. Also fathometer readings will be helpful.

PILOTAGE: Compulsory. State Pilots are available on a 24 hour basis and are usually arranged through the ship's Agent or directly by shipping companies. Pilot will board vessel in vicinity of New Haven Sea Buoy, marked "N.H." – short and long flash; black and white vertical stripes. Boarding will be from a 44 ft. steel launch named *New Haven Pilot* – blue hull with "Pilot" marked on both sides in white letters, or from a tug-boat. Contact can be made via VHF telephone, Channel 13 (156.65 MHz), Channel 16 (156.80 MHz), or Channel 19A (156.95 MHz).

Dock Masters provided by Constitution State Pilots.

Pilotage Association Report: The New Haven – Bridgeport Pilots maintain a tide gauge, from where they depart to meet vessels. The normal tidal range is 6 ft. They believe that 4 ft. of water in excess of the ship's deep draft is necessary for a safe transit. A rule of thumb, used by them, is 31 ft. on LW, and 37 ft. on HW. (For any variation of this, a Pilot should be consulted.) A normal transit time from the entrance buoy to any of the berths in the inner harbour is 45 minutes to 1 hour. Docking time of 30 minutes to 1 hour should be added to this average, dependent on where the ship is berthing, as well as possible weather conditions.

There was a maintenance dredging of New Haven Harbour, completed in 1994. The after-dredging survey submitted to them by the U.S. Army Corps of Engineers shows a controlling depth, with rock bottom of 35 ft. at MLW. This rock is located at South West Ledge Light at a point where a 35° turn is executed by the ship.

Prevailing winds are Westerly, and have a decided effect on the rise of tide. The tide gauge is the determining factor as to the time of entry when wind conditions do exist.

Advice from State of Connecticut, Department of Transportation:

Pilotage is compulsory for vessels transitting the waters of Long Island Sound via Block Island Sound bound to or from ports and harbours on Long Island Sound. Vessels bound for New Haven via Block Island/Long Island Sound usually board a Pilot at either the Point Judith Pilot Station (41° 17.2′ N., 71° 28.5′ W.; 2 miles South of the Point Judith R "2" whistle buoy), or the Montauk Pilot Station (41° 02′ N., 71° 42′ W.; 3 miles due East of Montauk whistle buoy Mo (A) "MP"). Some Block Island/Long Island Sound Pilots also serve as Pilots for New Haven. If a local harbour Pilot is to be boarded, he will usually board vessel in vicinity of New Haven Sea Buoy, marked "N H" – short and long flash; red and white vertical stripes.

ANCHORAGES: Vessels awaiting berth, and or tides, will find good anchorage up to 40 ft. draft within 1 mile S. – S.E. of the "N.H." Buoy.

RESTRICTIONS: Vessels can proceed to and from berths in New Ha Harbour at any hour during the day or night, weather and tide permit Entrance channel dredged to 35 ft. MLW and width 400 ft.

MAX. SIZE: Draft up to 38 ft. subject weather and tides. Vessels 50,000 d.w.t. with part cargo, do call occasionally, but should con with the Pilot and terminal concerned.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany

HEALTH: See "Health: All Ports", before first U.S.A. port (Alba Illness Reports made to New York Quarantine Station.

RADIO: Vessels arriving from North use Chatham Radio. Vessels fr South use Amagansett Radio on Long Island.

Bridgeport Marine Operator on VHF Channels 24 and 27.

TUGS: Gateway Towing operates tugs based in New Haven and ser Long Island Sound ports. The office is on VHF Channel 13, 24 hou day. The 24 hour telephone number is (203) 469-7288. The 4 tu stationed in New Haven have 2,400 h.p. with twin screws. There two other New York based tug companies serving this a Spentonbush Red Star Co., Tel: (800) 223-5470.

BERTHING:

Wyatt Inc.: Pink Tanks:

In the Winter of 1994, this terminal, on the West side of the harbo was dredged to 36 ft. The dock on the East side has been closed ships of 715 ft. LOA can be docked portside to on the West dock.

Wyatt Inc.: T Dock:

In the Winter of 1994, this terminal, on the East side of the harbo was dredged to 36 ft. The dock is parallel to the main channel w manifold area and dolphins connected by walkways. Ships are dock portside to.

Gulf Terminal: The Gulf Dock is located parallel to the channel on t East side of the inner harbour, and ships of 35,000 d.w.t. with draf 35 ft. and LOA of 675 ft. are considered to be maximum size. (35 from bow to manifold.)

The dock parallels the channel and consists of 2 main caissons centre platform and dolphins connected by a catwalk. Ships consign for Gateway Terminal use this facility.

Gateway Terminal: Gateway Terminal is an independent deep-wa marine terminal owner and operator, handling various types of dry a liquid bulk cargoes. It features its own petroleum transfer and oil stora tank farm (4 tanks), with an aggregate capacity of approximately 500, barrels. The fuel transfer facility is connected to the Buckeye-Jet Pipeline System servicing central Massachusetts, and has a work arrangement with Gulf Oil to utilise a number of their immedia adjacent facility components, including their T – dock.

Gateway Terminal has a newly constructed concrete pier, 75 length by 60 ft. width, which is at a 90° angle to the main channel. T pier provides up to 3 berths and can accommodate on the South s 40,000 d.w.t. tankers and dry cargo vessels up to 68,000 d.w.t., 75 LOA, 106 ft. beam and 36 ft. draft at MLW. Smaller vessels and barg with up to 35 ft. draft at MLW use the North side. Also available 3×9,000 ton elevators for cement storage. The pier provides a timb rubber cushion 50 ft. on centre fendering system. Two high speed ga cranes with capacity 40 tons are on the pier and additional mobile cra with capacity 25 tons are available. Advanced truck loading and we stations are immediately adjacent to the pier. Ships can berth por starboard side to.

Bunkers, petroleum products and fresh water are available at all tim

New Haven Terminal, Inc.: This facility has 3 ship berths on a heading from the channel, dredged in 1994. The Scrap Dock, as called, is a continuous pier, with a wearing strip cushioned by a rub backing. The pier is 650 ft. long, with 35 ft. at MLW. Scrap is load from here and all types of dry cargo handled. Two gantry cranes are the dock and additional mobile cranes are available. Railroad cars be brought on to the dock. Ships berth port side to.

The Finger Pier on the North side is a continuous pier, 650 ft. lo and is mainly used as a tanker berth. Bow to manifold is 35 (additional hoses can be added to increase this distance.) The si 196 ft. in width, and 2 ships may be accommodated at the same ti as long as 30 ft. is allowed for a tug boat between the ships. Depth 3 at MLW.

The South side is a tanker or general cargo berth, with 38 ft. at ML Bow to manifold is 350 ft. and additional hoses may be used. Ships 700 ft. may be secured at all 3 of these berths.

Bunkers can be trucked in, and fresh water is available at all ber New Haven Terminal Inc., 100 Waterfront Street, New Haven. Tel: (2 469-1391. Telex: 710-465-2994. Fax: (203) 469-1318.

Exxon Terminal: Exxon Dock parallels the main channel. The doc 750 ft. long with 2 main caissons, dolphins, and platform connecte a catwalk.

Ships of 50,000 d.w.t. call at this dock, with a draft of 36 ft., doc on the rising tide. Ships are docked starboard side to. Bunkers are available, though fresh water is.

MEDICAL: All facilities available.

TANKERS: See "Berthing".

BALLAST: There are no slop lines available.

FRESH WATER: Available at all terminals.

FUEL: Available from oil terminals or delivered by barge.

CONSULS: All countries represented in New York.

CUSTOMS ALLOWANCES: At the discretion of Customs Offic Normal allowance is 200 cigarettes or 2 lb. of tobacco and 1 quart w spirits per man. Additional allowances may be given if consid necessary, due length of vessel's stay in port.

AIRPORT: New Haven Airport 1 mile distant. New York Internati Airport 70 miles distant.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Sa Time, GMT minus 4 hours from first Sunday in April till last Sund October.

HOLIDAYS: New Year's Day (1st January); Washington's Bir (22nd February); Memorial Day (30th May); Independence Day July); Labor Day (first Monday in September); Columbus Day

October); Veteran's Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December).

SERVICES: Professional Sea Services (monitor Channels 16 and 19A) of New Haven offers launch service to ships at anchor, movement of stores, and skin divers. Tel: (203) 932-2159.

Sea Support, 500 Waterfront Street, New Haven, CT. 06512. (P.O.Box 9166, New Haven, CT. 06532). Tel: (203) 467-1590 (24 hours). Fax: (203) 468-2670. Telex: 413474 Conn Marine. *Contact:* Ralph Gogliettino. Services: Complete ship chandlery and repair services. Boom deployment, oil containment and recovery, air, sea and shore terminal services.

GARBAGE DISPOSAL: Agent must make arrangements with Department of Agriculture.

Charges: U.S.$ 250.00 per container; haulage U.S.$ 10.00 per container; disposal U.S.$ 80.00 per net ton.

WASTE OIL DISPOSAL: Service available and must be arranged through ship's Agent.

See "Services".

SEAMAN'S CLUBS: None.

GENERAL: Through a co-operative agreement, all the terminals have a slick boom, skimmers and absorbent available at all times.

There are no slop tanks available in this port for pumping ballast.

None of the terminals supply gangways; ships must use their own.

AUTHORITY: U.S. Coast Guard, Captain of the Port, Long Island Sound.

Contact: Captain D.V. Monks, New Haven – Bridgeport Pilots' Association, 45 Alison Avenue, Wallingford, Connecticut 06492. *Tel:* (203) 230-0778, (203) 265-3673 (Residence).

NEW LONDON (Including Groton), Connecticut:

41.21 N. 72.06 W. **(See Plan)**

DOCUMENTS: Refer to "New York".

PILOTAGE: Pilotage is compulsory for vessels transiting the waters of Long Island Sound via Block Island Sound bound to or from ports and harbours on Long Island Sound. Vessels bound for New London harbour via Block Island/Long Island Sound usually board a pilot at either the Point Judith Pilot Station (41° 17.2′ N., 71° 28.5′ W., 2 miles South of the Point Judith R "2" whistle buoy,) or the Montauk Pilot Station (41° 02′ N., 71° 42′ W., 3 miles due East of Montauk whistle buoy Mo (A) "MP"). Some Block Island/Long Island Sound pilots also serve as pilots for New London. If a local harbour pilot is to be boarded, he will usually board the vessel at General Anchorage "E" or if under way inbound, approximately one mile South of New London entrance buoys "1" and "2". Vessel's agent will arrange pilotage and advise vessel of pilot boarding area.

Dock Masters provided by Constitution State Pilots.

ANCHORAGES: General Anchorage "E": In the waters off the mouth of New London Harbour, approximately 1.5 miles S.S.E. of New London Ledge Light (See "Plan").

RESTRICTIONS: Vessels can proceed to or from berths in New London or Groton at any hour during the day or night, weather and tide permitting. Transits of the Thames River to or from Dow Chemical's Terminal at Allyn Point are limited to daylight hours.

The U.S. Navy has dredged New London Harbour to provide a main ship channel with depths of 36 ft. and 40 ft. at MLW, 500 ft. wide from Long Island Sound to the Route I-95 bridge.

MAX. SIZE: Dry cargo vessels of approximately 600 ft. – 650 ft. and tankers of approximately 800 ft. have been using the harbour.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO: Vessels arriving from North use Chatham Radio on Cape Cod. Vessels from South use Amagansett Radio on Long Island. However, either one may serve the purpose.

VHF: New London Marine Operator monitors VHF Channels 25, 26 and 86.

TUGS: Usually join vessel at Ledge Light if a dry cargo vessel and near entrance buoys "1" and "2" if a tanker. Tugs use their own lines. Three tugs of about 1,000 h.p. – 3,000 h.p. are usually available with advance notice. Tel. (203) 443-9433.

BERTHING: Advance ETA must be made for berthing.

State Pier No. 1: Depth-pending completion of hydrographic survey, pilot and terminal should be consulted (Vessel's draft normally not to exceed 31 ft. – 32 ft.).

Long Wharf: Consult Pilot and Terminal Operator regarding draft limitation/availability of Long Wharf for berthing.

Dow Chemical Co. Wharf: Depth 22 ft. MLW (docking on rising tide), daylight docking and undocking.

Hess Groton: Depth 36 ft. MLW.

City Pier (South side): Depth approximately 18 ft. MLW (not used as a cargo terminal). Contact New London Marine Commerce and Development Office. Tel: (203) 443-8331.

BRIDGES: There are no bridges across Main Ship Channel. However, at New London, at the head of the Main Harbour, the Thames River is crossed by 1 drawbridge and a twin fixed bridge: the Amtrak Railroad bascule bridge with a horizontal clearance of 151.5 ft. and a vertical clearance of 30.9 ft. at high water and a fixed highway bridge with a vertical clearance of 135 ft. for a middle width of 200 ft.

STEVEDORES: Gangs must be requested on weekdays no later than 1630 hrs. preceding the scheduled work day.

MEDICAL: All facilities available.

TANKERS: Amerada Hess Oil Dock: Max. draft 36 ft. (Lines 10 in. and 12 in.).

Pfizer Wharf: Barge berth, currently not handling tankers.

Report: Port Approaches – Cautionary Advice: When approaching Block Island from the South or East, prior to picking up the Pilot, all mariners should be aware of the precautionary zone to the S.E. of Block Island. Usually ships bound for Point Judith Pilot Station will make for 1 mile East of Block Island S.E. lighted whistle buoy then, traffic permitting, head due North, to pick up the Pilot. All traffic in this area should be monitoring VHF Channels 13 and 16. Principal navigational aids used in making landfall are RDF stations at Montauk Point, S.E. Point, Point Judith, Brenton Reef Light and Buzzards Bay Light Tower. The high bluffs on the South side of Block Island also provide excellent radar targets for position fixing. Ships bound for Point Judith Pilot Station are advised to approach the pilot station from the East side of Block Island due to the shoals found on the island's Western side. Ships bound for the Montauk or Point Judith Pilot Station should be cautioned against proceeding past the pilot boarding area without a pilot on board. Vessel agents arranging boarding at Montauk Pilot Station should consult pilots regarding draft restrictions for vessels transitting the Montauk-Block Island Channel, S.W. of Block Island. Among the dangerous shoals in that area is Southwest Ledge, marked by a lighted buoy. There are numerous dangers to be wary of when making the passage from the pilot station to Groton. In order of approach they are:

Block Island North Reef Buoy "1BI" marking a dangerous shoal which should be given a wide berth.

"The Race" which is a narrow channel leading into Long Island Sound. Strong Easterly and Westerly currents exist during maximum flood and ebb tides (flood set to the West) and an accurate position should be maintained at all times so that any unusual set may be observed.

It should also be noted that sport fishing boats frequent the area in great numbers practically all year round. Tugs with large barges on long hawsers can also be expected. Valiant Rock, with a least depth of 19 ft., nearly in the middle of The Race is surrounded by shoal area. A lighted bell buoy is northward of the rock. Security broadcasts should be made on VHF Channels 16 and 13 when approaching the area and passing situations discussed before entering "The Race".

Cautionary Advice: Extreme caution should be exercised during the Summer months when transiting through Block and Long Island Sounds due to heavy small boat traffic, especially in the area around "The Race".

Submarine operating areas are in the approaches to New London Harbour and off the Northern end of Long Island. Submarines may be operating either surfaced or submerged in these areas.

Fog is prevalent during the Summer months and can be very dense. Prudent judgement should be used before transitting the area during fog because of the aforementioned hazards.

Berthing: (Hess Oil – Groton): The harbour provides excellent room for manoeuvring. Currents of up to 0.5 knots exist but set fair with the channel. The tidal range averages 2.6 ft. with a spring range of 3.1 ft. Vessels approach the berth at a small angle. Usually vessels dock starboard side to. Once alongside the platform, the bow will be secured first, followed by the stern. The Platform is well protected by rubber fenders. Lines are run to offshore piles and a mooring buoy by a small boat. 12 mooring lines are used under normal weather conditions. (See "Plan").

FRESH WATER: Available at pier side through 2.5 in. and 1.5 in. hoses.

FUEL: Bunker or marine diesel not normally available (arrangements are possible, if ship's Agent is given sufficient advance notice).

CONSULS: Nearest at New York.

REPAIRS/DRY DOCKS: Drydocks of sufficient size/capacity to handle cargo ships currently unavailable to the public. Towing and minor repairs are available through Thames Shipyard, Inc. in New London. Tel: (203) 442-5349.

GANGWAY/DECK WATCHMEN: Not required and not recommended.

OPENING/CLOSING HATCHES: May be performed by stevedores or ship's personnel.

REPATRIATION: Facilities exist.

AIRPORT: Nearest airport is Groton - New London Airport, situated in the Southeast part of Town of Groton, Connecticut. USAir provide scheduled commercial service to this field.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours, from first Sunday in April till last Sunday in October.

HOLIDAYS: Eleven holidays may affect stevedore services at State Pier. With the exception of Labor Day, cargo work can be arranged on holidays. The Terminal Operator should be contacted at Tel: (203) 442-3939 for information concerning observed holidays.

POLICE/AMBULANCE/FIRE: Dial 911.

TELEPHONES: Available if required.

GARBAGE DISPOSAL: For specific information regarding garbage disposal contractors, the State Pier Terminal Operator should be consulted at Tel: (203) 442-3939. Necessary arrangements might also be made through the vessel's Agent.

WASTE OIL DISPOSAL: Upon request, information concerning Waste Oil Contractors will be available through the Terminal Operators, vessel's Agent or the Office of Waterways, located at State Pier, Tel: (203) 443-3856.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar.

AUTHORITY: State of Connecticut, Dept. of Transportation, Bureau of Aviation and Ports (Office of Waterways), State Pier, New London, Connecticut 06320, U.S.A. *Tel:* (203) 443-3856. *FAX:* (203) 437-7251. *Contact:* D. Douglas Brown, Director of Port Operations.

NEW ORLEANS, Louisiana: 29.56 N. 90.04 W.

(See Plan)

DOCUMENTS:

3 copies Cargo Manifest (Form 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I-418).
2 copies Crew List (Form I-418).
2 copies previous Tax Certificates (Form 1002).
2 copies Certificate of Financial Responsibility.
2 copies General Declaration (Form 1301).
2 copies Vessel Repairs (Form 226) (Required only for American Flag vessels arriving from foreign ports).

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:

Master's Oath (Customs Form 1300).
All foreign clearances.
Certified Crew List.

The Bureau of Customs at New Orleans, Louisiana, will not, regardless of the circumstances, accept Customs Entry Papers from vessels unless they are on the proper U.S. Customs Forms and properly prepared.

Specially referred to are Customs Forms 1303 (Ship's Stores Declaration), 1304 (Crew Effects Declaration) and 1302 (Inward Foreign Manifest).

U.S. Customs at New Orleans require that the 1303 be completed, that is all stores (deck, engine, etc.) be listed on the form; it must also include firearms and medicines. They will not accept "as per attached list".

Form 1304, Crew Effects List, must likewise be properly completed. All effects and curios will have to be listed on the form. The term "souvenirs" is not sufficient and may not be used. All values have to be listed. Attachments to the 1304 are not permitted. (This does not apply to American Flag vessels using the Form I-418 Crew List with Crew Declaration numbers listed for their souvenir list.)

Also see "Berthing – Ama (Shipmaster's Report) – General" regarding Customs' areas of jurisdiction.

APPROACHES: *Operator's Report:* 1984 (Corrected to 1988 conditions).

The coastline of the Mississippi River delta is low lying and generally swampy, having no easily distinguished geographic characteristics. The oil rigs and drilling platforms off Southwest Pass are usually sighted well before any navigational aids or landmarks. The first navigational aid to be seen is normally the Southwest Pass Entrance Light near the end of the East Jetty, a red tower on a white dwelling, 85 ft. above the water. The Entrance Light is also equipped with a Racon displaying Morse K (—·—) and Radio Beacon "OT" (307 kHz). The East End Jetty is also a conspicuous navigational aid consisting of a red triangular daymark on a red skeleton tower, 50 ft. above the water.

The sea buoy ("SW") is a red/white light (Morse (A)) buoy located approximately 1.6 miles South of the jetties and may be difficult to distinguish at long range due to the numerous oil wells and other lights in the vicinity.

Entry and transit should not be attempted during dense fog or any other unfavourable conditions.

River Transit: *General:* The Army Corps of Engineers has the responsibility for maintaining a project depth of 45 ft. in the entrance to and along the navigable channel in the Mississippi River up to Mile 150 AHP and 40 ft. from Mile 150 AHP to Baton Rouge. However, even with regular dredging, there will be occasions when the project depth cannot be maintained, resulting in a reduction of the transit draft. A decrease in water depth is most likely to occur when:

(a) the river stage is at its highest usually between January and June, and
(b) the river current velocity decreases causing siltation primarily after major Winter and Spring run-offs of rain and melted snow.

The influence of the above factors on water depth cannot be accurately predicted, neither for the day nor the location in the river. While this is not of concern for many miles of the river where deep water is always available, it is of particular concern within the 9 crossings between New Orleans and Baton Rouge.

Within these crossings it is, therefore, necessary for the Corps of Engineers to take frequent soundings not only to keep track of where the least water depth is, but also to determine the priority crossing for dredging.

Soundings taken for this purpose are very comprehensive, i.e., lines of soundings within each crossing are along the centre line ranges as well as along parallel lines 125 ft. to 250 ft. on either side of the centre line; soundings are recorded on these lines at about 150 ft. intervals. The maximum allowable transit drafts within the river are determined by the available water depth in the deepest 250 ft. wide channel in the 500 ft. wide crossings. As a result, Pilots in selecting such a navigable route may not always proceed on the centre line ranges of a crossing. The maximum draft will never exceed 45 ft. to Mile 150 AHP and 40 ft. from Mile 150 AHP to Baton Rouge.

Currents in the river vary according to the stage of the river (currents due to tides are a negligible factor) being of greater strength and velocity during high river flood stages and of lesser velocity during low river stages. High river stages normally occur in April and the low stages in October. Vessels transiting the river during flood stages should take precautions to avoid wash damage to the banks.

Extra caution is required in navigating the river in the vicinity of Algiers Point, particularly when the river is high. When the Carollton Gauge reaches 10 ft. on a falling stage, all vessels in the vicinity of Algiers Point shall be governed by the Governor Nichols and Gretna traffic lights. Furthermore, low powered vessels should not navigate the area unle they can clear Algiers Point during daylight.

When transiting the river it should be noted that the VTS is not operation. Thus, the mariner may be confronted at any time w unreported hazards. It is important, therefore, that all Pilot rules an other applicable rules and regulations be strictly adhered to.

Six bridges cross the Mississippi River between Head of the Passe and Baton Rouge, with the following clerances:

Mile (AHP)	*Bridge*	*Horizontal Clearance* (ft.)	*Vertical Clearance* (ft.)	Span
94.0	Hale Boggs	1,400	170.0	A
95.7	Greater New Orleans	1,400	170.0	A
106.1	Huey P. Long	725	153.0	A
121.7	Luling & Destrehan	1,200	154.9	A
167.4	Sunshine	750	168.0	B
229.3	Baton Rouge I-10	500	172.5	A

Note: The vertical distance is measured at zero elevation of th river at the nearest gauge on the river. For example: th Baton Rouge I-10 bridge shows a clearance of 172.5 ft. a zero on the gauge. When the gauge shows 10 ft., th clearance is 172.5 ft. – 10 ft. = 162.5 ft.

Ferries transport passengers and cars across the river at Pointe a Hache, Belle Chase, Chalmette, New Orleans, Gretna, Destreha Reserve, Lutcher, Donaldsonville, White Castle and Plaquemine.

When fog is predicted for the lower Mississippi River and/or Gul outbound vessels above New Orleans should anchor around Norco a above. Vessels below New Orleans should anchor well above Pilottow unless the weather can be expected to remain clear up to the entranc of the pass.

Draft/Speed Relationship: It is important to take account of the effect o "squat" when navigating within the crossings of the Mississippi Rive For your guidance, the increase of draft due to "squat effect" i approximately 1 ft. for each 5 knots of speed.

River Crossings: The 9 crossings are critical areas, therefore, it i desirable to obtain either from the Pilot or local Agent the most recen information on locations where soundings indicate water depth less tha the project depth 40 ft. or 45 ft. You should discuss with the Pilot wha the intended track within a crossing should be in order to remain with the deepest water. In order to further reduce the risk of bottom touching a reduction in speed is considered necessary in these circumstances Reduction of speed should be discussed with the Pilot to ensure th the effect of "squat" is compensated for while in a crossing. Since it i important to ensure the desired ship response to rudder movement while in a crossing, speed reduction has to be carried out before entering a crossing.

The manoeuvres required at the crossings are rather unique. In mos cases the channel is not parallel to the river current, and the Pilot wi therefore, utilise the set of the current to negotiate the crossing. Spee has to be sufficient to compensate for the effect of the current, while a the same time maintaining a balance with increased draft due to "squat" Full sea speed is to be avoided.

When entering or leaving a crossing, the Pilot may manoeuvre clos to the bank and on occasions take advantage of bank rejection to ai the manoeuvre.

Experienced helmsmen are required during the entire river trans between New Orleans and Baton Rouge.

River Traffic: Surging caused by passing channel traffic is a commo problem. To avoid damage to Chicksan/hose connections and th parting of wires or lines, special attention should at all times be give to the condition and tautness of moorings. It is recommended that on or several qualified crew members be assigned exclusively to the tendin of mooring lines and winches.

PILOTAGE: Advise Agents ETA at sea buoy 48 hours in advance. Agen will arrange for Pilot. Pilot boat 46 ft. long, red hull, white cabin, flyin blue and white Pilot flag. Pilot boards at sea buoy, requires Pilot ladde 6 ft. above water level, and in compliance with Chapter V, Regulatio 17 of the International Convention for the Safety of Life at Sea, 1974 Pilot boats can be contacted by VHF, Channel 9 or 16 when 30 t 40 miles off. Bar Pilot is exchanged for River Pilot at Pilottow Head of Passes.

Following Advice Received from Crescent River Port Pilo Association:

Cable: Crespilots, New Orleans.

Vessels bound to any destination on the Mississippi River an Mississippi River Gulf Outlet (MRGO) are requested to supply th following information via Coastal Radio Telegraph addressed t Crespilots, New Orleans:

(1) ETA – 24 hours before expected arrival at pilot station (Se Buoys), and any change of ETA in excess of 6 hours.
(2) Indicate if vessel is arriving Mississippi River or Mississippi Riv Gulf Outlet.
(3) Deepest fresh water draft and speed of vessel.
(4) Please contact pilot station at entrances via VHF Radio Phon on Channel 16 (156.80 MHz), Channel 9 (156.45 MHz), or, Channel (156.65 MHz) at least 2 hours prior to arrival for boarding instruction (This is normally done by the Bar Pilot).

Your co-operation will greatly assist in expediting the dispatching o Pilots and avoid costly delays to your vessels.

Report: S.W. Pass Pilot uses VHF Channel 9.

ANCHORAGES: Safe anchorage within 2 miles of South Pass or S.W Pass entrance. Vessels may anchor at the Point below New Orlean depending on ship size, weather, etc., tug assistance may be requi MISSISSIPPI RIVER DESIGNATED PERMANENT ANCHORAGES

Pilottown Anchorage: An area extending from Mile 1.5 to Mile 6.7 AH along the right descending bank and having a width of 1,600 ft. at upper and lower limits.

Boothville Anchorage: An area extending from Mile 12.2 to Mile 1 AHP along the right descending bank and having a width of 1,000 ft its upper and lower limits.

Ostrica Anchorage: An area extending from Mile 23.5 to Mile 24.4 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits.

Port Sulphur Anchorage: An area extending from Mile 37.5 to Mile 39.7 AHP along the left descending bank and having a width of 800 ft. at its upper and lower limits.

Magnolia Anchorage: An area extending from Mile 45.5 to Mile 46.9 AHP on the right descending bank, having a width of 1,100 ft. measured from the Low Water Reference Plane from Mile 45.5 to 46.3, and 600 ft. measured from 500 ft. riverward of the Low Water Reference Plane from Mile 46.3 to 46.9.

Davant Anchorage: An area extending from Mile 53.5 to Mile 54.5 AHP along the left descending bank and having a width of 800 ft. at its upper and lower limits.

Alliance Anchorage: An area extending from Mile 63.6 to Mile 65.8 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits.

Wills Point Anchorage: An area extending from Mile 66.5 to Mile 67.6 AHP along the left descending bank and having a width of 800 ft. at its upper and lower limits.

Cedar Grove Anchorage: An area extending from Mile 69.9 to Mile 70.6 AHP on the right descending bank, 700 ft. wide with a Western limit 400 ft. from the Low Water Reference Plane on the right descending bank.

Belle Chase Anchorage: An area extending from Mile 73.1 to Mile 75.2 AHP along the right descending bank and having a width of 1,000 ft. at its upper and lower limits.

Lower 12 Mile Point Anchorage: An area extending from Mile 78.5 to Mile 80.8 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits.

Lower 9 Mile Point Anchorage: An area extending from Mile 82.7 to Mile 85.0 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits.

New Orleans General Anchorage: An area extending from Mile 89.3 to Mile 90.5 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits. (See Appendix, paragraph 8).

Quarantine Anchorage: An area extending from Mile 90.9 to Mile 91.6 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits (See Appendix, paragraphs 6, 8 and 9).

Kenner Band Anchorage: An area extending from Mile 115.1 to Mile 115.6 AHP along the right descending bank and having a width of 700 ft. at its upper and lower limits.

Ama Anchorage: An area extending from Mile 115.7 to Mile 117.2 AHP along the left descending bank and having a width of 700 ft. at its upper and lower limits.

Bonnet Carre Anchorage: An area extending from Mile 127.3 to Mile 128.8 AHP along the left descending bank and having a width of 600 ft. at its upper and lower limits. (See Appendix, paragraph 10).

La Place Anchorage: An area extending from Mile 134.7 to Mile 135 AHP along the left descending bank and having a width of 600 ft. at its upper and lower limits.

Reserve Anchorage: An area extending from Mile 137.0 to Mile 137.5 AHP along the right descending bank and having a width of 800 ft. at its upper and lower limits.

Lower Grandview Reach Anchorage: An area extending from Mile 146.5 to Mile 147.1 AHP along the left descending bank and having a width of 700 ft. at its upper and lower limits.

Upper Grandview Reach Anchorage: An area extending from Mile 147.7 to Mile 148.8 AHP along the left descending bank and having a width of 700 ft. at its upper and lower limits.

Lower Sunshine Anchorage: An area extending from Mile 165.0 to Mile 165.9 AHP along the left descending bank and having a width of 800 ft. at its upper and lower limits.

Upper Sunshine Anchorage: An area extending from Mile 166.3 to Mile 167.0 AHP along the left descending bank and having a width of 800 ft. at its upper and lower limits.

Baton Rouge General Anchorage: An area extending from Mile 225.8 to Mile 227.3 AHP along the right descending bank and having a width of 1,400 ft. at its upper and lower limits. Less than 27 ft. draft.

Lower Baton Rouge Anchorage: An area extending from Mile 228.5 to Mile 229.0 AHP along the left descending bank and having a width of 700 ft. at its upper and lower limits. Light draft.

Middle Baton Rouge Anchorage: An area extending from Mile 229.6 to Mile 229.8 AHP along the left descending bank and having a width of 700 ft. at its upper and lower limits. Light draft.

Upper Baton Rouge Anchorage: An area extending from Mile 230.6 to Mile 231.0 AHP along the left descending bank and having a width of 1,075 ft. at its upper limit and 1,200 ft. at its lower limit. Light draft.

Note 1: Loaded vessels are not allowed to use Middle and Upper Baton Rouge Anchorages.

Note 2: An explosives anchorage, approximately 1,000 ft. wide, is located on the West side of the river 1.4 miles upstream of Oak Point Light (63.0 miles AHP) and cannot be used by any vessel without previous approval from the Commander, Eighth Coast Guard District.

All anchorages have mud bottoms and are protected by the Mississippi River banks on each side. Vessel's position should be monitored continuously for dragging while anchored. No specific distances are required between anchored vessels. Caution is advised if required to anchor off Baton Rouge Docks, due to proximity of submerged pipeline crossing just South of docks.

The Coast Guard advises that during high water conditions, Mariners should give anchored vessels a particularly wide berth. Fast river currents may cause anchored vessels to swing in wide arcs. Under these conditions, it is important that the Mariner beware of anchor chains.

APPENDIX:

Regulations Concerning Designated Anchorages have been extracted from 33 CFR 110.195.

(1) Anchoring is prohibited outside of established anchorages except in cases of emergency. In an emergency, if it becomes necessary to anchor a vessel outside an established anchorage, the vessel shall be anchored so that it does not interfere with or endanger any facility or other vessel. The Master or person-in-charge of the vessel shall notify the Captain of the Port of the location of the emergency anchoring by the most expeditious means and shall move the vessel as soon as the emergency is over.

(2) In an emergency, if it becomes necessary to anchor a vessel in Southwest Pass, the vessel shall be positioned as close to the left descending bank as possible.

(3) No vessel may be anchored unless it maintains a bridge watch, guard and answer VHF Channel 16, maintains an accurate position plot and can take appropriate action to ensure the safety of the vessel, structure, and other vessels.

(4) When anchoring individually or in fleets, vessels shall be anchored with sufficient anchors or secured with sufficient lines, to ensure their remaining in place and withstanding the action of winds, currents and the suction of passing vessels.

(5) No vessels may be anchored over revetted banks of the river or within any cable or pipeline area. The locations of revetted areas and cable and pipeline areas may be obtained from the District Engineer, Corps of Engineers, New Orleans.

(6) The intentions to transfer any cargo while in an anchorage shall be reported to the Captain of the Port, giving particulars as to name of ships involved, quantity and type of cargo, and expected duration of the operation. The Captain of the Port shall be notified upon completion of operations. Cargo transfer operations are not permitted in the New Orleans General or Quarantine Anchorages. Bunkering and similar operations related to ship's stores are exempt from reporting requirements.

Note: Activities conducted within a designated anchorage (e.g. cargo transfer, tank cleaning, stack blowing, etc.), may be restricted by other Federal, State or local Regulations. Owners, or persons in charge of any vessel should consider all safety and/or environmental regulations prior to engaging in any activity within designated anchorges.

(7) Nothing in this section relieves the owner or person-in-charge of any vessel from the penalties for obstructing or interfering with navigation or navigational aids or for failing to comply with the navigation laws for lights, day shapes, or fog signals and any other applicable laws and regulations.

(8) Vessels carrying cargoes of particular hazard as defined in 33 CFR 126.10 or cargoes of petroleum products in bulk may not be anchored in the New Orleans General Anchorage or Quarantine Anchorage without permission from the Captain of the Port.

(9) Except when required by the United States Public Health Service for quarantine inspection, the Quarantine Anchorage may be used as a general anchorage.

(10) When the Bonnet Carre Spillway is open, no vessel may be anchored in the Bonnet Carre Anchorage.

RESTRICTIONS: Draft governed by Southwest Pass, project depth 45 ft. Entrance day and night. New Orleans is 115 miles upriver.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Available, and join vessel off berth if required. One tug normally used for berthing/unberthing at New Orleans.

BERTHING: *Public Grain Elevator:* No. 2 Berth, 670 ft. long, 40 ft. depth; No. 3 Berth, 650 ft. long, 40 ft. depth; No. 4 Berth, 635 ft. long, 40 ft. depth.

Loading Rates 20,000 bushels per hour per belt, in Berths No. 2 and 3; up to 40,000 bushels per hour per belt, in Berth No. 4. Each berth has 2 loading belts.

Southern Scrap Material Co.: Berth 550 ft. long, 32 ft. depth. Loading 200 t.p.h. with cranes.

Kaiser: Chalmette Wharf: Aluminium discharge facilities, max. draft 38 ft.

Westwego: Continental Grain Elevator: 2 Berths, 600 ft. long and 500 ft. long, 40 ft. depth; loading 2 booms upstream, 3 "Buhler" arms and 1 boom downstream. Loading rate 2,000 t.p.h. – 3,000 t.p.h.

Louisiana Dock: 28 ft. alongside, bulk oil products loaded 200 t.p.h.

Pacific Molasses Co.: Berth 35 ft. alongside.

Ama: Shipmaster's Report: February 1985 (Corrected to 1991 conditions).

Berth: ADM – Growmark.

Location: Lat. 29° 56.4′ N.,Long. 90° 18.5′ W. On the S.W. bank of the Mississippi about 122 miles from the Southwest Pass (New Orleans Customs Zone).

Health/Agriculture: See "U.S.A. – General" before first Port.

Tugs: Tugs normally used.

Berth: Length of berthing face about 550 ft.

Port side to, head up. Head, stern, breast lines to dolphins. Springs to wharf or dolphins according to size (Moorings: 4 head lines, 2 breast lines, 2 forward backsprings, 2 after backsprings, 2 breast lines and 3 stern lines). Strong current along berth. River traffic passes close by. Substantial moorings required, with regular adjustment. Poop gangways generally do not reach wharf. A contractor's gangway normally on wharf but is charged for delivery, collection in addition to rental. Access road very narrow, no vehicles allowed on wharf. Road deliveries must be collected manually from levee 300 yards away. Otherwise delivery by boat from Fairview Wharf. All provisions, laundry, etc., from New Orleans. Public telephones on wharf.

Loading: Loading rate about 1,500 t.p.h. – 2,000 t.p.h. Using 4 "Buhler" arms simultaneously. Sometimes there is a delay in back weighing cargo for preparation of documents.

Fresh Water: Available from wharf via 2 in. line, at a low rate.

Fuel: By barge at anchorage only.
Density: 1000.
General: Now only one Customs Zone for entry and departure. Three copies of following documents required – Crew Manifest, Stores List, Crew List, and one Visaed Crew List.

It is a common practice for ships to anchor below New Orleans for clearance by Customs, N.C.B. and U.S.D.A. before going on towards a bulk or grain loading terminal. Bunkers are generally taken during this period as the grain elevators normally refuse permission to do this alongside.

Also see "South Louisiana".

CONTAINER HANDLING FACILITIES: Handled at most docks. Full container facilities at France Road Berth No. 1 with 830 ft. leased to Sea-Land. Napoleon Avenue wharf 1,520 ft. Nashville/Henry Clay wharf 2,820 ft.

France Road Berth No. 4, wharf 700 ft. France Road Berth No. 5, wharf 900 ft. Berth No. 6, 800 ft. Berth No. 4 leased to Navieras de Puerto Rico and Berths No. 5 and 6 leased to New Orleans Marine Contractors, Inc.

France Road Berth No. 6, with Ro/Ro pier.

BRIDGES: 6 bridges. 3 bridges cross river at New Orleans, 1 at Baton Rouge, 1 at Destrehan and 1 at Donaldsonville. Sufficient clearance at all times.

STEVEDORES: Working hours 0800 – 1200 and 1300 – 1700, Monday to Friday.

MEDICAL: All facilities available.

TANKERS:
Chalmette: Humble Oil Terminal: Tanker berth 30 ft. depth; Tenneco Oil Terminal: Tanker berth 35 ft. depth.
Amesville: Texaco Tanker Loading Berth, 34 ft. alongside. 2×8 in. hoses loading up to 12,000 bbls.p.h. No ballast facilities.
Avondale: American Liberty Tank Terminals Berth, 60 ft. alongside. 4×6 in. hoses loading up to 18,000 bbls.p.h. No ballast facilities. International Tank Terminals Berth, 45 ft. alongside. 12 in. hoses loading 150 t.p.h.
Gretna: Publicker Chemical Corp.: Berth 30 ft. alongside. Southern Pacific Company: Berth 600 ft. long, 35 ft. depth; dry cargo discharging only. Industrial Molasses Corp: Berth 27 ft. depth; 2×10 in. pipelines, loading 200 t.p.h.
Marrero: Hess Terminal Corp: Tanker berth 38 ft. depth; 6×12 in. hoses loading 500 t.p.h. Texaco: Tanker berth 35 ft. depth; 6×16 in. lines loading 250 t.p.h. No ballast facilities.
St. Rose: Cities Service: Tanker berth 35 ft. depth; International Tank Terminals: Berth 35 ft. depth; no fresh water available.
Operator's Report:
Pilottown: General: The Texaco Terminal is located on the East side of the river, 1.7 miles AHP and is a crude oil terminal consisting of a single berth. The dock, mooring dolphins and walkway are constucted of steel and concrete. The dock itself is a 'T' head dock 60 ft. in length; the total cluster of mooring dolphins, however, spans 1,000 ft.

Water at the berth is brackish with an approximate tidal range of 1 ft.

The berth is isolated and far from any commercial centre or district. Launch service to Venice, a small fishing village 8 miles upriver from Pilottown, may be available on request.

Cargo Handled and Shore Installations: Crude oil is loaded to vessels from an 820,000 bbls. capacity storage tank through a 22 in. shoreline leading into 3×8 in. hoses; maximum loading rate is 24,000 bbls.p.h. The hoses are supported by a steel boom at the top of the hose handling structure on the dock.

The berth is equipped with an emergency shutdown system located on the dock; the vessel is provided with a similar piece of equipment for emergency use.

Docking: The River Pilot berths the vessel. No tugs are required for docking or undocking; docking is strictly starboard side to.

Vessels should approach the dock stemming the current, dropping the port (offshore) anchor when off the dock. The anchor is then used to help manoeuvre the vessel alongside the dock. When undocking, the anchor is hove up as the vessel manoeuvres away from the dock.

Mooring bollards on the main dock structure are rated at 100 tons; mooring hooks on the dolphins are rated at 60 tons or more.

Gangway: The ship's gangway must be used and should be properly illuminated and rigged.

Bunkers and Fresh Water: No bunkers or fresh water are available at the dock.

Ballast/Slop Facilities: No ballast or slop facilities are available at Pilottown; vessels arriving with dirty ballast should plan for this.

Venice: General: Getty No. 1 Dock is a crude oil loading dock located on the West bank of the river approximately 11.8 miles AHP.

The 3 arms provided for loading cargo have a designed maximum rail to manifold distance of 12.5 ft. Vessels with a manifold inset greater than 12.5 ft. must use a 10 ft. long spool, provided by the dock, to connect the loading arms.

Cargo Handled and Shore Installations: Crude, the only cargo handled, is loaded through 3×12 in. Chicksan loading arms fitted with 8 in. manifold connections. Maximum loading rate is 40,000 bbls.p.h. The terminal requires that a minimum rate of 10,000 bbls.p.h. be maintained throughout the loading.

Emergency shutdown systems are located in the dock office and on the approach to the dock. The vessel is provided with a portable emergency stop.

Docking: Port side to docking is required and is normally performed by the River Pilot. No tugs are required for docking or undocking; the vessel's starboard anchor is usually used to control the vessel's movement during these manoeuvres. Approach should always be made with the vessel stemming the current.

Gangway: The ship's gangway must be used and should be properly rigged and illuminated.

Connecting Hoses: Chicksan arms are connected to the sh manifold by ship's personnel.

Communications: A public telephone located at the terminal site, n the dock, is available for use by ship personnel.

Repairs: Only emergency repairs which do not involve hot work a allowed.

Bunkers and Fresh Water: No fuel or fresh water are available at t berth.

Ballast/Slop Facilities: A single 64,000 bbls. capacity tank is availa for ballast storage/treatment. The maximum permissible discha pressure is 150 p.s.i.

The terminal specifies that ballast shall not be loaded or discharg while handling bulk cargo and requests that vessels arrive with t minimum possible amount of ballast under the prevailing weather n conditions.

Empire: General: The Chevron Terminal is a crude oil loading dock a is located at Mile 26.7 AHP on the East bank of the river. The do consists of a 'T' head hose handling platform, 2 breasting dolphins a 5 mooring buoys (3 upsteam of the platform and 2 downstream). T dock is connected to shore by a 12 ft. wide pier capable of suppor 2-ton loads.

Cargo Handled and Shore Installations: Crude is loaded throu 3×12 in. hoses attached to a loading arm assembly on the ho platform. The maximum delivery rate is 40,000 bbls.p.h.

An emergency shutdown system is located on the hose handl platform with a portable remote control unit aboard the ship.

Docking: Docking is generally performed by the River Pilot and o starboard side to dockings are allowed. No tugs are required for dock or undocking as the vessel uses its offshore anchor to manoeu alongside the dock.

Approaches should be made stemming the river current and the p anchor should be dropped when the vessel is above the dock to facilita manoeuvring into position. The anchor is hove up as the vessel leav the dock.

Repairs: Only emergency repairs which do not involve hot work a allowed.

Communications: A public telephone located on the hose handl platform is available for use by ship's personnel.

Gangway: The vessel's gangway must be used and should be prope rigged and illuminated.

Bunkers and Fresh Water: No bunkers or fresh water are availabl this dock.

Ballast/Slop Facilities: All dirty ballast and slops must be pumped the shore ballast tank, (capacity 80,000 bbls.) connected to the ho platform by a 16 in. pipeline. Ballast and cargo operations cannot b handled simultaneously.

Maximum discharge rate for ballast is 20,000 bbls.p.h. at a maxim rail pressure of 125 p.s.i.

Bellechase: General: The Gulf/Alliance dock is a multiple product be located on the right descending bank of the river, approxima 65.6 miles AHP.

Transfer of cargo is made through a set of 10 in. hoses attached a loading arm assembly on the dock. Shore lines vary in size from 8 for toluene and benzene to 20 in. for crude oils.

Tank washing while alongside the dock is strictly prohibited.

Cargo Handled and Shore Installations: Products commonly handl by the dock include xylene, LPG, crude, naphtha, carbon black, toluen benzene, gasolines, jet fuel and heating oil.

Maximum allowable rail pressure for discharging vessels is 100 p.s

An emergency loading stop is located on the dock; another, portab unit is placed aboard the ship.

Docking: The River Pilot normally handles docking and undock operations. Docking is port side to only and generally requires the a of a 1,200 h.p. tug. Small tankers are occasionally allowed to do without the aid of a tug, using their starboard anchor instead. Howev since dock regulations prohibit the use of an anchor while alongsid is recommended that a tug be used by all vessels calling at the bert

Approach to the dock should be made stemming the current wi tug on the vessel's starboard bow. The vessel is then manoeuvred i position alongside the dock.

Repairs: Minor repairs, excluding hot work, may be undertaken w written consent from the dock's Chief Operator countersigned by t offsite Shift Supervisor.

Gangway: The ship's gangway must be used and should be prope rigged and illuminated.

Bunkers and Fresh Water: Bunkers are not available at Gulf/Allia Fresh water, however, is available and can be delivered at a maxim rate of 7 t.p.h.

Ballast/Slop Facilities: All slops and ballast must be dischar ashore. The shore storage tank has a 100,000 bbls. capacity; s discharge ballast/slops into this tank through an 18 in. line at a maxim rate of 12,000 bbls.p.h.

Meraux: General: Murphy Oil Refinery is located on the North sid the Mississippi River, approximately 75 miles AHP. The tall stacks a cracking towers of the refinery are prominent features of the shore

The berth serves as a primary receiving dock for crude oils which a refined into various petroleum products for transfer by ship and ba to other ports.

Cargoes Handled and Shore Installations: Crude is received a maximum rate of 20,000 bbls.p.h. or a maximum 125 p.s.i. rail press Refined products (gasolines, jet fuel, etc.) are loaded on to vessel an average rate of 5,000 bbls.p.h. All cargo transfer is made thro 8 in. hoses.

Docking: Docking is normally performed by the River Pilot and is strictly starboard side to. All vessels are required to use a minimum of 1 tug for docking and undocking; more tugs may be used at the Master's discretion. Vessels approach the refinery dock stemming the current with a tug on the port bow. The tug assists vessels manoeuvring into position alongside.

Communications: A public telephone located at the head of the dock is available for use by ship's personnel.

Gangway: The ship's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: Bunker-C, diesel fuel and fresh water are available upon request.

Ballast/Slop Facilities: No ballast or slop facilities are available at this dock.

Chalmette: General: The Exxon dock is a small dock with 310 ft. of dock face consisting of a concrete deck on steel pilings. Mooring bollards on the dock and mooring dolphins are serviced by air driven capstans for hauling ship's mooring lines.

Cargo Handled and Shore Installations: Marine diesel and Bunker-C are handled at this dock. The dock is equipped with a loading arm assembly to which 3×8 in., hoses are attached for the transfer of cargo. Maximum allowable discharge pressure at the rail is 125 p.s.i.

An emergency loading stop control is located on the dock.

Docking: Docking and undocking are performed by the River Pilot and require the aid of an 800 h.p. tug. Vessels approach the dock stemming the current with a tug on the port bow and are then manoeuvred into position, starboard side to, alongside the dock.

Gangway: The ship's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: Bunker-C, inter-fuel, diesel fuel and fresh water are available upon request.

Ballast/Slop Facilities: There are no ballast or slop facilities available at the berth.

Harvey: General: The Commercial Solvents Wharf is located on the South side of the river near Harvey Canal; and consists of an 'L' shaped dock with 370 ft. of dock face and 6 mooring dolphins.

Cargo Handled and Shore Installations: Various clean speciality products are handled. The product most frequently handled is methanol. Cargo is transferred through a single 6 in. hose with a 6 in flanged connection at the vessel's manifold. Maximum rail pressure for vessel's discharging is 100 p.s.i., maximum loading rate is 2,500 bbls.p.h.

Docking: Docking is performed by the River Pilot and is strictly port side to. 2 tugs are required for docking operations and a single tug for undocking. The general mooring arrangement calls for 2 head lines, 2 stern lines, 1 breast line forward, 2 breast lines aft, 2 forward spring lines and 2 after spring lines for a total of 11 mooring lines.

Gangway: The ship's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: No fuel or fresh water are available from the dock.

Ballast/Slop Facilities: There are no ballast or slop facilities at the terminal.

St. Rose: General: The International Matex Tank Terminal berths are located on the North side of the river, approximately 103 miles AHP. The terminal consists of two individual tanker berths (No. 1 and No. 5) and a barge dock.

No. 1 Dock, upstream of No. 5 Dock, consists of a small 'T' head dock with 5 mooring buoys to accommodate head, stern and breast lines. No. 5 Dock has a longer dock face which can accommodate all but the head and stern lines. Both docks are connected to shore by catwalks.

The velocity of the river current at both berths varies between 1 knot and 4 knots, depending on river conditions.

Cargo Handled and Shore Installations: No. 1 Dock handles mainly the receipt of crude oils and the shipment of Bunker-C, No. 2 fuel and naphtha. The cargoes most frequently handled at No. 5 Dock are No. 6 fuel oil and No. 2 diesel oil.

No. 1 Dock is fitted with a set of 12 in. Chicksan arms. Cargo at No. 5 Dock is transferred through a maximum of 3×8 in. hoses. Maximum discharge pressures are 100 p.s.i. at No. 1 Dock and 90 p.s.i. at No. 5 Dock.

Docking: Docking is performed by the River Pilot and is strictly starboard side to at both berths. All vessels are required to use at least 5 tugs for docking and undocking; 3 tugs are required when the river is above 15 ft. on the St. Rose gauge.

The general mooring arrangement at No. 1 Dock call for 4 head lines, 2 breast and 2 spring lines forward, 2 spring lines aft and 2 stern/breast lines. The lead for stern lines is poor. Wires may be used on all bollards and hooks except those on the loading platform. The terminal prefers polypropylene lines to wires for docking at No. 5 Dock. This dock requires 2 head lines, 2 stern lines, and one breast and one spring line both forward and aft.

Communications: Public telephones located on each dock and at the shoreside end of each catwalk are available for use by ship's personnel.

Gangway: The vessel's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: Fuel (Bunker-C, inter-fuel and diesel) and fresh water are available at each dock upon request.

Ballast/Slop Facilities: No ballast or slop facilities are available at either dock.

Marrero – Texaco: General: The Texaco Tanker Berth is located on the South side of the river some 86.5 miles AHP. The berth consists of a 'T' head dock with pontoons and mooring buoys alongside forming a 750 ft. berthing space.

Cargo Handled and Shore Installations: Various products are shipped and received by barge; the only product handled by tanker is bonded heavy fuel oil. This product is received through a single 10 in. hose at a maximum pressure of 100 p.s.i. on the dock.

Docking: Docking is normally performed by the River Pilot and is strictly port side to. Tugs are recommended, but are not compulsory, for docking and undocking operations.

Approach is made stemming the current and parallel to the dock. When no tugs are used for docking, the vessel's starboard anchor must be used to manoeuvre the vessel alongside.

Gangway: The ship's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: Fresh water is available upon request; fuel, however, cannot be obtained at this berth.

Ballast/Slop Facilities: There are no ballast or slop facilities at the terminal.

Marrero – Hess: General: The Hess Tanker Dock is a concrete structure with steel pilings and 320 ft. of dock face. Mooring dolphins provide a location for head, breast and stern lines.

Current at this dock varies from 2 knots to 4 knots, depending on river conditions.

The dock is located on the South or left descending bank of the river approximately 86 miles AHP.

Cargo Handled and Shore Installations: Crude oils, Bunker-C and heating oil are commonly handled at this berth. All cargo transfer is made through 8 in. or 10 in. Chicksan arms.

Maximum loading rate for crude oil is 25,000 bbls.p.h. and for other products approximately 6,000 bbls.p.h. Maximum rail pressure for discharging vessels is 100 p.s.i.

An emergency loading stop control is located near the dock manifold.

Docking: Docking is strictly port side to and performed by the River Pilot. Vessels under 35,000 d.w.t. are required to use 2 tugs for docking and undocking; vessels greater than 35,000 d.w.t. are required to use 3 tugs. During extremely high river stages all vessels are required to use 4 tugs for docking and undocking operations.

Berth mooring requirements specify that 4 head lines, 4 spring lines forward, 2 after spring lines, 2 after breast lines, and 4 stern lines be used by all vessels (a total of 16 mooring lines.)

Gangway: The ship's gangway, properly rigged and illuminated, must be used.

Bunkers and Fresh Water: Bunker-C, diesel oil, inter-fuel and fresh water are all available upon request.

Ballast/Slop Facilities: No ballast or slop facilities are available at the terminal.

DENSITY: Fresh water (1000).

FRESH WATER: Available ex-wharf.

FUEL: Only available by barge. Oil companies can supply Bunker "C" ex-terminals at Amesville and Marrero. Chemoil can also supply fuel.

CONSULS:

Argentina	523-2823	Liberia	524-1526
Belgium	522-3591	Luxemborg	861-3743
Brazil	588-9187	Mexico	522-3596
Chile	523-4368	Monaco (Honorary)	522-5700
Colombia	525-5580	Netherlands	586-0666
Costa Rica	468-3948	Norway (Honorary)	522-3526
Denmark	586-8300	Peru (Honorary)	525-2706
Dominican Republic	522-1843		
Ecuador	523-3229	Philippines (Honorary)	525-5225
El Salvador	522-4266	Portugal (Honorary)	486-6101
Finland	523-6451	Spain	525-4951
France	897-6381	Sri Lanka	891-7489
	and 522-9767	Sweden (Honorary)	827-8600
Germany	569-4289	Thailand	566-0888
Greece	523-1167		
	or 524-6462	United Kingdom (Honorary)	586-1979
Honduras	522-3118	Venezuela	522-3284
India (Honorary)	582-8106		and 524-6700
Japan	529-2101	Yugoslavia	288-6202
Korea (Honorary)	586-8300		

REPAIRS: 7 berths available.

GANGWAY/DECK WATCHMEN: Recommended if any crew detained by Immigration.

CUSTOMS ALLOWANCES: At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1 litre wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

AIRPORT: New Orleans International Airport, served by most airlines.

TIME: Central Standard Time GMT minus 6 hrs. Daylight Saving Time from first Sunday in April till last Sunday in October.

HOLIDAYS: New Year's Day (1st January); Clarence Henry's Birthday (7th January); Martin L. King's Birthday (third Monday in January); Mardi Gras; Washington's Birthday (third Monday in February); Good Friday; Memorial Day (last Monday in May); Independence Day (4th July); Labour Day (first Monday in September; Veteran's Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December). No work on New Year's Day, Mardi Gras, Labour Day and Christmas Day. Mail, baggage and perishable cargo excepted.

Holidays are observed on following Monday, if designated day is a Sunday.

POLICE: Harbour Police Department has jurisdiction over harbour area. Tel: 528-3371 or 3372.

BANKS:

Alerion Bank, WTC Building, New Orleans. Tel: 504-569-0482.

First National Bank of Commerce, 210 Baronne Street, New Orleans, LA 70112. Tel: 504-561-1371.

Hibernia National Bank of New Orleans, 313 Carondelet Street, New Orleans, LA 70161. Tel: 504-586-5551.

Whitney National Bank of New Orleans, 228 St. Charles Avenue, New Orleans, LA 70130. Tel: 504-586-7272.

SHORE LEAVE: Allowed for any crew member not detained by Immigration.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for the same vessel.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

The following companies may be able to provide these facilities.

Browning-Ferris Industries, Metairie, LA. Tel: (504) 837-8950.

Health Management Inc., Reserve, LA. Tel: (504) 536-8650.

Reliable Disposal Co., New Orleans, LA. Tel: (504) 835-1696.

WASTE OIL DISPOSAL: The following companies have indicated to the Captain of the Port New Orleans that they are interested in contracting their services. We have received applications from facilities identifying some of these companies as their contractors. Each contractor is subject to the applicable regulations for the transfer of oil (33 CFR 154-156).

Browning-Ferris Industries (BFI), Chemical Services, Inc. Calcasieu, P.O.Box 5416, Lake Charles, LA 70601. Tel: (318) 527-6857.

Cecos International Chemical Services, P.O.Box 669, Livingston, LA 70754. Tel: (504) 686-7252.

Peterson Maritime Services, Inc., 14101 Old Gentilly Road, New Orleans, LA 70129. Tel: (504) 254-3600.

Port Allen Marine Services, P.O.Box 108, Port Allen, LA 70767. Tel: (504) 749-3181.

Rollins Environmental Services, P.O.Box 73877, Baton Rouge, LA 70807. Tel: (504) 778-1234.

Sea Horse Marine of Louisiana, P.O.Box 422, Belle Chasse, LA 70037. Tel: (504) 393-1330.

Oil Mop Inc. Tel: (504) 394-6110.

Plaquemine Towing Corp., Rt. 2, Box 691, Sunshine, LA 70780. Tel: (504) 643-5432, 642-5376.

T.T. Barge Service Inc., P.O.Box 932, Metairie, LA 70004. Tel: (504) 737-9918.

International Petroleum Corp. of Louisiana, 14890 Intracoastal Drive, New Orleans, LA 70129. Tel: (504) 254-9030.

Thompson Environmental Management, P.O.Box 52141, New Orleans, LA 70152-2141. Tel: (504) 393-7661.

Roussel Industrial Services, 527 West 10th Street, P.O.Box 421, Reserve, LA 70084.

SEAMAN'S CLUBS: Baptist Seamen's Service, 4623 Laine Avenue, New Orleans, LA 70126. Tel: (504) 241-7545. Home: (504) 283-1890. Contact: Rev. John P.Vandercook, Executive Director. Services: Recreation, sightseeing, worship, shopping, reading material.

Episcopal Church Missions to Seamen, 4219 Constance Street, New Orleans, LA 70115. Tel: (504) 891-6677. Contact: Fr. Robert Dodwell, Honorary Port Chaplain.

German Seamen's Mission, 6612 Canal Blvd., New Orleans, LA 70124. Tel: (504) 482-0465. Contact: Rev. Heinz R. Neumann, Chaplain. Services: Shipboard services on request, recreational facilities, shopping, sightseeing, swimming pool, German newspapers.

Norwegian Seamen's Church, 1772 Prytania St., New Orleans, LA 70130. Tel: (504) 525-3602 or 525-5570. Fax: (504) 529-3423. Contact: Rev.Ingrid Frivold. Services: Sunday and various evening services, shopping, Scandinavian newspapers, swimming pool, recreational facility.

Presbyterian Port Ministry, 4219 Constance Street, New Orleans, LA 70115. Tel: (504) 891-6677. Contact: Chaplain Steven C.Paradise.

Stella Maris Maritime Center, 4219 Constance Street, New Orleans, LA 70115. Tel: (504) 891-6677. Contact: Deacon Robert M.Balderas Sr., Director and Port Chaplain. Services: Library, athletic, recreational and chapel facilities, snacks. Shipboard services on request. Port representative, American Merchant Marine Library Association.

CURRENCY: U.S.Dollar (U.S.$).

DEVELOPMENTS: Jourdan Road Terminal Complex comprising of a two berth facility with 290,000 sq.ft. of open space, 144,000 sq.ft. transit shed, complete with crane rails and marginal track, plus 440,000 sq.ft. marshalling area. Marshalling area adjoining the terminal complex consisting of 10 acres with an additional 34 acres of preload area to be developed as required.

Lower Mississippi River dredged to 45 ft.

A Capital Improvements Program includes construction of the New Nashville Avenue Terminal, which will be a multi-purpose terminal handling a variety of cargoes. The Nashville B Wharf will stretch 3,150 ft., and connect the existing Nashville Avenue Wharf with the Napoleon Avenue Wharf, resulting in a continuous wharf 2.03 miles in length.

SHIPMASTER'S REPORT: 1979.
South West Passage:

Pilotage: Pilots prefer accommodation ladder together with pilot ladder but will sometimes use pilot hoists, on larger vessels.

Restrictions: For 100,000 d.w.t. vessel max. draft for S.W. passage is 35 ft., (fresh water) to sail out at any time.

SHIPMASTER'S REPORT: 1979.
Mississippi Lightening Area:

Port Limits: Centred at Lat. 28° 00′ N., Long. 89° 30′ W. and within 15 nautical miles radius.

Documents: Officials take photostat copies of Bill of Lading and give receipt for cargo, and take one copy of Notice of Readiness.

Pilotage: They are equipped with Loran "C".

Anchorages: Very deep. Vessel drifted 7 nautical miles N.N.E. in 11 hours (February) with wind N.E. – 3. Checked with satellite navigator.

Health: No formalities.

Radio: Initial contact on W/T via "WLO" Mobile then by R/T 12427.5 kHz A3J. When close enough Channel 16 VHF; then Channel 11 for all operations. If vessel fitted with bridge wing VHF extension then best to give all engine room orders over Channel 11 so that lightening vessel can also hear.

Berthing: As per OCIMF/ICS SSTG (P). Require 2 headlines and 1 ste line from STBL after putting aboard their lines which are a polypropylene except springs which are wires with nylon tails. Steame at about 3.5 knots. They throw across heaving lines and carry a necessary equipment. Do not require derrick, they have gangway an 4 'Yokohama' fenders.

Tankers: STBL can load at up to 10,000 t.p.h. They prefer to use 2 cen manifolds with reducers down to 16 in.

Identification Cards: Required.

SHIPMASTER'S REPORT: December 1990.

Restrictions: Though project depth is listed at 40 ft., currently grea drafts are available in the lower reaches of the river. Some loaded gra vessels have sailed with 45 ft. – 47 ft., and current information shou be obtained from Agents (topping-off may be required).

Fresh Water: Supply from shore is refused at certain berths as bein not potable. A number of fresh water barges are available along th river. Typical charges are $ 140 per hour away from berth, plu $ 3.50/4.00 per ton. Pumping rates can range from 30 t.p.h. – 90 t.p. Minimum charge is for 200 tons of water.

SHIPMASTER'S REPORT: October 1991.

Pilotage: Pilot boards from a fast cutter off the S.W. Buoy, 1.5 mile South of the S.W. Pass Lighthouse. Prior to arrival call "Bar Pilots" o VHF Channel 9 (Channel 67 mentioned in ALRS is only used for Bridg to-Bridge Communications).

Bar Pilot Station is situated on the West bank of the S.W. Pass, abo 1.0 miles North of the S.W. Pass Lighthouse. There are approximate 60 Bar Pilots, of which 25 may be on station at any one time.

Vessels change Pilots at Pilottown, which is 21 nautical miles abov the S.W. Pass.

Crescent River Pilots take vessels from Pilottown to Algiers, off Ne Orleans, and about 94 nautical miles above S.W. Pass.

With a nominal sea speed of 13 knots, passage to Pilottown with half knot current is 2 hours and a further 6 hours up to New Orlean There are about 80 Crescent River Pilots of which half are on station a any one time.

Bar Pilots will attempt to board a vessel in any weather, but good le is required.

Baton Rouge Pilots take vessels above New Orleans and board a Algiers.

Entrance: The Racon on S.W. Pass Lighthouse is very conspicuous. A oil rig to the West of the safety fairway entrance channel is also equippe with a Racon.

A strong Westerly setting current and strong Westerly winds are ofte encountered near the S.W. Buoy, so great care has to be taken whe in the vicinity of towing vessels when entering and leaving S.W. Pas due to their lack of manoeuvrability.

River: A depth of 40 ft. is maintained up to Baton Rouge. In Octobe 1991 48 ft. fresh water was allowed to Baton Rouge.

The river current is slack between September and December an runs at approximately 0.5 knots. During the Spring months the curren can run as high as 7 knots. During this time, passage for low powere vessels can take a long time and it is potentially dangerous due to th large strings of barges which have little directional control.

Anchoring: Anchorage is possible off the S.W. Buoy but this is no considered a good anchorage due to poor holding ground and oil ri in the vicinity.

There are numerous river anchorages which are safe when the curre is running at a low rate, but when the river is running at a high ra vessels should be on full stand-by at all times.

Tugs: There are many powerful tugs available, they generally wa around in the anchorages. When the river is running at a high rate th services are called upon continuously.

Airport: New Orleans International Airport is just West of the city cent

Charts: B.A. Chart No. 3382 and U.S. Chart No. 11370.

It should be noted that no B.A. Charts are published for the are between New Orleans and Baton Rouge. U.S. Chart No. 11370 cove this area. The U.S. Army Corps of Engineers "Plans of the Mississip River" are published annually in book form and are very useful for givin berth positions, limits of deep channels and other useful information no published on charts.

Berthing:

International Matex Terminal (IMTT), Avondale:

Location: The berth is located on the South Bank of the river at Mi Post 108.2 (113 miles above S.W. Pass Lighthouse) and 3 miles abov Huey P. Long Bridge, just upstream from Avondale Shipyard.

Facility: The facility has a tank farm dealing exclusively with vegetab oils. The intake is by rail and road tanker trucks.

Berth: The berth is a typical Mississippi River berth and was origina built for handling of barge traffic but was strengthened at a later da for handling ocean-going vessels. The berth can accept vessels up t 30,000 d.w.t., depth alongside is 50 ft.

The berth consists of 2 pile dolphins 150 m. apart with an old deck over barge moored between the dolphins forming a flat front. The barg is set back 2.0 m. from the dolphin line.

We berthed with the bow resting on the upstream end of the barg and the stern alongside the downstream dolphin (the stern is not allow to touch the end of the dolphin). There are fenders on the dolphins a large truck tyres on the upstream end of the barge, there are no fende on the downstream end of the barge.

Moorings consisted of 3 headlines/sternlines and 2 springs at ea end. The headlines and sternlines are sent to the shore and secured hooks. The forward springs are sent to the barge and the after spri are sent to the aft dolphin. When the river is running at a high rate (to 7 knots) additional moorings are required.

One tug is used for berthing and there is also a mooring boat bu is unreliable.

Fresh water was not available at the time we called as the line was broken. Storing is not possible at the berth.

No shore gangway available and we could not use a short brow gangway, so pilot ladder was used for surveyor and the offshore gangway and a hired launch was used for boarding of officials.

Cargo: 1×6 in. flexi-hose connection from tanks to the vessel. We loaded peanut oil at a rate of 150 t.p.h. A careful preloading survey is carried out when loading vegetable oils. Flexi-hoses are used for all the different grades and occasionally the ship's hoses are used as the shore hoses are of insufficient length when the vessel is in a ballasted condition.

Chevron at Oak Point:

Location: The berth is one mile below Belle Chase and 91 miles above S.W. Pass Lighthouse, on the West bank of the river.

Berth: The berth is a well constructed steel pile structure with about 60 m. of flat faced side, with breasting dolphins at either end and mooring dolphins to the North and South of the breasting dolphins. All dolphins are connected by a catwalk.

The jetty has recently been rebuilt after nearly being destroyed by a passing tanker whose steering failed. One tug used for berthing.

The berth is generally used by barges but ocean-going vessels up to 50,000 d.w.t. can berth at the facility.

Storing trucks are allowed alongside if they are diesel driven. Fresh water available at a rate of 20 t.p.h., ship's hoses used. A shore gangway is provided. A public telephone is available on the shore.

Cargo: Polymers are imported and only lube oil additives are exported. There are dedicated Chicksans with 6 in. connections.

The ship has to shift when changing grades, unless the ship's cargo lines can be changed over. Flexi-hoses are not allowed.

We loaded grade "858C" from a tank about 1 mile away and rate was very slow, 26 tonnes/hr. Other grades were loaded at a rate of 100 tonnes/hr. – 150 tonnes/hr. Heavy "pigging" required on completion of grades, be careful if tank is full.

DISTANCE TABLE No. 1: (Supplied by New Orleans/Baton Rouge Steamship Pilots' Association).

Location	*Nautical Miles*
South Pass – to Above Head of Pass	13.9
South West Pass – to Above Head of Pass	20.0
Pilot Town	0
Point Anchorage – N.O.	78.8
Avondale – Int. Tank	94.2
Ama Elevator & Anchorage	102.2
St. Rose – Int. Tank	103.1
Destrehan – Bunge – St. Charles	104.3
Good Hope – G.A.T.X.	109.8
Norco – Shell	110.2
Union Carbide – Taft	111.1
Bonne Carre Anchorage	111.2
Hooker, Becker – Taft	112.0
La Place – Anchorage	117.0
Reserve – Anchorage	119.1
Godcheaux Sugar – Reserve	120.0
Bayside Elevator – Reserve	120.6
Cargill Elevator – Reserve	121.1
Marathon – Ecole	121.8
Kaiser – Gramercy	126.1
Colonial – Gramercy	127.0
Grandview Anchorage	127.7
Peavy Elevator – Pauline	130.5
Pauline Mooring	130.7
Capline – St. James	138.0
Freeport – Convent	139.4
Burnside Anchorage	144.5
Agrico – Burnside	145.1
Texaco – Burnside	145.9
Ormet – Terminal Burnside	147.5
Getco – Burnside	149.5
Triad – Donaldsonville	150.7
Central Farmers – Donaldsonville	150.9
Mile – 175 – Mooring	151.3
Mile – 180 – Mooring	156.4
Shell – Geismar	159.4
Wyondotte – Geismar	159.8
Allied – Geismar	162.3
Cos-Mar – Marbon Geismar	163.3
Stauffer Chem – St. Gabriel	173.6
Gulf States Util. St. Gabriel	175.2
Nordex	177.1
Hercules – Plaquemine	178.0
Georgia Pacific – Plaquemine	178.5
Dow – Plaquemine	182.4
Dow – Missouri-Bend	192.7
General Anchorage B.R.	196.6
Cargill Elevator – B.R.	198.9
General Cargo – 1 B.R.	199.1
Apex (Gen-Cargo 2) B.R.	199.4
Exxon – Baton Rouge	201.8
Solvey – Baton Rouge	202.5
Kaiser – Baton Rouge	203.1

DISTANCE TABLE No. 2: (Supplied by Port of New Orleans)

Distance Table Mississippi River

Gulf to Upper Boundary of the Port of New Orleans

PLAQUEMINES PORT, HARBOUR AND TERMINAL DISTRICT

(R) West Bank Terminal/Wharf	*Mile Number*	*(L) East Bank Terminal/Wharf*
	BHP = Below Head of Pass	
Shell Oil Company (South Pass) BHP	11.4	
California Co. (Southwest Pass) BHP	4.8	
	7.2	Shell Oil Co. (Southwest Pass) BHP
	8.6	Shell Oil Co. (Southwest Pass) BHP
	8.8	Gulf Oil Co. (Southwest Pass) BHP
	8.9	California Co. (Southwest Pass) BHP
California Co. (Southwest Pass) BHP	8.9	
	9.0	California Co. (Southwest Pass) BHP
Shell Oil Co. BHP	16.1	
	2.3	Texas Pipe Line Co.
U.S. Engineers	10.6	
Texaco Inc.	10.9	
Tidewater Oil Co.	11.6	
Getty Oil Co.	11.9	
	16.5	California Co.
Chevron Oil Co.	16.8	
Texaco Co.	18.6	
Gulf Refining Co.	24.6	
Exxon Co.	25.1	
	25.7	Gulf Refining Co.
	26.6	Cal-Ky Pipe Line Co.
	35.1	Richardson and Bass
John W. Mecom	38.8	
Freeport Sulphur Co.	39.0	
	40.4	Exxon Co.
Exxon Co.	41.2	
Jefferson Lake Sulphur	49.0	
Rock Island Oil	49.3	S. W. Richardson
	51.7	Texas Pipe Line Co.
Gulf Refining Co.	54.3	
	55.3	Electro Coal Transfer Corp.
International Marine Terminals	57.0	
Mississippi River Grain Elevator	61.5	
Gulf Oil Co.	62.0	
Gulf Oil Co.	63.0	
Chevron Chemical Co.	72.3	
Jayred Oil & Gas Co.	72.8	
Ayers Materials Co.	73.0	
Red Star Yeast & Products Co.	76.0	
	76.3	Amax Nickel Refining Co.
	76.6	Freeport Nickel Co.

BOARD OF COMMISSIONER PORT OF NEW ORLEANS

DISTANCES FROM HEAD OF PASSES

(Add 20 miles via S.W. Pass for distance to Gulf of Mexico)

	86.9	Murphy Oil Co.
	87.8	Mobil Oil Corp.
	88.2	Tenneco Oil Co.
	88.5	Exxon Co.
	88.6	Tenneco Oil Co.
	89.3	Kaiser Aluminium
	91.6	St. Maurice St. Wharf
	91.7	Alabo St. Wharf
	91.9	Charbonnet St. Wharf
Avondale Shipyards	92.0	Andry St. Wharf
Avondale Shipyards	92.6	Industrial Canal Entrance
U.S. Navy	92.7	New Orleans Army Terminal
U.S. Navy	92.9	Poland St. Wharf
U.S. Navy	92.9	Pauline St. Wharf
U.S. Navy	93.0	
U.S. Navy	93.1	
U.S. Navy	93.2	
	93.3	Piety St. Wharf
	93.4	Louisa St. Wharf
	93.7	Press St. Wharf
Crescent Towing Co.	93.8	Mandeville St. Wharf
Bermuda St. Wharf	93.9	Esplanade Ave. Wharf
	94.0	Gov. Nicholls St. Wharf
	94.3	Toulouse St. Wharf
	94.6	Bienville St. Wharf
Algiers Iron Works	94.8	Canal St. Wharf
	95.0	Poydras St. Wharf
Eastern Associated Terminal	95.3	Julia St. Wharf
	95.4	Erato St. Wharf
	95.6	Thalia St. Wharf
Perry St. Wharf	95.9	Robin St. Wharf
	96.1	Orange St. Wharf
	96.3	Market St. Wharf
	96.5	Celeste St. Wharf
Williams Mollasses Co.	96.6	
	96.8	St. Andrew St. Wharf
Gulf Oil Co.	97.2	First St. Wharf
	97.3	Third St. Wharf

(R) West Bank Terminal/Wharf	*Mile Number*	*(L) East Bank Terminal/Wharf*
	97.4	Washington Ave. Wharf
	97.6	Seventh St. Wharf
Witco Chemical Co.	97.7	
Publicker Chemical Co.	97.8	Harmony St. Wharf
Sonneborn Chemical Co.	98.0	
Swift & Co.	98.2	Louisiana Ave. Wharf "F"
Delta Commodities	98.4	Louisiana Ave. Wharf "E"
	98.5	Louisiana Ave. Wharf "D"
Penick & Ford Ltd.	98.6	Louisiana Ave. Wharf "C"
Commercial Solvents	98.8	Louisiana Ave. Wharves "A – B"
Texaco Inc.	99.0	Milan St. Wharf
Hess Terminal Corp.	99.1	Napoleon Ave. Wharf "C"
	99.2	Napoleon Ave. Wharf "B"
Clark Oil Corp.	99.7	Napoleon Ave. Wharf "A"
	99.9	Public Grain Elevator
Johns-Manville Corp.	100.3	Public Grain Elevator
Valley Lines Fleeting	100.4	Public Grain Elevator
Lykes Seebee Fleeting	100.4	Nashville Ave. Wharf
Celotex Corp.	100.5	Henry Clay Ave. Wharf
Pacific Molasses Co.	100.9	
U.S. Industrial Chemicals	101.0	
Publicker Chemical Co.	101.0	
Gulf States Asphalt Co.	101.3	
National Gypsum Co.	101.5	
Publicker Chemical Co.	102.0	
	102.1	U.S. Industrial Chemicals Co.
Ayers Materials Co.	102.2	
Atlantic Richfield	102.3	
Continental Grain	103.5	
	103.7	International Lubricant
	103.8	American Creosote Works
	104.0	Bertucci Bros. Construction
Koch-Ellis Marine Contractors	105.0	
	106.0	W. P. Villere Co.
Exxon Co.	108.2	
American Liberty Tank Terminal	108.2	
Permain Corp.	108.2	
American Cyanamid Co.	114.4	Exxon Co.
	115.0	Humble Pipe Line Co.

AUTHORITY: Board of Commissioners, Port of New Orleans, P.O.Box 60046, New Orleans, Louisiana 70160, U.S.A. *Tel:* (504) 522-2551. *FAX:* (504) 524-4156. *Contact:* J. Ron Brinson, President/C.E.O. Mark Reynolds, Port Marketing & Sales. Kenneth Parker, Marine Terminals.

NEW YORK, New York and New Jersey:

40.43 N. 74.00 W. **(See Plan)**

DOCUMENTS:

3 copies Cargo Manifest (Form 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I – 418).
2 copies Crew List (Form I – 418).

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate.

In addition the following documents will be required for formal entry, to be made within 48 hours of arrival from abroad:
Health Pratique.
Master's Oath (Form 1300).
All Foreign Clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
Vessel's certificates may be inspected by a Coast Guard Boarding Officer during the vessel's Port call. Some of the certificates that may be required by the Coast Guard Boarding Officer include:
Certificate of Financial Responsibility (Mandatory).
National Cargo Bureau Certificate (Optional).
Load Line Certificate (Mandatory).
Oil Record Book (Mandatory).
International Oil Pollution Prevention Certificate (IOPP Mandatory).
SOLAS Safety Equipment Certificate (Mandatory).
SOLAS Safety Construction Certificate (Mandatory).
Radiotelephone Certificate (Optional).
Radiotelegraphy Certificate (Mandatory).
Vessel's Deck Log (Mandatory).

Note: The vessel's navigational charts are also subject to Coast Guard inspection. Mariners should have onboard and corrected up to date, the largest scale (greatest detail) charts for the intended route of transit through the port. Certain foreign charts have been approved for use. Contact Captain of the Port, New York for details.

Shipmaster's Report: March 1987.

3 copies of all necessary documents. All are given to Agent, who distributes them to Immigration, Customs, etc.

For all U.S. ports, the name of vessel's operator must be the same on Form 1300 as that shown on the U.S.C.G. Certificate of Financial Responsibility (Water Pollution).

For tankers, the cargo figures shown on Form 1302 should be in gallons and barrels.

APPROACHES: Ambrose Channel, 2,000 ft. wide, is the princip entrance from the Sea to the Lower Bay and onward to The Narrow between Staten Island and Brooklyn, which is 15 miles from Ambros Tower. The project depth of this channel is 45 ft. MLW. Vesse proceeding up Sandy Hook Channel are limited by a project depth 35 ft. MLW and an 800 ft. wide channel.

Vessels arriving at the Port of New York normally utilise Gene Anchorages No. 23 and No. 24 which are North of the Verrazano Brid and adjacent to the Stapleton Quarantine Station or Anchorage No. 2 off Bay Ridge. However, at times it may be necessary to direct inbou tonnage to the Gravesend Anchorage, No. 25, South of the Verrazan Bridge. Occasionally, due to congested conditions at the abo locations, vessels may be directed to anchor at the newly establishe anchorage adjacent and N.W. of Ambrose Tower. Vessels instructed use the anchorage off Ambrose Tower must pick up a Pilot for prop selection of an anchorage location.

For limits of anchorages generally used in the Port of New York se "Plan". Use of Charts 12349 and 12334 is strongly recommended.

Specific operating and safety procedures have been agreed upon wi the Pilot's Association, as follows:

1. Flood Tide Procedure:

Vessels with an LOA in excess of 800 ft. or a draft of more than 40 f (salt water) will not be brought in from sea to the General Anchorag off Stapleton, Staten Island (Southern part of No. 23 and entire area No. 24) on the flood tide. This will avoid the need to turn around in ord to anchor at a location which may be congested with traffic and shi at anchor.

2. Transit Restrictions:

Ambrose Channel: Guideline for starting in from Ambrose Tow during normal weather conditions.

Vessels with Drafts of 46 ft. 06 in.:
Thirty mintues after high water Sandy Hook.
Vessel with Drafts of 46 ft:
Thirty minutes to one hour after high water Sandy Hook.
Vessel with Drafts of 45 ft. 06 in.:
From thirty mintues after high water Sandy Hook to one hour and thi minutes after high water Sandy Hook.
Vessels with Drafts of 44 ft. 06 in.:
From thirty minutes after high water Sandy Hook to two hours an thirty minutes after high water Sandy Hook.
Vessels with Drafts of 43 ft. 06 in.:
From thirty minutes after high water Sandy Hook to three hours an thirty minutes after high water Sandy Hook.
Vessels with Drafts of 42 ft. 06 in.:
From thirty minutes after high water Sandy Hook to five hours afte high water Sandy Hook.
Vessels with Drafts over 40 ft. 00 in.:
From 30 minutes after high water Sandy Hook to 5 hours after hig water Sandy Hook. All vessels in the above categories should pas through the Narrows before low water slack at the Narrows.

The procedures outlined above are guidelines only. Weath conditions, tides, currents and ship capabilities should, of course, b taken into consideration.

3. Anchoring Procedures:

The Pilot Association has notified the Pilots to stay aboard all arriv ships at anchorage until the following procedures are carried out:
(a) The anchor chain is to be brought up and ship is to be stationa
(b) The Pilot will point out landmarks so proper bearings may b obtained and plotted on the charts.
(c) Pilots will inform the Master of conditions that he may encoun at the anchorage.
(d) The Master will be briefed on currents and time of tide chang
(e) All Pilots must record the ship's bearings on the back of th Pilot Orders.

In order to assist the attending Pilot, the Master should inform him a boarding of any special characteristics of his vessel, such as p manoeuvring speeds, turning circle, compass error and exact draft.

4. Anchor Watch:

Due to usually congested anchorages, strong tidal current, occasion fresh winds and traffic, all Masters are cautioned to maintain continuous bridge anchor watch by a deck officer with engine standby. Anchor bearings should be taken frequently and plotted t ensure proper anchor holding. During change of tides, the anch windlass should be in readiness with a deck officer standing by.

If an anchorage becomes dangerously congested after a ship ha been anchored, the ship's Master may request Agent to (a) send a Pi to relocate vessel to a safer anchorage, or (b) send a tug to assist ves in turning during a change in tide, or to stand by during fresh wi conditions.

PILOTAGE: Compulsory for foreign flag ships, and U.S. ships boun and from foreign ports.

24 hours notice of ETA required. N.Y. N.J. Sandy Hook Pilot bo should be contacted on VHF Channel 16, call "Ambrose Pilot", pi vessel also on Channels 13, 8 and 73 or ship-to-ship Channel 263 2738. Vessels requiring Pilot should hoist signal letter "G" in daytim In foggy weather the letter "X" should be sounded on whistle.

Pilot boat is generally found about 1.5 miles West of Ambrose Li Tower. In bad weather Pilot tries to stay windward of normal pilot sta

In poor visibility an inbound ship should make Ambrose Tower a then proceed at slow speed to the Ambrose Channel Sea Buoy wh blowing the letter "X" on her whistle. If no Pilot is obtained by the ti she is in the vicinity of the sea buoy she should then anchor ab 0.5 mile to 1 mile North of the line from Ambrose Tower to thesea bu and await Pilot.

ANCHORAGES: For ships entering from Sandy Hook there are anchorages in Lower New York Bay, Gravesend Bay, Raritan Bay, and Arthur Kill off Perth Amboy. In the Upper Bay, anchorages available off Bay Ridge for 30 days and off Stapleton for 48 hours. For vessels entering via Long Island Sound there are anchorages in the Western end of the Sound and in the East River.

Vessels must notify the Captain of the Port when it anchors, of the vessel's name, length and draft and its position in the anchorage.

Regulations for anchorages may be found in the 33 Code of Federal Regulations, Part 110.155.

Vessels entering New York Harbour are required to have 2 working anchors, by U.S.C.G. regulations.

Also see "Approaches".

RESTRICTIONS: Ambrose Channel, 10 miles long, maintained to a width of 2,000 ft. and a depth of 45 ft. MLW. The Northern approach to the harbour is through Long Island Sound into the East River. Main channels in the port are maintained to a depth of 45 ft. MLW.

MAX. SIZE: Restricted only by berth depth and location.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

VHF: All vessels over 100 tons gross are required to keep continuous watch on VHF Channel 13 when in areas where U.S. Inland Water Regulations apply.

V.T.S. became operational in December 1990. Channels to be used are 16, 13, 11, 12 and 14. (Channel 14 for vessels calling).

TUGS: Over 50 private towing and transportation companies registered in the port.

BERTHING:

Brooklyn: 8 berths at South Brooklyn Marine Terminal, including 2 container berths; 4 berths at 23rd Street Pier; 7 berths at Red Hook Marine Terminal.

Hudson River: Passenger Ship Terminal on Manhattan Shore between 48th and 52nd Streets provides 6 ship berths.

Hoboken Port Authority Marine Terminal: 2 piers, 4 general cargo berths.

Jersey City: 2 berth container facility at Port Jersey (Global Terminal) with 5 gantry cranes.

Newark, N.J.: Port Newark (22 general cargo, 5 specialised, and 4 container berths). Depth range alongside 30 ft. – 34 ft. Berths No. 10 and 12 handle coal with 3 floating cranes, rate 10,000 tonnes per day.

Elizabeth, N.J.: Elizabeth Port Authority Marine Terminal, 22 full container berths, channel depth 35 ft.

Department of Ports and Trade: The Department of Ports, International Trade and Commerce (PITC) of the City of New York is responsible for maintaining, leasing, and developing City-owned waterfront property. One of the principal maritime agencies in the nation's busiest port, the Department is actively involved in harbour affairs. As part of its commitment to the economic vitality of the Port, the Department plays a leading role in pressing for streamlined dredging operations, improved transportation connections, expansion of marine terminals, and the development of international trade and investment opportunities.

Pier 36 Terminal – Manhattan:

Operator: Vacant.

Situated on 10 acres off the East River, Pier 36 is the sole marine terminal in Manhattan capable of handling breakbulk, Ro/Ro and containerised cargo. In 1986, 82,000 long-tons were handled. The facility offers 1,300 ft. of berthing space with a dockside depth of 32 ft. and 175,000 sq.ft. of covered transit shed space. Its location offers direct access to the lucrative Manhattan market, as well as convenient access to major truck routes in the Metropolitan area.

Pier 42 Terminal – Manhattan:

Operator: Vacant.

Shipping Lines: —

More recently used for handling imported bananas, pineapples and coconuts, Pier 42 is located on the East side of Lower Manhattan. 4 specialised gantry cranes and a highly mechanised operation enable this terminal to move 150,000 boxes of fruit per day. The facility handled 200,000 long-tons of fruit over the course of calendar year 1986. The terminal contains over 120,000 sq.ft. of warehouse space including an air-conditioned storage area. Water depth at dockside is 32 ft. 48 truck loading bays ensure that goods move quickly from dockside to the road.

CONTAINER FACILITIES:

Bay Avenue Terminal:

Location: South side of Elizabeth Channel (Berths 68, 70, 72, 74 and 76).

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: –

Address and Telephone: 2170 North Fleet Street, Elizabeth, NJ 07201. Tel: (201) 289-3000 or (800) 526-6802.

Total Area of Terminal: 94 acres.

Length of Ship Berths: 2,825 ft.

Depth: 35 ft. MLW.

Container Cranes: 3×30 tons (Paceco), 1×40 tons (Star).

Equipment: 5 Clark straddle carriers (31.5 tons.) 15 Ottawa hustlers (25-ton capacity). 13 Ottawa hustlers (35-ton capacity). 1 Ottawa hustler (125-ton capacity). 1 P & H truck crane with 70 ft. boom (90-ton capacity). 2 Hyster cranes (5-ton capcity). 41 Hyster trucks (capacities ranging from 2.5 tons to 23 tons). 1 Kalmar truck (25-ton capacity). 212 reefer plug slots.

Stuffing and Stripping Facilities: 62,680 sq.ft. 88 truck bays. Served by rail siding.

Ro/Ro Accommodation: 2 ramps×60 tons.

Rail Service: Conrail.

Global Marine Terminal/Jersey City:

Location: West shore of Upper New York Bay at the Jersey City-Bayonne boundary (part of the Port Jersey industrial complex).

Owner or Lessee: Global Terminal and Container Services, Inc.

Terminal Operator: Global Terminal and Container Services, Inc.

Address and Telephone: P.O.Box 273, Jersey City, NJ 07303. Tel: (201) 451-5200 or (212) 344-7020.

Total Area of Terminal: 100 acres.

Length of Ship Berth: 1,800 ft.

Depth: 40 ft. MLW.

Container Cranes: 3 Star×40 tons. 1 Krupp×40 tons.

Toploader: Taylor×30 tons.

Sideloader: 1 Taylor×8 tons.

Mobile Yard Gantry Cranes: 3 Drott×30 tons. 2 Krupp×40 tons EP.

Forklift Trucks: 1×26 tons, 1×30 tons, 2×15 tons.

Reefer Plug Slots: 86.

Stuffing and Stripping Facilities: 125,000 sq.ft. 150 truck bays. Served by rail siding.

Rail Service: Conrail and Port Jersey R.R.

Chassis Vertical Stacking: 18 racks with a total capacity of 324 chassis stored vertically.

Howland Hook Terminal/Staten Island:

Location: Staten Island on the Arthur Kill just North of Goethals Bridge.

Owner or Lessee: The Port Authority of NY & NJ.

Terminal Operator: Vacant.

Address and Telephone: 300 Western Avenue, Staten Island, NY 10303. Tel: (718) 816-7748.

Total Area of Terminal: 187 acres.

Length of Ship Berth: 2,500 ft.

Depth: 25 ft. – 30 ft.

Container Cranes: 4 IHI×40 tons, 1 Peiner×50 tons with rotating spreader, 2 Paceco×40 tons.

Forklift Trucks: 19×13.5 tons to 30 tons.

Toploaders: 1×45 tons.

Reefer Plug Slots: 36.

Stuffing and Stripping Facilities: 208,000 sq.ft., 150 truck bays, 22,000 sq.ft. refrigerated warehouse plus MID defrost and inspection facility, 21,000 sq.ft. Special cargo warehouse.

Rail Service: Delaware Otsego Corp. (SIRC).

Maher Terminal/Fleet Street, Elizabeth:

Location: South side of Elizabeth Channel (Berths 52-68).

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: Maher Terminals, Inc.

Address and Telephone: 202 North Fleet Street, Elizabeth, NJ 07201. Tel: (201) 527-8200 or (212) 962-6322.

Total Area of Terminal: 200 acres.

Length of Ship Berth: 4,875 ft.

Depth: 35 ft. MLW.

Container Cranes: 2 Star×30 tons, 5 Paceco × 50 tons.

Equipment: 20 straddle carriers, 30 yard hustlers, 14 forklifts × 15 tons, 15 forklifts × 4 tons, 30 forklifts × 2.5 tons. 200 reefer plug slots.

Stuffing and Stripping Facilities: 155,000 sq.ft. 120 truck bays. Served by rail siding.

Rail Service: Conrail.

Maher Terminal/Tripoli Street, Elizabeth:

Location: Newark Bay (Berths 78, 80, 82, 84 and 86).

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: Maher Terminals, Inc.

Address and Telephone: 4010 Izmir Street, Elizabeth, NJ 07201. Tel: (201) 527-8400.

Total Area of Terminal: 243 acres.

Length of Ship Berth: 3,150 ft.

Depth: 38 ft. MLW.

Container Cranes: 3 Paceco×40 tons (low profile), 1 Canron×40 tons, 3 Morris×30 tons.

Equipment: 80 yard hustlers, 12 stackers (15 ton capacity), 7 toploaders × 40 tons, 40 forklifts × 2.5 tons, 60 forklifts × 4 tons, 4 transtainers, 200 reefer plug slots.

Stuffing and Stripping Facilities: 371,000 sq.ft., 238 truck bays. Served by rail siding.

Rail Service: Conrail.

Maersk Line Terminal/Port Newark:

Location: North side of Elizabeth Channel (Berth 51).

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: Maersk Container Service Co., Inc.

Address and Telephone: 231 Tyler Street, Port Newark, NJ 07114. Tel: (201) 465-1000.

Total Area of Terminal: 64 acres.

Length of Ship Berth: 764 ft.

Depth: 37 ft. MLW.

Container Cranes: 1×50 ton (Paceco), 2×40 ton (Paceco) and 1×40 ton (Star).

Equipment: 1 toploader × 50 tons, 1 toploader × 35 tons, 1 toploader × 13 tons, 1 stacker × 15 tons, 70 hilos × 5 tons to 7 tons. 192 reefer plug slots.

Stuffing and Stripping Facilities: 175,000 sq.ft., 154 truck bays. Served by rail siding.

Rail Service: Conrail.

Red Hook Container Terminal/Brooklyn:

Location: Brooklyn Waterfront, near entrance to Brooklyn-Battery Tunnel.

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: Universal Maritime Service Corp.

Address and Telephone: Building 115, foot of Hamilton Avenue, Red Hook, Brooklyn, NY 11231. Tel: (212) 875-0777.

Total Area of Terminal: 79 acres.

Length of Ship Berth: 3,030 ft.

Depth: 35 ft. – 40 ft. MLW.

Container Cranes: 3 Paceco×40 tons. 1 Star × 40/70 tons.

Equipment: 11 top handlers, 2 forklifts×26 tons, 5 forklifts×15 tons, 33 yard hustlers, 16 flatbed trailer, 125 hilos×3 tons. 150 reefer slot plugs.

Stuffing and Stripping Facilities: Break-bulk consolidation shed, 345,000 sq.ft., 80 truck bays.

Ro/Ro Accommodation: 660 ft. berth.

Rail Service: New York Dock Railway.

Sea-Land Terminal/Elizabeth:

Location: Newark Bay (Berths 88, 90, 92, 94, 96 and 98).

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: Sea-Land Service, Inc.

Address and Telephone: P.O.Box 1050, Elizabeth, NJ 07207. Tel: (201) 558-6000.

Total Area of Terminal: 230 acres.

Length of Ship Berth: 4,519 ft.

Depth: 40 ft. MLW.

Container Cranes: 6 Paceco×30 tons and 1 Mitsubishi × 40 tons.

Equipment: 3 top loaders×30 ton capacity, 45 forklifts×2.5 tons to 25 ton capacity, 60 yard hustlers, 1×40 ton transtainer.

Stuffing and Stripping Facilities: 306,000 sq.ft., 328 truck bays. Served by rail siding. 468 reefer plug slots.

Rail Service: Conrail.

South Brooklyn Marine Terminal/Brooklyn:

Location: Brooklyn shore of Upper New York Bay.

Owner or Lessee: The City of New York.

Terminal Operator: Continental Terminals, Inc.

Address and Telephone: Foot of 39th Street, Brooklyn, NY 11232. Tel: (718) 499-6300.

Length of Ship Berths: 1,535 ft. container berth plus general cargo berths of 4,600 ft.

Depth: 32 ft. MLW.

Container Cranes: 1 Star×50 tons, 1 Kone×50 tons

Equipment: 9 Valmet straddle carriers, 6 Clark straddle carriers, 10 Ro-Ro yard Tractors, 8 stackers, 65 forklift trucks (varying capacity).

Stuffing and Stripping Facilities: 600,000 sq.ft., 4 separate LTL sheds 446,000 sq.ft. CFS and general cargo sheds.

Roll-On/Roll-Off Accommodations: 2

Rail Service: New York Cross Harbour Railroad Terminal Corp.

Universal Terminal/Port Newark:

Location: North side of Elizabeth Channel (Berths 53, 55, 57 and 59).

Owner or Lessee: The Port Authority of NY and NJ.

Terminal Operator: Universal Maritime Service Corp.

Address and Telephone: 221 Starboard St., Port Newark, NJ 07114. Tel: (201) 589-6200.

Total Area of Terminal: 89 acres.

Length of Ship Berth: 3,058 ft.

Depth: 35 ft. MLW.

Container Cranes: 3 Paceco×40 tons.

Equipment: 11 top handlers, (42 ton capacity), 2 forklifts (26 tons), 5 forklifts (15 tons), 33 yard hustlers, 16 flatbed trailers, 25 hilos (3 tons). 248 reefer plug slots.

Stuffing and Stripping Facilities: Break-bulk shed 250,000 sq.ft. Served by rail sidings.

Rail Service: Conrail.

Also see "Berthing".

CRANES: Mobile floating cranes with capacity up to 500 tons available.

STEVEDORES: 13 stevedoring firms are active in the port, many of whom are also terminal operators. Normal working hours 0800 – 1700 hrs. Bulk Cargo work usually continues through 24 hours.

TANKERS: There is a history of repeated breakouts in the New York area due to sudden wind gusts of up to 60 knots, particularly associated with squalls. Moorings should, therefore, be kept tight and winch brakes tightened up after moorings have been adjusted.

Brooklyn: Paragon Oil Terminal, 2 berths, depth 37 ft.; Patchoque Oil Terminal, 2 berths, depth 29 ft. and 35 ft.; Whale Oil Terminal, 1 berth, depth 36 ft.

Hudson River: Tappan Oil Co., 1 berth, 35 ft. depth.

Bayonne, New Jersey: Public Oil Terminal, 3 berths, 32 ft. depth; Humble Oil Terminal, Constable Hook, up to 38 ft. depth; Belcher Oil Co., 3 tanker berths up to 38 ft. depth; Texas Oil Co., 4 tanker berths, up to 32 ft. depth; Texaco, 4 berths up to 32 ft. depth. Constable Terminal: 1 berth for handling caustic soda, chemicals, vegetable oil and molasses. 27 tanks (9 million gallons). Max. draft 31 ft. MLW.

Kill Van Kull: Lehigh Tanker Terminal, chemicals, 35 ft. depth; Humble Oil Co., 3 tanker berths, up to 38 ft. depth; Texas Oil Co., 4 tanker berths up to 32 ft. depth; Ross Oil Co., 1 berth up to 32 ft. depth.

Newark, New Jersey: 4 berths, 31 ft. and 32 ft. depth.

Elizabeth New Jersey: Chevron Oil Company, 1 tanker berth, 26 ft. depth; Crown Central, 1 tanker berth, 30 ft. depth.

Arthur Kill: **Perth Amboy,** Chevron Oil Co. (tanker berth, 26 ft. depth); Hess Oil Co. (tanker berth 30 ft. depth); Cities Service (tanker berth, 34 ft. depth); **Stolt-Nielsen,** (tanker berth max. draft 38 ft.); **Sewaren,** Royal Petroleum Co. (tanker berth, 32 ft. depth); Public Service Co. (tanker berth, 35 ft. depth); Shell Oil Co. (tanker berth, 35 ft. depth). **Port Socony,** Mobil Oil Co. (2 tanker berths, 27 ft. and 30 ft. depths). **Carteret,** American Oil Co. (tanker berth M, 25 ft. depth); General American (2 tanker berths, 25 ft. and 35 ft. depth). **Linden,** Cities Service (tanker berth, 32 ft. depth); Humble Oil Co. (tanker berth, 35 ft. dep Sinclair Oil Co. (tanker berth 31 ft. depth). **Gulfport,** Gulf Oil Co. (tan berth, 32 ft. depth).

Lightering Operations: Most crude and black oil tankers and occasional clean oil tanker entering the Port of New York must lightered before proceeding to their assigned discharge berths. All su vessels are assigned an anchorage either off Stapleton, Bay Ridge, Gravesend Bay. (See "Anchorages" and "Approaches").

Lighters used in the New York area range from 1,000 – 12,000 d.w capacity.

The U.S. Coast Guard has established regulations for oil trans operations in U.S. waters as a means to avoid oil pollution. The regulations are enforced. The principal items covered by the ne regulations are as follows:

1. Designation of person(s) in charge.
2. Qualifications of person(s) in charge.
3. Oil transfer procedures.
4. Emergency shutdown.
5. Records.
6. Requirements for oil transfer.
7. Connections, drip pans.
8. Declaration of Inspection.
9. Supervision by person in charge.

In most instances, an oil Company employed Oil Pollution Preventi Inspector will board vessel at anchorage to assist with the USC requirements. In any case, the lighter officer must contact vessel fo joint inspection and completion of a Declaration of Inspection before transfer can be started.

Exxon Bayonne Terminal: The Exxon Bayonne Terminal at Bayonn New Jersey, is located on the Northside of Kill Van Kull, 1.6 miles Ea of the Bayonne Bridge.

The terminals structure is a 700 ft. long concrete pier having a ho gantry and shore gangway. 2 teflon faced fenders breast the vessel into the dredged basin.

Lube Dock – Pier 1: Docking/Mooring: Usually all vessel dock portsi to at Bayonne with 2 tugs assisting. Vessels should arrive off the be at slack water, turn, and head into the slip. Care should be taken not have too much headway or to set down on the corner of the pier whi is not fendered. Vessels should be taken completely into the slip befo landing on the fenders. Fenders are teflon faced and will not slow t forward motion of the vessel. Once in position, 2 tugs will hold the sh while lines are run out. If the vessel extends past the end of the pi then extra lines should be used aft as a precaution for the tidal curre and passing traffic. Vessels having a bow thruster can undock with 1 tu at the discretion of the Master. (See "Plan").

Hoses/Pumping: All shore connections are 6 in. A maximum pressu of 125 p.s.i. is enforced. There are no slop facilities ashore.

Bunkers/Water: Bunkers are not available at this facility. Bunkers can be arranged at anchor. For bunker requirements, the vessel's Ag should be contacted prior to taking arrival at Ambrose. Fresh water not available at the dock.

Weather: There is a history of repeated breakouts in the New Yo area due to sudden wind shifts accompanied by strong and gusty wind Vessels alongside the dock must insure that mooring lines are taut a properly set. Vessels are strongly advised to maintain a VHF weath watch and to shut down operations if conditions warrant. The termi closes the berth during sustained Westerly winds of 50 m.p.h. or dur sustained winds over 73 m.p.h. from any direction. During the conditions, vessel must shut down and disconnect; a tug may b required to stand by.

Fuels and Specialty Dock – Pier 6: The Fuels and Specialty docks a located on the North side of Kill Van Kull, just off the Constable Ho Range. The terminal structure is a steel and concrete pier connected a concrete capped turning dolphin and fender system on the offsho end.

Docking/Mooring: Prior to berthing the intended docking manoeuv should be reviewed with the Pilot. Information on the velocity a direction of the current as well as water height should be obtained fr the Pilot. Tidal data is recorded from stations at the Battery, New Yo and Bergen Pt., New Jersey every 6 minutes. Readings can be obtain through VHF Channel 9 KEH 567.

Generally, vessel is assisted by 2 tugs. One of the 2 tugs will ma fast near the bow. The second tug stands by on the inboard berth side forward without making fast. As the vessel approaches the be the inboard tug moves aft along the ship's side. This tug then shifts the outboard quarter of the vessel in order to assist in berthing the sh against the dock fenders.

If installed, bow thruster should be ready for immediate use.

Ships should arrive off the berth at slack water. Care should be tak approaching the berth with minimum headway. Vessel should be tak completely into the slip before landing on the dock fenders.

Occasionally, unexpected cross currents are experienced wh approaching the berth. Immediate corrective action may be required maintain the ship within the dredged area in the vicinity of the bert

Vessels approaching Pier 6 for docking on the North berth will app to be making an approach towards the South berth. When the vess bow is close to the dolphin a the end of Pier 6, the ship is moved later North and ahead a sufficient distance to clear the fender line of the No berth. This manoeuvre is necessary due to the shoal area North of t dredged basin. Once in position 2 tugs will hold the ship while lines a run out. If the vessel extends past the end of the pier, then extra lin should be used aft as a precaution for the tidal current and pass traffic. Vessels having a bow thruster can undock with 1 tug at t discretion of the Master. (See "Plan")

Hoses/Pumping: Presentation flange sizes are grade dependent a can be obtained from Agent prior to arrival. A maximum hose press of 125 p.s.i. is enforced. There are no slop facilities ashore.

Bunkers/Water: Bunker C is available at this facility. Other bun can be arranged at anchor. For bunker requirements, the vessel's Ag should be contacted prior to taking arrival at Ambrose. Fresh water is available in limited quantities at a rate of about 20 t.p.h.

Exxon Bayway Terminal: The Exxon Bayway Terminal, consisting of 2 marginal type berths, is owned and operated by Exxon Company, U.S.A.

It is situated on the West bank of the Arthur Kill just below the Goethals Bridge.

Proceeding from Anchorage to Bayway: The Pilot/Mooring Master and tugs join the vessel at the anchorage. One of the tugs will assist in holding the stern of the ship up against the tide if a turn is required in the anchorage. Departure from anchorage is timed so that the vessel will arrive off Bayway at HW slack.

Before leaving the anchorage, the Pilot will broadcast a message by VHF advising other ships and New York VTS of the position of the vessel and the route it will follow. Normally 2 tugs attend the vessel while proceeding from the anchorage through the Kill Van Kull and Arthur Kill (between Staten Island and New Jersey) to the berth.

Three bridges are passed:

Bayonne Bridge: Vertical clearance of 140 ft. over channel at MHW.

Lift Bridge: Vertical clearance of 135 ft. over channel at MHW.

Goethals Bridge: Vertical clearance of 137 ft. over channel at MHW.

Because of the heavy traffic situation in the Port of New York and the close proximity of berthed vessels, ships should proceed at a moderate speed during the entire passage to Bayway. Also, ship personnel should stand-by the anchors.

On entering the Kill Van Kull the tide will be setting Northwestward and attention is to be paid to stay well clear of the bank extending Southward from Robbins Reef.

As a rule, the Pilot will be aware in advance of seagoing vessels proceeding Eastward through the Kill Van Kull. Normally the vessel will not enter the Kill until such outbound vessels have cleared the entrance.

Extreme caution is to be exercised when approaching and passing Bergen Point (about 3 miles Westward of the entrance to the Kill Van Kull) where 3 channels converge. In this are the view is obstructed by the Bayonne Bridge and by oil storage tanks located on Bergen Point.

The Pilot will communicate (VHF Channel 13) with the Pilots on the other vessels approaching this point and make arrangements for the vessel to pass this area without encountering other seagoing ships. Traffic information is also obtained from the operators of the railroad drawbrige across Newark Bay.

At times, cargo ships with destination Port Elizabeth wait off Bergen Point for the drawbridge to open. Normally, the Pilot is aware of this situation well in advance and the speed is adjusted to ensure that such ships are not passed off Bergen Point.

Berthing: The dock is a substantial concrete marginal-type with bollards located on land and on the dock. Most breast lines are run to hooks located on the dock which are secured to the shore bollards by wires. Spring lines are generally passed to the dock first. Large vessels dock and undock with the assistance of 2 tugs.

Large ships are berthed starboard side to (See "Plan") heading Southward; LPG ships docking at Berth No. 2 may berth portside to. (See "Report" dated August 1984).

The dredged basin at Berth No. 1 requires that the vessel be stopped off the berth and breasted into position. During docking, when vessels are in position, tugs hold the vessel alongside until all mooring lines are passed.

Passing traffic could cause the ship to break away from the Berth if mooring lines are not maintained tight and if the ship is not kept snug alongside at all times.

The following minimum moorings are required at the Bayway Pier:

Forward	*Aft*
2 head lines	2 stern lines
2 breast lines	2 breast lines
2 spring lines	2 spring lines

Depending on circumstances, additional moorings may be run out.

Departure:

1. Ships under 660 ft. LOA and mast height up to 130 ft. are turned off the berth and proceed to sea along the route which was followed when entering. The same precautions have to be taken when approaching the area off Bergen Point outward.

2. Ships over 660 ft. LOA are not turned off the berth because of limited manoeuvring space. They proceed to sea via the Southern part of Arthur Kill and Raritan Bay. A tug will accompany the ship until it has cleared Tufts Point (about 4 miles South of Bayway). The depths in the channel Southward of Bayway limit the departure draft to 33 ft.

The bridge across the channel near the Southeastern tip of Staten Island has a clearance of 143 ft. over the channel at MHW. Rounding Tremley Point (about 2 miles South of Bayway) requires particular attention. The view in this area is obstructed, therefore, before reaching this point the Pilot should ensure that there is no traffic approaching from the South which could hamper safe passage. Off Tufts Point, a 70° course alteration to starboard has to be made. The manoeuvring space is limited, and if required, the attending tug will assist in making the turn.

Tidal Information: Off Bayway the HW levels vary between 2.5 ft. and 5.0 ft. above MLW. Extreme LW has been reported as low as 4.0 ft. below MLW level. Current velocities of up to 2.0 knots are experienced.

Loading Connections: Berth No. 1 has 3×10 in. Chicksan Arms for receipt of crude oil.

Berth No. 2 has 3×10 in. Chicksan Arms for LPG receipt.

Both berths can also handle many refined black and clean products with various hose sizes up to 10 in.

Bunkers and Fresh Water: No bunkers are available through the pier connections at Bayway. All grades of bunkers may be supplied by barge, either at anchorage or while alongside the pier, providing arrangements are made in advance.

Fresh water is available in unlimited quantities, at approximately 20 t.p.h. to 25 t.p.h.

Stores, Provisions, Lubricants: All kinds of stores and provisions can be made available and delivered by truck or lighter, if advance request of at least 24 hours is received. During normal working days, stores and provisions may be supplied on very short notice.

Weather: There is a history of repeated breakouts in the New York area due to a sudden wind shifts accompanied by strong gusty winds. Vessels alongside the dock must ensure that mooring lines are taut and properly tended at all times and that winch brakes are properly set. During wind shifts and frontal passages, vessels have been blown off the dock with vessel and dock damage as well as pollution resulting. Vessels are strongly advised to maintain a VHF weather watch and to shut down operations if weather conditions warrant. Dock personnel will also advise vessels to shut down operations if an electrical storm is in the vicinity or if winds exceed 30 m.p.h. At 35 m.p.h. to 40 m.p.h., hoses and/or arms may be disconnected.

Belcher Bayonne Terminal: The Belcher Terminal in Bayonne, New Jersey is located 1.1 miles East of the Bayonne Bridge on the North bank of Kill Van Kull. The dock's facilities consist of 2 concrete mooring islands protecting a 600 ft. long wooden pier on which all pipelines and the hose gantry are supported.

Transit from Anchorage to Terminal: The Pilot/Mooring Master will board and heave anchor approximately 1.5 hours to HW (Battery). Then proceed into Kill Van Kull. 2 tugs will assist the vessel in docking. (See also Bayway Terminal).

Docking and Mooring: All vessels dock starboard-side-to with the assistance of 2 tugs. Vessels approach the terminal at time of HW slack with minimal headway. Due to the shape of the dredged basin all vessels are normally spotted off the berth and then moved broadside into position alongside the breasting islands. Tugs hold vessel in position while a small line boat runs head and stern lines to pile clusters. Note that the head line cluster is placed well inshore resulting in long (460 ft.) head lines leads. Head and stern lines cannot be wire due to the inadequacy of the small line boat. See "Plan".

Due to heavy passing vessel traffic, all mariners are advise to run extra lines to ensure that the vessel will remain safely in berth at all times.

The minimum suggested mooring arrangement is as follows:

4 head lines
3 forward springs
3 after springs
4 stern lines

Due to the poor mooring line leads from the bow, extra care should be given to the tending of all lines during the discharge. *There have been reports of vessels being pulled from the berth by passing traffic; exceptional care must be taken to properly tend mooring lines at all times.*

Hoses and Pumping: Cargo manifolds should be prepared prior to docking. The proper size and number of reducers should be in place and the blanks removed. Prior to berthing, ask the vessel's Agent what number and size of reducers are required. This will vary depending on the particular cargo being delivered. All shore hoses are equipped with 8 in. American standard flanges. Maximum working pressure allowed at the manifold is 125 p.s.i.

Bunkers and Water: Some grades of fuel oil are available from the dock in emergency situations, but most vessels bunker by barge. Fresh water is available in unlimited quantities at approximately 20 t.p.h.

Weather: There is a history of repeated breakouts in the New York area due to sudden wind shifts accompanied by strong and gusty winds. Vessels alongside the dock must ensure that mooring lines are taut and properly tended at all times and that winch brakes are properly set. Vessels are strongly advised to maintain a VHF weather watch and to shut down operations if weather conditions warrant.

Shipmaster's Report: 1976.

Greater New York Terminal, Astoria, Long Island:

Location of Berth: Lat. 40° 47′ N., Long. 73° 53.7′ W.

Distance from Entrance to Berth: 28 miles.

Max. Size at Berth: LOA, 900 ft. Draft, Pilot stated 34 ft.

Restrictions: Vessel should be ballasted sufficiently to pass under Brooklyn Bridge, clearance 127 ft.

Vessels may berth and unberth day and night but only at certain stages of the tide.

Anchorage: At Stapleton as designated by USCG.

Terminal Information: Starboard side manifold to barge at Stapleton Anchorage, use 6 in. hoses. Port side manifold used at the berth, ship's hoses not required. The connection is 12 in. running into 18 in. Nearest shore tank 1,000 ft. from berth. Line fitted with steam jacket but not efficient. Max. pressure allowed 125 p.s.i. Shore gantry used at berth. Derrick used at anchorage for discharging into barge. Product handled: Fuel Oil (Heating Oil). No slop tanks available.

General: Pilotage compulsory. Ambrose Pilot requires 24 hours' notice of arrival. Radio station handling traffic is Chatham. Most services are available at the berth, however it is advisable to take stores and send laundry from Stapleton Anchorage as there is no means of delivery at the berth other than carrying by hand. Stapleton Launch Service, tel. 981-8333/8384. Fresh water may have to be taken by barge in very severe weather as shore lines become frozen.

Approaching: From a Line from Rockaway Inlet to Ambrose thence Highlands Light, vessel must remain on VHF Channel 13 for ship-to-ship communication. When Pilot on board he maintains this Channel and ship can use own VHF other Channels. Marine operator on VHF 26 (call). For the passage of East River (remember Brooklyn Bridge Clearance 127 ft.) one tug each bow alongside. After Hell's Gate and passing Port Morris to port, vessel cants to starboard to pass between North and South Brothers to starboard and Rikers Island to port through 500 ft. wide buoyed channel (some unlit) South to berth (inwards). It is preferable to come through Hell's Gate at HW or LW slack, thus avoiding cross currents between Brothers at other times.

Report: August 1984.

Exxon LPG Berth at Bayway:

United States Coastguard requires all vessels with cargo on board (other than heel) to both enter and depart via Southern Channel, regardless of length. If vessel discharges completely (only heel remaining), then vessel is considered non-dangerous by U.S.C.G., and may depart via North Channel (without turning). (If completely discharged, other gas carrier restrictions – daylight only, 2 mile visibility, etc. – also do not apply.)

There are obstructions to South of Exxon berth which limits distance between manifold and bow or stern to 330 ft. (May be stretched to 335 ft. by Exxon on case by case basis.)

Other limitations given by Exxon for berth:

Draft: 31 ft.

Beam: 100 ft. (may be stretched)

Manifold Position: 13 ft. to 68 ft. above water line, 6 ft. to 15 ft. from deck edge.

Therefore any vessel which sails with part cargo must be turned for departure to comply with U.S.C.G. although it is physically possible to turn vessels up to 725 ft. – 730 ft. LOA off Exxon Berth provided there is no vessel berthed opposite Exxon at Gulfport (it has been done). Exxon is afraid that vessel might damage sea water intake structure for refinery while turning, and therefore says vessels longer than 660 ft. (may be stretched to 680 ft.), cannot be turned.

Other possibilities for turning are:

Continue North about 1 mile to Elizabethport Container Terminal where channel is wider.

Back ship anywhere between a few ship lengths to 0.5 miles South of Exxon, and then turn. We were advised by East Coast Pilots that it is possible to turn ship up to 730 ft. LOA at that location, with draft limit 25 ft. forward, 30 ft. aft. However, others advise that although oil tankers customarily turn at that location, it involves touching bottom (mud) at bow, and is therefore inadvisable for gas tankers.

FRESH WATER: Available at most piers in the port district at a nominal rate. Water barge available to serve vessels at anchor in emergency but this is expensive.

FUEL: All grades of fuel readily available. Except for tankers loading or discharging, bunkers are normally delivered by barge. It may be economical to shift vessel to refuelling berth.

CONSULS:

Argentina
Bangladesh
Belgium
Bolivia
Bulgaria
Cameroons
Canada
Chile
Costa Rica
Czech Rep.
Denmark
Ecuador
Finland
France
Germany
Greece
Guatemala
Guyana
Honduras
Hungary
Iceland
Indonesia
Iran
Liberia
Luxemburg
Madagascar
Malaysia
Malta
Morocco
Myanmar (Burma)
Netherlands
New Zealand
Nicaragua
Nigeria
Pakistan
Poland
Romania
Sierra Leone
Somalia
South Africa
Suriname
Switzerland
Thailand
Turkey
United Kingdom
Venezuela
Yugoslavia

REPAIRS: All facilities available for any size vessels.

DRY DOCKS: 4 docks with lifting capacities up to 25,000 tons (Bethlehem) and 1 dry dock capable of handling vessels of up to 1,100 ft. LOA, 140 ft. beam and 120,000 d.w.t.

GANGWAY/DECK WATCHMEN: Available and recommended if any crew detained by Immigration.

CUSTOMS ALLOWANCES: 200 cigarettes or 2 lb. tobacco, 1 quart wine/spirits per man.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from first Sunday in April till last Sunday in October.

AIRPORT: Kennedy International Airport, Newark International Airport, La Guardia Airport.

HOLIDAYS: New Year's Day (January 1st); Martin Luther King, Jr.'s Birthday (January 15th); Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Gleason's Birthday (March 17th); Good Friday; Memorial Day (May 30th); Independence Day (July 4th); Labour Day (first Monday in September); Columbus Day (October 12th); Armistice Day (November 11th); Thanksgiving (fourth Thursday in November); Christmas Day (December 25th). No work on New Year's Day, Independence Day, Labour Day and Christmas Day.

SHORE LEAVE: Allowed except for crew members detained by Immigration.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I – 95 to be made up for each crew member on arrival.

AUTHORITIES: Port Authority of New York and New Jersey, One World Trade Center, New York, N.Y. 10048. *Tel:* (212) 466-7000, (201) 622-6600. *Telex:* ITT 424747 Panynj; WUI 620518 Panynj 620518 UW; TWX 710-581-5057 Pa Nynj Nyk. *Contact:* Lillian C. Liburdi, Director – Port Department.

Captain of the Port, U.S. Coast Guard, Building 108, Governor's Island, N.Y. 10004. *Tel:* (212) 668-7933, 24 hours (212) 668-7936. *Telex:* 127594 Amver Nyk. *FAX:* (212) 668-7931. *Radio:* VHF Channel 16.

Department of Ports and Trade, Battery Maritime Building, New York, N.Y. 10004. *Tel:* (212) 806-6841. *Contact:* Anthony M. Riccio, Jr., Commissioner. Julian Stein, Director of Port Promotion.

NIKISKI (including Kenai), Alaska: 60.41 N. 151.24 W.

(See Plan

Located on West side of Kenai Peninsula between Homer a Anchorage. Pan and brash ice in Inlet from November to March. New freezes solid. Open all year.

Nikiski is approximately 12 miles from the city of Kenai and has group of 3 berths, privately owned by Unocal Chemical Divisio (manufacturer of liquid ammonia and urea which is exported by tanker and bulk vessels), Phillips Petroleum Co. (manfacturers of liquid natu gas which is exported by Marathon tankers to Japan) and Kenai Pipelin Dock (which operates the dock for Tesoro Alaska Petroleum Co. whic exports residual fuel oil and diesel products on various tankers).

DOCUMENTS: See "Anchorage, Alaska".

APPROACHES: Via Cook Inlet.

PILOTAGE: Pilot pick-up point 1 mile South of Lands End Lt. (59° 35′ N 151° 25′ W.). Also see "Homer" Pilotage.

Vessels are docked by pilots using tide and current for assistanc Transit time from pilot station in Homer, Alaska to Nikiski is 6 – 7 hou

ANCHORAGES: Good anchorage.

MAX. SIZE: Harbour depth in excess 40 ft. Max. size 80,000 d.w. Tides diurnal range 28 ft. Also "Berthing".

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

CUSTOMS: Quarantine, local. Immigration and Customs fro Anchorage, Alaska.

RADIO/VHF: Operations Guide – Nikiski Marine Terminal Complex:

Company	*Band VHF/ AM/SSB*	*Radio Frequency kHz/MHz*	*Call Sign*	*Remarks*
Unocal Chemicals Division (Tel: 776-8121)	VHF Ch 7A	156.35	KM 7571	Working
	VHF Ch 10	156.5	KM 7571	Working
	VHF Ch 13		KM 7571	Listen only
	VHF Ch 16	156.8	WAB 930	Continuous
Kenai LNG Corp. (Phillips) (Tel: 776-8166)	VHF Ch 7A	156.35	KL 5833	
	VHF Ch 10	156.5	KLT 88	Continuous
	VHF Ch 16	156.8	KLT 88	Continuous
Kenai Pipe Line Co. (Tel: 776-8711)	AM	2182	KBH 52	Continuous
		2512		Working
	SSB	4125 kHz	WSY 22	Continuous
		6218.6 kHz	WSY 22	Working
		8294.2 kHz	WSY 22	Working
		12,435.4 kHz	WSY 22	Working
	VHF Ch 7A	156.35	KX 8177	Working
	VHF Ch 10	156.5	WSY 22	Continuous
	VHF Ch 16	156.8	WSY 22	Continuous
Crowley Maritime Rig Tenders Dock (Tel: 776-8880)	VHF Ch 7A	156.35	KTD 75	Working
	VHF Ch 10	156.5	KTD 75	Continuous
	VHF Ch 16	156.8	KTD 75	Working
Tesoro Alaskan Refinery (Tel: 776-8191)	–	–	–	–
Chevron USA Inc. (Tel: 776-8161)	–	–	–	–
Southwest Alaska Pilots Assoc. (Tel: 235-8783 Homer)	VHF Ch 10	156.5	WAB 917	Continuous
	VHF Ch 16	156.8	WAB 917	Continuous
	SSB	8284.4 kHz	WAB 917	0800-1200 M – F (AK)
		4136.3 kHz		1300-1700 M – F (AK)
		2182.0 kHz	WAB 917	
		2382.0 kHz	WAB 917	
		2512.0 kHz	WAB 917	
		2670.0 kHz	WAB 917	On Reques
		6210.4 kHz	WAB 917	
		8281.2 kHz	WAB 917	
U.S.C.G. Capt of the Port (Tel: 271-5137 Anchorage)	–	–	–	–
Marine Operators:	VHF Ch 26		WSX 87	Continuous
1. Nikishka Marine Dial 100 and ask for Marine Operator.				
2. Diamond Ridge Dial 100 and ask for Marine Operator.	VHF Ch 27		WAB 903	Continuous

Note: Individual pilots have other VHF frequencies on their portable units.

BERTHING:

1. Port Nikiski Dock: 3 sided, 550 ft. long, 200 ft. on each side, 1,000 wide, 12 feet at MLLW. 400 ft. by 75 ft. covered storage.

2. Three finger piers for tankers and bulk carriers. All exceed 40 depth at MLLW.

All 3 berths are dolphin berths ideal for rapid bulk loading.

Main products:

(a) Unocal Chemicals and Minerals Dock: Bulk urea and ammon liquid. Vessels docking at Unocal require between 14 – 24 line depending on length and beam of vessel and season. Loadi of urea is done through fixed spout, loading rate approxima 800 short tons per hr. Vessel must shift alongside from hold t hold. This is only done during slack tide which is about every hours and lasts for about 1 hour.

Also see "Tankers" and "Shipmaster's Reports".

(b) Phillips Petroleum Dock: Petroleum products and liquid natu gas. See "Tankers".

(c) Kenai Pipeline Dock: Refined and crude petroleum produc

Vessels at Kenai Pipeline Dock must maintain 5 ft. under ke clearance at all times. Vessels require 8 wires in their moori arrangement and must have 12 lines as a minimum and 18 – 20 li in Winter.

TUGS: Not available.
STEVEDORES: Two gangs.
MEDICAL: Health Centre, 3 doctors, 3 dentists.
TANKERS: *Kenai LNG Marine Terminal:* The Kenai LNG Plant and Marine Terminal are located on the East side of Alaska's Cook Inlet (Lat. 60° 40′ 43″ N., Long. 151° 23′ 38″ W.). The facilities are jointly owned by Marathon Oil Company and Phillips Petroleum Company.

Operator: Phillips Petroleum Co. (See "Authority").
No. of Berths: One.
Max. Size: LOA 261 m., max. draft 10.1 m., max. beam 40 m.
Max. Berthing Displacement: 40,500 tonnes.
LNG Tank Capacity: 3 × 37,775 cu.m.
Depth Alongside at Zero Tide: 12.80 m.
Normal Side to when Berthing: Port.
Loading/Discharge Arms (from seaward):

Arm No.	*Use*	*Diameter*
1	Liquid	30.5 cm.
2	Vapour	30.5 cm.
3	Liquid	30.5 cm.
4	Fuel/Diesel	20.3 cm.

Clearances required on vessel to fit Loading/Discharging Arm:

Flanging distance from ship's side to flange face:	Max. 4.0 m.	Min. 2.1 m.
Allowable spacing between manifold centres:	Max. 3.5 m.	Min. 1.8 m.
Centre Line of Manifold above Water Line:	Max. 21.7 m.	Min. 15.4 m.

Working Range at Ship's Rail:
Height above Datum: Max. 26.8 m. Min. 9.4 m.
Fore and aft slew allowance: 4.6 m.

Ship/Shore Communications, Ship/Shore Links, etc.: Telephone connections to the plant control room and outside phone line are available. Mooring line tensions are available to vessels fitted with proper equipment. ESD system is pneumatic.

Minimum Mooring Requirements:

Moorings	Head Lines	For'd Breasts	For'd Springs	Aft Springs	Aft Breasts	Stern Lines
Numbers of Lines	3	2	2	2	3	3

Allowable Speed of Approach for Berthing: 17.3 cm./sec.
Ship's Pipeline Condition on Berthing: Warm.
Manifold Liquid Line Filters Fitted: None.
Type of Filter: N/A.
Bulk Loading/Discharging Rate Permitted: 5,000 cu.m./hr.
Min. Liquid Flow Rate available: 3,500 cu.m./hr.
Max. allowable Volume of Return Gas: 21,700 cu.m./hr.
Temperature of Return Gas: −100°C.
Max. allowable Cargo Pressure on Arrival: 0.25 Bar(g) A.
Fuel/Fresh Water/Stores:

Availability of Supplies	*YES/NO*	*Line Size* (m.)	*Normal Quantity available* (cu.m.)	*Delivery Rate* (cu.m./hr.)
Liquid Nitrogen	NO			
Drinking Water	YES			
Fuel Oil	YES	0.203	1,250	318
Diesel Oil	YES	0.203	636	318
Dirty Ballast or Slop Facilities	NO			

Tugs: Not available.
Tidal and Current Information: Semi-diurnal.
Range of tides: Highest Astronomical Tide (HAT): 7.9 m.
Lowest Astronomical Tide (LAT): −1.8 m.

Pilotage:
Harbour Pilot boarding position: Lat. 59° 35′ 05″ N., Long. 151° 26′ 05″ W. (Homer Pilot Station).
Distance – Sea Pilot to Berth: 83 miles.
Pilot Boarding Arrangements: By Boat.
VHF Communication Channels: 16 and 10.
Number of Pilots boarded: 1 normal, 2 if Training Pilot.
Traffic Surveillance/Monitoring Service available: No.
Charts: DMA 16645, 16661 and 16662.
Berthing/Unberthing: 24 hours.

Unocal Wharf: The Unocal Wharf is situated on the East side of Cook Inlet. The exact position of the Wharf is Lat. 60° 39′ 30″ N., Long. 151° 23′ W.

There is one berth on the Inlet side approximately 1,135 ft. long from outer dolphin to outer dolphin. Water depth is 40 ft. at MLLW.

Tides and Currents: The maximum tidal range is approximately 33 ft., and the minimum range is 12 ft. Maximum tidal current is flood: 5.8 (m.p.h.) Northerly and Ebb 4.8 (m.p.h.) Southerly. Average tidal current is flood: 3.8 (m.p.h.) Northerly and Ebb 2.6 (m.p.h.) Southerly.

Winds: Winds of varying strength may come from any quarter. The prevailing wind however is from S.S.W. in the Summer, and N.N.E. in the Winter. Visibility in this area of Cook Inlet is generally excellent with occasional fog lasting until noon.

The local weather is seasonal with temperatures ranging from −40°F to 85°F. The U.S. Coast Guard radio stations make scheduled broadcasts, preceded by a preliminary call on 500 kHz and 2182 kHz at times.

Hours of Operation: There are ample anchorage and manoeuvring areas within Cook Inlet. The Terminal is available 24 hours a day, 7 days a week.

Time Belt: Local time (Yukon Standard Time – minus 9 hours on Greenwich time or Zone plus 9).

During the months of April through October, this may be modified by use of Daylight Savings Time to minus 8 hours GMT or Zone plus 8. All communications should be in local time.

Telephones: The Terminal telephone is operational 24 hours a day (907-776-8121, ext. 3833). There is a pay-phone for public use (907-776-9973).

MARINE VESSEL STANDARD FOR UNOCAL CHEMICALS DIVISION KENAI WHARF:

General: It is the intent of Unocal Chemicals Division to operate the Kenai Wharf in a safe and workable manner, and to comply with all pertinent OSHA Regulations. Unocal Chemicals Division will work within the Operations Guide prepared by the Nikiski Marine Safety Committee and the "International Rules of the Road" (Colregs 72), as well as the regulations and directives of the U.S.C.G.

The carriers and the ship's Agent must be notified that Unocal Chemicals is not capable of providing maintenance at the Kenai Wharf. All mechanical work must be done elsewhere and corrected before giving Unocal Chemicals Division Notice of Readiness.

Carriers should be notified that water and provisions will not (officially) be available at the Kenai Wharf.

The ship's Agent must be readily available while the ship is berthed at the Unocal Chemicals Division Wharf.

A. Communications: Before arriving within 10 miles of the Nikiski Terminal Complex, the incoming ship or barge and tug will establish its intention, and determine the intentions of vessels in the area by bridge-to-bridge communications.

While at berth, a means of two-way voice communication will be maintained at all times between ship and/or barge and tug and the wharf. When a vessel is at it's dock, Unocal Chemicals Division will maintain a watch on VHF Channels 7A or 10 intended for ship-to-wharf communication. Channel 7A will also be used to communicate emergency messages to other terminals.

B. Equipment:
1. If a tug becomes immobilised, a substitute equivalent tug is to be provided as soon as possible. Emergency tug repairs shall not be done at the Kenai Dock, unless first authorised by Unocal Chemicals Division.
2. Vessels and barges must be equipped with adequate winches, lines and personnel to handle them. This means a minimum of 2 forward and 2 aft winterised double drum winches or equivalent.
3. All vessels should be prepared to put out and properly tension the minimum number of good lines shown below. Soft lines should be 7.5 in. minimum circumference, and wire lines should be 1 in. minimum diameter. Lines should be a minimum of 400 ft. length.

Lines required for ship length:

	Less than 500 ft.	500 – 550 ft.	550 ft. and over
Summer Rules	14	18	20
Winter Rules	18	22	24

Barges: 8 × 1 in. wire lines and 2 × 7.5 in. soft lines.

C. Ship Configuration:
1. Ships exceeding 650 ft. in length or 35,000 d.w.t. tons should be considered only under special circumstances, and their use must be specifically approved by the Manager of Manufacturing.
2. Ships smaller than 650 ft. in length or less than 35,000 d.w.t. tons, which meet all other conditions specified herein, can be chartered without prior plant approval during periods of Summer conditions only.
3. Under Summer condition, ships 650 ft. or less must have a minimum distance of 70 ft. from the bow to the back edge of the most forward hold to be loaded, and also from the stern to the front edge of the furthest aft hold to be loaded. Ships larger than 650 ft. will need more than 70 ft. clearance.
4. Ships smaller than 600 ft., which meet all other conditions specified herein, can be chartered without prior plant approval during any season.
5. When Winter Rules are in effect, ships larger than 600 ft. length should have more than 70 ft. distance. All such ships must still be approved by the Kenai Plant prior to chartering.
6. No hatch should have dimensions smaller than 30 ft. long and 28 ft. wide, and shall not be more than 24 ft. from edge of ship to edge of hatch.
7. Superstructure must not overhang the hull.
8. "Tweendeckers" are undesirable and should be avoided. Also "Tumble home" ship sides must be avoided, as they could cause damage to fender systems.

D. Approach and Departure:
1. All movement within the Nikiski Terminal Complex priority area is governed by existing "International Rules of the Road" (Colregs 72).
2. All vessels and barges should arrive at the Wharf in trim, which allows for a proper light ship survey. All ballast tanks should be either completely full or empty, and any trim corrections are to fit into the correction for trim table envelopes.
3. The current should be carefully considered, so that the vessel or barge and tug are in good control, and have adequate clearance when passing nearby terminals.
4. The Wharf Supervisor or Shift Supervisor may refuse permission to dock, depending on wind and water conditions at the dock.
5. It is recommended that ships dock with the port side to the Wharf.
6. An anchor may be used to assist with approach, but once moored, the anchor should be weighed.
7. Departure shall be timed so as to utilise the tide for maximum safety. Reasonable effort should be made to depart into the current.

E. Personnel:
1. The agreement with the vessel or barge line must specify that the ship or tug retain enough crew on board at all times to safely cast-off and leave the dock. The agreement must also specify constant line tending. If lines are not tended to the satisfaction of the Wharf Supervisor, loading may be suspended.

2. It must also specify that the ship or tug must maintain the necessary watch in the engine room and bridge to permit immediate manoeuvring response.
3. During adverse wind, tidal or ice conditions (as determined by Unocal Chemicals Division), personnel and equipment must be kept ready for departure.

F. Cast-Off:

1. The vessel, barge and tug must be seaworthy and prepared to cast-off at any time during loading.
2. During seasons when ice, wind or tidal conditions would put the ship, barge, tug or wharf in jeopardy, they may be asked to cast-off.
3. A South/West wind aggravates any adverse conditions at the Unocal Chemicals Division Wharf. Therefore, at any time the wind velocity increases to 15 m.p.h. from that quarter, loading operations may be suspended, and vessel or barge and tug made ready for cast-off.
4. If the winds increase in velocity, or are forecast to increase, the vessel or barge and tug may be asked to cast-off.
5. The casting-off procedure shall at all times be at the direction of the Officer-in-charge of the vessel or tug.
6. Approximately 30 minutes prior to its departure, the ship shall announce its intentions on VHF Channels 7A and 16, so that other vessels and terminals in the area are alerted.

G. Winter Rules:

The starting and ending dates for Winter Rules will be established by the Nikiski Marine Terminal Safety Committee. During this period, the following special rules shall apply:

1. The ship's and tug's engines, particularly cooling and fuel systems, should be winterised for operation in an ice filled inlet and −40°F air temperatures. Winches, ballast systems and auxiliary equipment must also be adequate for good operation under these conditions.
2. Fresh water ballast must be pumped prior to arrival at the Kenai Dock (Lower temperatures in the Cook Inlet create the danger of freezing parts of the ballast system).
3. Tugs using sea water cooling are normally not suitable due to clogging of sea water inlet with ice.
4. Berth so as to stem the worst ice conditions to be expected. Since the ice is heavier on the flood, this means the vessel must dock with the port side to the Wharf.
5. Where applicable, manipulate ballast and cargo to keep sea suction and propeller below the ice. Keep trim to a minimum in order to prevent ice from sliding beneath the vessel.
6. Unless directed otherwise by the Wharf Supervisor or Shift Supervisor, loading will be discontinued at no later than 2 hours into the flood tide. For urea ships, the boom will be raised, for ammonia ships, the product line will be disconnected, and for barges, the power line will be disconnected.
7. Steam propulsion ships should take special precautions to:
   - (a) Provide an emergency supply of water or steam to the condensers, so that any slush ice taken in can be melted or flushed away immediately.
   - (b) Insure that fuel does not freeze, and that temperature is sufficient to provide immediate flow of fuel to all burners in the event of an emergency. This precaution includes the fuel supply for the emergency generators.
8. Vessels with internal combustion engines used as main propulsion units shall maintain such in immediate readiness for use, and shall take these special precautions:
   - (a) Starting air is to be peaked in all tanks.
   - (b) Cooling water shall be heated and ready for circulation in the main engines.
   - (c) Lubricating oil for the main engine is to be in readiness for service.
   - (d) Fuel system on the main engine should be purged and ready for instant use.
9. Ships must maintain the necessary watch in the engine room and bridge.

Report: February 1985.

Vessel to load ammonia at Kenai in position 60° 33′ N., 151° 16′ W.

Regulations:

1. Vessel must have on board 20-24 mooring lines, each a minimum of 400 ft. in length, depending on weather on arrival.

2. Fresh water cannot be obtained or loaded at the wharf. Provisions to be obtained through ship chandler.

3. No preventative engine maintenance can be allowed at the wharf and vessel's engines must be maintained in such a way as to permit immediate manoeuvring power at all times while vessel is alongside the berth.

4. Sufficient vessel personnel must remain on board during loading to handle any emergency situation and adequate deck watch must be maintained on a 24 hour basis.

5. For proper light ship survey vessel must arrive suitably trimmed and sufficiently submerged both fore and aft.

6. Ballast tanks must be either full or empty and all cargo holds must be totally devoid of any ballast.

7. Please also ensure vessel has all certificates in order, including Oil Pollution Certificate (Certificate of Financial Responsibility).

General: Please obtain Master's acknowledgment and confirmation of all above. Advise Master that pilot station is located Lat. 59° 36.2′ N., Long. 151° 24.5′ W. Master should cable ETA Homer pilot station to Agent.

Master to monitor ITT KFS (San Francisco) while in transit. If ship has telex on board, please provide number.

Rental mooring lines available at U.S.$300 each plus loading/unloading costs of U.S.$1800. Advise how many lines onboard and Agent will request funds based on how many rental lines necessary.

Berth Operator sometimes makes exceptions to restrictions on a case by case basis.

IFO fuel is virtually unobtainable in Alaska. While there is one suppl at Kenai (and none elsewhere in Alaska), they have a long standing a firm 5,000 bbl. minimum requirement with no exceptions.

Vessel will vacate berth during purging and will either purge at anch off berth or at Homer.

Load rate 400 tonnes/p.h., except during purging, when rate mu slower.

Confirm vessel has Letter of Compliance issued by Coast Guard a that vessel has been licensed to carry propane/ammon simultaneously.

REPAIRS: Repairs of a minor nature can be carried out in Homer.

Small machine shop also available in Homer.

FRESH WATER: Available by barge from Homer at a cost of U.S.$15.0 per ton (minimum supply 150 tons). For supply contact Cook Inlet Mari (Tel: 235-8086).

FUEL: Only available if minimum 5,000 bbls. ordered from Tesoro.

TELEPHONES: Saling Ship Services can arrange a cellular telepho for Master when acting as the vessel's Agent.

TRANSPORTATION: Highway to Anchorage and Homer. Air transp available.

SERVICES: Saling Ship Services (See "Agent") can supply limit stores (fresh provisions, rice, flour, dry goods and soft drinks, but n bonded stores). Saling can also arrange liferaft inspection.

GARBAGE DISPOSAL: Drums are placed on board, and waste plastic bags should be placed in the drums.

GENERAL: Port is open all year. Winters vary, some being mild a some being severe. The port has had ice in years past from Novemb till March.

Currents are between 4.0 knots and 6.5 knots.

Kenai is a town of 5,000 people with several banks, supermarkets mall, dental and medical offices. The Central Peninsula Hospital located in Soldotna, a small neighbouring town 12 miles away. Ken also has several motels, a theatre, book store and post office. Excelle fishing during June, July and August. Fresh salmon available during th time.

OPERATIONS GUIDE – NIKISKI MARINE TERMINAL COMPLEX:

This guide (not producted in full) establishes voluntary procedures th are designed to optimise the safety of marine operations directly relat to all marine terminals existing in the Nikiski area.

Berthing Priority:

(A) Priority of berthing at a specific wharf will be established by th Terminal Operator. This sequence will be established and convey to subject vessels well before they approach the Terminal are e.g. before passing Anchor Point or before departing Drift River Anchorage.

(B) Priority for ships proceeding to different wharves will be establishe by mutual agreement between the Masters and Pilots of shi proceeding to the Terminal Area. This agreement will be reache by the time either of the vessels is within 10 miles of the Termin

(C) Upon mutual consent, the Marine Terminal Operators may impos an operational priority to override the sequence established in above. In this case, onshore plant operations would be dictatin sequence change that is necessary to prevent curtailment operations. Instructions regarding changes will be conveyed t vessels concerned prior to their approach to Anchor Point departure from other Cook Inlet berths.

Approaches and Departing Marine Terminals:

(A) All movements inside the priority area is governed by existing USC Colregs 72.

(B) Before arriving within 10 miles of the Terminal Complex, t incoming vessel will establish its intentions, and determine t intentions of other vessels in the area by bridge-to-brid communications.

(C) An anchor may be used to assist with approach, but once moor the anchor should be weighed.

(D) Summer Rules shall apply during the ice-free periods. Each mar terminal will establish its own procedures that protect the safety the vessel and other marine terminals.

(E) Upon mutual consent, the Committee will establish a date at which all vessels entering Cook Inlet shall be prepared to comp with "Winter Rules". This date shall be selected in advance of actu enforcement of the rules to give ship's Agents and Owners adequa time to prepare for these special conditions.

(F) "Winter Rules" will be declared in force when there is free ice float in the Inlet, in sufficient amount to cause hazard to shipping und any circumstances of weather and tide. They will remain in for for the duration of the Winter, and will be cancelled upon a mutu agreed date. The starting date for this enforcement will established by mutual agreement of the Committee, and all sh Agents and Owners will be notified.

The special rules that will apply under "Winter Rules" are follows:

1. Berth so as to stem the worst ice condition to be expec Since the ice flow is heavier on the flood, this generally mea the vessel should approach the Wharf port side to.
2. Where applicable, manipulate ballast and cargo to keep s suction and propeller below the ice, and keep trim to a minim to prevent ice from sliding beneath the vessel.
3. No vessel will be permitted to proceed to berth that is equipped with sufficient mooring lines of good quality to prov a safe tie-up. In heavy ice conditions, it may be necessar double or triple the normal mooring line requirements. It is responsibility of each Terminal Operator to confirm t requirement in advance with shipping companies intendi use their facility. However, the Terminal Operators responsible to advise on ice conditions only, and are responsible for providing or causing to be provided adequ lines aboard ships.

(G) Each Terminal is equipped with VHF Channel 7A. The intent is that this channel be used for all communication with the individual terminals during arrival and departure manoeuvers.

(H) Each terminal is also equipped with VHF Channel 10. The intent is that this channel be used for communications involving ship-to-shore loading/discharge operations.

At Berth:

(A) Ships, tugs and marine terminals will maintain a means of two-way voice communication between the person in charge of the transfer operation on the vessel/tug, barge and the Marine Terminal Operator.

(B) Under "Winter Rules", the ships must maintain the necessary watch in engine room and bridge to permit immediate manoeuvring response and anchors will be ready for immediate use.

(C) Under "Winter Rules", the Terminal will be prepared for immediate suspension of cargo operations and to cast-off mooring lines. Under circumstances such as restricted visibility due to darkness or fog conditions, it may be necessary to proceed to a standby condition with cargo operations suspended and cargo systems disconnected in readiness for cast-off orders. The casting-off shall at all times be at the direction of the Officer-in-charge of the vessel.

(D) Under "Winter Rules", steam propulsion ships should take these special precautions:

1. Maintain sufficient ballast or cargo aboard, so that sea suctions and propeller are below the level of any ice.
2. Provide an emergency supply of water or steam to the condensers, so that any slush-ice taken in can be melted or flushed away immediately.
3. Establish precautions to insure that fuel does not freeze, and that temperature is sufficient to provide immediate flow of fuel to all burners in the event of an emergency. This precaution includes the fuel supply for the emergency generators.
4. Keep steam flowing through steam drive equipment on deck.

(E) Under "Winter Rules", vessels/tugs with internal combustion engines used as main propulsion units shall maintain such in immediate readiness for use:

1. Starting air to be peaked in all tanks.
2. Cooling water shall be heated and ready for circulation in main engine.
3. Lubrication oil for the main engine to be in readiness for service.
4. Fuel system on main engine to be purged and ready for instant use.

(F) Except in an emergency, repairs that immobilise the ship shall not be undertaken while moored to the dock. When emergency repairs are needed, they will first be authorised by the Manager of the shore facility and the Captain of the Port, U.S.C.G.

(G) While a ship is at its wharf, each terminal will maintain a portable VHF unit equipped with Channel 7A at the wharf. This will be used to communicate emergency messages to other terminals as regards ship movements.

Departure:

(A) Departure shall be timed so as to utilise the tide for maximum safety. Reasonable effort shall always be made to depart into the current.

(B) When moored port side to and leaving during the ebb tide (or conversely when moored starboard side to and leaving during the flood tide), the current should be carefully considered, so that the vessel is in good control, and has adequate clearance when passing the berth immediately to the South (or North).

(C) Approximately 30 minutes prior to its departure, and again at time of departure, the ship shall announce its intentions on VHF Channel 16, so that other ships and terminals in the area are alerted.

(D) Approximately 30 minutes prior to ship's departure, the Terminal Representative will announce to other terminals the ship's intentions. This announcement to be made on VHF Channel 7A.

(E) Care shall be taken in establishing estimated departure time (ETD). This is important, as these times will be used by incoming or passing vessels in determining their best course to minimise hazard in their approach to the Terminal area.

SHIPMASTER'S REPORT: July 1985 (Updated 1992).

Unocal Chemicals and Minerals Dock: (Formerly Collier Pier):

In addition to the comments on the "Plan", which see; the following notes are to be considered as a advice to those entering the Port of Nikiski:

Mooring without tugs. There is a 24 hour mooring service.

No mooring during slack tide.

Currents from up to 1.5 knots to 6.0 knots experienced.

Whilst mooring present bow first as near as possible to the pier at an angle of about 25° to the pier.

Firstly pass 2 spring lines and 2 head lines forward, engines running ahead for riding off the current.

It is most important during the entire mooring operation to hold both forward springs and both head lines tight.

Send out 2 breast lines forward; tighten; put both head lines on the bitts making sure not to allow any slack.

Send out 2 spring lines and two stern lines aft and tighten.

Send out 2 breast lines aft as soon as both stern lines are on the bitts and heave the stern along. Keep both aft springs tight at all times.

Note: Ships loading urea have to shift alongside when changing to another hatch, as the conveyor belt is a single point loading type.

Whilst shifting along the pier be aware of strong currents, or ice in Winter season getting caught between pier and ship's bow.

SHIPMASTER'S REPORT: October 1987 (Updated 1992).

Unocal Chemicals and Minerals Dock: This dock is the Southernmost dolphin berth and extends into the sea for approximately 800 m. It has a fixed loader for Urea. Ammonia gas is also loaded at this berth.

Anchorage: No anchoring allowed off Nikiski or Kenai. If the vessel has to vacate the berth for a priority vessel/barge, the vessel is taken back to Homer, a distance fo 84 nautical miles.

Berthing: Well handled by Pilots, making use of the tidal streams. No tugs available. The tidal stream runs at up to 6 knots and the range of the tides are up to 28 ft. For this reason a vessel is moored with a total of 14-24 ropes, depending on size of vessel and weather conditions. Extra ropes can be hired and put on board at Homer Pilot Station.

Shifting alongside: This is only possible shortly before the changing of the tide. At all times have engines ready. Shifting up to 50 m. (2 holds) is not too difficult. We shifted from Hold No. 1 to No. 5 (100 m.) which took us about 3 hours. This is a much bigger operation than mooring as all ropes have to be shifted and there are only 4 men available ashore to assist. Also, by the time we finished there was already a strong flood tide running. When shifting over such a distance, I advise vessels to make use of a pilot.

Ice/Winds: According to pilots, some ice in Winter which makes berthing even more difficult. Strong southern winds may cause swell alongside.

Bunkers: Apparently fuel is available at another dolphin berth when unoccupied, but probably expensive.

Provisions: Ship chandlery service is available (Saling Ship Services). No vehicular access to the vessel. Provisions transported on small car which runs through narrow 1 km. tunnel to the gate. This is also used by the crew.

Loading: Loading rate approximately 500 – 700 tonnes/hr. The figures of a draft survey are taken for the final cargo loaded.

SHIPMASTER'S REPORT: February 1993 (Updated 1994).

Cook Inlet: Homer/Kenai (Nikiski).

Charts: NOAA 16640, 16645 and 16660.

General: Homer, at the entrance to Katchemak Bay, where it joins Cook Inlet, is the entrance point for ports in Cook Inlet, including Anchorage.

Homer is the pilotage point for the Inlet and affords a good anchorage and essential services. Three tanker/urea berths are situated on the East Bank of the Inlet at Nikiski, about 8 miles above the town of Kenai, which is some 80 miles above Homer.

Cook Inlet is navigable all year round by normal trading merchant vessels, but during Winter "slush", first year ice builds up above Cape Ninilchik (60° N.), when extra precautions should be taken. There is no icebreaker assistance in the Inlet.

Pilots: Main pilot station in Cook Inlet is at Homer where a despatcher is on duty 24 hours, although Pilots are generally not on standby here as they operate from home. Two pilot cutters are stationed at Homer, "Mary Dele" and "Katmie". The former is a red hulled craft on the lines of a fishing smack with ice strengthened hull and is used during the Winter months. During period April through to December, the "Katmie" is used, constructed of aluminium and faster than "Mary Dele".

Channels 16 and 10 are monitored by the despatcher throughout 24 hours. Normally 24 hours is required to arrange a Pilot, although sometimes a Pilot can be obtained within 6 hours. Pilots normally fly into Homer from Anchorage. All Pilots were found to be very competent and helpful.

One Pilot is used for the passage and berthing at Homer up to Nikiski or Anchorage.

Pilot boards off Coal Point.

Pilotage is compulsory for anchoring inside Katchemak Bay at Homer.

Transit time Homer to Nikiski and vice versa is about 6 hours, depending on Winter ice which can extend time to 8 hours.

Anchorage: If waiting for a berth in Cook Inlet, the recognised anchorage is in Katchemak Bay under pilotage, about 2 miles East of Coal Bay in 30 fathoms.

Fairly well sheltered, except in N.E. winds, which come whistling down Kamchatka Bay. Holding ground is good.

Vessels generally do not anchor in the Upper Cook Inlet, unless in emergency.

Tugs: At Homer, one tug of 800 h.p. available. Generally no tugs are available at Nikiski. At anchorage, there are reported to be two tugs of moderate power, but of little use in ice conditions.

Currents: Strong in the Upper Cook Inlet. At Nikiski, tidal current of up to 5.8 knots on the flood.

Berths: Nikiski: Three berths for tankers and urea ships. All are at jetties in the Inlet. The most Northern is about 1.5 miles South of East Foreland and is owned by Kenai Pipeline Co. (supplies mainly to Chevron), and is suitable for tankers of up to 120,000 d.w.t.

Just South is the LNG dock owned by Phillips and used for LNG exports to Japan.

About 2.5 miles South of East Foreland is Unocal Dock, owned by Unocal (Union Oil Co. of California), for the export of liquid ammonia and urea, and import of caustic soda and sulphuric acid for plant use. Actual size is considered by the Terminal as a "one off" before charter accepted.

Unocal's comment:

Quote:

1. Ships exceeding 650 ft. in length or 35,000 deadweight long tons should be considered only under special circumstances and their use must be specifically approved by the Manager of Manufacturing.
2. Ships smaller than 650 ft. in length or less than 35,000 deadweight long tons, which meet all other conditions specified herein, can be chartered without prior plant approval during periods of Summer conditions only.

Unquote.

Berthing is port side alongside at all berths against the flood tide.

For Unocal Jetty, a portable shore gangway is provided, tended by Terminal personnel, generally pulled onshore at the height of the flood and at very low water.

Berthing: Always on the flood tide. Berthing window is 30 minutes into flood tide to 2 hours into flood in Winter and 3 hours in Summer. Departure is as soon as the flood commences until 4 hours into the flood.

Starboard anchor is let go on approaching the berth, and generally 2 shackles are used.

Tides: Flood is always the strongest, and can run at 6 knots in Springs with a range of 25 ft.

Density at Nikiski is brackish. Water changes density around Ninilchik (60° N.).

The water temperature at Nikiski was found to be about 10° colder than at Homer (February).

Ice: During Winter, slush and first year ice builds up to maximum during February and March. Generally it does not come South of a line from Cape Douglas to Cape Ninilchik, except in Homer Harbour. With the prevailing N.E. wind, the ice tends to concentrate on the Western shore of the Inlet.

Alongside Unocal Dock (Nikiski), the flood tide brought the heaviest concentrations, blocking sea suctions for up to 5 hours. As soon as the ebb commenced, the ice tended to clear and suctions became clear. In general, the ice is of no physical danger (apart from blocking suctions) to normal merchant vessels. It will slow the vessel down during transit of Cook Inlet, and put extra pressure on moorings of vessels moored at the 3 docks at Nikiski.

Pilots report that vessels have had their engines at full ahead at the height of the flood with a lot of ice, to relieve pressure on the moorings. We went to slow ahead for 4 hours on the flood tide.

Sometimes in February and March, when ice has formed from N.E. winds, then wind changes to S.W., which raises the temperature and brings heavy snow, which lays on top of the ice. The wind then again changes to N.E., which drastically lowers the temperature, freezing the snow and slush ice in the Inlet. In these conditions, the ice becomes very hard and thick and navigation can become a hazard.

At Homer in Katchemak Bay, ice forms in Coal Bay in Winter. This is no hazard to vessels calling for a Pilot or going to anchor, but is a nuisance to the pilot cutter and any service craft getting in and out of the harbour.

Pilot boarding delays can occur.

Ice Precautions: Normal merchant vessels berthing at Nikiski or Anchorage during January through March are required to have, under U.S.C.G. and Jetty Regulations, the following:

1. Main engine power available at all times.
2. Continuous officer manning of deck and engine room.
3. Extra moorings – Unocal require 22 lines out (each end 4×4×3). Extra lines can be hired at Homer and returned when outbound. Hire cost is large and lines are difficult to handle, best for vessel to be equipped with its own lines.
4. Suctions must be kept continuously clear, or vessels must have internal cooling water recirculation provided for generators and main engine.

From experience and talking to other vessels, also found the following precautions advisable:

5. Ballast should be completely salt and should be kept moving continuously, pumping in and out.
6. Adequate steam heating for bunker tanks and fuel systems.
7. Adequate heating for fresh water systems and tanks.
8. Cargo compressors to run continuously or heating lamps placed alongside.
9. Steering gear to be continuously run or heating lamps placed in space.
10. Winches to be run continuously.
11. Tank level gauges that contain an oil bath to be drained.
12. Radar scanners to turn continuously.
13. Accommodation to be well heated (not only for personnel), but to prevent fresh water systems freezing up.
14. Complete thermal protection clothing for personnel, *not* just "Parkas" which are totally inadequate. (Editor's Note: Winter clothing (hats, gloves, heavy overalls and insulated boots) can be supplied by Agent at 4-5 days notice).

Weather: During the Winter months and especially January through March, extreme sub-zero temperatures can be encountered as vessel moves up Cook Inlet. We encountered −20°C with a biting N'ly wind, but −40°C is not uncommon. In general −10°C is normal in Winter, along with the N.E. wind which gives a low chill factor.

The approaches to Cook Inlet bring Northerly winds of up to 60 knots or more with freezing spray.

At Homer, we found the temperature to be some 10°C warmer than in Upper Cook Inlet.

Mooring: Vessel approaches Unocal and other Cook Inlet berths using starboard anchor as a "dredge" against the flood tide. Spring lines sent first, then breasts, then head lines, all onto quick release hooks.

Pilot puts vessel alongside dock before lines are passed over by heaving line.

The normal time for Winter mooring is a minimum of 4 hours and about 1 hour to let go.

Mooring can be undertaken on a 24 hour basis, but if the vessel has any defects, U.S.C.G. will only allow daytime movements.

Loading: Nikiski: Ammonia loading is through 2 pumps, each capable of around 270 tonnes p.h.

In actual fact, we found with one pump maximum rate was around 300 tonnes p.h. and with 2 pumps around 450 tonnes p.h.

Terminal has difficulty controlling rate outside one or two pumps.

Terminal undertakes all connection and disconnection (12 in. Chicksan with hydraulic clamps).

In Winter ice conditions on flood tide, Chicksan is often disconnected for around 4 to 5 hours.

Communication is by VHF Channel 10. Terminal will loan portable set.

Urea ships have to shift backwards and forwards along jetty as the loading boom is fixed. Very tiresome and prolonged in Winter.

Terminal very cooperative and helpful.

All controls are from cabin on jetty. Normal shift ashore on jetty some 5 men who handle all moorings, maintenance, gangway, etc.

Sulphuric acid and caustic soda is discharged through separate 6 Chicksans next to the NH3 Chicksan.

Fresh Water: Carriers should be notified that water and provisions not be available at the Kenai Wharf.

At Homer, water is piped to City Dock, but not to Deep Water Do (Harbour Master said pipe to be layed on in 1994).

At Homer, water is obtainable by barge by giving 36 hours notice Winter, less in Summer. Cost is U.S.$ 15.0 per long ton, and officia minimum quantity is 150 tons, but can be negotiated down to 50 ton

Stores: Provisions are obtainable both at Homer and Kenai from local supermarket. Both stores open 24 hours. The supermarket deliver alongside or to launch landing. At Unocal, access to the jetty by small personnel/stores trucks operated by Wharf Terminal personne who will deliver alongside vessel. General merchandise/hardwa available at both locations (Agent very helpful and will assist).

Repairs: No repairs allowed to main engine at Kenai/Nikiski. Repairs be undertaken at anchor at Homer.

There are small machine shops at both Homer and Kenai, and elect motor rewinding possible at Kenai.

Fuel: MDO/Gas oil available by tank truck from local storage at Home (an efficient operation). We took 180 tonnes in 6 hours from relays small trucks whilst alongside Ocean Dock.

Airport: Both Homer and Kenai have local airports with flights eve 2 hours to Anchorage, from where regular flights to Seattle Internation can be obtained.

Since the "Opening up of Russia", very few trans-polar flights pa through Anchorage on their way to Europe and Far East.

General: Seattle is the gateway to Alaska from the U.S.A. for all spare service not immediately obtainable in Anchorage.

Very scenic and tremendous fishing.

At Homer anchorage, the pilot boat can be hired as a shore lea boat for U.S.$ 170.0 per round trip.

Telephone: Public telephone in jetty control cabin at Unocal (Nikiski).

At Homer, telephone at City Dock and 2 telephones about 500 from base of Ocean Dock.

Extra telephones are connected at Homer in Summer.

Notice: To all Vessels Transiting Upper Cook Inlet, Alaska. Captain the Port Order 16-92: "Special Vessel De-icing Procedures for Upp Cook Inlet".

Since 1st December 1992, 2 laden and one ballasted tank ship hav suffered full or partial loss of power, due to power plant cooling syste icing and subsequent power plant failure, while transiting Upper Coo Inlet.

These incidents appear to be caused by "slush" ice inducted into th vessel's intakes.

Action:

Effective immediately and until this order is rescinded, all vesse requiring a State of Alaska or federally licensed Pilot to Transit Coo Inlet, shall comply with the following requirements, as a minimum, whi transiting Upper Cook Inlet, Alaska:

(1) Engine cooling water shall be supplied via "low sea suction" if available.

(2) A closed internal system of engine cooling water circulation, or means of applying sufficient heat to the engine cooling water intak to prevent ice from clogging the intake, shall be used.

If the vessel's physical dimensions permit:

(3) Maintain a minimum forward draft of 1.8 m. or 6 ft., and a minimu after draft of 1.8 m. or 6 ft. above the propeller blades.

For the purpose of this order, "Upper Cook Inlet" is defined as th waters of Cook Inlet North of Lat. 60° 20′ N.

Signed: M.R.Miller, Captain, U.S. Coast Guard, Captain of the Po Western Alaska.

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Phillips Petroleum Co., Drawer 66, Kenai, Alaska 99611. *Tel:* (90 776-8166. *FAX:* (907) 766-6040. *Contact:* L. Porter, Supervisor – Vess Operations.

Kenai Pipeline Company, P.O.Box 5555, Kenai, Alaska 9961 *Tel:* (907) 776-5555, 776-8711. *Contact:* O.E. Jackson, Operatio Supervisor.

AGENT: Saling Ship Agency, 427 Rogers Road, Kenai, Alaska 9961 U.S.A. Tel: (907) 283-5053. Fax: (907) 283-4794.

NORTHPORT, New York: 40.57 N. 73.20 W. **(See Plan)**

LOCATION: The Northport offshore oil discharge facility is operated by the Long Island Lighting Company. It is located in Lat. 40° 57′ 15.4″ N., Long. 73° 20′ 29.6″ W., approximately 10,000 ft. offshore from the power station, and approximately 2.6 miles East of Eatons Neck Point.

APPROACHES: *Approaches to Pilot Station and Transit to Northport:* On approaching Block Island from the South, Block Island's high Southern shore provides a good radar target. Also, bearings can be taken from the RDF station at Southeast Light.

It is advisable to remain at least 1 mile to the East of Block Island due to the numerous shoals close in shore.

There are several dangers to be wary of when making the passage from the pilot station to Northport.

Block Island North Reef Buoy "1B1" marks a dangerous shoal and should be passed well clear.

The Race is a narrow channel into Long Island Sound. Strong East to West currents occur during maximum ebb or flood and knowledge of position should be maintained in view of the possibility of unusual set. Valiant Rock may be passed on either side.

Caution should be exercised during the Summer months when transiting through Block Island and Long Island Sound in view of the heavy small boat traffic, especially in the area in proximity to The Race.

Dense fog is prevalent during the Summer months.

Good water is found in Long Island Sound from The Race to Northport as long as the mid-channel buoys "P1" and "CF" are passed close by and care is taken so as not to pass North of "Twenty-Eight Foot Shoal" Buoy. "Stratford Shoal" should be passed to the South.

In the event that adverse weather restricts berthing, vessels should anchor, if necessary, North and East of the facility to avoid electric cables on the bottom. The submarine cables lie West of the facility and are shown on Chart No. 12363.

PILOTAGE: Pilotage is arranged by the vessel's Agent. A Pilot will be required to standby aboard vessel throughout transfer.

Vessels approaching from Block Island embark Pilot about 2.5 miles South of Point Judith.

U.S. flag vessels under enrolment approaching from Block Island embark Pilot 1.4 miles East of Old Harbour – Block Island.

The pilot boat 'Rhode Island Pilot' or 'Northeast Pilot' should be called via VHF Channel 16 approximately 1 hour prior to arrival at the pilot station.

ANCHORAGES: All vessels are advised that 7 submarine electric cables lie West of the facility, as shown on USC & GS Chart No. 1213. To avoid any possibility of damage to these cables, vessels should anchor (if necessary) North and East of the facility.

RESTRICTIONS: Berthing of vessels shall be limited to 1.5 hours prior to and 30 minutes following high slack water, and shall be prohibited when winds exceed 20 knots.

MAX. SIZE: The maximum size vessel for which the Long Island Lighting Company can presently provide a safe berth, is a ship with a loaded displacement tonnage not to exceed 70,000 long tons and meeting all of the additional parameters as follows:

Hull Design:	Welded construction only.
Cargo Holds:	Compartmented.
Max. Length overall:	825 ft.
Max. Draft:	40 ft. at H.W.
Max. Beam:	144 ft.
Rail to Manifold:	15 ft. maximum.
Loaded Freeboard:	10 ft. minimum.
Light Freeboard:	40 ft. maximum.
Number of Mooring Lines:	20 independent lines.
Bow to Manifold:	50% of LOA.

RADIO: *ETA:* Vessels are required to send ETA message 72, 48 and 24 hours in advance of arrival at Block Island Pilot Station. These messages are to be sent to Agent in New York. Advise arrival draft (salt water) in initial message.

VHF: Pilots can be contacted on VHF Channels 16, 13 and 18A.

TUGS: A minimum of 2 tugs are required for mooring and a minimum of 1 tug for unmooring. Terminal requires 1 tug in attendance while vessel is alongside. A launch is provided by terminal to run vessel's lines to the mooring buoys. Launch will stand-by throughout operations.

BERTHING: *Precautionary Weather Information:* There is a history of repeated breakouts in the New York area due to sudden wind shifts accompanied by strong and gusty winds. Vessels alongside the platform must insure that mooring lines are taut and properly tended at all times and that winch brakes are properly set. Vessels are strongly advised to maintain a VHF weather watch and to shut down operations if weather conditions warrant.

The terminal requires suspension of transfer operations and clearing of the berth whenever sustained winds of 45 m.p.h. or greater are anticipated. Southerly winds (off the platform) of 30 m.p.h. may require similar action. The terminal is equipped with an anemometer. Similarly, heavy swells may require the suspension of transfer operations.

Berth Facilities: The berth consists of 3 concrete platforms and 6 mooring buoys. The 2 outer platforms provide a breasting face of 310 ft. The centre platform is fitted with 2×12 in. Chicksan arms for fuel oil unloading, and is 19 ft. above Mean Low Water.

A quick flashing white light is located 26 ft. above the extreme outboard end of each breasting platform.

Each mooring buoy is fitted with a quick release hook.

Berthing Operation: Vessels approach Sea Berth stemming current and/or wind.

Berthing port side to is recommended, weather permitting.

Moorings: It is imperative that the vessel remains in position alongside the berth. LILCO considers the minimum safe mooring for this berth to be as follows:

1. Two lines to buoy "A" (synthetic or steel).
2. Two lines to buoy "B" (synthetic or steel).
3. Two lines to buoy "C" (steel preferred, synthetic acceptable).
4. Two lines to buoy "D" (steel preferred, synthetic acceptable).
5. Two lines to buoy "E" (synthetic or steel).
6. Two lines to buoy "F" (synthetic or steel).
7. Two bow springs to one breasting platform bollard (steel preferred, synthetic acceptable).
8. Two stern springs to the other breasting platform bollard (steel preferred, synthetic acceptable).
9. Two lines from well deck to East breasting platform bollard (synthetic).
10. Two lines from well deck to West breasting platform bollard (synthetic).

Note: There shall be no mixing of wire and synthetic lines on any one buoy.

A boat will be provided by LILCO to handle the vessel's lines to the mooring buoys. Personnel will be provided to handle the vessel's lines to the breasting platform bollards.

Warping winches must be adequate to handle mooring lines under heavy strain. Stoppers must be readily available to stop off mooring lines for transfer from winch to bitts without loss of tension. Mooring lines secured on surge or tension winches are prohibited; any line on a winch must be set tight using the brake only.

CARGO OPERATIONS: The Chicksan arms are designed to permit fore and aft drift and some lateral movement. However, vessel should maintain position at all times. Failure to observe this will result in suspension of operations and disconnection of unloading arms. Ship's crew connect and disconnect arms.

Ships equipped with inert gas systems shall have such systems in operation prior to berthing, throughout the transfer and until the ship is released from the facility and underway.

A responsible member of the ship's crew, *capable of speaking and understanding the English language,* must be available on the vessel's deck to take any remedial action necessary to maintain safe and efficient cargo transfer.

FRESH WATER/FUEL/STORES: Bunkers and fresh water are not available ex-berth. Stores cannot be loaded from dock.

Transfer of bunkers from barge is not permitted while alongside.

MEDICAL: There is a hospital in Huntington, New York, Tel. No. 516-351-2000. Medical attention must be arranged by the vessel's Agent. The nearest United States Public Health Service Marine Hospital facilities are in New York City, which is approximately 45 miles West of Northport.

GENERAL: *Fire Fighting Facilities:* The terminal has very limited fire fighting equipment. 4×100 lb. CO_2 extinguishers are provided; no fixed fire fighting gear is available. The standby tug is fitted with a low capacity fire pump hose.

Fire wires should be hung, one forward and one aft, on the offshore side for easy reach by a tug in case of fire.

The tanker should have all fire fighting equipment aboard in readiness to combat any fire that may arise.

Pollution: All U.S. harbours have stringent pollution regulations forbidding the discharge of oil into harbour waters or the emission of heavy smoke. Long Island Sound is a particularly sensitive area and all anti-pollution regulations are rigidly enforced. In the event of an emergency or pollution, the Agent should be contacted immediately.

Launch Service: LILCO does not provide launch service for ferrying of ship's personnel or stores. Vessels must make their own arrangements for such service. The LILCO standby boat is for the exclusive use of LILCO personnel, and will not be used for launch service. The LILCO standby boat will be used for initial boarding upon arrival.

Customs and Immigration: Northport is a Port of Entry whenever a vessel docks without first calling at another United States port. Entry and clearance must be arranged by the vessel's Agent. The appropriate authorities in New York City must be advised well in advance of the vessel's arrival; 24 hours advance notification is recommended as a minimum.

AUTHORITY: Long Island Lighting Co., Northport Power Station, Waterside Avenue, Northport, N.Y. 11768. *Tel:* (516) 262-2226. *FAX:* (516) 262-2282. *Contact:* Brian T. McCabe, Chief Engineer.

OAKLAND, California: 37.50 N. 122.18 W. **(See Plan)**

See "San Francisco" *for Documents, Pilotage, etc.*

RESTRICTIONS: Minimum depth in harbour 38 ft. Tidal range 5.6 ft.

HEALTH: See "Health: all Ports" before first U.S.A. port (Albany). Illness Reports made to San Francisco Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: 4,200 h.p. – 9,000 h.p.

American Navigation Co., Inc. – to 4,000 h.p. Tel: (510) 957-9005.
Bay Delta & Towing. Tel: (510) 441-4677.
Crowley Maritime – to 9,000 h.p. Tel: (415) 546-2600.
Oscar Niemeth Towing, Inc. – to 4,300 h.p. Tel: (510) 893-0231.
Tweed Towing, Inc. – to 4,200 h.p. Tel: (510) 233-4213.
San Francisco Bar Pilots Association. Tel: (415) 393-0457.

BERTHING:

Outer Harbour:

Bay Bridge Terminal: Berths No. 8, 9 and 10 (General cargoes, steel, autos, containers). For information call Port of Oakland.

3 Berths:
Berth 8: Length 304 m.
Berth 9: Length 366 m.
Berth 10: Length 256 m.
Deck Height: 4.3 m.
Depth: 10.7 m.
Facilities: Accepts Ro/Ro barges, combination ships.
Services: Water, lights, fencing, taxi, telephone.

Multi-purpose cargo terminal designed to handle general cargoes, steel, autos and containers.

Temporarily inoperative due to 1989 earthquake damage.

Sea-Land Terminal: Berths No. 20, 21 and 22. (Containers; preferential assignment to Sea Land).
Operator: Sea Land Services, Inc., 1425 Maritime Street, Oakland, CA.94607. Tel: (510) 271-1000. Fax: (510) 271-1277. Terminal Manager: Elvis Ganda.
3 Berths: Total length 699.2 m.
Deck Height: 4.3 m.
Depth: 12.2 m.
Cranes: 4×30 ton container gantry cranes.
Storage System: Chassis.
Reefer Capacity: 250 outlets × 480V.
Total TEU Storage Capacity: Over 3,900.
Total Terminal Area: 26.5 hectares.
Services: Water, lights, fencing, taxi, telephone.

Yusen Terminal: Berth No. 23. (Containers; preferential assignment to NYK/NOL).
Operator: Yusen Terminals, Inc., 1195 Maritime Street, Oakland, CA. 94607. Tel: (510) 763-1080. Fax: (510) 763-5728. Terminal Manager: Edward Stellin.
1 Berth: Total length 274 m.
Deck Height: 4.3 m.
Depth: 12.2 m.
Cranes: 2×40 ton container gantry cranes.
Storage System: Port-packer, transtainer, chassis.
Reefer Capacity: 98 outlets (56×480V; 42×240V and 96 portable 240V).
Total TEU Storage Capacity: Over 3,200.
Total Terminal Area: 16.2 hectares.
Rail Spur for direct Transfer.
Services: Water, light, fencing, taxi, telephone.

Maersk Terminal: Berth No. 24. (Containers; preferential assignment to Maersk Line).
Operator: Maersk Pacific Ltd., 909 Ferry Street, Oakland, CA. 94607. Tel: (510) 835-7500. Fax: (510) 763-3545. Terminal Manager: Michael Bourgault.
1 Berth: Length 319 m.
Deck Height: 4.3 m.
Depth: 12.2 m.
Cranes: 3×50 ton container cranes.
Storage System: Chassis.
Reefer Capacity: 157 outlets × 480V.
Total TEU Storage Capacity: Over 2,700.
Total Terminal Area: 15.3 hectares.
Rail Spur for direct Transfer.
Services: Water, lights, fencing, taxi, telephone.

TransBay Container Terminal: Berths No. 25 and 26. (Containers; preferential assignment to K-Line).
Operator: TransBay Container Co., 707 Ferry Street, Oakland, CA.94607. Tel: (510) 839-8228. Fax: (510) 444-6219. Terminal Manager: Robert Bergman.
2 Berths: Total length 412.4 m.
Deck Height: 4.3 m.
Depth: 10.7 m.
Cranes: 2×40 ton container gantry cranes.
Storage System: Transtainer, chassis.
Reefer Capacity: 120 outlets × 240V. (capability for another 50 outlets).
Total TEU Storage Capacity: Over 2,400.
Total Terminal Area: 11.3 hectares.
Services: Water, lights, fencing, taxi, telephone.

7th Street Complex:
TraPac Terminal: Berth 30. (Container; preferential assignment to Mitsui OSK).
Operator: TransPacific Container Corp., 2800 Seventh Street, Berth 30, Oakland, CA 94607. Tel: (510) 286-8600. Terminal Manager: Michael Porte.
1 Berth: Length 333 m.
Deck Height: 4.3 m.
Depth: 12.2 m.
Cranes: 2×50 ton container cranes.
Storage System: Chassis.
Reefer Capacity: 569 outlets × 480V.
Total TEU Storage Capacity: 2,500.
Total Terminal Area: 13.8 hectares.
Services: Water, lights, fencing, taxi, telephone.

Matson Terminal: Berths No. 32, 33 and 34. (Containers/breakbulk; preferential assignment to Matson).
Operator: Matson Terminals, Inc., 3050 7th Street, Oakland, CA.94623. Tel: (510) 271-9756. Fax: (510) 465-2803. Terminal Manager: Jon E. Roselle.
2 Container Berths: Total length 468 m.
1 Ro/Ro berth: 219 m. with concrete dolphins.
Deck Height: 4.3 m.
Depth: 10.7 m.
Cranes: 1×28 ton, 1×30 ton and 1×40 ton gantry container cranes.
Storage System: Straddle carrier, chassis.
Reefer Capacity: 460 outlets × 240V.
Total TEU Storage Capacity: Over 5,500.
Total Terminal Area: 26.5 hectares.
Services: Water, lights, fencing, taxi, telephone.

Marine Container Terminal: Berths No. 35, 37 and 38. (Container; pu user facility).
Operator: Marine Terminals Corp., 520 Third Street, Oakla CA.94607. Tel: (510) 891-0990. Fax: (510) 763-9086. Term Manager: David Adam.
3 Berths: Total length 921 m.
Deck Height: 4.3 m.
Depth: 12.2 m.
Cranes: 3×50 ton and 2×40 ton container gantry cranes.
Storage System: Port-packer, transtainer, chassis.
Reefer Capacity: 192 (portable) × 480V.
Total TEU Storage Capacity: Over 3,700.
Total Terminal Area: 19.6 hectares.
Services: Water, lights, fencing, taxi, telephone.

Berth 40: General cargo, contact Port of Oakland.
1 berth: 188 m. in length.
Deck Height: 4.3 m.
Depth: 10.7 m.
Restricted capability due to earthquake 1989.

Middle Harbour:
American President Lines: Berths No. 60, 61, 62 and 63. (Contai preferential assignment to APL).
Operator: Eagle Marine Stevedoring, 1395 Middle Harbour Ro Oakland, CA. 94607. Tel: (510) 272-2010. Fax: (510) 272-7 Terminal Manager: Robert Fairbanks.
4 Berths: Total length 836 m.
Deck Height: 4.3 m.
Depth: 11.6 m.
Cranes: 4×40 ton and 2×45 ton container gantry cranes.
Storage System: Chassis.
Reefer Capacity: 344 outlets, 151×240V, 193×480V.
Total TEU Storage Capacity: Over 4,500.
Total Terminal Area: 30.5 hectares.
Services: Water, lights, fencing, taxi, telephone.

Inner Harbour:
Howard Terminal: Berths No. 67, 68 and 69. (Containers; public facility).
Operator: Stevedoring Services of America, 1 Market Street, Oakla CA.94607. Tel: (510) 271-1815. Fax: (510) 451-4779. Term Manager: Scott Thomas.
3 Berths: Berths No. 67 and 68: Length 500.5 m., plus 21.3 m. do
Berth No. 69: Length 173 m.
Deck Height: 4.3 m.
Depth: 12.2. m.
Cranes: 2×40 ton and 1×50 ton container gantry cranes.
Storage System: Port-packer, transtainer, chassis.
Reefer Capacity: 144 outlets×480V.
Total TEU Storage Capacity: Over 3,000.
Total Terminal Area: 19.8 hectares.
Services: Water, lights, fencing, taxi, telephone.

Ninth Avenue Terminal: Berths No. 82, 83 and 84. (General cargo, s lumber; public user facility).
Operator: Marine Terminals Corp., 520 Third Street, Oakla CA.94607. Tel: (510) 891-0990. Fax: (510) 763-9086. Term Manager: Ed Hewlett.
3 Berths: Berths No. 83 and 84: Total length 348 m.
Berth No. 82: Length 282 m.
Deck Height: 4.3 m.
Depth: 10.7 m.
Cranes: 4×100 ton mobile cranes.
Storage System: As required.
Reefer Capacity: As required.
Total TEU Storage Capacity: Limited.
Total Terminal Area: 8.02 hectares.
Services: Water, lights, telephone.

Schnitzer Steel Products: Private Berth. (Scrap metals).
1 Berth: 240 ft. at each of 2 pier faces.
Deck Height: 14 ft.
Depth: 33 ft.
Services: Water, light, taxi.

CRANES: Heavy lift cranes available:
Bigge Crane & Rigging – to 250 tons (mobile). Tel: (510) 638-8
Sheedy Drayage – to 225 tons (mobile). Tel: (510) 638-8100.
Dutra Construction – to 400 tons (floating). Tel: (510) 523-5925
STEVEDORES:
Metropolitan California Stevedore Company. Tel: (213) 816-650
Levin-Richmond Terminal. Tel: (510) 232-4422.
Marine Terminals Corporation. Tel: (510) 986-6576.
Matson Terminals. Tel: (510) 271-9333.
Pasha Group. Tel: (510) 465-5668.
San Francisco Stevedoring Co. Tel: (415) 986-9545.
Stevedoring Services of America. Tel: (510) 641-8980.
FRESH WATER: Available.
FUEL: Available at dock or by barge.
Chemoil. Tel: (415) 956-3834.
Chevron. Tel: (415) 944-6287.
GP Resources. Tel: (415) 673-2928.
Shell. Tel: (800) 231-6990.
Texaco. Tel: (818) 505-2608.
REPAIRS: Major repairs and overhauls possible.
DRY DOCKS: Graving dock for up to 28,000 tons at Richmond.
AIRPORT: Oakland International Airport.

GENERAL: *Stores:* Deck, engine, stewards and in-bond stores available.

Port Users: APL, Australia-New Zealand Container Line, Blue Star Line, Canadian Transport Co., Cho Yang, Columbus Line, COSCO, D'Amico Lines, DSR/Senator Lines, Hanjin Shipping Co., Hapag-Lloyd, Hyundai, MTL, Italian Line, 'K' Line, Maersk Lines, Matson Navigation, Mitsui OSK, Nedlloyd, NOL, Norsul, NYK, OOCL, PM&O, Pan Ocean Bulk, Polynesia Line, Sea Land Service, Star Shipping, Toko Line, Toyofuji, Yang Ming Line.

Heavy Lift Cranes:

Bigge Crane & Rigging. Tel: (415) 638-8100. Cranes up to 250 tons (mobile).

Sheedy Drayage. Tel: (415) 638-8100. Cranes up to 225 tons (mobile).

Dutra Construction. Tel: (415) 523-5925. Cranes up to 400 tons (floating).

Tugs:

American Navigation Company Inc. Tel: (415) 957-9005. Tugs up to 4,000 h.p.

Bay Delta & Towing. Tel: (415) 441-4677.

Crowley Maritime. Tel: (415) 546-2600. Tugs up to 9,000 h.p.

Oscar Niemeth Towing Inc. Tel: (415) 893-0231. Tugs up to 4,300 h.p.

Tweed Towing Inc. Tel: (415) 233-4213. Tugs up to 4,200 h.p.

GARBAGE DISPOSAL: Alongside drop-box service available for any garbage-debris only. Contact Terminal Operator to arrange service, 48 hours advance notice required.

WASTE OIL DISPOSAL: Normally not available. Limited tank truck service available in emergency situations. Contact Terminal Operator.

SEAMAN'S CLUBS: International Seamen's Club, 7th Street, Oakland.

DEVELOPMENTS: Dredging of the harbour to 42 ft. is scheduled for 1994.

The port is in the process of leasing 200 of the 400 acre Naval Supply Center facility for expansion of marine terminal, rail and trucking operations. The first development phase will begin in June 1994.

AUTHORITY: Port of Oakland., 530 Water Street (P.O. Box 2064), Oakland, California 94604-2064, U.S.A. *Tel:* (510) 272-1100. *FAX:* (510) 839-6899. *Contact:* Charles R. Roberts, Executive Director. Charles Foster, Deputy Executive Director. Leo R. Brien, Director of Maritime. Raymond A. Boyle, General Manager – Marine Terminals Department. Tel: (510) 272-1300.

OGDENSBURG, New York: 44.42 N. 75.30 W. (See Plan)

Refer to "St. Lawrence Seaway" for important general information.

PILOTAGE: Seaway Pilot boards at Cape Vincent or Snell Lock and acts as docking Pilot.

ANCHORAGES: Anchorage area West of city at open roadstead area.

RESTRICTIONS: No tide. No restrictions other than Pilots' discretion as to wind and visibility.

MAX. SIZE: Largest vessel to enter 730 ft. long. Draft 27 ft.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

RADIO: Western Union to OCN Corp. VHF Seaway Channel via Maria Radio Cardinal.

TUGS: No tugs necessary.

BERTHING: By prior notice only. Port Authority Terminal, length 1,200 ft., depth 27 ft. One Grain Elevator capacity 500,000 bushels.

CRANES: Available, up to 82 tons capacity.

BRIDGES: Ogdensburg/Prescott International Bridge – 126 ft. clearance MWD.

STEVEDORES: Order by 1800 hrs. day preceding arrival. Advise any change of ETA.

MEDICAL: Excellent medical service and availability of doctors. No vaccination necessary.

DENSITY: Fresh water.

FRESH WATER: Available by pipeline at Port Authority Terminal.

FUEL: One day's notice, all grades. Diesel, Bunker "C", Kerosene.

REPAIRS: Limited dockside repairs available.

GANGWAY/DECK WATCHMEN: Normally not used.

OPENING/CLOSING HATCHES: By stevedores.

CUSTOMS ALLOWANCES: Tobacco, wine/spirits, normal Customs allowance U.S. Ports.

CARGO GEAR: 25 ton mobile crane, fork trucks to 13 tons capacity. Ship's gear to be in good working order.

REPATRIATION: Can be arranged.

AIRPORT: (0.5 mile from city). Chautaugua Airline – 3 flights daily to Syracuse, New York, etc.

TIME: Eastern Standard Time GMT minus 5 hours. Daylight Saving time in Summer GMT minus 4 hours from first Sunday in April till last Sunday in October.

HOLIDAYS: New Year; Washington and Lincoln's Birthdays; Memorial Day; 4th July. Labour Day, Veteran's Day.

POLICE/AMBULANCE/FIRE: Police, Tel: 393-1551; Ambulance, Tel: 393-1221; Fire, Tel: 393-1010.

TELEPHONES: Available at Pierside (315) 393-7580.

SHORE LEAVE: Crew members allowed ashore.

IDENTIFICATION CARDS: Needed as per Immigration Department requirements.

AUTHORITY: Ogdensburg Bridge and Port Authority, Bridge Plaza, Ogdensburg, New York 13669. *Tel:* (315) 393-4080. *FAX:* (315) 393-7068. *Cables:* Ogdenport. *Contact:* Salvatore L. Pisani, Port Director.

OLYMPIA, Washington: 47.00 N. 122.53 W. (See Plan)

PORT LIMITS: Vessel is to be considered an "Arrived Ship" at the Port of Olympia, Washington, when anchor is dropped in Budd Inlet or when the vessel is all fast at the dockside.

DOCUMENTS: See "Tacoma".

PILOTAGE: The vessel picks up Puget Sound Pilot at the Port Angeles Pilot Station located at the entrance to Puget Sound on the Straits of Juan de Fuca, and it is normal for the vessel's Agent to provide the pilot station with a 48-hour, 24-hour, 12-hour and 8-hour ETA. The pilot station monitors VHF Channel 13.

ANCHORAGE: Safe anchorage is located North of Olympia Shoal in 30 ft. to 45 ft. of water. Bottom is sandy and area is a sheltered inlet.

RESTRICTIONS: Channel depth 30 ft. MLW with a high tidal range of 14.4 ft. Also restricted turning basin of 800 ft. Vessels max. size would be governed by the turning basin of 800 ft. and draft of 30 ft. at MLW.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: "KPH" San Francisco or Mackay Radio, Everett "KLB".

VHF: No VHF other than Pilot to tug or ship to tug available at Olympia.

TUGS: 2 Crowley Maritime tugs are berthed at the port. They use ship's lines to assist the vessel in turning at the turning basin and to moor.

BERTHING:

Berth No. 1 is a concrete dock with depth of 40 ft. MLW.
Berth No. 2 is a concrete dock with 40 ft. depth MLW.
Berth No. 3, is a concrete dock with 40 ft. depth MLW.

BULK CARGO FACILITIES: Presently discharged with ship's gear. Primary back-up cargo yard of approximately 30 acres handling coke, coal, pig iron, lumber, steel, foodstuff and palletised cargoes.

SPECIALISED CARGO HANDLING FACILITIES: Olympia has approximately 100 acres of open cargo yard; 33 acres are paved, however, it can be adapted for Ro-Ro traffic and is presently engaged in handling bulk cargoes such as coal, coke, etc.

Warehousing: Olympia has a 76,000 sq.ft. warehouse between Berths Nos. 1 and 2. The site has a 150 ft. apron from the face of the pier and is served by rail. In addition, there is another 40,000 sq.ft. of off-dock warehousing available for cargo storage. There is a rail ramp available.

BRIDGES: None pertinent to this area.

STEVEDORES: 3 stevedoring companies available in the Olympia area. Unlimited manpower available to load/discharge cargoes.

MEDICAL: Medical and hospital facilities are available without prior notification for emergencies; otherwise all medical and dental requirements can be taken care of by appointment.

TANKERS: No shore facilities for loading or unloading of tankers.

DENSITY: Salinity is on an average 29 parts per thousand.

FRESH WATER: Delivered to vessel by shoreside hose.

FUEL: Most grades available by barge from Seattle for fueling at dockside.

FIRE PRECAUTIONS: Standard for U.S. ports.

CONSULS: Most located at Seattle 60 miles to the North.

REPAIRS: All types of repairs possible.

DRY DOCKS: None at Olympia. Nearest 60 miles to North at Seattle.

SURVEYORS: Lloyd's, A.B.S., N.V. available out of Seattle area.

GANGWAY/DECK WATCHMEN: Not required at Olympia under most circumstances unless crew members detained.

CUSTOMS ALLOWANCES: Sufficient quantities of tobacco, wine and spirits are permitted out of bond for each crew member sufficient to cover length of stay anticipated at the time of arrival. Actual quantities are at the discretion of the boarding customs officer.

CARGO GEAR: Generally vessels are loaded and/or discharged using ship's gear.

REPATRIATION: Facilities exist for repatriation of crew members.

AIRPORT: Local airport service by commuter airlines only. Major international airport (Seattle-Tacoma) located 40 miles to the North.

TIME: GMT minus 8 hours. Daylight saving time in effect during Summer months, from first Sunday in April to last Sunday in October.

HOLIDAYS: Work is available on all holidays on an overtime basis on all days except Christmas, December 25th; January 1st, New Year's Day; July 4th and 5th; 4th Thursday in November (Thanksgiving).

POLICE/AMBULANCE/FIRE: Telephone dispatch for emergency services, the numbers 911 dialled on any public telephone.

TELEPHONES: Public telephones are located within 100 ft. of any berth, and cellular telephones are available for onboard vessel use.

SERVICES: Tank-cleaning, tank-washings, compass adjusting, etc., are all available from the Seattle area, located 60 miles to the North, and most services provide travelling repairs.

SHORE LEAVE: Crew are allowed shore leave by U.S. Immigration, depending on individual case.

IDENTIFICATION CARDS: Not issued by the Port of Olympia, and Seaman's Book is generally sufficient to allow Immigration to determine whether shore leave should be granted.

GARBAGE DISPOSAL: Service available from Seattle Disposal Co., 54 South Dawson Street, Seattle. Tel: (206) 763-2800.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

REGULATIONS: Similar to all North American ports; no special rules or regulations applied to vessels by the Port of Olympia. Rules are set forth in Tariff No. 8.

DELAYS: Only delays that should be encountered at the Port of Olympia would be in the event of berth congestion.

GENERAL: Rail Service: The Port of Olympia is served directly by the Burlington Northern and Union Pacific railroads.

Highway Access: The Port of Olympia is 0.7 miles from Interstate Highway 5, the major North-South highway on the West coast. Access to and from the Port is unobstructed.

AUTHORITY: Port of Olympia, 915 Washington Street N.E., Olympia, Washington 98501. *Tel:* (206) 586-6150. *FAX:* (206) 586-4653. *Contact:* Bill McGregor, Director of Operations. Bill Nucciarone, Director of Trade Development.

ORANGE, Texas: 30.06 N. 93.44 W. (See Plan)

DOCUMENTS: Crew Lists, Passenger List and Customs Documents.

PILOTAGE: Radio to Agent, 12 hours and Pilots 2.5 hours in advance of ETA. Pilots contacted by VHF Channels 12 and 13. Pilots board at Sabine Pass, Sea Buoy position 29° 36′ N., 93° 48′ W. or upon request board at 29° 25′ N., 93° 40′ W. Pilot boats FM (VHF) Channel 65 – 156.275 MHz.

ANCHORAGE: Off Sabine Bar – 40 ft.

RESTRICTIONS: Sabine River Channel: Project depth 30 ft.; bottom width 200 ft., including slip at port; marked and lighted for 24-hour navigation. Turning basin, 1,000 ft.×3,000 ft.

MAX. SIZE: Length – no limit, breadth – no limit, draft – 30 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: RCA – Global Communications.

TUGS: Join vessel in port turning basin. Tug's line used, no charge.

BERTHING: 2,308 ft. mooring space to accommodate 4 deep-sea vessels; all concrete docks; additional berthing space in slip for laying-up 4 vessels. Lay-berth facilities also available.

STEVEDORES: 5 stevedore companies – handled through Agent.

MEDICAL: Local facilities – complete.

TANKERS: Limited to 30 ft. draft.

DENSITY: Brackish.

FRESH WATER: Ample fresh water, through 2.5 in. connection, rate of delivery about 500 gallons per minute.

FUEL: All grades available; 8 hours advance notice required.

FIRE PRECAUTIONS: No welding or burning without U.S. Coast Guard welding permit; also special authority required for ships loading explosives.

CONSULS: None available locally.

REPAIRS: Facilities available.

DRY DOCKS: Texas Drydock:

388 ft.×142 ft. 10,000 tons, 10 ft. 6 in. draft over blocks.

SURVEYORS: National Cargo Bureau, Inc., 550 Fannin, Petroleum Building, Suite 821, Beaumont, Telex: 77701.

American Bureau of Shipping, 398 Pearl Street, Goodhue Building, Suite 806, Beaumont, Telex: 77701.

REPATRIATION: Can be arranged through area Immigration.

AIRPORT: Local, no scheduled airlines. Mid-County Airport with scheduled airline service – 30 miles.

HOLIDAYS: New Year's Day; Martin Luther King's Birthday; Texas Independence Day; Good Friday; Memorial Day; Emancipation Day; Independence Day; Labour Day; Veterans' Day; Thanksgiving Day; Christmas Day; Any holiday which falls on Saturday or Sunday will be recognised on the following Monday. No work performed on Labour Day or Christmas Day.

POLICE/AMBULANCE/FIRE: Police Tel: 883-5654; Ambulance Tel: 883-6414; Fire Tel: 886-7431.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard tel: (713) 983 8230.

TELEPHONE: Can be connected on board.

BANKS:

Orangebank, Orange, P.O.Drawer 969, Orange, Texas 77630.

STORING: See "Prelims".

1. Yes.
2. Yes.
3. Yes.

GARBAGE DISPOSAL: Garbage disposal restricted.

Contact: Browning Ferris Industries, 100 Ginger Street, (P.O.Box 1056), Nederland, Texas 77627. Tel: 1-800-256-5598.

WASTE OIL DISPOSAL: Carotex Inc., 110 Yacht Club Road, (P.O.Box 3901), Port Arthur, Texas 77642. Tel: (409) 962-0251.

SEAMAN'S CLUBS: None.

GENERAL: No strong tidal currents at the berths, excellent shelter during tropical storms.

DEVELOPMENTS: Additional 190 acre tract on Sabine River for future development.

AUTHORITY: Orange County Navigation and Port District, P.O.Box 516, Orange, Texas 77630-0516. *Tel:* (409) 883-4363. *Telex:* 779325. *FAX:*(409) 883-5607. *Contact:* Roger P. Richard, Port Director. Bob McLaughlin, Operations Manager.

OSTRICA, Louisiana: 29.22 N. 89.32 W.

Terminal has ceased operating and has been mothballed. Shore facilties are now part of Chevron U.S.A. Inc. Shore facilities at Empire, See "New Orleans".

OSWEGO, New York: 43.28 N. 76.30 W. (See Plan)

LOCATION: Oswego Harbour is located on the South shore of Lake Ontario about 15 miles from its East end at the outlet to the Oswego River. It is the first major port on the Great Lakes off the seaway. It is also the Great Lakes entrance to the Great Lakes – Hudson River Waterway which connects with the Hudson River at Troy.

PILOTAGE: No requirements.

RESTRICTIONS: Average navigation season – April 1st to Decem 15th.

Approaches: Through entrance between the Arrowhead Breakwater heads and detached breakwater.

Entrance is 750 ft. wide with a depth of 25 ft. at LW datum.

Controlling depth of water 25 ft. at datum.

No vessel length and beam limitations.

Approach open 24 hours a day.

Navigation lights available

Harbour: Controlling depth – front of each terminal open for public u 21 ft. on West side. 28 ft. on East side.

Turning Basin – 115 acres.

Accessible 24 hours per day.

No vessel length and beam limitations.

HEALTH/AGRICULTURE: See "Health" and "Agriculture" before U.S.A. port (Albany).

TUGS: Towage facilities available on request.

BERTHING: The general cargo facilities are operated by the Por Oswego Authority. The West Side Facility is a finger pier 1,000 ft. lo providing 4 berths and has 21 ft. of water alongside at LW datu 28,000 sq. ft. of covered storage is available with limited open stora A million bushel grain elevator is situated on this pier. The East S Facility is a marginal wharf 1,900 ft. long, providing 3 berths and h 27 ft. of water alongside at LW datum. 134,000 sq.ft. of covered stora is available with unlimited open storage.

Oswego exports general cargo. It imports grain, cement, wood pu fertiliser, petroleum and general cargo.

New Marginal Wharf: Length of berth 1,750 ft. Depth 25 ft. at LW datu

BRIDGES: None.

CRANES: Mobile heavy lift equipment available.

BULK HANDLING FACILITIES: One 1,000,000 bushel capac elevator equipped with 3 loading spouts, 2 Marine legs and 2 car pi

FRESH WATER: Available at all general cargo docks.

FUEL: Seaway Terminal of Metropolitan Petroleum Corporation, 4 tan – Capacity 327,000 barrels of No. 2 and No. 6 oil. Coal bunkera available by truck delivery.

CONSULS: None.

REPAIRS: Above waterline repairs available.

AUTHORITY: Port of Oswego Authority, P.O.Box 387, Foot of East F Street, Oswego, NY 13126-0387. *Tel:* (315) 343-4503. *FAX:* (343-5498. *Contact:* John E. Fitzgibbons, Executive Director.

PALM BEACH, Florida: 26.46 N. 80.03 W. (See Pla

LOCATION: Port is located on a salt water sound known as Lake Wo and lies 1.3 miles from the 37 ft. contour of the Atlantic Ocean to wh it is connected by an artificial cut at the North end of Lake Worth kno as Lake Worth Inlet. The Inlet is located within the boundaries of City of Riviera Beach, Florida.

PORT LIMITS: Sea Buoy at channel entrance. Dockage charg commence when vessel is made fast to wharf, and are on a 24 h basis or fraction thereof.

DOCUMENTS: Basic Customs Documents for Entry:

2 copies Master's Oath, Form CF-1300.
2 copies General Declaration, Form CF-1301.
2 copies Arrival Crew Lists, Form I-418.
2 copies Passenger List, Form I-418.
2 copies Stores Lists, Form CF-1303.
2 copies Crew's Effects Declaration, Form CF-1304.
1 copy Clearance from Last Foreign Port (if available).
1 copy Manifest of *All* Foreign Cargo onboard.
1 copy Manifest of Cargo for Discharge.
1 copy Dangerous Cargo Manifest.
1 copy Form CF-3171 for formal entrance at Customs House.
Valid original vessel documents.

All vessels shall, upon arrival, report to Port Director all cargo t discharged. Such report shall be in form of copies of Ship's Mani or certified statements, and shall show number of units, commod weight, destination, consignee, and all other information which Por Palm Beach deems necessary for compilation of commercial statis for reserving of necessary warehouse or wharf space, or other purpo (Also see "Jacksonville").

PILOTAGE: Compulsory. Provided by Pilots' Association of the Por Palm Beach, 200 13th Street E, Riviera Beach, Florida, 33404. Tel: (845-2628. Telex: 529327.

Pilot's communicate with vessel on VHF Channel 16; if no ans contact Marine Operator to call Pilots on land line. Tel: (305) 845-2

Notice of ETA and request for Pilot must be made to the Pilo least 24 hours in advance.

CHANNEL: Entrance to the harbour is by a dog-leg channel run due West through the jetties and then turning South-westerly to terminals. The channel is 400 ft. wide, narrowing to 300 ft. in wid it continues across the lake another 3,000 ft., leading into a trapez turning basin, 1,400 ft. by 1,310 ft. adjacent to the port terminals o West shore, with an extension of 672 ft. at 25 ft. depth to the New Wharf and Loading Ramps. Present depth of entrance channel is at MLW.

ANCHORAGES: Anchorage is designated by the Bar Pilots, wh most instances is at sea. Port has two federally designated ancho one South of the entrance channel and one North of the en channel.

MAX. SIZE: Vessels up to 620 ft. in length with draft of 33 ft. have facilities.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Port has no communication equipment. U.S. Coast Guard Station, Peanut Island, Riviera Beach, Florida, can be reached on 2182 kHz – 2678 kHz or VHF Channel 16 (156.8 MHz). Pilots VHF Channel 16.

TUGS: Available to assist berthing. Service is provided by the Port Towing Corporation, P.O.Box 30369, Palm Beach Gardens, Florida 33410-0369. Office Tel: 622-6422 and 622-8688, nights and holidays 844-4244 and 622-7548.

Tugs normally join vessel at jetty entrance. Tug's lines normally used.

BERTHING: 2 slips and 4 marginal wharves with 6 Ro/Ro ramps including a 29 acre dedicated container yard.

Berth		*Length* (ft.)	*Depth* (ft.)
No. 1	South Marginal	210	25
No. 2	East Half, South Side of Slip 2	310	35
No. 3	West Half, South Side of Slip 2	310	35
No. 4	West End of Slip 2	220	25
No. 5	West Half, North Side of Slip 2	320	35
No. 6	East Half, North Side of Slip 2	320	35
No. 7	Middle Marginal	215	33
No. 8	East Half, South Side of Slip 1	350	33
No. 9	West Half, South Side of Slip 1	350	33
No. 10	South Ramp, West End of Slip 1	70	33
No. 11	Middle Ramp, West End of Slip 1	70	33
No. 12	North Ramp, West End of Slip 1	70	33
No. 13	West Half, North Side of Slip 1	350	33
No. 14	East Half, North Side of Slip 1	350	33
No. 15	South Section, North Marginal	204	27
No. 16	Mid-Section, North Marginal	203	27
No. 17	North Section, North Marginal	203	27
No. 18	East Section, South Side	150	25
No. 19	West Section, South Side	150	25
No. 20	South Ramp	67	25
No. 21	Middle Ramp	67	25
No. 22	North Ramp	67	25
No. 23	North Side Container Wharf	80	25
No. 24	South Half Container Wharf	225	25
No. 25	North Half Container Wharf	225	25

Supplementing the berths are 295,000 sq.ft. of transit shed storage space. Open storage areas consist of approximately 55 acres. 33 acres dedicated to container handling.

All vessels, their Owners or Agents, desiring a berth at wharves, shall, as far in advance of date of docking as possible, make application to port specifying date of docking, sailing, nature and quantity of cargo to be handled, and name of the vessel.

SPECIALISED CARGO HANDLING FACILITIES: Ramps for Roll-on/Roll-off cargo and wharfside accommodation for equipment to handle containerised cargo only.

Dry Bulk Storage: 55,000 short tons (Cement); 20,000 short tons (Sugar).

Liquid Bulk Storage: 12,500,000 gallons (Molasses).

Freezer/Chill Facility: U.S. Dept. of Agriculture and U.S. Customs approved facility. 17,600 sq.ft. off pier site with rail siding. 5 minute trucking time to port docks.

Also see "Developments".

CRANES: See "Cargo Gear".

STEVEDORES: The recognised working hours of port are from 0800 until 1200 hrs. and from 1300 until 1700 hrs., Monday through Friday, holidays excepted. During the recognised working hours services will be charged for on a straight time basis.

When vessels are loading or discharging cargo the port may furnish checker-foremen to supervise release of cargo being loaded and/or check cargo being discharged. The charge for each man furnished will be based on labour-furnished rates for foremen, with the Port reserving right to furnish as many men as they deem necessary to protect their interests. Charges for this service will be rendered against the vessels, their Owners, or Agents.

MEDICAL: Full hospital facilities available without prior notice. Dentists available during normal work hours.

TANKERS: The port receives tankers each month in the 15,000 to 18,000 gross ton range. Petroleum tankers are handled in Slip 2, Berths 2/3 or 5/6. All petroleum tankers are boomed during pumping operations. Slop facilities at port by mobile tank trucks of private companies.

Report: Port Approaches – Cautionary: All approaches to the Sea Buoy must be made from the East to avoid shoal waters near the coast to the North and South of the Entrance Channel. The Gulf Stream current running to the North may be felt a short distance East of the Sea Buoy. A counter current usually sets to the South in the vicinity of the Sea Buoy. However, this may vary depending on weather conditions. Southbound vessels, avoiding the Gulf Stream, are encountered in close vicinity of the Sea Buoy.

Care must be taken to carefully identify navigation lights to avoid mistaken identity with strong lights along coast.

Vessels may anchor S.E. of the Sea Buoy in approximately 75 ft. – 100 ft. of water.

Entering and Berthing: Vessel should have full manoeuvring power available and competent helmsman at the wheel. Vessels leaving the Gulf Stream usually set sharply to the South and care must be exercised to keep vessel in channel. Ranges and buoys are used to identify channel limits. The turning basin is situated adjacent to Slip No. 2 where tankers berth. Tidal currents in Lake Worth Inlet set North on flood tide and South on ebb tide. Berthing of deep draft bulk carriers has been limited to High Water Slack period, due to the limitation of tug horsepower. If a current is against the tide, an anchor is usually dropped and dragged into the berth. Due to the limited depths of water and the possibility of holing the ship's bottom if the anchor is run over, the use of anchor should be limited to emergency use.

The slip is 700 ft. in length with a width of 225 ft. Pier bollards are situated 50 ft. apart. The last soundings survey indicated depths of 35 ft. or more throughout area of slip with exception of extreme inside section where depths decreased to 32 ft.

FRESH WATER: Fresh water delivered to vessels at wharves or docks by pipeline. Hoses can be supplied by port per tariff charges. Fittings on pipeline are 2.5 in. Minimum charge of U.S.$50.00. Water $0.90 per ton of 240 gallons.

FUEL: Private firms (9) with trucks or barges available by prior arrangement through vessel's Agent.

FIRE PRECAUTIONS: Smoking is strictly prohibited in transit sheds, warehouses, or on apron of wharves and on vessels, handling dangerous, hazardous, or inflammable cargo. Smoking is also prohibited in any areas where gasoline or like materials are being handled or serviced to equipment.

Explosives and hazardous or highly inflammable commodities or materials may be handled over, or received on, the wharves or other facilities of Port of Palm Beach by special arrangements with and at the option of the Port Director, and the receiving, handling, or storage of such commodities shall be subject to Federal and State laws, rules and regulations.

In all cases where explosives and hazardous or highly inflammable commodities or materials are to be handled, prior consent by the U.S. Coast Guard must be received and a copy of the consent filed with the Port Director. Responsibility for safeguarding of life and property will be the duty of the shipper. Proof of sufficient liability insurance must be presented to Port Director prior to arrival of such materials.

DRY DOCK/REPAIRS: No major facilities at port. Mobile repair companies available. No berths dedicated for repair work.

SURVEYORS: Marine surveyors representing Lloyd's, A.B.S., N.V., operate at the port or nearby ports.

C. L. Marine Inc., 825 Oleander Street, Boca Raton, FL 33432. Tel: (407) 391-8932.

Douglas G. Lamb & Associates, P.O.Box 11367, Fort Lauderdale, FL 33339. Tel: (305) 564-3045. Telex: 159052 (ASST. CTR.)

Continental Marine Consultants, Inc., P.O.Box 14915, North Palm Beach, FL 33408. Tel: (407) 844-6111.

Donald J. Mahoney & Co. Inc., Marine Surveyors & Adjusters, The Tamiami Mall, 8776 S.W. 8th Street, Miami, Florida 33174. Tel: (305) 553-7066. Telex: 52-2268.

GANGWAY/DECK WATCHMEN: No requirement for watchmen required except for special vessel conditions or security reasons as determined by Port Director.

HATCHES: Normally opened and closed by ship's crew.

CUSTOMS ALLOWANCES: United States Customs Regulations.

REPATRIATION: Facilities exist for changes of crews and repatriation of seamen. Scheduled aircraft service Palm Beach area daily with additional flights from two nearby airports. Airports are 5 miles, 35 miles and 70 miles from port.

POLICE/AMBULANCE/FIRE: Police Tel: 845-4123 or 911; Fire Department Tel: 845-4111; Sheriff Tel: 833-7471; Ambulance Tel: 844-6577; Hospital Tel: 844-6300.

CARGO GEAR: Crane capacity can accommodate single lifts up to 300 tons. Also available are 2×150 ton cranes, 3×200 ton crane, 1×65 ton crane and 1×40 ton crane also 1×23 ton fork lift. 7×40 tonne straddle carriers, 7×40 ton fork lifts, 3×25 ton fork lifts, 1×20 ton fork lift, 33 tractors in terminal (10×40 tons and 23×35 tons). Load/discharge operations can be performed by ship's gear or shore gear.

HOLIDAYS: New Year's Day; Washington's Birthday; Columbus Day; Decoration (Memorial) Day; Independence Day; Labour Day; Veteran's (Armistice) Day; Thanksgiving Day; Christmas Day. When any one of these falls on Sunday, the following Monday is observed as a holiday. When any one of these falls on Saturday, the preceding Friday is observed.

BANKS: *Banks with Foreign Departments:*

Barnett Bank, 2001 Broadway, Riviera Beach, FL 33404. Tel: (407) 845-3400.

Florida National Bank, 411 South County Road, Palm Beach, FL 33480. Tel: (407) 655-3900.

First Union, N.A., 1710 S. Andrews Avenue, Fort Lauderdale, FL 33316. Tel: (305) 467-5322.

Sun Bank/South Florida, Inc., International Department, 25 S. Andrews Avenue, Fort Lauderdale, FL 33301. Tel: (407) 832-4121.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

Drums or skips available through private industry licensed by government. Ship's agent to notify U.S.Department of Agriculture local agent for coordination of transfer operations. Local DOA agent, Tel: (407) 844-9935. Contact Port Maintenance Superintendent, Tel: (407) 844-6330, for current charges.

WASTE OIL DISPOSAL: Service provided by duly licensed private contractor. Tanker trucks utilised for collection and removal. Ship's agent to make arrangements with private licensed contractor and Port Authority Dockmaster.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar (U.S.$).

GENERAL: Marine terminal 1.3 miles from the open sea, served by U.S. Highway 1 and is directly connected by port-owned belt-line railroad to the Florida Coast Railway.

Broad aprons (80 ft.) with ship-side rail, and warehouses backed by open storage areas. The slips and wharves are located on a salt water sound, fully protected from the sea by barrier islands; departures from the slips average only 15 minutes through inlet to open sea.

DEVELOPMENTS: New 6 acre container marshalling area has been recently added. Raw sugar storage facility at Slip 2 capacity 20,000 tons, loading rate 600 t.p.h. Acquisition of additional land for port expansion underway. Port Administration Building completed offering Government Services and office space for Maritime companies located at the port. A foreign trade zone and a Cruise Terminal and enclosed Passenger Jetway are available.

AUTHORITY: Port of Palm Beach, P.O.Box 9935, Riviera Beach, Florida 33419. *Tel:* (407) 842-4201. *FAX:* (407) 842-4240. *Contact:* Benson B. Murphy, Executive Port Director. Martin A. Mets, Deputy Port Director. Jack Smith, Dock Master. Sam Logan, Manager of Security.

PANAMA CITY, Florida: 30.10 N. 85.40 W. (See Plan)

DOCUMENTS:
3 Passenger Lists.
3 Crew Lists.
3 Curio Lists.
3 Stores Lists.
Register.
Load Line Certificate.
Tonnage Tax Certificate.
Certificate of Financial Responsibility (Oil Pollution).

PILOTAGE: Compulsory. Pilots board at sea-buoy. Guard Channel 16 VHF. Safe anchorage at sea-buoy if waiting for Pilot.

PC Port Pilots Inc.: Pilot boat, grey and white hull with black lettering. Tel: (904) 785-2209.

PC Pilots Inc.: Pilot boat, red and white hull. Tel: (904) 769-0058.

ANCHORAGES: Several safe anchorages inside bay with 32 ft. or more depth.

RESTRICTIONS: Maximum safe draft over bar is 32 ft. No other restrictions except in case of bad weather.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Preferably WLO Radio, Mobile, Alabama, U.S.A. Also good service from RCA. Vessel should radio ETA and cash requirements.

TUGS: 2 tugs available. Tug is used only to assist in berthing. Always uses ship's lines.

BERTHING: Any time, except for unusual weather. Good safe port. Berths are about 1 hour from Pilot station.

Deepwater Terminal in St. Andrew's Bay:

1. 2,590 ft. of deepwater berthing:
   (a) 5 berths.
   (b) Mean depth of water 32 ft.
   (c) Concrete apron 60 ft.
   (d) Construction – steel sheet piling.
2. 6 Transit sheds totalling 280,000 sq.ft.
3. Bulk Warehouse (28,800 sq.ft.), Storage Silos (6,500 ton capacity) with scale weight in and out.
4. Covered loading/unloading rail service to each warehouse.
5. Truck dock serving each warehouse.
6. Marginal track capability.
7. Heavy lift capability by prior arrangement.
8. 24 hour security service.
9. Paved open storage – 300,000 sq.ft.
10. Ro/Ro capabilities.
11. Container facilities.
12. Barge/Container feeder service.

Barge Terminal in St. Andrew's Bay and Gulf Intracoastal Waterway:

1. 600 ft. of shallow draft:
   (a) Mean depth of water 12 ft.
   (b) Concrete apron.
   (c) Construction – steel sheet piling.
2. Transit shed totalling 30,000 sq.ft.
3. Bulk transfer capability.
4. Service for:
   (a) Covered rail loading and unloading.
   (b) Truck loading and unloading.
5. Paved open storage – 90,000 sq.ft.
6. Heavy lift capability by special arrangement.

Port Equipment:

1. 8 lift trucks, 5,000 lb. capacity.
2. 9 paper roll clamp machines, 7,000 lb. lift capacity.
3. 1 trackmobile switcher.
4. 1 diesel switch engine.
5. Rail tracks owned by Panama City Port Authority, capable of accommodating approximately 80 rail cars.
6. Sweepers.
   (a) Tennant.
   (b) Tractor with brush and front end loader.
7. Gantry crane.

STEVEDORES: 7 companies. Must have ETA by 1500 hrs. local time in order commence loading 0800 hrs. next day. Normal work day 0800 – 1200 hrs., then from 1300 – 1700 hrs., Monday through Friday.

MEDICAL: Medical and hospital service available.

TANKERS: No slop discharge facilities, oil waste by barge.

DENSITY: Salt water. 1.5 ft. tide range.

FRESH WATER: Available all berths but ships must supply hose.

FUEL: Limited amount of diesel oil available. No heavy fuel. Local agents can make available through truck transfer or barge. Midstream Fuel Supply located at Port.

CONSULS: None.

REPAIRS: Limited deck and engine repairs can be effected.

GANGWAY/DECK WATCHMEN: Only if required by ship's Owners or Master.

OPENING/CLOSING HATCHES: Only MacGregor hatches may be opened by the crew.

CUSTOMS ALLOWANCES: Tobacco, 1 carton 200 cigarettes. Wine/Spirits, reasonable quantity – 1 or 2 bottles.

CARGO GEAR: Must show safety inspection if requested.

REPATRIATION: Available.

AIRPORT: Approximately 4 miles from port. Served by 2 schedul lines (Delta and U.S.Air).

TIME: Central Standard Time (GMT minus 6 hours).
Central Daylight time in Summer (GMT −5 hours).

HOLIDAYS: *No work holidays:* New Year's Day; Easter; 4th July; La Day; Christmas Day.

Working holidays: Lincoln's Birthday (February 12); Ge Washington's Birthday (Third Monday in February); Memorial Day (La Monday in May); Veterans' Day (Fourth Monday in October); F Festival Day, Thanksgiving Day (Fourth Thursday in November).

POLICE/AMBULANCE/FIRE: Dial 911.

TELEPHONES: Placed aboard only by very special arrangement – normally available.

SERVICES: Most repairs to radio, radar and other such equipm Advance notice required.

SHORE LEAVE: Any time – any berth.

IDENTIFICATION CARDS: All crew must have U.S. Immigra Landing Permit.

DELAYS: Normally, delays infrequent and for short durations.

AUTHORITY: Panama City Port Authority and Foreign Trade Zone P.O.Box 15095, 5321 West Highway 98, Panama City, FL 324 *Tel:* (904) 763-8471. *FAX:* (904) 769-5673. *Contact:* H.R. Ethered Port Director. T.L. Berry, Assistant Port Director.

PASADENA, Texas: 29.43 N. 95.13 W.
Refer to "Houston" for all general information.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

PASCAGOULA, Mississippi: 30.21 N. 88.34 W. (See Pl

PORT LIMITS: Subject to Charter-Party Terms, an "arrived sh subject to jurisdiction of the Port Authority, occurs when a ship arr at Horn Island Sea Buoy.

DOCUMENTS: See "New Orleans".

PILOTAGE: Compulsory. Pascagoula Bar Pilots' Association (6 –762 – 1151). Pilot boat to be contacted on VHF Channel 16, pilot b has black hull with white house, International light and sound signa be made by vessel requiring a Pilot. Pilot to be taken aboard vesse vicinity of Horn Island sea buoy. Usual safety measures are requ with respect to boarding. Vessels may anchor in this area while awa Pilot, there is a 35 ft. to 50 ft. depth with good holding bottom.

ANCHORAGES: Only anchorages permitted are in vicinity of H Island Sea Buoy or seaward.

RESTRICTIONS: Under normal conditions there are no entry restrict as to time or state of tide.

From Horn Island Sea Buoy to Horn Island Pass the channel is 35 wide by 40 ft. deep; from Horn Island Pass to Pascagoula River Tur Basin the channel is 350 ft. wide and 38 ft. deep; the Pascagoula R Turning Basin is 950 ft. wide and 38 ft. deep.

Channel into Bayou Casotte (East Harbour) from Junction Bu mouth of Bayou Casotte Harbour is 225 ft. by 38 ft. deep; thence at harbour channel is 300 ft. wide and 38 ft. deep into the Bayou Cas Turning Basin; the Bayou Casotte Turning Basin is 940 ft. wide 38 ft. deep. All dimensions listed are project dimensions; depths to MLW datum.

No vessel or tow shall enter Bayou Casotte Channel outbound a seagoing vessel or tow has passed Buoy 30 inbound, and; no ve or tow shall enter Bayou Casotte Channel inbound after a seag vessel or tow has passed Buoy 11 outbound. Vessels or tows whic at a dock should remain at the dock until the inbound seagoing ve or tow has passed, or until it has reached its berth, whichever oc first.

MAX. SIZE: Pascagoula River: Length of vessel is restricted to app 900 ft. by turning basin, no breadth restriction, draft 38 ft. at M Normal tidal range 1.6 ft.

Bayou Casotte: Vessels with length over 785 ft., max. breadth 1 and draft 38 ft. are taken on a case-by-case basis.

RADAR/VHF: Radar and VHF radio on pilot boat, Channel 16.

Every vessel shall, when entering the Horn Island Pass Channel the Bayou Casotte Channel, or when getting underway from a bert when approaching the Pascagoula Channel while transiting Intracoastal Waterway:

(a) Maintain a radio watch on VHF – FM Channels 13 and 1 accordance with Vessel Bridge to Bridge Telephone Regulation January 1st, 1973.

(b) Check on other traffic operating in the area by transmitting Channel 16:

"SECURITY, SECURITY,
SECURITY(Vessel Calling)
THIS IS ....
ENTERING..................................
CHANNEL PROCEEDING FROM
..................TO ....
CHECKING FOR TRAFFIC, STANDINGBY
ON CHANNELS 13 and 16, ...
(Vessel Calling)
.... OUT"

If other traffic replies, utilise Channel 13 for exchange of inform relative to safe navigation.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Use of Pascagoula Marine Radio (KLU-775) is advisable for ETA cables to Agent. Stands by on VHF Channel 16 and operates on Channel 27 throughout 24 hours.

TUGS: Tugs will join vessels in harbour or off docks. No escort required. Tugs lines normally are used.

BERTHING: Private and public berths are available, by prior arrangement, in both the Pascagoula River Harbour (West Harbour) and the Bayou Casotte Harbour (East Harbour).

West Harbour – Public: Grain Elevator, 900 ft. berth at 780 ft. wharf and 38 ft. deep.

Terminal 'A' with transit shed, 500 ft. wharf and 38 ft. deep.

Terminal 'B' with transit shed, 544 ft. wharf and 38 ft. deep.

Terminal 'C' with bulk cold storage, 718 ft. wharf and 38 ft. deep.

Terminal 'D' with 732 ft. by 187 ft. open wharf by 38 ft. deep, with transit shed.

South Clusters, 1 ship berth approximately 600 ft. by 24 ft. deep.

West Harbour – Private – Ingalls Shipbuilding: Note. These berths are normally occupied with ships being fitted out and are not normally available.

West Bank Shipyard, 4,219 ft. bulkhead, 5 berths by 38 ft. deep.

East Bank Shipyard, one 750 ft. pier with berthing both sides, 38 ft. deep.

Ham Industries, rig repair facility; 1,100 ft. wharf by 38 ft. deep.

East Harbour – Public:

Terminal 'E' with transit shed, 517 ft. wharf by 38 ft. deep;

Terminal 'F' with transit shed, 737 ft. wharf by 38 ft. deep;

Terminal 'G' with transit shed, 516 ft. wharf by 38 ft. deep;

Terminal 'G' Extension 695 ft. by 64 ft. open wharf by 15 ft. deep.

Terminal 'H' with transit shed, 556 ft. wharf by 38 ft. deep.

East Harbour – Private:

Chevron U.S.A. Inc., Wharf No. 1, 5 berths by 38 ft. deep;

Chevron U.S.A. Inc., Wharf No. 2, 1 berth by 38 ft. deep; (crude and coke dock).

Chevron U.S.A. Inc., Wharf No. 3, 1 berth by 38 ft.;

Mississippi Phosphate Company, 2 loading docks each 475 ft. by 38 ft. depth;

Chicago Bridge & Iron Company, slip 900 ft. by 14 ft. deep.

SPECIALISED CARGO HANDLING: Chevron U.S.A. Inc., Wharf No. 1 has facilities for handling acid, caustic, ammonia, and LPG, in addition to petroleum products. Chevron U.S.A. Inc., No. 2 has facilities for handling coke and crude. Chevron U.S.A. Inc., No. 3 has facilities for handling crude.

Gulf Cold Storage Inc.:

Freezer Area: 1.5 million cu.ft. of −10°F. storage.

Cooler Area: 500,000 cu.ft. of +40°F. storage.

Blast Freezers: 4×−50°F. Capacity 24,000 lbs. per day.

Location: Approx. 3 miles South of I – 10 of the West Bank area of the port. Adjacent to dock on a 38 ft. channel.

CRANES: The Port has a heavy lift capability of 400 tons by an arrangement with Ingalls West Bank Facility. Truck cranes with capacity up to 110 tons also available in the port area.

BRIDGES: None affecting 38 ft. channels.

Two bridges across the Pascagoula River above the turning basin, not passed through between channel and harbour.

STEVEDORES: 12 hours notice requested to arrange stevedore gangs.

Check with individual stevedoring companies for arrangements, straight time, and overtime computations.

MEDICAL: Agents to be advised if immediate medical attention is required. Free Pratique granted except in case of communicable diseases aboard, inoculations required by Public Health Service, etc. Doctors and hospital services readily available.

TANKERS: Chevron U.S.A. Inc. owns and operates 3 wharves on East side of Bayou Cosotte harbour. Facilities have 6 in., 8 in. and 12 in. lines with adaptors, discharge tanks with a capacity of 60,000 tons, 3 tanker berths with a 38 ft. draft. Wharf No. 2 for receiving crude oil from large tankers. Wharf designed and built for 50 ft. draft, but presently limited to 38 ft. draft on account of channel and seaward. Wharf No. 2 also handles coke ships.

Also see "Shipmaster's Report" and "Specialised Cargo Handling".

DENSITY: Density varies with the state of tide and wind, from fresh to salt water.

FRESH WATER: Potable water is available at most berths. Water at public terminals can be delivered at flow rate of 50 g.p.m.

FUEL: Vessels are bunkered at berth in the harbour by truck or barge. All grades of fuel are available.

FIRE PRECAUTIONS: Usual safety precautions required. Verify unusual procedures for approval of U.S. Coast Guard.

CONSULS: Many countries have consuls within a 100 mile radius of Pascagoula. (Mobile and New Orleans).

REPAIRS: Most deck and engine repairs could be arranged within port facilities.

DRY DOCKS: Ingalls Shipbuilding Corporation, has 1 launch pontoon (dry dock) with 38,000 ton capacity.

Flechas Shipyard has one 600 ton dry dock.

There are several marineways in vicinity, capacities 50 – 100 tons.

SURVEYORS: Licensed Marine Surveyors are available in Port.

GANGWAY/DECK WATCHMEN: Port guards are furnished for the general cargo terminals at the port's expense. At least 1 person must be on duty aboard vessel.

HATCHES: Opening/closing hatches by the crew is at the discretion of the ship.

CUSTOMS ALLOWANCES: Each crew member is allowed either 300 cigarettes or 50 cigars or 3 lbs. of tobacco. In addition, each member is allowed 1 quart of alcoholic spirits as regulated by provisions of the Mississippi Alcoholic Beverage Commission Rules.

CARGO GEAR: No requirements for cargo gear other than it be certified by a recognised International organisation.

REPATRIATION: The City of Pascagoula is served by regularly scheduled transportation. Vessel's Agent to arrange clearance with Customs and Immigration officials.

AIRPORT: An airport is available approx. 35 miles from the city and is served by regularly scheduled airlines.

TIME: The Port of Pascagoula is on Central Standard Time, GMT minus 6 hours; clocks are moved ahead 1 hour during Summer months. (First Sunday in April to last Sunday in October).

HOLIDAYS: New Year's Day (January 1st); King's Birthday (3rd Monday in January); Washington's Birthday (3rd Monday in February); Mardi Gras (41 days before Easter – Tuesday); *Easter Sunday/Easter Monday (1st Sunday after 1st full moon after March 21st); King's Memorial Day (April 4th); Memorial Day (Last Monday in May); *Independence Day (July 4th); *Labour Day (1st Monday in September); Veterans' Day (November 11th); Thanksgiving Day (Last Thursday in November); *Christmas Eve (December 24th); *Christmas Day (December 25th); *New Year's Eve (December 31st).

(*Non-working). Non-working holidays are observed from midnight of the holiday through to 0700 hrs. of the following day with the exception of Christmas Eve and New Year's Eve when the non-working portion of the holiday commences at noon.

Should any of the above holidays except Easter, Christmas Eve, and New Year's Eve fall on a Sunday the following Monday will be observed.

Saturday shall not be considered as a layday in determining time ships are in berth in this harbour.

POLICE/FIRE/AMBULANCE: Telephone numbers for emergency services are: Fire 762-1133; Police 762-2211; Ambulance 762-4949 or 762-4848. Universal emergency No. 911.

TELEPHONES: Through special arrangements with steamship agents.

SERVICES: Facilities are available for compass adjusting. Tank cleaning and receipt of tank washings can be arranged by contract services available in the area.

SHORE LEAVE: Allowed for any crew member not detained by Immigration Office.

IDENTIFICATION CARDS: Standard Immigration Form I-95 to be made up for each crew member on arrival. Not necessary for crewmen already holding Form I-95 issued for the same vessel.

GARBAGE DISPOSAL: Garbage collection available upon request. Arrangements should be made through ship's Agent. Service provided by BFI. (Tel: (601) 769-7850), and Waste Management. (Tel: (601) 832-3144).

WASTE OIL DISPOSAL: Service provided by Waste Oil Collectors. (Tel: (601) 497-4585). Arrangements should be made through ship's Agent.

SEAMAN'S CLUBS: Seamans Center operated by Jackson County Baptist's Association, 3709 Hospital Road, Pascagoula. Tel: (601) 769-7101. Services: Telephones, postage, stationery, games, transportation to shopping area.

DELAYS: Berths at Public Terminals and the South Clusters are assigned by the Harbour Master of the Port of Pascagoula. Berths at private docks are assigned by the respective owners. No exceptions to this are allowed. Berth at grain elevator is assigned by The Harbour Master of the Port of Pascagoula. No delays are encountered by following this procedure, emergencies excepted.

GENERAL: Some difficulty encountered by unscheduled tows who use harbour for shelter in inclement weather. Pilot Association aware of current situations. Ample barge storage is available in Barge Fleeting Area operated by Colle Towing Company who may be contacted on VHF Channel 16 (KKV-933). Tel. (601) 762-5700.

SHIPMASTER'S REPORT: June 1980.

Vessel: 32,000 g.r.t., loading ammonia at Chevron Refinery.

Approaches: Charts BA. 3981 and 3380.

Approach made from the South East along the Safety Fairway using "Satnav" positions for the approach to the fairway entrance. Failing this the echo sounder may be used to good effect in conjunction with sights.

Two large oil rigs were sighted at the South East entrance to the fairway, but their positions were not plotted.

On the final approach visibility is often reduced due to industrial smog and the outlying islands are low and give no reliable positions until about 8 miles off. There are 4 conspicuous flares beside the Chevron Refinery which will give a good lead to the "HIP" Buoy. These flares are not marked on either chart, but their approximate position is Lat. 30° 20.2′ N., Long. 88° 29.3′ W.

Petit Bois Island is the first to show but with no distinguishing features until close to it. "HIP" Buoy is easily identified at least 8 miles away and shortly afterwards the channel buoys may be identified on radar. These buoys are not marked on B.A. 3380, but help indentify "HIP" Buoys should there be fishing boats in the vincinity. There are numerous fishing vessels in the approaches but they do seem to keep the fairway clear. Many tugs and tows also in the area.

Pilotage: There is no berthing at night for vessels of this size (32,000 g.r.t.) due to having to turn in the turning area above the berth. Vessels may sail at night but careful consideration should be given to weather conditions before agreeing to do so.

Contacted Pilot Office on VHF Channel 16, thereafter working on Channel 13.

Pilot boards from a fast, black hulled launch off "HIP" buoy, ladder on lee side about 1 m. above water.

> *CAUTION:* The outer channel is well marked with conspicuous buoys but the configuration of the channel is liable to change. The approach may be swept with strong conflicting cross currents and, since the widest section is only 350 ft., very careful attention must be paid to steering.

Once inside Petit Bois Island the channel narrows to 225 ft. in places; the Pilots do have an unofficial 'one way traffic scheme' in progress but this is not always adhered to by tows and fishing vessels.

Proceeding inwards, the vessel is turned at the very head of the harbour with the assistance of 2 tugs; vessel is turned to starboard and the head tug then shifts from the port bow to the starboard bow for berthing. Berthing is always port side alongside.

There is not a great deal of room in the turning basin, although the Pilots say that vessels over 800 ft. are turned there regularly.

On sailing, with a deep draft (32 ft. maximum) special care must be paid to steering within the channel. With a width of just over 200 ft. there is no room for error. I would advise that the watchkeeping officer be in attendance on the helmsman throughout the passage.

Time from Pilot aboard to 1st line ashore is about 2 hours.

Berth: Chevron Refinery: Least depth sounded 12.2 m. Very good, with a substantial Chicksan area and fairly good mooring arrangements.

Once made fast and loading a very careful watch must be kept on the moorings since large tankers pass up and down the harbour to the tanker berth close ahead; the shore personnel will not hesitate to stop loading if they think the moorings will allow the vessel to surge.

No motor access to the gate some 200 m. distant.

Telephone on the quay.

Loading: No difficulties were experienced. The facility is very keen on pollution and will watch the discharge of ballast very closely.

The refinery do require ballast to be discharged ashore but that is out of the question. A disclaimer will be presented for the ship to sign.

Since the upreach of the Chicksan is not sufficient, the low extension or flexible hoses will have to be rigged prior to arrival. Shore connection is 8 in. 150 ASA and was done on this occasion by ship's personnel.

No vapour return line.

There is a recirculating system and there was no need to blow through lines on completion.

Product was cold at this call but 'warm' product has been experienced here in the past. Overall load rate was 343 t.p.h. which the shore personnel were extremely happy with. Hourly rates frequently over 500 t.p.h.

Shore Surveyor attended and all figures were based on ship's gauges.

Personnel generally helpful.

General: Fresh water available on the quay but reported as *not potable*.

Bunkers available.

Stores have to be manhandled along the jetty but there are small trolleys available.

Gangway: Best left turned in until in position thence no problem, being clear of obstructions.

No objection made to ship's crew "touching up" ship's side from quay.

U.S.C.G.: No inspection this call but they are known to carry out both cargo and navigational inspections.

Films: Exchanged by ship chandler: Bow and Stern Marine.

Consul: The nearest British Consul is at Houston or Atlanta, should any surveys be required.

AUTHORITY: Port of Pascagoula, 3033 Pascagoula Street, P.O.Box 70, Pascagoula, Mississippi 39567-0070. *Tel:* (601) 762-4041. *Telex:* 161858 PRT PASC. *FAX:* (601) 762-7476. *Contact:* Melody Bradley, Port Director. Paul J. Gavin, Harbour Master. Allen E. Moeller, Manager – Operations and Sales.

PENSACOLA, Florida: 30.25 N. 87.13 W. **(See Plan)**

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

BERTHING:

Berth No.	*Length (ft.)*	*Depth at MLW* (ft.)*	*Use*
No. 1	640	35	General Cargo
No. 2	400	35	General Cargo
No. 3	425	35	General Cargo
No. 5	425	35	General Cargo
No. 6	580	35	General Cargo

*While the Port of Pensacola has 35 ft. depth at MLW in berths, the Corps of Engineers project draft of 33 ft. is the controlling draft for the Port.

Transit Sheds:

Warehouse	
No. 1	72,000 sq.ft.
No. 3	42,300 sq.ft.
No. 4	45,000 sq.ft.
No. 5	72,000 sq.ft.
No. 6	90,000 sq.ft.
No. 7	15,000 sq.ft.
No. 8	83,000 sq.ft.
No. 9	40,000 sq.ft.
Total	459,300 sq.ft.

CRANES: Mobile cranes up to 100 tons.

EQUIPMENT: Leased Equipment: 18×6,000 lb. fork lift trucks, 8×9,000 lb. fork lift trucks, 2×15,000 lb. fork lift trucks, 1 front end loader, 2 motorised driven sweeper, 1 motorised driven scrubber, 1 paper clamp and stevedoring equipment: Fork lift trucks have individual heights of 10, 14, 15, 16 and 17 ft. Attachments permit conversion for handling paper rolls and bales. 1×63,000 lb. lift truck.

TANKERS: *Private:* Coastal Fuels Marketing, Mitch Sartin, Manager, Mid Gulf Area, Port of Pensacola, P.O.Box 12626. Pensacola, FL 32574. Tel: 904-432-2471. Facilities: Industrial, Marine Fuels. 6 bulk oil tanks of 662,000 barrels capacity connecting by pipeline to Berths 1, 2 and 3. 5 positions for loading and unloading. 5 bunkering stations and a truck loading facility.

Report: Port Approaches – Cautionary Advice: Vessels can approach the Sea Buoy with little or no difficulty. Deep loaded vessels should not enter past Buoy No. 1 without a Pilot. Currents in the Gulf of Mexico are varied, but will usually set in direction of the wind; somet approaching 4 to 5 knots during severe storms. When entering har full manoeuvring power and a good helmsman are essential as current in the Entrance Channel can reach 5 knots. Currents inside harbour are approximately 1 knot and set fair with channel. Ves should anchor outside of Buoy No. 1 and off the centre of channel when no Pilot is available to take them to the Inner Anchorage. Lighter is permitted at the Inner Anchorage. Harbour bottom consists of mud. There is very little harbour traffic.

Entering and Berthing: This harbour is serviced by one 1 P organisation who knows all anticipated movements within the harbo so no unexpected traffic should be encountered and all passing is do at desirable positions. Vessels can enter and berth at any stage of t Pilots will use West Channel for ships docking at Berth No. 3 on pier face. When docking at Berth No. 3, the Pilot approaches the be dredging the vessel's anchor and passes her lines. When tugs available in the harbour, Pilots will employ them.

FRESH WATER: Available.

AIRPORT: Pensacola Regional Airport is served by both domestic international air carriers in addition to intrastate airline service.

GARBAGE DISPOSAL: Service available. Dumpsters up to 40 cu.y on board or alongside. Collection on demand. Contact: B.F.I. on (9 433-7425, or Environmental Waste on (904) 478-0633. Rates request.

WASTE OIL DISPOSAL: Collection available for liquid or contamina solids. Capacity into trucks up to 10,000 gallons. Available at any p berth. Charges available on request. Contact: Industrial Waste Inc. (904) 479-1788, or Pensacola Pollution Control on (904) 479-8095.

SEAMAN'S CLUBS: None.

AUTHORITY: Port of Pensacola, Marine Operations Departme P.O.Box 889, Pensacola, Florida 32594. *Tel:* (904) 435-16 *Telex:* 702435. *FAX:* (904) 435-1611. *Contact:* David A. Schaller, P Director.

PETERSBURG, Alaska: 56.49 N. 132.57 W.

Located on Mitkof Island, Northern end of Wrangell Narrows. Ope year.

DOCUMENTS: See "Anchorage, Alaska".

PILOTAGE: (From sea via Dixon Entrance up Clarence Strait to Gu Island.) Under pilotage from Guard Island.

ANCHORAGE: Good anchorage in Scow Bay, mud bottom.

MAX. SIZE: Harbour depth 24 ft. MLLW. Tides: Diurnal range 15.7 Also see "Berthing".

HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany)

TUGS: 1×320 h.p.

BERTHING: Pacific American Fisheries Inc.: 75 ft. long, 65 ft. w Vessels should dock at slack water. Strong current.

STEVEDORES: 1 gang.

MEDICAL: 21 bed hospital.

FRESH WATER: State approved water available.

FUEL: Diesel and gasoline available.

REPAIRS: Marine ways to 35 tons.

CUSTOMS: Immigration, Guard Island. Quarantine and Customs, lo

TRANSPORTATION: Scheduled and charter airlines and ferry.

AUTHORITY: City of Petersburg, P.O.Box 1047, Petersburg, Ala 99833. *Tel:* (907) 772-4688. *FAX:* (907) 772-3759. *Contact:* Stromdahl, Harbour Master.

PHILADELPHIA, Pennsylvania: 39.57 N. 75.10 W. **(See Pl**

DOCUMENTS:

3 Crew Lists, Form I-418 (suggest 6 be made).
3 Passenger Lists, Form I-418 (suggest 6 be made).
3 Customs Stores Lists (suggest 6 be made).
3 Curio Lists (own ship Form) (suggest 6 be made).
3 Narcotics Lists (own ship Form) (suggest 6 be made).
Manifest (Ship Cargo List). If Philadelphia first port of call, requ copy for Customs and 1 copy to be used as "traveller" surrende last port of call. If Philadelphia not first port of call, 2 copies requ all cargo to be discharged at Philadelphia.

For Immigration Service:

Visaed Crew List.
Valid Passport or Seaman's Book for each person on board.
Crewman's Landing Card (Form I-95) for each crew member.

PILOTAGE: Pilotage is provided by members of the Pilots' Associ for the Bay and River Delaware who maintain a shore station operations tower at Cape Henlopen. The pilot station is in operatio a 24 hour basis and guards VHF Channels 16 and 14. Telegr address is: Delpilots, 214 S. Eleventh Street, Philadelphia, Pa. 1 Telex: 510-1002653. Arrangements for Pilot may be made by the Agent although an ETA and draft either by cable or VHF radio w greatly appreciated and will facilitate prompt boarding on arrival pilot boarding area is inside a line between Entrance Buoys No. 5 6, or approximately 2 to 2.5 miles S.E. of Harbour of Refuge Lightho Pilots may board further off-shore upon special request.

ANCHORAGES: Large and deep draft vessels awaiting berth are encouraged to avail themselves of the deep water anchorage adjacent to the Breakwater near the pilot station. There are 16 anchorage areas available along the Delaware River for moderate size vessels of lesser draft.

Shipmaster's Report: Good holding ground at Big Stone Anchorage. There is a launch service from Big Stone Anchorage to the shore, call VHF Channels 9 and 14.

RESTRICTIONS: There are no restrictions imposed upon entry except those dictated by vessel draft. Throughout most of its length, the Delaware River is dredged to 40 ft. at MLW. In addition there is a mean tidal range of about 5.7 ft. Vessels of 40 ft. fresh water draft can safely transit the river on a rising tide.

MAX. SIZE: Deep-draft oil carriers are lightered in a special anchorage approximately 10 miles N.W. of the pilot station. Vessels are restricted to a max. draft of 55 ft. by Federal Law.

Chesapeake/Delaware Canal: See "Wilmington" – Delaware.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

VHF: A port radio service operated by The Ports of Philadelphia Maritime Exchange on a 24 hour basis is also available to all vessels while transiting the Delaware River. VHF Channels 16 and 14 guarded for purposes of this service.

Ship reporting service in operation.

TUGS: Tugs normally join vessels adjacent to berth. Tug's lines are used.

BERTHING:

Terminal	*Length* (ft.)	*Depth* (ft.)	*Use*
Packer Avenue	3,800	35-40	Containers, Steel Products, Refrig., Fruit, Heavy Lifts.
Piers 122/124	2,000	40	Coal, Coke, Iron Ore, Pellets, Fertiliser. Pier 124 inactive.
Gloucester City	5,500	30-40	Containers, Steel Products, Forest Products, Refrig., Heavy Lifts.
Pier 96	1,380	30	Automobiles.
Pier 82/84	2,849	30	Fruit, Breakbulk, Project Cargoes.
Piers 78/80	3,892	35	Newsprint, Wood Pulp, Forest Products, 2 Ro/Ro Ramps.
Piers 38/40	1,100	35	Newsprint, Wood Pulp, Forest Products.
Petty's Island	1,000	35	Trailers (dry and reefer), Ro/Ro, Containers, Steel Products.
Beckett Street	2,300	30-40	Containers, Scrap Metal, Steel Products, Plywood, Lumber, Salt, Breakbulk.
Broadway	4,000	30-40	Bananas, Pineapples, Coal, Petrocoke, Minerals, Breakbulk.
Tioga (Container)	1,450	40	Containers, Breakbulk, Automobiles, Ro/Ro.
Tioga (Fruit)	1,753	40	Refrig. and Fresh Fruit, Containers, Paper, Cocoa Beans, Autos, palletised and Project Cargoes.
Northern Shipping	3,300	34	Breakbulk, Containers, Bulk, Project and General Cargoes.
Chester	1,100	35	Containers, Steel, Metals, Hardboard, Lumber, Glass, Woodpulp, Paper Products.
Fairless	2,500	40	Steel Products, Iron Ore.

CONTAINER HANDLING FACILITIES: *Tioga Marine Terminal:* Handles containerised and Roll-on/Roll-off cargoes. The terminal is equipped with 2×45 ton container cranes. Length of the marginal wharf is 3,300 ft., upper slip berth 725 ft. and lower slip berth 625 ft.

Packer Avenue Marine Terminal: Handles containerised and Roll-on/Roll-off cargoes. The terminal is equipped with 5×45 ton container cranes, one has a heavy lift capacity of up to 375 tons. The marginal wharf is 3,800 ft. in length and the Roll-on/Roll-off slip berth is 825 ft. in length. 80 Reefer outlets.

Holt Marine Terminal: 2×35 ton container cranes. Ro-Ro facilities available.

Gloucester City Marine Terminal: Located on the New Jersey side of the Delaware River, in Gloucester City. Terminal area 150 acres. 6 berths with total length 5,500 ft. (4 berths – depth 40 ft.; 1 berth – depth 35 ft. and 1 berth – depth 30 ft.). 320 reefer outlets. 2×45 tons container cranes, 1×300 tons P&H truck crane, 1×180 tons Vicon truck crane. 4×92,000 lb. Toploaders, 5×30,000 lb. Toploaders, 230×3,000 lb. – 35,000 lb. forklifts and 30 yard hustlers.

BULK HANDLING FACILITIES:

Berth No.	*Location*	*Operator*	*Berth Length* (m.)	*Berth Depth* (m.)	*Loading Rate* (tonnes/p.h.)
Pier No. 124 (inactive)	Greenwich	Conrail	310	12.19	5,000 (coal)
Pier No. 122 South (2 berths)	Greenwich	Conrail	260	12.19	3,000 (ore)
Pier E	Port Richmond	Conrail	260	12.19	
Camden-Beckett Bulk Terminal (4 berths)	Camden	South Jersey Port Corp.	200	11.50	

STEVEDORES: Ship's Agents make arrangements for stevedore gangs. Agents should be kept advised of any change in ETA.

MEDICAL: Advance notice of requirements desirable to the extent possible. Hospital facilities are available.

TANKERS: All terminals are equipped with reducers. There are slop (residue) facilities at most terminals. Some main terminals listed below:

Fort Mifflin	Atlantic Refining and Marketing Co.	40 ft. depth
Point Breeze	Atlantic Refining and Marketing Co.	32 ft. depth
	Ballast Wharf	32 ft. depth
Hog Island	Chevron U.S.A. Oil Terminal	40 ft. depth
Paulsboro	Mobil Oil Terminal	30 ft. and 40 ft. depth
	B.P. Oil Terminal	36 ft. depth
Marcus Hook	B.P. Oil Corp.	35 ft. depth
	Sun Oil Co.	40 ft. depth
Westville (Eagle Point)	Coastal Eagle Point Oil Co.	40 ft. depth
Girard Point	Chevron U.S.A.	33 ft. depth
Delair	Amerada Hess Corp.	31 ft. depth
Delaware City	Texaco Inc.	37 ft. depth

In addition to the above, the following are available for tankers and chemical carriers:

GATX (NJ) – 3 berths.
GATX (Pa.) – 1 berth.
Citgo (NJ) – 3 berths asphalt).
TCI (Pa.) – 1 berth.

Atlantic Refining and Marketing Co. – Fort Mifflin: Entering and Docking: There is a 5-knot tidal current that may cause extra care in tending lines while moored. Passing river traffic also requires constant attention to mooring lines. "A" and "B" Berths are 800 ft. in length and total mooring leads to each berth being 15. Maximum bow/manifold at "A" Berth is 375 ft.; head lines are 4 breast line leads. "A" Berth also requires 4 forward springs, 2 stern lines, 2 stern/breast lines and 4 after spring lines. "B" Berth requires 2 head lines, 2 forward breast lines, 4 forward spring lines, 2 stern lines, 2 after breast lines, 4 after spring lines. A gangway is not provided by the terminal.

Berthing: If the vessel is under 50,000 d.w.t., 2 tugs (1,000 h.p. – 2,000 h.p.) are required. Vessels in excess of 50,000 d.w.t. and equipped with a bow thruster may utilise 2 tugs. However, if the vessel is in excess of 50,000 d.w.t. and has no bow thruster, then 3 tugs should be used for docking. During normal conditions for vessels of any tonnage 1 tug (1,000 h.p. – 1,500 h.p.) should be employed for undocking. The vessel is normally turned off the dock prior to docking for starboard side mooring. Normal mooring is done approximately 1.5 hours prior to HW. A Pilot is required during docking and undocking. All hoses are 10 in. with bolted flanges. Cargoes handled are: crudes, gasolines, heating oil and kerosene. Maximum working pressure is 100 lbs. The terminal has no facilities for handling ballast or slops.

British Petroleum – Marcus Hook:

Pilotage and Docking: The services of a Pilot and Docking Master is both compulsory and recommended. When docking vessels of tonnages up to 30,000 d.w.t., 1 tug (1,700 s.h.p.) is required. Tonnages less than 50,000 d.w.t. require 2 tugs and vessels with a tonnage greater than 50,000 d.w.t. require 3 tugs when docking. For undocking vessels of any tonnage, 1 tug is required.

Hose Connection: Crude oil is discharged through 2×10 in. and 1×8 in. arm. All cargo connections are made with hydraulic quick coupler loading arms. Maximum loading and discharge pressure is 100 lbs. Fuel oils and heating oil are discharged through 10 in. and 8 in. arms to the vessel. The terminal has storage facilities for up to 92,000 bbls. of ballast and does not handle slops.

Facilities and equipment available at the terminal for cargo control include check valves on the dock leading to the shore pipeline system. An emergency control to stop loading is located at the dock manifold.

Bunkers: Fuel oil and diesel oil are available from an 8 in. line with a maximum delivery rate of 2,500 bbls.p.h Quantities delivered are as required. Fresh water is piped at a maximum rate of 20 t.p.h. through a 3 in. line, there are no restrictions on amount delivered.

British Petroleum – Paulsboro:

General: The BP refinery at Paulsboro is located 1.5 miles Eastward of Bramell Point (87 miles from the Sea Buoy). The terminal has 2 offshore wharves which provide 1,053 ft. of berthing space. Depths of 38 ft. are reported alongside, and deck heights are 11 ft. and 12 ft. There is a 3.5 million-barrel storage capacity. The terminal is used for receipt and shipment of petroleum products and bunkering vessels. The berths are parallel to the channel and each have 4 steel dolphins.

Vessels up to 675 ft. in length and a maximum of 38,000 d.w.t. can be accommodated at the Terminal Dock. Max. draft (fwd) is 37 ft. at the dock. Docking of vessels is done 2 hours prior to HW. Vessels up to 26 ft. can dock or undock at any stage of the flood tide. Vessels in excess of 26 ft. must wait for HW to dock or undock. Passing river traffic will cause some surge to take place. Proper tension should be maintained on all mooring leads. A gangway is not provided by the terminal.

Pilotage and Tugs: The services of a Pilot and Docking Master is both compulsory and recommended. Vessels tonnages in excess of 1,000 g.r.t. required tug assistance from 1 or 2 tugs depending on prevailing winds. For undocking vessels of any tonnage 1 tug is required. Due to shoaling adjacent to the berth, be advised that undocking vessels should be lined up on the Billingsport Range prior to the exchange of the Docking Master and Pilot.

Hose Connection: Clean products, No. 4 fuel oil and No. 6 fuel oil are handled at this terminal through 8 in. hoses. These hoses are connected with bolted flanges, there are 2 connections for each product. All products are pumped with a maximum pressure of 100 lbs. The terminal has no facilities for handling ballast or slops.

Bunkers: Fuel oil and diesel oil are available in desired quantities. Maximum delivery rate is 2,000 bbls.p.h. through 8 in. lines. Fresh water is not available.

Dupont – Gibbstown: General: Deepwater Point, located 0.6 miles above the New Jersey end of the Delaware Memorial Bridge and 59 miles from the Sea Buoy, is the site of the Dupont Chemical Company plant. The 550 ft. wharf (Lat. 39° 41′ 37″ N., Long. 75° 30′ 40″ W.) at the plant can provide 600 ft. of berthing space with dolphins. Depths of 33 ft. are reported alongside; dock height is 10.5 ft. Liquid sulphur, acids, and chemicals are handled at the wharf.

Pilotage and Docking: Vessels up to 630 ft. in length, beam 90 ft. and 28,000 d.w.t. can be accommodated at the dock. Max. draft allowed is 32 ft. The dock has a limited strength. Shoaling in the berth places a limit on vessel draft. For drafts of 32 ft. docking is done 2 hours prior to HW. Undocking can be done at any stage of the tide. Passing river traffic will cause the vessel to surge in it's berth. Proper tension should be maintained on all mooring leads. A gangway is not provided by the terminal.

The services of a Pilot and Docking Master is compulsory and recommended. Recommended mooring is with the bow downriver. The vessel is turned off the dock with tug assistance. For docking, 2 tugs (approximately 2,000 h.p.) are required. When undocking 1 tug (approximately 2,000 h.p.) is sufficient. The dock runs parallel to the river channel. All vessels are moored port side to. No mooring cables can be employed. All leads must be manilla or polypropylene lines.

Hose Connection: Fuel oil is discharged through 2×10 in. lines. These lines are connected by a flange. Maximum pumping pressure is 100 lbs. Numerous cargo lines are located on the dock for handling barge shipments of petro-chemicals and acid. Assigned vessels are cautioned to keep mooring lines clear of cargo lines. Safety check-lists are employed at this facility. Personnel at the facility are familiar with and follow safety practices. The terminal has no facilities for ballast or slops.

Fresh Water: Fresh water is only available at the dock. Fresh water is piped at 20 t.p.h. and supplied in an emergency only.

Chevron Oil – Hog Island (Berths No. 3 and 4):

General: The Hog Island Wharf is located 90 miles from the Sea Buoy on the Mifflin Range section of the Delaware River at Lat. 39° 51′ 46″ N., Long. 75° 14′ 15″ W. The terminal is a deepwater berth providing 2,754 ft. of berthing space with dolphins. Depths of 37 ft. are reported alongside the dock and deck height is 16 ft. The terminal is used for receiving crude oil and shipping refined petroleum products. There is a 5.5 million-barrel storage capacity at the terminal.

Entering and Docking: Vessels up to 1,000 ft. in length, 135 ft. beam and 110,000 d.w.t. can be accommodated at both berths. Maximum fresh water departure draft allowed is 37 ft. Vessels over 35,000 d.w.t. have a maximum fresh water departure draft of 36.5 ft. For vessels making arrival to the Hog Island Berths that have pre-arrival displacements over 35,000 d.w.t. a lightering service is available in the vicinity of Big Stone Beach. Chevron provides Yokohama Fenders for the lightering operations. Vessels over 35,000 d.w.t. should have a minimum arrival draft of 36.5 ft. (salt) prior to transit up the Delaware River. A gangway is not provided by the terminal.

Pilot and Tugs: The services of a Pilot and Docking Master is compulsory and recommended. Vessels should arrive off the berth 2 hours prior to HW. All vessels are turned prior to docking for starboard-side berthing with the heading down-river. 2 tugs are required if the tug is between 1,000 h.p. and 2,000 h.p. 3 tugs are required for vessels exceeding 35,000 d..w.t. For undocking 1 tug is required for all tonnages. No gangway is provided by the terminal. Passing river traffic will cause berthed vessels to surge. All mooring lines and/or wires should be tended at all times. Additional spring lines are recommended for vessels in excess of 35,000 d.w.t.

Hose Connection: Crude oil is discharged through 4 loading arms at both berths. The hoses are 12 in. and are connected with a bolted flange. Max. discharge pressure is 100 lbs. All lines on shore are common crude lines. The terminal has no facilities for ballast or slops.

Fresh Water/Fuel: Fresh water when required by the vessel can be provided by the terminal. Max. delivery rate is 50 t.p.h. through a pipeline. Fuel oil can be delivered by barge only.

Citgo Petroleum: General: The Citgo Fuel Pier is located at the S.W. limits of Mantua Anchorage, 81 miles from the Sea Buoy. The entrance of Mantua Creek is adjacent to the Western end of the Fuel Pier dolphin located at each end of the pier. The terminal is used for the discharge of crude oil, fuel oil, heating oil, jet fuel and petrochemicals.

Vessels up to 800 ft. in length, 125 ft. beam and 80,000 d.w.t. can be accommodated at the berth. Maximum fresh water draft allowed at the pier is 37.5 ft. Shoaling at the berth may place further limitations on the allowed fresh water draft.

Pilotage and Tugs: The services of a Pilot and Docking Master is compulsory and recommended. Following transit of the Delaware Riveron a rising tide, vessels should arrive off the dock 2 hours prior to HW. Vessels are turned around in the Anchorage Area North of the terminal with 2 tugs assisting. After completion of the turn the vessel is then breasted, port side, into the berth. The berth is almost parallel to the channel. 2 tugs are used for docking vessels of all sizes. 1 tug is used for undocking all vessels. Approximate tug horse-power required is 2,000 h.p. All vessels are moored port-side to. The terminal recommends that manila or polypropylene mooring lines be used at this location. Passing river traffic will cause surging of the vessels at the berth. To minimise this surging, the terminal recommends doubling of fore and aft spring lines. All mooring lines should be tended constantly.

Hose Connection: Cargo handled at this terminal includes crude, heating oil, fuel oil and jet fuel. Jet fuel is handled through an 8 in. line. All other cargoes are handled through 10 in. lines. Connections of hoses are made with flanges. Maximum pumping pressure is 90 lbs. On completion of cargo discharge the terminal displaces the cargo in the hose with nitrogen. The terminal connects and disconnects all hoses and has no facilities for ballast or slops.

Bunkers and Freshwater: No fuel or freshwater is available at the berth. The terminal will not permit fueling of vessels at this berth.

Mobil Oil – Paulsboro: (Also see "Shipmaster's Report da November 1992).

General: The Mobil Oil Terminal is located at Bramell Point at West end of the Paulsboro waterfront which is approximately 80 mi from the Sea Buoy. Facilities include a 2,453 ft. marginal wharf provid 2,254 ft. of berthing space. Depths of 39 ft. have been repor alongside and deck height is 12.5 ft. There is a 6.2 million-barrel storag capacity. The terminal is used for the receipt and shipment of petrole products and bunkering vessels.

Vessels up to 900 ft. in length, unlimited beam and 80,000 d.w.t. c be accommodated at the terminal berths. Drafts to 38 ft. (fresh-wa have also been accommodated at these berths. Shoaling at the be may place further limitations on the allowed fresh-water draft.

Pilots and Docking: The services of a Pilot and Docking Maste compulsory and recommended. Vessels should arrive off the doc hours before HW and are turned prior to docking for a port side moor After completion of the turn the vessel is breasted into the be Additional spring lines are recommended to prevent surging caused passing river traffic. To insure a proper lead on the spring lines, t terminal recommends the spring lines be crossed. The terminal do not provide a gangway.

Tugs: Tug requirements for docking vessels include: 1 tug for vesse up to 30,000 d.w.t., 2 tugs for vessels over 30,000 d.w.t. For undocki vessels tug requirements include 1 tug for vessels up to 50,000 d.w and 2 tugs for vessels in excess of 50,000 d.w.t.

Hose Connection: Crude is discharged at No. 1 Berth. 4 loading ar with 10 in. hoses using bolted flanges are connected to the ship. Ma discharge pressure is 125 lbs. Clean lubes are handled at No. 2 Ber through 3 loading arms when loading and 4 loading arms wh discharging. 8 in. hoses with bolted flanges are connected to the sh Max. line pressure is 100 lbs. Lube oils are handled at No. 3 Bert the same manner as No. 2 Berth. The terminal has limited facilities handling ballast through a 6 in. line. There are no common pipelines cargo in the terminal. Safety check lists and practices are followed terminal personnel.

Bunkers and Fresh Water: All quantities of fuel oil, diesel oil and fre water are pumped to the vessel as required.

Sun Oil – Marcus Hook: (Also see "Shipmaster's Report" da September 1984).

General: Located at Mile 69 North, Marcus Hook is an importa petroleum centre where large quantities of crude oil are received a refined petroleum products are shipped. Vessels can be bunkered the rate of 1,500 and 5,000 bbls.p.h. Sunoco Wharf No. (Lat. 39° 48′ 23″ N., Long. 75° 25′ 10″ W.), and Sunoco Wharf No. (250 yards and Northeastward of Wharf No. 3) are both owned a operated by Sun Oil Company.

Wharf No. 2A can accommodate vessels up to 750 ft. in length, 125 beam, max. 50,000 d.w.t. and max. fresh water draft 35 ft. Wharf No. can accommodate vessels up to 810 ft. in length, 125 ft. beam, ma 76,000 d.w.t. and max. fresh water draft of 35 ft. Wharf No. 3C c accommodate vessels up to 1,000 ft., 125 ft. beam and draft 35 Shoaling at the berth may place further limitations on allowed fresh wa drafts.

Pilots and Docking: The services of a Pilot and Docking Maste compulsory and recommended. Vessels should arrive off the doc hours prior to HW. Vessels are turned above the facilities prior docking. Undocking is done at any stage of the water height. Af completion of turn the vessel is then breasted into the berth fo starboard side mooring. Passing river traffic will cause moored vess to surge unless proper tension is maintained on mooring leads a times.

Tugs: Tug requirements for docking vessels include 2 tugs betw 1,500 h.p. and 2,000 h.p. For vessels undocking 1 tug is sufficient.

Hose Connection: Crude and fuel oil are discharged at Berths No. and 3A. Both berths have 4 loading arms, 12 in. hoses, and ma pumping pressure of 125 lbs. All connections are made with a bol flange. Clean products are handled at all 3 berths through 8 in. or 12 hoses. Maximum pumping pressure is 125 lbs. Petro-chemicals discharged at Berth No. 3A through a 10 in. line with a max. pump pressure of 125 lbs. All connections for clean products and pe chemicals are made with bolted flanges.

Bunkers and Fresh Water: Fuel oil and water is available at all ber Fuel oil is delivered at 2,000 bbls.p.h. through an 8 in. line. Fresh wa is piped at a rate of 45 t.p.h. Quantities available are enough to sa individual vessel requirements.

Tank Cleaning Inc. – Harkness Point, Schuylkill River:

General: The Schuylkill River is approximately 85 miles from the S Buoy on the Northside of the Delaware River. The junction is ma with a flashing red 4 sec. light mounted on a stone pile on the right s of the junction and Buoy "C1" on the lest side of the junction. A fogs is located on the West side of the river junction. A lighted range (bea 021.5°T) marks the entrance. Vessels proceeding to Harkness Poi pass under the Girard Point Bridge and Penrose Avenue Bri 0.6 miles and 1.3 miles, respectively, above the river mouth. B bridges have fixed spans with clearances of 135 ft.

Pilotage and Docking: The terminal berth can accommodate ves up to 630 ft. in length, 90 ft. beam, max. 28,000 d.w.t. and max. fr water draft of 33 ft. There is a bow-to-manifold restriction and no p breast line leads therefore the present mooring arrangement cons to be unsafe. Vessels should arrive at the Schuylkill River at HW s for docking. Undocking can take place at any stage of the tide. A pa approach is made when docking. A Pilot and Docking Maste compulsory and recommended. 2 tugs are assigned to all vessels w docking. For all vessels undocking 3 tugs must be employed. Undo vessels have to be backed down the Schuylkill River to the junctio the Delaware River before turning can be accomplished.

Hose Connection: Fuel oil, heating oil, bunker and gasoline are all offloaded at this terminal. Bunkers are also loaded onto vessels at the berth. 4×10 in. lines are used for fuel oil and heating oil. All cargo lines are connected with a bolted flange. Max. pumping pressure on all lines is 100 lbs. 1×6 in. line is used for bunkers and 1×8 in. line is used for gasoline. The terminal has no facilities for ballast or slops. The dock manifold only permits the discharge of one grade at a time, this could affect the trim of the vessel.

Fresh Water/Fuel: Fuel oil and water is available at the berth. Fuel oil is delivered through a 6 in. line at 2,000 bbls.p.h. as per vessel requirements. Fresh water is piped at 40 t.p.h. maximum delivery rate.

Coastal Eagle Point Oil Co. – Westville Nos. 2 and 3:

General: The Terminal is located 90 miles from the Sea Buoy at Lat. 39° 52′ 43″ N., Long. 75° 09′ 30″ W., East of Eagle Point. The facility has an offshore wharf which provides 1,380 ft. of berthing space. Depths of 40 ft. are reported alongside and deck heights are 6 ft. and 16 ft. There are water and elecrical shore power connections. Vessels can be bunkered at the rate of 1,500 bbls.p.h.

The terminal can accommodate vessels up to 910 ft. in length, unlimited beam, max. 85,000 d.w.t. with a max. fresh water draft of 38 ft. The controlling depth at the berth is 40 ft.

Pilotage and Docking: A Pilot and Docking Master are compulsory and recommended. Vessels dock at HW or first stage of ebb. Undocking takes place at any stage of the tide. For docking 2 tugs are recommended. For undocking the Master may decide to use 1 or 2 tugs, depending on the weather and tidal conditions. Vessels are turned prior to docking for a port side mooring. No gangway is provided by the terminal. A normal mooring arrangement is used. Distance between shore manifolds is 878 ft. The terminal requires 100 ft. clearance between vessel when Berths No. 2 and 3 are occupied simultaneously.

Hose Connection: Berth No. 2 handles off-loading of crude, No. 4 and No. 6 fuel oil through 12 in. and 8 in. hoses. All connections at both berths are bolted flanges. Max. pumping pressure at both berths is 100 lbs. for all cargoes except chemicals which are pumped at 95 lbs.

Berth No. 3 handles No. 4 and No. 6 fuel oil through 6 in., 8 in. and 12 in. hoses. The terminal can handle up to 10,000 tons of ballast providing the separator is operational. Slops can also be sent ashore. The shore ballast line is segregated. Fuel Oil and crudes are handled through a common line.

Fresh Water/Fuel: Available.

Dirty Ballast Facilities:

Marcus Hook (Sun): Line 8 in. Max. quantity acceptable 1,800 tons. Rate 250 t.p.h. Clean ballast may be pumped overboard.

Marcus Hook (B.P.): Line 8 in. Max. quantity acceptable 2,000 tons. Rate 250 t.p.h. Clean ballast may be pumped overboard.

Paulsboro (Mobil): Line 6 in. Max. quantity acceptable 2,000 tons. Rate 150 t.p.h. Clean ballast may be pumped overboard.

Paulsboro (B.P.): Line 10 in. Max. quantity acceptable 4,000 tons. Rate 800 t.p.h. Clean ballast may be pumped overboard.

Point Breeze (Atlantic): Line 6 in. Max. quantity acceptable, no limit. Rate 300 t.p.h. Clean ballast may be pumped overboard.

Eagle Point (Coastal): Line 10 in. Max. quantity acceptable, no limit. Rate 1,000 t.p.h. Clean ballast may be pumped overboard.

Girard Point (Chevron): Line 8 in. Max. quantity acceptable, no limit. Rate 500 t.p.h. Clean ballast may be pumped overboard.

General: Lighterage of deep drafted tankers effected at anchorage inside the Capes and before entering the main Ship Channel, i.e. at Big Stone Reach Anchorage, etc.

The holding ground in the upper river anchorages, such as Reedy Point, Marcus Hook, Mantua Creek, etc. is reported to be poor, whilst considerable siltation is also reported in these areas. Masters are therefore advised to take suitable precautions when having to use these anchorages.

Loading Fresh Water: This is effected at Mantua Creek Anchorage only.

Shipmaster's Reports:

September 1984.
Sun Oil Jetty (3C) at Marcus Hook.

Vessel: 140,000 d.w.t. LOA 270 m.

This is the only berth at Marcus Hook suitable for tankers of this size. Usually berth starboard side alongside, arriving off berth about 2 hours before HW. 1 tug each end, tugs' lines and usually made fast on main deck. 2 back springs first then 2 to 3 breasts and 2 to 3 head/stern lines. With this size of vessel it is better to have forward back springs from forecastle and use main deck moorings as head lines. Aft normally have back springs and stern lines from poop and breast lines from main deck.

Shore gangway and with an accommodation ladder about 20 m. abaft after manifold it is best to remove platform and land shore gangway there.

If bunkering then usual to pull off berth and anchor in Marcus Hook Anchorage.

Berthing Pilot boards off and normally uses accommodation ladder.

November 1992.

Mobil Oil No. 1 Jetty at Paulsboro.

Vessels normally berth port side to at the beginning of the flood tide. Normal mooring is 3-2-2, and all lines sent by shore messenger. Springs and breasts are sent first, and finally head/stern lines by boat.

Fresh water available by barge only.

Bunkers available from jetty to Mobil vessels only.

Shore gangway available.

Transport to and from main gate by security van.

No crane available for taking stores.

Report: September 1993.

The following was sent by an Agent to an Owner/Operator:

Port of Philadelphia Bulletin:

1. The United States Coast Guard Captain of the port in Philadelphia has issued a directive that eliminates the grace period for vessels arriving in Philadelphia with an expired Tank Vessel Examination (TVE) or Letter of Compliance (LOC). Vessels will not be allowed to commence cargo operations until they complete their TVE. Those vessels arriving at Big Stone Anchorage with an expired TVE may incur costly delays, as the U.S.C.G. will only normally conduct a TVE during daylight hours.
2. Past U.S.C.G. practices would allow a vessel to lighter at Big Stone Anchorage, and then complete the TVE when berthed. This will no longer be allowed.
3. To prevent delays we advise that all vessels have a valid TVE upon arrival at Big Stone.
4. At the September 9th meeting of the Mariners' Advisory Committee, it was resolved that vessels of Panamax size and greater would not be allowed up river on an ebb tide, if their draft exceeded 35 ft. 6 in.
5. Also note that as of 0001 hrs. on September 10th, Marcus Hook Anchorage will be closed due to dredging. Only one vessel at a time will be allowed access to the Anchorage. 24 hours advance notice must be given to the U.S.C.G. Vessels are allowed to anchor for a period of up to 12 hours. If the Anchorage is not available, vessels will have to bunker at Mantua Creek or Wilmington with a stand-by tug. Dredging is expected to continue until November 10th 1993.
6. In order to reduce possible vessel delays, we request to be advised immediately of any vessel that will arrive with an expired TVE. We will coordinate with the Terminals and pilots on arrival times to reduce waiting for flood tides for those vessels mentioned above.

LNG/LPG: COAST GUARD REGULATIONS:

REQUIREMENTS FOR THE TRANSPORT AND TRANSFER OF LNG/LPG:

The following requirements are issued in the interest of port safety to supplement existing local, State, and Federal Regulations.

A. GENERAL REQUIREMENTS.

1. *Pre-arrival Conference:* Prior to a vessel's initial port call, or when such a vessel has not been to the port within six months, and is laden with LNG or LPG enroute to a facility under the jurisdiction of the Captain of the Port, Philadelphia zone, as defined in 33 CFR 3.15-25, a pre-arrival conference shall be held with all personnel concerned in the delivery and operation of the facility. The purpose of this conference is to disseminate and explain Captain of the Port requirements, local regulations, and establish emergency procedures for that vessel during the initial and subsequent port calls. The conference will include representatives of the Coast Guard, the vessel's Agent and charterer or operator, terminal owner/operator, and local authorities including the fire department.

2. *Notification:* The Captain of the Port must be notified:

(a) At least 72 hours in advance of a vessel's arrival at the Delaware Breakwater with confirmation 12 hours in advance, and certification upon arrival.

(b) Of the vessel's ETA at Delaware Memorial Bridge.

(c) Of the intended length of port call and estimated time of departure.

(d) Of any changes in the intinerary.

B. VESSEL DOCUMENTS: Prior to proceeding past the Delaware Breakwater at Cape Henlopen, the Master of the vessel shall ensure the following documents are valid and can be produced on demand:

1. A Certificate of Financial Responsibility issued by the Federal Maritime Commission.

2. If U.S. Flag, a Certificate of Inspection endorsed for the product(s) carried.

3. If foreign flag, a Letter of Compliance (LOC) for the carriage of the product(s) carried.

a. Vessels not holding a valid LOC shall be boarded by a joint COTP/OCMI inspection party at the Breakwater Anchorage prior to proceeding upriver. The vessel shall be examined in accordance with 46 CFR, part 154. If the examination is satisfactory, the vessel will be permitted to proceed upriver to the facility. Compliance with Part C of this chapter will be strictly observed.

C. TRANSIT RESTRICTIONS FOR VESSELS LADEN WITH LNG/LPG CARGO:

1. *Vessel Movement:* Vessel movement will be conducted only with prior approval of the Captain of the Port.

2. *Propulsion and Machinery Status Report:* No vessel may proceed past the Delaware Breakwater unless the Master sends a message to the Captain of the Port within 12 hours before arrival stating that "To the best of my knowledge and belief there are no known casualties to this vessel or its machinery and all cargo handling and gas detection equipment is in proper operating condition". Should any condition be present that precludes the sending of this message, the vessel shall be boarded by the Coast Guard at the Breakwater Anchorage so that a determination can be made as to the vessel's seaworthiness and repairs necessary prior to transiting the river.

3. *Transits:* LNG/LPG laden vessels may only transit the Delaware Bay/River daytime during hours if the visibility is two miles or greater. After discharging, a vessel empty of LNG/LPG cargo may depart at any time.

4. *Intra-Harbour Movement:* An LNG/LPG carrier should submit 2 hours' advance notice of intra harbour movement to the Captain of the Port, earlier notice is desired if practicable.

5. *Radio Guards:* Continuous radio guard must be maintained on Channel 13 (156.65 MHz) and Channel 16 (156.8 MHz) during transit.

6. *Tug Escort:* No LNG/LPG laden vessels shall transit the Delaware River above Delaware Memorial Bridge without at least one commercial tug escorting.

7. *Coast Guard Escort:* Unless specifically authorised by the Captain of the Port, no vessel may transit the Delaware River above Delaware Memorial Bridge without a Coast Guard escort vessel.

8. *Meeting and Overtaking:* While transiting the river, the vessel will not overtake river traffic; nor will river traffic be allowed to overtake the vessel. The vessel shall be navigated so as not to meet other vessels at bends in the river channel. During meeting situations, neither vessel shall proceed in such a manner that they will meet at a relative speed greater than 20 knots.

9. *Emergency Situations:* In the event of an emergency situation, the Captain of the Port must be promptly notified of the vessel's position, draft, nature of emergency, time required to restore normal operations and future intentions. The vessel's Master or Agent shall have the authority to immediately enlist commercial assistance in an emergency situation or when the COTP deems that commercial assistance is required to prevent an emergency.

D. ANCHORAGE RESTRICTIONS AND REGULATIONS:

1. Transfer of product at anchorage is not permitted except in the event of an emergency such as to warrant, in the opinion of the Captain of the Port, specific authorisation.

2. A live bridge watch shall be maintained by a qualified watch officer. A round of bearings and/or ranges fixing the vessel's position shall be taken hourly followed by a report on the hour to COTP Philadelphia on Channel 16 FM reporting anchor holding and operations normal or any significant change in position or deviation from the norm. In addition to these requirements, during periods of sustained winds in excess of 25 knots, but less than 40 knots, the vessel must maintain the capacity of having engines on line within 30 minutes; if sustained winds are 40 knots or over, the main propulsion plant must be on line.

3. A continuous radio guard shall be maintained on Channel 16 FM while at anchor.

4. Vessels anchored in Mantua and Marcus Hook Anchorages may be required by the Captain of the Port to have tug assistance during the change of tide.

E. VESSEL TRANSFER OPERATIONS: (The Master shall be responsible for compliance with this section): Prior to the commencement of transfer operations, a Coast Guard boarding party will examine the vessel. Cargo transfer shall commence only after satisfactory completion of the inspection and issuance of Coast Guard Form 4260, Permit to Handle Dangerous Cargo.

1. The following is a partial list of items inspected by the Coast Guard boarding party:
(a) Relief valve records and data.
(b) Gas detection system/alarms operation and records.
(c) Remote shutdown operation.
(d) Firefighting equipment.
(e) Boiler burn off system (if installed).
(f) Condition of piping, flanges, expansion joints, relief valves, cargo valves, and gauges.
(g) Intrinsically safe equipment.
(h) Automatic controls.

2. In addition to the above, the inspection party will ensure the following requirements are complied with:

(a) Person-in-Charge: The Master shall ensure a licensed officer or qualified supervisor is aboard the vessel throughout the entire cargo discharge/loading operation.

(b) Other Vessel Activities: Only such activities as bunkering, loading of stores, repairs i.e., normal ship maintenance and support activities as approved by the Captain of the Port at the pre-arrival conference, will be permitted – under such conditions as stipulated – while vessels are transferring LNG/LPG. No cutting, burning, welding or other hot work is allowed on the vessel without specific approval from the COTP.

(c) Smoking Areas: Smoking areas shall be designated by the Master and posted at the gangway.

(d) Bonding: The Terminal Manager shall ensure the vessel is electrically bonded to the shore ground prior to commencing transfer operations. The connection shall be maintained until transfer operations are secured. An approved connection shall be used for securing, i.e., alligator clamps are not acceptable. "C" clamps would meet minimum requirements, bolted connections are recommended. The Master shall not commence hookup until this action is taken.

(e) Mooring Requirements: The vessel shall, when possible, moor bow to seaward, and be prepared to get underway on short notice. It may be required to have a live tug standing by during operations. A wire rope towing hawser shall be made ready forward, amidships, and aft with the bight at water's edge.

(f) Operations During Storms: Cargo transfer operations shall cease if an electric storm occurs and at any time lightning is observed or thunder heard; cargo transfer connections may be maintained.

(g) Language Requirements: Ship's supervisory personnel directly involved in supervision of cargo transfer operations must be able to read, speak and understand the English Language.

(h) Transfer Connections: Each flange in the overall transfer operation will be secured with all bolts and properly gasketed, or with a Coast Guard approved quick disconnect device.

(i) Venting: Venting of boil off vapours is prohibited. LNG vessels must demonstrate the ability to contain or consume boil off vapours for a minimum of 21 days.

(j) Fire System: The Master shall ensure the vessel's fire main is linked to the waterfront facility fire fighting system so that the vessel will maintain a firefighting capability, even if its fire pumps are inoperative. The bonding hose shall never be charged unless in use during a fire.

(k) Personnel Aboard: A minimum number of personnel to be retained aboard the vessel shall be established during the pre-arrival conference or dockside inspection.

(l) Barge Personnel: In operations involving barges, a tankerman possessing an appropriate certificate for the product being handled shall be present during cargo operations.

F. FACILITY OPERATIONS: (The Terminal Manager shal responsible for compliance with this section).

A pre-arrival conference shall be held in accordance with Para A that the following regulations may be explained and disseminated p to the initial operation of a facility. Drawings indicating cargo routing f the dock to all storage tanks shall be provided to Coast Gu representatives. A current list of qualified cryogenic supervisors sha maintained with copies provided to the COTP. The following regula shall be complied with during all transfer operations.

1. *Facility Security:* All facility/terminal security zone areas are t posted and restricted to personnel authorised by the terminal mana Adequate physical security shall be provided, including a guard for allow on authorised personnel, i.e., those persons who have an of need for presence on the facility, during operations.

2. *Equipment Inspections:* Immediately prior to handling cargo, t shore piping which is to be used in the operation shall be inspected proper operation of automatic controls, gas detection, a instrumentation. If any of the system contains air, it shall be purged p to handling the product by an inert gas, in special circumstances using low pressure LNG/LPG vapour. Care shall be taken in purging minimise the volume of flammable mixtures present at anyt Following the purging, piping shall be so cooled as to prevent excess thermal stress.

3. *Supervisor and Personnel:* A designated cryogenics superv shall be in attendance at the waterfront facility in the proximity of a during all cargo operations. During all periods of cargo transfer, t terminal shall have one man on board the vessel and one man at t tank car or storage tank loading stations who shall be able communicate with each other at all times with intrinsically s equipment.

4. *Language Requirements:* All shore supervisory personnel dire involved in supervision of cargo operations must be able to readily re speak and understand the English language.

5. *Smoking:* No smoking shall be permitted except in designa areas determined by the facility operator, subject to the approval of t COTP.

6. *Hot Work:* Hot Work will not be permitted without prior authori the COTP.

7. *Notification:* The COTP shall be notified one hour in advance the commencement and termination of the cargo transfer operation the waterfront facility.

8. *Fire Equipment:* The Terminal Manager will ensure currently tes and inspected fire hoses are laid out and connected to hydrants in t car and storage tank loading areas unless otherwise provided i approved, permanently installed facilities. The international sh connection shall be connected in accordance with Para E, Ves Transfer Operations. Hydrants shall be tested for satisfactory flow p to connecting hoses. In addition to portable equipment, the offs mooring area or waterfront facility area shall have any combinatio semi-portable dry chemical extinguishers totalling 600 pounds. A main water source and spray equipment must be available as wel will be the Terminal Manager's responsibility to have his fire man and fire equipment present at the connecting and disconnecting sta of the operation.

9. *Lighting:* Adequate shoreside lighting in conformance with National Electric Code shall be provided.

10. *Hoses:* Each hose used to handle cargo shall have been desig for handling such products and shall be tested at 1 – 1.5 times maximum allowable working pressure or 250 psi, whichever is grea prior to commencing the transfer operation.

11. *Vessel Protection:* Vessels moored to existing facilities marginally to a channel, or when otherwise deemed necessary by COTP, must be afforded protection through the use of barges or cam Any such protection shall have specific approval of the COTP.

12. *Inspection of Reception Facilities:* All tank cars, tank tru barges and storage tanks shall be inspected prior to loading. Tim their last test shall be verified. Operability of overpressure protec devices shall be verified by a person designated by the term manager.

13. *Remote Shutdowns:* Remote cargo shutdowns shall be cert satisfactory by a person designated by the terminal manager.

14. *Transfer Completion:* Upon completion of all cargo transfers product line from pier head to tank car and/or storage loading sta in the type of operations where this applies, shall be unloaded into clo containers and not vented into the atmosphere. Where the operatio the LNG/LPG terminal is such that the product will be circul continuously, it need not be unloaded – thus there will be no dela the start of each cargo transfer operation while bringing the piping d to operating temperature, and a resultant reduction in cycling of the stresses. However, the unloading arms shall be drained, using nitro purge and left in a nitrogen atmosphere with the shipboard end of unloading arm blanked off until ready for the next transfer operatio

15. *Bonding:* The terminal manager shall ensure the vess electrically bonded to the shore ground prior to commencing tra operations. The connection shall be maintained until transfer opera are secured. An approved connection shall be used for securing alligator clamps are not acceptable. "C" clamps would meet mini requirements, bolted connections are recommended.

DENSITY: Philadelphia ports are fresh-water ports.

FRESH WATER: Fresh water normally not available directly at t Fresh water available by tank truck or through fire department. W by barge available.

River Associates, Inc. of Philadelphia, Tel: (215) 922 – 6027, pro wash water in Philadelphia and Delaware Bay with two ba 220 tonnes and 1,000 tonnes capacity.

FUEL: Bunker C and diesel fuel available at most oil terminals. Ve Agent should confirm berthing space at least 24 hours in advan

CONSULS: The following countries are represented in Philadelphia:

Austria
Belgium
Chile
Costa Rica
Denmark
Dominican Republic
El Salvador
Finland
France
Germany
Great Britain
Guatemala
Haiti
Honduras
Iceland
Israel
Italy
Japan
Korea
Lesotho
Mexico
Netherlands
Norway
Panama
Portugal
Spain
Sweden
Switzerland
Venezuela

REPAIRS: All types of ship repairs can be effected.
DRY DOCK: Floating dock with capacity 70,000 tons.
SURVEYORS: American Bureau of Shipping. Tel: (609) 354-6366.
Caleb Brett. Tel: (215) 521-1725.
National Cargo Bureau. Tel: (215) 925-3546.
E. W. Saybolt. Tel: (215) 583-4460.
Bureau Veritas. Tel: (215) 543-5884.
China Corp. Register of Shipping. Tel: (215) 543-5884.
Panama Bureau of Shipping. Tel: (215) 543-5774.
SGS Controls Services, Inc. Tel: (609) 467-1702.
GANGWAY/DECK WATCHMEN: These services are left to the discretion of the Master. It is often recommended by ship's P & I Club that watchmen be engaged when seamen are detained by U.S. Immigration. Ship is subject to fines by U.S. Government if any detained seaman deserts vessel.
OPENING/CLOSING HATCHES: Normally by stevedores.
CERTIFICATES: Ship's Register and Load Line Certificate are mandatory. If vessel is carrying passengers from the U.S. they will require a U.S. Coast Guard Certificate. This can easily be obtained in about 1 or 2 days subject to meeting the requirement for life-saving equipment.
CUSTOMS ALLOWANCES: No set rule. Reasonable amount allowed for personal use.
CARGO GEAR: For exceptionally heavy lifts, Pennsylvania Shipbuilding Co. has a floating derrick with 800 tons lifting capacity.
AIRPORT: Philadelphia International Airport is located approximately 6 miles from central harbour area.
TIME: Standard Time GMT minus 5 hours. Daylight Saving Time (GMT minus 4 hours) from first Sunday in April till last Sunday in October.
HOLIDAYS: New Year's Day (1st January); Martin Luther King, Jr's. Birthday (15th January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Thomas Gleason Birthday (17th March); Richard L. Askew Birthday (6th April); Good Friday; Memorial Day (Decoration Day); Flag Day (14th June); Independence Day (4th July); Labour Day (1st Monday in September); Columbus Day (12th October); November Election Day (1st Tuesday in November); Armistice or Veteran's Day (11th November); Thanksgiving Day; Christmas Eve; Christmas Day; and any other national holiday as may be provided by executive authority.
POLICE/FIRE/AMBULANCE: Fire Tel: LO 3-6700; Police Tel: 231-3131; Port Disaster Tel: 609-WO 3-6420 or WA 5-8780.
SHIP SUPPLY SERVICE:
Fleet Helicopter Service. Tel: 282-4100.
Keystone Helicopter Corp. Tel: 644-4430.
Seaboard Air Charter, Inc. Tel: 563-1564, (302) 856-6545.
Delaware Bay Ship Chandlers. Tel: (302) 422-8088.
Delaware Ship Supply Co. Inc. Tel: HO.3 – 1700.
Delaware Bay Launch Service Inc. Tel: (302) 422-8088.
Delaware River Harbour Service. Tel: 365-9777.
Hueber Launch Service. Tel: (215) 872-3544, (215) 425-3155.
GARBAGE DISPOSAL: Service available through Agent.
WASTE OIL DISPOSAL: Service available through Agent.
SEAMAN'S CLUBS: Seaman's Church Institute, 249 Arch Street. Apostleship of the Sea, 2319 South Third Street. All services available.
CURRENCY: Masters should indicate requirements to Agent, who will advise exchange rates.
AUTHORITY: Philadelphia Regional Port Authority, 210 West Washington Square, Philadelphia, Pennsylvania 19106, U.S.A. Tel: (215) 928-9100. *FAX:* (215) 928-1488. *Contact:* John P. La Rue, Executive Director. Joseph P. Menta, Jr., Assistant Director of Communications.
Delaware River Port Authority, Bridge Plaza, Camden, New Jersey 08101. *Tel:* (215) 925-8780. *FAX:* (609) 541-6379. *Contact:* Eugene J. McCaffrey, Sr., Executive Director. Tel: (609) 963-6420, Ext. 2363.
South Jersey Port Corporation, 2500 Broadway, Camden, New Jersey 08104. *Tel:* (609) 541-8500. *FAX:* (609) 757-4903. *Contact:* Joseph A. Balzano, Executive Director.

PINEY POINT, Maryland: 38.08 N. 76.32 W. (See Plan)

Steuart Petroleum Company Terminal on East bank of Potomac River, 82 miles from sea.
DOCUMENTS/PILOTAGE: Refer to "Baltimore".
ANCHORAGE: Unlimited, available in Chesapeake Bay.
RESTRICTIONS: Berthing 24 hours a day with max. draft of 38 ft. Vessels exceeding 725 ft. or 36 ft. draft, 2 tugs required docking and 1 sailing. Vessels under, 1 tug docking and sailing.
MAX. SIZE: Limited by depth at berth, 38 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: WMH Baltimore Radio. VHF Channel 26.
TUGS: 2 tugs available for berthing, join vessel off berth. Tugs despatched from Baltimore.
BERTHING: 1 tanker berth only operated by Steuart Petroleum Company. Long lines required for first ashore.
FRESH WATER: Available at berth.
FUEL: Bunker "C" only, available at berth.
AIRPORT: Washington National (80 miles) or Baltimore-Washington (100 miles).
TIME: GMT minus 6 hours. Summertime from April to October.
SHORE LEAVE: Allowed.
GENERAL: Nearest city with full services is Washington, 65 miles distance and Baltimore 110 miles.
AUTHORITY: Maryland Ports Administration, The World Trade Centre Baltimore, Baltimore, Maryland 21202. *Tel:* (301) 659-4550.
Operator: Steuart Petroleum Co., Piney Point, Maryland 20674.

PLAQUEMINE, Louisiana:
30.20 N. 91.14 W. (See Plan)

(A) DOW CHEMICAL – DOCK NO. 1
(B) DOW CHEMICAL – DOCK NO. 2

(A) DOW CHEMICAL – DOCK NO. 1

LOCATION: Dow Chemical, Louisiana Dock (Dock 1) is located on the West bank of the Mississippi River 25 miles S.E. of Baton Rouge at Plaquemine, Louisiana, at Mile Mark 209.9, above Head of Passes on the right descending bank in approximate position Lat. 30° 19′ N., Long. 91° 14′ W.
NOTICE OF READINESS: Notice of Readiness must be tendered either at the Dow facility, at Burnside Anchorage (which is customary anchorage for the Port of Baton Rouge at Mile 165.5), or at the nearest available anchorage to Dow. Tendering Notice of Readiness at any other site will not be received or accepted. Agent must be immediately informed at the time of tendering.
RESTRICTIONS: No time restrictions on berthing. No bunkering or lightering. Vessels must berth with bow facing up-river. All connections must be on port side.
MAX. SIZE: Dock accepts vessels up to 825 ft. in length and 130 ft. in breadth. Draft guaranteed to 39 ft. when Baton Rouge River stage is 10 ft. or greater. When river stage is below 10 ft., restrictions may apply.
HEALTH: See "Health: All Ports" before U.S.A. port (Albany). Illness reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Ship must arrange for docking tugs. E.N.Bisso (Tel: (504) 861-3551 or (504) 861-0321) or an approved substitute may be used.
Docking Tugs: 1 tug required if ship length is less than 450 ft.
2 tugs required if ship length is 450 ft. or greater.
Hold-in Tugs (arranged for by the facility): Hold-in tugs required when load arm or hose is connected to ship.
1 tug required when river stage is above 25 ft. or below 10 ft. and ship length is between 600 ft. and 700 ft.
2 tugs required when river stage is above 25 ft. or below 10 ft. and ship length exceeds 700 ft.
Additional hold-in tugs will be invoiced to ship's account.
BERTHING: One chemical berth available with length 893 ft. All loading done by Dow equipment located on shore. All discharging performed by ship's equipment. See "Max. Size" for draft information. Cargoes handled are: Butanol, Ethylene Dichloride, Propylene Oxide, Propylene Glycol, Diethylene Glycol, Chloroform, Caustic Soda, Carbon Tetrachloride, Methylene Chloride, Monoethylene Glycol, along with the following Dowanols products: PM, EB, MEA, DEA, TEA.
Moorings: Minimum mooring requirements are as follows:

Head Lines:	Either 4 soft or 3 soft / 1 wire or 3 wire if no soft available.
Spring Lines:	Either 2 soft or 1 soft / 1 wire or 3 soft when no breast lines (position these on mooring points that allow them to be as long as possible).
Breast Lines:	2 soft or 1 soft / 1 wire (on both bow and stern when possible).
Stern Lines:	4 soft or 3 soft / 1 wire or 3 wire if no soft available.

Under no circumstances should mooring lines be slack. Ship must supply its own gangway.
CRANES: 3 (7,500 lb. capacity) cranes available for handling hoses and fittings, all run by Dow personnel.
CARGO HANDLING: All cargoes mentioned under "Berthing" are transferred through hoses that are 6 in. 150 lb. rated, except for Caustic Soda which is capable of transferring simultaneously through 6 in. 150 lb. and 8 in. 150 lb.
BRIDGES: Sufficient clearance for all stages of river at all times; 3 bridges at New Orleans, 1 at Donaldsonville and 1 at Luling-Destrehan.
TANKERS: See "Cargo Handling" for loading hose specifications. Ship should fit any reducing pieces before arrival. If ship is unable to fit pieces, contact Ship Planner in advance, so dock will be ready with pieces upon arrival. Shore steam is available. No ship-to-ship transfer facilities. Slop discharge facilities available.
DENSITY: No tide. Fresh water at all times.
FRESH WATER: Available at U.S.$3.00/metric ton. Ship must supply hose.
FUEL: Bunkering not permitted.

FIRE PRECAUTIONS: Ship must have a cable hung over the starboard side and attached to a fixture enabling a tug to pull ship away from dock. Equipment is available to combat oil spills; namely 1,000 ft. of oil boom. Approximately 35 fire extinguishers (dry chemical, Foray, CO_2) and 8 monitor guns, all strategically located on dock. In addition, a fire hydrant and hose system that can be connected to fire trucks.
CONSULS: Norwegian at Baton Rouge, all others at New Orleans, 60 miles distant.
REPAIRS: Prior approval needed.
DRY DOCKS: None.
SURVEYORS: Cargo inspector: SGS Control Services, Inc., 6624 Langley Drive, Baton Rouge, LA 70809. Tel: 504-752-1462. Fax: 504-753-6930. Telex: 4979968.
WATCHMEN: Supplied by dock at no cost, 24 hours a day.
CUSTOMS ALLOWANCES: Tobacco: Each crew member allowed 1 carton of cigarettes. Master allowed reasonable quantity. Wine and/or spirit: Each crew member allowed 1 bottle each of wine and spirit. Master allowed reasonable quantity.
REPATRIATION: Crew changes are permitted. Control room must be notified of any pedestrian traffic on dock.
AIRPORT: Ryan Airport in Baton Rouge, 25 miles distant. Serviced by all major airlines.
TIME: Local time is Central Standard Time – GMT minus 6 hours. April through October, local time is Central Standard Daylight Savings Time – GMT minus 5 hours.
POLICE/AMBULANCE/FIRE: State Police (Hazardous Materials Unit): Tel: 504-925-6595.
West Baton Rouge Sheriff: Tel: 504-343-9234.
Iberville Parish Sheriff: Tel: 504-687-5100.
Fire: Tel: 911.
Ambulance: Tel: 1+267-1111.
EMERGENCY CO-ORDINATION CENTRE: Coast Guard Headquarters. Tel: 1-800-424-8802.
SERVICES: Slop facilities available at dock.
Garbage disposal available at dock, although prior notification is needed.
Nigrogen supply facilities available at U.S.$0.50/100 standard cu.ft.
BANKS: Bank of West Baton Rouge. Tel: 687-6111.
Citizens Bank & Trust. Tel: 687-3576.
STORING: Truck service only. Trucks must be parked on levee and dollies used on dock. Cranes equipped with baskets can be used to transfer goods from dock to ship (See "Cranes").
SHORE LEAVE: Shore leave is permitted. Those going ashore must be fully clothed (shirts, long pants, shoes) and proceed directly from gangway to control room or levee. In addition to being fully clothed, those not proceeding to the levee or control room must be wearing appropriate safety gear.
IDENTIFICATION CARDS: None required at dock.
GENERAL: The following information, given through Agent, will be needed before docking: Vessel's name, ETA, ship length, ship breadth, arrival and departure draft, arrival and departure deadweight tons, product name and appropriate quantity (in metric tons), liquid header connections (size, lb., rating), vent connections (size, lb., rating), amount inhibitor, refrigeration (semi or fully), number and sizes of mooring lines (cable and rope; head, bow spring), safety relief valve setting (bars), maximum receiving or pumping rates, involved tank numbers, last contained materials, second to last contained materials, and third to last contained materials, whether tanks are empty and have been cleaned; if cleaned, the method in which they were cleaned.
OPERATOR: The Dow Chemical Company, P.O.Box 150, Plaquemine, Louisiana 70765-0150, U.S.A. *Tel:* (504) 353-6166. *FAX:* (504) 353-1985. *Contact:* Dow Chemical Dock (Dock 1) (KUF 628 on VHF Channel 16). Fax: 504-353-2496. Tel: 504-353-8647 or 504-353-8646 (Dock), 504-353-6186 (Ship Planner).

(B) DOW CHEMICAL – DOCK NO. 2

LOCATION: Dow Chemical, Louisiana Division Hydrocarbon Dock (Dock 2) is located on the West bank of the Mississippi River, 15 miles S.E. of Baton Rouge at Plaquemine, Louisiana, at Mile Mark 221.8, above Head of Passes on the right descending bank in approximate position Lat. 30° 21′ N., Long. 91° 14′ W.
NOTICE OF READINESS: Notice of Readiness must be tendered either at the Dow facility, at Burnside Anchorage (which is customary anchorage for the Port of Baton Rouge at Mile 165.5), or at the nearest available anchorage to Dow. Tendering Notice of Readiness at any other site will not be received or accepted. Agent must be immediately informed at the time of tendering.
RESTRICTIONS: No time restrictions on berthing. No bunkering or lightering. Vessels must berth with bow facing up-river. All connections must be on port side.
MAX. SIZE: Dock accepts vessels up to 825 ft. in length and 130 ft. in breadth. Draft guaranteed to 39 ft. when Baton Rouge River stage is 10 ft. or greater. When river stage is below 10 ft., restrictions may apply.
HEALTH: See "Health: All Ports" before U.S.A. port (Albany). Illness reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Ship must arrange for docking tugs. E.N.Bisso (Tel: (504) 861-3551 or (504) 861-0321) or an approved substitute may be used.
Docking Tugs: 1 tug required if ship length is less than 450 ft.
2 tugs required if ship length is 450 ft. or greater.
Hold-in Tugs (arranged for by the facility): Hold-in tugs required when load arm or hose is connected to ship.
1 tug required when river stage is above 25 ft. or below 10 ft. and ship length is between 600 ft. and 700 ft.
2 tugs required when river stage is above 25 ft. or below 10 ft. and ship length exceeds 700 ft.
Additional hold-in tugs will be invoiced to ship's account.
BERTHING: One hydrocarbon berth available with length 998 ft. All loading done by Dow equipment located on shore. All discharging performed by ship's equipment. See "Max. Size" for draft information. Cargoes handled are: Benzene Toluene Zylene (BTX), Naphtha, LPG, Pentanes, Vynyl Chloride Monomer (VCM).
Moorings: Minimum mooring requirements are as follows:

Head Lines:	Either 4 soft or 3 soft / 1 wire or 3 wire if no soft available.
Spring Lines:	Either 2 soft or 1 soft / 1 wire or 3 soft when no breast lines (position these on mooring points that allow them to be as long as possible).
Breast Lines:	2 soft or 1 soft / 1 wire (on both bow and stern when possible).
Stern Lines:	4 soft or 3 soft / 1 wire or 3 wire if no soft available.

Under no circumstances should mooring lines be slack. One 70 ft. gangway provided at dock. This gangway is located along dock access roadway and can only be utilised from this point.
CRANES: 3 (7,500 lb. capacity) cranes available for handling hoses and fittings, all run by Dow personnel.
CARGO HANDLING: There are 5 loading arms at the berth.

Arm No.	*Connection*	*Size (in.)*	*Rating (lb.)*	*Product*
1	Liquid	8	300	BTX
	Vapour	6	150	
2	Liquid	12	150	BTX Naphtha
3	Liquid	12	300	Naphtha
	Vapour	6	150	
4	Liquid	12	300	LPG
	Vapour	6	300	Pentane
6	Liquid	12	150	VCM
	Vapour	4	300	

Loading Arms No. 4 and 6 have PERC (Pressure emergency release coupling). These arms are also used for purging.
BRIDGES: Sufficient clearance for all stages of river at all times. 3 bridges at New Orleans, 1 at Donaldsonville and 1 at Luling-Destrehan.
TANKERS: See "Cargo Handling" for loading hose specifications. Ship should fit any reducing pieces before arrival. If ship is unable to fit pieces, contact Ship Planner in advance, so dock will be ready with pieces upon arrival. No shore steam is available. No ship-to-ship transfer facilities. Slop discharge facilities available.
DENSITY: No tide. Fresh water at all times.
FRESH WATER: Available at U.S.$3.00/metric ton. Ship must supply hose.
FUEL: Bunkering not permitted.
FIRE PRECAUTIONS: Ship must have a cable hung over the starboard side and attached to a fixture enabling a tug to pull ship away from dock. Equipment is available to combat oil spills; namely 1,000 ft. of oil boom. Approximately 35 fire extinguishers (dry chemical, Foray, CO_2) and 12 monitor guns (foam and water with remote control side-to-side swivel), all strategically located on dock. In addition, a fire hydrant and hose system that can be connected to fire trucks.
CONSULS: Norwegian at Baton Rouge, all others at New Orleans, 60 miles distant.
REPAIRS: Prior approval needed.
DRY DOCKS: None.
SURVEYORS: Cargo Inspector: SGS Control Services, Inc., 6624 Langley Drive, Baton Rouge, LA 70809. Tel: 504-752-1462. Fax: 504-753-6930. Telex: 4979968.
WATCHMEN: Supplied by dock at no cost, 24 hours a day.
CUSTOMS ALLOWANCES: Tobacco: Each crew member allowed 1 carton of cigarettes. Master allowed reasonable quantity. Wine and/or spirit: Each crew member allowed 1 bottle each of wine and spirit. Master allowed reasonable quantity.
REPATRIATION: Crew changes are permitted. Control room must be notified of any pedestrian traffic on dock.
AIRPORT: Ryan Airport in Baton Rouge, 20 miles distant. Serviced by all major airlines.
TIME: Local time is Central Standard Time – GMT minus 6 hours. April through October, local time is Central Standard Daylight Savings Time – GMT minus 5 hours.
POLICE/AMBULANCE/FIRE: State Police (Hazardous Materials Unit): Tel: 504-925-6595.
West Baton Rouge Sheriff: Tel: 504-343-9234.
Fire: Tel: 911.
Ambulance: Tel: 1+267-1111.
EMERGENCY CO-ORDINATION CENTRE: Coast Guard Headquarters. Tel: 1-800-424-8802.
TELEPHONES: Pay telephones located on dock.
SERVICES: Slop facilities available at dock.
Garbage disposal available at dock, although prior notification is needed.
Nigrogen supply facilities available at U.S.$0.50/100 standard cu.ft.
BANKS: Bank of West Baton Rouge. Tel: 687-6111.
Citizens Bank & Trust. Tel: 687-3576.
STORING: Truck service only. Trucks must be parked on levee and dollies used on dock. Cranes equipped with baskets can be used to transfer goods from dock to ship (See "Cranes").
SHORE LEAVE: Shore leave is permitted. Those going ashore must be fully clothed (shirts, long pants, shoes) and proceed directly from gangway to control room or levee. In addition to being fully clothed, those not proceeding to the levee or control room must be wearing appropriate safety gear.
IDENTIFICATION CARDS: None required at dock.
GENERAL: The following information, given through Agent, will be needed before docking: Vessel's name, ETA, ship length, ship breadth, arrival and departure draft, arrival and departure deadweight tons, product name and appropriate quantity (in metric tons), liquid header connections (size, lb., rating), vent connections (size, lb., rating), amount inhibitor, refrigeration (semi or fully), number and sizes of mooring lines

ole and rope; head, bow spring), safety relief valve setting (bars), imum receiving or pumping rates, involved tank numbers, last ained materials, second to last contained materials, and third to last ained materials, whether tanks are empty and have been cleaned; aned, the method in which they were cleaned.

ERATOR: The Dow Chemical Company, P.O.Box 150, Plaquemine, siana 70765-0150, U.S.A. *Tel:* (504) 353-6166. *FAX:* (504) 353-85. *Contact:* Dow Petroleum Dock (Dock 2) (KXS 381 on VHF annel 16). Fax: 504-353-2496. Tel: 504-353-8625 or 504-353-8626 ock), 504-353-6186 (Ship Planner).

LAQUEMINES, Louisiana: 29.40 N. 89.55 W.

(See Plan)

NCHORAGES: See "New Orleans".
ESTRICTIONS: Main channel depth 55 ft.
UGS: Available.
ERTHING:

ax Metals Recovery, Inc. (Formerly Amax Nickel, Inc.): Route 1, x 160, Braithwaite, LA 70040. Tel: (504) 682-2341.
Depth Alongside: 35 ft. Barge dock: 15 ft.
2 Berths: Length 250 ft. – 700 ft. One ship (dry dock). One barge (wet ock).
Cranes: 1×35 ft. (American) breakbulk crane.
Railroad: Norfolk Southern.

.P. Oil, Inc.: P.O.Box 395, Belle Chasse, LA 70037. Tel: (504) 66-7711.
Depth Alongside: 40 ft.
2 Berths: Length 280 ft. – 1,205 ft. One tanker, one LPG.
Railroad: Missouri Pacific (1 Spur).

ernational Marine Terminal: Route 1, Box 649, Port Sulphur, A 70083. Tel: (504) 656-7341.
Location: Mile 57 AHP.
Depth Alongside: 45 ft.
3 Berths: Length 1,044 ft. – 1,200 ft.: (2) one ship; one gulf barge.
Max. LOA 290 m. Max. draft 12.2 m. Max. beam 48 m. Length of travel loader 244 m. One loading spout. Max. loading rate for coal 000 tonnes per hour.
Cargo Handled: Coal.

ectro-Coal Transfer Corporation: Perez Landing, Davant, LA 70046. Tel: (504) 333-4244, (504) 524-4181.
Location: 55 miles AHP, opposite Myrtle Grove.
Depth Alongside: 55 ft. – 80 ft.
3 Berths: 3,000 ft. of continuous docks.
Cranes: 4 travelling clam shell cranes; 1 stationary ship loader (rate 340 tonnes/hr.) with 48 ft. air draft at 0 river stage; 1 travelling ship ader (rate 6,000 tonnes/hr.) with 56 ft. air draft at 0 river stage; continuous river barge unloaders; 4 portable cranes, utilised for shore topping-off services.

.F.P. (Formerly Ferruzzi Inc.):
Location: On West bank, 61.5 miles AHP.
Cargo Handled: Grain.
1 Berth: Total length 790 ft.
Depth Alongside: 50 ft.
Facilities: Storage of 6.1 million bushels.

hevron – Oak Point:
Cargo Handled: Crude and petroleum products.
1 Berth: Total length 250 ft.
Water Depth: 40 ft.
Facilities: Product handled over wharf: Organic chemical compounds sed in the blending of lubricating oils for transportation and industrial elated equipment. Have loading/unloading facilities: Can handle tank ars, tank trucks, also container trucks, drums. Actual product storage stimated roughly on wharf tanks 8 – 10 million gallons. 44 ft. × 110 ft. tructure with 5×8 in. marine loading arms. Accommodates barges from 80 ft. – 250 ft. long. Can handle 5 separate materials at one time.

ANKERS: See "Berthing".
UTHORITY: Plaquemines Port, Harbour and Terminal District, Edna Lafrance Building, 124 Edna Lafrance Road, Braithwaite, LA 70040-9715, U.S.A. *Tel:* (504) 682-0081, (504) 392-6690, Ext. 2610. FAX: (504) 682-0649. *Contact:* Luke A. Petrovich, Chief Executive Officer. Robert L. Thomas, Director of Operations. Urban L. Treuil, Jr., Chief Parish/Port Safety Engineer.

ORT ADAMS, Texas: 29.45 N. 95.11 W.

efer to "Houston" for all general information.

EALTH: See "Health: All Ports" before first U.S.A. port (Albany). lness reports made to Miami Quarantine Station.
GRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

PORT ANGELES, Washington: 48.08 N. 123.25 W.

(See Plan)

DOCUMENTS, etc.: Refer to "Tacoma".
APPROACHES: Depth at entrance 100 ft. – 160 ft. No bar.
PILOTAGE: Compulsory for all vessels except those in coasting trade. Pilot station at Ediz Hook serves all vessels bound for Puget Sound ports. Pilot boards off Port Angeles.
ANCHORAGE: In harbour, depth at least 42 ft. MLLW.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Available from Foss Launch and Tug Co.
BERTHING: 3 pier berths and 2 dolphin berths, depth up to 45 ft. MLLW. Forklifts with capacity to 10 tons.
STEVEDORES: 8 local gangs, additional gangs may be imported if required.
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Barge delivery only.
REPAIRS: Minor repairs only.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities specified; reasonable allowance at discretion of Custom's Inspector.
AIRPORT: William R. Fairchild International Airport 3.5 miles from the harbour.
HOLIDAYS: See "Tacoma".
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service available through local agent. City provides dumpsters alongside. Contact Solid Waste. Tel: (206) 457-0411.
WASTE OIL DISPOSAL: Disposal available via Seattle or Tacoma environmental transporters. Contact Port of Angeles, Marine Terminal. Tel: (206) 457-1909. Fax: (206) 452-1129.
SEAMAN'S CLUBS: Limited services available through church groups. Contact Port Authority.
CURRENCY: U.S.Dollar (U.S.$).
AUTHORITY: Port of Port Angeles, P.O.Box 1350, 338 W. 1st Street, Port Angeles, Washington 98362. *Tel:* (206) 457-8527, 457-1909. *FAX:* (206) 452-3959, 452-1129. *Contact:* Chris Anderson, Executive Director. David H. Hagiwara, Director of Marketing. David Callentine, Marine Terminal Supervisor.

PORT ARTHUR, Texas: 29.52 N. 93.56 W. (See Plan)

DOCUMENTS:
Entrance Direct from a Foreign Port:
Master's Oath on entry on vessel in Foreign trade, Customs Form 1300 (2 copies).
General Declaration, Customs Form 1301 (2 copies).
Ship's Stores Declaration, Customs Form 1303 (2 copies).
Crew Effects Declaration, Customs Form 1304 (2 copies).
Clearance from Last Port.
Inward Foreign Manifest, Customs Form 1302 (2 copies)
Passenger/Crew List. Form I-418 (3 copies).

In event import cargo is onboard, an additional copy of each of the above Forms is required for travelling Manifest. A copy of the Manifest for each port is also required.

Entrance from Domestic Port:
Clearance from Last Port.
Crew Effect Declaration, Customs Form 1304 (2 copies).
Stores List, Customs Form 1303 (2 copies).
Crew List, Customs Form I-418 (2 copies).
Master's Oath, Customs Form 1300 (2 copies).
General Declaration, Customs Form 1301 (2 copies).

PILOTAGE: Come up in vicinity of the Sea Buoy. 24 hours notice of ETA should be given and revised if ship is delayed 1 hour or more. Telegraphic address is "Sabine Pilots, Port Arthur, Texas". Pilot station keeps 24 hour continuous watch on VHF Channel 12 – 156.6 MHz and on 2738 kHz. Pilot boat is motor vessel with black hull, white housing flying Pilot insignia by day and Pilot light by night. Location of pilot boat is in general vicinity of Sabine Pass Sea Buoy. Pilot ladder only on lee side of vessel.

Pilot will, upon request and at extra cost, board incoming vessels at buoy marked "SB" in position Lat. 29° 25' N., Long. 93° 40' W.

Gulf of Mexico Pilots

American Master Mariners licensed by the United States Coast Guard. They are experienced in handling vessels of all types and sizes, and have many years of experience in navigating the Gulf of Mexico.

Gulf of Mexico Pilots cover the entire Gulf and the Florida Straits. They are on call to board vessels wherever requested within the service area, on 48 hours advance notice.

Request for service may be directed to:
Gulf of Mexico Pilots, 3741 Memorial Blvd., Port Arthur, Texas 77640.
Cables: Gompilots. Tel: (409) 982-2961.

The Gulf of Mexico Pilot will provide assistance and advise in heavily congested areas. He will utilise up-dated local knowledge of conditions peculiar to navigation in the Gulf of Mexico. He will assist with VHF radio communications, expedite arrivals and departures between the Gulf Ports resulting in savings of time and fuel, while easing the human-fatigue factor caused by the demanding duties of Shipmasters operating in unfamiliar environment and the continuously changing conditions therein.

RESTRICTIONS: The Port Arthur Ship Channel is in operation 24 hours per day. The only restrictions that might hamper vessel traffic would be the draft of the vessel (Port will be able to handle vessels taking up to 40 ft. of water) or extremely bad weather conditions such as fog or high winds. Also, vessels of the 85,000 ton or more class can only be moved during daylight hours.

MAX. SIZE: Port Arthur Ship Channel will be authorised to 40 ft. in depth and will vary from 400 to 800 ft. in width. Turning basin, which is located at Mile 19 (only about 0.5 miles upstream from existing port facility) is 900 ft. in width. Bulk carriers going to grain elevator at Port Arthur or to one of the oil refineries would only be restricted by draft which would vary from 30 ft. to 40 ft. depending on load/discharge berth the vessel is en route to. See "Berthing".

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: For a vessel in the Gulf of Mexico, and en route to Port Arthur, the best way to route an ETA message is to radio "Port Arthur Radio" (Radio Marine Corporation of America) whose call sign is WPA. Port Arthur Radio will then either send the message through Western Union via its telefax machine or via telex if the receiver of the message has a telex machine. There are also radio stations located in Galveston, Texas (Mackay Radio, call sign KLC) and in Mobile, Alabama (call sign WLO).

VHF: Pilot office on Channel 20. Pilot boat on Channels 12, 13, 16 and 65A.

TUGS: The exact position that the tug meets the vessel varies with each vessel but usually they meet just below Texaco Island. In some cases they meet as far up as Great Lakes Carbon Co. Berth (usually when vessel is in ballast and going to Gulf Oil Docks). Whether or not the tug uses the vessel's lines or its own lines depends entirely on the circumstances involved but the tugs usually use the ships lines. Port Arthur is served by 2 towing companies, (1) Moran Towing of Texas and (2) Sabine Towing & Transportation Company, Inc.

BERTHING: The first procedure for obtaining a berth at Port Arthur is to submit a Berth Request Form. The Berth Request will contain the following information and will be submitted, in duplicate, to P.O. Box 1428, Port Arthur, Texas: Date of request; type and name of vessel; loading ports; registry or flag; where vessel is to arrive from; ETA; where vessel is to sail for; estimated date of departure; what inbound cargo, if any, consists of; what outbound cargo, if any, consists of; date you expect to begin receiving outbound cargo. The Form must be signed by the Agent or Owner of the vessel. (Berth Request Form will be made available by the Port.) Upon receipt of a Berth Request from the Agent or Owner, the Port will then, upon determining availability of berth, return one copy of the initial Berth Request to the Owner or Agent as an assignment of berth. Berths are assigned on a first come first served basis at all times. All changes in vessel's ETA must be given to the Terminal Office immediately. All mooring and unmooring will be done by the Port. Procedure may differ at the various private terminals which are not under the jurisdiction of the Port Arthur Navigation District.

Also see "Developments".

BULK HANDLING FACILITIES: *Pabtex Terminal Company:* Bulk Marine Terminal in the Port's deepwater industrial park is located at Mile 26, handles dry bulk commodities from rail cars to storage to vessels at rates up to 3,000 t.p.h. and has space available for shipper storage tanks on pads, with open storage for 300,000 tons. The terminal also includes a 750 ft. wharf and is located directly on the Sabine-Neches Waterway which presently offers an authorised channel depth of 40 ft. All terminals described above are served by subject waterway and limitations of depth will vary at the face of dock at individual terminals. Pabtex maintains 40 ft. depth at the face of their facility.

Great Lakes Carbon Co.: Length of berth 300 m. Max. LOA 210 m. Max. draft 10.5 m. 2 loaders with total loading capacity 500 tonnes p.h. Petroleum, coke and coal handled.

CRANES: 1×75 ton diesel electrical crane services Berths No. 1 – 3.

BRIDGES: There are no bridges that would require a vessel to arrive at any certain time at Port Arthur, however, the first bridge approached involves a vertical clearance of 136 ft. MHW.

STEVEDORES: Advance order for longshore gangs varies as to contract held by ILA (International Longshoremen's Association). In Port Arthur, gangs have to be ordered as follows: Order by 1800 hrs. for the next morning (either 0700 or 0800 hrs.); order by 0800 hrs. for 1000 hrs; order by 1100 hrs. for 1300 hrs.; order by 1600 hrs. for 1900 hrs. Must order by 1800 hrs. day before for any starting time Sunday or Holiday.

MEDICAL: It is not usually required that the Agent be given advanced notice of required medical attention but in some instances it is helpful in arranging transportation to a hospital and in obtaining a bed in the event the hospitals are near full. Port Arthur is served by 2 hospitals; (1) St. Mary's Hospital and (2) Park Place Hospital, both of which are very well staffed and have adequate facilities for almost any emergency. Also, advance notice is helpful when vessel is scheduled to dock late in evening or during night, as doctors are not in their offices and have to be located.

Particular inoculations required by the Public Health Department vary as to the vessel's last foreign port of call. Any crew members who have not had the required inoculations can usually be given these inoculations on board either by the Public Health Officer or a Physician. This is usually arranged by the Agent or Owner.

TANKERS: There are 3 major oil companies: Chevron Oil Corporation; Star Enterprise Inc.; and Fina Oil and Chemical Company. Chevron Oil Corporation and Star Enterprise Inc. are 2 of the largest oil refineries in the country. The diameter of load/discharge lines range anywhere from 4 in. to 12 in. depending on the grade of the petroleum product being loaded. As far as slop discharge facilities are concerned there are ballast tanks at all major oil companies. Chevron Oil has 3,400 linear ft. of berth accommodation and Star Enterprise has 5,299 linear ft. of berth accommodation together enough to accommodate 11 supertankers plus barges. Fina Oil and Chemical Co., being the smaller of the 3 oil companies, has berth accommodation for 3 vessels.

Report: Chevron Oil Terminal is located on the East side of the Ta Bayou Turning Basin 30 miles from the Sea Buoy. The controlling de of the channel and turning basin is 40 ft. The maximum size ve normally received at this terminal is 50,000 d.w.t. The water about terminal is salt. Docking and undocking occurs day and night. Vess are cautioned of shoaling in the basin.

Vessels are normally turned upon arrival so as to head out. Wire ro are not permitted unless fitted with fibre rope pennants of at le 3 fathoms in length. Fire wires must be rigged fore and aft.

Two tugs are normally used when docking unless vessel is o 34,000 d.w.t. when 3 would be used. When undocking, 2 tugs are u for vessels over 30,000 d.w.t., under 30,000 only one tug is used.

Amdel Pipe-line is located at the former ARCO Docks on the Nech River Channel 42 miles from the Sea Buoy and includes Berths 1, and B. Controlling depths for the channel, manoeuvring area/turn basin, and berth is 40 ft. The water at the berth is fresh to brack Attention to moorings by deck watch is required when passing vess approach due to the close proximity of the berths to the channel.

Berth No. 1 is the largest and will accommodate vessels approximately 50,000 d.w.t. Berth "A" normally accommodates vess of 28,000 d.w.t. Berth "B" is normally used for crude oil and barge tra Loaded vessels normally moor starboard side to with standard moor lines fore and aft. 2 tugs are used for both docking and undock Incoming vessels are met by tugs 1 mile below the berth. Vessels a turned just above Berth "B". Fire wires must be out fore and a For undocking 2 tugs are normally used.

DENSITY: Varies from fresh water (1000) to pure salt water (102 depending on amount of rainfall and tide variations. According to figu obtained from the National Cargo Bureau, average density is 50% s water or (1012.5).

FRESH WATER: The Port has 4 ships service outlets for fresh wa each of which is served by a 4 in. water line. Watering barges a available in the area for facilities which are not equipped to prov watering services.

FUEL: Almost any grade of fuel or marine diesel is available. In so instances there are fuel lines running directly to docks, but if n bunkering barge is available. An advance notice is usually required bunkering barge depending on number of vessels awaiting bunkerin

FIRE PRECAUTIONS: The Port has, in each of 4 equally spac indentations along the front of its transit shed, a fire hose outlet fed an 8 in. water line and there are numerous fire hose boxes through the transit shed. In addition to this a 24 hour guard service is constan on the watch and is in direct communication with the Port Arthur Fi Department which is only seconds away. Authorized on-dock smok areas are clearly defined for proper safety controls.

CONSULS: The nearest Consul-Generals are in Houston, Tex approximately 90 miles from Port Arthur.

REPAIRS: All types of deck and engine repairs can be accomplishe Main ship repairers are: Vessel Repair, Inc., Bethlehem & Gulf Copp & Manufacturing Corp., Sabine Propeller Company and Coastal Mar Service, all of which are located in Port Arthur.

DRY DOCKS: 2 dry docks, largest being Bethlehem Steel's new b service rig/vessel facility located 8 miles up-river from the Sabine Pa Anchorage. The dry dock at this new Bethlehem repair yard is b enough to lift any mobile offshore unit working the Gulf today. It w handle any jackup, whether mat-supported or independent-leg. P semi-submersibles, submersibles or drill ships. This sectional steel do offers lift capacity of 56,000 long tons, 30 ft. of water over the bloc and it can be configured to provide a clear docking area of eith 362×310 ft. or 825×122 ft., depending on the size and shape of th incoming vessel. The dock is outfitted with machine, pipe and oth shops, and has the crane capacity to give it full repair service capac For especially heavy lifts Bethlehem's 400-ton capacity derrick barg available.

The smaller dry dock is Vessel Repair, Inc., which occupies 60 ac with 3,200 linear ft. of frontage on Port Arthur Ship Channel. This ya also designs, constructs and repairs barges, tugs and other vessels has fully equipped shops, 2 marine railways with haul-out capacities 1,000 and 1,500 tons and 1 floating dry dock of 3,000 ton capacity

SURVEYORS: American Bureau of Shipping, Goodhue Build Beaumont, Texas.

Captain Van. Inc., 550 Fifth Street, Port Arthur, Texas 77640.Tel: (71 982-2911

National Cargo Bureau, 821 Petroleum Bldg., Beaumont, Tex 77701. Tel: (713) 839-4581

Sabine Surveyors. Inc., 6477 39th Street, Groves. Texas 776 Tel: (713) 962-3500

Soutex Surveyors, Inc., 3727 Doctors Drive, Port Arthur, Texas 776 Tel: (713) 983-2004

Triangle Marine, Inc., 8700 Ninth Avenue, Port Arthur, Texas 776 Tel: (713) 722-1922

Underhill Adjustment Agency, 1335 Proctor Street, Port Arthur, Tex 77640. Tel: (713) 985-9329

World Marine Associates, Inc., 580 Fannin, Suite 718, Beaum Texas 77701. Tel: (713) 838-9980.

GANGWAY/DECK WATCHMEN: Under normal conditions a watchm is not necessary on most vessels. Under certain conditions such a communicable disease or a malafide crewman, a watchman would b feasible but the decision is left up to Master or owner of the vess There is a $1,000 fine if a malafide crewman disembarks from the ves

OPENING/CLOSING HATCHES: Paragraph 2, Rule No. 1 of the De Sea Longshore and Cotton Agreement for Texas ports and Port of La Charles, Louisiana, states as follows: "When vessel is in loading unloading berth, loading and laying of dunnage and the opening a closing of hatches, when in connection with the handling of general ca and/or cotton, is longshore work and will not be done by ship's cre This agreement, however expired in 1978.

CUSTOMS ALLOWANCES: Tobacco: Each crewman is allowed t keep 300 cigarettes out of bond while in port. Wine and/or Spirits: Ea crewman is allowed to keep 1 quart of spirits out of bond while in po

CARGO GEAR: A current certified Gear Certificate is required to be on board at all times and is to be kept up to date.

REPATRIATION: There are facilities for effecting crew changes and repatriation.

AIRPORT: Port Arthur is served by Mid-Jefferson County Airport which is located approximately 10 miles North of Port Arthur on Highway 69. The Mid-Jefferson County Airport is served by various airlines.

TIME: Central Standard Time (GMT minus 6 hours) during Winter. From first Sunday in April till last Sunday in October Central Daylight Time clocks are moved ahead 1 hour).

HOLIDAYS: Longshore Holidays are: Veterans Day (Nov. 11th), Thanksgiving Day (Fourth Thursday in Nov.), Christmas Day (Dec. 25th), New Year's Day (Jan. 1st), Martin Luther King's Birthday (Jan. 15th), Washington's Birthday (Third Monday in Feb.), Texas Independence Day (March 2nd), Good Friday, Memorial Day (Last Monday in May), June 19th, July 4th, Labour Day (First Monday in September). At Lake Charles, LA., Mardi Gras Day to be substituted for Texas Independence Day. No work shall be performed on Labour Day or Christmas Day, except in case of fire or where property is in danger.

When holidays fall on Sunday, the following Monday to be recognised as the holiday. No work to be performed between 1600 hrs. and 1900 hrs. on election days. When Christmas falls on Sunday, Monday will be an overtime day and gangs will work as ordered.

POLICE/AMBULANCE/FIRE: Police Department Tel: 983-8600; Fire Department Tel: 983-8700; Ambulance Service Tel: 985-5504 or 983-5666.

EMERGENCY CO-ORDINATION CENTRE: Coast Guard Captain of the Port, 2875 75th St., Highway 69, Port Arthur, Texas 77640. Tel: (409) 724-4343.

TELEPHONES: Facilities for placing a telephone on a vessel by request. There is a coin-operated telephone on the dock for anyone's use.

SERVICES: Tank cleaning done in port must be done by longshore labour. All major oil companies have facilities for removing tank washings.

BANKS: First Interstate Bank, 441 Austin Avenue, Port Arthur, Texas 77640. Tel: (409) 985-8851.

First Bank & Trust, 4000 Twin City Highway, Groves, Texas 77619. Tel: (713) 963-1141.

Bank One Port Arthur, 8200 Highway 69, Port Arthur, Texas 77642.Tel: (409) 727-0123.

First National Bank of Port Neches, 1025 Port Neches Avenue, Port Neches, Texas 77651. Tel: (409) 722-4365.

Mid County Bank & Trust, 800 Magnolia, Port Neches, Texas 77651. Tel: (409) 727-2361.

Nederland State Bank, 1308 Boston, Nederland, Texas 77627. Tel: (409) 727-3161.

Bank One, 3723 Gulfway Drive, Port Arthur, Texas 77640. Tel: (409) 982-5741.

STORING: See "Prelims".

1. Vessels are generally stored by truck in the area but barge storing does occur on rare occasions.
2. There are no specific regulations covering barge storing while vessel is working other than what the individual terminal may deem proper.
3. Trucks normally deliver at shipside at the Ports' facilities but this will vary from terminal to terminal.
4. Fork lift trucks are never used on the jetty to handle stores.
5. None other than Bonded Warehouse products.
6. Can but are seldom used. Generally handled by ship's crew or other less costly labour that is available in the area.

SHORE LEAVE: The question of whether shore leave is allowed is entirely up to the ship's Master. The only requirements being; each crewman on shore leave must have a landing permit issued by the Immigration Department and no malafide crewman may be granted shore leave. Port Arthur has no restrictions pertaining to shore leave.

IDENTIFICATION CARDS: American crewman do not need any identification card. Foreign crewman need only the landing permit from Immigration Department in order to go ashore.

GARBAGE DISPOSAL: Arrangements should be made through local steamship agent. Service provided by Browning Ferris Inc. (BFI), Highway 69, Nederland, TX 77627. Tel: (409) 724-2371.

WASTE OIL DISPOSAL: Arrangements should be made through local steamship agent. Service provided by Carotex Inc., P.O.Box 3901, Port Arthur, TX. 77643. Tel: (409) 962-0251.

SEAMAN'S CLUBS: Port Arthur International Seaman Center Inc., 700 Fourth Street, Port Arthur, TX. 77640. Tel: (409) 982-4504.

DELAYS: Delays in berthing usually arise from vessels ETA being delayed and thereby causing a berth conflict. The port is on a first come, first serve basis.

GENERAL: On vessels arriving directly from a foreign port there are 3 Government Agency Representatives that must board. Already mentioned and explained are Customs and Immigration. The remaining one, Animal and Plant Inspection Services. The Meat Quarantine representative boards the vessel to seal up all meat with the exception of what will be needed while in port. In the event a vessel is detained in port for some reason and more meat is needed the Meat Quarantine Rep. must return to the vessel and personally break the seal and then re-seal the remaining meats. This representative boards all vessels entering the port whether from foreign or coastwise.

The Plant Quarantine Rep. boards all vessels entering from a foreign port to check all fresh fruits and vegetables for any foreign insects such as the Khapra Beetle.

NOTICE:

Notice from U.S. Coast Guard (Dated May, 1983).

Liquified Gas Vessels.

This is to clarify U.S. Coast Guard policy regarding liquified gas vessels operating in the Calcasieu Waterway that seems to be causing some confusion. Synopsis of each is as follows:

(1) The Captain of the Port (COTP), Port Arthur, Texas, needs to be informed of the arrivals and departures of all liquified gas vessels, whether loaded or in ballast, a minimum of 4 hours advance notice is required to ensure that a Notice to Mariners is broadcast. The vessel is reminded to have a Calcasieu River Pilot's confirmation of movements prior to notifying the COTP at (409) 724-4330.

(2) The COTP has determined that it is an unsafe practice to bunker a loaded or partially loaded liquified gas vessel at anchor from a barge alongside. If you have a loaded vessel arriving that needs bunkering, make your arrangements so that the vessel is offloaded prior to bunkering. If an empty vessel arrives, make arrangements to have the vessel bunkered prior to loading.

If there are any questions concerning these guidelines, please contact Port Arthur (Tel: (409) 724-4337 or 724-4339) or Lake Charles, La (Tel: (318) 433-3765).

Signed: Captain, U.S. Coast Guard, Capt. of the Port, Port Arthur, Texas.

DEVELOPMENTS: Located only 19 miles from sea, the new Public Ocean Terminal of the Port is located on the Sabine-Neches Waterway, presently 40 ft. deep with a minimum bottom width of 400 ft. The initial facility encompasses 360,000 sq.ft. including 1 transit shed 180 ft. × 1,080 ft. or 194,400 sq.ft. Rail trackage totals 120 car-spots at dockside with a 150-car storage yard behind the wharves. The facility includes a Gantry Crane (handling dry bulk, magnet, container and heavy lift cargoes) which straddles 2 of the 3 marginal tracks, travelling the entire 1,200 ft. length of dock. Crane will lift 75 tons a distance of 75 ft. off the face of docks, with all areas brilliantly lighted for 24 hour cargo operations. In addition to the 25 acre facilities described above, the District owns a total of 73 acres or 1 mile of frontage for future development. The master plan calls for a total of 4 Transit Sheds, additional open-dock wharves and Roll-on/Roll-off facilities.

AUTHORITY: Port of Port Arthur Navigation District of Jefferson County, Texas, 900 Fourth Street, P.O. Box 1428, Port Arthur, Texas 77641. *Tel:* (409) 983-2011. *FAX:* (409) 985-9312. *Contact:* Ben Goldstein, Port Director.

PORT CANAVERAL, Florida: 28.25 N. 80.35 W.

(See Plan)

DOCUMENTS: Vessels arriving in the Customs Territory of the United States, Bureau of Customs Documentary Requirements:

1. The vessel's Register, International Load Line Certificate, Tonnage Tax Certificates, Clearance from last Foreign Port, and Certificate of Financial Responsibility (Oil Pollution).

2. Additional Documents required:

(a) Original Manifest (lists) of:
All Cargo on Board – Customs Form 1302.
All Passengers on Board.
Stores List.
Crew Purchase List.
Crew List.
Narcotic List.

(b) All items listed in Nos. 1 and 2 *(a)* must be presented to the boarding Customs Inspector and later at the Customhouse for entry. In addition a Customs Form 1300 (Master's Oath) and Customs Form 1301 (General Declaration) must be presented at the Custom House.

(c) Duplicate Manifest (lists) of:
1. All Cargo for discharge at this port.
2. All Passengers for discharge at this port.
3. Stores List.
4. Crew Purchase List.
5. Crew List.
6. Narcotic List.
7. CF3171 – Permit to Lade or Unlade (this will usually be furnished by the vessel's Agent prior to the arrival of the vessel).

(d) If vessel is proceeding coastwise from Port Canaveral with residue foreign cargo on board, prepare a Traveling Manifest which is a true copy of everything listed in the Original Manifest (*2(a)*). This must be presented to the boarding Customs Inspector and later at the Customhouse.

3. Other Documentary requirements: The Immigration Officer will require the original certificate Crew List on Form I-418. The same for passengers. He will also require the presentation of all passports and documents of seamen and passengers as to their immigration status for entry into the United States. A supply of Seaman's Landing Permit Form No. I-95A and passenger Permit No. I-94 should be maintained and they should be typed and ready for landing.

The Immigration Officer will want to inspect the entire crew. The Customs and Agriculture Officers will want to inspect the food storage areas and the quarters of the crew. The Agriculture Officer will also require a stores list. The Customs Officer will place a seal on the Bonded Stores Locker.

PILOTAGE: Pilotage is compulsory for all foreign vessels and for United States vessels under register in the foreign trade. Pilotage is optional for United States coastwise vessels who have on board a Pilot licensed by the Federal Government. Vessel applies for Pilot through Agent or Port Authority. May also call Pilot Office direct, Tel: (407) 783-4645. Pilot will board at Buoys 3 and 4 (Lat. 28° 22.6′ N., Long. 80° 31.7′ W.). Pilot boat is 37 ft. long with black hull, white house and buff deck, has "Pilot" painted on sides. Standard day/night pilot signals are displayed. Pilot boat stations itself 1 mile S.E. of Buoys 3 and 4, 0.5 hours before ETA of vessel. Vessels may anchor anywhere in area. Pilot boat is equipped with VHF Channels 12 (156.60 MHz) and 16 (156.80 MHz), but no continuous radio watch is maintained. Advance notice of at least 24 hours should be given.

ANCHORAGES: Within the harbour itself, none. Vessels may anchor anywhere in the area of the Pilot Station, Buoys 3 and 4.
RESTRICTIONS: Docking and undocking carried on day and night. Draft restrictions – if draft exceeds 34.6 ft. vessel must await rising tide to enter port.
MAX. SIZE: Length and draft at Tanker Berth No. 1 and No. 2, 650 ft., with 41 ft. draft. Cargo dock, length unlimited – 41 ft. draft.
HEALTH: See "Health: All Ports" before first U.S.A. ports (Albany). Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: Pilot boat is equipped with VHF Channels 12 (156.60 MHz) and 16 (156.80 MHz) but no continuous radio watch is maintained. Advance notice of at least 24 hours should be given. Best to route ETA cables through Western Union Telegraph. Port Canaveral is equipped with VHF Port Operations frequency 156.6
TUGS: There are 2×1,800 h.p. tugs and 1 × 2,400 h.p. at Port Canaveral; most ships use the tugs for docking and undocking, but it is not mandatory. Tugs normally join vessel inside jetties and tugs lines are used.
BERTHING: All vessels unless prevented by conditions will be turned around upon entering turning basin and will be berthed headed seaward. No berthing permitted without Port Pilot aboard.
Northside:
Piers 1, 2, 3 and 4, all 41 ft. draft, general cargo, water available. Piers 3 and 4 with combined continuous length of 1,200 ft. – 41 ft. draft. Potable water and electricity available.
Southside:
Marginal Wharf with total length of 1,620 ft. at 41 ft. draft, 250 ft. at 24 ft. draft, general cargo, bunkers, water available.
Ro/Ro Ramp No. 1: 30 ft. width, elev. + 3 ft. MLW.
Tanker Berth No. 1: Dolphin type, 41 ft. draft, petroleum products, cement, bunkers, water available.
Tanker/Cargo Berth No. 2: Length 400 ft., 41 ft. draft, petroleum products, water available.
Cruise Terminals No. 2, 3 and 4: 35 ft. draft, 2,060 ft. combined length.
Cruise Terminal 5: 35 ft. draft, 525 ft. berth.
Cruise Terminal 10: 35 ft. draft, 725 ft. berth.
Also see "Tankers".
STEVEDORES: Important that vessel gives accurate ETA at least 24 hours in advance to enable Agent to order gangs.
MEDICAL: Advance notice for Agents not required, but if available is appreciated. There are good hospital facilities available and an emergency walk-in clinic at the Port. A contract physician's office of the U.S. Public Health Service is at Cocoa Beach, just South of the port.
TANKERS: Tanker Berths No. 1 and 2 available at present for discharge operations, with 35 ft. draft limit. No oil to be pumped overboard. Heavy fines imposed for oil pollution, however slight. The ship or ship's Agent will immediately report any spillage of oil on the wharf or on the water and the extent of the spill to the Port Manager and the Harbour Master. If spillage is considerable all cargo operations must stop and vessel prepare to undock.
FRESH WATER: All wharves have facilities for supplying fresh water, delivered by 4 in. water line.
FUEL: The general cargo wharf and Tanker Berth No. 1 have facilities for supplying fuel. 24 hours' notice requested. Fuelling by truck available at other berths.
FIRE: Ships discovering fire on board or close by on shore will sound repeated long whistle blast signals and use every other available means to report the fire.
Gasoline Tankers: All deck scuppers must be plugged before starting to discharge cargo. Supply of sand or sawdust must be on hand near the discharge headers. Static cable must be connected to wharf. Minimum 100 lb. pressure must be on water main and fire hose connected. Discharging must be stopped during severe lightning. Deck Officers must keep close check on hose connections for gasket leaks. Emergency Ship Movement Policy of Port Canaveral must be observed.
CONSULS: None.
REPAIRS: Available in the port.
SURVEYORS: Surveyors are available on request.
GANGWAY/DECK WATCHMEN: Not usually employed, this service left to discretion of Master.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Tonnage Tax Certificate.
Derat Certificate or Derat Exemption Certificate.
CUSTOMS ALLOWANCES: 300 cigarettes per crew member. Wine and/or spirits: 1 quart per crew member.
REPATRIATION: All facilities available for effecting crew changes and arranging any necessary repatriations.
AIRPORT: Two airports available, serviced by regular airlines, Orlando International Airport, Orlando, Florida, approximately 50 miles from the Port; Melbourne Regional Airport at Melbourne, Florida, approximately 35 miles from Port. Also Space Coast Executive Airport approximately 25 miles from the Port, but this airport has only limited service.
TIME: GMT minus 5 hours normal, GMT minus 4 hours Daylight Saving Time.
HOLIDAYS: Numerous holidays do not effect operation of port, which operates 24 hours a day, 7 days a week.
POLICE/AMBULANCE/FIRE: Police/Fire, Tel. 783 – 7800; Ambulance, Tel. 452 – 1444.
EMERGENCY CO-ORDINATION CENTRE: United States Coast Guard Station, Port Canaveral. Tel: (407) 853-7601.
TELEPHONES: Arrangements are not available for placing on board.
BANKS: The American Bank, 326 E. Merritt Island Causeway, Merritt Island, Florida.
Barnett Bank, 430 Brevard Avenue, Cocoa, Florida.
The First Bankers of Florida, N.A., 111 George King Boulevard, Port Canaveral, Florida 32920.
The First National Bank of Brevard, 15 E. Merritt Island Causew Merritt Island, Florida.
United National Bank, 82 N. Atlantic Avenue, Cocoa Beach, Flor 32931.
Numerous other banks are available in this area.
STORING: See "Prelims".
1. Vessels stored by truck only.
2. N/A.
3. Yes.
4. No.
5. Usual.
6. Yes, if required.

SHIP SUPPLY SERVICE: No ship supply services operate at the po
In times of emergency, launch or tug service could be arrang through the Port Authority, and helicopter evacuation provided throu the United States Coast Guard.
SHORE LEAVE: Crew allowed ashore.
IDENTIFICATION CARDS: Required.
REGULATIONS: All radio frequency radiations from ships in P Canaveral must be scheduled to prevent any possible interference missile tests conducted on the Cape Canaveral Missile Test Annex. Th only exception is standard ship/shore HF harbour control frequenc Vessels desiring to radiate will request permission from the P Manager and/or Harbour Master.
GENERAL: All vessels, civilian and military, will provide wire ropes fro the bow and stern with eyes that can be reached by tugs com alongside. Pilots will make sure wires are in proper position bef leaving vessel. All vessels will undock and proceed to outer anchora when so ordered by Port Manager and/or Harbour Master in the eve of: *(a)* a severe oil spillage; *(b)* fire is discovered on board a vess laden with petroleum, explosives or a quantity of dangerous carg *(c)* vessel is in jeopardy due to conditions on shore. Emergenc movement of ships will be made with an able sea watch without awai for return of other ships personnel.
DEVELOPMENTS: Western Basin Expansion started in mid-198 completion 2008. 7 additional ship berths, including container, gene cargo, bulk cargo, shipyard and cruise terminals. Estimated co U.S.$400 million.
Inlet channel to be widened from 300 ft. to 400 ft. and entranc channel to be deepened.
Middle Turning Basin and part of West Turning Basin to be deepene to 39 ft.
AUTHORITY: Canaveral Port Authority, P.O.Box 267, Cape Canave Florida 32920. *Tel:* (407) 783-7831. *Telex:* 981573 Ptcanave *FAX:* (407) 784-6223. *Contact:* Charles M. Rowland, Executive Direct Joseph Lapolla, Deputy Executive Director. Louis J. Perez, Director Cargo and Cruise Marketing. Dwight Fender, Director of Operations.

PORT EVERGLADES (including Fort Lauderdale), Florida: 26.05 N. 80.05 W. **(See Pla**

LOCATION: Port Everglades is on the Southeastern coast of the Flor Peninsula, within the three cities of Hollywood, Fort Lauderdale, an Dania, as well as unincorporated Broward County. The seaport is loca approximately 23 miles North of Miami, 48 miles South of West Pa Beach, and 312 miles South of Jacksonville.
Sea Buoy: The Port Everglades Sea Buoy is located a Lat. 26° 05′ 31″ N., Long. 80° 04′ 46″ W.
DOCUMENTS:
3 copies Travelling Cargo Manifest (Form 1302), the original show all cargo on board, and 2 copies showing only cargo for this po
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I-418).
2 copies Crew List (Form I-418).
Customs Boarding Officer will also examine Ship's Register and Lo Line Certificate. In addition, the following documents will be required f formal entry to be made within 48 hours of arrival from abroad 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Form 1300).
All foreign clearances.
All other ship's documents (Water Pollution Certificates, etc.).
U.S. Certificates of payment of tonnage tax (Customs Form 1002
Certified Crew List.
American vessels only – All foreign repairs (Customs Form 226).
PILOTAGE: Pilot boards at Port Everglades Sea Buoy, located Lat. 26° 05′ 30″ N., Long. 80° 04′ 45″ W. Pilot available 24 hours a d
ANCHORAGE: A Sea Anchorage is designated outside the harbour a North of the Entrance Channel, where ships may anchor witho damaging existing underwater cables or the local reef system. Wa depth is 60 ft. – 90 ft. The rectangular anchorage is 1,000 ft. wide a 1.5 miles long, inside the following designated area:

N.E.	Lat. 26° 07′ 46″ N.,	Long. 80° 04′ 51″ E.
N.W.	Lat. 26° 07′ 46″ N.,	Long. 80° 05′ 01″ E.
S.E.	Lat. 26° 06′ 20″ N.,	Long. 80° 05′ 01″ E.
S.W.	Lat. 26° 06′ 20″ N.,	Long. 80° 05′ 10″ E.

There is a Government Restricted Area immediately offshore, Sou of the Entrance Channel.
Offshore Loading: Sea Anchorage limited to above coordinates. Wa depth 60 ft. – 90 ft. No lighters based at Port.
RESTRICTIONS: Entrance to Port Everglades is by a straight cha running in a due Westerly direction for a distance of 1.7 miles from t 50 ft. contour of the ocean to the turning basin. The channel is 50 wide at its seaward end, narrowing to 450 ft. wide from the jetty entra to the Turning Basin. The water depth is 44 ft. including the Tur Basin. All depths are at Mean Low Water.

BASIN: *Main Turning Basin:* The Main Turning Basin is 1,200 ft. East and West and 2,450 ft. North and South with a depth of 44 ft. The North extension of turning basin is 620 ft. wide East and West on the North limits and 900 ft. wide East and West on the South limits and 1,150 ft. North and South, with a depth of 31 ft. The South extension of the Main Turning Basin is 1,300 ft. wide East and West by 1,300 ft. North and South, with a depth of 38 ft.

Southport Turning Basin: 900 ft. East and West by 800 ft. North and South, with a depth of 44 ft.

Tide: Mean tidal range at the harbour entrance is 2.5 ft. with a Spring tide of 3.0 ft. Tide range in the slips is from 0.2 ft. – 0.3 ft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO/VHF: The following radio channels are available to communicate with facilities at Port Everglades:

Ship calling and safety: Channel 16.
Harbour Master: Channels 16, 14, 7A and 18A.
Operations: Channels 14, 7A and 18A.
Port Everglades Bar Pilot: Channels 12, 16, 13, 14, 18A, 19A.
Port Everglades Towing Co.: Channels 16, 13, 77, 14 and 18A.

TUGS: 4 tugs available to assist berthing with up to 4,200 h.p. Available 24 hours a day.

Port Everglades Towing Inc., P.O.Box 13038, Port Everglades, FL 33316. Tel: (305) 523-2200. Fax: (305) 527-1744. Telex: 514840.

BERTHING: *Berth Bulkheads:* Bulkheads are sheet steel piling with concrete caps and rubber high impact absorbing fendering.

Berth Dimensions and Usage: There are 45 berths available with various lengths and depths for ocean-going vessels. Ten are in 3 slips, the remainder are located along marginal wharves and T-heads. Total berthing space is 25,222 lineal ft.

Berth	*Length* ft.	*Depth* ft.	*Use*
1A	180	12	Cruise/Lay-in
1B	220	23	Cruise/Lay-in/Navy
1 – 2 – 3	1,601	31	Cruise/Cargo
4	900	43	Cruise/Cargo
4A – 5A	290	43	Cruise/Cargo
5	900	43	Tanker/Cargo
6	380	38	Container/Cargo/Lay-in
7 – 8	1,200	38	Tanker
8A – 9A	300	38	Miscellaneous
9 – 10	1,200	38	Tanker
11	500	38	Barge
12 – 13	1,226	38	Tanker
12A – 13A	300	38	Miscellaneous
14 – 15	1,226	38	Bulk Cement/Cargo
16 – 17 – 18	1,648	38	Container/Lo-Lo
19 – 20	1,300	38	Cruise/Navy
21 – 22	1,475	38	Cargo/Cruise/Navy
23	240	38	Miscellaneous
24 – 25	1,369	40	Cruise/Navy/Lay-in
26 – 27	1,337	40	Cruise/Cargo/Navy
28A	480	27	Tugs
28B	275	27	Lay-in
28C	350	27	Lay-in
28D	350	27	Lay-in
28E	275	27	Lay-in
28F	400	27	Cargo/Container
29	800	40	Bulk/Container/Lumber/Scrap
30	900	44	Bulk/Container
31 – 32	2,000	44	Container
33A	800	44	Container/Ro-Ro
33B	400	44	Ro-Ro
33C	400	44	Ro-Ro

Cruise Terminals: There are a total of 9 modern air-conditioned passenger terminals, 8 of which are equipped with elevators, escalators and loading bridges. Cruise facilities are at Terminals No. 1, 2 and 4 at the North end of the Port, and 19, 21, 22/24, 25 and 26 at Midport. The 9th cruise facility, Terminal No. 25, was dedicated in May 1992.

Footage dedicated to Cruise Operations:

Cruise Terminal No. 1:	21,600 sq.ft.
Cruise Terminal No. 2:	34,000 sq.ft.
Cruise Terminal No. 4:	30,000 sq.ft.
Cruise Terminal No. 19:	40,000 sq.ft.
Cruise Terminal No. 21:	42,000 sq.ft.
Cruise Terminal No. 22/24:	42,000 sq.ft.
Cruise Terminal No. 25:	36,000 sq.ft.
Cruise Terminal No. 26:	29,000 sq.ft.

Foreign Trade Zone Warehouses: There are 5 warehouses in the Foreign Trade Zone (FTZ) with a total of 401,000 sq.ft. of space.

FTZ "A"	110,000 sq.ft.
FTZ "A Annex"	110,000 sq.ft.
FTZ "B"	30,000 sq.ft.
FTZ "E"	45,000 sq.ft.
FTZ "F"	106,000 sq.ft.

Transit Warehouses: There are 9 transit sheds containing a total of 536,900 sq.ft. of in-transit storage space.

Warehouse area (sq.ft.):

No. 1	50,400
No. 2	38,000
No. 4	65,000
No. 6	17,500
No. 16	90,000
No. 18	90,000
No. 19	50,000
No. 26	80,000
No. 29	54,300

Open Storage: Approximately 286 acres, paralleling the length of the harbour, and located next to cargo berths, and transit warehouses are set aside for open storage. All berths have vehicular access, and Berth No. 4 has rail service. Most dry and general cargo berths are designed for dual requirements of open and coverage storage, eliminating the necessity of shifting vessels after partial unloading. Open storage areas are enclosed and secured with chain link fencing.

Typical commodities consigned to open storage are lumber, containers, construction steel and steel products, automobiles, heavy duty equipment, scrap metal and other bulk commodities.

Open Yard Area Facilities:

Location	*Acres*	*Use*
West of Building 4	4	Containers
West of Berth 4A	4	Containers
Pier 2	1	Containers/Steel
Midport Container Yards	44	Containers
Midport Marina	10	Containers
Berth 29	18	Bulk/Lumber/Steel
Southport	155	Containers/Trailers
S.E. 18th Avenue	18	Future Development
Southport	20	Scrap Metal
FTZ	4	Vacant
FTZ	8	Warehouse Expansion

Foreign Trade Zone: Port Everglades Authority is the Grantee and Operator of Foreign Trade Zone No. 25 located within the Port. Use of the facilities is outlined in Foreign Trade Zone No. 25 Tariff No. 1, which may be obtained from Foreign Trade Zone staff.

Reefer Outlets: There are currently 421 reefer outlets located at Port Everglades, primarily 3 phase 480V, 60 cycle, 100 amps. Includes the Sea Land Terminal at Midport with 141 outlets and the CCT Terminal at Southport with 120 outlets.

Refrigerated Warehousing: A one million cubic foot reefer plant with 6 temperature adjustable chambers (Primlaks (USA), Inc.) is located less than 200 ft. from the Container Terminal (Berths No. 16 – 18).

Roll-On/Roll-Off Facilities: There are 8 Ro/Ro ramps built into the sea walls. One ramp is located at Berth No. 1, two ramps are located at the West end of Berths No. 4 and 5, and two additional ramps are located at the corner of Berths No. 18 and 19. Three ramps are located in Southport at Berths No. 33A, 33B and 33C.

Ramp	*Width* (ft.)	*Depth* (ft.)
Berth 1	70	31
Berth 4	145	43
Berth 5	145	43
Berth 18	43	38
Berth 19	84	38
Berth 33A	140	44
Berth 33B	120	44
Berth 33C	120	44

CRANES: With the exception of rail-mounted container gantry cranes, all cargo handling equipment is owned and operated by stevedoring and agency firms. Companies provide modern handling equipment, mobile cranes of 100, 65, 30 and 20 tons. Attachments include clamshell buckets, electric magnets and automated ship-unloaders. No floating cranes or derricks are based at the Port.

BULK CARGO FACILITIES: Port Everglades is highly diversified in the type of cargoes it handles. Storage facilities are available for petroleum, scrap metal, bulk cement, etc.

Cement: Berths No. 14 and 15 are the Port's designated berths for handling bulk cement. There are currently 30 bulk cement silos, 12 owned by Rinker Cement and 18 owned by Continental Cement Company of South Florida, Inc. The Rinker facility has a total holding capacity of 50,000 short tons and handles both white and grey cement with bagging for white cement. Product is distributed by Rinker Transport Company and others, to destinations throughout Southeast Florida. Rinker has a newly installed, privately owned Kovako ship unloader sitting on approximately 700 ft. of dockside rail, and providing the capacity to unload up to 400 metric tons of bulk cement per hour. Continental Cement's 18 silos have a total bulk grey cement capacity of 30,000 tons. Continental has a privately owned Siwertell ship unloader, located adjacent to its dockside silos sitting on 400 ft. of rail, with the capacity of discharging cement at a rate of 800 metric tons per hour. Bagging services are available at Continental, which also distributes its product throughout Southeast Florida.

Lumber: The designated lumber yard is located at Berth No. 29. There are currently two primary lumber companies with Port Everglades operations. MacMillan Bloedel Ltd. ships hemlock, cedar and spruce from private mills in British Columbia, and provides transportation and distribution services throughout South Florida. Gulf Atlantic Lumber Sales ships Western red cedar and Western hem fir from British Columbia mills with distribution throughout the State of Florida.

Petroleum: There are 264 various sized petroleum storage tanks located in the Port Everglades jurisdiction, with a total capacity of approximately ten million barrels. The majority of tanks are privately owned. Also see "Tankers".

Scrap Metal: Ten acres are dedicated to scrap metal storage and processing. The two primary companies providing these services are Port Recycling Industries, and SIDCO Enterprises, Inc./Sunshine Metal Processing, Inc.

Steel: Construction steel and other steel products are normally stored at Berth No. 29. Indoor storage of steel coils at Terminal 29.

Waste Paper/Newsprint: Indoor storage is made available for these commodities in dockside transit warehouses No. 1, 2, 19 and 20. St.John's Shipping is the Port's principal waste paper shipper.

CONTAINER HANDLING FACILITIES:

Berths: Container operations are currently centered around Midport Berths No. 16, 17 and 18 with 2 gantry cranes, lighted and secured, also at Berth No. 6, 28F, 29 and Southport Berths No. 30 and 33A with 3 low profile Post-Panamax gantry cranes.

Handling Equipment: A full range of container handling equipment is available, including container top handlers, yard mules, high capacity forklifts, chassis and flatbed trailers.

Terminals: Storage areas total 59 acres in the Midport and Northport area, accommodating both wheeled and grounded configurations. All container terminals are adjacent to the Berths to facilitate container transfer and loading. Trailer operations are already in effect at the developing 155 acre Southport Container Complex through Crowley Caribbean Transport's 55 acres container/trailer facility. Gantry crane operations available at Southport.

Cranes: Port Everglades currently has 3 container cranes available for service. All are rail-mounted, diesel electric single trolley, through-leg load handling, gantry type container cranes.

Kone Oy Gantry Crane (Located at Midport):

Operator: Port Everglades Authority.

Operating features:

Rated capacity (below spreader)	30 long tons
Rated capacity (below cargo hook)	37 long tons
Hoist speed at rated capacity	160 ft./min.
Lower speed at rated capacity	160 ft./min.
Hoist acceleration at rated capacity	2 sec. (approx.)
Hoist speed with empty spreader	380 ft./min.
Trolley travel	500 ft./min.
Boom travel (up or down)	5 min.

Principle Dimensions:

Rail gauge	50 ft.
Frame leg clearance	50 ft.
Overall portal clearance	44 ft.
Total lift, top of rail to underside of spreader	81 ft.
Total lift minimum	131 ft.
Outreach, centreline waterside rail – centreline spreader	130 ft.
Backreach, centreline landslide rail to centreline of spreader	40 ft.
Width of crane with bumpers extended	95 ft.
Boom stowed crane height	240 ft.

Paceco Gantry Crane (Located at Midport).

Operator: Port Everglades Authority.

Operating features:

Rated capacity (below spreader)	50 long tons
Rated capacity (below cargo hook)	58 long tons
Hoist speed at rated capacity	150 ft./min.
Lower speed at rated capacity	190 ft./min.
Hoist acceleration at rated capacity	2 sec. (approx.)
Hoist speed with empty spreader	360 ft./min.
Trolley travel	500 ft./min.
Gantry travel	150 ft./min.
Boom travel (up or down)	5 min.

Principle Dimensions:

Rail gauge	50 ft.
Frame leg clearance	60 ft.
Overall portal clearance	51 ft.
Total lift, top of rail to underside of spreader	100 ft.
Total lift minimum	150 ft.
Outreach, centreline waterside rail centreline spreader	135 ft.
Backreach, centreline landslide rail to centreline of spreader	75 ft.
Width of crane with bumpers extended	95 ft.
Boom stowed crane height	270 ft.

Spreaders:

Bromma Telescopic 20 ft., 35 ft., 40 ft. rated 40 long ton capacity.

Paceco Telescopic 20 ft., 35, ft. 40 ft. rated 40 long ton capacity.

Paceco Telescopic 20 ft., 35 ft., 40 ft., 45 ft. rated 50 long ton capacity.

Southport: 3 cranes operational.

Operator: Port Everglades Authority.

Operating and maintenance features:

Main hoist speeds at:	40 long tons
Hoist loaded	180 ft./min.
Hoist unloaded	380 ft./min.
Lowering loaded	180 ft./min.
Lowering unloaded	380 ft./min.
Trolley speed	600 ft./min.
Boom shuttle time	2.5 minutes in, 2.5 minutes out.
Gantry speed	150 ft./min.

Principle Dimensions:

Post Panamax, low profile type shuttle boom.

Dock rail gauge	100 ft.
Clear height under spreader over rail	106.25 ft.
Maximum gantry width (bumpers free)	86.5 ft.
Workable outreach	145.5 ft.
Minimum workable backreach at Post Panamax working position	45 ft.
Overall height limit above rail	151.25 ft.
Total lift	155 ft.
Maximum boom width	30 ft.
Portal clearance	50 ft.
SWL capacity	40 long tons

STEVEDORES: These services are provided by licensed stevedoring firms. Arranged by Agent.

TANKERS:

Berth 4: Length 900 ft., depth 43 ft.

Operators: Coastal Fuels Marketing Inc.; Exxon Co., U.S.A.; Marathon Oil Co.

Berth 5: Length 900 ft., depth 43 ft.

Operators: Coastal Fuels Marketing Inc.; Exxon Co., U.S.A.; Amerada Hess Corp.; Marathon Oil Co.; Shell Oil Co.; Trumbull Asphalt.

Berth 6: Length 400 ft., depth 38 ft.

Operators: Coastal Fuels Marketing Inc.

Berths 7 and 8: Length 1,200 ft., depth 38 ft.

Operators: Amoco Oil Co.; Coastal Fuels Marketing Inc.; Citgo Co Exxon Co., U.S.A.; Porto Fina Oil Co.; BP Oil Co.; Amerada Hess Co Marathon Oil Co.; Mobil Oil Corp.; Shell Oil Co.; Chevron, U.S.A Texaco, U.S.A.; Louis Dreyfus Energy Corp.

Berths 9 and 10: Length 1,200 ft., depth 38 ft.

Berth 9 Operators: Coastal Fuels Marketing Inc.; Citgo Petroleu Corp.; Porto Fina Oil Co.; BP Oil Co.; Mobil Oil Corp.; Chevron, U.S.A Texaco, U.S.A.; Louis Dreyfus Energy Corp.

Berth 10 Operator: Florida Power & Light.

Berth 11: Length 500 ft., depth 38 ft.

Operators: Coastal Fuels Marketing Inc.; Warren Petroleum Co.

Berths 12 and 13: Length 1,225 ft., depth 38 ft.

Operators: Coastal Fuels Marketing Inc.; Citgo Petroleum Corp.; Por Fina Oil Co.; BP Oil Co.; Mobil Oil Corp.; Chevron, U.S.A.; Texac U.S.A.; Louis Dreyfus Energy Corp.

Berths 14 and 15: Length 1,225 ft., depth 38 ft.

Operators: Coastal Fuels Marketing Inc.; Florida Power & Light.

Size of Pipelines:

Amoco: 3×12 in.

Coastal Fuels Marketing Inc.:

Berth No. 1: 6 in. and 8 in. bunker and diesel.
Berth No. 2: 6 in. and 8 in. bunker and diesel.
Berth No. 3: 6 in. and 8 in. bunker and diesel.
Berth No. 4: 10 in. and 8 in. bunker and diesel.
Berth No. 5: 12 in. bunker; 24 in. gas; 12 in. gas; 12 in. Jet-A; 12 in. diesel; 10 in. bunker; 6 in. diesel; 24 in. crude.
Berth No. 6: 10 in. bunker and 6 in. diesel.
Berth No. 7: 12 in. Jet-A; 12 in. diesel; 10 in. gas; 26 in. gas; 12 in. gas; 10 in. bunker; 6 in. diesel; 12 in. J.P. 4; 12 in. cru
Berth No. 8: 12 in. Jet-A; 10 in. bunker; 10 in. gas; 10 in. asphal 8 in. RC70.
Berth No. 9: 10 in. bunker; 8 in. diesel; 6 in. diesel.
Berth No. 10: 10 in. bunker.
Berth No. 11: 8 in. bunker.
Berth No. 12: 8 in. bunker; 6 in. diesel.

Coastal Fuels Marketing Inc. has 6 in. and 8 in. bunker and dies lines on all berths except 23, 26 and 27.

Chevron: 1×24 in.; 2×12 in.; 2×8 in.
Cities Service Oil Company: 3×12 in.; 1×14 in.
Exxon Oil Company: 3×12 in.; 1×8 in.
BP Oil Company (Berths No. 9 to 13): 6×6 in.; 1×8 in.; 2×10 in.; 1×12 in.; 1×14 in.; 2×16 in.
Marathon Oil Company: 2×12 in.; 2×8 in.
Mobil Oil Company: 2×12 in.
Florida Power & Light: 1×12 in.; 1×10 in.
Shell Oil Company: 3×12 in.; 1×8 in.
Texaco, Inc.: 1×14 in.; 2×12 in.; 1×10 in.
Trumbull Asphalt Company: 1×12 in.
Louis Dreyfus Corp.: 2×12 in.; 2×8 in.
Warren Petroleum Company: Propane.

FRESH WATER: Available by pipeline at all berths.

FUEL: All berths, except Berths No. 23, 29 and Southport, a accessible to pipeline hose connections for bunker fuels. All berths a accessible by tank truck and barge.

Coastal Fuels Marketing Inc., P.O.Box 13124, Port Everglade Fl. 33316. Tel: (305) 525-4261. All deliveries ex-pipeline or tank tru All grades of bunkers available.

CUSTOMS ALLOWANCE: At the discretion of Customs officers. Norm allowance is 200 cigarettes or 2 lb. tobacco and 1 litre wine or spi per crewman for personal use. Additional allowances may be give considered necessary, due to length of vessel's stay in port.

HOLIDAYS: New Year's Day (January 1st); Martin Luther Kin Birthday (January 15th); President's Day (3rd Monday in Februar Washington's Birthday (February 22nd); Good Friday; Memorial D (May 30th); Independence Day (July 4th); Labour Day (1st Monday September); Veteran's Day (November 11th); Thanksgiving D Christmas Day (December 25th).

When any of the above holidays fall on a Sunday, they will be observ on the Monday following. Work on these holidays is by spec arrangement only.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight sav time, GMT minus 4 hours, from first Sunday in April to last Sunday October.

BANKS:

Abbott Foreign Exchange, 255 E.Flagler, Miami. Tel: (305) 374-23

Bank Atlantic, 1750 E.Sunrise Blvd., Fort Lauderdale. Tel: (30 760-5000.

Barnett Bank (45 branches), Fort Lauderdale/Miami. Tel: (30 765-1764.

917 SE 17th Street Causeway, Fort Lauderdale. Tel: (305) 765-18

C & S National Bank, One Financial Plaza, Fort Lauderdale. Tel: (30 765-2376/2734/2739.

County National Bank of S.Florida, 1401 E.Broward Blvd., F Lauderdale. Tel: (305) 651-7110.

Safrabank II, NA., 1600 SE 17th Street Causeway, Fort Lauder Tel: (305) 467-8772.

Southeast Bank, NA., Everglades Banking Center, 1710 S.Andr Avenue, Fort Lauderdale. Tel: (305) 467-5310.

Sun Bank/South Florida, NA., 501 E.Las Olas Blvd., Fort Lauder Tel: (305) 465-7500.

Thomas Cook Foreign Exchange, 3526 N.Ocean Blvd., F Lauderdale. Tel: (305) 566-2666.

TELEPHONES: Public telephone are available at all cruise termi and most berths.

IDENTIFICATION CARDS: Standard U.S. Immigration Form I-95 t made up for each crew member on arrival. Not necessary for crew m already holding Form I-95 if issued for the same vessel.

GARBAGE DISPOSAL: Dumpsters for domestic garbage only are available with 3 cu. yard capacity and 30 cu. yard capacity.

WASTE OIL DISPOSAL: *Oily Mixture Discharge:* The Port has facilities to receive oily mixtures from ships, and holds a U.S. Coast Guard Certificate of Adequacy as a reception facility. Oily mixtures may not be discharged, except to Port-approved facilities which are assigned when the vessel docks. Oily mixtures include bilge slops, oily wastes, oil residues, sludge, oily ballast water and washings from oil tanks.

SERVICES: *Post Office:* A United States Post Service Contract Station is located within the Port at the Sailor's Canteen, Building No. 64, Spangler Blvd. Hours are Monday – Friday, 0830 hrs. – 1200 hrs., 1430 hrs. – 1700 hrs., Saturday 0830 hrs. – 1200 hrs.

Restaurants:

Burt & Jacks Restaurant: Located at Berth 23. Formal American dining in a Mediterranean villa with water on three sides. Prime steaks and Jumbo Maine lobster are the specialities for this award winning restaurant. Owners are Mr.Jack Jackson and Mr.Burt Reynolds. Entertainment nightly. Jackets required for dining. Tel: (305) 522-5225.

Port Restaurant: Located in Building No. 62, 1600 S.E. 24th St. Counter or table service. Hours: Monday – Friday, open until 1900 hrs. Food service until 1500 hrs. Saturday: 0700 hrs. – 1300 hrs. Tel: (305) 462-2335.

Sailor's Canteen: Located in Building No. 64, State Road No. 84 (S.E. 24th St.), 0.5 mile inside Port Everglades. Hours: Monday – Friday 0500 hrs. – 1730 hrs. Saturday 0500 hrs. – 1400 hrs. Serving fresh sandwiches, soda/coffee. Counter service only. Candy, cigarettes, post cards, film, magazines, books, radios, cameras, sundries available. Tel: (305) 524-1467.

Snack Bars: Snack bars are in operation at each cruise terminal when a cruise ship is embarking or disembarking passengers at that terminal.

DEVELOPMENTS: Construction of 155 acre Southport Container/Trailer Complex underway. Ro/Ro ramps operational. Depth 44 ft.

AUTHORITY: Port Everglades Authority, 1850 Eller Drive, Fort Lauderdale, Florida 33068, U.S.A. *Tel:* (305) 523-3404. *Telex:* 240042. FAX: (305) 525-1910. *Cables:* Portglades. *Contact:* James J. O'Brien, Port Director. Dave Miller, Director of Corporate Communications.

PORT HURON, Michigan: 42.59 N. 82.26 W.

Refer to St. Lawrence Seaway for important general information.

PILOTAGE: Compulsory, by Seaway Pilots.

ANCHORAGES: Near head of St. Clair River at Sarnia. Vessels should anchor as close to shore as safely possible to keep channel clear for passing vessels.

RESTRICTIONS: Navigation season from mid-March to end-December approx. Dock channel depth – 25 ft. Vessel's size restricted by Seaway locks.

MAX. SIZE: 730 ft. length; 26 ft. draft.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required. Port can be contacted through Marine Operator, Sarnia.

TUGS: Available. Not compulsory, but sometimes necessary in bad weather.

BERTHING: Port Terminal Co. Dock: 700 ft. long 26 ft. – 31 ft. depth.

MEDICAL: All facilities available.

DENSITY: Fresh water.

FRESH WATER: Obtainable by pipeline at all docks.

FUEL: All grades available by pipeline at all docks.

REPAIRS: Machine shops available for limited deck and machinery repairs.

AUTHORITY: *Managers:* Port Huron Seaway Terminal Co., 2336 Military Street, Port Huron, Michigan 48060. *Contact:* W.R. Neal, President.

PORT JEFFERSON, New York: 40.59 N. 73.06 W.

(See Plan)

OPERATOR'S REPORT: 1981

PILOTAGE: Harbour Pilot/Docking Master will board outside of the sea buoy. If at anchor, Docking Master will board at the anchorage.

APPROACHES: *Port Approaches – Cautionary Advice:* (via New York) Charts: 12339, 12366, 12367, 12363, 12362, 12354.

Vessels leaving New York bound for Port Jefferson transit New York's East River and Long Island Sound.

Sandy Hook Pilots handle the ship in the East River and Hell's Gate, and the Long Island Sound Pilots handle the ship in the Sound. The change of Pilots is made off City Island. The pilot boat can be raised on Channel 13. All shoals and rocks are well marked and the shore line provides an excellent radar target for position checking.

During Summer months, thick fogs present a hazard on this route. Long Island Sound is also a major yachting centre so extreme care must be exercised while transitting this area.

There are several dangers to be wary of when making the passage from New York to Port Jefferson; in order of approach they are:

1. East River and Hell's Gate are areas of strong tidal currents averaging 4.6 knots during ebb tide which set in a Southwesterly direction. Vessels drawing up to 35 ft. may transit Hell's Gate only at Slack High Water. Sluggish handling vessels should arrange for tug assistance through the East River and Hell's Gate.
2. 26-ft. buoy "32A"; usually passed well clear to the South.
3. Cable and Anchor Reef; usually passed to the South.

Port Approaches – Cautionary Advice: (From Block Island) Charts: 13205, 13215, 13209, 12354, 12362.

On approaching Block Island from a Southerly direction, a good radar picture is obtained of the Island's South coast. The RDF station at S.E. Light is also useful.

It is advisable to remain at least 1 mile to the East of Block Island because of the numerous shoals close in shore.

Non-U.S. flag vessels and U.S. flag vessels under registry approaching from Block Island embark Pilot about 2.5 miles South of Point Judith.

U.S. flag vessels under enrolment approaching from Block Island embark Pilot 1.4 miles East of Old Harbour – Block Island.

There are several dangers to be wary of when making the passage to Port Jefferson; in order of approach they are:

Block Island North Reef Buoy "1B1" marks a dangerous shoal and should be passed well clear.

The Race is a narrow channel into Long Island Sound. Strong East to West currents occur during maximum ebb or flood and knowledge of position should be maintained in view of possibility of unusual set. Valiant Rock may be passed on either side. The Race is an extremely popular area for sport fishermen and the area is usually congested with small craft.

Extreme caution should be exercised during the Summer months when transiting through Block Island and Long Island Sound as there is heavy traffic of pleasure craft.

Thick fog is prevalent during Summer months.

Good water is found in Long Island Sound from The Race to Port Jefferson as long as the mid-channel Buoys "P1" and "CF" are passed close to, and care is taken so as not to pass North of "28-ft. shoal" buoy.

Vessels headed for Port Jefferson will pass South of "Stratford Shoal" light. Radar is the best navigational aid in this area, also, there are several RDF stations that can be used.

ANCHORAGE: Anchorage is available North of "Mount Misery" shoal in depth of 80 ft. to 100 ft. Barges are available for lightering from New York. Winter weather conditions with strong winds sometimes hold up lightering operations 2 to 3 days. Vessels with stern anchors can sometimes minimise this delay by making a lee for the barge.

RADIO: Send ETA to Agent 72 hours, 48 hours and 24 hours prior to arrival at Block Island pilot station. Advise max. draft (salt water) in the initial message.

VHF: Pilot: Channel 13, 16 and 18A. Tugs: Channel 19A "KFT 234" 18A. Traffic Control: Channel 13. USCG: Channel 16. Terminal: Channel 13.

TUGS: 3 tugs available from New Haven, 2 single screw diesels of 1,800 s.h.p. and 1,600 s.h.p. and a twin screw boat of 1,800 s.h.p.

TANKERS: Tosco Pipeline Company: Traffic at times may be heavy near the harbour entrance and in the inner harbour. Sand and oil tows, coastal tankers, and the Bridgeport/Port Jefferson ferry may be encountered. Arrangement should be made with the Pilot ensuring that other traffic is not hampering the safe entrance and channel transit.

Vessels start in one hour prior to HW. The entrance between the jetties is made by lining up with the ranges at the head of the harbour. Consideration should be given to a possible cross set. Once inside the jetties, speed is reduced, and the vessel is stopped off the dock. The vessel is then breasted into position starboard side to with the assistance of 1 or 2 tugs. The terminal is located approximately 1.8 miles from the breakwaters on the starboard side of the channel.

Vessels in a light condition, when departing with the assistance of 1 or 2 tugs, are backed and turned off the LILCO dock with the forward draft not exceeding 14 ft.

Shore Facilities: 2×8 in. hoses.
2×16 in. shoreline (3.5 miles long).
Shore booster pumps.

FRESH WATER/FUEL: Bunkers are not readily available; in an emergency, bunkers could be arranged by Ecklof Marine, Bayway, N.J. and delivered by barge from New York. Fresh water is available ex berth.

GARBAGE DISPOSAL: Drums available alongside. Service provided by Miller Environmental Group at 24 hours notice.

WASTE OIL DISPOSAL: Contact Mr.Czujko at Tosco (Tel: (516) 941-4040) 24 hours in advance. Tanker trucks available with 2 in. hose.

SEAMAN'S CLUBS: At New York, which is 40 miles away.

GENERAL: *Gangway:* Ship's gangway is required.

Tides and Depth of Water: The depth of water in the channel determines the safe draft for entering. Agent and Pilot should be consulted as to safe draft. Strong Westerly winds will cause the water level to be lower than usual, and strong Easterly winds will increase the water level. Average range of tide is 6.6 ft.

Oil Pollution: This area is very sensitive to oil pollution, so extreme care should be exercised. In case of an oil spill, consult with Pollution Control Officer and notify U.S. Coast Guard, Terminal Representative and Agent. Visible smoke from ship's stack is also a very critical area of pollution in this port. Spill booms are deployed.

Security: The terminal is fenced and guarded. Maintaining a gangway watch is recommended.

Ballast/Slop Facilities: There are no dirty ballast or slop facilities in Port Jefferson.

Firefighting Facilities: The terminal is equipped with 2 fire pumps which service 2 fire monitors on the dock. The fire line has the capability to deliver foam. There is a 3,150 lb. wheeled dry chemical extinguisher and various hand extinguishers to cover the hose tower area.

Fire wires should be hung, one forward and one aft, on the offshore side with eyes which can easily be reached by tugs in case of fire. The tanker should have all fire fighting equipment aboard in readiness to combat any fire that may arise.

AUTHORITY: Tosco Pipeline Company, 19 Belle Mead Road, East Setauket, New York 11733, U.S.A. *Contact:* Zenon Czujko, Manager.

PORT LAVACA/POINT COMFORT, Texas: 28.40 N. 96.35 W. (See Plan)

DOCUMENTS:
- 2 Cargo Manifests.
- 2 Stores Lists, Form CF1303.
- 2 Crew's Effects Declaration, Form CF1304.
- 1 Clearance from Last Port.
- Vessel's Register, tonnage, tax receipts, etc.
- 2 copies Crew List.
- 2 copies Passenger List.

PILOTAGE: Ship's Agents notify Matagorda Bay Pilots as to vessel's ETA. Pilot boat can be contacted on VHF Channel 16, then switch to Channel 26 to continue conversation. Pilot boards at Buoy 1-A at position Lat. 28° 23′ N., Long. 96° 17′ W.
ANCHORAGES: Marked on chart of Matagorda Bay and approaches.
RESTRICTIONS: Vessels may enter any time day or night. Entrance channel depth 38 ft. Bay Channel depth 36 ft.
MAX. SIZE: Public Dock – max. length approximately 750 ft. Draft controlled by channel depth of 36 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: Galveston Radio (ITT Mackay Marine) and Port Lavaca Marine operator can be contacted on VHF Channel 16, then switch to Channel 26 for continued conversation.
TUGS: One tug available, joining vessel shortly before arriving at berth. A second tug is normally available on request.
BERTHING: Vessels berth at Public Dock.
STEVEDORES: Boyd-Campbell & Co. and Dix Shipping Company of Corpus Christi, Texas. At Alcoa's Dock all plant labour is used.
MEDICAL: No advance notice required. Several clinics and 1 hospital available in Port Lavaca.
DENSITY: Average density is 1010/1012.
FRESH WATER: Fresh water available alongside berth.
FUEL: Fuel is available from VAL-CAP located in Port Lavaca. Can be delivered by barge or truck.
CONSULS: Only Norwegian Vice-Consul Tel: 512-987-2311.
REPAIRS: Only minor repairs possible. No dry docks.
OPENING/CLOSING HATCHES: At Public Dock this is done by stevedores. At Alcoa Dock this is done by ship's crew.
CERTIFICATES: Load Line, Foreign Clearance, Safety Equipment, Financial Responsibility (oil pollution), Tonnage Tax Receipts, will be required.
REPATRIATION: Arrangements are possible but preferably should be accomplished in larger ports.
AIRPORT: Nearest airport 30 miles at Victoria, Texas, served by Continental Express only, Corpus Christi Airport about 90 miles; Houston Airport about 150 miles.
TIME: Central Standard Time during Winter (GMT minus 6 hours). Beginning first Sunday in April until last Sunday in October, Daylight Saving Time (clocks are moved ahead 1 hour).
HOLIDAYS: All holidays observed by contract with ILA. See "Houston".
POLICE/AMBULANCE/FIRE: Police Department, Fire Department and Ambulance Service, Tel: 911.
TELEPHONES: Telephones are available ashore only. Telephone booth on Public Dock.
IDENTIFICATION CARDS: Immigration Crew Landing Permit I-95 required for each man.
GARBAGE DISPOSAL: Dumpster available on pier for non-APHIS waste. No charge for use of dumpster. APHIS waste minimum charge is $ 550.00. Garbage services arranged through Port Authority.
WASTE OIL DISPOSAL: Waste oil disposal available through use of vacuum truck. Arranged through Port Authority.
SEAMAN'S CLUBS: None.
CURRENCY: U.S.Dollar.
DEVELOPMENTS: Plans for lengthening dock and another warehouse are now being considered.

SHIPMASTER'S REPORT: July 1991.
Radio: Unable to contact any public correspondence radio station by VHF. The tug relays any arrival message to pilot, etc.
Bauxite: The Aluminum company imports several million tons of ore per year using both sides of its finger pier. This is said to be 875 ft. long with 39 ft. depth alongside. It is equipped with 2 grab cranes and one conveyor belt, said to be capable of handling 1,750 long tons/hr. Cargo from 2 ships may be discharged at the same time onto the single belt.
Charter Party: This has been amended to read discharge to "machine clean only", the implication is that if the ship's crew do not dig out cargo from the corrugations, ladders, ledges, brackets and sloping sides, the ship will be ordered off the berth with several hundred tons of cargo remaining. At least one regular caller with wet grade bauxite engages a 15 man cleaning gang for the passage to the next port. This gang brings its own high pressure water pump and its own bilge pumps for the operation.
General: Fresh water was obtained from a single outlet at the outer end of the pier, well placed for the after peak. Local provisions can be obtained, such as for port use. Technical stores ordered by owners delivered from Corpus Christi at a charge of U.S.$85.00. All messages, copying, doctor, etc., were handled by Owner's A attending from Galveston. Ship's crew access by locked turnstile no visitors allowed. Nearest shopping centre is surprisingly large charge is U.S.$12 each way. Walking is prohibited and uncomfortable because of the heat and mosquitos.

AUTHORITY: The Port of Port Lavaca/Point Comfort, The Calh County Navigation District, P.O.Box 397, Port Lavaca, Texas 77 *Tel:* (512) 552-2727/3237. *FAX:* (512) 987-2189. *Contact:* Doug Ly Port Manager.

Private Dock owned by Aluminium Company of America with its Ag being Alcoa Steamship Company Inc., Point Comfort.

PORT NECHES, Texas: 30.00 N. 93.57 W.

DOCUMENTS, PILOTAGE, RADIO, etc.: Refer to "Port Arthur".
HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany)
TUGS: Meet vessel in Neches River before arriving at berth. Norma 2 tugs used for docking, 1 for undocking.
BERTHING: Texaco Chemical Co. (Jefferson Dock) Chemical C Distance from sea 30 miles, depth at berth November to March 32 and from March to November 35 ft. Max. LOA 800 ft.

Texaco Terminal: Distance from sea 34 miles, depth at berth 3 Max. LOA 810 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available by barge.
FUEL: Bunker C not available ex-wharf at Texaco Terminal, only barge from Port Arthur or Beaumont.
CONSULS: Nearest at Houston.
REPAIRS, DRY DOCKS: See "Port Arthur".
GANGWAY/DECK WATCHMEN: Not required unless crewm detained by Immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and 1 quart wine or spi for each man.
AIRPORT: 15 minutes from docks. Several flights a day 0600 hrs 2200 hrs. to Houston International Airport.
IDENTIFICATION CARDS: Foreign crew only require Immigra Landing Permit.
AUTHORITY: *Operators:* Texaco Chemical Company, P.O.Box 277 Houston, Texas 77227-7712, U.S.A. *Contact:* W.C.Kent, Manage Distribution Operations.

PORT ST. JOE, Florida: 29.49 N. 85.19 W.

DOCUMENTS:
All documentation must be on United States forms.
At least:
- 3 Passenger Lists.
- 3 Crew Lists (1 for visa Crew List).
- 3 Curio Lists.
- 3 Stores Lists.
- 2 Complete Manifests.
- Clearance from Last Port.

PILOTAGE: Apply for Pilot through ship's Agent – address "Port St. Joe, Pilots" and advance ETA 18 hours. "VHF – Channel Pilot boat station is at Sea Buoy, Port St. Joe only and location anchorage for vessel awaiting a Pilot is 1 mile West of Sea Buoy.
ANCHORAGES: Local harbour charts indicate safe anchorage.
MAX. SIZE: Draft 32 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany
RADIO: Call sign WLO, Mobile, Alabama.
TUGS: None presently available.
STEVEDORES: ETA must be received by 1800 hrs. in order to h gangs at 0800 hrs. following day.
MEDICAL: No notice required. Hospital facilities available. Inocula required same as public health U.S. Government requirements.
TANKERS: Discharge lines 8 in. No residue discharge allow 2 tanker berths 32 ft. draft.
DENSITY: Salt water – heavy concentration.
FRESH WATER: Available in unlimited quantities by hose connec from dock to ship, 1.5 in. to 2.5 in. size at 60 p.s.i.
CONSULS: None.
REPAIRS: None.
DRY DOCKS: None.
GANGWAY/DECK WATCHMEN: Only when requested by ship.
OPENING/CLOSING HATCHES: Work can be performed by e stevedores or crew.
CUSTOMS ALLOWANCES: 1 carton of cigarettes per week per c member permitted. Further allowances would depend on circumsta Wine and/or Spirits 1 bottle per crew member as allocated by Custo
CARGO GEAR: Must be in compliance with "U.S. Govern Longshoremen Safety Codes".
REPATRIATION: Can be accomplished by Agent and Immigration should be accomplished in larger ports if possible.
AIRPORT: Served by regular airlines. 6 combined flights a day. Dis 40 miles.

TIME: Standard Time GMT minus 5 hours. GMT minus 4 hours Daylight Saving Time from first Sunday in April to last Sunday in October.

HOLIDAYS: *No Work Holidays:* No work performed New Year's Day, Fourth of July, Labour Day, Christmas Day, or December 24th & December 26th, and Easter Sunday, except handling of mail, baggage and perishables (except bananas) or unless a ship is in distress, such as fire or leaking bottom, or, other causes that would damage cargo or vessel. In event work done on New Year's Day, Fourth of July, Labour Day, Christmas Day, December 24th & December 26th, or Easter Sunday, rate of pay for such ship work shall be double the normal time rate. Should above holidays fall on Sunday, double time will be paid. Following Monday will be paid at time and one-half.

Working Holidays: Armistice Day, Thanksgiving Day and Memorial Day are to be paid for at overtime rate – one and one-half times straight-time rate. Should any of above holidays, except Sunday fall on Sunday, the following Monday will be observed.

POLICE/AMBULANCE/FIRE: Police Tel: 229-8265; 227-4526; Ambulance Tel: 227-1115 (Comforter), 277-1818 (St. Clair), 229-8111; Fire Tel: 227-1115.

TELEPHONES: Available for placing aboard.

SHORE LEAVE: Shore leave allowed when cleared by Immigration.

REGULATIONS: Normal working hours of longshoremen from 0800 to 2230 hrs. only, 7 days a week.

DELAYS: Only when due to port congestion.

GENERAL: In sending ETA when ship is going to arrive over weekends (Saturday and Sunday), an ETA notice should arrive prior to 1700 hrs. Friday.

AUTHORITY: Port St. Joe Port Authority, P.O.Box 280, Port St. Joe, Florida 32456. *Tel:* (904) 227-1111. *Contact:* Amelia Tapper.

PORT **SAN LUIS,** California: 35.10 N. 120.45 W.

(See Plan)

APPROACHES: The approach channel, directly off the end of the Harbour District's Pier is an entrance channel, which is unlit and identified by large green or red buoys.

The tanker channel runs North/South to Pier No. 2 (Union Oil) and small vessels using Pier No. 3 (Harford) run a course of approx. S.E. – N.W.

ANCHORAGE: The best anchorage in the Harbour is on the starboard side, coming from the sea, being the area between Pier No. 3 and the second, Union Oil Terminal Pier. Anchorage be outside of the existing mooring area and the holding ground is primarily sandy bottom.

MAX. SIZE: Tankers up to 750 ft. length and 26 ft. draft.

48,000 d.w.t. tankers may not use Pier No. 3 (Harford). Vessels wishing to use Pier No. 3 must give prior notice in writing, except commercial fishing vessels.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Los Angeles Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Vessels should contact Union Oil Company through Marine Operator. "Walkie-talkie" sets used for communication with terminal. VHF station KTD 411, Channels 10 and 16.

VHF: Harbour Office, call sign "KYZ 664", on VHF Channel 16 throughout 24 hours, working Channels 10 and 12.

TANKERS: Tanker berths only at Union Oil Company Pier. Vessels tie off pier at Berth No. 4. Depth alongside 32 ft. MLW.

1×12 in. and 1×16 in. load/discharge lines. No ballast discharge allowed.

DENSITY: Salt water, 1025.

MEDICAL: Services available.

FRESH WATER: Available.

FUEL: The Harbour District maintains and operates a diesel fuel facility, capacity 12,000 gallons. The facility is at the end of the District's 1,400 ft. pier. Limited use restricted to small vessels (Commercial "Dyed" diesel fuel only) up to 300 d.w.t. Gasoline also available.

CONSULS: Nearest consuls situated at Los Angeles and San Francisco.

REPAIRS: There is a work dock facility available, equipped with power and water.

AIRPORT: County Airport, San Luis Obispo, situated 12 miles distant. 6 flights daily to Los Angeles and to San Francisco.

HOLIDAYS: Christmas and New Year; Martin Luther King Day; President's Day; Memorial Day; Independence Day; Labour Day; Veteran's Day; Thanksgiving Day and following day.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

No garbage services for large craft other than local garbage dumpsters by special order.

WASTE OIL DISPOSAL: 50 galls. collection drums on one pier only.

SEAMAN'S CLUBS: None.

WEATHER: The mean tidal range in San Luis Obispo Bay is 3.6 ft., the Spring range is 5.3 ft. and the maximum range is approximately 9.8 ft. The highest observed tide was 7.5 ft. above MLLW mark in January, 1948. The lowest tide of −2.3 ft. MLLW mark occured on January 7th, 1951. Tidal level above the MHHW or MLLW will occur approximately 20% of the time during severe storms. The existing breakwater gives partial protection from waves approaching from the Western part of the San Luis Bay. The bay is exposed to open sea from the South to Southwest. Northwesterly winds are predominant, except during the Winter months, October through April, when these storms from the South generate waves that approach from the S.W. to S.E. The magnitude of the surge is usually less than 0.5 ft. However, 1 ft. waves are common. The prevailing wind is from the N.W. and averages 5 to 15 knots and, during a Southerly storm, can go up to 60 knots.

The climate and weather are typically mild and favourable. The rainy season, including the storm season, is generally from November 15th to April 15th. Occasionally, brisk winds or fog make it temporarily difficult to navigate within the Port. Rain and heavy winds are not usually experienced at other times of the year. Normally, the temperature is from the low 50's to the high 70's.

GENERAL: Port San Luis is an official Port of Entry with U.S. Customs. The Port Director is on duty Monday to Friday from 0800 hrs. to 1630 hrs.

There is a boat yard with a 60 ton mobile hoist.

AUTHORITY: Port San Luis Harbour District, Pier No. 3, P.O.Box 249, Avila Beach, California 93424. *Tel:* (805) 595-5400. *Fax:* (805) 595-5404. *Contact:* J.K. Elder, Harbour Manager. John D'Ornellas, Operations Manager.

PORT SULPHUR, Louisiana: 29.28 N. 89.41 W.

(See Plan)

DOCUMENTS, etc: Refer to "New Orleans".

PILOTAGE: A vessel coming into port from sea can arrange to pick up a Bar Pilot (Associated Branch Pilots) by furnishing ETA to the ship's Agents, radio contact by VHF Channel 9 and AM Channels 2738 and 2182. Bar Pilot is exchanged for river Pilot at Head of Passes, Pilot Town, Louisiana. River Pilot (Crescent River Port Pilot's Association) can be arranged through ship's Agent in New Orleans and radio contact as above. Vessel awaiting Pilot for departure may remain at dock until Pilot arrives. Advance notice of 3 hours is required for departing Pilots. This can be arranged by the ship's Master with the shipping foreman.

ANCHORAGES: Anchorage is available on East bank of river opposite to Freeport Sulphur Company Dock. Depth of water at anchorage is 40 ft., the controlling depth in the river.

RESTRICTIONS: No restrictions for entry because of time of day, nor conditions of tide or draft except the controlling depth of Mississippi River to Port Sulphur (35 ft. – 40 ft. as published in reports by U.S. Army Corps of Engineers).

MAX. SIZE: Max. permissible length – 750 ft., breadth not limited, draft equal to controlling depth of river.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Tropical Radio WNU New Orleans.

TUGS: Tugs not normally required. Shore crews usually handle ship's lines. Tug may join the vessel opposite the dock. Charges for handling ship's lines.

STEVEDORES: Not normally required. When requested, stevedoring services can be obtained from Port of New Orleans; contact ship's Agents for particulars.

MEDICAL: Advance notice for personnel requiring medical service is required through ship's Agents. Hospital facilities are available.

TANKERS: 1 tanker berth, permitted draft equal to or greater than controlling depth of Mississippi River. Diameter of loading/discharge lines are 12 in. and 16 in. respectively.

DENSITY: Density in port not affected by tide. Fresh water.

FRESH WATER: Not available.

FUEL: Fuel may be loaded by barge with vessel at anchor. Fuel transfer is not permitted at dock.

FIRE PRECAUTIONS: No welding repair permitted at dockside. Fuel transfer is not permitted. No other specific precautions observed except for "no smoking" precautions, etc.

CONSULS: Consuls offices are located in New Orleans, Louisiana.

REPAIRS: Engine and deck repairs are possible when the dock is not otherwise occupied.

CERTIFICATES: Certificate of condition of cargo handling gear required when use of gear is necessary.

GANGWAY/DECK WATCHMEN: Services of watchmen desirable but not required. Port does not furnish this service.

AIRPORT: New Orleans International Airport, served by most major airlines. 55 miles from Port Sulphur.

TIME: Local time is Central Standard Time (GMT minus 6 hours), except from April/October, Daylight Saving Time is in effect.

HOLIDAYS: Vessels are loaded on all holidays.

POLICE/AMBULANCE/FIRE: Police Tel: 564-2525; Ambulance Tel: 564-2525; Fire Tel: 564-3231.

TELEPHONES: Pay telephones are available.

SHORE LEAVE: Crew members are allowed ashore.

IDENTIFICATION CARDS: Immigration Form I-95.

DELAYS: Loading will not commence until all holds are clean of scale and other foreign matter.

AUTHORITY: Freeport Sulphur Company, P.O.Box 1025, Port Sulphur, Louisiana 70083. *Tel:*(504) 564-3981. *Contact:* A.W. Dow, Operations Manager.

PORT WENTWORTH, Georgia: 32.09 N. 81.08 W.

PILOTAGE: Compulsory. Pilot boards at Savannah Sea Buoy. 48, 24 and 12 hours notice required through Agent.
RESTRICTIONS: Vessels can enter and leave port during hours of darkness and at any stage of the tide, however, depth of water at River Bends controls draft.
MAX. SIZE: See "Berthing".
VHF: Pilot on Channels 16, 14 and 13.
TUGS: Tugs from Savannah assist with berthing and unberthing.
BERTHING: *Continental Can & Paper Co.:* Port Wentworth is the most inland berth up the Savannah River and is 29 miles from the entrance. Max. size of vessel so far to berth was LOA 628 ft. Pilots would accept vessels of 700 ft. LOA but would be unable to swing with this length. The berth is dredged to approximately 40 ft. for a length of 700 ft. Least depth of water in channel from sea to berth 28 ft.

Mean tidal range at berth 8 ft. to 9 ft. Nature of bottom – mud.

Vessel is able to dock at any stage of the tide, however, vessels undock on the flood to swing off berth. (Approximately one hour's flood tide required). The berth is a timber faced concrete wharf of length 240 ft.
Facilities: There are no bulk handling facilities or quay cranes. Three mobile cranes used. There are no Ro-Ro facilities or floating cranes available. Fork lifts are available for handling reels of linerboard. There are no facilities for handling containers as berth is only used by Paper Mill.
STEVEDORES: Savannah labour used (Experts on loading paper reels).
MEDICAL: Doctor and hospital available.
DENSITY: 1001.
FRESH WATER: Not available.
FUEL: Bunker fuel oil available by barge. Diesel oil and lubricating oils also available.
SERVICES: (Available locally or from Savannah). Fresh provisions, repairs, dry dock, airport, surveyors and laundry service.
GARBAGE DISPOSAL: Service available on request at a charge.
WASTE OIL DISPOSAL: Service available on request at a charge.
SEAMAN'S CLUBS: None.
AUTHORITY: Stone Savannah River Pulp and Paper, Inc., P.O.Box 548, Savannah, Georgia 31402. *Tel:* (912) 964-1271. *FAX:* (921) 966-4342. *Contact:* J.R.Knight, Traffic Manager.

PORTLAND, Maine: 43.39 N. 70.14 W. (See Plan)

DOCUMENTS:
1 Crew List.
1 Passenger List.
2 Stores Lists.
2 Foreign Purchases Lists.
2 Inward Foreign Manifests uniform cargo.
Original Bill of Lading.
1 Form 1300 Master's Oath on entry of vessel.
2 Form 1374 Outward Foreign Manifest.

PILOTAGE: Ship's Agents usually notify Pilot approximately 48 hours in advance of arrival then changes are made at 24 and 12 hours. Pilot boat usually called on Channel 16 and then switched to Channel 11 to continue conversation. Pilot goes aboard ship in vicinity of the large navigation buoy using ladder on lee side. When weather bad, suggest vessel anchors approximately 1 mile North of the large navigation buoy (LNB).

Portland Pilots Inc. Tel: (207) 774-5623. Fax: (207) 774-5683.
Docking Pilots: McDuffie Pilots Inc. Tel: 781-3954.

ANCHORAGES:
Anchorage A (General): Beginning at Eastern corner of Grand Trunk Railway Company Pier No. 3 (Pier removed); thence approximately 90°, 1,700 yd. to Brooklyn Ledge Buoy 16; thence 330°, 350 yd.; thence 25°, 780 yd.; thence 303°, 750 yd.; thence 254°, 560 yd.; thence 186°, 750 yd.; and thence to the point of beginning.
Anchorage B (General and Quarantine): Beginning at Brooklyn Ledge Buoy 16, thence 58° to Little Diamond Island thence along the S.W. shore to the pier on the Southern end of Little Diamond Island; thence 143°, 1,200 yd.; thence 270.25° to House Island Light; thence along the Western shore of House Island to Fort Scammel Point Light; and thence 329°, 1,620 yd. to the point of beginning. Anchorage B is intended for general purposes, but especially for use by oil tankers and other deep-draft ships entering the harbour at night and intending to proceed to the dock allotted at daylight the following morning, or as soon as practicable. This area also is to be used for quarantine anchorage. Any vessel anchored in this area shall be ready to move on short notice.
Anchorage C: Bounded on the N.W. by House Island; on the North by a line running 90° from House Island Light to Peaks Island; on the East by the Western shore of Peaks Island, by a line running 198° from the Westernmost point on Peaks Island to Cushing Island, and by the shore of Cushing Island to its Westernmost point; and on the Southwest by a line running from the Westernmost point on Cushing Island to Fort Scammel Point Light. Anchorage C is intended for use only by small vessels and for temporary anchorage.
Anchorage D: Southerly and Westerly of a line beginning at Lighthouse Channel Buoy 1; thence 35° to Anchorage Buoy E; and thence 145° to the mainland. Anchorage D is for use only by small yachts and pleasure craft, and small, light draft coastwise freighters.
RESTRICTIONS: No entry restrictions at night. Deep draft vessels brought in on high water only.

Max. beam through bridge – 93 ft.
Max. draft through bridge – 35 ft.

MAX. SIZE: Size of vessel restricted to 45 ft. draft in harbour area. No outside installations at port at present.
HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to New York Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany
RADIO: Tugs in Portland Harbour use Channel 7. Vessels arrivin Portland go through radio station in Chatham, Mass., RCA installatio or call station WOU via radio-telephone. VHF Harbour Control Portland.
VHF: Voluntary reporting system in effect on Channel 13.

Channel 16, Calling & Distress Frequency, monitored 24 hours da
Channel 22A, Main Coast Guard Frequency;
Channel 11, Portland Pilots;
Channels 7A and 78, Portland Tugboat and Ship Docking;
Channel 13, Ship to Ship.

TUGS: Tugs join vessel at Spring Point in Portland Harbour. Tugs u own lines at no additional charge. Docking Pilots not supplied Company but are available.
BERTHING: Tidal conditions govern arrivals and departures. Dep alongside up to 35 ft.
Merrill Marine Terminal: Located in the upper Fore River. 600 ft. × 134 concrete marginal wharf with 4 dolphins and provides 900 ft. berth w 35 ft. MLW and a 450 ft. Ro/Ro berth with 25 ft. MLW. 2 cranes. Liq storage, covered storage. This Berth handles a variety of cargoe including woodpulp, steel, fertiliser, long logs, tapioca.

This is the only general cargo facility within the Port. Located on t upper Fore River approximately one mile above the lift bridge a adjacent to the fixed highway (U.S. Route 1) and railroad bridge Vessels normally navigate the Fore River on a rising or high tide a depending on vessel's manoeuvring equipment (bow thrusters, etc either one or two tugs may be required for berthing. Vessels may do either port or starboard side to. There is no minimum number of moori lines required. Each berthing is handled on a case by case basis. Fre water is available at the berth. Vessels may undock at any time a again may require the assistance of one or two tugs, depending manoeuvring capabilities.
International Terminal: A passenger, container and Ro/Ro facility w limited cargo capability. Located immediately East of the lift bridge. T boats required for berthing. Wharf is a marginal wooden structure w 730 ft. of face, the Easterly 290 ft. being new concrete construction, a 35 ft. depth at MLW. Fresh water is available at the berth. Vessels m undock at any time and will require assistance of tugs.

The terminal accommodates an international ferry and Hapag Lloyd container service.
Maine State Pier Transient Berth:

Length:	270 ft.
Utilities:	Water, sewer, reefer hook-ups, floodlighted doc
Location:	Pier face far West end of Bath Iron Works facili
Draft:	25 ft.
General:	Layover berth for small passenger or other vesse Immediately adjacent to downtown area, vehic access limited. Prior reservation required via Of of Portland Waterfront Office, Tel: 207-773-16 during working hours (0800 – 1600).

BRIDGES: No undocking on ebb tide through bridge.
STEVEDORES: 4 hours notice on ordering gangs.
MEDICAL: No advance notice required by Agent. 2 hospitals, Ma Medical Center and Mercy Hospital, who take bed patients.
TANKERS: Tankers arriving at Portland Pipe-line, Pier 2, ma preparations for 2×10 in. and 12 in. hoses.

Berth	*Depth Alongside*
Clean Harbours of Maine	18 ft. MLW
B.P. Oil Terminal	34 ft. MLW
Getty Terminal	34 ft. MLW
Gulf Oil Terminal	28 ft. MLW (at bow)
Koch Terminal	34 ft. MLW
Mobil Terminal	35 ft. MLW
Northeast Petroleum Terminal	35 ft. MLW
Portland Pipe-line Pier No. 1	35 ft. MLW
Portland Pipe-line Pier No. 2	48 ft. MLW
Star Enterprise Terminal	38 ft. MLW

Shore Storage: Due to shore storage difficulties the Portland Pipe-li Authorities have requested vessels leaving Venezuelan ports t discharge at Portland to provide the following information in order t avoid ship delays at this terminal:

(a) Vessel's expected time of arrival at Portland.
(b) Quantity and grade of cargo loaded.
(c) In case of split cargoes, intended order of discharge.

The above mentioned information should be radioed to Portland Ag for forwarding to Portland Pipe-line Authorities immediately on sai from the final Venezuelan loading port.
Report: *General/Anchorages:* Deeply laden vessels will enter Portla through the Witch Rock Channel, passing between Buoys "1" and which mark Witch Rock. Lightly loaded vessels will enter through Wi Rock Channel. All vessels will pass between Portland Head and Cush Island. The swell usually subsides near Spring Point, allowing the t to come alongside. Vessels bound for certain Terminals (N Petroleum, Getty, B.P., Koch, Mobil and Star Enterprises) must pa through the South Portland bascule lift bridge which has a horizo clearance of 98 ft. 2 tugs assist vessels through the lift bridge; one the starboard bow with good backing line, the other on the starbo quarter. The bridge will not open between the hours of 0700 to 0 and 1600 to 1800, Monday through Friday. The bridgetender can contacted on VHF Channel 13; a minimum of 1 hour's notice prio arrival at the bridge is desired.

Vessels proceeding to Hussey Sound to lighter will be taken by Sea Pilot through West Cod Ledge and will enter the sound via channel between Peaks Island and Long Island. Extreme care sh be exercised while passing Soldier Ledge, a rock ledge with 40 f water at MLW marked by lighted buoy "6".

N.E. Petroleum Terminal: The vessel continues approximately 1 mile above the lift bridge where it is turned to port and worked ahead into the berth. Vessels dock starboard side to with a minimum of 12 mooring lines. The terminal prefers synthetic mooring lines. The first lines positioned on the dock are the forward spring lines which are passed as the vessel moves ahead slowly. The pier is a typical wooden finger pier with 2 woodfaced steel pile breasting dolphins. Breast lines are led across the dock to wood pile clusters. Vessels dock at Slack High Water and generally can undock at any time with the assistance of 2 tugs. Upon undocking, the vessel must back into the channel and turn before heading out to sea.

Gulf Cumberland Farms Terminal: The Terminal is located in South Portland about 1 mile outside the lift bridge. The berth consists of 2 steel breasting dolphins 40 ft. in diameter which are fendered with wood. The hose rig and manifolds are located midway between the 2 dolphins. Vessels approach the finger pier and are breasted alongside by 2 tugs. Care should be taken not to work the vessel along the pier face. Vessels dock port side to with a minimum of 10 mooring lines. The 2 stern lines lead to 2 mooring buoys. Vessels start in 3 hours prior to HW in order to arrive at the dock at HW. Vessels undock with either 1 or 2 tugs. Mooring lines should be carefully tended as strong Northeasterly winds may cause a vessel to move off the breasting surfaces.

Getty, B. P. and Koch: This Terminal is located at the extreme Western end of the Fore River, approximately 1.5 miles beyond the lift bridge and adjacent to a fixed highway and railroad bridge. Vessels transit the Fore River on a rising tide in order to dock at Slack High Water. The vessel approaches the dock slowly, in line with the pier and slightly off of the face to prevent rubbing on the wood fendering. The vessel should be stopped dead in the water and then gently breasted alongside. All vessels dock port side to with a minimum of 11 lines. Stern lines are run to a mooring buoy. Vessels undock with the assistance of 2 tugs.

Mobil Terminal: This Terminal is a marginal-type berth located on the South bank of the Fore River approximately 1.25 miles above the lift bridge. The dock has 2 breasting cells 160 ft. apart. The cells are concrete capped supported by cylindrical steel pipes. The hose gantry platform is located midway between the breasting cells and is set back 3 ft. from the outer face of the cells. The breasting cells are equipped with hard rubber fixed fendering. The mooring points for head, stern, and breast lines are smaller concrete caps supported by steel pipes. A wood walkway runs the length of the dock connecting the the concrete caps. 2 tugs breast the vessel alongside for a port side to docking. 12 mooring lines are considered the minimum acceptable. Vessels dock at HW. On departure, the vessel is worked astern and then turned off the dock with the assistance of 2 tugs.

Portland Pipe-line Terminal: Portland Pipe-line Corporation operates 2 separate finger piers in South Portland. The Terminal is the Eastern terminus of a pipeline which carries oil to Montreal, Quebec.

Pier No. 1 is the older of the 2 piers. There is a tanker berth on both the East and the West sides of the pier. Vessels dock bow in, starboard side to on the East side and port side to on the West side. On approaching the pier at Slack High Water, vessels are turned to port with the assistance of 2 tugs and are worked into the berth. Forward spring lines are positioned first. 12 mooring lines are recommended. Vessels undock with the assistance of 2 tugs at any stage of the tide. Max. size: 30,000 d.w.t. and 32 ft. draft at MLW.

Pier No. 2 consists of a 975 ft. extension to an older 1,000 ft. finger pier. There is a tanker berth on both the North and the South sides of the pier. Vessels dock bow in, starboard side to on the South side and port side to on the North side. Vessels drawing less than 42 ft. dock at Slack Water. Vessels dock at Slack Water due to the fact that the tide sets across the pier at about 1 knot. Vessels under 80,000 d.w.t. dock with the assistance of 2 tugs; vessels up to 110,000 d.w.t. may require additional tugs. Vessels make a normal approach to the finger pier, are turned to port, and worked slowly into the berth. Forward spring lines are positioned first. 12 mooring lines are considered the minimum acceptable. Vessels undock at any stage of the tide with the assistance of 2 tugs. Max. size: 124,000 d.w.t. and 45 ft. draft at MLW.

Vessels bound for Portland Pipe-line Terminal are usually brought to the inner anchorages, Diamond Island Roads, one tide before their scheduled berthing in order to dock at Slack Water.

Star Enterprise Terminal: The Terminal is located on the South side of the Fore River directly inside the lift bridge. Vessels dock with the assistance of either 2 or 3 tugs. The vessel must transit the bridge as slowly as possible for it must stop immediately after the bridge. It is then slowly turned slightly to starboard and breasted alongside the pier by the tugs for a port side to docking at Slack High Water. Vessels undock at any time with the assistance of 2 tugs and are turned before proceeding through the bridge outbound. 10 mooring lines are considered the minimum acceptable.

DENSITY: Average density 1024.

FRESH WATER: Available by tug for boilers only at rate of tug hire. Drinking water available at piers.

FUEL: No. 6 diesel oil and blended intermediate fuel oils. Delivery is via barge only and 24 hours notice required.

FIRE PRECAUTIONS: None – except at certain oil piers where information given to Shipmaster upon arrival at pier. Ample fire protection, salt water lines, sprinkler system on pier, local fire department.

CONSULS: Honorary Consuls for France and Sweden.

REPAIRS: Repair facilities for all types of machinery available.

DRY DOCKS: 3 basins divided into 7 berths which can handle a vessel up to 455 ft. long and 62 ft. wide (not currently activated). Also 3 other smaller marine slipways.

80,000 ton lift floating dock. Depth over keel blocks 14 m. Length 257 m. Clear width 40.7 m.

New Bath Ironworks: New dry dock in operation.

Specifications:	Clear Width:	134 ft.
	Draft:	46 ft. over 4 ft. keel blocks
	Max. Size:	LOA 1,000 ft. Beam 130 ft.
	Max. Lift:	90,000 long tons
	Dock Length:	747 ft. without outriggers 797 ft. with one outrigger.

SURVEYORS: National Cargo Bureau, Tel: 781-4467. Caleb Brett U.S.A. Inc., Tel: (207) 799-5569. E.W.Saybolt, Tel: (207) 799-1142.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Ship's crew open hatches.

CERTIFICATES: Load Line Certificate, Certificate of Foreign Clearance, Ship's Safety Certificate, U.S. Tonnage Tax Certificate of previous trip if available, Radio Operator's Licence.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Wine and/or Spirits, 1 bottle per person.

CARGO GEAR: Additional gear may be required for dry cargo. Vessel or agent should contact stevedores regarding same as soon as possible prior to vessel's arrival.

REPATRIATION: Arrangements must be made with Agent in advance by telegram.

AIRPORT: Portland Municipal Airport 3.5 to 4 miles distant.

HOLIDAYS: Accepted holidays: New Year's Day; Memorial Day; Independence Day; Labour Day; Thanksgiving Day and Christmas Day. Stevedoring available on any of these days by prior arrangement.

POLICE/AMBULANCE/FIRE: Switchboard 775 – 6361. Emergencies 911.

TELEPHONE: Arrangements can be made to have phone put on ship, but most docks have pay phones.

IDENTIFICATION CARDS: Form I-95 must be filled-out on arriving unless seaman has had a prior one made out for a previous arrival on same ship.

GARBAGE DISPOSAL: Several local companies available. Contact Department of Agriculture. Tel: (207) 780-3237.

WASTE OIL DISPOSAL: Several local companies available.

SEAMAN'S CLUBS: New England Seaman's Mission Inc., Boston. Tel: (617) 569-6719.

GENERAL: Discussions underway with Coast Guard and other officials to install fixed lighthouse stations to replace lightships at entrance.

DEVELOPMENTS: Plans under way for redevelopment of waterfront. Plans call for deepening Fore River from 35 ft. to 45 ft.

AUTHORITY: Port of Portland, Waterfront Division, Two Portland Fish Pier, Suite 307, Portland, Maine 04101. *Tel:* (207) 773-1613. *Contact:* Thomas F. Valleau, Director. Captain Steve Richmond, Waterfront Manager.

State of Maine, Department of Transportation, State House Station No. 16, Child Street, Augusta, Maine 04333. *Tel:* (207) 287-2841. *FAX:* (207) 287-2896. *Contact:* R.D. Elder, Port Development Director.

PORTLAND, Oregon: 45.30 N. 122.40 W. (See Plan)

LOCATION: Portland is located 96 miles up-river from Astoria.

DOCUMENTS:

3 Cargo Manifests.
3 Stores Lists.
3 Crew Curio Lists.
3 Crew Lists.
1 Clearance from Last Port.
1 Tonnage Tax Certificate.
1 Copy of Vessel's Register.
1 Itinerary of Vessel, port by port.

PILOTAGE: Compulsory. ETA Bar Pilot Astoria at least 12 hours before arrival giving deepest draft. Bar pilotage covers from sea to the Port of Astoria, river pilotage covers from Astoria to Portland. They change from launch while steaming in channel off Astoria Buoy No. 37.

Warning: Due to heavy swells on bar during stormy Winter conditions, crossings may be temporarily suspended, therefore Masters should attempt earliest VHF radio contact on Channel 16 with Pilots or Coast Guard Station "Cape Disappointment" for latest bar conditions.

During Summer months Masters should use extreme caution in poor visibility as many small fishing craft will be encountered near mouth of Columbia River.

Also see "General – Pilotage" before first U.S.A. port (Albany).

ANCHORAGES: Vessels may anchor to await berths at various locations on the Columbia River. Usual spots are at Tongue Point Astoria, Longview and at Vancouver, Washington.

RESTRICTIONS: All vessels Masters or their Agents to obtain Coast Guard Clearance at least 24 hours before arrival. Captain of Port may impose movement restrictions if any hazardous cargo. Under 36 ft. draft no movement restrictions, 36 ft. and over up to maximum permissible draft of 39 ft. on Pilot's recommendations. Bar Pilots will take vessels up to 45 ft. draft out on HW.

No size restrictions length and beam, however, Corps of Engineers maintain only 600 ft. wide channel, therefore, deep laden vessels over 600 ft. in length to use extreme caution when turning.

MAX. SIZE: No restrictions length and breadth. Depth at Columbia River Bar 55 ft. River channel to Portland/Vancouver maintained at 40 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Portland.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

Master to radio with ETA state of crew health noting any sickness. Agent will report sickness to Seattle Quarantine Station for clearance instructions.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Route ETA cables through KLBITT Seattle, Washington.

Marine Exchange of the Columbia River District (Merchants Exchange): 24 hour marine reporting. Call sign "KDO 759". Call on Channel 16 VHF. Working (Astoria – Longview and 50 miles out to sea) on Channel 9 and (Longview – Portland) on Channel 11 and 18A.

Marine Exchange (Tel: 503 – 228 – 4361) pass messages to vessels from Agents and vice-versa. Coverage is good in river and 50 miles to seaward.

TUGS: Tugs normally join vessel at designated berth. Tugs' lines used at no charge.

BERTHING: The port operates 4 public ocean cargo terminals (Terminals 2, 4 and 5 are located on the Willamette River and Terminal 6 on the Columbia River) containing 19 deepwater berths, including 7 container berths with 8 high-speed container cranes. A new Post-Panamax crane is due to be operational late 1995. Present depths alongside berths is 40 ft. min. at MLLW.

There are general cargo berths and berths for commodities which require special handling. Port facilities include 21 transit sheds, and 8 warehouses with 2.2 million sq.ft. of sprinkler protected storage area.

SPECIALISED CARGO HANDLING FACILITIES: As well as the 8 container cranes, there are 2 Whirley cranes, 8×45 ton gantry cranes and a 175 ton mobile crane, largest of its kind on the Pacific Coast.

At Terminal 2 is a 2,535 ft. container/general cargo pier with a 40 ton, a 50 ton, a 36 ton revolving crane and an 85 ton straight line crane and 2×65 ton gantry cranes. Terminal 2 contains a Roll-on/Roll-off berth and a 400 ft. barge dock. Pier has a 27 acre open storage yard with rail and truck service. 4 straddle carriers, capable of stacking 20 ft. containers 3 high, or 40 ft. 2 high, serve the yard. Pierside warehouses and container freight station 300,000 sq.ft.

At Terminal 4 there is an 8.1 million bushel capacity grain elevator (Cargill), with box car tipper, truck dumper and barge unloading facility. There is a Dravo bulk unloader with digging capacity of 900 t.p.h. and a bulk outloader with a loading capacity of 1,500 t.p.h. Tanks are available for special cargoes such as petroleum, molasses, tallow and ore concentrates. Also available is a 120 acre open storage area and floating dock for import of automobiles (Toyota). Three general cargo berths, totalling 2,400 ft., equipped with 1×35.5 ton straight line container handling crane and 1×36 ton revolving crane. 48 acre open yard storage and 200,000 sq.ft. covered storage available.

The Terminal 5 elevator is the most modern grain outloading facility in the lower Columbia River and is operated under sub-lease by Columbia Grain Inc.

The elevator has a storage capacity of 4 million bushels and is the fastest on the river, with an outloading capability of 2,100 tonnes/p.h. The facility can receive grain by rail, truck and barge. The barge leg operates at 1,000 t.p.h., trucks are unloaded at 200 t.p.h. and railcars can be unloaded at 1,250 t.p.h.

Terminal 6 has a container pier, length 2,850 ft., with 3×50 ton and 2×40 ton straight line cranes and a 200,000 sq.ft. container freight station, 72 acres of open storage and 2 on-dock rail facilities capable of handling 60 double stack rail cars. Switching is by Burlington Northern R.R. with direct access by Union Pacific R.R. Also a 150 acre open storage area and 2 floating docks for import of automobiles (Honda and Hyundai).

Bunge Corp: Depth alongside 40 ft. Storage Capacity: 8,000,000 bushels. Receiving Capacity: Ex-barge 500 t.p.h.; ex–rail 750 t.p.h. and ex-truck 750 t.p.h. Loading Capacity: 1,800 t.p.h. (1 belt and 5 spouts).

Louis Dreyfus: Depth alongside 42 ft. Storage Capacity: 1,500,000 bushels. Receiving Capacity: Ex-barge 600 t.p.h.; Ex-rail 350 t.p.h. Loading Capacity: 1,200 t.p.h. (2 belts and 6 spouts).

BRIDGES: No arrival times designated if coming from sea and in excess of 750 tons gross. Departures regulated, with bridge closures during peak traffic flow (0700 to 0900 hrs. and 1615 to 1815 hrs.) unless permission granted by Harbour Master.

STEVEDORES: Allocation for gangs Monday to Saturday must be confirmed at 1100 hrs. to longshore hiring hall. Allocation for gangs Sunday and Monday made at 1100 hrs. Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 hrs. in afternoon if night gangs are to work.

MEDICAL: Any type medical treatment provided and hospital facilities available.

TANKERS:

	Max. Size Vessel	
Berth	*Length*	*Draft*
Shell Oil Company	575 ft.	32 ft.
Standard Oil	660 ft. – 700 ft.	35 ft.
Texaco Inc.	650 ft.	30 ft.
Phillips Petroleum Co.	No maximum	30 ft.
Time Oil Co.	600 ft.	38 ft.
Mobil Oil Corp.	550 ft.	31 ft.
Richfield	600 ft.	30 ft.
Union Oil Co.	550 ft.	30 ft.

DENSITY: Fresh water at all times.

FRESH WATER: Available at most berths delivered through pier-side connections.

FUEL: Viscosity grades of B and lower. No advance notice required. Barging essential. Also see "Notice" No. 2.

FIRE PRECAUTIONS: Fire precautions respecting tankers administered by U.S. Coast Guard, which enforces shipboard regulations under the Code of Federal Regulations, Part 46, Sub-Part D, Sections 20 to 40; the Police Harbour Patrol, which controls port movements, boards vessels to warn Master regarding harbour regulations, including spilling of oil, etc.; Fire Marshal exercises jurisdiction regarding fire regulations at shoreside facilities serving tankers.

All vessels to have towing cables rigged fore and aft on the offshore side. Cables to be made fast with the eye 1 m. above the water.

CONSULS: The following countries are represented in Portland:

Barbados
Belgium
Cyprus
Denmark
Finland
France
Germany
Great Britain
Ivory Coast
Japan
Korea
Malaysia
Mexico
Netherlands
Norway
Sweden

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: 3 floating docks, largest 982 ft.×185 ft. clear width, with lift capacity of 81,000 long tons.

GANGWAY/DECK WATCHMEN: Option of vessel Owner/Agent a available through private firms.

OPENING/CLOSING HATCHES: While ship at dock, opening a closing is work of longshoremen. Ship may open or close own hatch while underway.

CERTIFICATES: Registered Tonnage Certificates. Certificat Financial Responsibility (all details must agree with vessel's register

CARGO GEAR: Valid cargo gear certificate required, acceptable to U Bureau of Labor Standards.

REPATRIATION: Arrangements possible for crew changes or oth repatriation.

AIRPORT: Airport 10 miles distant, served by 14 regularly schedu passenger airlines with direct service and/or connections domestica and world wide. 17 cargo carriers also serve the area.

TIME: GMT minus eight hours. Daylight Saving Time becomes effect annually on the first Sunday in April through the last Saturday in Octob

HOLIDAYS: *New Year's Day; Martin Luther King's Birthday (Janua 15th); President's Day (February 21st); Memorial Day (May 30 *Independence Day (July 4th); Harry Bridges Birthday (July 27 *Labour Day (first Monday in September); Columbus Day (October 8 Veterans' Day (November 11th); Thanksgiving Day, *Christmas D (December 25th), State-wide Election Days. Other legal holidays m be proclaimed by state or national authority. When holiday falls o Sunday, the following Monday is observed as holiday. Longshore wo performed on any of above listed days is overtime, which is one and half time rate. Days marked (*) are stop-work days, i.e. no ships will b worked. This also applies to July 5th, which observed locally on unilater basis.

POLICE/AMBULANCE/FIRE: Police Tel: 911; Fire Tel: 91 Ambulance: provided by several private firms, but can be obtain through police or fire number.

TELEPHONES: Available by order from terminal superintendents $5.00 connection charge.

SERVICES: All services available such as compass adjusting, major minor repairs either with work barges or at ship repair berths; lay bert available; charts available from private companies; all chandle supplies available.

SHORE LEAVE: Crew members permitted ashore except where vess has made first arrival from Communist-controlled port.

IDENTIFICATION CARDS: Immigration Dept. requires Form No. I-9 and No. 31 (Repatriation). Changes can be effected at any U. Immigration Office.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. p (Albany).

Service available using private contractors.

Contact:

Disposal Group. Tel: (206) 892-9594.
Foss Environmental. Tel: (503) 283-1150.
Northwest Field Services. Tel: (503) 241-3827.
Reidel Environmental Services. Tel: (503) 286-4656.
Spencer Environmental. Tel: (503) 655-0896.
Western Compliance Service. Tel: (503) 682-2341.

WASTE OIL DISPOSAL: Portland Ship Repair Yard. Tel: (50 240-3041. Fax: (503) 240-3080. Storage tank capacity 250,000 barre

Service also available using private contractors. Contact: Fos Northwest Field Services, Reidel, Spencer or Western (See "Garba Disposal" above).

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar (U.S.$).

NOTICE No. 1:

Customs of the Port: July 1993.

The Customs of the Port with respect to bulk grain and other bu commodities handled through export grain elevators in the Colum River District is published by the Merchants Exchange as a convenie to the trade and to facilitate commerce.

These Customs set forth the normal and customary trade practic of vessels loading in the Columbia River District, considered as one p with grain berths from Astoria, Oregon, to Portland, Oregon, includ Longview, Kalama, and Vancouver, Washington.

These Customs do not, and are not intended to, supersede the ba contractual relationships between the parties (vessel, charterer, shipp etc.). Instead, where these contractual arrangements do not co specific local conditions, these Customs are intended to be ma available for the information of and application by the parties.

SECTION 1:

Subject to the exceptions enumerated below, vessels are assig to a berth(s) in the order in which they file with the elevator(s) as rea to load. A vessel is considered ready when it has obtained Certific of Readiness issued by the National Cargo Bureau, Inc., and an offi Certificate of Stowage Examination from the U.S. Departmen Agriculture, Federal Grain Inspection Service, Inspection Divis stating the vessel is completely fit in all compartments in which i intended to receive cargo.

Exceptions:

(a) In assigning berth to vessels at any elevator, Liners are gi preference over other vessels except that any tramp vessel, wh allowed loading laytime has expired, assumes the status of a li vessel for purposes of berth assignment (Under these Custo the term "Liner" is a vessel sailing under an advertised Paci Coast schedule and operated by a line maintaining regular sai from any Pacific Coast port to named ports, and on which the quantity of all grain to be loaded does not exceed one-half of total deadweight tonnage of the vessel). A vessel which ar and presents Notice of Readiness to load in accordance with the Customs, but which cannot attain "Liner" status because allowed loading laytime is not defined in the contract between parties, will not lose its berthing priority to a tramp vessel with a Notice of Readiness, that has gone on demurrage.

b) An elevator may alter the turn of the vessels whenever confronted with the urgent necessity of receiving or loading any particular grade of grain, or to facilitate conditions at the elevator. When requested, elevator operator will supply written confirmation of such loading alteration as provided under these Customs and/or applicable tariff to Owner's or Charterer's representative.

SECTION 2:

a) Normal working days are Monday through Saturday from 0800 hrs. to 1700 hrs. Exceptions are Sundays and holidays as defined in the Pacific Coast Longshore Contract Document.

b) Overtime – is all work over 8 hours in one day, and work between 1700 hrs. and 0800 hrs., Monday through Friday, and all work on Saturdays, Sundays and holidays as defined in the Pacific Coast Longshore Contract Document.

c) A waiting vessel – where the same holiday is observed on different days in adjoining states, a waiting vessel not knowing where it could work will observe (for laytime purposes) the holiday in the state that it first works.

SECTION 3:

If a vessel refuses to work during a normal working day, or beyond a normal working day when so required in writing by the elevator in accordance with its published tariff, it loses its turn and vacates the berth in favour of the next vessel that is willing to work overtime. The vessel so losing its turn shall be entitled to berth as soon as the berth is next available thereafter. If any vessel refuses to vacate its berth when ordered to do so under the above circumstances, the elevator may effect the removal of such vessel at the vessel's risk and expense.

SECTION 4:

The Board of Directors of the Merchants Exchange will, on an annual basis, select a mediator for the purpose of mediation or interpretation of the Customs of the Port set forth herein.

Requests for mediation or interpretation of these Customs shall be submitted in writing, stating the parties involved and outlining the facts in brief detail to the Executive Director of the Merchants Exchange. The Executive Director of the Merchants Exchange and the mediator will select the time and place for the mediation. Failure of the parties named in the mediation to respond or acknowledge the request for mediation will require the mediator to furnish his interpretation on the facts as presented by the requesting party.

Mediation fees payable to the Merchants Exchange shall be $50, plus any extraordinary charges in connection therewith, to be paid by the party requesting the mediation or interpretation.

Any requests for revisions of these Customs, to reflect new or different custom trade practices, must be submitted in writing to the Chairman of the Customs of the Port Committee with a copy to the Executive Director of the Merchants Exchange.

NOTICE No.2: Issued by the Harbour Master in August, 1980.
SUBJECT: *Discontinuing Ship Repairs at Grain and Oil Docks, and Refuelling at Grain Docks.*

We feel after considerable deliberation that ship repair at Oil and Grain Docks is an unnecessary hazard and should be discontinued at once.

The practice of refuelling ships at Grain Docks also would be considered taking an unnecessary risk, and as such, will be stopped.

After surveying numerous longshoremen and Grain Operators who reaffirmed this position, we are hereby notifying the concerned contractors that this will be our policy from now on.

AUTHORITY: Port of Portland, P.O.Box 3529, 700 Northeast Multnomah Street, Portland, Oregon 97208. *Tel:* (503) 231-5000. Telex: 910-464-5105. *FAX:* (503) 231-5332. *Cables:* Portofport. *Contact:* Mike Thorne, Executive Director.

PORTSMOUTH, New Hampshire: 43.03 N. 70.45 W.

(See Plan)

PILOTAGE: Pilot boards at entrance.

TUGS: The Port of Portsmouth is serviced by 3 regular tugs, one of 1,200 h.p. and two of 1,600 h.p. operated by the Portsmouth Navigation Division of the Central Wharf Towboat Company, Inc. Tel: 1-603-436 1209 (radio frequency 1316). Additional tugs are available in the area if needed.

The rates for moving vessels from the anchorage (1 mile South of Sea Buoy KR2) to berths in the harbour vary according to distance, conditions and tonnage of vessels. Tonnage referred to is s.d.w.t. or Coastwise, whichever greater.

BRIDGES: *Bridge Clearances:*
Memorial Bridge (lift): Horizontal 260 ft., vertical 150 ft.
ME.-N.H Bridge (lift): Horizontal 200 ft., vertical 135 ft.
1-95 Highway Bridge (fixed): Horizontal 440 ft., vertical 135 ft.
General Sullivan Bridge (fixed): Horizontal 100 ft., vertical 46 ft.
New Castle Highway Bridge (Bascule): Horizontal 29 ft., vertical 12 ft.

BERTHING:

New Hampshire State Port Authority:

Operator:	J. T. Clark & Son of N.H. Inc. Tel: (603) 436-8500. Fax: (603) 436-2780.
Location:	3 miles from Outer Anchorage (Buoy KR2).
Depth at Dock:	35 ft. (MLW).
Max. LOA:	700 ft.
Type of Pier:	Length 600 ft. Concrete and steel pile with precast concrete deck.
Products Handled:	General cargo, bulk and containerised.
Dry Storage:	50,000 sq.ft. in two sheds.
Dockside Services:	Potable water, power, telephone, stores and marine bunkers. Modern forklift trucks, bucket loaders, tractors and heavy lift cranes are permanently stationed at the facility to prevent any delays in servicing all types of vessels. The cranes range in size from 35 tons to 225 ton mobile crane. Additional mobile cranes of 165 ton capacity are readily available. A certified weighing system is located in the centre of the freight marshalling area for easy access to trucks and containers entering or leaving the terminal.
Developments:	Expansion of facilities is planned for 1995 and will include a 700 ft. pier with 35 ft. at MLW and a 400 ft. pier with 25 ft. MLW for containers and project cargoes.

Storage Tank Development Corp., Fuel Storage Corp. and Sea-3, Inc.:

Operator:	Fuel Storage Corp. and Sea-3, Inc.
Address:	78 Patterson Lane, Newington, NH 03801. Tel: (603) 431-6000.
Office:	889 Elm Street, P.O.Box 1032, Manchester, NH 03105-1032. Tel: (603) 622-7133.
Sea-3 Terminal:	103 Old Dover Road, Newington, NH 03801. Tel: (603) 431-5990.
Office:	144 Washington Street, Portsmouth, NH 03801. Tel: (603) 436-6225.
Type of Pier:	Steel piled cells offshore 125 ft.
Depth Alongside:	38 ft. (MLW).
Normal Ship Side to Dock:	Port.
Line Handling Boat required:	Motorised shore bollards.
Access to Vessel (for stores and repairs):	Trucks to shoreside, cart or hand to shipyard.
Product Handled:	No. 2 oil, asphalt, MMA, propane, kerosene, low sulphur diesel.
Size and Number of Pipelines:	4 in. – 16 in.
Bbls. per hour Discharge Capacity:	12,420 bbls.p.hr.
Maximum Vessel Dimensions:	44,000 d.w.t.
Storage Capacity:	400,000 bbls.
Other Dock Users:	Coastal Oil, U.S. Government, Trimont International, Cyro.

Also see "Shipmaster's Report".

Public Service Co. of N.H. Dock:

Operator:	Mobil Oil Corp.
Address:	Gosling Road, Newington, N.H. 03801.
Depth Alongside:	32.6 ft. (MLW).
Normal Ship Side to Dock:	Port.
Access to Vessels (for stores and repairs):	Limited.
Products Handled:	Petroleum and liquid bulk.
Size and Number of Pipelines:	Various.
Discharge Capability:	6,000 bbls.p.hr. (varies on product and tank size).
Average Distance to Storage Tanks:	0.75 miles.

Simplex Wire & Cable:

Operator:	Simplex Wire & Cable.
Address:	2073 Woodbury Avenue, Newington, NH 03801. Tel: 436-6100. Fax: (603) 427-0701.
Type of Pier:	T-Shape (permanent).
Depth Alongside:	36 ft. (MLW).
Normal Ship Side to Dock:	Port (bow upstream).
Line Handling Boat required:	Yes.
Access to Vessel (for stores and repairs):	Yes.
Product Handled:	Ocean cables.

Public Service of N.H. – Schiller and Newington Stations:

Operator:	C. H. Sprague & Son.
Location:	1.5 miles above the Interstate Bridge.
Distance Seabuoy to Dock:	7.1 miles.
Controlling Depth in Approaches:	35 ft.
Controlling Depth at Dock – MLW:	37 ft., ledge bottom.
Rise and Fall of Tide:	8 ft.
Products Handled:	No. 4 and No. 6 fuel oil, coal, dry bulk.
Docking and Undocking Conditions:	Docking is restricted to a high water operation – Pilot starting ship in from anchorage area at high water only. Undocking: Low water slack at the dock or 1 hour before high water slack at the dock.
Length of Dock and Construction:	700 ft. with dolphins. Concrete pile, concrete decked T-head wharf with a 100×20 ft. approach.
Tugs and Line Handlers:	2 or 3 tugs used to dock and undock. Terminal personnel used as linesmen.
Bunkers:	Available through 6 in. line at 2,000 bbls./hr.
Water:	Supplied through 2.5 in. line.

Sprague Portsmouth Terminal:

Sprague's Portsmouth Terminal consists of approximately 8.55 acres of industrial-zoned land abutting Public Service of New Hampshire's (PSNH) Schiller Generating Station. The Terminal has 342,000 bbls. of liquid storage capacity.

Other Facilities and Services: Siwertell dry bulk material unloading system rated at 1,000 tons/hr. Vessels of up to 700 ft. length and 36 ft. draft can be accommodated.

Sprague Energy – Newington Terminal:

Operator:	Sprague Energy
Address Terminal:	126 River Road, Newington, N.H. 03801. Tel: (603) 431-5131. Fax: (603) 431-2675.
Office:	One Parade Mall, Portsmouth, N.H. 03801. Tel: (603) 431-1000.
Type of Pier:	Steel piled cells (2) and cement mooring dolphins (3). Offshore 300 ft.
Depth Alongside:	35 ft. (MLW).
Normal Ship Side to Dock:	Port.
Line Handling:	Motorised capstans on all dolphins. Lines handled by Sprague personnel.
Lines:	6-18 depending on size of vessel.
Access to Vessel (for stores and repairs):	5 ton vehicle or less to ship side. 5 ton vehicle or more, cart or hand to ship side.
Size and Number of Pipelines:	1×16 in., 1×14 in., 3×10 in., 1×8 in., 1×6 in.
Discharge Rate:	7,000-20,000 bbls./hr. (varies on product and tank size).
Max. Vessel Size:	736 ft. overall length.
Storage Capacity:	1,200,000 bbls.
Dockside:	Potable water, pay telephone, marine bunkers (light oil only).
Other Facilities and Services:	Sprague operates a dry bulk material handling conveyor system capable of handling self-unloading vessels. Receipt rate approximately 2,500 tons/hr.
Products Handled:	Petroleum: No. 2 fuel oil, diesel fuel, kerosene. Dry Bulk: Cement, gypsum, salt, aggregate. Chemicals: Caustic soda, tallow, calcium chloride, asphalt.

National Gypsum Company:

Operator:	National Gypsum Company.
Address:	Michael Succi Drive, Portsmouth, NH 03801. Tel: (603) 436-4840.
Mailing:	P.O.Box 270, Portsmouth, NH 03802-0270.
Type of Pier:	2 circular marine cells, 40 ft. dia. at shore side.
Depth Alongside:	40 ft. (MLW).
Normal Ship Side to Dock:	Port.
Line Handling Boat required:	Motorised shore bollards.
Access to Vessel (for stores and repairs):	Trucks to shoreside.
Product Handled:	Gypsum ore through a conveyor system designed for self-unloading ships.
Other Dock Users:	Northeast Petroleum Corp.

Granite State Minerals:

Operator:	Granite State Minerals.
Address:	227 Market Street, Portsmouth, NH 03801. Tel: (603) 436-8505.
Location:	3 miles from Outer Anchorage Buoy (2KR).
Type of Pier:	Steel pile with wood deck.
Depth at Dock:	36 ft.
Max. LOA:	735 ft.
Normal Ship Side to Dock:	Port.
Products Handled:	Dry bulk products.
Discharge Capability:	Two shoreside mobile cranes.
Storage Area:	4 acres.
Dockside Services:	Water, bunkers, no shoreside electricity.
General:	Granite State Minerals offers throughput of products such as cement, stone, gypsum, lumb and other dry bulk products and arranges transportation from point of origin to point of destination for most materials.

TANKERS: Also see "Berthing".

Report: Cautionary Advice – Port Approaches: Vessels approachi Portsmouth should pass South of Isles of Shoals, and, if waiting for t Pilot, anchor inside of Gunboat Shoals Buoy No. 1. Vessels should n anchor during periods of heavy swell. It is not prudent to enter por fog, snow or when swell is running West of Whaleback Reef. Numero small craft frequent this area during Summer months.

Tugs: 4 tugs are available at this port. Pilot acts as Docking Master a his advice should be heeded concerning number of tugs and numb and placement of mooring lines.

General: Portsmouth Harbour is at the mouth of the Piscataqua Ri and is the approach to all marine terminals located on the river. T terminals are located above the City of Portsmouth. Vessels transi up-river must pass beneath either 2 or 3 bridges, depending on t terminal. The first bridge is the Memorial Highway Bridge which is a l bridge with a vertical clearance of 150 ft. in the raised position. T second bridge is the Route No. 1 Bypass and Railroad Bridge (No Island Bridge) which is also a lift bridge and has a vertical clearance 135 ft. in the raised position. The third bridge is the Route 95 Brid which is a fixed structure with 135 ft. of vertical clearance. The 2 bridges monitor VHF Channel 13. The minimum horizontal clearan on the bridges is 200 ft.

The Agent must notify the U.S. Coast Guard 24 hours prior to t vessel entering the harbour. The vessel must notify the U.S. Coa Guard on VHF Channel 16 upon entering the harbour. The Pilot will p a vessel under way approximately 1 hour before the tide changes order to make a Slack Water passage. Tugs will come alongside af the vessel has rounded Fort Point.

Sea 3 Terminal: LPG vessels scheduled to discharge at this termi must pass through all 3 bridges. The terminal is located 2.9 miles abo the Memorial Highway Bridge on the South bank of the river. An exa ETA is important for LPG vessels due to the nature of the vessel's car and necessary notification of state, local, and federal agencies (USC LPG vessels must meet the following Port Regulations:

(a) Vessels move within the harbour only during daylight hou (loaded or light).

(b) Vessels move within the harbour only during periods of go visibility. If the visibility falls to less than 2 miles, vessels at s must not enter port without the permission of the USCG Capt of the Port. If a vessel is under way within the harbour and t visibility deteriorates to less than 2 miles, the vessel must no the Captain of the Port and then proceed to the berth or anc as directed.

(c) Vessels must continuously monitor VHF Channel 13 while und way in the harbour. Constant communications must b maintained with the attending tugs and the USCG escort cra

(d) Vessels transiting in-bound may do so only during periods Slack Water. This could be either High or Low Slack Wa depending on the vessel's draft. On departure from the ber vessels leave either at LW or 1 hour before Slack High Wa (daylight only).

(e) Vessels transit the harbour with at least 4 tugs in attendanc

(f) LPG vessels should not enter the port unless the terminal is a to immediately receive cargo.

(g) On a LPG vessel's first call to the port, a USCG inspection te will board the vessel at anchorage. All LPG vessels, whe awaiting inspection or harbour transit, must anchor 1 mile So of the Sea Buoy "KR2". After the initial inspection, a vessel future calls to Portsmouth need only send the following mess to the Captain of the Port, South Portland, Maine:
"To the best of my knowledge and belief, there are no kn casualties to this vessel or its machinery which might affec seaworthiness. I further state that all cryogenic handling detection equipment is in proper operating condition."
This will permit vessel to proceed to the dock for pre-tra inspection. Failure to send the message will require the ve to be inspected at anchor.

(h) Vessels must be prepared to get under way on short notic case of an emergency. One "live" tug must stand-by durin cargo operations.

LPG vessels transit Portsmouth Harbour and the Piscata River escorted by a USCG vessel with 4 tugs in attendance. marginal-type dock consists of 3 concrete cells connecte catwalks. The 4 tugs breast the vessel alongside for a port to docking. The bow is worked in first while head and forw breast lines are positioned and secured to the bitts. The st then worked alongside and the remaining lines positioned. allows for the required tension on the long mooring leads forw 20 mooring lines are considered the minimum acceptable a ebb current forces the vessel off the dock and the bow ha tendency to yaw with the current. All moorings lines mu carefully tended. Light vessels undock with 3 tugs; ve departing with part cargo must use 4 tugs to undock.

Also see "Shipmaster's Report".

New England Tank Industries – Newington: Located approximately 10 miles from the Sea Buoy in the Piscataqua River. Vessels generally dock and undock with the assistance of 3 tugs. Vessels are breasted alongside by the tugs for a port side to docking. 12 mooring lines are considered to be the minimum as current can reach 8 knots especially during Spring freshets. Vessels dock and undock day or night. Vessels are turned off the dock or in the turning basin upon undocking after discharging.

Northeast Petroleum – National Gypsum: Located on the West bank of the Piscataqua River below and adjacent to the Route 95 Fixed Bridge. The berth is approximately 5 miles from the Sea Buoy and is above the City of Portsmouth. The marginal-type dock consists of 2 breasting cells set on 163 ft. centres. The hose gantry is mounted on a third cell which is set back 4 ft. from the face of the breasting cells.

Both breasting cells are fitted with hard rubber fixed fenders. A gypsum unloading conveyor gantry is located at the South end of the pier but the structure does not interfere with tanker operations. The mooring line lead to the shore mooring point is approximately 115 ft. Vessels dock day or night with the assistance of 2 tugs. The tugs breast the vessel alongside for a port side to docking. 17 mooring lines are considered to be the minimum acceptable. Vessels undock with the assistance of 2 tugs and are turned below the berth. Due to the strong river currents and the close proximity to the navigational channel, lines must be tended closely.

C. H. Sprague & Son – Company Shiller Station: Located on the South side of the Piscataqua River about 7.1 miles above the Route 95 Fixed Bridge. The dock consists of a concrete pile, concrete decked 'T'-head wharf and dolphins. The overall length of the dock with the dolphins is 700 ft. Pilots start vessels in from the anchorage area at a suitable time in order to dock during Slack High Water. Vessels dock and undock with the assistance of either 2 or 3 tugs. Vessels dock port side to using approximately 14 mooring lines due to the extreme currents experienced during maximum stages of ebb and flood. After completion of discharge, vessels are turned in the turning basin or off the dock. Vessels undock either at Slack Low Water or 1 hour before Slack High Water. As with other terminals, mooring lines must be closely tended at all times due to the strong river currents.

Tides and Depth of Water: Tidal currents are very strong in the Piscataqua River, averaging between 3 – 5 knots. Spring freshets increase this current. Eddies form around most of the berths making slack tide berthing mandatory. Tidal range is 8.1 ft.

FRESH WATER: Available.

FUEL: Available.

REPAIRS: Facilities available.

BANKS: First National Bank of Boston. Tel: (617) 434-3770.
First National Bank of Portsmouth. Tel: (603) 436-7700.
Maine National Bank. Tel: (207) 439-0451.
State Street Bank. Tel: (617) 786-3839.

GENERAL:

VESSEL ARRIVALS AND DEPARTURES

Marine Section, Federal Building, Room 103, Portsmouth. Tel: (603) 436-7620, ext. 737.

District Office (Portland, ME): Tel: (207) 780-3328.

COMMERCIAL VESSELS, ARRIVALS & ENTRY

Report of Arrival: These vessels must report arrival to a U.S. Customs Officer within 24 hours (19 U.S.C. 1433):

A. Vessels arriving at any port or place in the U.S. from any foreign port or place (refers to domestic and foreign vessels);

B. Domestic vessels arriving at any port or place in the U.S. from another U.S. location with bonded merchandise or foreign merchandise for which entry has not been made. Failure to report results in penalties.

Entrance: Within 48 hours of arrival from a foreign port, the Master is required to make entry of his vessel, even though the vessel may be at anchor awaiting berth. Foreign flag vessels arriving in ballast from another U.S. port must also make entry within 48 hours of arrival. When vessels which have residue foreign cargo and/or passengers on board arrive from another U.S. port, entry should be made within 24 hours.

Vessels arriving from a foreign port must have made either Preliminary or Formal entry prior to transacting any type of business or permitting anyone on board other than Customs, Immigration, Agriculture, Public Health, and Agent's personnel. Vessels arriving from another U.S. port to discharge cargo must make Preliminary or Formal entry prior to discharging cargo.

Foreign non-commercial vessels are also required to make entry. In Portsmouth this will be done on board at the time of boarding by Customs. The Officer will provide necessary forms and assistance. Non-commercial vessels may contact the New Castle Coast Guard Station for assistance in obtaining a Customs Officer.

WARNING REGARDING SEA STORES

(U.S. Dept. of Agriculture, Animal & Plant Health Inspection Service)

You are hereby warned that WHILE YOUR VESSEL IS IN THE TERRITORIAL WATERS OF THE U.S., regulations of the Department of Agriculture **prohibit** the unloading for any purpose of:

1. Fresh, chilled or frozen meats;
2. Undrawn poultry carcasses;
3. Plants or plant products, including fruits or vegetables;
4. Garbage, consisting or contaminated with scraps, parts or other waste of meats, plants, fruits, and vegetables.

DEVELOPMENTS: The Port Authority has developed a comprehensive plan for maximum utilisation of existing space on a phased basis. An integral part of that plan is another docking facility, 1,000 ft. long with a depth of 35 ft. alongside at MLW. This new docking facility will provide additional berthing space for new users as well as prevent costly delays due to terminal congestion. The Port Authority is also planning to develop approximately 10 acres of new land from a tidal basin adjacent to the present facility. This area will be used for open as well as enclosed throughput storage.

Also see "Berthing".

SHIPMASTER'S REPORT: February 1983.

Sea-3 Terminal:

The vessel arrived off Portsmouth N.H. on the 2nd February, at the entrance to which port the Pilot boards, to take vessels up river to Newington. At the arrival time a S.E. gale was in force, so the passage was ended at 2400 hrs. and the vessel stood some 20 miles off the coast waiting for the weather to abate, as I considered it unwise to proceed to the waiting area to anchor; as the holding ground is not good, and in S.E'ly winds there is no shelter. The vessel cruised around at reduced speed until the following day.

At 1450 hrs. on the 3rd February, with the weather, and sea conditions much improved, the vessel anchored 1 mile South of Kitts Rock No. 2 Buoy (KR2). Two U.S. Coast Guard officers boarded from a local harbour tug after some difficulty in coming alongside, due to the ground swell that was still running. The Officers carried out an inspection of all cargo handling equipment, and shut down systems. The Coast Guard officers then granted permission for the vessel to enter the Port of Newington, and disembarked at 1715 hrs.

As there is a port regulation that no LPG carrier can move during the hours of darkness, and that large vessels can only dock, and undock during slack water periods, it was necessary to wait until the following morning before docking.

At 1020 hrs. on the 4th February the Pilot boarded. At 1040 hrs. anchor aweigh, and the vessel proceeded up river. At the mouth of the river there is a shallow patch with only 35 ft. over it at low water. This left only 5 ft. clearance under the keel, and the vessel had to proceed very slowly over it. Four tugs were made fast, 2 for'd and 2 aft, and a U.S. Coast Guard cutter escorted the vessel up-river. The river is narrow, with some very sharp bends. There are 3 bridges, with the port limitations governed by the Noble Island Bridge. The vertical clearance on this bridge is 135 ft., and the horizontal distance is 200 ft. Maximum draft loaded, and on high water is 36 ft. On approaching this bridge it was necessary to let go the 2 for'd tugs, and allow them to pass through the bridge first, making them fast again when the vessel has passed through.

The vessel docked at Sea 3 Terminal, at 1315 hrs. 4th February. The berth constructed from 3 cement and steel dolphins, joined together by a steel platform. It stands about 150 ft. out in the river, and is connected to the shore by a narrow footbridge. The mooring arrangements for a vessel of this size are poor. There is not sufficient leads on the head lines or stern lines due to the way the mooring bollards are placed on the shore, and all the weight is taken on the spring lines. Recommended mooring arrangements as supplied by the Port Authority (See "Plan"). On the full run of the tide the water runs at up to 4 knots alongside, and because of this there is a port regulation that a tug must stand-by at all times while the vessel is alongside. The cost of this tug, on this call was U.S.$300 per hour, which can add a considerable amount to the overall cost of calling at Newington.

Before loading commenced, a liquid and vapour return line were connected. At 1530 hrs. on the 4th February loading commenced. The vapour return line proved very important as it appeared there was a large percentage of impurities in the product received judging by the performance of the vessel's reliquification plant. It was necessary to return a considerable amount of vapour to the shore tank during loading operations. I issued a Letter of Protest, to the Terminal Manager, protesting the quality of the product.

On docking, the vessel was again boarded by the U.S. Coast Guard, and further inspections were carried out. The Coast Guard personnel remained on board throughout the loading operation; sometimes as many as 6 Officers, but never less than 3 at any one time. It was explained to me by their Commanding Officer that some of the personnel had no experience of LPG vessels, and were on board to learn. In this respect the ship's Officers gave all assistance possible in showing them around. The loading rate was slow, only reaching an average of 400 tonnes/p.h. on full rate, and the shore installations could not supply the product any faster. Loading was completed at 0730 hrs. on Monday, 7th February when the cargo loaded was estimated as follows:

Ship's figure: 23,965.127 tonnes
Surveyor's figure: 23,901.602 tonnes
Shore figure: 23,828.614 tonnes (taken from shore tank gauge reading)

The draft on completion was 33 ft. 00 in. for'd., 34 ft. 08 in. aft.

Owing to port regulations the vessel had to remain alongside until the next daylight high water which was at 0800 hrs. on the 8th February. The vapour return line remained connected during this time, as regulations prohibit releasing uncondensables to the atmosphere, and in view of the impurities in the product it was found necessary to use this vapour return line.

At 0745 hrs. on the 8th February while the vessel was preparing to sail, a Coast Guard Officer boarded and informed me that the visibility in the river was less than 2 miles, and the U.S. Coast Guard would not grant permisson for the vessel to sail. Heavy snow had fallen throughout the previous day, but had cleared during the night, and the visibility at the vessel was over 2 miles. Evidently further down river it was still snowing, and visibility was restricted. The vessel had to remain alongside until the next daylight high water which was 0900 hrs. on the 9th February.

At 0715 hrs on the 9th February while preparing the vesel to sail, the vapour return line was disconnected, and a further survey of the product on board carried out. The result was as follows:

Loss of product as found by ship: 50.283 tonnes
Loss of product as found by Surveyor: 52.568 tonnes

At 0855 hrs. on the 9th February the vessel sailed for the Panama Canal. She was assisted by 5 tugs, as both the Pilot and the U.S. Coast Guard insisted on an additional tug being employed for the down-river passage as the vessel was deep loaded. There was no difficulty in leaving the berth. All stern lines were let go, and the vessel's stern allowed to swing out into the river, while still made fast for'd, with all weight coming on the for'd spring lines. When the vessel was at right angles to the dock all lines were let go, and the tugs pushed her around until she was heading down river. The river passage went without incident, and the Pilot disembarked at 1037 hrs. when approaching Kitts Rock No. 2 (KR2) buoy. The passage commenced at 1100 hrs on the 9th February, 1983.

AUTHORITY: New Hampshire State Port Authority, Port of Portsmouth, 555 Market Street, Box 506, Portsmouth, New Hampshire 03801. *Tel:* (603) 436-8500. *FAX:* (603) 436-2780. *Contact:* Ernest Connor, Port Director. Captain Thomas Orfe, Harbour Master: Tel: (603) 436-8500. Henry McKay, Marketing and Trade Development.

PROVIDENCE, Rhode Island: 41.48 N. 71.23 W.

(See Plan)

PILOTAGE: Compulsory. Pilot boards 1 mile South of Brenton Reef Light Tower (position: Lat. 41° 25′ N., Long. 71° 23′ W.). Send ETA to Agent 24 hours prior to arrival. Pilots (call sign "Rhode Island Pilots") on Channels 16, 12 and 18A.

ANCHORAGES: There is no port anchorage for dry cargo vessels. It was reported that tankers can discharge into barges off Newport.

RESTRICTIONS: Vessels can enter and leave at any stage of the tide, day or night.

MAX. SIZE: Pilot advised max. draft is 38 ft., however, Agent recommends 38 ft. with 2 ft. keel clearance.

RADIO: Station WCC.

VHF: Port Authority on Channels 16 and 18A. Agent on 16, 18A, 13 and 9. Also see "Pilotage".

TUGS: 9 tugs available, 1,600 h.p. – 3,200 h.p. Vessels may dock and undock without tugs, however, they are required for turning in the harbour.

Providence Steamboat Company serving Ports of Providence, Narragansett Bay, Fall River and New England Electric at Brayton Point. 4 tugs – 24 hour dispatching service. 2×3,000 h.p. tugs.

BERTHING: *Municipal Pier No. 6:* The berth is the first port hand berth when entering Providence. Distance from entrance to berth 25 miles. Length and beam no limit. Max. draft 38 ft. Least depth of water in channel from sea to berth reported to be 40 ft. Mean tidal range at berth 4.5 ft. Also see "General".

Cargo Handling Facilities: Mobile cranes only available for handling bulk steel and scrap cargoes. 6 mobile cranes, capacity 100 tons to 250 tons. No Ro/Ro facilities. No floating cranes. There are facilities for handling 20 ft. and 40 ft. containers, also sufficient storage space. There is also adequate storage space for breakbulk and palletised cargoes.

MEDICAL: Doctor and hospital available.

TANKERS: LPG/LNG carriers – see "Shipmaster's Report" dated February 1985.

Report: *American Chemical-Wilkes Barre:* General: The Wilkes Barre Terminal of the American Chemical Company is located 26 miles from the Sea Buoy on the Providence River. This facility was formerly operated by Exxon Company, U.S.A. It is now operated by Union Oil Company of California and Getty Oil Co., Inc. The wharf has a 75 ft. face, 300 ft. with dolphins; 30 ft. depth alongside. Deck height of 9 ft.

The berth can accommodate vessels up to 600 ft. in length, 85 ft. beam, maximum 25,000 d.w.t., and maximum drafts to 27 ft. Docking is accomplished at HW or rising tide only. Undocking can take place at any state of the tide.

Pilotage and Docking: The services of a Pilot and Docking Master are recommended. The width in the existing berthing area and required approach manoeuvres make utilisation of the Docking Master mandatory. 2 tugs are required when docking vessels of any tonnage. A minimum of 1 tug (1,800 h.p.) is required when undocking. During strong Southerly winds 2 tugs shoud be employed for undocking.

Mooring: Normal mooring leads are adequate for this berth. However, strong Southerly winds are cause for concern. There is a poor lead for the after spring and breast lines. During times of excessive Southerly winds, all lines should be tended and checked frequently. The terminal does not provide a gangway.

Only No. 2 heating oil is discharged at this terminal. Discharge is accomplished through 2×8 in. hoses using ASA flange connections. Pumping pressure is 125 p.s.i. The terminal has no facilities for receiving ballast or slops.

Amoco – Providence, Kettle Pt.: General: The Amoco Wharf is on the East side of Providence River 26 miles from the Sea Buoy. This wharf is used for the receipt and shipment of petroleum products. The berth is aligned North and South with a total of 6 wooden breasting dolphins. The wharf has a 500 ft. face (600 ft. with dolphins). Hose rig and hoist are located on a "T" head 90 ft. long, 30 ft. wide at the centre of the pier.

Entering and Docking: 2 mooring dolphins located approximately 90 ft. inside the main pier and used for fore and aft breast lines, head lines are run to a mooring dolphin, and stern lines to bollards located on shore.

Vessels can dock either port or starboard side to but a starboard side berthing is preferred. Deep draft vessels dock on Slack High Water only, day or night, and can unberth at any stage of the tide any time.

Depth of water alongside the berth is 35 ft. MLW. Average tide at Providence is 4 ft. 6 in.

A Docking Master is recommended. Docking should not be attempted without local knowledge. 2 tugs are used for docking under normal conditions. One tug is used for normal undocking. Both tugs and Docking Master meet the vessel 0.5 miles below Kettle Point and assist vessels to the berth.

Gasoline, heating oil, diesel, and No. 5 fuel are all discharged through 8 in. hoses. All connections are made with ASA flanges. Maximum pumping pressure for all cargo lines is 90 p.s.i.

Gulf – Gulf Oil Pier: General: The berth projects Westerly into the
for a distance of 800 ft., and is 50 ft. wide, wooden piling, open fa
construction, and wooden decked, terminating in a "T" head 90 ft. lo
and 30 ft. wide which is aligned North and South.

There are a total of 6 wooden piling breasting dolphins, 3 on ea
side of the "T" head for a total face of 280 ft. The hose rig, hoist, a
discharge heads are located at the centre of the "T" head.

Entering and Docking: Vessels can berth heading either North
South, but a starboard side-to or up-river berthing is preferred. Bo
stern, and breast lines are run to mooring buoys.

Vessels can dock day or night, any stage of the tide, depending
draft. The depth of water alongside the berth is 35 ft. MLW.

In this area local features are such that current movement in particu
is subject to considerable distortion.

This berth can accommodate vessels up to 675 ft. in length, maximu
100 ft. beam and maximum draft to 31.5 ft. at MLW. Docking should
be attempted without a Docking Master. 2 tugs are employed for dockin
and undocking all vessels. Tugs and Docking Master meet the vess
in the vicinity of Kettle Point and assist the vessel to the berth genera
with the starboard side alongside the berth. Head lines and stern lin
are run out to mooring buoys. Forward and back spring lines are
out to the "T" head. The terminal does not provide a gangway.

Mobil – South Terminal: General: The Mobil Oil Corporation Termin
is located 25 miles from the Sea Buoy on the Eastern side of th
Providence River. This facility is used for the receipt and shipment
petroleum products and bunkering vessels.

Maximum size of vessels that can be accommodated at this facil
include lengths up to 750 ft., beams to 125 ft., 50,000 d.w.t. maximu
and drafts to 39.5 ft. The water at this berth is brackish. Distance fro
bow to manifold is limited to 390 ft. Docking is done at HW only day
night.

Entering and Docking: The services of a Docking Pilot is bo
compulsory and recommended. 2 tugs are used for docking and on
tug for undocking. Tugs and Docking Master meet incoming vessels
the vicinity of Sabin Point and assist vessels to the berth for a starboa
side docking. If a port side landing is required, vessels proceed abo
1 mile beyond the berth to Fox Point Reach and turn around. Norm
mooring leads are used at this berth. No gangway is provided by th
terminal.

C. H. Sprague: General: The C. H. Sprague and Son Terminal is locat
26 miles from the Sea Buoy at the Allens Avenue Terminal.

The main pier projects Easterly into the river and is 526 ft. long a
37 ft. wide, wooden piling, open faced construction. A turning dolph
concrete crown, wooden fendered, and connected by a walkw
extending out from the main pier an additional 75 ft. and fitted w
2 bollards, making for a total face of 601 ft. The berth also h
3 unloading towers serving a belt conveyor system.

The South side of the pier is not used and has a depth of 12 ft.
14 ft. alongside. The North side has a depth of 35 ft. LW, but commenc
to shoal up 35 ft. from the inner bulkhead.

Vessels up to 650 ft. in length, maximum beams of 100 ft., and dra
at MLW of 35 ft. can be accommodated at this terminal. Maximu
deadweight of vessels at this terminal is 38,000 d.w.t. The water at th
terminal is brackish.

Ships having a large flared bow should exercise caution as the loadi
towers extend over the pier, and in light condition the ship has to b
given a 3° list before undocking.

Maximum limit bow to manifold is 380 ft. There are 4×8 in. hoses a
2 lines, 1×18 in. for No. 6 fuel and 1×12 in. line for heating oil. Vesse
scheduled to call at this terminal should have hose derrick ready
lifting the hose as there are no facilities on the berth for this operati
Deep draft vessels dock day or night, HW only, and undock anytim
any state of the tide.

Entering and Docking: A Docking Pilot is not compulsory but
recommended. Docking should not be attempted without lo
knowledge. 3 tugs are used for docking all vessels and 2 tugs are us
for undocking all vessels. Tugs and Docking Master meet incom
vessels in the vicinity of Kettle Point and manoeuvre vessels to the ber
Normal mooring leads are used at this berth.

Normal docking is done port side to. The terminal does not provid
gangway.

Texaco/Curran: General: The Texaco/Curran Terminal is loca
26 miles from the Sea Buoy at the Allen's Avenue Terminal.

The berth projects Easterly into the river for a distance
approximately 100 ft. and is 70 ft. wide, wooden piling, open fa
construction, concrete decked for the first 800 ft. and the remainder
the dock is wooden decked.

The South side has a total of 3 wooden pilings, concrete crown
20 ft.×20 ft. breasting dolphins, wooden fendered for a total face
500 ft. Usable length of the berth on the South side is 650 ft. for fu
loaded vessels and 700 ft. for partially loaded vessels and a controll
depth of 32 ft. MLW.

The hose rig hoist and discharge headers on the South side i
located on a 60 ft.×25 ft. concrete platform 35 ft. from the extre
Eastern end of the pier, and is used by Texaco.

The North side of the dock has a turning dolphin at the extre
Eastern end of the pier, open faced wooden piling construction wi
12 in.×12 in. chafing string piece.

The North side has a usable length of 650 ft. for fully loaded vess
and 700 ft. partially loaded. A controlling depth of 32 ft. MLW. The ho
rig and discharge headers are located 320 ft. from the extreme Eas
end of the pier and is used by Curran & Burton.

Vessels up to 700 ft. in length, beams of any width, drafts to 32 ft
MLW, and 35,000 d.w.t. maximum can be accommodated at this be
Vessels normally dock at HW, day or night, and undock at any sta
the tide. Water at this berth is brackish.

Entering and Docking: The services of Docking Master are not compulsory but are recommended. Docking should not be attempted without local knowledge. Docking Master and tugs meet the vessel about 1.5 miles below the berth and proceed to off the berth where the vessel is turned 90° and manoeuvred into the berth for a starboard side landing. 2 tugs are used for all vessels and 1 tug is used for all undockings under normal conditions. Normal mooring leads are used at this berth.

Cargoes handled at this terminal include heating oil, kerosene, gasoline, jet fuel, diesel fuel, and avgas. Sizes of cargo lines are 6 in., 8 in. and 10 in. All connections are ASA bolted connections. Maximum pumping pressure on all lines is 100 lbs.

DENSITY: 1016.

FRESH WATER: Available, rate 15 t.p.h. – 30 t.p.h.

FUEL: Bunker fuel oil available if vessel has contract. Diesel oil not available. Lubricating oils available.

REPAIRS: Minor repairs possible, machine shop available.

AIRPORT: At Green Airport, Providence, R.I.

SURVEYORS: At Rhode Island.

GENERAL: *Quay:* Granite slab construction with a wooden pile facing. A large number of the piles are missing but there are still sufficient to land on. Surface of quay looks very rough and covered in sand and earth but it is metalled under this and will take heavy mobile crawler cranes.

Ship Chandler: Satisfactory, prices reasonable.

Laundry: Satisfactory and prices reasonable. Laundry collected Saturday 1430 hrs. and returned Sunday morning.

SHIPMASTER'S REPORT: September 1982 (Updated 1990).

Documents: The same as for other U.S. ports.

Pilotage: (Serving all ports in the Narragansett Bay area).

Pilot boards near Brenton Reef Light structure. There is a 24 hour service. Cable address for Pilots is "Rispilot Providence". Pilot launch as well as their shore establishment have VHF and operate on Channels 16 and 10.

Anchorages: There are a number en-route to Providence. Our vessel anchored off Jamestown for 3 days in a well sheltered place and good holding. Max. draft allowed I was informed is about 36 ft.

Berths: There are a number of isolated tanker berths in and around Providence, details of which are found in the Sailing Directions.

A total of 6 berths comprise the Municipal Docks. There are 2 cargo storage sheds, one of recent construction. There are 2 Alliance container gantry cranes.

Fresh Water: Fresh water is laid on to the quay.

Stevedores: Normal cargo working is from 0800 hrs. – 1700 hrs. Monday to Friday), overtime can be worked until 1900 hrs. and also weekends.

Cargo-Imports: Mainly automobiles from Japan, containers from feeder vessels, steel, lumber and general cargo from Europe by regular liner trade.

Cargo-Exports: Scrap steel, logs, timber and latterly waste paper.

Our vessel loaded a full cargo of wastepaper (cardboard) of almost 12,000 tons. Stowage factor was 135 cu.ft./tonne. 1,400 tons were stowed on deck suitably lashed and covered. The whole cargo was loaded in 27 working days using ship's cranes. Sizes of paper bales varied immensely with weights ranging from 500 kg. to 800 kg.

Bunkers: Not available.

Repairs: Main repair facilities are at Providence.

General: It was found difficult to bring the vessel alongside the quay at Berth No. 3 during the whole stay in port. This was due to strong water outlets on the quay face from the adjacent sewage works.

Vessel should be amply moored to compensate for strong off-shore winds which are quite common even in Summer.

SHIPMASTER'S REPORT: February 1985.

Port Limits: Entrance to Narraganset Bay, Brenton Tower.

Documents: Standard for U.S.A. Customs & Immigration. Coastwise documents are sufficient if coming from a U.S. port, no others are asked for.

Pilotage: Rhode Island Pilots, arranged via Agents, require 8 hours' notice. Board off Brenton Tower, listen VHF 16.

Anchorage: Can be obtained 1.5 miles S.E. of Brenton Tower but bottom is rock hard and holding will be doubtful in bad weather. There are allocated anchorages within Narragansett Bay.

Restrictions: Vessels can enter/leave at any time except for LNG/LPG Tankers. These must transit in/out in daylight only, whether they have cargo onboard or just cooldown 'heel' remaining. LPG Tankers are provided with a Coast Guard escort vessel, which creates a Safety Zone 2 miles ahead and 1 mile astern, keeping all other traffic clear.

Max. Size: 35 ft. draft was quoted; this vessel went in at 30 ft. comfortably.

Health: Standard U.S.A. requirements.

Radio: WCC Chatham.

VHF: All Channels used as necessary, no special allocation. "Securite" messages for LPG Tanker transit are broadcast on Channels 13 and 16.

Radar: No radar surveillance or Vessel Traffic Scheme (VTS) Control.

Tugs: Join off berth, using their own lines.

Berthing: LPG (Propane) is discharged at Municipal Wharf No. 5, with empty oil drums providing a safety area around the shore manifold, as this is a Public Wharf with free access.

Moorings were adequate, 2 headlines, 1 breast line, 2 springs forward and similar aft, the berth being a continuous quay with rubber tyre fenders.

Bridges: One vertical bridge, clearance 194 ft.

Medical: All facilities available.

Tankers: LPG discharged at No. 5. Municipal wharf at a bulk rate of 750 tonnes per hour, through a 10 in. Chicksan. This Chicksan is a mobile one connected temporarily into an underground line, and jacked up off its wheels; thus it is rather fragile and demands precise positioning during berthing, and careful control of the list during the discharge as it is at its maximum reach when a 60,000 cu.m. vessel is in ballast.

Density: Salt.

Fire Precautions: LPG Tanker, only those imposed by the ship.

Surveyors: Saybolt attended this LPG vessel on behalf of receivers.

Gangway/Deck Watchmen: None. Ship's accommodation ladder was used to the wharf.

Customs Allowances: Usual U.S.A. allowances but no check of bond made on this visit.

Repatriation: Local Airport with services to Philadelphia for International flights, or by bus – approximately 1 hour ($7.00) to Boston International.

Airport: See above.

Time: GMT minus 5 hours. Eastern Daylight Saving Time GMT minus 4 hours in the Summer.

Emergency: U.S.C.G. "Castle Hill" on Channel 16 VHF, working 22A or 12.

Telephone: At Municipal Wharf No. 5 there is a public telephone booth within 250 ft. of the foot of the gangway, against the wall of a warehouse.

Storing: No known restrictions.

Shore Leave: Bus route into town (2 miles) about 100 yards from Wharf No. 5.

Identification Cards: Standard U.S.A. Immigration requirements.

Regulations: All LNG/LPG Tankers have to anchor off Brenton Tower for U.S.C.G. inspection (2 – 3 hours), even those with valid letters of compliance and if no LOC then the inspection could take about 6 – 7 hours. During the discharge of LPG, 2 U.S.C.G. personnel are permanently stationed by the shore manifold, and do occasional spot checks onboard.

Delays: See above.

SHIPMASTER'S REPORT: October 1991.

Pilotage/Anchorage/Channel/Tugs: See "Fall River" – "Shipmaster's Report – dated 1991".

Berth: Vessel berthed at Municipal Wharf No. 5 to discharge latex.

Vessels can berth either side alongside and generally avoid berthing at night time (1700 hrs. – 0600 hrs.) due to the very high cost of the linesmen. Daytime charge is U.S.$1,000.00 and nighttime charge is U.S.$2,000.00.

The depth alongside is approximately 40 ft. and the tidal range about 4 ft. The fenders and bollards are in good condition and the vessel secures with 2 headlines, 2 breastlines and 2 springs forward and 2 springs, 2 breastlines and 2 sternlines aft.

The quay is a flat open quay with the latex manifold sunk into the quay. The tanks with a total capacity of 300,000 U.S. gallons (10,500 tonnes) are above ground.

Shore pumps and lines are used for discharge of cargo and the ship's crew are required to tend the lines.

A brow gangway is required due to the high quay face.

The berth is good for storing as trucks are allowed alongside the vessel.

LPG is also discharged at this berth using portable Chicksans and then to adjacent tank.

Density: The density at L.W. was 1019.

Fresh Water: Fresh water is available and the quality is excellent. Hoses are provided by the Port Authority and the rate of loading was about 100 tonnes/hr. Cost of water is U.S.$0.75 per tonne plus a standard labour charge of U.S.$130.00.

Fuel: IFO and MDO available at Providence by tanker truck of 31 tonnes capacity. No barge delivery service at the port.

Supplies: Fresh produce is available and of good quality and reasonable price.

Airport: T.H. Green Airport is about 10 miles South of Providence and operates services to New York and Boston.

AUTHORITY: Port of Providence, Marine Terminal Building, Municipal Wharf, Providence, Rhode Island 02905. *Tel:* (401) 781-4717/8.
Contact: John D'Artuono, Port Director.

RED DOG (Kivalina), Alaska: 67.33 N. 164.12 W. (See Plan)

LOCATION: Situated in Lat. 67° 34′ 42″ N., Long. 164° 03′ 30″ W.; Northeast of The Bering Strait near a small town, Kivalina, Alaska. This port is capable of exporting some three quarters of a million tons of zinc and lead concentrates annually for shipment during the Summer season.

DOCUMENTS: See "General".

PILOTAGE: A compulsory pilotage area has been established for vessels calling and leaving from the Red Dog Anchorage. The pilot station is located approximately 14 miles, bearing 238° (T), from the barge loading dock. Vessels bound for Red Dog should amend their ETA to pilot station as necessary and keep North Pacific Maritime, Ketchikan, Alaska, Cable "Sousteve Ketchikan", Telex: 099-55295, Fax: 907-225-8254, well posted of any change.

The Pilot will normally board via a tug from Red Dog. A combination pilot ladder must be properly rigged 2.0 m. from sea level and, in case of arrival during hours of darkness, adequate lighting must be provided. If, because of adverse weather (or for any other reason) the Pilot is prevented from boarding the vessel at the scheduled time, Masters are to obtain permission and instructions from Red Dog Port Control prior to entering the pilotage area and proceed to the assigned anchorage position.

ANCHORAGE: An anchorage, nominally 2.5 by 2.5 miles, has been allocated to the loading of vessels; the Easternmost side of it lies about 3.4 miles from the barge loading pier, and anchorage may be reached from the open sea via a surveyed approach 10 miles long and 1 mile wide with its main axis bearing 058.75°/238.75° (T).

Water depth at the anchorage varies from 55 ft. inshore to 72 ft. offshore (17 m. to 22 m.), and likewise the surveyed approach changes depth progressively with a slight gradient.

There is a steady current at the anchorage that runs parallel to the shore in a Northwesterly direction, and vessels will tend to lie head into this predominant feature.

Although the anchorage can accommodate more vessels, usually no more than 2 vessels will be anchored at any one time, leaving ample room for final manoeuvering, safely mooring and lying at anchor. The seabed in this area is flat, comprising of silty sand with a firm muddy strata lying just below, and has proved excellent holding ground. Vessels can safely withstand winds of up to 45 knots.

The sea swell, when not coming from the 3rd and 4th quadrant, is short and lacks effective energy, and pitching, if any, is minimal.

An anchor chain length of no less than 8 shackles should provide ample holding with the second anchor kept ready to be lowered to the bottom to reduce yawing, should squally conditions develop.

With vessels loading at a maximum draft of 45 ft. or 13.72 m., it is intended that the underkeel clearance will be no less than 10 ft. at all times. However, in line with the customary safety precautions to be taken when loading in an open roadstead, Masters are requested to frequently check their vessel's position visually and by reference to radar, water depth and draft, making regular entries in the log book. Taking into account the visual position fixing aids presently available, the occurrence of lateral drift or dragging can best be detected through observing a permanent radar watch, keeping the secondary radar unit on constant stand-by. We also recommend that engines be kept on permanent short notice stand-by, and the vessel be ready to weigh anchor and shift to a position further offshore, should weather conditions deteriorate sufficiently to warrant it.

Also see "Berthing".

NAVIGATION: *Navigational Charts and Red Dog Port Site Plan:* Navigation and approach to the Red Dog Anchorage are covered by NOAA Chart No. 16005. However, with a scale 1:700,000, it was decided to supplement this with a larger scale chart entitled "Red Dog Port Site" for the final approach and anchoring. This chart has a scale of 1:24,000, and covers the surveyed approach, the anchorage and the barge loading pier. A copy of this chart will be placed on board at the earliest opportunity. The Salvage Association were commissioned by Cominco to ensure that the equipment, used by the vessel engaged to carry out the survey, was of the approved type and in good working order.

Navigational Aids: The coastal profile being low, flat, relatively featureless and with visibility sometimes below 3 miles, radar identification of conspicuous targets is of considerable importance to any approaching vessel.

The following is a list of targets most easily identifiable when approaching Red Dog Pilot Station:

(i) The De Long Mountains, together with Mulgrave Hills profile will provide first good radar targets to those vessels fitted with sensitive long range equipment.

(ii) Concentrate Storage Shed, about 1,300 ft. long and 120 ft. high. This structure lies in a direction N.W./S.E., and is about 0.75 miles inland from the shoreline. The entire structure is painted white with a distinctive left blue corner and a red horizontal stripe on the roof.

(iii) Immediately S.E. of the Storage Shed, 4 oil storage tanks, 150 ft. high, painted white, can be identified.

NOTE: A container storage area has been established in front of the oil storage tanks. Radar reproduction will consequently appear as a straight horizontal line instead of the expected 4 distinct traces.

(iv) Concentrate surge bin (Lat. 67° 34′ 42″ N., Long. 164° 03′ 09″ W.), 112 ft. above sea level, located about 2,000 ft. inshore from the barge cellular loading pier, a "Sea Beacon 2" Racon is installed on top of this structure, operating on both X-Band (3 cm.) and S-Band (10 cm.). The Racon is transmitting the Morse code letter "K" which should be picked up at over 25 nautical miles on X-Band and at over 20 nautical miles on S-Band (recent experience shows that it has been received at a 45 mile range).

The Racon transmits on each band at separate time intervals to allow the picture on a ship's radar planned position indicator (PPI) to clear. The ON intervals for each band is 20 seconds each (i.e. the Racon transmits on X-Band 4 seconds, then on S-Band for 20 seconds, then shuts down for 20 seconds). To the mariner, a 20 second ON time would appear as 4 to 5 clear traces of the Morse code letter "K" on the PPI, before the Racon switches to a different transmit frequency. The letter "K" display size is proportional to the range scale.

Characteristics: Light – Flash (1) white every 8 sec. 15 miles Racon – Morse code letter "K" (dash dot dash) displayed 20 secs. on X-Band, 20 secs. on S-Band, 20 secs. idle.

(v) Barge loading finger pier: This structure is situated on the shore line and lies on the continuation of the surveyed approach centre line. The barge loading boom installed on this pier provides an excellent radar target, and because of the relative location of the other two targets mentioned above, may be the first echo to appear on the 48 mile range. The pier is permanently illuminated by flood lights and a quick flashing, high intensity light, is positioned above the loading control tower.

NOTE: In order not to obliterate the finger pier trace on the P.P.I., the Racon "K" trace will appear on shore on the ship's heading.

APPROACHES: *Approaches Red Dog Port:* After making good The Bering Strait, the navigational aids enroute to the port become scarce. However, for a vessel fitted with LORAN C, SATNAV, or OMEGA and the benefit of a positive departure point from Little Diomede, making good a course well clear of the shoals off Shishmaref is a relatively simple navigational challenge. Masters are, however, cautioned against the possibility of encountering ice in the early part of July, and the consequences of course adjustments on their ship's position.

Prince of Wales and Shishmaref Shoals: The closest approach to either of these shoals occurs passing through The Bering Strait when, out of necessity, the vessel's course brings it within 10 to 12 nautical miles of the Prince of Wales Shoal.

Passing within 10 to 12 nautical miles of the Prince of Wales Shoal does not constitute hazardous navigation when one takes into account:

(i) The abundance of reliable and easily identified radar targets.

(ii) The reliability of Satnav and Loran C in this area.

(iii) The existence of lights on Cape Prince of Wales and Big Diomede.

(iv) The absence of paucity of traffic.

Safely rounding the Northernmost extremity of Cape Prince of Wa Shoal has not presented any problems, due to the excellent radar targ afforded by Cape Dehzneva and Diomede, which provide the ma with reliable reference points for his course alteration.

From the Bering Strait to the Red Dog Lighterage Area (and v versa), vessels follow a Northerly course until reaching Lat. 66° 30′ and passing some 30 nautical miles to the North of the shallow wa off Shishmaref Island. With a reliable departure point as a star reference, a Northerly current set, the ability to obtain frequent accu fixes using Satnav and/or Loran C and echo soundings to war shoaling, it is difficult to conceive how Shishmaref Shoal could pos hazard to navigation to vessels following this track. From t approximate position Lat. 66° 30′ N., Long. 168° 30′ W., the di landfall course to the Red Dog Pilot Station lies approximately 6 mi North of the compulsory pilotage waters boundary. Unless dictated ship's safety considerations, Masters are reminded not to enter pilota waters, unless a licensed pilot is on board (See "Plans").

As an additional guide, the Radio Beacon at Cape Dezhneva (wh operative) can be used as a stern bearing until the Racon or the radar targets are picked up. It should also be remembered t operations are carried out predominantly during Summer months, a long daylight will largely prevail.

The following summarises navigational notes made by the Maste the tug "Justine Foss", whilst on passage from the Bering Strait to R Dog Port Site in September 1989:

(i) *Loran C:* Reception poor from South of Cape Prince of Wales. B combination was slaves 29 and 47.

(ii) *Radar:* Good through The Bering Strait, Diomedes and Ca Dezhneva, providing satisfactory targets up to 10 miles Nort Cape Prince of Wales. 20 miles North of Diomedes, coverage p until making final approach. Mountain Peaks on the Russian s making cross bearings with Diomedes useful for clearing shoa On the final course towards Red Dog, the mountain tops beh the port provided echoes at 40 miles and the storage shed 18 miles *(Please note well, this passage was made before t aids to navigation were installed at the port, and with the inclus of the Racon Beacon and the installation of the loader, m precise position fixing is available).*

(iii) *Radio Beacon:* Cape Dezhneva has a beacon. Not used, as t not equipped with R.D.F.

(iv) *Satnav:* Seemed the most reliable means of fixing after The Ber Strait.

(v) *Current:* Very little set in The Bering Strait, as current n Northerly. No set was experienced during transit from Strait to R Site.

Shipboard Navigation Equipment Performance: Vessels that have far navigated The Bering Strait and the Chukchi Sea, and loaded at Red Dog Anchorage, have reported the following performance:

(i) Gyro Compass: Accurate and reliable.

(ii) Radar: Accurate and reliable with many readily distinguisha targets showing at ranges of 33 to 60 n.m. (nautical miles) particular note were:
Fairway Rock: 33 to 35 n.m.
Diomede Islands: 48 to 49 n.m. (38 n.m. when astern).
Cape Prince of Wales: 51 n.m. (38 n.m. when astern).
Cape Dezhneva: 30 to 58 n.m. (60 n.m. when astern).
Red Dog Port Site: 47 to 50 n.m.
Red Dog Racon: 21 to 48 n.m.
Cape Krusenstern (Igichuck Hills): 46 n.m.
Cape Krusenstern: 34 n.m.

(iii) Satellite Navigator: Accurate and reliable with frequent (hou fixes readily obtainable.

(iv) Omega: Less accurate with errors between 2 and 8 nautical mi The error was found to increase with latitude.

(v) Loran C: Accurate and reliable, until about Lat. 67° N.

RESTRICTIONS/MAX. SIZE: The lead and zinc and concen shipments from Red Dog Anchorage will be carried by bulk carr basically grouped in two size categories:

(a) Panamax vessels up to 70,000 d.w.t. – These vessels will loa a draft of up to 45 ft. S.W. or their Summer marks, whichever is t lesser.

(b) Handysize vessels up to 35,000 d.w.t. – These vessels will loa a draft determined by the available draft at the port of discharge or th Summer marks, whichever is the lesser.

RADIO: *Notices of Arrival:* The following parties must be notifie vessel's ETA and arrival amended as necessary:

(i) Upon departure last port, then daily thereafter.
Cominco Metals, Toronto, att. F. Rizzi. Cable address: "Com Toronto". Telex: 06-22912. Fax: (416) 869-1964 or 869-855
Navios Pacific Representative, Red Dog Port. Fax: (907) 645- Tel: (907) 645-2109, or via North Pacific Maritime, Ketch Alaska.
North Pacific Maritime, Ketchikan, Alaska. Telex: 099-55 Cables: Sousteve, Ketchikan. Fax: (907) 225-8254.
Navios Pacific Co., Stamford, CT. Telex: RCA 238853 Nav MCI 6819519 Navios. Fax: (203) 961-0845/0847. Ca

Navcargo Stamford Connecticut (Routine), Navcarush Stamford Connecticut (Emergency).

In addition to the above, you are to notify all parties immediately of any delays of more than 4 hours since last ETA notice.

(ii) Contractually, it is required that a Stowage Plan, together with a loading sequence should be included with the 7 days ETA notice. However, we urge Masters to provide this information earlier if possible.

(iii) In addition to the above messages, Red Dog Port Site may be contacted when within reach, by VHF Channels 12 – 16. Any last minute change in the Stowage Plan should be notified through the above channels. Upon entering the Chukchi Sea, vessels can also contact Red Dog Site on SSB frequencies 2096.5 and 4125.0 kHz.

Notice of Readiness: To be tendered by Telex or Radio to Cominco Red Dog Operations Centre, with copies to Cominco Toronto and Navios, immediately upon anchoring or, if conditions prevent the vessel from navigating to the anchorage, N.O.R. to be tendered from the *closest safe position*.

TUGS: Two tugs will be employed in this operation: "Sandra Foss" and "Stacy Foss". Both are 3,000 h.p., and equipped with Kort Nozzles, weather fax and communication facilities. A third smaller tug, "Iver Foss", is also available on site, and is mainly used to assist barge operations, hold loading vessel's sterns up wind in case of running swells exceeding 4 ft. or cross swells and embarking/disembarking pilots.

BERTHING/LOADING: *At the Anchorage:* The ocean vessel should anchor as close to the barge loading pier as is safely possible, but not closer than 3 miles offshore. By doing so, the barges' shuttling time will be kept to a minimum.

Loading will commence as soon as hold inspection is satisfactorily completed and the barges are made fast alongside. The vessel's crew should be ready to attend and assist the barges in making fast. An ample supply of heaving lines and good messengers (30 m.) should be prepared and ready on both sides on the main deck. Also, some special gear (wire slings, shackles, etc.) may be passed from the barges onto the ship's deck. They will be used in accordance with special instructions, either from shore or the barge operators.

In order that the barge operator can readily identify the hatch in which the loading boom is to be positioned, a conspicuous object should be placed at the ship's rail adjacent to the desired hatch.

Similarly, during the periods of darkness, Masters are requested to rig cargo lights at the ship's rail and the beams to be directed downwards at the water. It is suggested that three be placed evenly spaced on each side of the vessel, plus one at the stern. This will provide the tug skippers' with assistance, when the barges make their approach to come alongside.

A crew member must be on deck at all times, being ready to open or close the hatches as required, particularly during periods of threatening weather. Holds not actually in use for loading should be kept closed.

Cargo spillage on the deck or the hatch covers should be swept up promptly, and deposited in the appropriate cargo hold to avoid airborne dust pollution.

Communication with the barges is performed via VHF, and a particular working channel will be indicated at the appropriate time (The following working channels have been allocated: Barge Loader Channel 7. Barge "Kivalina" assisted by tug "Barbara Foss" Channel 6. Barge "Noatak" assisted by tug "Stacey Foss" Channel 18). Vessels not in possession of portable VHF sets will be handed one on arrival together with one spare battery and a charger. The Navios representative at portsite will monitor both loading channels and canbe reached on Channel 12. These sets must be returned upon completion of loading. Communication between vessel and barges must be continuous and uninterrupted. The Master is responsible for ensuring that the entire operation is properly supervised.

Loading is performed 24 hours a day, 7 days a week; so an adequate watch schedule must be implemented on board the vessel.

The stowage of the cargo, as always, is the responsibility of the ocean vessel. Its distribution should be carefully supervised. There are no bulldozers available, therefore directing the loading spout to attain an acceptable shaped pile within the hold, is of great importance.

MASTERS PLEASE NOTE WELL:

To facilitate the loading of the end holds, the barges may have to be moored in an unconventional way, i.e. bow to stern. In some instances, where the anchor chain impedes the approach and operation of the barge, the ocean vessel may have to re-moor using the other anchor.

Access to the vessel is limited to official personnel. There is to be *no crew shore leave permitted*. No accommodation ladder is required, but a good safe pilot ladder should be rigged on both sides of the vessel and lowered upon request.

As previously stated, cargo distribution must be planned in a manner which minimises barge shifting, but when shifting becomes necessary, the vessel's crew must be prepared to assist as required.

Red Dog Anchorage does not offer provisions, mail service, bunkering, potable water, stevedoring or other facilities. Medical assistance is confined to emergencies only.

Fishing is prohibited, and the use, distribution and sale of alcoholic beverages is strictly banned during the ship's stay at the anchorage.

The Shuttle Barges: Two 286 ft. × 76 ft. × 18 ft. (87.2 m. × 23.2 m. × 5.50 m.) barges, especially fitted for the transport in bulk of zinc and lead concentrates, are employed to shuttle the cargo to the anchorage (See "Plans").

An extendable boom, 120 ft. (36.5 m.) long and 38 ft. (11.6 m.) high from deck level, is positioned at the centre line.

Particular attention must be paid to the boom movement in relation to the vessel's structure, especially hatch coamings, in order to avoid damage to both the barge and the vessel. Good coordination and constant communication in clear English language are consequently essential. The cargo is transferred at an approximate rate of up to about 1,200 tonnes per hour.

The barge cargo gear has a fixed rubber spout fitted for dust control purposes only, and because the outreach of the boom will comfortably extend to the opposite hatch coaming, ore can be stowed to a pile profile acceptable within tank top stresses, and always in compliance with the provisions of IMO. It remains the responsibility of the Master or his delegated Officers to ensure the cargo is stowed correctly.

In order to take full advantage of the barge's increased stability in its fully loaded condition, and consequently eliminate the danger of contact between the loading boom and the ship's structure, it is recommended that the transfer be performed in the following sequence:

1. Loading should commence in the four corners of the hatch square in suitable pile sizes.
2. Fill in between the piles underneath the coamings.
3. Finally pour into the main body of the hatch square.

There are no bulldozers or other cargo trimming equipment available. Similarly, no discharging or lightering equipment is available at Red Dog, and Masters are warned that it is impossible to correct errors in the cargo distribution once loaded.

The mooring equipment on the barges consists of four remote controlled winches, each fitted with a 1.125 in. wire rope and a "Berger Fairlead". Two are positioned forward on each side; the after winches are, however, positioned inboard, and their fairleads are situated close to the barge's centre line. The barges are also fitted with a train of four "Seaguard" fenders, which can be positioned on either side.

The mooring concept contemplates that barges will moor using their gear only, however in case of threatening weather, or should a particular necessity arise, vessels are requested to assist, and it is recommended that two good polypropylene lines fore and aft, and the fore/aft spring lines on maindeck be made ready for this purpose.

To assist with final trimming, each barge is equipped with belt scales, but draft checks must be regularly implemented throughout loading. Particularly, it is required that a draft survey be performed halfway through the loading, and another prior to the commencement of loading from the last barge. Results are to be passed ashore for comparison and confirmation of the last barge cargo quantity. Whilst the mid-loading draft survey is carried out in order to determine the ship/shore difference, the survey performed prior to the completion of the last barge loading will identify the exact quantity which is needed to put the vessel at her assigned draft and trim with no cargo remaining on the barge.

If possible, this survey should be carried out during the idle time between the last two barges, as time lost in barge loading, due to this particular survey, does not count as laytime.

Prior to completion of each barge discharge, a Mate's Receipt will be signed by the Chief Officer or the Officer responsible for the cargo. Any notation regarding the nature, status and quantity remaining on the barge, should be made on this document.

When loading is completed, the vessel will be requested to produce a ship's figure as early as possible, and the result of the draft survey passed ashore by VHF, as the vessel will be sailing soon after the last barge is clear from the ship's side under the Early Departure Procedure.

Cargo: Three grades are loaded at Red Dog, namely:

(a) Zinc concentrates stowing approximately 15 cu.ft. per metric ton and 130 lb./cu.ft. having an angle of repose of 35°/45°.
(b) Lead concentrates stowing about 12 cu.ft. per metric ton and 180 lb./cu.ft. having an angle of repose of about 35°/45°.
(c) Middlings (or ISF) which is a mixture of two two ores. Stow factor and angle of repose is consequently a prorated average of (a) and (b). Please note that shippers, Cominco, will deliver cargo quantities *measured in short tons*.

The total cargo will be one or a combination of any of the above three grades. Natural segregation between grades is required, and under no circumstances can different grades be stowed in the same hold.

Great care should be exercised to properly identify each barge, its cargo grade and the appropriate receiving hold before permitting cargo transfer to take place.

When dry, these grades are dusty, and given the breezy nature of the anchorage area, every precaution must be exercised to prevent airborne pollution. Hatches not involved in actual loading must be kept closed. In case of consistent heavy rain, loading is to be suspended and hatches closed after due consultation with the Navios on-site representative.

Cargo spillages on deck, however small, *should not* be swept overboard. With deck scuppers properly cemented and plugged, overflowed quantities should be returned to relevant holds either by hand or mechanical means (i.e. available on board). On completion of loading, each hold, dust accumulated on cargo hatches, to be thoroughly swept back into the hold prior to closing. Should a major spillage occur, cargo must be stopped immediately, and Kivalina Port Control informed, and the resulting quantity to be returned to the hold immediately. Cargo flow to be resumed only after normal conditions are restored.

Zinc and lead concentrates must be handled in accordance with the Code of Safe Practice for Solid Bulk Cargoes as recommended by IMO (also see "Safety").

Moisture Content: The moisture content will always be within IMO limits and certified by shippers or their designated surveyors. Documentation stating the Moisture Content and Transportation Moisture Limit will be furnished by the shippers.

Stowage Plan: Upon receiving instructions to proceed to Red Dog, a Stowage Plan must be prepared, inclusive of a hold by hold loading sequence, bearing in mind the following:

1. Cargo wil be brought to the anchorage by two self unloading barges. Each barge will nominally lift about 6,000 short tons of cargo. Cargo distribution and loading sequences should be planned to ensure as many entire barges as possible are discharged into single holds, thereby restricting shifting alongside to a minimum. Quantities needed for final trimming must be of the same grade.

2. Experience gained over past years suggest that:
   (i) Vessels loading for Vancouver discharge are encouraged to adopt an "all holds" distribution which ensured a lower cargo profile in the holds, thereby facilitating future cleaning.
   (ii) Vessels proceeding via the Panama Canal are advised to confine the stowage to the least number of holds possible.
3. Concurrent with the development of a Stowage Plan, ballast discharge sequence should also be worked out very carefully, so that the vessel retains, at all times, a waterline to top of hatch cover airdraft not exceeding 47 ft. In practice and if feasible, it is suggested that ballast discharge commences upon completion of transfer of the first two barges, *but Masters must ensure that the vessel's rate of deballasting should not exceed that which is necessary to comply with the 47 ft. restriction.*

Ballast:

1. A heavy ballast condition on arrival is recommended and all ballast water must be clean; any dirty ballast should be changed well before arrival.
2. Vessels should maintain an even-keel trim during the first loading phase, and only take on a stern trim sufficient to strip ballast tanks after a safe airdraft reserve has been achieved.
3. The maximum recommended draft at the anchorage is 45 ft. S.W. However, in most cases, other restrictions will apply: Either the vessel's Summer marks, the draft at the discharge port, or in the case of vessels sailing to Europe, the Panama Canal draft.
4. Overboard discharge of ballast, especially topside tanks, to be programmed in such a way that barges are not in the path of overflowing water, thereby avoiding the possiblity of wetting and damaging cargo.

Hold Cleanliness: Whilst enroute from the last discharge port, the holds should be cleaned by sweeping and washing by high powered water jet. When previous cargo residues and any loose rust or paint have been carefully removed, a fresh water rinse should be made. Any puddles in the tank tops should be swept into the bilges to ensure that cargo spaces are reasonably dry. Particular attention should be given to removing cargo residues, *especially coal*, which is a serious contaminant to ore concentrates.

Hold Inspections: A representative of Cominco will carry out an inspection for cleanliness. Usually, he will board with the Pilot and carry out his inspection (swell conditions permitting) enroute to the anchorage.

Bills of Lading: The Bill of Lading shall be prepared in metric tons in accordance with the draft survey as ascertained by the authorised surveyor appointed by Cominco Alaska. Should the appointed surveyor be unavailable, the ship's figure, as determined on completion of loading, shall be used as the official quantity to be entered in the Bill of Lading. A letter of authorisation, from the Master to Fednav Montreal to sign original Bills of Lading on his behalf, shall be prepared prior to commencement of loading.

MEDICAL: Assistance only available in an emergency.

FRESH WATER: Not available.

FUEL: Not available.

GENERAL: *Official Formalities:* As the ocean vessel loads outside the U.S. Territorial Waters (i.e. outside the three mile limit), the vessel is not deemed by U.S. Customs to have entered into the United States. There is, therefore, no requirement to Enter In or Clear Out the vessel with Customs.

However, this three mile limit criterion is no longer regarded by the Immigration and Naturalisation Service (I.N.S.) as the limit of their jurisdiction. Instead they consider a vessel within the twelve mile limit to have entered U.S. Territorial Waters, and that they have the right to board. Accordingly, the Master must prepare all the usual documentation, including a visaed Crew List, to satisfy the requirements by the U.S. I.N.S. Whenever possible, the Crew List should be visaed by the American Consulate at the last port of call prior to departure for Kivalina. The local Agent should also be instructed to courier the Crew List to North Pacific Maritime, Ketchikan. Should this not be feasible, North Pacific Maritime, Ketchikan, should be notified with the first ETA message.

On Site Representation: Navios Pacific is represented at Red Dog by one of their senior operations staff. He will be on hand to provide up-to-date information and assistance as needed.

WEATHER: *Sea Surface Current:* From the Bering Strait, the current tends to move in a Northeasterly direction veering North when N.W. of Kotzebue. Its strength is variable, but it may reach over 3 knots, off Red Dog and Kivalina.

NOTE: Current may become variable and sometimes assume a Southerly set in the aftermath of Northerly or Northwesterly strong winds.

Ice Conditions and Reporting: A summary of the typical ice conditions, to be expected during the loading season, may be found in the Climatological Survey.

The U.S. Navy – NOAA Joint Ice Centre and Ice Forecasting Centre, Ottawa, produce frequent ice reports and forecasts for the Western Arctic. This information is available by fax and transmission times and frequencies are listed in the official List of Radio Aids to Navigation (Pub. 117 DMAH 1989). The following Radio Stations also can be used: Point Race (weather only), Kodiak (weather and ice conditions) Kotzebue AM radio 1040/1050 kHz. broadcasts marine weather bulletins that have been found useful to navigation. In addition, Guam, Pearl Harbour and Japanese Stations are all in the broadcast range and cover the area North of the Bering Strait.

SAFETY: In addition to "Code of Safe Practice for Solid Bulk Cargoes", published by IMO, Masters should be aware that zinc/lead concentrates are potentially dusty in nature, and loading in a open roadstead will require care to be exercised by both, deck personnel attending cargo operations, and those in spaces immediately adjacent to the main deck.

Besides the discomfort of working in potentially dusty surroundings, it should be borne in mind that, when in the proximity of holds being loaded, no eating, drinking or smoking should be permitted, in order to prevent involuntary ingestion of these harmful substances.

When loading these cargoes, it is recommended that:

Shut off external ventilation to the accommodation area; in
recirculation system only to be used.

A no smoking, eating or drinking rule should be enforced o
weather deck and any other areas exposed to dust from the ca
Galley doors to be kept closed and no through passage from ou
to be allowed.

One accommodation space with direct access from the main d
should be designated as a changing room. Working clothes, b
and other protective gear to be stored there prior to entering
accommodation spaces. Wearing deck working gear inside
accommodation should be prohibited.

No duty mess service will be available for deck personnel on du

Floor, alleyways and corridors are to be adequately protected f
dirt and dust.

VHF sets used on deck to be covered with plastic bags and chan
regularly.

Deck personnel on watch at hatches to stand always on the windw
side.

Hard hat, goggles, face masks, gloves and boots to be availab
and worn by all those working on deck.

All other precautions and hygiene rules applicable to dusty carg
to be followed (use of protective ointments on exposed skin surfa
showering when going off duty, thorough laundering of working clo
separately from other clothing, etc.).

As strict water pollution regulations are enforced at Kivalina,
garbage, whether treated or not, may be disposed of overside.

No hot work to be performed on deck or inside accommodation or
engine room while loading cargo.

SHIPMASTER'S REPORT: August 1991.

This is an anchorage port and the position of anchoring varies
accordance with the ice edge.

At any one time a maximum of 2 vessels can be handled.

Approaches: The approach to the anchorage is simple, from the Ber
Strait keep Fairway Rock abeam (bearing 270°) and at a distance
6 miles. Steer due North for 53 miles until reaching the posi
Lat. 60° 30′ N., Long. 168° 30′ W. On arrival at this position alter cou
to 058°(T) for a distance of 108 miles, which will bring the vessel to
pilot station which is located at Lat. 67° 27′ N., Long. 164° 35′ W.

Anchorage: The designated anchorage is between the following
ordinates:

Lat. 67° 30.3′ N.	Long. 164° 15.6′ W.
Lat. 67° 32.5′ N.	Long. 164° 19.2′ W.
Lat. 67° 33.9′ N.	Long. 164° 13.4′ W.
Lat. 67° 31.6′ N.	Long. 164° 09.8′ W.

The anchorage is about 10 nautical miles from the pilot station in
direction 058°(T).

Anchoring is in the open sea, so vessels should have sufficient ch
out at all times. We used 7 shackles and the holding ground was go
The maximum wind experienced during our visit was about 30 knots

Restrictions: The port is open from the beginning of July until the mid
of October each year (in 1991 the last vessel left on October 8th). T
closing date is governed by the ice. The port started operating in t
Summer of 1990.

Loading: The cargo loaded is zinc and lead concentrates and at pres
the maximum size vessel that can be loaded is "Panamax" size a
the maximum allowable airdraft is 45 ft.

There are 2 self-unloaders of 6,000 tonnes capacity which bring t
cargo to the anchorage from the shore loading facilities. The rate
loading with one shiploader is about 1,500 tonnes/hr.

At times, 2 self-unloaders can be tied-up alongside the vessel, o
on either side. The self-unloading vessels are secured alongside w
2 headlines and 2 sternlines.

In order to minimise the vessel's rope handling work, all headli
and sternlines are placed on automatic self-tensioning winches and a
controlled from the self-unloaders. The self-unloaders which do not ha
their own propulsion are berthed alongside with the assistance of 3 tu

Medical: Medical facilities are very restricted. In case of serious illne
crew members are flown to Anchorage by a small jet.

Fresh Water: Not available.

Fuel: Not available.

Consuls: None locally.

Repairs: No facilities available.

Repatriation: Crew changes are only possible in cases of emergen

General: Stores: Not available.

Operator: Cominco Alaska.

AUTHORITY: Masters should be aware that the parties involved
operations are:

(i) *Cominco Alaska* are the Operators of the Red Dog Terminal, a
are the Shippers of the cargo loaded onto their vessels.

(ii) *Foss Maritime* of Seattle are the Operators of the self-discharg
barges and tugs, and are contracted to Cominco, Alaska, to prov
shuttling and transhipment of the cargo.

(iii) *Navios Pacific* are the providers of the ocean transportation a
contracted to Cominco, Alaska.

Navios Corporation, Stamford Harbour Park, 333 Ludlow St
Stamford, Connecticut 06902-6913, U.S.A. Tel: (203) 961-08
Fax: (203) 961-0845. Telex: 238853. (Also see "Radio").

REDWOOD CITY, California: 37.32 N. 122.12 W. (See Plan)

DOCUMENTS, PILOTAGE and all general information refer to "San Francisco".

RESTRICTIONS: Though a natural deep water channel extends down the bay to Redwood City there is controlled depth channel 500 ft. wide and 30 ft. deep across San Bruno Shoal. The entrance channel to the port is 2 miles long and 30 ft. deep (all depths are at MLLW) and 300 ft. to 350 ft. wide. There are 2 large turning basins at either end of the port harbour channel. See also San Francisco.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness reports made to San Francisco Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

BERTHING:

Port of Redwood City:

Berth	*Length* (ft.)	*Depth* (ft.)	*Remarks*
No. 1	500	36	General cargo and bulk cement through pneumatic pipelines.
No. 2	355	36	
No. 3	450	36	General cargo, heavy lifts and scrap metal.
No. 4 (New Berth)	450	36	General cargo USGS facility.
No. 5	500	36	Designed to accommodate large tankers, general cargo and heavy lift cargoes.
Private Facilities:			
Bell Marine	649	12	Barge unloading dock. Used for storage (not in use).
Lone Star Industries	496	18	Barge dock for loading cement. Not in use.
Lone Star Industries	20	16	Oil berth. Not in use.
Leslie Salt Co.	200	33	Elevator berth used for loading crude bulk salt.

BRIDGES: The San Mateo Hayward Highway Bridge with a vertical clearance of 141 ft. and horizontal of 500 ft. crosses the ship channel.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Garbage disposal is available. Dumpsters from 4 to 15 cu.yd. can be ordered and placed alongside. The company to order dumpsters from is BFI. Tel: (415) 591-2025.

WASTE OIL DISPOSAL: Collection service is available at Wharf 5 from Gibson/Pilot JV. Tel: (800) 582-3935 or (805) 327-0413. Fee schedule on application.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar (U.S.$).

DEVELOPMENTS: See "Plan".

AUTHORITY: Port of Redwood City, 675 Seaport Boulevard, Redwood City, California 94063-2794. *FAX:* (415) 369-7636. *Contact:* Floyd Shelton, Executive Director.

RICHMOND, California: 37.56 N. 122.25 W. (See Plan)

(A) CHEVRON, U.S.A.
(B) OTHER TERMINALS AT RICHMOND.

(A) *CHEVRON, U.S.A.*

LOCATION: Richmond Long Wharf is situated on N.E. side of San Francisco Bay, a protected harbour. The refinery and storage tanks are near the wharves.

The exact position of the Long Wharf is Lat. 37° 55′ 20″ N., Long. 122° 24′ 35″ W. Wharf heading is 324° – 144°.

DOCUMENTS: *Quarantine and Pratique:* To clear vessel for entry, the Custom House requires the following papers for Foreign Flag Vessels:

1. Vessel Registry.
2. U.S. Tonnage Tax Receipts.
3. Water Pollution Certificate (CIOPP).
4. Load Line Certificate.
5. Safety Equipment Certificate.
6. International Tonnage Certificate.
7. Clearance from Last Port.
8. Customs Forms (CF):
   1300 – Master's Oath (3 copies).
   1301 – General Declaration (3 copies).
   1303 – Stores List (3 copies).
   1304 – Crew's Effects Declaration (3 copies).
   I-418 – Crew List (3 copies).
   1302 – Cargo Manifest (3 copies).
   On CF1300, "Master's Oath", be sure to note docking time and arrival deep draft papers for Customs clearance.
9. Departing Crew Members, if signing-off a foreign vessel, must fill out a CF-5021 "Crew Member Declaration".
   CF I-418 – Crew List (4) Note CF5129 numbers to be shown in Column 5.
   CF5129 – Crew Member Declaration (one for each officer/crew member).
   CF226 – Foreign Repair Oath/Entry (4) and Supporting Invoices.

Inspectors from various government agencies may require additional information. This additional information may include but not be limited to the following:

1. Certificate of Documentation.
2. Water Pollution Certificate.
3. Load Line Certificate.
4. Safety Equipment Certificate.
5. U.S. Tonnage Tax Receipts.
6. A Certified Crew List from last U.S. port (with Seaman's Action Certificates to account for all crew changes).

Documents required for Customs clearance of U.S. Flag Vessel to Foreign Port:

CF1300 – Master's Oath (2 copies).
CF1301 – General Declaration (2 copies).

State of California Department of Fish and Game Office of Oil Spill Prevention and Response requires documents 1 – 6 as listed above (the Boarding Inspector may require additional information).

Vessel's cargo decks shall be clean with no oil on the deck, or water build-up. They shall be free of dirty rags, rubbish, debris, and loose tools. Excessive hydrocarbon build-up in pump room bilges shall not be permitted.

PILOTAGE: Pilotage in and out of San Francisco is compulsory for all foreign registry and U.S. vessels under enrolment not having a federally licensed Pilot on board.

Pilots board near the San Francisco approach lighted horn buoy "SF". Pilot boat "San Francisco" call sign "WYZ-8288". Pilot boat "California" call sign "WYK-4689". Pilot boats monitor VHF Channels 10, 13, 16 and 18A.

Pilots can be contacted through the pilot boats "San Francisco" or "California". Pilot office monitors VHF Channel 10 (156.5 KHz) and can be contacted by telephone No. (415) 393-0457.

MAX. SIZE: The main ship channel into San Francisco has a project depth of 50 ft. However, the 35 ft. depth of the Southampton Shoal channel restricts the size of ships to wharves.

LIGHTENING: When a lightening operation is necessary the terminal management will direct the ship to Anchorage No. 9. The ship to be lightened will install fenders before the lighter ties alongside. The terminal will provide the fenders. The lightening Supervisor and ship's officer will hold a meeting to discuss the cargo transfer. During transfer, follow the same precautions and safety regulations that apply to cargo transfer at the wharf. The transfer rate will be regulated by the lightening vessel. The lightening Supervisor will observe all the lightening operations. The terminal will provide oil spill recovery equipment during lightening.

HEALTH: See "Health: All Ports" before first U.S.A port (Albany). Illness Reports made to San Francisco Quarantine Station.

Quarantine and Pratique: Vessels are not required to pass a quarantine inspection. It is necessary that vessels notify their Agents at least 2 days in advance of arrival in San Francisco Bay if sickness or disease is on board. The Agent shall notify Public Health for further action if necessary.

All vessels arriving from foreign ports will require clearance by the following U.S. Government Agencies: Customs House, Immigration Service, Department of Agriculture.

The vessel's Agent should make arrangements for the inspectors to board dockside or at anchorage.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

The Terminal is U.S.C.G. Certified for removal of non-hazardous plastic waste from vessels.

RADIO/VHF: The official language of the terminal is English. Therefore, vessel must have personnel on duty at all times who can communicate in English with the wharf personnel. If at any time proper communication is compromised, the transfer of oil will be stopped per Code of Federal Regulations.

General:

San Francisco has an established advisory traffic service. The Vessel Traffic Centre, radio call "San Francisco VTS" monitors VHF-FM Channels 13 and 16, and uses Channels 13, 12, 18A and 22A.

Note: The VTS is currently considering replacing Channel 13 VHF with Channel 14 VHF as its main working frequency. Channel 12 VHF is the working frequency for the Offshore Vessel Movement Reporting System (OVMRS).

Federal Communication Regulations require that at any time VHF radio is in operation, Channel 16 must be monitored (156.8 MHz distress and calling frequency).

The U.S. Coast Guard requires all vessels anchored in San Francisco Bay to maintain a radio listening watch on VHF-FM Channel 13 (156.65 MHz) when the wind is 25 knots or greater. Any ship not equipped with Channel 13 shall maintain the listening watch on Channel 16 (156.8 MHz). This radio watch must be maintained by a person who can speak English.

The 2-3 MHz radio telephone call letters for the San Francisco Bay area are KLH.

Richmond Long Wharf (radio call "WRS 943 Richmond Long Wharf") is equipped with VHF radio, manned 24 hours, on Channel 10 (156.5 MHz).

Chevron Shipping office hours are 0800 hrs. – 1645 hrs., 7 days a week. If vessel needs to contact Chevron Shipping while in San Francisco Bay, call them on the following 2 channels during regular office hours.

1. KCE-372 "Chevron Shipping".
2. Channel 10 (156.5 MHz).

While vessel is at anchor in San Francisco Bay, it should maintain normal listening watches on VHF Channel 10.

ETA Requirements:

The Master of a vessel bound for the San Francisco Bay is required to provide Chevron Shipping (via Fax to Chevron Richmond Long Wharf, Tel: (510) 242-3159) with the following information as soon as possible before arrival, *but not later than* 2 days for tank vessels, and not later than 12 hours for barges prior to arrival at Richmond Long Wharf.

The following 25 items must be provided in the Pre-Arrival Report:

1. (a) Name of vessel/barge (full name).
   (b) Flag of Registry.
2. (a) Last port of call prior to arrival at San Francisco Bay.
   (b) Previous cargo.
3. When vessel was last at Chevron Richmond Long Wharf.
4. (a) Specific ETA 72, 48 and 24 hours prior to arrival.
   (b) Identify whether based on San Francisco Pilot Station or alongside the Richmond Long Wharf.
5. (a) Is the vessel/barge calling at other terminals in the San Francisco Bay area?
   (b) Please identify terminal and any timing constraints associated with Richmond Long Wharf or these other terminals.
6. Cargo trade and quantities to load and/or discharge at Chevron Richmond.
7. Draft on arrival (in feet/inches).
8. Maximum draft and trim expected during transfer operation.
9. Quantity and nature of slops, dirty ballast to be transferred at Richmond Long Wharf and any contamination thereof by chemical additives. (Note: The Chevron Richmond Refinery operations require that any slop discharge at the Long Wharf be avoided or, if this is not possible, minimised to the fullest extent).
10. Any repairs that could delay commencement of cargo transfer.
11. Any special pre-load or discharge procedures (i.e. flush prior to load) or delays (i.e. vessel U.S. Coast Guard inspections).
12. Any specific load/discharge sequence required.
13. Distance from vessel/barge bow to the centre of the cargo manifold area.
14. Manifold details, including size and type (steel, cast iron, annealed iron) of cargo and bunker connections. (Note: The use of cast iron connections are not allowed at the Chevron Richmond Long Wharf).
15. (a) Does the vessel require bunkers?
    (b) If so, type and quantity in net barrels and equivalent metric tons.
16. Does the vessel require potable water?
17. (a) Is the vessel/barge equipped with a Vapour Recovery system?
    (b) If so, type and size of connections.
    (c) Is system certified by the U.S. Coast Guard?
    (d) Where is the connection located with regard to the cargo manifold? Note: Maximum system pressure on arrival at Chevron Richmond not to exceed 15 psia.
18. (a) If vessel is discharging, will there be a need to ballast into cargo tanks which last contained crude, motor gasoline, aviation gasoline or any other Class A cargo?
    (b) If so, how much ballast and how many hours to ballast.
19. Are there any anticipated special operations which the vessel/barge must perform at the Chevron Richmond Long Wharf (i.e. crude oil washing, tank cleaning, personnel to/from the vessel, load lube oils, load stores, etc.)?
20. Is the tug "Chevron Richmond" needed to assist in docking and/or undocking?
21. Any defect of hull, machinery, piping, valves, or other equipment which may affect the safe manoeuvrability of the tank vessel or barge; or constitute a hazard to public health and safety and/or the environment.
22. Any other information pertinent to mooring and cargo transfer operations.
23. Does the vessel/barge have a valid "California State Certificate of Financial Responsibility" on board? (Note: Vessels/barges which do not have this Certificate may not call at the Chevron Richmond Long Wharf).
24. Has the vessel met Oil Spill Prevention and Response and Oil Pollution Act 1990? (i.e. Does the vessel have a written Oil Spill Response Plan with a list of qualified contractors?). If not, vessel is not allowed at the Long Wharf.
25. All tank vessels are required to have a cellular phone on board while berthing at Richmond Long Wharf as an alternate communication system. What is your cellular phone number?

NOTE: Chevron will not be responsible for delays associated with non-compliance of these regulations.

Wharf Communication: The Richmond Wharves are equipped with a positive and dedicated ship-to-terminal radio communication system. On arrival, you will be provided with one radio (walkie-talkie). It must be with the English speaking person on duty at all times; the radio will be tested at regular intervals. You will be instructed in the proper use of this radio during the Cargo Pre-Transfer Conference. If the radio is not returned, we will levy a charge of $3,500 each.

TUGS: 1×4,000 h.p. and 1×1,800 h.p.

BERTHING: Berthing of a deep draft tanker should be timed to allow the ship to remain alongside at her arrival draft through the next low water.

If cargo transfer is delayed and it's determined that the allowable berth draft limit (BADL) will be exceeded, the vessel shall be ordered to make preparations to sail 6 hours before BADL will be reached, making all tug and pilot arrangements (costs will be determined based on the responsibility for the berth delay).

Vessels shall be required to depart the berth based on safe tidal and current conditions, but always before manoeuvering area draft limit (MADL) is reached.

The Wharf Controller and Agent will set berth assignment prior to vessel's arrival. If a berth is not available at the time of arrival, the Agent will instruct vessel to proceed to anchor (as directed by the Captain of the Port) and maintain radio contact with Richmond Long Wharf by VHF Channel 10. At least 3 hours before vessel's assigned docking time, contact Richmond Long Wharf to confirm docking time. At that time, the Wharf will advise the inbound vessel of expected vessel traffic at the Long Wharf. The Wharf will also advise the inbound vessel of any changes once the vessel has made initial contact. Inbound vessels will typically have priority over departing vessels. If an outbound vessel is restricted to a particular sailing time, due to draft and tide, and inbound vessel can safely lose time outside the Bay or safely pro to anchor, the Wharf will request that the outbound vessel has pr If there is a decision to be made regarding holding a vessel along it will be made by the Onshift Wharfmaster. At one hour before ves assigned docking time, recontact Richmond Long Wharf to esta with the terminal what channel the Pilot will be using to moor ve The terminal has available the following VHF Channels: 65A, 13, 7A and 18A. While mooring or unmooring, the terminal's internal procedures require that vessel-to-terminal communications established before vessel is 150 ft. from wharf, and then mainta throughout the event. Vessels are cautioned to check with SF Bay on other vessel movements in the area that are not controllable by Richmond Long Wharf, for instance, vessels proceeding ou Richmond Inner Harbour which may also intend to use Southam Shoal Channel.

To avoid dangerous meeting and passing situations in manoeuvring area and Southampton Shoal Channel, departing ves must be clear of channel before the next arriving vessel can enter channel, and vice versa.

Berths are assigned according to:
Time of arrival.
Product(s) to be transferred.
Size of ship.
Loaded draft.
Tide and weather conditions.
Availability of dock crews.

No fees are charged for berthing at Chevron piers for normal ca transfer. However, wharfage fees are charged for ships which ca undue delay or expense. You will be notified when this occurs.

Recommended Docking Practices: The guidelines here must be st adhered to. Prior Terminal Management approval is required for exceptions. For more information about positioning the vessel, see " Section".

The terminal require the use of adequately powered tugboats w docking at the wharves. Chevron Shipping Company has two tugs can be hired, provided arrangements are made prior to vessel's arr

(a) In order to ensure maximum safety while berthing and unbert ships at Long Wharf, the following minimum tug assistanc required:

Vessel Size	*Mooring* (No. of Tugs)	*Unmooring* (No. of Tugs
Up to 50,000 d.w.t.	1 large and 1 medium	1 large and 1 medium
50,001 to 80,000 d.w.t.	2 large and 1 medium	2 large
80,001 to 180,000 d.w.t.	3 large	2 large and 1 medium
Over 180,000 d.w.t.	4 large	3 large

Medium tug is 1,750 h.p. to 3,999 h.p.
Large tug is 4,000 h.p. or greater.
A 1,000 h.p. bow thruster is equivalent of a medium tug.

(b) Vessels should always stem the tide when docking.
(c) Steep-angle approaches should be avoided.
(d) In view of the strong tidal currents at the wharf, make sure ves is moored securely. Check on the number of lines and their stren and condition. Pay special attention to the fore and aft leads.
(e) Mooring lines shall be kept taut at all times during trans operations, and those lines not on mooring winches must be ma fast on the mooring bitts. *Under no circumstances will moor lines be made fast to winch drums (gipsy heads).*
(f) An all wire mooring arrangement is the safest and most desira A minimum amount of mooring lines leading in the same direct will not be mixed (See "Plan"). This is an unsafe practice creates a false sense of security owing to the difference in elastic The only exception would be when additional lines are utili above the minimum requirements.

For barges less than 100,000 barrels, an all synthetic moor arrangement can be used, subject to the approval of Term Management.

The required minimum number of mooring lines are:
Barges less than 250 ft. in length = 6 mooring lines.
Barges greater than 250 ft. in length = 8 mooring lines.
Ships less than 80,000 d.w.t. = 9 wire mooring lines 11 synthetic mooring lines.
Ships greater than 80,000 d.w.t. = 10 wire mooring lines 12 synthetic mooring lines.

These are the minimum requirements. Under severe weather tidal conditions, additional mooring lines are recommended.

(g) Winch brakes must be on, mooring lines in good condition, mooring lines of adequate size are required as set forth regulatory agencies. This will insure that the vessel will rem within the envelope of the arms and/or hoses, and will not br away due to sudden changes in wind or sea conditions or surging caused by passing vessels.

Vessels should employ mooring lines that provide 75% of rated breaking strength (i.e. lines must be in good condition). eye of each mooring line should be led to a quick-release moor hook. This allows the vessel to depart quickly in an emerge Permission should be obtained from Terminal representative mooring line is to be led to a bollard. The number of lines led bollard should be restricted to an absolute minimum. Lines bollards must all be released first when unmooring. Wires wi be led to bollards.

(h) Be advised, vessels departing from Richmond Long Wharf drafts of 38 ft. or over will generally not be taken from the under strong ebb tide conditions. Vessels are advised to con with the Pilot's Association on their particular situation.

ose Handling and Mooring Lines: Wharf crews are on duty ntinuously to handle oil hoses/arms and mooring lines. *However, they ll not handle mooring lines and hoses on board vessels; this is the essel's responsibility.* There must be a Wharf Observer aboard the essel when connecting or disconnecting Chicksans or hoses.

nchors: Anchors are not to be used after vessel is secured.

angway: Rig your gangway properly and safely with handrails and equate illumination. If vessel does not have a gangway, the pier has me available in limited sizes. However, the Company cannot be liable r the manner in which the ship's crew rigs the gangway. Berths No. 1 nd No. 4 have permanently installed gangways.

hip Movement: Make sure your deck watch stays continually alert for essel movement off-spot. Vessel should be kept against the fender at l times. If the vessel moves off the fender or 7 ft. in either direction long the wharf, stop all cargo transfer operations immediately and isconnect the hoses or arms. Do not resume operations until the ituation is corrected. The Terminal requires a tug to move the vessel nd hold it off the fenders while moving the vessel parallel to the wharf.

il Wharves: There is one pier that accommodates oil transfers. It is ommonly referred to as Richmond Long Wharf.

ng Wharf: Richmond Long Wharf, a "T"-head pier, has an overall ngth of 3,396 ft. It consists of concrete and wooden piles and a oncrete superstructure connected to the shore, 4,200 ft. away by a iled causeway. The fender-to-fender width is 132.5 ft.

Berths 1, 2 and 3 deck level is 15.5 ft. above MLLW. Berth No. 4 deck vel is 25 ft. above MLLW.

There are 4 deep water berths on the West side. Berth No. 1 is 950 ft. ng with a project depth of 50 ft. at MLLW. Berth No. 2 is 650 ft. long ith a project depth of 40 ft. at MLLW. Berth No. 3 is 700 ft. long with a project depth of 40 ft. at MLLW. Berth No. 4 is 1,100 ft. long with a roject depth of 50 ft. at MLLW. They are numbered 1 through 4 from South to North. The fender-to-fender width of the Wharf is 132.5 ft.

There are two inner Berths (No. 9 and No. 11). They are used primarily r barge loading or discharging. Project water depth is 20 ft. at MLLW.

OTE: Specific barge size and towboat restrictions may pertain to arges arriving and departing the barge berths. Consult the Wharf ontroller for specifics.

Silting is a continuous problem at all berths. Consult the Wharf ontroller or the Wharfmaster for updated drafts.

OSES: *Cargo Hoses:*

a) Before transfer, inspect cargo loading hoses or arms to see that they are in good condition, *fully bolted*, and properly connected. All hoses must be marked showing the service for which the hose is designated, date of last hydrotest, and a maximum allowable working pressure of at least 275 psi.

b) The hoses must be supported at not more than 12 ft. intervals with a bridle or mat to minimise kinks or chafing. They must not be bent to a radius less than 12 times their diameter. Do not use single slings when taking aboard or supporting during transfer.

c) The hose or arm-to-riser connections must have drip pans of adequate size installed under them.

d) When cargo transfer has concluded, each hose/arm is to be drained via the drain valve and flanged *before* being removed from the vessel.

The Terminal Head Operator or his/her delegate is to be aboard vessel to oversee the connecting and disconnecting of the loading arms and also to alert crew members when passing the arms.

apour Hoses: Vapour hoses as required for Vapour Recovery operation will be provided by the Terminal. Vapour hoses will be distinctly marked with painted red/yellow/red bands and will be labelled. Their flange will have a unique bolt hole configuration to prevent cross connection to a cargo system. The flange sizes are 10 in. at Berths No. 2 and 3, and 8 in. and Berths No. 4 and 9.

Vapour hoses will require a purge with nitrogen before and after loading operations. This purge will be done by Terminal Operators.

OADING/UNLOADING: Berth No. 2 is fitted with 4 in., 6 in, and 8 in. hoses for cargo transfer. Berth No. 1 has two 12 in. and two 16 in. Chicksan loading arms. Berths No. 3 has two 8 in. and four 12 in. Chicksan arms. Berth No. 4 has two 12 in. and three 16 in. Chicksan arms. Do not reduce Chicksan loading arm flange size by more than 4 in. unless approved by Terminal Management. Berths No. 9 and 11 are fitted with 4 in., 6 in. and 8 in. loading risers for cargo transfer.

OTE: All terminal flange facings are carbon steel ANSI 150 lbs. rating.

No cast iron is allowed outside of (and including) the first valve on the vessel's cargo or bunker system.

Berth vessels so that manifolds are positioned within the horizontal and vertical limits of the hoses or Chicksan arms as directed by Terminal Person-in-Charge (TPIC) spotting vessel.

Cargo Transfer:

a) Pre-Transfer Declaration of Inspection – Before cargo transfer begins, the TPIC will board vessel. The TPIC will discuss with Master and officers the safe transfer of cargo. He will also review the Declaration of Inspection with Master and sign it with Master when all items are understood and agreed upon.

b) Inspection During Cargo Transfer – A Terminal representative will also visit the ship during cargo transfer. With the approval of Deck Watch, he will check to ensure that safe working practices are being observed by both ship and wharf.

c) Minimum Cargo-Handling Crew – When transferring cargo or ballast, the officer-in-charge of cargo transfer must have at least two assistants: one to maintain watch on the open-deck cargo transfer manifolds; the other to assist in handling valves, tank gauging, or shutdowns of transfer pumps in case of emergency. Other crew members may be needed depending on the size and complexity of ship transfer system. These requirements will be developed at the pre-cargo-transfer conference. When loading ship's bunkers and lubes, the Master and Chief Engineer will assure the terminal that this transfer will be handled in a similar manner.

(d) Both vessel and Terminal representatives shall conduct a regular inspection of the dock area and the water area around the ship prior to and during the transfer operations.

(e) Vessel shall not deposit any form of hazardous waste on the Wharf.

Loading Rates: Several products can be loaded at each berth. Loading rates depend on a multitude of situations. These will be discussed at the pre-cargo-transfer conference.

Unloading Rates: Unloading rates also depend on many things – vessel's pumps, the size and availability of terminal lines and tanks, refinery operations, etc. The pre-cargo-transfer conference will develop the estimated unloading and deballasting rates and procedures.

To expedite cargo transfer, it may be necessary to use booster pumps. To eliminate hazards to this equipment, notify the Berth Operator 15 minutes ahead of time whenever you are going to: Stop or change any cargo transfer rate, strip any tanks, switch tanks, begin or stop Crude Oil Wash (COW).

Maximum Temperature and Pressure Limits: The terminal cargo-handling system is designed to comply with the 150 lbs. ANSI flange rating. For example: 275 psig at 100°F, 240 psig at 200°F, etc. Special restrictions apply for aromatic and other hazardous stocks. These will be explained during the pre-cargo-transfer conference.

Tank Gauges: To ensure proper handling of each cargo, the terminal requires vessels to be gauged every *two* hours and matched with shore-tank gauges. Transfer operations will shut down immediately if:

— the transfer rate is over 1,000 b.p.h. and there is a discrepancy in the tank's gauges that amounts to more than 20% of that transfer rate.

OR

— the transfer rate is under 1,000 b.p.h. and there is a discrepancy in the tank's gauges that amounts to more than 30% of that transfer rate.

For example:

Vessel arrived with 120,000 bbls. of crude. First 2 hour gauge at 1010 hrs. Estimated rate 7,000 b.p.h.

	Ship	Shore	Difference
1000 hrs.	14,241	13,996	245
1200 hrs.	28,435	25,643	2,792

As the estimated transfer rate is 7,000 bbls./hr., the allowable difference would be 1,400 bbls. The 245 bbls. difference at 1000 hrs. is OK and transfer should continue. The 1200 hrs. gauge of 2,792 bbls. difference is out of tolerance and the transfer should be discontinued until discrepancy can be resolved.

NOTE: For those equipped with IGS, obtain the 2 hour gauge from the automatic gauging system. Do not breach IGS.

Allow approximately 2 hours for shore and vessel cargo reconciliation after transfer is complete.

BALLAST: No dirty ballast will be discharged overboard while vessels are moored at Richmond Long Wharf.

If vessel has a clean dedicated ballast system and Terminal Management approves and a segregated ballast form is filled out, vessel may be able to discharge clean ballast to local waters.

Tank Flushes: Product for use in flushing vessel's tanks is available on request, but must be arranged for at least 48 hours in advance through Chevron Supply and Distribution or Chevon International Oil Company. The flush material will be provided for a $250 handling fee plus a reprocessing fee for each barrel which will vary depending on the exact flush stock requested. The exact reprocessing fee can be obtained by contacting Supply and Distribution.

POLLUTION:

NOTICE TO SHIPS
WHILE IN SAN FRANCISCO BAY WATERS
TO SHERMAN ISLAND

EXCESSIVE SMOKE

Section 3110 of Regulations 2 of the Bay Area Air Pollution Control District prohibits the emission of smoke as dark or darker than Ringlemann 1 for more than 3 minutes in one hour.

BOILER TUBE BLOWING

Boiler tubes must not be blown in a manner that results in soot being deposited on shore in such quantities as to create a nuisance. Blowing of tubes anywhere within San Francisco, San Pablo, and Suisun Bays, or in the San Joaquin River within Contra Costa County, must be kept to a minimum. Every reasonable effort must be made to reduce the number of occasions of such in-port soot blowing.

California Health and Safety Code, Section 24360, provides that a person shall not discharge from any source whatsoever such quantities of air contaminant or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.

Persons responsible for violations of District Law and regulations are subject to a penalty of up to $25,000 for each day's violation. This may be assessed against any person responsible including the officers of the ship, the Owners, the Operators, and may be secured by a lien against the ship itself. These persons may also be subject to abatement orders and contempt of court.

GOOD NEIGHBOUR NOISE POLICY

When ships or barges are suspected of being too noisy during the course of their operations, the following procedure should be followed:

1. The Wharfmaster shall initiate action when any noisy vessel arrives at Richmond Long Wharf for discharge. The Wharfmaster will requst the CFRE (Chevron Environmental Field Representative) to go to the Point Richmond "hill area" and report on any noise observation.
2. If the noise is excessive in the judgement of the Wharfmaster and CFRE, it may be necessary to make adjustments to the rate, number of pumps, etc., in order to moderate noise to a satisfactory level. In Chevron's efforts to maintain an effective "Good Neighbour Policy", if a vessel is found to be creating a noise nuisance, it may be ultimately necessary to secure cargo operations until daylight hours.

While docking and undocking, no excessive noise should be created.

OIL INSPECTIONS: To control product quality, the terminal has several requirements for sampling and gauging the oil as it is being transferred. These requirements will be explained during pre-cargo transfer conferences. Outside inspection service is provided by the following independent companies:

Caleb Brett U.S.A. Inc., 4108 Lakeside Drive, Richmond, California 94806. Tel: (510) 222-0877. Fax: (510) 222-0930. Telex: 184231.

S.G.S. Inspection, 435 Valley View, El Sobrante, California 94803. Tel: (510) 236-3007. Domestic TWX (910) 382-6013. Fax: (510) 223-0956.

Herguth Petroleum Lab., 101 Corporate Place, P.O.Box "B", Vallejo, California 94590. Tel: (707) 554-4611. Fax: (707) 554-0109. Telex: 317596.

E.W. Saybolt Company Inc., 124 Parker Avenue, Rodeo, P.O.Box 704, California 94572. Tel. (510) 799-2843. Fax: (510) 799-2851. Telex: 229171.

Columbia Inspection Inc., 1214 "B" Pomena Street, Crockett, California 94525. Tel: (510) 671-4814. Fax: (510) 671-4814.

Inspectorate, 3773 Pacheco Blvd., Martinez, California 94553. Fax: (510) 372-3384. Telex: 402472.

MEDICAL: No facilities at wharves. Richmond Refinery has a direct line to the regional ambulance. Emergency medical technicians (EMTs) will respond to provide basic life support, first aid and escort the ambulance to the Wharf.

Non-emergency medical services must be arranged through the Agent.

Brookside Hospital. Tel: (510) 235-7000.
Regional Ambulance Service (ground). Tel: (510) 234-3242.
Air Ambulance International Inc. Tel: (800) 982-5806.
California Aviation Service Inc. Tel: (415) 584-9045.

FRESH WATER: Potable water can be provided to vessels at the Long Wharf. Arrangements to load potable water must be made prior to arrival by contacting the Wharf Coordinator. The Wharf Coordinator will advise the vessel's Agent of current hook-up fees and rates. Loading rates and forms will be fully explained at the Pre-Transfer Conference. The Wharf will make all connections dockside, and will control all valves associated with the water transfer.

FUEL: Many grades of bunkers, diesel and lubricating oils are available in bulk or drum quantities. Agents should order them from (1) Chevron U.S.A., Supply and Distribution (call (415) 944-6200), or (2) Chevron International (call (415) 944-6292), at least 48 hours before vessel arrives, to avoid delaying the vessel.

To take on bunkers and diesel, vessels must be able to connect to terminal's 4 in., 6 in. and 8 in. hoses in Berth No. 2, connect to 8 in. Chicksan in Berth No. 3, to 12 in. Chicksans in Berths No. 1 and 4 without a reduction of more than 6 in. Bunker barges are not allowed to bunker vessels while at Chevron's wharf.

PROVISIONS: Provisions and stores are available through ship's Agent. However, they will be loaded only when the loading does not interfere with cargo or ballast transfer. No hydrocarbons, paints, detergents or other polluting materials will be allowed to go aboard the vessel by means of slings or cargo nets. Such stores must be hand carried on board. The vessel may use its own gear for handling other types of stores. However, forklifts, cranes and trucks are not available for this operation. Stores will not be handled by wharf personnel, and will not be allowed on the wharf until the vessel arrives.

REPAIRS: There are some major repair facilities located in the San Francisco Bay Area. The Agent can probably make arrangements for use of their services.

Repairs at the terminal are not permitted unless it is absolutely necessary in order to move the vessel. Any repair work that would necessitate hot work must have approval from Refinery Management and U.S.C.G. No repairs will be allowed that would delay cargo transfer or lengthen the transfer time.

REPATRIATION: Facilities exist for repatriating of crew by sea or air. Make the arrangements through ship's Agent, and notify the terminal management.

TIME: Local time: Pacific Standard Time GMT is minus 8 hours. (Note: From the first Sunday in April to the last Sunday in October, this is modified by use of Daylight Time which is GMT minus 7 hours).

All communications should refer to local time.

TELEPHONES: Blue Courtesy telephones are spaced adequately along the dock. These telephones can be used to call this partial list of commonly used numbers within the Refinery:

Wharf Control Room (PAD) (24 hrs. coverage)	242-4494
Wharf Master	242-4388
Wharf Coordinator	242-4387
Head Operator	242-2190
Terminal Superintendent	242-2314
Wharf Bus	6-6880

There are 3 public telephones on the Long Wharf for outside calls, 2 between Berths No. 1 and 2, and one at the lower level of the Wharf Office Building.

STORING: See "Prelims".

1. Vessels cannot be stored by barge while at docks; however, they can be stored by small trucks.
2. Storing by truck requires the truck to be cleared by operations and towed into location. No paint or hydrocarbon may be lifted by net over local waters. This is described in the "Provisions".
3. Trucks can come alongside vessel (within 50 ft. of vessel).
4. There are no forklifts available at the terminal and the rental of one requires the rental of a "spark approved" forklift. Arrangements must be made with the Wharf Master.
5. All customs rules and regulations are enforced.
6. Local riggers can be employed to help get stores aboard vessel, but the vessel must make arrangements with ships Agents, and all storing of vessels must be approved by Wharf Master.

Also see "Provisions".

SHORE LEAVE: In order to permit vessel's crew to exit and enter Refinery, 2 copies of the vessel's Crew List with anticipated chan must be given to the Terminal Person-in-Charge (TPIC) during the Transfer Conference.

Walking on the causeway is not permitted. Bicycle riding is not allo on the causeway. Chevron Shipping Company provides bus service the wharf to shore and from there, ship's personnel can connect local taxi or bus service nearby (For transit system information out the Refinery call (510) 232-5665).

To call for the Long Wharf bus, dial 6-6880, and talk to the bus dr using the courtesy telephones that are adequately spaced along face of the Wharf identified by a blue sign.

No animals or pets are allowed on wharf or wharf bus.

No smoking in the bus, on the wharf, or the approach to the wha

No ship's commercial passengers are ever allowed to board or lea a ship at the wharf.

The Blood Alcohol Concentration (BAC) cut-off level for all employe contractors, and visitors who require access to the Refinery is 0.0 This is recognised as the level at which impairment of judgment coordination appear and is the level established under Federal Law the U.S. Coast Guard. Therefore, crew members returning from sh leave must comply with the law and Refinery policy, and *will be den* entry through Refinery gates if they are 0.04% BAC or above. Chevron's policy that any person attempting access to the Richmo Refinery, including all marine personnel/seafarers returning to th vessel, who appear in any way to be under the influence of alcohol be detained at the gate. The specifics of Refinery alcohol policy wil discussed during the Pre-Transfer Conference.

GARBAGE DISPOSAL: Please follow the United States Departmen Agriculture (USDA) and Animal and Plant Health Inspection (APH requirements to dispose of plastic waste (See Marpol Annex-V). T Terminal is U.S.C.G. certified for the removal of non-hazardous pla waste from vessels.

GENERAL:

Transportation of Alcoholic Beverages: The Refinery regulations st that no alcoholic beverages are allowed in the Refinery.

The Refinery recognises that under certain conditions it is necessa for alcoholic beverages to be transported for certain vessels and th crews. For these specific cases, the following permit system should used.

Parties requesting to make deliveries of alcoholic beverages to t Wharf should be requested to do so at the Main Gate. At that time, th will be issued a permit to transport the beverages.

Please also refer to Chevron's policy on Blood Alcohol Concentra (BAC) (See "Shore Leave").

Tides and Currents: The maximum tidal range is approximately 9 ft. a the mean range is 4.2 ft.

Tidal currents in the wharf area can be very strong. They genera run in a North'ly and South'ly direction.

Winds: Winds of varying strength may come from any quarter. T normal wind, however, is from the N.W. in Summer, and S.W. in Win

Visibility: The visibility in this area of San Francisco Bay is generally to excellent, with occasional late evening fog in the Summer lasting u noon the following day. In the Winter, morning or tule fogs frequen occur. The Winter fogs are generally more dense than those of Summ

Weather: The local weather is usually moderate, with avera temperatures ranging between 40°F and 85°F.

The (NOAA) National Weather Service VHF-FM Radio Station, KE 49, provides mariners with continuous FM broadcasts of weat observations on 162.55 MHz.

Navigation: Master is required to notify the U.S. Coast Guard Capt of the Port at least 24 hours before arriving in the Bay. Master will sati this requirement automatically if he reports in accordance with the U Coast Guard's voluntary Automated Merchant Vessel Report (AMVE System.

On entering the Bay, follow the traffic-separation scheme shown National Ocean Survey Chart 18649.

Charts and Publications: The following official charts and publicatio are recommended for use when entering San Francisco Bay:

National Ocean Service Charts:

No. 18640 – San Francisco to Point Arena.
No. 18680 – Point Sur to San Francisco.
No. 18645 – Gulf of the Farallones.
No. 18649 – San Francisco Entrance (Vessels drawing over 45 be aware of "Note D" on chart referring to "Deep Dr Route" inbound, North of Harding Rock and Alcat Island).
No. 18650 – Angel Island to Candlestick Point (Anchorage No.
No. 18653 – San Francisco Bay, Angel Is., to Point San Pedro

Pacific Coast of North America and Asia, Tidal Current Tables We Coast of North and South America, published by National Oce Service.

U.S. Coast Pilot No. 7 – Pacific Coast – California, Oreg Washington and Hawaii, published by the National Ocean Service

Current Edition of Operating Manual, S.F. Harbor Advisory Rad published by U.S. Coast Guard.

Light Lists, Volume VI, Pacific Coast and Pacific Islands, publish by U.S. Coast Guard.

Radio Navigational Aid, Pacific and Indian Oceans (Publica No. 117), published by U.S. Hydrographic Office.

SAFETY REGULATIONS:

I. PRINCIPLES:

When a ship is berthed at our wharf, we expect its Master to give priority at all times to safety and efficiency; and to follow all sa regulations generally followed in the marine transport industry, as w as those included here.

All cargo handling operations on the ship are the Mast responsibility. To assist in ship-to-wharf communications, we will prov you with a radio pack set (walkie-talkie), which will enable the pe charge of cargo transfer to communicate with the Berth Operator and Chevron Shipping Office.

The pack set is certified intrinsically safe for use in a hazardous location.

If a vessel disregards any of the following safety regulations, Terminal personnel are authorised to stop cargo transfer operations, and request the vessel to leave its berth. The vessel also has the right to shut down transfer operations if it is felt unsafe to proceed, provided adequate notification is given prior to shutdown.

I. EMERGENCY FACILITIES:

It is the ship's responsibility to keep its firefighting systems in readiness at all times. Likewise the Terminal will keep its firefighting and spill containment equipment in readiness at all times. An international re connection is kept ready at each berth at the wharf.

II. SIGNALS FOR EMERGENCY:

The fire signal at the Terminal is one long blast of the docking whistle, followed by short blasts, indicating berth number where fire has occurred. The oil spill signal is two long blasts followed by the berth in which the spill has occurred (you will be notified if the Terminal requests you to shut down on an oil spill). For any other emergency, such as a man overboard, breaking of lines, etc., sound a series of short blasts on your ship's whistle.

Richmond Refinery has a direct line to the "Regional Ambulance". If an ambulance is required, notify the Berth Operator. Wharf personnel will notify Plant Protection, who will call the "Regional Ambulance" and respond with EMT's (Emergency Medical Technicians) and provide escort for the ambulance and basic life support until the ambulance arrives.

If an emergency occurs on the wharf, your ship will be notified by the Berth Operator and by the terminal whistle. You will be notified if the Terminal wants you to clear the berth. In the event of extreme emergency that necessitates evacuation, Wharf personnel will advise vessel crews of assembly areas and evacuation procedures.

In an emergency situation, stop all cargo transfers immediately and secure valves. In case of fire on the wharf, shut down transfer and prepare to depart.

V. OVERFLOW AND SPILLAGE:

An oil spillage of any kind is considered an extreme emergency. If one occurs, notify the Berth Operator, sound the emergency alarm, and *immediately* stop all cargo transfer operations. Do not resume them until the oil is removed from the surface of the water and from the deck of the vessel; and until any damage is repaired and no further danger exists. All reasonable clean-up and damage costs will be at the ship owner's expense.

If you observe oil from an unknown source, you must shut down, unless you are positive it is not from your ship. In either case, you must notify the Berth Operator immediately.

The Terminal is required by law to notify promptly, the U.S.C.G. Tel: (510) 437-3073, and various other County, State and Federal offices, of any spills, and permit their representatives to investigate the circumstances.

Oil spill clean-up material will be supplied at cost, upon request.

V. MINIMUM NUMBER OF SHIP'S CREW:

See that your crew is large enough to connect hoses and arms safely and to conduct cargo operations safely. The vessel will be maintained in trim, and the engine in a condition that it could leave the pier on short notice (30 minutes or less). The crew aboard will be maintained at sufficient size to disconnect cargo connections, unmoor, and get the vessel away from the dock.

VI. GENERAL:

A. Following regulations must be observed at all times while berthed at Long Wharf:

1. Boiler-tube Blowing — Do not blow boiler tubes and take every precaution to prevent sparks from escaping from the funnel. If vessel safety is at stake, stop transfer operations and move the ship to anchorage before blowing the tubes. In case vessel has boiler trouble, notify the Terminal, who in turn will notify the Air Quality District Control.
2. Cargo Tank Tops:
   (a) Before berthing, all tank tops, ullage plugs, and gauge tapes and sample wells must be closed and dogged down.
   (b) Cargo and bunker tank tops must be kept closed. This also applies to permanent ballast tanks.
3. Cargo Connections, Unused – blank unused cargo and bunker connections. A proper-sized bolt in *every hole* is the minimum requirement.
4. Engines – Keep the engines ready and the vessel trimmed so it can leave the piers under short notice. If the vessel becomes unable to get underway 2 tugs of adequate size will be standing by at all times.
5. Fire Fighting – Keep fire and emergency equipment in readiness. At least 2 uncoiled fire hoses are required at the vessel's manifold area, one forward and one aft. Provide (U.S.C.G. approved) five portable Class BC extinguishers with capacity of not less than 20 pounds, two located forward and two aft or the manifold, one located at the gangway or the accommodation ladder. All fire extinguishers shall be approved by the appropriate authority of the vessel's flag country.
6. Gas Venting:
   (a) Ullage Holes – Keep all ullage or gauge tapes completely closed (not secured) except for intermittent periods needed to ullage or gauge ship's tanks.
   (b) Flame Screens – When open, all ullage ports must be protected by clean, well-fitted flame arrestors of wire-gauge screens: these must be of an approved type and have no defects.
   (c) Vessels equipped with IGS: All breaches of IGS, for any reasons, require the approval of the Superintendent or his assistant.
7. Gas Freeing and Tank Cleaning – Do not gas-free or clean any tanks at berth without prior approval of Terminal Management.
8. Gangways – Tend the gangway and keep it safely rigged, secured and lighted.
9. Mooring Lines – Tend mooring lines to keep them taut and keep the vessel in position. See that tension winches are on manual brake. During ebb tide and East winds, when the ship has a tendency to drift away from the pier, tend the mooring lines with special care.
10. Hatches, watertight doors and portholes – Shall remain closed throughout the vessel while at the wharf.
11. Repairs – While at berth, do not perform any repair work, hot work, or maintenance work without prior approval from the Terminal Management. Hot work will require *written* approval by Terminal Management and U.S.C.G.
12. Radio – At all times in port, keep the radio transmitter and aerials switched off and grounded. Portable radios (walkie-talkies) that are certified intrinsically safe may be used.
13. Sea Suctions and Bilge Valves – See that all ship's sea and overboard discharge valves connected to the cargo system are tightly closed, lashed and sealed in accordance with U.S. Coast Guard Regulation 33 CFR 155. All engine room bilge overboard valves shall be tightly closed, lashed and sealed.

    The seals are *not* to be broken while berthed except in the presence of the Wharf Head Operator or in case of emergency.
14. Sewage Discharge – Not allowed.
15. Smoking – Allow smoking on board only in places which the Master has personally approved. There is to be NO SMOKING ON THE WHARF OR WEATHER DECK OF THE VESSEL AT ANY TIME.
16. Stern Discharge Line – Keep the stern discharge line, if any, blanked at all times. All holes to be bolted.
17. Towing Wires – Keep the towing wires (fire wires) for emergency use, lowered to 2.0 m. from the water's surface on the offshore bow and stern, where they can be reached by tugs in case of emergency.
18. When fast in the berth, ship's propeller will not be turned, except by use of jacking gear.

B. Cargo Transfer – Observe the following additional regulations DURING CARGO TRANSFER:

1. Air Intakes and Air Conditioning Units – Close any central air-conditioning or fresh-air intakes which might take in gas. Close all intakes within a combined total of 100 ft. vertically and horizontally of cargo tank openings and venting points. External window-type air-conditioning units that face the cargo transfer area must be kept disconnected.
2. Communication – Ship/Shore – Station a responsible member of the crew on the loading deck by the transfer connections to maintain communications or remain in visual contact with the Berth Operator. The ship shall advise the Operator when changes in rates are required, using radio pack sets or voice contact.
3. Passageway hatches to open weather decks be kept secured except for momentary passage.
4. Electric Lights and Cables – Use only vapour-proof electric lights of an approved type, on the open deck. Disconnect portable electrical equipment on the open deck unless certified for use in hazardous areas.
5. Galley Fires – Light no galley fires unless you can first assure the terminal that they present no hazard to the cargo transfer.
6. Hand Torches (Flashlights) – See that hand torches used during cargo transfer are of an approved type, certified as safe in hazardous locations.
7. Hoses:
   (a) Before transfer, inspect cargo-loading hoses or arms to see that they are in good condition, *fully bolted,* and properly connected. All hoses must be marked, showing the service for which the hose is designated, date of last hydrotest, and a maximum allowable working pressure of at least 275 p.s.i.
   (b) The hoses must be supported at not more than 12 ft. intervals with a bridle or mat to minimise kinks or chafing. They must not be bent to a radius less than 12 times their diameter. Do not use single slings when taking aboard or supporting during transfer.
   (c) The hose or arm-to-riser connections must have drip pans of adequate size installed under them.
   (d) When cargo transfer has concluded, each hose/arm is to be drained via the drain valve and blank-flanged *before* being removed from the vessel. The Terminal Head Operator is to be aboard the vessel to oversee the connecting and disconnecting of the loading arms and, also, to alert crew members when passing the arms.
8. Scuppers – All deck scuppers must be plugged and cemented oil tight or sealed with a Coast Guard approved device. Do not remove the plugs until ship has departed, except when necessary to drain off rain water. In such cases, supervise the draining closely and replace the plugs immediately. Install splash boards (on dock side) over scuppers. Cement is to be supplied by the ship.
9. Special Stock Hazards:
   (a) Static-Ignition Hazards – Some kinds of stock require special precautions because of the static charge they accumulate. Their handling will also be fully discussed during pre-cargo transfer inspection. No overall loading is permitted.
   (b) Hydrogen-Sulfide Hazards – Some kinds of crude may contain dissolved hydrogen-sulfide or mercaptans in concentrations which would cause the gases vented during tanker ballasting to be hazardous or odorous. Do not ballast or load into cargo tanks that might contain H_2S or mercaptan vapours, unless the tanks have been passed for loading by the Wharfmaster. The vessel must proceed to sea for clean-up prior to loadback if the Wharfmaster deems the tanks unsuitable for loadback.

(c) Aromatic-Stock Hazards – Special precautions are required for toxic cargoes such as aromatics. It is recommended that Masters review the instructions by Owners/Charterers about toxic chemical hazards.

10. Valve Shut-off – Many new tankers have motor-operated valves, operated from a central location. Never operate these valves to close off against full oil-delivery rates unless the valve closure action takes at least 90 secs. Closure times less than 90 secs. may result in surge and hammer of sufficient force to rupture the loading arm/hoses.

11. Ventilators – Keep ventilators suitably trimmed with regard to tank vents and prevailing wind conditions to prevent entry of flammable vapours.

VII. VAPOUR RECOVERY:

As of July 1, 1991, in order to comply with Regulation 8, Rule 44-301 of the BAAQMD, Vapour Recovery operations are required when loading Organic Liquids into vessel tanks. Vapour Recovery will also then be required when loading any product (or ballast water) into vessel's tanks which previously last contained Organic Liquids (and therefore contain vapours from Organic Liquids). Definition of "Organic Liquids" (per BAAQMD Rule 8-44-204) is as follows – all gasoline, gasoline blending stocks, aviation gas and aviation fuel (JP-4 type) and crude oil).

BAAQMD also requires (Rules 8-44-303 and 304) that all vessels associated with the loading of Organic Liquids requiring Vapour Recovery maintain their equipment (all hatches, pressure relief valves, connections, gauging ports and vents) leak free and gas tight. In order to comply with this Rule, certification that vessels meet these requirements will be required during the loading event (leak detection monitoring per E.P.A. reference Method 21). Failure to satisfy compliance requirements during loading will require that the vessel's owner or operator file an "Emergency Variance" with the BAAQMD. Certification must be given to the Terminal (CUSA) before departure of vessel, and certifying process must be done during loading, before 20% completion of cargo loading.

Facilities will consist of a vapour connecting header through vacuum pumps located on the wharf, and a thermal oxidiser located off-site of the wharf. Vapour Recovery operational details will be discussed during the Pre-Transfer Conference.

In addition, the Terminal has certain regulations designed to eliminate obnoxious odours. Your vessel may, therefore, be required to follow special procedures before tank cleaning, loading, or ballasting. If in spite of precautions, your vessel does cause such odours, your loading or unloading operations may be stopped.

VIII. INERT GAS SYSTEM (IGS):

Terminal Guidelines for Vessel Inert Gas System (IGS):

1. The following guidelines supplement Richmond's Terminal Manual.
2. Ship's Agents are requested to inform their principals and/or ship's Masters of the content of these guidelines, particularly of the pre-arrival information requested of the Master. A copy of the guidelines shall also be provided to the Master on arrival.
3. Nothing contained in these guidelines relieves the Master of his responsibilities. The Terminal takes no responsibility for the safe condition and/or operation of the vessel, for which the Master remains fully responsible.
4. *Communications:*

4.1 The Master shall inform the Terminal, as soon as possible, of any event or situation which may be the cause of concern for the safe and/or efficient operation of the vessel at the Terminal (e.g. equipment malfunction or breakdown, hull leakage, grounding, collision, structural damage, inadequacy of officers and/or crew regarding certification, experience of manning level, etc.). Such notification is in addition to, and does not relieve the Master of his obligation, to notify Government and/or Harbour Authorities, if so required by existing laws or regulations.

4.2 As part of the pre-arrival information supplied by the Master at the request of the Terminal, the Master will confirm the following conditions are met by the vessel's IGS. The vessel will *not be berthed* unless it complies with all conditions listed below:

(a) The IGS is fully operational and can deliver inert gas with an oxygen content below 5%.

(b) The cargo control room, IGS analyser and alarm are operational. The Terminal will require vessel to retain a marine chemist to confirm readings, if these are found inoperable.

(c) Each tank will be maintained positively pressured and below 8% oxygen during all port time.

(d) All tank openings will be closed and gas tight, and all tanks have closed gauging systems.

(e) IGS will *not* be breached, and tanks will not be opened for inspection, unless mutually agreed to by both the Master and Terminal Managers.

5. *Inert Gas System Guidelines:*

5.1 All vessels, which are equipped with IGS, shall keep the IGS operational at all times during berthing, while at berth, and during unberthing, and all cargo and slop tanks shall be kept in an inerted condition. IGS may be breached on individual tanks for inspection or measurement only by mutual agreement of the Master and Terminal Manager.

As part of the Pre-Transfer Conference and Declaration of Inspection, the Master shall provide the Terminal with a signed declaration that the IGS is operational, that the cargo and slop tanks are inerted, and that the IGS will be kept in operation, as necessary, to maintain all cargo and slop tanks inerted.

5.2 The Master shall permit the Terminal Representativ check:

(a) The vessel oxygen analyser readings to monitor th oxygen content of the inert gas being delivered b IGS contains less than 5% oxygen.

(b) The vessel oxygen analyser readings to monitor th oxygen content is maintained below 8% in the cargo slop tanks.

(c) The IGS pressure readings to monitor that the cargo slop tanks are maintained positively pressured.

5.3 *Inert Gas System Failure:*

5.3.1 In the event that the IGS is or becomes inoperative, an unable to maintain a positive pressure and/or the oxy content at or below 8% by volume in the cargo and slop ta the following action shall be taken:

(a) If the vessel arrives with an inoperative IGS or the I becomes inoperative before berthing, the vessel shal be berthed until the IGS is repaired, and the Ma warrants in writing that the cargo and slop tanks h been checked and found to be inerted.

(b) If the IGS becomes inoperative after the vessel h berthed, then the Master shall not start or s immediately stop all cargo/ballast operations, and ta immediate action to prevent any air being drawn into t cargo and slop tanks. Cargo/ballast operations shall commence or resume until the IGS has been repai and the Master warrants in writing that the cargo a slop tanks have been checked and found to be inert The vessel shall not leave the berth until the IGS h been repaired, if the Terminal so requires.

(c) Vessels Loading Organic Liquid:
In case a vessel declares that their IGS becom inoperable, and cannot be repaired in a time fra acceptable to Terminal Management, the vessel w have to go to anchor to make repairs. When repairs a completed, and IGS is operational, the vessel sho contact the Richmond Long Wharf to reschedule berthing plan.

5.3.3 During any necessary re-inerting of a tank following breakdown and repair of the inert gas system, or during t initial inerting of a non-gas free tank, no dipping, ullag sampling or other equipment should be inserted, until it h been established that the tank is in an inert condition. If t necessary to introduce a gas sampling system into the ta for this purpose, there shall be a wait of 30 minutes af stopping the injection of inert gas before insertion of t sampling system. Metallic components of the sampl system shall be securely earthed.

5.3.4 The attention of the Master is directed to the requiremen Regulation 11(c) of Chapter 1 of the 1978 SOLAS Protoc to advise the Authorities in the event of the IGS hav become inoperative. The Master shall confirm to the Termi that such requirement has been fulfilled.

5.3.5 All damages and expenses, and all time lost by the vess because of the vessel IGS being or becoming inoperative the tanks not being inerted as required, will be for vesse account.

AUTHORITY: Chevron, U.S.A., P.O.Box 1272, Richmond, CA 948 0627, U.S.A. *Tel:* (510) 242-4630. *FAX:* (510) 242-32 *Cables:* Chevronship Sanfrancisco and Chevronship Richmo *Contact:* Fred Modugno. P.E. Jacobson, Wharf Termi Superintendent.

(B) OTHER TERMINALS AT RICHMOND

BERTHING: *Levin-Richmond Bulk Commodity Wharf:*
Owners: Levin-Richmond Terminal Co.
Operated by: Levin-Richmond Terminal Co.
Use: Receipt and shipment of various dry-bulk commodities and sc metal.
Water Depth: 35 ft. – 36 ft.
Mechanical handling facilities: On wharf; 4×50 ton electric, travelli full portal gantry cranes, each with 100 ft. boom and 2×45 ton elec travelling full portal gantry cranes, each with 118 ft. boom.
Dimensions: Length of face 600 ft.
Remarks: 50,000 sq.ft. warehouse. Railroad on premises.

Santa Fe Sugar Dock:
Owned and operated by: Atchison, Topeka and Santa Fe Railway C
Use: Presently not in operation, but the railroad should be conta for further use.
Dimensions: Length of face 545 ft., lower end 51 ft.; depth alongs at MLLW 24 ft.

Richmond Terminal No. 3:
Owners: City of Richmond.
Operated by: Metropolitan California Stevedore Co.
Use: Receipt and shipment of containerised and breakbulk carg in all trades.
Dimensions: Length of face 1,009 ft.; depth alongside at MLLW 3
Mechanical handling facilities: Two rail-mounted dock cranes and bridge cranes. Semi-automated operation.
Remarks: Area of container terminal – 16 acres plus a 40,000 s enclosed warehouse.

chmond Terminal No. 4 Wharf:
Owners: City of Richmond.
Operated by: Modesto Tallow Co., Paktank Corp. and Pacific olasses Co., Ltd.
Use: Bulk Liquids.
Dimensions: Length of face 1,047 ft.; South side 175 ft.; North side 00 ft.; depth alongside at MLLW 32 ft. – 50 ft.

chmond Terminal No. 5:
Owner: City of Richmond.
Use: Available for tug, barge and vessel lay-ups.
Dimensions: Two finger piers, each 550 ft. long; Pier No. 1, East side-pth 13 ft. and West side-depth 30 ft. Pier No. 2 East side-depth 16 ft. d West side-depth 12 ft., and is leased to Marin Tug & Barge Co. Pier No. 2 only).

Pt. Potrero *Marine Terminal – Terminal No. 7:*
Owner: City of Richmond.
Operated by: Pasha Maritime Services.
Use: Import service and delivery of foreign automobiles.
Dimensions: Length of face 1,615 ft.; depth alongside at MLLW 35 ft.; sable berthing space with dolphin 900 ft.
Mechanical handling facilities: Mobile handling equipment available.

ichmond Terminal No. 6:
Owner: City of Richmond.
Operated by: Various Lessees.
Use: Five shipyard basins available for lay-berthing, fleet mooring, y-up and project consideration.
Dimensions: No. 1, 4 and 5: 575 ft.×100 ft., 84 ft. gate. – Depth 15 ft. LLW.
o. 2: 748 ft.×100 ft., 84 ft. gate. – Depth 26 ft. MLLW.
o. 3: 587 ft.×100 ft., 84 ft. gate. – Depth 26 ft. MLLW.

ANKERS: *Atlantic Richfield Tanker Dock:*
Owned and operated by: Atlantic Richfield Co.
Use: Receipt and occasional shipment of petroleum products; unkering vessels.
Dimensions: Length of face approx. 250 ft.; lower and upper sides 0 ft. each; depth alongside at MLLW 35 ft.

tlantic Richfield Barge Dock:
Owned and operated by: Atlantic Richfield Co.
Use: Receipt and shipment of petroleum products by barge; bunkering essels.
Dimensions: Length of face 150 ft.; depth alongside at MLLW 34 ft.

ichmond Terminal No. 1 Wharf:
Owners: City of Richmond.
Operated by: Petromark Inc.
Use: Receipt and shipment of petroleum products, chemicals and etrochemicals.
Dimensions: Length of face 557 ft.; depth alongside at MLLW 35 ft.

ichmond Terminal No. 2 Liquid Cargo Wharf:
Owners: City of Richmond.
Operated by: Richmond Terminal Agency for California Oils Co.
Use: Receipt and shipment of vegetable oils, chemicals and etrochemicals.
Dimensions: Berthing length 720 ft.; depth alongside at MLLW 35 ft.

exaco Wharf:
Owners: Texaco Inc.
Operated by: Texaco Inc.
Use: Receipt and shipment of petroleum products.
Number of Berths: One.
Water Depth: 35 ft.
Dimensions: Length of face 600 ft.

ime Oil Company Wharf:
Owned and operated by: Time Oil Co.
Use: Receipt and shipment of petroleum products.
Number of Berths: One.
Water Depth: 35 ft.
Special Remarks: 3×10 in. pipelines extend to 25 steel storage tanks n rear; total capacity of 618,000 barrels.

nion Oil Co. Tanker Dock:
Owned and operated by: Union Oil Co. of California (also services nitank).
Use: Receipt and occasional shipment of petroleum products; unkering vessels.
Dimensions: Length of face 225 ft.; lower end 45 ft.; upper end 45 ft.; epth alongside at MLLW 35 ft.
Mechanical Handling Facilities: Hose handling at wharf is by ship's ear and small tractor crane.

nion Oil Co. Barge Dock:
Owned and operated by: Union Oil Company of California.
Use: Shipment and occasional receipt of petroleum products; unkering vessels.
Dimensions: Length of face 150 ft. (approx.); lower end 45 ft.; depth longside at MLLW 35 ft.
Mechanical Handling Facilities: Hose handling at wharf is by ship's ear and small tractor crane.
Remarks: Wharf and Tanker Docks are spaced about 230 ft. apart; ogether they provide 1 large tanker berth.

SURVEYORS: Surveyors are available from various San Francisco Bay rea companies and organisations.

EMERGENCY CO-ORDINATION CENTRE: The Emergency Co-ordination Center for the Port of Richmond is the U.S. Coast Guard, San Francisco, California. CA. Tel: (415) 556-2103.

BANKS:

Bank of America, Richmond Main Office, 261 Harbour Way South, Richmond, California. Tel: (510) 841-4443. Telex: TWX (San Francisco) 910 372 7720.

Central Bank, Civic Center Office, 2705 Macdonald Avenue, Richmond, California. Tel: (510) 233-5710. Telex: TWX (Oakland) TLX 17-1329.

Crocker National Bank, 3900 Macdonald Avenue, Richmond, California. Tel: (510) 235-6458.

The Mechanics Bank, Civic Center Office, 22nd and Macdonald Avenue, Richmond, California. Tel: (510) 222-0340. Telex: TWX 910 382 8167.

Wells Fargo Bank, 1221 Macdonald Avenue, Richmond, California, Tel: (510) 232-3435. Telex: TLX 34-0284 (San Francisco-International).

STORING: See "Prelims".

1. Yes.	4. Yes.
2. Yes.	5. Normal U.S. Customs Regulations apply.
3. Yes.	6. Yes.

AUTHORITY: City of Richmond, Port of Richmond, 2600 Barrett Avenue, P.O.Box 4046, Richmond, California 94804. *Tel:* (510) 215-4000. *FAX:* (510) 233-3105. *Contact:* Michael R. Powers, Port Director.

RICHMOND, Virginia: 37.32 N. 77.25 W. (See Plan)

LOCATION: On the James River, 90 miles from Chesapeake Bay.
DOCUMENTS: See "Hampton Roads".
PILOTAGE: Entrance through Hampton Roads. Virginia Pilots Assn. original contact same as for Norfolk, Virginia. Pilots will arrange for change of Pilots to proceed up the James River.
ANCHORAGE: Hampton Roads Anchorage, also river anchorage approximately 40 miles up river, shown as "Upper Brandon" on charts.
RESTRICTIONS: Vessels up to 255 ft. LOA may transit at night from Hopewell to Port of Richmond.
James River Dimensions:

Hampton Roads to Hopewell – 300 ft. wide, 25 ft. depth.
Hopewell to Port of Richmond – 200 ft. wide, 25 ft. depth.

Standard operations for vessels destined to Richmond: Earliest departure from Newport News 5.5 hours prior to sunrise; latest departure from Newport News 7 hours before sunset.

From Richmond to sea: Earliest departure from Richmond 30 minutes before sunrise; latest departure from Richmond 2.5 hours before sunset.
MAX. SIZE: Maximum length (daytime): Container ships 559 ft. LOA and breakbulk ships 564 ft. LOA. Maximum draft 22 ft. Depth of channel 25 ft. MLW. Tide range: 3 ft. 5 in.
HEALTH: See "Health: All ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: See "Hampton Roads".
TUGS: Not needed for berthing unless vessel is to be turned around. Tug available from Blaha Towing, Inc. on reasonable notice.
BERTHING: Vessels berth alongside wharf 1,250 ft. long. Depth 25 ft. at MLW.

Turning Basin: 600 ft. at widest point, 1,600 ft. length.
CRANES: M-250 Manitowoc; 4600 Manitowoc; 4100 W Manitowoc; 350 tons capacity.
BRIDGES: 3 bridges across the James River between Hampton Roads and the Port of Richmond. No specific time or notice required. Air draft 145 ft.
STEVEDORES: Meehan Overseas Terminal Ltd., 5000 Deepwater Terminal Road, Richmond, Virginia 23234. Tel: (804) 275-9248. Fax: (804) 275-7461.
MEDICAL: Vessels cleared by U.S. Health Officials at Hampton Roads before proceeding up river.
DENSITY: 1000.
FRESH WATER: Available at pier.
FUEL: Bunkers available from Ocean Shipping Services, Inc., 9900 Saybrook Court, Richmond, Virginia 23236. Tel: (804) 320-5022.
CONSULS: No consuls in Richmond, handled through Hampton Roads or Washington, D.C. if needed.
REPAIRS: Only minor repairs, no shipyards.
GANGWAY/DECK WATCHMEN: None required, unless crew detained by U.S. Immigration.
OPENING/CLOSING HATCHES: On bulk vessels, usually opened and closed by ship's crew, also steel hatches handled by ship's crew, sometimes determined by terms of Charter.
CERTIFICATES:

Ship's Register.	Tonnage tax receipts.
Load Line Certificate.	Certificate of nationality.
Safety Certificate.	Passenger Certificate.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes (1 carton for 2/3 days) if further allowance is needed Customs Officer will return on request of Master. Wine and Spirit, 1 bottle per officer, Customs Officer will return on request of Master.
REPATRIATION: Handled through Norfolk, Virginia.
AIRPORT: Approximately 10 miles from port, regular airline service.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time from first Sunday in April to last Sunday in October.
HOLIDAYS: January 1st, January 15th (Martin Luther King Day), Good Friday, May 30th, July 4th, Labour Day (1st Monday in September), Thanksgiving Day, Christmas Day.
POLICE/AMBULANCE/FIRE: Police Tel: (804) 780-5100. Ambulance Tel: (804) 355-9300. Fire Tel: (804) 780-6640. Emergency telephone number for all services is 911.
TELEPHONES: No arrangements for placing aboard vessels.

SHORE LEAVE: Allowed. Proper papers should be available.
IDENTIFICATION CARDS: Immigration landing permit required.
GARBAGE DISPOSAL: A collection service using dumpsters is available through Meehan Overseas Terminal Ltd., for terminal operator, Tel: (804) 275-9248 and Fax: (804) 275-7461. Drums or skips are not provided on board or alongside vessels for this service.
WASTE OIL DISPOSAL: A collection service is available through the Port of Richmond, Tel: (804) 743-7678 and Fax: (804) 271-1524. There are no shore tanks, barges, tanker trucks or special berths for this service.
SEAMAN'S CLUBS: Rev. G.C. Harbuck, Jr., of the Catalytic Language Missionary provides services for seafarers. The address of the Catalytic Language Missionary is 1913 Grove Avenue, Richmond, Virginia 23220; Tel: (804) 355-0225, (804) 743-1502.

Meehan Overseas Terminal Ltd. (the terminal operator) provides international telephone service for seafarers in their Shipping and Receiving Office on port.
CURRENCY: The name of the local currency is the U.S.Dollar. No currency exchange facilities are available in the port. Foreign currency may be exchanged at the Crestar Bank, 919 E. Main Street, Richmond, Virginia 23219. Tel: (804) 782-5689.
DEVELOPMENTS: The Port of Richmond is in the process of implementing an $8.8 million Master Development Plan, which includes a 315 ft. wharf extension, major site improvements to maximise container handling, storage and gate operations, construction of a new maintenance building, stormwater detention pond, rehabilitation of the vehicle storage building and paving of over 13 acres of container storage area. The project should be complete by the end of Summer 1995.
AUTHORITY: Port of Richmond, 5000 Deepwater Terminal Road, Richmond, Virginia 23234. *Tel:* (804) 743-7678. *FAX:* (804) 271-1524. *Contact:* Martin J. Moynihan, Executive Director.
Terminal Operator: Meehan Overseas Terminal Ltd., 5000 Deepwater Terminal Road, Richmond, Virginia 23234. *Tel:* (804) 275-9248. *FAX:* (804) 275-7461.

RIVERHEAD, Long Is., New York: 41.00 N. 72.39 W.

(See Plan)

LOCATION: The fixed Offshore Tanker Berth is situated 1.2 miles offshore from the North shore of Long Island in Long Island Sound, 4 miles 257° True from the beacon on Mattituck Inlet Breakwater and 12.7 miles 178.5° True from Falkner Island Lighthouse. The geographical position of the centre point of the Operating Platform is in Lat. 41° 00′ 01″ N., Long. 72° 38′ 50″ W. The platform has 4 navigation lights situated on each corner of the structure flashing every second. A similar navigation light is also situated on each of the East and West mooring dolphins.
DOCUMENTS: See "New York".

Terminal will provide "Declaration of Inspection" Form which must be completed before cargo transfer begins.
PILOTAGE: Pilotage must be arranged by the vessel or vessel's Agent. Vessels arriving from sea with a draft of 40 ft. or less will pick up the pilot 2 miles South of Point Judith Buoy No. 2 (normally found at Lat. 41° 19.3′ N., Long. 71° 28.5′ W.).

Vessels proceeding to Riverhead from the New York Harbour will normally embark a Pilot at anchor or at a berth in New York.

The Pilot Associations serving the Riverhead area are:

Interport Pilots Associates, Inc.,
Post Office Box 312,
Atlantic Highlands.
New Jersey 07716.
Tel: 201-291-1310.
Cables: Port Pilots – Atlantic Highlands, New Jersey.

Northeast Marine Pilots, Inc.,
243 Spring Street,
Newport,
Rhode Island 02840.
Tel: 401-847-9050 (weekdays), 401-331-4824 (nights, weekends and holidays)
Cables: RIS Pilots Providence.

Sandy Hook Pilots
201 Edgewater Street,
Staten Island,
New York 10305.
Tel: 718-448-3900.

The Pilot will act as Docking Master when berthing vessels alongside the Tosco Corporation Platform.

The Pilot is required to remain aboard the vessel (for Tosco's account), on standby, while the vessel is moored at the offshore platform.
ANCHORAGES: Vessels awaiting berth will normally anchor North of the Offshore Platform. Vessels drawing more than 50 ft. may wish to anchor in deeper water Northwest of the platform. Pilots are familiar with the best anchoring areas. Holding ground is good, and a scope of 90 fathoms (6 shackles) of chain is considered adequate.
RESTRICTIONS: Generally, vessels are moored on any stage of the tide and at night when weather conditions permit.
MAX. SIZE: The maximum size vessel which can be received in the North Berth is 225,000 d.w.t., 1,150 ft. LOA and 62 ft. draft.

The maximum vessel size which can be received in the South Berth is 42,000 d.w.t., 600 ft. LOA and 42 ft. draft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
COMMUNICATIONS: Telephone at Riverhead, station to station: Dial (516) 284-2000. Cable Address "Tosco Corporation Riverhead New York". Radio I.T.T. Amagansett. TWX No. 96-1415, TWX No. 510-224-6443 or 510-226-7837.

Use of the vessel's main radio equipment while at the platfo expressly prohibited. If a tanker's main radio telegraph must be te following repairs, arrangements must be made to stop the transfe cargo during the tests.

Wireless messages are most expeditiously received if transmitted "RCA Chatham".
VHF: Communications with the Terminal may be conducted by V Channels No. 16 and 19A; with the platform on Channels No. 16 a 19A; and the utility boat on Channels No. 13, 16, 19A, 12, 6 and 2 Channel No. 16 is monitored by all stations when manned. A priv frequency radio is provided to the Person-in-Charge of the vessel du oil transfer operations.

VHF Marine Operators use VHF Channels: Riverhead (N.Y.) Mar Operator 28; New London and New Bedford Marine Operators 2 Bridgeport Marine Operator 24; to place land calls.
TUGS: Tug assistance for docking is required, and will be arranged the vessel's Agent. Normally, 2 or 3 tugs will be used for docking a one tug for undocking at the Riverhead Tanker Platform, subject to t agreement of the Pilot and Master. Tugs are usually arranged throu Red Star Towing Co., based in New Haven, Connecticut (because the shorter running time from that port).

Tugs normally based in New Haven are:

Newport (1,800 s.h.p., 20 ton B.P.)	Single Screw
New Haven (1,800 s.h.p. 17 ton B.P.)	Twin Screw

Call Red Star Towing Co. on (212) 536-3800.

Tugs must be ordered at least 24 hours in advance of the schedu docking time.

Red Star has additional horsepower available, if given adequa notice, including: Stanford (3,000 s.h.p., 32 L.T. B.P.), Crusader (4,0 s.h.p., 47 L.T. B.P.).

Other tugs are available from New York Harbour, or from t Providence Steamboat Co., Providence, Rhode Island, on (401) 3 1930, which has 3,000 h.p. tugs available.
BERTHING: Vessels calling at the Offshore Platform or pier are moor at any time. The tidal current periods are substantially the same as t Race. Strong winds from the North and Northwest are experienc during the Winter and Spring. Tidal currents during maximum ebb a flood may reach 3 knots. Both docking and undocking operations m be delayed due to adverse weather conditions.

The mean range of the tide is 5.4 ft.

A terminal working crew will board arriving vessels from a 60 ft. ut boat on approach to the mooring platform. This crew will prov assistance and information to the vessel's Master and the line handl crews. The crew carries private-frequency radios for communication w the platform in positioning and mooring the ship.

The designated Person-in-Charge for Tosco Corporation will recei and sign the Notice of Readiness and complete all paperwork necessa for the transfer of cargo. Two representatives of the terminal will boa each tanker as it approaches the platform. They will provide ra communications with the platform and terminal, and advice a assistance while mooring the ship.

North Berth: Vessels berthed during flood tide will moor starboa side to and during the ebb tide current will moor port side to. Forwa and stern spring lines are secured to breasting dolphins and bow a stern lines are made fast to mooring dolphins located to the East a to the West of the platform structure. Terminal Foreman boards vess to provide communications and assistance during mooring operatio

South Berth: Vessels berthed during flood tide current will moor p side to and during the ebb tide current will moor starboard side t Forward and stern spring lines are secured to the breasting dolphins the South Berth. Bow and stern lines are made fast to the moor dolphins located to the East and West of the platform structure. Brea lines are secured to the North breasting dolphins.

Two mooring buoys are situated South of the mooring facility whi were formerly used for mooring vessels in the North Berth. Moor buoys will be used at the discretion of the Docking Master (Pi and/or Tosco's Marine Supervisor.

Masters will note that platform is situated in an open roadstead a that all mooring equipment must be in proper working order and in goo condition. If, in the opinion of the Pilot (Docking Master) or Tosc Marine Supervisor, the vessel's mooring equipment is inadequate, t vessel will not be permitted to remain in the berth.

Vessels must be equipped with 12 manila or better mooring lines o not less than 8 in. circumference and not less than 90 fathoms lengt

Vessels having wire moorings secured on warping winches with bra are acceptable. Warping winches must be adequate to handle moor lines under heavy strain. Efficient stopper lines must be readily availa to transfer mooring lines from winch to bitts without loss of tension. T Docking Master (Pilot) will assist the Master in the berthing of the vess and supervise the mooring and unmooring operations.

No gangways are used at this terminal. Crew must use ship's ladd for launch service. Crew are forbidden to go on to the Platform, exce on ship's business.
BERTHING FACILITIES: *North Berth:* The distance between the Nor Breasting Dolphins is 294 ft., centre to centre. The depth of water in t North Berth is 64 ft. at low tide. Spring lines from forward and aft a secured on to quick-release hooks situated on the North corners of ea of the North Breasting Dolphins. Vessels moor heading either East o West and can normally be moored at any stage of the tide. Moor dolphins located East and West approximately 350 ft. from the cen of the platform provide the mooring points for bow and stern lines fr the vessel. The mooring dolphins have 4 quick-release hooks each f the North Berth, and 2 quick-release hooks each for the South Be These mooring hooks are provided with hydraulic releasing mechanis which can be operated remotely from the mooring platform during ves departure. Two mooring buoys are situated South of the moori dolphins to provide securing points for extra bow and stern lines fr very large vessels or in cases where anticipated severe weat conditions indicate the need for additional lines.

South Berth: The distance between the South Berth Breasting Dolphins is 160 ft., centre to centre. Spring lines from forward and aft are secured to bollards situated on the South Breasting Dolphins. Bow and stern lines are secured to the mooring dolphins described for the North Berth, breast lines to the South bollards or the mooring hooks on the lower decks of the North Breasting Dolphins. Depth of water 45 ft. at MLW

Operating Platform: The Operating Platform is 100 ft. long by 45 ft. wide.

The East Building contains 2 diesel powered 100 KW. generators, either of which will supply sufficient power to drive the deepwell Fire Pump rated at 750 g.p.m. at 120 p.s.i. The other generator will supply power to the hydraulic system for the operation of the loading/unloading (L/U) arms, the electric mooring capstans and air compressor, as well as illumination of the structure, including floodlighting and other electrical devices. A diesel powered 15 KW. alternator is available for normal power requirements such as charging emergency lighting system batteries, navigation aid batteries and normal illumination.

The West building contains quarters for personnel, office space for recordkeeping, radio and telephone communication equipment, and emergency and other control equipment. The quarters and control room are situated in the North half of the building and South half of the building is available for storage of emergency equipment, i.e. sorbent boom, life jackets, etc.

There are 4 hydraulically operated L/U arms, 2×12 in. and 2×16 in., situated at the North end of the Operating Platform. At the South end of the platform 2×12 in. L/U arms are situated to accommodate the South Berth. Connections can be made to 8 in., 10 in., 12 in., 14 in. and 16 in. 150 p.s.i. A.N.S.I. manifold flanges. Connections cannot be made directly to valve flanges (spool pieces must be provided). Adjacent connections cannot be made to flanges less than 6 ft. apart. The L/U arms are connected to the platform manifold which is designed to handle all products to or from either berth and is connected to the 2×24 in. submarine pipelines leading to the shore facility.

Approximately 1,200 ft. of 26 in. oil containment boom and 2,000 ft. of 36 in. containment boom is stored on lower level of Northeast and Northwest Breasting Dolphins. reasting Dolphins. The boom is stored in a manner so that it may be safely and effectively deployed in the event of an accidental discharge of petrolem into Long Island Sound.

Terminal Transfer Piping: Vessels discharging cargo at the offshore platform should understand that they are discharging to an oil storage terminal approximately 1.5 miles distant from the dock and at an elevation of 150 ft. above sea level. The pipeline is 24 in. in diameter. The static head pressure generated by this pipeline arrangement is about 56 p.s.i.

Booster Pump Operation: Booster pumps are available to assist with the discharge of vessel's cargo. However, the Person-in-Charge of the vessel must realise that it is necessary for the ship to generate sufficient discharge pressure (minimum of 75 p.s.i.) and volume (minimum of 7,000 bbls./hr.), at the booster pump inlet, to start moving the product in the pipeline and to permit the booster pump to be engaged. Each booster pump will normally move 10,000 barrels per hour. The normal start-up procedure when discharging at Tosco Corporation docks is as follows:

(a) following agreement to begin transfer, the shore opens the platform manifold valves;
(b) the vessel will start its cargo pumps and increase pump speed until a discharge pressure of about 60 p.s.i. is obtained at the top of the pump room;
(c) the ship opens its manifold valves;
(d) ship pump's speed is increased until a discharge pressure of 100 p.s.i. is obtained;
(e) the pumpman on the ship is stationed at the pump controls and the shore is requested to start the booster pumps;
(f) as the booster pumps are started, ship personnel adjust their pumps as necessary to prevent engaging the overspeed trip;
(g) the ship adds pumps and increases pump speed as necessary to maintain desired discharge pressure.

Rapid fluctuations in the discharge pressure of the ship will cause the booster pumps to trip-out. To avoid this, speed adjustments to the ship's pumps should be made gradually. Booster pumps are set to trip-out at a low pressure of 75 p.s.i. and, therefore, can provide no assistance to the ship for stripping cargo ashore.

After all cargo tanks have drained and the pumps have lost suction, the discharge of cargo will be declared finished. With the agreement between the Ship's Officer and the Platform Operator, the oil transfer valves on the Operating Platform will be closed. All product remaining in the unloading arms will be drained back into the vessel. If the vessel's pipeline system does not allow the complete draining of the unloading arm, then arrangments must be made to drain the arm into a container or via a drain hose into a cargo tank. *No product will be permitted to drain out on to the open deck of the vessel.* After the arms have been completely drained, they may be disconnected and the ends blanked off to prevent any drippage of oil.

The discharge pressure at the rail shall be a minimum of 100 p.s.i. (maximum 125 p.s.i.) or the vessel's pumping rate shall be a minimum of 10,000 bbls./hr.

LOADING/DISCHARGING:

Discharging: Tankers are expected to achieve an unassisted discharge rate of 10,000 barrels per hour. Ships discharging at less than 10,000 barrels per hour will be subject to charges for the extra platform time used.

High Pour Petroleum: High pour petroleum must be discharged at 4,500 barrels per hour or more. If the discharge rate falls below 4,500 barrels per hour for more than 2 consecutive hours, the vessel will be instructed to stop discharge of cargo and leave the platform. If the submarine line must be displaced from shore to vessel due to low discharge rate, ship will be responsible for all expenses due to this procedure. Laytime will stop and wharfage will commence.

No. 6 oils, or other viscous products shall be heated, before discharge, to at least 120°F (49°C), or at least 30°F (17°C) above the pour point of the product, whichever temperature is higher. (For example: Oil with a pour point of 75°F must be heated to 120°F or higher. Oil with a pour point of 100°F must be heated to 130°F or higher).

A "viscous" oil is one which has a Saybolt Furol Reading greater than 25 seconds at 122° F. (This requirement is dependent, to a degree, on the pour point, discharge temperature, viscosity, and average discharge rate. The terminal reserves the right to order any vessel to stop discharging at any time terminal operations require.)

Loading: Tankers can be loaded at rates up to 30,000 barrels per hour at the request of the vessel and with the agreement of the terminal.

BALLAST: No ballast disposal facilities. Long Island Sound is inland water and United States Anti-Pollution Regulations rigidly enforced. No bilge water, oil-contaminated water, garbage or any waste matter which may pollute sea water is to be discharged overboard while vessel within Long Island Sound and approaches.

Ballast suction valves must be sealed with a numbered seal on arrival. Terminal personnel will inspect seals before and after cargo transfer.

MEDICAL: A full-service hospital is available in Riverhead for treatment of medical emergencies. This is Central Suffolk Hospital located at the traffic circle/intersection of Roanoke Avenue (Route 73) and Route 58, Riverhead, about 4 miles from the Tosco Terminal.

Emergency transportation to this hospital can be obtained by dialling 911 and indicating to the dispatcher the location of the medical emergency, for instance: "on the ship at the Tosco Corporation's Riverhead Terminal on Sound Shore Road".

DENSITY: Flood tide density 1025. Ebb tide density 1020.

STORES/FRESH WATER: No fresh water facilities. Stores should be ordered through the ship's Agent. For delivery of stores at anchor, or alongside the platform, Miller Launch. Tel: (516) 473-0132.

FUEL: Bunkers *may* be available by special arrangement *if* pipelines are in black-oil service.

Ship's bunkers should be ordered through the Agent, from the regular supplier for delivery, by barge, at anchor. Bunkering of ships is not permitted while alongside Tosco Corporation Docks. Eckloff Marine (212) 442-1112 and Standard Marine Services, Inc. (212) 888-1818 will perform bunkering services.

CONSULS: All Consuls offices located in New York City.

REPAIRS: No repair facilities are available. Vessel must remain in sailing readiness at all times while moored at the platform facilities.

DRY DOCKS: At New York Harbour.

SURVEYORS: *Inspection Companies:*

Caleb Brett – New Jersey. Tel: (201) 925-8282.
Independent Petro. Insp. Tel: (201) 925-4960.
S.G.S. Control Services. Tel: (201) 541-7200.
Saybolt. Tel: (201) 245-3100.

Surveyors:

American Bureau of Shipping, 65 Broadway, NY, NY 10006. Tel: (212) 440-0300.

Bureau Veritas, 17 Battery Pl. N., NY, NY 10004. Tel: (212) 442-2317.

Det Norske Veritas, 616 Palisade Avenue, Englewood Cliffs, NJ. Tel: (212) 868-6595.

Lloyd's Register of Shipping, 17 Battery Pl., NY, NY 10004. Tel: (212) 425-8050.

Panama Bureau of Shipping, 104 E. 40 St., NY, NY 10016. Tel: (212) 867-4760.

QUARANTINE, CUSTOMS AND IMMIGRATION: New York City is the quarantine, customs, immigration and agricultural quarantine port of entry for Tosco. Officials are stationed in New York City. Arrangements for inspections of vessels arriving from foreign ports must be made by ship's Agent in advance, not less than 24 hours before arrival on Monday through Friday, and 48 hours on Saturday or Sunday. Vessels arriving from foreign ports are reminded to provide 24 hours' pre-arrival notice to the U.S. Coast Guard, Captain of the Port, New Haven, Connecticut.

Officials will board vessels in the anchorage prior to arrival, within the vicinity of the offshore platform.

Customs Officers: Customs officers will board all vessels arriving from a foreign port, or U.S. flag vessels arriving with foreign cargo. The Customs Officer must be the first person aboard the ship (with the exception of the Pilot). He will require the close assistance of the ship's cargo officer and the public inspector, for the prompt completion of his duties. Agents are requested to order U.S. Customs Inspectors for a time *2 hours before* the vessel's ETA at the terminal.

For questions concerning Customs business, the Regional Office should be contacted on (212) 466-4407 during business hours, otherwise the Communications Office on (212) 466-5472 should be contacted.

Immigration: An Immigration Officer will normally board vessels arriving from foreign ports. Until clearance is obtained from the Immigration Officer, no crew members may leave the ship.

For questions concerning Immigration matters, contact the District Office on (212) 264-5886.

Coast Guard Inspections: Coast Guard Officers may board tankers or barges at any time for the purpose of making inspections necessary to enforce the laws of the United States.

The Riverhead Terminal is within the jurisdiction of the Captain of the Port, New Haven, Connecticut, on (203) 773-2464.

A Regional Office is maintained at 1190 Old Town Road, Coram, NY.11726. Tel: (516) 732-0326.

CUSTOMS ALLOWANCES: Tobacco, wine and/or spirit allowance: Same as permitted in New York Harbour.

REPATRIATION: Crew members departing vessels from the Tosco Terminal may obtain transportation to domestic or foreign destinations (i.e. to an from either of the major international airports: J.F. Kennedy International Airport or LaGuardia Airport), by one of several methods.

The Riverhead Station of the Long Island Rail Road is located 10 minutes from the terminal by taxi and has services for both railway and bus.

Another method is limousine service. The following are limousine companies serving this area:

Long Island Airport Limousine. Tel: (516) 582-4077.
Winston Limousine. Tel: (516) 563-1323.
Transport Limousine of L.I. Tel: (516) 567-5100

AIRPORT: New York Airports, 80 miles distant. Islip Mac Arthur Airport, 35 miles distant.

POLICE/AMBULANCE/FIRE: Terminal attends Police/Ambulance and Fire services.

State Police Tel: 727-2727, Police Tel: 911 (Emergencies only). Fire Tel: 0 (to report fire, otherwise 727-2750). Ambulance Tel: 911 or 298-4016.

EMERGENCY CO-ORDINATION CENTRE: United States Coast Guard at New Haven, Connecticut. Tel: (203) 773-2464; and the United States Coast Guard National Response Centre. Tel: (800) 424-8802 (toll free number).

BANKS: European American Bank, located at 209 West Main Street, Riverhead, New York, NY 11901. Tel: (516) 727-7082.

STORING: Bunkers must be taken at anchor. Stores can be loaded during transfer.

Trucks cannot proceed alongside the berth, but by launch only.

Fork lift trucks cannot be used to handle stores.

Customs Regulations regarding storing are not known by this terminal.

Local Riggers can be employed to assist with storing.

TELEPHONES: A coin telephone is located in the platform office. Tel: (516) 727-9549.

SHIP SUPPLY SERVICE: *Launch Service:* Launch service must be arranged for by the vessel's Agent, and can be obtained from: J. & H. Launch Service, Port Jefferson, New York. Tel: (516) 331-5336.

The launches operate on VHF Channels 8 or 13.

Riverhead: Launch service must be provided for the transportation to and from the offshore platform of boarding officials, ship's personnel, repair personnel and ship's stores. The launch service must be maintained for the duration of the vessel's stay at Riverhead.

The terminal's workboat will assist in the mooring of the vessel and the connection of L/U arms, and shall at all times render the general servicing of the platform operation. It must remain at or near the platform during petroleum transfer operations in the event of any emergency.

In the event of an oil spill, J & H Launch Service will assist in the deployment of the spill containment boom. Their launch crew and Tosco's marine personnel have been trained to implement the appropriate response to a spill in accordance with Tosco's Facility Response Plan.

SHORE LEAVE: Shore leave permissible by arrangement with local launch service.

IDENTIFICATION CARDS: Issued by Immigration Officer.

GARBAGE DISPOSAL: *Ship Generated Garbage Reception Facilities:* United States laws prohibit the dumping of any garbage, trash, refuse or debris overboard while within U.S. navigable waters. Procedures for the reception and disposal of garbage received from vessels at Tosco Corporation's Riverhead and Port Jefferson facilities are in compliance with 33 CFR Parts 151, 158 Annex V of MARPOL, the International Convention for the Prevention of Pollution from Ships, and the Animal and Plant Health Inspection Service (APHIS) Regulations 7 CFR 330.400 and 9 CFR 94.5.

General Procedures: Both foreign and domestic vessels are received at Tosco's Terminals. Tosco's policy is to take the most conservative approach to the disposal of garbage received from vessels. Tosco will assume no liability associated with these wastes. A vessel desiring to tender any garbage must give the Terminal at least 24 hours notice, and state the volume and approximate weight of the refuse. No chemicals or flammable materials will be accepted for disposal.

1. All garbage and any medical or infectious wastes generated from foreign vessels, or any vessel arriving from a foreign port, will be incinerated in accordance with APHIS approved procedures.
2. Segregated of regulated wastes (i.e. medical or infectious wastes or plastics) from general domestic ship generated garbage shall be the sole responsibility and obligation of the vessel.

Foreign Vessels: (Including U.S. vessels holding foreign stores).

Packaging: Any vessel requesting garbage disposal will be provided with 4 mil polyethylene bags and fibre drums with securable rings from Miller Environmental Group (MEG). All garbage shall be double bagged and the exterior bag will be tagged indicating vessel's name and date. Bags will then be placed in sealable drums which are pre-labelled with EPA-DOT required insignia.

Handling: Subject to the approval of the U.S. Customs Inspector, MEG launch personnel will receive and inspect each drum generated from the ship. If the drum is properly sealed, the ship's name and date will then be written on the outside of each drum with weather-proof marker. The number of drums, total weight, ship's name, date and location will be completed on the Bill of Lading, with one copy presented to the ship's officer and the remaining two copies intact for tracking with the drums.

Transportation: Properly packaged drums will be placed in secure storage in Tosco's Terminal. MEG will contact Medi-Waste Ltd., 44 Field Street, West Babylon, New York (Tel: 516-249-3131), for pick-up and transportation to their incinerator. *Incineration will take place within 4 days of receipt of the garbage.* The final Bill of Lading and all invoicing for this service will be for the account of the vessel and will be forwarded to the ship's Agent by MPC for payment.

WASTE OIL DISPOSAL: *Oily Waste Reception Facilities:* In accordance with requirements of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) and with United States Coast Guard Regulations 33 CFR Part 158, Tosco Corporation will provide oily waste reception facilities at its Riverhead and Port Jefferson Terminals. Both Terminals have received Letters of Adequacy from the U.S. Coast Guard, COTP, New Haven.

The established capacity for oily waste reception at each facility is ten metric tons (3,360 gallons) per day. The oily waste is limited to sludge from on-board fuel, lubricating oil processing equipment and oily bilge water. Vessels visiting the Riverhead offshore platform will be required to transfer the oily waste to a licensed waste hauler at anchorage. T service will be provided at Riverhead between April 30th to Octob only, weather permitting. Ballast water *will not* be received in Tosc Riverhead or Port Jefferson facilities.

Vessels requesting the disposal of oily waste at Tosco's Termi must request this service 24 hours in advance. The U.S. Environme Protection Agency (EPA) and the N.Y.S. Department of Environme Conservation require that any transfer of oily waste be carried transport trucks approved and licensed by the state. A Hazardous Wa Manifest must accompany the transport truck, and must identify generator of the waste to be disposed. The generator's U.S. E identification number, name and registry of the vessel *must* be sta It is essential that you register with the U.S. EPA and obtain a genera identificication number, if you wish to dispose of oily waste at Tosc facilities.

Payment for the cost of transportation and disposal of the oily wa shall be borne by the vessel's owner or its Agent. For ten metric t of oily waste, the cost may range from $ 3,000 to more than $ 25,0 The cost will depend upon the method of disposal of the waste determined at the waste disposal site by laboratory analysis and a indication of toxic content.

Before acceptance by the waste hauler of any oily waste, Tosco w require satisfactory proof of ability to pay and assurance of payment to, but not limited to, $ 25,000. Tosco will also require indemnifica against any liability arising from the transfer, transportation and/or t disposition of the oily waste.

SEAMAN'S CLUBS: Seamen's Church Institute, 241 Water Stre New York, New York 10038.

WEATHER AND TIDE: Strong winds from North and N.W. experienc during Winter and Spring. Tide during maximum ebb and flood of reaches 3.5 knots to 4 knots velocity.

AUTHORITY: Tosco Corporation, 212 Sound Shore Road, Riverhea NY 11901, U.S.A. *Tel:* (516) 284-2000. *Telex:* 96-1415. *Cables:* Tos Corporation Riverhead Terminal. *FAX:* (516) 284-2053. *Contact:* E Espeland, Terminal Manager. A. Golz, Marine Supervisor. G. Giantal Operations Co-Ordinator.

ROCHESTER, New York: 43.17 N. 77.36 W. (See Pla

Refer to "St. Lawrence Seaway" for important general information. See "General" below.

PILOTAGE: Not necessary.

ANCHORAGE: No anchorage available within harbour limits.

RESTRICTIONS: Permit for non-emergency docking must be obtaine 2 weeks in advance by mail or telephone request.

MAX. SIZE: Channel depth 20 ft. (LW). All depths in channel alongside wharves should be checked carefully against the late recorded elevated or lake level. This may vary from month to mon Entrance width 300 ft., turning basin depth 20 ft., 600 ft. in width.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alban Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Rochester Coast Guard Station.

TUGS: Not available.

BERTHING: Entrance piers are parallel to each other, and about 450 apart. The West Pier is 3,036 ft. long and the East Pier 2,699 ft. lo Fog horn and beacon on West Pier, East pierhead lighted. Rad beacon. Port Authority Terminal located on West bank of Genesee Riv at end of Lake Pier. Has a quay wall of about 1,400 ft. in length. Dep of water alongside quay wall uncertain, estimated at between 10 ft. a 16 ft. Charlotte Docks located about 2 miles upstream from mouth river on West bank.

CRANES: Not available, except through private arrangements.

BRIDGES: New York Central Railroad swing bridge near mouth of th river and upstream from Port Authority Terminal. Traffic lift bridge abo 0.25 mile upstream from railroad bridge.

STEVEDORES: Vessel to make own arrangements.

DENSITY: Fresh water.

FRESH WATER: Available at Port Authority Dock only.

FUEL: Vessel to make own arrangements.

CONSULS: None.

REPAIRS: Minor only.

REPATRIATION: Can be arranged.

AIRPORT: Approximately 10 miles from port.

POLICE/AMBULANCE/FIRE: Police, Ambulance and Fire Tel: 911.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required.

GARBAGE DISPOSAL: By special arrangement only. Contact Was Management of New York. Tel: (716) 254-3500.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

GENERAL: Rochester, New York, no longer operates a commerci port. The facilities are available only for tour and cruise boats to ta on and discharge passengers, and by commercial vessels in the ca of an extreme emergency.

It should be stressed that emergency docking is completely th Master's responsibility. The City of Rochester and the Department Recreation and Community Services assume no liability for any ves docking under emergency conditions at the former Port of Rochest

AUTHORITY: City of Rochester, Department of Parks, Recreation a Human Services, Office of the Director, 400 Dewey Avenue, Roches New York 14613, U.S.A.. *Tel:* (716) 428-6755. *FAX:* (716) 428-6 *Contact:* Director of Recreation.

SACRAMENTO, California: 38.32 N. 121.30 W. (See Plan)

DOCUMENTS: See "San Francisco".
PILOTAGE: Pilots board vessel in San Francisco Bay. (Also see "San Francisco").
RESTRICTIONS: *Ship Channel:* Distance Fort Point to Sacramento, 79 nautical miles (146 km.). Bottom width in river reach 300 ft. (91.4 m.). Bottom width in channel reach 200 ft. (61.0 m.). Min. depth at MLLW 30 ft. (9.1 m.).
Harbour: Area 60 acres (24.3 hectare). Min. depth at MLLW 30 ft. (9.1 m.). Tidal variation 5 ft. (1.5 m.) average.
MAX. SIZE: 800 ft. LOA and 106 ft. beam, 30 ft. deep at MLLW.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness reports made to San Francisco Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: KBA 386, 156.9 MHz (24 hours).
TUGS: Join vessel at Light 76 (turning basin).
BERTHING: Anchor – ships will have at least 1 anchor ready to let go in case of emergency, when docking or undocking. Anchor will be raised immediately upon ship being made fast to wharf.

Insurance lines are required on off-shore side, fore and aft, immediately after ship is made fast to wharf.

A cargo net shall be securely placed under gangways. Save-all nets shall be rigged abreast of holds at which general cargo is being handled.

Rat guards, at least 3 ft. in diameter, shall be placed on all mooring lines immediately after docking, and shall be maintained in place until ship's departure.

Pier 1:
Owned and operated by: Port of Sacramento.
Use: Bulk-loading rice facility.
Construction: Concrete with timber fender piles, length 600 ft. (182.9 m.).
Water depth: 32 ft. (9.8 m).
Storage capacity: 22,000 tons; 8 silos at 2,200 tons each; 6 silos at 470 tons each; 6 silos at 270 tons each.
Mechanical handling facilities: 3 loading spouts dockside, conveyor system to storage facility.
Loading rate: 600 t.p.h.

Wharf 2:
Owned and operated by: Port of Sacramento.
Use: General cargo.
Construction: Concrete with timber fender piles; apron width 60 ft. (18.3 m.); length 600 ft. (182.9).
Water depth: 30 ft. (9.1 m.).
Transit sheds: One, 86,400 sq. ft.

Pier 5:
Owned by: Port of Sacramento.
Operated by: Cargill of California, Inc., as a public utility.
Use: Bulk-grain facility.
Construction: Concrete and steel silos; concrete with timber fender piles; length 600 ft. (182.9 m.).
Water depth: 32 ft. (9.8 m.).
Storage capacity; 1,250,000 bushels (30,000 tons); 17 concrete silos; total capacity 500,000 bushels; 6 steel silos; total capacity 750,000 bushels. Two dry bulk storage domes of 9,000 tons storage each.
Mechanical handling facilities: Bulk ship loader (600 t.p.h.), conveyor belt system connects bulk storage/rail/truck.

Wharf 6:
Owned and operated by: Port of Sacramento.
Use: General cargo and containers.
Construction: Concrete with timber fender piles; length 600 ft. (182.9 m.); apron 60 ft. (18.3 m.).
Water depth: 30 ft. (9.1 m.).
Remarks: 6 acres of open wharf; 70,000 sq. ft. off dock warehouse.
Wharves 7-8:
Owned and operated by : Port of Sacramento.
Use: Bulk material facility and general cargo.
Construction: Concrete with timber fender piles; apron 60 ft. (18.3 m.), length 600 ft. (182.9 m.).
Water depth: 30 ft. (9.1 m.).
Storage capacity: Covered 200,000 tons, open 750,000 tons.
Mechanical handling facilities: Conveyor-belt system from truck to storage, from ship to storage; from storage to ship, or from storage to truck.
Loading rate: 600 t.p.h.
Transit shed: 86,400 sq. ft. Bagging facilities for bulk cargoes.
STEVEDORES: Same as San Francisco. Port stevedores for bulk cargo.
MEDICAL: All normal medical facilities available.
DENSITY: Full fresh.
FRESH WATER: Available at all berths.
FUEL: All grades available with 24 hours notice. Delivered by barge.
CONSULS: Nearest at San Francisco.
REPAIRS: Limited repair facilities available.
GANGWAY/DECK WATCHMEN: Each ship shall have a security detail in readiness on board at all times it is in port. The security detail shall perform tasks of an emergency nature and shall have information concerning cargoes aboard in case of need for fire fighting purposes.
OPENING/CLOSING HATCHES: Opening/closing hatches is stevedore work while docked in port.
REPATRIATION: Can be arranged through local Agent.
AIRPORT: 16 miles from port and served by regular airlines.
TIME: GMT minus 8 hours.
HOLIDAYS: Only days not worked are 4th and 5th July, Labour Day, Christmas Eve and Day, New Year's Eve and Day.
POLICE/AMBULANCE/FIRE: Tel: 371-8000. Extensions 252 and 228.
TELEPHONES: Telephones are available.
SHORE LEAVE: Crew members allowed ashore subject to Immigration clearance.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Service available. Charges are man-hour rates to supply and remove double plastic bag lined 4.5 cu.ft. boxes for incineration plus per box incineration cost of $30 plus 25%. 24 hour notice must be given for garbage service. Contact Tel: (916) 371-8000, ext.280. Collection scheduled as needed.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: None.
CURRENCY: U.S.Dollar (U.S.$).
IDENTIFICATION CARDS: A pass signed by the Master or his designated officer will be required for crew members, passengers and their personal property to leave the port's fenced area. Property may be subject to physical inspection before leaving the fenced area.
REGULATIONS: Ships will not blow boiler tubes while in port. Bilge water or oil will not be discharged into harbour. Accidents will be reported immediately to the Terminal Superintendent. Splash boards will be placed over disposal vent-pipe openings on inboard side of vessel.

Garbage – United States and California State laws make it unlawful to dispose of ship's garbage except in approved ways. Garbage retained on board must be kept in tightly closed containers.

Smoking – Smoking prohibited in and around cargo compartments, and on open decks except that it may be permitted in marked areas under sheltered portion of weather decks on offshore side. Smoking prohibited on wharfs and piers except in marked areas. Smoking prohibited on or near ship while it is bunkering.

Welding/Burning – Welding or burning will not be done until written approval is obtained from the Terminal Superintendent and the Fire Marshal. All requirements of both the Superintendent and Marshal will be strictly adhered to.

Fire Signal – Upon detection of a fire, regardless of location or size, the alarm of fire will be sounded. The alarm shall be sounded by telephone and/or whistle or siren blasts. 5 each, 5 second blasts repeated as necessary.
DEVELOPMENTS: Deep water channel dredging project to minimum 35 ft. by 1995.
AUTHORITY: Port of Sacramento, P.O.Box 815, World Trade Centre, West Sacramento, California 95691. *Tel:* (916) 371-8000. *FAX:* (916) 372-4802. *Contact:* Michael Vernon, Director.

SALEM, Massachusetts: 42.31 N. 70.53 W. (See Plan)

SHIPMASTER'S REPORT: August 1986.

DOCUMENTS: See "Boston".
PILOTAGE: Cape Ann Pilots Association (serves Gloucester and Salem). Pilot on VHF Channels 16 and 12. Pilot boards about 1 mile South of Eastern Light Buoy No. 2.
ANCHORAGES: About 2 miles S.W. of Eastern Point.
RESTRICTIONS: Salem Channel 150 ft. in width only, therefore large vessels berth or unberth in daylight hours only.
MAX. SIZE: Length 700 ft. (approx.). Breadth 110 ft. (approx.) and draft 34 ft. (salt water).
TUGS: Available from Boston.
BERTHING: New England Power Company (NEPCO) operates Salem Terminal Wharf to supply Salem Harbour Station with coal and fuel oil.

No cranes available, coal is discharged from "self-unloading vessels" only.
TANKERS: 2 arms (Chicksan-type), 12 in. diameter. Discharging rate: 7,000 bbls. each. Length of wharf (incl. dolphin) 250 m. (approx.) dredged to 34 ft. at LW.
DENSITY: 1022 – 1025.
AIRPORT: See "Boston", about 45 minutes. Cost U.S.$50 by van.
TELEPHONES: Not placed on board, however communication with Agents via VHF possible.
GENERAL: Port is served by 1 or 2 colliers a week, and about 3 tankers a month.

NEPCO Representative acts as Loading Master. Linesman are provided from the power station.

REPORT: From Tanker Operator:
Port Approaches: The RDF stations at Cape Cod, Boston Buoy 'B' and Eastern Point are useful navigation aids. The rocky shore lines provides a good target for position fixing by radar. Fathometer readings should not be relied on for position fixing purposes, since bottom contours are erratic. Fishing boat traffic in Massachusetts Bay is heavy especially near Gloucester. It should be noted that the small fishing vessels in this area sometimes display working and running lights that could be mistaken for reguar range lights. During the Summer months, the yacht traffic is considerable. Most yachts reportedly show up poorly on the radar screen.
Channel Transit and Berthing: Loaded tank vessels enter with a rising tide. The Pilot and Agent should be consulted with regard to the actual water depths available in the channel during the intended period of transit.

The transit from the pilot boarding area to the terminal is about 10 miles. Salem Sound is entered via the Salem Channel between Bakers Island and Little Misery Island, leading Westwards for 3 miles thence Southwestward through a dreged section to the turning basin off the berth. The channel is well marked with buoys and range lights.

Shallow vessels and tows crossing the channel may be met. During Summer months, Salem Sound is crowded with pleasure craft. Coast Guard patrol boats must sometimes be utlised to clear a path.

The tugs usually join the ship before entering the inner dredged channel Buoy No. 16. The ship is berth port side to, which requires a starboard turn of approximately 130° before landing.

During normal weather conditions, 10 mooring lines are considered to be the minimum acceptable.

Weather: Gales occur year round. The severest storms occur during the Winter months. Rain or snow associated with these storms, at times, reduce visibility to zero for extended periods. During the Winter months, freezing spray may be experienced.

Fog presents a problem year round, being heaviest during late Spring and early Summer. It is not advisable to enter or leave in thick weather.

REPORT: August 1994.

The offshore mooring dolphin has incurred extensive damage, and use for stern lines should be discontinued.

Stern lines will be run to a bollard ashore, approximately 100 yards (300 ft.) from stern of vessel, acting more as an after breast line (See "Plan").

Vessel will also be breasted off by 2×10 ft. diamater Yokohama fenders whilst repairs to the dock are being conducted.

AUTHORITY: *Operator:* Northeast Petroleum, 72 Cherry Hill Drive, (P.O.Box 1090), Beverly, MA 01915-0790, U.S.A. *Tel:* (508) 524-1552. *Telex:* 949409. *Contact:* Bruce Young, Port Captain.

SAN DIEGO, California: 32.41 N. 117.07 W. (See Plan)

PORT LIMITS: The seaward boundaries of the Port of San Diego at which a vessel is considered to be an "arrived vessel" is that time when the vessel is boarded by a Port Pilot at Sea Buoy No. 1 and (subject to charter party terms) lay time commences when Notification of Readiness is tendered at berth.

DOCUMENTS:

Crew Lists.
Passenger Lists.
Customs Documents.
Manifests.
Stores Lists.
Crew Curio Declaration List.

If the vessel arrives from foreign direct, 3 copies each of the above documents are required.

If the vessel movements are between U.S. ports, 2 copies each of the above documents are required.

Health Documents. Arrival from Foreign Direct, 1 copy only. All crew members should be in possession of valid vaccination certificates.

Manifests. Arrival from Foreign Direct, 1 copy of Travellers Manifest which remains with vessel, and 3 copies each of U.S. Customs Inward Foreign Manifest. Bills of Lading, ship's papers carried aboard vessel varies with steamship companies.

PILOTAGE: Compulsory. The San Diego Pilots do not maintain Pilots on station. Service is rendered according to ETA received from vessel. If any vessel's arrival or departure is delayed over 1 hour, an additional charge will be made. Telegraphic address of pilot station – radio ETA to "Pilots", San Diego. Advance notice of ETA required – 24 hours prior to arrival of vessel with amendments 2 hours prior to arrival. Pilot boat is 54 ft. in length, painted white. The exact area where Pilot boards the vessel is No. 1 sea buoy. Pilot on VHF Channels 16 and 12 (Tel: (619) 233-7814).

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: All radio messages go through the Los Angeles station for relay.

BERTHING:

Name/Operator		*Berth* No.	*Berthing Space* (m.)	*Depths Alongside at MLLW* (m.)
Port of San Diego	(West face)	3	122	10.6
B Street Pier	(North side)	1, 2	305	10.6
	(South side)	4, 5	305	10.6
Port of San Diego	(West face)	3	40	10.6
Broadway Pier	(North side)	1, 2	305	10.6
	(South side)	4, 5	305	10.6
Port of San Diego (1) Tenth Avenue Marine Terminal Berths 1 and 2		1, 2	341	9.1/10.6
Port of San Diego (1) Tenth Avenue Marine Terminal Berths 3, 4, 4A, 5 and 6		3, 4, 4A, 5, 6	786	10.6
Port of San Diego (1) (2) Tenth Avenue Marine Terminal Berths 7 and 8		7, 8	198	10.6/6.4
Port of San Diego National City Marine Terminal North Wharf		1, 2	427	6.1/10.6
Port of San Diego National City Marine Terminal West Wahrf (3)		3, 4	305	10.6
Port of San Diego (4) National City Marine Terminal South Wharf		10, 11	457	10.6

(1) Equipped with pipelines for bunkering vessels handling cargo at beths.
(2) Also used for shipment of bulk commodities.
(3) Also used for receipt of automobiles.
(4) Also used for receipt of lumber.

ANCHORAGE: 3 miles S.E. of Point Loma Light.

MAX. SIZE: Length, breadth – no restrictions. Max. draft alongside of terminal, 35 ft. MLLW.

HEALTH: See "Health: All Ports" before first U.S.A. port (Alba Illness Reports made to Los Angeles Quarantine Station.

VHF: The Port of San Diego Harbour Police maintains a listening on Channels 12 and 16. Channel 11 is available after initial call-up Channel 16.

TUGS: Tugs normally join vessel approximately 1 mile before 5 available ranging from 200 h.p. – 2,400 h.p. There is no charge the use of tug's lines.

CONTAINER FACILITY: A high-speed, all-electric container capable of handling 20 ft. and 40 ft. units, or single hook lifts of 40 tons at National City Marine Terminal. Depth 35 ft. MLLW.

SPECIALISED CARGO HANDLING FACILITIES: High-speed loading facilities exist with 800 ft. of 35 ft. MLLW deep water space and bulk storage, plus a bulk loader boom that travels laterally and can be extended or raised enough to load nearly any or type of ship.

A state-of-the-art cold storage facility, located on dock, 10,000 sq.m. of cold storage capability, and 10,000 sq.m. of handling, and fumigation area; capable of handling fresh or frozen vegetables and other products at varying temperatures and humidi

Specialised Berthing:

Pier	*Berthing Space* (m.)	*Depths alongside at MLLW* (m.)
Embarcadero	472	5.5
Tunaboat Pier No. 1	171	5.5
Tunaboat Pier No. 2	171	5.5
Standard Oil Co. Pier	155	5.5
G Street Pier (Tuna vessels) West Side	278	8.5

STEVEDORES: Advance notice of 24 hours desired in order to arra gangs.

MEDICAL: Agents should receive notification of medical atten required 24 hours prior to ETA of vessel. Complete hospital facili available.

TANKERS: Diameter of load/discharge line 6 in. to 8 in. Slop (resid discharge facilities available upon request. 2 tanker berths – max. 35 ft. MLLW. There are also 2 tanker berths at National City Ma Terminal with 12 in. discharge lines.

DENSITY: Salt water in bay.

FRESH WATER: Fresh water available, delivery via pipeline.

FUEL: Diesel and bunker fuel available.

CONSULS:

Chile
Costa Rica
Denmark
Dominican Rep.
Ecuador
El Salvador
Finland
France
Germany
Honduras
Italy
Mexico
Netherlands
Norway
Panama
Peru
Sweden

REPAIRS: All types of deck and engine repairs are available.

DRY DOCKS: Largest dry dock 1,000 ft. length, 140 ft. wi accommodates up to 30,000 displacement tons. Six additional dry do from 3,500 to 28,000 displacement tons capacity.

SURVEYORS: A full complement of cargo inspectors and surveyors available locally.

GANGWAY/DECK WATCHMEN: Available if considered necessa

OPENING/CLOSING HATCHES: Carried out by stevedores.

CERTIFICATES: Registered Load Line Certificate, Certificate Inspection, Safety Certificate.

CUSTOMS ALLOWANCES: Tobacco: Per each crew member Customs allowed 2 cartons of cigarettes and 1 box of cigars. Wine or Spirits: Quantity allowed per each crew member – 1 quart.

CARGO GEAR: Up-to-date certification of all cargo gear require order to comply with Pacific Coast Marine Safety Code.

AIRPORT: Distance from marine terminal approximately 5 miles. is serviced by major airlines.

TIME: Local time GMT minus 8 hours. Daylight Saving Time becom effective the first Sunday in April and continues to the last Sunda October.

HOLIDAYS: Recognised holidays are: New Year's Day; Linco Birthday; Washington's Birthday; Memorial Day, Independence Labour Day, Columbus Day, Veteran's Day, Thanksgiving Statewide Election Day, Christmas Day, or any other legal holiday may be proclaimed by State or National Authority; when a holiday on a Sunday, the following Monday shall be observed as a holida

POLICE/AMBULANCE/FIRE: Non-Emergency Police Teleph Number is 236-6566. All other emergencies (including parame Tel: 911.

EMERGENCY CO-ORDINATION CENTRE: Local maritime emerge co-ordination is handled by the U.S. Coast Guard, San Diego Reg 2710 North Harbor Drive, San Diego, CA 92101. Tel: (619) 557-

TELEPHONES: Arrangements exist for placing telephones on bo No charge for hooking up.

SERVICES: Tank-cleaning equipment. Facilities for tank washi Compass and radar adjustments, etc.

BANKS: Full banking services for both domestic and internati transactions are available locally.

STORING: Storing and provisioning may be accomplished at dock or via barge by prior arrangement. Trucks and forklifts may be alongside and riggers are available by arrangement with representative Agent. U.S. Customs Agents will board on arrival seal all bonded items. Otherwise, normal procedures concer controlled items will be observed by the vendor.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: U.S. Immigration requires complet Form I-95, U.S. Coast Guard requires landing permits.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

Domestic garbage (Non-APHIS Controlled): Numerous companies available through local agent. Volume, charges, and collection times vary.

International (APHIS/MARPOL V Controlled): Pacific Treatment Environmental Services, 1452 N.Johnson Avenue, El Cajon, CA 92020. Tel: (619) 441-1818. Volume, charges, and collection variable as required or scheduled.

WASTE OIL DISPOSAL: Available through agent. For MARPOL I controlled substances: Pacific Treatment Environmental Services, 1452 N.Johnson Avenue, El Cajon, CA 92020. Tel: (619) 441-1818. Volume, charges and collection variable as required or scheduled.

SEAMAN'S CLUBS: None.

CURRENCY: U.S.Dollar (U.S.$).

AUTHORITY: Port of San Diego, P.O. Box 488, 3165 Pacific Highway, San Diego, California 92112. *Tel:* (619) 686-6340. *Telex:* 695-456. *Cables:* Sun Harbor San Diego. *FAX:* (619) 234-3965. *Contact:* Don L. Nay, Port Director. Stanley R. Westover, Manager, Marine Operations.

SAN FRANCISCO, California: 37.48 N. 122.25 W.

(See Plan)

DOCUMENTS:

General Declaration (arrival) on Customs Form 1301.

Cargo Manifest (Customs Form 1302). One original copy indicating all the cargo on board, used for making formal entry. One copy listing all cargo on board, to be used by the Customs Inspector. One copy indicating cargo for this port only.

2 copies of Crew's Effects Declaration on Customs Form 1304.

2 copies of Ship's Stores Declaration on Customs Form 1303.

2 copies Passenger List (Form I-418).

2 copies Crew List (Form I-418).

1 copy "Oil Pollution Certificate", issued in Washington D.C.

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours of arrival from abroad, or 24 hours of arrival from a U.S. port:

(a) Health Pratique.

(b) Master's Oath (Customs Form 1300).

(c) U.S. Certificates of Payment of Tonnage Tax (Customs Form 1002).

(d) Certified Crew List (U.S. vessels only).

Radio *Officer's Report:* April 1991.

Crew List: Get the Crew List (Form I-418) visaed at the last port before the USA. Be sure to insert in column 4, date, city and country of birth column 5 and place of issue and the authority issuing passport.

Arrival USA: Prepare for every crew member a Crewman's Landing Permit (Form I-95A). If they still have one it is only valid if they are still on the same ship.

Immigration: Hand over all Crew Landing Permits (Form I-95A) and passports. Every crew member must present himself to the Immigration Officer. Immigration will issue a form to be retained on board.

Customs broker:

2 copies Master's Oath (Form 1300).

2 copies Crew Lists (Form I-418).

2 copies Crew Effects Declaration (Form 1304).

2 copies Ship's Stores (Form 1303).

2 copies General Declaration (Form 1301).

Agriculture: Will board the ship and probabaly seal meat and vegetable storerooms. Agriculture will issue a Form 288, which must be presented at next U.S. Port. The seal may not be broken.

Customs: Customs will not board the ship.

Departure: A "Traveller" will be issued.

PILOTAGE: Pilotage in and around Golden Gate Region is performed by the San Francisco Bar Pilots who provide service from sea to all ports within the regions, including the Ports of Sacramento and Stockton.

The San Francisco Bar Pilots' Association, maintains a sea station 12 miles outside the Golden Gate, in the vicinity of the large navigation buoy for vessels arriving and leaving the area.

On station around-the-clock. Pilot boats are equipped with VHF radio-telephone, and maintain continuous watch for ship traffic and operate co-operatively with the Marine Exchange Communication Centre and lookout station. The Bar Pilots also carry portable VHF radios.

Some 8,500 ships are piloted annually into and out of the port complex, through the Golden Gate and the 2,000 ft. wide, 55 ft. deep main ship channel across the sand bar about 9 miles outside the Gate.

Considerable Summer fog is experienced on the pilot grounds. In Winter months radiation or tule fogs frequently occur. The tidal prism of hundreds of square miles of inland waters cause unusually swift and changing currents in the area. Pilotage for San Francisco Bar and entrance is compulsory and available 24 hours a day. The pilot boat is at a station 3 miles outside Main ship Bar Channel about 14 miles from San Francisco, VHF Channels 18A and 10 for radio contact. Vessels with a draft of 42 ft. or more are requested to arrive at the pilot station for the inward passage about one hour before high water at the Golden Gate Bridge.

ANCHORAGES: Several anchorages available in San Francisco Bay for any type of vessel up to 50 ft. draft.

The well-protected bay affords excellent shelter and anchorage in all weather. The Captain of the Port (Coast Guard) will assign an anchorage to a vessel upon request. In San Francisco and San Pablo Bays, there are a large number of anchorages available for naval, quarantine, general and explosives.

The specific anchorages available include:

1. *General Anchorage*

(a) No. 5 – found just South of the Richmond-San Rafael Bridge, has no limitations.

(b) No. 9 – found in the South Bay, also has no limitations.

2. *Temporary Anchorage*

(a) No. 7 – found off Treasure Island, has a 12 hour limit. A ship cannot lighter nor bunker at this mooring.

No. 8 – same as No. 7 but has a 6 hour limit.

3. *Explosive Anchorage*

No. 12 – is normally not activated.

No. 13 – found off Larkspur, this mooring is activated only as the need arises.

No. 14 – found in the South Bay, this mooring is always activated.

4. *Naval Anchorage*

No. 10 and No. 21 are the most frequently utilised.

RESTRICTIONS: The San Francisco Bay region is the first on the West Coast to have sea lanes established by the Coast Guard for greater safety in its ocean approaches. Use of the lanes is not mandatory, but is strongly recommended to reduce chance of ship collisions in congested approach and departure areas. The lanes are not intended to supercede or alter applicable rules of the road.

The lanes begin within 6 miles of the San Francisco Lightship, with each lane inbound and outbound separated by a buffer zone. The headings are: North lane outbound, 305°; North lane inbound 120°, main line outbound, 247°; main line inbound, 058.5°; Southern lane outbound, 169°; Southern lane inbound 343°.

The size of the bay and the narrowness of the Golden Gate cause tricky and sometimes difficult tidal and current conditions. The flood current sets into all parts of the bay and causes swirls as far East as Alcatraz and Angel Islands. At the San Francisco-Oakland Bay Bridgethere are large current eddies near the foundation piers which may require care to maintain proper course.

The Bar Channel is dredged to 55 ft. MLLW by the U.S. Army Corps of Engineers. Entrance channels to the various ports are dredged to 35 ft., with the exceptions of Sacramento, Stockton and Redwood City, which are 30 ft. Stockton, however, is approved for a 6 ft. deepening, and study of similar deepening for Redwood City is being completed.

MAX. SIZE: The max. permissible draft for tankers at the oil installation is 35 ft., for regular freighters and passenger ships at the San Francisco piers is 40 ft. No restrictions on length or berth. The best time to dock with max. draft is at a rising tide.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to San Francisco Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Radio station via RCA – Radio Corporation of America – Station KPH ITT – World Communications – Station KFS.

Safe and efficient navigation for all bay vessel traffic is maintained through a Ship Location and Reporting Service operated by the Marine Exchange. U.S. Coast Guard Vessel Traffic Service on Yerba Buena Island and at Port Bonita maintains 24 hour radar surveillance of all traffic from Golden Gate on the West (with 32 mile capacity beyond) to Oakland on the East, Dumbarton Bridge on the South and Port San Pablo on the North. Vessel Movement Reporting System (VMRS) extends beyond Port San Pablo all the way to the Ports of Stockton and Sacramento. Coast Guard urgently requests that all vessels as specified below, moving anywhere within the VMRS (including all area under radar surveillance), tune to Channel 13 (156.65 MHz., VHF FM): All ships of 300 gross tons and over, passenger ferries for hire over 100 gross tons, and tugs with tows of barges or dredging rigs of over 26 ft. length.

Coast Guard Regulations: Foreign tankers should give 72 hours' advance notice of arrival to ensure that U.S.C.G. has enough time to check the vessel's records for compliance or outstanding violations and to arrange for any onboard inspections required. Failure to provide 72 hours' notice may delay the commencement of cargo transfer while awaiting the required U.S.C.G. inspections. Letter of Compliance inspections must still be arranged through Washington D.C. The statutory notification remains at 24 hours. This notice applies only to the San Francisco Bay area. Any vessel required to have an inert gas system must have its tanks inerted at all times unless they are gas free.

VHF: VTS in operation. Call sign "San Francisco Vessel Traffic Centre", operates on Channels 16, 13, 12 and 18A.

TUGS: Tugs available and normally join the vessel when approaching their pier. Tug's lines are always used, with no extra charge.

BERTHING: No restriction on berthing other than draft limitation and preferable at slack water.

Pier	*No. of Berths*	*Length (ft.)*	*Depth (ft.)*	*Remarks*
9	2	154 Face 800 North 800 South	35	Tugs/Pilot Station.
15-17	3	490 F 800 N 800 S	35	Cotton Warehouse
19	2	160 F 800 N 800 S	35	Foreign Trade Zone No. 3
23	2	160 F 800 N 800 S	35	Foreign Trade Zone No. 3
26	2	200 F 620 N 635 S	25	Tug and barge mooring
27 and 29	3	206 F 750 N 1,340 S	35	Newsprint Terminal

Pier	*No. of Berths*	*Length (ft.)*	*Depth (ft.)*	*Remarks*
28	2	150 F 541 N 675 S	35	Fishing.
30 and 32	3	622 F 845 N 932 S	35 35 35	Lay-by Berth
35	2	200 F 802 N 1,053 S	38	Passenger Lines
36	2	588 N 713 S	35	Warehouse
38 and 40	2	905 S 888 N	35	Lay-by berth
45 A-C	2	1,314 S	35	Ceremonial pier
46 B	2	1,035 F	35	Tug and barge mooring
48 A	2	216 F 610 N	35 35	Warehouse, vessel mooring, general cargo
48 B	2	155 F 636 S	35	Warehouse, vessel mooring, general cargo
50 A-C	2	1,480 N	35	General cargo
50 B-D	2	1,682 S	35	Ship repair
	2	1,000 F	35	Ship repair
54	2	700 S 700 N	35	Tug and barge mooring
70	2	723 F 1,100 F	38	Lay-by berth and petroleum transfer
80	5	5,041	40	Container and general cargo
90	2	900	40	Grain terminal
92	1	702 F 166	35	Bulk animal and vegetable oils
94 and 96	3	2,400	40	Container and general cargo

Alameda: (See Plan). (Not part of the Port of San Francisco). Alameda, an island and city across the Inner Harbour channel from Oakland, is the home of Encinal Terminals, the largest privately owned and operated steamship terminal in the United States. There are 6 berths for vessels at Encinal.

Berths 1, 2, 3 and 4: Used for general cargo and bulk liquids. Total berthing length 2,125 ft. Depth 31 ft. to 33 ft.

Berth 5: Used for general cargo. Length 750 ft. Depth 35 ft. Berth equipped with Paceco crane.

Berth 6: Used for receipt and shipment of bulk liquids. Depth 30 ft. Facility has tank storage of 12 million gallons.

Operator: Encinal Terminals, 1521 Buena Vista Avenue, P.O.Box 2453, Alameda, CA. 94501. Tel: (415) 523-8800. Telex: TWX (910) 366-7174.

CONTAINER/BULK HANDLING FACILITIES:

San Francisco Container Terminal - (SFCT) South: (formerly Pier 94/96).
Container Ship Terminal.
Cargo Way.
Steamship Lines: Central American Container Line, Chilean Line, Grancolombiana Line, Evergreen Line, Navicana Line, Transportacion Maritima Mexicana, Zim Container Service.
Assigned to: Stevedoring Services of America.
Dimensions: Total terminal area is 76 acres. Outer apron is 2,456 ft.
Number of berths: Three at 40 ft. MLLW alongside and a design load of 800 p.s.f.
Special Facilities: The ondock Intermodal Container Transfer Facility accommodates up to 20 rail cars on a single switch. Port packers used for yard operations. Elevated control tower with radio and PA communications systems. A maintenance and repair building of 24,000 sq. ft. is sprinklered and has a 5-ton capacity overhead bridge crane. Other buildings include an administration building (14,000 sq. ft.) and gate house/terminal office building (2,475 sq. ft.). 135×240 volt and 32×480 volt reefer outlets.
Lift equipment: 2×30 ton Paceco cranes, and 2×30 ton Starporter cranes, rail mounted. The spreaders can be expanded in order to afford easy accommodation of both 20 ft. and 40 ft. containers. Each crane has a 50 ft. gauge with an outreach of 115 ft., backreach of 30 ft. and an 88 ft. clear hoist above HW (to be upgraded to 103.5 ft. clear hoist above HW). The Paceco can load and off-load containers thwartships. There is also 1×25 ton P&H mobile crane.
Connections: Trucks via Cargo Way; Southern Pacific Railroad tracks. San Francisco Belt RR.

San Francisco Container Terminal - (SFCT) North:
(formerly Pier 80)
Combination Terminal - Container/Ro-Ro/Unitised Break Bulk.
Foot of Army and Marin Streets.
Construction: Concrete pilings, concrete deck.
Steamship Lines: Blue Star Line, Ciamar, ELMA, Maruba, Mitsui OSK Line, National Shipping Corporation of Philippines, Nedlloyd Lines, Norsul, South Pacific Interline, South Seas Steamship.
Assigned to: Metropolitan California Stevedore Company.
Dimension: Total terminal area is 68.5 acres. The face measures 1,296 ft. North measures 1,138 ft. and South measures 2,657 ft.
Berths: Four at 40 ft. MLLW alongside.
Special facilities: 2 steel-framed transit sheds totaling 396,000 sq. ft., 273×220 volt and 36×480 volt reefer outlets and Container Freight Station accommodations. The van yard is fully lighted and completely fenced for security.
Lift equipment: 1×30 ton and 3×40 ton Paceco Cranes, and 1×30 ton Starporter Crane, rail mounted. All cranes can accommodate 20 ft. and 40 ft. containers. Each crane has a 34 ft. gauge and an 88 ft. clear hoist above high water. (2 New Paceco cranes have a clear hoist of 9 above HW). Cranes can load and off-load containers thwartship.
Connections: Via Army Street or Marin Street; SP Railroad tracks.

Pier 70-72: Automobile Terminal.
Foot of 23rd Street.
Construction: Timber pile, timber deck.
Dimensions: The total terminal area is 24.5 acres. The face measu 723 ft.
Berths: Two at 40 ft. MLLW alongside.
Special facilities: 22 acres of open storage for car-loading, unloadi and processing.
Connections: Via Third Street, East on 20th Street.

Pier 50: Combination Terminal.
Container/Ro-Ro/Unitized Breakbulk.
Foot of Mission Rock Street.
Construction: Concrete piles, concrete deck.
Steamship Lines: Various.
Dimensions: Total terminal area is 20.8 acres. The face measu 1,000 ft. North measures 1,480 ft. and South measures 1,100 ft. a 582 ft.
Berths: Four at 35 ft. MLLW alongside.
Special facilities: This pier offers 8 acres of open storage, 4 transit she totaling 274,000 sq. ft. and reefer outlets.
Connections: Via Mission Rock Street; Santa Fe Railroad tracks.

Pier 27 – 29: Newsprint/General Cargo/Containers.
Foot of Lombard Street.
Assigned to: Marine Terminals Corp.
Construction: Concrete piles, concrete deck.
Steamship lines: B.C. Forest Products, Papua New Guinea Line, S Bergesen, Star Bulk Shipping, Atlantic Cargo Services and Scann Sc
Dimension: The face measures 206 ft., North measures 750 ft. a South measures 1,340 ft.
Berths: Three at 35 ft. MLLW alongside.
Special facilities: Piers 27-29 are integrated piers connected by 117,000-sq. ft. bulkhead and 2.5 acres of open storage space. It a offers 601,700 sq. ft of transit shed space.
Connections: Via Embarcadero; Belt Railroad tracks.

Pier 92: Bulk Liquids Terminal
Cargo Way.
Assigned to: Baker Commodities (Bulk Liquids) and California Stevedo and Ballast (Fishmeal).
Construction: Concrete piles and deck, timber apron.
Dimensions: The face measures 702 ft. and 166 ft. This facility also ha a transit shed measuring 57,270 sq. ft.
Special Facilities: 10 acres of open storage space for automobile automobile detailing and repair centre, bulk oil processing and stora equipment, and heated and cooled pipelines connecting pier with t storage tanks.
Berths: One with 38 ft. MLLW alongside.
Connections: Via Cargo Way from Third Street; Southern Pac Railroad/S.F. Belt

STEVEDORES: Stevedores orders must be placed 1000 hrs. for ni gangs and day gangs. 2×8 hour shifts 7 days a week. Sunday a Sunday night gangs must also be ordered on Saturday 1000 hrs.
MEDICAL: Medical, and all hospital facilities available. No advan notice required.
TANKERS: All major oil companies have their own oil discharging pi which are outside the jurisdiction of the Port Authority. Reducing piec are available. The max. drafts are 35 ft. Tankers arriving with a grea draft are partly discharged in the bay before docking.
Davis Point: Union Oil Co. Oleum Refinery Wharf, depth up to 38 MLW.
Martinez: Shell Oil Co. Wharf, depth alongside 30 ft. – 42 ft. ML
Phillips Petroleum Co. Amorco Wharf, 2 berths, depth 30 ft. – 42 ft. ML
Phillips Petroleum Co. Avon Wharf, depth alongside 35 ft. ML
Urich Oil Co. depth alongside 35 ft.
Ozol: Oil Wharf, depth alongside 39 ft. MLW.
Hercules; Sequoia Ref. Corp. Terminals, depth 35 ft. MLW.
DENSITY: Average density in the bay is 1016.
FRESH WATER: Available at all piers, rate 25 t.p.h. – 50 t.p.h.
FUEL: Fuel available by barge or at the oil companies own pier. Spe blends require some advance notice.
FIRE PRECAUTIONS: Any special instructions are given to the Mas upon docking.
CONSULS: All Maritime countries represented at San Francisco.
REPAIRS: The major yards in the Golden Gate region have b equipped machine-shop facilities capable of handling virtually any j welding, heavy plate construction, turning, boring, facing, grindi milling and rolling.

The larger yards also have facilities for pipe, sheet metal, electri carpentry, painting, rigging, machining and boiler work.

Southwest Marine, Westwinds, Service Engineering, SFW Co Todd and Triple "A" Repair are all located in San Francisco and prov berth space for all types of ship repairs at plant and at any location the San Francisco Bay area.

DRY DOCKS: San Francisco Shipyard has 3 floating dry docks, 1 w 22,000 tons capacity and 654 ft. long, 1 of 11,400 tons capacity a 542 ft. long, and 1 of 6,500 tons capacity and 450 ft. long. With a rec completed pier, its tie-up and outfitting space totals 4,271 ft.

Continental Maritime - New floating dock, carrying capacity 22,0 tons, LOA-664 ft., length over blocks 579 ft. clear draft over blo 34.5 ft., clear width for docking 138 ft. Dock will accept vessels u 70,000 d.w.t.

Williamette Iron and Steel Company's yard in Richmond has 5 conc graving docks. 4 of these docks can each accommodate a vessel 60 long with 83 ft. beam, and 1 dock can handle a vessel 750 ft. × 8

Tonnage capacity is limited only by the above dimensio Williamette's facilities include 1,500 ft. of concrete outfitting pier fo the-water repairs. The graving docks are served by 4 gantry cranes of 60 ton capacity and 2 of 45 ton capacity, and the outfitting pier by 3×45 ton cranes. Williamette has fully equipped shops for repair and conversion work, and mobile units for out-of-yard work at all Bay piers.

Hunters Point Naval Shipyard: (Triple A Machine Shop) Under lease from the U.S. Navy, graving docks and repair facilities available to all types of ships. Triple A operates 3 graving docks: (No. 4) 200 ft. beam×1,100 ft. length and 50 ft. depth; (No. 3) 150 ft.×1,000 ft. and 39 ft. depth; (No. 2) 100 ft.×800 ft. and 27 ft. depth, 17 repair berths can serve ships of any length. 12 gantry cranes of 50 ton capacity serve graving docks and repair berths. 50 ft. depth channel from Golden Gate to Hunters Point; unique to West side of San Francisco Bay.

GANGWAY/DECK WATCHMEN: Not required but this service available at Master's request.

OPENING/CLOSING HATCHES: Normally done by stevedores. But crew may open and close before arrival at the dock or after departure.

CUSTOMS ALLOWANCES: Each crew member may land free of duty and/or taxes articles acquired abroad not exceeding $10 in value, plus 50 cigars or 300 cigarettes or 3 lb. of smoking tobacco, and not over 1 quart of alcoholic beverages.

REPATRIATION: All facilities for crew changes by sea, air or land.

AIRPORT: Distance about 10 miles South of San Francisco and is served by most domestic and international passenger airlines plus 20 international air cargo carriers..

TIME: GMT minus 8 hours. Summertime from first Sunday in April till last Sunday in October – GMT minus 7 hours.

HOLIDAYS: New Year's Day; Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Good Friday (afternoon); Memorial Day (May 30th); Independence Day (July 4th); Labour Day (1st Monday in September); Admission Day (Calif. only Sept. 9th); Columbus Day (October 12th); Veteran's Day (November 11th); Election Day (1st Tuesday after the first Monday in November); Thanksgiving Day (last Thursday in November); Christmas Day.

When any of the holidays fall on Sunday, the holiday will be observed on Monday.

On a holiday the longshoremen are working at the overtime rate (time and a half) except on the following days when no work will be performed:

1. New Year's Day;
2. Bloody Thursday (July 5th, memory of 3 longshoremen killed during the 1936 strike);
3. Labour Day;
4. Thanksgiving Day;
5. Christmas Day.

POLICE/FIRE/AMBULANCE: Dial 911 or Police Tel: 533-0123; Fire Tel: 861-8020; Ambulance Tel: 695-6600.

TELEPHONES: On some piers telephone connections to ships are available, no extra cost for this service.

SHORE LEAVE: Crew members are allowed to go ashore after passing U.S. Immigration at first U.S. Port.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I-95, issued for the same vessel.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

This service can be arranged using skips or pick-up trucks alongside. Collection by appointment. Contact Golden Gate Disposal Co. Tel: (415) 621-3840.

WASTE OIL DISPOSAL: Pick-up by tanker truck or barge at most berths. 24 hour service. H & H Ship Service Co. Tel: (415) 543-4835.

SEAMAN'S CLUBS: Apostleship of the Sea, 399 Fremont Street, San Francisco, CA 94105. Tel: (415) 421-7845.

Den Norske Fjomannskirke (Norwegian), 2454 Hyde Street, San Francisco, CA 94109. Tel: (415) 775-6566.

Golden Gate Christian Reformed Church (Chinese), 378 18th Avenue, San Francisco, CA 94121. Tel: (415) 751-2242.

Scandinavian Seaman's Mission, 2128 15th Street, San Francisco, CA 94114. Tel: (415) 861-8499.

CURRENCY: U.S.Dollar (U.S.$).

GENERAL: Vessels arrival has to be reported to the U.S. Coast Guard 24 hours prior arrival by Agent.

DEVELOPMENTS: The channel over the bar has been deepened to 55 ft. A new channel will be cut 600 ft. wide and 45 ft. deep (at low water), through the upper bay and the channel through San Pablo and Suisun Bays will be deepened to 45 ft. Manoeuvring areas near Richmond and the refinery terminals will be widened. The Stockton Deep Water Channel will be deepened to 35 ft. and the channel alignment improved.

Improvements to Pier 35 – Passenger Terminal: Improvements to the passenger boarding and unloading facilities at Pier 35, including a new Customs area have been completed.

Pier 35 is the major steamship passenger facility in the Bay Area and the point of disembarkation for tens of thousands of cruise passengers who look forward to San Francisco as a port of call or destination.

The area involved contains a 200,000 sq. ft. passenger processing facility on the first floor with a 10,000 sq. ft. visitor waiting area on the second floor.

Expansion of Rail Capabilities to Pier 94-96: New track construction, as well as reconstruction of existing track, from the Terminal to Southern Pacific's mainline track has been designed to allow unit train access onto the Container Terminal.

The Container Terminal is composed of Piers 94-96. This 65 acre three-berth facility is serviced by 4 rail-mounted cranes and represents a $45 million capital investment. An additional 75 acres of expansion area lies adjacent to the Pier.

Direct rail access to this terminal will position San Francisco as a competitive intermodal port offering direct land-bridge and mini-bridge services through Port facilities. By being able to move containers directly from ship to rail, carriers will have the advantages of reduced costs, better control of containers and less damage.

San Francisco will be the first port in California with this capability.

AUTHORITY: Port of San Francisco, Ferry Building, San Francisco, California 94111. *Tel:* (415) 274-0400. *Telex:* 275940 PSF UR. *FAX:* (415) 274-0528. *Cables:* Sfportcomm. *Contact:* Dennis P. Bouey, Executive Director. Roger Peters, Director - Cargo Services. Charles Mitchell, Chief Wharfinger.

SAVANNAH, Georgia: 32.02 N. 81.07 W. (See Plan)

DOCUMENTS:

3 Crew Lists.
3 Stores Lists.
3 Curio Lists.
3 Manifests.
3 Passenger Lists.

These documents required in order to enter vessel at U.S. Customs.

Direct Foreign Arrival – Quarantine Pratique issued by Public Health Service representative; Cargo on Customs Form 1302, in duplicate with Abstract Manifest of Savannah only cargo; Crew List on Form I – 418, in triplicate; Passenger List on Form I – 418, or other acceptable form, in triplicate; Crew Curio List, in triplicate, with Crew Declaration on Customs Form 1304, or Crew List on Form I–418, in triplicate, with numbers of attached Forms 5129 endorsed thereon for American vessels, List of Sea Stores and Ship's Stores Customs Form 1303, in triplicate; for American vessels, Repair Declaration on Customs Form 226; for American vessels, Certified Crew List; Clearance from Last Foreign Port, if one issued.

Coastwise arrival with Residue Foreign Cargo or Passengers – Form 1301, "Permit to Proceed", in duplicate; Travelling Manifest; Abstract Manifest, in duplicate, of cargo to be discharged in Savannah; Stores List, in duplicate; Crew List, in duplicate; Crew Purchase List, in duplicate, and any Crew Declarations on Customs form 5123 for Savannah for American vessels; Passenger List, in duplicate.

PILOTAGE: Savannah Pilots' Association, 550 E. York, Savannah, Georgia, 31401 (telegraphic); Pilot required all vessels; ETA 24 hours advance notice, change ETA 8 hours; VHF Channel 16 (monitored at all times), 18, 12, 13 – Radio telephone 2182 and 2738 kHz. Pilot boards vessel 1 mile outside Fairway Buoy.

SHIP CHANNEL: Project depth and widths are as follows: Sea buoy to jetties 40 ft. depth×600 ft. width; New Channel Range through Upper Flats Range 38 ft. depth×500 ft. width; The Bight Channel 38 ft. depth×600 ft. width; Fort Jackson Range to Wreck Channel 38 ft. depth×500 ft. width; City Front Channel to Kings Island Channel 38 ft. depth×400 ft. width; Whitehall Channel 35 ft. depth×400 ft. width.

ANCHORAGES: Outside Fairway Buoy, North and N.E. of Fairway Buoy; no anchorages in river.

RESTRICTIONS: 31 ft. at any time; over 31 ft. on incoming tide, no restrictions day or night.

MAX. SIZE: Abbreviation OT: Ocean Terminal. Vessels berthing at OT 14 – 15 – 16 – 17 (slip 1). Vessels 550 ft. to 600 ft. on slack water; vessels less than 550 ft. any time to Berths 14 and 17; vessels docking or undocking at OT 15 – 16, with vessels in OT Berths 14 and 17, can be docked or undocked during slack water.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Vessels route ETA cables to Agents, etc., via Radio Lantana.

TUGS: Tugs join vessels at city front for berths above city; for berths below city, tugs usually meet vessels in vicinity of Fort Jackson or well below berth. Tugs' lines used at all times.

BERTHING: The Georgia Ports Authority operates 12 general cargo berths, 2 tanker berths, 5 container berths and 1 dry bulk cargo berth.

CRANES: *Ocean Terminal:* One 175 short ton gantry crane, one 100 short ton gantry crane, two 50 short ton gantry cranes, one 30 short ton gantry crane, one 100 ton mobile crane, one 30 ton mobile crane. *Garden City Terminal:* Two 35 short ton gantry cranes, one 100 ton mobile crane, one 30 ton mobile crane. Garden City Terminal (container port) – 9×45 short ton container cranes, 9×45 short ton rubber tyred bridge cranes. Other cranes, floating and mobile, are available from various private contractors.

BULK CARGO FACILITIES: Located at the Georgia Ports Authority's Garden City Terminal are 1 dry bulk cargo berth (loading). This facility is suited for the handling of various ores, grains, peanuts, meals and fertiliser materials. The storage at this facility consists of silos for the storage of grain and grain type products as well as flat floor storage for these various other materials.

Colonial Terminals: Kaoline/mineral bulk terminal. Handling rate 800 t.p.h. 12×109 cu.ft. Silos for kaoline. Minerals stored in 8×73,000 cu.ft. storage bays.

SPECIALISED CARGO HANDLING FACILITIES: Located at Container Port, on the up-river end of Berth 60, is a stern Ro-Ro ramp which is situated as to allow a vessel to utilise the Ro-Ro ramp and container cranes at the same time. Accommodating side and quarter ramps also available. At the Garden City Terminal there is a modern cold storage facility. The refrigerated space consists of 3 rooms of approximately 68,000 sq. ft.

BRIDGES: *Eugene Talmadge Memorial Bridge:* 135 ft. vertical clearance for 400 ft. at MHW. Distance between fender uprights – 600 ft.

Also see "Developments".

MEDICAL: Agent should be advised as far in advance as practicable for required medical attention. U.S. Public Health Clinic in Savannah, also other extensive medical facilities. Standard information required as to inoculations, vaccinations, etc.

TANKERS: Standard requirements on diameters of load/discharge lines. No facilities for slop (residue) discharge facilities except American Oil Company. A.P.I. of local types of oil is 36 gravity marine diesel fuel. 8 tanker berths in port, max. drafts range from 32 ft. – 38 ft.

DENSITY: Average density of water at 20° Centigrade in channels of Savannah Harbour are:

		High Water	*Low Water*
Savannah River Entrance			
	Surface	1.0196	1.0090
	Bottom	1.0196	1.0181
Port Area			
	Surface	1.0022	0.99915
	Bottom	1.0120	1.0075

FRESH WATER: Available at all terminals.

FUEL: Marine gas oil (No. 2 Fuel). Marine diesel oil (No. 4 Fuel Oil). All Intermediate grades from Intermediate 30 (=30 centistokes at 50°C) to Intermediate 420 (=420 centistokes at 50°C) Bunker fuel oil (No. 6 Fuel). Advance notice of 24 hours required.

FIRE PRECAUTIONS: No special fire precautions. All tanker berths have water and fire extinguishers on dock. Fire fighting equipment on dock. Fire fighting equipment on tugs.

CONSULS:

Savannah: Brazil (912) 234-2266. Dominican Republic (912) 234-2266. France (912) 236-2491. Germany (912) 236-8165. Italy (912) 232-5581. Sweden (912) 238-2301.

Atlanta: Consulate of Austria (404) 252-7920. Consulate General of Belgium (404) 659-2150. Consulate of Bolivia (404) 320-9312. Consulate of Brazil (404) 659-0660. Consulate General of Canada (404) 577-6810. Consulate of Chile (404) 266-1650. Consulate of Colombia (404) 320-9665. Consulate of Costa Rica (404) 455-1007. Royal Danish Consulate (404) 522-8811. Consulate General of Ecuador (404) 475-4751. Consulate of El Salvador (404) 252-8425. Consulate of Finland (404) 446-1400. Consulate of France (404) 525-1100. Consulate General of Germany (404) 659-4760. British Consulate General (404) 524-5856. Consulate of Greece (404) 261-3313. Consulate of Guatemala (404) 255-7019. Consulate of Haiti (404) 455-3434. Consulate of Iceland (404) 321-0777. Consulate General of Israel (404) 875-7851. Consulate of Italy (404) 875-6177. Consulate General of Japan (404) 892-2700. Consulate General of Korea (404) 522-1611. Consulate of Luxembourg (404) 952-1157. Consulate of Mexico (404) 688-3258. Consulate of The Netherlands (404) 525-4513. Consulate of Nigeria (404) 577-4800. Consulate General of Panama (404) 521-0221. Consulate of Sweden (404) 223-0374. Consulate of Switzerland (404) 872-7874. Consulate of Turkey (404) 451-8100.

REPAIRS: All types of deck and engine repairs possible at Sayler Marine. Deck repairs from Diamond Manufacturing Company.

Radar/VHF Repairs: Coastal Electronic Maintenance has qualified radar and RDF, also VHF men available. They can be contacted through ship's Agents or through the Pilots or Atlantic Towing if vessels should require service on arrival.

DRY DOCKS: Sayler Marine Dry Dock 540 ft.×72 ft.×21 ft.

SURVEYORS:

Savannah: Atlantic Marine Surveying, Inc. (912) 354-9938. Coleman Kenney & Silas, Inc. (912) 352-7420. International Adjusters Southern Ltd. (912) 352-7420. International Maritime Services, Inc. (912) 964-8970. Maritime Bureau Incorporated (912) 238-3400. National Cargo Bureau, Inc. (912) 236-1527. SGS Control Services, Inc. (912) 355-4429. L.O. Smith, Inc. (912) 233-9876. Southeastern Marine Surveying Co. (912) 233-4157. J.W. Tarver Jr. (912) 233-6661. Charles T. Theus, Inc. (912) 233-3588.

Atlanta: East Coast Maritime Services, Inc. (404) 252-3990. INA Loss Control Services (404) 292-2363. Marine Associates, Inc. (404) 448-2593.

GANGWAY/DECK WATCHMEN: Garden City and Ocean Terminals of Georgia Ports Authority, East Coast Terminal Company and Georgia Kaolin International require that a watchman, or someone in authority, will be aboard any vessel tied to their facilities at all times.

CERTIFICATES: See "Documents". Current Registry Papers, Load Line Certificates, Certificates of Inspection, etc., are required.

CUSTOMS ALLOWANCES: Tobacco, a crew member may take ashore 50 cigars, 300 cigarettes, or 2 kilos of smoking tobacco, or a proportionate amount of each. An appropriate amount of tobacco products may be held out of bond for use of passengers and crew members while aboard ship when in port. Wine and/or Spirit, a crew member may take ashore one litre of alcoholic beverages for his own use. Container should be opened, that is the seal should be broken. An appropriate amount of wine and/or spirits may be held out of bond for consumption by passengers and crew while aboard ship when in port.

CARGO GEAR: Certified in accordance with U.S. Department of Labor Regulations. Supplied by stevedores.

REPATRIATION: Responsibility of Owner's Agents. Can be arranged to all points.

AIRPORT: Savannah International Airport regularly served by Delta Airlines, Inc. with 7 scheduled flights daily; Eastern Airlines with 5 flights daily; Piedmont Air with 4 flights daily.

TIME: Savannah maintains Romeo or Eastern Standard Time, GMT minus 5 hours, from 0200 hrs. the last Sunday in October, to 0200 hrs. the first Sunday in April. Quebec or Eastern Daylight Saving Time, GMT minus 4 hours maintained from April to October.

HOLIDAYS: New Year's Day (January 1st); Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); George Washington's Birthday (third Monday in February); Teddy Gleason's Birthday (March 17th); Memorial Day (Last Monday in May); Independence Day (July 4th); Labour Day (First Monday in September); Columbus Day (second Monday in October); Armistice Day (November 11th); Thanksgiving Day (Fourth Thursday in November); Christmas Eve (December 24th); Christmas Day (December 25th); New Years Eve (December 31st); Good Friday; one National Election Day annually.

No work will be performed on New Year's Day, Independence Day, Labour Day, and Christmas Day.

POLICE/AMBULANCE/FIRE: Police: (Emergency only) Tel: 91 Police, City: Tel: 232-4141 and 233-9321. County Police: Tel: 352-77 Ambulance: Chatham County Emergency Medical Service: Medsta Tel: 355-7515; Fire: (Emergency only) Tel: 911; City: Tel: 232-5121.

TELEPHONES: G.P.A., Garden City and G.P.A., Ocean Termina telephones on board can be provided through local Agents. S.C. Terminal – not available to ship (phones on dock).

BANKS:

Savannah:

Bank South, P.O.Box 9208, 31412. Tel: (912) 236-5521.

Carver State Bank, P.O.Box 2769, 31402. Tel: (912) 233-9971.

Citizens & Southern National Bank, P.O.Box 9586, 31412. Tel: (912 944-3000.

First Bank of Savannah, P.O.Box 8759, 31412. Tel: (912) 944-600

Georgia Federal, P.O.Box 9209, 31412. Tel: (912) 236-8212.

Great Southern Federal, P.O.Box 8206, 31412. Tel: (912) 944-620

Savannah Bank & Trust Company, P.O.Box 9947, 31412. Tel: (912 234-3441.

Southern Bank & Trust Company, P.O.Box 9747, 31412. Tel: (912 235-4400.

Trust Company Bank, P.O.Box 8668, 31402. Tel: (912) 944-1000.

Atlanta:

Citicorp (U.S.A.), Inc. 211 Perimeter Ctr. Pkwy, Suite 800, 3034 Tel: (404) 391-8500. Telex: 804832.

Citizens & Southern National Bank, 35 Broad Street, N.W., 3030 Tel: (404) 581)-2121. Telex: 542346.

First National Bank of Atlanta, 2 Peachtree Street, N.W., 3038 Tel: (404) 588-5000. Telex: 542309.

Bank of America, P.O.Box 56567, 30343. Tel: (404) 656-100 Telex: 804345.

Bank of the South, P.O. Box 4387, 30302. Tel: (404) 529-411 TWX: 810-751-3120.

Chase Bank International, 5775-F Peachtree Dunwoody Road, 3034 Tel: (404) 255-7717. Telex: 549541.

Manufacturers Hanover International, Banking Corp., 230 Peachtre St. NW, Suite 1800, 30303. Tel: (404) 223-5400. Telex: 804697.

National Bank of Georgia, 34 Peachtree Street, N.W., 30301.Tel: (40 586-8000. Telex: 542318.

Trust Company Bank, P.O. Box 4418, 30302. Tel: (404) 588-771 Telex: 542491.

Foreign Bank Representative Offices in Atlanta:

Algemene Bank Nederland, N.V., Atlanta Agency, One Ravinia Driv Suite 1200, 30346 Tel: (404) 396-0066. Telex: ITT 4611012.

Banca Nazionale Del Lavoro, Atlanta Representative Offic Peachtree Center Gaslight Tower, Suite 2000, 235 Peachtree Stre N.E., 30303. Tel: (404) 581-0143. Telex: 542194.

Banco Do Brasil, 230 Peachtree Street, N.W., Suite 800. 3030 Tel: (404) 577-4050. Telex: 804299.

Bank of Nova Scotia, 2 Peachtree Street, N.W., Suite 909. 3038 Tel: (404) 581-0807. Telex: 542319.

Bank of Tokyo, Ltd., 235 Peachtree Street, N.E., Suite 1001. 3030 Tel: (404) 577-2960. Telex: 542462.

Barclays Bank, 1800 First Atlanta Tower, 30383. Tel: (404) 588-043 Telex: 542575.

Bayerische Verrinsbank, 230 Peachtree St., NW, Suite 600, 3030 Tel: (404) 522-2636. Telex: 804688.

Canadian Imperial Bank of Commerce, 2 Peachtree Street, 1400 Fir Atlanta Tower, 30383. Tel: (404) 577-1628. Telex: 542413.

Commerzbank, 2 Peachtree Street, N.W., Suite 1010. 3038 Tel: (404) 524-0665. Telex: ITT 4611085.

Credit Suisse Bank, 1601 First Atlanta Tower, 2 Peachtree St. NW 30383. Tel: (404) 577-6100.

Credit Lyonnais, 235 Peachtree St. NE, Suite 2210, 30303. Tel: (40 524-3700. Telex: 804567.

Industrial Bank of Japan, 235 Peachtree Street, N.E. Atlanta Gaslig Tower, Suite 1500, 30303. Tel: (404) 524-8770. Telex: 543711.

Kredietbank N.V., First Atlanta Tower, Suite 2936, 2 Peachtree Stre N.W., 30383. Tel: (404) 688-3470.Telex: 804376.

Lloyd's Bank International, 235 Peachtree Street, N.E., Suite 140 30303. Tel: (404) 524-6544. Telex: 804270.

Swiss Bank Corporation, 235 Peachtree Street, N.E., Suite 170 30303. Tel: (404) 522-1600. Telex: 542356.

Toronto Dominion Bank, 133 Peachtree Street, N.E., Suite 390 30303. Tel: (404) 522-9360. Telex: 542434.

STORING: See "Prelims".

1. Yes	4. Yes
2. Yes	5. Usual U.S. Customs Regulations
3. Yes	6. Yes

SHORE LEAVE: Crew members are allowed ashore provided they a not detainees.

IDENTIFICATION CARDS: Identification required by crew membe coming ashore. U.S. Immigration & Naturalisation Service issues landi permit, I-94, to any passenger; and I-95, to any crew member of a forei vessel who is not considered a security risk. This form must be in ma possession any time he is ashore.

DELAYS: With reasonable advanced notice of ETA no delay anticipa in berthing, loading, discharging or bunkering.

DEVELOPMENTS: Container Berth No. 6 under construction.

New bridge constructed close seaward of Talmadge Bridge w clearance of 186 ft. at H.W.

Channel to be dredged to 42 ft. (from 38 ft.).

Channel has been widened from 400 ft. to 500 ft.

SHIPMASTER'S REPORT: August, 1980.

Pilotage: Because of difficulties with the port crane and large sto programme we elected to berth starboard side alongside this call.

The Pilot will only undertake this on the flood (since vessel is invar deep, berthing will only be done on the flood in any case) but becau of a delay we were off the berth very nearly at slack water. The P carried out the manoeuvre in the most reassuringly competent manner and I would not hesistate to do the same again if necesary; only with a Pilot prepared to carry out the manoeuvre.

Vessel is swung downriver off the container berth, about 4 cables below the berth.

When landed on starboard side to, it is just possible to plumb the berth with the crane by making the connection to the after crossover.

Discharge: Straightforward; some slight initial delay. Capable of receiving cargo at over 1,000 t.p.h. Our rate 810 t.p.h. overall.

Connection 12 in. 150 ASA. No VRL.

Density 1000 this call.

Storage capacity about 50,000 cu.m. Storage plant only for filling road and rail tankers.

U.S.C.G.: Deck inspection before commencing. Vessel was congratulated on her 'very high standard of equipment and personnel'. Monitoring detail on board throughout. Scuppers unplugged, please.

They are aware of the draft problem at LW and boarded immediately on berthing.

General: Lloyd's Surveyor easily available.

Bunkered lube oils whilst discharging with U.S.C.G. approval.

Can touch up ship's side from quay.

Movements allowed at night, dependent on draft/tide.

Chandler: Southern Marine: Poor service this time despite our cables. This is in contrast to excellent service last time. These services are entirely at the mercy of ship representative.

SHIPMASTER'S REPORT: October, 1980 (updated 1984).

Approach: From East: The coast between Sandy Point to Isle of Palms near Charleston shows up at 40 miles and South of Hunting Island near Port Royal Sound at 35 miles, on radar. Port Royal Channel gives a good radar echo at 15 miles. Soundings give little indication of position until fairly close inshore. Savannah light was observed at 28 miles.

D/F stations at Tybee and Charleston are useful if nothing else is available.

Anchorage: Pilots advise anchoring to N.E. of Savannah Light Beacon. Good holding ground without obstructing arriving and departing traffic.

Arrival Procedure: ETA through Agents.

For deep draft ships proceeding to Ammonia Berth No. 61 about 5 miles above town, Pilot will board between 3 hours to 1.5 hours before HW.

Under 31 ft. can berth/sail any state of tide day or night. Berthing day or night.

Can berth either side to, the generally accepted side to is port side. However, if taking stores try for starboard side as the crane plumbs better, plus the Chicksan arm is in the way of trucks.

For starboard side to, arrive well in time for earliest Pilot boarding time.

The problem is the berth has a reported 36 ft. at LW (actually by lead line we found (Oct. '80) a minimum of 33 ft. 9 in. reduced to datum along the dock face). Therefore before LW you have to pump out about 2,000 tonnes, any delay can be important.

Pilots: Board from large cutter between Savannah Light and Whistle Buoy.

Give plenty of notice as cutter might be lying up-river at pilot station. Based at Cockspur Island in the ship channel. Call "Savannah Pilots".

Pilot ladder must be 8 ft. above water. Side dependent on wind. Berthing Pilot joins from tug using own ladder at Kings Island.

On departure from berth, Pilot requires 1.5 hours notice.

VHF: "Alpha" Channels used frequently.

U.S.C.G. uses 22A, Pilots use 18A, tugs use 19A. Otherwise use 16, 12 and 13.

Channel: The maximum draft of vessels has been 39 ft. with a 6 ft. tide. Normal maximum 37 ft. This can only take place on the flood so as to be on the berth at slack water.

Channel is narrow, less than Houston Ship Canal. Constant dredging is required. From Whistle Buoy to berth is about 3 hours.

Vessel is swung in Argyll Turning Basin off the container quay. 24 hour navigation is undertaken.

From soundings from Savannah Light Beacon to Berth No. 61 proceeding inwards 3 hours before Savannah HW (2.5 m.) a minimum of 1.6 m. under keel was found with draft 11.15 m.

Berth: Depth: See "Plan". Minimum depth reduced to datum found to be 33 ft. 9 in. along jetty face.

Berth No. 61: Owned by G.P.A. and leased to Occidental.

Concrete jetty on piles with centre section connected by roadway to shore, and mooring dolphins either end connected to jetty by catwalk. Length of centre section 266 m. Good fendering.

The upriver dolphin is not used due to damage. Can turn gangway out before arrival.

Pilot with the aid of powerful tugs swings vessel in very competent manner at Argyll Turning Basin.

Density: 1001 to 1002.

Moorings: Basic 3, 2, 2, each end. Forward headlines (3) go to Ro-Ro dock and breastlines to dolphin with springs to main jetty. Due to damage the upriver dolphin cannot be used so all stern and breast lines go to Grain Berth No. 62.

Springs out first, last in. Mooring boat used. Port Authority mooring gang require 4 hours notice.

Tugs: Atlantic Towing Company and Crescent Towing and Salvage Company of Savannah, Inc. based along town water front. Several large and powerful tugs. Two used, one each end, American style, tie up with own lines alongside. One and a half hours notice required.

U.S.C.G.: Very co-operative. Although Agent will try to get them to board in river for pre-inspecton, they board at dock. Carry out Check List and inspection before cargo allowed to be worked. Takes about 30 minutes.

One U.S.C.G. rating on board at all times (8 hour shifts). Strict on pollution.

The U.S.C.G. do not seem to mind which way round the ship is berthed. Scuppers to be plugged.

Discharge: Into mobile Chicksan (as berth only leased). After manifold if starboard side too. Maximum rate about 1,200 t.p.h. but generally nearer 900 t.p.h. to 1,000 t.p.h. Connection 12 in. 150 ASA. No vapour return line. Shore tank capacity 45,000 tonnes, which fills rail and road tankers. Takes about 45 minutes to connect/disconnect. Shore labour assist. Shore personnel always in attendance. Manager very helpful.

In light ship condition we had 18 m. air draft which did not create any difficulties.

General: Lloyd's Surveyor easily obtainable from Jacksonville. Fresh water from jetty, require 6 hours notice, especially at weekends.

Lube oils whilst discharging with U.S.C.G. permission. Stores lorry able to get close alongside ship.

Ship's crane (if starboard side to) will just plumb after end of jetty.

Liferaft service (Beaufort) at Southern Ship Supply – 24 hour service.

Shoreline infested with rats, snakes and big spiders.

Chandler: Southern Ship Service, good fresh produce.

Town: About 5 miles away. Can telephone for taxi – free of charge local calls, from hut at grain berth about 100 yards from gangway.

Airport 6 miles South of town centre with regular flights to Atlanta International, etc.

SHIPMASTER'S REPORT: August 1990.

Charts: B.A.Charts No. 2807 and 2865.

Approaches: New exploration towers around 80° 10′ W., about 45 miles offshore give a guide.

Coastline low, first indications on radar at 30 miles.

Savannah Light good, but Racon not operating (Pilots report that it rarely does).

About 30 miles East of the Gulf Stream axis, a Southerly set of about 1 knot was found.

Pilots: Pilot boards from large fast blue hulled cutter named 'Georgia' or smaller cutter called 'Savannah' at Fairway Buoy. Pilot will advise height of ladder, dependent on cutter.

Pilot Station at Cockspur Island inside breakwater at Lat. 32° 02.05′ N., Long. 80° 54.20′ W. Just West of the Pilot Station is a U.S.C.G. base.

Usual East Coast U.S.A. practice, tug master actually berths and unberths vessels.

Pilotage to Ammonia Berth (No.61) at Garden City is about 2.5 hours.

VHF: Pilots generally use Channel 14.

Anchorage: North of Savannah Light Tower, exposed.

Entry: For gas carriers no night transit inward or outward, unless totally gas-free, between 1600 hrs. (last pilot boarding time) and 0700 hrs. (first pilot boarding time).

U.S.C.G. do not escort vessel, unlike some other U.S. ports.

Channel: The range light at Fort Scriven is conspicuous. Pilots report 33 ft. maximum draft any state of tide, or 39 ft. H.W. to Berth No.61, above this berth to Port Wentworth 20 ft. at L.W. Maximum length 1,000 ft.

Actually found 36 ft. (reduced to M.L.W.S.) as minimum depth to Berth No.61. Least depth about 1 mile seaward of Talmadge Bridge.

New Bridge nearly completed, just seaward of Talmadge Bridge. Completion due early 1991. Vertical clearance MHW – 185 ft. When commissioned, the old bridge will be removed.

Tugs: 9 tugs up to 4,000 i.h.p. available from Atlantic Towing (now under new name) and Crescent. Two tugs and tug's lines generally used. Tugs join just upriver of bridge.

Berth: Ammonia Berth is Berth No.61 at Garden City, just above container quays. Berth is able to take up to 75,000 cu.m. gas carriers, but restricted due to river draft.

Always port side too, head upriver. Vessel swings in adjacent turning basin on departure.

Concrete dock with reasonable fendering. Mooring dolphin either end of dock connected by catwalk.

Mooring leads good (2, 2, 2), if bollards on adjoining docks used. No mooring boat, using wires as head or stern lines takes a long time.

Cargo: Mobile Chicksan which plugs into quay (12 in. 150 ASA coupling). It can take a long time to disconnect, if Chicksan diesel power plant fails to operate, which it is prone to.

Discharge to 45,000 tonne tank behind Soya Bean Silo. Actual pumping distance is about 0.5 miles.

Sometimes VRL from shore used (out of commission this visit).

Fast pumping at around 850 t.p.h. at maximum B.P. of 6.8 kg. (100 p.s.i.), back pressure generally less.

Only NH3 handled, terminal likes product cold - no warmer than −32°C.

Surveyors (Saybolt) prompt and read draft when vessel berths.

Terminal representative onboard throughout discharge, in Cargo Control Room with UHF set.

U.S.C.G. very attentive and always board vessels on arrival.

Pipework checked for soft patches – leaks, if any found, vessel will nearly always be refused permission to discharge.

Facilities: Fresh water available on jetty. Good pressure, no charge.

Stores trucks allowed alongside forward up to Chicksan position.

Bunkers by barge during discharge.

Public telephones near Soya Bean Silo office, or Agent leaves his mobile on board.

Local airport very near at hand with frequent flights to Atlanta International.

Chandler – We obtained some bonded stores from Southern Marine Supplies. Prices high compared with Tampa, and range limited.

AUTHORITY: Georgia Ports Authority and East Coast Terminal. Savannah Port Authority.

The Savannah Port Authority does not operate terminals; however, is engaged in port and industrial development for the City of Savannah and Chatham County, Georgia. Harbour Regulations, pier and bulkhead lines, etc., come under the jurisdiction of this organisation.

Georgia Ports Authority, P.O.Box 2406, Savannah, Georgia 31402. *Tel:* (912) 964-3811. *Telex:* 804782 and TWX 810-784-5634. *Cables:* Gaports. *FAX:* (912) 966-3615. *Contact:* George E. Nichols, Executive Director.

SEARSPORT, Maine: 44.28 N. 68.56 W. (See Plan)

LOCATION: The Port of Searsport is located on Penobscot Bay, approximately 112 road miles East of Portland, and 20 miles from Bangor.

DOCUMENTS:
Clearance from Last Port.
2 copies of Form 1300 (Master's Oath).
2 copies of Form 1301 (General Declaration).
3 copies of Form 1302 (Inward Foreign Cargo Manifest).
NOTE: Form 1302 will only be accepted.
2 copies of Form 1303 (Ship's Stores Declaration)
(Including Narcotic Medicines).
Form 1374 Outward Foreign Manifest.
2 copies of Form 1304 (Crew Effects Declaration).
2 copies of I-418 (Crew List).

Also available: Vessel Register, Safety Equipment Certificate, Load Line Certificate, Certificate of Financial Responsibility, (Oil Pollution), and U.S. Tonnage Tax Receipts.

PILOTAGE: Ship's agent notifies Pilot approximately 48 hours in advance of arrival, correcting at 24 hours. Pilot's boat called on Channel 16.

Vessels from South and West, Pilot boards at Monhegan Island (Buoy 14M). Vessels from East, Pilot boards at Matinicus (Buoy 2WB). The pilot station is located on Matinicus Rock Island. Pilot boards at Wooden Ball Light Bell Buoy "2WB." Lat. 43° 49′ N., Long. 68° 50′ W.

The pilot boat is a fishing boat with a white hull showing the international signals.

Pilot signal: 3 long and 2 short on ship's whistle.
Radio contact: VHF Channel 16 (156.8 MHz).

36 and 24 hours ETA requested, cable "Penbay – Belfast/Maine", via Chatham Radio.

ANCHORAGES: No restrictions on anchoring.

RESTRICTIONS: No restrictions at night. Deep draft vessels brought in only on high water. Draft in concurrence with docks, 32 ft. low water. 10 ft. rise in tide – approach to Searsport 35 ft. – Bay 60 ft. limit.

MAX. SIZE: Size of vessel restricted to 38 ft. draft in harbour area. No outside installations at the port yet.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

RADIO: Tugs in Searsport Harbour use Channels 16 and 13. Vessels arriving Searsport go through radio station at Chatham, Mass., RCA installation, SSB station or a VHF public correspondence station.

TUGS: Penobscot Bay Towing Co., Marshall Wharf, Belfast, Maine 04915. Tel. (207) 338-3000. 24-hour service. Requested that orders for tugboat service be given during normal business hours, 24 hours in advance.

Tugs: "Patrick McAllister", 1,200 h.p.
"Brian F", diesel 1,200 h.p.
"Roderick McAllister", diesel 1,200 h.p.
"Bronx", diesel 1,800 h.p.

Radio: Ship to ship, VHF Channels 16-13-10.
Sea Pilots dock ship with tug's assistance.

BERTHING: Draft conditions govern arrival and departures.

Bangor and Aroostock Pier: Length 800 ft., width 100 ft. Depth alongside (East side) 34 ft., (West side) 30 ft.

This pier handles a wide variety of cargoes including petroleum, forest and agricultural products, such as newsprint, tapioca, long logs, dimension lumber, potatoes, etc.

Cargoes can be off-loaded or loaded directly from or to railroad cars or trucks. There are 4 warehouses on the facility available for import or export cargoes.

C. H. Sprague Dock: Length 614 ft., depth alongside East side 33.6 ft.

This facility has and can handle many bulk cargoes, including salt, coal, gypsum, potash, bauxite, liquid chemicals, and Bunker C petroleum. There are 3 towers for discharge of bulk cargoes.

Turning basin off docks, depth 34.5 ft. and 1,200 ft. width.

STEVEDORES:

Weekdays:
Order gangs by 1700 hrs. for following day 0800 start.
Order gangs by 0900 hrs. for same day 1300 start.
Order gangs by 1300 hrs. for same day 1800 start.

Weekends:
Order gangs by Saturday 1200 hrs. for a Sunday 0800 start.
Order gangs by Saturday 1200 hrs. for a Monday 0800 start.

MEDICAL: No advance notice required by Agent. 1 hospital, Waldo County, which takes bed patients.

TANKERS: 2 berths at Searsport – 2 for No. 6 oil and 1 for light oil and gas. 2×8 in. hoses. 34 ft. LW.

DENSITY: Average density 1024.

FRESH WATER: Available by tug for boilers only at rate of tug hire at anchorage. Drinking water available at piers.

FUEL: No. 6 oil at C. H. Sprague Dock. Light oils delivered by tank truck at dock.

FIRE PRECAUTIONS: At certain oil piers information given to Shipmaster upon arrival at pier. Ample fire protection, salt-water lines, sprinkler system on pier, local fire department.

CONSULS:
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish; Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenica A. Santoro, 43 Deering Street, Portland, Maine.
Norwegian: Allan Kjos-Hansen, 30 Mayer Road, Portland, Maine, Vice-Consul.
Panamanian: Mary Navarro de Carrillo, Lafayette Town House, Portland, Maine.
Swedish: Martin Johnson, Vice Consul, 443 Congress St., Portland, Maine.

REPAIRS: All types of machinery repairs.

DRY DOCKS: None.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Ship's crew may open hatch a longshoremen boarded ship.

CERTIFICATES:
Load Line Certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage Tax Certificate of previous trip if have them.
Radio Operator Licence.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. W and/or Spirit allowance 1 bottle per person.

CARGO GEAR: No additional cargo gear necessary.

REPATRIATION: Arrangements must be made with Agent in advan by telegram.

AIRPORT: Bangor International Airport, 30 miles, Delta, United Airline

HOLIDAYS: New Year's Day; Washington's Birthday; Patriot's Da Memorial Day; Independence Day; Labour Day; Thanksgiving Da Christmas Day and Veteran's Day. Possible to get gangs to work days except on Labor Day and Christmas.

POLICE/AMBULANCE/FIRE: Police Tel: 548-6372; Ambulan Tel: 548-2900; Fire Tel: 548-2900.

TELEPHONE: Arrangements can be made to have phone put on sh but most docks have pay phones.

IDENTIFICATION CARDS: Form I-95 must be filled out on arriv unless seamen has had a prior one made out for a previous arrival same ship (on plastic card).

DEVELOPMENTS: Directly across from the Port of Searsport lies Sea Island. A major new cargo facility and industrial park will be construct Emphasis will be directed toward potential user groups, equipme assembly and manufacturing, plus a full spectrum of forest produc storage and shipment.

This development will feature modern container-handling facilities an breakbulk handling capability.

AUTHORITY: State of Maine, Department of Transportation, Division Ports & Marine Transportation, State House Station No. 16, Child Stre Augusta, Maine 04333. *Tel:* (207) 287-2841. *FAX:* (207) 287-28
Contact: R.D. Elder, Port Development Director.

Town of Searsport, Maine, P.O.Box 499, Searsport, Maine 049
Contact: Wayne Hamilton, Harbour Master. Tel: 548-2985.

SEATTLE, Washington: 47.36 N. 122.20 W. (See Pla

PORT LIMITS: Port of Seattle limits are co-extensive with t boundaries of King County in which Seattle is situated. A vessel h "arrived" when it has tied-up to a berth.

DOCUMENTS (on arrival from foreign):
Clearance from Last Foreign Port.
2 Crew Lists on Form. I-418.
2 Passenger Lists on Form I-418 (if applicable).
Passenger Declarations if applicable.
2 Stores Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of Cargo for discharge on CF1302.

If first arrival port on an inward voyage, must also have 2 sets Manifests of complete cargo on 1302, one for Customs at this port a the other for use as a "Travelling Manifest" to go forward to oth discharge ports.

(A) – For U.S. Public Health Quarantine Boarding Officer: "Quarant
Declaration" on Form PHS.43. (Only required if boarding on arr
is necessary) see "Health" before first U.S.A. port.
(B) – For U.S. Dept. of Agriculture Boarding Officer: "Shipmast
Declaration and Warning Notice" on Form AIQ.43.
(C) – For U.S. Immigration Boarding Officer:
Crew List on Form I-418 visaed by U.S. Consul abroad.
Passenger List on Form I-418.
Attachment to Passenger List on Form I-92.
Form I-94 for each passenger.
Form I-95 or ID Card (Form 184) for each crewman. (These are usable for multiple entries, but for seamen on first trip to United Sta a new Form. I-95 must be ready for presentation on arrival.)
(D) – For U.S. Customs Boarding Officer and Agent or Broker:
3 copies Crew List (Form I-418).
3 copies Cargo Manifest on Form 1302.*
3 copies Stores List – Form 1303.*
3 copies Crew Purchases or Curio List (Form 1304).*
3 Passenger Lists on Form I-418.
For U.S. Ships – Declaration re foreign repairs on Form 3415.
For U.S. Ships – Certified Crew List from last U.S. port before g
foreign.

*At subsequent U.S. ports of call 2 copies required of extracts Ca Manifests of cargo for the port concerned, and 2 copies of Lists of St and Curios remaining on board.

PILOTAGE: Compulsory for all vessels except those on coasting trade. Pilots may be obtained from Port Angeles Pilots' Association, Seattle, at short notice. Inward, Pilot boards vessel at pilot station off Port Angeles.

Port Angeles Pilots: Pilotage service furnished to any port or place on Puget Sound and its adjacent inland waters.

Pilot stations are located on Ediz Hook, Port Angeles and Seattle Washington.

Vessels desiring a Pilot should proceed to a position 0.25 miles East of Ediz Hook, where Pilot will board the vessel. If a Northwest wind, sea, or swell exists, vessels are requested to proceed to a position inside and South of Ediz Hook to obtain a lee and facilitate boarding.

In clear weather, vessels should indicate their desire for a Pilot by hoisting the International Code Flag "G" and by blowing the whistle signal of 1 long, 1 short and 1 long blast.

In fog or thick weather, the blowing of this whistle signal will attract the attention of the pilot station and repetition of this signal will assist the pilot boat to locate the vessel.

The pilot station is located 1,200 yards, 277° from Ediz Hook Light. At night, the station will show from a mast, 3 vertical lights, the highest and lowest being red and the middle one green, to indicate that the pilot boat is en route to the ship. The pilot station is equipped with radar to locate and track vessels. The pilot boats, 'Juan de Fuca' and 'Puget Sound' are equipped with radar.

Communications: Vessels may ensure prompt service by advising their ETA, Port Angeles, 24 hours in advance, via radio to station KLB, addressed to Port Angeles Pilots, Seattle, Washington. A vessel may also advise the pilot station, Port Angeles, Washington, addressed to "Pilots Port Angeles" of their ETA, and amended ETA, when subsequent conditions make it necessary. The message is transmitted immediately from KLB to Port Angeles via telephone. The pilot station, Port Angeles, monitors VHF Channels 14 and 16 continuously and transmits on Channel 13.

At the time of passing Cape Flattery, inbound vessels are requested to re-affirm their ETA by calling the pilot station directly, using VHF calling Channel 16 and transmitting on Channel 13.

Channel 14 is for Vessel Traffic System only.

Pilot Ladder Requirements:

1. Please contact pilot boat via voice radio (Channel 13) approximately 30 minutes prior to arrival for desired lee.
2. The ladder must be kept clean and used solely for embarking and disembarking Pilots.
3. Rigging of the ladder, along with embarking and disembarking Pilot, must be under supervision of a licensed officer.
4. The ladder must be made in 1 length and not consist of 2 lengths shackled or lashed together, and should be equipped with spreaders about 10 ft. apart to comply with SOLAS Regulation 17, Chapter 5.
5. The pilot boats have their own lights to illuminate the pilot ladder, but a standby light should be ready for an emergency.
6. The area of the deck where the Pilot boards and leaves must be well lighted and the area must be clear of all obstacles to ensure a safe passage for the Pilot.
7. *No tag lines, pull-up ropes, or trailing lines may be attached to the lower ends of the ladder.*
8. Ladders must be rigged well clear of discharge and water outlets and at a place near midship which affords the best lee for the Pilot. At no time should the ladder be rigged near the stern of the vessel.
9. Means must be provided to allow the Pilot to pass safely onto the ship's deck. Where portable stanchions and bulwark steps are used for this, the portable stanchions must be rigidly attached to the ship's structure and not the steps. The bulwark steps must also be securely fastened.
10. The ladder must be in good condition. The treads must remain horizontal when used and the upper surface must have a rough nonskid quality.
11. Manropes approximately 3 in. manila in circumference, a heaving line and a ring buoy with a self-igniting light must be provided.
12. If your vessel is to take a load of logs, make sure the Agent makes arrangements to have a cat-walk to provide safe passage to and from the ladder.

Accommodation Ladders for Embarking or Disembarking of Pilots:

1. All vessels where the distance from sea level to the point of access of the ship exceeds 9 m. (30 ft.) at any time, should carry on each side an accommodation ladder. The ladder is to be so sited that when in use the lower end of the ladder shall rest firmly against the ship's side under all conditions of roll and heel, clear of all discharges, and within the parallel length of the ship.
2. A conventional pilot ladder should be rigged just abaft the lower platform of the accommodation ladder. The pilot ladder should be secured firmly to the lower platform to allow access between the pilot ladder and accommodation ladder. The pilot ladder should extend at least 2 m. (6 ft.) above the lower platform of the accommodation ladder. Manropes to be provided and rigged alongside the pilot ladder.

ANCHORAGES: Extensive anchorage in Eliott Bay, depths of 90 ft.

RESTRICTIONS: Overhead power cables at Burlington Northern Railroad Bridge with a vertical clearance of 155 ft.

MAX. SIZE: Controlled by depth at berth.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

CRANES: *Terminal 5:* 5×50 ton container cranes.
Terminal 18: 6×45 ton container cranes and 1×50 ton revolving crane.
Terminal 25: 3×45 ton and 1×33 ton container cranes.
Terminal 30: 1×50 ton gantry, 3×50 ton container cranes.
Terminals 37, 42 and 46: 6×45 ton container cranes.
Terminal 115: 1×50 ton gantry crane.

STEVEDORES: 40 local gangs available. Gang requirements must be made known to the contracting stevedore prior to 1100 hrs. on day before vessel plans to dock. Order before 1030 hrs. on Saturday for Saturday afternoon, Sunday, and Monday.

TUGS: Available, 2nd tug normally used.

BERTHING: Over 46 berths for ocean-going vessels. Depths alongside, 10.6 m. – 21 m. MLLW.

Terminal No.	*Total Length* (m.)	*Depth* (m.)	*Remarks*
2	244	12.0	Leased to North Star Forwarding – barge berths.
5	537	13.5	3 container berths.
	166	—	Undeveloped berth (one).
18	1,844	12.0 – 15.0	Container, breakbulk, bulk, Ro-Ro, non-petroleum products. 352 reefer plugs.
25	482	15.0	2 container berths. 120 reefer plugs.
28/30	823	12.0	Container and breakbulk.
			2 container berths and 2 general cargo berths.
37	270	15.2	1 container berth. 186 reefer plugs.
42	290	15.2	1 container berth
46	336	15.2	1 container berth. 217 reefer plugs.
48	585	10.6	
66	436	8.5 – 10.6	3 berths. Passenger ship terminal.
86	130	21.0	Export grain terminal operated by Cargill, inc.
91	3,058	10.66	General cargo, auto import, fruit, frozen meats and seafood. Oil tank farm handles bunker fuel and waste oil products. Chill space 53,802 cu.m. Liquid storage 213,000 barrels.
105	338	12.0	Barge facility.
115	366	12.0	Steel imports, fish and crab processing, general cargo.
	122	4.25	Barge berth.

SPECIALISED HANDLING FACILITIES: Terminals 18 and 20 combined and now designated as Terminal 18. Pipe-lines are available to carry molasses, tallow or other non-petroleum liquid cargo, and has a tank farm for storage.

Terminal 105 – 2 berth, barge operation – Crowley Maritime.

Terminal 115 – 2 berths, capacity, import steel.

Terminal 115 – Jore Corporation Barges, has specialised finger piers, to handle container-to-barge operations.

Terminals 5, 18, 25, 30, 37, 42 and 46 – Container Terminals, equipped with large container cranes and yards to handle van shipments. Depth alongside, Terminals 18 and 25 – 50 ft. Terminals 5, 30, 37 and 46 – 40 ft.

Pier 86 – fully automated, deep water, Grain Terminal. 1 berth, length 600 ft. (Max. LOA 1,400 ft. using dolphins). Depth of water 70 ft. at MLLW. Grain Terminal: capacity 4.2 million bushels, loading rate 3,000 t.p.h. via twin conveyor belts.

DENSITY: Salt water in Outer Port. Fresh water inside Canal Locks.

FRESH WATER: Available at all wharves.

FUEL: Available.

Bunker Fuel Suppliers:
British Petroleum/North America Trading. Tel: 775-0444.
McCall Oil Co. Tel: (800) 547-1400.
Mobil Oil Corp. Tel: 623-5340.
Pacific Northern Oil Corp. Tel: 382-9777.
Shell Oil Co., Harbor Island Plant. Tel: 453-3051.
Ship-Shore Inc. Tel: 783-9343.
Texaco, Inc., U.S.A. Tel: 623-6101.

CONSULS: (And Trade Commissioners).
Australia
Austria
Belgium
Bolivia
Canada
Chile
China
Colombia
Costa Rica
Denmark
Ecuador
Finland
France
Germany
Guatemala
Honduras
Hong Kong
Iceland
Italy
India
Indonesia
Japan
Korea
Luxembourg
Malaysia
Mexico
Netherlands
New Zealand
Norway
Panama
Paraguay
Peru
Philippines
Russia
Singapore
South Africa
Sweden
Switzerland
Taiwan
Thailand
United Kingdom

REPAIRS: All types of repairs possible.

DRY DOCKS: 10 dry docks for vessels up to 20,000 tons.

SURVEYORS:

Inspecting and Testing:
American Bureau of Shipping; ABS Worldwide Technical Services. Tel: 762-6200.
Columbia Inspection, Inc. Tel: 522-7490.
Container Chassis Inspection Service. Tel: 282-9742.
Global Marine Surveyors, Ltd. Tel: (Snohomish) 568-7447, 334-6413.
Industrial Testing, Inc. Tel: 932-7991.
Laucks Testing Laboratories, Inc. Tel: 767-5060.
Northwest Centre Industries. Tel: 285-9140.
Northwest Laboritories of Seattle, Inc. Tel: 622-0680.
Pacific Testing Laboratory. Tel: 282-0666.
Pittsburgh Testing Laboratory. Tel: 762-4664.
Rosenau, Otto, & Associates. Tel: 725-4600.

Marine Surveyors:
American Bureau of Shipping. Tel: 762-6200.
Billstein, Herbert H. & Associates, Ltd. Tel: 624-2958.
Blair, N. T. & Associates. Tel: 467-4161.
China Corporation Register of Shipping, see Coffer.
Coffer, Ian T., & Associates, Inc. Tel: 232-2288.
GAB Business Services, Inc. Tel: 282-8055.
Global Marine Surveyors, Ltd. Tel: (Snohomish) 568-7447, 334-6413.

Gow, Alexander, Inc. Tel: 285-0520.
Huycke, Capt. Harold D. Tel: 774-1444.
Intermodal Transportation Services, Inc. Tel: 575-8255.
Kambarn, M. L. "Maury". Tel: 542-8164, 542-7915.
Koegel, Glen A., and Associates, Inc. Tel: 743-6003.
Lloyd's Register of Shipping. Tel: 623-8118.
London Salvage, (see The Salvage Association).
Maritime Survey Associates, Inc. Tel: 932-9004.
National Cargo Bureau, Inc. Tel: 682-2165.
Newton, D. D., & Associates, Inc. Tel: 285-4205.
Northern Marine Surveys. Tel: 822-6815.
Registro Italiano Navale, (see Coffer, Ian T., & Associates).
Stream, M. A., Associates, Inc. Tel: 282-1311.
The Salvage Association. Tel: 623-7587.
Toplis & Harding, Inc. Tel: 624-3971.
United States Salvage Association, Inc. Tel: 747-5398.
World Shipping Pacific, Ltd. Tel: 842-6616.

GANGWAY/DECK WATCHMEN: Watchmen required if detainees aboard.

OPENING/CLOSING HATCHES: Normally carried out by stevedores while in port.

CERTIFICATES: Certificate of Registry, Certificates for any previous U.S. tonnage tax payments within the past year, International Load Line Certificate, Safety Radio Certificate, Derat Certificate, Cargo Gear Inspection Certificate, Certificate of Inspection (for U.S. vessels).

CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.

REPATRIATION: All facilities exist.

AIRPORT: Sea-Tac (Seattle-Tacoma) International Airport.

TIME: Pacific Standard Time, GMT minus 8 hours; Pacific Daylight-saving Time, from early April to end October, is GMT minus 7 hours.

HOLIDAYS: January 1st, New Year's Day (no work); January 15th, Martin Luther King Day, normal working day; February 12th, Lincoln's Birthday (work); Third Monday in February, Washington's Birthday (work); Last Monday in May, Memorial Day (no work); July 4th, Independence Day (no work); July 28th, Harry Bridges Birthday, normal working day; First Monday in September, Labour Day (no work); Second Monday in October, Columbus Day (work); November 11th, Veteran's Day (work); First Tuesday in November, Statewide Election Day (work); Fourth Thursday in November, Thanksgiving Day (no work); December 24th, Christmas Eve, paid holiday, work until 1500 hrs.; December 25th, Christmas Day (no work); December 31st, New Year's Eve, paid holiday, work until 1500 hrs. In addition July 5th, known as "Bloody Thursday", while not a holiday, is a no work day for longshoremen.

POLICE/AMBULANCE/FIRE: Dial 911. Port police, Tel: 728-3340/3341.

BANKS: *Banks with International Departments:*
Algemene Bank Nederland N.V. Tel: 587-2330.
Bank of California, N.A. Tel: 587-6100.
Bank of Tokyo, Ltd. Tel: 382-6000.
Barclay's Bank International, Ltd. Tel: 624-4757.
Canadian Imperial Bank of Commerce. Tel: 223-7951.
Citibank International. Tel: 382-6200.
Continental Bank International. Tel: 625-9179.
First Interstate Bank. Tel: 292-3712.
Fuji Bank, Ltd. (representative office). Tel: 624-4757.
Hokkaido Takushoku Bank, Ltd. Tel: 624-0920.
Hong Kong & Shanghai Banking Corp. Tel: 622-8490.
International Banking Corporation. Tel: 621-8660.
Korea Exchange Bank. Tel: 622-7821.
Mitsui Bank, Ltd. Tel: 622-0330.
National Bank of Alaska
Old National Bank. Tel: 447-7373. Ext. 317.
People's National Bank of Washington. Tel: 344-4626.
Puget Sound National Bank. Tel: 622-5210.
Rainer National Bank, International Division. Tel: 621-5409.
Seattle-First National Bank. Tel: 583-6143.
Seattle Trust & Savings Bank. Tel: 223-2000.
Security Pacific International Bank. Tel: 587-0900.
Standard Chartered Bank, plc. Tel: 622-4830.
Sumitomo Bank, Ltd. Tel: 625-1010.
Taiyo Kobe Bank, Ltd. Tel: 682-2312.

SHIP SUPPLY SERVICE: Helicopter pick-up of sick crew members provided by the United States Coast Guard. All other services provided by privately operated businesses.

SHORE LEAVE: Allowed, except for crewmen detained by Immigration.

IDENTIFICATION CARDS: Required.

GARBAGE DISPOSAL/WASTE OIL DISPOSAL: *Vessel Oily Waste or Garbage Disposal:* Vessels which find it necessary to discharge oily waste or garbage at the Port of Seattle shall contact the terminal operator for the name of oily waste or garbage haulers and/or reception facilities in the area which provide equipment to receive, haul and dispose of oily waste or garbage. The vessel shall arrange directly with the oily waste or garbage hauler and/or reception facility for such services and equipment. Payment of charges for the services and equipment provided by the oily waste or garbage hauler and/or reception facility will be made directly to the oily waste or garbage hauler and/or reception facility by the vessel, its agent, owner, charterer or any other party responsible for such payment of charges by the vessel.

The oily waste or garbage hauler and/or reception facility is not an agent or employee of the Port of Seattle nor any terminal operator, nor shall the Port of Seattle or any terminal operator be liable for any act, omission or negligence of any such oily waste or garbage hauler and/or reception facility. Rates and charges assessed vessels by the Port of Seattle or any terminal operator for use of its facilities or services do not include this service nor insurance coverage for any potential liability of any oily waste or garbage hauler and/or reception facility permitted by the Port of Seattle or any terminal operator. The discharge by a vessel of oily waste or garbage at any terminal at the Port of Seattle shall only be in accordance with the terms of this tariff item and applicable Federal, State and Local laws and regulations.

SEAMAN'S CLUBS: Seattle Seaman's Center, 4104 W. Marginal W S.W., Seattle. Tel: 938-3450. Services include international telephon ecumenical services, basketball, soccer (in city), table tennis, po billards, T.V., library, vans for transport, supply of stamps, will liaise w social and health services.

AUTHORITY: Port of Seattle, P.O. Box 1209, Seattle, Washingt 98111; 2201 Alaskan Way, Seattle, WA 98121. *Tel:* (206) 728-300 *Telex:* 703433 Port Sea. *FAX:* (206) 728-3252. *Contact:* Zeger van As van Wijek, Executive Director. Jan Hendrickson, Director – Mari Administrative Services.

SEWARD, Alaska: 60.06 N. 149.27 W. (See Plan

DOCUMENTS:
3 copies Cargo Manifest (Form 1302) the original showing all carg on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I-418).
2 copies Crew List (Form I-418).

Customs Boarding Officer will also examine Ship's Register and Loa Line Certificate. In addition, the following documents will be required f formal entry to be made within 48 hours of arrival from abroad, o 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Form 1300).
All Foreign clearances.
U.S. Certificates of payment to tonnage tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Pilots provided by Southwest Alaska Pilots Associatio (See"Homer').

Pilot boards 1.1 miles × 152° from Caines Head Lt. (Lat. 59° 58' N Long. 149° 22' W.).

MAX. SIZE: Harbour depth 35 ft. MLLW.

ANCHORAGE: Suitable anchorage in 30 fathoms depth; available f deep draft vessels at the head of the Bay, South of marked buoy.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illnes Reports made to Seattle Quarantine Station.

RADIO: KWA 346 (AM) Alaska Railroad Dock, frequency monitore 2182 kHz. KWA 364 (SSB) Alaska Railroad Dock frequency monitore 4-6-8-12 Megs.

TUGS: Tug service available. Anderson Tug & Barge (907) 224-550

BERTHING: *Alaska Railroad Corp.:* 24 hour berthing. Berthing perm required. Advance notice of 48 hours requested.

200 ft. by 735 ft. steel and concrete finger pier.

East Side — 450 ft. long with 35 ft. depth of water (10 ft. out fro dock face).

West Side — 600 ft. long with 35 ft. depth of water.

South End — 200 ft. long with 35 ft. depth of water.

(East and West Berths serviced by railroad spurs).

Ro/Ro capability provided through a triple deck, articulating ram along West Berth.

CRANES: East and West Dock Face – 2 gantry cranes. Maximu capacity – 45 short tons, maximum radius – 105 ft. Forklifts ranging u to 35 ton capacity.

Operator: The Alaska Railroad Corp., P.O.Box 95, Seward, Alask 99664. Tel: (907) 224-5550.

BULK HANDLING FACILITIES: *Terminal Specifications:*

Unit Train Unloading	3,000 tonnes*/p.h.
Stacking	
Rail-mounted stacker/reclaimer	1
Stacking capacity per hour	3,000 tonnes
Reclaiming capacity per hour	1,000 tonnes
Shiploading	
Fixed position slewing shiploader	1
Loading capacity per hour	1,000 tonnes
Ship berth	1
Maximum d.w.t.	120,000
Maximum draft (MLLW)	58 ft.
Additional Data	
Seward Coal Terminal Area	33.91 acres
Total conveyor length	6,590 ft.
Stockpile capacity	120,000 tonnes
Annual throughput capacity	3,000,000 tonnes

*1 tonne is equivalent to approximately 2,204 lbs.

Operator: Suneel Alaska Corporation, P.O.Box 1789, Seward, Alask 99664. Tel: (907) 224-3120. Telex: 25353 Suneel Swrd.

City Dock Facilities: City Dock: Located inside Small Boat Harbour. Up t 100 ft. vessels. Depth 15 ft. MLLW.

Fourth Avenue Dock: Up to 300 ft. vessels. Depth 35 ft. at MLL Power available. Mobile cranes to 100 tons.

Seward Marine Industrial Centre: Basin is 660 ft. × 1,200 ft. with dep of 21 ft. at MLLW.

Syncrolift shiplift 300 ft. × 80 ft. with 3,600 ton lift capacity.

Adjacent 100 acre industrial site.

Light cargo dock 300 ft. long with 21 ft. at MLLW.

STEVEDORES: Northern Stevedoring and Handling Corporation sup labour force.

MEDICAL: Fully staffed 30 bed hospital. All medical facilities availab

DENSITY: 1.0248 at Mean High Water.

FRESH WATER: Available at East and West berths. 4 in. water li 67 lb. pressure.

FUEL: Marine Gas Oil available from pipeline at South & West Berth. Marine Diesel Oil available from same pipeline during Summer months only (Maritime Oil, Vancouver, B.C.).
REPAIRS: Radio, radar, welding, machining and light engine repairs can be effected.
DRY DOCKS: Syncrolift available. See "Berthing".
OPENING/CLOSING HATCHES: Handled by crew, if done before berthing ship. By stevedores if tied to dock.
AIRPORT: 1 mile. 1 flight daily to Anchorage.
TIME: Alaska Standard Time.
HOLIDAYS: All holidays are time and one half. Cargo can be worked on all except Christmas, New Year's and Labour Day.
POLICE/FIRE/AMBULANCE: Tel: 911.
IDENTIFICATION CARDS: U.S.C.G. Port Security Card or Seaman's Card required.
AUTHORITY: City of Seward, P.O.Box 167, Seward, Alaska 99664. Tel: (907) 224-2231. *FAX:* (907) 224-3248. *Contact:* Foster Singleton, Harbour Master.

SITKA, Alaska: 57.03 N. 135.20 W. **(See Plan)**

Located on the Western side of Sitka Sound, Baranof Island. Open all year.
DOCUMENTS: See "Anchorage, Alaska".
APPROACHES: 3 natural channels: Western, Middle and Eastern.
PILOTAGE: Pilot pick-up point – close vicinity of Eckholm Light.
ANCHORAGE: Jamestown Bay.
MAX. SIZE: Harbour depth 22 ft. MLLW. Tides: diurnal range – 9.9 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
CUSTOMS: Quarantine, Immigration and Customs, local.
TUGS: 7 tugs 300 h.p. to 1,200 h.p.
BERTHING: 3 wharves.

1. Conway Dock: Berthing length 160 ft., depth 30 ft. MLLW. No cranes, 3 lift-trucks; 10,000 sq. ft. covered shed space; fresh water.
2. Japonski Dock: Government dock for limited commercial use only.
3. Alaska Lumber & Pulp Co.: (Private) Berthing length 700 ft., depth 35 ft. LW. Walking cranes only. Not less than 12 lift-trucks, 30,000 sq. ft. covered shed space; fresh water. (Located at Silver Bay, Sawmill Cove, 4 miles South of Sitka). 30,000 sq. ft. open storage.

STEVEDORES: 3 gangs.
MEDICAL: Sitka Community Hospital and S.E.A.R.H.C. Hospital on Japonski Island.
DRY DOCKS: 1×400 ton floating dock at Jamestown Bay, approximately 3 miles East of Central Sitka.
REPAIRS: Light repairs only.
FRESH WATER: Available.
FUEL: Not available.
TRANSPORTATION: Air and ferry.
GARBAGE DISPOSAL: 350 gallon dumpsters provided alongside. Charge is U.S.$ 35.00 per dumpster.
WASTE OIL DISPOSAL: A 2,000 gallon tank truck is available for collection service. Contact Sitka Sound oil contractor. Tel: 747-6662.
SEAMAN'S CLUBS: None.
AUTHORITY: City and Borough of Sitka, 304 Lake Street, Sitka, Alaska 99835. *Tel:* (907) 747-3439, 747-3294, 747-3245. *FAX:* (907) 747-7403. *Contact:* Brian G. Bergman, Harbour Master.

SKAGWAY, Alaska: 59.27 N. 135.18 W. **(See Plan)**

Located at the Northern end of Lynn Canal, 14 miles North of Haines.
DOCUMENTS: See "Anchorage, Alaska".
APPROACHES: Via Lynn Canal.
PILOTAGE: Pick-up point located in vicinity of Point Retreat.
MAX. SIZE: Harbour depth 30 ft. running out to 300 ft. Tides diurnal range 16.7 ft. Also see "Berthing".
ANCHORAGE: In Lutak Inlet, 14 miles South of Skagway.
HEALTH: See "Health: All ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
CUSTOMS: Quarantine, Customs and Immigration available in Skagway.
TUGS: 2 tugs available at Skagway.
BERTHING: 1. White Pass and Yukon Railroad Dock: Containerised cargo to Vancouver and Whitehorse is the principal use, also used for tankers and cruise ships. 1,240 ft. long, 100 ft. wide; depth at face varies from 20 ft. to 43 ft. No covered storage. Open storage 80,000 sq.ft. 1 fork-lift is available. Containers presently loaded and unloaded with ship's gear. 2 straddle cranes for containers on dock. Deck for 400 lbs. per sq. ft. loading.

2. Skagway Terminal Co.: Ore loading facility. 1,000 ft. berth, fender dolphins, and walkway. 42.5 ft. deep at face. Used for bulk cargo ships and cruise ships. Vehicle ramp available. Adjacent to the berth is a warehouse of 108,000 sq.ft. Also available are 50 acres for open storage. Loading equipment consists of 1 fixed loading spout with a capacity of 1,500 t.p.h.
3. Skagway Terminal Co.: Cruise vessel dock. 960 ft. berth, fender dolphins and walkway (built 1990).
4. State: City joint use ferry pier – barge off-loading facility. Upland storage of 120,000 sq.ft.
5. City of Skagway: Small boat harbour, approx. 100 stalls. Fuel available. Water available in temperate seasons.

STEVEDORES: 3 gangs.
MEDICAL: Medical clinic and one nurse.
REPAIRS: None.
SURVEYORS: Not available locally.
WATER: Available in temperate seasons only.
FUEL: Available at Chevron Dock and small boat harbour.
AIRPORT: One mile from harbour. Scheduled and charter flights available daily. 3,400 ft. paved runway.
POLICE/AMBULANCE/FIRE: Emergency 911. Police Tel: 983-2301. Ambulance Tel: 983-2300. Tel: Fire 983-2300 or 911.
EMERGENCY CO-ORDINATON CENTRE: Skagway Fire Hall,Tel: 983-2300 or 911.
TELEPHONE: Pay phone at top of small boat harbour ramp.
BANKS: National Bank of Alaska, Skagway.
STORING: See "Prelims".
Storing at White Pass Railroad Dock:

1. By truck.
2. No barge storing.
3. Trucks can proceed alongside, except south 400 ft. of dock.
4. Fork lift trucks can be used.
5. Customs perform supervision of loading/unloading of all bonded stores. Customs/Immigration Tel: 983-2325
6. Local riggers are available.

GENERAL: Highways: Klondike Highway open all year round.
AUTHORITY: City of Skagway, P.O.Box 415, Skagway, Alaska 99840. *Tel:* (907) 983-2297. *FAX:* (907) 983-2151. *Contact:* Port Manager or Harbour Master.

SMITHS BLUFF, Texas: 30.00 N. 93.59 W. **(See Plan)**

DOCUMENTS, PILOTAGE, RADIO, etc.: Refer to "Port Arthur".
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: Meet vessel in Neches River before arriving at berth. Normally 2 tugs required berthing/unberthing.
BERTHING:
Sun Co.: Distance from sea 47.6 miles, depth at berth 40 ft.
Sun Marine Terminals:
Operators: Sun Marine Terminals, P.O. Box 758, Nederland, Telex: 77-9469. Tel: 409-727-2301.
Type of terminal: Handling crude oil and lub.
Density: Fresh water.
Controlling Depth: From channel to berth – 39 ft. – 40 ft. Actual depth alongside – 40 ft.
Vertical clearance at HW: 136 ft.
Max. length of berth facility: 150 ft.
Max. length of vessel to be moored safely: 900 ft.
Hoses: 4×12 in. (Crude). 6×6 in. (Lub).
Usual Discharge Pumping Capacity: 50,000 bbls.p.h. (Crude). 2,000 bbls.p.h. (Lub).
Usual Discharge Pumping Capacity: 50,000 bbls.p.h.
Ballast Facilities: Deballasting facilities available with prior notification.
Fresh Water: Available on 24 hour basis.
Fuel: Available ex-wharf.
Tugs: Per Pilot's requirements.
Anchorage: Max. draft 39 ft. (2 anchorages).
Report: Sun Marine Terminals is located on the Neches River 47.6 miles from the Sea Buoy. The terminal is owned, operated and used by Sun Company. The controlling depth of the channel and turning basin is 40 ft. The density of the water at this terminal is 1000. The maximum size vessel normally received at this terminal is approximately 76,000 d.w.t. at Berth No. 1 and 130,000 d.w.t. at Berths No. 2, 3, 4 and 5. Vessels are docked and undocked day or night. Vessels are cautioned to keep mooring lines tight and be on alert for passing traffic.

2 tugs are normally used while docking and 1 while undocking. Sabine Towing requests a 3 hour advance notice when ordering tugs.

Vessels are berthed head upstream port side to with a usual arrangement of mooring lines including 3 forward springs and 3 aft springs. Head and stern lines run by launch. Pilots require one-way traffic and daylight navigation for all vessels in excess of 85,000 d.w.tonnes (83,700 LT). 2 lay-berths are provided across the channel. These consist of trenches dredged into the entrances of an unused ox-bow in the river. There are mooring points but most vessels lie to an anchor in the trench.

Sun Marine Terminals provides a gangway.

Fuel and fresh water are available at the terminals.

The terminal is fenced and guarded.

Pollution Control: 4,500 ft. of spill boom launch.

Fire: There are foam nozzles and monitors on the dock.

MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available ex-wharf.
FUEL: Available ex-wharf.
CONSULS: Nearest at Houston.
REPAIRS/DRY DOCKS: See "Port Arthur".
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by Immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and 1 quart wine or spirits for each man.
IDENTIFICATION CARDS: Foreign crew only require Immigration Landing Permit.
AUTHORITY: *Operator:* Sun Marine Terminals, P.O.Box 758, Nederland, Texas 77627. *Tel:* (409) 727-2301. *Telex:* 77-9469 Sun NDLN.

SOUTH LOUISIANA, Louisiana:
30.06 N. 90.29 W. **(See Plan)**

LOCATION: The Port of South Louisiana's jurisdiction includes the parishes of St.Charles, St.John the Baptist and St.James, and extends from River Mile 114.9 A.H.P. to River Mile 168.5 A.H.P.

IMTT is located at River Mile 118 A.H.P. (above Head of Passes) on the East bank of the Mississippi River, and is in the port's jurisdiction.

The Chevron facility at Oak Point is in the jurisdiction of the Port of Plaquemines, and is located at River Mile 70 A.H.P. on the West bank of the Mississippi River.

PORT LIMITS: *Port Boundaries:* River Mile 114.9 to 168.5 A.H.P. on the Lower Mississippi River.

ANCHORAGES: See "New Orleans".

RESTRICTIONS: Minimum water depth in main channel is 45 ft.

BERTHING: Please also see Index, as some ports/terminals may also be included in entries at other ports.

General Cargo Terminal:

Globalplex International: P.O.Drawer 559, Reserve, LA.70084. Tel: (504) 536-8300. Fax: (504) 536-8304.

Location: River Mile 138 A.H.P., between New Orleans and Baton Rouge.

Depth alongside: 50 ft.

Maximum crane outreach (from ship fenders):	61 ft.
Height of crane (above low water):	94.34 ft.
Bottom of bucket (at low water): (High water 22 ft.)	79.04 ft.
Transfer capabilities:	Ship to barge or storage. Barge to ship or storage. Storage to ship, barge, rail or truck.
Conveyor System:	42 in. (45°).
From dock to storage:	Heavy duty nylon rubber belt with travel speed of 431 ft. per minute.
Barge loader:	60 in. (45°) nylon rubber belt with travel speed of 431 ft. per minute.
Barge fleeting:	140 barge fleeting area.
Harbour boats:	1,200 h.p., 800 h.p., 2 × 2,600 h.p.
Floating cranes:	Barge mounted crawler, 80 ton 100 ft. boom. Barge mounted 200 ton, Lima with 12 yard bucket.
Rail spar:	24,000 ft. of rail and one yard locomotive.
Weighing scales:	Rail (300,000 lb. capacity). Truck (100,000 lb. capacity). Front end loader scale mounted on IH 80 Hough.
Auxiliary equipment:	International Hough 80 (4 yd. bucket). 3 × 916 cat front end loaders. 931 D-4D cat dozer. Dump trucks. Bobcat 980. Payloaders.

Use: Shipment, receipt and storage of general and dry bulk cargo.

Description: 200 acre intermodal terminal; wharf 454 ft. long; 43 ft. wide; mooring dolphins 754 ft. centre to centre; upstream buoy 1,000 ft. centre to centre; 2×18,000 lb. Peco gantry cranes, capacity 340 tons per hour per crane; 1×80 ton barge-mounted crawler crane; 1×200 ton barge-mounted Lima crane; conveyor system; 300,000 sq.ft. of covered storage facilities, storage racks, pallet conveyor, climate control, rail docks, truck docks, stacking and reclaiming capabilities; 3 concrete silos; water purification plant; waste water treatment plant.

Rail Facilities: Rail spur; served by Illinois Central and Kansas City Southern Railroads.

Truck Facilities: Site is within 7 miles of Interstates 10 and 55, 2 miles from U.S. 61, 25 miles from New Orleans International Airport.

Dry Bulk Terminals: *Port Terminal No. 1:* ADM, Reserve Grain Elevator, P.O.Box AC, Reserve, LA 70084. Tel: (504) 536-1151. Telex: 784013. Fax: (504) 536-1152.
River Mile: 139.2 A.H.P.
Depth alongside: 50 ft.
1 Berth: 858 ft.
1990 total tonnage: 12,248,216 short tons.
Railroad: Illinois Central.

Port Terminal No. 2: MFP St. Elmo Terminal, P.O.Drawer 69, Paulina, LA 70763. Tel: (504) 869-4405. Fax: (504) 869-4517.
River Mile: 150.5 A.H.P.
Depth alongside: 45 ft.
1 Berth: 984 ft. dolphin to dolphin.
1990 total tonnage: 8,912,150 short tons.
Railroad: Illinois Central.
See "Shipmaster's Report" dated December 1979.

Port Terminal No. 3: ADM, Destrehan Grain Elevator, P.O.Box 267, Destrehan, LA 70047. Tel: (504) 764-7586. Telex: (TWX) 810-955-5503. Fax: (504) 764-7586 (Ext.28).
River Mile: 120.6 A.H.P.
Depth alongside: 40 ft.
Loading Rate: Max. 75,000 bushels per hour with 2 belts.
Storage: 168,000 tonnes.
1 Berth: 800 ft.
1990 tonnage: Barge – 5,817,854 short tons.
Total – 11,635,708 short tons.
Railroad: Illinois Central.
Also see "Shipmaster's Report" dated March 1991.

Port Terminal No. 6: Cargill Inc. K-2, P.O.Box 150, Convent, LA 70723. Tel: (504) 562-7313, 388-9455, 443-3059. Fax: (504) 388-9455.
River Mile: 158.9 A.H.P.
Depth alongside: 58 ft.
1 Berth: 1,200 ft.
1990 total tonnage: 3,620,460 short tons.

Port Terminal No. 7: Hall-Buck Marine Gramercy Bulk Termin P.O.Box 35, Burnside, LA 70738. Tel: (504) 675-5387.
River Mile: 144.9 A.H.P.
Depth alongside: 15 ft.
1 Berth: 850 ft. (barge dock).
1990 total tonnage: 769,118 short tons.
Railroad: Illinois Central.

ADM/Growmark: P.O.Box 97, Ama, LA 70031. Tel: (504) 431-824 Telex: 510-601-8979.
River Mile: 117 A.H.P.
Depth alongside: 50 ft.
1 Berth: 585 ft.
Railroads: Southern Pacific, Union Pacific.
Also see "New Orleans" – "Berthing".

Agrico Chemical Co. – Taft: P.O.Box 330, Hahnville, LA 700 Tel: (504) 783-6872.
River Mile: 128.5 A.H.P.
Depth alongside: 50 ft.
1 Berth: 550 ft.
Railroad: Union Pacific.

Agrico Chemical Co.: Uncle Sam, LA 70792. Tel: (504) 562-350 New Orleans 464-9961, Baton Rouge 387-4952, Gonzales 644-288 Telex: (TWX) 810-950-6630. Fax: (504) 562-3501.
River Mile: 160.3 A.H.P.
Depth alongside: 40 ft.
1 Ship Dock: 625 ft.
2 Barge Docks: 300 ft. each.
Railroad: Illinois Central.

Agrico Chemical Company: P.O.Box 71, Donaldsonville, LA 703 Tel: (504) 473-4271.
River Mile: 167 A.H.P.
Ship Dock: Depth alongside: 40 ft.
1 Berth: 480 ft.
Barge Dock: Depth alongside: 10 ft.
1 Berth: 400 ft.
Railroad: Union Pacific.

Bayou Steel Corporation: P.O.Box 5000, La Place, LA 70069-11 Tel: (504) 652-4900. Telex: 78-4958.
River Mile: 132.25 A.H.P.
Depth alongside: 40 ft.
1 Berth: 300 ft. with dolphins.
Railroad: Illinois Central.

Bunge Corporation: P.O.Box 156, Destrehan, LA 70047. Tel: (50 466-5300. Telex: 58-7386 Bunge Dstr. Fax: (504) 764-8701.
River Mile: 120 A.H.P.
Depth alongside: 45 ft.
1 Berth: 470 ft.
Loading Rate: Max. 70,000 bushels per hour with 2 belts.
Storage: 115,000 tons.
Railroad: Illinois Central.
Also see "Shipmaster's Report" dated March 1991.

Cargill Terre Haute Grain Elevator: P.O.Drawer AR, Reserve, LA 700 Tel: (504) 536-4111. Fax: (504) 536-6222.
River Mile: 139.4 A.H.P.
Depth alongside: 48 ft.
2 Berths: 1 × 735 ft.; 1 × 892 ft.
Railroads: Illinois Central, Kansas City Southern.

Colonial Sugars Inc.: P.O.Box 336, Gramercy, LA 70052. Tel: (50 869-5521. Telex: (TWX) 810-950-6565 Colsuggacy. Fax: (504) 6 8706.
River Mile: 147 A.H.P.
Depth alongside: 42 ft.
2 Berths: Raw Berth 363 ft.
Railroads: Illinois Central, Kansas City Southern.

Delta Bulk Terminal: P.O.Box 85, Convent, LA 70723. Tel: (50 562-7617. Telex: 586402. Fax: (504) 524-2625.
River Mile: 158.9 A.H.P.
Depth alongside: 45 ft.
1 Berth: 1,500 ft. (midstream).

Dravo Basic Materials Co. Inc.: P.O.Box 105, Convent, LA 707 Tel: (504) 562-7465.
River Mile: 164.4 A.H.P.
Depth alongside: 44 ft.

Kaiser Aluminium: P.O.Box 337, Gramercy, LA 70052. Tel: (50 869-2117. Fax: (504) 869-2117.
River Mile: 145.3 A.H.P.
Depth alongside: 60 ft.
3 Berths: 1 × 150 ft. with dolphins;
1 × 875 ft. with dolphins;
1 × 118 ft. with platforms.
Railroads: Illinois Central, Kansas City Southern.

Missouri Portland Cement Co.: Rt. 1, Box 154, Convent, LA 707 Tel: (504) 562-7471.
River Mile: 167.9 A.H.P.
Depth alongside: 30 ft.
1 Berth: 500 ft.

St.James Stevedores: P.O.Box 40, Burnside, LA 70738. Tel: (5 562-3919. Fax: (504) 562-3515.
River Mile: 166.0 A.H.P.
Depth alongside: In excess of 100 ft.
2 Berths: 1,800 ft. (midstream).

Weber Marine Inc.: P.O.Box 40, Burnside, LA 70738. Tel: (504) 683-3547. Telex: (TWX) 810-950-6632.
River Mile: 167 A.H.P; midstream operation.
Railroad: Illinois Central.

Zen-Noh Grain Corporation: P.O.Box 207, Convent, LA 70723. Tel: (504) 522-9770. Fax: (504) 522-9770.
River Mile: 163.7 A.H.P.
Depth alongside: 50 ft.
1 Berth: 1,189 ft.
Railroad: Illinois Central.

Liquid Bulk Terminals:
Port Terminal No. 4: Occidental Chemical Corporation, Rt. 1, Box 28, Convent, LA 70723. Tel: (504) 562-7402.
River Mile: 161.4 A.H.P.
Depth alongside: 40 ft.
1 Berth: 740 ft.
Railroad: Illinois Central.

Port Terminal No. 5: Occidental Chemical Corporation, P.O.Box 74, Hahnville, LA 70057. Tel: (504) 783-6661. Telex: (TWX) 810-950-5851. Fax: (504) 783-2621.
River Mile: 128.8 A.H.P.
Depth alongside: 50 ft.
1 Berth: 410 ft. with dolphins.
Railroad: Union Pacific.

Capline Terminal: P.O.Box 63, St.James, LA 70086. Tel: (504) 588-7834. Fax: (504) 588-4831.
River Mile: 159.9 A.H.P.
Depth alongside: 40 ft.
4 Berths: Berths 1 and 2: 1,100 ft.
Berth 3: Floating barge.
Berth 4: 800 ft.

Cargill Inc. Bulk Liquid: P.O.Drawer AR, Reserve, LA 70084. Tel: (504) 467-7715. Fax: (504) 536-4111.
River Mile: 139.7 A.H.P.
Railroad: Illinois Central.

Chevron Chemical Company: P.O.Box 78, St.James, LA 70086. Tel: (504) 473-7996.
Rive Mile: 166.5 A.H.P.
1 Berth: 200 ft. (barge loading/unloading).

E.I.Dupont Barge Dock: P.O.Box 2000, La Place, LA 70069-1150. Tel: (504) 536-1141. Telex: (TWX) 810-950-6582. Fax: (504) 536-5147.
River Mile: 135.7 A.H.P.
Depth alongside: 40 ft.
2 Berths: 1 × 150 ft.; 1 × 170 ft.

Ergon – St.James Inc.: P.O.Box 126, St.James, LA 70086. Tel: (504) 265-3035.
River Mile: 160.7 A.H.P.
Depth alongside: 46 ft.
2 Berths: 1 × 825 ft. (Tanker); 1 × 400 ft. (Barge).

G.A.T.X. Terminals Corp.: P.O.Box 157, Norco, LA 70079. Tel: (504) 443-2511. Telex: 810-950-6576. Fax: 713-552-1456.
River Mile: 125.5 A.H.P.
Depth alongside: 45 ft. – 50 ft.
4 Berths: 100 ft. – 180 ft.
2×12 in. arms or 8 in. hoses. Loading rate 20,00 bbl./hr. No ballast facilities.
Railroad: Illinois Centeral.

International Matex Tank Terminals: P.O.Box 159, St.Rose, LA 70087. Tel: (504) 468-3997. Telex: 671-6496. Fax: (504) 469-8699.
River Mile: 118 A.H.P.
Depth alongside: 45 ft.
11 Berths: Length of berths up to 900 ft.
Railroad: Illinois Central.

Koch Gathering Systems Inc.: P.O.Box 135, St.James, LA 70086. Tel: (504) 265-2115. Fax: (504) 265-2115.
River Mile: 159.8 A.H.P.
Depth alongside: 35 ft.
3 Berths: 1 × 760 ft. (Tanker);
1 × 760 ft. (Tankers and Barges);
1 × 320 ft. (Barges only).

L P & L – Waterford: P.O.Box 50, Killona, LA 70066. Tel: (504) 467-8211.
River Mile: 129.6 A.H.P.
Depth alongside: Berth 1: 38 ft., R.M. 128.6.
Berth 2: 53 ft., R.M. 129.6.
Railroad: Union Pacific.

L P & L – Little Gypsy: Rt. 1, Box 1000, Montz, LA 70068. Tel: (504) 464-3800.
River Mile: 129.5 A.H.P.
Depth alongside: 30 ft.
Railroad: Illinois Central.

Marathon Oil Company: P.O.Box AC, Garyville, LA 70051. Tel: (504) 535-2241.
River Mile: 140 A.H.P.
Depth alongside: 45 ft.
5 Berths: Approximately 1,000 ft. each.
Railroads: Illinois Central, Kansas City Southern.
Also see "Tankers".

Monsanto Company: P.O.Box 174, Luling, LA 70070. Tel: (504) 785-8211. Telex: 62690920. Fax: (504) 785-3325.
River Mile: 120 A.H.P.
Depth alongside: 25 ft. – 30 ft.
1 Berth: 312 ft. with dolphins (ammonia dock).
1 Berth: 430 ft. with dolphins (oil dock).
1 Berth: 460 ft. with dolphins (DAP dock).
Railroads: Southern Pacific, Union Pacific.

Petroleum Fuel & Terminal Co.: P.O.Box T, Garyville, LA 70051. Tel: (504) 535-6256.
River Mile: 144.6 A.H.P.
Depth alongside: 50 ft.
3 Berths: Berth 1 and 2: 50 ft. × 300 ft. (barge loading).
Berth 3: 940 ft. (barge/ship).

Shell Oil Company: P.O.Box 10, Norco, LA 70079. Tel: (504) 465-7111.
River Mile: 126 A.H.P.
Depth alongside: 45 ft. – 90 ft.
3 Berths: Berth 1: 750 ft.
Berth 2: 900 ft.
Berth 1A: 750 ft.

2 tanker berths (80,000 d.w.t., 900 ft. LOA downstream, 55,000 d.w.t., 750 ft. LOA upstream) 16 in. and 8 in. loading arms for transfer, transfer rate variable, ballast line 12 in., capacity 20,000 bbls.

Berthing always starboard side to. Requires 2 tugs to assist in berthing. Forward and aft mooring lines handled simultaneously.

Railroads: Illinois Central, Kansas City Southern.

Report: General: The berth at Norco is approximately 126 miles AHP and consists of a single dock constructed of steel pilings and a concrete deck. A continuous fender system of wood-faced steel piles provides continuity between the dock and mooring dolphins.

All cargo is handled through 6×12 in. loading arms with 8 in. reducers. The arms are arranged so as to permit washing of the arms into a slop tank ashore; thus, grade changes may be made without removing the arms.

Cargo Handled and Shore Installations: Various products are handled through a common shoreline including crude, clean products, jet fuel, kerosene and heating oil.

The maximum allowable rail pressure for discharging vessels is 150 p.s.i.

An emergency shutdown system to stop loading is located in the dock office and at the levee in the guard office.

Docking: Docking is normally performed by the River Pilot and is strictly starboard side to. 1×800 h.p. tug is required for both docking and undocking operations.

Vessels should approach the dock with a tug on the port bow, stemming the current, at a maximum angle to the dock of 10° and at a velocity no greater than 5 ft./sec.

Communications: A public telephone located at the head of the dock is available for use by ship personnel.

Gangway: The ship's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: Bunkers are not available.

Fresh water is available at Norco.

Ballast/Slop Facilities: Ballast and slop facilities are available. The shore storage/treatment tank has a 150,000 bbls. capacity and is connected to the dock manifold by a 14 in. shore line.

Star Enterprise (Texaco): P.O.Box 37, Convent, LA 70723. Tel: (504) 562-7681. Fax: (504) 562-7681, ext. 200.
River Mile: 168.1 A.H.P.
Depth alongside: 40 ft.
2 Berths: 1 × 810 ft.; 1 × 900 ft.
Railroad: Illinois Central.

TransAmerican Refining Company: 257 Prospect Avenue, Good Hope, LA 70079. Tel: (504) 764-8611.
River Mile: 125 A.H.P.
Depth alongside: 25 ft.
2 Berths: 1 × 423 ft.; 1 × 480 ft.
Railroads: Illinois Central, Kansas City Southern.

Union Carbide Corporation: P.O.Box 50, Hahnville, LA 70057. Tel: (504) 468-4624, 468-4627, 468-4676. Telex: 887739. Fax: (504) 468-4406.
River Mile: 127.3 A.H.P.
Depth alongside: 30 ft.
1 Berth: 725 ft.
Railroad: Union Pacific.

U.S. Department of Energy Strategic Petroleum Reserve: P.O.Box 157, St.James, LA 70086. Tel: (504) 265-3073. Telex: (TWX) 810-951-5393. Fax: (504) 265-3073, ext. 281.
River Mile: 158.7 A.H.P.
Depth alongside: 57 ft.
2 Berths: 940 ft. each.

TANKERS: See "Liquid Bulk Terminals" above.

Report: *Garyville:* The Marathon Dock is located on the right ascending bank of the Mississippi River, Mile 140. It consists of 5 separate berths (each 1,000 ft.) fitted with quick connecting hydraulic Chicksan arms for cargo transfer and quick release hooks on all mooring points. Depth alongside 45 ft.

Each dock is equipped with an emergency stop at the Chicksan arm assembly.

Cargo Handled and Shore Installations: Both docks handle asphalt, No. 6 fuel oil, unleaded gasoline and No. 2 diesel oil. Each dock can effect the transfer of No. 6 fuel oil through 2×16 in. arms, No. 2 diesel oil through 2×16 in. and/or 3×12 in. arms, unleaded gasoline through 2×12 in. arms and asphalt through a 1×16 in. arm. All cargo is transferred to or from storage tanks 1 mile away through 16 in. to 24 in. shore lines.

Docking: The River Pilot normally docks vessels at these berths; docking is strictly starboard side to. Vessels of 600 ft. LOA or greater are required to use 2 tugs for assistance in docking and undocking; smaller vessels may use a single tug.

Approach to the docks is made with the vessel stemming the current at slow speed. Tugs assist in positioning the vessel alongside.

The Marathon Terminal requires that vessels use 2 head wires or synthetic head lines, 3 forward spring lines (wire or synthetic), 2 spring lines aft (wire or synthetic) and 2 stern wires or 3 stern ropes. All mooring points are equipped with quick release hooks.

Communications: Public telephones are available for use by ship's personnel.

Gangway: The vessel's gangway must be used and should be properly rigged and illuminated.

Bunkers and Fresh Water: Bunker C and diesel fuel are available on request; however, no bunker barges are allowed alongside a vessel docked at either berth.

Ballast/Slop Facilities: Ballast and slops can be received by the docks in limited quantities.

SHIPMASTER'S REPORT: February 1979.
Restrictions: Not allowed to take bunkers, lub oils or stores from dock while alongside. Large tankers often require 2 tugs pushing all the time to keep them alongside, especially when river is in flood. This at GATX No. 4.
VHF: Standby on Channel 13 during pilotage and when anchored. Agents normally place walkie-talkie aboard for their direct communication.
Berthing: Always starboard side to. Forward will have 2 backsprings to jetty, 4 headropes, 2 breasts to buoys, lashings not required, same aft. Only one boat used and secures the bow first.
Telephones: Not available at GATX No. 4 but there is one on next jetty upriver.

SHIPMASTER'S REPORT: December 1979 (Updated 1992).
Port: Paulina.
Location: 3 miles up river from Gramercy at St. Elmo Point. River Mile 120.6 A.H.P.
Anchorage: A waiting anchorage is situated 2 miles down river from the elevator at Grand View Reach.
Tugs: Available from Gramercy.
Berth: Peavey Grain Elevator. Depth of water alongside is 45 ft. Loading rate with one spout is 1,000 t.p.h.

The berth is a concrete pier on steel girders with 4 weak fenders. Spring lines are run to the pier, and head and stern lines to dolphins.
Fresh Water: Available from pier, rate 6 t.p.h. (approx.)
Fuel: Not available from quay.
Services: Provisions available from New Orleans, will be delivered by launch from Gramercy as pier can only be reached on foot over a catwalk 700 ft. long including stairs.

SHIPMASTER'S REPORT: March 1991.
Location: Destrehan is an area on the right ascending bank of the Mississippi River about 120 miles above Head of Pass.
St. Charles Elevator: Close above Bunge Elevator. Berth has 7 spouts with loading rate 1,000 t.p.h. A 720 ft. vessel is secured with 3 headlines to a buoy, 3 breastlines and 2 backsprings to the wharf, 3 backsprings, 2 breast ropes which led forward and 2 sternlines to the wharf. A forward facing gangway can reach the wharf, but the ship is fendered off about 3 ft. Minimum airdraft under the spouts may be 42 ft. at highest river stage, increasing as the level falls. Stores can be taken from the wharf only at the forward hatch. Fresh water from the wharf by 1.5 in. hose at 2 t.p.h. – 3 t.p.h. Taxi fare to nearest city is U.S.$25.00 each way. Vessel loaded corn gluten pellets with spout trimming only. This cargo does not run freely and large voids were left, the ship had a 1.5° list on completion, away from wharf. There is a small convenience store with telephones.
Bunge Elevator: The elevator is equipped with 7 spouts, possibly 2,000 t.p.h. Berth is said to be capable of berthing 1,000 ft. ships. Headlines go to buoys.
A.D.M. Buoy Systems: Located between the St. Charles Elevator and the Highway Bridge. There are 2 systems of buoy moorings. These are served by floating elevator "Gemini" which has a rate of 500 t.p.h., with one Buhler arm. Vessel dropped port anchor outside port head buoy, then starboard anchor inside starboard head buoy. 4 or 6 headlines are run to the 3 head buoys according to season. 2 sternlines are run to each buoy aft. The lines to the same buoy must be hove up together, which may require preparation on board. Vessel waited nearly 2 days for corn gluten to settle, and topped up all 7 hatches in 5 hours.

The elevators at AMA, Bunge and St. Charles and the 2 buoy systems are operated by A.D.M.

AUTHORITY: Port of South Louisiana, 171 Belle Terre Blvd., P.O.Box 909, La Place, LA 70069-0909. *Tel:* (504) 652-9278, 568-6194. *FAX:* (504) 652-9518. *Contact:* R.J. Clements, Port Director. Glenda B. Jeansonne, Assistant Port Director. Mitch Smith, Port Operations Director.

STOCKTON, California: 37.57 N. 121.19 W. **(See Plan)**

DOCUMENTS: See "San Francisco".
PILOTAGE: Pilots commissioned by Stockton Port District. Pilots obtained by contacting San Francisco Bar Pilots Association, Pier 7, Buckhead (P.O. Box 26409, S.F., California 94126). Tel: (415) 362-5436.
ANCHORAGE: Emergency anchorage only permitted in Turning Basin, 37 ft. depth.
RESTRICTIONS: Restrictions only in effect if water at flood st
See "San Francisco".
MAX. SIZE: Draft restrictions of 35 ft. at low tide, 37 ft. at high tide (h
water). (Also see "Developments").
HEALTH: See "Health: All Ports" before first U.S.A. port (Alba
Illness Reports made to San Francisco Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany)
RADIO: Ship to shore Radio (KBP 376 – Marine Channel 18A) ena
constant contact with Pilots who therefore aware of any problem t
may develop up or down river. Arrangements also may be made
readiness of ordered gangs within 15 minutes of ship's arrival.
TUGS: 2×1,000 h.p. and 1×1,200 h.p. tugs available. Tugs join ves
0.5 miles up river from Main Channel; generally, ship's lines us
however, tug lines may also be utilised.

Tug Company: Brusco Tug and Barge Co. Tel: (209) 462-5534, 4
3400.

BERTHING: *Port Stockton Bulk Material Wharf, Berths 12-13:*
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Shipment of dry-bulk commodities, both systems handle t
following: coal, petroleum coke, clay, copper concentrates, fertili
soda ash, sulphur, and other dry bulk commodities; receipt of liq
fertiliser.
Dimensions: Length of face 850 ft.; lower side 13.5 ft., upper s
13.5 ft.; depth alongside at MLLW 40 ft.; usable berthing space 880
Mechanical handling facilities: Two bulk handling systems.
(A) Max. vessel loading rate 1,000 short tons/p.h. Equipped w
shiploader, belt conveyor, 360 degree spout trimmer, bottom drop c
dump (Max. 7.5 cars per hr.) and truck unloader hopper (Max. 30 tru
per hr.) (B) Max. vessel loading rate 4,000 short tons/p.h. Conve
system equipped with a 54 in. belt, rotary car dump, loop railroad
unit train.

Port Stockton Wharf, Berths 10-11:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Container-handling dock; receipt of molasses, bulk dry car
container cargo and general cargo. Delivery of scrap steel, contai
cargo and general cargo.
Dimensions: Length of face 810.5 ft., lower side 102 ft.; de
alongside at MLLW 35 ft.; usable berthing space 810.5 ft.
Remarks: Face of wharf is in line and continuous with face of Be
9 providing a total of 1,455.5 ft, of berthing. This dock has 5.5 acres
open marshalling area. 2×30 tonne multi-purpose bridge cranes
handling dry bulk, general cargo, containers. 700 ft. of crane r
Construction of loop line R.R. track completed.

Port Stockton General cargo Wharf, Berth 9:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Receipt and shipment of general cargo and receipt of bulk car
Dimensions: Length of face 645 ft., upper side 75 ft.; depth alongs
at MLLW: Face 37-34 ft., upper side 35 ft.; usable berthing space: Fa
645 ft. upper side 110 ft. with dolphin; width of apron: Face 41.25 f
Mechanical handling facilities: Forklift trucks and other types of car
handling equipment, owned by the Port District and by stevedor
companies, are available as needed.

Port Stockton Wharf No. 8:
Owned by: Stockton Port District.
Operated by : Stockton Port District.
Use: Receipt and shipment of general cargo; Liquid sugar facility a
receipt of molasses. Anhydrous Ammonia also unloaded at this do
through refrigerated pipelines.
Dimensions: Length of 396 ft.×88 ft.; depth alongside MLLW 37-36
usable berthing space 484 ft. with trestle.

Port Stockton Wharf No. 7:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Receipt and shipment of general cargo.
Dimensions: Length 516 ft. depth alongside MLLW 37-36
usable berthing space 516 ft.; width of apron 31 ft. with trestle.

Port Stockton Wharf No. 6:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Receipt and shipment of general cargo.
Dimensions: Length 418 ft.; depth alongside MLLW 37-36 ft.; usa
berthing space 329 ft.; width of apron 31 ft.

Port Stockton Wharf No. 5:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Receipt and shipment of general cargo.
Dimensions: Length of face 428 ft.; depth alongside MLLW 35
usable berthing space 429 ft.; width of apron 31 ft.

Port Stockton Grain Wharf No. 4:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Receipt and shipment of general cargo, receipt of bulk cargo
Dimensions: Length of face 461 ft.; depth alongside MLLW 35
usable space 462 ft.; width of apron 31 ft.

Port Stockton Wharf No. 3:
Owned by: Stockton Port District.
Operated by: Stockton Port District.
Use: Receipt and shipment of general cargo and receipt of b
cargoes.
Dimensions: Length of face 461 ft.; depth alongside MLLW 35
usable berthing space 461 ft.; width of apron 81 ft.

Dock has 30 ton bridge crane capable of handling general and
cargoes, as well as containers.

Port Stockton Open Wharf No. 2:

Owned by: Stockton Port District.

Operated by: Stockton Port District.

Use: Receipt and shipment of general cargo; shipment of logs, and handling of heavy-lift cargo. Also receipt of bulk cargo.

Dimensions: Length of face 506 ft.; depth alongside MLLW 32-36 ft.; usable berthing space 550 ft.; width of apron: open.

Remarks: Wharf has 39,000 sq. ft. of open storage area and 7 cone shaped buildings for handling inbound bulk cement, with direct belt conveyor from dock to cone buildings, with a capacity of 70,000 short tons to the rear of the dock area. At the Industrial Park approx. 60 acres of open storage area are located South of W. Washington Street; this area can be used for storing or staging import and export cargoes. An additional 45 acres of open storage are located North of W. Washington Street. There is a total of other warehousing with a capacity of 2.7 million sq. ft. of covered storage area comprised of 33 separate units.

Cargo may be transferred from off dock acreage via truck or rail.

This dock also has two Whirley type gantry cranes with a 30 short tons capacity each at 36 ft. offshore reach. Equipped to handle bulk dry materials, containers, heavy lifts, etc.

Continental Elevators Grain Elevator Main Wharf No. 1:

Owned by: Continental Elevators Inc.

Operated by: Continental Grain Co.

Use: Shipment of grain by vessels and by ocean going and inland waterway barges; receipt of grain by self-unloading barges.

Dimensions: Length of face 564 ft., West side 20 ft., East side 20 ft.; depth alongside at MLLW 35-37 ft.; usable berthing space 780 ft.; width of apron, open end 20 ft.

Mechanical Handling Facilities: 2 towers on wharf, each with 13 in. diameter, telescopic, mechanically operated, grain-loading spout; loading rate, 900 short t.p.h. (29,877 bu.) at East tower; 800 short t.p.h. (26,557 bu.) at West tower; combined rate, 900 short tons.

Remarks: Grain gallery connecting towers on wharf has a 30 in., electric-belt conveyor; and gallery extending from East tower to grain elevator has 2×30 in. belt conveyors. Grain elevator capacity 6,000,000 bushels.

BRIDGES: Fixed-span high-level toll bridge across Carquinez Strait, with minimum clearance of 134 ft. above MHHW. Southern Pacific Railroad lift span bridge crosses Suisun Bay 6.5 miles upstream from Carquinez Bridge, with minimum clearance above MHHW of 70 ft. when closed and 135 ft. when open. Horizontal clearance on lift span 291 ft. A third bridge, 22 miles above Southern Pacific bridge, is near Antioch. It has a fixed span bridge with minimum clearance above MHW 135 ft.

STEVEDORES: *General Cargo* – For gang start at 0800 hrs., orders must be placed at 1600 hrs. of previous day; night gangs must be ordered by 1100 hrs. These times pertain to week-day gangs. For weekend gangs, 1100 hrs. Saturday for Saturday night, Sunday morning, Sunday night and Monday morning. Day shifts from 0800 to 1700 hrs. Night shifts 1700 to 0300 hrs. Arrangements can be made for a special third shift from 0300 to 0800 hrs. Rates quoted on request.

Bulk Ore and Grain Cargoes – Orders for gangs must be placed at same time as for general cargo. This operation on 24 hour basis; day shift, 0800 to 1600 hrs., night shift 1600 hrs. to midnight, swing shift, midnight to 0800 hrs. Stop work meeting first Tuesday of each month.

Also see "Radio".

MEDICAL: Arrangements with San Joaquin Medical Society for physicians, surgeons and dentists. 5 hospitals within radius of 6 miles from port. Ambulance service readily available. Telephone number for this service is 948-1334.

FRESH WATER: Available through pipelines.

FUEL: All grades of fuel available with 1 day's advance notice.

CONSULS: See "San Francisco".

REPAIRS: Minor types of repairs carried out.

DRY DOCKS: Nearest dry docks, San Francisco.

GANGWAY/DECK WATCHMEN: Services of watchmen not necessary. Available if requested.

OPENING/CLOSING HATCHES: Hatches may be opened prior arrival and closed after ship sailed from port; any opening or closing of hatches at dockside must be performed by stevedores.

CERTIFICATES: See "San Francisco".

CUSTOMS ALLOWANCES: See "San Francisco".

CARGO GEAR: Safety regulations require strict adherence to max. loading or unloading weight capacity of ship's gear.

REPATRIATION: No facilities in Stockton for effecting crew changes and arranging any necessary repatriations. Special arrangements may be made through Customs.

AIRPORT: Stockton Metropolitan Airport located approx. 6 miles from port. Serviced by Frontier, Air West and PSA.

TIME: Pacific Standard Time, GMT minus 8 hours; Pacific Daylight Time goes into effect on first Sunday of April until last Sunday in October, when clocks are advanced 1 hour.

HOLIDAYS: New Year's Day; Martin Luther King's Birthday; Lincoln's Birthday; Washington's Birthday; Memorial Day; Independence Day; Harry Bridge's Birthday; Labour Day; Admission Day; Columbus Day; Veteran's Day; Thanksgiving Day; Christmas Eve Day; Christmas Day and New Year's Eve Day are all holidays. In addition to above, General Election Day, both State and National, as well as any day proclaimed by Governor of California or President of United States shall be observed as holiday. Work can be arranged for all holidays except New Year's Day, Labour Day, Thanksgiving Day and Christmas Day.

POLICE/AMBULANCE/FIRE: Security Force on duty 24 hours a day and can be reached by dialling extension 222 for any emergency that might arise.

ELECTRIC CURRENT: At wharves where current available for ship's use, it is 110 volt, single phase, 60 cycle for lighting and 440 volt, 3 phase, 60 cycle for power.

SHORE LEAVE: Permitted.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Available.

WASTE OIL DISPOSAL: Available.

SEAMAN'S CLUBS: None.

REGULATIONS: Port of Stockton requests notice of ship's intent to come into port at least 7 days prior to arrival; vessels, who have made prior arrangements, will have precedence over vessels who sail into port without previous notice.

GENERAL: *Railroad Service:* Three transcontinental railroads serve the Port – Santa Fe, Southern Pacific, and Union Pacific with reciprocal switching privileges.

Truck Scales: Public truck scale available, operated by the Port.

AUTHORITY: Port of Stockton, 2201 West Washington Street, Stockton, California 95202. Postal address: P.O.Box 2089, Stockton, California 92501-2089. *Tel:* (209) 946-0246. Toll free outside State of California (800) 344-3213 or 344-3214. *FAX:* (209) 465-7244. *Contact:* Alexander Krygsman, Port Director. Mark Tollini, Manager – Port Operations. Patricia Huff, General Manager – Trade and Property Development.

TACOMA, Washington: 47.14 N. 122.28 W. (See Plan)

DOCUMENTS (on arrival from foreign port):

Ship's document.
Clearance from Last Foreign Port.
2 Crew Lists on Form I-418
2 Passenger Lists on Form I-418 (if applicable)
Passenger Declarations if applicable.
2 Stores Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of Cargo for Discharge on C.F. 1302.

If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on C.F. 1302, one for Customs at this port and other for use as a "Travelling Manifest" to go forward to other discharge ports.

A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.

B – For U.S. Department of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form A1Q.43.

C – For U.S. Immigration Boarding Officer:
Crew List of Form I-418 visaed by U.S. Consul abroad.
Passenger List on Form I-418.
Attachment to Passenger List on Form I-92.
Form I-94 for each passenger.
Form I-95 of ID Card (Form 184) for each crewmen. (These are re-usable for multiple entries, but for seamen on first trip to United States a new Form. I-95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
3 copies Crew List (Form I-418).
3 copies Cargo Manifest on Form 1302.
3 copies Stores List – Form 1303.
3 copies Crew Purchases or Curio List – Form 1304.
3 Passenger Lists on Form I-418.
For U.S. Ships – Declaration re foreign repairs on Form 3415.
For U.S. Ships – Certified Crew List for last U.S. port before going foreign.

* At subsequent U.S. ports of call 2 copies required of extracts Cargo Manifests of cargo for the port concerned, and 2 copies of lists of stores and curios remaining on board.

PILOTAGE: Compulsory for all vessels except those under coasting trade on West coast of the United States, including Alaska and British Columbia. Pilots board off Port Angeles Pilot Station.

ANCHORAGE: The depths as a rule are too great for convenient anchorage, but vessels occasionally anchor under the Northern shore about 1 mile Eastward of Brown's Point. Vessels may anchor in about 18.29 m., 450 yards N.N.W. of the outer end of Puyallup Waterway West Jetty.

City Regulations permit anchorage in any part of the bay outside harbour lines so as not to interfere with vessels arriving or departing from their docks.

MAX. SIZE: Length over 305 m. (centre to centre dimensions of mooring dolphins), draft subject to berth depth.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

VHF: Pilots on Channels 13 and 14.

TUGS: Available, join vessel in Commencement Bay, approx. half way between Brown's Point and the designated Dock. Tug's lines are used and there is a charge for tug's lines.

BERTHING: 32 deep water berths. Water depths: 9.15 m. to 21.34 m. below MLLW.

General Cargo: 161,000 sq.m. warehouse space, 91 hectares of open storage paved, lighted, fenced, serving all piers.

Logs are handled at the Port's Blair Terminal, where special shipments of heavy equipment are also handled. Total terminal area is 12 acres with 2 berths totalling 1,200 ft. (366 m.), depth 35 ft. and 32 acres of backup storage space.

Pierce County Terminal at 147 acres, is used for special cargoes and auto imports. It has 2 berths totalling 1,420 ft. (433 m.) and depth up to 45 ft. 1×54 tonne crane available.

BULK HANDLING FACILITIES: 550 m. pier with 12 m. to 15 m. water depth. Bulk unloading crane with 750 to 1,500 t.p.h. capacity; 150,000 tons capacity alumina storage structure with load-out facility.

Bulk Grain Elevator: Continental Grain: 3 million bushel capacity: loading rate: 2,400 t.p.h.; 137 m. dock with dolphins to 244 m.; 21.34 m. water depth.

CONTAINER HANDLING FACILITIES: *Terminal 3 (Maersk):* A 40-acre container terminal with berthing capacity of 950 ft. (290 m.) and water depth of 45 ft. (13.7 m.) at MLLW. The terminal can accommodate the largest container ships, and is located directly adjacent to the Port's North Intermodal Rail Yard. It serves both rail service and over-the-road carriers by use of chassis space. Available container cranes include 2 post-Panamax cranes rated at 66 short tons and 2 container cranes rated at 55 short tons. Other facilities include 3 on-site truck scales, 260 reefer hook-ups and a 7 lane truck gatehouse.

Terminal 4 (Evergreen): A 33-acre container terminal with 2 berths totalling 1,900 ft. (579 m.) and water depth of 40 ft. (13.7 m.) at MLLW. Located directly adjacent to the Port's North Intermodal Rail Yard. Serves both rail service and over-the-road carriers by use of chassis space. Available container cranes include 2 post-Panamax cranes rated at 66 short tons, 2 container cranes rated at 55 short tons and 2 container cranes rated at 50 short tons. Other facilities include 272 reefer hook-ups and a 7 lane truck gatehouse.

Terminal 7: A 79-acre terminal for containers and general cargo. 4 berths, totalling 2,700 ft. (818 m.). Water depth 40 ft. – 50 ft. (12.2 m. – 15.2 m.). 2 warehouses: One transit warehouse with 96,000 sq.ft. (8,918 sq.m.) and one container freight station with 102,400 sq.ft. (9,512 sq.m.). 3 container cranes (50 and 55 short tons capacity) and 2 Whirley cranes (40 short tons). 1 Peiner multi-purpose bulk unloading crane (40 short tons capacity). 36 reefer hook-ups, 1 rail scale, 1 truck scale, 11 truck stations and 7 rail car doors in the warehouses. Direct shipside rail access.

Terminal 7-D (Husky): A 33-acre container terminal with 1 berth totalling 900 ft. (274 m.) and water depth of 50 ft. (15.2 m.). 3 container cranes (55 and 50 short tons capacity). 4 transtainers and 186 reefer hook-ups. Adjacent to Terminal 2, 7 warehouses and direct access to the Port's North Intermodal Rail Yard. Direct rail access to shipside. Berth operated by Cooper T. Smith Stevedoring and International Transportation Service, Inc.

Sea-Land Terminal: A 115-acre container terminal with 2 berths totalling 1,600 ft. (484 m.) and water depth of 40 ft. (12.2 m.). 5 container cranes, 407 reefer hook-ups and 66 hustler tractors. Facilities include operations control tower, administration offices, maintenance shop, container freight station and additional covered storage.

BRIDGES: The 11th Street Bridge: All ships are required to notify for opening 2 hours in advance. The Puyallup River Bridge on 11th Street has been deactivated. The Blair and Hylebos Bridges have no restrictions. Closed periods apply to the 11th Street Bridge and the hours are as follows: 0645 – 0745 hrs., 1530 – 1730 hrs.

STEVEDORES: Jones-Washington Stevedore Company, Eagle Marine Services Ltd., Maersk Stevedore Co., Husky Stevedore Co. and Stevedoring Services of America (SS of A).

Gang requirements must be made known to contracting stevedore prior to 1100 hrs. on day before the vessel plans to dock. (1030 hrs. on Saturdays for gangs on Saturday p.m., Sunday and Monday.)

Stowage of cargo for discharge or load determines the gang size requirements. Sufficient information for intelligent gang orders is a necessity – i.e. advance cargo plans, unusual size and/or weight, etc.

TANKERS: Loading/discharge lines 8 in. and 10 in. 150 ASA flanged connections. Slop discharge facilities not available. Fresh water available. Coast Guard Regulations strictly enforced.

DENSITY: The average density in the port is 1016.8 at 15°C.

FRESH WATER: Available. Delivers to vessel through portable meter hose.

FUEL: Available. Advance notice required.

Grade	*Viscosity at 122°SSF*
Bunker "C"	165 – 175
PS – 400	112 – 116
Bunker Special	50 – 60
PS – 300	32 – 35

FIRE PRECAUTIONS: Very strict precautions in force.

REPAIRS: The largest repair yard in Tacoma can haul out vessels up to 1,000 tons for all kinds of repairs, including electronics, welding, painting and machining; shafts up to 30 ft. in length are machined here. Another plant does shipbuilding exclusively, but will perform topside repairs if needed. Wreckage and salvage facilities are available. Larger vessels go to Seattle for dry-docking. Minor repairs and services for small craft are available at marinas on the City Waterway and the N.E. shore of Commencement Bay.

GANGWAY/DECK WATCHMEN: Watchmen required if detainees are aboard.

OPENING/CLOSING HATCHES: Normally carried out by stevedores. In practice, however, the crew can perform this task while in transit.

CERTIFICATES:
Certificate of Registry.
Certificates for any previous U.S. tonnage tax payments within the past year.
International Load Line Certificate.
Safety Radio Certificate.
Derat Certificate.
Cargo Gear Inspection Certificate.
Certificate of Inspection (U.S. vessels).

CUSTOMS ALLOWANCES: Tobacco and Wine/Spirit: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.

TIME: Local time reference is GMT minus 8 hours. In Summertime it is GMT minus 7, or Pacific Daylight Saving Time, starting the first week-end in April and finishing the last week-end in October.

HOLIDAYS: New Year's Day (January 1st) no work; Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th) no work; Bloody Thursday (July 5th); no work; Labour Day (September 1st) no work; Columbus Day (Friday after Thanksgiving); Veterans' Day (November 11th); Thanksgiving Day (November 27th) no work; Christmas Day (December 25th) no work.

AIRPORT: Seattle – Tacoma International Airport is 16 miles North fro Port and Tacoma Industrial Airport 8 miles West.

POLICE/AMBULANCE/FIRE: Emergency tel. numbers: Police 593-4911; Fire MA 7-0151; Ambulance 473-1611.

TELEPHONES: Pay telephones available at Piers 4 and 7, Bla Terminal, Pierce County Terminal, Grain Docks 23 and 24. There is n charge for this service.

SHIP SUPPLY SERVICE: Contact: Foss Launch and Tug, 225 East Street, Tacoma, WA. 98421. Tel: (206) 272-0362.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Required.

GARBAGE DISPOSAL: Service undertaken by City of Tacoma Tel: 206-591-5544.

WASTE OIL DISPOSAL:
Chemical Processors. Tel: 206-243-6776.
Clean Care. Tel: 206-627-3925.
Northwest Enviro Service. Tel: 206-622-1090.

SEAMAN'S CLUBS: Tacoma Seamen's Centre, 1225 E. Alexande Avenue, 98421. Tel: 206-272-0716.

AUTHORITY: Port of Tacoma, P.O.Box 1837, Tacoma, Washingto 98401-1837. *Tel:* (206) 383-5841 or Seattle (206) 838-0142. *FAX:* (20 593-4570. *Contact:* Rod Koon, Director – Port Relations.

TAMPA, Florida: 27.57 N. 82.28 W. **(See Plan**

DOCUMENTS:
Passports and Seamen's Books.
Vaccination Certificate for each Seaman.
Certified Crew List: must be on American Form and certified b American Consular office at foreign country from which departed
Crew List.
Ship's Register.
Load Line Certificate.
Certificate of Financial Responsibility (Oil Pollution Certificate).
U.S. Customs requires Inward Foreign Manifest (original an 3 copies). This must describe cargo which is to be discharged th port and/or any other port in vessel's itinerary. It must show:
  Vessel's name and flag.
  Master's name.
  Last foreign port of departure.
  Net registered tons of vessel.
  When and where vessel built.
  Consigned to Agent.
  Bill of Lading Number.
  Marks and numbers (on cargo).
  Complete description of merchandise.
  Weight in kilos or pounds.
  Port of loading.
  Port of discharge.
Stores Lists (original and 3 copies).
Crew Curio List (original and 3 copies).
Narcotics List (original and 3 copies).
*Dangerous Cargo List (original and 3 copies). This should be fille out even if nothing dangerous aboard.

Health officials will board vessel first. Bills of Lading not needed f Customs purposes.

PILOTAGE: Compulsory for all foreign vessels and U.S. vessels und register in the foreign trade. Pilotage is optional for U.S. coastwis vessels drawing over 7 ft. that have on board a Pilot licensed by th Federal government. Pilots board vessels day or night. Vessels enter by Egmont Channel are boarded between the Tampa Bay Ligh Whistle Buoy "T" (Lat. 27° 35.3′ N., Long. 83° 00.7′ W.) and Egmo Channel Lighted Bell Buoy No. 2 (Lat. 27° 35.4′ N., Long. 82° 59.0′ W Vessels entering by S.W. Channel are usually boarded between S.W Channel Buoy No. 2 and Lighted Bell Buoy No. 3, or if desired, at th lighted bell buoy off the entrance to the channel.

Tampa Bay Pilots serve Tampa Bay. Tampa Bay Pilots ha 2 launches, *"Manatee"* and *"Tampa Bay Pilot"*, each with a black h and white deckhouse with the word "Pilot" on either side. Pi Association monitors VHF-FM Channels 10 (156.50 MHz), 1 (156.60 MHz), and 16 (156.80 MHz) continuously; call-sign, Tampa B Pilots. Pilot Association's boats are equipped with VHF-FM Channels 1 12 and 16 and use Channel 10, 12 and 11 as working frequency. A pilot boats fly the International Code flag "H". For boarding, Pilo request that vessels maintain a speed of 6 knots or less and have th pilot ladder rigged 6 ft. above the water. Vessels are requested to gi a 24-hour and a 3-hour advance notice of their time of arrival. Leng beam and max. draft of the vessel should be provided with the fi notification. Vessels are normally not moved in dense fog, and du strong North/South winds vessels are boarded inside Egmont Key. I February 1990, the deepest draft entering Tampa Bay was 33 ft. 6 i Pilots can be obtained by radiotelegraph (cable address: "Tampilot") o telephone (813-248 3732) through the Tampa Marine Operator, o through ships' Agents.

Pilots for St. Petersburg and Port Manatee can be obtained throu the Tampa Bay Pilots.

Tampa Bay Pilots – Recommended Navigational Guidelines for Vessels in Tampa Bay (Dated July 1991).

Port Manatee	Vessels with a draft of 27 ft. or less – *Anytime*. 27 ft. to 33 ft. 06 in. – Slack water, high or low. Over 33 ft. 06 in. – Slack water, maximum of 34 ft. plus tide level. Weak and variable tides will be considered in lieu of slack water
Big Bend	Vessels with draft of 33 ft. 06 in. or less – *Anytime*.
East Tampa	Vessels with draft of 30 ft. plus tide level – *Anytime*. Vessel with LOA of 650 ft. may dock at Cargill provided that no other vessels are in the Turnaround area.
Ports of Tampa (including Port Sutton, East Bay and Tampa)	Vessels with draft of 33 ft. 06 in. plus tide level – *Anytime*. Certain berths may have other draft limitations. Please consult Marine Advisory Council Safety Guidelines or contact pilot office for specific requirements. Sparkman Channel requires one-way traffic and vessels with draft restriction of 34 ft. 06 in. plus tide level to a *Maximum* of 35 ft. 06 in.
G - Cut	Vessel draft restriction of 31 ft. 09 in. – *Anytime* to maximum 33 ft. One-way traffic and tug assistance may be required.
Port Tampa	Vessels with draft of 25 ft. or less – *Anytime*. 25 ft. to 32 ft. 06 in. – Slack water. 33 ft. 06 in. – High slack water. Vessel size restricted to 750 ft. LOA. Vessels will be passed only upon agreement of Pilot and Master.
Weedon Island (Florida Power)	Vessels with draft of 29 ft. or less – *Anytime*. of over 29 ft. – less than 1.0 knot current. Maximum allowable draft at berth is 29 ft. plus tide level.
Rattlesnake Bayou	Vessels with draft of 12 ft. or less – *Anytime*. Vessels to Misener Marine with draft of 14 ft. plus tide level – *Anytime*.
Bayboro Harbor	Vessels with draft of 19 ft. or less – *Anytime*. 19 ft. to 21 ft. – High slack water.
Gadsden Anchorage	Vessels of greater than 675 ft. LOA or 27 ft. draft may not anchor in Gadsden.
Dead ships, Panamax and Larger Vessels	No restrictions other than above harbour restrictions. Vessel movements are also subject to restrictions by U.S. Coast Guard and the weather. These recommendations are guidelines only and are not intended to tell anyone how to load out a vessel.
Tampa Bay	Vessels with draft of 38 ft. 06 in. plus tide level – *Anytime* to a maximum allowable draft of 40 ft. 06 in.

Recommendations are subject to change. Greater restrictions may be defined by the Captain of the Port and/or the Safety Guidelines Committee.

ANCHORAGES: Vessels with good ground tackle can anchor anywhere outside Egmont Bar in depths of 35 ft. to 50 ft. Inside anchorages Southward of Mullet Key in depths of 30 ft. to 35 ft.; and S.W. of Gadsden Point in depths of 29 ft. to 36 ft.

Explosives and quarantine anchorages East of Mullet Key and South of Interbay Peninsula.

(1) Explosives Anchorage, East of Mullet Key. A rectangular area in Tampa Bay, approximately 4,459 yd. long and 1,419 yd. wide, beginning at Lat. 27° 38′ 30″ N., Long. 82° 39′ 09″ W., and extending N.E. to Lat. 27° 39′ 48″ N., Long. 82° 37′ 15″ W.; thence S.E. to Lat. 27° 39′ 17″ N., Long. 82° 36′ 46″ W.; thence S.E. to Lat. 27° 37′ 52″ N., Long. 82° 38′ 38″ W.; thence N.W. to point of beginning. Anchorage is used by vessels awaiting loading or unloading at Port Tampa where duration of anchorage will exceed 72 hours.

(2) Temporary Explosives Anchorage, South of Interbay Peninsula. Beginning at a point bearing 107°, 1,750 yd. from Cut F Range Front Light; thence to a point bearing 125°, 2,050 yd., from Cut F Range Front Light; thence to a point bearing 180°, 1,725 yd., from Cut F Range Front Light; thence to a point bearing 222°, 2,180 yd., from Cut F Range Front Light; thence to a point bearing 251°, 1,540 yd., from Cut F Range Front Light; and thence to the point of beginning. Anchorage is used for vessels engaged in loading explosives when duration of the anchorage is less than 72 hours.

(3) Temporary explosives anchorage off Port Tampa. A circular area with a radius of 200 yd. with the point at Lat. 27° 50′ 22″ N., Long. 82° 34′ 15″ W.

(4) Quarantine anchorage. S.E. of the temporary explosives anchorage, beginning at a point bearing 097° true, 4,370 yd., from Cut F Range Front Light; thence to a point bearing 113° 30′, 5,370 yd., from Cut F Range Front Light; thence to a point bearing 161° 30′, 3,770 yd., from Cut F Range Front Light; thence to a point bearing 163° 30′, 2,070 yd., from Cut F Range Front Light; thence to the point of beginning.

RESTRICTIONS: Draft recommendation is 33 ft. 6 in. No tidal restrictions with exception of loaded vessels into Port Tampa.

43 ft. harbour deepening project is completed, however only Berths No. 31 and No. 220 can accommodate over 33 ft. 06 in. (Call T.P.A. Operations for soundings).

Existing Channels:

Name of Channel	Width (ft.)	Length (naut. miles)	Depth MLW (ft.)
Egmont Channel	700	3.9	45
Mullet Key Channel	600	2.9	43
Tampa Bay Channel Cuts A-F	500	13.6	43
Gadsden Point Cut	500	3.1	43
Hillsborough Bay Cut A & C	500	6.6	43
Hillsborough Bay Cut D	400	1.0	41
Seddon Channel	300	1.1	28
Garrison Channel	275	0.4	34
Ybor Channel	400	0.9	34
Sparkman Channel	400	1.2	34
East Bay Channel and Turning Basin	2,700	1.5	43
Port Tampa Channel	400	7.3	34
Port Sutton Channel	280	1.0	34
Alafia River Channel	200	3.4	32

MAX. SIZE: Max. draft 38 ft. 6 in. MLW. No limit on length and breadth. Air draft 175 ft. MHW. Skyway Bridge clearance.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

VESSEL TRAFFIC ADVISORY SYSTEM: The Tampa Port Authority provides a voluntary navigational aid to vessels transiting the bay. The VTAS can be reached by calling WHX362 on VHF Channel 12.

TUGS: Positions are:

Main port area – right past Beacon No. 35
Port Sutton & East Bay – Beacon No. 29
Port Tampa – Cut "K"
East Tampa – Beacon No. 16

Tug's lines only.

BERTHING:

Container Facilities: Containers are handled at several general cargo terminals, but no specialised container facilities are currently in place.

Facilities available for smaller vessels.

Operator	*Depth*	*Berthing Space*	*Product Handled*
Paktank Florida, Inc.	12 ft.	500 ft.	Grain fertiliser, materials, potash, caustic soda, salt.

Also see "General Cargo Facilities", "Specialised General Cargo Facilities" and "Dry Bulk Facilities".

Also see "Developments".

BRIDGES: The Sunshine Skyway Bridge spans lower Tampa Bay. Navigational clearance of 800 ft. Max. vertical clearance of 175 ft.

STEVEDORES: Stevedoring gangs must be ordered approximately 24 hours in advance (before 1700 hrs. on day before needed).

MEDICAL: Advance notice for medical attention not required, but is preferable.

TANKERS: Also see "Developments".

Company	*Pipelines*	*Berthing space*	*Depth*
U.S. Government	(2) 8″	550 ft.	32 ft.
Amoco Oil Co.	(1) 12″ (2) 10″	275 ft.	30 ft.
Fina Oil and Chemical	(2) 10″ (5) 8″	370 ft., with dolphins	31 ft.
Pennzoil	(1) 14″ (Liquid Sulphur)	700 ft.	34 ft.
Mariani	(2) 8″ (Asphalt)	355 ft.	16 ft.
Citgo Petroleum	(3) 10″	563 ft.	28 ft.
Cargill	(1) 10″ (Ammonia)	200 ft.	34 ft.
BP Oil Co.	(2) 14″ (2) 10″ (1) 8″ (2) 6″		
	(2) 6″	650 ft.	32 ft.
Marathon Asphalt	(1) 10″	300 ft.	18 ft.
Marathon Oil Co.	(5) 8″	250 ft., with dolphins	32 ft.
Murphy Oil Co.	(1) 12″ (1) 8″ (1) 6″	Berth 226 – 850 ft.	40 ft.
Petroleum Packers	(1) 6″	Berth 227 – 850 ft.	40 ft.
Hess Petroleum	(2) 12″	300 ft.	34 ft.
Louis Dreyfus Energy Corp.	(5) 10″	850 ft.	40 ft.
Shell Oil Co.	(1) 12″ (1) 10″ (4) 8″	850 ft.	34 ft.
Freeport Sulphur.	(2) 10″ (1) 4″ (Liquid Sulphur)	700 ft.	34 ft.
GATX	(3) 10″ (1) 12″	800 ft.	40 ft.
	(2) 6″ (Phosphoric Acid)	2560 ft.	34 ft.
	(1) 6″ (Caustic Soda)	850 ft.	
	(2) 6″ (Jet Fuel).	600 ft.	
Chevron U.S.A.	(3) 12″ (5) 8″ (6) 6″	950 ft.	32 ft.
Tampa Electric Co.	(2) 10″	550 ft.	28 ft.
SATCO	(1) 16″ (Liquid Sulphur)	1,000 ft.	32-34 ft.
Pasco Terminals Inc.	(1) 10″ (Liquid Sulphur)	525 ft.	30 ft.
Texaco Inc.	(5) 8″ (4) 6″ (7) 4″	280 ft.	33 ft.
Cargill	(1) 12″ (Sulphur) (1) 10″ (Phosphoric acid)	600 ft.	31 ft.
Warren Petroleum Co.	(1) 4″ (Propane) (1) 6″	325 ft.	11 ft.
CFI	(1) 16″ (Anhydrous Ammonia)	1,760 ft. (2)850 ft.	40 ft.
Boliden.	(1) 12″ (1) 14″	750 ft.	40 ft.
Intercontinental Terminals	(1) 12″ (Phosphoric acid)	1500 ft.	34 ft.
Union Chemicals Div.	(10) 6″ (Pipe)	880 ft.	32 ft.
COMCO	(1) 10″	300 ft.	18 ft.
IMC	(1) 6″ Anhydrous Ammonia	414 ft.	34 ft.
Trans Florida Terminal	(1) 8″ Liquid Nitrogen	700 ft.	34 ft.

Note that part of above terminals use same piers. Most terminals have residue discharge facilities.

DENSITY: Density is affected by local rains due to Hillsborough River. Seasonal variances too great to allow advance prediction.

FRESH WATER: Available all over port and delivered through ships hoses and meters. Rates of delivery various.

GENERAL CARGO FACILITIES:

Operator	*Location*	*Length*	*Depth*	*Remarks and Equipment*
Tampa Bay International. Terminal Inc. (Port Authority Berth No. 209)	Verger Boulevard, Holland Terminal	600 ft. Marginal Wharf	34 ft.	Forklifts: 1×10 tons, 4×8 tons, 5×2.5 tons, 11×4 tons. Mobile shore cranes available 70 – 300 tons
Tampa Port Authority (Berth No. 271)	13th Street	548 ft.	32 ft	Cruise Ship Terminal.
Tampa Port Authority (Berths No. 272,273).	13th and Platt St.	1,200 ft. Marginal Wharf	34 ft.	
Spessard L. Holland Terminal (Port Authority Berths No. 201, 202)	Verger Boulevard	600 ft., 900 ft. Marginal	34 ft.	The 100 ft. apron on all berths is public. Cruis Ship Terminal location.
Kreher Terminal Berths No. 223, 224	Carbide Avenue, Hookers Point	1,120 ft. Marginal Wharf	33 ft. (for 720 ft.) 14/16 ft. (for 400 ft.)	Back land leased to GATX Terminals.
Tampa Port Authority (Terminal No. 6)	13th and York St.	1,200 ft. Marginal Wharf	30 ft.	Future Cruise Dock.
International Ship Repair Berths 263, 264, 265, 266.	601 N. 13th Street	700 ft. Marginal Wharf	28 ft. – 15 ft.	
Tampa Bay International Terminals. (Port Authority Berths No. 251, 252)	Foot of Grant St.	1,200 ft. Marginal Wharf	33 ft.	Forklifts: up to 20,000 lb., conveyor system
Harborside Refrigerated Services, Inc. (Port Authority Berths No. 210, 211)	Verger Boulevard	1,200 ft. Marginal Wharf	34 ft.	Forklifts. Mobile shore cranes available 70 – 300 tons.

SPECIALISED GENERAL CARGO FACILITIES:

Operator	*Location*	*Length*	*Depth*	*Remarks and Equipment*
Commercial Metals Transport Co.	West end of Port Sutton, East side of turning basin	530 ft. Marginal Wharf	30 ft.	Scrap metal loading facility. 4 diesel cranes 3×80 ft. boom, 1×70 ft. boom, each equippe with electric magnets.
Tampa Export	Maritime Boulevard	400 ft. Marginal Wharf	39 ft.	Scrap metal loading facility.

DRY BULK FACILITIES:

Operator	*Location*	*Depth*	*Max. L.O.A.*	*Max. Beam*	*Height of Vessel Waterline to bulwark*	*Chute Travel*	*Loading Rate (N)=Ne (L)=Long t.p.h.*
Agrico Chemical Co.	Big Bend	34 ft.	1,500 ft.	120 ft.	47 ft.	1,500 ft.	3,000 (N
CF Industries Inc. (Port Authority Berth No. 204)	Holland Terminal	34 ft.	600 ft.	85 ft.	47 ft.	Stationary	1,100 (N
Eastern Associated Terminals Co.	22nd St. Causeway Boulevard	34 ft.	850 ft.*	120 ft.	50 ft.	400 ft.	3,500 (N
Cargill Fertiliser	Highway 41 South	30 ft.	600 ft.*	80 ft.	51 ft.	335 ft.	400–900 (L
IMC Phosphate Terminal Co.	Port Sutton	34 ft.	800 ft.*	104 ft.	43 ft.	378 ft.	1,800 (L
Rockport	22nd St. Causeway Boulevard	34 ft.	1,450 ft.*	120 ft.	53 ft.	1,450 ft.	3,000 (N

*Can load longer vessels by shifting during operation.

Shipmaster's Report: Bulk phosphates are loaded in Port Sutton (one berth) and in the East Bay (two berths: Rockport owned by CSX and Easte Associated Terminal).

Loading rates: about 1,000 t.p.h. at Port Sutton;
about 3,000 t.p.h. at the two berths in East Bay area.

Trimming: The loading elevators are not equipped with trimming devices. Most cargoes can be trimmed by bulldozers. The bulldozer weig 5 long tons, and is placed on board with ship's gear. The IMC elevators at Port Sutton and the SCL elevator (Rockport) use shore gear to pla the bulldozer on board. A minimum of 8 ft. to 7.5 ft. headroom under the coaming is required for bulldozer trimming.

Topping-off: Topping-off to 41 ft. draft can be arranged at T.P.A. Berth No. 31.

DRY BULK FACILITIES: (continued)

Operator	*Location*	*Depth*	*Berthing Space*	*Handling Equipment*	*Storage*	*Product Handled*
Cargill Inc. (Port Authority Berth No. 256)	North 19th St.	33 ft.	700 ft.	Marine leg for unloading 30,000 bushels/p.h., and spout loader-rate of 600 tons	Capacity of elevator is 1,000,000 bushels; 8,000 ton bulk warehouse; 4,800 ton bulk warehouse.	Grain and dry bul agriculture produ
Lafarge	Hookers Point	34 ft.	820 ft.	Belt material handling system capable of receiving 4,000 short t.p.h. of cement or 1,500 short t.p.h. of gypsum, 3 electric travelling bridge cranes equipped with 2.5 and 3 cu.yd. grab buckets.	800×100 gypsum storage shed; 215,000 barrel holding tanks for fuel storage (for plant consumption) 220,000 ton capacity open storage.	Gypsum rock, cement
Ideal Basic Industries, Inc.	Port Sutton	34 ft.	1,038 ft.	2×8 in. pipelines to storage. 4×12 in. pipelines to storage.	8 silos with 190,000 barrel capacity. 3 bins with 5,640 ton capacity.	Cement
Tampa Bulk Services	Port Tampa	34 ft.	700 ft.	Belt elevator from storage to loading spout. Rate of discharge 500 t.p.h. Direct transfer from rail cars to vessels at 200 net t.p.h.	Silo capacity of 10,000 net tons.	Citrus pellets and other dry bulk products.
National Gypsum Co.	Port Tampa	33 ft.	950 ft.	Receiving hopper and conveyor–unloading rate of 2,000 net t.p.h.	Open area approx. 10 acres.	Gypsum rock
Pakhoed Florida, Inc.	Pendola Pt., Port Sutton	31 ft.	700 ft.	Dock crane with 80 ft. boom with unloading rate of 400 t.p.h. Loading tower with rate of 1,200 t.p.h.	Building 125 ft.×700 ft. with storage capacity of 50,000 tons. 4 silos with 8,000 ton capacity.	Potash, phosphat products.
Tampa Electric Co.	Big Bend	35 ft.	788 ft.	200 ft. high travelling tower-conveyors system with unloading rate of 4,000 t.p.h.	24 acres	Coal
Tampa Electric Co.	Port Sutton Electric Co.	33 ft.	450 ft.	2 electric travelling unloading towers equipped with straight-line boom, and receiving hopper-combined unloading capacity of 1,600 t.p.h.	Exact size unknown	Coal
Ideal	Port Sutton	34 ft.	—			Cement
Dravo Basic Metals (Port Authority No. 220)	Hookers Point	39 ft.	900 ft.	Conveyor. 2 radical stackers.		Building constru aggregates and materials.

FUEL: All grades and types available, including all types of blended fuel and Bunker "C". 24 hour notice required. All types of lube-oil available with delivery in bulk or drums – 24 hours' notice is required. Major oil companies (i.e. Shell, Amoco Oil, Texaco, Gulf, Chevron, Central Oil, etc.) represented in Tampa. Delivery ex-pipeline, barge or truck.

FIRE PRECAUTIONS: No specific precautions other than usual.

CONSULS: The following countries are represented in Tampa:

Colombia
Denmark
Finland
Germany
Honduras
Italy
Mexico
Norway
Panama
Sweden

REPAIRS: All types are possible.

DRY DOCKS: Graving dock: 900 ft. long × 150 ft. wide, 21 ft. from MLW to top of keel blocks; 525 ft. long on bottom × 80 ft. wide, and depth over keel blocks 16-18 ft. at MHW.

Dry dock: 200 ft. long × 65 ft. wide. There are 2 other dry docks besides those listed above.

GANGWAY/DECK WATCHMEN: Watchmen not necessary, but available when required.

OPENING/CLOSING HATCHES: Longshoremen open and close hatches.

CERTIFICATES:

Documentation Papers.
Load Line Certificate.
Certificate of Safety at Sea (when carrying passengers).
Certificate of Safety Equipment.

CUSTOMS ALLOWANCES: Tobacco, 2 packs of cigarettes per day per man; wine and/or Spirit, no set amount. Each boarding officer has different views (i.e. German and Scandinavian vessels allowed 2 bottles of beer per day per man). Allowances made within reasonable bounds at Master's discretion subject to boarding officer's approval.

CARGO GEAR: No local special safety requirements. Longshoremen and U.S. Department of Labor requirements are uniform over the U.S.

REPATRIATION: No foreign crew pools in Tampa (located in New Orleans, San Francisco and New York), but crew changes can be made when Master radios requirements to Agent who arranges with local Consul or through crew pool in nearest city named above for applicable country (if no Consul is available in Tampa). American crew pools for all unions in Tampa.

Repatriation available via Tampa International Airport and is handled by Consul or Master.

AIRPORT: Tampa International Airport served by regular airlines and located approximately 15 miles from main port area; 5 miles from Port Tampa and 16 miles from East Tampa.

TIME: Tampa normally on Eastern Standard Time (GMT minus 5 hours) with Daylight Saving Time in effect from first Sunday in April till last Sunday in October.

HOLIDAYS: New Year's Day, January 1st; Martin Luther King's Birthday, 3rd Monday in January; George Washington's Birthday, 3rd Monday in February; Good Friday; Memorial Day, Last Monday in May; Independence Day, July 4th; Labour Day, 1st Monday in September; Armistice Day, November 11th; Thanksgiving Day, 4th Thursday in November; Christmas Eve, December 24th; Christmas Day, December 25th; New Year's Eve, December 31st.

When any of above holidays fall on Sunday, they will be observed on Monday following. Work on these holidays is by special arrangement only.

POLICE/AMBULANCE/FIRE: Dial 911.

TELEPHONES: Installation of telephone aboard can be arranged by agent.

SERVICES: Compass adjustments available; radio direction finder; radar repairs; tank cleaning.

SHIP SUPPLY SERVICE: Captain Riley F. Bryan, Sea Taxi, P.O.Box 46618, Pass-A-Grille, Florida. Tel: (813) 381-3999.

Suncoast Helicopters, 4111 W. Columbus Drive, Tampa, Florida 33607. Tel: (813) 872-6625.

A. P. St. Philip, Inc., 1305 Shoreline Drive, Tampa, Florida 33605. Tel: (813) 248-1123.

SHORE LEAVE: Immigration Authorities grant Clearance after examination of Passport or bona fide seaman's papers.

IDENTIFICATION CARDS: Passports required.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany). Garbage disposal is available through the ship's agent. Charges are usually based on tonnage.

Disposall, Inc., 3702 East 7th Avenue, Tampa, FL 33605. Tel: (813) 247-2446.

International Ship Supply, Inc., 2923 North B Street, Tampa, FL 33609. Tel: (813) 651-9840.

UETA, 223 S. 12th Avenue, Tampa, FL 33605. Tel: (813) 223-9155.

Browning-Ferris Ind., 11500 43rd Street North, Pinellas Park, FL 34622-4925. Tel: (813) 572-6800.

WASTE OIL DISPOSAL: Service is available using various local contractors. Ship's agent will usually arrange this on being informed of ship's requirements.

SEAMAN'S CLUBS: No Seaman's club. However, Rev. Ray Mungo runs the Seamen's Ministry and takes care of many of the seamen's needs. He handles international telephone calls, bank runs, trips to Disney World, Busch Gardens and other amusement parks, books, clothing, etc. He also provides church services. His details are:

Reverend Ray Mungo, 1516 Port Avenue, Tampa, FL 33605. Tel: (813) 247-5237.

CURRENCY: U.S.Dollar (U.S.$).

DELAYS: Delay can be expected in loading phosphate rock (1 or 2 days), and same delay applicable for berthing at elevators. Some delay possible in general cargo loading or unloading.

DEVELOPMENTS: Main harbour channel has been deepend to 43 ft. New general cargo berth has been constructed which can structurally accommodate container cranes. This new berth is part of an expansive general cargo complex, which includes Berth No. 202, an 86,000 sq.ft. warehouse, and the recent addition of 52 reefer plugs and 6 acres of heavy paved area for containers. The Port has also recently constructed a dedicated liquid bulk terminal, primarily for the receipt of orange juice concentrate. The Port's huge dockside cold storage facility, Harborside Refrigerated Services, has undergone expansion that bring their total chill and freezer space to 176,000 sq. ft.

Construction of Berth No. 219, a 400 ft. heavy duty wharf to be initially used to handle scrap metal exports, has been completed.

In 1987, the Port constructed its second cruise terminal, a 17,000 sq. ft. facility designed to accommodate the port's growing cruise trade. Planning continues for the eventual development of a major downtown cruise terminal complex.

SHIPMASTER'S REPORT: July 1990 (Updated 1992).

Charts: B.A. Charts No. 3847 and 3848.

Approach: Low lying coastline. Radar picks up 'Sarasota' to South of Tampa Bay at 30 miles.

Anchorage: The Fairway Anchorage is North of Buoy No.1 (45 ft.). Various anchorages inside Tampa Bay with depths up to 30 ft.U.S.C.G. only allow vessels to remain a maximum of 48 hours.

Pilot: Boards at Fairway Buoy from fast black hulled cutter. Pilot Station at 'Egmont Key' South of main ship channel. Call Pilot Station on VHF Channels 16 and 12.

One Pilot takes vessel to berth and docks ship.

Outwards Pilot disembarks at Buoy No.14.

Pilot requires 2 hours notice inwards and outwards.

Channel: The maximum channel draft at present is 39 ft. L.W., even though some berths and channels have well over 40 ft. Patches still require maintenance dredging to 40 ft.

Gas Tankers (Foreign flag) of any size, daylight transit only in loaded condition. Complete passage must be in daylight, but if in ballast 24 hour berthing allowed. Gas tankers allowed to shift berth in loaded condition throughout 24 hours, but only if in Port Sutton Channel.

Oil and chemical carriers over 106 ft. LOA transit daylight only in loaded condition.

Sunshine Skyway Bridge near bay entrance consists of new bridge with vertical clearance of 175 ft. above MHW.

Tugs: 8 tugs in operation, up to 6,000 i.h.p., including 2 'Tractor' tugs.

Generally tie up "American Style" alongside with tug's lines, except 'Tractor' tugs which are on short line.

Tugs generally immediately available in emergency, otherwise require 2 hours notice.

Cancellation without payment, as long as tug has not left its berth.

Two tugs used when loaded, and one tug when in ballast.

Berth: Gas (Ammonia) carriers can discharge at 3 berths, IMC and Seminole in Port Sutton Cut and Royster off 'Cut D'.

IMC: North side of Port Sutton Channel (27°54.25′ N., 82° 22.80′ W.). Jetty set out from Port Sutton Channel. Fendering dolphins each end of jetty.

Berth can take up to 70,000 cu.m. gas tankers. Limiting factor is draft. Presently maximum is 35 ft. plus tide. Fendering good, mooring arrangement good, 3, 2, 2 each end, starboard side alongside, head out. Ship's gangway used. Two public telephones near at hand at dock office.

Fresh water at good pressure. Connection at Chicksan, for which there is a charge.

Seminole: North side of Port Sutton Channel near entrance (27° 54.25′ N., 82° 25.50′ W.). Facility formerly owned by Grace, but sold in 1988.

Jetty set out from Port Sutton Channel. Outlying fender dolphins each end.

Berth can also be used for caustic soda and scrap metal. The Caustic Soda Jetty to the East of the Ammonia Jetty has no fendering, so take care when berthing.

Scrap metal ships often use same berth to load from facility to East of Ammonia Jetty. Check with Agent that dock bottom is clear of scrap before berthing. Apart from above, fendering fair. Berth can take up to 70,000 cu.m. gas carriers with limiting draft of 35 ft. plus tide.

Vessels berth starboard side alongside, head out. Shore gangway used. Nearest public telephone is at IMC to East. Master is permitted to use Seminole office telephone in working hours. Fresh water at good pressure. Connection at Chicksan, no charge.

Royster: Vessels can berth either side of finger pier at Hooker's Point, opposite Peter O.Knight Airport.

About 50,000 cu.m. gas carriers maximum size. Also used for other oil products and chemicals. Position: 27° 55.15′ N., 82° 26.60′ W., North side No. 227, port side too, South side No. 226, starboard side too. Ship's gangway used at both berths. One public telephone near base of jetty. Fresh water near Chicksan, charged.

Lay-By Berth No. 31, Pendola Point: If awaiting discharge berth, a berth attached to a cement silo can be used at South Entrance to Port Sutton Channel at Pendola Point (27° 54.2′ N., 82° 26.0′ W.) with 38 ft. plus tide alongside. Jetty with outlying mooring dolphins. Mooring leads at bow not good. Port side alongside, head out. Ship's gangway used. No fresh water, no telephone. Berth very isolated.

Discharge: IMC: Terminal requires product to be at −32.2°C. or colder. Tank pressures 49.2 mb. although not rigidly enforced.

Average discharge rate is 760 t.p.h., with approximately 6.5 kg./sq.cm. at ship's manifold, equates to 4 pumps.

One 20,000 cu.m. tank for NH3.

Chicksan 10 in. 150 ASA.

Necessary to cease discharge for passing traffic.

Surveyors: Saybolt and Thornton. Saybolt Surveyor may read draft before boarding. Thornton Surveyor uses different Density Tables from ship.

Seminole: Permitted pressure approximately 7.5 kg./sq.cm. at manifold, average discharge rate 535 t.p.h. using 3 pumps.

Necessary to cease discharge for passing traffic.

Chicksan 6 in. 150 ASA.

1×20,000 cu.m. and 1×12,000 cu.m. storage tank immediately adjacent.

Surveyor (Saybolt) reads draft before boarding. Arm drained to shore on completion.
Royster: Average discharge rate 980 t.p.h., equates to 6 pumps.

12 in. 150 ASA Chicksan which can swing either side of pier.

Stores: We used Florida Ship Supply who were helpful, and prices reasonable. Can use midship derrick at all berths, and aft derricks at Royster.

Repairs: Tampa International Ship Repair for repairs. Tampa Electric Motor Co. 'TEMCO' for electric motors repairs.

General: Tampa/St.Petersburg International Airport about 30 minutes from Port Sutton, to N.W. of city centre.

Plenty of shopping malls plus entertainment, such as Busch Gardens and Disney World, near at hand.

SHIPMASTER'S REPORT: October 1991.

Pilotage: Tampa Tri-County Pilots have discontinued service.

For pilot call Tampa Bay Pilots on VHF Channels 10 and 12. The pilot boards and disembarks between Buoys No. 9 and 10 (original entrance to the channel before being extended in 1984). This pilot also berths and unberths the vessel.

There is no longer any restriction on gas carriers, they may now berth and unberth throughout 24 hours.

If the weather is poor (strong Northerly winds), the pilot may embark and disembark near Buoy No. 20, but this depends on the vessel and the Master.

Channel: The Egmont Channel has a projected depth of 50 ft., but is liable to constant shoaling. The distance from the Fairway Buoy to Port Sutton is 41 miles. The maximum permitted draft in October 1991 to Tampa was 40 ft. 06 in. on a rising tide, but this was only to certain berths.

When there is a strong Northerly wind, a heavy swell can form over the Egmont Channel, thereby causing deep draft vessels to bottom.

Anchorage: See B.A. Chart No. 3847. There is no shelter in this anchorage.

Bridges: The old Sunshine Bridge (shown on B.A. Chart No. 3847 as the operating bridge) to the West of the new bridge is finally being demolished and contractors machinery and plant are working on the old spans. The piers for the bridge will be removed to a depth of 42 ft. adjacent to the shipping channel and below small craft draft outside the shipping channel.

Tugs: For vessels proceeding to Port Sutton Channel and berths further North, the tugs join at Beacons No. 25/26.

Tugs are supplied by St. Phillip Towing Co., who operate numerous old tugs and a new tractor type called the "Kingsman Eagle". If the "Kingsman Eagle" is used the charges are double that of the older tugs.

Normally 2 tugs and tug's lines are used.

Berthing: Chemical parcel tankers berth at Boliden Chemical Co. on the South side of Port Sutton Channel (27° 52.2′ N., 82° 24.8′ W.), where the depth reported by the pilots is 31 ft. The berth is a typical tanker 'T' jetty with Chicksan arms and hoses. The berth can accept parcel tankers up to 40,000 d.w.t. The berth is made of a 20 m. 'T' head with breasting dolphins at each end. Vessels generally berth head in, starboard side to. Ship's brow gangway required.

There is a berth at the Western end of Port Sutton Cut at Pendola Point (27° 54.2′ N., 82° 26.0′ W.) which has been dredged to 45 ft. and is used for topping-off bulk carriers loading phosphate.

Cargo: Sulphuric acid discharge: There are 2×6 in. shore hoses for discharge of sulphuric acid to the nearby shore tanks. Sulphuric acid can be accepted at up to 1,000 tonnes/hr.

A shore radio is provided and co-operation with the shore is good.

Ship's air line is required on completion to blow the manifold and line ashore. It is best to have connection ready for ship's own manifold.

Caustic and asphalt also handled at this berth.

Loading Master has a Cellnet telephone which the Master can use for local calls.

Density: 1017.

Fresh Water: Fresh water is available from a stand pipe on the jetty (no meter) at about 20 tonnes/hr. Ship's hoses are used and the rate is lower during the night.

Supplies: There are numerous ship chandlers in the port. We found Florida Ship Supply (Telex No. 52422) very good on our numerous visits to the port. For bonded stores we used Bonnani (Telex No. 6732315).

Storing: Trucks can back-up to within 15 m. of the ship's side.

Telephones: There are 2 telephones on the jetty at the end of Port Sutton Dock which is about 0.25 miles from the berth. The agent will also rent a portable Cellnet telephone to the vessel.

AUTHORITY: Tampa Port Authority, George B. Howell Maritime Centre, 811 Wynkoop Road, (P.O.Box 2192), Tampa, Florida 33601. *Tel:* (813) 248-1924. *FAX:* (813) 247-2352. *Contact:* Joseph L. Valenti, Port Director. Steven L. Fidler, Operations Director.

TEXAS CITY, Texas: 29.22 N. 94.53 W. (See Plan)

DOCUMENTS, PILOTAGE, etc., refer to "Galveston".

RESTRICTIONS: Controlling depth in entrance channel 40 ft. Otherwise restricted by depth available at berth. Vessels enter day and night.

Industrial canal deepened from 34 ft. to 40 ft., in 1981.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Miami Quarantine Station.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Available if required.

BERTHING:

Dock No.	*User*	*Depth at ML* (ft.)
1	Sterling Tanker Dock (private)	38
11,12	Arco Tanker Docks (private)	40
14	Barge Dock (T.C.T.)	20
14A	Barge Lay-by Berth (T.C.T.)	–
15	Chemical Dock (T.C.T.)	36
16	Tanker Dock – Multi-user (T.C.T.)	40
18,20A,20B	Tanker Docks (T.C.T.)	36
19A,19B	Tanker Dock	36
22	Barge Dock (T.C.T.)	16
30	Amoco Barge Dock (private)	12
31,32,37,38	Amoco Tanker Docks (private)	36
40,41	Tanker Dock (Import Crude Oil) (T.C.T.)	40
45	AIMCOR Dry Bulk (private)	40
50	Tanker Dock (Amoco Chem.)	40
66,67	Union Carbide Tanker Docks (private) Dock 66	36
	Dock 67	40

Report: *AMOCO:*

General: The Amoco Terminal at Texas City consists of Berths No. 3 33 and 34 barge dock, 32, 37, 38, 40 and 41 (Berths No. 40 and 4 also used by T.C.T. and Marathon). Distance from the sea buoy to these berths is 15 miles.

Mooring and Berth: Pilot services for the Texas City port are provide by the Galveston Pilot Association.

Products handled at Berths No. 31 and 32 include gasoline, distilla anhydrous ammonia, crude and also ballast and slops. Anyhdrou ammonia is handled through 1 stainless steel arm, 6 in. flange connection and maximum pumping pressure of 35 p.s.i. All othe products are handled through 8 in. lines with flanged connections Maximum pumping pressure on all products is 100 p.s.i.

Berths No. 40 and 41 handle the discharge of crude only. Both berth have 2 loading arms. All lines are 12 in. and are quick disconnect-typ connections. Maximum pumping pressure is 150 p.s.i. There are n facilities for handling ballast or slops at these berths.

A minimum of 2 tugs are required for docking and undocking However, the Master of the vessel and the Docking Master ma determine actual tug requirements for their vessel based on vesse manoeuvrability and weather conditions.

The normal mooring arrangement at Berths No. 31 and 32 is starboar side to. Port side mooring is done after turning the vessel in the turnin basin. 2 head lines, 2 forward breast lines, 2 spring lines, 2 stern lines 2 aft breast lines and 2 aft spring lines are sufficient for mooring mos vessels. Line handlers are supplied by Texas City Boatman Co. and Amato Linehandlers. This terminal does not furnish a gangway t vessels.

ARCO:

General: The ARCO facility is located toward the North end and o the West side of the Texas City Turning Basin. Berths No. 11 and 1 are the 2 berths at this terminal. The area around these berths is dredge to 40 ft.

The ship dock is a concrete and steel finger pier permitting vesse to moor on either side. 2 vessels are the maximum that may b discharged at one time. There is no provision to load vessels at th facility and no facilites for dry cargo handling.

Mooring and Berth: Water depth is the factor that limits the size o fully loaded vessels that call at the facility. Lightered or partially loade vessels of greater size can be accommodated. Distance from the bo of a vessel to the centre of its manifold cannot exceed 468 ft. and fro the centre of its manifold to the stern of the vessel cannot exceed 500 f Vessels will be docked bow in unless prior arrangement has been mad with facility operators to permit bow out mooring. Should the vessel b moored bow out, the bow/manifold restrictions become 500 ft. and th stern/manifold distance 468 ft.

The pilotage of vessels to Texas City is performed by the Galvesto Texas City Pilots. This terminal does not make arrangements for Pilot

9 mooring structures are installed at each berth and several lines ca be secured on each. A boat is required to reach some structures. Th ship's Agent will be responsible for arranging mooring and unmoorin line handlers. The handlers will be under the orders of the Ship's Office regarding the handling of each individual line and location of the shor end. The facility has Regulations concerning the minimum number o lines and the type of lines used.

They are:

Vessels less than 525 ft. LOA:

- 2 head lines
- 2 forward breast lines
- 2 forward spring lines
- 2 aft spring lines
- 2 aft breast lines
- 2 stern lines

Mixed moorings not encouraged or allowed.

Vessels greater than 525 ft. LOA:

- 3 head lines
- 3 forward breast lines
- 3 forward spring lines
- 3 aft spring lines
- 3 aft breast lines
- 3 stern lines

Vessel's mooring lines must be kept taut and secure at all times the vessel moves more than 4 ft. away from the dock or 4 ft. in eith direction along the dock, all cargo transfer operations must be stopp immediately, and the proper manifold valves must be closed. Operati must not resume until the condition has been corrected.

Facility will provide gangway. Vessel's crew must attach gangwa the vessel and furnish/install safety net under gangway. If it is necess to use vessel's gangway, facility's crew will help position gangway o dock platform.

Aluminium gangways with rotating platforms and feathering treads are provided. The shipboard end is designed to attach to the vessel's gunwhale or over the ship's rail.

Crude is the only cargo handled at this berth. All lines are 16 in. and have hydraulic connections. Maximum pumping pressure is at 175 p.s.i. There are no facilities for ballast or slops at this terminal.

Municipal Docks No. 16, 18 and 20:

General: Municipal Docks No. 16, 18 and 20 are located adjacent to the Texas City Harbour turning basin.

Dock No. 16 has a 140 ft. face, 283 ft. with dolphins; 40 ft. depth alongside, deck height of 14 ft. This dock is used for receipt of crude oil and shipment of petroleum products, chemicals and petrochemicals.

Dock No. 18 has an 88 ft. face, 320 ft. with dolphins; 34 ft. depth alongside, deck height of 14 ft. This dock is used for receipt of crude oil. Dock No. 20 has a 98 ft. face, 284 ft. with dolphins; 32 ft. depth alongside, deck height of 14 ft. This dock is used for receipt of crude oil and shipment of petroleum products.

Mooring and Berth: Tug requirements are determined according to vessel size, Master's requirements and recommendations of the Docking Master doing the docking.

The normal berthing manoeuvre into Dock No. 16 consists of a turn of 140° to port from the Texas City Turning Basin. The berth is on the starboard hand of the basin about 1,500 ft. from the turning basin entrance. Vessels tie up either port or starboard side to manila or polypropylene lines are normally used, but wire is permissible. No gangway is provided at this berth.

Vessels destined to Berth No. 18, enter the turning basin from the Texas City Channel. Berth No. 18 is at a right angle to the turning basin approximately 2,000 ft. from the entrance to the turning basin. Vessels normally turn in the turning basin in order to back into the berth. Normal side to dock is the port side. Berth No. 18 is the first berth on the North side of the municipal dock basin. No gangway is available at this dock.

Vessels destined to Berth No. 20 enter the turning basin from the Texas City Channel. Berth No. 20 is also at a right angle to the turning basin approximately 2,500 ft. from the entrance to the turning basin. Vessels turn bow first into this dock area from the turning basin for a port side docking. Manila or polypropylene lines are used. This is the poorest of the 3 docks. Adequacy of mooring facilities is marginal, physical condition of the dock is poor, but acceptable. Dock equipment is fair, but acceptable. No gangway is provided at this berth.

Products handled by Berth No. 16 are all handled through 8 in. lines with flanged connections at pumping pressures between 20 p.s.i. and 125 p.s.i. Ballast and slops are handled through 8 in. lines with a maximum pumping pressure of 100 p.s.i.

At Berth No. 18 crude oil is discharged through 2×8 in. lines with flanged connections. Maximum pumping pressure is 125 p.s.i. Facilities for ballast and slops are available.

Products handled by Berth No. 20 are all handled through 8 in. lines with flanged connections at pumping pressures between 30 p.s.i. and 125 p.s.i. Ballast and slops are handled through 8 in. lines with a maximum pumping pressure of 100 p.s.i.

MEDICAL: All medical assistance available.

DENSITY: Brackish.

FRESH WATER: Available at all wharves except Union Carbide.

FUEL: Bunker "C" available to tankers loading/discharging. All grades available by barge from Houston.

CONSULS: See "Houston".

GANGWAY/DECK WATCHMEN: Required only if crewmen detained by Immigration.

CUSTOMS ALLOWANCES: Each man 300 cigarettes or 100 cigars or 1 lb. tobacco. 1 qt. wine/spirits.

TIME: Central Standard Time GMT minus 6 hours. Daylight saving time effective from April to October.

SHORE LEAVE: No restrictions unless detained by Immigration.

GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. port (Albany).

A garbage collection service is available through Browning-Ferris Industries. Tel: 1-800-637-7339.

WASTE OIL DISPOSAL: Collection of waste oil is available through Malone Company, Texas City. Tel: (409) 945-3301 or 938-1791. This company is licensed by the State to receive and transport hazardous material for disposal.

SEAMAN'S CLUBS: At Galveston and Houston.

SHIPMASTER'S REPORT: February, 1979.

Restrictions: Vessels on maximum draft must be clear of Texas City Channel before dark. There is no sailing or berthing during darkness for maximum draft vessels.

For large vessels it is necessary to ballast during discharge otherwise shore connections become too high.

VHF: Channel 13 from sea and Channel 14 for berthing.

Tugs: Usually 4-6 tugs for vessels on maximum draft.

Tankers: Large tankers dock at Docks 40 & 41 usually starboard side to. On either dock it is not easy loading stores from the dock. 2×12 in. connections.

Customs Allowance: All souvenirs to be collected (items intended as presents) and sealed.

Repatriation: As with all U.S. ports must make out Form I-408 – application to pay off or discharge alien crewman.

Airport: At Houston.

Telephone: Pay telephone at bottom of gangway.

General: Will require ship's gangway abaft of manifold if bottom of gangway is more than 115.5 ft. (35.20 m.) abaft after manifold with a freeboard of 23 ft. or more.

AUTHORITY: Texas City Terminal Railway Co., P.O.Box 591, Texas City, Texas 77592-0591, U.S.A. *Tel:* General Office (409) 945-4461. Harbour Master (409) 945-5011. *FAX:* (409) 948-9160, 945-8479. *Contact:* K.L. De Maet, President and General Manager. J. Gilder, Harbour Master.

TOLEDO, Ohio: 41.42 N. 83.28 W. (See Plan)

Refer to "St. Lawrence Seaway" for important general information.

PILOTAGE: By Seaway Pilots.

RESTRICTIONS: Navigation season from mid-March to end-December, approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessel's size restricted by Seaway locks.

MAX. SIZE: 730 ft. length; 26 ft. draft. Height restriction of 104 ft. above water-line which applies to grain berths only.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Chicago Quarantine Station.

RADIO: Master must give at least 24 hours' notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours' notice of ETA at first U.S. discharge port is required. Toledo Port can be contacted through Lorain, Ohio or Port Colborne, Ontario.

TUGS: Available. Not compulsory, but sometimes necessary in bad weather.

The Great Lakes Towing Company, 1800 Terminal Tower, 50 Public Square, Cleveland, Ohio 44113-2274. Tel: (800) 321-3663 and (216) 621-4854. Fax: (216) 621-7616.

BERTHING:

CSX Coal Dock: 2,000 ft. long, 26 ft. depth alongside.
Torco Dock: 1,200 ft. long, 26 ft. depth alongside.
Heidtman Steel Corporation: 23 ft. depth alongside.
Countrymark Cooperative, Inc. Terminals: 27 ft. depth alongside.
Cargill, Inc. Elevator: 27 ft. depth alongside.
Port Authority Facility: 4,100 ft. long, 27 ft. depth alongside.
Anderson Elevator: 27 ft. depth alongside.

CRANES: Located at Port Authority Facility No. 1 – electric gantry cranes 72.5 and 110 tons. Four 25-ton gantry cranes.

CARGO HANDLING FACILITIES: 2 grain elevators at Toledo load vessels at 50,000 b.p.h. There are 3 coal-loading machines, each of which can dump 1×100-ton car per minute, also 1 machine which dumps 2 cars simultaneously, for a max. of 6,000 t.p.h.

Iron pellets are received at new Torco Dock from self-unloading lake vessels. Storage Capacity 800,000 tons.

Liquids handled include petroleum products, industrial molasses, trichlorethylene and perchlorethylene.

BRIDGES:

Bridges crossing Maumee River:

Miles above Mouth	*Draw Openings – Clear Width(1)*			*Clear Height above LWD* (ft.)
	Right (ft.)	*Centre* (ft.)	*Left* (ft.)	
Toledo Terminal Railroad (Swing – Railroad)				
1.3	145	—	143	22.2(2)
Norfolk and Southern Railway (Swing – Railroad)				
2.1	136	—	145	20.1(2)
Craig Memorial Bridge (Bascule(3) – Highway)				
3.6	—	200	—	48.0(4)
Martin Luther King Jr. Bridge (Bascule(3) – Highway)				
4.6	—	200	—	31.3(5)
Anthony Wayne (Fixed(6) – Highway)				
5.2	—	747	—	104.0
Conrail Bridge (Swing – Railroad)				
6.0	115	—	115	17.3(2)
M.V. DiSalle (Fixed – Highway)				
7.0(7)	110	—	110	45.0

(1) Right and left sides proceeding upstream.
(2) Closed position.
(3) Double leaf.
(4) Clearance in centre in closed position, reducing to 39.5 ft. at sides of span.
(5) Clearance in centre in closed position, reducing to 17 ft. at sides of span.
(6) High-level.
(7) Upstream limit of deep-draft navigation.

STEVEDORES: Provided by Toledo World Industries, Inc. and Consolidated Dock, Inc.

MEDICAL: All facilities available.

TANKERS:

Sun Oil: 22 ft. depth alongside.
Great American Lakes Pipeline Co.: 22 ft. depth alongside.
BP Oil Company: 23 ft. depth alongside.

DENSITY: Fresh water.

FRESH WATER: Obtainable by pipeline at all general cargo docks.

FUEL: All grades available at oil piers, and by harbour fuel barge.

REPAIRS: Major repair facilities available.

H.Hansen Industries, 2824 N. Summit Street, Toledo, Ohio 43611. Tel: (419) 729-1621. Fax: (419) 729-0715.

The Toledo Shiprepair Co., 2245 Front Street, Toledo, Ohio 43605. Tel: (419) 698-8081. Fax: (419) 693-9066.

DRY DOCKS: No. 1: 510 ft.×72 ft. 6 in.; No. 2: 800 ft.×78 ft.

SURVEYORS: American Bureau of Shipping and Salvage Association. *Surveyors:* Capt. Ray Fulshaw, Marine Surveyor & Consultant, 5821 Greenridge Lane, Toledo, OH 43615. Tel: (419) 865-5137.

Captain Ted Polgar, Marine Surveyor & Consultant and National Cargo Bureau Representative, 2745 Pine Knoll Drive, Toledo, Ohio 43617. Tel: (419) 841-3600. Fax: (419) 841-3600.

Grain Inspection: Federal Grain Inspection Service, 234 Summit Street, Toledo, Ohio 43604. Tel: (419) 259-6276. Fax: (419) 259-7464.

BANKS:

Fifth Third Bank of Northwest Ohio, 606 Madison, Toledo, OH 43604. Tel: 259-6898. Fax: 259-6939.

National City Bank, P.O.Box 1688, Toledo, Ohio 43603. Tel: 259-6567. Fax: 259-6666.

Society National Bank, Three Sea Gate, Toledo, OH 43699. Tel: 259-8490. Fax: 259-8484.

Mid-American National Bank & Trust Co., 519 Madison Avenue, Toledo, OH 43606. Tel: 249-3353. Fax: 249-3358.

STORING: See "Prelims".

1. Yes.
2. Yes.
3. Yes.
4. Yes.
5. No special restrictions.
6. Yes.

DEVELOPMENTS: Major construction projects by the three riverfront grain operators has increased grain handling capacity from 10.2 million bushels to over 22 million bushels. A new 6 million gallon facility for storage of liquid fertiliser is planned and an additional ship loading dock is under construction.

AUTHORITY: Toledo – Lucas County Port Authority, One Maritime Plaza, Toledo, Ohio 43604-1866. *Tel:* (419) 243-8251. *FAX:* (419) 243-1835. *Cables:* Portol. *Contact:* J.M. Loftus, Seaport Director.

UNALASKA (Dutch Harbor), Alaska: 53.54 N. 166.30 W. (See Plan)

DOCUMENTS:

Customs:

Master's Oath (1300).
General Declaration (1301).
Cargo Declaration (1302).
Ship's Stores Declaration (1301).
Crew Effects Declaration (1303).
Clearance from Last Port.

Immigration:

Immigration Documentation (I-418).
Crew/Passenger List.
Landing Permit (I-95).
Visaed Crew List for Shore Leave (Supplied by Immigration).
Passport and (or) Seamens' Book.

PILOTAGE: Compulsory. To avoid a delay in obtaining a Pilot, the Owner, Master or Agent of a ship bound for Unalaska/Dutch Harbor must make prior arrangements at least 12 hours before entering port. The following information must be included:

1. Name/Call Sign of vessel.
2. Nationality.
3. Length, draft and g.r.t.

Pilot Boarding Station:

Lat. 53′ 55′ 00″ N., Long. 166° 29′ 00″ W. 1 mile (1.61 km.) East of Ulakta Head. Pilots, tugboats, Harbour Master and shipping Agents standby on VHF Channel 16 (156.8 MHz).

Berthing:

(a) Pilot – Compulsory. Shifting of and EDT requires 1 hour advance notification.
(b) Berths arranged by Agent in advance.
(c) 1 small tug available annually. Circumstances may arise when other tugs are available for ship assistance.
(d) Lineman – Arranged through ship's Agent.
(e) Boatmen – Arranged through ship's Agent.

ANCHORAGE:

Outer Anchorage: Lat. 53° 54′ 00″ N. to Lat. 53° 55′ 00″ N. at Long. 166° 27′ 00″ W., Rocky, Depth 12 fathoms.

Inner Anchorages: Domestic and other vessels which have cleared customs.

1. Dutch Harbor: Lat. 53° 54′ 00″ N., Long. 166° 31′ 20″ W., mud, depth 18 fathoms.
2. Iliuliuk Bay: Lat. 53° 52′ 40″ N., Long. 166° 31′ 10″ W., mud, depth 14 fathoms.
3. Captain's Bay: Lat. 53° 52′ 00″ N., Long. 166° 33′ 33″ W., mud, depth 15 fathoms.
4. Nateekin Bay: Lat. 53° 53′ 00″ N., Long. 166° 37′ 00″ W., mud, depth 17 fathoms.
5. Broad Bay:
   (a) Lat. 53° 55′ 05″ N., Long. 166° 36′ 30″ W.
   (b) Lat. 53° 56′ 05″ N., Long. 166° 36′ 30″ W.

Must check with the U.S. Coast Guard and the Alaska Department of Fish and Game prior to anchoring or placing an oil rig at these locations. More locations may be forthcoming.

Note: When anchoring in Dutch Harbor, no vessel may anchor in the glide path to the airport.

MAX. SIZE: No restrictions except draft at various facilities and through the East Channel 24 ft., Rocky Bottom at MLLW.

RADIO:

(a) Department of Public Safety, Harbour Master, Pilots, Tugs, Shipping Agents and National Marine Fisheries Observer Transfer Station standby on Marine VHF Channel 16. 4125 A kHz.
(b) Alaska Department of Fish and Game and the Alaska Department of Fish and Wildlife, (State Troopers) standby on Marine VHF Channels 6 and 16. 4125 A kHz.
(c) Marine Operator calls vessels on Marine VHF Channel 16 and receives all radio traffic on VHF Channel 28.
(d) All other traffic stands by on Marine VHF Channel 6.

TUGS: Padilla Tug Co. and Dunlap Towing.

Boatmen:

Victory Services – VHF Channel 78.
Ballyhoo Services – VHF Channel 16.

BERTHING:

Berth No.	*Wharf Length (ft.)*	*Depth at MLLW (ft.)*	*Remarks*
1	1144	30	City Dock and Petro Marine tank fa Warehouse available.
2	300	40	APL – 208, 3 ph., 60 cycle power. 100,000 lb. gantry crane.
3	360	50	Delta Western Fuel Pier.
4	160	30	Trident Seafoods Inc.
5	234	36	Petro Marine.
6	250	26	Petro Marine.
7	1000	26	Delta Western.
8	35	22	MarCenCo.
9	35	22	Icicle Seafoods Inc.
10	995	35	City Boat Harbor, Fishing Vessels.
11	505	24	Alyeska Fisheries North Dock.
12	300	36	Alyeska Fisheries West Dock.
13	460	30	East Point Seafoods.
14	250	30	Aleutian Processors barge.
15	250	36	Greatland Seafoods.
16	250	30	Universal Seafoods.
17	250	30	Universal Seafoods (barge Vita).
18	90	30	Universal Seafoods (Galaxy Dock).
19	40	30	Universal Seafoods (Viceroy Dock).
20	800	18 (var.)	City Small Boat Harbor, Fishing/ Pleasure.
21	78	20	Walashek Industries (Repair, 300 ton haulout).
22	160	31	Underwater Construction.
23	300	35	Crowley Maritime.
24	420	20	Offshore Systems Inc.

CRANES: 100,000 lb. container lift at American President Lines. Mo cranes at the other facilities up to 150 tons at request through Shipp Agent. The City Dock also has a container crane.

FRESH WATER: Fresh water is available at most berths. Order throu Agent or Dock Operator. The City Dock has 5 outlets.

FUEL: Available at Delta Western Fuel Pier No. 3; Petro Marine Pi No. 1 and 6 and Crowley Maritime No. 23. The City Dock has 8 out for fuel.

REPAIRS/SERVICES: Most deck, hull, engine, radar, RT, g hydraulic, refrigeration and almost all types of marine electronic a electric repairs. Divers available for underwater surveys and repairs.

DRY DOCKS: Walashek Industries 300 ton haulout facility.

SURVEYORS:

1. Kodiak Marine Surveyors, P.O.Box 356, Kodiak, Alaska 99 Tel: (907) 486-5616.
2. Rocky Point Enterprises, Inc., P.O.Box 1047, Homer, Ala 99603. Tel: (907) 235-8967.
3. Alaska Marine Surveyors, SRA-2 Box 9312, Eagle River, Ala 99577. Tel: (907) 694-3055.
4. Capt. Wolslenholm, P.O.Box 3313, Anchorage, Alaska 99 Tel: (907) 277-5109.

GANGWAY/DECK WATCHMEN: Usually ship's crew. Ship's gang used.

OPENING/CLOSING HATCHES: Stevedores or ship's crew whiche to ship's advantage.

REPATRIATION: Crew changes and repatriation can be carried out w little difficulty.

AIRPORT: No more than 4.5 miles from any facilities and adjacent City Dock. Daily flights to Anchorage with domestic and internatio connections. Peninsular Airways, Mark Air and Aleutian Aire L Air charter service state wide.

TIME: GMT minus 9 hours in Winter, and GMT minus 8 hours Summer. First Sunday in April clocks advanced 1 hour. Last Sunda October clocks retarded 1 hour.

HOLIDAYS: New Year's Day, Lincoln's Birthday, Washington's Birth (3rd Monday in February), Seward's Day (last Monday in Marc Memorial Day (last Monday in May), Independence Day, Labor D Alaska Day (18th day in October), Veteran's Day (November 11 Thanksgiving Day and Christmas Day and every Sunday and every designated by public proclamation by the President of the United St or the Governor of the state as a legal holiday.

Port Department on duty from 0700 hrs. to 2400 hrs. every day.

POLICE/FIRE/AMBULANCE: Tel: (907) 581-1233; Emerge Tel: 911; VHF Channel 16, 24 hours a day.

EMERGENCY CO-ORDINATION CENTRE: U.S. Coast Guard. D – Ask operator for Zenith 5555 or 2182 kHz.

GENERAL: Fishing vessel's wide lights and searchlights must be tu out prior to vessel entering port.

AUTHORITY: International Port of Dutch Harbour, City of Unala P.O.Box 610, Unalaska, Alaska 99692. *Tel:* (907) 581-1254. *FAX:* (581-2519. *Contact:* James Severns, Port Director. Har Gudjonsson, Harbour Master.

VALDEZ, Alaska: 61.07 N. 146.21 W. (See Pl
Also see "Valdez Marine Terminal".

Located at head of Valdez Arm in Prince William Sound.

DOCUMENTS: See "Anchorage, Alaska".

APPROACHES: Via Prince William Sound to the Valdez Pilot S

PILOTAGE: Pilotage provided by Southwest Alaska Pilots Asso

Pilot boards approximately 3.6 miles × 246° from Blight Reef B (Lat. 60° 49′ N., Long. 147° 01′ W.).

MAX. SIZE: Harbour depth over 300 ft. Tides: diurnal range 12 ft. see "Berthing" and also see "Valdez Marine Terminal".

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
ANCHORAGE: Excellent, close by dock. Bay is too deep.
CUSTOMS: Quarantine, local. Immigration and Customs from Anchorage.
TUGS: Limited availability.
BERTHING: Valdez City Dock: 26 ft. MLLW. 600 ft. long by 60 ft. wide. Stevedore provides equipment which includes fork-lifts and 2×100 ton mobile cranes and 1×150 ton mobile crane.
Floating Quay: Length 700 ft., width 100 ft. Mobile cranes available. Facilities for Lo/Lo and Ro/Ro.
STEVEDORES: 3 gangs.
MEDICAL: 15-bed hospital, 3 doctors and 1 dentist available.
TANKERS: *Tesoro Petroleum, Petroleum Dock:* Length 200 ft., width 40 ft., depth 36 ft. at MLLW.
Also see "Valdez Marine Terminal".
FRESH WATER: Available.
FUEL: Available.
REPAIRS: Minor repairs only.
TRANSPORTATION: Air; highway to Fairbanks and Anchorage.
GARBAGE DISPOSAL: Service is available, truck or dumpster provided. Charges: Non-regulated $ 125.00 per truck load. Regulated $ 14.00 per pound (50 pound minimum). Contact Port Director. Tel: 907-835-4313.
WASTE OIL DISPOSAL: Available by contractor. For arrangement contact Port Director (see above).
AUTHORITY: City of Valdez, P.O.Box 307, Valdez, Alaska 99686. Tel: 907-835-4313, 835-4981. *FAX:* 907-835-4479. *Contact:* Thomas W. McAlister, Port Director. Tim Lopez, Harbour Master.

VALDEZ MARINE TERMINAL, Alaska:

61.05 N. 146.24 W. **(See Plan)**

OPERATORS: Alyeska Pipeline Service Company.
The terminal does not provide any tug, launch or pilotage assistance for the berthing or unberthing of tankers calling at the terminal. These services, as well as any other tanker services, must be arranged separately by tanker owners.
LOCATION: The Trans-Alaska Pipeline Valdez Marine Terminal is situated on the Southern shore of Port Valdez.
Port Valdez is a natural deep-water fjord located at the N.E. part of Prince William Sound which provides access from the Gulf of Alaska. Port Valdez is about 12 miles long and 2.5 miles wide, is surrounded by steeply rising mountains, and remains ice free throughout the year. The approach to Port Valdez is by way of Valdez Arm, a deep-water channel with a minimum width of approximately 3,000 ft.
The overland approach to the site, which is close to the mouth of the Lowe river, is by road about 6 miles long connecting the terminal with the Richardson Highway. The town of Valdez is 14 miles from the terminal by this route. The distance by boat across to Port Valdez is approx. 2.5 miles.
The terminal operates 24 hours per day, 7 days per week, throughout the year.
The administrative offices will normally be open between 0800 and 1630 hrs., Monday through Friday. The office telephone number is (907) 835-6620.
DOCUMENTS:
Certificate of Financial Responsibility.
SOLAS Safety Equipment.
SOLAS Safety Construction, or for U.S. documented vessels: U.S. Coast Guard Certificate of Inspection.
SOLAS Radiotelegraphy Certificate.
Crew Lists.
Derat Certificate.
Clearance from Last Port.
Oil Record Book.
Prince William Sound Spill Prevention and Response Plan.
Ballast Water Survey Form (BWSF) to be completed on arrival.
PILOTAGE: The Pilot boards off Blight Reef (See "Valdez"). Arrangements to be made by vessel's Agent.
ARRIVAL ADVICE: Masters of vessels bound for the terminal must advise the terminal as follows:
Last Port ETA: Tankers en route to the terminal, upon departure from their last port of call prior to Valdez, will send a telegram or telex to Alyeska Pipeline Service Company, Valdez, Alaska, Telex No. 0023-62806129, 0023-62890691, 0023-62880291 (Answerback: Alyeska Valz), advising the estimated Alaskan local time and date of arrival.
72-hour ETA: Not less than 72 hours, unless transit time is less than 72 hours, prior to arrival at Cape Hinchinbrook, tankers will send a telex or telegram to Alyeska Pipeline Service Company providing the terminal with the following information:

a. ETA at Cape Hinchinbrook.
b. Quantity of ballast to be pumped ashore and grade of last cargo.
c. Quantity of oil to be loaded.
d. Distance from the bow to cargo manifolds.
e. Size, number and type of cargo connections.
(d.–e.) At first call to Terminal. Not necessary on subsequent voyages.
f. Amount of provisions and stores to be loaded.

Final ETA: Tankers will send a final ETA, 24 hours in advance of their arrival. This 24 hour ETA shall be as accurate as possible and tankers will notify the terminal whenever the arrival time changes by more than 3 hours.
Notice of Arrival: After entering the Coast Guard's Prince William Sound Vessel Traffic Service, vessels ready to commence loading or deballasting should give immediate notice to the terminal. This notice is extremely important as it can affect berthing priority.
Coastguard Notification: Terminal will advise USCG at Valdez of all ETAs received.
AMVER Participation: The Notice of Arrival requirement to be given to the U.S. Coast Guard Captain of the Port in Valdez, Alaska, can be met if vessels participate in the Automated Mutual-assistance Vessel Rescue System (AMVER). Participation in AMVER will also make the Coast Guard's Prince William Sound Vessel Traffic Service aware of the tankers that will be entering the service.
Initial Radio Contact: Ship-to-shore radio telephone calls can be made to the terminal, (907)-835-2261, 24 hours a day by normal commercial Channels.
RADIO: All times are GMT – following information produced as a "guide" and subject to change.
Weather Broadcasts:
Weather Service Offices:
Announcement: 2182 kHz.
Broadcast: 2382 kHz AM/SSB
Alternate: 2512 kHz AM/SSB

Station		*Times (GMT)*
Annette	(KGD 58)	0400, 0600, 0800, 1500, 2100.
Juneau	(KC 197)	0325, 0525, 0925, 1225, 1525, 2125.
Yakutat	(KGD 91)	0200, 0300, 0500, 1400, 1700, 1800, 2000.

Coast Guard Stations
Announcement: 2182 kHz
Broadcast: 2670 Kodiak also on 6521.8 kHz (SSB) upper side band

Station		*Times (GMT)*
Biorka	(NMJ 18)	0100, 0800, 1300, 2000.
Ketchikan	(NMJ)	0115, 0815, 1315, 2015.
Ocean Cape	(NMJ 19)	0145, 0845, 1345, 2045.
Kodiak	(NOJ)	0200, 0445, 0900, 1415, 1645, 2100.

Radiotelegraph (CW) Broadcasts of marine weather forecasts Coast Guard Stations.

		Frequency	*Times (GMT)*
Ketchikan	(NMJ)	416	0530 hrs., 1730 hrs.
Kodiak	(NOJ)	470	0630 hrs., 1930 hrs.

Broadcast Notice to Mariners: Broadcast Notice to Mariners are disseminated on the following schedules:
Safety Broadcast:
(1) RADSTA Ketchikan (NMJ). (a) Code (CW) — Last 15 seconds of 1st Silent Period after receipt, next on operator schedule and repeat text only on next scheduled broadcast unless message cancelled. Additional broadcasts as directed, preliminary call on 500 kHz, broadcast on 416 kHz.
(2) COMMSTA Kodiak (NOJ). Voice (AM) — Upon receipt, repeat text only on next scheduled broadcast. Additional broadcasts made as directed with preliminary call on 2182 kHz, broadcast on 2670 kHz.
(3) RADSTA Adak (NOX). Code (CW) — Last 15 seconds of 1st Silent Period after receipt, next on operator schedule and repeat text only on next schedule broadcast unless message cancelled. Additional broadcasts as directed, preliminary call on 500 kHz, broadcast on 450 kHz.
(4) RCA — Alascom Ketchikan (WGG 58). Voice (AM) — On 2400 kHz upon receipt and as directed in broadcast instructions.
(5) RCA — Alascom Ketchikan (WGG 56). Voice (AM) — On 2400 kHz upon receipt and as directed in broadcast instructions.
Note: Watch hours (GMT) for single operator ships:

West Coast	*Central Pacific*
0001 – 0200 hrs.	0001 – 0200 hrs.
0400 – 0600 hrs.	0400 – 0600 hrs.
1600 – 1800 hrs.	0800 – 1000 hrs.
2000 – 2200 hrs.	2000 – 2200 hrs.

Scheduled Broadcasts: (Routine Precedence)
(1) RADSTA Ketchikan (NMJ)
  (a) Code (CW) – 416 kHz – 0530Z and 1730Z
  (b) Voice (AM) – 2670 kHz – 0630Z and 1800Z
(2) COMMSTA Kodiak (NOJ).
  (a) Code (CW) – 2670 kHz – 0630Z and 1930Z
  (b) Voice (AM) – 2670 kHz – 0445Z and 1645Z
(3) RADSTA Adak (NOX). Code (CW) – 450 kHz – 0430Z and 2130Z
(4) RCA – Alascom Juneau (WGG 58). Voice (AM) – 2400 kHz — 0830 hrs., 1300 hrs. and 1830 hrs. (local time).
(5) RCA – Alascom Ketchikan (WGG 56). Voice (AM) – 2400 kHz — 0830 hrs., 1300 hrs. and 1830 hrs. (local time).
VHF: The Alyeska Pipeline Service Company operates a VHF – FM base station in Valdez, Alaska under the call sign "WAB – 952". This base station is maintained for the purpose of transacting company business with either inbound or outbound vessels and is open 24 hours a day. (Transmit/receive range of this station is limited to Port Valdez.) The official language for all communications shall be English.

Channel	*Frequency*	*Use*	*At*
10	156.500 MHz	Intership and Ship to Coast Guard	A – B – C
16	156.800 MHz	Distress – Safety and Calling	A – B – C
	A –	Contingency Management Centre	
	B –	Oil Contingency Warehouse	
	C –	Operational Control Centre	

The VHF – FM marine radio system utilised by the terminal is compatible with the Prince William Sound Vessel Traffic Service which is operated by the U.S. Coast Guard in Valdez, Alaska. The USCG Vessel Traffic Service will have VHF – FM radio-telephone coverage extending beyond Cape Hinchinbrook and including Prince William Sound, Valdez Arm, and Port Valdez. The tugs available at the terminal will also be equipped with VHF – FM transceivers.

TUGS: 2×7,000 h.p. and 1×9,000 h.p. twin-screw tugs and 2×300 h.p., single-screw mooring launches are on standby at the terminal to provide oil spill containment, cleanup and contingency services and fire fighting services as required by the terminal. The tugs are equipped with telescoping fire monitors and will be capable of providing 3,500 g.p.m. of foam or fire water at 150 p.s.i.g. at an elevation 70 ft. above the tug's waterline. The tugs are equipped with VHF-FM radio-telephone communication equipment. Should tankers desire to contact the tugs, the tugs may be reached by calling on Channel 16 (156.80 MHz).

The tugs and mooring launches are available to provide berthing and unberthing services to tankers calling at the terminal.

BERTHING: Also see "Berthing Facilities" on Pages 2351 and 2352.

Berth Priority: Berth priority and berthing order will be determined by the Terminal Marine Manager, who will use the general guideline of assigning tankers and berths in the order by which tankers enter the Prince William Sound Vessel Traffic Service and are in all respects ready to discharge ballast or load.

Procedures: Tugs will be dispatched by the Marine Shift Supervisor to meet inbound tankers and to assist in berthing at the nominated berth. The Master shall remain solely responsible, on behalf of his owners, for the safety and the proper navigation of his vessel. Manoeuvring power must be available on the main engines during berthing operations. The positioning of the tanker's loading manifold in relation to the metal loading arms has to be carried out to a proper alignment, as required by the berth operator.

Maximum Allowable Berthing Velocities: The following table gives the designed maximum allowable berthing velocities for Berths No. 1, 3, 4, and 5. The velocities are given in inches per second for the various size tankers in the 40% ballast condition:

	Berth No. 1	Berths No. 3, 4 and 5
85,000 d.w.t.	9 in./sec.	12 in./sec.
120,000 d.w.t.	8 in./sec.	11 in./sec.
265,000 d.w.t.	—	7 in./sec.

Note: (a) 1 knot=20.2 in./sec.
(b) Velocities are given for a line normal (perpendicular) to the axis of the dock or the berthing dolphins.

Mooring Hooks and Mooring Capstans: Each berthing dolphin and each mooring dolphin will be equipped with a mooring capstan and either 2 or 3 quick-release mooring hooks. Berthing dolphins will have double quick-release hooks, and the mooring dolphins will have triple hooks.

The recommended mooring line arrangement diagrams included in the "Plans" show the location of these double and triple hooks. Since Berth No. 1 has no berthing dolphins, the 4 double quick-release hooks are located on the loading dock.

These mooring hooks are designed to service 1 mooring line per hook. Thus, no more than 3 lines should be led to any mooring dolphin nor should more than 2 lines be led to any berthing dolphin. These mooring hooks may be released locally.

Each mooring capstan will be mounted on, and form an integral part of, the associated double or triple quick-release mooring hook. This will provide a mooring capstan to assist in securing mooring lines at every berthing dolphin, mooring dolphin, and on the floating berth loading dock.

These mooring capstans are designed to give a minimum running pull of 2,000 kg. (4400 lb.) at a rate of 30 m. (98.4 ft.) per minute. The capstan will be positioned at a height sufficient to prevent mooring lines and messengers from becoming snarled on the quick-release hooks.

Mooring launches will be used to assist the tanker in running mooring lines to the mooring dolphins at each berth.

The terminal will provide suitable messengers for heaving in mooring lines from the launches.

Mooring Lines: Mooring arrangements shall be satisfactory to the Marine Superintendent. All critical moorings shall be of similar size and elasticity. Ropes of different material from those used to moor the ship may be used for positioning the vessel but shall not count as part of the final moorings. It is required that in ships of 90,000 d.w.t. and greater all final moorings shall be wire rope. Nylon tails may be used if fitted to all moorings. Ships should be outfitted with sufficient moorings of similar material for normal moorings. Ropes of different material may be used in emergency.

Moorings While Alongside Berth: Tankers must at all times remain adequately secured alongside the berth. Moorings must be kept at an even tension, avoiding a slack line or varying tensioning situation. Should such a situation arise and not be immediately rectified by the ship's crew after communication with the deck officer, the berth operator will suspend any transfer operation. All vessels fitted with tension winches should apply brakes once the tanker is moored and shall not leave winches in the self-tensioning position.

Emergency Towing Wires: While at a loading berth, tankers will provide emergency towing wires positioned at both the offshore bow and stern. The wires shall be in good condition, have an eye in each end, and be of adequate strength to move the vessel off the dock. The outboard eye shall be maintained at water level, and slack aboard ship shall be secured with small pieces of fibre line.

Mooring Line Arrangement Diagrams: (See "Plans"). The recommended mooring line arrangement diagrams are provided in the "Plans" as guidelines to acquaint the tanker Master with the general mooring line arrangement for the loading berths at the terminal. These arrangements are indicative of the minimum suggested number of lines and do not preclude the Master from using additional lines.

TANKER REQUIREMENTS: *General:* Certain requirements of governmental agencies are in effect at the terminal in order to minimise the chances for a pollution incident. These requirements apply to all tankers calling at the terminal.

Operations at the terminal are primarily aimed toward the safe loading of tankers and the prevention of collisions and groundings of vessels that call at the terminal. These aims will be met by insisting upon and utilising conventionally constructed tank vessels manned by skilled crews, use of positive vessel traffic control within Prince William Sound and Port Valdez, and use of all traffic advisory and communications services in West Coast ports. The purpose of the following requirements for tankers calling at the terminal is to materially enhance tanker load and discharge operations and to increase the safety of navigation that the danger of pollution from oil spills is substantially reduced.

Safe Navigation: Tankers will observe the rules and directions issu by the U.S. Coast Guard as operator of the Prince William Sound Ves Traffic Service. These rules and directions will pertain to communica check points, ETAs, traffic lane separation, anchorages, one-way tra speed, etc.

In addition to the normal instruments used in celestial navigation a piloting (sextant, pelorus, etc.), the following electronic devices mus aboard and in good working order:

a. Fathometer/Depth Sounder.
b. Loran C Receiver.
c. Two Independent Radar Systems. (10 cm. and 3 cm.).
d. Radio Direction Finder.

All vessels must have a qualified Pilot aboard for the transit of Pri William Sound and Port Valdez.

Communications: Tankers calling at the terminal will be required to ha the following communications equipment aboard and in good opera condition:

a. VHF – FM radio-telephone with sufficient Channels and speak to comply with the Prince William Sound Vessel Traffic Service opera rules and the Bridge-to-Bridge Radiotelephone Act.
b. Radiotelegraph.
c. Portable UHF transceiver will be supplied by the terminal.
d. Single sideband radio.

The portable UHF transceiver shall have at least five Channels wh are tuned to the berth frequencies listed.

Additional Equipment: Tankers calling at the terminal will be requ to have the following additional equipment:

a. Tankers must carry standard 6 in. hose sufficient to make at le 50 ft. in length for emergency lightering purposes.

b. Accommodation ladders and Jacob's ladders must be of suffic integrity and free from ice and snow to permit safe embarking a disembarking by the Pilot.

c. Mooring lines must be of sufficient size, strength, and quanti permit safe mooring of the vessel.

d. Manifold reducers, connectors, and extensions must be made steel. Cast iron reducers will not be permitted.

e. Tankers which call at the terminal will be required to retai solid waste refuse aboard the vessel, or use a suitable sewage treatme plant before discharge.

f. All ullage caps will remain closed during loading except du gauging or sampling.

g. Prince William Sound emergency towing cable package.

Operational Requirements: The following procedural and operatio requirements are listed in order to make tanker Owners and Maste aware of some additional safety and anti-pollution measures in effec the terminal. These requirements will be restated in the sectio pertaining to the pre-loading inspection and cargo loading.

a. No repairs to radars shall be made while a vessel is moored the loading berth unless authorised by the Terminal Marine Supervis

b. The tanker's main CW wireless set must be de-energized a switched off while alongside the loading berth.

c. Tank tops shall remain closed during loading operatio Petroleum vapours shall be vented through mast risers or stand pi at an appropriate height above the main deck.

d. Ship's crew will assist with connecting and disconnecting load arms to and from the vessel's cargo transfer manifold. Assurance t the arms are secured properly without damage shall be observed du pre-loading inspection. However, as a convenience the shore crew aid the ship's crew in connecting loading arms to the ship's manifold the shore crew will be more familiar with the shoreside fac connection.

e. All sea valves connected to the cargo piping system shal sealed in the closed position prior to loading oil.

f. Prior to commencement of loading operations, a joint inspec of the vessel and a pre-transfer conference will be held by the Term Marine Supervisor and the tanker officer in charge.

g. No repairs that would result in immobilisation of the vessel s be carried out while alongside of the loading berths unless the Term Marine Supervisor specifically authorises such work.

PRE-LOADING INSPECTION: *Pre-transfer conference and joint saf inspection:* Prior to the discharging of ballast from cargo tanks or load of oil, a pre-transfer conference and a joint safety inspection wil conducted by the Terminal Marine Supervisor and a responsible d officer aboard the tanker who will be in charge of bulk liquid trans aboard the tanker.

The purpose of the pre-transfer conference and the joint saf inspection is to insure that both the terminal and the tanker are sui and ready for safe loading and handling of oil.

The Check List is designed to meet the following requirements:

a. Section 4.4 of the International Oil Tanker and Terminal Saf Guide which relates to the agreed procedures and safety checks p to the commencement of cargo loading.

b. Title 46, U.S. Code of Federal Regulations, Section 35.3 relating to a Declaration of Inspection for Tank Vessels.

c. Title 33, U.S. Code of Federal Regulations, Section 156. relating to a Declaration of Inspection prior to the transfer of bulk l cargo from a shore facility to a large vessel.

The Check List is to be taken aboard the tanker by the Terminal Ma Supervisor and shall be used during the pre-transfer conference the joint safety inspection of the tank vessel to insure compliance applicable regulations and safety standards. Columns are provide the Check List for the Terminal Marine Supervisor and the tanker pe in-charge to initial, indicating that the requirements have been met. original of the check list shall remain aboard the tanker, and a copy s be returned to the Terminal Marine Supervisor for subsequent de to the berth operator.

Terminal personnel are authorised to suspend oil transfer operations if any of the safety rules listed or on the check list are not observed, or if any other danger is believed to exist.

The Master of the tanker or his representative has the right to shut down loading operations in the event he feels shore operations are unsafe.

During the pre-transfer conference, the Terminal Marine Supervisor shall provide the responsible ship's officer with a printed sheet detailing description and location of the fire-fighting system and the other emergency systems at the terminal in general and at the berth to which the tanker is moored in particular. The Terminal Marine Supervisor shall also advise the vessel if any unusual or dangerous weather conditions are forecast or expected.

As the shifts on the berth change, the relieving Terminal Marine Supervisor and berth operator shall assure themselves that all conditions pertinent to their responsibilities are as previously agreed to, and shall sign the copy of the Declaration of Inspection. The relieving officer aboard the tanker shall assure himself that the original conditions still exist and shall sign the original of the Declaration of Inspection aboard the tanker. These relieving personnel will then become the person-in-charge of the transfer operation for the terminal and the tanker respectively.

BALLAST: *Ballast Quantities:* The terminal is to be informed of the approximate quantities of segregated clean and dirty ballast in the Master's pre-arrival message. This message should also state where the ballast was shipped and the grade of last cargo.

Ballast Reception Facilities: The terminal facilities will include three 430,000-barrel ballast reception tanks. Discharge of dirty ballast will be by way of the four 12 in. loading arms (Chicksans) on Berth No. 1 and the four 16 in. loading arms on Berths No. 3, 4 and 5. These loading arms connect to 20 in. lines at the berths and lead into a 42 in. line connecting each berth to the ballast reception tanks. Although the shore lines are insulated, they are not heat traced and there are no booster pumps to assist in the discharge of dirty ballast.

No. 5 Berth is situated approx. 1.25 miles from the reception tanks and has a possible head of 150 ft. Max. pressure 40 p.s.i. (approx.).

In the event of any stripping problems, it is recommended that tanks containing unpumpable ballast be stripped internally to the slop tank and that the Load-on-top procedures be adopted.

Segregated Ballast: Only segregated ballast will be permitted to be discharged overboard. Segregated ballast is defined as ballast water that is introduced into a tank which is completely separated from the cargo oil and the oil fuel system and which is permanently allocated to the carriage of ballast. The deck log book must record all times of ballast discharge and when pumps are started or stopped. This log must also indicate whether or not the segregated ballast is being dropped in the initial stages to sea level. A close watch must be maintained on the overside discharge, with a deck floodlight or portable explosion-proof light being trained on the discharge during hours of darkness. If there are any indications of discolouration or sheen, discharge must be suspended and an investigation must be carried out. If there is any doubt as to the quality of the segregated ballast, all discharge will be made into the shore reception facilities.

Dirty Ballast: All ballast contained in any compartment or tank used for the carriage of oil will be classed as dirty no matter how clean the ballast may appear to be. No ballast carried in cargo tanks may be discharged at sea or in port.

After the connection of the loading arms has been completed and the suitable valves between the arms and the ballast reception have been opened, permission to commence discharge will be given to the responsible tanker officer by the berth operator who will have received approval from the Operations Control Centre (OCC).

Contact between the tanker and the terminal will be by means of the UHF radio that will be placed on board by the Supervisor. As during all transfer operations, there will be a continuous watch near the ship's manifold. In the event of an emergency on the berth, pressing of the emergency alarm will activate the valve closing mechanism.

On hearing this signal, the Crew member at the manifold must stop the ship's ballast pumps to avoid damage by pumping against a closed valve system ashore. (See "Emergency Procedures"). On commencing discharge of dirty ballast and at frequent intervals during the discharge, a watch will be kept on the area around the sea valves even though the sea valves have been inspected during the initial safety checks and a seal has been placed on them by the inspecting Terminal Marine Supervisor. Any indications of any oily sheen will necessitate a shutdown of the discharge pumps and an investigation to be carried out before any further ballast can be discharged. Thirty minutes before completion of discharge, the responsible tanker officer will inform the berth operator who will in turn advise the OCC and the duty Terminal Marine Supervisor.

On completion of the discharge and after pumps have been stopped, the loading arm(s) used for dirty ballast discharge must be drained back into the slop tank. On vessels with an inert gas system, gauging will be taken by way of the deck purge pipes to determine that tanks are empty. It is not intended that vessels will depressure cargo tanks for visual inspections, nor should tank lids be opened on any compartment that is not gas free.

All safety regulations applicable during the loading of oil will also apply during the discharge of ballast.

Governmental Ballast Discharge Requirements:

State of Alaska: The State of Alaska requires that the Master of a vessel scheduled to take on any petroleum product or cargo, complete and sign the State of Alaska Department of Environmental Conservation Ballast Water Discharge Certificate Affidavit. To support this affidavit, the Master must be prepared to produce both deck and engine room log books and a legible copy of that portion of the Oil Record Book relevant to the sea passage from last discharge port to the terminal.

Federal Requirements: Prior to loading oil on any vessel, the terminal is required by the United States Department of the Interior to obtain from the Master of the vessel a legible copy of that part of the Oil Record Book that pertains to the voyage of the vessel to the terminal from the vessel's last oil discharge port. This legible copy shall be certified under oath by the Master as being true and correct. If the vessel is not required to maintain an Oil Record Book or similar records, the Master of the vessel is required to provide the terminal with an affidavit, duly sworn to and signed, stating any and all facts bearing upon any discharge of oil or oily water from the vessel during its voyage to the terminal from its last oil discharge port.

Should the Master be unable to comply with the preceding requirement or if it appears from the Oil Record Book or other documentation that a vessel has discharged oil or oily water during its voyage to the terminal, the terminal is required to promptly notify the Department of the Interior's representative, the Authorised Officer. Tankers discharging ballast water or other oily mixtures may be subject to penalties.

OIL CHARACTERISTICS: The predominent oil to be available at the terminal is currently North Slope Crude Oil. The following preliminary characteristics of North Slope Crude Oil are given to acquaint the Master and the cargo officers of tankers that will call at the terminal with the general properties of the cargo they will load.

Specific Gravity: 0.8933 at 60°F.

API Gravity: 27.0° API.

Pour Point: + 15°F.

Viscosity: 73.5 SSU at 100°F., 169 SSU at 60°F.

Reid Vapour Pressure: 4.0-4.5 lbs.

Sulphur Content: 0.94 per cent by weight.

Waxing: 85-117°F. (begins to precipitate). 50-55°F. (bulk of wax begins to come out of solution).

Mercaptan Sulphur: approx. 14 parts per million.

Loading temperature: approx. 100°F.

Dissolved H_2S: less than 0.2 parts per million.

LOADING FACILITIES: *General:* All loading operations will be accomplished in accordance with the joint inspection pre-transfer conference. Loading operations cannot commence until the vessel has complied with all State of Alaska and Federal Requirements and all required documentation has been provided.

Crew Responsibilities: Ship's crews will be responsible for assisting with handling the loading arms on board the tanker, furnishing and making the adaptor connections, removing blind flanges, and guiding the loading arms (Chicksans) to the appropriate manifold connections. However, as a convenience, the shore crew will aid the ship's crew in connecting loading arms to the ship's manifold as the shore crew will be more familiar with the shoreside facility connection. The Chicksan loading arms and couplings are hydraulically controlled by the berth operator who will be in constant voice communication with the individual responsible for the connection by means of the UHF portable radio that will be supplied to all vessels by the Supervisor.

If required, the terminal will supply 10 in. – 16 in. reducers at Berth No. 1 and 12 in. – 16 in. at Berths No. 3, 4 and 5.

Check List Requirements: After the Terminal Marine Supervisor is satisfied that all the safety requirements have been complied with, permission will be given to commence loading. All operations in connection with starting of loading, switching of tanks, and topping off will be the responsibility of the responsible ship's officers.

Before the maximum pressure or loading rates agreed to at the pre-transfer conference are reached, slow loading will be started and the responsible ship's officer will ensure that the cargo is flowing to designated tanks, thus ensuring that all block valves separating lines are open. On completion of this check and after advising the berth operator, the pressure/rate will be increased to the maximum previously agreed by the Master, or the officer in charge.

A responsible member of the crew will remain near the manifold within sight of the berth operator. This is in addition to the officer on cargo watch who, at frequent intervals, will check the state of loading with the berth operator by means of the UHF radio. This officer will also advise the berth operator when changes in the loading rate are required.

The rate of flow into the tanker can be observed on the large digital readout situated by the berth operator's control position.

Loading Suspension: Terminal: Terminal personnel will suspend loading operations if any safety rules are not followed, or if terminal personnel supervising loading operations believe any other danger exists, providing adequate notice is given to the responsible ship's officer.

Tanker: The Master is required to shut down loading if he feels that shore operations are unsafe, provided adequate advance notice is given to berth personnel.

Emergency Shutdown: In the event of an emergency (See "Emergency Procedures") the following types of shutdown could occur:

(1) "Danger" shutdown.
  (a) All berth block valves close.
  (b) Metering upstream block valves close.
  (c) Berth control valves close – one for each loading arm (in 5, 5.5, 6.0, and 6.5 seconds, respectively, to prevent surge to line).
(2) Fire shutdown
  (a) The preceding valve closures plus fire alarm and start fire pumps.
(3) Emergency shutdown, one per arm, closes control valve only.
(4) Low vapour pressure on any crude tank – initiates (1) preceding.

Pushbuttons for (1) preceding are located in berth area plus one on berth operator's alarm panel.

Pushbuttons for (2) 1 on roadway; 1 on roadway at land; 1 in Power Distribution Cabinet (PDC); 1 in Berth Operator Control (BOC) alarm panel; 1 in loading arm area.

Pushbutton for (3) 1 local at each valve.

Topping Off: Near the end of loading when topping off, the responsible ship's officer will request the gradual reduction of loading rate for topping off operations. This reduction will be achieved by the berth operator slowly closing the berth loading valves. The berth operator will progressively reduce the opening of the berth control valves and will take loading arms out of service, until the point when all berth control valves and block valves are finally closed, when advised by the ship's officer "Shut Down" or "Finished Loading". The loading arms will then be drained into a ship's tank.

Disconnecting: On being satisfied that loading arms and ship's manifold are empty, the order will be given from the responsible ship's officer to the berth operator to uncouple the quick release couplings.

During the period of disconnecting, the USCG Vessel Traffic Control Centre at Valdez will have been advised. Tugs will be on standby, and providing that there are no other ship movements that would interfere with sailing, the "Early Departure System" will be carried out. The actual Bill of Lading figures will be sent to the master by W/T or Telex after departure.

COMPLETION/DEPARTURE PROCEDURE: *Topping-Off:* As the tanker begins the topping off stage, the responsible ship's officer shall notify the berth operator who will in turn keep the OCC informed as the cargo loading rate is reduced. When the ship's officer estimates approximately one hour remains in the loading process, he shall notify the berth operator.

Tug Assistance: After being notified by the tanker that one hour remains in the loading sequence, the berth operator shall notify the OCC and the Terminal Marine Supervisor. The OCC shall continue to monitor the topping off process and the Terminal Marine Supervisor shall place the vessel's pre-arranged tugs on standby. The tugs shall be alongside the vessel after all loading arms have been disconnected and before any mooring lines are let go.

U.S. Coast Guard Vessel Traffic Service: The departure of tankers from the terminal shall be in accordance with the published standard operating procedures for the Prince William Sound Vessel Traffic Service. The Coast Guard Operations Centre located in Valdez shall be the directing authority for the operation of the vessel traffic service. The Terminal Marine Supervisor will notify the USCG-VTS one hour prior to the completion of loading and again when loading is complete. When the Terminal Marine Supervisor notifies the USCG-VTS that loading is complete, he will verify the tanker's status to enter the Vessel Traffic Service and will check on any inbound vessel traffic.

SAFETY: After the tanker is secured, the Terminal Marine Supervisor will board the tanker to contact the Master or his representative to:
- provide information on terminal safety regulations.
- agree on designated smoking areas
- advise ship's personnel on "Work Permit" and "Hot Work Permit" procedures.
- present ship/shore Safety Check List.
- present printed sheet describing terminal emergency procedures and fire fighting capabilities.

The following are **some** of the safety requirements.

Warning Signs, Lights, and Signals – Upon arrival at the terminal, a tanker shall display the following notice at the gangway:

WARNING
NO OPEN LIGHTS
NO SMOKING
NO VISITORS

During transfer of oil, and when in the non-gas free condition a red signal (flag by day and electric lantern at night) shall be displayed so that it is visible from all sides.

Blowing tubes – Funnel uptakes and boiler tubes will not be blown while a tanker is berthed at the terminal.

Use of Tools – No chipping or other operation likely to produce sparks will be allowed in any designated hazardous area. The Terminal Marine Supervisor and the responsible ship's officer shall both be satisfied that there is no such activity on the vessel or on the facility.

Flashlights, Hand Torches, Lanterns – Only self-contained battery powered flashlights, hand torches, lamps and lanterns, approved by USCG will be permitted to be used aboard the vessel or on the berths.

Main Engine – While berthed at the terminal, the tanker's main engines, steering machinery, and other essential manoeuvring equipment shall be maintained on standby status to permit the tanker to move from the berth on short notice.

Communications Equipment – A tanker's main transmitter shall be turned off and the main transmitting aerials shall be grounded whenever a tanker is alongside a loading berth at the terminal.

VHF-FM radiotelephone equipment, both portable and fixed, may be used as long as the equipment is permanently installed or intrinsically safe, conforms to FCC marine requirements, USCG requirements, and operates with a power and output of 1 watt or less.

The preceding requirements do not mean that essential servicing of ship's radio equipment cannot take place while alongside a berth. However, suitable arrangements for insuring safety during this work shall be made between the tanker and the terminal, including the securing of an appropriate work permit.

Operating and servicing of radar equipment aboard a tanker berthed at the terminal shall be agreed to by the Terminal Marine Superintendent or Marine Supervisor and shall be the subject of an appropriate work permit. *Vessels Alongside* – Unauthorised craft shall be prohibited from securing to a berth at which a tanker is moored.

No craft shall come alongside a tanker while the tanker is handling crude oil or deballasting without the permission of the Terminal Marine Superintendent who shall instruct personnel aboard the craft that smoking, naked light, and galley fire regulations must be observed.

Designated Smoking Areas: Smoking shall be strictly prohibited within an area enclosing all tanker berths and loading docks and on board any tanker while at a berth, except.
- (a) in buildings or other shore locations specifically approved for smoking and with such approval notices posted.
- (b) on board a tanker in places specified by the Master, and agreed to by the Terminal Marine Supervisor.

Places designated for smoking shall not be outside of any of the accommodation areas. Special precautions shall be taken during conditions that may suggest danger; in particular, conditions of no wind or any indication of unusually high gas concentrations.

The Master is responsible for insuring that all on board are informed of the selected places for smoking and for posting suitable notices.

Only safety matches are permitted in approved smoking areas. The use of lighters is prohibited.

Galley Fires and Cooking Appliances – Galley burners are t adjusted to insure efficient combustion and to prevent galley stack and sparks from incandescent soot. Flues are to be cleaned at reg intervals. When bottled gas equipment is used, the gas shall contai additive which will give it a distinctive odour. Sufficient fire extinguis shall always be provided near the galley. Oily rags and fat shall no allowed to accumulate, and the exhaust fan ventilators shall be k clean.

While a tanker is at a berth, the use of galley stoves and other coo appliances with non-immersed elements such as electric hot-plates a toasters shall be permitted provided that the Terminal Marine Superv agrees that no hazard exists and that such use is in the galley, in t pantry, or in designated smoking areas.

Work Permits – If repairs are to be carried out on a tanker alongsid berth at the terminal, the responsible ship's officer must discuss a obtain agreement from the Terminal Marine Supervisor on the de of the work to be done. Certain types of repairs will be the subjec written work permits which shall be completed by the responsible sh officer and authorised by the Terminal Marine Supervisor at the tim the pre-loading inspection Check List. These types of repairs inc but are not limited to:
- (a) Repairs to main engine, steering machinery, or ot manoeuvring equipment which might immobilise the tanke
- (b) Repairs to tanker's radiotelephone or communicati equipment.
- (c) Repairs to radar equipment.
- (d) Repairs to galley equipment and cooking appliances.

Hot Work Permits – Any hot work done at the terminal, either on t berth or aboard a tanker moored to a berth must be approved by t U.S. Coast Guard Captain of the Port, Western Alaska. This appr will be in the form of a signed Hot Work Permit, issued by the U Coastguard.

EMERGENCY PROCEDURES: Fire: The signal for a fire aboar tanker moored at the terminal shall be 5 prolonged blasts of the sh whistle or siren supplemented by a continuous sounding of the sh general alarm. In the event of a fire within the terminal, the tanker sh be notified by the berth operator and, in addition, the terminal fire al will also be sounded.

The initial action required of tankers in the event of a fire within t terminal is to prepare for a shutdown of all loading and ballast wa discharge arms. This shutdown will be initiated by the terminal and t by the tanker. In case a shutdown does occur, loading and bal discharge will not be commenced again until the all clear notification h been received from the Terminal Marine Supervisor.

In the event of a fire aboard the tanker or on the loading berth, t initial actions will consist of shutting down all transfer operations. T standby tug, followed by the other tugs, will be dispatched by the OC to the appropriate berth and the fire water pump shall be starte necessary, the tanker will be towed off the berth by tugs, using t emergency tow wires. Each berth is equipped with an independent f water system which includes a 2,000-gallon-per-minute pump an liquid foam system. Each berth is also equipped with the following f fighting equipment:
- (a) 2 fixed foam monitors.
- (b) 2 fixed firewater monitors.
- (c) 5 fire hydrants.
- (d) 3 hose reels.
- (e) 1 shore to ship firewater connection including 75 ft 2.5 in. hose.

Each berth also has the capability to be interconnected with the ta or with fire trucks to provide increased fire-fighting capacity. The fo system is designed for coverage of fire on the berths only and is r normally interconnected for use by shipboard firefighters in the even a fire.

Note: Regardless of any assistance the terminal may render, vess at the berth are expected to put their own emergency procedures i effect whenever required.

Man Overboard: In the event of a man overboard from a tan moored at the berth, rescue efforts will be implemented immediat and the Berth Operator shall be advised by UHF radio. The Term Marine Supervisor shall also be notified by the Berth Operator. T standby tug and mooring boat shall be advised by the Berth Oper and shall get underway immediately to attempt the rescue.

Life rings will be in position around the loading berth and also on t berthing and mooring dolphins. In case of a man overboard, the med authorities will also be alerted by the Berth Operator.

Oil Spills: The notification requirements for an oil spill are delinea by Federal Law. The Federal Water Pollution Control Act (FWP requires persons in charge of vessels (among others) to notify t appropriate federal agency whenever an oil spill enters navigable wa or the adjoining shoreline. The appropriate agency designated to rec these reports is the U.S. Coast Guard which can be contacted Channel 16, VHF-FM.

Notification of an oil spill shall be passed by the tanker to the be operator who in turn shall inform the Terminal Marine Supervisor.

The terminal will call other agencies that are required to be noti

The terminal will provide any available containment and clea assistance for any oil spill at the terminal. The terminal will activa oil spill response procedures upon notification of an oil spill and s utilise all available personnel, equipment, and resources to limit a minimise pollution.

CHARTS/PUBLICATIONS: The following official charts and publica are recommended for study when planning a voyage to Valdez, Ala and the Terminal:

(a) National Ocean Survey Charts:

Chart Number		*Title*
Old System	*New System*	
8500	531	Gulf of Alaska – Strait of Juan de Fuc Kodiak Island
8502	16013	Cape St. Elias to Shumagain Islands

Chart Number *Old System*	*New System*	*Title*
8551	16700	Prince William Sound
8520	16709	Prince William Sound – Eastern Entrance
8519	16708	Prince William Sound – Port Fidalgo & Valdez Arm, Valdez.

(b) Nautical Chart Catalogue No. 3 – Alaska

(c) United States Coast Pilot No. 9, Cape Spencer to Beaufort Sea (1964) with current supplement.

(d) Tides Tables, West Coast, North and South America (current year).

(e) Tidal Current Tables, Pacific Coast of North America and Asia (current year).

(f) United States Coast Guard Light List, Vol. III, Pacific Coast and Pacific Islands (current year).

(g) Weekly Notice to Mariners published by Defense Mapping Agency Hydrographic Center (DMAHC).

(h) Local Notice to Mariners issued by Commander, Seventeenth Coast Guard District, Juneau, Alaska.

(i) Radio Navigational Aids, Pacific and Indian Oceans (Publication No. 117B), published by U.S. Hydrographic Office.

WEATHER: *Wind:* The mountains which surround Port Valdez tend to constrain the flow of air to either an Easterly or Westerly direction. At Valdez Narrows, the predominant directions are Northerly and Southerly. Jackson Point experiences stronger winds than Valdez Airport; however, light winds (less than 13 m.p.h.) occur about 85 per cent of the time. The prevailing wind directions are S.W. from May through September and N.E. from October through April. The N.E. Winter winds reach gale force but usually do not prevail for long periods. The site is well protected from Southwesterly winds but is fully exposed to the Northeasterlies and to winds coming off Mineral Creek, directly North of the facility, approx. 2.5 miles away across Port Valdez.

The occurrence of winds with speed greater than 19 m.p.h. from any direction is less than 7 per cent throughout the year.

A wind chill factor chart is presented for use in conducting operations during Winter seasons. As indicated, combinations of low temperatures and high winds combine to provide extremely low equivalent temperatures. Outdoor operations under these conditions should be closely supervised to insure that personnel and crewmen do not suffer from exposure or frostbite.

Precipitation: Precipitation is abundant during all seasons with the majority falling during the months July through November. Valdez has an average annual precipitation of 62.37 in. with a mean total of 244.5 in. of snow per year. Greatest snowfall in a 24-hour period was 43 in. in February 1928. Precipitation of an amount in excess of 0.01 in. occurs an average of 170 days per year. Estimate 1 in. rain = 12-15 in. snow.

Temperature: The mean monthly annual temperature is 35.7°F. with recorded extremes of +87°F. (June 1953) and −28°F. (February 1947). The month of January is the coldest with a mean daily minimum of 11° F. and a mean daily maximum of 26°F. The month of July is the warmest with a mean daily minimum and maximum of 45.2°F. and 60.1°F., respectively.

Visibility: Snow or snow with fog are the major causes of reduced visibility during Winter months. At the Valdez Airport, visibilities of 1 mile or less occur 3.7 per cent of the time, annually. Visibilities greater than 5 miles occur 85 per cent of the time.

Tides: The tide at Port Valdez has a diurnal range of 12 ft. and a mean range of 9.7 ft.

Waves: The port is surrounded by mountains and is well protected from the open sea and the wave action within the port is limited to wind-generated waves which are constrained by the fetch available. The maximum calculated wave height is 9.4 ft. from the East with a period of 4.3 seconds. Waves in the order of 6 ft. could occur from the N.W. quarter. An important exception to this is a Tsunami or seismically generated wave which can be far in excess of the heights quoted above. Investigations in 1968 showed mean wave heights 3 ft. to 6 ft. in Winter (independent occurence 0.7 per cent of time) and 2 ft. to 3 ft. in Summer (0.1 per cent of time). Berths at the terminal are designed to withstand waves of 12 ft. with a vessel alongside and 20 ft. when vacant.

Ice: Valdez is an ice-free port as far as tanker operation is concerned. Light ice forms along the banks and in the small boat harbour at Valdez, but this has not interfered with small-boat operations.

Currents: It appears that surface currents measured during calm wind conditions in Port Valdez often oscillate with the tide, moving generally in and out of the port with maximum speeds of 0.5 knot. The Easterly (flooding) surface current during a falling tide may or may not persist throughout the year. Although Volume 9 of the U.S. Coast Pilot for Alaskan waters describes the current in Port Valdez as "too weak and variable to be predicted", measurements of surface current speeds typically show maximums of 0.5 to 1.0 knot.

It is requested that inbound tankers keep the OCC advised of weather conditions in the Gulf of Alaska, Prince William Sound, Valdez Arm, and Valdez Narrows in order that accurate information may be passed to outbound tankers.

VISITORS: Access to the terminal is limited to terminal personnel, authorised governmental personnel and authorised visitors with valid reasons for entry onto the terminal site.

Visitors to the Valdez Marine Terminal are requested to make arrangements through the Administrative Office in advance of their arrival at the Terminal. Authorised visitors shall be met at the main gate, which provides the only land access to the Terminal and is located at the East end of the Terminal site, and shall be escorted through the Terminal area. All persons passing through the main gate shall sign in and out with the guard. Any visitor who arrives at the main gate outside normal working hours of the Administrative Office and who has not made prior arrangements shall be turned away and requested to contact the Administrative Office during normal working hours.

The guard at the main gate shall ask any visitor desiring to meet a tanker crewman to wait at the gate until the vessel is called and arrangements have been made to meet the visitor.

Small boats and other vessel traffic will not be permitted to dock at the terminal site without the approval of the Terminal Marine Supervisor. Only taxicabs with valid passes will be permitted to enter the Terminal site, and any private or commercial vehicles that are permitted in the terminal area will be subject to inspection on entering and departing.

SHORE LEAVE: If tanker personnel return to the Valdez Marine Terminal site in such a condition that they might require assistance to insure their safe return to the ship, they shall remain at the main gate until the guard grants them admittance. Should an escort be required, it will be provided by vessel personnel.

All tanker personnel transiting the Terminal area will be required to carry their United States Merchant Mariner's Document (USMMD) and company identification of tanker owner for identification. These documents shall be presented to the guard at the main gate whenever tanker personnel enter or leave the Terminal site. Should a crewman present himself without these documents, he will be detained and the Master will be called to resolve the matter.

TIME: Alaska Standard Time (150th West meridian) for a zone description of +9(ZD9). Local time is modified from the first Sunday in April to the last Sunday in October by the use of Daylight Saving Time for a zone description of +8 (ZD 8) for Alaska Daylight Saving Time. This time is 1 hour behind that in Seattle and California and 4 hours behind New York.

To avoid confusion, all communications regarding sailing times, sailing dates, arrival times, arrival dates, etc. are to be quoted in Alaska Local Time.

FRESH WATER: Only in cases of extreme emergency can potable water be supplied and in a very limited quantity.

FUEL: Not available.

POLLUTION: U.S. Federal Pollution Prevention Regulations and Federal Water Pollution Control Act to be strictly observed.

TELEPHONES: Pay telephones will be located in the vicinity of each loading berth for the use of ship's personnel.

Telephones will not be placed aboard tankships calling at the terminal.

AGENCY: Alyeska Pipeline Service Company will not act as Agent for tankers calling at the Valdez Marine Terminal. Any requirements for such services as ship chandler, etc. must be obtained through the Owner's appointed ship's Agent. For security, the Valdez Marine Terminal must be notified of the appointed Agent.

AUTHORITY: Alyeska Pipeline Service Company, Valdez Marine Terminal, P.O.Box 300, Valdez, Alaska 99686. *Tel:* (907) 835-6620. *Telex:* 0023-62880291. *FAX:* (907) 835-6078. *Contact:* Captain T.F. Plummer, Marine Operations Manager/Port Captain.

BERTHING FACILITIES: The major ship loading facilities include four independent loading berths, numbered 1, 3, 4 and 5. Berth No. 1 is a floating berth whereas Berths No. 3, 4 and 5 are fixed structures.

	Berth No. 1 See Note 1	*Berth No. 3* See Notes 1 and 2	*Berth No. 4* See Notes 1 and 2	*Berth No. 5* See Notes 1 and 2
Vessel Size (Design) d.w.t.	16,000 – 125,000	16,000 – 250,000	16,000 – 265,000	16,000 – 265,000
Type of Berth	Floating dock	Fixed loading platform	Fixed loading platform	Fixed loading platform
Deck Level of Berth above MLLW	32 ft. 8 in.	36 ft. 7 in.	36 ft. 7 in.	36 ft. 7 in.
Depth Alongside at MLLW (ft.)	125	85	85	80
Loading Arms (Number × Size)	4 × 12 in.	4 × 16 in.	4 × 16 in.	4 × 16 in.
Max. Rate Per Loading Arm (bbls.p.h.)	20,000	27,500	27,500	27,500
Max. Design Flow Rate (per berth) (bbls.p.h.)	80,000	110,000	110,000	110,000
Loading Arm Spacing on Operating Dock (ft.)	11	11	11	11
Maximum Ship Manifold Pressure	Pressure alarm points will be set, based upon information given by ship's officers.	See Berth No. 1	See Berth No. 1	See Berth No. 1
Emergency Shutdown	Can be initiated by berth operator or by OCC shutdown complete within 6.5 seconds after initiation.	See Berth No. 1	See Berth No. 1	See Berth No. 1
Access to Ship	42 ft. aluminium gangway	49 ft. 6 in. aluminium gangway	Telescopic Gantry	Telescopic Gantry

	Berth No. 1 See Note 1	*Berth No. 3* See Notes 1 and 2	*Berth No. 4* See Notes 1 and 2	*Berth No. 5* See Notes 1 and 2
No. of Mooring Dolphins	4	4	6	6
No. of Berthing Dolphins	0	4	4	4
Mooring Hooks (One line per hook)	One triple hook per mooring dolphin Four double hooks on the operating dock	One triple hook per mooring dolphin One double hook per berthing dolphin	One triple hook per mooring dolphin One double hook per berthing dolphin	One triple hook per mooring dolphin One double hook per berthing dolphin
Potable Water	None	None	None	None
Bunker Facilities	None	None	None	None
Public Telephone	Available ashore in vicinity of berth	See Berth No. 1	See Berth No. 1	See Berth No. 1
Minimum Ship Manifold Spacing 1		—	—	—
2	—	6 ft. 9 in.	6 ft. 9 in.	6 ft. 9 in.
3	—	6 ft. 9 in.	6 ft. 9 in.	6 ft. 9 in.
4	—	6 ft. 9 in.	6 ft. 9 in.	6 ft. 9 in.
Quick Disconnect Coupling (QDC) Size (in.)	12	16	16	16
Manifold Size Range Acceptable to QDC (in.)	10 to 16	12 to 16	12 to 16	12 to 16

Note: (1) Although all berths are designed to handle vessels in the 16,000 d.w.t. size, loading arm size requires ship's manifolds to b minimum of 10 in. in diameter. Normally, vessels less than 45,000 d.w.t. will be handled at Berth No. 1.

(2) Because of mooring dolphin limitations, vessels of more than 180,000 d.w.t. would be acceptable only if their deck machinery a mooring leads allowed an efficient bow and stern mooring line pattern. In addition to this requirement, distance from bow to mani and prevailing weather conditions would have to be considered before berthing of such vessels would be authorised.

VANCOUVER, Washington: 45.36 N. 122.40 W.

(See Plan)

DOCUMENTS: 3 copies of each of the following:
- Cargo Manifest.
- Stores List.
- Crew Cargo List.
- Crew List.

One copy of following:
- Clearance from last Port.
- Tonnage Tax Certificate.
- Copy of Vessel register and itinerary of vessel port by port.

PILOTAGE: See "General-Pilotage" before first U.S.A. port (Albany).

ANCHORAGES: Only designated anchorages on U.S. Coast and Geodetic Charts are at Tongue Point (Astoria), Oreg. 2 in number and designated on Chart 6151 Columbia River, Pacific Ocean to Harrington Point, as 1 Lower Tongue Point and 2 Upper Tongue Point. Additional locations on Columbia and Willamette Rivers where safe anchorages can be made upon advice of Columbia River Pilots. Anchorage in Vancouver harbour by permission of Harbour Master.

RESTRICTIONS: No restrictions on night entry. State of tide and draft restrictions not applicable to vessels drawing less than 40 ft.

MAX. SIZE: No restrictions length and breadth. Depth at Columbia River entry 48 ft. River channel to Vancouver maintained at 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Vancouver.

HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to Seattle Quarantine Station.

RADIO: Route ETA cables through KBLITT Seattle, Wash.

AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).

TUGS: Normally join vessel at designated berth. Tug lines used at no charge.

BERTHING: No special requirements for berthing and no special arrival times required except under particular circumstances.

13 berths. Total length 9,206 ft. with mooring. Ro/Ro facilities available.

BULK HANDLING FACILITIES: The grain terminal, owned by the Port and operated by the United Grain Corporation, has about 1,000 ft. (305 m.) of dock available. The 7 vessel spouts load 1 vessel at a time at a combined loading rate of 40,000 bushels per hour. The grain terminal can off-load at 18,000 bushels per hour, and they have a storage capacity for 5,000,000 bushels, dry bulk facility with 50,000 ton capacity covered storage. Bottom dump pit and top unload for gondola railcars. Mineral concentrations such as copper concentrate, quartz silica and zinc concentrate. Covered conveyor to special dry bulk dock.

EQUIPMENT: The Port of Vancouver has 3 Whirley cranes, 1 of which is rated at 65 short tons at 60 ft. (18 m.) and 15 short tons at 130 ft. (40 m.) the other 2 Whirley cranes have a capacity of 34 short tons at 60 ft. (18 m.) and 10 short tons at 130 ft. (40 m.). These 3 travelling gantry or Whirley cranes operate on parallel tracks on the face of the dock in conjunction with the double direct transfer tracks.

Bulk materials make up a sizeable portion of the Port's traffic, and consequently, large crane buckets are available for handling these cargoes. In addition, the Port has a special crane bucket for the successful handling of zirconium – a very fine sand material considered a "problem" commodity for efficient and waste-free handling.

The Port maintains a full complement of support equipment. They have 42 lift trucks with 2 – 3.5 ton capacities, 9 lift trucks with 7.5 – 15 ton capacities, 1 lift truck with a 26 ton capacity, along with various straddle-carriers, conveyors, front-end loaders, jitneys – and a range of special attachments and gear for all their equipment (such as prong-lifts for steel coils, grabs and squeezers for paper rolls, push-pull slip sheets for bag goods, cartons and boxes) to handle any special situations or problem with which they might be confronted.

STEVEDORES: Allocation for gangs Mondays through Saturday must be confirmed at 1100 hrs. to the longshore hiring hall. Allocation for gangs Sunday and Monday are made at 1100 hrs. Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 hrs. afternoon of night gangs are to work.

Marine Terminal Corporation manages Berths No. 8 and 9.

MEDICAL: Any type of medical treatment can be provided and hosp facilities available.

TANKERS: 1 berth. 3 × 6 in. pipelines to 33 tanks. Storage capac 682,800 bbls.

DENSITY: Fresh water at all times.

FRESH WATER: Available at all berths delivered through pier-si connections.

FUEL: Viscosity grades of B and lower. No advance notice requi Barging essential.

FIRE PRECAUTIONS: Port fire precautions respecting tankers a administered by U.S. Coast Guard, which enforces shipboa regulations under Code of Federal Regulations, Part 46, Sub-part Sections 20 to 40; Police Harbour Patrol, which controls p movements, boards vessels to warn Master regarding harbo regulations, including spilling of oil, etc.; and Fire Marshal, who exercis jurisdiction regarding fire regulations at shoreside facilities serv tankers.

CONSULS:

Austria
Belgium
Costa Rica
Denmark
Dominican Republic
El Salvador
Finland
France
Germany
Great Britain
Iceland
Italy
Japan
Lebanon
Mexico
Netherlands
Norway
Panama
Peru
Sweden
Venezuela

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: See "Portland, Oregon".

GANGWAY/DECK WATCHMEN: Services at option of vessel Own Agent and available through private firms.

OPENING/CLOSING HATCHES: While ship is at dock, opening a closing hatches is work of longshoremen. Ship may open or close o hatches while under way.

CERTIFICATES: Registered tonnage certificate.

CUSTOMS ALLOWANCES: Tobacco, reasonable quantity. Wine a or Spirit, reasonable quantity.

CARGO GEAR: Valid cargo gear certificate required, acceptable to U Bureau of Labor Standards.

REPATRIATION: Any arrangements possible for crew changes or ot repatriation.

AIRPORT: Airport 10 miles from town, served by 7 regularly schedu airlines with direct service and/or connections domestically and wor wide.

TIME: GMT minus 8 hours. Daylight saving time becomes effec annually on first Sunday in April through last Saturday in October.

HOLIDAYS: Following holidays are recognised: *New Year's D Lincoln's Birthday (Feb. 12th); Washington's Birthday (Feb. 22 Memorial Day (May 30th); *Independence Day (July 4th); *Labour D (1st Monday in September); Columbus Day (Oct. 12th); Veteran's D (Nov. 11th); Thanksgiving Day; *Christmas Day (Dec. 25th); Statew Election Days. Other legal holidays may be proclaimed by Stat national authority. When holiday falls on Sunday, following Mon observed as holiday. Longshore work performed on any of above-lis days is at overtime, which is one-and-a-half time rate. Days mark are stop-work days, viz., no ships will be worked. This also applie July 5th, which observed locally on unilateral basis.

POLICE/AMBULANCE/FIRE: Police Tel: 693-2555; Fire Tel: 693-14 Ambulance provided by several private firms, but can be obta through police or fire number.

SERVICES: All services available such as compass adjusting, ma minor repairs either with work barges or at ship repair berths; lay be available; charts available from private companies; all chand supplies available.

SHORE LEAVE: Crew members permitted ashore except where ve has made first arrival from Communist-controlled port.

IDENTIFICATION CARDS: Immigration Dept. requires Forms No and No. 31 (Repatriation). Changes can be effected at any Consulate and are honoured here.

GARBAGE/WASTE OIL DISPOSAL: See "Agriculture" before U.S.A. port (Albany).

Vessels requiring discharge of oily waste or garbage at the Po Vancouver shall inquire of the Port's Operations Department fo names of oily waste or garbage contractors. The vessel shall arrange directly with such oily waste or garbage hauler(s) for such services and equipment. Payment of charges for these services and equipment provided by such oily waste or garbage hauler shall be made directly to the oily waste or garbage hauler by the vessel, it's agent, owner, charterer, or any other party responsible for such payment of charges by the vessel.

The oily waste or garbage haulers are independent contractors and are not agents or employees of the Port of Vancouver, and as such the Port of Vancouver shall not be liable for any act, omission, or negligence of any such oily waste or garbage hauler. Rates and charges assessed against vessels by the Port of Vancouver for use of its facilities or services do not include this service or insurance coverage for any potential liability of any oily waste or garbage hauler permitted by the Port of Vancouver. The discharge by a vessel of oily waste or garbage at the Port of Vancouver shall be allowed only in accordance with the terms of this item and applicable Federal, State and Local regulations.

List of Haulers for Marpol V Compliance:

Company	*Types of Waste Hauled*
(Vancouver, WA only) BFI Medical Waste Systems – Jeff Daub, P.O.Box 478, Woodinville, WA 98072. Tel: (800) 637-7939 Dispatch, (206) 485-7100. Fax: (206) 486-4287.	Medical Waste.
(Vancouver, WA and Portland, OR) Disposal Group – Tom McMullen, P.O.Box 4698, Vancouver, WA 98662-0698. Tel: (206) 892-9594. Mobile (206) 921-5091. Fax: (206) 892-8471.	Contaminated Garbage. Medical Waste.
(Vancouver, WA and Portland, OR) Foss Environmental – Perry Stayton, 5420 N. Lagoon, Portland, OR 97217. Tel: (503) 283-1150. Fax: (503) 289-6568.	Hazardous Waste. Oily Waste.
(Vancouver, WA and Portland, OR) Northwest Field Services – Scott Gilfillan, 5315 N.W. St. Helens Road, Portland, OR 97210. Tel: (503) 241-3827. Fax: (503) 241-8259.	Hazardous Waste. Medical Waste. Oily Waste.
(Vancouver, WA and Portland, OR) Reidel Environmental Services, P.O.Box 5007, Portland, OR 97208. Tel: (503) 286-4656. Fax: (503) 283-9703.	Hazardous Waste. Oily Waste.
(Vancouver, WA and Portland, OR) Spencer Environmental – Bob Lavadure, 914 S. Molalla, Oregon City, OR 97045. Tel: (503) 655-0896. Fax: (503) 657-3395.	Hazardous Waste. Oily Waste.
(Portland, OR only) Stericycle – Rick Shea, 21220 87th Avenue S.E., Suite 300, Woodinville, WA 98072. Tel: (800) 755-3291 Dispatch, (206) 668-7530. Fax: (206) 668-6834.	Medical Waste.
(Vancouver, WA and Portland, OR) Western Compliance Services – Tom Riddle, 11330 S.W. Clay Street, Sherwood, OR 97140. Tel: (503) 682-2341. Fax: (503) 682-5853.	Hazardous Waste. Oily Waste.

SEAMAN'S CLUBS: Fort Vancouver Seamen's Center, 712 West Evergreen Boulevard, P.O.Box 1102, Vancouver, Washington 98666.
AUTHORITY: Port of Vancouver – U.S.A., P.O.Box 1180, 3103 Lower River Road, Vancouver, Washington 98666. *Tel:* (206) 693-3611 or (503) 289-8824. *FAX:* (503) 285-6091. *Contact:* Byron H. Hanke, Executive Director. Walt Morey, Director of Technical Services.

WHITTIER, Alaska: 60.47 N. 148.40 W.

SHIPMASTER'S REPORT: October 1980. (Updated 1988).

GENERAL: Whittier is a small port in position Lat. 60° 47′ N., Long. 148° 40′ W. The population in October 1984 was 250. There are 2 hotels, 3 grocery stores, a school and a post office. The port was constructed between 1941 to 1943. It was developed as a main supply depot for the storage of oil for the Anchorage area and also as a transhipment port for produce from other areas in the United States. There is regular barge traffic from Seattle and other West coast ports with ammunition, food, merchandise and motor cars. All these are carried aboard flat top railway wagons which can be loaded or discharged at any state of the tide. The port is operated by the Alaska Railroad system and there is no shore gear of any kind. Whittier is surrounded by very high mountains and there is no road or footpath in or out. There is a very short landing strip suitable for small aircraft but the normal communication is by rail which goes under the mountains in two long tunnels. The journey takes about 1.5 hours and the timetable is frequent in the Summer when a lot of people visit Whittier for boating and fishing or to get the ferry to Valdez. During Winter however the service is about four times a week, weather permitting.
APPROACHES: *Recommended Route to Whittier Pilot:* British Charts BA. 3363 and 3364.

When Smith Island bears 256°×8 miles, vessels should leave the traffic zone and steer 277° passing 1.5 miles South of Naked Island and 1.2 miles North of Point Eleanor. Then alter course to 281° passing 1 mile South of Mears Point. After passing Mears Point, steer 350° through Ferry Passage and alter to 280° off Point Culrose Light to the pilot station. It is not locally recommended to pass North of Perry Island through the Dutch Group.
PILOTAGE: Pilotage is operated by the Southwest Alaska Pilots' Association who have an office in Valdez, telephone number (907) 835 – 2134. They also have an office in Homer, telephone (907) 235 – 8783. Both stations maintain a continuous watch on Channels 10 and 16.

In theory, Pilots embark at Hinchinbrook Entrance. This has not been the practice however, for the last year or so, due to the long sea passage for the small pilot boat and the severe weather sometimes encountered in this area. Pilots normally embark at Blight Reef near Glacier Island. The pilot boat is stationed at Rocky Point some 10 miles away. The normal pilot boat is "Bering" which is a 63 ft. long trawler, capable of 10 knots, with a blue hull and white house. A newer boat is also in attendance. This is a 43 ft. glass fibre boat called "Bernhof" capable of 20 knots. She has a white hull.

No vessel may enter Prince William Sound through the Hinchinbrook Entrance without permission from the Coast Guard at the Valdez Traffic Control Centre on Channel 13 or 16. Large vessels may only transit Prince William Sound in daylight hours.

If permission is obtained, vessels may proceed direct to the pilot station at Whittier, 1 mile South of Point Pigot. See "Approaches".
ANCHORAGE: Anchorage off Whittier may be obtained in 12 fathoms at Pigot Bay (Lat. 60° 50.4′ N., Long. 148° 22.0′ E.).
BERTHS/FACILITIES: The 2 railway berths are only for barges carrying flat top railway cars on which all cargo is carried. The Delong Pier is used for oil tankers. The length of the wharf is 140 m. and the maximum length of ship is about 170 m. The minimum depth alongside is 48 ft. at the West end and 80 ft. at the East end.

Tankers normally berth port side alongside. In October 1980 there was one tug "Avenger" in attendance being 2,000 h.p. A shore gangway is supplied. All manifold connections are 6 in. The ship must supply all reducers. 2 lines are used for kerosene. Jet fuel, Mogas and diesel are imported. The distance to the shore tanks is 1.5 miles. All products are pumped from the storage area to Anchorage. Bunkers are not available for large ships. Provisions and supplies can be purchased in Anchorage and shipped down by rail. There is a small clinic with a physician's assistant. The nearest doctor or dentist is in Anchorage. In an emergency there is an ambulance which can run on the road or rails.
GENERAL:
Weather: The winds are very strong and variable. It is very wet in Summer and has an extremely high snowfall in the Winter months. The port is completely ice free the whole year round.
Formalities: All the usual American forms apply. Customs, Immigration and Coast Guard all come from Anchorage as there are no officials at Whittier.
Joining/Leaving: Crew may sign on and off at all times. During Winter Whittier is often cut off by snow.
Accommodation: Pilot and Agent stayed aboard throughout our 36 hour stay which proved very convenient for clearance and paperwork.
Agent: North Star Terminal & Stevedoring Company, Anchorage, Alaska 95510. Cable: "Norstevco Anchorage". Telex: 26471.
AUTHORITY: Whittier Harbour Commission, P.O.Box 608, Whittier, Alaska 99693. *Tel:* (907) 472-2201. *FAX:* (907) 472-2404. *Contact:* Port Director/Harbour Master.

WILMINGTON, Delaware: 39.45 N. 75.30 W. (See Plan)

DOCUMENTS: Handled through local Agents.
PILOTAGE: Compulsory.

Delaware Bay and River Pilots Association. Tel: 1-215-922-7164.
Christina River Pilots. Tel: 1-302-652-1666.
Also see "Philadelphia".

ANCHORAGE: At Cherry Island.
RESTRICTIONS: The Delaware River has a channel depth of 12.0 m. to Fairless. Christina River, on which the Port of Wilmington is located, has a channel depth of 11.5 m.
MAX. SIZE: Length unlimited, breadth unlimited, draft 38 ft. MLW tide range 5.5 ft.
Chesapeake/Delaware Canal: Max. LOA 760 ft. Max. draft 35 ft. (FW) (Max. draft 27 ft. in report dated January 1990). Height of mast 133 ft. Max. beam 170 ft.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
RADIO: U.S. Coast Guard, Gloucester, N.J.
TUGS: Towage available from Wilmington Tug and Launch Co. Tel: (302) 652-1666.
VHF: Channels 16 and 14.
BERTHING: 4,600 ft. marginal wharf (8 berths) with depth 38 ft. 20 – 100 ton crane capacity. 400 – 600 t.p.h. bulk unloader. Covered bulk storage of 472,000 sq.ft. Dockside freezer capacity of 1,050,000 cu.ft. at present.

Two multi-purpose bulk/container cranes available, capacity 40 tons, outreach 115 ft.

Roll-on/Roll-off cargoes handled.

MEDICAL: Hospital and medical facilities available in the city of Wilmington (7 km.).
TANKERS: One berth of 1,000 ft. length with depth 35 ft.
DENSITY: Fresh water port. Normal 12 hour tides.
FRESH WATER: Hose connection from dock.
FUEL: All grades available from B.P. or Chevron.
CONSULS: All Consuls are located in Philadelphia, Pa.
REPAIRS: Possible.

DRY DOCKS: Major repairs and dry dock facilities – Penn Ship Yard, Chester, Pa. Tel: (215) 499-2000.
GANGWAY/DECK WATCHMEN: Required.
OPENING/CLOSING HATCHES: Optional.
REPATRIATION: Facilities are available and arranged by Agent.
AIRPORT: Philadelphia International Airport (20 km.), Wilmington Airport (8 km.), regular service.
TIME: U.S. Eastern Standard (GMT minus 5 hours) and Daylight Time, from first Sunday in April till last Sunday in October.
POLICE/AMBULANCE/FIRE: Police, Ambulance, Fire, Tel: 302-654-5151.
TELEPHONES: Dock-side pay phones.
SERVICES: All services available.
SHORE LEAVE: Allowed unless restricted by Immigration.
IDENTIFICATION CARDS: See "New York".
DEVELOPMENTS: Additional land has been acquired and one new berth along the marginal wharf is being planned.
AUTHORITY: Port of Wilmington, Delaware, P.O.Box 1191, Wilmington, Delaware 19899. *Tel:* (302) 571-4600. *Telex:* TWX 510-666-2181. *FAX:* (302) 571-4646. *Contact:* Edward A. Wolf, Port Director. John B. O'Donnell, Director of Trade Development. John H. Doherty, Deputy Port Director.

WILMINGTON, North Carolina: 34.14 N. 77.57 W. **(See Plan)**

PORT LIMITS: A ship is considered an "arrived vessel" upon arrival at Buoy 2CF.
DOCUMENTS:

- 3 copies Cargo Manifest (Forms 1302), the original showing all cargo on board, and 2 copies showing only cargo for this port.
- 3 copies Crew Manifest (Curio List) (Customs Form 1304).
- 3 copies Stores List (Customs Form 1303).
- 3 copies Passenger List (Form I-418).
- 3 copies Crew List (Form. I-418).

Customs Boarding Officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:

- Master's Oath (Customs Form 1300).
- All foreign clearances.
- U.S. Certificates of payment of tonnage tax (Customs Form 1002).
- Certified Crew List.
- Oil Pollution Certificate.
- General Declaration (Customs Form 1301).
- Load Line Certificate.
- Safety Equipment Certificate.

APPROACHES: The port terminal at Wilmington is located on the East bank of Cape Fear River, approximately 26 miles from the sea buoy at the mouth of the river. Wilmington is 150 miles S.W. of Cape Hatteras and 26 miles North of Cape Fear.
PILOTAGE: Pilots board vessels at Buoy "2CF" off the mouth of the Cape Fear River. Masters should notify local Agents by radio of their ETA at Buoy "2CF" in order that the Pilots may be on station in advance of arrival. Additionally, Masters may communicate with Pilots by radio telephone on 2738 frequency and by VHF Channel 18A. Pilots remain on board until harbour limits of Wilmington, where docking Masters normally board vessels for purposes of docking.
ANCHORAGE: Vessels awaiting Pilots normally anchor in area off Buoy "2CF". There is no safe anchorage in the port of Wilmington for large vessels to be accommodated. Small vessels can be accommodated for brief periods in anchorage basin, although it is necessary to swing with the tide in order to avoid blocking channel.
RESTRICTIONS: The approach channel and basins adjacent to the port are maintained at a depth of 38 ft. MLW.
MAX. SIZE: No limits on length, breadth, and draft limit is present channel project depth of 38 ft. Master should communicate with local Agent regarding stage of tide for passage of vessels drawing 34 ft. or above.
HEALTH: See "Health: All Ports" before first U.S.A. port (Albany). Illness Reports made to New York Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
TUGS: 3 towing companies operate at Wilmington.
BERTHING: A continuous marginal wharf, 6,940 ft. long. Docking at any hour, day and night.
SPECIALISED CARGO HANDLING FACILITIES: State Port Terminal: Fully equipped to serve cellular type container ships, for bulk handling; equipped with 6 yard rehandler buckets, receiving hoppers, and paved open storage areas, 2×45 ton, 1×115 ton, 3×40 ton and 2×50 ton container cranes, 1×140 ton mobile crane and 1×225 ton gantry crane; 1 berth with tank farm for handling liquid chemicals. 99×480 volt electrical outlets for refrigerated containers (70 additional outlets planned).

Almont Shipping Company: 3 berths, open and covered bulk storage, 2×25 ton cranes and 1×85 ton derrick. No facilities for LPG carriers.
TANKERS: 10 tanker berths with drafts from 30 ft. to 40 ft. MLW. Night berthing at all berths. Fresh water available.
FRESH WATER: Available from shore connections at rates up to 50 t.p.h.
FUEL: Bunker "C" and diesel fuels available locally.
FIRE PRECAUTIONS: Normal precautions observed.
REPAIRS: Minor ship repairs available.
DRY DOCKS: 1×1,000 ton lift floating dry dock.
AIRPORT: New Hanover Country Airport, 7 miles from N.C. State P Terminal. Served by U.S. Air and American Eagle.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Sa Time from first Sunday in April till last Sunday in October.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I-95 to made up for each crew member on arrival. Not necessary for crew m already holding Form I-95, issued for the same vessel.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. p (Albany).

The Port of Wilmington is a USDA-approved handler of internatio garbage, whereby drums are provided to the vessel for collection garbage and subsequent incineration.
WASTE OIL DISPOSAL: The Port of Wilmington has a MARPO approved contractor on retainer available to handle this service for t account of the vessel. Direct contact should be made to High R Services. Tel: (919) 371-2325.
SEAMAN'S CLUBS: International Seamen's Service, P.O.Box 4 Wilmington, N.C. 28402. Tel: (919) 762-3792. Facilities include cha and chaplain, bibles, telephone service, books, table tennis, bicyc and free refreshments.
AUTHORITY: North Carolina State Port Authority, 2202 Bur Boulevard, P.O.Box 9002, Wilmington, North Carolina 28402. *Tel:* (9 763-1621. *FAX:* (910) 763-6440, 343-1042. *Contact:* Port Director Director of Operations.

WRANGELL, Alaska: 56.28 N. 132.22 W. **(See Pla**

Located on Wrangell Island. Open all year.
DOCUMENTS: See "Anchorage, Alaska".
PILOTAGE: (From sea via Dixon Entrance up Clarence Strait to Gua Island.) Under pilotage from Guard Island.
ANCHORAGE: Good anchorage N.E. of Woronofski Island 22 fathoms of water.
MAX. SIZE: Harbour depth 32 ft. MLLW. Tides: mean range 13.7 diurnal range 16.1 ft. Also see "Berthing".
HEALTH: See "Health: All Ports" before first U.S.A. port (Alban Illness Reports made to Seattle Quarantine Station.
AGRICULTURE: See "Agriculture" before first U.S.A. port (Albany).
CUSTOMS: Immigration, Guard Island or local Customs Offi Quarantine and Customs, local.
TUGS: 9 tugs up to 1,800 h.p. available with sufficient notice.
BERTHING: 4 wharves.

1. Wrangell Lumber Co. Dock: Berthing length 320 ft., 150 ft. wi depth South end 32 ft. North end 40 ft. LW. Height of pier from zero t 23.5 ft. Crane – 1 mobile, 8 ton, 6 lift-trucks. No shed space. 3 ac open storage.
2. Alaska Wood Products: Berthing length 300 ft., 50 ft. wi Depth at LW 32 ft. Height of pier from zero tide 23 ft. No shed spac
3. Port of Wrangell Wharf: 35 ft. depth at both ends. Fresh wa available. Lift trucks on rental from local private firms. Dock face 40 with additional mooring dolphins for a total overall length of 700 ft.
4. Barge: Transfer bridge facilities, 17 ft. wide, capable of up 70 tons (140,000 lbs.).

STEVEDORES: 4 gangs available.
MEDICAL: Small but new hospital.
WATER: Available.
FUEL: Small quantities available.
REPAIRS: None.
TRANSPORTATION: Air and ferry.
GARBAGE DISPOSAL: See "Agriculture" before first U.S.A. p (Albany).

Service available. Contact Public Works Office for collection. Tel: (9 874-3904, or the Port Office, Tel: (907) 814-3736.
WASTE OIL DISPOSAL: Not available.
SEAMAN'S CLUBS: Usual local facilities.
AUTHORITY: City of Wrangell, P.O.Box 531, Wrangell, Alaska 99 *Tel:* (907) 874-3736 or 874-2381. *FAX:* (907) 874-3952. *Contact:* D Mork, Harbour Master.

YORKTOWN, Virginia: 37.14 N. 76.30 W. **(See Pla**

OPERATOR'S REPORT:

GENERAL: The Amoco Oil Terminal at Yorktown, Virginia is loca about 3 miles below the York River bridge on the South side of the approximately 38 miles from the Chesapeake Bay Sea Buoy "CB". ordinates of the terminal are Lat. 37° 13′ 37″ N., Long. 75° 26′ 2 A 3,000 ft. finger pier ending with a marginal pier, reaches the deep channel in the river. Tankers supply the refinery with crude intermediate feedstocks which are refined into gasolines, fu liquefied petroleum gas, coke, and liquid sulphur which is distribu barges and tankers.
APPROACHES: *Cautionary Advice:* RDF stations at Chesapeake and Cape Henry provide coverage for position fixing and nume buoys mark the fairways, channels and obstructions. While procee to the pilot station one should be aware of the heavy traffic in this and the ship should stay within the prescribed traffic lane. C consideration should be given to the current, which has a velocity

3.0 knots and higher and which tends to set a vessel out of the channel.

PILOTAGE: Pilots board 1.5 miles N.E. of Cape Henry Light. Vessels should use traffic lanes as outlined on Chart No. 12221 when approaching the pilot area.

U.S. flag should call the Chesapeake Federal pilot boat approximately hour before arrival to arrange Pilot embarkation. Non-U.S. flag vessels should call the Virginia State pilot boat 1 hour before arrival.

ANCHORAGES: *Anchorage and Lightering:* Vessels requiring lightering proceed to Hampton Roads where all lightering operations are conducted. This channel is well marked and presents no difficulties. Upon completion of lightering, the vessel must return to Cape Henry before proceeding to the berth. The bottom of Hampton Roads consists of soft mud and provides good holding ground.

RADIO: ETA messages should be sent to Agent 72, 48 and 24 hours before arrival. Any change in ETA should also be transmitted, as the pilot vessel is not continually on station. Advise draft (brackish water) in first message.

VHF:

Pilots	Channels 6, 11, 13, 16, 19A
Tugs	Channels 9, 10, 12, 13, 16
U.S.C.G.	Channel 16
Marine Operators – Norfolk	Channels 16, 22, 27

BERTHING: The Docking Master boards the vessel from a tug 1 – 2 miles East of the Amoco Dock. 2 tugs are generally used for docking; vessels over 28,000 d.w.t. may require 3 tugs at the Docking Master's discretion. The vessel makes a normal marginal approach to Dock No. 1 with the tugs breasting the vessel alongside and holding it there until secured. Vessels generally dock port side to at Berth No. 1. Berth No. 2 is of new construction and is located 1,122 ft. to the West of Berth No. 1. When docking at Berth No. 2, vessels approach Dock No. 1 on a Southwesterly heading to initially avoid a shoal area located N.N.W. of Berth No. 2. When the vessel is within 550 ft. of Berth No. 2, the approach is made parallel to the dock face until the vessel is off the dock when it is breasted into position port side to by the tugs. Extra caution must be exercised when approaching Dock No. 2 when there is a ship at Dock No. 1. At Dock No. 2, difficulties will be experienced in placing vessel's gangway due to the extremely limited dock space amidships.

No. 2 Tanker Dock is equipped with 2×12 in. Chicksan arms for crude or No. 6 Oil discharge. Weather conditions are carefully monitored by terminal personnel, and vessels are shut down when conditions warrant such action.

FRESH WATER: Available.

FUEL: No fuel available at No. 2 Tanker Dock.

GARBAGE DISPOSAL: A dumpster is provided at the end of the dock.

WASTE OIL DISPOSAL: No service available.

SEAMAN'S CLUBS: None.

OPERATOR: Amoco Oil Company, Yorktown Refinery, P.O.Box 578, Yorktown, Virginia 23690-0578. *Tel:* (804) 898-9700. *FAX:* (804) 898-9636.

NOTES

Please also advise Shipping Guides Ltd.

Uruguay

GENERAL:

REGULATIONS: Increased fines became effective in June 1973 in respect of infringements of the Uruguayan Marine Code. There are approximately 119 Articles to the Marine Code, and Owners and Masters of vessels proceeding to Uruguayan ports are recommended to obtain a copy of the Code (which lists port regulations and amounts of fines for infringements, maximum fine being 760 U.R.) prior to arrival. We understand that copies of the Code, entitled "Reglamento Preventivo y Represivo de Infracciones Maritimas, Fluviales y Portuarias", may be obtained from Centro Navegacion Transatlantica, Colon 1486 p. 3, Montevideo.

Freely translated, we give below some extracts of Port Regulations as specifically applicable to Montevideo, but also to all Uruguayan ports in general:

Articles 1 to 8 cover respectively the reasons for setting up this preventive set of regulations; the definition of what a vessel is in terms of the legislation; the establishment and amount of fines (they may be tripled in the event of repeated offences); the fact that very small vessels may only have imposed 10 per cent of the full fine; the jurisdiction for the regulations covering the whole of the Uruguayan coast and river frontage; the stipulation whereby the General Marine Prefecture must send to the Master of the vessel a statement of the offence immediately it is observed and this in triplicate and to the local Agent for the vessel.

The actual information which the form must contain is delineated. Notification of offences can be made after a vessel has sailed, this being to the local ship's Agent by phone and confirmed within 24 hours in writing. All Masters must give written consent to their local Agent, and the Agent must accept this in writing, empowering the Agent to act in the Master's name in all cases of fine payment. The Authorities may delay the sailing of a vessel if they see fit in connection with any offence. Finally, Article 8 deals with the right to appeal to the General Marine Prefecture against any fine imposed, this having to be done within 10 days dating from day following personal notification of the offence.

Articles 9 to 119 cover the specific offences subject to fine and indicate individually the full fine imposable in local pesos.

An abridged summary of each of the articles is as follows: No anchoring within 900 m. of the illuminated buoy in the port access channel.

Vessels carrying hazardous cargo must hoist flags according to the International Code of Signals.

Vessels with anyone on board with contagious diseases must hoist appropriate flag (letters "QL").

Flag "Q" must be hoisted and maintained in position until Health Authority has given Free Pratique.

All vessels anchoring in the roads, bay or ante-port must take due precautions not to harm or cause damage to other vessels: the fine will be imposed notwithstanding claims for damages from third parties.

Agents of vessels which may wish to anchor in the Roads must obtain prior permission from the Marine Authority, specifying vessel's measurements and the reason. If authorised, the anchorage to be used will be notified.

No anchoring at the docks unless justified, and anchors must be raised immediately the reason for dropping them has gone. There must be no delay on the part of vessels in complying with the Marine Authorities instructions to change berth or anchorage.

No tying up to other vessels without Marine Authority permission; no attachment to berths which have not been allocated and no changing of berth without authorisation.

No anchoring in places not authorised by the Marine Authority, the maximum fine being applied should this have caused damage to third parties.

No small craft to be tied up obstructing gangway or quays. Where this is necessary for embarking crew members, passengers, provisions, etc., the small craft must be removed immediately the operation has been completed.

Small craft must not be tied up to buoys or beacons. Vessels must not tie up at buoys or beacons.

Maximum speed of vessels in docks is 4 knots.

Navigation in channels of access to ports is governed as follows:

Maximum speed 8 knots.

Vessels must always keep to starboard.

Vessels must not overtake each other, but where this is necessary they must conform to the International Colregs.

No anchorage in channels.

No fishing in channels.

Vessels navigating in channels must keep a distance of 1,000 m. from each other.

Vessels must not cross in front of each other in the fore-ports.

All vessels entering or leaving the ante-port or docks, changing berths or anchorages must be assisted by a Pilot and tug, unless specifically given exception to this rule by the Marine Authority.

No vessel must enter port with damage to hull, machinery or rudder unless prior inspected by the Technical Commission of the Mercantile Marine Directorate.

Any vessel springing a leak whilst navigating in the access channel, and which the bilge pumps cannot overcome, must go aground as quickly as possible outside the channel so as to leave the channel open.

In case of fire on board whilst navigating in the access channel, Masters must observe usual procedure and give signals accordingly.

The strict use of semaphore signals within port must be observed.

When vessels enter the docks or remain in them, Masters, owners or Agents must request permission from the Marine Traffic Office, and report to the Office of Pilotage, and proceed in whatever form they may instruct. On leaving the same procedure must be followed.

Masters and owners of vessels must see that their vessels do obstruct or cause harm to port works, beacons, buoys, or semaph and once tied up they must not slacken ropes without permission of Marine Authority except under conditions covered by items 1, 2 an of Article 64 of the Port of Montevideo Marine Regulations.

No vessel to have badly stowed cargo, excess weight, or evidenc lists due to bad trimming of cargo.

Only those lines necessary for tying up to be used. When 2 or m vessels tie up alongside to load or discharge they are all obligate ensure that the handling of their respective cargoes does not prejud the working of the others.

Vessels must take proper precautions when loading or discharg raw material, i.e. sand, bones, ash, coal, etc., by placing suitable pl of wood close together to prevent any such material falling into the wa

No vessel to enter docks with the gangway already rigged.

During unloading operations, no goods to be thrown on to the qu This must be done manually or mechanically.

During discharge operations, cargo must be so positioned on the q as to leave adequate passage for vehicular traffic, i.e. Police, F Brigade, Health Authorities, Customs and Port Officials.

Planks of wood — when planks are used for any operation, they m not be placed in contact with mooring bitts or cables. When work cea all pieces of wood, ladders, small trucks, etc, must be removed fr quay, and those belonging to the ship must be taken on board, th as not to obstruct the public path along the quay.

When cleaning or washing ships tied up at quays, no rubbish, w or cleaning material must be allowed to fall on the quay.

A very serious offence is the throwing into the water of any rubb sewage or other material susceptible to polluting the water.

Very serious offences are the lightening of ships carrying petrol, cr oil, or the like, likewise the washing-out of tanks, except in authoris zones. The fine is based on the area spoiled by the wrongful discha

All ships should have local Agents, otherwise in the case of offen the Master is held responsible and vessels may be detained.

Vessels are responsible to ensure that no damage is made to q installations by the cargo they load or discharge, and must always le berths in a tidy and clean state.

Vessels' auxiliary small craft, launches and the like must not ha over the side of the vessel in port, except during operations of launch and reshipping on board, where such operations are conducted at poi indicated by the Marine Authority. Such small craft may only be us for the purpose and at the times authorised by the Marine Authori

Usual regulations concerning carriage of passengers in vessels a heavy fines are imposable for the carriage of passengers or c members not listed.

Vessels exceeding their navigation limits shown in their Certifica Navigability are subject to fine.

All vessels must be cleared to sail by the Marine Authority.

Vessels must use their proper name and this must be painted o letters of minimum of 15 centimetres height and 8 centimetres w Letters must be white on black or black on light colour.

Masters, Owners and Agents must report any crew offence irregularity on board to the Marine Authority.

Vessels in port must hoist the Uruguayan flag.

N.B. It is recommended that Masters correctly establish the prescrib times for raising and lowering the Uruguayan flag, in order to av fines.

Vessels must have their gangway equipped with handrails, and t gangway must be clearly lit at night.

All lines to shore must have rat-guards fitted.

When there are hazardous goods on board or when such goods a being worked, the vessel must hoist the International Code Signal le "B", and at night show a red light on the bow masthead, must alw have engines in a state of readiness in case of danger, keep two-thi of the crew on board, keep watchmen and firemen available (the num of whom will be determined by the number of holds containing hazardous material), must only work with incandescent lights, and ke a Port Pilot on board if the Marine Authority so directs.

Vessels moored at quays must not move propellers, except under direction of the Marine Authority.

Vessels must not moor in the port access channel. There must be improper use of the International Code Signal. Signal flags must no interspersed with flags of nationality.

If a vessel wishes to dress flags over all, or fly a flag at halfmast to a bereavement on board, the Marine Authority's permission mus first obtained.

The use of whistles, sirens or any other audible signal within the a of the roads, bay, ante-port or docks, for any reason other than justif for navigation is prohibited.

Any vessel anchored, tied up to other vessels or to the shore or qu must show a white light from sunset to sunrise which can be seen a distance of 500 m.

In the access channel to Montevideo, no more than 4 vessels m navigate at one time — 2 entering, 2 leaving.

Maximum speed in the Montevideo ante-port is 6 knots. There m be no anchoring in the Free Zone, reserved for the manoeuvring vessels entering and leaving.

At Montevideo there must be no anchoring along the route lea from the Free Zone to Channel "A", between the quay and the pi the same letter. Also on the route leading from Pier "A" along a li 100 m. to the North of the end of the West Jetty.

No anchoring in any area less than 200 m. from Pier "A" in a s circular coverage, taking as middle point a position half way betw Quay "A" and Pier "A".

All vessels must keep to the right or to the middle when there a other vessels in the vicinity.

International Regulations for the Prevention of Collisions apply, plus the following:

Vessels navigating along the routes established in the anteport or which have to pass directly through the passage between Jetties "A" and "B", must keep to the right when another vessel is coming in the opposite direction.

Vessels which have to cross the North, the South route or directly between Jetties "A" and "B", must ensure that they pass any other vessel at a distance not less than 50 m.

Any vessel navigating under her own power must give way to a vessel under tow by a tug.

Vessels with tugs following routes which cross one another, thereby creating a collision risk, the one passing to the starboard of the other is the vessel which must take the precautionary measures to avoid collision. If, however, the risk persists, the vessel passing to port of the other must also take measures to increase the distance between the two vessels.

No vessels to pass in pairs or in opposite direction between Jetties "A" and "B"; the semaphore signals transmitted by Quay "A" must be observed. If the signal is "vessel entering from the ante-port to the docks", the vessel in the docks, ready to sail, must wait until the incoming vessel has entered.

If the signal is "vessel leaving the docks for the ante-port" the vessel in the foreport, moving towards Jetty "A" to enter the docks, must wait in the free zone, stop engines, keeping to the right, and drop anchor if necessary, until the outgoing vessel is outside and well clear of Jetty "A". The same regulation applies to vessels leaving the River Dock. In this case, the vessel leaving Jetty "A" has priority, coming from Docks I and I the first will wait for the second before starting engines.

All vessels navigating in the same direction in the ante-port must keep a distance of not less than 300 m. from each other stern to bow. They must not pass each other or navigate in pairs.

In the event of offences being incurred whilst an Uruguayan Pilot is on board, at the request of the local ship's Agent, the Marine Authority will determine whether the Pilot is responsible for the offence having occurred, and take measures accordingly.

Vessels which load beyond the appropriate load line will be subject to a fine of 1,000,000 pesos.

DOCUMENTS:

Consular Documents: The Consulate in a foreign port from which merchandise is to be shipped to a Uruguayan port must be presented with the following documents:

(a) Cargo Manifest, original and 3 copies.
(b) Crew List, original and 1 copy.
(c) Passenger List (or no-passenger declaration), original and 1 copy.
(d) Bills of Lading, original and 3 copies.
(e) Commercial Invoice, original and 3 copies.
(f) In the event that the vessel is cleared in-ballast, an in-ballast declaration, original and 1 copy.

One copy of each document is filed at the Consulate, and the following are returned, duly visaed:

1 original Manifest, 1 copy of each Bill of Lading, and 1 copy of the Commercial Invoice, in an envelope addressed to the Customs Administrator of the port of destination.

1 copy of the Manifest, and 1 copy of the Bills of Lading, in an envelope addressed to the National Ports Administration.

1 copy of the Manifest, the original and 2 copies of the Bills of Lading, the original Commercial Invoice, the original Crew List, and the original Passenger List (or no-passenger declaration).

Prior to Arrival:

Notification of Arrival – by Ships' Agents.

(a) Container vessels (minimum load 30 FCL and minimum discharge 30 FCL stipulated) and passenger vessels have berthing priority. Agents must notify the arrival of the vessel 10 days in advance to the National Port Administration (ANP) and confirm ETA 2 days ahead of arrival.
(b) For arrival in Uruguayan ports of all other vessels, agents must notify the ANP 48 hours in advance.

All notifications must be made on special forms from the ANP on request for a berth, presenting original and 6 copies, accompanied by a complete set of cargo manifests in Spanish.

For container vessels, Agents must present lists with details of a complete nature covering the containers to be unloaded in Montevideo (prefix, number, contents, gross weight and tare), whether to be discharged to store or to quay, and final destination in the case of transit.

Request for Port Services:

As has been said in the previous section, the berthing request must be presented to the ANP and acts as advice of arrival.

Each morning at 1000 hrs. the ANP designates berthing crews for vessels for the next 24 hours. In the event of there being no berthing staff available, the ANP appoints a place for waiting berthing in turn in accordance with the order of arrival at the port of Montevideo.

On Arrival:

Type of Document *Basic forms*	*Number and distribution of documents* *Prefectura*	*Customs*	*Im'gration*	*Police*	*Health*	*Agency*	*Total*
1. General Declaration	1	–	–	–	–	1	2
2. Cargo Manifest	1	1(a)	–	–	–	1	3
3. Crew List	3(a)	–	1	1	1	1(a)	7
4. Passenger List	1(a)	–	1	1	1	1(a)	5
5. Ship's Store List	–	2	–	–	–	1	3
6. Crew Effects Declaration	–	2	–	–	–	1	3
7. Maritime Declaration of Health	–	–	–	–	–	1	1
8. Mail List	–	–	–	–	–	1(b)	1
Complete Transit Manifest	1	1	–	–	–	1	3
9. Consular Manifest(c)	–	3(a)	–	–	–	1(a)	4
10. Bills of Lading(c)	–	3(a)	–	–	–	3(a)	6
11. In-ballast Declaration(c)	–	1(a)	–	–	–	1(a)	2
12. Commercial Invoice(c)	–	3(a)	–	–	–	1(a)	4
13. No-Passenger List	1(a)	–	1	1	1	1(a)	5
14. In-Transit Passenger List	1	–	1	1	1	1	5
15. Declaration of Bonded Stores	–	2	–	–	–	–	2
16. List of Dangerous Goods	1	–	–	–	–	1	2
17. Vaccination List	–	–	–	–	1	1	2

(a) Visaed by the Uruguayan Consulate.
(b) For the Postal Service.
(c) The Consulate returns 1 envelope to the Customs Administrator, another to the National Ports Administration (with a copy of Manifests and Bills of Lading), and a third to the agency, with the required visaed documents.

Other Requirements:

The agency must provide a cargo book (tally book) for each port to the National Ports Administration.

Prior to Departure:

24 hours prior to sailing, the vessel must notify the Maritime Prefecture and Migration. Representatives of these agencies must receive a crew list and check any changes. If the vessel carries passengers, the Inspector of the National Migration Administration must prepare a record of a sailing inspection, similar to that required upon the vessel's arrival.

The Maritime Prefecture authorises the clearance of the vessel.

PILOTAGE: Also see "Control". Pilotage is compulsory in all river and port zones, except for vessels coming from the East to ports between La Paloma and Montevideo Roads, or entering Montevideo Roads for no commercial reason. All coastal vessels either Uruguayan or foreign are also exempt.

Pilotage Zones:

1. RIVER PLATE – Comprises zone between imaginary lines in the East from Punta del Este (Uruguay) and Punta Rasa, on Cape San Antonio (Argentina) and on the West between Colonia and San Isidro (Argentina).
2. RIVER URUGUAY – From 56.5 km. of Farallon Channel to Uruguayan ports on the River Uruguay.
3. PORTS – Pilotage zones, comprises limits of each port including its Roads.
4. SBM at Jose Ignacio.

In the River Plate, Pilots presently board to the South of the wreck of the *Calpean Star,* approximately 4.5 km. South and lying 70 m. West of the dredged access channel.

Several of the pairs of buoys are missing, and only the Mid Channel Buoy indicating the entrance to the Access Channel, 5 miles South from the port, and the 2 pairs nearest to the breakwaters are operating.

When taking tankers, the port Pilot usually goes out to the 5-mile mark.

There is no more than 30 ft. in the Access Channel at the moment; dredging is being carried on, but there are only 2 dredgers operating between the channel and the port of Montevideo itself.

The current is across the channel, running at about 1 knot, and changes direction more with the wind than the tide.

Vessels awaiting Pilot should anchor on the West of the channel and South of the *Calpean Star;* there is 24 ft. up to 500 m. West of the channel. The zone to the East of the Access Channel has submarine cables and must therefore be avoided.

Pilots are ordered through the Agent, and have an up to date communications system installed in their office on the 11th floor of Custom Building.

Permanent watch is kept on Channel 16 VHF, and operator speaks English. It is possible to call "Practicos Montevideo" and ask to be connected by phone to the vessel's Agent's office for last minute instructions, etc.

Channel	Frequency	Channel	Frequency
9	156.45	11	156.55
16	156.80		

The port is closed when wind force exceeds 43 knots or, at night 37 knots, or if visibility is less than 1 km., but otherwise vessels can enter or sail at any time.

There is also a Telex machine with 24 hour watch, over which messages can be transmitted to Agents out of office hours, over a weekend, for example. Call sign is DGT 843 Pilot CX. This is particularly useful for vessels sailing late from Buenos Aires, and the Office will pass on the message to the corresponding Agency by phone.

All Pilots carry a "walkie-talkie" and can communicate either with their office, the Port Authority or the Semaphore Station, using Channel 9 for the Port Offices and 11 for the Pilot's Office, 16 being kept for use with vessels.

Ordering of River Pilots for Sailings from Uruguayan River Ports: Although Masters can apply directly for Pilots such applications must be made by telegram addressed to the Practico Mayor Montevideo, it is preferable for them to keep their Montevideo Agent fully informed and leave the latter to order the Pilot.

The opportunity of ordering Pilots at any hour having been discontinued makes it more essential than ever that Montevideo Agents are kept accurately informed regarding expected readiness to sail. Failure to do so will result in unnecessary demurrage being paid to Pilots or delay to the ship concerned.

Pilots for Vessels Proceeding from Sea to a Uruguayan Port on the River Uruguay: A Uruguayan Pilot must be employed to conduct ships from sea to a Uruguayan Port on the River Uruguay.

Vessels must call at Montevideo Roads to embark Pilot and pay the cost of tug to take out Pilot. They can also, alternatively, take an Argentine Pilot at Recalada who will take the vessel to Intersection, where in either case an Argentine River Pilot will board to take the vessel to the Roads of port of destination, where a Uruguayan Port Pilot will come aboard, this being a simpler procedure and all handled by Agents in Buenos Aires (one radio advice).

Vessels from an Argentine Port bound for Uruguayan River Port: Such vessels are normally taken to immediately off port of destination by an Argentine Pilot, but they must be berthed by a Uruguayan Pilot who has to be sent from Montevideo, thus Montevideo Agents must be kept promptly informed of vessel's position to enable them to order a Pilot to berth ship without delay.

Vessels leaving Uruguayan Port for Argentine Ports on the River Parana: Uruguayan River Pilot supplied from Montevideo must be employed for unberthing, and this Pilot takes vessel to the Bravo Channel off Nueva Palmira, where the Argentine River Parana Pilot, who is normally already aboard, takes over.

The Uruguayan Pilot is paid in accordance with tariff to Nueva Palmira plus an unberthing fee and travelling expenses.

HEALTH: In order to be able to enter port and berth without delay, the Authorities accept a radio, cable or telex request, couched in the following terms (messages must be sent in Spanish).

Vessels Arriving from Elsewhere:

Capitan .... solicita libre platica
(here the name of the vessel)
informando proceder de Buenos Aires, siendo su escala anterior ....
(here a port in another previous country which could be Santos,Valparaiso, Capetown, etc.)
ondicion sanitaria buena .... Capitan
(here the name of the Master)

Vessels Arriving from Buenos Aires:

Capitan .... solicita libres platica
(here the name of the vessel)
informando proceder de..
(here a port of origin, say London – Liverpool – San Francisco – Rijeka – Kotka – Tokyo – Oslo, etc.)
siendo su ultimo puerto ....
(here say Santos – Valparaiso – Capetown, etc.)
condicion sanitaria buena .... Capitan
(here the name of the Master)

There have been cases of delay in delivery of radio messages, even though passed on by phone, but the original message must accompany Agent's request for Free Pratique, hence it is advisable to use cable or telex services if possible. Messages must be sent at least 24 hours ahead, and changes in ETA advised.

Although it is possible to take Pratique in Uruguayan River ports, there is frequently delay there, and since vessels must enter Montevideo to pick up the river port Pilot also, it is advisable in these cases to ask for Pratique at Montevideo as above, and the order from Sanitary Authorities granting Free Pratique will be handed to the Pilot to take on board with him.

In no case, however, does the granting of Pratique by radio modify the inspection in port, where the usual commission must be the first to go on board.

Illness On Board: Any private doctor attending a patient on board must immediately inform the Sanitary Inspector should the disease be contagious.

No patient can be landed without the consent of the doctor of the Health Department with the exception of accident cases that require immediate medical attention, and even in those cases the Health Department Doctor must be informed in order to issue a Sanitary Pass for the Hospital where the man was taken to.

If a Master does not report the existence of illness on board he is liable to fines which are double if patients land without the consent of the Sanitary Authorities.

RADIO:

Notice to Mariners:

Official Uruguayan Notices to Mariners are transmitted in Spanish only preceded by the signal TTT, the number of the Notice, letter R, then contents and are repeated for 15 days. Should there be no Notices to transmit, the wording "no hay avisos para navegantes" will be radioed.

Punta Carreta CWF 2768.5 kHz. A3 0.4 kW. at 0003, 1403 and 1903 hrs. (after the weather forecast).

Cerrito CWA on 4346, 8602,12750, 17208.8 kHz. A1 1.5 kW., also on 421.5 kHz. A1 and A2 5 kW. at 0000, 1400 and 1900 hrs. (after the weather forecast).

Montevideo CX 16850 kHz. A3 10 kW. at 1302 hrs. and 1602 hrs. on working days, at 1700 hrs. on Sundays.

Montevideo	CX 6	659 kHz	A3 2.5 kW.
	CX 26	1050	A3 all transmit Notices to Mariners at 1600 hrs.
	CX 38	1290	A3 5 kW.
	CXA 4	6125	A3 10 kW.
	CXA 6	9620	A3 20 kW.
	CXA10	11900	A3 20 kW.

Weather Forecast: A weather forecast is transmitted in Spanish to cover 3 zones. (See "Plans").

Reference AAA 830 is the Coastal area from Lat. 30° S., Long. 50° W. out to Lat. 30° S., Long. 46° W. and down to Lat. 33° 30′ S., Long. 53° W. and Lat. 35° S., Long. 49° W.

AAA 860, River Plate zone from Lat. 33° 30′ S., Long. 57° W. to Lat. 35° S., Long. 49° W. and down to Lat. 35° 30′ S., Long. 57° W. to Lat. 39° S., Long. 53° W.

AAA 870 Coast of Argentina from Lat. 35° 30′ S., Long. 57° W. to Lat. 39° S., Long. 53° W. and down to Lat. 41° S., Long. 62° W.

Details of all 3 zones are transmitted as follows, valid for 24 hours.

CWA on 421.5 kHz. A1 5 kW. at 0001, 1400 and 1900 hrs.

CWF on 2768.5 kHz. A3 0.4 kW. at 0005, 1405 and 1905 hrs. and A1 over 4346 kHz, 8602 kHz, 12750 kHz and 17208 kHz.

Time Signals: Are transmitted from 2 stations in Montevideo at 1 and 2000 hrs. The hour is indicated by 6 dots preceded by a 10 seco dash and a 5 second silence. The last dot indicates the hour.

CX 6 on 650 kHz. A3 25 kW.
CXA 6 9620 kHz. A3 20 kW.

Standard time is GMT minus 3 hours.

Direction Finding: There are 2 radio beacons specially for mari navigation. Both operating on circular sweep from the lighthouses Cape Polonio and Isla de Lobos.

Cape Polonio: Lat. 34° 24′ 00″ S., Long. 53° 47′ 45″ W. freque 295 kHz. A2 range 380 miles, and 500 kHz. A1 A2.

The signal is "P" repeated 3 times in 10 seconds followed 18 dashes in 30 seconds, repeat "P" 3 times and 10 seconds sile total period 1 minute. This is repeated 4 times after 5 minutes silen total 10 minutes.

In good weather transmission must be requested from CWM 2 500 kHz. A1 A2. In fog, there is continuous transmission from the ho

Isla de Lobos: Lat. 35° 01′ 33″ S., Long. 54° 53′ 17″ W. freque 300 kHz. A2 range 380 miles. The signal "L" is repeated 3 times 10 seconds, followed by 18 dashes in 30 seconds, repeat "L" 3 tim silence 10 seconds. Total period 1 minute, repeated 4 times, 5 minutes silence total period 10 minutes.

In good weather this transmission must be requested from CWM on 500 kHz. A1 and A2.

In fog transmission is continuous from 05 minutes in each hour.

There are also the following airbeacons which can be used.

		S.	W.	kHz	
Colonia	COL	34° 27′ 33″	57° 45′ 49″	203	A2 0.075 kW. cont.
Montevideo	CAR	34° 46′ 15″	56° 01′ 28″	380	A2 0.05 kW. cont.
	CRO	34° 48′ 55″	56° 01′ 45″	305	A2 0.05 kW. cont.
	CRR	34° 49′ 50″	56° 00′ 15″	280	A2 0.05 kW. cont.
Gral. Artigas	GA	34° 45′ 00″	55° 58′ 00″	260	A2 0.05 kW. cont.
Punta del Este	CB	34° 55′ 00″	54° 55′ 00″	325	A2 occasional only

GENERAL INFORMATION:

River Uruguay

Rises in Brazil, and later separates Argentina and Uruguay. Its ri bank is generally low, wooded and swampy, the left bank high and hi Preparatory work has commenced on a large hydro-electric dam to built at 332 km., above Concordia, which will take some years but contribute to a regularisation of the river, which at present rises and twice every year, with the varying rainfall seasons in its basin, so approximately half the year the water is low, usually from January April and again in August. However, the wind also affects the dept the water as in the River Plate, so that any seasonal forecast impossible. A safe year round draft to Concepcion del Uruguay can taken at 20 ft. 6 in., though vessels from time to time load to 22 ft. 6

The Ministry of Marine publishes fortnightly a bulletin with information on depths of water in the channels, as well as of charg in buoys, lights, etc.

Two new bridges communicating with Argentina now span Uruguay River at Fray Bentos and Paysandu. The bridge at Fray Bent has a clearance of 36 m. over zero, and a main span of 220 m.

CARGO

Movement of Cargo

Once stevedores have come aboard, no cargo, either for the por in transit, may be handled by the crew, as otherwise the vessel wi called on for high extra wages to stevedores. This also affects the lashi of transit cargo on deck.

Stevedores will not work in the rain, except when loading ma earning double wages while doing so. They can also be persuaded handle baggage or mail.

When handling dusty cargo in general, or which gives off ammonia nicotine, or organic emanations, masks must be provided for stevedor use.

Overcarried Cargo

Cargo for Montevideo is often overcarried to Buenos Aires with consequent delays in delivery and expenses for the vessel. Holds sho be carefully inspected as soon as discharge is said to have been finis to avoid possible overcarrying.

Clean Receipt

Agents will advise if they wish to receive any cargo for which a cl receipt cannot clearly be given, otherwise the cargo should be reject Mate's receipts cannot be claused to cover any damage from wetting or other causes which might be sustained after the carg received on ship's tackle.

Bulk cargoes falling or drifting into water or on dock

When handling bulk cargoes vessels must place between the ves and the dock side a wooden scaffolding, with lateral boards, or str canvas to collect all material which is liable to fall into the water o to the Dock during handling. There is a heavy fine for non-complia

This should be remembered when writing charter parties, especi under FIO conditions, as this should be for account of shippe receivers.

Delivery of cargo from vessels

The cargo is discharged direct to Fiscal Warehouses, to lorr lighters or wagons. When the cargo is delivered to Fiscal Wareho receipt for this is given to the vessel's Agents by the Custom Ho official in charge of the Warehouse. If discharged to lighters lighterman obtains receipt from the Custom House official once the ca is received in warehouse. When the cargo is delivered direc Consignees' lorries, the receipt is given by special Custom Ho officials called "Cargo Receivers".

The goods are delivered by the Custom House officials to Consignees against the presentation of the "transferencia" (tra ticket) signed by the Agents of the vessel. The Agents sign "transferencia", extended on stamped paper, against the Original B Lading, which must be legalised by the Uruguayan Consul at the of loading.

The steamship Agents must keep a special register of all "transferencias", and are responsible to the Authorities for keeping this register. Agents must retain Original Bill of Lading for cargo discharged, as it must be shown to the Customs Authorities immediately if demanded.

When the Consignees have not received the original documents and they wish to take delivery of the goods from the Custom House they must present a Bank guarantee, drawn up in accordance with the form approved by the Shipagents Association.

Cargo manifested to this country in transit to other countries without documents for Uruguay may not be re-shipped to other countries without government permission.

Marks on goods imported to Uruguay

By a Decree dated 30th January 1939, the Uruguayan Government decided that:

'Packages entering Bonded Warehouse, excepting those containing provisions or beverages, and excepting also 'Barraca' articles, shall be marked with the gross weight, the nett weight and corresponding measurement, in a clear and legible manner. These marks may be either fire-branded or printed'.

'The 9th August 1939, the Customs Authorities requested that marks and numbers of cases entering Montevideo warehouses should be placed on the extreme ends".

The Customs Authorities have also made known that it is necessary for the packages entering the warehouse to show their weight and measurement in the decimal-metric system.

The inspection of potato cargoes can be effected on board the carrying vessel, and if found in good sanitary condition, can be discharged direct to shore.

Opening and Closing of Hatches

This can be carried out by either crew or stevedores, and hatches must be kept closed when not in use.

Shipments of Meat

These are controlled by the Ministry of Agriculture, whose inspectors check ships' holds before shipment can commence. Holds must be clean and disinfected and temperature controlled to minus 1° to a maximum of plus 1° Celsius for chilled meat, or minus 10° for frozen meat.

Chilled is to be hung on hooks adjustable for height and space and stow of frozen must give a uniform distribution of weight. Alternatively, special cuts are packed and shipped in cartons.

Containers

Use of containers is very limited, since these must be opened up and emptied on the dock alongside, or even on board the vessel. The container itself is considered as part of the vessel's gear, and must be re-shipped without delay.

On rare occasions the Armed Forces have had containers moved out to their barracks.

Consular Dues

All ships arriving at Montevideo must pay Consular dues, with the following exceptions:

Ships that due to a change en route, or by special call of their Agents in Uruguay, during passage, arrive at Montevideo with the sole purpose of receiving orders, as long as no commercial operations are effected.

Ships arriving in distress and which leave port without effecting operations.

Ships arriving for the sole purpose of landing or embarking Pilot.

The Ministry of Foreign Affairs consider bunkering as an operation, therefore ships calling at Montevideo for bunkers must pay Consular dues.

Consular value of the Uruguayan Peso – For the payment of fees abroad, the Executive Power will fix periodically the respective values of the peso, in accordance with exchange fluctuations.

Hours of Attendance at the Uruguayan Consulates – The Office hours of the Consulates will be those fixed by the Government in agreement with the Consuls in each country, endeavouring in each case to have the same working hours as those of the Custom House and other Public Offices of each City. Outside these hours, overtime is charged.

Consular dues on Bills of Lading – When vessels load cargo for Uruguay at ports where there is no Uruguayan Consulate, these dues are collected when the vessel arrives at Montevideo or at any other Uruguayan port. The Agent then recovers these charges from the Consignees.

CREW:

Deserters – Masters and/or Agents must report any deserters when the vessel sails. The Maritime Authorities give intervention to the Police Department, and if the men are located, the Agents must hand them over to the respective Consuls. However, the Agents continue to be responsible before the Authorities for the ultimate repatriation of the men, which must be done at first opportunity.

Vessels are subject to a fine per man. The Agents have also to pay repatriation expenses, in cases where the respective Consuls will not do so.

They must also deposit a guarantee which can be used for repatriation expenses in case the deserter stays in the country for more than 15 days.

Time limit for getting crew members left behind out of the country – According to law, Agents must arrange that such crew members leave the country within 15 days. This period of grace commences as from the date of vessel's departure in respect of deserters and for those disembarked for medical treatment as from date on which they are medically certified as fit for travel.

Upkeep of men left in hospital or temporarily disembarked and traced deserters – The Agents are responsible for the maintenance of men disembarked for medical treatment, or temporarily with a special Immigration permit, and for deserters, until they leave the Country.

Stowaways – Masters of vessels having stowaways on board must report them to the Authorities, stating their name and port of embarkation. The stowaways must be kept on board. If they escape and are found after the vessel sails, Agents will be responsible for their repatriation and upkeep charges until they leave the Country. As with deserters, vessels with stowaways on board are liable to a fine per man if this regulation is not complied with.

Agents must also deposit a guarantee per man, amount to be used for repatriating the stowaway or for conveyance to the port of embarkation.

Landing members of crew – Paying off crew for other than medical assistance is not permitted, but exceptions are granted in special cases. An application must be presented by the Agents to the Immigration Department, and if the permit is granted, a formal declaration is signed by the Master of the vessel, the Agents, the Immigration Inspector and the person wishing to disembark, setting forth length of time he is going to remain in the Country and conditions of departure. The personal documents of the person allowed to land, remain in charge of the Immigration Board.

If any member of the crew is landed for medical treatment or paid off without the corresponding permit, the vessel will be fined.

Gangways and Rat-Guards

A gangway must be placed and ready after a vessel comes alongside the quay, but this must not be presented before coming in to the quay. Authorities will only come aboard by the gangways.

Gangways must also have a lifebuoy with suitable line attached and handy, and a safety net must be placed under the gangway, otherwise shore labour will not board vessels, with consequent delay.

The gangway must also be brightly illuminated at night; an oil lamp is not sufficient.

As soon as vessel is securely moored, regulation size (not less than 80 cm.) rat-guards must be placed on all ropes, wires, fenders, lines and hoses.

Heavy fines are imposed for non-compliance with any of these or other regulations.

Overside Discharges

All overside discharges from latrines, bathrooms, gallery, scuppers, engine room, etc. must be screened or covered when vessel is alongside the quay, as vessels will be fined if the discharge falls on the dock or gangway.

Adjustment of Compasses

Vessels proceeding through Magellan Straits – The disposition issued by the Chilean Shipping Authorities on 13th April 1953, states:

"When a foreign ship arrives at the Magellan Straits and applies for a Pilot, official or private, for navigating the Channels, the Pilot must first check the compass for deviations of more than 5°, and if such deviation has been determined more than 6 months ago, especially in a place with great difference of latitude or different hemisphere, compensation of compass is obligatory when not in true order, and a written declaration to this effect will be made in the pilotage agreement. The Authorities will also send an officer to verify that the compass is in satisfactory condition before entering the Straits".

To avoid probable delays, ships heading for the Straits can make the necessary compensation in the Port of Montevideo or in the ante port whilst waiting for orders for departure. This port is most convenient for this class of compensation because at the present moment there is no magnetic variation and also because it is a quiet harbour with sufficient depth for turning. A compass adjuster may be obtained at any time.

200 Mile Limit and Fishing

Uruguay has declared sovereignty over 200 miles off shore, reserving all fishing and undersea exploitation rights. A number of foreign flag vessels fishing without permits have been seized and heavily fined, their catch and gear being confiscated.

Permits are obtainable, but in no case for vessels over 500 tons gross, to operate within 60 miles from shore, while all activity in territorial waters (200 miles) is forbidden in the months of May and June.

Garbage

Garbage is collected every morning by truck. There is a strict prohibition of dumping anything into the port, and oil tanks must not be cleaned within 30 miles of the coast, and on a falling tide.

Old dunnage should not be dumped or sold, without permission from the Authorities, through Agents.

Ships' Boats

Use of ship's boats is forbidden within the port, unless they are being lowered, with prior permission, for maintenance or exercises.

Fenders

All vessels must have at least 2 large fenders, to keep them 5 ft. or more off the quay. If the vessel has no fenders, or due to deck cargo cannot use them Agents should be warned in advance to rent the necessary equipment and have it ready on arrival.

Dropping Anchor when Berthing

If an anchor is dropped when approaching a dock to berth, to control the vessel as she moves in, it is essential that the anchor should be hove in again once the ship is moored. Port regulations require this and any damage to other craft, real or imaginary, through fouling anchor or chain, would cause considerable trouble.

SYSTEM OF CONTROL CENTRES AND MARITIME INFORMATION (COASTAL STATIONS FP-FT-FW, VHF-FM):

Legal Basis

(a) System of Control and Information of Movement of the Port of Montevideo and its zone of influence made operative on 9/4/75. (Maritime Regulation No. 1).

(b) Control Centre and Information of the Maritime Movement of the Port of Colonia and its zone of influence made operative on 23/9/76. (Maritime Regulation No. 3).

(c) Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira and its zone of influence made operative on 1/10/76. (Maritime Regulation No. 4).

(d) Control Centre and Information of the Maritime Movement of the Port of Punta del Este and its zone of influence made operative on 2/1/77. (Maritime Regulation No. 5).

(e) Control Centre and Information of the Maritime Movement of the Western Coast and its zone of influence made operative on 27/4/78. (Maritime Regulation No. 11).

(f) Control Centre and Information of the Maritime Movement of the Port of La Paloma and its zone of influence made operative on 1/11/78. (Maritime Regulation No. 12).
Note: In all the creations of the Control Centres, due account was taken of Programmes 1.09 and 3.08 corresponding to Law 14.106 and Sub-Programmes: "Maritime Police" and "Direction of Mercantile Marine".

(g) Control and surveillance of fishing vessels in the various fishing areas within the waters in the jurisdiction of the P.N.N. – Sources: Laws Nos. 14.145, 14.521 and 14.106 of the P.N.N. – Programme 1.09. (Maritime Regulation No. 2).

(h) Equipment which fishing vessels under the Uruguayan flag must possess when they operate in the common fishing zone between the Eastern Republic of Uruguay and in the Uruguayan fishing areas proper.
Sources: Maritime Regulation No. 2 of the 23/7/76. Decree of Co-ordination of Punta del Este of 27/1/76 (P.N.N. – P.N.A.). (Maritime Regulation No. 6).

(i) Equipment which vessels and/or craft in the coasting trade, pleasure craft, passenger vessels and working boats must carry where they operate in the Ports of the Republic and Navigate in the River Uruguay. (The zone between International Bridges and the Salto Grande).
Sources: Appendix 18 MAR 2 of the Radio communications regulation of the UIT and the Agreement arising from the meeting between Uruguay and Argentina (Buenos Aires 9/76) in respect of the use of VHF and FM channels and Maritime Regulations No. 1 to 6 of the P.N.N. – (Maritime Regulation No. 7).

(j) Law covering the control of pollution: Sources: Law No. 13.833 of the 29/12/69 and in particular articles 2 and 12 of the said Law. Chapter IX Pollution – (Articles 47 to 52) of the Treaty of the River Plate and its Maritime Frontage and Regulation of 28/10/74 of the Prefecture of the Port of Montevideo (Maritime Regulation No. 8).

(k) Zones for lightening ships and complement of cargo: Sources: Resolutions No. 2 and 4 of the Administrative Commission of the River Plate of dates 30/9/77 and 26/10/77 as laid down in Article 28 of the Treaty of the River Plate and its River Frontage and established transitorially in the Article 88 of the said treaty (Maritime Regulation No. 9).

(l) "LASH" – Type Operations: Sources: Resolution No. 1/2/78 of the Administrative Commission of the River Plate, Chapter IV. Articles 24 and 27 (Port Facilities, lightening operations and complements of cargo) of the Treaty of the River Plate and its maritime frontage (Maritime Regulation No. 10.).

(m) Agreement on the International Regulation for preventing unauthorised boarding.

(n) The Treaty of the River Plate and its Maritime Frontage.

(o) The Statutes of the River Uruguay.

(p) The International Agreement for the Safety of Human Life at Sea – 1974.

(q) Regulation of Radio-communications of the International Union of Telecommunications (UIT) and nomenclatures.

Particulars of the System

1. AIMS OF THE SYSTEM OF CONTROL CENTRES

(a) To effect positive sovereignty over the Area of the System:
  1. Territorial Sea
  2. River Plate
  3. River Uruguay
  4. Merin Lagoon

(b) To offer support to the National Mercantile Navigation and of third parties, complying with the objectives as propounded by the International Maritime Organisation (IMO) and by the International Telecommunications Union (UIT).

(c) To serve as a chain of Control Towers, effecting control and information of Movement of vessels and Port Operations.

(d) To co-ordinate with Public and Private Institutions who operate within the Ports of the Republic, to facilitate and activate port operations, avoiding delays and inconvenience.

2. GENERAL FUNCTIONS

The General functions of the Centre are:

(a) To maintain real and efficient control of the movement of vessels, in the area of application of the system in order:
  1. To prevent collisions between vessels.
  2. To alert the systems of Search and Rescue and/or Salvage in the event of vessels requiring assistance.
  3. To facilitate BYR operations.

(b) To maintain real and orderly control of the operations in the ports to:
  1. To prevent groundings and collisions with obstacles in port works:
  2. To have prepared emergency plans for cases of disasters and maritime accidents within the Ports and International Bridges (River Uruguay).

(c) To maintain up-to-date information concerning the state of the weather, lighting and all other matters contributing to the safety of navigation and operations in the area.

(d) To maintain up-to-date information for Maritime Agencies and/or Owners, providing such information to facilitate and activate port operations to be effected by vessels, obviating delays and inconvenience at all times.

(e) To serve Public and/or Private Institutions who operate in Ports, collecting, classifying, analysing, evaluating disseminating all the necessary information for the fulfilment of port service.

(f) To comply with all other functions which are specified by Mandate and to co-operate with Public Authorities organisations in all matters relating to its functions.

3. CONTROL AND INFORMATION FROM THE CENTRES

The system belongs to the National Navy and is controlled by National Navy Prefecture. It is directed from the Montevideo Co Centre.

(a) Control of Movement of Vessels – Control of vessels navig within the Vessel Movement Areas.

(b) Control of Port Operations – Control of vessels manoeu within the ports of the Republic, including roads and acce channels.

(c) Control of International Bridges – Control of vessels navig in the International Bridges Zone – Gral. Jose Artigas Bridg Paysandu, and Gral. San Martin Bridge at Fray Bentos.

(d) Vessel Movement Service – Maritime Mobile Safety Serv between coastal stations and vessels or between vessels, wh the messages refer solely to vessel movement.

(e) Port Operation Service – Maritime Mobile Service in a port its district, between coastal stations and vessels, where messages refer solely to vessel operations, movement and sa and, in the event of emergency, to safeguarding persons.

4. ZONES OF CONTROL AND INFORMATION OF THE CONTR CENTRE SYSTEM

(a) Port of Montevideo (Deep Sea – Coasting – Fishing).
  1. "Alpha" – Control and information of vessel movement.
  2. "Bravo" – Control and information of port operations.

(b) Port of Buceo (Pleasure Craft).
  1. "Oscar" – Control and information of port operations.

(c) Port of Santiago Vazquez (Pleasure Craft – Coasting).
  1. "Papa" – Control and information of port operations.

(d) Port of La Paloma (Fishing Centre).
  1. "Kilo" – Control and information of movement of vessels.
  2. "Lima" – Control and information of port operations.

(e) Port of Punta del Este (Fishing – Pleasure Craft).
  1. "Golf" – Control and information of vessel movement.
  2. "Hotel" – Control and information of port operations.

(f) Port of Piriapolis.
  1. "Tango" – Control and information of port operations.

(g) Port of Colonia (Passage port to Buenos Aires).
  1. "Charlie" – Control and information of vessel movement.
  2. "Delta" – Control and information of port operations.

(h) Port of Sauce (Coasting).
  1. "Uniform" – Control and information of vessel movement a of port operations.

(i) Port of Nueva Palmira (Deep Sea).
  1. "Echo" – Control and information of movement of vesse
  2. "Foxtrot" – Control and information of port operations.

(j) Port of Carmelo (Pleasure Craft – Coasting).
  1. "Quebec" – Control and information of port operations.

(k) Port of Fray Bentos (Overseas – Navigation – Internatio Bridges).
  1. "India" – Control and information of the movement of vess
  2. "Juliet" – Control and information of port operations.

(l) Puerto Paysandu (Overseas – Navigation – Internatio Bridges).
  1. "Mike" – Control and information of the movement of vess
  2. "November" – Control and information of port operations

(m) Puerto Salto (Coasting – Pleasure Craft – Passages).
  1. "Romeo" – Control and information of the movemen vessels.
  2. "Sierra" – Control and information of port operations.

5. COMMUNICATIONS

All Centres maintain permanent listening on Channel 16 (VHF - F

(a) *Language:* The language used in communication is Spanis Vessels who have difficulty in communicating in Spanish do so in English, and if there are problems in hearing prop they may use the groups of the International Code Signals, Ta of Spelling equivalents and Numbers, or "Q" Code.

(b) *Channels – Frequencies and Usages:* There will be those defined by Appendix 18 Mar 2, of the Radiocommunica Regulations of the International Telecommunications Un published by the General Secretary of the UIT in Geneva and the points agreed in the Uruguay – Argentina Meeting, ca out in the City of Buenos Aires 9/76, use of the VHF Chan (Band 156 – 174 MHz.).

Channel	*Frequencies*	*Usage*
6	156.300 MHz.	Bridge to Bridge.
8	156.400 MHz.	Port Operations.
9	156.450 MHz.	Port Operations.
11	156.550 MHz.	Transmission from the Centres in fulfi of objectives.
13	156.650 MHz.	Transmission from the Centres in fulfi of objectives.
15	156.750 MHz.	Meteorological Bulletins and Warnings Navigators.
16	156.800 MHz.	Calling up and Security.
18	156.900 MHz. Reception	Jose Ignacio Oil Terminal.
	161.500 MHz. Transmission	Jose Ignacio Oil Terminal.

Should problems arise with VHF equipment on vessels (the ra same, out of service, etc.) communications should be effected or on HF with the Safety Coastal Stations of the P.N.N.

The services and frequencies of the Coastal Stations are described in the tables at the end of "Uruguay General" Section.

Vessels who, for some reason or other cannot effect communications by radiotelephone (VHF, HF, MF), should do so by radiotelegraphy through the intermediary of the Coastal Station (open to public correspondence) Cerrito Radio CWA.

Radiotelegrams should be sent in time to the telegraphic address Comopre.

(c) *Listening Out by Vessels:*
1. *All vessels* in Uruguayan judicial waters must maintain permanent listening watch on Channel 16 (VHF – FM) except when they are moored in port. If there are problems on VHF they should listen out on 2182 or 4125 kHz.
2. When a vessel cannot, due to any fault of whatever nature, maintain listening watch on Channel 16, she should pass to Channel 11 or 13, but advise the Control Centre first.
3. In the various zones, the vessels must use as a working channel to communicate with the Zone Centre, the frequency which the Control Centre will indicate to them on Channel 16.
4. In all the ports of the Republic, vessels and/or craft in the coasting trade, pleasure craft (Categories A and B), passenger craft and traffic units (tugs, dredgers, launches, lighters, etc.) must be equipped with a VHF – FM transmitter and receiver for local communications with Port Controls, Appendix 18 Mar 2 of the Radiocommunications Regulations of the International Telecommunications Union.
5. *All vessels or craft* navigating or carrying out operations within 25 miles or more of the coast, must be equipped with a BLU transmitter and receiver (with corresponding frequencies) of 150 watts effective power and A3A and A3J type transmission.

(d) *Services and Frequencies of the FP, FC and FW Dependent on the P.N.N.*

Coastal Station (FC), Station for Port Operation (FP), Station for Service of Vessel Movement (FT), Station which is both for Port Operations and for Service of Vessel Movement (FW).

(e) If in fulfilment of the regulations set out by this System, vessels on calling up the Control Centre cannot obtain a reply, they should immediately make the communication in question to the Director of the System (telegraphic address: Comopre) by radiotelegraphy or radiotelephony via Cerrito Radio (CWA) or Punta Carretas Radio (CWF) respectively.

Communications to Centres:
1. From Vessels in the Zone.
   (a) Position on entering and leaving each Zone of Vessel Movement (Flag, Name, International Call Sign, Where From, Where Bound, Latitude, Longitude, Course, Speed and Maximum Draft).
   (b) ETA at next port.
   (c) Problems with characteristic aspects during navigation.
   (d) If anchoring or raising anchor at any point in the Control Zone of Vessel Movement, it is necessary to ask for authorisation when this is done within Port Operation Zones, and also whenever any manoeuvre is intended to be carried out, and this authorisation expiring within twenty (20) minutes from its request.
   (e) Any damage suffered by the vessel.
   (f) Assistance given to damaged vessels or those in difficulty.
   (g) Any indications of dangerous obstacles to navigation which are not duly indicated by buoys and lights.
   (h) Any serious reduction in visibility.

2. Pilotage:
   (a) Whatever is specified in the General Pilotage Regulations.
   (b) Time of embarkation and/or of disembarkation.
   (c) Request of Master concerning change, mooring, etc.
   (d) Difficulties in pilotage.

3. Concerning the Owner or Agent:
   (a) Monthly list of expected vessels.
   (b) Confirmation of arrival of vessels 24 hours in advance.
   (c) News concerning vessels being delayed or arriving early.
   (d) Information if the vessels are carrying hazardous cargo (explosives or inflammables) 24 hours in advance of arrival, including any such cargo in transit, mentioning:
      (i) The amount and location of such cargo.
      (ii) The correct technical name of the substance (the designation used for transportation purposes), the UNO number (if this is given), classification in the IMDG Code (if this is given), the flash point (if applicable) and quantity.
      (iii) The presence or otherwise on board of a Certificate which is valid showing the ability of the vessel in respect of the cargo which it is carrying (only for hazardous substances carried in bulk);
      (iv) The stowage of hazardous cargo on board, indicating those which have to be unloaded and those which have to remain on board;
      (v) The condition in which the hazardous cargo is and any defect which is known in respect of packages or drums, together with the system of containing and handling of the cargo, of the equipment and instruments used (when hazardous bulk cargo is involved), which may engender excessive risk.
      (vi) Any known defect which may effect considerably the safety of navigation.

(f) *Communications from the Centres:*
1. To vessels (navigating towards Uruguayan Ports).
   (a) The quay at which they will berth.
   (b) The Pilot who will assist the vessel.
   (c) Any information from the Maritime Agent with regard to future operation.
2. To the Pilot:
   (a) Tugs and cable launches who will assist him.
   (b) Defences on the sea wall.
   (c) Bitts which the vessel will use.
3. To the Owner or Agent:
   (a) Position of their vessel.
   (b) ETA.
   (c) Conditions of cargo.
   (d) Time at which the Pilot will go on board.
   (e) Time of berthing.
4. To the Centre Director of the System (Control Centre and Information of the Maritime Movement of the Port of Montevideo) immediately any information is obtained with regard to:
   (a) A BYR incident or any difficulty which is presented to a vessel.
   (b) A deep sea or coasting vessel (data concerning Naval Messages in accordance with the Abbreviated Code).
   (c) A fishing vessel, with the Naval Message data being as follows:
      - Where from, Flag, Name, International Call Sign, Month, Day and Hour of sailing, Position (for Customs Clearance), Month, Day and Hour of Position, Activity (fishing or bound for Port).
      - Arrival, Flag, Name, International Call Sign, Month, Day and Hour of Arrival, Port of Arrival.
      - Fishing or within the Zone, or the Port, Flag, Name, International Call Sign, Position, Month, Day and Hour of Position ETA (if it is within the Zone or the Port).

(5) To the adjacent Control Centre:

When a deep sea or coasting vessel sails from a port controlled by the Control Centre, or when this vessel effects a passage to the Vessel Movement Zone controlled by that Centre, this must be informed to the adjacent Control Centre (according to the course of the vessel) stating ETA and the Zone of Vessel Movement of this adjacent Centre.

Note: The Control Centres will effect communications by Naval Message. These Naval Messages must be sent immediately after receipt from vessels or when such information comes to hand from other sources.

(Naval Messages in this context will have Priority Precedence).

(6) Command of to the Naval Control of Maritime Traffic in Uruguay (Contramu). Immediately on receipt all information specified in item (f) – Number (4).

(g) *Communications from Coastal Stations (Vessel Movements – FT, MF-HF)*
1. To the Centre Director of the System (Control Centre and Information of the Maritime Movement of the Port of Montevideo). Immediately on receipt all information specified in Item (f) Number (4).
2. To the Control Centre with responsibility over the zone to which a message refers.

The same as those quoted in the preceding Number 1.

6. FISHING VESSELS:
   (a) All fishing vessels clearing entry or departure from any national port towards the different Fishing Areas must communicate to the Maritime Authority the following:
      1. On Sailing:
         a. Flag (FL).
         b. Name of Ship (SHP).
         c. International Call Sign (IND).
         d. Port of Departure (DEP).
         e. Month. day and hour of departure (TOD).
         f. Destination (Indicate Fishing Zone and Position) (DST).
         g. Month, day and hour estimated at arriving at the Fishing Zone (ETA Z/P).
      2. On Arrival:
         a. Flag (FL).
         b. Name of Ship (SHP).
         c. International Call Sign (IND).
         d. Port of Arrival (PORT).
         e. Month, day and hour of arrival (ARR).
   (b) All fishing vessels *navigating* must communicate every 6 hours with the Safety Coastal Station of the National Naval Prefecture of the Eastern Republic of Uruguay which is nearest to them (or to which they are listening) giving the following information:
      1. International Call Sign (IND).
      2. Position in Latitude and Longitude (POS).
      3. Month, day and hour of the position (DHPOS).
      4. Port of Destination (DET).
      5. Activity: (Fishing – Coming to Port – Going to Zone) (ACT).
   (c) *Normal Fishing Zones:*
      1. High Seas Zone (Altamar): Zone which is outside the judical waters and within the Common Fishing Area.
      2. Common Fishing Area (ZOCOPES): Art. 73 of the River Plate and Territorial Sea Treaty.
      3. The Zone of the River Plate (RIPLATA).
      4. The coastal Zone of the Atlantic Ocean (COSATLAN): Zone included between our coast on the Atlantic Ocean and a Line 12 miles out.
      5. Zone of the River Uruguay (RIURU).
      6. Zone of the Merin Lagoon (LAMERIN).

(d) Uruguayan Fishing Vessels which are *navigating* in the Common Fishing Area (Uruguay – Argentine) within the Sector of Argentine Jurisdiction are obliged to communicate its position to the Argentine Maritime Authority. Communications will be made on frequency 3860.6 kHz. to the Coastal Safety Station of the Prefecture of the Mar del Plata.

(e) *Note:* Information to be communicated: All the communications as specified in (b).
All fishing vessels must *listen out permanently* on Channel 16 (VHF – FM), except when they are moored in port. If they are at a distance from the coast which prevents a safe communication on VHF, listening must be effected on 2721.5 kHz. Those effecting operations 25 miles or more from the coast, must be equipped with a BLU transmitter and receiver (with the corresponding frequencies) with 150 watts effective power and type of transmission A3A and A3J, and also fishing vessels must be equipped with a receiver on 2721.5 kHz.

(f) Vessels, after prior request to the Control Centre covering them, may pass to Channel 6 or 8, and keep on those *only for the necessary time* for Fishing Manoeuvres, after which they must return to Channel 16, and advise the Centre accordingly.

7. HYDROCARBONS: It is prohibited to pour hydrocarbons or residual matter arising from the washing of tanks, clearing of bilges and ballast in general or any other action capable of having contaminary effects in waters within the territorial sea of Uruguay with the exception of the zone which is:
   (a) Outside the limits of the River Plate.
   (b) Outside 100 miles of the Uruguayan Territorial Waters, i.e. 100 miles out from the Atlantic Ocean coast.
   (c) Outside the Prohibition area for contaminatory action (Article 78 of the River Plate Treaty).

8. ZONES OF OPERATION FOR LIGHTENING AND COMPLEMENT OF CARGO:
The zones of operation for lightening and complement of cargo are as follows:
Zone "A": Between the Parallels of Lat. South 35° 04′ and 35° 08′ and between the Meridians of Long. West 56° 00′ and 56° 02′.
Zone "B": Between the Parallels of Lat. South 35° 30′ and 35° 33′ and between the Meridians of Long. West 56° 30′ and 56° 38′.
Zone "C": Between the Parallels of Lat. South 35° 35′ and 36° 06′ and between the Meridians of Long. West 56° 30′ and 56° 38′.
Zone "D": Between the Parallels of Lat. South 35° 04′ and 35° 06′ and between the Meridians of Long. West 56° 11′ and 56° 16′.

9. OPERATIONS OF LOADING AND UNLOADING "LASH" TYPE VESSELS:
The operation of loading and unloading "LASH" type vessels for the national territory, on the one hand may be effected apart from within the lightening and complement of cargo areas in ports, also in the corresponding roads.

10. TRANSFER OF VESSELS:
The transfer of vessels between roads and lightening areas and for complement of cargo purposes, will be effected under pilotage and tug control using the Port Services from which the barges in question have come.

CONTROL CENTRES:

Control Centre and Information of Maritime Movement of the Port of Colonia.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of Colonia, within the free zone of the Port, located in the main building of the free Port zone of Colonia (Latitude 34° 28′ 28″ S., Longitude 57° 57′ 38″ W.).

(b) The call sign of the Control Centre is CWC 23, and for calling up purposes it is possible to use CONTROL COLONIA PREFECTURE.

(c) The Control Centre of the Port of Colonia is located in the Prefecture of the Port of Colonia.
The Prefecture of the Port of Colonia is a dependency of the National Naval Prefecture (2nd Circumscription).
Telephone No. of the Control Centre – 688.
Address – Boulevard Espana 2054 (Department of Colonia).

AREAS OF CONTROL.

(a) The Control Centre and information of Maritime Movement, covers:
   1. Zone "CHARLIE". The area of the River Plate marked by the Meridians which pass through Martin Chico Point (Longitude: 58° 12′ 30″ W.) and Punta Rosario (Longitude: 57° 21′ W.) and the middle line equidistant from both coasts (Law 14.145/74 – "Treaty covering the Limits of the River Plate"), with the exception of the area of water included between the imaginary line which joins San Carlos Point; Lopez West Island; Farallon Island; the Green Buoy of Vierina, Parallel 34° 30′ S., the Meridian which passes through Riachuelo Point Longitude: 57° 43′ 18″ W., and the coast ("DELTA" AREA).
   2. "DELTA" area. Area of the River Plate, limited by the imaginary line which joins San Carlos Point; Lopez West Island, Farallon Island; the Green Buoy of Vienna, Parallel 34° 30′ S., the Meridian which passes through Riachuelo Point Longitude: 57° 43′ 18″ W., and the coast.

(b) The Control Centre and Information of Maritime Movement of the Port of Sauce covers:
   1. "UNIFORM" zone. The area of the River Plate included between Meridians 57° 25′ 48″ W. and 57° 33′ W., the coast and the parallel Latitude: 34° 29′ 18″ S.

COMMUNICATIONS TO THE CENTRE.

(a) From vessels.
   1. In zone "CHARLIE". The Control Centre must be informe when the following points have been passed:
      Punta Rosario
      Puerto Sauce
      Roca Barriles
      Puerto Colonia
      Km. 56.5 (Farallon Island)
      Km. 71.3 (San Pedro Bar)
      Km. 101 (Martin Chico Point)

   In both Zones of Control the communications as designated following tables, must be effected.

(b) From the Director of Hydrographic Studies of the MTOP.
   1. The place assigned for berthing or mooring.
   2. Guard and order tugs (when these exist).

Control Centre and Information of the Maritime Movement of th Port of Fray Bentos

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of Fra Bentos (Latitude: 30° 06′ 50″ S., Longitude 58° 18′ 27″ W.).

(b) The International Call Sign of the Control Centre and Informatio of the Maritime Movement of the Port of Fray Bentos is CWC 2 When calling up it is possible to use CONTROL FRAY BENTO PREFECTURA.

(c) The Control Centre of the Port of Fray Bentos is located in th Prefecture of Fray Bentos (5th Circumscription P.N.N.).
Telephone No. of the Control Centre is 321.
Address: Luis A. de Herrera 1249 on the corner with 25 d Agosto, Fray Bentos Department of Rio Negro.

CONTROL AREAS.

(a) The Control Centre Information of the Maritime Movement of th Port of Fray Bentos covers:
   1. Zone "INDIA" The area of the River Uruguay marked by th parallel 33° 30′ S. (Punta Amarilla Km. 46) and the paral 32° 50′ S. (Roman Island) navigable areas of the Rio Neg and San Salvador and the middle line equidistant from bo coasts; with the exception of the Port of Fray Bentos and th area of water marked by the port and maritime constructio (zone "JULIET").
   2. Zone "JULIET". The port of Fray Bentos and the areas water marked by the port and maritime constructions.

COMMUNICATIONS TO THE CENTRE.

(a) From vessels:
   1. In zone "INDIA". The Control Centre must be notified dur navigation when the following crossings are made:
      Km. 46 (Punta Amarilla)
      Km. 61 (Riacho Yaguari)
      Km. 83 (Paso Barrizal)
      Puerto Fray Bentos
      International Bridge "General San Martin"
      Km. 122 (Nuevo Berlin)
      Km. 140 (Roman Island)

   In both Areas of Control the designated frequencies are show in following tables.

THE BRIDGE ZONE

All vessels of 100 tons or more gross registered tonnage mu comply with the following instructions:

(a) Navigation day and night in both directions will be made und the bridges by the marked channel, in the central arch, betwe piles 10 and 11 in the Bridge "Libertador General San Marti

(b) It is prohibited to cross or overtake between Km. 100 a Km. 102.5 and for this purpose the following passage priori are established:
   1. Those navigating downstream over those navigat upstream.
   2. Convoys with a tug either pulling or pushing have priority ov all vessels which include those that are navigat downstream.

(c) The vessel or convoy which has to give way will wait outside th limits indicated in point (b). Between those limits it is prohib to anchor for any cause, even though the channel is left free

(d) Between the limits indicated in point (b), speed must be reduc to the minimum compatible with good steering and manoeuv

(e) In the zones included between the limits indicated in point (b is prohibited to effect any form of dredging operation across th whole width of the river.

Control Centre and Information of the Maritime Movement of th Port of La Paloma

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of Paloma (Position: Latitude 34° 39′ 30″ S. and Longitude 54° 28″ W.).

(b) The International Call Sign of the Control Centre and Informa of the Maritime Movement of the Port of La Paloma is CWC For calling up purposes "CONTROL LA PALO PREFECTURA" may be used.

(c) The Control Centre La Paloma is located in the Prefecture of th Port of La Paloma (8th Circumscription P.N.N.)
Telephone No. of the Control Centre – 16.
Address – Avenida del Navio (Puerto de La Paloma) – Roc

CONTROL ZONES.

(a) The Control Centre and Information of the Maritime Movement of the Port of La Paloma comprises:

(1) Zone "KILO". Zone of the Atlantic Ocean (Territorial Sea) situated between the meridians 50° 50′ and 54° 15′ W., limited by the straight line 128° of the Chuy Lighthouse (lateral maritime limit with the Federal Republic of Brazil – Law 14.163) and to the South by the lateral maritime Argentine–Uruguay limit (Law 14.145/974). – "Treaty of Limits of the River Plate". Art. 70), with exception of the Port of La Paloma, between the coast and an imaginary line which goes between the end of the breakwater towards the Eastern point of the Costa Azul (Zone "LIMA"). Zone "LIMA".

(2) Zone "LIMA". Port of La Paloma, zone situated between the coasts and an imaginary line which goes from the end of the breakwater to the Eastern point of Costa Azul.

COMMUNICATIONS TO THE CENTRE.

(a) From vessels to:

(1) In Zone "KILO" – The Control Centre must be informed during navigation when the following points are crossed:
The Lighthouse Chuy
The Lighthouse Cabo Polonio
The Lighthouse Santa Maria

(2) In Zone "LIMA"
During navigation in the Access Channel and within the Port when the Port jetty small light is passed.

Also, in both control zones the communications shown in the following tables must be effected.

(b) From the Hydrographic MTOP Directorate:
(1) Place assigned for berthing or mooring.
(2) Guard or order tugs (when they exist).

Control Centre and Information of the Maritime Movement of the Port of Montevideo.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS

(a) The Centre is controlled from the National Naval Prefecture, located on the Floors 11, 12 and 13 of the General Command Tower of the Navy (Customs Building Lat. 34° 54′ 03″ S., Long. 56° 12′ 44″ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Montevideo is CWC 39. In calling up it is possible to use "CONTROL MONTEVIDEO PREFECTURA".

(c) The Call Sign of the Control Centre of the Port of Buceo is "CONTROL BUCE PREFECTURA".

(d) The Call Sign of the Control Centre of the Port of Santiago Vazquez is CWC 38.
In calling up it is possible to use "CONTROL SANTIAGO VAZQUEZ PREFECTURA".

(e) The Control Centre of the Port of Montevideo is located in the building of the Navy General Command.
Telegraphic Address – "Comopre" (Control Montevideo Prefectura).
Telephones – 95.51.01 – 95.24.77 – 95.62.53.
Telex UY 929
Address – Rambla 25 de Agosto de 1825.

ZONES OF CONTROL.

(a) The Control Centre and Information of the Maritime Movement of the port of Montevideo covers:

(1) Zone "ALFA". Zone of the River Plate situated between the Uruguyan coast and the meridians 55° 30′ and 57° 21′ W., and to the South to the limit of the River Plate with the Argentine Republic (Law 14.145/74 "Treaty of Limits of the River Plate").

With the exception of the areas of water included:
(a) Between the meridians which pass through Punta Sayago and Punta Brava, the coast and the parallel of Latitude 35° 01′ S. (Zone "BRAVO").
(b) Between the meridians 56° 00′ and 56° 09′ W. and the parallel 34° 57′ S. (Zone "OSCAR").
(c) Between the meridians 56° 20′ and 56° 40′ W. and the parallel 34° 56′ S. and the coast (Zone "PAPA").

(2) Zone "BRAVO". Zone of the River Plate included between the meridians which pass through Punta Sayago and Punta Brava, the coast and the parallel of Latitude 35° 01′ S., including the Access Channel to the Port of Montevideo, Foreport, Docks, Channel or Inflammable Cargo Docks (ANCAP).

(b) The Control Centre and Information of the Port of Buceo includes:
(1) Zone "OSCAR". Zone included between the meridians 56° 00′ and 56° 09′ W. and the parallel 34° 57′ S.

(c) The Control Centre and Information of the Maritime Movement of the Port of Santiago Vazquez includes:
(1) Zone "PAPA". Zone included between the meridians 56° 20′ and 56° 40′ W. and the parallel 34° 56′ S. and the coast. It includes the Port, Anchorages and all areas of water.

COMMUNICATIONS FROM THE CENTRE

(a) To the National Administration of Ports (A.N.P.).
(1) Time of arrival of each vessel (ahead of time or delayed).
(2) Movement of tugs.
(3) Information from Masters of vessels on his cargo or changes in his berth.

(b) To the Argentine Naval Prefecture:
(1) ETA of vessels which are going to Argentine Ports or to Coastal Ports.

COMMUNICATIONS TO THE CENTRE.

(a) From the National Ports Administration (A.N.P.)
(1) Designation of berths prior to 1700 hrs. on the previous day.
(2) Tugs and launches for guard and order purposes.
(3) Departures for Deep Sea and Coasting vessels.

(b) From the vessels:
(1) In Zone "ALFA". The Control Centre must be informed during navigation when the following points are passed:
(a) To the West of the Access Channel to the Port of Montevideo.
1. By Middle Channel:
The *Graf Spee*
The Panela Lighthouse
The Uruguayan Banco Ortiz Buoy
The Argentinian Banco Ortiz Buoy
2. By North Channel:
The *Graf Spee*
The Panela Lighthouse
The Jesus Maria Buoy
The Arazati Point
The Puerto Rosario.
(b) To the East of the Access Channel to the Port of Montevideo.
Punta Brava
Isla de Flores
(2) In Zone "BRAVO".
During navigation in the Access Channel:
The Eje Buoy
The Jetty

In both areas of control the communications as designated on the following tables should be effected.

Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Control Centre is controlled from the Sub-Prefecture of Nueva Palmira (Position Lat. 33° 52.7′ S., Long. 58° 25.3′ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira is CWC 31 and when calling up it is permitted to use "CONTROL NUEVA PALMIRA PREFECTURA".

(c) The Control Centre of the Port of Nueva Palmira is located in the Sub-Prefecture of Nueva Palmira.
The Sub-Prefecture of Nueva Palmira is a dependency of the Prefecture of Colonia (2nd Circumscription P.N.N.).
Telephone No. of the Control Centre – 139.
Address – Port Area – Nueva Palmira – Department of Colonia.

AREAS OF CONTROL

(a) The Control Centre and Information of the Maritime Movement of the Port of Nueva Palmira cover:

(1) Zone "ECHO". Zone of the River Plate and the River Uruguay is marked by the meridian 58° 12.5′ W., (Punta Martin Chico Km. 101) and the parallel 33° 30′ S., (Punta Amarillo Km. 46) and the middle line equidistant from both coasts with the exception of the Port of Nueva Palmira and the area of water limited by the port constructions (zone "FOX-TROT").

(2) Zone "FOX-TROT". The Port of Nueva Palmira and the areas of water limited by the port constructions (official quay, the Bed of the Company Navigen and the Higueritas Dock).

COMMUNICATIONS TO THE CENTRE:

(a) From Vessels:
(1) In zone "ECHO", the Control Centre must be informed during navigation of the following crossings:
Km. 101 (Punta Martin Chico),
Km. 121 (Sola Island).
Puerto Nueva Palmira.
Km. 22 (Punta Arenal Grande).
Km. 46 (Punta Amarilla).

In both Areas of Control, the communications as shown in following tables must be effected.

Control Centre and Information of the Maritime Movement of the Port of Paysandu.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS.

(a) The Centre is controlled from the Prefecture of the Port of Paysandu, located in the main Customs building (32° 18′ 06″ S., 58° 05′ 08″ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Paysandu is CWC 32, and when calling up it is possible to use "CONTROL PAYSANDU PREFECTURA".

(c) The Control Centre and Information of the Maritime Movement of the Port of Paysandu is a dependency of the Prefecture of the Port of Paysandu (6th Circumscription P.N.N.).
Telephone No. of the Control Centre – 3099.
Address – Presidente Viera and Avenida Brasil – Paysandu (City).

CONTROL AREAS:

(a) The Control Centre and Information of the Maritime Movement of the Port of Paysandu covers:

(1) Zone "MIKE" The area of the river Uruguay marked by the parallel 32° 50′ S. (Roman Island) and parallel 31° 53′ S. (the mouth of the Malo Stream Km. 257 approximately) and the middle line equidistant from both sides with the exception of the zone included between the parallel 32° 20′ S. (the mouth of the Stream "Sacra") and the parallel 32° 14′ S. and the mouth of the Stream "San Francisco". (Zone "NOVEMBER").

(2) Zone "NOVEMBER". The area of the River Uruguay limited by the parallel 32° 20′ S. which passes through the mouth of the Stream "Sacra" up to parallel 32° 14′ S. which passes through the mouth of the Stream "San Francisco".

COMMUNICATIONS AT THE CENTRE:

(a) From vessels:

(1) In zone "MIKE" – The Control Centre must be notified during navigation when the following crossings are made:

Km. 140 (Roman Island)
Km. 160 (San Javier)
Km. 183 (Concepcion del Uruguay)
Punta "N" Almiron Island
Puerto Paysandu
International Bridge "General Artigas"
Punta Piedras
Arroyo Malo

In both Areas of Control the communications are shown in the following tables.

THE BRIDGE ZONE.

All vessels of 100 tons or more gross registered weight must comply with the following instructions:

(a) Navigation both by day and night in both directions will be made under the bridges by the marked channel, in the central arch, between piles 11 and 12 in the bridge "General Artigas".

(b) It is prohibited to cross or overtake between Km. 208 and 211. For this purpose the following passage priorities are established:

(1) Those navigating downstream over those navigating upstream.

(2) Convoys with a tug either pulling or pushing have priority over all vessels which include those that are navigating downstream.

(c) The vessel or convoy which has to give way will wait outside the limits indicated in point (b). Between those limits it is prohibited to anchor for any cause, even though the channel is left free.

(d) Between the limits indicated in point (b) – speed must be reduced to the minimum compatible with good steering and manoeuvring.

(e) In the zones included between the limits indicated in point (b) – it is prohibited to effect any form of dredging operation across the whole width of the river.

Control Centre and Information of the Maritime Movement of the Port of Punta del Este and Piriapolis.

LOCATION, INTERNATIONAL CALL SIGN, ADDRESS:

(a) The Centre is controlled from the Prefecture of the Port of Punta del Este (Lat. 34° 57′ 48″ S., Long. 54° 57′ 06″ W.).

(b) The International Call Sign of the Control Centre and Information of the Maritime Movement of the Port of Punta del Este is CWC 34.
For calling up purposes it is possible to use "CONTROL PUNTA DEL ESTE PREFECTURA".

(c) The Call Sign of the Control Centre of the Port of Piriapo CWC 33.
For calling up purposes it is possible to use "CONTR PIRIAPOLIS PREFECTURA".

(d) The Control Centre of the Punta del Este is located in Prefectura of the Port of Maldonado (3rd Circumscription P.N.
Telephone No. of the Control Centre – 4.18.84.
Address – Calle 8 and 13 (Department of Maldonado).

(e) The Control Centre of the Port of Piriapolis is located in Su Prefecture of the Port of Piriapolis (3rd Circumscription P.N.
The Sub-Prefecture of Piriapolis is controlled by the Prefectu of Maldonado.
Telephone No. – 18.
Address – Avenida Piria and Calle Maipu (Piriapolis).

ZONES OF CONTROL

(a) The Control Centre and Information of the Maritime Moveme of the Port of Punta del Este covers:

(1) Zone "GOLF". Zone of the River Plate, Atlantic Oce (Territorial Sea) situated between the meridians 55° 30′ a 54° 15′ Longitude West, the imaginary line which joins Punta del Este with Punta Ballena and in the South by continuation of the limit of the River Plate with the Argen Republic and the Territorial Sea (Law 14.185/974 "Treaty the Limits of the River Plate"), with the exception of the ext of water included between meridians which pass throu Punta Iman (55° 16′ 08″ W.) and Punta Raza (55° 14′ 00″ and the meridian of 34° 56′ 30″ S. (Zone "TANGO") Piriapolis.

(2) Zone "HOTEL". The Bay of Maldonado and the Port of Pu del Este.

(a) The Bay of Maldonado: Zone situated between the coa and the imaginary line which joins Punta del Este w Punta Ballena, includes also "Boca Grande" and "Bo Chica".

(b) The Port of Punta del Este: Zone situated between coast and an imaginary line which goes from the en the jetty to a point which limits to the North of the Man Beach. It includes all the mooring areas.

(b) The Control Centre and Information of Maritime Movement of Port of Piriapolis comprises:

(1) Zone "TANGO". Zone of the River Plate included betwe the parallels which pass through Punta Iman (55° 16′ 08″ and Punta Raza (55° 14′ 00″ W.) and the merid 34° 56′ 30″ S.

COMMUNICATIONS TO THE CENTRE

(a) From Vessels

(1) In zone "GOLF". The Control Centre must be informed du navigation when the following points are passed:
The Isla de Lobos (Wolf Island)
The Punta del Este Lighthouse.

(2) In zone "HOTEL". During navigation in the Access Chan and within the Port:
When the Bajo del Monarco Buoy is passed, and
When the Isla de Gorriti Small Lighthouse is passed.
Also within both Control areas the communications indica in the following tables must be effected.

(b) From the Hydrographic Directorate of MTOP.

(1) The place assigned for berthing or mooring.

(2) Guard and order tugs (when they are present).

COASTAL STATION NOMENCLATURE

(See key at end of tables)

Name of Station	*Symbol*	*Identity of Station*	*Transmission Frequencies*	*Transmission Receiving Frequencies*	*Type of Transmission*	*Power in Kw.*	*Kind of Service*	*Hrs. of Service GMT*	*Rates*	*Co-ordinates of Transmitting Aerial*	*Observatio*
Atlantida Radio	FT	CWC 43	156.45 C.9		F3	0.025	CO a) b)/	HX	—	34° 46′ 48″ S.	TF 2604
			156.55 C.11				d) e) f)/			55° 45′ 26″ W.	Teledisc
			156.65 C.13 10)				m)				0372
			156.75 C.15 2) 3)								
			156.80 C.16	C.16 1)							
Carmelo Radio	FP	CWC 22	156.45 C.9		F3	0.025	CO a) b)/	HX	—	34° 00′ 33″ S.	TF 315
			156.55 C.11 11)				d) e) f)			59° 17′ 42″ W.	
			156.65 C.13								
			156.75 C.15 2) 3)								
			156.80 C.16	C.16 1)							
Colonia Radio	FC	CWC 23	2182	2182 1)	A3J	0.15	CO CR a)	H24	—	34° 28′ 12″ S.	TF 0522
			2040.5		A3J	0.15	b)			57° 51′ 05″ W.	2020
			2638		A3A		c) d) e) f)				2037
			2721.5 2) 3) 4)		A3H		h) i)				210
			4125								Teledisc
			4143.6 9)								0522
			5680 5)								
			6218.6 9)								
			6221.6 9)								
	FW	Control	156.45 C.9 12)		F3	0.025	CO CR a)/	H24	—	34° 28′ 28″ S.	TF 268
		Colonia	156.55 C.11 11) 4)				b) c) d) e)			57° 50′ 38″ W.	Radar
		Prefectura	156.65 C.13 10) 4)				f) h) i) n)				Teledisc
		CWC 23	156.75 C.15 2) 3)				o)				0522
			156.80 C.16	C.16 1)							

Name of Station	Symbol	Identity of Station	Transmission Frequencies	Transmission Receiving Frequencies	Type of Transmission	Power in Kw.	Kind of Service	Hrs. of Service GMT	Rates	Co-ordinates of Transmitting Aerial	Observations
Fray Bentos Radio	FC	CWC 25	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e)/ f) d)	HX	—	33° 06′ 50″ S. 58° 18′ 27″ W.	TF 321 Teledisced 05352
	FW	Control Fray Bentos Prefectura CWC 25	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) d) e) f) h) i) n) o)	H24	—	33° 06′ 50″ S. 58° 18′ 27″ W.	TF 321 Teledisced 05352
La Floresta Radio	FT	CWC 29	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) m)	HX	—	34° 45′ 30″ S. 55° 40′ 32″ W.	TF 209
La Paloma Radio	FC	CWC 30	2182	2182 1)	A3	1	CO CR a)	H24	—		TF 16
			2040.5 2638 2721.5 2) 3) 4) 6) 7) 3023 5) 3860.6 8) 4125 4419.4 4143.6 2) 3) 9) 5680 5) 6518.8 13) 6521.9 13) 6218.6 2) 3) 9) 6221.6 9) 8780.9 13) 8291.1 9) 8294.2 9) 13128.7 13) 13162.8 13) 12429.2 9) 12432.3 9) 17294.9 13) 17260.8 13) 16587.1 9) 16590.2 9) 22636.3 13) 22658 13) 22124 9) 22127.1 9)	2721.5 1) 3860.6 1) 4125 1) C.421 1) C.606 1) C.821 1) C.1221 1) C.1621 1) C.2221 1)	A3J A3A A3H	1	b) c) d) e) f) h) i) m) n)			34° 39′ 30″ S. 54° 08′ 28″ W.	
	FW	Control La Paloma Prefectura CWC 30	156.45 C.9 13) 156.55 C.11 11) 4) 156.65 C.13 6) 10) 4) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.1	CO CR a) b) c) d) e) f) h) i) m) n) o)	H24	—	34° 39′ 30″ S. 54° 08′ 28″ W.	TF 16
Montevideo Trouville Radio	FC	CWC 39	2182	2182 1)	A3	1	CO CR a)	H24	—	PTA. TIGRE 34° 52′ 00″ S. 56° 18′ 40″ W.	TF 70 35 05 TF 70 32 59 TF 70 08 45
			2040.5 7) 4) 2638 2721.5 2) 3) 4) 6) 7) 4125 4419.4 13) 4143.6 2) 3) 9) 5680 5) 6518.8 6521.9 13) 6218.6 2) 3) 9) 6221.6 9) 8780.9 13) 8291.1 9) 8294.2 9) 13162.8 13) 13128.7 13) 12429.2 9) 12432.3 9) 17294.9 13) 17260.8 13) 16587.1 9) 22658 13) 22636.3 13) 22124 9) 22127.1 9)	2721.5 1) 1) 4125 1) C. 421 1) C. 606 1) C. 821 1) C. 1221 1) C. 1621 1) C. 2221 1)	A3J A3A A3H A3H	1	b) c) d) e) f) h) i) m)				
Montevideo Centro de Control Radio	FW	Control Montevideo Prefectura	156.45 C.9 12) 156.55 C.11 11) 4)	C. 9 1) C. 11 1)	F3	0.1	CO CR a) b) c) d) e) f) g) h) i) m) n) o) p) q)	H24	—	34° 54′ 18″ S. 56° 12′ 44″ W.	TF 95 51 01 95 62 53 95 24 77 TLX UY 929 Comopre Radar
			156.65 C.13 6) 10)	C. 13 1)	F3	0.1					
			156.75 C.15 2) 3)	C. 13 1)	F3	0.1					
			156.80 C.16	C. 16 1)	F3	0.1					

Name of Station	*Symbol*	*Identity of Station*	*Transmission Frequencies*	*Transmission Receiving Frequencies*	*Type of Transmission*	*Power in Kw.*	*Kind of Service*	*Hrs. of Service GMT*	*Rates*	*Co-ordinates of Transmitting Aerial*	*Observa*
Nueva Palmira Radio	FC	CWC 31	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—		TF 139
	FW	Control Palmira Prefect. CWC 31	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) c) d) e) f)	H24	—	33° 52′ 42″ S. 58° 25′ 12″ W.	TF 139
Paysandu Radio	FC	CWC 32	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—	32° 18′ 06″ S. 58° 05′ 08″ W.	TF 3099 Teledis 0722
Paysandu Radio	FW	Control Paysandu Prefect. CWC 32	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) c) d) e) f) i) n) o)	H24	—	32° 18′ 06″ S. 58° 05′ 08″ W.	TF 3099 Teledis 0722
Piriapolis Radio	FP	Control Piriapolis Prefect. CWC 33	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) c) d) e) f) h) i) m) o)	H24	—	34° 52′ 50″ S. 55° 16′ 10″ W.	TF 518- 236
Puente Fray Bentos (Gral. San Martin) Radio	FT	CWC 42	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) i)	HX	—	33° 06′ 27″ S. 58° 14′ 46″ W.	
Puente Paysandu (Gral. Artigas) Radio	FT	CWC 41	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) i)	HX	—	32° 17′ 00″ S. 58° 07′ 00″ W.	
Puerto Sauce Radio	FC	CWC 27	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—	34° 26′ 20″ S. 57° 26′ 21″ W.	TF 33
	FW	CWC 27	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO CR a) b) d) e) f) h) i) n) o)	H24	—	34° 26′ 20″ S. 57° 26′ 21″ W.	TF 33
Puerto Buceo Radio	FP		156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 156.80 C.16	C.16 1)	F3	0.025	CO d) e) f) i)	HX	—	34° 54′ 37″ S. 56° 07′ 00″ W.	TF 78 3
Punta del Este Radio	FC	CWC 34	2182	2182 1)	A31	0.2	CO CR a) b)	H24	—	34° 57′ 48″ S. 54° 57′ 06″ W.	TF 418 41967 Teledis 042
			2040.5 2721.5 2) 3) 4) 6) 7) 3860.6 8) 4125 4143.6 9) 6218.6 9) 6221.6 9)		A3J A3A A3H	0.15	c) d) e) f) h) m)				
	FW	Control Punta del Este Perfectura	156.45 C.9 12) 156.55 C.11 11)		F3	0.025	CO CR a) b)	H24	—	34° 57′ 48″ S. 54° 57′ 06″ W.	TF 418 41967 Teledis 042
			156.65 C.13 10)	C.13 1	F3	0.1	c) d) e) f)				
			156.75 C.15 2) 3)		F3	0.025	h) i) m) n)				
			156.80 C.16	C.16 1)	F3	0.1	o)				
Rio Branco Radio	FC	CWC 36	2182	2182 1)	A3	0.2	CO a) b) d)	HX	—	32° 34′ 25″ S. 53° 22′ 20″ W.	TF 86
			2638 2721.5 2) 3) 6) 7)		A3J	0.2	e) f) i) m)				
	FW	CWC 36	156.45 C.9 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b) d) e) f) i) m) n)	H24	—	32° 34′ 25″ S. 53° 22′ 20″ W.	TF 86

Name of Station	Symbol	Identity of Station	Transmission Frequencies	Transmission Receiving Frequencies	Type of Transmission	Power in Kw.	Kind of Service	Hrs. of Service GMT	Rates	Co-ordinates of Transmitting Aerial	Observations
Salto Grande Radio	FT	CWC 40	156.45 C.9 156.55 C.11 156.65 C.13 10) 156.75 C.15 156.80 C.16	C.16 1)	F3	0.025	CO e) f) i)	HX	—	31° 17′ 00″ S. 57° 56′ 00″ W.	
Salto Radio	FC	CWC 37	2182 2040.5 2638 2721.5 4125 4143.6 5680 6218.6 6221.6		A3J	0.15	CO CR e) f) d)	HX	—	31° 23′ 00″ S. 57° 59′ 00″ W.	TF 5275 Teledisced 0732
	FW	CWC 37	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 10) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b) d) e) f) i) n) o)	HX	—	31° 23′ 00″ S. 57° 59′ 00″ W.	TF 5275 Teledisced 0732
Santiago Vazquez Radio	FP	CWC 38	156.45 C.9 12) 156.55 C.11 11) 156.65 C.13 6) 156.75 C.15 2) 3) 156.80 C.16	C.16 1)	F3	0.025	CO a) b) d) e) f) i) m) o)	H24	—	34° 47′ 24″ S. 56° 21′ 05″ W.	TF 32 00 8

KEY TO LITERAL AND NUMERICAL REFERENCES USED IN THE COASTAL STATION NOMENCLATURE

(a) To transmit meteorological bulletins in accordance with the requirements of List VI of RR of the UIT. Special services which are offered by the FC, FP, FT and FW of the P.N.N.
(b) To transmit Notices to Mariners in accordance with requirements of List VI of the RR of the UIT. Special services which are offered by the FC, FP, FT and FW of the P.N.N.
(c) To transmit medical advice on request of navigators.
(d) To transmit urgent messages to Mariners immediately on receipt and to repeat them 3 minutes past every hour and at the normal times of transmission of messages to navigators.
(e) To participate in operations of Search and Salvage.
(f) To alert the Centre's Co-ordinator of Search and Salvage.
(g) To direct the system of Control Centres and Information of Maritime Movement and Port Operations. (FP, FT and FW).
(h) Receive meteorological observations (SHIP) made on the high seas by Masters of vessels.
(i) To effect special transmissions relating to hydrographic and maregraphic Information.
(m) To receive reports from fishing vessels (National, Argentine and third nations who are authorised to operate within the area) and to remit them to the Director of the Control Centre System (CONDI) obligatorily in accordance with Maritime Legislation No. 6 P.N.N.
(n) To effect control and facilitate information within the area, receiving reports from vessels navigating within it (obligatory for vessels in accordace with IMP Uruguay).
(o) Effect control and facilitate the supply of information from the port.
(p) Receive by telex or radio requests for pilotage service.
(q) Radiogoniometric Service on VHF (RG).
1. Call up and listening service on a permanent basis and for announcing in advance the intention to transmit.
2. Frequency used for the transmission of meteorological bulletins and Notices to Mariners in accordance with requirements of List VI of the RR of the UIT. Special services offered by FC, FP, FT and FW of the P.N.N. with prior announcement on frequency 156.800 MHz (Channel 16).
3. Frequency used for the transmission of meteorological bulletins and Notices to Mariners in accordance with requirements of List VI of the RR of the UIT. Special services offered by the FC, FP, FT and FW of the P.N.N. with prior announcement on frequency 2182 kHz (Simplex) and 4419.4 kHz (Duplex C.421).
4. Frequency used for the transmission of radiomedical advice on request.
5. Frequency used for operations of Search and Salvage.
6. Frequency used for reports from national fishing vessels.
7. Frequency for Coastal working purposes.
8. Frequency used in common with the Argentine Republic (Naval Prefecture) for the control of fishing vessels of both nations.
9. Provisional working frequency.
10. Working frequency for control and zonal information (Vessel Movement Service).
11. Working frequency for control and Port information (Port Operation Service).
12. Port operation frequency (tugs, traffic launches, tugs and control centres).
13. Duplex frequency Band from 4 to 23 MHz of the Mobile Maritime Service Section 17 REV. RR of the UIT.
CO – Station open exclusively to official correspondence.
CR – Station open to restricted public correspondence.
H24 – Continuous service, day and night.
HX – Intermittent service, day and night or station which has no fixed operating timetable.

SPECIAL SERVICES

Nomenclature of Radiodetermination Stations and Stations which offer Special Services with the P.N.N.

Name of the Station	Symbol	Identity of the Station	Trans-mission frequencies (kHz – MHz)	Type of Trans-mission	(GMT) Hours of Transmission	Service (See key in next column)
Atlantida Radio	FT	CWC 43	156.75 M	F3	0533 – 1303 – 1933	1, 3, 4, 6, 7
Carmelo Radio	FP	CWC 22	156.75 M	F3	0303 – 1503 – 2133	1, 3, 4, 6, 7
Colonia Radio	FC	CWC 23	2721.5	A3J	0330 – 1330 – 2100	1, 2, 3, 4, 5, 6, 7
	FW	Control Colonia Prefectura	156.75 M	F3		
Fray Bentos Radio	FW	Control Fray Bentos Prefectura CWC 25	156.75 M	F3	0933 – 1703 – 2333	1, 2, 3, 4, 6, 7
La Paloma Radio	FC	CWC 30	2721.5 4143.6 6218.6	A3J	0303 – 1533 – 2303	1, 2, 3, 4, 5, 6, 7
	FW	Control La Paloma Prefectura	156.75 M	F3		
Montevideo Trouville Radio	FC	CWC 39	2721.5 4143.6 6218.6	A3J	0103 – 1133 – 1903	1, 2, 3, 4, 5, 7
Montevideo Centro de Control	FW	Control/ Montevideo Prefectura CWC 39	156.75 M	F3	0103 – 1133 – 1903	1, 2, 3, 4, 6, 7, 8
Nueva Palmira Radio	FW	Control Palmira Prefec. CWC 31	156.75 M	F3	0903 – 1533 – 2303	1, 2, 3, 4, 6, 7
Paysandu Radio	FW	Control Paysandu Prefec. CWC 32	156.75 M	F3	0103 – 1103 – 1733	1, 2, 3, 4, 6, 7
Piriapolis Radio	FP	Control Piriapolis Prefectura CWC 33	156.75 M	F3	0703 – 1333 – 2103	1, 2, 3, 4, 6, 7
Puerto Sauce Radio	FW	CWC 27	156.75 M	F3	0133 – 1303 – 1933	1, 2, 3, 4, 6, 7
Punta del Este Radio	FC	CWC 34	2721.5	A3J	0133 – 1503 – 2133	1, 2, 3, 4, 5, 6, 7, 8
	FW	Control Pta. del Este Pref.	156.75 M	F3		
Rio Branco Radio	FC	CWC 36	2721.5	A3J	0933 – 1703 – 2333	1, 2, 3, 4, 5, 6, 7
			156.75 M	F3		
Salto Radio	FW	CWC 37	156.75 M	F3	0133 – 1133 – 1903	1, 2, 3, 4, 6, 7

Key:
Key to numerical references used in the nomenclature of radio-determination stations and stations which offer special services.
METEOROLOGICAL BULLETIN
(Forecast of weather within the 4 Maritime Areas)

1. SYNOPIS: Inform in clear Spanish text for the 4 Maritime Areas No. 1, 2, 3 and 4 stating:
   (a) General
      1. Name of Station
      2. Validity
      3. Significant Phenomena
      4. Weather Notices
      5. Synoptic Situation
   (b) By Area
      1. General Conditions (Phenomena or general character of the current weather)
      2. Winds (direction and speed)
      3. Sky
      4. Horizontal visibility
      5. Air temperature
      6. Strength of the sea
      7. Wave height
   (c) Reading of radio messages for Coastal Traffic and Radio Messages for local purposes (Notices to Mariners) per area.
2. Messages concerning water height.
3. Offer on request of a vessel, a weather forecast, height of water and local radio messages (Messages to Mariners).
4. The station transmits at any time meteorological safety messages preceded by the Safety signal (SECURITE) and repeat them after periods of silence and during normal transmission periods.
5. Meteorological bulletins, radio notices for coastal traffic (Notices to Mariners) and local Radio notices (Notices to Mariners), announcing the fact previously on frequency 2182 kHz, 4125 kHz Simplex and 4419.4 kHz (C.421) Duplex.
6. Meteorological bulletins, radio messages for coastal traffic (Notices to Mariners) and local Radio messages (Notices to Mariners) announcing the fact previously on Channel 16 (156.800 MHz).
7. For services being offered, listening and working frequencies see Nomenclature of Coastal Stations.
8. Radiogoniometric station on VHF.
   (Station of Radiodetermination which uses the receipt of radio-electric waves to determine the direction of a station or of an object).

COLONIA: 34.28 S. 57.51 W. (See Plan)

LOCATION: Lat. 34° 28′ 28″ S., Long. 57° 50′ 38″ W.

On the River Plate 92 miles from Montevideo and 27 miles in a straight line E.N.E. of the City of Buenos Aires.

DOCUMENTS: Vessels entering the port must provide the following: Machinery, Hull, Safety, Freeboard and Derat Certificates, Stores List, Crew List, List of Passengers or Negative, Cargo Manifest, Declaration of Transport of Inflammables or Explosives, or where not carried a certificate to that effect.

PILOTAGE: No port or river Pilot is required for coasting vessels.

ANCHORAGES: In the Roads with a depth of 10 ft.

In the foreport with a depth of 8 ft., for shallow draft vessels.

RESTRICTIONS: The port will be closed for all vessels when the wind intensity is 70 knots or more. Also all operations are prohibited in the port shelter area.

The port will be closed for vessels of all kinds when the visibility is 500 m. or less due to fog, squalls, etc. Under these conditions vessels are prohibited to carry out any kind of operation within the shelter area.

HEALTH: Inspection is by a Health Doctor, and is carried out jointly with Immigration, Police, Customs, and Naval Prefecture officials.

RADIO: VHF equipment. Operates permanently on Channel 16.

VHF: All communications are carried out by VHF, the call sign being CWC 23 and that for working Control Colonia Prefecture. Channels used are 6, 8, 9, 11, 12, 14, 15, 16, 25, 26, 68, 69.

The Control Centre listens out permanently on Channel 16, whose frequency is 156.800 MHz.

RADAR: Range 16 miles. Does not give service to vessels.

TUGS: There is no tug service.

BERTHING: Union Quay: Running East to West with a length of 178 m., equipped at its two ends with ramps for landing and shipment of cars and lorries.

Coastal Quay: Running North to South, with a length of 111 m.

Ultramar Quay: Running North to South, with a length of 142 m.

These quays are provided with water hydrants and electricity supply points, the Coastal Quay also having a fuel point for operation of tankers.

Warehouses: For general cargo, the National Port Administration has warehouses within the port area.

CRANES: On the Overseas Quay there are two mobile cranes on rails, with 3 tons and 5 tons capacity.

STEVEDORES: There is no permanent service of stevedores, and such requirements must be applied for in advance by the ships' agents at Nueva Palmira.

MEDICAL: 300 m. from the port is the local hospital with a First Aid room and ambulances.

TANKERS: Operate at the Coasting Quay with a watchman and a fireman on board.

FRESH WATER: Supplied by the National Port Administration.

FUEL: Supplied by road tankers.

FIRE PRECAUTIONS: There is a fire fighting pump with a pressu 8 kg./sq.cm.

CONSULS: Argentina and Italy.

REPAIRS: Not possible.

GANGWAY/DECK WATCHMEN: There is a watchmen ser administered by the Prefecture of Colonia.

CUSTOMS ALLOWANCES: Tourists from neighbouring countries m bring in: 5 kilos of food, 1 carton of cigarettes, 1 litre of alcoholic dr

No products derived from meat can be brought into the country (c meats, sausages, etc.), nor any plants or seeds.

REPATRIATION: Only to Buenos Aires.

AIRPORT: Located on Highway 1 linking Colonia with Montevideo, 7 k from Colonia.

TIME: Local time is GMT minus 3 hours.

HOLIDAYS: 1st and 6th January, Carnival, Touriso, 19th April, 1st M 18th May, 19th June, 18th July, 25th August, 12th Octob 2nd November, 25th December.

POLICE/AMBULANCE/FIRE: Police Tel: 2962; Hospital Tel: 2994; F Brigade Tel: 2577; Prefecture 2020.

TELEPHONES: No arrangements for connecting the telephones board vessels, but there are telephone boxes for communications wi and outside the country.

SERVICES: Bureau de Change via a branch of the Banco Repub There is a bus service with international service, working in conjunc with arriving and departing vessels, connecting Colonia with the res the country.

Post Office: 200 m. from the port.

Mooring Gangs: Provided at the request of the ships' Agents by t National Port Administration.

AUTHORITY: See "Montevideo".

FRAY BENTOS: 33.06 S. 58.18 W. (See Pla

LOCATION: Km. 95 River Uruguay. On the right bank of the R Uruguay from seaward 213 miles by river from Montevideo or 145 m from Buenos Aires.

PORT LIMITS: A vessel is considered to have arrived when she lea the channel and goes to the berth.

DOCUMENTS: Same requirements as for the port of Montevideo.

PILOTAGE: Obligatory, except where bilateral national agreeme exist concerning navigation of the River Uruguay, and the Pilot mus taken on board in Montevideo.

ANCHORAGE: Between the channel and the port.

RESTRICTIONS: When the port is closed due to bad weather, also draft depends upon the depths of water in the "El Marques" and "Pu Caballo" passages.

MAX. SIZE: Controlled only by the draft of the vessel and the lengt the berth. Max. draft 26 ft. (FW), water depends upon the river conditi

HEALTH: Same requirements as for Montevideo.

RADIO: The call sign is CWC 25 "Control Fray Bentos Prefectura"

VHF: Port works on the following frequencies:
(a) Channel 16: frequency 156.800 MHz; Usage: Calling-up a safety.
(b) Channel 9: frequency 156.450 MHz; Usage: Port operations
(c) Channel 11: frequency 156.550 MHz; Usage: Central Con broadcasts on safety.
(d) Channel 13: Frequency: 156.650 MHz; Usage: Central Con broadcasts on safety.
(e) Channel 15: frequency: 156.750 MHz; Usage: Meteorolo bulletins and Notices to Mariners.
(f) Channel 17: Usage: P.N.N.: Maritime Safety.
(g) Channel 68: Usage: P.N.N.: Maritime Safety.

Furthermore, on entering the area between Km. 6 and Km. 165 of t River Uruguay, the vessel must communicate to the Fray Ben Prefecture Control:
(a) flag.
(b) name.
(c) destination.
(d) position.
(e) course and speed.
(f) max. draft.

And on leaving this area:
(a) accident or fire occurred on board the vessel.
(b) whether vessel has given assistance to another vessel whi damaged or in difficulties.
(c) whether she has sighted any dangerous object to navigation which is not marked.
(d) any serious reduction in visibility.

RADAR: None.

TUGS: None.

BERTHING: There are two types, quays for deep-sea vessels an coasters, both being of cement and wood.

Type	Deep-sea	Coasting
Length	125 m.	250 m.
Direction	East – West	N.W. – S.E.
Average depth	7 m. – 8 m.	5 m. – 6 m.
Signalling lights	Green light – West side Red light – East side	
Fresh water	2 connections	3 connections
Electricity	1 point A.C., 3-phase 220 V. South side quay in shed 3 points 220 V. D.C. (cranes)	3 points 220 V. (cranes)

Also there is the Anglo Quay with a maximum depth of 26 ft., nor used for meat.

CRANES: There are in the port 3 cranes of 3 tons each and 1 of 5 tons which can move about the port. It is possible to use ship's derricks and more cranes at the same time.

BULK HANDLING FACILITIES: There is a silo with a conveyor belt, having a storage capacity currently of 14,500 tons, and the conveyor has a loading or discharge rate of 100 t.p.h. See "Developments".

SPECIALISED CARGO HANDLING FACILITIES: None.

BRIDGES: None.

STEVEDORES: Can be requested in advance or when the vessel arrives in port. The work is controlled by the following time table: order 0630 hrs., commence work 0700 hrs.; order 1230 hrs., commence work 1300 hrs.; order 1830 hrs., commence work 1900 hrs.

MEDICAL: Doctors and hospital facilities available.

DENSITY: 1000.

FRESH WATER: On the Deep Sea Berth there are 2 connections and on the Coasting Quay there are 3 connections controlled by the ANP. Cost of U.S. $1.20 per 1,000 litres.

FUEL: Not available.

FIRE PRECAUTIONS: Fire Brigade present.

CONSULS: Argentina, others at Montevideo.

REPAIRS: Only minor repairs can be carried out.

DRY DOCKS: None.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: Same as for the port of Montevideo.

HATCHES: If steel, handled by vessel's crew. If wooden, handled by stevedores.

REPATRIATION: See "Montevideo".

AIRPORT: None, only Montevideo.

TIME: See "Montevideo".

HOLIDAYS: The following dates will be used as national holidays of a traditional character:

1st January; 6th January; Monday and Tuesday of Carnival Week; the 6th week following Carnival, which will be called Tourism Week; 1st May; 2nd November; 25th December.

The following dates will be celebrated as national holidays as they are linked with patriotic exaltation and commemoration.

19th April; 18th May; 19th June; 18th July; 25th August; 12th October.

With regard to the holidays of 1st May, 19th April, 18th May, and 12th October, these will follow the undermentioned plan:

(a) If they occur on Saturday, Sunday or Monday, they will be observed on those dates.

(b) If they occur on Tuesday or Wednesday they will be transferred to the immediately preceding Monday.

(c) If they fall on Thursday or Friday, they will be transferred to the Monday immediately following.

POLICE/AMBULANCE/FIRE: National Prefecture: Tel: 321. Police: Tel: 201. Fire Brigade: Tel. 35. Hospital: Tel: 533.

TELEPHONES: Not possible.

SERVICES: None.

SHORE LEAVE: See "Montevideo".

IDENTIFICATION: Seaman's Book sufficient.

DELAYS: Normally there is no delay.

DEVELOPMENTS: Increase in the storage capacity of the silos of the Ministry of Agriculture and Fisheries by 5,500 tons, and increase of the capacity of the conveyor belt to 400 t.p.h.

AUTHORITY: National Port Administration, Herrera and 25 de Mayo, Fray Bentos, Uruguay.

Also see "Montevideo".

JOSE IGNACIO: 34.54 S. 54.43 W.

SBM: Position Lat. 34° 53′ 43″ S., Long. 54° 42′ 45″ W.

PILOTAGE: Compulsory. Pilot boards at the Fairway Buoy in position Lat. 34° 57′ 14″ S., Long. 54° 40′ 06″ W.

RADIO/VHF: Call sign "Control Punta del Este", Continuous watch on VHF Channel 16. Intership working on Channel 6.

GENERAL: ANCAP have installed a Single Buoy Mooring, 3,600 m. from the shore in 16.8 m. (55 ft.) depth of water. Vessels of 150,000 d.w.t. can be handled and the average rate of discharge of crude oil is 5,000 cu.m./hr.

The shore terminal receives, stores and pumps the crude to the refinery at Montevideo.

A River Pilot must be ordered from Montevideo for securing to the buoy, and he remains aboard until the vessel sails.

Five days before arrival, Agents must request Free Pratique from the Health Authorities in Montevideo, and the Customs, Prefecture and Immigration Officials, from Punta del Este.

AUTHORITY: Prefectura del Puerto de Maldonado, Calle 8 y 13, Punta del Este (Maldonado), Uruguay. *Tel:* 41884, 41967. *Contact:* Port Captain.

MONTEVIDEO: 34.55 S. 56.13 W. (See Plan)

Also see "General" at beginning of Uruguay section.

DOCUMENTS:

Health:

1 Maritime Declaration of Health.
1 List of Passengers Disembarking.
1 List of Crew Members.
1 Derat Certificate.
1 List of Crew International Vaccinations.

Immigration:

1 copy of Crew List.
2 Lists of Passengers Disembarking.
2 copies of List of Passengers in Transit.

Police:

2 copies of List of Passengers Disembarking.
1 copy of Crew List.
2 Lists of Passengers in Transit.

Prefecture:

2 Lists of Passengers in Transit.
1 Visaed copy of List of Passengers with Port of Origin.
2 Non-visaed copies of List of Passengers.
1 Passenger List – or Negative – from all ports visited.
1 Non-visaed Crew List.
1 Cargo Manifest for Montevideo.
1 Manifest for Cargo in Transit.
1 List of Inflammable Cargo or Hazardous Goods – visaed or straight.
1 List of Vessel's Data.

Customs:

1 Visaed Manifest
1 copy of Ballast loaded at each port.
1 Negative discharge statement for each port.
If there is no Consul in previous ports, the last port where there was one.
2 Stores Lists.
2 Lists of Cigarettes and Whisky.
2 Lists of Personal Effects.
3 Lists of Bunkers on Arrival.
1 copy of Passenger List for those disembarking, or negative, and their baggage in the same list (drawn up and signed by the passengers themselves).

Agents:

2 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
2 Crew Lists.
2 Stores Lists.
2 Manifests, including Inflammable Cargo.
2 Cargo Plans.

NOTE: The manifest must have a special section with all effects in transit or otherwise, for the free zones of Colonia and Nueva Palmira.

Crew Lists, amended Crew Lists and Inflammable Cargo Lists must be visaed at ports of sailing or loading.

ANTEPORT: The Anteport is to the North of the entrance, between the breakwaters, and has a depth of 33 ft. – 36 ft. Sufficient room for 10 vessels, depending on size.

PORT: The port is formed by the North side of the Montevideo Peninsula and the "Dique de Cintura", a breakwater running parallel to the coast, about 870 m. distant.

It consists of 3 basins, 2 of which are for ocean-going vessels and 1 for river traffic.

Basins 1 and 2 have a depth of 33 ft., and the basin for river traffic 15 ft.

APPROACHES: The Roads of Montevideo consist of the Outer Roads situated to the South of the bay and Inner Roads situated outside the Western breakwater.

Both anchorages are very exposed and vessels are recommended to enter the anteport.

The entrance channel has 36 ft.; the channel to Ancap's wharf (La Teja) 30 ft. 6 in. Basins 1 and 2 have a depth of 31 ft., and the River Traffic Basin, 15 ft. These depths depend on dredging being maintained, but even so vessels often "drag" when on the higher marks; the bottom is fine soft silt.

PILOTAGE:

1. The Pilot must be requested via the Agent 24 hours in advance, giving ETA in the roads by W/T (Cerrito Radio – CWA on frequency of 500 kHz). It is not possible to elect a Pilot for the area of the port of Montevideo, except where the vessel exceeds 10,000 tons.

2. On entering into the system of the Control Centres, communication must be made with them, giving the information laid out in the "Basic Rules of the System of Control and Information of Maritime Movements". See "Control" in General Section before first Uruguay port.

3. By VHF on the Channels stipulated in "Basic Rules of the System of Control and Information of Maritime Movements".

4. Channel 11 must be used to communicate with the pilot vessel. The vessel is a powered craft painted reddish orange, with white deckhouse with the inscription "Practicos". During daylight hours, it flies the pilot flag, HOTEL (white and red), and at night it is necessary to have white and red lights indicating "I have a Pilot on board". Where a vessel does not have VHF, light signals must be used to communicate with the pilots' launch.

Should this launch be out of service, Pilots are transported by tugs of A.N.P. and/or BEYLA.

5. The Pilot will await the vessel near the Axis Buoy located at Lat. 35° 00′ S., Long. 56° 14′ W.

6. In the event of bad weather the vessel must anchor near the Axis Buoy.

7. To take the Pilot on board, the gangway must be positioned on the side which gives most advantage *vis-a-vis* wind and sea.

ANCHORAGE: Vessels may anchor near the Axis Buoy with a draft of 30 ft. at zero tide. The sheltered anchorage is located in the foreport inside the shelter of the breakwaters. To gain access to it, the Pilot must be on board and the permitted draft will be that specified previously.

RESTRICTIONS:

1. The port is closed when winds are up to 60 km.p.h. However, up to 80 km.p.h. the Prefecture may authorise manoeuvres. The port is also closed when there is fog, channel obstruction or any other problem which may make manoeuvring difficult.
2. Vessels will not be handled when there is serious damage to engines, hull or rudder.

MAX. SIZE:

1. The largest vessels operating in the port, are of the LASH type, with dimensions approx. as follows:

Overall length 272.22 m.; Beam 30.48 m.; Draft 28 ft.

2. Tankers which berth at the inflammable dock A.N.C.A.P.:

Overall length: 241.50 m.; Beam 32.33 m.; Draft 28 ft.

With regard to the dimensions of the vessel, the state of the tide and time will be considered, the Pilot will advise the Master of the best measures to adopt.

Report: March 1982.

Max. draft to reach Montevideo safely is 31 ft.

HEALTH: The procedure is as follows:

1. Request the Owner or Agent to obtain Free Pratique which will be done via Cerrito Radio Station – call sign CWA.

In the event of there being any suspected illness or fever on board, the vessel must anchor in the roads to await instructions, at the same time communicating this to her Agent/Owner.

RADIO: Cerrito Radio Station CWA operating on 500 kHz, 421.5 kHz, 4346 kHz, 6434.5 kHz, 8602 kHz, 12750 kHz, 17208.8 kHz and 22563 kHz.

Timetable for broadcasting information to Mariners:

	Frequency	*Times*
Cerrito CWA	4,346 kHz	1100 hrs.
	8,602 kHz	1600 hrs.
	12,750 kHz	2100 hrs.
	16,871 kHz	
Sodre (CX 6) Coastal Station	650 kHz	0900 hrs.
Punta Carreta CWD	2,768 kHz	1103 hrs.
		1603 hrs.
		2103 hrs.

RADAR: Port Radar Control available. Additional coastal radar stations to be installed.

VHF: The Control Centre has a range of 60 miles on VHF. It also effects communications by "Phone-Patch" between the vessel and or Agent or Owner; this, from their office or private address.

All the operations of the Centre of Control and Information of Marine Movement of the Port of Montevideo are set out in the booklet "Basic Rules of the System of Control and Information of Maritime Movements".

On entering waters of port jurisdiction, communication must be made with La Paloma Control, then Punta del Este Control and the Centre of Maritime Control of the National Naval Prefecture.

TUGS: 8 tugs owned by Port Authority, 1×4,000 h.p., 1×1,1950 h.p., 1×1,680 h.p., 1×1,100 h.p. and 4×500–700 h.p. Beyla S.A. (Private) operate 5 tugs of 250 h.p.–750 h.p. Tugs come alongside in the foreport. Lines are to be supplied by the vessel, and this is not optional. In the event that the vessel has no tug cable, this will be supplied by the tug at a cost of approx. U.S. $500 (as per tariff TM/6).

BERTHING: The berth will be allocated by A.N.P. and is to be requested by the Agent. Vessels may berth or unberth at any time of the day or night, except when the port is closed or due to lack of available berths. Generally, there are fenders placed along the berths. In the event that the vessel requires this service, it must be requested in advance via the Agent.

When berthing or unberthing, the gangway must not be in position due to the proximity of the cranes.

Anteport: 7 anchorage berths in 28 ft. depth. However in practice there is rarely room for more than 5 vessels to anchor. Basin No. 1: 7 berths, 28 ft. to 33 ft. depth alongside. Basin No. 2: 4 berths, 28 ft. to 33 ft. depth alongside. La Teja: Ancap Basin with berths for 2 tankers 30 ft. depth in basin and entrance channel.

Berths are allotted by the Port Authorities in the order of arrival of the vessels and according to their category, as follows:

1. Mail vessels.
2. Regular Line vessels carrying immigrants.
3. Cargo vessels.
4. Sailing vessels.

The Authorities allocate the deposit at which vessel must discharge or load.

Port Authorities give preference at Deposit No. 10 to ships operating with refrigerated cargo from this Deposit; and at Deposit No. 11 (Florida Wharf) to tankers discharging to the pipeline situated there. Conditional that they vacate the berth within 2 hours' notice, to permit berthing a preference vessel, other ships may operate at either berth.

Muelle de Escala: On the pier head, formed by the Southern side of the River Traffic Basin, and running Westwards, a quay has been built, known as "Muelle de Escala", 288 m. long, originally constructed for berthing passenger liners and war vessels, but now used as a container terminal.

The berth is very exposed to wind and swell, and Masters are recommended to take every precaution to ensure their vessels are strongly moored and a lookout kept for changes of weather which, locally, are very sudden.

The depth of water alongside depends on dredging, but generally is over 33 ft.

1×40 tonne container gantry crane installed in 1986.

River Traffic Basin: This basin is situated on the Western side of "A". It is 400 m. long and has a passenger landing station on one The opposite side of the basin is used by the Navy.

2 warehouses, called Warehouse "A" and Warehouse "B", have be built on the East side of this basin and are serviced by 3 electric cra

These berths can only be used by light-drafted vessels, as dep water is around 16 ft.

Basin No. 1: This basin is situated between piers "A" and "B", entrance between the "Dique de Cintura" and the pier head "A" is ab 150 m. wide. It encircles a total mooring space of 1,093 linear me and 7 vessels can comfortably berth along the quay walls.

Pier "A" is 382 m. long on the West side; 306 m. on the East si and 50 m. wide at the Northern pier-head.

On this pier 2 brick and concrete warehouses, Nos. 1 and 2, ha been constructed, consisting of a ground floor, 3 storeys and basement.

On the City side of Basin 1, length 493 m., there are 3 br warehouses, numbered 3, 4 and 5, consisting of a ground floor between 17,800 cu.m. and 19,600 cu.m. capacity.

On the Western side of Pier "B" facing Basin No. 1, there are 2 br and concrete warehouses, Nos. 6 and 7, with a ground floor and 1 sto having a capacity of 30,174 and 33,140 cu. m. respectively.

In Basin No. 1, Berths No. 1, 2, 3, 4 and 5 are generally used for discharge and/or loading of liners running to timetable.

Depths alongside vary, as it depends upon dredging.

Basin No. 2: This basin is situated between Pier "B" and the foo Florida Street. The entrance to this basin is also about 150 m. wid has a total mooring space of 722 m. and it can accommodate 4 vess

Pier "B" is 294 m. long on the Western side, 328 m. long on t Eastern side, 148 m. at the Northern pier-head and 13 m. wide on t bend at the Western corner of the pier-head.

At the Northern end of pier-head "B", livestock is embarked. T berth is also used for general cargo operations in times of congest Moorings must be strong and carefully watched as the berth is v exposed to wash of passing vessels.

There are 2 warehouses on this pier, numbered 8 and 9, facing Ba No. 2, built of brick and concrete, with a ground floor and 1 storey a with a capacity of 33,320 cu.m. each. Warehouse 11 has 3 cold stor rooms with a total capacity of 26,000 cu.m. for storage of frozen me chicken and fish products at −30°C.

Depths of water alongside vary, depending upon intensity of dredg but are generally 28 ft. to 30 ft.

Coasting Quay Wall: From Florida Street to Mole F, which is the end the Port, and over a distance of 1,900 m., there is a quay used coastal craft, and on part of which a fish-receiving and industrial plant is being opened; depth in this zone is 15 ft.

A floating dock is also anchored in the N.E. part of this section.

Basin For Inflammables "La Teja". (Also see "Tankers".)

On the North side of the Bay, the National Administration of Alco Cement and Fuels, known as A.N.C.A.P., has a basin with conc walls for the discharge of tankers arriving with oil to their consignme This basin is known as the "Darsena de Inflamables", and has 1 be for tankers on the North side in 30 ft. 6 in. and for liquid gas discha on the Southern side, max. draft 22 ft., while on the West or land s there is a berth for coastal vessels. Width of the basin here is 147 which is the same as the entrance, while the South berth is 248.75 long. On the North berth the jetty protrudes 34 m., and is 96 m. lon

Vessels berth bows to shore, and on leaving turn immediately out the basin, if draft is less than 22 ft., otherwise they must reverse b down the narrow access channel.

The North berth has separate lines for Crude, 10 in. and 12 maximum pressure 105 lbs. Fuel oil, 8 in. and 10 in. with a pum rate of 300 t.p.h. at temperatures between 40°C and 70°C. Diesel Oil/ Kerosene 6 in. connections and pumping rate of 300 t.p.h. Nap 8 in. Lube oils 6 in. lines, 150 t.p.h. and a line for Alcohol 6 in. The no line for Gas. There are 3×5 ton electric cranes and 1×12 ton de crane. Coal and Cement are also discharged at this berth, the coa Decauville cars and the Cement to trucks, handling 750 tons per 8 h day, with 5 gangs.

At the South berth the oil lines are identical, and there is also a f connection for loading or discharging Super Gas, at 200 t.p.h. Th are no cranes at this berth.

The Western berth has the same installations except for Super G and Alcohol.

There are 3 in. water lines at each berth, and use of 2 tugs is esse for berthing or unberthing. At the North berth, vessels fully loaded lie up to 15 m. out from the quay, owing to accumulation of mud will gradually close in as the vessel lightens. Access gangways placed by the Port.

Railway Connections: Basins 1 and 2, River Traffic Basin and Deposits "A" and "B" have railway lines on all sides, belonging t Port Administration, which are connected with the main lines o Uruguayan State Railways.

The Port Administration has 2 electric locomotives used exclus in the port.

Cranes: The Port Administration has 2 heavy-lift floating cran 80 tons and 200 tons capacity, a mobile crane of 20,000 kilos, 46 movable electric cranes of 5,000 kilos each; 5 movable ele cranes of 1,500 kilos each; 1 fixed electric crane of 4,000 kilos; the aforementioned 5,000 kilos cranes, are placed alongside the walls for vessel's operations.

There are also 24 electric trolleys of 1,500 kilos, and one of 1,000 There is a fixed crane for 200 tons on Muelle Escala.

Fiscal Lorries: The Port Administration has purchased special and 12 auto cranes for receiving cargo, as the railway wagons ava are not sufficient to carry all the cargo that is at present being han at this port.

Loading Operations: Loading is effected from carts, lorries and/or wagons and the cargo is hoisted on board with the cranes. Cargo is also loaded from lighters.

Grain Loading: There are 2 mobile grain vacuvators, each of which can load bulk grain at around 60 t.p.h, also 10 smaller machines that can each load around 20 t.p.h.

Fumigation: Montevideo is the only port in Uruguay at which vessels can fumigate, using the cyanide method. The tariff is per cubic metre fumigated over a basic charge which varies according to n.r.t. There are surcharges for overtime.

Disinfection of Mail Bags: To avoid delay through disinfection mail bags can be fumigated on board in a 10% formalin solution and kept in a closed space for 4 hours before vessel gets into port. The closed space will be opened in the presence of a Health Officer who will verify the use of formalin. When in doubt, fumigation will be carried out again and exposed for 2 hours.

Height of Quay above Water: Tide being very small, the height of quay above water only varies from 8 ft. – 10 ft. at LW to 10 ft. – 12 ft. at HW. Wind influence is felt even in the bay, as a South wind will raise water as much as 5 ft., or a Northerly wind reduce it 2 ft. or 3 ft.

PORT EQUIPMENT: *Shore Cranes:*

Berth No.	*No. of Cranes*	*Capacity tons*	*Type*
Muelle de Escala	1	40	Portainer
1 - West	3	5	Demag
1 - East (1/2)	7	5	Skoda
4-5	9	6	Duro Felguera
3 - West (6/7)	2	40	Takraf
	4	12.5	Takraf
3 - (Front)	4	5	Demag
3 - East (8/9)	9	5	Demag
11 - 12	5	6	Duro Felguera
	1	200	Floating

Mobile Cranes/Fork Lifts:

Type	*Capacity tons*	*No.*	*Type*
Fork Lift	2	56	Komatsu
Fork Lift	1	27	Komatsu
Fork Lift	3	10	Komatsu
Fork Lift	12	2	Komatsu
Fork Lift	2	16	Toyota
Fork Lift	1	10	Toyota
Fork Lift	4.5	2	Clark
Fork Lift	28	5	Kalmar (with spreader)
Fork Lift	12	3	Kalmar
Container Crane	60	4	Bellotti
Mobile Cranes	40	2	Poclain
Mobile Cranes	20	2	Poclain
Mobile Cranes	30	1	Bucyrus
Mobile Cranes	1.5/6	13	
Container Trucks	50	12	

STEVEDORES: Working hours: 1st shift, 0700 to 1300 hrs.; 2nd shift, 1300 to 1900 hrs.; 3rd shift, 1900 to 0100 hrs.; 4th shift, 0100 to 0700 hrs.

Normal capacity per gang per hour: *(a)* Rice – about 80/90 tons per gang/hour. *(b)* Meat – about 60/100 tons per gang/hour.

Overtime is compulsory if port is congested.

Lavatory Conveniences for Shore Labour: Each vessel must furnish conveniences for all shore labour employed on board. Work has been stopped until such conveniences are installed. It is advisable, therefore, for vessels calling at Montevideo to be equipped with 2 spare lavatories, 1 for tally clerks and 1 for stevedores, etc.

MEDICAL: Any urgent case must be advised in advance. In normal cases, the Health Service Doctor in the port will visit. For this purpose there are Clinics and Hospitals with optional assistance. Vaccination Certificates are issued by the Port Health Service. There are also private health and medical services which give on-board treatment.

TANKERS: Dirty ballast can be discharged depending on whether or not there is a berth at La Teja, Inflammable Materials Dock. A.N.C.A.P. have the necessary reducers for any type of operation.

Diameter of pipes: Crude – 12 in.
Fuel oil – 8 in.
Dirty ballast – 8 in.

Berth depths: North Quay – 29.6 ft.
South Quay – 22 ft.
West Quay – 14 ft.

DENSITY: This varies according to wind and tide (1006 – 1002). The degree of salinity (max. 10 gm. per litre) is broadcast daily in the weather reports by radio, and varies from fresh to brackish to sea water. Steady South winds give the highest degree of salinity.

FRESH WATER: Fresh water is supplied by the Port Authorities at all quay berths. Request must be made through the Agents, vessels supplying their own hoses where possible. It is important that the water meter should be read together with the Port official both at connecting and disconnecting to verify the exact quantity. Loading rate 20 cu.m./hr. Water also available by barge (capacity 170 tons) loading rate 18 t.p.h. – 20 t.p.h.

FUEL: This can be taken on board whilst anchored in the foreport via two barges, one of 595 tons delivering at a rate of 250 – 350 cu.m./hr., the other of 310 tons at the rate of 200 to 250 cu.m./hr.

Also available from the Uruguayan tanker "Valiente" (capacity 1,337 cu.m. of fuel, rate of 700 cu.m./hr.) or 196 tons of water at the rate of 70 cu.m./hr. This service can be effected outside the port.

A.N.C.A.P. Information: All grades subject to confirmation, the request being made via the Agent 15 days in advance.

CONSULS:

	Address	*Telephone No.*
Argentina	Rio Branco 1412	900897
Austria	Sarandi 693	914000
Belgium	L. Patria 2880	701265/70
Bolivia	Rio Branco 1320	912394
Brazil	18 de Julio 984	911145/46
Chile	Canelones 1165	910696
Colombia	Soriano 791	902606
Czech Rep.	L.B. Cavia 2996	787808
Denmark	Rio Branco 1389	915238
Ecuador	21 de Setiembre 2816	700727
Egypt	A. D. Costa 3469	799904
El Salvador	Piedras 434	900852
Finland	Solis 1533	914386
France	Uruguay 853	912791
Germany	La Cumparsita	900841/904958
Greece	Misiones 1481	912148
Guatemala	Fco. Soca 1379	782104
Honduras	Misiones	900894
Hungary	P. de Pena 2469	786173
Iceland	J. Benito Blanco 715	702565
Israel	Bvar. Artigas	404164/66
Italy	J. Benito Lamas 2859	785316
Japan	Rincon 487	913936
Korea	Avda Brazil 2385	787679
Lebanon	Fco. Solano Antuna 1882	701834
Mexico	Juncal 1305	916890
Netherlands	Leyenda Patria 2880	701631
Norway	Colon 1580	987121
Panama	J. Benito Blanco 715	703620
Paraguay	Rio Negro 1370	984775
Peru	Juan Gomez 1492	984743
Portugal	P. de Pena 2486	781915
South Africa	Rincon 487	986956
Spain	Libertad 2750	780048
Sweden	Avda. Brasil 3079	780088
Taiwan	Fco. Soca 1128	790577/790312
United Kingdom	Cerrito 420	912501
U.S.A.	H. A. Santos 808	409126/409051
Venezuela	Avda. Artigas 1253	493005
Yugoslavia	Avda. Espana 2697	788129

REPAIRS: All kinds of repairs can be effected, either afloat or in drydock.

DRY DOCKS:

Nacional	Length between perpendiculars	141.30 m.
	Width	28.50 m.
	Height	10.46 m.
	Depth of water	14.11 ft. at zero
Tsakos (Floating)	Lifting power	12,000 tons
	Length	165.99 m.
	Width	28.50 m.
	Height	4.41 m.
	Max. height of stocks	23.16 m.
A.N.P. (Floating)	Length	60.00 m.
	Width	13.72 m.
	Height of water at the stocks	4.75 m.
Maua	Length	79.25 m.
	Length on stocks	74.42 m.
	Depth of water	12 ft.
	Width of pontoon	15.25 m.
	Capacity of operation	2,000 tons

GANGWAY/DECK WATCHMEN: Shore watchmen are compulsory. Arranged by Agents. 1 required on deck and 1 for each gangway. Vessels carrying dangerous cargo must also employ a guard of the Prefectura.

Vessels calling for supplies only, for orders, in distress or to land sick crew members or to enter dry dock, need not employ Watchmen. Repairs afloat require a watchman, if they do not carry out commercial operations.

Shifts are of 8 hours, commencing at 0700 hrs. Vessels under repair, and those at ANCAP moles may fix 12-hour shifts, paying a shift and a half.

If special watchmen are required for goods or working equipment, application must also be made to the Union.

If watchmen are needed in the holds, same applies.

Regulations also require a watchmen in the holds wherever the ship has a crew member, cadet or officer permanently on watch to prevent pilferage. However, where ship's personnel are in the hold to watch the stowage of the cargo, no extra watchman is required. Masters should therefore, advise Agents if they intend to place crew members permanently in the holds during discharge, so that Agents can advise the Association before they make their claims.

Care must also be taken on arrival, since the watchman is on duty from 0700 hrs. on, whereas it may be necessary to place the gangway safety net, etc., before that time, so that Pilot may disembark.

Only those involved in this operation should go ashore. The Receiving Commission may ask for the gangway to be opened before 0700 hrs., which is in order, but no one else should use the gangway to avoid claims from the Union.

Vessels lying in the anteport must provide launches for the transport of watchmen employed.

REPATRIATION: There are facilities for exchanging crews.

AIRPORT: Located 30 minutes away by car. There are various regular services to all parts of the world.

TIME: GMT minus 3 hours. (However changes are possible).

HOLIDAYS: 1st January (New Year); 6th January (Epiphany); 3 days in February (Carnival); 7 days in March or April (Tourist Week); 1st May (Labour Day); 18th May (Battle of the Stones); 19th June (Artigas' Birthday); 18th July (Swearing of the Constitution); 25th August (Declaration of Independence); 12th October (Day of the Race); 2nd November (All Souls'); 25th December (Christmas Day).

On these days, work will always proceed when the Agent or Owner requires it or also if the Port Authority requires it, should there be a number of vessels anchored in the Roads awaiting a berth.

POLICE/AMBULANCE/FIRE: Port Police (Immigration): 95.21.51; Fire Brigade: 91.51.51 to 56 – extensions 139/337. Ambulance: 91.51.51 – extensions 272/382.

Prefecture of the Port of Montevideo: 95.21.27 – 95.21.77, 95.54.05, 95.52.01, 95.22.27, 95.24.27 ext. 07, 91.51.51 ext. 199, 91.93.03, 91.53.71 ext. 199.

TELEPHONES: There are services on all quays. Telephones can be requested by the Agent from the Port Authority.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: The prefecture issues identity cards. Crew not allowed ashore without card.

DEVELOPMENTS: A container park and fish quay have been built alongside the Eastern Quay and in the Mantaras Zone respectively.

A battery of silos will be constructed at C.M.B. (between Warehouses 7 and 8) which will facilitate the loading and unloading of grain.

SHIPMASTER'S REPORT: July 1983 (Updated 1990).

Documents: As per "Guide to Port Entry".

Pilotage: Compulsory. Pilot boards at Sea Buoy. 24 hours' notice required.

Anchorages: As per B.A. Chart 2001.

Restrictions: Max. draft 28 ft. Possible to depart/enter 24 hours a day.

Max. Size: Largest vessels using the port are LASH vessels, length 272 m., beam 30 m. – 40 m., max. draft 28 ft.

Health: Inform Agents of vessel's state of health and request Free Pratique.

Radio: Cerrito Radio Station.

VHF: Vessels must abide by Uruguay Regulations as per Radio Signals Volume 6, Part 2 otherwise will be subject to very heavy fines.

As soon as vessel is inside Territorial Waters, i.e., S.W. of a line bearing 128° from Chui Lt. and West of 50° 50′ W., they must report to the appropriate station on VHF.

Pilots and Port operate on Channel 16.

Tugs: Available.

Berthing: Vessel berthed at Darsena/Muella A. Least depth in channel from sea to berth was 30 ft., distance between sea and berth being 6 miles. Mean tidal range at berth is 2 ft. Nature of bottom at berth – mud.

Cranes: Sufficient quay cranes of 4 tons capacity available. One floating crane of 200 tons capacity available.

Equipment and storage available for breakbulk/palletised cargoes.

Stevedores: Stevedores were very helpful.

Medical: Doctor and hospital available.

Density: 1002.

Fresh Water: Available.

Fuel: Bunker fuel and diesel oil available.

Repairs: Can be undertaken.

Dry Docks: Available.

Surveyors: Lloyds' Surveyor based at the port.

Airport: Available.

General: Fresh provisions, meats, groceries and laundry services available.

AUTHORITY: Administracion Nacional de Puertos, Rambla 25 de Agosto de 1825 No. 160, Montevideo, Uruguay. *Tel:* 96-07-34, 95-03-58. *Telex:* Naveanp Uy 22351. *FAX:* 95-85-35. *Contact:* Ing. Euclides Cotignola, General Manager.

NUEVA PALMIRA: 33.53 S. 58.25 W. (See Plan)

LOCATION: Situated on East bank of Uruguay River, 155 miles above Montevideo. Km. 0 on River Uruguay.

DOCUMENTS: The following documents are required for Port clearance:

Cargo or Ballast Manifest.
Negative Passenger List or List of Passengers, visaed by the Consul.
Crew List.
Stores List.
List of Personal Effects.
Register.
Maritime Declaration of Health.

PILOTAGE: The information required from vessels navigating within the area of the Port Control are:

Time of entry and leaving the area.
International call sign.
Name of vessel.
Flag.
Estimated course.
Latitude.
Longitude.
Port of destination.
Estimated time at port of destination or other point of call.

The area appointed for effecting change of Pilots is the Port Roads. The Pilots arrive at the vessel in a launch 10.6 m. overall length, with cabin, painted orange, owned by the Uruguay Pilots' Corporation.

ANCHORAGE: The area designated for anchoring is located with roads, depth being between 30 ft. and 45 ft.

RESTRICTIONS: There are no restrictions for berthing in the except those imposed by weather conditions (winds, etc.). Vessels b without the aid of tugs.

MAX. SIZE: *Old Port:* Max. draft 23 ft.

New Port: Max. draft 26 ft. 6 in.

Also see "Berthing".

HEALTH: The Health Authorities will require a Crew List and Mari Declaration of Health. In the event of disease being detected on bo the Health Official will proceed to inform the Aid Centre who will arra for a doctor to attend on board, with the vessel placed in quarantin the patient will be transferred to hospital, depending upon the ill discovered. To date, no such occurrence has arisen in the port.

RADIO: VHF equipment with permanent listening out on Channel 1

RADAR: There is no radar equipment.

VHF: All communications are effected by means of VHF equipment. T call sign is CWC 31 – "Control Palmira Prefecture", and the follow Channels are used: 6, 8, 9, 11, 12, 13, 14, 16, 25, 26, 68 and 69. T station operates permanently on Channel 16, the frequency be 156.800 MHz.

TUGS: The service of a tug is not necessary for berthing vessels.

BERTHING: The port has the Official Quay and the quay owned Navios.

Official Quay: Length 240 m., length of the head 80 m., width in t centre 40 m.

Navios Corporation Transfer Station: Navios Corporation is a priv company that owns and operates a Transfer Station located in Nu Palmira Free Zone.

Facilities: Unloading, storage and loading of materials in bulk, like and grains. For these services, it has 2 docks (one for barges and other for vessels and barges), cranes, conveyor systems, wareho and stockpile.

Unloading: It is possible to unload vessels up to 28 m. breadth a 16.5 m. depth by crane and clamshell in the exterior dock. The unloa rate is 300 tons/hr. for wheat, and it varies with the stowage facto different commodities.

For unloading barges, Navios has 2 docks (exterior and interior). T exterior one, with Marion crane, can unload grains at 300 tons/hr. a ore at 400 tons/hr. The interior one (1991 investment), with Lieb crane, admits simultaneous work with 2 barges on both sides of t dock (this avoids losing barge shifting time). Cleaning of barges a vessel's holds is performed by the Navios payloader.

Storage: Stockpile for ore with a capacity of 50,000 metric tons.

Three warehouses divided into 11 silos for grains (total capa 75,000 metric tons).

Goods' identity (classified by customer) is maintained to prese quality and quantity.

Loading: Vessels must be ocean bulk carriers up to Panamax s (225 m. length, 32 m. breadth, 18 m. depth), and appropriate for be loaded by conveyor with flexible spout that is provided by Nav Trimming and spout position will be carried out by Navios person No manual trimming is performed. The vessel must shift from ster bow by her own means and at her own expense. Loading rate from to vessel (grains) is 400 t.p.h. and 700 t.p.h. from stockpile to ve (for ore).

Mooring Conditions: With Uruguayan "Rio Uruguay" Pilots and wi tugs (bow towards North position).

Navios dock draft: 28 ft. below Chart Datum (the water level is al always 2 ft. above zero). Vessels can arrive from Martin Garcia (max. 21 ft.).

Sailing draft: 28 ft. across Parana River and Mitre Channel.

Transhipments: It is possible to load vessels directly from barges t both docks for grains and also for ore.

Conveyor System: It permits combined operations, including vess barges, trucks, stockpile and silos, in all imaginated combinations.

It is possible to work simultaneously by loading a ship from si barges, and unloading from the other dock to silo or stockpile avoi the river transportation's delay.

Labour Rules: Navios does not use stevedores as it uses its personnel. If customers require, it is able to work 24 hours a including Sundays and labour holidays.

Supplies: Navios supplies fresh water free of charge.

Operator: Corporacion Navios Sucursal Uruguaya, Zona Franc Nueva Palmira, Nueva Palmira, Uruguay. Tel: (598-544) 6183, 6 Fax: (584-544) 6492.

Montevideo Office: Juan Carlos Gomez 1445, Esc. 701 Esquin de Mayo. Tel: (598-2) 956509, 964273, 963310. Fax: (598-2) 96 Telex: 22041 Navigen Uy.

CRANES: The Official Quay is equipped with 3 cranes of the Na Port Administration. They are mobile cranes on rails. Two ar 3,000 kg., and the third is for 5,000 kg.

STEVEDORES: As soon as the vessel communicates the ETA a port, the Agent will make all necessary arrangements for steve services to commence work as soon as the vessel has obtained Pratique. These services will be made available dependent upo tasks required to be fulfilled.

MEDICAL: The local Public Health Aid Centre is entrusted furnishing any medical aid which may be necessary on board.

BULK HANDLING FACILITIES: There are no tanks, but there warehouses for storing grain and general cargo. These wareho belong to the National Port Administration and to the Free Zone are located within the port area.

FRESH WATER: Fresh water is supplied by the National Administration.

FUEL: There is a fuel storage depot within the port area, and sho be necessary to supply bunkers to a vessel, application has to be to ANCAP who will supply via tanker trucks.

FIRE PRECAUTIONS: Fire Station and fire engine available.

CONSULS: There are none at local level. In the town of Carmelo, 21 km. from Nueva Palmira, there is the Consulate of the Argentinian Republic.
REPAIRS: Minor repairs possible.
SURVEYORS: None available.
GANGWAY/DECK WATCHMEN: The service of watchmen is not necessary, unless the vessel is carrying flammable cargo.
HATCHES: Opening and closing of hatches is normally carried out by stevedores. MacGregor hatches opened/closed by crew.
CUSTOMS ALLOWANCE: Each crew member is permitted to carry out of the bonded ship's store, 5 kg. tobacco, 2 cartons of cigarettes and 2 bottles of wine.
CARGO GEAR: Normally, loading and discharge are effected by means of land-based equipment.
REPATRIATION: There are facilities for changing crews, and to effect any repatriation necessary. In both cases, the arrangements are carried out with the participation of the Immigration Authorities and the Maritime Agency concerned.
AIRPORT: There is the airport of Zagarzazu located between Nueva Palmira and Carmelo, approximately 15 km. from this town. Local airport for small airplanes (Suarez Noya) is 8 km. from city.
TIME: Local time is GMT minus 2 hours.
HOLIDAYS: 1st January, 19th April, 1st May, 19th June, 18th July, 25th August, 12th October, 8th December, 25th December. Holidays do not interrupt operations on vessels.
POLICE/AMBULANCE/FIRE: Police: Tel. 544-6042, Ambulance: Tel. 544-6082. No fire brigade.
TELEPHONES: It is not possible to have telephones installed on board vessels.
SERVICES: There are stevedoring services, Maritime Agents and Customs Clearance Agents.
SHORE LEAVE: Once Free Pratique is granted, there are no prohibitions for crew members going ashore.
DEVELOPMENTS: The lengthening of the head of the Official Quay by 100 m. to the North is planned. Grain Silo with capacity of 25,000 tons to be built.
AUTHORITY: El Sub-Prefectura de Nueva Palmira, Nueva Palmira, Uruguay. *Tel:* 544-6139. *FAX:* 544-6194.
Also see "Montevideo".
AGENT: Antonio Vico y Cia., Gral. Artigas 1171, 70101 Nueva Palmira, Uruguay. Tel: (0544) 6037, 6765. Fax: (0544) 6426. Telex: 29015.

PAYSANDU: 32.18 S. 58.06 W. (See Plan)

LOCATION: Situated on the East bank of Uruguay River, 380 km. above Montevideo. Km. 204 on River Uruguay.
DOCUMENTS/PILOTAGE/HEALTH/RADIO: See "General" at beginning of Uruguay section.
RESTRICTIONS: River navigation controlled by depth in the passes at Chiron, Vera and Urquiza. Since river conditions vary from season to season, Agents should be consulted beforehand regarding available draft at any particular time.
ANCHORAGE: Off Montevideo.
MAX. SIZE: Up to 15 ft. draft fresh water, depending on river conditions.
TUGS: Available.
BERTHING: Grain Elevator Berth: 20 ft. depth alongside at zero tide.
Coastal Berth: Length 300 m. Depth 11 ft. at zero tide.
ANCAP Pier: 1 berth for tankers, 30 ft. depth at zero tide.
There is 1×5 ton crane on the grain quay and 3×3 ton cranes on the coastal berth. Loading on the ANCAP berth is by lorry.
STEVEDORES: Working hours: 0800 – 1200 and 1430 – 1800 hrs. Saturdays: 0800 – 1230 hrs.
MEDICAL: All assistance available.
FRESH WATER: Available at all berths.
FUEL: By negotiating through the intermediary of the Customs Clearance Agent the required quantity is delivered.
REPAIRS: Minor repairs can be effected.
CONSULS: Local representation for Argentina, Brazil, Italy and Paraguay. All other Consuls at Montevideo.
GENERAL: Refer to "Montevideo" for all general information.

NOTES

Please also advise Shipping Guides Ltd.

Republic of Vanuatu

PORT VILA: 17.45 S. 168.18 E. (See Plan)

PORT LIMITS: A line drawn between Pango Point and Devil's Point.

DOCUMENTS:

Last Port Clearance.
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests.
2 Stores Lists.

Log Book, Derat and usual Ship's Certificates to be available for inspection.

PILOTAGE: Compulsory for all vessels over 60 m. in length. Pilot boards 2 miles West of the Fairway Buoy, on the leading lights. Pilot launch displays the Pilot (H) flag by day and white over red light at night when engaged on piloting.

24 hours' notice of ETA to be given.

Telegrams/Telex for Pilot should be addressed to Harbour Master, Vila, or advise through Agents. ETA messages for night arrivals, weekends and public holidays must arrive during office hours, Monday to Friday. VHF watch is kept on Channel 16 during working hours. Contact normally made 2 hours before arrival at pilot station.

ANCHORAGES: When a vessel has to await a berth or tide, the Master may anchor in the main bay North of the leading lights (1,200 m. from lower lead) and well clear of vessels leaving Pontoon Bay; or as directed by the Harbour Master.

RESTRICTIONS: No restrictions except that no services will be provided after 2300 hrs. and before 0500 hrs., unless in emergency or by prior arrangements.

MAX. SIZE: Governed by berth size and max. LOA 250 m.

HEALTH: Pratique messages should be addressed to Harbour Master. If vessel not healthy, medical advice should be requested through Agents.

Pratique messages will not normally be responded to if the vessel is healthy.

RADIO: Messages or communications possible via Port Vila Coastal Radio. Call sign YJM.

VHF: Port and radio station keep watch on Channel 16 during working hours.

RADAR: No radar services.

TUGS: One tug available for berthing/unberthing. 780 h.p., 14 tons bollard pull.

BERTHING:

Main Government Wharf: Steel pile and concrete decking construction; with bollards 30 m. from each end of the wharf. Length of wharf 212 m, width 9 m. and depth 10.7 m. alongside. Loading/discharging by ship's gear.

Transit storage 2,000 sq.m.; open storage 1,000 sq.m. Can take Ro/Ro traffic.

Arammadi Wharf: Privately owned. Length 55 m., depth 8.2 m. alongside. Vessels of 150 m. length can berth safely. Ample open storage, but no closed storage.

Town Wharves: 2 small wharves on town waterfront, depth 2.5 m. alongside. Also see "Tankers".

CRANES: None available.

STEVEDORES: *Working Hours:* Monday to Friday: 0700 – 1100, 1300 – 1700, 1800 – 2300. Saturday: 0700 – 1500. Sundays and Public Holidays: No cargo work. Gangs to be ordered previous day by Agent.

MEDICAL: Government hospital with full facilities. Private doctors and dentists available. Arrangements may be made in advance with Agent by telex or on arrival.

TANKERS: Tankers anchor using a "Mediterranean Moor" with 2 lines to the shore. Due to bar at entrance to bay, entry is made at HW only with controlling draft of 7 ft. plus height of tide. Max. size 1,500 d.w.t.

There is an overhead power cable between Iririki Island and the mainland with a vertical clearance of 19 m.

DENSITY: 1025.

FRESH WATER: Available at main wharf at a filling rate of about 38 t.p.h. At the Star Wharf fresh water available at a filling rate of about 2 t.p.h. Water is good quality and potable.

FUEL: Fuel can be supplied by Shell, Mobil and B.P. by road tanker.

CONSULS: Australia, China, France, New Zealand, Papua New Guinea, Sweden and U.K. are represented.

The E.E.C. and E.S.C.A.P. also have resident representatives.

REPAIRS: Small repairs can be undertaken.

DRY DOCKS: None.

SURVEYORS: Classification Societies' Surveyors can be brought from Fiji and New Caledonia at short notice.

GANGWAY/DECK WATCHMEN: Not available or necessary.

OPENING/CLOSING HATCHES: Hatches are normally opened and closed by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes or 100 cigarillos or 50 cigars or 250 grammes tobacco. 2 litres of wine and 1.5 litres of spirits.

CARGO GEAR: Ship's gear used for loading/discharging. 11 forklifts from 2 – 20 tons, 1×22 ton flat-bed truck, 1 flat-bed truck with 19 ton crane, 1×8 ton tipper truck, 1 prime mover, 1×20 ton semi-trailer, 1×10 ton tilt trailer, 3×3 ton trucks and 1×20 ton container top lift frame (20 ft. containers) available.

REPATRIATION: Arranged by Agent.

AIRPORT: Bauerfield International Airport in Vila about 5 km. from port. Daily services to Noumea. Regular services to Fiji, Auckland, Sydney, Brisbane, Honiara, Papua New Guinea and Naura.

TIME: GMT plus 11 hours. GMT plus 12 hours from late September to late January.

POLICE/AMBULANCE/FIRE: Police, Tel: 22222; Ambulance, Tel: 22100; Fire, Tel: 22333.

TELEPHONES: Available on board at Main Government Wharf through Agent.

SERVICES: Diver available. Tinned, frozen meat and vegeta available, also bonded stores.

BANKS: Available.

SHIP SUPPLY SERVICE: Tug "Roimata" and pilot boat "Tekoni II" c be used in an emergency for transport of personnel/essential sto There are various charter boat operators who can be mobilised thro the Department for Emergency Operations.

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Collection service available if reques through ship's agent.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: Usual local facilities.

CURRENCY: Vatu.

REGULATIONS: No special regulations.

DELAYS: Only when more than one ship in port.

GENERAL: *Charts:* B.A. 1493 and 1494 cover this port.

DEVELOPMENTS: The privately owned 50 m. wharf to be extende 40 m. and strengthened for container handling. No date yet fixed commencement of construction.

AUTHORITY: Ports and Marine Department, Private Bag 46, Port Vanuatu, S.W. Pacific. *Tel:* 22339. *Telex:* Vangov 1040 *Contact:* Captain Leith Nosak, Principal Marine Officer Tel: 23646 (home). Paul Peter Lenis, Harbour Master. Tel: 2 (home).

SANTO: 15.31 S. 167.11 E.

The Port of Santo is sometimes referred to by the name of the old 'Luganville', but nowadays the port and the town are usually ca 'Santo'.

PORT LIMITS: The Port of Santo includes that area of the Seg Channel bounded in the East by a line running due North from B Rock Point on Aore Island (from the 'Black Rock' on B.A. Chart 17 This is known as Pointe Chapuis on French charts. It is bounded in West by a line running due East from the Renee River on the islan Espiritu Santo.

DOCUMENTS:

Last Port Clearance.
2 Cargo Manifests.
1 Crew Declaration.
2 Animals Lists (Nil if none aboard).
2 Prohibited and Restricted Goods (Arms and Ammunition).
2 Lists of Ship's Stores (Cigarettes, Tobacco, Alcohol, etc.).
6 Crew Lists.

All the above can be provided on ship's paper.

The following is a Vanuatu form which can be filled in on arrival Ship's Report and Arrival Declaration (Vessel's Details).

PILOTAGE: Telegrams for the Pilot should be addressed 'Har Master Santo' or advice passed through Agents. ETA message night-time and week-ends must arrive during office hours Monda Friday.

Ships calling at Port Vila first, may pass ETA Santo throug Harbour Master at Vila.

VHF watch is kept during office hours on Channel 16 and for 2 h prior to all advised arrivals. Pilot boat also watches Channel 16.

The pilot boat is a 12 m. boat with white hull and superstruc She has 'Pilot' in black letters on the cabin and exhibits a pilot She carries a red flashing light with her pilot lights at night.

The pilot station is 1 mile East of Black Rock Point at the Eas entrance to the Segond Channel. By day and in good visibility the may board or disembark at the South-Western end of the Seg Channel South of Georges Philippar Pass, though this is not normal should be by prior arrangement.

Pilot ladder should be rigged in accordance with the S.O.L convention.

ANCHORAGES: Vessels may anchor anywhere in the Segond Cha except in the 'Prohibited Anchorage' close off the Main Wharf (wh shown as 'Dock No. 3' on B.A. Chart 1736). There is a patch w least depth of 14 fathoms 1 mile S.S.W. of the main wharf wh recommended for anchoring, especially for smaller vessels se shelter from the S.E. trades. A strong tidal current, normally 3 knots, runs in the channel and vessels should give plenty of sc

RESTRICTIONS: There are no restrictions on entry. However stevedores do not work from 2300 hrs. to 0700 hrs., vessels due to between these times are *recommended* to slow down, save fuel arrive at the pilot station at 0530 hrs. or 0600 hrs. to berth in day

MAX. SIZE: Governed by berth size only.

HEALTH: Pratique messages should be addressed to Harbour M with ETA message. If vessel is *not* healthy, Harbour Master will a action to take. Pratique messages will not normally be responde vessel is healthy. Vessels arriving from Port Vila do not require Pra

RADIO: Message should be sent via Port Vila radio, call sign YJ

VHF: A port watch is kept on Channel 16 during office hours Mo to Friday and from 2 hours prior to advised ETAs. Call 'Harbour M Santo'. The pilot vessel also watches Channel 16 VHF when on pi duty.

RADAR: No radar service.

TUGS: None, but one may be obtained in emergency from Port

BERTHING: Salt water Berth 140 m. long with a depth of 10.5 LWS, and this is the maximum draft. Vessels can, and usua overhang the ends of the wharf with lines on dolphins or bollards shore. Dolphins are situated 22.5 m. East and 35 m. West of the

Also see "General".

RANES: None.

ULK CARGO FACILITIES: Stevedores are currently interested in perimenting with bulk loading of copra (rather than from bags) and rious methods are used to suit different ships. All methods, however, quire lifting by ship's gear. There is interest in the construction of a mall coconut oil mill, storage tanks for which are already constructed.

RIDGES: None.

TEVEDORES: Stevedores work 0700 hrs. to 1100 hrs., 1300 hrs. to 00 hrs. and 1800 hrs. to 2200 hrs. Advice given at least the previous y by Agents should be sufficient. Stevedores do not work on Sundays, r if avoidable on public holidays.

EDICAL: Medical attention can be arranged after arrival and there is hospital in Santo. However, medical treatment that is not of an mergency nature should be sought elsewhere.

ANKERS: Tankers berth at the main cargo wharf. The discharge line 8 in. and the rate of discharge is 150 tonnes per hour.

ENSITY: 1025.

RESH WATER: Vessels can take up to 500 tonnes if 2 working days' otice are given. Otherwise the maximum amount may be as little as tonnes. Water is good though a little hard.

UEL: Small quantities can be arranged by truck. Large quantities can e delivered by the 8 in. tanker discharge line, but must be by prior rangement with Shell or Mobil. Santo is not normally a bunkering port.

RE PRECAUTIONS: All normal precautions only.

ONSULS: None.

EPAIRS: No shore facilities suitable for larger vessels.

RY DOCKS: None. Slipway for vessels up to 50 m. length.

URVEYORS: None.

ANGWAY/DECK WATCHMEN: Not considered necessary.

ATCHES: Hatches are opened and closed by either crew or evedores. Recommended that crew carry out this operation on copra ading ships.

USTOMS ALLOWANCES: (Per crew member) 200 cigarettes or 00 cigarillos or 50 cigars or 250 grammes tobacco. 2 litres of wine and 5 litres spirits.

ARGO GEAR: Ship's gear only. Ashore: 5 forklifts (from 2.5 to 22 nnes), 2×3 tonnes flat trucks, 1×6 tonnes dump truck, 8 tractors, 0×2 tonnes trailers and 1×22 tonnes container carrier are available. o lighters available.

EPATRIATION: Possible from Santo Airport via Port Vila.

IRPORT: Santo International Airport is about 6 km. from town.

ME: GMT plus 11 hours. GMT plus 12 hours from late September to e March.

OLIDAYS: Holidays vary from year to year. It is recommended to seek dvice of local Agents. It is not normally possible to work cargo on public olidays or Sundays.

OLICE/AMBULANCE/FIRE: Police tel: 222; Fire tel: 316; Health fficer tel: 419.

Police station is close to the wharf. There is no ambulance service. e fire service consists of 1 fire tender operated by Public Works epartment. The Harbour Master has some hoses and a small foam nerating machine stationed on the wharf.

ELEPHONES: There is a public telephone in the Post Office near the arf.

ERVICES: None.

TORAGE: General cargo sheds of 6,000 cu.m.; 9,000 cu.m. of copra orage. Container yard for 200 TEUs. There is a minimum of 500 cu.m. of open storage.

HORE LEAVE: No restrictions.

ENTIFICATION CARDS: Not required.

ARBAGE DISPOSAL: Not available.

ASTE OIL DISPOSAL: Not available.

EAMAN'S CLUBS: No club. Some local facilities.

URRENCY: Vatu. U.S.$ 1.00 = 100 Vatu (approx.).

ELAYS: Only for stevedores non-working times or when there is more an 1 ship present in the port.

EGULATIONS: No special regulations.

ENERAL: Tidal stream in the Segond Channel can reach as much as knots, the Westerly flood stream being predominant and the East going b stream occasionally absent. The flood stream can set in a North-esterly direction at the main wharf, thus setting a vessel down onto e wharf and making an apparently simple berthing manoeuvre a little fficult. It is recommended that when S.E. trades are blowing, and a essel has to berth port side to in order to stem the tide, the starboard nchor should be laid off whilst berthing with about 5 or 6 shackles ading 2 points for'd of the beam. This is to heave the bow away from e wharf on departure.

UTHORITY: Department of Ports and Marine, Box 148, Santo, anuatu. *Tel:* 739 (office); 454 (home). *Contact:* Captain M. Toa, arbour Master.

NOTES

Please also advise Shipping Guides Ltd.

Venezuela

GENERAL:

BERTHING PRIORITY: The Venezuelan Ministry of Communications has decreed, through the Directorate General for Transport and the Port Captaincies, the following new docking priority system:

1. Vessels owned by the C.A. Venezolana de Navegacion or chartered by that company.
2. Venezuelan vessels belonging to private companies.
3. Vessels of other countries.

Previously, vessels chartered by the C.A. Venezolana de Navegacion did not get priority treatment and it is understood that, with these new priorities, the number of vessels with docking privileges has been tripled, thus resulting in greater delays for vessels operated by foreign companies.

DOCUMENTS: *Prior to Arrival:*

Arrival Notice: The Agent must submit 24 hours in advance of the vessel's arrival, a letter-notification indicating date and time of arrival, name and nationality, name of Master, length, gross and net registered tonnage of cargo for the port, origin, destination, shipper and agency, in 16 copies, with the following distribution:

Captain of the Port, Customs (2), The National Institute of Ports-INP (3), Armed Forces of Cooperation, National Guard, Police Intelligence Service Bureau-DISIP, National Bureau of Identification and Alien-Immigration, Interpol, Ministry of Health and Social Welfare-Public Health Unit, Ministry of Agriculture and Livestock-Animal and Plant Health, Post Office and Chamber of Commerce.

Information on Cargo and Passengers for the Port: The agency must receive by airmail, sufficiently in advance, the following documents to be submitted to the authorities at least 24 hours before the vessel's arrival:

Documents	*Captain of Port*	*Customs*	*INP*	*Agency*	*Total*
Cargo Manifests(a)	–	1	3	3	7
Correction Letter to Manifest	–	1	–	1	2
Bills of Lading	–	–	2	1	3
Stowage Plan(b)	–	–	1	2	3
Cargo List	–	–	10	–	10
Container List	–	–	12	–	12
Dangerous Cargo List	2	–	1	1	4
Passenger List	–	–	–	1	1
Mail List	–	–	1	–	1

(a) As of January 29, 1979, the Cargo Manifest may be submitted on LAFTA/OAS Form 2, instead of on the Venezuelan Freight List (Sobordo).

(b) The Venezuelan Shipping Association is negotiating to have the stowage plan submitted to the National Institute of Ports on the vessel's arrival, instead of 24 hours in advance.

Request for Port Services: 24 hours before the vessel's arrival, the agency must submit to the Captain of the Port the request for pilotage, towage and berthing.

At the same time, it must request permission to disembark and embark passengers and cargo and unload merchandise, on a form addressed to the Customs Administrator, with copies to the INP and the National Guard.

Additional Requests: The agency must draw up and submit to the National Institute of Ports, 24 hours before the vessel's arrival, 12 copies of the cargo index, a document corresponding to tally books.

On Arrival:

Type of Document	*Number and distribution of documents*						
Basic forms	*Captain of Port*	*Customs*	*INP*	*National Guard*	*Public Health*	*Others*	*Total*
General Declaration	1	1	1	1	1	2(a)	7
Cargo Manifest	1	3	–	–	–	–	4
Crew List	2	2	–	2	–	5(b)	11
Passenger List	1	2	3	2	–	5(b)	13
Ship's Stores List(c)	–	–	–	–	–	–	–
Crew Effects Declaration(c)	–	–	–	–	–	–	–
Maritime Health Declaration	–	–	–	–	1	–	1
Mail List	–	–	–	–	–	1(d)	1

(a) DISIP and Identification.
(b) DISIP, Bureau of Military Intelligence, Interpol, Identification and Tourism.
(c) Eliminated by the new Organic Law of Customs, March 5, 1979.
(d) Postal Service.

Additional Documents

Clearance from last port	1	–	–	–	–	–	1
List of in-transit passengers	1	2	3	2	–	5(e)	13
Freighted Bills of Lading	1	1	–	–	–	–	2
Return Cargo Manifest(f)	–	3	–	–	–	–	3
Cargo Indices	–	2	–	–	–	–	2
Baggage Declarations(g)	–	–	–	–	–	–	–
Vaccination List	–	–	–	–	1	–	1
Narcotics List	–	2	2	1	–	–	5
Firearms List	–	2	2	1	–	–	5

(e) DISIP, Bureau of Military Intelligence, Interpol, Identification and Tourism.
(f) When a vessel returns to the country goods missing in unloading other vessels, it shall submit, in addition to the cargo manifest a return cargo manifest containing the data required for the manifest and the name of the vessels on which the goods were originally manifested (Organic Law of Customs).
(g) Eliminated by the Organic Law of Customs.

Prior to Departure:

Clearance Documents: At least 6 hours in advance, the reque the clearance permit must be submitted to the Captain of the Por

Request for Pilotage: Also 6 hours in advance, or more, the req for pilotage must be submitted to the Captain of the Port.

SHIPMASTER'S REPORT: July 1982 – WARNING.

You may wish to caution all seafarers who may in the future tra Caripito, and the other similar jungle areas. The problem in this used to be mosquitoes, but although they are still around, the prob that we have recently experienced is a moth locally know 'Palometas'. One doctor referred to it as an insect 'Hylesia Canit

My information is limited, due to language difficulties, but the prob is very real, and I cannot caution the unaware strongly enough to precautions. The vessel has traded to Caripito frequently over the two years, and this would appear to be the first experience as I can nothing about these moths in writing and our first warning was g when an Agent saw some of these moths onboard. This type of m appears suddenly from the jungle with no regular cycle, and like o moths is attracted at night by lights, be they from vessels, home berth installations. They are about *one inch* in length, their bodies a pencil thickness and filled with eggs. They flutter in vast numbers an the lights, and it would appear that the dust, pollen, hair or wha comes off them, falls onto the ship's structure or persons nearby. T do not bite and therefore I assume the dust, breathed in or landi the skin causes a red pimply rash which gradually spreads over whole body. It affects everyone differently, some crew were covere a very heavy bumpy red rash within a few hours of exposure, ot only in small patches on the arms which spread over the body ta several days, but in all cases causing extreme discomfort due to itching and constant desire to scratch. At first it was only crew who w on deck that were affected, but as I assume the dust was brough the accommodation by clothing, fans and the moths which got pas doors, the engine and catering crew were similarly affected.

Over two thirds of the crew were treated locally within 24 hours, injections, tablets, lotions & creams but this only brought tempo relief. Rashes picked up 10 days ago with the first incident are clearing up, but fresh rash areas appeared when we visited the Car area 3 days ago. We are on a weekly schedule, and one would t we will build up a resistance to this problem. The local people also s from this rash, but the ones I met only had a very light rash on a neck and body. They cannot say how long the moths will be pre varied reports of two weeks to months. However, we are now adop the following anti-moth measures:

1. Put the air conditioning on recirculation, ensure all openings closed.
2. At night when underway, blackout the vessel as much as poss During the San Juan River passage to Caripito, navigation lights situation if possible.
3. When you anchor in San Juan River to wait for the tide or b at Caripito, blackout the vessel and allow no one outside if possib night, anchoring or picking up by torchlight. Having anchor lights o night is debatable, the local dredger does not.
4. Wash the vessel down completely at daybreak, and sweep all t moths off the deck.
5. For night mooring/deck operations, have as few lights on as s possible, all exposed crew should cover themselves comp particularly around the neck area.
6. After clearing the Maturin Bar (river entrance) wash down the w ship. The dust off the moths is still active days after leaving the Wash all filters of air conditioning units.

Knowing about this problem could have reduced exposure to wh an extremely unpleasant experience, and I have urged the installation to include a warning in their Port Information Guide.

AMUAY BAY: 11.46 N. 70.15 W. (See P

OPERATORS: Lagoven, S.A.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA at least 3 days before arr Amuay Bay. During hours of darkness all vessels must ide themselves on arrival either by radio-telephone or Aldis, pref the former.
2. If a ship originally cleared for another port (including some Venezuelan port) is diverted at sea to Amuay Bay, o information must be radioed prior to arrival to avoid heavy fine or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venez coastal waters. Ballast disposal facilities are available at Am Terminal.
4. The use of Venezuelan Government Pilots is compulsory docking and for movements inside the bay.
5. The Venezuelan flag should be displayed at the mast-head d daylight hours by ships anchored and berthed in Venez waters.
6. In addition to other clearance documents, 2 copies of an ite list of articles in the ship's chest must be presented to Auth on arrival.
7. Emergency fire signal is 5 long blasts on ship's whistle or No other signal is to be given in the case of emergency.
8. Ratguards must be in place on all mooring lines.

LOCATION: The port of Amuay Bay is located on the Gulf of Ven on the West Coast of the Paraguana Peninsula, Venezuela. Th buoy marking the entrance to the bay is located in Lat. 11° 44' 2 Long. 70° 14′ 50″ W.

DOCUMENTS: Inward Clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

Clearance from Last Port.
Ballast Certificate from Last Port.
Crew Lists (5 copies).
Passenger Lists (5 copies).
Baggage List (3 copies).
Lists of Personnel Effects (3 copies).
Stores Lists (3 copies).
Lists of Slop Chest (3 copies).
Sailing Permit (Zarpe).

Vessels arriving with cargo to discharge, will also require:

Manifest (Sobordo) (1 original and 2 copies from each loading port).
Bills of Lading, 1 original and 5 copies from each loading port.
Tally Books (6 from each loading port).
Commercial Invoices (3 from each loading port).

Although vessels proceed directly to Amuay Bay, clearance documents should be prepared showing the port as Las Piedras, Paraguana (Amuay Bay). Failure to observe this requirement may result in penalties up to a maximum of Bs.2,000.

Admeasurement Certificate: All ships calling at a Venezuelan port for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, or any other certificate with which Venezuela is in agreement, which is used as a basis for recalculating tonnage under the Venezuelan Regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the owners. A fee is charged for this certificate, which is payable only on the ship's first call. Vessels registered in the following countries are excluded from the above regulations: Denmark, France, Germany, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and U.S.A.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to "Lagomar-Judibana" prior to arrival:

Vessel's name
Master's name
Vessel's flag
Number of crew
Estimated time
of arrival.

Last port of call
Port for which originally
cleared
Grade and quantity of cargo
to be lifted.

This information is required in order to make in advance special arrangements for Inward Clearance, to avoid payment of fine.

Outward Clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form, delivered on board on arrival, must be completed, not later than 2 hours before sailing time. This form gives cargo and freeboard information by the Captain of the Port.

In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

PILOTAGE: Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Marine Department will arrange for Pilots to board all vessels as necessary.

The Pilot acts in an advisory capacity; the Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

ANCHORAGES: For vessels awaiting berth, there is a good anchorage about 1 mile N.W. of the sea buoy in 8 to 12 fathoms with a sand and mud bottom. Ship Masters are requested not to anchor at a distance greater than 3 miles from the sea buoy.

RESTRICTED AREA: A restricted fishing area has been established by the Venezuelan Government which is prohibited for mechanically propelled vessels drawing more than 5 ft. This zone lies within the area of the Paraguana Peninsula from Punta Macolla, Lat. 12° 5′ 32″ N., Long. 70° 12′ 55″ W., to Punta Estanques (Los Taques), Lat. 11° 48′ 45″ N., Long. 70° 16′ 45″ W., and a line connecting the positions below indicated: Lat. 12° 07′ 40″ N., Long. 70° 14′ 25″ W.; Lat. 12° 03′ 15″ N. Long. 70° 19′ 23″ W.; Lat. 11° 49′ 25″ N., Long. 70° 21′ 50″ W.

MAX. SIZE: Length 1,000 ft.; draft 43 ft. Also see "Berthing".

HEALTH: *Sanitary Inspections:* A close control of veneral diseases has been put into effect by the Government Sanitary Office.

Immediately after docking a Sanitary Inspector will board the vessel and all Crew members will be checked before going ashore.

Those persons found with infection must be sent to the Government Anti-venereal Clinic for proper medical attention and return to vessel before sailing. 20 Bolivares per ship.

Shore passes will be granted to all healthy persons.

Masters are required to co-operate in this campaign.

RADIO: The cable and telegraphic address for the Lagoven S.A. at Amuay is "Lagomar Judibana". Radio messages to and from ships at sea are routed through "Shipward 2 New York" for retransmittal through Aircon system to Judibana (Amuay Bay).

Radio Notice of Arrival should be sent 72 hours prior to arrival at Amuay. The message should include the following:

(1) Vessel's name.
(2) Flag.
(3) Last port.
(4) Next port.
(5) Crew List to include name/nationality/Passport number/time onboard/home address.

Ship-to-shore telephone: Radio-telephone listening watches are maintained on a 24-hour basis in the Marine Office on the following frequencies: 2182 kHz.; 156.8 MHz.

International telephone: International telephone calls are routed through Caracas, Venezuela. Telephone number is Punto Fijo area 069-51557 (It is usually difficult if not impossible to complete a call.). Telex: 54193 Lagoven.

Also see "Documents".

TUGS: Tug assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour by 2 × 1,600 h.p. tugs. Disposition and manoeuvres of tug-boat are directed by the Pilot, who uses a "walkie-talkie" to convey orders to the tugs.

BERTHING: 4 finger piers provide 8 berths, numbered 1 to 8, from South to North.

Berth	1	2	3	4	5	6	7	8
Max. Arrival d.w.t. (m.t.)	70	92	24	44	16	30	16	30
Max. departure d.w.t. (m.t.)	112	112	48	48	38	38	94	94
Max. Draft (S.W.)	43′	43′	*37.6′	*37.6′	*37.6′	*37.6′	*37.6′	43′
Max. Length Ship	1000′	1000′	650′	700′	700′	700′	856′	856′
Max. Beam	Unl.	Unl.	Unl.	†	†	†	†	Unl.
Bow to manifold distance	495′	495′	300′	320′	330′	330′	340′	340′

Ballast line, fresh water and all grades bunkers at all berths.

*The max. draft will be increased to 40 ft.

†Max. beam permissible varies dependent upon the beam of vessel berthed on other side of the slip.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

Products handled:

Berths No. 1 & 2: F.O., heating, heavy distillates, TJ-102, topped crudes, all crudes.

Berths No. 3 & 4: Lubes, F.O., LCT asphalts (penetration).

Berths No. 5 & 6: Naphtha, jet fuel, crudes, F.O., heating, MC/RC asphalts, kerosene, TJ-102, topped crudes, LCT (pref.).

Berths No. 7 & 8: Naphtha, kerosene, heating, F.O., jet fuel, MC/RC asphalts, all crudes except TJ-102.

LOADING: Loading rates particulary for low-flash products loaded during the hours of darkness or when topping-off cargo tanks, will be reduced by the terminal to meet existing conditions.

All loading and discharging will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calm, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping-off, if requested by the ship's officer.

Some of the fuel cargoes are loaded from fuel reservoirs through certified positive displacement meters, and shipping documents are prepared on the metered figures. All reconstituted crudes are line blended with conditions recording of component rates and quantities. Actual loading rates of both this crude and metered fuel cargoes are available at any time upon request of the standby.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on completion of Inward Clearance. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading orders from owners or charterers do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "stand-by" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

Vessels loading Liquid and Flaked Sulphur: *For vessels loading Liquid Sulphur, the following applies:*

Location: Pier 2, Berth 3 at Amuay Bay.

Draft – 40 ft., length overall – 700 ft., beam – no limitation.

Loading will be at the rate of 400 long tons per hour through a 6 in. line and rubber hose.

Maximum cargo size – 25,000 long tons.

Normal loading temperature is 275°F. (Minimum – 265°F. Maximum – 295°F.). Density at normal loading temperature is 112 pounds per cu. ft. Viscosity at same temperature is 8.5 centipoises.

Safety precautions/provisions: Molten sulphur classified as "Grade E Liquid" by U.S. Coast Guard. No naked light, open flames or sparks should be permitted near any tank openings. Molten sulphur is combustible but is handled at temperatures below its flash point (325°-370° F) and ignition temperatures (476-502° F).

For vessels loading Flaked Sulphur, the following applies: Physical characteristics of the loading facilities:

(a) Location: Lat. 11° 44′ N., Long. 70° 14′ W. Anchorage approximately 2,000 ft. South Punta Adaro with a depth of 33 ft. 400 yards offshore and dropping off to 50 ft. 1,000 yards offshore. In the rare event that the wind is Westerly vessel would anchor further offshore.

(b) No draft, length or beam limitation. (Vessels loading up to 24 ft. draft may be anchored inside the bay).

(c) Loaded barges whose overall dimensions are 200 ft. × 42 ft. × 17 ft. will be brought alongside with the aid of tugs and removed when required, barges will be equipped with fenders. The hoppers are 160 ft. × 37 ft. × 14 ft. Loading from barges to ship will be done using ship's gear and clam shells of 1.25 ton capacity. Clam shells will be furnished by Lagoven free of charge. Personnel (stevedores) to carry out the loading operation will be supplied by Lagoven or the ship's crew can be used if this is set forth in the charter party. Loading rate 1,000 long tons per day.

(d) The anchorage is sheltered in the lee of the Adaro Peninsula. Wave heights vary between 1 ft. and 2 ft.

(e) Normal Maximum parcel size – 10,000 tons loaded at a rate of 1,000 tons per day, however, an additional 2,500 tons can be supplied at a loading rate of 500 tons per day.

(f) Flaked Sulphur when stored in large quantities varies in density from 55 to 90 pounds per cu.ft. Average density is anticipated to be 70 lbs./cu.ft. Individual flakes are of irregular shape and are less than 0.5 sq.in. in area and less than 0.0625 in. thick. This size data is not a specification nor guarantee and is provided only to indicate the order of magnitude dimensions.

General:

Fee of Bs. 200 will be charged for trips between the Terminal and the anchorage by launch or tug for delivering personnel.

Method of cargo quantity determination: Barge drafts are marked to the nearest inch and capacity tables prepared by Charles Martin. The draft prior to commencement of and upon completion of discharging are noted. The amount transferred is obtained by consulting the tables. The quantity arrived at by totalling the amounts from the barges used is compared to the ships figures and reconciliation reasoned.

BALLAST: Vessels should arrive with sufficient ballast to permit safe handling. The Pilots require a draft of minimum 8 ft. forward, 18 ft. aft, on a T-2 or similar size tanker, 11 ft. forward and 20 ft. aft on a 26,000 d.w.t. or larger vessel. Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 30 in. ballast line, 2×60,000 and 1×120,000 barrel slop tanks and separator system are available.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the Lagoven concession, operated by the Society of Catholic Medical Missionaries. Several dentists are located in the area.

Italian Crew members covered by Casa Maritime insurance receive medical attention from the appointed medical representative in Punto Fijo.

Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

DENSITY: The usual density of sea water at the berth is 1025, temperature ranges from 78°F. to 85°F.

FRESH WATER: Fresh water can be supplied if necessary; however, supplies are limited to essential requirements. All fresh water is piped from distant sources. Loading rate is about 10 t.p.h.

FUEL: Ship's requirements specifying grade and quantity desired are to be given to the Marine Representative boarding the vessel on arrival. All grades of bunker fuel, intermediate fuels and Diesels are available except Esso diesel. Bunker delivery rates average 2,500/3,500 barrels per hour. Bunkers are loaded through meters which automatically register quantities on bunker receipts.

It is the responsibility of ship's engineer to give "standby" notice to the terminal employee and advise him when to shut down.

CONSULS: Brazil, Great Britain, Italy, the Netherlands, and Norway have consular representatives in the area.

CUSTOMS: Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the Stores List. Officers must not carry firearms while the ship is in Venezuelan waters and these side-arms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

While the vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' mess-room, to avoid difficulties.

TIME: GMT minus 4 hours.

SHORE LEAVE: Also see "Health". Shore passes will be granted to all healthy persons. A representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing and given to the Pilot undocking the vessel. Vessels are not permitted to sail until all Crew members are on boa unless hospitalised or prior arrangements made for disembark A letter to this effect is required from the Master.

REGULATIONS: (i) *Pollution:* The laws of Venezuela are very stric regard to the pollution of harbour and coastal waters by oil, and hea fines are imposed for violations. No dirty ballast, oil or bilge slops a to be pumped or allowed to escape overboard. All overboard dischar valves from cargo tanks and bilges are to be secured before loading discharging commences. Loading is to be conducted with the grea care and vigilance in order that errors or delays in handling cargo val may not result in overflows. All deck scuppers should be plugged bef loading to avoid harbour contamination should an overflow occur. T Authorities require that a written report be submitted by the ship invol in the event of an oil spill.

(ii) *Gangways:* All vessels using the port of Amuay must provid safe gangway. The use of rung ladders, pilot ladders, etc., is con to Port Regulations, and Port Authorities will not board except by mea of a safe gangway or accommodation ladder.

(iii) *Passengers:* Passengers will not be permitted to disembark unl in possession of the required visa and documents. To facil clearance, if passengers are carried, the Master should include ad to this effect in his radio ETA.

(iv) *Visitors:* All visitors to ships are prohibited except those comp employees, petroleum inspectors, etc., whose duties require t presence aboard.

(v) *Rats:* Rat guards required at all times.

GENERAL: *(a) Weather Conditions:* There is little rainfall at Amuay Ba annual precipitation averages 12 in. The so-called rainy season usu coincides with the Caribbean hurricane season, from August November, although Amuay lies South of the usual hurricane tra During these months calms are often experienced and winds from Westerly direction may be expected. Normal winds are steady from N.E., average Force 4, Beaufort Scale, with a max. of Force Temperatures average about 85°F., with little variation from day to ni or season to season.

(b) Tides: The normal range of the tide is about 12 in.; however 28 in. range has been observed during spring tides.

(c) Lubricating oil: Supplies of Essomarine lubricating oils a available. Requirements should be given in vessel's radio notice arrival.

(d) Bonded Stores: Cigarettes or other stores in bond are obtainable in Amuay Bay.

(e) Cash Advances: The local currency is the Venezuelan Bolivar a cash advances are made only in this currency. It is requested that a requirement for cash advances be included in the vessel's ETA rad to permit delivery on board on arrival.

(f) Charts: No supplies of charts or sailing directions are available Amuay Bay.

(g) Laundry: A 6 hour laundry service is available throughout ea working day. Such service should be requested in the vessel's E message.

(h) Mail: Itemised lists are required for ship's mail, to be signed the Master. Unless other instructions are given, ship's mail recei after sailing, or for vessels on which no advice has been received, be held for 30 days and then returned to Owners or Operators at sh expense.

(i) Inspection – Petroleum Products: Chas. Martin & Co. and E Saybolt, petroleum inspectors, are available if specified. Teleph numbers, Chas. Martin 44665, 44650 and 44211; Saybolt 44639, 44 and 44227.

(j) Norwegian Government Seamen Service: A field representati the above service is stationed at Amuay providing Norwegian Swedish film exchange and other usual services. His telephone nu is 51459.

(k) Personnel – Seamen Left Ashore: In the case of seamen left as for hospitalisation, repatriation or other reason, all documents personal effects are to be delivered to the Marine Office before sai A letter is required from the Master advising the maximum advance be made to the seamen, if any, and instructions concerning repatriation. All expenses incurred by seamen left ashore, including of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law at all times hold the vessel, her Master, Agent or owner, responsible any seamen left behind in Venezuela.

(l) Provisions and Stores: Provisions and stores in limited quan are available, the prices and quality of some items, such as fresh fish, shrimps, vegetables, etc. are competitive; dry stores considerably higher than in most ports. The Port Steward will assi filling requisitions.

(m) Radar and Radio: Radar and radio repairs can be effecte Amuay. A service repair man is available, but spare parts are limi

(n) Repairs: Shore facilities are available only for emergency rep of a minor nature. The nearest dry docks are those at Puerto Cab and Curacao, N.A. Several contractors in the area provide labour hull painting and for tank cleaning. Contracts for these services are m by the ship's Master directly with the contractor.

(o) Surveyors: There are no appointed surveyors to American Bu of Shipping or Lloyd's in the area. However, with sufficient adv notice, arrangements can be made to have their nearest representa come to Amuay to attend surveys.

(p) Walport Film Exchange: Subscribers to the Walport Service exchange films at the Marine Office.

(q) Plimsoll Marks: The Captain of the port requires that the Pli Marks of all vessels using the port be clearly visible. Vessels wi checked on completion of loading, and if the Plimsoll Marks are readily legible, permission to sail may be withheld.

(r) Landmarks: Three conspicuous radio towers, 350 ft., pa alternate red and white bands, with red flashing aircraft warning li are located in the refinery area, 1 mile East of the docks.

ATTENDANCE: Representatives of the Marine Department board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ship's requirements. The Marine Office Building is located at the Pierhead Trestle and personnel are available for assistance at all hours. Telephones are located on all docks and the Marine Shift Supervisor can be called on telephone No. 444475 or 444465.

CARIPITO: 10.09 N. 63.02 W.

Also see "General – Shipmaster's Report, July 1982".

OPERATOR: Lagoven, S.A.

LOCATION: Caripito is located on the West bank of the San Juan River in Lat. 10° 09′ 25″ N., Long. 63° 02′ 01″ W.

Also see "General" before first port.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send to Caripito their ETA Guiria at least 3 days in advance followed by confirmation 48 and 24 hours before arrival.
2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Caripito, certain information must be radioed to Caripito prior to arrival to avoid a heavy fine and/or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Limited ballast facilities are available at Caripito Terminal.
4. Vessels calling at Caripito must obtain Government Pilots at Guiria.
5. The Venezuelan flag must be displayed during daylight hours while vessel is within port limits.
6. The emergency fire signal in Caripito dock area is 6 short blasts and 1 long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.

DOCUMENTS: (Also see "Radio").

1. *Clearance (inward and outward).* Inward Clearance is effected at Caripito. The Sanitary Inspector boards vessel at anchor or at berth depending on tidal conditions and/or the availability of a berth. The Customs and other Government officials usually board at the berth. However, should there be a delay awaiting berth or tide, the entry will be granted while vessel is at anchor, in which case accommodation ladder must be rigged.

It is necessary that the following documents be ready on arrival:

Ballast List (1 original).
Passenger List (5 copies).
Baggage List (5 copies).
Crew List (7 copies).
Sailing Permit from Last Port (1 original).
Stores List (5 copies).
List of Personal Effects (3 copies).
List of Contents of Slop Chest (3 copies).
List of Passengers in Transit (5 copies).

Cargo documents. These are normally placed on board prior to departure, but in some cases when it is imperative to leave because of the tide, they are delivered at Marieta Pt. while vessel is at anchor awaiting tide to cross the Maturin Bar.

APPROACHES: The traffic in San Juan River is restricted to one-way from Marieta Point to Caripito. Therefore, instructions are issued at Guiria to incoming vessels relative to what action to take on arrival at Marieta Point. Outbound traffic is controlled so as not to conflict with these instructions.

1. Guiria: The town of Guiria is located on South coast of Paria Peninsula on N.W. shore of Gulf of Paria. When approaching from East a signal tower will be observed on a bluff slightly to North of town.
2. Maturin Bar: Buoy E-1, marks the entrance to Maturin Bar Channel and is located in position Lat. 10° 18′ 57″ N., Long. 62° 28′ 16″ W. (approx.) and displays a flashing white light every 5 secs.
3. Channel: Maturin Bar Channel is 14 miles in length and 400 ft. in width. The tidal range over the bar varies from 4.6 ft. to 5.7 ft. with currents up 3 knots. The average salinity of water is 1.009; however, this may vary considerably between wet and dry seasons and spring and neap tides dredging of channel to 32 ft. (MLWS) has recently been concluded. Maximum draft permitted by Venezuelan regulations is 34 ft. in fresh water. There is a restriction of 6 in. less for all motor tankers.

On leaving Maturin Bar Channel the San Juan River narrows from approximately 1.25 miles in width to about 0.7 miles with slight variations in width up to Marieta Point where it narrows to about 1,200 ft. and varies between 800 ft. and 2,000 ft. up to Caripito. Marieta Point marks intersection of Cano Frances and the San Juan River. It is also at this point that course of San Juan River changes approximately 100° to starboard and it is the beginning of one-way traffic. Frequently, incoming vessels are requested to anchor below this point to await outbound traffic. There are 32 lights marking strategic points in San Juan River between Maturin Bar and Caripito Terminal. These light towers are painted aluminium and are easily visible during daylight hours.

PILOTAGE: Pilots are employees of Venezuelan Government and act in an advisory capacity. The Master retains responsibility for ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

Pilots are compulsory and are embarked and disembarked at port of Guiria through a sub-Agent. Vessels should proceed to the Guiria Sea Buoy (position Lat. 10° 33′ 25″ N., Long. 62° 15′ 05″ W., displaying a flashing white light every 5 secs.), and await instructions. If arriving during the hours of darkness, certain instructions are usually transmitted by light signals from the signal tower. Voice radio communications can be established at any time with Guiria or Lagoven Caripito on frequencies 2182 kHz, 2638 kHz and 2738 kHz. The launch which embarks the Pilot will also deliver instructions to the Master relative to the movements of his vessel en route to Caripito, port regulations, facilities, etc. The regular pilotage fees cover the area from the entrance to Maturin channel to and from Caripito. The Pilot is to be provided with sleeping quarters and food, equal to that provided for the officers aboard ship. (A representative from Port Services will assist as interpreter, whenever necessary.)

Note: Complaints or observations concerning the Pilot's handling of vessel should be noted on back of pilotage ticket.

TIDES: The normal range of tide in the dock area is about 12 ft. with currents up to 3 knots during the flood and 4 knots during the ebb in rainy season (May-December). The normal current is 2.5 knots during the flood and 3 knots during the ebb.

ANCHORAGE: For vessels awaiting berth, there is an anchorage about 1,000 m. up-stream from the Caripito Terminal. Vessels awaiting clear channel may at times be requested to anchor at Punta Marieta. Vessels awaiting high tide anchor at Punta Marieta or off Punta Gorda.

MAX. SIZE: Vessels up to 660 ft., 61,000 d.w.t. and max. draft *33 ft. (FW) at Berth No. 2 and LOA 775 ft., 61,000 d.w.t. and max. draft *33 ft. (FW) at Berth No. 3 when vessels are loaded. No restriction on vessel's beam at the berths.

*Safe draft per tide tables.

RADIO: The cable and telegraphic address for Lagoven at Caripito is "Lagomar – Caripito". Messages to and from ships at sea are routed through the Government Radio Station at Maiquetia (La Guaira), call letters "YVG". This station operates on a 24-hour continuous watch, on the following frequencies:

Listening Frequencies: Low frequency, 500 kHz; high frequency, 4178, 6267, 8356, 12534, 16712, 22225 kHz. Transmitting Frequencies: Low frequency, 500, 472, 464, 417 kHz; high frequency, 4322, 4352, 6505.5, 6519.5, 8722, 8730, 12817.5, 17141.6 kHz. Radio Notice of Arrival should be sent 72 hours prior to arrival at Guiria and corrected if weather or other conditions delay the vessel.

Radio telephone listening watches are maintained on a 24-hour basis at Guiria and at Caripito on 2182 kHz. The following frequencies are available for communications after contact: 2638 kHz and 2738 kHz.

All vessels en route to Caripito may also communicate with Amuay or La Salina Marine offices and request that message dealing with corrected ETAs, Pilots and other business be relayed to the Caripito Marine Office.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to Lagomar Caripito prior to arrival:

Vessel's name
Master's name
Vessel's flag
Number of crew
Estimated time of arrival at Caripito
Last port of call
Port for which originally cleared
Grade and quantity of cargo to be lifted

This information is required in order to make in advance special arrangements for Inward Clearance, to avoid payment of a fine. It is necessary in such a case that the following documents be ready on arrival:

Crew List (original and 6 copies).
List of Personal Effects (original and 2 copies).
List of Contents of Slop Chest (3 copies).
Stores List (original and 1 copy).

Also required are the original and 2 copies of the radiogram instructing Master to proceed to Caripito. Outward Clearance documents are placed on board the vessel prior to departure from the Caripito terminal.

Masters should bear in mind that while vessels are within Venezuelan territorial waters, Government Authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. Caripito has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, telephone 2335/2336.

BALLAST: Ballast is not required when mooring. Any ballast carried should be in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously. All ballast clean or dirty must be pumped ashore. Contaminated residues may be pumped ashore, where facilities are available for receiving up to a maximum of 20,000 barrels.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

BERTHING: The Marine Office Building is located on the West bank of the San Juan River upstream from the berths. Representatives of the Marine Department board vessel immediately upon arrival and it is particularly requested that Masters indicate at that time all ship's requirements. Personnel are available for assistance at all hours.

Lagoven maintains a deep water terminal, consisting of 2 ocean tanker berths, Nos. 2 and 3. These are T-type piers with breasting dolphins located approximately 10 ft. off the face of each pier.

All terminal facilities are under the control of Lagoven, S.A. The port is open for navigation during day and night. All ocean tankers are moored at Berths No. 2 and 3 on the flood tide only. Vessels may sail from Berth No. 3 at any stage of the tide. Sailings from Berth No. 2 are restricted to flood tide only when Berth No. 3 is occupied.

A vessel entering or leaving port must be assisted by the same Government Pilot taken aboard at Guiria. A Custom guard will board at the same time and remain with the vessel. A Lagoven Representative will deliver to the Master his loading and docking instructions together with any other information pertinent to the vessel's call. He will also sign the Notice of Readiness if requested. The vessel will proceed to anchor to await flood tide to dock, to await berth, or will swing to the flood tide in the turning basin and proceed directly to the berth depending on circumstances.

LOADING: Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping off cargo tanks, will be reduced by terminal to meet existing conditions.

All loading and discharging will be stopped during passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazard from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading orders from Owners or charterers do not agree with terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than 10% limitation consultation is necessary.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the concession. Several dentists are located in the town of Caripito. Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FRESH WATER: Fresh water is available in any quantity. Delivery is made through 2.5 in. national standard fire hose thread hydrants. Ship's personnel must provide hoses and connect up.

FUEL: IFO-180, IFO-380, Marine Diesel and Gas Oil are available. It is the responsibility of ship's engineer to give "stand-by" notice to the terminal employee and advise him when to shut down.

CONSULS: There are no consular representatives in the area. Vessels bound for U.S.A. or British Caribbean ports will be provided with a letter stating this fact.

REPAIRS: Only minor repairs of an emergency nature can be made. There are no electronic repair services available in the area.

CERTIFICATES: All ships calling at a Venezuelan port for the first time must be measured for tonnage by Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued is forwarded to the Owners. A fee is charged for this certificate, which is payable only on ship's first call. Vessels registered in following countries are excluded from above regulations: Denmark, France, Germany, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and U.S.A.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officals during regular meal hours. Masters are requested to give them the privilege of eating in the officers' messroom, to avoid difficulties.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed 1 per officer, nor can ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the Stores List. Officers must not carry firearms while ship is in Venezuelan waters and these side-arms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Lagoven Despatcher undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

TIME: Local time is GMT minus 4 hours.

GENERAL:

Gangways: Gangways at Berths No. 2 and 3 are provided by the terminal.

Plimsoll Marks: The Captain of the Port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels will be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

Surveyors: There are no appointed surveyors to the American Bureau of Shipping or Lloyd's in the area. With 48 hours' notice, non-exclusive surveyors can be obtained from Caracas, or at times from Puerto La Cruz, or qualified Masters or chief engineers may be available for appointment as surveyors when required.

Bonded Stores: Cigarettes or other stores in bond are not obtain at Caripito.

Cash Advances: The local currency is the Venezuelan Bolivar and c advances are made only in this currency. It is requested that requirement for cash advances be included in the vessel's radio E to permit delivery on board on arrival. Cash returns can be accep only during the normal working day – 0700 to 1600 hrs. Sundays holidays excluded.

Provisions and Stores: Provisions and stores in extremely lim varieties and quantities are available at prices considerably higher t in most other ports.

Charts: No supplies of charts or sailing directions are availab Caripito.

Personnel – Seamen Left Ashore: In the case of seamen left ashor hospitalisation, repatriation or other reason all documents and pers effects are to be delivered to the Marine Office before sailing. A l is required from the Master advising the maximum advances to be m to the seaman, if any, and instructions concerning his repatriatio expenses incurred by seamen left ashore, including cost of repatria are for ship's account. It is important that Masters bear in mind tha Venezuelan law will at all times hold the vessel, her Master, Age owner, responsible for any seamen left behind in Venezuela.

Laundry; Laundry service is available.

Lubricating Oil: Supplies of marine lubricating oils are available Puerto La Cruz. Quantities required should be included in the ETA c

Mail: Any pending ship's mail will be delivered on board by the ma dispatcher on arrival at Caripito. At the same time he will receive ship's mail to be dispatched. The marine dispatcher will accept pers mail only if it carries the proper amount of Venezuelan postage, Master authorises postage by signing 7 copies of the Company Transmittal form. Masters interested in knowing the individual pos amounts to be paid by each crew member, should provide a lis duplicate, of the senders, and number of letters sent by each identified by a number written on each letter. Copy of this will be retur aboard vessel when leaving this port outward bound. If not ready time, it will be air-mailed to the vessel's next port of call.

Inspection – Petroleum Products and Crude Oil: Inspecciones C AIVEPET, C.A., Caleb-Brett, C.A. and SGS (Redwood), C.A. petrole inspectors are available from Puerto La Cruz if specified.

Visitors: All visitors to ships are prohibited except those comp employees, petroleum inspectors, etc., whose duties require t presence aboard.

Passengers: Passengers will not be permitted to disembark unles possession of the required visa and documents. To facilitate clearan if passengers are carried, the Master should include advice to this ef in his radio ETA.

Pollution of Harbour and Coastal Waters: The laws of Venezuela strict in regard to pollution of harbour and coastal waters by oil, heavy fines are imposed for violations. No dirty ballast, oil or bilge s are to be pumped or allowed to escape overboard. All overbo discharge valves from cargo tanks and bilges are to be secured be loading or discharging commences. Loading is to be conducted greatest care and vigilance in order that errors or delays in hand cargo valves may not result in overflows. All deck scuppers shoul plugged before loading to avoid harbour contamination shoul overflow occur. The authorities require that a written report be subm by the ship involved in the event of an oil spill. Incidents of this na should be reported immediately, either by VHF or telephone, to the Services Section.

SHIPMASTER'S REPORT: September 1992.

Rio San Juan: Chart No. 1330.

The beacons are considerably different from those shown on the c Their positions can only be regarded as approximate as they were t "on the run" by radar. However, they do give a reasonably acc idea of the courses, and the number, position and characteristics o beacons.

The land appears to have extended seaward. Lights of beacons (w lit) are as per IALA B and leading lights are white. The entrance is confusing if made in the dark for the first time, with the chart as it The lights in the Bar Channel are irregular and in the river quite unrel altogether.

There are no leading lights on the 031° course. One beacon is for two courses.

The pilot station is at Guiria.

Crossing the bar inward will be on the ebb tide and a draft of forward and 23 ft. aft is asked for, 17 ft. to turn the vessel more a and 23 ft. for crossing the bar at "full" speed. Normally it is neces to reduce speed a little when passing Beacons No. 3, 5 and 6, w the least depths are located.

Caripito: Only one operational berth (No. 3). Two dolphins at the S end of No. 2 have suffered subsidence. There are new Chicksan on the berth itself. No. 3 has 3×10 in. hoses and a shore gangwa

There are no tugs, vessel is turned about 0.75 miles above the b about 2 hours before high water, by placing the bow on the bank. Turning Basin is extending slowly into the jungle.

Vessel moors starboard side alongside with moorings 3-3-2. A b rope aft is used for springing-off when leaving. As there is a rise fall of around 18 ft. at Springs, connections should be ready, to exp loading time, and since there is a variable depth of water alongside not more than 33 ft. at low water. It is sometimes necessary to loading at low water, and sail at high water. Vessels should sail as to high water as practical, as there is little water down river fro berth. Until clearing Beacon No. 28, virtually no water showed on echo sounder and vessel touched bottom at Beacon No. 31.

Dredging is in progress in Caripito.

Two grades of crude oil are available, Pilon API 13.3 and API 26-28.

Pilon is used for making asphalt.

VHF Channel 12 used between Caripito and Guiria.

Slop facilities and fresh water available.

On the outward voyage, vessels anchor to await high water at the position marked on the chart.

Vessels nearly always touch bottom when loaded to 33 ft. when passing the bar channel, but the bottom in the river is reputed to be soft.

The night-time river transit can be very difficult due to the very few lights, especially in the rainy season. Vessels occasionally fail to make the turns, especially at Dos Aguas, and on occasions enter the jungle.

There are no chandlers or Agents. The Agents must travel from Puerto La Cruz or Puerto Ordaz.

Repatriation possible from Maturin or Barcelona (via Caracas).

AUTHORITY: Petroleos de Venezuela, S.A., Apartado 169, Caracas 1010-A, Venezuela. *Tel:* 708-4111. *Telex:* 21890, 23489, 24477 PDVSA VE. *Contact:* Lermit Rosell, Marine Corporative Manager.

EL CHAURE: 10.15 N. 64.37 W. (See Plan)

LOCATION: El Chaure Marine Terminal is located on the South shore of the head of Bergantin Bay. 1.8 miles N.E. of Puerto La Cruz: Lat. 10° 14′ 50″ N. Long. 64° 36′ 57″ W.

This terminal is also considered to be Berth No. 6 of 'Puerto La Cruz' which also see.

DOCUMENTS: To avoid penalties, ships clearing for Venezuelan Ports must present certain papers herein set forth for arrival and clearance after docking. The Clearance is made by Government officials accompanied by a company representative.

The following documents must be presented:

1 copy of Ship's Register
Clearance from Last Port
1 copy of Ballast Certificate
6 copies of Crew List
5 copies of Passenger and Baggage List
2 copies of List of Passengers in Transit
4 copies of List of Personal Effects
4 copies of Stores List
2 copies of List of Slop Chest
Sailing permit issued by Marine Authority of last port of call.
Dispatch issued by Venezuelan Consul at last port.

PILOTAGE: Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Company will arrange for Pilots to board all vessels as necessary. Whenever it might be deemed necessary for the Master to disregard the Pilot's advice in order to ensure the safety of the vessel, a written report must be submitted by the Master to the Venezuelan Port Captain, explaining the reason for such action.

ANCHORAGE: The crossed line portion on the plan is the anchorage zone for all ships after arrival at Pozuelos Bay. The Company will dispatch the Pilot, by launch, to all ships when they are ready to be docked. On entering the Pilot Zone, the Venezuelan flag must be flown from the foremast; it must be flown at all times between sunrise and sunset.

MAX. SIZE: Max. draft 40 ft., max. LOA 800 ft. max. d.w.t. 58,000 tons.

RADIO: El Chaure Terminal Office may be contacted on radio-telephone SSB or AM frequencies of 2738, 2638, 2182 and 2120 KHz. Frequency 2182 kHz should be used for initial contact.

Arrival advice: Masters are required to advise by cable their ETA. Such notice should reach El Chaure at least 48 hours ahead of vessel. In cases of ships being diverted at sea to a Venezuelan Port, or to another Venezuelan Port, Venezuelan regulations require, by cable, prior to arrival, name of Master, number in crew, port of departure, port to which originally cleared, flag of ship and net registered tonnage.

VHF: Channel 16 can be used after arrival at Pozuelos Bay.

TUGS: Tug assistance to moor and unmoor is compulsory at El Chaure installations. Ships over 145 m. long must use 2 tugs having not less than 1,600 h.p. each for mooring and unmooring at El Chaure. 1 launch is required for handling the lines.

BERTHING: The wharf has a length of 100 ft. with dolphins established on each side. The dock accommodates vessels drawing up to 40 ft. Sea conditions are usually very good in the entire area. Waves are almost nil and out of the hurricane path. A chain of small islands makes El Chaure a natural port. Only 1 vessel at a time can be moored for loading or unloading. The normal range of the tide is 1 ft.

BALLAST: Vessels arriving in El Chaure must carry sufficient ballast to ensure safe handling. By Venezuelan Law, all dirty ballast must be pumped ashore into ballast pits. Vessels having separate clean tanks for ballast may pump overboard, after first being inspected and passed by Port Authorities. The Company Terminal facilities include a 16 in. ballast line, which empties into ballast pits about 3,500 ft. from the dock. These pits have an elevation of 32 ft. above the dock and will hold 50,000 bbls. The ballast line will stand a pressure of 100 p.s.i.g. The pressure is recorded at the dock. The vessel will be held responsible for damages to the shore ballast line and spills that maybe occur because of line rupture.

LOADING: Before tying up, blind flanges on the ship's manifold should be removed, hose derrick to be topped and rigged to lift shore hoses along with dock booms. All vessels must dock with starboard side to dock. The Company dock supervisor will inform the Master of the vessel as to characteristics of cargo to be loaded, loading rates and all other information necessary for safe and efficient loading operations. During the ship's stay at the dock, company employees are available at all hours to assist in any manner. After loading is completed, if the dock space is required for another vessel the ship must vacate the berth and wait at anchorage until cargo and sailing papers are completed.

FRESH WATER: Available, rate 10 t.p.h.

REPAIRS: Facilities are limited; any repair work must be requested by Master in writing.

CONSULS: The following are in Puerto La Cruz: Belgium, Brazil, Colombia, Denmark, France, Germany, Italy, Norway, Panama, Spain, Sweden and United Kingdom.

SURVEYORS: Aivepet, E.W. Saybolt, Caleb-Brett, Inspectorate, Inspecciones and Viusepet maintain offices in Puerto La Cruz for inspection of cargo if required.

TIME: Local time is 4 hours slow on GMT, year round.

POLLUTION: Pollution of coastal waters is strictly forbidden by Venezuelan Law. The escape of dirty ballast or of cargo either at the dock or in the harbour or in territorial waters will result in heavy fines by Venezuelan authorities. If oil is spilled an estimation of quantity should be made by the Master of the vessel, Venezuelan Authorities and Company personnel, acting jointly. Their joint report must be submitted to the Venezuelan Petroleum Inspector from the Energy and Mines Office, and also the National Guard Headquarters in Puerto La Cruz. The Ministry of Energy and Mines will assess a fine based on the quantity of oil that was spilled. Also the ship is held responsible for the spill and cleaning. Chemicals, equipment, boat and labour used for this purpose are for the ship Owner's and/or operator's account. Each ship must maintain strict supervision on discharging of ballast as well as loading cargo in order to avoid spillage.

CUSTOMS: Venezuelan laws are strict in regard to contraband and Masters are requested to instruct crews not to take cigarettes or other articles ashore.

GENERAL: *Crew:* Passes for shore leave for ship's crew will be given to Master by Company Representative on docking or at anchorage. These passes must be filled out for each Crew member prior to Venezuelan authorities' visit. Passes may be used during the ship's stay but must be returned to the National Guard at the dock prior to departure. Before ship's departure a report must be made to the Dock Master if any Crew member is missing. Crew members left behind will be placed in custody by Venezuelan authorities until deported at vessel's expense. A Crew member requiring medical or dental treatment must submit his request for such aid through the Master to the Dock Master. Arrangements for seamen arriving from other ports, transferring to other ships or being repatriated are handled by the vessel's Agency.

Under the Venezuelan law the vessel is responsible for all seamen in the country during their entire stay. Masters are requested to leave written instructions with the Dock Master for handling seamen left ashore. The Master of the ship must indicate his acceptance of the responsibility for all costs incurred in handling a seaman.

Seaman Left Ashore: A letter from the Master is required advising the amount of cash advance and any other instructions concerning the seaman's repatriation. All expenses incurred by the seaman, including the cost of repatriation are for the vessel's account. The documents and personal effects of seamen left ashore for hospitalisation, repatriation or any other reason, must be delivered to the Terminal Office before sailing. Venezuelan Law holds the Master, ship's representatives and Owners responsible for any seaman left behind in this country.

In Dock: Masters are requested to observe the following regulations while alongside the Company Terminal:

1. – Sufficient number of Crew members must be on board at all times, during discharge of ballast and loading of cargo to ensure proper handling of mooring lines.
2. – Rat guards are to be on all mooring lines during entire stay.
3. – Venezuelan authorities do not permit blowing of heavy smoke from vessel's funnel, while in port. Breaking of this rule may result in Government fine and/or removal of ship from the dock.
4. – Venezuelan National Guard personnel are assigned to guard duty for each ship while it is at the dock. Meals must be furnished for these guards in the Officers' Messroom.

Visitors: All visitors to vessels are prohibited, without written permission of the Port Authorities. Dock Master, Petroleum Inspectors, Dispatchers and Terminal employees handling hoses may board ship in performance of their duties.

Charts: Not available at El Chaure.

AGENCY: All incoming vessels must have a local Agent to render all services required for a prompt and efficient tanker turnaround and to cancel all vessel disbursements.

OPERATOR: Corpoven, S.A. *Telex:* 21462, 21363, 21165. *FAX:* 708-12-59, 74-08-68, 708-17-11.

EL GUAMACHE: 10.52 N. 64.04 W. (See Plan)

SHIPMASTER'S REPORT: October 1978.

LOCATION: The Port of El Guamache is a developing port, located about 1,000 ft. Northward of Pta. Mangle on the Isla De Margarita (See B.A. Chart 230).

DOCUMENTS:

Clearance from Last Port.
Sealed envelope for Customs.
Visaed B/L and Sobordos.
Despatch from last Venezuelan port, if any.
6 Crew Lists.
Vaccination Certificates of Crew.
4 Stores Lists (Deck, Engine, Provisions, Bonded store).
4 Personal Effects Lists.
4 Arms and Ammunition Lists.
4 Passengers Lists.
4 Mail Lists.

PILOTAGE: Pilotage is compulsory. Pilot boards on arrival or at anchorage. Vessels arriving at the anchorage must keep engines on stand-by and wait for shifting or berthing instructions.

Note: As at other Venezuelan ports, vessels must fly the Venezuelan flag at masthead and lower gangway for boarding party – Agents, Customs Officers, Quarantine Officers, Immigration Officers, Pilot and representative of Port Captain, etc.

ANCHORAGE: On the Western side of the Pta. Mangle in Bahia Guamache, depth 8–11 fathoms.

RADIO: As a new developing port, no radio service at Margarita Island, all ETA wireless messages must be sent via ITT or YVG – 72, 48, and 24 hours prior to arrival

The port office is equipped with radio telephone installation, operating 0600-2000 hours, transmitting on VHF frequencies 156.8 MHz (Channel 16.) Vessels calling in Spanish language will be answered promptly; if calling in English will be answered by English speaking person when on duty.

TUGS: Not available.

BERTHING: Length 126 m. with 3 dolphins installed at each end with catwalk to dolphins. Depths of water, 36 ft. at LW and 42 ft. at HW.

STEVEDORES: Arranged by Agents, normal working hours 0700 – 2100, cargo discharged into warehouse.

MEDICAL: Available at Polamar City about 31 km. from the berth.

DENSITY: 1025

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No repair facility available.

GANGWAY/DECK WATCHMAN: Necessary, normally engaged by Customs or Police.

OPENING/CLOSING HATCHES: Normally by crew.

AIRPORT: Distance about 15 km. from port. Connections to other cities.

TIME: Local time is GMT minus 4 hours.

HOLIDAYS: As other Venezuela ports.

PROVISIONS: Fresh and dry provisions supplied through ship chandlers from Polamar City and delivered on board.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle of wine or spirit.

TELEPHONE: No telephone connection to vessel at present but provided inside warehouse and port office.

SHORE LEAVE: Shore leave permitted. Passes issued by representative of the "Direccion de Marina Mercante" on arrival. Shore passes to be collected prior to sailing and given to Agent.

DEVELOPMENTS: El Guamache has a development programme to construct new wharves Northward from present pier to accommodate 6 ocean-going vessels and expected to complete within 3 years.

All port facilities will be available. Margarita Island is the only free port in Venezuela. Tourism from the mainland and overseas is increasing day by day as Margarita Island has very good weather and beaches.

EL PALITO: 10.29 N. 68.07 W. (See Plan)

OPERATORS: Corpoven S.A.

LOCATION: The terminal facilities operated by Corpoven S.A. at the port of Puerto Cabello (Punta Chavez), are situated on the Venezuelan coast, 7 miles West of Puerto Cabello. The terminal has a 2,707 ft. pier, part causeway and part trestle, extending out from Punta Chavez along a shallow reef then angling into water 45 ft. deep. 2 tankers can tie up simultaneously at the berths.

Position: Lat. 10° 29′ N., Long. 68° 07′ 13″ W.

Charts: B.A. Chart No. 1628 or Charts No. 24453 and 5752.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA 72 hours before arrival at El Palito Terminal and another 24 hours before arrival by telex and communicate by VHF Channel 16, at least 4 hours before arrival advise and/or confirm any change of ETA.

2. If a vessel originally cleared for another port (including some other Venezuelan port) is diverted at sea to El Palito, certain information must be received prior to arrival, to avoid heavy fine and/or delays.

3. No dirty ballast may be pumped overside in port. Limited dirty ballast disposal facilities are available at El Palito Terminal.

4. The use of Venezuelan Government Pilots is compulsory for docking and undocking.

5. The Venezuelan flag should be displayed at the mast-head during daylight hours by vessels anchored and berthed in Venezuelan waters.

6. In addition to other clearance documents, 2 copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.

7. The emergency fire signal is 5 long blasts on the vessel's whistle or siren. No other signal is to be given in case of emergency.

8. The radar equipment must be turned off during cargo operations, and radio transmitter aerials must be earthed. Any information should be given to the Agent's representative for transmittal via shore facilities.

9. Loading will not be started until all deck scuppers are properly sealed.

10. Towing wire must be correctly positioned as soon as the vessel is alongside berth.

DOCUMENTS:

Clearance Inward and Outward:

(a) Inward Clearance is effected on board immediately after doc by Government's Port Officials and a representative of Ma Terminal and ship's agency. It is necessary that the follo documents be ready on arrival:

1.	Ship's Register.	
2.	Derat Certificate.	
3.	Clearance from last Port.	1 original
4.	Ballast Manifest from Last Port.	1 copy
5.	Crew List.	6 copies
6.	List of Passengers in Transit, if any.	6 copies
7.	Passenger and Baggage List.	6 copies
8.	List of Personal Effects.	6 copies
9.	Stores List (see (c) below).	6 copies
10.	List of Slop Chest.	6 copies
11.	Sailing Permit (issued by Maritime Authority of last Por	
12.	All Crew Vaccination Cards, Identification Cards or Passp	

(b) Vessels arriving with cargo to discharge will also require Bi Lading and Tally Books.

(c) Stores List prepared should indicate separately all deck, en and cabin stores. The Stores List may be prepared on board to arrival.

Clearance Documents Outbound: Outbound Clearance and ca documents are delivered on board by the Terminal representative

In the event the berth is required by another vessel, a vessel ha completed loading may be required to vacate the berth promptly proceed to anchorage to await cargo documents.

APPROACHES: The terminal pier is marked by the following lights: occulting red light at the top of No. 1 (N.W.) fire fighting monitor to 80 ft. above sea level. Lat. 10° 29′ 51″ N., Long. 68° 07′ 13″ W., one green light, flashing every 3 seconds at the top of No. 2 (S.E. fighting monitor tower, 80 ft. above sea level, located 275 ft. S.E. of N fire fighting monitor tower. A group of 5 crude storage tanks, pai white, visible 20 miles on a clear day, are located 1.25 miles 200° the head of the pier.

Three large chimneys from a power plant located about 3 miles W of the Terminal, are very conspicuous in the area. They are painted broad red and white bands.

When approaching, Refinery installations are clearly visible. On c nights, tanks, Refinery lights and flares provide best landmarks.

White flashing lights are installed at the top of Refinery chimneys towers for air traffic warning purposes, for the local airport in Pu Cabello.

Masters approaching the coast should keep a sharp lookout for fis boats, nets and small crafts.

PILOTAGE: Service available 24 hours. The Pilot's normal wor hours are from 0600 hrs. to 1800 hrs. There are no special charges their assistance during those hours on workdays. On Sundays holidays they charge overtime. There is also a charge when ship anchored in the bay as according to the pilotage law each moven (and entering the bay is one movement) requires a Pilot. By sp agreement only Pilot's overtime will be charged for anchorage anchorage and docking is considered as one movement with respe Government Pilotage Fee.

Pilotage is a compulsory government service. The govern charges the Pilot's assistance according to ship's net tonnage. Ves under flags of Panama and Liberia are required to have their Venezu Tonnage Certificate. The government charges for docking and sai

Pilots are employees of the Venezuelan Government and pilota compulsory for vessels entering or leaving the harbour. The termina arrange for Pilots to board all vessels as necessary. Pilots mee vessel via launch provided by the terminal. The Pilot may decli moor the vessel if it is not equipped with satisfactory mooring equip lines, gear, anchors, etc., or if it is not sufficiently ballasted. It i responsibility of the Master to notify the Pilot of any special condi or peculiarities, such as defective navigation equipment, mooring tackle, gear or lack of necessary equipment, which might im hazards in connection with the handling, mooring, discharging or loa of vessels.

At the berths, vessels must be moored to the entire satisfaction of Pilot and the Terminal's Mooring Master.

The Pilot acts in an advisory capacity. The Master re responsibility for the vessel at all times. In the event it becom necessary to disregard the Pilot's advice in order to ensure the sa of the vessel, the Master must forward a full written report of circumstances through the terminal for delivery to the Port Captain

ANCHORAGE: Notice of Readiness can be tendered at anchorage suggested anchorage for El Palito Terminal is located 0.5 to 1 mile N or West of the seaward end of the pier for Berth No. 1. The area to East of the pier is recommended as anchorage for Berth No. 2.

Shipmaster's Report: August 1992.

I was instructed to anchor 1.5 miles from jetty.

RESTRICTIONS: None. Vessels enter day or night and at any sta tide.

MAX. SIZE: The loading facilities consist of 2 berths. Term restrictions and safe drafts are as follows:

	Max. Arrival	*Dra Sai*
Berth No. 1 (West) (starboard side alongside)	40 ft.	40
Berth No. 2 (East) (port side alongside)	33 ft.	38
Max. d.w.t.	50,000 tonn	
Maximum displacement	65,000 tonn	
Maximum LOA	750 ft. (228 m	
Minimum LOA	328 ft. (100 m	

No limitation is placed on tankers beam.

HEALTH: No Radio Pratique. Health Officers board vessel at bert

RADIO: Puerto Cabello, Venezuela, Coastal Station call sign YVL, makes radio contact with all vessels "CQ" on 8722 kHz at the following hours: 1130, 1330, 1530, 1830, 2130, 0030, 0200 GMT. Also "CQ" on 7141 kHz at 1630 GMT and "CQ" on 4322 kHz at 0430 and 0630 GMT.

Arrival Message: Incoming vessel must send ETA 72 hours and 24 hours before arrival at El Palito Terminal by telex and establish contact with the Terminal at least 4 hours before arrival, confirming or advising any change of ETA.

The original ETA messages should include the following:

(a) Name of vessel and Master.
(b) Vessel's flag and Summer deadweight.
(c) Number of crew and passengers.
(d) Last Port from which originally cleared.
(e) Dirty ballast and deballasting time.
(f) Slops quantity, if any.
(g) Sickness on board.
(h) Any additional information that in Master's opinion is necessary.

If a vessel, cleared for another port (including some other Venezuelan port), is diverted at sea to El Palito, telex advising the amended orders must be sent at least 40 hours before arrival, to avoid heavy fine and/or delays.

Communications: El Palito Terminal can be contacted by the following ways:

Radio: VHF Channel 16 and SSB 6218.1 kHz.
Telex: CPV 28013.
Fax: 041-304381.
Telephone: 041-304249, 041-304250.

VHF: Master should call El Palito Marine Terminal, 3 hours before arrival, on Channel 16.

TUGS: Two tugs of 3,000 h.p. each are available at El Palito, and use is compulsory for berthing and unberthing. The service is arranged by the Terminal.

BERTHING: The use of both anchors is required for docking at both berths. It is considered prudent to have both anchors hove-out prior to entering the harbour in order to facilitate speedy release while mooring. The Pilot will advise whether the vessel is to be moored port or starboard side to the dock.

In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

East Berth: Approach at very dead slow speed along a line parallel to a line formed by the East and the West berth at a distance from it equal to the distance of the North buoy. Drop the starboard anchor at the point of intersection of the ship's fore with a line formed by the two East shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the East berth. Drop the port anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by Pilot and with the help of the ship's engines and tugs under Pilot's instructions.

West Berth: Approach at very dead slow speed along a line parallel to a line formed by the East and West berths and at a distance from it equal to the distance of the North buoy. Drop the port anchor at the point of intersection of the ship's fore with a line formed by the two West shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the West berth. Drop the starboard anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by the Pilot and with the help of the ship's engines and tugs under Pilot's instructions.

General: Chicksan loading arms with 12 in. connections, 2 for Fuel oil, 1 for diesel products, 1 for leaded and 1 for unleaded gasolines. All dirty ballast to be pumped ashore through the fuel oil loading arms.

Mooring Lines to be used: Vessels of any deadweight must secure with at least:

Forward:	(a) 2 breast lines
	(b) 2 springs
Aft:	(a) 2 breast lines
	(b) 2 springs
	(c) 1 seabuoy line

All ropes must be fibre, polypropylene or wire of 1.25 in. minimum diameter each connected by a 2.5 in. shackle.

BALLAST: Due to the exposed location of the oil piers, vessels are required to be ballasted with minimum ballast necessary for safe berthing manoeuvres at El Palito.

This minimum ballast consists of approximately 25% of their respective Summer deadweight.

The ballast quantity should be carried in a minimum number of tanks, in order to minimise deballasting time whilst alongside.

Vessels equipped with a special separate and clean ballast system or segregated ballast can discharge their ballast into the sea, after first being inspected and passed by Terminal representative. According to regulations, a maximum of 20 ppm is permitted.

Dirty ballast must be pumped ashore. El Palito facilities can handle a maximum of 20,000 bbls.

LOADING:

Cargo Information: On completion of Inward Clearance, information regarding the number of Chicksans, loading rate, temperature and API from cargo will be given to the Master and Chief Officer. A 15 minute stand-by is required prior to finishing any grade. During ballast discharge, supplementary information will be given to the Chief Officer.

Draining Chicksans: Chicksans are drained by gravity on all products (except iso-butano, tel, benzene, ortho-xilene). Ships personnel must cooperate with Terminal personnel in this operation to ensure complete draining of Chicksans into ship's tanks.

Scuppers: Loading will not be started until all deck scuppers are properly sealed to the satisfaction of the Terminal.

Simultaneous Deballasting and Loading: Vessel's equipped with separated and completely segregated ballast tanks, lines and pumps which are never used for oil may be permitted to discharge ballast and load simultaneously, providing approval has been obtained from the Terminal.

Chicksans: There are 6 Chicksans on each berth. Loading arm connections are 12 in., except for iso-butane, benzene and ortho-xilene, which are 8 in. and tel, which is 4 in.

The products benzene, ortho-xilene and tel can be loaded only on Berth No. 2.

Approximate Gravities and Temperatures of Products to be delivered or received:

Product	*API Specific Gravity*	*Temperature (approx.)*
Iso Butane	0.564	−11.5°C
Alquilate	70.8	86°F
Fuel Oil	11.5	140°F
Diesel Oil	32.0	90°F
Crude	28.0	90°F
Gasoil	36.5	90°F
Premium Gas	64.0	86°F
F.C.C.	58.0	105°F
U/L Gasoline	63.0	84°F
V.G.O.	23.5	117°F
Jet Fuel	45.5	95°F
Natural Gas	82.0	80°F
Benzene	0.8833	83°F
Ortho-xilene	0.8828	85°F

Loading Rates:

Product	*Loading Rates* bbls./hr.
Alquilate	7,500
Fuel Oil	18,000
Diesel Oil	8,500
Crude	22,000
Gasoil	8,500
Premium Gas	7,000
F.C.C.	7,000
U/L Gasoline	8,000
V.G.O.	6,500
Jet Fuel	8,000
Natural Gas	6,000
Benzene/Ortho-xilene	1,800

MEDICAL: Medical and dental treatment and hospitalisation, if required, are available in Puerto Cabello. Authorisation for any medical and/or dental treatment must be made by the Master through the Agent.

FRESH WATER: Not available.

FUEL: Bunkers are available only for vessels loading or discharging cargo.

Bunker supply should be arranged between owners and Corpoven's Head Office prior to vessel's arrival. A telex must be received by El Palito Terminal indicating quantity and gravity of the bunkers to be received.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore.

Cigarettes in cartons, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel), should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest which will be sealed for the duration of the vessel's stay in port.

CONSULS: French, Norwegian, Danish, Italian and Panama Consulates are represented in Puerto Cabello. There is no American Consulate. It is necessary for Masters of Panamanian flag vessels to visit the Panamanian Consulate at Puerto Cabello to present documents and receive dispatch as required by law. Regular office hours are from 0800 to 1200 hrs. and from 1400 to 1700 hrs. Mondays through Fridays; any dispatch issued outside of regular office hours is billed at double fees. Agent will arrange transportation to Puerto Cabello upon request.

REPAIRS: Emergency and minor repairs only are possible.

DRY DOCKS: The nearest dry docks are located at Puerto Cabello, 8 miles East from El Palito, and Curacao.

HOLIDAYS: *National Holidays:* By order of the local Port Authorities, it is requested that all ships in port be fully dressed on the following holidays: January 1st (New Year's Day); April 19th (Declaration of Independence); June 21st (Merchant Marine Day); July 5th (Independence Day); July 24th (Birth date of General Simon Bolivar); October 12th (Columbus Day); December 25th (Christmas Day).

REPATRIATION: The documents and personal effects of seamen left ashore for hospitalisation, repatriation or other reason, must be delivered to the Terminal Office before sailing. A letter from the Master is required advising the maximum amount of advances to the seaman and any other instructions concerning his repatriation. All expenses incurred by the seaman, including the cost of repatriation, are for the vessel's account. Venezuelan law at all times holds the Master, Agent or Owner responsible for any seaman left behind in Venezuela.

AIRPORT: Distant about 4 miles.

TIME: Local time is GMT minus 4 hours.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes.

Vessels are not permitted to sail until all crew members are on board, or special permission has been obtained to sail without a crew member.

GARBAGE/WASTE OIL DISPOSAL: No facilities available.

SEAMAN'S CLUBS: None.

CURRENCY: Bolivar. No local currency restrictions.

REGULATIONS:

Engines: No engine repairs will be made while the ship is in dock. Engines are to be kept at standby at all times while the ship is in port.

Rat-guards: Vessels must use rat-guards on all mooring lines.

Visitors: All visitors to vessels are prohibited, without written permission in each case by the Port Captain or Terminal Office.

Petroleum inspectors, dispatchers, and terminal employees may board ship in performance of their duties.

Pollution: The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast or oil is to be pumped or allowed to escape over the side. No engine-room or pump-room bilges may be pumped overboard. All pump-room sea suctions and overboard discharge valves must be secured prior to loading or discharging cargo. Loading must be conducted with the utmost care and vigilance so that errors or delays may not result in spills. All deck scuppers must be plugged tight before loading so that in the event of a spill pollution of the harbour may not result.

Garbage: No garbage is to be thrown over the side while the vessel is in port.

Passengers: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include this information in his ETA.

Firearms: Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer. All firearms and ammunition must be noted on the Stores List. Officers must not carry firearms while the vessel is in Venezuelan waters and these side-arms and ammunition should be collected and held in the Master's safe custody.

Alcoholic Drinks: We would kindly request Masters to advise their crew members that the introduction of alcoholic drinks through the company's gates is strictly prohibited.

If anyone found with alcoholic drinks within the company's area, it will be confiscated without payment of indemnities. Drunkards are not allowed to board any vessel, unless accompanied by an authorised ship's officer.

Bar Service: Please be advised that we have received instructions from the Custom Authorities, that all vessels maintaining a "Bar Service" on board for the use of officers, crew, passengers and visitors, must keep this "Bar" closed during the vessel's stay in port.

Photographing: Photography within the boundary fence of this Terminal is prohibited. Taking cameras inside refinery's installation is likewise prohibited.

Fishing and Painting: Fishing and painting of ship's side from the piers is strictly forbidden while tied up at El Palito.

WEATHER: Winds are normally from the N.E. with an average Beaufort Scale Force of 2-3. Average temperature about 85°F.

The months of December, January, February and March have the roughest sea and swell, and vessels may not be able to dock due to the weather.

TIDE: The normal range of the tide is 1 ft.

GENERAL:

Bonded Stores: No cigarettes or bonded stores are available at El Palito.

Cash Advances: Cash advances are available in Venezuelan Bolivares only and should be included in the vessel's radio ETA, to permit delivery on board on arrival.

Charts: No charts or sailing directions are available at El Palito.

U.S.S. Club: There is no U.S.S. Club available at El Palito or film exchange service.

Inspection of Petroleum Products: Outside inspectors of petroleum products are available in the area. However, inspectors shall be nominated by shippers/suppliers/owners prior to vessel's arrival, and notice shall be given to El Palito Terminal, in order to permit access to nominated inspectors.

Laundry: Laundry facilities are available at El Palito.

Lubricating Oil: Certain types of Corpoven lube oils only are available. Requirements should be sent by radio with ETA to Agent.

Mail: Mail service posted from El Palito arranged by Agent.

Provisions: Provisions are available at El Palito.

Radio and Radar: Repairs possible through Agent.

Gangways: Gangways are provided by El Palito,Terminal.

AGENCY: Corpoven S.A. does not, as Operator of the Terminal, act as Agent for any vessel or for firms or agencies engaged in coastwise or international transportation operations. All services in connection with the arrival, loading, or departure of vessels are performed as a representative and for the account of the shipper in the case of cargoes loaded, and as the consignee, in cases where cargo is received.

SHIPMASTER'S REPORT: July 1988.

Two tugs are used for berthing, one astern on tug's line and the other to illuminate the forward buoy and push as required.

The aft buoy line is the first line sent away and is used to check the vessel's swing into the berth.

There is a constant swell running, and positioning vessel in the berth is very long and drawn out as the loading arms are restricted in vertical and horizontal movement.

The swell causes the ship to move out of position, all moorings need to be adjusted simultaneously and with the small numbers onboard this was very difficult.

Leaving the berth was fairly straightforward, with one tug on aft main deck to pull vessel off while recovering anchors.

Chart B.A. 1966 leaves a lot to be desired for approaching a port. El Palito Terminal can be identified by 3 towers, each with a high intensity light near the top and a flare. There is a mass of background lights and the navigational lights are completely obscured. Coming from the North, these lights are visible at 20 miles and with the flare make the pattern, light, flare, light, light from port to starboard. The berth is situated right below these lights.

The radar picture shows 2 similarly shaped jetties, so the lights are a good guide to the correct berth.

AUTHORITY: Corpoven, S.A., – Refineria El Palito, P.O.Box 102, Puerto Cabello 2023A, Edo Carabobo, Venezuela. *Tel:* (041) 421110, 421005, 304249, 304250, (042) 612433, 612434. *Telex:* 28013, 23571. *FAX:* (041) 304381. *Cables:* Corpoven-El Palito. *Contact:* Jorge T. Segnini, Terminal Supervisor.

GUANTA: 10.15 N. 64.35 W. (See P

SHIPMASTER'S REPORT: 1978.

LOCATION: Lat. 10° 15′ N., Long. 64° 35.5′ W. About 5 miles Ea Puerto La Cruz.

DOCUMENTS:

6 Crew Lists.
6 Passenger Lists (or negative).
6 Ship's Stores Lists.
6 Crew Personal Effects Lists (well detailed).
1 Declaration of Health.
Clearance from Last Port.
Cargo Manifests.
Full set of Manifests and B/Ls.

Entry Formalities: Normally carried out after docking unless there no berths available; then vessel can be cleared at anchorage in B Pozuelos, during daytime. At night only in case of emergency.

Accommodation ladder must be rigged.

Hours of entry: From 0700 – 1100 hrs. and from 1300 – 1700 Overtime outside these hours.

APPROACHES/PILOTAGE: A vessel bound for Guanta has to e Bahia Pozuelos as she must first call at Puerto La Cruz to emba Pilot. The anchorage area for waiting berth turn is also in B Pozuelos. This anchorage is in depths of 48 ft. to 80 ft. and is protected from swell by surrounding islands. No size limitation.

Bahia Pozuelos is the anchorage and Pilot embarking area for 3 p Puerto La Cruz, Guanta and Pertigalete.

The use of Government Pilot is compulsory for all vessels docki undocking. ETA: 48 and 24 hours in advance via the vessel's Age

Pilot boarding hours: From 0530 – 1700 hrs. every day. Vessel ca dock after sunset. Sailing may be arranged at any time.

HEALTH: All vessels boarded by Port Doctor. No automatic Pratiq

RADIO: Curacao Radio PJC. No local station.

VHF: All Agencies maintain radio watch on Channel 16 during o hours. Tugs and launches also equipped with VHF (call: "Ramrey")

TUGS: 3 tugs available: 1×1,700 h.p. and 2×1,200 h.p. All priva owned. Sometimes vessels bound for Guanta or Pertigalete have to for 2 or 3 hours as these private tugs have contracts with oil compa in Puerto La Cruz and are available only when no tanker is docki undocking. Tug's lines used. Normally tugs join the vessel inside Gua Bay.

BERTHING/MAX. SIZE: One concrete pier on piles, 763 ft. in le where vessels normally dock starboard side to. The apron is 20 ft. w in centre, 42 ft. at ends.

One modern concrete pier on piles, 1,056 ft. in length where vess normally dock port side to. The apron is 115 ft. wide in centre and B at ends. The piers are well fendered with rubber hoses and used t

Height of piers above HW: 10 ft. Mean tidal range: 1 ft. 6 in. Max. d alongside small pier: 23 ft. 08 in. Minimum draft alongside long p 26 ft. 08 in. Depths varies from a minimum of 27 ft. to a max. of 3 at the Western end of the long pier.

CARGO HANDLING FACILITIES: All cargo normally discharge vessel's own gear, directly on to truck or trolleys. The piers are connected to the railroad. No floating crane.

The following mobile cranes are available in the port area: 1 cr max. 120 tons; 1 crane max. 30 tons, with telescopic extension bo max. 60 ft.; 2 small cranes max. 6 tons with a boom length of 30 f

Forklifts: 15 forklifts capacity 3.5 tons; weight 5.2 tons with f counterweight. To use these forklifts on board, the hoisting gear sh lift over 6 tons.

2 forklifts capacity 5 tons, weight 12 tons; 1 forklift capacity 20 t weight 25 tons, specially for containers.

Flatbed trolleys: 30 trolleys capacity 8 tons; 1 trolley capacity 70 t

No lighters available.

All discharging gear normally supplied by Agency. For heavy lifts recommended to have special slings on board.

BULK CARGO FACILITIES: On the Eastern side of the Guanta B there is a berth for loading coal by means of a fixed chute. D alongside 30 ft.

Grain Cargo: Receivers supply suction machines. There are 2 machi available, capacity 1,000 tons per machine during 24 hours. G vessels work round the clock.

Liquid Cargo: Sometimes tallow and liquefied gas are hand Discharged by vessel's pump into tank trucks. Hoses normally supp by vessel.

CONTAINER HANDLING FACILITIES: No container berth. No c 1 forklift capacity 20 tons. There is a small container stacking area

STEVEDORES: Normal working hours: 0700 – 1100 hrs. 130 1700 hrs. (Monday to Friday); 0700 – 1100 hrs. (Saturdays).

Overtime: Monday to Friday, 1800 – 2300 hrs. (night shift); Satur 1300 – 1700 hrs.

Normally port does not work after 1700 hrs. on Saturdays or Sund

Ordering of gangs: For 0700 hrs. requested previous day be 1500 hrs. For 0900 hrs. requested same day at 0700 hrs.

Overtime rates: 50% for the night shift (Monday to Friday); 100% Saturday afternoon shift.

The gangs consist of 12 longshoremen and 12 stevedores, incl 2 winchmen, 1 signalman and 1 checker.

Capable supervision only available from Agency.

Rigging or cleaning gangs are available.

MEDICAL: Private hospitals at Puerto La Cruz. Private doctors gen do not visit ships. If medical attention is required on board, the Doctor will attend patient, unless he authorises another doctor to m the visit.

In case of emergency, when the vessel is anchored in Bahia Pozu a launch can be arranged to pick up the sick crew member.

DENSITY: Salt water all the year round.

FRESH WATER: Available at 5 Bolivares per ton at the main pier only. Hoses supplied by ship. Rate: about 5 t.p.h.

Presently there is no water available at Berth No. 3 (Western end of pier).

FUEL: No Bunker "C".

Diesel: Delivered by trucks; arrangement must be made at least 4 hours in advance.

Gas Oil: Delivered by trucks under previous arrangement.

CONSULS: See "Puerto La Cruz".

REPAIRS: Only minor engine or electric motors can be repaired.

DRY DOCK: Not available.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: Not available. No shore gangway available.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 open bottle spirits.

REPATRIATION: Can be arranged. No special requirements.

AIRPORT: At Barcelona, about 15 miles by road. 3 flights daily to Caracas.

TIME: 4 hours slow of GMT, all the year round.

HOLIDAYS: New Year's Day, Holy Thursday, Good Friday, Holy Saturday, April 19th, May 1st, June 24th, July 5th, July 24th, October 12th, November 24th, Christmas. No labour available on these days.

TELEPHONES: No facilities at Guanta. Private calls can be made from the central office at Puerto La Cruz (5 miles) during the following hours: 0700–2100. Long distance calls dispatched quicker from the Hotel Melia at Puerto La Cruz.

SHORE LEAVE: From a ship anchored in Bahia Pozuelos: Allowed if the vessel has been cleared and if every crew member has shore pass. One private launch available but very expensive.

From Guanta berths: Allowed with shore passes.

IDENTIFICATION CARDS: Passes for shore leave are issued by officials of the Port Captain's Office, when boarding the vessel for clearance. These passes should be filled out on board. They are valid for the duration of the vessel's stay in port only and have to be returned before sailing.

In order to comply with Immigration Regulations, crew should be carefully checked before departure and any missing seaman reported to the Agent. The same applies to passengers in transit.

GARBAGE DISPOSAL: No facilities.

DELAYS: Presently, Guanta is somewhat congested and the waiting time varies from a few days to 15 days, especially during the rainy season.

GENERAL: Venezuelan regulations strictly prohibit the pumping overboard of dirty ballast or throwing garbage or dunnage in territorial waters. Heavy fines are imposed for pollution of waters and sometimes fishermen are quick to report any infringement.

Berthing Turn: On the basis "first come, first served" but Venezuelan vessels have some priority.

Supplies and Laundry: Several private firms based at Pto. La Cruz. Nearly all kinds of fresh provisions are available.

Laundry service available; may be completed in 8 to 10 hours.

General: Guanta is a natural harbour surrounded by mountains which protect the bay completely in bad weather. The port has never been closed for bad weather.

Venezuelan Flag: Upon arrival at Pozuelos Bay ship should display the flag from the foremast at all times. When anchored or docked, the flag should be displayed only between sunrise and sunset.

Warehouses and Cargo Sheds: No transit cargo shed. No refrigerated storage available.

There are 5 warehouses with a total floor space of 75,000 sq.ft.

Open Space: A total of 5.7 acres, mostly covered with asphalt or concrete.

Weather: The rainy season starts in mid-May and ends in November or December. During the rainy season it is usually calm in the early hours of the day followed before mid-day by light Westerly or variable breezes. In the afternoon the breezes change to North-Easterly at about 12 knots until midnight. During the dry season the cycle is similar but the North-Easterly wind may reach 25 knots. This can prevent all communications between anchored vessels and the shore.

AUTHORITY: "INP" Instituto Nacional de Puertos.

SHIPMASTER'S REPORT: 1975.

LOCATION: Lat. 10° 14.7′ N., Long. 64° 35.5′ W.

Guanta is located in the Bay of Guanta. It is a well protected port against currents and winds.

The port is entered between 2 well lighted islets.

DOCUMENTS:

Maritime Declaration of Health (together with inoculation list of crew).
10 Passenger – (or non-passenger) Lists.
10 Transit passenger – (or non-transit passenger) Lists.
10 Crew Lists.
4 Personal Effects Lists. (new clothes, etc., to be mentioned).
4 Ship's Stores Manifests.
Clearance from Last Port.

PILOTAGE: Government pilotage is compulsory. Pilot is embarked and disembarked near the Sea Buoy of Puerto La Cruz, in position: Lat. 10° 15.5′ N., Long. 64° 41′ W.

ANCHORAGE: On the Pto. La Cruz Roads.

RESTRICTIONS: Entering: In daylight hours only: 0600 – 1800 hrs.

Sailing: Day and night.

TUGS: One powerful tug available, compulsory to use when ship's length more than 90 m.

BERTHING: New Pier: Length 322 m. Old Pier: Length 233 m.

Water Depth: According to Pilots information: Old Pier: 29 ft. New Pier: 34 ft.

STEVEDORES: *Working Times:* Monday to Friday: 0700 – 1100 hrs., 1300 – 1700 hrs., 1800 – 2300 hrs. Saturday: 0700 – 1100 hrs., 1300 – 1700 hrs. Sunday: No work is done.

Gangs have to be ordered by 1500 hrs. the day before required.

FRESH WATER: Ships can replenish their fresh water tanks without charge (Included in port charges). Own hoses to be used.

OPENING/CLOSING HATCHES: Opening/Closing hatches, setting derricks: Special Rigger gangs take care of this. It is absolutely forbidden for ship's crew to touch these kind of jobs.

GENERAL: *Waste Water:* Special care should be taken to prevent waste water, from sanitary or engine-room systems fouling the jetty. Heavy fines are made in case this happens and a special shore gang might be ordered to clean same.

Customs: 2 Customs Officers have to be provided with food.

OPERATORS: Servicio Portuario de Guanta.

GUARANAO: 11.40 N. 70.13 W. (See Plan)

SHIPMASTER'S REPORT: January 1983.

LOCATION: The port of Guaranao is located on the Gulf of Venezuela on S.W. coast of the Peninsula de Paraguana, Venezuela. It lies between Amuay Bay to the North and Punta Cardon to the South.

DOCUMENTS: Inward Clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department.

The following documents must be ready on arrival:

Clearance from Last Port.
Crew Lists (7 copies).
Passenger Lists if any (5 visaed copies).
Baggage Lists if any (3 visaed copies).
List of Personal Effects (4 copies).
Stores Lists (2 copies).
Sailing Permit (Zarpe).

APPROACHES: Masters when approaching the coast should keep a sharp lookout for fishing boats, nets, small craft or sunken wrecks. From Punta Zarobon the coast, which is bordered by cliffs from 85 ft. to 65 ft. (25.9 m. to 19.8 m.) high, trends about 2 miles SSW to Punta Gorda.

PILOTAGE: Compulsory. Vessels have to wait for Pilot about 0.5 miles offshore at anchorage. Ship's can make contact with pilot station by VHF on Channels 16 and 68.

Maracaibo Pilots board and leave in position marked on chart.

Also see Punta Cardon (Pilotage – Shipmaster's Report dated January 1989).

ANCHORAGE: Generally ships must anchor about 0.5 miles offshore to wait for Pilot. Good anchorage is obtained in depths of 28 ft. (8.5 m.), muddy bottom and depths of less than 18 ft. (5.5 m.) extend up to about 0.25 miles offshore in this bay, and depths of less than 36 ft. (11 m.) extend about 7 cables NNW from Punta Zarobon (Guaranao).

RADIO: Arrival notices and radio messages to and from ships at sea are usually transmitted through Curacao (PJC) and routed through Agent's head offices at Caracas, Venezuela. The port radio control is Las Piedras Paranagua.

TUGS: One tug is available to assist with berthing/unberthing.

BERTHING: A pier extends about 3 cables Westward from shore at Salinas, Guaranao, and the Southern half of this pier is for Ro-Ro vessels stern to. A floating pier about 1 cable distance South of and parallel to the former, extends Westward from shore about 810 ft. (247 m.) and is 164 ft. (50 m.) wide.

CARGO HANDLING FACILITIES: There are fork lift trucks of all sizes, 6 mobile cranes at the floating pier, and some towing vehicles.

MEDICAL: Services available.

FRESH WATER: Not available.

FUEL: Available if advance notice is given. Fuel/diesel oil and lubricating oil can be obtained from either Amuay Bay or Punta Cardon.

FIRE PRECAUTIONS: This port is used for discharging general cargo, especially waste paper and timber. Waste paper is considered as dangerous cargo, therefore Masters are called to pay attention to their fire-fighting equipment and to have it ready during discharging waste paper.

WATCHMEN: Not available.

SHORE LEAVE: Permitted, but shore passes must be carried and passes returned before the vessel sails.

GENERAL: *Stores:* Provisions, deck and engine stores available but not bonded stores.

Garbage Disposal: No facilities.

SHIPMASTER'S REPORT: December 1990.

Tanker of length 135 m. berthed port side alongside.

Vessel arrived with clean ballast with the intention of discharging ballast to sea. Port authorities advised that this was not permitted even though the ballast was clean. The shippers arranged and received the ballast by shore trucks of 44 cu.m. capacity each. Deballasting (780 cu.m.) into the trucks took 26 hours and involved 19 trips by the trucks.

Cargo was delivered to the pier by trucks and was pumped on board by 2 small portable pumps through 2×4 in. diameter hoses. Loading was eventually reduced to one pump due to the viscosity of the cargo.

Final cargo figure was 6,000 tons short of the 10,000 tons that the vessel had expected to load and the 4,000 tons that was loaded took 120 hours.

AUTHORITY: Las Piedras-Guaranao Port Captaincy, P.O. Box No. 2, Codigo Postal 4102-A, Punto Fijo, Edo. Falcon, Venezuela. *Tel:* (069) 402008. *Telex:* 54119. *Cables:* Capipuerto Las Piedras. *Contact:* Captain David Jimenez Quintero, Harbour Master.

JOSE TERMINAL: 10.06 N. 64.51 W. (See Plan)

FLAG: Venezuelan flag must be displayed from the foremast when entering Pozuelos Bay and when manoeuvring or docking, regardless of the hour; however, while at anchor or while moored at berth, it needs to be displayed only between sunrise and sunset.

LOCATION: The Terminal of Jose is located West of Pozuelos Bay at: Lat. 10° 06′ 19″ N., Long. 64° 51′ 10″ W. on the N.E. coast of Venezuela. The usual hurricane path is several hundred miles to the North.

The lighthouse marking the entrance to Pozuelos Bay is located at: Lat. 10° 18′ 18″ N., Long. 64° 41′ 07″ W. Visibility is 20 miles.

DOCUMENTS: Arrival Clearance is effected on board vessel shortly after docking by Government Officials and a representative of the Company. The following documents are required and should be prepared prior to arrival.

Ship's Register.
Ballast Manifest (1 copy).
Crew List (6 copies).
Passenger and Baggage List, if any (5 copies).
List of Passengers in Transit, if any (5 copies).
List of Personal Effects (4 copies).
*Stores List (5 copies).
List of Slop Chests (4 copies).
Sailing Permit issued by Marine Authority at last port of call.

*Store List should indicate separately all deck, engine and cabin stores.

APPROACHES: Puerto Jose is approached through a channel 150 m. wide, with a minimum depth of 13.6 m. There is a turning area 460 m. in diameter.

PILOTAGE: The use of Government pilots is compulsory for all vessels docking or undocking. This service will be arranged at all times. If it becomes mandatory for the Master of the vessel to disregard Pilot's order in order to ensure safety of the ship, a written report in Spanish shall be submitted promptly by the Master of the ship to the Government Port Captain.

RESTRICTIONS: No restrictions are made on arrival/sailing time.

MAX. SIZE: The loading facilities consist of one Berth.
The docking characteristics are as follows:

Max. Deadweight	42,000 tons
Max. Ship Capacity	75,000 cu.m.
Min. Ship Capacity	11,000 cu.m.
Max. Draft	39 ft.
Max. LOA	800 ft.
Max. Lightship weight	22,000 tons

SPM: See "Shipmaster's Report" dated September 1994.

HEALTH: In theory the Government Port Doctor is to board each incoming vessel and board only outgoing vessels which carry passengers. In practice, however, the doctor boards at his discretion.

RADIO: Masters are requested to advise Corpoven Puerto La Cruz by radio 72 hours in advance of estimated arrival giving vessel's name, date and hour of arrival, bunkers, name of Master, port of departure, draft (arrival), Venezuelan gross tonnage, flag of ship and dates that ships' certificates expire. Vessels may contact the terminal of Puerto La Cruz by radio-telephone on 2182 kHz, SSB and VHF Channel 16. There is standby attention 24 hours a day. The terminal also has the frequencies 2080, 2120, 2638, 2738 and VHF Channels 6, 12, 13, 16, 17, 73 and 74.

Ship-to-shore radios are installed on the oil dock and on both tugs.

TUGS: There are 2 tugs at the port for mooring or unmooring and use is compulsory for all vessels. The tugs available are radio equipped and are 3,000 h.p. or more. Generally the Government Pilot will not begin manoeuvers until he is assured that the tugs are on stand-by.

BERTHING: *Arrival at Dock:* While alongside the berth the following rules must be observed:

(a) Master must ensure that mooring lines are properly tended, and that sufficient personnel are onboard at all times to handle lines. Loading will be temporarily suspended upon infringement of this regulation.

(b) Masters are requested to remove the blank flanges from their vessel's loading manifold before docking, so as to expedite the connecting of the shore loading arms by company personel. Vessels are requested to have their derrick and gangway ready for use.

NOTE: Vessels normally dock with starboard side to dock, unless advised otherwise.

(c) While docked, the discharge of sea water, hot water or steam on dockside of ship is prohibited. Hot water or steam may activate the automatic sprinkler system as well as damage piping located under the dock surface.

(d) Rat-guards must be placed on all ropes connected with the shore.

(e) Heavy exhaust smoke from vessel's funnel is not permitted. Any infringement of this rule will result in Government fine and/or removal of ship from dock.

(f) Meals must be provided in officer's messroom for Venezuelan National Guard personnel who may be assigned to the vessel during her stay in port.

(g) Masters are requested to display on top of mast a red flag in daytime and red light at night indicating that ship is handling dangerous cargo.

(h) Unregulated crafts should not be allowed to come alongside ship moored at Terminal without the permission of the Terminal Operator. It will be the responsibility of the ship's Master to ensure that this regulation is obeyed.

LOADING: *Products Handled:* Natural gas, propane, isobutane, normal butane and pentane.
Loading rates:

Propane	12,000 gallons p.m.
Butane	6,000 gallons p.m.
Gas/Pentane	4,150 gallons p.m.

Only one commodity handled at one time.

After the vessel has been cleared, the Company Dock Supervisor on watch will give the Master of the vessel written instructions with respect to the cargo.

During loading operations, company employees are on watc administer to the needs of each vessel.

Upon termination of loading cargo, cargo lines are displace controlled rates prior to disconnecting.

Shortly after completion of loading, company personnel and independent inspector, together with a vessel's officer, will take s ullages and later, deliver cargo and sailing papers to the Master of vessel.

Ships must vacate berth upon completion of loading and await pa at anchorage in Pozuelos Bay.

For information regarding completion of loading, the dock super can be contacted by telephone from telephone booth at berth.

MEDICAL: All requests for medical or dental treatment mus accompanied by a written request from the Master to the vessel's A

BALLAST: There are no facilities for deballasting.

FRESH WATER: Not available locally.

Fresh chlorinated water is available in limited quantities at an ave rate of approximately 2 tons per hour at the Puerto La Cruz Termi

FUEL: Bunkers are not available at this Terminal.

Bunker "C" and Heavy Diesel Fuel and a complete range intermediate fuels are available in reasonable quantities at Puert Cruz Terminal, subject to safety and operational restrictions. Del rates to the ships are approximately as follows:

Bunker "C"	200 t.p.h.
Heavy Diesel	150 t.p.h.
Intermediate Fuels	100 t.p.h.

Meters are installed in all bunker systems and are calibrated i barrels; except diesel meters which indicate gross barrels.

The dock valves on the bunker lines on the docks of Puerto La C Terminal will only be opened and closed upon advice from the sh personnel.

Lubricants and gasoil are available through the vessel's Agent.

CONSULS: The following foreign countries have consular offices in vicinity of Puerto La Cruz:

Belgium
Brazil
Colombia
Denmark
France
Great Britain
Italy
Netherlands
Norway
Spain
Sweden

Vessel's Agent should be appraised of vessel's consular requireme promptly upon docking.

SURVEYORS: 1. Saybolt, Caleb-Brett, Aivepet and others are availa at Puerto La Cruz.

2. Lloyd's Register, American Bureau, Bureau Veritas, P & I availa at Puerto La Cruz or from Caracas via the ship's agent.

CUSTOMS: Crew members should be warned against taking knive other lethal weapons ashore, as this is strictly prohibited. All firear and ammunition must be noted on Stores List. They cannot excee per officer and 18 cartridges per gun. No arms may be carried w ship is in Venezuelan waters or tied up at dock. Contraband of a description will be confiscated. Each man is allowed 1 package cigarettes on his person and this package must be opened. No li is to be taken ashore. It is prohibited to carry liquor from shore to s without authorisation from Master of vessel. It is further strictly prohib to consume liquor in dock area.

It is normally forbidden to take photographic cameras asho However, upon written request to the National Guard contingent on t oil dock, special permission may be obtained. This is subjec 2 limitations: (1) that the camera is returned to the ship; (2) tha photographs are taken of the petroleum installations.

REPATRIATION: Seamen discharged from hospital for transfe another port, seamen arriving from another port or those be repatriated are handled by the vessel's Agent, who must comply w all Venezuelan Regulations.

In the case of seamen left ashore for any reason, Masters requested to furnish a letter accepting responsibility for all expen incurred, advances if any, and instructions for repatriation. Venezue regulations, at all times hold the vessel responsible for a seaman du his stay in the country. Close contact is maintained by radio with owners regarding disposition of their seamen.

TIME: GMT minus 4 hours all year round.

EMERGENCY CO-ORDINATION CENTRE: Seccion de Segur Busqueda y Salvamento Maritimo. Telex: 31154. Tel: (02) 513 512156.

TELEPHONES: There is a telephone booth on dock. The supervisor duty may be contacted at any time.

IDENTITY CARDS: Passes for shore leave are issued by the offic of the "Capitania de Puerto", who board with the Customs Author upon the vessel's arrival at dock. These passes are valid for the dura of the vessel's stay in port and must be returned before sailing to t guard assigned to the vessel.

In order to comply with Immigration Regulations, crews should carefully checked before sailing, and any missing seamen reporte the vessel's Agent.

Crew members left behind when the vessel sails will be held in cust until deported at the vessel's expense.

REGULATIONS: *Excessive Smoke:* It is absolutely prohibited exhaust heavy smoke through a ship's funnel while tied up at Company's dock. It is also prohibited to blow boiler tubes. Failur comply with this regulation will result in any or all of the following acti

1. The loading operation will be immediately shut down.
2. Vessel will be subject to fine.
3. Vessel may be removed from dock.
4. Ship's Agent will be advised of infractions of this regulation.
5. Fines, time lost, and other related expenses will be charged aga the vessel.

Pollution: Venezuelan laws are very strict on this subject and authorities quickly enforce existing statutes. For this reason each Ma is handed a circular that emphasises the necessity of complying federal and local laws and customs.

The spilling or discharge of dirty ballast, crude oil or petro products into coastal waters is defined as pollution, as is also throwing overboard of garbage, trash or other unwanted objects while the vessel is at anchor or dockside. Prior to the start of loading operations all discharge valves, bilges and scuppers must be closed and strict vigilance exercised during deballasting and loading operations.

When a spill does occur, the Master, Government officials and a company representative evaluate the quantity and submit a report to the Government Petroleum Inspector. This report becomes the basis for a federal fine that is practically incontestable. An additional expense occurs when local authorities require assistance in cleaning beaches and shorelines after a major spill and can pinpoint the responsible vessel or source.

TONNAGE CERTIFICATE: Due to reciprocal agreements between Venezuela and the following countries, ships flying the flag of any of the below-named countries are exempted from Arqueo compliance and payment of fees: Denmark, Great Britain, France, Germany, Netherlands, Norway, Portugal, Sweden, United States.

Ships bearing the flag of any other nation shall require a Venezuelan Arqueo Certificate. The cost of measuring is contingent on the size and tonnage of vessel. The certificate is usually issued after the ship sails from port. It is then sent to the marine department of the Owners of the vessel by airmail.

GENERAL: *Dockmaster's Office:* Loading and marine personnel offices of Corpoven S.A. are located at the entrance of the dock. Any matter concerning loading and/or bunkering, is handled through this office, which is open 24 hours every day.

The Documentation Section is located at the Puerto La Cruz Terminal. On the dock there is a telephone booth and the supervisor on duty can be contacted at any time.

Cash: The local currency is the "Bolivar". Foreign exchange may be secured from local banks. Local banks are open Monday to Friday 0830 – 1130 hrs. from 1400 – 1630 hrs. except holidays.

Ship's Requirements: All ship requirements such as chandlery supplies, mail, cash advances, medical attention, dental care, consular services, repair work, laundry service, bonded stores, transportation, etc., should be obtained through the vessel's Agent.

No charts or sailing books are available in the Terminal. These should be forwarded by airmail to the vessel's Agent for delivery to the ship.

Movement of Passengers: Inasmuch as the Company's Terminal is not a public port, only bona fide crew members and Corpoven employees are permitted to join or leave ship in Jose.

AGENCY: All incoming ships to lift cargoes at this Terminal must have a local Agent to render all services required for a prompt and efficient tanker turnaround and to cancel all ships disbursements during the port stay.

Corpoven as operator of the Terminal charges a fixed fee for General Services such as:

Complete documentation service.

Preparation of disbursement accounts for the Agent of Vessel.

Dispatch of vessel.

Control over marine units which service vessel.

Assistance and supervision in docking of vessel. Supervision over connecting of loading system and related cargo facilities.

Offices of Corpoven loading and marine personnel are located on the first floor of the building between Berths No. 1 and 2. Any matter concerning loading, bunkering, is handled through this office, which is open 24 hours of every day. On the ground floor of this same building is the Documentation Section.

SHIPMASTER'S REPORT: September 1994.

Charts: B.A. Charts No. 1480, 230, 1498. U.S. NOAA Chart No. 24430.

Approaches: From North, East or West, the approach is easily identifiable with the many islands, principal of which is Isla Margarita to the N.E. of Puerto La Cruz.

Approaching Bahia de Pozuelos, the Racon on Cayo Borracho and light on Morro Pelatos (LL 6480) are not operating.

The light Morro de Robledal (LL 6500) Isla Margarita is not operating.

Using Canal de Margarita from and to the East to reduce the distance to Puerto La Cruz is not advised for large tonnage due to numerous fishing craft/ferries and Corpoven Oil Jetty adjacent to the strait. Smaller vessels under about 10,000 d.w.t. can safely navigate the passage, as we have done on a number of occasions.

Anchorage: For Puerto La Cruz and Puerto Jose in Bahia Pozuelos.

Anchorage area is marked on B.A. Chart No. 1498, the Southern limit 2.5 miles North of the city. A number of ships were observed to be anchored South and East of the charted limits.

Light buoys off Punta Puinare (Lat. 10° 17.4′ N., Long. 64° 40.7′ W.) and off Punta Baregan (Lat. 10° 14.8′ N., Long. 64° 39.1′ W.) are both in position and operating.

The bay is well sheltered and holding ground good with mud/sand bottom.

On our visit, another 4 vessels were anchored over the whole bay.

Pilot: For Puerto La Cruz, Pilot officially boards in position marked on B.A. Chart No.1498 in the anchorage area, but it was seen that tankers proceeding to Guaraguao Oil Terminal embarked their Pilot near the light buoy off Punta Baregan. Oil Terminal pilotage is throughout 24 hours.

For Puerto Jose, Pilot again officially boards at the above position, but this depends if a Pilot is disembarking off an outbound vessel from Jose Terminal. In this case, the Pilot will board at Jose Fairway Buoy. He generally disembarks at Jose Buoy and returns to Puerto La Cruz by launch.

Pilots for both Puerto La Cruz and Jose Terminal come from the pilot station near the Ferry Terminal in Puerto La Cruz. Two black hulled/white upperworks fast launches with boarding platforms are used.

Pilotage for Jose Terminal is 24 hours. Although Pilot berthing us (75,000 cu.m.) at Jose advised that maximum sized vessels at Jose would be berthed in daylight only and with wind speed not over 15 m./sec. (Force 7).

With maximum draft and size, berthing Pilot at Jose seemed competent and reasonable English spoken.

Accommodation gangway/ladder arrangement required for ballasted vessel when boarding/disembarking.

VHF/Telex: All pilotage arrangements through the Agent. In fact the boarding arrangements at Jose came through the Agent with little direct contact with the Pilot.

Pilot station to monitor Channel 16, and works on Channel 12.

Corpoven Control Telex No. 031-81147 as listed in ALRS is operational.

Agemar Agency monitors VHF Channel 16 throughout and works on Channels 11 and 13 generally.

Cosmos Shipchandler monitors VHF Channel 16 from 0730 hrs. – 1900 hrs. and works on Channel 8.

Jose Terminal – Approach Channel: There does not seem to be a Venezuelan chart available of the Jose Terminal and approaches. The best chart is U.S. NOAA Chart No. 24430. The depths from Bahia Pozuelos to and from Jose are accurate.

New SPM Buoy in position Lat. 10° 09.0′ N., Long. 64° 50.2′ W. with outlying mooring marker boys, painted yellow, radiating N.E./S.E./S.W./N.W., 0.75 miles each side of SPM. Pilot reports buoys will be lighted. On our visit, lights not observed.

Vessel will always approach Jose from the N.E., that is from Bahia de Pozuelos, across Bahia de Barcelona (after formalities). Fairway Buoy is in position Lat. 10° 06.3′ N., Long. 64° 50.6′ W. and is best approached on a course of 228°, thereby leaving the SPM and outer mooring buoy to starboard.

Fairway/channel buoyage is IALA "B" with good lights.

Depths: We found minimum channel depths, when reduced to C.D. (0.2), of 14.3 m. by echo sounder. This is also valid for the Western Turning Basin off Berth No. 8. Alongside Berth No. 8, we found a minimum of 13.8 m. when reduced to C.D. (0.2), by hand lead line. Pilots say Berth No. 9 (East/Methanol) has been dredged to same depth as Berth No. 8.

Tugs: One tug of 1,500 h.p. on stand-by 24 hours whilst vessel alongside. Tug moors on Western side of pier (See "Plan").

For mooring medium sized vessels, this tug and one of 3,000 h.p. from the Corpoven Terminal in Puerto La Cruz used. For mooring maximum sized vessels, 3 tugs used, 1×1,500 h.p. pushing and 2×3,000 h.p. with tugs' lines fore and aft.

Two tugs with tugs' lines used for unberthing.

Berthing: Maximum draft quoted is 39 ft. and maximum size 75,000 cu.m.

This vessel, with draft 38 ft. 08 in., 75,000 cu.m., 226 m. length and 34 m. breadth, had no difficulty in swinging in the Turning Basin and berthing head-out on Berth No. 8. Always berth head-out on both berths.

Terminal very well fendered. Plenty of mooring hooks.

Moorings 2-2-2 each end, first lines run by pilot boat. Aft stern lines for maximum sized vessels more like breast lines.

Gangway: Shore hydraulic gangway from tower on both berths. With our freeboard of 11.5 m. shore gangway stayed onboard throughout.

Berth: One berth either side of platform (length 270 m.) lying 024°/204°, directly connected to pipe/roadway trestle pier of 1,440 m. long, lying 002°/182° to shoreline. Total length 1,700 m. (approx.).

Berth No. 8 is on Western side and handles LPG/Pentane.

Berth No. 9 is on Eastern side for Methanol/MTBE.

As per "Plan", LPG arms are 2×10 in. 300 ASA connections with vapour 2×8 in. 300 ASA. Configuration V-L-L-V. Pentane has 1×8 in. 300 ASA connection. Methanol 2×8 in. 300 ASA.

Discharge rate for LPG averaged 800 tonnes/hr. Due to power failures ashore and shore tank pressures, there were 2×2 hour stoppages. Generally only small amounts of LPG are imported and larger amounts exported (both Propane/Butane) from the adjacent refinery. From onboard experience, the LPG loading rate is about 10,000 bbls./hr. Cooldown on berth allowed. Vapour return charge.

Ship in contact with Loading Master by walkie-talkie provided by Terminal. English and level of understanding varied a great deal. Surveyor had a good level of English.

Preliminary survey conducted at anchor off Puerto La Cruz, together with sampling, but believe this was due to the unusual nature of our shipment.

Terminal: Three separate shore facilities – East to West. "Orimulsion" storage facility with undersea line to SPM, then LPG storage/refinery at base of pier, and Methanol/MTBE storage and refinery. The LPG facility has a storage capacity of about 520,000 bbls., refrigerated plus pressure storage.

The pier is owned and managed by the state corporation Corpoven, which markets the product from and to other state companies Pequiven/Lagoven.

SPM: A new SPM Buoy, 1.8 miles N.N.E. of the Fairway Buoy, has been positioned to load tankers of 150,000 d.w.t. for the export of "Orimulsion", a crude oil emulsion used in power stations.

The SPM is due to load its first tanker in October 1994.

The emulsion (API of 8) is piped some 300 km. from the Orinoco basin near Puerto Ordaz.

Depth around the SPM is a minimum of 12 fathoms.

Stores: No storing can take place at the Terminal. Stores can only be loaded at Puerto La Cruz Anchorage. Launch charge for storing is U.S.$35.00 per hour, normally a minimum of 2 hours.

Numerous chandlers available, the two principal ones are Cosmos (Telex: 81281 Cosma Vc. Fax: 081-674448. Tel: 081-686276), run by a Korean couple and a British lady. Prompt service and good quality provisions. The other chandler of note is Mermaid (Telex: 81396 Memai Vc).

Bunkering: No bunkers available at Jose Terminal. No barges allowed alongside. Bunkers can only be taken at Puerto La Cruz Anchorage. All grades available by barge. Pumping rates HFO (380 cst.) 140 tonnes/hr., gas oil 45 tonnes/hr. Figures accurate. High water content in HFO 380 cst.

Fresh Water: No fresh water at Jose Terminal, although small bore line to control rooms was observed.

Fresh water can be obtained at Puerto La Cruz Anchorage at U.S.$15.00 per tonne from a tug. Good notice required through Agent.

Repatriation: From Barcelona Airport, about 10 miles to East of Jose Terminal. Frequent flights to Caracas International Airport. Daily flights by American Airlines to Miami.

Telephone: Not available on jetty. A card phone is available at base of pier (but no card selling point). Nearest international telephone is Barcelona Airport or Puerto La Cruz with numerous card points; or can obtain home country direct.

Formalities: Vessel cleared at anchor off Puerto La Cruz, generally during daytime hours only, unless immediately berthing. Customs Officer also boards at Jose Terminal as in different Customs district.

Initial boarding party of 5 Customs/Immigration/Coast Guard. Agent handles all formalities. Ships/IMO forms accepted.

6 copies Manifest.
8 copies Crew List.
3 copies Crew Effects List.
3 copies Stores/Bond List.
2 copies Ports of Call List.
2 copies Ship's Particulars.
1 copy Health Declaration.
1 copy Vaccination List.
1 copy Arms/Ammunition List (Nil).
1 copy Passenger List (Nil).
1 copy Ship's Register.
1 copy All Ships Certificates.

Official Shore Passes required, and they do not have to be returned.

Bond sealed. Beer not sealed.

General: Watch for females boarding at Puerto La Cruz Anchorage. Persons using Jose Jetty, all require passes.

Rate Bolivar to U.S.Dollar: 170 B. = U.S.1.00 (1st September 1994).

Taxi fares from Jose Terminal to Puerto La Cruz vary. Officially authorised taxis allowed to use jetty, charge U.S.$30.00 to City. Loading Master will arrange. From City to Jose (if they understand where you want to go to) is U.S.$10.00 – 20.00.

U.S. Dollars accepted ashore, but smaller shops/bars only accept Bolivars. Money changers available along seafront.

Not allowed to walk down jetty from Turning Basin to main gate, must arrange terminal transport.

OPERATOR: Corpoven S.A. *FAX:* (081) 603099.

LA GUAIRA: 10.36 N. 66.56 W. (See Plan)

PORT LIMITS: Between the points 10° 37′ 40″ N., 66° 48′ 30″ W. and 10° 37′ 40″ N., 67° 07′ 07″ W. and the coast line.

DOCUMENTS:

Sealed envelopes for Customs.
Visaed B/L and Sobordos not in envelopes.
Despatch from last Venezuelan port, if any, or
Zarpe from last foreign port, if arriving directly from abroad.
Fumigation Certificate.
Bill of Health.
Vaccination Certificates of Crew.
4 Stores Lists (with arms and narcotics).
4 Lists of Personal Effects.
6 Crew Lists.
12 Lists of Passengers for La Guaira, or negative Passenger List.
8 Lists of Passengers in Transit.
2 Lists of Luggage (only for passenger luggage).
1 Master's Declaration.
1 List of Stowaways, if any.
8 Cargo Lists.

PILOTAGE: Compulsory and vessels have to wait for Pilot in the pilotage zone N.W. of the entrance. Ships can make contact with the pilot station by VHF Channel 16 or 12.

MAX. SIZE:

Berth No.	*Length (m.)*	*Depth (m.)*	*Remarks*
01-E	176	10.95	Roll-on/Roll-off
01-D	176	10.95	General Cargo
01-C	176	9.55	12 ton electrical cranes
01-B	176	8.55	12 ton electrical cranes
01-A	176	8.80	12 ton electrical cranes
01	155	9.15	12 ton electrical cranes
02	155	9.75	12 ton electrical cranes
03	160	9.45	Grain Berth
04	136	5.50	General Cargo
05	161	8.50	General Cargo
06	161	8.80	General Cargo
07	136	8.50	General Cargo
08	136	8.50	General Cargo
09	133	5.50	General Cargo
10	168	8.50	6 ton electrical cranes
11	144	8.80	6 ton electrical cranes
12	144	8.50	6 ton electrical cranes
13	144	9.45	6 ton electrical cranes
14	144	8.80	6 ton electrical cranes
15	168	8.80	6 ton electrical cranes
16	160	8.20	Passenger Berth
17	160	9.15	Passenger Berth
18	171	9.75	Passenger Berth
19	171	9.75	Passenger Berth
19-A	72	4.55	Passenger Berth
20	150	3.00	Fishing Berth
21	290	6.10	Warship Berth

ANCHORAGES: Generally ships must anchor in the N.E. area entrance, the depth varies from 8 to 20 fathoms. The bottom is and occasionally rocks.

RESTRICTIONS: There are no restrictions imposed upon entry.

HEALTH: Ships from Venezuelan ports obtain Free Pratique. Ships abroad must send a cable to Health Authorities requesting Free Pra or advising illness.

RADIO: In order to enable Agents arrange for quick entry and ber Masters should give their ETA message at following intervals Curacao Radio (ITT): 72, 48 and 24 hours prior to arrival, indicat the 48-hour message, the quantity of parcels (or tonnage if bulk c per hatch. This is imperative for applying for the necessary pers of the Instituto Nacional des Puertos (I.N.P.). Also, draft, passen requirements for bunkers, fresh water, provisions, repairs, me assistance, etc. This telegram the Master to sign with his full nam

VHF: Communication with the Port Authorities and the pilot statio possible by VHF. Ship must make contact on Channel 16 and ch after to some Channel between 1 and 70, Channel 12 is normally for this manoeuvre.

TUGS: The use of tugboats within the port is compulsory, bot entering and leaving port, as well as for manoeuvres in the port Ships longer than 139 m. must be assisted by 2 tugboats.

Ship's lines are used in the manoeuvre. The Port of La Guaira 2 tugboats of 1,800 h.p. each. Normally they join the vessel a entrance of the port.

BERTHING: Normally a minimum of 24 ocean-going vessels can b at one time. Berths No. 01-E, 01-D, 01-C, 01-B, 01-A, 01, 02 an are along the Breakwater Pier East-West, parallel to the coast. At No. 01-C, 01-B, 01-A, there are 12 electrical cranes of 12 tons. At No. 03 ships discharge grain directly to a silo by 2 grain towers, ave daily rate 2,000 tons. Silo capacity 12,000 tons.

Within the port is a finger pier, parallel to the Breakwater Pier, 2 Customs warehouses alongside, with berths North and South, 2 The main pier is parallel to the coastline, East-West, with Berths No 11, 12, 13, 14 and 15,, along which piers there is ample Cus warehouse space, including outdoor space on the roofs as well as an uncovered storage area. There are 15 × 6 ton electrical cranes a pier.

The Passenger Terminal is on a finger pier, in direction North with its land end in the corner of Berth No. 15. There are 2 berths side, namely Nos. 16 and 17 in the inner basin and Nos. 18 and the outer basin.

Passenger vessels have priority for berthing and they have to le port within 24 hours.

BULK CARGO FACILITIES: Bulk carriers only discharge, at 01-D, 01-C and 03. There are no facilities for cargo.

SPECIALISED CARGO HANDLING FACILITIES: The only specially equipped for Roll-on/Roll-off traffic is Pier 01-E, but No. 04, 09 and 16 are also used for this kind of cargo.

There is no fixed equipment for handling containers but the Inst Nacional des Puertos has some mechanical equipment for hand containers.

This port does not have any other facilities for specialised handling.

BRIDGES: There are no bridges.

STEVEDORES: Supplied exclusively by Instituto Nacional des Pue at costs per weight of cargo in accordance with governmental dec

The Port Agent applies for the necessary number of gangs per Each gang consists of 11 stevedoremen (estiba) and 11 longshore (caleta).

Switching of gangs from one hatch to another is not permitted.

There are no longshoremen costs for cargo handled during str time, but only for that handled during overtime.

(a) *Straight time*
Monday – Friday 0700 – 1100 hrs.
1230 – 1630 hrs.
Saturday 0700 – 1200 hrs.
(b) *Overtime*
Monday – Friday 1800 – 2300 hrs.

(c) *Saturday afternoon* work is not permitted, but if a vessel terminate operation and sail within a maximum of 3 addit working hours, a special permit would be granted by Customs Port Authorities. In such a case, the additional working hours considered as overtime.

(d) *Work on Sunday* is not permitted except for passenger ves (officially those carrying 69 passengers, but exceptionally ves with fewer passengers might occasionally obtain consideration by authorities).

EQUIPMENT:

(a) *Electric Shore Cranes:* Berths 01-C to 01-A have 12 elec cranes on rails of 12 tons capacity each. Berths 10 to 15 have on rails of 6 tons capacity each. The Instituto Nacional des Pu allow 2 × 12 tons cranes to lift pieces up to 20 tons or 9 tons we At Pier 10 the arms of the cranes reach the roofing of warehouses.

Use of shore cranes is not compulsory, unless the Techn Board of the Instituto Nacional des Puertos rules to use them. O piers have no shore cranes.

(b) *Diesel-Driven Rolling Cranes:* There are a considerable numb these cranes which can lift heavy pieces of about 17 tons.

(c) *Floating Cranes:* Not available.

(d) Special lumber carriers of about 20 tons capacity.

(e) Tow trucks, fork-lifts, trucks and trailers up to 10 tons capacity

LOADING/DISCHARGING: Cargo is discharged on the pier, when it is taken away by fork-lifts and/or other mechanical equipment sup by Instituto Nacional des Puertos. The use of such equipment is incl in the handling fee for weight.

There are 2 grain towers on Berth No. 3 leading via conveyor to storage silos of 12,000 tons capacity. Average daily discharge 2,000 tons approximately.

At Berths No. 10 to 15 discharge to the roof of the warehouse or on the pier is possible.

MEDICAL: There are several hospitals in the town and all the medical attention necessary. Should medical assistance be needed on board, contact the Agent.

DENSITY: The average density of water in the port is 1025.

FRESH WATER: Available through pipeline on the pier, day or night, by water trucks of up to 10 tons capacity in day time only.

CONSULS: The following countries have consuls in La Guaira; Belgium, Germany, Mexico, Norway, Panama and Sweden. The following countries have Vice-consulates; Denmark, Italy, Portugal and Spain.

REPAIRS: All kinds of deck and engine repairs are possible.

DRY DOCKS: There are no dry docks in this port. (The nearest is at Puerto Cabello).

SURVEYORS: All Classification Societies and P&I Clubs are represented in the port.

GANGWAY/DECK WATCHMEN: The watchmen service is not necessary. It is recommended to use a seaman as watchman.

OPENING/CLOSING HATCHES: Not performed by the Instituto Nacional de Puertos but by either the ship's crew, or the assistance labour of the Agent.

REPATRIATION: There are all kinds of facilities for making crew changes and arranging any necessary repatriation.

AIRPORT: The distance to the International Airport at Maiquetia is 0 km., this is served by different regular airlines.

TIME: GMT minus 4 hours. No change.

HOLIDAYS: January 1st, (New Year); February 18th/19th, (Carnival); April 3rd/4th (Easter); April 19th, (Independence Day); May 1st, (Labour Day); June 24th, (Carabobo Battle); July 5th, (Independence Day Declaration); July 24th, (Simon Bolivar's Birthday); September 4th, (Public Funcionary Day); October 12th, (America Discovery); December 25th, (Christmas).

POLICE/AMBULANCE/FIRE: *Police:* 26148, 26347 and 27098. *Ambulance:* 22165. *Fire:* 22165 and 22587.

TELEPHONES: It is not possible to place telephones on board, however calls can be made in the "CANTV" office.

SERVICES: There are no special services available. Radar repairs possible.

SHORE LEAVE: Crew members can go ashore with shore passes issued by the Port Authorities.

IDENTIFICATION: Shore passes are sufficient to go ashore.

REGULATIONS: *Dangerous Goods:*

1. Dangerous goods should be discharged directly to trucks.
2. When goods are grain or powder in bags, these should not exceed 50 kg.
3. Cargo with damaged packing will not be discharged and it should be repacked on board.
4. Cargo should be duly identified and with their dangerous goods labels.
5. Cleaning of the piers after loading or unloading should be done by the importer or exporter, otherwise they should cover the expenses if the INP has to do this cleaning.

OFFICIALS: Once the vessel is anchored at La Guaira, Representatives of Customs, Port Captain, National Guard, Health Service, Immigration and Agency board the vessel.

DEVELOPMENTS: Increase in draft to 35 ft. expected.

AUTHORITY: Harbour Master, Capitania de Puerto, Terminal de Pasajeros de La Guaira.

MARACAIBO LAKE (See Plan)

Including, Section A – BAJO GRANDE
Section B – LA ESTACADA
Section C – LA SALINA
Section D – MARACAIBO
Section E – EL TABLAZO
PUERTO MIRANDA
Section F – PUNTA DE PALMAS
Section G – SAN LORENZO
LA CEIBA

GENERAL: The following "Depth Bulletin", dated June 1978, was received from a Shipmaster in February 1979.

REPUBLIC OF VENEZUELA
NATIONAL INSTITUTE OF CANALIZATIONS
ZULIA ZONE

Depth Bulletin No. BP – 6-78 Dated: 13-06-78

The following data represents the latest information reported and refer to the date shown for each section of the channel. Depths are expressed in metres and are related to the same level of the local Navigation Charts 1001, 1002, 1003 and 1004 of the M.M.M. Mean Monthly Lowest Low Water.

The controlling depths refer to the centre area of the channel demarked by parallel lines on either side at a distance of 60 m. in the outer channel and 45 m. in the rest of the channel. The Puerto Miranda Channel is of 30 m. The theoretical position of the buoys in the aforementioned navigation charts are located at a distance of 30 m. from the edge of the channel.

Main Channel

Channel	*From*	*To*	*Date*	*Depth (m.)*	*Remarks*
Outer Section	B – 1	B – 28	19-05-78	12.8	
Inner Section	B – 28	T – 56	10-05-78	12.8	
SOUTH PROLONGATION	T – 56	B – 59	28-04-78	12.8	Entrance to Puerto Miranda (B – 59)
	B – 59	B – 66	26-04-78	12.8	Entrance to La Estacada (B – 66)
	B – 66	B – 76	10-03-78	12.8	Entrance to the Port of Maracaibo
	B – 76	B – 86	24-05-78	13.1	Entrance to Bajo Grande (B – 86)
	B – 86	B – 96	07-02-78	13.1	Entrance to La Ensenada
	B – 96	Parallel 10° 22′ N	14-02-78	12.8	Entrance to La Salina Channel (B – 97 and 10° 22′ N)
	Parallel 10° 22′ N	M – 1	14-02-78	13.1	Entrance to Lake Main Channel (M – 1 and M – 1)
Puerto Miranda Channel		AP – 2	11-05-78	11.6	

Signed..............................
The Port Captain

Signed..............................
The Director N.I. of Can.
Zulia Zone

(N.B. Certain information common to all Vessels entering Maracaibo Lake is given below. For specific details of ports/terminals within the Lake, see relative Section as indicated above).

FLAG: Local authorities require that the Venezuelan ensign be flown at vessel's masthead, from the time of entering the outer channel until clear of the outer channel outbound.

DOCUMENTS: *(a) Inward Clearance for Scheduled Vessels:* Vessels arriving in ballast or with cargo in transit require following documents:

1 copy Sailing Permit from Last Port.
2 copies Ballast Certificate.
4 copies Passenger Lists.
4 copies Baggage Lists.
4 copies List of Passengers in Transit.
4 copies List of Slop Chest.
4 copies List of Personal Effects.
4 copies Stores Lists.
5 copies Crew Lists.

Vessels arriving with cargo should have, in addition to the foregoing:

4 copies Sobordos (Venezuelan Inward Manifests).
6 copies Bills of Lading.
2 copies Inward Manifests.

(b) Inward Clearance for Diverted Vessels: Vessels diverted to Maracaibo Lake Ports to load cargo, should submit all documents indicated above, except consular mail, which they will not have.

Vessels diverted at sea to Maracaibo Lake Ports which do not have a Venezuelan clearance on board, must advise loading port via radio to arrival, the name of vessel, Master's name, vessel's flag, Venezuelan net tonnage (if available, if not, the registered net tonnage), last port of call, destination port for which originally cleared, ETA San Carlos Pilot station and grade and quantity of cargo to be lifted. This information is required in order that Inward Clearance may be arranged with government officials in ample time prior to vessel's arrival. Also 3 copies of the Diversion Telegram received by vessel and signed by Master, together with copies of those documents listed under *(a)* should be presented to the Port Authorities upon arrival at Maracaibo. In the absence of this information, or of presentation of each of these documents to the Port Authorities the vessel will be subject to a fine. Please note, that the documents covered under *(a)* have to be presented upon arrival, regardless, if the vessel is not arriving with Consular Clearance or arriving after being diverted at sea.

(c) In Maracaibo 2 Clearances from Custom's authorities are needed: One for proceeding from Maracaibo to loading berth, and another after loading for proceeding from Maracaibo to destination. For this reason Custom Dispatch charges may be incurred twice.

(d) American Crew List. All non-American vessels loading for a U.S.A. port should have the American Crew List ready on arrival in Maracaibo to be visaed by the American Consulate in Maracaibo and placed aboard ship before departure. The crew list should be prepared on Immigration and Naturalization Service Form No. I. – 418 (Crew List Manifest) and should contain 2 sections:

Section 1 should list those crew members who are American or who possess individual visa documentation to the United States.

Section 2 should list, in the alphabetical order of their last names, those alien crew men who lack United States visa documentation and therefore require inclusion in the visa of the Crew List.

Only one name may be placed on each line of the Crew List. Two names should not be placed in the space of one line, nor should a full line between two names be left vacant. All copies of the Crew List presented must be legible. Occasionally the names of the crew men included on the carbon copies of some crew lists presented at the consulate are blurred beyond recognition.

The information requested under columns 1, 2 and 3 should be filled in completely. Column 1 should always contain the complete first name and middle initial of the crew man. Column 2 should show the nationality of each crew member and the number of his travel Document. Column 3 should always include the name of the port where the crew man was shipped, not simply the country.

At the time of vessel's first application for a Crew List, the Crew List must be presented in four copies: Original and 1 copy should contain only information requested under Columns 1, 2 and 3. 2 copies must include following information of those crew men to be included on Crew List Visa. Column 4 should list date, city and country of each crew man's birth. Column 5 should show place of issuance of Seaman's Travel

Document and name of Government which issued travel document. (It is not necessary to list date of issuance of travel document).

Below is a sample line correctly entered on the Master Crew List.

(1)	(2)	(3)	(4)	(5)
	Z.23455	Maracaibo	December 8, 33	
Bello, Tomas E.	Venezuelan	Venezuela	Caracas, Venez.	Cabimas, Venez

Upon subsequent Crew List applications by same vessel within same year, the Crew List need be presented in duplicate only, and the information in Columns 4 and 5 need be provided only concerning any new crew members who require visa documentation. When twelve months have elapsed since presentation of Original Crew List, a Crew List should again be prepared in 4 copies and should contain all the information required in columns 1 – 5. Such a Master Crew List is required after each 12 months' period.

APPROACHES: Also see "General" above. The channels leading to the Lake of Maracaibo are called the Outer Channel, the Inner Channel and the Lake Channel. The controlling depths of the Outer Channel, Inner Channel and the channel Southward to Buoys M1 and M2 are normally 45 ft. At certain times the controlling depth may be less. At such times suitable notices are published advising mariners of these temporary reductions of controlling depth.

Outer Channel. The Outer Channel starts at the E.M. Buoy in position 11° 13′ 47″ North and 71° 33′ 31″ West. The light characteristics of E.M. Buoy are: flashing white every 5 seconds, visibility approximately 5 miles. The distance from E.M. Buoy to the Southern end of the Outer Channel, marked by Buoys B – 27 and B – 28, is approximately 15.75 miles. The channel is 1,000 ft. wide and has a normal controlling depth of 42 ft. minimum monthly observed lowest water (MMOLW) with tidal range varying about 2 ft. 3 in. This depth is maintained by periodical dredging. Tankers are required to have a keel clearance of at least 2 ft. and dry-cargo vessels a keel clearance of at least 3 ft. Vessels navigating the channel at the maximum allowable draft are confined from 2 hours before to 2 hours after high water. There are no turns in the channel and the course is 189°.

There is a breakwater 0.5 mile East of, and parallel to, the Outer Channel and extending 1.6 miles Northward from the North side of Zapara Island. The end of this breakwater is marked with a skeleton steel tower with a light 27 ft. above sea-level. Light characteristics – flashing white light every 8 seconds; visibility about 3 miles.

On Zapara Island there is a skeleton iron tower with a height of 136 ft. above sea-level.

Cross currents are sometimes encountered near Zapara, San Carlos and Pescadero Islands, especially at low water when the cross currents are strong. Overtaking at these points should be avoided.

There is one anchorage zone in the Outer Channel which is a trapezoid on the port side when navigating inbound near the Buoys B – 14, B – 15, B – 16 and B – 18. All buoys in the Outer Channel are equipped with radar reflectors.

Caution: Masters are warned to keep adequate speed in the Outer Channel even when embarking the Pilot as strong cross currents are encountered near San Carlos and Zapara Island. Pilot boats are fast and fitted with a flying bridge.

Inner Channel. The Inner Channel continues on the same course as the Outer Channel for about 10 miles, whereafter the direction changes to 150°. Entire length of the Inner Channel is about 12 miles.

The beginning of the Inner Dredged Channel is marked by Buoys B – 29 and B – 30. Channel is marked by beacons, and terminates at beacons T – 55 and T – 56. The channel is 800 ft. wide and the normal controlling depth is 43 ft. MMOLW with tidal range varying from1.5 ft. to 2.5 ft.

The channel from beacons T – 56 to Maracaibo Harbour is a dredged channel, the end of which is marked by Buoys No. B – 73 and B – 74.

About 0.2 mile South of Buoys B – 29 and B – 30, there are located 2 towers – 1 on each side of the channel, and about 1 mile further South are 2 more towers. These 4 towers are marked E – 31 and E – 32 (North) and E – 33 and E – 34 (South). Towers No. E – 31 and E – 32 are of single steel pipe construction on a concrete pile base. Towers No. E – 33 and E – 34 are of skeleton steel construction (former oil-well derricks) each mounted on 4 concrete piles. The characteristics of these towers are:

Tower No.	*Height above LWS (ft.)*	*Light*
E – 31	43	Green – Fl.
E – 32	43	Red – Fl.
E – 33	123	Green – Fl.
E – 34	128	Red – Fl.

Vessels are not allowed to overtake each other in the Inner Channel between Buoys B – 29 and B – 30 and Light Beacons T – 25 and T – 26. Vessels may overtake each other in the Inner Channel between Light Beacons T – 39 and T – 40 after having exchanged prescribed signals with the vessels to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight.

Lake Channel. The channel starting at Light Beacons T – 39 and T – 40 and leading to Maracaibo Roads is called the Lake Channel. This is a natural channel 3,000 ft. wide and 11 miles long.

The Main Channel through Maracaibo Lake is approximately 83 miles long, not less than 244 m. wide and with a greater depth than the outer channels.

The access channels to the various ports and terminals branch off from the main channel as described under Section for each port.

CHANNEL NAVIGATION:

(a) Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

(b) Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

(c) Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

(d) Approaching vessels are to reduce speed in order to minimi suction force of the displacing waters.

(e) Vessels must maintain a distance of 5 ship's lengths by da 8 ship's lengths by night from other vessels navigating in the direction.

(f) No vessel should start to manoeuvre to overtake another before having received clearly the affirmative signal from the ship passed.

(g) A grounded vessel is not allowed to start any manoeuvre another vessel is passing.

(h) Dredgers are frequently at work in the channels and caution be exercised in passing them. Signals used by the dredgers a follows:

Daytime

Black cylinder hoisted on side of yardarm: You can overtake the side on which the cylinder is shown.

Two black balls over the bridge: The channel is blocked.

Night

Green light on side of yardarm (a white light on mast-head he show on which side the green light is placed): You can ove me on the side on which the green light is shown.

2 red lights over the bridge: The channel is blocked.

The tidal range is 4 ft. at neaps.

(i) Maximum speed for vessels navigating in lake channels has limited to 10 knots. Masters should exercise the utmost care in comp with this regulation as heavy fines may be imposed to offending ves

PILOTAGE: (N.B. Maracaibo Pilotage Regulations require that in tankers, in ballast, while crossing the Bar, shall not have greate 8 ft. difference between fore and aft draft. The Government Pilot w take the vessel if this requirement is not met, unless he is satisfie the actual draft of the vessel will permit safe navigation throug Outer and Inner Channels).

Every Master of a vessel navigating in Lake Maracaibo who de to enter the main ship channel in Pilotage Zones No. 1 or No. 2 first ensure that said Channel is free of traffic.

The limits of the Main Ship Channel in Pilotage Zone No. 1 are Buoys B1/B2 located at the entrance to the Outer Bar Channe Buoys B73/B74, of the city of Maracaibo. Pilotage Zone No. 2 b approximately 1 mile below Maracaibo and extends Southwa Lightfloats M36/M37. All other channels are considered as a channels to their respective port zones and subject to special local Every vessel navigating to or from any port in Lake Maracaibo follow the prescribed routes through the main and access cha leading to or from such ports, (unless special permission has granted to do otherwise).

(a) Pilots are employees of the Venezuelan Government and an advisory capacity; the Master retains responsibility for the ship times. In the event it becomes necessary to disregard the instructions in order to ensure the safety of the ship, the Master prepare a full written report of the circumstances, for delivery Captain of the port.

(b) Inbound vessels have the option at present to embark govern Pilot at the following areas:

(i) In the channel off San Carlos Pilot Station between Buoys B and B – 26.

(ii) Anchorage area approximately 5.5 miles N.E. of Pilot station Carlos Island. Position 11° 04′ 22″ N., 71° 33′ 48″ W. Ea Buoy B – 17. This area is demarcated with green light equipment with radar reflector.

(iii) At the E.M. Buoy.

(iv) At Punta Cardon. See "Note", "Agent's Notice" "Shipmasters' Reports" – August 1979, July 1981, August and June 1991.

(c) The Port Captaincy of Maracaibo is unable to guarantee emba or disembarking Pilots at the E.M. Buoy or at anchorage area pos For this reason Masters should communicate with San Carlos Station for necessary instructions as to where to pick up Pilot usually embarks between Buoys B – 24 and B – 26. The communic system between San Carlos Pilot Station and vessels will be by M lamp and radio-telephone. The stand-by frequency at San Car 2182 kHz. Other existing frequencies are 2120 kHz and 2080 kHz and 156.8 MHz. Each pilot launch has a radio-telephone with 218 frequency. The launch that leaves San Carlos Pilot Station with Pi ship, takes approximately 20 to 30 minutes to cover distance distance between buoys and San Carlos is approximately 6 mile 10 km.

(d) Pilot Permit to navigate the Outer Channel without aid Government Pilot will be granted to those Masters who desire to same. In order to fill the application required, a blank sealed pape 3 copies should be signed by Master on arrival. Copy of this soli duly endorsed by Port Captain of Maracaibo, will serve the Mast temporary permit until the official one has been received. Maste possession of permits to cross the Outer Channel without a Pilot the option to enter channel either at the E.M. Buoy or between any buoy, taking into consideration the heavy traffic of the cha Government pilotage through the Inner Channel is compulsory times.

(e) Outbound vessels will receive Pilot in Maracaibo, who wi vessel up to San Carlos area approximately between Towers E and E – 33, where he will disembark. The Port Captain of Mara has instructed that all Masters should always in ample time themselves with the San Carlos Pilot Station by radio-tele regardless of time of day. While inbound – between Buoys B – B – 19 and sailing outbound – between Markers T – 42 and T These instructions are obligatory and are required in order for th service to be aware, at any moment, of any emergencies which arise, and also to avoid, especially during the night, the launch de with an official Pilot aboard believing that the ship in sight nee services, in which case, even though the launch or Pilot servi

not rendered, the same will be charged to the company owning the ship, or its representative.

Note: A Master approaching the port for the first time must pick up a Pilot in Punta Cardon before entering Maracaibo Lake Channel. In the case of contravention the vessel will be intercepted by San Carlos Pilot Station and returned to Punta Cardon with a resulting loss of at least day and the Master may also run the risk of a possible fine.

Furthermore, the Master should cable ETA via Curacao Radio 72, 48 and 24 hours before arrival in order to allow sufficient time for Agents at Maracaibo to send a Pilot to Punta Cardon.

Agent's Notice: September 1987.

Subject: Pilot Service from/to Punta Cardon.

Harbour Master's Office has issued new regulations mentioned below.

1. Pilot service from Punta Cardon is only compulsory when Masters are crossing the channel of Lake Maracaibo for the first time. If this is not the case, the pilot should be then embarked at San Carlos.
2. Upon your request this pilot service can be arranged by the agency.
3. On departure, pilot service to Punta Cardon is not required.
4. If official pilot is unable to disembark at San Carlos due to difficulties onboard or by Force Majeure, or if you decide to change the instructions given to the agency with regard to Pilot to disembark in San Carlos, a letter addressed to the Harbour Master stating your reasons should be handed to the Pilot before he disembarks in Cardon.

TONNAGE: Venezuelan Port Authorities base part of their pilotage charges on the size of the vessel, i.e.:

(a) On Registered Net Tonnage. Venezuela will accept the tonnage of ships registered in countries with which they have a reciprocal tonnage agreement. As of this date, such countries are:

Denmark
France
Germany
Great Britain
Ireland
Netherlands
Norway
Portugal
Sweden
U.S.A.

(b) On Venezuelan Nett Tonnage. Ships not registered in countries listed above, when calling at Venezuelan ports for the first time, must be measured for Venezuelan tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan admeasurement certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.

(c) In practice, the procedure for stating the tonnage of all ships entering the Lake of Maracaibo is as follows: The inward Pilot boarding the ship presents Master a form on which among others the Master should fill in the tonnage of ship. Pilotage charges are based on this tonnage given by the Master. Master's attention is drawn to the fact that the Venezuelan nett tonnage is usually higher than the International nett tonnage. Care should be taken if an old Venezuelan Nett Tonnage Certificate is on board, because the country in which the ship is registered might later have signed the reciprocal tonnage agreement with Venezuela. If the pilotage charges are made on basis of a higher tonnage than the one that should be applied, it is later very difficult, if not impossible, to get a refund.

CUSTOMS: *(a) Customs Watch.* While vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with customs regulations. The Law requires meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in officers' messroom, to avoid difficulties.

(b) *Firearms and Ammunition.* Firearms must not exceed one per officer nor may the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be carefully declared on Stores List and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.

(c) *Contraband.* Strict compliance with the Customs law of the country is enforced by the authorities, and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. 1 open package per person is allowed to be carried ashore, but greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to very strict enforcement of the Customs regulations, it is recommended that no goods be carried which are not shown on Stores List. Any new articles (clothes, shoes, etc.) should be included in Stores List and marked as personal belongings. If during a check-up by Customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.

CONSULS: The following nations maintain consular representative in Maracaibo:

Belgium
Chile
Colombia
Costa Rica
Denmark
Ecuador
El Salvador
France
Germany
Great Britain
Guatemala
Italy
Netherlands
Nicaragua
Norway
Panama
Peru
Portugal
Spain
Sweden
Switzerland
United States of America

TIME: Local time is GMT minus 4 hours.

VISITORS: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

POLLUTION: The Laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require a written report to be submitted by the ship involved in the event of an oil spill.

PASSENGERS: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

SEAMAN LEFT BEHIND: Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's Master, Agent, or Owner responsible for any seamen left behind in Venezuela.

SHIPMASTER'S REPORT: August 1979.

MARACAIBO/EL TABLAZO AND APPROACHES

Approaches: If making for the "EM" Buoy direct, positions can be a bit vague due to the low lying coast.

A distance off the coast can be obtained before the "EM" Buoy but no real firm position.

Often there is a strong N.E. wind.

Pilot: In the 'Pilot Book', etc., mention is made of picking up the Pilot at Punta Cardon.

From the Pilots and Agent I have a clearer idea of the official viewpoint and requirements.

There is NO compulsion to take a Pilot before San Carlos.

If you are unsure of the area and the visibility is poor from all sources and in my personal viewpoint it is advisable to take a Pilot at Punta Cardon, giving ETA 12 hours in advance.

If vessel is to pick Pilot up at San Carlos send cable 24 hours beforehand through Curacao "PJC" to 'Piloto San Carlos' requesting permission to use Canal Exterior, ETA at "EM" Buoy and at San Carlos. Reconfirm 12 hours before "EM" Buoy and by VHF an hour before arrival on Channel 12.

The difficulty lies in language, although there is meant to be a traffic control system in Canal Exterior it is only in Spanish and the Co-ordinator speaks little English. Little information is required or given if you only speak English.

The Punta Cardon Pilot costs about U.S.$150 extra plus transport charges and entails extra distance of 70 miles from the West and 15 miles from the East.

The San Carlos Pilot boards from a fast launch at "B28" Buoy and usually leaves just before the buoy. He will use hoist, in spite of official regulations which require gangway ladder arrangement, and leaves on port side outward (boards on starboard side inward). This is nearly always the case with situation of pilot station and wind, but may change.

Communications: Venezuelan station La Guaria (YVG – ALRS 6225). Most vessels use Curacao "PJC", very good. Agents reply through "PJC". Telex very good.

VHF: Call 'Piloto San Carlos' on Channel 16 (working Channel 12). Agent at Maracaibo on Channel 16 (works Channel 14, only during office hours). Agent at La Salina on Channel 16 (works Channel 14, 24 hour service but very distorted at El Tablazo).

Canal Exterior: Leads from "EM" Buoy to San Carlos pilot station. A speed of 10 to 12 knots essential to keep vessel in channel on account of strong N.E. winds and currents across channel. Takes about 1 hour 10 minutes from "EM" Buoy to San Carlos.

The least advertised depth at LW is 12.8 m. but shoals quickly at sides of channel. We found 11.0 m. LW to West side of channel at "B18" Buoy.

Buoys "B14", "16" and "18" had shifted about 200 m. to West (August 1979). On the outer section of channel between "B4" to "B8" Buoys a Westerly set right across channel very apparent and near Malecon Breakwater. At "B22" Buoy an Easterly set experienced. Wind N.E. 4 – 5, tide 1 hour before and 1 hour after HW Malecon both cases.

The "E 34" pylon light off Pta. Diablo is very conspicuous. A new dredger 'Wado' works this section with North end Canal Interior. A large suction dredger, pulls to side of channel to let vessel pass. Only Spanish and German spoken. The old 'Zulia' dredger has stopped working. Another dredger is being completed for the Government.

Canal Interior: About 1.5 hours pilotage to Puerto Miranda, speed above manoeuvring. This channel is generally deeper than Canal Exterior. The advertised depth of 12.8 m. seems reliable. Pilot told me they hope to get both channel Interior and Exterior deepened to 15 m. LW in the near future.

Pile Light Beacons "T46" and "T40" have been replaced by buoys.

Pratique: Given on berth.

Notice of Readiness: Can be tendered on arrival at berth. It is finally brought down with Bill of Lading on completion. This is normal practice. As we were cooling down it was received at completion of cooldown. Normally on berthing with lines connected.

EL TABLAZO:

Pilot: A Docking Pilot boards just before berthing and unberthing of vessel.

Tugs: 2 tugs of 1,800 h.p. Secure in "American" style using their lines.

Situation: For all intents and purposes part of Puerto Miranda but operated by different company.

Located just S.E. of Puerto Miranda berths. El Tablazo consists of 3 piers. Bulk, liquid and a small soda pier.

Anchorage: At El Tablazo – off berth, just East of main Maracaibo channel. Good holding – 3 shackles.

Pier: The bulk pier handles bulk and bagged urea fertiliser through 4 shiploaders fed from a conveyor. Three on the South side and 1 on the North side. Two of the loaders on the South side handle bagged urea down corkscrew chutes.

The liquid pier is to the South of bulk pier – berth both sides and handles ammonia, butane, propane, propylene.

Two Chicksans each side. The inshore being of 10 in. both sides and seaward being of 8 in. but fed by 10 in. line. Couplings are 300 ASA but 150 ASA spool pieces generally fitted.

Vapour lines are flexible stainless braided with rubber covering – ship's derrick required, 300 ASA coupling with 150 ASA spool piece. All berths – head IN. On the South side the outer edge of the dredged channel is marked by buoys.

All berths have good rubber fenders. Liquid pier outer end has two full faced mooring dolphins connected to main pier by catwalk. The least depth at all berths at LW is 6 fathoms, except small soda berth which has 2 fathoms at LW.

Moorings: 2-3-1 each end. Ship put alongside pier before moorings out. Plenty of mooring gangs. Very particular on position to within 0.5 m. Gangway no problem.

Fresh Water: At 15 t.p.h. from pipe at manifold amidships. There is a pumped supply at 70 t.p.h. used for loading small tankers to take to outports where supply is limited.

Operations: Language problems. There is one Loading Master who speaks good English. Surveyor on arrival and departure. Very co-operative. Venting allowed up riser.

Vapour return line goes to flare at ship's expense and can only be used if 100% product.

Max. rate ammonia 500 t.p.h., but initially can get plenty of stops. S.G. given at 15°C. The control of the rate is not very fine. You can get down to 20 t.p.h. but increase very broad. Usual notice for completion.

Dock Density: 1003.

Documentation: Carried out at berth inward, sometimes vessel taken off berth outward to local anchorage and clearance given there. Sometimes in the past Inward Clearance done at Maracaibo, NOT NOW.

There is much written in publications and passed around about visaed Crew Lists and deviation cables. I have tried, in talking to the Agent and to the Authorities to clarify the situation.

Visaed Crew Lists are NOT required now. But there is still a requirement that because the ship has no visaed Crew List she must have deviated on passage.

Basically what is required is that the ship should be cleared on sailing for Venezuela to say, Trinidad, for orders or Curacao not Maracaibo, then on passage receive a message deviating her to Maracaibo. If she does not have Deviation Message a fine could be imposed but the Agent says all ships have required cable so do not know of fine being imposed.

Required:
7 Crew Lists.
3 Stores Lists. Victualling only, can include bond.
3 Slop Lists. Could probably combine with above.
2 Ballast Lists. To give amount and cleanliness.
1 Vaccination List.
3 Crew Manifests.
1 Health Declaration.

I cabled in a Pratique message as a matter of practice.

Shore Passes: Given by Agent for each crew member, no photos needed. Not required to be handed back on departure. Valid 3 days. After completion there seems to be a normal documentation delay to obtain clearance of up to 12 hours.

Shore Leave: The Agent will lay on a launch, but not really necessary as at El Tablazo liquid berth vessel is near the boat pier and fast launches run frequently to Maracaibo (takes 15 minutes). Arrange through Loading Master.

Can change sterling or dollars in local hotels, rate 4.3 Bolivars to the U.S. dollar.

Films: Change Walport films at Puerto Miranda. Agent will send launch. Crew member has to go with films to change.

Agent: Only Agent on departure – no officials. Bill of Lading given by Terminal before Agent arrives.

SHIPMASTER'S REPORT: July, 1981.

Experienced following when entered Maracaibo Lake, mid-July, 1981.

Arrived EM Buoy and obtained permission from San Carlos Pilot Station via VHF to enter outer channel and pick up Pilot at Buoy No. 26. During the piloting the Pilot asked asked me whether I had previously entered outer channel, which I confirmed with the remark *many years ago.*

After berthed my Agent informed me that a new regulation required Ship Masters to pick up Pilot at Punta Cardon inward bound, unless the Master with said vessel had actually entered Maracaibo Lake *within the past 6 months,* for which he was automatically permitted to enter outer channel and pick up Pilot at Buoy No. 26.

Fines might be enforced upon Masters neglecting this new regulation.

SHIPMASTER'S REPORT: August, 1981.

If the Master of a vessel enters the channel for the first time, or even if *more than six months* since the last visit, he must embark the Pilot close to Punta Cardon. The distance between Punta Cardon and "EM" Buoy is approximately 80 miles.

If less *than six months* since the last visit, Master is authorised to pick up the Pilot when passing Buoy No. 26.

In the first case 24 hours prior notice should be given to the Pilot, and when approaching Punta Cardon vessel should call "Marina Cardon" on VHF Channel 16.

SHIPMASTER'S REPORT: June 1991.

Pilotage: At present, all foreign flag vessels bound for ports in the Maracaibo Lake have to pick up Pilot off Salina Guaranao in position Lat. 11° 40′ N., Long. 70° 15.5′ W. Call Guaranao Pilots on VHF Channel 16.

Upon departure, pilot service up to Salina Guaranao is compulsory.

The above pilot service is necessary every time a vessel is bound for Maracaibo Lake, and not just for the first visit.

Section A

BAJO GRANDE: 10.29 N. 71.38 W. (See P

(1) OPERATOR: Maraven, S.A. Oil Terminal.

(2) OPERATOR: Maraven, S.A. Natural gas liquids proce facilities.

(N.B. For important details of Documentation, Pilotage, etc., "Maracaibo Lake").

(1) **OPERATORS:** Maraven, S.A.

LOCATION:

Maracaibo: On the North-Western shore of the Lake Marac Position: Lat. 10° 40′ N., Long. 71° 38′ W.

Maracaibo is the capital of the State of Zulia and seat o Government and Consular Offices, as well as the port of entry f vessels loading at terminals in the Lake of Maracaibo. Upon arri Maracaibo, a representative of the appointed Agency will go on b to assist vessel.

Bajo Grande: Loading Pier: Position: 10° 30′ 50″ N., 71° 36′ 8 about 8 miles (12.8 km.) South of Maracaibo on the Western sho the Lake and about 9,000 ft. (2,743 m.) offshore with its centre line N South. Three vessels can berth simultaneously. Two outside at B No. 1 and Berth No. 3, and one inside at Berth No. 2, to load diff cargoes. Except for the Boscan Crude, two vessels can load at s time.

DOCUMENTS: The following documents should be presented b Master:

Clearance from Sailing Port with the following attached:
  Stores List.
  Crew List.
  Slop Chest Inventory.
  Ballast Certificate.
Special ballast report made up by Master.

The Maracaibo Port Captaincy, requires that the Masters o vessels entering this jurisdiction, deliver to the Maracaibo P Captain's representative, during his visit to ships in the Po Maracaibo, a report which must answer the following ques concerning ballast:

(1) Port or place where ballast was taken.
(2) Quantity taken.
(3) Type of ballast and condition of same.
(4) Where deballasting operation was or is to be carried o
(5) Approximate deballasting time.
(6) Any other pertinent information that may be required.

Crew List. 6 co
Stores List. 6 co
Slop Chest Inventory (Deck, engine and cabin stores listed separately). 6 co
List of Personal effects. 6 co
Derat Exemption Certificate. Orig
Venezuelan Net Tonnage Certificate. Orig
American Crew List. 4 or 2 carbon co
(If required: See under "American Crew List").

Boarding Party: The boarding party usually consists of the follo persons:

One Quarantine Official.
Two Customs Officials.
One Sanitation Department Official.
One Port Captain's Representative.
One Foreign Service Department Official.
One Vessel's Agent.

American Crew List: All non-American vessels loading for U.S.A. should have the American Crew List ready on arrival in Maracai be visaed by the American Consulate in Maracaibo and placed ab ship before departure. The Crew List should be prepared on Immigr and Naturalization Service Form No. 1–418 (Crew List Manifest) should contain two sections:

Section 1 – Should list those crew members who are American or possess individual visa documentation to the United States.

Section 2 – Should list, in the alphabetical order of their last nam those alien crewmen who lack United States visa documents and therefore require inclusion in the visa of the Crew List.

Only one name may be placed on each line of the Crew List. T names should not be placed in the space of one line, nor should line between two names be left vacant. All copies of the Crew presented must be legible (Occasionally the names of the crew included on the carbon copies of some Crew Lists presented a consulate are blurred beyond recognition).

The information requested under column 1, 2 and 3 should be in completely.

Column 1 – Should always contain the complete first name and m initial of the crewman.

Column 2 – Should show the nationality of each crew member and number of his travel document.

Column 3 – Should always include the name of the port where crewman was shipped, not simply the country.

At the time of the vessel's first application for a Crew List, the C List must be presented in 4 copies:

Original and 1 copy – Should contain only the information requ under Columns 1, 2, and 3.

Two Copies – Must include the following information of those crew to be included on the Crew List visa.

Column 4 – Should list the date, city and country of each crew mem birth.

Column 5 – Should show the place of issuance of the Seaman's T Document and the name of the Government which issued the T Document. (It is not necessary to list the date of issuance travel document).

Cargo documents:

1. *Master's copy of Bill of Lading* – The Bill of Lading form used is the usual Warshipoilvoy form. Masters wishing to use another form should furnish 20 blanks on arrival in Bajo Grande. Master is requested to sign 3 negotiable Bills of Lading (Originals).
2. *One copy of the Certificate of Quantity and Quality (Q. & Q.).*
3. *One copy of the Ullage Report.*
4. *Time Sheet.*
5. *Certificate of Origin.*
6. *Cargo Manifest.*

Outward Clearance:

Following documents are delivered on board by the local Agent before sailing:

1. *Customs Clearance* – Duplicate of "Conocimiento de Embarque" and Duplicate of "Manifiesto de Carga". (Both stamped and signed by Customs) or any other document specifically requested by the consignee or nominating source.
2. *Communication* – A letter from Maracaibo Customs Authorities to Authorities in port of destination.
3. *Zarpe* – Permission to sail signed by Maracaibo Port Captain. This is brought on board in Bajo Grande by the outbound Pilot.

Customs Guard: The Customs Guard will request Master to countersign the time on board the vessel. This is counted from the time the first hose was connected until all hoses were disconnected, regardless of whether the vessel was receiving cargo or not.

Accommodation Ladder: Vessels must provide an accommodation ladder. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations. Port authorities will board only by means of an *accommodation* ladder. it is recommended to rig this in advance in order to avoid unnecessary delays.

In order to guarantee the security and safeguard the lives of the officers that board the vessel inbound in Maracaibo, it is imperative that Masters strictly comply with the following precautionary measures:

(1) Each of the components and functional parts that holds together or supports the gangway ladder must be maintained in excellent condition.

Therefore, wire ropes, guide blocks and bolts etc., found to be defective or in bad condition must be immediately replaced.

(2) For maximum security, each time that your vessel arrives in this jurisdiction, the above mentioned mechanisms should be thoroughly checked and tested by the personnel aboard vessel before the gangway ladder is used by the boarding party.

APPROACHES:

Channels leading to Lake Maracaibo: The channels leading to the Lake Maracaibo are called the Outer Channel, the Inner Channel and the Lake Channel.

Outer Channel: The Outer Channel starts at the E.M. Buoy position: Lat. 11° 13′ 47″ N., Long. 71° 33′ 31″ W. and ends at the Zapara Island, a distance of about 14 miles. (About 22 km.).

The light characteristics of E.M. Buoy are: flashing white every 5 seconds, visibility approximately 5 miles.

There are no turns in the channel and the course is 189°. The channel is 100 ft. wide and has a normal controlling depth of 44 ft. LWS with tidal range varying about 2 ft. 3 in. Cross currents are sometimes encountered near Zapara, San Carlos and Pescadero Islands, especially at LW when the cross currents are strong. Overtaking at these points is forbidden. There is one anchorage zone in the Outer Channel which is a trapezoid on the port side when navigating inbound near the Buoys B - 14, B – 15, B – 16 and B – 18. All buoys in the Outer Channel are equipped with radar reflectors.

The Southern end of the Outer Channel is marked by Buoys B – 27 and B – 28.

Inner Channel: The beginning of the Inner Channel is marked by Buoys B - 29 and B – 30. The Inner Channel continues on the same course as the Outer Channel for about 10 miles, whereafter the direction changes to 150°, The entire length of the Inner Channel is about 12 miles. Beacons T – 55 and T – 56 mark its Southern end. The normal controlling depth is 44 ft. LWS. The channel is 800 ft. wide. Vessels are not allowed to overtake each other in the Inner Channel between Buoys B - 29 and B – 30 and light beacons T – 25 and T – 26.

Vessels may overtake each other in the Inner Channel between light beacons T – 39 and T – 40 after having exchanged prescribed signals with the vessels to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight. From Beacon T – 56 to Maracaibo harbour the channel is 800 ft. wide, depth 44 ft., its end is marked by Buoys B – 73 and B – 74.

Navigation through Channels:

Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

Approaching vessels are to reduce speed in order to minimise the suction force of the displacing waters.

Vessels must maintain a distance of 1 nautical mile (1,852 m.) by day, or night from other vessels navigating in the same direction.

No vessel should start to manoeuvre to overtake another vessel before having received clearly the affirmative signal from the ship to be passed.

A grounded vessel is not allowed to start any manoeuvre when another vessel is passing. Dredgers are frequently at work in the channels and caution should be exercised in passing them. Signals used by the dredgers are as follows:

Daytime: Black cylinder hoisted on side of yardarm:

You may overtake me on the side on which the cylinder is shown.

Two black balls over the bridge:

The channel is blocked.

Night:

Green light on side of yardarm (A white light on mast head helps to show on which side the green light is placed).

You can overtake me on the side on which the green light is shown.

Two red lights over the bridge:

The channel is blocked.

The tidal range is 4 ft. at neaps. Observed squat in the channels is about 1 ft.

Maracaibo Lake Channel Guard Service Corps have had evidence of vessels travelling out of the navigation channel in the vicinity of Buoys B – 3, B – 5 and B – 7; this risky procedure is considered very dangerous to the safety of the channel buoys and its installations.

Masters of all ships are reminded that all vessels inbound or outbound *must* pass the EM Buoy on the port side. This operation will be registered and controlled by their electronic devices installed at San Carlos Pilot Station.

Violators of this regulation, in addition to being economically responsible for damages to the buoys and related accessories, will be prosecuted in accordance with Article 118, Section I of the Venezuelan Law of Navigation.

In view of the above, and keeping in mind the protection of the interests of your owners, we ask that you comply at all times with this regulation emanated from the Port Captaincy.

PILOTAGE: Compulsory. Vessels proceeding direct to the Bajo Grande Terminal must enter outer channel and embark Pilot between Buoys 25 and 27. After vessel arrives in vicinity of channel entrance, Master must contact *San Carlos Pilot Station* by radio telephone on Channel 16 requesting Pilot at Buoys 25 – 27. The launch that leaves San Carlos Pilot Station with Pilot for ship, takes approximately 20 to 30 minutes to cover distance, and distance, between Buoys and San Carlos is approximately 6 miles (10 km.).

Master must advise Maraven, S.A. and Agent ETA Buoys 25 – 27, 72, 48 and 24 hours prior to arrival there.

Masters of Vessels entering Lake Maracaibo for the first time must cable their Local Agent notifying this fact, in order that the Agent may comply with the Port Regulations. This security measure makes it necessary for the ship to pick up a Pilot at Punta Cardon.

The Master should notify Agent or contact Maraven, Punta Cardon by radio on Channel 12. As no Pilots are available at Punta Cardon, the Local Agent for the vessel requires 48 hours' notice in advance to facilitate making arrangements to fly a Pilot to Cardon and then have Maraven place the Pilot on board the ship.

The co-ordinates of Punta Cardon are approximately Lat. 11° 36′ N., Long. 70° 15′ W. Maraven will charge approximately Bolivares 1100.00 for this service. In addition, the ship will have to pay air fare, hotel expenses, and a higher Pilotage fee for this service. However, if the Master of a ship has previously entered the channel as an officer of a ship, he is not required to pick up a Pilot at Punta Cardon.

Masters are reminded that Pilots are authorised to leave the Jurisdiction, only when they are disembarked in Venezuelan ports. With this understanding, when special circumstances arise in which the Pilot cannot be disembarked at San Carlos and the ship is unable to enter the nearest Venezuelan port to disembark the Pilot, in this case the port of "Las Piedras", it is required that the Agent as well as the Master of the vessel, forward to the Port Captaincy at the earliest opportunity a detailed report giving the reasons that compelled the Master to take the Pilot abroad.

Pilots act in an advisory capacity only, and therefore the Master of the vessel retains full responsibility at all times. In the event it becomes necessary to disregard the Pilot's instruction in order to ensure the safety of the ship, Master must forward to Local Agent a full written report on the circumstances for delivery of same to port authorities.

The Venezuelan Pilotage Law stipulates that Pilots must be provided with the same lodging as is given an officer. In case no extra officer's cabin is available, suggest the hospital be used by the Pilot. Also, Pilot should be seated at the officers' mess for his meals.

In case of accident to Pilot while performing his duty on board, it is the responsibility of the Master to furnish the Pilot with a full written report on the accident before the Pilot leaves the vessel. The Pilot must be able to present such a report in case of a legal claim.

Note: According to new Port Regulations for vessels proceeding to the Bajo Grande Terminal, the Official Pilot (Conduct Pilot) will board to conduct the vessel to Bajo Grande and disembark; vessel will then pick-up the other Official Pilot (Docking Pilot) for berthing manoeuvres.

As a result of accidents that caused the loss of lives, the Maracaibo Port Captaincy issued a Regulation with the view of safeguarding human life at sea and other navigable waters; Official Pilots that must embark on or disembark from undocked ships, must use an automatic-inflated type life vest. This procedure is also compulsory for all persons from private or public entities that are required to go aboard vessels that are anchored, stopped or navigating in the waters of Lake Maracaibo. Likewise, at the side of the boarding ladder where the Pilot boards or disembarks, a hoist or boatswain's chair shall be placed there, and within it a life line and a gas light ready to be used in case it becomes necessary. The Port Captaincy will see to it that this Regulation is strictly complied with.

Docking Pilot: The Government's Pilot will assist in docking operations. It should be borne in mind that Pilot acts as adviser only. The Master retains full responsibility at all times. Any damage incurred to vessel or loading platform which may be deemed to have been caused by the Mooring Pilot's fault or negligence, may be held against the ship.

Undocking: Government's Pilot will assist in undocking. Two tugs will be used as for docking and undocking.

Pilot Ladder: All vessels with a freeboard over 9.0 m. must supply a combination of pilot ladder and gangway (SOLAS 74, Rule 17).

ANCHORAGE: The Pilot will not manoeuvre the ship into anchorage, but will indicate the proper location to anchor. Care should be taken because of small boat traffic.

MAX. SIZE: The following restrictions in size and draft upon loading exists for vessels docking at Bajo Grande:

	Maximum Loading Draft	*Maximum Vessel Size (tonnes)*	*Max. displacement upon Berthing (tonnes)*
Outside Berth (No. 1)	39 ft. 06 in.	*55,000 d.w.t.	42,000
Inside Berth (No. 2)	32 ft. 00 in.	36,000 d.w.t.	20,000
Berth (No. 3)	39 ft. 06 in.	85,000 d.w.t.	105,000

* Vessels up to 61,000 tonnes d.w.t. will be accepted as long as they do not exceed other characteristics.

Also see "Berthing".

RADIO: *Information to be cabled to Local Agents 3 days prior to arrival:*

1. *Flag:* If the vessel has loaded in Bajo Grande before or is listed in the Tanker Register published by H. Clarkson & Company Ltd., London, the nationality of the vessel need not be cabled.

2. *Sailing port and at which other port vessel will call in this area:* For clearing the vessel in and out of Maracaibo, local ship Agents must know beforehand from where the ship comes and which other port it will call in this area. Therefore, it is of importance to inform Agents whether the vessel will load part cargo or bunker, at which terminal, and whether inbound or outbound.

3. *Port for which vessel is cleared:* In case the vessel was diverted *en route* and consequently is not cleared for Maracaibo or one of the terminals in the Lake of Maracaibo, the Local Agents must obtain from authorities special permit for the vessel to enter the Lake of Maracaibo.

4. *Ballast Certificate:* If the vessel arrives in ballast a "Ballast Certificate" is mandatory. A fine against the vessel will issued by the Port Authorities if vessel does not have this certificate.

5. *Estimated Time of Arrival:* Cable ETA San Carlos Pilot Station Buoys 25 – 27 (See "Pilotage") or, if the vessel is taking part cargo or bunkering inbound, cable ETA, bunker or first loading port. Please use local time if possible (4 hours behind GMT).

6. *Tonnage:* If the vessel has not loaded at Bajo Grande before, also cable the Gross and Net Tonnages. To determine whether the International or the Venezuelan tonnage should be mentioned, see General – "Tonnage Applicable".

7. *Master's Full Name:* Please sign your first message with Master's name and surname, which is also needed to clear the vessel in Maracaibo.

8. *Changed ETA:* An additional cable should be sent about 48 hours and 24 hours prior to arrival at pilot station Buoys 25 – 27 stating ETA.

Proper use of Radio Frequencies: We have received several circulars from the Maracaibo Port Captaincy, requesting Terminal Operators to caution all Masters of vessels calling at Bajo Grande Terminal on the improper use of the International Distress Frequency of (2182 kHz) for personal conversations. This procedure is contrary to the security of vessels.

A letter containing such caution will be delivered to the Master of each vessel loading at Bajo Grande by the Agent, requesting that the Master sign a copy signifying his acknowledgement of said letter of notice.

The International Distress Frequency was established specifically and exclusively for emergency calls such as shipwreck, fire and accidents. It is also used by ships and shore stations to make first contact (VHF Channel 16) but immediately after contact is made, the operator should switch to one of the 52 Channels available.

9. *Compulsory use of Single Side Band Radio:* A circular letter from the Venezuelan Ministry of Communications, states that no licence will be granted for the installation of radiotelephone stations of modulated amplitude (A3). The installation and use of Single Side Band radiotelephone equipment is obligatory.

In consequence, the Ministry has requested that the terminal inform all users of Double Side Band (A3) radiotelephone equipment in order that they proceed immediately to install in their ships, launches and all other marine vessels Single Side Band equipment with the same frequencies that are presently in authorised use, which is VHF Channel 16.

The listening and Safety Station YXW – 3 installed at the Venezuelan Nautical School is equipped to answer any calls on the International Distress Frequency with their transmitter of 1 kW.

As a result of the foregoing, a letter containing the above information has been prepared by the Terminal which will be delivered to the Masters of all vessels calling at the Bajo Grande loading terminal. The Masters of all vessels are required to sign a copy of this letter in acknowledgement of receipt.

TUGS: The Venezuelan Government has ruled mandatory the use of 2 tugs for docking and undocking. Vessels over 60,000 d.w.t. will use 3 tugs for docking and undocking.

NOTICE OF READINESS: Masters are free to tender their ships as being ready to load at any place and time which, in their opinion, conforms with the terms of the charter party. Terminal personnel authorised to countersign the Notice of Readiness have been instructed to indicate the time vessel was all fast. This does not imperil in any way the rights of the shipowner in his negotiations with the charterer and it limits the Terminal's liability to the consignee.

BERTHING:

Berth No.	*Dock Length (ft.)*	*Vessel Nominal Length (ft.)*	*Max.Draft Arrival (ft.)*	*Minimum Depth (ft.)*
1	929	751	35.0	40.0
2	929	751	32.0	35.5
3	898	853	39.5	40.0*

* In April 1993, the Pilot advised a Master that the depth was 45 ft., but echo sounder reading indicated 42 ft. – 43 ft.

CARGO OPERATIONS:

Loading Arm System:

Berth No.	*Loading Arm No.*	*Diameter in.*	*Boscan Crude and Products*	Conne
1 and 2	1 Black	8	Asphalt Cement (PAS), Boscan Crude, High and Low Viscosity Residuals, Bunker "C", Vacuum Gas Oil, Distillated Oils.	Flange 150 AS
	2 Black	8	Boscan Crude, High and Low Viscosity Residuals, Bunker "C", Cutback Asphalt, Ballast.	Flange 150 AS
	3 Black	8	Boscan Crude, High and Low Viscosity Residuals, Bunker "C", Cutback Asphalt, Ballast.	Flange 150 AS
	1 White	8	Leaded Gasoline, Catalytic Gasoline.	Flange 150 AS
	2 White	8	Gasoline Leaded, Light and Heavy Naphtha.	Flange 150 AS
	3 White	8	Light Gas Oil, Industrial Gas Oil, Jet A-1.	Flange 150 AS
	Bunker	6	Bunker "C", Intermediate Bunker Fuel (IBF), Marine Gas Oil (MGO), Diesel.	Flange 150 AS
3	1+2	10	Boscan Crude, High and Low Viscosity Residuals, Bunker "C", Cutback Asphalt, Ballast.	Flange 150 AS
	Bunker	6	Bunker "C", Intermediate Bunker Fuel (IBF), Marine Gas Oil (MGO), Diesel.	Flange 150 AS

Inert Gas System: The use of an inert gas system will be compu for all vessels fitted with the system, whilst operating at the Term

Deballasting Facilities: A Circular letter from the Venezuelan Minis Communications, Maracaibo's Port Captaincy, states that as of Oc 1976, no ballast (either clean or dirty) can be discharged into Maracaibo waters. Therefore, all ballast must be pumped ashore t petroleum terminal on which vessel is to take cargo. Heavy fine assessed for vessels violating this law and therefore we st recommend Masters to be particularly careful in this regard.

Shore deballasting facilities are available at Bajo Grande an subject to no special regulations and procedures as yet. Tanker b water is pumped through 2×8 in. hose connections into 1×24 in. about 9,000 ft. in length to a 90,000 bbls. receiving basin situat shore at a maximum rate of 2,000 tonnes/hr.

The deballasting basin is limited to receiving *only* petro hydrocarbons and petroleum hydrocarbons derivates. Emuls caustics, acids and chemical slops are absolutely unaccep Contamination of Lake Maracaibo waters with oily or chemical ma of any nature is strictly prohibited by Venezuelan Laws. The term required to report to the Authorities any such contamination by ve docked at Bajo Grande. HEAVY FINES ARE THEN ASSES AGAINST THE SHIPS. Vessel's cooperation is requested to pr contamination from tank overflows, bilge oil, line leaks or from any source.

Tank Cleaning and Drying: Precautions as are common for any oil should be taken to ensure that no ballast is left in any tank. cargo is contaminated with water, the water will not separate fro oil. The salt content of the oil will be raised approximately 10 lb 1,000 bbls. for every 0.10% contamination by sea water. All compartments must be stripped extremely dry.

Cargo pipeline should be drained and or purged of water. On sta T – 2 type vessels, this can be done by draining the fore and aft cargo lines, both suction and discharge sides, into the pump room followed by opening of main suction valves on each indi compartment, thereby releasing water retained in dead and trans lines. After this procedure is completed, each compartment shou restripped with stripping pumps and lines, followed by draining stripping line to pump room bilges. On other ships equipped with lo systems it is possible to blow the system with air and drain wate the bilges. In other situations, fresh water might be used to flush piping systems of salt water and in turn strip salt water and fresh as outlined for T – 2 vessels. All deck scuppers should be sec plugged and all precautions should be taken to avoid pollution of

Inspection of Tanks: Before loading can commence, tanks and lo system must be inspected and passed. This is usually done b Terminal's own Cargo Inspector but, if consignee so requests, third inspection can be arranged.

Inspection Companies available in Maracaibo are the following:
E. W. Saybolt & Co., S.A.
Redwood Petroleum and Petrochemical Division
Analistas e Inspectores Venezolanos de Petroleo C.A.
Inspecciones, S.A.
Caleb Brett Venezuela, C.A.

Line Displacement: When a vessel is loading crude and products usually necessary to displace lines once or twice during loading. Ma will be advised of necessary line displacements before loading s and are required to take note because NOTICE HAS TO BE GIVEN VESSEL when pumping should be stopped and tanks changed. O shore tanks have been changed, it will not be possible to chang quantity of the product already in the ship, as shore lines will then co a product different from the one already loaded. *Ship's gauges a draft should be carefully checked when calculating required qua*

Spillage: In case spillage occurs, the Terminal Port Supervisor mu advised immediately, as any spillage must be reported to the Auth without delay.

There has been considerable discussion in Venezuela concerning oil pillages resulting in contamination of Lake Maracaibo. Considerable essure is being exerted by Government agencies to eliminate all illage, and the Terminal is making every effort to avoid contamination Lake Maracaibo.

While vessel is at Bajo Grande take special precautions to avoid dirty last, bilge water or any other contaminant entering the Lake.

a spill should occur and Terminal representative, the Government's esentative of the National Guard observes that the waters of the ke are being contaminated by any substance from the vessel the minal will request that vessel suspends deballasting, loading or scharging operations immediately and all consequences that might se from this operation such as short loading, the unmooring of your essel, fines, damages to fishermen, clean up costs, etc., *will be strictly, vessel's account.*

We strongly recommend to Masters to emphasise to the officers on ck to endeavour to avoid spillages and to make certain that the pper plugs are installed prior to commencement of loading operations rder to withhold on deck any spillage that might occur.

Loading: All Butterworth plates, tanks tops and ullage plugs should spected to ensure against entry of water. Inspection of ullage plugs uld follow on completion of temperature readings because of the essity of taking temperatures en route. Sea suction valves should secured by positive means until all cargo has been discharged. This y be accomplished by numbered seals, chains and padlocks. The thod of securing should be noted on the inspection documents. gardless of which method is used, appropriate log entries should be ade indicating the date, time and method used and under whose pervision, both vessel officer and/or Cargo Inspector, such method as applied.

About 2 hours is required for the preparation of the cargo documents ich are normally delivered on board before sailing.

mperature of Boscan Crude and Boscan Products at Sea: On short yages, as for instance to the U.S.A., it has proved most practical to intain the loading temperature. On longer voyages, as for instance Europe, the temperature may be dropped to 130°F., which does no arm as long as sufficient time is given to bring the temperature up again that required for discharging. Masters should, however, not expect a mperature rise of more than 5°F. per day, especially if the sea mperature is low. The heat transfer properties of Boscan Crude are ry poor as are those of the heavy products made from this crude. any ships have been delayed in the discharge port due to too low rgo temperature. A temperature of 160°F. is suggested for discharging oscan Crude, Topped Boscan and Cutback Asphalts.

scharge Cargo: Boscan Crude has a flash point of 110°F. – 160°F. d a maximum viscosity of 1400 SSF at 140°F. The viscosity at other mperatures follows the pattern of other petroleum products. Boscan ude has been successfully handled in ships fitted with both eciprocating and centrifugal type pumps with forward and after umprooms respectively. It is generally found that this crude can best e handled at a temperature which brings its viscosity to about 600 SF-160°F. Vessels with forward pumproom should control stern trim that it does not exceed about 4 ft. while stripping the after tanks. Also list is very helpful when stripping. Once the cargo gets below heating ils, tanks must be pumped empty as fast as possible. At times it has en found helpful to gather tanks strippings into a single tank for scharge ashore, as it is very difficult to strip against heavy back essures. Watch reciprocating pumps for vapour lock. Because of high scosity, proper care should be taken that no oil is left in vessel scharge lines at low temperature.

ank Cleaning After Discharge Cargo: Many Masters have expressed ncern over tank cleaning after discharge. Assuming that the ship oceeds to sea for this operation and has sufficient time for proper ecution, vessel may be cleaned quite thoroughly using the Butterworth stem. However, it is of vital importance that the system be used at aximum pressure and temperature (not below 160 p.s.i. and 170°F spectively). At these conditions and with 2 machines, it has been found at about 4 hours are required for each tank. It is of importance to keep he tanks well stripped during the Butterworthing. Some prefer to steam ut the tanks before Butterworthing. If this course is adopted care should e taken that the steaming does not last more that 1 hour as the heat ll drive off the light ends of the oil and leave a rubbery residue that is ery difficult to remove.

It has been found helpful to keep the machines in LOW position for bout 1 hour and the HIGH – MIDDLE and LOW in order, in the usual anner.

oscan Crude and Products/Light Products:

Loading Product	*API Gravity*	*Tempera- ture °F*	*Loading Lines used*	*Unloading Rate (bbl./hr.)*
Boscan Crude	10.0 – 11.0	165	2×18 in.	15,000*
Cutback Asphalt	11.0 – 15.0	170	2×18 in.	15,000
Asphalt Cement (Pas)	5.0 – 6.0	300	1×14 in.	5,000
High and Low Visc. Residue	10.0 – 19.0	160	2×18 in.	16,000
Bunker "C"	10.0 – 16.0	160	2×18 in.	16,000
Gasoline	61.0 – 67.0	85	2×12 in.	6,200
Ind. Gas Oil	29.0 – 31.0	95	1×12 in.	6,200**
Light Gas Oil	32.0 – 38.0	95	1×12 in.	6,200
Light Naphtha (LSR)	70.0 – 73.0	85	2×12 in.	6,200
Heavy Naphtha (HSR)	52.0 – 55.0	85	2×12 in.	6,200
Jet A-1	45.0 – 51.9	85	1×12 in.	6,200

* Loading Rate.

** Loading and unloading rate.

DENSITY: 0.977 – 1003.

FRESH WATER: Delivery of boiler and potable water is made by barge, minimum *quantity 100 tons.* The barge holds about 160 tons and the pumping rate is about 25 t.p.h. Requirements should be cabled in advance to the Agent of the vessel in Maracaibo.

FUEL:

Advance Notice of Requirement: Should a vessel arriving at Bajo Grande require any bunkers, Owner or Operator must place their nomination with Maraven, S.A. via Telex No. 23535 Mara Vc as much in advance of the delivery date as possible. Telex should indicate name of vessel, ETA at Bajo Grande and quantity and quality of Marine Fuels required. A cash deposit in U.S. Dollars covering the nomination must be made prior to the delivery date into the following account:

Chase Manhattan Bank,
Chase Manhattan Plaza,
34th Floor, New York, N.Y.
Current Account No. 001-1-992773.

Owner or Operator must also request Chase Manhattan Bank to confirm via Telex to Maraven, S.A. that such deposit has been made in order to cover the cost of bunkers to be delivered to vessel arriving at Bajo Grande at the current ETA. Only after this Telex has been received will delivery actually proceed.

Bunker Facilities: Bunkers are available from pipeline at Bajo Grande Terminal for vessels loading and unloading cargo at Berths No. 1, 2 and 3. Bunkering rate is about 2,500 bbls.p.h. for Bunker "C", intermediate bunker fuels and marine gas oil.

Marine Fuels and Lubricants Available: Bunker fuel (sometimes called Bunker "C"), intermediate bunker fuels and marine gas oil.

Lubricants are generally available in the Maracaibo area. Should you require any, we recommend that vessel's local Agent be contacted.

Lighterage: Bunker fuel, intermediate bunker fuels, marine diesel and gas oil are also available for ships in the Maracaibo area. 72 hours' advance notice is required for barge deliveries of all products.

CONSULS:

Following countries have consular representation in Maracaibo:

Argentina
Austria
Belgium
Bolivia
Colombia
Costa Rica
Denmark
Dominican Rep.
Ecuador
El Salvador
France
Germany
Great Britain
Guatemala
Italy
Mexico
Netherlands
Nicaragua
Norway
Panama
Peru
Puerto Rico
Spain
Sweden
U.S.A

REPAIRS: No major repair facilities are available in Maracaibo but small repairs can be undertaken by local machine and electric shops. Shore labour can be furnished if required. Technicians are available for minor radio repairs. Nearest dry docks are at Curacao for vessels up to 30,000 d.w.t. and at Puerto Cabello, Venezuela for vessels up to 18,000 d.w.t.

CUSTOMS: *Contraband:* Strict compliance with the Customs Law of the Country is enforced by the Authorities and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. 1 open package per person is allowed to be carried ashore, but a greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to the very strict enforcement of the Customs Regulations, it is recommended that no goods be carried which are not shown on the Stores List. Any new articles (clothes, shoes, etc.) should be included in the store list and marked as personal belongings. If during a checkup by Customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.

SURVEYORS: American Bureau of Shipping and Lloyd's Register have Agents in Maracaibo. Their services may be procured by cabling requests to the local Agent at Maracaibo.

HOLIDAYS: The Terminal office will be closed on the following days. New Year's Day (January 1st); Easter Thursday/Friday (March/April); Declaration of Independence (April 19th); Labour Day (May 1st); Battle of Carabobo (June 24th); Independence Day (July 5th); Birthdate of Simon Bolivar (July 24th); Columbus Day (October 12th); Chiquinquira's Day (November 18th); Christmas Day (December 25th); All Saturdays; All Sundays.

SHORE LEAVE: Shore Leave is permitted at the discretion of the Port Authorities; required number of shore passes will be brought on board on arrival in Maracaibo and have to be returned to the Customs Guard again before the vessel leaves Bajo Grande.

GENERAL:

Tonnage Applicable on Fees: On ships registered in countries which have a reciprocal tonnage agreement with Venezuela, the gross tonnage registered in such countries will be applied for calculating pilotage fees. Such countries are:

Denmark
France
Germany
Ireland
Netherlands
Norway
Portugal
Sweden
United Kingdom
U.S.A.

On ships registered in countries not listed above, such ships calling at Venezuelan ports for the first time must be measured for Venezuelan tonnage by the Port Captain. It is usual practice to take ashore the ship's Panama Canal or Suez Canal International Gross Registered Tonnage Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.

Firearms and Ammunition: Firearms must not exceed 1 per Officer nor may the ammunition exceed 18 cartridges per Officer. All firearms and ammunition must be carefully declared on the Store List and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.

Guards: Customs Guards are stationed on the platform at Bajo Grande. They must be provided with sleeping quarters on the ship and seated in the Officers' mess for their meals. Non-compliance may cause cargo stoppage and fines. Masters are reminded that these guards are representatives of the Venezuelan Government and any uncourteous action on the part of the crew or passenger will be regarded as a slight against the Country itself.

Gangways: The ship is to supply a safe gangway, which allows easy access to the vessel. The Terminal has a gangway which may be used on request with the understanding that any damage to the gangway or ship or shore personnel through its use may be held against the ship.

Safety: Vessel must be in readiness to move at all times. The attention of Masters of turbine steamers are called to this regulation.

Ship's fire fighting equipment must be ready for instant use while vessel is alongside. Shore personnel will render assistance in an emergency but, since no fireboats are stationed in the immediate area, vessels should be prepared to combat fire without outside assistance. It is necessary to obtain Terminal's approval for repairs of propelling machinery.

Normal safety precautions apply. Smoking is not allowed on the pier. No hotwork is permitted on vessels alongside without *written* permission from the Port Supervisor. *Swimming alongside pier is dangerous and absolutely prohibited.*

Launch Service: The launch is primarily for the use of the port staff.

Taxi: Taxi service will be generally available upon request to vessel's Agent.

Visitors: According to Port Regulations concerning access to ships and loading terminals and in the interest of industrial safety, only persons directly concerned with loading operations will be permitted to board vessel or visit the loading platform at Bajo Grande.

Plimsoll Marks: The Port Captaincy requires that Plimsoll Marks be readily visible. If they are not clearly legible, permission to sail may be withheld and a fine imposed. This is applicable to inbound and outbound vessels.

We therefore, request your full compliance with this Regulation from the Maracaibo Port Captaincy.

Marine Stores/Charts: Marine stores are available in limited supply. Marine charts are not available.

Compass Adjusters: There are no compass adjusters in Maracaibo.

Seamen Left Behind: Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's Master, Agent, or Owner responsible for any seamen left behind in Venezuela.

Crew in Transit: In case a crew member is left ashore for a justified cause, such as hospitalisation, repatriation, etc., his documents and personal effects are to be delivered to the vessel's Agent before sailing. A letter is required from the Master with detailed instructions as to maximum cash advance, etc. All expenses incurred by such members are for vessel's account.

Port Supervisor: Masters or their representatives are invited to call at the Port Supervisor's Office on shore in Bajo Grande or over the telephone on the pier, for any further help, information or complaints.

Terminal: Cable Address: Maraven, S.A., Maracaibo.

NOTICE: Issued by Maraven, S.A., Bajo Grande Refinery, Maracaibo.

PROCEDURE FOR BERTHING AND UNBERTHING MANOEUVRES

To the Masters of all the tanker ships arriving at Maraven's Refinery, Bajo Grande Marine Oil Loading Terminal, Lake Maracaibo, Venezuela.

Instructions concerning approaching and manoeuvres for berthing/unberthing at this Terminal.

With a view to prevent any possibility that your ship may cause damage to our installations, we shall highly appreciate it if Masters pay attention and respect to the following procedures:

1. Entrance Bajo Grande Refinery Terminal (Lat. 10° 30′ 50″ N., Long. 07° 36′ 08″ W.) is between the Main Navigation Channel Marker Buoys B86 – B88 and leaving between the Buoys BG2, BG1 and B86.

2. On ship's arrival at the Terminal Entrance Buoys, the Official Pilot, a Marine Officer, acting as a Liaison Officer of Maraven, will board the ship in order to assist her Master and the Official Pilot in all matters concerning inter-communications and co-ordination with the Terminal and on basis of his technical and local knowledge and experience give advice relative with the vessel's safe berthing/unberthing and safe mooring/unmooring to/from the pier.

3. For best manoeuvrability, ships arriving on ballast or partially laden, must arrive with a draft forward which should not be less than given in the following table and a trim by the stern of about 0.75% of ship's length on ships of 400 ft. length or more.

Length	*Draft Forward*	*Trim by Stern*
400 ft.	10 ft.	3 ft. 00 in.
500 ft.	12 ft.	3 ft. 09 in.
600 ft.	14 ft.	4 ft. 06 in.
700 ft. ideal	16 ft. (nor less than 14 ft.)	5 ft. 03 in.
750 ft. ideal	17 ft. (nor less than 14 ft.)	5 ft. 08 in.

The ship's total displacement in any case should not exceed 42,000 tons for ships mooring at Berth No. 1 and 20,000 tons for ships berthing at Berth No. 2.

4. For more information please consult the instructions and information for the port which will be issued to you opportunely on your arrival for first time to this Terminal, please comply with them, and see that they are complied with.

5. *Mooring Lines:* Prior to arrival at the Terminal, the vessel shall have all the necessary mooring lines ready for use together with a sufficient number of heaving lines and the equipment and the personnel required for mooring. All the lines used for securing the ship to the berth should be of the same material, construction and of approved characteristics.

5A. *Recommended Mooring Lines:*

Forward	Aft
3 head lines	3 stern lines
2 breast lines	2 breast lines
2 springs	2 springs

5B. *Winches:* The use of tension winches is not allowed.

6. *Tugboats:* Minimum 2 twin-screw tugboats of adequate horsepower for the size of ships ordinarily berthing at this Terminal will assist the vessel in the berthing/unberthing manoeuvres. If the Master so request or in the case of the size of vessel and wind and/or current conditions so require, the Terminal may order the use of 3 tugboats for the manoeuvres. The tugboats, on arrival, will come alongside th before entering in the Terminal.

The first communication with the tugs is via VHF Channel 16 a contact and then changed as per instructions.

7. *Berthing:* At Bajo Grande ships berth bow to North.

On approaching the berth, approaching bow to or at any ang the berth is to be avoided.

No. 1 Berth (Outer Berth): The ship will be put in a position pa and abeam to the berth at a minimum distance of about 50 m. or depending upon the prevailing conditions of wind and current.

Once in this position and with the ship motionless or a motionless, the Liaison Officer will assist you and the Official Pilo manoeuvres to nurse the ship alongside sideways with the tugs w generally, will be alongside the ship's side opposite to the side th will berth, already made fast and ready to push.

When the manoeuvre is carried out for berthing to No. 1 or Berth, the starboard anchor will be in cockabill position ready for case needs arise and in such case the aft tugs or both imme ordered to pull on reverse.

It will be avoided to haul the mooring ropes secured to the platform bollards in order to pull the vessel forward. If need arise ship's engines may be used to move the ship.

8. *Unberthing:* The use of spring lines must be avoided in or veer the ship on the mooring platform for clearing the vessel's b stern while unberthing. These spring lines will be only used in ca extreme emergency.

After all the mooring lines have been cast off, the ship will be sideways away from the berth to a distance where she can proceed under own power.

The Official Pilot for manoeuvres and Liaison Officer will disen when the ship is safely free away and offering no risk to the doc

Maraven will not permit berthing or unberthing without a Ma Liaison Officer being onboard.

Note: According to new Port Regulations for unberthing, 2 O Pilots will board; for unberthing manoeuvres and to conduct the v to the Outer Channel, respectively. The undocking Pilot disemba Bajo Grande.

9. *Berth No. 2* (Inner Berth): The same procedure herein described for berthing at Berth No. 1 will be followed for berthing at No. 2. The ship will be put first parallel to the berth and then the v nursed alongside with the tugs. For unberthing, manoeuvres will b reverse. During berthing and unberthing manoeuvres, ship's eng will be used only when it becomes necessary.

At this berth anchors must not be used because of subm pipelines laid there. In this berth the distance from it must not be than 50 m.

10. *Emergency Towing-Off Wire:* Whilst berthed alongside platform, emergency towing-off wire-ropes should be rigged both o offshore bow and quarter of the ship, with their loops kept nea waterline at all times where the tugs can easily and quickly pick up.

The wire-ropes should be in good condition and of suitable stre for the ship's size. The wires should be properly led outboard thr the nearest fairleads leaving sufficient wire-rope coiled on deck and to go when the tug hauls and of adequate length to tow her safe the Terminal.

The overboard length of rope should be adjusted as the t decrease or increase.

11. *Mooring Lines Whilst at Berth:* Mooring lines shou periodically inspected and attended to ensure that they are kept ta order to minimise and movement of the ship along or away fro berth.

In the case of ships equipped with automatic tension winches brakes of the winches should be applied and the mooring lines ha on manual operation when required to take up slack or pull them

12. *Safety Practices:* While the ship is lying at the Terminal the M will ensure that all the safe practices in loading or dischargi products and related operations are complied with on his ship and ensure the maximum co-operation between the vessel's crew an Terminal personnel in their mutual interests of safe and eff operations.

AUTHORITY: Maraven, S.A. – Bajo Grande Refinery, P.O. Bo Maracaibo, Venezuela 4033A. *Tel:* (061) 202673. *Telex:* 61254, 6

Contact: Captain N. Arceo, Terminal Supervisor.

Head Office: Maraven S.A., Apartado 829, Codigo Postal 10 Caracas, Venezuela. *Tel:* 908-2111. *Telex:* 23535, 23536.

(2) OPERATORS: Maraven, S.A.

LOCATION: S.W. of channel Buoys B – 87 and B – 88.

The installations for processing natural gas liquids at Bajo Gr processes liquids for Maraven, S.A., and they are known as Pr Owners. The Plant is situated in Bajo Grande, approximately 10 to the South of the Port of Maracaibo, on the West bank of Mara Lake.

FLAG: The local authorities require the Venezuelan flag to be ho to the top of the vessel's mast from the time it enters the outer ch on arrival, until it leaves the outer channel on departure.

OCUMENTS: *Customs Clearance for Programmed Vessels:*
Vessels which arrive in ballast or with cargo in transit, require the owing documents (with additional file copies if these are required):
Clearance from the last port
2 copies – 1 visaed Ballast Certificate
4 copies – 2 visaed Passenger List
4 copies – 2 visaed Lists of Equipment
4 copies – 2 visaed List of Passengers in Transit
4 copies – 2 visaed List of Mess Equipment and Spares
4 copies List of Personal Effects
4 copies – 2 visaed List of Stores
6 copies Crew Lists.
Vessels which arrive with cargo must have, apart from the foregoing:
4 copies – 2 visaed Venezuelan Entry Manifests
6 copies – 2 visaed Bill of Lading
2 copies visaed Entrance Manifests.
In the absence of a Venezuelan Consul at the last port, the Customs earance documents must be signed by the Consul of a friendly nation, e of the Port Authorities, Notary Public, the Chamber of Commerce, y two recognised signatories.
arance *Through Customs of Diverted Vessels:*
essels diverted on the high seas to Maracaibo to load at Bajo Grande st present all the documents indicated in (A) above, except the sular correspondence, which they will not have.
essels diverted on the high seas to Maracaibo (Bajo Grande) which not have a Venezuelan Customs Clearance on board, must advise r Agents by radio prior to their arrival, the name of the vessel, the me of the Master, nationality of the vessel, net Venezuelan tonnage available, if not, the net registered tonnage), last port of discharge, rt to which it was originally sailing and the ETA at the Pilot station at n Carlos. This information is required to obtain the Entry Permit prior the arrival of the vessel. Three copies of the diversion telegram ceived by the vessel, signed by the Master, together with those cuments detailed above, must be presented to the Port Authorities arrival at Maracaibo. Non-presentation to the Port Authorities of the cuments or the information mentioned will occasion a fine to the essel.
spection by Customs: All vessels arriving from foreign ports destined the dock at Bajo Grande must anchor in the Port of Maracaibo for ustoms inspection by the Port Authorities before proceeding to Bajo rande. The vessel's gangway must be in position prior to arrival at aracaibo.
A member of the National Guard of Venezuela will come on board ery vessel at Bajo Grande to observe the activities in connection with e operations of loading and unloading. This official is authorised as presentative of Customs and is known as the "Vigilante de Aduana". e must be fed and lodged at the same standard as ship's officers.
oading Documentation: The loading and Customs papers will be elivered to the Master by the Agent of the ship on his arrival at the Port of Maracaibo, on his voyage outwards.
ILOTAGE: Vessels entering currently have the option of taking on the ficial Pilot at:
(a) The channel in front of the pilot station at San Carlos, between e Buoys B – 24 and B – 26.
b) In front of Amuay Bay or Punta Cardon. However, to arrange this rvice, Agents must be advised at least 48 hours in advance of this quirement.
The Pilot who boards the vessel in front of San Carlos will take it to Maracaibo, where he will disembark.
Due to weather conditions, the Port Captaincy of Maracaibo cannot uarantee the embarkation or disembarkation of the Pilots at the "EM" uoy. For this reason, Masters must communicate with the pilot station f San Carlos to receive necessary instructions as to where the Pilot ll be embarked, the latter usually coming on board between Buoys B – 24 and B – 26. The system of communication between the pilot tation of San Carlos and the vessels will be via radio-telephone. The an Carlos frequencies are: 2182 kHz. and 156.8 MHz. (VHF Channel 6). Other frequencies are: 2122 and 2080 kHz. and 156.6 MHz.
Pilotage to navigate through the inner and outer channels is ompulsory at all times. The maximum speed of navigation in the redged channels is 10 knots.
Vessels leaving will take the Lake Pilot on board at Bajo Grande and n reaching the Port of Maracaibo the Pilot will be changed for another to take the vessel through the channel. The Channel Pilot will pilot the essel up to the San Carlos Bank, generally between Towers E – 31 and E – 33, where he will disembark. The Port Captain of Maracaibo has issued instructions to all ships' Agents so that they may inform the Master and/or Owners of the vessels that all vessels must identify themselves with the pilot station of San Carlos by radio-telephone, regardless of the time of day, when they are entering between Buoys B – 17 and B – 19 and when they are leaving between Buoys T – 42 and T – 40.
Every time a launch with an official Pilot on board leaves to attend to a vessel in sight, the costs will be charged to the company which owns he vessel or to its representative, even when service has not been given.
A government Pilot will assist each vessel from Maracaibo to Bajo Grande and on the outbound trip to Maracaibo. The government Pilot will also assist in the berthing and unberthing operations. The ship's Agent will inform the Master of each vessel, as well as the government Pilot, the schedule for berthing the vessel.
The Plant Mooring Supervisor will board each vessel prior to approaching the dock. Mooring Supervisor will assist in the mooring and unmooring operations. It should be understood that the Mooring Supervisor acts only in an advisory capacity to the Master. The vessel's Master retains full responsibility at all times. The Plant assumes no responsibility in connection with any acts or advice given by the Mooring Supervisor.

APPROACHES: The buoy which marks the entrance to the outer channel (Buoy "EM") is situated in approximately position 11° 13′ 47″ N., 71° 33′ 31″ W. The characteristics of the light of the "EM" Buoy are: white flash every ten seconds, visibility approximately 5 miles. The distance between the "EM" Buoy to the Southern extremity of the outer channel, marked by the Buoys B – 27 and B – 28, is approximately 15.75 miles. The channel is 1,000 ft. wide and normally has a depth of 42 ft. minimum at low tide observed at the time of neap tides with a tidal amplitude varying 2 ft. 3 in.

There is a breakwater 0.5 miles to the East of and parallel to the outer channel which extends 1.6 miles to the North from the Northern side of the Island of Zupara. The end of this breakwater is marked by a steel frame tower with a light 25 ft. above sea level. Characteristics of the light are: white flash every 8 seconds, visibility about 3 miles.

Commencement of the inner dredged channel is marked by the Buoys B – 29 and B – 30. The length of this channel, which is marked by buoys, is approximately 12 miles, and ends at Buoys T – 55 and T – 56. The channel is 800 ft. wide and the normal checked depth is 43 ft. neap tides with a tidal amplitude varying between 1.5 ft. to 2.5 ft.

The channel from the Buoys T – 56 as far as the Port of Maracaibo is a dredged channel, whose end is marked by Buoys B – 73 and B – 74. It is some 800 ft. wide and has a depth of at least 43 ft. The distance is about 11 miles and the tidal amplitude range is insignificant.
RESTRICTIONS: Bridge clearance at MHHW 146 ft.
MAX. SIZE: The maximum permissible fresh water draft at the dock is 36 ft. and the maximum overall length vessel the dock will accept is 700 ft. Vessels with a berthing displacement up to 20,000 long tons will be accepted, providing the approach velocity can be controlled to 0.3 ft. per second or less.

Vessels with an overall length greater than 700 ft. or with a fresh water draft of more than 26 ft. or a displacement greater than 20,000 long tons will not be accepted for loading at Bajo Grande, unless they have obtained the prior authorisation of Maraven, S.A. If the vessel is not equipped to moor, load and unmoor in a safe manner, the vessel will not be loaded. In such cases, there will be no responsibility on the part of Maraven, S.A.
RADIO: Maraven, S.A. Export Department also has radio-telephones with the following frequencies: 2080, 2120, 2182 (stand-by), 2638 and 2738 kHz and 156.8 (stand-by) and 156.6 MHz. operated in accordance with the following schedule:

Monday – Friday:	From 0730 until 1130
	From 1300 until 1700
Saturday, Sunday and Holidays:	From 0730 until 1030 approx.

Any tanker or vessel bound for Bajo Grande shall cable Maraven, at least 5 days in advance of its scheduled arrival time in Maracaibo, giving notice of its estimated time of arrival, loading capacity, amount and type of product to be lifted and condition of ship's tanks.

At least 48 hours in advance of arrival at the San Carlos Pilot Station, the vessel's estimated time of arrival, nationality, Venezuelan net tonnage (if available, otherwise its registered tonnage), quantity and type of cargo required, condition of ship's tanks, name of Agent, last port, Master's name and all requirements of the vessel while in port should be cabled to "Maraven, Maracaibo" and to the ship's Agent. As the cable office in Maracaibo is not able to communicate directly with vessels at sea, messages to "Maraven, Maracaibo" and to Agent should be routed via PJC Curacao, and should be prefixed "Via AAC" (All America Cables and Radio Inc.). Failure to give such proper notices shall absolve the Plant from any claim for delays or demurrage.
TUGS: 2 × 1,600 h.p. tugs used for mooring and unmooring operations.
BERTHING: The dock proper may be identified by the overwater pipeline trestle that connects the dock with shore.

The dock is located approximately Lat. 10° 30′ N., Long. 71° 36′ W., which is 2 miles off shore from the Bajo Grande Natural Gas Liquids Processing Plant and S.W. of channel Buoys B – 87 and B – 88 on the Maracaibo channel. The dock is single sided and consists of 4 breasting pilings, 4 mooring dolphins and a loading platform.

The dock is equipped with a compressor and auxiliary equipment to assist the ship in compressing and re-condensing the ship's vapours. No liability will be assumed by the Plant Operator for unavailability of the Dock's vapour compressor. The dock is also equipped with a vent system to dispose of contaminated vapours.

A tie-up crew will handle all mooring lines before and after loading.

The Plant tie-up crew will assist the ship's crew in positioning and connecting the cargo loading arms and in removing same on completion of loading. The dock loading arms are equipped with 10 in. ASA 300 lb. RF flanges. It shall be the responsibility of the ship to furnish its own fittings to mate with the dock's 10 in. ASA 300 lb. FR flanges.
Mooring Procedure: Any vessels calling at Bajo Grande must be equipped with mooring hawsers of sufficient length and strength to run a line to each of the 2 bow and 2 stern mooring dolphins and shall use such equipment while at the dock. Vessels equipped with tension winches and cables shall utilise these in addition to the mooring hawsers or alone if the vessel has sufficient cables to meet the minimum requirements of running a cable to each of the bow and each of the stern mooring dolphins. For added security of those vessels not equipped with tension and/or cables, 1 steel cable will be furnished for a bow and another for a stern mooring dolphin by the Plant. It should be recognised by all parties that while the use of these cables is strongly recommended, the Plant accepts no responsibilities for loss or damage to any vessel or to any facility or to any person that may result from the failure of this equipment.

For the convenience and safety of all personnel boarding or disembarking while at Bajo Grande it is recommended that the vessel's accommodation ladder be rigged on the port side, this being the side normally laying against the dock. The ladder should be suspended after the Mooring Master boards and during docking operations to avoid being fouled.

BALLAST: There are installations for unloading dirty ballast. Vessels which arrive at Bajo Grande with dirty ballast must advise 48 hours in advance with regard to any emulsifiers, detergents or chemicals which may be present in the ballast and which are going to be unloaded. If these emulsifiers, detergents and chemicals are not acceptable, Maraven will advise the ship and the latter must arrive at Bajo Grande with clean ballast.

The ballast will be unloaded at a rate of approximately 5,000 bbls.p.h., nevertheless in the case of unexpected damage or malfunction of the system at Bajo Grande, Maraven will give instructions to the Master of the vessel so that he may arrive with clean ballast and Maraven will not be responsible for the delays which may be suffered by vessels in cleaning their tanks prior to arrival.

It is strictly prohibited to discharge into the lake any liquid or solid waste resulting from tank cleaning. Therefore it is recommended that the Master gives instructions to all personnel so that they avoid any possible leak or contamination in the lake.

In the event that the representative of the Plant or the National Guard observe that dirty ballast is being discharged into the lake, or even residues or other contaminatory organisms whilst clean ballast is being unloaded, such operations will immediately be suspended and the consequences will be strictly for the account of the ship.

LOADING: *Notice of Readiness:* On arrival at Bajo Grande and after inspection by the Customs Authorities, and having obtained any other official approval required before loading, the Master of the vessel will notify Maraven in writing that the vessel is ready to load. This notification must include a report of the conditions of the tanks of the vessel, specifying in detail the temperature, pressure, last loading, list of vessel and trim, possibility of contaminatory organisms and any other conditions which may affect the loading.

The Master of the vessel may request any equipment and/or service which he considers necessary for the safe and efficient loading of his vessel and Maraven will make every effort to fulfil this request.

It will be the responsibility of the vessel to provide its own connections to join up with the RF 10 in. 300 ASA flanges of the dock.

It will be the responsibility of the ship's Master to ensure that prior to commencement of loading, the atmosphere inside the tanks, which are to receive products are within the safety limits stipulated. Nevertheless, Maraven reserves the right to inspect at any time, to verify the fulfilment of these safety precautions and to refuse to load any vessel which in the opinion of Maraven does not fulfil the safety requirements stipulated.

LPG refrigerated vessels will not be considered ready to load at Bajo Grande unless all the LPG tanks contain LPG vapours and are sufficiently cooled to permit shipment of the nominated products.

Vessels which receive completely refrigerated products must be capable of receiving at their boiling point from 0.5 to 2.5 p.s.i.g. Such vessels must have a refrigeration system capable of liquefying all the vapours resulting from the shipment at the rate specified and including those vapours which form as a result of the heat gained by the vessels' tanks.

Loading Procedure: The positioning and connection of the loading arm must be effected to the satisfaction of the personnel in charge of the vessel. After approval of the personnel in charge of the vessel, the loading valves may be opened to check that the connections do not have leaks and loading may commence.

The maximum loading rate is 8,000 bbls.p.h. (750 – 775 tonnes p.h for completely refrigerated products and petrol) and a minimum loading rate of 250 bbls.p.h. (23 tonnes p.h.).

The pumps are designed to supply a minimum flow of 250 bbls.p.h. at a pressure of 225 p.s.i.g. and, since the installations at the Bajo Grande Dock do not have facilities for controlling the pressure of LPG which is being loaded, they are not responsible for any damage or delay which may occur due to the request for reduction in flow and pressure of LPG in order to cool or purge the vessel's tanks.

There are no installations for generation of inert gases. LPG vessels which require cooling, purging or any other assistance in Bajo Grande can be accepted after prior request in writing from the Master of the vessel; however, these services will be charged to the vessel. The responsibility for helping to effect purging and/or cooling is charged at 733 Bolivares per hour, during the time that such operation of purging or cooling causes the vessel to exceed the permitted period of stay.

The quantity of products used in such purging or cooling will be for the account of the vessel.

In the event that the dock vapour compressor is operated at the request of the vessel's Master for a purpose other than for purging or cooling, this will be charged at the rate of 500 Bolivares per hour to the ship.

All loading and unloading operations must be suspended whilst there is bad weather and the tank covers of the vessel must be closed and secured. During periods of calm, petrol or other products with a low flash point can be loaded at reduced rates or the loading operation can be interrupted if the heavy vapours are not being dispersed with sufficient speed to avoid dangers of gas accumulation. Officers on the vessel must be alerted so that they may be on watch whilst such conditions apply.

Under normal operational conditions it may be necessary to displace the loading line. This will require the person in charge of the vessel advising the representative of the Plant when the loading is nearing completion in order to complete an equal quantity to the capacity of the loading line.

Permitted Period of Stay: (a) The permitted period of stay, as is defined hereunder, shall commence to be counted from 6 hours after arrival of the vessel at Bajo Grande. The permitted period of stay will be terminated when the final mooring cable has been withdrawn from the quay.

For the purpose of these instructions, the Notice of Readiness, may be delivered after the vessel has tied up at the dock; nevertheless, the arrival at Bajo Grande shall be defined as the time when the vessel passes between Buoys B – 87 and B – 88, which mark the Maracaibo navigational channel and are situated approximately 1,000 m. of the Bajo Grande Dock.

(b) In the event that a vessel arrives at a different time to that con in the shipping programme, and unless Maraven has appro different arrival time, vessel must await mooring of other progra vessels before arriving and which vessels may have arrived at the and the permitted period of stay will commence when the lo operation commences, or 6 hours after receiving Notice of Read whichever is the later. It is agreed that a vessel shall be included loading programme if it arrives at Bajo Grande between the ho 12.01 hrs. on the accepted date and 0600 hrs. of the following d

(c) Except for the provisions in (b) above, all vessels arriv Bajo Grande will have the right to moor in the order in which they a in the shipping programme. Maraven at their discretion may chang order of shipment when it may be necessary for reasons of sa for the purpose of obviating a closure of the Plant or reduc production.

(d) The waiting time permitted shall be 24 hours, plus one (1 for each 6,000 bbls. of product loaded in excess of 114,000 bbls waiting time shall be that permitted to load the complete cargo o of the cargo of the vessel, it being understood that any time sp deballasting operations will not be taken as waiting time. If the lo operations are delayed or interrupted by *force majeure,* which include the closure of the shipping terminal due to bad weather, the thus lost will not be counted as permitted waiting time.

(e) The loading operations shall be considered as terminated the loading hoses are disconnected. Every vessel will leave the as quickly as may be practically possible after having com shipment of the cargo and the personnel of the vessel and tho land have arrived at an agreement as to the quantity of products sh

(f) In the event that a vessel is moored at the quay for 6 conse hours after Maraven has notified the Master of the ship tha installations are ready to deliver the product, if the vessel on comp of this time is not in a position to receive products, then at the disc of Maraven the vessel may be withdrawn from the quay, to preve products burning or a reduction in production.

A vessel may be withdrawn from the quay at any time for reaso safety.

Verification and Measurement: Determining factors to arrive a official figures of a shipment:

(A) Petrol and Butane:

(1) Correction factors of the individual meters less than 1%. I event the terminal shall always use the figures of the meters as d (and not take into account the absolute difference in barrels) t always the precaution of carrying out a comparison between the fi of the ship and those of the land.

(2) Factor of correction in any of the meters greater than 1%. I event the vessel's figures will be used, comparing them in all as with the figure of the meters without applying the correction facto with the land tanks.

In those cases in which the vessel's figures are used, it is approp to suggest that they check their figures.

(3) In the event of the measuring system not operating, and the ve cannot give its own figures, as a last recourse the figures of the s tanks will be used.

(B) Propane:

(1) The vessel's figures will be taken proceeding in exactly the s way as in point (2) of sub-section (a) above.

(2) In the event that the vessel cannot supply figures, the figu the shore tanks will be used.

All volumes will be adjusted to the volume equivalent to 60 accordance with the applicable sections of Standard API 2534 an corresponding tables of the Measurement Tables of Oil ASTM (edition) or other methods or standards selected by Maraven.

If the product delivered is LPG, the content of the ship's tank include the quantity of the product in the form of vapour.

All volumes will be calculated in U.S. liquid barrels at 60°F an adjustments at this temperature will be made in accordance with th Measurement Tables ASTM – 1P, American Edition 1952 (or the tables which may replace these).

In the event of the products being loaded in a vessel whose t pipes and equipment are empty when loading commences, the volume of products which may remain in the pipes and equipme completion of shipment and at the time of final measurement, sha calculated on the basis of the volumetric capacity of those pipes equipment, adding the calculated volume loaded in the vessel's t and including in the total volume delivered to and received by the ve at that time. In the event that the procedure described is use determine the volume of products delivered and if during the time o delivery vapours from the vessel's tanks be vented then the quan vapours vented shall be determined as shall also be the liquid vo equivalent to these vapours in normal conditions and this will be a to the quantity determined in (a) and (b) above.

Permissible Composition of the Atmosphere of the Tank for Pur Maximum percentage per volume of air or oxygen permissible fo safe shipment of the product when the vessel's tanks are purged CO_2 or N_2:

	%Air		*%Oxygen*	
Product	(CO_2)	(N_2)	(CO_2)	(N_2)*
LPG	50	40	8	7
Petrol	50	40	8	7

*The percentages of nitrogen do not include the nitrogen of the the mixtures.

Example: If a vessel is going to load LPG and it is going to be p with N_2, it must add sufficient N_2 to ensure that the mixture do contain more than 40% by volume of air. The other 60% will be N

Ref. Principles & Practices of Purging, 1954. American Gas Ass Chapter 2, page 28.

FRESH WATER: Available at Maracaibo Harbour.

UEL: Heavy and medium marine diesel, intermediate fuel, and bunker fuel oil are available in the area. Lubricating oils in limited quantities e also available from local contractors. All bunker, lubricating oils, er and other requirements should be cabled to the ship's Agent. For sons of safety, no bunkers may be taken on the vessel while berthed Bajo Grande.

DICAL: Complete medical services are available in Maracaibo.

NSULS: The following nations have Consular representation in racaibo:

Belgium
Chile
Colombia
Costa Rica
Denmark
Ecuador
El Salvador
France
Germany
Great Britain
Guatemala
Italy
Netherlands
Norway
Panama
Peru
Spain
Sweden
Switzerland
U.S.A.

PAIRS: Maracaibo: No major repair facilities are available, minor ar jobs can be taken care of through local machine and electrical ops. Shore labour can be furnished if required. Radio, radar and gyro mpass technicians are available upon request.

jo Grande: No repair facilities are available, but when required, sonnel from shops in Maracaibo will travel to Bajo Grande to effect airs.

ORE LEAVE: Launch service for official business purposes and ergencies is readily available in Maracaibo. Launch service for shore ave can be arranged through contact marine service and will be the sponsibility of ship's personnel. Arrangements for shore leave nsportation can be made through the ship's Agent. No shore leave lities are available at Bajo Grande.

ASSIFICATION SOCIETIES: American Bureau of Shipping and oyd's Register of Shipping, U.S. Salvage Association, Salvage sociation of London, Det Norske Veritas, Bureau Veritas, Registro aliano Navale, and Germanischer Lloyd have Agents in Maracaibo. rveyors are available by appointment from any of these Agents.

RRENCY: The Venezuelan unit of currency is the Bolivar (Bs) and the only currency recognised as legal tender within the country. asters desiring a cash advance should make the request to their Agent hen advising ETA.

AIL: Outgoing mail for ship's account may be given to the Agent's presentative who boards the vessel on arrival at Maracaibo inbound. ersonal mail will be accepted only if carrying the correct amount of enezuelan postage, or if postage is authorised by the Master for the essel's account.

ENERAL: *Maracaibo Port Captaincy:* Directive which must be bserved by vessels entering and leaving Maracaibo Lake:

BJECTIVES:

To increase the safety of Human Life at Sea, to take all necessary easures to avoid marine accidents in general and to ensure that essels are navigated with safety in the navigable channels and waters f Maracaibo Lake.

1. All radio-telephone communications between the Control Offices of aritime Transit under the control of the Port Captaincy of Maracaibo nd vessels, shall be made, for the first contact, via Channel 16 56.8 MHz) and immediately it shall be agreed that for the transmission f required information they will change to Channels 12 or 14. Also this rocedure will be adopted in communication from ship to ship.

2. Any vessel which navigates in the vicinity of the Buoy "EM" of the uter channel being 10 miles from the latter shall call the pilot station t San Carlos, requesting permission to enter the zone and will supply he following information:
(a) Name and type of the vessel.
(b) Nationality.
(c) Draft.
(d) Last port of call
(e) ETA at the "EM" and "B – 26" Buoys.

3. The Port Captaincy will authorise by radio, via the pilot station of San Carlos, to Masters of vessels who have reported to that station equest to cross the outer channel, or part of it, with the assistance of he Official Pilot, in accordance with the sequence of arrival.

4. Every 5 miles, the Master of the vessel will call up San Carlos, ndicating any information which he may have and giving his position within the channel, by reference to the buoys which are on his starboard side.

5. When communication in item 1 has occurred, San Carlos will inform he vessel as follows:
(a) The location of any dredger (mobile or stationary) which is perating in the outer channel, buoys whose lights are out, changes in buoys' positions or where buoys have disappeared, vessels which have sunk, etc.
(b) If there are vessels leaving the port, to give the position of these by reference to the odd numbered buoys.

6. Vessels shall establish radio-telephone communications with the redger when they are 5 miles from it. In this communication, they will ndicate the place they estimate that the vessel will meet the dredger and any other information which they consider necessary for the safety f navigation of both.

7. San Carlos will keep vessels informed of all the circumstances entioned above, especially the time and place that each of them stimate to pass close to any dredger which is operating in the outer hannel, and in order that they do not meet the dredger simultaneously.

8. Masters of vessels will inform the pilot station at San Carlos of any ther information which the latter may request.

9. Masters of vessels will keep a watch on Channel 16, on the order of the Official Pilot, until their arrival at port of destination in Maracaibo Lake and on leaving until the Pilot has left the vessel.

10. Pilots, when they are bringing a vessel into the port, at the level of the parallel of Palmas del Norte Point (Buoys T – 55 and T – 56), will call up the Port Captaincy and transmit the following information:
(a) Name of vessel
(b) Time
(c) Port where operations will be effected
(d) Name of Pilot calling.

11. When the vessel continues to navigate to the South of General Rafael Urdaneta Bridge, the Pilot will inform the Control Office of Maritime Transit in Maracaibo, the time at which the vessel will pass Buoy "B – 79".

12. The average speed of vessel in the navigable channels will be ten (10) knots, Masters being authorised as are also Official Pilots, to alter this, when the safety of navigation may require it.

13. San Carlos will check by radio-telephone the transit of vessels from the Entrance Buoy "EM" to the level of the parallel which passes in front of Palmas del Norte Point (Buoys T – 55 and T – 56 and vice versa).

14. Loaded vessels navigating outwards, and being in the outer channel, will have priority over vessels coming in to the same channel, provided that these do not meet with those coming out in the critical zone, included between Buoys B – 21 and B – 22 and E – 33 and E – 34. For this purpose, the San Carlos Pilot Station will inform entering vessels the situation of leaving vessels so that they may take necessary measures to avoid meeting those vessels coming out in the referred zone.

15. The Port Captaincy will check via the office of Control of Maritime Transit, the Navigation of vessels, from the parallel passing Palmas del Norte Point (Buoys T – 55 and T – 56), as far as the terminals and ports to the South of General Rafael Urdaneta Bridge and vice versa.

16. Every Official Pilot navigating outwards when passing the Buoy B – 72, will call up San Carlos by radio-telephone and will supply the following information:
(a) The time that he is passing Buoy B – 72.
(b) The time that he is arriving at San Carlos.

17. When the dredger receives any call from a vessel it will give information as follows:
(a) Location where it is at that time.
(b) Direction of dredging (South North or North South).
(c) The side on which the vessel must pass.
(d) Time necessary to make the manoeuvre indicating on which side of the channel dredging will continue after the manoeuvre.

18. The pilot station at San Carlos will be attentive to all communications made and will take note of them, in the event that their intervention may be required by dredgers or by vessels.

19. Any vessel sailing from any port in the No. 2 Pilotage Area of Maracaibo, will inform the Port Captain as follows:
(a) Type and name of vessel.
(b) Where from and time of leaving the port.
(c) Speed and port of destination.
(d) Estimated time of passing Buoy B – 72.

Signed – Port Captain.

AUTHORITY: Maraven, S.A. – Bajo Grande Refinery, P.O.Box 93, Maracaibo, Venezuela 4033A. *Tel:* (061) 202673. *Telex:* 61254, 61161. *Contact:* Captain N. Arceo, Terminal Supervisor.

Head Office: Maraven S.A., Apartado 829, Codigo Postal 1010A, Caracas, Venezuela. *Tel:* 908-2111. *Telex:* 23535, 23536.

Section B

LA ESTACADA: 10.42 N. 71.32 W.

TERMINAL NOT IN USE. BUOYS HAVE BEEN REMOVED.

Section C

LA SALINA (Lacustre): 10.22 N. 71.28 W. **(See Plan)**

(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake").

OPERATORS: All terminal facilities are under the control of Lagoven, S.A.

APPROACH: Entrance and leaving this terminal is made between Buoys B – 97 and B – 98.

LOCATION: La Salina located on Eastern shore of Lake Maracaibo, in Lat. 10° 22′ 18″ N., Long. 71° 27′ 49″ W. about 60 miles from the Entrance Buoy "EM".

DOCUMENTS: These are generally placed on board prior to departure. Vessels whose Master accepts the early departure procedure may sail with documents in blank. Figures are then radioed for inclusion in blank documents. Outward Clearance documents are placed on board the vessel prior to departure.

PILOTAGE: In the event that no contact can be made with San Carlos Pilotage Station, or if there is a language problem, contact should be made with Vensport, at La Salina by voice radio on VHF Channel 16 (156.8 MHz).

The Docking Master boards by tug or launch at the waiting anchorage or in the outer part of the navigation channel leading to the terminal.

ANCHORAGE: The waiting anchorage off La Salina is located immediately Eastward of Buoys B – 97, AS – 1 and AS – 3 (Old numbers M – 1, M – 1a and S – 1); it has a depth of between 40 ft. and 41 ft. and fair to poor holding ground in soft mud.

RESTRICTIONS: None. The port is open for navigation during the day and night, allowing ships to enter and sail at any hour.

MAX. SIZE: Up to 112,000 d.w.t., LOA 900 ft. and max. draft 39 ft. (brackish water) at Berths No. 6N, 6S, 7N and 7S. Max. distance bow to manifold 450 ft.

Pier No. 3 (West Side) LOA 690 ft., draft 26 ft. and 36,000 d.w.t.

Pier No. 3 (East side) LOA 575 ft., draft 26 ft. Max. 18,000 d.w.t.

No restrictions on vessel's beam at any of the berths.

The access channel to La Salina has a least depth of 41 ft.

Special Note: Maximum draft for loading vessels at La Salina Lacustre Terminal is actually restricted to 39 ft. Vessels loading at this maximum draft of 39 ft. must cross the outer bar channel at HW.

RADIO: The cable and telegraphic address for the Lagoven, at La Salina is "Lagoven La Salina". Radio messages to and from ships at sea are routed through the Government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch on 500 kHz and 2182 kHz.

Listening frequencies: long wave: 500 kHz; medium wave 2182 kHz; short wave Channels 5 and 6.

Working frequencies: long wave 417 kHz and 464 kHz; medium wave 2120 kHz; short wave 4222 kHz, 6351.5 kHz, 8461 kHz and 17141.5 kHz.

Answering frequencies: long wave 500 kHz.; medium wave 2182 kHz.

Hours of watch:

4222, 6531.5 kHz	0100 – 1300 hrs. GMT
8461, 17141.5 kHz	1300 – 0100 hrs. GMT

Cables for vessels may also be routed via Curacao Radio, call sign PJC.

Radio notice of arrival should be sent 72 hours prior to arrival at La Salina and corrected if weather or other conditions delay the vessel.

Vensport La Salina handle all communications between vessels and Lagoven Terminal control tower. VHF radio-telephone Channel 16 (156.8 MHz) may be used for initial contact. Channels 6, 10, 13 and 14 are also available on a 24 hour basis.

All vessels en route to La Salina may also communicate with Lagoven Amuay or Caripito Marine Offices and request that messages dealing with corrected ETAs, Pilots and other business be relayed to Vensport La Salina.

VHF: Transmit on VHF when passing Aruba or Amuay Bay updated ETA messages to either Lago Marine or Amuay Marine for relay to La Salina. Contact Vensport La Salina on VHF when within reach (normally after passing General Urdaneta Bridge) for latest berthing instructions.

TUGS: Lagoven S.A. maintains one 3,000 h.p. diesel tug and one 1,300 h.p. diesel tug. Tug-boat assistance is considered essential and is afforded to all vessels entering, leaving or shifting in the harbour.

Additional tugs can, in an emergency, be ordered from Maracaibo. The tugs are usually employed in the alongside mode and are made fast using their own ropes (2.5 in. diameter nylon).

BERTHING: At La Salina, Lagoven maintains a deep-water terminal (Lacustre) consisting of an island where are located 2 finger piers, each 1,100 ft. in length and 500 ft. between piers, providing 4 berths to accommodate tankers up to 112,000 d.w.t. Berths are numbered 6N, 6S, 7N and 7S, from North to South. At these berths various products can be loaded simultaneously namely – 6N and 6S – Crude, Naphtha and Butane; 7N and 7S – Crude; Pier No. 3 (West side), Propane and Butane; Pier No. 3 (East side), same as West side but not concurrently with West side. In addition there is an offshore platform (Pier No. 3) where liquefied petroleum gases (Butane and Propane) can be loaded.

Instructions concerning berthing are given by Vensport La Salina by means of radio-telephone.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

The tugs are made fast on the seaward side, one forward and one aft. Vessels berth under normal circumstances always with head in, which is a relatively simple manoeuvre. Vessels are berthed starboard side alongside Berths 6 North and 7 North; portside alongside at Berths 6 South and 7 South.

When the vessel's bow is between two and three ships' lengths from the head of the pier, the engines are stopped or reversed. The vessel then slowly enters the berth parallel to and about 40 ft. from the continuous fender face. When the vessel's bow is just past the berth's manifold area, the forward spring line is sent in by heaving line. The vessel is then positioned by using its ropes and is pushed alongside by tugs. The current sets mostly in a general Northwesterly direction with a velocity between 0 and 2 knots. This should be taken into account, particularly when berthing at the South facing berths where the vessel may be set onto the pier.

Moorings: Mooring bollards spaced with 80 ft. intervals are located on both sides of the pier, and provide the basis for a potentially excellent mooring configuration consisting of:

3 Head lines
3 Stern lines
2 Breast lines
1 Forward, Spring line and
1 Aft Spring line.

BALLAST: Vessel should arrive at La Salina with sufficient ballast to permit safe handling. Government Pilot requirements in this connection under normal weather conditions are interpreted as drawing approximately 8 ft. forward, 18 ft. aft, on a T – 2 or similar type tanker, and 11 ft. forward, 20 ft. aft on a 26,000 d.w.t., on larger type vessels the minimum draft required is 14 ft. forward and 22 ft. aft.

Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

It has been established that one of the major causes of contamination of crude oil is the relatively small amount of salt water remaining in the ship's tanks, pumps, and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and downtime to refining equipment, besides presenting many other processing problems.

It is therefore requested that the full co-operation of the Maste Officers of ships loading for Aruba, be given to ensure that all tanks and lines are flushed with lake water and stripped as possible.

Vessels equipped with a separate and completely segregated of ballast tanks, lines and pumps, will be permitted to discharge and load cargo simultaneously, providing approval of both the foreman and Petroleum Inspector is secured.

A Pier Supervisor who is in direct communication with the pumphouse is stationed at each pier during the entire time the is discharging ballast or cargo or receiving cargo.

All dirty ballast must be discharged ashore. The terminal 100,000 bbl. reservoir connected to two high capacity separator Max. ballast discharge is 40,000 bbls./hr. with max. 130 p.s.i. One or two hard arms (12 in.) are usually connected for discharge.

If it is desired to follow the "load-on-top" procedure it is requ that the marine representative be informed on arrival.

POLLUTION: There are no shore facilities to recover an oil spil Venezuelan authorities take a very serious view of oil pollution and fines are imposed for violations of the strict pollution rules. A gover representative is stationed at the terminal. It is therefore importa all precautionary measures be taken and spills avoided. In case spill, the port services section should be informed immediately b or telephone, which is located on the pier. The use of dispersa detergents on the water is not permitted.

LOADING: Instructions as to grade or grades of cargo, an approximate loading rate anticipated, will be given to the Maste arrival. Supplementary information including number and size of and Chicksan arms will be furnished to the Chief Officer before lo commences. Loading rates will be reduced as required when to off. If vessel's loading orders from owners or charterers do not with the terminal's orders, either as to grades or quantity, the m representative should be advised immediately. The termin authorised to load 10% more or less than the quantity nominated

A terminal employee is stationed at each pier during the entire the ship is discharging ballast, bunkering, or loading cargo. F minutes "standby" notice should be given to this man prior to comp of ballast, bunkers, or cargo.

Shut-down controls for all crude oil pumps are available at loading berth at ship's rail of loading vessels for use in cas emergency only.

LOADING RATES: Loading operations at La Salina Termina normally carried out at relatively high pumping rates; up to an ave of 40,000 bbls.p.h. Ship's officer will be advised by the pier super at what rate the cargo will be loaded. LPG is loaded up to an ave max. rate of 7,500 bbls.p.h. at Platform No. 3.

During periods of calm, loading of gasoline or other similar low products may be at lower rates or loading stopped if the heavy va are not being dispersed quickly enough to prevent hazards accumulated gas pockets. Ships' officers are cautioned to be on guard during such conditions.

Loading rates will be reduced when topping off, if requested b ship's officer.

Cargo Handling: The terminal is mainly a crude exporting facility also LPG, bunkers, condensate and gasoline are handled.

The cargo transfer facilities are:

Berth 6 North and South:
3 × 12 in. Chicksan arms for crude loading.
1 × 8 in. Chicksan arm for bunkers (located aft of manifold).

Berth 7 North:
4 × 12 in. Chicksan arms for crude loading.
1 × 8 in. Chicksan arm for bunkers (located aft of manifold).

Berth 7 South:
4 × 12 in. Chicksan arms for crude loading.
3 × 12 in. Chicksan arms for pressurised gas loading (located fo of crude loading manifold)
1 × 8 in. Chicksan arm for bunker (located aft of manifold).

Gasoline, condensate and pressurised butane are handled at Be at both sides of the manifold.

All connections are standard 150 ASA bolt hole flanges.

The emergency cargo stop button is located in the operators' sh on both piers.

Crude loading rates up to 50,000 bbls./hr. can be provided.

The loading and discharging of all crude petroleum and its pro will be stopped during the passage of an electric storm and ullage co must be closed and dogged down.

Cautionary Advice: Whenever non-matching flange sizes neces the use of reducers (spool pieces), Masters should insist that the re or hard arm be adequately supported by a proper jack, and should n to let cargo transfer operations commence before a satisfactory w manifold and hard arm connection has been provided.

MEDICAL: Complete medical, dental and hospitalisation facilities available at La Salina. Medical treatment is provided at a private Authorisation forms for medical treatment are provided which re the Master's signature. Transportation will be supplied by Vens La Salina.

If the patient does not speak Spanish or English, an interpreter sh accompany him.

DENSITY: Average density at the berth is 1002 but varies depe upon amount of rainfall. The temperature ranges from 82°F. to 8

FRESH WATER: A limited supply of fresh and boiler water is ava at La Salina Lacustre Terminal. Delivery is made through 2.5 in. Na Standard Fire Hose Thread hydrants. Ship's personnel must p hoses and connect up.

FUEL: Bunker C fuel oil, marine diesel and intermediate fuels are available at La Salina Terminal Lacustre. Delivery is made alongside Piers 6 or 7 by 8 in. diameter Chicksan hose, located about midships. *Loading Rates:* Bunker "C" and intermediate – 3,000 bbls.p.h.Diesel – 1,000 bbls.p.h.

It is the responsibility of the ship's engineer to give "stand-by" notice to the terminal employee and advise him when to shut down.

Supplies of lubricating oils in drums are available. Delivery will be effected while loading and requirements should be incorporated in the radio ETA.

FIRE PRECAUTIONS: The recognised fire alarm signal is 4 long blasts with ship's or tug's whistle. An 8 in. fire water main line runs alongside all 4 berths with numerous double 2.5 in. outlets for connection to ship's hoses. Four elevated water/foam monitors are located on each pier providing relatively good fire fighting protection for the main deck area. The 2 tugs are also equipped with elevated fire water/foam monitors, though on board foam storage capacity is relatively limited.

CONSULS: The following countries have consular representatives in the area:

Belgium
Chile
Colombia
Costa Rica
Denmark
Dominican Rep.
Ecuador
El Salvador
France
Germany
Great Britain
Guatemala
Italy
Netherlands
Nicaragua
Norway
Panama
Peru
Spain
Sweden
Switzerland
U.S.A.

REPAIRS: Vensport's Port Staff will assist with emergency repairs as may be required in each case depending upon availability of competent personnel and equipment. The company's shop facilities while not equipped for extensive ship repairs, may be made available to fabricate or repair items that are urgently required.

The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

Radio technicians are available for minor repairs. With sufficient advance notice a radar specialist can be arranged to board the ship at La Salina.

TIME: GMT minus 4 hours.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking. No launch service for liberty parties is available while vessel is anchored off La Salina awaiting berth.

GENERAL: Representatives of Vensport La Salina board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ships' requirements. The office building is located at the Pier Head Trestle and personnel are available for assistance at all hours.

(a) *Bonded Stores.* Cigarettes or other stores in bond are not obtainable in La Salina.

(b) *Cash Advances.* Cash advances are made in local currency, the Venezuelan Bolivare. Cash requirements should be included in the radio ETA.

(c) *Charts.* On first arrival of each tanker, the Agency Dispatcher will furnish a set of local charts if required. No supplies of U.S. Hydrographic or British Admiralty charts, or sailing directions, are available.

(d) *Classification Societies.* American Bureau and Lloyd's Register have non-exclusive Agents in Maracaibo, and qualified Masters and Chief Engineers are available for appointment as Surveyors when required.

(e) *Gangways.* All vessels using the Port of La Salina must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

(f) *Plimsoll Marks.* The Captain of the Port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels may be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

(g) *Port Services.* On arrival at La Salina Terminal, a company representative boards vessels, so it is particularly requested that Masters make known to him all ship's requirements. Master should bear in mind that while vessels are within Venezuelan territorial waters, Government Authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. La Salina also has radio telephone communication with North and South America and Europe. For further information contact Vensport in the terminal building, Tel. 88491 and 88492.

(h) *Rat-guards.* By order of the Port Authorities, vessels are required to use ratguards on all mooring lines.

(i) *Personnel – Seamen left ashore:* In the case of seamen left ashore for hospitalisation, repatriation or other reason, documents and personal effects are to be delivered to the Vensport Office in La Salina before sailing. A letter is required from the Master advising maximum advances to be made to seamen if any, and instructions concerning repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or Owner, responsible for any seamen left behind in Venezuela.

(j) *Provisions and stores.* Fresh and dry provisions are supplied by various Ship Chandlers in Maracaibo and Cabimas (La Salina). Master should deliver his signed requisition to the Vensport Office representative who boards on arrival. Provisions would then be delivered to the vessel while loading. The prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc., are competitive; dry stores are considerably higher than in most ports. The Fleet Steward will assist in filling requisitions. It is important that the Master sign the Ship Chandlers invoice as authorisation for the Marine Department to make settlement.

(k) *Mail.* Any pending ship's mail will be delivered on board by the Vensport Dispatcher on arrival at La Salina. At same time he will receive ship's mail to be dispatched. The Vensport Dispatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises the postage by signing 7 copies of the Company Postal Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter.

Copy of this list will be returned aboard the vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

(l) *Inspection of Petroleum Products and Crude Oil.* Chas. Martin & Company and E. W. Saybolt petroleum inspectors are available if specified.

(m) *Laundry.* Laundry service is available between 0700 hrs. and 1700 hrs. on week-days. No guarantee can be given on time of delivery.

AGENT'S NOTICE: December 1987.

TO ALL MASTERS CALLING AT LA SALINA

We would like to draw your attention to the following:

(a) Terminal of La Salina is an artificial island. For safety reasons during your vessel's call, a permanent (24 hours) taxi service has been arranged to take you and your crew from island to main gate and vice-versa.
(b) This taxi service MUST NOT be paid for by you or your crew.
(c) No idling or walking around the island and/or terminal is allowed.
(d) It is impossible to go through La Salina's main gate without the Harbour Office Shore Pass duly filled in with name, nationality, vessel's name, passport number and date.
(e) Your agent's call name at branch office of La Salina is "Agemar La Salina", standing-by 24 hours on VHF Channel 16, telephone numbers 45665 and 43089, direct line of Lagoven 3235. Agency's call name at main office also standing-by 24 hours on VHF Channels 12, 14 and 16 is "Agemar Maracaibo".
(f) Whenever calling "Agemar La Salina" and no reply is obtained, please contact "Agemar Maracaibo" and leave your message.
(g) If an emergency arises concerning bunkers or cargo, you must contact Lagoven's employee-in-charge of the pier at the small house beside the vessel or call by the telephone of the pier to the Loading Master, Tel. No. 3587, 3304 or 3258.
(h) Launch operator's call name is "Servicios Portuarios" on VHF Channel 16 (24 hours), Tel: 3491 and 3492. In case you need to contact Lagoven, there is always an employee on the pier with a telephone. Bunkers or water facilities are available at this pier.
(i) Water and bunkers are available at Piers No. 7 and No. 6. Water is taken through vessel's hose while bunkers by shore's Chicksan or rubber hose.
(j) Two hours before loading operation finishes, a radio call should be made to "Agemar La Salina", so that arrangements for pilot, tugboats and other sailing procedures can be made. (*)
(k) In case of oil spillage, an immediate call should be made to "Agemar La Salina" or "Agemar Maracaibo", giving the name of your P & I Club. We will contact the area representative and request their assistance.
(l) It is recommended that a crew member stands-by on VHF, one hour after vessel finishes loading.
(m) Maximum sailing draft is 39 ft. 00 in. even keel – NOT ONE INCH MORE.
(n) Crew Disembarking – In order to obtain 25% discount on air tickets and to cover IATA Regulations, Master must issue a letter addressed to Agemar requesting the tickets and mentioning name, destination, passport number, nationality, age. If any excess luggage (only 40 kgs. allowed per person), Master has to authorise same and inform agents. Our agent at Maiquetia Airport will take charge of this expense on behalf of Owners. Weighing of baggage should be done onboard and letter must be done on vessel's official paper, signed by Master and with the vessel's stamp on it. Crew members disembarking have to keep their Shore Passes. *All other shore passes must be returned to the Agent and he must be informed whether all crew members are on board.*
(o) Medical Attendance – Call immediately "Agemar La Salina" and send the person that is sick to the hospital, by the taxi, also call Lagoven's Control Tower. Taxi has a visible identification that says "Linea Zulia". Taxi driver will not only take the crew member to the hospital but will also pick up Agemar's agent and service order as well.
(p) No external painting of vessel (hull) is allowed while berthed or anchored. It is forbidden to deballast from cargo tanks (clean or dirty) into the lake. Heavy fines will be imposed on those not complying with these regulations. Smoking is not allowed on all piers.

(*) Please call by VHF Channel 16 to "Agemar La Salina", today at 1800 hours local time, informing the estimated time of completion of loading.

MARACAIBO: 10.42 N. 71.39 W.

On the N.W. shore of the Lake Maracaibo.

Maracaibo is the capital of the State of Zulia and seat of all Government and Consular Offices, as well as the port of entry for all vessels loading at one of the Terminals in the Lake of Maracaibo. (N.B. For information details of Documentation, Pilotage etc., see "Maracaibo Lake").

Also see "Shipmaster's Report" before Bajo Grande.

ANCHORAGE: The Pilot will not con the ship into the anchorage, but will indicate the proper location to anchor. Care should be taken because of small boats and ferry traffic.

ACCOMMODATION LADDER: Vessels must provide an accommodation ladder. The use of trunk ladders, pilot ladders, etc., is contrary to port regulations. Port Authorities will board only by means of an accommodation ladder. It is recommended to rig this in advance to avoid unnecessary delays.

BOARDING PARTY: The boarding party usually consists of the following persons: One Quarantine Official, Two Customs Officials, One Port Captain's Representative, Two representatives (Agent and Mooring Master).

RADIO: "Radio Marina" transmits information of interest to navigation every day from Monday to Friday from 1000 hrs. to 1015 hrs. and from 1600 hrs. to 1615 hrs. on frequency of 4,420.7 kHz in the 60 m. band, output 1 kW. All bunker, lubricating oils, water and other requirements should be included in the cable giving ETA of the vessel.

TUGS: Service not compulsory, assistance is rendered if required by the Harbour Master.

BERTHING: The manoeuvring area within Maracaibo harbour has a depth of 26 ft.

	Length	*Depth alongside*
Wharf No. 1	106 m.	15 ft.
" " 2	106 m.	15 ft.
" " 3	159 m.	15 ft.
" " 4	159 m.	22 ft.
" " 5	135 m.	25 ft.
" " 6	135 m.	26 ft.
" " 7	135 m.	26 ft.
" " 8	135 m.	26 ft.
" " 9	120 m.	25 ft.
" " 10	120 m.	22 ft.
" " 11	120 m.	22 ft.
National Brewery Wharf	125 m.	19 ft.
Regional "	120 m.	21 ft.
New Pier (2 berths)	—	30 ft. – 33 ft.

STEVEDORES: Normal working hours 0700 – 1100; 1300 – 1700 and 1800 – 2300 hrs.

MEDICAL: Complete medical services are available.

FRESH WATER: All wharves supplied with fresh water by 2 in. hoses. Rate 15/20 t.p.h. Fresh water also available from local contractors with barges.

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil are available at Maracaibo from local contractors with barges. Supplied only by barge at the wharves or anchorage. Lubricating oils are also available.

CONSULS:

	Telephone		Telephone
Belgium	3235	Italy	—
Colombia	72232	Mexico	6781
Costa Rica	6511	Netherlands	4621
Denmark	6531	Nicaragua	76703
Dominican Rep.	6511	Norway	78911
Ecuador	74055	Panama	78110
El Salvador	74241	Peru	4545
France	5297	Portugal	80870
Germany	76061	Spain	71118
Great Britain	6169	Sweden	6511
Guatemala	71193	United States	2123

REPAIRS: No major repairs facilities are available; however, repair work can be done through local machine and electrical shops, and shore labour can be furnished if required. Radio and radar technicians are also available.

AIRPORT: International Airport "Granode Oro" situated N.W. of Maracaibo City served by many national and international airlines. A second airport with cargo and passenger services is situated at Santa Barbara del Zulia, on the banks of the Escalante River.

HOLIDAYS: All Sundays; 1st January; Good Thursday and Friday; 19th April; 1st May; 24th June; 5th July; 24th July; 12th October; 24th October; 18th November; 17th December; 25th December.

POLICE/FIRE/AMBULANCE: Police tel. 3821; Fire tel. 6585; Ambulance tel. 2209.

TELEPHONES: There is no service for connecting telephones on board vessels. Public telephones are situated in the warehouses adjacent to all wharves.

PROVISIONS: Fresh and dry provisions are available through ship chandlers in Maracaibo for delivery at Maracaibo Harbour or at the terminal.

SHORE LEAVE: Launch service in the Maracaibo harbour is readily available for official ship business. For personnel shore leave, depends on launch availabilities on arrival.

SHIPMASTER'S REPORT: 1976

Communication: Considerable difficulty was experienced raising La Guaira Radio Station (YVG) for transmitting the necessary ETAs. Our messages were transmitted via Portishead (GKR). Agents, however, advised that messages are normally transmitted through Curacao (PJC).

Pilotage: Masters making their first visit to the port are to embark the Pilot at Punta Cardon (Paraguana Peninsula). Ample notice must be given to the Agents as the Pilot has to be flown there from Mara Masters making their first visit to Maracaibo must also disemba Pilot at Punta Cardon on departure. Masters may thereafter pro directly to San Carlos pilot station.

Communications can be made through the Harbour Master's O Punta Cardon.

Delays experienced off Punta Cardon did not occur on this part occasion. Pilot boards and normally rests in the pilot's cabin 30 minutes from the "EM" Buoy.

Berthing: 2 tugs are compulsory for vessels berthing/unberthing w the vessel's length exceeds 476 ft. All other vessels 1 tug compu

Stevedoring:

Normal working hours

(Monday – Friday)	0700 to 1100 hrs.
	1300 to 1700 hrs.
	1800 to 2300 hrs. (Overtime)
(Saturday)	0700 to 1200 hrs.
(Sundays & Public Holidays) *No work.*	

Vessels must be fully rigged and hatches open and ready i respects to load or discharge at least 15 minutes before steved arrive. If necessary shore labour is available to assist.

SHIPMASTER'S REPORT: 1975.

Arrival Messages: Cable Agent – Maracaibo via La Guaira Radi departure Cristobal with ETA Punta Cardon, draft, cargo stowage, ga required and requirements. (For subsequent calls vessel wi permitted to proceed to San Carlos pilot station to embark Pilot).

24 hours prior to arrival repeat ETA Punta Cardon, to be se described above.

2 hours before arrival at pilot station – Punta Cardon call on Cha 12 VHF to update time of arrival.

Pilotage: Pilot boards at Punta Cardon about 1 mile off the tanker be from a launch with a "roof landing", therefore the pilot ladder mus about 6 ft. from the water. This Pilot travels from Maracaibo to mee vessel at Punta Cardon and takes the vessel all the way to Marac Punta Cardon to "EM" Fairway Buoy – 78 miles. "EM" Buo Maracaibo – 35 miles.

Once the vessel has made a call at Maracaibo the Master is t exempt and may take his vessel direct to the "EM" Buoy and nego the buoyed channel for 12 miles to San Carlos Pilot Station. The cha is straight, wide and the buoys are well lit and marked. A Wester is said to prevail across this channel from the "EM" Buoy to San Ca Pilot Station but it was not evident on our passage in or out. How a strong ebb tide was noticed running out to sea off San Carlos P Station. The channel from the "EM" Buoy to Maracaibo is dredge 41 ft. but off the berths at Maracaibo the maximum draft is 26 ft. T had been a lot of unseasonal rain prior to our call and we noted the density of the dock water was 1001.

Documents:

1 Health Declaration.
8 Stores Lists.
8 Crew Lists.
6 Passenger Lists (If no passengers these papers have to b entered as "Nil" passengers).
8 Crew Declaration Lists.
2 Venezuelan Manifests (Sent from N.Z.).
2 Sets Bills of Lading (Sent from N.Z.).
12 Sets Tally Books (Sent from N.Z.).

Stevedores: "Servicios Portuarios de Maracaibo".

They have 24 gangs in the port and mechanical equipment to su 16 gangs. Normal working hours are 0700 – 1130 and 1300 – 1630 Overtime 1800 – 2230 hrs. Saturday 0700 – 1200 hrs. No wor Sunday.

The labour works well but is not accustomed to working refriger ships and when the gangs work into the wings the Agent had to su the men with warm clothing and hot coffee. Their discharge ra cartons of frozen cream was 18 t.p.h. In hindsight I would sugges it would be advisable to stow frozen cream for Maracaibo in a h square if possible to obviate the need for the labour to go into the w as the complaint about the "cold" does not arise until this happens. T had 14 open trucks laid on to take the cartons of cream direct to butter works and they had an unbroken flow so the "hook" was no up on this account.

Berthing: There are berths for 6 ocean going ships and they sa can berth these ships up to 26 ft. Tugs are available and becau berthing starboard side to we used 2 tugs. The berths are concret rubber fenders and there is plenty of working space for the mecha vehicles. The Pilots speak a little English but sufficient to m themselves understood and are capable. Fresh water is avai alongside but I understand if bunkers are required they have t brought by barge and there is a minimum charge of $1,000 irrespe of the amount of fuel required. They have a repair facility which is i hands of a local engineering company. Fresh vegetables are avai and can be recommended, supplied by the only providore. He mai a listening watch on Channel 16 VHF and has a liaison with Agen any messages sent prior to arrival at the berth. His station is a Automercado Venezia.

EL TABLAZO: 10.45 N. 71.32 W. (See Plan)

(N.B. for important details of Documentation, Pilotage, etc., see "Maracaibo Lake".)

Also see "Shipmaster's Report" before Bajo Grande.

LOCATION: S.E. part of Puerto Miranda. Entrance by Buoys 63 and 64.

Distance from San Carlos Pilot Station 16.5 miles.

MAX. SIZE:

	Depth alongside MMOLW ft. in.	*Depth approach channel ft. in.*	*Max. recom-mended Draft ft. in.*	*Max. d.w.t.*	*Max. LOA ft.*	*Limiting Factor*
Solids Dock:						
North Berth (Urea in bulk)	28 00	29 00	28 00	50,000	656	Draft
South Berth (Urea in bags)	29 06	30 00	29 06	50,000	820	Draft
South Berth (General Cargo)			20 00	50,000	656	Draft
Liquids Dock:						
North Berth	30 00	30 00		50,000	787	Draft
South Berth	27 09	29 06		50,000	787	Draft
Salt Dock:	20 06	21 00	20 06	3,000	270	d.w.t.
Heavy Cargo Dock:	14 00	12 00	14 00	No limit	196	Draft

Remarks: Ships willing to wait for tide may add height of tide to maximum recommended draft.

BERTHING:

	Length of Berth ft.	*Width of Pier ft.*	*Height of Pier above MMOLW ft.*	*Mooring Lines Bow*	*Mooring Lines Stern*	*Products Handled*
Solids Dock:						
North Berth (Urea in bulk)	735	34	11.5	2 head 1 breast 1 spring	2 stern 1 breast 1 spring	8, 14, 18
South Berth (Urea in bags)	974	34	11.5			7, 14, 18
South Berth (General Cargo)	738	34	11.5			14, 18
Liquids Dock:						
North Berth	856	14.7	11.8	2 head 2 breast 1 spring	2 stern 2 breast 1 spring	6, 5, 12, 17
South Berth	856	14.7	11.8			6, 5, 12, 17
Salt Dock:	364	43	10.5	2 head 1 breast 1 spring	2 stern 1 breast 1 spring	11, 12
Heavy Cargo Dock:	196.8	295	—	—		18

Products Handled: 1. Ethylene; 2. Propylene; 3. Propane; 4. Butane; 5. Nat. Gasoline; 6. Anhydrous Ammonia; 7. Urea in Bags; 8. Urea in Bulk; 9. Chlorine; 10. Caustic Soda; 11. Salt; 12. Styrene Monomer; 13. Monovinyl Chloride; 14. Potable Water; 15. Inert Gas; 16. Ballast Water; 17. Methanol; 18. General Cargo.

Products to be handled:

Natural Gasoline at	687 t.p.h.	
Estirene	160 ,,	
Methanol	687 ,,	
Isobutane	687 ,,	
Ammonia	525 ,,	temp. −33.3°C
Propylene	40 ,,	40°/6°C
Butane	160 ,,	7.8°C
Monovinyl Chloride	420 ,,	37.8°C
Ethylene	80 ,,	−104°/−70°C

Cargo Equipment:

North Berth: One urea in bulk loader
Cargo capacity 650/700 t.p.h.

South Berth: Three urea in sacks conveyors.
Cargo capacity 2,400 sacks of 50 kg. each per hour.

DENSITY: 997 – 1003.

FRESH WATER: Available, 8 t.p.h., but expensive.

OPERATOR: Petroquimica de Venezuela, S.A., (Pequiven) – El Tablazo, Apartado 159, Manejo de Productos, Maracaibo, Estado Zulia, Venezuela. *Tel:* 311-388. *Telex:* 23206. *Contact:* Captain Antonio Parcero.

PUERTO MIRANDA: 10.46 N. 71.34 W. (See Plan)

(N.B. For important details of documentation, Pilotage, etc., see "Maracaibo Lake").

LOCATION: Situated at Eastern shore of entrance to Lake of Maracaibo, in position Lat. 10° 46′ N., Long. 71° 34′ W.

OPERATOR: Maraven, S.A.

DOCUMENTS: On arrival the Master must present to the Port Authorities the following documents:

1 copy Clearance (Note: If the vessel was diverted, Master has to present a telegram in which vessel received instructions to proceed to Puerto Miranda).
8 copies Crew List.
3 copies Stores List.
1 copy Vaccination List.
3 copies Personal Effects Lists.

Vessel sailing for U.S. ports requested to have American Crew List ready on arrival so it can be forwarded to U.S. Consulate without delay.

PILOTAGE: Compulsory. On arrival Puerto Miranda under Government Channel Pilot's assistance, the vessel will be boarded by Government Berthing Master, who will assist Master in docking and undocking.

For Channel Pilot see "Maracaibo Lake".

ANCHORAGES: North anchorage area is situated at Northern part of the exit channel and is marked by the Buoys No. B57B, AP1, AP2 and AP4. Maximum depth 10.0 m.

South anchorage area is situated at Southern part of the exit channel and is marked by Buoys No. B59, AP3, AP5 and B63. Maximum depth 10.36 m.

RESTRICTIONS: There are restrictions for docking and undocking when strong currents are running.

MAX. SIZE: Length 910 ft., breadth 147 ft., draft 39.5 ft.

HEALTH: On arrival, when Pratique is requested, all vessels should fly international flag signal "Q", or show a yellow light during hours of darkness. Customs will grant Free Pratique only when they are on board.

RADIO: All information such as ETA, ballast, etc. may be sent through Curacao Radio. Telex No. 1143-6472.

Puerto Miranda can be contacted by Telex No. 61115.

VHF: Channels 16 and 12. Vessels are requested to call Puerto Miranda about 3 hours before arrival at the port. Calls made in Spanish language will be answered promptly, as there is always a Spanish-speaking clerk on duty. Calls in English will be answered by the Supervisor on duty, except when he is occupied, in which case the call should be repeated later. As an alternative, the Master could ask Government Pilot to report in Spanish his arrival to Puerto Miranda.

TUGS: 2 motor tugs of 4,200 h.p. assist all vessels in docking and undocking. Tugs always used as required by pilots.

BERTHING:

Jetties/Berths	*Depth M.M.O.L.W.* (ft.)	*Maximum Permissible Draft* (ft.)	*Maximum Permissible Length* (ft.)	*Maximum Permissible Displacement* (tons)
Jetty No. 2				
1 (North Outer)	42	39.5	910	90,000
2 (South Outer)	42	39.5	910	90,000
3 (North Inner)	35	34	†575	62,000
4 (South Inner)	28	27	‡575	62,000
Jetty No. 3				
5 Inshore (North Seaward)	42	39.5	910	90,000
6 Inshore (South Seaward)	42	39.5	910	90,000

Remarks: Alongside UKC for ships up to 700 ft. LOA = 1 ft.
Alongside UKC for ships over 700 ft. LOA = 2 ft.

(†) LOA in Berth No. 3: This can be increased up to 620 ft. whenever vessel on Berth No. 1 has LOA up to 555 ft.

(‡) LOA in Berth No. 4: This can be increased up to 610 ft. if Berth No. 2 or 5 are empty when vessel arrives, then Berth No. 2 has to be temporarily restricted to vessels up to 665 ft. LOA

The alongside drafts are subject to reduction owing to depth in inner and outer channels.

Vessels drawing over 37 ft. 06 in. will proceed according to monthly sailing draft table issued by Maraven, S.A.

MEDICAL: Written request for medical attendance, as well as a shore pass, is always required. Master must inform by telex how many crew members will be sent to Maracaibo through the Agent. Ample hospital facilities available at Maracaibo.

TANKERS: Discharge lines 12 in.

Tank cleaning and dirty ballast facilities up to a maximum of 25% of vessel's deadweight.

Discharge of waxy slops and sewage water is forbidden.

Maximum receiving rate for ballast discharge 1,000 t.p.h.

Maximum loading rate 6,000 t.p.h.

Winds are mainly from the N.E. quadrant.

Vessels of any deadweight must secure with at least:

Forward: 4 headlines; 4 breasting fibre ropes and 1 spring in Berths No. 1 and 2.

Aft: 2 stern lines; 4 breasting fibre ropes and 1 spring in Berths No. 1 and 2.

In Berths No. 3, 4, 5 and 6. Forward: 2 head lines; 4 breasting lines and 1 spring.

A suitable gangway will be provided by the shore installation. When it is out of order vessel's gangway has to be used.

The terminal assist in the event of any vessel spillage; but the Master is obligated to make his own arrangements to control the spillage.

BALLAST: *Agent's Notice:* September 1987.

For your guidance please note Maraven's tariff stipulates an additional charge of U.S.$515.00 per hour for extra berth occupation covering any delays attributable to the vessel (tank cleaning, repairs, etc.).

It is important that vessel arrives with tanks in suitable condition to load as per charter party.

If tanks are not accepted by Inspector, the Terminal will charge additional berth occupancy as per above, and if vessel proceeds to anchorage for further cleaning, Terminal fee (tugs and launch for running lines) will be charged again in full for second docking.

The volume of ballast accepted without extra charge to the vessel is up to 25% of her Summer deadweight.

For vessels over 115,000 S.D.W.T., volume in excess of 28,750 tons ballast also applies.

DENSITY: Density of water at berths 997-1003.

Density of water in outer channel 1015-1025.

FRESH WATER: Available at all jetties at a loading rate of between 20 t.p.h. to 30 t.p.h., depending on number of vessels being supplied at any one time. Approximate cost is U.S.$4.0 per ton.

FUEL: Available ex-wharf: Bunker "C", thin fuels from 200 to 3,500 seconds Redwood, and marine diesel. Delivery rate 400 t.p.h. and 80 t.p.h. respectively.

Gas oil, fuel oil and thin fuels may be supplied by barge ex-Maracaibo, delivered at anchor at a maximum rate of 110 t.p.h. and 140 t.p.h.

Notice in advance is requested for delivery.

FIRE PRECAUTIONS: Any hot work is forbidden whilst alongside the Pier. Terminal approval is compulsory for any special requirements.

CONSULS: On all Italian vessels, the Consul comes on board on arrival. Other Consulates are at Maracaibo: Colombia, Netherlands, Panama, Peru, Spain, Great Britain, Guatemala, Switzerland, U.S.A., Chile and Portugal.

REPAIRS: There are small workshops in the area. Contact Agent on arrival.

SURVEYORS:

(1) Cargo Inspectors:
Saybolt. Telex 61120 Maracaibo. Tel: 76975.
Caleb Brett. Telex 23333 Caracas. Tel: (02) 325875.
Inspecciones C.A. Telex 62292 Maracaibo. Tel: 78642.
AIVEPET. Telex 21050 Caracas. Tel: (02) 9860422.
Chas. Martin. Telex 62451 Maracaibo. Tel: 78651.
S.G.S. Telex 23324 Caracas. Tel: (02) 338569.

(2) Surveyors:
Lloyd's Register, American Bureau, Bureau Veritas and Norske Veritas.

CUSTOMS ALLOWANCES: One opened packet of cigarettes allowed to be taken from vessel by each crew member when going ashore. When a crew member signs off, he must present his personal effects to the Customs.

REPATRIATION: Crew changes and repatriation possible. All the arrangements are made by the Agent.

AIRPORT: An International Airport is situated in Maracaibo City. It is served by National and International Airlines. All arrangements through the Agent.

TIME: GMT minus 4 hours.

HOLIDAYS: Do not affect port operations, port works throughout 24 hours, 7 days a week.

POLICE/AMBULANCE/FIRE: All contact must be made in Spanish language. The supervisor will assist in making contact.

Telephones: Police 169. Fire 166. National Guard 168.

EMERGENCY CO-ORDINATION CENTRE: Port Captaincy at Maracaibo, Tel: 9-0-223279 or VHF Channel 16.

TELEPHONES: Whilst alongside, a telephone is placed on board for operational purposes, emergency and internal communication with Maraven telephones. There is no charge.

SERVICES: Radar repairs, R/T repairs, gyro-compass adjusting and all types of electronic repairs.

BANKS: The nearest bank is located at Los Puertos de Altagracia or at Maracaibo City.

STORING: Vessel can be stored by barge or truck; but it is strictly prohibited by barge during loading or discharging, likewise it is prohibited for truck to proceed alongside the ship during loading or discharging.

SHIP SUPPLY SERVICES: Available in Maracaibo. Contact to be made through the Agent.

SHORE LEAVE: Not granted until shore passes are stamped and signed by Authorities. Passport and shore pass required by all crew members going ashore. Passes must be shown to guards at gangway and gates. Crew members must be properly dressed before proceeding ashore. Master must collect all passes and return them to Agent before vessel's departure.

DELAYS: Delays can be expected during deballasting if the levels in the pits are high.

GENERAL: *(a) Tides:* In view of the changing depth in the channels which allow navigation to vessels up to about 70,000 d.w.t. fully laden at high water, permanent predictions of sailing draft tables have been prepared by Maraven S.A., and they will send these on board ships of over 47,000 d.w.t.

(b) Currents: The tidal current (Lunar tide) at this port can at times be very strong and subject to changes. Usually the outgoing tide runs for 7 to 8 hours against 4 to 5 hours for incoming tide. Direction approx. at right angles to jetty.

(c) Movement of Passengers: Embarkation or disembarkation of passengers through this port is not allowed by Venezuelan Law, as this Terminal is only authorised by the Treasury Ministry (Ministerio de Hacienda) exclusively for exporting crude oil.

(d) Failure to Rejoin Vessel: If any member of crew is not aboard at sailing time, Authorities will not clear vessel although permission may be given to proceed to anchorage if the berth is required. If sailing permission is granted, Master is required to sign letter accepting all costs in connection with this matter being for Owner's account.

(e) Launch Service: Masters who have to go on business to Maracaibo can make use of public service launches. Please contact your Agent.

(f) Guards: Custom Guards (Guardia Nacional) will be posted on all vessels and Masters are reminded that these guards must be accommodated and treated in the same manner as ships' officers. Non-compliance entails not only a fine but will result in delays in clearance and cargo operations.

(g) Visitors: Only persons on business allowed on piers. Visito guest of Master, allowed to board vessels provided a written and request presented by Master to Port Services Department. particulars covering procedure for obtaining permits for visitors obtained from Port Services Office.

(h) Charts – Nautical Publications: On arrival of each tanke Agency Representative will furnish a set of lake charts if req No supplies of U.S. Hydrographic or British Admiralty charts or Directions, Nautical Almanac, etc., are available at this port.

(i) Films Exchange: Films may be exchanged at Maracaibo.

(j) Fire Alarm: Each Thursday morning at 1100 hrs. there wil test of fire alarms including sirens at the wharves.

(k). Cash Advances: Local currency is Venezuelan Bolivar and advances are made only in this currency. It is requested tha requirement for cash advances be included in vessel's radio ET permit delivery on board on arrival.

REGULATIONS: Following regulations should be strictly observ the vessel's crew whilst alongside or at anchor. Non-complianc these instructions entails not only a fine but delays in cargo opera

1. Use of rafts for painting the ship's sides is strictly prohibited.
2. Lifeboats should not be lowered without the special permiss the Government Port Captaincy.
3. Swimming in the harbour is strictly prohibited.
4. Waste water, sanitary or other must not be discharged on je
5. It is strictly prohibited to paint ship's name or others on je When this occurs the vessel will be charged for the cleaning.
6. Painting in ships alongside is strictly prohibited.
7. Before start of cargo operations it is compulsory to execu requirements established in the Check List.
8. It is necessary to keep a close and constant watch on moo and to adjust when necessary. When adjusting, call for assistan tugs before slackening off any mooring lines, if the current is settin vessel off the pier.

SHIPMASTER'S REPORT: December 1992.

Gangway: It is advisable to ask Agent if gangway available, as are not in working order.

Moorings: Normal tie-up is 2-5-2. Springs are sent first, followe breasts by shore messenger and finally head and stern lines.

AUTHORITY: Maraven, S.A. Apartado 829, Codigo Postal 10 Caracas, Venezuela. *Tel:* 908.2111. *Telex:* 23535, 2 *Cables:* Maraven Caracas.

Section F

PUNTA DE PALMAS: 10.24 N. 71.34 W. (See P

(N.B. For important details of Documentation, Pilotage, etc., "Maracaibo Lake".)

OPERATORS: Maraven, S.A.

FLAG: The Authorities require the Venezuelan flag to be flown fro mast head from the time the vessel enters the outer channel to into the port until it leaves again by the same channel.

LOCATION: The terminal is located at Punta de Palmas del approximately 13 miles South of the Port of Maracaibo on the shore of Lake Maracaibo. The terminal proper may be identified 300 ft. radio tower, having 2 small red lights 200 ft. from the base 1 large red light on top of tower. The top light flashes every 2 sec

PILOTAGE: Vessels which arrive have the option of taking on the O Pilot at the following places:

(a) In the outer channel of the Lake of Maracaibo, between B B-24 and B-26.

(b) In the anchorage area, located approximately 5.5 miles to the of the Island of San Carlos and to the East of the Buoy B-17. This is identified by a green light buoy, equipped with a radar refl (position: Lat. 11° 04′ 22″ N., Long. 71° 33′ 48″ W.).

(c) On the "EM" Buoy (i.e. Entrance to Maracaibo), there is a radar reflector (position: Lat. 11° 13′ 47″ N., Long. 71° 33′ 31″ W.).

The Official Pilot who comes on board at San Carlos will tak vessel to Maracaibo. At times, due to bad weather, the Maracaibo Captaincy cannot guarantee the embarkation or disembarkation of at the "EM" Buoy or in the anchorage at Lat. 11° 04′ 2 Long. 71° 33′ 48″ W. For this reason, Masters must contact the station at San Carlos so that they may give him appropriate instru as to the place of boarding or disembarkation of the Official Pilot, generally speaking embarks between Buoys B-24 and B-26.

The system of communications which vessels use with the station of San Carlos will be the morse lamp, radio-telephone or

The frequencies on which San Carlos listens out are: Radio 2182 Radio-telephone 156.6 MHz. It also operates with frequencies 2120, 2638, 2738 kHz R/T and 156.8 MHz VHF.

Vessels sailing from Punta de Palmas will take on the Official the mooring where they are located after having terminated their operations. This Pilot must be requested one hour and forty-five m before the estimated time of being ready to sail. Vessels which e their Official Pilot at Punta de Palmas to sail to Maracaibo will c their Pilot again on arriving at that port. The Pilot who embarks wil the vessel to the proximities of the Island of San Carlos, betwe towers E-31 and E-33, where he will disembark onto a pilot launc Port Captaincy of Maracaibo has given instructions to shipping for the purpose of informing Masters and Owners of vessels that Master must identify himself in advance to the pilot station at San at any time of the day, when they are arriving at Buoys B-17 and and when they are sailing at T-42 and T-40. These instructions an obligatory nature in order to keep the Pilots' service informed times of any emergency that may arise. Also to avoid an Officia going out unnecessarily from his base, especially during the nigh belief that the vessel which is in sight requires his services; in th both the service of the launch and that of the Pilotage not given charged to the ship's Agent or Representative.

Lake Pilotage: An Official Government Pilot will assist every ship in crossing from Maracaibo to Punta de Palmas and in its exit voyage from Punta de Palmas to Maracaibo. This Pilot will also assist in the operations of mooring and unmooring. The Agent will inform the Master and the Official Pilot of the time determined for berthing the vessel when it arrives at Maracaibo. Vessels which load in Punta de Palmas must request a Pilot for their exit journey at least 1 hour 45 minutes in advance of the time at which they consider the vessel will sail.

CARGO DOCUMENTS: Vessel's clearance and cargo papers will be delivered to the Master on arrival in Maracaibo Harbour outbound. Maraven will accept no responsibility for delay in clearing a vessel due to unavailability of personnel from offices of the Port Authorities.

APPROACHES: The buoy which indicates the entrance to the outer channel ("EM" Buoy) is located in the geographical position: Lat. 11° 13′ 47″ N., Long. 71° 33′ 31″ W. The light of the "EM" Buoy has the following characteristics: white light, with 1 flash every 10 seconds, visibility approximately 5 miles. The distance between the "EM" Buoy and the inner extremity (South) of the inner channel, marked with Buoys B-27 and B-28 is approximately 15.75 miles. The outer channel has a width of 300 m. between the limit on both sides. The navigable portion for loaded vessels is 240 m. wide. The average depth which has been checked at low tide is 13.72 m. (45 ft.) and the tidal amplitude is up to a maximum of 1.49 m. (4.9 ft.). There is a breakwater located a half a mile to the East and parallel to the external channel which extends for 2,574 m. (1.6 miles) to the North from the Northern coast of the Island of Zapara. In its outer extremity there is installed the lighthouse of the steel lattice type construction, with a height of 7.62 m. (25 ft.). The characteristics of its light are: white, with 1 flash every 8 seconds, visibility approximately 5,556 m. (3 miles).

The commencement of the internal dredged channel is marked by Buoys B-29 and B-30. The extension of this channel is 19.31 km. (12 miles) approximately and ends at Towers T-55 and T-56. The channel is 244 m. (800 ft.) wide and its normal checked depth is 13.72 m. (45 ft.) at average low tide, with a tidal amplitude which varies between 0.49 m. and 0.89 m. (1.5 ft. and 3 ft.), at Tower T-66, and from 0.82 m. to 1.46 m. (4.5 ft.) at Buoy B-29.

The channel from Tower T-56 as far as the Port of Maracaibo is dredged and its termination is marked by Buoys B-73 and B-74. It is 244 m. (800 ft.) wide and has a depth of 13.72 m. (45 ft.). Its distance is 17 km. (11 miles).

The depth in all the channels may vary in accordance with the sedimentation to which they are subjected and the formation of sand banks. The Port Captaincy at Maracaibo issues Notices to Mariners keeping them informed as to changes in depths in the channels. Navigators are advised to keep themselves up-to-date with these notices of variations of depth when they calculate their exit draft of their respective vessels.

MAX. SIZE:

Berth	*Max. LOA*	*Max. Draft*	*Max. d.w.t.*
No. 1	835 ft.	38 ft.	80,000 tons
No. 2	835 ft.	37 ft. 6 in.	80,000 tons
No. 3	890 ft.	42 ft.	100,000 tons

Also see "Berthing".

RADIO: *Time of Arrival (ETA):* When a vessel leaves its previous port destined for the Terminal of Punta de Palmas, it must inform both its Agent and Maraven S.A. in Maracaibo as to its best estimate of the date and time of arrival in Maracaibo. Then at least 24 hours prior to arrival at the San Carlos pilots' station, it must send another message to confirm the time of arrival at Maracaibo. The nationality of the vessel, name, nett Venezuelan tonnage (if it does not have this, its registered tonnage), last port, name of Master, permanent ballast or cargo in tanks or both, and any other information which is pertinent must be included in this message. The cable address of Maraven S.A. is as follows: Maraven, Maracaibo, Telex 61126. By virtue of the circumstances that the Cable Office in Maracaibo is not equipped to communicate with vessels on the high seas directly, messages sent to Maraven S.A. and to the Agent of the vessel must be transmitted through "PJC" (Curacao), with the prefix "Via ACC" (All American Cables and Radio, Inc.).

We wish to emphasise that by virtue of the fact that our undertaking rents a part of its equipment which it uses for mooring vessels in accordance with the last message of arrival of the vessel, this message must be compiled with the greatest accuracy possible. Any alteration in the time and date of arrival affecting the vessel before or after the time indicated in its message, will be for the account of the vessel as will be the cost of rental of the equipment used.

Maraven S.A. is in no way obligated to carry out the mooring of any vessel, except at the estimated time of its arrival at Punta de Palmas, although exception is made where the vessel may have been delayed in Maracaibo by virture of reasons beyond the control of the Master.

TUGS: Tug service consisting of 2 tugs of not less than 1,600 h.p. each is provided by the terminal operator for all vessels. Both tugs will assist all vessels in mooring and unmooring operations. Should it be deemed necessary by the terminal operator to require a tug in addition to the 2 terminal tugs for mooring or unmooring vessels exceeding 750 ft. in length, charges for this additional service will be for the account of vessel.

Vessels which exceed 835 ft. overall length, and destined for Berth No. 3, require the assistance of at least an additional tug. This additional tug will remain at the convenience of the Terminal for the time that the vessel remains at the berth.

In all cases where there are adverse weather conditions, without taking into account the size of the vessel, the Operator of the Terminal, at his convenience, may request the services of an additional tug to protect the installations of the Terminal and the ship, which will be for the account of the vessel.

The Terminal Department will make the necessary arrangements through the intermediary of the ship's Agent, for contracting additional tugs. These services will be charged to the ship's Agent by the tug operator who is contracted.

MOORING: *Berth No. 1:* Located approximately 8.85 km. (5.5 miles) from the Terminal and 2 km. (1.25 miles) to the West of Buoys D-95 and D-96 in the Maracaibo Channel. Distance between the bow and stern buoys is 364.90 m. (1,200 ft.).

This berth is equipped, apart from the mooring buoys, with a transversal mooring pile on its Eastern side, submerged, with chain and cable the same as those of the Buoys. This does not interfere with the operations of mooring and unmooring.

Berth No. 2: Located approximately 8.85 km. (5.5 miles) from the Terminal and 2 km. (1.25 miles) to the East of the Buoys D-95 and D-96 and to the N.E. of Berth No. 1. Distance between the bow and stern Buoys is 350.50 m. (1,150 ft.).

This berth is equipped, apart from the mooring buoys with a transversal submerged mooring pile equal to that of Berth No. 1.

Berth No. 3: Located approximately 9.65 km. (6 miles) from the Terminal, 1.2 km. (0.75 mile) to the West of the Buoys D-95 and D-96 and approximately 914 m. (3,000 ft.) to the East of Berth No. 2. Distance between the bow and stern buoys is 365.76 m. (1,200 ft.).

This berth is equipped similarly to Berths No. 1 & 2 with a transversal submerged pile on the Western side of the berth.

Conditions applicable to all berths: (a) Vessels which have a total overall length of 239.26 m. (785 ft.) or more must be equipped with 2 tension capstans at the bow and on the after deck, with sufficient cable to reach the stern and bow buoys respectively.

(b) Every vessel loading at any of the berths must take into consideration that due to Government regulations, the vessel must have a minimum clearance of 0.984 m. (3 ft.) below the keel at any point during its transit through the Maracaibo Channel, without taking into account the limitations of the channel assigned to the 3 berths by the Terminal Operator. In view of this regulation and the constant variations of the depths of the channel, Masters must be guided by the most recent "Depth Bulletins" which are issued by the National Channel Institute, and by the tide tables when they are planning their transit time through the channel, and the maximum draft to which they may load their vessel.

Mooring procedures and rules applicable to mooring points: Every vessel carrying out mooring operations at any of the 3 berths must arrive with a minimum draft of 3.65 m. (12 ft.) forward and respect the following procedure and rules for berthing:

(a) Anchor: Vessels approaching the berths from the East, in the most convenient manner and safely as possible they must drop their starboard anchor in its location once the vessel has been berthed, the chain facing East, with a length of not less than 137.16 m. (450 ft.).

(b) Mooring cables: One of the following alternatives for mooring cables at each side of the vessel must be fulfilled:

1. Two cables of synthetic fibre (Nylon or Polypropylene) with 9 in. circumference and 1 steel cable which has a minimum diameter of 1.25 in.
2. One cable of synthetic fibre (Nylon or Polypropylene) with 9 in. circumference and 2 steel cables also supplied by the vessel and which have a minimum diameter of 1.25 in.
3. One cable of synthetic fibre with a 9 in. circumference and a safety cable of 1.5 in. diameter which will be supplied by the Terminal.

(c) Countertension cables: A countertension cable will be attached to the stern or fore deck. Vessels which have a length exceeding 800 ft. must use countertension cables on both sides of the deck simultaneously.

(d) Transversal cable: The transversal cable which will be supplied by the Terminal will be attached to the after deck on the starboard side. Vessels mooring at Berth No. 3 must also attach an additional transversal cable to the after deck on the port side.

(e) All cables which are attached to vessels must have 6 turns around the bitts, and these must be secured so as to prevent them from unwinding.

(f) The pressure capstans must be secured in the braked position, once all other cables for mooring the vessel have been secured. These mooring cables must be maintained tight as the vessel goes down in the water whilst it is being loaded.

(g) Vessels must be supplied with sufficient cables as spares which can be used as the Terminal may require. All cables must be maintained in good condition and are subject to acceptance by the representative of the Terminal. Vessels must maintain sufficient personnel on deck during the whole time that the vessel is at the berth to attend to the cables for mooring purposes whenever this may be required by the Terminal.

It is understood by both parties that, when the Terminal may require safety cables to be used, and where such are required, Maraven S.A. accepts no responsibility for damages or losses occasioned to any vessel, installation or person due to the use or failure of this equipment.

The vessel's gangway must be in position so that the mooring supervisor or other personnel from the Terminal can come on board the vessel when it arrives at Punta de Palmas.

This gangway must be suspended whilst manoeuvres are being carried out, this for the purpose of obviating any damage to it occasioned by tugs or launches.

Berthing Supervisor: The Berthing Supervisor of Maraven S.A. will come on board every vessel prior to its entrance to the berth to establish radio contact between the vessel, the Marine equipment and the Office at the Terminal.

Mooring gangs and equipment: The mooring equipment will be handled by the launches employed in the manoeuvres. The tug service will be available 24 hours of the day through the intermediary of the Terminal Port.

The mooring gangs will assist the vessel personnel in the operations of hoisting, connecting and disconnecting the 2×12 in. diameter loading hoses. The approximate weight of the loading hoses is 4 tons.

The launches used for the manoeuvres will place on board equipment to facilitate the work of connecting the hoses. This equipment will be at the disposal of the vessel's personnel when required as are also the launches to transport personnel.

Responsibility: The Master may request any equipment or service which he may consider necessary for a safe and efficient operation of his vessel and the Terminal Operator will do everything within his power to fulfil this requirement. Therefore all owners and operators of vessels arriving at Punta de Palmas will accept the responsibility of the safety inherent in the manoeuvring of their vessels and their movements to and from the Terminal. Maraven S.A. will accept no responsibility for losses or damages occasioned to the ship, its installations and others unless such loss and damage be occasioned due to the faults in the installations belonging to the Terminal or operated by the Terminal with the exception of the security equipment.

Operational check list: At the time when the vessel is moored and the hoses are connected, prior to the commencement of the operations of loading, the representative of Maraven S.A. on board will deliver to the Master an operational Check List. The Master is required, or whomsoever he may appoint to carry out this work together with Terminal representative, to check very carefully that all the safety regulations have been fulfilled.

Berthing Supervisor: The Berthing Supervisor will have charts and plans which will be at the disposal of the Master and his advice if he should require it. The representative will also be available to inspect the vessel's tanks and to act as liaison between the Master of the vessel and the Agent or with the Terminal of Punta de Palmas, to transmit any information relative to the ship. This supervisor must receive lodging and treatment at the same level as the ship's officers.

Unmooring procedure: When the loading operations are completed, the launches will proceed to remove all mooring cables from the buoys under the supervision of the official entrusted with the vessel or the Official Pilot, assisted by the Berthing Supervisor of Maraven S.A.

Documentation: The departure and loading documents will be delivered to the Master by his Agent or his representative, when he passes through the Port of Maracaibo.

BALLAST: *Deballasting:* It is understood that it is not permitted to discharge ballast in the lake, even though this may come from tanks used solely for ballast. Ballast will be discharged with the pumps of the vessel to the deballasting system which exists at the Terminal. As soon as the loading hoses are connected, the personnel of the Terminal will align the system with its respective valves. Once these operations are completed the Berthing Supervisor on board will inform the Master that he may commence deballasting and in turn will keep him informed as to the pressures which will be used in the operation. Once the deballasting operation has been completed, the personnel of the Terminal will align the system again and its valves so that the vessel can receive cargo through the same hoses which are used for unloading ballast and simultaneously the personnel of the vessel will align their systems on board to receive cargo. The personnel of the vessel responsible for receiving the cargo will inform the Representative of Maraven S.A.(Berthing Supervisor) when the vessel is in a condition to receive and he in turn will inform the personnel of the Terminal that they may commence pumping.

LOADING: *Oil leakage:* In order to obviate contamination of Maracaibo Lake and possible legal actions, we recommend strongly that Masters of vessels emphasise to their deck officers in order to obviate leakage that they make sure that all necessary measures have been taken on board to this end prior to commencing the loading operations. The purpose of this is to maintain on deck any leak or wastage which may occur in the vessel.

Guarantee of responsibility: In the event of an oil leakage or any other contamination or any other damages to installations caused by a vessel, the operator of the Terminal, prior to the vessel sailing, will require the Agent to deposit bond in favour of Maraven S.A. to cover the fine or other charges which may be incurred in collecting, cleaning, repairing the installations of the Terminal and also to cover any claims from third parties.

Loading procedure and pumping rates: The position of the loading hoses, supports and connections must be to the satisfaction of the personnel on board. The valves of the hoses for loading purposes will be opened in order to test the connections, detect leaks and then ultimately to commence operations.

The responsibility and custody of the cargo passes to the personnel of the ship from the moment when the cargo arrives at the connection which is the property of the ship.

The minimum loading rate at Berths No. 1 and 2 is 4,000 b.p.h. The average pumping rate, under normal conditions is 13,000 b.p.h. Sudden stoppages in loading will not be permitted during loading except in cases of emergency.

Personnel on board, responsible for the loading operations, must notify the Terminal representative, not less than 30 minutes in advance of the completion of loading. This will enable the representative to instruct the operator to reduce the rate of pumping or to continue loading by gravity as he sees fit.

For reasons of security, loading may be suspended and the hoses disconnected from the vessel's manifold when weather conditions are not favourable or at any time that the Terminal considers it convenient to do so due to *force majeure* or other reasons.

Displacement of the line: Sometimes it will be necessary to displace the submarine line in combination with the loading operation. To carry out this operation it is required that the personnel responsible for receiving the cargo notify sufficiently in advance the Berthing Supervisor when the amount of cargo lacking is equal to the capacity of the line.

The capacity of the line is a fixed quantity. Therefore it must not be considered with shortcomings or excesses.

Therefore when it is necessary to effect a displacement, the loading must be calculated carefully by the vessel personnel responsible for this operation.

It is understood that any error or negligence on the part of the vessel personnel in calculating the initiation point of the displacement of the line, will require a land pump to correct the displacement. Due to the submerged manifold it will be necessary to employ a diver to operate the valves and this operation may result in a fairly costly procedure and involve a lot of time. All costs involved in fulfilling this operation, tog with the time lost will be for the account of the vessel.

Increase in pumping rates: At the request of the Master and subje the approval of Maraven S.A., it is possible to suppy a pumping ra 17,000 b.p.h. up to a maximum of 30,000 b.p.h., provided the opera of the Terminal permit this to be done.

MEDICAL: *Maracaibo:* Complete services are available.

Punta de Palmas: Emergency cases only will be transferre Maracaibo for treatment, at the request of the official in charge o vessel.

FRESH WATER: Available from local contractors with barges. Pum will be affected during daylight hours and with prior permission o Terminal.

FUEL: Heavy and medium marine diesel, intermediate fuel, and bu "C" fuel oil available. Lubricating oils also available. Pumping wi affected during daylight hours and with prior permission of the Term

STORES: Fresh and dry provisions procurable through ship chand in Maracaibo for delivery at the Terminal.

CONSULS: See "Maracaibo".

REPAIRS: *Maracaibo:* There are no facilities available for carrying major repairs. Nevertheless, repair work may be carried out thro local workshops and labour can be supplied if this is requ Technicians in radio, radar, gyro compass repairs are also availab

Punta de Palmas: No type of repair will be effected here, which prevent the unmooring of the vessel without the authority of the Ma Supervisor. Neither may boiler tubes be "blown" whilst the vess moored.

SHORE LEAVE: Launch service for business purposes emergencies is readily available. Launch service for shore leave ca arranged through contract marine service and will be responsib ship's personnel. Arrangements for shore leave transportation ca made through Loading Master on board.

CUSTOMS: All vessels entering from foreign ports and bound for P de Palmas Terminal are required to anchor in Maracaibo Harbou formal customs clearance and visit of government port authorities to proceeding to destination.

The vessel's accommodation ladder should be rigged prior t vessel's arrival at Maracaibo. A member of the National Guard will b each vessel at Punta de Palmas to observe all activities connected loading or unloading operations. This official is authorised as customs representative, and is referred to as Customs Watch. Food accommodation similar to officers should be made available to hi vessel.

GENERAL:

Transportation: Transportation will be supplied by launch betw vessel and Punta de Palmas to the following persons, without excep

1. Master of the vessel or the Chief Engineer, to attend to ma relating to the ship.
2. Sick personnel who require emergency medical attention.
3. Official Pilot.
4. Members of the National Guard and other Government Offi whose services relate to the tanker.
5. Doctors, when these may be required by Master, in the eve emergency only.
6. Inspectors of the oil industry.

Consular representatives, ship's suppliers, engineers, naval exp representatives of the oil companies, suppliers of fuel and water any other person who requires to come on board tankers when they in Punta de Palmas must make their own arrangements transportation to and from the ship through the intermediary of the s Agent. Also Agents must make their own arrangements for their transportation.

Personnel of the ship with licence to disembark: The transportatio personnel with licence, when this is required by the Master, mus arranged through the intermediary of the Agent. Also passengers embark and disembark at the Port of Maracaibo.

Personnel with licence are not permitted to go ashore at the Term of Punta de Palmas.

Classification Societies: American Bureau of Shipping, Lloyd's Reg of Shipping, Salvage Association of London, Det Norske Veritas, Bu Veritas, Registro Italiano Navale and Germanischer Lloyd have Ag in Maracaibo or in Caracas. There are experts available throug intermediary of the Agents mentioned above.

Monetary System: The monetary system of Venezuela is the Bo (Bs.), and is the only money legally recognised in the country. A Ma who requires a cash advance must request same from his Agent w he notifies his ETA. Payment of all invoices for Terminal charges be made in Bolivares at the Office of Maraven S.A. in Maracaibo, u other instructions are given.

Mail: Mail for the vessel can be delivered to the representative o Agent who comes on board the vessel at the time of its arrival or sa from Maracaibo.

AUTHORITY: Maraven S.A.

Capitania de Puerto, La Ciega – Maracaibo, Venezuela. *Tel:* 22

SAN LORENZO: 09.47 N. 71.05 W.

OPERATOR: Maraven, S.A.
LOCATION: S.E. side of Lake Maracaibo.
APPROACHES: Vessels have to arrive at Maracaibo Roads through a dredged channel with controlling depths of 45 ft. in outer bar, inner channel and Punta Palmas area. In vicinity of terminal the controlling depth is 36 ft.
PILOTAGE: It is compulsory from San Carlos to Maracaibo. Pilot normally boards vessel at Buoy B–26 (Position Lat. 11° 01′ N. Long. 71° 35′ W.). It is also compulsory for all vessels which have to load at any terminal located South of the bridge Rafael General Urdaneta. This bridge has a horizontal clearance of 656 ft. and a vertical one of 148 ft. at 45 ft. MMOLW level. Pilots have to embark and disembark at Maracaibo.

When Masters have no Pilot exemption Certificate for crossing outer bar, permission has to be requested by VHF or 2182 kHz prior to arrival, which is being granted on request.
ANCHORAGES: Masters may use the following:
(a) Near E.M. Buoy, (not recommended because of the distance from San Carlos. The pilot launch never reaches this point).
(b) At Maracaibo Roads.
(c) At terminal approaches, in accordance with depths available in the area, and ship's draft.
LIGHTENING POSITION: In the Southern lake Area, arrangements have to be made in advance. Also at Maracaibo.
HEALTH: Quarantine officials board vessels at Maracaibo Roads. Pratique cannot be granted by radio.
RADIO: San Carlos Pilot Station on VHF Channels 12 and 16. Emergency call 2182 kHz. Terminal has VHF Channel 12.
TUGS: Compulsory. When vessel is over 25,000 d.w.t. a second tug is required, which is available in the area, 1,200 h.p. each. There is also a launch to assist the vessel during manoeuvring.
BERTHING: Continuous wharf 2,340 ft. in length with dolphins. This terminal is only for handling crude and its products. Maximum berthing displacement: 20,000 tons.

	Berth No. 1	*Berth No. 2*	*Berth No. 4*
Max. LOA	560 ft. 00 in.	665 ft. 00 in.	
Max. Depth	24 ft. 06 in.	35 ft. 06 in.	Out of Service
Max. Draft	23 ft. 06 in.	34 ft. 06 in.	
Loading Rate	1,450 t.p.h.	2,000 t.p.h.	

These depths are referred to the minimum monthly observed lowest water level (MMOLW).
DENSITY: At berths 998 and at outer bar between 1020 and 1025.
FRESH WATER: Available ex-barge at Maracaibo Roads.
FUEL: Any grade. In case vessels require grade not available at berth it may be supplied ex-barge at Maracaibo, which has mixing equipment able to supply the grade involved. Rate 20 – 140 t.p.h.
MOORING-UNMOORING: Carried out by Official Pilots. Mooring is Head-out to facilitate departure.
DEBALLASTING: Installations have ballast pit with capacity 650 cu.m. Max. discharge rate 600 t.p.h.
TANK CLEANING FACILITIES: Carried out by outside contractor.
REPAIRS: Minor repairs only, including electronics.

LA CEIBA: 09.28 N. 71.04 W.

SHIPMASTER'S REPORT: 1979.

BERTHING: There is a cement loading installation about 2 cables South of the 160 m. long pier at La Ceiba suitable for vessels up to 120 m. in length.

The approach channel is dredged to 9 m.

END OF MARACAIBO SECTION.

MORON: 10.32 N. 68.11 W.

This Terminal finished operations in 1981. All installations are being dismantled.

Vessels loading/discharging operations are now performed at El Palito Marine Terminal operated by Corpoven, S.A.

ORINOCO RIVER

Including Section A – MATANZAS
Section B – PALUA
Section C – PUERTO ORDAZ
(CVG Ferrominera Orinoco)
Section D – PUNTA CUCHILLO
(Lagoven S.A.)
Section E – VENALUM TERMINAL

IMPORTANT: VHF compulsory. Vessels without at least a VHF radio aboard will not be attended to by the Pilots at the Barima pilot station and so will not be allowed to enter the Orinoco River.

GENERAL:

1. As early as possible, advise Puerto Ordaz Radio Station, (Radio Marina) call letters YVM, giving ETA at Buoy 0.1 of South (dredged) Channel.

Shipmaster's Report: October 1982 (Updated 1988).
Contact with YVM was made 48 hours before arrival Buoy 0.1; accordingly, 72 hours ETA sent via Curacao Radio.

2. 24 hours prior to arrival, send another ETA to YVM.
3. Upon arrival, adhere to following procedure:
   (a) Request permission to enter from "Barima Pilot", via Channel 16. *Do not enter* until granted permission; while awaiting, lay to or anchor at least 1 mile outside of Buoy 0.1.
   (b) All vessels must also communicate with the Point Barima pilot station, call sign "Barima Pilot" 2182 kHz HF or 43.18 VHF to be informed of traffic.
4. While navigating waterway, inbound or outbound, report position to YVM hourly on the hour.
5. No Pilot required nor available for navigation along channel at the Boca Grande of the Orinoco River.
6. The International Rules for Preventing Collisions at Sea apply outside of Buoy 27.
7. Anchoring in channel is forbidden.
8. Throughout Orinoco waterway, the down-bound loaded vessel is the privileged vessel.
9. It is compulsory to fly Venezuelan ensign inside of Buoy 0.1.
10. Vessels can only carry clean ballast within Orinoco Waterway.
11. Pilotage compulsory within Pilotage Zones No. 1 and No. 2 of the Orinoco. Pilots board at outer boundary of said pilotage zone in upstreamward vicinities of Buoy 27 up to Mile 128.1. Zone No. 2 is from Mile 128.1 up to Matanzas.
12. Regulations for the Pilotage Zone No. 1 of the Orinoco apply inside of Buoy 27.

APPROACHES: (Also see "Radio" – paragraphs *(b)* and *(c)*).
1. *The Waterway*
A Radio Direction Finder (non-operational October 1982), located at Lat. 08° 03′ 45″ N., Long. 60° 28′ 28″ W., transmits following signal continuously: YV – AYV. The transmitter has an output of 500 watts with a range of about 200 miles and operates on a frequency of 305 kHz. While navigating the waterway, ships should favour the shore on their starboard side to the extent possible, giving preference of manoeuvre to loaded vessels in all cases. Ships navigating upstreamward (inbound), upon approaching narrow channels should await the passing and give way to downbound vessels. It follows, therefore, that downbound loaded vessels are the privileged vessels.
2. *The Boca Grande (Barima Bar) Channel*
There is 1 navigable channel across the Boca Grande (Barima Bar). Vessels navigating the dredged channel are privileged, regardless of the direction in which they travel.
The Dredged Channel
The channel is a 400 ft. wide dredged channel. Depths therein accommodate the maximum draft authorised by the Port Captain. The approach from the sea is marked by a battery-operated electric flashing black buoy, identified with the number 0.1. This buoy is located in 45 ft. of water at Lat. 08° 55′ 52″ N., Long. 60° 11′ 17″ W. Its characteristics are: colour of light, white; flash, 0.5 seconds; eclipse, 11.5 seconds; height above water, 25 ft.; visibility, 11 miles. From Seabuoy 0.1, the channel develops along 4 different courses over a total distance of 27.7 Miles to Buoy 27. The course reduces by about 7° True at each of 3 turning points, located at Miles 9, 15 and 21 respectively. The initial course of 234° 18′ True continues to Mile 9 where it changes to 227° 07′ True. Upon reaching Mile 15, the course again changes to 219° 51′ True to Mile 21. At Mile 21, the course changes to 212° 45′ True to Buoy 27 at Mile 27.7. The centreline of the channel on all courses is visually marked by range structures fitted with green flashing, directionally beamed lights. The West (right ascending) side limit of the channel through Mile 21 is also visually marked by range structures fitted with amber flashing, directionally beamed lights; the alignment given by the side ranges develops 200 ft. to the West and parallel to the centreline of the channel. Battery operated electric flashing navigation aids are located along both sides of the channel. All navigation aids along the East (left ascending) side of the channel are located 325 ft. from centreline or 125 ft. outside of the channel lateral limit. White flashing navigation aids are located at 1 mile intervals through Mile 25.1; all aids along this side are black buoys, except Beacons 8.1, 9.1, 14.1, 15.1, 20.1, 21.1, 22.1, 23.1, 24.1, 25.1, 27.1 and 27.7 (Buoy 27). All navigation aids along the West (right ascending) side of the channel are located 200 ft. from centreline or on the exact lateral limit of the channel. Red flashing buoys painted red are located at 1 mile intervals from Mile 1.6 to Mile 11.6. From Mile 11.6 to Mile 27.7, there are only 2 aids; red buoys 13.6 and 26.0.

3. *The River Channel*
From Mile 27.7, the navigable channel develops upstream. The river channel is generally deep and wide, except for the following 12 reaches which require periodic dredging: Miles 27.7 to 36.5; Miles 37.3 to 38.6; Miles 53.1 to 54.2; Miles 99.0 to 106.5; Miles 109.1 to 111.0; Miles 131.7 to 131.9; Miles 136.6 to 139.0; Miles 141.2 to 145.8; Miles 146.2 to 149.4; Miles 167.6 to 170.8; Miles 178.4 to 182.4; Miles 183.5 to 184.1. Dredged channels are normally 300 ft. in width, but occasionally can be restricted to a minimum of 250 ft. The depth maintained therein can accommodate the maximum draft authorised by the Port Captain. By Notice to Mariners, the Port Captain has instructed all Masters and Pilots to reduce speed and to proceed with caution while navigating the aforesaid reaches, especially during the low water season.

4. *River Stages*
In response to the cycle of wet and dry seasons, the flow of the Orinoco River follows a relatively regular pattern of rise and fall each year. The river normally begins rising in late March or early April and continues to rise until it peaks at crest in late August. In September, the river begins a fairly steady recession until the extreme low-water stage is reached, generally in March. The amplitude of stage variation above the low water plane of reference (0.0 ft.) at Palua (Mile 181.7) averages about 35 ft. with min. variations of 31 ft. and max. variations of 39 ft. The effects of the flood rise decrease progressively below Palua and practically vanish in the upstreamward vicinities of the Boca Grande.

5. *Tides and Currents*
- *(a)* The indicated mean tidal range is 5.4 ft. Tidal influence is not experienced above Mile 60 during high river stages. At low river stages, a tidal effect can be observed throughout the waterway, although it progressively diminishes, moving upstreamward. However, the tidal effect is still significant at Puerto Ordaz, Mile 184, where a max. semi-diurnal change of 1.7 ft. has been recorded.
- *(b)* The strength of river currents is generally commensurate with flow, the strongest currents occurring at high river stages. The velocity of currents at any one time generally decreases moving downstreamward. However, in certain locations, this pattern is affected by particular characteristics of river width and shape as well as by bottom gradient. Max. velocities of about 6 knots have been recorded.

6. *Navigation Aids*
- *(a)* The navigation aids installed along the waterway consist of buoys, beacon and ranges. All aids are lighted. Identification is provided by means of numbers representing the approximate mileage of each aid, to the nearest one-tenth of a mile. The last digit of numbers identifying green lighted aids is odd, while the last digit of numbers identifying red lighted aids is even. Green lighted aids mark the left ascending limit of the navigable channel, while red lighted aids mark the right ascending limit. Aids are placed as to be intervisible, to the extent that — when abreast of any one aid — the preceding and following ones can be sighted. Consecutive aids always carry different light characteristics. Buoys are normally placed on the exact lateral limit of the channel (except for black buoys along the South Channel at the Boca Grande); beacons, instead, are located at variable distances outside of the channel.
- *(b)* During the execution of dredging along any of the reaches which require periodic maintenance, buoys are generally moved 100 ft. outside the channel lateral limits. This information is made available to ships by YVM.
- *(c)* The Ministerio de Comunicaciones, Direccion de Transporte Aguatico, publishes semi-annually a complete list of navigation aids. Monthly lists of changes are also published so that the complete current list can be maintained up to date.
- *(d)* Upon encountering damaged, inoperative, or misplaced navigation aids, vessels should immediately notify YVM.
- *(e)* Vessels are forbidden to make fast to any navigation aid.

7. *Dredging Aids*
Range structures, generally located close to shore or over the bank, are normally used to mark the lateral alignments of the channel along the reaches which require periodic dredging. These ranges are generally fitted with amber flashing, directionally beamed lights. The lights are extinguished except during execution of dredging. Dredging ranges *are not* to be used for navigation.

8. *Navigation Charts*
Navigation charts of the Orinoco Waterway should be aboard vessels for use by the Master. These charts are sold by the Instituto Nacional de Canalizaciones and are also available for purchase from the CVG Ferrominero Orinoco. If requested, CVG Ferrominero Orinoco will, if possible, arrange to make the charts and latest revisions available through the Pilot who boards at Punta Barima, provided such request is received by radio (YVM) at least 48 hours in advance of the Pilot's boarding. A set of navigation charts, corrected to latest revisions, is maintained in the office of the Traffic and Ships' Agency of CVG Ferrominero Orinoco in Puerto Ordaz. Masters may use this facility to keep their charts up to date.

Report: 1986.
Deficient Navigational Aids:

The deep draft New Barima (South) dredged channel is officially a 400 ft. wide dredged channel, but in reality it is considerably less in portions. Many of the red buoys showing a flashing red light which should be placed 200 ft. from the centre of the channel or exactly on the lateral limit, are either missing, out of position or unlit. The light on the black buoy which marks the entrance of the channel is inoperative. Several of the gauge structures fitted with green, flashing, directionally beamed lights, are inoperative. This makes it hazardous for a deep draft vessel to navigate the narrow and shallow channel during the hours of darkness. During the rainy period the authorised drafts declared by the Port Captain are in excess of the depths in certain portions of the channel.

We have been informed that about 20 vessels grounded in this area during the first 6 weeks of this year (1986).

DOCUMENTS: (Clearance, documentation and other requirements).

1. *Consignment of Inbound Vessels*
The official documents of all vessels proceeding to Puerto Ordaz and Palua should show the following consignment: to: CVG Ferrominero Orinoco, Ciudad Guayama.

2. *Customs Requirements*
Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require the following documentation:

The vessel must have a Clearance Certificate (Certificade de Zarpe) or sailing authorisation issued by the Customs Authorities of the port of departure, representing the government of the country the vessel is departing from. No consular certification need be placed upon the document.

Spare Parts List (Lista de Repuestos). It must contain a note of all the spare parts and objects for the service of the vessel, including fuel. To be signed by the Master and to be current as of the day of entering the Venezuelan port.

List of Effects for use of Captain and Crewmen (Lista de efectos personales de la dotacion). To be signed by the Master and to be current as of the day of entering the Venezuelan port. The Customs are very strict and will confiscate any article that appears new.

3. *Health, Immigration, and Police Requirements*
Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require following documentation.
- *(a)* Current individual International Vaccination Certificates for each member of the crew.
- *(b)* Derat Exemption Certificate.
- *(c)* Crew Lists (original and seven copies).
- *(d)* Panama or Suez Canal or any comparable type measurement certificate.

Contraband: The Venezuelan law is very strict on this subject. It cannot be emphasised too strongly that all new articles, clothing, cigarettes, liquor, etc., must be declared and sealed-up upon arrival.

Meals for Pilots and Government Officials. It is requested these men be granted the privilege of eating in the officers' dining salon.

N.B. Masters of vessels calling at Trinidad for bunkers before proceeding to Venezuela must also have the documents stamped by the Venezuelan Consulate at Port of Spain.

PILOTAGE: In order to expedite the movement of shipping in the waterways, Masters are requested to establish contact with YVM station as soon as possible, giving ETA Seabuoy 0.1. At the same time a radio-telegraph message must be sent to Agents giving ETA Barima and cargo required. When vessels is 24 hours from pilot station, send another ETA via YVM.

After reporting the ETA in advance of arrival, try to contact directly by VHF, "Barima Pilot" when the ship approaches Seabuoy 0.1 off the bar entrance (about 2 hours before arrival at the pilot station). (It is possible to contact Pilots 100 miles before arrival Seabuoy 0.1.)

After taking the Pilots aboard, report to Radio Marina (YVM) and continue giving the ship's position according to the mile, up-river, at exactly every hour on the hour, and receive from Radio Marina the pertinent information concerning the traffic in the river waterway. If no communication can be established by voice radio aboard, comply by radio-telegraph by way of the YVM station. See "Ship's Officer's Reports" in 1st Section – "General" and "Shipmaster's Report", June 1991.

Ship's Officer's Report: July, 1980.

Hourly position reports are made on W/T to YVM when the Pilot is aboard (He writes the telegrams in Spanish).

Pilots are the employees of the Venezuelan Government and act in an advisory capacity. The Master retains responsibility for the ship at all times.

(1) Pilotage is not required and Pilots are not available for navigation outside the pilotage zone. Masters will take charge of inbound and outbound navigation on the South Channel outside Buoy 27 at the Boca Grande, without Pilot's assistance.

(2) Pilotage is mandatory within the Pilotage Zones No. 1 and No. 2 of the Orinoco. Inbound vessels will embark the government River Pilot in the upstreamward vicinities of Buoy 27. It is important that vessels pass Buoy 27 and be in sight of the pilot station at Barima in order to avoid any delay, as Pilots may not proceed until vessel is sighted. The government River Pilot will pilot the vessel while navigating the waterway; a special government Docking Pilot will generally take the vessel into and out of the Puerto Ordaz harbour.

Signals

(1) All signals used outside of the Pilotage Zone No. 1 (that is to say, seaward of Buoy 27 – Mile 27.7) shall conform to the International Rules for Prevention of Collisions at Sea.

(2) Within the Pilotage Zones (that is to say, inside of Buoy 27 – Mile 27.7) the signals used shall be in accordance with the "Regulations for the Pilotage Zones No.1 and No. 2 of the Orinoco". It should be noted that these signals are peculiar to the Orinoco Waterway, and are not necessarily in conformance with the International Rules.

(3) Within the Pilotage Zone, special signals are used for passing dredgers at work along the waterway.

Speed

The Captain of the Port has the authority to impose speed restrictions. By means of "Notices to Mariners", the Port Captain has ordered that all vessels reduce speed while navigating by the following locations: San Felix Dock, Mile 179.8; El Toro, Miles 95.4 to 96.6. It is recommended that speed be also reduced while navigating by the Palua Dock (Mile 181.8), Barrancas (Mile 143.2), and Curiapo (Mile 60.4). At the inception of the low water season each year (generally in early January), the Port Captain has in the past issued a "Notice to Mariners" instructing all vessels to reduce speed and proceed with caution while navigating the following river reaches: (1) Miles 184 to 178, (2) Miles 171 to 167, (3) Miles 150 to 141, (4) Miles 140 to 137, (5) Miles 133 to 131, (6) Miles 112 to 109, (7) Miles 106 to 98, (8) Miles 55 to 53, (9) Miles 39 to 36.

ANCHORAGES:

(1) No ships are permitted to anchor in the South Channel at the Boca Grande. Vessels are to anchor at least 1 mile outside of Buoy EO or Buoy 0.1.

(2) Within the Pilotage Zones, no vessel is allowed to anchor in narrow channels, nor close to a turn.

(3) Between Buoy 27 — Mile 27.7 and Mile 137, vessels which need anchoring may do so by coming as close as possible to shore on the ship's starboard side.

(4) Between Mile 137 and Mile 184, the Pilotage Regulations provide for 3 permanent anchorages and 1 seasonal anchorage, as follows: Area No. 5 (permanent); Miles 139.3 to 140.4. Area No. 6 (permanent): Miles 150.1 to 151.7. Area No. 7 (permanent): Miles 178.0 to 179.0. Area No. 8 (seasonal): at the junction of the Caroni and the Orinoco. It should be observed that Area No. 7, as determined in the Pilotage Regulations, partially encroaches on the narrow (dredged) channel and on shore. Vessels are to anchor in the naturally deep and wide part of the area.

(5) The low-water anchorage (for 1 ship only) previously established by the Port Captain between Miles 182 and 183 is no longer in use. This area is currently used as the turning basin for vessels exiting the Palua Channel, upon sailing from the new Palua dock at Mile 181.8.

(6) If due to emergency a ship is required to anchor in places other than the designated areas, it should do so in such a way as not to obstruct the channel and by taking the necessary precautions to avoid swinging around.

(7) Upon anchoring vessels should notify YVM.

MAX. SIZE:

(1) *Max. permissible draft.* The Port Captain of Ciudad Guayama can establish the permissible draft for the Orinoco waterway to a maximum of about 44 ft.

(2) *Controlling Depths and Authorised Draft*

The draft authorised by the Port Captain for the Orinoco Waterway is made public by means of a "Daily Bulletin of Depths and Draft" (Boletin Diario de Profundidades y Calado). Each daily bulletin issued by the Port Captain carries the following information, in Spanish and English:

(a) Controlling (minimum) depth between Miles 194 and 0, and corresponding location.

(b) Authorised draft, in feet and decimals of feet.

The controlling depths given for locations comprised between Miles 184 and 42 are actual depths, and reflect depth conditions as of the date of the bulletin. The controlling depth given for locations comprised between Miles 42 and 0 is referred to MLWS and does not include the height of tide at high water.

The authorised draft may be predicted either on the controlling depth existent between Miles 184 and 42 or between Miles 42 and 0, dependent upon whichever is the least.

When the controlling depth between Miles 184 and 42 is the significant factor, the permitted draft authorised is at least 2 ft. less than the controlling depth in this sector.

When the controlling depth between Miles 42 and 0 is the significant factor, the permitted draft authorised is generally less than the mean low water springs controlling depth but occasionally can be equal to the mean low springs controlling depth.

Whenever the MLWS controlling depth existing between Miles 42 and 0 does not provide sufficient clearance under the keel of the vessel at low water, the Master is expected to navigate by the site where the controlling depth is located only at times when the height of tide will assure a safe passage.

(3) *Variations in authorised draft:*

(a) The authorised draft is generally increased or decreased by multiples of 6 inches.

(b) Throughout the year the authorised draft is susceptible to variations, according to the conditions of the depth and width existing in the channel at any one time. On the basis of average river stages it is estimated that the authorised draft should be about 33 ft. in the dry season from December to May.

During the rainy season, from June to November, the max. permissible draft may be as high as 44 ft.

HEALTH: Radio Pratique may be obtained by sending a message, after picking up Pilot, to the Port Health Officer, advising that there is no sickness on board, name of last port, ETA, number of crew and nationality of vessel and name and nationality of Master (This does not apply at Palua).

RADIO:

(a) *Communications:* Communications are generally handled through the radio-telegraph station at Puerto Ordaz, call letter YVM. This station is operated on a 24 hour basis. The operating frequencies are: 440 kHz; 472 kHz; 4322 kHz; 6505.5 kHz. The GMT — CQ times and frequencies are: 0900 hrs., 4322 kHz; 1200 hrs. 6505.5 kHz; 1430 hrs. 8722 kHz; 2000 hrs. 8722 kHz; 0030 hrs. 8722 kHz; 0300 hrs. 4322 kHz.

There is no charge for messages from ship to shore or from shore to ship handled directly through YVM. A VHF frequency modulated radio system provides voice communications along the Orinoco Waterway. Master sets for the system are installed in the Puerto Ordaz Radio-telegraph Station (voice call: "Master Radio"); Marine Radio handles shipping matters exclusively, The system consists of a high-band VHF frequency modulated voice radio network. To ensure a more efficient and satisfactory coverage, this system operates on dual frequencies alternating according to location, so that ships can either transmit on 161.700 MHz receiving on 159.000 MHz, or transmit on 161.150 MHz receiving on 159.850 MHz. For best results, ships should select frequencies according to the following: From sea to Mile 50: transmit on 161.700 MHz, receiving on 159.000 MHz; From Mile 50 to Mile 112: transmit on 161.150 MHz, receiving on 159.850 MHz; From Mile 112 to Mile 159: transmit on 161.700 MHz, receiving on 159.000 MHz; From Mile 159 to Mile 184: transmit on 161.150 MHz, receiving on 159.850 MHz.

Pilot station at Barima Bar, Palua and Matanzas are equipped with this system. For the Puerto Ordaz area, ships will transmit to Marine Radio on a frequency of 43.02 MHz and to others on a frequency of 43.18 MHz, receiving in both cases on a frequency of 43.18 MHz.

Ship's Officer's Report: July, 1980.

The VHF Channels listed are not available on standard marine sets. All VHF work is done on Channel 16 (Pilot to Pilot), and reporting on W/T to Radio Marina.

(b) *Control of Navigation:*

(i) Navigation on the Barima Channel at Boca Grande is free. However, vessels are requested to notify the Port Captain, Ciudad Guayama, via "Barima Pilots" on Channel 16, upon arrival at Buoy EO, giving ETA at Buoy 27, Mile 27.7.

(ii) Simultaneous navigation in opposite directions by 2 or more vessels is not permitted on the South (dredged) channel at the Boca Grande. The restriction is placed on inbound traffic, to the extent that any vessel wishing to enter the South channel requires prior authorisation from the Port Captaincy of Ciudad Guayama. The request for permission to enter the South channel is to be addressed to the Port Captain, Ciudad Guayama, via "Barima Pilots" on Channel 16. and is to be transmitted before the vessel reaches Buoy 0.1. Upon receipt of the request, the Port Captain will notify the vessel via "Barima Pilots" on Channel 16, whether permission is or is not granted, indicating, in the latter case, the approximate waiting time. Until permitted to enter, vessels are to anchor at least 1 mile outside of Buoy 0.1. Once that authorisation has been granted, vessels are to enter the South channel at the earliest opportunity.

(iii) While navigating the Orinoco Waterway inbound or outbound vessels are to report their position to YVM hourly on the hour. Seaward of Punta Barima, to "Barima Pilots".

(c) *Accident, Stranding, etc.*

(i) Should a collision, stranding or other accident occur in the waterway, or should it be found necessary to take control of the vessel away from the Pilot for any reason, the Venezuelan law requires that a written report be made to the Captain of the Port by the Master of the vessel involved within 24 hours. The report is to be addressed to the Captain of the Port and may be handed to the Pilot or the ship's Agent for delivery. The Master need not appear in person before the Captain of the Port unless specifically ordered to do so.

(ii) Slight groundings or touching of banks and bottom may simply be noted on the reverse side of the receipt for pilotage signed by the Master.

(iii) In case of collision, stranding, slight grounding, touching of banks and bottom, or other accidents, vessels should immediately notify YVM.

SHIPMASTER'S REPORT: January 1989.

Vessel proceeding to Matanzas.

Apparently the entrance to the River Orinoco at Boca Grande had been upgraded.

All the buoys now have solar energy cells as well as photo-cells to activate them at dusk.

The North entrance no longer exists, only the South Dredged Channel is used. A Racon had been installed on Mile 0.1 (Sea Buoy). Current entrance information is given by Puerto Ordaz Radio Station (YVM), with which vessels should make contact as soon as possible. As usual, pilots board the vessel between Miles 27-28. It is advisable to reduce speed beforehand, to be able to embark the pilot before Mile 28, as pilot boat is not fast and there is a considerable bend at Mile 28. Also it is advisable to familiarise yourself with the buoys and ranges up to Mile 30 while entering, as the down-bound pilot usually disembarks between Mile 30-31 and there are 3 short distance bends before Mile 28. On our passage as many as 4 buoys were out of position, one buoy was unlit at the first range, and Sea Buoy (0.1) Racon was inoperative.

SHIPMASTER'S REPORT: June 1991.

Boca Grande Bar:

(a) Pilotage has become compulsory through Boca Grande Bar (i.e. starting from Buoy No. 0.1) for the ships having LOA more than 200 m., since March 1991. Therefore, Orinoco River traffic is applicable through the Boca Grande Bar as well.

(b) Pilots board at Fairway Buoy (Orinoco No. 0) by means of a helicopter.

(c) The Bar has recently been dredged to sufficient depth. There was 10 ft. – 15 ft. keel clearance experienced up to Buoy No. 13.1 (disregarding moving mud), and became shallower up to Buoy No. 0.1.

Section A

MATANZAS: 08.17 N. 62.52 W. (See Plan)

N.B. See "Orinoco River" for all important entry requirements.
LOCATION: At Mile 195 from sea on Orinoco River.
ANCHORAGES: Between Miles No. 195 and 197, Orinoco River.
MAX. SIZE: Length 600 ft., breadth 74 ft., distance between rail and hatch coaming 23 ft., max. draft 41 ft. in rainy season May to November, and 28 ft. in dry season.
Note: A vessel with LOA 738 ft. has berthed at Matanzas.
RADIO: See "Orinoco River". Cables address of Matanzas terminal operators is "Sidor Matanzas – Telex 86366" and cables may be routed through Caracas, Curacao or Trinidad Radio.
TUGS: Every vessel over 2,000 registered tons is required to use a tug when berthing. Tug is 1,600 h.p.
BERTHING: Reinforced concrete structure consisting of 3 different sections running in a straight line, bearing 065°.

From West to East, 3 sections should be pointed out:

The first section, some 320 m. long, is used mainly for unloading bulk cargoes. Depth 10 m. below MSL.

The second section, 400 m. long, is for handling steel products. Depth 11 m. below MSL.

The third part, some 280 m. long, is for general cargo. Depth 11 m. below MSL.

The level of the river fluctuates from 0.6 m. over MSL at low river water in the dry season (February – March) to 14 m. over MSL at high river water in the rainy season (July – August).

The river bed drops sharply from the edge of the pier to the navigation channel where the depth reaches 30 m. below MSL.

Berth No. 1: Runs from bollard No. 1 to No. 7, length 155.30 m.
Berth No. 2: Runs from bollard No. 7 to No. 14, length 176.38 m.
Berth No. 3: Runs from bollard No. 14 to No. 24, length 204.25 m.
Berth No. 4: Runs from bollard No. 24 to No. 33, length 182.75 m.
Berth No. 5: Runs from bollard No. 33 to No. 39, length 160.45 m.
Berth No. 6: Runs from bollard No. 39 to No. 44, length 158.85 m.

In addition there is another berth, length 149 m., South of No. 6, with 24 ft. of water under MSL, that runs from bollard No. 38 to No. 44.

The reinforced concrete platform is 25 m. wide at the first section and 20 m. at the second and third sections. The surface of the pier is 15.5 m. over MSL.
CRANES: Berths No. 1 and No. 2 are served by 2 "Ceretti Tanfani" bulk unloaders of 22 tonnes capacity, able to handle clamshells of 4.5 cu.m., for iron ore, lime stone and other heavy bulk, 10 cu.m. clamshells for coke and other light bulk and orange peeler and magnets for unloading scrap iron.

The reach of these cranes is 10 m. from the pier edge. The working field is from bollard No. 2 to bollard No. 13.

Berths No. 3 and No. 4 are served by 6 "CMI" gantry/trolley cranes fitted with 2 hoists of 15 tonnes each, with a total capacity of 30 tonnes with the 2 hoists in tandem. The working field is from bollards No. 15 to No. 31.

Berths No. 5 and No. 6 are served by 3 "Ansaldo" gantry/trolley cranes of 16 tonnes capacity. The working area is from bollards No. 35 to No. 44.

At bollard No. 34 there is a stationary rotary derrick of 400 tonnes capacity and a reach of 18 m.

In addition, there are 3 "Grove" auxiliary moving cranes, of the telescopic type, with a rated capacity of 80 tonnes able to work at any part of the pier.
WAREHOUSES: From bollard No. 14 to bollard No. 29, running along the South edge of the pier, there are 10 adjoining warehouses, 30×100 m. each, 3 of them open at either end and the four in the middle roofed. All of them are provided with 1 gantry crane of 25 tonnes each.
STEVEDORES: Operations are round the clock, 7 days a week.
MEDICAL: Private hospital and several doctors available.
FRESH WATER: Available at rate of 12 t.p.h.
FUEL: Available ex-barge.
REPAIRS: Local workshops undertake minor repairs.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits allowed per crew member for personal consumption.
AIRPORT: Matanzas is served by Puerto Ordaz Airport with several daily flights from Caracas.
POLICE/AMBULANCE/FIRE: The entire length of the pier is fitted with fire hydrants and at the steel mill, about 6 km. away, there is a well equipped fire brigade with firetrucks, ambulances and rescue vehicles.

A first aid centre is located close to the fire station.
TELEPHONES: No telephones or telex services are available at Matanzas for the use of vessel's personnel. Local telephones only available at the pier and dock supervisor's office. Recommend vessels use their VHF to communicate with their Agents while at anchorage and when alongside.
IDENTIFICATION CARDS: Provided by authorities, and necessary if crew going ashore.
REGULATIONS:
Pollution: Venezuelan law and Sidor's port regulations are very strict on air and river water pollution, the following restrictions being in force:

1. No smoke to be ejected from vessels' funnels while moored at Sidor's pier.
2. No waste, refuse or garbage to be dumped in the river while in the river channel, at Matanzas roads or laying alongside the pier.
3. All waste, refuse or garbage kept on deck, to be sprayed with anti-vermin and kept covered.
4. No salt water ballast, bilge water, oils, refuse water from galleys and lavatories, etc., to be pumped into the river.

In addition to whatever penalty the vessel shall incur under Venezuelan law, Sidor reserves its right to place the offending vessel "off hire" until she has complied with the regulations.

Safety: Under Sidor's security norms, every person which, whatsoever the reason or business, has to transit or stand on the pi platform is bound to use a hard hat. People doing any kind of wor the pier have also to use safety shoes.
GENERAL: Sidor's pier will discharge and/or load cargoes for ot industries of the area provided a berth is available and no Sidor vess are waiting. Permission for such operations must be requested pri vessel's arrival.

Sidor require Agents to provide stowage plan and cargo documen prior to vessel's arrival otherwise Notice of Readiness will no accepted.

SHIPMASTER'S REPORT: January 1990.
Approach: The approach is through Boca Grande South Channel fr Buoy 0.1 without a pilot, to the Barima Pilot Station which is up-stre of Buoy No. 27.0.

Prior to arrival call "Amacuro Pilot" on VHF Channel 16 when wi range, up to 100 nautical miles.

Vessels only enter the channel after having been granted permissi by the pilot station.

The Racon on the Fairway Buoy is inoperative.

B.A. Chart No. 3322, addition 1971, last correction 1170 of 198 not up-to-date.

The numbers on the buoys indicate the distance in miles from t entrance of Matanzas (Mile 194.5).

The pilot who boards the vessel at Buoy No. 27.0, takes the ves to Matanzas where he hands over to the harbour pilot.

Also see "Shipmaster's Report" below.
Loading: Gangs are available throughout 24 hours.

The working hours are 0730 – 1100, 1200 – 1500, 1500 – 1800, 18 – 2230 and 2300 – 0630 hrs.

We worked with 2 gangs and the rate was 300 tons – 500 tons p shift/gang. We loaded bundles of re-bars which weighed about 1.8 to each. The tally is carried out ashore and vessel has to ask for cop of the tally sheets.
Garbage: Garbage has to be stored on board in bags and can b removed by lorry via the Shipchandler.
Stores: Stores are available but it is advisable to get quotations. Th are department stores and shopping centres in the vicinity.
Transport: Taxis are available to take personnel to the town, but on licensed taxis are permitted to enter the plant.

SHIPMASTER'S REPORT: July 1993.
Buoyage: The red buoys, when proceeding inwards, are and must b left on starboard side.

The red buoys are numbered 1.0, 2.0, etc. up to 27.0, where the pil of Punta Barima board the vessel when going to the Orinoco ports, a the pilots leave ships at Buoy 32 when coming from Orinoco ports t sea.

OPERATOR: C.V.G. Siderurgica del Orinoco C.A., Codigo Postal 80 Matanzas, Ciudad Guayana, Estado Bolivar, Venezuela. *Tel:* 9911 and 991118. *Telex:* 86366 and 86229 (Sidor). *Cables:* Sidor Matanza *Contact:* Superintendent, Port Services.

Section B

PALUA: 08.21 N. 62.41 W.

N.B. See "Orinoco River" for all important entry requirements. Speci details, relevant to Palua only, are as follows:
SUPPLIER: The ore supplier is CVG Ferrominera Orinoco C.A., cab address "Ferrominera". Their Palua office is fitted with VHF radi telephone on 161.150/159.850 MHz and 2182 kHz (call).
CLEARANCE: Agent will secure the Clearance dispatch.

Note: The Palua dock and facilities are the private property of CV Ferrominera Orinoco C.A. All Company regulations must be obeyed b vessels and vessels' personnel.

The Bill of Lading will be prepared by CVG Ferrominera Orinoco C.A. also the Commercial Invoice on the Consular Invoice form 138. Th Inward Foreign Manifest, U.S. Customs form 7527–B, should b prepared by Master after sailing from Palua.
MAX. SIZE: Max. d.w.t. 100,000 tons. Max. LOA 274.32 m. Max. bea 33.53 m.
HEALTH: The vessel will be boarded by the Public Health Doctor af docking at Palua; unless instructions to the contrary.

In the event that the Authorities have to board the vessel anchor out in the stream, an accommodation ladder should be rigged, prefera on the starboard side, to keep the port side clear for docking. Venezue authorities and workmen will not use Pilot ladders.
RADIO: Should a vessel receive radio advice at sea to proceed to Pal and the clearance is to another port, it is requested to send follow information to "Ferrominera" at earliest convenience. i.e. Master's f name and nationality, vessel's nationality, port and number of regis net and gross tonnage, type of vessel M/V or S/S, vessel's overall len and width, last port of call, original port of destination. This is necess in order to comply with the Venezuelan Custom Law.
BALLAST: To provide the best manoeuvring trim on docking, it will b at the discretion of the Master to properly ballast the vessel. But in or to lose no time on loading operations, as well as to prevent short load the ballast should be pumped out as soon as possible, using utmo caution not to pump oil or sludge overboard in the port area.

APPROACH AND DOCKING IN PALUA: After passing the village of San Felix, and before reaching the turn off from the main channel, 2 tugs and a Docking Pilot will meet the vessel and will assist in the docking manoeuvre. Although the Master will always be responsible for the vessel's movements either in the case of docking or undocking, the Docking Pilot will actually pilot the vessel to, and dock the ship at Palua.

At Mile 180.5 the ship should leave the main channel, turning to the left to follow the new dredged entrance channel of approach which is marked by 2 flashing buoys: white on the port and red on the starboard side. Diamond-shape range marks of 6 ft. side, painted white with black diagonal cross, indicate the centre line of the approach channel. The front range, fastened on the ore loading pier, shows flashing green light, and the rear range, set on a tower shows flashing green light, and the rear range, set on a tower approximately 2,000 ft. away, has fixed green light.

The docking shall be port side to in all events; and please stow all hatch boards, or pontoons, or steel battens, etc., on the starboard side of the hatch as this will keep the gear cleaner and lessen the work of the ore handling gang.

Vessel's accommodation ladder is used. Nothing should overhang the port side of the vessel on docking.

If the loading berth is not available the arriving vessel would be instructed to anchor at an anchorage just below the entrance to Palua approach channel at Mile 178.

LOADING DOCK: The ore loading port is located at Mile 181.5 of the Orinoco waterway, along the left bank going up-river. The steel dock here is aligned up and down stream in the general direction of the current. It is 907 ft. long between its pointed heads, with 791 ft. of boarding side along, the deck fixed at about 6 ft. over the maximum rise of the river in the flood season. It has a strong fender system of steel structure covered with timber overhanging the side, down to near the lower river stage; and is fitted with 14 bollards plus 2 more, one on each head, for proper docking and securing the vessel.

Once the vessel is moored alongside the new ore loading dock, there shall be no further shifting necessary to load, as the loading tower moves along the dock on rails to facilitate the loading through the various hatches.

LOADING: The ore handling and loading equipment for Palua has a max. capacity to load 3,000 metric tons of ore per hour (average 2,500 metric tonnes per hour), for the time being. With this capacity, the vessel's mooring lines should be tended during the operation.

The boom of the loading tower is so designed as to allow free movement in any direction, fore and aft. The gantry and boom travel along the dock for a distance of 518 ft., and can place the ore at a distance horizontally out from the dock fenderline of 23 ft. minimum and 62 ft. maximum at the highest water stage, and from minimum 29 ft. to maximum 67 ft. horizontally out at the lowest stage (Ship's Master reports outreach is 55 ft.).

Care must be taken during the course of loading to avoid piling the ore too high in the holds, as this necessitates hand trimming before the hatch covers can be properly secured, and incurs unnecessary trouble.

UNDOCKING: The Master, assisted by a Docking Pilot, if required, will handle the vessel on leaving the dock, going upstream from the dock not less than 0.75 miles distance to the turning basin in the same heading as when the ship moored alongside. Two tugs will go alongside the ship prior to undocking and will assist the vessel until it is headed downstream in the main Orinoco Channel. The amber lights at the heads of the dock form a range to mark the shoreside boundary of the local dredged channel. A red light high up on the loading gantry will come in the same range as the 2 amber lights. In the turning basin a tug-boat will assist the vessel swinging downstream.

When the ship is in the main channel, properly headed downstream, the Docking Pilot will leave on the tug, and the River Pilots (2 of them) will assume the navigational direction. Report to Radio Marina by voice radio and give ETA at Mile 27.

Report again to Radio Marina giving position every hour, and try to contact Barima Pilot Station sometime before arrival at Mile 31, where the Pilots will disembark.

If voice radio communication is not possible, comply by radio-telegraph by way of the YVM station.

GAS-FREE CERTIFICATE: Vessels reporting to Palua to load ore should have the holds and cargo compartments swept clean and ready to receive cargo. Also, any combination ore/tanker vessel tendering to load iron ore at Palua shall present, along with the Notice of Readiness, a Gas-free Certificate if said vessel has in the past been employed in the carriage of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. But they are advised that around Palua in Venezuela there is no chemist available for granting such a Gas-Free Certificate. It may be secured before arriving at Venezuela by calling at Trinidad, reporting to cable address: Harriman, Port of Spain.

In case of necessity, or for convenience, it could be arranged for the chemist to travel to Venezuela to meet the ship in Palua, advising Harriman (Port of Spain) at least 3 days before arrival at Palua.

If the vessel is equipped with a gas-indicating meter (explosimeter), CVG Ferrominera Orinoco C.A. will accept the Master's certification in writing that the vessel is gas-free. However, they reserve the right to check the vessel with their own equipment prior to acceptance.

MEDICAL: There is a medical dispensary at Palua, and a hospital of the Company at El Pao, where seamen may be admitted when requiring hospitalisation in emergency cases.

CONSULS: See "Puerto Ordaz".

REPAIRS: Minor emergency repairs of mechanical, electrical and electronic types may be carried out in the shops by the personnel of the Iron Mines Company of Venezuela. The American Bureau of Shipping has a surveyor at Puerto Ordaz, near Palua.

FLOOD SEASON: The port experiences a yearly flood season from the middle of June to the middle of November, to a max. of about 38 ft. at the last days of August, above the lowest stage (during the first days of April) in the dry season that occurs from the middle of November to the middle of June.

TIDE: The wind in the locality blows generally upstream, and on exceptional occasions during the dry or low-river season, when the current is weak, does overcome the current and cause the anchored ships to tend with stern upstream.

FRESH WATER: Drinking water is available at the dockside in limited quantity of about 100 tons every 24 hours. Small amounts of fresh provisions may be obtained in the locality.

FUEL: All grades of bunker fuel are available at Palua, delivered by barge.

DENSITY: 995.

REGULATIONS: The Venezuelan law is very strict on the subject of contraband. It cannot be stressed strongly enough that all *new* articles, clothing, cigarettes, liquor, etc., must be declared and sealed up on arrival.

Concerning passes, the regulation states that "members of the crew who are not officers of the vessel, in order to go ashore and return aboard, have to be supplied with an identification card to be issued by the Purser of the vessel or his substitute, which card will contain the name of the vessel, the name of the crew member and the date of issue. This card will have to be signed by the person issuing same and has to be authorised by the respective officer of the Port Captain's office for the district".

Section C

PUERTO ORDAZ: 08.21 N. 62.43 W.

OPERATORS: CVG Ferrominera Orinoco.

LOCATION: The operations of the CVG Ferrominera Orinoco are centred in the State of Bolivar in Eastern Venezuela and iron ore is loaded into ocean-going vessels at Puerto Ordaz (08° 21′ N., 62° 43′ W.), at the junction of the Caroni and Orinoco Rivers, approximately 184 nautical miles from the open sea.

GAS-FREE CERTIFICATE: Any combination ore-tanker vessel tendering to load iron ore at Puerto Ordaz shall present, along with the Notice of Readiness, a Gas-Free Certificate if said vessel has in the past been employed in the transportation of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. Gas-Free Certificates can be obtained through an approved surveyor in Puerto Ordaz.

APPROACHES: See "Punta Cuchillo".

MAX. SIZE: Max. d.w.t. 115,000 tons. Max. LOA 289.56 m. Max. beam 39.01 m.

HEALTH: Vessels could be boarded by the Public Health Doctor in the stream off Puerto Ordaz. He will not come up a Pilot ladder and will insist on an accommodation ladder which should be rigged and ready when he approaches. In order not to delay docking, this accommodation ladder should be rigged on the port side during low river stage, and starboard side during high river stage. If vessel moves directly to berth, Health Doctor will board vessel at dock.

RADIO: Should a vessel receive radio advice at sea to proceed to Puerto Ordaz, and the clearance is to another port, the Master must radio station YVM Puerto Ordaz, and advise the name of the vessel, flag, port of embarkation, original port of destination, Master's name and number of members in the ship's crew. This is necessary in order to comply with article 17 of the Venezuelan Customs Law.

TUGS: All vessels touching at Puerto Ordaz will be assisted by a tug in docking and undocking manoeuvres. Line-handlers are available on the dock to secure mooring lines on vessel's arrival, and to release them on vessel's departure.

BERTHING:

1. **The Harbour:** The Puerto Ordaz Harbour extends from Mile 183.5 to Mile 184.1 of the waterway. The harbour consists of a natural basin formed by the mouth of the Caroni as it flows into the Orinoco. The width of the turning area within the basin varies from a min. of about 1,600 ft. at low water to a max. of about 2,000 ft. at high water. The lighted buoys marking the navigable limits on either side of the harbour are moved to different positions according to river stages in order to achieve full utilisation of navigable waters. The bottom of the harbour is generally rock, with scattered layers of sand overburden deposited as sediment by the river. This sand is regularly removed by dredging in order to maintain depths which will accommodate the maximum draft authorised by the Port Captain. The bottom configuration across the harbour consists of a rocky shelf extending about 900 ft. from the face of the dock. Beyond this shelf the bottom slopes steeply into a deep gorge, then rises to form a sandy beach along the opposite shore. The velocity of river currents at this site varies according to stage levels. A slower current is generally experienced over the rocky shelf adjacent to the dock, with velocities averaging about 1.5 knots at flood stages and about 0.5 knots or less at reduced river stages. The velocity of the current over and along the deep gorge averages about 3.5 knots at flood stages and 1.5 knots or less at reduced river stages. During extreme low water, the basin is subject to tidal influence and the velocity of currents is minimal, although there is no reversal of flow. The direction of the current is aimed slightly toward the face of the dock at its S.E. end but deflects away from the pier about 500 ft. downstreamward. Access to the harbour is by way of a naturally deep and wide fairway which is the continuation of the gorge as it enters the Orinoco River.

2. **The Dock:** The Puerto Ordaz Dock is located along the right ascending side of the harbour and extends outward from shore on a S.E. by East alignment. The all-steel fixed-height dock is 1,885 ft. long; its elevation is 41 ft. above low water plane (0.0 ft. stage). This dock is fitted with a strong fender system and with a sufficient number of accessible bollards for proper docking and securing.

A loading rate of 2,467 t.p.h. was achieved using 2 × 10 in. hoses. Shore stop at end of loading.

On completion of cargo operations 3 hours should be allowed for paperwork. The cargo documentation is brought on board by the Agent, who signed for the Notes of Protest on behalf of the suppliers (Lagoven SA).

Officials: The vessel was boarded at San Felix anchorage by the Agent and 5 officials, and everything proceeded smoothly.

The following documents were required:
5 copies Crew List
3 copies Crew Personal Effects List
3 copies Bond List
Clearance from Last Port

The Ship's Certificates were inspected.

Departure: The Docking Pilot took the ship off the berth, using the same 2 tugs. Pilot departed once the ship was swung. We carried 3 river pilots, two were there for the journey only, although they all did a spell on the bridge. The vessel anchored at Buoy 44.3A for 5 hours, awaiting tide. The pilots left at Buoy 32.5. At 90 r.p.m. we made 8.5 knots until we were clear of the channel.

The maximum sailing draft allowed on this occasion was given as 38 ft. 6 in. (F.W.) which, to say the least, was optimistic.

AGENCY: Lagoven handles all papers and documentation connected with the ship's business. Lagoven will also help the ship's Master in providing required land transportation, limited provisions, or any other assistance that may be required for the operation of the ship's normal business. Alcoa will also assure that the ship's requirements are met in regard to Sanitary Inspection, Customs Inspection and Guardia Nacional.

Section E

VENALUM TERMINAL: 08.18 N. 62.50 W.

SHIPMASTER'S REPORT: February, 1981

LOCATION: Mile 194 on Orinoco River. See "Matanzas – San Felix" in "Plan Section".
ENTRY: See "General, etc." under Orinoco River.
TUGS: Are summoned by Pilot when required.
BERTHING: Modern quay built on piles parallel to the bank with access by two piers, one at either end of the general cargo quay, allowing a one way system to be operated.

Length of general cargo quay – 215 m.
Length of bulk cargo quay – 85 m.
Depth alongside at lowest state of river – 12 m.

Fenders: The Pier's fenders keep the vessel 5.0 m. away from Pier. Fenders move up and down as water level changes.
CARGO FACILITIES:
Cranes: Venalum has 2 cranes of 35 tons capacity each, for loading/discharging aluminium, general cargo, containers and bulk cargo.

Two electro-hydraulic clamshells with 12 cu.m. capacity each, for discharging bulk cargo through 4 hoppers of 20 cu.m. capacity each, are used for loading bulk into trucks at a rate of 110 tonnes/hr. (2 clamshells).

When the Orinoco River water level permits, ship's crane is used for loading/discharging operations.
Elevator: Forklift with max. capacity 6 tonnes.
The Electro-Magnets: The equipment is connected to crane, and the discharge rate is 20 t.p.h. each.
Pneumatic Cranes: This system used for alumina and petroleum coke only.
STEVEDORES: Working hours – 24 hours a day, 7 days a week.
AUTHORITY: CVG Industrias Venezolanas de Aliminio C.A., Zona Industrial Matanzas, Apartado 312, Ciudad Guayana, Edo Bolivar, Venezuela. *Tel:* 086-9400911, 705318, 705317. *Telex:* 086-86463. *FAX:* 086-940063. *Contact:* Captain Pedro Cabrera, Traffic Manager.

Industrias Venezolanas de Aluminio C.A., Av. La Estancia, Edificio Torre Las Mercedes, Piso 09, Urbanizacion Chuao (Apartado 51965), Caracas 1060, Venezuela. *Tel:* (02) 918022. *Telex:* 23444. *FAX:* (02) 918244. *Contact:* Luis Suarez, Terminal Operator.

END OF ORINOCO RIVER SECTION

PERTIGALETE: 10.15 N. 64.34 W. (See Plan)

LOCATION: Situated in a sheltered bay about 2 miles East of the port of Guanta, or about 4 miles from the pilotage zone situated in the North.
PILOTAGE: The pilotage zone in Pozuelos Bay is the same as for Guanta, i.e. an area situated between the islands of Borracha and Chimana, in the Bay of Pozuelos (formerly called Bergantin Bay).

From the pilotage zone for the port of Guanta/Puerto La Cruz, the private pier Pertigalete is to be approached by sailing between the Isla de Plata and the island of Cachicamo. Pilotage is compulsory in and out and is performed by well-trained government Pilots. The navigation is considered very safe.
MAX. SIZE: The depth of water for ocean-going vessels alongside the Pier is 20 ft. (shore side) to 40 ft. (sea side).
TUGS: Available from Inward Clearance port at Guanta/Puerto la Cruz.
BERTHING: The private pier in Pertigalete for berthing ocean-goi vessels is up to 150 m. (492 ft.) long. The apron is ample and allow easy manoeuvre of trucks with cement. On the same pier the ceme factory is regularly receiving raw material and machinery, but th berthing is along the West side of the pier for coastal trade, so does n interfere with operations for ocean-going vessels. There are chute conveyor belts from the nearby silos. No cranes available.
STEVEDORES: Loading operations are performed exclusively by th personnel of the cement factory. All costs, including overtime, are f account of the cement factory.

Under normal conditions on Saturday afternoon there is no work, bu almost without exception the cement factory works overtime o Saturdays if by doing so the vessel can be despatched that day. O holidays, if circumstances call for urgent operation, the cement facto has the option to work overtime.
TANKERS: Berth at private wharf at Pamatacualito, operated by Banc de Venezuela SA. Length of berth 113.60 m., depth alongside 10 m.
LOADING: The cement factory is able to deliver to the pier 600 tonne per hour (cement in bulk).
GARBAGE DISPOSAL: No collection service available.
WASTE OIL DISPOSAL: No collection service available.
SEAMAN'S CLUBS: No seaman's club at this port.
CURRENCY: Venezuelan Bolivar.
OPERATOR: Private pier of C.A. Vencemos Pertigalete is under th jurisdiction of Customs and Harbour Master of Guanta/Puerto La Cru Eastern Venezuela. All charter business and general administration i covered by Caracas Headquarters of Venezolana de Cemento S.A.C.A.

Local address: C.A. Vencemos Pertigalete, Apartado 4141, Puerto L Cruz. *Tel:* 95421, Al 30. *FAX:* 95420. *Telex:* 81154.
AUTHORITY: Capitania de Puerto La Cruz, Paseo Colon, Sector Lo Cocos, Puerto La Cruz, Venezuela. *Tel:* (5881) 677452, 67793 *Telex:* 81386. *Contact:* Captain Humberto Marcano, Harbour Master.

AGENT: Servicios Navieros Tisa (Sernatica), P.O.Box 4356, Puerto L Cruz, Venezuela. Tel: (5881) 683998, 683481, 683666, 68408 Telex: 81390. Fax: (5881) 683422.

PUERTO CABELLO (inc. Borburata): 10.29 N. 68.01 W (See Plan

DOCUMENTS:
Last Port Clearance.
6 Crew Lists.
6 Passenger Lists.
3 Stores Lists.
3 Narcotics Drugs Lists.
2 Lists of Personal Effects.
1 Vaccination List.
Derat Certificate.

PILOTAGE: Pilotage is compulsory, but vessels must first anchor i roads 1 mile North of Punta Brava to await entry formalities and berthing orders.
MAX. SIZE: Bulk Cargo Pier: Up to 32 ft. draft.
Inner Port: Up to 28 ft. draft.
Also see "Tankers".
TUGS: The use of tug-boats within the port is compulsory both fo entering and leaving port, as well as for manoeuvres in the port basi for foreign flag ships over 300 tons.
BERTHING: The port entrance is 100 m. wide in direction West to Eas Berth No. 1 and half of Berth No. 2 are along the same entrance channe where ships are berthed only as an exception or when the port is rathe congested. The total length of the North (main) Pier for the berthing o ocean-going vessels is 1,025 m., room enough for 6 to 8 vessels. Fo administrative reasons the pier is divided into 8 berths of about 128 m each. Between Berths No. 2 and 3, the pier turns Southwards. Alon the pier there are warehouses which under normal circumstance provide sufficient indoor space.

Along the East Pier, of 350 m. length, there are no warehouses. Thi pier gives berthing facilities to 3 or 4 middle-sized vessels.

Along the South Pier, of 500 m. length, there are 2 warehouses. Thi pier is exclusively used for coastwise shipping, fishery and small craf in general.

The dredged channel along the East Pier is only 80 m. wide. This i the only channel which connects the main basin of the port with th South basin of the port, the latter served through the South Pier.

Ro-Ro facilities available.
BULK HANDLING FACILITIES: 400 m. long new pier, designe exclusively for the handling of bulk cargoes.

This bulk cargo pier has an apron of about 25 m. and allows ship with a draft of 10 m. at any time.

Ships moored along this new pier are not able to take water there but have to be shifted to the general cargo piers in the port of Puert Cabello.

There is no telephone installation on the new pier.

Tug-boat service and assistance of Pilots is compulsory to negotia the distance to and from the bulk cargo pier.

General cargo is not allowed to be handled at this pier. There are n cargo handling facilities whatsoever and no kind of rolling equipmen either. All the vessels, unless they have up-to-date dischargin equipment of their own, have to provide derricks of minimum 5 tons capacity to support the SKT discharging equipment of receivers. The cargo is discharged in bulk cargo trucks, fully closed and with only rathe narrow manholes for the SKT arm.

The new grain terminal has been opened. The wharf is 400 m. long and allows 2 vessels to berth. Max. depth 30 ft. Average discharge rat 1,500 tons per day.

NKERS: *Borburata:* The Maraven Terminal lies about 2 miles East the port entrance.

Berth No.	Max. length	Max. beam	Max. draft
1	400 ft.	—	20 ft.
2	575 ft.	72 ft.	31 ft.

No. 1 Berth is used for bunkering only.

No. 2 Berth is used for the discharge of refined products and bulk hemicals. It is fitted with 4×8 in. Chicksans and a range of hoses from in. to 8 in.

A Pilot is compulsory, and boards at Puerto Cabello. If the vessel is eared outwards at Borburata, the Pilot may return to the pilot station y road.

Berthing and unberthing in daylight only.

Also see "Shipmaster's Reports" and "Report".

goven Terminal: The buoy mooring is used for the discharge of etroleum products. Max. length 198 m. Max. beam 28 m. Max. draft 4 ft., will be increased to 38 ft. Max. Tonnage 40,000 d.w.t. Vessels erth using 5 shackles on the port anchor, and 6 stern lines to 3 mooring buoys.

Terminal Marino Holanda: Consists of 3 buoys situated in a depth of 5 ft. near Guaguaza Lighthouse. Used for loading/discharge of Chemicals.

STEVEDORES: *Straight Time:* Monday to Friday: 0700 – 1100 hrs. and 300 – 1700 hrs.

Overtime: Monday to Friday: 1800 – 2300 hrs. Normally overtime beyond 2300 hours is not permitted.

Relief Gangs: Obtainable, if there are not too many ships working in the port at a time, from 1100 – 1300 hrs. and 1700 – 1800 hrs.

Work on Sunday: Not permitted except for passenger vessels, and considered as such are those carrying more than 60 passengers, and with a medical doctor on board.

Saturday Afternoon Work: Not permitted. But if a vessel can terminate operation and sail with a maximum of 3 additional hours' work, a special permit can be obtained from Customs and Port Authorities. In such case, the additional working hours are considered straight time work.

FRESH WATER: Available by tanker trucks only.

The drinking water in Puerto Cabello is tropical treated, well-filtered and wholesome.

Every vessel of over 600 nett tons calling at Puerto Cabello, and other ports in Venezuela, should arrange to take water only at Puerto Cabello in order to avoid double water dues.

REPAIRS: The adjacent Naval Yard, the entrance to which is within the main port, opposite the North Pier, is equipped for minor repairs both on engine and hull. For emergency purposes, the dry dock could be used. Its capacity is for ships up to 30,000 to 35,000 tons. All repairs on the hull are effected by a special crew transferred from the Naval Yard.

At the dry dock there is 1 crane of 15 tons capacity. Within the Naval Yard there are 2 slipways for ships of 125 ft. length and 210 ft. length max. respectively.

Venezuelan Navy ships always have priority.

WATCHMEN: A very careful watch must be maintained in and around the accommodation as ships' safes and cabins have been broken into.

OPENING/CLOSING HATCHES: Is not performed by the National Port Services, but instead either the ship's crew or hired assistance labour must be used. Recommended that ship's crew open and close hatches.

REGULATIONS: Port regulations referring to contamination of the port waters will be strictly applied and fines for contravention will be imposed.

No maintenance to bridgehouse, hull or deck should be carried out whilst in port unless special permit issued by the Port Captain has been obtained.

SHIPMASTER'S REPORT: November 1984 (See "Plans").

Vessel: LOA 170 m., beam 26 m.

Berth: Maraven Berth at Borburata.

Pilot: Pilot boards off Puerto Cabello during daylight hours only.

Max. Draft: 32 ft.

Tugs: When berthing, 2 tugs are made fast on the Main Deck fore and aft.

When unberthing 2 tugs are used, 1 tug tows aft and the other stands by forward.

Charts: B.A. 1523 and 1966.

SHIPMASTER'S REPORT: October 1985.

Depth within the port received from Agent:

Entrance to the Harbour	31 ft. 6 in.
Pier No. 1	31 ft. 6 in.
Pier No. 2	31 ft. 6 in.
Pier No. 3	31 ft. 6 in.
Pier No. 4	27 ft. 0 in.
Pier No. 5	27 ft. 0 in.
Pier No. 6	31 ft. 0 in.
Pier No. 7	33 ft. 0 in.
Pier No. 8	32 ft. 0 in.
Pier No. 9	32 ft. 0 in.
Pier No. 10	27 ft. 0 in.
Pier No. 11	27 ft. 0 in.
Pier No. 12	27 ft. 0 in.
Pier No. 13 (for Ro-Ro vessels)	24 ft. 0 in.
Pier No. 14	24 ft. 0 in.
Docks At Area 6 (Grain Piers)	
Pier Nos. 25, 25 and 27	30 ft. 0 in.
Pier No. 28	32 ft. 0 in.
Pier No. 29	30 ft. 0 in.
Pier No. 30	29 ft. 0 in.
Pier No. 31	31 ft. 6 in.
Pier No. 32	32 ft. 0 in.
Docks at Area 7 (Floating Docks)	
Pier No. 37	27 ft. 0 in.
Pier Nos. 38 and 39	30 ft. 0 in.
Pier Nos. 40, 41 and 42	32 ft. 0 in.

SHIPMASTER'S REPORT: February 1989.

Documents:

1 copy Health Declaration.
2 copies Drugs List.
3 copies Stores List.
2 copies Crew Declaration.
5 copies Crew List.

The port officials are generally relaxed and easy going, ship's standard papers are accepted.

A Ministry of Transport and Communications Inspector will board, probably after clearance has been given, and will fill in a long questionnaire about the vessel and equipment and also inspect all the certificates. An Inspection Certificate is issued and is required by the Port Captain before the Clearance Outward can be issued, however, the Agent had never heard of this before.

Pilotage: The Pilot boards at the anchorage from a large launch. Pilots leave just in the entrance channel.

Approaches: Charts: B.A. Charts No. 1966 and 1523, USDA Chart No. 24450.

Buoys were found to be as charted with lights working.

In February 1989 dredging was being carried out in the entrance with cranes on a barge moored to the North shore of the channel and blocking about half the width. Two buoys (Fl. Red) are moored approximately mid-channel, marking the work, with vessels passing to the South. The channel is still adequate.

Communications: Contact with pilots and Port Captain's office can be made on VHF Channel 16.

Shortly after anchoring, a launch came alongside with an Arrival Information Form to be completed.

When calling on VHF, a number of stations will answer, most of them are ship chandlers but do not identify themselves as such.

We were advised that the vessel should anchor in Anchorage 'C' and when we asked who was calling they said that it was the Pilot station calling, it was in fact a ship chandler.

Agents can be contacted on VHF Channel 16 and usually use Channel 11 for working, during office hours only.

Tugs: The Pilot advised that tugs are compulsory, one tug used for vessels under 125 m. in length and 2 tugs for vessels over 125 m. LOA.

The tugs join the vessel just inside the harbour entrance and if making fast use their own lines.

Berths: Berths No. 13 to 21 have not yet been completed and work does not appear to be continuing at the present.

Berths No. 31 and 32 are served by a fixed grain elevator supplying a grain silo on on the dockside.

Berths No. 25 to 30 are used for discharge of grain by portable elevators and also for containers.

The area of the dock from Berths No. 25 to 32 is known as El Granel.

Dockside cranes are not provided at any of the berths but a quantity of mobile cranes of various capacities are available.

There are good fenders on all the completed berths.

Cargo Working: On the bulk berths working hours are:

Weekdays: 0700 – 1200, 1230 – 1800, 1830 – 2300.
Saturdays: 0700 – 1200.
Sundays and holidays: No work.

Overtime is possible on Saturday afternoons to finish, also at other times if all parties agree.

Grain is discharged with a two stage chain conveyor elevator, each stage requiring a crane for support, i.e. 2 cranes at each hatch working.

Two elevators were used throughout, requiring 3 ship's cranes and one shore crane.

Shore crane hire rates are variable, depending on the shift, but were quoted as approximately 4,000 Bolivars per 3 shift day, exchange rate is 37 Bolivars to U.S.$1.00.

Discharge rate is quoted as 1,500 tonnes per elevator but this is entirely dependent on the availability of trucks to take the cargo away.

The distance the trucks have to go is also important, as some of our cargo was reported to have a destination 10 hours away, with a result that each truck could only make one round trip in a day. Each truck carries approximately 40 tonnes.

It was unfortunate that the vessel arrived just before Carnival, as heavy transport is not allowed on the roads during this time and other holidays, in an effort to reduce accidents, due to the many drivers on the roads.

Delays during discharge were due to shortage of transport with some short delays for rain and breakdowns.

Elevator hours available	161.3 hours.
Elevator hours used	74.17 hours.
Gross rate for 8,000 tonnes	49.6 t.p.h.
Net rate for 8,000 tonnes	107.9 t.p.h.

The nett rate gives 1,618.5 tonnes per day for each elevator.

Of the 74.17 elevator hours used, 2 elevators were working simultaneously for 14.7 hours. If discharging had been carried out with only one elevator it would have required at least another day alongside to complete.

Priority for trucks is given to completing vessels.

First four days of discharge 11 shifts (48.45 elevator hours) were used, average of 4.4 hours per shift.

Last two days of discharge 5 shifts (25.72 hours) were used, average of 5.14 hours per shift.

Medical: The Agent must be pre-advised of any medical attention required. The office car will pick-up crew for the doctors at 0800 hrs. and 1330 hrs. at the gangway. A note is required from the vessel by the driver.

Fresh Water: Fresh water is delivered alongside by tank trucks, each carrying about 20 tonnes, order well in advance as delivery is slow. The trucks provide the necessary hoses.

Repairs: The Port Authority only allow chipping and scraping alongside on the bridge front, funnel and decks, provided that no chippings fall overside.

Hull painting is forbidden.

Permits are required for Plimsoll and draft mark painting, the permits are arranged through the Agent.

Engine repairs and check-ups require permits from the Port Authority prior to work starting, permits are often refused.

All repair work requires the advance permission of the Port Captain.

Repatriation: Prepaid tickets are a condition as airline agents cannot guarantee Seamen's Rebate and will give preference to full paid tickets.

Shore Leave: Shore passes are issued and stamped by Immigration and Port Captain, the blank passes are brought on board by the Agent with the visit and have to be completed before the Officials stamp and sign them.

Oil Spillage: The spillage of oil and garbage into the dock is prohibited, and this also covers overflowing of ballast tanks, washing dust from the docks and washing down.

Ship Chandlers: About ten ship chandlers will present themselves as soon as the clearance visit is completed, with widely varying prices.

We found Perdomo Shipchandlers to be professional, with reasonable prices and also provided a good service.

Captain's Car Service: The Agent will send the office car at 0900 hrs. and 1500 hrs. for transport to the office for communications with the Owners if required, or at any time if requested by VHF.

Flags: The Venezuelan flag must be hoisted every morning at 0600 hrs. and lowered at 1800 hrs. every evening whilst alongside.

Lifeboats: Vessels are not allowed to lower liferafts or boats for painting or maintenance work without a permit, whether alongside or at anchor.

Ratguards: Ratguards must be in position on all ropes in order to avoid fines.

REPORT: A tanker terminal has been established inside the port, at Berth No. 32. The terminal belongs to the "Instituto Nacional de Puertos", and is referred to as "Terminal Santana". The terminal handles vegetable oils through 3×6 in. connections and flexible hoses. There are 4 shore tanks about 80 m. away. Ships discharge into either shore tanks or lorries. Max. draft 9.50 m.

PUERTO DE HIERRO: 10.38 N. 62.05 W.

DOCUMENTS:
- Last Port Clearance.
- 6 Crew Lists.
- 6 Passenger Lists.
- 6 Stores Lists.
- 6 Narcotic Drugs Lists.
- 2 Health Declarations (forms provided and filled by doctor on arrival).
- Derat Certificate.

PILOTAGE: Pilot boards at Sea Buoy, Lat. 10° 37′ N., Long. 62° 06′ W. If no pilot boat meets vessel on arrival, ship must anchor to wait orders. Send 7 day, 48 and 24 hour ETAs to cable address "Transterm Guiria". Vessels should anchor in the vicinity of Sea Buoy. No radio-telephone available.

ANCHORAGE: Vicinity of Sea Buoy. Good holding ground.

RESTRICTIONS: Vessels may have to wait at anchorage until slack water for docking when tide/current is strong.

MAX. SIZE: Dock, East berth: 30 ft. at LW; 33 ft. at HW; 690 ft. length, 90 ft. beam.

Dock, West berth: 19 ft. at LW; 32 ft. at HW; 600 ft. length, 60 ft. beam. Also see "Berthing".

HEALTH: Doctor boards at berth and grants Pratique. Any suspected disease or fever to be reported at that time. Vessels arriving from a Venezuelan port do not require Pratique.

RADIO: La Guaira, Venezuela.

TUGS: None available.

BERTHING: Berthing at times limited to slack water period depending on strength of tides. Pilot will advise.

Bauxite Terminal: Max. draft 37 ft. Depth alongside 40 ft. Max. 40,000 d.w.t. Loading rate 3,000 t.p.h.

STEVEDORES: Bulk cargoes: Discharging rate 700 – 800 t.p.h., loading rate 800 – 1,000 t.p.h. No facilities available for handling general cargo.

MEDICAL: No notice required. Venezuelan Navy Hospital with limited medical assistance.

TANKERS: No oil carriers.

DENSITY: LW – 1020. HW – 1023.

FRESH WATER: Available in limited quantities at berth. Rate of delivery 30 t.p.h.

FUEL: In an emergency. Diesel fuel medium, specific gravity at 60°F 0.85, API gravity at 60°F 35, viscosity SSU at 100°F 37, viscosity engler at 20°C 1.40.

REPAIRS: None. Small company workshop.

CONSULS: None.

CUSTOMS ALLOWANCES: Two cartons of 200 cigarettes each or equivalent in tobacco. Two 0.75 litre bottles.

AIRPORT: Nearest airport (1 hour voyage on launch) is Guiria with 2 weekly flights to Caracas and the same number to Port of Spain, Trinidad. Next nearest (1 hour launch plus 2 hours car) is Carupano with 4 daily flights to Caracas.

TIME: GMT minus 4 hours all year round.

HOLIDAYS: Cargo worked 24 hours a day, 365 days a year.

IDENTIFICATION CARDS: Issued locally by Navy on arrival.

DEVELOPMENTS: Possibility of increasing draft to 42 ft. at loading berth, and to 30 ft. at discharging berth.

GENERAL: The whole of Puerto de Hierro is a Venezuelan Navy Supply Base. The dock and cargo installations are operated by Puerto de Hierro, S.A., a subsidiary of Caribbean Steamship Company, S.A. Only bulk cargoes transhipped by Caribbean Steamship are handled.

AUTHORITY: Puerto de Hierro, S.A.

PUERTO LA CRUZ, (Puerto La Cruz Terminal): 10.13 N. 64.38 W.

(See Pla

FLAG: Venezuelan flag must be displayed from the foremast wh entering Pozuelos Bay as well as in docking operations regardless the hour. At all other times the Venezuelan flag must be displa between sunrise and sunset.

LOCATION: Puerto La Cruz located on Pozuelos Bay on the N.E. coa of Venezuela. Its harbour is well protected by numerous islands aga sea currents. The hurricane path is several hundred miles to the Nor and has never affected the flow of navigation in the Puerto La Cruz ar

The lighthouse marking the entrance to Pozuelos Bay is located: La 10° 18′ 18″ N., Long. 64° 41′ 07″ W. Visibility is 20 miles.

DOCUMENTS: Arrival Clearance is effected on board vessel shor after docking by Government Officials and a representative of t Company.

The following documents are required and should be prepared pr to arrival:
- Ship's Register.
- Ballast Manifest (1 copy).
- Crew List (6 copies).
- Passenger and Baggage List, if any (5 copies).
- List of Passengers in Transit, if any (5 copies).
- List of Personal Effects (4 copies).
- Stores List* (5 copies).
- List of Slop Chests (4 copies).
- Sailing Permit issued by Marine Authority at last port of ca (Original).

*Stores List should indicate separately all deck, engine and cab stores.

PILOTAGE: The use of Government Pilots is compulsory for all vesse docking and undocking. The Company will arrange for this service at a times. If it becomes necessary for the Master of the vessel to disregar Pilot's orders in order to ensure safety of the ship a written report fro the Master shall be submitted promptly to the Government Port Capta in Spanish. Meneven will assist in translation, when necessary.

The zone for Pilot to board or to anchor awaiting Pilot is delineat by the following 3 lines: South by parallel 10° 15′ N., East by merida 64° 40′ W., and West by an imaginary line from Punta Puinare on Is Chimana del Oeste to the North point of Morro de Barcelona.

When ready to dock, a Pilot will be despatched by launch to ship.

RESTRICTIONS: No restrictions on arrival or sailing time.

MAX. SIZE: No limitation is placed on width of tankers. Ships up t 950 ft. in length can be turned around in the inner harbour are Max. safe draft alongside (Berth No. 5) is 55 ft. (Also see "Berthing"

HEALTH: In theory the Government Port Doctor is to board ea incoming vessel and board only outgoing vessels which car passengers. In practice, however, the doctor boards at his discretion

Ships cleared between the hours of 1700 – 0800. Mondays throu Fridays and all day Saturday, Sundays and holidays are charged b Immigration Service for the issuance of shore leave passes. There i no charge for this service from 0800 – 1700 hrs. Mondays throu Fridays. Transportation and immigration clearance fees on movemen of seamen are billed at cost.

RADIO: Masters are requested to advise Corpoven Puerto La Cruz b radio 72 hours in advance of estimated arrival giving vessel's nam date and hour of arrival, bunkers, name of Master, port of departur draft (arrival), Venezuelan gross tonnage, flag of ship. Vessels ma contact the terminal by radio-telephone on 2182 kHz and VHF Chann 16. There is standby attention 24 hours a day. The terminal also ha the frequencies 2080, 2120, 2638, 2738 and VHF Channel 13.

Ship-to-shore radios are installed on the oil dock and on both tug A 350-watt AM transmitter-receiver is monitored 24 hours a day.

TUGS: The use of 2 tugs is compulsory for all vessels over 145 m. LO The Company has available 3 tugs (2×3,000 h.p. and 1×1,600 h.p.

BERTHING: The loading facilities consist of 6 berths. Products availab and safe draft are as follows:

	Berth 1	2	3	4	5	6*
Crudes	×	×	×	×	×	×
Heavy fuel oil					×	
Refined products		×	×	×		×
LPG		×				
Bunker "C" fuel	×	×	×	×	×	
Diesel fuel	×	×	×	×	×	
Intermediate fuels	×	×	×	×	×	
Fresh water	×	×	×	×	×	×
Max. safe draft (ft.)	38	38	38	55	55	40
Max. d.w.t. (thous.)	50	50	45	120	120	58
Max. LOA (ft.)	750	750	700	950	950	800

*El Chaure Terminal – Now Pier No. 6. Also see "El Chaure".

Jose Terminal is Berth No. 8 – See "Jose Terminal".

Upon arrival at dock the following rules must be observed:

(a) Masters must ensure that mooring lines are properly tend during the discharge of ballast and loading of cargo, and th sufficient personnel are on board at all times to handle sam Discharging or loading will be temporarily suspended up infringement of this regulation.

(b) Masters are requested to remove the blank flanges from th vessel's loading manifold before docking, so as to expedite th connecting of the shore hoses by company personnel. Vesse using Berth No. 5 are also requested to have their derrick an gangway ready for use.

Note: Vessels normally dock with starboard side to dock, unle otherwise advised.

(c) While docked, discharge of sea water, hot water or steam o dockside of ship is prohibited. Hot water or steam may activ the automatic sprinkler system as well as damage piping loca under the dock surface.

(d) Rat-guards must be placed on all ropes connected with th shore.

(e) Heavy exhaust smoke from vessel's funnel is not permitted. Any infringement of this rule will result in Government fine and/or removal of ship from dock.

(f) Meals must be provided in officers' mess-room for Venezuelan National Guard personnel who may be assigned to the vessel during stay in port.

LOADING: After the vessel has been cleared, the Company Dock Supervisor on watch will give the Master of the vessel written instructions as to grade or grades of cargo, loading rates, information on size of hoses and lines, and other information pertinent to the loading of the vessel.

During loading operations, company employees are on watch to administer to the needs of each vessel.

Upon termination of loading cargo of crude or fuel oil, hoses are normally displaced with air at controlled rates prior to disconnecting. If the ship's officers request that the alternate procedure of draining hoses be effected, shore personnel will be happy to comply provided the following steps are observed by ship's officers:

1. Advice be received prior to termination of loading cargo.
2. Ship's receptacles be situated to receive oil drained on board. It should be noted that heavy fines are imposed for spills or overflows which contaminate the bay.

Shortly after completion of loading, company personnel together with ship's officer will take ship's ullages and, later, deliver cargo and sailing papers to an officer of the vessel.

Ships must vacate berth upon completion of loading and await papers at anchorage if the berth is needed for another vessel. The Dock Supervisor on duty will advise ship's officer on this matter.

BALLAST: Although climatic conditions in Puerto La Cruz are relatively mild, vessels should arrive with sufficient ballast to permit safe handling. Venezuelan regulations strictly prohibit the pumping overboard of dirty ballast in territorial waters. All ballast must be pumped ashore with the exception of vessels especially equipped with clean segregated systems which are reserved for ballast only. Vessels so equipped will be permitted to pump overboard after first being inspected and approved by shore personnel. Heavy fines are imposed for pollution of waters and industrial fishermen are quick to report any infringement. Max. discharge pressure to shore installations is 90 p.s.i. through the 16 in. line which dumps into ballast lakes approximately 300 m. South of dock.

No vessel will be allowed to discharge ballast if any of the following conditions exist:

(a) Last previous cargo was sour crude/product and/or could result in unpleasantness to area inhabitants.

(b) Ballast has lead gasoline, naphtha and/or other volatile residue which may cause an explosive atmosphere at the open ballast pit.

(c) Last previous cargo had to be heated and/or pour point was higher than 80°F. This will be verified by the laboratory.

MEDICAL: All requests for medical or dental treatment must be accompanied by a written request from the Master to the vessel's Agent.

FRESH WATER: Fresh chlorinated water is available at an average rate of approximately 2 t.p.h. Total volume of water that can be supplied during the normal period alongside averages about 150 tons. As water is not held in special reserve for vessels' requirements but supplied from terminal water system, availability may be limited dependent on time of year and other conditions.

FUEL: The terminal is not a general bunker station. Only ships loading petroleum or its products may take bunkers.

Bunker "C", heavy diesel fuel and complete range of intermediate fuels are available in reasonable quantities. Delivery rates to the ships are approximately as follows: Bunker "C", 200 t.p.h.; heavy diesel, 150 t.p.h.; intermediate fuels, 150 t.p.h.

Bunkers are delivered concurrent with the cargo and should be taken as soon as clearance is granted.

Meters are installed on all bunker systems and are calibrated in nett barrels; except diesel meters which indicate gross barrels.

The dock valves on the bunker lines will only be opened and closed upon advice from the ship's personnel.

Lubricants and gasoil are available through the vessel's Agent.

CONSULS: The following foreign countries have consular offices in the vicinity of Puerto La Cruz:

Belgium
Brazil
Colombia
Denmark
France
Great Britain
Italy
Netherlands
Norway
Sweden

Vessel's Agent should be appraised of vessel's consular requirements promptly upon docking.

REPAIRS: Request for repair work by local contractors must be accompanied by a written request from the Master of the vessel.

SURVEYORS: 1. Saybolt, Inspecciones and AIVEPET cargo inspectors available at the Terminal Office.

2. Lloyd's Register, American Bureau, Bureau Veritas, P & I available locally or from Caracas via the ship's agent.

CUSTOMS: Crew members should be warned against taking knives or other lethal weapons ashore, as this is strictly prohibited. All firearms and ammunition must be noted on Stores List. They cannot exceed 1 per officer and 18 cartridges per gun. No arms may be carried while ship is in Venezuelan waters or tied up at dock. Contraband of any description will be confiscated. Each man is allowed 1 package of cigarettes on his person and this package must be opened. No liquor is to be taken ashore. It is prohibited to carry liquor from shore to ship without authorisation from Master of vessel. It is further strictly prohibited to consume liquor in dock area.

It is normally forbidden to take photographic cameras ashore. However, upon written request to the National Guard contingent on the oil dock, special permission may be obtained. This is subject to 2 limitations: (1) that the camera is returned to the ship; (2) that no photographs are taken of the petroleum installations.

TELEPHONES: There is a telephone booth on each dock. The Supervisor on duty may be contacted by calling number 308 or 906.

REPATRIATION: Seamen discharged from hospital for transfer to another port, seamen arriving from another port or those being repatriated are handled by the vessel's Agent, who must comply with all Venezuelan Regulations.

In the case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances if any, and instructions for repatriation. Venezuelan regulations, at all times hold the vessel responsible for a seaman during his stay in the country. Close contact is maintained by radio with ship owners regarding disposition of their seamen.

TIME: GMT minus 4 hours all year round.

EMERGENCY CO-ORDINATION CENTRE: Seccion de Seguridad, Busqueda y Salvamento Maritimo. Telex: 31154. Tel: (02) 513395, 512156.

BANKS: Banco Royal Venezolano. Tel: (081) 691921.

Cash: The local currency is the Bolivar.

Foreign currency may be exchanged at local banks. Local banks are open Monday to Friday from 0830 – 1130 hrs. and from 1400 – 1630 hrs., except holidays.

STORING: See "Prelims".

1. Vessel can be stored by truck.
2. No need for barge storing while ship is alongside.
3. Trucks can proceed to the berth gate only. Distance from gate to ships berth 200 ft.
4. Fork lift trucks cannot be permitted inside the berth while the ship is either deballasting or loading.
   No fork lift trucks whatsoever permitted alongside LPG ships.
5. No Customs regulations in force regarding storing.
6. Local riggers can be employed to assist with storing through ship's local Agent.

IDENTITY CARDS: Passes for shore leave are issued by the officials of the "Capitania de Puerto", who board with the Customs authorities upon the vessel's arrival at dock. These passes are valid for the duration of the vessel's stay in port and must be returned before sailing to the guard assigned to the vessel.

In order to comply with Immigration Regulations, crews should be carefully checked before sailing, and any missing seamen reported to the vessel's Agent. Crew members left behind when the vessel sails will be held in custody until deported at the vessel's expense.

GARBAGE DISPOSAL: Garbage collection service available. Contact Marine Garbage Recolector C.A., Ave. Constitucion No. 92, Puerto La Cruz. Tel: (081) 664243. Garbage collection is by request only, $ 300.00 per service (including supply of waste bags and cleaning of garbage storage area). Daytime service only.

WASTE OIL DISPOSAL: Waste oil disposal service available at Jetties No. 1, 2, 3, 4 and 5. Discharge and disposal is limited to 15,000 tonnes per vessel. Arrangement for this service is by prior agreement. Contact agent 72 hours before arrival. There is no charge for this service.

SEAMAN'S CLUB: No seaman's club available. Taxis to be ordered by Agent. No telephone service on jetty.

CURRENCY: Bolivar. No currency restrictions. Also see "Banks".

REGULATIONS:

Excessive Smoke. It is absolutely prohibited to exhaust heavy smoke through a ship's funnel while tied up at the Company's docks. It is also prohibited to blow boiler tubes. Failure to comply with this regulation will result in any or all of the following actions:

1. Vessel's discharge of ballast or loading of crude or products will be immediately shut down.
2. Vessel will be subject to fine from authorities.
3. Vessel may be removed from dock.
4. Ship's Agent will be advised of infractions of this regulation.
5. Fines, time lost, and other related expenses will be charged against the vessel.

Pollution. Venezuelan laws are very strict on this subject and local authorities quickly enforce existing statutes. For this reason each Master is handed a circular that emphasises the necessity of complying with federal and local laws and customs.

The spilling or discharge of dirty ballast, crude oil or petroleum products into coastal waters is defined as pollution, as is also the throwing overboard of garbage, trash or other unwanted objects while the vessel is at anchor or dockside. Prior to the start of loading operations all discharge valves, bilges and scuppers must be closed and strict vigilance exercised during deballasting and loading operations.

When a spill does occur, the Master, Government officials and a company representative evaluate the quantity and submit a report to the Government Petroleum Inspector. This report becomes the basis for a federal fine that is practically incontestable. An additional expense occurs when local authorities require assistance in cleaning beaches and shorelines after a major spill and can pinpoint the responsible vessel or source.

TONNAGE CERTIFICATE: Due to reciprocal agreements between Venezuela and the following countries, ships flying the flag of any of the below-named countries are exempted from Arqueo compliance and payment of fees: Denmark, Great Britain, France, Germany, Netherlands, Norway, Portugal, Sweden, United States.

Ships bearing the flag of any other nation shall require a Venezuelan Arqueo Certificate. The cost of measuring is contingent on the size and tonnage of vessel. The certificate is usually issued after the ship sails from port. It is then sent to the marine department of the Owners of the vessel by airmail.

GENERAL:

No charts or sailing directions are available in the terminal. Same should be forwarded by airmail to the vessel's Agent for delivery to the ship.

All ship requirements such as chandlery supplies, mail, cash advances, medical, dental, consular requirements, repair work, laundry service, bonded stores, transportation etc. should be obtained through the vessel's Agent.

Local authorities strictly forbid the throwing overboard of garbage, trash or any objects while anchored or docked, and they also forbid the exchange of articles between crew members and the occupants of adjacent small craft.

Corpoven as operator of the Terminal charges a fixed fee for General Services such as supervising the docking and undocking manoeuvres, hose connections, loading and documents required by the cargo buyers or consignee. Handling of Telexes, documents and air postage will be charged at cost.

Offices of Corpoven loading and marine personnel are located on the first floor of the building between Berths No. 1 and 2. Any matter concerning loading, bunkering, is handled through this office, which is open 24 hours of every day. On the ground floor of this same building is the Documentation Section.

SHIPMASTER'S REPORT: February 1979.
Documents:
3 copies of List of Passengers or "nil" passengers.
3 copies of a letter by Master stating that vessel was diverted after sailing from previous port and explaining why clearance destination is wrong.
3 copies of cable ordering diversion.
Anchorages: Good holding ground in N.W. part of anchorage area, thick mud.
Restrictions: Maximum height of manifold about 18.95 m., so necessary for vessels of 140,000 d.w.t. to load some cargo before completion of ballast.
Max. Size: If draft less than 30 ft. on arrival vessel can approach berth direct from West, and use 2 tugs. If more than 30 ft. draft then vessel must use channel to the North of berth and use 3 or 4 tugs. This for vessels of 140,000 d.w.t.
VHF: Tankers call "Corpoven" on Channel 16, then change to Channel 12 or 13. Also call Agents on Channel 16.
Berthing: Back springs to bollards on jetty. Breasts and heads and stern lines to hooks on dolphins. These hooks are secured to bollards by wire of circumference 19 cm. or diameter 6 cm.
Consuls: No U.S. Consul available and Agents will give Master letter to this effect for U.S. Immigration.
General: Ballast, if clean, may be pumped overside. If dirty, advise Corpoven prior to arrival of quantities to be pumped ashore. They will also accept slops if not sour crude or smelling too badly.
Notice to Shipmasters:
We wish to advise the Masters of all vessels calling at this port that it is strictly prohibited to take photographs.
It is likewise contrary to regulations to carry ashore a camera. Same is liable to be confiscated by the Government Authorities.
Signed S. A. Corpoven.

SHIPMASTER'S REPORT: January 1989.
Berth: Berth No. 4, starboard side alongside.
Vessel: 89,000 d.w.t.
Gangways: Shore gangways at Berths No. 1 – 5.
Tugs: 2 tugs used, port bow and starboard main deck aft. Tugs lines used.
Mooring: 2 head/stern lines, 2 breast lines and 2 springs at each end. Head lines sent first, then breast lines and finally springs. From aft, springs first, then breast lines and finally stern lines.
The pilot boat takes all the forward lines. After springs sent away by heaving line if possible, otherwise all after moorings by pilot boat on completion of forward moorings.

AGENCY:
All incoming ships to lift cargoes at this Terminal must have a local Agent to render all services required for a prompt and efficient tanker turnaround and to cancel all ships disbursements during the port stay.
AUTHORITY: Capitania de Puerto, Guanta, Puerto La Cruz. *Tel:* 081-660534, 081-660367. *Telex:* Capipuerto 81386. *Contact:* Captain A. Hernandez, Port Captain.
Operator: Corpoven S.A. *Tel:* (081) 604709, 6022211. *FAX:* (081) 603483. *Contact:* Jesus Narvaez, Terminal Supervisor.

PUERTO SUCRE (Cumana): 10.28 N. 64.12 W.

(See Plan)

SHIPMASTER'S REPORT: August 1980.

DOCUMENTS: As for Guanta. Entry formalities, normally after berthing but if at anchor will board about 0900 hrs.
APPROACHES: Approaching Puerto Sucre at night, the lights of the city are visible for many miles, but the light indicated at the end of the pier is non-existent, also the water tower marked on the chart with red lights is non-existent.

Two vessels were alongside when this vessel approached so the pier was clearly visible with the lights of the ships, otherwise there are no lights on the pier.

The pier indicated on the chart just North of the main pier is no longer there although at low water parts of the supports are still visible. Further North there are 3 piers, approximately half cable long, used by fishing boats. They start approximately 1 cable North and 1 cable between each, also there are car ferry terminals before the mouth of the river South of Pta. Carenero. This river mouth is undergoing extensive work which is apparently to be a fishing harbour.

A tall white building is situated in approximate position Lat. 10° 27.8′ N., Long. 64° 11.1′ W., it has a fixed red light and an occulting red light at night. A silo is situated in approximate position Lat. 10° 26.7′ N., Long. 64° 11.25′ W., this has 3 red lights in a horizon line at night. There is an air light on the control tower at the airpor alternating white and green every 5 seconds, but this is only lit whe an aircraft is due.
PILOTAGE: Pilotage is compulsory for berthing and unberthing. Pilo will anchor vessel if required.
ANCHORAGE: Anchorage is limited in pilotage area "A". This vesse anchored 3 cables off the shore line and 3 cables off the pier i 30 fathoms of water, vessels also anchor 2.5 to 3 miles S.W. of pier i 25 fathoms, however Pilots prefer vessels to use nearer anchorage.
VHF: Pilots occasionally on Channel 16, but very little English spoken The ship's chandler has a VHF set and can be very helpful as he speak very good English.
TUGS: One tug is available to assist with berthing/unberthing.
BERTHING: Vessels use both sides of the pier and Ro/Ro vessels t up stern to the head of the pier. Soundings were taken around the pie (See "Plan").
CARGO HANDLING FACILITIES: There are numerous fork lift truck of all sizes, 4 mobile cranes and some small towing vehicles. This vesse had a cargo of bagged fertiliser which was discharged onto lorries an there was no shortage of these, even when working 2 ships wit 10 gangs no delays were caused due to lack of transport. Ship's gea is used at all times but the mobile cranes can be hired if required.
MEDICAL: Services available.
FRESH WATER: Available using ship's hoses.
FUEL: Diesel oil is available but difficult to obtain as it has to be brough from Puerto la Cruz by road tankers.
WATCHMEN: Not available, one member of National Guard on board requires a cabin if one available. This vessel had no spar accommodation but the guard must still be fed.
SHORE LEAVE: Permitted, but shore passes must be carried an passes returned when vessel leaves.
GENERAL: *Provisions and Laundry:* Available.
Garbage Disposal: No facilities.

PUNTA CARDON: 11.38 N. 70.14 W.

PORT LIMITS: The area enclosed by the parallels of Lat. 11° 38′ 00″ N and Lat. 11° 36′ 38″ N. and the meridian of Long. 70° 14′ 25″ W.
FLAG: It is compulsory to display the Venezuelan flag at the foremas starboard yardarm during daylight hours for ships anchored or berthe in Venezuelan waters. The ship's Services will provide a Venezuela flag at any time for ship's account.
LOCATION: The port of Punta Cardon is located on the Gulf o Venezuela, on S.W. coast of Paraguana Peninsula, Venezuela. Punt Cardon is an open sea port with practically no swell, due to the Easter winds prevailing almost all year from the shore side.
ESSENTIAL REQUIREMENTS:
1. Incoming vessels must send ETA at least 3 days before arrival a Punta Cardon.
2. If a ship, originally cleared for another port (including any othe Venezuelan port) is diverted at sea to Punta Cardon, certain informatio must be radioed prior to arrival in order to avoid heavy fine(s) and/o delays.
3. No dirty ballast may be pumped overside in port in Venezuela coastal waters. Ballast disposal facilities are available at Punta Cardo Terminal.
4. The use of Venezuelan Government Pilots is compulsory fo berthing and unberthing.
5. In addition to other clearance documents, 5 copies of an itemised list of articles in the ship's slop chest must be presented to the authoritie on arrival.
6. The emergency fire signal is 5 long blasts on the ship's whistle o siren. No other signal is to be given in cases of emergency.
7. Rat-guards must be placed on all mooring lines.

DOCUMENTS: Clearance (inward Pratique). Inward Clearance i effected on board by Government Port and Customs Officials and a representative of the Oil Movements Department immediately afte berthing. The following documents must be ready on arrival:
(1) In ballast:
- *(a)* Clearance from Last Port (1 copy).
- *(b)* Ballast Manifest from Last Port (1 copy).
- *(c)* Crew List (7 copies).
- *(d)* Steward's Stores List (all foodstuff, liquors, tobacco, etc.), to be declared on a separate and independent sheet (5 copies, see note (2)).
- *(e)* Deck and Engine Stores and Spare Parts List (paints, varnishes chains, ropes, etc.), to be declared on a separate and independent sheet (5 copies, see note (2)).
- *(f)* Medicine Chest Lists (including narcotics accurately itemised (5 copies).
- *(g)* Slop Chest Lists (5 copies).
- *(h)* Personal Effects Lists (4 copies).
- *(i)* Sailing Permit (issued by Maritime Authority at Last Port of cal (1 copy).
- *(j)* Passenger and Baggage Lists (if any) (2 copies).
- *(k)* List of Passengers in transit (if any) (4 copies).

(2) Both the Steward's Stores List, the Deck and Engine Stores an Spare Parts List may be prepared on board prior to the vessel's arriva The Steward's Stores List must be comprehensive and accura especially with regard to cigarettes and liquor. All new clothing, gif souvenirs, etc. are to be clearly marked. All personal effects of the cre are to be collected and placed in the Bonded Stores Locker, ready fo sealing by the Customs Authorities on arrival.

Although vessels proceed directly to Punta Cardon, clearance documents should be made out showing the port as "Las Piedras, Paraguana (Punta Cardon)". Failure to comply with this requirement may result in fines up to a max. of U.S. $600.00.

(3) Clearance documents out-bound: Outward Clearance and cargo documents are delivered on board by the Ship's Services Representative.

In the event that the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents and clearance.

APPROACHES: Restricted Fishing Area. Masters when approaching coast should keep a particularly sharp lookout for fishing boats, nets and small craft.

Mechanically propelled vessels drawing more than 5 ft. are prohibited from navigating in the restricted fishing area that extends off Paraguana Peninsular from Punta Macolla, Lat. 12° 05′ 32″ N., Long. 70° 12′ 55″ W. to Punta Estanques (Los Taques), Lat. 11° 48′ 45″ N., Long. 70° 16′ 45″ W., and a line connecting the position indicated below:

(a) Lat. 11° 37′ 12″ N., Long. 70° 14′ 25″ W.
(b) Lat. 11° 37′ 30″ N., Long. 70° 19′ 23″ W.
(c) Lat. 11° 37′ 36″ N., Long. 70° 21′ 50″ W.

Leading Lines:

	Position			*Height in Metres*
Jetty	*Latitude* N.	*Longitude* W.	*Colour*	*(LWS)*
I	11° 37′ 19.2″	70° 13′ 54.6″	Green	4.70
	11° 37′ 23.1″	70° 13′ 47.6″	Green	14.20
II	11° 37′ 32.0″	70° 14′ 02.0″	Red	4.83
	11° 37′ 35.9″	70° 13′ 55.1″	Red	14.30
III	11° 37′ 08.1″	70° 13′ 53.5″	White	3.06
	11° 37′ 09.1″	70° 13′ 50.6″	White	14.94
IV	11° 37′ 41.9″	70° 14′ 12.0″	Blue	5.10
	11° 37′ 42.4″	70° 14′ 09.4″	Blue	21.54

Navigation Aids:

A light is located on the outer radio tower.

Position: Lat. 11° 38′ 03″ N., Long. 70° 13′ 56.2″ W.

Characteristics: Fl. White and Red, ev. 10 sec. Height 205 ft. (62.5 m.) 21 miles (U).

Sectors: Red 340° – 009°, White 009° – 202°, Eclipsed 189° – 340°. (All bearings are true from seaward).

2 large chimneys are very conspicuous in the Refinery Area. The North chimney is situated Lat. 11° 37′ 54.6″ N., Long. 70° 13′ 10.8″ W. Height above MLWS 399.6 ft. (121.8 m). The South chimney is situated Lat. 11° 37′ 52.9″ N., Long. 70° 13′ 09.8″ W. Height above MLWS 396.3 ft. (120.8 m.). For daylight distinguishing marks, both are painted with broad red and white bands and at night both have a string of all round fixed red lights at the top and the same at the middle height.

PILOTAGE: Pilots are employees of Venezuelan Government and pilotage is compulsory for vessels entering or leaving harbour. The Ship's Services Office will arrange for this service at any time. If it becomes necessary for Master of the vessel to disregard Pilot's orders in order to ensure safety to the ship, the Master must promptly submit a written report to the Harbour Master on the matter, via the Ship's Services Representative, stating reason for this action.

Pilots sustaining injuries: It is compulsory to submit a full report in cases where a Pilot is injured while performing duties on board vessels.

Agent's Notice to Masters: Dated July 1986.

Subject: Pilot Service from/to Punta Cardon

Harbour Master's Office has issued new regulations. Here below are mentioned regulations:

1. Pilot service from Punta Cardon is only compulsory when Masters are crossing the channel of Lake Maracaibo for the first time. If this is not the case, the Pilot should be then embarked at San Carlos.
2. Upon your request this Pilot service can be arranged by the Agency.
3. On departure, Pilot service to Punta Cardon is not required.
4. If Official Pilot is unable to disembark at San Carlos due to difficulties on board or by *force majeure*, or if you decide to change the instructions given to the Agency with regard to Pilot disembarking San Carlos, a letter addressed to the Harbour Master stating your reasons should be handed to the Pilot before he disembarks in Cardon.

Master's Note: With regard to the above, on reflection the content of the letter from Agent may not be too clear to those not familiar with this area. At risk of stating the obvious, what this Notice is saying is that pilotage inwards from the "EM" Buoy, to the San Carlos Pilot Station is only necessary on the Master's first visit to a Lake Maracaibo Port. Thereafter he may navigate the Outer Channel without a Pilot. The Outer Channel Pilot is taken at Punta Cardon on the inward passage, and disembarked there on the outward passage, should a Pilot be so required.

Shipmaster's Report: January 1989.

Punta Cardon is no longer a pilot station. The new station is Guaranao Pilot Station. The embarkation/disembarkation zone is located between the following 4 points:

A.	Lat. 11° 40.0′ N.	Long. 70° 15.5′ W.
B.	Lat. 11° 41.5′ N.	Long. 70° 15.5′ W.
C.	Lat. 11° 41.5′ N.	Long. 70° 16.5′ W.
D.	Lat. 11° 41.0′ N.	Long. 70° 16.5′ W.

ANCHORAGE: The anchorage at Cardon roads within a radius of 2 miles from end of jetties has depths varying from 54 ft. to 100 ft. (LWS) and a bottom consisting of mud with some patches of small stones, sand and shells. There are no known obstructions from West to N.W. of the Piers and there is ample water for a clear approach when coming from West and N.W., but the anchorage is limited on the South by a sandspit projecting 1 mile S.W. off Punta Cardon Cape. A beacon is located on this Sandspit in position: Lat. 11° 36′ 03.4″ N., Long. 70° 14′ 15.6″ W. Fl.R. ev. 1 sec. 17 ft. 5 miles (U).

MAX. SIZE:

Jetty/Berth			*Depth LWS* (ft. in.)	*Draft* (ft. in.)	*Length* (ft.)	*Displac.* (tons)
No. 1	North Outer	(3)	42 00	39 06	710	25,000
	South Outer	(4)	42 06	40 00	710	25,000
	North Inner	(1)	31 06	30 00	575	25,000
	South Inner	(2)	32 06	31 00	575	25,000
No. 2	North Outer	(3)	43 00	40 06	710	25,000
	South Outer	(4)	41 06	39 00	710	25,000
	North Inner	(1)	21 00	19 06	424	25,000
	South Inner	(2)	23 00	21 06	424	25,000
No. 3	North Outer	(3)	47 00	44 06	900	62,000
	South Outer	(4)	48 00	45 06	900	62,000
No. 4	North Outer	(3)	47 06	45 00	900	54,000
	South Outer	(4)	47 06	45 00	900	54,000

RADIO/VHF: Arrival messages (ETA). Master of vessels bound for or diverted to Cardon are requested to radio the following information to "Maraven. Caracas" via La Guaira Radio, call sign YVG, 72 hours in advance of estimated arrival, or as soon as possible.

(a) Name of vessel
(b) Flag
(c) ETA
(d) Last Port.
(e) Master's name
(f) Number of crew and passengers
(g) Port for which the vessel is cleared
(h) Quantity of clean ballast on board
(i) All requirements

This information is of the utmost importance to the Harbour Authorities in facilitating the entry of vessels in general, and in case of diversion.

VHF Radio Telephony. The radio and communication centre is located in the Oil Movements Office Building situated at the foot of Pier No. 2 at a height of 50 ft. above sea level. The roof of the building is painted black and the word "Marine" painted across in large white letters.

There is an R/T set operating 24 hours a day on the following frequencies, and manned by English speaking operators:

156.6 MHz	FM	VHF	(Channel 12)	Range	limit	25	miles
156.8 MHz	FM	VHF	(Channel 16)	,,	,,	25	,,
2120 kHz	AM	HF		,,	,,	150	,,
2182 kHz	AM	HF	(Channel 1)	,,	,,	150	,,
7620 kHz	(SSB)	HF	(Channel 3)	,,	,,	300	,,

Call sign: "Marine Cardon".

Vessels not equipped with radio telephone may call the installation by signal lamp (Aldis lamp) whereupon the service launch will be sent out to vessel to pick up any message it may have.

Shipmaster's Report: 1993.

VHF Channels 16 and 12 used. It is important to call and listen on Channel 12.

TUGS: 2 tugs of 2,700 h.p. are available, and their assistance is compulsory for berthing. Number, disposition and manoeuvres of tugboats are directed by the Pilot. The following tug signals in practice in this port are listed below for Master's guidance:

Short blasts are used to give orders to the tug situated ahead.

Long blasts are used to give orders to the tug situated aft.

1 blast means *push* tug engine, ahead (if it is stopped); *stop* tug engine, stop (if it is moving).

2 blasts, *pull* tug engine, astern.

1 long, 1 short, 1 long and 1 short whistle, "Calling tugs".

2 long and 2 short whistles, "Tugs Dismissed".

BERTHING: Without exception ships always moor head-in on all berths. It is considered prudent to have the outboard anchor hove out prior to approaching piers to facilitate speedy release while docking if necessary. Vessels are to be moored to satisfaction of the Port Services Superintendent or his deputy; mooring lines must be tended regularly and kept hove taut to prevent surging and possible damage to ships, docks or hoses. When adjusting mooring lines, the assistance of harbour tugs should be requested before slackening off any mooring line.

BALLAST: It is suggested that vessels nominated to load at this installation arrive with the minimum of ballast on board, necessary for the safe handling of the vessel under normal conditions. In this connection experience has shown that, under normal weather conditions, vessels can be safely berthed and unberthed with a quantity of ballast of approximately 25% of their respective Summer deadweights. Clean ballast can be pumped into the sea, but Masters are reminded that pollution of the sea incurs heavy fines. Dirty ballast can be received ashore. Maximum discharge pressure to shore installation is 150 p.s.i. in the 20 in. ballast line of Jetty No. 2; Jetties No. 1 and 4 have a 24 in. ballast line, and Jetty No. 3 has a 16 in. line. Masters are requested to endeavour to arrive at this port with 20% SDW ballast.

MEDICAL: Facilities are available for medical and dental treatment, vaccination and hospitalisation in a private clinic.

Emergency cases will be attended to at all times.

Masters requiring medical or dental service or vaccination for their crew members should call Ship's Services by dialling 2105. Our representative will make the necessary arrangements with the clinic and arrange for transportation to pick up the crew members on the pier and to take them to the clinic and back. Any crew member who is sent ashore for medical or dental treatment, and who does not speak English or Spanish, must be accompanied by a crew member who speaks one of these languages.

Doctors do not attend patients on board. In serious cases where the patient is unable to walk an ambulance will be provided to take him to the hospital.

FRESH WATER: Fresh water is available at all berths. Loading rate is 30 t.p.h.

FUEL: Available if advance notice given. Funds at to be remitted to Chase Manhattan Bank, One Chase Manhattan Plaza, New York, 24 hours in advance to Maraven S.A. (Account No. 001-1-992773).

REPAIRS: Shore facilities are available for emergency repairs of a minor nature. The nearest dry docks are located at Puerto Cabello and Curacao, N.A. Request for repairs should be mentioned in the ship's ETA message.

CUSTOMS: Venezuelan National Guards are stationed at the piers to ensure that vessels in port comply with regulations.

1. *Smuggling.* Strict compliance with the Customs laws of the country is enforced by the Authorities and Masters are strongly advised to caution crew members against attempting to smuggle ashore cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) or other articles. A maximum of twenty cigarettes per person for personal use is allowed to be carried but a greater quantity will result in the imprisonment of the offender with possible heavy fines and delay to the vessel.

2. *Bar.* On Customs Authorities instructions vessels maintaining a "Bar Service" on board for the use of officers, crew, passengers and visitors, must keep the bar closed during the vessel's stay in port.

3. *Firearms.* Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be declared on Stores List. Officers must not carry firearms while ship is in Venezuelan waters. Said arms should be collected together with the ammunition and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore as these will be confiscated and the bearer fined.

CERTIFICATES: All ships arriving in Venezuelan ports for the first time must be measured by the Maritime Authorities for issuance of a Venezuelan Tonnage Certificate, known as "Certificado de Arqueo". This document gives the measurements and weight of the vessel in accordance with existing laws. The cost of measuring and issuing of the Certificate is contingent on size and tonnage of vessel.

It is usual practice to take ashore the ship's "General Arrangement" and "Capacity" plans, which are used as a basis for calculations. These plans and the Venezuelan Tonnage Certificate are later forwarded to ship's Owners.

Vessels registered in following countries are exempt from above regulations, due to existing reciprocal agreement with Venezuela: Denmark, France, Germany, Great Britain, Ireland, Netherlands, Norway, Portugal, Sweden, U.S.A.

The Venezuelan Tonnage Certificate is used in calculating Venezuelan Government Port charges, such as Port Captain Habilitation for entry and despatch of vessels and Pilotage Dues, for all vessels except those registered in the countries mentioned above, in which case the Lloyd's Registered Tonnage is used.

TIME: Local time is GMT minus 4 hours.

HOLIDAYS: By order of the local Port Authorities it is requested that all ships in port be fully dressed on the following national holidays: January 1st, April 19th, July 5th, July 24th, October 12th, December 25th.

TELEPHONES:

Communications Office (General and Port Information, 24 hours service), 2604. Ship's Service Office (All services to ships: mail, doctor, taxi, papers, etc., 24 hours service), 2105. Agents' Office (Weekdays) (0700 to 1200 – 1300 to 1600 hrs.), 2125. Loading Supervisor (Re cargo and bunkers), day, 0700 to 1600 hrs., 2821/2133; at night, after 1600 hrs., 2133.

SHORE LEAVE: Shore leave is permitted and Harbour Master's representative who boards vessel on arrival issues the required number of shore passes. These passes must be shown when proceeding ashore to the Government and Company Guards at the gangway and refinery gates. They are to be collected by Master prior to sailing and handed to Pilot unberthing the vessel. Masters are reminded that in accordance with the instructions of local police, crew members be properly dressed before leaving the vessel, i.e. long trousers and shirts.

Masters are requested to have shore leave expire at least 2 hours before expected departure. Men then found missing should be reported to the Ship's Services Office, Tel. 2105, who will endeavour to locate them. An officer must accompany shore personnel in order to identify the missing crew member.

Vessels are not permitted to sail until all crew members are on board, unless said crew members are hospitalised or previously signed off by the Master through the Ship's Services representative. If any crew member is missing at sailing time and cannot be found, his passport and other personal documents must be handed to the Ship's Service representative, as well as written instructions as to his repatriation, when found. All costs and expenses of a crew member so left behind will be for ship's account.

GENERAL:

1. *Animals:* The importation and transit of all birds belonging to the genus parrot or parakeet is prohibited. For other birds a valid health certificate is required. For so-called "small animals" e.g. dogs, cats, monkeys, rabbits, etc. a valid health certificate and a valid rabies vaccination certificate are required.

2. *Bonded Stores:* Stores in bond are not obtainable in Punta Cardon. The nearest port with bonded stores facilities is Curacao.

3. *Board of Trade Gangway:* A safe gangway must be provided by the vessel and should be rigged as soon as possible after mooring to allow the Port Authorities to board, and should not be taken in until Pilot has boarded to unmoor vessel. The use of rung ladders, pilot ladders, etc. is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

4. *Damage during Manoeuvres:* When a vessel or the pier sustains damage during manoeuvres with an official Pilot on board, it is the responsibility of the Master to submit to the Ship's Services representatives, immediately after the accident, a report in quintuplicate, for presentation to the Harbour Master. Such reports should give full details of the accident and of all engine movements as ordered by the Pilot, as well as a sketch in triplicate of the ship's manoeuvring position at the time. These will be translated by the Agents into Spanish and forwarded to the Harbour Master.

5. *Cash Advance to Masters:* Cash advances to Masters are made only in Venezuelan currency, which is the Bolivar. Cash requirements should be included in the vessel's ETA message. Foreign currencies are accepted in the United Seamen's Service Club.

6. *Rat-guards:* By order of the Port Authorities rat-guards must b fitted to all mooring lines. Non compliance entails a fine of 200 Bolivar for each unguarded line.

7. *Kerosene, Motor Gasoline, Gas-Oil, Solvents:* Supplies for ship purposes are available in drums. The return of empty drums ashore i prohibited by Customs regulations. Therefore the cost of each drum w be billed to the vessel in the Port Disbursement Account.

8. *Lubricants, Oils and Greases:* Supplies of products are availab Vessels arriving at Punta Cardon on Saturday or Sunday or on a holida should give ample notice of their requirements by cable in order th the necessary labour arrangements for delivery can be made. Th procedure also applies to the delivery of white oils mentioned unde 7 above, when required outside working days.

9. *Laundry Service:* Laundry service is available throughout eac working day. Such service should be requested in the vessel's ET message.

10. *Wireless Transmitters in Port:* It is strictly prohibited to use vessel wireless transmitters in the Port of Cardon. Non-compliance with th regulation may result in a fine being imposed on the vessel by th authorities.

11. *Mail:* On vessels' arrival, blank Mail List Forms will be handed t the Master to be completed in sextuplicate and duly signed by him, whe sending ship's and crew mail ashore for posting. Ship's mail receive after ship has sailed, or for vessels on which no advice has bee received, will be held for 15 days and then returned by airmail to th owners or operators or senders, at ship's expense unless speci instructions have been received beforehand.

12. *Marine Surveyors:* Both the Lloyd's Agents at Maracaibo an Norske Veritas at Caracas have a representative in Punta Cardon wh acts on their behalf when a surveyor is requested. However, in the cas of continuous or classification surveys, advance notice of 4 days shou be given in order to arrange for an appointed surveyor to come fro Caracas. There is also a representative of the American Bureau o Shipping in this area (Caracas).

13. *Miramar Club:* Masters, chief engineers and their wives can vis the Miramar Club. For this purpose entrance passes should b requested from the Ship's Services Office, tel. 2105.

14. *Manaure Bathing Beach:* The above mentioned bathing beac is open to all ship's staff and crew members.

15. *Navigation Charts:* Navigation charts are not available at this por

16. *Passengers:* Movement of passengers over Cardon Piers i subject to restriction under terms of agreement with the governmen Passengers will not be permitted to disembark unless in possession o the required Venezuelan visa and travel documents. If passengers ar carried, Master should so advise in his radio ETA so that arrangemen can be made for Immigration Authorities to visit vessel on arrival an thus facilitate clearance.

17. *Petroleum Inspection:* E.W. Saybolt, petroleum inspectors, ar available in this area. Contact can be made through the Loadin Supervisor (Tel: 2821).

18. *Personnel – Seamen Left Ashore:* In the case of seamen le ashore for hospitalisation, repatriation, desertion or other reasons, a documents and personal effects are to be handed to the Oil Movemen Department's representative before sailing. A letter is required from th Master advising the maximum advances, if any, to be made to th seamen, and instructions concerning his repatriation. All expense incurred by seamen left ashore, including cost of repatriation, are t ship's account. It is important that Masters bear in mind that th Venezuelan law will at all times hold the vessel, her Master, or Owne responsible for any seamen left behind in Venezuela.

19. *Photographing:* The taking of photographs within the bounda fence of the Cardon Refinery is prohibited. Taking cameras ashore i likewise prohibited.

20. *Provision and Stores:* Provisions and stores are availab Requisitions should be conducted through the Ship's Services Offic Telephone number 2105 or the Ship's Services representative when h calls on board with the authorities on arrival. Ships' chandlers are no permitted to visit ships, unless specifically instructed to do so by th Agents.

21. *Radar and Radio Repairs:* Repair and maintenance services fo radar, radio, gyro compass, radio direction finder, echo sounder, et are available. The repair man should be contacted through the Ship' Services Office, telephone number 2105.

22. *Safety of Personnel:* It will be appreciated that persons intoxicate by alcoholic drinks can create risks of accidents; therefore we ask th Master's co-operation to ensure that these persons do not enter th refinery gates and/or board their vessel unless accompanied by sobe members of their crew. In this connection we will advise the Master o one of his officers, so that measures can be taken to ensure the safe of the forementioned person(s) e.g. by sending one or more of the cre to the gate to accompany him (or them) to the ship.

23. *Visitors:* Visits to ships are prohibited except from those compa employees, petroleum inspectors, etc., whose duties require the presence on board.

24. *Staff and Crew Changes:* No staff and/or crew should be engage or discharged without consulting Ship's Services (telephone 2105). I case of discharge, identification documents must be handed to the Ship' Services representative or the Norwegian Consular Officer in the cas of Norwegian vessels.

25. *Tank Cleaning and Mopping:* Several contractors in the are provide labour for tank cleaning and mopping. Masters in need of th service should submit their requirements to the Ship's Services Offic (telephone 2105), who will contact and request a contractor to go o board to discuss details and estimate costs of work to be effected. I must be pointed out that the Master of the vessel is solely responsib for the proper fitness of the ship's tanks for loading his next cargo, an will therefore be held liable for any contamination of the cargo aft loading, due to inadequate tank cleaning. Therefore it is up to him t decide the degree of tank cleaning necessary. He may, of course, se

advice from the installation representative in this respect, whenever there is any doubt.

26. *Turnaround:* To promote the economical operation of their vessel, Masters are requested to co-operate with installation representatives in minimising their in-port time. Any delays which are considered unnecessary or extensive should be reported to the loading Supervisor (Tel. 2133) so that corrective measures can be taken.

REPORT: February 1991.

The following telex was sent to a Master by the Agent.

Quote:

Latest Instructions Received from Coast Guard and Port Captaincy with Reference to National Security Enforcement:

(AAA) Arrival and departure transit of vessel to the terminal of Punta Cardon.

(AA1) All vessels should arrive at following position:
Lat. 12° 10′ N.
Long. 70° 40′ W.

(AA2) Then, they have to proceed to the following position (course 180°):
Lat. 11° 46′ N.
Long. 70° 40′ W.

(AA3) In order to arrive at terminal of Punta Cardon it is compulsory to pass through Coast Guard control zone at the following area:
(A) 11° 40′ 15″ N. 70° 22′ 30″ W.
(B) 11° 40′ 15″ N. 70° 26′ 00″ W.
(C) 11° 37′ 00″ N. 70° 26′ 00″ W.
(D) 11° 37′ 00″ N. 70° 22′ 30″ W.

(AA4) After passing through Coast Guard control you may go ahead to the anchorage zone which is as follows:
Parallels 11° 40′ 00″ N. and 11° 38′ 00″ N.
Meridians 70° 17′ 00″ W. and 70° 15′ 30″ W.

(BBB) Arrival and departure information should be transmitted by radio on VHF Channel 16 to Coast Guard or Guaranao Pilot Station (Port Captaincy of Las Piedras):

(BB1) Once you arrive at the position referred to in (AA1) above you should start calling the Coast Guard (if you do not receive any answer then call Guaranao Pilot Station).

(BB2) Following information should be passed to them:
Agency name.
Vessel's name.
ETA/Port.
Last Port.
Call Sign.
Kind of vessel.

Please note that all this information should be provided by us (agent) to the port authorities 48 hours prior to the vessel's arrival. Once you arrive at Point (AA1) above same information must be reported to authorities, thence you may be authorised to transit from Point (AA3) to (AA4) above.

If there is something different in the information, your vessel may be requested to anchor in the zone mentioned in Point (AA3) above and wait until Coast Guard boards your vessel and checks all the information again.

Please note that even when all information is correct your vessel may be requested to anchor for routine check.

(BB3) Upon departure you should contact Coast Guard/Port Captaincy and inform them about your departure and transit through zone indicated in Point (AA3)/(AA2)/(AA1).

If all the above procedure is not followed by you, your vessel will be requested to anchor for about 48 hours in area referred to as Point (AA3).

We highly appreciate your co-operation in order to avoid any unnecessary delay for your vessel.

Unquote.

AUTHORITY: Las Piedras – Guaranao Port Captaincy, P.O.Box. No. 2, Codigo Postal 4102-A, Punta Fijo, Edo. Falcon, Venezuela. *Tel:* (069) 402008. *Telex:* 54119. *Cables:* Capipuerto Las Piedras.
Contact: Captain David Jimenez Quintero, Harbour Master.
Operator: Maraven, S.A., Apartado 829, Codigo Postal 1010A, Caracas, Venezuela. *Tel:* 908 2111. *Telex:* 23535, 23536. *Cables:* Maraven Caracas.

NOTES

Please also advise Shipping Guides Ltd.

Socialist Republic of Vietnam

GENERAL:

The following ports are open for international trade:

1. Ba Ngoi
2. Campha
3. Can Tho
4. Cua Lo
5. Danang
6. Haiphong
7. Hon Chong
8. Hongay
9. Le Mon
10. My Thoi
11. Nam Can
12. Nghe Tinh
13. Nha Trang
14. Quy Nhon
15. Saigon
16. Vungtau

The following small ports are also open to international trade, and information on these ports will be included in a latter edition of the Guide.

Thanh Hoa Port: Pilot Station at Lat. 19° 40.6′ N., Long. 105° 57.8′ E. Contact: Vosa Haiphong.

Dong Thap and Vinh Thai Ports, located on the rivershore at Tien Giang. Pilot Station at Lat. 09° 26′ 23″ N., Long. 106° 30′ 48″ E. Contact: Vosa Vung Tau or Vosa Saigon.

DOCUMENTS: (All ports).

Arrival Procedure:

(a) Arrival documents to be filled in or signed:

Clearance from Last Port.
2 copies Declaration of Arrival.
8 copies Crew Lists.
8 copies Passenger Lists.
2 copies Health Declaration.
Crew Personal Effects (individual declaration).
Passengers Personal Effects (individual declaration).
5 copies Dangerous Cargo Declaration.
5 copies Cargo Manifest.
5 copies Cargo Plan.
8 copies List of Articles Forbidden to be Used in Port.
Zoological Quarantine Declaration.
Ship's Stores Manifest.
Phyto Sanitary and Fumigation Certificates.
Veterinary Certificate.
Phyto Quarantine Certificate.
Application for Crew Members and Passengers Shore Passes (to be returned before Ship's Departure).

(b) Arrival documents to be submitted to Port Authority:

Ship Safety Construction Certificate.
Ship Nationality Certificate and Navigation Certificates.
International Load Line Certificate.
International Tonnage Certificate.
Safety Radio Telephony Certificate.
Safety Equipment Certificate.
International Certificate of Vaccination for Passengers and Crew.
Ship's Derat (or Exemption) Certificate.
Seamans Passports or Seaman's Books of Crew and Passports of Passengers.
Transit Cargo Manifest.
Zoological and Botanical Transit Cargo Manifest.
Certificates of Competency of Officers and Engineers (for all Officers onboard).
Certificates of Proficiency in Manoeuvring Lifeboats.
Foreign Currency Declaration and Invoices.
International Oil Pollution Prevention Certificate.

Departure Procedure:

2 copies Declaration of Departure.
3 copies Health Declaration.
6 copies Outward Cargo Manifest.
6 copies Crew Lists and Passenger Lists (if changes).
6 copies Personal Effects Declaration.

PILOTAGE: Pilotage is compulsory for all vessels entering or leaving Vietnamese Ports, as well as when mooring, unmooring and shifting berths in harbour.

Request for Pilots at every port by international signal code for sea pilots and on VHF Channel 16.

RADIO: All communications for ship movements through radiotelephones of Harbour Offices on VHF Channel 16.

Agents, receivers, etc. can be called through Coastal Radio Stations, this includes Vosa, who are located at every port.

Notice of Arrival: ETA message to be given 48 hours prior to ship's arrival, including particulars of vessel and cargo on board. 4 hours prior to arrival send correct time of arrival.

HEALTH: Usual international health regulations are to be observed. Any vessel, which is suspect, should inform Harbour Office and Medical Office.

Medical assistance, if required, is available, including vaccinations and inoculations, as well as dispensary and hospital treatment in all ports.

International code quarantine signals to be shown on arrival at port limits. No person, except Pilot and Port Authorities, may board or leave the ship until Free Pratique is given after port health inspection.

TIME: Local time in Vietnam is GMT plus 7 hours.

HOLIDAYS: New Year's Day (last day of December, 1st and 2nd January); Day of International Worker's Solidarity (1st May); National Day (2nd and 3rd September).

AGENCY: All foreign vessels upon arrival at Vietnamese ports are attended by the Vietnam Ocean Shipping Agency (Vosa).

There are Vosa branches at every port. Cable address of any branch is "Vosa":

Vosa Hongay, Vosa Campha, Vosa Haiphong,
Vosa Ben Thuy, Vosa Danang, Vosa Quynhon,
Vosa Nhatrang, Vosa Saigon, Vosa Vungtau, Vosa Can Tho.

All branches of Vosa work round the clock, including Sundays.

GENERAL: Commercial vessels may call at all ports officially declared open, if permission from Vietnam Maritime Department obtained at least 7 days in advance of arrival. The arrival should be re-confirmed at least 24 hours before entering territorial waters.

Emergency calls are allowed, but the Maritime Administration should be notified immediately.

Vessels only allowed to leave the Pilot Station when all formalities, such as Free Pratique, Customs, Clearance, etc., have been performed.

Crew members and officers are not allowed to have contact with other than Pilot and Port Authorities during arrival and sailing formalities.

SEARCH AND RESCUE: Maritime Search and Rescue Committee of Vietnam is located at 80 Tran Hung Dao Street, Hanoi (Ministry of Communication and Transport).

There are Search and Rescue Centres at every port (Harbour Office). The Head Office of the Rescue and Salvage Company is located at Ho Chi Minh City, and there are branch offices at Danang and Haiphong Ports.

AUTHORITY: Vietnam Maritime Department (VINAMARINE), 11 Vo Thi Sau, Haiphong, Vietnam.

The Section of Registration and Maritime Safety (VINAMARINE), 11 Vo Thi Sau, Haiphong, Vietnam. *Contact:* Tran Thanh Minh, Director.

BA NGOI: 11.48 N. 109.12 E.

AGENT'S REPORT: April 1994.

PILOTAGE: Compulsory.
Pilot Station Co-ordinates: Lat. 11° 48′ N., Long. 109° 12.5′ E.
Distance from Pilot Station to Port: 9 miles.
RESTRICTIONS: Draft 6.50 m.
TUGS: 1×400 h.p.
BERTHING: Quay length 81 m.
Mooring Buoys: 3.
Average Handling Rate: 1,800 tonnes/day.
CRANES: 2×5 tons and 1×15 tons mobile cranes.

CAN THO: 10.03 N. 105.42 E.

DOCUMENTS: See "General" before first port.

PILOTAGE: Pilotage is compulsory for all vessels that enter or leave the Port of Can Tho.

Pilot boards at correct time of arrival at "Zero Buoy" in position Lat. 09° 28′ 57″ N., Long. 106° 30′ 23″ E. During bad weather, Harbour Master will advise, by VHF, the position where Pilot may board in safety.

RESTRICTIONS: Pilot boards during daytime only.

ANCHORAGE: In "Zero Buoy" area with max. depth 12.00 m.

MAX. SIZE: LOA – No restriction. Draft 7.0 m.

HEALTH: See "General" before first port.

RADIO/VHF: Communications available on VHF Channel 16 and ICOM IC-M700 on 8,743.7 kHz. with Vietnam Ocean Shipping Agency, Can Tho Branch (VOSA CANTHO) and Port of Can Tho Authority, stand-by daily, including Sundays and holidays, 0700 hrs. – 1100 hrs. and 1300 hrs. – 1700 hrs.

TUGS: 1×135 h.p. and 1×1,400 h.p.

BERTHING: Two quays with total length 140 m., depth 9.0 m.

STEVEDORES: 4 shifts: 0700 hrs. – 1100 hrs., 1300 hrs. – 1700 hrs., 1900 hrs. – 2300 hrs. and 0100 hrs. – 0600 hrs.

CRANES: 3 shore cranes of 10 tons, 15 tons and 20 tons capacity.

FRESH WATER: Available at berth.

FIRE PRECAUTIONS: Port fire service and City fire service available.

REPAIRS: Deck and engine repairs of medium size possible at Navy factories.

POLICE/AMBULANCE/FIRE: Via Port Authority or Vosa Can Tho.

SERVICES: Shipchandler services available via Vosa Can Tho.

AGENT'S REPORT: April 1994.

Location:	Lat. 10° 03′ N., Long. 105° 42′ E.
Pilot Station Co-ordinates:	Lat. 09° 28′ 57″ N., Long. 106° 30′ 23″ E.
Distance from Pilot Station (Dinh An):	70 miles.
Pilotage:	Compulsory, daytime only.
Restrictions:	Draft 7.00 m.
Tugs:	1×1,400 h.p.
Cranes:	1×5 tons, 1×10 tons and 1×15 tons.
Berth:	Length 141 m. Depth 9.00 m.
Buoys:	1 pair.
Storage:	Warehouse: 3,240 sq.m. Open: 4,500 sq.m.
Container Handling Facilities:	1 crane (45 tons) truck for shifting container.
Barges (for lighterage):	3
Average Handling Rate:	Bagged cargo 500 – 800 tons/day.

AUTHORITY: Port of Can Tho Authority, 14/11 Le Hong Phong Street, Binh Thuy, Can Tho City, Can Tho Province, Vietnam. *Tel:* (84) 01-71-41254. *FAX:* (84) 01-71-41049. *Contact:* Le Minh Khang, Harbour Master.

CUA LO: 18.50 N. 105.45 E.

AGENT'S REPORT: April 1994.

PILOTAGE: Compulsory and daytime only.
Pilot Station Position: Lat. 18° 47′ N., Long. 105° 47′ E.
Distance from Pilot Station to Port: 6 miles.
RESTRICTIONS: LOA 100 m., draft 4.5 m.
TUGS: 1×300 h.p. and 1×500 h.p.
BERTHING:

Quay No.	*Length* (m.)	*Depth* (m.)	*Type of Cargo*
1	160	6.00	All types.
2	160	4.00	

Sheds/Warehouses: 2×5,970 sq.m.
Open Storage: 40,000 sq.m.
Barges (for lighterage): 5×70-700 tonnes.
CRANES: 5×5 ton mobile cranes.

DANANG: (Tourane): 16.04 N. 108.13 E. (See Plan)

DOCUMENTS: To be inspected:
Certificate of Registry or Nationality.
Load Line Certificate.
Tonnage Certificate.
Certificate of Pollution Prevention, and other Safety Certificates.
Permit for Ship's Radio Operation.
International Vaccination Certificates (for crew/passengers).
Transit Cargo Manifest.
Crew's Passports and Passengers' Passports.
Certificates of Competency for Master, Chief Engineer, Chief Radio Officer, Officers and Engineers.
Civil Responsibility Insurance Certificate (for ships carrying petroleum or dangerous cargo).
Foreign Currency Declaration or Crew Luggage Books.
Certificates of Proficiency in Manoeuvring Lifeboats.
Required for Entry:
1 copy Port Clearance from Last Port.
2 copies Declaration of Arrival (Form supplied).
2 copies Declaration of Health (Form supplied).
1 copy Individual Luggage Declaration (Form supplied).
5 copies Cargo Plan and Cargo Manifest (Form supplied).
5 copies Dangerous Cargo Manifest (Form supplied).
5 copies Declaration for all Equipment and Instruments/Tools used during Ship's stay in port (Form supplied).
5 copies Stores List – Deck, Engine and Provisions (Form supplied).
5 copies Crew List (Form supplied).
5 copies Passenger List (Form supplied).
1 copy Declaration of Provisions (Form supplied).
1 copy Zoological/Phyto Quarantine Certificate (Form supplied).
1 copy Application for Crew and Passengers Shore Passes (Form supplied).
Required for Departure:
2 copies Declaration of Departure (Form supplied).
3 copies Cargo Manifest (Form supplied).
1 copy Declaration of Health (Form supplied).
5 copies Crew List and Passenger List (Form supplied).
Also see "General" before first port.
PILOTAGE: Compulsory for all vessels that enter or leave port. Pilot Station at "Zero Buoy" (Lat. 16° 10′ N., Long. 108° 11′ E.), depths at Pilot Station 14.0 m. Pilot requires 8 hours notice.
Pilot boards from a tug during daytime only. Ships arriving at night should anchor in a position close to the Pilot Station.
ANCHORAGE: Pilot station and 45 anchorages in Danang Bay with depths from 10.0 m. – 16.0 m.
RESTRICTIONS: No restrictions in the Danang Bay and anchorage.
MAX. SIZE: Permissible LOA 190 m. Beam 26 m. and max. draft 11 m.
HEALTH: See "General" before first port.
RADIO: Danang Radio, call sign XVT, works 24 hours everyday.
Contact by VHF Channel 16. It is possible to contact anywhere through Danang Radio.
Name: Danang Radio Coast Station.
1. SW: 8 MHz. Call Sign: "XVT".
   Transmit Frequency: 8,570 kHz.
   Receiving Frequency: 8,368/8,369 kHz.
   Working Time: From 0700 hrs. – 2200 hrs. (local time).
   Call Time: The first half of every hour (Call "TRAFICLIST").
2. MW: Transmit and Receiving Frequency: 500 kHz.
   Call Time: From the 35th minute of every hour.
3. R/T – H/F: Listens and answers on frequency 12,290 kHz.
   Working Time: From 0700 hrs. – 2100 hrs. (local time).
4. VHF: Channel 16. 24 hours/day.
5. R/T – M/F: Frequency 2,182 kHz for emergency (24 hours/day).

TUGS: 3 tugs available. 1×1,140 h.p., 1×800 h.p. and 1×480 h.p.
BERTHING: There are 2 areas:
Tien Sa area: 2 quays with 4 berths (one with length 182 m.), depth 9.5 m.
X50 Berth (Navy): 250 m. long with depth 6.0 m.
Song Han area:
1 main berth 530 m. long with depths 4.0 m. – 6.0 m.
1 berth (Song Han 7) 134 m. long with depth 6.0 m.
1 berth (Song Han 8) 90 m. long with depth 6.0 m.
1 berth (Song Han 9) 60 m. long with depth 5.2 m.
1 berth (called 234) 220 m. long with depth 6.0 m.
VHF: Contact with Port Authority and VOSA Danang on VHF Channel 16. Port Authority listen 24 hours. VOSA Danang and Pilot listen during daytime only.
RADAR: Not available.
CRANES: There is one heavy lift floating crane of 100 tons capacity and mobile truck cranes up to 25 tons capacity.
BULK CARGO FACILITIES: No specialised facilities available. Cargoes handled include coal, maize and fertiliser in bulk.
SPECIALISED CARGO HANDLING FACILITIES: No specialised facilities for container handling. Storage space available for palletised cargoes. Ro-Ro ramp available.
STEVEDORES: Ordered by Agent, work continuous throughout 24 hours, except for meal breaks.
BRIDGES: None.
MEDICAL: 6 hours notice required for medical assistance. There are hospitals in town.
TANKERS: Two submarine hoses of 8 in., all kinds of white spirits discharged through both lines. Maximum back pressure 8 kg. Average discharging rate 200 tons per hour per line.
FRESH WATER: Available by barges, arrange with Agent.
FUEL: Fuel oil, diesel oil and lubricating oil available, arrange with Agent.
CONSULS: Russia and Laos.
REPAIRS: Can be undertaken on request to Agent.
DRY DOCKS: Two dry docks for vessels up to 7,000 d.w.t.
SURVEYORS: Cargo Surveyors: Vina Control, 105 Le Duan Street, Danang.
Ship Surveyors: Vires Danang, Branch No. 4, 4 Nguyen Thi Minh Khai Street, Danang.
HATCHES: Opening/closing is normally carried out by crew or stevedores.
REPATRIATION: Possible.
AIRPORT: There is an airport about 5 km. from the city with local flights only:

	Departure	Arrival	
Danang – Ho Chi Minh City:			
Everyday:	0900 hrs.	1000 hrs.	(except Wed.)
	1435 hrs.	1535 hrs.	
Tues., Thu., Sat.:	1635 hrs.	1735 hrs.	
Mon., Wed., Fri.:	1530 hrs.	1630 hrs.	
Sun.:	1200 hrs.	1300 hrs.	
Wed.:	0840 hrs.	0940 hrs.	
Danang – Hanoi:			
Everyday:	0930 hrs.	1030 hrs.	
	1440 hrs.	1540 hrs.	
	1200 hrs.	1300 hrs.	(except Sun., Mon.)
Sun.:	1600 hrs.	1700 hrs.	
Mon.:	1700 hrs.	1800 hrs.	
Danang – Haiphong:			
Mon., Wed., Fri.:	1030 hrs.	1130 hrs.	
Danang – Qui Nhon:			
Sun., Tue., Thu.:	0910 hrs.	0950 hrs.	
Danang – Buon Me Thuot:			
Mon., Wed., Fri.:	1430 hrs.	1540 hrs.	
Danang – Pleiku:			
Mon., Wed., Sat.:	1335 hrs.	1415 hrs.	
Danang – Nha Trang:			
Tue., Fri.:	1330 hrs.	1435 hrs.	

TIME: GMT plus 7 hours.
HOLIDAYS: 1st January; Lunar New Year (3 days); International Labour Day (2 days – 30th April and 1st May); National Day (2nd and 3rd September).
POLICE/AMBULANCE/FIRE: Contact Danang Radio (VHF Channel 16) to request telephone No. 13 (Police), 15 (Ambulance) or 14 (Fire); or contact VOSA Danang or Port Authority (VHF Channel 16).
EMERGENCY CO-ORDINATION: S.A.R. Centre of Danang Port based at Harbour Office. Contact with S.A.R. Centre on VHF Channel 16.
SERVICES: Available. Contact VOSA Danang or Ship's Agent.
BANKS: Vietcom Bank, Danang Branch, 104 Le Loi Street, Danang City. Tel: 84.51.23503.
Vietnam Export-Import Bank, Danang Branch, 92D Hoang Dieu Street, Danang. Tel: 84.51.26673, 84.51.26675, 84.51.26676. Telex: 84.51.5730 DN-EIB VT. Fax: 84.51.26674.
Vietnam Maritime Commercial Stock Bank, Danang Branch, 14 Tran Phu Street, Danang City. Tel: 84.51.25804, 25822, 24049. Telex: 311260 MSB VT. Fax: 84.31.45125.
SHORE LEAVE: Permitted via ship's Agent.
IDENTIFICATION CARDS: Shore passes issued.
GARBAGE DISPOSAL: Service is compulsory every 5 days. Ship must provide drums or bags. Charges U.S.$ 20 per time (on berth), U.S.$ 45 per time (at buoys or anchorage). Can be arranged through ship's Agent or VOSA Danang.
WASTE OIL DISPOSAL: Available. Contact ship's Agent or VOSA Danang.
SEAMAN'S CLUBS: Two Seamen's Clubs in the port. Facilities include shops, restaurants, international telephone, church services, football, dances, mini-bus collection and postage service. Arrange through ship's agent VOSA.
CURRENCY: Vietnamese Dong (d). U.S.$ 1.00 = 10,950 d (May 1994).
REGULATIONS: It is strictly forbidden to throw any garbage, waste oil, etc., into the bay or the river. Garbage collected by barge.
DELAYS: In the months from February to August: Good weather with S.E./S.W. winds.
In the months from September to January: Bad weather usually with N.E. wind (Monsoon), and it is often impossible to berth for discharging or loading at Tien Sa Berths, or the tanker berth at My Khe.

GENERAL: Officials boarding on arrival with Pilots: Two armed policemen who remain aboard during ship's stay at anchorage and berth.
Officials boarding for clearing:
2 Port Authority Officers (Immigration Officers).
2 Security Officers.
2 Customs Officers.
2 Quarantine Officers.
Ship's Agent.

SHIPMASTER'S REPORT: 1976 (Updated 1994).
Documents: On arrival usually dealt with immediately by the Immigration Service, Police Service, Customs Service, Agency and Health Service. Ship's Documents: Certificate of Registry, Radio Certificate, Load Line Certificate, Safety Equipment Certificate, Port Clearance from last port. Cargo Documents: Bill of Lading (8 copies), Cargo Manifest (8 copies), Stowage Plan (5 copies), In Transit Cargo Manifest (if any). Immigration: Crew List (7 copies), Stores List (2 copies), Crew's Effect Declaration (2 copies), Passports of the crew.
Health: Vaccination List (2 copies), Provisions List (2 copies), International Vaccination Certificates.

All documents to be ready on arrival. Cameras and binoculars to be collected and placed in a locker, to be sealed. Bonded stores not sealed.
Pilotage: Pilot station at a position Lat. 16° 10′ N., Long. 108° 11′ E. Pilot boards from a tugboat and moves the ship to a position about 1 mile West of Phare de l'observatoire. Pilot boarding during daytime only. Ships arriving at night should anchor in a position close to the pilot station. Pilot will board the ship at 0600 hrs. ETA should be given 48 hours and 24 hours prior to arrival at the pilot station.
Restrictions: There are no restrictions for entering the bay.
Health: A 24 hours cable should be sent to the Agent, stating that all crew are fit and healthy. If any sickness on board cable 48 hours in advance.
Radio:

Call sign	Frequency	Working hours GMT
XVT	500 kHz	0001 – 1200 hrs.
XVT 2	417.5 kHz	0001 – 1200 hrs.
XVT 2	8,570 kHz	0130 – 0145 hrs.
		0830 – 0845 hrs.
		1200 – 1315 hrs.

Radar: There is no radar post.
Tugs: There are 3 tugboats available, 1×1,200 h.p., 2×800 h.p. each. Tug's lines are used if necessary.
Berthing: There is one finger pier of 250 m. and another under construction. The latter to be ready towards the end of 1976. A tanker berth is situated in position Lat. 16° 04′ N., Long. 108° 15′ E., called My Khe. Tankers proceed to this position, after clearance, with Pilot rounding by the peninsula. (See "Plan"). At the cargo pier all discharging is done by ship's gear.
Cranes: There is 1 heavy lift floating crane of 100 tons capacity.
Bulk Handling Facilities: Bulk cargoes are sometimes handled at the port (i.e. maize) but there are no special facilities.
Bridges: No bridges.
Stevedores: Ordered by the Agent. No ETA necessary. Working hours 0001 – 0400 hrs., 0800 – 2400 hrs. Approx. discharging rate general cargo 400 tons/gang.
Medical: Six hours' notice required for medical assistance. There is a hospital in town. Inoculations required for cholera and yellow fever.
Tankers: Two submarine hoses of 8 in., all kinds of white spirits discharged through both lines. Maximum back pressure 8 kg. at ship's manifold. Average discharging rate 200 t.p.h. per line.
Density: Cargo pier brackish depending on the season. At the tanker berth salt.
Fresh Water: Available by barge, rate of delivery 50 t.p.h.
Repairs: Repairs taking longer than 2 hours are not permitted unless permission is granted by the Port Master. Small repair facilities can be carried out ashore. There are no drydocks at this port.
Deck Watchmen: Cargo ships alongside the pier are provided with a gangway watch. Tankers discharging at My Khe will have two security guards on board during the stay in port.
Hatches: Old type hatches opened and closed by shore labour. Special patent hatches by crew.
Customs Allowances: The bonded stores are not sealed. There are no restrictions for quantity of spirits, cigarettes, beer, etc. It is strictly prohibited to supply any bonded stores to shore personnel.
Cargo Gear: There is 1 floating heavy lift crane of 100 tons.
Repatriation: Possible, but takes some time and can be very difficult. Haiphong is a better place for crew changes.
Airport: There is an airport about 7 km. from the town. Air services to Ho Chi Minh City and Haiphong, local flights only, twice a week.
Time: GMT plus 7 hours (no Summertime) is kept along the whole coast.
Holidays: There are no special holidays.
Police/Ambulance/Fire: Via local Agent, telephone number 21161.
Services: There are laundry facilities (2 days ashore) with a 24 hour service. Shipchandler available at all times. Good fresh vegetables and fruits, depending on the season. Also good sea food.
Shore Leave: Permitted via local Agent with 6 hours' notice. Persons with invalid Passport are not allowed to go ashore.
Regulations: It is strictly prohibited to throw any garbage into the bay, heavy fines. Garbage collected by barge.
Delays: Remittance has to be granted by Owners or Charterers before sailing. Without a sufficient remittance the vessel does not receive a clearance.

Alongside the pier berthing and unberthing only between sunrise and 1400 hrs. due to strong winds in the afternoon. At any other time when strong winds are experienced berthing and unberthing not allowed. The fore mentioned also for the tanker berth at My Khe, here berthing is normally carried out during the morning hours, when there are weak winds. During a strong monsoon it is sometimes necessary to stop discharging operations and unberth the ship.

General: Ships calling for the first time at Danang port should give their ETA and call sign, nationality, all other necessary particulars so that the ship can be identified by the Navy. Ships, chartered by the Vietnamese Government should state this also and whether time or voyage charter. Ships carrying general cargo should also give all particulars about the stowage of the cargo, whether any deck cargo, heavy lifts etc.
Agent: Vietnam Ocean Shipping Agency, 1a Quang Trung, Danang. Cable: OSA Danang, telephone 21161.

SHIPMASTERS' REPORT: September 1980 (Updated 1994).
Documents: See "General".
Pilotage: Compulsory. Pilot boards in position Lat. 16° 10′ N., Long. 108° 11′ E. Notice required 24 hours. Daylight only for berthing except in cases of emergency.
Anchorage: In the Bay of Tourane; depth up to 19.0 m.
Restrictions: No restrictions in the bay and anchorage, depth of water up to 19.0 m.
Radio: Danang Radio.
VHF: Pilot on Channel 16.
Tugs: Two tugs available; 1 of 1,200 h.p., the other being used for barge work only.
Berthing: Location Lat. 16° 07.1′ N., Long. 108° 12.6′ E. Two piers available. Distance from sea to berth 4 miles. Max. size permissible LOA 190 m., beam 26 m. and deepest draft 11 m. Least depth of water in channel from sea to berth 13.0 m. Mean tidal range at berth 0.5 m. Nature of bottom at berth – mud and sand. Average density 1016.

Cargo Handling Facilities: No bulk handling facilities or quay cranes available. There is a quarter ramp for Ro/Ro vessels and a 50 ton floating crane. Security is good as armed police are on duty throughout the vessel's stay. There is adequate storage space for break bulk and palletised cargoes. No container handling facilities. Stevedore gangs are available as required and work throughout 24 hours except for meal breaks.
Barges: There are steel barges of various sizes which are towed by tugs.
Services: The following are available: Fresh water; fresh provisions; minor repairs facilities; airport with internal flights only; laundry services; bunker fuel oil; diesel oil; lubricating oil; doctor and hospital; groceries and meats.
General:
Officials Boarding on Arrival with Pilots:

Two armed police who remain aboard during vessel's stay at anchor and berth.

Officials Boarding when Vessel Anchored:
Agent and assistant.
2 Customs Officers.
2 Port Authority Officers (Immigration).
2 Quarantine Officers.
2 Security Officers.
Documentation:
8 Crew Lists.
2 Stores Lists – Deck, Engine and Provisions.
2 Crew Customs Declaration Lists.
2 Currency Lists for foreign money in Crew's possession.
2 Bonded Stores Lists.
1 Health Declaration.
2 Crew Vaccination Lists.
All Vaccination Certificates.
4 copies of Bills of Lading.
7 copies of Cargo Manifest.
2 copies of Cargo Manifest – Cargo in Transit.
1 Form (Supplied) for Ship's Sextants, Binoculars, Cameras, etc.
1 Form (Supplied) for Arrival Details and Times.
All Discharge Books (Passports of Officers' wives collected for safe keeping ashore).
Restrictions:
Main and Emergency Transmitters sealed.
Stornos (Walkie Talkies) sealed.
Cameras sealed.
Bond sealed.
Inspection of all cabins on arrival.
General:

Vessel on 4 hours' notice at all times for sailing or shifting berth. Although bond sealed release of spirits available at any time from Customs.

Very strict on cigarettes with issue of only 200 per week per person. Shore passes issued to all personnel. Shore leave very restricted but bus service available to Seaman's Club nightly from 1800 – 2130 hrs. accompanied by a guard.

Maximum of 20 cigarettes per person for shore leave.

Seaman's Club takes Sterling (£5 notes and above only) and U.S. Dollars.

One sight seeing tour was to have been arranged this call but cancelled due to adverse weather conditions. (Limited number of cameras would have been available on this occasion).

Remittances from Owners take at least 1 month before any cash is made available.

One typoon warning received this call when vessel had to vacate berth and proceed to anchorage.

One emergency vacation of berth at 0300 hrs. this call when heavy swell built up alongside pier.

On departure full inspection of cabins and personnel, discharge books (passports of Officers' wives returned). Shore passes collected. No mail received this call due 1 month delivery time. No restriction on bond for coastal passage Danang to Haiphong.

AGENT'S REPORT: April 1994.
Location: Lat. 16° 07′ N., Long. 108° 13′ E.
Pilot Station Co-ordinates: Lat. 16° 10′ N., Long. 108° 11′ E.

Distance fro Pilot Station to	
Tien Sa:	6 miles.
Song Han (Quay 1,2,3):	9 miles.
Song Han (Quay 7,8)'	10 miles.
Nai Hien:	12 miles.
My Khe Buoy:	24 miles.
Lien Chieu Buoy:	6 miles.
Pilotage:	Compulsory, day and night at Tien Sa.
Restrictions:	Draft: 9.5 m. at Tien Sa. 4.9 m. in Canne. LOA: 200 m. and 230 m. (Ro-Ro).
Tugs:	1×1,140 h.p., 1×800 h.p. and 1×480 h.p.
Cranes:	3×25 ton and 8×5-16 ton mobile cranes. Floating cranes available with 100 tons lifting capacity.

Berths:

Quay	Length (m.)	Depth (m.)	Type of Cargo
Tien Sa:			
1	182	9.5	General cargo, Ro-Ro, passengers
2	182	9.5	General cargo, passengers
3	182	9.5	General cargo, passengers
4	182	9.5	General cargo, passengers
Song Han:			
1-2	195	6.0	General cargo
4-6	335	6.0	General cargo
7	140	3.0	General cargo
8	80	6.0	General cargo
Nai Hien:			
	15	5-5.5	For small tankers. LOA 80 m. only.

Mooring Buoys:	My Khe Area: 4 buoys, depth 13.0 m. Lien Chieu Area: 2 buoys, depth 7.0 m. (both for tankers). Song Han: 3 buoys, depth 6.0 m.
Sheds/Warehouses:	Tien Sa: 15,800 sq.m. Song Han: 11,000 sq.m.
Open Storage:	Tien Sa: 150,000 sq.m. Song Han: 10,000 sq.m.
Container Handling Facilities:	One berth and one terminal at Tien Sa.
Barges (for lighterage):	6, totalling 2,000 tonnes.

AUTHORITY: Danang Port Authority, 1 Bach Dang Street, Danang, Vietnam. *Tel:* 84.51.26203. *FAX:* 84.51.23172. *Contact:* Nguyen Van Thai, Port Director.

HAIPHONG: 20.52 N. 106.41 E. (See Plan)

PORT LIMITS: A line drawn from A0 Point to A1, A2, A3, A4 Points. In addition, there are 4 positions in Hongay Bay, and 5 positions in Halong Bay. In Hongay Bay: HG1, HG2, HG3 and HG4. They are bound by the following co-ordinates (D area):

	Latitude N.	Longitude E.
HG1	20° 55′ 54″	107° 03′ 42″
HG2	20° 56′ 24″	107° 03′ 37″
HG3	20° 56′ 36″	107° 03′ 54″
HG4	20° 56′ 48″	107° 03′ 48″

In Halong Bay: HL3, HL4, HL5, HL9 and HL10. They are bound by the following co-ordinates (D area):

	Latitude N.	Longitude E.
HL3	20° 51′ 34″	107° 07′ 45″
HL4	20° 51′ 45″	107° 06′ 38″
HL5	20° 51′ 50″	107° 06′ 13″
HL9	20° 49′ 10″	107° 05′ 17″
HL10	20° 49′ 17″	107° 06′ 12″

Seaward boundaries of Haiphong port limits within 3 Points F0 (Zero Bucy), F1 and F2. They are bound by the following co-ordinates (A area):

	Latitude N.	Longitude E.
F0	20° 42′ 13″	106° 56′ 42″
F1	20° 40′ 00″	106° 58′ 30″
F2	20° 40′ 00″	106° 54′ 00″

DOCUMENTS: See "General" before first port.
PILOTAGE: Pilotage is compulsory for all vessels that enter and leave ports. Pilot boat arrives at the areas which are bound by the Points F0, F1 and F2 (See "Port Limits") at the correct arrival time, or as instructed by the Port Authority of Haiphong. Pilot boats are painted buff with a red stripe and a yellow star. Contact pilot station on VHF Channels 9 and 16.
ANCHORAGE: To Pilot's advice and permission of Haiphong Port Authority.

There are 4 anchorage areas:

Ninhtiep Anchorage Area with max. draft 7.00 m. There are 4 positions (NT1, NT2, NT3 and NT4).

Bachdang Anchorage Area with max. draft 6.0 m. There are 9 positions (BD5, BD6, BD7, BD8, BD9, BD10, BD11, BD12 and BD13).

Halong Bay Anchorage Area with max.draft over 10.0 m. There are 5 positions (HL3, HL4, HL5, HL9 and HL10).

Hongay Bay Area with max. draft less than 9.4 m. There are 4 positions (HG1, HG2, HG3 and HG4).

RESTRICTIONS: Max. draft to enter the berths of Haiphong Port and Ninhtiep and Bachdang Anchorage areas is 25 ft. Ships with draft over 25 ft. have to operate lighterage at anchorage areas.
MAX. SIZE: At berths, LOA 200 m. Breadth 26 m. Draft 7.0 m.
Berth for Oil Tankers: LOA 70 m., breadth 10 m. and draft 5.0 m.
HEALTH: See "General" before first port.
RADIO: Haiphong Radio handles vessel traffic. Call sign XVG, frequency 500 kHz and 8364 kHz.
VHF: Port Authority on Channel 16, working Channel 10.
TUGS: Tugs available of 500 h.p., 600 h.p. and 3,200 h.p. Tugs are used for escort, rescue, salvage and towage.
BERTHING: Port central area has 12 berths available.

Berth No. 1: Containers.
Berth No. 2: Grain, ore, coal.
Berths No. 3, 4, 5, 6, 8, 9, 10: General cargo.
Berths No. 7: Containers.
Berth No. 11: General cargo and refrigerated cargo.
Berths No. 4, 5: Passenger ships.
Doanxa Area: 2 berths for Ro/Ro or container ships.
Chua Ve Area: 2 berths for general cargo ships.
Thuongly Area: 1 berth for tankers.
Cuacam Area: 3 berths for general cargo ships.
Thuysan Area: 2 berths for fishing vessels and general cargo ships.
Vatcach Area: 3 berths for general cargo ships of less than 1,200 d.w.t.

CRANES: Port Central Area, Doanxa Area and Vatcach Area have shore cranes with capacities of 5 tons, 6 tons, 7 tons, 10 tons and 25 tons.
The Port Central Area, Doanxa Area and Chuave Area have floating cranes of 60 tons up to 200 tons available.
BRIDGES: None.
STEVEDORES: Ordered by Agent (Vosa Haiphong) or other ships' Agents in Haiphong.
Stevedores work 24 hours continuously in 4 shifts.
Loading or discharging rates are those stipulated by charter party or by the agreement between cargo owners and the stevedoring companies.
Particular advice: See "General" – "Radio" – "Notice of Arrival".
MEDICAL: Doctors and hospital facilities available in Haiphong through Agents.
TANKERS: One tanker berth, max. draft 19 ft., depending on the tide. Two tanker anchorage positions in Halong Anchorage Area with max. draft over 30 ft.
DENSITY: Low tide 1000, at berths.
FRESH WATER: Available at berths and at anchorage.
FUEL: Diesel oil and fuel oil can be supplied through Vosa Haiphong.
FIRE PRECAUTIONS: Safety Regulations for tankers and other ships with dangerous cargo.
REPAIRS: Any deck and engines repairs can be performed on request.
DRY DOCKS: Pha Rung Ship Repair Yard nearby. Dry dock available for ships with max. length 150 m. and 10,000 d.w.t. There are other small shipyards in the port area.
SURVEYORS: Cargo surveyors: Vinacontrol, branch in Haiphong City. Ship surveyors: Vietnam Register of Shipping (VIRES), Branch No. 10 at Haiphong City.
GANGWAY/DECK WATCHMAN: Compulsory for the ship's security and safety.
OPENING/CLOSING HATCHES: By the ship's crew, or by stevedores if requested.
CUSTOMS ALLOWANCES: No restrictions for spirits, cigarettes and beer for crews use, but strictly prohibited for commercial purposes.
CARGO GEAR: Cargo handled by ship's cranes or by shore cranes. If shore cranes are used, there must be a request in advance.
REPATRIATION: To Agent's advice.
AIRPORT: Catbi Airport for local services only. Noi Bai International Airport situated about 130 km. from Haiphong Port.
TIME: GMT plus 7 hours.
HOLIDAYS: National Day (2nd and 3rd September); International Labour Day (1st May); New Year (1st January); Tet Holidays (last day of December and 1st and 2nd January of Lunar Calendar).
POLICE/AMBULANCE/FIRE: Contact Port Authority or Vosa on VHF Channel 16.
EMERGENCY CO-ORDINATION: S.A.R. Centre of Haiphong based at Harbour Office, contact can be made on VHF Channel 16 or Tel: 42637, 42682.
TELEPHONES: No connections on board vessels. All operational ports are linked by telephone network.
SERVICES: Tank cleaning equipment, facilities for discharge of tank washings and all kinds of oil residues, oily rags, food wastes, garbage and hazardous substances are available at the port. Compass adjusting, radio and radar repairs, extensions of Ship's Certificates are available at port.
BANKS: State Bank of Vietnam in Haiphong Maritime Bank, 25 Dien Bien Phu Street, Haiphong.
SHORE LEAVE: Crew members are allowed ashore.
DEVELOPMENTS: *1st Phase:* Construction of graving dock (150 m.×25 m.×6.3 m.) and 200 m. length berth with depth 6.5 m.
2nd Phase: Construction of dry dock (180 m.×30 m.×7 m.) and small piers length 100 m. and 150 m.

SHIPMASTER'S REPORT: October 1980.
Documents: See "Shipmaster's Report" for Danang dated September, 1980.
Pilotage: Compulsory. Pilot boards in position Lat. 20° 41′ N., Long. 106° 58′ E. 24 hours' notice required.
Anchorage: The inner anchorage is between the outer bar and the channel cut, depth at LW 8 m.
Restrictions: It is not advisable to enter or leave during hours of darkness as there are only a limited number of lights and buoys.

Max. Size: Max. LOA 200 m., beam 26 m., draft 7.5 m. Lightening facilities are available at Baie d'Halong for vessels with draft of up to 10 m.

Health: Quarantine Authority require 24 hours' notice of arrival.

Radio: Haiphong Radio handles vessel's traffic.

Tugs: Available. 1×600 h.p., 1×500 h.p.

VHF: The Agency (Vietnam Ocean Shipping Agency – VOSA) on Channels 6 and 16. They will forward messages to the Pilot.

Berthing: Berth situated in position Lat. 20° 52′ N., Long. 106° 43′ E. The berth was built in 1976 and is down river from the town berths. In all there are 12 berths available. Our berth was 18 miles from the entrance. Max. size acceptable at the berth, LOA 200 m., beam 26 m. and deepest draft 7.4 m.

Cargo Facilities: No bulk handling facilities; no cranes at this berth but some were sighted at the town berths; no Ro-Ro facilities visible. There is a floating crane with a capacity of 60 tons (approx.). Security is good as armed guards stay aboard the vessel throughout. No container facilities of any kind sighted. Labour works around the clock in 3 shifts.

Barges: Wood and steel barges available, some have engines.

Consuls: None, nearest are in Hanoi.

Services: The following are available: Fresh water; fresh provisions (depending on time of year); minor repair facilities; airport; laundry service; diesel oil; lubricating oil; doctor and hospital; small amounts of groceries and meats.

General: Any vessel intending to remain at the port for a long period of time should have onboard sufficient stores and fresh water prior to arrival, as if vessel at anchor, stores and fresh water can take up to one week to arrive.

SHIPMASTER'S REPORT: November 1981.

Pilot Station: The Pilot boards the vessel at the anchorage which is about 2 to 3 miles S.S.E. from Zero Buoy. Pilot boat is a metal boat about 20 m. length. The funnel is painted buff with a red stripe and a yellow star.

Restrictions: There are 2 mud banks up river. One after the buoyed channel and one after the ship-canal about 1.5 miles before the berths. River draft depends on the tide which varies from 6.4 m. to 7.2 m. at HW. Haiphong port draft about 6.9 m.

Pilotage: The channel from Zero Buoy to Haiphong has buoys but no lights visible and the buoys are often out of position. The channel is very narrow having only a few centimetres' bottom clearance. Pilots are good.

Anchorage: For deeper draft than 6.9 m., ships are lightened at Halong Anchorage. Pilots, Security Officers and Customs Officer board at Zero Buoy and the vessel proceeds to the anchorage via Passe Henriette. Depths are 18 m. to 21 m. and good holding ground. The place is sheltered from all winds except North.

Documents: 1 more copy of Crew List and Money Declaration necessary than stated in "Shipmaster's Report", September 1980 for Danang.

Also see "General".

Security Police: At Halong Anchorage 2 security policemen remain on board, requesting accommodation and food.

Agency: During the vessel's lightening, Agent's clerk remains continuously on board requesting accommodation and food. Any communication with the Agency at Haiphong is done by telegram. Ship's transmitter is unsealed by Security Officer, message sent, and then resealed. Whilst alongside, Agent visits every day and they are quite efficient.

Stevedores: At Halong Anchorage, a barge with quarters for the stevedores comes alongside the vessel. Chief Stevedore is always available speaking efficient English. Discharging performed by vessel's derricks with shore grabs. Rate about 1,500 metric tons per day. At Haiphong berth discharging performed by shore cranes with a rate of about 1,800 – 2,000 metric tons per day. Haiphong Port has a berth accommodating ten large ships. There are about 25 shore cranes from 10 to 15 tons capacity and we have seen 1 floating crane of about 200 tons.

Ship Chandler: Fresh provisions are poor quality and only small quantities available. Low prices. Also ship chandler takes care of sick crew members for hospital and doctors.

Shore Leave: From Halong Anchorage crew are not allowed to go ashore. At Haiphong berth shore leave allowed from 0700 – 2300 hrs. All foreign currency, rings, watches, must be declared at the gate.

Repatriation: Agent assures Master that repatriation is very easy, however the need of formalities and permissions will take a long time.

Health: Quarantine doctor will revaccinate any crew member with expired certificate.

Communications: VOSA Agency has VHF Channel 16 and it is possible to contact them from Zero Buoy. Communication with Owners is very slow and the cable needs 2 to 3 days to reach the destination. Crew mail requires more than 40 days to reach the vessel.

Density: Halong anchorage 1020. Haiphong port 1000.

General: A lot of people visit the vessel claiming that they are Harbour Officers, Chief Stevedores, Receivers, Surveyors, Stevedores, Customs Officers, Security Officers.

IMPORTANT: Stevedore's barge which is alongside the vessel at Halong Anchorage is full of rats, which come on board via ladders and other ropes, with result that the vessel becomes infested with rats.

Ships must have on board, from their previous port of call, sufficient quantity of rat poison to kill them after sailing from Vietnam.

AGENT'S REPORT: April 1994.

Location:	Lat. 20° 52′ N., Long. 106° 41′ E.
Pilot Station Co-ordinates:	Lat. 20° 42′ 01″ N., Long. 106° 57′ 08″ E.
Distance from Pilot Station:	20 miles.
Pilotage:	Compulsory, day and night.
Restrictions:	Draft: 7.5 m. (channel) LOA: 170 m.
Tugs:	From 600 h.p. – 3,200 h.p.
Cranes:	5-15 tons shore cranes. 10-50 tons (max. 80 tons) floating crane.

Berths:

Quay	Length (m.)	Depth (m.)	Type of Cargo
1,2,3	390	8.0	Bulk cargo
4,5,6	490	8.0	General cargo
7	165	8.0	Containers, general cargo
8,9,10	489	8.0	General cargo, grain
11	156	8.0	Frozen cargo
Chua Ve	200	6.0	General cargo
Doan Xa	300	8.0	Containers, timber
Vat Cach	250	4.0	General cargo, lighter
Lighterage	6 vessels	12.0	Bulk, bagged cargo, passengers

Shed/Warehouses:	74,300 sq.m.
Open Storage:	53,000 sq.m.
Container Handling Facilities:	Available.
Barges (for lighterage):	Available.

Cargo Handling Rates: (10,000 g.r.t. vessel)

At Berth:	Bulk cargo:	1,500 ton/day min.	3,500 ton/day max
	Bagged cargo:	800 ton/day min.	2,000 ton/day max
	General cargo:	450 ton/day min.	600 ton/day max
	Equipment:	500 ton/day min.	700 ton/day max
	Container 20:	100 TEU	200 TEU
	Frozen cargo:	250 ton/day min.	350 ton/day max
	Timber:	600 ton/day min.	800 ton/day max
At Anchorage:	Bagged cargo:	1,000 ton/day min.	1,500 ton/day max
	Bulk cargo:	1,500 ton/day min.	3,000 ton/day max

AUTHORITY: Port Authority of Haiphong, No. 1 Minhkhai Street. *VHF:* Channel 16. *Tel:* 42637, 42682.

HO CHI MINH CITY (Saigon Port): 10.50 N. 106.45 E. (See Plan)

LOCATION: 46 nautical miles from Vung Tau

DOCUMENTS:

7 copies Crew Declaration.
7 copies Passenger Declaration.
1 copy Stores Declaration.
2 copies Arms & Ammunition Declaration.
1 copy Tobacco/spirits/personal effects.
8 copies Inward Cargo Declaration.
3 copies Health Documents.

Vessel status and safety equipment will be checked.

These documents are to be completed and presented with copies of manifest and ship's documents at the time of report.

PILOTAGE: Compulsory.

Request pilot by telephone: Saigon Pilot Tel: 290152; Vung Tau Pilot Tel: 2235. Notice of ETA required at least 24 hours in advance. Pilot on VHF Channel 16.

Exact Pilot Boat location: Lat. 10° 20′ N., Long. 107° 03′ E.

The anchorage position for vessels awaiting pilot: Lat. 10° 18′ N., Long. 107° 03′ E. to Lat. 10° 21′ N., Long. 107° 02′ E.

Pilotage service is available from sunrise to sunset. Ladders required for pilot boarding.

ANCHORAGE: From Lat. 10° 20.4′ N., Long. 107° 03.2′ E. to Lat. 10° 21.9′ N., Long. 107° 02.25′ E. off Vung Tau, Can Gio estuary. Depth 12.0 m. Good holding ground. Nature of bottom mud and sand. Good shelter in N.E. monsoon.

RESTRICTIONS: Daytime entry only (0600 hrs. – 1500 hrs.). Overhead power lines cross river with 36 m. clearance. East Bend limits vessel length to 230 m.

MAX. SIZE: Length 230 m.; Beam 36 m.; Draft 9.5 m. at high water (semi-diurnal tidal regime: MHHWL +3.6 m., MWL +2.30 m.). Some vessels of 30,000 d.w.t. and 11.0 m. draft have been accepted.

HEALTH: Usual International Health Regulations have to be observed.

RADIO: Saigon Radio (XVS) 500 kHz and VHF Channel 16.

TUGS: Towage undertaken by Saigon Port Marine Enterprise. 13 tugs from 600 h.p. – 2,400 h.p.

BERTHING:

Quay	*Length* (m.)	*Depth* (m.)	*Type of Cargo*
MM1	138	8.3	Passenger, General cargo
MM2	125	6.0	General and bagged cargo
MM3	163	6.0	General and bagged cargo
MM4	66	7.0	General and bagged cargo
K0	85	7.0	General and bagged cargo
K1	120	8.0	General and bagged cargo
K2	145	7.0	General and bagged cargo
K3	95	6.0	General and bagged cargo
K4	94	6.5	General and bagged cargo
K5	110	5.5	General and bagged cargo
K6	116	7.0	General and bagged cargo
K7	128	8.0	General and containers
K8	117	8.7	General and containers
K9	100	9.0	Dry bulk cargo
K10	139	10.3	General and containers
K12	156	10.8	Ro-Ro and containers
K12 A	132	9.0	Ro-Ro and containers
K12 B	55	10.5	Dry bulk cargo

There are also 11 pairs of mooring buoys along the opposite side of the river which can handle deeper draft vessels by barge or lighter.

Lighters/barges: 30, from 150 tons – 1,200 tons available.

Sheds/Warehouses: 34 (78,620 sq.m.).

Open Storage: 56,300 sq.m.

CRANES: Floating: 35 tons and 100 tons. Mobile: 5-10 tons and 150-200 tons.

BULK HANDLING FACILITIES: Dry bulk (cement, fertilizer and wheat) handled by cranes, grabs, bulldozers and trimmers.

CONTAINER HANDLING FACILITIES: Feeder vessels only handled at Berth K12.

2 shore cranes available.

Forklift trucks in container yard from 2 tons to 30 tons capacity.

Tractors and trailers available.

Container Yard: About 5 Ha. Max. stacking height: 3, using forklift trucks.

BRIDGES: Inland road transport to/from the port: Tan Thuan Bridge 12 tons and Khanh Hoi Bridge 25 tons nominal allowable truck load.

STEVEDORES: Provided by the port, 24 hour service (3 × 8 hour shifts). Ship's gear operators, watchmen, opening/closing hatches operators available.

MEDICAL: Hospital, dentist, doctor and chemist available.

TANKERS:

Nha Be Petroleum Terminal: 3 berths with 7.0 m., 12.0 m. and 18.0 m. depth alongside respectively.

Load/discharge rate: 300 t.p.h. – 1,000 t.p.h.; Lines of 6 in., 8 in. and 10 in. diameter for handling Fuel oil, Mogas, Diesel oil, Kerosene and Lub oil.

Vegetable Oil Terminal also available.

Also see "Shipmaster's Report" dated September 1993.

DENSITY: 1005.

FRESH WATER: Supply from hydrants on quays or by barges.

FUEL: Diesel oil and fuel oil by barge or truck.

REPAIRS: Facilities only available for barges (slipway) and vehicles (workshops) at locations within the port area.

SURVEYORS: Cargo surveyors: Vinacontrol.

Ship's surveyors: Vires, Branch No. 6, 22 Nguyen Hue Sreet, Ho Chi Minh City.

CUSTOMS: Port of Entry: Vung Tau-Saigon; branch office situated in Saigon Port.

HOLIDAYS: New Year's Days (Lunar: 3 days, Solar: 1 day), May Day (1.5 days), National Day (2 days: September 2nd and 3rd).

POLICE/AMBULANCE/FIRE: Telephone 13, 15 and 14 respectively for service required from Ho Chi Minh City or call 294971, 725526 and 225762 respectively for Saigon Port service.

AIRPORT: Tan Son Nhut International Airport 10 km. from the port.

TIME: GMT plus 7 hours.

EMERGENCY CO-ORDINATION: S.A.R. Centre of Saigon Port is based at Harbour Office. Contact with S.A.R. Centre can be made on VHF Channels 16 or 6.

GARBAGE DISPOSAL: Service available. Drums provided alongside, and collected every three days. Charges U.S.$ 20/collection at wharf, U.S.$ 40/collection at buoy. Contact Saigon Port General Service Enterprise. Tel: 721744, 224161. Telex: 812772 SGPORT VT. Fax: 84-8-224168.

WASTE OIL DISPOSAL: Service available by barge or tanker truck. Truck capacity 10 cu.m., barge capacity 100 cu.m. Charges: Trucks U.S.$ 50/truck, barges up to 50 cu.m. U.S.$ 300, over 50 cu.m. U.S.$ 6/cu.m. Contact Saigon Port General Service Enterprise. Tel: 721744, 224161. Telex: 812772 SGPORT VT. Fax: 84-8-224168.

SEAMAN'S CLUBS: Seamans Club 1 & 2, mini-shop and Duty Free Shop. 24 hour service.

CURRENCY: Vietnamese Dong (d).

SERVICES: Telex, telephone, transport and souvenir shop.

Hotels and tourist services to International standards available within short distance of about 1 km.

CLIMATE: Dry season November to April, rainy season May to October (average rainfall: 160 mm. – highest in July: 330 mm.), temperature: 28° C, humidity: 81%, Wind: N.E. monsoon from October to April and S.W. monsoon from May to September.

STATISTICS:

	1987	1988	1989	1990	1991
Vessel Calls:	907	961	1,049	982	985
Throughput (kTons):	2,497	3,075	4,048	4,347	4,160

(Throughput of Saigon Port in 1989 amounts to about 85% of total throughput of all ports in Ho Chi Minh City area).

Average handling rates (tons/10,000 d.w.t. vessel per day).

Commodities:	
General cargo	551
Steel, machinery and equipment	951
Rice and agricultural products	1,640
Bulk cement and fertilizer	1,260
Cement and fertilizer in bags	1,475
Containers (TEU/8 hour shift)	70

DEVELOPMENTS: Channel dredging to 9.5 m. and alongside dredging (1992); New container berths and new container handling facilities (1992-1994); Navigational aids and lighting for night navigation; Rehabilitation of existing facilities (1992-1993), and other improvements.

SHIPMASTER'S REPORT: January 1989 (Updated 1990).

Approaching from South, Mui Vung Tau (ex-Cap St. Jacques) observed on radar from about 15 miles with all details.

Anchorage extends from Lat. 10° 19′ N., Northward to Buoy No. 2. If anchoring South of Lat. 10° 19′ N., vessel will be requested to come closer in order to be boarded and cleared by Authorities.

Anchorage well protected during N.E. monsoon, no swell.

Pilot boarding ground at position Lat. 10° 20.4′ N., Long. 107° 03.2′ E. However, vessels are requested to enter and anchor at Vung Tau without the pilot. Pilot Station can be contacted on VHF Channels 16 and 6.

Watch on VHF Channel 16 should be maintained from 1000 hrs. – 1200 hrs. and 1400 hrs. – 1600 hrs. (local time), usually notice is given when vessel is to leave Vung Tau for proceeding up the river.

Buoy No. 1 is in position Lat. 10° 18.7′ N., Long. 107° 03.8′ E.

Buoy No. 2 is in position Lat. 10° 22.4′ N., Long. 107° 02.7′ E.

Buoy No. 3 is in position Lat. 10° 19.5′ N., Long. 107° 04.1′ E., but is liable to drift.

Buoy No. 7 is in position Lat. 10° 20.25′ N., Long. 107° 03.8′ E.

Buoy No. 8, formerly in position Lat. 10° 21.55′ N., Long. 107° 02.05′ E., no longer exists.

No other buoys observed in this area.

All existing buoys are unlit.

Buoy No. 2 is the Northern limit of the area where pilot not required.

Lighthouses on shore reliable and working.

Distances and bearings, taken by radar, reliable.

There are numerous fishing traps, extending from, or in the vicinity of the shore, but not obstructing navigation.

Previous information concerning the maximum size and draft is still valid.

From Vung Tau Anchorage to Saigon Port, most of the river is without any marks. Inbound or outbound ships transit the river during the day time only.

Authorities from Vung Tau board the vessel on anchoring, but only North of Lat. 10° 19′ N.

There are about 5 – 6 officials, representing Immigration, Customs, Port Authorities and Port Health. In addition ship's agent and 2 port police officers board (and stay onboard for security reasons). Vessels bound for Saigon (Ho Chi Minh City), if waiting at anchorage, are also cleared by Authorities and one set of documents remains on board to be handed to Authorities in Saigon by ship's agent.

Whilst at anchor and alongside in port, crew must keep sharp lookout and keep watch duties as Port Rules require.

In addition to the numerous forms given on arrival by Authorities to be filled in, following documents are required:

Clearance from Last Port.

7 copies Crew List.

1 copy Crew Personal Effects Declaration.

1 copy Ship's Stores Declaration.

1 copy Arms and Ammunition Declaration.

1 copy Medical Narcotics Declaration.

1 copy Crew Vaccination List (if expired, crew will be revaccinated).

1 copy Foreign Currency Declaration (crew and vessel's).

6 copies Cargo Manifest.

6 copies Cargo Plan.

All ship's certificates checked by Port Authorities.

Crew Passports/Seaman's Books usually taken ashore to obtain shore passes in Saigon.

Radio room sealed, if necessary to operate, permission must be obtained from Police Officer on board.

Fresh water available by barge (250 tons) at Vung Tau on advance notice of 24 hours, and by barge (250 tons), or by pier hose connection at Saigon Port.

Fresh fruit, vegetables and any kind of food can be obtained, prices low and negotiable, medium quality.

The cargo fumigation can be performed at Saigon Port.

The ship's derating can be performed at Saigon Port.

SHIPMASTER'S REPORT: June 1993.

Vessel: 17,500 g.r.t. LOA 176 m. Arrival draft 5.40 m. Departure draft 9.60 m. Cargo: 23,750 tonnes of bagged rice.

Charts: B.A. Charts No. 1261 and 1016.

Vessel approached in ballast from South and picked-up Mui Vang Tau at 18 miles.

Anchorage extends from Lat. 10° 19′ N. Northwards to Buoy No. 2. For the Port Authority to come on board, vessel is requested to come closer and North of 10° 19′ N.

S.W. Monsoon had just begun, but there was no swell, although there was a fresh S.W. wind.

Pilot boarding ground at position Lat. 10° 20′ N., Long. 107° 03′ E. (approx.). However, vessels usually anchor well North for Port Authorities and Pilot to board. Police station keeps watch on Channels 16 and 6.

Watch is to be maintained on VHF Channel 16 all the time for the Port or the Agent to contact vessel.

Information to proceed up the river is usually given by Port and/or Agent in advance.

Buoy No. 1 is in position Lat. 10° 18.7′ N., Long. 107° 03.8′ E.

Buoy No. 2 is in position Lat. 10° 22.4′ N., Long. 107° 02.7′ E.

Buoy No. 3 is in position Lat. 10° 19.5′ N., Long. 107° 04.1′ E.

Buoy No. 7 is in position Lat. 10° 20.25′ N., Long. 107° 03.8′ E.

Buoy No. 8 was not in position.

No other buoys observed in this area.

All existing buoys were lit.

Lighthouses on the shore are reliable and working.

Distances and bearings by radar are reliable.

Visual bearings reliable.

There are numerous fishing traps extending from and in the vicinity of the shore, but do not obstruct navigation.

From Vung Tau Anchorage to Ho Chi Minh Port, most of the river is without any marks. Inbound and outbound ships transit the river during the daytime only.

Maximum outward draft permitted is 9.6 m. fresh water.

Authorities from Vung Tau board the vessel on anchorage only, North of 10° 19′ N.

There are about 6 – 8 Officials representing Immigration, Customs, Port Authorities and Port Health. In addition, ship's Agent and 2 Port Police Officers board (Police stay onboard for security reasons). Vessels bound for Ho Chi Minh City are cleared by Authorities and one set of documents remains onboard to be handed over to Authorities in Saigon by ship's Agent.

While at anchor and alongside in port, crew must keep a sharp vigil and watch as Port Rules require. Anything loose (sounding rods, sounding pipe caps, heaving lines, etc.) is stolen.

In addition to numerous forms given by Authorities to be filled in, the following documents are required:

Last Port Clearance.
7 copies Crew List.
1 copy Crew Personal Effects Declaration.
1 copy Ship's Stores Declaration.
1 copy Arms and Ammunition Declaration.
1 copy Medical Narcotics Declaration.
6 copies Cargo Manifest.
6 copies Cargo Plans.

All ship's Certificates are checked by Port Authorities.

Crew Passports/Seaman's Books are taken ashore to obtain shore passes.

Shore leave is permitted from 0700 hrs. – 2300 hrs. If a crew member is late back, a heavy fine is imposed.

Radio room is sealed. If it is necessary to operate radio, permission must be obtained from the Police Officers onboard.

Fresh water is available by barge (250 tons) at Vung Tau on advance notice of 24 hours or by pier hose connection at berth.

Fresh fruit, vegetables and any kind of food is available. Prices negotiable, but of medium quality.

Diesel oil and lub oils available.

Repairs of any kind available.

Due to cheap labour, chipping and painting can be done in a very short time at a very cheap cost.

Stevedores are very efficient, fast and very cooperative. Usually load to entire satisfaction.

Cargo fumigation is performed at the port.

Derating can be performed.

SHIPMASTER'S REPORT: September 1993.

Nha Be: *Chart:* B.A. Chart No. 1016 and 1261.

General: The name "Saigon" is still widely used. Indeed, the pilot boat at Vung Tau has "Saigon Pilot" prominently displayed. It seems the individual areas are known by their present names – Nha Be / Ho Chi Minh City, whilst the general maritime district is known as Saigon.

Authorities give little trouble, and restrictions on cameras or bridge electronic equipment were not found.

Reasonable English is widely spoken, but not by pilots.

Approaches: Vung Tau (old Cape St.Jacques) is prominent and can be seen from Nha Be, some 27 miles over the flat land.

The statue of "Christ" at the Southern end of the Cape and the new racon of the lighthouse are both conspicuous.

Numerous fishing boats are encountered, and as the vessel neared Mui Vung Tau, the craft became a major hazard. We arrived near dusk with the mass of boats putting to sea. Fortunately, they tended to alter around the ship. The deep water was followed to 1 mile South of Mui Vung Tau, and then course was altered to pass South of Buoy No. 1.

Communications: VHF Channel 16 used by pilots at Vung Tau, Channel 9 used by VOSA Agent at Vung Tau, and Channel 14 used by pilots during river transit.

As we neared Vung Tau, the Agent called vessel on Channel 9 for arrival information, English was passable.

The telex numbers of VOSA (State Agent) in Ho Chi Minh City are 811257/811258.

Anchorage: The numbers on B.A. Chart No. 1016 at Vung Tau are no longer used or relevant.

The Authorities like vessels to anchor as near as possible to the new Buoy No. 3. We anchored in position Lat. 10° 20′ N., Long. 107° 03.48′ E., which seemed suitable to all concerned (in the middle of fishing pots). We anchored with 5 shackles and holding seemed good. A heavy swell from the West was found, vessel mainly lying North/South.

Authorities: Boarding Agent together with 8 Customs/Immigration/Police Officers boarded vessel by white launch soon after arrival at Vung Tau Anchorage, and cleared vessel.

No particular problems (See "Documents"). We had all forms already prepared in line with "Guide to Port Entry". Two Police Officers remain onboard until departure of outward pilot, so accommodation is required.

Shore passes are made out for shore leave, and are to be handed in on departure to Police Guard. There is a curfew ashore between 2300 hrs. and 0500 hrs. Boats moored and came from Harbour in Baie Des Cocotiers (10° 20.4′ N., 107° 04.5′ E.), all have white hull and superstructures. Authorities at Vung Tau require pilot ladder, not gangway.

Pilots: Operate in river Song Saigon between 0500 hrs. and 1900 hrs. (daylight). Passage inwards or outwards must be completed within this period, which means last transit North/South must commence no later than 1530 hrs., depending on vessel's speed. Ships of deep draft leave Vung Tau about 2 hours after low water at Vung Tau.

Transit to and from Nha Be takes 3 hours. We managed a speed of 13 knots on 7.5 m. draft, the engine being unable to take more load.

Pilots report 13 knots is about the average speed of transit. Pilots board off Baie Des Cocotiers from launch with white hulled superstructure with "Saigon Pilot" displayed.

Generally 2 pilots (Senior/Junior), but little English spoken apart from basic commands. The pilots seem very competent.

Pilot boat at Nha Be is a small fast launch.

River/Transit: Song Saigon is the only channel used to Saigon.

Normally maximum draft is 7.0 m. plus tide, which means about 10.0 m. maximum draft.

Maximum length of vessels is about 200 m., with 50 m. breadth. Normally about 30,000 d.w.t. is the largest vessel to Nha Be and Ho Chi Minh City.

The river has a 200 m. navigable width at its minimum. There is a right angled bend at Pointe de L'Est.

Few navigational marks are displayed, although what there are seem to be in good condition.

Ships pass throughout the river length. Shoreline is mainly mangrove swamp with "paddy fields" at the Northern end. Vessels awaiting berthing or daylight South transit are anchored off Pointe Pham (10° 40.8′ N., 106° 46.4′ E.), holding ground found to be good, we used 5 shackles.

Maximum air draft of 45.0 m. is enforced for Ho Chi Minh City due to power cables. This restriction does not apply at Nha Be.

The Cua Soirap Channel is no longer used for commercial traffic.

The depths as charted on B.A. Chart No. 1016 for Song Saigon were found to be mainly accurate with perhaps 0.5 m. to 1.0 m. greater depth. No uncharted shoals were seen on the echo sounder.

Berthing: The main petroleum berth at Nha Be is the old Shell Terminal, now called Jetty No. 4 in position Lat. 10° 41.55′ N., Long. 106° 45.34′ E. (corrected WGS 84). It is a typical tanker "T" jetty of concrete construction, and is in reasonable condition with good fendering. Depth alongside at C.D. was found to be 10.0 m.

Tankers up to 30,000 d.w.t. use the terminal.

Vessels are swung off the berth to head South on berthing (starboard side alongside).

Tugs: We observed 3 tugs of low power. Two tugs were used for berthing, mainly pushing. On departure, the largest tug took ship's bow line and pulled vessel off berth.

Mooring: 2 line boats used. Basically 1,2,2, each end (See "Plan"). Mooring very competently undertaken by river pilot with tugs pushing.

Berth/Discharge: An effective mooring length of 80 m. is provided by 2 mooring dolphins connected to the central jetty section by catwalks.

Pipelines come from the nearby tank farms, down the two pipe jetties to a central hose area.

All hose lifting by ship's gear with assistance of a large gang of terminal labour, 8 in. hoses used.

Two grades of product handled at same time. We discharged 3 grades of lubricating oil at an average rate of 350 t.p.h.

Grades of products handled are petrol, diesel, lubs, furnace oil and pressure LPG.

About 4 hours should be allowed for survey and sampling.

International companies are used with local partners, in particular S.G.S. and B.P. have local partnerships.

Ship's brow gangway used.

Agent: State organisation VOSA. A few telex queries before arrival were answered by satellite through Perth.

Fresh Water: Fresh water is not piped to berth, but can be obtained by barge from Ho Chi Minh City, if plenty of advance notice is given.

Chandler: State Chandler boards on arrival at berth. Fresh produce is very inexpensive, and there is a plentiful supply of good quality. We received a range of vegetables, fruit and fish, and all were good. Delivery is by launch. U.S. dollars are accepted.

Shore Leave: Granted between 0500 hrs. to 2300 hrs. with shore pass. Chandler will arrange transport to and from Ho Chi Minh City.

Gratuities: We handed out 28 cartons of cigarettes and 12 bottles of wine (no spirits on board) to Agent, Pilots, Police, Customs and Immigration at Vung Tau and Nha Be.

Documents: On arrival at Vung Tau:

Ship's papers and Crew's Seamen's Books sighted.
8 copies Crew List.
2 copies Maritime Declaration.
3 copies Vaccination List.
1 copy List of Ports of Call.
2 copies Personal Currency List.
2 copies Ship's Currency in Master's Safe.
2 copies Personal Declaration.
3 copies Stores/Bond/Canteen List.
1 copy Dangerous Cargo List.
1 copy Arms and Ammunition List (or "Negative").
1 copy Passenger List (or "Negative").
2 copies Medical Drugs (in Master's Safe).
8 copies Cargo Manifest.
1 copy Cargo Plan.

At Nha Be:

Shore passes are issued to each crew member and must be returned to Police Guard on departure.

Ship's Papers and Crew's Seamen's Books sighted.
2 copies Crew List.

Visitors/Boarders: No females or persons unconnected with the ship's business allowed on board and none seen.

Boarding Agent at Vung Tau warned me against boarders and thieves at the anchorage. We took all usual precautions (double watches, locks on all outside doors) and were not bothered.

At Nha Be a few bum boats with local tourist gifts and fruit tried to sell goods, but no attempt was made to board the vessel.

AGENT'S REPORT: April 1994.

Saigon:

Location:	Lat. 10° 50′ N., Long. 106° 45′ E.
Pilot Station Co-ordinates:	Lat. 10° 20′ N., Long. 107° 02′ 30″ E.
Distance from Pilot Station:	48 miles.
Pilotage:	Compulsory, daytime only.
Restrictions:	Draft: 9.5 m. LOA: 230 m. Beam: 36 m.
Tugs:	12 (600 h.p. – 2,400 h.p.).
Cranes:	3×10 ton and 15-20 ton shore cranes. 8×5 ton mobile cranes. 1×35 ton and 1×100 ton floating cranes.

Berths:

Quay	Length (m.)	Depth (m.)	Type of Cargo
MM1	138	8.5	General cargo, passengers
MM2	125	8.0	General cargo, reefer cargo
MM3	163	8.5	General and bagged cargo

Quay	Length (m.)	Depth (m.)	Type of Cargo
M3KO	65	6.5	General and bagged cargo
K0	85	8.0	General and bagged cargo
K1	120	8.5	General and bagged cargo
K2	145	7.5	General and bagged cargo
K3	75	7.5	General and bagged cargo
K4	94	8.5	General and bagged cargo
K5	110	8.5	General and bagged cargo
K6	116	8.5	General and bagged cargo
K7	128	8.5	General and bagged cargo
K8	117	8.5	General and bagged cargo
K9	100	8.5	Dry bulk cargo
K10	139	9.5	Dry bulk cargo
K12	154	13.5	Ro-Ro, containers
K12B	55	13.7	Dry bulk cargo

Mooring Buoys: 13 pairs.
Sheds/Warehouses: 32 (75,167 sq.m.).
Open Storage: 91,700 sq.m.
Container Handling Facilities: At K12 for feeder vessels only.
Ship's Gear on Wharf side, Rate: 234 TEU/vessel/day.
Forklifts: In container yard from 2 – 30 ton capacity.
Tractors/Trailers: Available in container yard.
Barges (for lighterage): 30 (150 – 1,200 tons).
Average Handling Rate:

General Cargo	550 ton/day.
Machinery and Equipment	950 ton/day.
Steel, Iron	1,043 ton/day.
Rice in bags	1,640 ton/day.
Fertiliser in bags	1,475 ton/day.
Cement in bags	1,118 ton/day.
Bulk Fertiliser	1,260 ton/day.
Containers	234 TEU/day.

Ben Nghe:
Distance from Pilot Station: 48 miles.
Berths:

Quay	Length (m.)	Depth (m.)	Type of Cargo
K14	96	9.5	General Cargo
K15	265	9.5	General cargo, containers
K15B	175	11.0	Containers (under construction)

Mooring Buoys: 7 pairs.
Cranes: 1×110 ton, 1×45 ton, 1×30 ton, 1×25 ton, 2×20 ton and 3×15 ton shore cranes.
Forklift: 35 tons.
Warehouses: 6×1,500 sq.m. 3×700 sq.m.
Container Yard: 51,000 sq.m.
Container Handling Facilities: 12 TEU/gang/hour.
Forklifts: 2×42 ton, 1×11 ton, 5×5 ton, 3×2.5 ton and 2×2 ton.
Average Handling Rates:

General Cargo	128 ton/gang/day.
Cargo in bags	400 Ton/gang/day.
Containers	12 TEU/gang/day.

AUTHORITY: Saigon Harbour Master, 3 Nguyen Tat Thanh Street, District 4, Ho Chi Minh City, Vietnam. *Tel:* 291825, 291826. Telex: 812772 Sgport VT. *FAX:* 84-8-224168. *Contact:* Truong Van Cac, Harbour Master.

HON CHONG: 10.04 N. 104.31 E.

AGENT'S REPORT: April 1994.

LOCATION: Lat. 10° 03′ 30″ N., Long. 104° 31′ 19″ E.
PILOTAGE: Compulsory and daytime only.
Distance from Pilot Station to Port: 9 miles.
RESTRICTIONS: Draft 5.7 m.
AGENT: VOSA Can Tho.

LE MON: 19.48 N. 105.57 E.

AGENT'S REPORT: April 1994.

PILOTAGE: Compulsory.
Pilot Station Co-ordinates: Lat. 19° 48′ 06″ N., Long. 105° 57′ 08″ E.
Distance from Pilot Station to Berth: 10 miles.
RESTRICTIONS: Channel depth: 8.0 m. (max.); 0.8 m. (min.). Draft: 3.8 m. (the highest tide).
TUGS: 1×300 h.p.
BERTHING:

Quay No.	*Length* (m.)	*Depth* (m.)	*Type of Cargo*
1	100	7.0	General, grain
2	100	7.0	General, grain
3	85	7.5	General, grain
4		7.5	General, grain

Warehouses: 4,500 sq.m.
Average Handling Rates: 1,000 tonnes/day.
CRANES: 3×12 ton and 3×6 ton shore cranes.

MY THOI: 10.20 N. 105.29 E.

AGENT'S REPORT: April 1994.

PILOTAGE: Compulsory and daytime only.
Pilot Stations:
At Vung Tau: Lat. 10° 20′ 07″ N., Long. 107° 03′ 00″ E.
At Dinh An: Lat. 09° 29′ 09″ N., Long. 106° 30′ 04″ E.
Distance from Pilot Station to Berth: 90 miles (Dinh An).
150 miles (Vung Tau).
RESTRICTIONS: Draft: 7.0 m.
TUGS: None.
BERTHING: Length 76 m. Depth 4.5 m.
Buoys: 3 pairs.
Warehouse: 3,222 sq.m.
Open Storage: 4,000 sq.m.
Container Handling Facilities: None.
Average Handling Rate: 500 tons/day (bagged cargo).
CRANES: 2×13 tons and 2×45 tons.

NAM CAN: 08.47 N. 104.59 E.

AGENT'S REPORT: April 1994.

PILOTAGE: Compulsory and daytime only.
Pilot Station: Lat. 08° 47′ 08″ N., Long. 105° 07′ 08″ E.
Distance from Pilot Station to Port: 25 miles.
RESTRICTIONS: Draft 5.0 m.
TUGS: None.
BERTHING:
Quay Length: 65 m. Depth 13.0 m.
Storage: 1 warehouse for 500 tons of frozen cargo and 1,000 tons of dry cargo.
Average Handling Rate: 300 tons/day (bagged cargo).
CRANES: 1×25 tons.

NGHE TINH (Ben Thuy): 18.39 N. 105.42 E.

PORT LIMITS: The seaward boundaries of Nghe Tinh Port are the Lat. 18° 50′ N. in the North, the Lat. 18° 45′ N. in the South and the Long. 105° 49′ E. in the East.

The seaward boundaries of Nghe Tinh Port (including Ben Thuy) Gua Lo, Xuan Hai areas, in the North, East and South limited by sections from the positions 18° 50′ 01″ N., 105° 42′ 09″ E.; 18° 50′ 01″ N., 105° 47′ 00″ E.; 18° 48′ 00″ N., 105° 48′ 00″ E.; 18° 45′ 04″ N., 105° 46′ 08″ E.

DOCUMENTS: See "General" before first port.
PILOTAGE: Compulsory for entering and leaving. Pilot Station at "Zero Buoy" (Lat. 18° 48′ N., Long. 105° 48′ E.) for Nghe Tinh and Xuan Hai areas, depth 14.0 m., and for Gua Lo area (Lat. 18° 48′ 30″ N., Long. 105° 45′ 12″ E.), depth 10.0 m.
ANCHORAGE: Anchorage Area: "Zero Buoy", and discharge area at position Lat. 18° 49′ N., Long. 108° 45′ E. (N.W. of Hon Ngu Island), depth 11.0 m.
RESTRICTIONS: Maximum draft to enter 5.0 m. Vessels exceeding 5.0 m. draft discharge cargo into self-propelled barges at discharge area (See "Anchorage"). Pilot boat may only arrive at "Zero Buoy" in conditions of weather with wind not exceeding Force 5. Pilot boards during daylight only.
MAX. SIZE: At berth, LOA 100 m., max. draft 5.0 m.
HEALTH: See "General" before first port.
RADIO: There is no radio contact with Nghe Tinh Port. Notice of Arrival messages sent via Haiphong Radio XVG or Danang Radio XVT.
VHF: Nghe Tinh Harbour Master on Channel 16 from 0800 – 1400 hrs. and 1600 – 2000 hrs. local time.
TUGS: 2 tugs, 305 h.p. each available.
BERTHING: 3 small berths in Nghe Tinh area for ships with draft 4.0 m.
Two berths in Gua Lo area for ships with draft 5.0 m. One berth in Xuan Hai area for ships with draft 5.0 m.
CRANES: There are 5 mobile truck cranes, capacity 3 – 6 tons each.
BRIDGES: None.
STEVEDORES: Stevedores work 2 shifts. 0800 hrs. – 1800 hrs. and 1800 hrs. – 0600 hrs. with one meal interval between 1130 hrs. – 1230 hrs.
One gang average for day (24 hours).
Grain and Bulk Cargo: 300 tons.
General Cargo: 150 – 200 tons.
DENSITY: 1,000 at low tide.
MEDICAL: Doctors and hospital facilities available through Agent – Vosa at Nghe Tinh Port.
FRESH WATER/FUEL: Fresh water and fuel oils are available at Nghe Tinh.
AIRPORT: International Airport at Noi Bai, about 340 km. from the port.
REPAIRS: Can be performed on request.
SURVEYORS: Cargo Surveyors: Vina Control have branch office in Nghe Tinh.
Ship Surveyors: Vires have branch office in Nghe Tinh.
EMERGENCY CO-ORDINATION: S.A.R. Centre of Nghe Tinh Port based at Harbour Office, call on VHF Channel 16.

SHIPMASTER'S REPORT: July 1982.

Location: 10 miles upstream from the entrance of the Song Ca River. Vessels exceeding 4.5 m. draft discharge cargo at anchor off the entrance to the river into self-propelled barges which transport the cargo to Nghe Tinh.

Pilot/Anchorage: Vessels anchor in position: Lat. 18° 47′ N., Long. 105° 47′ E. 1.5 miles S.E. of Hon Niem Island in 14 m., soft grey mud and sand. Pilot and officials board at this position. After Clearance granted, vessel shifts to discharge anchorage in position Lat. 18° 49′ N., Long. 105° 45′ E., 1 mile N.W. of Hon Niem Island in 10 m. This anchorage was approached by rounding Hon Niem Island to the Eastward, not less than 0.5 miles off, there is a dangerous rock awash at LW in position Lat. 18° 50.7′ N., Long. 105° 46′ E. It is prudent to approach the port in daylight due to the large amount of unlit fishing craft in the vicinity.

Documents/Officials:

Officials boarding with Pilot on arrival:
- 3 Security Officers.
- 2 Customs Officers.
- 2 Immigration Officers.
- 2 Quarantine Inspectors.
- 1 Agricultural Inspector.
- 1 Agent.
- 1 Harbour Master.

To be accommodated and victualled during stay of vessel in port:
- 3 Security Officers.
- 2 Customs Officers.
- 1 Agent.

Agent is the only person who speaks/understands a limited amount of English.

Documents required:
- 6 Crew Lists.
- 2 Stores Lists (deck, engine and cabin).
- 2 Stores Lists (provisions).
- 1 Health Declaration.
- 2 Crew Customs Declaration Lists.
- 2 Currency Lists (foreign monies in crew's possession).
- 2 Bonded Stores Lists.
- 4 copies Cargo Manifests.
- 4 copies of Bills of Lading.
- 2 Cargo Stowage Plans.
- 3 Forms (supplied) for Sextants, Binoculars, Cameras, etc.
- 3 Forms (supplied) for Arrival details and times.
- 1 Form (supplied) Report concerning where water taken during the voyage, drinking and ballast in tons and tank being used at present for drinking water.

Certificates of Registry, Radio, Load Line, Safety Equipment and Derat sighted, also Clearance from last port.

All Passports/Seamen's Identity Cards collected and taken ashore, require to see each crew member and compare with Passport photo. Discharge Books were not required. All Vaccination Certificates sighted and returned. Inspection of all crew cabins and each crew member's foreign money counted at the same time.

Restrictions: Main switch for Radio Transmitter/Receiver sealed.

All Cameras sealed. Bond and beer lockers sealed. (Release of bonded stores available at any time from Customs Officers on board).

General: There is no Radio or VHF contact with Nghe Tinh. ETA/Health messages, etc, via Haiphong Radio XVG to VOSA Haiphong.

No fresh water or oil fuels are available at the anchorages off Nghe Tinh.

Limited quantities of fruit and vegetables are available when in season.

There are no facilities for sending or receiving mail.

Draft survey is carried out at commencement and completion of cargo, 3 surveyors attend from Hanoi, a journey of approximately 10 hours by road.

Bulk cargoes are discharged by ship's gear using shore grabs (which are in poor condition) each grab capacity approximately 1.5 tons (bulk wheat) also burlap savealls, sewn on to cargo nets are used.

Cargo loaded into self propelled barges, each carrying 40/50 tons bulk grain, approximately 20 barges are available when none are under repair, which is quite frequent, journey to discharge wharf takes 3 hours, 6 hours to discharge and 3 hours to return to the ship.

Stevedores work two shifts 0600 – 1800 hrs. and 1800 – 0600 hrs. with one meal interval between 1130 – 1230 hrs.

1 gang's average discharge per day (24 hours) 250/350 tons.

AGENT'S REPORT: April 1994.

Location (Ben Thuy):	Lat. 18° 39′ N., Long. 105° 42′ E. (105° 45′ E.).
Pilot Station Co-ordinates:	Lat. 18° 47′ N., Long. 105° 47′ E.
Distance from Pilot Station:	12 miles.
Pilotage:	Compulsory and daytime only.
Restrictions:	Draft: 4.5 m. LOA: 100 m.
Tugs:	1×300 h.p. and 1×600 h.p.

Berths:

Quay No.	Length (m.)	Depth (m.)	Type of Cargo
1	50	7.0	All types of cargo
2	30	7.0	

Open Storage:	Available.
Barges (for lighterage):	5 (70 – 700 tons).
Cranes:	5×6 tons mobile cranes.

AUTHORITY: Nghe Tinh Port Director and Harbour Master, Nghe Tinh Harbour Office.

NHA TRANG: 12.12 N. 109.13 E.

DOCUMENTS: See "General" before first port.

PILOTAGE: Compulsory for all vessels entering and leaving port.

Pilot boards at one of 2 stations.

Southern Pilot Station: Lat. 12° 10′ 10″ N., Long. 109° 15′ 30″ E.

Northern Pilot Station: Lat. 12° 14′ 50″ N., Long. 109° 14′ 50″ E. t correct arrival time.

ANCHORAGE: To Pilot's advice.

Anchorage area for ships carrying dangerous cargo in North, West o Hon Mot Island, max. depth 20 m. Other cargo ships anchor with 0.5 miles of port pier, max. depth 15 m.

RESTRICTIONS: Pilots board during daylight only.

HEALTH: See "General" before first port.

RADIO: Nha Trang Radio, call sign XVN.

VHF: Harbour Master on VHF Channel 16.

TUGS: 3 tugs available, 600 h.p., 400 h.p. and 300 h.p. Use ship's lines

BERTHING: 1 quay with length 100 m. available, also new constructio of 172 m. length. Max. size ship at berth LOA 150 m., depth of wate 7.2 m.

CRANES: 5 shore cranes available. One crane with max. capaci 15 tons. There are no floating cranes.

BRIDGES: None.

STEVEDORES: Stevedores work 3 shifts: 0000 hrs. – 0800 hrs. 0800 hrs. – 1600 hrs. and 1600 hrs. – 0000 hrs.

Load and discharge rates:

At berth: General cargo: 500 tons per day.
Bulk cargo: 600 tons per day.
Lightering: General cargo: 240 tons per day.
Bulk cargo: 500 tons per day.

TANKERS: Submarine pipeline with max. pumping pressure o 100 p.s.i. (5 kg.) (300 m. distance from shore).

DENSITY: 1020.

FRESH WATER: Available at berths or by barge.

FUEL: Supplied by ship chandler, available from self-propelled barg with max. capacity 50 tons.

FIRE PRECAUTIONS: Safety Regulations for tankers and other dangerous cargoes apply.

REPAIRS: Contact Vosa Nha Trang.

SURVEYORS: Cargo surveyors: Vinacontrol, branch at Nha Trang City

Ship Surveyors: Vires, Branch No. 5, Nha Trang Port.

AIRPORT: Nha Trang Airport serves Ho Chi Minh City and Hanoi.

International Services available at Tan Son Nhat Airport (Ho Chi Min City) or at Noi Bai Airport (Hanoi City).

TIME: GMT plus 7 hours.

HOLIDAYS: There are no special holidays.

POLICE/AMBULANCE/FIRE: Police post is in inner port. Fire servic Tel: 18 or 22135. Ambulance service Tel: 17. Vessels can also contac emergency services through Harbour Office or Vosa on VHF Channel 16.

EMERGENCY CO-ORDINATION: S.A.R. Centre of Nha Trang Por based at Harbour Office. Contact with S.A.R. Centre can be made o VHF Channel 16.

SERVICES: Contact Agent.

SHORE LEAVE: No restrictions.

AGENT'S REPORT: April 1994.

Location:	Lat. 12° 12′ 02″ N., Long. 109° 12′ 08″ E.
Pilot Station Co-ordinates:	Lat. 12° 14′ 50″ N., Long. 109° 13′ 40″ E. (North) Lat. 12° 10′ 10″ N., Long. 109° 15′ 30″ E. (South)
Distance from Pilot Station:	5 miles.
Pilotage:	Compulsory.
Restrictions:	Draft: 8.0 m. LOA: 172 m.
Tugs:	2×400 h.p. and 1×600 h.p.
Berth:	Quay No. 1: Length 172 m. Depth 8.0 m. General cargo.
Mooring Buoys:	4
Sheds/Warehouses:	4,880 sq.m.
Open Storage:	38,160 sq.m.
Container Handling Facilities:	Available.
Barges:	None.
Cranes:	3×5 ton, 2×10 ton and 2×16 ton mobile cranes.

AUTHORITY: Nha Trang Harbour Master. *Tel:* 22586.

QUANG NINH AREA:

CAMPHA: 21° 01′ 30″ N., 107° 22′ 12″ E.
HON GAY: 20° 57′ 18″ N., 107° 03′ 45″ E.

(A) CAMPHA PORT

DOCUMENTS: See "General" before first port.

PILOTAGE: Compulsory for all vessels.

Pilot Station: Lat. 20° 44′ 12″ N., Long. 107° 10′ 30″ E. No dra restriction from Pilot Station.

Pilot Station for bad weather: Lat. 20° 49′ 00″ N., Long 107° 08′ 02″ E., follow Harbour Master.

Waiting berth place: Lat. 20° 57′ 54″ N., Long. 107° 20′ 07″ E.

CHANNEL: The main channel to reach Campha is marked by 10 uni buoys and 3 leading lights in line, and is dredged up to 7.0 m. at L.W. with width 110 m. Distance from pilot station to inner harbour is 26 mile

MAX. SIZE: 50,000 d.w.t.
HEALTH: See "General" before first port.
RADIO: Contact Haiphong Radio.
VHF: Harbour Master (Pilot) of Campha Port or Hon Gay Port and Vosa Campha (Agent) or Vosa Hon Gay on Channel 16.
TUGS: 1×3,200 h.p., 2×305 h.p. and 2 small tugs.
BERTHING: Coal loading only. One quay available at Campha with length 500 m. and depth 9.0 m.
CRANES: Shore cranes: 3×5 tons.
Conveyors: 2×1,600 t.p.h.
FRESH WATER: Fresh water supplied from small barge through Vosa Campha.
AIRPORT: International Airport Noi Bai situated about 180 km. from the port.
EMERGENCY CO-ORDINATION: S.A.R. Centre based at Harbour Office. Call on VHF Channel 16.

AGENT'S REPORT: April 1994.

Location:	Lat. 21° 01′ N., Long. 107° 22′ E.
Pilot Station Co-ordinates:	Lat. 20° 43′04″ N., Long. 107° 10′ 03″ E. (L'Orange Island).
Distance from Pilot Station to Port:	26 miles.
Pilotage:	Compulsory, day and night.
Restrictions:	Draft: 6.5 m. (channel). 8.5 m. (berth). LOA: 185 m.
Tugs:	1×305 h.p., 1×600 h.p. and 1×3,200 h.p.
Cranes:	4×5 ton shore cranes. 2 conveyor loaders.
Berth:	Quay No. 1: Length 300 m. Depth 9.0 m. Cargo: Bulk, coal.
Mooring Buoys:	None.
Sheds/Warehouses:	None.
Open Storage:	64,800 sq.m.
Container Handling Facilities:	None.
Barges:	50×200 tons (for lighterage).
Cargo Handling Rates:	1,200-1,500 tonnes /day for lump coal. 3,000-4,500 tonnes/day for dust coal.

AUTHORITY: Campha Harbour Office of Quang Ninh Port Authority.

(B) HON GAY PORT

DOCUMENT: See "General" before first port.
PILOTAGE: Compulsory for all vessels.
Pilot Station: Lat. 20° 44′ 12″ N., Long. 107° 10′ 30″ E.
ANCHORAGE: In Halong Bay, depths 18 m. to 21 m. (low tide) and good holding ground. The anchorages are sheltered from all winds.
Anchor places: For LASH vessels: Lat. 20° 49′ 50″ N., Long. 107° 08′ 02″ E.
For tankers: Lat. 20° 50′ 25″ N., Long. 107° 07′ 48″ E. or Lat. 20° 50′ 50″ N., Long. 107° 07′ 35″ E.
For dangerous cargo: Lat. 20° 52′ 15″ N., Long. 107° 05′ 00″ E. or Lat. 20° 52′ 15″ N., Long. 107° 04′ 30″ E.
For discharging/loading cargo: Lat. 20° 56′ 55″ N., Long. 107° 03′ 34″ E. or as instructed by Harbour Master.
RESTRICTIONS: The main channel to reach Hongay is marked by 10 unlit buoys and dredged to 6.7 m. at low tide. Width 80 m. Distance from pilot station to inner harbour is 18 miles. Also see "Bridges".
MAX. SIZE: Coal Berth: Length 130 m., draft 8.5 m.
Tanker Berth: Length 185 m., draft 10.5 m. (located at Lat. 20° 58′ N., Long. 107° 03′ 42″ E.). Also see "Bridges".
Cailan Berth: Length 160 m., draft to Pilot's advice.
HEALTH: See "General" before first port.
RADIO: Contact Haiphong Radio.
VHF: Harbour Office (Pilot) of Hon Gay Port and Vosa Hon Gay (Agent) on Channel 16.
TUGS: 1×1,200 h.p., 1×305 h.p. and two small tugs.
BERTHING: Coal Berth: One pier of length 150 m.
Tanker Buoys: For tankers of 20,000 d.w.t., depth 15 m.
General Berth: One pier with length 166 m. and depth 9 m.
CRANES: Shore cranes available.
MEDICAL: Doctors and hospital facilities available through Vosa at Hon Gay.
FRESH WATER: Fresh water supplied from small barge through Vosa at Hon Gay.
FUEL: Diesel oil and fuel oil can be supplied by barge through Vosa at Hon Gay.
AIRPORT: International Airport Noi Bai, situated about 140 km. from the port.
REPAIRS: Can be performed on request.
DRY DOCKS: Available at Pharung Shipyard for 10,000 d.w.t., and Halong Shipyard for 5,000 d.w.t.
SURVEYORS: Cargo Surveyors: Vinacontrol branch.
Ship's Surveyors: Vires, Hon Gay branch.
BRIDGES: None, but tankers going into and out of mooring berth must contact Harbour Master, to get permission to pass under high voltage electric line at Hon Hay (Baichay). Clearance under cable with maximum high water of 5.0 m. is 32 m.
EMERGENCY CO-ORDINATION: S.A.R. Centre of Hon Gay Port based at Harbour Office. Tel: 25394 or call on VHF Channel 16.

SHIP'S OFFICERS REPORT: July 1986.
Pilotage: Compulsory. Pilot will board at pilot station between 0600 hrs. and 1800 hrs. (daylight hours). Pilot will bring vessel to either Quarantine Anchorage or Inner Harbour, via Vung Ha Long Buoyed Channel, for Customs and Immigration clearance.
Pilot Station: Lat. 20° 44.2′ N., Long. 107° 10.5′ E.
Anchorages:
Quarantine Anchorage: Lat. 20° 52.2′ N., Long. 107° 06.2′ E.
Inner Harbour Anchorage: 0.8 miles S.S.W. off Hon Gay.
Restrictions: 1. Transit from Pilot Station to Quarantine Anchorage in daylight hours only.
2. Vung Ha Long Buoyed Channel dredged to 7.0 m. Draft restriction according to tides. Approximate max. draft 10.0 m.
3. Height restriction through Cua Lu to tanker berth 39.0 m. (air draft) at Chart Datum.
Radio/VHF: Hon Gay Pilot and Vosa Hon Gay (Agent) on VHF Channel 16.
Tankers: Tanker berth in position Lat. 20° 58.0′ N., Long. 107° 03.7′ E. Vessel tied up to buoys and discharged via flexible hose of 6 in. Vessel can expect delays. Average discharge rate 180 t.p.h.
Density: Between 1009 and 1017, according to tidal stream.
Agent: Vosa is sole government Agent. Agent acts as interpreter.

SHIPMASTER'S REPORT: September 1988.
Hon Gay: Radio contact direct through Haiphong (XVG) is possible for sending cables, but working hours are unreliable.

Not a single cable was acknowledged by Vosa Agent at Hon Gay. However queries were received from Vosa Haiphong via Haiphong Radio.

VHF contact after arrival was also difficult, due to frequent electricity shutdown in Hon Gay.

No draft restriction from Pilot Station (Lat. 20° 44.12′ N., Long. 107° 10.3′ E.) to Lightering Anchorage (Lat. 20°50.3′ N., Long. 107° 07.7′ E.).

The main channel to reach Hon Gay is marked by 10 unlit buoys and dredged up to 6.3 m. at low water. When crossing the channel with 9.0 m. draft and 3.3 m. of high tide, the echo sounder indicated a clearance of 2.0 m.

All movements in the channel during daytime.

The Sea Berth is just after passing the electricity high tension overhead cables. Air draft required to pass under the high tension cables with high tide of 3.3 m. was 33 m.

Mooring and unmooring during daylight hours and during slack water. One tug available for mooring and unmooring.

Sea Berth consists of 5 buoys (3 forward and 2 aft). The hoses are rigged on the port side, we were given 2×6 in. hoses for discharging Gas Oil. The rate of discharging was 200 tonnes per line per hour. Shore capacity is around 15,000 tonnes.

Shore start/stop of cargo operations is by flag signals during daytime and by light signals during night time. During rain and blackout at night time, the signal arrangement is inadequate and unreliable.

During the stay at Sea Berth, lightering is allowed.

At all times, 3 policemen reside onboard. Accommodation and meals are to be supplied.

Fresh water is available.

Shipchandler service is minimal. Most essentials out of stock or out of season.

SHIPMASTER'S REPORT: February 1993.
Hon Gay: Vessel: 26,200 d.w.t. Draft 9.5 m. fore and aft. LOA 170 m. Airdraft 33 m. Vessel discharged a cargo of gas oil.

Vessel made contact by VHF Channel 16 one hour prior to arrival.

Two pilots boarded in position Lat. 20° 44.2′ N., Long. 107° 10.2′ E. The pilots spoke good English and very experienced.

The main channel to Hon Gay is marked by 5 pairs of numbered light buoys (System "A"). The channel depth was 6.6 m. at low water and 9.9 m. at high water. There is a strong current running across the channel. The channel bottom is mud (no rocks). The vessel's speed in the channel was 5-6 knots.

As the high tension cables were situated before the discharge berth, we anchored in the inner roads to await low water. Clearance at low water is 36 m. and at high water 32 m.

On berthing, we dropped port anchor to 1.5 shackles in water. Six ropes were sent to three mooring buoys forward and four ropes were sent to two mooring buoys aft, by mooring boat.

The cargo of gas oil was discharged to the account of "Petrolimex".

Maximum rate of discharge was 350 cu.m./hr. During discharge, two representatives of the consignees stayed on board and they were in VHF contact with the terminal.

Fresh water is available by barge.

Two small tugs assist with unmooring by swinging the ship to starboard towards the entrance.

AGENT'S REPORT: April 1994.

Location:	Lat. 20° 57′ N., Long. 107° 10′ E.
Pilot Station Co-ordinates:	Lat. 20° 43′ 04″ N., Long. 107° 10′ 03″ E. (L'Orange Island)
Distance from Pilot Station:	18 miles.
Pilotage:	Compulsory, day and night.
Restrictions:	Draft: 6.6 m. (channel) 8.2 m. (berth) LOA: 170 m. Air draft: 33 m.
Tugs:	1×350 h.p., 1×600 h.p. and 1×1,000 h.p.
Berth:	Quay No. 1: Length 120 m. Depth 8.2 m. Cargo: Bulk, coal.
Mooring Buoys:	5 (for tankers) with depth 9.5 m.
Open Storage:	42,000 sq.m.
Barges (for lighterage):	50×200 tons.
Cranes:	2×5 ton shore cranes.

AUTHORITY: Hon Gay Harbour Office. *Tel:* 25394, 25604.

QUY NHON: 13.46 N. 109.14 E.

DOCUMENTS: See "General" before first port. Additional copies of documents may be required.
PILOTAGE: Compulsory. Pilot boards on correct arrival time at "Zero Buoy" (Lat. 13° 44′ 19″ N., Long. 109° 15′ 16″ E.). During bad weather Harbour Master will advise by VHF the anchorage position where Pilot may board in safety.
RESTRICTIONS: Pilot boards during daylight only.
ANCHORAGE: In "Zero Buoy" area with max. depth 10.00 m. If draft exceeds 9.00 m. vessels anchor in the Southern port limits.
MAX. SIZE: LOA 180 m. Draft 7.5 m.
HEALTH: See "General" before first port.
RADIO: Contact Quy Nhon Radio, call sign XVH.
VHF: Harbour Master on watch: 0630 – 1100 hrs. and 1330 – 1700 hrs. on Channel 16.
TUGS: 1×800 h.p. and 1×980 h.p.
BERTHING: Two quays with length 350 m., depth 7.5 m. (low tide) available.
CRANES: 5 shore cranes with capacities 15 tons, 12 tons, 10 tons and 2 shore cranes of 8 tons and 40 tons available.
BRIDGES: None.
STEVEDORES: Stevedores work 3 shifts: 0600 hrs. – 1400 hrs., 1400 hrs. – 2200 hrs. and 2200 hrs. – 0600 hrs.
TANKERS: One floating pier for tankers with max. draft 9.0 m. Pipes and hoses of diameter 200 mm. and 159 mm. (6 in.).
DENSITY: 1020.
FRESH WATER: Available at berth.
FUEL: Lube oil and diesel oil available. Fuel oil presently available.
FIRE PRECAUTIONS: Tanker regulations apply and fire service available on wharf.
REPAIRS: Machine shop in port. Minor repairs possible.
DRY DOCKS: 500 tons capacity for small ship construction.
SURVEYORS: Cargo surveyors: Vinacontrol, branch office at 228 Tran Hung Dao Street, Quy Nhon City.
Ship surveyors: Vires, branch at Quy Nhon Port.
AIRPORT: Pha Chat Airport 35 km. from port. Local flights only. International flights from Tan Son Nhat Airport of Ho Chi Minh City or Noi Bai Airport of Hanoi City.
POLICE/AMBULANCE/FIRE: Contact via Harbour Office or Vosa Quy Nhon on VHF Channel 16.
EMERGENCY CO-ORDINATION: S.A.R. Centre of Quy Nhon Port based at Harbour Office. Contact S.A.R. Centre on VHF Channel 16.

AGENT'S REPORT: April 1994.

Location:	Lat. 13° 44′ N., Long. 109° 03′ E.
Pilot Station Co-ordinates:	Lat. 13° 44′ 03″ N., Long. 109° 16′ 03″E.
Distance from Pilot Station:	5 miles.
Pilotage:	Compulsory and daytime only.
Restrictions:	
Channel (Width 300 m.)	Depth: 9.5 m. Length 5 miles.
Pier	Depth: 7.0 m. Length 340 m.
Tugs:	1×980 h.p. and 1×600 h.p.
Berth:	Quay No. 1: Length 340 m. Depth: 7.0 m. General cargo.
Sheds/Warehouses:	7,000 sq.m.
Open Storage:	150,000 sq.m.
Container Yard:	100,000 sq.m.
Barges (for lighterage):	2×600 tons.
Cranes:	6 (5 – 40 tons). No floating cranes available.

AUTHORITY: Quy Nhon Harbour Office. *Tel:* 2221.

VUNG TAU (Cat Lo): 10.21 N. 107.04 E.

DOCUMENTS: See "General" before first port.
PILOTAGE: Pilotage is compulsory for all vessels that enter or leave the Port of Vung Tau.

General Pilot Station for Saigon/Vung Tau Ports and Mekong River is at "Zero Buoy" in position Lat. 10° 20′ 40″ N., Long. 107° 03′ 00″ E.
ANCHORAGE: In Vung Tau Bay, with anchorage well protected during N.E. monsoon, no swell at waiting area.

(1) All vessels waiting to enter Saigon Port must fly signal flag No. 1 at top of foremast.
(2) All vessels waiting to transit Mekong River must fly signal flag No. 2 at top of foremast.
(3) All vessels waiting to enter Saigon Port may be inspected by Vung Tau Harbour Master (if requested by Master).

HEALTH: See "General" before first port.
RADIO: Contact Saigon Radio, call sign XUS.
VHF: Contact with Pilot Station, Harbour Master and Vosa Vung Tau on Channel 16.
TUGS: Available from 1,000 h.p. – 7,000 h.p.
BERTHING: Vung Tau Port consists of three ports:

1. No wharf. Port for export of the crude oil. Pilot Station at position Lat. 9° 11′ N., Long. 107° 35′ E., for tankers with LOA 250 m., breadth 40 m., draft 15.0 m. and 80,000 d.w.t.
2. Petroleum and gas service port in position Lat. 10° 23′ 36″ N., Long. 107° 05′ 58″ E. There are 9 quays. Quay No. 6 for ships with LOA 160 m., breadth 28 m., max. draft 9.0 m. and 12,000 d.w.t. Other berths for ships less than LOA 120 m., draft 6.0 m. and 6,000 d.w.t.
3. Cat Lo Port in position Lat. 10° 24′ 48″ N., Long. 107° 08′ 00″ E. Length of quay 250 m. For ships with LOA 135 m., breadth 20 m. and 6,000 d.w.t.

CRANES: There are 3 shore cranes of 10 tons, 3 floating cranes of 300 tons and 400 tons and mobile truck cranes.
MEDICAL: Doctors and hospital facilities available through Vosa Vung Tau or Vosa Saigon.
TANKERS: See "Berthing" and "Shipmaster's Report".
FRESH WATER: Can be supplied by pier hose connection for berthed ships (Cat Lo Port) and by barge, generally subject to advance notice of 24 hours.
FUEL: Diesel oil and fuel oil can be supplied at Vung Tau Port.
REPAIRS: Any small deck and engine repairs can be performed on request.
SURVEYORS: Cargo Surveyors: Vinacontrol, branch at Vung Tau City.
Ship's Surveyors: Vires, branch at Vung Tau Port.
AIRPORT: International service via Tan Son Nhat Airport at Ho Chi Minh City.
SERVICES: Shipchandler available at all times.
POLICE/AMBULANCE/FIRE: Contact through Harbour Office and Vosa Vung Tau on VHF Channel 16.
EMERGENCY CO-ORDINATION: S.A.R. Centre of Vung Tau Port based at Harbour Office. Contact S.A.R. Centre on VHF Channels 16&

SHIPMASTER'S REPORT: June 1992.
Berth: Offshore storage tanker "Chi Linh".
Position: 09° 49.9′ N., 107° 59.9′ E.
Documents: See "General" before first port.

A boarding party of Pilot, Customs, Immigration, cargo supplier and cargo surveyor, 9 persons in total, come on board before berthing. Five of them stay onboard during the loading operation and require accommodation.

Pilotage: Pilotage is compulsory. Communications before arrival with the Pilot, who is also the Master of the "Chi Linh", is via VHF Channel 16 and working Channel 6. The Pilot boards the vessel from a supply boat/tug.

Approaches: B.A. Charts No. 3986 and 3987.

Coming from the North East on course 246°, the Iles of Catwick were passed to the South. 10 miles South of Poulo Sepata, course was altered to 270°, keeping the patch of 7 fathoms and the "Submarine Vulcanoes" area well clear.

Poulo Sepata was radar conspicuous at approximately 22 miles distance.

In a position bearing Poulo Sepata 059° and distance 20 miles, course was altered to 315°.

Petit Catwick and Grande Catwick are also both radar conspicuous.

In a position bearing Grande Catwick 082° and distance 23 miles, course was altered to 270°. Grande Catwick was still visible on the radar.

The first flares of Vung Tau Oil Field were visible at a distance of approximately 20 miles during daylight. Soon thereafter the first rigs could be seen on the radar.

At a distance of approximately 15 miles, the storage tanker "Chi Linh" could be distinguished clearly.

In position 10° 00′ N., 108° 17′ E., course was altered to 242° to an anchor position 3 miles West of the storage tanker.

Anchorage: 3 miles West of the storage tanker. There are numerous oil rigs in the vicinity and construction is still underway.
Restrictions: No night berthing. Vessels unmoor day and night, weather permitting.
Max. Size: 110,000 d.w.t.
Health: See "General" before first port.
Agency: Vosa Vung Tau. Telex: 641054 VOSAVU VT.
VHF: See "Pilotage".
Tugs: A supply boat/tug makes fast to the stern of the tanker during the approach to the berth. For this, 2 soft ropes are required, led through the same centre lead. The eyes of the ropes should be tied together with a messenger line onto which a heaving line should be fastened. The tug's towing rope is then shackled to the eyes of the ship's ropes, which are fastened on the bollards when sufficient slack (about 75 m.) has been paid out.

During the stay on the berth, the tug maintains a light pull on the vessel to keep her off the stern of the "Chi Linh".

Berth: The storage tanker "Chi Linh" is permanently moored to an SPM by means of a special construction between ship's bow and SPM turntable.

Berthing: Berthing is done in a manner similar to mooring to an SPM. The mooring arrangement is as per OCIMF Standards.

The Pilot remains on the bridge until the tanker is at a distance of approximately 0.5 miles from the berth. During the final approach, he is on the foc'sle, directing the vessel by ship's walkie-talkie.

On the foc'sle, one messenger line has to be prepared for picking up the mooring arrangement. The rope is put on a winch drum, led through a bow stopper and a centre lead.

When the distance between the approaching vessel and the stem of the "Chi Linh" is approximately 60 m., the latter shoots a heaving line over the foc'sle of the tanker, by means of a pneumatic gun. Attached to this is a messenger line which, once on board, can then be fastened to the messenger line on the tanker.

The mooring arrangement can now be pulled in and the chafe chain secured on the bow stopper (vessels not equipped with a bow stopper can be moored by means of a wire/shackle arrangement, secured on the bitts, as per OCIMF).

Only 1 nylon grommet rope is used for this tandem berthing.

Loading: A 16 in. floating hose string, with a total length of 262 m., runs from the port side of the stern of the "Chi Linh" to the tanker's port manifold. The tanker rail hose has a 12 in. reducer fitted.

Cargo particulars (approximate):
Name: Bach Ho Crude.
API: 39.9 (density 15°C: 0.8252).
Pour point: 32°C.
Loading temperature: 39°C.
Heating requirements: Between 38°C and 43°C.
Max. loading rate: 2,600 cu.m./hr.

Due to the high pour point of the crude, the "Chi Linh" has to carry out a line flush on completion of each loading. As a consequence of this, a water plug of approximately 75 cu.m. is received at the start of loading. This should preferably be loaded into one cargo tank.

At the end of loading, the line contents will be displaced by means of a water plug. Preferably the same tank as above should be used for this, as well as for dropping the lines. Loading lines should be thoroughly stripped/drained in view of the high pour point.

During stay in the berth, the starboard side accommodation ladder should be ready.

AGENT'S REPORT: April 1994.

Cat Lo:

Location:	Lat. 10° 20′ N., Long. 107° 03′ E.
Pilot Station Co-ordinates:	Lat. 10° 20′ 40″ N., Long. 107° 03′ E.
Distance from Pilot Station:	11 miles.
Pilotage:	Compulsory.
Restrictions:	Draft: 6.2 m. LOA: 150 m.
Tugs:	2×1,000 h.p.
Berth:	Quay No. 1: Length 250 m. Depth 6.0 m. – 9.0 m. General cargo, machinery, timber, agricultural products
Mooring Buoys:	At Vung Tau Bay.
Sheds/Warehouses:	25,000 sq.m.
Open Storage:	100,000 sq.m.
Cranes:	1×10 tons and 1×45 tons.

Vung Tau **Petroleum Terminal:**

Location:	Lat. 10° 20′ N., Long. 107° 03′ E.
Pilot Station Co-ordinates:	Lat. 10° 20′ 40″ N., Long. 107° 02′ E.
Distance from Pilot Station:	8 miles.
Pilotage:	Compulsory.
Restrictions:	Draft: 8.0 m. LOA: 150 m.

Berths:

Quay: No.	Length (m.)	Depth (m.)	Type of Cargo
1 (upstream)	120	7.0	General, machinery
2 (downstream)	150	8.0	Drilling equipment and chemicals.

Mooring Buoys:	At Vung Tau Bay.
Sheds/Warehouses:	1,300 sq.m.
Open Storage:	26,000 sq.m.
Cranes:	1×10 tons and 1×75 tons. Floating crane with 600 tons lifting capacity available.

AUTHORITY: Vung Tau Harbour Office, No.2 Quang Trung Street, Vung Tau. *Tel:* 2270 – 2272.

NOTES

Please also advise Shipping Guides Ltd.

Virgin Islands

FREDERIKSTED, St. Croix: 17.43 N. 64.53 W.

DOCUMENTS: All forms are standard U.S. Government Forms:
Passenger List (I-418) – 3 copies.
Crew List (I-418) – 3 copies.
Clearance from Last Port.
Inward Customs Manifest (1302) – 4 copies.
Ship's Stores Declaration – Customs Form 1303 – 2 copies.
Crew Effects Declaration – Customs Form 1304 – 1 copy.
(Also see separate headings – "Health" – "Customs" – "Immigration").

PILOTAGE: Services available day or night. Payment for Pilot services is mandatory whether Master uses Pilot or not. (Vessels commissioned by the U.S. or foreign government, yachts and vessels under 100 gross tons are exempt from pilotage fees, except when the services of a Pilot are requested).

ANCHORAGE: Open roadstead on the lee (West) side of St. Croix, providing a good anchorage with no significant tide.

HEALTH: See "Health Regulations" before first U.S.A. Port (Albany).

Garbage should be disposed of beyond the 3-mile limit. On passing the 3-mile limit all garbage disposal units which open to the sea should be closed. All garbage should then be placed in covered cans and retained on board until the ship is again beyond the 3-mile limit.

RADIO: (a) Vessels may communicate with Island via:

Mackay Radio, Amagansett, New York	Call Letters WSL
Chatham Radio, Massachusetts	Call Letters WCC
Lantana Radio, Florida	Call Letters WOE
Barbados Radio, Barbados	Call Letters VPO
Destrellan Radio, Guadeloupe	Call Letters FFO
Fort de France Radio, Martinique	Call Letters FFP

All stations maintaining 24-hour service. These radio stations then relay the messages by cablegram to Frederiksted via either ITT World Communications Inc., Cable and Wireless or Western Union International.

(b) Master of every vessel arriving Frederiksted is required to give at least 24 hours advance notice of arrival to Captain of the Port, U.S. Coast Guard – San Juan, Puerto Rico, by wireless on 500 kHz or by radio telephone 2182 kHz. Call Letters for U.S. Coast Guard, San Juan, Puerto Rico – NMR.

(c) Masters are requested to advise Agent their expected time of arrival as far in advance as is possible, vessels arriving from ports other than U.S. or Caribbean Islands should give at least 7 days' notice, and vessels arriving from U.S. ports should give at least 4 days' notice. In addition, a message should be sent verifying arrival at least 48 hours in advance, with delays reported as necessary. Arrival messages should include information regarding repairs, stores, number of crew and passengers on board. If cash is required, a minimum of 7 days' (prior to date of arrival) notice is mandatory.

(d) While vessels are in Frederiksted the Authorities do not permit the use of the ship's radio transmitters.

(e) Vessels equipped with VHF equipment should commence radio watch on Channel 16 when vessel is 100 miles from St. Croix. Contact with Agents and shore facilities can be made direct or via Virgin Islands Marine Operator – Station WAH – Call Letters WAH.

(f) Masters of vessels arriving at Frederiksted Pier are required to contact V.I. Port Authority through their Agent or by Fax No. (809) 778 1033, 24 hours in advance of arrival.

VHF: Port Authority on Channel 16.

TUGS: None readily available – tugs can be arranged with 48 hours advance notice.

BERTHING: A government-owned pier with a 1,400 ft. long approachway, bridging Maritime Zone to a pier-head 240 ft. long by 60 ft. wide. Vessels 600 ft. and over with a max. forward draft of 25 ft. have been accommodated.

FRESH WATER: Available at dock, arranged by Agent.

SHORE GANGWAYS: Available.

LAUNCHES/TENDERS: Not available.

CUSTOMS: Customs Officers will board at anchorage or wharf berths, and will require an accommodation ladder.

Vessels required to enter and clear through Customs House:
Vessels loading or unloading cargo;
Vessels embarking or disembarking passengers;
Vessels remaining in port over 24 hours;
Vessels requesting permission for their passengers to go ashore during the stay of the vessel in port.

Vessels in above categories must present following documents:
Clearance from Last Port;
3 copies of Crew List (Form I-418) or substantially similar form – see note*
3 copies Passenger List (Form I-418) or substantially similar form – see note*
4 copies Inward Foreign Manifest covering all cargo for discharge at St. Croix, V.I., showing weights or measurements (of basis of how cargo is freighted) on all items (Customs Form 1302).
2 copies Stores List (Engine-Deck-Commissary-Narcotics).
1 copy Crew Effects Declaration (Custom's Form 1304).

* List of passengers and crew shall be on Customs and Immigration Form I-418 or on a substantially similar form, except that where no steerage passengers are aboard upon arrival, the listing of the passengers may be in the form of a vessel "Souvenir List" or similar list, in which the names of the passengers are listed alphabetically by class.

Sealing of Stores: Upon arrival of a vessel from a foreign port, or a vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use of consumption on board while vessel is in port and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless Customs Officer is of the opinion that circumstances do not require such action. Customs Inspectors in cha of vessel, from time to time, may issue stores from under seal consumption on board by passengers and crew.

Passengers disembarking must present personal baggage declara if from foreign.

IMMIGRATION: Recommended that Masters who are unfamiliar w U.S. Immigration Procedure should seek clarification from Agents as in advance as is possible.

If a vessel arrives direct from a United States mainland port or fro Puerto Rico no Immigration inspection will be performed. If a vess arrives direct from a foreign port the vessel shall undergo Immigra inspection.

Vessels arriving without a visaed Crew List, may be able to obtai waiver from Officer in Charge of U.S. Immigration & Naturalisatio Service, by making application on Form I-193. A fee of $10.00 is requ to obtain a waiver.

In order to expedite the clearing of the vessel, it is suggested th prior to arrival all passengers subject to inspection should be assemb where the inspection is to be performed.

Stowaways must be reported in ETA Message and listed on Passenger Manifest (Form I-418) and on Form I-94, and must b reported to the U.S. Immigration Officer as soon as he boards.

All non-resident alien crew members, whether shore leave is requ or not, are required to have in their possession valid Passpo Seamen's Book or Identification Card (with photo) and Form I- (Crewman's Landing Permit) or Form I-184 (Alien Crewman's Per and Identification Card) on arrival. All resident alien crew members a required to have in their possession Alien Registration Receipt Ca (Form I-151) on arrival.

AIRPORT: Distant 8.5 miles.

TIME: GMT minus 4 hours. Atlantic Standard Time.

HOLIDAYS: The following are legal holidays: Sundays; January (New Year's Day); The third Monday in February (President's Da March 31st (Transfer Day); Holy Thursday; Good Friday; Eas Monday; Whit Monday; Last Monday in May (Memorial Day); June 22 (Organic Act Day); July 4th (Independence Day); July 3rd (Emancipat Day); Last Monday in July (Supplication Day); The first Monday i September (Labour Day); The second Monday in October (Columbu Day); The fourth Monday in October (Veterans' Day); The fou Thursday in November (Thanksgiving Day); December 25th (Christma Day); December 26th (Christmas Second Day), and such other days a the President or the Government may by proclamation declare a holidays. The port remains open on holidays.

REGULATIONS: The U.S. Coast Guard strictly enforces the Harbo Pollution Act of 1924, prohibiting discharge of refuse and oil in navigab waters of the U.S. Virgin Islands. Local Port Regulations are similar t those applying in U.S. Mainland Ports.

AUTHORITY: Virgin Islands Port Authority, Marine Division, P.O.Bo 1134, Christiansted, St. Croix, Virgin Islands, U.S.A. 00820. *Tel:* (80 778-3131 (St. Croix). *FAX:* (809) 778-1033. *Contact:* Larry Finch, Mari Manager.

LIMETREE BAY, St. Croix: 17.41 N. 64.44 W.

(See Plan

LOCATION: The facilities of Hess Oil Virgin Islands Corp. (HOVIC) a located in Limetree Bay on the South coast of the island of St. Croi U.S. Virgin Islands. St. Croix is 32 miles South of St. Thomas a St. John Islands and 50 miles S.E. of the island of Puerto Rico. It is th largest of the U.S. Virgin Islands being 19 miles long and avera 3.5 miles in width.

The Limetree Bay sea buoy is located approximately 9.3 miles Ea of Sandy Point and Southwest Cape, St. Croix, on the South coast o the island. The harbour is located between Krause Lagoon a Canegarden Bay.

On approaching the Pilot Station, Mariners are advised to stay to th South of the 100 fathom curve to avoid fish traps and shoal areas whi have not been completely surveyed.

A vessel is considered to be "Arrived" when it is on the Pilot Statio that is South of the Channel Entrance (See "Pilotage").

Charts: Virgin Islands (including Saint Croix) – U.S.C. & G.S. Cha No. 905, U.S. Naval Oceanographic Office Chart No. 25246. St. Croi British Admiralty Chart No. 485. Frederiksted Roads – U.S.C. & G.S Chart No. 937 and U.S. Naval Oceanographic Chart No. 25251.

DOCUMENTS: All ships arriving from a foreign port will be boarded b Customs, Immigration and U.S. Public Health Service Officers. Ship *personnel are not allowed ashore until permission is granted from the officers.*

The following documents are required for entry and clearance and ar to be presented to the respective officers on boarding:

Customs:
2 copies Crew List (Form I-418).
2 copies Passenger List (Form I-418).
1 copy Ship's Stores Declaration (Form 1303).
1 copy Crew Effects Declaration (Form 1304).
Inward Foreign Manifest (if discharging).
Original and 3 copies Form 7527-B.
Ship's Register.
Clearance from last port.
Derat Certificate.

For vessels not using the HOVIC Marine Agency, the follow additional documents are required:
1 copy for entry and 1 copy for clearance Master's Oath on Entry Vessel in Foreign Trade (Form 1300).
1 copy for entry and 2 copies for clearance General Declaration (For 1301).
All other forms should be provided by the vessel's Agent.

Immigration:
Original Crew List (Form I-418) (Certified if available).
1 copy Passenger List (Form I-418).
Each crewman must have either valid D-1 (Form I-95) or new Form I-95 for presentation with Passport/Seaman's Book to Inspection Officer.
United States Immigration laws apply in the U.S. Virgin Islands. Passports and Visas are required for non-U.S. citizens.
Normally Customs entry must be complete before cargo operations can begin.
Customs clearance is accomplished by the vessel's Agent.
Cargo documents are placed onboard by the Refinery Terminal Department.
Note: The Customs Service of the U.S. Virgin Islands is under the jurisdiction of the United States Treasury Department. However, Virgin Islands Customs laws differ considerably from those of the Continental United States.
Limetree Bay is in the Christiansted Customs District.

APPROACHES: Channel Entrance Buoys No. 1 and No. 2 are located in 80 ft. of water on the Easterly and Westerly sides of the Limetree Bay channel entrance.
Entrance Buoy No. 1 is positioned at:
Lat. 17° 40′ 37.4″ N., Long. 64° 44′ 18.2″ W.
Buoy No. 1 is painted green and equipped with a quick flashing green light and a visibility of 5 miles.
Buoy No. 2 is painted red and equipped with a quick flashing red light and a visibility of 3 miles.
All aids to navigation in the approach channel and harbour are privately maintained by HOVIC.
Channel/Berths: The channel is 500 ft. in width and 60 ft. in depth at Mean Low Water (MLW). This depth extends into the VLCC Berths No.3 and No. 4. Docks No. 5 and No. 6 have 50 ft. at their face. Docks No. 1, No. 2, No. 7, No. 8 and No. 9 have 45 ft. at the face of MLW. Dry Cargo Berth has a draft restriction of 34 ft. without fenders and 38 ft. 06 in. with fenders. The turning basin opens up Eastward from the channel line and is approximately 1,200 ft. long and 1,000 ft. wide. The West Turning Basin is 1,500 ft. × 1,200 ft. A breakwater extends out from the head of the East Basin to the coral reef which forms the Southern harbour limit.
Anchors: Vessels shall have their anchor windlasses manned and their anchors ready to let go upon entering the channel into Limetree Bay.

PILOTAGE: Service is available 24 hours a day. All vessels entering Limetree Bay must comply with the Navigation Safety Regulations per 33 CFR, Part 164 and an entry denoting this should be made in the vessel's logbook. A HOVIC Pilot is mandatory for all vessels entering, shifting, or leaving the facilities at Limetree Bay. Pilots will assist the Master in the docking and undocking of the vessel; however, the Master of each vessel retains *full* responsibility for the vessel at all times.
Vessels must remain at the Pilot Station 2.5 miles South of the Channel Entrance until boarded by a HOVIC Pilot. The Pilot will be placed aboard by a company tug.
The HOVIC marine and terminal office is equipped with a VHF radiotelephone having the following channels:
Initial Contact – Channel 11
Working – Channels 9, 10 and 11
Ships must call the HOVIC marine office on VHF at least 3 hours before arrival at the Pilot Station and advise of any change in their ETA.
Pilot Ladders: The following regulations apply to Pilot Ladders:
If these regulations are not complied with, HOVIC Pilots may refuse to embark or disembark thus delaying the vessel.
The Officer responsible for the embarkation and disembarkation of the Pilot is to be a Deck Officer.
The pilot ladder is to be properly secured and adequately lit at night.
The Pilot should be able to pass safely and conveniently from the head of the ladder onto the ship's deck. Where portable stanchions and bulwark ladders are used for this purpose, the portable stanchions must be rigidly secured to the ship's structure to prevent being unshipped and supported at not less than two points to prevent lateral movement. The bulwark ladder should also be independently attached and firmly secured. The stanchions should be of reasonable height and adequately capped to allow a firm grip.
The ladder is to be in good condition and its treads are to remain horizontal. The treads are to have a rough upper surface.
The length of the ladder should not exceed 30 ft. Whenever the distance from sea level to a point of access on the ship is more than 30 ft., access from the pilot ladder to the ship must be by means of an accommodation ladder or other equally safe and convenient means.
The ladder is to be rigged so that each step rests firmly against the ship's side. Spreaders are to be provided not more than 10 ft. apart to prevent the ladder twisting.
A manrope or a safety line is to be secured at the vessel's rail and lowered over the side adjacent to and for the full length of the pilot ladder. A lifebuoy with self-igniting light is to be readily available.
The ladder is to be rigged well clear of any overboard discharges and at a place where the best lee can be provided to the boat carrying the Pilot.

Whenever a mechanical pilot hoist is used, a standard pilot ladder shall be at hand, ready for immediate lowering in the event of a hoist malfunction.

ANCHORAGE: There is no safe anchorage off the entrance to Limetree Bay. Vessels having to wait due to berth availability or weather should proceed to sea towards the South and West of the Island and heave to 15 or 20 miles offshore, maintaining VHF contact with HOVIC Marine by guarding Channel 11 for berthing instructions.
In bad weather it is possible to proceed to Fredericksted on the West end of the island and anchor in 30 ft. to 60 ft. of water. Vessels shall have their anchors ready to let go upon entering the channel into Limetree Bay.

RESTRICTIONS: Navigation is permitted 24 hours a day, except for vessels over 100,000 d.w.t. Vessels over 100,000 d.w.t. are handled on a daylight basis inbound only. The Port Captain will check and report on each vessel's draft before a Pilot is dispatched.
Ballast Drafts: Ballast draft restrictions are as follows:

Vessel d.w.t.	*Forward* (ft.)	*Aft* (ft.)
Under 30,000	10	16
30,000 – 50,000	12	18
50,000 – 70,000	15	21
70,000 – 100,000	18	24
San Clemente Class	21	27
100,000 – 150,000	28	32
150,000 – 200,000	32	36
Over 200,000	40	40

These guidelines will be adjusted as weather and vessel handling characteristics dictate. Advice concerning any variance will be provided to the vessel by the Pilot in ample time to prevent any unnecessary delays to the vessel's ballasting.

MAX. SIZE: The docking facilities listed are subject to change, depending on weather conditions, depth of water and length of vessels at the adjoining berths. All vessels are normally turned prior to docking.

Roll-On/Roll-Off Dock – East Basin:

Length:	318 ft.
Draft:	17 ft.

Dry Cargo Dock – East Basin – Tankers:

Length:	650 ft. – Depending on size of vessel at Dock No.1 and distance from bow to centre manifold.
Draft:	38 ft. 06 in. with fenders. 34 ft. 00 in. without fenders.
D.w.t.:	45,000 tons.

Dry Cargo Dock – East Basin – Sulphur Ships:

Length:	585 ft. LOA
Beam:	65 ft. with Yokohama Fenders.
Draft:	38 ft. 06 in. with Yokohama Fenders.
Beam:	75 ft. without Yokohama Fenders.
Draft:	34 ft. 00 in. without Yokohama Fenders.
D.w.t.:	45,000 tons Max. – Must be adhered to.
Freeboard:	40 ft. Max. – Must be adhered to.

NOTE: If the restriction on the beam is not adhered to, hand trimming will be required. This is an extra cost.
Vessels over 585 ft. LOA, up to 685 ft. LOA may use this berth. The above restriction on beam and draft to be adhered to.
It will be necessary to undock, and turn a vessel of over 585 ft. up to 685 ft. at least once during the loading. This will involve extra port charges (one pilot and 2 tugs will be required).
All other restrictions pertaining to beam, draft, deadweight and freeboard must be strictly adhered to.

Dock No. 1 – East Basin:

D.w.t.:	80,000 tons maximum.
LOA:	900 ft. maximum.
Beam:	Unlimited.
Draft:	42.5 ft. maximum.
Bow-Centre Manifold:	450 ft.

Dock No. 2 – East Basin:

D.w.t.:	80,000 tons maximum.
LOA:	900 ft. maximum.
Beam:	Unlimited.
Draft:	42.5 ft. maximum.
Bow-Centre Manifold:	450 ft.

Dock No. 3 – East Basin:

D.w.t.:	300,000 tons maximum.
LOA:	1,200 ft. maximum.
Beam:	200 ft. maximum.
Draft:	55 ft. maximum.
Bow-Centre Manifold:	600 ft. maximum.

Dock No. 4 – West Basin:

D.w.t.:	300,000 tons maximum.
LOA:	1,200 ft. maximum.
Beam:	Unlimited.
Draft:	55 ft. maximum.
Bow-Centre Manifold:	600 ft.

Dock No. 5 – West Basin:

D.w.t.:	100,000 tons maximum.
LOA:	900 ft. maximum.
Beam:	Unlimited.
Draft:	47.5 ft. maximum.
Bow-Centre Manifold:	450 ft.

Dock No. 6 – West Basin:

D.w.t.:	100,000 tons maximum.
LOA:	900 ft. maximum.
Beam:	Unlimited.
Draft:	47.5 ft. maximum.
Bow-Centre Manifold:	450 ft.

Dock No. 7 – West Basin:

D.w.t.:	25,000 tons maximum.
LOA:	500 ft.
Beam:	Unlimited.
Draft:	35 ft. maximum.
Bow-Centre Manifold:	Length of vessels using this berth shall be guided by the length of the vessel at Berth No.6, also on the distance from bow to centre of the manifold.

Dock No. 8 – West Basin:
D.w.t.: 100,000 tons maximum.
LOA: 900 ft. maximum.
Beam: Unlimited.
Draft: 42.5 ft. maximum.
Bow-Centre Manifold: 450 ft.

Dock No. 9 – West Basin:
D.w.t.: 100,000 tons maximum.
LOA: 900 ft. maximum.
Beam: Unlimited.
Draft: 42.5 ft. maximum.
Bow-Centre Manifold: 450 ft.

HEALTH: United States quarantine laws are enforced by the U.S. Public Health Service.

Pratique is required only if vessel is coming from a plague infected area or if there is illness of a suspicious nature or there is a death (from any cause) onboard. The Master is obligated to report to the HOVIC marine office any of the above circumstances well in advance of the vessel's arrival at the Pilot Station in order that the Public Health Officials may be notified – failing this the vessel may be delayed.

All trash and refuse kept in drums on deck must be in closed plastic trash bags and the drums must have securely attached lids. No plastic bags laid upon the deck nor open containers on and/or below decks will be acceptable. No garbage collection or disposal service is allowed or available. No trash or refuse will be allowed to be deposited in the harbour. Failure to comply with any of the aforementioned items results in immediate and large fines.

RADIO/VHF: Masters must advise HOVMAR St. Croix and their agents by radio or telex 72 hours, 48 hours and 24 hours in advance of their ETA, giving the vessel's name, date and hour of arrival (Local time) and the name of their last port of call, otherwise delays may result in berthing the vessel. A vessel will be considered as "Arrived" when it reaches the Pilot Station 2.5 miles South of the Sea Buoy.

A vessel's "Notice of Readiness" will not be accepted until the vessel has initially reached this point and notified HOVIC by VHF.

VHF Radio Frequencies:
1. Calling only – 11
2. Harbour Operations – 9-10-11
3. Pilotage – 11
4. Agency – 10 or 11
5. Standby-call – 2182 kHz.

Harbour tugs and the HOVIC Marine Dispatchers monitor the VHF frequencies 24 hours a day.

S.S.B. Channel Frequencies:
SSB communication available with prior scheduling.

RADAR: No Port Radar Service or Vessel Traffic Management System exists in the port.

TUGS: Tug assistance in the channel, docking and undocking is mandatory and is provided by 3×3,000 S.H.P. twin screw diesel tugs and 2×7,200 S.H.P. twin screw diesel tugs which are stationed in the port to provide this service. Additional tugs are available when required for handling VLCC's. All HOVIC tugs are equipped with firepumps, monitors and foam towers to assist in firefighting.

Line Handling: A line handling vessel and personnel are provided for mooring.

MOORING: A HOVIC Pilot will direct the mooring of the vessel to ensure that it is properly secured before cargo handling operations start. This does not relieve the Master of his responsibility to ensure that the vessel is safely moored and that the lines are kept properly tended at all times.

Ship's Moorings and Mooring Winches: Ships shall at all times remain adequately secured alongside the berth by the use of ropes or wires which are in good condition and properly sized for the service they are in.

Mooring lines of the same size and type should always be used for all leads in the same service.

The use of constant tension mooring winches in the automatic mode is not permitted. Vessels with constant tension mooring winches must have their brakes set manually.

BERTHING:

Port Alucroix: Situated to the West of the HOVIC Terminal. The port is entered via the Krause Lagoon Channel with a controlling depth of 35 ft. at Mean Low Water and a width of 300 ft. At the head of the Lagoon is the Martin Marietta Alumina Terminal which is currently idle. Pilot boards approximately 2.5 miles South of the Krause Lagoon Channel Entrance Buoys.

Container Port: Situated close to the West of the HOVIC Terminal. The port is entered via the Krause Lagoon Channel (300 ft. wide and 35 ft. depth) and the Container Port Cross Channel (400 ft. wide and 35 ft. depth). Length of the pier is 1,200 ft. with 35 ft. depth. 1 × 30 ton Paceco container crane is available with a telescopic spreader to handle 20 ft., 35 ft. and 40 ft. containers.

A berth at the head of the pier can handle Ro/Ro cargoes.

TANKERS: *HOVIC Terminal (Hess):* A shore gangway is provided. For berth limitations due to size see "Maximum Size". All berths are for the handling of petroleum products with the exception of Dry Cargo Berth which has in addition the capability of loading sulphur pellets in bulk. There are no other facilities for handling any other cargoes beside petroleum at the HOVIC Terminal. No shore steam/power is available. Lightering: *VLCC Lightering is no longer conducted off Frederiksted, St. Croix. Lightering is done at the island of St. Lucia. If arrangement is made to lighter at St. Croix, the procedures listed below are to be adhered to:*

BALLAST: United States laws prohibit the pumping overboard of dirty ballast while a vessel is within U.S. coastal waters. All ballast must be pumped to facilities available ashore. However, if a vessel is especially equipped with clean segregated systems which are reserved for ballast use only, it is permissible to pump the segregated ballast overboard at the dock after the ballast tanks have been inspected and approved by a Marine Department representative.

In pumping dirty ballast ashore, the ballast is received through a 36 shore line at a maximum discharge pressure to the shore installatio 100 p.s.i. Ballast is pumped into a ballast facility about 1 mile Nort the dock.

Due to the limited facilities and the possibility of more than one ves deballasting at a time, it is requested that vessel arrive with a minim amount of ballast, consistent with Pilot's ballast draft restrictions, a include the amount to be discharged on their ETA advices to th Agents.

The U.S. Oil Pollution Act of 1924 applies to the Pollution of Coas Waters. Violators are subject to fines and possible imprisonment.

INERT GAS SYSTEM: Ships equipped with a properly working In Gas System are to keep all cargo tanks inerted when alongside w exception of those tanks that are gas-free.

Vessels equipped with an Inert Gas System may be required to pressurise the cargo tanks to allow for ullage measurements to be mad HOVIC Terminal and U.S. Coast Guard Rules and Regulatio concerning Inert Gas Systems must be complied with at all times.

NOTICE OF READINESS: Notice of Readiness to load or discharge a warranty that the vessel is in all respects ready to load or dischar and that all of the ship's equipment, including, but not limited to, tan pumps, valves and pipelines, are ready and fit to load or discha petroleum or petrochemical products.

HOVIC reserves the right to refuse acceptance of such Notice Readiness unless the vessel is in all respects ready to load or dischar

A vessel will not be deemed ready to load or discharge and pump will not commence until the Senior Deck Officer shall have execu and delivered to HOVIC a "Declaration of Inspection Prior to Bulk Car Transfer" as required by U.S. Coast Guard Regulations.

HOSES: *Connecting and Disconnecting Hoses:* A crew will be provid by the terminal to connect and disconnect cargo hoses, bunker hos and Chicksan arms on the ship.

Vessels should have blank flanges removed from the cargo line reducers installed and drip pans or other fixed containment in place arrival at the dock. The HOVIC Dispatcher will advise the vessel arrival the size and number of hoses to be connected. Manifolds not use must be blanked off.

1. Oil transfer hoses and loading arms must be long enough to al the vessel to move to the limits of its moorings without placing strain on the hose/loading arm or oil transfer piping system.
2. Each hose must be supported to prevent kinking or other dama to the hose and strain on its coupling.
3. The oil transfer system must be properly aligned.
4. Each part of the oil transfer system not necessary for the trans operation must be securely blanked off.
5. The end of each hose and loading arm that is not connected the transfer of oil must be blanked off using closure devices.

LOADING: The Petroleum docks are serviced by the following sho lines: 1×42 in. crude line, 1×36 in. crude line, 1×36 in. No. 6 oil li 1×36 in. ballast line, 1×30 in. VGO (Catfeed) line, 1×24 in. No. 6 line, 1×24 in. VGO (Catfeed) line, 2×20 in. gasoline lines, 1×20 in. Je Kerosene line, 1×16 in. gasoline line, 1×12 in. line for each of th following: Paraxylene, Xylenes, Benzene and Toluene, 1×8 in. Caus Soda line and bunker lines of 1×18 in., 1×12 in. and 1×8 in. All hos connections are 10 in. diameter, there are 4×16 in. loading/dischar arms at Berths No. 3 and No. 4 for crude oil, 2×16 in. arms for No. oil/crude at Berth No. 6, and 2×16 in. arms for VGO (Catfeed)/Cru at Berths No. 8 and No. 9. Chemical grades are handled via 1×10 hose with Caustic Soda handled by 1×6 in. and balance grades 2×10 in. hoses. Facilities are available to handle dirty slops/ta washings.

BRIDGES: There are no bridges that affect harbour movements.

MEDICAL: Emergency medical attention is available from the Pub Hospital at any hour of the day or night. The ship's agency representat should be contacted by the Master with any requests for crew medi attention. For each man needing medical or dental attention, a for should be completed in duplicate and signed by the Master, or in h absence, by the Chief Officer. The form should provide the date, patien name, rating and the name of the vessel.

For routine medical treatment, a doctor will board vessel on a da basis. Dental treatment is available ashore on weekdays.

All crew members requiring medical attention should be available t treatment upon ship's arrival.

Inoculations and vaccinations are available.

DENSITY: 1025.

FIRE PRECAUTIONS: Standard fire precautions for tanker safety app including but not limited to: Smoking is prohibited on the weather dec of tank vessels, on docks, and in the general dock vicinity. All doors a portholes from the quarters facing outside must be kept closed wh transferring cargo at the dock. No portable cables connected to electrical source shall be used while transferring cargo or ballast. Wh illumination is needed, approved explosion-proof lights are to be us Boiler cleaning, tank cleaning, gas freeing, welding, burning or hot wo is not allowed at the dock. Tank mopping is permitted on an individu basis. Vessel's main engines should not be out of service while th vessel is in port. It is not permitted to shut down both main boilers a steam vessel or pull the cylinder heads from the main engine of motor vessel. In the event a stack or engine exhaust emits live spar the transfer of cargo must be stopped. The main radio transmitter is n to be used while transferring cargo or ballast. The transfer of cargo a ballast must be stopped during electrical storms, or when lighten appears in close vicinity. A fire towing wire should be led out forw and aft on the offshore side of the vessel and lowered to the wa edge, made fast to the deck and tended to maintain them at the wa edge. In the event of fire on the vessel, dock or waterfront area, th transfer of cargo will be suspended and the vessel made ready immediate departure if the danger is imminent. Furthermore, should emergency or accident occur, vessel and terminal personnel must ta immediate action in order to protect life and property. Contact the HO

Port Captain on VHF Channel 11 and the terminal dockwatch to inform them of the nature of the emergency.

FRESH WATER: The Island of St. Croix is dependent almost entirely on rainfall for its supply of fresh water. There are wells but most of them are rather saline in nature. As a result, fresh water is scarce and expensive. In conjunction with its refinery operation, HOVIC operates desalination plants and limited quantities of fresh water are available providing at least 72 hours' notice of these requirements is given prior to the ship's arrival. All fresh water is metered aboard ship.

FUEL: Bunkers are available by prior arrangement. Advice concerning the quantities and type required should be given in the vessel's arrival message (ETA) sent in 72 hours prior to arrival.

CONSULS: Denmark and Netherlands.

REPAIRS: In general no repair work is authorised, except for emergencies while the vessel is at the dock. Nearest major repair facilities are at San Juan, Puerto Rico.

DRY DOCKS: No dry docks are available in the port.

SURVEYORS: Cargo Inspectors are available at Limetree Bay as follows: SGS Inspectorate, Chas. Martin and Caleb Brett. E. W. Saybolt available on premises.

Representatives of the American Bureau of Shipping, Lloyd's Register and other maritime classification societies are available from San Juan, Puerto Rico on 24 hours' notice. The ship's Agent will assist Masters in soliciting their services.

GANGWAY/DECK WATCHMEN: Vessel to provide personnel at manifold and gangway.

Gangway: Vessels must be prepared to provide their own gangways. Some of the docks have gangways that may be used at the discretion of the dock foreman. Where HOVIC provides the gangway, a safety net will be rigged. When the vessel's gangway is used, we strongly urge the use of a vessel supplied safety net under the gangway.

CUSTOMS ALLOWANCES: Crew members are permitted to hold out of bond 1,500 cigarettes and 1 litre of alcohol per crew member.

REPATRIATION: Facilities exist for effecting crew changes and arranging repatriation by air.

AIRPORT: HOVIC Terminal at Limetree Bay is located 15 minutes via highway from the airport. Daily flights direct to Miami, Fla., New York, N.Y., Newark, N.J. and numerous flights to San Juan, Puerto Rico with worldwide connections are available.

TIME: The U.S. Virgin Islands use Atlantic Standard Time (A.S.T.) which is Greenwich Mean Time minus 4 hours all year round.

HOLIDAYS: The refinery and terminal operates 24 hours per day all year round.

POLICE/AMBULANCE/FIRE: The refinery and terminal have their own ambulance and fire department. Contact the HOVIC Port Captain on VHF Channel 11. Local police may be contacted via the Agent.

TELEPHONES: No arrangements are available for placing telephones aboard ship.

SERVICES: Following services are available: Radio/Radar repair, Ship Chandler, Liferaft Service/repacking, ship classification societies surveyors (from San Juan, P.R.), and charts, publications or Notice to Mariners in very limited supply.

BANKS:

The Bank of Nova Scotia, Christiansted (809-773-1013).
Banco Popular, Christiansted (809-773-0077).
Chase Manhattan Bank, Christiansted (809-773-1200).
First Pennsylvania Bank NA, Christiansted (809-773-0440).

STORING: Vessels can only be stored by truck delivery to the pier. Trucks may approach the vessel no closer than 150 ft., where goods are pushed/pulled alongside using vendor's wheeled carts. A shore crane is capable of lifting light weights to the vessel from the apron. Forklifts are not allowed on the dock. Local riggers are available for assistance provided a minimum of 24 hours' notice is given to the Agent.

SHORE LEAVE: Under normal circumstances, no restrictions are imposed by the Immigration authorities on shore liberty. Masters are requested to have all crew members on board at least one (1) hour prior to departure time to avoid delay "awaiting crew members".

If crew members of foreign vessels are to be given shore leave, Form I-95 must be prepared for each member of the crew. These forms are available from the ship's agent.

Transportation: Crew members desiring shore leave are not permitted to walk through the refinery. Taxi cabs are available when required for transportation through the refinery and to Christiansted and Frederiksted at the crew member's expense.

IDENTIFICATION CARDS: Agency representative will supply Master with Refinery Gate Passes.

GARBAGE DISPOSAL: Service available. Contact any of the following for details:

Dept. of Planning and Natural Resources. Tel: 772-0565.
Brown and Ferris Industries. Tel: 809-788-7171.
Safety Clean Enviro Systems. Tel: 854-1090.

Hess Oil Virgin Islands Corp. Facility: Facilities available for handling of plastics and garbage/refuse provided material is non-hazardous. Medical waste and hazardous waste are not acceptable. U.S.A. Regulations 33 CFR 158.115, 40 CFR 261.3 & 261 Sub-part D apply. All ship waste is subject to inspection and control of the U.S. Dept. of Agriculture & U.S. Coast Guard. Vessels should apply for service through their agent 36 hours prior to arrival, indicating type and amount of material for disposal ashore. Charge is U.S.$ 21.00 per 4 cu.ft. bag. Special bags are supplied through the agent.

WASTE OIL DISPOSAL: Service available. Contact any of the following for details:

Dept. of Planning and Natural Resources. Tel: 772-0565.
Brown and Ferris Industries. Tel: 809-788-7171.
Safety Clean Enviro Systems. Tel: 854-1090.

Hess Oil Virgin Islands Corp. Facility: Dirty ballast/slops are discharged to shore through a 36 in. shore line at a maximum discharge pressure to the shore installation of 120 p.s.i.

SEAMAN'S CLUBS: None. Usual local facilities.

Hess Oil Virgin Islands Corp. Facility: Hess Oil Virgin Islands Corp. jetty is within 10 minutes of large shopping centre which can be reached by taxi or walking from the refinery main gate.

CURRENCY: U.S.Dollar.

TIDES AND CURRENTS: The tides are small and diurnal, the mean range being about 0.5 ft. and the diurnal range less than 1 ft. Normally there is a drift of 0.5 knot to 1 knot moving along the South shore of the island in a Westerly direction.

H.O. Sailing Directions and U.S. Coast Pilots No. 5 can provide additional details.

REGULATIONS: Vessel will be held responsible for the cost of labour and material required to clean up any oil spill caused by the vessel in Limetree Bay. Slick booms are available to isolate spills and contingency plans are in force for oil spills. The U.S. Coast Guard will be notified of any oil spills, no matter how minor, also vessel's cargo transfer operations will be suspended pending U.S. Coast Guard investigation.

AIR POLLUTION: Blowing or cleaning of boiler tubes while a vessel is alongside the dock or within the harbour limits is strictly prohibited.

It is unlawful to permit the emission of smoke darker than No.2 on the Ringelmann scale. Violation of this law in Limetree Bay may result in fines to the vessel. Terminal personnel record violations and report the same to Air Pollution Authorities. Masters are advised that continued violation can result in the vessel being placed offhire. The vessel will be sailed and not re-docked until the problem is fully resolved.

In the event a stack or engine exhaust emits live sparks, the transfer of cargo must be stopped. If the condition is not corrected immediately, the vessel will be removed from the harbour.

SWIMMING: Swimming in the Harbour is not permitted.

COMMUNICATIONS:

Communication with U.S. Navy at Fredericksted: Arriving at or departing from Limetree Bay, all vessels passing the Western end of St. Croix are to monitor VHF Channel 16 for radio traffic from the U.S. Navy Weapons Tracking Station at Fredericksted. Vessels may be requested to alter course to avoid interrupting naval activities that are being conducted with aircraft, ships and submarines.

GENERAL:

Photography: Cameras are not allowed within the confines of the Refinery. Picture taking is strictly prohibited.

Emergency Towing Wires: Immediately on docking, emergency towing wires of sufficient length to reach the water's edge, with 8 ft. eyes on the outboard ends, must be paid out from the offshore bow and quarter. The inboard end of the wire must be made fast to the vessel's bitts. Wire shall be in good condition, of adequate strength and adjusted as necessary throughout loading/discharge operations to keep the eyes at or above the waterline at all times.

Liquors: The transportation of alcoholic beverages inside HOVIC's property is strictly prohibited; consequently, no liquor or beer may be removed from vessels. The only exception to the foregoing is the delivery of bonded stores ordered by the Master for the vessel.

Visitors: No visitors are permitted in the dock area. Only persons on official ship's business are permitted on the piers.

Laundry: Facilities are available to handle ship's laundry.

Mail: Official and personal mail will be delivered on board by the ship's Agent upon vessel's entry.

Mail received for vessels while in port will be delivered on board prior to sailing. Outgoing mail is accepted from Master, provided it is accompanied by a mail transmittal slip to support disbursements.

Supplies and Repairs: Limited supplies of provisions and marine hardware are available on the island. There are no facilities for major repairs closer than San Juan, Puerto Rico. Machine shops in Christiansted and Fredericksted can assist in making minor repairs.

Overloading: Masters are advised that International Laws pertaining to overloading are strictly enforced and they should be guided accordingly.

Vessels shall not arrive or sail overloaded. All expenses incurred in discharging or lightering overloaded cargo will be for the vessel's account. Vessels departing to zones requiring lighter draft may sail with the draft permitted in that zone plus an allowance for fuel and water consumption to the zone limit.

Weather Conditions: The loading and discharging of all crude and petroleum products will be stopped during severe electrical storms.

Loading of gasoline or other similar low flash products will be stopped during periods of calm when the heavy vapours cannot be dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's Officers are cautioned to be on their guard during such conditions.

In the event of abnormal weather conditions in the area, such as a hurricane, vessels will be notified that additional moorings are required. If the situation so demands, Masters may be told to suspend all operations and proceed to sea until normal weather conditions again return.

Demurrage: Vessels are required to vacate the berth promptly upon completion of cargo handling operations (loading or discharging operations, as the case may be). Permission to lay alongside at any time the vessel is not engaged in cargo handling operations must be granted in writing by the HOVIC Marine Manager.

If any vessel fails to vacate its berth upon completion of cargo handling operations and expiration of free laytime for dock usage as outlined below, the vessel will be held responsible for penalties and demurrage as follows:

(1) To pay dock demurrage at the rate of U.S.$1,000 per hour or a pro-rata share thereof for a fraction of an hour.
(2) To hold HOVIC harmless for any demurrage and consequential damages incurred as a result of any other vessels suffering berthing delays or for any other events resulting from its failure to properly vacate the berth.

The following rules shall govern the determination of demurrage:

(1) 1 hour of free laytime will be allowed after completion of cargo loading operations. This free time will start at the time cargo hoses are disconnected from the ship's manifold on completion of loading or discharging of cargo.

Vessels awaiting cargo papers and/or Customs Clearance must vacate the berth within 1 hour of such completion and move outside to await their papers.

(2) 4 hours free Laytime will be allowed for ballasting after discharge operations are completed.

(3) Ballasting times for VLCC's will be handled on an individual basis for each ship.

(4) Delays caused by the terminal are excepted.

DEVELOPMENTS: Currently there are no planned revisions to the harbour.

AGENCY: Vessels calling at HOVIC's terminal should address all business messages to their Agent. Ship owners and operators may wish to have their vessels represented by HOVIC Marine Agency. The Agency offers a complete and efficient service.

Arrival: The ship's agent is to be advised as to the vessels ETA 72 hours, 48 hours and 24 hours prior to the vessel's arrival. They are to keep the terminal advised at all times.

AUTHORITY: Hess Oil Virgin Islands Corporation (HOVIC), P.O.Box 127, Kingshill, St. Croix, U.S. Virgin Islands 00850. *Tel:* 809-778-4000, 778-4494. *Telex:* 3473013. *Contact:* Steven Williams, Port Captain. John H. Frederick, Marine Manager.

Virgin Islands Port Authority, P.O.Box 1707, St. Thomas, Virgin Islands, U.S.A. 00801. *Tel:* (809) 774-2250 (St. Thomas), (809) 778-1180 (St. Croix).

ROAD HARBOUR & PORT PURCELL, Tortola, British Virgin Islands: 18.25 N. 64.37 W.

PORT LIMITS: All the area of water North of an imaginary line drawn from Burt Point to Hog Point (see B.A. Chart 2020).

DOCUMENTS:

Clearance from last port.
1 Declaration of Health Certificate.
4 Crew Lists.
2 Crew Store Lists.
2 Ship's Stores Lists.
2 Passenger Lists.

PILOTAGE: Only compulsory for vessels of 200 g.r.t. and over, unless a vessel is in possession of a valid Exemption Certificate issued by the Ports Manager. Pilot boards at Port limits after receiving advice from Agents preferably 12 hours prior to arrival. Link calls made through Tortola Radio, Channel 27 in daytime and Channel 16 at night.

Vessels arriving ahead of ETA sound "G" on whistle if unable to advise Agent.

No inward pilotage at night, unless emergency, night Pilotage outwards by special arrangement.

ANCHORAGES: Between Buck Island and Beef Island or immediately South of Port limits, approximately 12 fathoms.

RESTRICTIONS: Anchorage within Port limits prohibited unless authorised by Ports Manager. Max. draft alongside Port Purcell 21 ft.

HEALTH: Customs issue Pratique for vessels with clear bill of health, otherwise request doctor to board on arrival alongside or at anchor.

RADIO: Call sign "Port Purcell" – can be reached by VHF Channel 16. Cable and Wireless maintain a Public Coast Station on Tortola, call sign "Tortola Radio", with an approximate range of 50 miles and provides linked telephone calls between ships and any shore based telephone subscriber. From 0700 hrs. – 1900 hrs. watch is kept on Channel 16, at night for emergencies only.

For distances in excess of 50 miles any other convenient shore station, (eg. Barbados, St. Thomas) that will accept messages for onward cabling or telephoning to Tortola.

TUGS: None available.

BERTHING: Port Purcell quay is 800 ft. long, max. draft 21 ft. at any state of tide, salt water. Ships discharge with own gear.

CRANES: Port Purcell has 1 mobile shore crane, max. lift 8 tons. Prior advice required for use.

MEDICAL: Hospital facilities available, no routine inoculations, etc., required unless specially notified.

DENSITY: Entirely salt water within port limits.

FRESH WATER: Available in limited quantities at Port Purcell, approx. delivery 20 t.p.h. and costs U.S.$14.00 per 1,000 gallons.

FUEL: Diesel only for small vessels delivered by road tanker to Port Purcell, 2 hours' notice.

REPAIRS: Minor repairs only.

SURVEYORS: Available.

HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: No sealing of tobacco, wine or spirits.

AIRPORT: Beef Island, 7 miles, regular local flights to St. Thomas, Puerto Rico, Antigua which connect with several main lines to Europe and the Americas.

TIME: GMT minus 4 hours.

HOLIDAYS: Port Purcell closed Christmas Day, Good Friday and 1st Monday in August.

POLICE/AMBULANCE/FIRE: Dial 999 (emergency). Police station 43422.

TELEPHONES: Telephones available for use on board ship.

SHORE LEAVE: No restrictions for crews.

IDENTIFICATION CARDS: None required.

DELAYS: None should be expected. Cargo working is geared to ship's arrival, irrespective of time and 24 hours continuous working if required.

AUTHORITY: Ports Manager and Harbour Master, Road Town, Tortola, Virgin Islands.

ST. THOMAS: 18.20 N. 64.56 W. (See Pla

St. Thomas is situated on South side of Island of St. Thomas. I 1,434 miles from port of New York. Northern side of Island borders Atlantic Ocean, and Southern side on Caribbean Sea. The Harbour one of the best in the West Indies, being almost landlocked.

DOCUMENTS:

Quarantine, Customs and Immigration – See "Frederiksted".

Agent:

1 copy Crew List (Form I-418).
1 copy Passenger List (Form I-418).

PILOTAGE: Compulsory and available day and night. Pilot Boat h letter "P" on deck house and flies International Code flag "P". Pilots w meet vessels 1 to 3 miles outside harbour, boarding via Jacob's ladd

ANCHORAGE: Outer Harbour Anchorage located beginning at Scorp Rock Lighted Buoy No. 1 (Lat. 18° 19′ 25.6″ N., Long. 64° 55′ 08″ W thence 180° 1,580 yards; thence 263°, 2,490 yards; thence due Nor 1,255 yards; thence due East to the Southerly tip of Sprat Point, Wa Island; thence to Cowell Point, Hassel Island, and thence to point beginning. This anchorage is considered good and is about 8 fathom with sand bottom.

RADIO: (a) The St. Thomas Marine Operator will guard the follow throughout 24 hours: Channel 26, 16 VHF, 2009 – 2506 and 2182 k AM, and the upper side band (2010.4 – 2507.4 kHz) of the sam frequency. The Harbour Master's Office maintain a 24 hour watch o VHF Channel 16 (working on Channel 12).

(b) Master of every vessel arriving at St. Thomas is required to g at least 24 hours advance notice of arrival to Captain of the Port U.S. Coast Guard – San Juan, Puerto Rico by wireless on 500 kHz or b radio telephone 2182 kHz.

(c) Masters are requested to advise Agents their ETA, at lea 36 hours in advance. Arrival messages should include ca requirements (local currency U.S. Dollar) and advice regarding repai stores, etc. This information is particularly necessary in the cases o vessel arriving on weekends or holidays. For cruise vessels the arriv messages should also include the number of passengers and crew o board.

(d) While vessels are in St. Thomas Harbour, the Authorities do n permit the use of the ship's radio transmitters.

(e) U.S. Coast Guards: This organisation maintains a small Mari Safety Detachment in St. Thomas to observe, service and effect repai to navigation aids in vicinity of St. Thomas. An 82 ft. Coast Guard Pat Boat "Point Whitehorn" (82364) is attached to the station for prima purpose of search and rescue work. Maintains watch on VHF Channel 1 Radio telephone marine information broadcasts, including Notices t Mariners, will be made on 2670 kHz, after first making a prelimina announcement on 2182 kHz. Radio telephone urgent and safety broa casts or Marine Information will continue to be made on 2182 kHz.

TUGS: Normally not considered necessary for docking, however tug are available for docking and undocking ships.

BERTHING: Wharf of the West Indian Company Limited, located o Eastern shore of harbour basin. Wharf is bulkhead type, 2,234 ft. lo with 600 ft. extension, running N.E./S.W., and is well protected t seaward. Mooring bitts are spaced at intervals of 50 ft. There is a "cu out" in the wharf 950 ft. from N.E. corner, which is 22 ft. wide a approximately 3.5 ft. above low water. This ramp is slanting from 8.3 f to 3.5 ft. over a distance of 20 ft. Safe depth alongside from 27 ft. ne N.E. end to 30 ft. on S.W. end. Bulwark is 8.3 ft. above mean tid Average difference between high and low tide is 11 in.

Dockage dues are payable to the West Indian Company Limited a per tariff.

In the Crown Bay area (access via East or West Gregerie Channe the V.I. Port Authority maintains facilities which include a pier extendi 800 ft. from shore with 500 ft. of berthing space on South side and 200 f on North side, where ships up to 25,000 g.r.t. can moor. Controlli depth presently 38 ft. This pier is used for berthing tourist and tank vessels only. A curved bulkhead at top of Crown Bay, approxima 900 ft. long, is used for Ro/Ro, container and break bulk carg Controlling depth 15 ft. 24-hour arrival notice is required.

Phase II-A of the development at Crown Bay will include a 650 f berth for cargo vessels.

CARGO HANDLING: Containers are handled at the West Indi Company and the Crown Bay area (V.I. Port Authority), but no speci gantry cranes are available. Ro/Ro cargo handled at these facilities a well. No liquid chemicals facilities exist here but there is a small private owned LPG plant limited to 20 ft. draft and 250 ft. length. Shell uses th facility for gasoline and light diesel. The "T"-pier in Crown Bay is use for the V.I. Water and Power Authority for movement of fuel and wat and Texaco has its own pipeline on the same pier for their products

STEVEDORES: Discharging and/or loading arranged by the West Indi Company Limited for account and risk of vessels.

Rates of discharging and/or loading dependent on vessel's equipme and stowage. However, following may be considered average:

General Cargo 6 weight tons per gang hour.
Bagged Goods 8/10 weight tons per gang hour.
Lumber 10/12 weight tons per gang hour.

Each stevedore gang normally consists of 12 stevedores (10 on boa and 2 ashore), 2 winchmen, 1 signalman, 1 foreman.

MEDICAL: Local hospital is the Knud-Hansen Memorial Hospital, whi is equipped with facilities for operations, etc.

FUEL: Bunkers are not available except for small craft.

FRESH WATER: Mostly rain water which when available is suppli the West Indian Company Limited. This supply is limited and is on a emergency basis only. Water may also be requested from th Government of the Virgin Islands in cases of emergency only. Deli effected by pipe alongside wharf. Water can be delivered by barge

HEALTH, CUSTOMS, IMMIGRATION: Refer to Frederiksted.

CONSULS: Following countries have consular representatives in St. Thomas:

Belgium
Denmark
Dominican Republic
El Salvador
France
Haiti
Netherlands
Norway
Panama
Sweden
United Kingdom

AIRPORT: Distance 2 miles. Connections with International flights from Puerto Rico and direct flights from New York, Dallas/Fort Worth and Miami.

TIME: Official St. Thomas time is Atlantic Standard Time, which is 4 hours behind GMT.

HOLIDAYS: The following are legal holidays in St. Thomas: Sundays; January 1st (New Year's Day); January 15th (Martin Luther King); January 30th (Roosevelt's Birthday); February 12th (Lincoln's Birthday); The third Monday in February (Washington's Birthday); March 31st (Transfer Day); Holy Thursday; Good Friday; Easter Monday; Whit Monday; The last Monday in May (Memorial Day); June 22nd (Organic Act Day); July 4th (Independence Day); July 25th (Supplication Day); The first Monday in September (Labour Day); The second Monday in October (Columbus Day); The fourth Monday in October (Veterans' Day); November 1st (Liberty Day); The fourth Thursday in November (Thanksgiving Day); December 25th (Christmas Day); December 26th (Christmas Second Day), and such other days as the President of the Government may by proclamation declare as holidays.

Whenever any holiday falls upon Sunday, the Monday following is a legal holiday.

POLICE/AMBULANCE/FIRE: Police 915; Ambulance 774-1212; Fire 921. Port Authority 774-2250, 774-2333.

REGULATIONS: The U.S. Coast Guard strictly enforces the Harbour Pollution Act of 1924, prohibiting discharge of refuse and oil in navigable waters of the U.S. Virgin Islands.

Local Port Regulations are similar to those applying in U.S. Mainland Ports.

WEATHER: The weather is usually mild with little wind. Squalls when they occur, usually come from the N.E.

GENERAL: *Gangway:* One aluminium gangway available which is 34 ft. long and 2 ft. 6 in. wide – made with skidding prevention strips only and therefore not recommended for use as a passenger gangway. There is a similar gangway that is owned and used on V.I. Port Authority facilities. Since these are the only gangways; they are made available to vessels on first-come-first-served basis.

Stores: St. Thomas should not be depended upon for large quantities of provisions or deck and engine stores, as practically all commodities are imported making prices higher than United States mainland ports and Puerto Rico. No regular Ship's Chandlers established in St. Thomas, V.I.

Storage Facilities: The West Indian Company Limited undertakes ordinary storage for a limited period of time in 8 transit warehouses, all 14 ft. high with a total floor area of 80,000 sq. ft., plus an additional 9,600 sq. ft. roof covered area. There is also a large uncovered area available for outside storage. Only limited cold storage facilities are available on The West Indian Company's Dock.

Ice: Small quantities may be obtained.

Laundry: Modern laundry service is available.

AUTHORITY: Virgin Islands Port Authority, Office of the Marine Manager, P.O.Box 2216, St. Thomas, Virgin Islands, U.S.A. 00803. *Tel:* (809) 774-2250, 774-2333. *FAX:* (809) 774-0025. *Contact:* Marine Manager.

NOTES

Please also advise Shipping Guides Ltd.

Western Samoa

APIA: 13.50 S. 171.45 W. (See Plan)

PORT LIMITS: The Customs Act defines the port of Apia as follows: The limits of the said port of Apia shall be a circle of 2 miles radius from the Custom House now existing in Apia and the said port shall include all land, river, and sea included within that circle. The Shipping Act defines the limits of the port in similar terms using the Export Wharf as the centre of the 2 mile radius circle. Both of these features are shown on Chart 2211.

DOCUMENTS:
1 Clearance from previous port of call.
3 Crew Lists.
3 Passenger Lists.
2 Health Documents.
1 Manifest.
Bills of Lading.
Ship's Papers (stores and poisons).
List of Dangerous Goods.

PILOTAGE: 72 hours ETA is required, confirm 24 hours before arrival. Pilotage is compulsory for merchant vessels. Pilot boards 1.5 miles outside harbour on line of leading beacons. Pilot boards from harbour tug.

By night, in addition to usual navigation lights, Pilot boat carries standard identification, i.e. a red light on foremast with all-round visibility. Exemption from pilotage may be granted to Masters of vessels trading regularly to Apia, but pilotage dues are still payable.

ANCHORAGES: In 20 fathoms outside a line drawn between the 2 reefs and preferably on line of leading beacons. Bottom is coral.

RESTRICTIONS: No night-time or tide restrictions. Turning basin dredged to 36 ft. in 1972, extending to 1,200 ft. from each end of the wharf. Arrivals preferred during daylight hours.

MAX. SIZE: Shore bollards to take stern and bow lines for vessels up to 800 ft. in length. Max. draft 35 ft.

Buoy mooring for tankers up to 32,000 d.w.t. consists of 3 buoys with black and red vertical stripes, 1 ahead and 2 astern. Vessel also uses starboard anchor.

HEALTH: Doctor boards vessel on arrival alongside.

RADIO: ETAs should be sent 72 hours before arrival, and confirmed 24 hours before. Signals to incoming ships by radio or radio-telephone from Apia Radio Station 5WA. For radio, ships should call on 500 kHz and operate on 483 kHz. For radio-telephone, ships should call on 2182 and operate on 2162 or other available frequency as may be arranged once contact has been established. Call sign "Apia Radio" repeated.

Apia Radio maintains continuous service, and the Harbour Master can be called on Channel 16 during normal working hours. The tug and pilot launch also operate on Channel 16 .

TUGS: 2 tugs available, *Pualale,* 425 b.h.p. (7 ton pull) and *Tavola,* 2×800 s.h.p. (20.95 tons pull).

BERTHING: Export Wharf – reinforced concrete wharf 604 ft. in length on the East side of inner harbour. Max. depth alongside 36 ft. All loading and discharging is carried out with ship's gear. No wharf cranes available. This wharf and all surrounding areas enclosed by fence is Customs area and all vessels trading to or from places outside Western Samoa must depart from or arrive at this wharf.

New wharf 604 ft. long, vessels up to 800 ft. may be berthed.

There is 250 ft. of berthing alongside the inner face of the Southern arm of the wharf for small ships in deep water.

There are no special Ro/Ro facilities.

Shore equipment: One 15 ton mobile crane. 2×20 ton forklifts. About 10×3 to 5 ton forklifts.

STEVEDORES: Arranged by ship's Agents.

MEDICAL: Advance notice to Agents preferable. Doctors and good general hospital where seamen may be admitted.

There is a private medical clinic and a private dental clinic. Both high standard.

TANKERS: Shell, Mobil, and B.P. operating in Samoa, and have own discharging facilities. Tanker terminal situated on West Reef. Discharge line is 6 in. diameter. Launch service may be provided between ship and shore at a small charge.

DENSITY: 1025 – but may alter considerably during rainy season.

TIDES: Mean high water intervals 6 hours 27 minutes, Spring range 3.8 ft., mean range 2.6 ft. Tidal stream normally slight, but after heavy rain outflow from rivers and streams can cause it to become quite strong.

The current across the harbour entrance about 600 m. off the reef can be variable, but is predominantly Westerly and velocities up to 4 knots have been reported but this is not normal.

FRESH WATER: Available at wharf from shore installation.

FUEL: Only light diesel fuel available.

FIRE PRECAUTIONS: Fire services available on wharf, station is 0.5 miles distant.

CONSULS: The New Zealand High Commissioner represents all British subjects; French Consul, Australian High Commissioner, Embassy of the Chinese People's Republic, South Korean Consul, German Consul, United States of America Consul.

REPAIRS: Minor repairs only.

SURVEYORS: None.

GANGWAY/DECK WATCHMEN: Recommended and available.

OPENING/CLOSING HATCHES: Opened and closed by stevedores.

CUSTOMS ALLOWANCES: No enforcements.

AIRPORT: 25 miles from Apia on Western side of Island. Regular and frequent mail and passenger services. Direct to Auckland or U.S.A. via American Samoa.

TIME: GMT minus 11 hours. No alteration to clocks.

HOLIDAYS: No cargo on Sundays from midnight Saturday until 2100 hrs. Sunday. The recognised holidays are Christmas, New Year, Boxing Day, Good Friday, Easter Monday, Whit Monday, Anzac Day and Independence holidays from 1st June to 3rd June.

TELEPHONES: Police and public telephones near wharf and provis are available for telephone connection to tourist vessels berthed at wharf.

POLICE/AMBULANCE/FIRE: Hospital 21.212; Police 22.222; Fire emergency or 20.404.

EMERGENCY CO-ORDINATION CENTRE: U.S Coast Guard, Pa Pago, American Samoa, 80 miles East of Western Samoa.

BANKS: Bank of Western Samoa, P.O.Box 189, Apia, Western Samo Tel: 22 422. Telex: 258.

Pacific Commercial Bank (Affiliate Bank of New South Wales a Hawaii), P.O.Box 192, Apia, Western Samoa. Tel: 22 781. Telex: P 231.

STORING: See "Prelims".
1. Truck only.
2. N/A.
3. Yes.
4. Yes.
5. No regulations.
6. Yes.

SHIP SUPPLY SERVICE: The Marine & Shipping Division of the Minis of Transport provides tug-boat services which are available for ship- shore transport of personnel and/or essential ship stores, sick cr members, etc., on application to the Secretary, Ministry of Transpor

SHORE LEAVE: No restrictions.

IDENTIFICATION CARDS: Not needed.

GARBAGE DISPOSAL: No regular service currently available. Conta Department of Agriculture Quarantine Service (Tel: Apia 2092 Garbage disposal is only permitted from ships from Australia, Fiji a New Zealand.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

CURRENCY: Western Samoa Tala (WS$). Local currency can not exported.

GENERAL: *Supplies:* Provisions available. Deck and engine ro supplies can be obtained in limited quantities.

Divers: No divers other than scuba divers are available, and skin div may be recruited for up to 50 ft. diving.

Oil Pollution: The pumping of bilges, etc., within harbour limits is permitted and *heavy penalties will be imposed for any breach.*

Garbage Disposal: The dumping of refuse of any kind within harbo limits is strictly prohibited. Properly covered receptacles will be ma available and rubbish disposal vans will clear them as necessa A small charge will be made for this service.

Charts: B.A. 1730 – Samoa or Navigation Islands.
B.A. 1339 – Plans in Samoa.
B.A. 2211 – Apia Harbour.

AUTHORITY: Ministry of Transport, Marine and Shipping Divis P.O.Box 1607, Apia, Western Samoa. *Tel:* 23 700, 23 701 and 23 7 *VHF:* Channel 16. *Telex:* 221 Malo Sx. *FAX:* 21990. *Cables:* Mot Sa Govt. *Contact:* The Secretary, Ministry of Transport. N. Vaaelu Assistant Secretary Marine and Shipping, and Acting Harbour Mast

NOTES

Please also advise Shipping Guides Ltd.

Republic of Yemen

GENERAL:

CIRCULAR: Extract from the Circular dated 21st June, 1975 from the Hodeidah Port General Corporation.

Information and General Condition:

1. Payment of Tolls and Dues:

All charges imposed herein are payable in cash, in advance except in the circumstances in which the General Manager of the Hodeidah Port General Corporation exceptionally agrees otherwise.

2. Definition to Certain Terms:

(a) "Vessels" shall deem to refer in the Regulations to every floating craft made to sail on water by its or without its own means, whether or not fit for navigation.

(b) "Working Day": Commences at 0600 hrs. and ends at 1800 hrs. Night: Commences 1800 hrs. ends 0600 hrs. following day. Weekend: Commences Thursday 1200 hrs. and ends Saturday 0600 hrs.

3. Public Holidays:

The following occasions are observed as Public Holidays, which commence from 1200 hrs. on the preceding day and end at 0600 hrs. following the holiday:–

1. Weekly Holiday: Friday.
2. Al-Hijra (Moslem New Year): *1st Muharram.
3. Maulid-El-Nabi (Prophet's Birthday): *12th Rabia Awal.
4. Al-Meiraj (Prophet's Ascension Night): *27th Rajab.
5. Al-Shaabania: *15th Shaaban.
6. Idd-El-Fitr (4 days): *1st to 4th Shawal.
7. Idd-El-Adha (5 days): *9th to 13th Dulhijja.
8. Revolution Anniversary: 26th September.
9. 13th June (National Holiday).
10. Labour Day (1st May).
11. Revolution Day (14th October).

*N.B.: For Hijra Calendar dates, the corresponding Georgian Calendar dates will be those proclaimed by the Government of the Yemen.

CIRCULAR: To Owners/Masters.

We quote below text of a Circular dated 21st January, 1979, issued by the General Corporation for Ports and Marine Affairs, Hodeidah, for your information and necessary compliance:

"No vessel, having no workable derricks or winches of her own, shall be received or accepted.

Agents shall be responsible for said obligations and without any liability to the Port General Corporation, in all Yemen Ports.

Due to non-availability of discharging means of floating cranes at anchorage and non-guarantee of available shore cranes, advisable you ensure that all ships calling under your Agency should be fully equipped as required."

PILOTAGE: Pilotage is compulsory on all vessels irrespective of their size, on entry and departure.

NOTICE: The following notice was handed to a Master on arrival at Hodeidah.

Re: *Formalities, Restriction, Breaches & Penalties at Yemeni Ports:*

We are very pleased to welcome you and the vessel under your command at Hodeidah/Raskateeb/Saleef/Mokha, and request you to note and comply with the following formalities/restrictions to avoid payment of penalty.

1. Call Pilot only when you are fully ready in all respects. If Pilot is called to take the vessel out, and the vessel fails to depart after boarding of the Pilot, the vessel will bear all the consequential expenses of (a) Pilot waiting time, (b) Launches assistance charges, (c) unmooring charges, including any other expenses.
2. Fine of Y.Rials 500 to 2,000 is imposed, if Yemen flag is not hoisted on the highest mast.
3. Fine of Y.Rials 500 is imposed, for arrival at Port without prior notice, notifying actual time of arrival of the vessel.
4. Fine of Y.Rials 10,000 to 20,000 is imposed for attempting entry to berthing quay, without prior permission from the Management and without Pilot on board. Same penalty imposed for attempting departure without permission and Pilot, from the quays or inner basins.
5. Fine of Y.Rials 500 to 1,000 is imposed for draining water onto the quays. Vessel also to bear responsibility for losses caused therefrom.
6. Fine of Y.Rials 1,000 is imposed for throwing garbage, cargo remains, food remains, oil, etc. into inner harbour or onto quay.
7. Fine equivalent to 100% of the loss in income to the Corporation is imposed, in the event the vessel submits inaccurate statements on ships particulars and drafts.
8. Fine of Y.Rials 5,000 is imposed, if the vessel leaves anchorage after registration without clearance from the Corporation.
9. Fine of Y.Rials 500 is imposed, if Rat Guards are not provided to avoid rats escaping to the quays.
10. Fine of Y.Rials 2,000 is imposed, if vessel uses her own boats within Port limits without prior permission.
11. Fine of Y.Rials 2 is imposed per hour per metre of LOA of the vessel, for delay in completion of discharging during the duration set out by the Corporation.
12. Fine of Y.Rials 1,000 is imposed on whoever obstructs Corporation's staff/employees in carrying out their duties or insults them.
13. A shore crane will be compulsorily deployed at 100% surcharge to a vessel over 100 m. LOA.
14. Corporation reserves the right of removing any vessel from the quays for any reason in the general public interest.
15. Photography of the Port area is prohibited.

(Notes from Tariff – 1/82 published by Ports & Marine Affairs General Corporation).

Please note that the Port Limits (for Hodeidah) are 14° 55′ 34″ N., 53° 37′ E.

"Pilotage Point" for entrance and departure is Buoy No. 2.

We trust that you will find the above information very helpful to promote cordial relations with all officials and relevant authorities, and at the same time contribute towards reducing expenses of our mutual Principals.

PLEASE NOTE: All the foregoing information was in effect prior to the unification of the country and may have been superceded in recent times.

ADEN, (including Little Aden): 12.48 N. 44.54 E.

DOCUMENTS:
5 Crew Lists for Ship's Agent, Police and Immigration.
5 Passenger Lists for Ship's Agent, Police and Immigration.
2 Lists of Bonded Stores.
1 Health Form to be shown to Pilot on boarding and handed to Ship's Agent.
Manifests, Bills of Lading if landing cargo only.
Ship's Register to be sighted by Pilot.
Arrival Declaration to be filled in by Ship's Agent after arrival.
Dangerous Material Declaration to be handed to Pilot on boarding.

PILOTAGE: Compulsory for all vessels proceeding to and from Inner Harbour and Oil Harbour at Little Aden which exceed 200 g.r.t. To call Pilot fly International Code Flag "G" or red/white/red lights at night. Call "Harbour Control" on VHF Channel 16, or R/T 2182 kHz. 48 hours' notice of ETA with draft to Harbour Office.

Pilot boat will meet ship at the Fairway Buoy in all weathers. Pilot boat is 50 ft. launch painted red, flying Pilot flag by day or white/red lights at night. Pilot will board on lee side of ship by pilot ladder only. Vessels waiting Pilot can anchor anywhere in Outer Harbour except in a Prohibited Area of 2,000 ft. around the Fairway Buoy. All Pilots are Yemenies with foreign-going Master's certificates.

ANCHORAGES: Ample anchorage area available with in Outer Harbour depths from 18 ft. to 54 ft.

(a) Anywhere North of Fairway Buoy clear of Main and Little Aden Channels and clear of Prohibited Area mentioned above.

(b) Deep water anchorage anywhere to S.W. of Fairway Buoy clear of Little Aden Channel and Prohibited Area mentioned above.

MAX. SIZE:

Aden:

(a) Max. length 900 ft., breadth no restriction, depth 38 ft. at datum for vessels taking bunkers from A.B.C. (Aden Bunkering Co.).

(b) Vessels taking bunkers from Y.K.T.C. (Yemen-Kuwait Terminal Co.), max. length restricted to tankers of 750 ft., breadth no restriction, depth 39 ft. at datum.

(c) Larger vessels can be considered on application to the Port Officer. Longest vessel to enter 940 ft.

Little Aden Refinery:

Max. length 760 ft., breadth no restriction, depth 40 ft. at datum and max. deadweight 65,000 tons.

A new jetty 45 m. in length has been constructed on the North side of the oil harbour by Agip Oil Company for use by oil rig supply tugs. Vessels up to 90 m. LOA and 6.1 m. draft can berth on the jetty.

Note: In both harbours vessels manoeuvring require 2 ft. water under keel, and vessels of draft 37 ft. and above require 4 ft. water under keel.

Ballast Draft for Tankers: All tankers when manoeuvring within the port shall be ballasted properly to a mean ballast draft which shall not be less than half the Summer draft and the trim by the stern not exceeding 6 ft. These figures are the minimum for normal conditions and may be increased when conditions necessitate at the discretion of the Pilot.

HEALTH: Vessels requiring Pratique fly International Code Signals or 3 red lights at night. This signal to be exhibited until Pratique has been granted by the Pilot or Port Health Officer.

Control of quarantinable and infectious diseases is direct responsibility of Port Health Officer. All passengers from infected local areas except children under age of one year are required to have valid international certificate of vaccination or revaccination against yellow fever and cholera.

RADIO: All ships landing passengers are boarded by Assistant Port Health Officer unless Radio Pratique has been given. Pratique may be obtained by radio to Port Health Authorities no earlier than 12 hours and no later than 4 hours before arrival, in accordance with international procedure. All landing passengers medically inspected and vaccination certificates checked on board before Free Pratique granted. Ships having infectious diseases on board are also boarded; after examining the case and taking any necessary precautions the Assistant Port Health Officer grants Restricted Pratique. Ships also inspected for issuing Derat Exemption Certificates. Deratting carried out when necessary and Derat Certificate issued.

Yemen Telecommunications Company: Mercury House, Ras Boradi (Tel. 22223/5).

Wireless telegraphy:

Medium wave	*GMT*	*kHz*
Working frequency		476
24 hour watch on international calling and distress frequency		500
High frequency	0500 – 0700	
	1100 – 1200	
	1630 – 1800	
	1830 – 1930	8710
	2130 – 2200	
	0900 – 1100	
	1300 – 1500	13060.5
	0700 – 0800	17175.2

Radio telephone (including spoken telegrams)

	GMT	kHz
Working frequencies		2595 & 3628
24 hour watch on international calling and distress frequency		2182
Radio telephone circuits set up on request at times shown	0400 – 0500 1000 – 1100 1600 1700	8805.6 & 4409.4

VHF: 24-hour watch on VHF Channel 16 (working Channel 13) and duplex working on Channel 26.

TUGS: Tugs for both harbours normally join just outside Breakwater. Ships' ropes always used in Aden Harbour, tugs' wires in Little Aden.

6 tugs available in Aden Harbour, maximum 2,000 h.p. In Oil Harbour at Little Aden 2 Voith Schneider tugs of 3,200 h.p. each are available.

BERTHING: (Also see "Tankers" and "Developments"). 24-hour service at all berths.

Berth		Type	Normal maximum length of ship (ft.)	Datum depth (ft.)
1 (a)		2 buoys	350	30
(b)		2 buoys	350	30
1 In		Anchors & buoy	275	30
2 Out		Anchors & buoy	550	38
2 In		2 buoys	600	38
3 In		Anchors & buoy	700	38
4 Out	A	Anchor & 3 buoys (oil)	650	36
4 In	B	Anchor & 3 buoys (oil)	750	40
5 Out	R	Anchor & 3 buoys (oil)	630	37
7 Out	S	Anchor & 3 buoys (oil)	630	38
8 Out	E	Anchor & 3 buoys (oil)	580	36
8 In	F	Anchor & 3 buoys (oil)	600	36
9 Out		Anchors & buoy	900	41
9 In		Anchors & buoy	550	36
10 Out	U	Anchor & 3 buoys (oil)	600	36
10 In	V	Anchor & 3 buoys (oil)	600	36
11 Out	G	Anchor & 3 buoys (oil)	600	30
11 In	H	Anchor & 3 buoys (oil)	530	28
13 Out		Anchors & buoy	550	28
13 In		Anchors & buoy	450	30
14 Out		Anchors & buoy	350	18
14 In		Anchors & buoy	350	18
15 Out		Anchors & buoy	350	18
15 In		Anchors & buoy	350	18
Dolphin Berths				
6 Out	C	Dolphin & breast buoys (oil)	900	39
6 In		Dolphin & breast buoys (oil)	800	38
7 In	T	Dolphin & breast buoys (oil)	750	39

The capital letters in column two denote alternative designation of mooring buoys/dolphins.

New Quay: New quay with length 750 m. and depth 11.0 m. for vessels up to 36,000 d.w.t. Two berths for container vessels and 2 berths for general cargo vessels. The quay will be equipped with 1×40 ton container crane and 6×6 ton semi-portal cranes.

Ro-Ro Terminal: Length 150 m., depth 7.6 m.

Home Trade Quay (H.T.Q.): 800 ft. long with depth of 6.7 m. Max. size of ships that can berth there are restricted to 122 m. LOA and max. draft 5.5 m.

Free zone. Initial Stage 525,420 sq.ft. open space and 162,000 sq.ft. covered space. Import and export industrial facilities. No restrictions, no taxes. Transhipment storage free for unlimited period.

STEVEDORES: ETA advice to Agent at least 48 hours before arrival.

MEDICAL: Advance notice for medical attention not normally required except for serious cases requiring doctor's attendance on board, or ambulance cases. Vaccination certificate required for landing. Hospital facilities available.

TANKERS: Tankers carrying dangerous petroleum (flash point below 73° F) and those not gas free or carrying more than 3 tons of category one cargo (explosives) cannot enter Aden Harbour during hours of darkness. They can enter Little Aden day or night. Slop (residue) discharge facilities available at Little Aden. 4 tanker berths for discharge/loading at Little Aden with max. datum depth of 40 ft.

Berthing at Oil Harbour: Functions of Oil Harbour Little Aden to receive crude oil in bulk for oil refinery and to export refined petroleum products. Vessels carrying cargo for refinery, other than oil, discharge at Inner Harbour.

Oil harbour has finger jetty and 2 T-head jetties which provide berths for 4 tankers. Tankers of up to 65,000 tons Summer deadweight with 55,000 tons of cargo can be accommodated.

Berth	Type	Normal maximum length of ship (ft.)	Datum depth (ft.)
1	Dolphin & mooring dolphins	750	40
2	Dolphin & mooring dolphins	750	40
3	Dolphin & mooring dolphins	750	40
4	Dolphin & mooring dolphins	See "below"	

Berth No. 4: Max. size 110,000 d.w.t. Max. LOA 264 m. Width of channel 220 m., depth 14.75 m. Depth alongside 15.85 m. Daylight berthing on flood tide. Daylight unberthing on suitable tides.

BALLAST: Notice: Port Authority require vessels arriving or sailing in ballast to have mean draft 50% of Summer draft and maximum trim of 6 ft. by stern. However, should the vessel have segregated ballast tanks then ballast condition must comply with regulation 13 of International Convention for Prevention of Pollution 1973, Protocol 1978. Total deballasting time allowed being 6 hours only. Vessels should have maximum possible ballast clean and capable of being pumped overboard. Dirty ballast and slops can be received ashore at maximum rate of 500 t.p.h.

Signed: Marine Superintendent.
Aden Refinery Company.

DENSITY: Salt water at all times.

FUEL:

(a) A.B.C. (4 berths).
Marine fuel 2500 sec., 1000 sec., 600 sec., 200 sec.
Diesel oil and gas oil.

(b) Yemen-Kuwait Terminal Co.
Marine fuel – all grades below 3,500 sec.
Diesel oil and gas oil.
All supplies done on a Nomination basis through the Compan Head Offices, with the vessel giving at least 48 hours' notice Aden.

FRESH WATER: Ample available, delivered by barge in Aden at abo 50 t.p.h. Ordinary water in Little Aden supplied by pipeline at abo 40 t.p.h. and condensate at about 2 t.p.h.

FIRE PRECAUTIONS: As per the Refinery regulations (Internatio Standard). Tug wires to be rigged and check list to be furnished.

CONSULS:

Algeria	Iran	Portugal
Belgium	Iraq	Russia
Bulgaria	Italy	Saudi Arabia
China (P.R.C.)	Japan	Somalia
Cuba	Korea (P.D.R.)	Spain
Czech Rep.	Kuwait	Sweden
Denmark	Libya	Syria
Ethiopia	Netherlands	U.A.E.
France	Norway	U.K.
Greece	Oman	Vietnam
India	Pakistan	Yugoslavia

REPAIRS: Workshops are equipped to carry out: Boiler repairs; Plati and sheet metal work; Galvanising work/moulding work; Welding a blacksmith's work; Main and auxiliary machinery repairs; Carpentry a joinery work; Electrical and plumbing work; Refrigeration repai painting, cleaning and chipping. Repairs afloat to vessels up to 80,0 tons are undertaken; repairs to the largest vessels carried out mostly Outer Harbour.

Radio engineering section with fully qualified personnel giving roun the-clock service of repairs and maintenance to radar and rad equipment.

During repairs, maintenance and painting – no rubbish to be thro overboard, precautions to prevent pollution to be taken. No painti overside to be carried out without written permission from Port Authori Chipping and/or scrapping overside strictly not permitted.

DRY DOCK: 1 sideways slipway taking 1,500 tons and floating doc lifting capacity 4,500 tons. Length 137 m., breadth 31 m. Max. dra 6.0 m.

GANGWAY/DECK WATCHMEN: It is recommended watchmen a employed; they can be supplied by Ship's Agent. Safety net to be rigge

OPENING/CLOSING HATCHES: Normally carried out by stevedore derrick-topping by ship's crew. Vessels not to move in harbour wi beams off.

CUSTOMS ALLOWANCES: Tobacco/Wine, Spirit allowance. N restriction at the moment. Bonded stores not allowed to be supplie more than 1 hour before ship sails.

REPATRIATION: Arranged through Ship's Agent and Immigration.

AIRPORT: About 5 miles from port. Flights to U.K. via Beirut (Midd East Airlines), Air France, Kuwait Airways, Air India, Ethiopian Airline Saudi Air and Alyemda also call.

TIME: GMT plus 3 hours. No alteration of clocks.

HOLIDAYS: Most holidays are religious which have movable date National holidays are 14th October and 30th November. Cargo wo usually carried out during all holidays. Friday is a public weeken holiday.

POLICE/AMBULANCE/FIRE: Ambulance at Crater 53232; Harbou Police 22851; Port Health 22626/7; Fire 22222.

TELEPHONES: No connection to ships but link calls can be made o VHF through Yemen Communications using Channel 16 to call a working on Channel 26. Some Agents have private VHF Channels.

SHIP SUPPLY SERVICE: There are no firms specialised in this field i Yemen. However, the Yemen Ports Authority has a large fleet of tu and launches at Aden, and will, in 1985, have 2 Voith Schneid propelled tugs, 1 fast pilot launch and 2 mooring launches at the new constructed port of Mukalla-Khalf. These craft are available at all time for rendering assistance to sick persons on board ships in the vicini of the ports and are also available for crew changes, mail and spa parts delivery.

As to helicopter services, the Yemen Army and Air Force make th helicopters available for rescue at sea whenever possible.

SHORE LEAVE: *Regulations:* In accordance with Art. 8 of th Immigration Rule No. 28 of the year 1969, all crew members comi ashore will be excused from obtaining visa provided they surrender th Passports to the Immigration Officer-in-Charge. These Passports will b given back to the holders before they return to their particular vesse Any crew member unable to comply with these instructions will not b permitted to visit the town.

Ships' crew are not allowed to stay ashore after 0000 hrs.

IDENTIFICATION CARDS: Shore pass to be carried at all times wh ashore.

REGULATIONS: Vessels must fly the National flag of Yemen a foremast. No movement of "dangerous petroleum" at night. Vesse must vacate oil berths on completion of bunkering. Main engines mu not be immobilised in an oil berth. Sufficient crew must remain abo vessel at all times to move her.

Ships carrying dangerous cargoes calling at Yemen Ports must info the Port Authority concerned not less than 48 hours prior arrival. IM Class 1 dangerous cargo to discharge at Outer Harbour Anchorage IMO Class 1 in transit vessel will manoeuvre during day time only.

Immobilisation of main engines should not be executed at any ber before obtaining written permission from Port Authority, through shi Agent. Same procedure applies for overside hull painting. Applicatio to be through ship's Agent in duplicate. Main engine immobilisation oil berths and Home Trade Quay not allowed.

GENERAL: Outer harbour contains ample anchorage area for vessels requiring datum depths up to 54 ft. Inner harbour approached by 2.7 mile dog-leg channel, dredged to 38 ft., from Fairway Buoy in Outer Harbour where Pilots board. Inner harbour protected by breakwater at Steamer Point and by rubble mound. It provides 24 buoy or anchor-and-buoy berths, including 13 with oil bunkering facilities. Majority of these berths have a datum depth of 30 ft. or 38 ft., with max. length of ship ranging from 275 ft. to 750 ft. In addition 3 dolphin berths, with bunkering facilities, of 39 ft. datum depth and normally accommodating ships of 750 ft. – 800 ft. max. length; vessels of greater length can be accommodated with the approval of the Port Officer. Quays and wharves cater for shallower-draft vessels and lighters.

Oil harbour, serving refinery at Little Aden, reached by 38 ft. channel from Fairway Buoy, provides facilities for tankers of up to 750 ft. All berths and anchorages are under the jurisdiction of the Port Officer.

In order to facilitate berthing arrangements for ships calling at Aden, Masters are requested to furnish the Port Authority with the necessary information, such as, LOA, max. draft, g.r.t., type of ship, object of call, dangerous cargoes on board and IMO Classes, ETA and any other information Master thinks may be useful.

DEVELOPMENTS: Newly constructed alongside berths of 900 m. (excluding HTQ) are ready for berthing modern vessels:

2 Container berths (11 m. depth).
2 General cargo berths (11 m. depth).
1 Ro/Ro berth (7.6 m. depth).
1 Home trade quay (800 ft. long with 6.7 m. depth).

Procurement of new cargo – handling equipment:

1 Container gantry crane of 40 tons under spreader and 50 tons with hook.
2 Container handling forklifts of 45 tons each (operating August 1992).
4 Forklifts of 2.5 tons (diesel and electric).
6 Tractor units and 20 roll trailers and communications equipment.

Actual operations will start in August 1993.

The following will operate in the 2nd half of 1993:

3 Container forklift trucks of 35 tons under spreader.
12 Container forklift trucks of 12.5 tons.
5 Forklift trucks of 2.5 tons.
6 Terminal tractors.
12 Terminal chassis (semi-trailers).
Other terminal equipment plus workshop equipment and tools.

SHIPMASTER'S REPORT: 1976

Documents:

Pilot: Sights Ship's Register to check tonnages.
Customs: 2 Crew Lists; 1 Bond List.
Immigration: 2 Crew Lists.
Doctor: 1 Health Form; 1 Vaccination List.

Note: Crew List should have consecutive numbers as well as Agreement numbers.

Agents: 2 Crew Lists; Arrival information sheet; Statement of Owners full address also Cable address; 2 Arrival Declaration for Yemen Ports Authority; 2 Aden Port Log; 1 Charges sheet for Mail; 1 Sailing information sheet; 1 Currency refund sheet.

Agent brings these Forms on board and will assist with filling in the information.

Communications: It was found impossible to make Radio Contact with Aden prior to 5 days before arrival. Best time seems to be after Aden sends its Traffic List. VHF contact was made at 12 miles as the hills around Aden appear to blanket signals when further away. Channels 16, 13, 8 or 6.

Approach: This is straightforward. The B.A. Charts appear to be well up-to-date. The Fairway Buoy is easily seen at 8 miles. Pilot boards here. Pilot ladder required. Authorities will not allow the accommodation ladder to be used.

Mooring: There was a trainee Pilot with both the inward and outward Pilot.

Ship was swung using starboard anchor and 1 tug aft. Berthed at No. 4 Berth. Forward: 3 ropes to buoy on inside plus starboard anchor 5 shackles. Aft: 1 rope from port quarter and 1 from starboard quarter taken to outside buoy, then 2 ropes, 1 from each quarter taken to inside buoy. Ship then hove to be centred between the 2 after mooring buoys. When ship in position oil pipeline, on floats is towed alongside.

Visit: Agent boarded with Doctor. At first Doctor was insisting all had to have Cholera vaccinations but is not really necessary. Immigration and Customs boarded. All pleasant and helpful. Bond was sealed.

Port Facilities: 2 fairly powerful tugs. Numerous mooring boats, 1 floating crane seen but as to lift capacity this was not ascertained. Port is run by The Yemen Ports Corporation. Like the Agency it is State owned.

Watchmen: Agents automatically provide 2 watchmen. Seemed to be alert.

Regulations: Masters are requested to assist the Port Authority by not allowing Bumboatmen or fishermen to board without written permission. The Port Authority advises Masters to be most careful if they do issue written permission. There were no bumboats about and no one seeked permission to come aboard to do business.

One half hour prior to sailing the Pilot signal red-white-red in a vertical line or "G" to be hoisted also call Port Control on VHF 16.

Use of ship's whistles or sirens is very controlled.

Bunkering: Ship's crane used to hoist pipeline aboard. The bunkering operation went smoothly and the Oil people seemed co-operative.

Walport Film Exchange: Agents were cabled but it is necessary for an Officer to go with the Agent to make the exchange.

Mail: Mail posted in London on 22nd March or 23rd March was stamped as having arrived Aden 28th or 29th March.

General: It would seem that the Port Authority, State, etc., are very keen to build up a thriving Port. It would also seem that they endeavour to give a good efficient service. I gather there is a special duty free shop ashore for the purchase of souvenirs, goods, etc.

SHIPMASTER'S REPORT: March 1985.

Documents: See "Fuel".

Pilotage: Harbour Control was called on VHF Channel 16 two hours before arrival and again 4 miles off the Fairway Buoy. Information given from the Harbour Control regarding Pilot and berthing gave the impression of a well organised port. Night signal for a ship requiring Pilot is following: vertical lights, red-white-red.

Radio: From one week before arrival, radio messages were sent via Aden Radio (7OA) to Aden and Ethiopia. Radio Officer told me that Aden Radio proved to be easy and efficient to work with.

Fuel: Bunkering commenced immediately on arrival even before ship cleared by the Authorities. Authorities came on board just before departure to collect Crew Lists and Stores Lists. Crew's cabins were not searched and stores not sealed.

2 men from the Agents were on board to handle ship's matters.

Repatriation: 7 crew members were repatriated to Denmark, and 7 new crew members joined. Tickets for those to be repatriated were brought from Denmark with the joining crew. Crew change went smoothly.

Notices: Yemen Ports Authority – Port of Aden:

Masters are requested to assist the Port Authorities in controlling bumboat traffic as follows:

Bumboatmen and fishermen selling fish *may not* board ships without the written permission of the Master. Disregard of this rule renders the men liable to police action *after* the ship has left when evidence cannot be obtained from the ship. Masters can greatly assist the Authorities if they will ensure that they give written approval to bumboatmen and fishermen whom they have allowed to board the ship.

Port Officer, Aden.

To: All Masters of Vessels in Aden Port – From National Shipping Agency.

The undermentioned information is for your kind attention and guidance:

Immobilisation of Ship's Engines:

Please note that it is an offence to immobilise ship's engines WITHOUT written permission being obtained from the Yemen Ports Authority. To avoid heavy penalty, Masters are advised to forward their requests to us in duplicate, as ship's Agents, and should NOT immobilise ship's engines unless they are in possession of the written permission of the Yemen Ports Authority for the period approved.

Garbage Collections:

Appended below are extracts from Circular No. G/3/128 dated 25th January, 1984, of the Port Officer and Director of Marine Affairs, Yemen Ports Authority, Aden:

(a) Collection and removal of garbage from vessels is entrusted to persons authorised and licensed by the Yemen Ports Authority, Aden, and who work on a rota system.

(b) It is compulsory for a vessel staying in the harbour for a period exceeding 24 hours to avail itself of this service and fees will be collected per day **whether garbage has been collected or NOT.**

(c) Similarly it is compulsory for garbage collectors to call on vessels allocated to them daily unless other arrangements have been agreed with the Master of a ship. Any garbage collector who does not call on vessel allocated to him daily without prior agreement of the Master will not receive his fee that day if reported.

Note: Masters requiring special service for collection of extra garbage, i.e., refuse/wastes, etc., emanating from the cargo holds/engine room, etc., must put their written request in duplicate to us, as Agents, to arrange for the garbage collector to call on their vessel. The Master should also notify us in writing the charges agreed upon for the extra garbage with the Collector. This does not apply to Russian vessels who are required to comply with the procedures below.

For Masters of Russian Ships: Before applying for the collection of extra garbage, please first submit your written request in *4 copies* through the Agent for *approval* of the Resident Representative for Russian ships. Please *do NOT* employ collection of the extra garbage before receiving this approval.

Scraping, Chipping and Painting in the Port:

Please note that as per instructions from Yemen Ports Authority, scraping, chipping and/or painting are *NOT ALLOWED* during vessel's stay in the port, unless prior permission is obtained from the Port Officer through us, as Agents. Any requests for the above must be forwarded to us in duplicate.

Shore Leave – Immigration Regulations:

All shore leave expires at 2300 hrs. and, therefore, all Masters, Ship's Officers, crew and passengers should be on board by this time. Overnight stay ashore is *not permitted.* Infringement of the above will be subjected to penalty and also delay to the ship.

Cash Advance to Master in Yemeni Dinars:

Cash advances required by Masters for payment to their crew in order to enable the crew to avail themselves of purchases from *Tax Free Shop,* require the following procedures to be complied with:

(a) Masters are required to render their requisitions in duplicate to the Agents during working hours together with 2 copies of Crew List.

(b) Either the Master or Chief Officer or Purser in person should have the requisition attested, stamped and signed by the Customs Officer before handing them to National Shipping Co. (the Agents).

(c) Together with the cash to Master the Agents will issue Purchase Certificates on Tax Free Shop.

(d) After completion of the purchases and 24 hours before vessel is due to sail, the Master should obtain *Purchase Clearance Certificate* from Tax Free Shop and hand it over to the Agents. This is most essential as against these Certificates only and after reconciling with the actual cash advanced, the Agents can accept the balance cash refund from Master.

Under the Exchange Control Regulations, it is an offence *not* to return the *UNUSED* Yemeni Dinars prior to sailing. Masters of vessels who received Cash Advance in Yemeni Dinars are advised to return *ALL* Yemeni Dinars remaining in their possession, to our representative who boards to clear the vessel, and ensure to obtain from him *on the spot* an official receipt of the National Shipping Company for the amount refunded, prior to departure of the vessel.

Victualling Allowance:

Free meals to Stevedores' Personnel/Watchmen.

Free meals are normally given by vessels by mutual arrangements between Masters and the Stevedores, to save time of the following persons who otherwise would have to go ashore for their meals:

One Tally Clerk per hatch working.
One Foreman.
One Cargo Supervisor.

It is left entirely to your discretion to supply free meals to the above mentioned personnel and the watchman or not. Kindly, therefore, note that we do *NOT* countersign or vouch expenditures.

Contacts on VHF: Masters of vessels can contact Agents on VHF (Channel 16) at any time during the *DAY* or *NIGHT* for any inquiries or services required. The Harbour Control also can be contacted on the same Channel.

Authorities: All in all the Port Organisation, Pilots, tugs and the Authorities gave us a good impression of the port.

AUTHORITY: Yemen Ports Authority, P.O. Box 1316, Tawahi, Aden, Yemen. *Tel:* 22666. *Telex:* 2278 Mawany Ad. *Cables:* Mawany. *Contact:* Mohamed Ahmed Ali, Director General.

ASH SHIHR TERMINAL: 14.41 N. 49.31 E. (See Plan)

LOCATION: The Ash Shihr Petroleum Export Terminal, operated by Canadian Occidental Petroleum Limited, is located on the Southern coastline of the Republic of Yemen, approximately 230 nautical miles East of Aden.

The Terminal area is delineated by a circle 3 miles in radius from the SPM.

ACCEPTANCE: *Terminal Terms of Acceptance:* The Mooring Master will give the Master of the vessel a Terminal Rules and Regulations booklet and duplicate copies of documents entitled "Ash Shihr Petroleum Export Terminal Conditions of Use", "Ship/Shore Safety Check List" and "Inert Gas Check List". These documents specify the Terminal conditions of use and safety requirements which must be satisfied.

The Master must personally sign the "Conditions of Use" document before the Terminal Operator will accept the vessel.

NAVIGATION: The location of certain navigational and mooring facilities is given by the following coordinates:

(i) SPM Position: Lat. 14° 40′ 35″ N., Long. 49° 31′ 16″ E.
Navigation Light – white "U", visible 5 miles.

(ii) Navigation Buoys: Permanent navigation lights are exhibited on the 3 navigation buoys marking the 27.4 m. (90 ft.) water depth seabed contour.

Position of the buoys are given hereunder:

East Buoy:	Lat. 14° 41′ 15″ N., Long. 49° 31′ 10″ E.
Middle Buoy:	Lat. 14° 41′ 05″ N., Long. 49° 30′ 53″ E.
West Buoy:	Lat. 14° 40′ 55″ N., Long. 49° 30′ 31″ E.

(iii) Service Tug Mooring Buoy:
Mooring Buoy: Lat. 14° 41′ 08″ N., Long. 49° 29′ 28″ E.

Masters of vessels are advised that no Anchorage Area is warranted as being suitable by the Terminal Operator.

Seabed soil characteristics within the Terminal area are Dolomite Limestone, and is not suitable for anchoring large vessels with conventional anchors.

Masters of vessels must not attempt to anchor within the Terminal area.

All attempts to anchor their vessel is at their own risk, and must be well clear and seaward of the Terminal and its facilities.

The Terminal Operator will have no liability whatsoever for any claims, charges, damages or losses of any nature or kind incurred by or in any way relating to anchoring of vessels.

Navigational Chart: The location of the Terminal is indicated on the following navigational chart:

British Admiralty Chart No. 3784, titled – Ra's Al Kalb to Ra's Marbat.

Approach to Terminal: Approach to the Terminal is direct from the Indian Ocean.

DOCUMENTS: Upon arrival at the Terminal, the following documents will be required by the Republic of Yemen Government Authorities:

5 copies Crew List.
5 copies Customs Declaration.
5 copies Bonded Stores List.
1 copy for perusal Last Port Clearance.
1 copy Maritime Declaration of Health.
5 copies Ship's Manifest.
1 copy Derat Certificate (current).

Documentation required by the Terminal Operator is as follows:

Signed "Conditions of Use" letter (By Master).
Signed Ship/Shore Safety Check List.
Signed IGS Check List.
Signed Notice of Readiness Notification.
Signed Receipt for Terminal Information Book.
Signed Master's Acceptance of Early Departure Procedure.
Photocopy of Vessel Pollution Insurance Certificate.

EDP: A full Early Departure Procedure is operated. The Master receive no cargo documents when sailing and must authorise his lo Agent to sign all cargo documentation on his behalf. The Master receive a message with confirmation of the cargo details approxima 2 days after departure.

Protest Notices: No amendment of any Bill of Lading is allowed.

Any Letters of Protest must be signed and dated, with the ship's sta appended. Terminal Mooring Masters have authority to accept all lette after endorsement with "acknowledge receipt without prejudice".

PILOTAGE: *Compulsory Pilotage:* A Mooring Master and his assista provided by the Terminal Operator will board an arriving vess approximately 2 miles seawards of the SPM, or at another advis position compatible with prevailing weather.

Use of the Mooring Master is compulsory.

A combination accommodation ladder/pilot ladder should be rigg on the starboard leeward side, 1.0 m. above sea level.

Mooring Master: The assigned Mooring Master (or his relief) will rema on board the vessel to coordinate the loading operation throughout th vessel's stay.

Shipmasters must provide the Mooring Master and his assistant wi messing and accommodation equivalent to that enjoyed by the vesse officers. A cargo inspector will also remain on board during loading

Should adverse weather prevent the safe disembarkation of th Mooring Master and his assistant and the cargo inspector, the Termi requests the cooperation of the vessel's Master in allowing them t remain on board until the next most convenient point of disembarkatio

ANCHORAGE: No suitable anchorage (See "Navigation").

RESTRICTIONS: See "Berthing" – "Terminal Operations".

MAX. SIZE: 70,000 – 300,000 S.d.w.t. fully laden; 350,000 S.d.w.t. par laden (280,000 tonnes of cargo); 400,000 S.d.w.t. partly lad (265,000 tonnes of cargo).

RADIO: *Standard Message to Crude Vessels (Initial Visit):* "Maste are advised that there is no provision for vessels to discharge ballast t the shore facility. No oil contaminated ballast from cargo or permane ballast tanks is permitted to be discharged into the sea. Vessels arriv with ballast in crude oil washed tanks will be required to retain at lea the last meter on board.

The Terminal Operator must be provided with answers to the followi questionnaire, 3 days prior to the vessel's arrival at the Terminal:

AAA	ETA, Arrival and Sailing drafts.
BBB	Cargo requirements in barrels and metric tons.
CCC	Grade and A.P.I. of previous cargo; quantity and location of slo on board.
DDD	Quantity and location of ballast in cargo tanks.
EEE	Last port and destination.
FFF	Whether Inert Gas System is operative and percentage oxyg level in tanks.
GGG	Name of Pollution Insurers.
HHH	Gross, Net and Summer deadweight tonnages.
JJJ	Maximum and requested loading rate.
KKK	Deballasting time.
LLL	Number and size of cargo manifolds.
MMM	Availability of reducers to adapt manifolds to suit 16 in. 150 AN flanges. Two are required.
NNN	Can vessel load and deballast simultaneously while maintaini a minimum of a two valve separation?
OOO	Is vessel equipped with a patent A.K.D. stopper or simi capable of accepting a 76 mm. end link?
PPP	SWL of derricks.
QQQ	Nationality of officers and crew.
RRR	Other.

Your attention is drawn to the serious view taken by the Termi Operator of pollution. Fines may be imposed by Government Authorit to which will be added the cost of any clean-up operations. You a responsible to ensure that crew members cause no pollution during th vessel's stay at the Terminal.

Principal pollution causes include leaking sea and overboa discharge valves and cargo or bunker overflows.

Prior to arrival, sea discharge valves must be flushed and dec scuppers must be plugged."

VHF: Vessels shall monitor VHF Channels 9 and 16 for advice from th Terminal Control Centre (TCC), call sign "Ash Shihr Control", a thereafter maintain contact to the extent possible.

TUGS: A tug will be available at the Terminal. The tug will remain i attendance at all times and will be connected to the stern of the tank with a soft ship's rope from the tanker during loading. The soft rope i to be available on the tanker's stern prior to berthing.

BERTHING: Terminal's Facilities:

SPM Buoy: The 12 m. diameter Single Point Mooring buoy is moor in approximately 45 m. water depth. A small boat harbour is provid for the use of Terminal Service Vessels.

Loading Hoses: Each loading hose string tapers to a 16 in. diame tanker over-rail hose, to which is secured a shut-off valve, Camlo quick-connector, hand-off chain and flotation buoy.

Lifting Equipment: Vessel's hose lifting equipment shall be Safe Worki Load certified and rigged to handle 15 tonnes.

Mooring Systems: The tanker mooring system consists of 2×17 i circumference nylon hawsers with 2×76 mm. diameter mooring cha

Mooring: *Provision of Mooring Equipment:* Vessels must be equip with mooring equipment in accordance with the "Standards f Equipment employed in the Mooring of Ships at Single Point Moorings recommended by the Oil Companies International Marine Foru O.C.I.M.F., 2nd Edition, 1988, or latest revision.

Fair Lead and Panama Lead Sizes: Fair leads, Panama leads and cho stoppers must accept 76 mm. diameter chains.

Mooring Line Messenger: The vessel must supply a good mooring li or mooring line of at least 50 m. length at the bow, which will serve a a messenger line for the mooring at the buoy.

Terminal Operations: *Hours of Operating:* The Terminal opera 24 hours a day all year round, prevailing weather conditions permitti

Berthing at night will be at the discretion of the Terminal, and dependant upon the location of the vessel's ballast.

Berthing on Arrival: Government officials may board the vessel with the Mooring Master and his assistant. The vessel's Agent will usually board with the Mooring Master.

Notice of Readiness: Shipmasters may tender Notice of Readiness on arrival by contacting Ash Shihr Control, if the vessel is ready in all respects to load.

Acceptance of the Notice of Readiness: Notice of Readiness will be accepted by the Terminal Operator, subject to the following conditions:

(a) The Terminal is open.
(b) That the estimated Time of Arrival (ETA) has been advised to the Terminal, 10 days, 72 hours, 48 hours and 24 hours prior to arrival, and Masters have advised the Terminal of any change of ETA in excess of 3 hours.
(c) That the vessel complies with the Terminal Rules and Regulations.

LOADING: *Safe Loading:* Safe operations, and continuing compliance with the Terminal Rules and Regulations on board the vessel throughout the vessel's stay at the Terminal, is the Master's responsibility.

Segregated Ballast: Discharge of segregated ballast and loading of cargo may take place simultaneously, provided the draft and trim condition allows emergency berth evacuation. The Terminal Operator accepts no responsibility for the mixing of water and crude oil.

Suspension and Stopping Loading: Master may suspend loading at any time. Notice of 15 minutes is required prior to change of loading rate or suspension of loading, emergency stops excepted.

The Mooring Master and the Master of the vessel must liaise as to the amount of cargo that will be received on board the vessel after the shore loading pumps have stopped.

The Terminal Operator will not be responsible for any overloading of crude oil that might occur. There is no capability to pump excess crude oil back to shore storage tanks.

Ship and shore figures will be verified at regular intervals during loading operations.

Non-Closure of Vessel's Valves: The vessel's loading system valves must never be closed against the Terminal loading pumps.

After completion of loading, the Terminal will notify the vessel through the Mooring Master when it is safe to close the ship's cargo manifold valve(s) connected to the loading hose(s).

Minimum/Maximum Loading Rates:

The minimum loading rate is 15,000 b.p.h.

The maximum loading rate is 60,000 b.p.h.

Loading at the SPM: *Loading Manifold Size:* 2×16 in. 150 ANSI rated manifolds must be available for loading. The cargo hoses are fitted with standard sized 16 in. Camlock couplings.

Manifold Reduction Spools: The vessel shall provide any reduction spools which may be required.

Special Requirements for Vessels at the Terminal: The vessel's firemain must be pressurised at all times with 2 hoses with foam delivery nozzles connected to foam hydrants available for emergency use. Records must be at hand to show that the foam system is in good working order and functions correctly.

Two hand-held dry chemical extinguishers must be available close alongside the loading manifolds.

EARLY DEPARTURE PROCEDURE: NOTICE: This notice is to advise you of the Early Departure Procedure (EDP) practised at Ash Shihr Petroleum Export Terminal.

On completion of loading, you must provide a copy of the following documents for the Terminal:

1. OBQ Report (Onboard Quantity).
2. Ullage Report.
3. TCV = Total Volume Loaded, including water received, excluding OBQ.
4. VEF to be used always (if applicable), reason if not used.

At completion of loading, the Terminal will issue a TCV figure.

This quantity will be compared with your TCV as follows:

$$\frac{\text{Vessels figures corrected by VEF}}{\text{TCV}} \times 100 = \%\ \text{diff. Terminal TCV.}$$

If the percentage difference is 1.2% or less, the ship will be released to sail.

If the percentage difference is greater than 1.2%, the figures must be re-checked.

If the percentage difference of the Terminal and ship figures are the same after re-checking, the vessel may sail after submitting a Letter of Protest.

You must ensure receipt of Letter(s) of Protest filed by cable are acknowledged by the Terminal and/or your Agent.

BALLAST: *Discharge of Ballast:* Discharge of dirty or contaminated ballast water is strictly forbidden. The Operator will have no liability whatsoever for any deadfreight incurred due to retention of ballast or other residues.

Clean Ballast: No ballast reception facilities are provided at the Terminal. Clean ballast in segregated ballast tanks may be discharged to the sea. Ballast in previously cleaned cargo tanks may be discharged to the sea, provided it is not contaminated more than 15 parts per million, as defined by the International Agreement for the Prevention of Pollution of 1973, its Protocol of 1978 (MARPOL 73/78) and the modifications of 1984.

Bilges of the Vessels: Any bilge, or other contaminated residues accumulated during the vessel's stay at the Terminal, must be retained on board. Fines may be imposed by Government Authorities on vessels which discharge oil, other contaminated fluids or any other substance during the vessel's stay at the Terminal.

Deballasting Procedure for Vessels: Vessels should arrive with segregated ballast and/or clean ballast in the crude storage tanks, in compliance with MARPOL standards. Terminal representatives will inspect the vessel for International Oil Prevention of Pollution (I.O.P.P.) format Certificate.

Discharge of ballast from crude oil tanks will only be allowed during daylight hours. The last 3 ft. of liquid in each tank must be retained on board. These residues must be consolidated in a single tank before commencement of loading, unless the "Load-on-top" (L.O.T.) procedure is used. During such ballast discharge, the vessel's Master is required to appoint and place lookouts.

MEDICAL: Medical and dental services are not available at the Terminal.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: The nearest consuls are in Aden.

REPAIRS: No facilities available.

AIRPORT: The nearest airport is at Riyan, approximately 10 km. West of the Terminal.

GENERAL: *Lifeboats:* Except for an emergency abandonment of the vessel, no vessel shall lower its lifeboats to the sea.

Waste and Garbage: Disposal of waste, sewage waters or garbage in the sea is forbidden. No facilities exist to receive waste material, garbage or sewage waters at the Terminal.

Vessels alongside the Loading Vessel: Only vessels authorised by the Terminal Operator are allowed alongside, while deballasting and loading operations are in progress.

Standards of Operations: Loading operations are conducted in accordance with the latest editions of the following standards:

(a) Oil Companies International Marine Forum, International Chamber of Shipping, International Safety Guide for Oil Tankers and Terminals (OCIMF/ICS, ISGOTT).
(b) Standards for Tanker Manifolds and associated equipment OCIMF.
(c) Ash Shihr Petroleum Export Terminal Rules and Regulations.
(d) International Agreement for the Prevention of Pollution of 1973 and its Protocol of 1978 (MARPOL 73/78) and the modifications of 1984.
(e) Tanker Owners Voluntary Agreement Concerning Liability for Oil Pollution (TOVALOP).
(f) Contract Regarding a Supplement to Tanker Liability for Oil Pollution (CRISTAL).

Draft upon Arrival: Vessels must arrive at the Terminal with sufficient ballast on board, to ensure safe manoeuvring of the vessel and be trimmed no more than 3.0 m. by the stern and with propellers submerged. Vessels will not be berthed with excessive trim or insufficient ballast.

Handling of the Equipment Supplied by the Terminal: Equipment supplied by the Terminal will be taken on board from a line handling boat, using the vessel's lifting equipment. The vessel's crew must be available to receive equipment and handle crude oil delivery hoses.

State of Readiness: The vessel's main engines and essential machinery must be ready at all times in order to allow immediate vacation of the loading berth.

Mooring Master Authority: The Mooring Master can request any vessel to leave a berth.

Vessel Officer and Crew: A ship's officer with an adequate command of English and sufficient qualified crew must always be available for operational requirements and emergencies.

Deployment of Fire Wires: All vessels must deploy secured tug fire wires on the starboard side of the vessel from the forward and after end of the vessel.

Ship's Agents: Ship's Agents must be registered with the appropriate Government Authority.

Disembarkment: The embarkation and/or disembarkation of crew members and passengers as well as foodstuffs, provisions, fuels and different types of commodities using the Terminal facilities is strictly forbidden.

Any of the aforementioned services will be supplied by the Ship's Agent with his own resources and through his own means, either before or after loading operations.

Only in cases of approved emergency, or for humanitarian reasons, or for special circumstances as approved by the Terminal Operator and on whatever terms and conditions the Terminal Operator may impose, can the vessel personnel embark or disembark at the Terminal. In these cases, the Terminal Operator can provide transportation for the said embarkation or disembarkation.

Mail and Correspondence: Official communications and crew mail will be handled by the Ship's Agent.

SHIPMASTER'S REPORT: December 1993.

Location of SBM: Lat. 14° 40.6′ N., Long. 49° 31.3′ E.

Pilot: Pilot boarded 2 miles South of SBM.

Anchorage: None. Vessels must drift when awaiting berth.

VHF: Terminal works on Channel 9.

ETA: Sent by FAX/Inmarsat to 871-1473113 or 871-1473150, 10 days, 72 hours, 48 hours, 24 hours and 12 hours prior to arrival.

Arrival Information: The Terminal requires the following information 3 days prior to arrival:

(A) ETA, arrival and sailing drafts.
(B) Cargo requirement in bbls./tonnes.
(C) Slops, location, grade, API, previous cargo.
(D) Quantity and location of ballast in cargo tanks.
(E) Last port and destination.
(F) Whether IGS is operative and percentage of oxygen level in tanks.
(G) Name of pollution insurers.
(H) Gross, Net and Summer d.w.t.
(J) Max. loading rate.
(K) Deballasting time.
(L) Number and size of cargo manifold.
(M) Availability of reducers to adapt manifold to 16 in. 150 ANSI flanges (two are required).
(N) Can vessel load and deballast simultaneously while maintaining a minimum two valve separation.
(O) Is vessel equipped with a patent AKD stopper or similar, capable of accepting a 76 mm. end link.
(P) SWL of derricks.
(Q) Nationality of Officers and crew.

Documents:
5 copies Crew List.
1 copy Vaccination List.
1 copy Customs Declaration.
2 copies Bond Stores List.
1 copy Last Port Clearance.
3 copies Arrival Information (Form).
3 copies Sailing Information (Form).
1 copy Master's Authorisation Letter for EDP.

Agent: Natship Aden (Telex 2216/2217).
Cargo: Masila Crude Oil. API 31.0 – 31.9. Temperature 98°F.
Loading: Max. rate 60,000 bbls./hr.
Hoses: 2×16 in. on port side.
Officials: Customs and Immigration do not visit.

Local Agent boards with Clearance and EDP forms.

Duty Pilot and an assistant, together with a surveyor, stay onboard all the time.

Moorings: 2×18 in. nylon robes, bow stoppers required.

SHIPMASTER'S REPORT: April 1994.

B.A. Chart No. 3784 is barely sufficient to approach the port, but insufficient to approach the SPM.

B.A. Chart No. 10 shows only a plan of the port of Ash Shihr, a small port 6 nautical miles N.E. of the SPM.

VHF communication was established at a distance of 35 nautical miles to the S.E. of the Terminal, at greater distances, atmospheric disturbances made contacts impossible. Channel 9 is the working channel for loading operations and is manned 24 hours a day.

Ash Shihr Petroleum Export Terminal owns a telephone (967) 2-241175 and Fax: (871) 147-3113, which was out of order on this occasion. They do not have a telex.

National Shipping Agency, Aden, was reached via their telex numbers (806) 2216 YD and (806) 2217 YD, but at no time were answers obtained in spite of repeated requests to give details about the Terminal and berthing prospects, and confirmation of telex receptions. The only time communications with the agency were established was when the Radio Officer listened to Aden Radio traffic list, where a message asked for calling the agency's telex machine, only a standard message was received giving the same questionnaire and information contained in the "Guide".

The Mukalla branch of Natship, in charge of Ash Shihr Terminal, was as ill-informed by the head office as the vessel itself, and was of no help to the vessel. The Agent boarded together with the Pilots, filled out some papers for the authorities who are said to never board a vessel, and left with an authorisation to sign cargo papers on Master's behalf. He actually requires all the papers mentioned in the "Guide".

There are 3 European Pilots, contracted to Ash Shihr Terminal, of whom two bring the vessel to the SPM. After commencement of loading, one of the Pilots leaves while the other stays onboard as Loadmaster.

While Pilots were very competent, though cautious, on approaching and mooring, the local crews seemed to need a lot more training and experience.

Current on this occasion was setting N.E. at 1 knot, while drifting over night at a distance of more than 7 nautical miles from the coast, whereas when approaching the SPM and while alongside, the current was 2 knots, keeping the vessel's heading at a constant 245°.

Wind was varying and never more than Force 3.

Although berthing/unberthing will take place day and night, in view of the handling crews' lack of experience, Terminal seems to prefer daylight berthing during strong currents and when there is no time pressure. An average of 6 ships a month are handled at the Terminal, which opened in July 1993.

Masila Crude of API = 31.00 and temperature = 102°F (39°C) is loaded on port side through 2×16 in. floating hoses, at maximum rate of 60,000 bbls./hr., the maximum rate normally reached being only 57,000 bbls./hr.

Hose connecting/disconnecting very fast with the assistance of an experienced local Mooring Master.

Saybolt's cargo inspector was very professional.

Cargo figures were calculated by Terminal very quickly.

EDP described in the Terminal Information Book was not followed by the Terminal, viz. documents were not placed on board. Instead they were to be faxed to vessel, which never happened.

AUTHORITY: *Operator:* Canadian Occidental Petroleum Limited, P.O.Box 6065, Khormaksar, Aden, Republic of Yemen. *Tel:* (967-2) 233-881, 232-469, 231-691. *Telex:* 8062332. *FAX:* (1-403) 2321600. *Contact:* Richard Owens, Terminal Manager.

Ash Shihr Petroleum Export Terminal: *Tel:* (967-79) 21509 or 21525 or (967-2) 241175. *Telex:* (871) 1473150 (Inmarsat – East Atlantic). *FAX:* (871) 1473150 or 1473113.

HODEIDAH: 14.48 N. 42.55 E. (See Plan)

Also see "General" before first port.

FLAG: It is essential that from the time they enter Yemen territorial waters all vessels fly the Yemen flag and this should be flown continuously until they leave these waters on sailing. Failure to observe this courtesy may result in a heavy penalty. The design of the flag is red, white and black horizontal stripes of equal size with green star in centre of white stripe.

DOCUMENTS: On arrival 16 copies of Manifests of cargo for discharge are required and each must be endorsed with the word *Correct by the Customs Authorities* at the Port of Loading. It is imperative that at least 2 of the 16 copies of Manifests on board the ship should be freight copies, otherwise 2 additional copies, showing freight details should be airmailed to Hodeidah separately to arrive in advance of the vessel. The Master should also be in possession of 1 copy of each Bill of Lading and certificate to show vessel is not blacklisted.

PILOTAGE: Pilotage is compulsory and as the entrance of the Channel giving access to the Port cannot be observed from the port area that it is essential that accurate ETAs be given to the Agent in order to avoid delays waiting for a Pilot.

Vessels will be piloted down a dredged channel of about 8 miles in length. The channel, which is buoyed with black starboard and red port buoys, is 7.5 m. deep and 100 m. wide.

Pilot boarding position: Lat. 14° 56′ N., Long. 42° 54′ E.

ANCHORAGE: Masters are also recommended to ensure that on arrival they anchor off the entrance to the new port to await the Pilot and do not anchor off the old port opposite the town some 5 miles to the South and which is still shown as being the Port of Hodeidah on some charts. Vessels anchoring in the wrong area may suffer some delay before they can be contacted and asked to proceed to the correct area. Masters should be advised to anchor at the outer anchorage in the following position: Lat. 14° 55′ N., Long. 42° 54′ E. Also see "Shipmaster's Report – May 1982".

RESTRICTIONS: The approach channel is dredged to 9.5 m.

MAX. SIZE: Max. draft 31 ft. (September 1990). Also see "Shipmaster's Report", dated May 1982.

Shipmaster's Report: January 1985.

Entrance channel is buoyed differently to that shown on B.A. Chart (See "Plan"). Pilot suggests that max. draft at LW is approximately 8.0 m., especially if there is a swell at the entrance.

Report: We quote below text of a circular telex received from Ports and Marine Affairs Corporation, Hodeidah:

"The General Corporation of Yemen Ports hereby advise all Masters, Owners, Charterers and Agents that as of September 14th, 1990 all vessels with a draft of more than 31 ft. (9.45 m.) should not attempt to enter the dredged channel to the port of Hodeidah.

Vessels arriving during darkness should anchor to the West of the Fairway Buoy and await instructions.

Vessels arriving during daylight may have to anchor for a short period of time, but it is the intention of G.C.Y.P. to put a pilot onboard each ship at the first daylight high water and bring such vessels to the inner anchorage.

Under no circumstances should vessels attempt to enter the port without a pilot, except with the express permission of the Harbour Master".

HEALTH: All members of the crew must be vaccinated against yellow fever and cholera, otherwise permission will not be given to disembark.

RADIO: Masters should also ensure that a radio watch is kept to receive calls from the Port Authorities. The Hodeidah Radio Station is operative between 0600 and 1800 hrs. daily, the call sign is: 4WD or 4WD3 (short

TUGS: 6 tugs, 375 h.p. – 1,800 h.p. Pilot launch 250 h.p. also available to assist.

BERTHING: The quay is 540 m. in length with 4 berths, the first 70 m. long, depth 6 m., the second, third and fourth are of 150 m. length and 8.5 m. depth. *Officially, ships berthing are restricted in length to 180 m.*

The quay is of concrete construction and is well founded, vessels being secured to bollards in the normal manner. Use of rat-guards is recommended. The quay is equipped with 7 electric cranes having a max. capacity of 5 tons and one crane having a max. capacity of 10 tons. Floating crane of 75 tons capacity available.

There is also a dolphin berth for discharging of petroleum products which is connected by submarine pipes to storage tanks near the port area. The depth alongside is 6 m.

Also see "Report" and "Developments".

STEVEDORES: All labour is provided by Agent's representative including winchmen and tally clerks, but winchmen are provided entirely at ship's risk.

Rates of discharge vary but are quite satisfactory and with bagged cargo the average obtained is 30 tons per hatch per hour. Night work is possible.

Vessels are expected to supply food on board to cargo supervisor, foreman, and tally clerks. It may be left to Master's discretion whether this is supplied, but if not the Agency will have to supply same and the cost will be debited to the vessels.

Working Hours: Normally from 0600 hrs. to 1100 hrs. and again from 1300 hrs. to midnight. Additional work outside these hours, including after midnight can usually be arranged if necessary, although this cannot be guaranteed. Any work after midnight is overtime.

MEDICAL: Hospitals at Hodeidah and Sanaa-Taiz.

FRESH WATER: Available; pumping rate 10 t.p.h.– 15 t.p.h.

FUEL: Small quantities of diesel oil available from Yemen Petroleum

CONSULS: (and Embassies):

Algeria	France	Lebanon	Syria
China	Italy	Libya	United Kingdom
Egypt	Iraq	Russia	U.S.A.
Germany	Korea	Saudi Arabia	Yugoslavia
Ethiopia	Kuwait		

REPAIRS: Light repairs can be carried out.

SURVEYORS: Lloyd's Agency available.

AIRPORT: Flights to Sanaa. Also flights from the new Hodeidah International Airport.

TIME: GMT plus 3 hours.

HOLIDAYS: Friday is the weekly day of rest, Sunday being a normal working day. There are also a number of Moslem holidays. Work is usually possible on such days but cannot be guaranteed. Holidays for special occasions are also liable to be declared at short notice. Fridays if worked 50% and public holidays 100% surcharge. During the Moslem ast period of Ramadhan lasting about twenty nine days, which again varies from year to year, work is slower.

Also see "General" before first port.

SHORE LEAVE: Allowed. The Master should prepare a list of persons wishing to go ashore as Agent has to issue I.D. cards.

REGULATIONS: It is strictly forbidden for crew and passengers on board to take photographs while a vessel is in the harbour approaches or secured to the jetty in harbour.

Any vessel which permits oil and/or water to be discharged into the harbour will be liable to a minimum penalty of U.S. $500.

DEVELOPMENTS: A second container berth with length 300 m. and depth 11.0 m. and 1×40 ton container gantry crane has been completed.

Vacuators to be installed for grain handling, giving average daily discharge rate of 5,000 tonnes – 6,000 tonnes.

Also see "Report" below.

REPORT: August 1979 (Updated 1986).

Hodeidah Port is situated 5 km. away from the old town, built in 1961, the population of which is about 200,000. It was built on the Red Sea Coast, S.E. of Khour Ras Alkatheeb, 4 km. away from the town of Hodeidah.

Hodeidah port is built at a location safe from storms and strong winds. The port is under the administration of the Ministry of Public Works, managed by the Hodeidah Port General Corporation. It has a direct connection with the capital city of Yemen, Sana'a, by a modern highway and another connecting Taiz.

The official characteristics of the port are given as an external pool, 10 m. in depth, where ships can anchor. A channel, minimum 45 m. wide, about one km. long and 7.9 m. to 8.3 m. deep, enters into the inner pool. Maximum draft allowed is 25 ft. at HW. Buoy markings and signals for safe entry and departure are available The dimension of the inner pool is irregular, about 500 m.×400 m. Overall depth is 7.6 m. at LLW, except for 100 m. wide strip along the 300 m. berth where the depth is 8.5 m.

The port consists of a quay for loading and discharging and one special jetty for tankers. The total length of the quay is 570 m. forming 4 berths of 120 m., 150 m., 150 m. and 150 m. respectively. The quay can receive vessels up to 180 m. in length with a draft of 25 ft. at HW. The quay is equipped with 4 electric shore cranes of 5 tons maximum lifting capacity each and two mobile cranes each of 30 tons capacity.

Discharging speed for bagged cargo is between 250 tons and 300 tons per hatch per day. For general cargo the discharging speed is about 150 tons per hatch per day.

At present, there are 21,660 sq.m. of cargo storage floor space:

Shed No. 1	45 m.×60 m.	2,700 sq.m.
2	96 m.×60 m.	5,760 sq.m.
3	50 m.×60 m.	3,000 sq.m.
4	50 m.×60 m.	3,000 sq.m.
5	25 m.×60 m.	1,500 sq.m.
6	45 m.×60 m.	2,700 sq.m.
7	50 m.×60 m.	3,000 sq.m.

and several open storage yards for heavy machinery and equipment. There are fuel tanks with a storage capacity of 16,000 cu.m. connected to the oil jetty by means of a pipeline system. A wireless station for communications, from ship to shore and vice versa, is also available.

Future Development: The development of Hodeidah Port includes:

1. Dredging:
   a. Deepening of the approach channel to 9.0 m. below MLW (Mean Low Water) with the provisions of a passing bay and deepening of the port basin to 9.0 m. below MLW. (Completed 1980).
   b. Deepening to a depth of 9.5 m. MLW alongside Berth No. 2 and No. 6 (completed).
   c. An area to the West of Berth No. 1 to a depth of 4.0 m. MLW.

Hodeidah Port has the following:

Berth No. 1, length 110 m., dredged to 8.0 m.
Berth No. 2, length 150 m., dredged to 9.5 m.
Berth No. 3, length 150 m., dredged to 9.5 m.
Berth No. 4, length 166 m., dredged to 10.0 m.
Berth No. 5, length 195 m., dredged to 10.0 m.
Berth No. 6, length 195 m., dredged to 10.0 m.
Oil berth for 15,000 d.w.t tankers dredged to 10 m.

2. Berth No. 6: 195 m. long berth with a 40 m. wide apron. (Completed 1982). Berth No. 6 is designed for container ships of: 22,500 d.w.t., length 204.0 m., breadth 31.0 m., draft 9.2 m., container capacity 1522 units.

One container crane of 30.5 tons capacity is installed on Berth No. 6 and is able to load and unload between 30/40 containers per hour.

3. Slipway (completed 1981): 500 ton slipway next to the mechanical workshop. Slipway able to handle vessels 32 m. in length, 10 m. wide and 3.2 m. draft.

4. Paved Storage Areas (completed/available 1981): The concrete paving of open storage areas behind the 40 m. wide apron has approximately 80,000 sq. m.

5. Buildings and other services (completed/available 1981): Construction of service buildings include offices of the Port Corporation, Customs, Labour, First-aid with canteens, wash places and toilets.

6. Oil Terminal (completed/available 1981): 2 new breasting dolphins and 2 mooring buoys for handling tankers up to 15,000 d.w.t.

7. Floating Craft (completed/available 1981): A new 75 ton self-propelled floating crane has been provided.

8. Cargo Handling Equipment (completed/available 1981): 4 high level boom cranes, 1 port type mobile crane, 10 forklifts, 10 tonne trailers with tractors, 3 Ro/Ro tractors with goosenecks and Ro/Ro trailers.

9. Grain Silo Complex: The project under construction in Hodeidah port consists of a 20,000 ton Silo and a 14 stall bagging plant which has a bagging capacity of 200 per hour. The whole installation has a through put of 160,000 tons per year.

10. Water Mains (completed 1982): Extended to Berth No. 6 and fire mains will be from sea water and maintained with a 70 m. head by hydraulic accumulator.

Special Uses:

Berth No. 4 – grain unloading (40% berth occupancy).
Berth No. 6 – containers (with 30.5 ton container crane).

Container capacity will exceed 300,000 tons per year but will depend on the capability to empty containers and create an equivalent to that of the shipping.

Cargo must be carried by ships with a draft less than 9.2 m.

Arrival at Hodeidah/Ras Alkatheeb Ports:

Vessels arriving at Hodeidah Roads should anchor in the following positions inside Buoy No. 2.

Lat. 14° 55′ 58″ N., Long. 42° 53′ 53″ E.

Masters should radio or cable Agent the following information at least 24 hours in advance:

(i) Exact ETA.
(ii) Draft – fore and aft.
(iii) Quantity of cargo on board and distribution.
(iv) GRT, NRT and LOA (When vessel is calling for the first time).

Through Hodeidah Radio Station, Calling Sign: 4WD 500 kHz. (Frequency from 0500 hrs. up to 1700 hrs. GMT). 72 and 48 hours prior notice of arrival can also be given through Aden Radio.

Pilotage on entry and departure is compulsory. Normally, no pilotage is allowed after 1630 hrs., or before 0600 hrs. Hence vessels arriving in Hodeidah Roads after 1630 hrs. may not be piloted in until 0700 hrs. the following morning. Likewise, vessels which do not sail before 1630 hrs. may not be piloted out until 0600 hrs. the following day.

Supply of fresh water and shipchandlering is available.

Documents:

4 copies of Cargo Manifest.
2 copies of Freight Manifest.
1 copy of Bill of Lading.

(These should be airmailed to Agent after departure of vessel from port of loading.)

11 copies of Cargo Manifest.
1 copy of Freight Manifest.

(To be handed over to Agent by Master on arrival of vessel.)

Port Formalities:

1. Doctor.
2. Immigration.
3. Customs.

FOLLOWING TO BE STRONGLY OBSERVED BY ALL MASTER/CREWS OF VESSELS CALLING AT HODEIDAH:

1. Sale of wines and spirits prohibited.
2. Discharging water onto quay and dismantling ships' engines at berth not allowed.

In addition to above, Masters/Crews should be advised to take serious note of all prohibitions stipulated in the Port Tariff, see "General" before first port – "Fines".

SHIPMASTER'S REPORT: May 1982.

I came in and berthed at No. 6 Berth at 8.5 m. draft and discharged via vacuvators direct into lorries and managing a rate of 3,000 t.p.d. Pilot reckoned 29 ft. maximum can be taken in.

Other points in "Guide" seem accurate, but with the Chart B.A. 3050 being too small I cannot see many Masters bringing a large ship into the recommended anchorage position. I anchored 3 cables N.N.E. of the No. 2 Buoy in better water.

PURSER'S REPORT: August 1982.

Requirements:

1 Maritime Declaration of Health. (Any country's (preferably Arab) is accepted suitably amended).
1 Vaccination List (ship's form).
10 Crew Lists (ship's form).
2 Bonded Stores Lists (ship's form).
1 Crew Effects List (ship's form).

Sundry Customs and Agent's forms were brought aboard on arrival. These required the usual information regarding draft, fuel, water, and tonnages, etc.

Customs and Port Authorities were very particular that cargo tonnages were accurate as per Manifest when completing forms.

Customs sealed both bond and beer rooms, but placed no restriction on quantities in bars and cabins with the proviso that alcohol was not sold or given to locals. An additional quantity of bonded items was allowed to be removed before sailing.

Courtesy Ensign: Supplied in the U.S.A. and not marked to show which was top. It should be flown with the red stripe uppermost.

Mail: The Agent advised that mail both in and out of the country was slow and unreliable.

Laundry and Chandlery: Both services available but not used.

Navigation: The Master advises that navigational marks could well change due to berth extensions and port improvements. A container crane is at present under construction.

SHIPMASTER'S REPORT: April 1984.

Pilotage: Ships can enter or sail out of harbour at anytime, if Agent makes strong request. All the buoys in the channel as well as the approaches including the Sea Buoy are lit.

Berthing: Observed a ship entering with 30 ft. draft and Pilot confirmed that vessels can enter up to 30 ft. draft.

Stevedores: Bagged cargo discharging rate increased to up to 30 t.p.h. provided that receivers are able to supply sufficient trucks in time.

The stevedores no longer request drinking water from the ship, as they drink bottled water supplied from shore.

SHIPMASTER'S REPORT: April 1990.

1. There is no Fairway Buoy (Fairway Buoy is indicated on B.A. Chart No. 1990).
2. There is no Buoy No. 2 (Port Authorities instructed vessel to anchor inside Buoy No. 2 in Lat. 14° 55′ 44″ N., Long. 42° 53′ 42″ E. for registration).

3. Authorities/Agent instructed vessel to anchor by Buoy No. 2, but this was unsafe as the depth is 7.7 m.
4. Due to shallow water in anchorage position (inside Buoy No. 2), 2 vessels collided when one of them was trying to anchor.
5. A vessel anchored in the position indicated and ran aground.
6. Our vessel, which berthed port side to at Berth No. 4, grounded forward with a draft of 32 ft. 5 in.
7. The maximum depth in the anchorage position, which was checked, was 9.8 m., 3 hours after high water.
8. No ship's certificates were requested by the Port Authorities or the Agent on arrival.
9. No written permission given by Port Authorities for painting ship or load line or for boat drill.
10. Two crew members required cholera vaccinations, but these were not done.
11. A vessel was given verbal permission to paint ship's marks, and after painting was fined U.S.$ 3,000.00.
12. The Master of a vessel was jailed for refusing to instruct his crew, to discharge bulk cement from the hold, which were the remains of bags torn by the stevedores.
13. The cook on a vessel was shot by the gangway watchman, for refusing to prepare him food at 2300 hrs.
14. The Port Authority/Agent debited the vessel for one or two shore cranes daily, even though the shore cranes were not working.
15. The evacuator for discharging bulk wheat was damaged by the stevedores, due to bad handling, and the vessel was delayed 32 hours, until a bank guarantee of U.S.$ 200,000.00 was given (actual cost of damage was about U.S.$ 5,000.00).
16. Attention of all Masters and Owners is drawn to the permissable arrival draft which is 32 ft. (salt water). For every inch over 32 ft. the vessel is fined U.S.$ 3,000.00.
17. This vessel was penalised for 5 inches, and had to pay a fine of U.S.$ 18,000.00 without official receipt from the Port Authorities.
18. For further fines and restrictions, please see "General" before first port – "Notice".

CHIEF OFFICER'S REPORT: June 1994.

Approaches: Approaches to Fairway are generally clear without much traffic density and/or fishing crafts. Outer Anchorage for deep draft vessels is not declared by port, but vessels drawing more than 8.0 m. draft normally anchor between 1 mile to 3 miles N.W. of the Fairway. Some vessels are found anchored very far from Fairway as per Master's wish. There is no restriction regarding that by the port. Within 3 miles from Fairway, depths of between 14 m. to 21 m. are available. Strong S.W. winds are experienced in March/April, but the anchor holding ground is good.

VHF: Port Control keeps 24 hour watch on Channel 16, but generally calling vessels do not get reply on VHF during the hours of darkness. The reply on VHF is heard only when Port Control wants to contact the vessel for something. The enquiries regarding berthing instructions are not answered by Port Control, and they advise vessel to contact Agents by telex. All information regarding berthing, etc., is obtainable only through the Agents.

Pilotage: Pilot boards the vessel near Buoy No. 11. Vessels generally do not get much advance notice to proceed to pilot station. The requests by vessels to have advance notice to get engines ready are not taken care of. Also it has been frequently noticed that orders to proceed to pilot station are very often postponed, many times in some cases. If at short notice the vessel is not able to reach pilot station at given time, fine is imposed and/or berthing is cancelled. Masters are warned that Pilots are inexperienced and care must be exercised during their pilotage to avoid problems.

Fresh Water: Fresh water is available in port at U.S.$15.00 per tonne. Ships are advised to avoid receiving fresh water from the port as it is saline and unconsumable by crew. Also, the fresh water is not fit for use in engines. Water rationing should be commenced on arrival anchorage, if long stay is expected.

Fines:

1. Arrival Notice: Notice of Arrival must be given 24 hours prior to vessel's ETA.
   Fine of U.S.$120.00 for non-receipt of cable/notice by Master via Hodeidah Radio Station for vessel's arrival.
2. Flag: Fine of U.S.$200.00 for non-hoisting Yemen National Flag.
3. Permissible Draft: Maximum allowed arrival draft for Channel Entrance and alongside is 32 ft.
   Any over-draft on arrival, a fine of U.S.$3,000.00 per extra inch. International misdeclaration of draft by Master will be fined double.
4. Dumping Rubbish within Quays and Port Areas: Fine of U.S.$250.00 will be imposed. Master/crew of vessel or Agents are compelled to remove rubbish.
5. Spilling dirty liquids or fuels within port limits, vessel and Agents will be responsible in accordance with environment pollution regulations.
6. If Pilot boarded vessel for sailing under request of Master/Agents, and found vessel not ready, fine of U.S.$50.00 per hour will be imposed.
   In case tugs have been ordered by Pilot to attend for assistance, transport charges will be applied.
7. If Pilot proceeded to anchorage for berthing and found not ready, thus cancelling operation, full pilotage will be charged.
8. Vessel not allowed to change positions either at anchorage or alongside without prior permission, which will result in imposing fine according to vessel's size.
9. Any misdeclaration of particulars of vessel or cargo onboard by Master, fine of 100% of port dues/tolls.
10. If vessel sails from anchorage after having registered without clearance, fine of U.S.$1,000.00 will be imposed.
11. Fine of U.S.$120.00 for non-fixing of rat guards.
12. Fine at U.S.$0.50 per meter of LOA per hour to vessel, if it exce time allowed for discharge. Port Authorities reserve the righ remove such vessel to anchorage after 48 hours of exceed allowed time.
13. Distribution of cargo in vessel's holds is essential where minimu 30% of total cargo for discharge in each hold. Any excess of 30 in stowage, fine of U.S.$1.00 per ton will be imposed.
14. Port Authorities reserve the right to apply any fine deeme necessary after approval of Board of Directors, and to increase decrease the fine shown in this by-law accordingly to the exten offence.
15. If any crew members' Shore Leave Pass is lost, a fine U.S.$200.00 per lost Shore Leave Pass will be imposed.
16. If the gangway is opened after 0200 hrs., the Port Customs impose a fine of U.S.$1,400.00.

Draft Restrictions: The port is very strict about overdraft. Maximum dr allowed alongside is 32 ft. (9.75 m.). There is a fine of U.S.$3,000 per inch of extra draft. Vessels drawing exactly 32 ft. draft or a little le are warned that they must insist that the Boarding Pilot checks the dr and get a letter regarding draft signed by him. In the port, it is ve common practice to declare vessel's overdraft even if they are not.

This vessel, which is a bulk carrier, carried 28,500 tonnes of whe from U.S.A. U.S. silo figures showed 28,500 tonnes of cargo. As p ship's calculation, we had 28,560 tonnes of cargo on board. Arr Hodeidah, draft was 31 ft. 11 in. forward and 32 ft. 00 in. aft with no li The drafts and densities were frequently checked during long stay a anchorage to avoid problems in port. The only mistake done was th we did not insist on Berthing Pilot checking the draft. The reason w that we had decided to call Lloyd's Register Surveyor alongside t declare our draft and cargo figures. Alongside Berth No. 3/4, things we the way that we could not imagine. After berthing, when we check the draft, we found vessel tilted to starboard showing much lesser dr on port and about 6 in. more, i.e. 32 ft. 06 in. draft on starboard. Th was not at all expected. We checked the sounding by hand lead a came to the conclusion that vessel was touching bottom on port si and was afloat on starboard side, due to which she was tilted t starboard. This was high water time. Later, Port Authorities board 3 hours after high water and found 3 in. overdraft on starboard side t which they wanted the vessel to sign. It was refused, and they refus to start the cargo work. Later, at high water, Lloyd's Register Survey was called, who also concluded that vessel was touching bottom on p side due to which draft was unreliable. Port was asked to cast off th vessel and check draft a few meters away from the berth, but they nev agreed to it and insisted that vessel had to pay U.S.$9,000.00 for 3 i overdraft. They did not even agree to Lloyd's Register Surveyor's repo After discharge, silo computer figures showed 293 tonnes short load cargo which was not possible. Finally, P&I Club came into picture, ga them bank guarantee to get port clearance.

Therefore, all ships are again advised to:

(a) Insist that the Pilot checks draft before boarding and signs document regarding confirmation of not being overdraft.
(b) Get a draft survey done before commencement of discharge t avoid any disputes about short landing, which is very common.

Customs: Customs are quite strict in Hodeidah. There is no restrictio on keeping any amount of alcoholic drinks in your cabins or in ship bars. The only instruction given is that it should not be sold or offere to locals. In any case, offering drinks to locals cannot be avoided in m opinion, because the cargo work, as well as ship's stay alongside, w not be smooth, if drinks, cigarettes, etc., are not offered to those direc involved in ship's cargo work or other things. Also, there is no restrictio on books, publications and movies in other languages and countries a long as they are kept in cabins and not in common places.

Shore Leave: Shore leave is allowed with Shore Passes. Crew intendi to go ashore must get out of the port's main gate before 1800 hrs. Af 1800 hrs. you are not allowed to go out. There is no restriction t entering the gate at anytime, but generally taxis are not allowed t proceed beyond the gate and up to the vessel after 2200 hrs.

Shipchandlers: Stores and provisions are available, but their price i is about three times the market rate. Self-shopping for large quanti of provisions/stores, etc., is not allowed.

Facilities in the Town:

1. There are a good number of international telephone booths in th telephone exchange, where cards are available throughout the d and night, except between 1800 hrs. and 1900 hrs. The booths a available for calls throughout 24 hours.
2. There are two good hotels and restaurants, (a) Ambassador a (b) Bristol, where a wide variety of food, as well as alcoholic drin are available. Alcoholic drinks are not available and not allow anywhere else in the town.
3. A large attractive park is open to public and is a good place f children to play. There is also a long beach area which is good f picnics, etc., but has no lighting arrangement along the beach.

Public in general are honest, reliable and well mannered. Th population includes Yemeni and a few Indians and Pakistanis.

Other facilities, like video parlours for movies in English, Arabic, Indi and few other languages, are available. Currency is Yemeni Riyal, an official exchange rate is approximately 12 Riyals to U.S.$1.00.

AUTHORITY: Ports and Marine Affairs Corporation, P.O.Box 31 Hodeidah, Yemen. *Telex:* 5565 Mawani Ye. *Contact:* Captain A H. Elhabory, Chairman, Captain Ali H. Sharaf, Director-General, Capt Abdullah A. Rajab, Harbour Master.

AGENT: The Hodeidah Shipping & Transport Co. Ltd., P.O.Box 33 Hodeidah, Yemen. Tel: 2403/4/5. Cables: "Hodship". Telex: 5 (Hodeidah) and 2218 (Sana'a). Answerback: "Hodship". Branches Mocha, Saleef, Taiz and Sana'a.

MOCKA: 13.17 N. 43.10 E.

Also see "General" before first port.

Mocka New Port opened in June 1979, with equipment for loading and unloading.
TUGS: 2 available.
BERTHING: 350 m. of quay for vessels of up to 26 ft. draft (Depth 27 ft). Vessels may berth simultaneously. Cargo is discharged direct onto trucks or onto open area. New sheds are under construction.
CRANES: 1×18 ton mobile crane.
FUEL: Not available.
TIME: GMT plus 3 hrs.

REPORT: August 1979 (Updated 1986).
The project of constructing Mocka Port has been in execution since April 1978. The construction was completed during April 1979 and the port was officially opened to International traffic in June 1979.
Location: Mocka is connected to Hodeidah by a road of 240 km. out of which 45 km. is asphalt surfaced. Mocka is also connected to Taiz, by a road of 110 km.
Jetty: The port consists of a jetty of 150 m. in length and 35 m. wide with a draft of 8.5 m. during low tide. This jetty can accommodate 2 vessels at a time, each of 150 m. length, on both sides and a Ro/Ro vessel at the head. A protecting jetty for breakwaters is also constructed for controlling the force of strong waves. It is 750 m. in length and 15 m. wide with various depths from 5 m. to 3.5 m. This jetty is constructed for the purpose of protecting the main jetty and can receive coasters and lighters of aforesaid drafts.
Anchorage: The dimension of the manoeuvring area, for vessels securing at berth and departing from the main jetty, is 420 m. The length of the channel leading to the manoeuvring area is 2,000 m. with a draft of 28 ft. 5 in. during low tide, whereas the draft during high tide is about 30 ft. Vessels calling at Mocka should anchor at the following position: Lat. 13° 20′ 01″ N., Long. 43° 13′ 02″ E.
Storage of Cargo: The reclaimed area for storage of discharged goods consists of 300,000 sq.m. 4 storage sheds (60 m.×50 m.).
Future Developments: There are plans for building other jetties together with protecting jetties in the near future.
Bunkers: Bunkers, at present, are not available at this port. Any vessel calling at this port is required to supply fresh water for drinking purposes to all labourers during stevedoring operations.
Radio: Vessels calling at Mocka are advised to contact Agent through Hodeidah Radio Station, call sign, 4WD, 500 kHz (frequency from 0500 hrs. up to 1700 hrs. GMT), as, at present, this port is not equipped with a wireless station. It is proposed to establish one during 1979.

SHIPMASTER'S REPORT: August 1980.
Vessel: 6,000 d.w.t., 104 m. LOA. Discharged 2,000 tons of RBD palm oil.
Port Limits: None defined, however vessel is in port limits and 'arrived' once anchored within the anchorage marked on B.A. Chart 1955.
Documents: 1 copy Personal Effects Declaration, 1 copy Stores List, 1 copy Inoculations and Vaccinations and at least 10 copies of Cargo Manifests, 3 copies of Crew List.
Anchorages: Vessel anchored safely in a position with the North Fort Barge 103° True −1.74 miles. Vessel's max. draft was 20 ft. and there was 30 ft. of water below the keel at 1 hour before low water. It is inadvisable to proceed further South, especially at night due to the placing of unlit channel marking buoys by the port.
Pilotage: There are presently two berths, one on either side of a finger wharf. The Pilot boards at the anchorage and brings the ship alongside one of these berths. There are 3 Pilots in Hodeidah and 1 in Mocka.
Max. Size and Restrictions: Max. permissible draft is 26 ft. salt water and max. LOA permissible is 500 ft.
Radio: None. The port operates VHF on Channels 16 and 14. There are no fixed hours and the port radio is in operation only when the port wishes to communicate with the vessels.
Radar: None.
Tugs: 2 tugs assist vessels for berthing and unberthing. We were assisted by the 'Markaron' (2,000 h.p.).
Cranes: None. There are mobile cranes available with the prior arrangements of the ship's Agents. Otherwise ship's gear is mainly used.
Stevedores: None in the strictest sense. Labour is recruited by the Agents and made available on board.
Tankers: There is no facility for discharging petroleum cargo.
Density: 1025.
Fresh Water: Not available.
Fuel: Not available.
Fire Precautions: None.
Consuls: None.
Repairs: Not available.
Dry Docks: None.
Surveyors: None.
Watchmen: None.
Customs Allowances: Bonded stores are not sealed. Master is verbally informed not to make any issue from the bonded stores without the Customs permission. All officers and crew who declared their quota were allowed to keep same.
Repatriation: Possible, but local Agent has no knowledge of how to effect it.
Airport: None.
Time: GMT plus 3 hours.
Shore Leave: Allowed. The town is situated about 4 km. from the jetty. There is no entertainment that seamen can find in this town and it is not advisable to be ashore after dusk.
ID Cards: None are issued but ship's personnel going ashore have to carry their Seaman's Book or Passport.

AUTHORITY: Ports and Marine Affairs Corporation, Hodeidah, Yemen.
Contact: Abdelkader Abyadh, Manager of Mocka Port.
AGENT: See "Hodeidah".

MUKALLA (Khalf): 14.31 N. 49.09 E. **(See Plan)**

SHIPMASTER'S REPORT: August 1984 (Updated 1989).

PORT LIMITS: See "Gulf of Aden Pilot" (No. 64).
DOCUMENTS: See "Aden".
APPROACHES: The lighthouse is visible at 18 miles.
PILOTAGE: Compulsory for all vessels proceeding to and from the Port of Khalf. Call Pilot on VHF Channel 16. Vessels to display international signals day and night.
ANCHORAGES: Pilot Book as mentioned above gives sufficient information. A good practice during July each year (when S.W. monsoon is at its strongest) is to drop a second anchor in the morning and to heave it home again at about 1900 hrs. To keep second anchor out during the whole time of port stay is inadvisable as direction of turning on wind/tide is unpredictable and thus might end up with chains fouled.
RESTRICTIONS: Entering/leaving:
Anchorage: None.
New Port: Daytime only. During S.W. monsoon only between 0600 hrs. and 1100 hrs. and max. LOA 75 m.
MAX. SIZE: Ship's normally accommodated at Khalf Port up to 145 m., drawing max. draft of 8.5 m. Larger ships could be accepted if permission granted in advance by the Port Authority.
HEALTH: As ship arrived from Aden, no formalities whatsoever.
RADIO: All communication before arrival/after departure Aden and Mukalla via Aden Radio (70A). This radio station is working satisfactorily.
Once in port (either at anchorage or alongside) it is forbidden to use ship's radio and/or telex.
Sending cables/telexes via the Agency is time-consuming.
TUGS: At least 1 tug, and probably 2 when port is open for shipping.
BERTHING: 2 alongside berths for up to 10,000 Summer d.w.t. 3 alongside berths for coasters, depth up to 5.0 m.
CRANES: 14 mobile cranes, 3 – 10 tons capacity.
STEVEDORES: Work throughout 24 hours.
MEDICAL: Local hospital available but only a few facilities.
DENSITY: 1026.
FRESH WATER: Will be available in 1989.
FUEL: Will be available in 1989.
REPAIRS: Not available.
CONSULS: None.
SURVEYORS: Available.
FRESH PROVISIONS: Not available.
GANGWAY/DECK WATCHMEN: Not required, no reports of pilferage of cargo and/or ship's stores.
HATCHES: Once open, not necessary to close again except for sailing.
Climate: Warm/humid but no rainfall.
CUSTOMS ALLOWANCES: Bonded stores were sealed on arrival, no specific rules, no search parties of Customs.
On departure: No check of seals.
REPATRIATION: *Crew Change:*
Out-going: Via Mukalla Airport to Aden (6 times a week except Fridays) then either via Jeddah or Dubai/Kuwait to ultimate destination.
In-coming: Very difficult as visa required and not easy to obtain.
Note: Flights Mukalla-Aden and vice-versa may differ from printed timetables.
AIRPORT: Located at Rayan, 29 km. East of Mukalla.
BANKS: National Bank of Yemen. Local currency: Dinar.
On presentation of passport-receipt, U.S.$ (and only this currency) can be exchanged for Dinars (approximately U.S.$3 for 1 Dinar).
It is very difficult to obtain U.S. dollars in exchange for Dinars.
STORES: Not available.
SHIP SUPPLY SERVICE: See "Aden".
SHORE LEAVE: In Mukalla (as well as in Aden) when passing Customs Gate, Passport is exchanged for receipt by the Immigration Officer on duty. When returning from shore leave this receipt is again exchanged for Passport.
Note: It is difficult to make Officials understand that crew members and/or visitors from abroad are not in possession of a receipt, which makes a crew change extra time consuming (Charterer had to wait 3 hours before he was allowed to proceed to the ship).
DELAYS: At present congestion may occur during the S.W. Monsoon period.
In future congestion may occur as infrastructure of the new port leaves much to be desired (Roads to/in/from the port, direct delivery etc.).
GENERAL: *Transit Time Airmail Post:*
Mukalla-Europe: Minimum 2 weeks, maximum 3 weeks.
Europe-Mukalla: Minimum 2 weeks, maximum 3 weeks.
Agency: National Shipping Co., P.O.Box 8039, Mukalla, Yemen. Cables: "Natship Mukalla" (via Aden Radio).
Importer: National Company for Home Trade, 5th Government Branch, Mukalla.

SHIPMASTER'S REPORT: April 1985.

PORT LIMITS: The port limits extend in a 270° direction from Ras Marbat for 2.5 miles, thence 000° along Long. 49° 07′ E. to the coast.
APPROACHES: Charts B.A. 3784 and 10.
Prominent terrain affords reasonable radar positions. Careful consideration should be given to night-time arrival if without radar due to the total absence of navigational aids at both the port and adjacent coastlines. The white house at Point Ras Marbat and the 4 tower ruins above the town are charted and conspicuous from seaward.
ANCHORAGE: For vessels over 10,000 d.w.t. all cargo is handled at the anchorage which may be closed from May to October due to its exposure to the S.W. Monsoon. Holding ground is reported to be variable. Reasonable anchorage obtained in 27 fathoms in position Lat. 14° 30.8′ N., Long. 49° 08.3′ E. approximately 5 cables due South of rocky projection on which part of town is built. Requests will be made to anchor closer to the shore to reduce barge transit time.

PILOTAGE: Pilot boards from launch, off the breakwater.
RESTRICTIONS: Berthing during daylight hours only.
MAX. SIZE: Max. size 10,000 d.w.t. Max. draft 8.5 m.
VHF: Channel 16 for Port Authority, call sign "Mukalla Harbour Master".

Agent can be contacted by calling Mukalla Harbour Office on Channel 16.

TUGS: One Voith Schneider tug of 2,000 h.p. Reportedly to be replaced by 2×1,000 b.h.p. tugs shortly.

BERTHING:

Berth	*Length* (m.)	*Depth* (m.)
No. 1	177.25	9.15
No. 2	184.00	9.15
Fisheries	160.00	4.50

Turning Basin: Width 250 m. Depth 10 m.
Harbour Entrance: Approx. width 200 m. Depth 11 m.
Lighters: 4×200 tonnes, 4×60 tonnes and 2×400 tonnes, all plus or minus 10% subject to swell conditions. Lighters are discharged either at Khalf Harbour or at town quay located on West side of town, rocky projection in position Lat. 14° 31.5′ N., Long. 49° 08.2′ E. Town quay is restricted in size and served by mobile cranes.
Stevedores: Labour is available 6 days a week, Saturday to Thursday inclusive.

Morning shift: 0700 – 1230 hrs. Afternoon Shift: 1300 until lighters are full.

The afternoon shift is unpredictable and subject to lighters being available.

Medical: Local hospital affords basic medical requirements.
Fresh Water: Not available.
Fuel: Not available.
Shore Leave: Restricted by curfew to between 0800 – 1200 hrs. and 1600 – 1900 hrs. All persons going ashore are required to exchange Passport for local pass at Immigration.

GENERAL:
Harbour: Khalf Harbour, recently completed and as yet uncharted (See "Plan") provides 2 commercial jetties and a fisheries jetty.
Swell: Reportedly maximum 20 cm. in S.W. Monsoon.
Provisions: None available with the exception of individual purchases of fruit or poor quality vegetables available from market stalls ashore. Fishing good from ship's rail and crayfish, etc. obtainable from local fishing boats.
Launch: By prior arrangement with Agent only. Special dispensation can be obtained from Harbour Master to utilise ship's lifeboat. Barges can be used if other arrangements do not materialise.
Communications: By cable only. Telephone system is reported to be unreliable.
Port Officials: Immigration and Customs Officials board on arrival. Passports or Seaman's Cards are sighted. Bond Locker and Beer Room sealed but sufficient released for shipboard consumption.

Usual port papers required.

Agency: The National Shipping Co., Mukalla, Yemen. Cables: "Natship, Mukalla". Telex: None, but reported to be planned.

DEVELOPMENTS: The second stage development of Khalf Harbour will include:

Ancillary buildings, administration offices, workshop, transit sheds, surfacing and drainage, water and bunkering facilities will be made available.

AUTHORITY: Yemen Ports Authority. *Contact:* Ahmed M. Basaleem, Port Manager. Captain Salem Awad Saleh, Assistant Harbour Master.

NISHTUN: 15.50 N. 52.12 E. (See Plan)

DOCUMENTS: See "Aden".
PILOTAGE: Compulsory. Manoeuvring during day time only. There is a lighthouse, range 28 miles, flashing 10 sec. in position Lat. 15° 49.0′ N., Long. 52° 12′ E. Also the breakwater tower has a flashing green light.
ANCHORAGES: Ships waiting for berthing normally anchor 4 – 5 cables S.E. of the breakwater tower and clear of the harbour entrance.
MAX. SIZE: Maximum size of ship that can be accommodated is up to 3,000 d.w.t., 90 m. LOA and 5.0 m. draft. For ships over such size special permission should be obtained from Port Officer and Director of Marine Affairs.
VHF: Vessels approaching Port of Nishtun can communicate with Port Authority by using Channel 16 for calling during official working hours 0700 – 1400 hrs. (local time) .
BERTHING: Length of quay 220 m.
CRANES: 2×3 tons – 17.5 tons mobile cranes.
MEDICAL: Limited facilities available.
FRESH WATER: Available in small quantities.
FUEL: Not available.
AIRPORT: Located at Al-Gaidah, 40 km. to the East of Nishtun.
WEATHER: *Monsoon:* During S.W. Monsoon waves may break over breakwater. Swell is created in basin so extra precautions by ships' Masters regarding mooring and securing the ship against the quay are required and extra ropes or wires are necessary.
AUTHORITY: Yemen Ports Authority (See "Aden").

RAS ALKATHEEB: 14.55 N. 42.53 E.

Also see "General" before first port.

The Port of Ras Alkatheeb is situated 14 km. from the main city Hodeidah and connected by a gravel road which is in the process being resurfaced and broadened with two traffic lanes on the sam alignment, thus providing a first class road transport link betwe Hodeidah and Ras Alkatheeb. Also see "Hodeidah".

BERTHING: The port has a berth 270 m. in length and 27 m. wid pontoon type, with ships berthing on either side. This port can receiv vessels with a max. draft of 26 ft. at high tide. Vessels can be secure to barges and coasters with a draft of 14 ft. which can be connected t the shore, thus enabling ships to discharge directly onto waiting truck Said pontoon is mainly used for bagged cargo on direct delivery basi

Presently, this port does not have shore crane facilities and a unloading is done with ship's own gear.

Storage and Delivery: Due to lack of storage facilities at this port, delive at present, is given directly under the hook.

GENERAL: The port is not a commercial port.

SHIPMASTER'S REPORT: November 1980.

1. Port does not accept Vessel's Registration until vessel is anchore between Buoy No. 1 and No. 2. This as per the Port Radio VHF statio
2. Buoy No. 2 is placed about 6 cables N.N.W. of charted position.
3. Do not attempt entry at night since buoys are unlit and there a many uncharted stranded wrecks visible only during daytime.
4. Tugs available: 4×700 b.h.p. and 3×1,800 b.h.p. Pilotage on during daytime.
5. Vessel berthed at Ras Khatib pontoon. Max. draft 8.0 m., tota effective length of pontoon 270 m.
6. Port issues a directive to Agents giving estimated time to discharg If not completed, port charges at the rate of 4 Rials/per metre/per hou of stay extended.
7. Distance from Ras Khatib berth to town 15 km. Only 10 to 15 sho leave passes given to vessel, regardless of number of crew.
8. No chipping and scraping permitted but painting is allowed.
9. Fresh water inside port is $4/– per ton, at Ras Khatib $20/– per to by barge.
10. Provisions available but expensive.
11. Repatriation possible but very difficult due to having to obtai permission from Saana.
12. Cargo work is fast, 260 tonnes of cement per gang per day. Norma shift 0730 – 1200 hrs. and 1500 – 2330 hrs.
13. As per "Pilot", there will be dredging carried out soon and als lighted buoys will be placed.
14. Ras Khatib light Fl. 3 sec. of very low power.
15. Yellow fever inoculation not compulsory unless coming fro infected area.

RAS ISA MARINE TERMINAL: 15.08 N. 42.36 E. (See Pla

LOCATION: The geographical location of the Ras Isa Marine Termina "FSO Safer", is Lat. 15° 07′ N., Long. 42° 36′ E.

Ras Isa Terminal is an Offshore Loading Terminal, located in th Yemen at the Southern end of the Red Sea, East of the Zubair Islands and a little North of the port of Hodeidah. The Terminal consists of th purpose-converted Floating Storage and Offloading (FSO) Vesse "Safer". This vessel is 409,000 metric d.w.t., and continuously receive crude oil production from a pipeline on the seabed via an anchore fixed-turret mooring. The sub-sea pipeline to shore runs 4.8 miles to th N.E. at Ras Isa Peninsula. The Terminal is operated by Yemen Hu Oil Company (YHOC).

DOCUMENTS: At present only 2 Crew Lists are required.
PILOTAGE: The pilot boarding area for the Ras Isa Marine Termina 2 miles Southward of the storage tanker, or boarding will be anchorage as appropriate.

The Pilot will remain on board throughout the export tanker vesse stay on the berth; therefore, suitable and adequate accommodation sh be provided for him on board the export vessel.

Arrival at Pilot Station/Anchorage: Means of access to the vessel by th Mooring Master shall be provided in accordance with the requiremen of SOLAS, and early advice will be given by Ras Isa Marine Termi that access should be provided. At night, the access area shall adequately illuminated to provide for the approach and boarding of th Mooring Master, Agent, Cargo Surveyor and YHOC Representativ The condition of entry into and use of Ras Isa Marine Terminal, a agreement for the hiring of tugs will be presented to the Master of th export tanker, and shall be signed by him on behalf of himself, the vess and its Owners prior to departure from the pilot station/anchorage a commencement of berthing operations.

Usually the tugs and Berthing Master are automatically arrang through the export tanker's port Agent and YHOC, when export ta is scheduled to berth.

Notice of Readiness is only signed for receipt by YHO Representative. In no event shall a Notice of Readiness be vali binding on the Terminal, unless and until such time as the export vess her tanks and equipment are, in fact, in every respect whatsoever the proper condition and operation to receive the cargo. Export tan provided with a suitable landing area can be boarded by helicopte

ANCHORAGES: Should it be necessary to anchor, then the vessel should proceed to the recommended tanker anchorage area defined by the following coordinates:

Lat. 15° 05′ N.,	Long. 42° 32′ E.
Lat. 15° 03′ N.,	Long. 42° 32′ E.
Lat. 15° 05′ N.,	Long. 42° 36′ E.
Lat. 15° 03′ N.,	Long. 42° 36′ E.

RESTRICTIONS: No restrictions for berthing day or night when port is open.

Strong Winds: When mean speeds exceed 30 knots on the Marine Terminal anemometer, ships will, depending on the wind direction and general weather synopsis, be alerted that cargo/deballasting operations may have to be suspended and hoses disconnected. The Terminal has the responsibility of determining when wind conditions are reaching the limit of the design criteria for continued operations.

MAX. SIZE: Maximum size of 307,000 d.w.t. tonnes is permitted at the "FSO Safer". Partially loaded tankers acceptable. Average water depth is 38.0 m.

HEALTH: At present no Declaration required.

RADIO: *Communications:* On receipt of instructions to proceed to Ras Isa Marine Terminal, then 72 hours, 48 hours and 24 hours prior, advise ETA and other details as listed in the Ras Isa Marine Terminal Regulations and in a standard telex sent by the Terminal to the vessel. If vessel is scheduled to berth on arrival, be sure to advise the Terminal of any change in ETA to avoid excessive stand-by charges for the tugs.

Hodeidah Port Authority must be advised as mentioned above at Hodeidah Telex: 5565 Mawani, and via Hodeidah Radio (4WD) in addition to any telex contact, as they advise the Yemen Military Authorities, who maintain a radar watch on all vessels entering and leaving Yemen waters.

YHOC Marine, Hodeidah:
Telephone: 967-3-217994.
Telex: 5685 YHOCMA YE.
Fax: 967-3-226153.

YHOC, Sana'a:
Telephone: 967-1-216080, Ext. 2643 or 2218 (via operator).
Telex: 4013 YHOC YE.
Fax: 967-1-216079.

FSO Safer – Ras Isa Marine Terminal:
Telephone: 967-1-216080, Ext. 2380/2290 (via operator).
Telex: Inmarsat Atlantic 1473102 SAFA X.
Fax: 967-1-216080, Ext. 2264 (via operator).
VHF: Terminal Channel 74.
Tugs Channel 74.

VHF: *Export Tanker/Terminal Communication:* When the export tanker is at anchorage, communications between the storage tanker and the export tanker will be established on Channel 74.

Anchorage/Mooring Master Boarding Area: When within VHF communication range, Masters of export tankers should ascertain berthing prospects from the Terminal.

TUGS: Two suitable tugs are ready for each lifting, and are for export tanker account.

BERTHING: *Alongside Mooring/Unmooring Arrangements:* Should the export tanker be moored alongside, mooring will be on the starboard side of the "FSO Safer", according to following standard mooring plan: 4 headlines, 2 forward breast lines, 2 forward springs, 2 aft springs, 2 aft breast lines, 4 sternlines. Fendering between the two vessels consists of 5 large fenders.

For mooring/unmooring operations, the service of two tugs will be necessary. Export vessels should provide either synthetic mooring lines or mooring wires with synthetic tails. Synthetic ropes should be stored on drums or wrapping drums. Masters of export tankers are to be advised that the actual requirement of the mooring system may be subject to variation from time to time, depending on the environmental condition.

Tandem Mooring/Unmooring Arrangements: "FSO Safer" is also equipped with a Tandem Mooring System, which will be used if the weather conditions do not allow an alongside mooring, particularly in Winter time. The export tanker has to be equipped with a chain stopper on the bow, and shall be in overall conformity with the OCIMF "Standards for Equipment Employed in the Mooring of Ship's at Single Point Mooring", latest edition. The Terminal mooring hawser and chain arrangement does not allow for mooring with snotters nor with Smit Bracket, only an export tanker equipped with chain stoppers (OCIMF B 3 in. U3 chafing chain). The Terminal is permanently equipped with a floating 20 in. hose with 2×16 in. tails. Before any tandem mooring attempt, there should be a meeting between export tanker and Terminal personnel to establish procedures, responsibilities and supervisory roles. Refer to Ras Isa Marine Terminal Regulations for further information.

LOADING: *Transfer Operations:* The "FSO Safer" is equipped with 4×16 in. transfer hoses with a maximum loading rate of 100,000 bbls./hr. for alongside loading and 55,000 bbls./hr. for Tandem loading, and 1×20 in. transfer hose with 2×16 in. tails for tandem loading. At all times during the transfer operation, a responsible deck officer shall be in charge of operations, either on deck or in the control room. On vessels with a central control room from which all operations are controlled, a deck watch in contact with the control room is required to continuously patrol the cargo deck, and monitor the manifold area of the export vessel. At any time during the transfer operation, the rate can be reduced as requested by the Master or responsible officer of the export tanker. Early Departure Procedures are normally practised at the "FSO Safer".

The official quantity and quality of the crude oil delivered to the export tanker shall be determined by the Terminal, and shall be final and binding on the export tanker and her Owners and Charterers.

Hose Handling: Hose connection/disconnection will be carried out by the export tanker's crew, who at all times will be under the control of responsible deck officers. The export tanker will be required to have ready a derrick with a minimum SWL of 15 tons at the port manifold area for the handling of the Terminal hoses. For further information refer to Ras Isa Terminal Regulations.

Cargo Information: Oil loaded at Ras Isa Terminal is Marib Light Crude with an average API gravity of about 47°. The loading temperature will vary from 85°F in the Winter to 100°F in the Summer months.

Deballasting Operations: "FSO Safer" has no ballast reception nor slop disposal facilities, and therefore, export vessels are required to arrive with clean ballast suitable for pumping directly to the sea. Export vessels arriving with ballast unsuitable for pumping to the sea may be rejected for loading, or will be required to keep that portion of their ballast unsuitable for discharge to the sea segregated on board. YHOC will not accept any claims from vessels unable to meet such requirements.

It is strictly against the law to pollute the waters of Yemen. Any Master, and his vessel's Owners, may be subject to prosecution by Yemen, if such pollution does occur.

Simultaneous Deballasting and Loading of Cargo Tanks: This practice is essential. Vessel has to be ready at all times to manoeuver, and the only alternative is to load partial cargo first. Such operation is done at the sole risk of the export vessel, its Master and Owners, and the most stringent care and attention shall be taken by the export tanker. Export tanker will hold the Terminal, its parent companies, subsidiaries and affiliates, harmless from any and all claims, demands, damages, liabilities, costs, fines, and expenses, of every kind whatsoever, arising out of, on account of, or in any way connected with the simultaneous deballasting and loading of the export tanker.

Inert Gas Systems: All export tankers loading crude oil at the Marine Terminal must have an effectively working Inert Gas System in compliance with SOLAS Convention, and the Master shall confirm before berthing that the Inert Gas System is working correctly, i.e. maintaining positive pressure on all tanks with the oxygen content of the inert gas less than 8% by volume. On arrival alongside, export tankers will be asked to depressurise tanks sufficiently to allow up to 3 ullage ports to be open at any one time for the purpose of gauging sampling, waterfinding, temperature taking, tank inspection, etc., but ullage ports must be re-secured before cargo or ballast handling is commenced. Export tankers equipped with Vapour Lock tank dipping/sounding devices are not required to depressurise the tanks when gauging, temperature taking and water finding. During deballasting, the IGS must be capable of producing sufficient inert gas at 8% or less oxygen quality to prevent air from entering the tanks. If the IGS is not operable, deballasting from cargo oil tanks will not be allowed to commence. If during deballasting, the IGS fails, the deballasting must be stopped until the plant is again operational. If this repair is likely to take more than 24 hours, the ships' Owners and/or Charterers must be contacted and a safe deballasting/loading plan should be agreed by both parties, before operations are resumed. When loading an inerted tank, the inert gas displaced must be vented through the ship's vent system and not ullage ports.

Maximum Allowable Pressure: The export tanker must never exceed the maximum allowable pressure on its cargo piping system, and make sure the loading rate is fully agreed.

MEDICAL: No doctor, dentist or clinic, however, in emergencies, Terminal will attempt to assist.

DENSITY: 1027.

FRESH WATER: Not available.

FUEL: Not available.

CONSULS: At Sana'a.

REPAIRS: No facilities available.

REPATRIATION: No facilities available.

AIRPORT: Hodeidah and Sana'a.

SHORE LEAVE: Not permitted.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

SEAMAN'S CLUBS: None.

GENERAL: *Flags:* The national flag of Yemen shall be permanently displayed by vessels at the Ras Isa Marine Terminal.

Alcohol: Masters are advised that sale of alcoholic beverages to National Citizens is strictly forbidden, and are warned of the serious consequences of offering such drinks to Terminal staff who may board the vessel.

Agency: The Terminal does not perform any vessel agency functions. Vessels calling at Ras Isa Marine Terminal are required to arrange their own agency representation from an agency operating in Hodeidah.

WEATHER: The winds in the area are usually light and generally blow from Western/Northern quadrants in the Summer, while in the Winter, from October to April, the prevailing winds blow from Southerly quadrants, building up strong swells, which force the Terminal to use the Tandem Mooring System. The existing currents are very weak.

SAFETY: The Ras Isa Marine Terminal Safety Check List is based on the recommendations of the "International Safety Guide for Oil Tankers and Terminal" (ISGOTT).

HELICOPTER: *Helicopter Operations/Precautions:* Helicopter service for embarking/disembarking a Pilot, or any other personnel from the export tanker and any other vessel, is available, but subject to availability of a helicopter. Transfer of personnel by helicopter from ships located within the Terminal area may be carried out only in emergency (i.e. evacuation of injured crew member), and subject to availability of a helicopter. The helicopter service will be for account of the export tanker. Voice contact with helicopter is possible, because all are provided with VHF radio equipment. Ensure the selected landing area on board the vessel is clear. Ensure all operational requirements on deck are as per guidelines issued by the International Chamber of Shipping in their "Guide to Helicopter/Ship Operations".

SECURITY: *General:* The Terminal will take prudent and reasonable security measures, consistent with security threats and risk inherent in each particular situation.

Security Area: The security area covered is indicated by the encircled area on the chart. Throughout the vessel's stay alongside, a gangway watch shall be maintained. The gangway security watchmen should ensure (a), unauthorised persons are excluded from the vessel, (b), authorised persons are logged on and off the vessel, and (c), if necessary, conduct checks of baggage and packages being brought on to or taken off the vessel.

It is important that the Terminal advise the Master as soon as possible of any special circumstances which might necessitate special security precautions. Conversely, the Master of the vessel should also inform the Terminal of the security status procedures on board in accordance with the Vessel Security Guidelines. Export tankers, requiring urgent services (Owners' items), should establish contact with local port Agents, at the port of Hodeidah, for delivery offshore or at the Holding Anchorage, which, if the latter is utilised, should be reported to "Ras Isa Terminal – Safer", via telex or fax for clearance to use this anchorage. Any authorised representative of the Terminal shall have the right to board any vessel within the Terminal area at any time, for the purpose of ensuring that regulations are being observed. As a condition of entry into the Terminal area, the export tanker and any other ship, must agree to vacate the berth promptly on being requested to do so by the Terminal.

SHIPMASTER'S REPORT: May 1988 (Updated 1994).
NOTE: This report was received prior to receiving new operating procedures above.

Ras Isa Terminal is an offshore loading port located in the Yemen at the Southern end of the Red Sea, East of the Zubair Islands and a little North of Hodeidah (See B.A. Chart No. 143).

The Terminal consists of a purpose-converted Floating Storage and Offloading (FSO) vessel, FSO 'Safer'. This vessel is 400,000 tonnes d.w.t. (ex-'Esso Japan'), and permanently moored in position Lat. 15° 07′ N., Long. 42° 36′ E. The 'Safer' is under the Yemen flag, and permanently connected by pipeline to the production field via a turret-mooring (6 anchors), and submarine line to shore at Ras Isa, 4.4 miles to the N.E. Production Field is some 420 km. inland, in the Marrib area of Yemen, and production is understood to be some 150,000 barrels per day. 'Safer' takes production on a continuous basis and supplies export vessels as required.

Product is Yemen Marib Light Crude; typical API, 39.0 to 41.0, typical temperature at loading, 30°C to 38°C, dependent on local sea temperature. The 'Safer' is on a swivel mooring system and will normally lie head to wind, with some influence from tide. Terminal is operated by a Yemeni/American combine, the Yemen Hunt Oil Corp. (YHOC), and vessel is operated (at time of writing) with Italian, Yemeni and British officers and crew, together with American supervisors and Yemen Government representatives. Product suppliers are Yemen Oil and Mineral Resources Corporation. (YOMINCO).

Communications/ETA: (See Appendix "A").

On receipt of instructions to proceed to Ras Isa, then 72 hours, 48 hours and 24 hours prior, advise ETA and other details as listed. Hodeidah Ports and Marine Affairs Corporation)(Hodeidah Port Authority) *must* be advised via Hodeidah Radio (4WD), in addition to any telex contact, as they advise the Yemen military authorities, who maintain a radar watch on all vessels entering or leaving Yemen waters. Likewise on departure, vessel must advise Hodeidah Port Authority (per format supplied by Pilot) to be marked-up on military radar screen – otherwise vessel may be intercepted; also via 4WD on 500 kHz.

'Safer' Sat. Telex 1473102 Safa-X (IOR); after initial and 72 hour messages, only requires updated ETA. On approach use VHF Channel 74.

On receipt of ship's message, 'Safer' will respond with nomination and request ship's details (See Appendix "B").

YHOC Marine: Telex 4013 or via 4WD to YHOC Marine Sanaa.

Port Authority: Telex 5565 and via 4WD.

YHOC Marine, Port Authority and Agents require message per Appendix "A" to be repeated in each ETA notice.

Approaches and Anchorage: See B.A. Charts No. 143, 548, 542 and Appendix "C" and "Plan".

Approach to Ras Isa Terminal is straightforward and clear of dangers. However, due to lack of soundings and age of survey, it would be prudent to approach from seawards rather than coasting.

From North: Follow usual courses down Red Sea, to position 15° 30′ N., 41° 45′ E., 4.5 miles S.W. of Jabal at Tair. Thence course 120° T., distance 52 miles gives a clear run to the Holding Anchorage, passing 7 miles N.E. of Quoin and Haycock Islands in the Zubair group. Once into soundings, least depths are 40 m. – 49 m. Clematis Shoal will lie approximately 11 miles to the North of track when some 17 miles N.W. of Terminal.

Rashshah Island, 4 miles North of Terminal, is low and sandy and has a light (3M) Fl. 10s. 8 miles; both island and light are very poor, both visually and as a radar echo and will not be sighted until within 6 miles of terminal, if at all. Terminal ('Safer'), is well lit and a good radar target, and was located at 14 miles. There is a disused SPM to the East of 'Safer', which may have a tug lying close-by, these echoes tend to confuse the actual terminal position.

From South: Leaving Abu Ail Channel, course should be made to position 14° 25′ N., 42° 30′ E. (avoiding Avocet Rock), before turning North towards Holding Anchorage. Least depths on this approach appear to be 31 m., but survey soundings are old. On approach good fixed positions are necessary, due to Penguin Shoal to West, and S.E. Patches to East, the latter being actually in vicinity of anchorage.

Holding anchorage is established approximately 3.2 miles to S.W. of 'Safer'; vessels may enter and leave from/to sea without pilot, but the total area from shore, out to anchorage is restricted, and vessel must be under pilotage within this area. Depths in anchorage average 38 m. to 44 m., mud/sand bottom, holding-ground good.

Berthing and Operations: See "Plan".

Pilots (2) are British. There are 2 hired tugs (1×40 ton and 1×60 ton bollard-pull), and tugs lines are used. Tugs are not ideal as they are primarily salvage tugs. Berthing daylight only, unberthing any time, dependent on weather conditions; if wind speed above 20 knots terminal is usually closed for berthing. Any size of vessel up to 400,000 tonnes d.w.t. can be accommodated. Depth at terminal is 33 m.

Berthing is vessel's port side to 'Safer' starboard side. Terminal pr all wire moorings, but accept rope headlines and sternlines. Tails mu be removed from wires. Moorings are 4 headlines/wires, 2 breast wir 2 spring wires, 4 sternlines/wires, 2 aft breast wires, 2 aft spring wir – usual firewires required. Usually springs first, followed by brea followed by head/stern lines. 'Safer' then supplies 2 'shore' wires fo'cstle, and one 'shore' wire to poop. Messengers are required. Tu make fast in 'push-pull' position on starboard forward main deck and main deck for berthing, and on long lines starboard bow and starboa quarter on sailing. Tugs lines are very heavy.

While alongside, vessel must maintain starboard accommodati ladder in lowered position. Current international safety rules, Che Lists, Regulations and procedures are in use, and practised. IGS mu be positive and always less than 8%. Vessel must arrive with cle ballast, and ballast samples are laboratory tested before deballasti allowed. Portable radio is supplied by Terminal for inter-sh communications.

'Safer' will normally supply 2×16 in. hoses, using combination ship's lifting gear and her own crane. Her max. rate is 70,000 barre per hour. 'Safer' provides inter-ship gangway and connects/disconnec hoses.

'Safer' has cargo metering equipment, but this is still at proving sta and vessel will 'ship-stop'.

Documentation usually takes 3 to 4 hours after completion. Pilot a any surveyors will stay aboard vessel loading. Tugs stand-by wh operations are in progress.

Ras Isa commenced operations in December 1987 and 'Safer' cam on stream in March 1988. There are currently an average of 6 expo liftings per month from the terminal. As at present time, there are n port or customs or health formalities; ship's Agent requires 2 copie Crew List, and pilot asks of state of health. It is understood that th usual formalities will be instated in the near future, in which case th usual rules for entry into Muslim Arab countries are expected to app

The Yemen flag must be flown. It consists of red-white-black horizonta stripes, flown with red stripe uppermost.

There are no facilities or services available. No bunkers or water o repairs. It is apparently possible in urgent cases to obtain services v ship's Agent from Hodeidah, to the holding anchorage, with termi permission. This would be very expensive as Hodeidah is some 30 k away down the coast. Transport to/from 'Safer' is by launch or helicopte Agent boards vessel on arrival. Pilot issues Port Clearance and take off any timesheets and arrival/sailing figures for Agent if requeste Terminal will do their best to assist if urgent medical attention require but in general vessel must be totally self-sufficient in this port.

'Safer' has 5 large Yokohama fenders and sundry smaller fende and protection is good. Vessel's berthing (ballasted) trim must n exceed 3.0 m., with propeller immersed.

A comprehensive port-information book is issued to each arrivi vessel. On boarding, Pilot will require Master to sign an indemni absolving Pilot/Terminal from almost everything, and also pilota timesheets, port log and tugs time of hire.

APPENDIX A: See "Note" at beginning of Shipmaster's Report.

Export tankers shall advise their ETA upon departure from its last lo or discharge or other port or if at sea as soon as orders received t proceed to Ras Isa and repeat at 72, 48 and 24 hours in advance t arrival via Hodeidah Radio Station to the cable address "YHOC Mari Sanaa Telex No. 4013". Vessels equipped with Inmarsat satelli communications may address their telex(s) to "YHOC Marine" Inmarsa Telex No. 1473102 (IOR) and shall call the terminal on VHF Chann 16 when within range (then VHF Channel 74 for working).

For your information Ports and Marine Affairs Corporation, Hodeida requires the following information from vessels stemed for Ras Is Terminal to be sent to them either by telex (5565 Mawani YE) or v Hodeidah Radio (4WD) 72/48/24 hours prior to vessel's arrival:-

AA ETA Ras Isa Terminal.
BB Nationality of ship.
CC Summer deadweight.
DD Length overall.
EE Number of crew and state of health.
FF Cargo required.
GG Arrival draft – fore and aft.
HH Name of Agents.

Master tanker to adhere to these requirements, under copy to Age to avoid imposition of fines.

APPENDIX B: See "Note" at beginning of Shipmaster's Report.

We hold your nomination for approximate ..... bbls at 60° F. Yem Alif Crude approximate API 40.5.

Following information needed:

AAA Cargo quantity you able to load.
BBB Last cargo carried and if crude, source of origin.
CCC Quantity and grade of any transit cargo on board.
DDD Quantity of ballast and estimated deballast time.
EEE Quantity and type of slop onboard to lot of segregate on boa
FFF Maximum acceptable loading rate.
GGG Arrival draft (trim not to exceed 10 ft. or 3 m. by stern).
HHH Deepest sailing draft.
III Advised ability to simultaneously load and deballast with dou valve segregation throughout.
JJJ Confirm latest edition of I.S.G.T.T. Safety Guide and OCIM Ship-to-Ship Transfer Guide are onboard.

Repeat your ETA 72, 48 and 24 hours in advance of arrival to:

YHOC Terminal (via Inmarsat Indian Ocean Telex No. 14731 Safa X).

Port Authority (Telex 5565 Mawani YE).

When within range contact YHOC Marine on VHF Channel 16 work Channel will be 74.

On arrival have your pilot ladder ready on starboard side for Berth Master boarding and your port boom (SWL rating of minimum 10 ton rigged for 16 in. hoses handling purposes.

Confirm your inert gas system is in good working condition. Maintaining oxygen content less than 8% by volume in cargo tanks.

Operational/Safety Check List as per OCIMF Ship-to-Ship Transfer Guide will be followed when VHF contact will be established. Please report also full name of Master.

Signed. . . . . /Cargo Custody Transfer Coordinator
Ras Isa Marine Terminal

APPENDIX C: See "Note" at beginning of Shipmaster's Report.

On arrival vessel has to anchor at the holding anchorage. The area designated as the holding anchorage for vessels waiting for loading at Ras Isa Marine Terminal is located to the Southwest of the terminal in following position: (N.B. Vessels may only enter this area from sea, or sail to sea, without Pilot. Any other movement must be under pilotage.)

15° 05′ N. 42° 32′ E.	15° 03′ N. 42° 32′ E.
15° 05′ N. 42° 36′ E.	15° 03′ N. 42° 36′ E.

The permanent floating storage and offloading terminal (FSO) "Safer" 400,000 d.w.t.) is located approximately 4.8 nautical miles offshore Ras Isa in position:

Latitude 15° 07′ North   Longitude 42° 36′ East
in the Red Sea territorial waters of the Yemen.

SHIPMASTER'S REPORT: June 1989.

NOTE: This report was received prior to receiving new operating procedures above.

General: Ras Isa Marine Terminal is similar to ship-to-ship oil transfer, so no documents (i.e. Stores List, Bonded Store List, etc.) were requested. However 4 copies of the Crew List are required. Repairs, fresh water, crew repatriation and shore leave are not possible.

When vessel arrives at the Pilot boarding station (Anchorage area), the Pilot, Loading Master and Agent come on board by helicopter by launch. The Pilot and Agent remain aboard until ship's departure. Two British Pilots employed and one on duty. Two tugs assisted with berthing and unberthing operations.

Information required prior to arrival: ETA upon departure from last port and repeat 72/48/24 hours in advance of arrival via Hodeidah Radio Station to the cable address "YHOC MARINE SANA TLX4013". Vessels equipped with Inmarsat communications may address their telex "YHOC MARINE Inmarsat No. 873-1104125" and shall call the terminal "SAFER" on VHF Channels 16/74.

The Agent requests the following information to pass to the terminal, this may be sent 3 days in advance.

1. Cargo quantity able to load (we loaded Marib Light crude oil, API 41.1, temperature 96°F.).
2. Origin of last cargo.
3. Quantity of dirty ballast, and deballasting time (if any need to pump to shore, estimate time via 1 × 16 in. hose, maximum 70 p.s.i. discharge pressure, shore tank capacity 50,000 tons).
4. Quality and quantity of slops.
5. Maximum acceptable loading rate (storage tanker able to transfer 20,000 tons per hour).
6. Arrival draft (trim not to exceed 10 ft. or 3 m. by stern).
7. Maximum sailing draft.
8. Advise ability to simultaneously load and deballast with double segregation throughout.
9. Confirm latest editions of ISGOTT (International Safety Guide for Oil Tankers & Terminals) and OCIMF Ship-to-Ship Transfer Guide are onboard.

and additional items as follows:

Distance bow to manifold.

Helicopter landing area (helicopter has two engines and is large, takes about 20 persons).

Rig pilot ladder on starboard and 16 in. hose pick-up derrick on port side (SWL 10 tonnes).

I.G.S. works properly and all tanks including ballast tanks oxygen less than 8 percent by volume.

Mooring wires: Take off rope tail, this is extra ordinary request due to bad weather, the terminal had experienced rope tails breaking.

The Agent is requested to pass the following to the Port Authority:

1. ETA Ras Isa.
2. Vessel nationality.
3. Summer deadweight.
4. LOA.
5. Number of crew and confirm all healthy.
6. Quantity of cargo request for loading.
7. Arrival draft.
8. Name of Agent.

AUTHORITY: Yemen Hunt Oil Company, as Operator, P.O.Box 481, Sana'a, Yemen. *Tel:* Hodeidah 216080. *Telex:* 4013 YHOC YE. FAX: 967-2-216079. *Cables:* YHOC Sana'a, Yemen.

Ras Isa Marine Terminal, P.O.Box 3913, Hodeidah, Yemen. *Tel:* 967-3-217994. *Telex:* 5685 Yhocma Ye. *FAX:* 967-3-226153.

Contact: Ahmed Kulaib, Marine Superintendent.

SALEEF (Salif): 15.18 N. 42.41 E.

Also see "General" before first port.

Saleef Port is a natural port on the Red Sea, approximately 80 km. North of Hodeidah Port. Two routes, one round the North end of Kamaran Island and the other around the South end provide suitable access to the harbour.

As prevailing winds are generally Southerly or Northerly, vessels are able to approach the berth from downwind. This is important as vessels will probably have to berth without tug asistance. Initially, mooring facilities are designed for 50,000 d.w.t. vessels and consists of a wharf head 20 m. wide, 93 m. long with two dolphins. A 10 m. wide trestle connects the wharf head to the shore. Facilities are designed to absorb the berthing impact of a ship approaching with a velocity component of 15 cm. per second perpendicular to the berth face and for a 50 tons mooring line pull.

Future developments: A French consulting firm has been awarded the contract to submit a report on future developments of this port.

SHIPMASTER'S REPORT: December 1979.

Acknowledgements: Most of the information has been gleaned from local Agency representatives and Capt. A. Saeed, Harbour Master.

Reference has been made to Red Sea Pilot and various BA Charts. Local written information is unavailable for the area concerned.

General: Salif lies some 60 km. North of Hodeidah, it is a natural deepwater harbour sheltered by Kamaran Island.

Since 1976 the port has enjoyed moderate expansion and can now boast a modern jetty capable of berthing ocean going vessels; other pontoon type berths are available, these being linked to the shore by small stone jetties. At present the port can accommodate two vessels of up to 200 m. length with a draft of 12 m.

Salif is geared for the export of bulk salt and the import of grain and some general cargo. In the near future a further pontoon type berth is due to come into operation to be used solely for the import of bulk cement. A bagging plant and silo have been constructed to handle the additional cargo.

This report is mainly directed to the facilities associated with the import of grain, however where possible relevant information has been included which could prove useful to other vessels trading in the area.

Documents:

6 Crew Lists with Passport numbers.
2 Bonded Stores Lists.
2 Personal Manifests.
2 Vaccination Lists.
3 copies Cargo Manifest.
Local inward forms made out on arrival.

Approaches: (BA Charts: 543 and 548). Recommend approaching around the North end of Kamaran Island, as mentioned in Red Sea and Gulf of Aden Pilot, page 390.

The lighthouses stand out well, but at night they are not lit (December 1979). The only difficulty in making Salif, in daylight, is passing to the South of N.W. shoal light, the channel at this point being about one mile wide. At night the lighthouses prove quite good radar targets, and the various islands etc. show up quite well. Once around the top of Kamaran Island course can be set down Kamaran Passage to the anchorage area off Ras el Salif. Charterers frequently advise that passage is possible South of Kamaran Island, however this is not advisable; the leads mentioned on the chart are very difficult to see and there is no room for error.

Anchorage: No specific area designated but anywhere in the vicinity of Salif Jetty. For vessels waiting for the wheat berth it is best to anchor about 0.75 miles West of Ras el Salif. Good holding ground in about 14 fathoms of water. For vessels with poor radar it would be best to anchor outside Kamaran Island until daylight, when passage can be made in safety.

Weather: See "Red Sea Pilot" for information. At Salif the wind usually picks up during the day and this can delay berthing if the strength is above Force 4.

Pilotage: Pilot boards in anchorage area from medium sized launch. Yemenese Pilot with limited English.

Daylight pilotage only.

Berthing: Vessels berth, at the bagging plant pontoon, head to wind. The pontoon consists of a flat topped barge made fast to a small stone jetty; it is well fendered with car tyres. The offshore anchor is used whilst coming alongside and a launch runs various ropes ashore to posts set on the land. Five ropes are required either end and it is necessary to join the first few together as considerable lengths are initially run. The bagging pontoon can only accommodate one vessel at a time. See "Shipmaster's Report – May 1982".

The general cargo and salt exporting jetty lies some distance to the South of the bagging plant. This pier can take one vessel of up to 200 m. in length. Facilities at this berth are an improvement over the pontoon, however for the import of grain type cargoes, it is not so efficient, it being necessary to bag the cargo by hand. Both berths can take vessels with up to 39 ft. draft.

Buoys are at present being laid to the North of the bagging pontoon and these could prove an obstacle for vessels berthing. The moorings are being laid to assist vessels making fast to the new cement pontoon (See "Projects").

Quarantine/Health Regulations: Doctor boards on arrival, either at anchorage or alongside. No health forms as such. Certificates not required unless vessel from infected area when Yellow Fever and Cholera certificates are needed. No derat facilities.

Customs: Usual Islamic laws in force. Bond not sealed and apparently no objection for crew to consume spirits/beer on board. On no account must alcohol be given/sold to local Yemenese.

Immigration: Passports are inspected on arrival. (Harbour Master acts as translator for Immigration Authorities.) Shore leave granted with passes for Salif area only. Special permission has to be given to proceed outside local area, i.e. Hodeidah.

For crew repatriation, passports are taken to Sanaa by Agent for necessary visas to be arranged.

Medical Facilities: One doctor resides in Salif, Yemenese and speaks English. He will attend the ship rather than the patient visiting him. The nearest hospital is in Hodeidah.

Port Operations (Bagging Plant): Foremen and workers are hard working. The foremen reside in caravans close to the bagging plant whilst most of the stevedores come from Salif.

The method of discharge is to load a number of diesel driven evacuators on deck and by various pipelines, these are connected to a storage hopper situated on the pontoon/barge. The hopper is connected to a small bagging plant and by means of conveyors the sacks are loaded onto road transport.

Discharge rates per 24 hours worked between 1,600 tonnes and 1,850 tonnes. Charter Party rate indicated about 750 tonnes per day. The takeaway rate from the hopper appears to be adequate with plenty of road trucks available. The grain is shipped immediately to different parts of the Yemen.

It is usual to carry sufficient bags to enable the complete discharge of the grain to go unhindered. The bags are baled and discharged onto the pontoon at regular intervals.

Ship's gear is required at each hold to sling the pipes that lead from the evacuators into the hatch. It is also required for discharging the gunnies and for loading the evacuators (1.5 tonnes). The evacuators appear reliable but spillage of diesel results during re-filling etc.

Fresh Water: Available but expensive. Supplied by road tanker at 15 tonnes a time, it is necessary to use ship's pump for pumping the water aboard. Agents require ample notice prior to supplying water.

Fuel: Heavy oil and diesel oil not available unless barged from Hodeidah.

Stores: Not readily available; fresh stores difficult to obtain.

Agency: The main Agency lies some 60 km. away by track, and the ship is attended by a runner who commutes between Hodeidah and Salif. Considerable delays result before ship's business can be completed and it is necessary for everything to be in writing; repatriation, in particular, is difficult for the organiser as well as the traveller.

Communications between Salif and Hodeidah are non-existent, a telephone line exists, but this is out of order. It is however possible to communicate directly through Portishead Radio and sometimes the only way to get messages out.

Local currency and American Dollars are obtainable from the Agents. It is difficult to obtain the money from the Agents and generally it is best to arrive with sufficient cash on board to cover any expenditure.

To arrange repatriation it is necessary to allow at least 6 days. Visas have to be obtained from Sanaa and tickets arranged. If pre-paid tickets have been sent from U.K., then they must arrive in ample time. The airport at Hodeidah has regular connections with Sanaa which in turn is linked into most air routes via Paris. Transportation from the ship to Hodeidah is by Land Rover or similar four wheel drive vehicle.

Port Regulations: Nothing in writing. The Harbour Master is the person to approach if anything required. Apparently Salif is designated a military zone and this is the reason no written information is available.

Gangway: The vessel only lies alongside for a distance of about 80 ft. amidships and consequently a pilot ladder is used instead of a gangway or brow. If this causes any difficulty, ship's lifeboat can be used as a ferry between gangway and shore.

Watchmen: Supplied by local Police/Army. They remain aboard during vessel's stay and keep pilferage to a minimum. They also keep close watch on any alcohol that may be obtained by local Yemenese.

Shore Leave: See "Immigration".

Garbage: No facilities for taking garbage away from the ship; best to dump waste food etc., whilst retaining cardboard boxes, and plastic containers.

Repairs: Possible to immobilise main engines, as once on the berth it is unlikely to shift. No repair facilities ashore.

Time: GMT plus 3 hours (no change).

Flag: Yemen Flag must be flown at all times. Red, white, black horizontal stripes with a black star in the white section.

Consuls: Situated in Hodeidah or Sanaa. Harbour Master available for Noting Protest, etc.

Tugs: None available for berthing though frequently tugs operate in the area towing barges, pontoons, etc.

VHF: Situated in port office but hours of working very flexible. The Harbour Master normally calls any vessel up shortly after anchoring.

Fire/Ambulance: None available.

Projects: A new pontoon berth, similar to the grain berth, is being constructed about 0.25 miles to the North. Silos have been erected close to the shore and are capable of storing 9,000 tonnes of finished cement. A bagging plant has also been constructed next to the silos. It is intended that cement be shipped, in bulk, and with evacuators discharged into the silos.

SHIPMASTER'S REPORT: May 1982.

We were in Saleef recently with 39,127 tonnes wheat – ship 182.08 m. long. The following are changes to information in the Guide.

The barge – pontoon berth with bagging plant no longer exists and apart from cement boats all ships now berth at jetty by Salt terminal.

Minimum water we found there in 18 days' stay was 18.5 m.

Ship's gear must be used and grain is dumped on wharf and bagged in situ, being taken away by lorries. Rate erratic, between 900 t.p.d. and 2,000 t.p.d.

Vessel has to vacate berth for car carriers and salt loaders.

No shore leave permitted.

Bond is now sealed. No restrictions on what is kept out.

NOTES

Please also advise Shipping Guides Ltd.

Yugoslavia

BAR: 42.05 N. 19.03 E. (See Plan)

PORT LIMITS: Seaward limits of the port defines a line drawn between "Voluica" Light and Ratac Point.

DOCUMENTS:

On Arrival:

5 copies Cargo Manifest (for discharge).
Certificates for Hazardous Cargo Transport.
Originals of Vessel's Certificates.
2 copies Health Declaration.
1 copy General Declaration.
5 copies Crew List.
5 copies Passenger List.
5 copies Crew Personal Effects.
3 copies Stores Lists.
1 copy Animal Pets Aboard.
1 copy Certificate of Financial Insurance on Civil Liability for Oil Pollution – only foreign ships carrying more than 2,000 tons of oil.
3 copies List of Hazardous Cargoes loaded on board and Cargo Plan for Hazardous Cargo (1 copy).

On departure:

5 copies Crew List, if any change.
List of Hazardous Cargoes, if loaded and Certificate of Stowage.

PILOTAGE: Advance notice 24 hours through ship's Agent. Pilot boat blue hull, white deck house, with letter "P" on each side. Pilot boards off West Breakwater. Use international signals to call Pilot. Pilot may be contacted on VHF Channel 16, working on Channel 6.

ANCHORAGE: Safe anchorage West and N.W. off West Breakwater. Anchoring not allowed nearer then 0.5 mile off Breakwater.

RESTRICTIONS: Vessels, including tankers, enter/leave port by day and night. Depth entrance 14 m.

No restriction on LOA and beam. Foreign nuclear ships enter only with special permission. Leaving or entering port for foreign tankers not allowed if not having said Certificate.

MAX. SIZE: Fully loaded vessels up to 12.5 m. draft.

RADIO/VHF: Bar Radio, call sign YUW, 500 kHz and 516 kHz. Radio telephony on 2182 kHz on 2 metre band and on Channel 16.

Agents can be contacted through Bar-Radio on VHF.

Port Authority on VHF Channels 16 and 12.

Tugs on VHF Channel 6.

TUGS: 2 tugs with twin 594 kW engine.

BERTHING: Berth assigned at Agent's request or Receiver's/Shipper's, both for liners or tramps, at the daily meeting of the Harbour Board.

3,500 m. of berthing space and able to accommodate up to 20 ocean-going vessels.

CARGO HANDLING FACILITIES: Available for all kinds of general cargo, containers, pallets, Ro/Ro, bulk, fuel oil and chemical cargoes. Regular passenger service to Italy and from May – October to Greece.

Grain silos with 30,000 tons capacity with covered Vacuvator.

STEVEDORES: The Port Enterprise "Luka Bar" is the sole stevedoring company. Work is done Monday to Friday in 2 shifts: First shift 0600 hrs. –1400 hrs. Second shift 1400 hrs. – 2200 hrs. Third shift can be ordered at daily meeting, paid as overtime. Saturdays, Sundays and holidays may be worked on overtime.

MEDICAL: Medical care available at Medical Centre at Bar.

TANKERS: New oil berth can accommodate tankers up to 80,000 d.w.t., draft limit 12.5 m. Bunkers from local bunker station. Tank cleaning, pumping of slops and gas freeing not permitted in port.

Tankers must be ready to leave port at 30 minutes' notice, at any time and at request of Port Authorities.

DENSITY: Sea water.

FRESH WATER: Available from hydrants on quay. It is also possible to supply fresh water in the roads.

FUEL: Can be obtained from local bunker station or by fuel barge. All grades available.

CONSULS: None.

REPAIRS/DRY DOCKS: Dry Docks at Shipyard "Veljko Vlahovic", Bijela, 36 miles from Port of Bar, capacity of about 130,000 d.w.t. and 35,000 d.w.t., available for all types of deck and engine repairs. Minor damage can be repaired while loading/discharging.

SURVEYORS: Representative of Yugoslav Register of Shipping at Tivat (80 km.).

GANGWAY/DECK WATCHMEN: Available at Master's request.

OPENING/CLOSING HATCHES: Normally performed by crew, or as per Charter Party.

CARGO GEAR: Mobile Shore Cranes: 6×5 – 6 tons, 3×3 tons, 3×8 tons, 2×20 – 30 tons, 3×12 tons for bulk cargoes. Forklifts of 1 ton up to 40 tons capable of handling containers and Vacuvators. 1×40 ton container crane. If not agreed in C/P, loading and discharging is by shore cranes.

CUSTOMS ALLOWANCES: Yugoslav Customs Regulations apply.

REPATRIATION: From Bar by bus, train (International Lines), and ship.

TIME: Central European Time, GMT plus 1 hour. Summer time kept from March to October (date fixed annually).

SERVICES: Compass adjuster at Bijela (100 km.), RDF representative at Bar. Other electronics repairs via Agent.

HOLIDAYS: January 1st and 2nd, May 1st and 2nd, July 4th and 13th, November 29th and 30th. Work can be arranged on Sundays and 2nd day of two-day holiday.

POLICE/AMBULANCE/FIRE: Police Tel. 92; Ambulance Tel. 94; Fire Tel. 93.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Not required.

GARBAGE DISPOSAL: Collection service is performed daily whilst alongside, by special trucks. Charges are from U.S.$ 17.70 to U.S.$ 64.95 per day, depending on tonnage of vessel. Should collection only be required every second day then charges increase by 50%. Contact Tel: 085-12-332 or 085-12-022, Extn. 609.

WASTE OIL DISPOSAL: Anti-pollution service exists, using floating boom, skimmer and other equipment. Collection service is carried out using drums and tanker trucks. In the near future a barge and oily water separator will be in use. This service is carried out by PIOB. Tel: 085-12-332 and 085-12-022, Extn. 609. Telex: 63139. Fax: 12-213.

SEAMAN'S CLUBS: None.

CURRENCY: Yugoslav Dinar (YUD).

AUTHORITY: Lucka Kapetanija Bar, Obala 13, Jula 18, 85000 Bar, Montenegro, Yugoslavia. *Tel:* (085) 11-382. *Telex:* 63188 Luckap. *FAX:* (085) 11384. *Cables:* Lucka Kapetanija Bar.

AGENT: Jadroagent – Bar. Obala 13, Jula 6, P.O.Box 10, 85000 Bar, Montenegro, Yugoslavia. Cables: Jadroagent Bar. Tel: (085) 11-195, 11-194, 11-193. Telex: 63141 Yu Jadrag. Fax: (085) 12751.

ZELENIKA: 42.27 N. 18.35 E.

DOCUMENTS: See "Bar".

PILOTAGE: Pilot boards at entrance of the Bay of Kotor, near point Punta Ostro. In bad weather Pilot boards at anchorage.

ANCHORAGE: Good ground for anchorage S.W. of Zelenika, about 0.25 miles off port light in about 27 fathoms.

MAX. SIZE: Port of Zelenika damaged by earthquake and temporarily closed, vessels berth at the passenger quay at Herceg-Novi.

HEALTH: Radio Agent requesting Free Pratique, 24 hours before arrival. For vessels over 500 g.r.t. Pratique is given at the anchorage. For small ships and yachts, Pratique is given at Herceg-Novi.

TUGS: None. In cases of necessity can be ordered from shipyard at Bijela.

BERTHING: The berth is assigned through the Agents giving notice 24 or 48 hours in advance. At present there is berthing for small ships only at the passenger port at Herceg-Novi.

STEVEDORES: State stevedoring company.

MEDICAL: Nearest hospital at nearby town of Herceg-Novi.

FRESH WATER: Available from hydrant on the passenger quay at Herceg-Novi.

FUEL: Nearest bunker station is at Bar.

CONSULS: None.

REPAIRS: Any kind of repairs including dry docking at nearby shipyard at Bijela.

DRY DOCKS: Floating dock lifting capacity 10,000 tons, LOA 184 m., length over keel blocks 165.6 m., inside free breadth 25.5 m.

Floating dock lifting capacity 33,000 tons. LOA 252 m., length over keel blocks 235 m., inside free breadth 44 m.

The yard is about 4 miles East of Zelenika. The yard has 1,300 m. of fitting pier.

OPENING/CLOSING HATCHES: If not performed by crew, can be done by stevedores.

CUSTOMS ALLOWANCES: About 40 cigarettes and 0.5 litres wine/spirits per man per day.

CARGO GEAR: Loading, unloading performed with ship's gear.

TIME: Central European Time. GMT plus 1 hour. Summertime kept.

HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th and 13th; November 29th and 30th. Work can be arranged on Sundays and on 2nd day of two-day holidays.

POLICE/AMBULANCE/FIRE: No direct connection, in case of necessity call Agency, Tel. (082) 81-456 Jadroagent or (082) 81-261 Jugoagent.

SHORE LEAVE: Allowed.

IDENTIFICATION CARDS: Shore passes issued by local police.

AUTHORITY: Lucka Ispostava Zelenika.

AGENT: Jadroagent, Medunarodna pomorska i saobracajna agencija, Poslovna jedinica, Bijela. Tel: (082) 81-456. Telegraphic address: Jadroagent Bijela.

Zaire Republic

GENERAL:

ETA: It is essential that any change of vessel's ETA should be transmitted sufficiently in advance in order to avoid short shipments of cargo.

Matadi is only a transit port where cargo is not stored in order to avoid congestion.

Imported cargo is immediately re-forwarded to the interior while export cargo is only brought to Matadi a few days before the ETA of the vessel for which it has been booked.

Therefore, in order to make the cargo available at Matadi, shippers need a notice varying according to the cargo concerned, but which cannot be less than 2 weeks as is the case for coffee.

Agents at Matadi and Boma have been instructed to inform Port Authorities latest 4 days before berthing of inward cargo tonnages.

Non compliance with this provision may result in berthing delay.

PILOTAGE: Vessel should cable ETA 24 hours before arrival to the Harbour Master. Cable address: "Maritime Banana" via Banana Radio.

Pilotage compulsory for all vessels over 500 g.r.t. bound for Boma and Matadi.

Ships bound for Matadi and/or Boma must take a Pilot at the pilot station at Banana (at the mouth of the Zaire River). Pilot station at Banana can be contacted directly by radio (VHF).

In order to increase the safety and to facilitate the navigation on the river the Regie des Voies Maritimes have decided that in case a vessel is not equipped with a VHF installation the Pilot will bring one on board, for which a charge is made.

The following rules must be observed at the request of the Regie des Voies Maritimes for embarking and dis-embarking of Pilots.

If gangway is rigged astern on the port side it is compulsory to use the pilot ladder.

If gangway rigged amidships on port side it is recommended that the pilot ladder is used in combination with the gangway.

Pilots requesting only the gangway do so at their own risk.

Theoretically sailing from Matadi/Boma is only authorised if vessel can reach Banana by 1800 hrs. at latest since navigation on the Zaire river is normally limited to daylight hours.

With regard to the trim the pilotage services ask Masters to comply with following rules:

Maximum draft 12 ft. aft; 2 ft. forward.

DOCUMENTS: *Ship's Documents required on arrival:*

Clearance from last port.
7 Crew Lists.
3 Lists of Arms and Ammunition.
7 Passenger Lists.
1 List of stowaways.
2 Crew Declarations.
3 Lists of Ports of Call.
2 Stores Lists.
1 International Tonnage Certificate.
1 International Load Line Certificate.
1 Derat Exemption Certificate.
1 Cargo Ship Safety Equipment Certificate.
1 Certificate of Registry.
1 Radiotelegraphy Certificate.
1 Construction Certificate.
1 Certificate Form on Board.
Free Pratique.

Documents required for disembarking passengers and discharging cargo:

A. To be received by mail at least 8 days before ship's arrival:
(1) Cargo:
  3 Freight Manifests
  8 Cargo Manifests
  5 copies of Bills of Lading
  6 copies of Stowage Plans.
(2) Passengers:
  1 Accountancy
  3 Passenger Lists, for passengers for the port/or in transit.
B. To be received by ship's bag at ship's arrival at quay:
(1) Cargo:
  1 Freight Manifest
  4 Cargo Manifests
  3 copies of Bills of Lading.
(2) Passengers:
  1 Freight Manifest
  4 Passenger Lists for passengers for the port and/or in transit.

It is most important that stowage plans be available before vessel's arrival. Vessel's operations are indeed delayed to the next shift if same are only remitted upon arrival.

DRAFTS AND CURRENTS: Drafts on Zaire River are influenced by seasonal water levels and by the state of dredging. They have been varying over the last 5 years from 21 ft. to 26 ft. and are presently (March 1994) as follows:

Inwards: High Water: 21 ft. 00 in.
Outwards: High Water: 22 ft. 00 in.

The authorised drafts are notified regularly by the Port Authorities.

The currents of the river and from berth to berth as well as in Matadi and Boma vary and depend upon the high and low levels of the water sometimes with adverse currents and still waters.

For proceeding to Matadi and according to the season vessels must have a speed of at least 10.5 to 11 knots, especially to pass the "Devil's Cauldron" about 3 miles before Matadi. 12-13 knots or greater sometimes requested for a 10-15 minute period.

HEALTH: Ship's crew must have an International Certificate of Vaccination against yellow fever and cholera.

RADIO: Banana Radio, 9PA.

Telegraphy – medium wave: 0430 – 2030 UTC.
500 kHz.
Working frequency: 489 kHz.
Listening frequency: 480 kHz.
512 kHz.
Traffic list each hour + 00 of each hour during service hours.

Telegraphy short waves: 0500 – 2000 UTC.

Traffic list at:
0500/0700/0900/1100/1600/1900: 8445.0 kHz
0600/0800/1200/1400/1700 : 12660.0 kHz
1000/1300/1800 : 22431.0 kHz
1500 : 17184.8 kHz

Reserve frequency for medium wave: 6491.5 kHz

Remarks: This frequency is used for traffic when QRN appears o 489 kHz.

Reserve frequency: 8546 kHz.

Listening on 8, 12 and 16 MHz, Channels 5, 6 and 15. On 22 MH Channels 3, 4 and 9.

Each Channel is monitored during 1 minute in a scanning system an this, during 15 minutes following traffic list (same frequency band a traffic list) after 15 minutes, the receiver is blocked on Channel 6 (4 o 22 MHz) until next traffic list.

Telex on Request

Paired frequencies:
Code 34646 (This is not definite since it must be allocated by UIT)

9PA:	8714 kHz	Ship: 8353 kHz
	13078.5 kHz	12498.5 kHz

Telephony: 0430 – 2030 UTC

Listening:	2182 kHz	2182 kHz
	4125 kHz	4125 kHz
	6215.5 kHz	6521.9 kHz
	8257 kHz	8780.9 kHz
	12392 kHz	13162.8 kHz

Telephony Short Wave: 0430 – 2030 UTC.

Traffic list at:

0430/0630	on 6521.9 kHz – listening	6215.5 kHz
0530/0830/1030/1530	on 8753 kHz – listening	8257 kHz
0730/0930/1430/1930	on 4419.4 kHz – listening	4825 kHz
1130/1630	on 13162.8 kHz – listening	12392 kHz
1230/1730	on 17294.9 kHz – listening	16522 kHz
1330/1830	on 22658 kHz – listening	22062 kHz

Telephony VHF: 0430 – 2030 UTC.

Channel 16. Simplex Channels. Duplex Channels.

Remarks:

1. Telephone connections are possible and Agent accepts telegram in telephony.

2. Other available frequencies for telephony:

Banana Radio/9PA	*Ship*
4357.4 kHz	4063.0 kHz
4382.2 kHz	4087.8 kHz
8777.8 kHz	
8762.3 kHz	8238.4 kHz
13181.4 kHz	12410.6 kHz
17350.7 kHz	16577.8 kHz

3. Radio beacon continuous.
Frequency: 315 kHz. Call Sign: BAN.
Position: Lat. 05° 53′ 24″ S., Long. 12° 17′ 48″ E.
Power: 1kW.
Antenna: Omni-directional.
Range: 350 miles (daylight).

BRIDGES: *Bridge on River Zaire:* It is advisable to sound whistle o approaching bridge, to warn small canoes in the fairway.

FUEL: Must be ordered from Petrozaire at least 48 hours befor required. Normally supply of gasoil, light and heavy fuel is effected a Banana between Buoys 12 and 14 ex-barges with: minimum quantity - 250 tons; maximum quantity – 800 tons (total barge quantity).

Smaller quantities can also be supplied in Matadi or Ango Ango.

STEVEDORES: The ONATRA (Office National des Transports) – publ institution, has the monopoly of the handling, stevedoring and trans operations at the ports of Matadi and Boma.

At each berth the responsible "Pier Master" remains in constan contact with the Chief Officer during the whole operation.

Working shifts are as follows: 1st. shift: 0630 – 1430 hrs.; 2nd shi 1430 – 2230 hrs. overtime; 3rd shift: 2230 – 0630 hrs. overtime.

Work must be ordered the day before vessel's arrival. However, i gangs are available, work can still be ordered the day of vessel's arriv but latest at 0930 hrs. during week days.

In principle no work is done on Sundays, holidays and during th night. If required same has to be ordered by writing 1 working day i advance before 1000 hrs. Port Authorities will then decide according t the situation at that time.

According to the situation of the Port, the Authorities can also orde labour 24 hours per day Sundays and holidays included.

At Boma there is no third shift – however on special request, wo can eventually be granted until 2400 hrs.

At Matadi work during third shift will only be ordered upon speci request from vessel.

For all stevedoring operations the use of shore cranes/dock labour is compulsory. It is only in particular cases such as handling o containers/"heavy lifts" or prolonged (electrical) breakdowns that Po Operators can authorise use of vessel's equipment.

GENERAL: The following telex was received from an Agent in 1994: Quote:

"Commercial calls for discharging and/or loading cargo in Zaire ar subject to vessel's Owners and/or Operators, having been gran "Approved" status by Zairese freight office "Office Zairois de Gestio du Fret Maritime – OGEFREM", after signing a "Contrat d'Adhesio and making U.S.$10,000 deposit as security for compliance with Zaires Maritime Rules.

Cargoes loaded abroad for discharge in Zaire are subject to a waiver to be obtained at port of shipment with the local OGEFREM representatives. The waiver is evidenced by "Attestation de Reservation de Cale – A.R.C.", copy of which together with a copy of the Freight Manifest must be remitted by the vessel's Agents to OGEFREM office in the Zairese port of discharge. Vessels carrying cargoes to Zaire without A.R.C. are imposed with a penalty of 20% of the freight which, if not paid immediately, is deducted from the deposit, and the Owners are invited to complete it to reach again U.S.$ 10,000, pending which the Owners "Approved" status is suspended and their vessel's calls are not authorised."

Unquote.

Quay Practices:

The Zaire courtesy flag must be hoisted by foreign ships during daytime.

In view of the proximity of the town, the use of whistles, sirens and similar signals is forbidden, except on special occasions.

Safety nets must be put between ship and quay at each of the working hatches and beneath the gangway.

No rubbish whatsoever may be thrown overboard.

Official Language:

The official language used by the Port Authorities and Administration is French.

Cargo plans:

According to ONATRA's instructions, stowage plans of ships calling at Matadi/Boma must be issued in such a way that they show clearly where all goods loaded for Matadi/Boma in several ports are located. This enables ONATRA to have, at once, a clear view of each vessel and to study, before ship's arrival, the discharging/loading possibilities.

Those stowage plans must reach Agent before ship's arrival.

Vessel's loading/discharging operations will only start during the next shift if stowage plans are remitted upon vessel's arrival. A request can be made to shift the vessel to a more convenient berth depending upon the cargo concerned.

With regard to cargo loaded, ONATRA does not issue stowage plans and Masters should consequently be instructed to draw up stowage plans themselves for transmission to corresponding discharging ports.

It is customary not to moor ships at Matadi/Boma between 2200 hrs. and 0600 hrs. They remain at anchor.

Important Notices:

In connection with manifests for Matadi/Boma cargo:

1. Liner Terms Cargo:

According to the General Rules and Tariffs stowing, unstowing, loading, discharging rates are applied on weight/measurement, whichever is the highest irrespective of the freight unit.

The Port Authority ONATRA instructs therefore that:

(a) The Freighted Manifest remitted to them must show three columns detailing respectively weight and volume and freight unit (freight tons) of each cargo/bill of lading.

(b) At the bottom of each page a summing up of tonnage/weight, tonnage/volume and freight units (freight tons) should be mentioned.

(c) The last page of the manifest shall contain a separate recapitulation of weight tons, volumes and freight units (freight tons) showing thus the respective totals of each item.

Corrections or additionals added by the Agent at Matadi/Boma by hand or with typewriter are not accepted by ONATRA.

ONATRA is fully implementing the regulations and, for vessels whose manifests are incomplete or incorrect, a penalty, which may reach 1,000% of the stevedoring costs (or 10 times) is charged.

2. F.I.O. Cargo:

The same information is to be supplied as for Liner Cargo but, in addition, the manifest and B/L must clearly mention that cargo is carried on free out terms.

BANANA: 06.01 S. 12.25 E.

DOCUMENTS: See "General" before first port.

APPROACHES: In view of the strong current, and in view of the fact that the lights of the navigation buoys on the river do not always work properly, night navigation is practically impossible. Tankers, therefore, arriving at night, or in times of congestion, are recommended to anchor approx. 5 miles West of Moita Seca Light in approx. 10 fathoms, about 12 miles from Stella Buoy.

PILOTAGE: River can be entered direct from sea in deep water. Pilot (not compulsory) will board vessel from 0600 hrs. with Authorities at Pilot Station located one mile South of Banana Point.

The position of the flare of the SOCIR Refinery at Moanda is:

Lat. 5° 57′ 51″ S.
Long. 12° 25′ 07″ E.

The flare is visible during day and night and may be a good bearing for vessels approaching river.

Sailing from "Stella Buoy" at 0600 hrs. vessels with a speed of up to 14 knots must pass Bulabemba before 1400 hrs. and vessels with speed in excess of 14 knots by 1500 hrs.

MAX. SIZE: Tankers up to 35 ft. draft may discharge at buoy moorings. Also see "Berthing – Commercial Port".

HEALTH: Quarantine Officer boards at sea buoy. Free Pratique usually granted as soon as Maritime Health Declaration completed. Valid cholera and yellow fever inoculations required for all crew members.

RADIO: *Tankers:* At least 3 days' notice required to Agent (ETA and draft only) and to Harbour Master, "Maritime Banana" (ETA only). It is necessary to transmit these notices via another shore station (e.g. Cape Town Radio, Libreville Radio, etc.), as the Banana Radio Station can only be reached 2 days prior arrival. Close advice on changes in ETA necessary to prevent delays in waiting for Pilot and lighters.

Radio Banana (9PA) – see "General" before first port for details.

BERTHING:

Commercial Port:

The commercial port consists of a landing space of approximately 2,000 sq.m. in front of a warehouse with approximately 2,500 sq.m. storing room.

ONATRA, the Port Authority, has no cranes and the port equipment is extremely limited. Any discharging and/or loading must therefore be done by ships' gear.

With a draft of more than 17 ft. (indicative) cargo operations to be performed at anchor between Buoys No. 12 and No. 14. Barges and gangs are then supplied on request.

With a draft of less than 17 ft. (indicative) vessel can berth at ONATRA wharf inside Banana Bay.

Length of the wharf: 75 m.

DENSITY: Brackish to salt.

FRESH WATER: Not available.

FUEL: Must be ordered 48 hours in advance from Petro-Zaire. Bunkering takes place between Buoys No. 12 and 14. Gasoil, light and heavy fuel oil available. Barge capacity 800 tons, minimum order 250 tons.

MEDICAL: Doctor available for emergency only. No dental or hospital facilities.

TANKERS: Tankers remain at anchor between Buoys No. 12 and 16 on the river, anchorage being agreed upon by the Master and the local suppliers' representative who will have received the advice of the Pilot. Since there is no mooring buoy and in view of the strong currents it is recommended to use both anchors while main engine to remain on standby.

Cargo Operations: Tankers discharge into/load from cargo barges moored alongside either side. These barges (three in total) have a capacity of 1,650 long tons or 2,050 cu.m. and can receive the cargo at a rate up to 400 t.p.h. Under normal conditions the refinery will handle these barges per shift of 12 hours. Cargo operations are effected continuously day and night during Sunday and holidays, in shifts from 0600 – 1800 hrs. and from 1800 – 0600 hrs.

Sailing: Tankers sail without Pilot and may leave any time.

Moanda Terminal: To notify his arrival, Master to call M.V. "Afran Zenith" by radio. Vessel will then proceed to single buoy mooring berth with following particulars:

Depth: 57 ft.
Position: Lat. 5° 57′ 50″ S.
Long. 12° 08′ 19″ E.

where loading will take place.

The storage tanker is moored in position:

Lat: 05° 57′ 30″ S.
Long: 12° 06′ 00″ E.

No tank-cleaning facilities. Barge available for dirty ballast reception limited to 2,000 cu.m. per trip which occasionally and on special request can be put at disposal by the refinery.

Also see "Shipmaster's Report".

REPAIRS: No facilities.

HOLIDAYS: See "Matadi".

SHORE LEAVE: Shore leave is presently not allowed due to lack of communications; only in urgent cases may a crew member join one of the refinery tugs. There is no entertainment whatsoever ashore.

GENERAL: During stay of tankers at anchorage the discharge and/or loading operations are constantly supervised by representatives of the refinery, who are to be accommodated on board and to be provided with meals.

SHIPMASTER'S REPORT: September 1985.

Location: Moanda Oil Terminal is operated by the Zaire Gulf Oil Company. It is located about 10 miles offshore from Zaire. It consists of a SPM in position Lat. 5° 57′ 50″ S., Long. 12° 08′ 19″ E. in about 75 ft. of water. Crude oil is transferred to the export tanker at the SPM from the storage tanker "Afran Zenith" of 95,185 d.w.t.

Wind and Swell: Wind and swell are mostly from a Southwesterly direction with a heavy swell from March to September. The tidal range in the vicinity of the berth is 6.9 ft. The current in the area is a composite of the effect of the general Northwesterly drift and the outflow of the Zaire River. This results in a current of 3 – 4 knots or more in a Northerly at Westerly direction. In view of the foregoing, Masters of vessels calling at the terminal are advised that under no circumstances are engine repairs permitted within terminal limits.

Communications: Vessels bound for Zaire are required to advise their ETA:

(a) Via COMSAT to Master m.v. "Afran Zenith" GZOL 1242403; or

(b) Via telex or radiogram to the main office of the vessel's Agent in Kinshasa who will pass over the information to Zaire Gulf Oil Company (ZAGOC) and to their local office at Moanda.

ETA messages to be sent 72, 48 and 24 hours before arrival at the terminal and should contain the following information:

(a) Name of vessel.
(b) ETA in GMT (Zaire time is GMT plus 1 hour).
(c) Name of Master.
(d) Estimated arrival draft, fore and aft and displacement.
(e) Time for discharging clean ballast, if any.
(f) If vessel proceeding to any port(s) prior to Moanda and if so delays anticipated.

A 24 hour watch is maintained on VHF Channel 16 on "Afran Zenith" and contact is usually possible at a distance of 20 – 30 miles.

Dirty Ballast: No facilities exist for receiving dirty ballast and all tankers must arrive with clean ballast.

Cargo Information: Oil loaded at the Moanda Terminal is Zaire composite crude with an average API of 31.5. The loading temperature will vary from 80°F – 85°F and is fairly steady throughout the year. The loading rate is about 30,000 bbls.p.h.

Approach to Anchorage/Mooring Master Boarding Area: If vessel is required to anchor, the recommended tanker anchorage is within a circle 0.5 miles in diameter and its centre is located in a position 5 miles due West of the SPM. Owing to the presence of oil wells and submarine pipelines vessels should not enter into the area bounded by lines joining the following positions:

(a) Lat. 05° 46.5′ S., Long. 12° 12.5 E.
(b) Lat. 05° 49.5′ S., Long. 12° 09.0 E.
(c) Lat. 06° 00.0′ S., Long. 12° 09.0 E.
(d) Lat. 06° 00.0′ S., Long. 12° 18.0 E.
(e) Lat. 05° 53.5′ S., Long. 12° 18.0 E.

The ZAGOC Mooring Master Boarding Area is 3 miles due West (Lat. 05° 57.30′ S., Long. 12° 06′ E.) of the storage tanker "Afran Zenith" or boarding will be at the anchorage as appropriate.

Accommodation: During vessel's stay at the terminal the Mooring Master, Loading Master, Agent, Surveyor and 4 men for the hose gang will stay on board.

Mooring Arrangements: Mooring operations are only undertaken by day under normal weather conditions. Unmooring operations can be undertaken at any time. The following preparations are required on the export tanker:

(a) 4 mooring ropes, minimum length 220 m. and size 9 in., buoyant lines if possible e.g. polypropylene, in good condition.
(b) 2 suitable heaving lines of appropriate length.
(c) 2 mooring lines aft for securing a tug to realign the vessel to the buoy if necessary.

Hose Connections: 1×16 in. hose is connected to the ship's manifold.

Bunkers: Not available.

Fresh Water: Not available.

SHIPMASTER'S REPORT: April 1987.

Vessel discharged at Banana and Ango-Ango.

Approaches: Wide open with very deep water approach. Vessels can anchor at either side of the river mouth in 20 fathoms. Pirates do not appear to be a problem. The very small amount of traffic using the Congo indicates that there will be no problems with regard to crowded anchorage.

Pilotage: River passage is during daylight hours only. The Pilot boards off the Banana Creek Channel, and the lightening anchorage is between Buoys No. 12 and 14, however No. 12 Buoy is missing. A secondary anchorage is between Buoys No. 16 and 18, abeam of Crique Ariel Beacon. Both anchors with about 7 or 8 shackles will be used in either anchorage. The current is always out-flowing, so there is no fear of a fouled hawse on this visit. This vessel tried to anchor in the first anchorage, (vessels normally try the first anchorage, so as to be that much nearer to Banana for the lighters). Vessel started dragging anchors, so we hove up and moved into the second anchorage.

Officials: 14 officials boarded the vessel.

Documents:

8 copies Crew List.
6 copies Passenger and Mail List.
6 copies Stowaway List.
4 copies Cargo Manifest.
4 copies Ullage Report from Last Port.
6 copies Kroo Boy List.
6 copies Arms and Ammunition List.
6 copies Narcotics List.
6 copies List of Ports Visited.

Discharge: Lightering only at Banana.

The amount of lightering depends on the water available in the dredged sections further upstream, (all the cargo lightened has eventually to be taken up to Ango-Ango by the lighters).

On this occasion, we had to off-load into 5 lighters, to come up to 23 ft. draft (max. permissible draft up-river at this time). Only 1 tug was available so this meant 3 trips. No unloading took place between midnight and 0800 hrs. the next morning.

One pump was used, discharging to 1 barge each side simultaneously. The tug takes 2 barges at a time back to banana.

Passage to Banana and Ango-Ango: The passage to Banana takes 6 to 7 hours, and if vessel cannot arrive at Ango-Ango before 1700 hrs., then vessel will anchor at Boma. All passages take place during daylight hours.

The continuous outgoing river current can vary from 3 knots up to 6 – 7 knots, depending on rainy or dry season.

From Banana to Buoy No. 24, there is plenty of water and room to manoeuvre, etc. although it should be emphasised that here are very few aids to navigation which can be relied upon. The buoys throughout the river passage are very doubtful as to their position (they may have been moved as the channel moves, but no Notice to Mariners issued). The strength of the river current must make the mooring of these buoys very difficult, also many of them consist of oil drums fastened together.

There is a narrow channel section (dredged in parts) from Buoy position No. 46 to Buoy No. 78. Part of the new channel veers away from the dotted line on the chart, and goes off to the West of "Archipel des Tortues", up what appears on the chart to be a narrow creek. From here on there is no visual chart indication of where you are going. In the narrow parts there may be 2 buoys (oil drums) to go between, but even so there are quite a few severe turns. so there are quite a few severe turns.

From Buoy No. 86, you are back in soundings and there is plenty of water up to Boma. The Pilot changes at Boma.

We anchored overnight at Boma. The anchorage is opposite Boma town and is in a quiet stretch of water out of the current. Only one anchor is used (4 shackles), and as the current flow is always in the same direction, there is no reverse of heading, so although you are close to the South side of the river, the only problem will be if there is a sudde change of wind during one of the passing tropical downpours.

The passage from Boma to Ango-Ango is all in deep water, and i comparatively wide, although there is the occasional whirlpool, an navigation aids are sparse with a rocky shoreline.

Ango-Ango Berth Approaches: The approach is straightforwar although there are no mooring launches or tugs. The berth itself is n slack water. Normally, the vessel is put slightly ahead and off the bert and the port anchor is dropped, with 3 shackles. The bow is th manoeuvred into the berth using engines and anchor, then head lin are sent ashore via shore messengers (the headlines may look li breast lines, and the breast lines like half springs), but be sure to ge the correct lines as per plan (See "Plan"), they appear to have se messengers for each shore bollard, no springs are allowed on to th pontoon. The after lines are also sent via messengers, so be sure t organise with the Pilot as to which sequence is required, especially th springs being sent from aft, and the breast lines from the main deck.

Documents at Ango-Ango: The same number of documents as requir at Banana are again required in Ango-Ango.

Discharge: The discharge is made via 2 sets of 2 × 6 in. lines connecte via shore supplied "Y" pieces connected to ship's 8 in. manifolds. Bo jet fuel and MOGAS were discharged simultaneously.

The departure is fairly straightforward, heaving off on the anchor, an there is plenty of room to swing vessel round in, especially with the bo being out in the current, and the stern in comparatively slack water.

The passage down river is, of course, much quicker with all the curren with you.

AUTHORITY: Office National des Transports, ONATRA.

AGENT: See "Matadi".

BOMA: 05.51 S. 13.03 E.

DOCUMENTS: See "General" before first port.

PILOTAGE: Port is situated on the right bank of river, about 44 mile above pilot station at Banana.

Radio "Maritime Banana" 24 hours prior arrival giving ETA at Banan and requesting Pilot. Sailing for Banana from 0600 hrs. till 1600 hr Sailing for Matadi from 0500 hrs. till 1600 hrs.

RESTRICTIONS: Depth at bar 30 ft. Permissible draft for navigating rive varies between 20 ft. to 27 ft. according to local conditions and shoul be checked with Port Authority in advance.

HEALTH: Quarantine Officer boards on arrival. All crew member require valid cholera vaccinations and yellow fever inoculatio certificates.

TUGS: 2 tugs of 200 and 300 h.p. available to assist berthing.

BERTHING: Total quay length 450 m. with 3 berths alongside. Dep of water at the quay, 8 m. at low water. Maximum current at the berths i 3 knots.

STEVEDORES: See "General" before first port.

Port Equipment:

6 electric cranes on rails, capacity 3 – 6 tons.
2 steam cranes on rails, capacity 7.5 ton at 6 m. (5.0 ton at 10 m.)
5 banana conveyors.
1 electric crane, capacity 6 tons.
8 forklifts.
5 tractors and 40 trailers and carts.
1 Palm kernel elevator.
1 Automatic grab.
2 Hyster carry cranes.
7 barges, capacity 100 tons.
1 pontoon, capacity 75 tons.

FRESH WATER: Available from quays, suitable for drinking.

FUEL: See "General" before first port.

MEDICAL: Doctors and hospital facilities available.

REPAIRS: No facilities.

HOLIDAYS: See "Matadi".

GENERAL:

Exports: Logs and timber, plywood, veneerwood, coffee, cocoa, rubbe bananas, palm kernels, oils, cakes, about 8.8% of the total exports o the Zaire.

Imports: Various. About 2.5% of the total tonnage imported into Zair

Current at Quays: The currents of the river vary from berth to berth an depend upon the low and high level of the water with sometimes advers currents and still waters.

Maximum speed at high level: 3 knots.
Minimum depth at the lowest level: 8 m.

AUTHORITY: Office National des Transport – ONATRA.

MATADI, (including Ango-Ango): 05.49 S. 13.27 E.
(See Plan)

DOCUMENTS: 7 days before arrival of vessel the following must be in the hands of the Agent:
4 Manifests (detailing explosives, general cargo, heavy lifts).
3 Stowage Plans.
6 copies of Bills of Lading.
1 Freighted Manifest.
On arrival:
Maritime Declaration.
Ship's Register.
3 Crew Personal Effects Lists.
2 Stowage Plans.
1 Freighted Manifest.
3 Lists of Ports of Call.
7 Passengers Landed.
7 Passengers in Transit.
5 Crew Lists.
5 Kroo Boys Lists.
2 Provisions Lists.
4 Individual Manifests.

PILOTAGE: Compulsory for vessels over 500 g.r.t. Radio "Maritime Banana" 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot boards at Banana Pilot station. Distance from Banana to Matadi about 75 miles. Sailing for Banana from 0600 hrs. – 1300 hrs./1400 hrs., depending on vessel's speed. Deadline for passing Boma 1600 hrs. Sailing for Boma from 0500 hrs. – 1600 hrs.

RESTRICTIONS: Depth at bar 30 ft. Permissible draft for navigating Zaire River varies between 20 ft. and 27 ft. according to local conditions and should be checked with the Port Authority 3 days in advance. Berthing at Ango-Ango up till 1800 hrs. only.

MAX. SIZE: Controlled by draft in river. Max. draft Berth No. 1 is 23 ft. – 24 ft.

HEALTH: Quarantine Officer boards on arrival. All crew members require valid cholera and yellow fever inoculation certificates.

TUGS: "Viva" 1,700 h.p., "Inga" 850 h.p., "Boma" 250 h.p., "Banana" 600 h.p. and "Soyo" 220 h.p.

BERTHING: At Matadi. Total length 1,728 m.

Pier 1 – 149 m.	Pier 6 – 176 m.
Pier 2 – 161 m.	Pier 7 – 188 m.
Pier 3 – 155 m.	Pier 8 – 149 m.
Pier 4 – 158 m.	Pier 9 – 167 m.
Pier 5 – 156 m.	Pier 10 – 143 m.

Piers No. 5, 6 and 7 for full container vessels.
Minimum depth at Piers 8 and 10 is 10 m.
In addition there is a berth length 400 m. for barges.
At Ango-Ango: Length of pier 150 m. Presently used for discharging and loading flammable goods and explosives.

UNLOADING RATE: 800 tons to 1,000 tons of general cargo per day of 3 shifts.

CRANES:

44 Cranes (Electric and hydraulic) on rails	3 – 6 tons	
1 Derrick Fixed	*50 tons	(Pier 4)
1 Bridge Crane	5 tons	
6 Electric Cranes	3 – 6 tons	
2 Electric Cranes	10 tons	
3 Electric Cranes	6 tons	
1 Floating Crane	14 tons	

*Actual capacity 34 tons.

BULK HANDLING FACILITIES: Palm oil is stocked by 4 companies in Matadi, 3 of which have pipelines to a main quay. The palm oil installations of CCP are at Ango-Ango where ships must berth at Sep Zaire pier. Vessels handling Sep Zaire cargoes are given priority at this pier and in case of unavailability of berth, palm oil would be loaded by barge of 260 tons capacity at Matadi.

Palm kernel oil is also loaded at Berths No. 2 – 9 and Palm Oil at Berth Nos. 2 – 8 in Matadi.

P.L.Z. (Plantations Lever au Zaire) capacity	13,450 tons
AMATO-Freres	3,700 tons
MADAIL	2,340 tons
C.C.P.	3,627 tons

Cereals discharged by suction at Berth No. 9. Rate 1,000 t.p.h.

BARGES/EQUIPMENT:
Barges:
2 Pontoons N.T. 41 tons each
8 Pontoons N.T. 75 tons each
1 Lighter N.T. 91 tons
2 Lighters N.T. 99 tons each
1 Tankbarge N.T. 279 tons
19 Lighters N.T. 339 tons each
1 Lighter N.T. 438 tons
11 Lighters N.T. 487 tons each
1 Lighter N.T. 514 tons
1 Lighter N.T. 522 tons
10 Lighters N.T. 557 tons each
2 Landing craft 875 tons each

Equipment:
28 Tractors and 242 trailers and carts
71 Forklifts with a maximum capacity of 2,500 kilos
2 Roller bridges 30 tons
3 Fork conveyors
34 Platforms × 20 ft.
6 Platforms × 40 ft. (Unilock)
1 Pushwagon tractor
Grain Elevators (Midema)

DENSITY: Fresh water.

STEVEDORES: See "General" before first port.

MEDICAL: Doctors and hospital facilities available.

TANKERS: Discharge at Sep Zaire pier at Ango-Ango or Matadi. If lightening necessary before berthing, this can be effected at Ramler Buoy, 17 miles above Banana. No tank-cleaning facilities. No fresh water.

Also see "Shipmaster's Report" dated September 1990.

FRESH WATER: Delivery aboard the ship through valves and at each pier. Maximum daily capacity 200 tons. Delivery takes place according to the quantity asked for and usually during night.

Delivery cannot be done at the loading berth of Sep Zaire at Ango Ango.

Suppliers need 48 hours' notice. It is therefore highly recommended that Masters cable their needs well in advance to Agent and/or through Owners.

FUEL: See "General" before first port.

GANGWAY/DECK WATCHMEN: Recommended.
Piracy: Acts of piracy have taken place in the port.

REPAIRS: Small repairs possible at railway workshop.

HOLIDAYS: *Legal Holidays in Zaire – 1989:*

1st January	New Year's Day
4th January	Martyrs of Independence
1st May	Labour Day
20th May	Anniversary of the M.P.R.
24th June	Money Day
30th June	Independence Day
1st August	Parents' Day
14th October	Zaire Youth Day
27th October	Zaire Day
17th November	Army Day
24th November	Anniversary of the New Regime
25th December	Christmas

GENERAL: *Currents at the quays:*
The currents of the river vary from berth to berth and depend upon the high and low levels of the water with sometimes adverse currents and still waters. Difference between high and low level of the river is approximately 5.50 m.

Maximum speed at high level: 6 knots.
Minimum depth at lowest level: Minimum 8 m. at low water and minimum 10 m. at low water at the new Kala Kala quays.

Exports: Logs and timber (plywood, veneerwood), coffee, cocoa, rubber, copal, bananas, manioc, groundnuts, palm kernels, oils, cakes, fibres, cotton and copper.

Port Equipment and Accommodation: Matadi is the only Zaire port handling the despatch of export products originating from the interior and the import of products destined to Zaire (excluding Boma which is of minor importance and only serves the Mayumbe area).

About 90% of the tonnage in – and outward goes through Matadi at the head of the S.N.C.Z. railroad from Matadi to Kinshasa. The latter locality being a handling and concentration centre of the goods directed to or coming from Matadi.

SHIPMASTER'S REPORT: January 1981.
Documents and papers required on arrival Matadi:
7 Crew Lists.
2 Maritime Declarations of Health.
7 Passenger Lists (even if nil).
5 Ports of Call Lists.
4 Arms and Ammunitions Lists (even if nil).
4 Narcotic Lists.
3 Stores Lists.
2 Crew Customs Declarations.
1 Vaccination List (Cholera/Yellow Fever).
4 Animal List. (even if nil).

Following documents have to be shown to the Port Authorities:
Classification Certificate.
Ship's Register.
Derat Certificate.
Certificate of Tonnage Measurement.
Cargo Ship Safety Construction Certificate.
Cargo Ship Safety Radio-telegraphy Certificate.
Cargo Ship Safety Equipment Certificate.
International Load Line Certificate.
The official Log Book of the vessel and the Articles.

The number of crew written in the Crew Lists will be checked with the entries in the Articles.

Shore Leave: Each crew member receives a shore pass without particulars, which has to be returned before departure of the vessel. Fines will be imposed if shore leave pass is lost.

SHIPMASTER'S REPORT: August 1982.
As far as I could ascertain the only point in the Congo River where one can expect currents of 12 knots is in the "Devil's Cauldron" between Matadi and Ango-Ango. The rainy season is Jan./Feb. and the dry season June/July. The average current in the rainy season is 4 knots and in the dry 3 knots.

Tankers and other vessels who clear at Banana generally must go through the same procedure again at Ango-Ango or Matadi. A complete set of papers is expected as though it is the first entry into the country.

SHIPMASTER'S REPORT: September 1990.
Ango-Ango: Vessel discharged refined oil products.
There was no attempted theft whilst in this port. The people are as friendly as one could wish to meet, and having been ashore over the weekend, the "run ashore" could be described as excellent without any risk of violence, to any crew member. The Port Authorities and Officials, though numerous, were efficient and helpful, as were the Agent and the plant personnel. The plant itself was well run and efficient.

On arrival off Zaire, the vessel had to wait 5 days whilst cargo payment was finalised. This problem is, I believe, not uncommon.

Due to entries in the Pilot Book supplement, the vessel stayed offshore, in case of piracy. This is in fact wholly unnecessary, and on confirmation of entry we went into anchor.

I anchored about 2.5 miles West of Moita Seca. It is the end of the dry season at present. I estimated current was running at between 3 knots and 4 knots in the river, but at this anchoring position, there was little or no current. Good holding ground was found here in about 50 ft. of water.

Pilot boarded off Banana Creek at exactly 0600 hrs. There were no formalities conducted here. Vessel berthed at 1500 hrs. Our charts were corrected up-to-date, but the rapid changes of the river meant that the channel, as shown on B.A. Chart No. 634, has altered completely, and is doing so all the time. The channel was well buoyed, Pilots are Belgium trained and of good standard. Pilots change at Boma both inbound or outbound, but, I believe, will do the entire pilotage when a shortage of pilots exists.

The Ango-Ango Terminal is managed by a former Belgium ship's master, who is friendly and very helpful. Having read the entry in the "Guide", he informed me that he can supply all grades of bunkers. The pontoon system at the berth is the same, there is little strength to the current at the berth, though a counter current exists, causing sets off the berth. Berthing was much easier than I anticipated, though the ropes had to be tied together to reach the shore. The boatmen have a winch system to pull the vessel's ropes ashore, two at a time. Vessel made fast with 2 head ropes, springs, and 2 stern lines and springs. There was no problem with the vessel whilst alongside, due to the strong current in the river.

Fresh water was available by meter from the shore, but we were advised that it had to be boiled prior to drinking.

Pilotage is only by daylight. On departure, vessel must leave the berth by 1300 hrs., or wait till daylight the following day.

Fresh stores were abundant, other stores were available, including meat of a good standard. However, a lot of items are expensive. A chandler is available, but if there is time, I would suggest purchase of stores direct from Matadi market.

Discharge of oil products was about 300 tonnes per hour, but lube oil was slow with a high back pressure, and a discharge rate at times of only 80 cu.m./hr. was obtained.

Communications are poor. We had to keep owner's informed by the ship's telex. At no time were we, prior to arrival, able to communicate with Zaire by telephone or telex.

ETA, arrival details, etc. were passed by telegram to Banana Radio on 500 kHz., this station seeming only to be in range 3 days prior to arrival. However, this route seemed to be successful. I am informed that any telephone contact with Europe is impossible. Banana Radio will only pass messages.

Agent's Notice:

1. *Documents required from Master on Arrival:*
   - (A) Clearance of the last Port of Call.
   - (B) 7 copies Crew List.
   - (C) 5 copies Arms and Ammunition List.
   - (D) 7 copies Passengers List.
   - (E) 5 copies Crew Declaration (Personal Effects).
   - (F) 5 copies Ports of Call List.
   - (G) 5 copies Stores List.
   - (H) 4 copies Narcotics List.
   - (I) Ship's Certificates:
     - Load Line Certificate.
     - International Tonnage Certificate.
     - Cargo Safety Equipment Certificate.
     - Register Certificate.
     - Safety Construction Certificate.
     - Radio Certificate.
     - Derat Exemption Certificate.
   - (J) Loading/Discharging Documents.
2. *Documents required from Port Authorities on Arrival/Departure:*
   - Free Pratique.
   - Clearance.
3. *To be filled/signed by Master:*
   - 1 set of the Harbour Master's Declaration.
   - 1 set of "Arrival Conditions".

AUTHORITY: Office National des Transports – ONATRA, Port of Matadi. *Telex:* 21017 Onatra ZR. *Contact:* Port Director.

AGENT: Agetraf S.Z.A.R.L., Avenue de l'Equateur 87, B.P. 8834, Kinshasa, Zaire. Tel: 12-20800. Telex: 21027. Fax: 12-20475.

NOTES

Please also advise Shipping Guides Ltd.

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Varkaus, see Saimaa Canal 650
Varna 293
Varna-West, see Varna 293
Vartan, see Stockholm 1884
Vasklot, see Vaasa 653
Vassiliko Bay 532
Vasteras 1890
Vastervik 1890
Vatia Point, see Suva 635
Veitsiluoto 654
Vejle 559
Venalum Terminal 2414
Venezuela 2376
Venice 1047
Ventspils 1233
Vera Cruz 1358
Veraval 851
Verdon, see Bordeaux 658
Vestmannaeyjar 815
Viana do Castelo 1645
Victoria, Cameroon, see Limbe 296
Victoria, B.C., Canada 360
Victoria Harbour, Hong Kong,
see Hong Kong 803

Victoria Harbour, Malaysia, see Labuan 1298
Victoria Oil Terminal,
see Moudi Marine Terminal 299
Vietnam, Socialist Republic of 2422
Vieux Fort, see Castries 1698
Vigo 1847
Vihreasaari, see Oulu 645
Vila do Conde 285
Vila Real de Santo Antonio 1645
Vilanova I la Geltru 1848
Villa Cisneros 1372
Villa Constitucion 48
Villagarcia de Arosa 1848
Villanueva 1625
Vinapu Roads, see Easter Island 389
Vioeyjarsund, see Reykjavik 813
Virgin Islands 2434
Visakhapatnam 852
Visby 1890
Vita 526
Vitoria 285
Vivstavarv, see Sundsvall 1887
Vlaardingen 1410
also see Rotterdam 1396
Vlissingen, see Flushing 1392
Vollsfjorden, see Skien 1507
Volos 769
Voltri, see Genoa 1013
Voorbaai, see Mossel Bay 1800
Vordingborg 559
Vostochny 1690
Voudia Bay, see Milos Island 761
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Vung Tau 2432
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Vyborg 1692
Vysotsk, see Vyborg 1692

W

Wadi Firan 614
Wadrilla Wharf, see Noumea 1424
Wageningen, see New Nickerie 1855
Wagner's Point, see Baltimore 2183
Wahran, see Oran 8
Waisarisa 944
Waitemata Harbour, see Auckland 1427
Wakamatsu 1172
Wakayama 1172
Wakkanai 1173
Wala Wharf, see Noumea 1424
Wales, see **United Kingdom** 2057
Walkom, see Lovisa 644
Wallaroo 162
Wallhamn 1891
Wallsend, see Tyne District 2167
Walsh Bay,
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Walvis Bay 1382
Wamsasi 944
Wanganui 1440
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Warrenpoint 2168
Warri 1476
Warrington, see Manchester, U.K. 2121
Watchet 2168
Waterford 989
Waverley Harbour 1441
We Wharf, see Noumea 1424
Weehawken, see New York 2272
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Weipa 163
Welland 361
Welland Canal,
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Wellington 1441
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Western Samoa 2440
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Westville, see Philadelphia 2288
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Wete 1912
Wewak 1567
Weymouth, U.K. 2169
Weymouth, Mass., U.S.A., see Boston 2190
Weymouth, N.S., Canada 361
Whampoa, see Guangzhou 423
also see China (General) 406
Whangarei 1446
Whiddy Island, see Bantry Bay 978
Whitby 2169
White Bay,
see Sydney, N.S.W., Australia 152
Whitegate, see Cork 979
Whitehaven 2169
Whitstable 2170
Whittier 2353
Whyalla 164
Wicklow 989
Widuri Terminal 944
Wilhelmsburg, see Hamburg 729
Wilhelmshaven 738
Willemstad/Emmastad 1420
Williamstown, see Melbourne 121
Wilmington, Delaware 2353
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Wivenhoe, see Colchester 2077
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Xingang, see Tianjin/Xingang 443
also see China (General) 406

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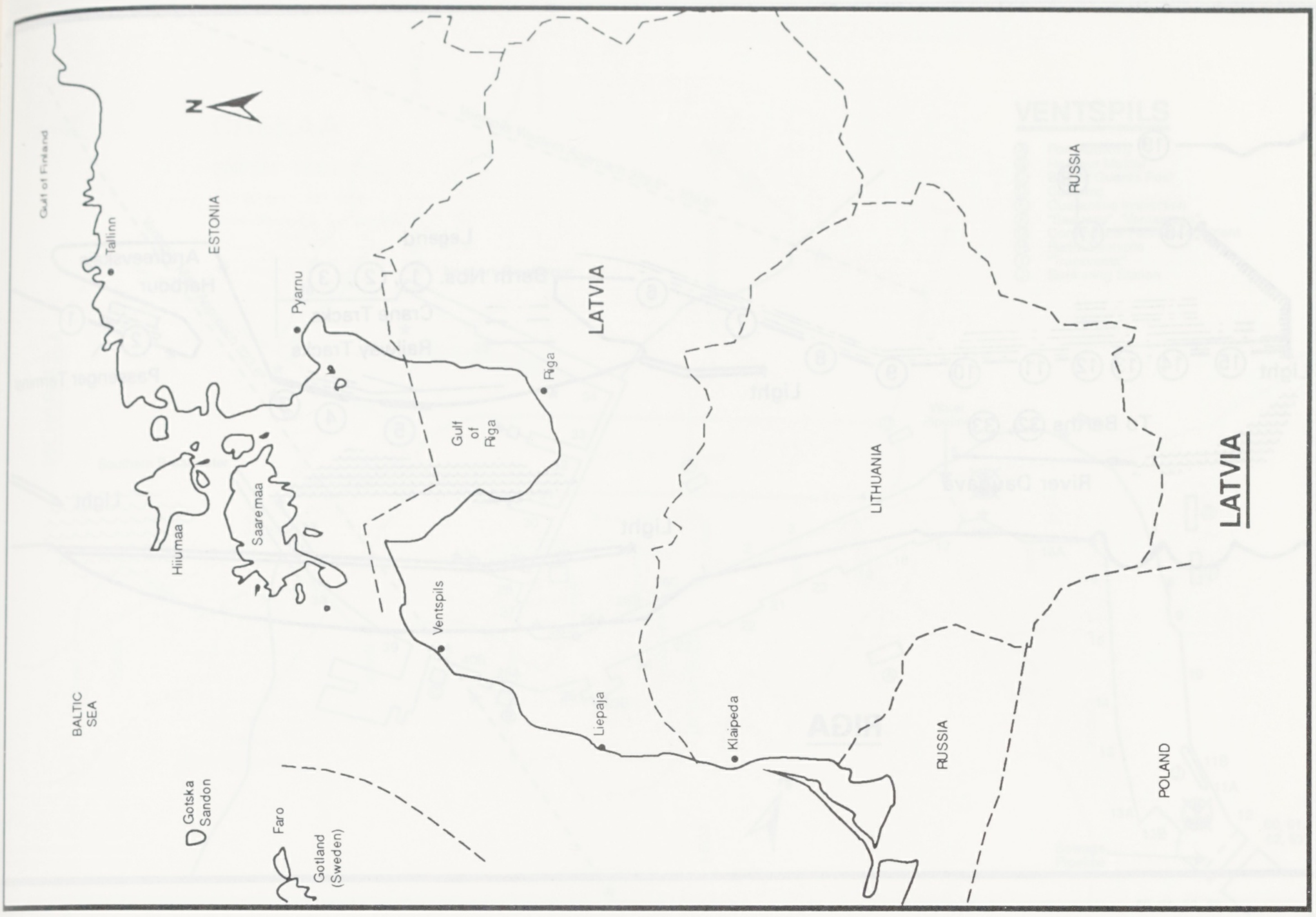
Yahata, see Chiba 1065
Yakacik, see Isdemir 1969
Yali Island 769
Yalta 2001
Yamaguchi Bay, see Iwakuni 1084
Yamba 165
Yampi Sound 166
Yanbu 1745
also see Late Reports
Yandina 1788
Yangon 1378
Yantai 445
Yantian 448
also see Late Reports
Yap, see Tomil Harbour 1361
Yarimca 1982
Yarmouk, see Aqaba 1183
Yarraville, see Melbourne 121
Yatsushiro 1173
Yawata 1174
Yemen, Republic of 2441
Yenbo, see Yanbu 1745
Yentai, see Yantai 445
Yingkou 448
also see Late Reports
Ymuiden 1411
Yokkaichi 1175
Yokohama 1177
Yokosuka 1182
Yombo 476
Yorktown 2354
Yosu 1213
Ystad 1891
Yugoslavia 2455
Yura, see Shimotsu 1153
Yuzhnyy 2001
Yxpila, see Kokkola 642

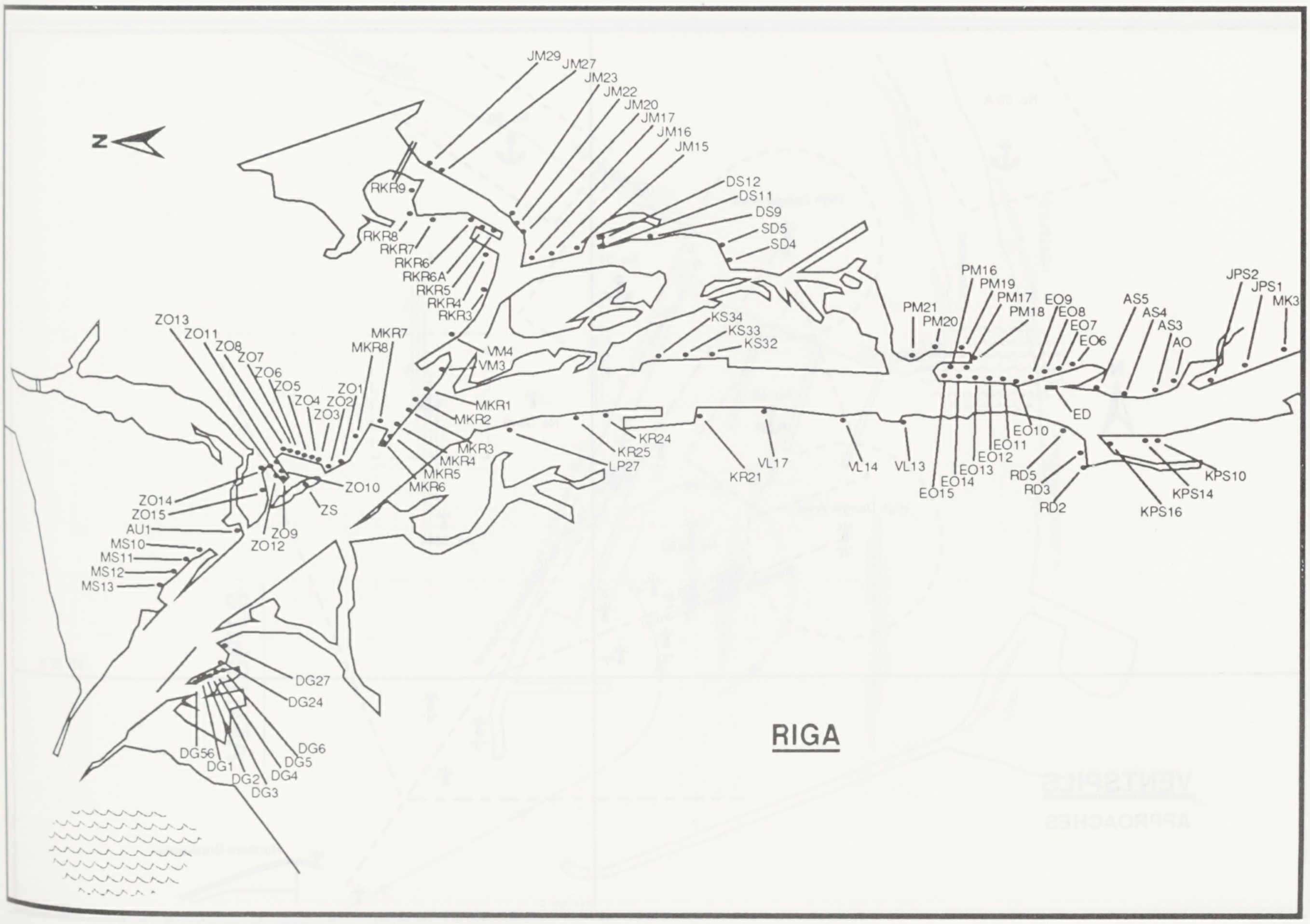
Z

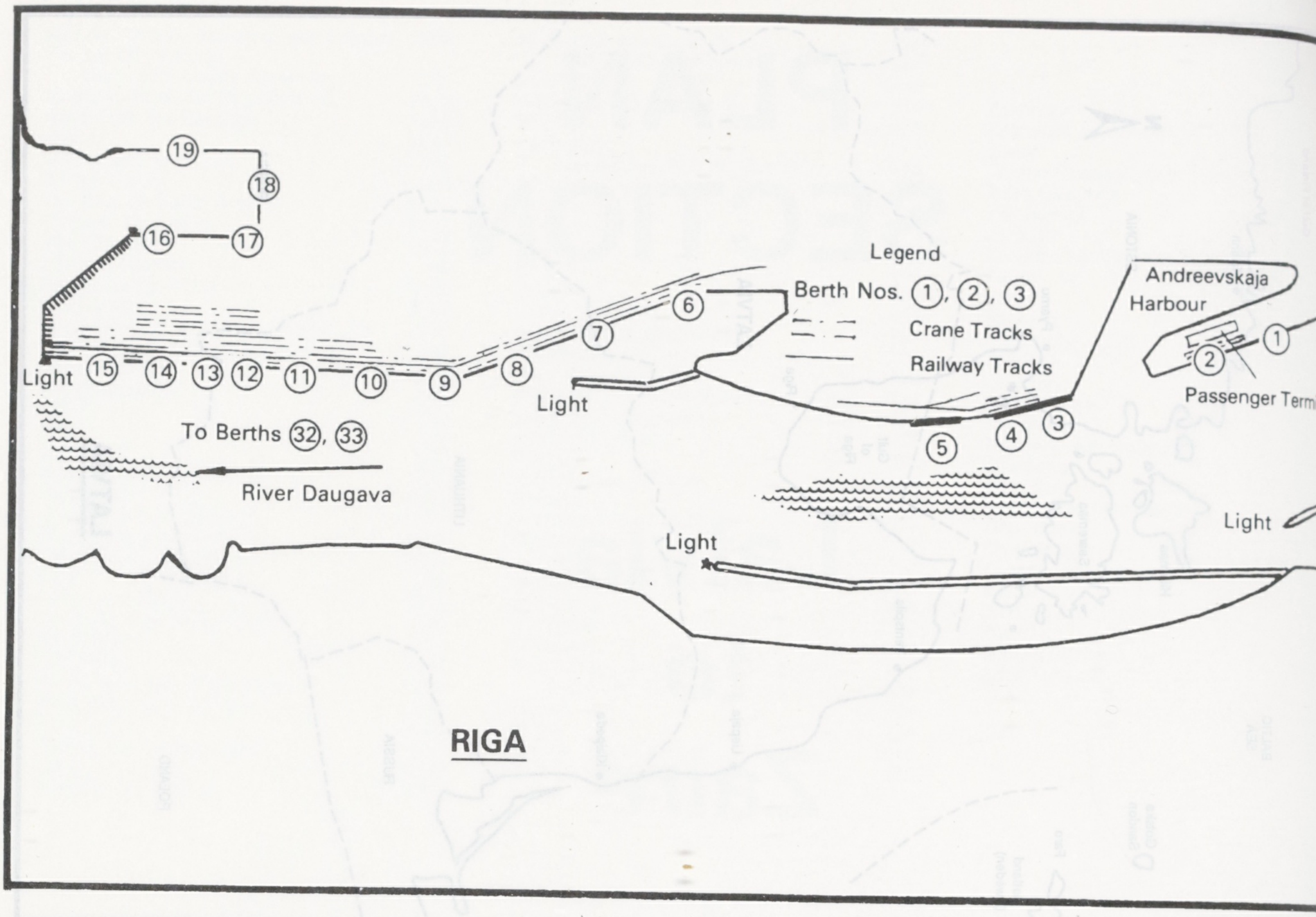
Zaandam
Zaanstad, see Zaandam
Zadar
Zahrani Terminal, see Sidon
Zaire Republic
Zamboanga
Zanzibar
Zaoudzi, see Port Dzaoudzi
Zarate
Zarzis
Zawia
Zeebrugge
Zeit Bay
Zelenika
Zhangjiagang
Zhanjiang
Zhdanov, see Mariupol
Zhenjiang
Zhoushan
Zhuhai, see Late Reports
Zirku Island
Zonguldak
Zorroza, see Bilbao
Zuara
Zuetina, see Zueitina
Zueitina
Zulayfayn, see Ju'aymah
Zuluf Terminal

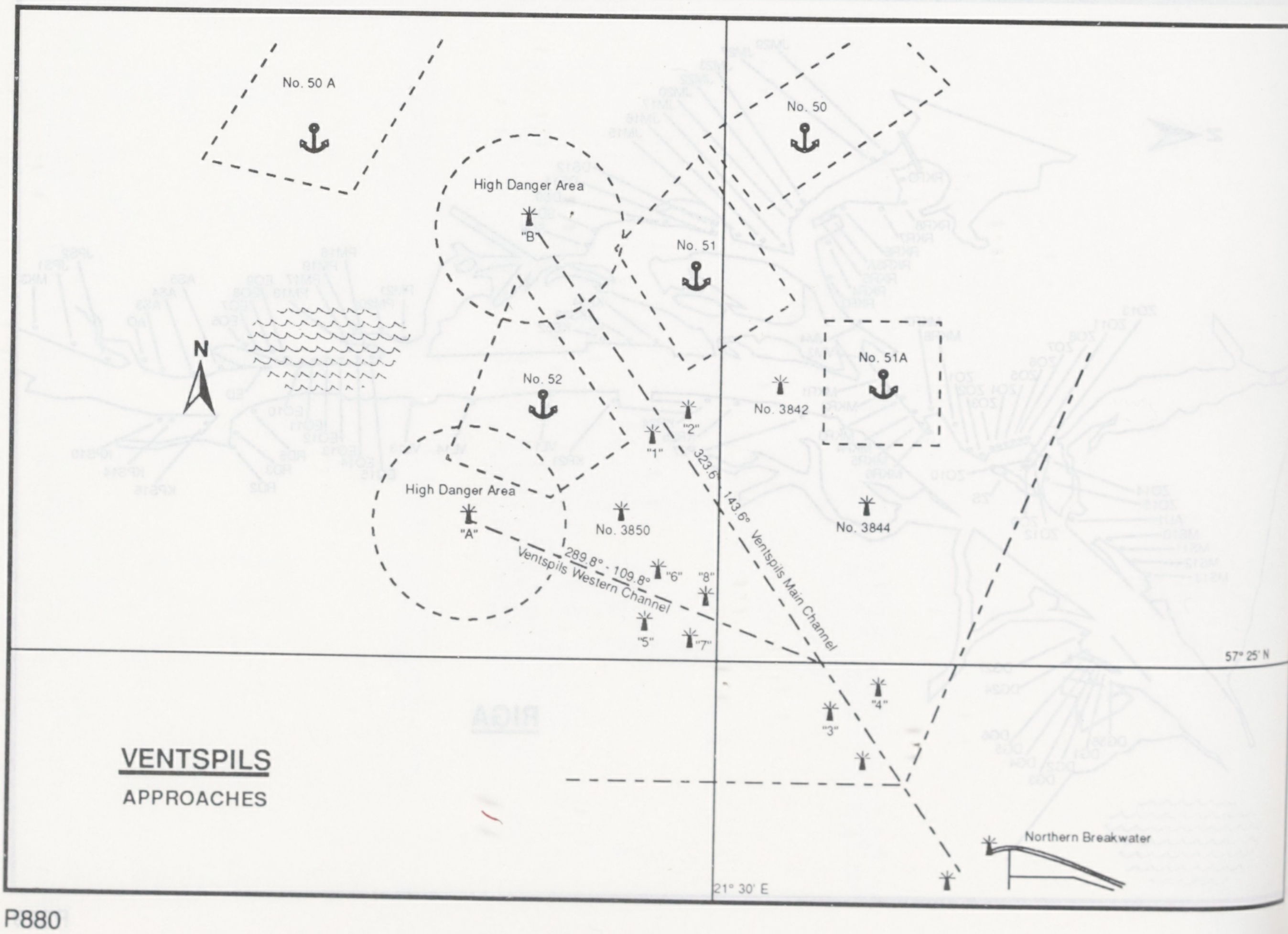
PLAN SECTION

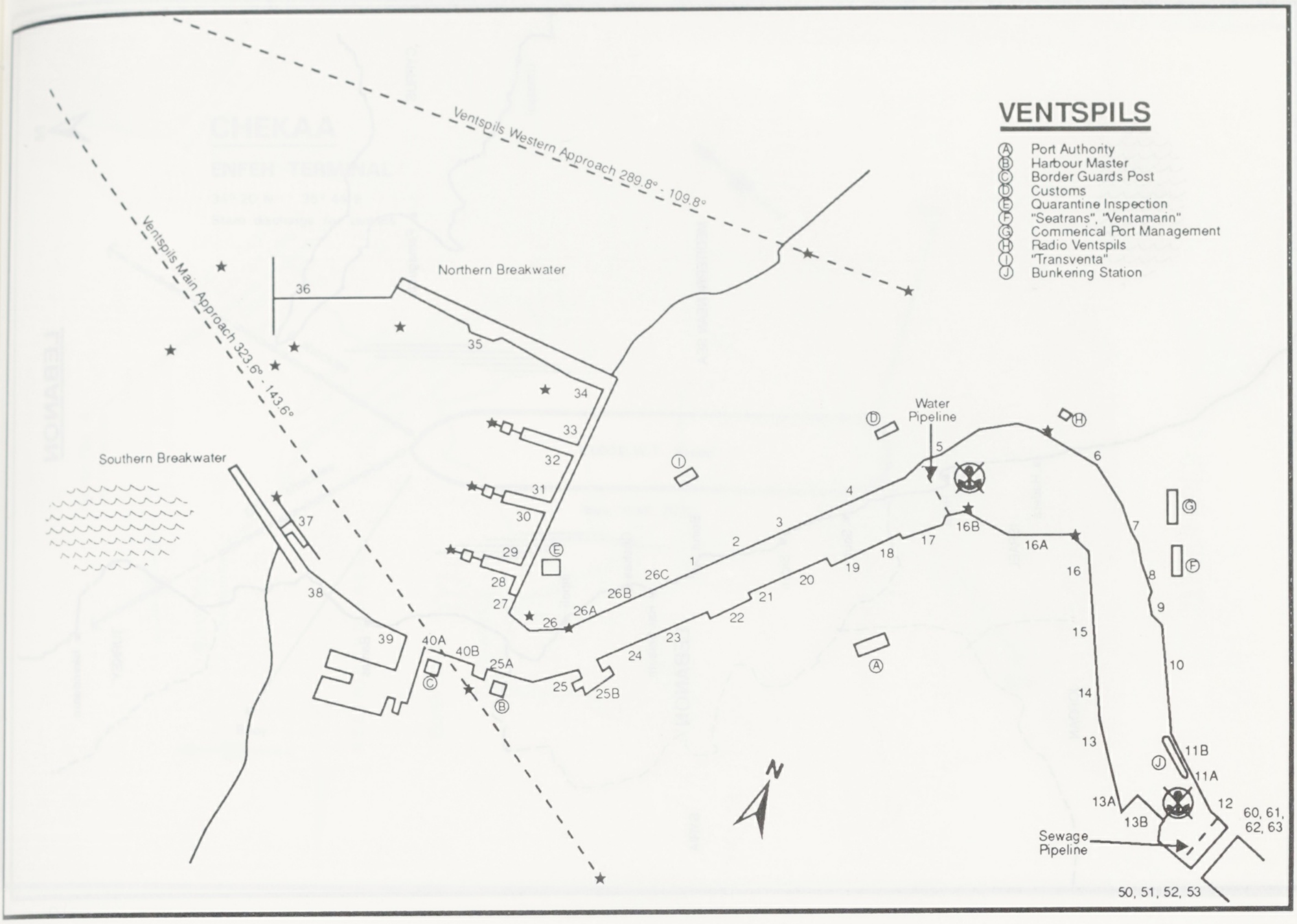
Latvia
to
Zaire

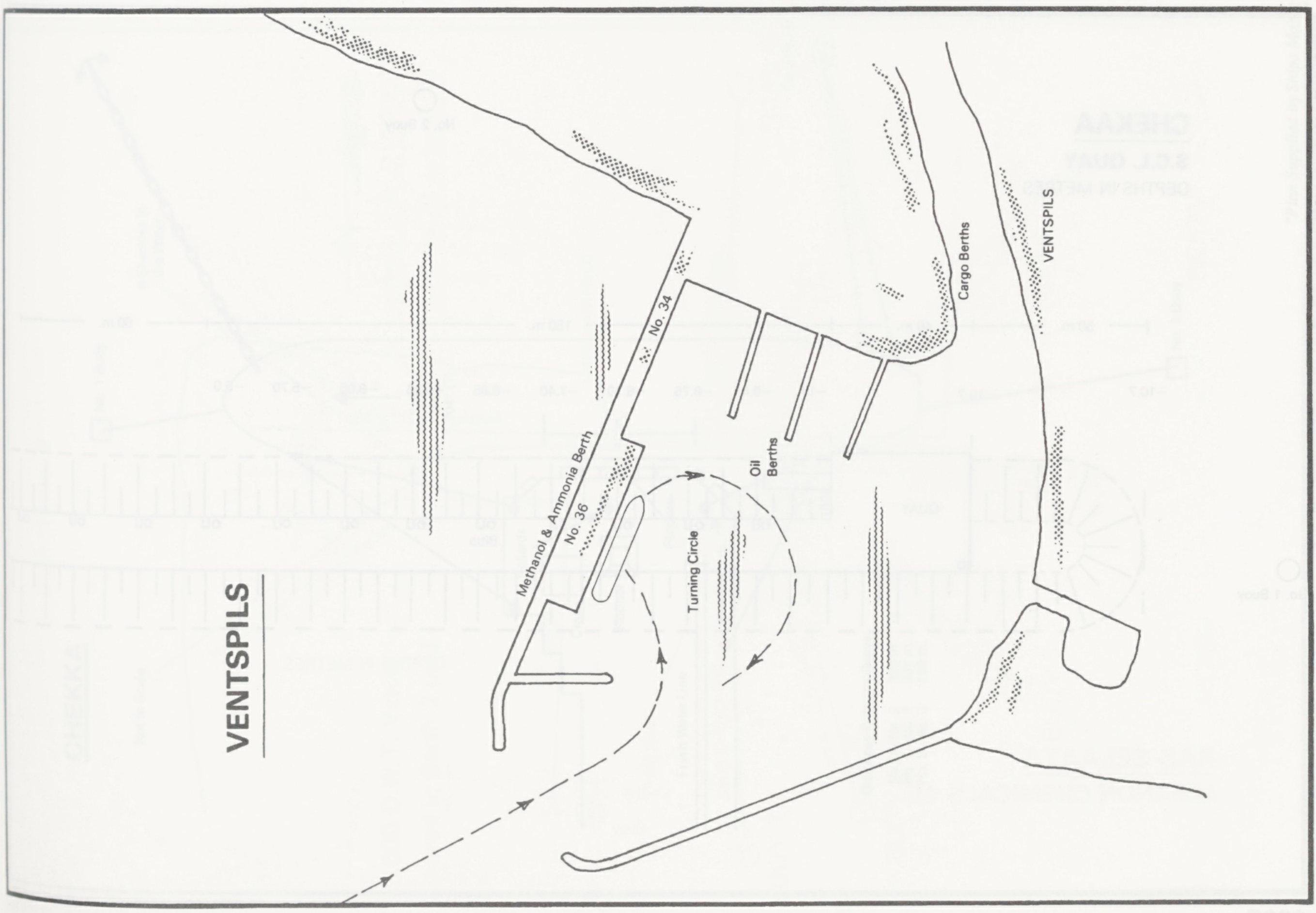

N
Gulf of Finland
Tallinn
ESTONIA
Pyarnu
Hiiumaa
Saaremaa
Gulf of Riga
Riga
LATVIA
Ventspils
Liepaja
Klaipeda
LITHUANIA
RUSSIA
RUSSIA
POLAND
BALTIC SEA
Gotska Sandon
Faro
Gotland (Sweden)
LATVIA


N
JM29
JM27
JM23
JM22
JM20
JM17
JM16
JM15
RKR9
RKR8
RKR7
RKR6
RKR6A
RKR5
RKR4
RKR3
DS12
DS11
DS9
SD5
SD4
KS34
KS33
KS32
MKR7
MKR8
VM4
VM3
MKR1
MKR2
MKR3
MKR4
MKR5
MKR6
KR24
KR25
LP27
KR21
VL17
VL14
VL13
ZO13
ZO11
ZO8
ZO7
ZO6
ZO5
ZO4
ZO3
ZO2
ZO1
ZO10
ZS
ZO9
ZO12
ZO14
ZO15
AU1
MS10
MS11
MS12
MS13
PM21
PM20
PM16
PM19
PM17
PM18
EO9
EO8
EO7
EO6
EO10
EO11
EO12
EO13
EO14
EO15
ED
RD5
RD3
RD2
AS5
AS4
AS3
AO
JPS2
JPS1
MK3
KPS10
KPS14
KPS16
DG27
DG24
DG6
DG5
DG4
DG56
DG1
DG2
DG3
RIGA

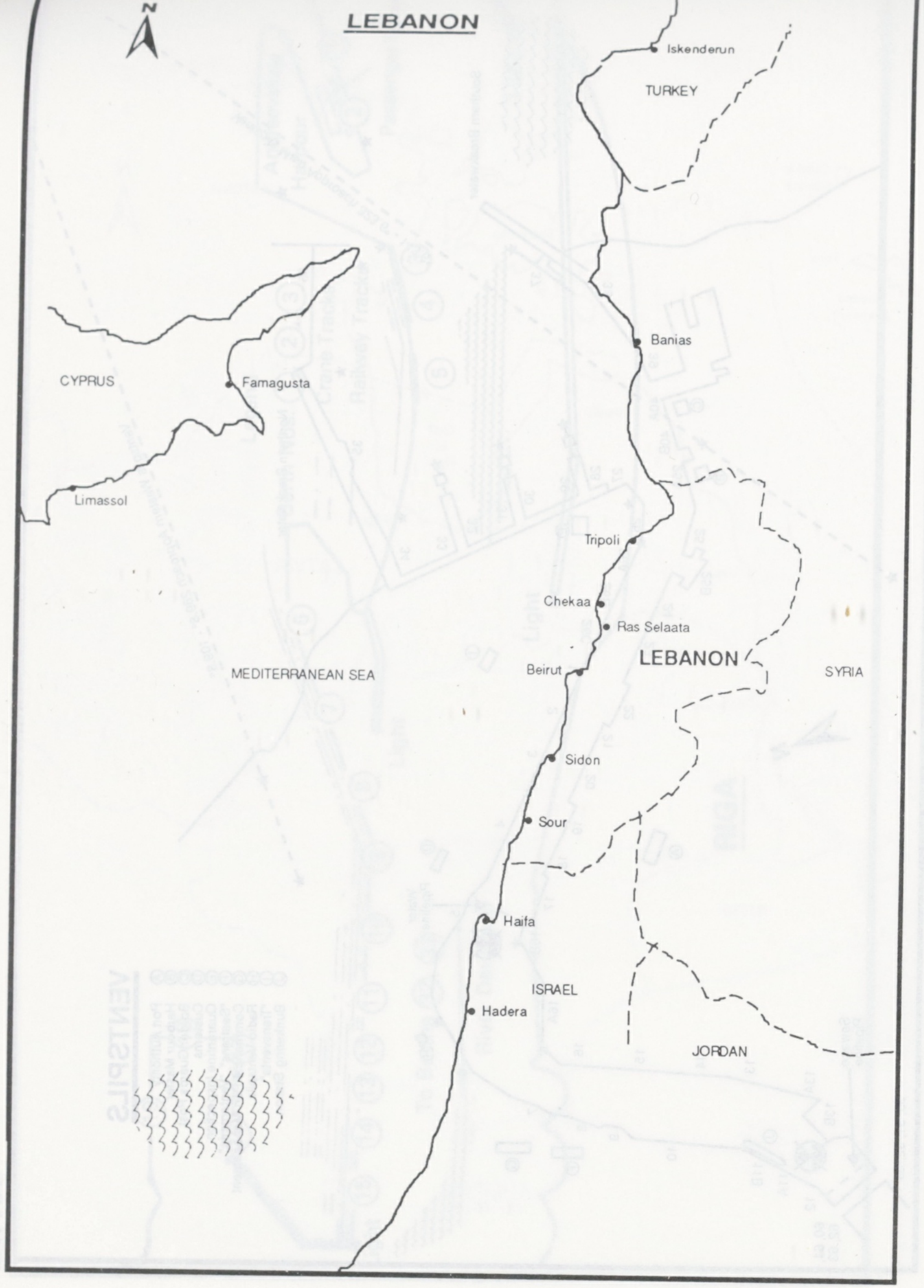

⑲
⑱
⑯
⑰
Legend
Berth Nos. ①, ②, ③
Crane Tracks
Railway Tracks
Andreevskaja
Harbour
①
②
Passenger Term
⑥
⑦
Light
⑮ ⑭ ⑬ ⑫ ⑪ ⑩ ⑨ ⑧
Light
To Berths ㉜, ㉝
River Daugava
⑤ ④ ③
Light
Light
RIGA

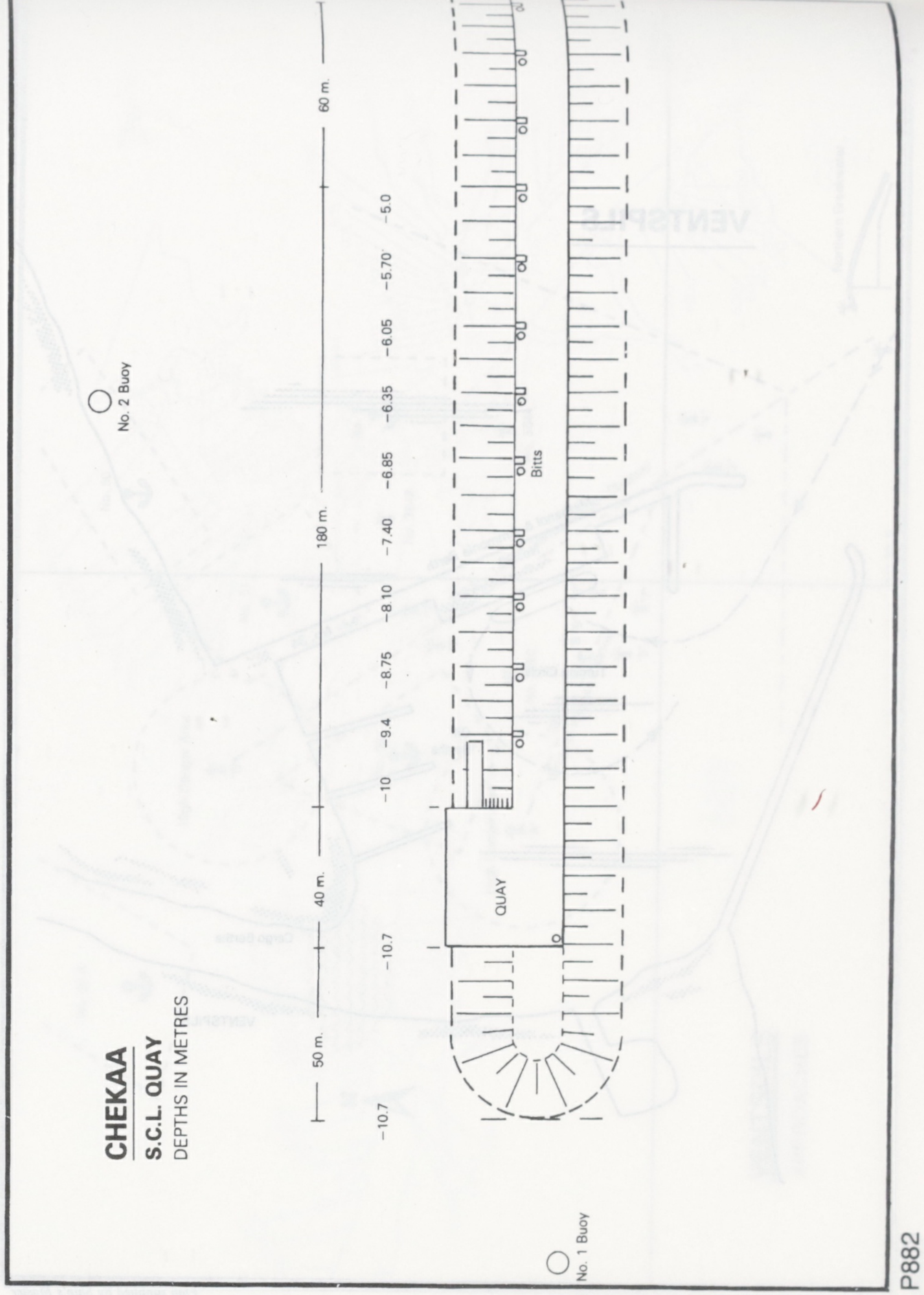

No. 50 A
No. 50
High Danger Area
"B"
No. 51
N
No. 52
No. 51A
No. 3842
"2"
"1"
323.6°
143.6° Ventspils Main Channel
High Danger Area
"A"
No. 3850
No. 3844
289.8° - 109.8°
Ventspils Western Channel
"6"
"8"
"5"
"7"
57° 25' N
"4"
"3"
VENTSPILS
APPROACHES
Northern Breakwater
21° 30' E


VENTSPILS
Ⓐ Port Authority
Ⓑ Harbour Master
Ⓒ Border Guards Post
Ⓓ Customs
Ⓔ Quarantine Inspection
Ⓕ "Seatrans", "Ventamarin"
Ⓖ Commerical Port Management
Ⓗ Radio Ventspils
Ⓘ "Transventa"
Ⓙ Bunkering Station
Ventspils Western Approach 289.8° - 109.8°
Ventspils Main Approach 323.6° - 143.6°
Northern Breakwater
Southern Breakwater
Water Pipeline
Sewage Pipeline
N
36
35
34
33
32
31
30
29
28
27
26
26A
26B
26C
1
2
3
4
5
6
7
8
9
10
11B
11A
12
60, 61, 62, 63
50, 51, 52, 53
13A
13B
13
14
15
16
16A
16B
17
18
19
20
21
22
23
24
25
25A
25B
37
38
39
40A
40B


VENTSPILS
VENTSPILS
Cargo Berths
No. 34
Oil Berths
Methanol & Ammonia Berth
No. 36
Turning Circle

"Plan supplied by Ship's Master"

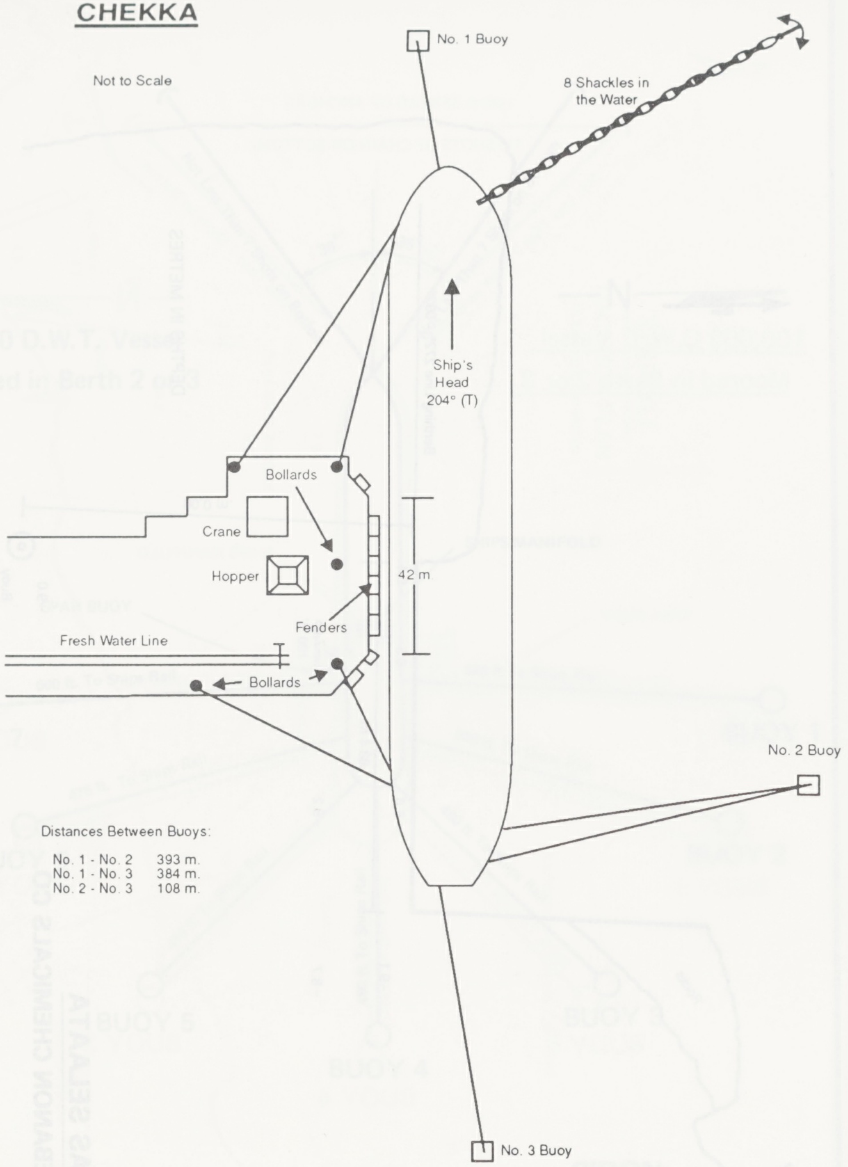

LEBANON
N
Iskenderun
TURKEY
CYPRUS
Famagusta
Limassol
Banias
Tripoli
Chekaa
Ras Selaata
Beirut
LEBANON
SYRIA
MEDITERRANEAN SEA
Sidon
Sour
Haifa
ISRAEL
Hadera
JORDAN


No. 2 Buoy
60 m.
180 m.
40 m.
50 m.
-5.0
-5.70
-6.05
-6.35
-6.85
-7.40
-8.10
-8.75
-9.4
-10
-10.7
-10.7
Bitts
QUAY
No. 1 Buoy

CHEKAA
S.C.L. QUAY
DEPTHS IN METRES

CHEKKA

Not to Scale


No. 1 Buoy
8 Shackles in the Water
Ship's Head 204° (T)
Bollards
Crane
Hopper
42 m
Fenders
Fresh Water Line
Bollards
No. 2 Buoy
No. 3 Buoy

Distances Between Buoys:

No. 1 - No. 2	393 m.
No. 1 - No. 3	384 m.
No. 2 - No. 3	108 m.

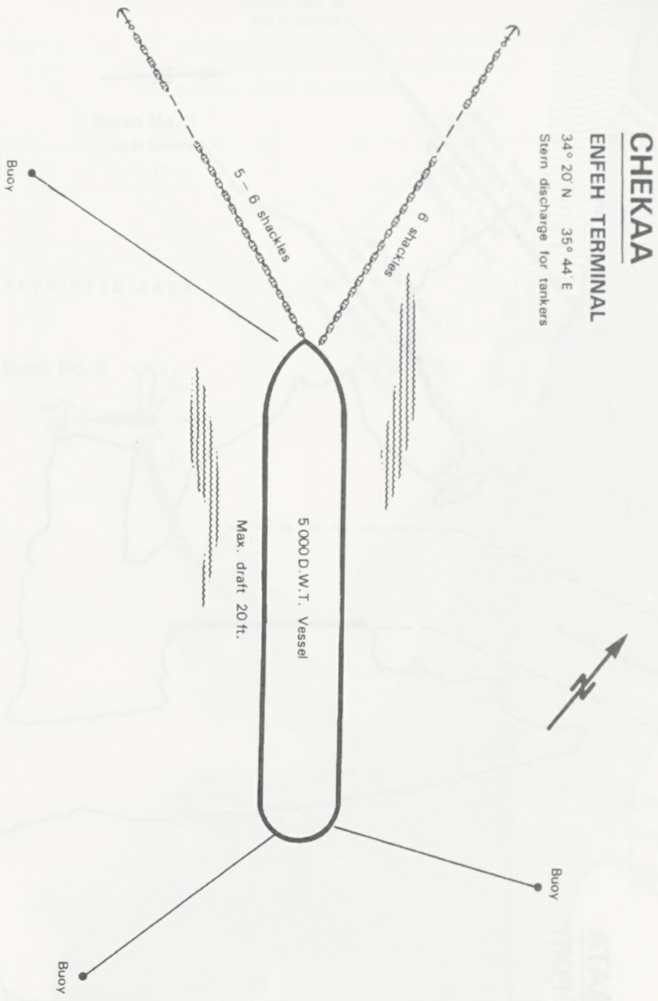
"Plan Supplied by Ships Master"

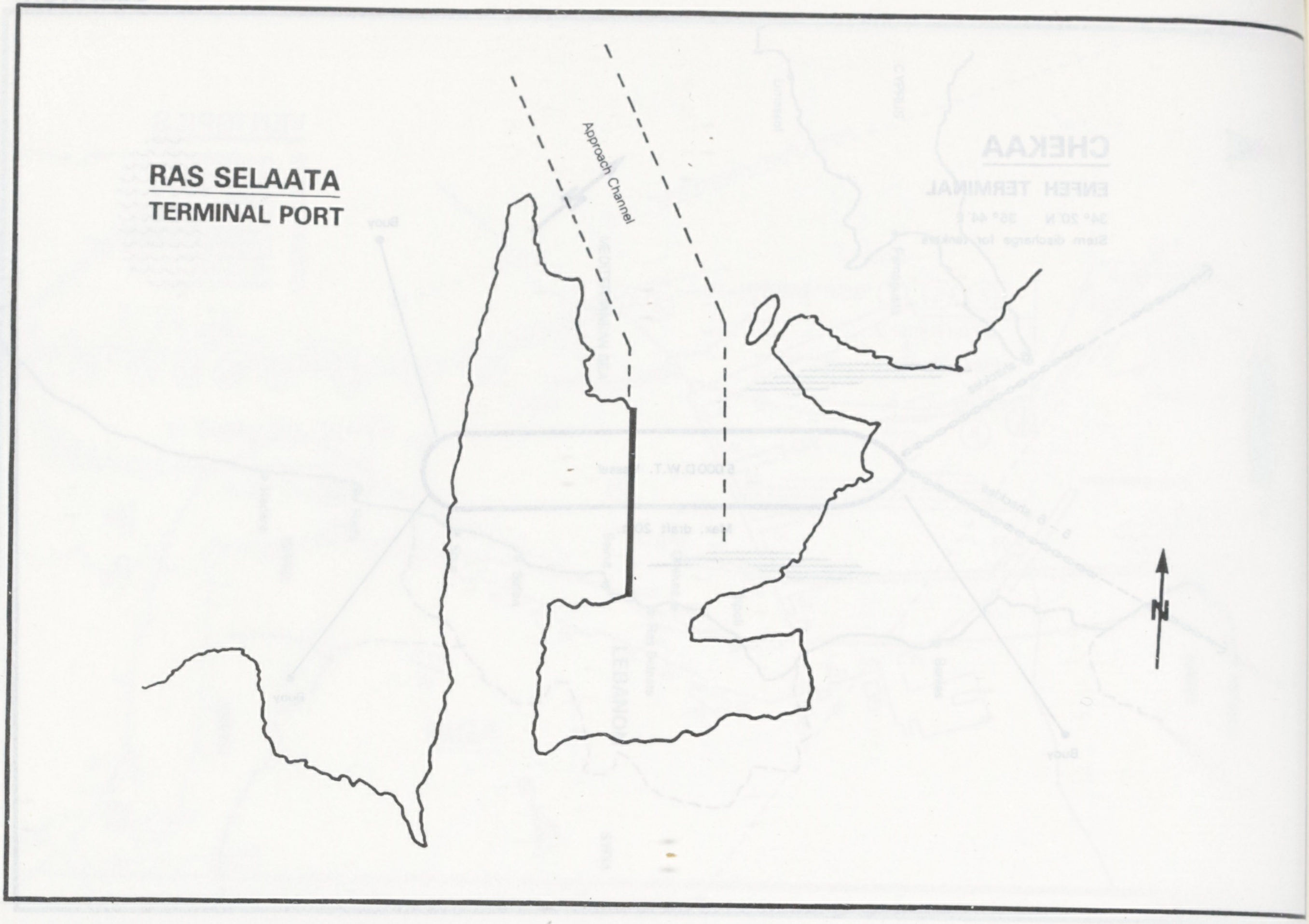
CHEKAA

ENFEH TERMINAL

34° 20' N 35° 44' E

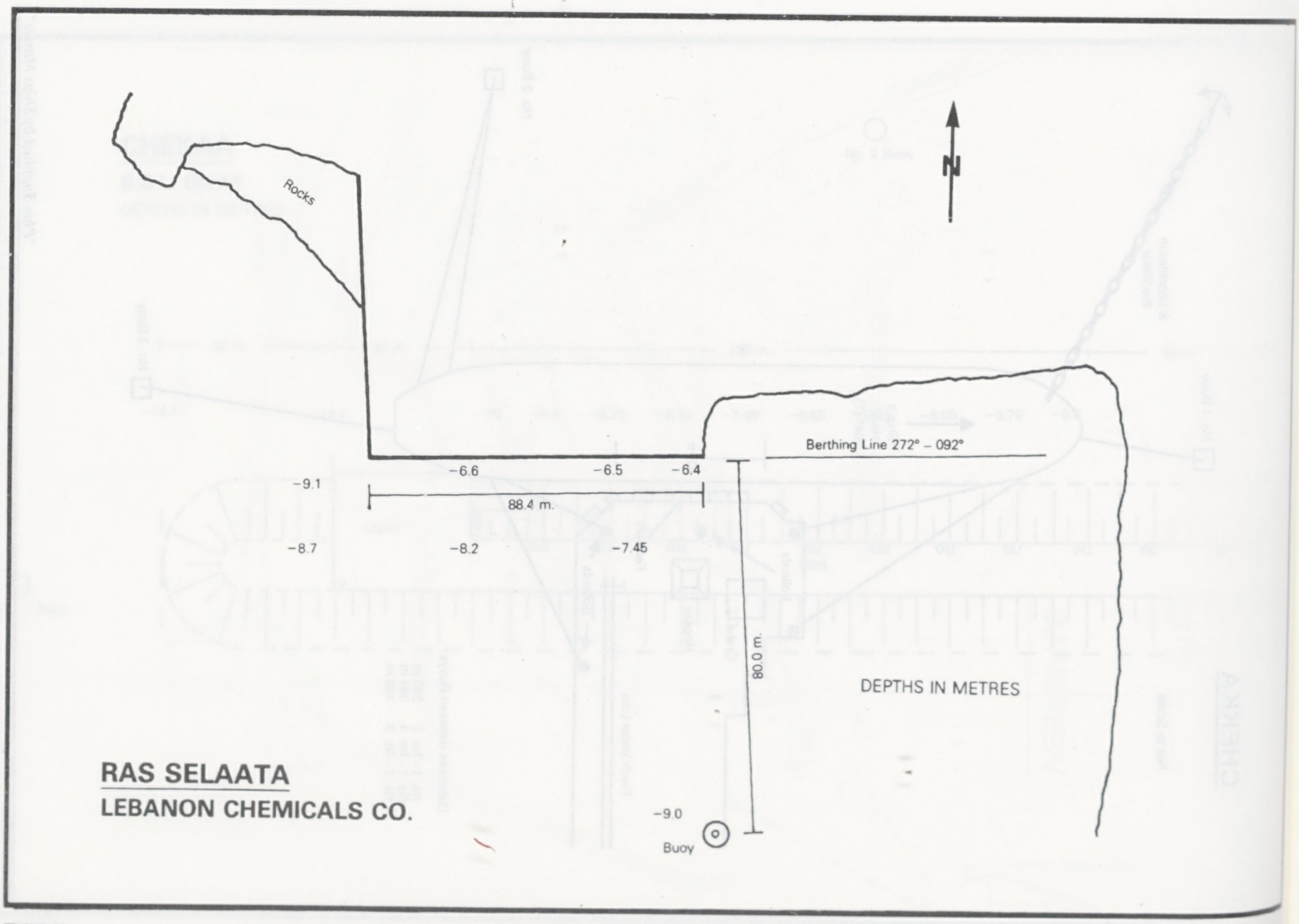
Stern discharge for tankers


Buoy
5 – 6 shackles
6 shackles
5 000 D.W.T. Vessel
Max. draft 20 ft.
Buoy
Buoy



RAS SELAATA
TERMINAL PORT

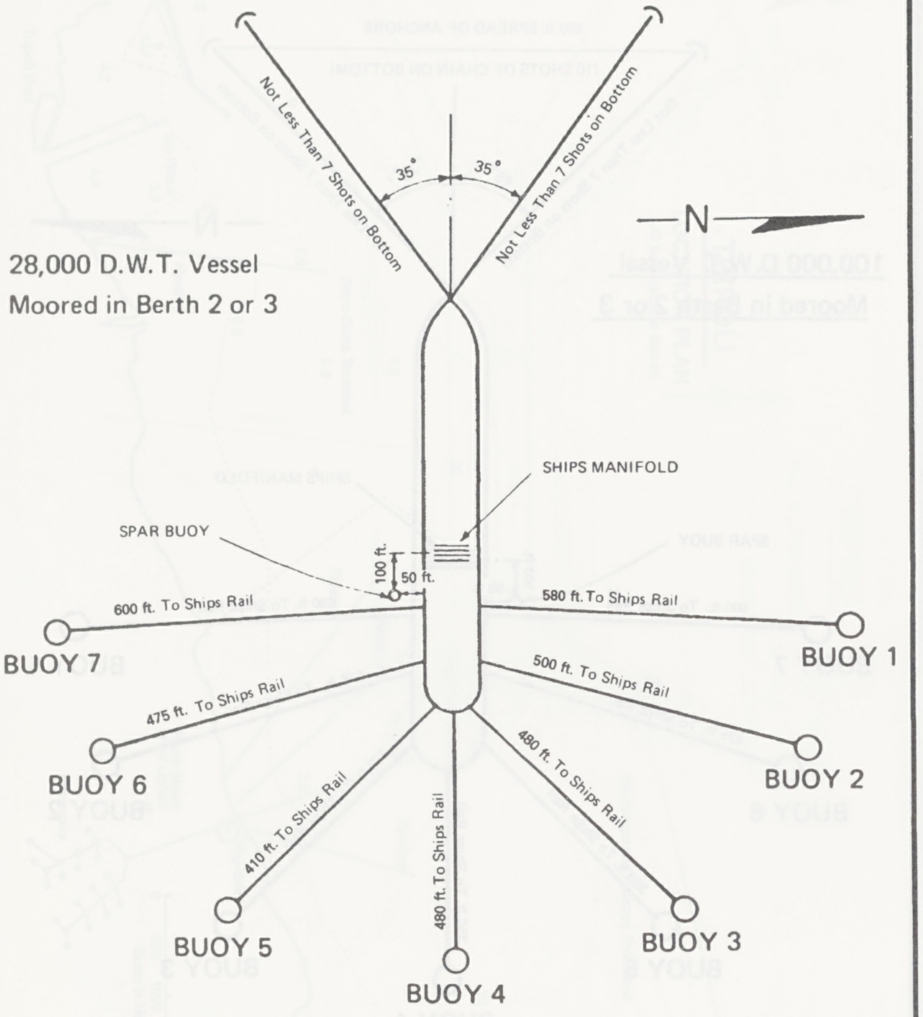
Approach Channel



RAS SELAATA
LEBANON CHEMICALS CO.

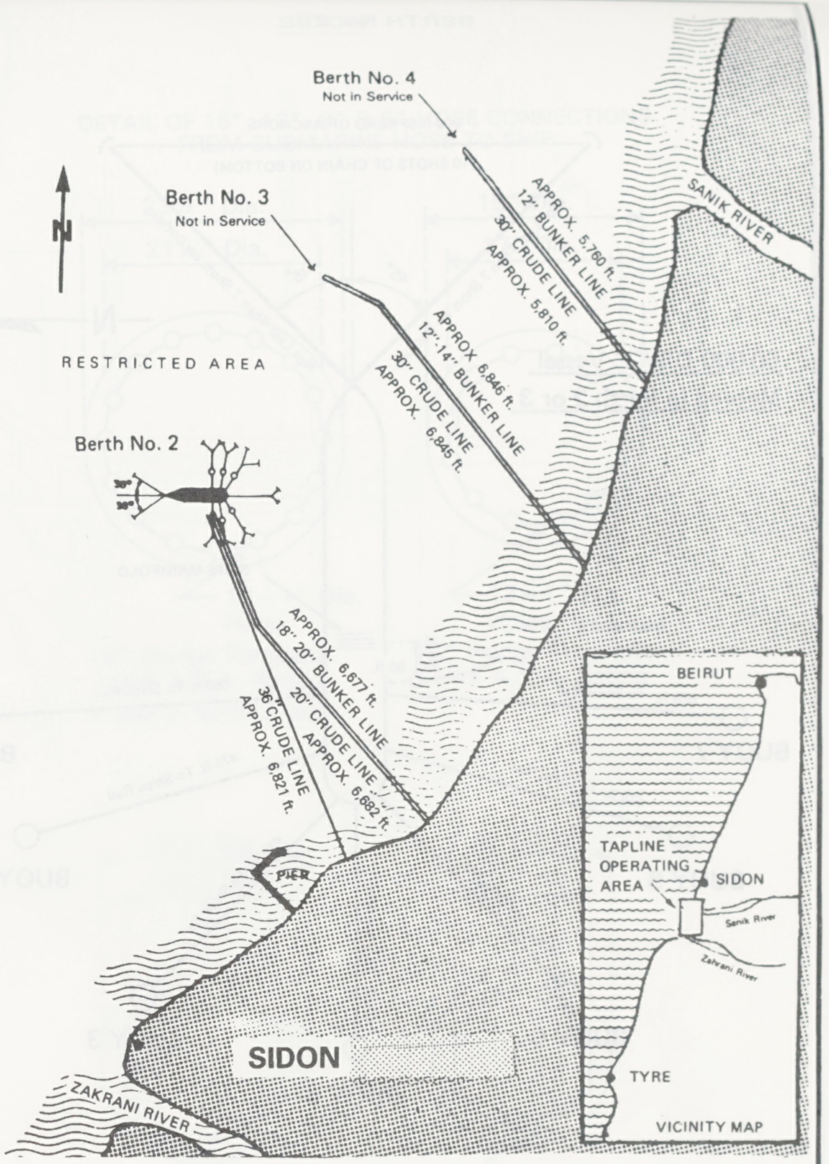
Rocks
Berthing Line 272° – 092°
-9.1
-6.6
-6.5
-6.4
88.4 m.
-8.7
-8.2
-7.45
80.0 m.
DEPTHS IN METRES
-9.0
Buoy

BERTH No. 2



28,000 D.W.T. Vessel
Moored in Berth 2 or 3
Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
35°
35°
N
SHIPS MANIFOLD
SPAR BUOY
100 ft.
50 ft.
600 ft. To Ships Rail
580 ft. To Ships Rail
475 ft. To Ships Rail
500 ft. To Ships Rail
410 ft. To Ships Rail
480 ft. To Ships Rail
480 ft. To Ships Rail
BUOY 1
BUOY 2
BUOY 3
BUOY 4
BUOY 5
BUOY 6
BUOY 7

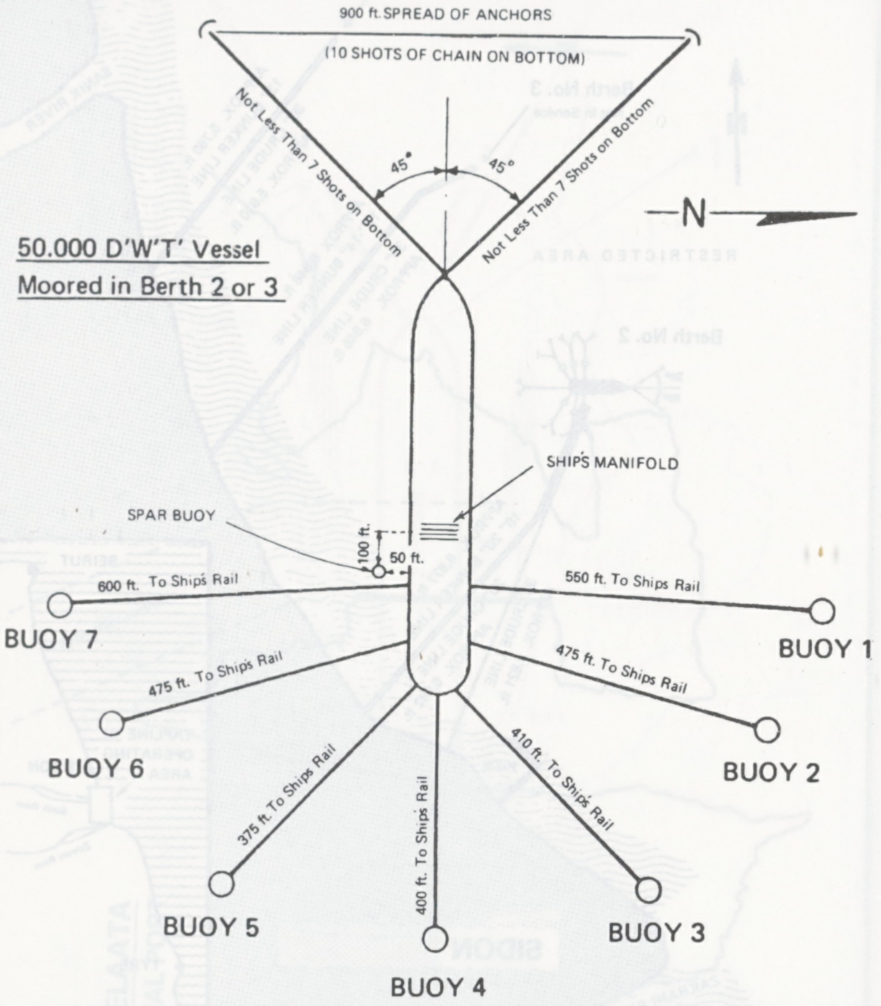
SIDON



Berth No. 4
Not in Service
Berth No. 3
Not in Service
N
RESTRICTED AREA
Berth No. 2
30°
30°
APPROX. 5,760 ft.
12" BUNKER LINE
30" CRUDE LINE
APPROX. 5,810 ft.
APPROX. 6,846 ft.
12"-14" BUNKER LINE
30" CRUDE LINE
APPROX. 6,845 ft.
APPROX. 6,677 ft.
18"-20" BUNKER LINE
20" CRUDE LINE
APPROX. 6,682 ft.
36" CRUDE LINE
APPROX. 6,821 ft.
SANIK RIVER
PIER
ZAKRANI RIVER
SIDON
BEIRUT
TAPLINE OPERATING AREA
SIDON
Sanik River
Zahrani River
TYRE
VICINITY MAP

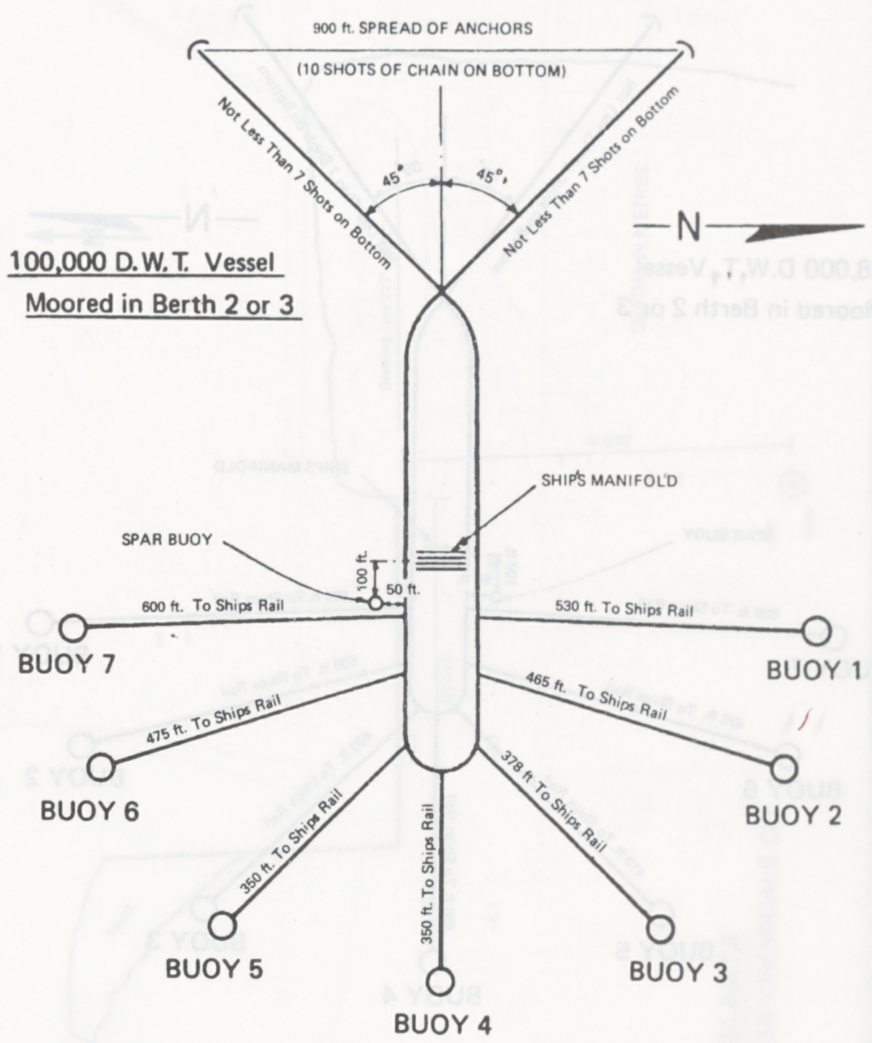
MOORING LAYOUT

BERTH No. 2


900 ft. SPREAD OF ANCHORS
(10 SHOTS OF CHAIN ON BOTTOM)
Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
45°
45°
N
50.000 D'W'T' Vessel
Moored in Berth 2 or 3
SHIP'S MANIFOLD
SPAR BUOY
100 ft.
50 ft.
600 ft. To Ship's Rail
550 ft. To Ships Rail
BUOY 7
BUOY 1
475 ft. To Ships Rail
475 ft. To Ships Rail
BUOY 6
BUOY 2
375 ft. To Ships Rail
400 ft. To Ships Rail
410 ft. To Ships Rail
BUOY 5
BUOY 3
BUOY 4

SIDON

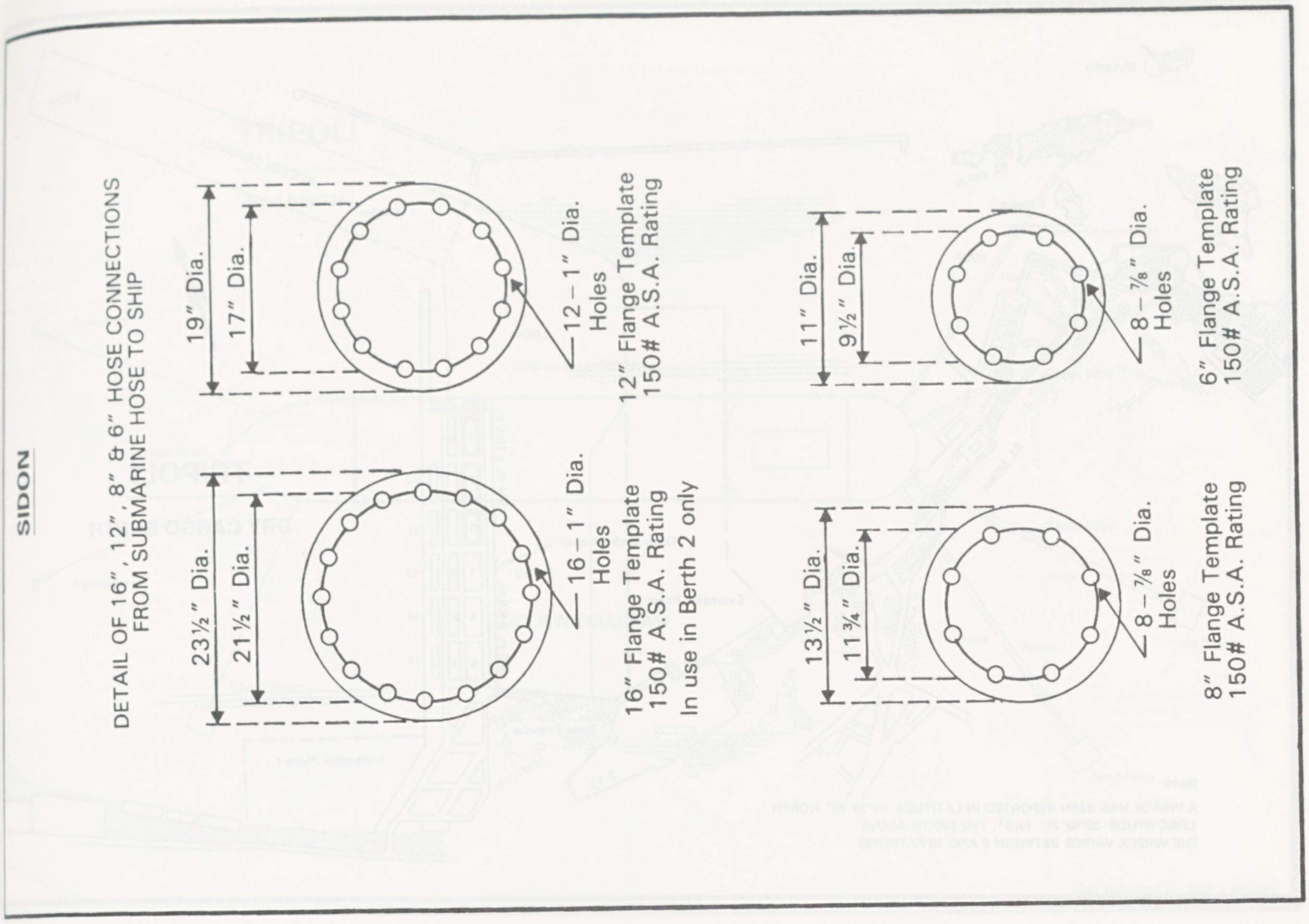
BERTH No. 2


900 ft. SPREAD OF ANCHORS
(10 SHOTS OF CHAIN ON BOTTOM)
Not Less Than 7 Shots on Bottom
Not Less Than 7 Shots on Bottom
45°
45°
N
100,000 D.W.T. Vessel
Moored in Berth 2 or 3
SHIP'S MANIFOLD
SPAR BUOY
100 ft.
50 ft.
600 ft. To Ships Rail
530 ft. To Ships Rail
BUOY 7
BUOY 1
475 ft. To Ships Rail
465 ft. To Ships Rail
BUOY 6
BUOY 2
350 ft. To Ships Rail
350 ft. To Ships Rail
378 ft To Ships Rail
BUOY 5
BUOY 3
BUOY 4

SIDON

SIDON

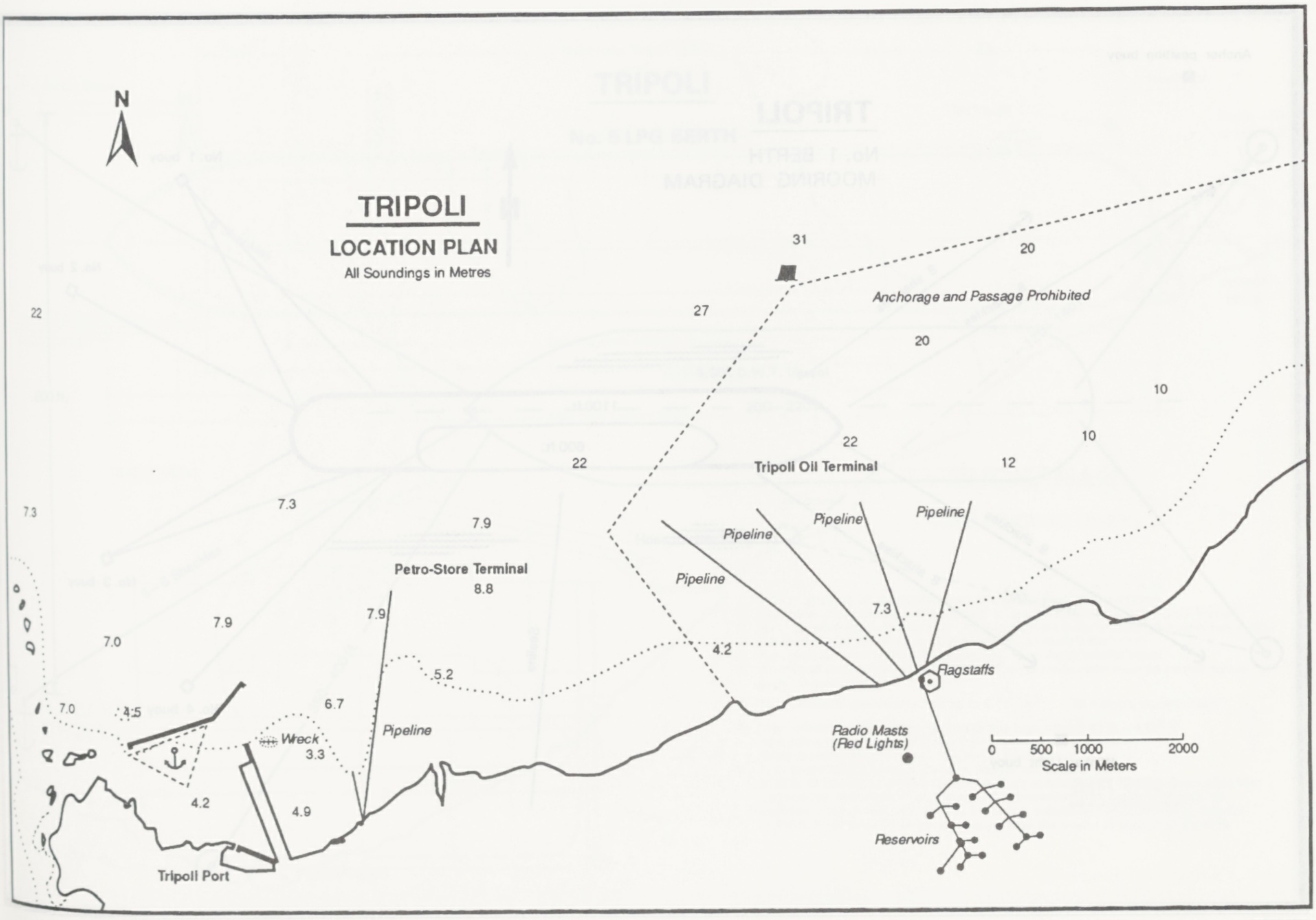
DETAIL OF 16", 12", 8" & 6" HOSE CONNECTIONS FROM SUBMARINE HOSE TO SHIP

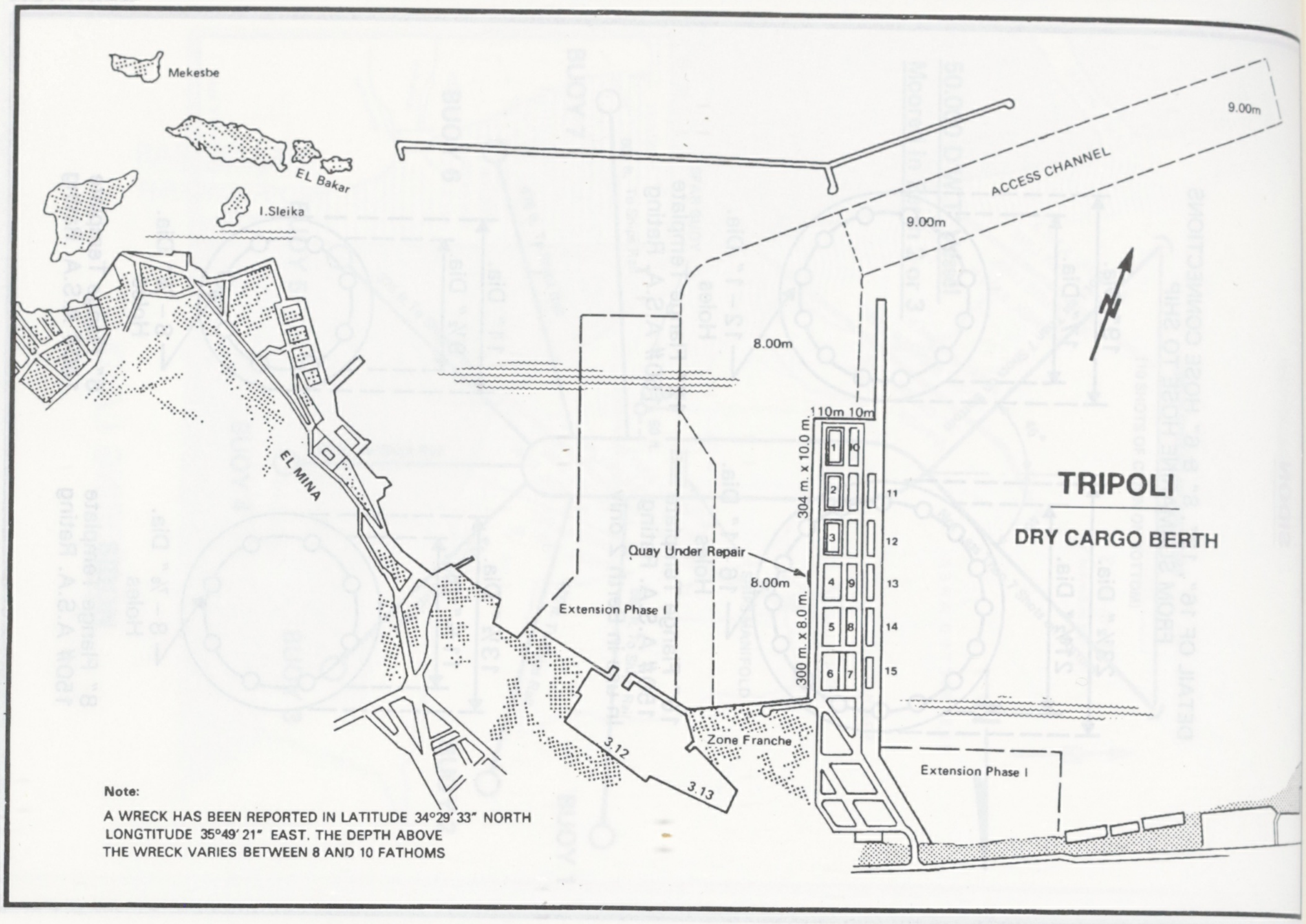

19" Dia.
17" Dia.
12 – 1" Dia. Holes
12" Flange Template
150# A.S.A. Rating
23½" Dia.
21½" Dia.
16 – 1" Dia. Holes
16" Flange Template
150# A.S.A. Rating
In use in Berth 2 only
11" Dia.
9½" Dia.
8 – ⅞" Dia. Holes
6" Flange Template
150# A.S.A. Rating
13½" Dia.
11¾" Dia.
8 – ⅞" Dia. Holes
8" Flange Template
150# A.S.A. Rating

TRIPOLI

LOCATION PLAN

All Soundings in Metres


N
31
20
27
Anchorage and Passage Prohibited
20
22
10
10
22
22
Tripoli Oil Terminal
12
7.3
7.3
7.9
Pipeline
Pipeline
Pipeline
Pipeline
Pipeline
Petro-Store Terminal
8.8
7.9
7.9
7.0
7.3
4.2
5.2
Flagstaffs
6.7
7.0
4.5
Wreck
3.3
Pipeline
Radio Masts (Red Lights)
0 500 1000 2000
Scale in Meters
4.2
4.9
Reservoirs
Tripoli Port



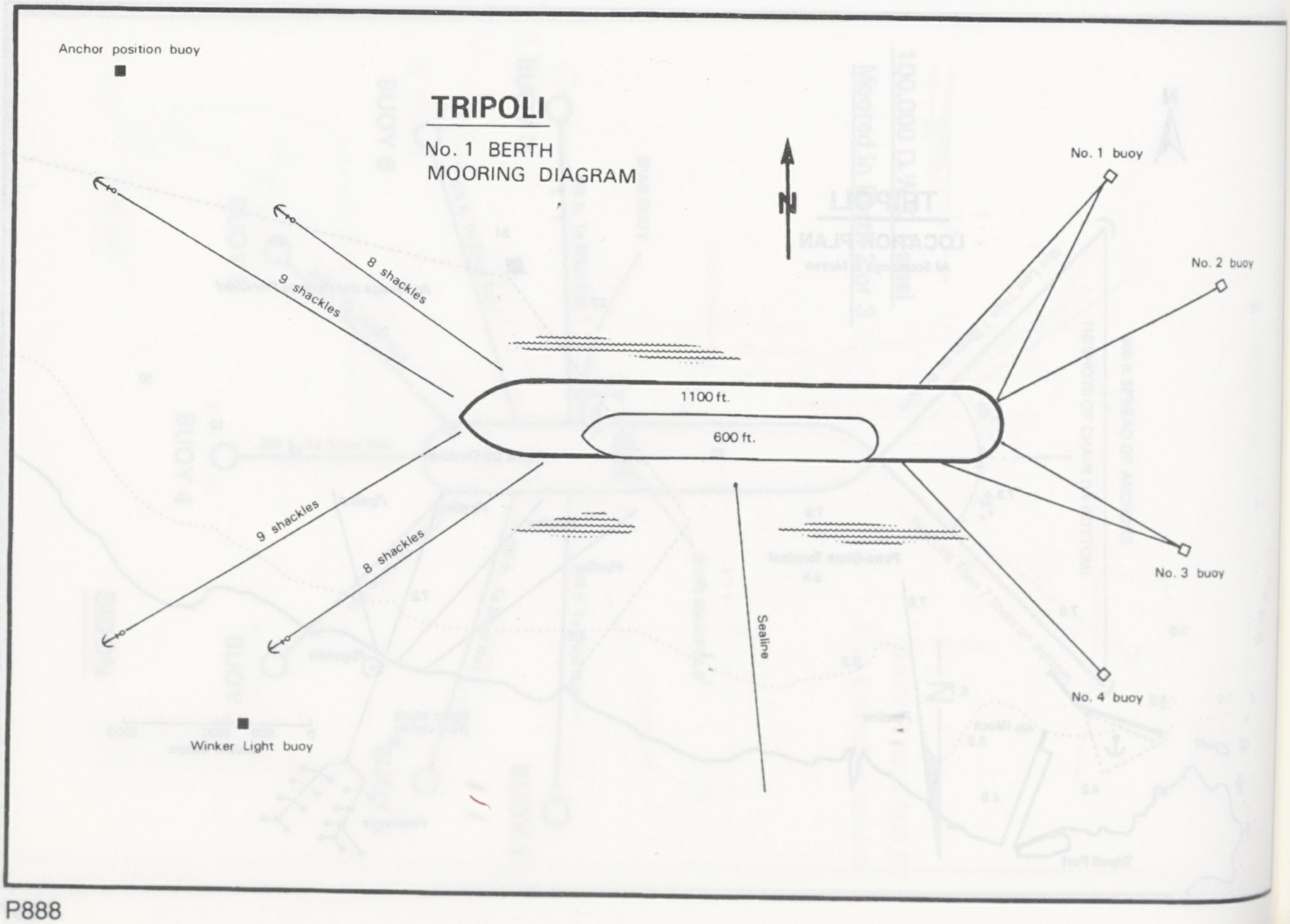
TRIPOLI

DRY CARGO BERTH

Mekesbe
EL Bakar
I.Sleika
EL MINA
ACCESS CHANNEL
9.00m
9.00m
8.00m
8.00m
Quay Under Repair
110m 10m
304 m. x 10.0 m.
300 m. x 8.0 m.
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
Extension Phase I
Extension Phase I
Zone Franche
3.12
3.13

Note:

A WRECK HAS BEEN REPORTED IN LATITUDE 34°29′ 33″ NORTH LONGTITUDE 35°49′ 21″ EAST. THE DEPTH ABOVE THE WRECK VARIES BETWEEN 8 AND 10 FATHOMS



TRIPOLI

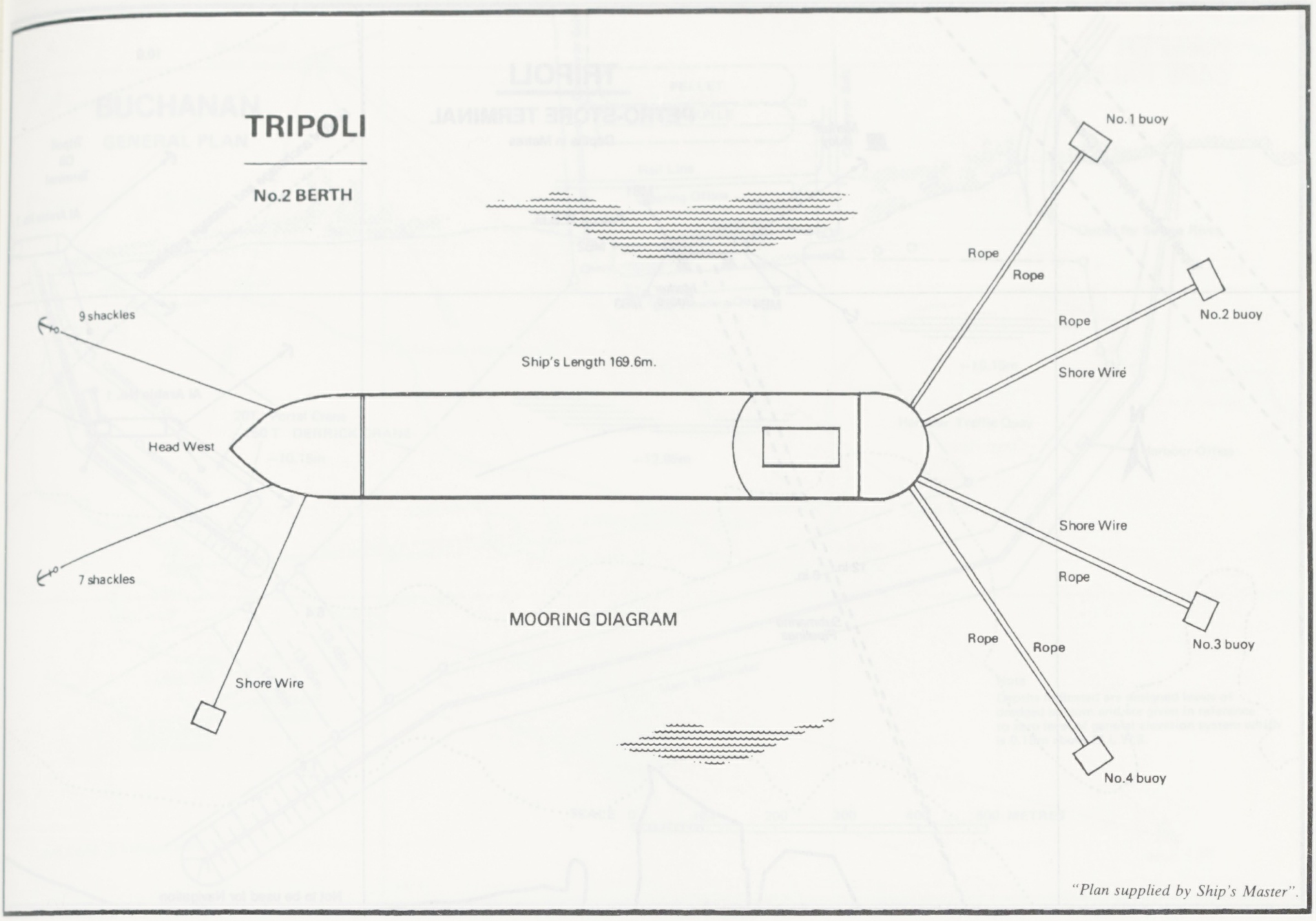
No. 1 BERTH

MOORING DIAGRAM

Anchor position buoy
8 shackles
9 shackles
9 shackles
8 shackles
1100 ft.
600 ft.
Sealine
Winker Light buoy
No. 1 buoy
No. 2 buoy
No. 3 buoy
No. 4 buoy

TRIPOLI

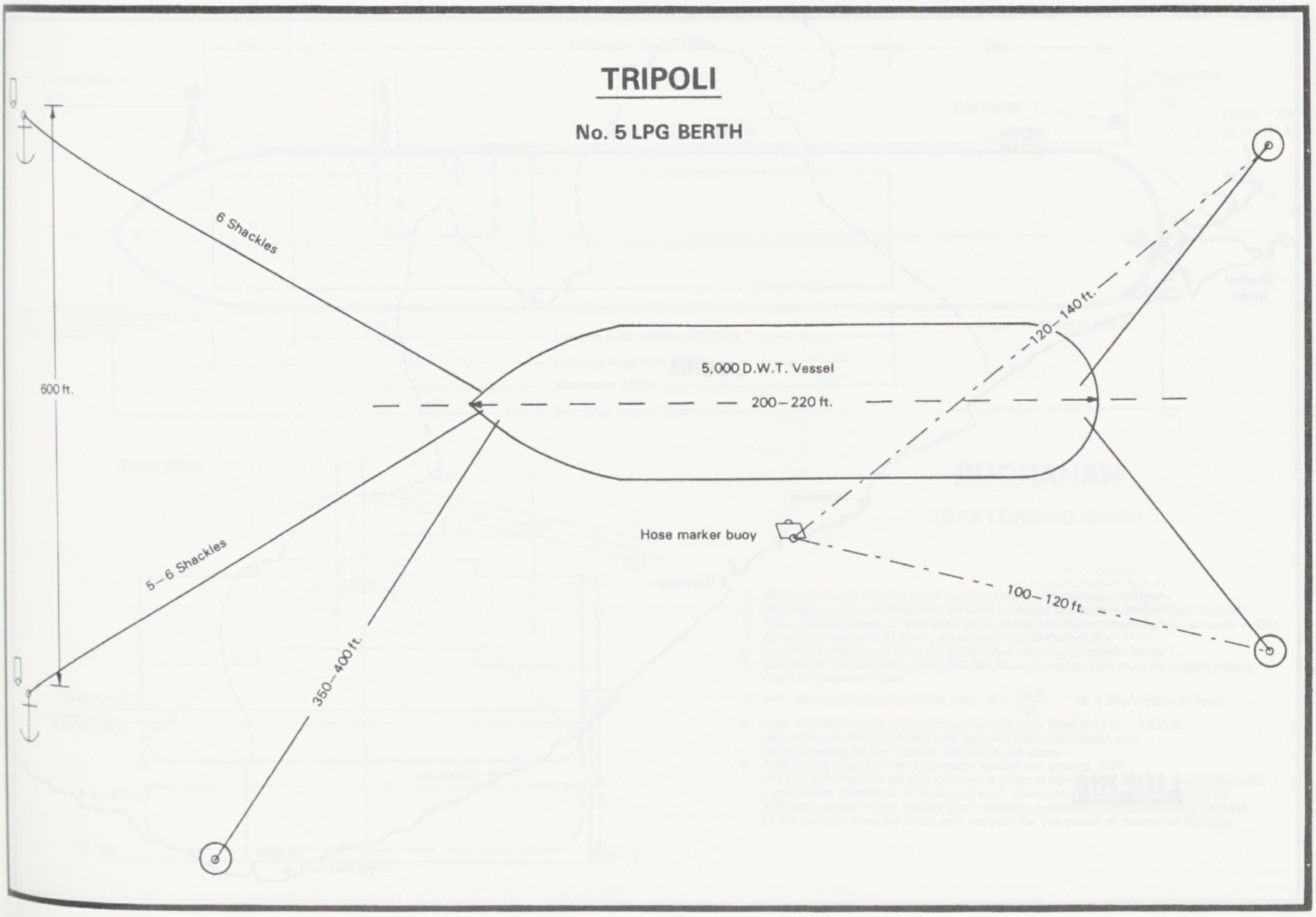
No.2 BERTH

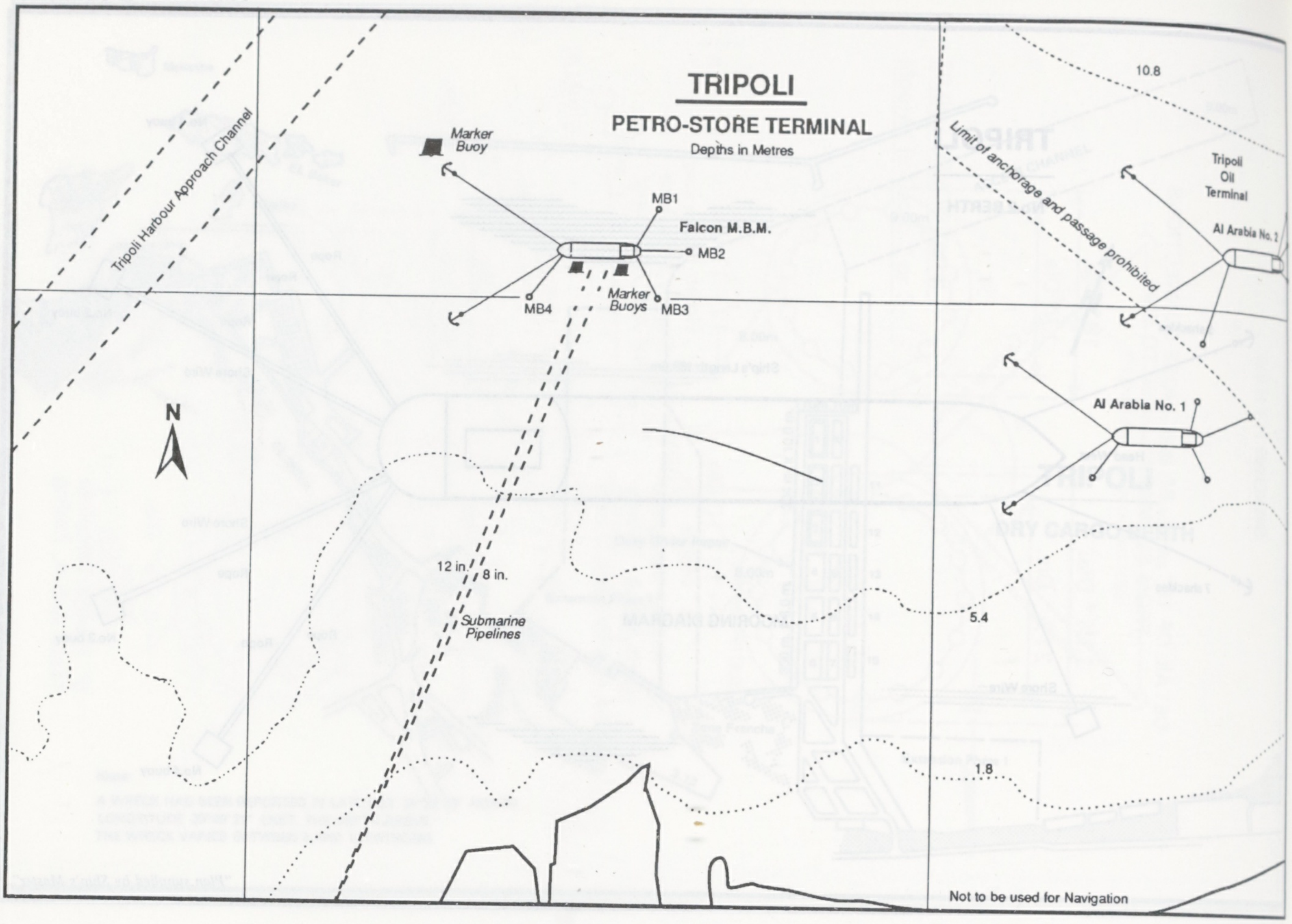

No.1 buoy
Rope
Rope
Rope
No.2 buoy
Shore Wire
9 shackles
Ship's Length 169.6m.
Head West
Shore Wire
Rope
7 shackles
MOORING DIAGRAM
Rope
Rope
No.3 buoy
Shore Wire
No.4 buoy

"Plan supplied by Ship's Master".

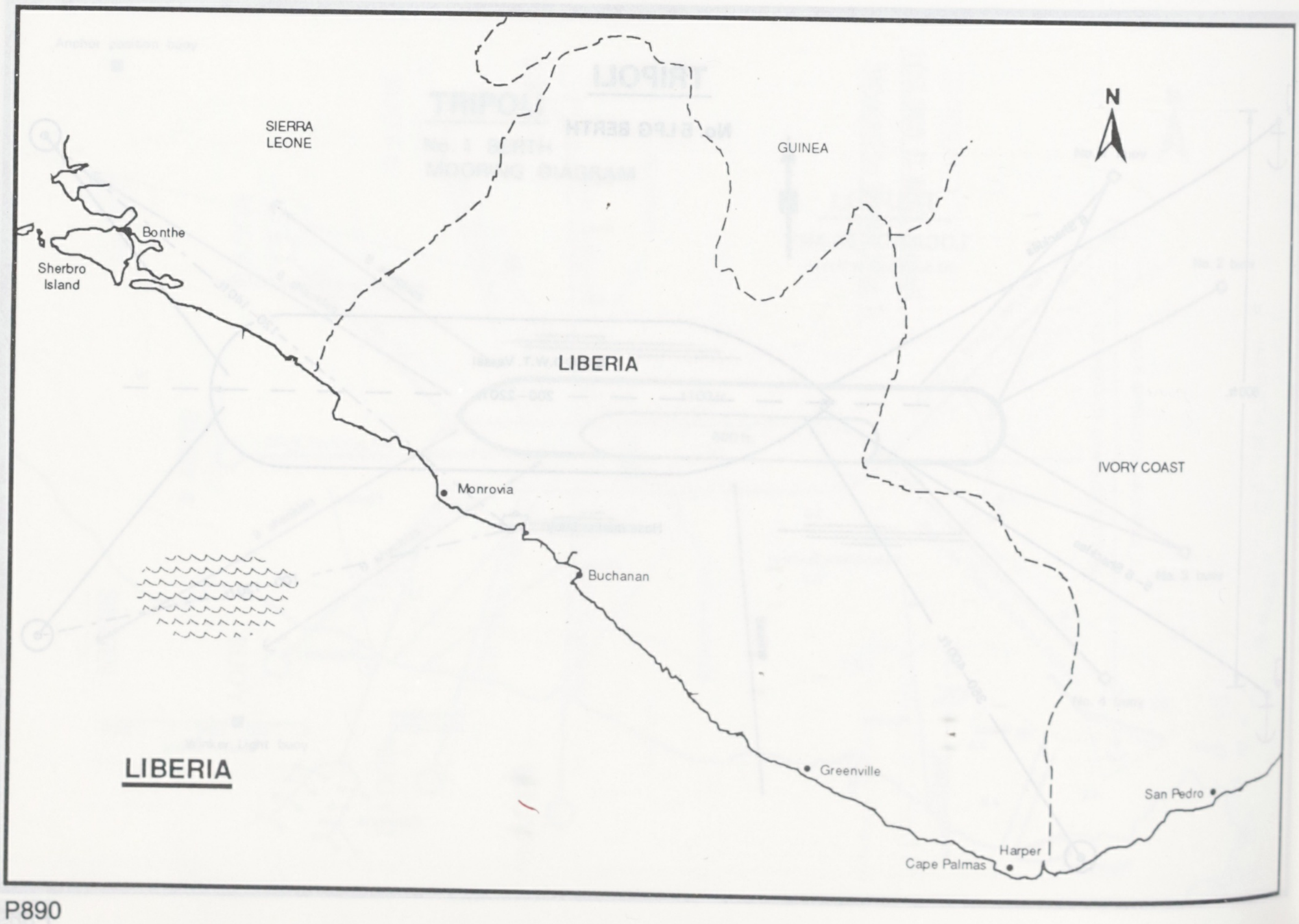
TRIPOLI

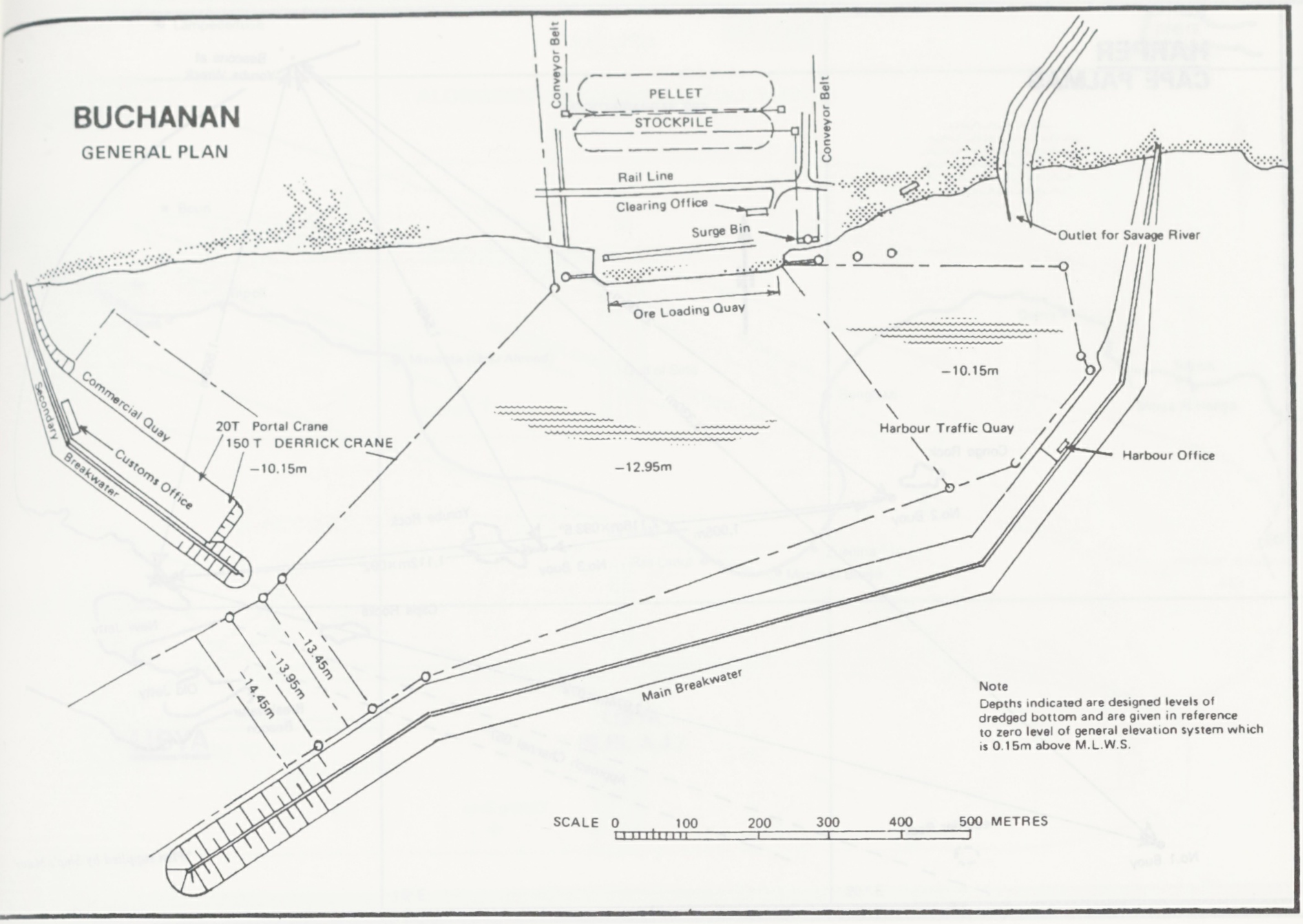
No. 5 LPG BERTH


6 Shackles
600 ft.
120–140 ft.
5,000 D.W.T. Vessel
200–220 ft.
Hose marker buoy
5–6 Shackles
100–120 ft.
350–400 ft.


TRIPOLI
PETRO-STORE TERMINAL
Depths in Metres
Marker Buoy
MB1
Falcon M.B.M.
MB2
MB4
Marker Buoys
MB3
Tripoli Harbour Approach Channel
N
12 in.
8 in.
Submarine Pipelines
10.8
Limit of anchorage and passage prohibited
Tripoli Oil Terminal
Al Arabia No. 2
Al Arabia No. 1
5.4
1.8

Not to be used for Navigation


SIERRA LEONE
GUINEA
N
Bonthe
Sherbro Island
LIBERIA
Monrovia
Buchanan
IVORY COAST
Greenville
San Pedro
Harper
Cape Palmas
LIBERIA

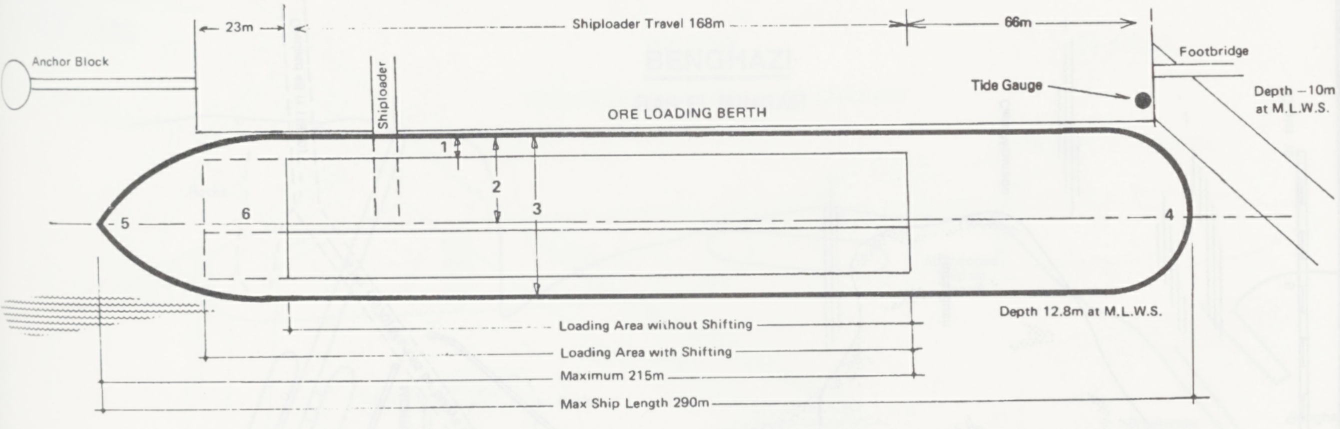


BUCHANAN

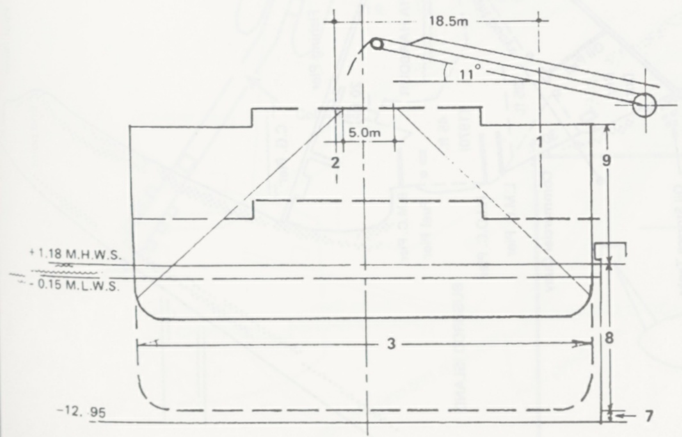
GENERAL PLAN

Conveyor Belt
PELLET
STOCKPILE
Conveyor Belt
Rail Line
Clearing Office
Surge Bin
Ore Loading Quay
Outlet for Savage River
-10.15m
Harbour Traffic Quay
Harbour Office
-12.95m
Commercial Quay
Customs Office
Secondary Breakwater
20T Portal Crane
150 T DERRICK CRANE
-10.15m
-13.45m
-13.95m
-14.45m
Main Breakwater
SCALE 0 100 200 300 400 500 METRES

Note
Depths indicated are designed levels of dredged bottom and are given in reference to zero level of general elevation system which is 0.15m above M.L.W.S.



23m
Shiploader Travel 168m
66m
Anchor Block
Shiploader
Footbridge
Tide Gauge
Depth −10m at M.L.W.S.
ORE LOADING BERTH
1
2
3
4
5
6
Depth 12.8m at M.L.W.S.
Loading Area without Shifting
Loading Area with Shifting
Maximum 215m
Max Ship Length 290m



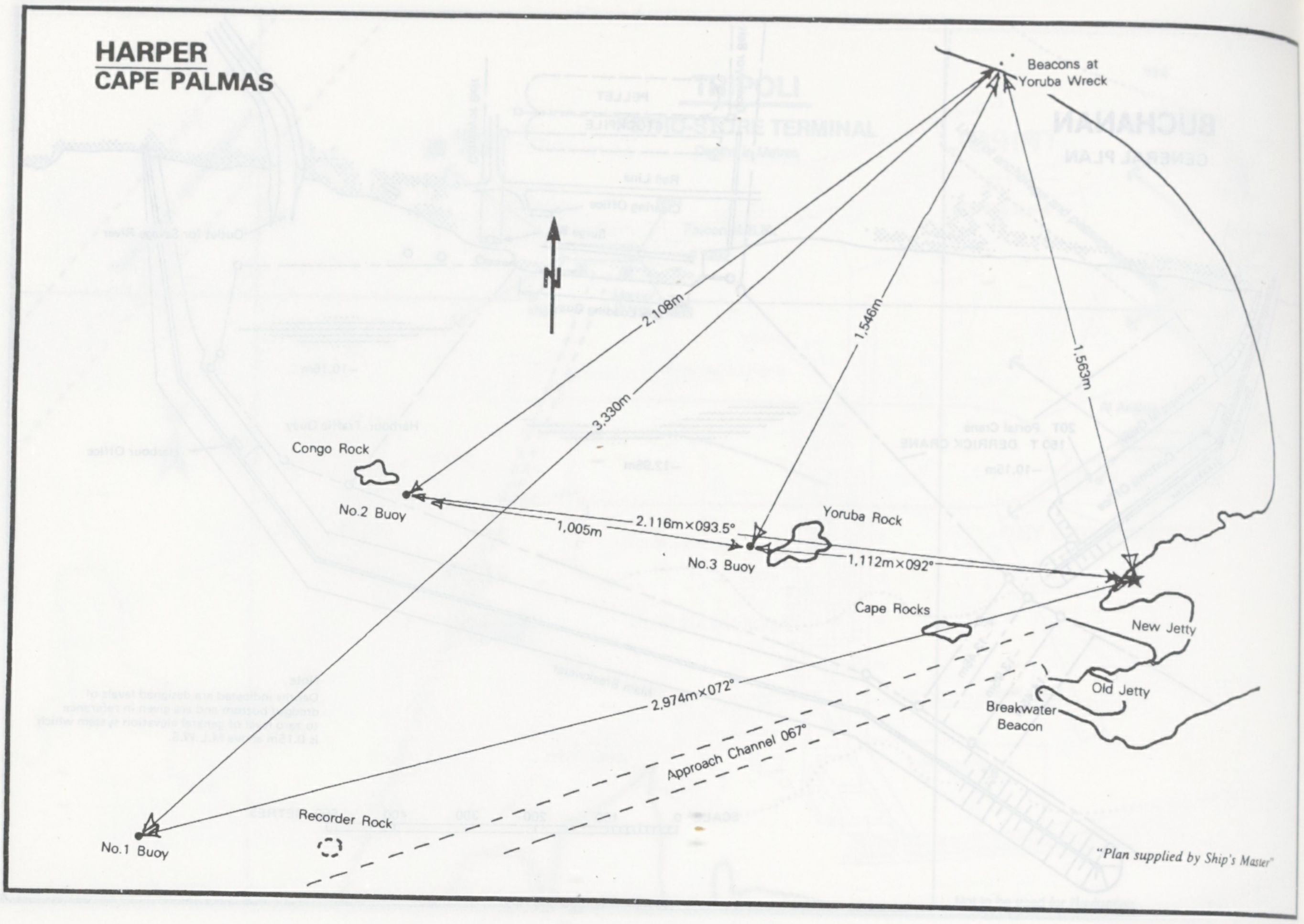
18.5m
11°
5.0m
1
2
9
+1.18 M.H.W.S.
- 0.15 M.L.W.S.
3
8
7
-12. 95

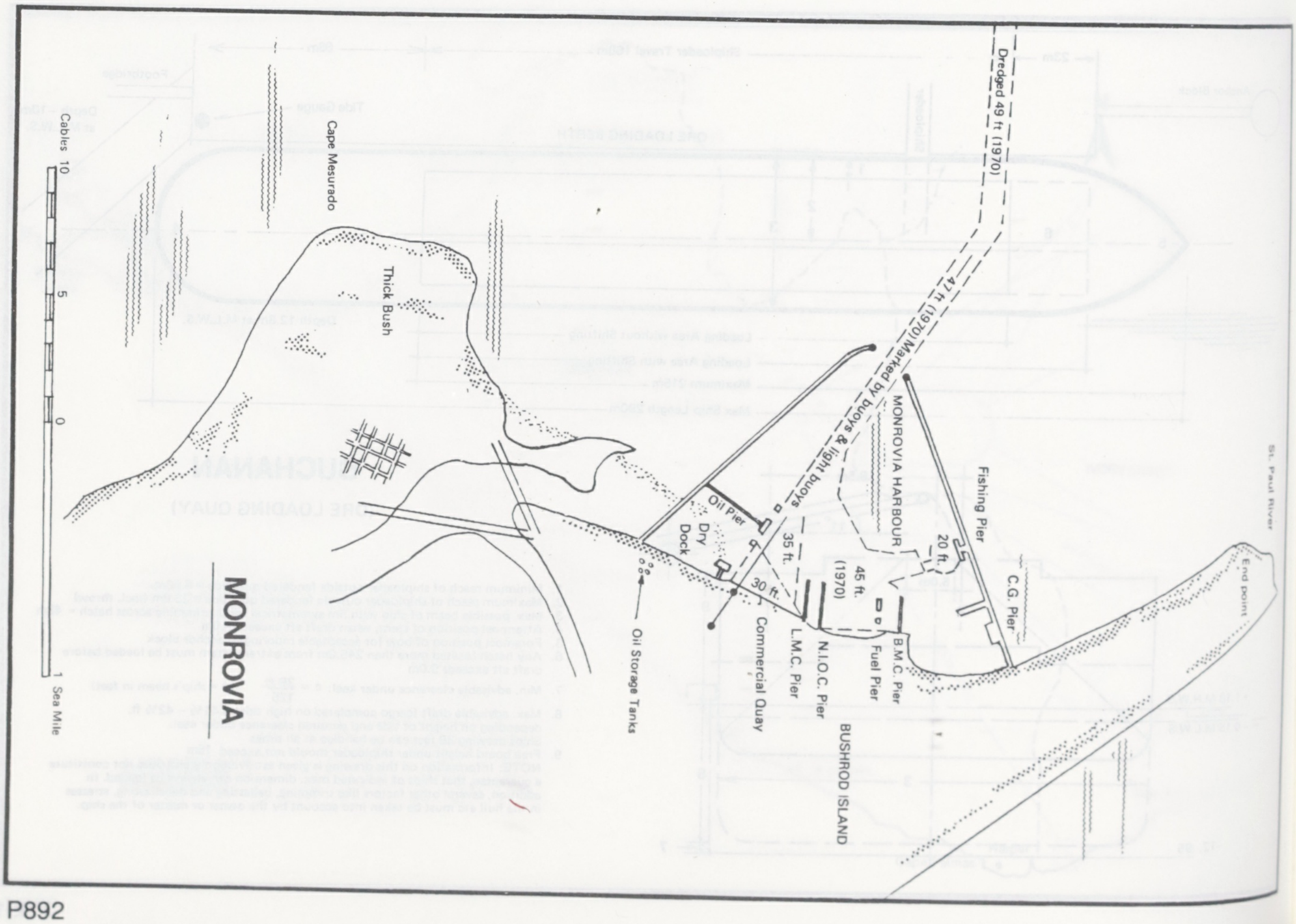
BUCHANAN

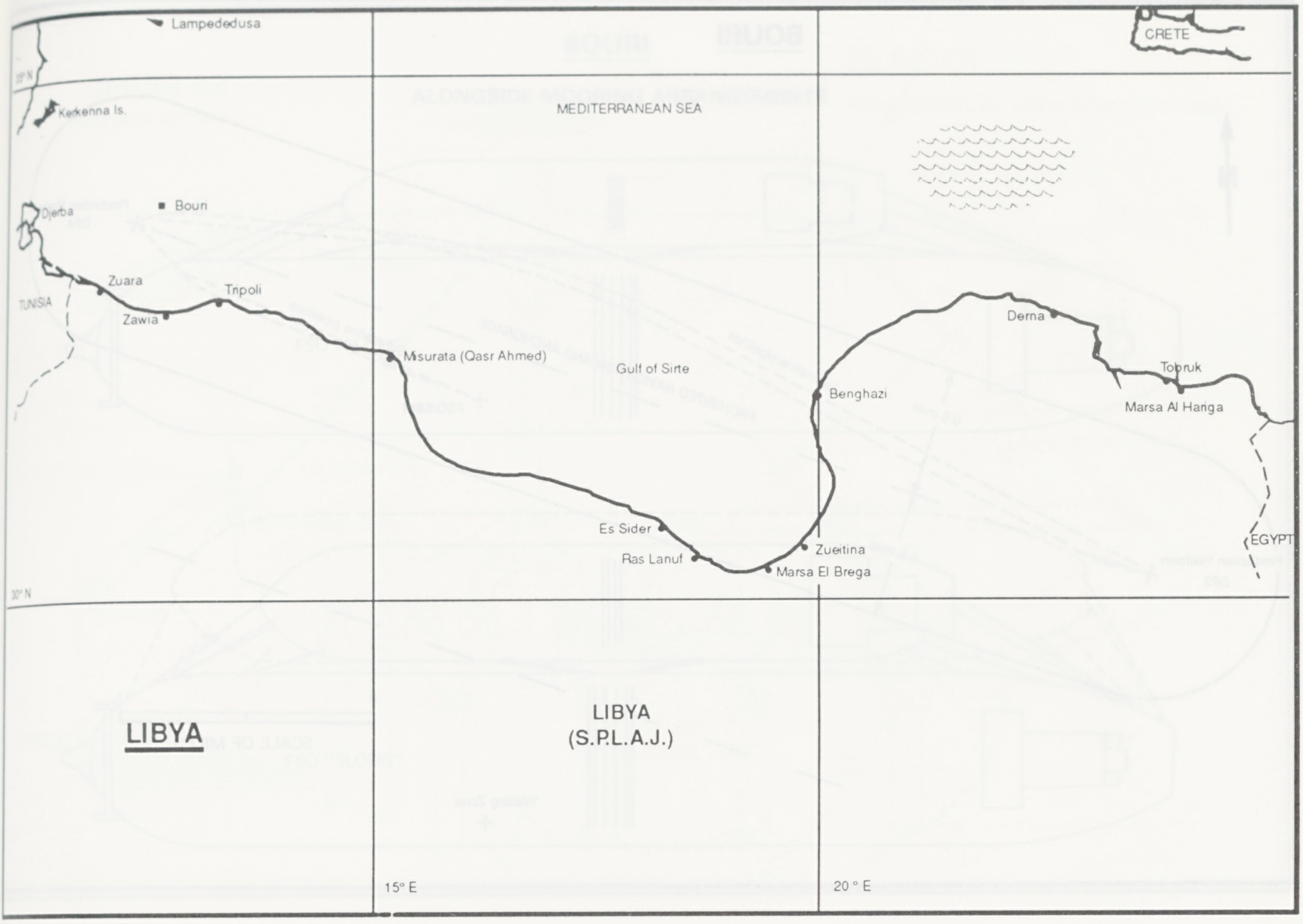
(ORE LOADING QUAY)

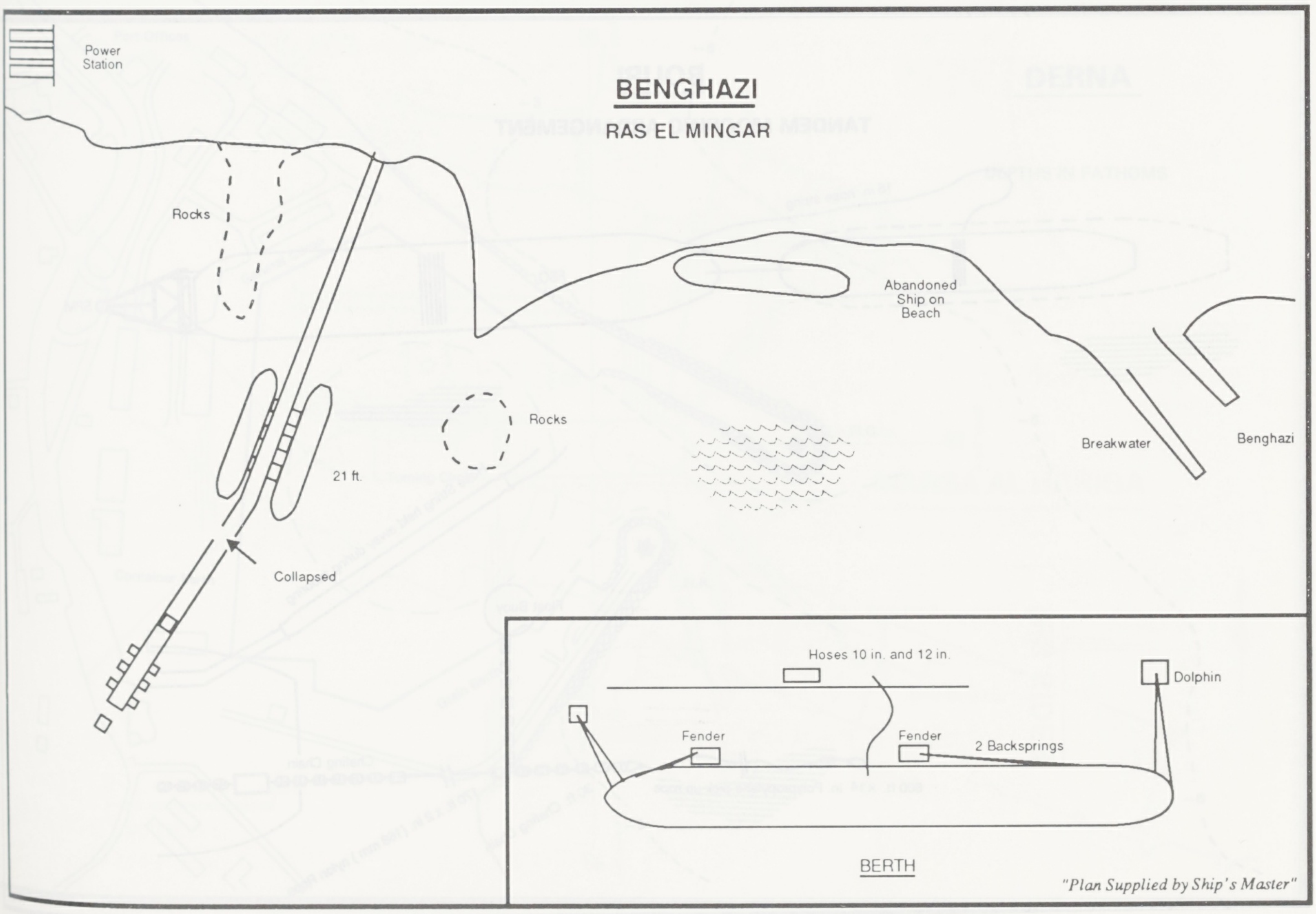
1. Minimum reach of shiploader outside fendered quayside = 4.50m
2. Maximum reach of shiploader outside fendered quayside = 23.0m (incl. throw)
3. Max. possible beam of ship with 5m symmetrical spout trimming across hatch = 43m
4. Aftermost position of stern, when draft aft exceeds 9.0m
5. Foremost position of bow for acceptable mooring to anchor block
6. Any hatch located more than 245.0m from extreme stern must be loaded before draft aft exceeds 9.0m
7. Min. advisable clearance under keel: $c = \frac{3B \text{ ft.}}{125}$ (B = ship's beam in feet)
8. Max. advisable draft (cargo completed on high tide) is 41½ - 42½ ft. depending on height of tide and required clearance under keel. Ships drawing 39 feet can be handled at all times
9. Free board height under shiploader should not exceed 15m

NOTE: Information on this drawing is given as advice only and does not constitute a guarantee, that ships of indicated max. dimension can always be loaded. In addition, several other factors like trimming, ballasting and deballasting, stresses in the hull etc must be taken into account by the owner or master of the ship.

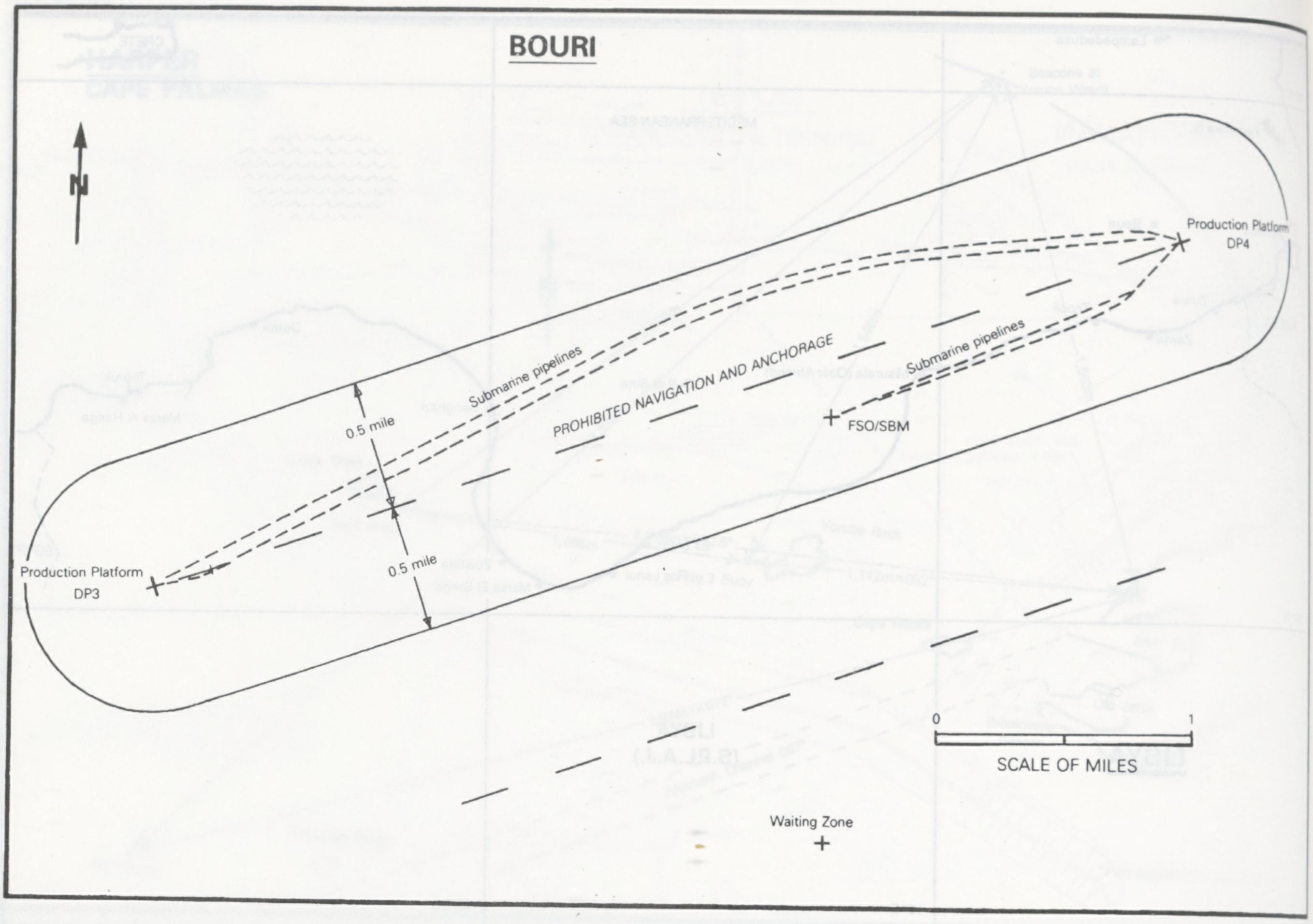

HARPER
CAPE PALMAS
Beacons at Yoruba Wreck
2,108m
3,330m
1,546m
1,563m
Congo Rock
No.2 Buoy
2,116m×093.5°
1,005m
No.3 Buoy
Yoruba Rock
1,112m×092°
Cape Rocks
New Jetty
Old Jetty
Breakwater Beacon
2,974m×072°
Approach Channel 067°
Recorder Rock
No.1 Buoy
"Plan supplied by Ship's Master"

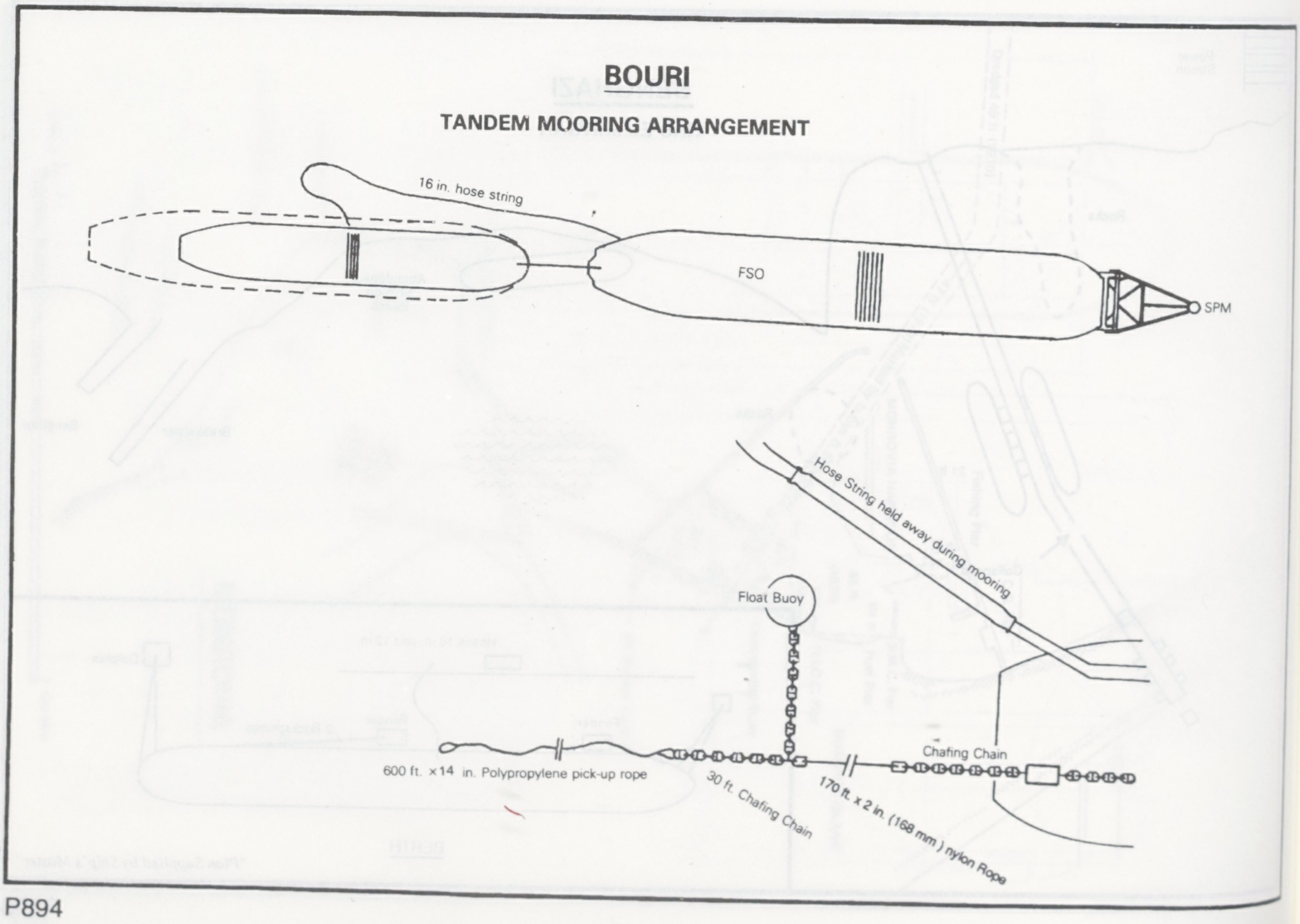

MONROVIA
Cables 10
5
0
1 Sea Mile
Cape Mesurado
Thick Bush
Dredged 49 ft (1970)
47 ft (1970) Marked by buoys & light buoys
MONROVIA HARBOUR
Fishing Pier
20 ft.
C.G. Pier
45 ft. (1970)
B.M.C. Pier
Fuel Pier
N.I.O.C. Pier
L.M.C. Pier
35 ft.
30 ft.
Oil Pier
Dry Dock
Commercial Quay
Oil Storage Tanks
BUSHROD ISLAND
St. Paul River
End point


Lampededusa
35° N
Kerkenna Is.
MEDITERRANEAN SEA
CRETE
Djerba
Bouri
Zuara
Tripoli
TUNISIA
Zawia
Misurata (Qasr Ahmed)
Gulf of Sirte
Derna
Benghazi
Tobruk
Marsa Al Hariga
Es Sider
Ras Lanuf
Zueitina
Marsa El Brega
EGYPT
30° N
LIBYA
LIBYA
(S.P.L.A.J.)
15° E
20° E


Power Station
BENGHAZI
RAS EL MINGAR
Rocks
Abandoned Ship on Beach
Rocks
21 ft.
Breakwater
Benghazi
Collapsed
Hoses 10 in. and 12 in.
Dolphin
Fender
Fender
2 Backsprings
BERTH

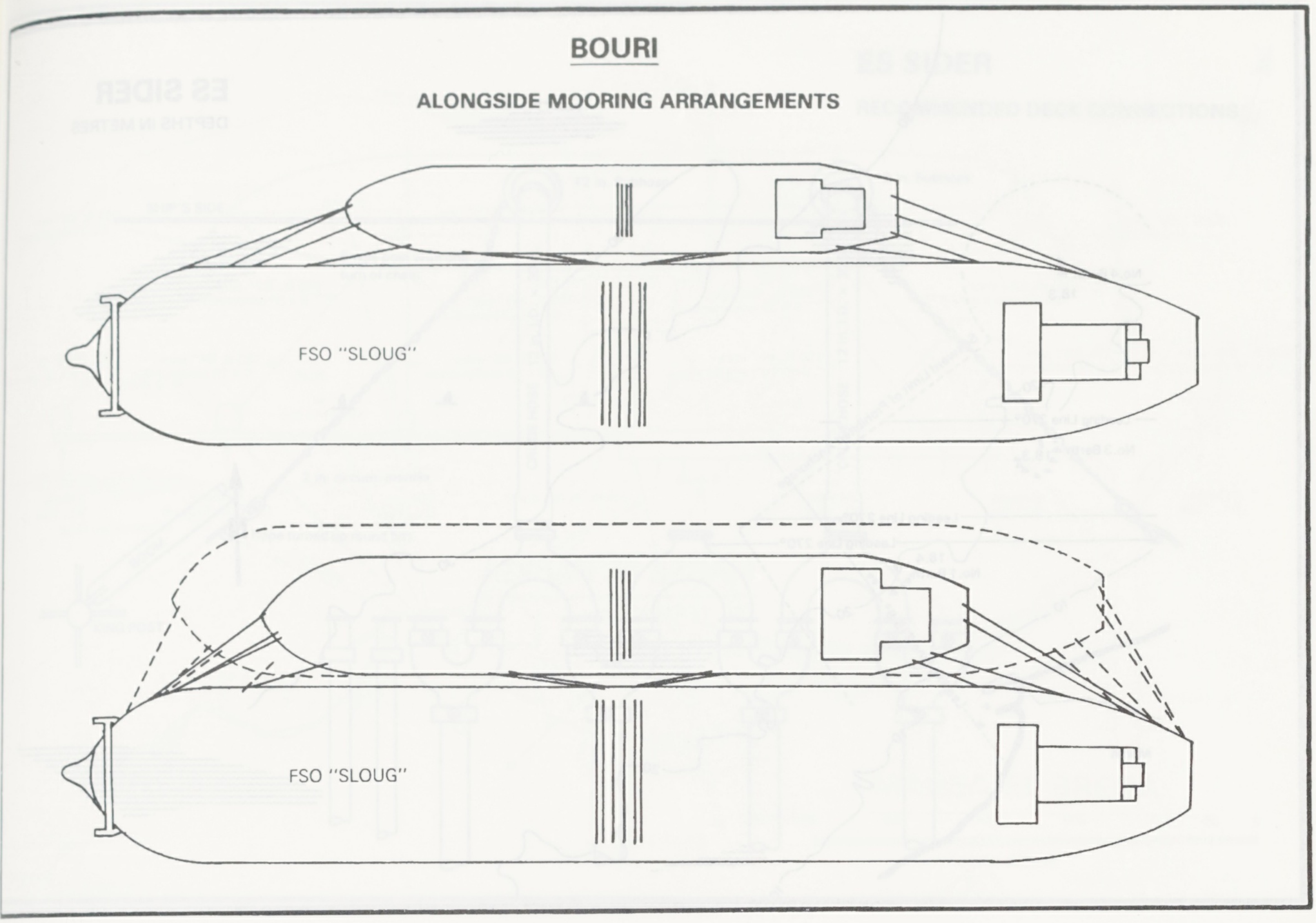
"Plan Supplied by Ship's Master"


BOURI
N
Production Platform
DP4
Submarine pipelines
PROHIBITED NAVIGATION AND ANCHORAGE
Submarine pipelines
0.5 mile
FSO/SBM
0.5 mile
Production Platform
DP3
0
1
SCALE OF MILES
Waiting Zone


BOURI
TANDEM MOORING ARRANGEMENT
16 in. hose string
FSO
SPM
Hose String held away during mooring
Float Buoy
Chafing Chain
600 ft. ×14 in. Polypropylene pick-up rope
30 ft. Chafing Chain
170 ft. x 2 in. (168 mm) nylon Rope

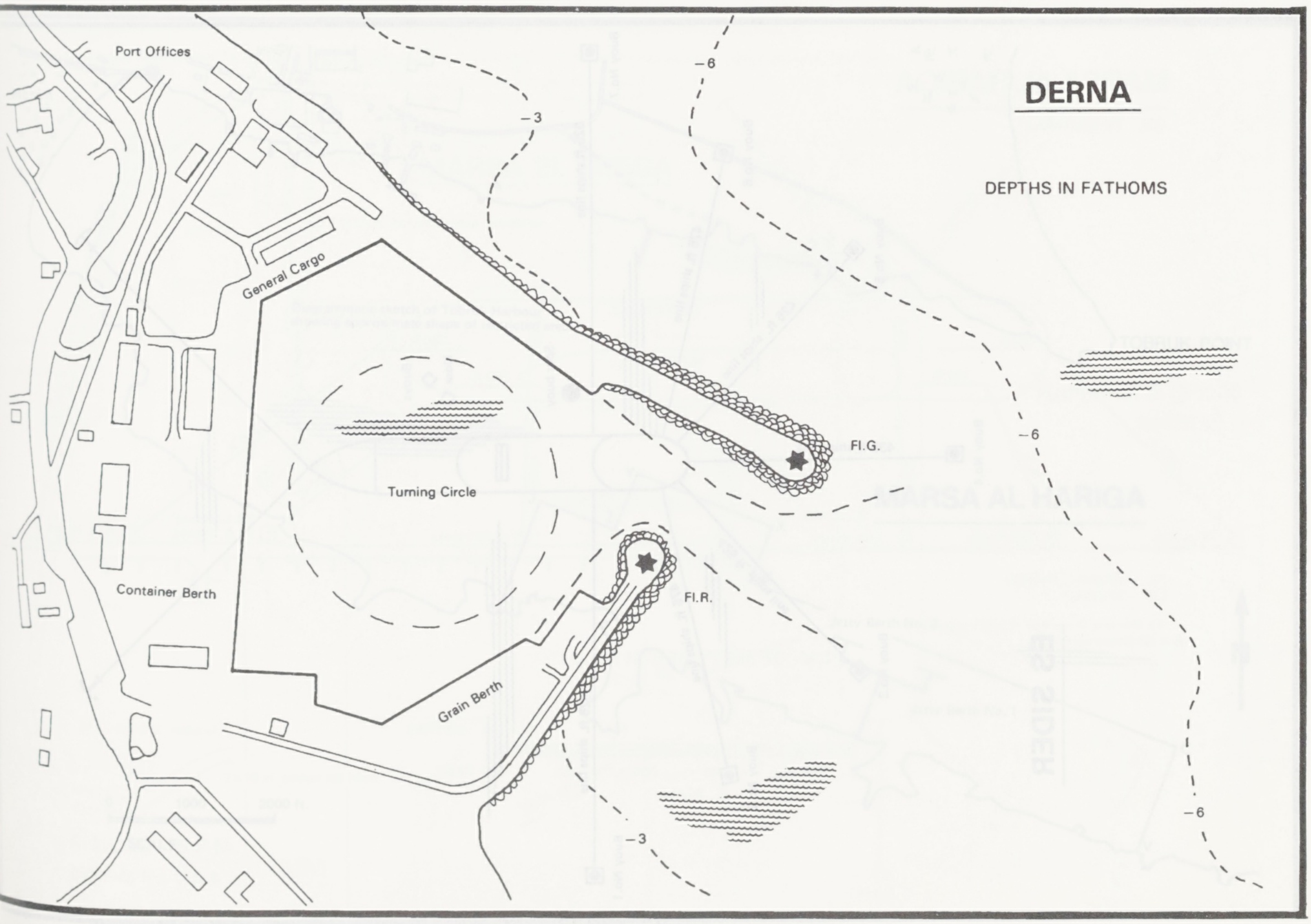
BOURI

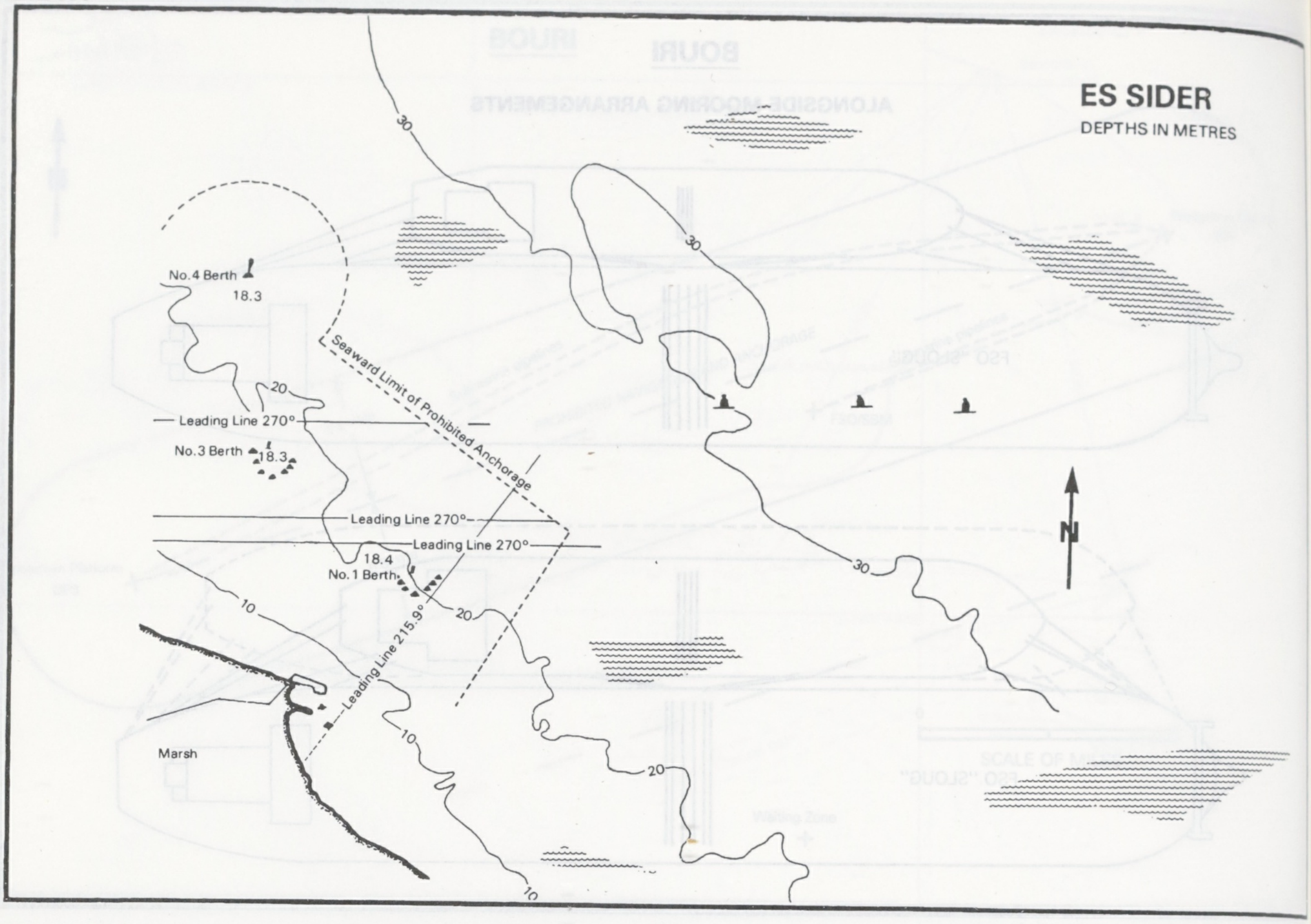
ALONGSIDE MOORING ARRANGEMENTS

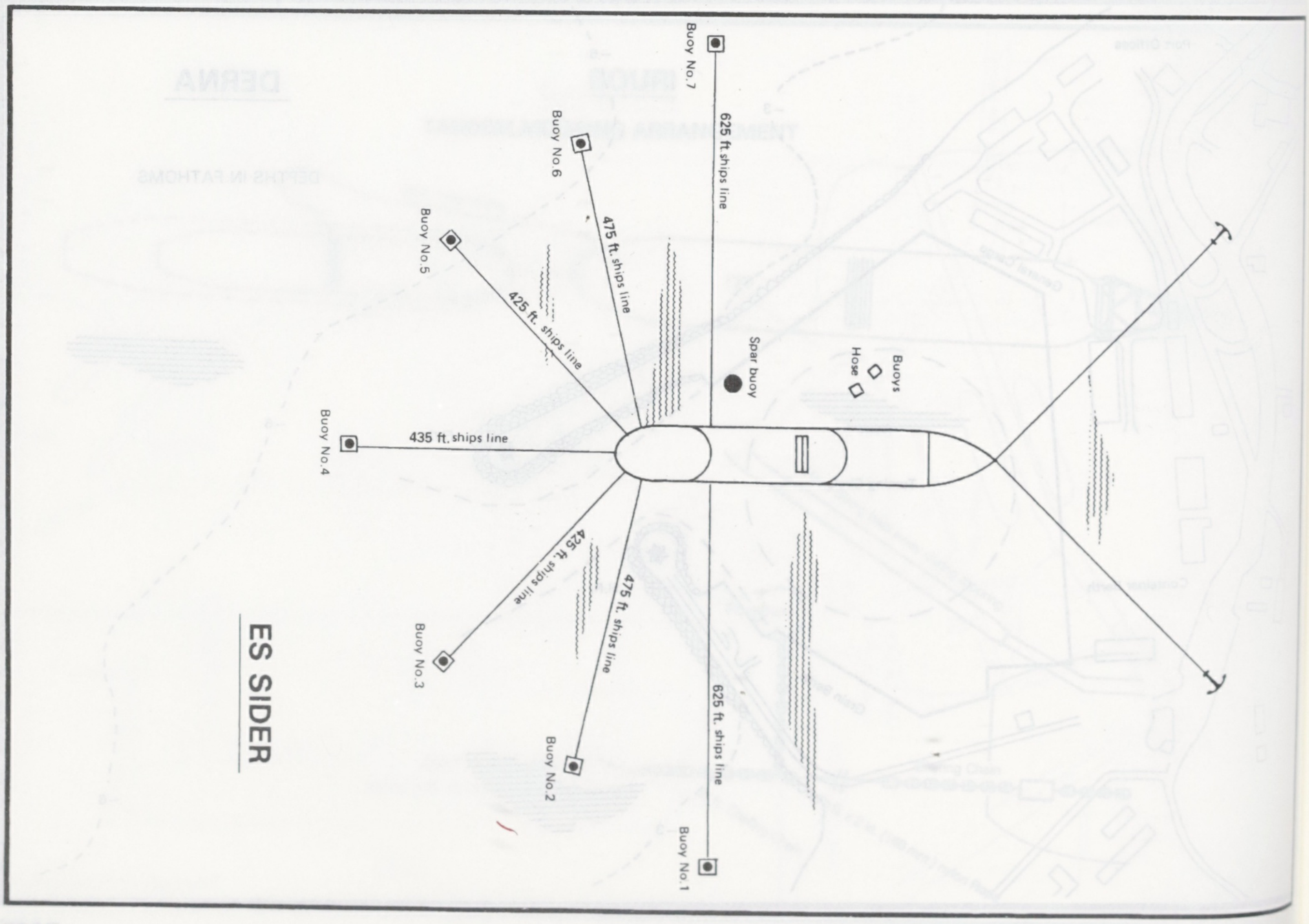

FSO "SLOUG"
FSO "SLOUG"

DERNA

DEPTHS IN FATHOMS

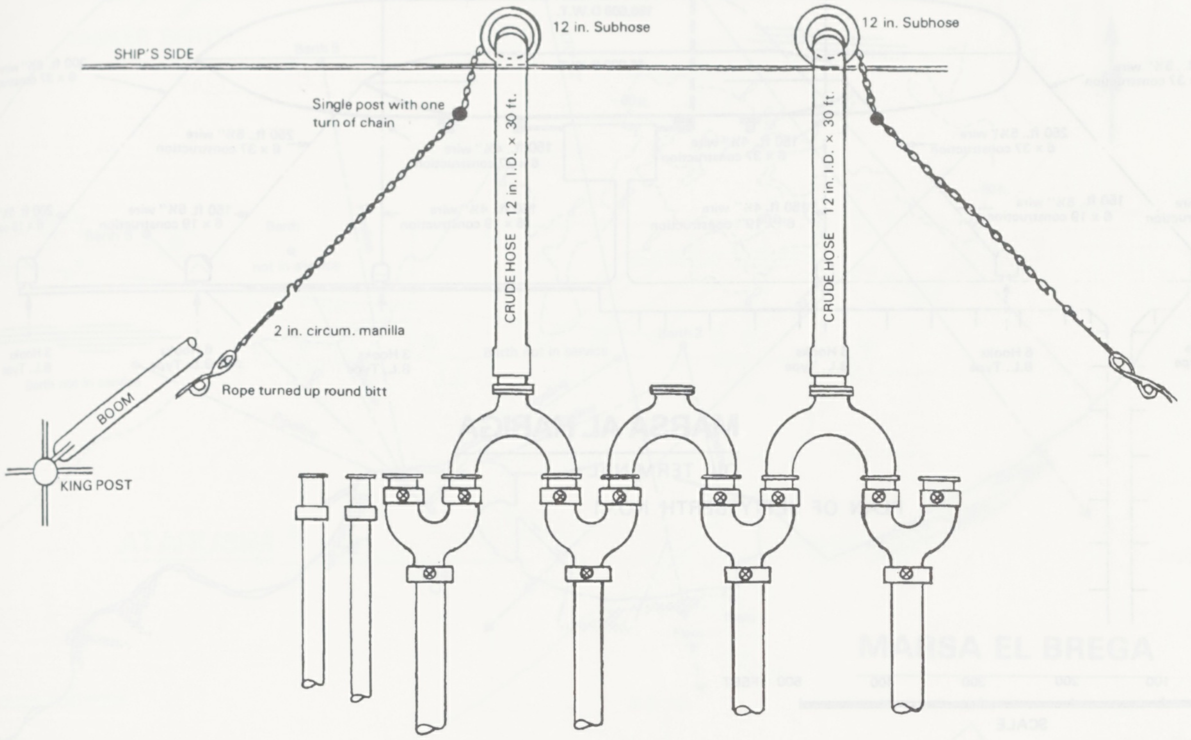

Port Offices
General Cargo
Turning Circle
Container Berth
Grain Berth
Fl.G.
Fl.R.
−3
−3
−6
−6
−6


ES SIDER
DEPTHS IN METRES
No.4 Berth
18.3
No.3 Berth
18.3
No.1 Berth
18.4
Leading Line 270°
Leading Line 270°
Leading Line 270°
Leading Line 215.9°
Seaward Limit of Prohibited Anchorage
Marsh
N
30
30
30
20
20
20
10
10
10

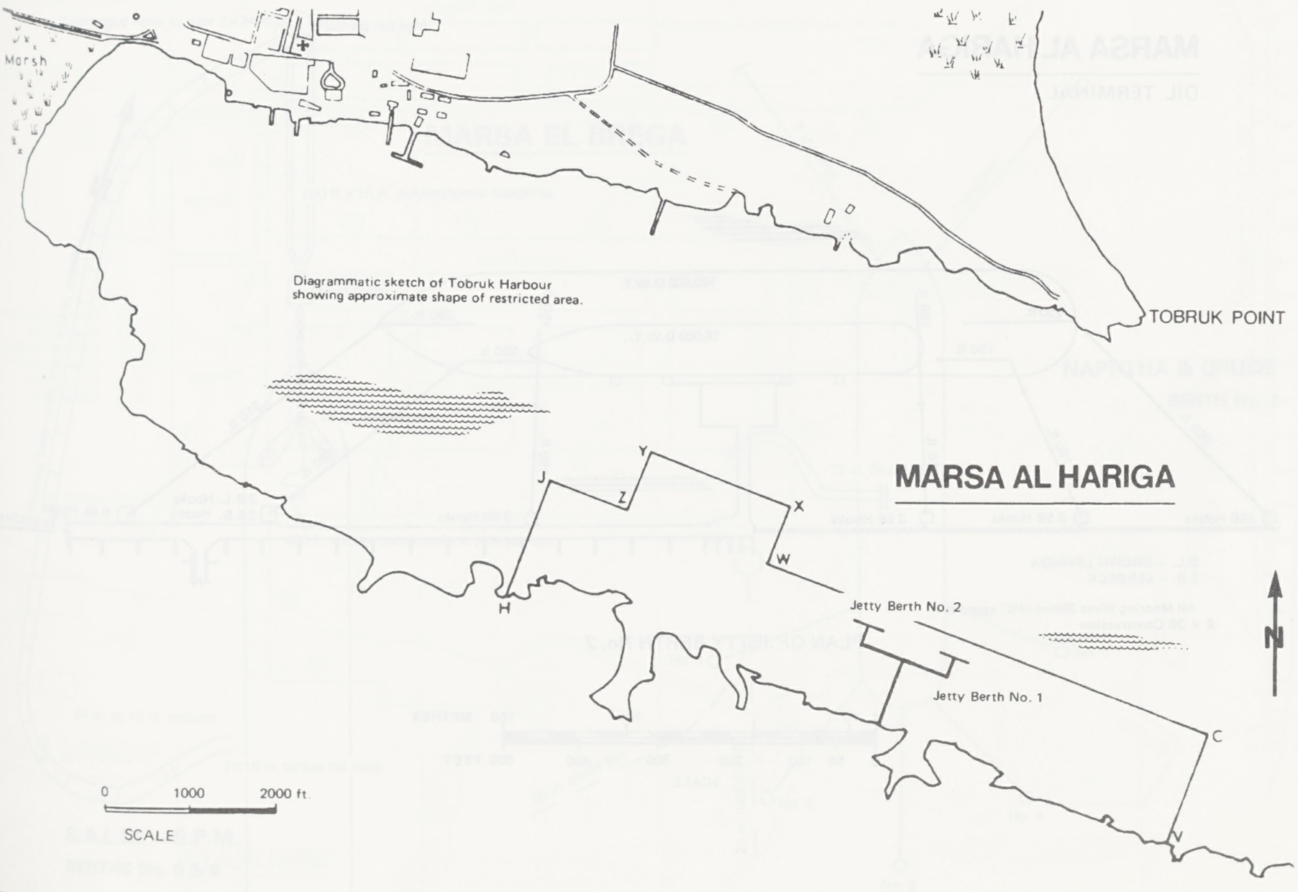

ES SIDER
Buoy No.7
625 ft. ships line
Buoy No.6
475 ft. ships line
Buoy No.5
425 ft. ships line
Buoy No.4
435 ft. ships line
Buoy No.3
425 ft. ships line
Buoy No.2
475 ft. ships line
Buoy No.1
625 ft. ships line
Spar buoy
Hose
Buoys

ES SIDER

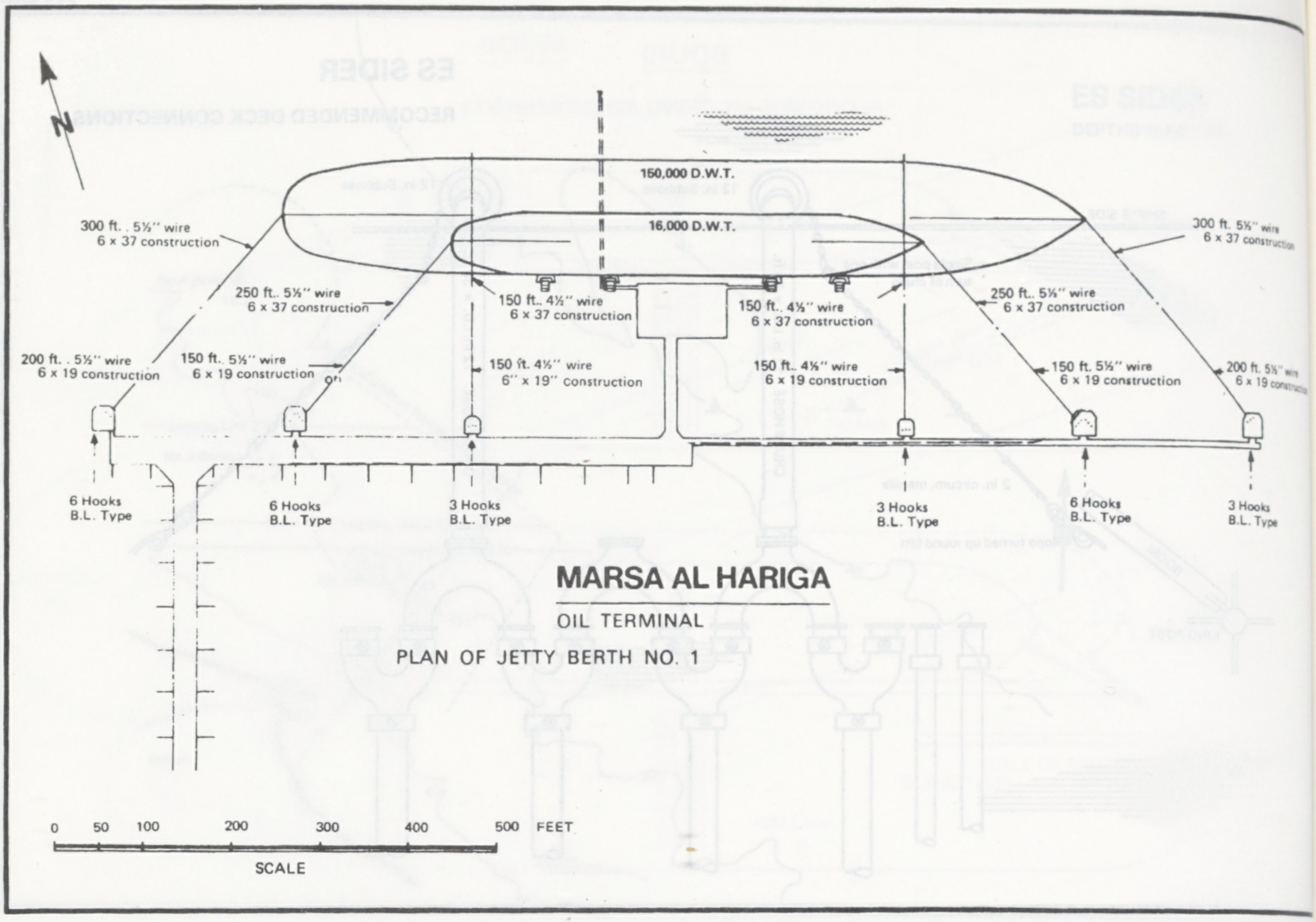
RECOMMENDED DECK CONNECTIONS


12 in. Subhose
12 in. Subhose
SHIP'S SIDE
Single post with one turn of chain
CRUDE HOSE 12 in. I.D. × 30 ft.
CRUDE HOSE 12 in. I.D. × 30 ft.
2 in. circum. manilla
Rope turned up round bitt
BOOM
KING POST

MARSA AL HARIGA


Marsh
TOBRUK POINT
J
Y
Z
X
W
H
Jetty Berth No. 2
Jetty Berth No. 1
C
V
N
0
1000
2000 ft.
SCALE

Diagrammatic sketch of Tobruk Harbour showing approximate shape of restricted area.

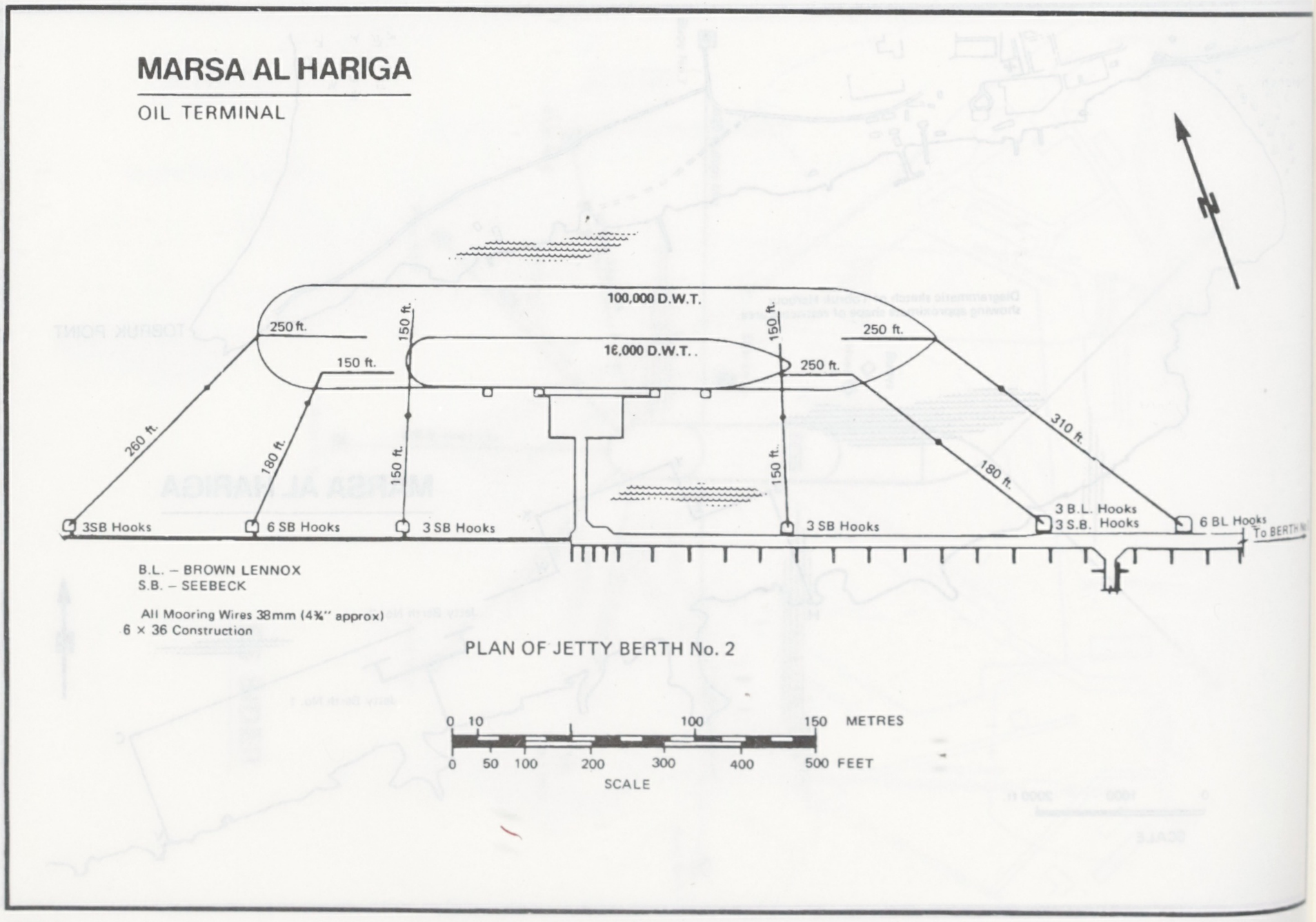


MARSA AL HARIGA

OIL TERMINAL

PLAN OF JETTY BERTH NO. 1

N
150,000 D.W.T.
16,000 D.W.T.
300 ft. . 5½" wire 6 x 37 construction
250 ft.. 5½" wire 6 x 37 construction
200 ft. . 5½" wire 6 x 19 construction
150 ft.. 5½" wire 6 x 19 construction
150 ft.. 4½" wire 6 x 37 construction
150 ft. 4½" wire 6" x 19" construction
150 ft.. 4½" wire 6 x 37 construction
150 ft.. 4½" wire 6 x 19 construction
250 ft.. 5½" wire 6 x 37 construction
300 ft. 5½" wire 6 x 37 construction
150 ft. 5½" wire 6 x 19 construction
200 ft. 5½" wire 6 x 19 construction
6 Hooks B.L. Type
6 Hooks B.L. Type
3 Hooks B.L. Type
3 Hooks B.L. Type
6 Hooks B.L. Type
3 Hooks B.L. Type
0 50 100 200 300 400 500 FEET
SCALE



MARSA AL HARIGA

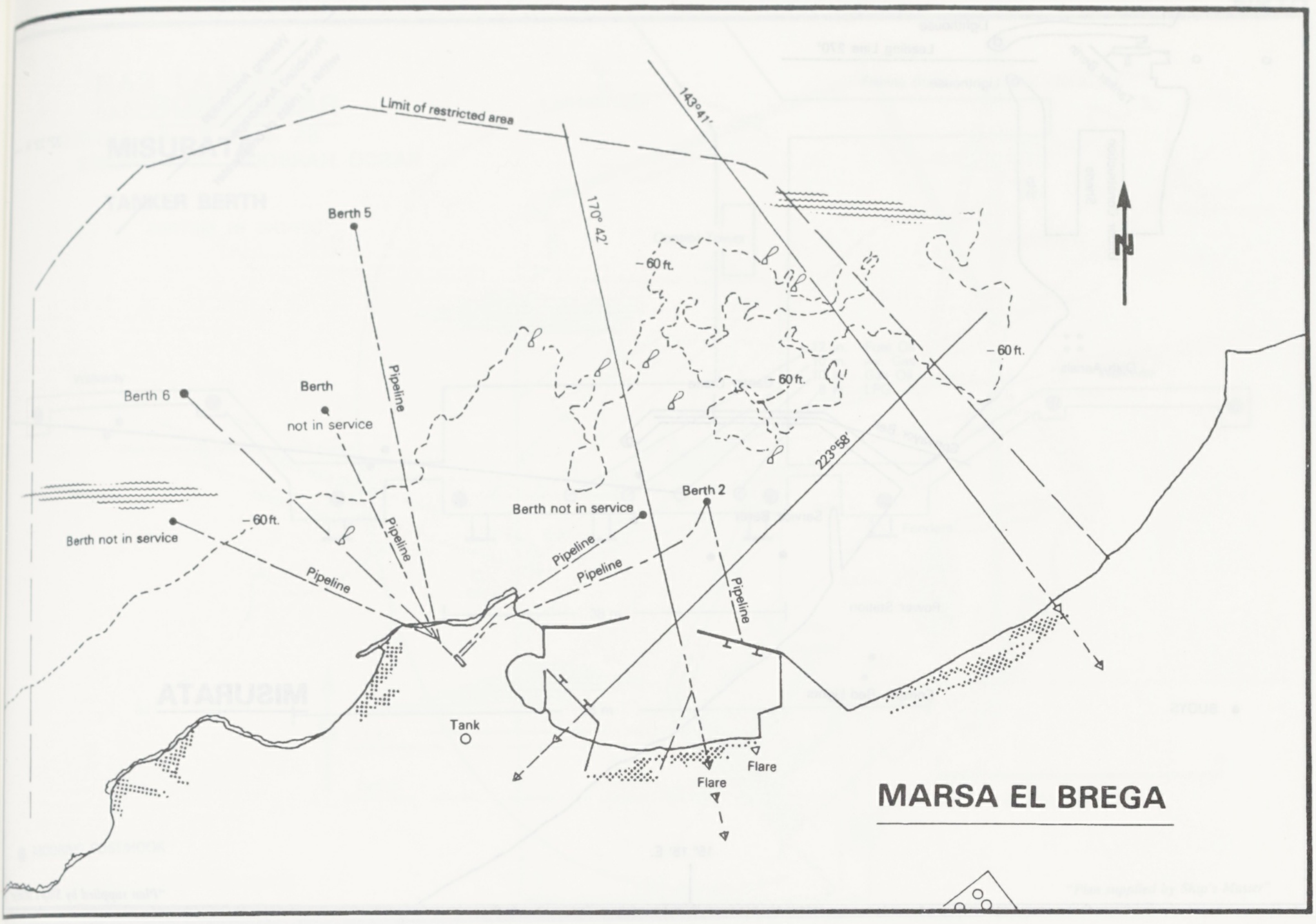
OIL TERMINAL

B.L. – BROWN LENNOX
S.B. – SEEBECK

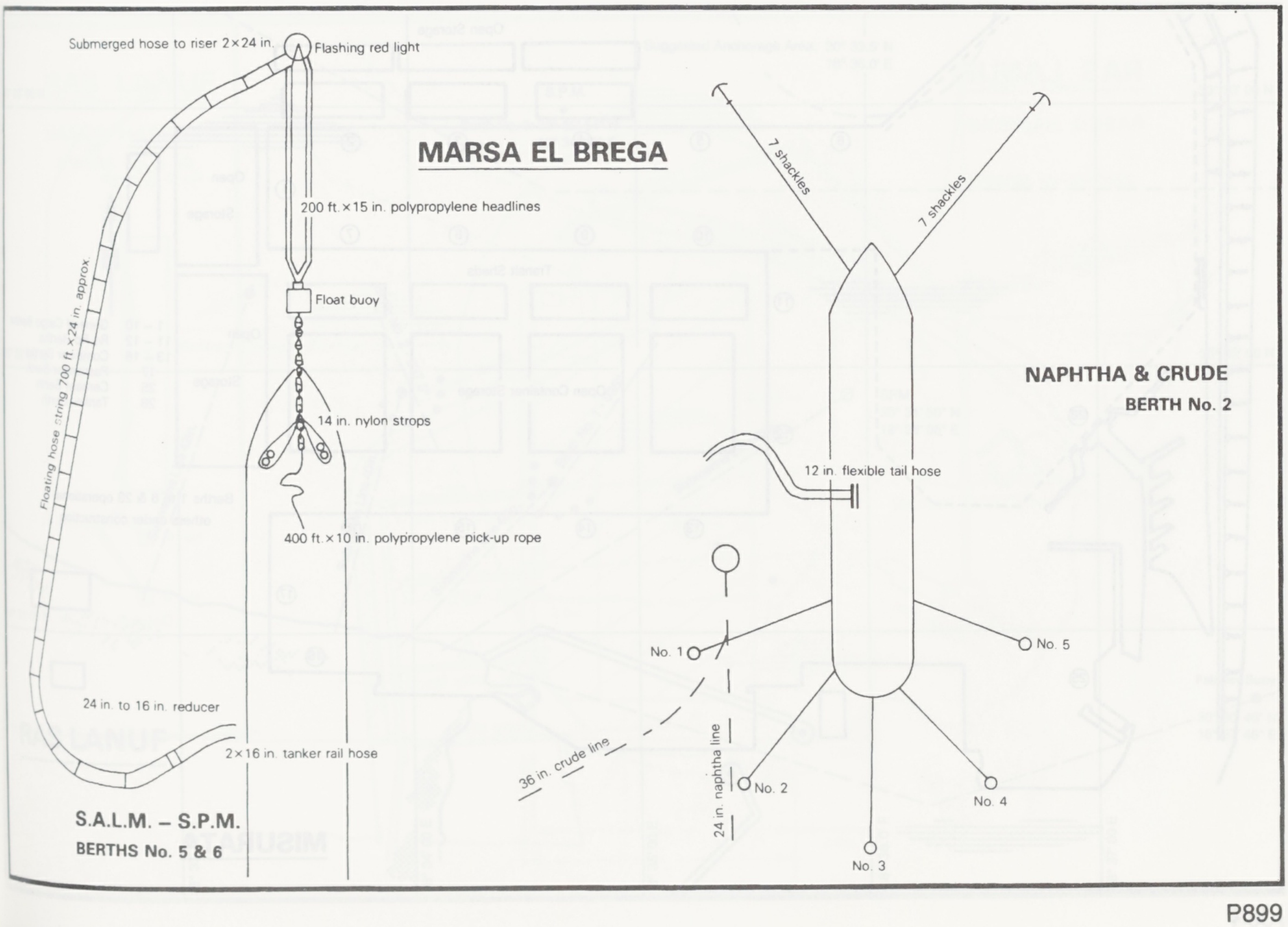
All Mooring Wires 38mm (4¾" approx)
6 × 36 Construction

PLAN OF JETTY BERTH No. 2

N
100,000 D.W.T.
16,000 D.W.T.
250 ft.
150 ft.
150 ft.
150 ft.
250 ft.
250 ft.
260 ft.
180 ft.
150 ft.
150 ft.
180 ft.
310 ft.
3SB Hooks
6 SB Hooks
3 SB Hooks
3 SB Hooks
3 B.L. Hooks
3 S.B. Hooks
6 BL Hooks
To BERTH No
0 10 100 150 METRES
0 50 100 200 300 400 500 FEET
SCALE


Limit of restricted area
143°41'
170° 42'
Berth 5
– 60 ft.
– 60 ft.
– 60 ft.
Berth 6
Berth
not in service
Pipeline
Berth not in service
– 60 ft.
Pipeline
Pipeline
223°58'
Berth 2
Berth not in service
Pipeline
Pipeline
Pipeline
Tank
Flare
Flare
N

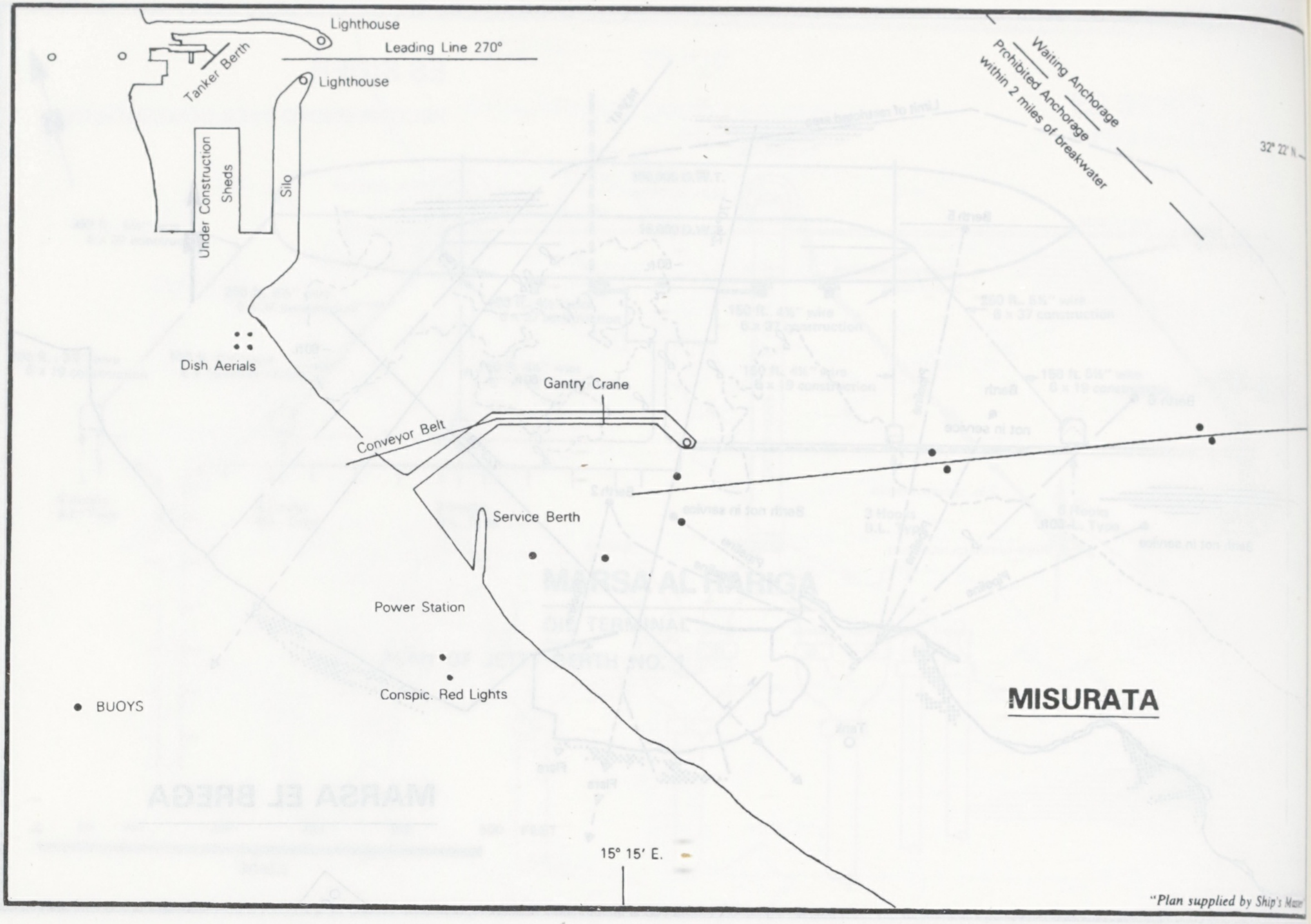
MARSA EL BREGA


Submerged hose to riser 2×24 in.
Flashing red light
200 ft.×15 in. polypropylene headlines
Float buoy
14 in. nylon strops
400 ft.×10 in. polypropylene pick-up rope
Floating hose string 700 ft.×24 in. approx
24 in. to 16 in. reducer
2×16 in. tanker rail hose
7 shackles
7 shackles
12 in. flexible tail hose
No. 1
No. 5
No. 2
No. 4
No. 3
36 in. crude line
24 in. naphtha line

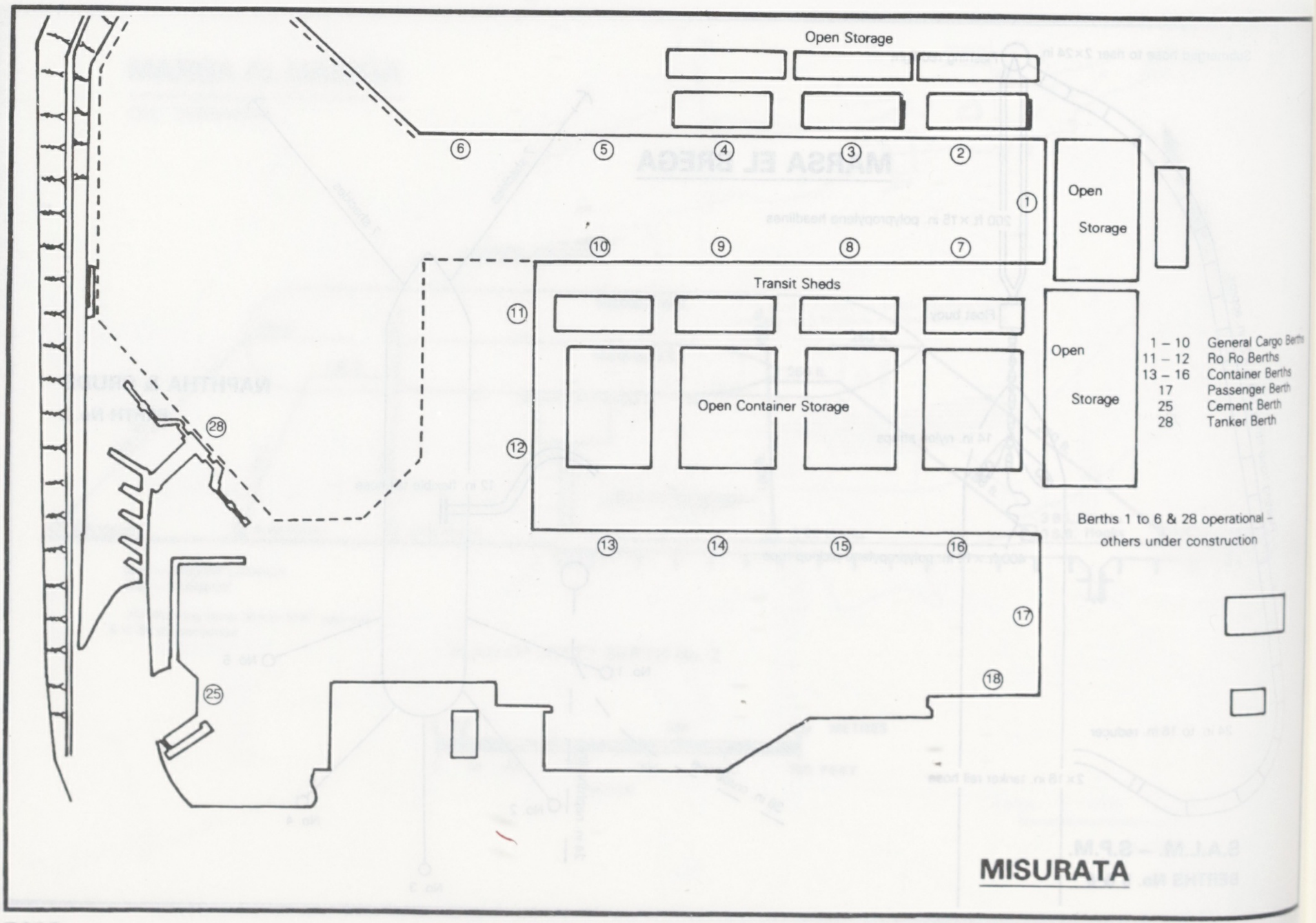
MARSA EL BREGA

S.A.L.M. – S.P.M.
BERTHS No. 5 & 6

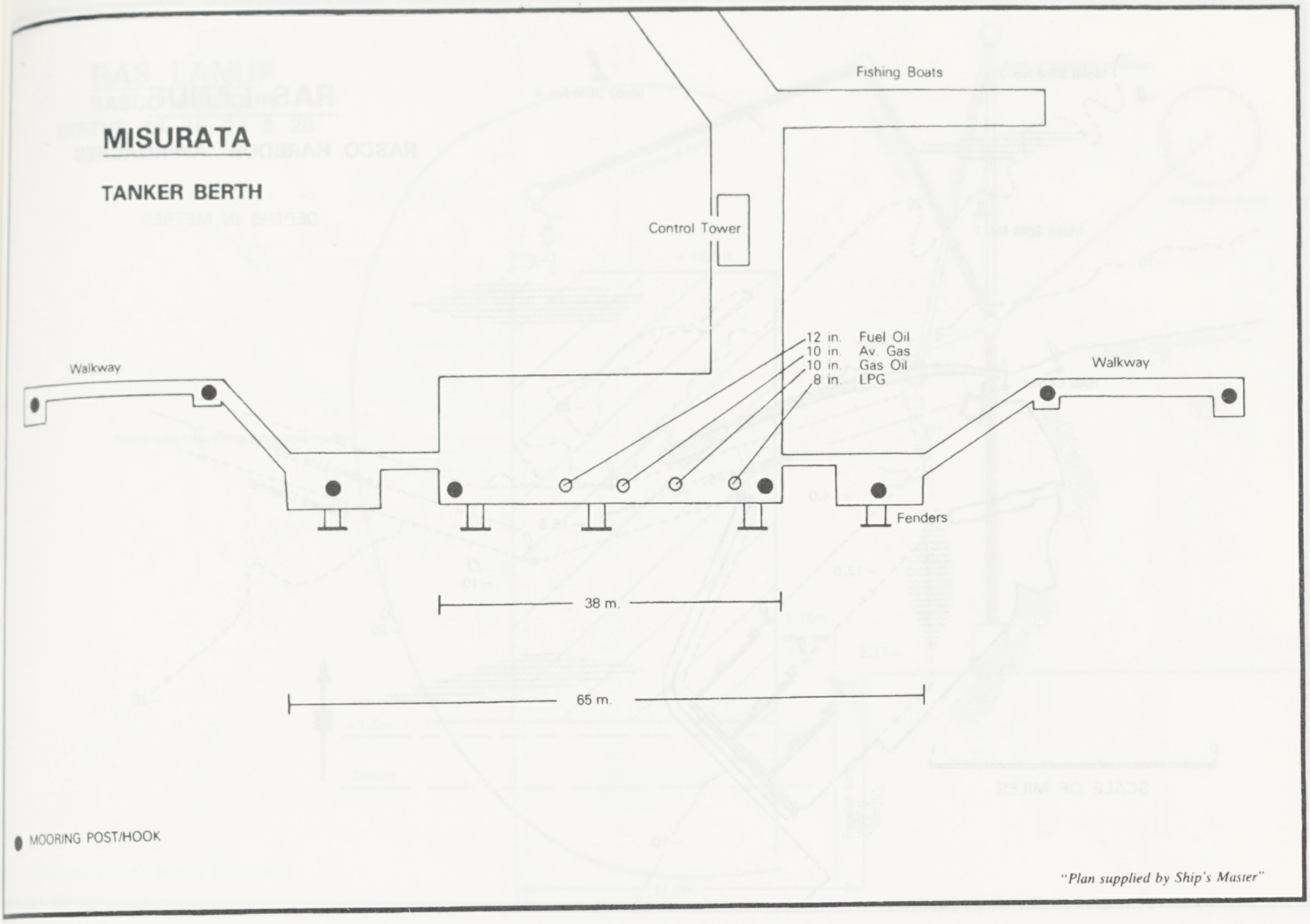
NAPHTHA & CRUDE
BERTH No. 2


Lighthouse
Leading Line 270°
Tanker Berth
Lighthouse
Under Construction Sheds
Silo
Waiting Anchorage
Prohibited Anchorage within 2 miles of breakwater
32° 22' N.
Dish Aerials
Gantry Crane
Conveyor Belt
Service Berth
Power Station
Conspic. Red Lights
BUOYS
MISURATA
15° 15' E.

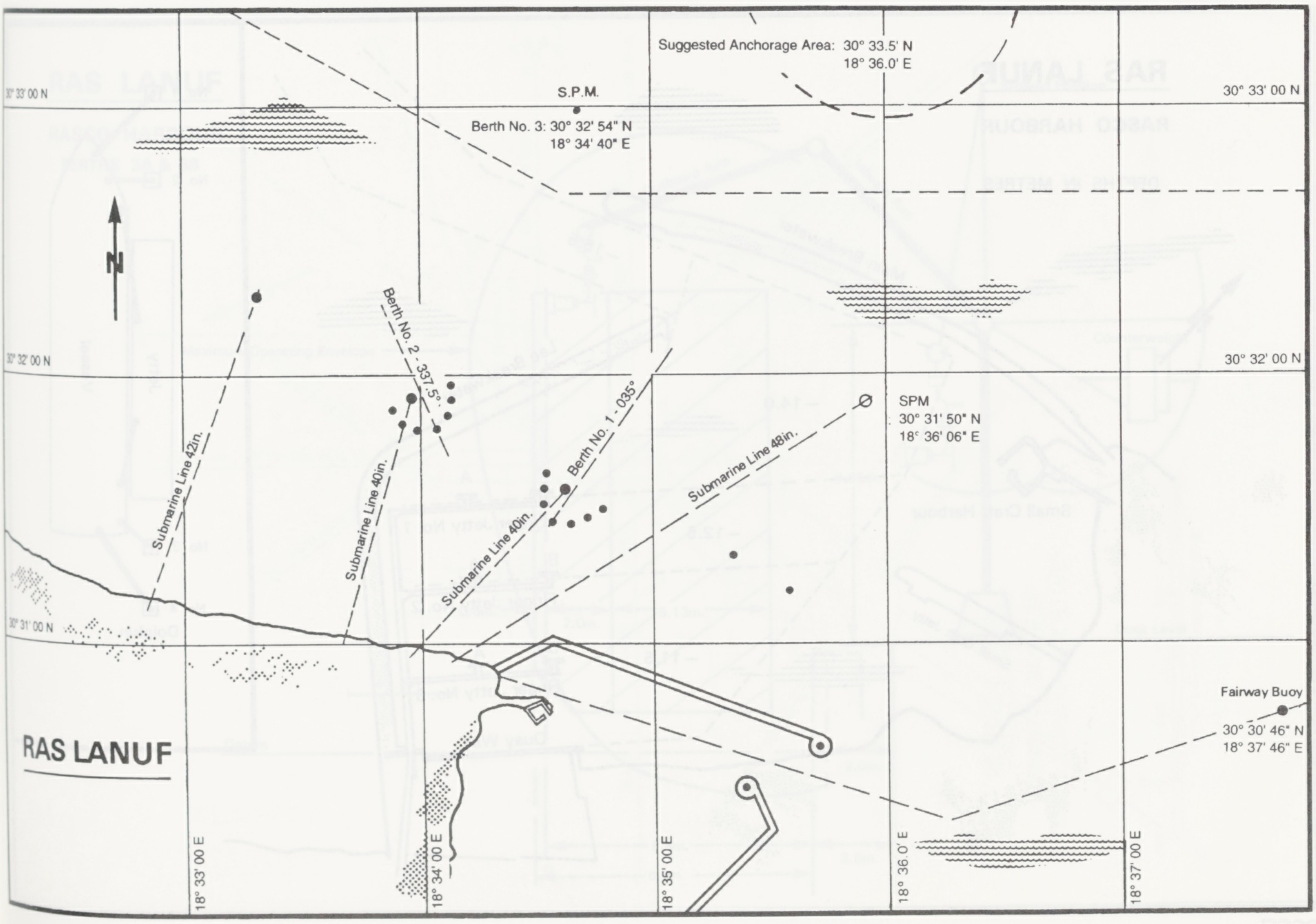
"Plan supplied by Ship's Master

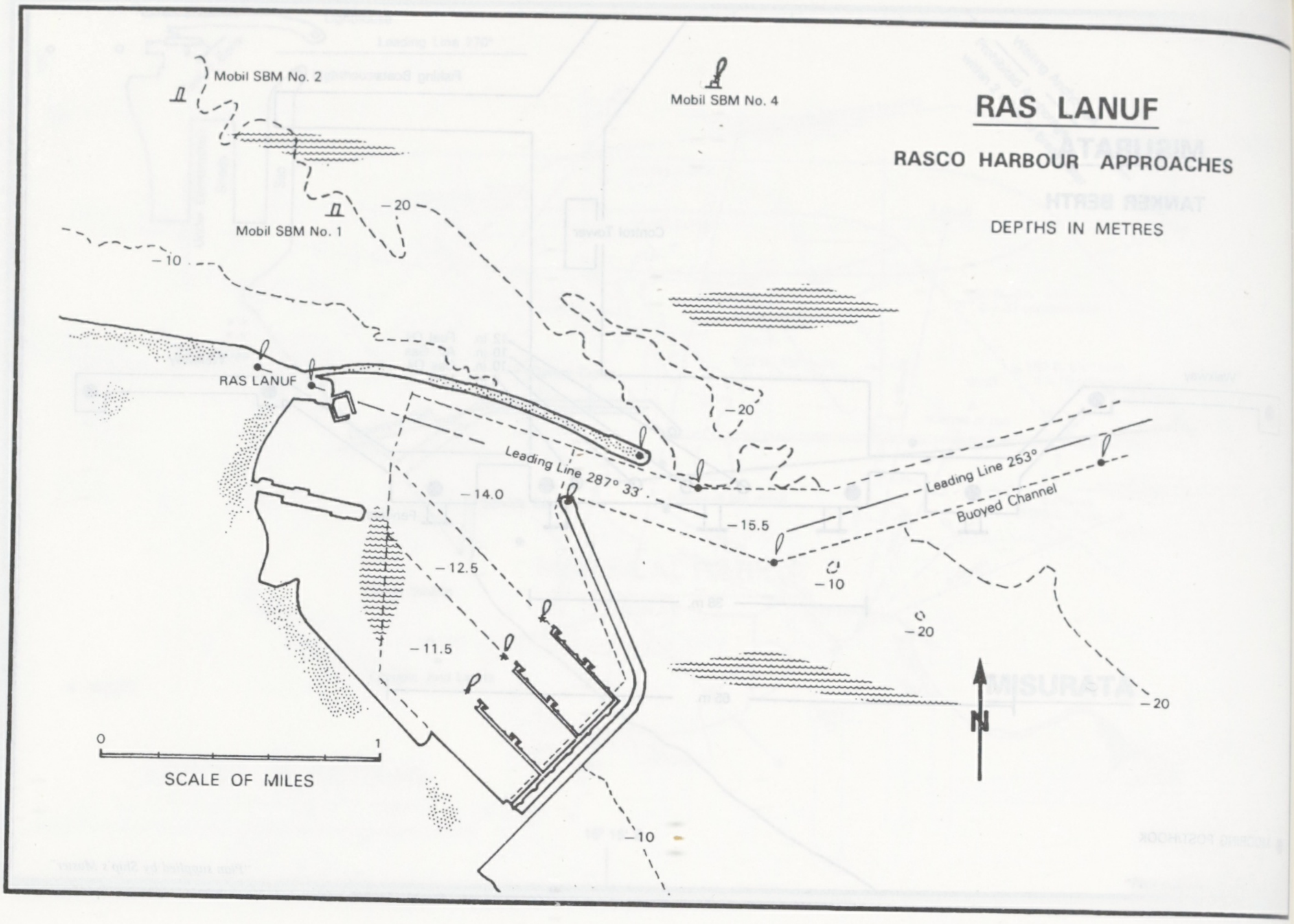

Open Storage
6
5
4
3
2
1
Open Storage
10
9
8
7
Transit Sheds
11
Open
Storage
Open Container Storage
12
28
13
14
15
16
17
18
25
1 – 10 General Cargo Berths
11 – 12 Ro Ro Berths
13 – 16 Container Berths
17 Passenger Berth
25 Cement Berth
28 Tanker Berth
MISURATA

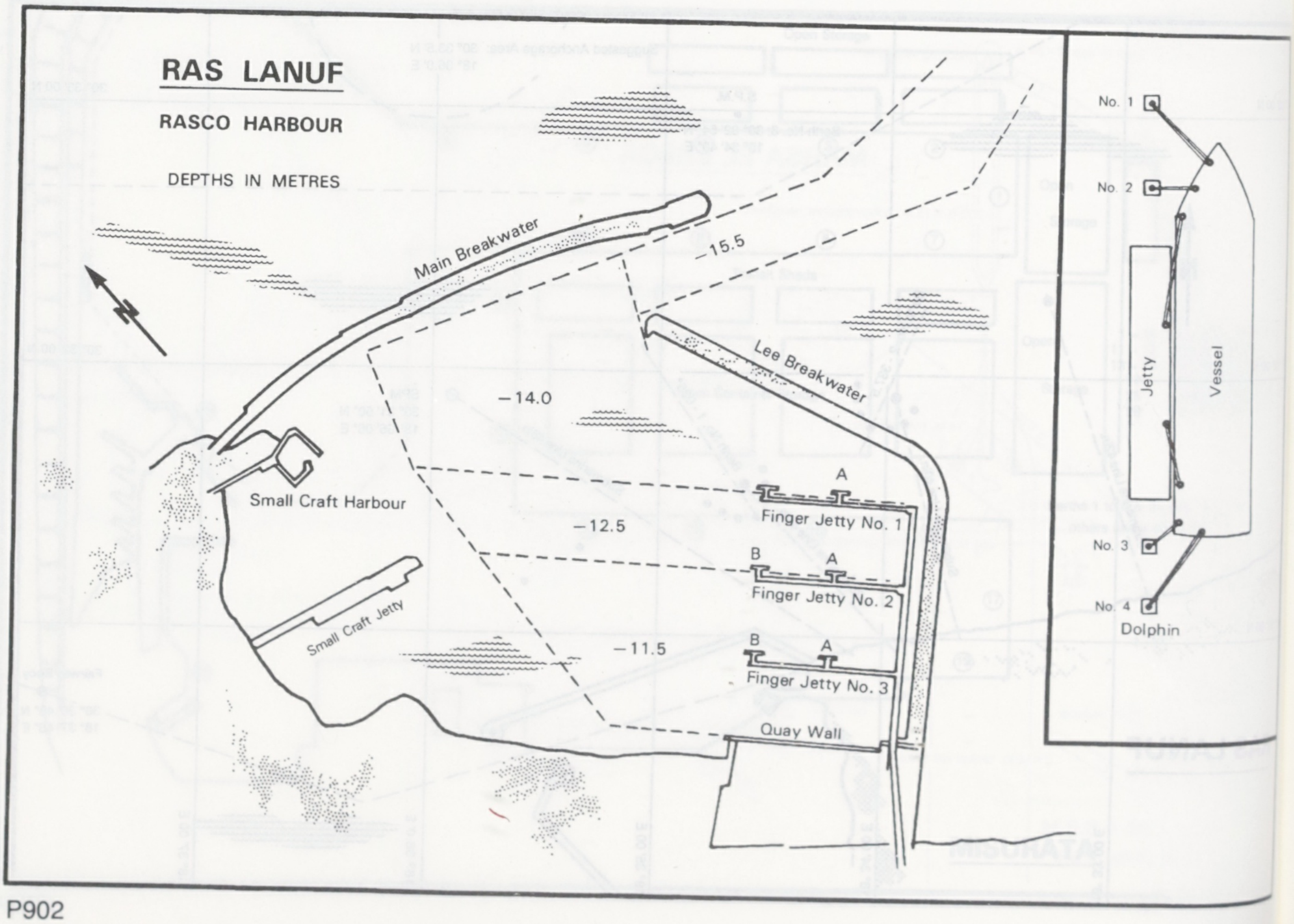
Berths 1 to 6 & 28 operational – others under construction


MISURATA
TANKER BERTH
Fishing Boats
Control Tower
12 in. Fuel Oil
10 in. Av. Gas
10 in. Gas Oil
8 in. LPG
Walkway
Walkway
Fenders
38 m.
65 m.
● MOORING POST/HOOK

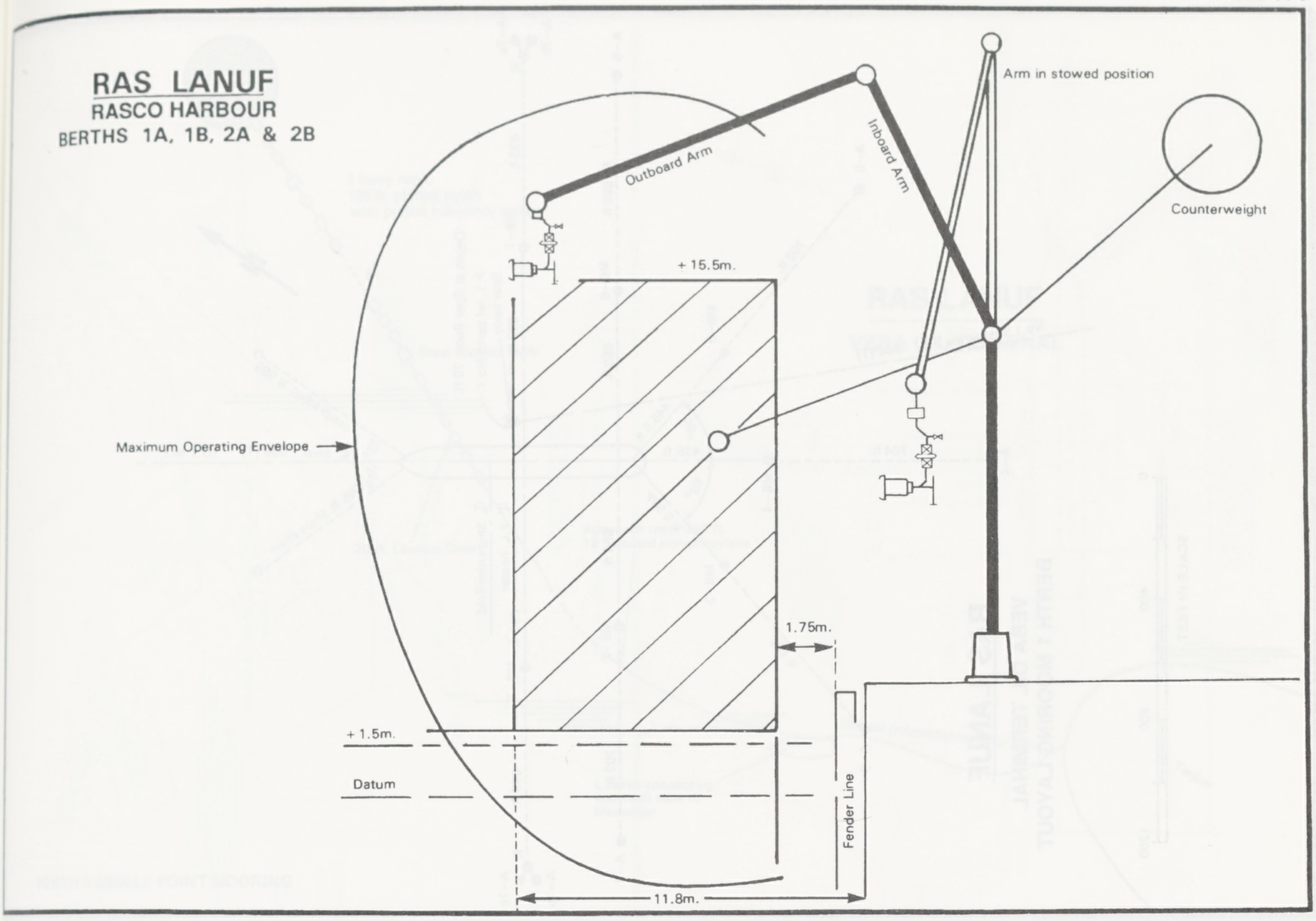
"Plan supplied by Ship's Master"


RAS LANUF
Suggested Anchorage Area: 30° 33.5' N
18° 36.0' E
S.P.M.
Berth No. 3: 30° 32' 54" N
18° 34' 40" E
30° 33' 00 N
30° 33' 00 N
30° 32' 00 N
30° 32' 00 N
30° 31' 00 N
N
Berth No. 2 - 337.5°
Berth No. 1 - 035°
SPM
30° 31' 50" N
18° 36' 06" E
Submarine Line 42in.
Submarine Line 40in.
Submarine Line 40in.
Submarine Line 48in.
Fairway Buoy
30° 30' 46" N
18° 37' 46" E
18° 33' 00 E
18° 34' 00 E
18° 35' 00 E
18° 36.0' E
18° 37' 00 E

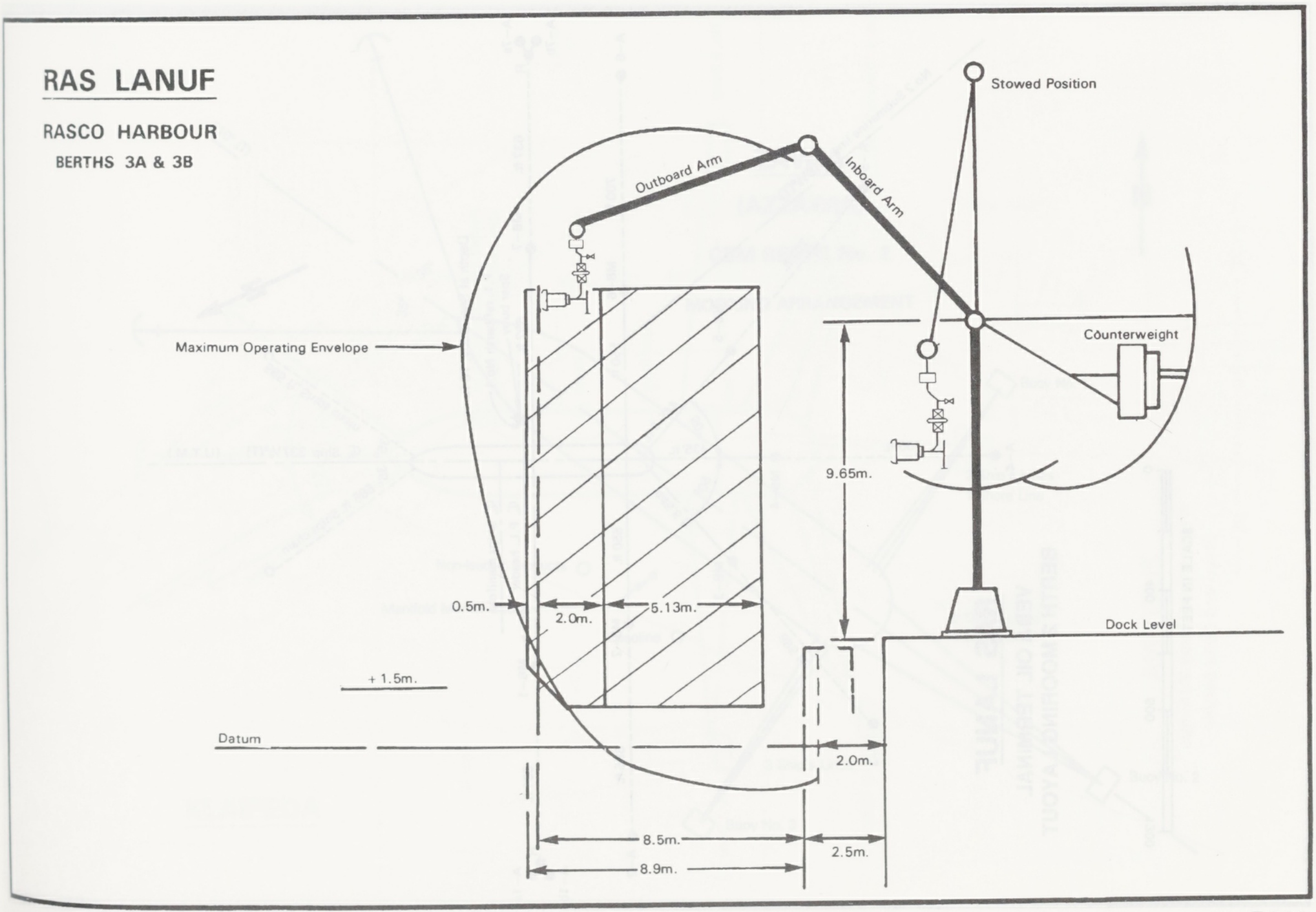

RAS LANUF
RASCO HARBOUR APPROACHES
DEPTHS IN METRES
Mobil SBM No. 2
Mobil SBM No. 4
Mobil SBM No. 1
−20
−10
RAS LANUF
−20
Leading Line 287° 33'
−14.0
−15.5
Leading Line 253°
Buoyed Channel
−12.5
−10
−20
−11.5
−20
0
1
SCALE OF MILES
−10

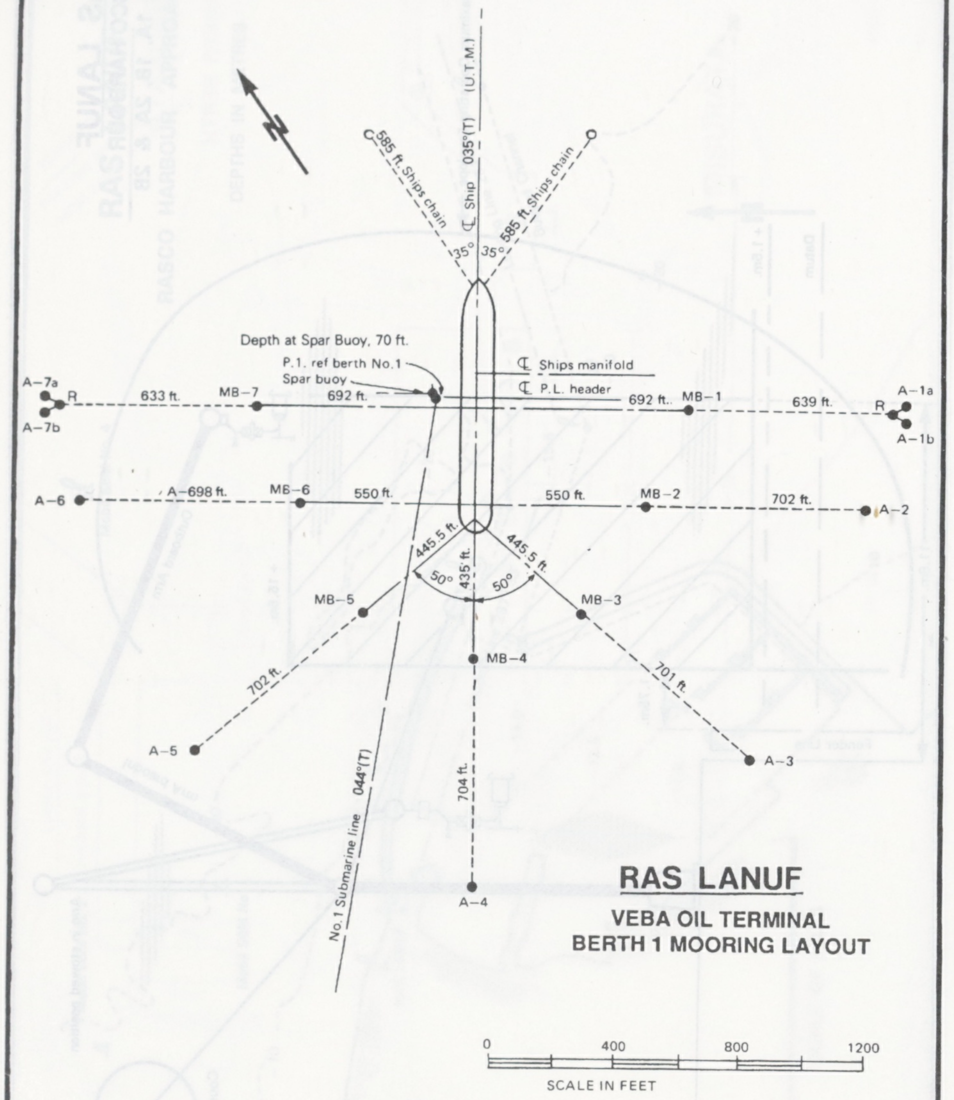

RAS LANUF
RASCO HARBOUR
DEPTHS IN METRES
Main Breakwater
−15.5
Lee Breakwater
−14.0
Small Craft Harbour
A
Finger Jetty No. 1
−12.5
B
A
Finger Jetty No. 2
Small Craft Jetty
−11.5
B
A
Finger Jetty No. 3
Quay Wall
No. 1
No. 2
Jetty
Vessel
No. 3
No. 4
Dolphin

RAS LANUF
RASCO HARBOUR
BERTHS 1A, 1B, 2A & 2B


Arm in stowed position
Outboard Arm
Inboard Arm
Counterweight
+ 15.5m.
Maximum Operating Envelope
1.75m.
+ 1.5m.
Datum
Fender Line
11.8m.

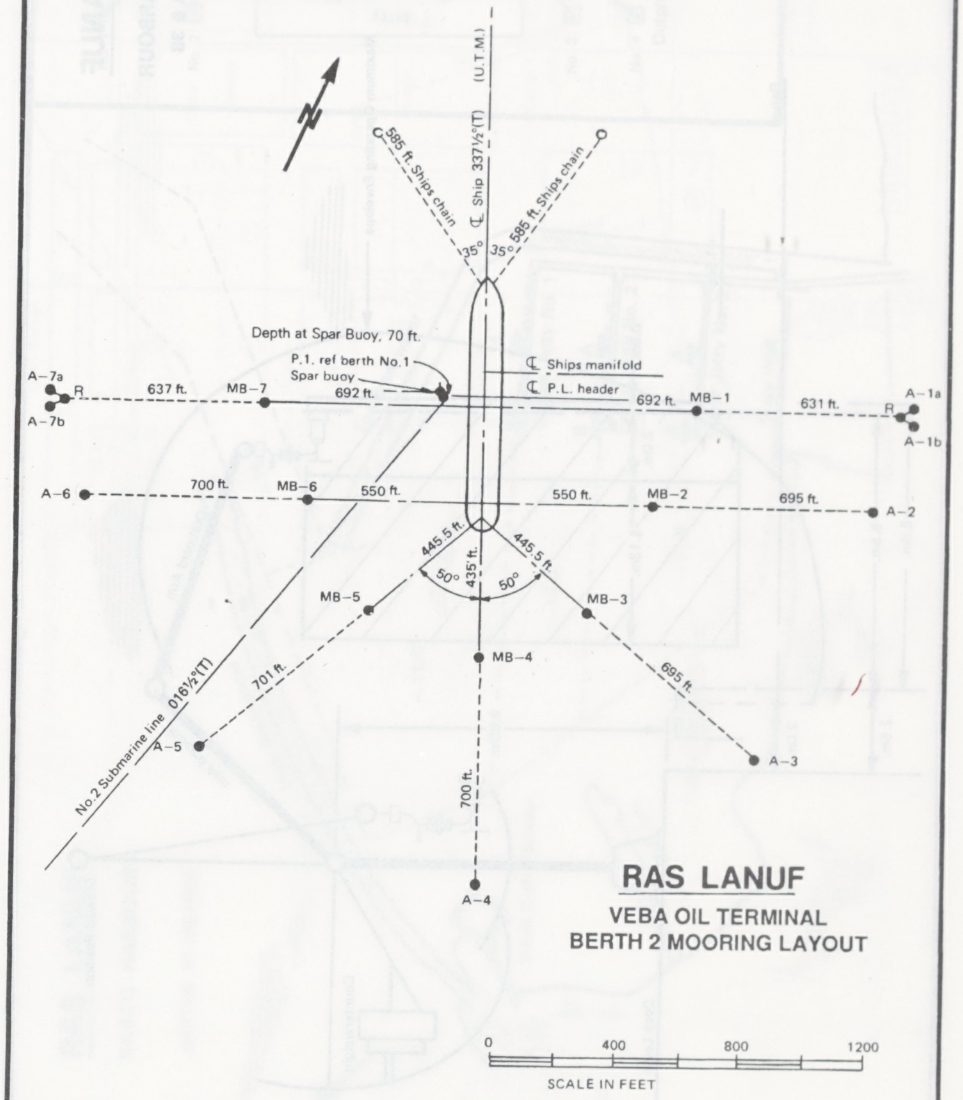
RAS LANUF
RASCO HARBOUR
BERTHS 3A & 3B


Stowed Position
Outboard Arm
Inboard Arm
Counterweight
Maximum Operating Envelope
9.65m.
0.5m.
2.0m.
5.13m.
Dock Level
+ 1.5m.
Datum
2.0m.
8.5m.
2.5m.
8.9m.


585 ft. Ships chain
℄ Ship 035°(T)
(U.T.M.)
585 ft. Ships chain
35°
35°
Depth at Spar Buoy, 70 ft.
P.1. ref berth No.1
Spar buoy
℄ Ships manifold
℄ P.L. header
A–7a
A–7b
R
633 ft.
MB–7
692 ft.
692 ft.
MB–1
639 ft.
R
A–1a
A–1b
A–6
A–698 ft.
MB–6
550 ft.
550 ft.
MB–2
702 ft.
A–2
445.5 ft.
445.5 ft.
435 ft.
50°
50°
MB–5
MB–3
MB–4
702 ft.
701 ft.
A–5
A–3
704 ft.
No.1 Submarine line 044°(T)
A–4
0
400
800
1200
SCALE IN FEET

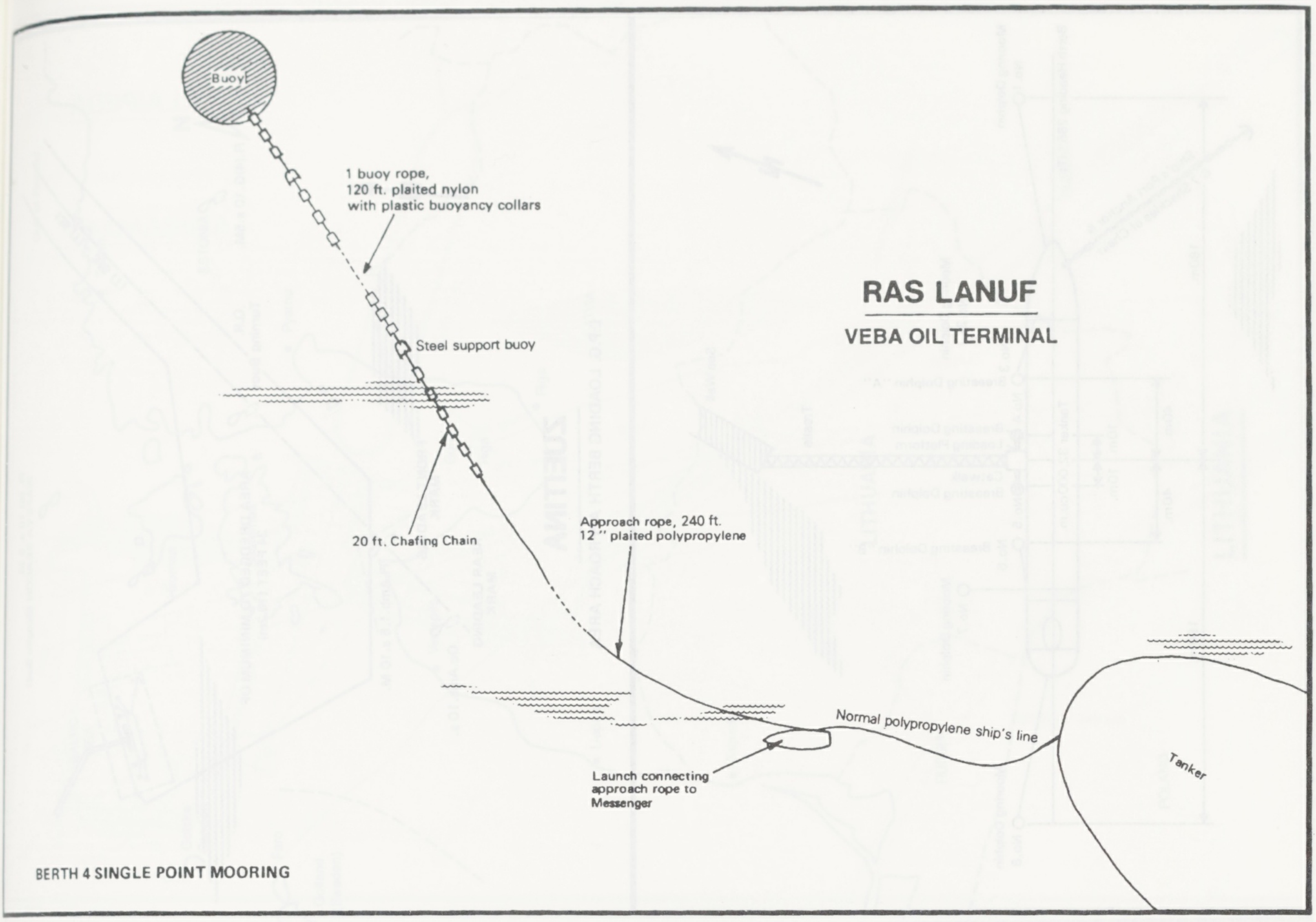
RAS LANUF

VEBA OIL TERMINAL
BERTH 1 MOORING LAYOUT


585 ft. Ships chain
℄ Ship 337½°(T)
(U.T.M.)
585 ft. Ships chain
35°
35°
Depth at Spar Buoy, 70 ft.
P.1. ref berth No.1
Spar buoy
℄ Ships manifold
℄ P.L. header
A–7a
A–7b
R
637 ft.
MB–7
692 ft.
692 ft.
MB–1
631 ft.
R
A–1a
A–1b
A–6
700 ft.
MB–6
550 ft.
550 ft.
MB–2
695 ft.
A–2
445.5 ft.
445.5 ft.
435 ft.
50°
50°
MB–5
MB–3
MB–4
701 ft.
695 ft.
No.2 Submarine line 016½°(T)
A–5
A–3
700 ft.
A–4
0
400
800
1200
SCALE IN FEET

RAS LANUF

VEBA OIL TERMINAL
BERTH 2 MOORING LAYOUT

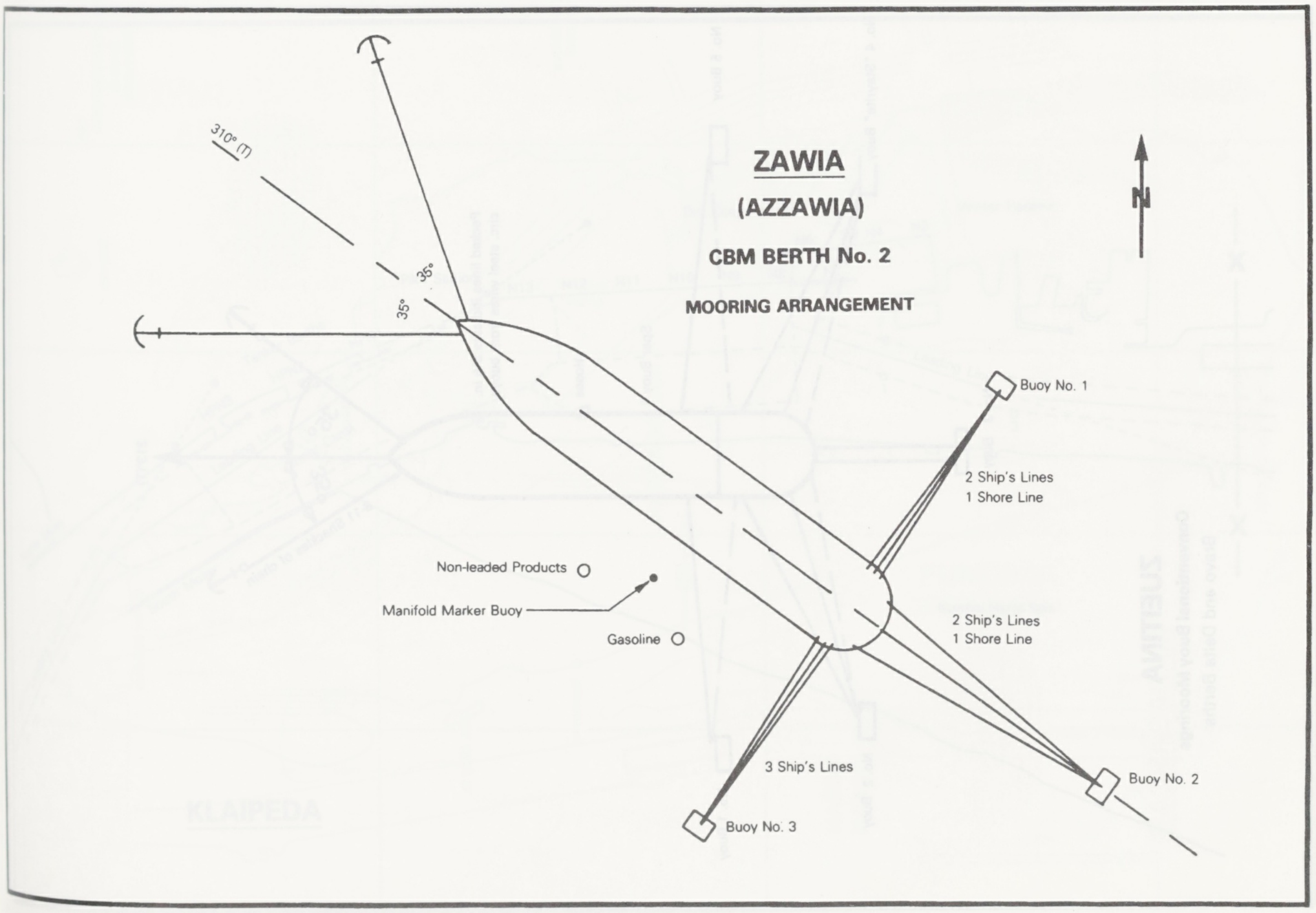


RAS LANUF

VEBA OIL TERMINAL

BERTH 4 SINGLE POINT MOORING

Buoy
1 buoy rope,
120 ft. plaited nylon
with plastic buoyancy collars
Steel support buoy
20 ft. Chafing Chain
Approach rope, 240 ft.
12" plaited polypropylene
Normal polypropylene ship's line
Launch connecting
approach rope to
Messenger
Tanker



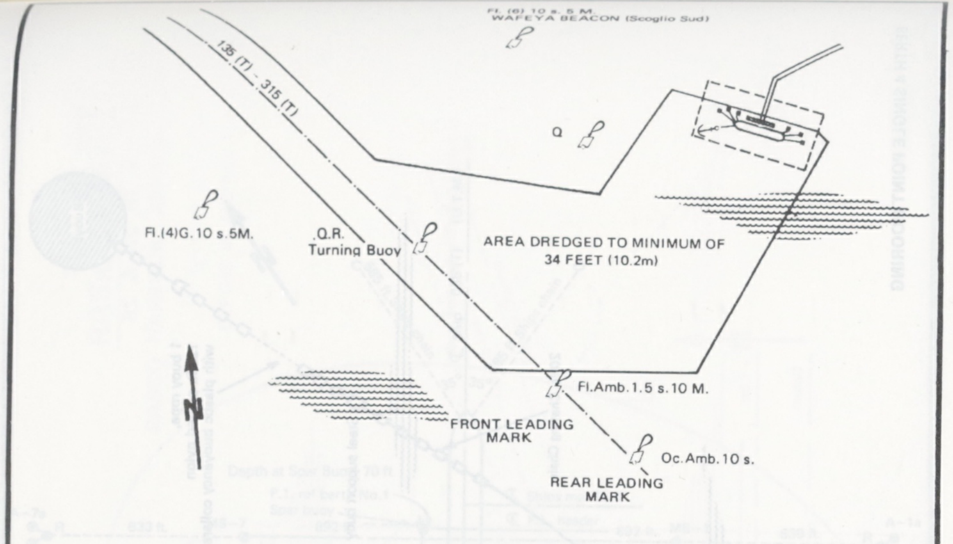
ZAWIA

(AZZAWIA)

CBM BERTH No. 2

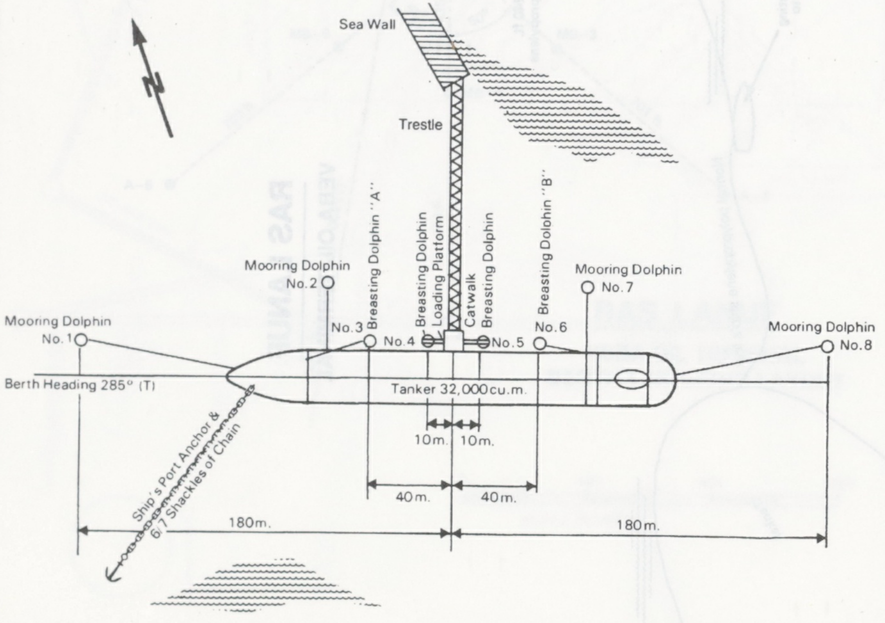
MOORING ARRANGEMENT

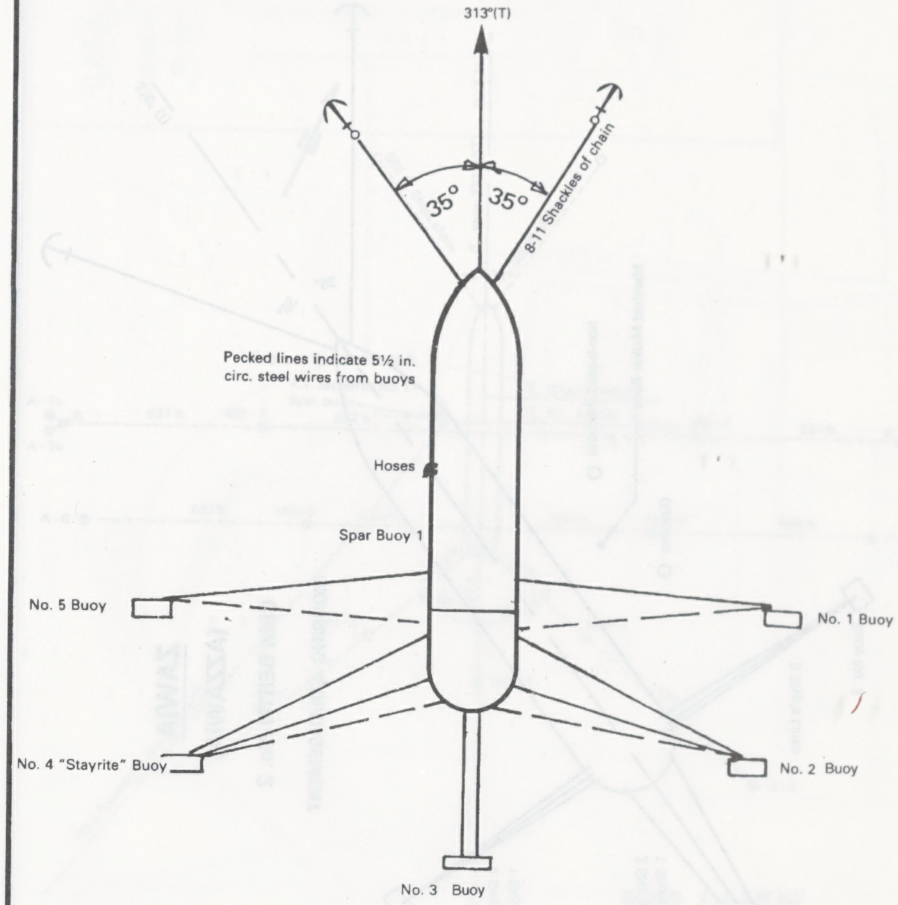
310° (T)
35°
35°
N
Buoy No. 1
2 Ship's Lines
1 Shore Line
2 Ship's Lines
1 Shore Line
Non-leaded Products
Manifold Marker Buoy
Gasoline
3 Ship's Lines
Buoy No. 2
Buoy No. 3


Fl. (6) 10 s. 5 M.
WAFEYA BEACON (Scoglio Sud)
135 (T) - 315 (T)
Q
Fl.(4)G. 10 s.5M.
Q.R.
Turning Buoy
AREA DREDGED TO MINIMUM OF
34 FEET (10.2m)
N
Fl.Amb. 1.5 s. 10 M.
FRONT LEADING
MARK
Oc.Amb. 10 s.
REAR LEADING
MARK

ZUEITINA

L.P.G. LOADING BERTH APPROACH AREA

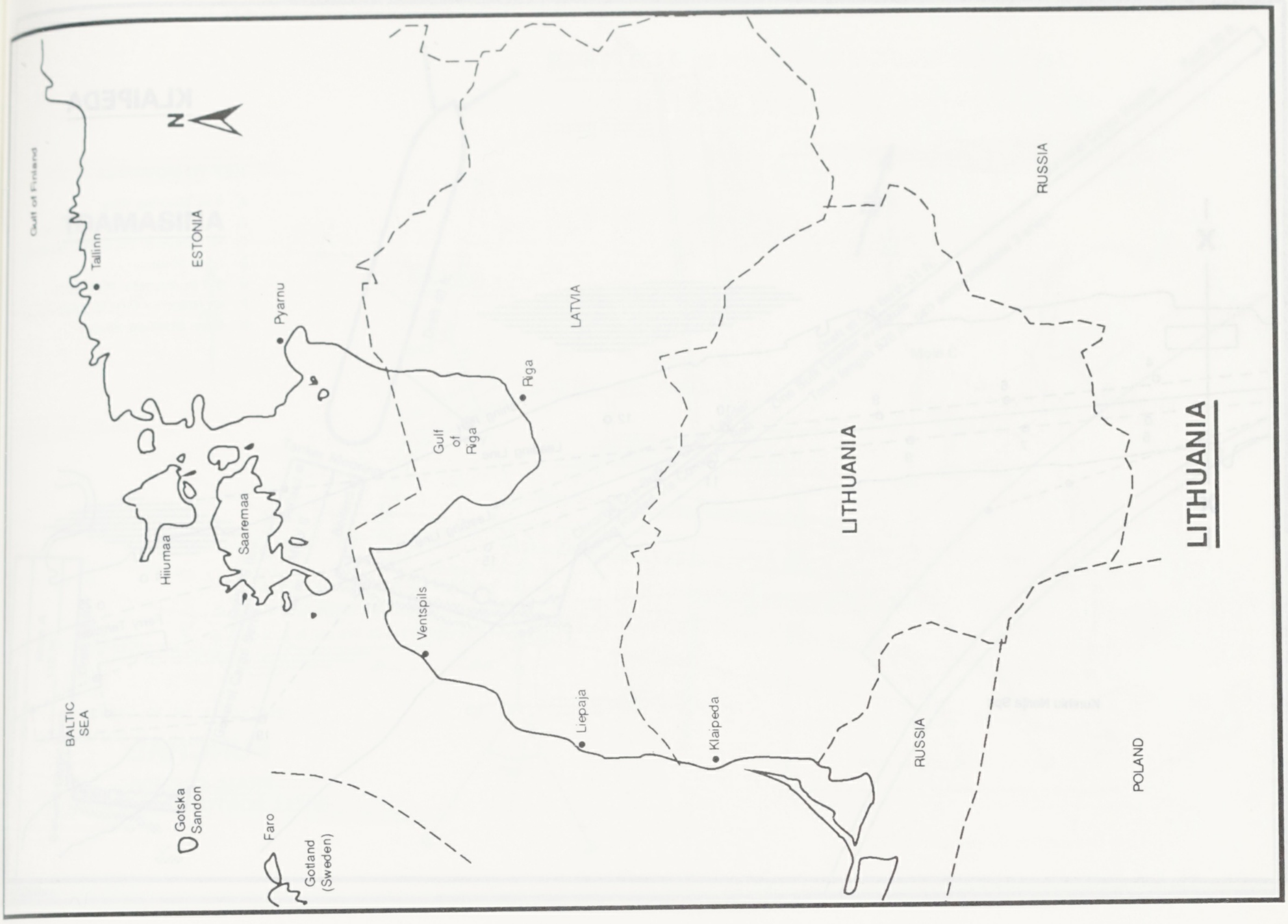

Sea Wall
N
Trestle
Mooring Dolphin
No.2
Breasting Dolphin "A"
Breasting Dolphin
Loading Platform
Catwalk
Breasting Dolphin
Breasting Dolphin "B"
Mooring Dolphin
No. 7
Mooring Dolphin
No. 1
No. 3
No. 4
No. 5
No. 6
Mooring Dolphin
No. 8
Berth Heading 285° (T)
Tanker 32,000 cu.m.
10m.
10m.
Ship's Port Anchor &
6-7 Shackles of Chain
40m.
40m.
180m.
180m.


313°(T)
35°
35°
8-11 Shackles of chain
Pecked lines indicate 5½ in.
circ. steel wires from buoys
Hoses
Spar Buoy 1
No. 5 Buoy
No. 1 Buoy
No. 4 "Stayrite" Buoy
No. 2 Buoy
No. 3 Buoy

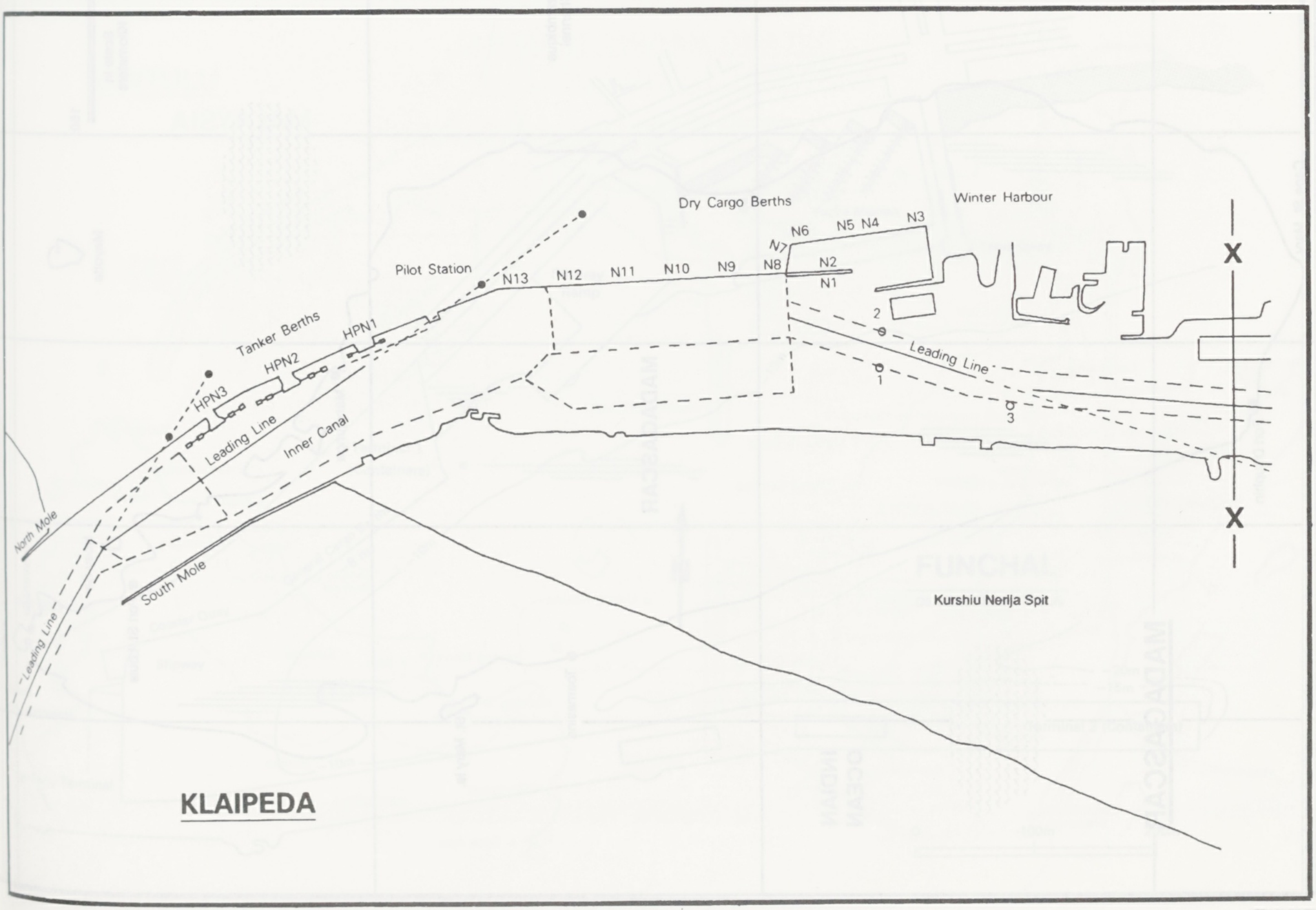
ZUEITINA

Conventional Buoy Moorings

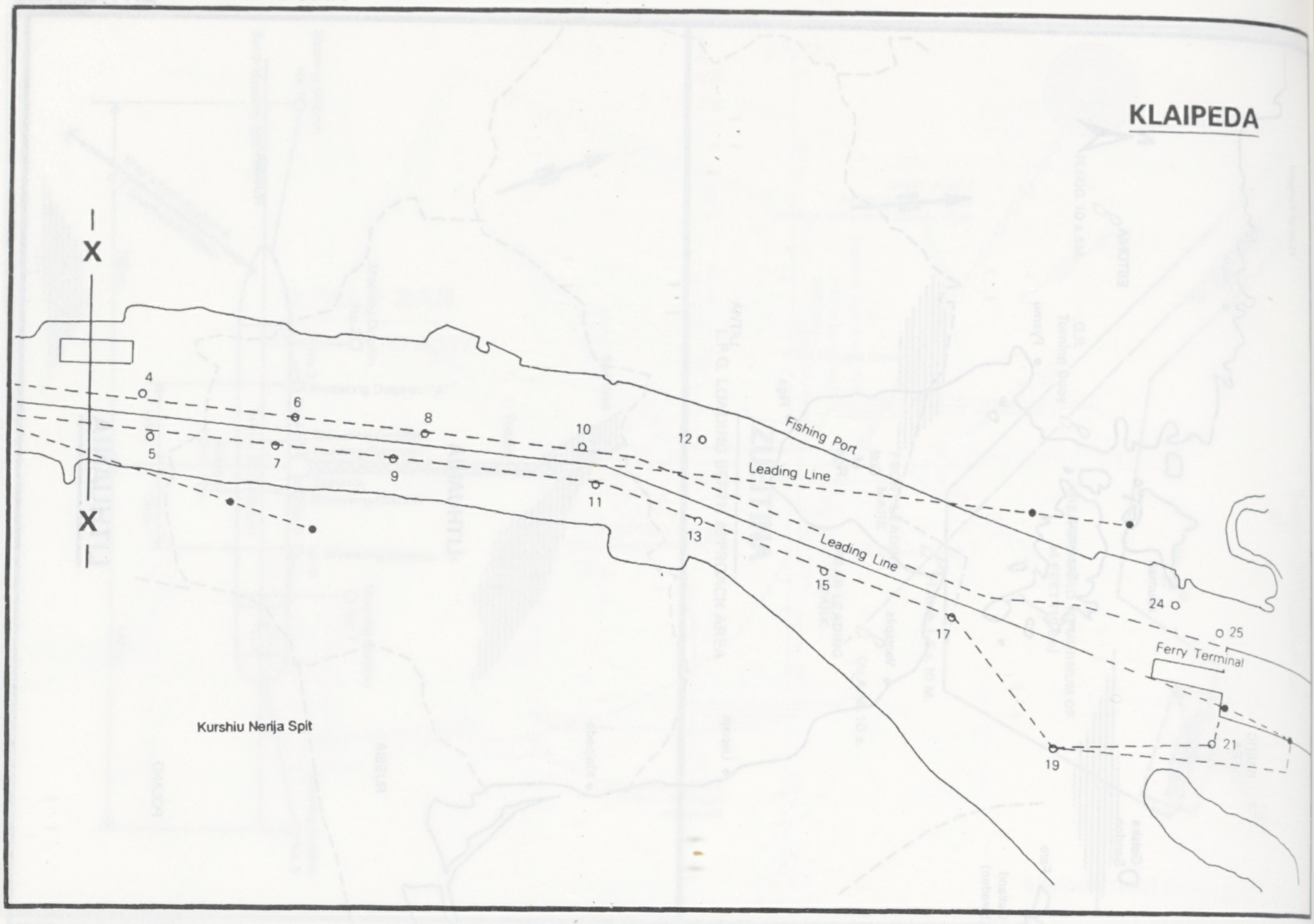
Bravo and Delta Berths

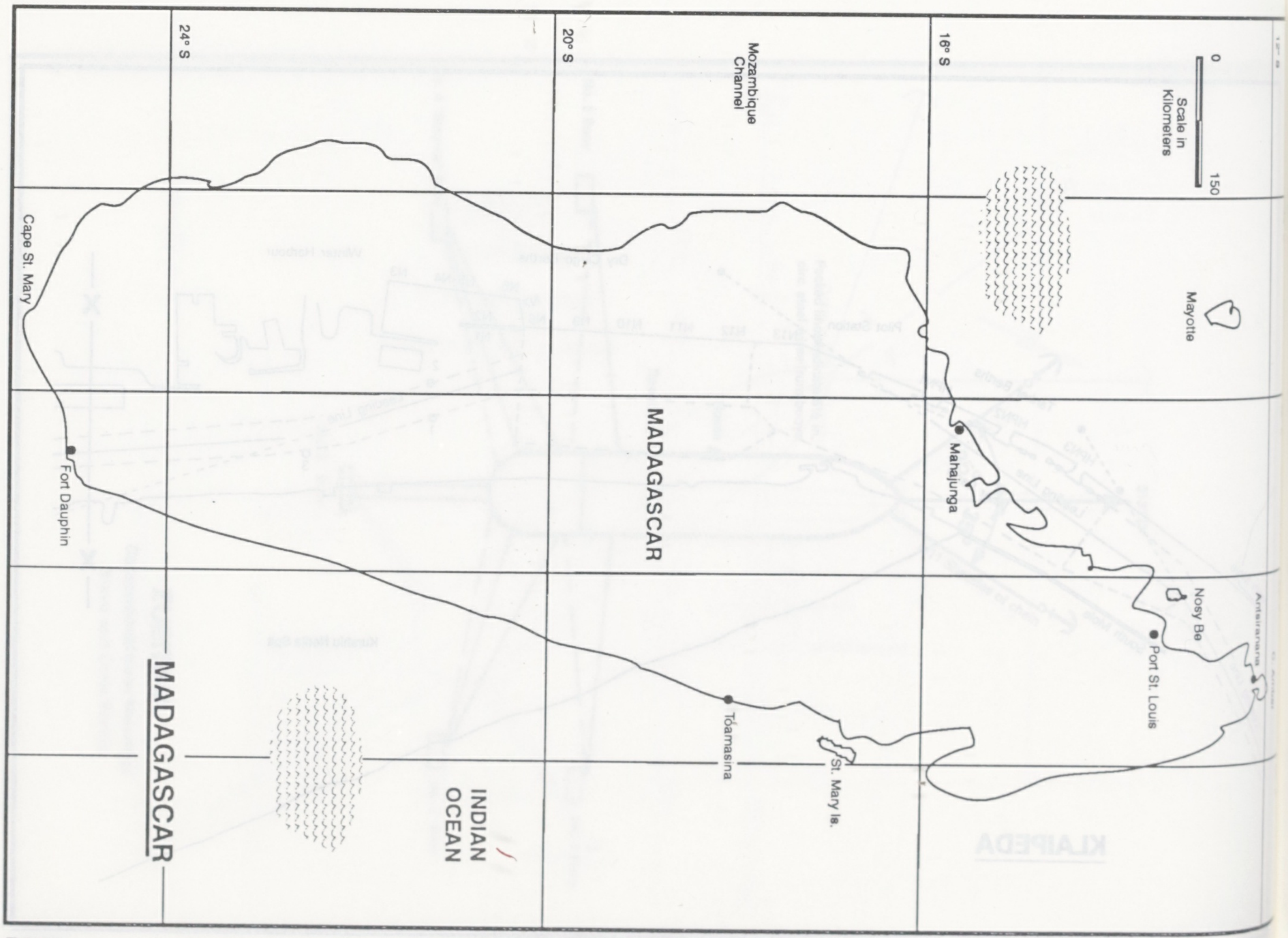

N
Gulf of Finland
Tallinn
ESTONIA
Pyarnu
Hiiumaa
Saaremaa
LATVIA
Riga
Gulf of Riga
Ventspils
Liepaja
Klaipeda
LITHUANIA
RUSSIA
RUSSIA
POLAND
BALTIC SEA
Gotska Sandon
Faro
Gotland (Sweden)

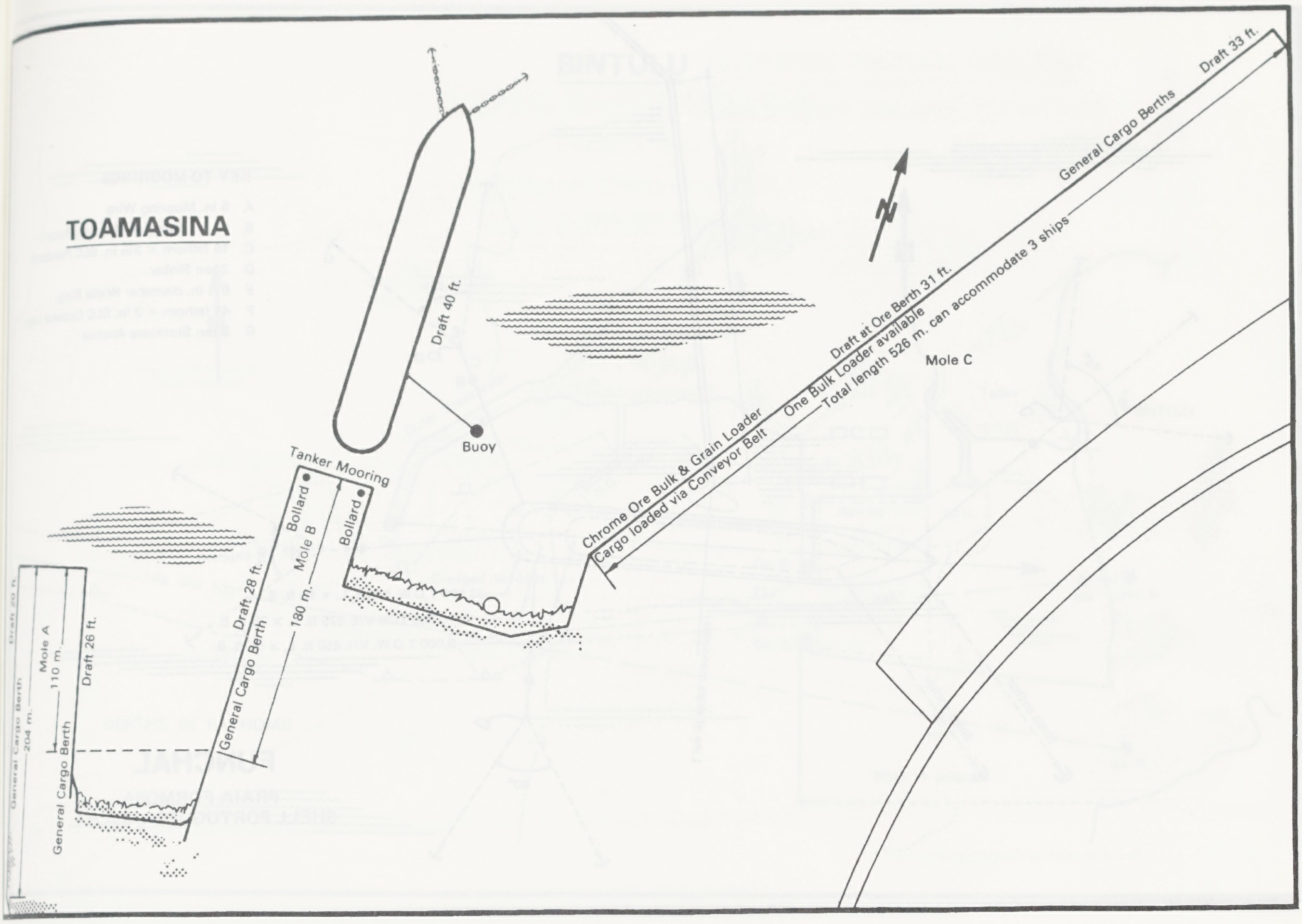
LITHUANIA

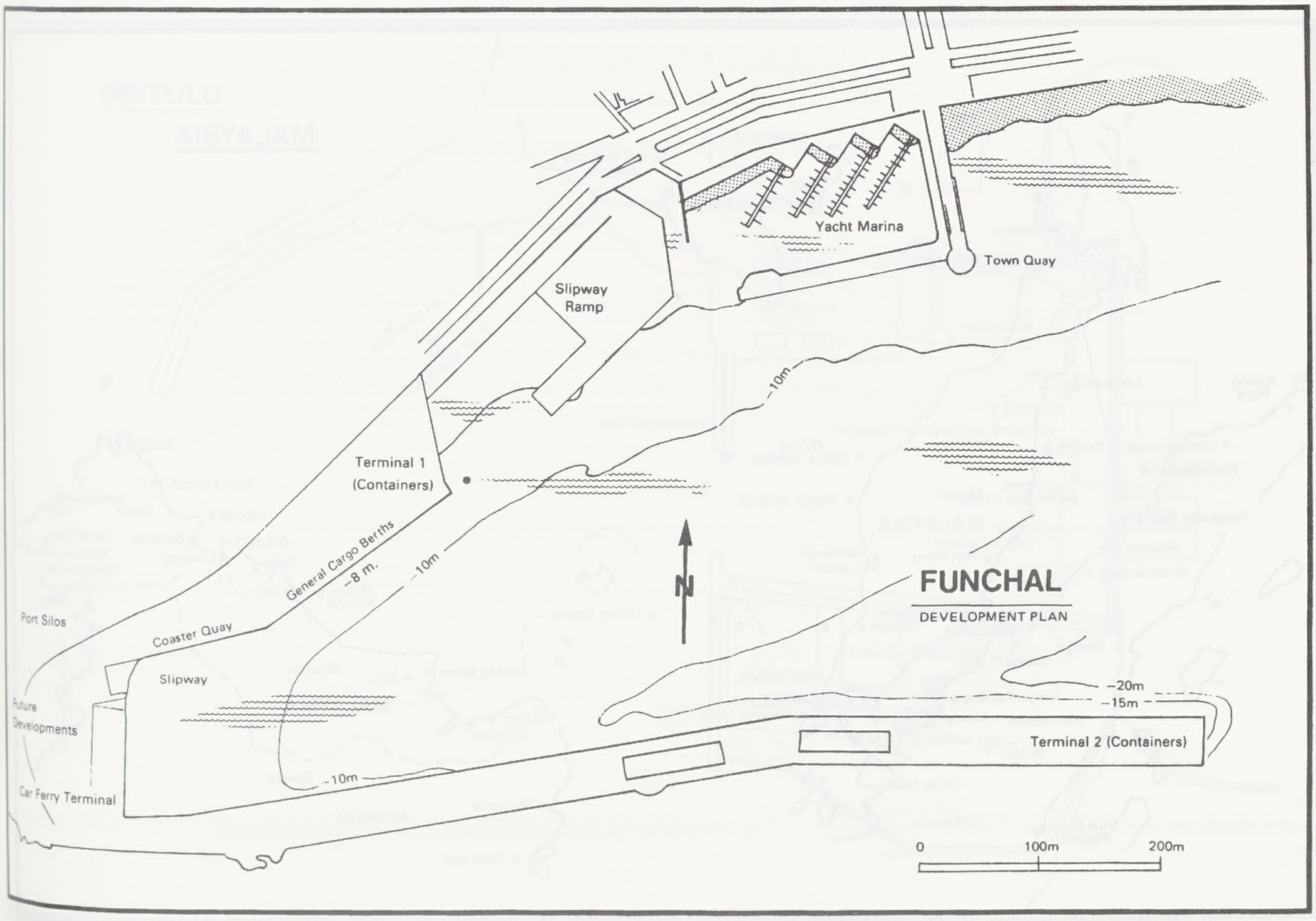

North Mole
Leading Line
South Mole
HPN3
HPN2
HPN1
Tanker Berths
Leading Line
Inner Canal
Pilot Station
N13
N12
N11
N10
N9
N8
N7
N6
N5
N4
N3
N2
N1
Dry Cargo Berths
Winter Harbour
2
1
3
Leading Line
X
X
Kurshiu Nerija Spit

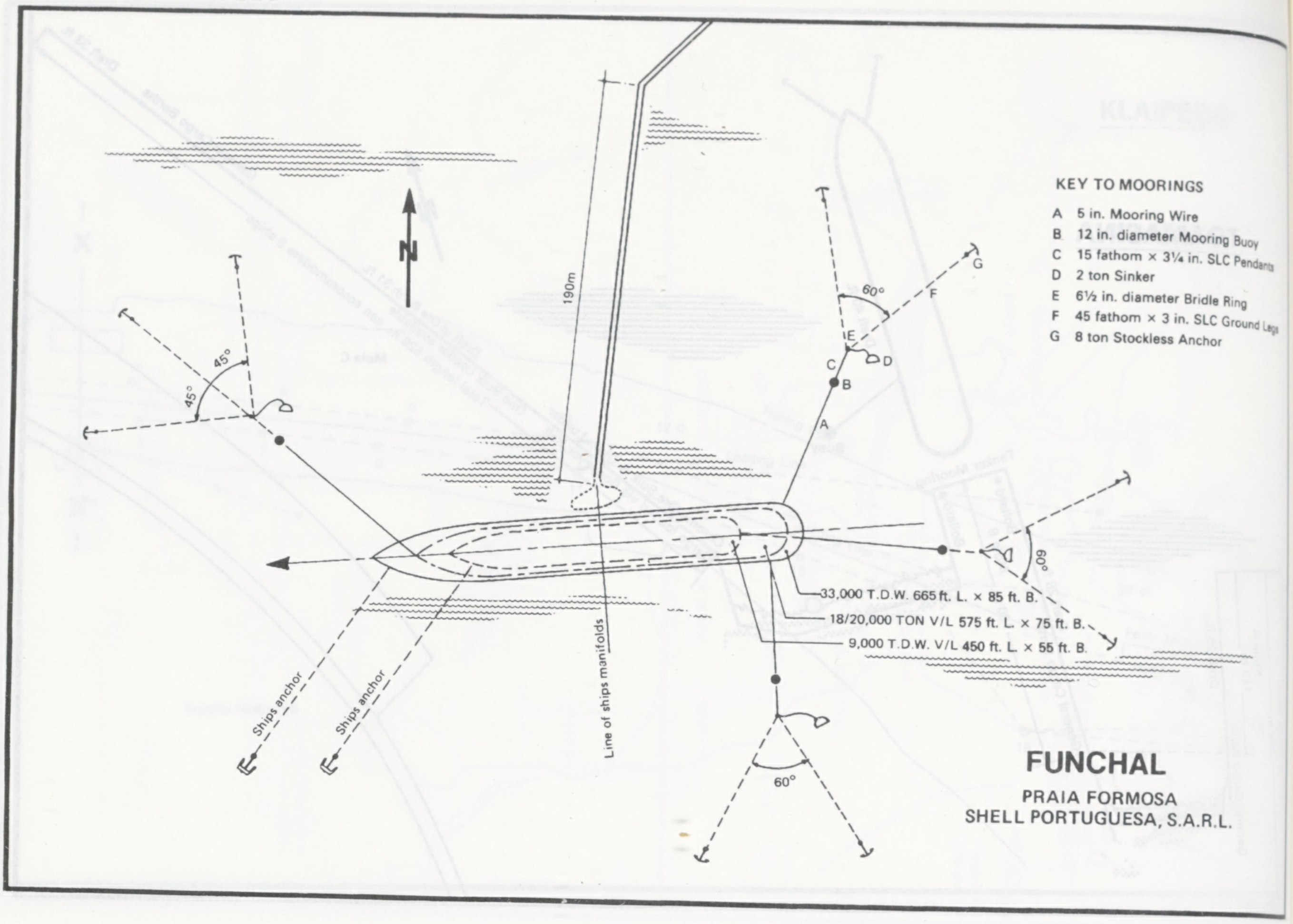
KLAIPEDA

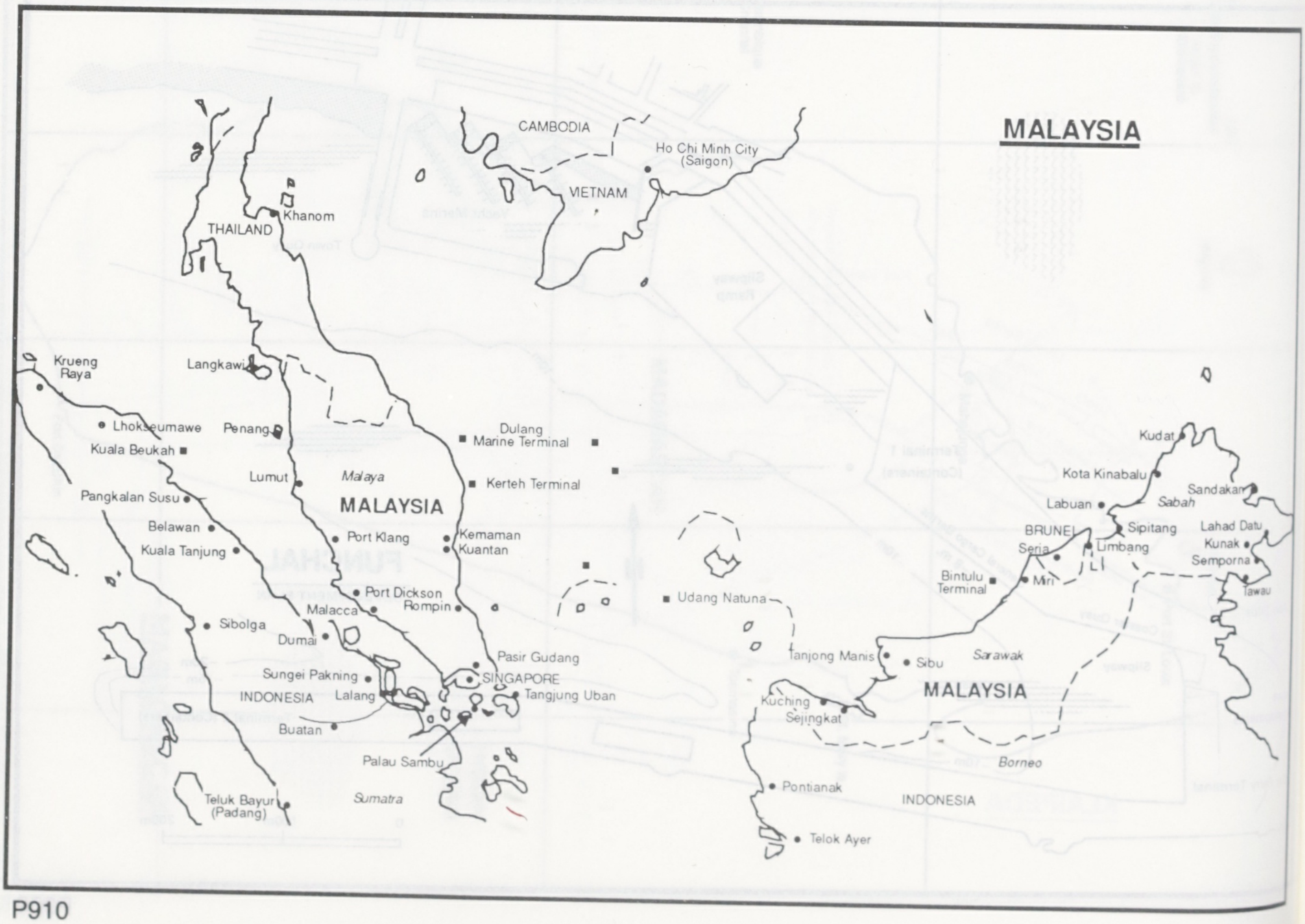

KLAIPEDA
X
X
4
5
6
7
8
9
10
11
12
13
15
17
19
21
24
25
Fishing Port
Leading Line
Leading Line
Ferry Terminal
Kurshiu Nerija Spit

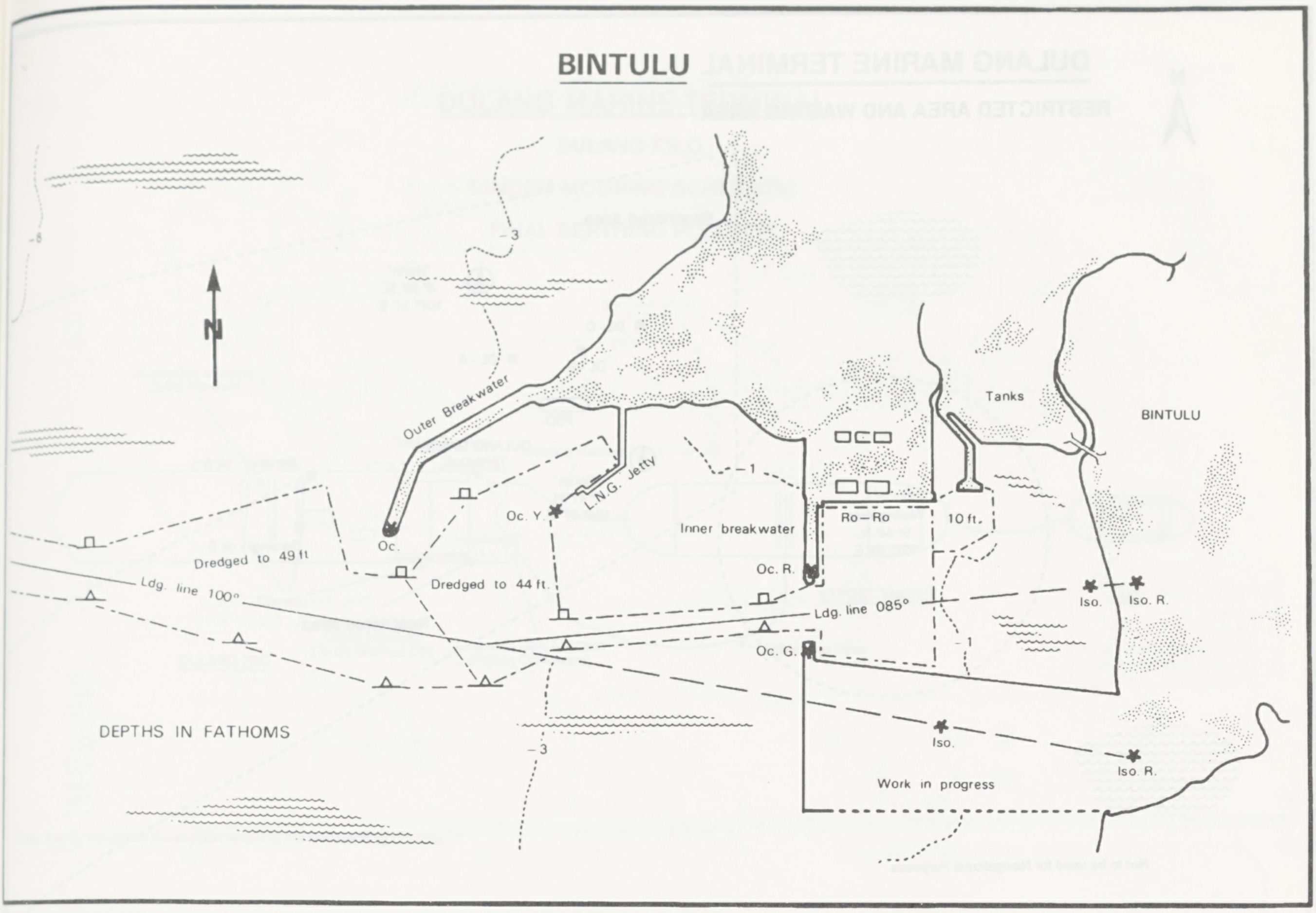

MADAGASCAR
24° S
20° S
16° S
Mozambique Channel
0
Scale in Kilometers
150
Mayotte
Cape St. Mary
Fort Dauphin
MADAGASCAR
Mahajunga
Nosy Be
Antsiranana
Port St. Louis
Tóamasina
St. Mary Is.
INDIAN OCEAN

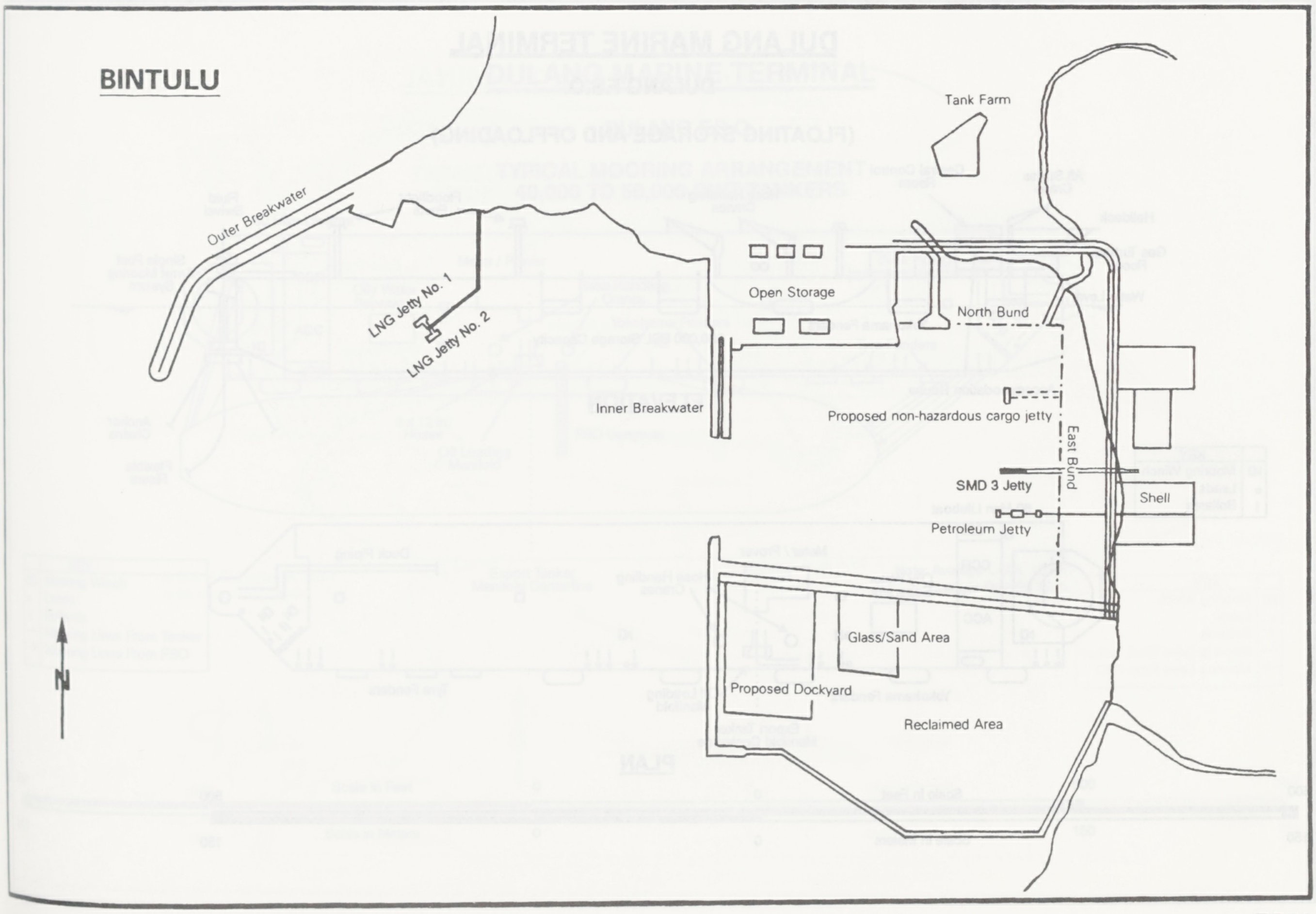

TOAMASINA
Draft 40 ft.
Buoy
Tanker Mooring
Bollard
Mole B
180 m.
Bollard
Draft 28 ft.
General Cargo Berth
Draft 20 ft.
General Cargo Berth
204 m.
Mole A
110 m.
Draft 26 ft.
General Cargo Berth
Chrome Ore Bulk & Grain Loader
Cargo loaded via Conveyor Belt
Draft at Ore Berth 31 ft.
One Bulk Loader available
Total length 526 m. can accommodate 3 ships
Mole C
General Cargo Berths
Draft 33 ft.
N


Yacht Marina
Town Quay
Slipway Ramp
10m
Terminal 1 (Containers)
General Cargo Berths
–8 m.
10m
Coaster Quay
Port Silos
Slipway
Future Developments
Car Ferry Terminal
–10m
N
FUNCHAL
DEVELOPMENT PLAN
–20m
–15m
Terminal 2 (Containers)
0
100m
200m


N
190m
45°
45°
60°
60°
60°
A
B
C
D
E
F
G
33,000 T.D.W. 665 ft. L. × 85 ft. B.
18/20,000 TON V/L 575 ft. L. × 75 ft. B.
9,000 T.D.W. V/L 450 ft. L. × 55 ft. B.
Ships anchor
Ships anchor
Line of ships manifolds
KEY TO MOORINGS
A 5 in. Mooring Wire
B 12 in. diameter Mooring Buoy
C 15 fathom × 3¼ in. SLC Pendants
D 2 ton Sinker
E 6½ in. diameter Bridle Ring
F 45 fathom × 3 in. SLC Ground Legs
G 8 ton Stockless Anchor
FUNCHAL
PRAIA FORMOSA
SHELL PORTUGUESA, S.A.R.L.

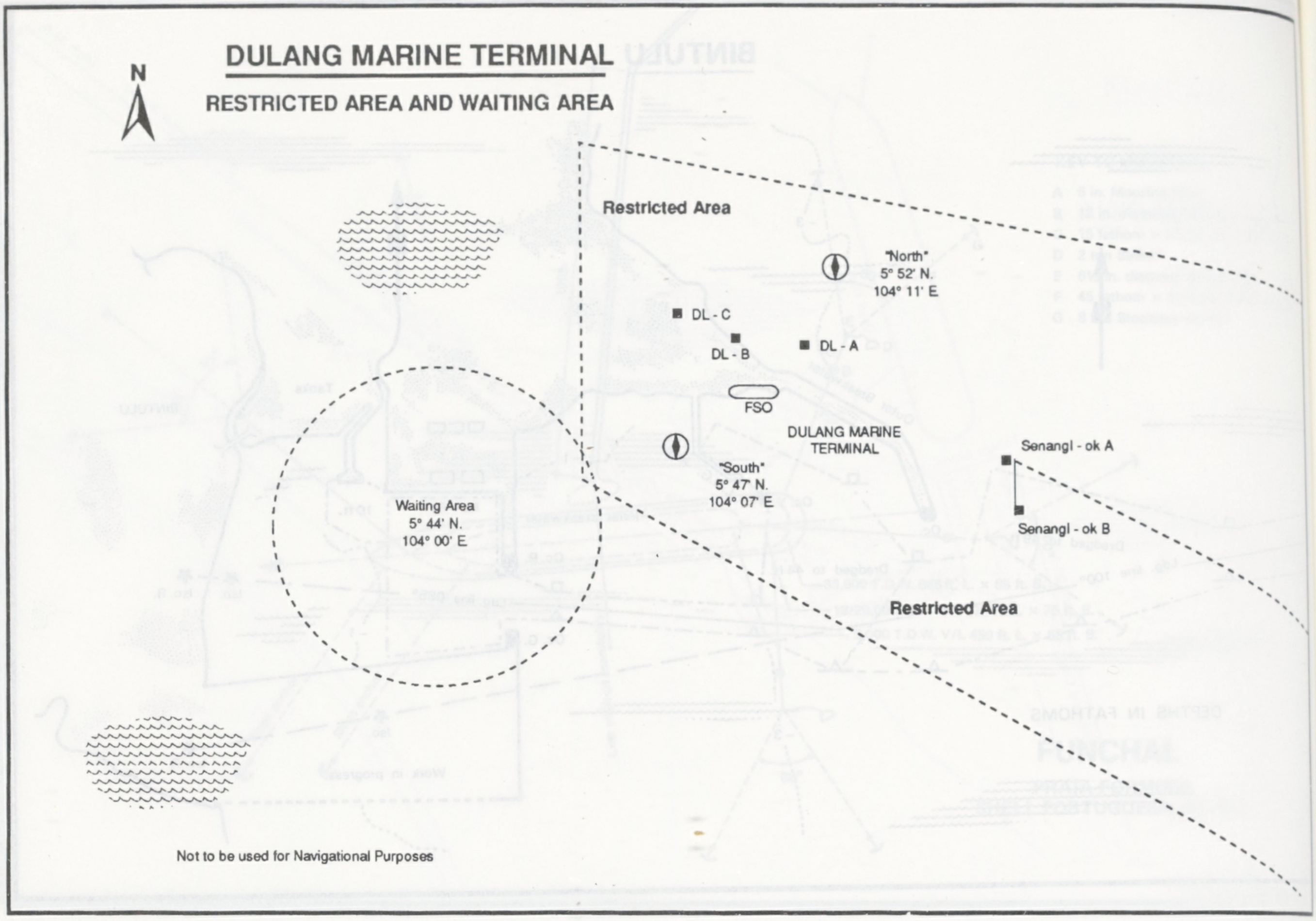

MALAYSIA
CAMBODIA
Ho Chi Minh City (Saigon)
VIETNAM
THAILAND
Khanom
Krueng Raya
Langkawi
Lhokseumawe
Kuala Beukah
Penang
Dulang Marine Terminal
Lumut
Malaya
Kerteh Terminal
Pangkalan Susu
MALAYSIA
Belawan
Port Klang
Kemaman
Kuantan
Kuala Tanjung
Port Dickson
Rompin
Malacca
Sibolga
Dumai
Udang Natuna
Pasir Gudang
Sungei Pakning
SINGAPORE
INDONESIA
Lalang
Tangjung Uban
Buatan
Palau Sambu
Teluk Bayur (Padang)
Sumatra
Kudat
Kota Kinabalu
Sabah
Sandakan
Labuan
BRUNEI
Sipitang
Lahad Datu
Seria
Limbang
Kunak
Semporna
Tawau
Bintulu Terminal
Miri
Tanjong Manis
Sibu
Sarawak
MALAYSIA
Kuching
Sejingkat
Borneo
Pontianak
INDONESIA
Telok Ayer


BINTULU
N
-6
-3
Outer Breakwater
L.N.G. Jetty
Oc. Y.
Oc.
Dredged to 49 ft
Dredged to 44 ft.
Ldg. line 100°
Inner breakwater
Ro – Ro
10 ft.
Tanks
BINTULU
Oc. R.
Ldg. line 085°
Iso.
Iso. R.
Oc. G.
-1
-1
DEPTHS IN FATHOMS
-3
Iso.
Iso. R.
Work in progress


BINTULU
Tank Farm
Outer Breakwater
LNG Jetty No. 1
LNG Jetty No. 2
Open Storage
North Bund
Inner Breakwater
Proposed non-hazardous cargo jetty
East Bund
SMD 3 Jetty
Shell
Petroleum Jetty
Glass/Sand Area
N
Proposed Dockyard
Reclaimed Area

DULANG MARINE TERMINAL

RESTRICTED AREA AND WAITING AREA

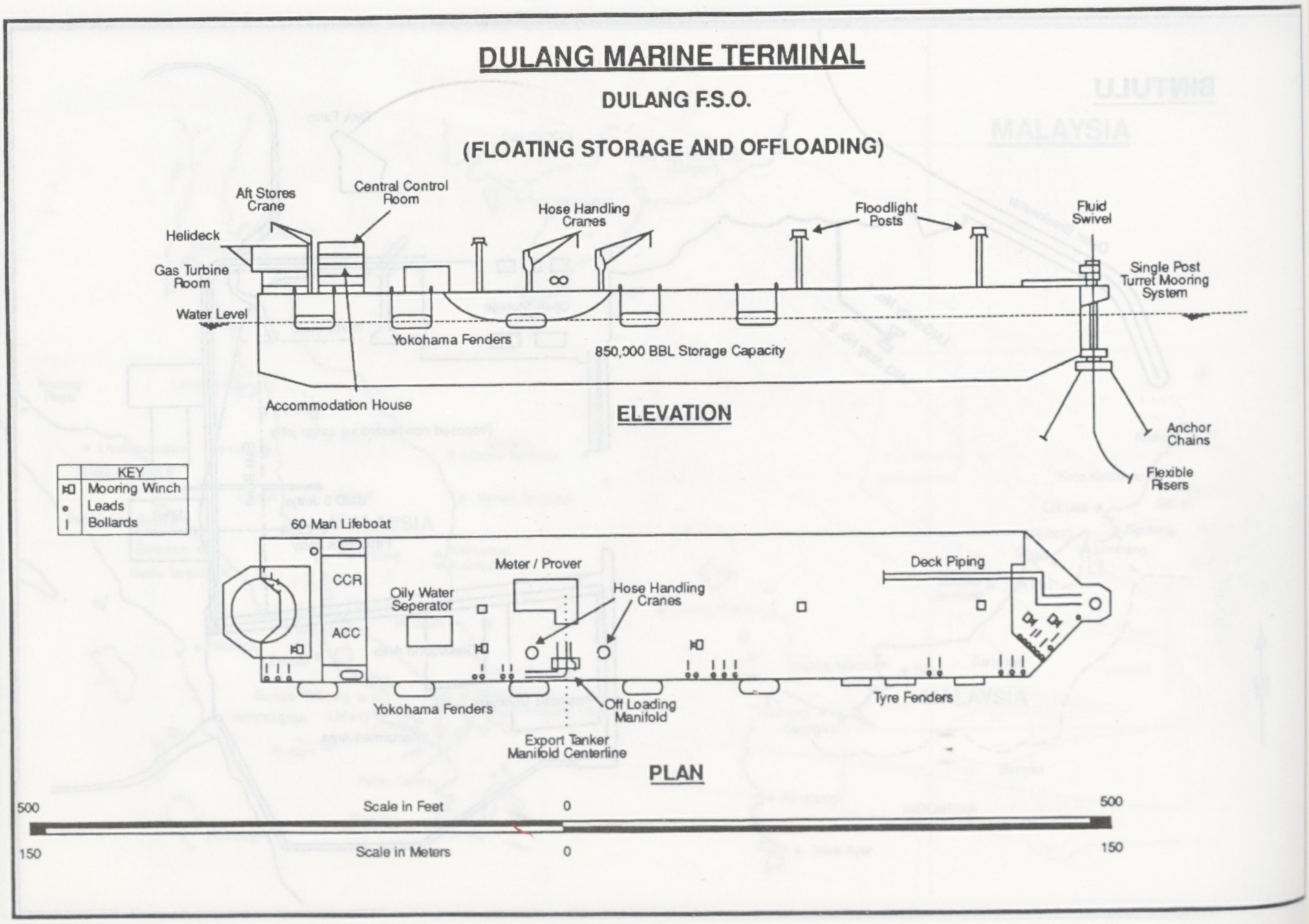

N
Restricted Area
"North"
5° 52' N.
104° 11' E.
DL - C
DL - B
DL - A
FSO
DULANG MARINE
TERMINAL
"South"
5° 47' N.
104° 07' E.
Waiting Area
5° 44' N.
104° 00' E.
Senangi - ok A
Senangi - ok B
Restricted Area

Not to be used for Navigational Purposes

DULANG MARINE TERMINAL

DULANG F.S.O.

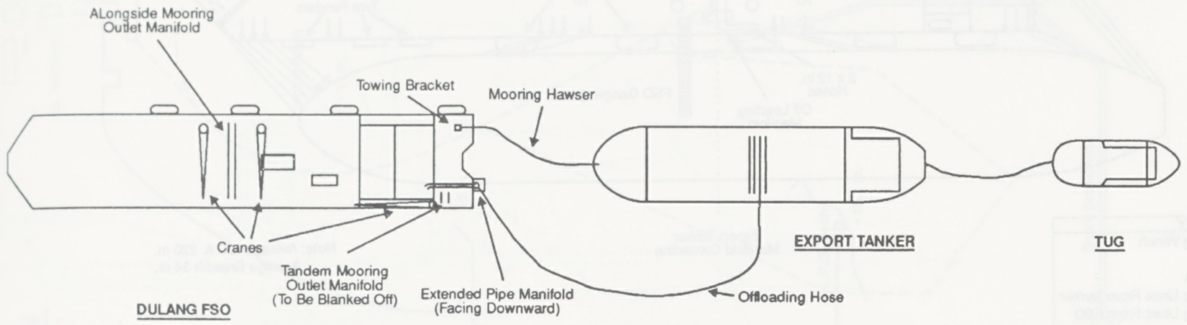
(FLOATING STORAGE AND OFFLOADING)


Aft Stores
Crane
Central Control
Room
Helideck
Gas Turbine
Room
Water Level
Hose Handling
Cranes
Floodlight
Posts
Fluid
Swivel
Single Post
Turret Mooring
System
Yokohama Fenders
850,000 BBL Storage Capacity
Accommodation House
ELEVATION
Anchor
Chains
Flexible
Risers
KEY
Mooring Winch
Leads
Bollards
60 Man Lifeboat
CCR
ACC
Oily Water
Seperator
Meter / Prover
Hose Handling
Cranes
Deck Piping
Yokohama Fenders
Off Loading
Manifold
Tyre Fenders
Export Tanker
Manifold Centerline
PLAN
500
Scale in Feet
0
500
150
Scale in Meters
0
150

DULANG MARINE TERMINAL

DULANG F.S.O.

TANDEM MOORING SCHEMATIC
FINAL BERTHING POSITION

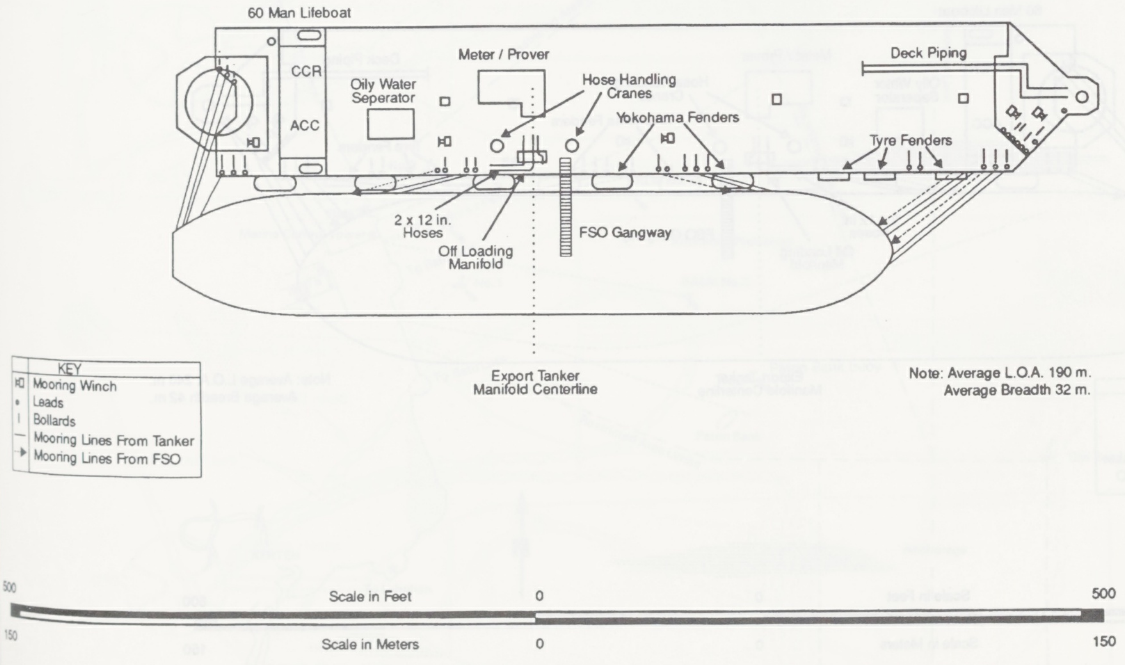

ALongside Mooring Outlet Manifold
Towing Bracket
Mooring Hawser
Cranes
Tandem Mooring Outlet Manifold (To Be Blanked Off)
Extended Pipe Manifold (Facing Downward)
Offloading Hose
DULANG FSO
EXPORT TANKER
TUG

Note: The Tug will relieve the support vessel in the final berthing position

DULANG MARINE TERMINAL

DULANG F.S.O.

TYPICAL MOORING ARRANGEMENT
40,000 TO 50,000 DWT TANKERS

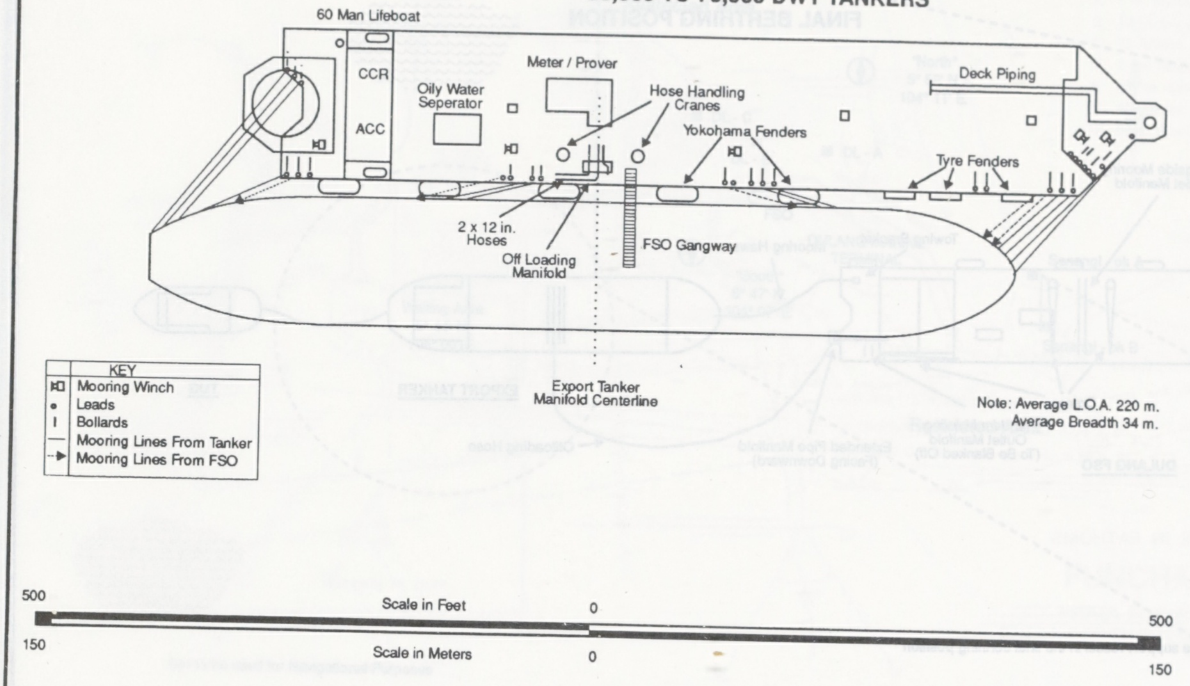

60 Man Lifeboat
CCR
ACC
Oily Water Seperator
Meter / Prover
Hose Handling Cranes
Yokohama Fenders
Deck Piping
Tyre Fenders
2 x 12 in. Hoses
Off Loading Manifold
FSO Gangway
Export Tanker Manifold Centerline
KEY
Mooring Winch
Leads
Bollards
Mooring Lines From Tanker
Mooring Lines From FSO
Scale in Feet
0
500
500
Scale in Meters
150
0
150

Note: Average L.O.A. 190 m.
Average Breadth 32 m.

DULANG MARINE TERMINAL

DULANG F.S.O.

TYPICAL MOORING ARRANGEMENT
50,000 TO 70,000 DWT TANKERS

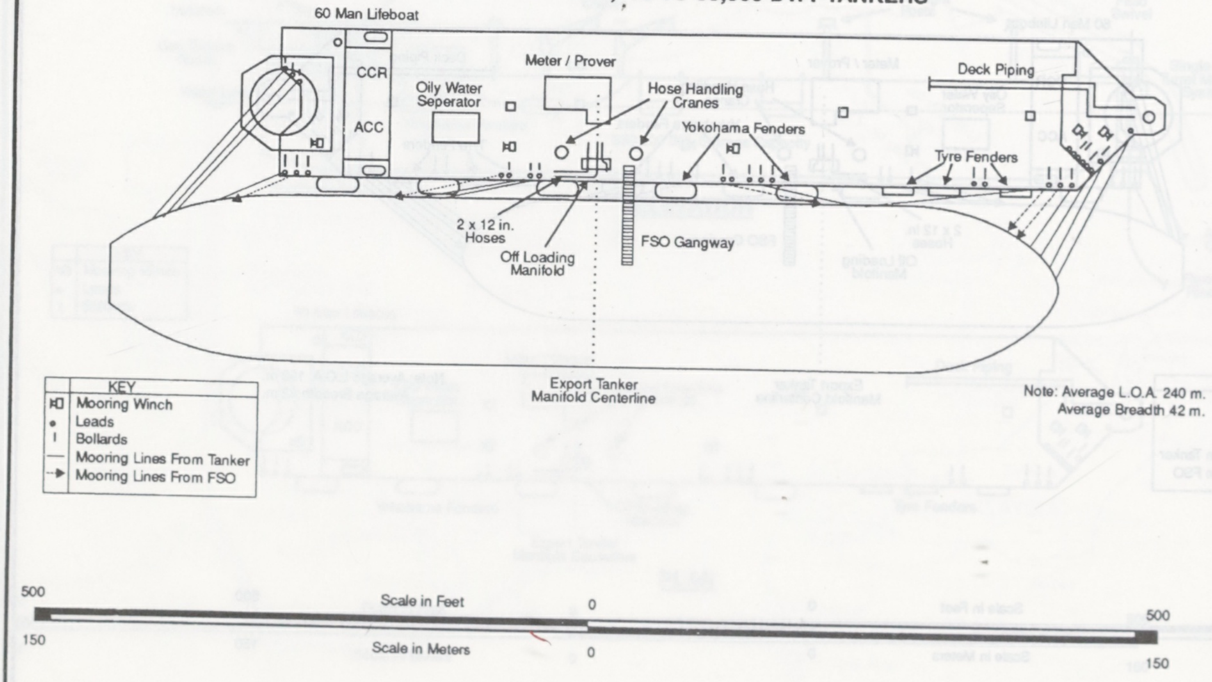

60 Man Lifeboat
CCR
ACC
Oily Water Seperator
Meter / Prover
Hose Handling Cranes
Yokohama Fenders
Deck Piping
Tyre Fenders
2 x 12 in. Hoses
Off Loading Manifold
FSO Gangway
Export Tanker Manifold Centerline
KEY
Mooring Winch
Leads
Bollards
Mooring Lines From Tanker
Mooring Lines From FSO
500
Scale in Feet
0
500
150
Scale in Meters
0
150

Note: Average L.O.A. 220 m.
Average Breadth 34 m.

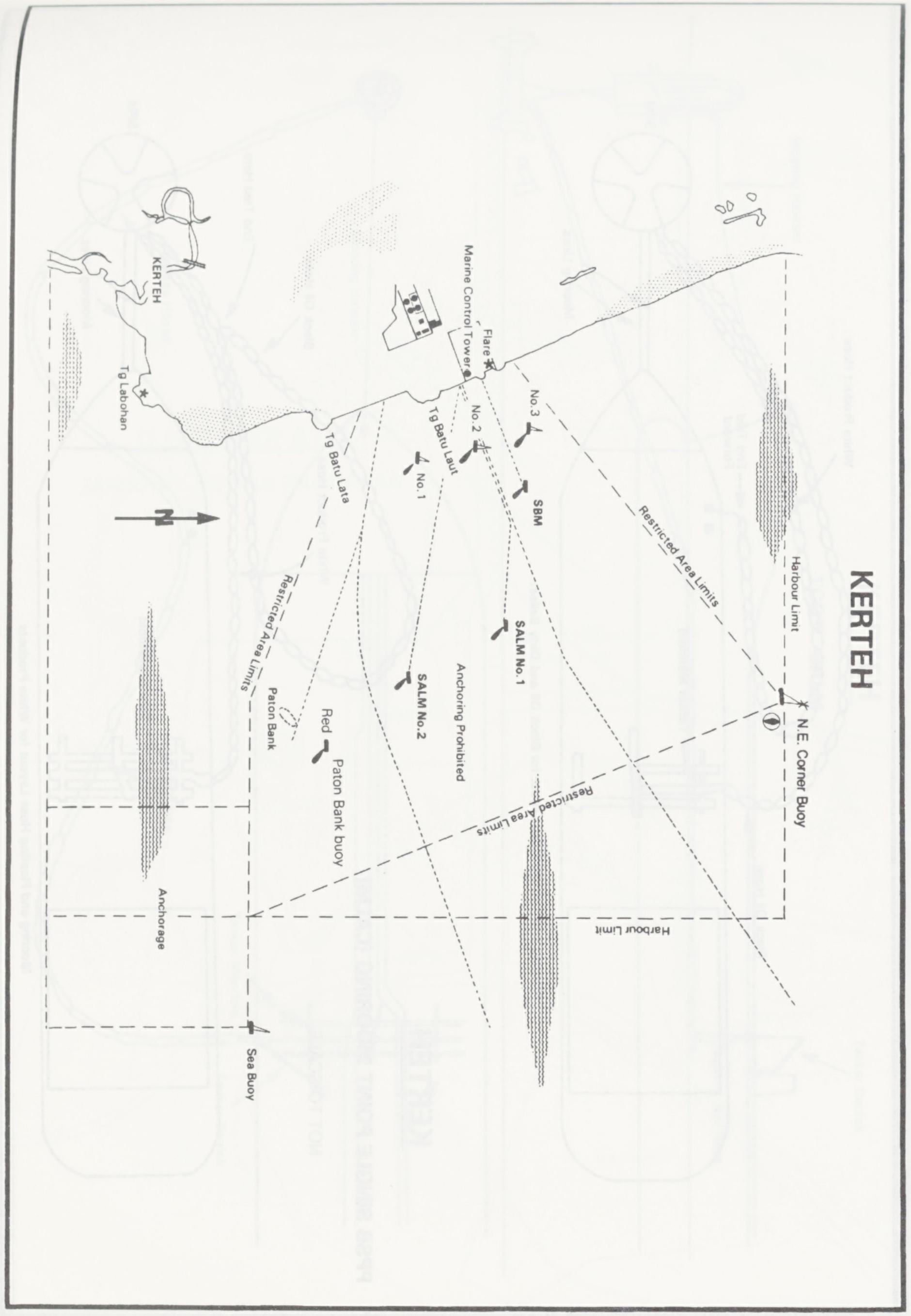
DULANG MARINE TERMINAL

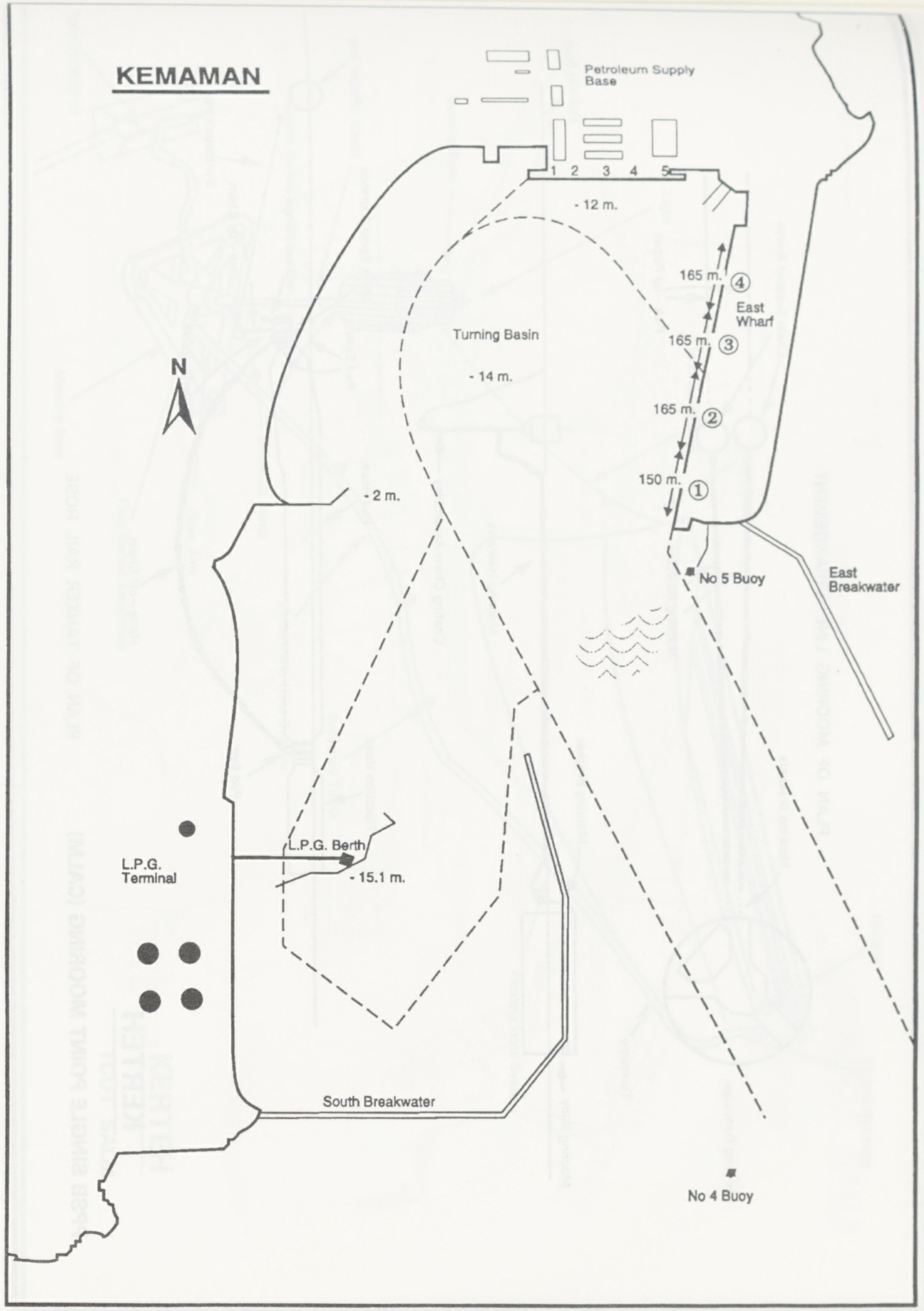
DULANG F.S.O.

TYPICAL MOORING ARRANGEMENT
70,000 TO 85,000 DWT TANKERS

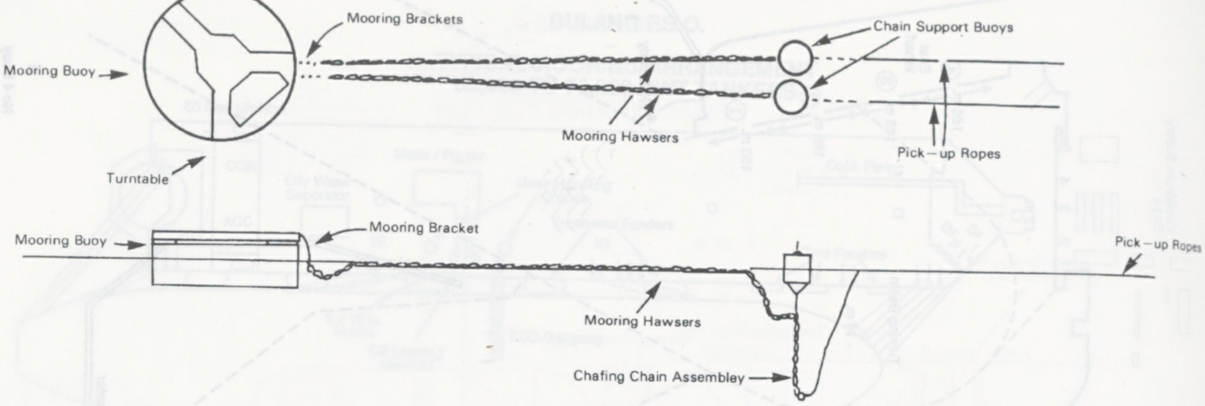

60 Man Lifeboat
CCR
ACC
Oily Water Seperator
Meter / Prover
Hose Handling Cranes
Yokohama Fenders
Deck Piping
Tyre Fenders
2 x 12 in. Hoses
Off Loading Manifold
FSO Gangway
Export Tanker Manifold Centerline
KEY
Mooring Winch
Leads
Bollards
Mooring Lines From Tanker
Mooring Lines From FSO
500
Scale in Feet
0
500
150
Scale in Meters
0
150

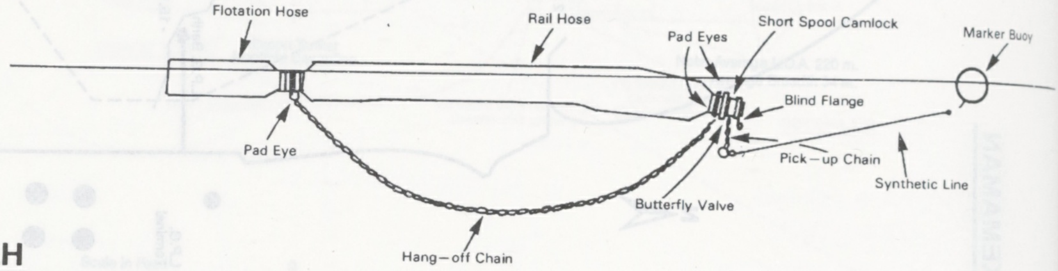
Note: Average L.O.A. 240 m.
Average Breadth 42 m.


KERTEH
N
KERTEH
Tg Labohan
Tg Batu Lata
Tg Batu Laut
Marine Control Tower
Flare
No. 3
No. 2
No. 1
SBM
Restricted Area Limits
Harbour Limit
N.E. Corner Buoy
SALM No. 1
SALM No. 2
Anchoring Prohibited
Restricted Area Limits
Paton Bank
Red
Paton Bank buoy
Restricted Area Limits
Anchorage
Harbour Limit
Sea Buoy


KEMAMAN
Petroleum Supply Base
1
2
3
4
5
- 12 m.
Turning Basin
- 14 m.
N
165 m.
④
East Wharf
165 m.
③
165 m.
②
150 m.
①
- 2 m.
No 5 Buoy
East Breakwater
L.P.G. Berth
L.P.G. Terminal
- 15.1 m.
South Breakwater
No 4 Buoy

PLAN OF MOORING LINE ARRANGEMENT

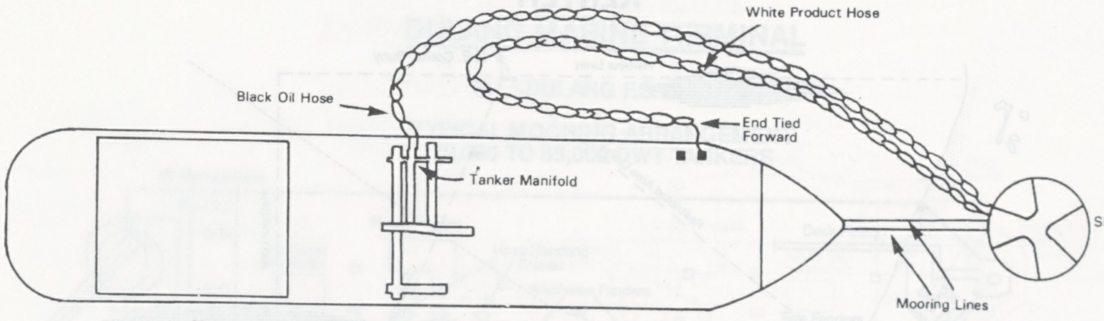

Mooring Brackets
Chain Support Buoys
Mooring Buoy
Mooring Hawsers
Pick – up Ropes
Turntable
Mooring Buoy
Mooring Bracket
Pick – up Ropes
Mooring Hawsers
Chafing Chain Assembley


Flotation Hose
Rail Hose
Short Spool Camlock
Pad Eyes
Marker Buoy
Blind Flange
Pad Eye
Pick – up Chain
Synthetic Line
Butterfly Valve
Hang – off Chain

KERTEH

PPSB SINGLE POINT MOORING (CALM)

PLAN OF TANKER RAIL HOSE

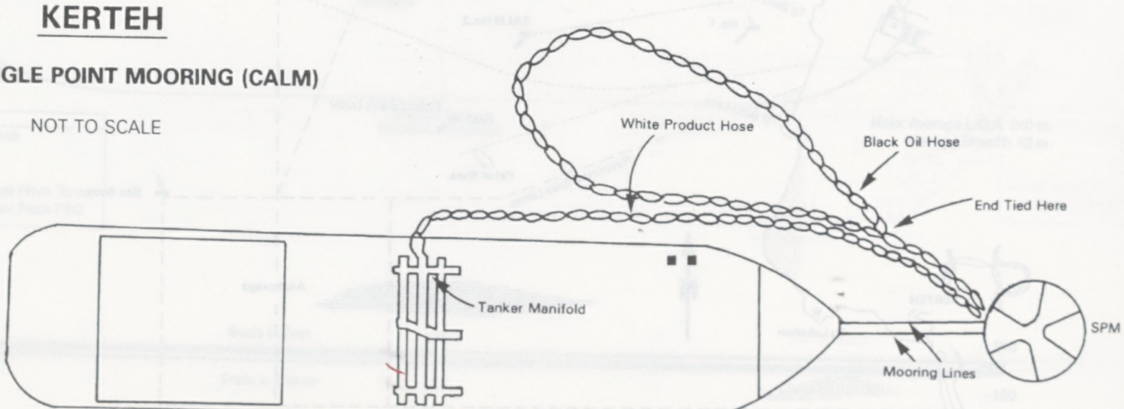

White Product Hose
Black Oil Hose
End Tied Forward
Tanker Manifold
SPM
Mooring Lines

Mooring and Floating Hose Layout for Black Oil and Dirty Ballast

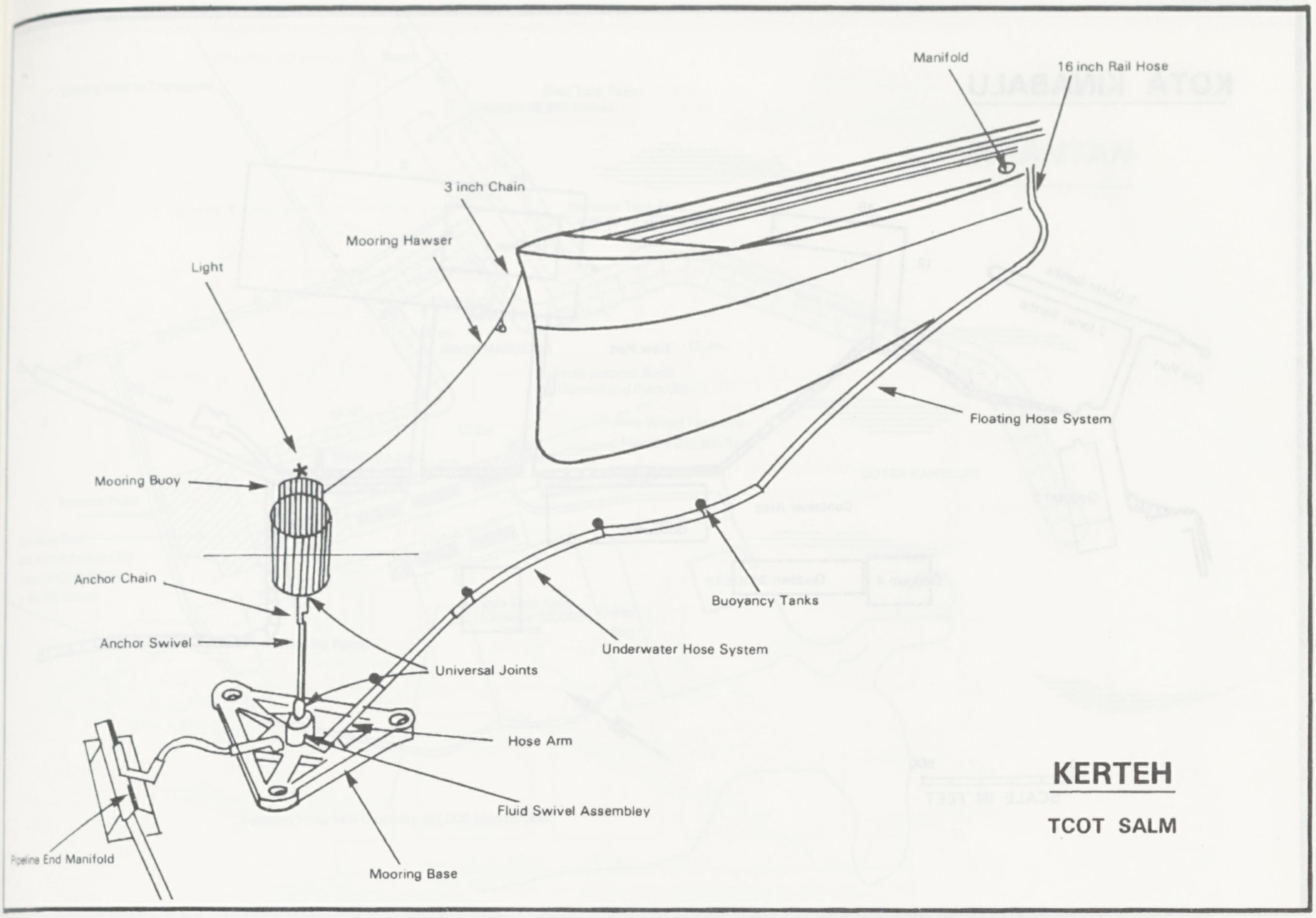
KERTEH

PPSB SINGLE POINT MOORING (CALM)

NOT TO SCALE


White Product Hose
Black Oil Hose
End Tied Here
Tanker Manifold
SPM
Mooring Lines

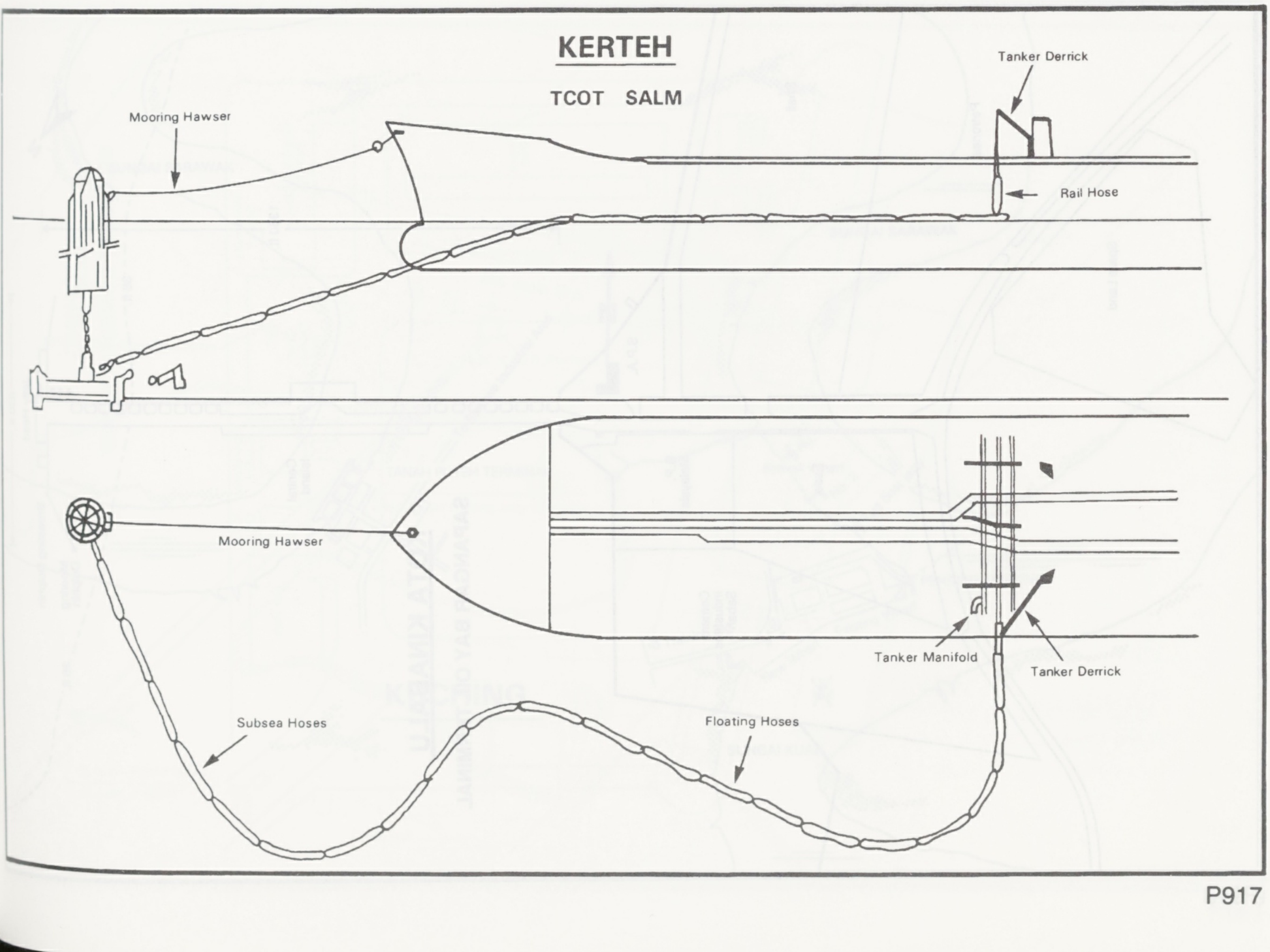
Mooring and Floating Hose Layout for White Products



KERTEH

TCOT SALM

Manifold
16 inch Rail Hose
3 inch Chain
Mooring Hawser
Light
Floating Hose System
Mooring Buoy
Anchor Chain
Buoyancy Tanks
Anchor Swivel
Underwater Hose System
Universal Joints
Hose Arm
Fluid Swivel Assembley
Pipeline End Manifold
Mooring Base

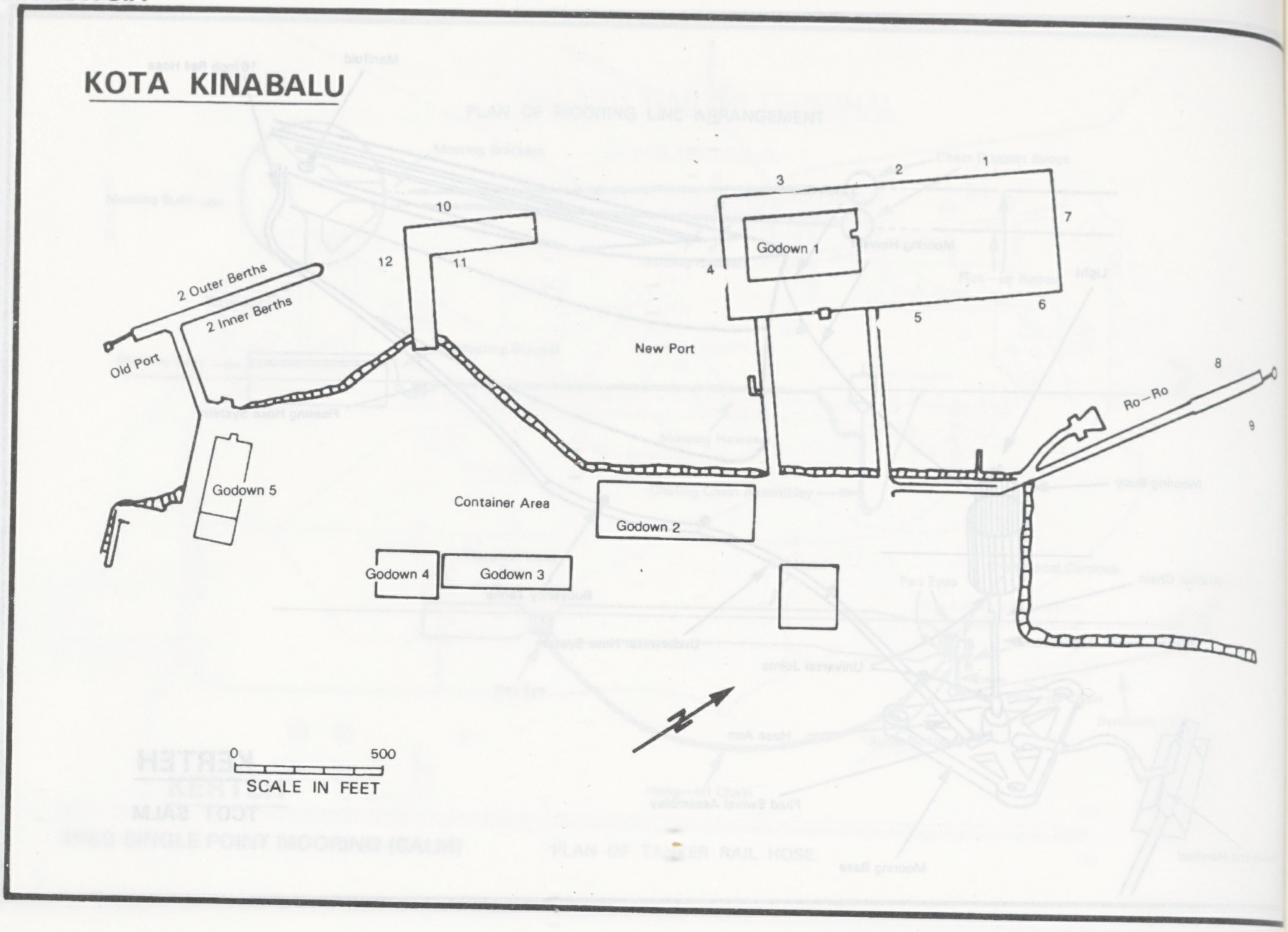


KERTEH

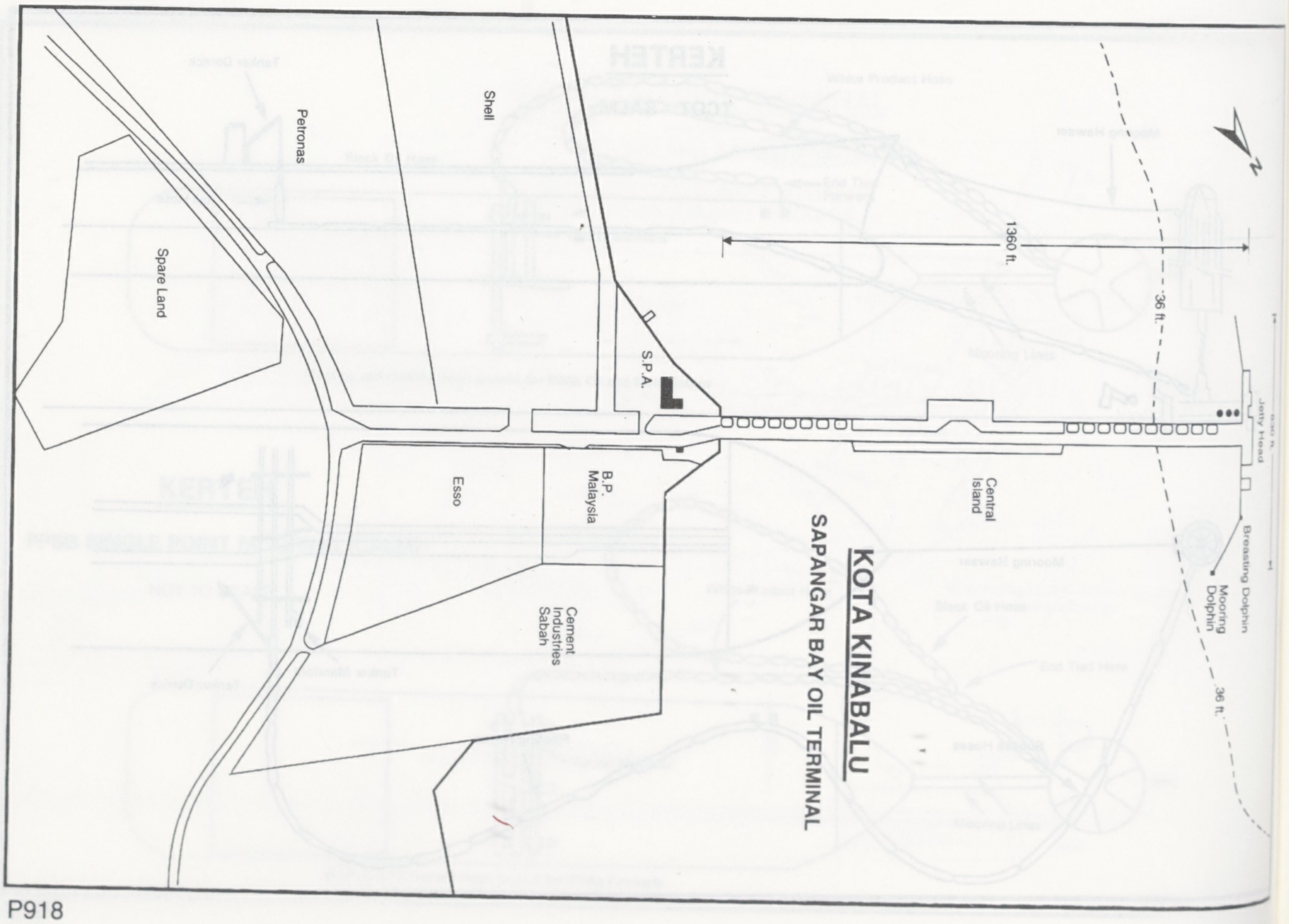
TCOT SALM

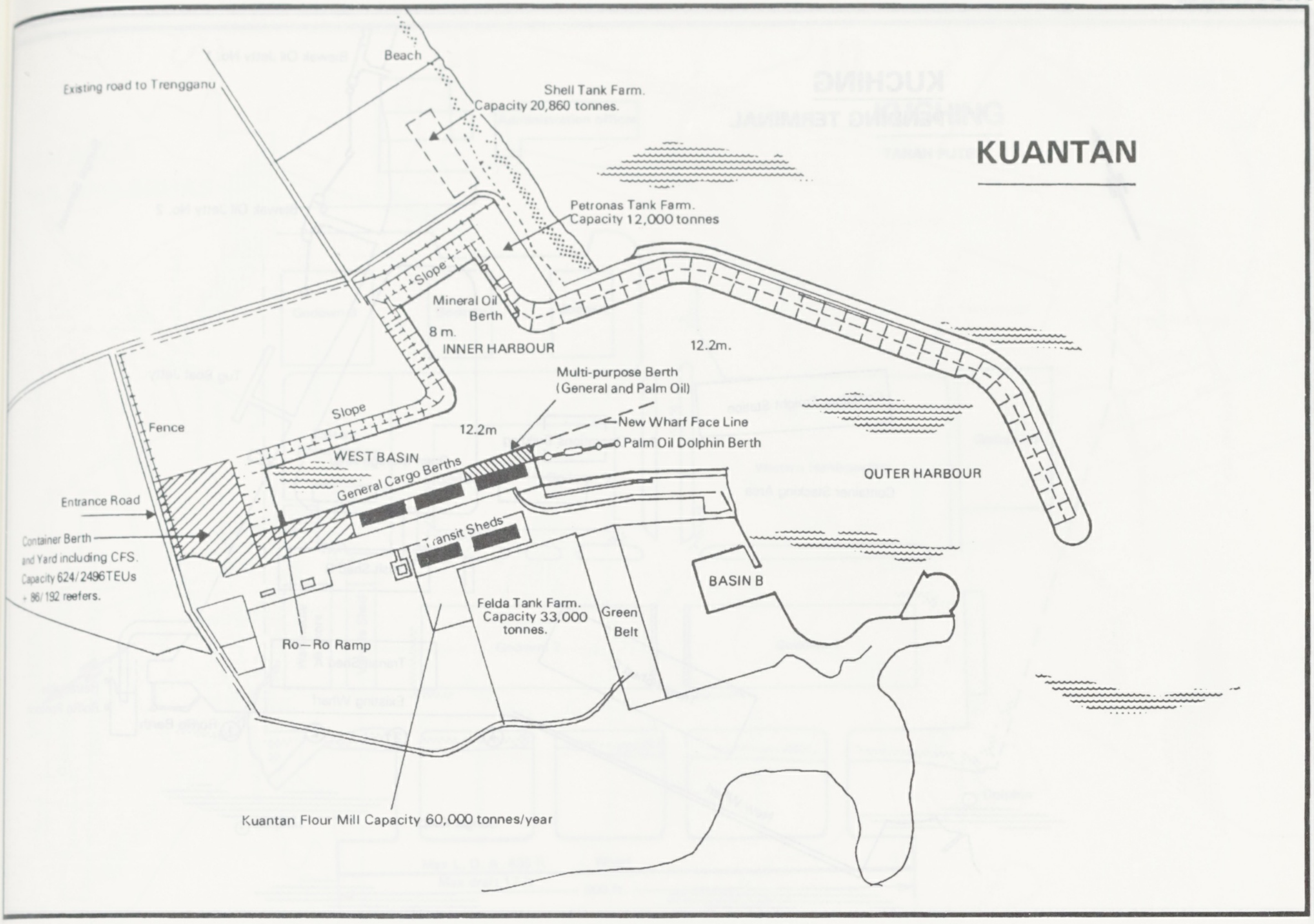
Tanker Derrick
Mooring Hawser
Rail Hose
Mooring Hawser
Tanker Manifold
Tanker Derrick
Subsea Hoses
Floating Hoses

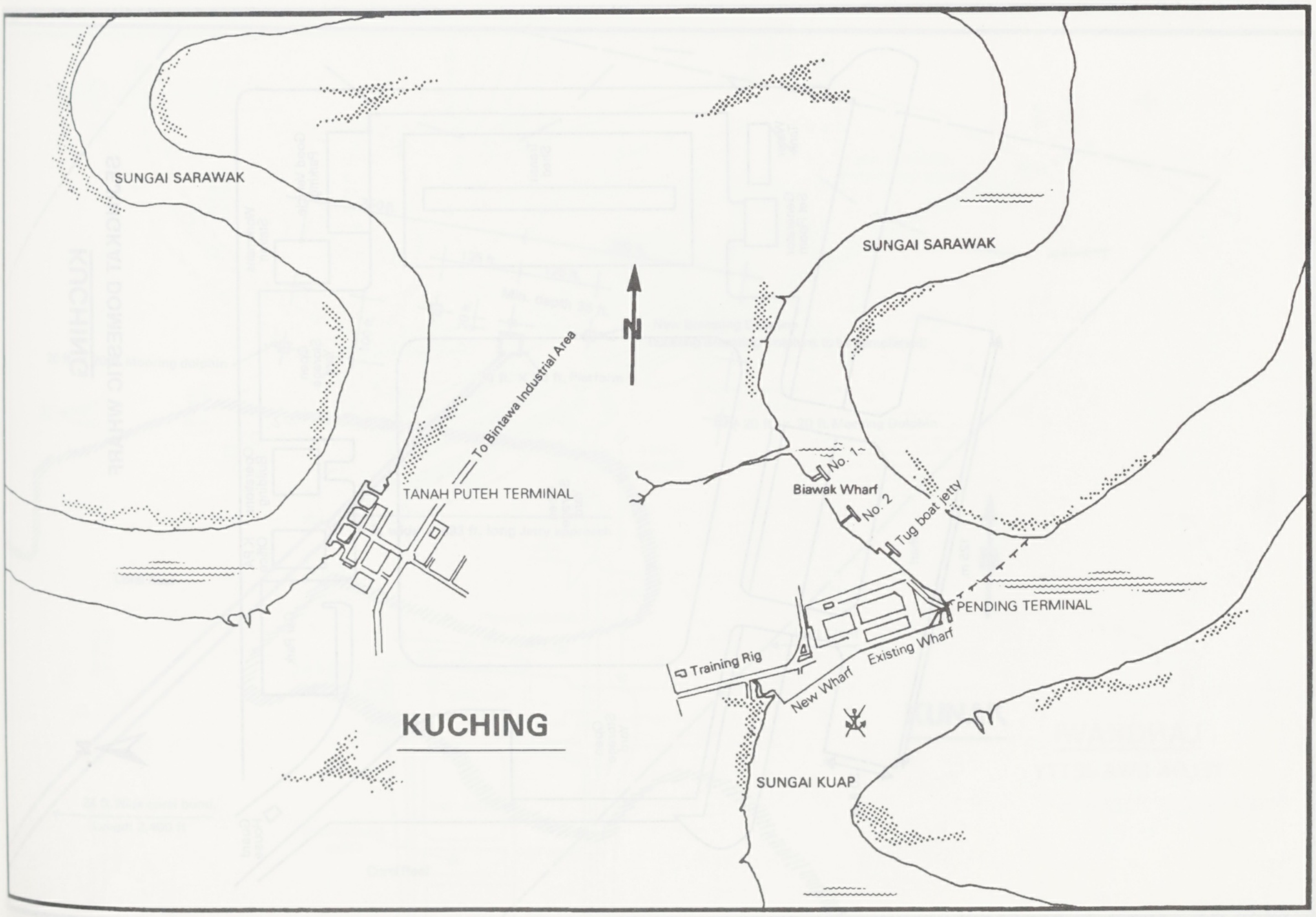
KOTA KINABALU


2 Outer Berths
2 Inner Berths
Old Port
10
11
12
Godown 1
Godown 2
Godown 3
Godown 4
Godown 5
New Port
Container Area
1
2
3
4
5
6
7
8
9
Ro—Ro
0
500
SCALE IN FEET

KOTA KINABALU
SAPANGAR BAY OIL TERMINAL

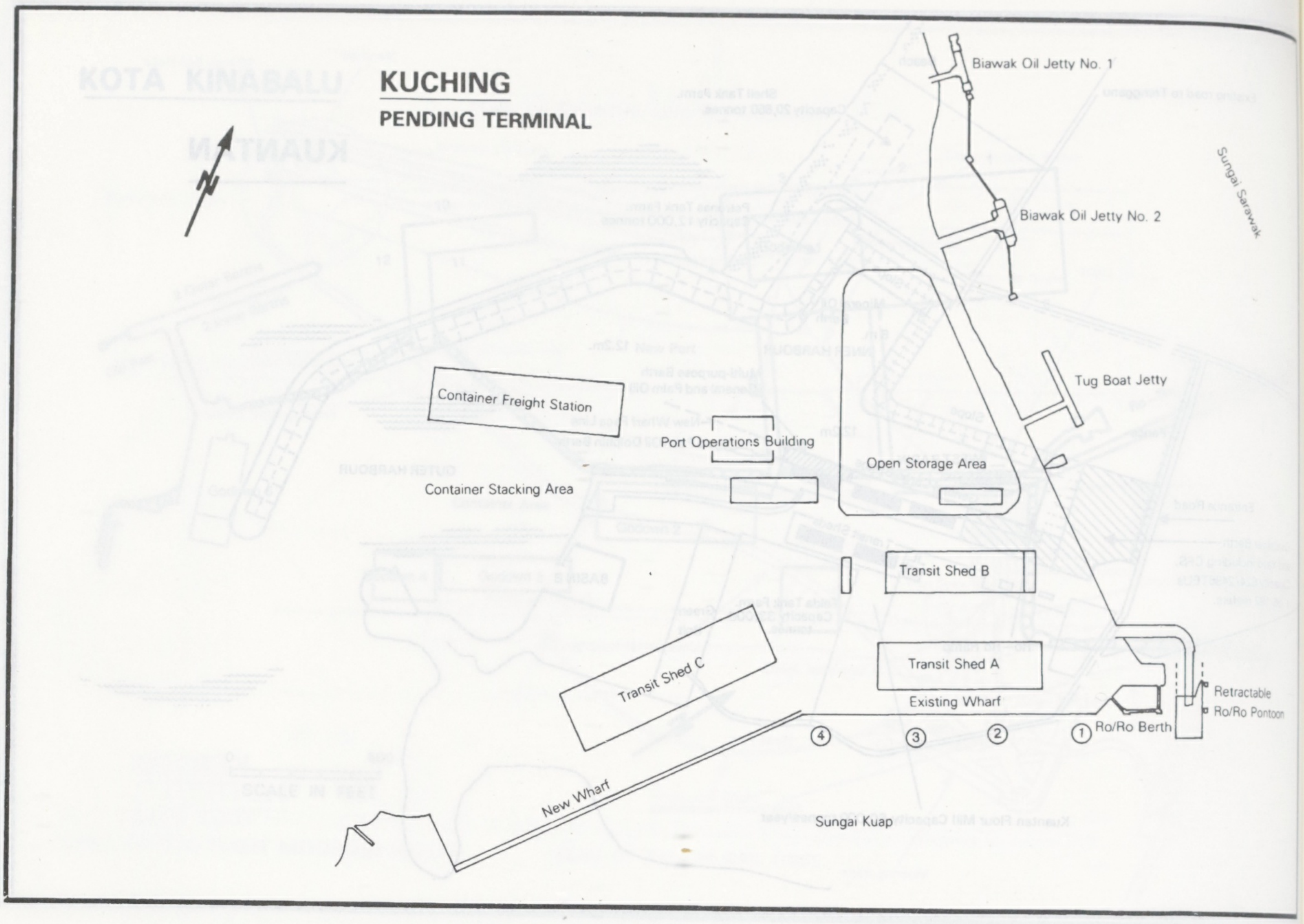

Petronas
Shell
Spare Land
S.P.A.
Esso
B.P. Malaysia
Cement Industries Sabah
Central Island
1360 ft.
36 ft.
36 ft.
Jetty Head
Breasting Dolphin
Mooring Dolphin
N


KUANTAN
Beach
Existing road to Trengganu
Shell Tank Farm. Capacity 20,860 tonnes.
Petronas Tank Farm. Capacity 12,000 tonnes
Slope
Mineral Oil Berth
8 m.
INNER HARBOUR
12.2m.
Multi-purpose Berth (General and Palm Oil)
New Wharf Face Line
Palm Oil Dolphin Berth
12.2m
Slope
Fence
WEST BASIN
General Cargo Berths
OUTER HARBOUR
Entrance Road
Container Berth and Yard including CFS. Capacity 624/2496TEUs + 86/192 reefers.
Transit Sheds
BASIN B
Felda Tank Farm. Capacity 33,000 tonnes.
Green Belt
Ro—Ro Ramp
Kuantan Flour Mill Capacity 60,000 tonnes/year


SUNGAI SARAWAK
SUNGAI SARAWAK
N
To Bintawa Industrial Area
TANAH PUTEH TERMINAL
No. 1
Biawak Wharf
No. 2
Tug boat jetty
PENDING TERMINAL
Training Rig
Existing Wharf
New Wharf
KUCHING
SUNGAI KUAP

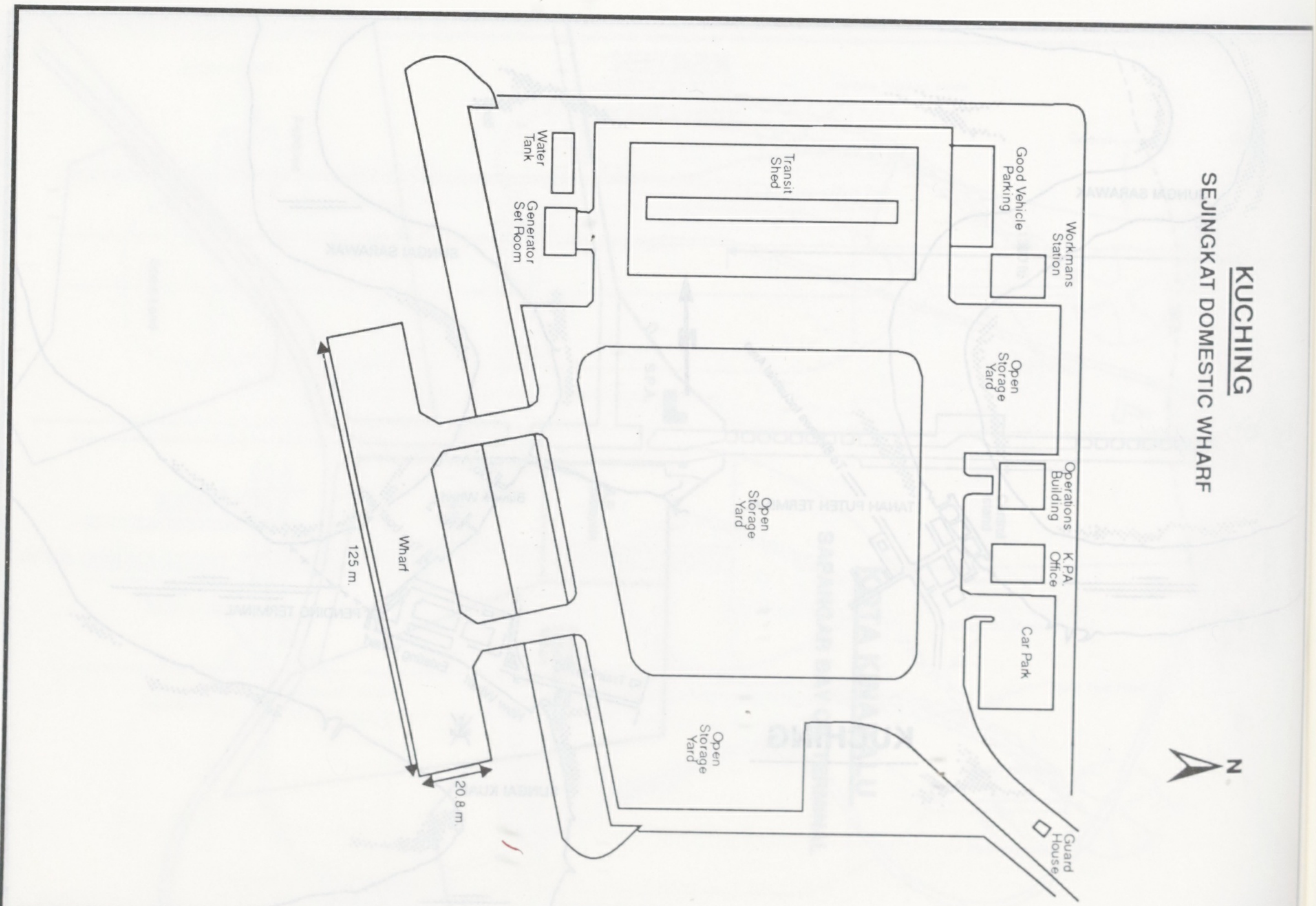
KUCHING

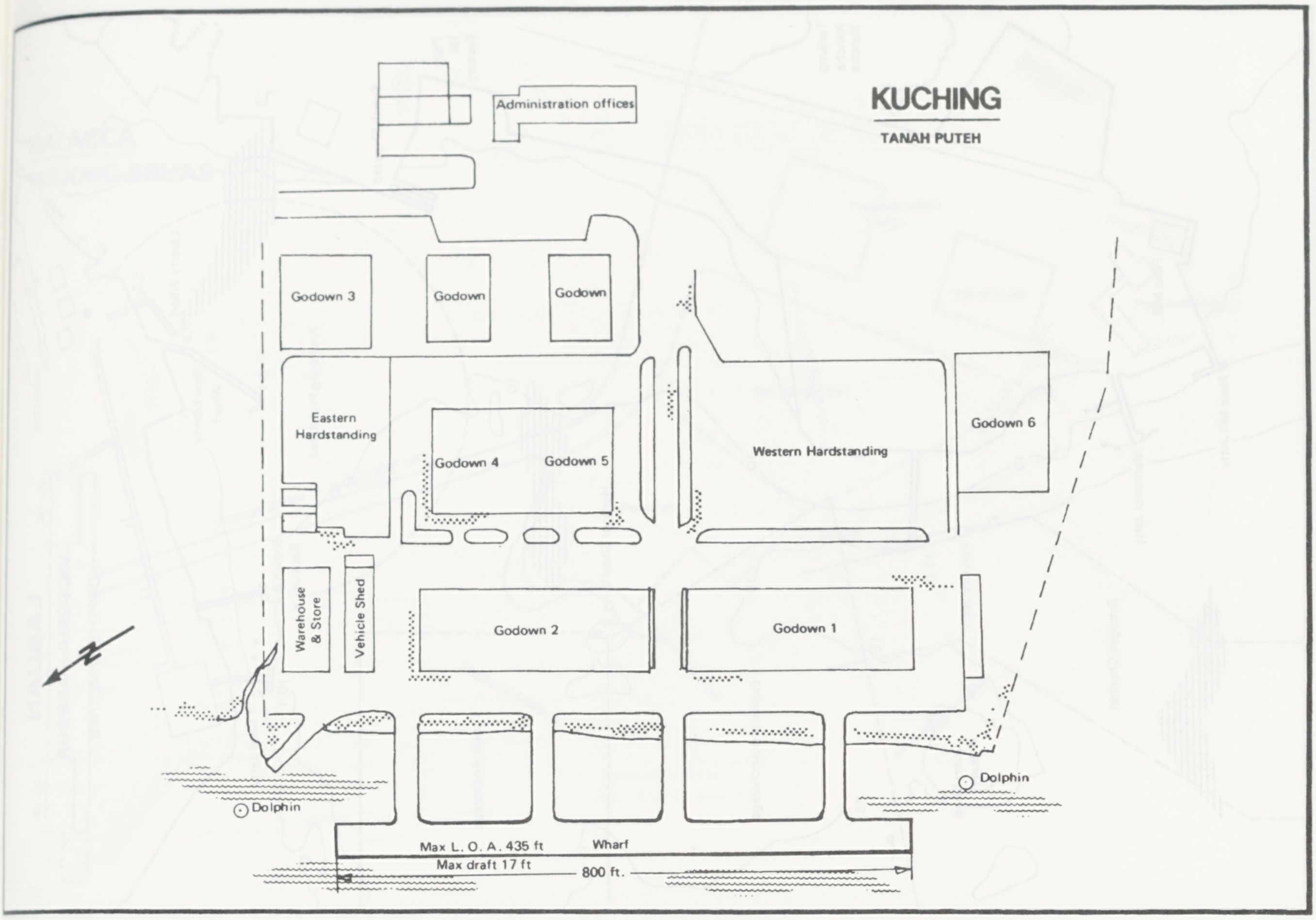
PENDING TERMINAL

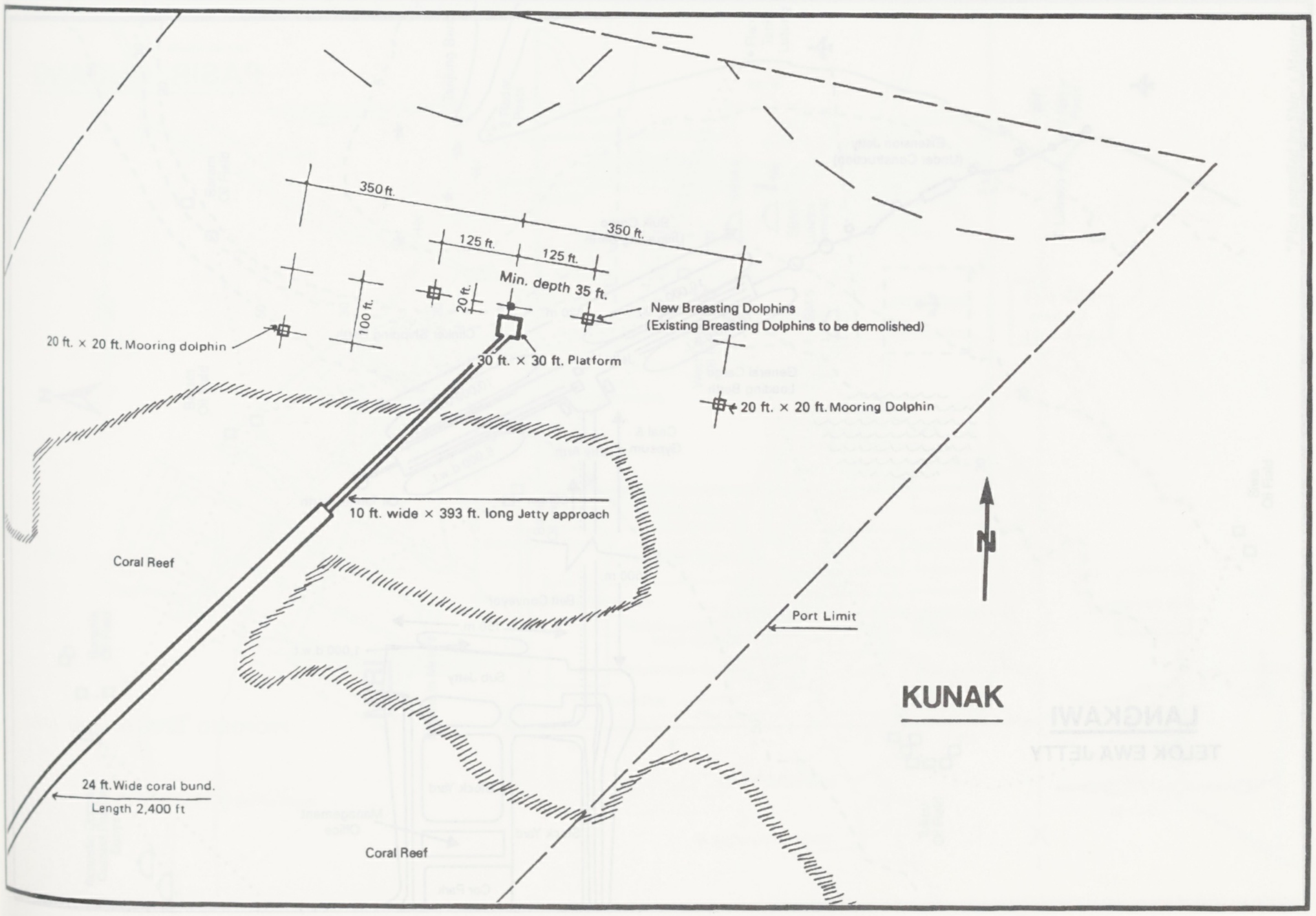

Biawak Oil Jetty No. 1
Sungai Sarawak
Biawak Oil Jetty No. 2
Tug Boat Jetty
Container Freight Station
Port Operations Building
Open Storage Area
Container Stacking Area
Transit Shed B
Transit Shed A
Transit Shed C
Existing Wharf
Retractable
Ro/Ro Pontoon
④
③
②
①
Ro/Ro Berth
New Wharf
Sungai Kuap

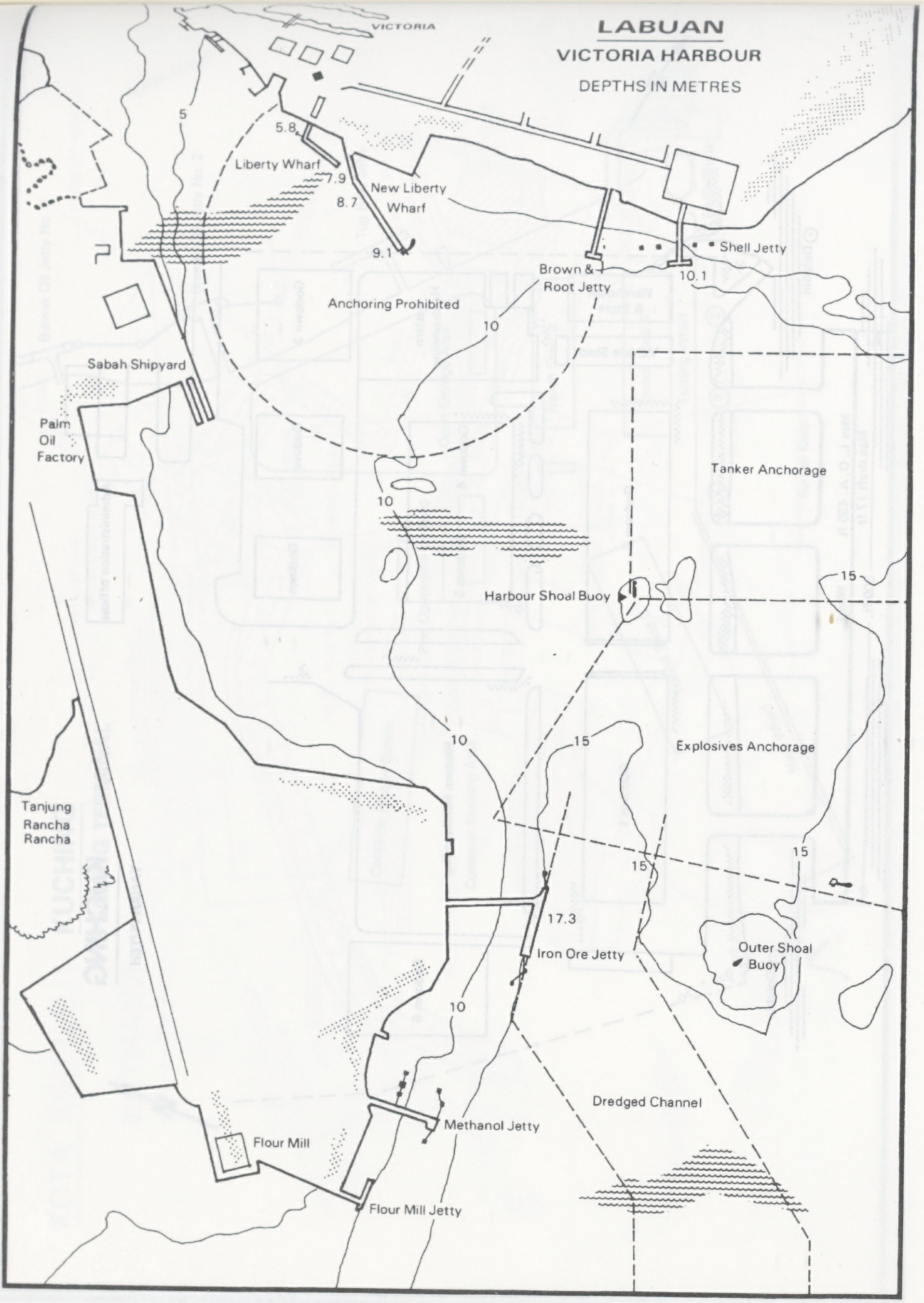
KUCHING

SEJINGKAT DOMESTIC WHARF


Water Tank
Generator Set Room
Transit Shed
Good Vehicle Parking
Workmans Station
Open Storage Yard
Operations Building
K.P.A. Office
Car Park
Guard House
Open Storage Yard
Open Storage Yard
Wharf
125 m.
20.8 m
N

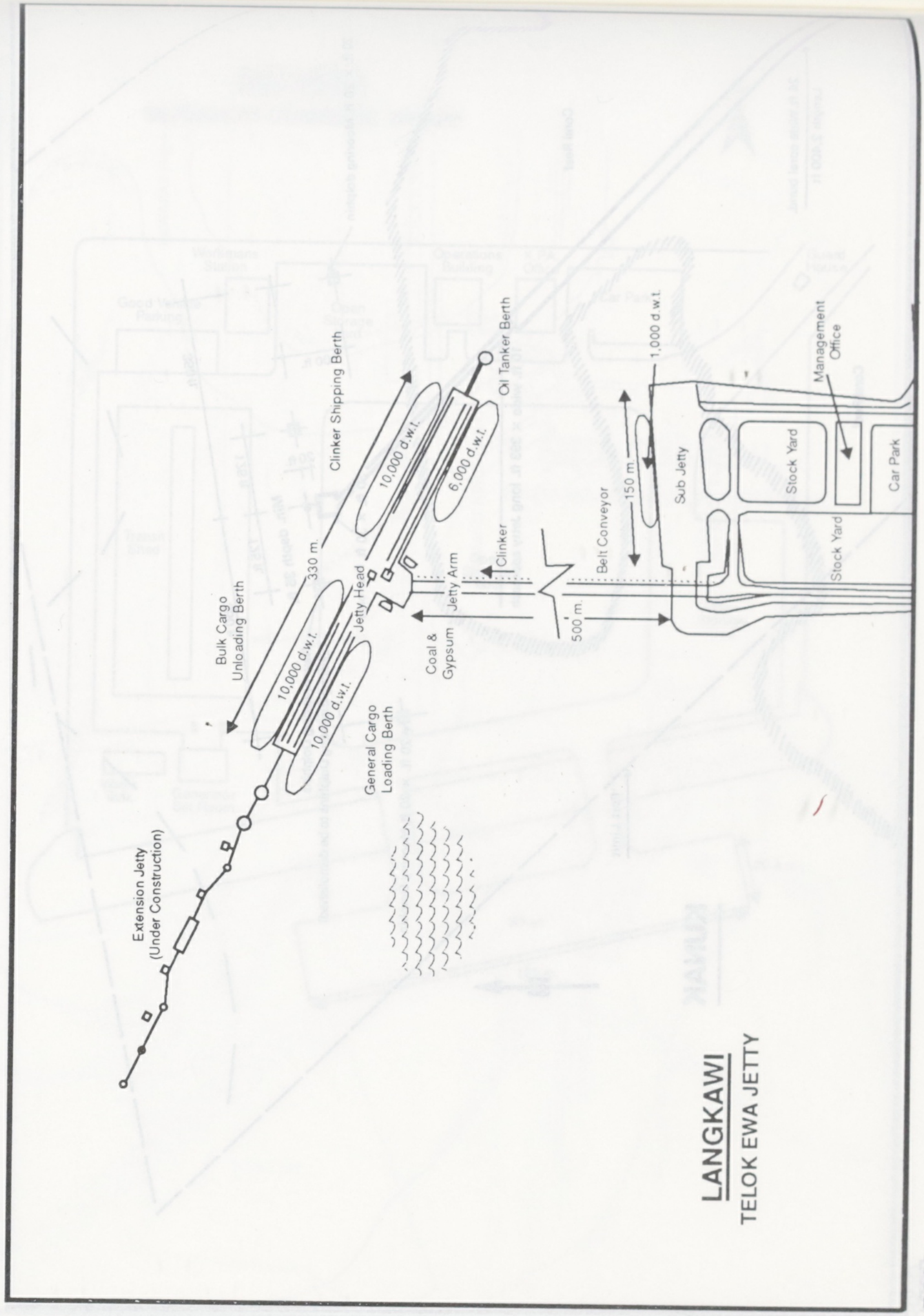

KUCHING
TANAH PUTEH
Administration offices
Godown 3
Godown
Godown
Eastern Hardstanding
Godown 4
Godown 5
Western Hardstanding
Godown 6
Warehouse & Store
Vehicle Shed
Godown 2
Godown 1
N
Dolphin
Dolphin
Max L. O. A. 435 ft
Wharf
Max draft 17 ft
800 ft.


350 ft.
350 ft.
125 ft.
125 ft.
Min. depth 35 ft.
20 ft.
100 ft.
New Breasting Dolphins
(Existing Breasting Dolphins to be demolished)
20 ft. × 20 ft. Mooring dolphin
30 ft. × 30 ft. Platform
20 ft. × 20 ft. Mooring Dolphin
10 ft. wide × 393 ft. long Jetty approach
N
Coral Reef
Port Limit
KUNAK
24 ft. Wide coral bund.
Length 2,400 ft
Coral Reef



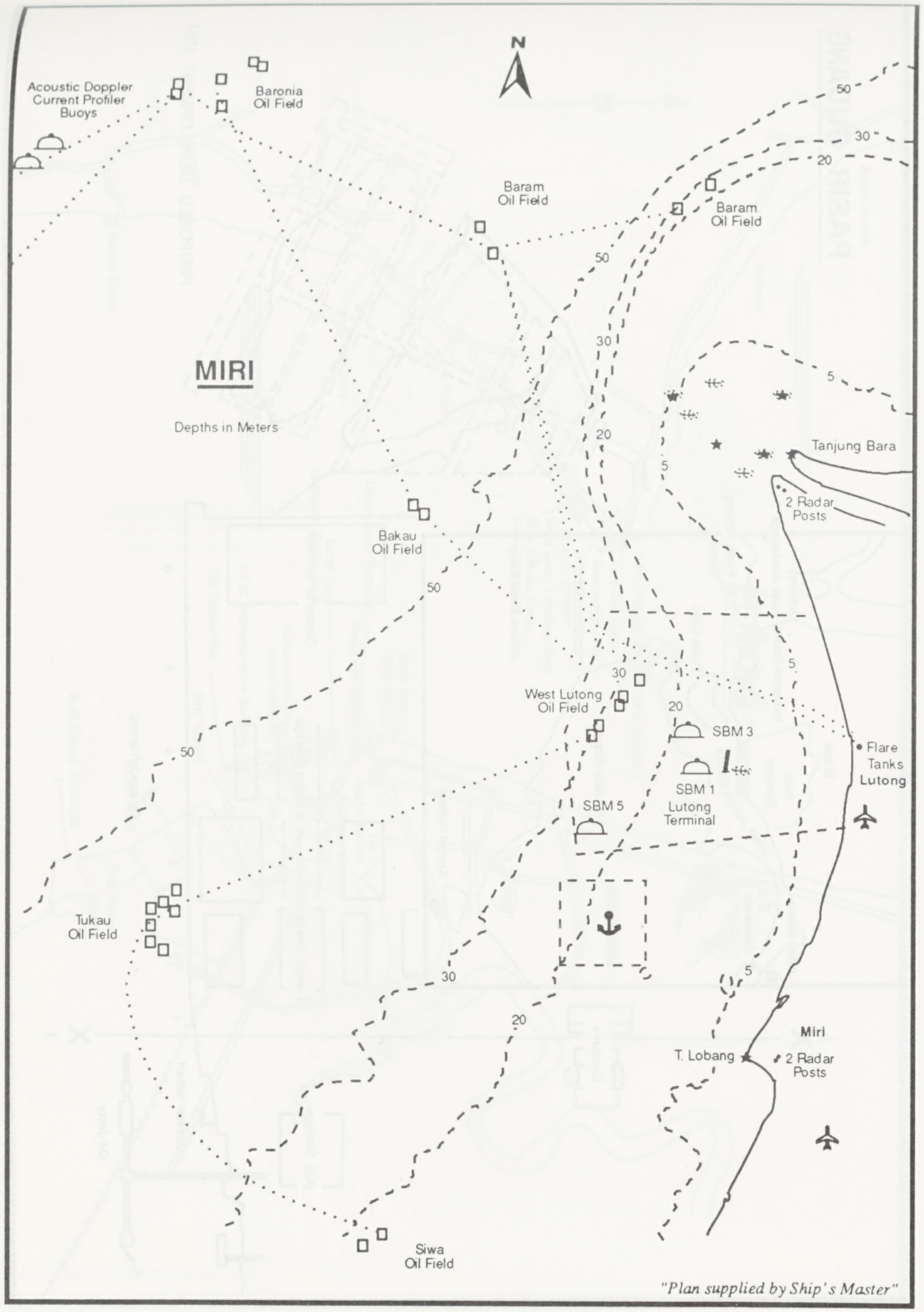
LABUAN
VICTORIA HARBOUR
DEPTHS IN METRES

VICTORIA
5
5.8
Liberty Wharf
7.9
8.7
New Liberty Wharf
9.1
Brown & Root Jetty
Shell Jetty
10.1
Anchoring Prohibited
10
Sabah Shipyard
Palm Oil Factory
Tanker Anchorage
10
Harbour Shoal Buoy
15
10
15
Explosives Anchorage
Tanjung Rancha Rancha
15
15
17.3
Iron Ore Jetty
Outer Shoal Buoy
10
Dredged Channel
Methanol Jetty
Flour Mill
Flour Mill Jetty

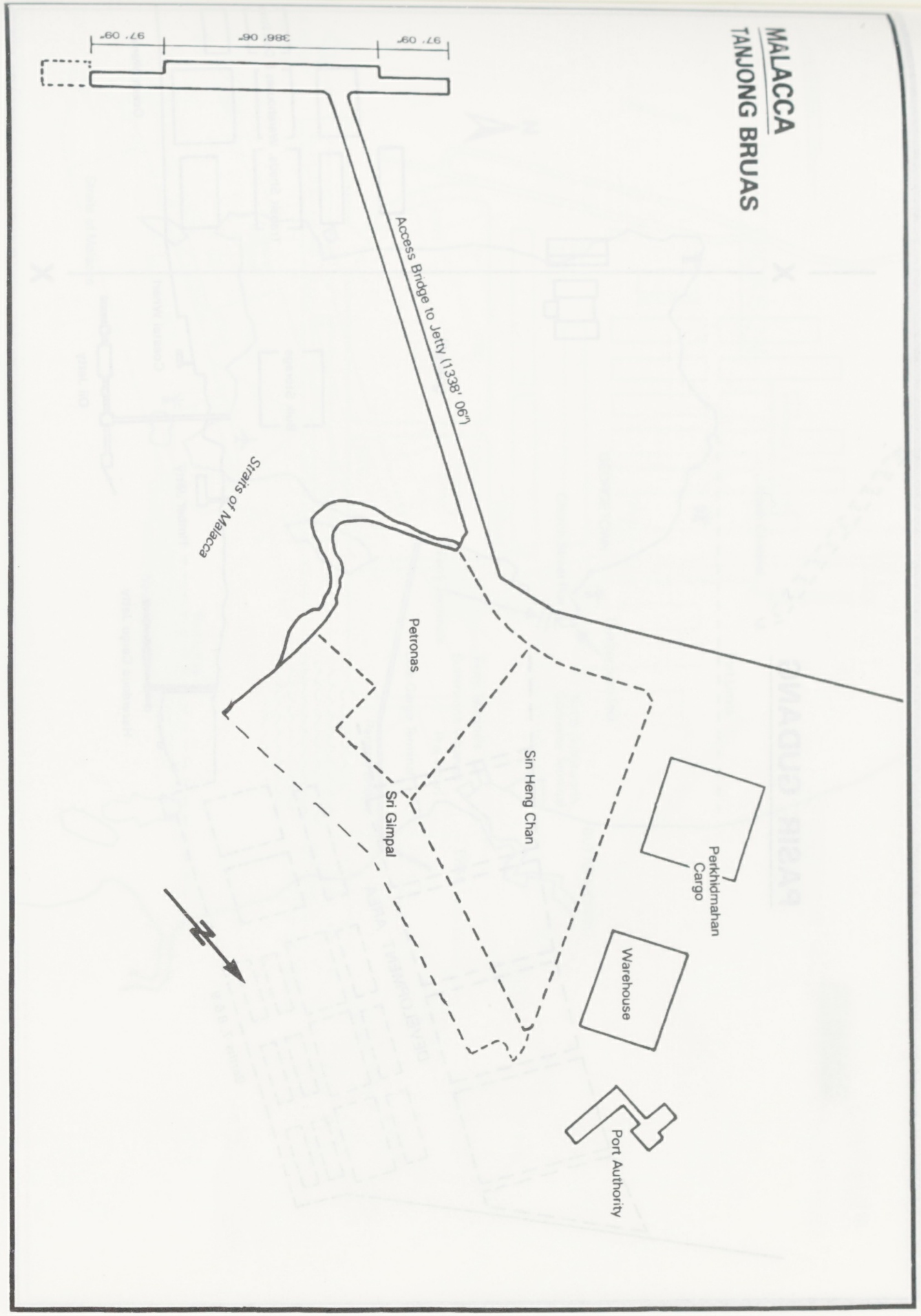


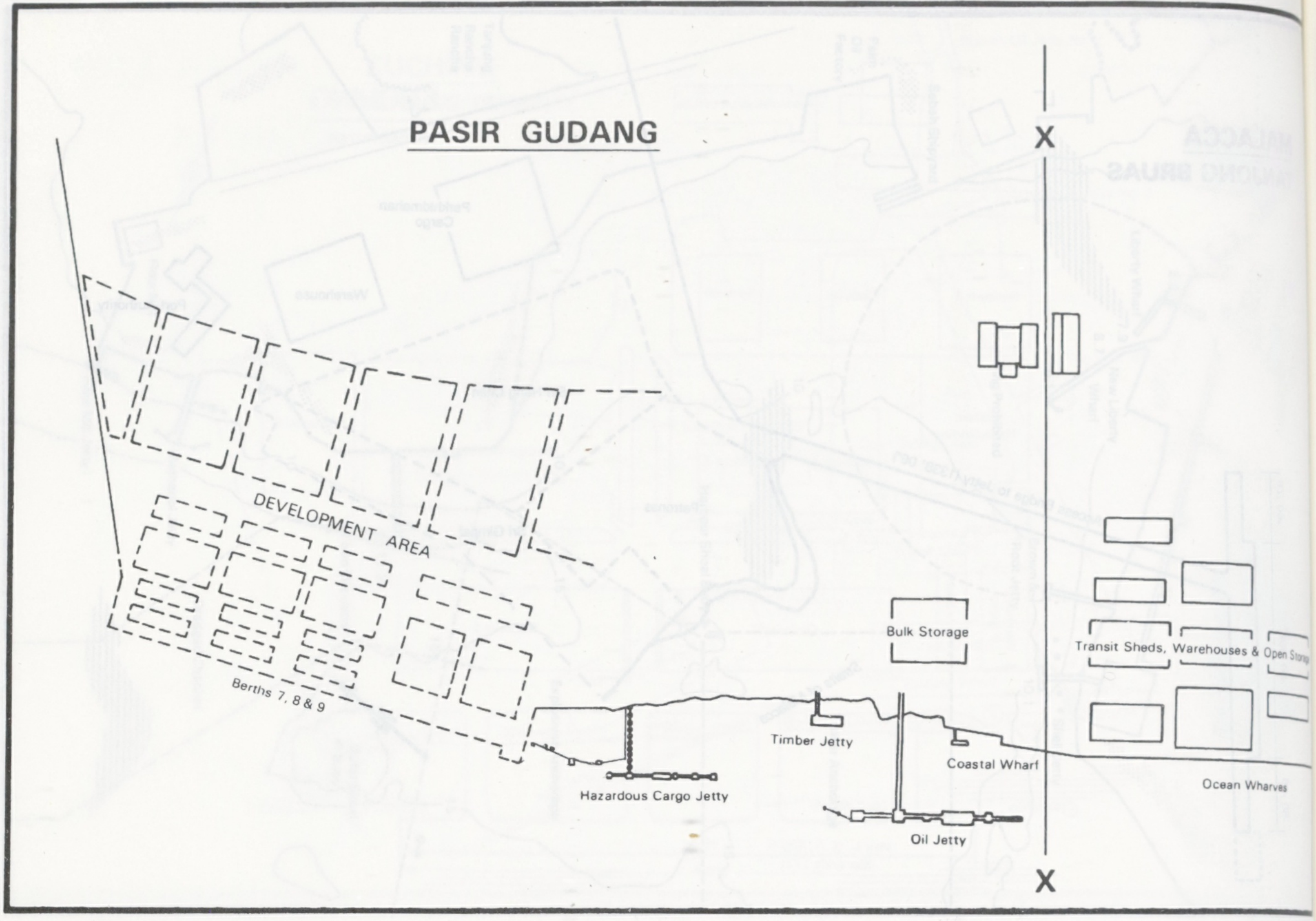
LANGKAWI
TELOK EWA JETTY

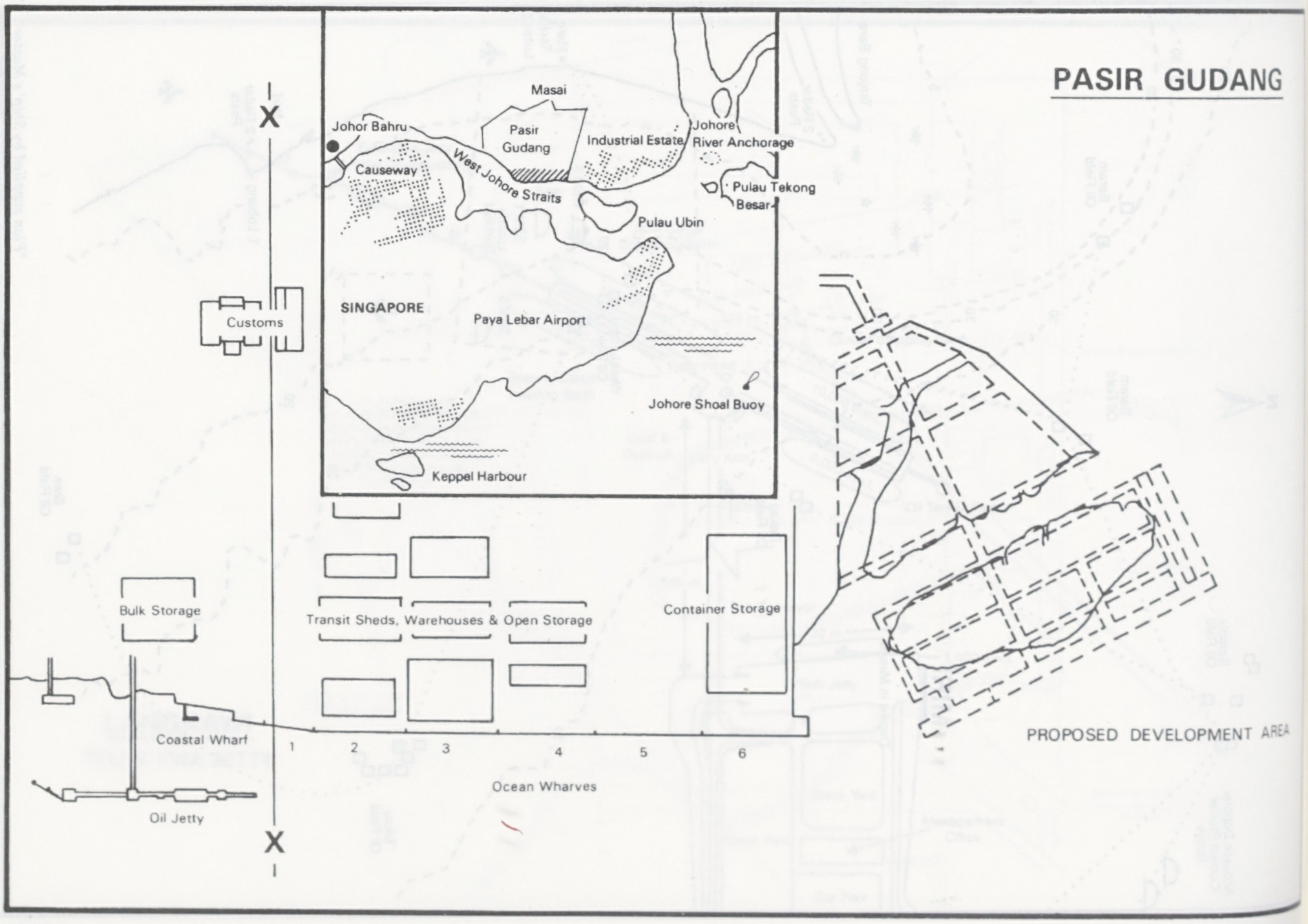
Clinker Shipping Berth
10,000 d.w.t.
6,000 d.w.t.
Oil Tanker Berth
1,000 d.w.t.
Management Office
Sub Jetty
Stock Yard
Stock Yard
Car Park
150 m
Belt Conveyor
Clinker
Jetty Arm
500 m
Coal & Gypsum
Jetty Head
330 m
Bulk Cargo Unloading Berth
10,000 d.w.t.
10,000 d.w.t.
General Cargo Loading Berth
Extension Jetty (Under Construction)

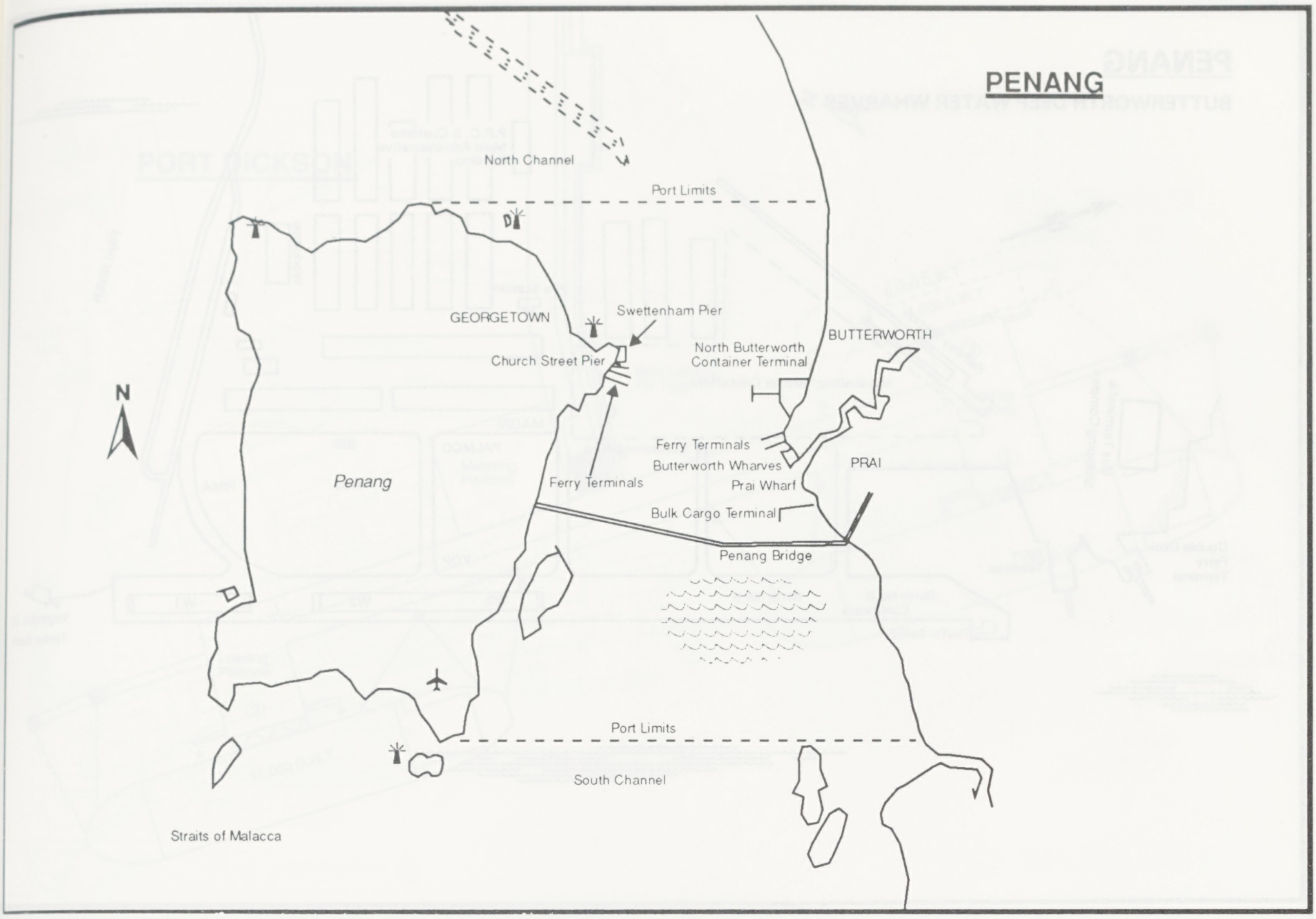

N
Acoustic Doppler Current Profiler Buoys
Baronia Oil Field
Baram Oil Field
Baram Oil Field
MIRI
Depths in Meters
Tanjung Bara
2 Radar Posts
Bakau Oil Field
West Lutong Oil Field
SBM 3
SBM 1
SBM 5
Lutong Terminal
Flare
Tanks
Lutong
Tukau Oil Field
Miri
T. Lobang
2 Radar Posts
Siwa Oil Field
50
30
20
5

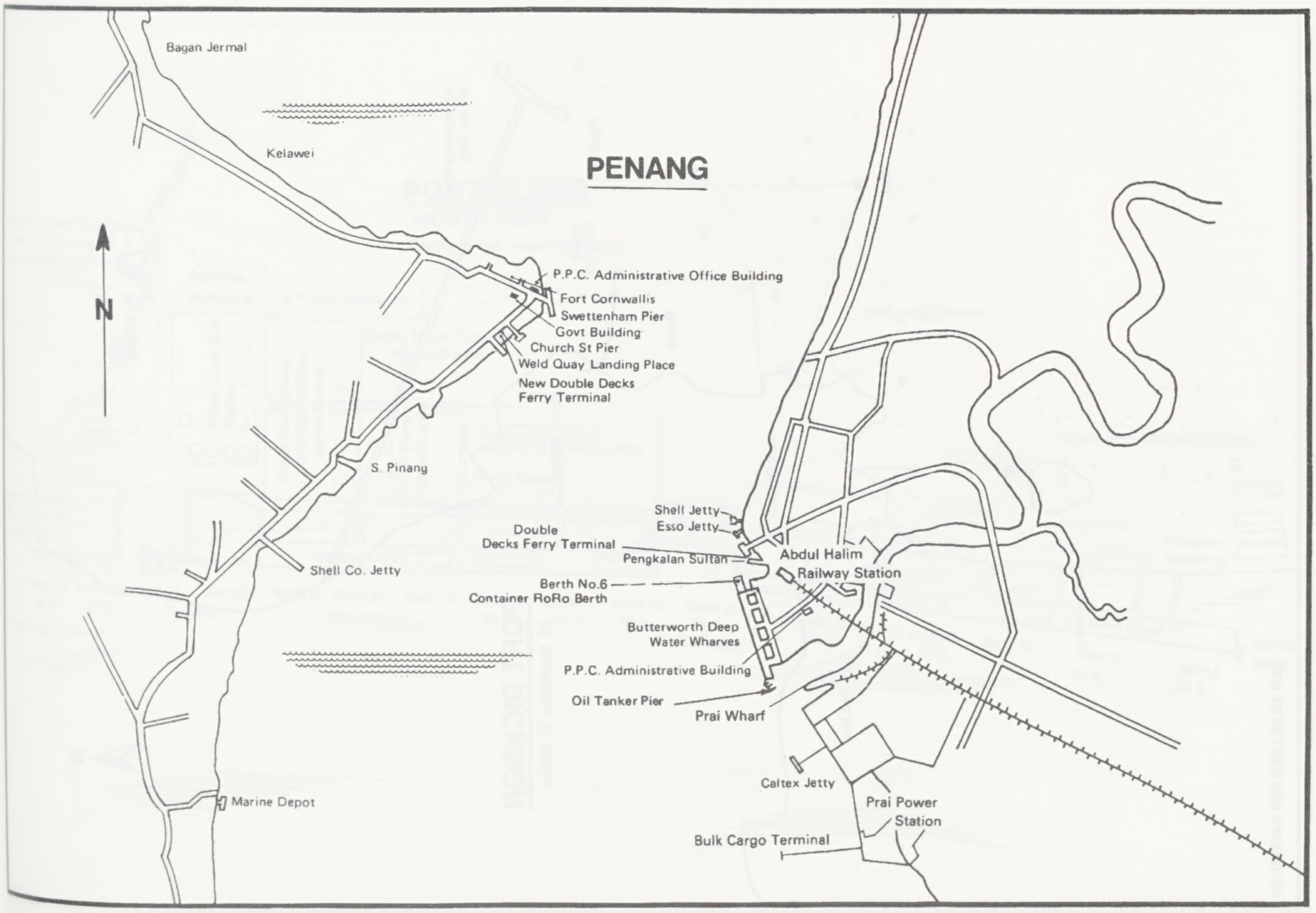
"Plan supplied by Ship's Master"


MALACCA
TANJONG BRUAS
97' 09"
386' 06"
97' 09"
Access Bridge to Jetty (1338' 06")
Straits of Malacca
Petronas
Sri Gimpal
Sin Heng Chan
Perkhidmahan Cargo
Warehouse
Port Authority
N


PASIR GUDANG
X
DEVELOPMENT AREA
Berths 7, 8 & 9
Bulk Storage
Transit Sheds, Warehouses & Open Stora
Timber Jetty
Coastal Wharf
Hazardous Cargo Jetty
Ocean Wharves
Oil Jetty
X

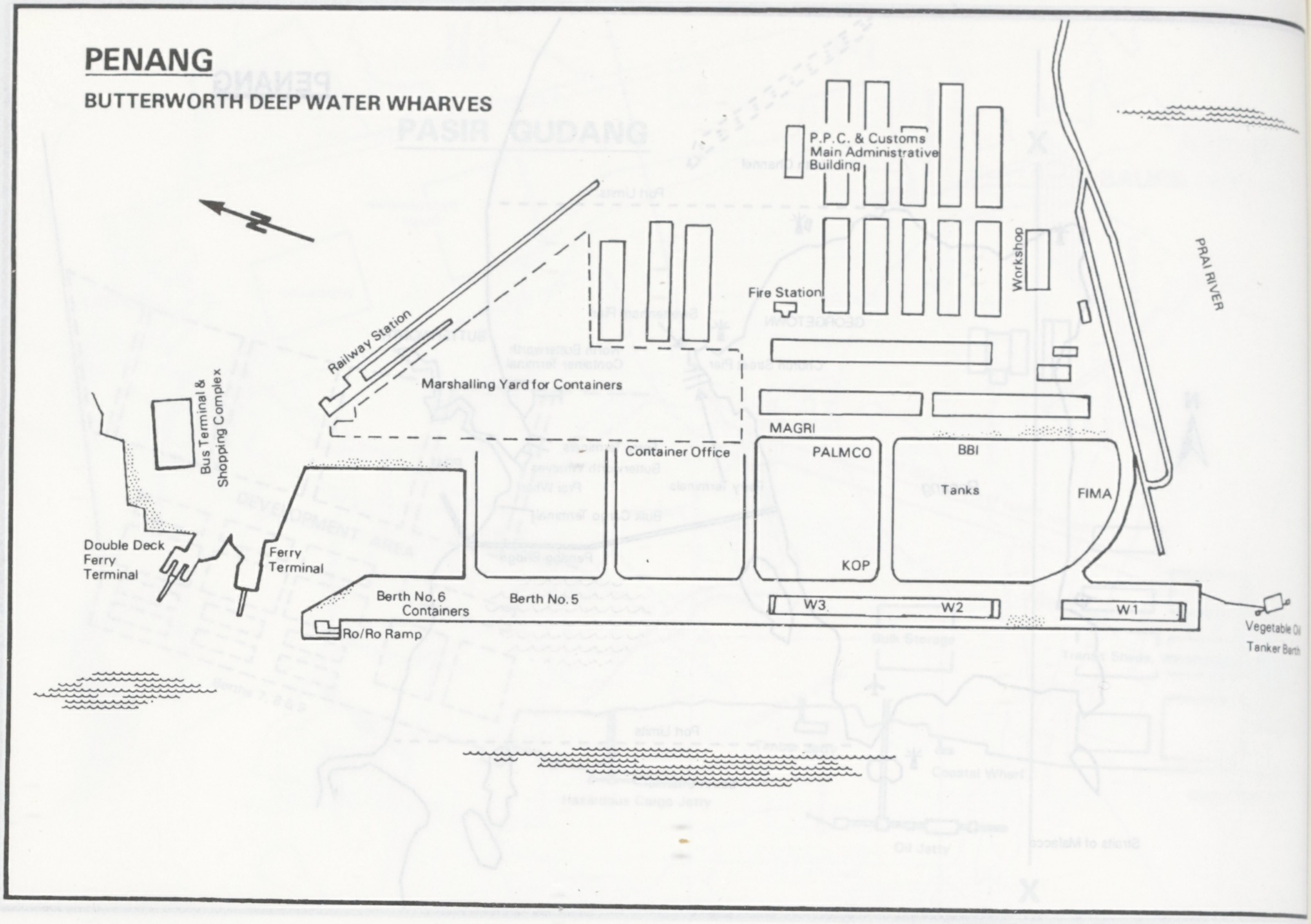

X
Johor Bahru
Masai
Pasir
Gudang
Industrial Estate
Johore
River Anchorage
Causeway
West Johore Straits
Pulau Tekong
Besar
Pulau Ubin
Customs
SINGAPORE
Paya Lebar Airport
Johore Shoal Buoy
Keppel Harbour
PASIR GUDANG
Bulk Storage
Transit Sheds, Warehouses & Open Storage
Container Storage
Coastal Wharf
1
2
3
4
5
6
Ocean Wharves
Oil Jetty
X
PROPOSED DEVELOPMENT AREA


PENANG
North Channel
Port Limits
GEORGETOWN
Swettenham Pier
Church Street Pier
North Butterworth
Container Terminal
BUTTERWORTH
N
Ferry Terminals
Butterworth Wharves
PRAI
Penang
Ferry Terminals
Prai Wharf
Bulk Cargo Terminal
Penang Bridge
Port Limits
South Channel
Straits of Malacca


Bagan Jermal
Kelawei
PENANG
N
P.P.C. Administrative Office Building
Fort Cornwallis
Swettenham Pier
Govt Building
Church St Pier
Weld Quay Landing Place
New Double Decks
Ferry Terminal
S. Pinang
Shell Jetty
Esso Jetty
Double
Decks Ferry Terminal
Pengkalan Sultan
Abdul Halim
Railway Station
Berth No.6
Container RoRo Berth
Shell Co. Jetty
Butterworth Deep
Water Wharves
P.P.C. Administrative Building
Oil Tanker Pier
Prai Wharf
Caltex Jetty
Prai Power
Station
Bulk Cargo Terminal
Marine Depot

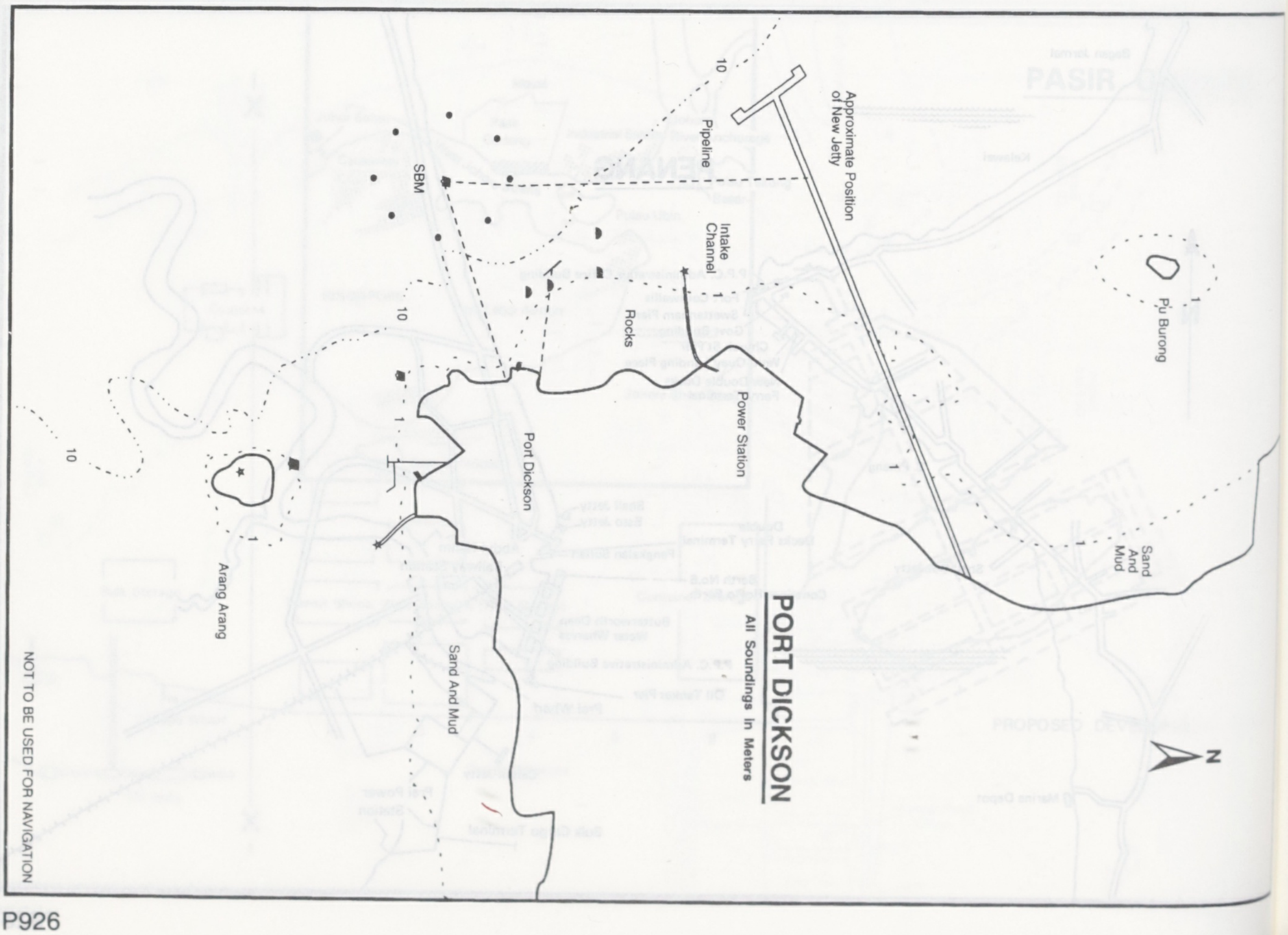
PENANG

BUTTERWORTH DEEP WATER WHARVES

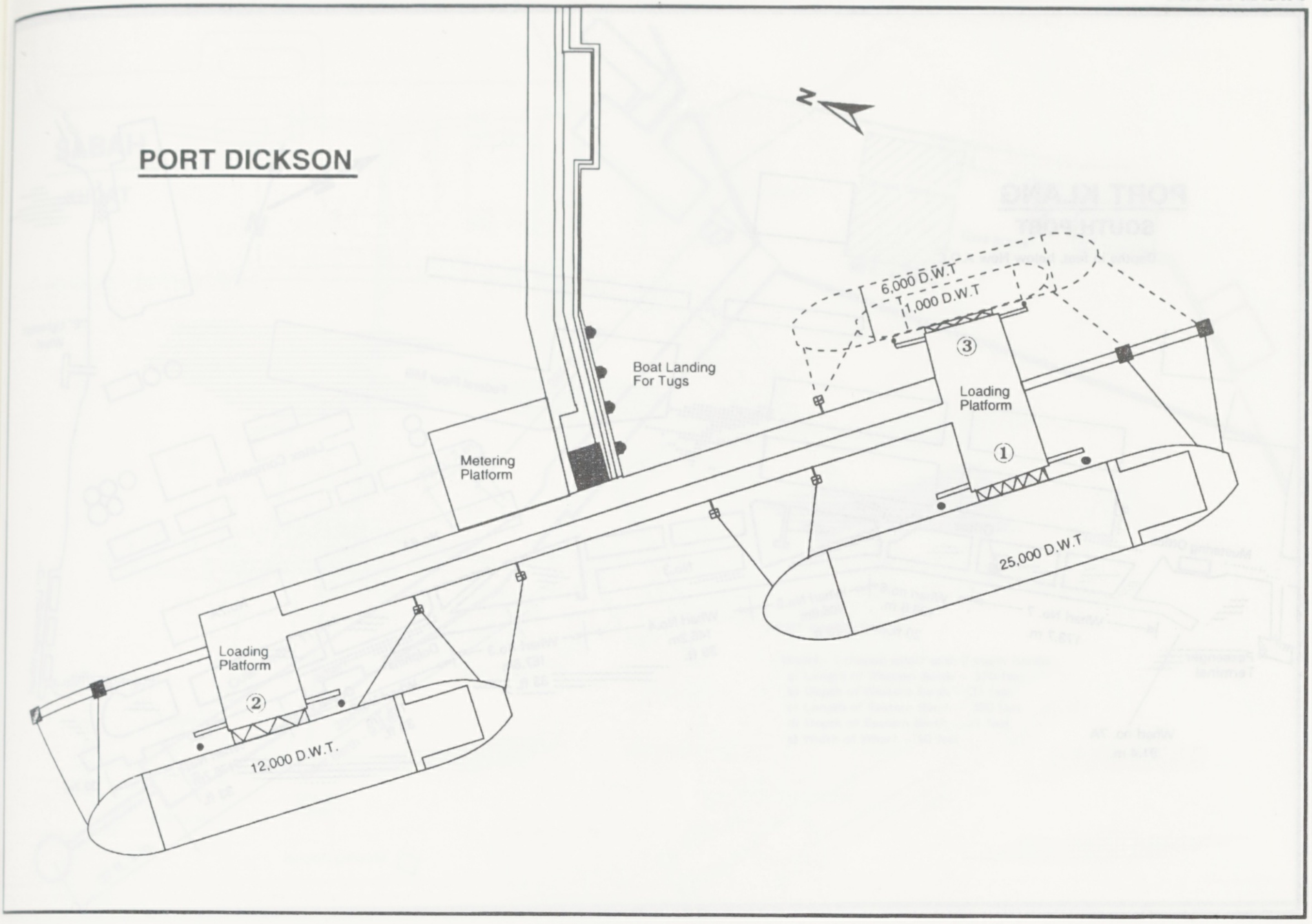

P.P.C. & Customs Main Administrative Building
Railway Station
Marshalling Yard for Containers
Workshop
Fire Station
PRAI RIVER
Bus Terminal & Shopping Complex
MAGRI
PALMCO
BBI
Container Office
Tanks
FIMA
KOP
Double Deck Ferry Terminal
Ferry Terminal
Berth No.6 Containers
Berth No.5
Ro/Ro Ramp
W3
W2
W1
Vegetable Oil Tanker Berth

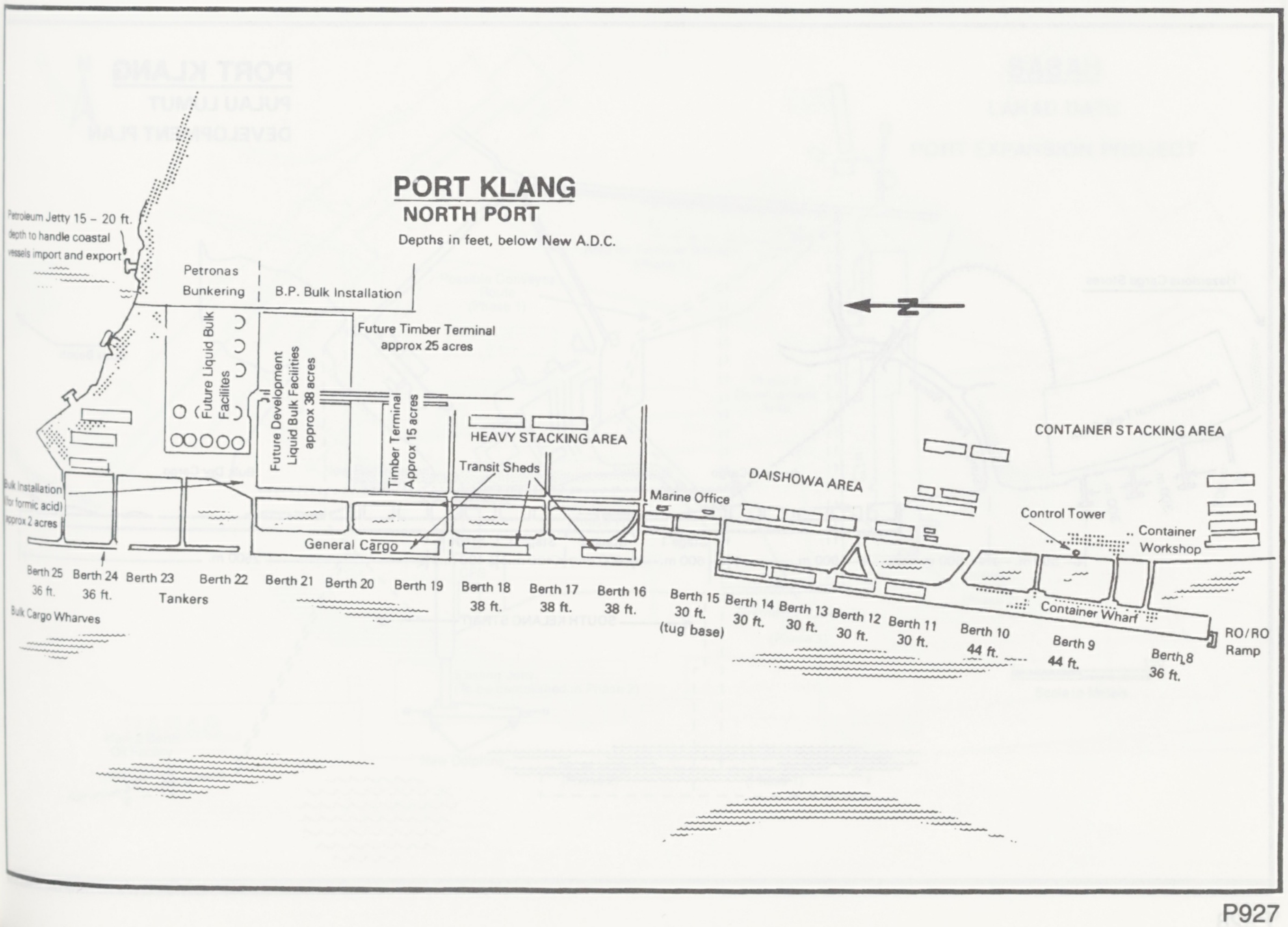
PORT DICKSON

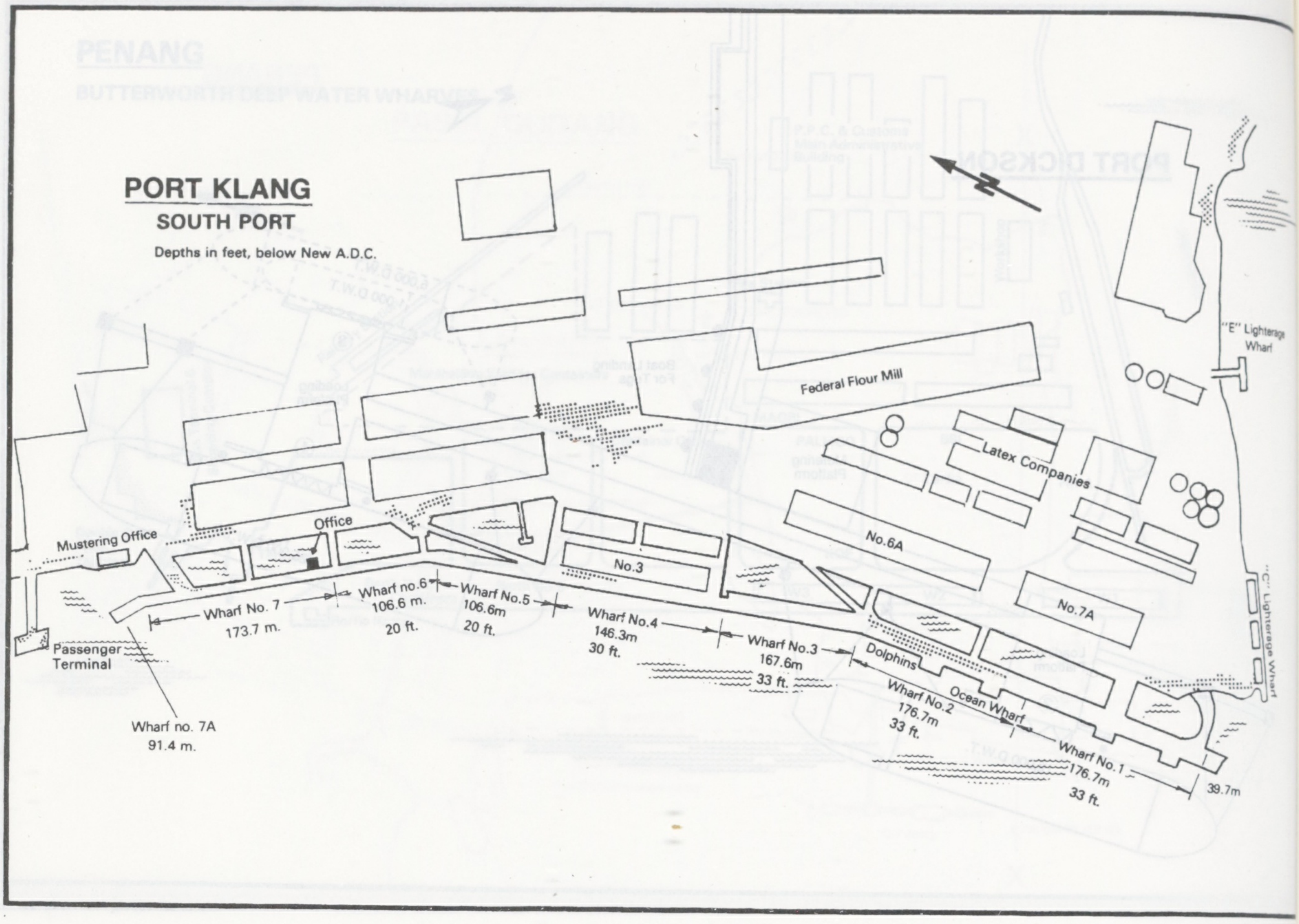
All Soundings In Meters

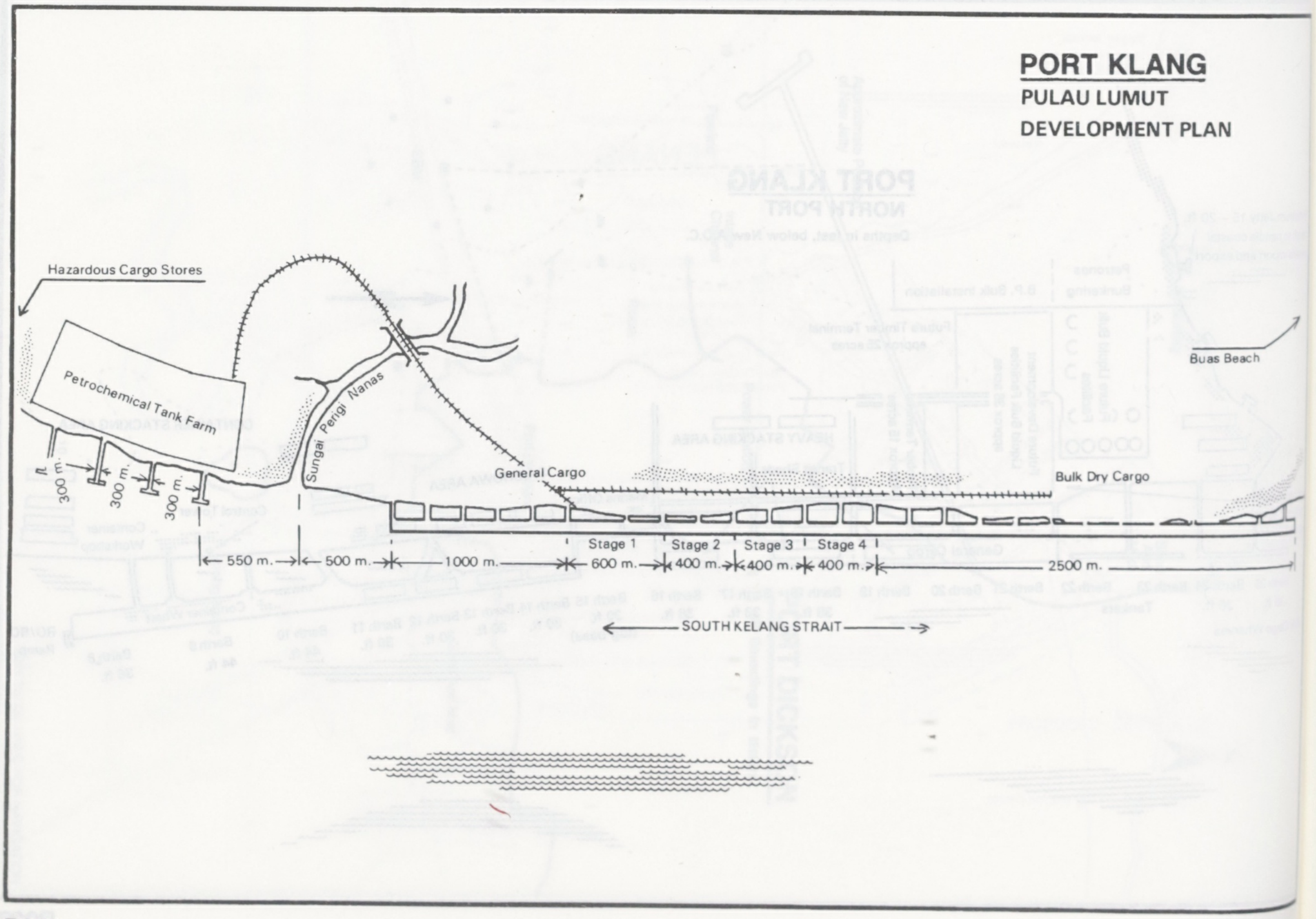

10
Pipeline
Approximate Position of New Jetty
SBM
Intake Channel
Rocks
10
Power Station
Port Dickson
Pu Burong
Sand And Mud
10
Arang Arang
Sand And Mud
N

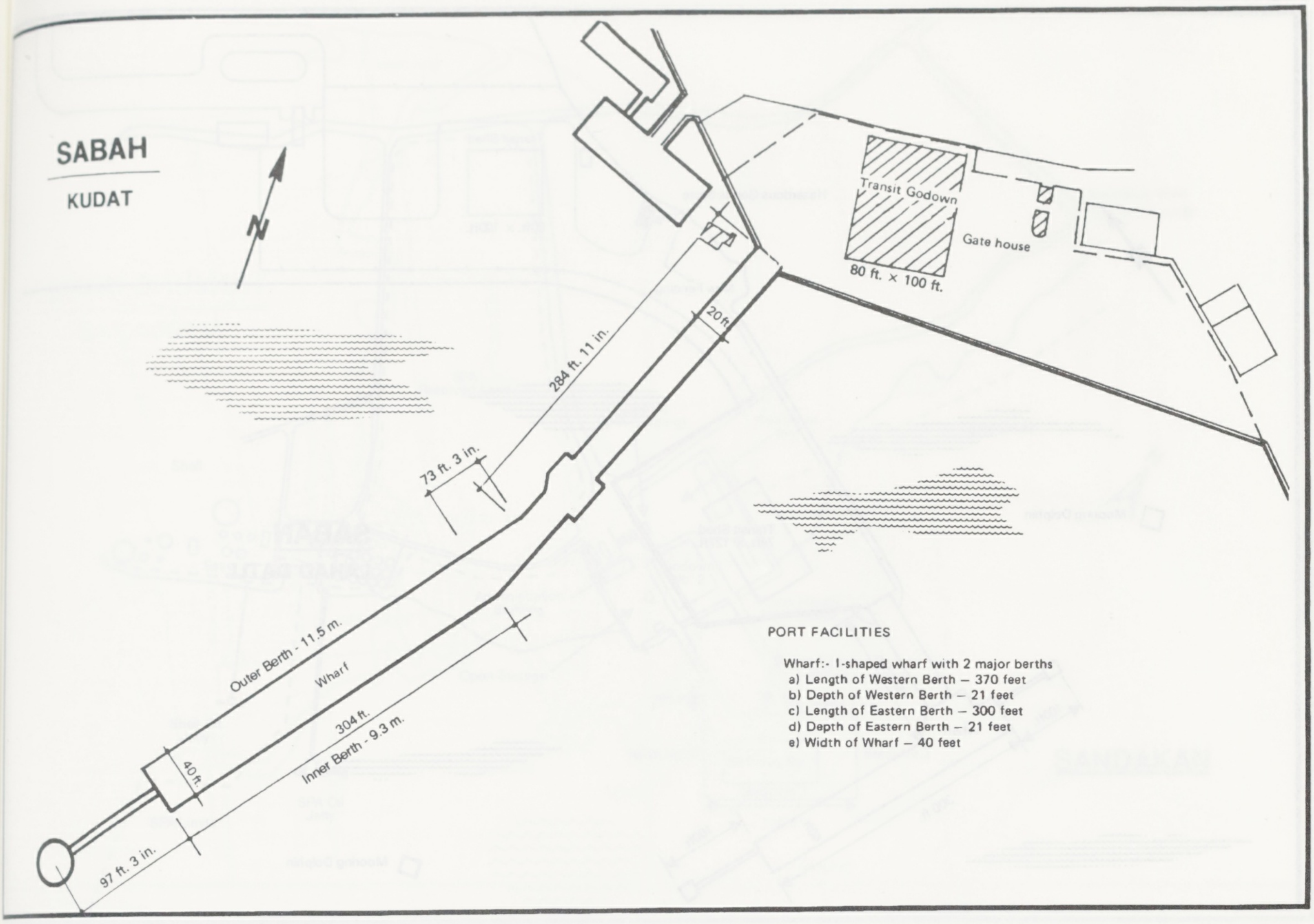
NOT TO BE USED FOR NAVIGATION


PORT DICKSON
N
6,000 D.W.T
1,000 D.W.T
③
Boat Landing
For Tugs
Loading
Platform
Metering
Platform
①
25,000 D.W.T
Loading
Platform
②
12,000 D.W.T.


PORT KLANG
NORTH PORT
Depths in feet, below New A.D.C.
N
Petroleum Jetty 15 – 20 ft. depth to handle coastal vessels import and export
Petronas
Bunkering
B.P. Bulk Installation
Future Timber Terminal
approx 25 acres
Future Liquid Bulk Facilites
Future Development Liquid Bulk Facilities approx 38 acres
Timber Terminal Approx 15 acres
HEAVY STACKING AREA
Transit Sheds
DAISHOWA AREA
CONTAINER STACKING AREA
Bulk Installation (for formic acid) approx 2 acres
Marine Office
General Cargo
Control Tower
Container
Workshop
Container Wharf
Berth 25
36 ft.
Bulk Cargo Wharves
Berth 24
36 ft.
Berth 23
Tankers
Berth 22
Berth 21
Berth 20
Berth 19
Berth 18
38 ft.
Berth 17
38 ft.
Berth 16
38 ft.
Berth 15
30 ft.
(tug base)
Berth 14
30 ft.
Berth 13
30 ft.
Berth 12
30 ft.
Berth 11
30 ft.
Berth 10
44 ft.
Berth 9
44 ft.
Berth 8
36 ft.
RO/RO
Ramp

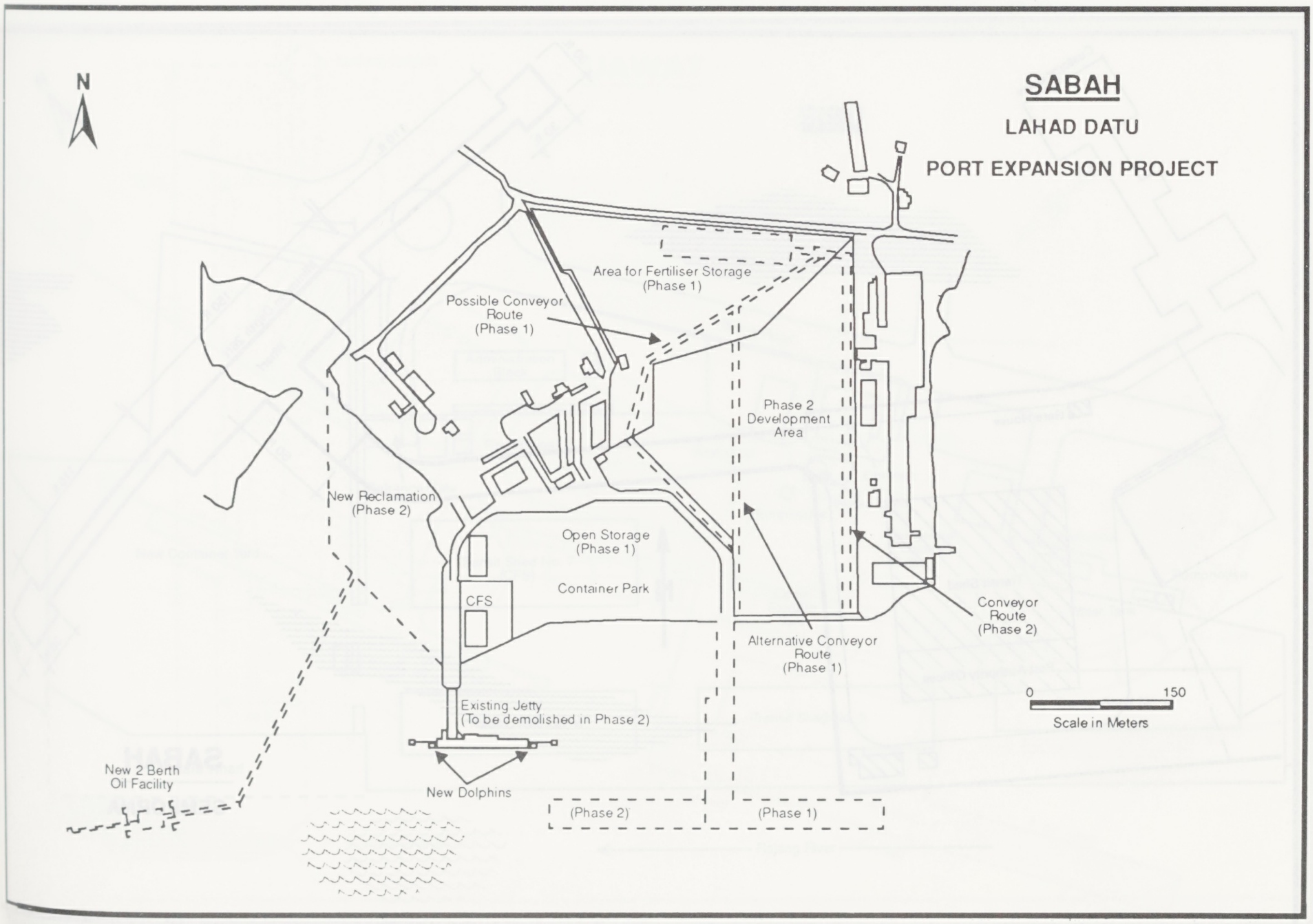

PORT KLANG
SOUTH PORT
Depths in feet, below New A.D.C.
Federal Flour Mill
"E" Lighterage Wharf
Latex Companies
No.6A
No.7A
No.3
Office
Mustering Office
Passenger Terminal
Wharf no. 7A
91.4 m.
Wharf No. 7
173.7 m.
Wharf no.6
106.6 m.
20 ft.
Wharf No.5
106.6m
20 ft.
Wharf No.4
146.3m
30 ft.
Wharf No.3
167.6m
33 ft.
Dolphins
Wharf No.2
176.7m
33 ft.
Ocean Wharf
Wharf No.1
176.7m
33 ft.
39.7m
"C" Lighterage Wharf

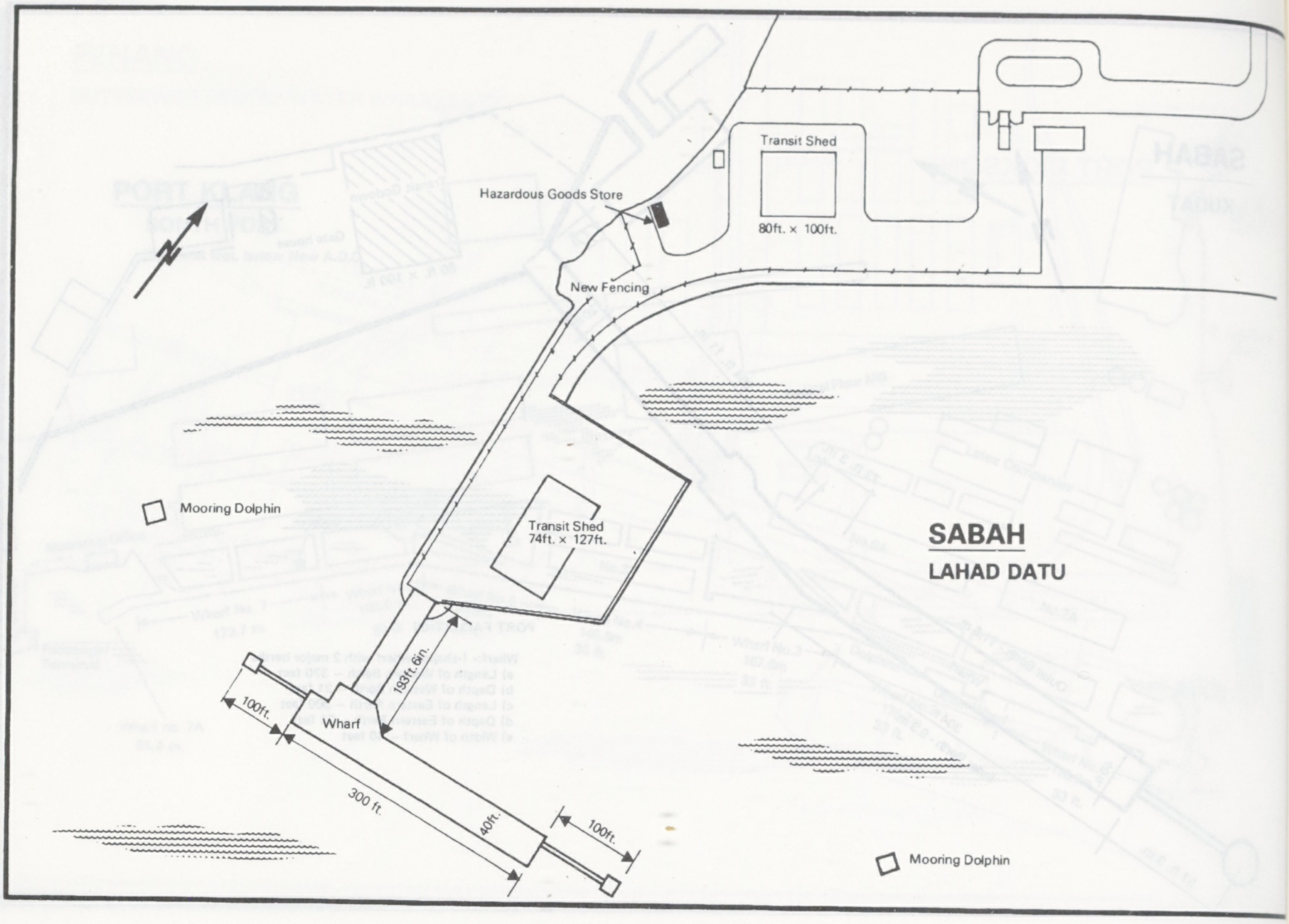

PORT KLANG
PULAU LUMUT
DEVELOPMENT PLAN
Hazardous Cargo Stores
Petrochemical Tank Farm
Sungai Pengi Nanas
General Cargo
Bulk Dry Cargo
Buas Beach
300 m.
300 m.
300 m.
550 m.
500 m.
1000 m.
Stage 1
600 m.
Stage 2
400 m.
Stage 3
400 m.
Stage 4
400 m.
2500 m.
SOUTH KELANG STRAIT


SABAH
KUDAT
Transit Godown
80 ft. × 100 ft.
Gate house
20 ft.
284 ft. 11 in.
73 ft. 3 in.
Outer Berth - 11.5 m.
Wharf
304 ft.
Inner Berth - 9.3 m.
40 ft.
97 ft. 3 in.

PORT FACILITIES

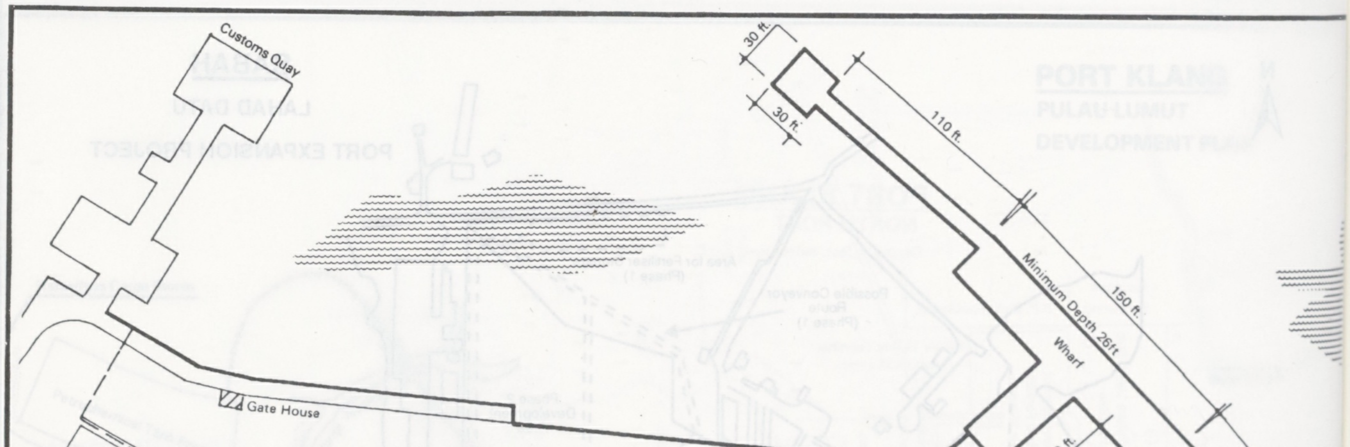
Wharf:- I-shaped wharf with 2 major berths
a) Length of Western Berth – 370 feet
b) Depth of Western Berth – 21 feet
c) Length of Eastern Berth – 300 feet
d) Depth of Eastern Berth – 21 feet
e) Width of Wharf – 40 feet


N
SABAH
LAHAD DATU
PORT EXPANSION PROJECT
Area for Fertiliser Storage (Phase 1)
Possible Conveyor Route (Phase 1)
Phase 2 Development Area
New Reclamation (Phase 2)
Open Storage (Phase 1)
Container Park
CFS
Conveyor Route (Phase 2)
Alternative Conveyor Route (Phase 1)
Existing Jetty (To be demolished in Phase 2)
New Dolphins
New 2 Berth Oil Facility
(Phase 2)
(Phase 1)
0
150
Scale in Meters


Transit Shed
80ft. × 100ft.
Hazardous Goods Store
New Fencing
Mooring Dolphin
Transit Shed
74ft. × 127ft.
193ft. 6in.
Wharf
100ft.
300 ft.
40ft.
100ft.
Mooring Dolphin

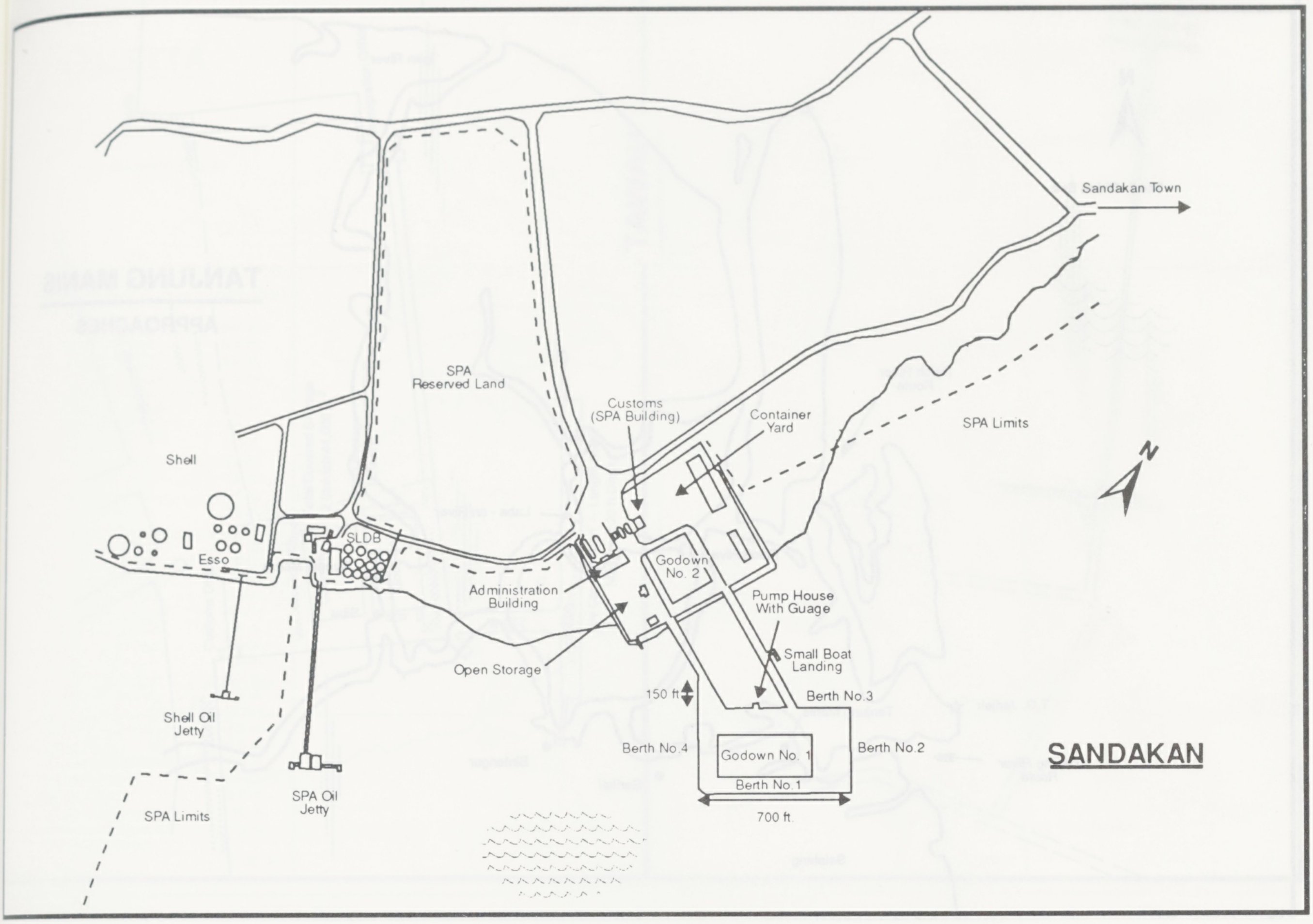
SABAH

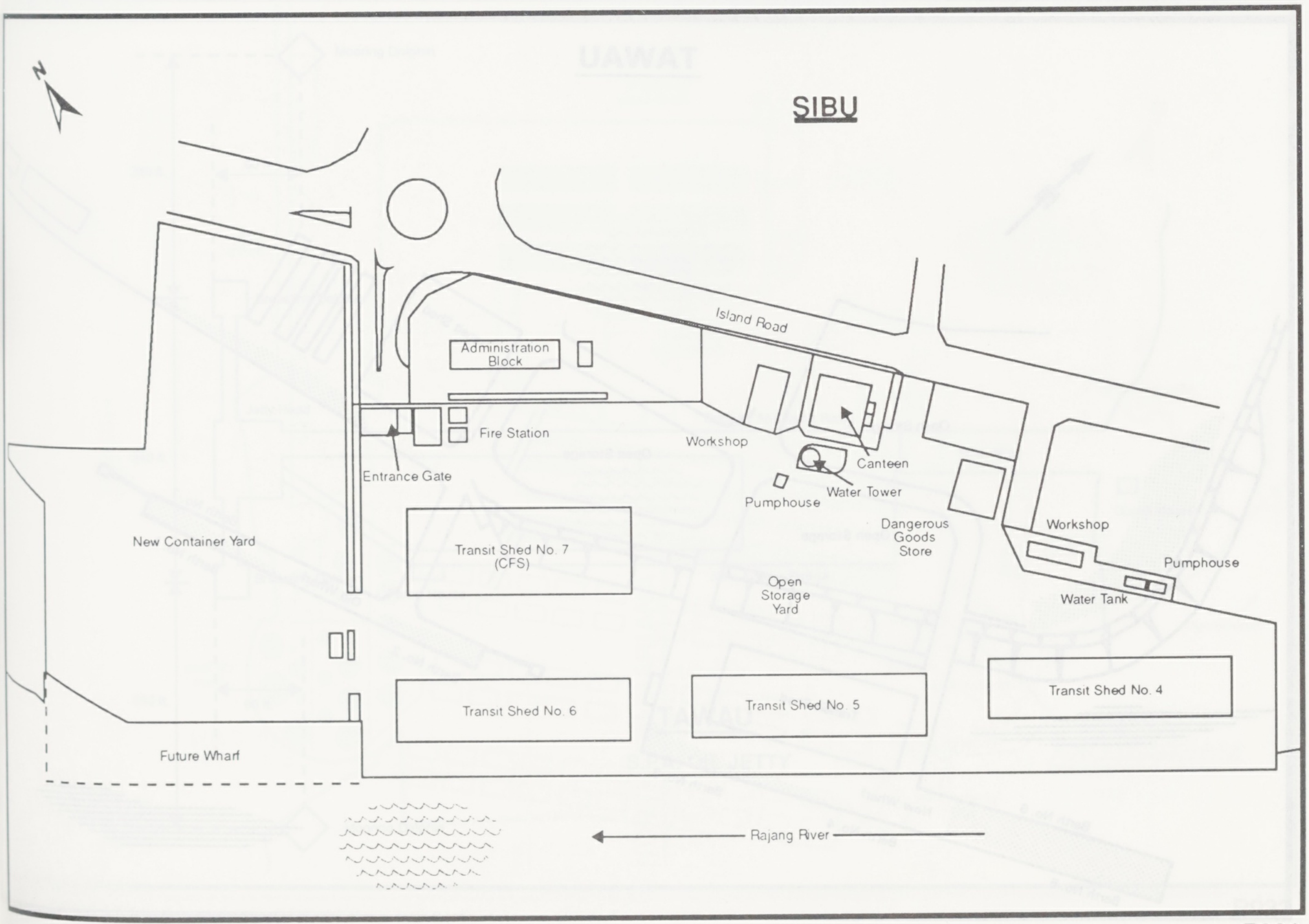
LAHAD DATU

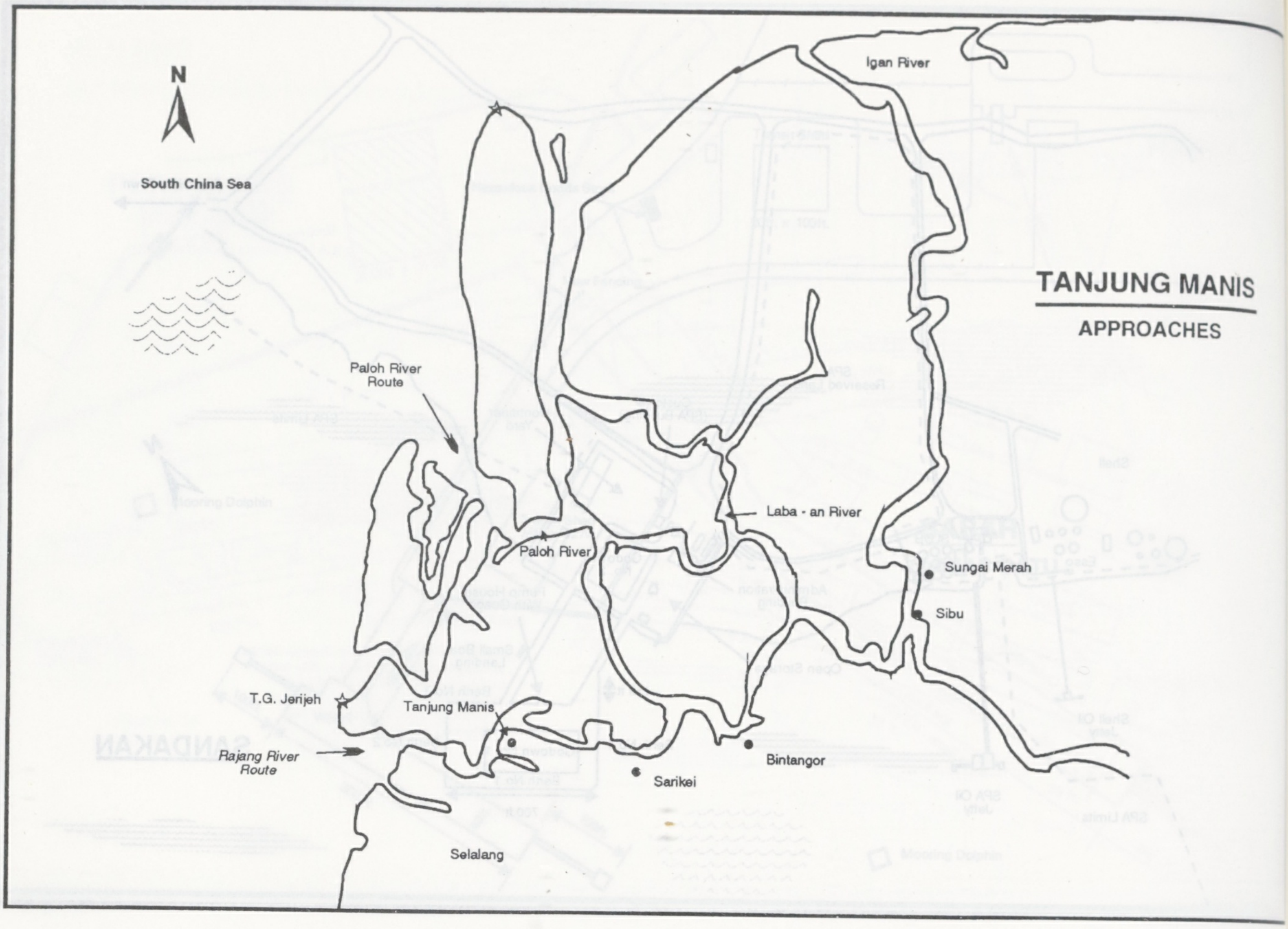

Customs Quay
Gate House
Transit Shed
Port Authority Offices
N
30 ft.
30 ft.
110 ft.
150 ft.
Minimum Depth 26ft
Wharf
50 ft.
110 ft.
30 ft.

SABAH

SEMPORNA

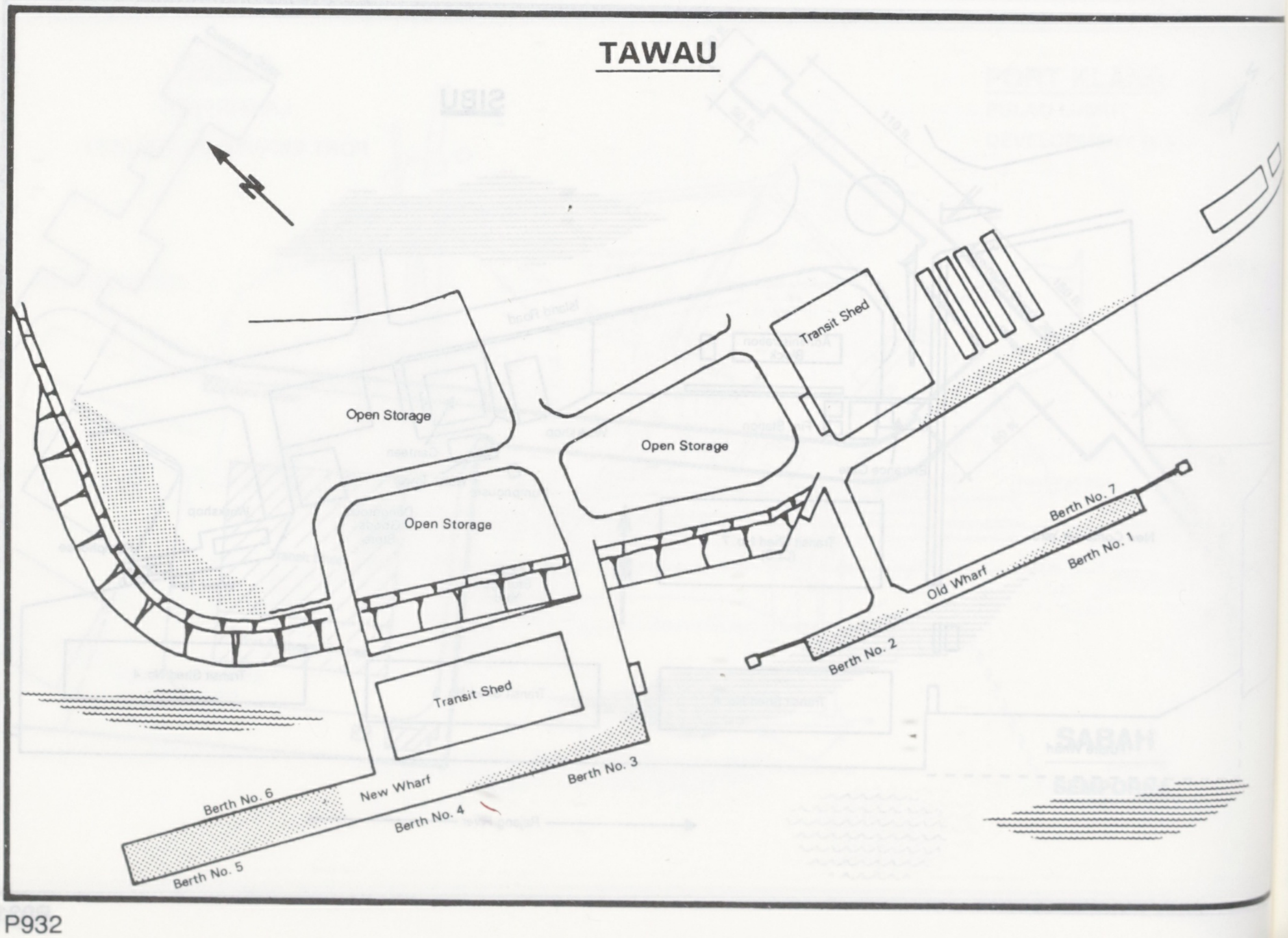

SANDAKAN
Sandakan Town
SPA Reserved Land
Customs (SPA Building)
Container Yard
SPA Limits
Shell
Esso
SLDB
Godown No. 2
Administration Building
Pump House With Guage
Open Storage
Small Boat Landing
150 ft.
Berth No.3
Shell Oil Jetty
Berth No.4
Godown No. 1
Berth No.2
Berth No.1
SPA Oil Jetty
SPA Limits
700 ft.
N


N
SIBU
Island Road
Administration Block
Fire Station
Workshop
Canteen
Entrance Gate
Water Tower
Pumphouse
Dangerous Goods Store
Workshop
New Container Yard
Transit Shed No. 7 (CFS)
Open Storage Yard
Pumphouse
Water Tank
Transit Shed No. 6
Transit Shed No. 5
Transit Shed No. 4
Future Wharf
Rajang River



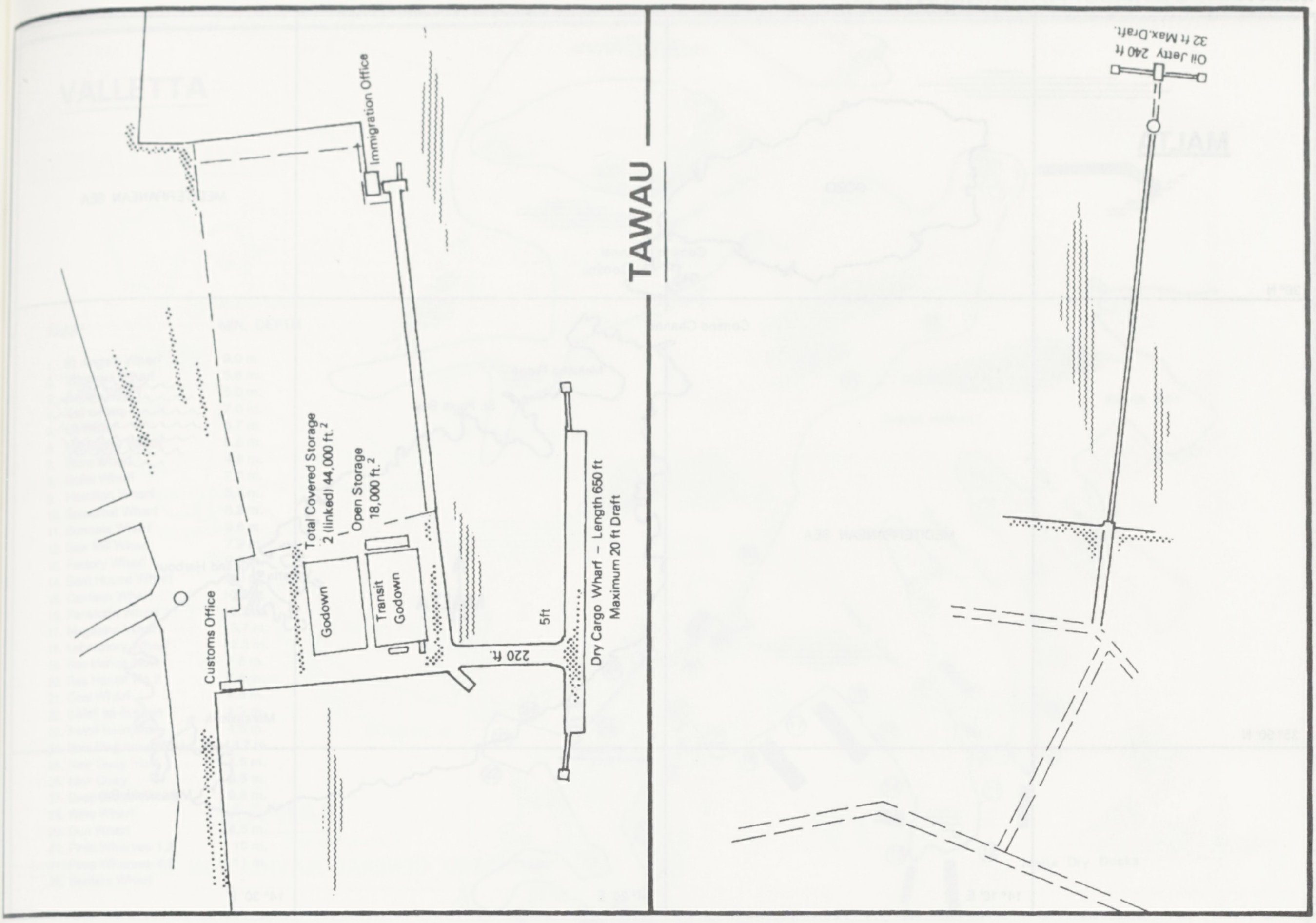
TANJUNG MANIS
APPROACHES

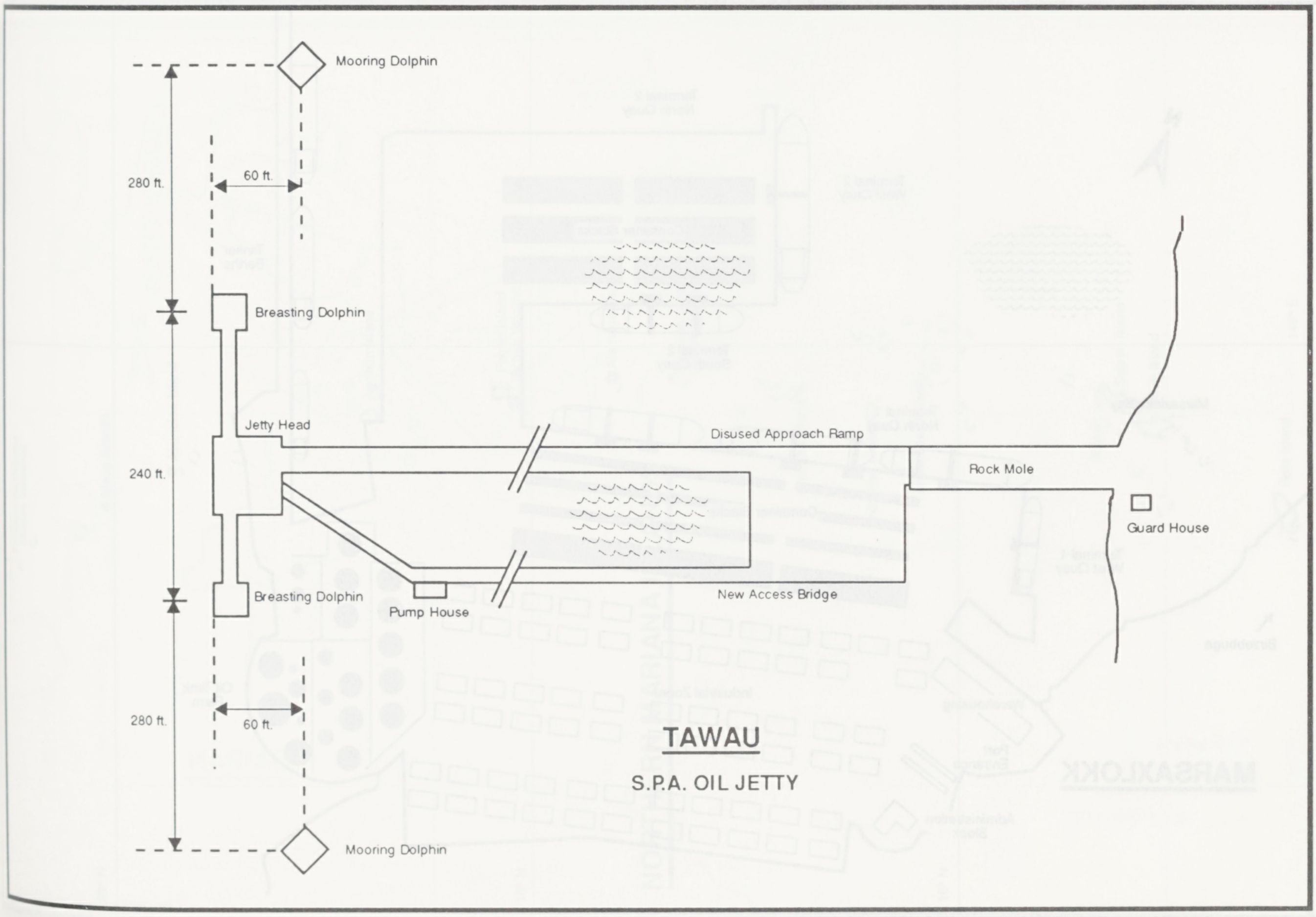
N
South China Sea
Igan River
Paloh River Route
Paloh River
Laba - an River
Sungai Merah
Sibu
T.G. Jerijeh
Tanjung Manis
Rajang River Route
Sarikei
Bintangor
Selalang



TAWAU

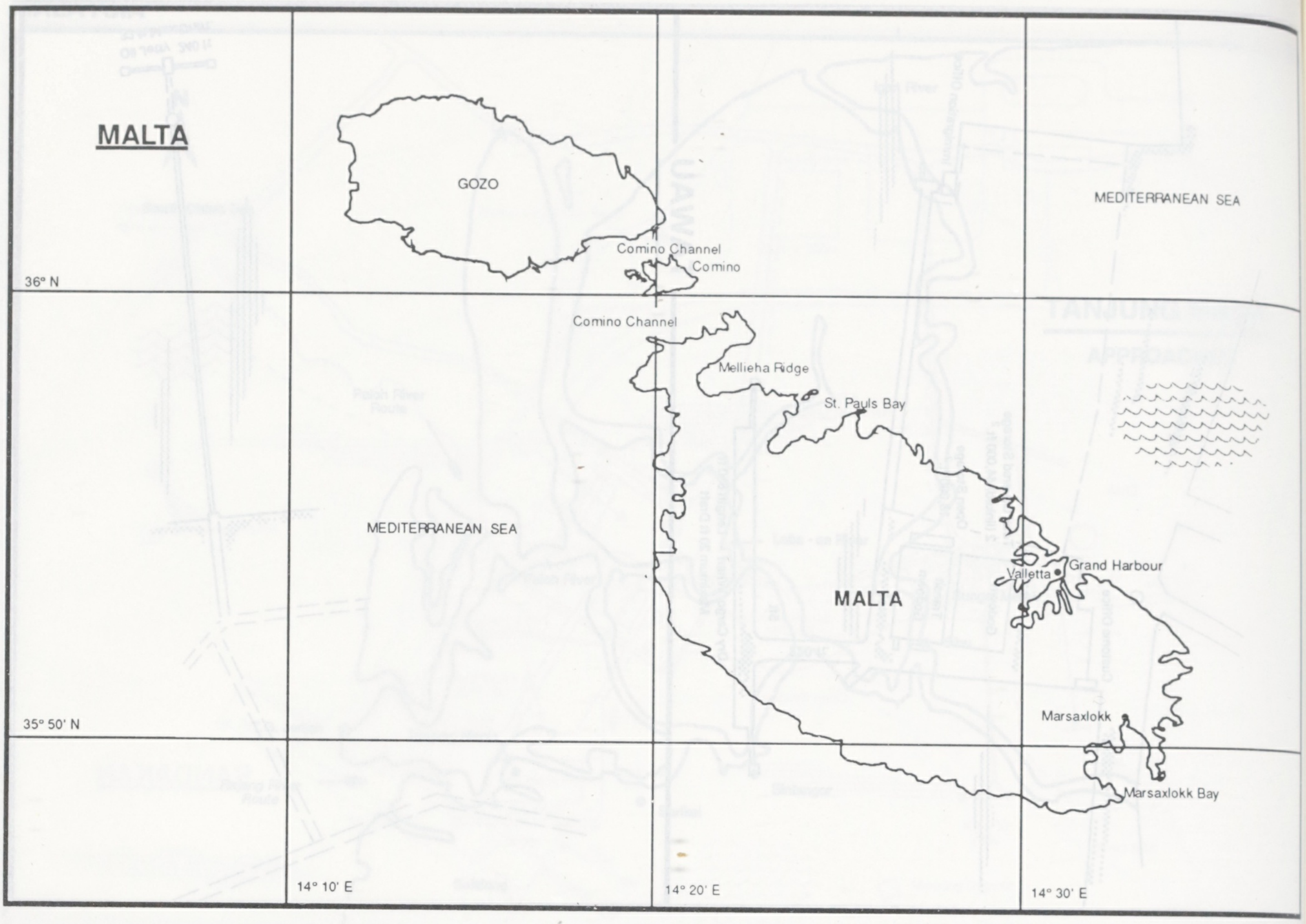
N
Transit Shed
Open Storage
Open Storage
Open Storage
Transit Shed
Berth No. 7
Berth No. 1
Old Wharf
Berth No. 2
Berth No. 3
Berth No. 6
New Wharf
Berth No. 4
Berth No. 5

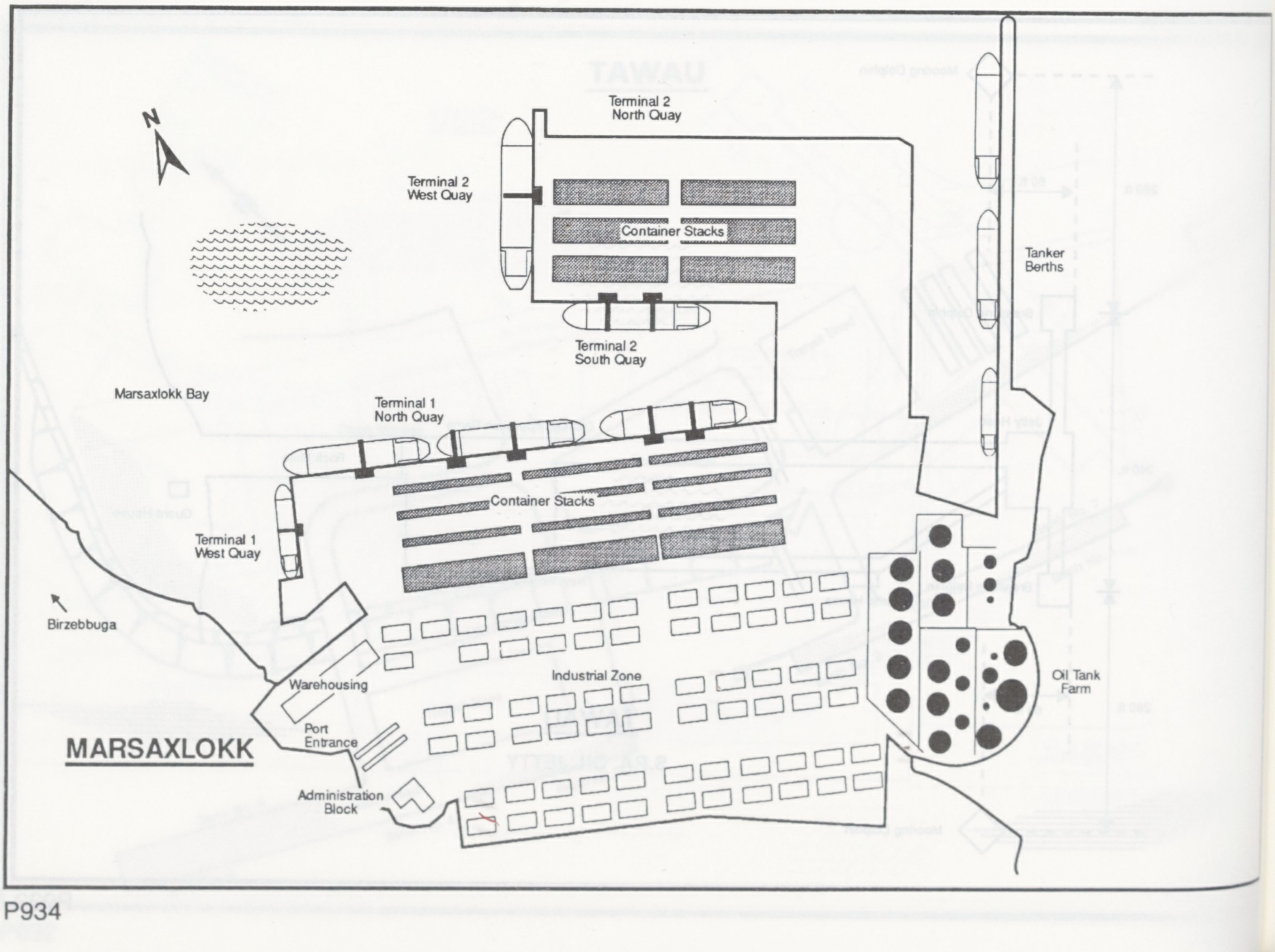

TAWAU
Immigration Office
Total Covered Storage 2 (linked) 44,000 ft.²
Open Storage 18,000 ft.²
Godown
Transit Godown
Customs Office
220 ft.
5ft
Dry Cargo Wharf – Length 650 ft
Maximum 20 ft Draft
Oil Jetty 240 ft
32 ft Max.Draft.


Mooring Dolphin
280 ft.
60 ft.
Breasting Dolphin
Jetty Head
240 ft.
Disused Approach Ramp
Rock Mole
Guard House
New Access Bridge
Pump House
Breasting Dolphin
280 ft.
60 ft.
Mooring Dolphin

TAWAU

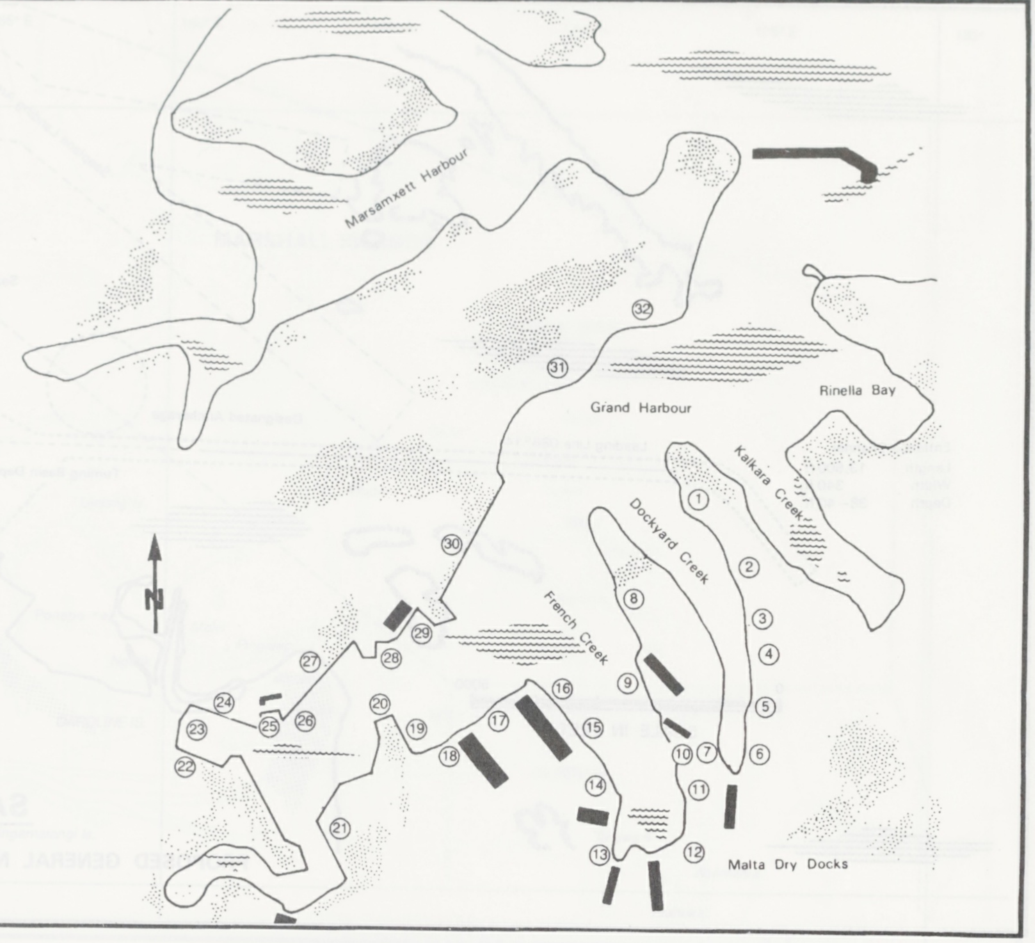
S.P.A. OIL JETTY


MALTA
MEDITERRANEAN SEA
GOZO
Comino Channel
Comino
36° N
Comino Channel
Mellieha Ridge
St. Pauls Bay
MEDITERRANEAN SEA
MALTA
Valletta
Grand Harbour
Marsaxlokk
35° 50' N
Marsaxlokk Bay
14° 10' E
14° 20' E
14° 30' E

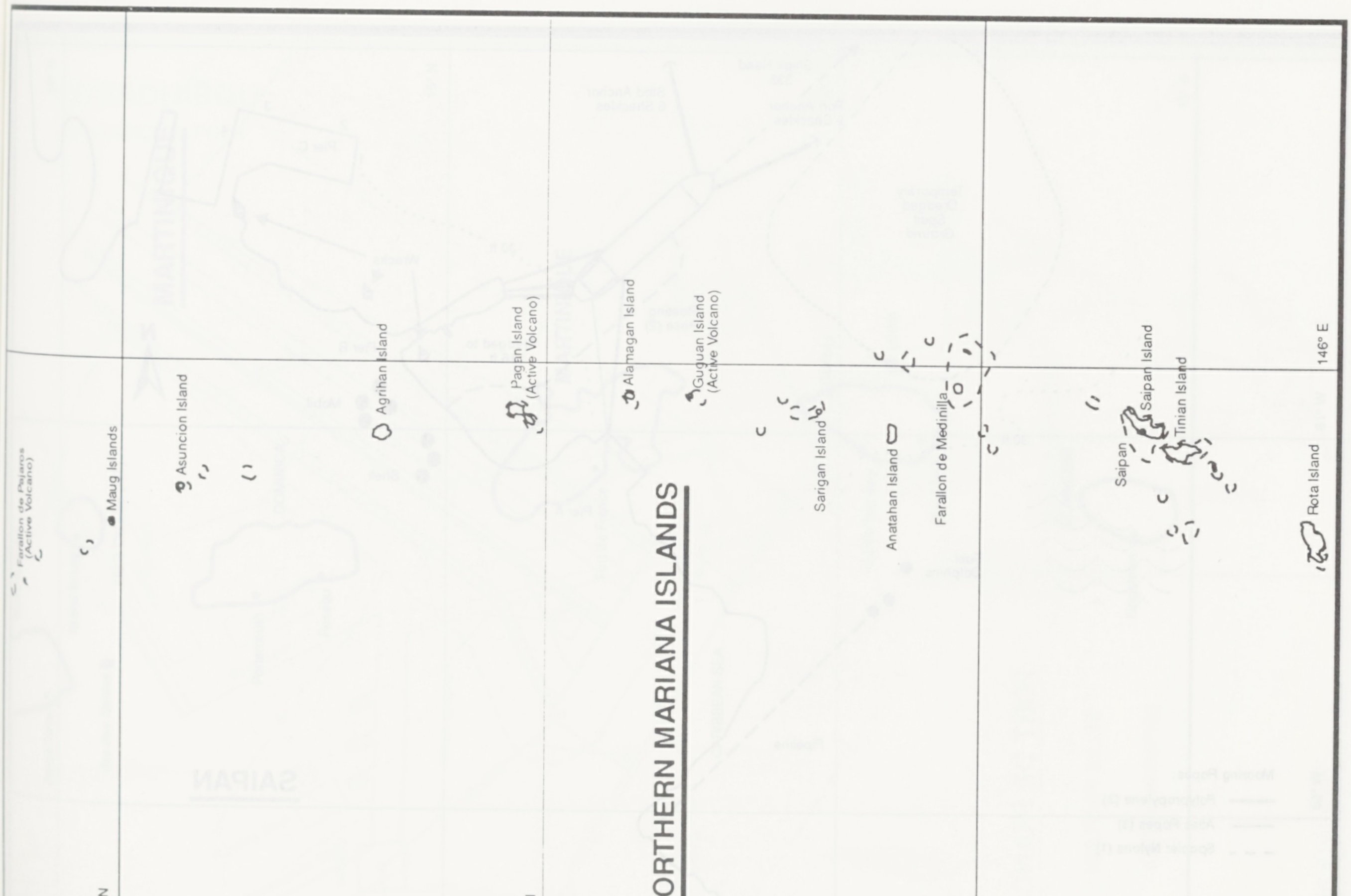

N
Terminal 2 North Quay
Terminal 2 West Quay
Container Stacks
Tanker Berths
Terminal 2 South Quay
Marsaxlokk Bay
Terminal 1 North Quay
Container Stacks
Terminal 1 West Quay
Birzebbuga
Warehousing
Industrial Zone
Oil Tank Farm
Port Entrance
MARSAXLOKK
Administration Block

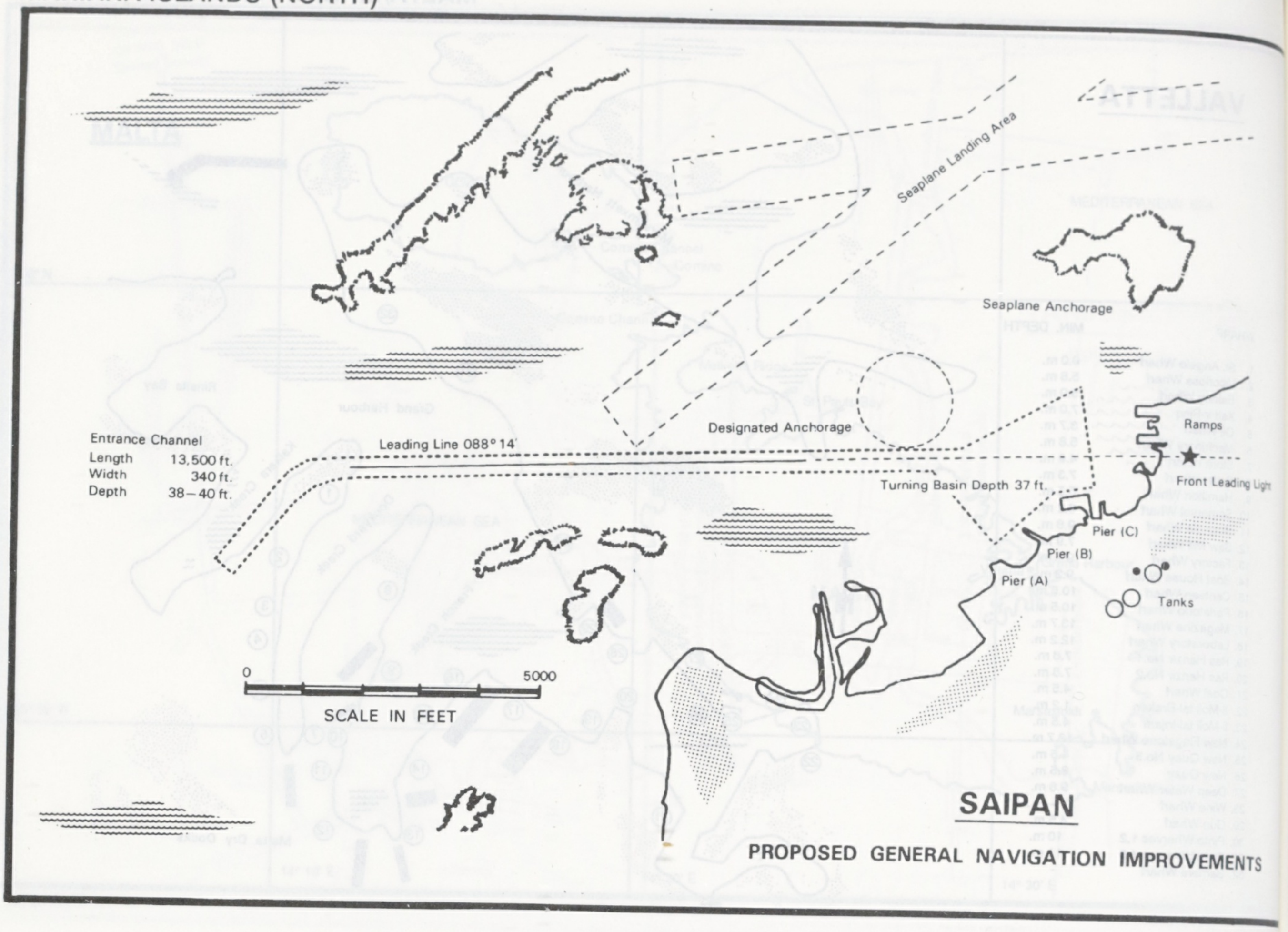
VALLETTA

WHARF	MIN. DEPTH
1. St. Angelo Wharf	9.0 m.
2. Vittoriosa Wharf	5.8 m.
3. Bakery Wharf	5.0 m.
4. Xatt ir-Risq	7.0 m.
5. Oil Wharf	3.7 m.
6. Machinery Wharf	5.8 m.
7. Store Wharf	4.9 m.
8. Boiler Wharf	7.3 m.
9. Hamilton Wharf	5.5 m.
10. Somerset Wharf	8.2 m.
11. Burmola Wharf	9.6 m.
12. Saw Mill Wharf	7.9 m.
13. Factory Wharf	9.8 m.
14. Boat House Wharf	9.2 m.
15. Canteen Wharf	10.5 m.
16. Parlatorio Wharf	10.5 m.
17. Magazine Wharf	13.7 m.
18. Laboratory Wharf	12.2 m.
19. Ras Hanzir No.1	7.6 m.
20. Ras Hanzir No.2	7.8 m.
21. Coal Wharf	4.5 m.
22. Il-Moll tal-Braken	1.2 m.
23. Ii-Moll tal-Injam	4.5 m.
24. New Flagstone Wharf	13.7 m.
25. New Quay No.5	4.5 m.
26. New Quay	8.5 m.
27. Deep Water Wharf	9.8 m.
28. Wine Wharf	-
29. Gun Wharf	4.5 m.
30. Pinto Wharves 1,2	10 m.
31. Pinto Wharves 4,5	11 m.
32. Barriera Wharf	-


Marsamxett Harbour
Grand Harbour
Rinella Bay
Kalkara Creek
Dockyard Creek
French Creek
Malta Dry Docks
N
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

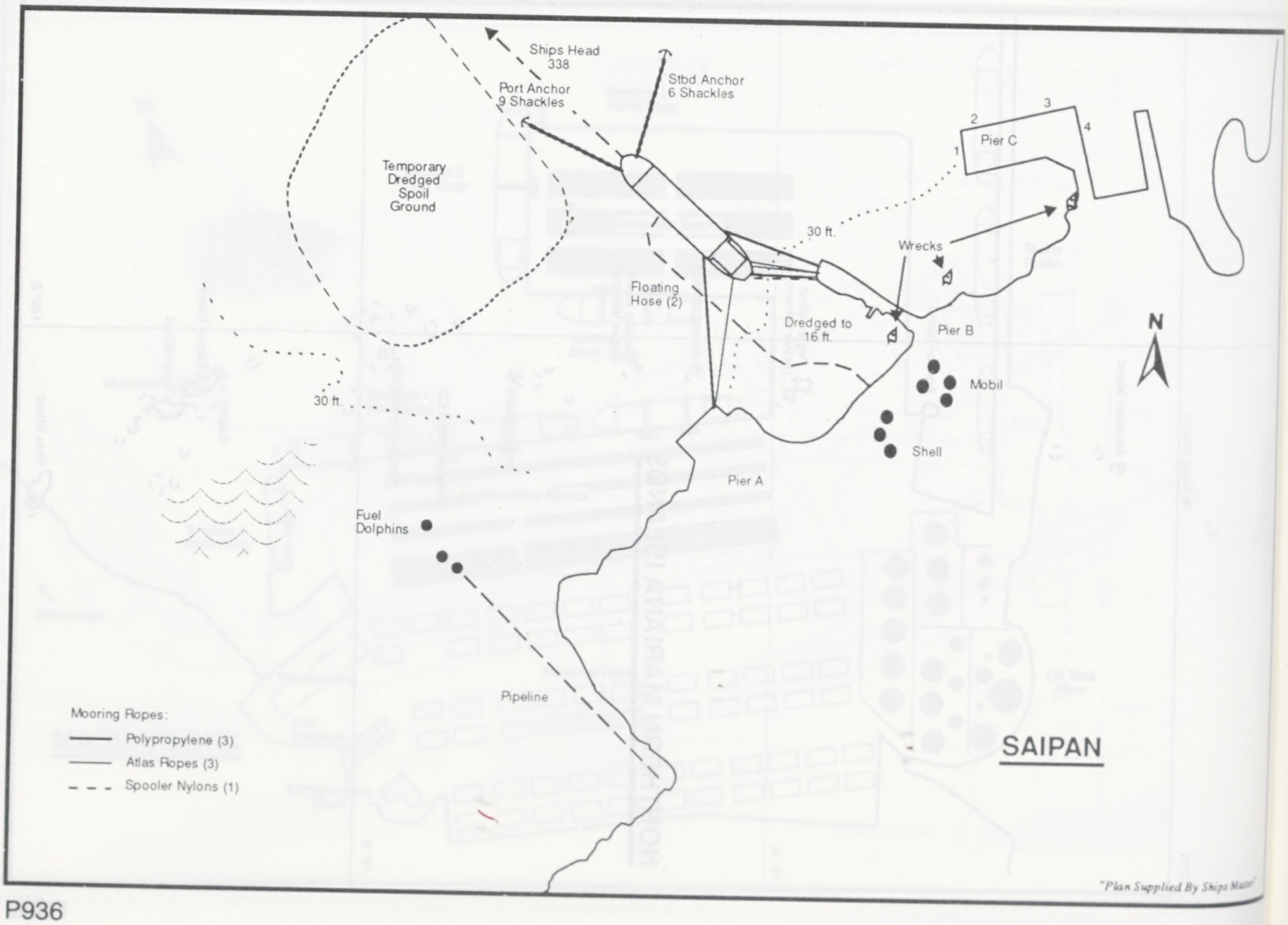
NORTHERN MARIANA ISLANDS


Farallon de Pajaros (Active Volcano)
Maug Islands
Asuncion Island
Agrihan Island
Pagan Island (Active Volcano)
Alamagan Island
Guguan Island (Active Volcano)
Sarigan Island
Anatahan Island
Farallon de Medinilla
Saipan
Saipan Island
Tinian Island
Rota Island
20° N
18° N
16° N
146° E


Seaplane Landing Area
Seaplane Anchorage
Entrance Channel
Length 13,500 ft.
Width 340 ft.
Depth 38 – 40 ft.
Leading Line 088° 14'
Designated Anchorage
Turning Basin Depth 37 ft.
Ramps
Front Leading Light
Pier (C)
Pier (B)
Pier (A)
Tanks
0
5000
SCALE IN FEET

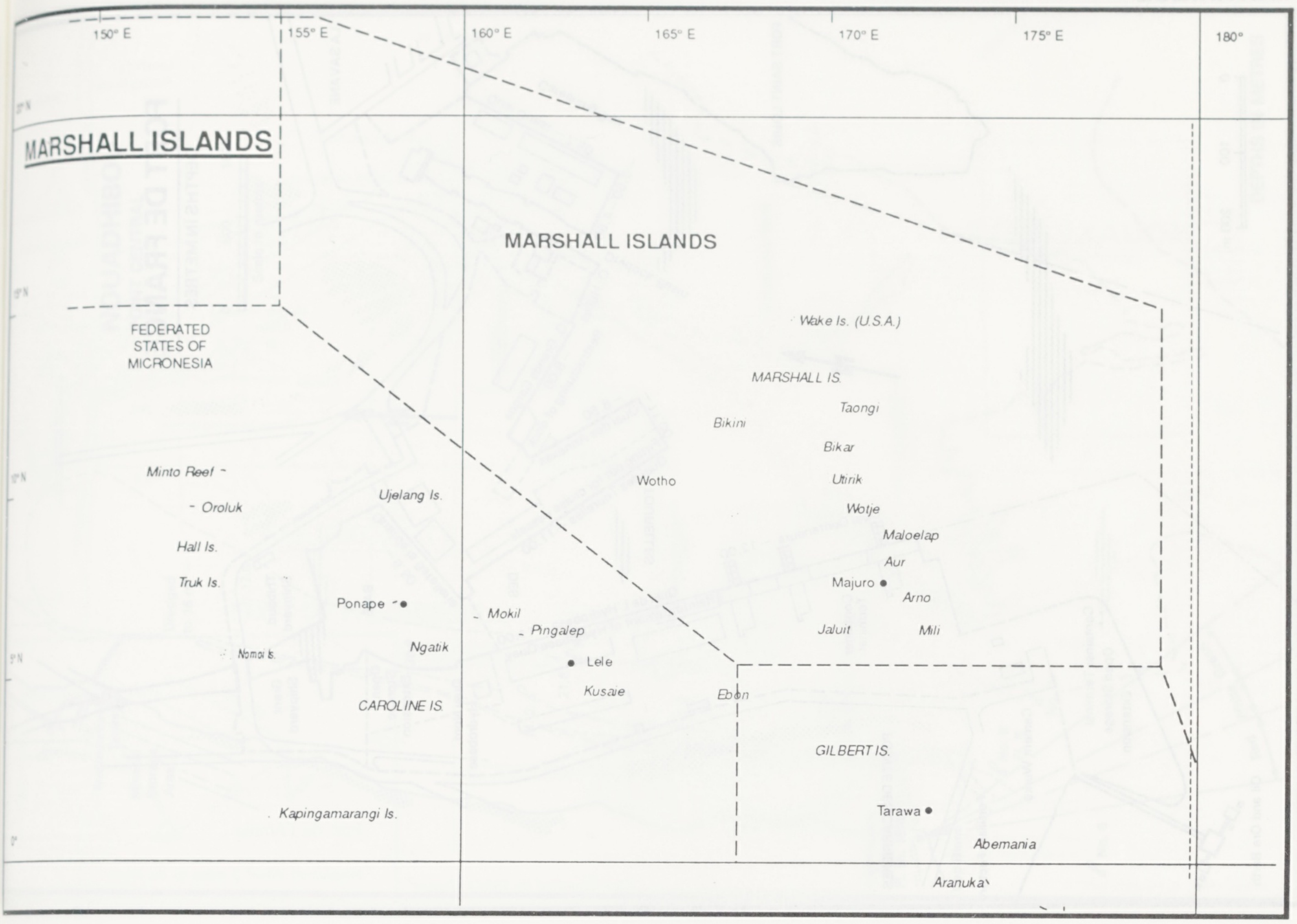
SAIPAN

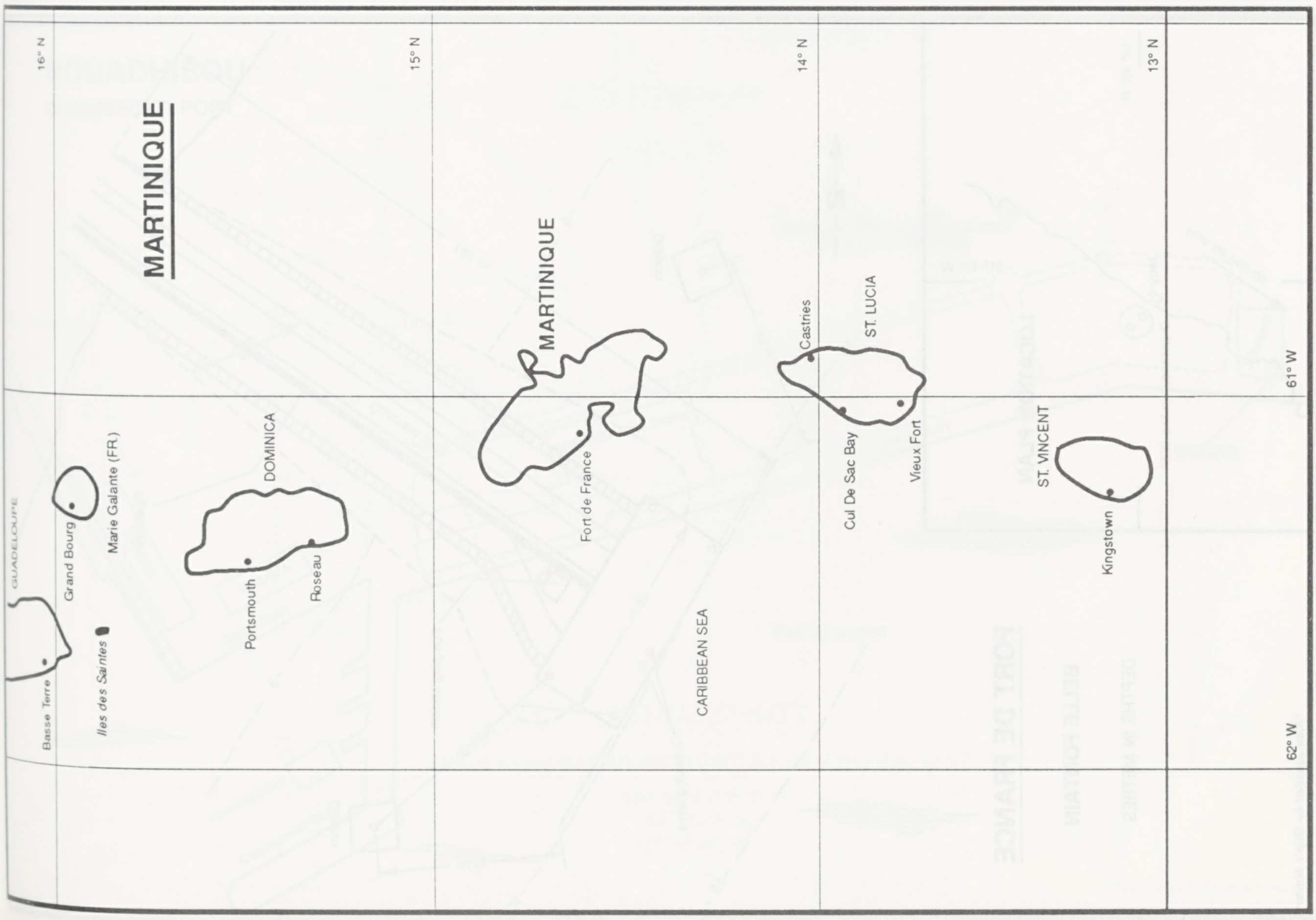
PROPOSED GENERAL NAVIGATION IMPROVEMENTS


Ships Head
338
Port Anchor
9 Shackles
Stbd Anchor
6 Shackles
Temporary
Dredged
Spoil
Ground
1
2
3
4
Pier C
30 ft.
Wrecks
Floating
Hose (2)
Dredged to
16 ft.
Pier B
N
Mobil
Shell
30 ft.
Pier A
Fuel
Dolphins
Pipeline
Mooring Ropes:
Polypropylene (3)
Atlas Ropes (3)
Spooler Nylons (1)

SAIPAN

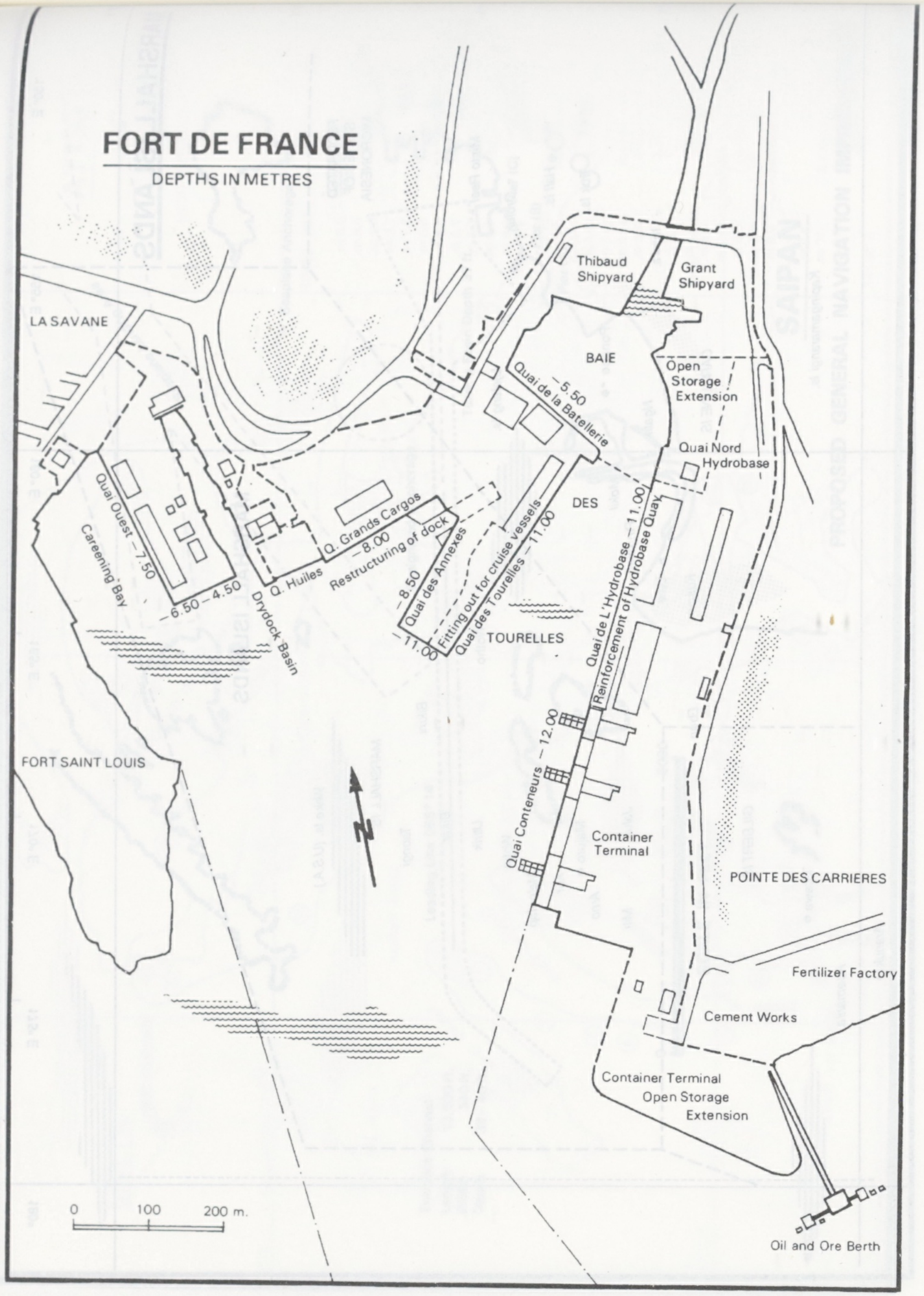
"Plan Supplied By Ships Master"

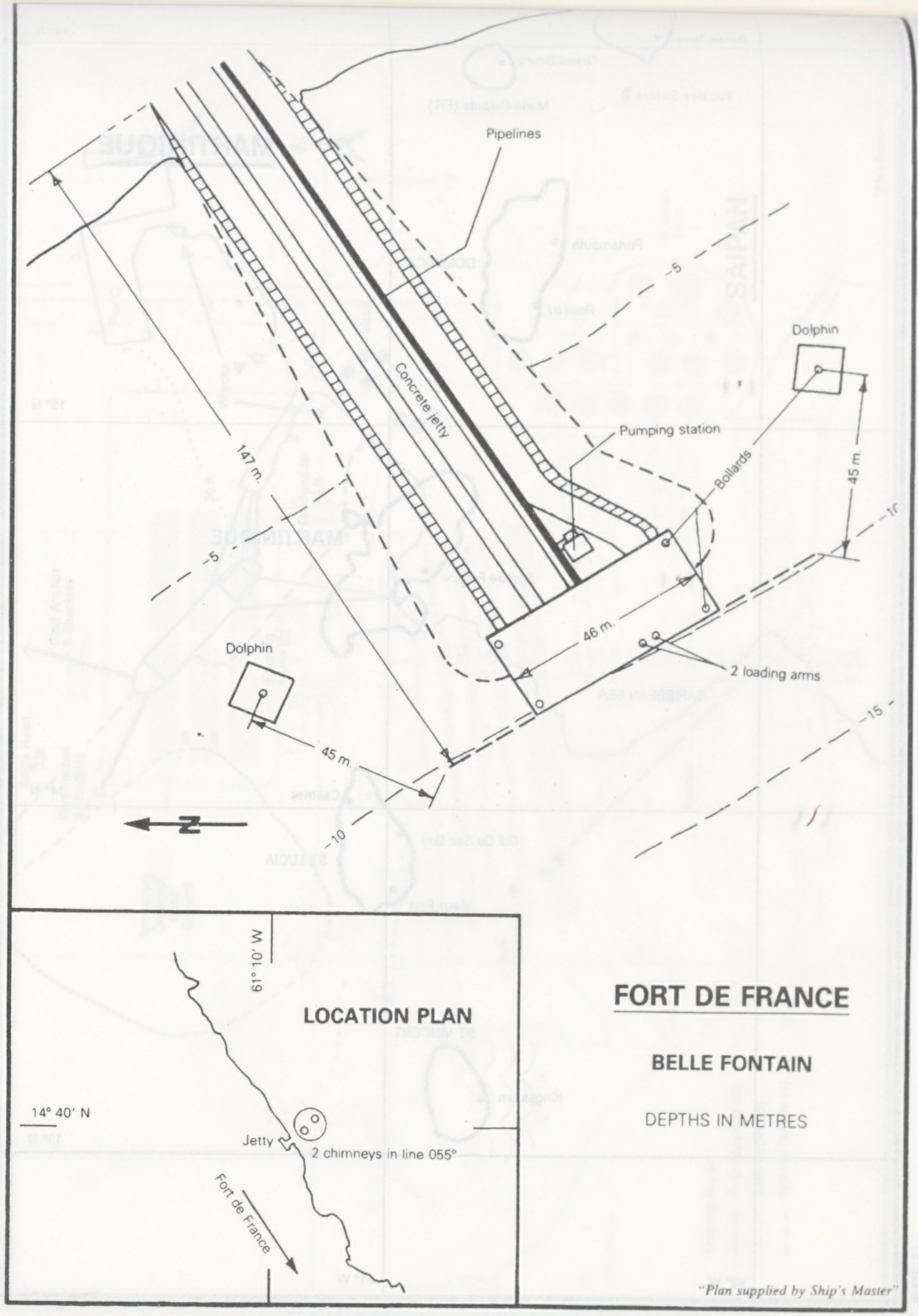

MARSHALL ISLANDS
150° E
155° E
160° E
165° E
170° E
175° E
180°
MARSHALL ISLANDS
FEDERATED STATES OF MICRONESIA
Wake Is. (U.S.A.)
MARSHALL IS.
Taongi
Bikini
Bikar
Utirik
Wotho
Wotje
Maloelap
Aur
Majuro
Arno
Jaluit
Mili
Ebon
Minto Reef
Oroluk
Ujelang Is.
Hall Is.
Truk Is.
Ponape
Mokil
Pingalep
Nomoi Is.
Ngatik
Lele
Kusaie
CAROLINE IS.
GILBERT IS.
Tarawa
Abemania
Aranuka
Kapingamarangi Is.


MARTINIQUE
16° N
15° N
14° N
13° N
61° W
62° W
GUADELOUPE
Basse Terre
Grand Bourg
Marie Galante (FR.)
Iles des Saintes
DOMINICA
Portsmouth
Roseau
MARTINIQUE
Fort de France
CARIBBEAN SEA
Castries
ST. LUCIA
Cul De Sac Bay
Vieux Fort
ST. VINCENT
Kingstown

FORT DE FRANCE

DEPTHS IN METRES


LA SAVANE
Thibaud Shipyard
Grant Shipyard
BAIE
Open Storage Extension
Quai de la Batellerie
5.50
Quai Nord Hydrobase
DES
TOURELLES
Quai Ouest – 7.50
Careening Bay
6.50 – 4.50
Drydock Basin
Q. Huiles
Q. Grands Cargos
8.00
Restructuring of dock
8.50
Quai des Annexes
Fitting out for cruise vessels
Quai des Tourelles – 11.00
11.00
Quai de l'Hydrobase – 11.00
Reinforcement of Hydrobase Quay
Quai Conteneurs – 12.00
Container Terminal
FORT SAINT LOUIS
N
POINTE DES CARRIERES
Fertilizer Factory
Cement Works
Container Terminal Open Storage Extension
Oil and Ore Berth
0
100
200 m.

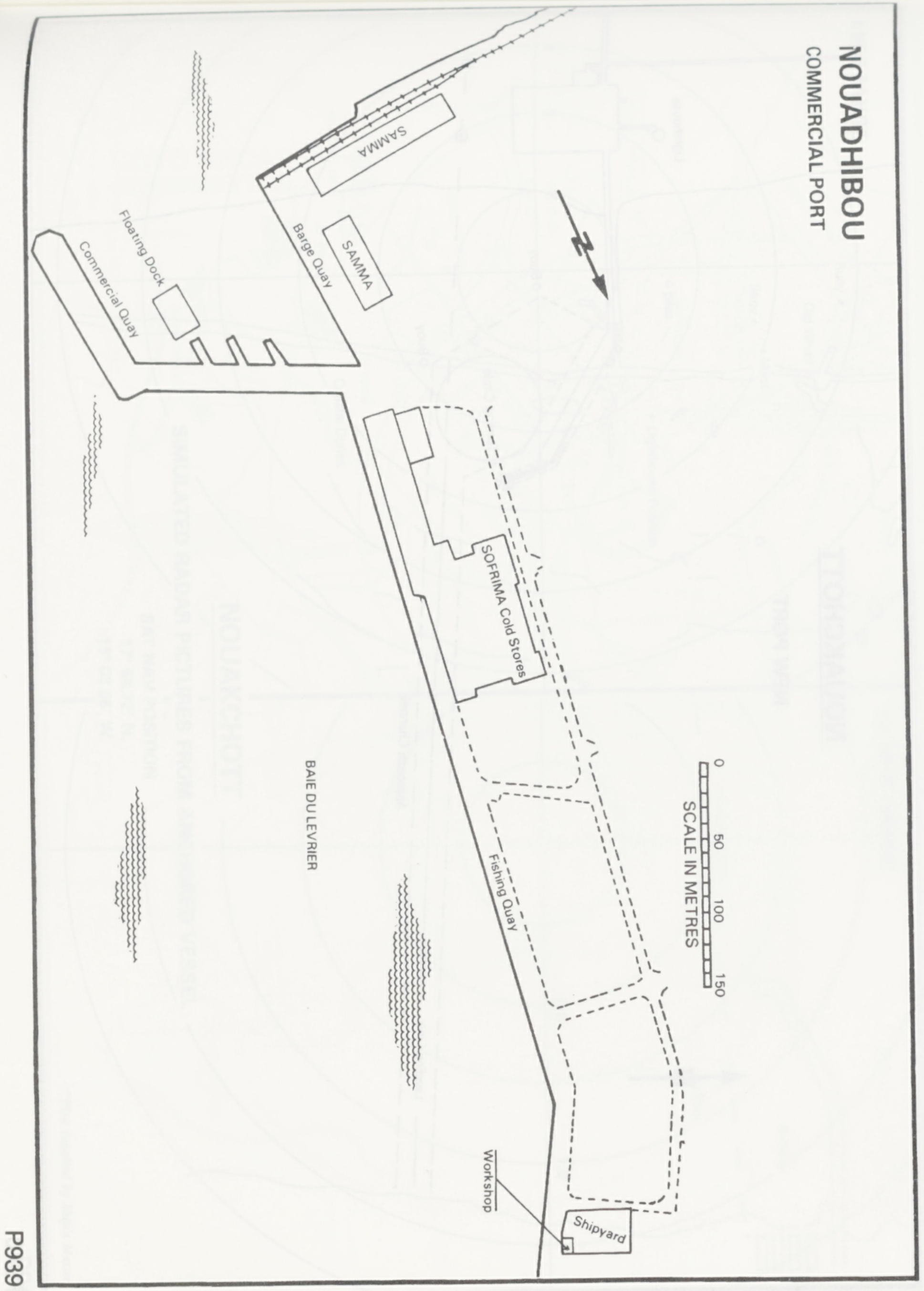

Pipelines
Dolphin
Concrete jetty
Pumping station
Bollards
45 m.
147 m.
-5
-10
-15
46 m.
2 loading arms
Dolphin
45 m.
N
LOCATION PLAN
61° 10′ W
14° 40′ N
Jetty
2 chimneys in line 055°
Fort de France

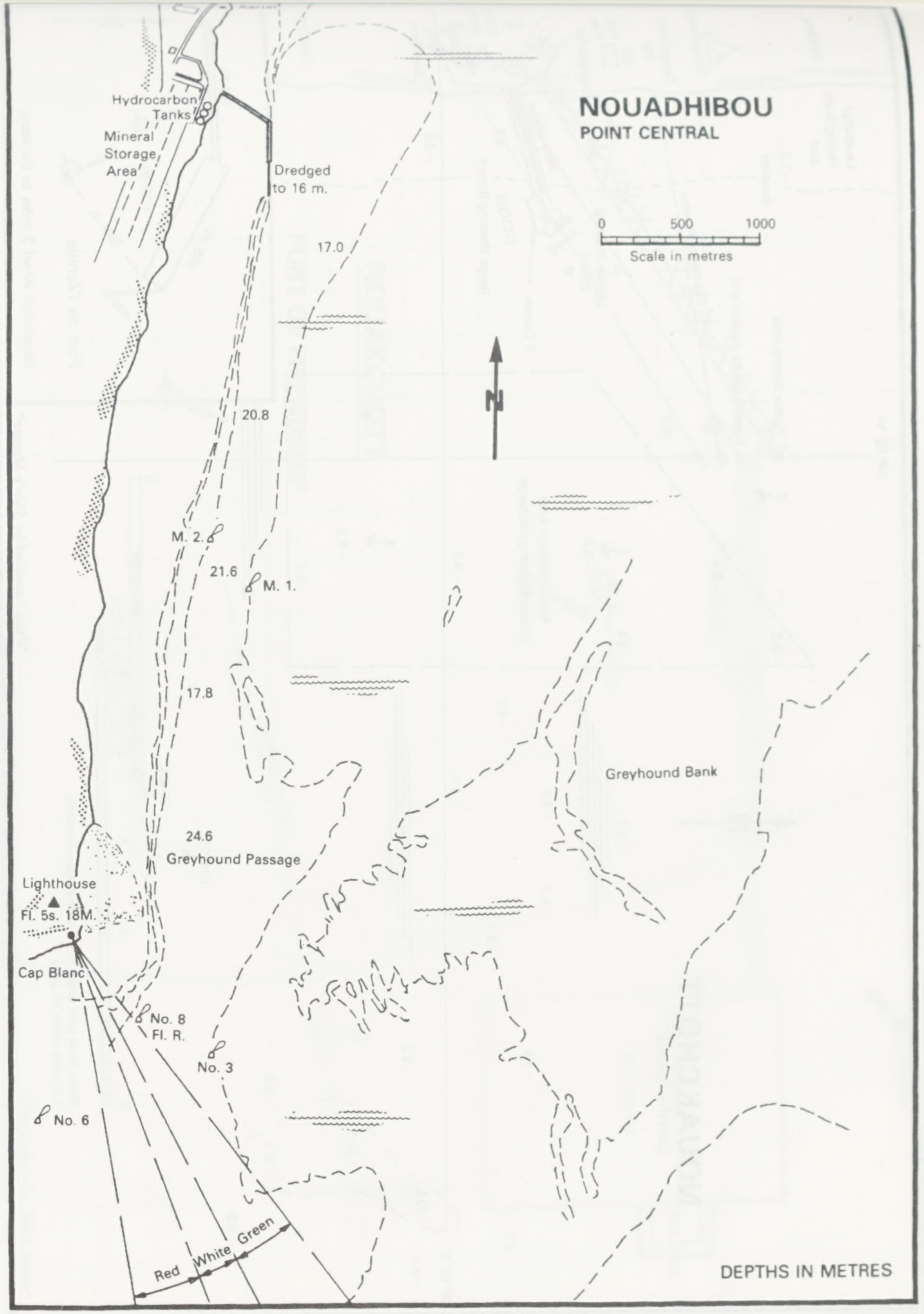
FORT DE FRANCE

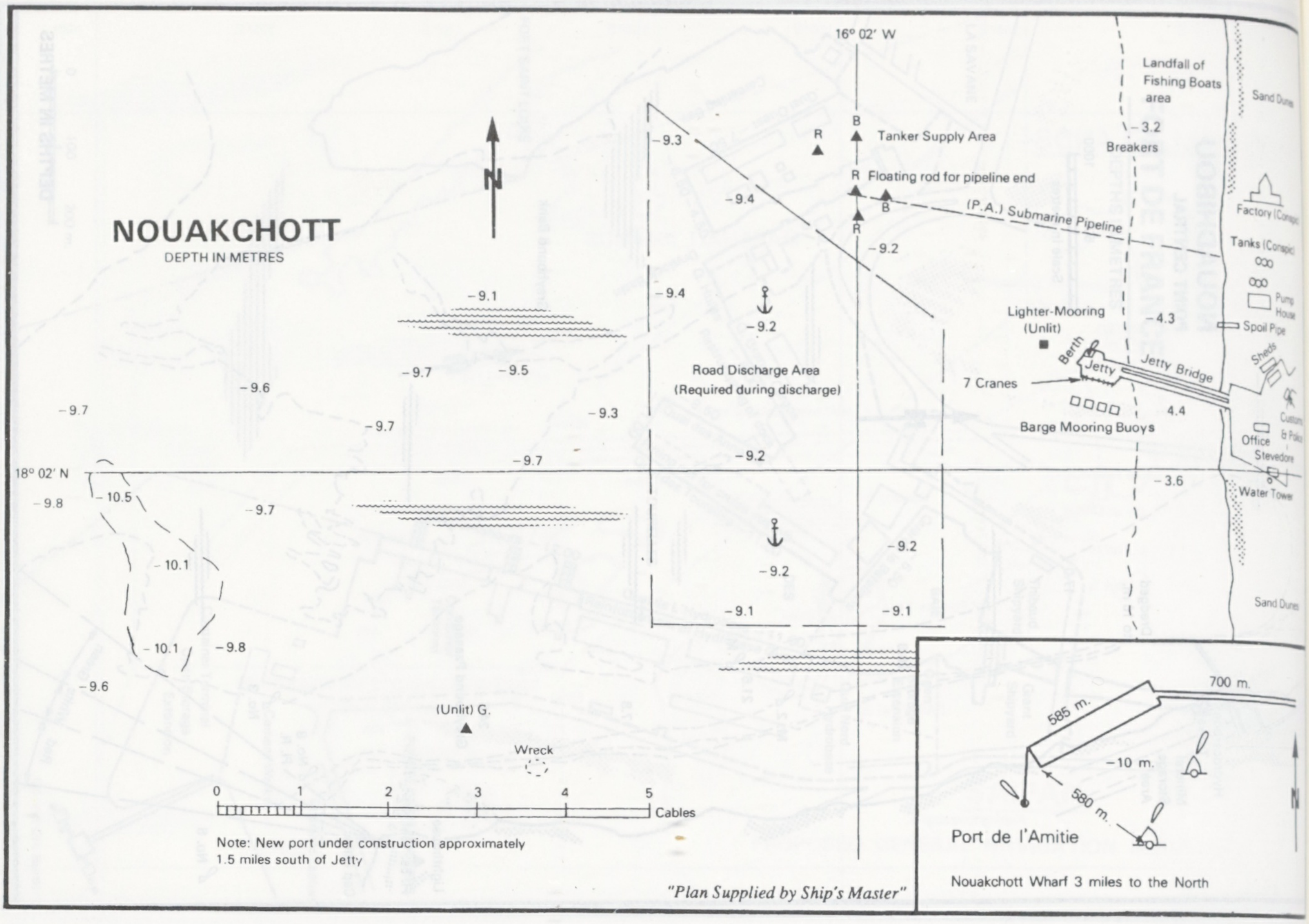
BELLE FONTAIN

DEPTHS IN METRES

"Plan supplied by Ship's Master"


NOUADHIBOU
COMMERCIAL PORT
N
SAMMA
SAMMA
Barge Quay
Floating Dock
Commercial Quay
SOFRIMA Cold Stores
Fishing Quay
BAIE DU LEVRIER
0
50
100
150
SCALE IN METRES
Workshop
Shipyard


NOUADHIBOU
POINT CENTRAL
0
500
1000
Scale in metres
N
Hydrocarbon Tanks
Mineral Storage Area
Dredged to 16 m.
17.0
20.8
M. 2.
21.6
M. 1.
17.8
24.6
Greyhound Passage
Greyhound Bank
Lighthouse
Fl. 5s. 18M.
Cap Blanc
No. 8
Fl. R.
No. 3
No. 6
Red
White
Green
DEPTHS IN METRES

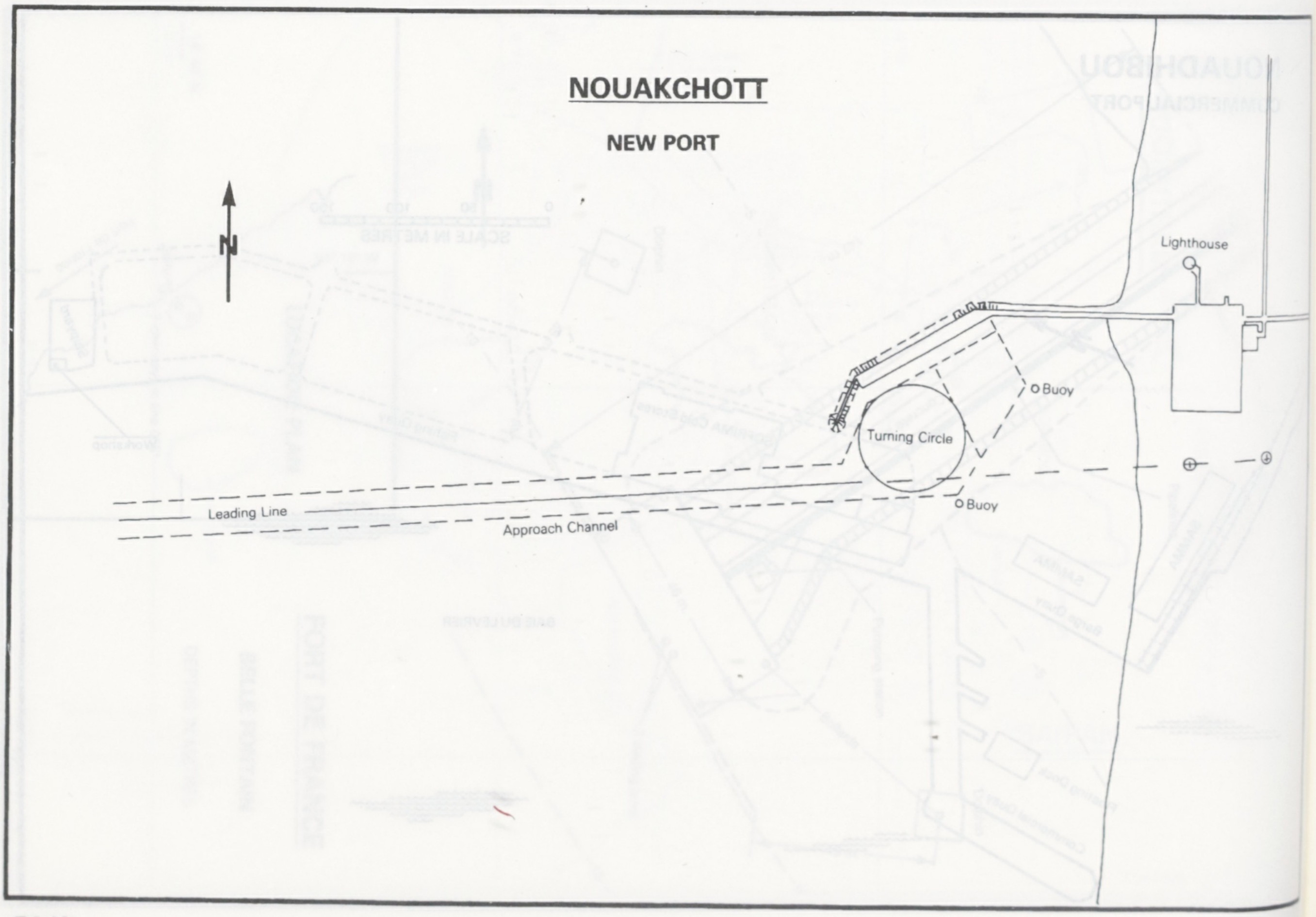


NOUAKCHOTT
DEPTH IN METRES

Note: New port under construction approximately 1.5 miles south of Jetty

"Plan Supplied by Ship's Master"

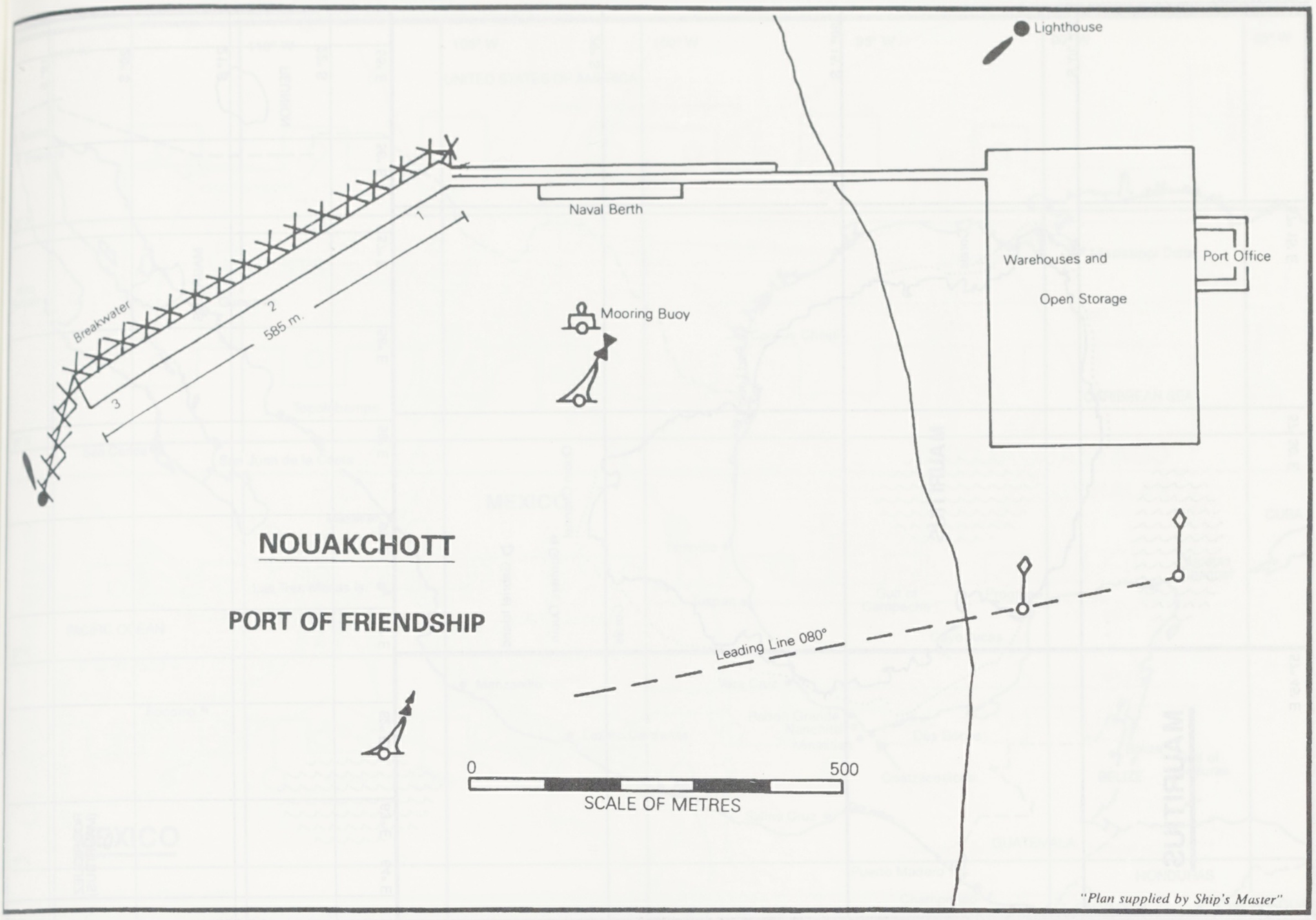
N
16° 02′ W
18° 02′ N
R
B
Tanker Supply Area
R
Floating rod for pipeline end
B
R
(P.A.) Submarine Pipeline
Landfall of Fishing Boats area
−3.2
Breakers
Sand Dun
Factory (Conspi
Tanks (Conspic)
Pump House
Spoil Pipe
Sheds
Custom & Polic
Office
Stevedore
Water Tower
Sand Dunes
Lighter-Mooring (Unlit)
Berth
Jetty
Jetty Bridge
7 Cranes
Barge Mooring Buoys
−4.3
4.4
−3.6
Road Discharge Area (Required during discharge)
−9.3
−9.4
−9.2
−9.4
−9.2
−9.1
−9.7
−9.5
−9.6
−9.7
−9.7
−9.3
−9.7
−9.2
−9.8
−10.5
−9.7
−10.1
−10.1
−9.8
−9.6
−9.2
−9.2
−9.1
−9.1
(Unlit) G.
Wreck
0
1
2
3
4
5
Cables
700 m.
585 m.
−10 m.
580 m.
Port de l'Amitie
Nouakchott Wharf 3 miles to the North
N



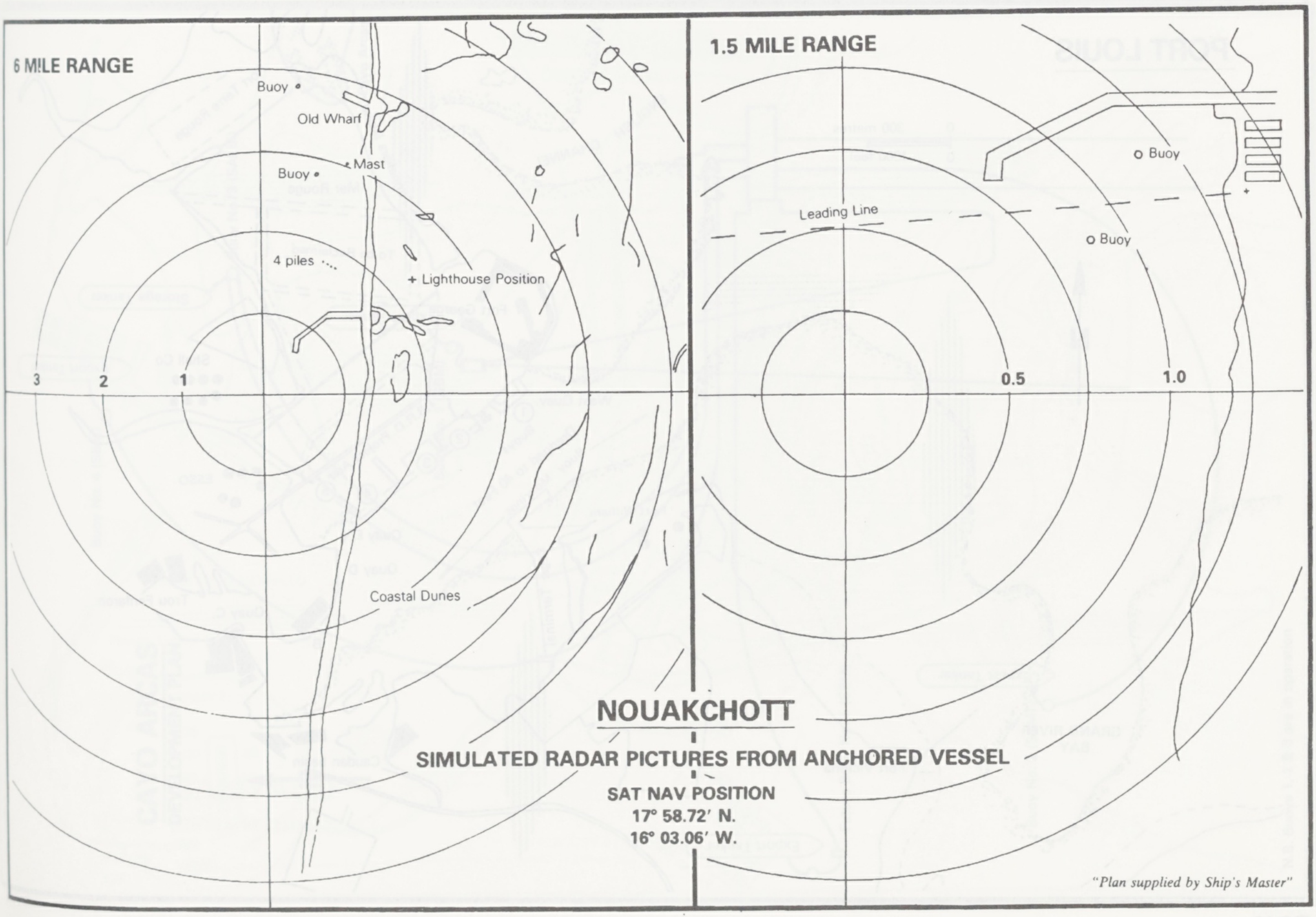
NOUAKCHOTT

NEW PORT

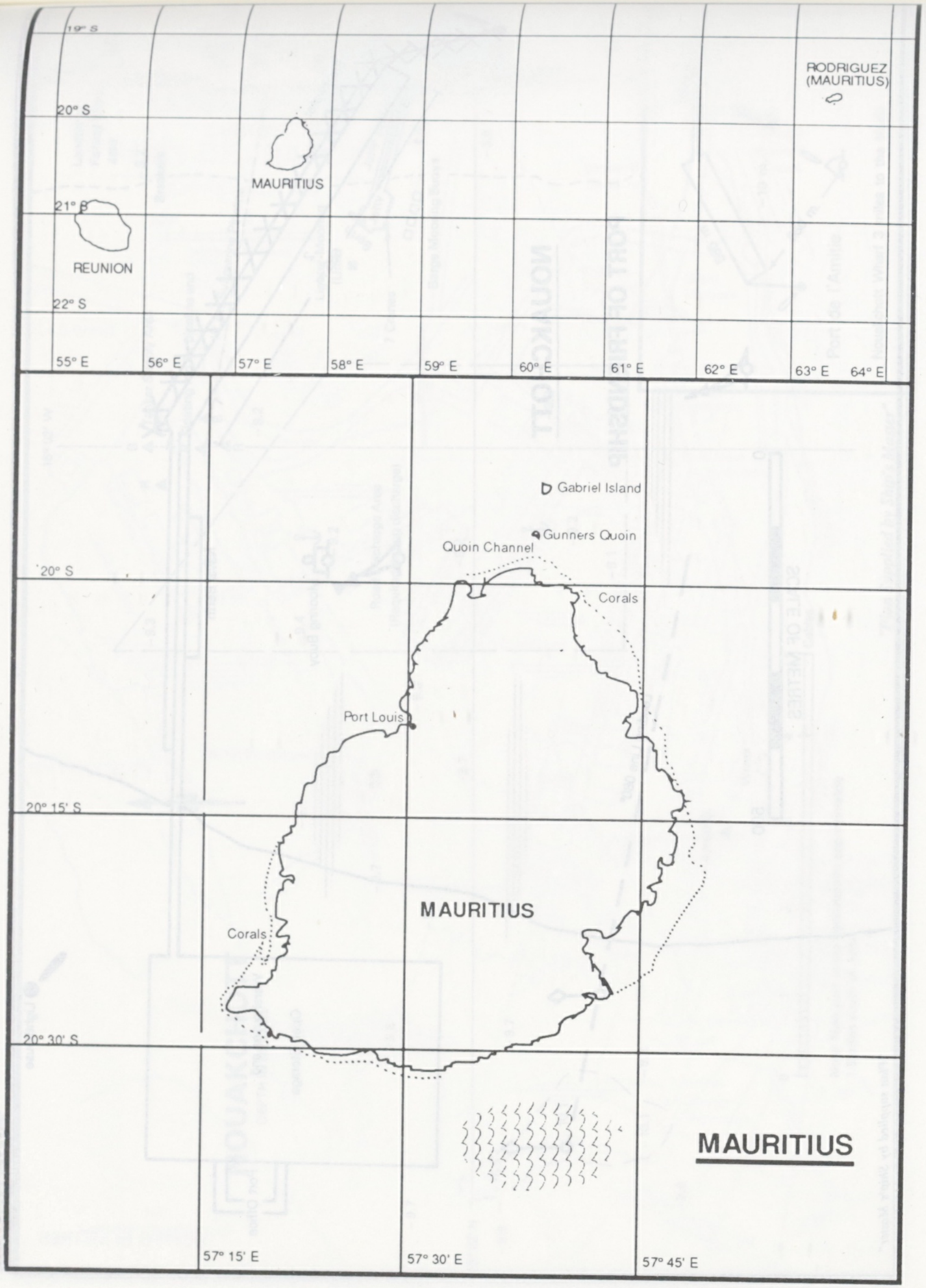
N
Lighthouse
Buoy
Turning Circle
Buoy
Leading Line
Approach Channel


Lighthouse
Naval Berth
Warehouses and Open Storage
Port Office
Breakwater
1
2
3
585 m.
Mooring Buoy
NOUAKCHOTT
PORT OF FRIENDSHIP
Leading Line 080°
0
500
SCALE OF METRES

"Plan supplied by Ship's Master"

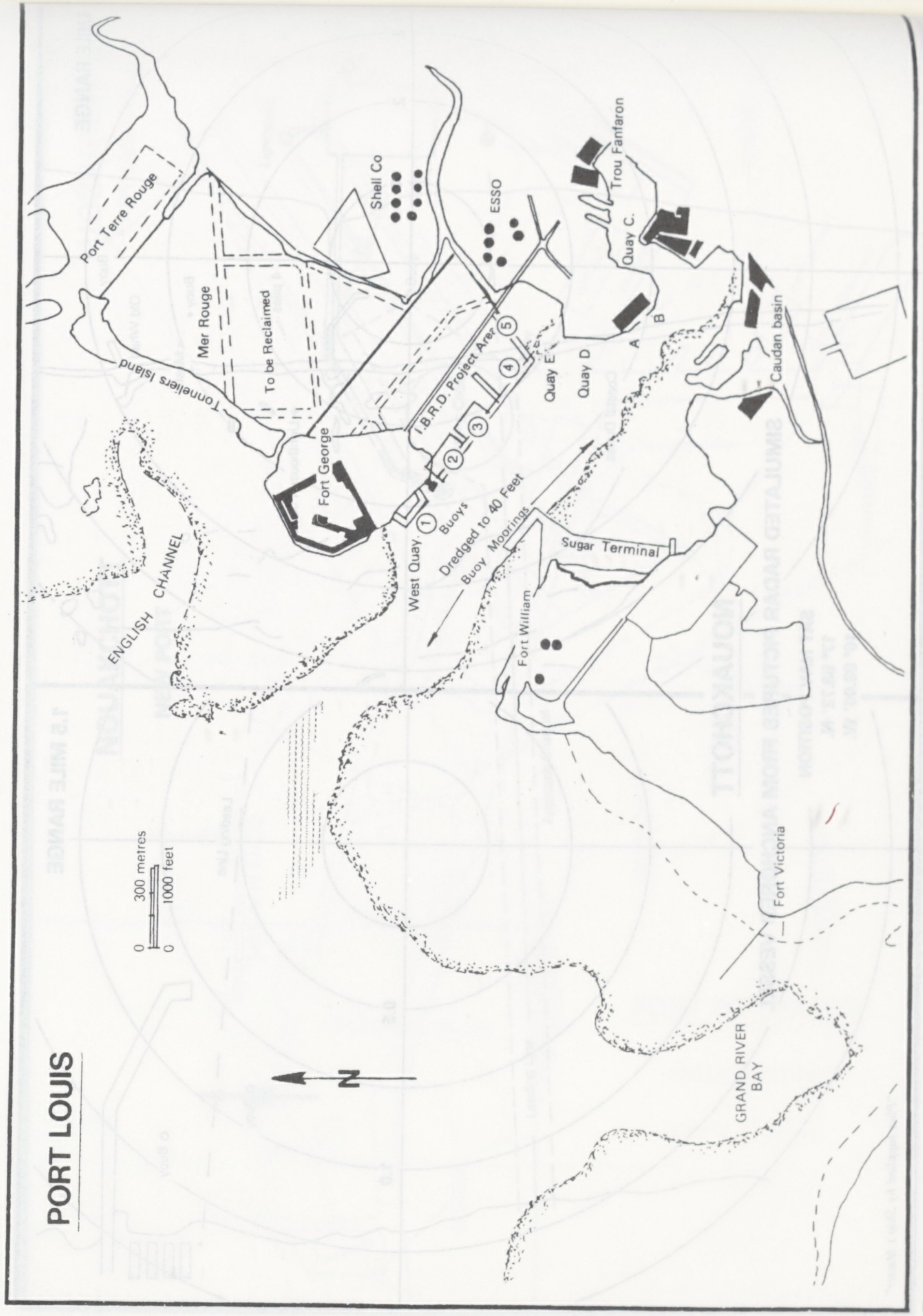

6 MILE RANGE
Buoy
Old Wharf
Buoy
Mast
4 piles
+ Lighthouse Position
3
2
1
Coastal Dunes
1.5 MILE RANGE
Buoy
Leading Line
Buoy
0.5
1.0
NOUAKCHOTT
SIMULATED RADAR PICTURES FROM ANCHORED VESSEL
SAT NAV POSITION
17° 58.72′ N.
16° 03.06′ W.

"Plan supplied by Ship's Master"



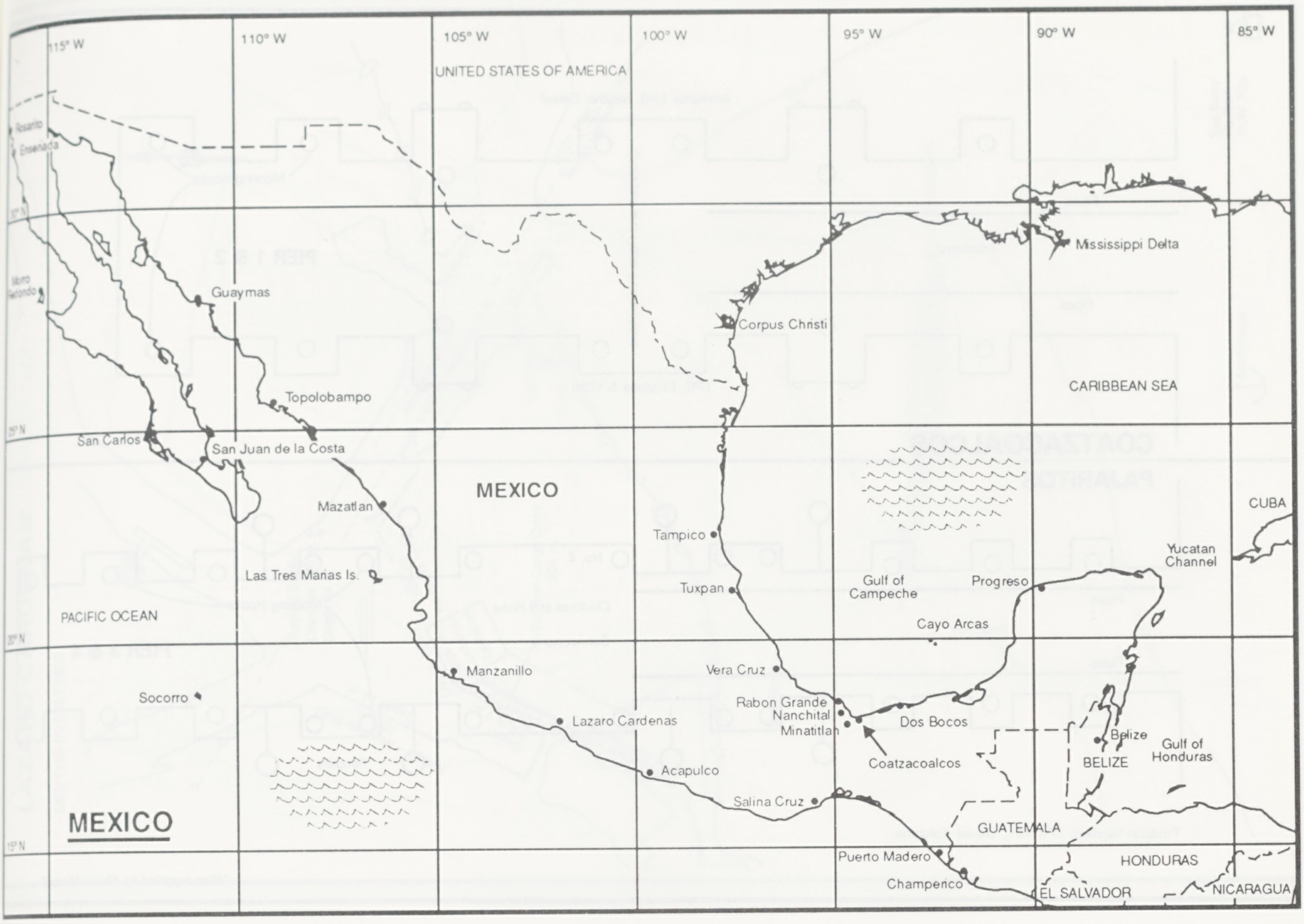
MAURITIUS

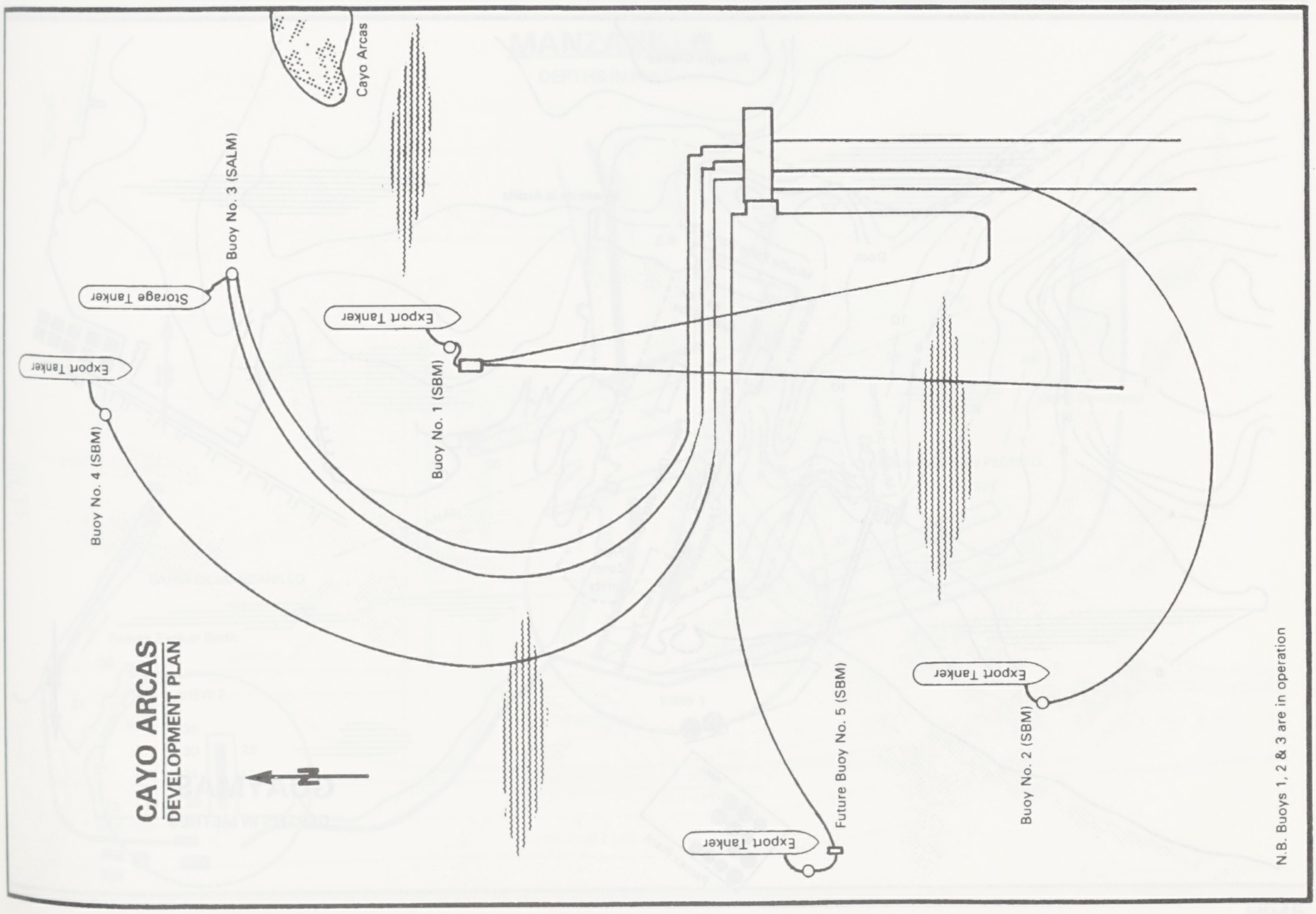
19° S
20° S
21° S
22° S
RODRIGUEZ (MAURITIUS)
MAURITIUS
REUNION
55° E
56° E
57° E
58° E
59° E
60° E
61° E
62° E
63° E
64° E
Gabriel Island
Gunners Quoin
Quoin Channel
Corals
20° S
Port Louis
20° 15' S
MAURITIUS
Corals
20° 30' S
57° 15' E
57° 30' E
57° 45' E

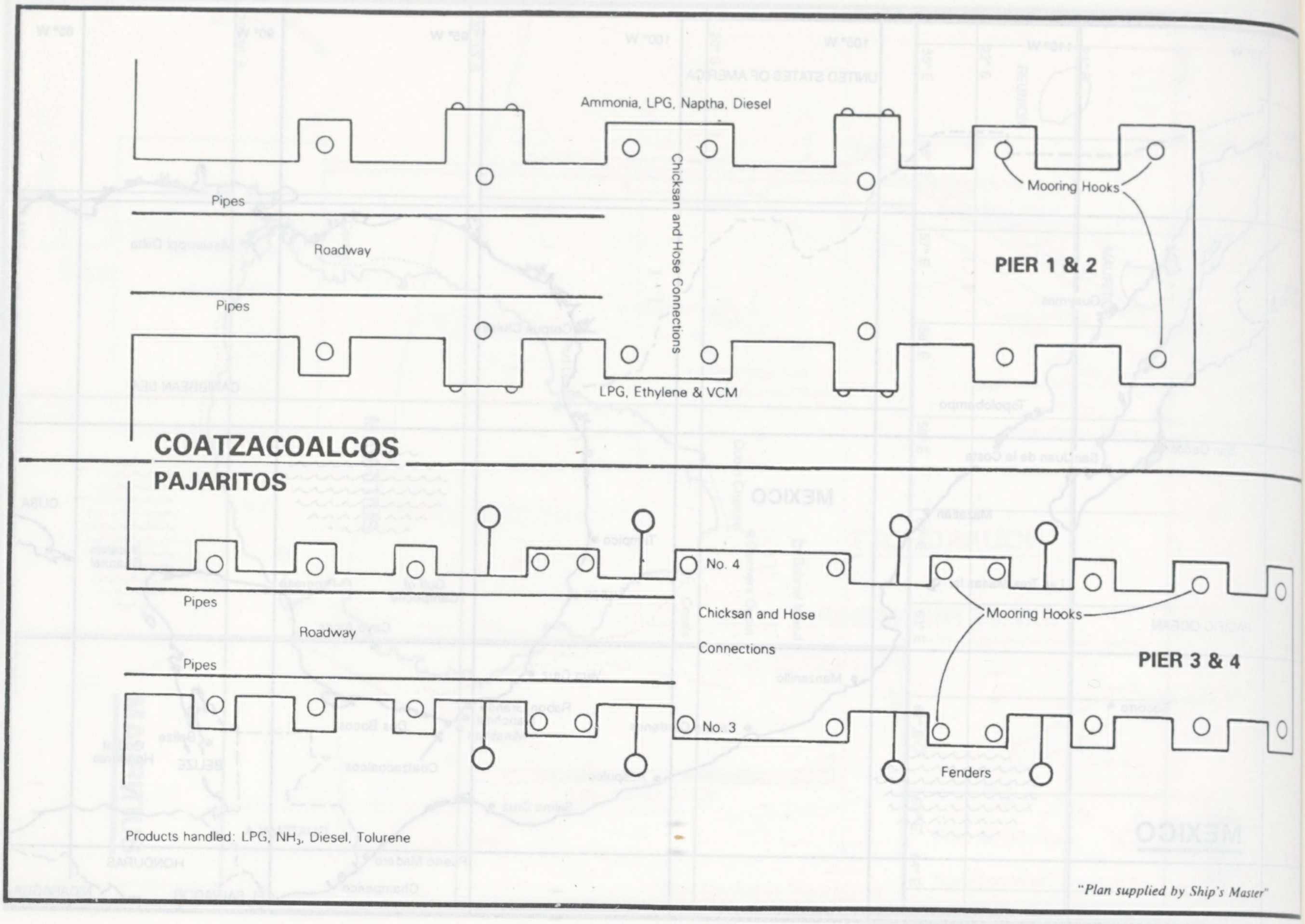


PORT LOUIS

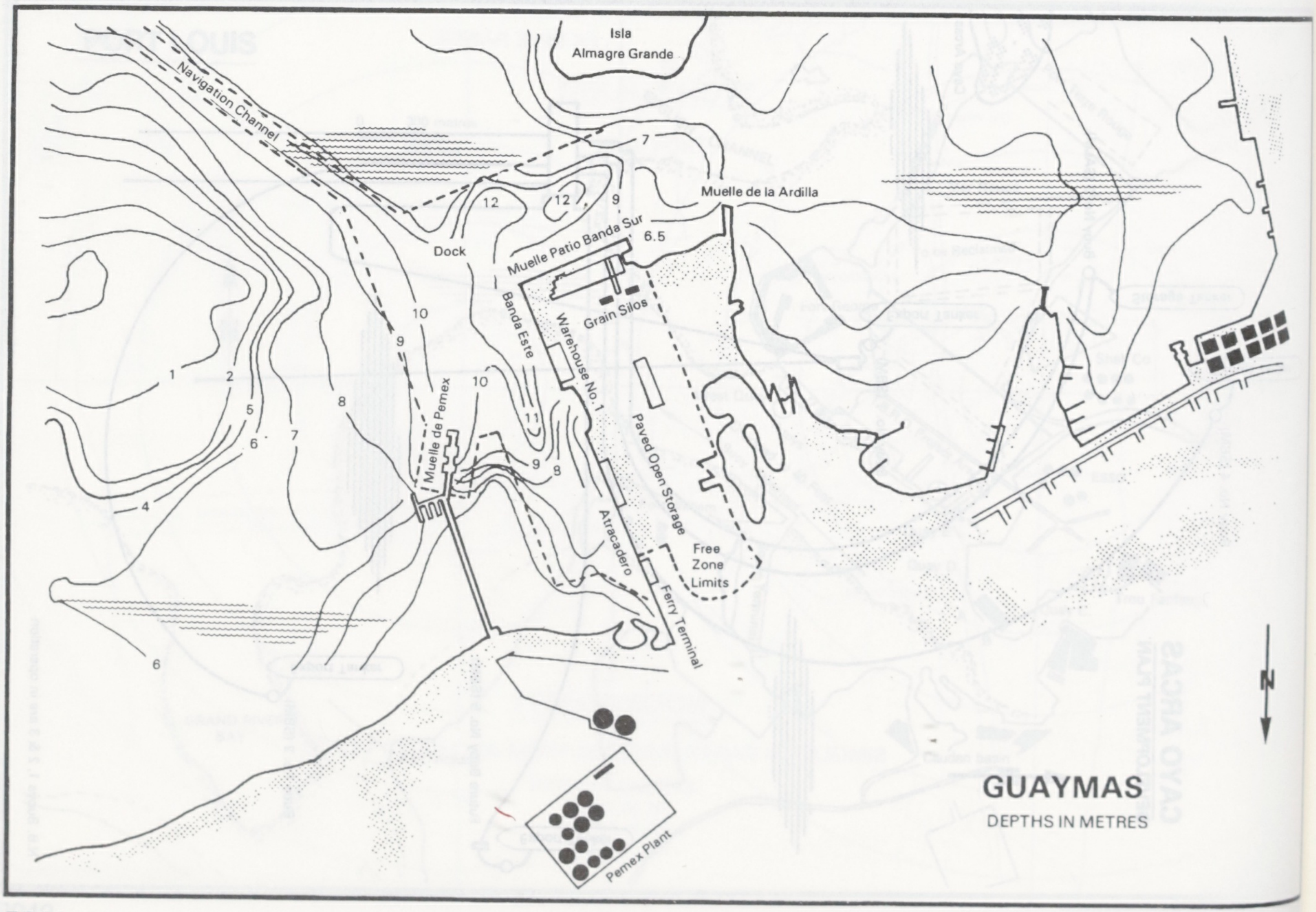
Port Terre Rouge
Mer Rouge
To be Reclaimed
Tonneliers Island
Shell Co
ESSO
Trou Fanfaron
Quay C.
A
B
Caudan basin
Quay D
Quay E
I.B.R.D. Project Area
1
2
3
4
5
Fort George
West Quay
Buoys
Dredged to 40 Feet
Buoy Moorings
Sugar Terminal
Fort William
ENGLISH CHANNEL
Fort Victoria
GRAND RIVER BAY
0 300 metres
0 1000 feet
N

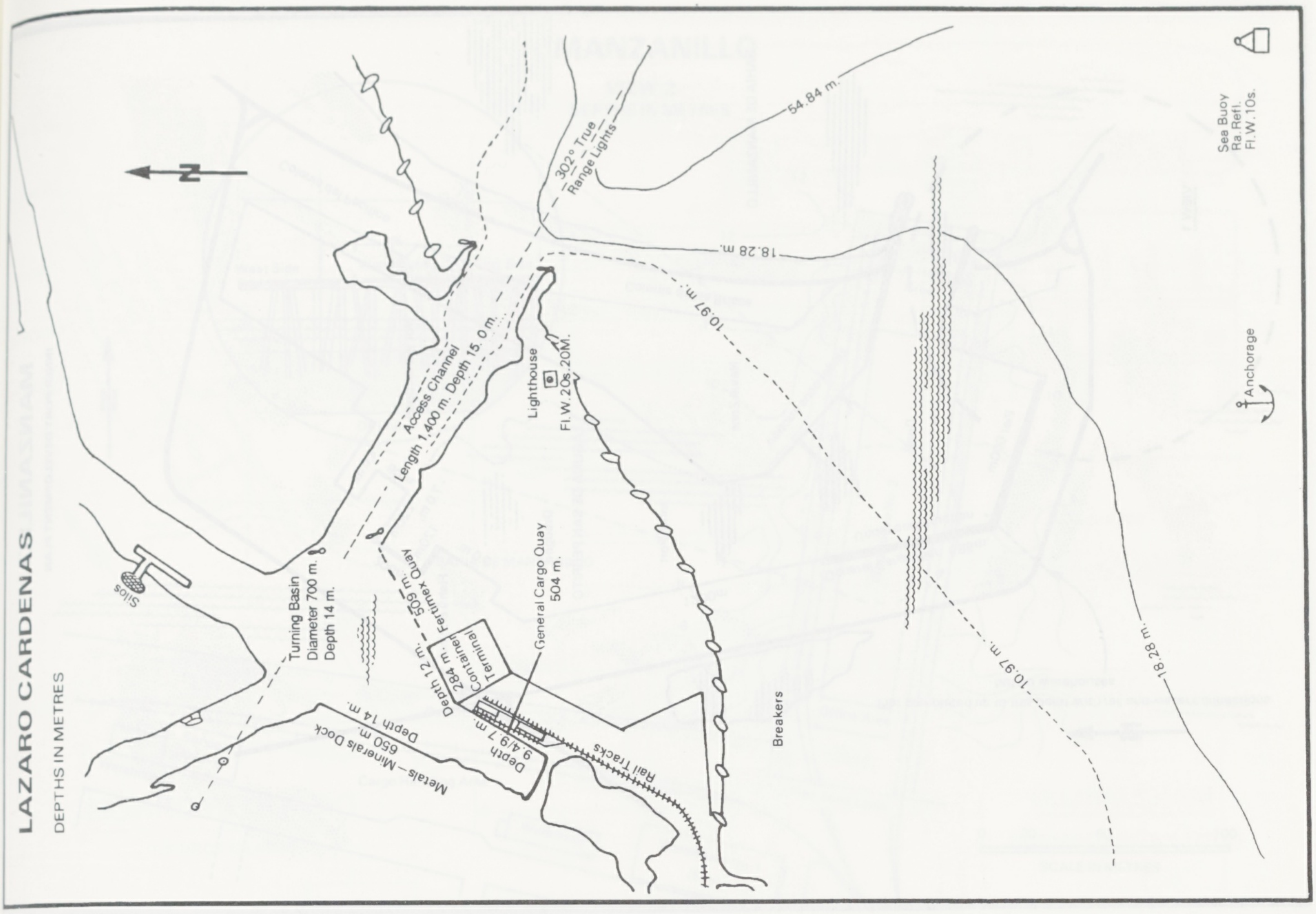

115° W
110° W
105° W
100° W
95° W
90° W
85° W
UNITED STATES OF AMERICA
Rosarito
Ensenada
Morro Redondo
Guaymas
Topolobampo
San Carlos
San Juan de la Costa
Mazatlan
MEXICO
Las Tres Marias Is.
PACIFIC OCEAN
Socorro
Manzanillo
Lazaro Cardenas
Acapulco
Salina Cruz
Puerto Madero
Champerico
Tampico
Tuxpan
Vera Cruz
Rabon Grande
Nanchital
Minatitlan
Coatzacoalcos
Dos Bocos
Gulf of Campeche
Cayo Arcas
Progreso
Corpus Christi
Mississippi Delta
CARIBBEAN SEA
CUBA
Yucatan Channel
Belize
BELIZE
Gulf of Honduras
GUATEMALA
HONDURAS
EL SALVADOR
NICARAGUA
MEXICO


Cayo Arcas
Buoy No. 3 (SALM)
Storage Tanker
Export Tanker
Buoy No. 1 (SBM)
Export Tanker
Buoy No. 4 (SBM)
CAYO ARCAS
DEVELOPMENT PLAN
N
Export Tanker
Future Buoy No. 5 (SBM)
Export Tanker
Buoy No. 2 (SBM)
N.B. Buoys 1, 2 & 3 are in operation


COATZACOALCOS
PAJARITOS
Ammonia, LPG, Naptha, Diesel
Chicksan and Hose Connections
Mooring Hooks
Pipes
Roadway
Pipes
PIER 1 & 2
LPG, Ethylene & VCM
No. 4
Pipes
Roadway
Pipes
Chicksan and Hose Connections
Mooring Hooks
PIER 3 & 4
No. 3
Fenders
Products handled: LPG, NH₃, Diesel, Tolurene

"Plan supplied by Ship's Master"

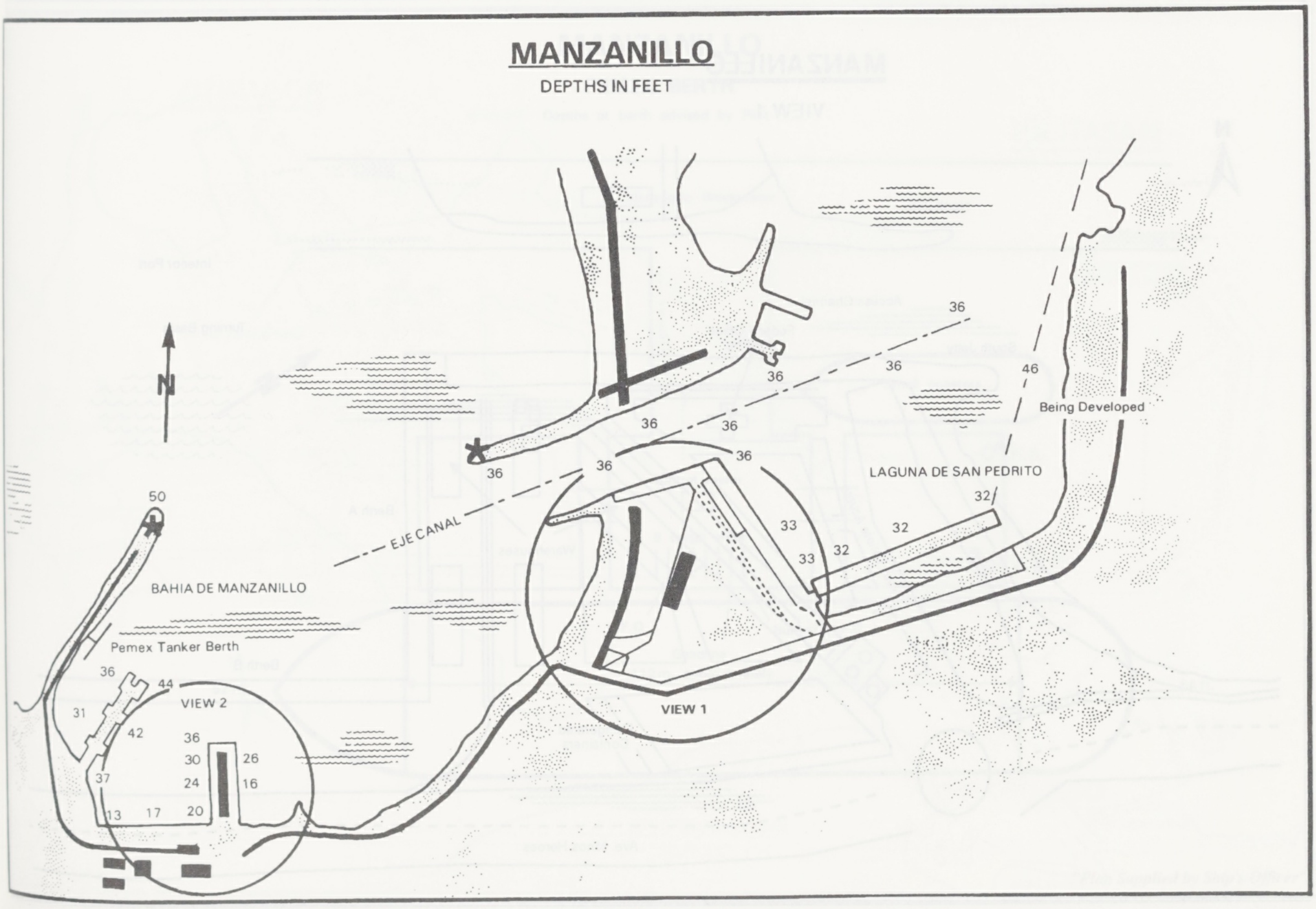

Isla
Almagre Grande
Navigation Channel
7
Muelle de la Ardilla
12
12
9
6.5
Muelle Patio Banda Sur
Dock
Banda Este
Grain Silos
Warehouse No.1
10
9
10
11
Paved Open Storage
1
2
5
6
7
8
Muelle de Pemex
9
8
4
Atracadero
Free
Zone
Limits
Ferry Terminal
6
Pemex Plant
N
GUAYMAS
DEPTHS IN METRES



LAZARO CARDENAS

DEPTHS IN METRES

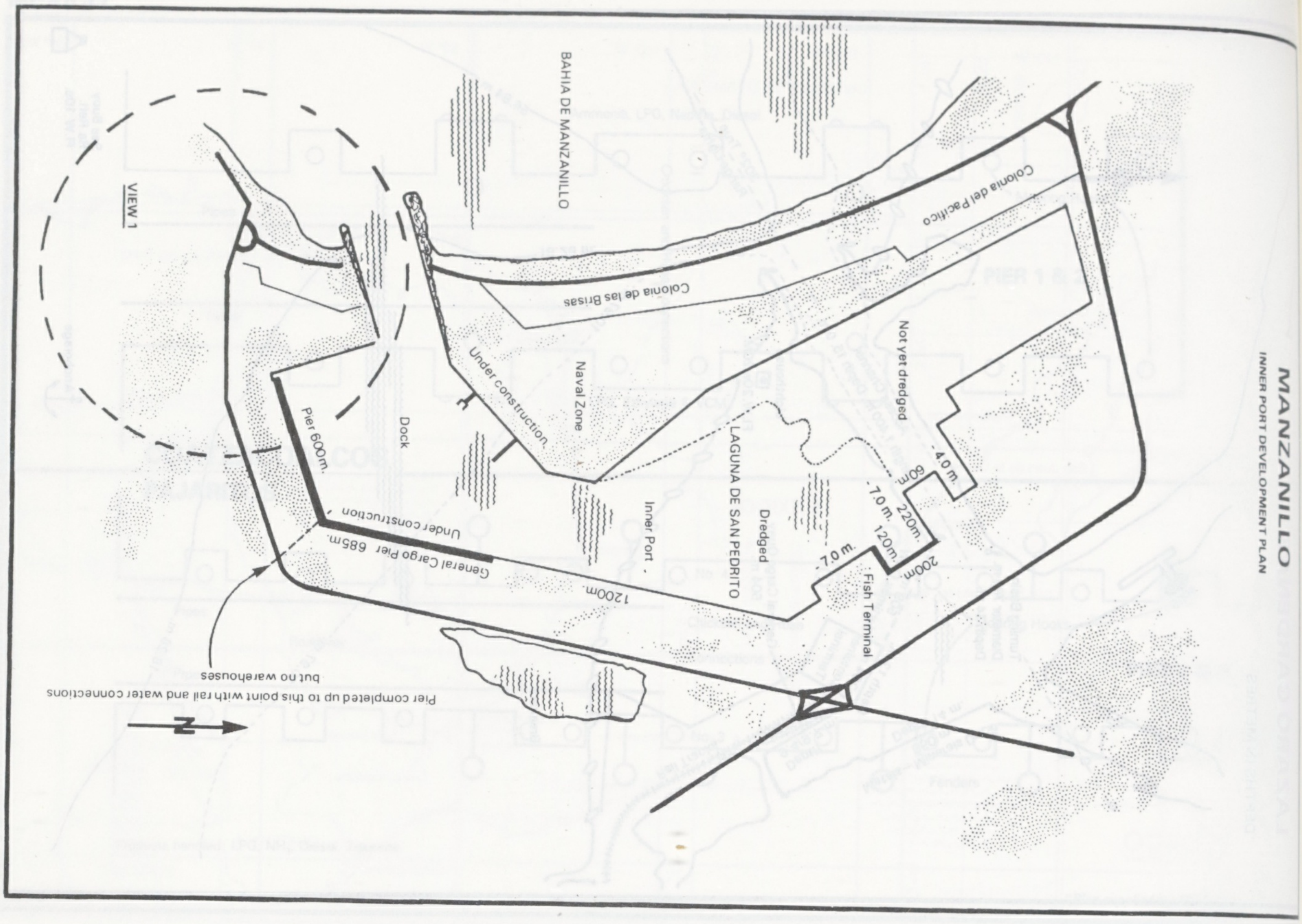
N
Sea Buoy
Ra Refl.
Fl.W.10s.
54.84 m.
302° True
Range Lights
18.28 m.
10.97 m.
Access Channel
Length 1,400 m. Depth 15.0 m.
Lighthouse
Fl.W.20s.20M.
Anchorage
Silos
Turning Basin
Diameter 700 m.
Depth 14 m.
509 m.
Fertimex Quay
Depth 12 m.
284 m.
Container
Terminal
General Cargo Quay
504 m.
Depth 14 m.
650 m.
Metals—Minerals Dock
Depth
9.4/9.7 m.
Rail Tracks
Breakers
10.97 m.
18.28 m.

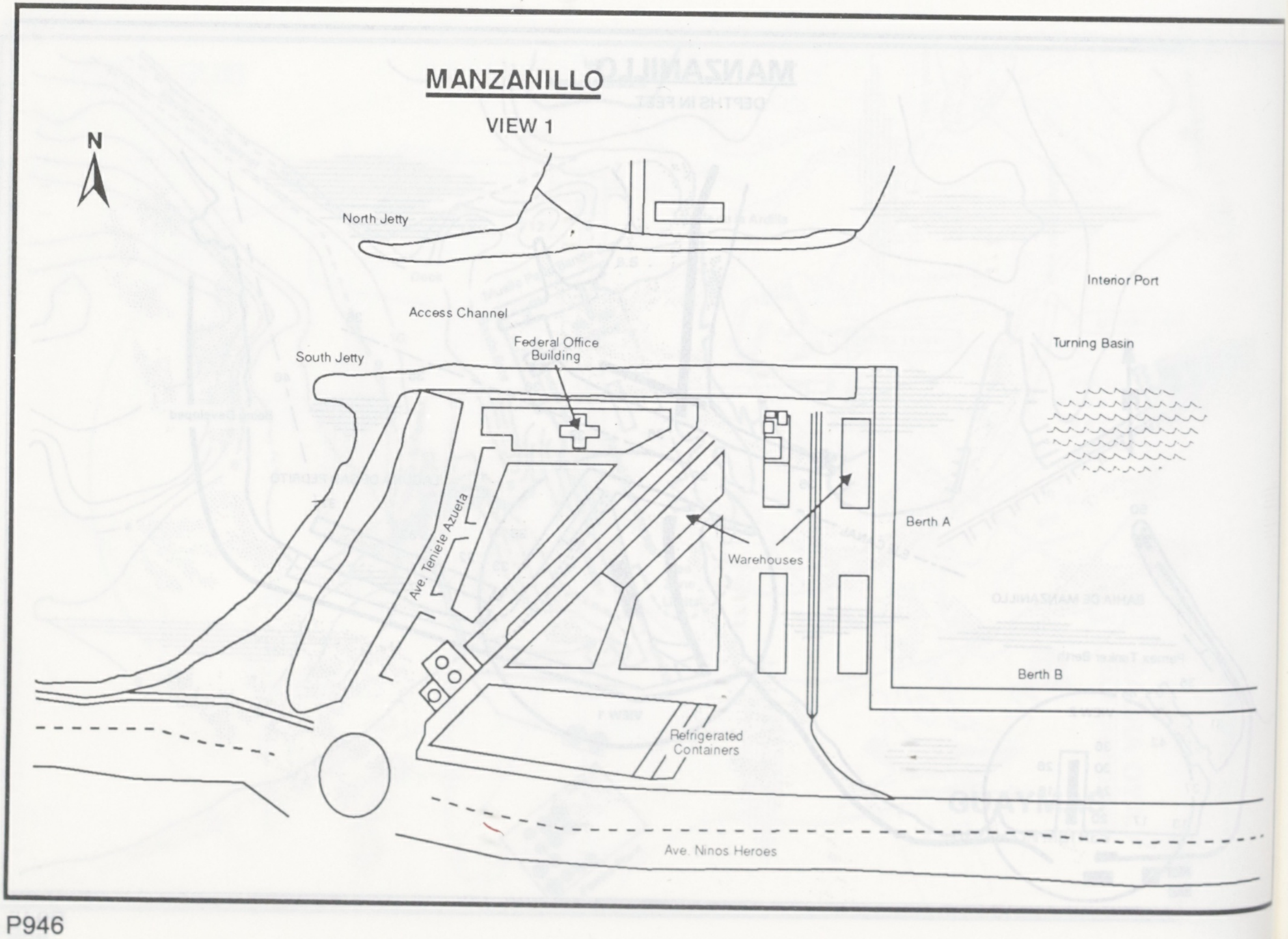


MANZANILLO

DEPTHS IN FEET

N
36
36
36
46
Being Developed
36
36
36
36
36
LAGUNA DE SAN PEDRITO
32
33
33
32
32
EJE CANAL
50
BAHIA DE MANZANILLO
Pemex Tanker Berth
36
44
VIEW 2
31
42
36
30
24
20
26
16
37
13
17
VIEW 1

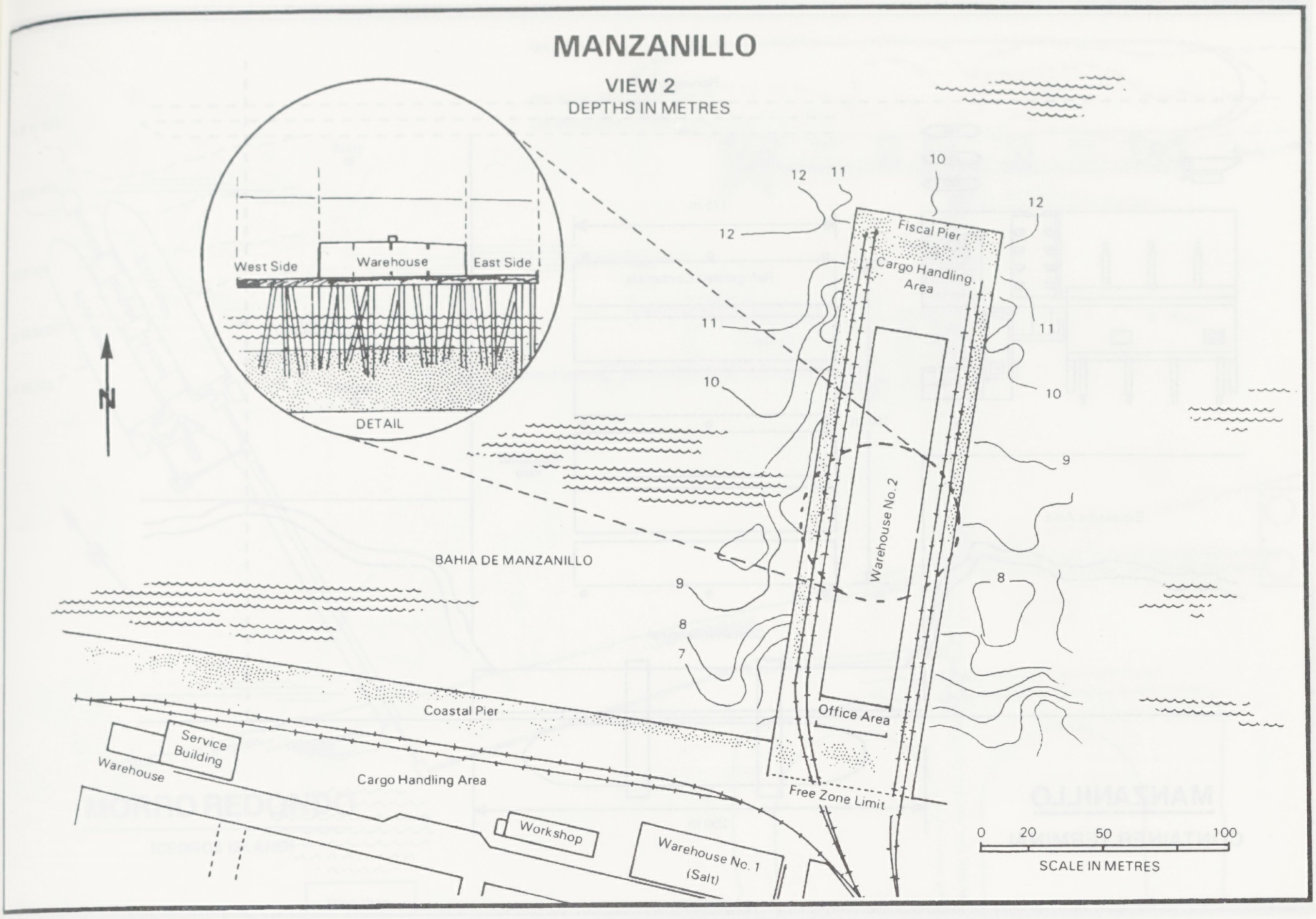

MANZANILLO
INNER PORT DEVELOPMENT PLAN
BAHIA DE MANZANILLO
VIEW 1
Colonia del Pacifico
Colonia de las Brisas
Under construction.
Naval Zone
Dock
Pier 600m.
Under construction
General Cargo Pier 685m.
1200m.
Inner Port .
LAGUNA DE SAN PEDRITO
Dredged
Not yet dredged
4.0 m.
60m.
220m.
7.0 m.
120m.
200m
7.0 m.
Fish Terminal
Pier completed up to this point with rail and water connections
but no warehouses
N


MANZANILLO
VIEW 1
N
North Jetty
Access Channel
South Jetty
Federal Office Building
Interior Port
Turning Basin
Ave. Teniete Azueta
Warehouses
Berth A
Berth B
Refrigerated Containers
Ave. Ninos Heroes

MANZANILLO

VIEW 2

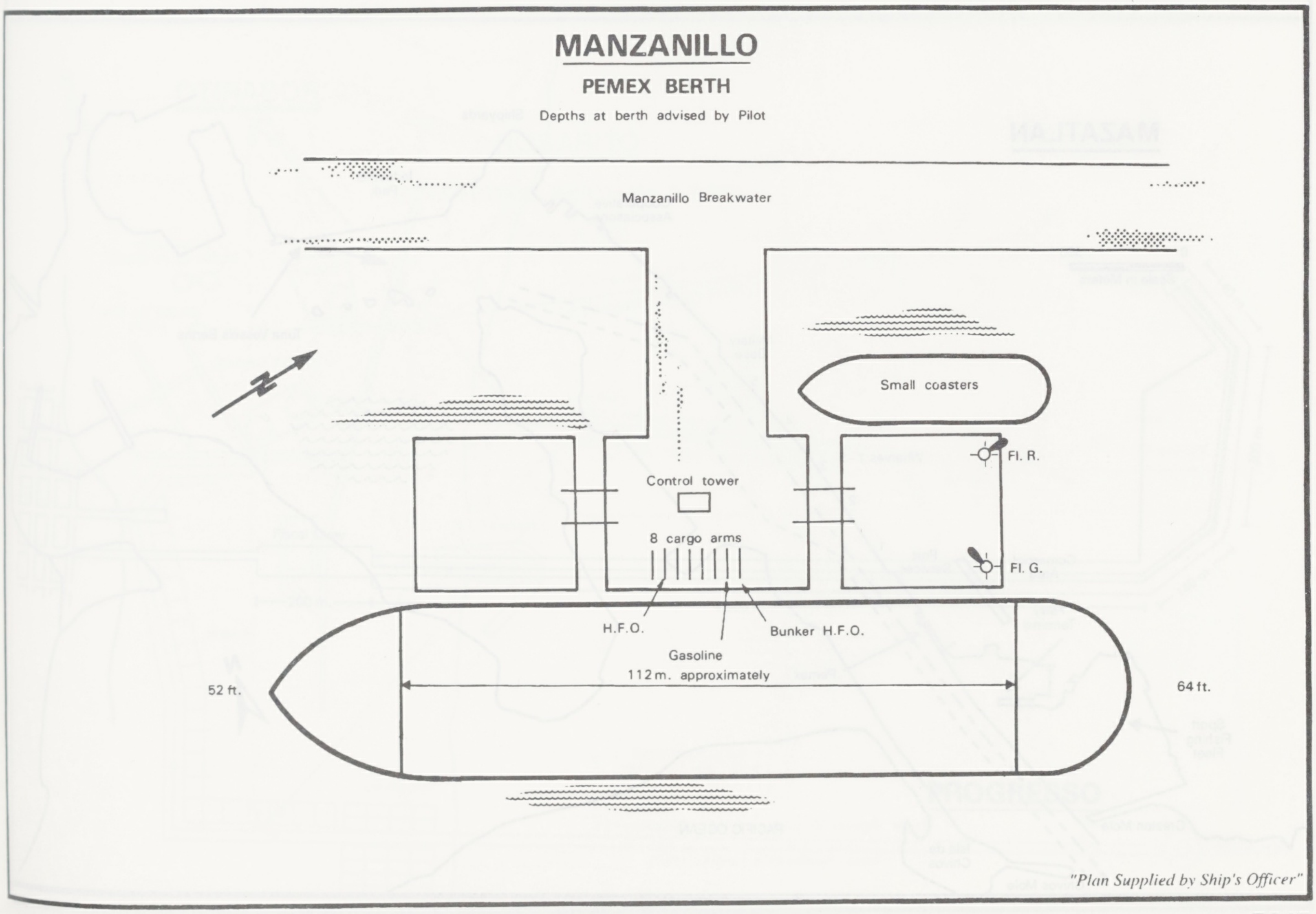
DEPTHS IN METRES


West Side
Warehouse
East Side
DETAIL
N
BAHIA DE MANZANILLO
Fiscal Pier
Cargo Handling Area
Warehouse No. 2
Office Area
Free Zone Limit
Coastal Pier
Service Building
Warehouse
Cargo Handling Area
Workshop
Warehouse No. 1 (Salt)
12
11
10
12
12
11
11
10
10
9
9
8
8
7
0
20
50
100
SCALE IN METRES

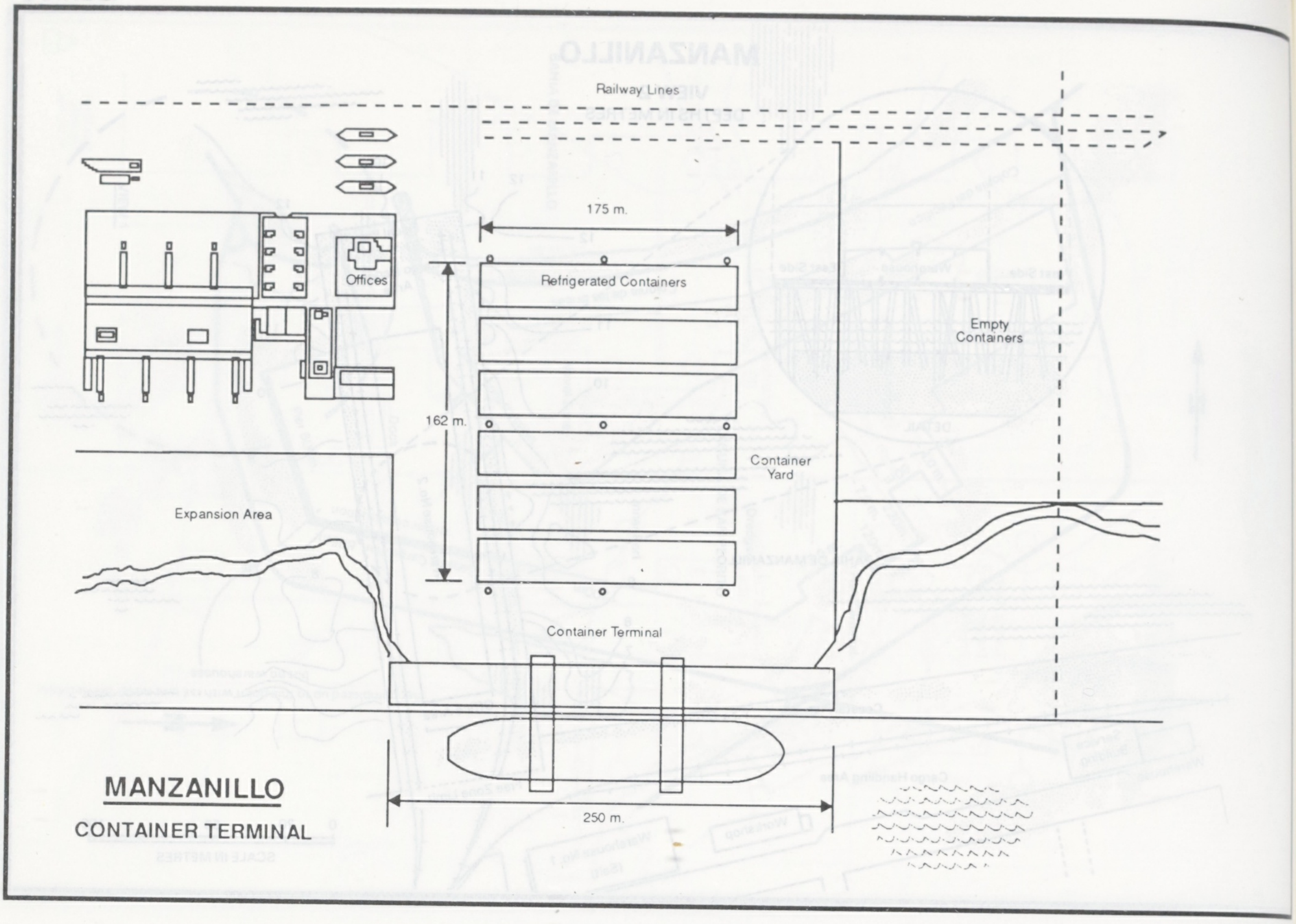
MANZANILLO

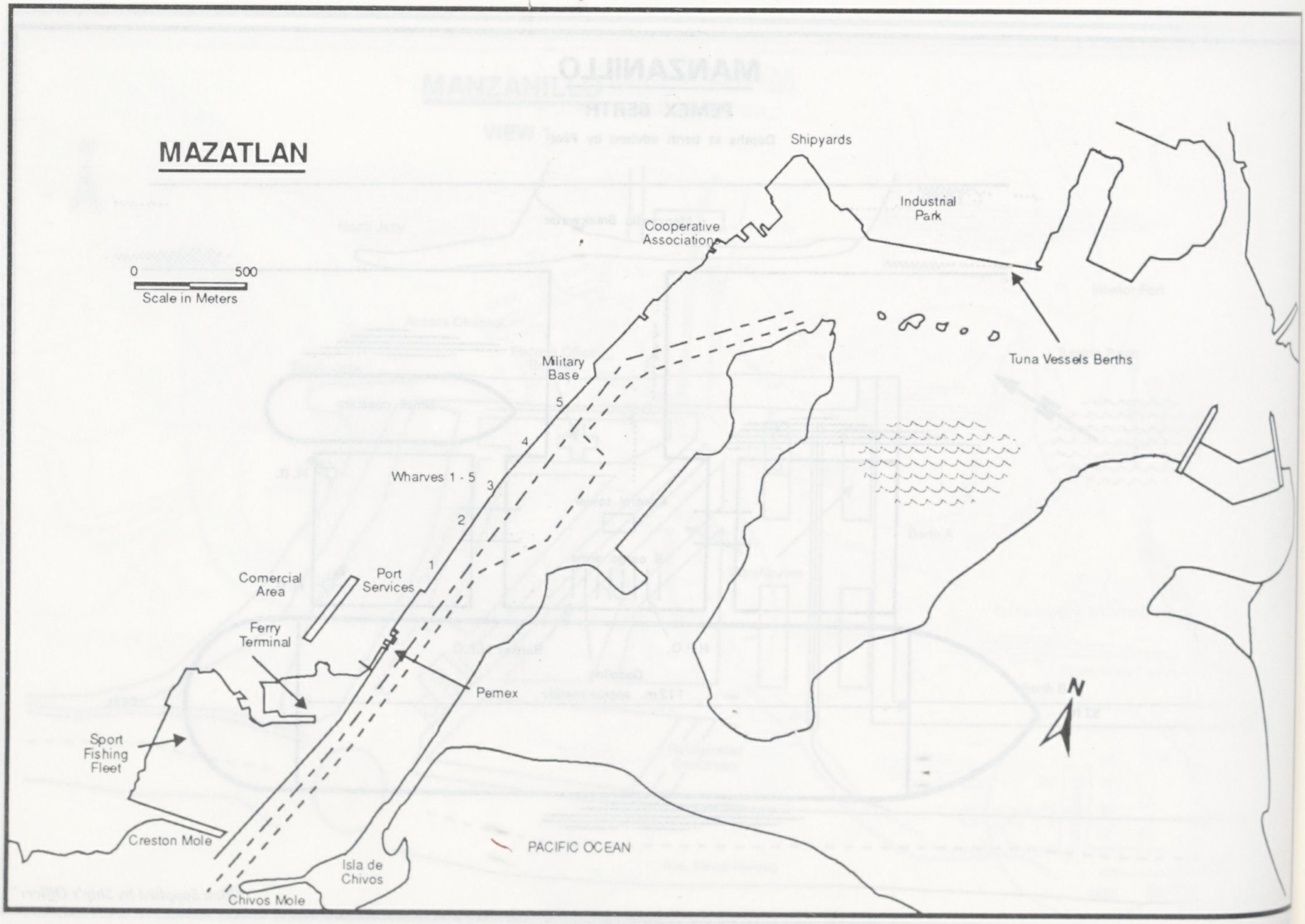
PEMEX BERTH

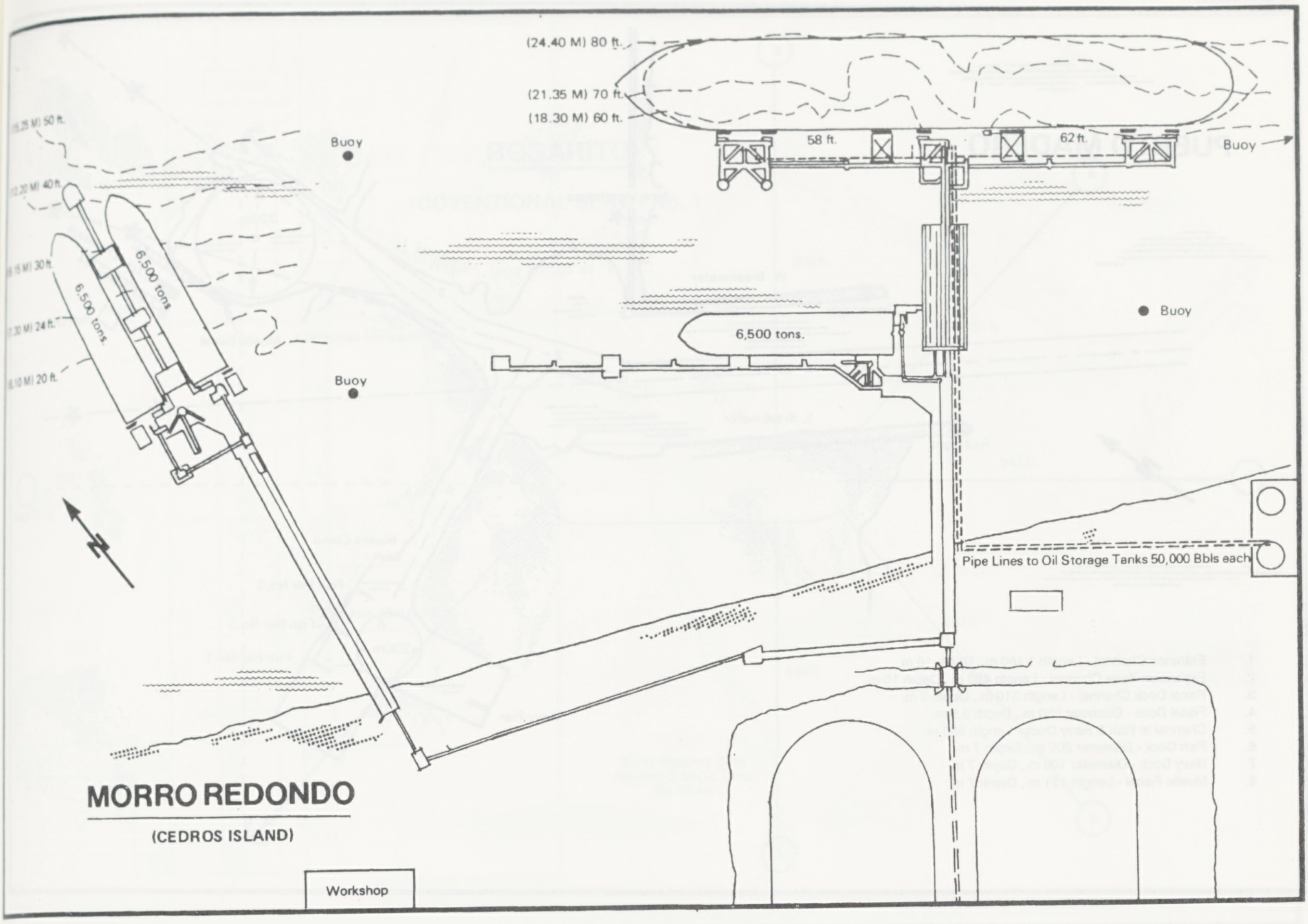
Depths at berth advised by Pilot

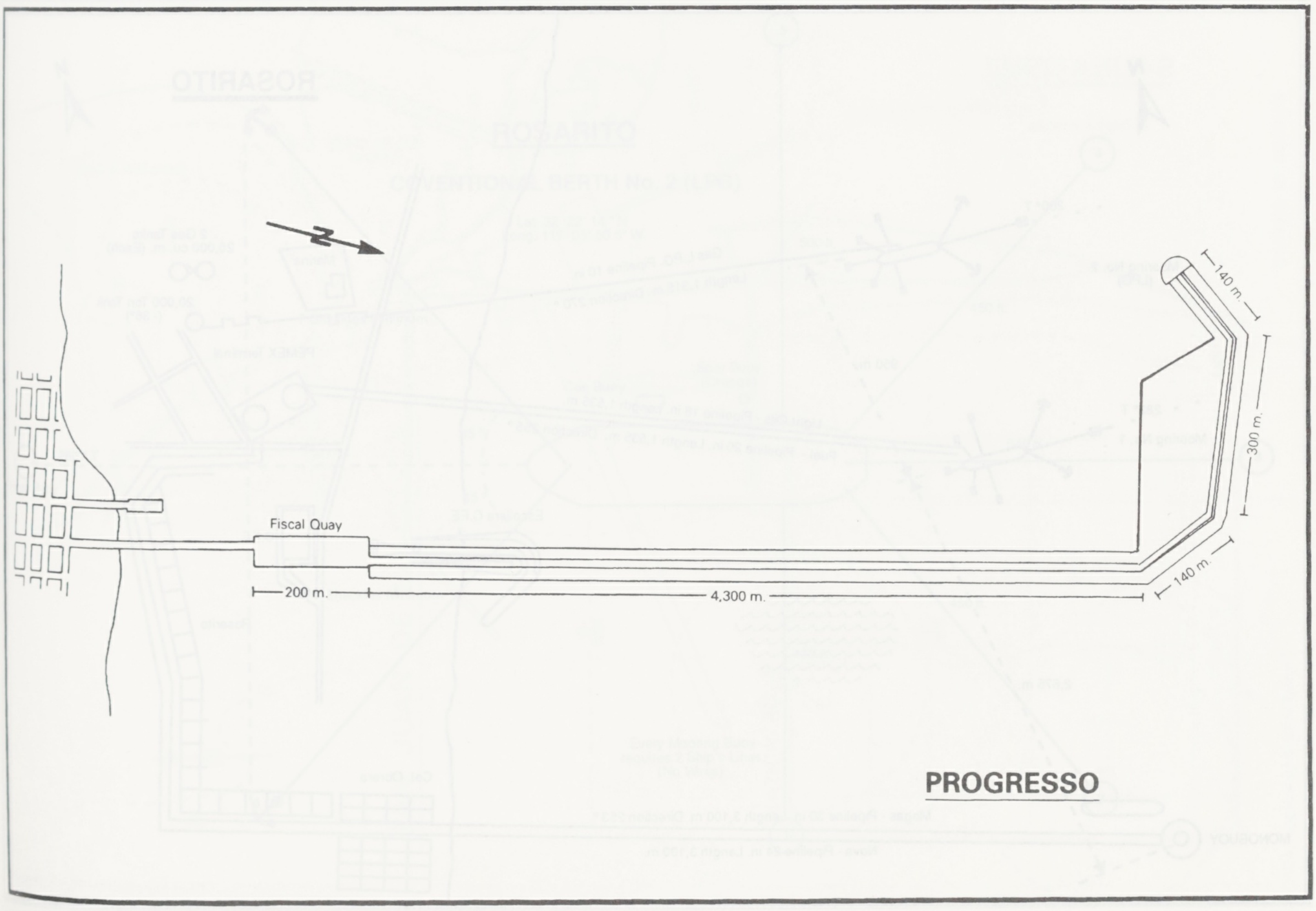

Manzanillo Breakwater
N
Small coasters
Fl. R.
Fl. G.
Control tower
8 cargo arms
H.F.O.
Bunker H.F.O.
Gasoline
112 m. approximately
52 ft.
64 ft.

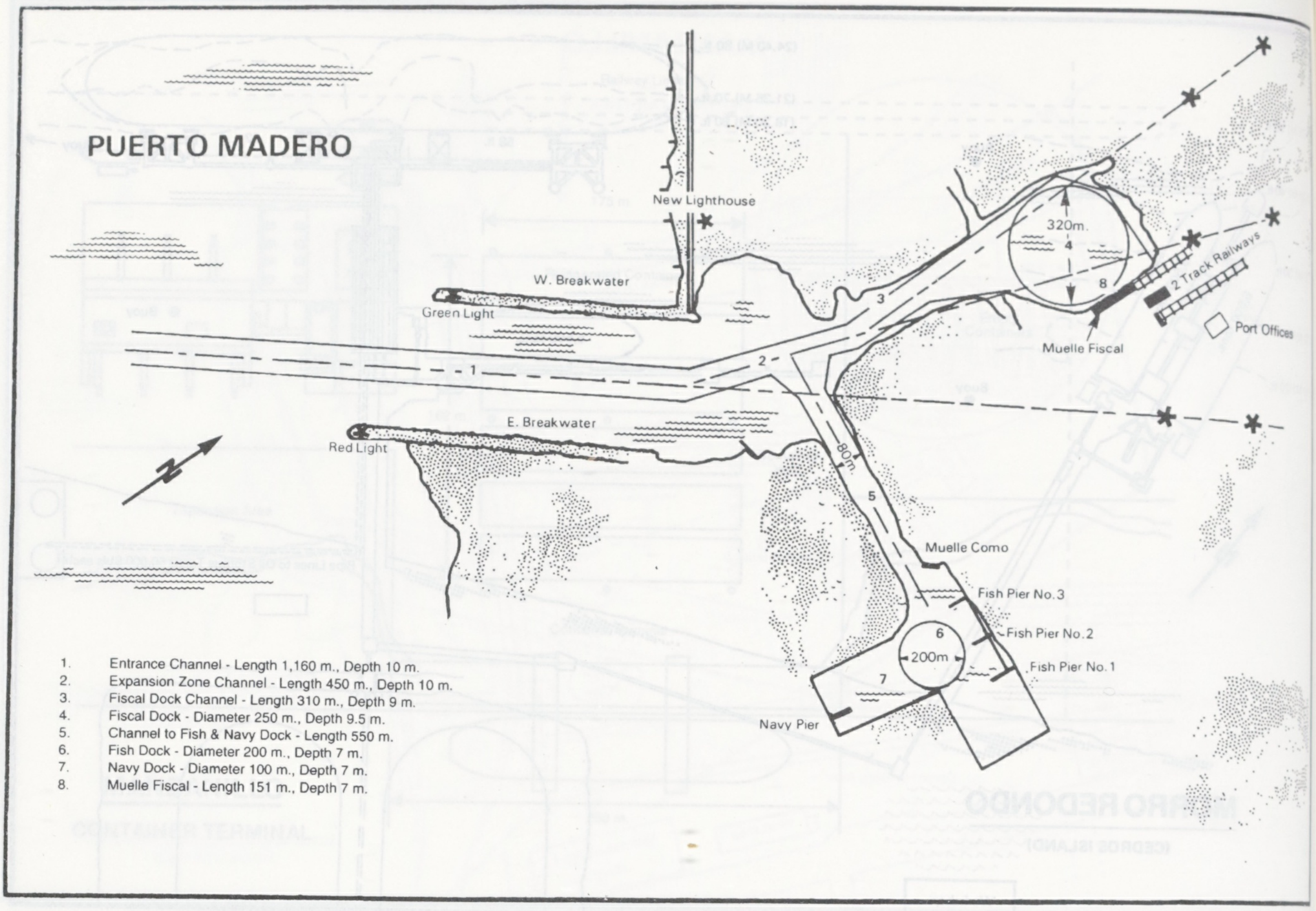
"Plan Supplied by Ship's Officer"


Railway Lines
175 m.
Offices
Refrigerated Containers
162 m.
Empty Containers
Container Yard
Expansion Area
Container Terminal
250 m.
MANZANILLO
CONTAINER TERMINAL

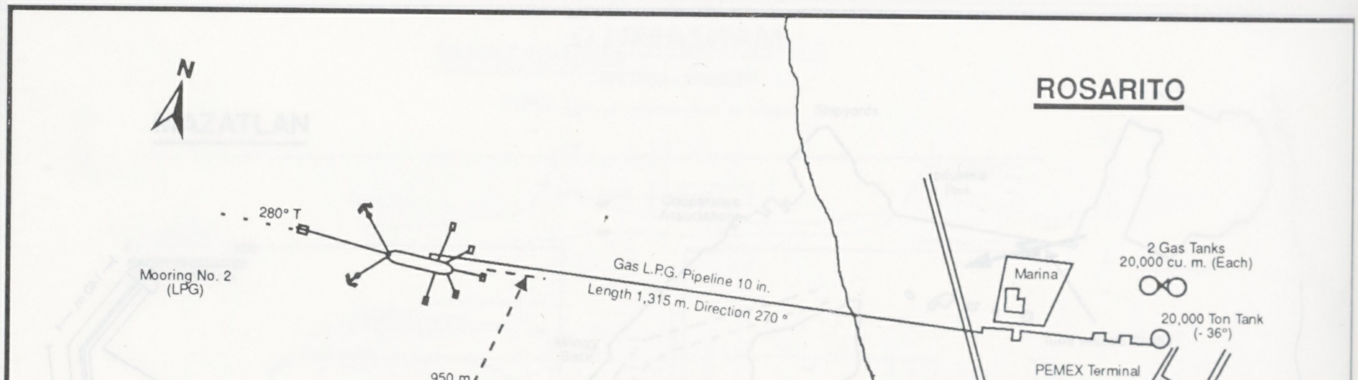

MAZATLAN
0
500
Scale in Meters
Shipyards
Cooperative Association
Industrial Park
Tuna Vessels Berths
Military Base
5
4
Wharves 1 - 5
3
2
1
Comercial Area
Port Services
Ferry Terminal
Pemex
Sport Fishing Fleet
N
Creston Mole
PACIFIC OCEAN
Isla de Chivos
Chivos Mole

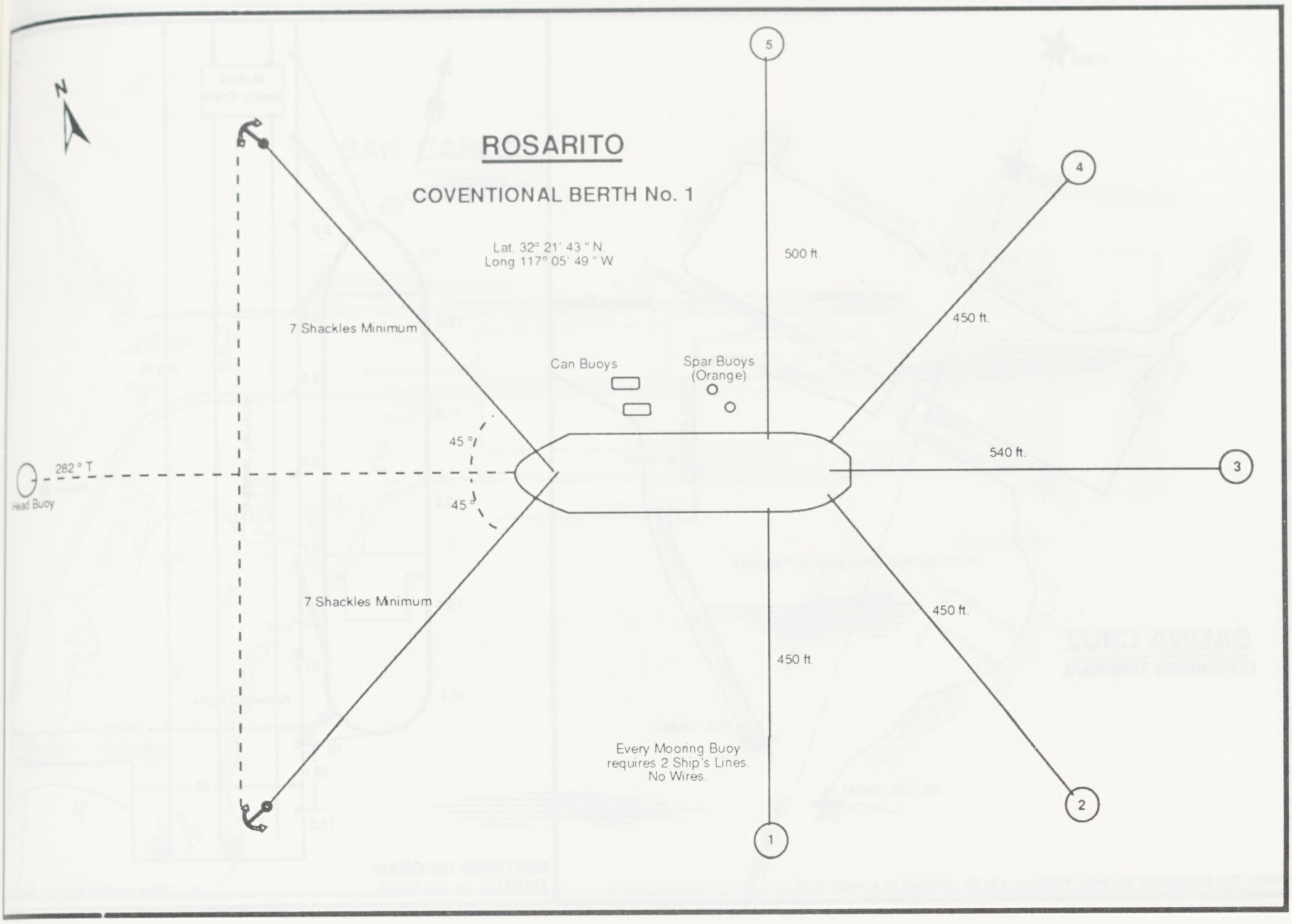

(24.40 M) 80 ft.
(21.35 M) 70 ft.
(18.30 M) 60 ft.
58 ft.
62 ft.
Buoy
(15.25 M) 50 ft.
(12.20 M) 40 ft.
(9.15 M) 30 ft.
(7.30 M) 24 ft.
(6.10 M) 20 ft.
Buoy
6,500 tons
6,500 tons.
Buoy
6,500 tons.
Buoy
N
Pipe Lines to Oil Storage Tanks 50,000 Bbls each
MORRO REDONDO
(CEDROS ISLAND)
Workshop


N
Fiscal Quay
200 m.
4,300 m.
140 m.
300 m.
140 m.
PROGRESSO


PUERTO MADERO
New Lighthouse
W. Breakwater
Green Light
E. Breakwater
Red Light
N
1
2
3
4
5
6
7
8
320m.
80m
200m
2 Track Railways
Port Offices
Muelle Fiscal
Muelle Como
Fish Pier No.3
Fish Pier No.2
Fish Pier No.1
Navy Pier

1. Entrance Channel - Length 1,160 m., Depth 10 m.
2. Expansion Zone Channel - Length 450 m., Depth 10 m.
3. Fiscal Dock Channel - Length 310 m., Depth 9 m.
4. Fiscal Dock - Diameter 250 m., Depth 9.5 m.
5. Channel to Fish & Navy Dock - Length 550 m.
6. Fish Dock - Diameter 200 m., Depth 7 m.
7. Navy Dock - Diameter 100 m., Depth 7 m.
8. Muelle Fiscal - Length 151 m., Depth 7 m.


ROSARITO
N
280° T
Mooring No. 2
(LPG)
Gas L.P.G. Pipeline 10 in.
Length 1,315 m. Direction 270 °
2 Gas Tanks
20,000 cu. m. (Each)
Marina
20,000 Ton Tank
(- 36°)
PEMEX Terminal
950 m.
282° T
Mooring No. 1
Light Oils - Pipeline 16 in. Length 1,535 m.
Fuel - Pipeline 20 in. Length 1,535 m. Direction 255 °
Escollera C.F.E.
C.F.E.
Rosarito
2,675 m.
Col. Obrera
MONOBUOY
Mogas - Pipeline 30 in. Length 3,100 m. Direction 253 °
Nova - Pipeline 24 in. Length 3,100 m.

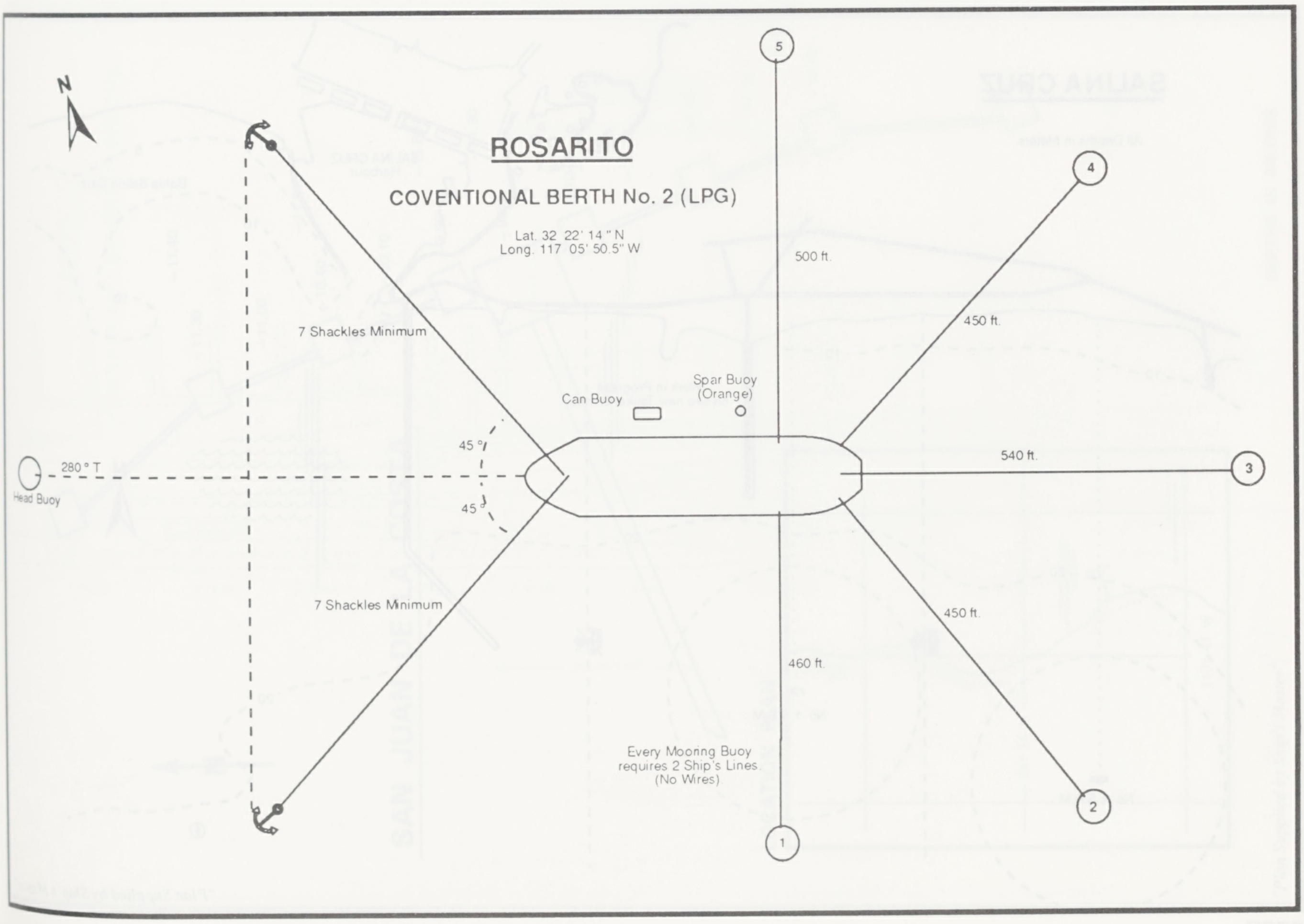


ROSARITO

COVENTIONAL BERTH No. 1

Lat. 32° 21' 43 " N.
Long 117° 05' 49 " W

N
5
4
500 ft.
450 ft.
7 Shackles Minimum
Can Buoys
Spar Buoys (Orange)
45 °
282 ° T
Head Buoy
45 °
540 ft.
3
7 Shackles Minimum
450 ft.
450 ft.
Every Mooring Buoy requires 2 Ship's Lines. No Wires.
2
1

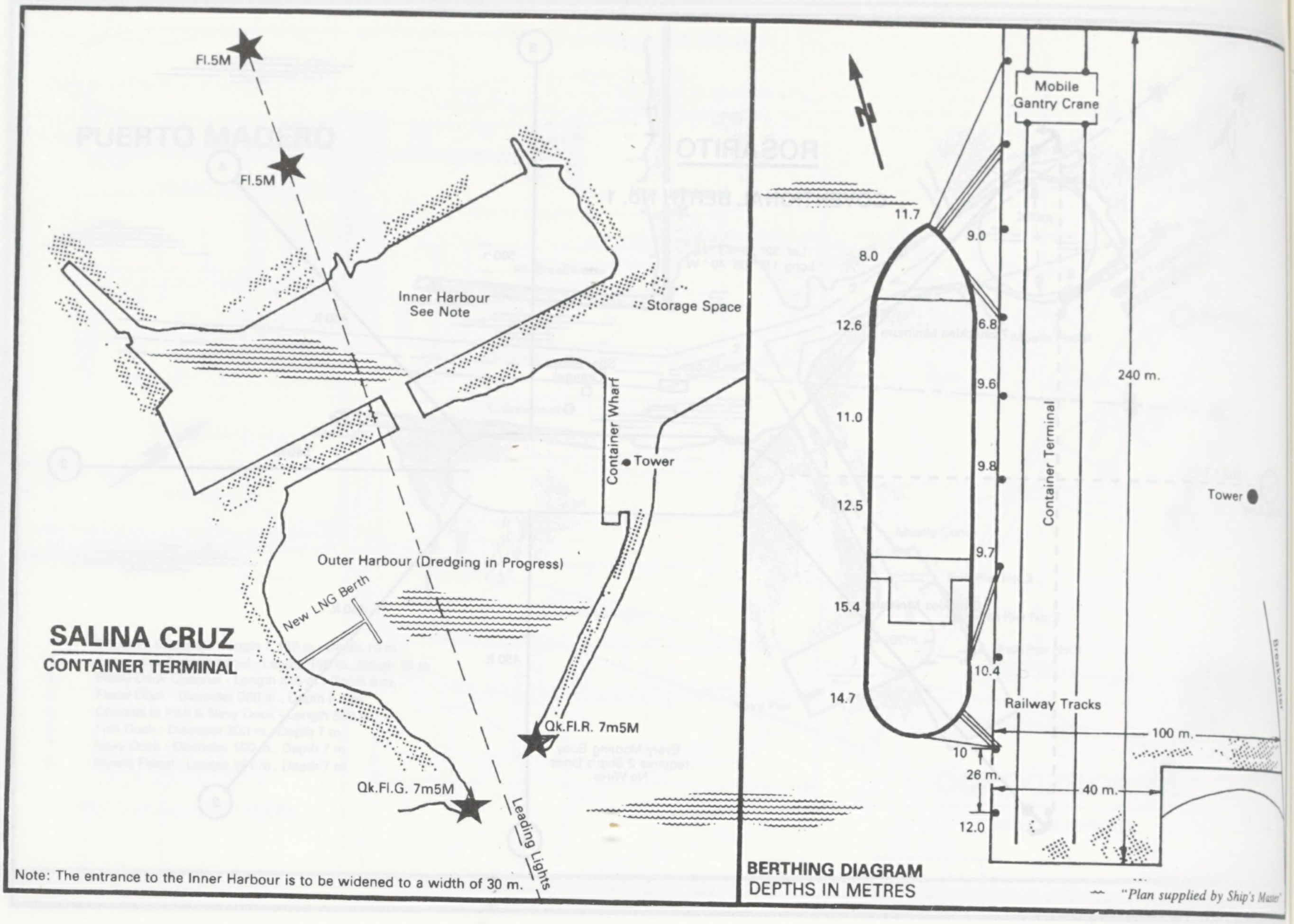


ROSARITO

COVENTIONAL BERTH No. 2 (LPG)

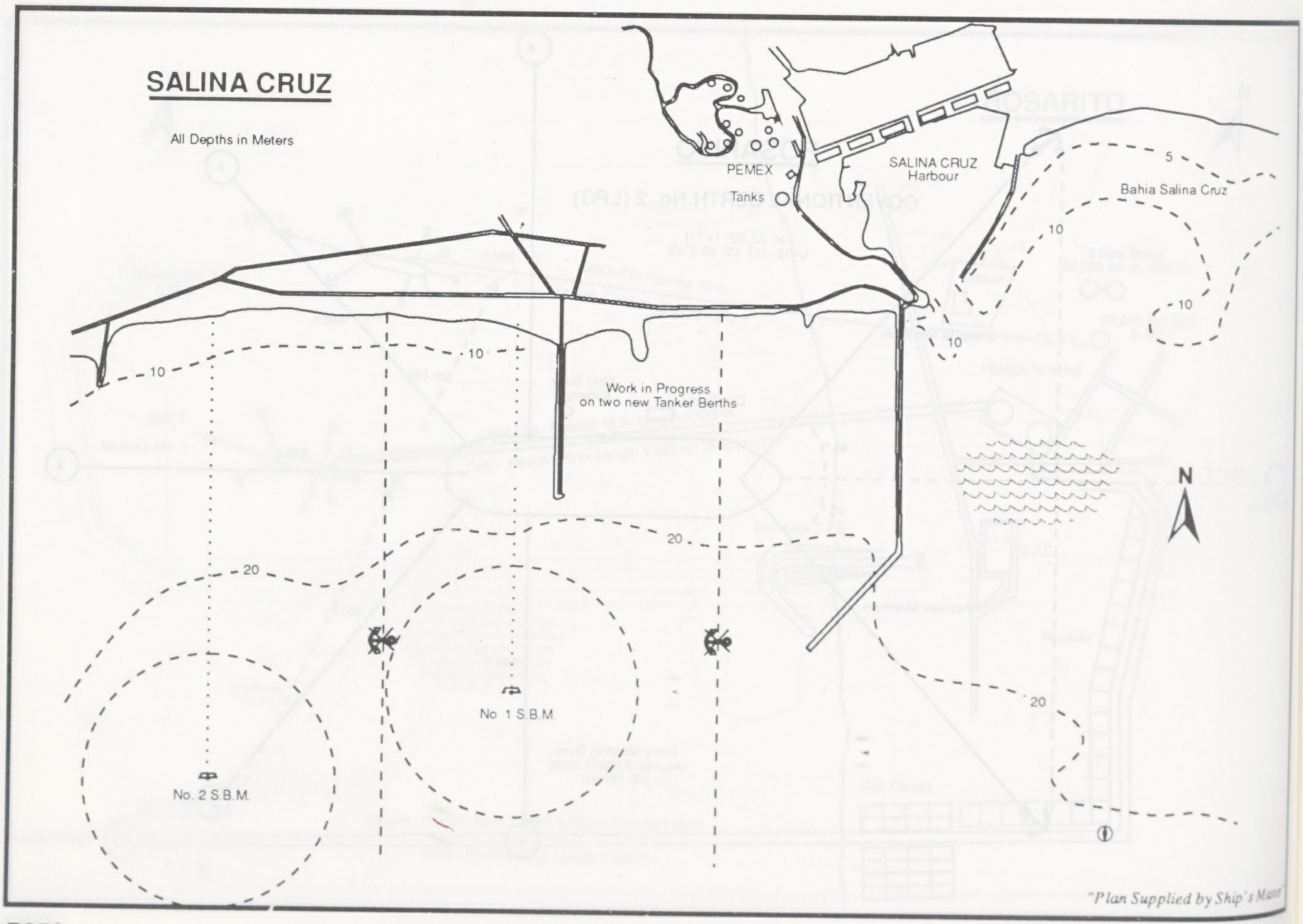
Lat. 32 22' 14 " N
Long. 117 05' 50.5" W

N
5
4
500 ft.
450 ft.
7 Shackles Minimum
Spar Buoy (Orange)
Can Buoy
45 °
280 ° T
Head Buoy
45 °
540 ft.
3
7 Shackles Minimum
450 ft.
460 ft.
Every Mooring Buoy requires 2 Ship's Lines. (No Wires)
2
1


Fl.5M
Fl.5M
Inner Harbour
See Note
Storage Space
Container Wharf
Tower
Outer Harbour (Dredging in Progress)
New LNG Berth
SALINA CRUZ
CONTAINER TERMINAL
Qk.Fl.R. 7m5M
Qk.Fl.G. 7m5M
Leading Lights
Mobile
Gantry Crane
11.7
9.0
8.0
6.8
12.6
9.6
240 m.
11.0
Container Terminal
9.8
Tower
12.5
9.7
15.4
10.4
14.7
Railway Tracks
100 m.
10
26 m.
40 m.
12.0
BERTHING DIAGRAM
DEPTHS IN METRES

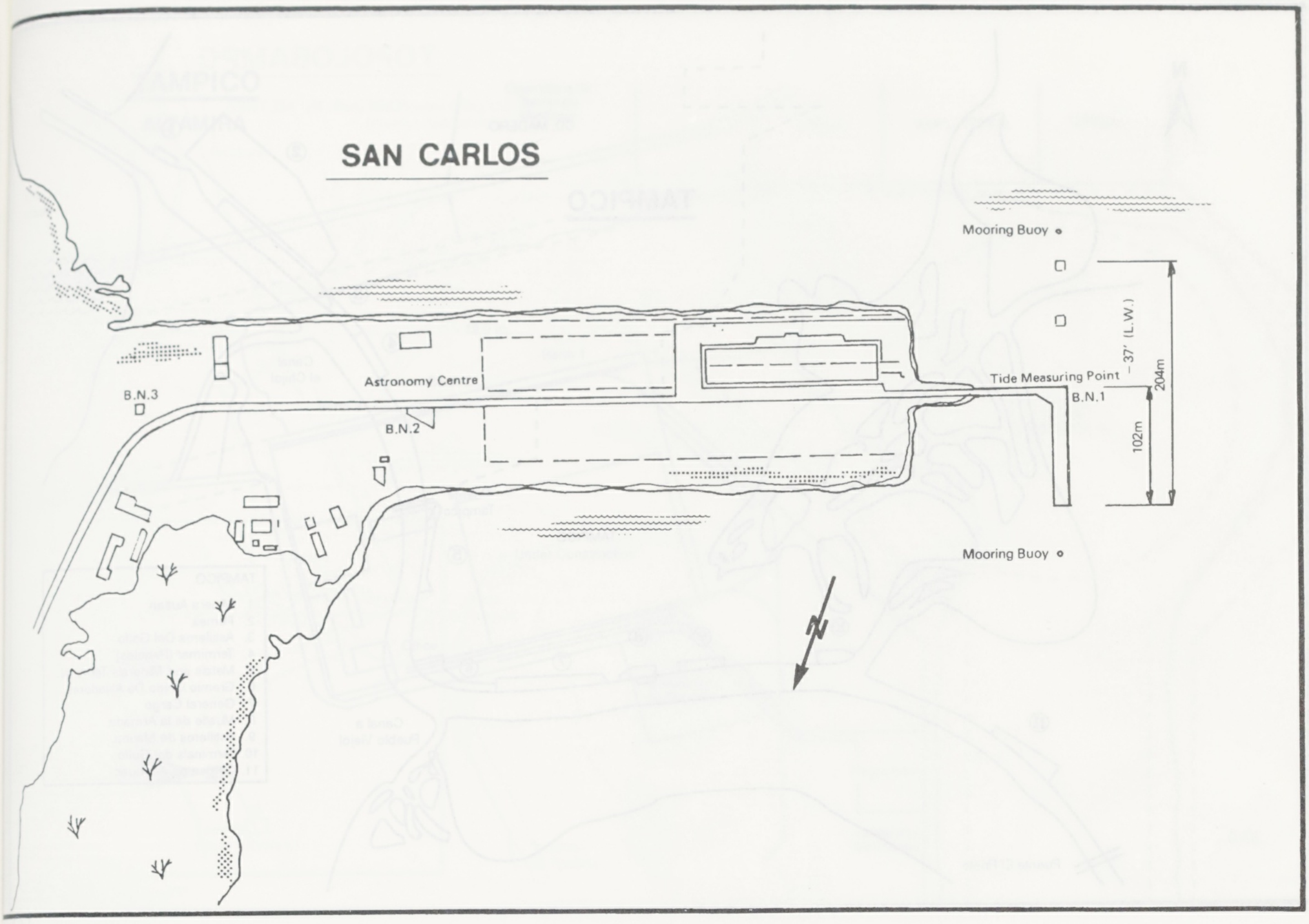
Note: The entrance to the Inner Harbour is to be widened to a width of 30 m.

"Plan supplied by Ship's Master"

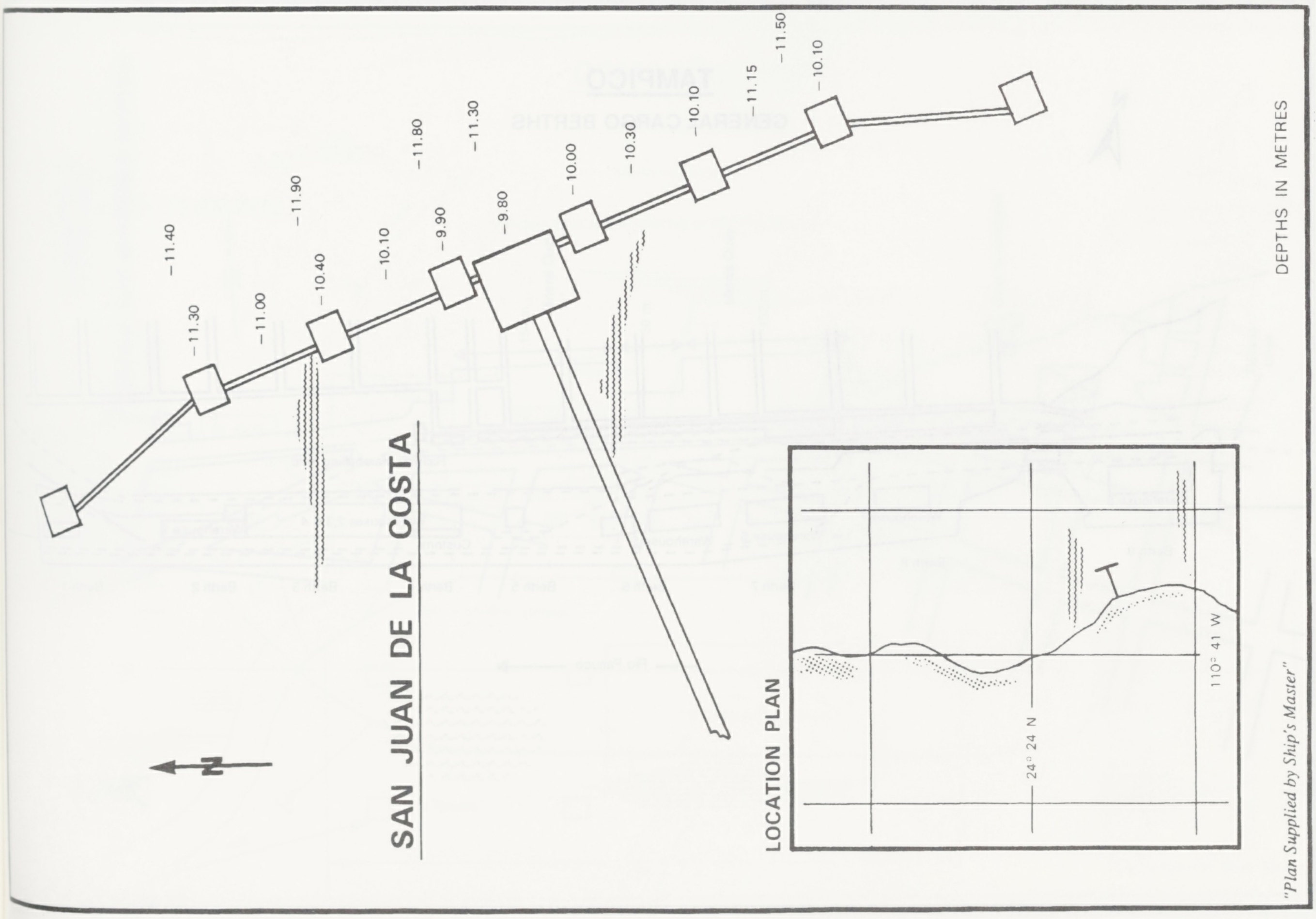

SALINA CRUZ
All Depths in Meters
PEMEX
Tanks
SALINA CRUZ
Harbour
5
Bahia Salina Cruz
10
10
10
10
10
Work in Progress
on two new Tanker Berths
N
20
20
20
No 1 S.B.M.
No. 2 S.B.M.

"Plan Supplied by Ship's Mast

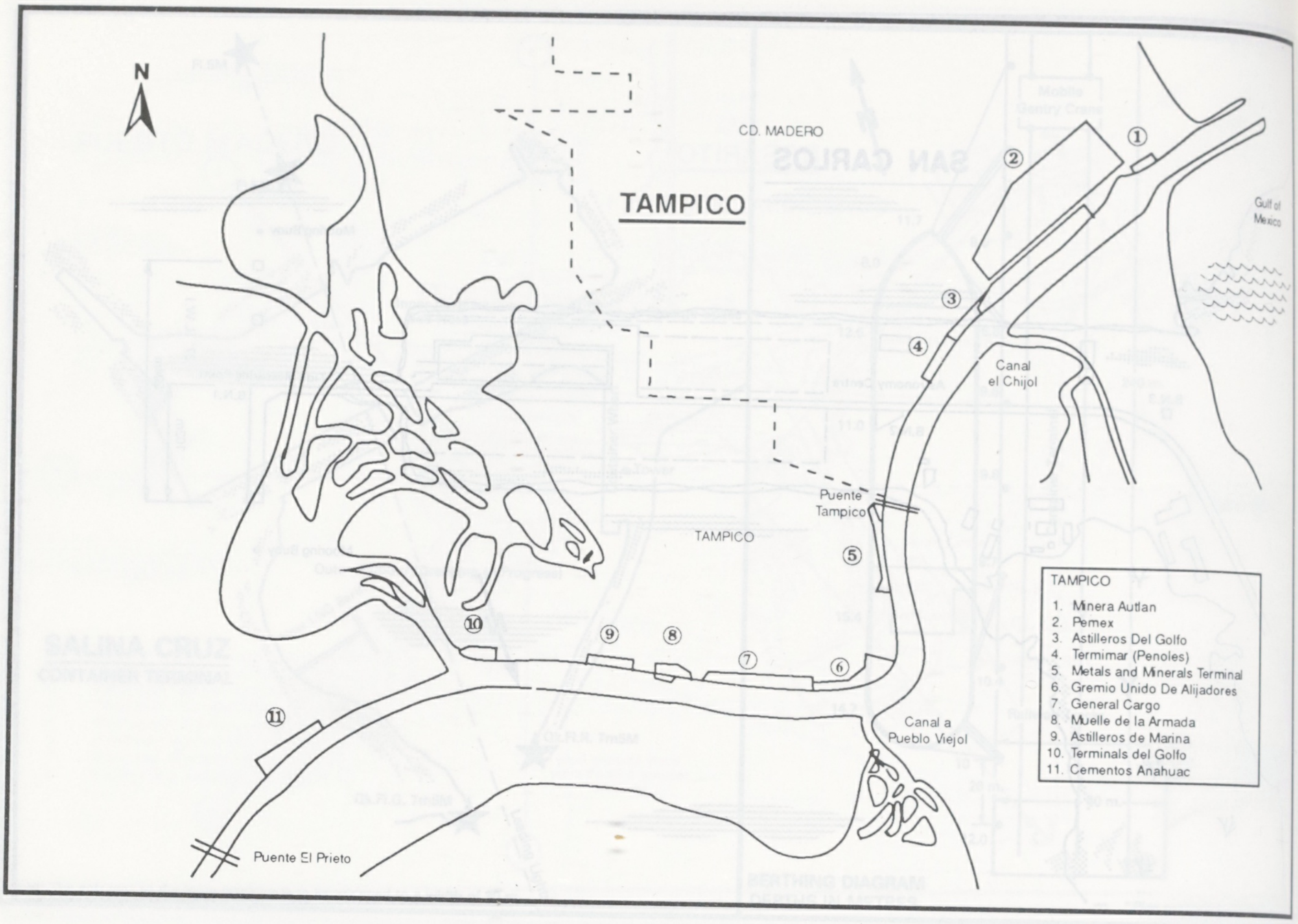
SAN CARLOS

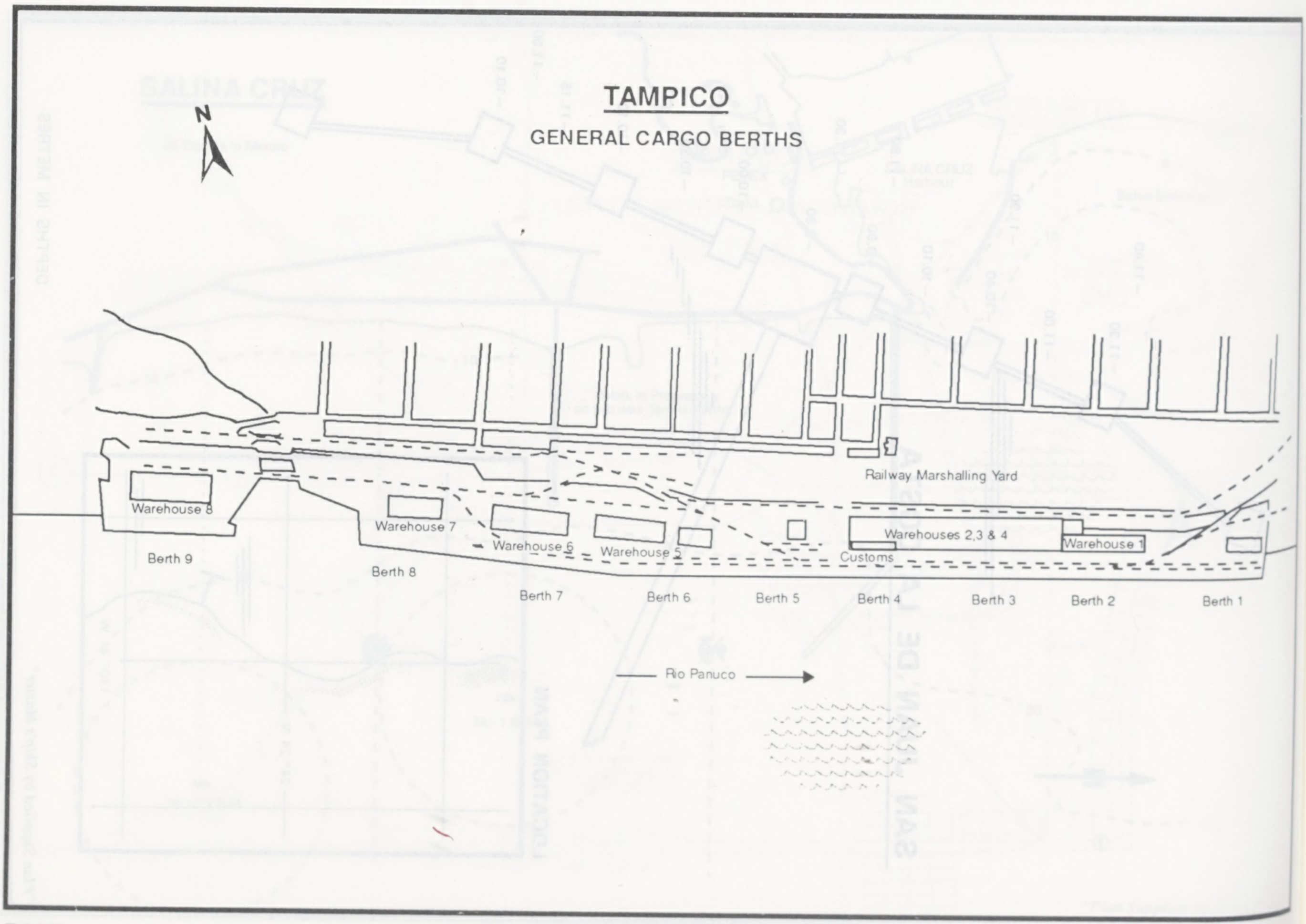

Mooring Buoy
B.N.3
Astronomy Centre
B.N.2
Tide Measuring Point
B.N.1
37' (L.W.)
204m
102m
Mooring Buoy
N

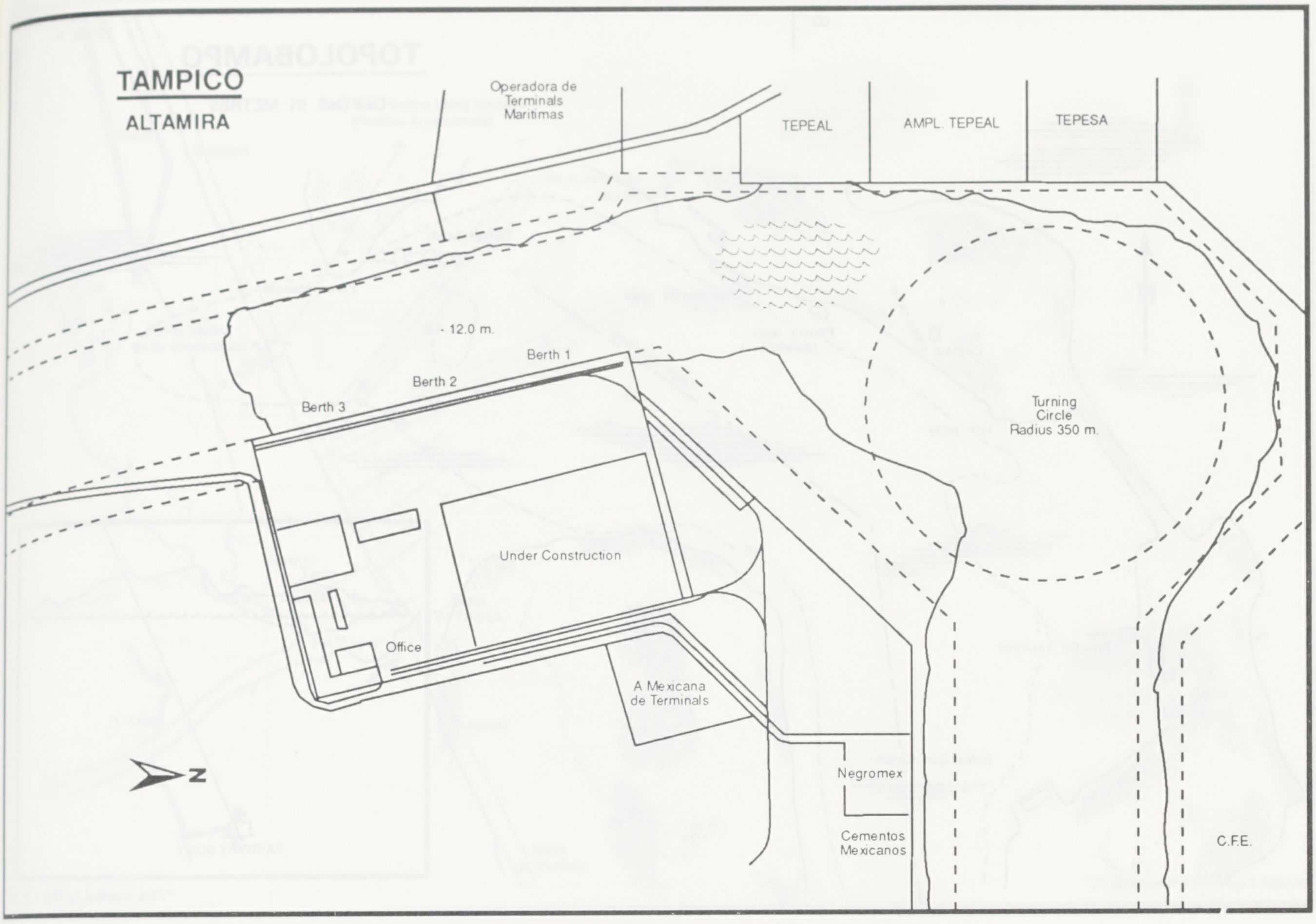
SAN JUAN DE LA COSTA

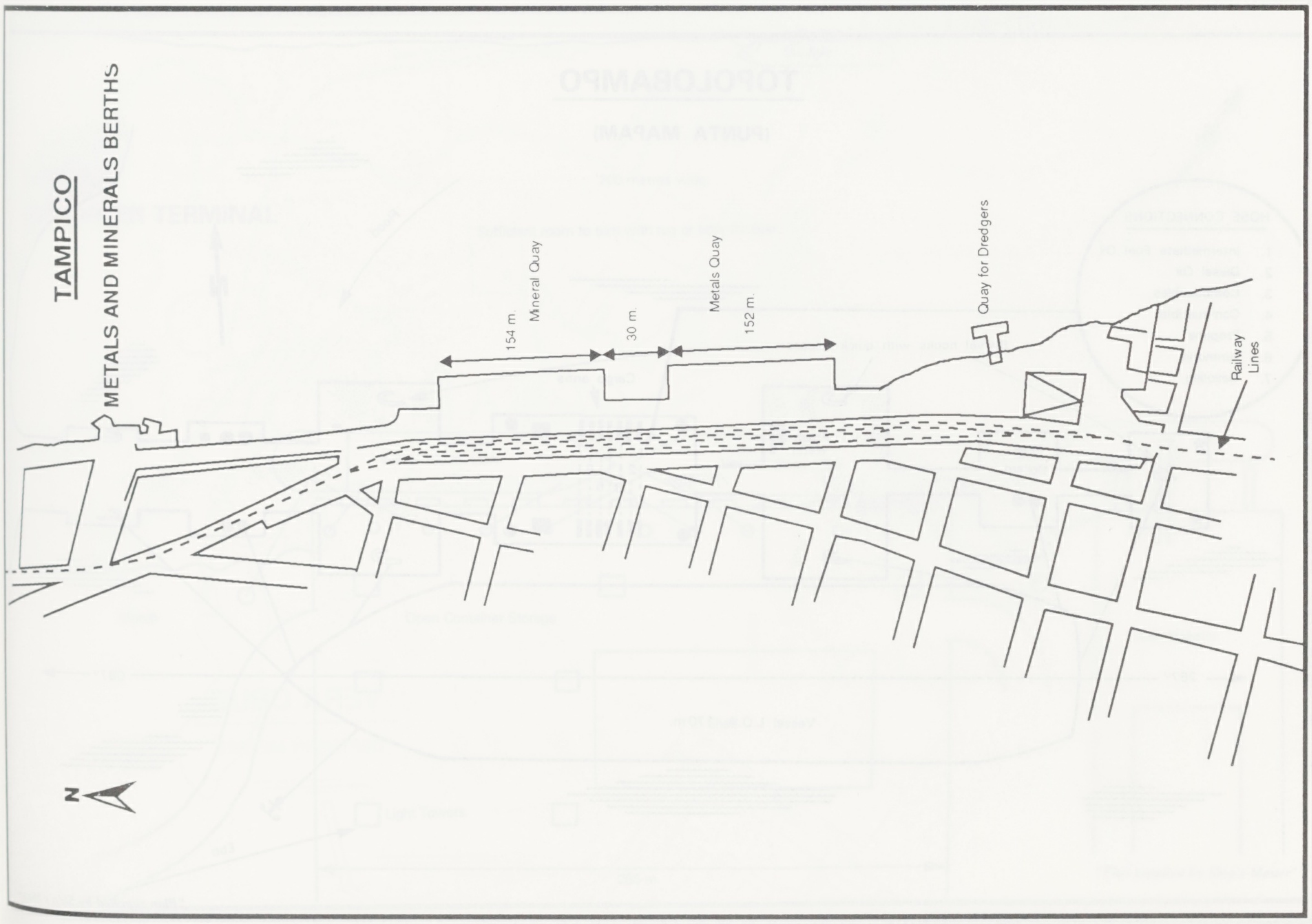

-11.40
-11.30
-11.00
-11.90
-10.40
-10.10
-9.90
-11.80
-9.80
-11.30
-10.00
-10.30
-10.10
-11.15
-10.10
-11.50
DEPTHS IN METRES
N
LOCATION PLAN
24° 24 N
110° 41 W

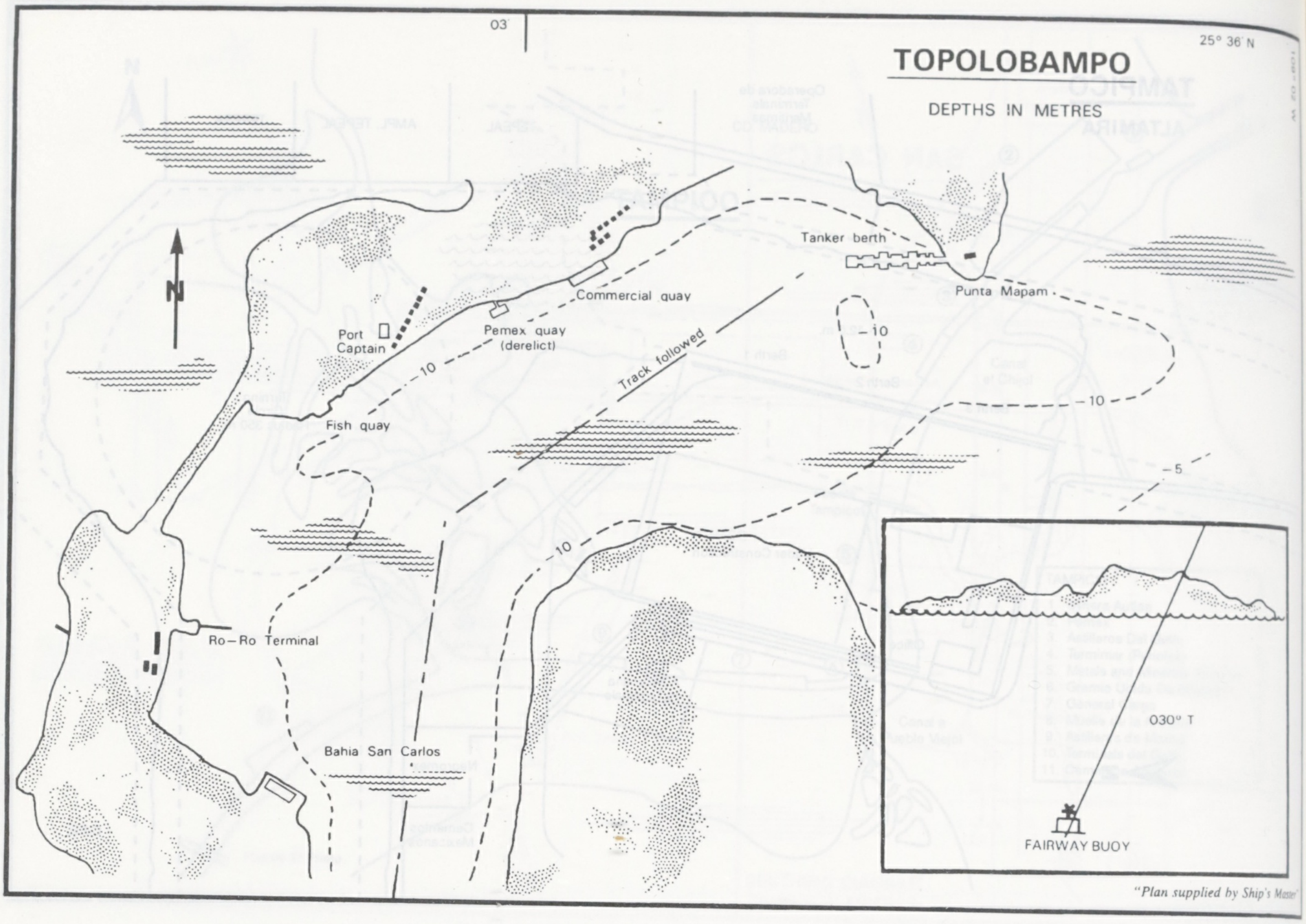
"Plan Supplied by Ship's Master"


N
CD. MADERO
TAMPICO
Gulf of Mexico
Canal el Chijol
Puente Tampico
TAMPICO
Canal a Pueblo Viejol
Puente El Prieto
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪
TAMPICO
1. Minera Autlan
2. Pemex
3. Astilleros Del Golfo
4. Termimar (Penoles)
5. Metals and Minerals Terminal
6. Gremio Unido De Alijadores
7. General Cargo
8. Muelle de la Armada
9. Astilleros de Marina
10. Terminals del Golfo
11. Cementos Anahuac

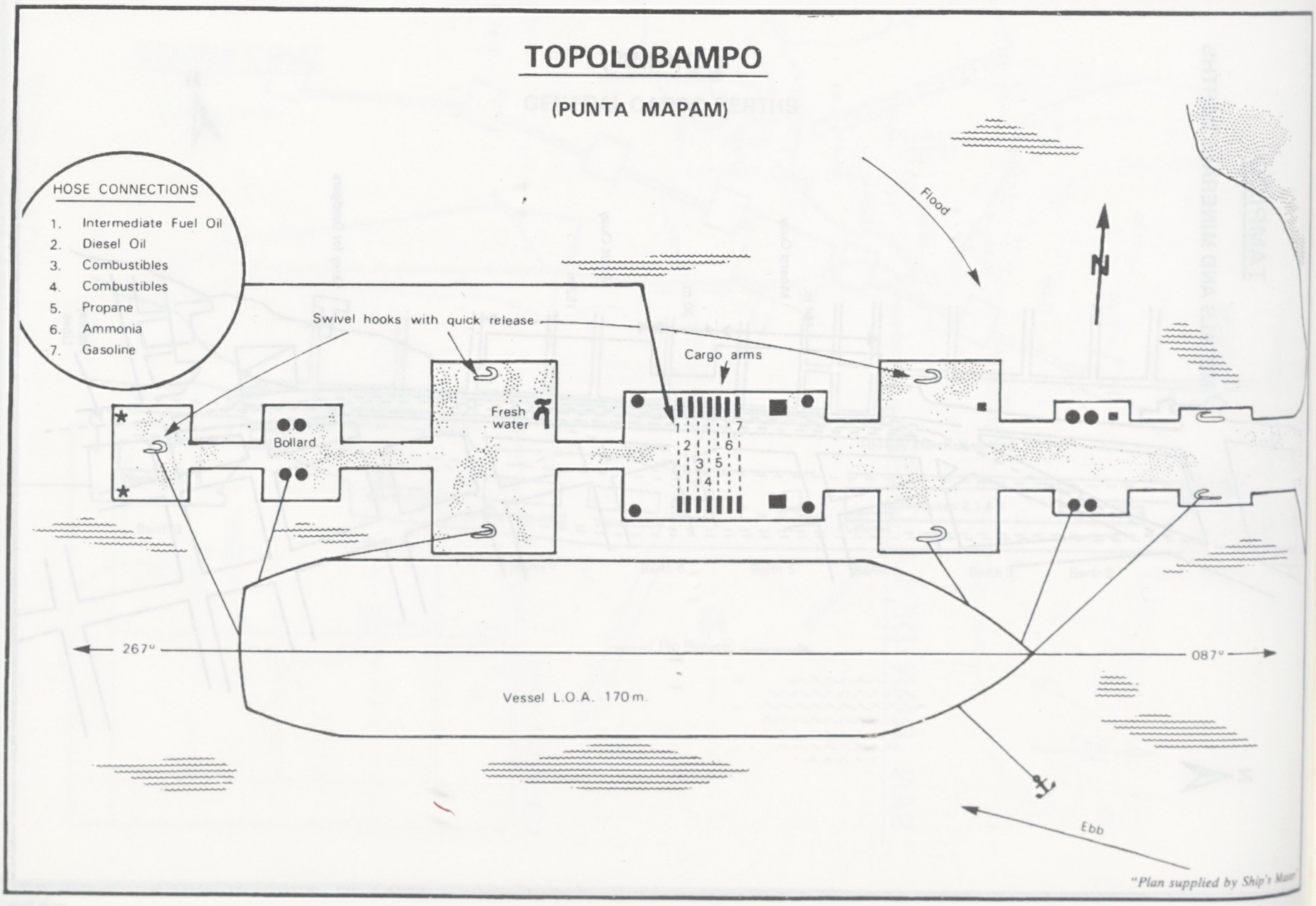

TAMPICO
GENERAL CARGO BERTHS
N
Railway Marshalling Yard
Warehouse 8
Warehouse 7
Warehouse 6
Warehouse 5
Warehouses 2,3 & 4
Warehouse 1
Customs
Berth 9
Berth 8
Berth 7
Berth 6
Berth 5
Berth 4
Berth 3
Berth 2
Berth 1
Rio Panuco


TAMPICO
ALTAMIRA
Operadora de Terminals Maritimas
TEPEAL
AMPL. TEPEAL
TEPESA
- 12.0 m.
Berth 1
Berth 2
Berth 3
Turning Circle Radius 350 m.
Under Construction
Office
A Mexicana de Terminals
Negromex
Cementos Mexicanos
C.F.E.
N

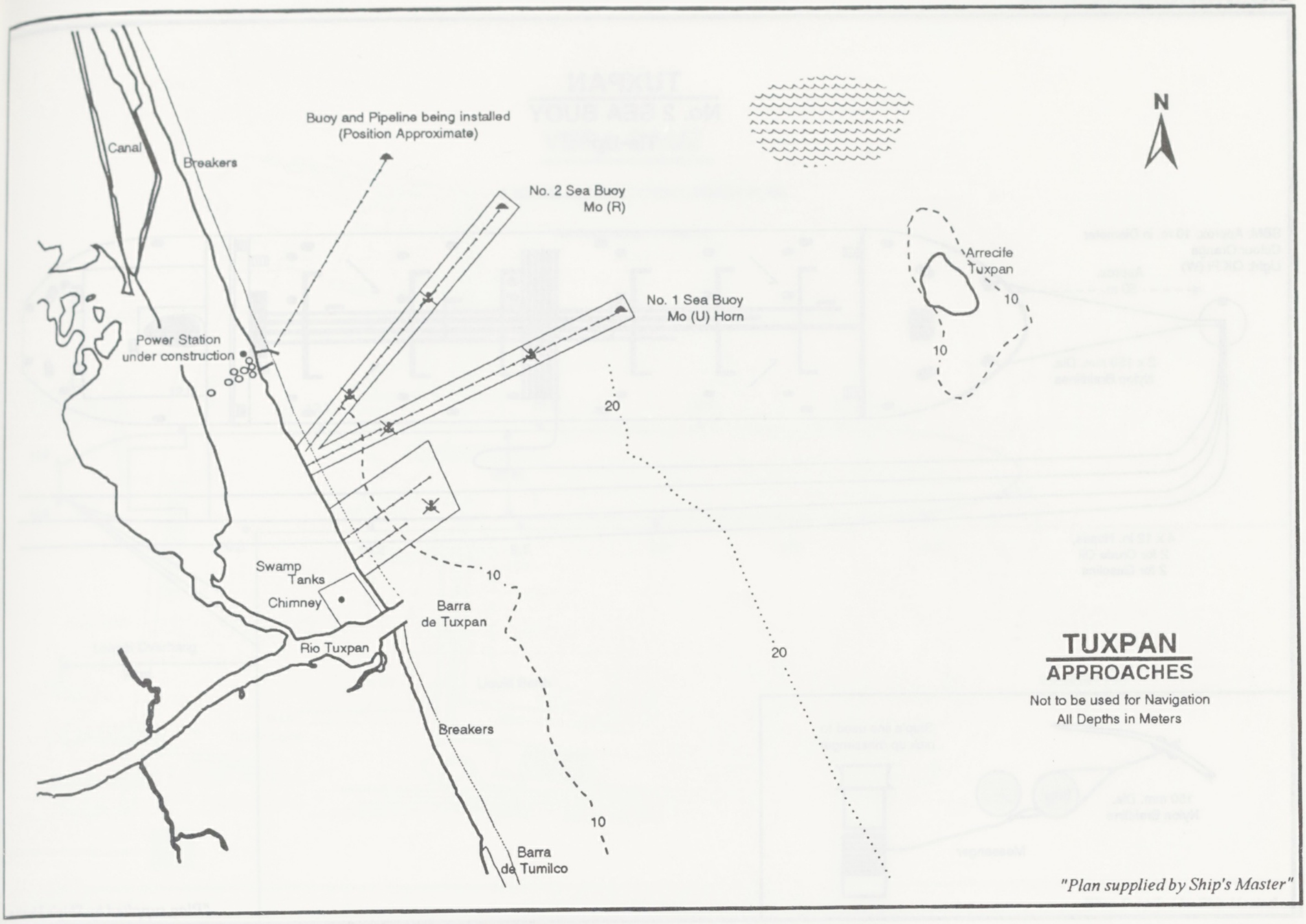

TAMPICO
METALS AND MINERALS BERTHS
Mineral Quay
154 m.
30 m.
Metals Quay
152 m.
Quay for Dredgers
Railway Lines
N


03
25° 36' N
TOPOLOBAMPO
DEPTHS IN METRES
Tanker berth
Punta Mapam
Commercial quay
Pemex quay
(derelict)
Port
Captain
Track followed
–10
10
–10
–5
Fish quay
Ro–Ro Terminal
Bahia San Carlos
10
030° T
FAIRWAY BUOY

"Plan supplied by Ship's Master"


TOPOLOBAMPO
(PUNTA MAPAM)
HOSE CONNECTIONS
1. Intermediate Fuel Oil
2. Diesel Oil
3. Combustibles
4. Combustibles
5. Propane
6. Ammonia
7. Gasoline
Swivel hooks with quick release
Cargo arms
Fresh
water
Bollard
1
2
3
4
5
6
7
Flood
Ebb
267°
087°
Vessel L.O.A. 170 m.

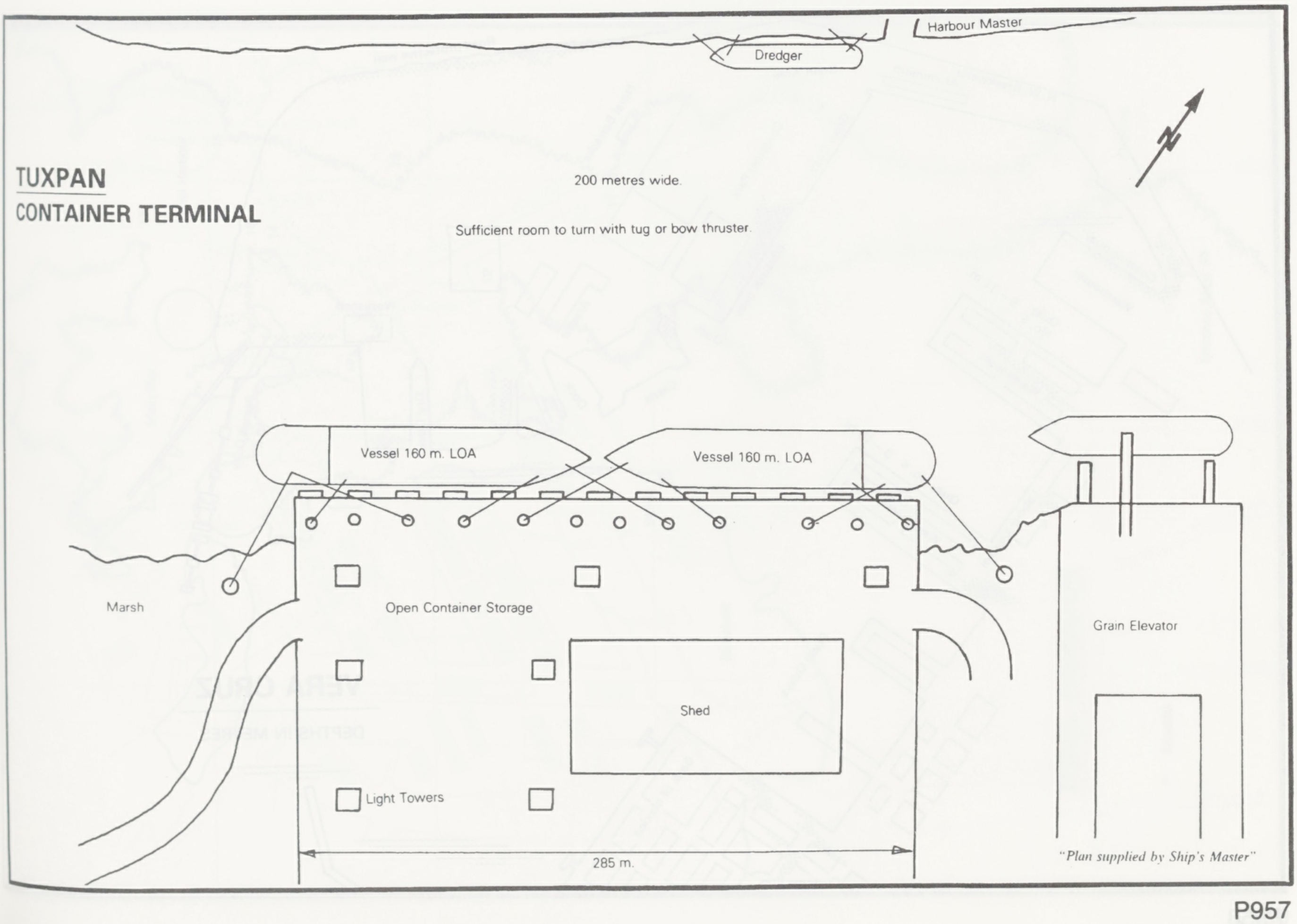
"Plan supplied by Ship's Mast


Canal
Breakers
Buoy and Pipeline being installed
(Position Approximate)
No. 2 Sea Buoy
Mo (R)
No. 1 Sea Buoy
Mo (U) Horn
N
Arrecife
Tuxpan
10
10
Power Station
under construction
20
Swamp
Tanks
Chimney
10
Barra
de Tuxpan
Rio Tuxpan
20
Breakers
10
Barra
de Tumilco

TUXPAN
APPROACHES

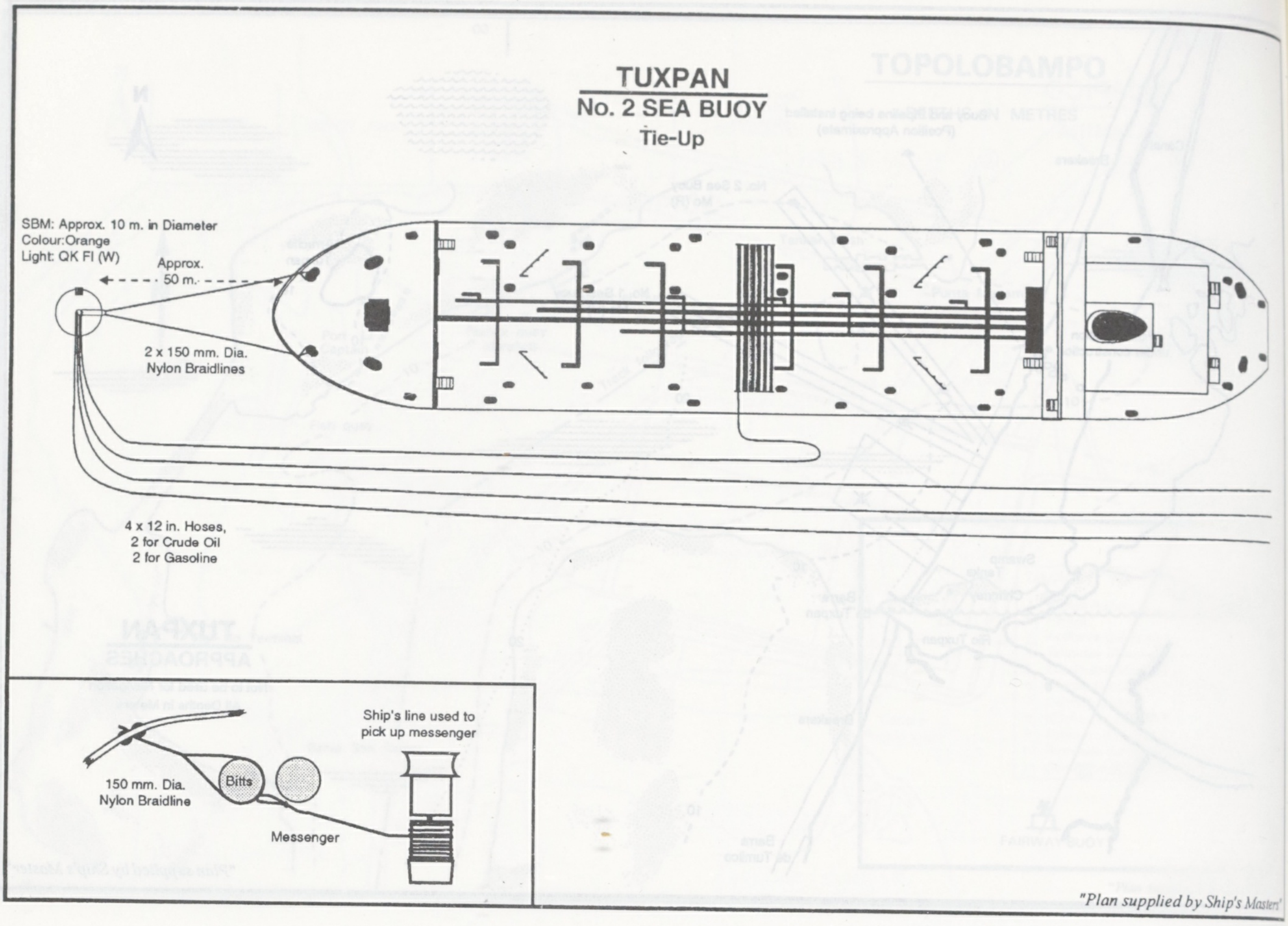
Not to be used for Navigation
All Depths in Meters

"Plan supplied by Ship's Master"

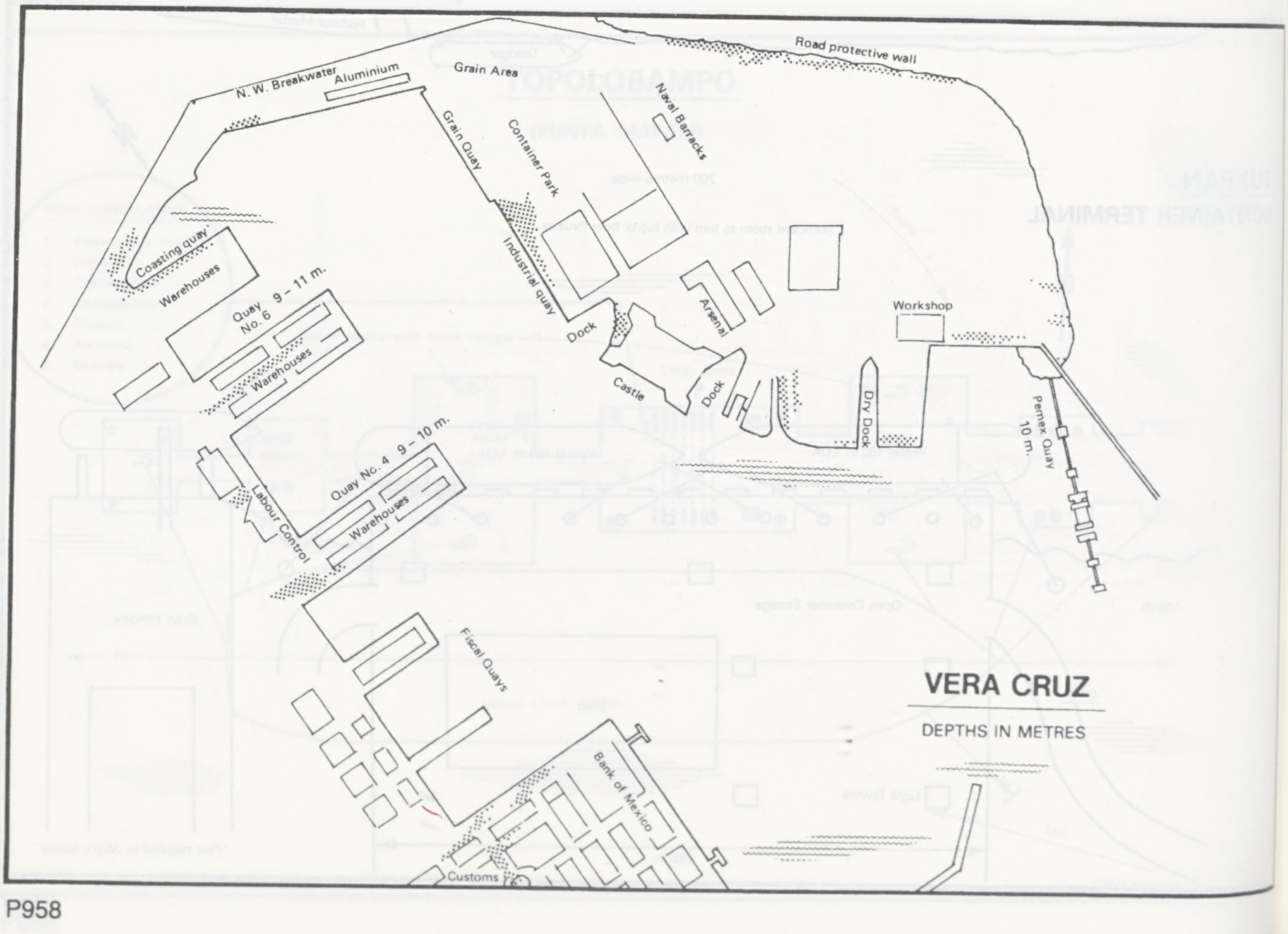

Harbour Master
Dredger
200 metres wide.
Sufficient room to turn with tug or bow thruster.
Vessel 160 m. LOA
Vessel 160 m. LOA
Marsh
Open Container Storage
Grain Elevator
Shed
Light Towers
285 m.

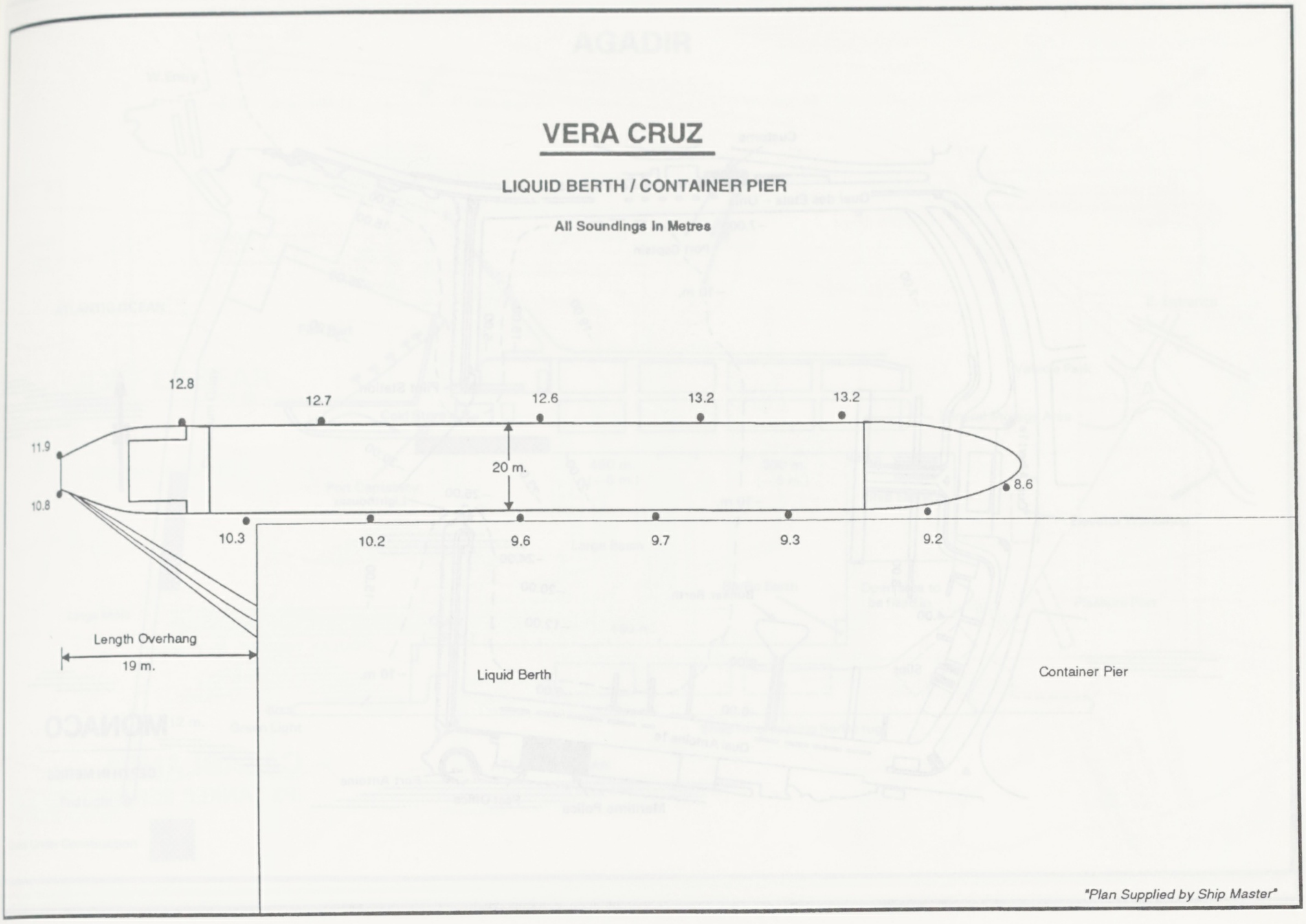
TUXPAN
CONTAINER TERMINAL

"Plan supplied by Ship's Master"


TUXPAN
No. 2 SEA BUOY
Tie-Up
SBM: Approx. 10 m. in Diameter
Colour:Orange
Light: QK Fl (W)
Approx. 50 m.
2 x 150 mm. Dia. Nylon Braidlines
4 x 12 in. Hoses, 2 for Crude Oil 2 for Gasoline
Ship's line used to pick up messenger
Bitts
150 mm. Dia. Nylon Braidline
Messenger

"Plan supplied by Ship's Master"


VERA CRUZ
DEPTHS IN METRES
Road protective wall
N. W. Breakwater
Aluminium
Grain Area
Naval Barracks
Grain Quay
Container Park
Coasting quay
Warehouses
Industrial quay
Quay No. 6 9 – 11 m.
Warehouses
Arsenal
Workshop
Dock
Castle
Dock
Dry Dock
Pemex Quay 10 m.
Labour Control
Quay No. 4 9 – 10 m.
Warehouses
Fiscal Quays
Bank of Mexico
Customs



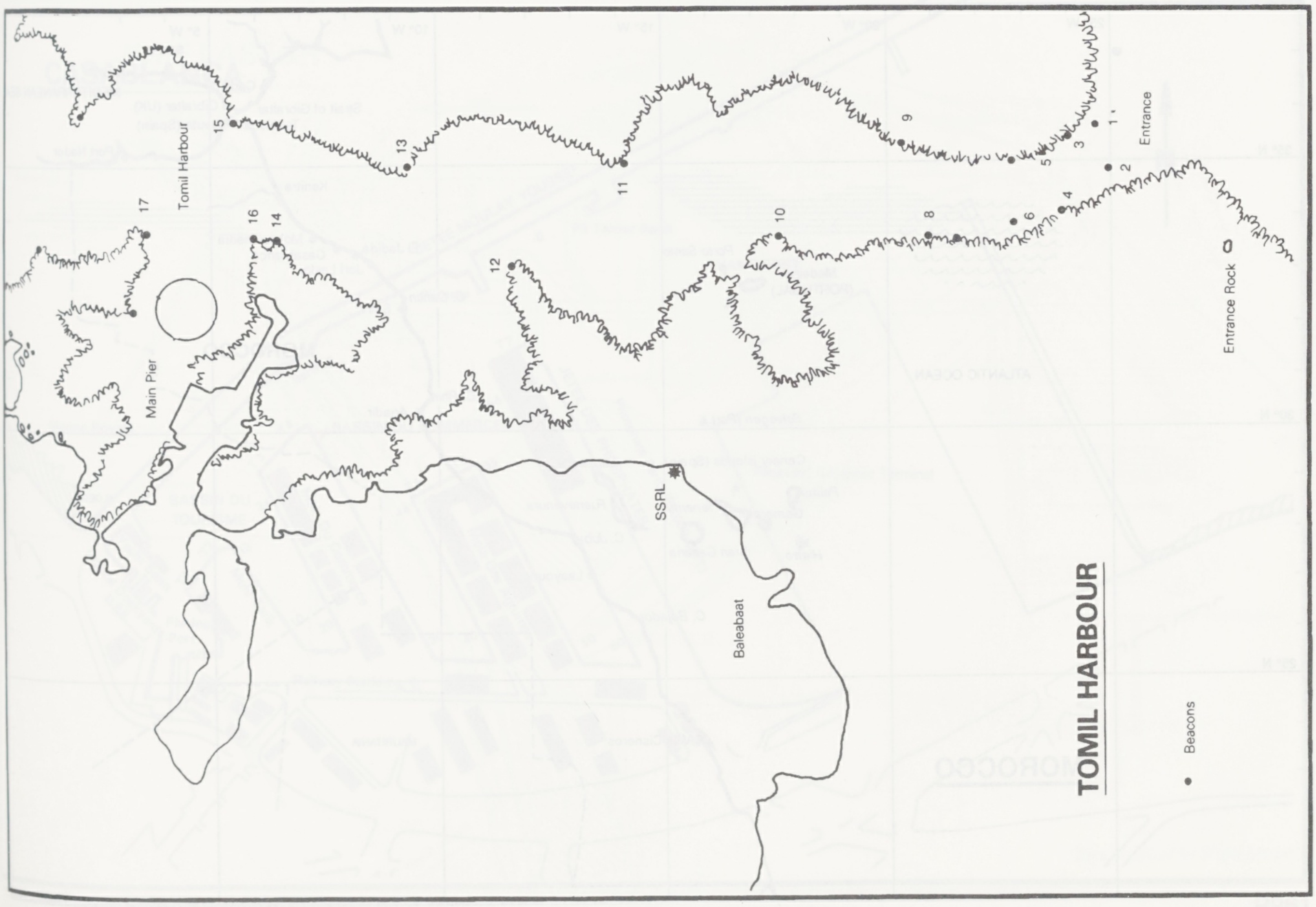
VERA CRUZ

LIQUID BERTH / CONTAINER PIER

All Soundings in Metres

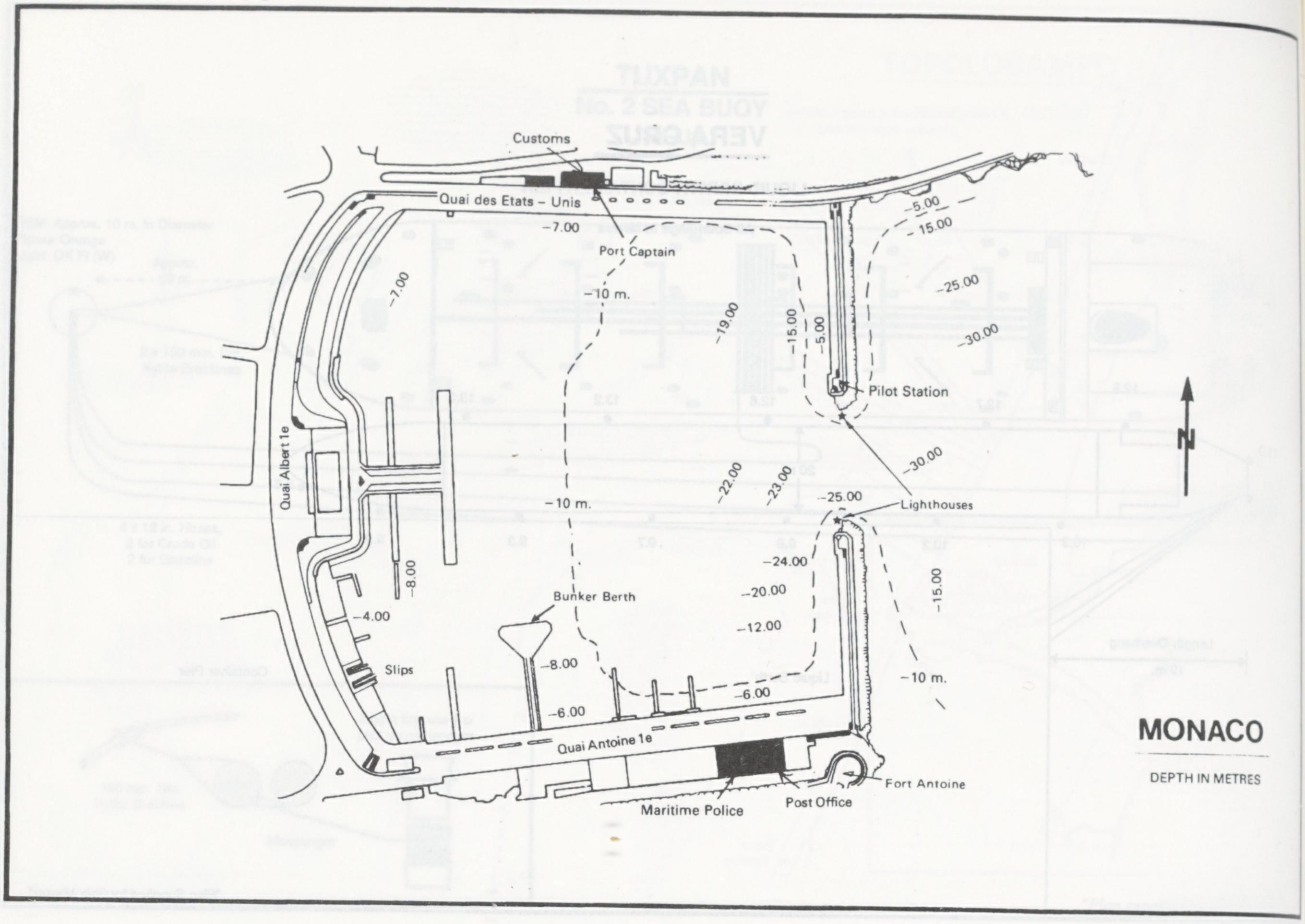
12.8
12.7
12.6
13.2
13.2
11.9
10.8
20 m.
8.6
10.3
10.2
9.6
9.7
9.3
9.2
Length Overhang
19 m.
Liquid Berth
Container Pier

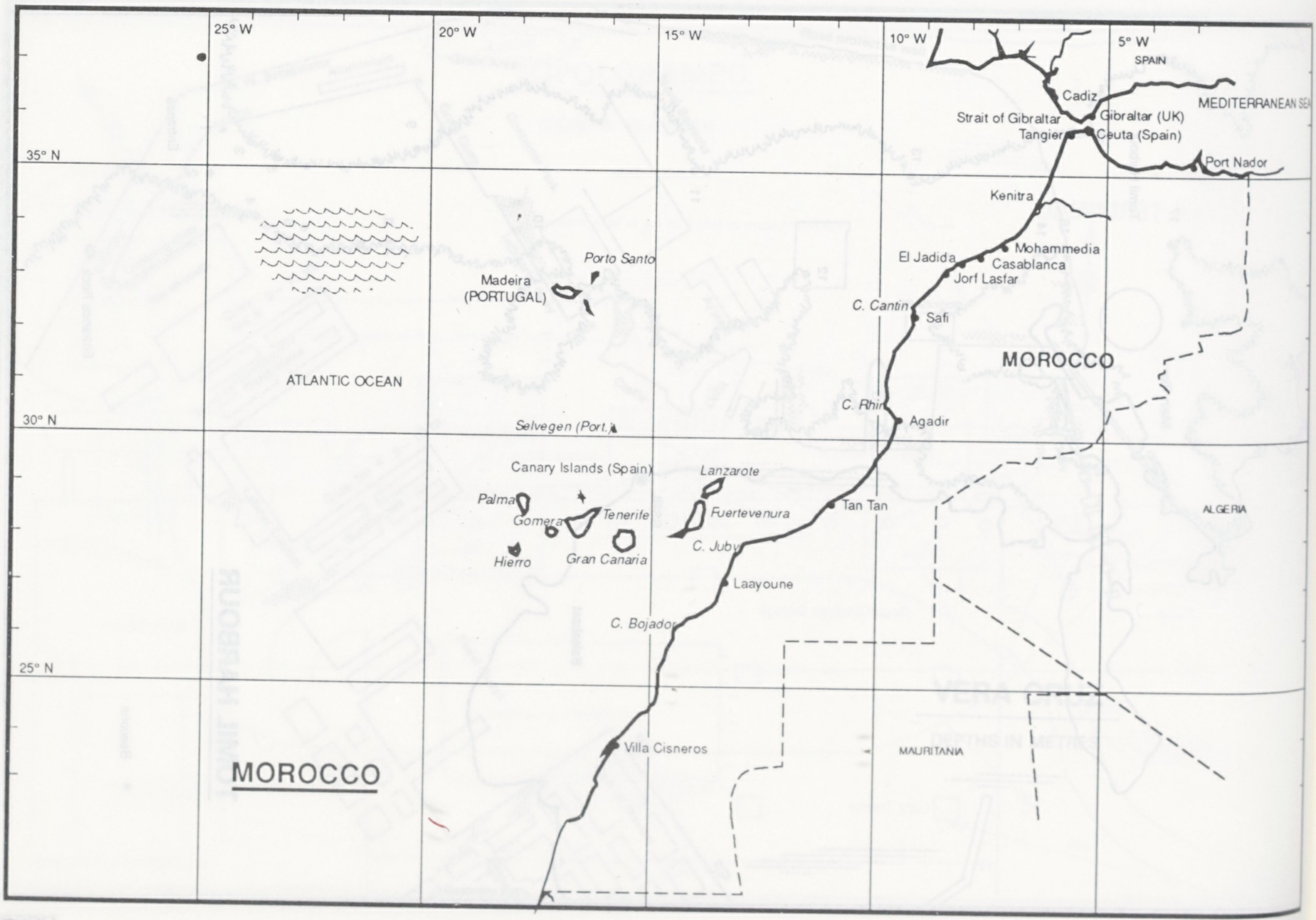
"Plan Supplied by Ship Master"

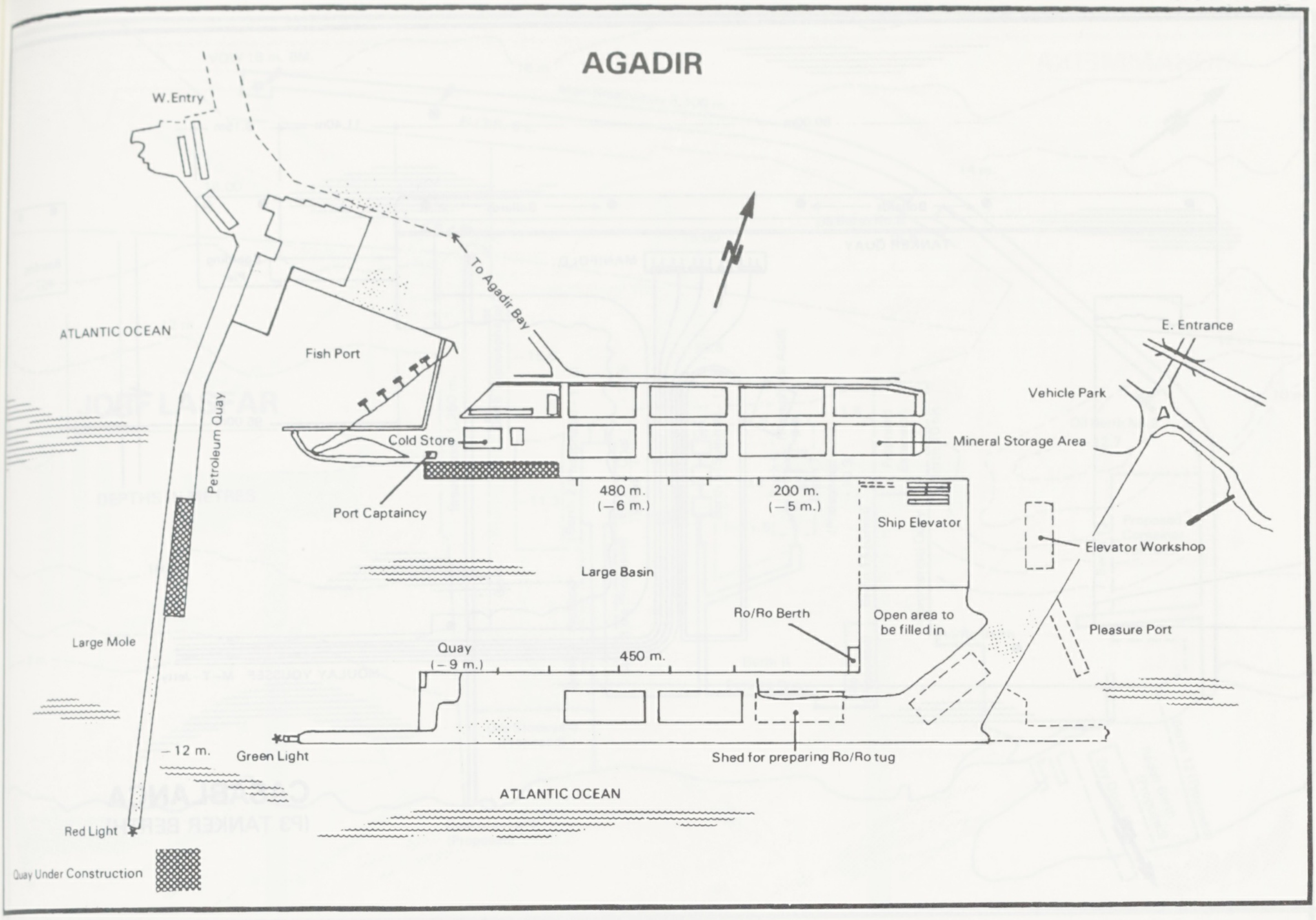


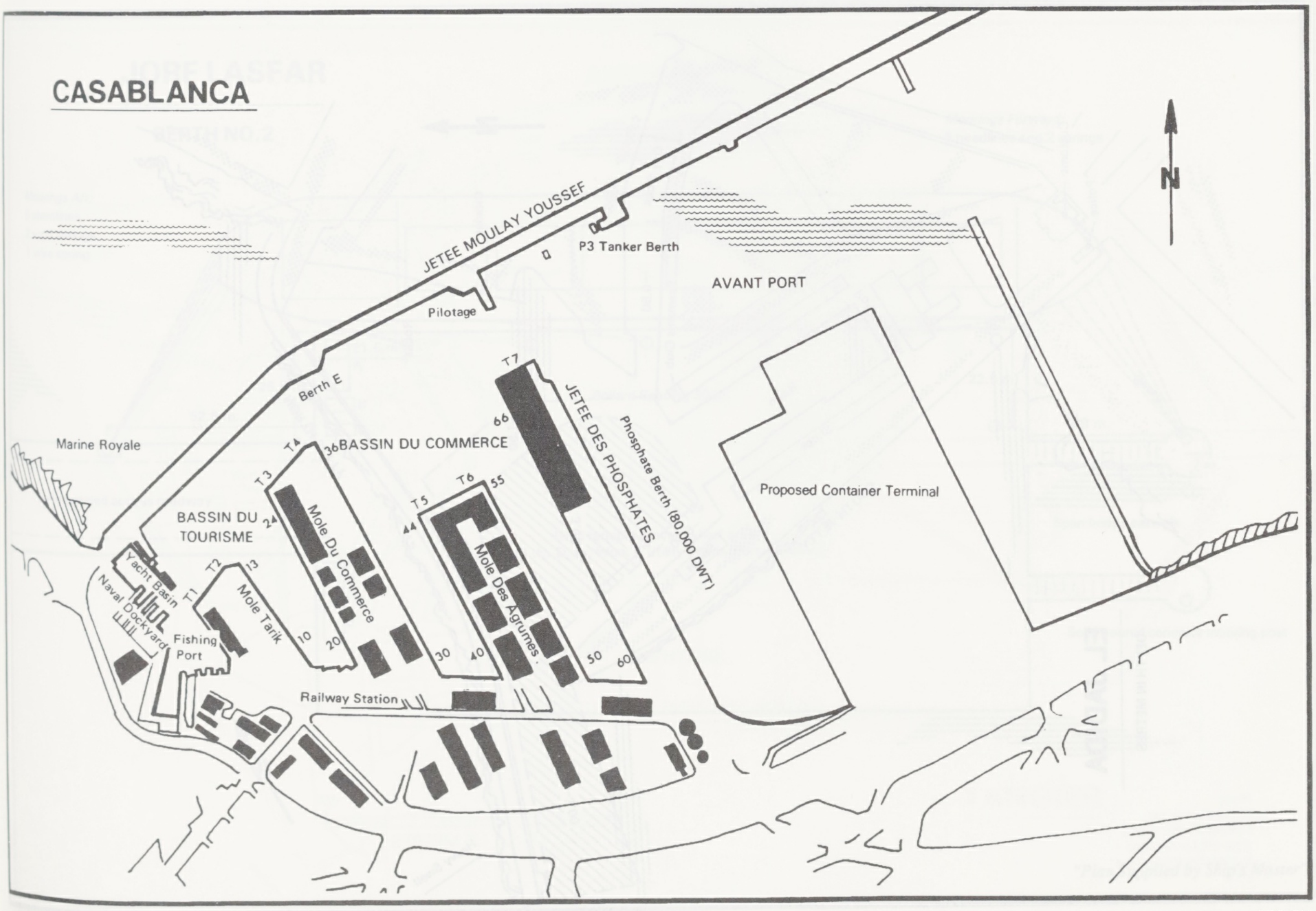
TOMIL HARBOUR

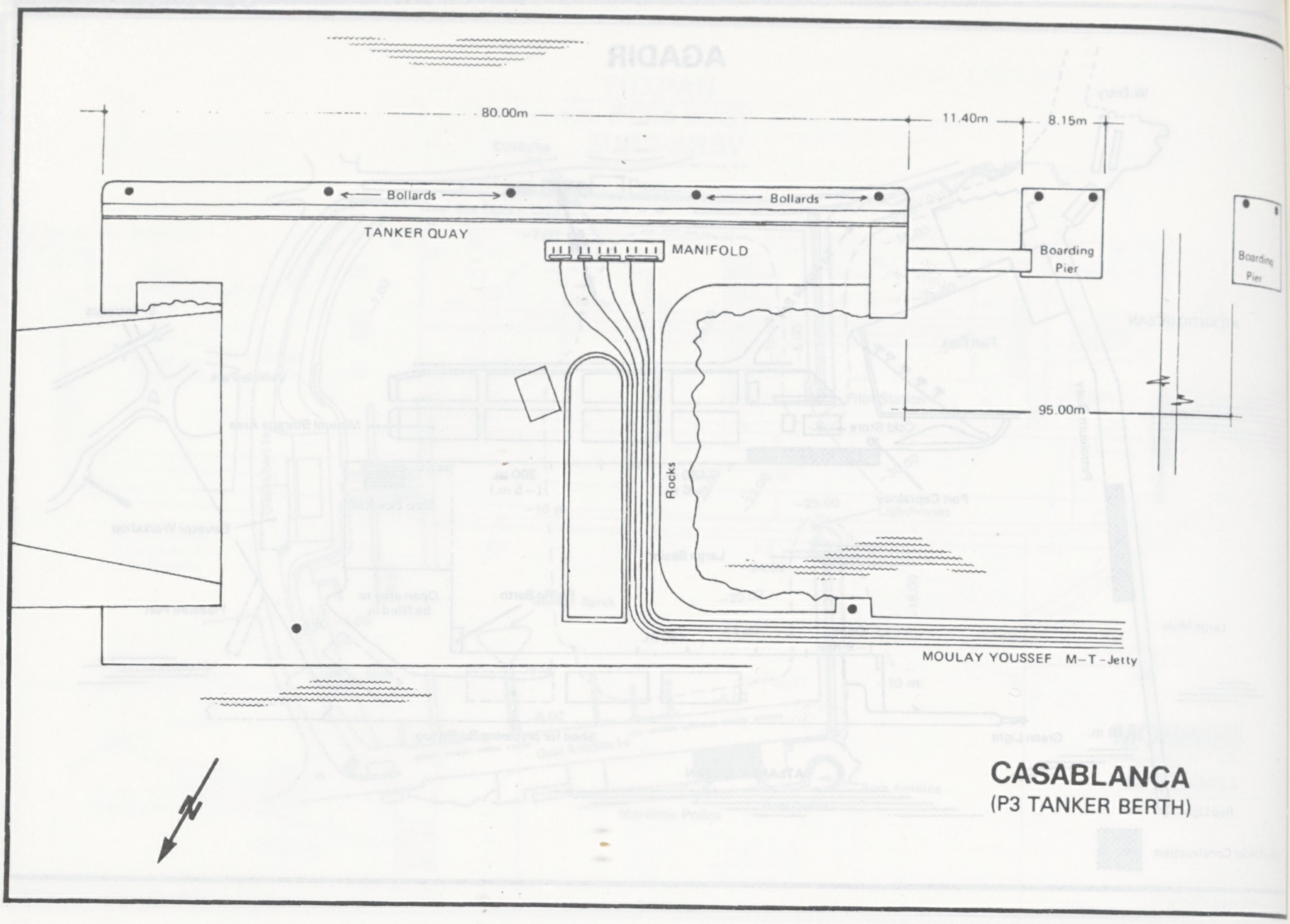
Tomil Harbour
Main Pier
Entrance
Entrance Rock
SSRL
Baleabaat
Beacons
1
2
3
4
5
6
8
9
10
11
12
13
14
15
16
17


Customs
Quai des Etats – Unis
–7.00
Port Captain
–10 m.
–7.00
–19.00
–15.00
–5.00
–5.00
–15.00
–25.00
–30.00
Pilot Station
Quai Albert 1e
–30.00
–22.00
–23.00
–10 m.
–25.00
Lighthouses
–24.00
–20.00
–12.00
–15.00
–8.00
–4.00
Bunker Berth
–8.00
Slips
–6.00
–6.00
–10 m.
Quai Antoine 1e
Fort Antoine
Post Office
Maritime Police
N
MONACO
DEPTH IN METRES

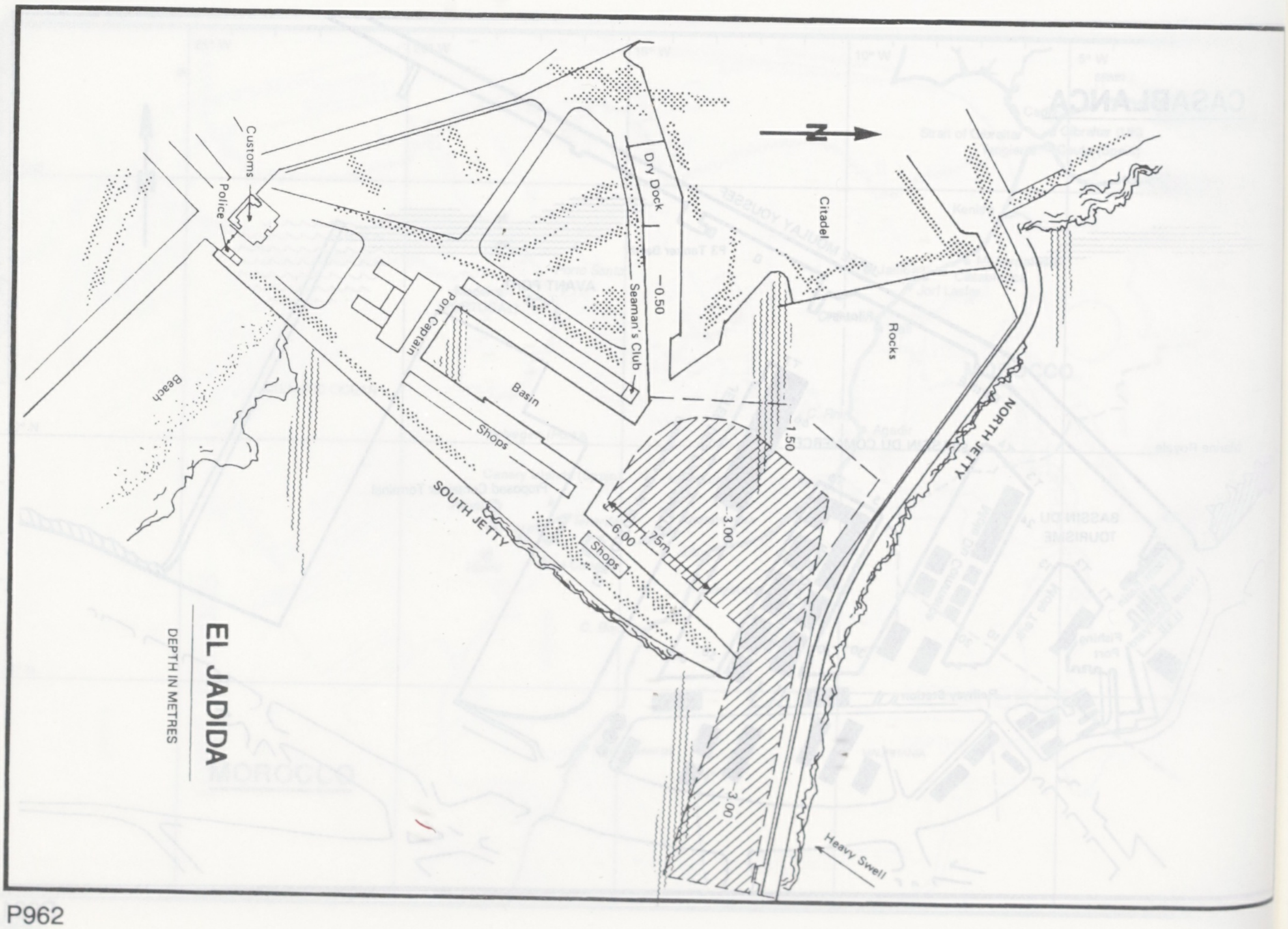

25° W
20° W
15° W
10° W
5° W
SPAIN
Cadiz
MEDITERRANEAN SEA
Strait of Gibraltar
Gibraltar (UK)
Tangier
Ceuta (Spain)
35° N
Port Nador
Kenitra
Porto Santo
El Jadida
Mohammedia
Casablanca
Madeira (PORTUGAL)
Jorf Lasfar
C. Cantin
Safi
MOROCCO
ATLANTIC OCEAN
C. Rhir
Agadir
30° N
Selvegen (Port.)
Canary Islands (Spain)
Lanzarote
Palma
Tan Tan
ALGERIA
Gomera
Tenerife
Fuerteventura
C. Juby
Hierro
Gran Canaria
Laayoune
C. Bojador
25° N
Villa Cisneros
MAURITANIA
MOROCCO


AGADIR
W. Entry
To Agadir Bay
N
ATLANTIC OCEAN
Fish Port
Petroleum Quay
Cold Store
Port Captaincy
480 m.
(–6 m.)
200 m.
(–5 m.)
Mineral Storage Area
Vehicle Park
E. Entrance
Ship Elevator
Elevator Workshop
Large Basin
Ro/Ro Berth
Open area to be filled in
Pleasure Port
Large Mole
Quay
(–9 m.)
450 m.
–12 m.
Green Light
Shed for preparing Ro/Ro tug
ATLANTIC OCEAN
Red Light
Quay Under Construction

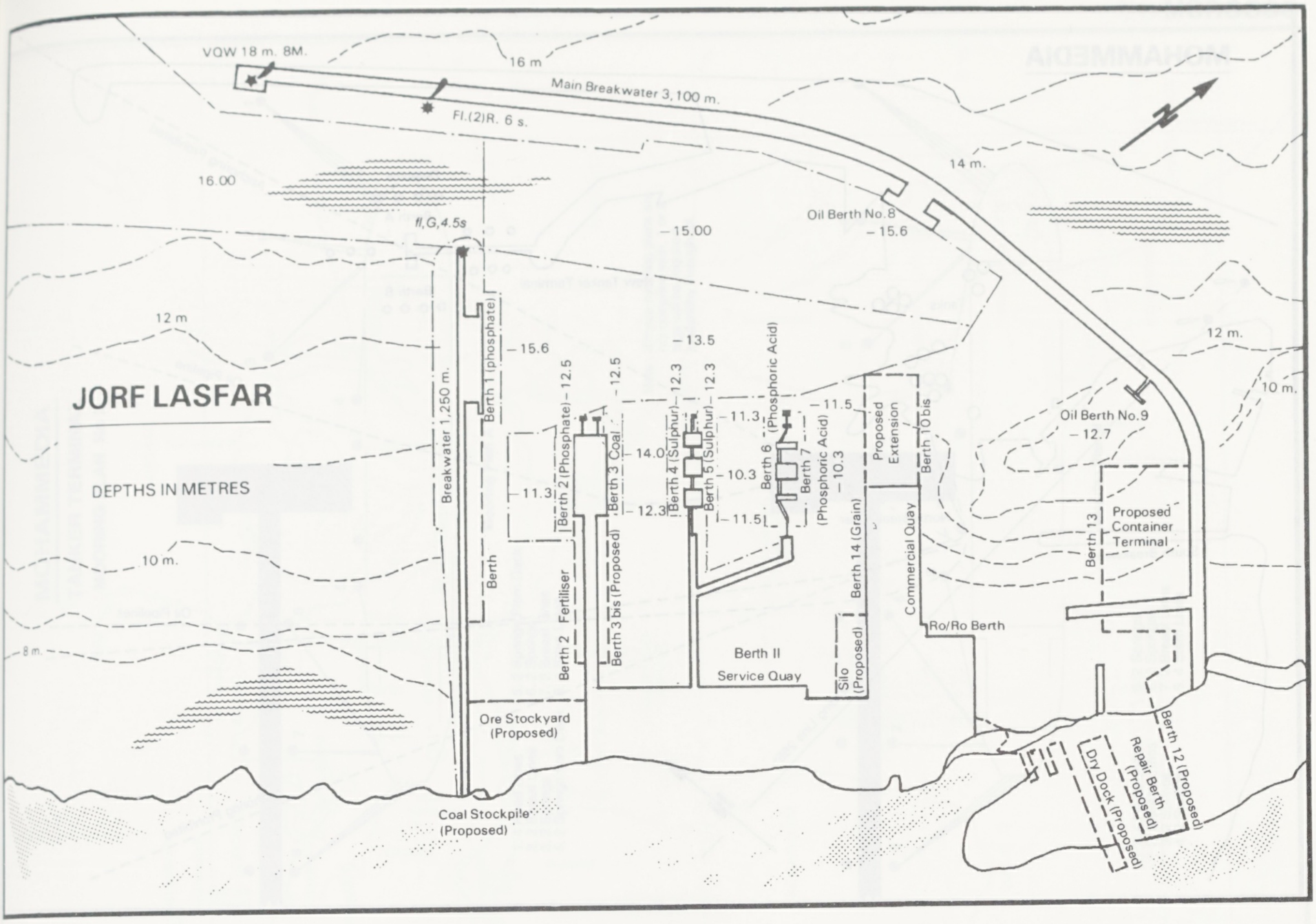

CASABLANCA
N
JETEE MOULAY YOUSSEF
P3 Tanker Berth
AVANT PORT
Pilotage
Berth E
T7
66
JETEE DES PHOSPHATES
Phosphate Berth (80,000 DWT)
Proposed Container Terminal
Marine Royale
T4
36
BASSIN DU COMMERCE
T3
24
BASSIN DU TOURISME
Mole Du Commerce
T5
44
T6
55
Mole Des Agrumes
T2
13
Mole Tarik
T1
Yacht Basin
Naval Dockyard
Fishing Port
10
20
30
40
50
60
Railway Station

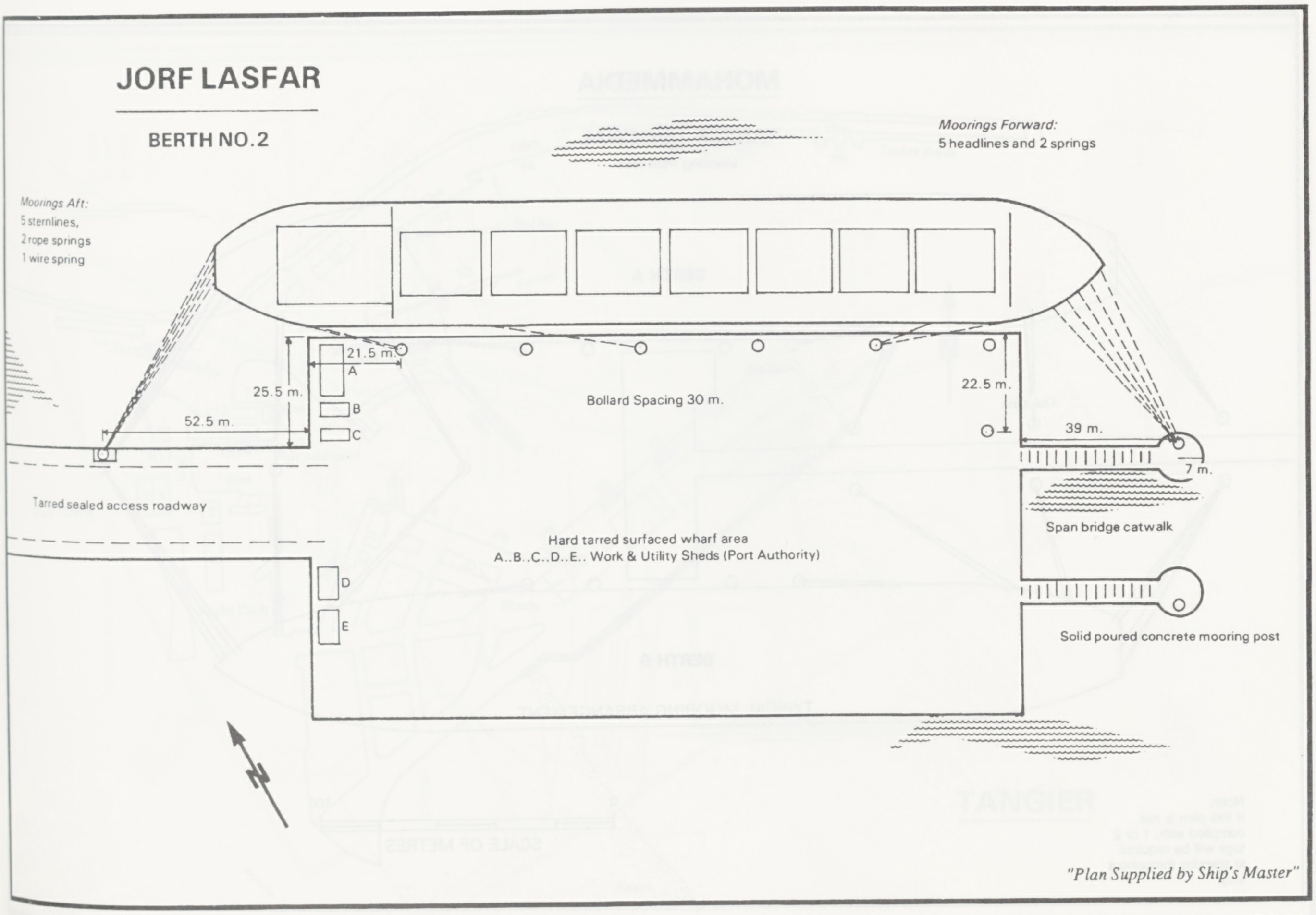

CASABLANCA
(P3 TANKER BERTH)

80.00m
11.40m
8.15m
Bollards
Bollards
TANKER QUAY
MANIFOLD
Boarding Pier
Boarding Pier
Rocks
95.00m
MOULAY YOUSSEF M–T–Jetty
N

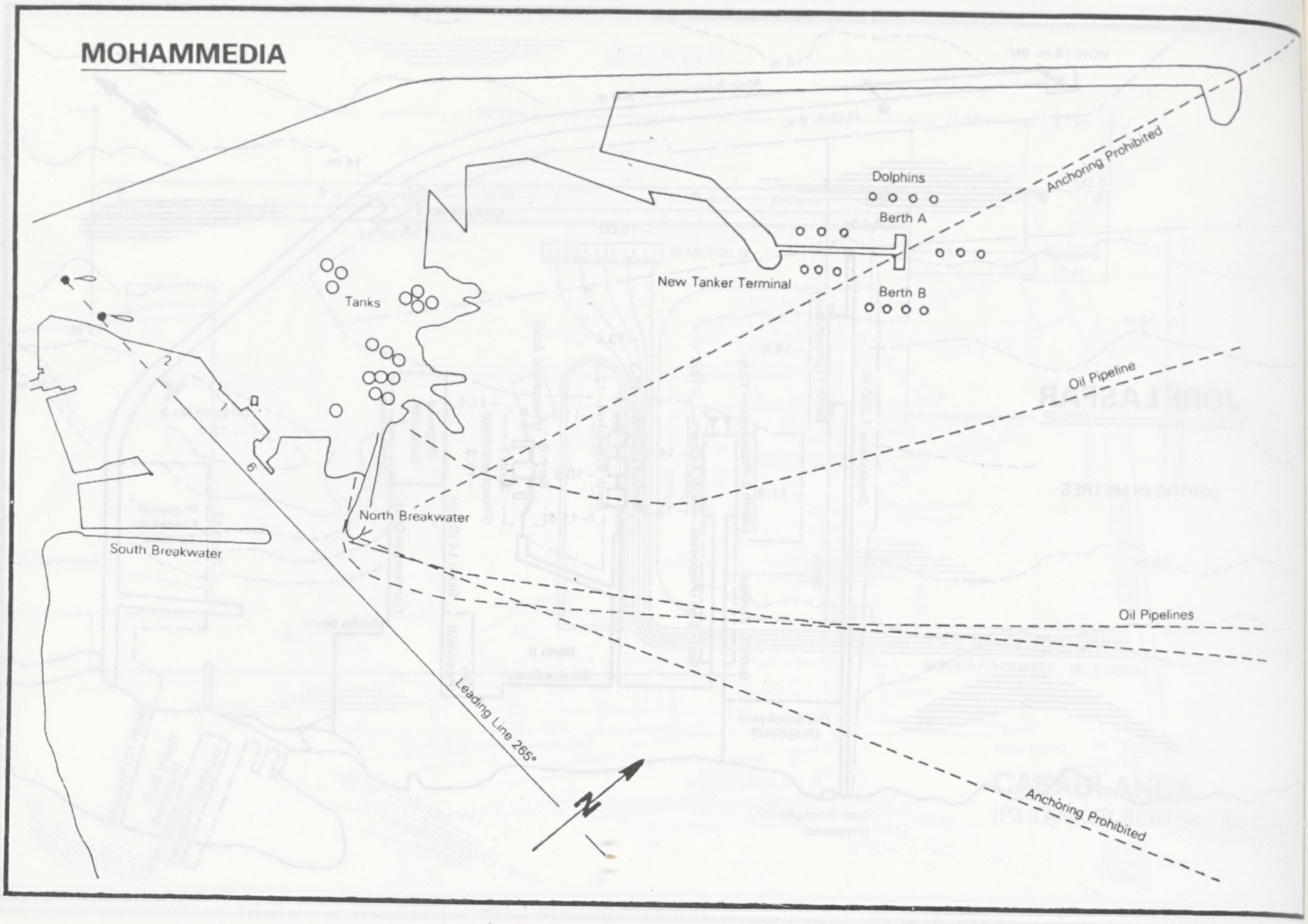

EL JADIDA
DEPTH IN METRES

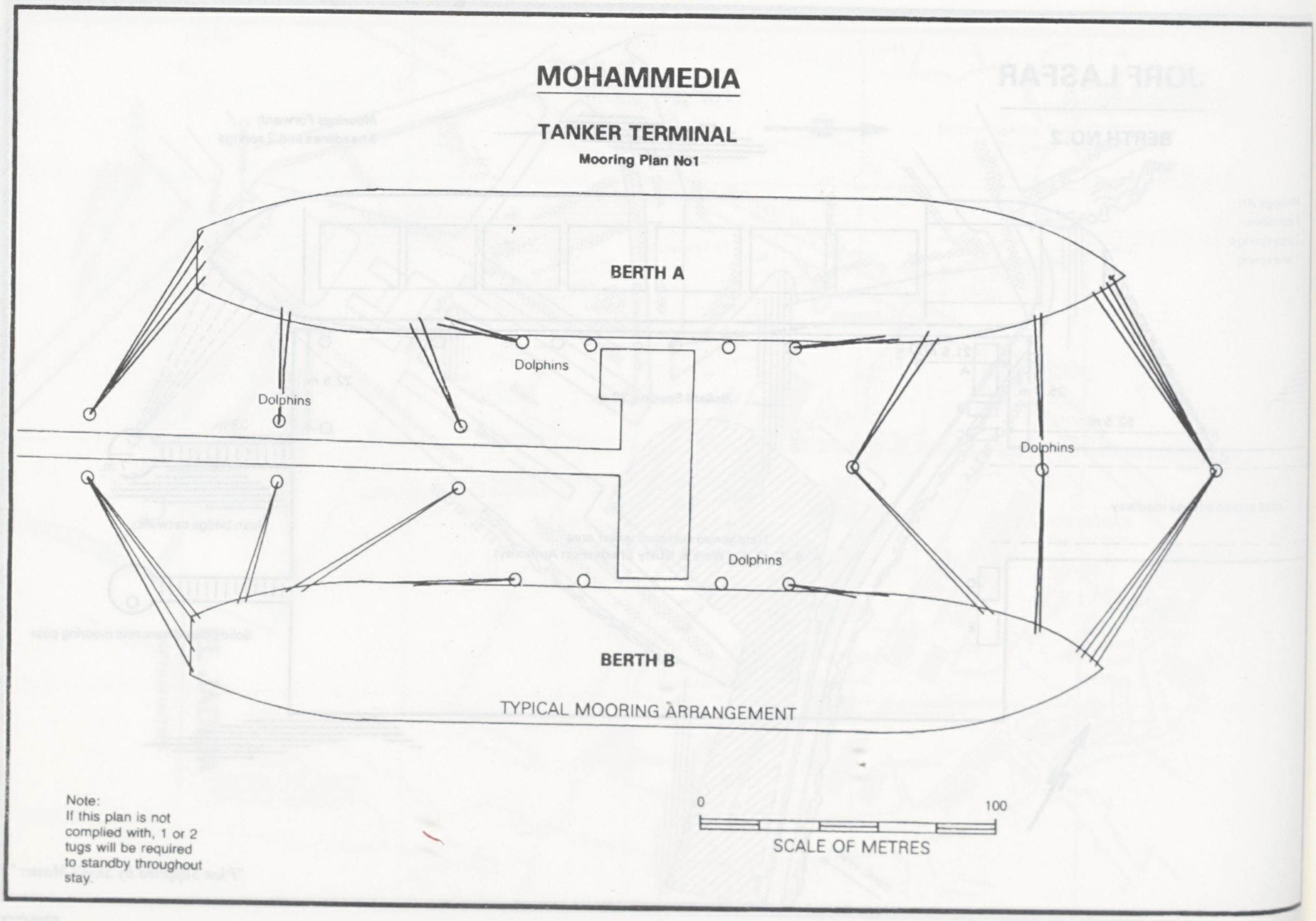
N
Customs
Police
Dry Dock
Seaman's Club
−0.50
Port Captain
Basin
Shops
Beach
SOUTH JETTY
Shops
−6.00
75m
−3.00
−1.50
Citadel
Rocks
NORTH JETTY
−3.00
Heavy Swell


JORF LASFAR
DEPTHS IN METRES
VQW 18 m. 8M.
16 m
Main Breakwater 3,100 m.
Fl.(2)R. 6 s.
16.00
fl,G,4.5s
–15.00
14 m.
Oil Berth No.8
–15.6
12 m
–15.6
–13.5
12 m.
10 m.
Breakwater 1,250 m.
Berth 1 (phosphate)
Berth 2 (Phosphate) –12.5
–12.5
Berth 3 Coal
–14.0
–12.3
Berth 3 bis (Proposed)
–11.3
–12.3
Berth 4 (Sulphur) –12.3
Berth 5 (Sulphur) –12.3
–11.3
–10.3
–11.5
Berth 6 (Phosphoric Acid)
Berth 7 (Phosphoric Acid)
–10.3
–11.5
Proposed Extension
Berth 10 bis
Oil Berth No.9
–12.7
Proposed Container Terminal
Berth 13
Berth 14 (Grain)
Commercial Quay
Ro/Ro Berth
10 m.
8 m.
Berth
Berth 2 Fertiliser
Berth II
Service Quay
Silo (Proposed)
Ore Stockyard (Proposed)
Coal Stockpile (Proposed)
Berth 12 (Proposed)
Repair Berth (Proposed)
Dry Dock (Proposed)

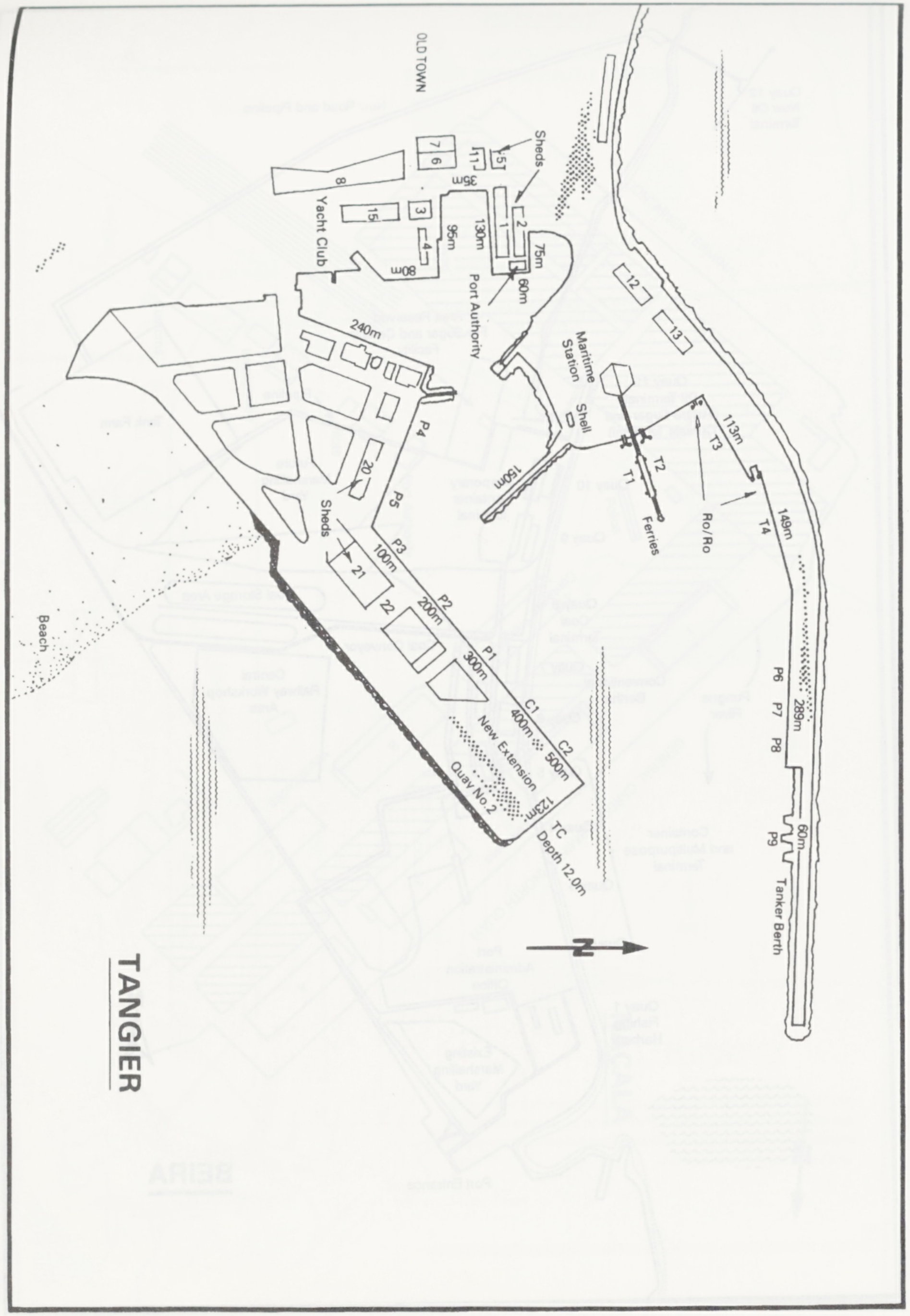

JORF LASFAR
BERTH NO.2
Moorings Forward:
5 headlines and 2 springs
Moorings Aft:
5 sternlines,
2 rope springs
1 wire spring
21.5 m.
A
25.5 m.
B
C
52.5 m.
Bollard Spacing 30 m.
22.5 m.
39 m.
7 m.
Tarred sealed access roadway
Span bridge catwalk
Hard tarred surfaced wharf area
A..B..C..D..E.. Work & Utility Sheds (Port Authority)
D
E
Solid poured concrete mooring post

"Plan Supplied by Ship's Master"


MOHAMMEDIA
Dolphins
Berth A
New Tanker Terminal
Berth B
Anchoring Prohibited
Tanks
Oil Pipeline
North Breakwater
South Breakwater
Oil Pipelines
Leading Line 265°
N
Anchoring Prohibited
2
6


MOHAMMEDIA
TANKER TERMINAL
Mooring Plan No1
BERTH A
Dolphins
Dolphins
Dolphins
Dolphins
BERTH B
TYPICAL MOORING ARRANGEMENT
0
100
SCALE OF METRES

Note:
If this plan is not complied with, 1 or 2 tugs will be required to standby throughout stay.

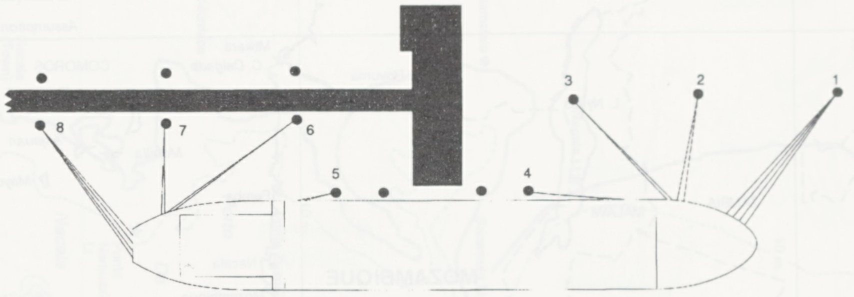

OLD TOWN
Sheds
7
6
11
5
35m
8
Yacht Club
15
3
4
95m
130m
2
1
75m
60m
80m
Port Authority
12
13
Maritime Station
240m
Shell
113m
T3
T2
T1
150m
Ferries
Ro/Ro
T4
149m
P4
20
P5
Sheds
P3
100m
21
22
P2
200m
P1
300m
C1
400m
C2
500m
New Extension
Quay No 2
123m
TC
Depth 12.0m
P6
P7
P8
289m
60m
P9
Tanker Berth
Beach
N

TANGIER

MOHAMMEDIA

TANKER TERMINAL

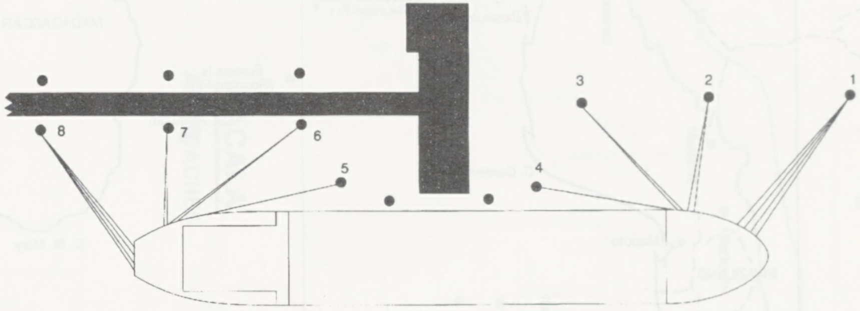
MOORING PLAN No 2.



Mooring Plan A

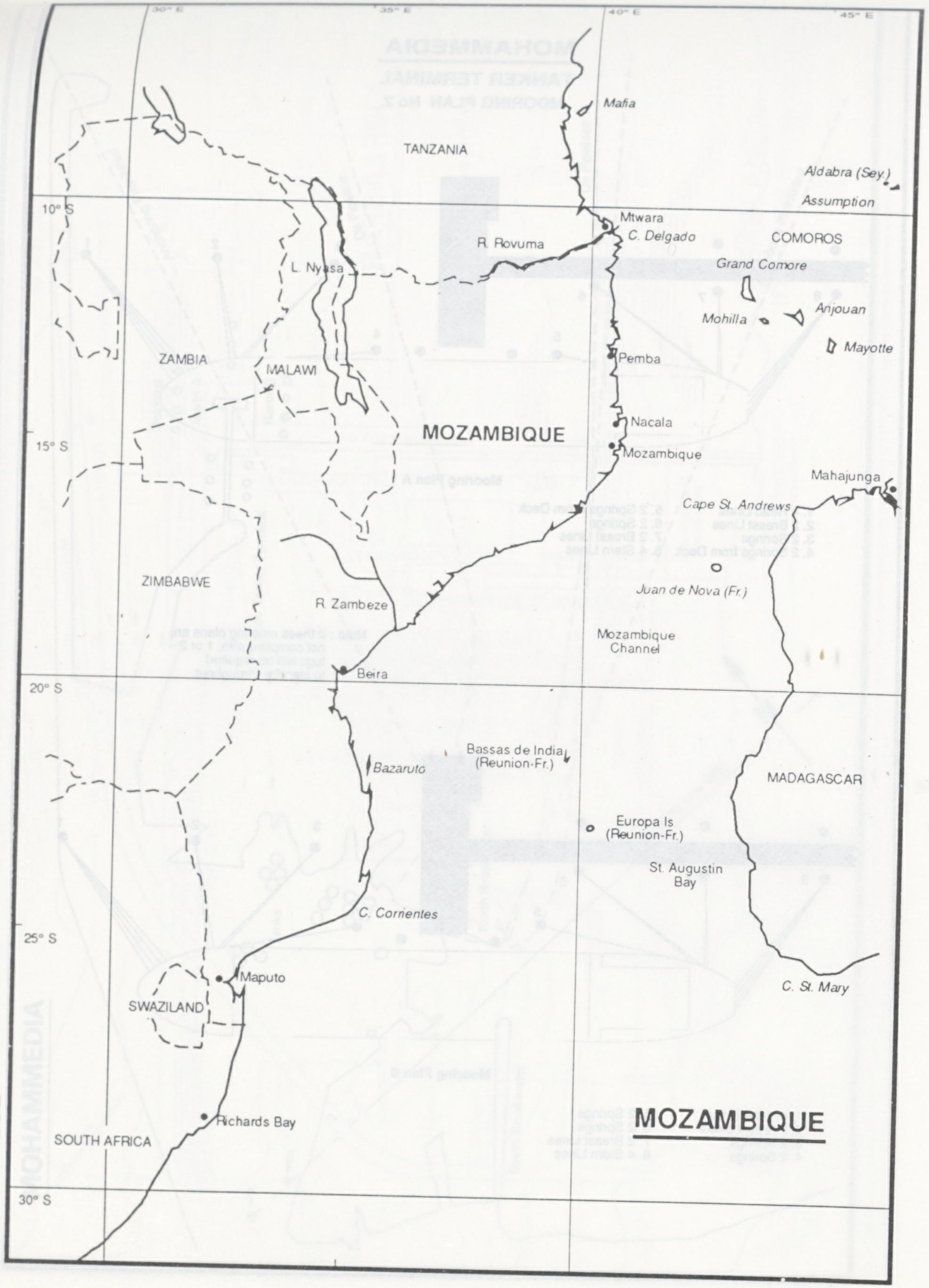
1. 4 Head Lines
2. 2 Breast Lines
3. 2 Springs
4. 2 Springs from Deck
5. 2 Springs From Deck
6. 2 Springs
7. 2 Breast Lines
8. 4 Stern Lines

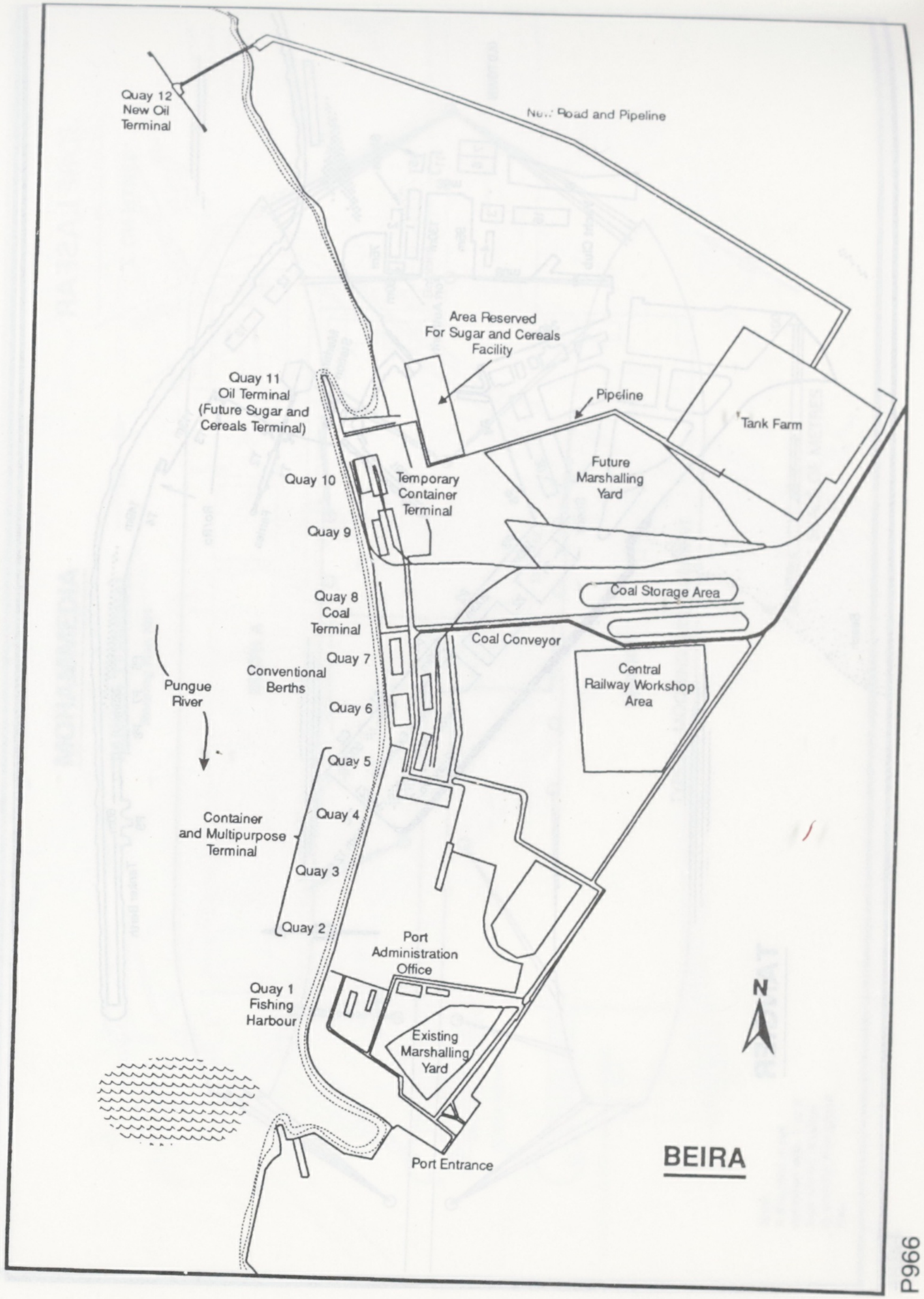
Note : If these mooring plans are not complied with, 1 or 2 tugs will be required to standby throughout.

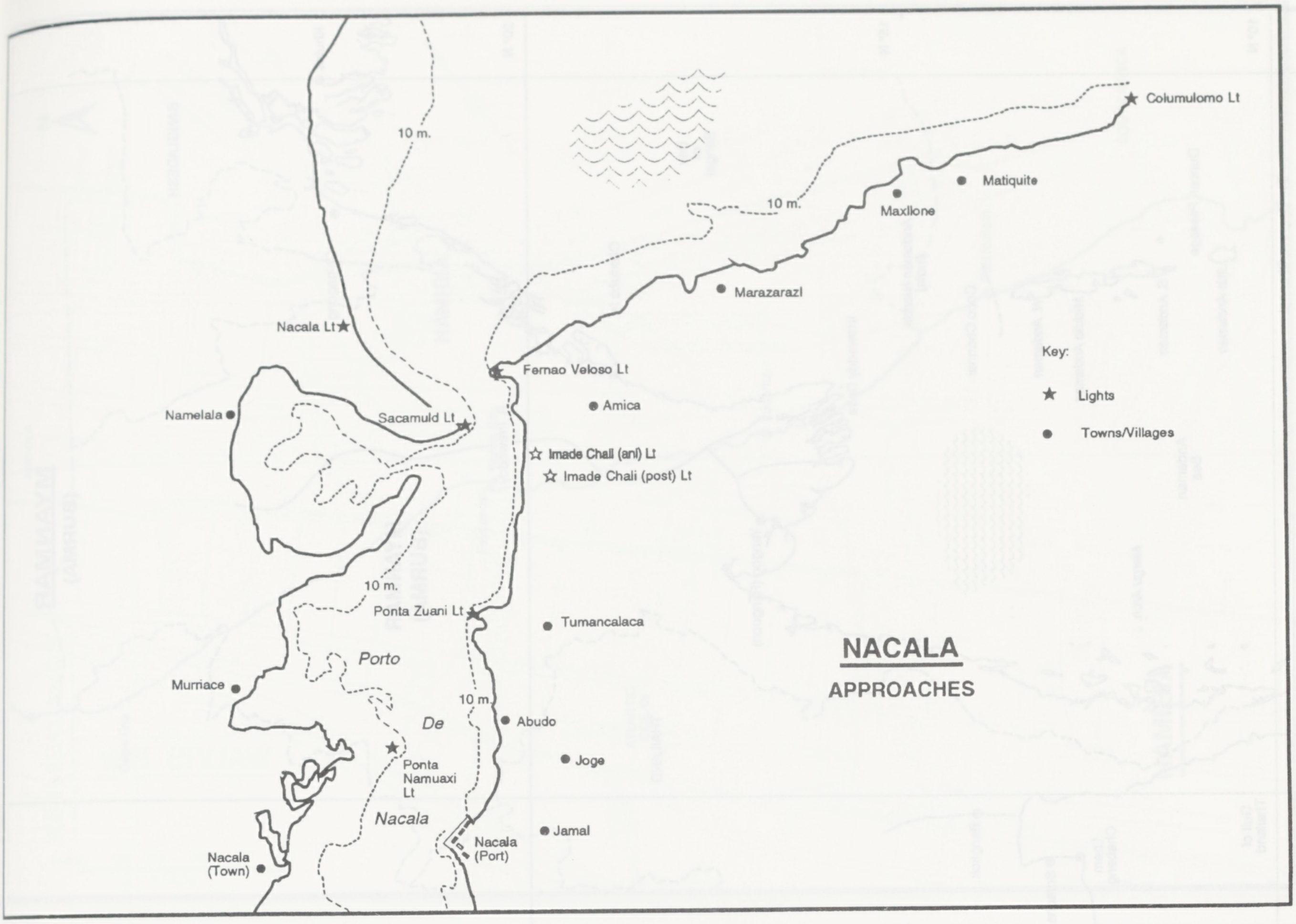


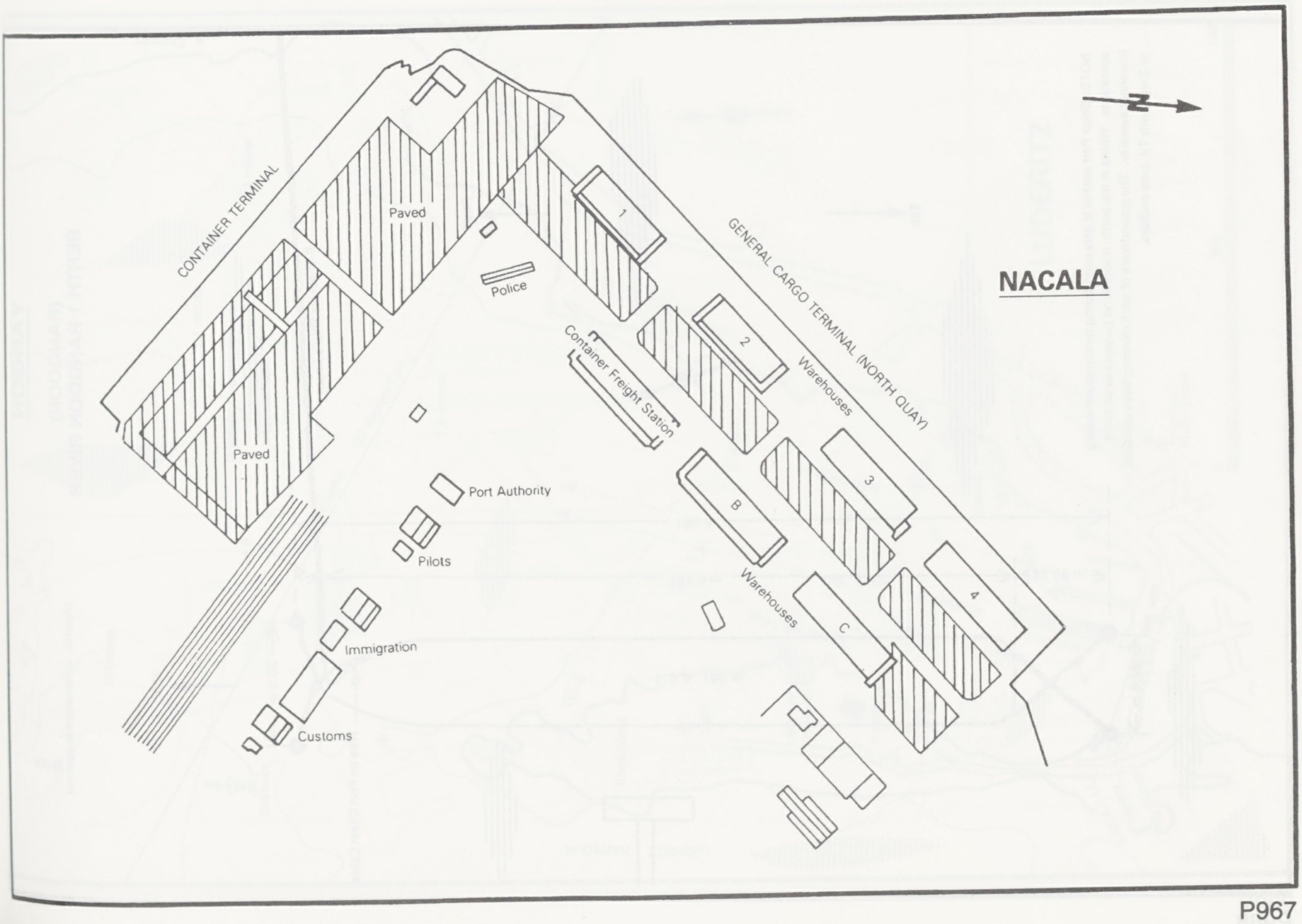
Mooring Plan B

1. 4 Head Lines
2. 2 Breast Lines
3. 2 Springs
4. 2 Springs
5. 2 Springs
6. 2 Springs
7. 2 Breast Lines
8. 4 Stern Lines

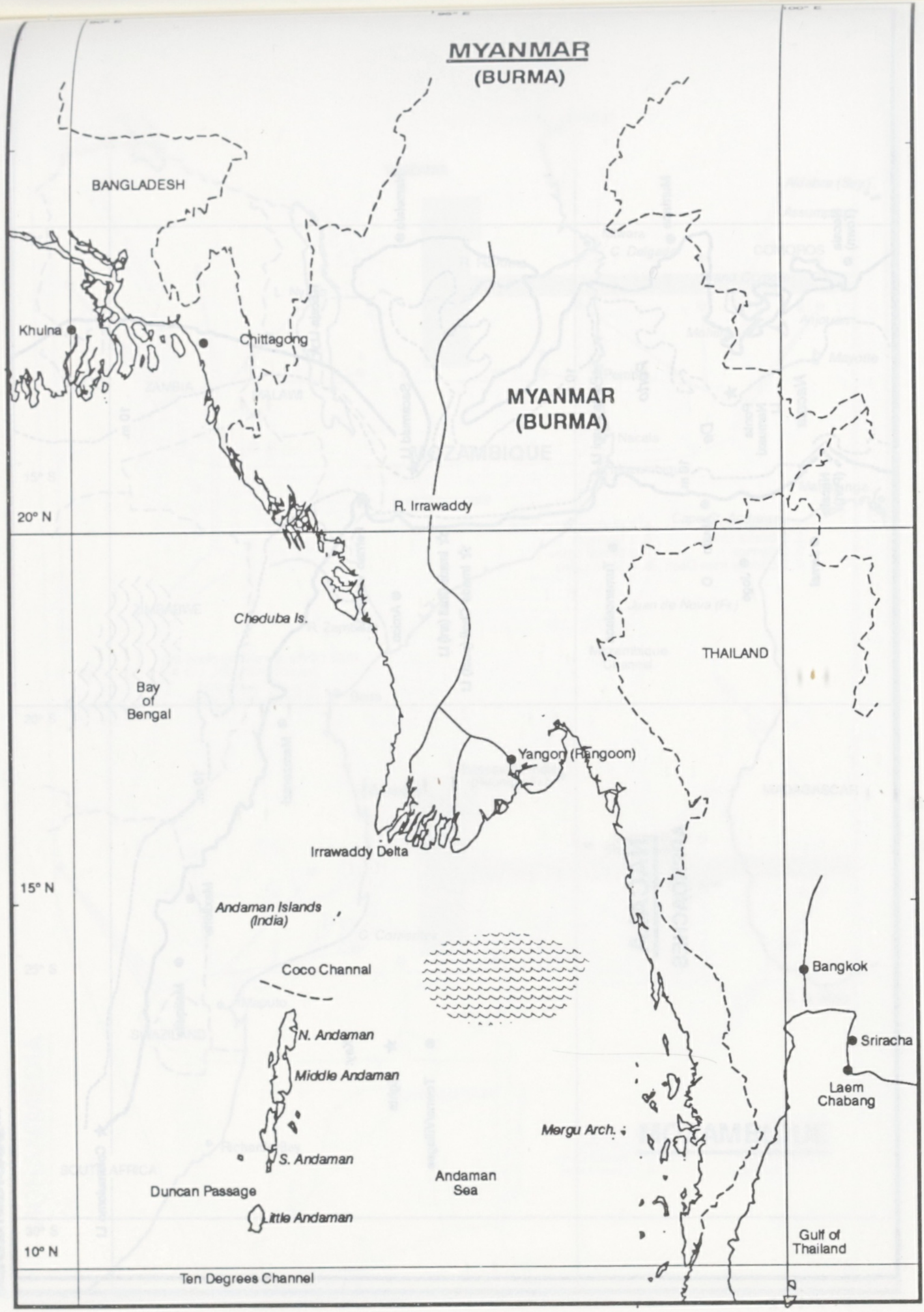

30° E
35° E
40° E
45° E
Mafia
TANZANIA
Aldabra (Sey.)
Assumption
10° S
Mtwara
C. Delgado
COMOROS
R. Rovuma
Grand Comore
L. Nyasa
Anjouan
Mohilla
Mayotte
ZAMBIA
MALAWI
Pemba
Nacala
MOZAMBIQUE
15° S
Mozambique
Mahajunga
Cape St. Andrews
ZIMBABWE
Juan de Nova (Fr.)
R. Zambeze
Mozambique Channel
Beira
20° S
Bassas de India (Reunion-Fr.)
Bazaruto
MADAGASCAR
Europa Is (Reunion-Fr.)
St. Augustin Bay
C. Corrientes
25° S
Maputo
C. St. Mary
SWAZILAND
Richards Bay
SOUTH AFRICA
30° S
MOZAMBIQUE


Quay 12 New Oil Terminal
New Road and Pipeline
Area Reserved For Sugar and Cereals Facility
Quay 11 Oil Terminal (Future Sugar and Cereals Terminal)
Pipeline
Tank Farm
Quay 10
Temporary Container Terminal
Future Marshalling Yard
Quay 9
Coal Storage Area
Quay 8 Coal Terminal
Coal Conveyor
Quay 7
Conventional Berths
Central Railway Workshop Area
Pungue River
Quay 6
Quay 5
Container and Multipurpose Terminal
Quay 4
Quay 3
Quay 2
Port Administration Office
Quay 1 Fishing Harbour
Existing Marshalling Yard
N
Port Entrance
BEIRA


NACALA
APPROACHES
Columulomo Lt
Matiquite
Maxllone
10 m.
Marazarazl
Key:
Lights
Towns/Villages
Nacala Lt
Fernao Veloso Lt
Amica
Namelala
Sacamuld Lt
Imade Chali (anl) Lt
Imade Chali (post) Lt
10 m.
Ponta Zuani Lt
Tumancalaca
Porto
Murriace
10 m.
De
Abudo
Ponta Namuaxi Lt
Joge
Nacala
Jamal
Nacala (Port)
Nacala (Town)


NACALA
N
CONTAINER TERMINAL
Paved
Paved
Police
1
2
3
4
B
C
GENERAL CARGO TERMINAL (NORTH QUAY)
Warehouses
Container Freight Station
Port Authority
Pilots
Warehouses
Immigration
Customs

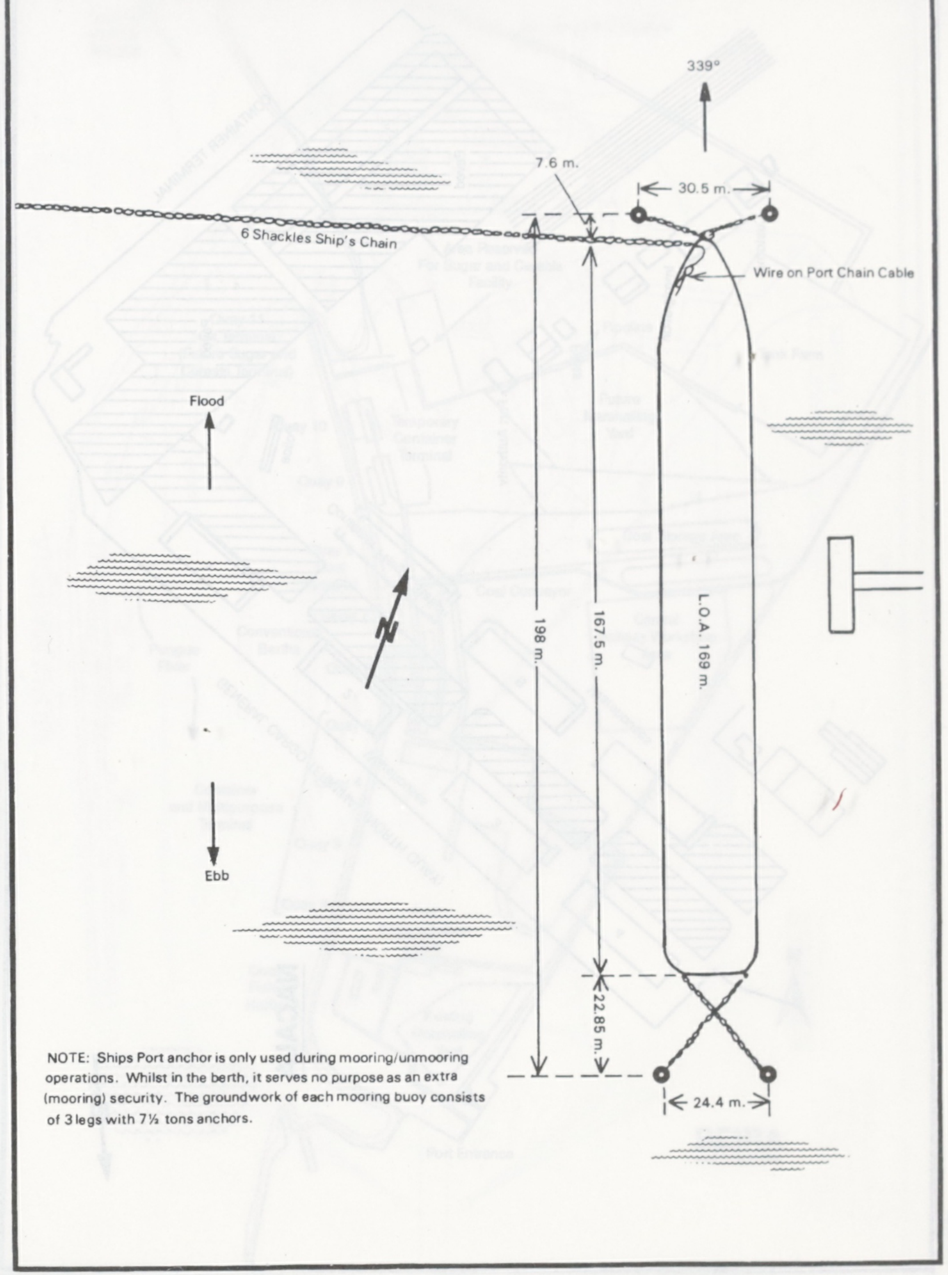
MYANMAR
(BURMA)


BANGLADESH
Khulna
Chittagong
MYANMAR
(BURMA)
R. Irrawaddy
20° N
Cheduba Is.
THAILAND
Bay
of
Bengal
Yangon (Rangoon)
Irrawaddy Delta
15° N
Andaman Islands
(India)
Coco Channal
Bangkok
Sriracha
Laem
Chabang
N. Andaman
Middle Andaman
Mergu Arch.
S. Andaman
Andaman
Sea
Duncan Passage
Little Andaman
Gulf of
Thailand
10° N
Ten Degrees Channel

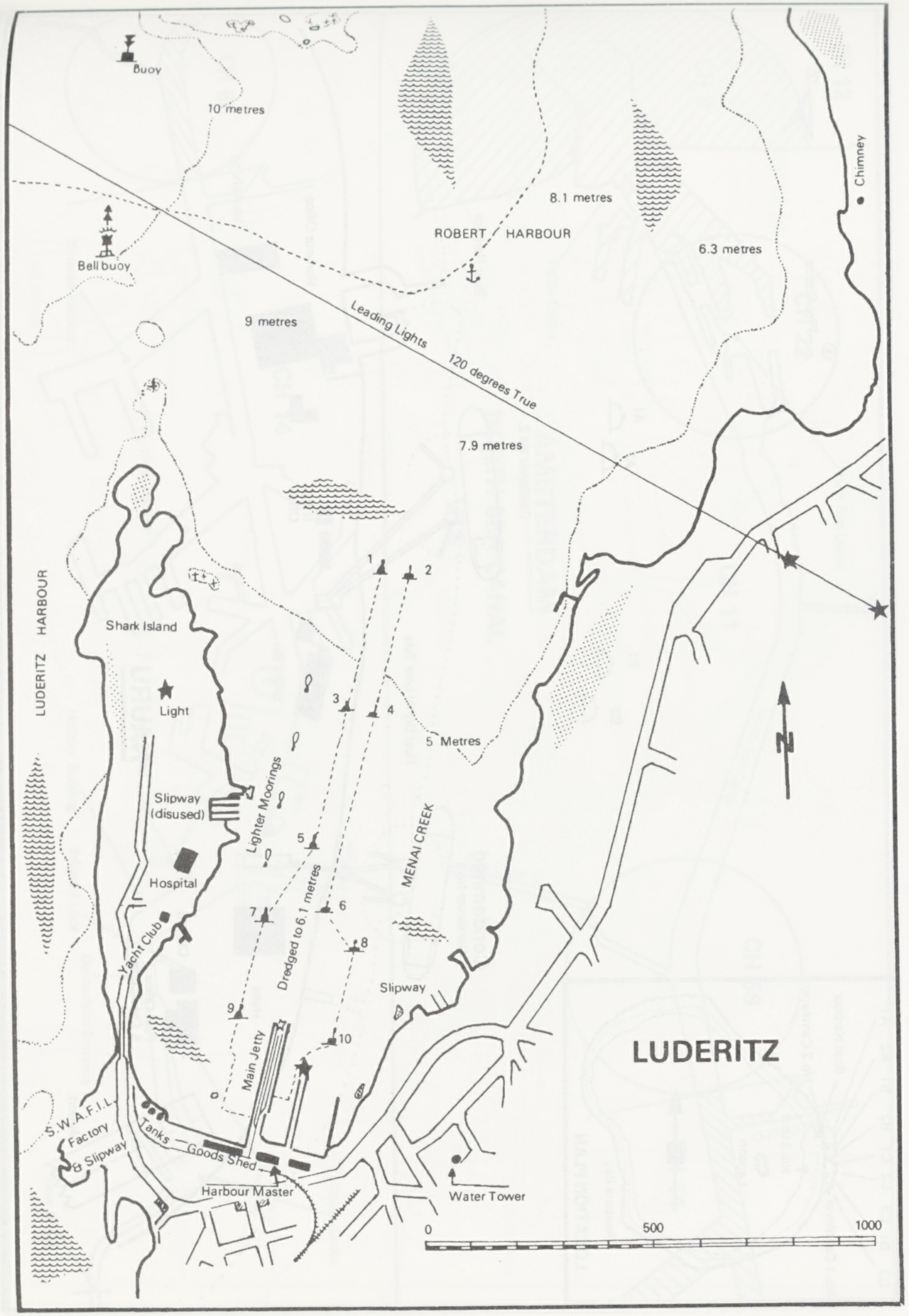
YANGON

(RANGOON)
BERTH 1 RANGOON RIVER

(Approx. dimensions in metres)

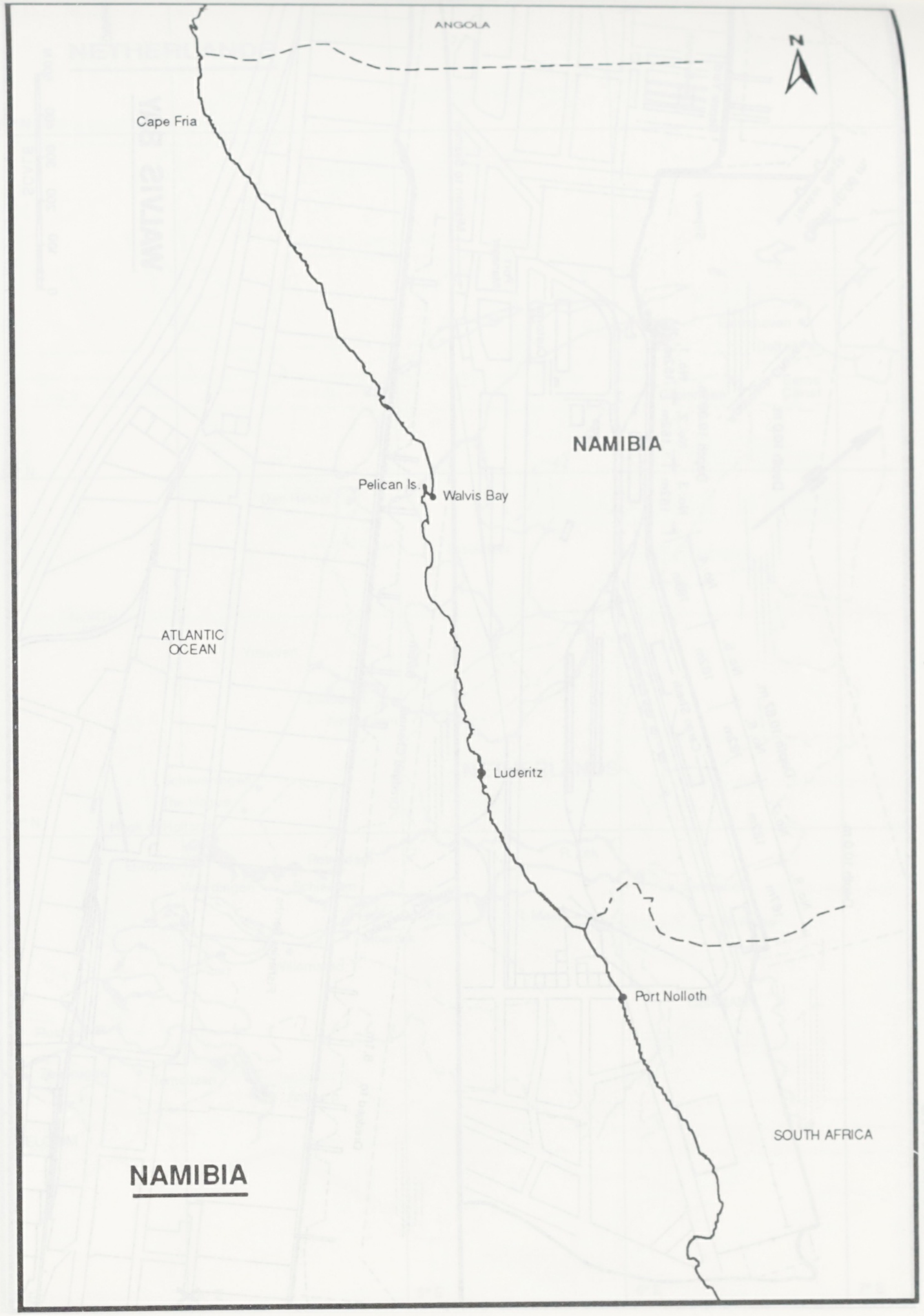

339°
7.6 m.
30.5 m.
6 Shackles Ship's Chain
Wire on Port Chain Cable
Flood
Ebb
198 m.
167.5 m.
L.O.A. 169 m.
22.85 m.
24.4 m.

NOTE: Ships Port anchor is only used during mooring/unmooring operations. Whilst in the berth, it serves no purpose as an extra (mooring) security. The groundwork of each mooring buoy consists of 3 legs with 7½ tons anchors.



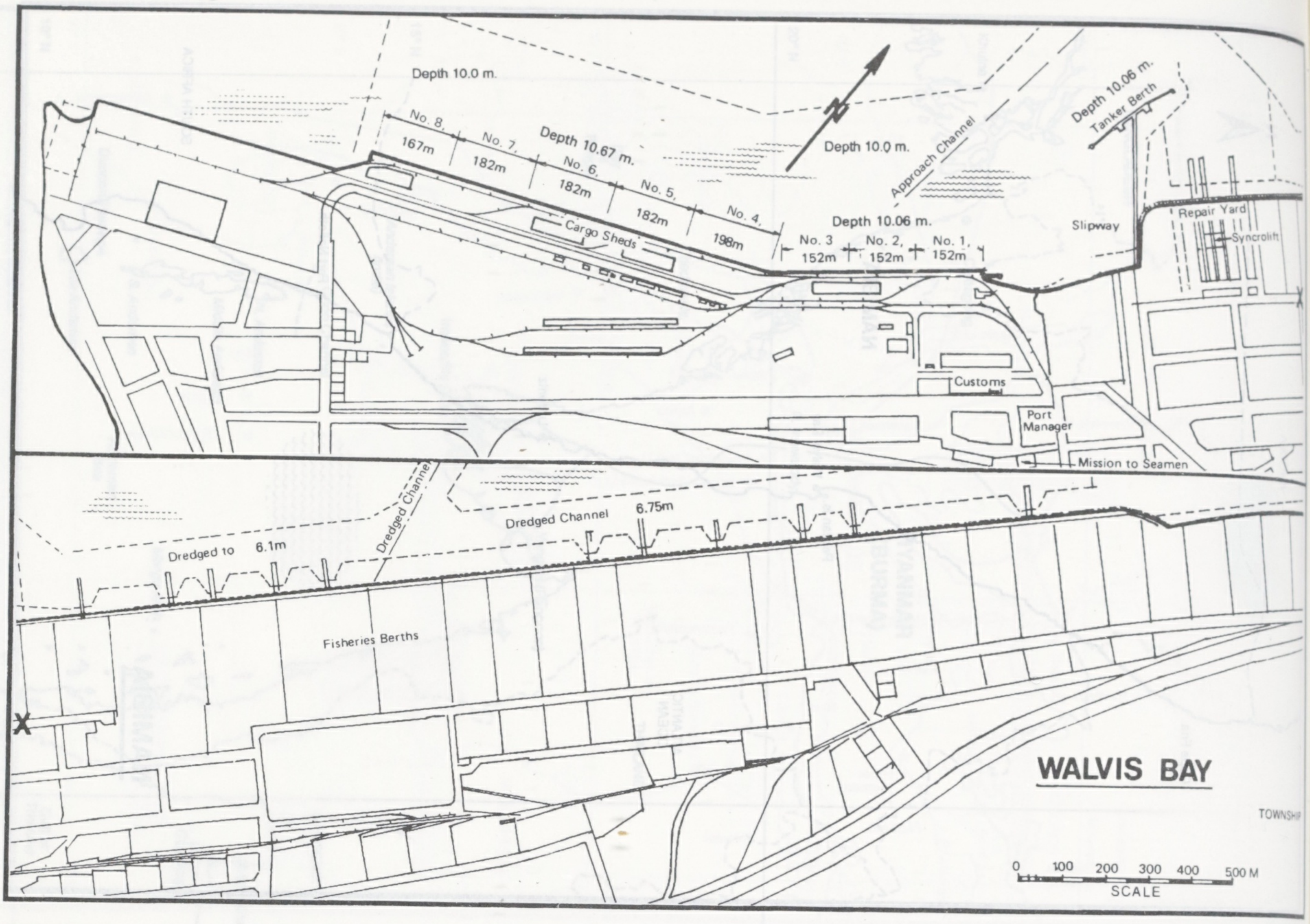
LUDERITZ

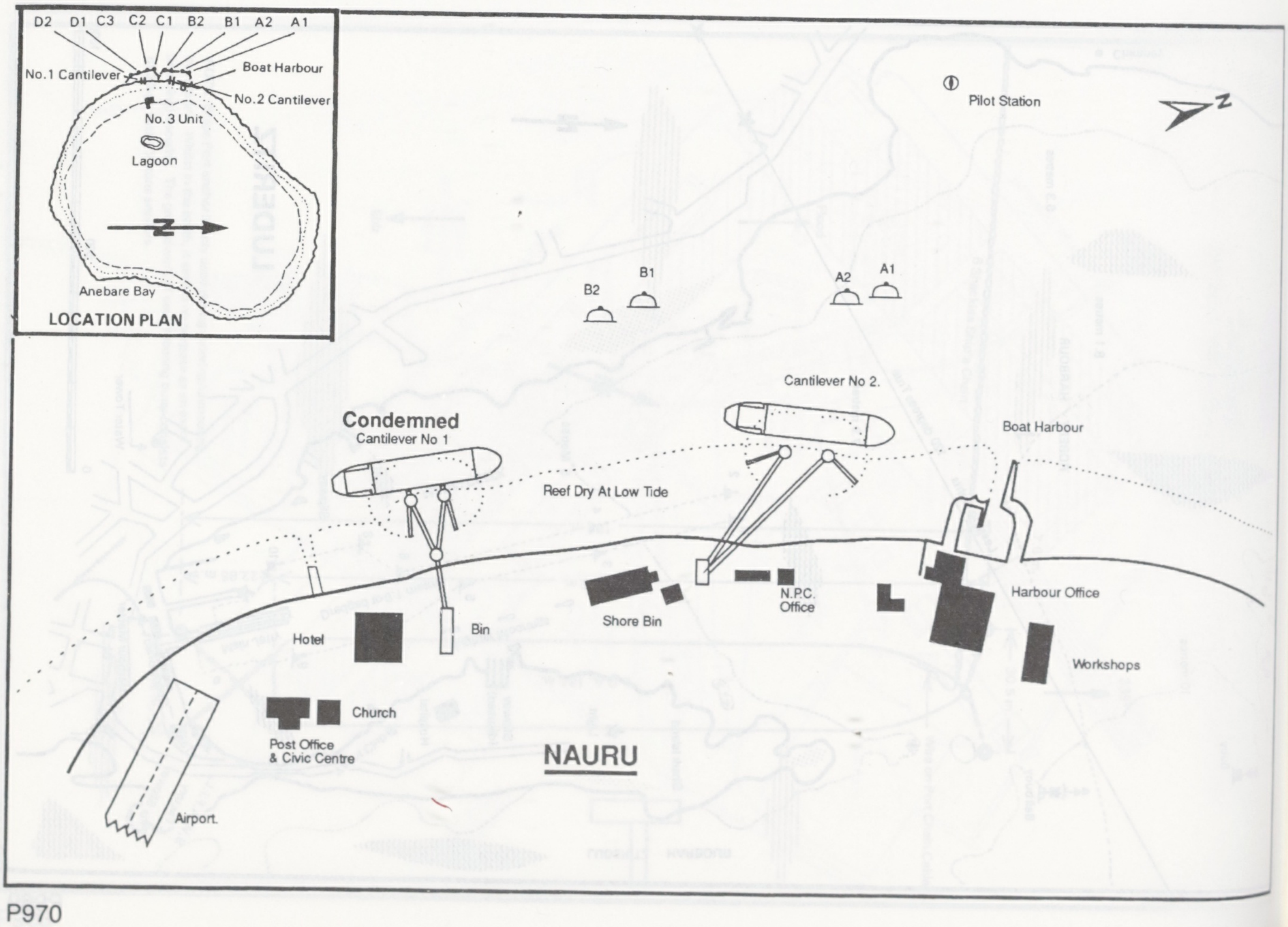
Buoy
10 metres
Bell buoy
8.1 metres
ROBERT HARBOUR
6.3 metres
Chimney
9 metres
Leading Lights
120 degrees True
7.9 metres
1
2
LUDERITZ HARBOUR
Shark Island
Light
3
4
5 Metres
N
Slipway (disused)
Lighter Moorings
MENAI CREEK
5
Hospital
Dredged to 6.1 metres
7
6
8
Yacht Club
Slipway
9
10
Main Jetty
S.W.A.F.I.L. Factory & Slipway
Tanks
Goods Shed
Harbour Master
Water Tower
0
500
1000

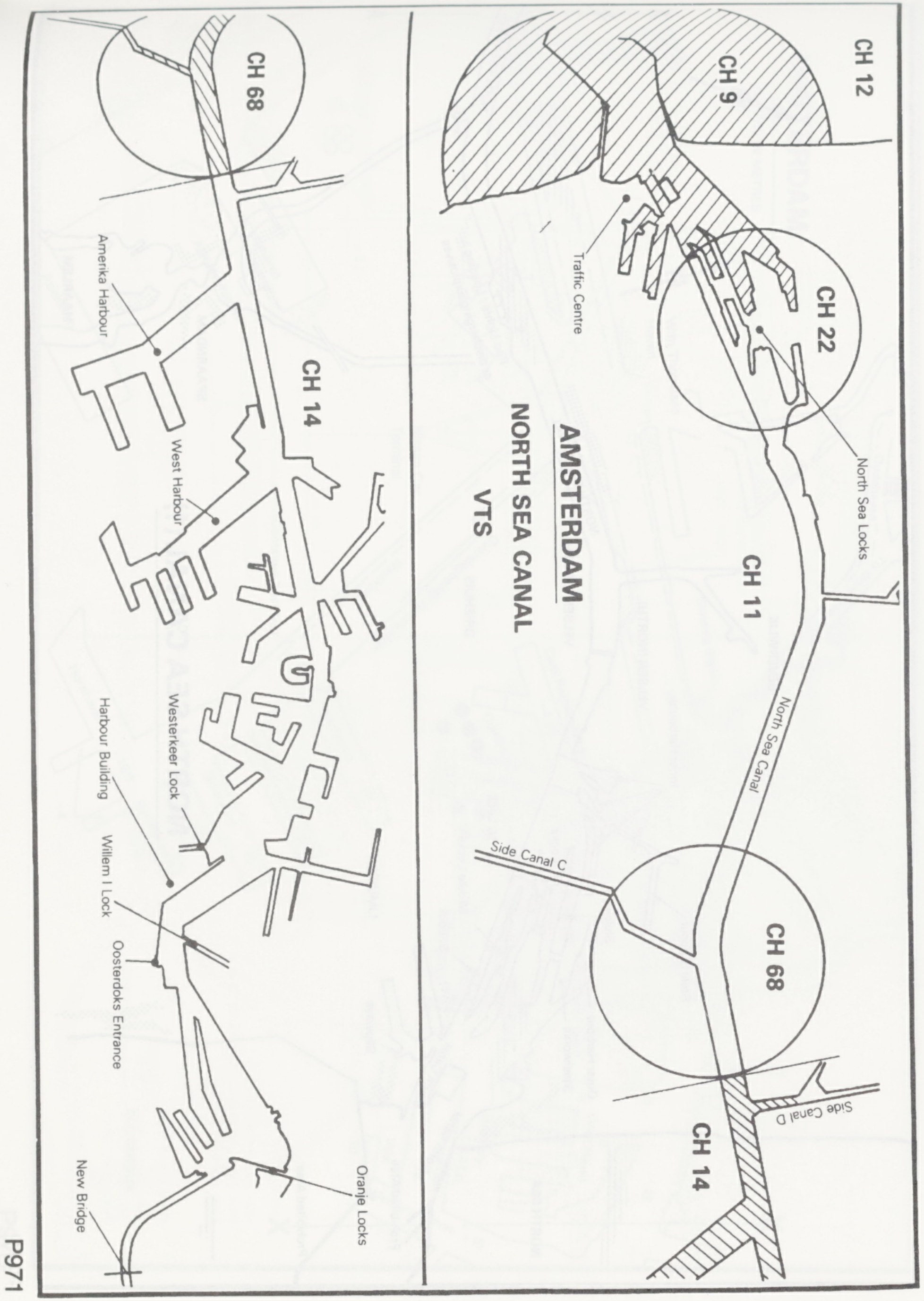


NAMIBIA

ANGOLA
N
Cape Fria
NAMIBIA
Pelican Is.
Walvis Bay
ATLANTIC OCEAN
Luderitz
Port Nolloth
SOUTH AFRICA

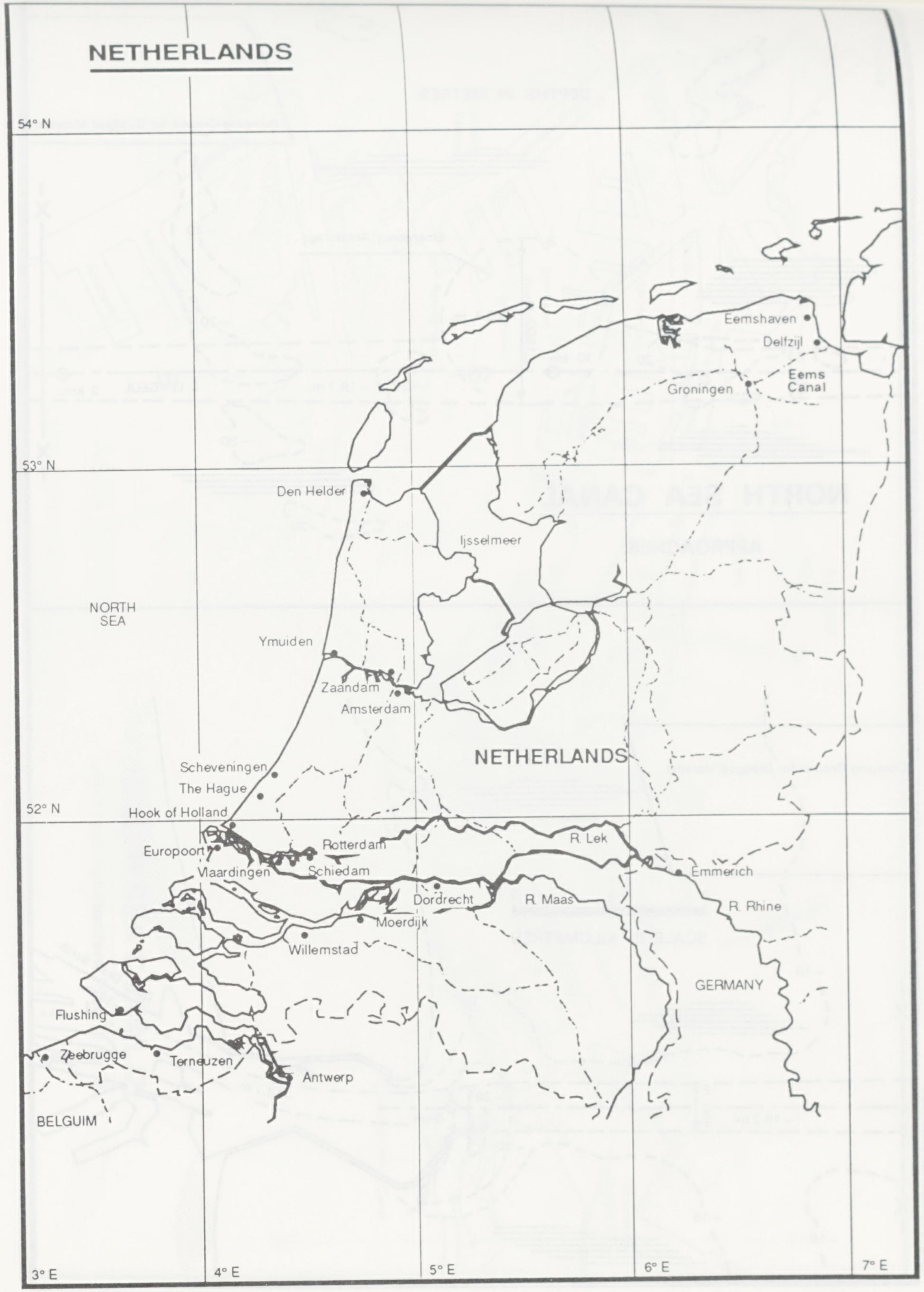

Depth 10.0 m.
No. 8, 167m
No. 7, 182m
Depth 10.67 m.
No. 6, 182m
No. 5, 182m
No. 4, 198m
Cargo Sheds
Depth 10.0 m.
Approach Channel
Depth 10.06 m.
Tanker Berth
Depth 10.06 m.
No. 3 152m
No. 2, 152m
No. 1, 152m
Slipway
Repair Yard
Syncrolift
Customs
Port Manager
Mission to Seamen
Dredged Channel
Dredged Channel 6.75m
Dredged to 6.1m
Fisheries Berths
X
WALVIS BAY
TOWNSHIP
0 100 200 300 400 500 M
SCALE


D2 D1 C3 C2 C1 B2 B1 A2 A1
No.1 Cantilever
Boat Harbour
No.2 Cantilever
No.3 Unit
Lagoon
N
Anebare Bay
LOCATION PLAN
Pilot Station
N
B2
B1
A2
A1
Cantilever No 2.
Condemned
Cantilever No 1
Boat Harbour
Reef Dry At Low Tide
Hotel
Bin
Shore Bin
N.P.C. Office
Harbour Office
Workshops
Church
Post Office & Civic Centre
NAURU
Airport.



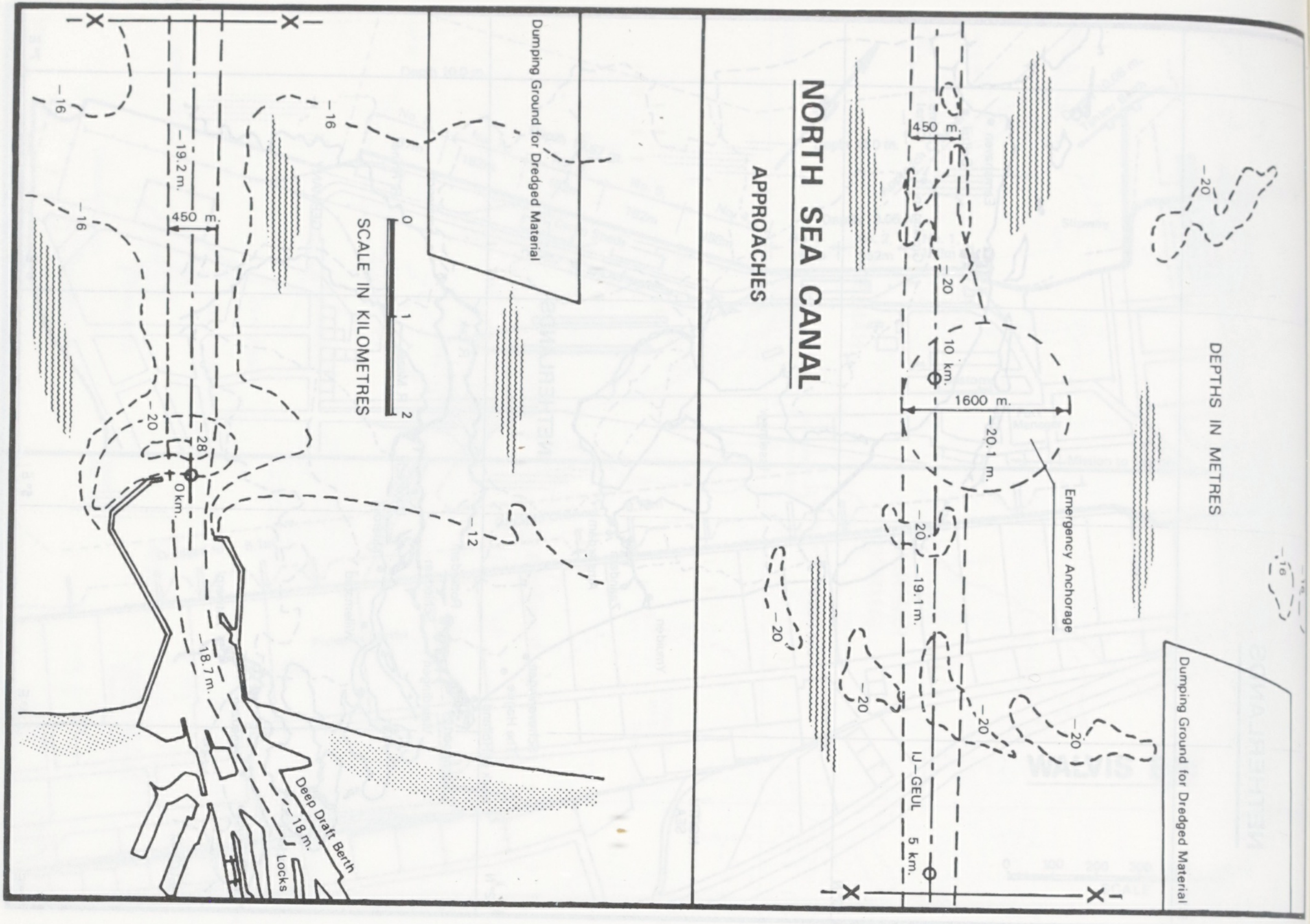
AMSTERDAM
NORTH SEA CANAL
VTS

CH 12
CH 9
CH 22
CH 11
CH 68
CH 14
North Sea Locks
Traffic Centre
North Sea Canal
Side Canal C
Side Canal D
CH 68
CH 14
Amerika Harbour
West Harbour
Westerkeer Lock
Harbour Building
Willem I Lock
Oosterdoks Entrance
New Bridge
Oranje Locks



NETHERLANDS

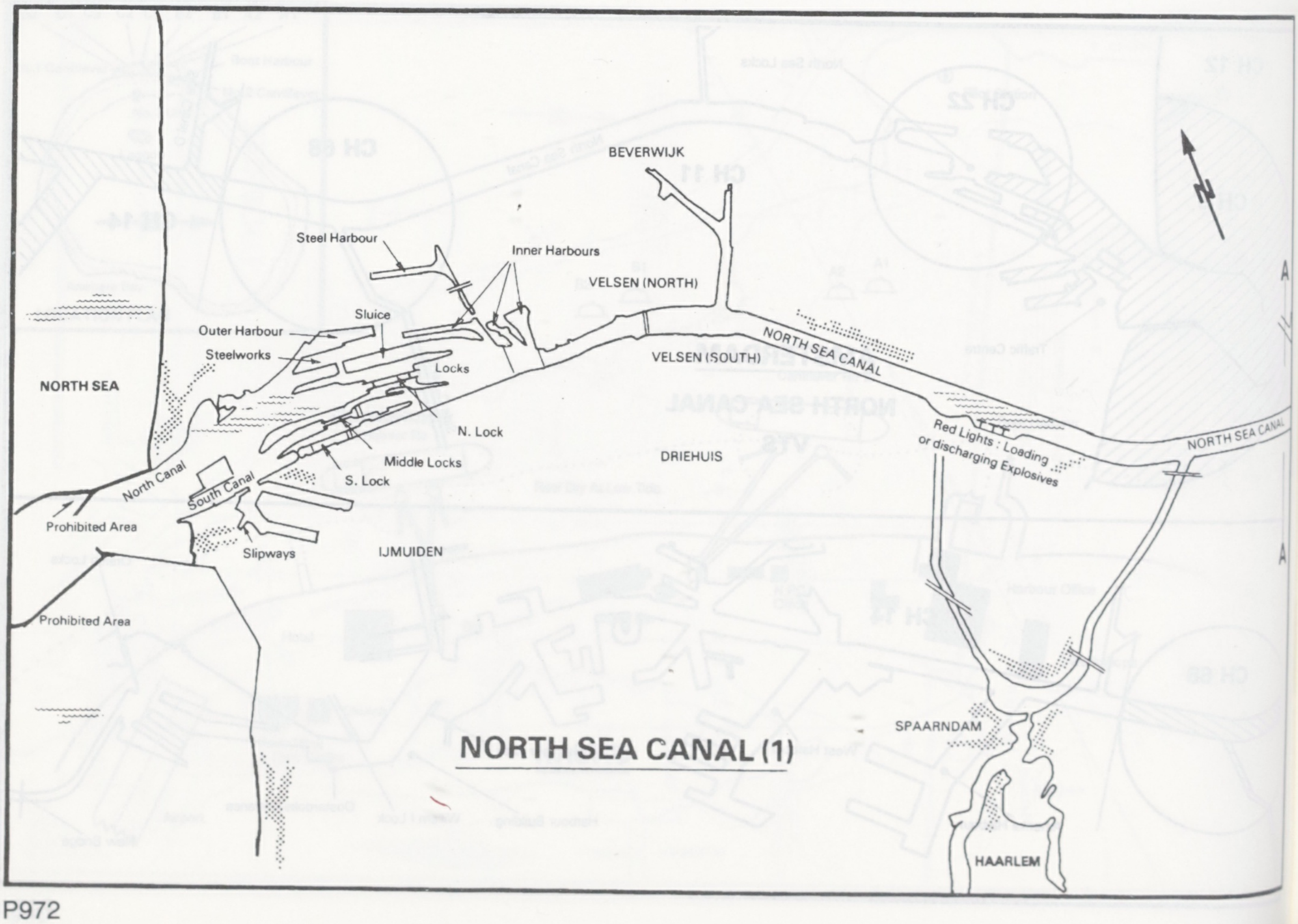
54° N
53° N
52° N
3° E
4° E
5° E
6° E
7° E
NORTH SEA
Eemshaven
Delfzijl
Eems Canal
Groningen
Den Helder
Ijsselmeer
Ymuiden
Zaandam
Amsterdam
NETHERLANDS
Scheveningen
The Hague
Hook of Holland
Europoort
Rotterdam
Vlaardingen
Schiedam
R. Lek
Emmerich
R. Rhine
R. Maas
Dordrecht
Moerdijk
Willemstad
GERMANY
Flushing
Zeebrugge
Terneuzen
Antwerp
BELGUIM



NORTH SEA CANAL

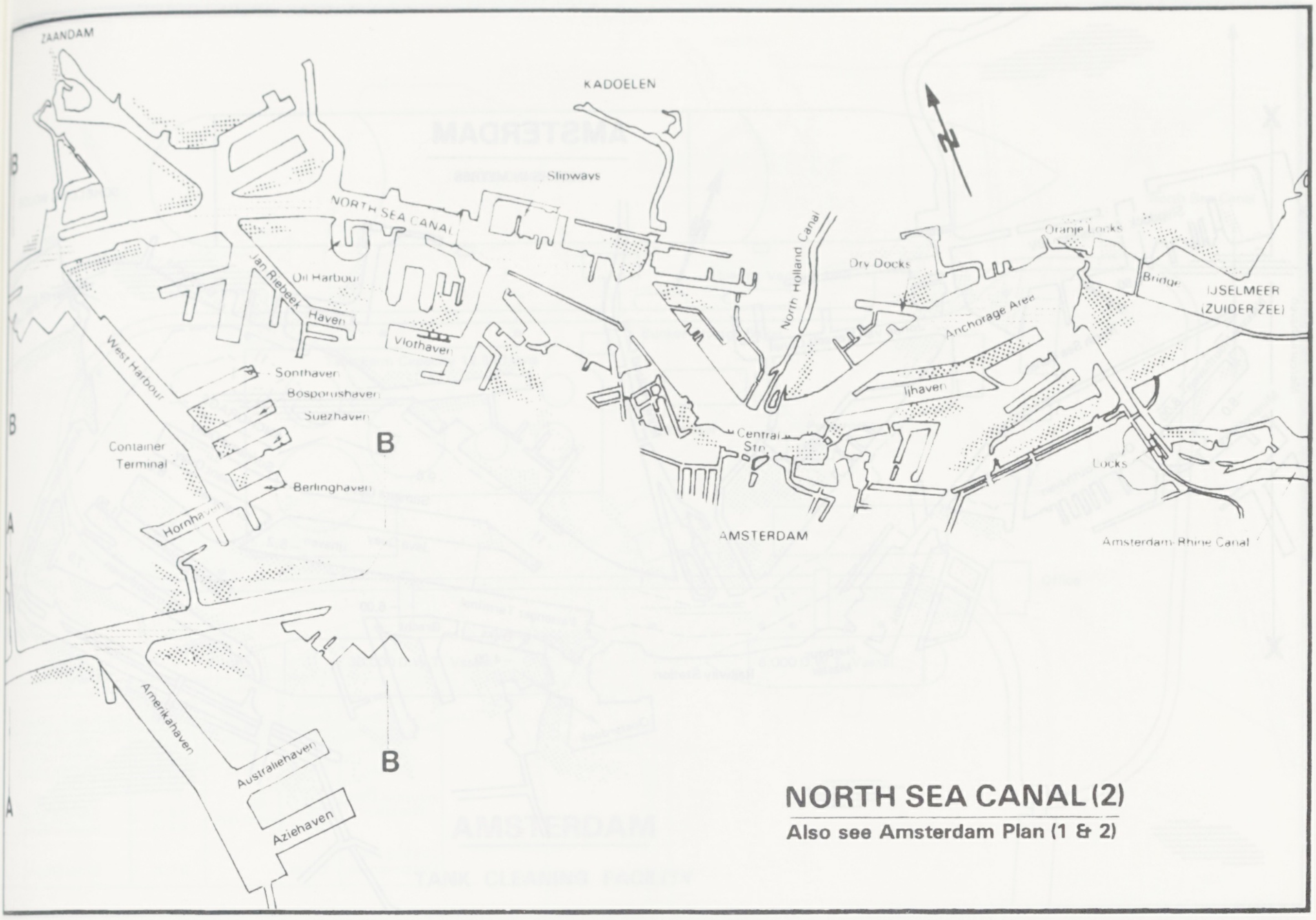
APPROACHES

Dumping Ground for Dredged Material
–16
–16
–16
–19.2 m.
450 m.
SCALE IN KILOMETRES
0
1
2
–20
–28
0 km.
–12
–18.7 m.
Deep Draft Berth
–18 m.
Locks
450 m.
–20
10 km.
1600 m.
–20.1 m.
Emergency Anchorage
–20
–19.1 m.
–20
–20
–20
–20
IJ–GEUL
5 km.
DEPTHS IN METRES
–20
–16
Dumping Ground for Dredged Material



BEVERWIJK
Steel Harbour
Inner Harbours
VELSEN (NORTH)
Sluice
Outer Harbour
Steelworks
Locks
NORTH SEA CANAL
VELSEN (SOUTH)
NORTH SEA
N. Lock
Middle Locks
S. Lock
North Canal
South Canal
Prohibited Area
Slipways
IJMUIDEN
DRIEHUIS
Red Lights : Loading or discharging Explosives
NORTH SEA CANAL
Prohibited Area
SPAARNDAM
HAARLEM
N
A
A

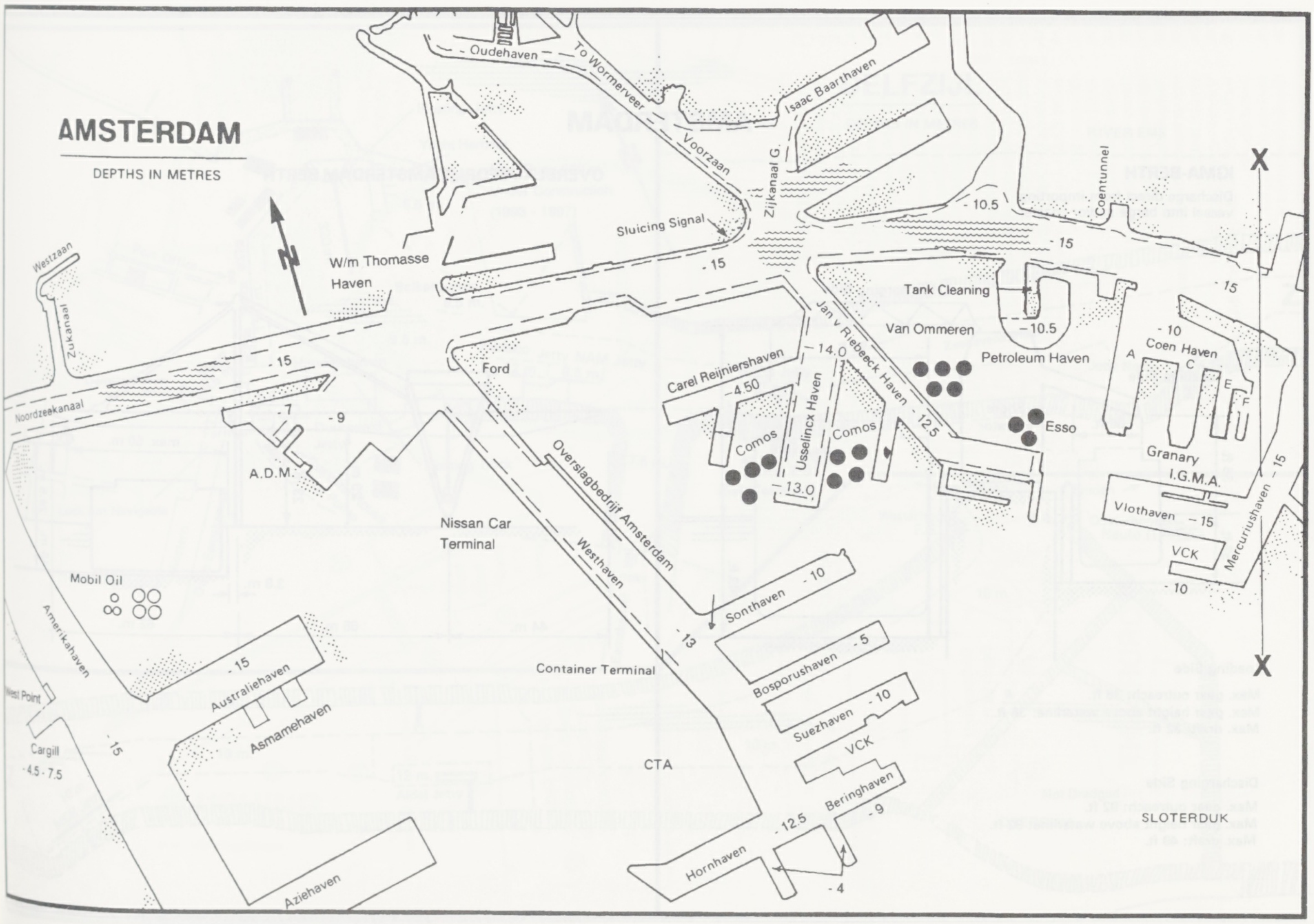
NORTH SEA CANAL (1)



NORTH SEA CANAL (2)

Also see Amsterdam Plan (1 & 2)

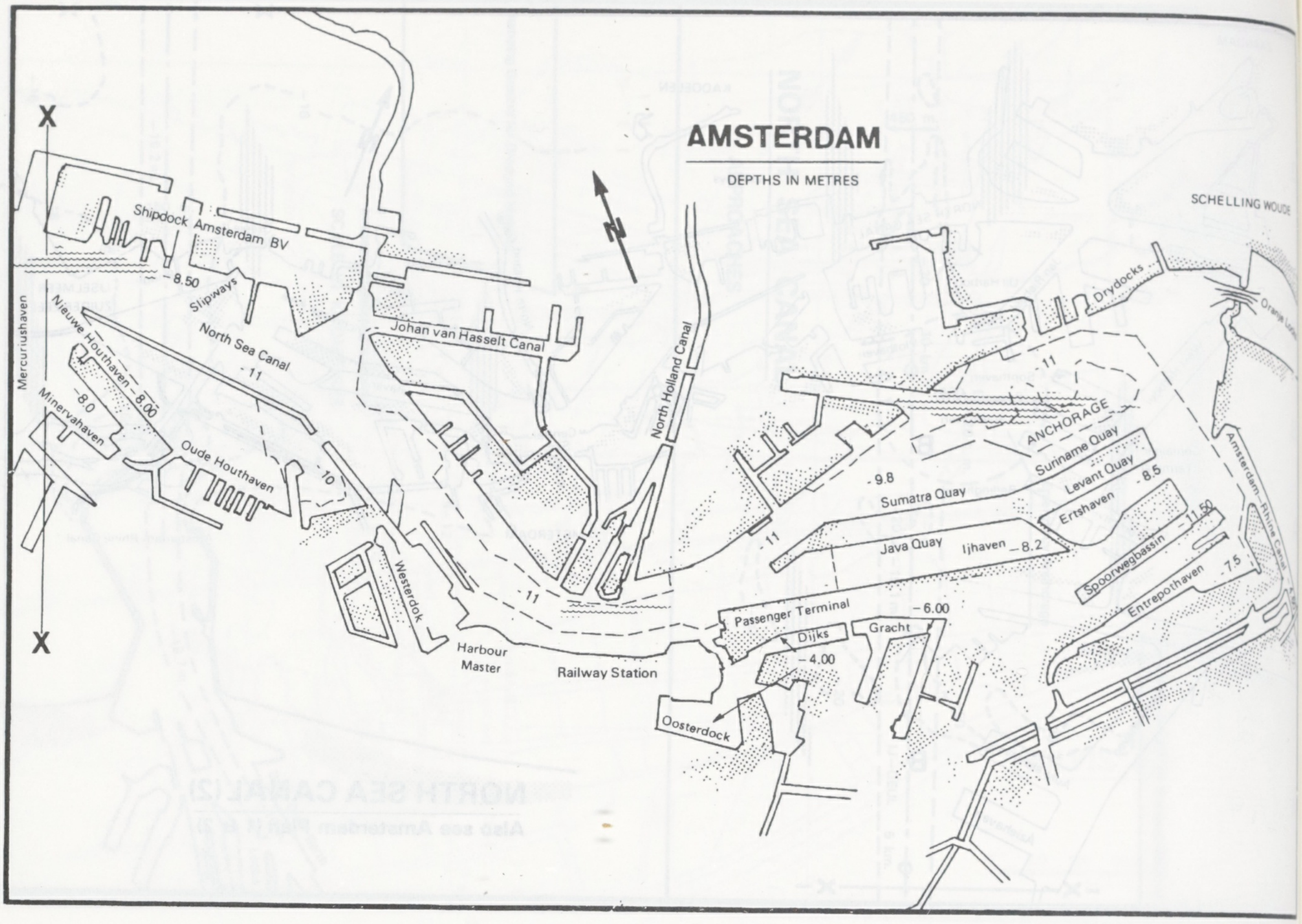
ZAANDAM
KADOELEN
N
Slipways
NORTH SEA CANAL
Oil Harbour
Jan Riebeek Haven
Vlothaven
West Harbour
Sonthaven
Bosporushaven
Suezhaven
Container Terminal
B
Berlinghaven
Hornhaven
A
Amerikahaven
Australiehaven
Aziehaven
B
North Holland Canal
Dry Docks
Oranje Locks
Bridge
IJSELMEER (ZUIDER ZEE)
Anchorage Area
Ijhaven
Central Stn
AMSTERDAM
Locks
Amsterdam-Rhine Canal



AMSTERDAM

DEPTHS IN METRES

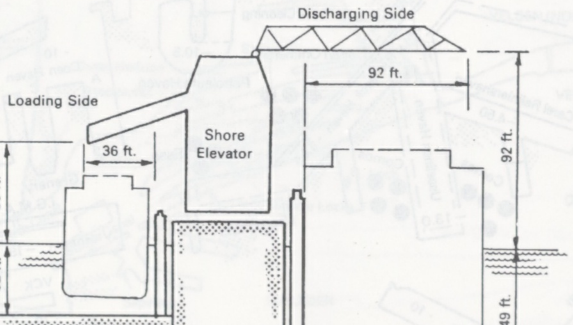
N
Oudehaven
To Wormerveer
Voorzaan
Isaac Baarthaven
Zijkanaal G.
Sluicing Signal
W/m Thomasse Haven
Westzaan
Zijkanaal
Noordzeekanaal
- 15
- 7
- 9
A.D.M.
Ford
Nissan Car Terminal
Mobil Oil
Amerikahaven
West Point
Cargill
- 4.5 - 7.5
15
- 15
Australiehaven
Asmamehaven
Aziehaven
Overslagbedrijf Amsterdam
Westhaven
- 13
Container Terminal
CTA
Carel Reijniershaven
- 4.50
Comos
Usselincx Haven
13.0
Comos
14.0
Jan v Riebeeck Haven
- 12.5
Tank Cleaning
- 10.5
Van Ommeren
Petroleum Haven
Esso
- 10.5
- 15
Coentunnel
X
- 15
- 10
Coen Haven
A
C
E
F
Granary
I.G.M.A.
Vlothaven
- 15
VCK
- 10
Mercuriushaven - 15
X
Sonthaven
- 10
Bosporushaven
- 5
Suezhaven
- 10
VCK
Beringhaven
- 9
- 12.5
Hornhaven
- 4
SLOTERDIJK


AMSTERDAM
DEPTHS IN METRES
N
X
X
Shipdock Amsterdam BV
Slipways
- 8.50
North Sea Canal
- 11
Mercuriushaven
Nieuwe Houthaven - 8.00
Minervahaven
-8.0
Oude Houthaven
10
Johan van Hasselt Canal
North Holland Canal
Westerdok
11
Harbour Master
Railway Station
Oosterdock
Passenger Terminal
Dijks
Gracht
-4.00
-6.00
-11
-9.8
Sumatra Quay
Java Quay
Ijhaven - 8.2
Suriname Quay
ANCHORAGE
Levant Quay
Ertshaven
- 8.5
Spoorwegbassin - 11.50
Entrepothaven
- 7.5
Drydocks
11
SCHELLING WOUDE
Orange Locks
Amsterdam-Rhine Canal

AMSTERDAM

IGMA-BERTH

Discharge direct from importing vessel into barge and/or coaster


Discharging Side
Loading Side
92 ft.
92 ft.
36 ft.
Shore Elevator
36 ft.
32 ft.
49 ft.

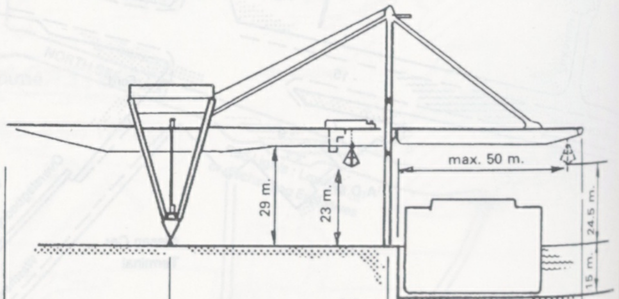
Loading Side

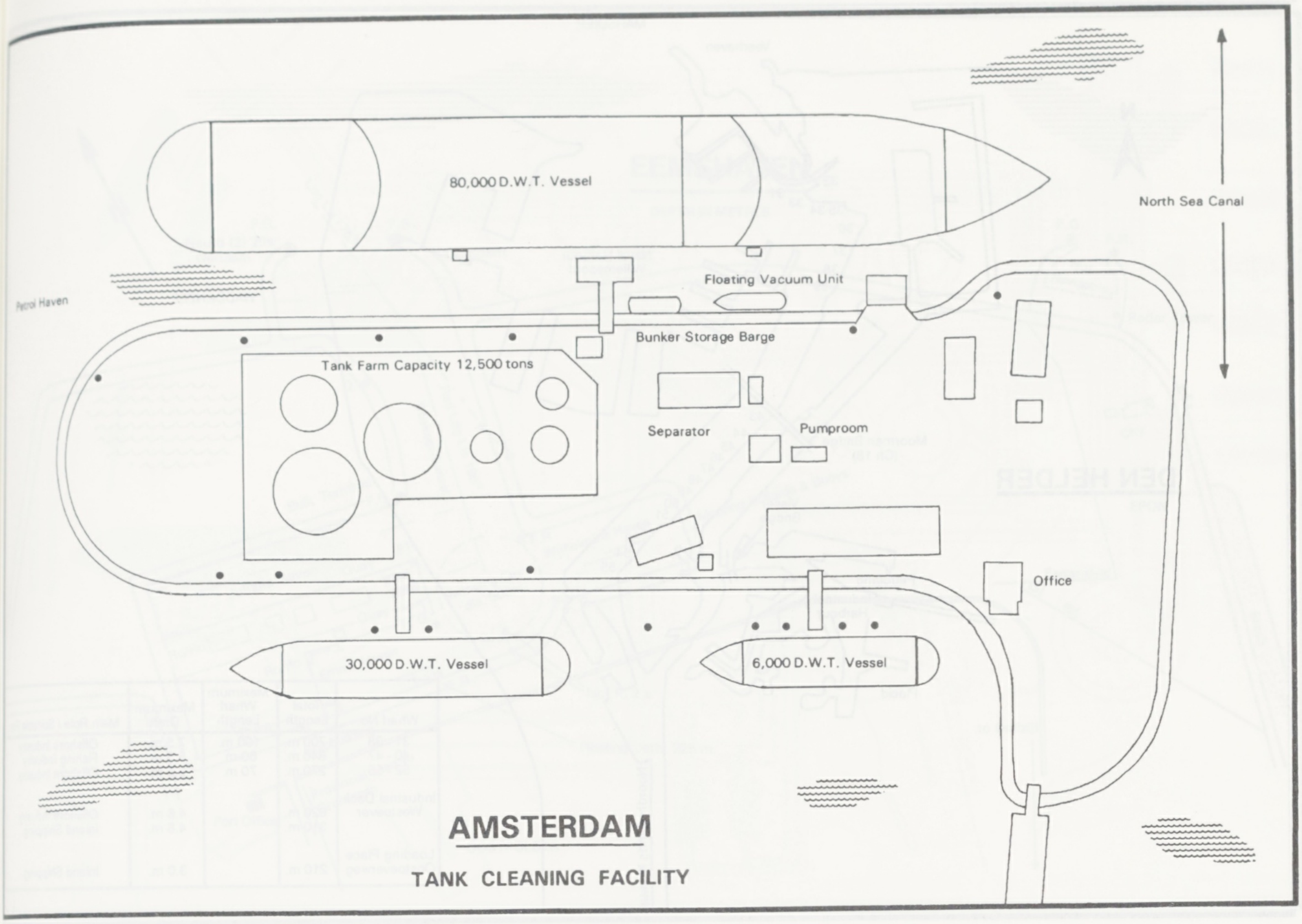
Max. gear outreach: 36 ft.
Max. gear height above waterline: 36 ft.
Max. draft: 32 ft.

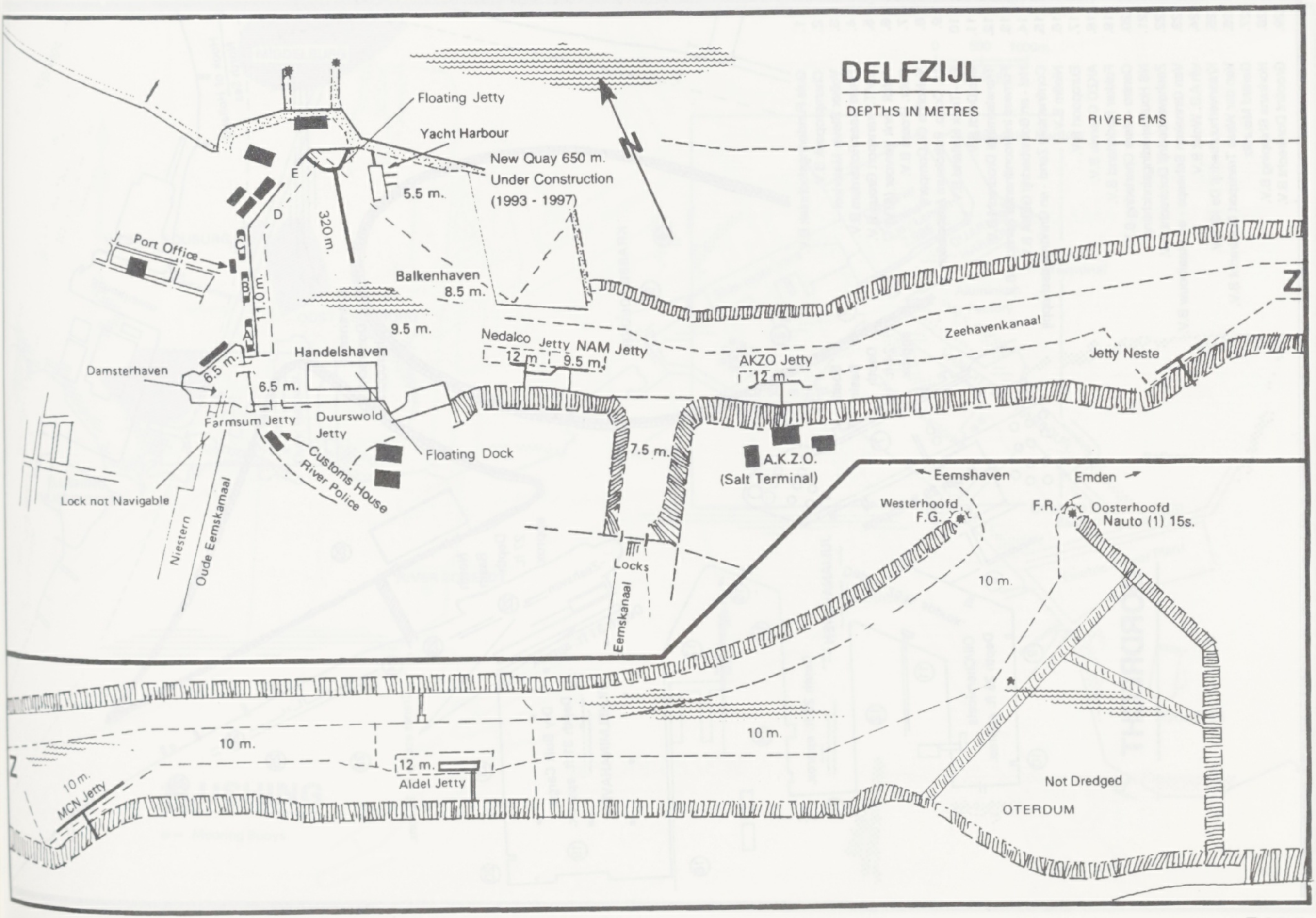
Discharging Side

Max. gear outreach: 92 ft.
Max. gear height above waterline: 92 ft.
Max. draft: 49 ft.

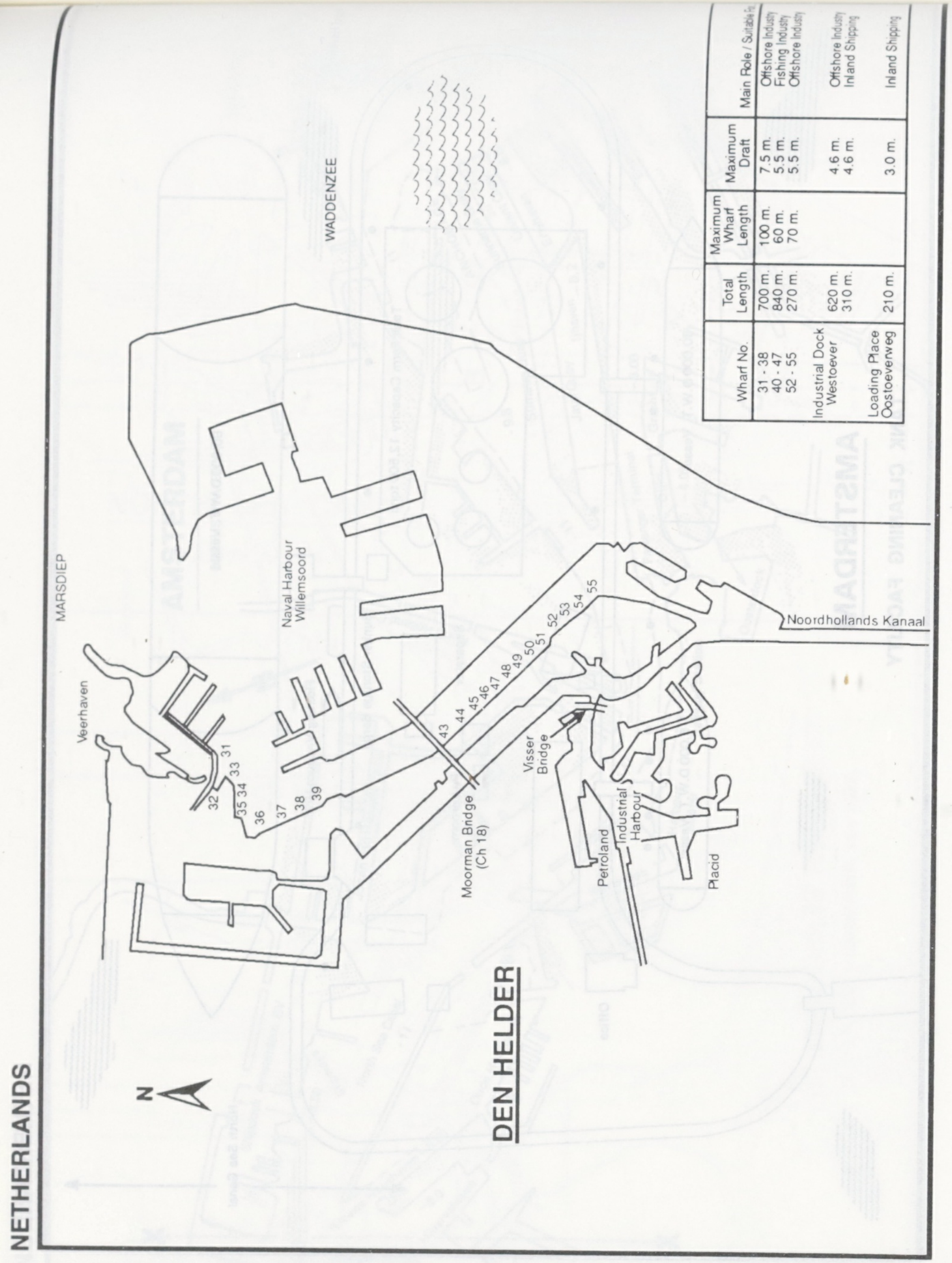
OVERSLAGBEDRIJF AMSTERDAM BERTH


max. 50 m.
29 m.
23 m.
24.5 m.
15 m.
3.8 m.
44 m.
65 m.
62 m.


80,000 D.W.T. Vessel
North Sea Canal
Floating Vacuum Unit
Bunker Storage Barge
Tank Farm Capacity 12,500 tons
Separator
Pumproom
Office
30,000 D.W.T. Vessel
6,000 D.W.T. Vessel
AMSTERDAM
TANK CLEANING FACILITY

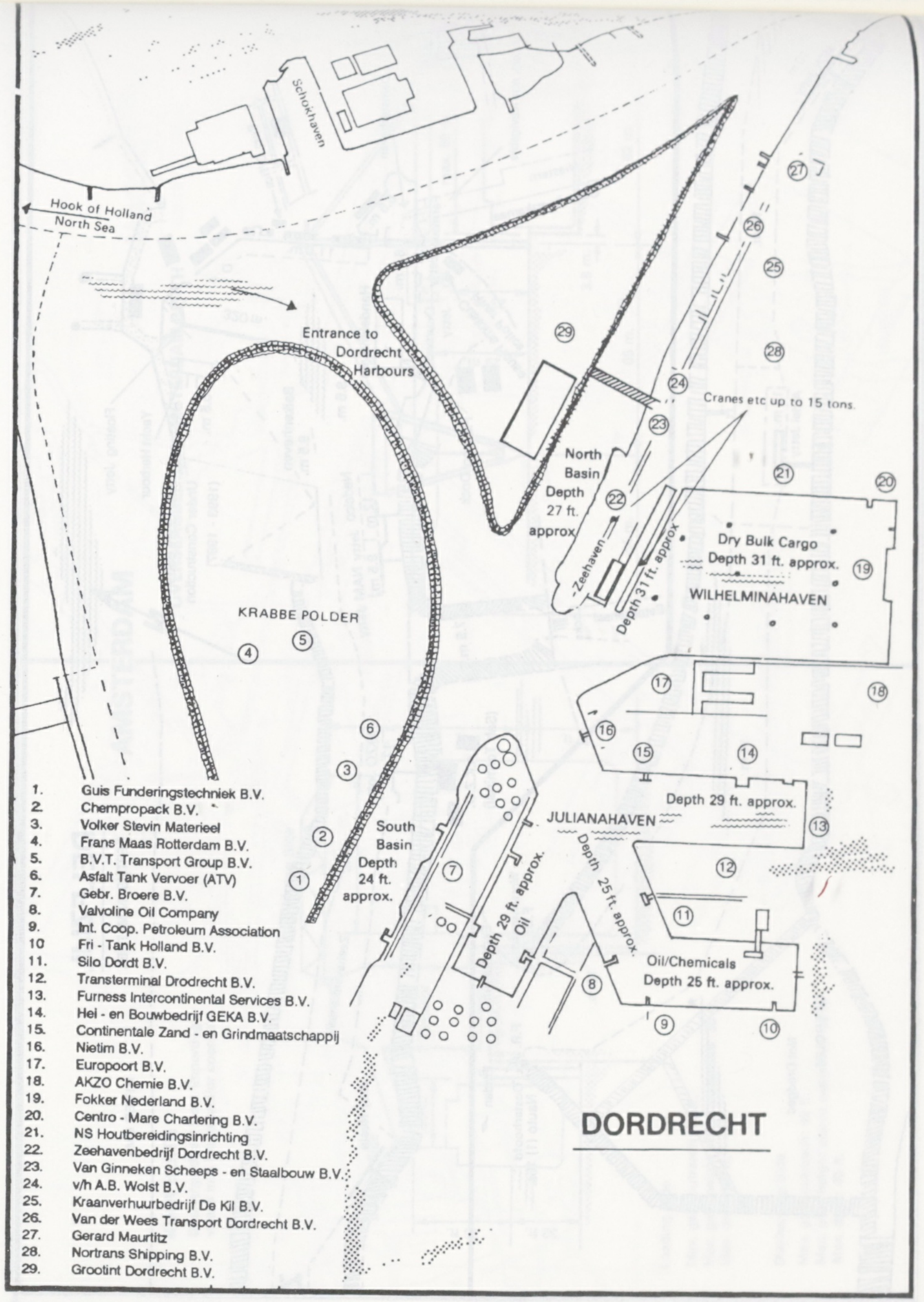

DELFZIJL
DEPTHS IN METRES
RIVER EMS
N
Floating Jetty
Yacht Harbour
New Quay 650 m.
Under Construction
(1993 - 1997)
5.5 m.
E
D
C
B
A
320 m.
11.0 m.
Port Office
Balkenhaven
8.5 m.
9.5 m.
Handelshaven
Damsterhaven
6.5 m.
6.5 m.
Nedalco
Jetty
NAM Jetty
12 m.
9.5 m.
Zeehavenkanaal
Z
Jetty Neste
AKZO Jetty
12 m.
Farmsum Jetty
Duurswold
Jetty
Floating Dock
Customs House
River Police
7.5 m.
A.K.Z.O.
(Salt Terminal)
Lock not Navigable
Niestern
Oude Eemskanaal
Locks
Eemskanaal
Eemshaven
Emden
Westerhoofd
F.G.
F.R.
Oosterhoofd
Nauto (1) 15s.
10 m.
10 m.
10 m.
12 m.
Aldel Jetty
10 m.
MCN Jetty
Z
Not Dredged
OTERDUM

DEN HELDER

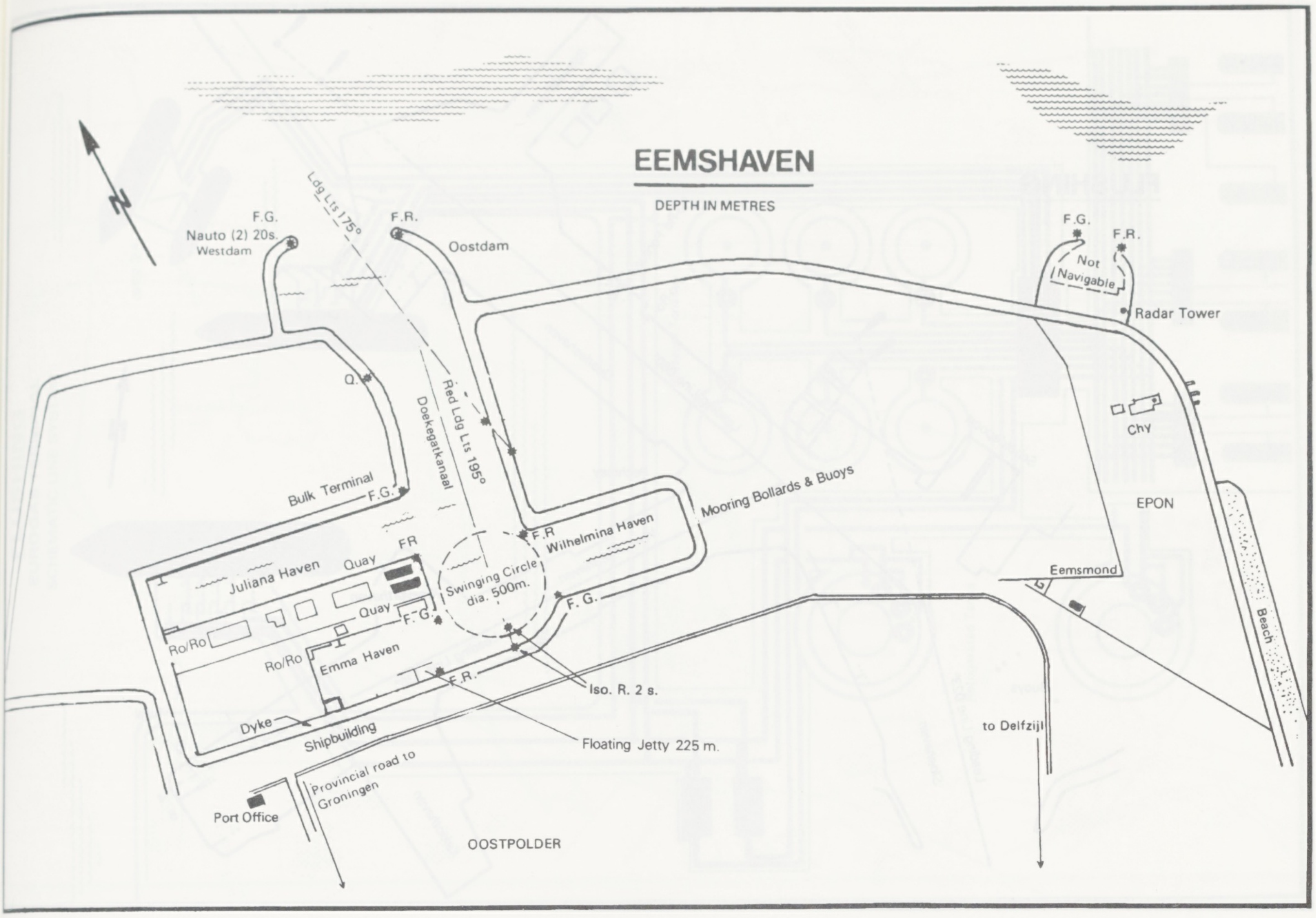

N
WADDENZEE
MARSDIEP
Naval Harbour Willemsoord
Veerhaven
31
32
33
35 34
36
37
38
39
43
44
45
46
47
48
49
50
51
52
53
54
55
Noordhollands Kanaal
Moorman Bridge (Ch 18)
Visser Bridge
Petroland
Industrial Harbour
Placid

Wharf No.	Total Length	Maximum Wharf Length	Maximum Draft	Main Role / Suitable Fo
31 - 38 40 - 47 52 - 55	700 m. 840 m. 270 m.	100 m. 60 m. 70 m.	7.5 m. 5.5 m. 5.5 m.	Offshore Industry Fishing Industry Offshore Industry
Industrial Dock Westoever	620 m. 310 m.		4.6 m. 4.6 m.	Offshore Industry Inland Shipping
Loading Place Oostoeverweg	210 m.		3.0 m.	Inland Shipping

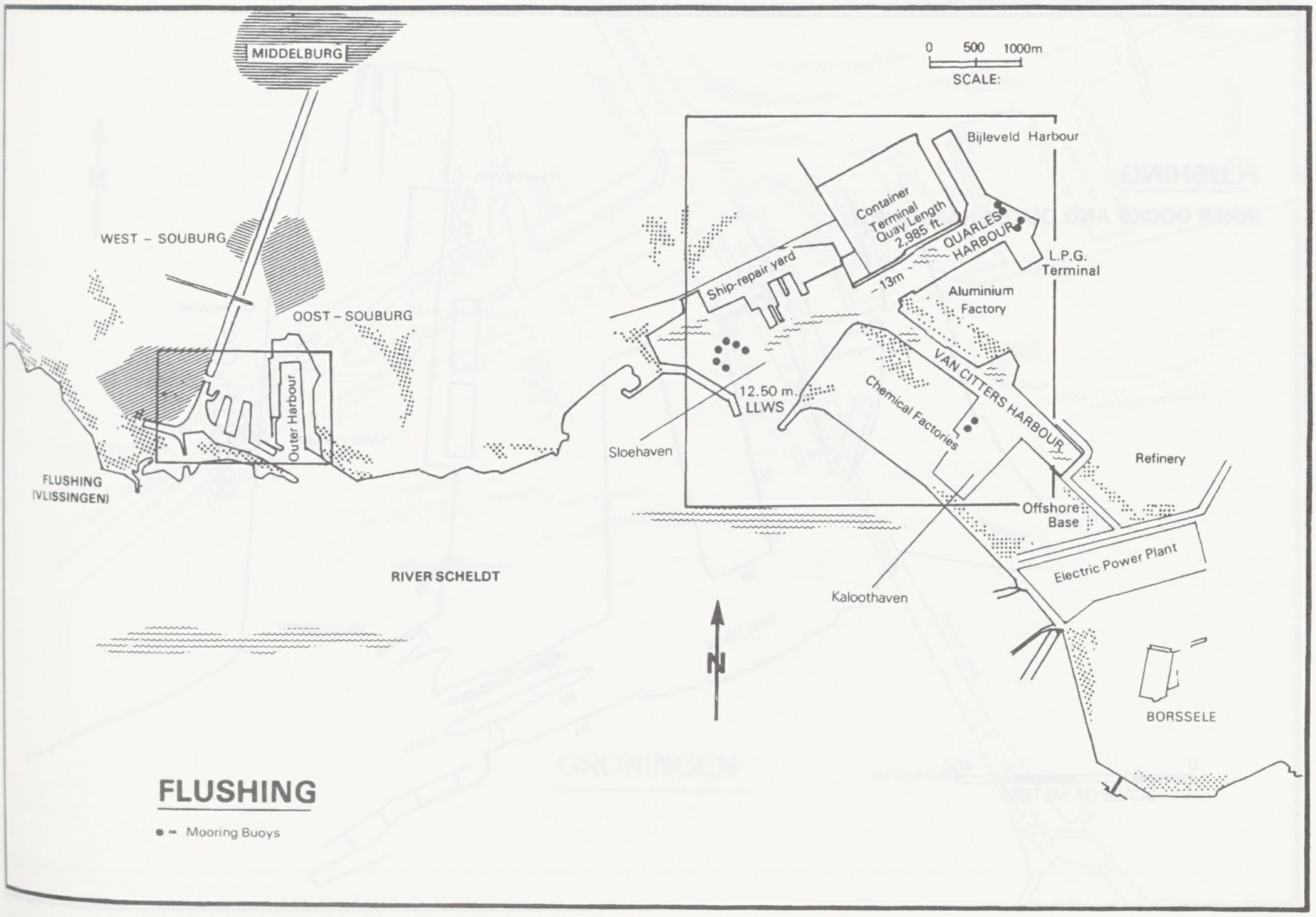
DORDRECHT


Schokhaven
Hook of Holland
North Sea
Entrance to Dordrecht Harbours
KRABBE POLDER
North Basin Depth 27 ft. approx.
Zeehaven
Depth 31 ft. approx.
Cranes etc up to 15 tons.
Dry Bulk Cargo
Depth 31 ft. approx.
WILHELMINAHAVEN
South Basin Depth 24 ft. approx.
JULIANAHAVEN
Depth 29 ft. approx.
Depth 29 ft. approx.
Oil
Depth 25 ft. approx.
Oil/Chemicals
Depth 25 ft. approx.
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
⑬
⑭
⑮
⑯
⑰
⑱
⑲
⑳
㉑
㉒
㉓
㉔
㉕
㉖
㉗
㉘
㉙

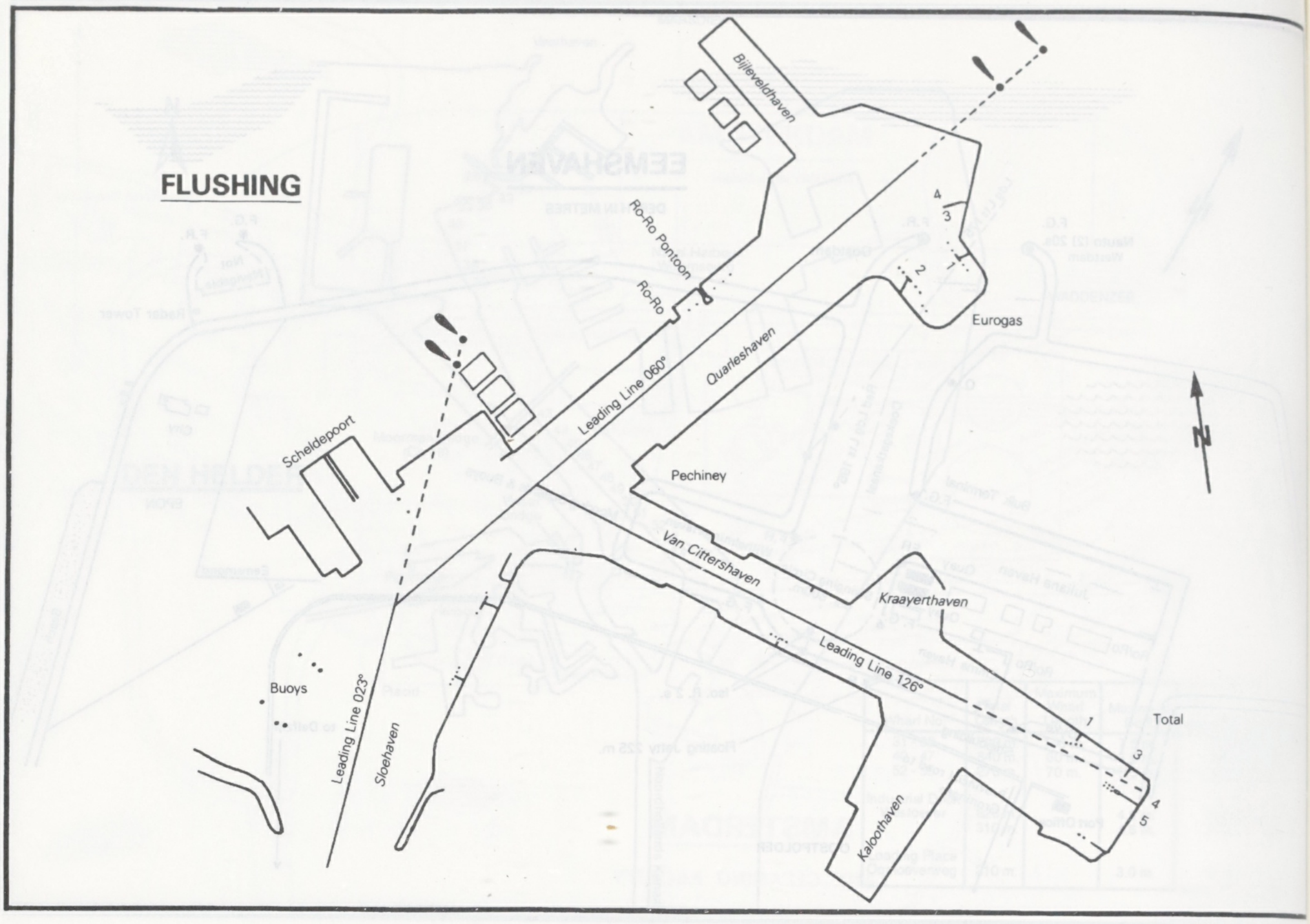
1. Guis Funderingstechniek B.V.
2. Chempropack B.V.
3. Volker Stevin Materieel
4. Frans Maas Rotterdam B.V.
5. B.V.T. Transport Group B.V.
6. Asfalt Tank Vervoer (ATV)
7. Gebr. Broere B.V.
8. Valvoline Oil Company
9. Int. Coop. Petroleum Association
10 Fri - Tank Holland B.V.
11. Silo Dordt B.V.
12. Transterminal Drodrecht B.V.
13. Furness Intercontinental Services B.V.
14. Hei - en Bouwbedrijf GEKA B.V.
15. Continentale Zand - en Grindmaatschappij
16. Nietim B.V.
17. Europoort B.V.
18. AKZO Chemie B.V.
19. Fokker Nederland B.V.
20. Centro - Mare Chartering B.V.
21. NS Houtbereidingsinrichting
22. Zeehavenbedrijf Dordrecht B.V.
23. Van Ginneken Scheeps - en Staalbouw B.V.
24. v/h A.B. Wolst B.V.
25. Kraanverhuurbedrijf De Kil B.V.
26. Van der Wees Transport Dordrecht B.V.
27. Gerard Maurtitz
28. Nortrans Shipping B.V.
29. Grootint Dordrecht B.V.

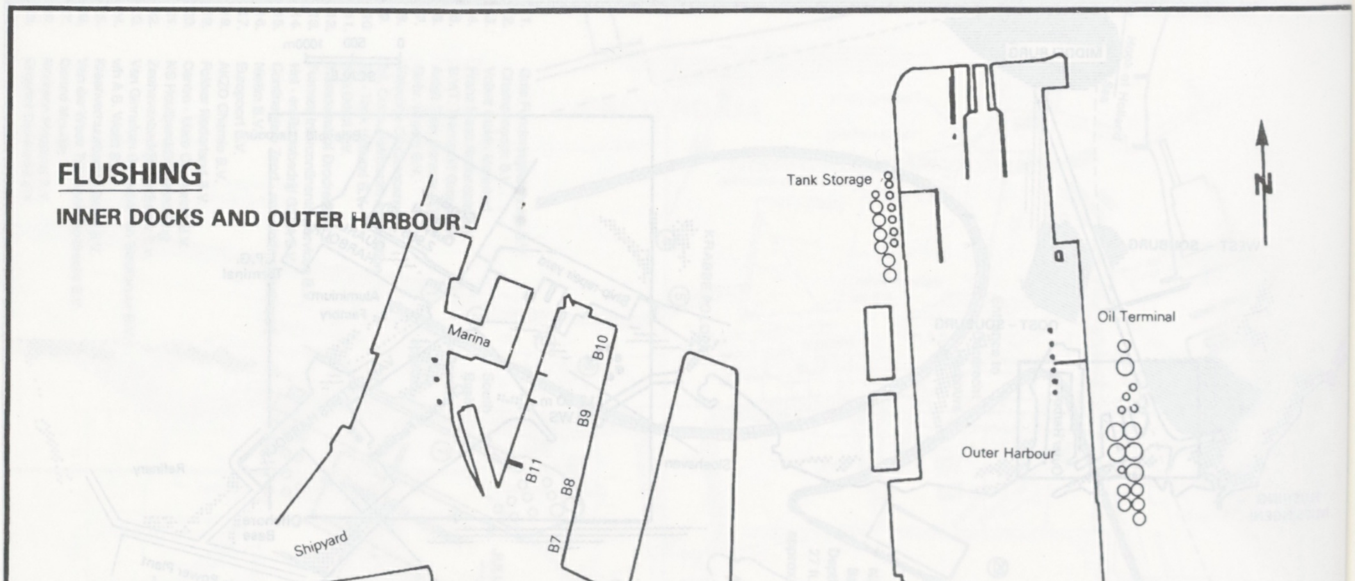


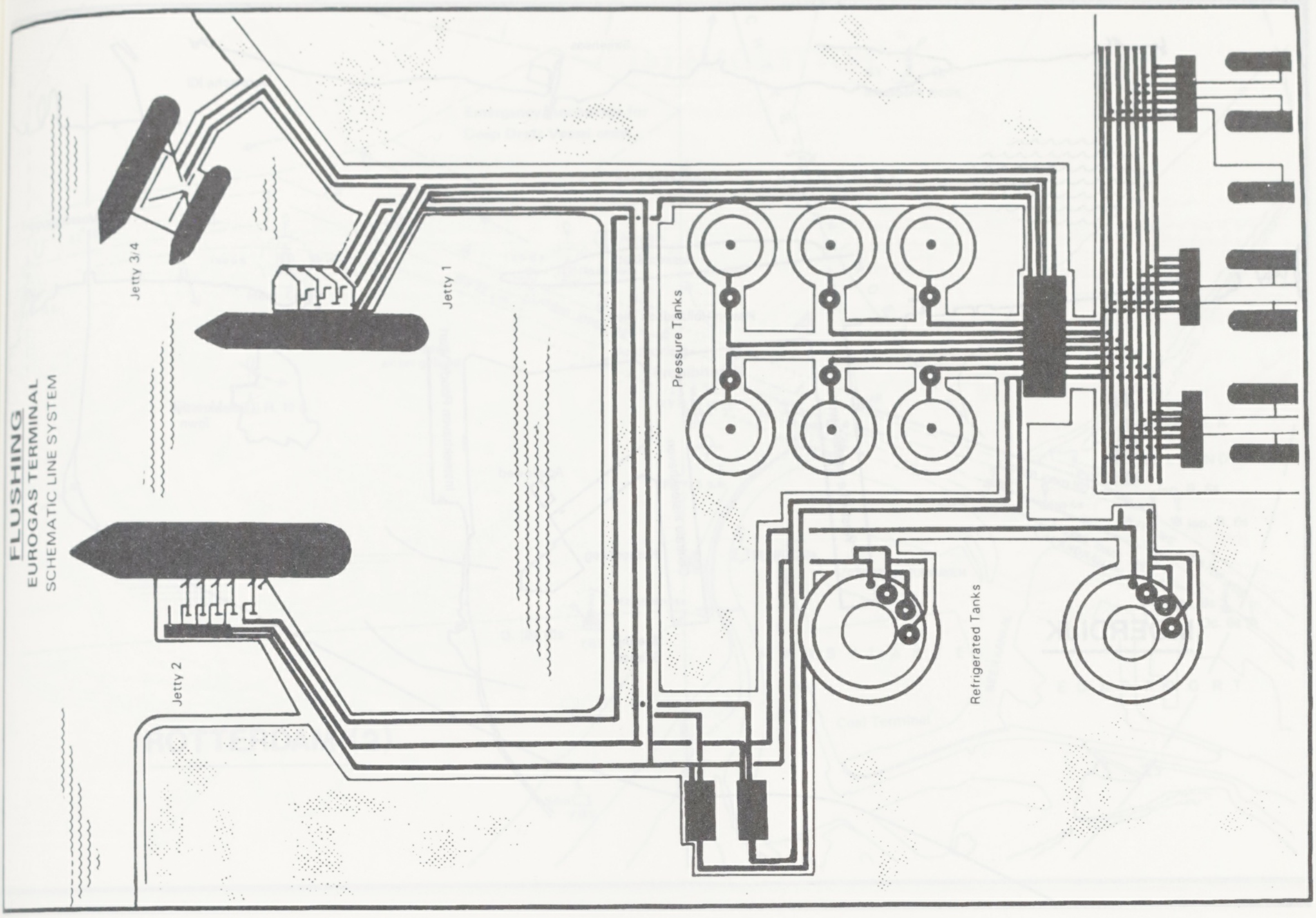
EEMSHAVEN
DEPTH IN METRES
N
F.G.
Nauto (2) 20s.
Westdam
Ldg Lts 175°
F.R.
Oostdam
Q.
Red Ldg Lts 195°
Doekegatkanaal
Bulk Terminal
F.G.
FR
Juliana Haven
Quay
Quay
F.G.
Swinging Circle dia. 500m.
F.R
Wilhelmina Haven
Mooring Bollards & Buoys
F.G.
Ro/Ro
Ro/Ro
Emma Haven
F.R.
Iso. R. 2 s.
Floating Jetty 225 m.
Dyke
Shipbuilding
Provincial road to Groningen
Port Office
OOSTPOLDER
to Delfzijl
F.G.
F.R.
Not Navigable
Radar Tower
Chy
EPON
Eemsmond
Beach



MIDDELBURG
WEST – SOUBURG
OOST – SOUBURG
Outer Harbour
FLUSHING (VLISSINGEN)
RIVER SCHELDT
0 500 1000m
SCALE:
Bijleveld Harbour
Container Terminal Quay Length 2,985 ft.
QUARLES HARBOUR
L.P.G. Terminal
Ship-repair yard
13m
Aluminium Factory
12.50 m. LLWS
Sloehaven
VAN CITTERS HARBOUR
Chemical Factories
Refinery
Offshore Base
Electric Power Plant
Kaloothaven
N
BORSSELE
FLUSHING
● – Mooring Buoys

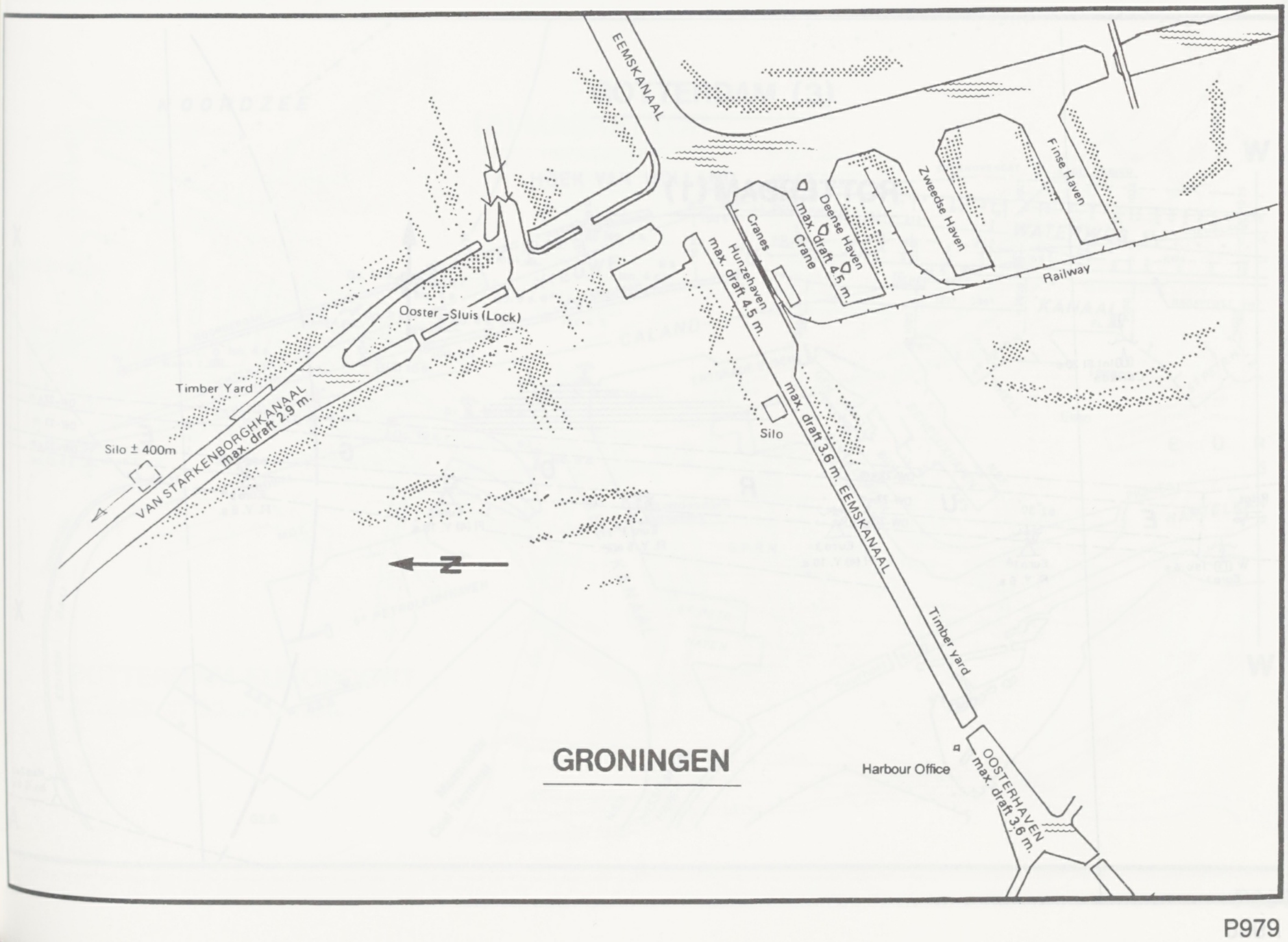

FLUSHING
Bijleveldhaven
Ro-Ro Pontoon
Ro-Ro
4
3
2
1
Eurogas
Quarleshaven
Leading Line 060°
Scheldepoort
Pechiney
Van Cittershaven
Kraayerthaven
Leading Line 126°
Buoys
Leading Line 023°
Sloehaven
Total
1
3
4
5
Kaloothaven
N


FLUSHING
INNER DOCKS AND OUTER HARBOUR
Tank Storage
Oil Terminal
Marina
B10
B9
B11
B8
B7
B6
Shipyard
Inner Docks
Outer Harbour
Westerscheldt
B2
B1
Locks
0
400
SCALE OF METRES
N



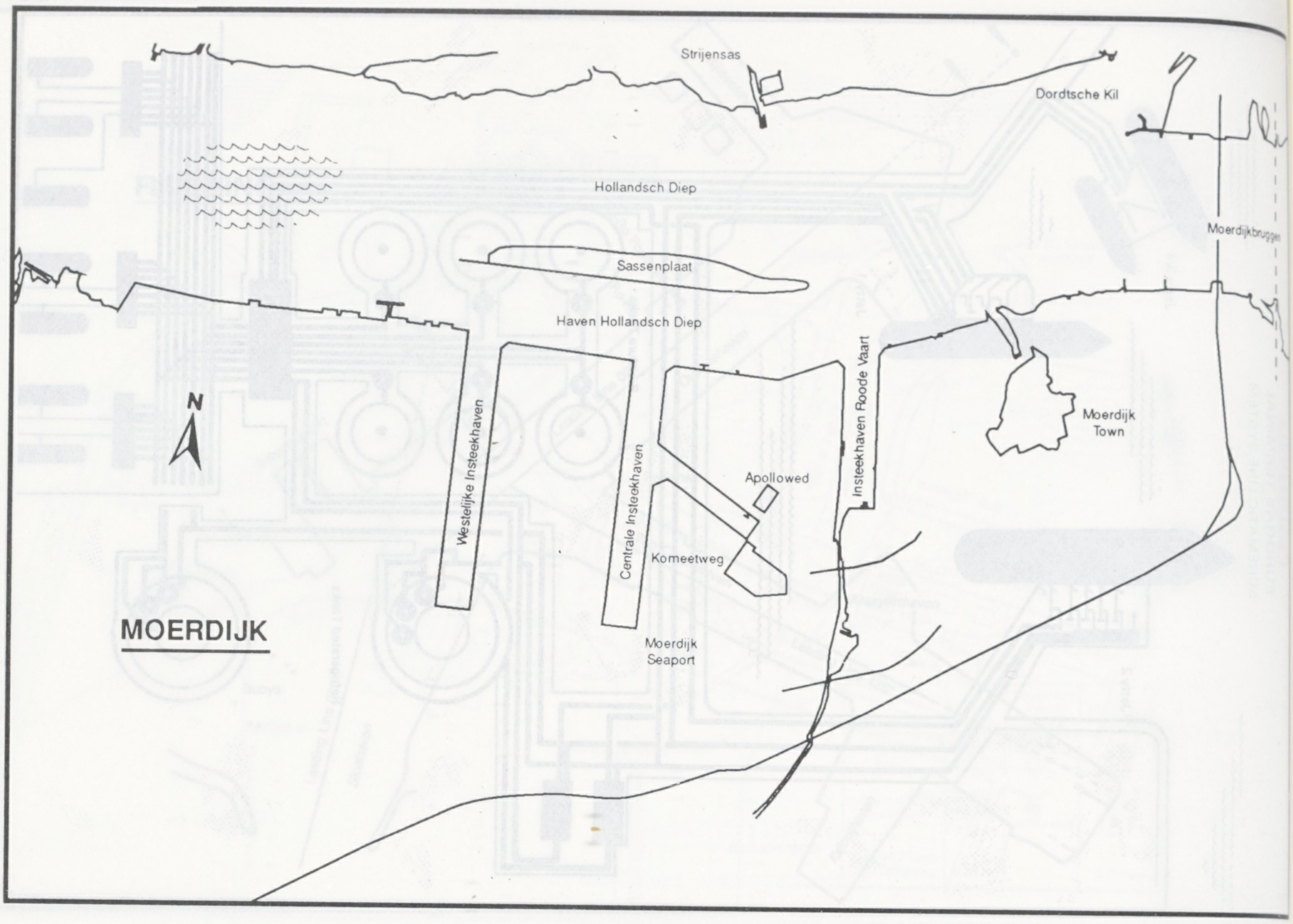
FLUSHING
EUROGAS TERMINAL
SCHEMATIC LINE SYSTEM

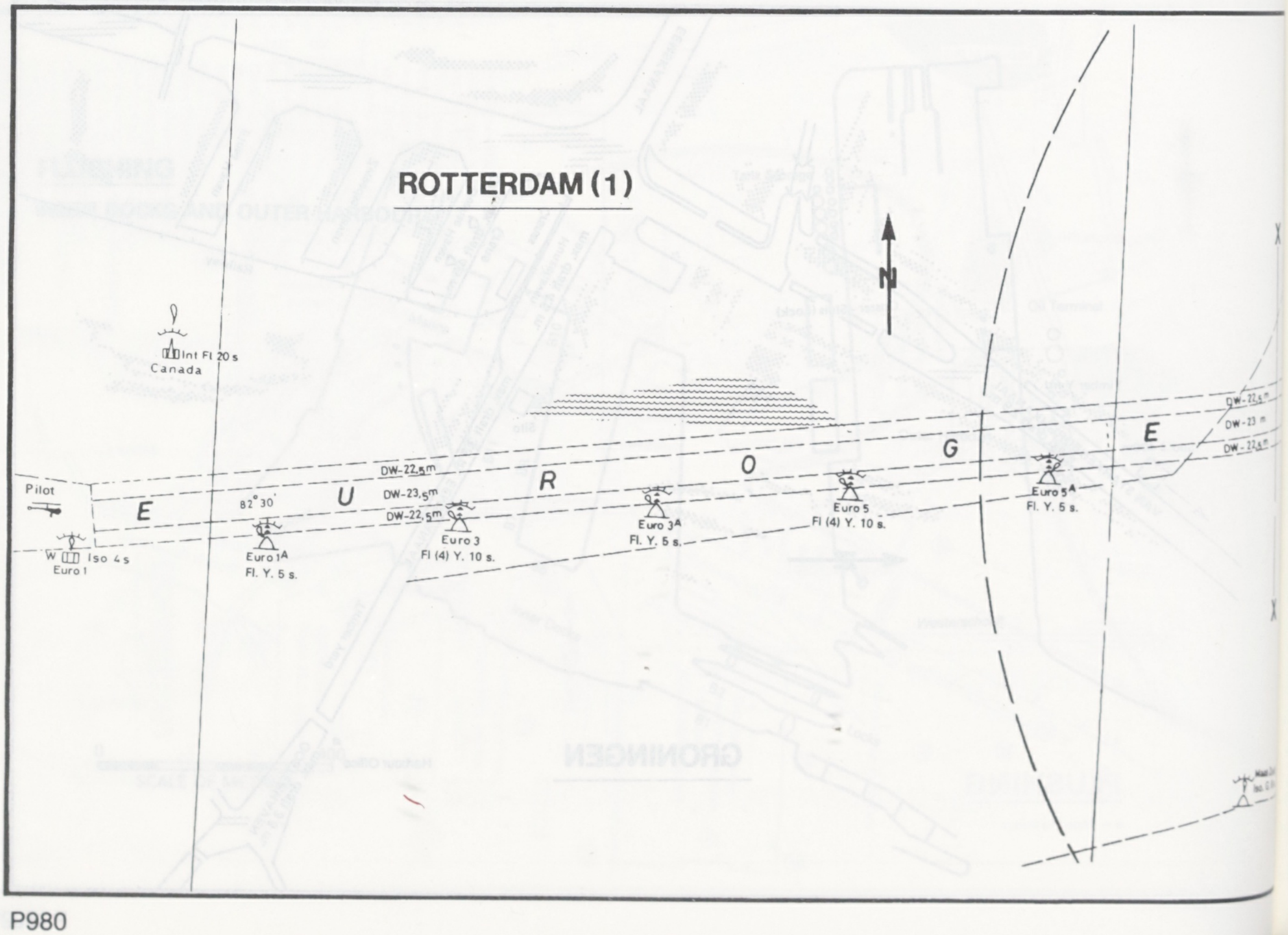
Jetty 3/4
Jetty 1
Jetty 2
Pressure Tanks
Refrigerated Tanks

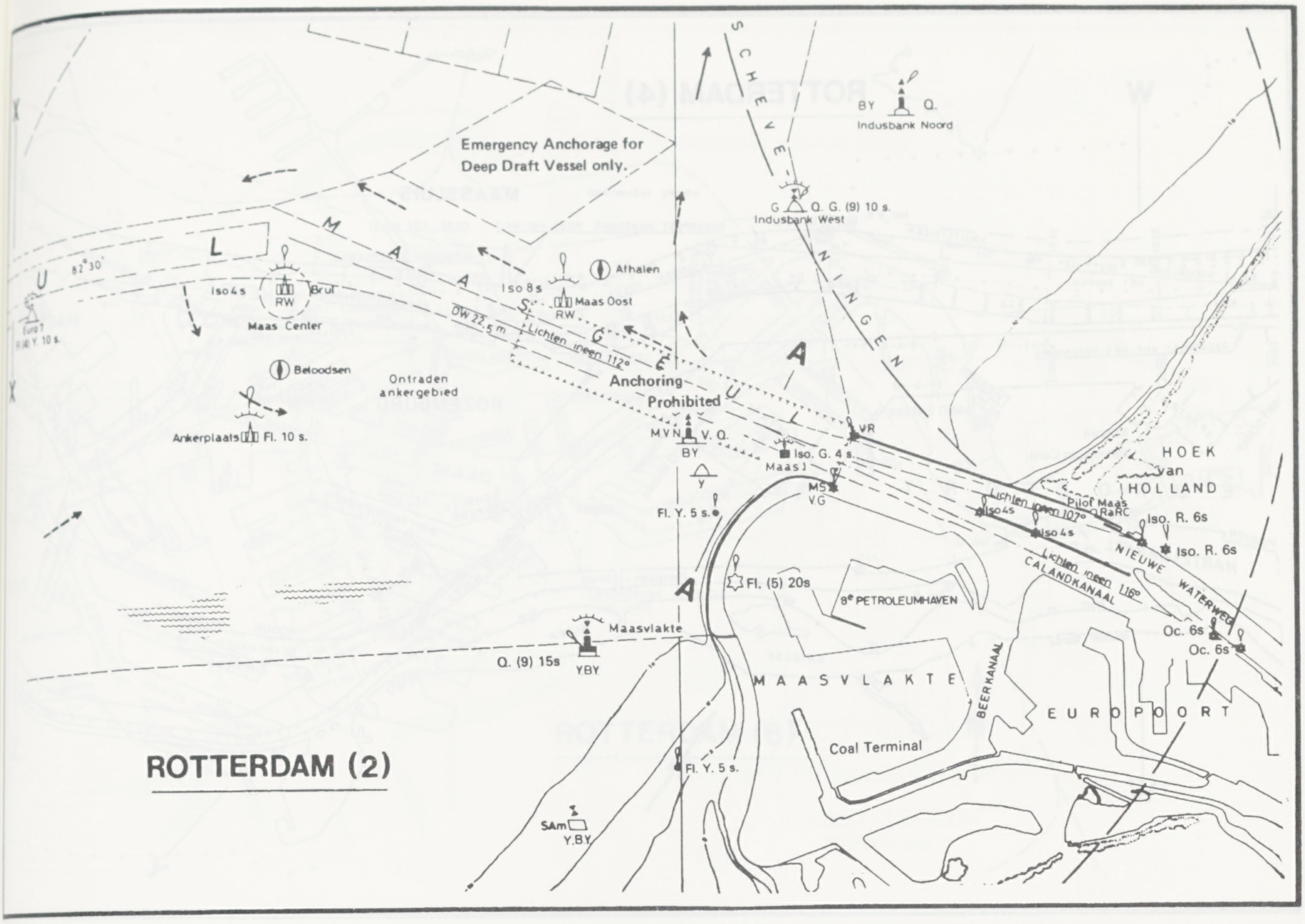


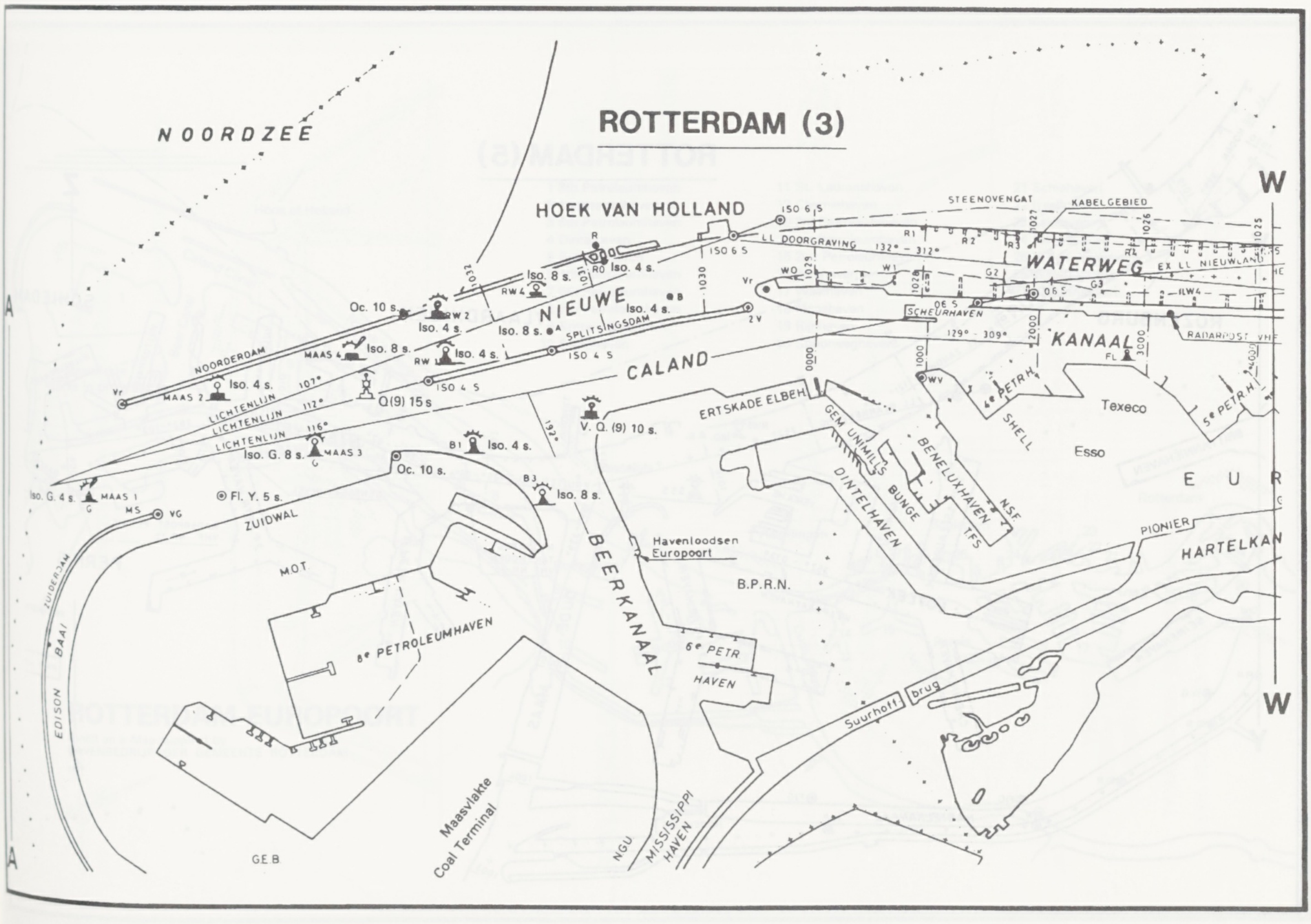
GRONINGEN

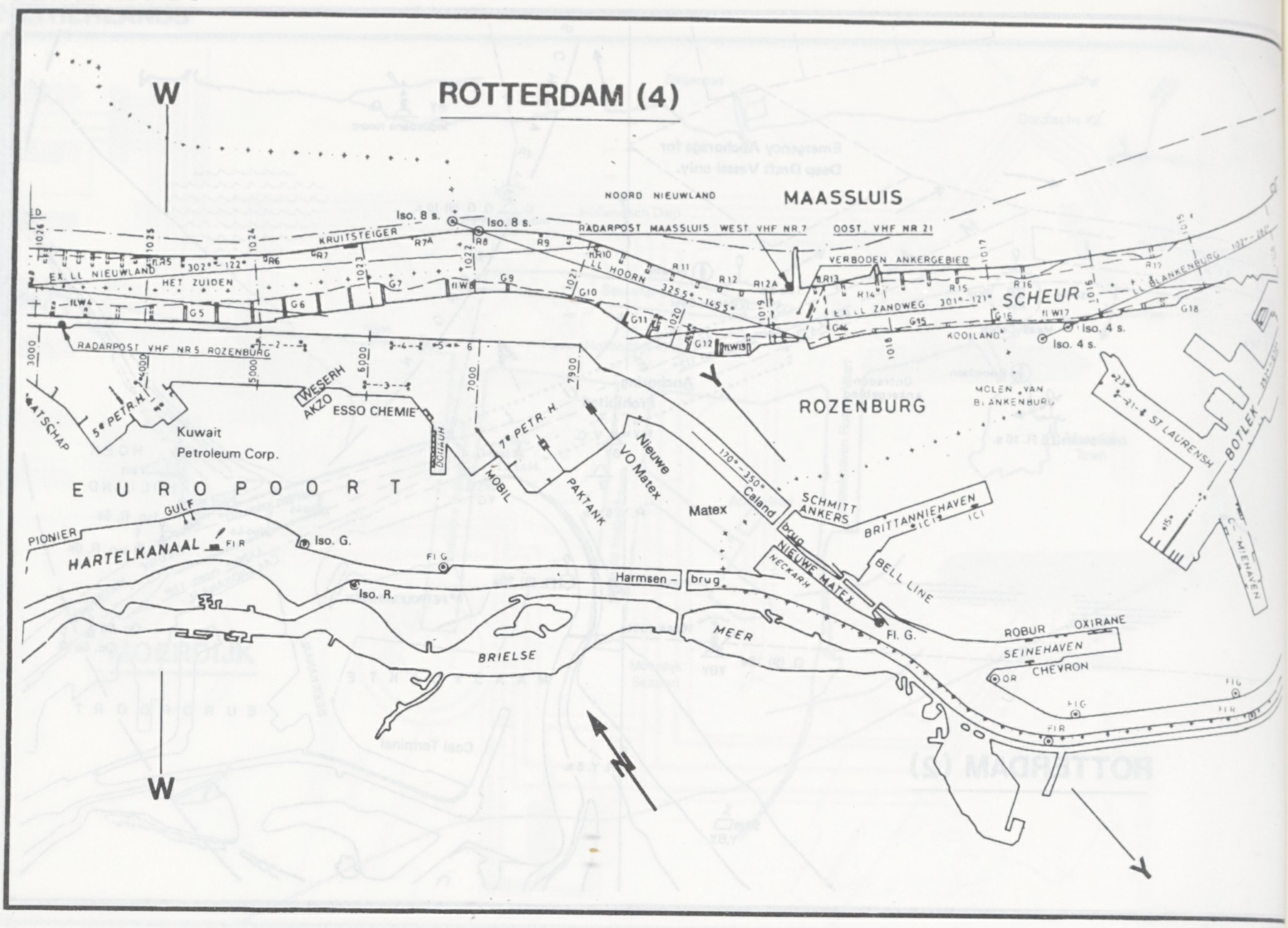
EEMSKANAAL
Deense Haven
max. draft 4.5 m.
Crane
Cranes
Hunzehaven
max. draft 4.5 m.
Zweedse Haven
Finse Haven
Railway
Ooster - Sluis (Lock)
Timber Yard
VAN STARKENBORGHKANAAL
max. draft 2.9 m.
Silo ± 400m
Silo
N
max. draft 3.6 m. EEMSKANAAL
Timber yard
Harbour Office
OOSTERHAVEN
max. draft 3.6 m.

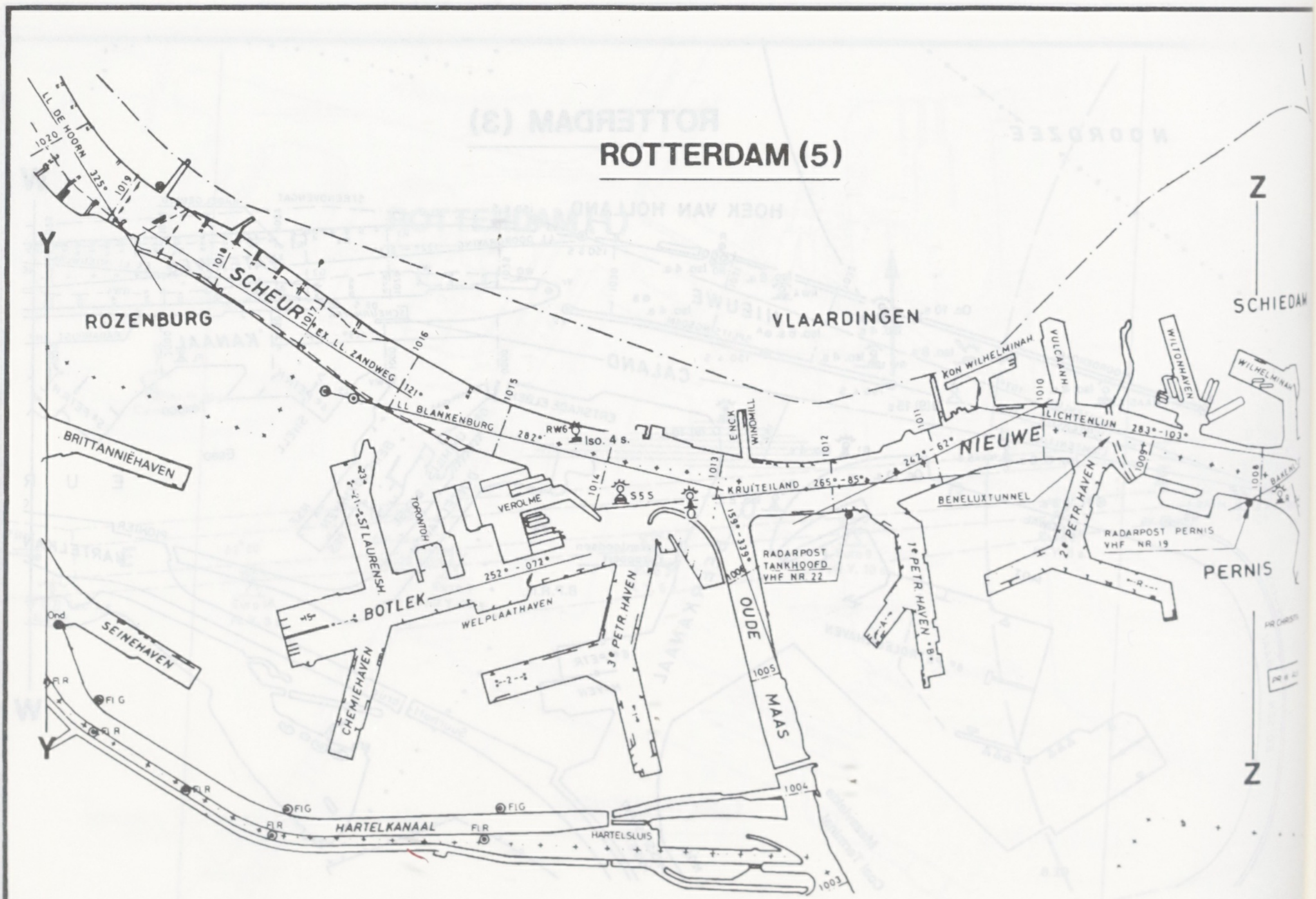

Strijensas
Dordtsche Kil
Hollandsch Diep
Moerdijkbruggen
Sassenplaat
Haven Hollandsch Diep
N
Westelijke Insteekhaven
Centrale Insteekhaven
Insteekhaven Roode Vaart
Moerdijk Town
Apollowed
Komeetweg
MOERDIJK
Moerdijk Seaport

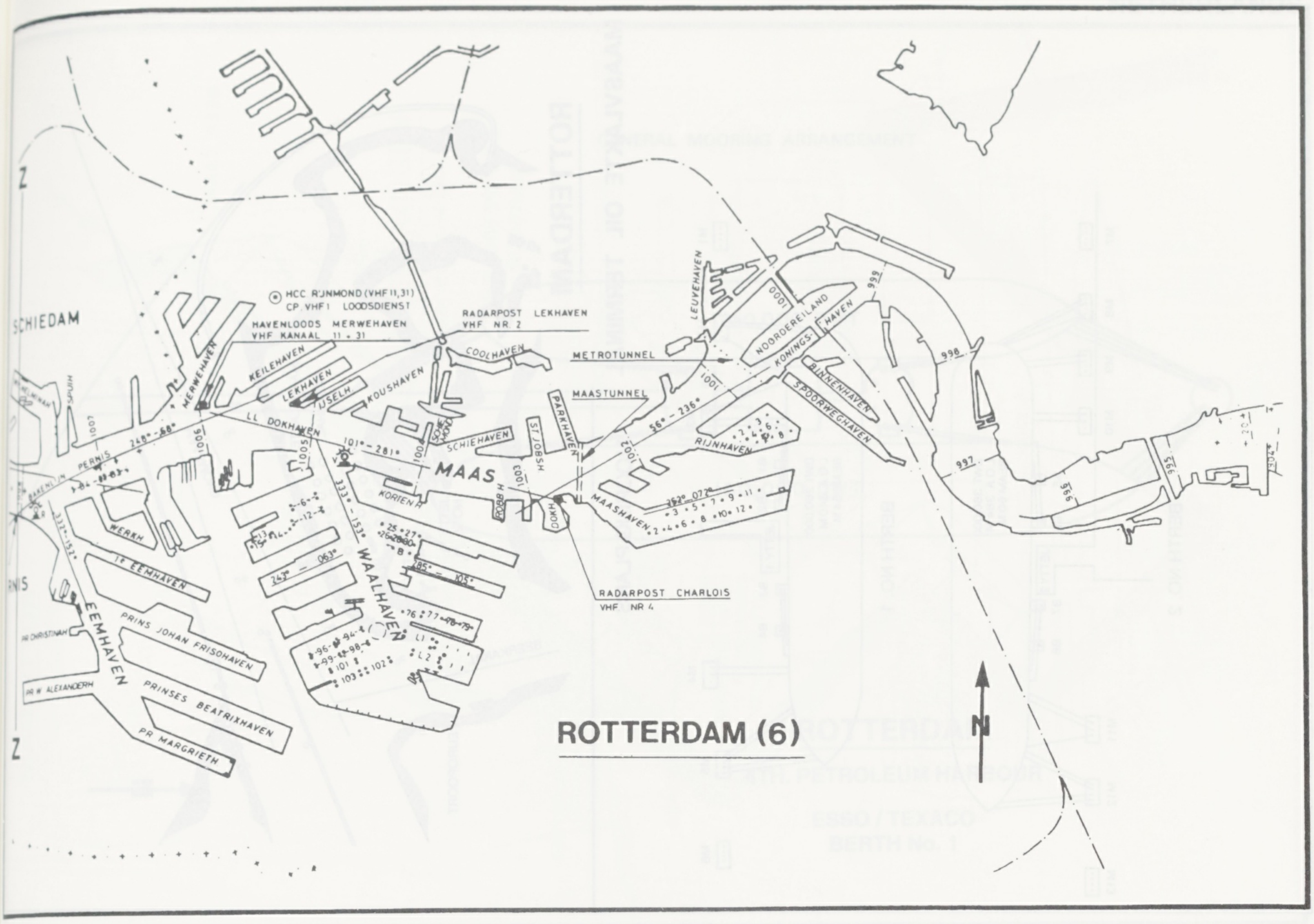

ROTTERDAM (1)
N
Int Fl 20 s
Canada
Pilot
W Iso 4 s
Euro 1
82° 30'
Euro 1A
Fl. Y. 5 s.
DW-22,5m
DW-23,5m
DW-22,5m
Euro 3
Fl (4) Y. 10 s.
Euro 3A
Fl. Y. 5 s.
Euro 5
Fl (4) Y. 10 s.
Euro 5A
Fl. Y. 5 s.
DW-22,5m
DW-23 m
DW-22,5m
E U R O G E


ROTTERDAM (2)
Emergency Anchorage for
Deep Draft Vessel only.
M A A S G E U L
Euro 7
Fl. (4) Y. 10 s.
82°30'
Iso 4 s
RW
Brul
Maas Center
Beloodsen
Ontraden ankergebied
Ankerplaats
Fl. 10 s.
Iso 8 s
Maas Oost
RW
Afhalen
DW 22,5 m
Lichten in een 112°
Anchoring Prohibited
MVN
V. Q.
BY
y
SCHEVENINGEN
BY
Q.
Indusbank Noord
G
Q. G. (9) 10 s.
Indusbank West
A
VR
Maas 1
Iso. G. 4 s.
MS
VG
Fl. Y. 5 s.
Fl. (5) 20s
8e PETROLEUMHAVEN
HOEK van HOLLAND
Lichten in een 107°
Pilot Maas
RaRC
Iso 4s
Iso. R. 6s
NIEUWE WATERWEG
Lichten in een 116°
CALANDKANAAL
Oc. 6s
Maasvlakte
Q. (9) 15s
YBY
MAASVLAKTE
BEERKANAAL
EUROPOORT
Coal Terminal
Fl. Y. 5 s.
SAm
Y.BY.

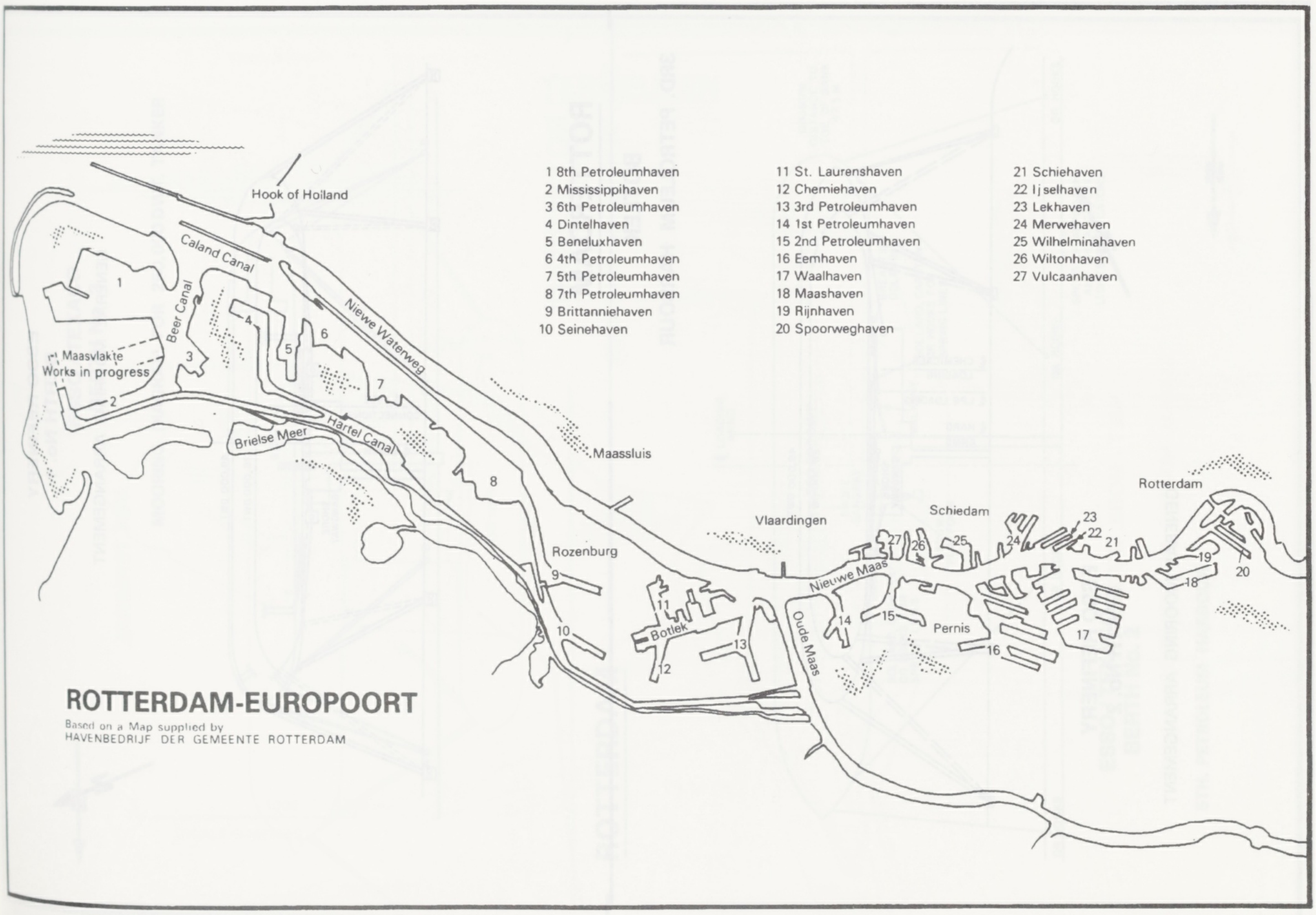

ROTTERDAM (3)
NOORDZEE
HOEK VAN HOLLAND
STEENOVENGAT
KABELGEBIED
ISO 6 S
LL DOORGRAVING 132° – 312°
WATERWEG
EX LL NIEUWLAND
Iso. 8 s.
Iso. 4 s.
Oc. 10 s.
RW 2
Iso. 4 s.
NIEUWE
Iso. 8 s.
Iso. 4 s.
SPLITSINGSDAM
NOORDERDAM
MAAS 4
Iso. 8 s.
RW
Iso. 4 s.
ISO 4 S
CALAND
KANAAL
MAAS 2
Iso. 4 s.
LICHTENLIJN 107°
LICHTENLIJN 112°
LICHTENLIJN 116°
Q(9) 15 s
Iso. G. 8 s.
MAAS 3
Iso. G. 4 s.
MAAS 1
MS
VG
Fl. Y. 5 s.
Oc. 10 s.
B1
Iso. 4 s.
B3
Iso. 8 s.
V. Q. (9) 10 s.
ZUIDWAL
MOT
8e PETROLEUMHAVEN
EDISON BAAI
ZUIDERDAM
G.E.B
Maasvlakte Coal Terminal
BEERKANAAL
Havenloodsen Europoort
B.P.R.N.
6e PETR HAVEN
MISSISSIPPI HAVEN
NGU
ERTSKADE ELBEH.
GEM UNIMILLS
BUNGE
DINTELHAVEN
BENELUXHAVEN
NSF
TFS
SCHEURHAVEN
129° – 309°
4e PETR.H.
SHELL
Esso
Texeco
5e PETR.H.
RADARPOST VHF
EUR
PIONIER
HARTELKAN
Suurhoff brug
W
A


ROTTERDAM (4)
W
MAASSLUIS
NOORD NIEUWLAND
Iso. 8 s.
Iso. 8 s.
RADARPOST MAASSLUIS WEST VHF NR 7
OOST. VHF NR 21
KRUITSTEIGER
EX LL NIEUWLAND
302°-122°
HET ZUIDEN
LL HOORN
325.5°-145.5°
VERBODEN ANKERGEBIED
EX LL ZANDWEG 301°-121°
SCHEUR
LL BLANKENBURG
Iso. 4 s.
Iso. 4 s.
KOOILAND
RADARPOST VHF NR 5 ROZENBURG
ROZENBURG
MOLEN VAN BLANKENBURG
Kuwait Petroleum Corp.
WESERH
AKZO
ESSO CHEMIE
7e PETR. H.
5e PETR. H.
MOBIL
PAKTANK
Nieuwe VO Matex
Matex
Caland
170°-350°
SCHMITT ANKERS
BRITTANNIEHAVEN
ST LAURENSH
BOTLEK
CHEMIEHAVEN
EUROPOORT
PIONIER
GULF
HARTELKANAAL
Iso. G.
Iso. R.
Harmsen-brug
BRIELSE MEER
NIEUWE MATEX
NECKARH
BELL LINE
Fl. G.
ROBUR
OXIRANE
SEINEHAVEN
CHEVRON
Y
W


ROTTERDAM (5)
Y
LL DE HOORN
ROZENBURG
SCHEUR
EX LL ZANDWEG
LL BLANKENBURG
282°
Iso. 4 s.
BRITTANNIEHAVEN
VLAARDINGEN
KON WILHELMINAH
VULCAANH
WILTONHAVEN
LICHTENLIJN 283°-103°
NIEUWE
SCHIEDAM
KRUITEILAND 265°-85°
247°-67°
BENELUXTUNNEL
RADARPOST PERNIS VHF NR 19
PERNIS
RADARPOST TANKHOOFD VHF NR 22
1e PETR. HAVEN
2e PETR. HAVEN
3e PETR. HAVEN
ST LAURENSH
VEROLME
BOTLEK
252°-072°
WELPLAATHAVEN
CHEMIEHAVEN
SEINEHAVEN
OUDE MAAS
HARTELKANAAL
HARTELSLUIS
Z
Z
Y

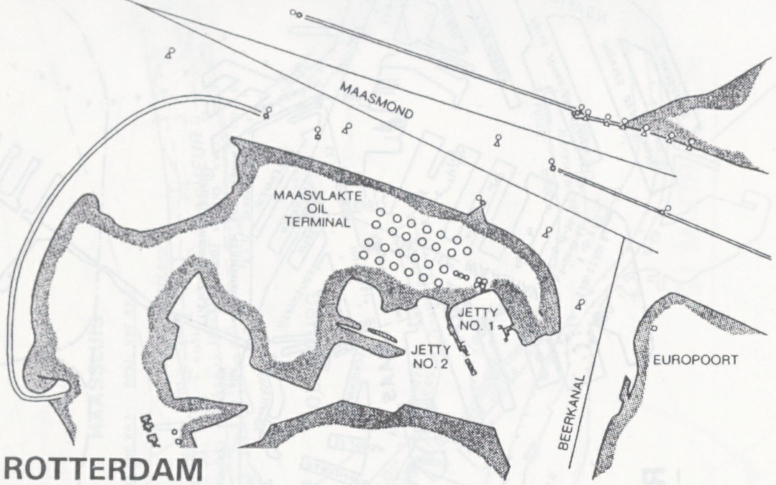

SCHIEDAM
PERNIS
HCC RIJNMOND (VHF 11,31)
CP VHF1 LOODSDIENST
HAVENLOODS MERWEHAVEN
VHF KANAAL 11 + 31
RADARPOST LEKHAVEN
VHF NR 2
METROTUNNEL
MAASTUNNEL
RADARPOST CHARLOIS
VHF NR 4
MERWEHAVEN
KEILEHAVEN
LEKHAVEN
IJSELH
KOUSHAVEN
COOLHAVEN
SCHIEHAVEN
ST JOBSH
PARKHAVEN
MAAS
LEUVEHAVEN
NOORDEREILAND
KONINGSHAVEN
BINNENHAVEN
SPOORWEGHAVEN
RIJNHAVEN
MAASHAVEN
DOKH
ROBB H
KORTEN H
WAALHAVEN
WERKH
1e EEMHAVEN
EEMHAVEN
PRINS JOHAN FRISOHAVEN
PRINSES BEATRIXHAVEN
PR MARGRIETH
PR CHRISTINAH
PR W ALEXANDERH
248° – 68°
101° – 281°
56° – 236°
333° – 153°
243° – 063°
285° – 105°
352° – 072°
1007
1006
1005
1004
1003
1002
1001
1000
999
998
997
996
995
N
Z

ROTTERDAM (6)


Hook of Holland
Caland Canal
Beer Canal
Niewe Waterweg
Maasvlakte
Works in progress
Brielse Meer
Hartel Canal
Maassluis
Rozenburg
Vlaardingen
Schiedam
Rotterdam
Botlek
Oude Maas
Nieuwe Maas
Pernis
1 8th Petroleumhaven
2 Mississippihaven
3 6th Petroleumhaven
4 Dintelhaven
5 Beneluxhaven
6 4th Petroleumhaven
7 5th Petroleumhaven
8 7th Petroleumhaven
9 Brittanniehaven
10 Seinehaven
11 St. Laurenshaven
12 Chemiehaven
13 3rd Petroleumhaven
14 1st Petroleumhaven
15 2nd Petroleumhaven
16 Eemhaven
17 Waalhaven
18 Maashaven
19 Rijnhaven
20 Spoorweghaven
21 Schiehaven
22 Ijselhaven
23 Lekhaven
24 Merwehaven
25 Wilhelminahaven
26 Wiltonhaven
27 Vulcaanhaven

ROTTERDAM-EUROPOORT

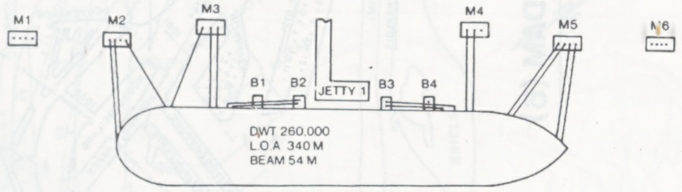
Based on a Map supplied by
HAVENBEDRIJF DER GEMEENTE ROTTERDAM


MAASMOND
MAASVLAKTE
OIL
TERMINAL
JETTY
NO. 1
JETTY
NO. 2
BEERKANAL
EUROPOORT

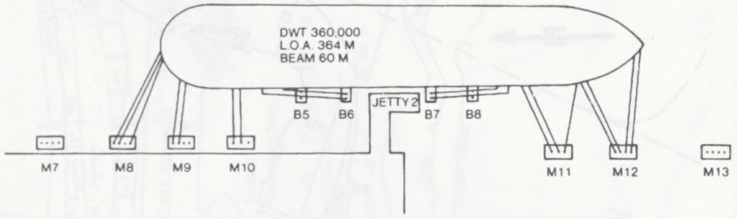
ROTTERDAM

MAASVLAKTE OIL TERMINAL

MOORING PLANS


M1
M2
M3
M4
M5
M6
B1
B2
JETTY 1
B3
B4
DWT 260,000
L.O.A. 340 M
BEAM 54 M

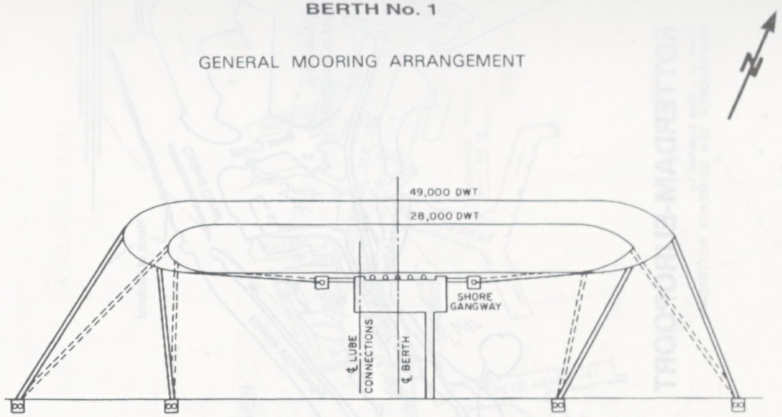
BERTH NO. 1


DWT 360,000
L.O.A. 364 M
BEAM 60 M
B5
B6
JETTY 2
B7
B8
M7
M8
M9
M10
M11
M12
M13

BERTH NO. 2

ESSO REFINERY
BERTH No. 1

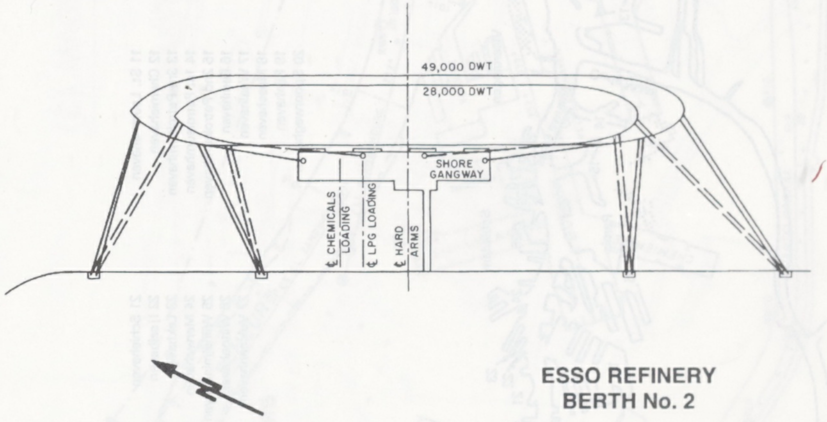
GENERAL MOORING ARRANGEMENT


49,000 DWT
28,000 DWT
SHORE
GANGWAY
℄ LUBE
CONNECTIONS
℄ BERTH

ROTTERDAM

BOTLEK

3RD. PETROLEUM HARBOUR

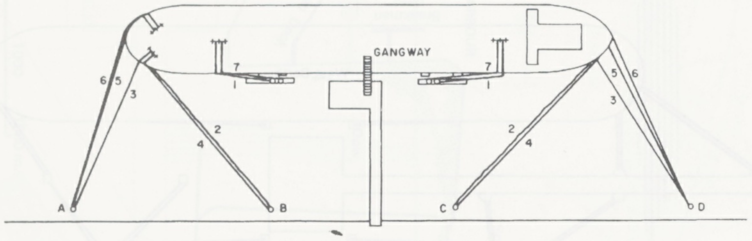

49,000 DWT
28,000 DWT
SHORE
GANGWAY
℄ CHEMICALS
LOADING
℄ LPG LOADING
℄ HARD
ARMS

ESSO REFINERY
BERTH No. 2

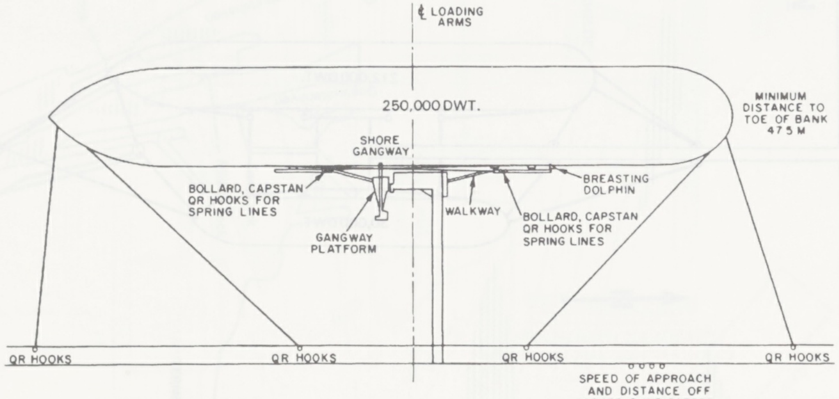
GENERAL MOORING ARRANGEMENT

ESSO / TEXACO
BERTH No. 3

MOORING DIAGRAM FOR 250,000 DWT. TANKER


GANGWAY
7
1
7
1
6
5
3
2
4
5
6
3
2
4
A
B
C
D

ROTTERDAM


℄ LOADING ARMS
250,000 DWT.
MINIMUM DISTANCE TO TOE OF BANK 47.5 M
SHORE GANGWAY
BOLLARD, CAPSTAN QR HOOKS FOR SPRING LINES
BREASTING DOLPHIN
WALKWAY
GANGWAY PLATFORM
BOLLARD, CAPSTAN QR HOOKS FOR SPRING LINES
QR HOOKS
QR HOOKS
QR HOOKS
QR HOOKS
SPEED OF APPROACH AND DISTANCE OFF LIGHTS & INDICATORS

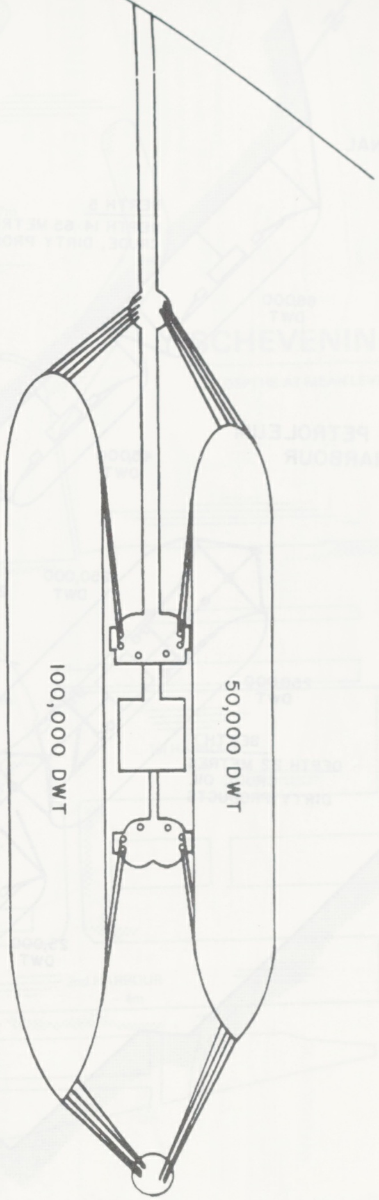
ESSO / TEXACO
BERTH No. 2

5TH. PETROLEUM HARBOUR

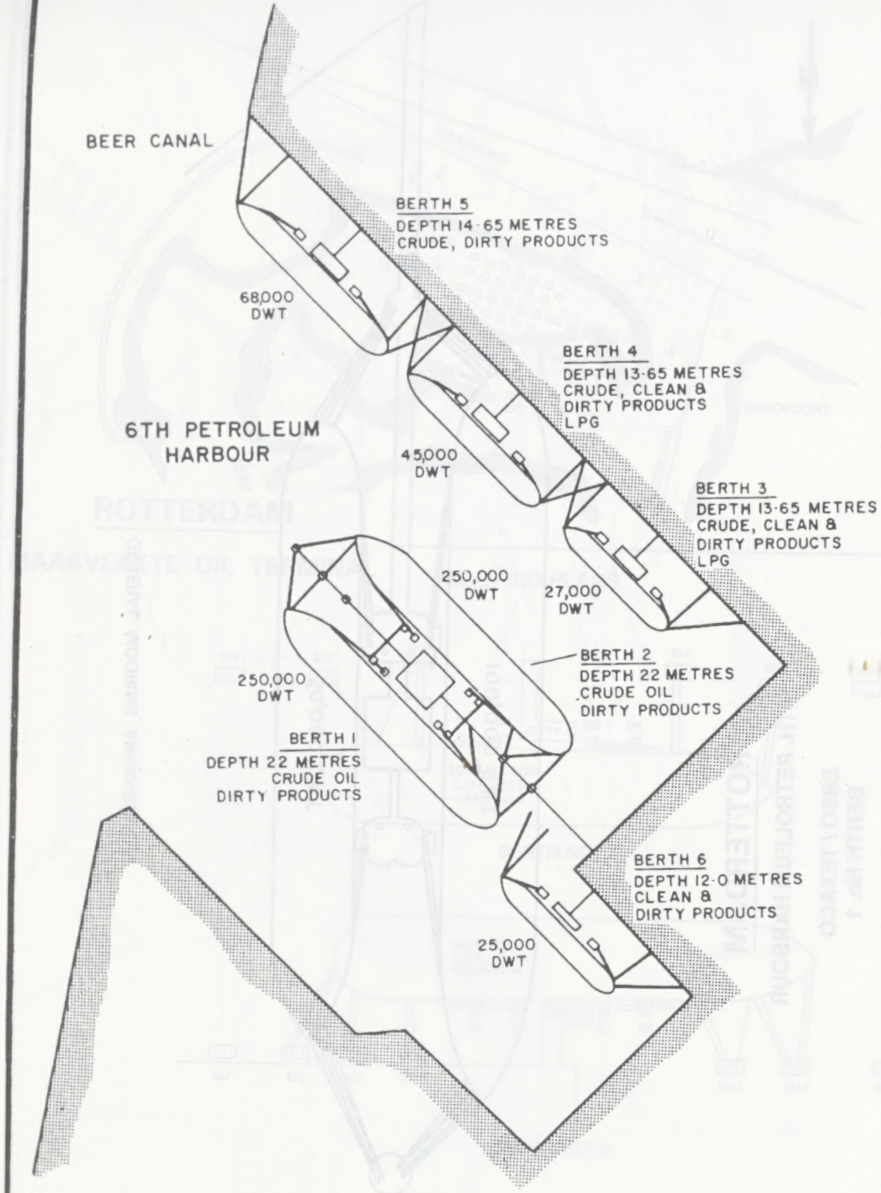
ROTTERDAM

4TH. PETROLEUM HARBOUR

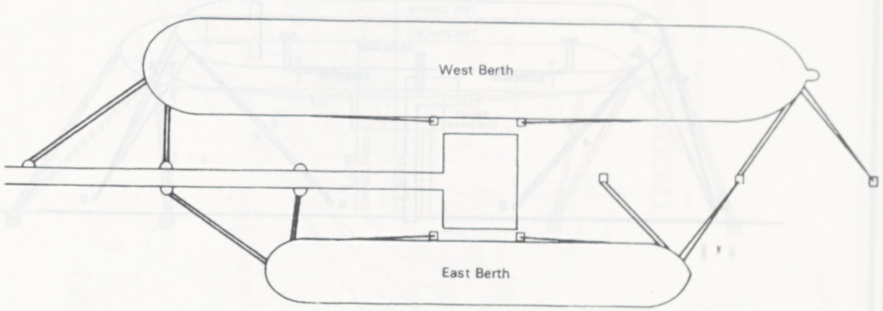
ESSO / TEXACO
BERTH No. 1


100,000 DWT
50,000 DWT

GENERAL MOORING ARRANGEMENT

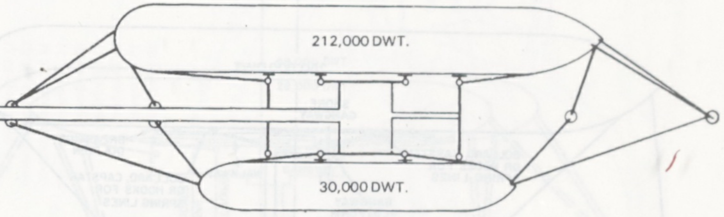

BEER CANAL
BERTH 5
DEPTH 14·65 METRES
CRUDE, DIRTY PRODUCTS
68,000 DWT
BERTH 4
DEPTH 13·65 METRES
CRUDE, CLEAN & DIRTY PRODUCTS
LPG
6TH PETROLEUM HARBOUR
45,000 DWT
BERTH 3
DEPTH 13·65 METRES
CRUDE, CLEAN & DIRTY PRODUCTS
LPG
250,000 DWT
27,000 DWT
BERTH 2
DEPTH 22 METRES
CRUDE OIL
DIRTY PRODUCTS
250,000 DWT
BERTH 1
DEPTH 22 METRES
CRUDE OIL
DIRTY PRODUCTS
BERTH 6
DEPTH 12·0 METRES
CLEAN & DIRTY PRODUCTS
25,000 DWT

VOT TERMINAL


West Berth
East Berth

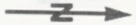
ROTTERDAM

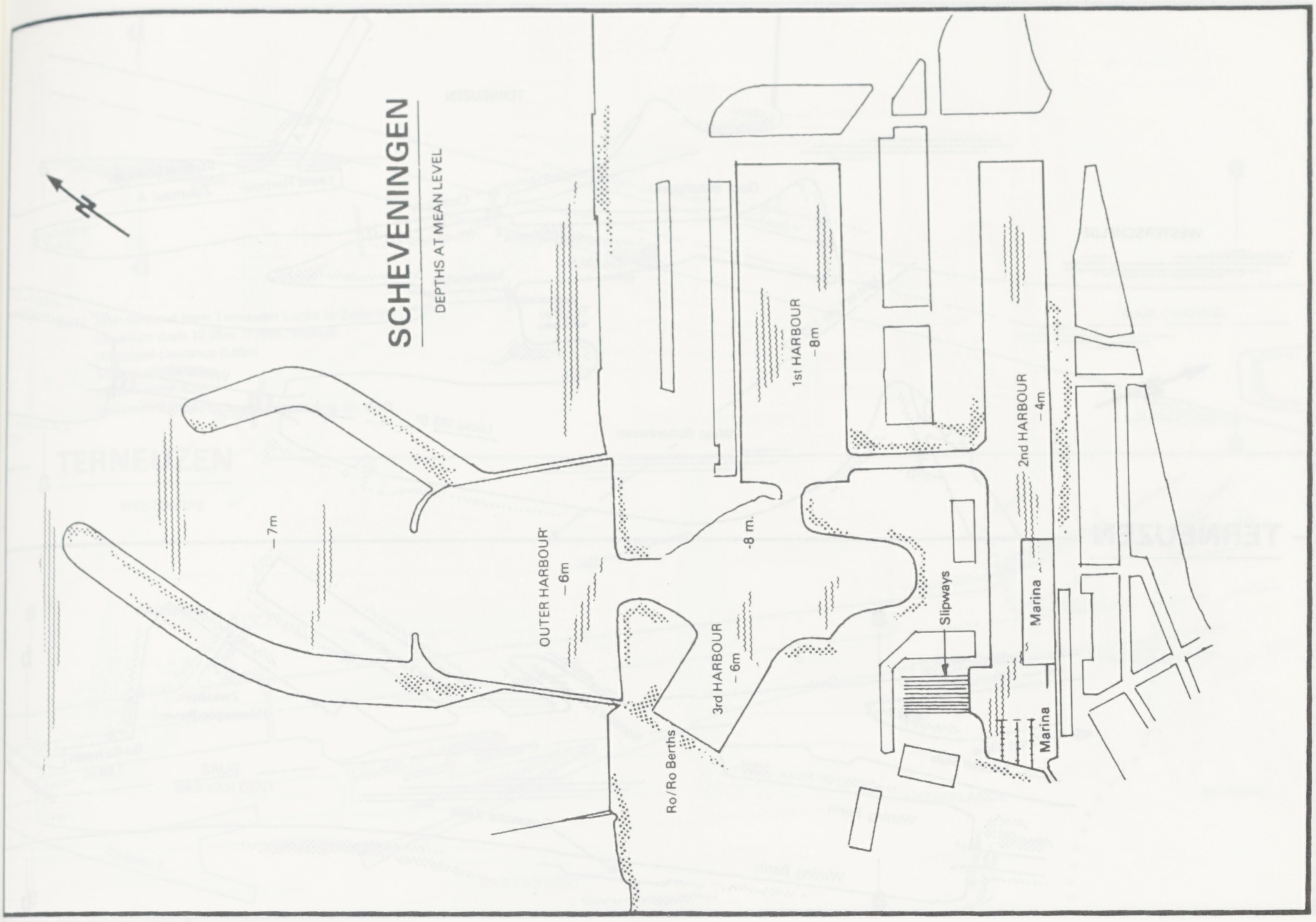
7TH. PETROLEUM HARBOUR

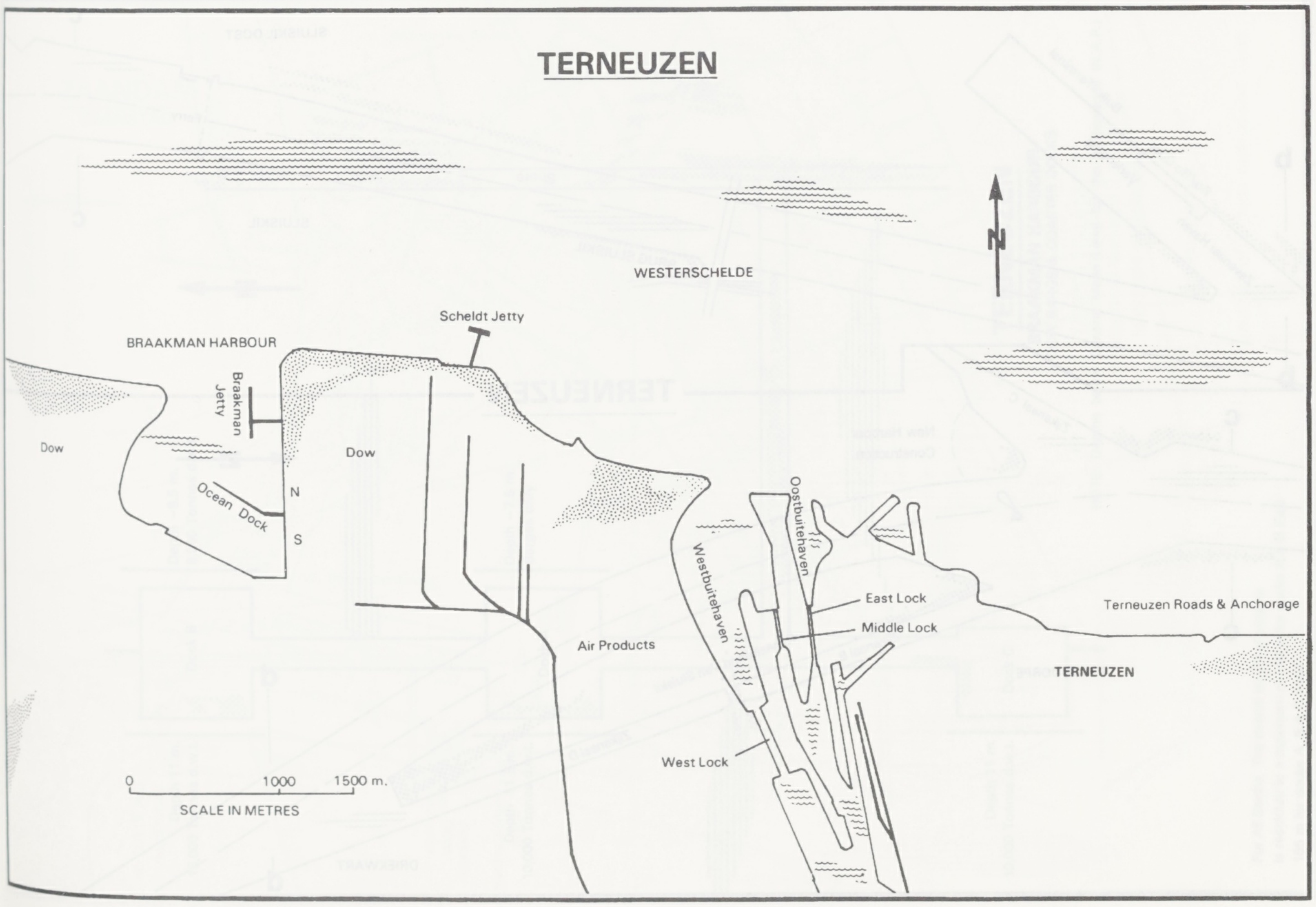

212,000 DWT.
30,000 DWT.

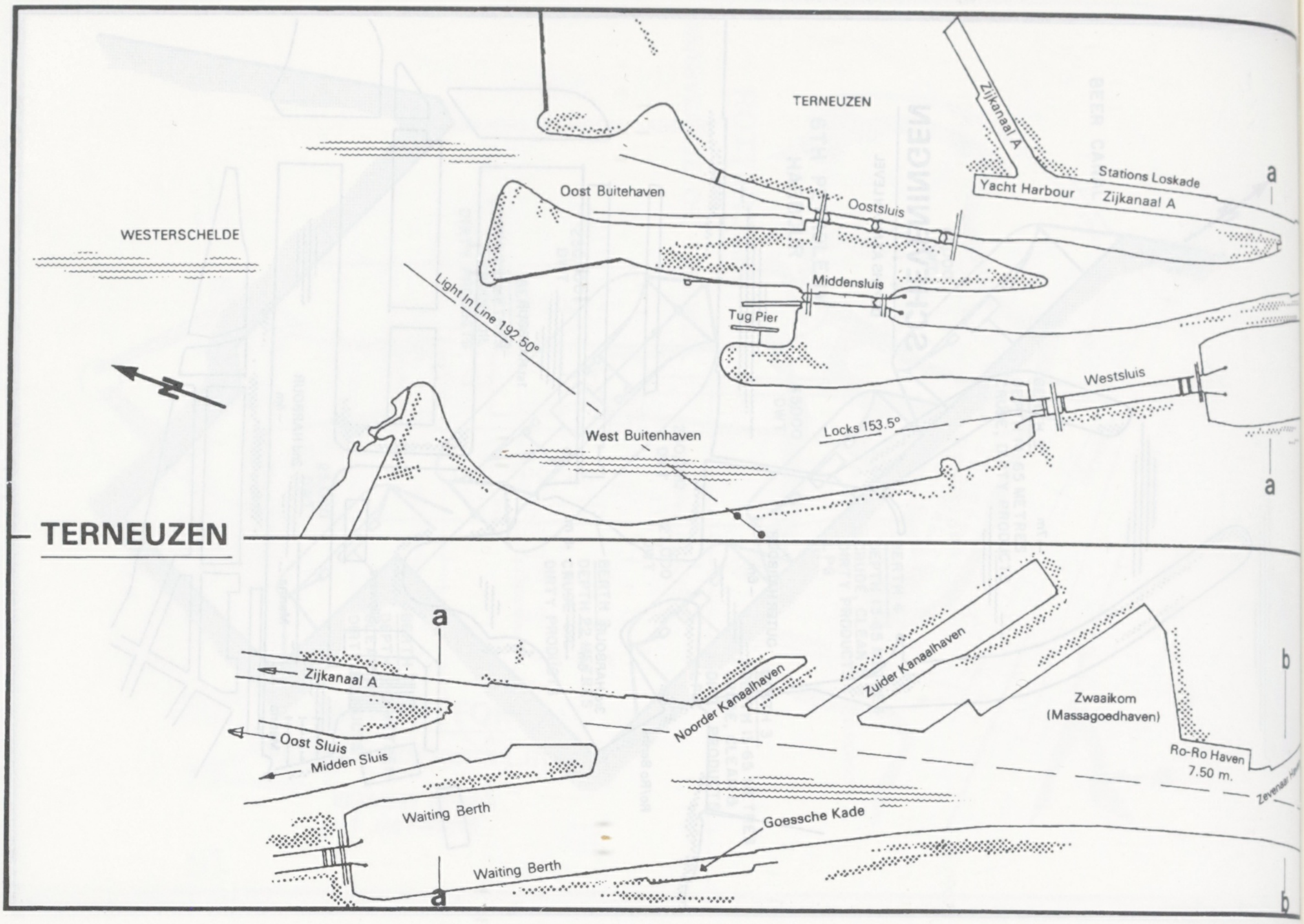
MET / MOBIL TERMINAL

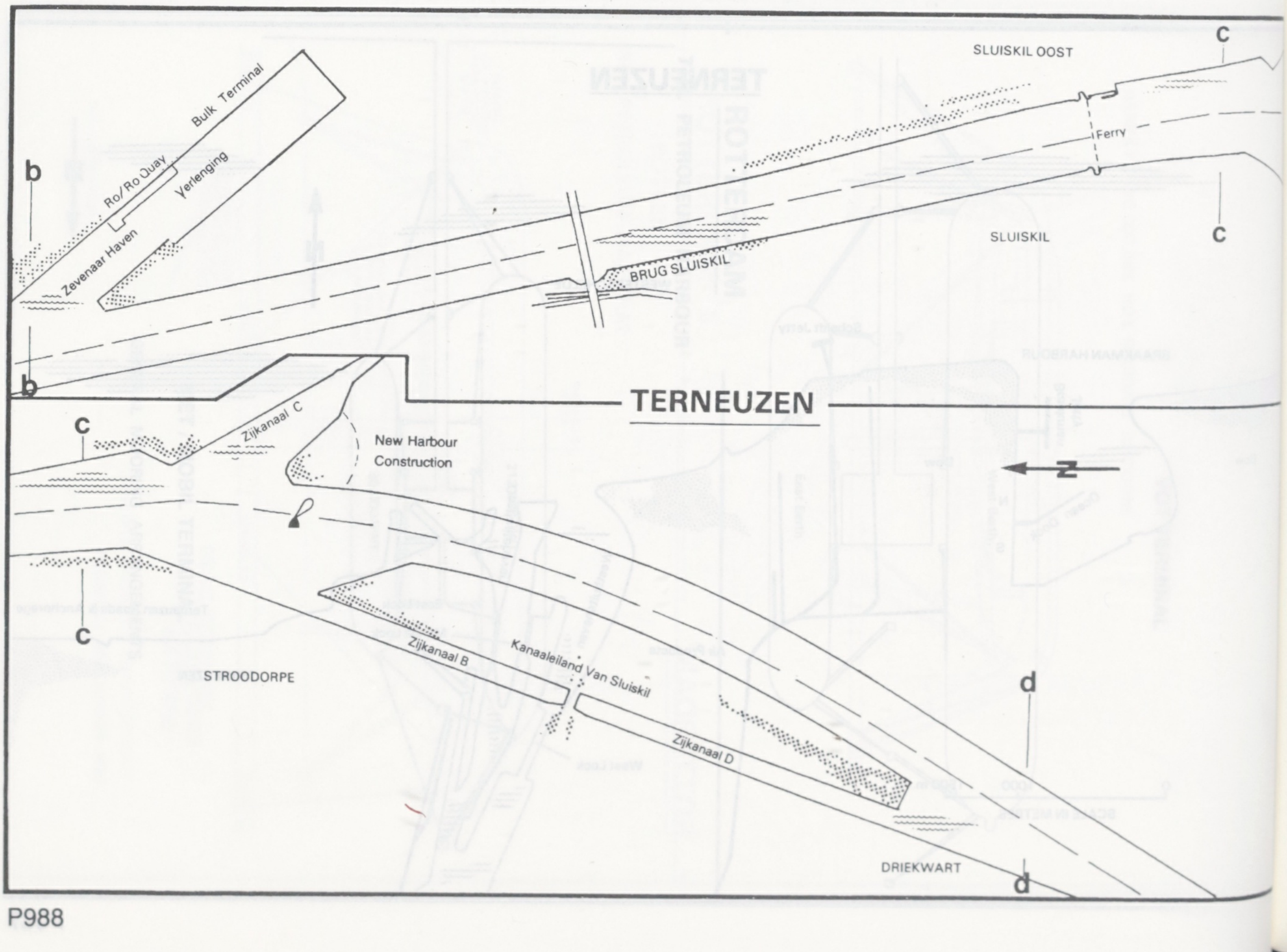
GENERAL MOORING ARRANGEMENTS

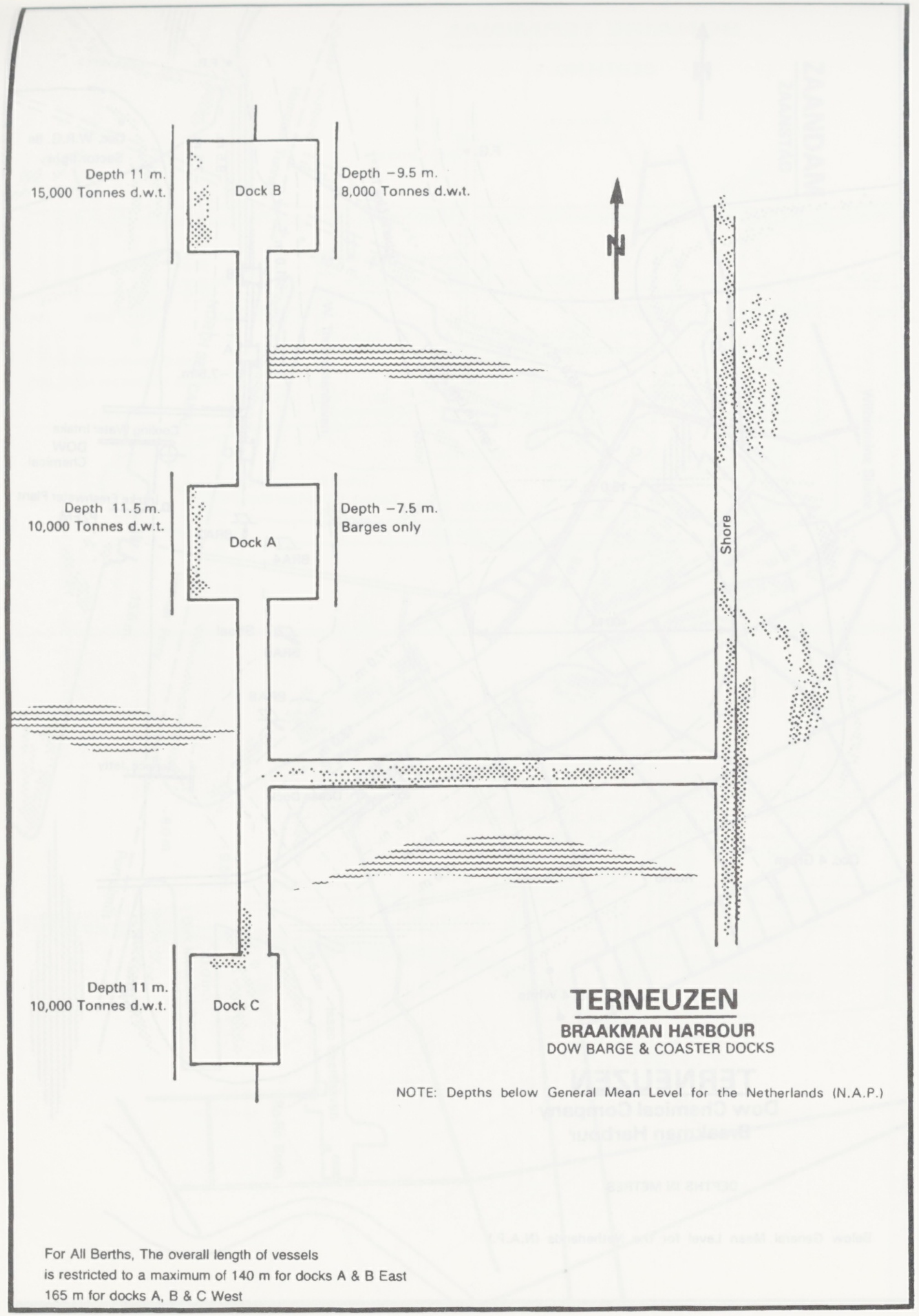



SCHEVENINGEN
DEPTHS AT MEAN LEVEL
N
1st HARBOUR
-8m
2nd HARBOUR
-4m
OUTER HARBOUR
-6m
3rd HARBOUR
-6m
-7m
-8 m.
Slipways
Marina
Marina
Ro/Ro Berths


TERNEUZEN
WESTERSCHELDE
N
BRAAKMAN HARBOUR
Scheldt Jetty
Braakman Jetty
Dow
Dow
Ocean Dock
N
S
Oostbuitenhaven
Westbuitenhaven
East Lock
Middle Lock
West Lock
Air Products
Terneuzen Roads & Anchorage
TERNEUZEN
0
1000
1500 m.
SCALE IN METRES


TERNEUZEN
Zijkanaal A
Stations Loskade
Yacht Harbour
Zijkanaal A
a
Oost Buitehaven
Oostsluis
WESTERSCHELDE
Middensluis
Tug Pier
Light In Line 192.50°
Westsluis
West Buitenhaven
Locks 153.5°
a
TERNEUZEN
a
Zijkanaal A
Oost Sluis
Midden Sluis
Noorder Kanaalhaven
Zuider Kanaalhaven
Zwaaikom
(Massagoedhaven)
b
Ro-Ro Haven
7.50 m.
Zevenaar Haven
Waiting Berth
Goessche Kade
Waiting Berth
a
b


SLUISKIL OOST
c
Bulk Terminal
Ro/Ro Quay
Verlenging
b
Zevenaar Haven
Ferry
c
SLUISKIL
BRUG SLUISKIL
b
TERNEUZEN
c
Zijkanaal C
New Harbour
Construction
c
STROODORPE
Zijkanaal B
Kanaaleiland Van Sluiskil
d
Zijkanaal D
DRIEKWART
d


Depth 11 m.
15,000 Tonnes d.w.t.
Dock B
Depth -9.5 m.
8,000 Tonnes d.w.t.
N
Depth 11.5 m.
10,000 Tonnes d.w.t.
Dock A
Depth -7.5 m.
Barges only
Shore
Depth 11 m.
10,000 Tonnes d.w.t.
Dock C

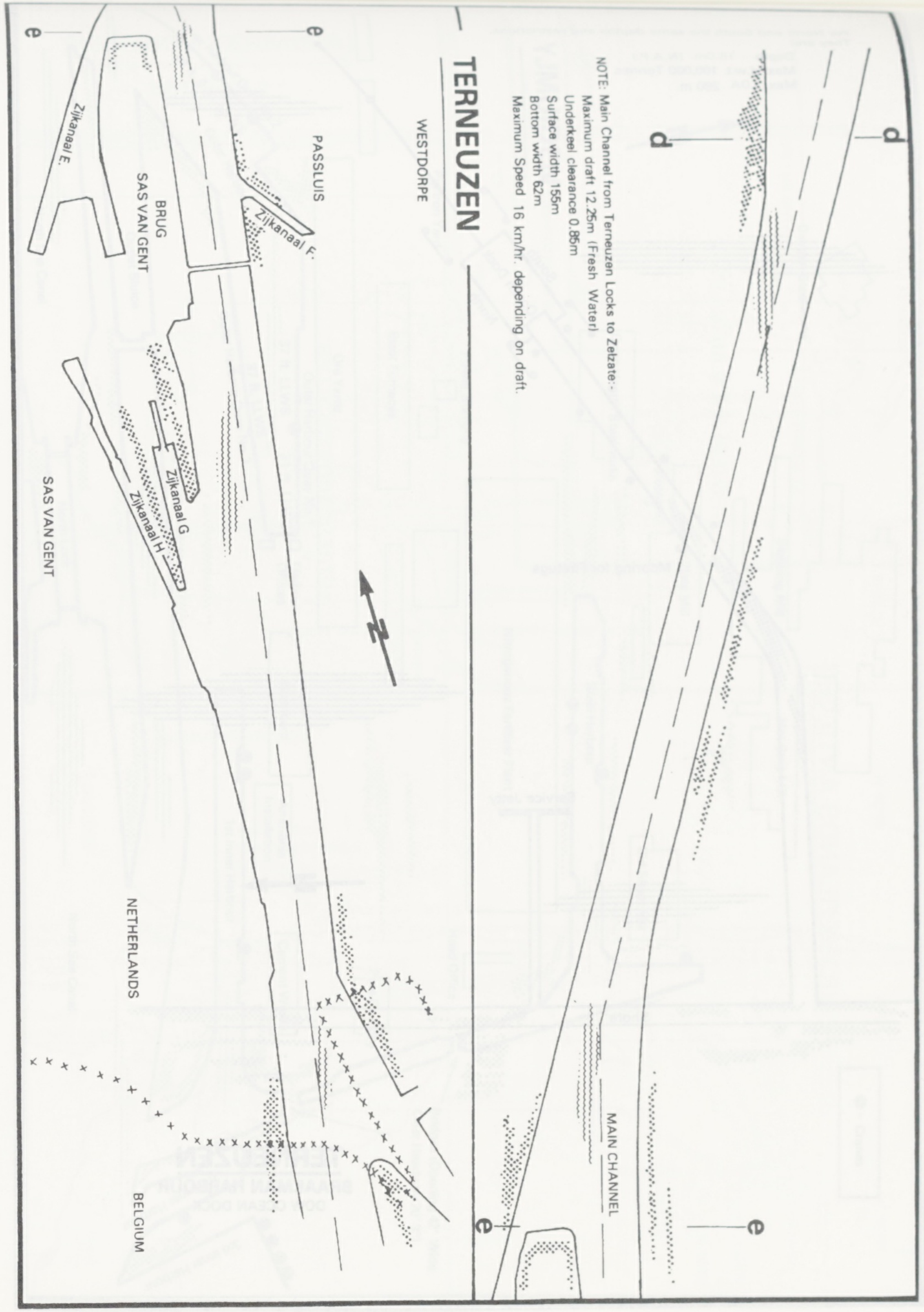
TERNEUZEN

BRAAKMAN HARBOUR

DOW BARGE & COASTER DOCKS

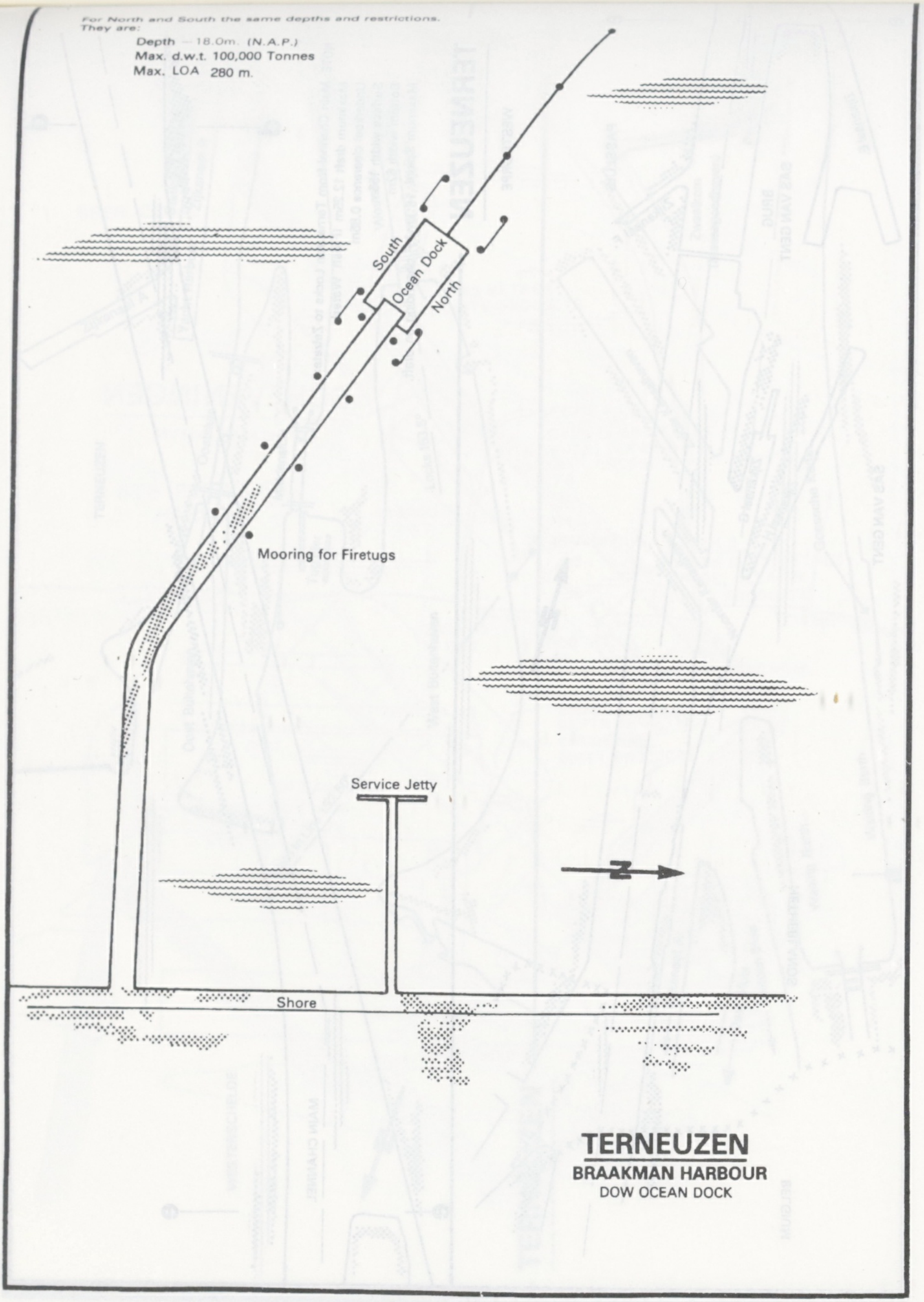
NOTE: Depths below General Mean Level for the Netherlands (N.A.P.)

For All Berths, The overall length of vessels
is restricted to a maximum of 140 m for docks A & B East
165 m for docks A, B & C West


e
e
d
d
PASSLUIS
WESTDORPE
BRUG
SAS VAN GENT
Zijkanaal E.
Zijkanaal F.
Zijkanaal G
Zijkanaal H
SAS VAN GENT
N
NETHERLANDS
BELGIUM
MAIN CHANNEL
e
e

TERNEUZEN

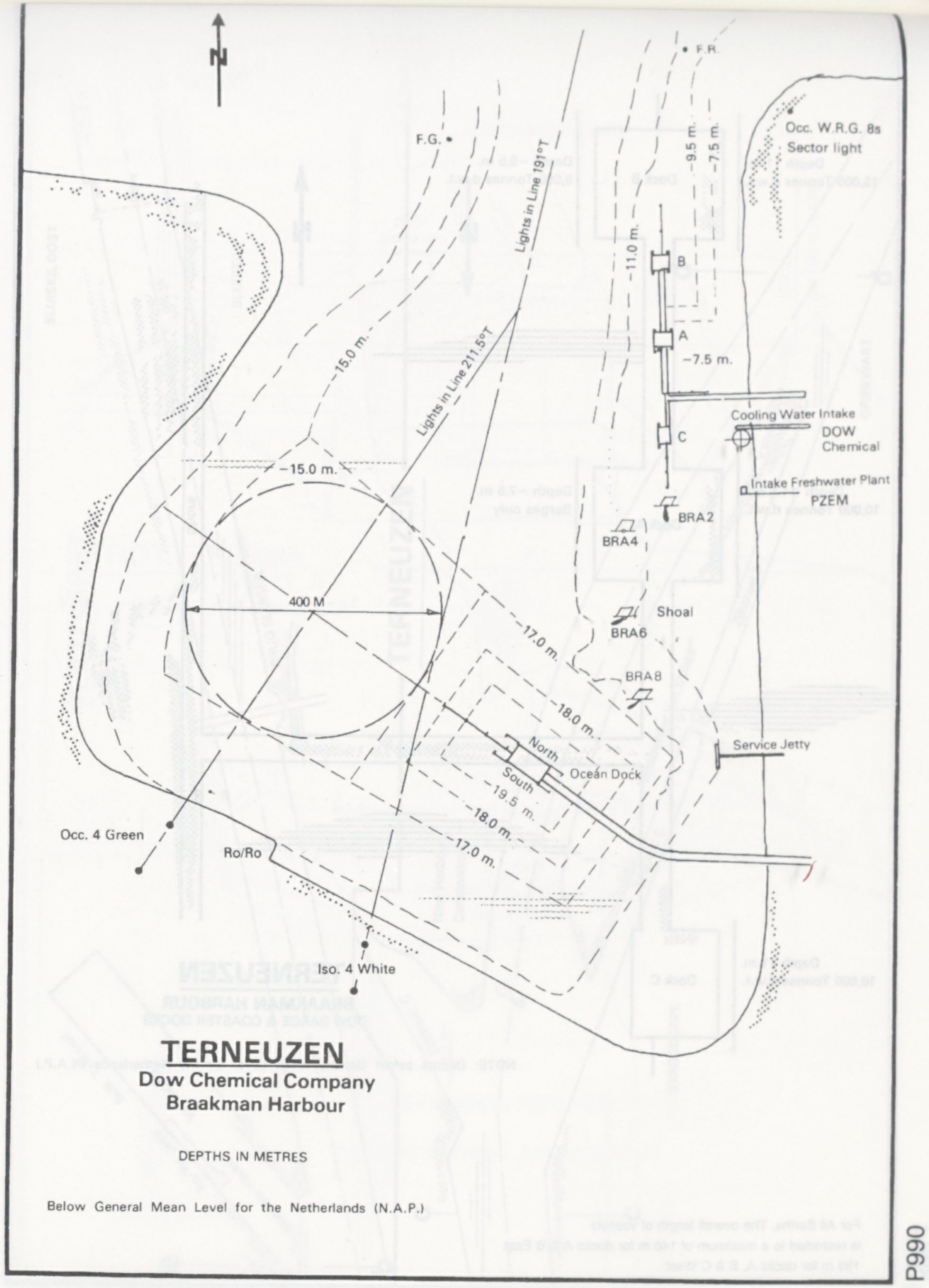
NOTE: Main Channel from Terneuzen Locks to Zelzate:-
Maximum draft 12.25m (Fresh Water)
Underkeel clearance 0.85m
Surface width 155m
Bottom width 62m
Maximum Speed 16 km/hr. depending on draft.


South
Ocean Dock
North
Mooring for Firetugs
Service Jetty
Shore
N

For North and South the same depths and restrictions.
They are:

Depth –18.0m. (N.A.P.)
Max. d.w.t. 100,000 Tonnes
Max. LOA 280 m.

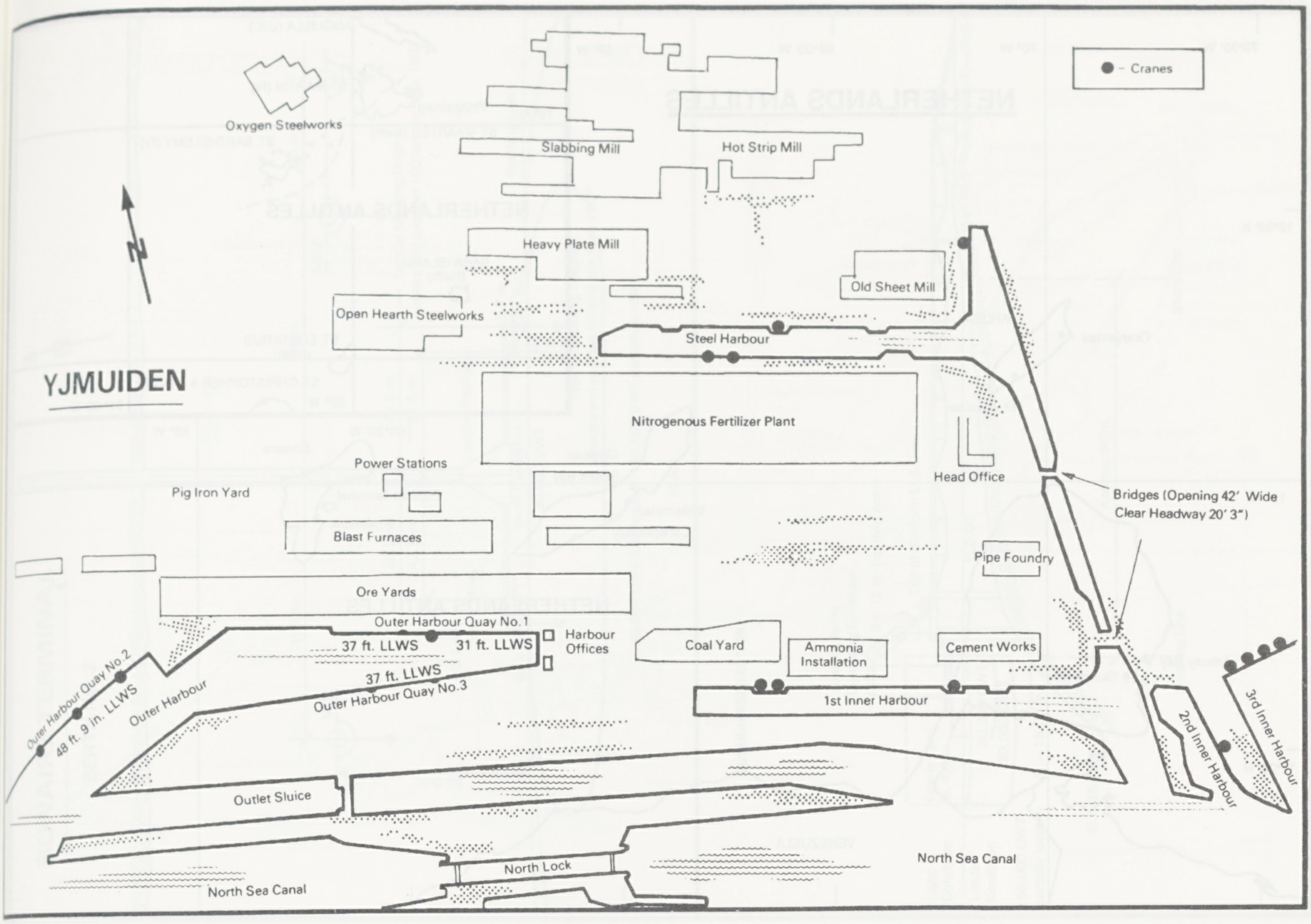
TERNEUZEN
BRAAKMAN HARBOUR
DOW OCEAN DOCK

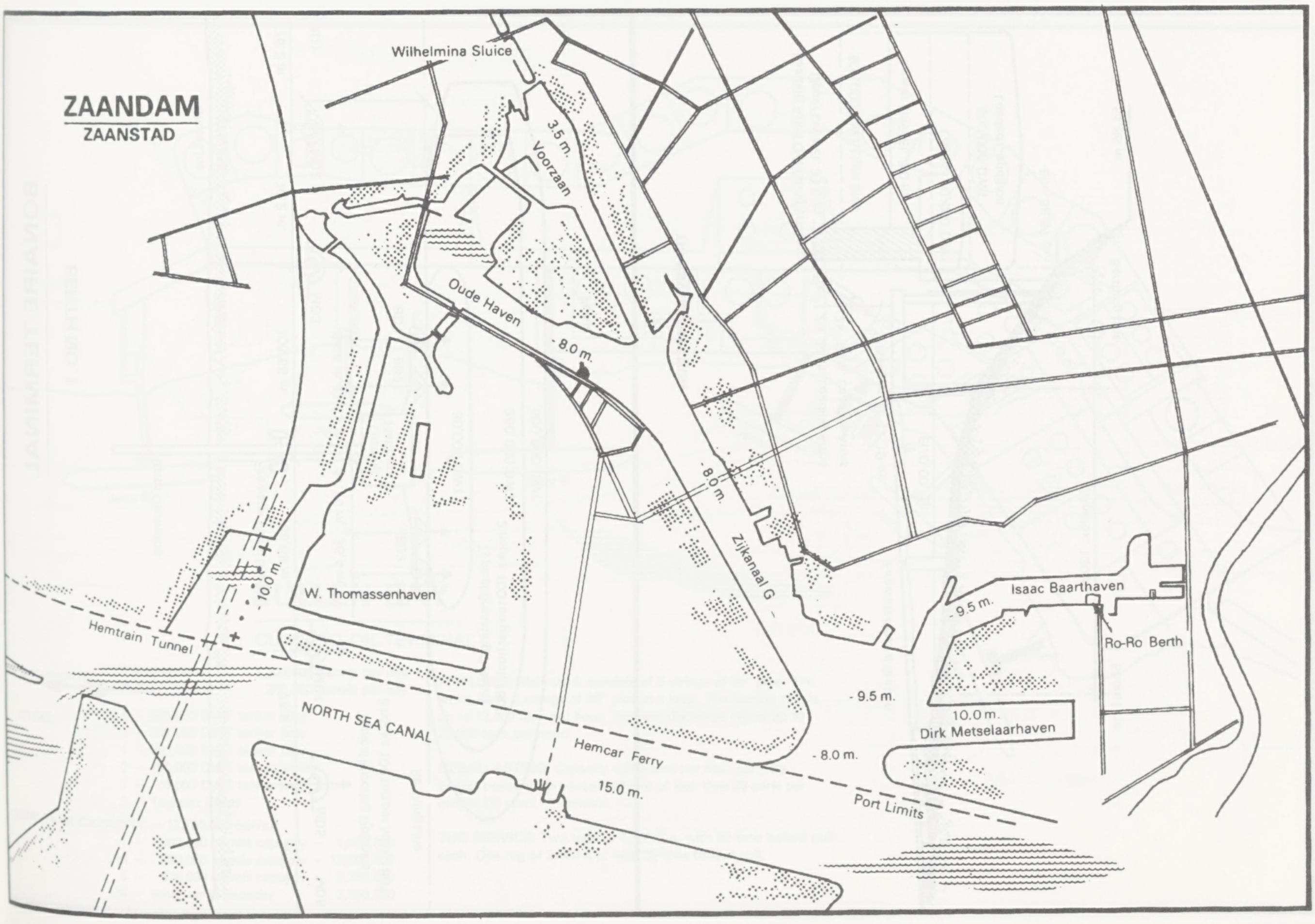

N
F.R.
F.G.
Occ. W.R.G. 8s
Sector light
Lights in Line 191°T
–9.5 m.
–7.5 m.
–11.0 m.
B
A
–7.5 m.
C
Cooling Water Intake
DOW
Chemical
Intake Freshwater Plant
PZEM
15.0 m.
Lights in Line 211.5°T
–15.0 m.
BRA2
BRA4
Shoal
BRA6
400 M
17.0 m.
BRA8
18.0 m.
North
Ocean Dock
South
19.5 m.
18.0 m.
17.0 m.
Service Jetty
Occ. 4 Green
Ro/Ro
Iso. 4 White

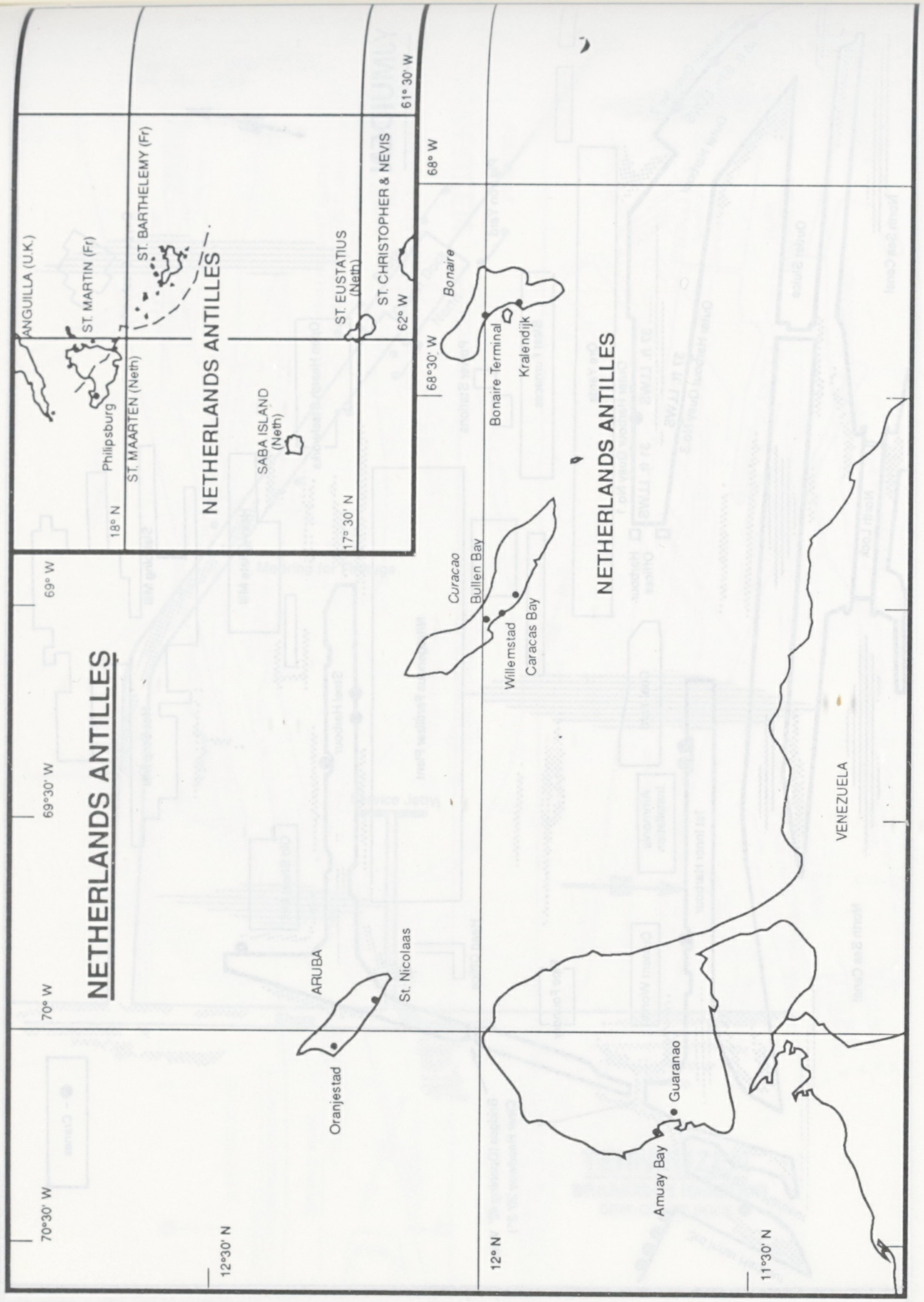
TERNEUZEN
Dow Chemical Company
Braakman Harbour

DEPTHS IN METRES

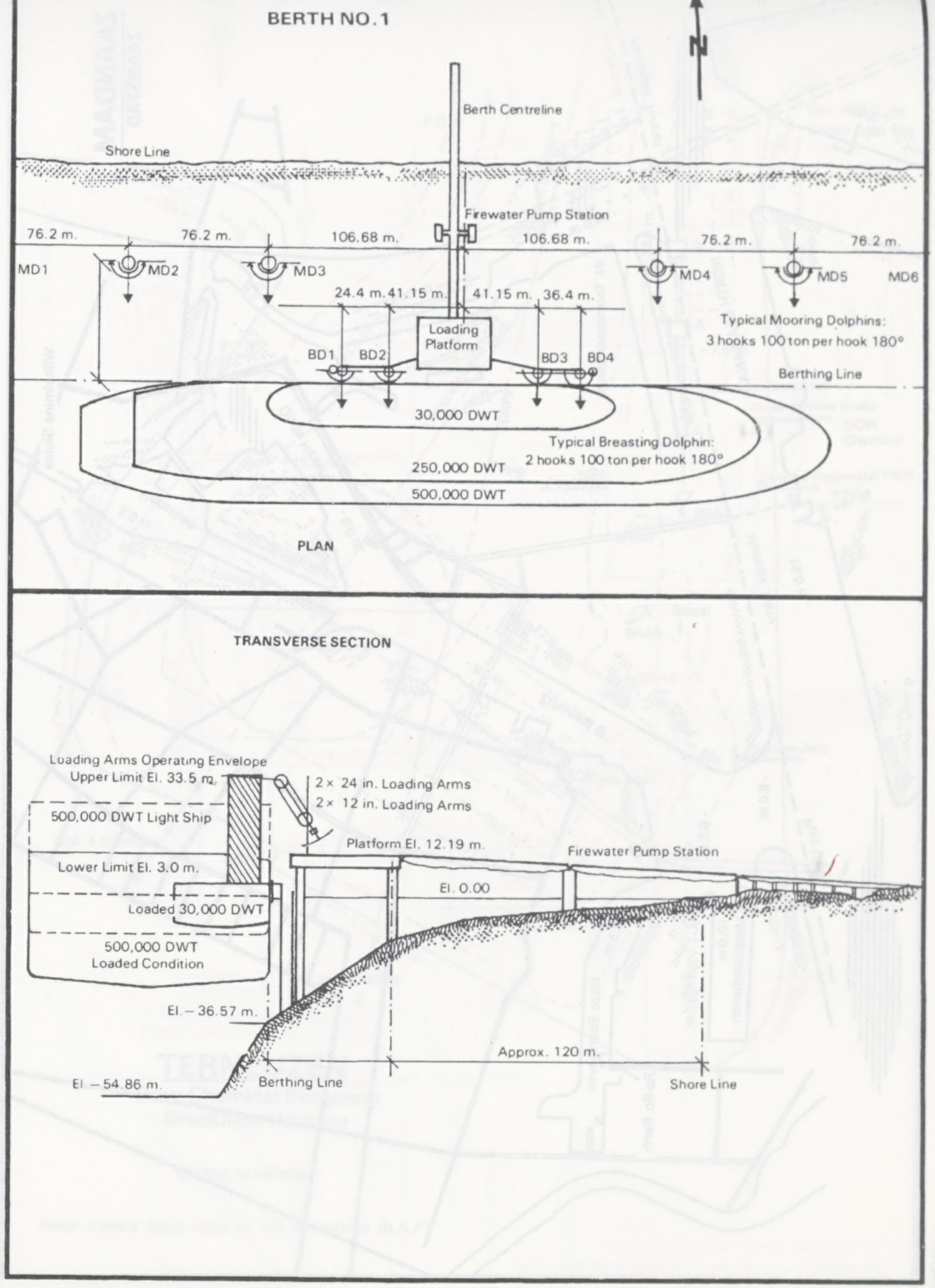
Below General Mean Level for the Netherlands (N.A.P.)

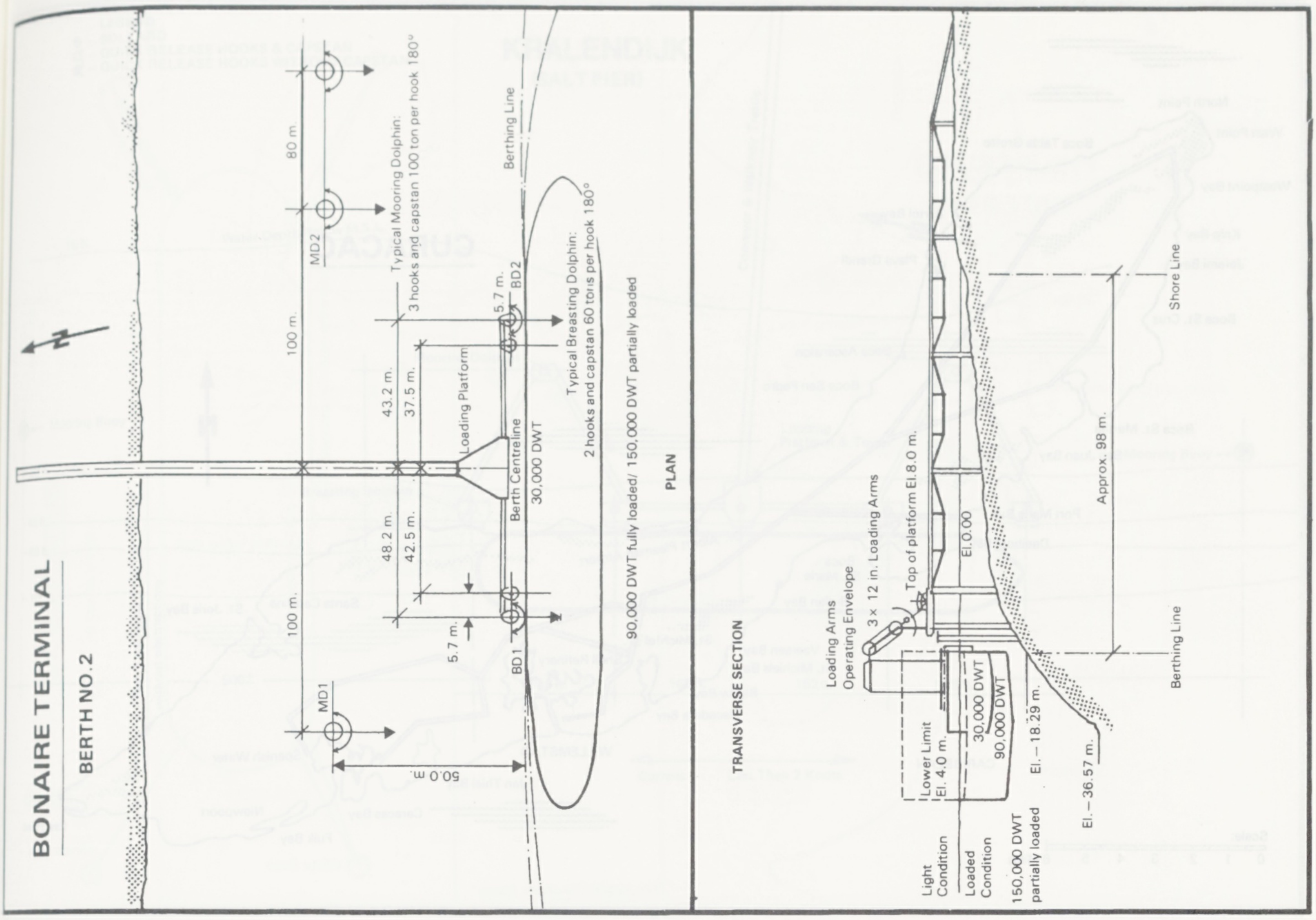

YJMUIDEN
● – Cranes
N
Oxygen Steelworks
Slabbing Mill
Hot Strip Mill
Heavy Plate Mill
Old Sheet Mill
Open Hearth Steelworks
Steel Harbour
Nitrogenous Fertilizer Plant
Power Stations
Head Office
Pig Iron Yard
Bridges (Opening 42′ Wide Clear Headway 20′ 3″)
Blast Furnaces
Pipe Foundry
Ore Yards
Outer Harbour Quay No.1
Harbour Offices
37 ft. LLWS
31 ft. LLWS
Coal Yard
Ammonia Installation
Cement Works
Outer Harbour Quay No.2
48 ft. 9 in. LLWS
Outer Harbour
37 ft. LLWS
Outer Harbour Quay No.3
1st Inner Harbour
2nd Inner Harbour
3rd Inner Harbour
Outlet Sluice
North Lock
North Sea Canal
North Sea Canal


ZAANDAM
ZAANSTAD
Wilhelmina Sluice
3.5 m.
Voorzaan
Oude Haven
- 8.0 m.
- 8.0 m.
Zijkanaal G
- 10.0 m.
W. Thomassenhaven
Hemtrain Tunnel
NORTH SEA CANAL
Hemcar Ferry
15.0 m.
- 9.5 m.
- 8.0 m.
Port Limits
- 9.5 m.
Isaac Baarthaven
Ro-Ro Berth
10.0 m.
Dirk Metselaarhaven


NETHERLANDS ANTILLES
ANGUILLA (U.K.)
ST. MARTIN (Fr)
ST. BARTHELEMY (Fr)
Philipsburg
ST. MAARTEN (Neth)
SABA ISLAND (Neth)
ST. EUSTATIUS (Neth)
ST. CHRISTOPHER & NEVIS
NETHERLANDS ANTILLES
18° N
17° 30' N
62° W
61° 30' W
Bonaire
Bonaire Terminal
Kralendijk
68° W
68°30' W
Curacao
Bullen Bay
Willemstad
Caracas Bay
NETHERLANDS ANTILLES
ARUBA
St. Nicolaas
Oranjestad
VENEZUELA
Guaranao
Amuay Bay
69° W
69°30' W
70° W
70°30' W
12°30' N
12° N
11°30' N

BONAIRE TERMINAL

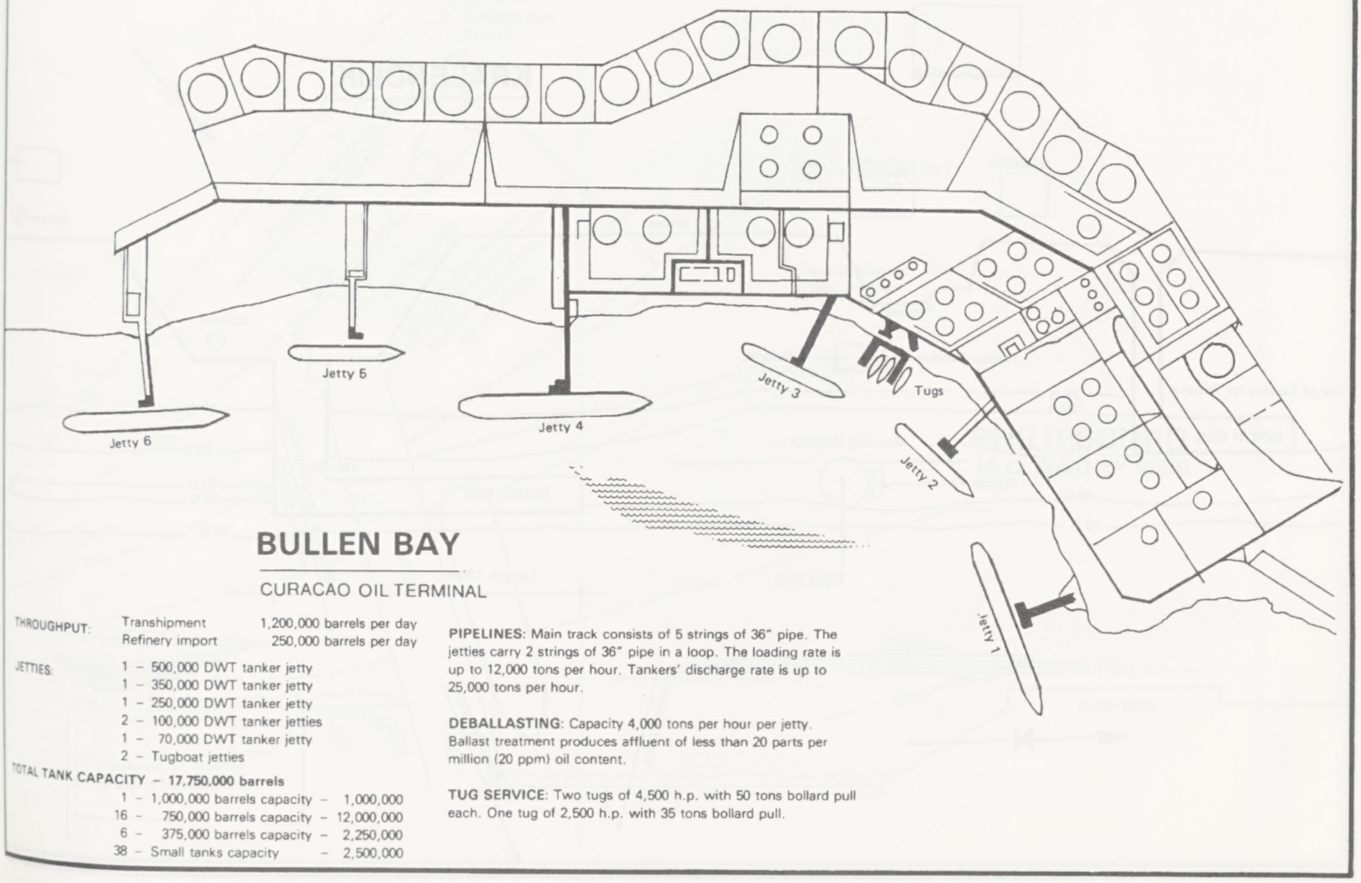

BERTH NO. 1
N
Berth Centreline
Shore Line
Firewater Pump Station
76.2 m.
76.2 m.
106.68 m.
106.68 m.
76.2 m.
76.2 m.
MD1
MD2
MD3
MD4
MD5
MD6
24.4 m.
41.15 m.
41.15 m.
36.4 m.
Loading Platform
BD1
BD2
BD3
BD4
Typical Mooring Dolphins:
3 hooks 100 ton per hook 180°
Berthing Line
30,000 DWT
Typical Breasting Dolphin:
2 hooks 100 ton per hook 180°
250,000 DWT
500,000 DWT
PLAN
TRANSVERSE SECTION
Loading Arms Operating Envelope
Upper Limit El. 33.5 m.
2 × 24 in. Loading Arms
2 × 12 in. Loading Arms
500,000 DWT Light Ship
Platform El. 12.19 m.
Firewater Pump Station
Lower Limit El. 3.0 m.
El. 0.00
Loaded 30,000 DWT
500,000 DWT
Loaded Condition
El. – 36.57 m.
Approx. 120 m.
El. – 54.86 m.
Berthing Line
Shore Line



BONAIRE TERMINAL

BERTH NO.2

PLAN
MD1
MD2
80 m.
100 m.
100 m.
Typical Mooring Dolphin:
3 hooks and capstan 100 ton per hook 180°
Berthing Line
5.7 m.
BD2
BD1
5.7 m.
43.2 m.
37.5 m.
48.2 m.
42.5 m.
Loading Platform
Berth Centreline
30,000 DWT
Typical Breasting Dolphin:
2 hooks and capstan 60 tons per hook 180°
90,000 DWT fully loaded/ 150,000 DWT partially loaded
50.0 m.
TRANSVERSE SECTION
Loading Arms
Operating Envelope
3 × 12 in. Loading Arms
Top of platform El.8.0 m.
El.0.00
Lower Limit
El. 4.0 m.
30,000 DWT
90,000 DWT
El. – 18.29 m.
El. – 36.57 m.
Light Condition
Loaded Condition
150,000 DWT partially loaded
Approx. 98 m.
Shore Line
Berthing Line



Jetty 6
Jetty 5
Jetty 4
Jetty 3
Tugs
Jetty 2
Jetty 1

BULLEN BAY

CURACAO OIL TERMINAL

THROUGHPUT:

Transhipment	1,200,000 barrels per day
Refinery import	250,000 barrels per day

JETTIES:

- 1 – 500,000 DWT tanker jetty
- 1 – 350,000 DWT tanker jetty
- 1 – 250,000 DWT tanker jetty
- 2 – 100,000 DWT tanker jetties
- 1 – 70,000 DWT tanker jetty
- 2 – Tugboat jetties

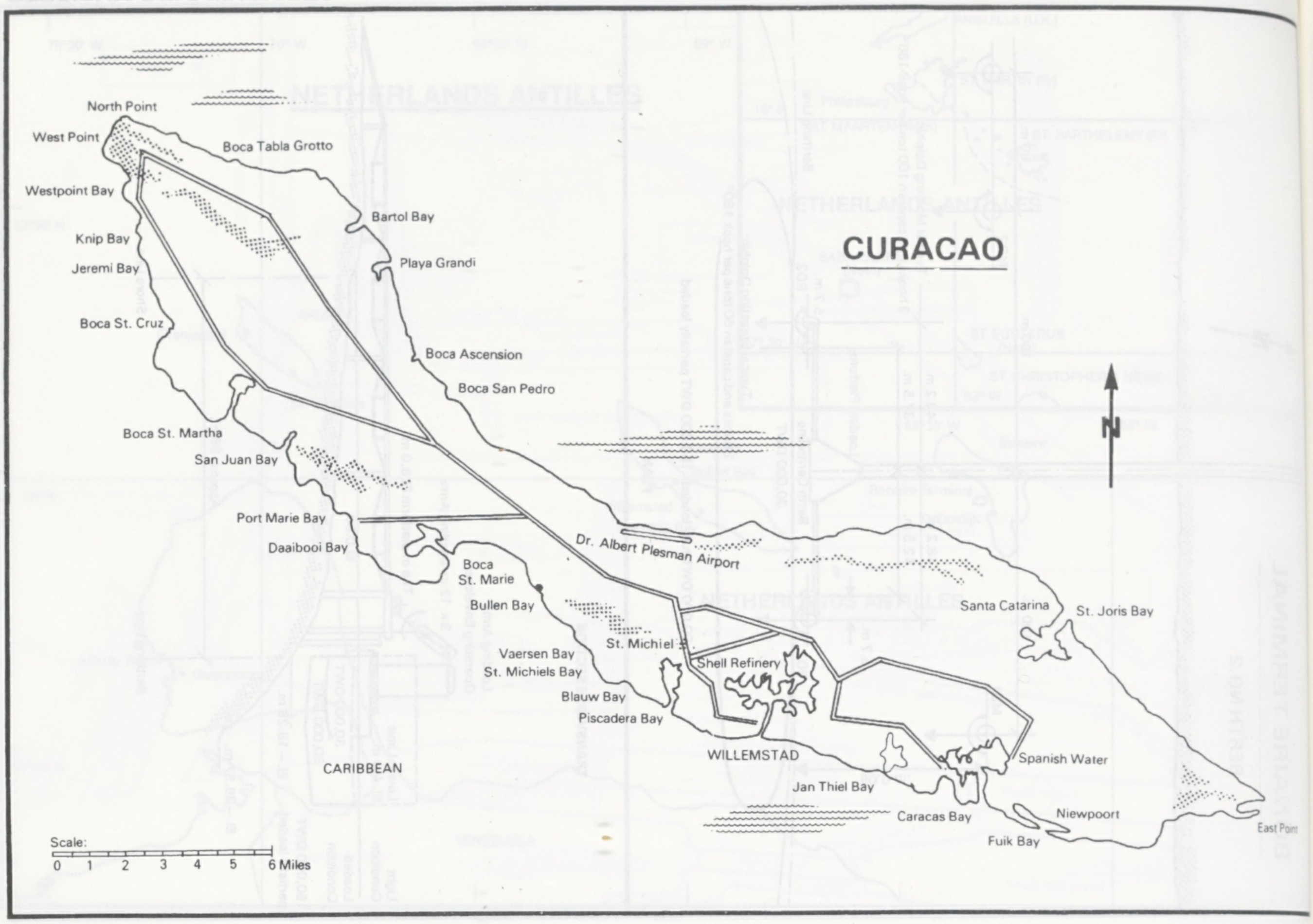
TOTAL TANK CAPACITY – 17,750,000 barrels

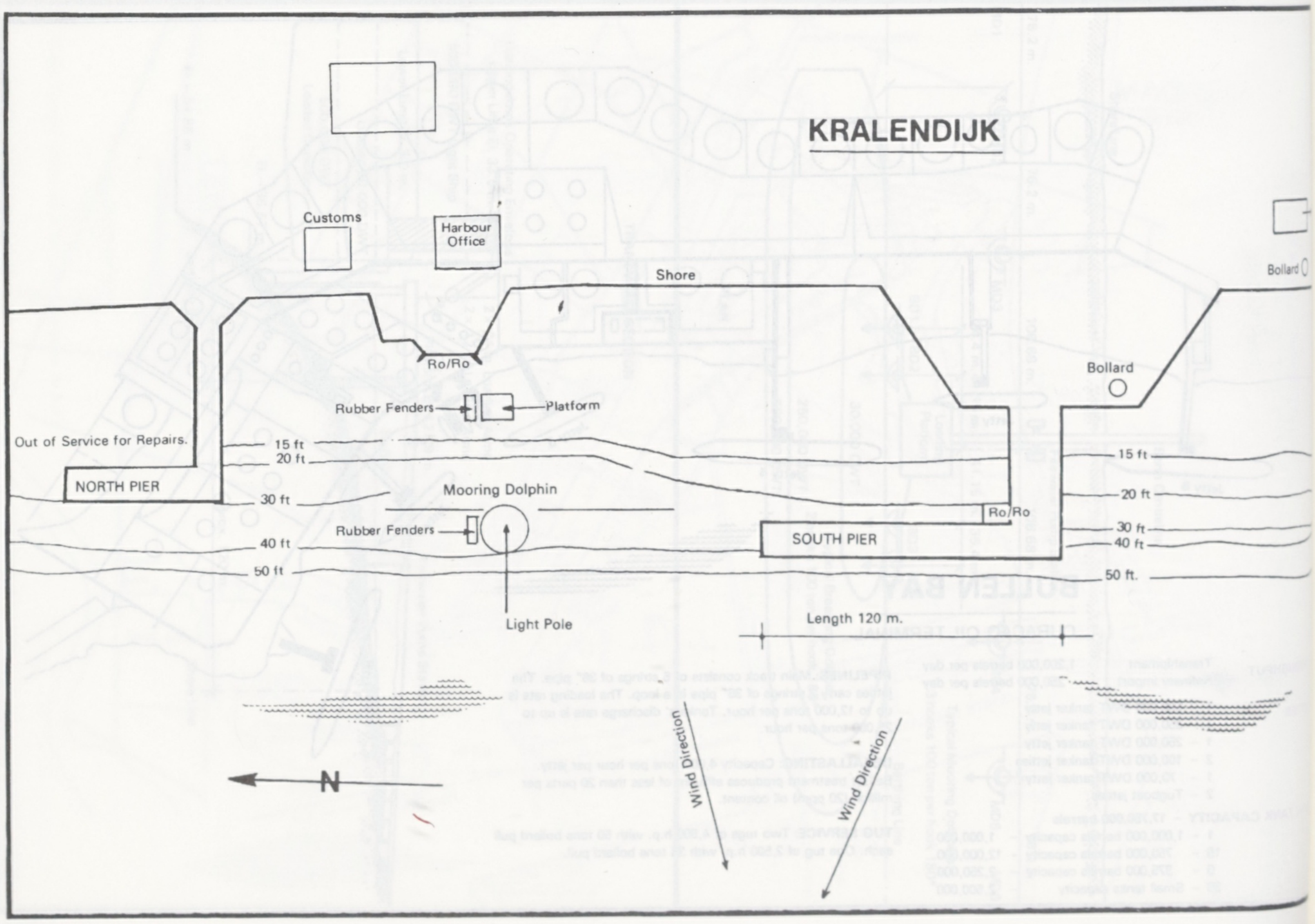
1 –	1,000,000 barrels capacity –	1,000,000
16 –	750,000 barrels capacity –	12,000,000
6 –	375,000 barrels capacity –	2,250,000
38 –	Small tanks capacity –	2,500,000

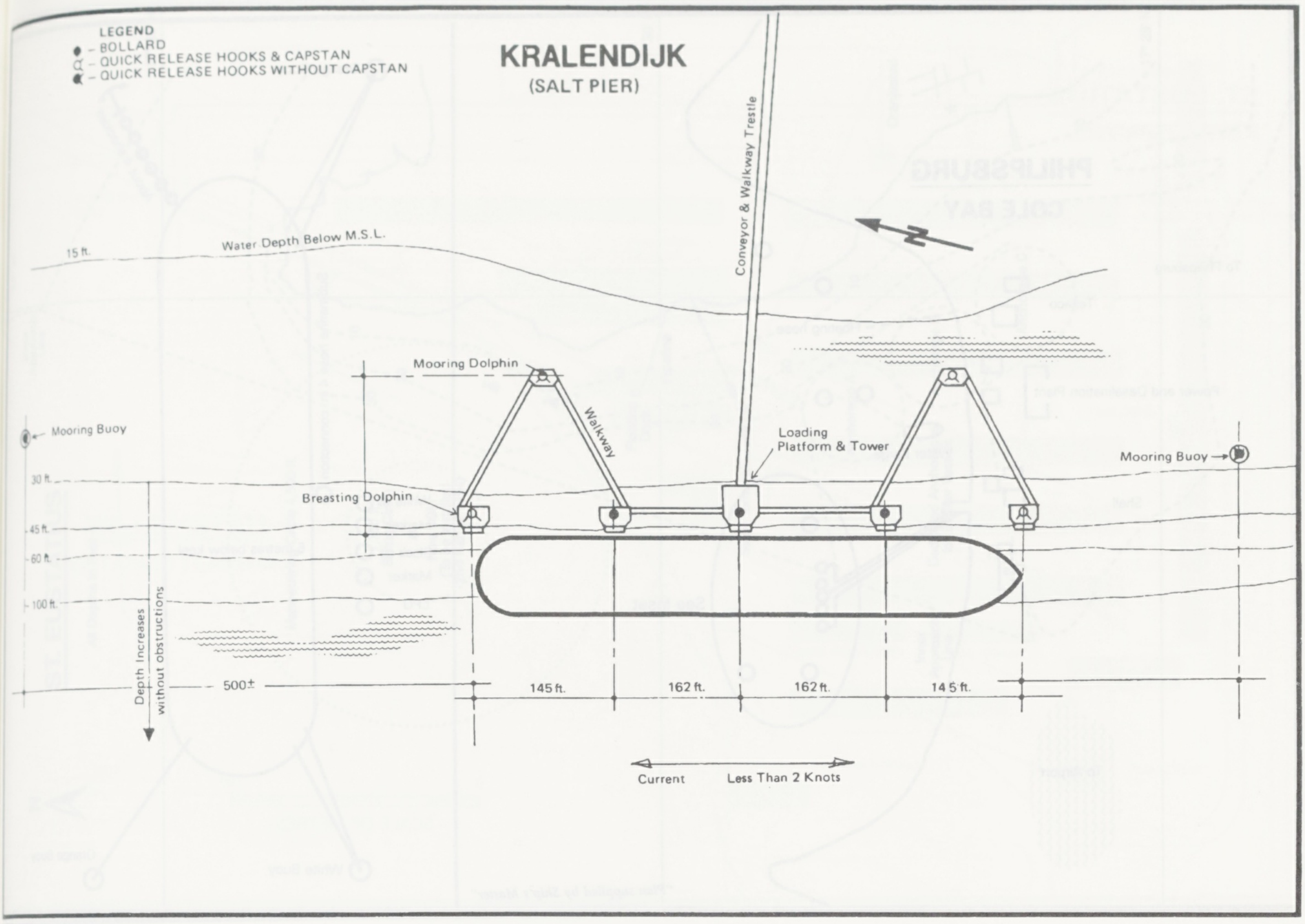
PIPELINES: Main track consists of 5 strings of 36" pipe. The jetties carry 2 strings of 36" pipe in a loop. The loading rate is up to 12,000 tons per hour. Tankers' discharge rate is up to 25,000 tons per hour.

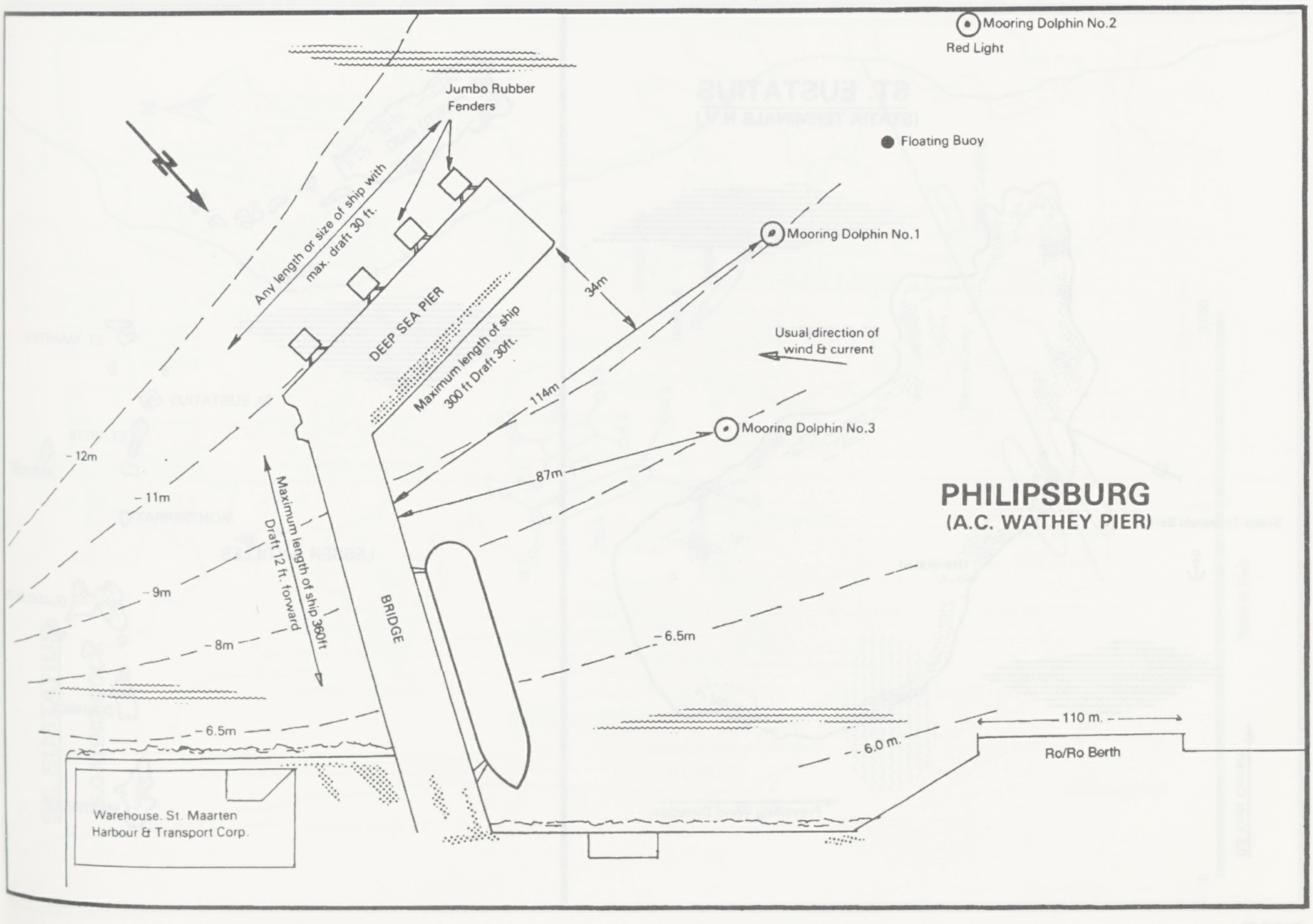
DEBALLASTING: Capacity 4,000 tons per hour per jetty. Ballast treatment produces affluent of less than 20 parts per million (20 ppm) oil content.

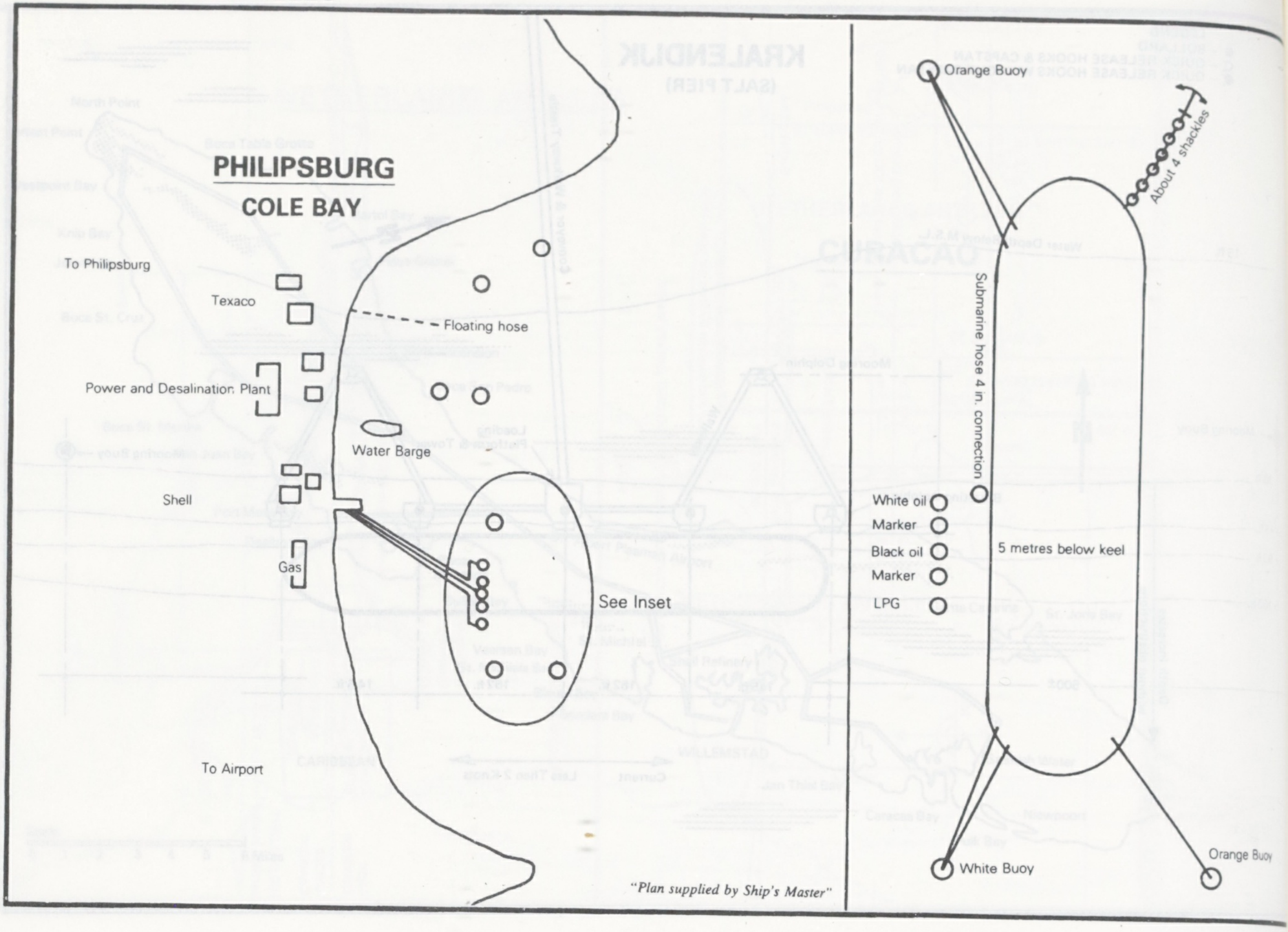
TUG SERVICE: Two tugs of 4,500 h.p. with 50 tons bollard pull each. One tug of 2,500 h.p. with 35 tons bollard pull.


CURACAO
N
North Point
West Point
Boca Tabla Grotto
Westpoint Bay
Bartol Bay
Knip Bay
Playa Grandi
Jeremi Bay
Boca St. Cruz
Boca Ascension
Boca San Pedro
Boca St. Martha
San Juan Bay
Port Marie Bay
Daaibooi Bay
Dr. Albert Plesman Airport
Boca St. Marie
Bullen Bay
Santa Catarina
St. Joris Bay
St. Michiel
Vaersen Bay
St. Michiels Bay
Shell Refinery
Blauw Bay
Piscadera Bay
WILLEMSTAD
Spanish Water
CARIBBEAN
Jan Thiel Bay
Caracas Bay
Niewpoort
Fuik Bay
East Point
Scale:
0 1 2 3 4 5 6 Miles


KRALENDIJK
Customs
Harbour Office
Shore
Ro/Ro
Bollard
Bollard
Rubber Fenders
Platform
Out of Service for Repairs.
15 ft
20 ft
NORTH PIER
30 ft
Mooring Dolphin
40 ft
Rubber Fenders
50 ft
Light Pole
15 ft
20 ft
Ro/Ro
30 ft
40 ft
SOUTH PIER
50 ft.
Length 120 m.
N
Wind Direction
Wind Direction


LEGEND
● – BOLLARD
– QUICK RELEASE HOOKS & CAPSTAN
– QUICK RELEASE HOOKS WITHOUT CAPSTAN
KRALENDIJK
(SALT PIER)
Conveyor & Walkway Trestle
15 ft.
Water Depth Below M.S.L.
Mooring Dolphin
Walkway
Loading Platform & Tower
Mooring Buoy
Mooring Buoy
30 ft.
Breasting Dolphin
45 ft.
60 ft.
100 ft.
Depth Increases without obstructions
500±
145 ft.
162 ft.
162 ft.
145 ft.
Current
Less Than 2 Knots


Mooring Dolphin No.2
Red Light
Jumbo Rubber Fenders
Floating Buoy
Any length or size of ship with max. draft 30 ft.
Mooring Dolphin No.1
DEEP SEA PIER
34m
Maximum length of ship 300 ft Draft 30ft.
Usual direction of wind & current
114m
Mooring Dolphin No.3
– 12m
87m
– 11m
PHILIPSBURG
(A.C. WATHEY PIER)
Maximum length of ship 360 ft.
Draft 12 ft. forward
– 9m
BRIDGE
– 8m
– 6.5m
– 6.5m
110 m.
– 6.0 m.
Ro/Ro Berth
Warehouse. St. Maarten
Harbour & Transport Corp.

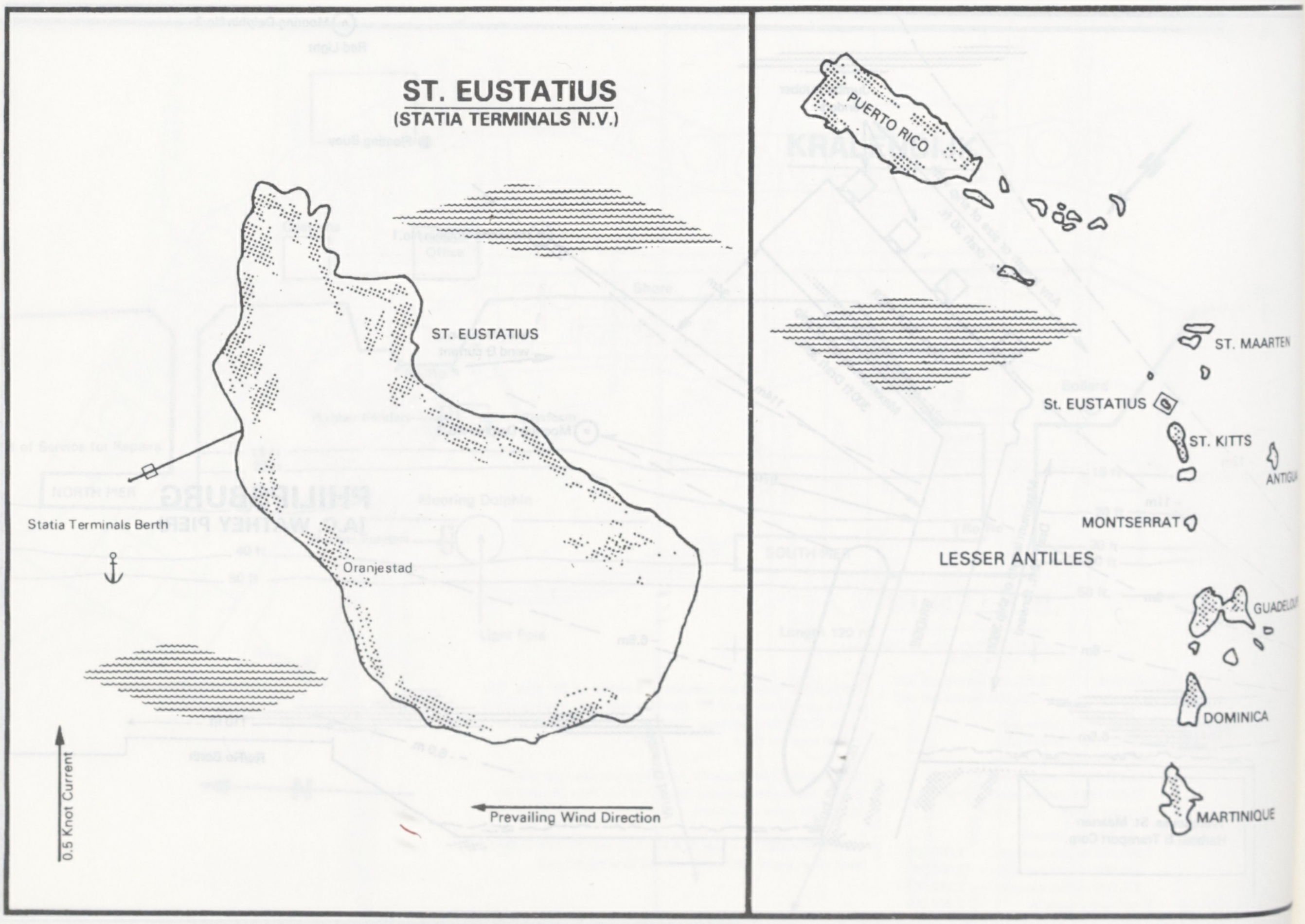


PHILIPSBURG

COLE BAY

"Plan supplied by Ship's Master"

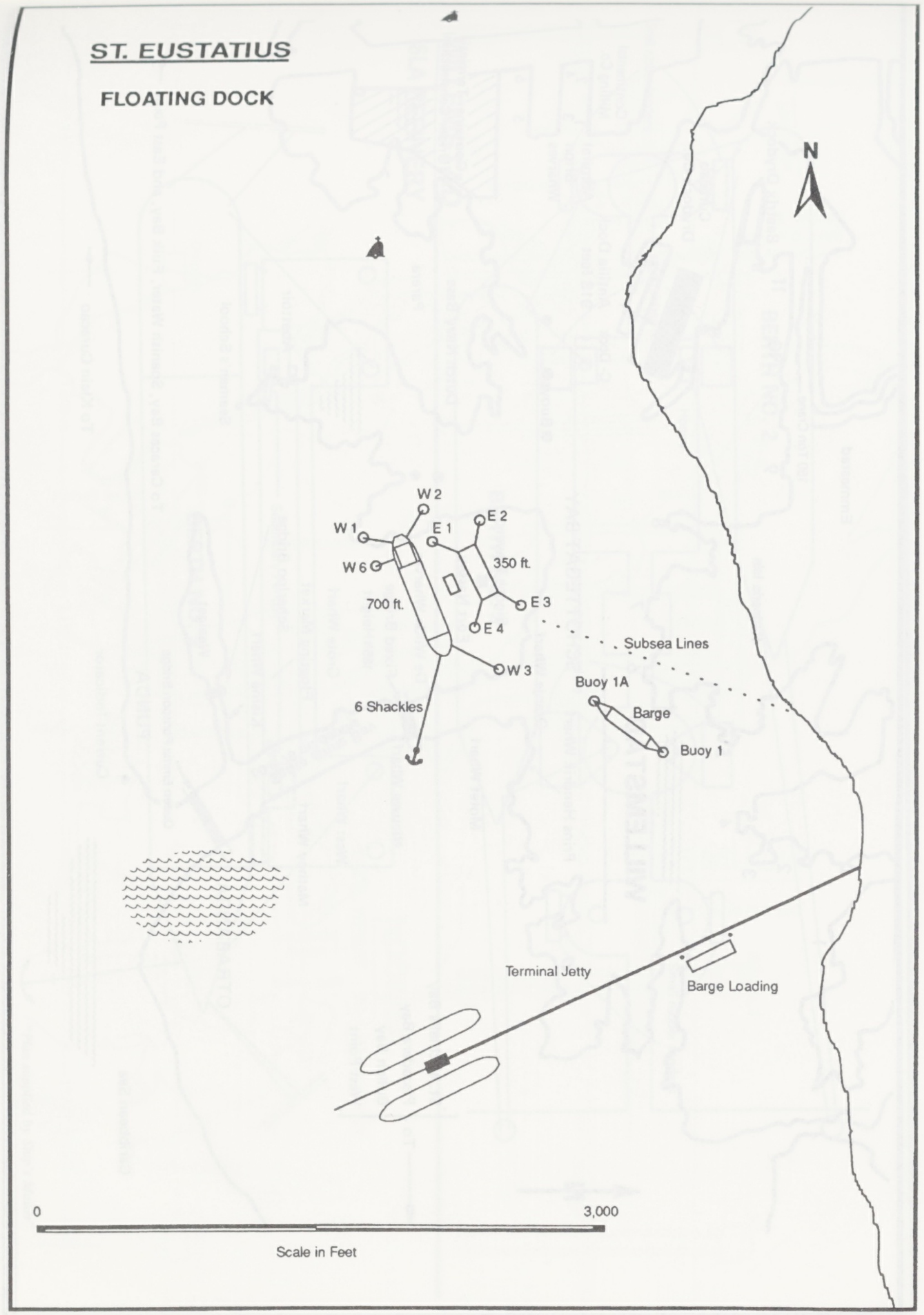
To Philipsburg
Texaco
Floating hose
Power and Desalination Plant
Water Barge
Shell
Gas
See Inset
To Airport
Orange Buoy
About 4 shackles
Submarine hose 4 in. connection
White oil
Marker
Black oil
Marker
LPG
5 metres below keel
White Buoy
Orange Buoy



ST. EUSTATIUS

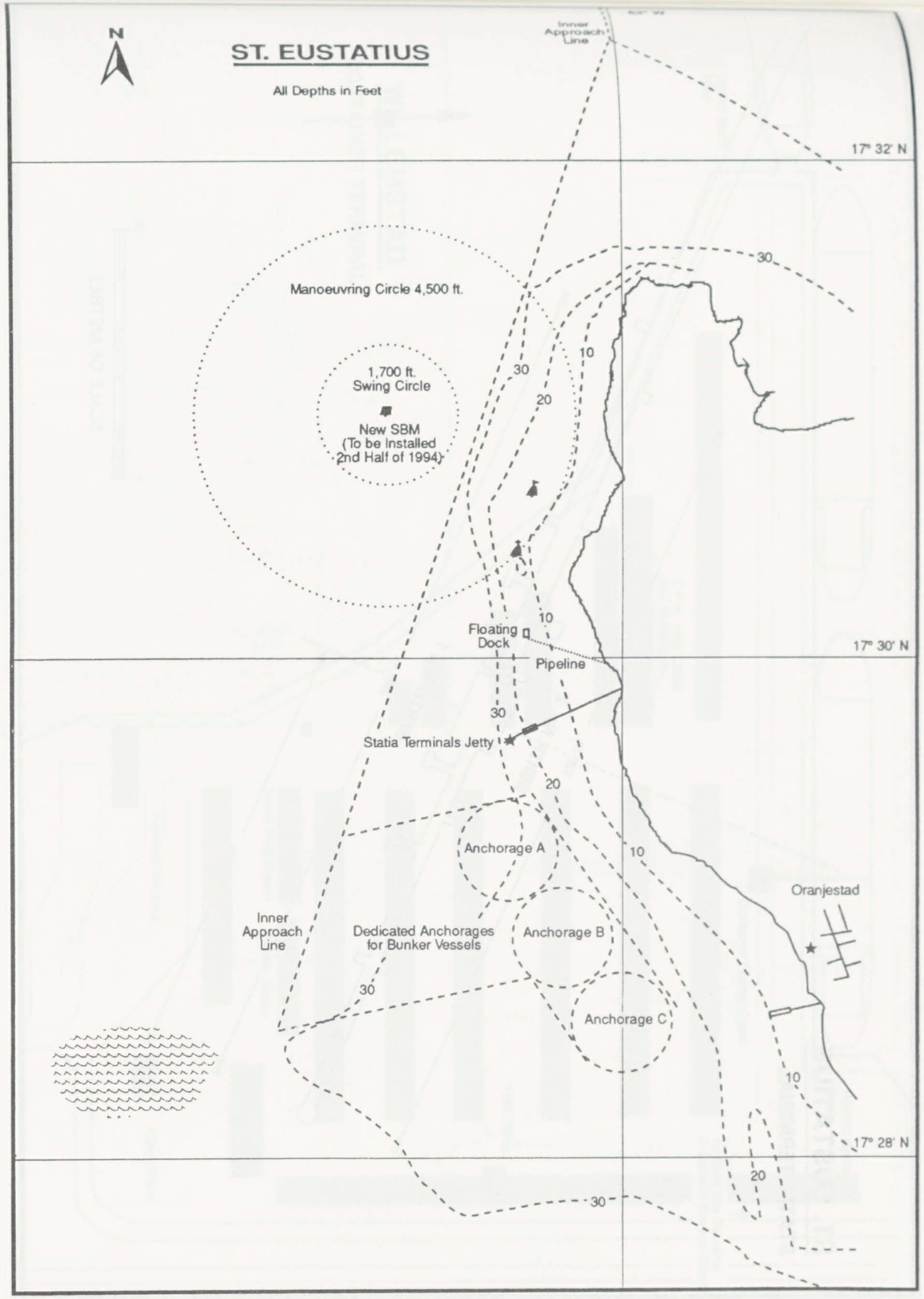
(STATIA TERMINALS N.V.)

ST. EUSTATIUS
Statia Terminals Berth
Oranjestad
0.5 Knot Current
Prevailing Wind Direction
PUERTO RICO
ST. MAARTEN
St. EUSTATIUS
ST. KITTS
ANTIGUA
MONTSERRAT
LESSER ANTILLES
GUADELOUPE
DOMINICA
MARTINIQUE


ST. EUSTATIUS

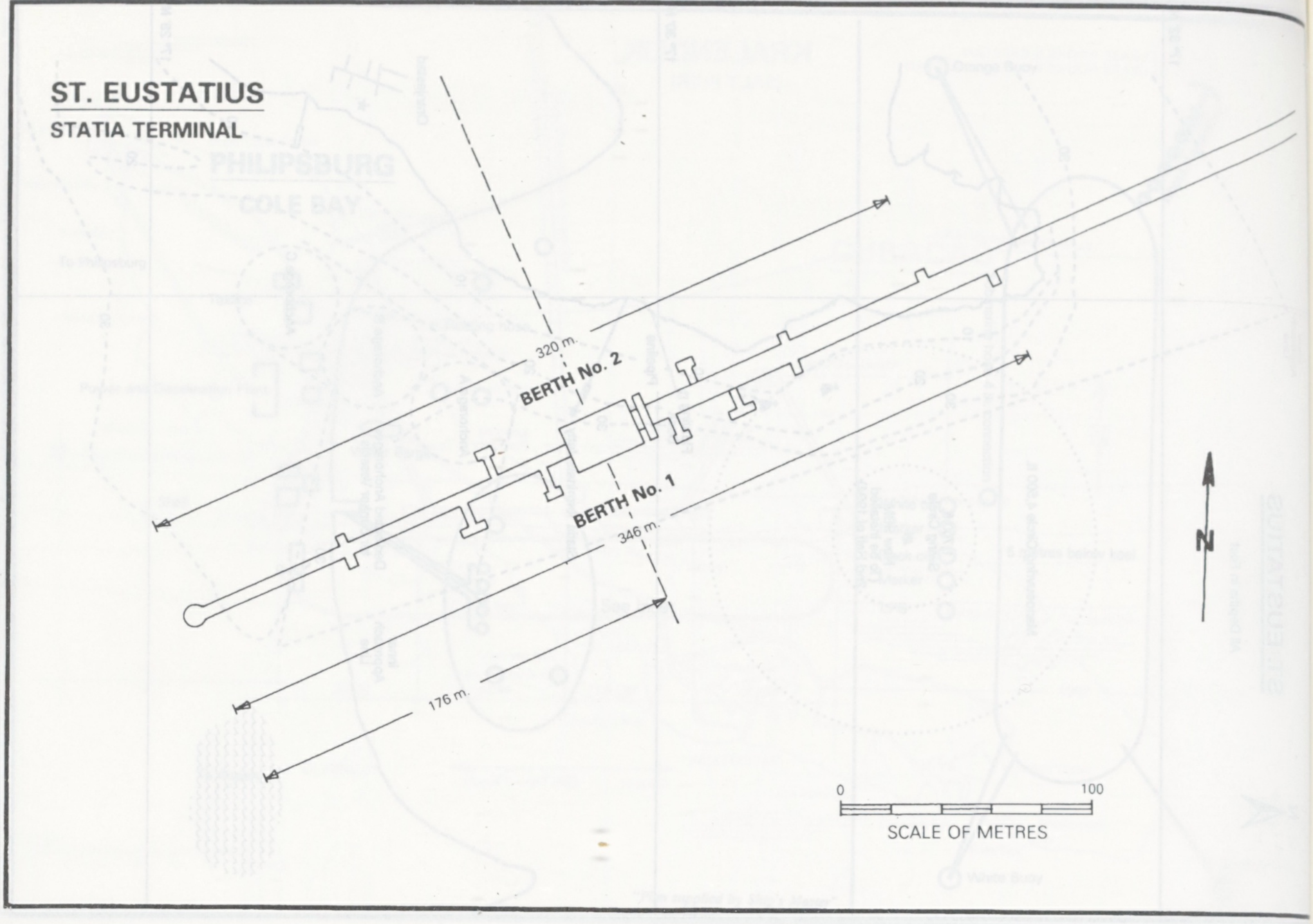
FLOATING DOCK

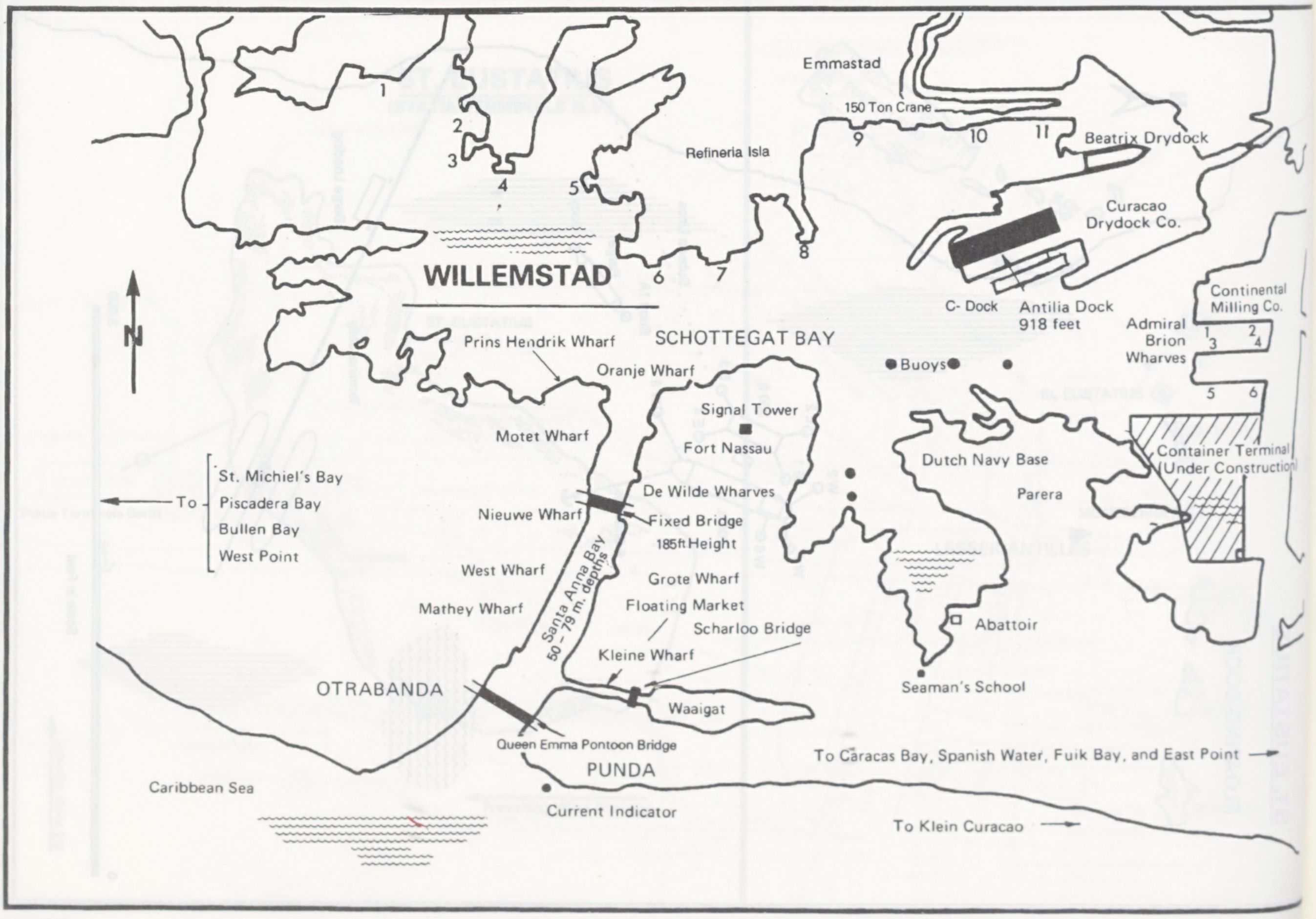
N
W 2
W 1
E 1
E 2
W 6
350 ft.
700 ft.
E 3
E 4
Subsea Lines
W 3
Buoy 1A
Barge
6 Shackles
Buoy 1
Terminal Jetty
Barge Loading
0
3,000
Scale in Feet

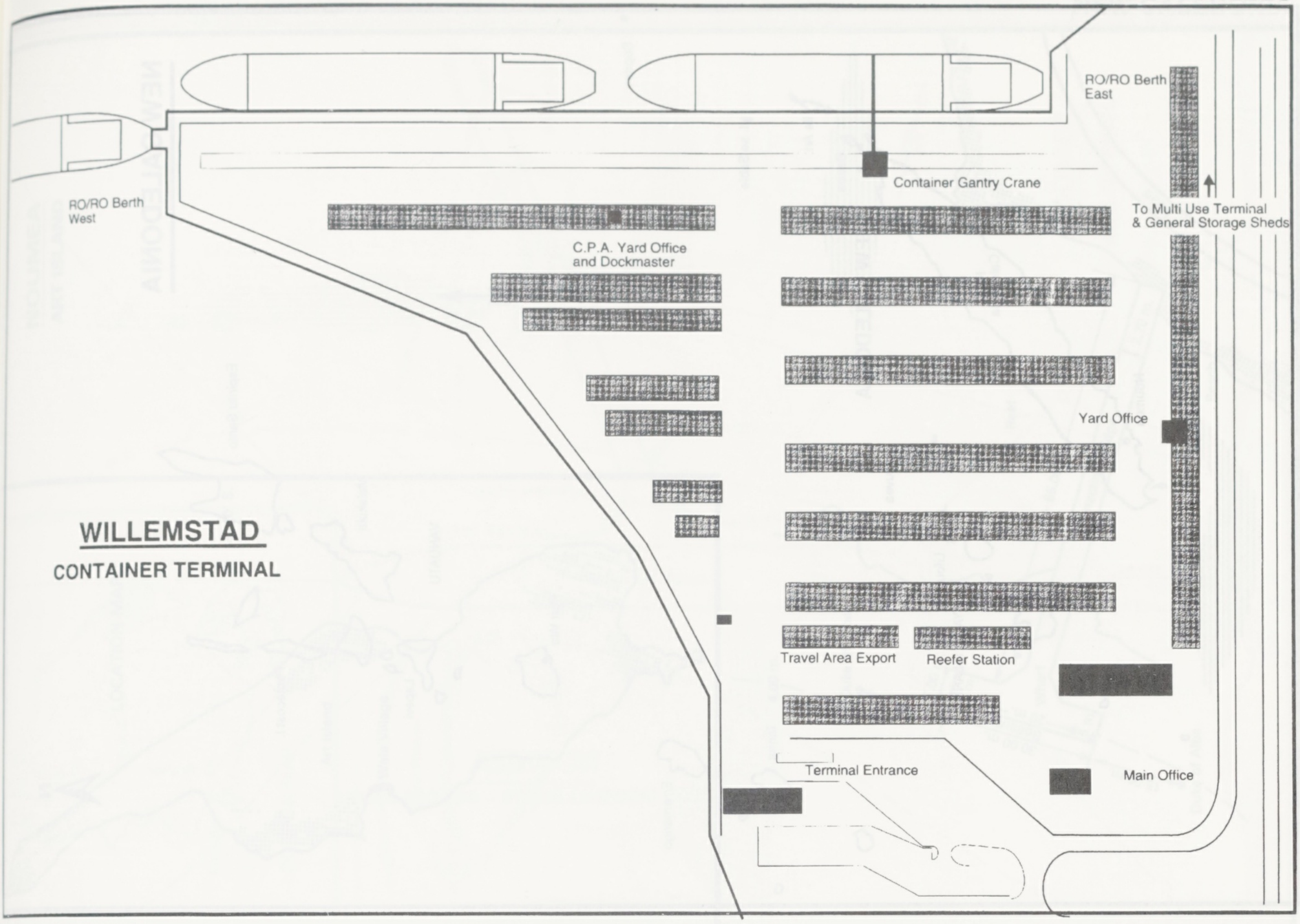

ST. EUSTATIUS

All Depths in Feet

N
Inner Approach Line
17° 32′ N
30
Manoeuvring Circle 4,500 ft.
10
30
1,700 ft. Swing Circle
20
New SBM (To be Installed 2nd Half of 1994)
Floating Dock
10
17° 30′ N
Pipeline
30
Statia Terminals Jetty
20
Anchorage A
10
Oranjestad
Inner Approach Line
Dedicated Anchorages for Bunker Vessels
Anchorage B
30
Anchorage C
10
17° 28′ N
20
30


ST. EUSTATIUS
STATIA TERMINAL
320 m.
BERTH No. 2
BERTH No. 1
346 m.
176 m.
N
0
100
SCALE OF METRES

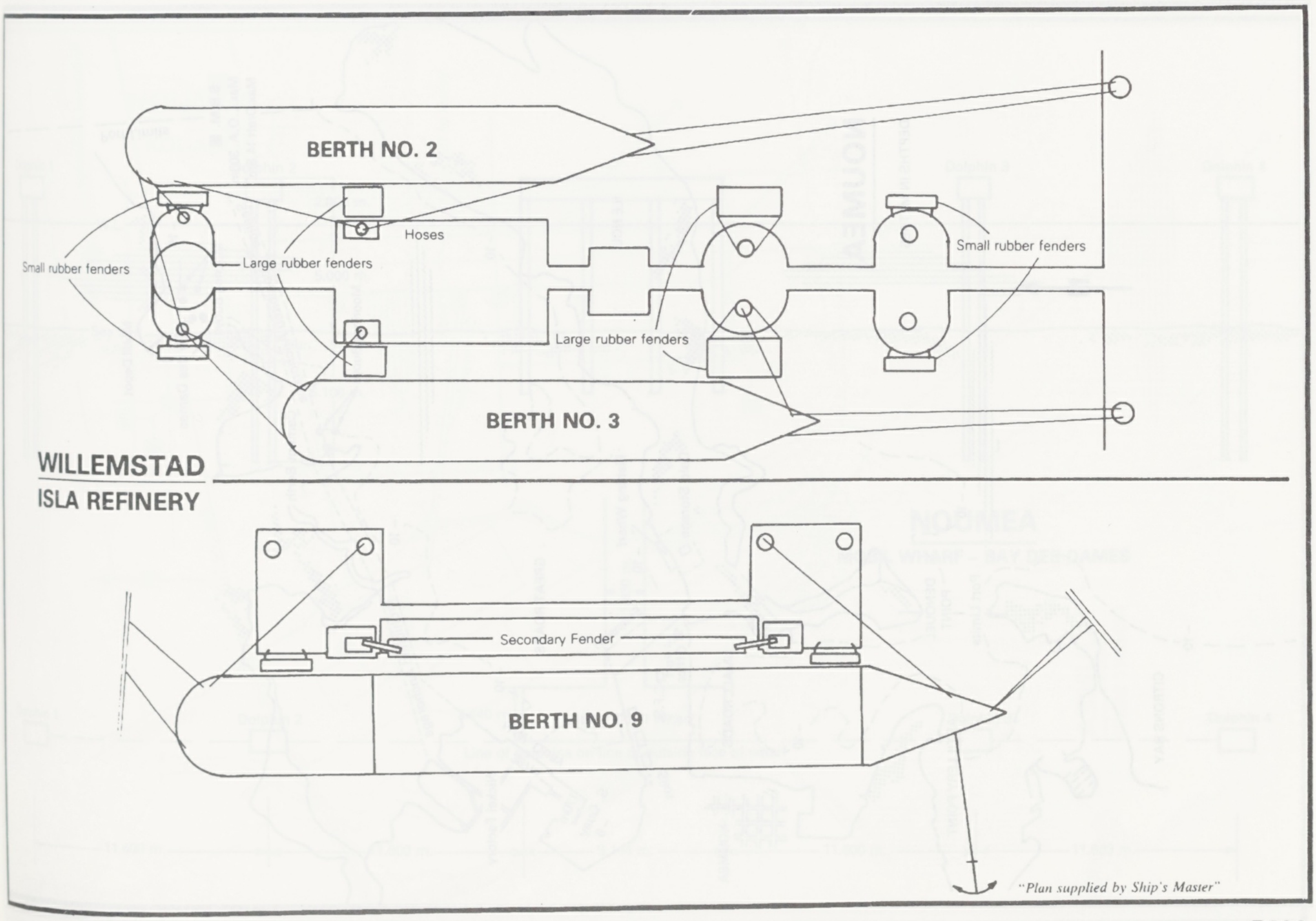

Emmastad
150 Ton Crane
9
10
11
Beatrix Drydock
Refineria Isla
1
2
3
4
5
6
7
8
Curacao
Drydock Co.
WILLEMSTAD
C- Dock
Antilia Dock
918 feet
Continental
Milling Co.
Admiral
Brion
Wharves
1
2
3
4
5
6
N
Prins Hendrik Wharf
SCHOTTEGAT BAY
Oranje Wharf
Buoys
Signal Tower
Fort Nassau
Motet Wharf
Dutch Navy Base
Container Terminal
(Under Construction)
Parera
To
St. Michiel's Bay
Piscadera Bay
Bullen Bay
West Point
De Wilde Wharves
Nieuwe Wharf
Fixed Bridge
185ft Height
West Wharf
Santa Anna Bay
50 – 79 m. depths
Grote Wharf
Floating Market
Mathey Wharf
Scharloo Bridge
Abattoir
Kleine Wharf
OTRABANDA
Seaman's School
Waaigat
Queen Emma Pontoon Bridge
PUNDA
To Caracas Bay, Spanish Water, Fuik Bay, and East Point
Caribbean Sea
Current Indicator
To Klein Curacao



RO/RO Berth East
Container Gantry Crane
To Multi Use Terminal & General Storage Sheds
RO/RO Berth West
C.P.A. Yard Office and Dockmaster
Yard Office
Travel Area Export
Reefer Station
Terminal Entrance
Main Office

WILLEMSTAD

CONTAINER TERMINAL

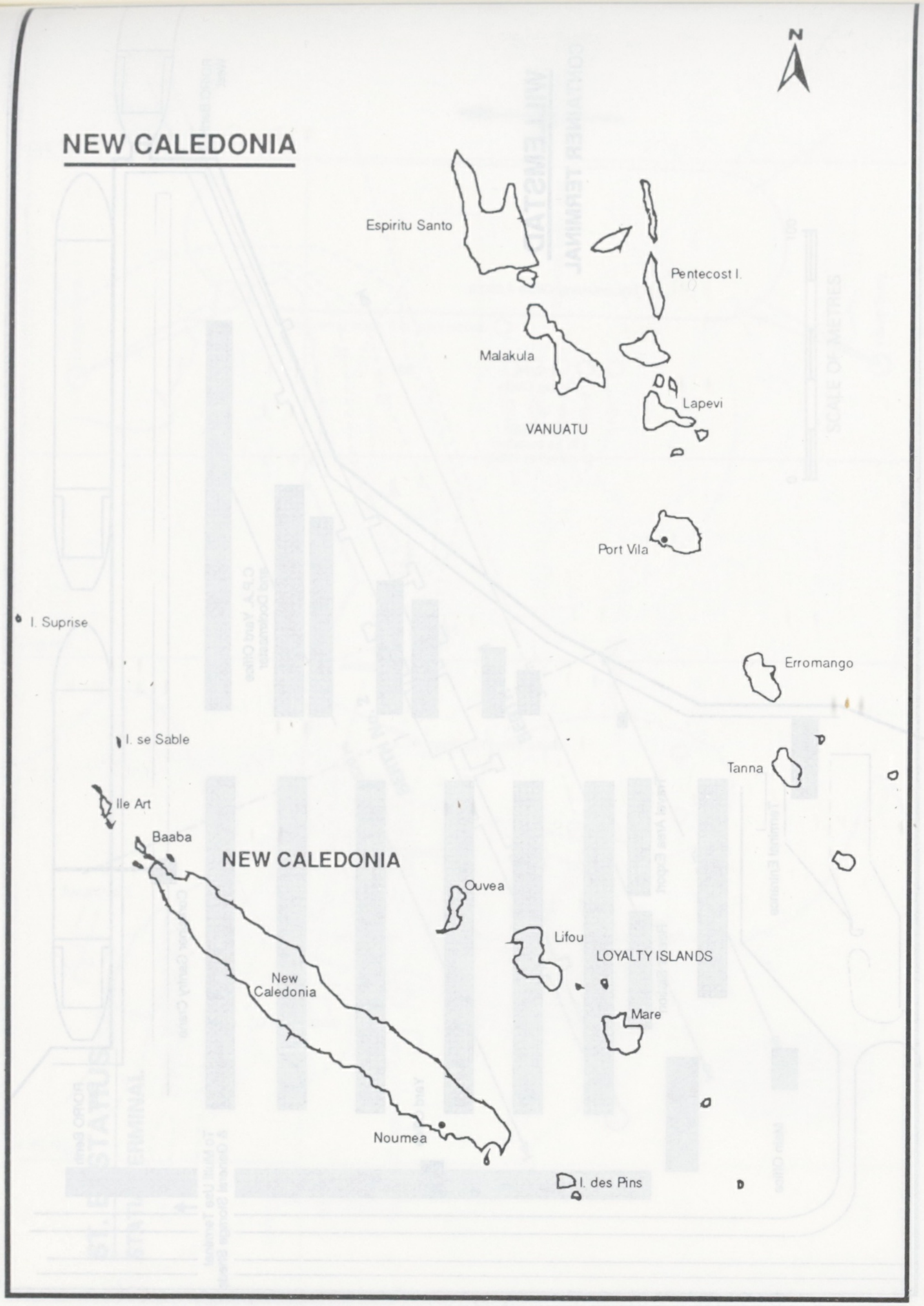


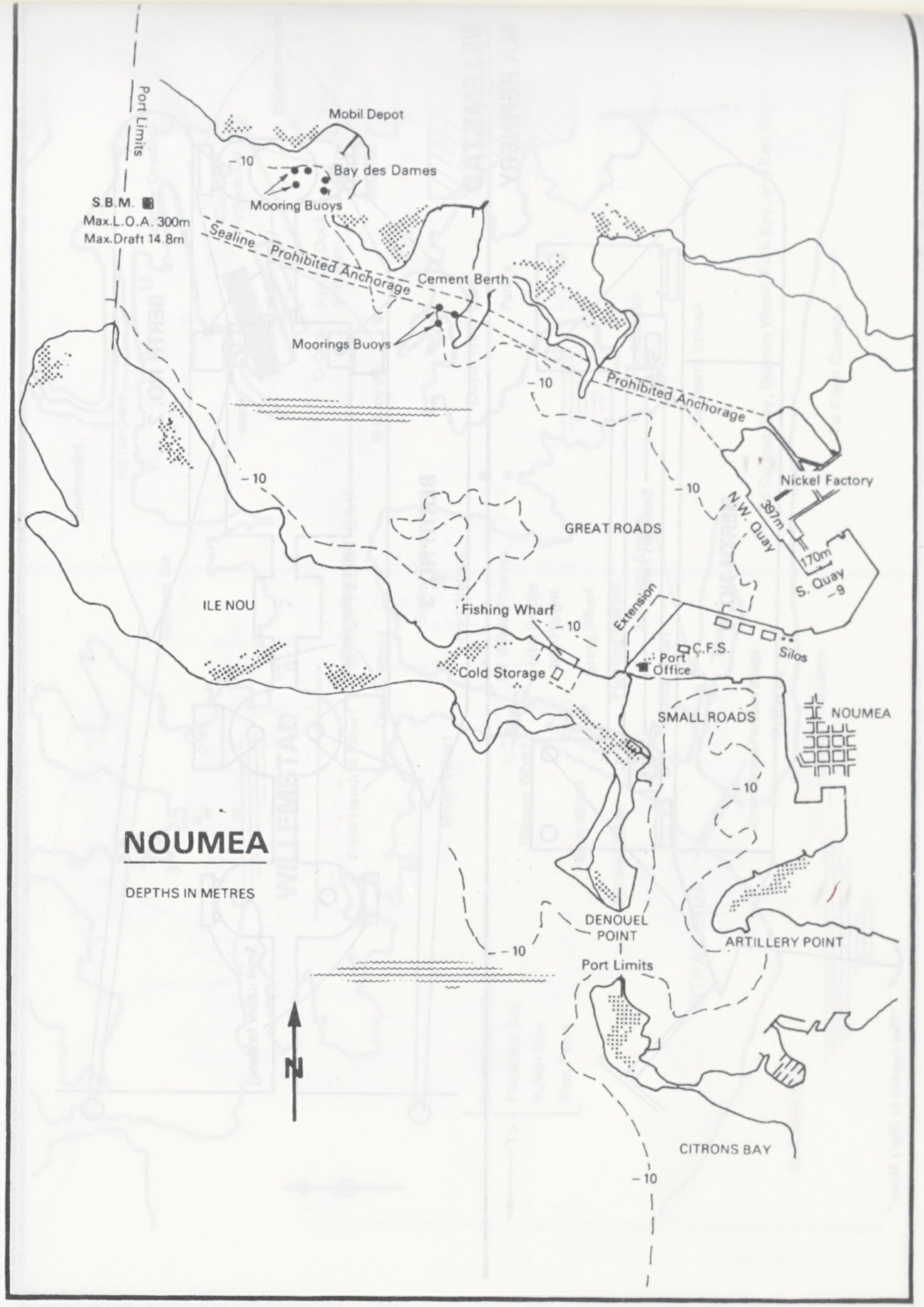
BERTH NO. 2
Hoses
Small rubber fenders
Large rubber fenders
Large rubber fenders
Small rubber fenders
BERTH NO. 3
Secondary Fender
BERTH NO. 9

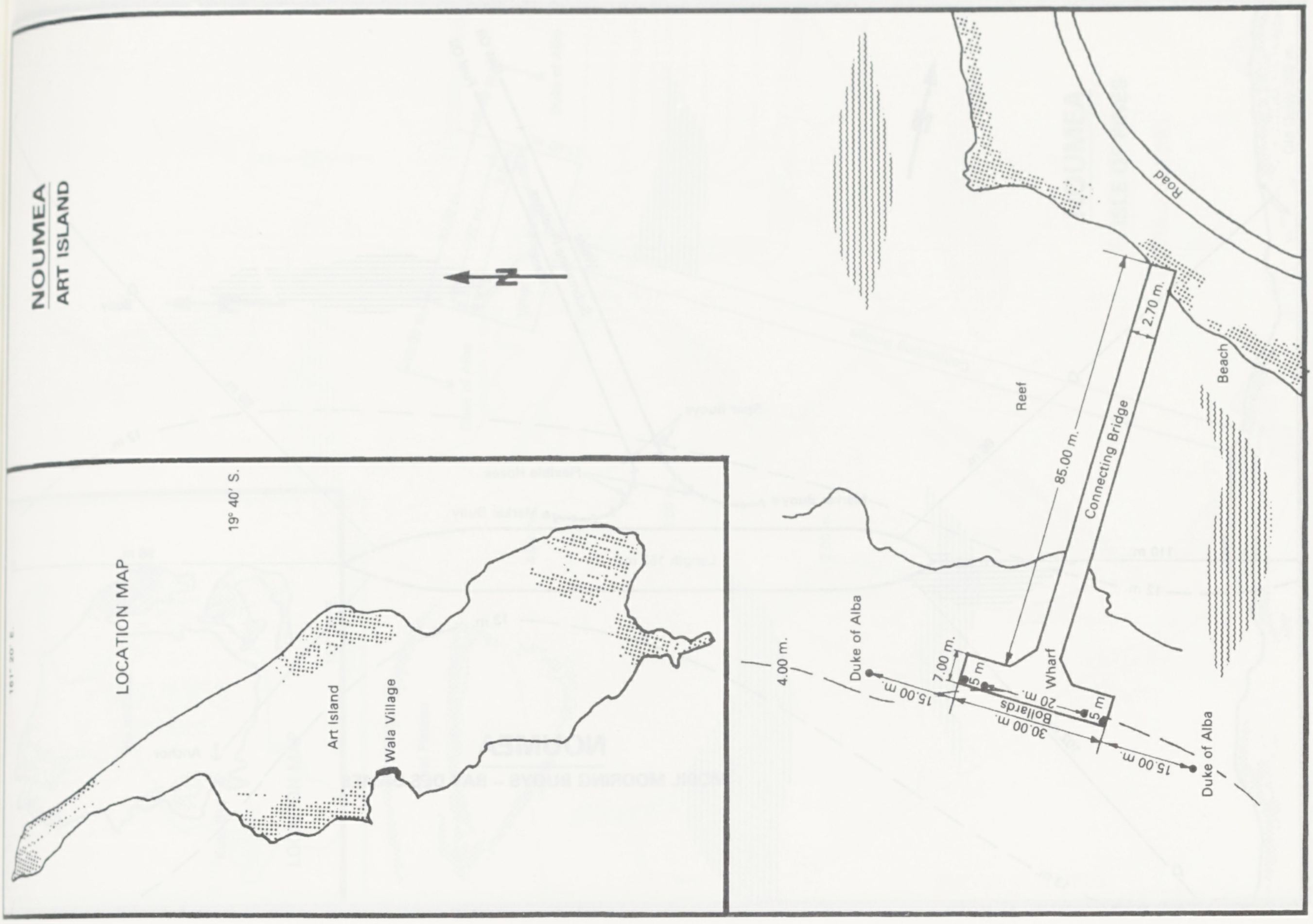
WILLEMSTAD

ISLA REFINERY

"Plan supplied by Ship's Master"

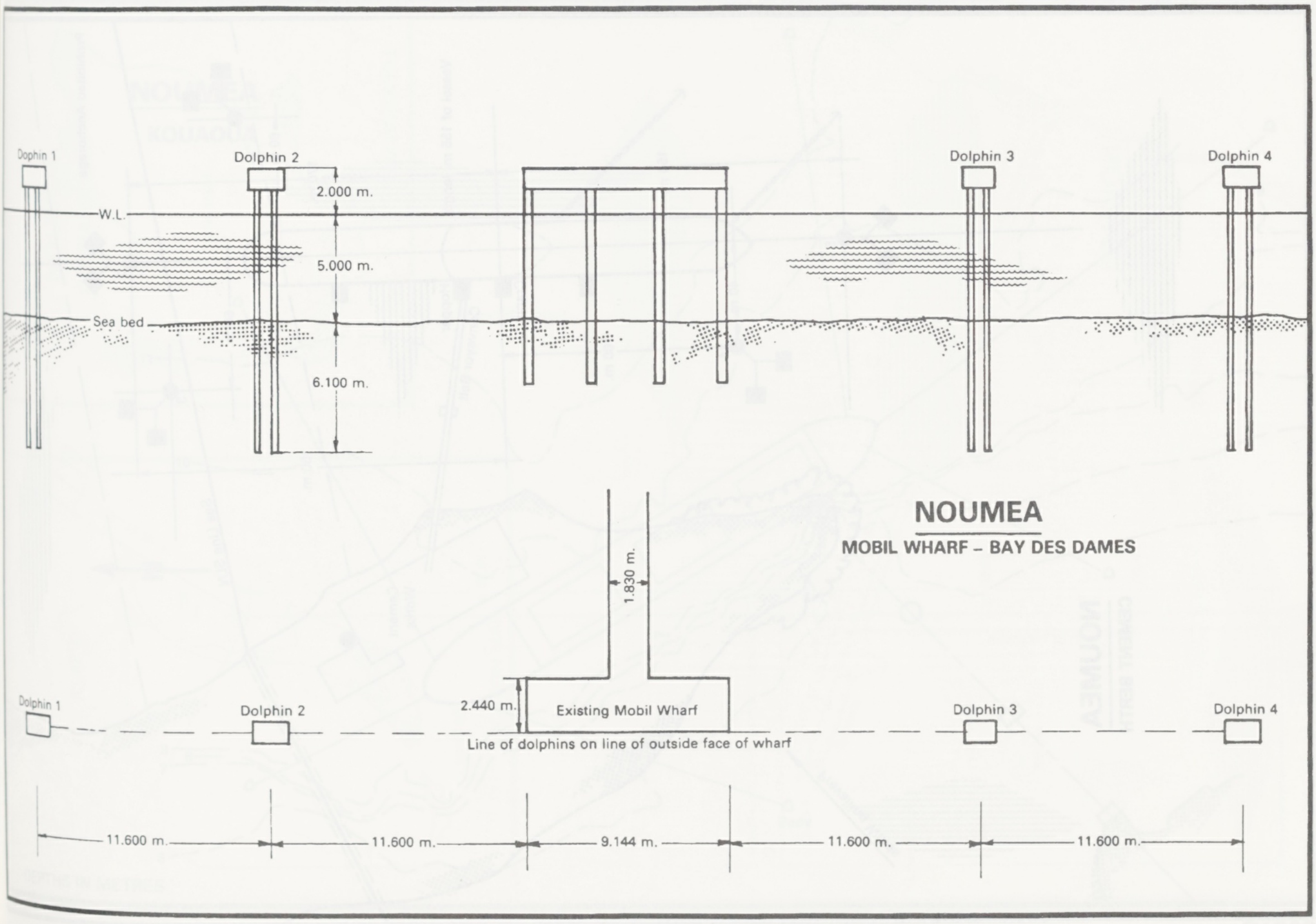

NEW CALEDONIA
N
Espiritu Santo
Pentecost I.
Malakula
Lapevi
VANUATU
Port Vila
I. Suprise
Erromango
I. se Sable
Tanna
Ile Art
Baaba
NEW CALEDONIA
Ouvea
Lifou
LOYALTY ISLANDS
New Caledonia
Mare
Noumea
I. des Pins


NOUMEA
DEPTHS IN METRES
Port Limits
Mobil Depot
−10
Bay des Dames
Mooring Buoys
S.B.M.
Max.L.O.A. 300m
Max.Draft 14.8m
Sealine
Prohibited Anchorage
Cement Berth
Moorings Buoys
−10
Prohibited Anchorage
−10
Nickel Factory
−10
N.W. Quay
397m
GREAT ROADS
170m
S. Quay
−9
ILE NOU
Fishing Wharf
−10
Extension
C.F.S.
Port Office
Silos
Cold Storage
NOUMEA
SMALL ROADS
−10
DENOUEL POINT
ARTILLERY POINT
−10
Port Limits
N
CITRONS BAY
−10



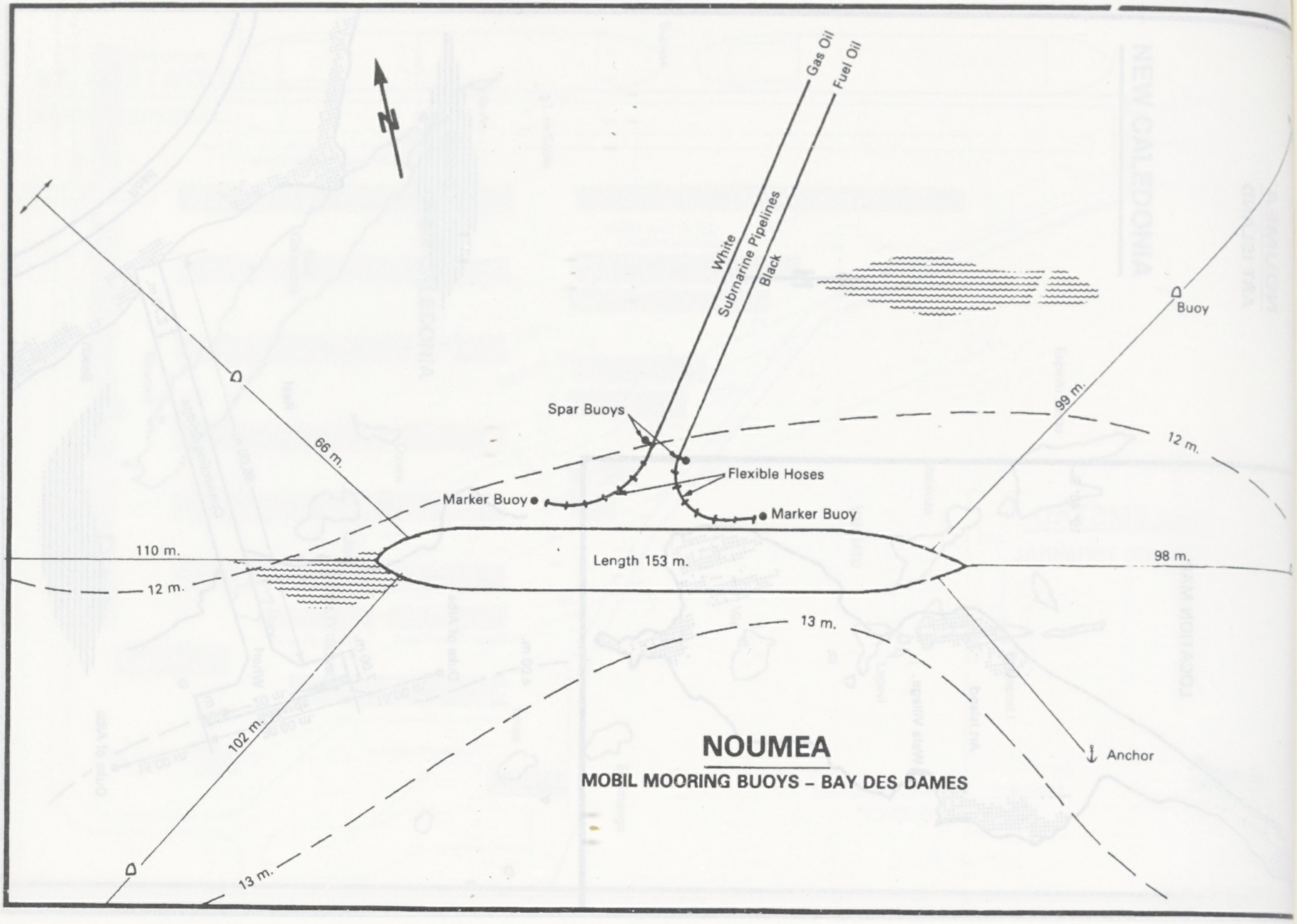
NOUMEA
ART ISLAND

LOCATION MAP
19° 40' S.
Art Island
Wala Village
Road
2.70 m.
Beach
Reef
85.00 m.
Connecting Bridge
Wharf
7.00 m.
5 m
20 m.
5 m
Bollards
30.00 m.
15.00 m.
15.00 m.
Duke of Alba
Duke of Alba
4.00 m.



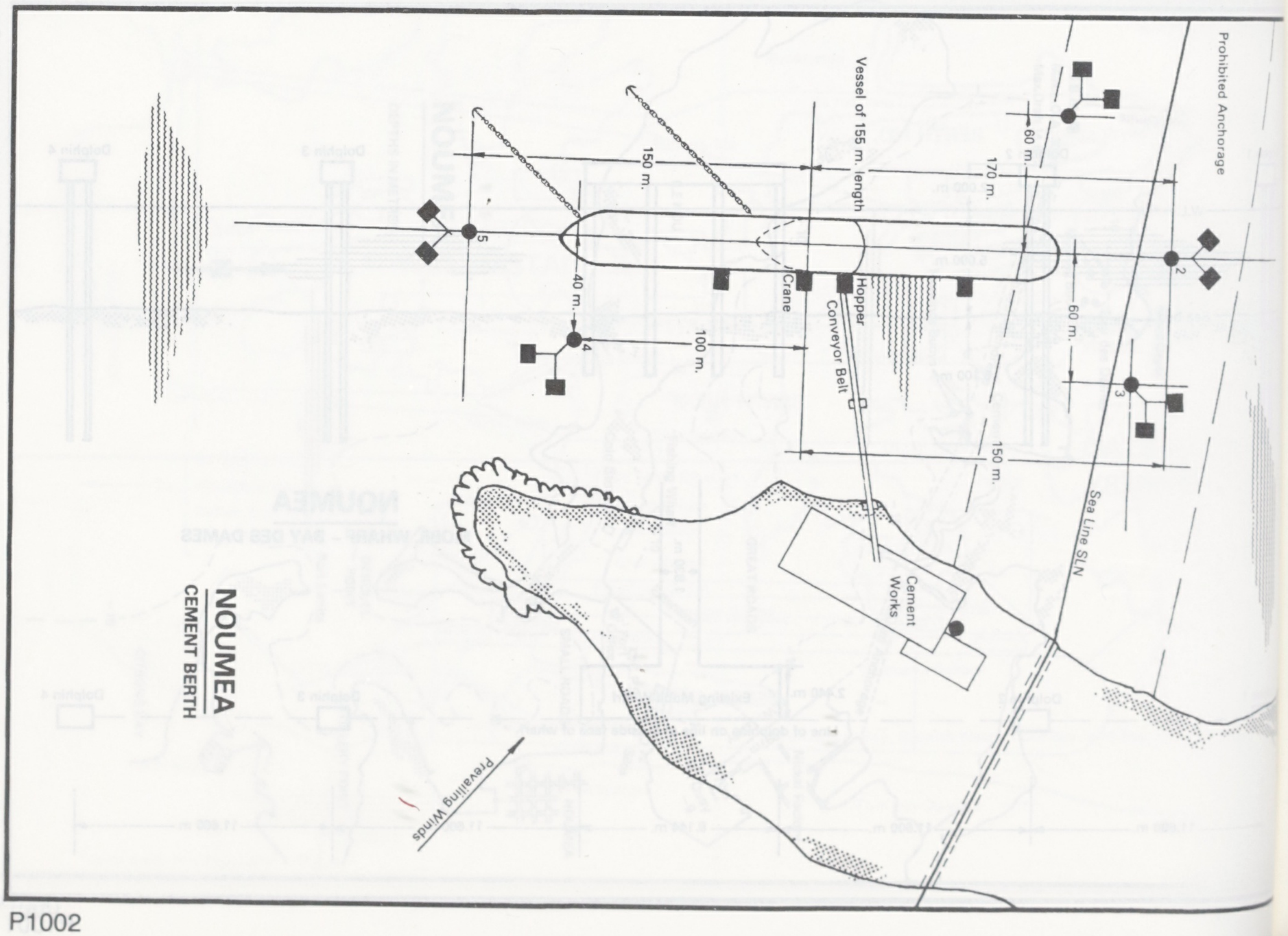
NOUMEA
MOBIL WHARF – BAY DES DAMES

Dolphin 1
Dolphin 2
Dolphin 3
Dolphin 4
W.L.
Sea bed
2.000 m.
5.000 m.
6.100 m.
1.830 m.
2.440 m.
Existing Mobil Wharf
Dolphin 1
Dolphin 2
Dolphin 3
Dolphin 4
Line of dolphins on line of outside face of wharf
11.600 m.
11.600 m.
9.144 m.
11.600 m.
11.600 m.


N
Gas Oil
Fuel Oil
White
Subinarine Pipelines
Black
Buoy
99 m.
12 m.
Spar Buoys
Flexible Hoses
Marker Buoy
Marker Buoy
66 m.
110 m.
12 m.
Length 153 m.
98 m.
13 m.
102 m.
13 m.
Anchor

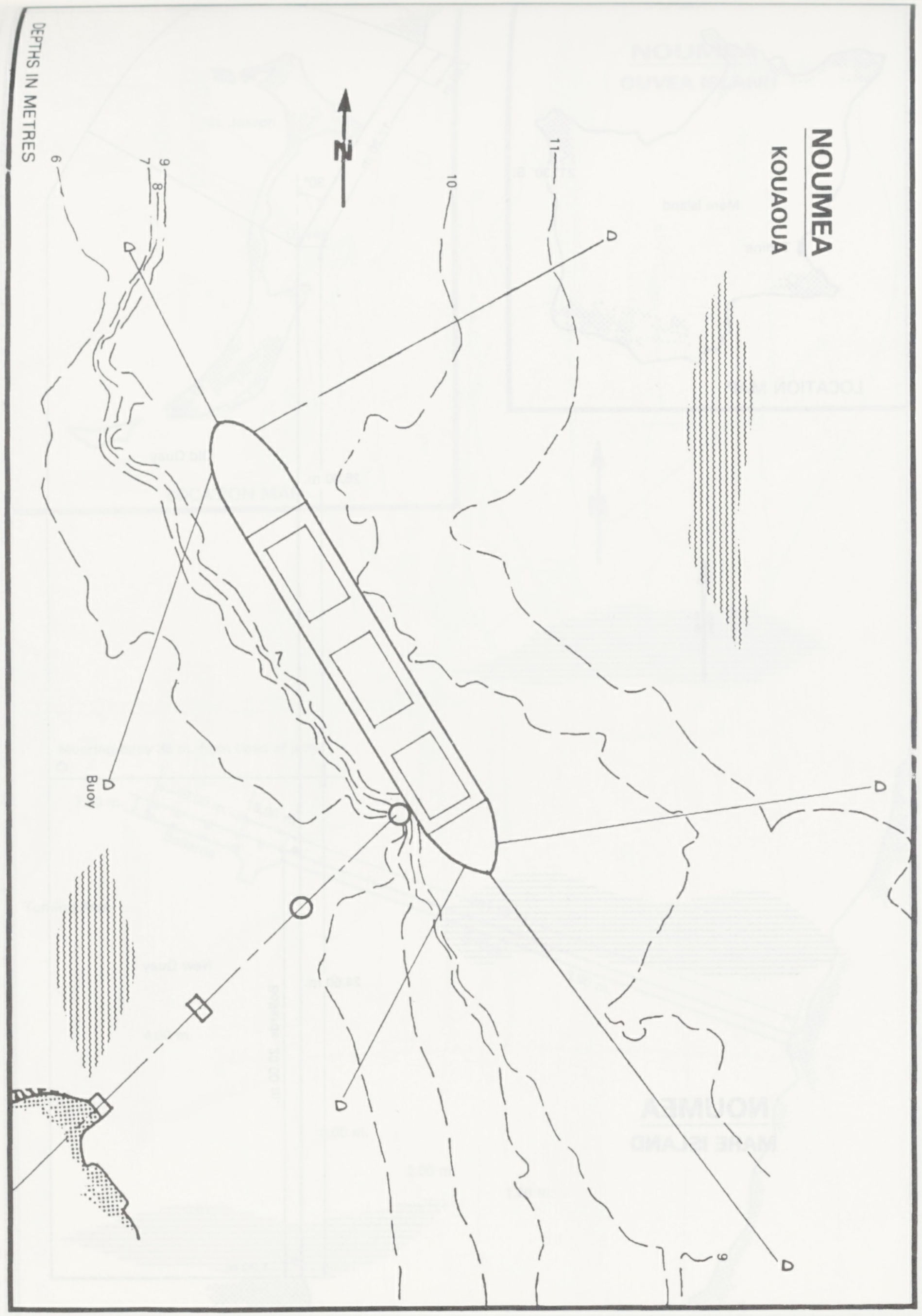
NOUMEA

MOBIL MOORING BUOYS – BAY DES DAMES


Vessel of 155 m. length
150 m.
170 m.
60 m.
Prohibited Anchorage
5
2
40 m.
Crane
Hopper
Conveyor Belt
100 m.
4
60 m.
3
150 m.
Sea Line SLN
Cement Works
Prevailing Winds

NOUMEA

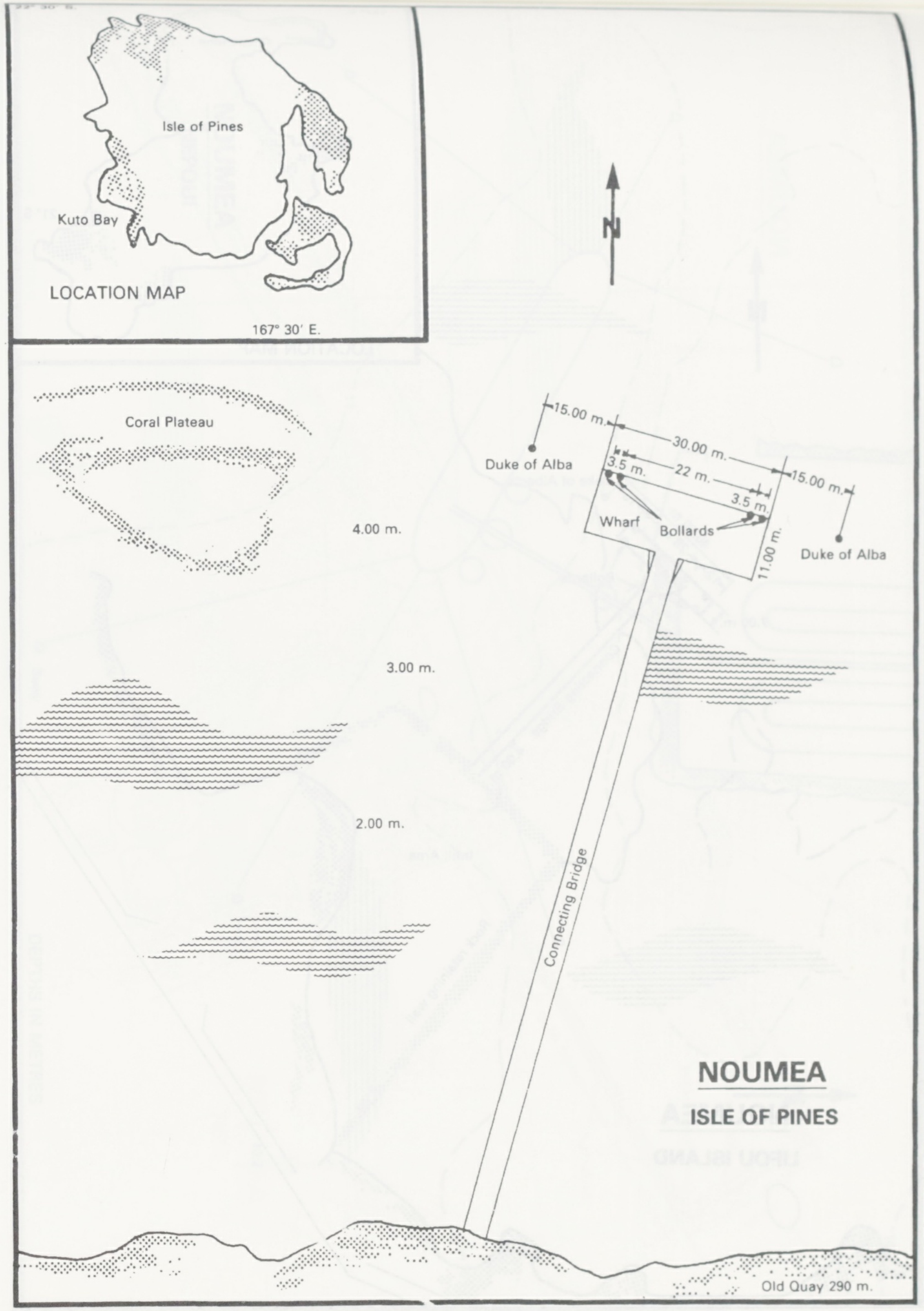
CEMENT BERTH



NOUMEA

KOUAOUA

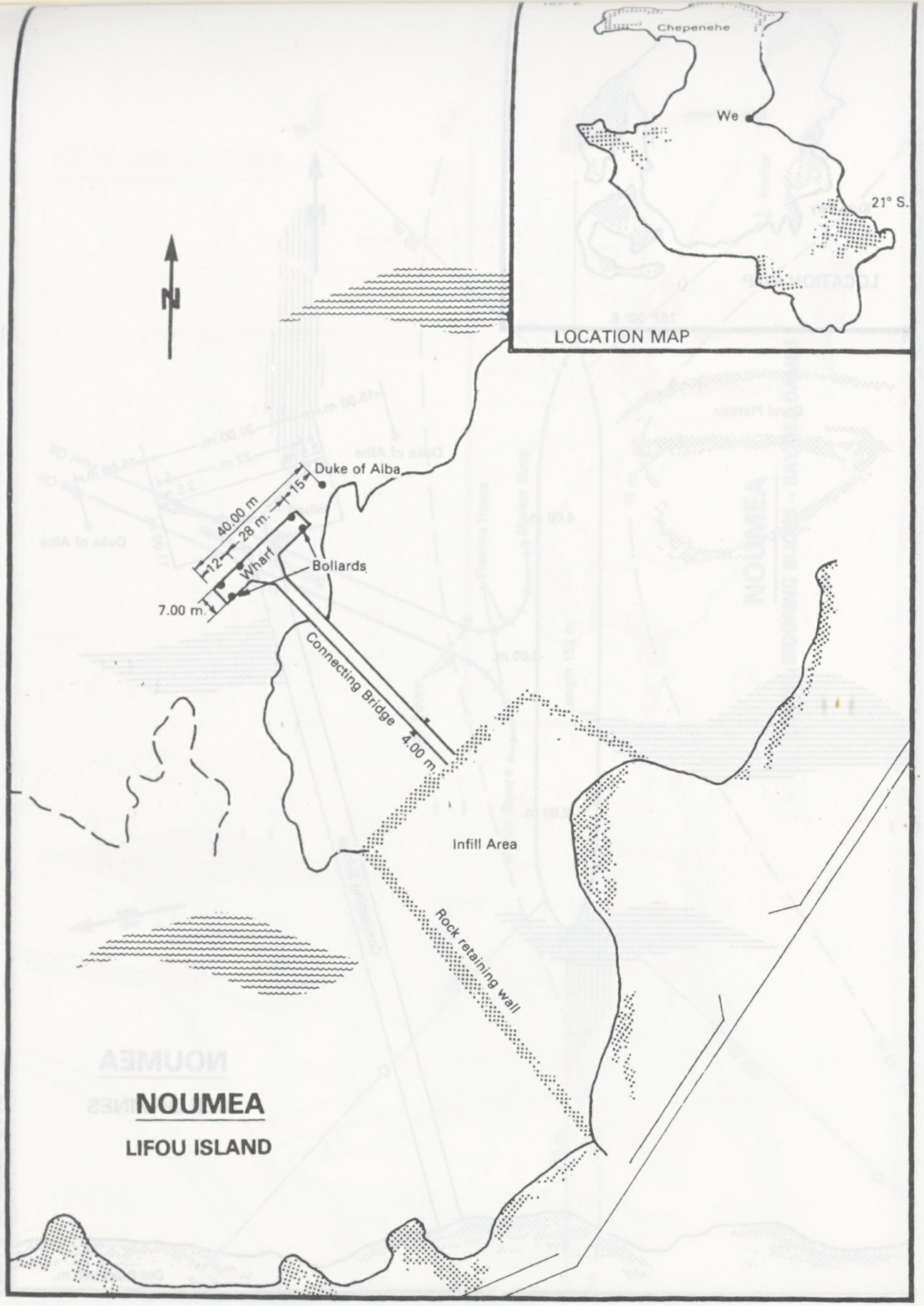
DEPTHS IN METRES
N
6
7
8
9
10
11
7
6
Buoy



NOUMEA

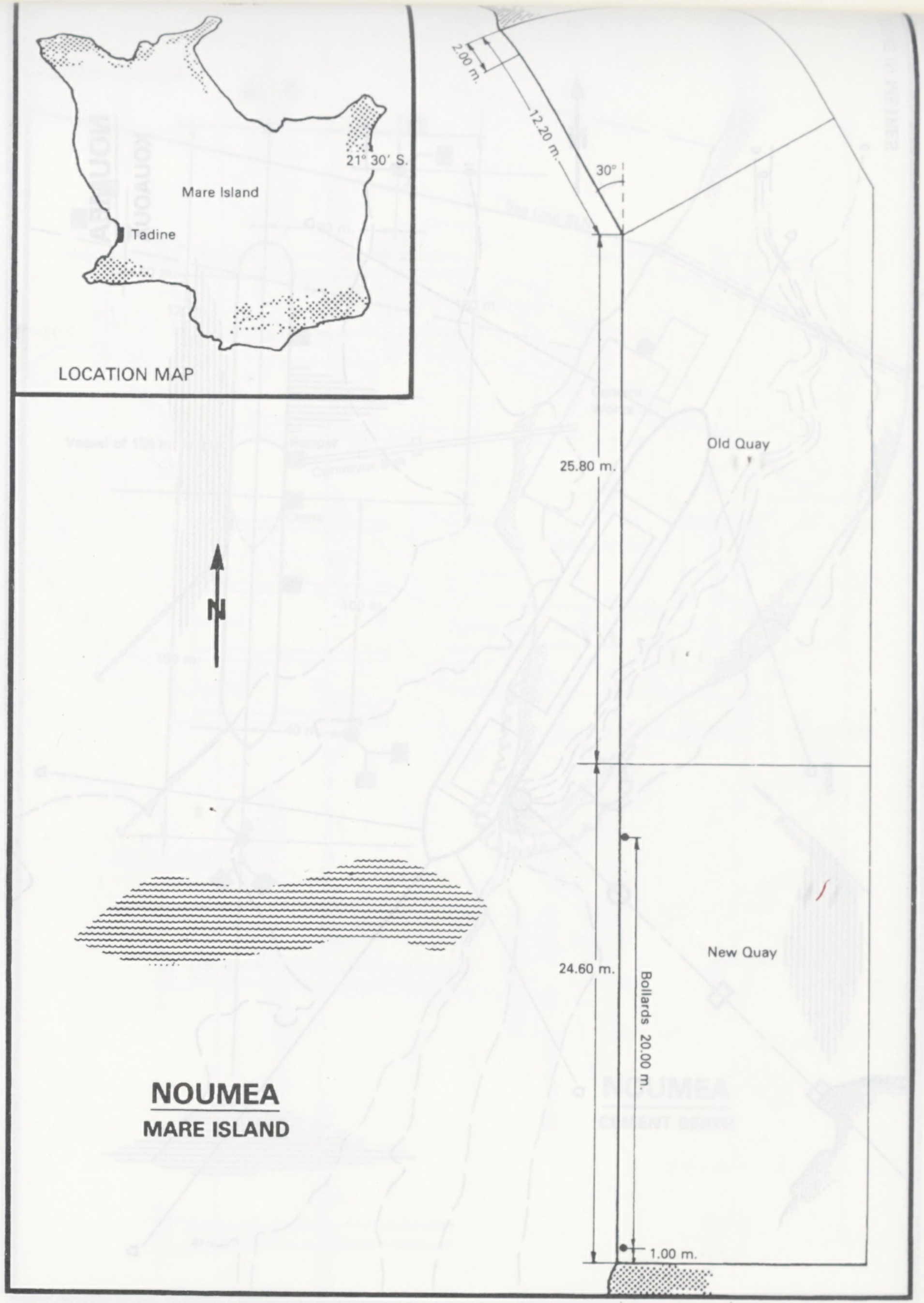
ISLE OF PINES

LOCATION MAP
Isle of Pines
Kuto Bay
167° 30' E.
N
Coral Plateau
4.00 m.
3.00 m.
2.00 m.
15.00 m.
30.00 m.
Duke of Alba
3.5 m.
22 m.
15.00 m.
3.5 m.
Wharf
Bollards
11.00 m.
Duke of Alba
Connecting Bridge
Old Quay 290 m.



NOUMEA
LIFOU ISLAND

Chepenehe
We
21° S.
LOCATION MAP
N
Duke of Alba
40.00 m
15
28 m.
12
Wharf
Bollards
7.00 m.
Connecting Bridge
4.00 m.
Infill Area
Rock retaining wall

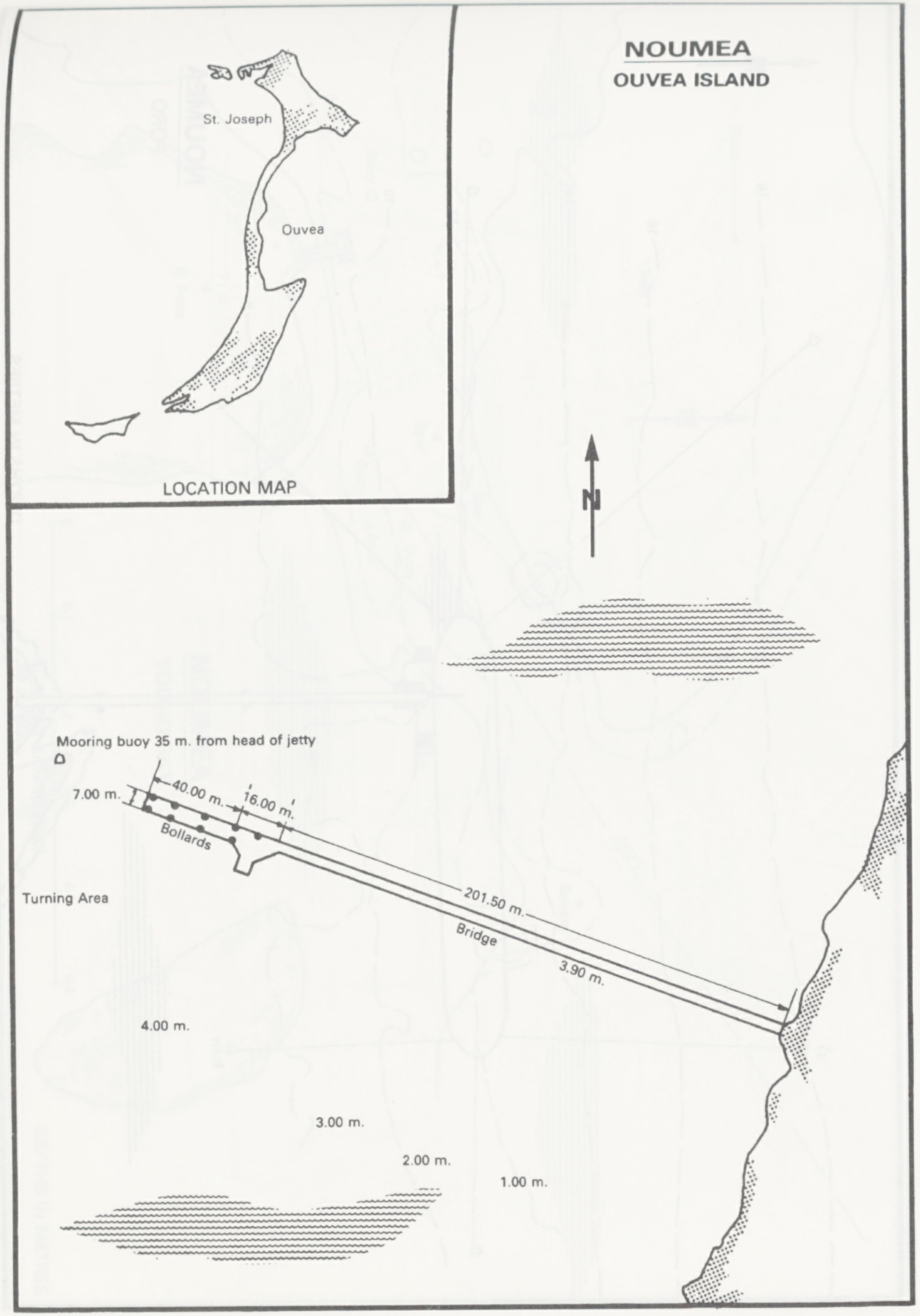


NOUMEA
MARE ISLAND

Mare Island
21° 30′ S.
Tadine
LOCATION MAP
N
2.00 m.
12.20 m.
30°
25.80 m.
Old Quay
24.60 m.
Bollards 20.00 m.
New Quay
1.00 m.

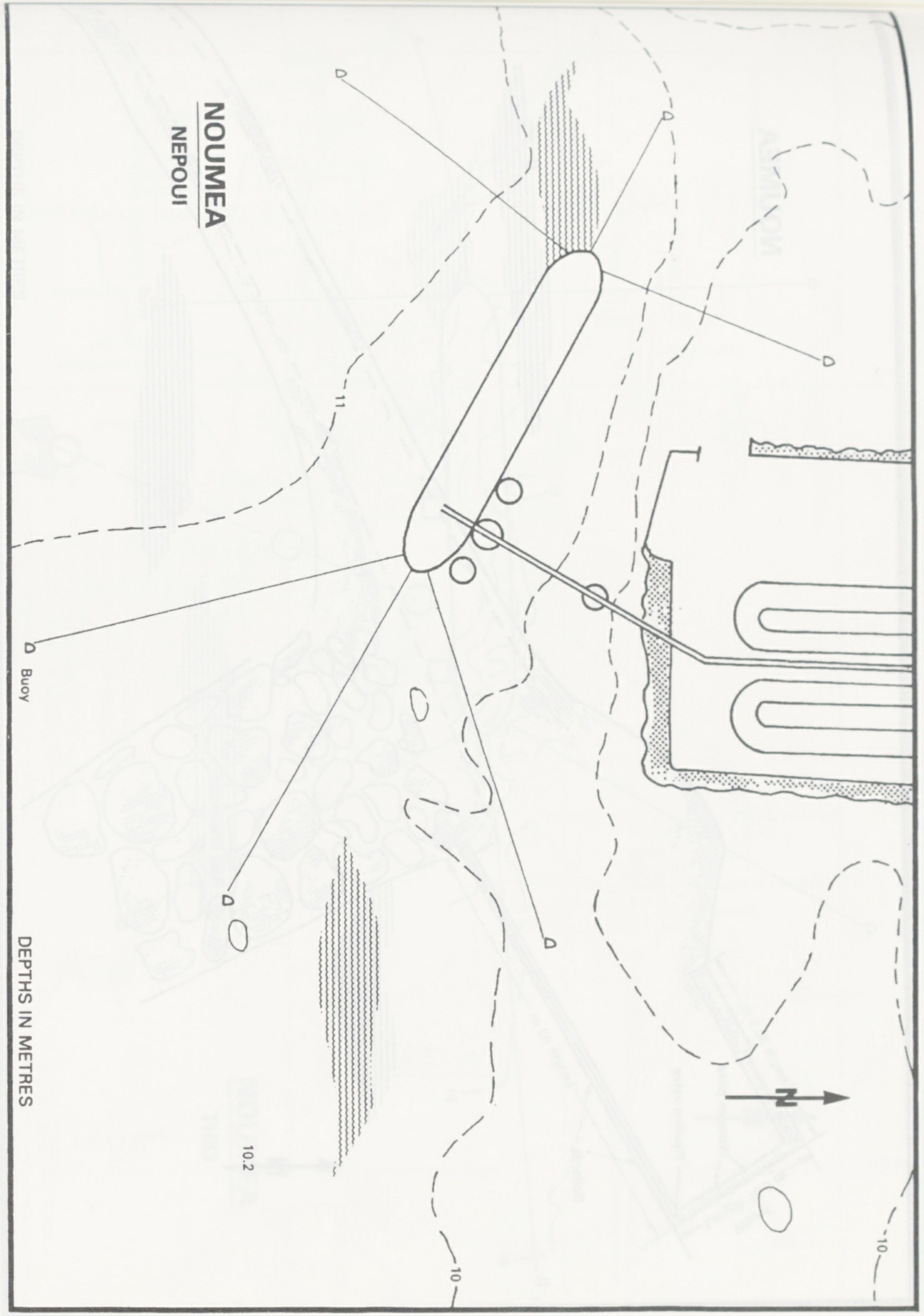
NOUMEA

OUVEA ISLAND

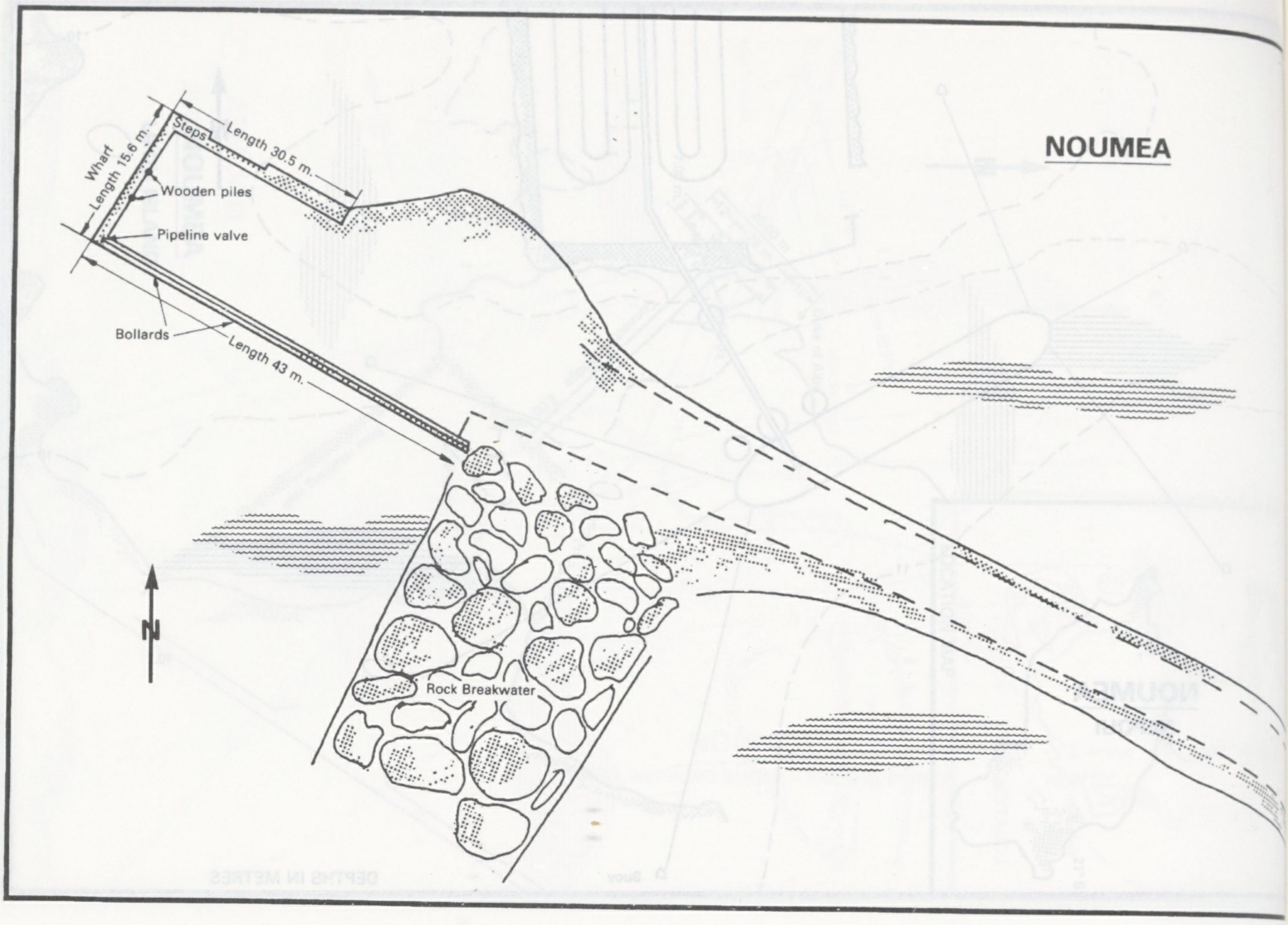

St. Joseph
Ouvea
LOCATION MAP
N
Mooring buoy 35 m. from head of jetty
7.00 m.
40.00 m.
16.00 m.
Bollards
Turning Area
201.50 m.
Bridge
3.90 m.
4.00 m.
3.00 m.
2.00 m.
1.00 m.

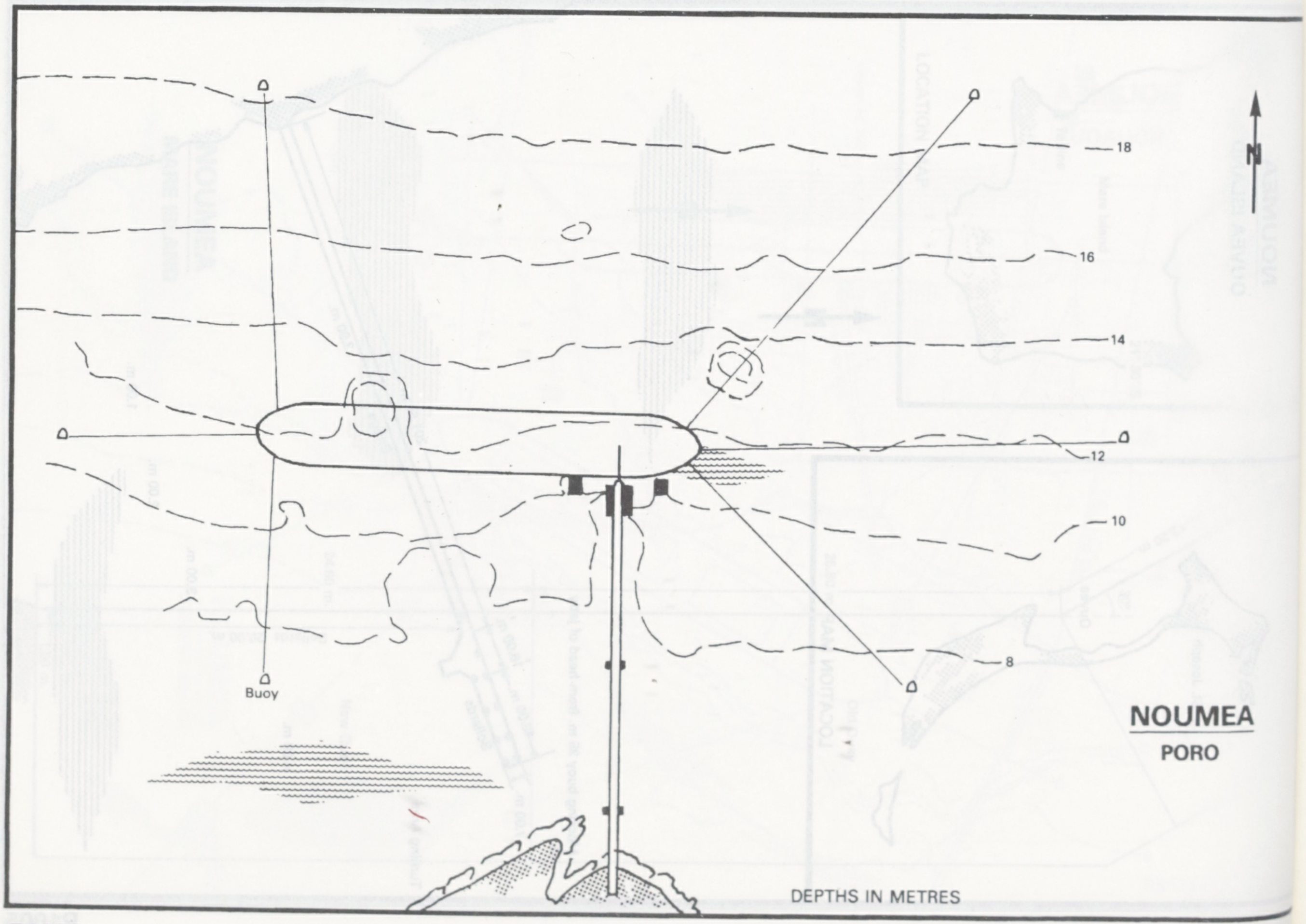
NOUMEA

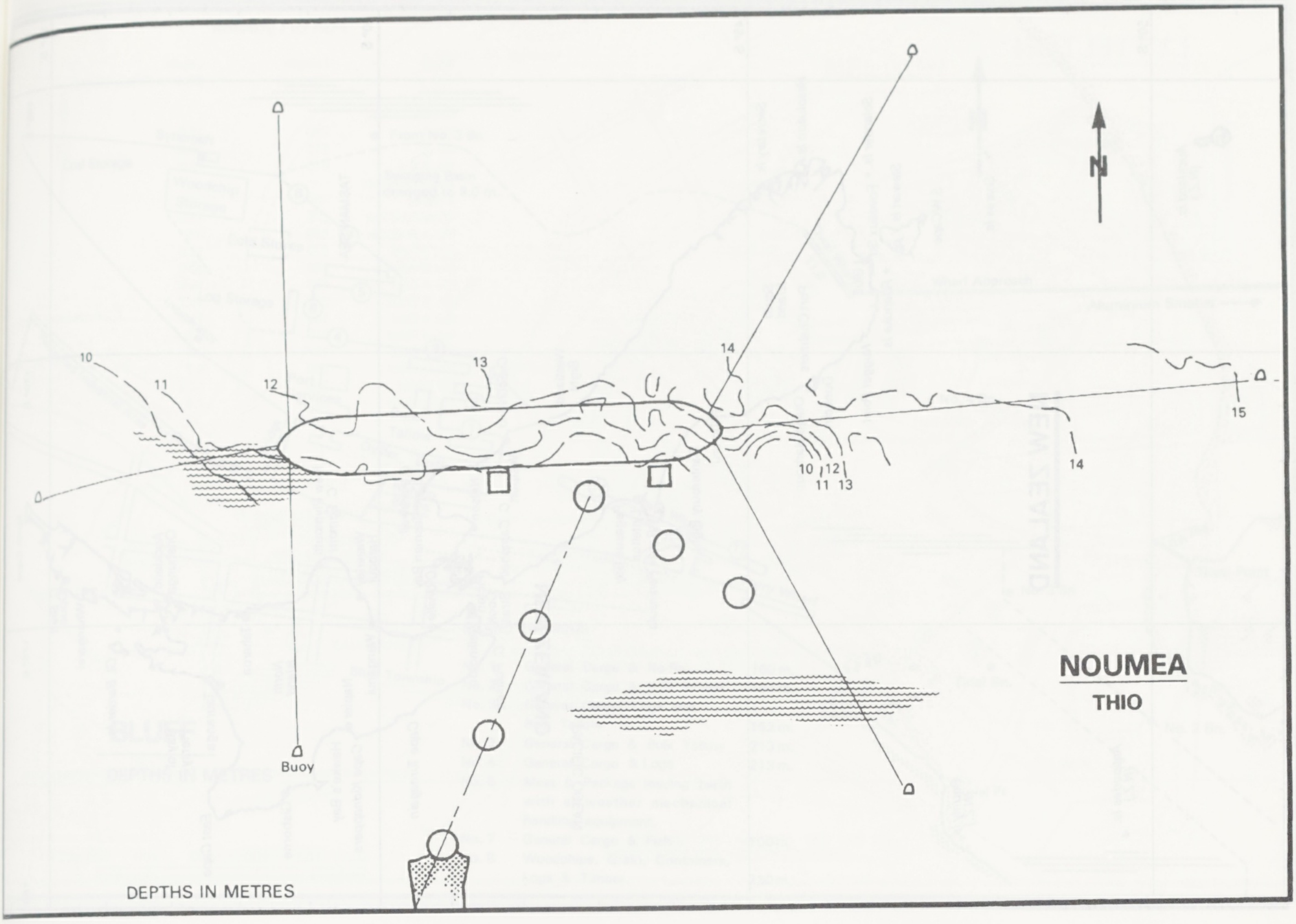
NEPOUI

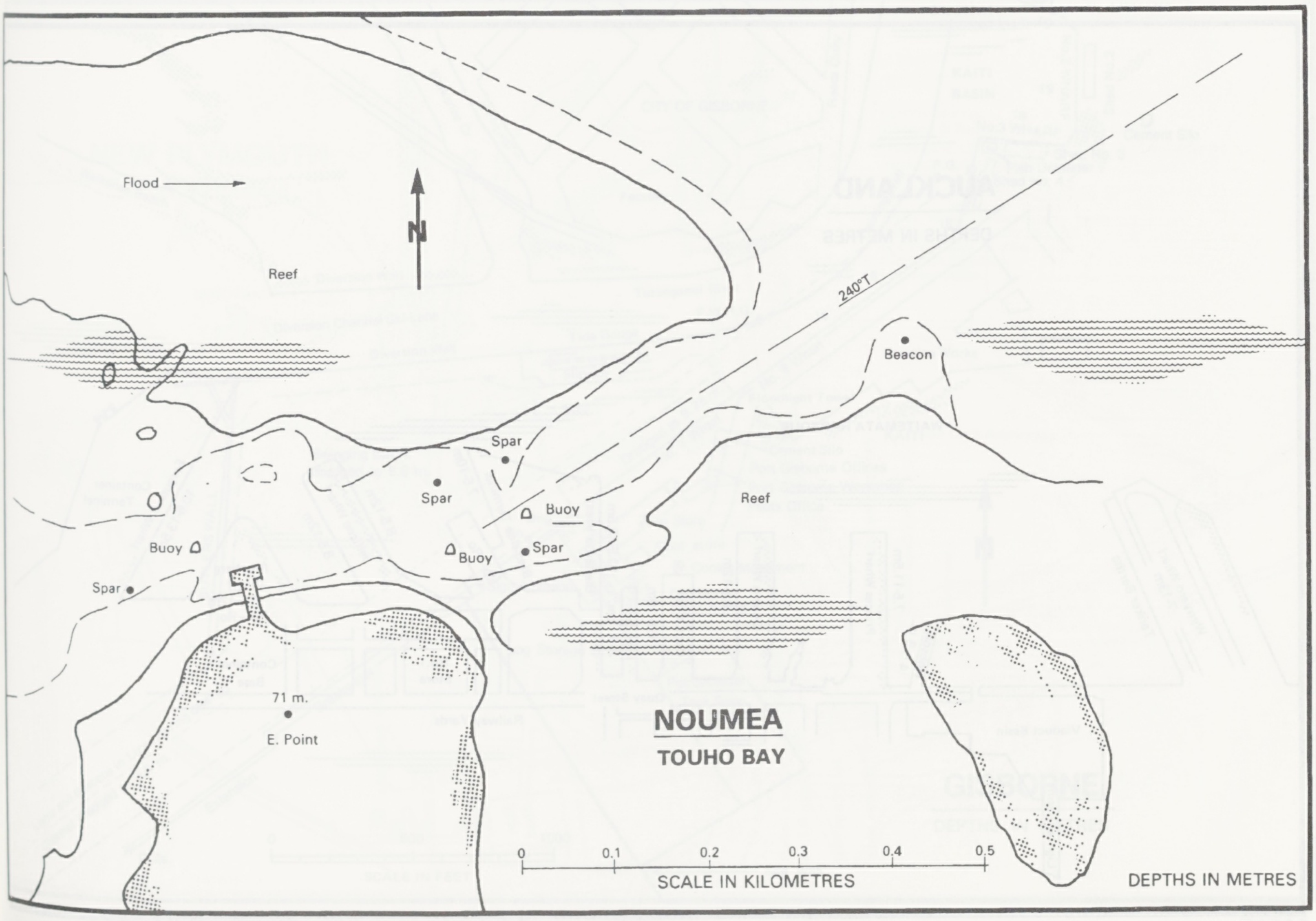

Buoy
11
N
10.2
10
10

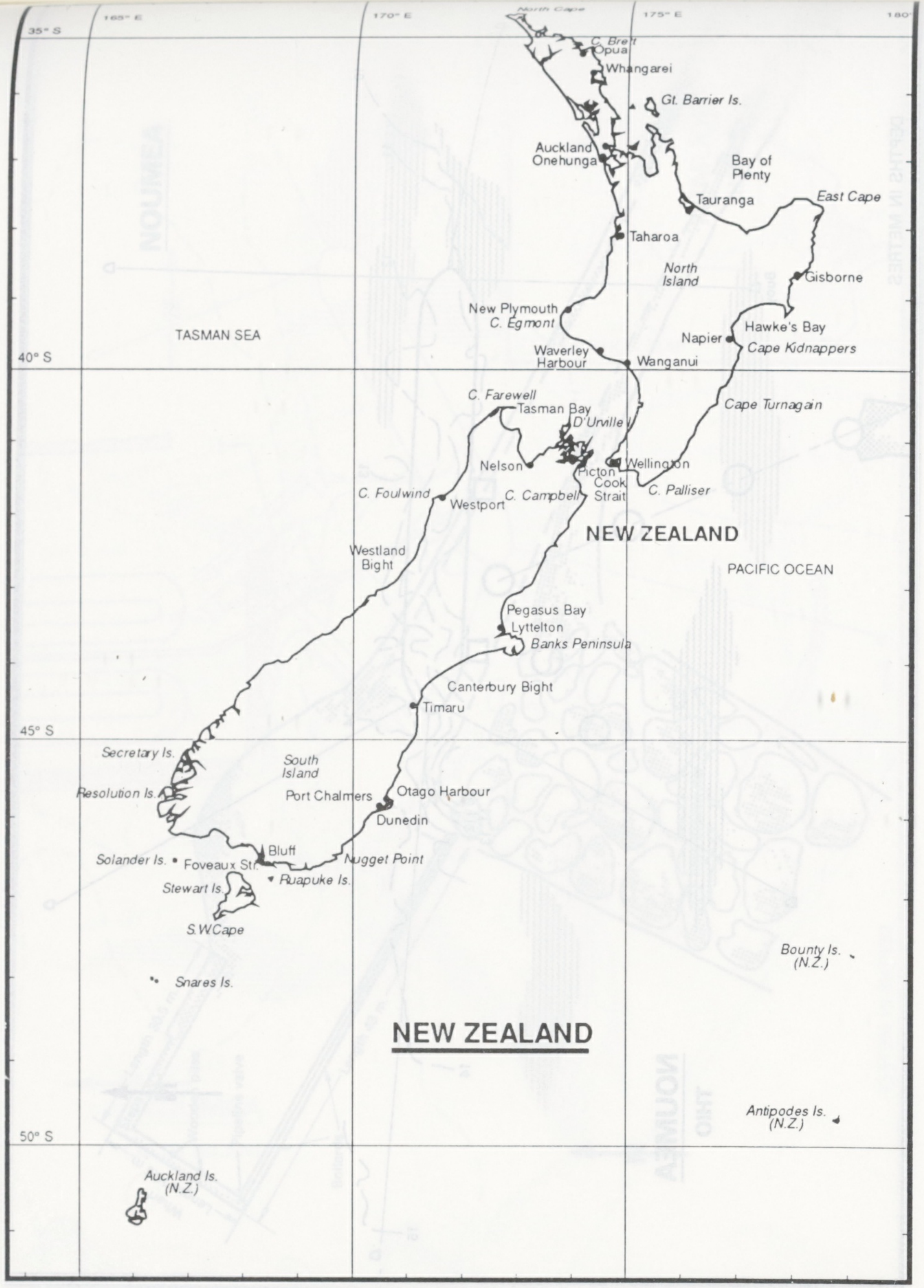
DEPTHS IN METRES

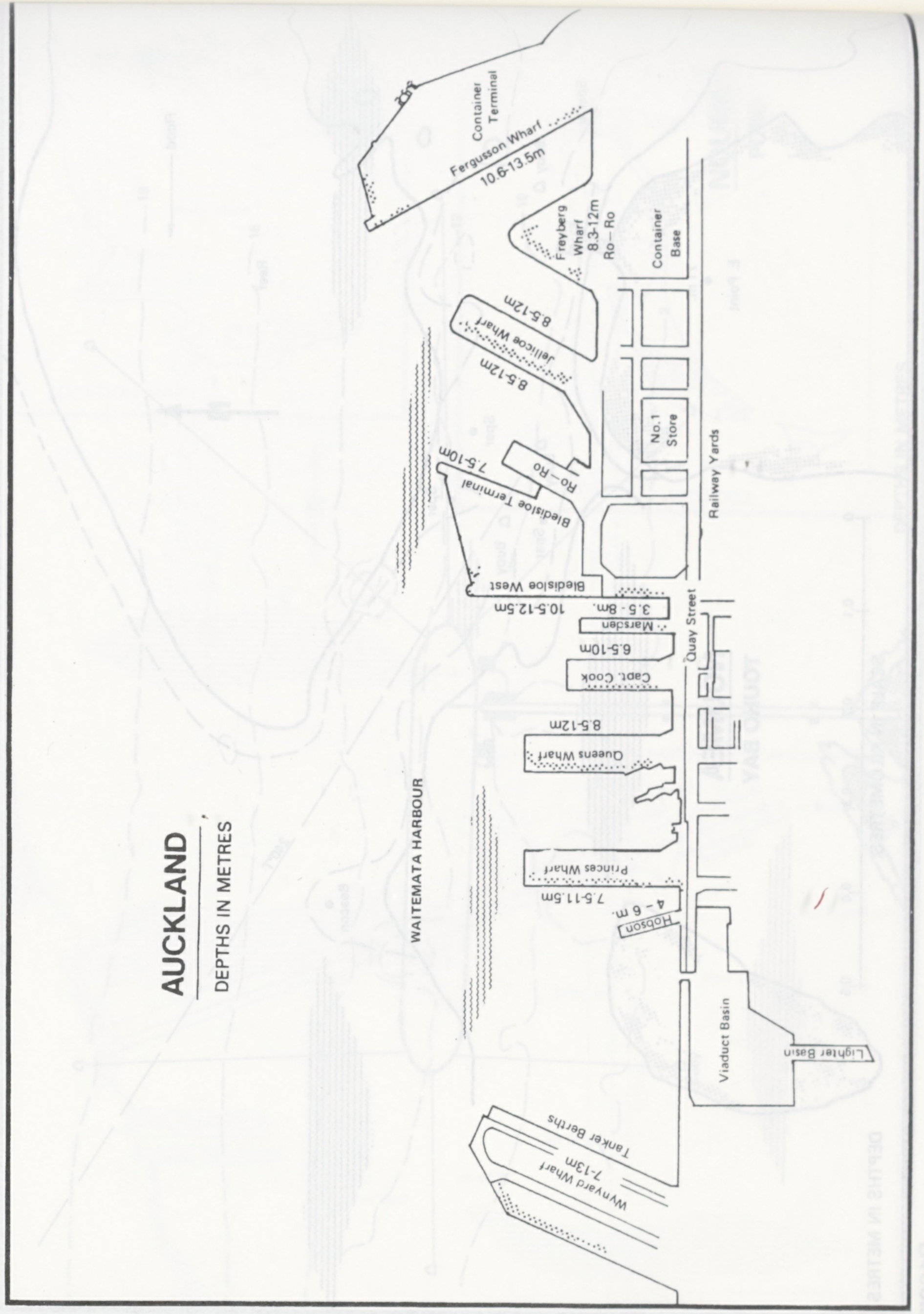

NOUMEA
Wharf
Length 15.6 m.
Steps
Length 30.5 m.
Wooden piles
Pipeline valve
Bollards
Length 43 m.
Rock Breakwater
N

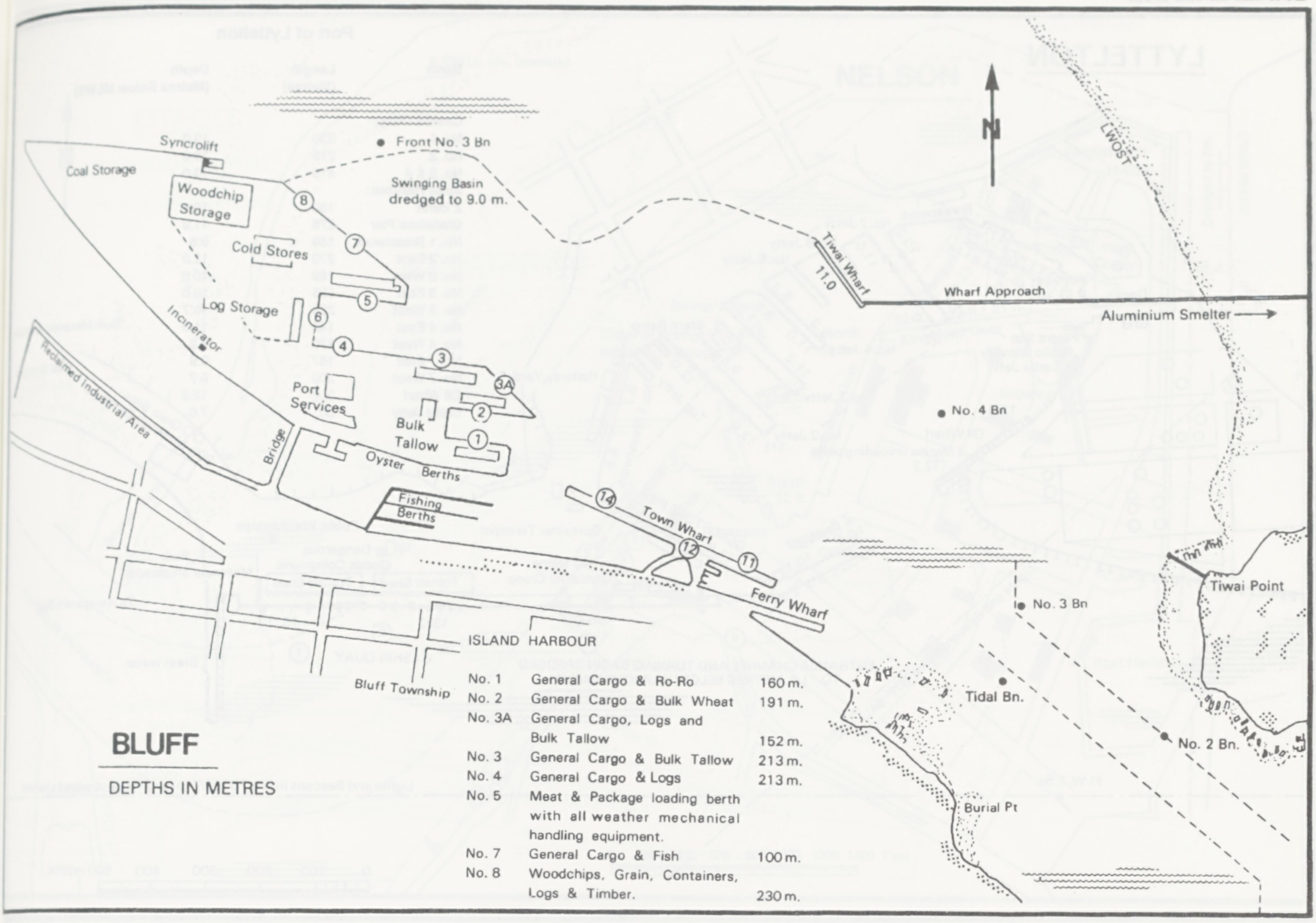

18
16
14
12
10
8
Buoy
N
NOUMEA
PORO
DEPTHS IN METRES


N
10
11
12
13
14
10
12
11
13
14
15
Buoy
NOUMEA
THIO
DEPTHS IN METRES


Flood
N
Reef
240°T
Beacon
Spar
Spar
Buoy
Reef
Buoy
Buoy
Spar
Spar
71 m.
E. Point
NOUMEA
TOUHO BAY
0
0.1
0.2
0.3
0.4
0.5
SCALE IN KILOMETRES
DEPTHS IN METRES


165° E
170° E
North Cape
175° E
180°
35° S
C. Brett
Opua
Whangarei
Gt. Barrier Is.
Auckland
Onehunga
Bay of Plenty
Tauranga
East Cape
Taharoa
North Island
Gisborne
New Plymouth
C. Egmont
Hawke's Bay
Napier
Cape Kidnappers
TASMAN SEA
Waverley Harbour
Wanganui
40° S
C. Farewell
Tasman Bay
D'Urville
Cape Turnagain
Nelson
Picton
Wellington
Cook Strait
C. Palliser
C. Foulwind
Westport
C. Campbell
NEW ZEALAND
PACIFIC OCEAN
Westland Bight
Pegasus Bay
Lyttelton
Banks Peninsula
Canterbury Bight
Timaru
45° S
Secretary Is.
South Island
Resolution Is.
Port Chalmers
Otago Harbour
Dunedin
Bluff
Solander Is.
Foveaux Str.
Nugget Point
Stewart Is.
Ruapuke Is.
S.W.Cape
Bounty Is. (N.Z.)
Snares Is.
NEW ZEALAND
Antipodes Is. (N.Z.)
50° S
Auckland Is. (N.Z.)


AUCKLAND
DEPTHS IN METRES
Container Terminal
Fergusson Wharf
10.6-13.5m
Freyberg Wharf
8.3-12m
Ro—Ro
Container Base
8.5-12m
Jellicoe Wharf
8.5-12m
No. 1 Store
Railway Yards
Ro—Ro
7.5-10m
Bledisloe Terminal
Bledisloe West
10.5-12.5m
3.5 - 8m.
Marsden
6.5-10m
Capt. Cook
Quay Street
8.5-12m
Queens Wharf
WAITEMATA HARBOUR
Princes Wharf
7.5-11.5m
4 - 6 m.
Hobson
Viaduct Basin
Lighter Basin
Tanker Berths
Wynyard Wharf
7-13m



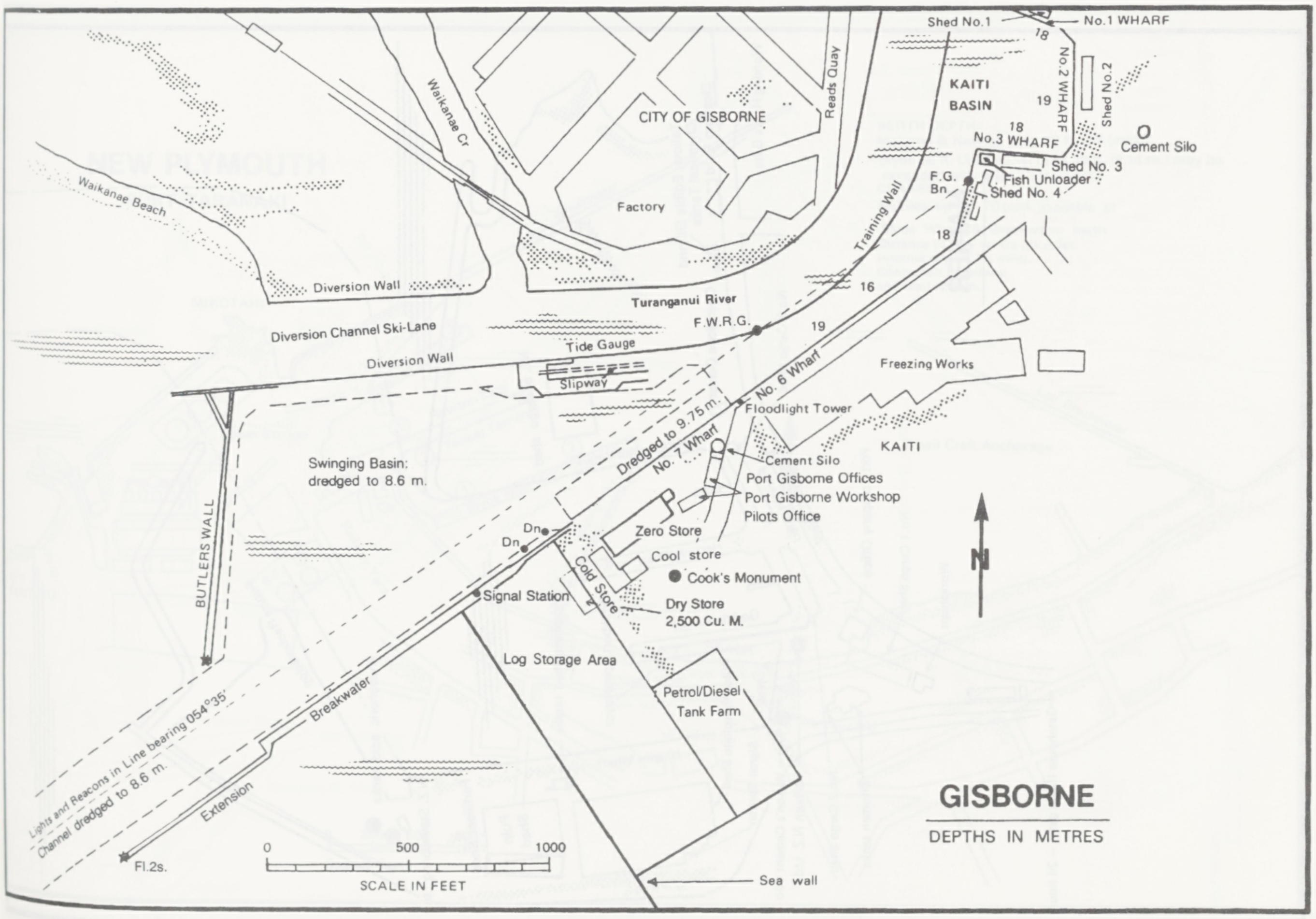
Syncrolift
Front No. 3 Bn
Coal Storage
Woodchip Storage
Swinging Basin dredged to 9.0 m.
8
7
Cold Stores
5
Log Storage
6
Incinerator
4
3
3A
Reclaimed Industrial Area
Port Services
2
Bulk Tallow
1
Bridge
Oyster Berths
Fishing Berths
14
Town Wharf
12
11
Ferry Wharf
Bluff Township
N
LWOST
Tiwai Wharf
11.0
Wharf Approach
Aluminium Smelter
No. 4 Bn
Tiwai Point
No. 3 Bn
Tidal Bn.
No. 2 Bn.
Burial Pt

BLUFF

DEPTHS IN METRES

ISLAND HARBOUR

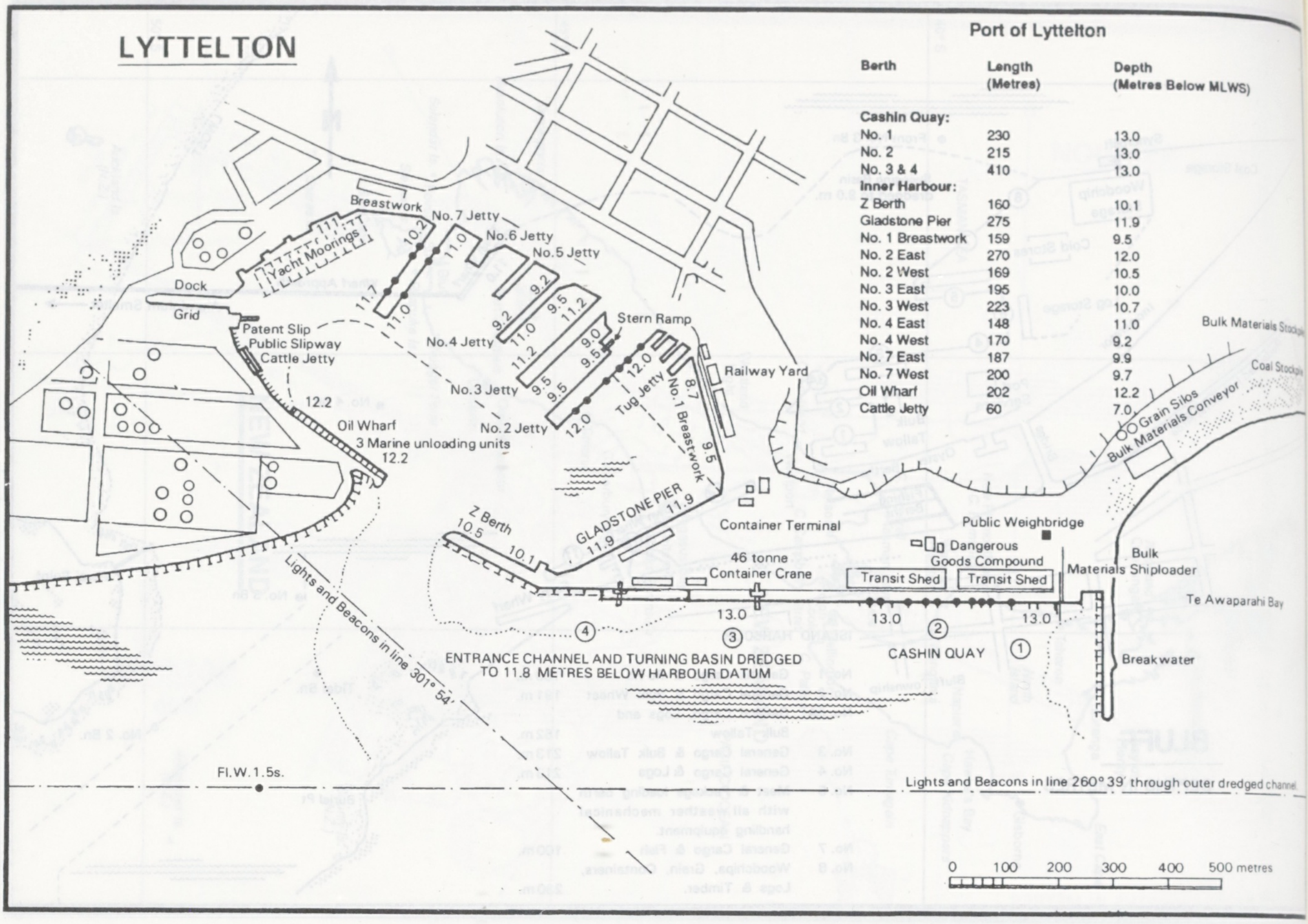
No. 1	General Cargo & Ro-Ro	160 m.
No. 2	General Cargo & Bulk Wheat	191 m.
No. 3A	General Cargo, Logs and Bulk Tallow	152 m.
No. 3	General Cargo & Bulk Tallow	213 m.
No. 4	General Cargo & Logs	213 m.
No. 5	Meat & Package loading berth with all weather mechanical handling equipment.	
No. 7	General Cargo & Fish	100 m.
No. 8	Woodchips, Grain, Containers, Logs & Timber.	230 m.



Shed No.1
No.1 WHARF
18
No.2 WHARF
Shed No.2
KAITI BASIN
19
18
No.3 WHARF
Cement Silo
Shed No. 3
Fish Unloader
Shed No. 4
F.G. Bn
Reads Quay
Waikanae Cr
CITY OF GISBORNE
Factory
Waikanae Beach
Training Wall
18
Diversion Wall
16
Turanganui River
F.W.R.G.
19
Diversion Channel Ski-Lane
Tide Gauge
Diversion Wall
Slipway
No. 6 Wharf
Freezing Works
Floodlight Tower
KAITI
Dredged to 9.75 m.
No. 7 Wharf
Cement Silo
Swinging Basin: dredged to 8.6 m.
Port Gisborne Offices
Port Gisborne Workshop
Pilots Office
N
Dn
Dn
Zero Store
Cool store
Cook's Monument
BUTLERS WALL
Signal Station
Cold Store
Dry Store 2,500 Cu. M.
Log Storage Area
Petrol/Diesel Tank Farm
Breakwater
Lights and Beacons in Line bearing 054°35'
Channel dredged to 8.6 m.
Extension
0
500
1000
SCALE IN FEET
Fl.2s.
Sea wall

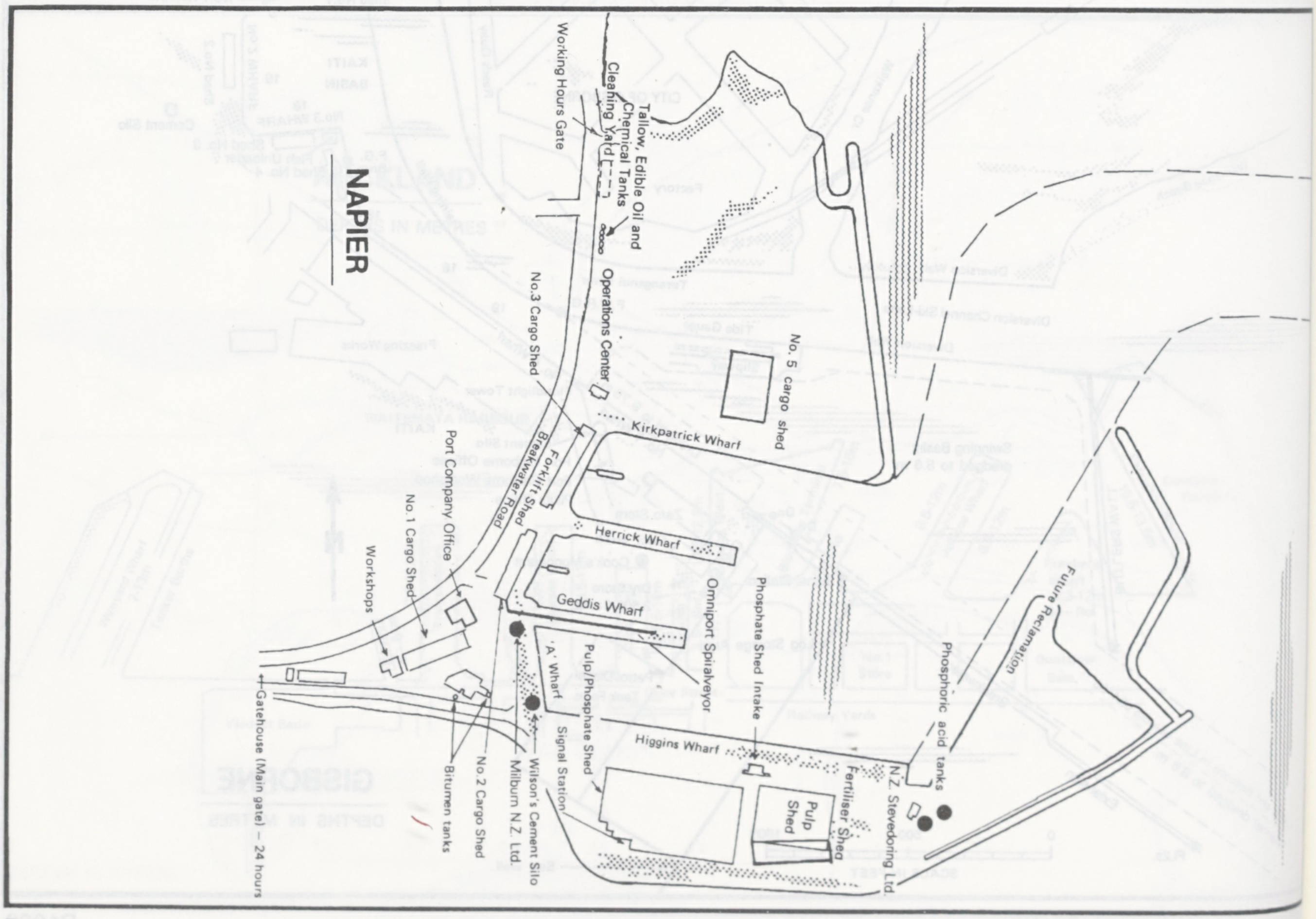
GISBORNE

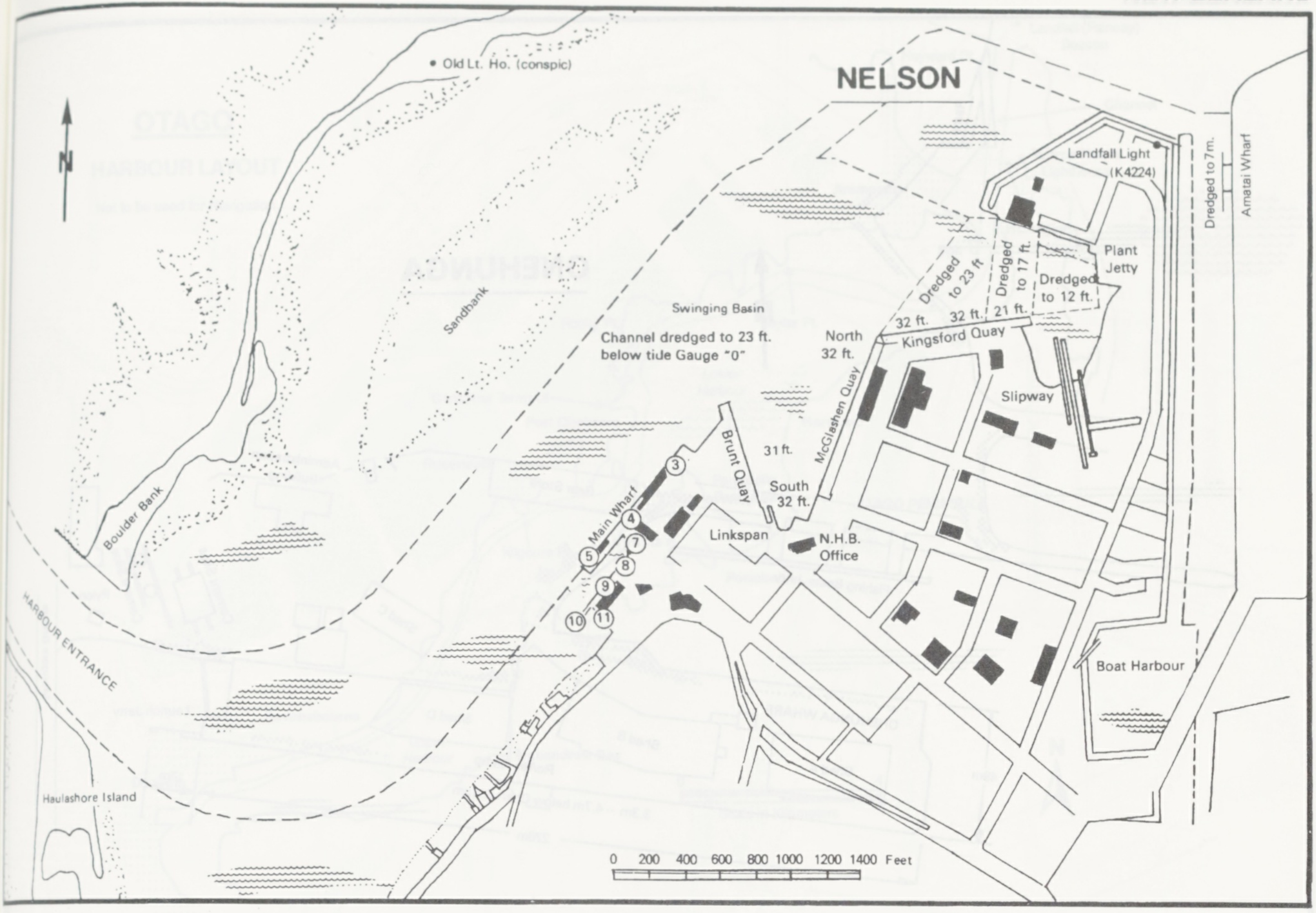
DEPTHS IN METRES


LYTTELTON
Breastwork
No.7 Jetty
No.6 Jetty
No.5 Jetty
Yacht Moorings
Dock
Grid
Patent Slip
Public Slipway
Cattle Jetty
No.4 Jetty
Stern Ramp
Railway Yard
No.3 Jetty
Tug Jetty
No.1 Breastwork
Oil Wharf
3 Marine unloading units
No.2 Jetty
GLADSTONE PIER
Z Berth
Container Terminal
46 tonne Container Crane
Public Weighbridge
Dangerous Goods Compound
Transit Shed
Transit Shed
Bulk Materials Shiploader
Te Awaparahi Bay
CASHIN QUAY
Breakwater
Bulk Materials Stockpile
Coal Stockpile
Grain Silos
Bulk Materials Conveyor
ENTRANCE CHANNEL AND TURNING BASIN DREDGED TO 11.8 METRES BELOW HARBOUR DATUM
Lights and Beacons in line 301° 54'
Fl.W.1.5s.
Lights and Beacons in line 260° 39' through outer dredged channel
0 100 200 300 400 500 metres

Port of Lyttelton

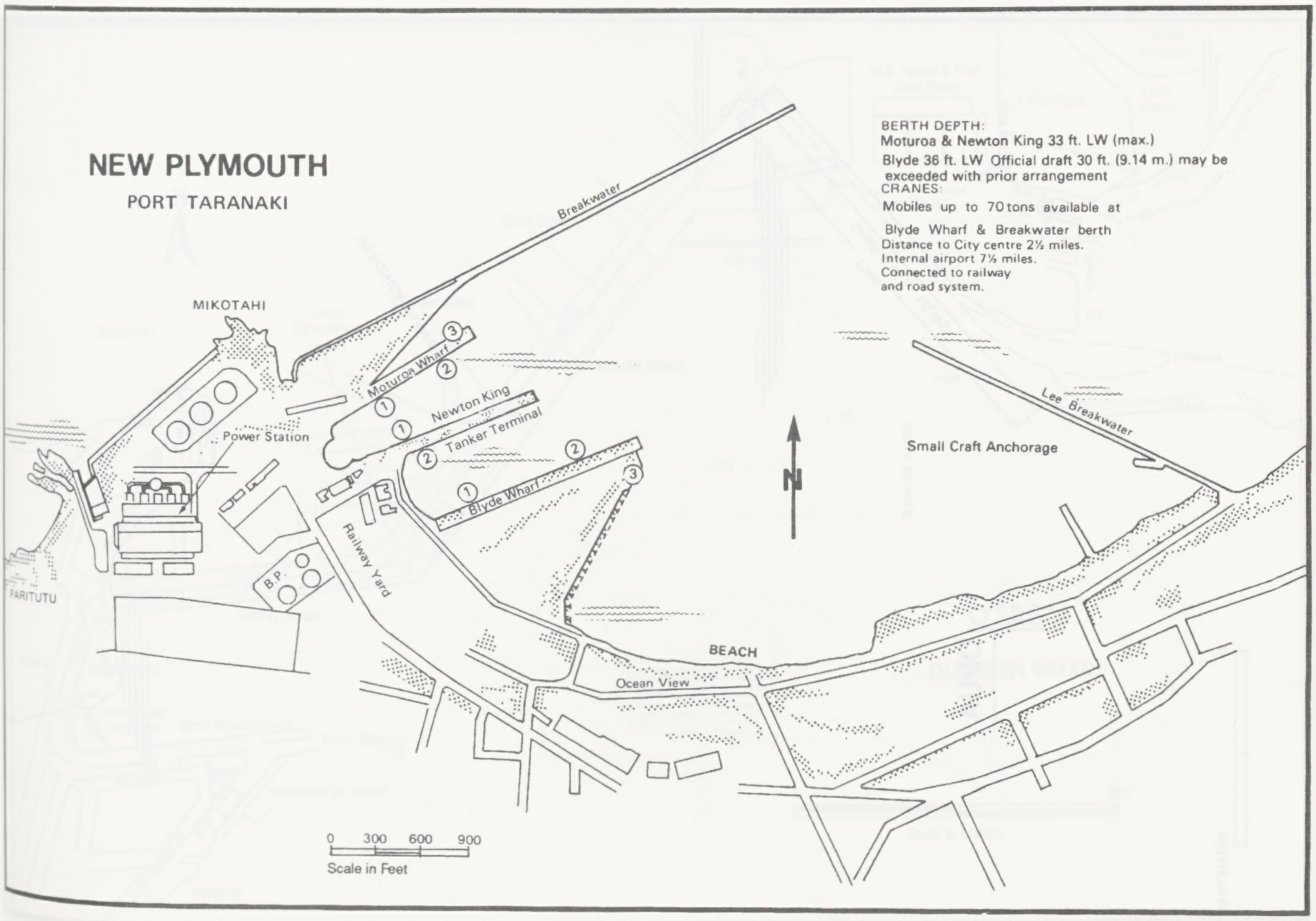
Berth	Length (Metres)	Depth (Metres Below MLWS)
Cashin Quay:		
No. 1	230	13.0
No. 2	215	13.0
No. 3 & 4	410	13.0
Inner Harbour:		
Z Berth	160	10.1
Gladstone Pier	275	11.9
No. 1 Breastwork	159	9.5
No. 2 East	270	12.0
No. 2 West	169	10.5
No. 3 East	195	10.0
No. 3 West	223	10.7
No. 4 East	148	11.0
No. 4 West	170	9.2
No. 7 East	187	9.9
No. 7 West	200	9.7
Oil Wharf	202	12.2
Cattle Jetty	60	7.0


NAPIER
Working Hours Gate
Tallow, Edible Oil and Chemical Tanks
Cleaning Yard
Operations Center
No.3 Cargo Shed
No. 5 Cargo shed
Kirkpatrick Wharf
Forklift Shed
Breakwater Road
Port Company Office
No 1 Cargo Shed
Workshops
Herrick Wharf
Geddis Wharf
Omniport Spiralveyor
Phosphate Shed Intake
Pulp/Phosphate Shed
'A' Wharf
Signal Station
Wilson's Cement Silo
Milburn N.Z. Ltd.
No.2 Cargo Shed
Bitumen tanks
Gatehouse (Main gate) – 24 hours
Higgins Wharf
Pulp Shed
Fertiliser Shed
N.Z. Stevedoring Ltd.
Phosphoric acid tanks
Future Reclamation



NELSON

N
Old Lt. Ho. (conspic)
Sandbank
Boulder Bank
HARBOUR ENTRANCE
Haulashore Island
Swinging Basin
Channel dredged to 23 ft. below tide Gauge "0"
Main Wharf
3
4
5
7
8
9
10
11
Brunt Quay
31 ft.
South 32 ft.
Linkspan
N.H.B. Office
North 32 ft.
McGlashen Quay
Kingsford Quay
32 ft.
32 ft.
21 ft.
Dredged to 23 ft.
Dredged to 17 ft.
Dredged to 12 ft.
Plant Jetty
Landfall Light (K4224)
Dredged to 7m.
Amatai Wharf
Slipway
Boat Harbour
0 200 400 600 800 1000 1200 1400 Feet

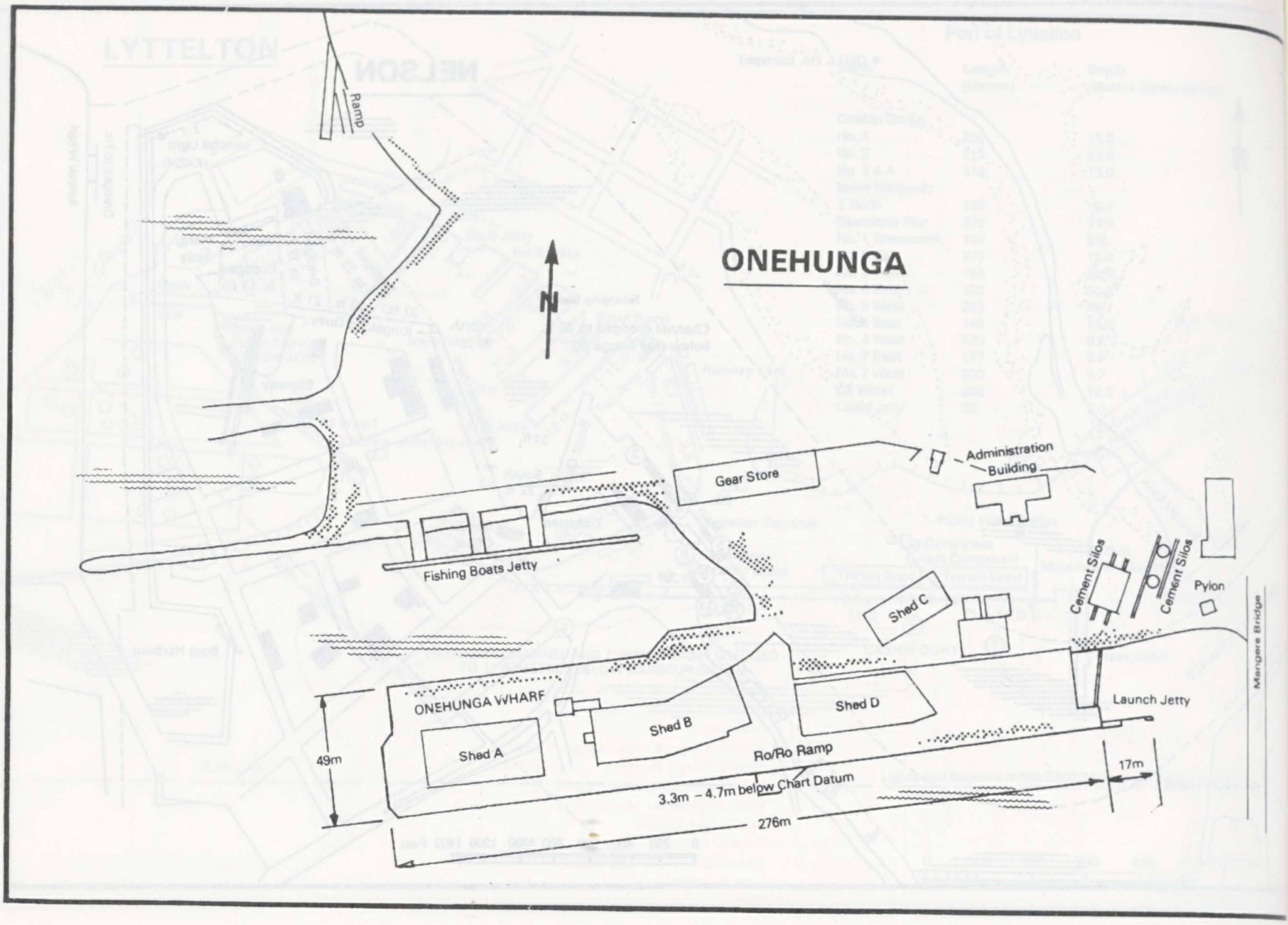


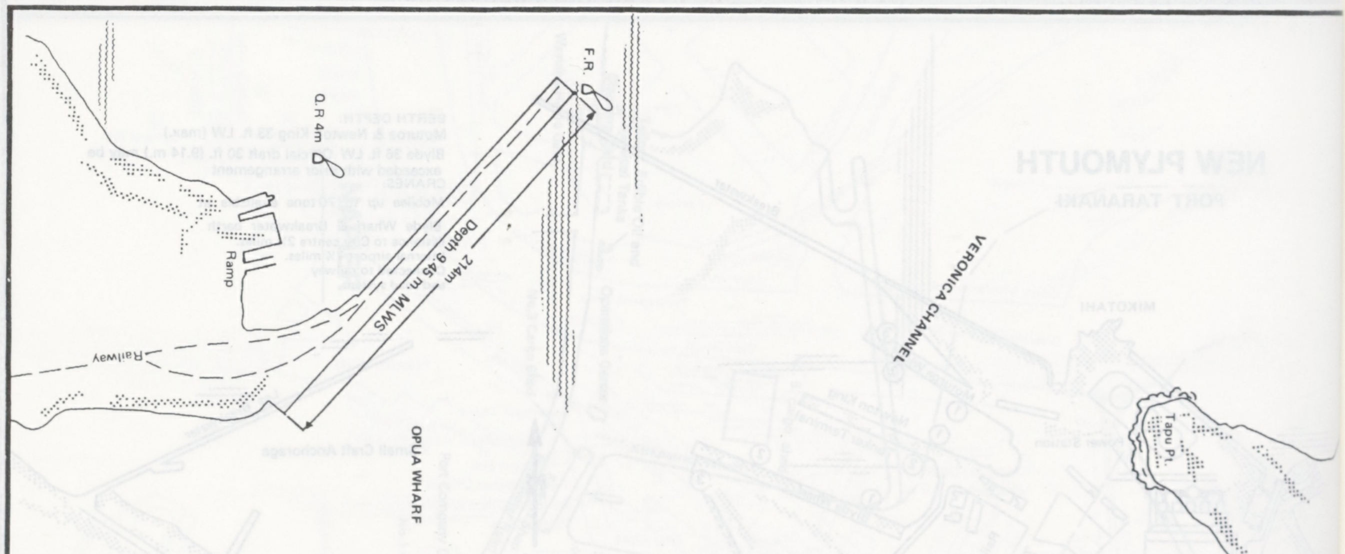
NEW PLYMOUTH

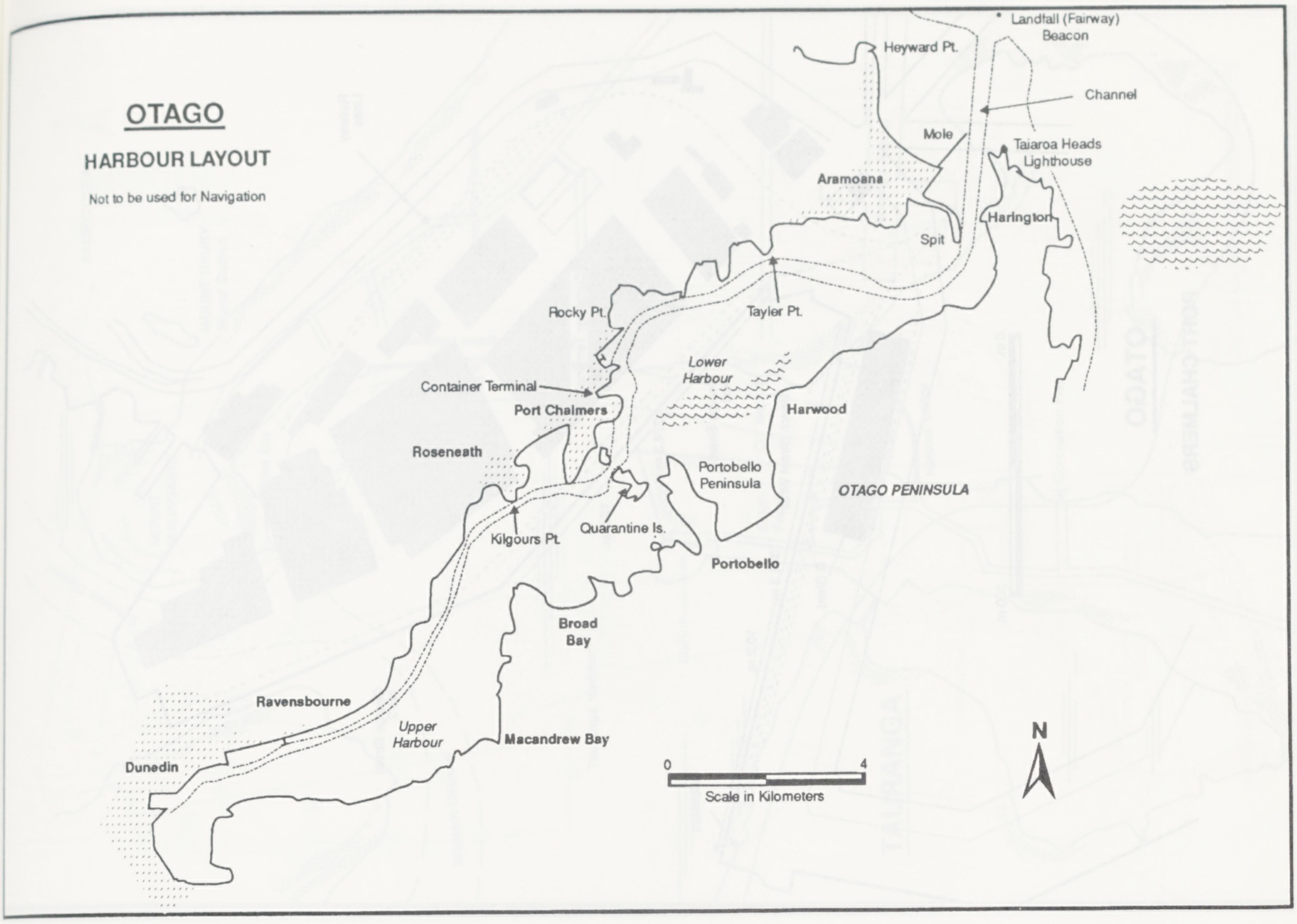
PORT TARANAKI

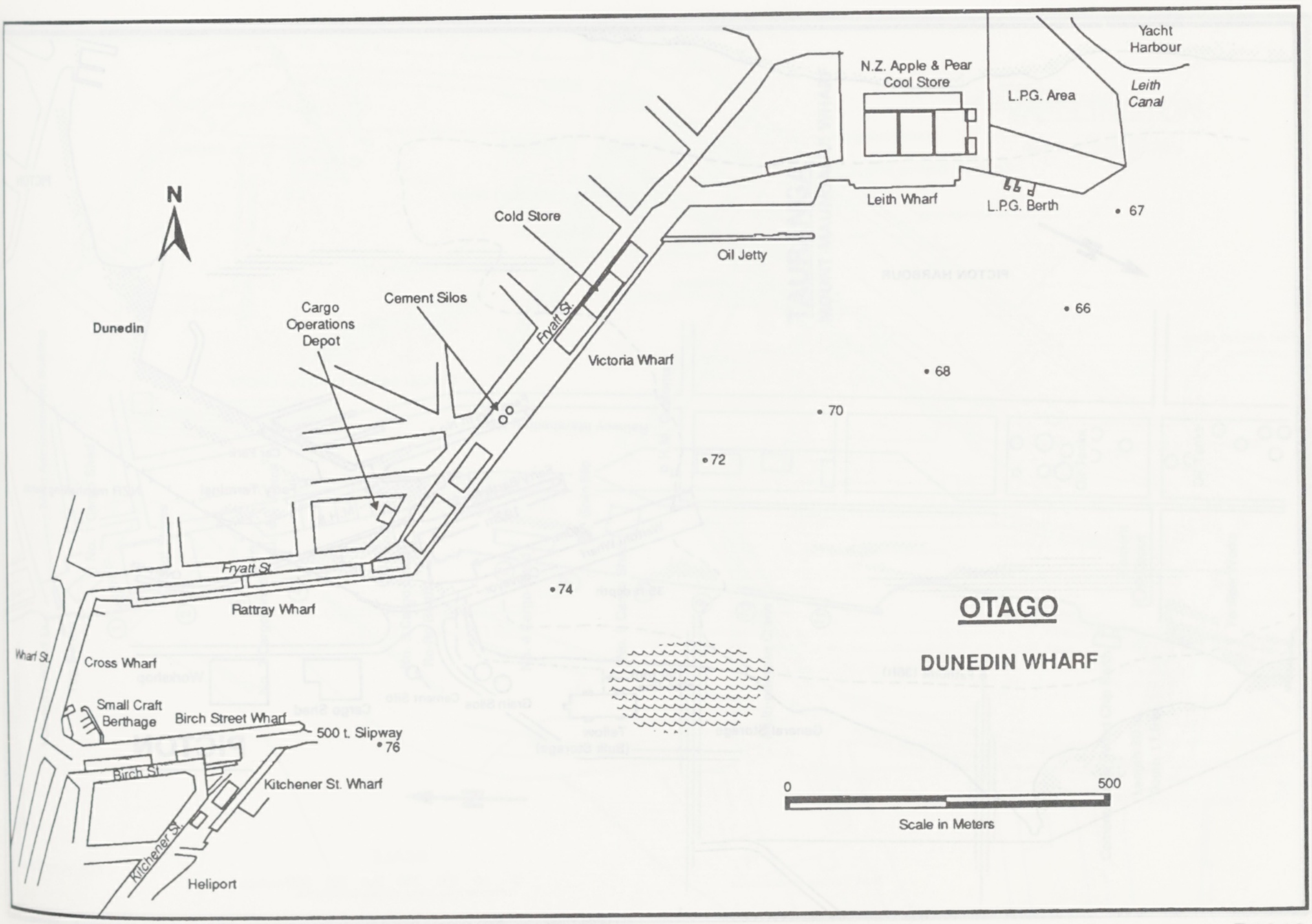
BERTH DEPTH:
Moturoa & Newton King 33 ft. LW (max.)
Blyde 36 ft. LW Official draft 30 ft. (9.14 m.) may be exceeded with prior arrangement
CRANES:
Mobiles up to 70 tons available at Blyde Wharf & Breakwater berth
Distance to City centre 2½ miles.
Internal airport 7½ miles.
Connected to railway and road system.

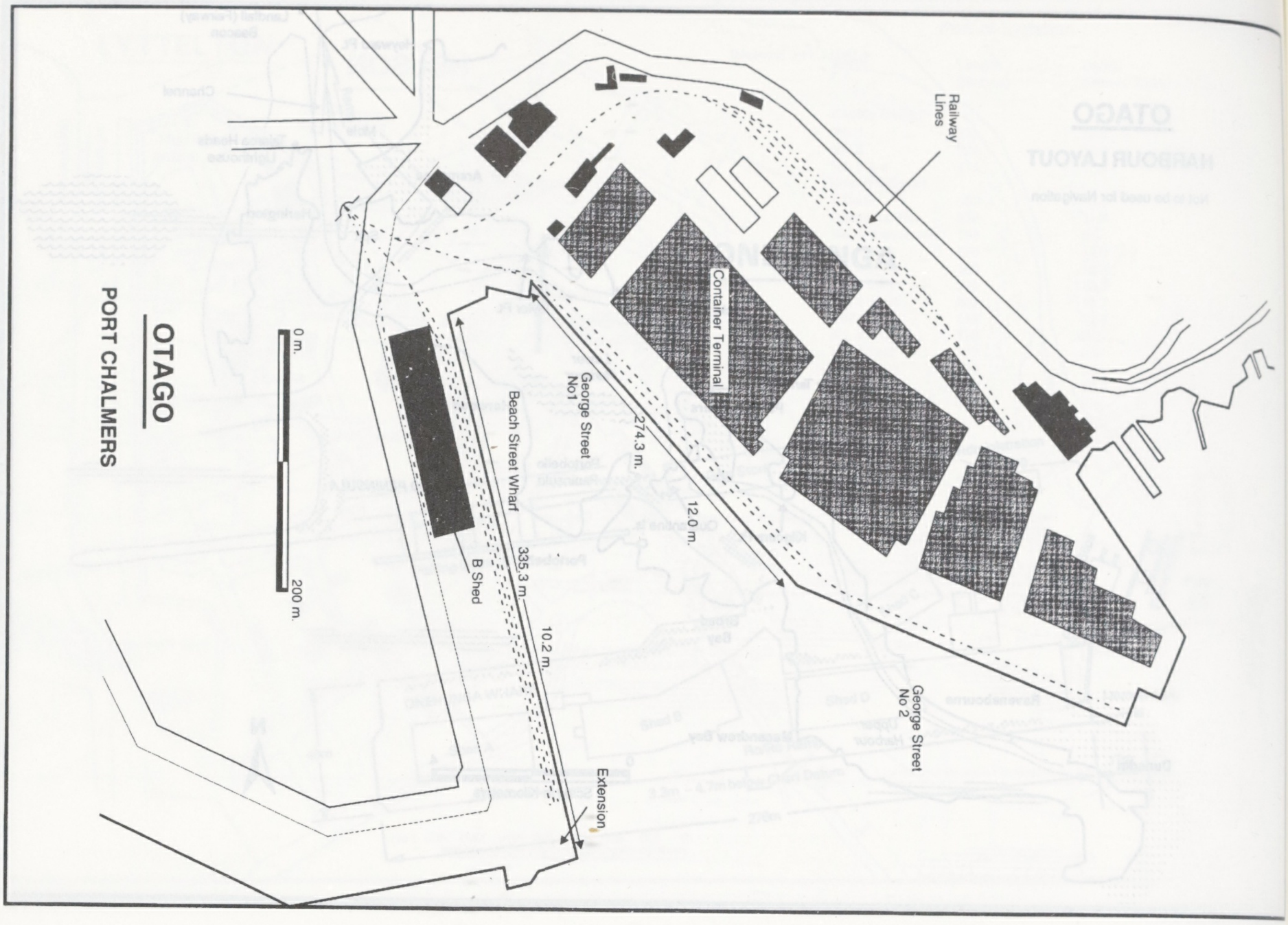
MIKOTAHI
PARITUTU
Breakwater
Moturoa Wharf
1
2
3
Newton King
Tanker Terminal
1
2
Blyde Wharf
1
2
3
Power Station
B.P.
Railway Yard
N
Small Craft Anchorage
Lee Breakwater
BEACH
Ocean View
0 300 600 900
Scale in Feet

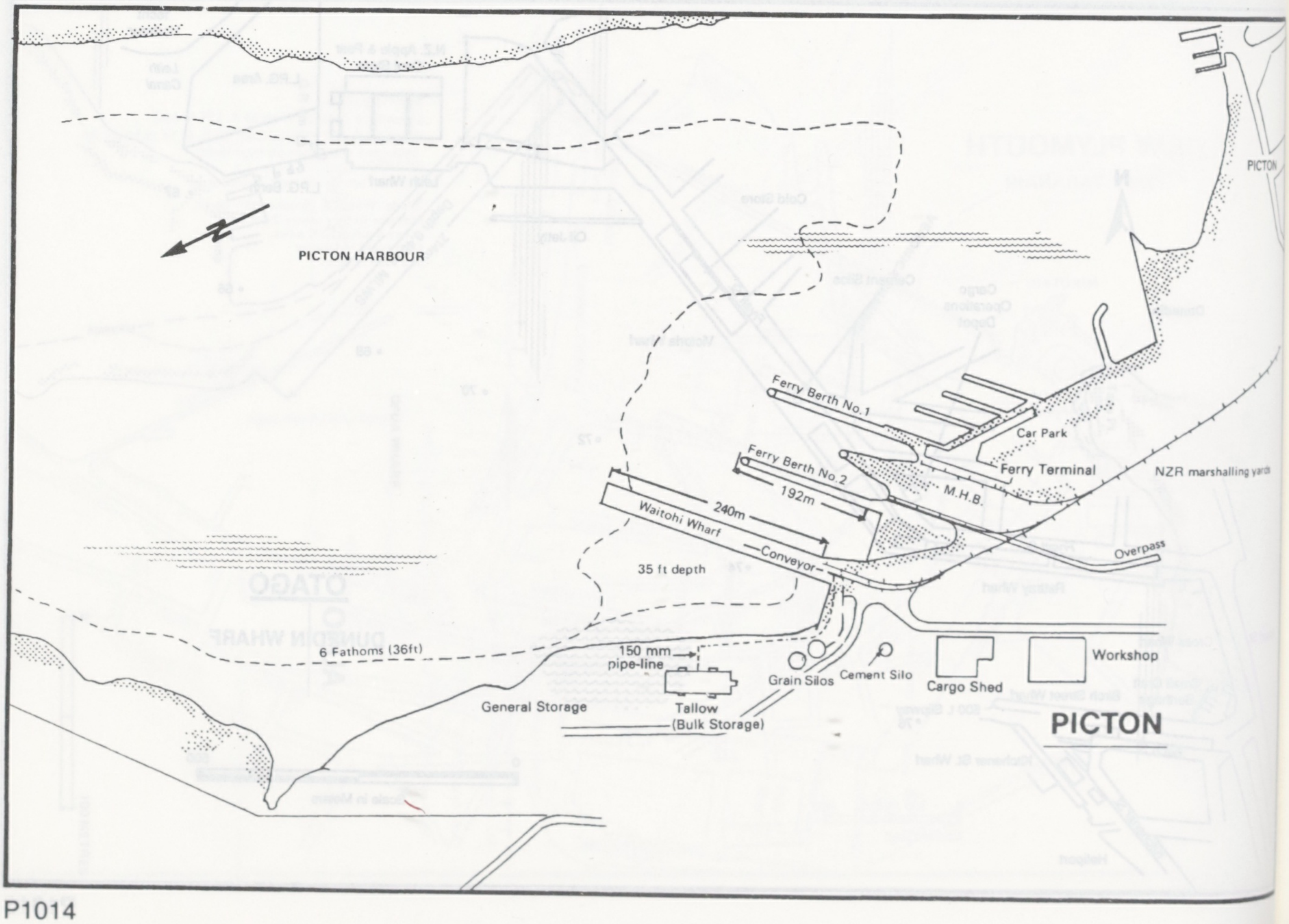

ONEHUNGA
N
Ramp
Gear Store
Administration Building
Fishing Boats Jetty
Shed C
Cement Silos
Cement Silos
Pylon
Mangere Bridge
ONEHUNGA WHARF
Shed A
Shed B
Shed D
Launch Jetty
49m
Ro/Ro Ramp
3.3m – 4.7m below Chart Datum
276m
17m

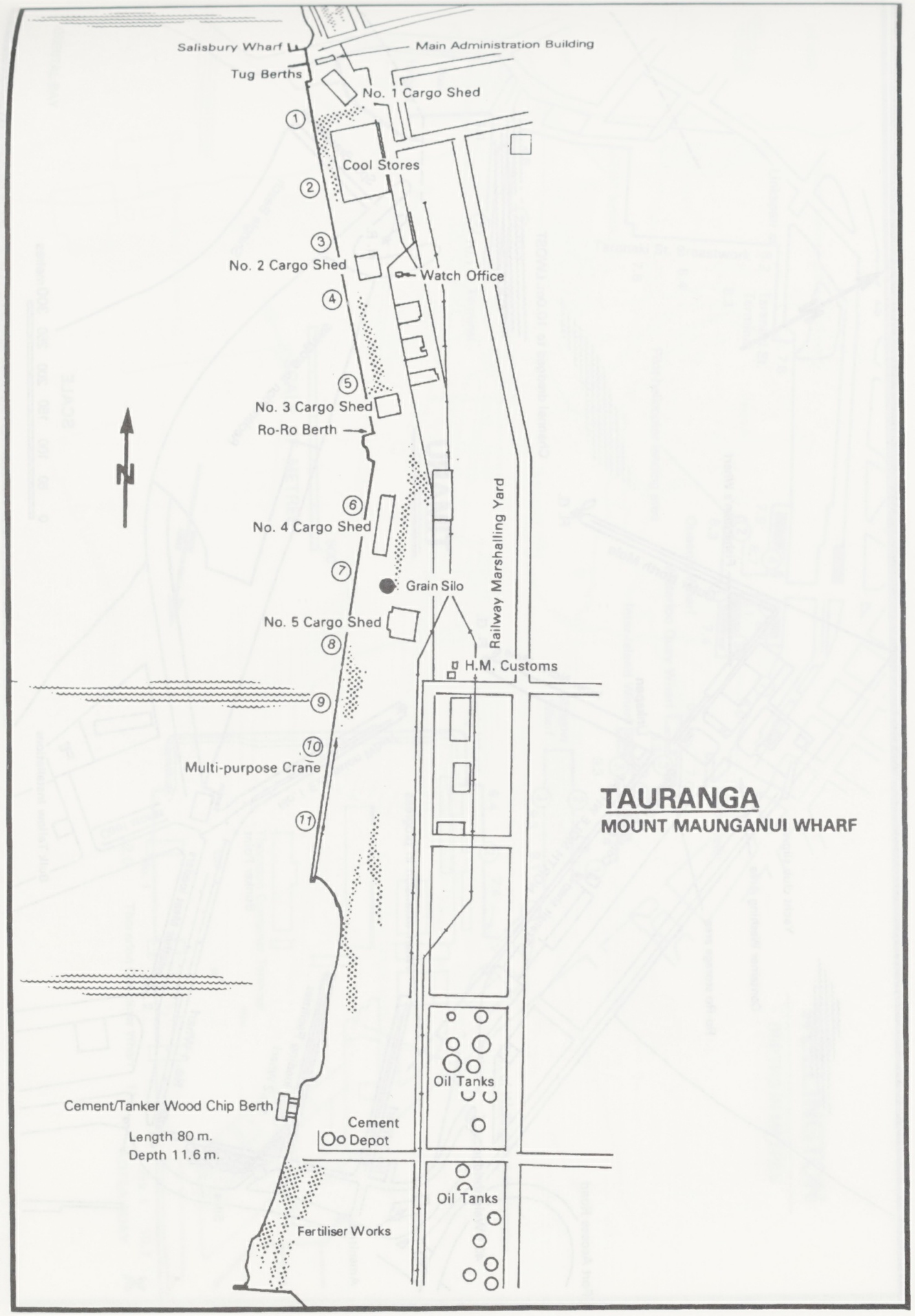

OPUA
OPUA WHARF
Depth 9.45 m. MLWS
214m
Railway
Ramp
Q.R 4m
F.R.
0
100 METRES

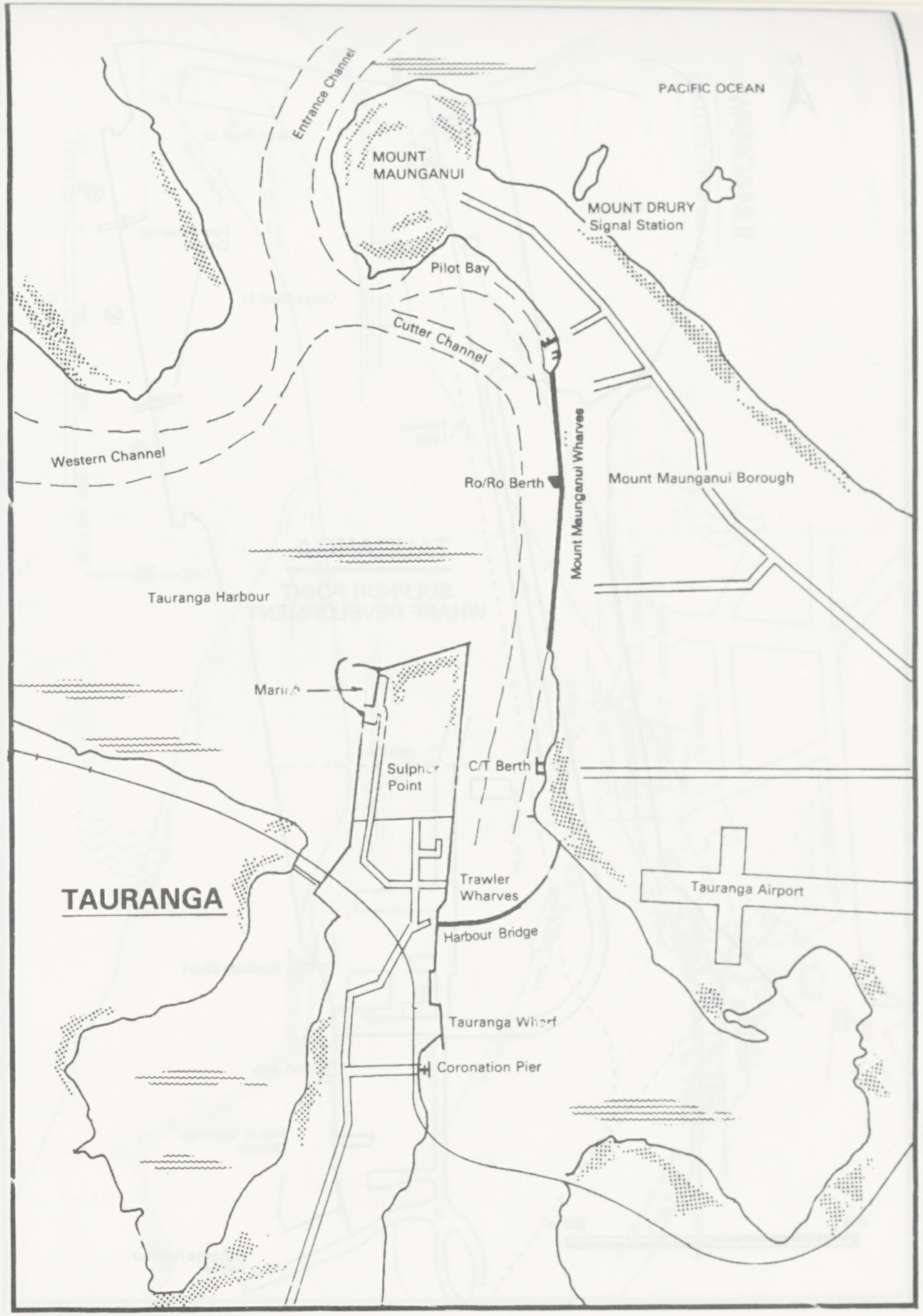

OTAGO
HARBOUR LAYOUT
Not to be used for Navigation
Landfall (Fairway) Beacon
Heyward Pt.
Channel
Mole
Taiaroa Heads Lighthouse
Aramoana
Spit
Harington
Tayler Pt.
Rocky Pt.
Lower Harbour
Container Terminal
Port Chalmers
Harwood
Roseneath
Portobello Peninsula
OTAGO PENINSULA
Kilgours Pt.
Quarantine Is.
Portobello
Broad Bay
Ravensbourne
Upper Harbour
Macandrew Bay
Dunedin
0
4
Scale in Kilometers
N

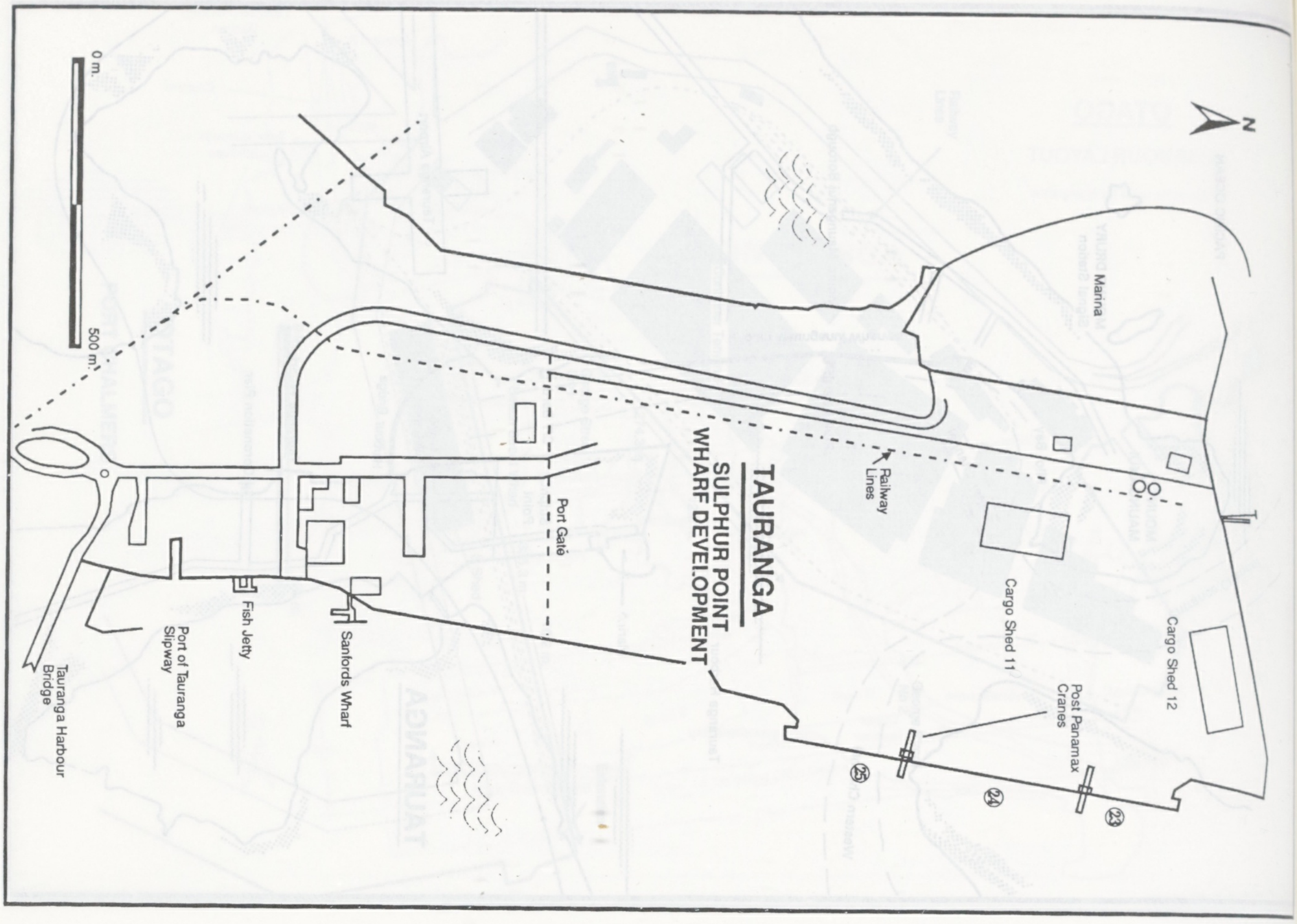

Yacht Harbour
N.Z. Apple & Pear Cool Store
L.P.G. Area
Leith Canal
Leith Wharf
L.P.G. Berth
67
N
Cold Store
Oil Jetty
66
Dunedin
Cargo Operations Depot
Cement Silos
Fryatt St.
Victoria Wharf
68
70
72
Fryatt St.
74
Rattray Wharf
OTAGO
DUNEDIN WHARF
Wharf St.
Cross Wharf
Small Craft Berthage
Birch Street Wharf
500 t. Slipway
76
Birch St.
Kitchener St. Wharf
Kitchener St.
0
500
Scale in Meters
Heliport

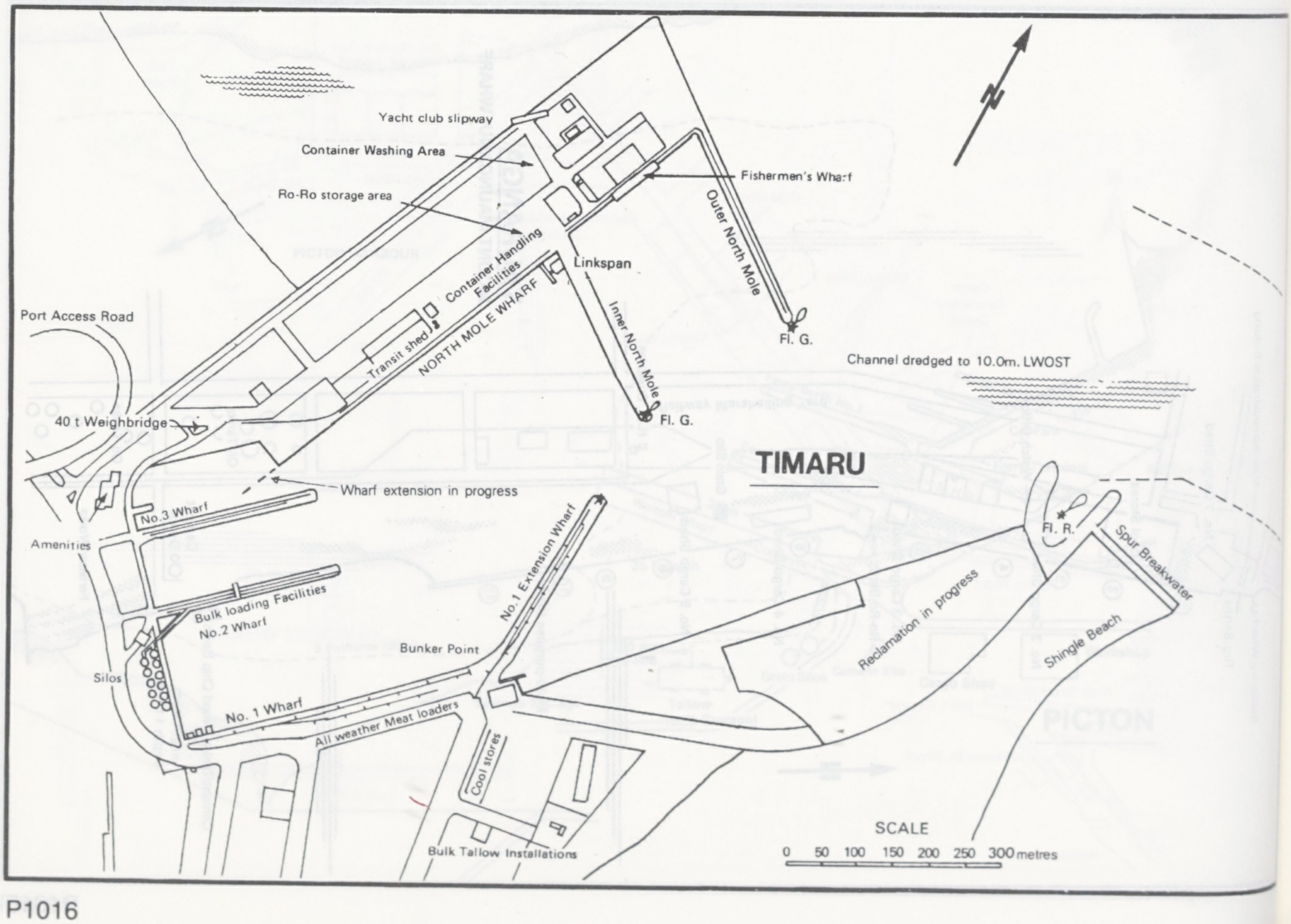

OTAGO
PORT CHALMERS
0 m.
200 m.
Railway Lines
Container Terminal
George Street No 1
274.3 m.
12.0 m.
Beach Street Wharf
B Shed
335.3 m
10.2 m.
Extension
George Street No 2

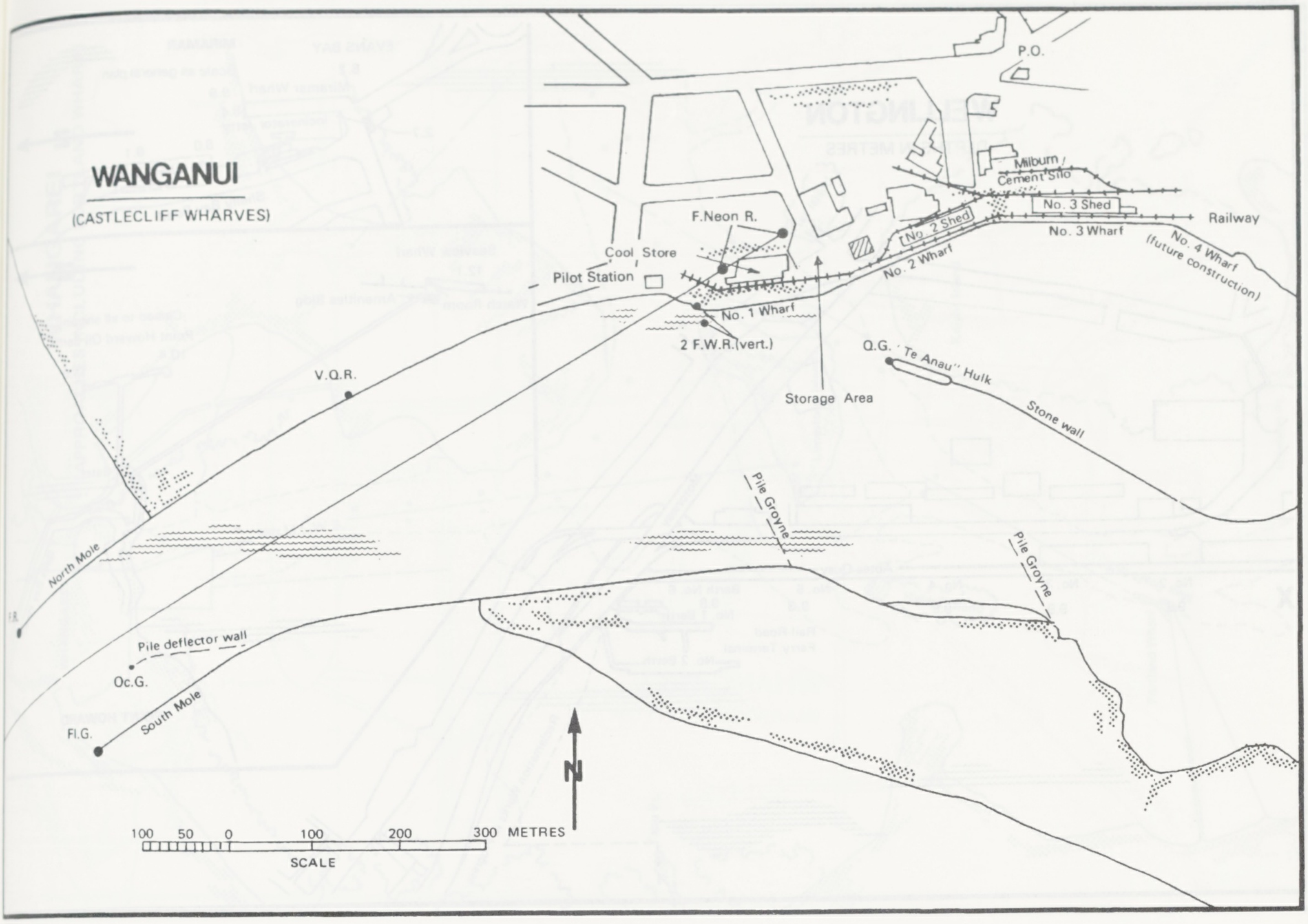

PICTON HARBOUR
PICTON
Ferry Berth No.1
Ferry Berth No.2
Car Park
Ferry Terminal
M.H.B.
NZR marshalling yards
192m
240m
Waitohi Wharf
Conveyor
Overpass
35 ft depth
6 Fathoms (36ft)
150 mm pipe-line
General Storage
Tallow (Bulk Storage)
Grain Silos
Cement Silo
Cargo Shed
Workshop
PICTON

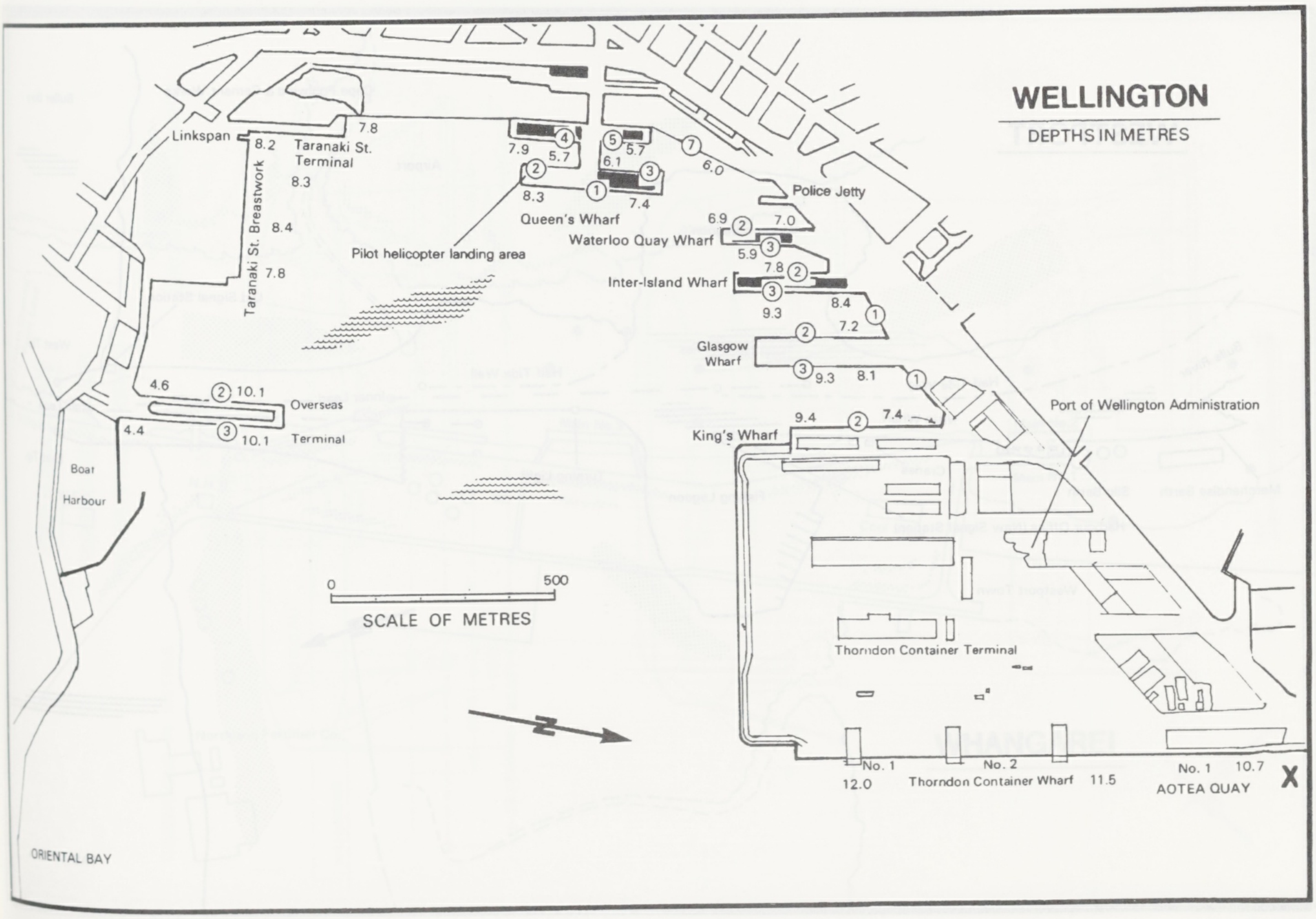

Salisbury Wharf
Main Administration Building
Tug Berths
No. 1 Cargo Shed
①
Cool Stores
②
③
No. 2 Cargo Shed
Watch Office
④
⑤
No. 3 Cargo Shed
Ro-Ro Berth
N
⑥
No. 4 Cargo Shed
⑦
Grain Silo
Railway Marshalling Yard
No. 5 Cargo Shed
⑧
H.M. Customs
⑨
⑩
Multi-purpose Crane
TAURANGA
MOUNT MAUNGANUI WHARF
⑪
Oil Tanks
Cement/Tanker Wood Chip Berth
Cement
Depot
Length 80 m.
Depth 11.6 m.
Oil Tanks
Fertiliser Works

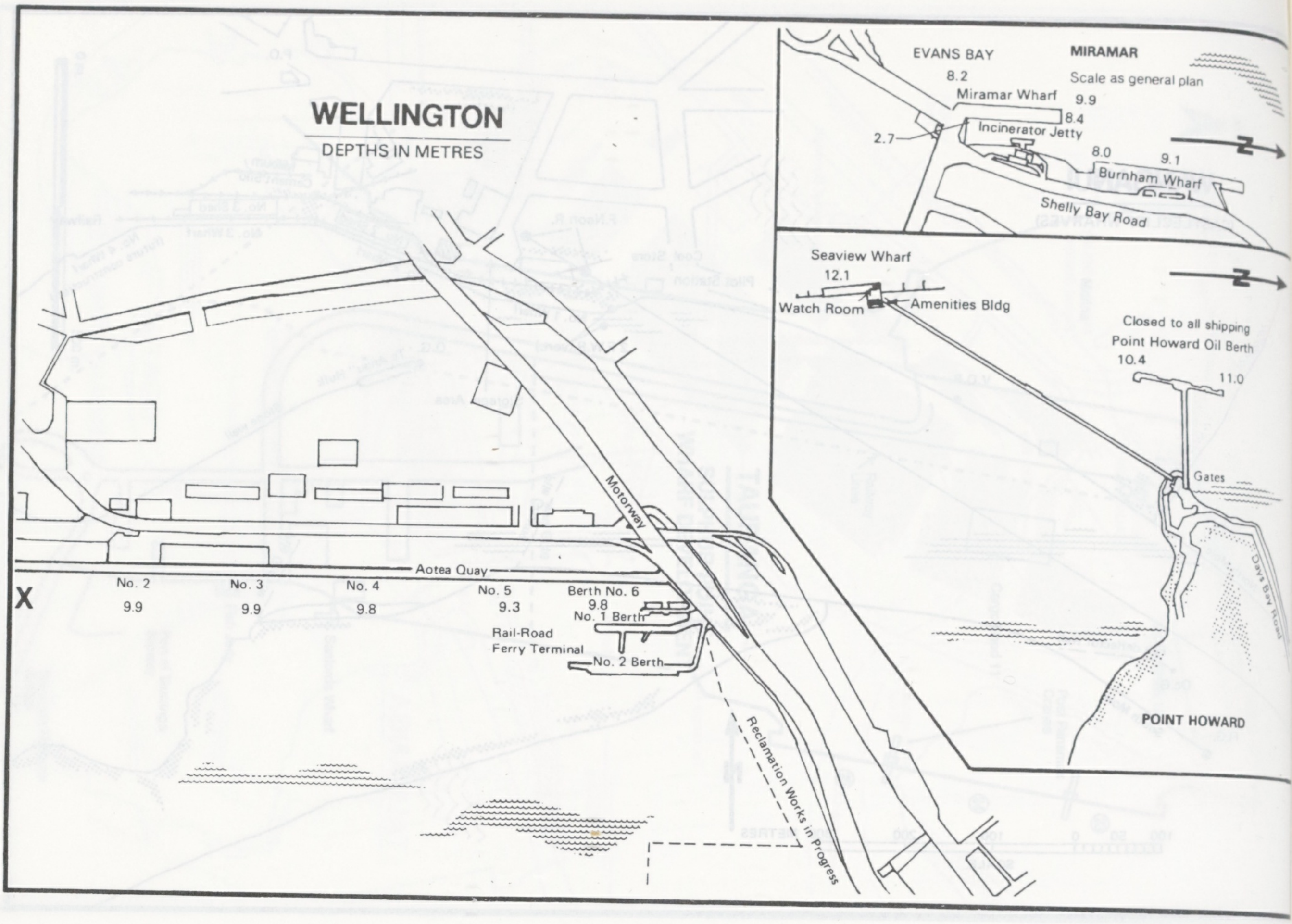

Entrance Channel
PACIFIC OCEAN
MOUNT
MAUNGANUI
MOUNT DRURY
Signal Station
Pilot Bay
Cutter Channel
Western Channel
Mount Maunganui Wharves
Ro/Ro Berth
Mount Maunganui Borough
Tauranga Harbour
Marina
Sulphur
Point
C/T Berth
TAURANGA
Trawler
Wharves
Tauranga Airport
Harbour Bridge
Tauranga Wharf
Coronation Pier

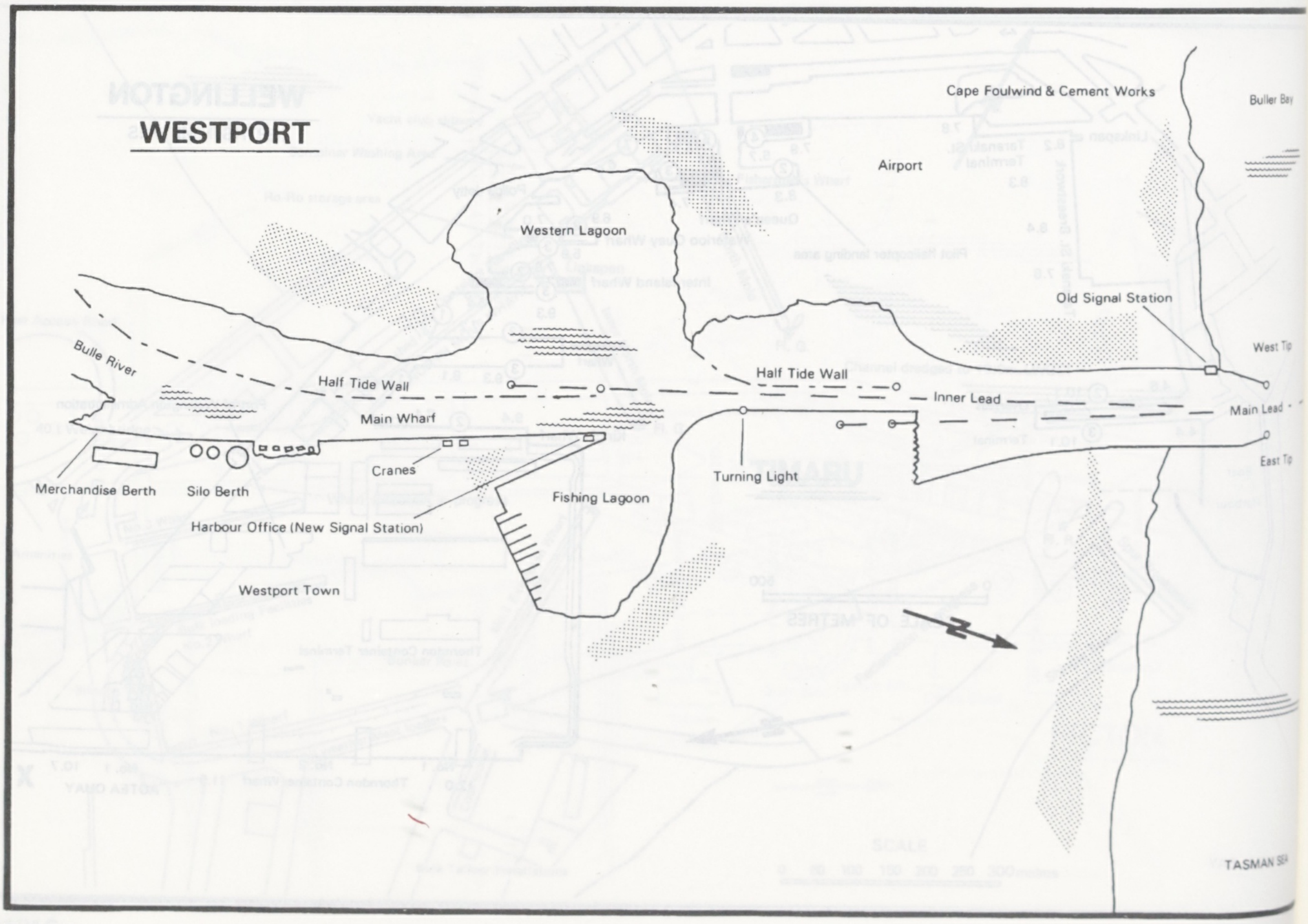

TAURANGA
SULPHUR POINT WHARF DEVELOPMENT
0 m.
500 m.
N
Marina
Railway Lines
Port Gate
Cargo Shed 11
Cargo Shed 12
Post Panamax Cranes
23
24
25
Sanfords Wharf
Fish Jetty
Port of Tauranga Slipway
Tauranga Harbour Bridge

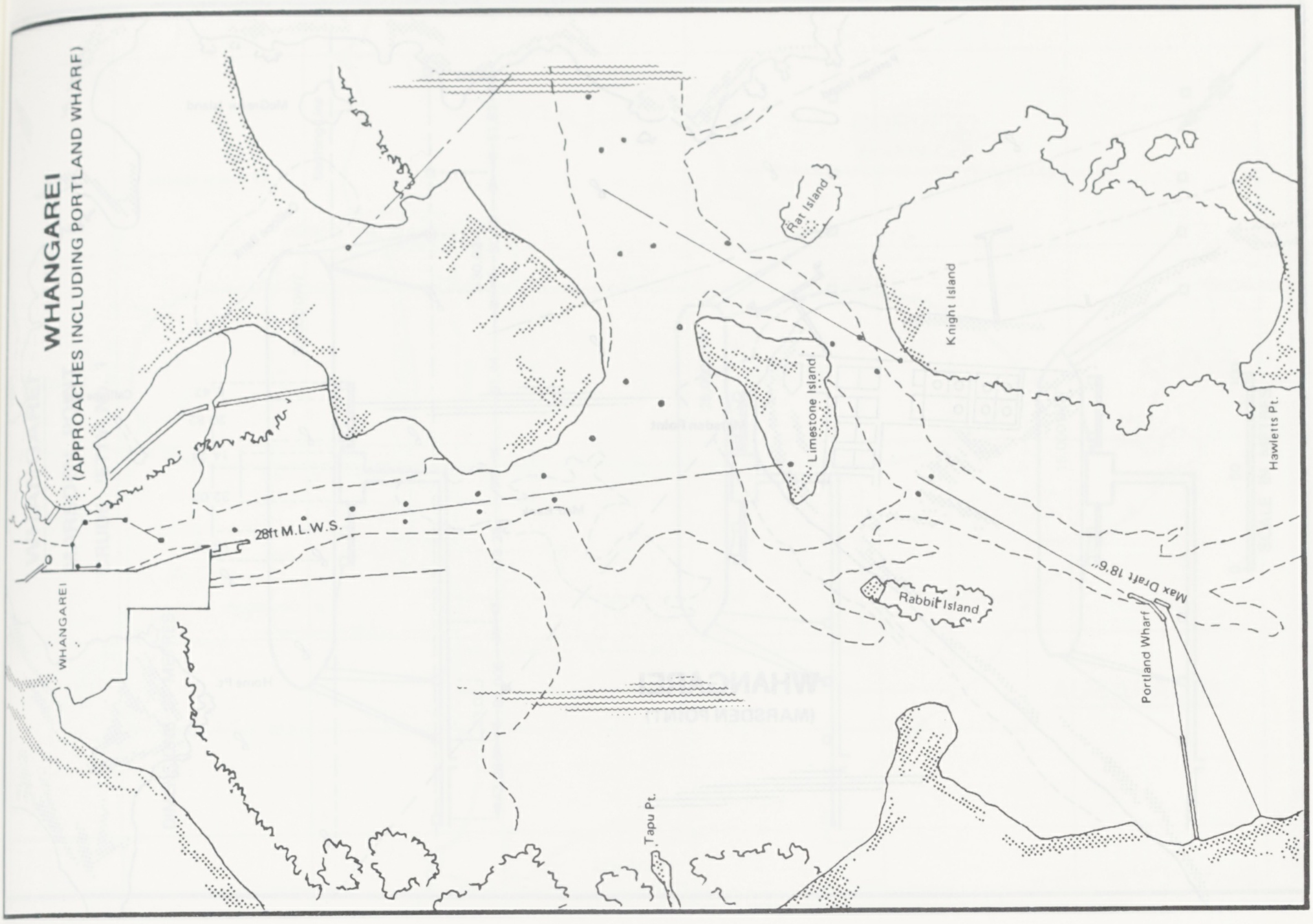

TIMARU
Yacht club slipway
Container Washing Area
Ro-Ro storage area
Fishermen's Wharf
Outer North Mole
Linkspan
Container Handling Facilities
Transit shed
NORTH MOLE WHARF
Inner North Mole
Fl. G.
Fl. G.
Channel dredged to 10.0m. LWOST
Port Access Road
40 t Weighbridge
Wharf extension in progress
No.3 Wharf
Amenities
Bulk loading Facilities
No.2 Wharf
Silos
No.1 Extension Wharf
Bunker Point
No. 1 Wharf
All weather Meat loaders
Cool stores
Bulk Tallow Installations
Reclamation in progress
Fl. R.
Spur Breakwater
Shingle Beach
SCALE
0 50 100 150 200 250 300 metres


WANGANUI
(CASTLECLIFF WHARVES)
P.O.
Milburn / Cement Silo
No. 3 Shed
Railway
No. 3 Wharf
No. 2 Shed
No. 2 Wharf
No. 4 Wharf (future construction)
F.Neon R.
Cool Store
Pilot Station
No. 1 Wharf
2 F.W.R.(vert.)
Q.G.
"Te Anau" Hulk
Storage Area
Stone wall
V.Q.R.
Pile Groyne
Pile Groyne
North Mole
F.R.
Pile deflector wall
Oc.G.
South Mole
Fl.G.
N
100 50 0 100 200 300 METRES
SCALE


WELLINGTON
DEPTHS IN METRES
Linkspan
7.8
8.2
Taranaki St. Terminal
8.3
8.4
7.8
Taranaki St. Breastwork
7.9
④
5.7
②
8.3
⑤
5.7
6.1
③
①
7.4
⑦
6.0
Queen's Wharf
Pilot helicopter landing area
Police Jetty
6.9
②
7.0
Waterloo Quay Wharf
③
5.9
7.8
②
Inter-Island Wharf
③
8.4
9.3
①
②
7.2
Glasgow Wharf
③
9.3
8.1
①
4.6
②
10.1
Overseas
4.4
③
10.1
Terminal
Boat Harbour
9.4
②
7.4
King's Wharf
Port of Wellington Administration
0 500
SCALE OF METRES
Thorndon Container Terminal
N
No. 1
12.0
No. 2
Thorndon Container Wharf 11.5
No. 1 10.7
AOTEA QUAY
X
ORIENTAL BAY

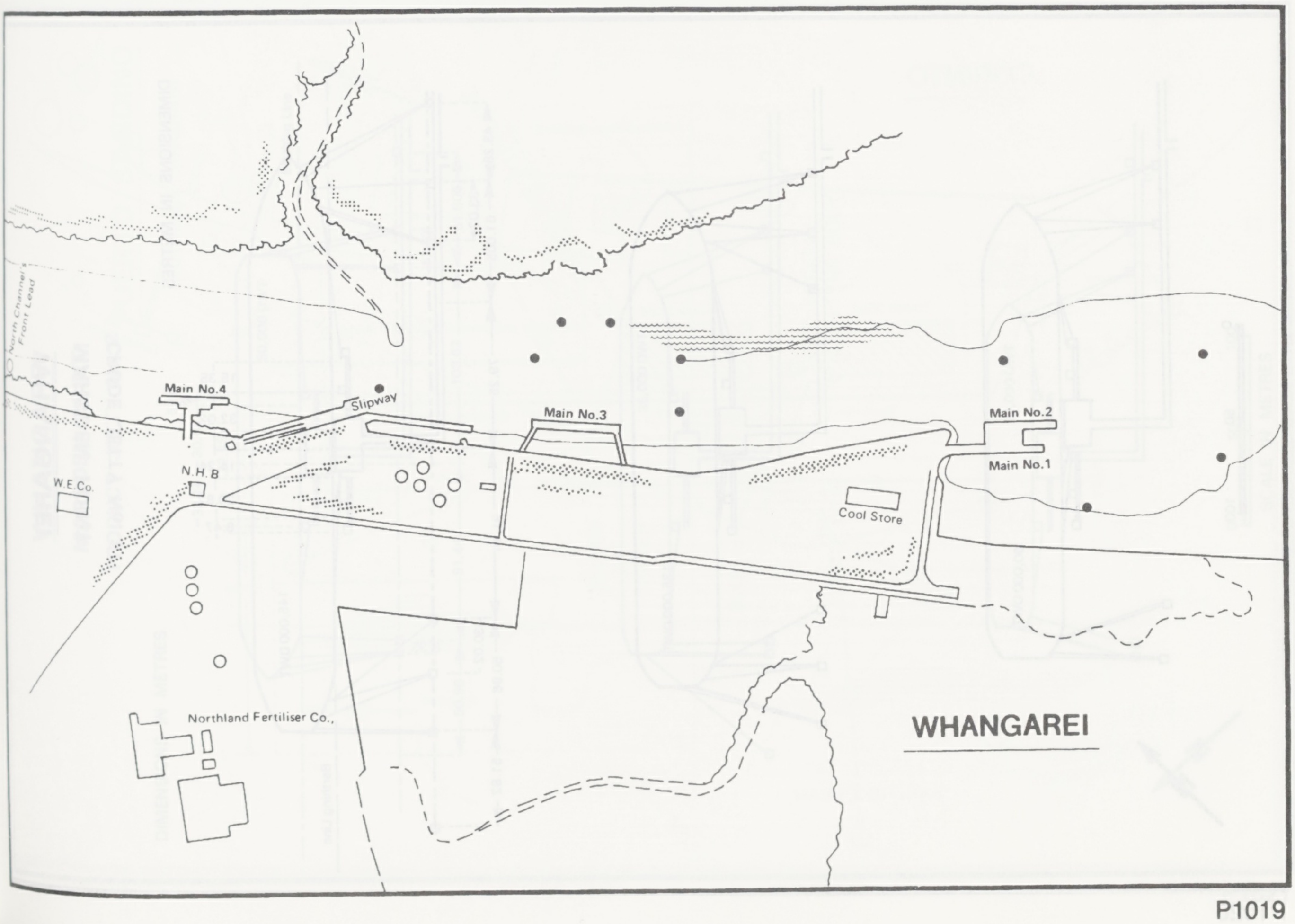

WELLINGTON
DEPTHS IN METRES
EVANS BAY
8.2
Miramar Wharf
MIRAMAR
Scale as general plan
9.9
8.4
2.7
Incinerator Jetty
8.0
9.1
Burnham Wharf
Shelly Bay Road
Seaview Wharf
12.1
Watch Room
Amenities Bldg
Closed to all shipping
Point Howard Oil Berth
10.4
11.0
Gates
Days Bay Road
POINT HOWARD
Motorway
Aotea Quay
X
No. 2
9.9
No. 3
9.9
No. 4
9.8
No. 5
9.3
Berth No. 6
9.8
No. 1 Berth
Rail-Road
Ferry Terminal
No. 2 Berth
Reclamation Works in Progress


WESTPORT
Cape Foulwind & Cement Works
Buller Bay
Airport
Western Lagoon
Old Signal Station
West Tip
Bulle River
Half Tide Wall
Half Tide Wall
Inner Lead
Main Lead
Main Wharf
East Tip
Merchandise Berth
Silo Berth
Cranes
Fishing Lagoon
Turning Light
Harbour Office (New Signal Station)
Westport Town
TASMAN SEA



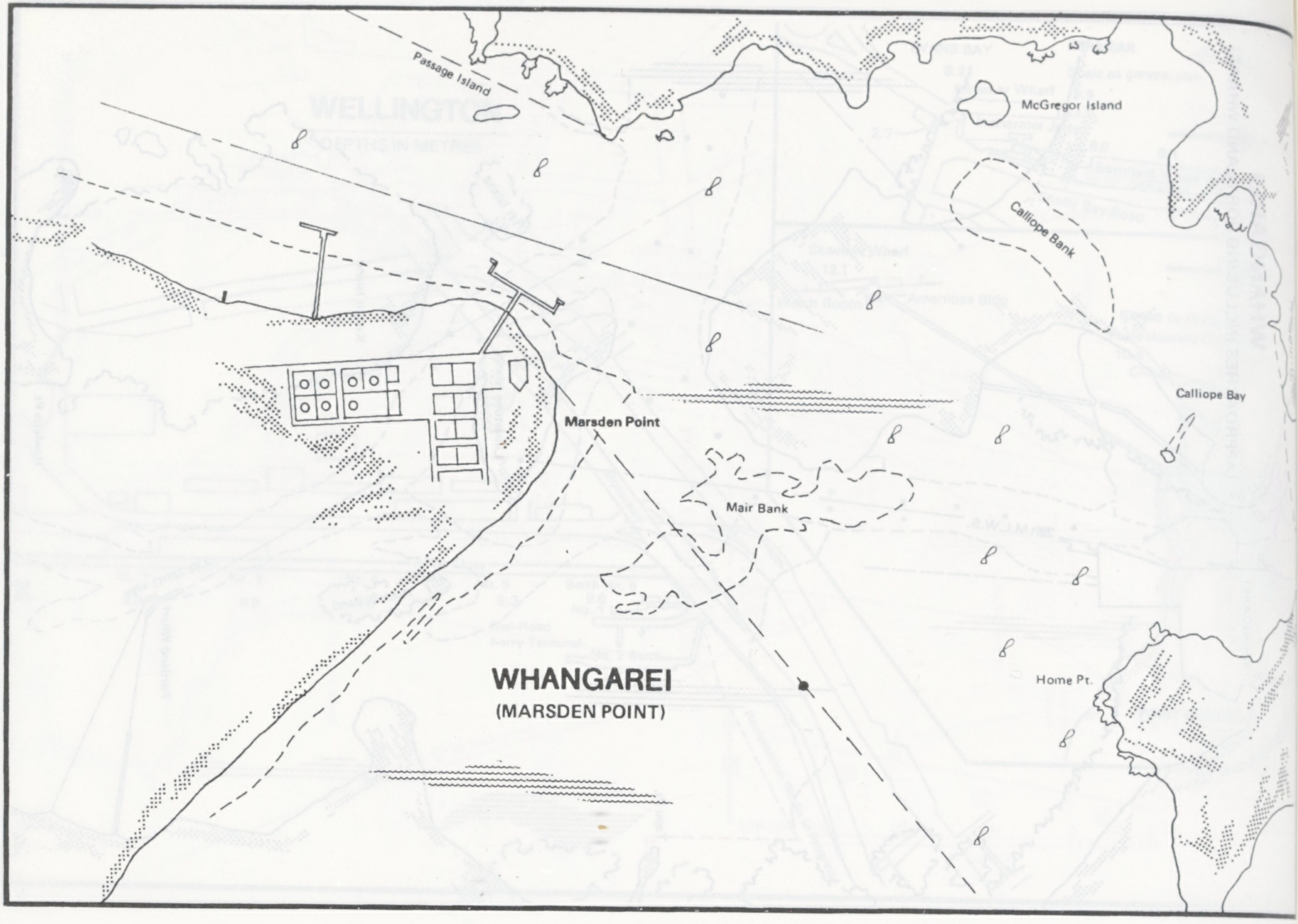
WHANGAREI
(APPROACHES INCLUDING PORTLAND WHARF)

Rat Island
Knight Island
Limestone Island
Hawletts Pt.
28ft M.L.W.S.
WHANGAREI
Rabbit Island
Max Draft 18'6"
Portland Wharf
Tapu Pt.

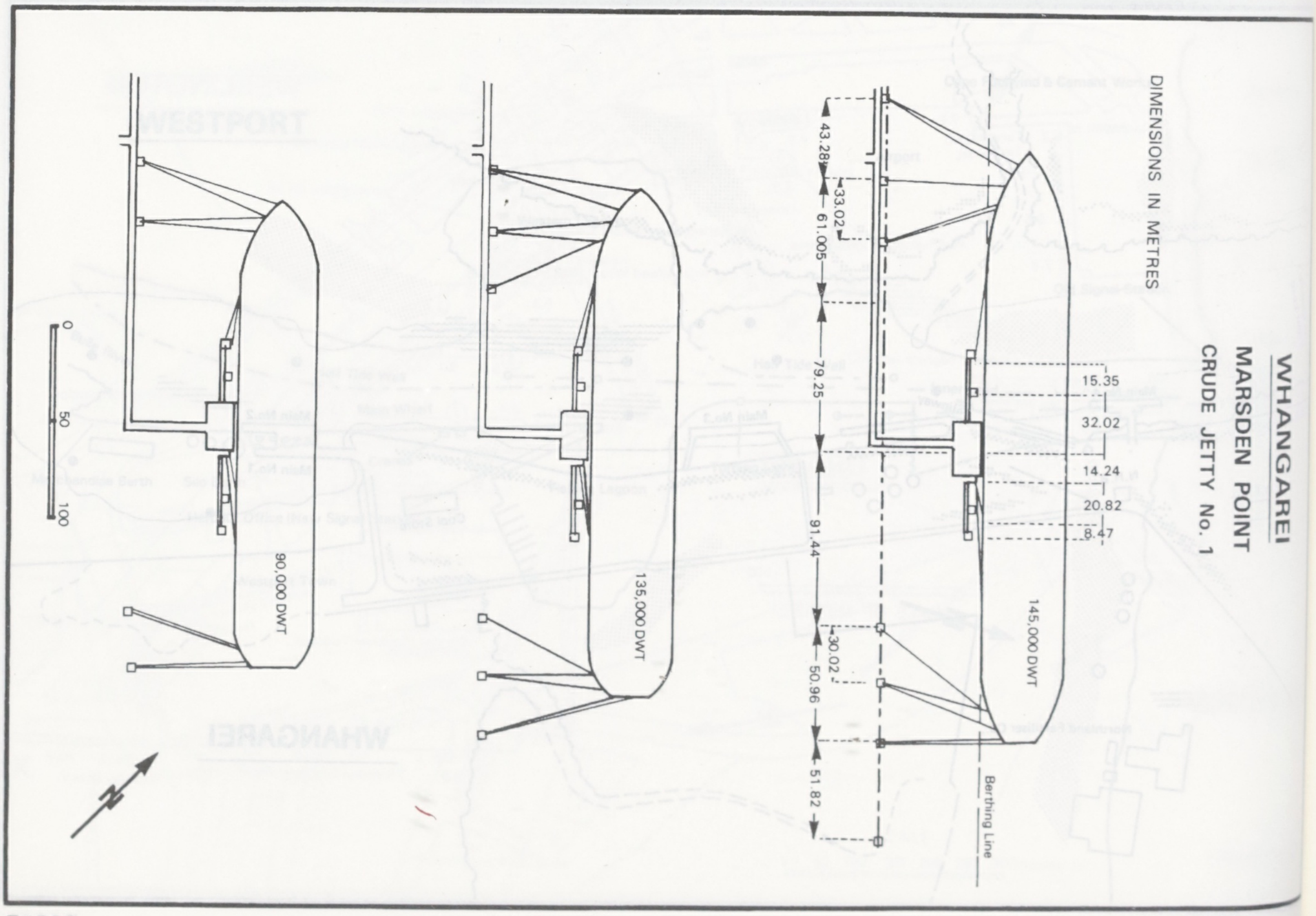


WHANGAREI

North Channel Front Lead
Main No.4
Slipway
Main No.3
Main No.2
Main No.1
N.H.B
W.E.Co.
Cool Store
Northland Fertiliser Co.


Passage Island
McGregor Island
Calliope Bank
Calliope Bay
Marsden Point
Mair Bank
Home Pt.

WHANGAREI
(MARSDEN POINT)

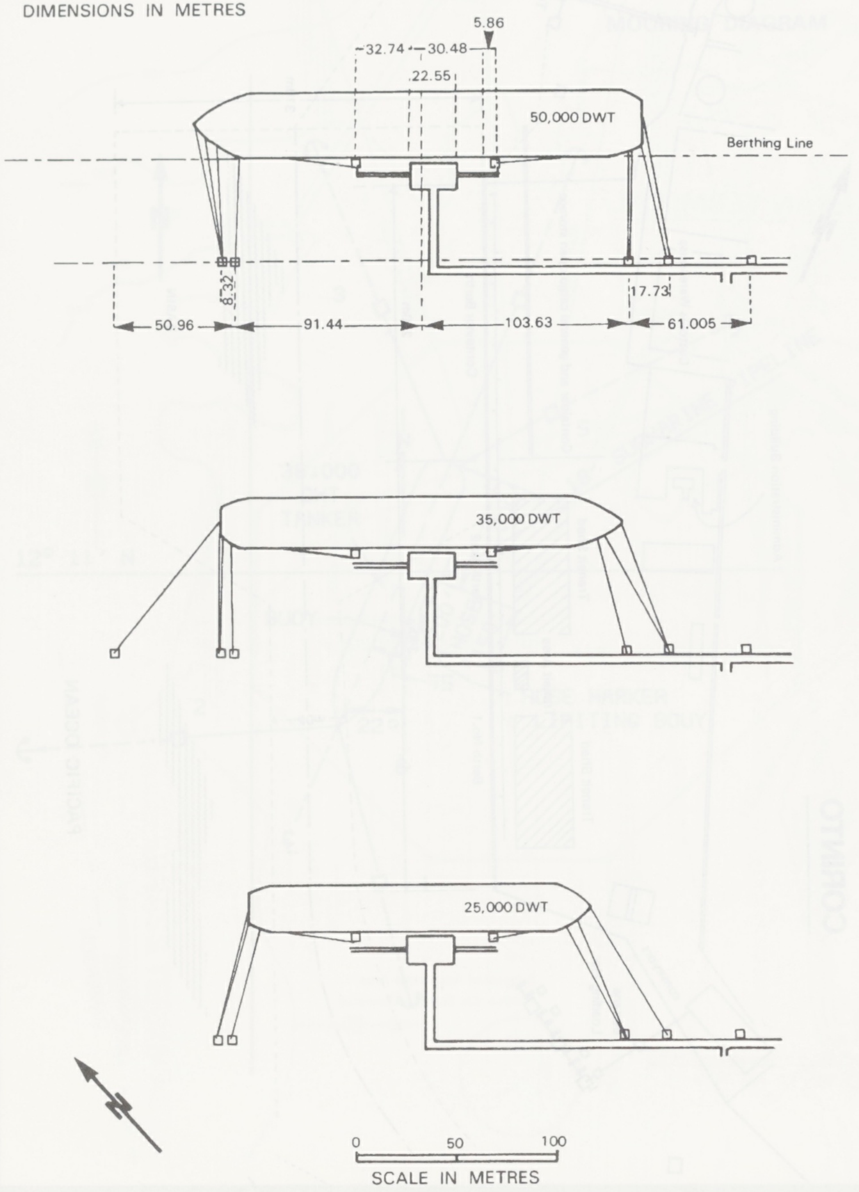

DIMENSIONS IN METRES
0
50
100
90,000 DWT
135,000 DWT
145,000 DWT
43.28
33.02
61.005
79.25
91.44
30.02
50.96
51.82
15.35
32.02
14.24
20.82
8.47
Berthing Line
N

WHANGAREI
MARSDEN POINT
CRUDE JETTY No. 1

WHANGAREI

MARSDEN POINT

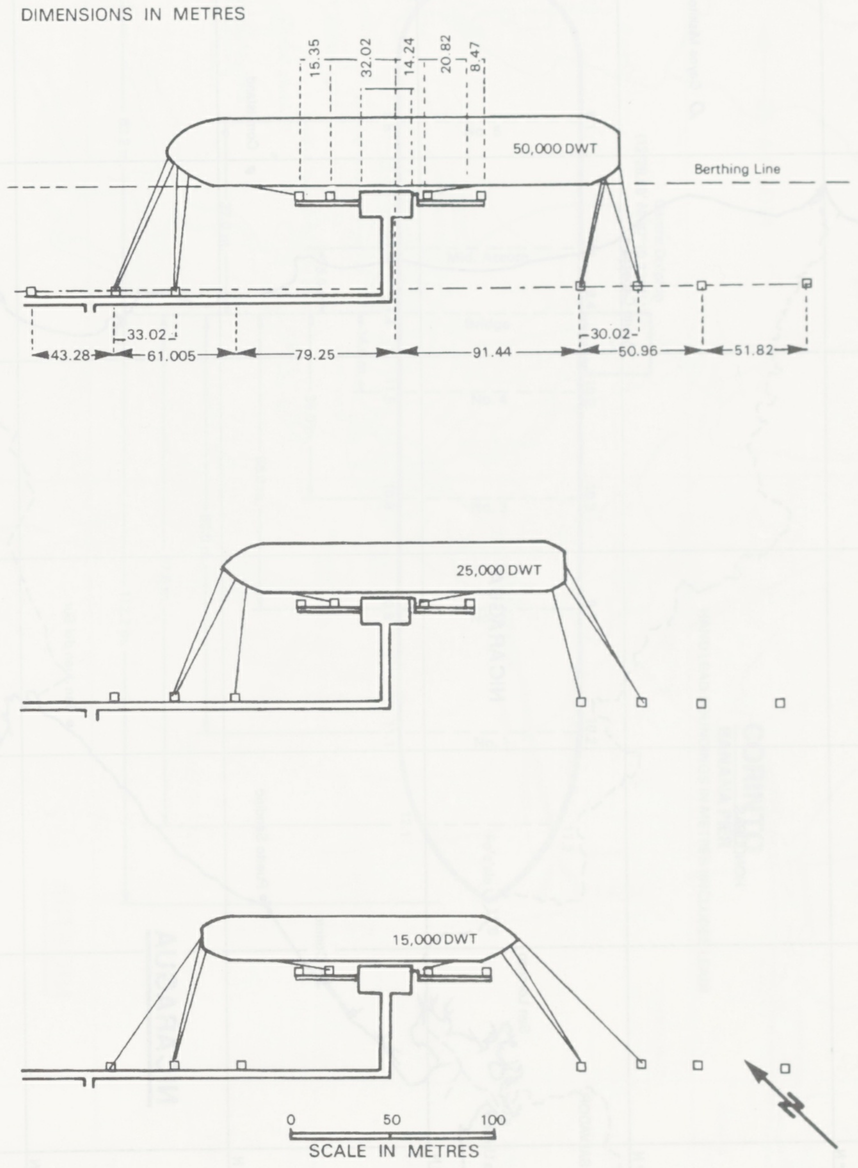
PRODUCT JETTY No. 2

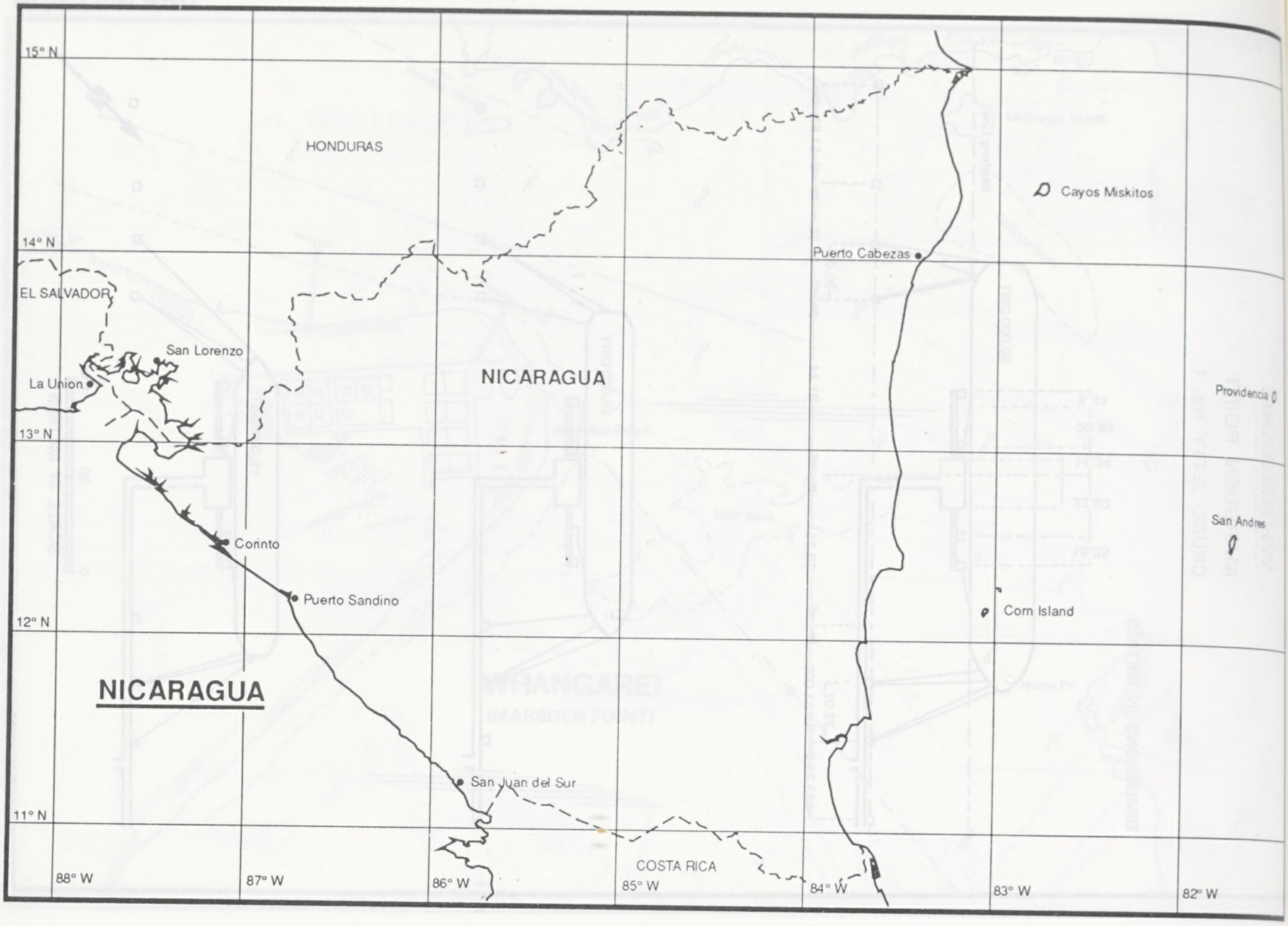

DIMENSIONS IN METRES
5.86
32.74
30.48
22.55
50,000 DWT
Berthing Line
8.32
17.73
50.96
91.44
103.63
61.005
35,000 DWT
25,000 DWT
0
50
100
SCALE IN METRES

WHANGAREI

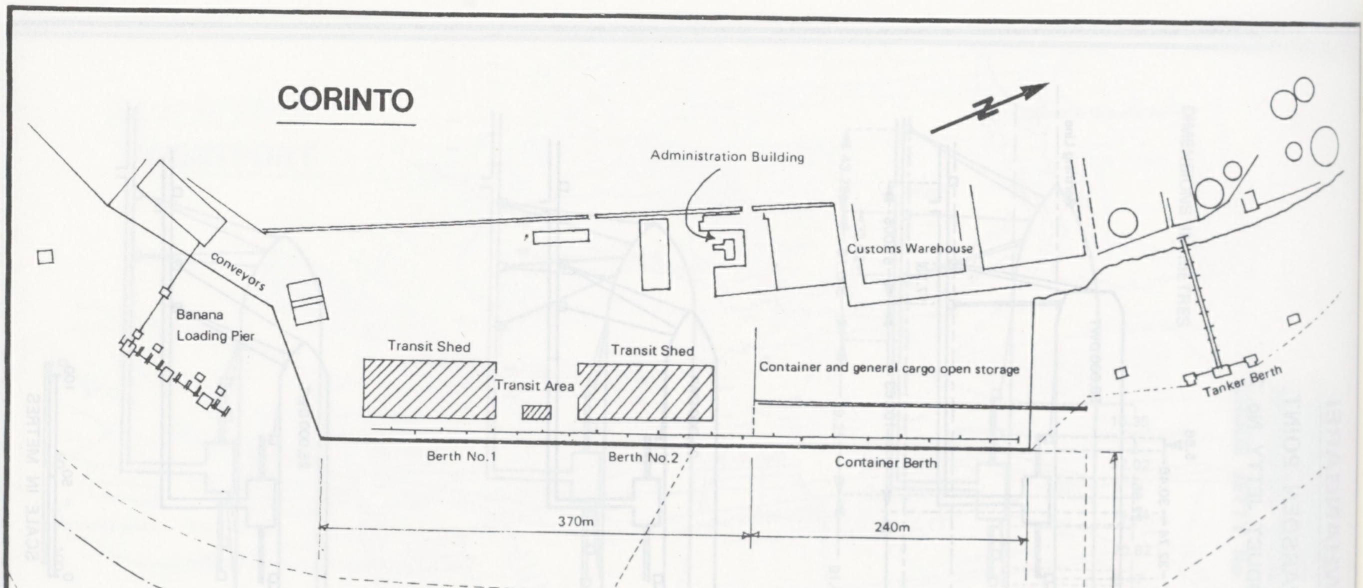
MARSDEN POINT

CRUDE JETTY No. 1


DIMENSIONS IN METRES
15.35
32.02
14.24
20.82
8.47
50,000 DWT
Berthing Line
33.02
30.02
43.28
61.005
79.25
91.44
50.96
51.82
25,000 DWT
15,000 DWT
0
50
100
SCALE IN METRES



15° N
HONDURAS
Cayos Miskitos
14° N
Puerto Cabezas
EL SALVADOR
San Lorenzo
La Union
NICARAGUA
Providencia
13° N
San Andres
Corinto
Puerto Sandino
12° N
Corn Island
NICARAGUA
San Juan del Sur
11° N
COSTA RICA
88° W
87° W
86° W
85° W
84° W
83° W
82° W

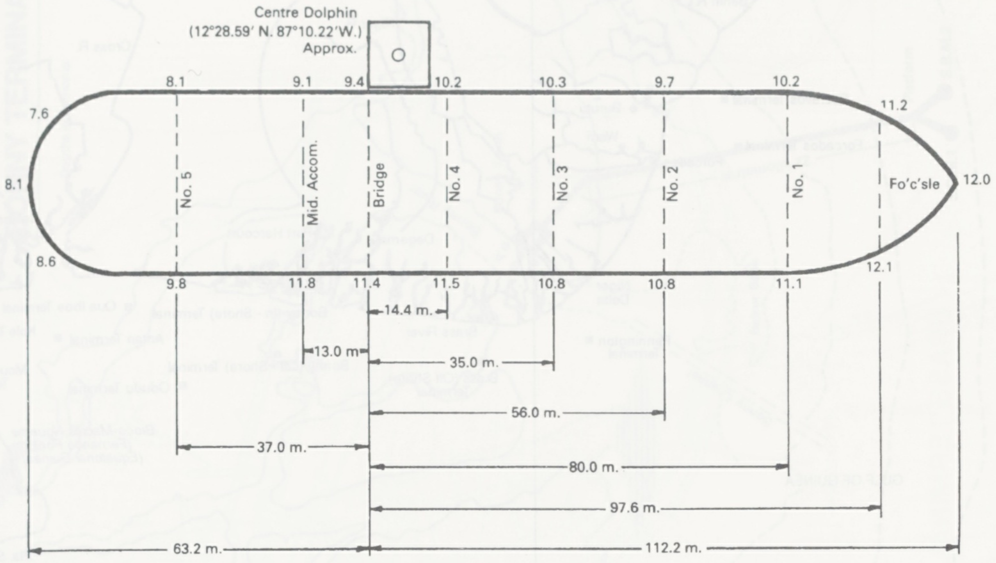


CORINTO
Administration Building
Customs Warehouse
conveyors
Banana Loading Pier
Transit Shed
Transit Area
Transit Shed
Container and general cargo open storage
Tanker Berth
Berth No.1
Berth No.2
Container Berth
370m
240m
40m
310m
BASIN
PACIFIC OCEAN

CORINTO

BANANA PIER

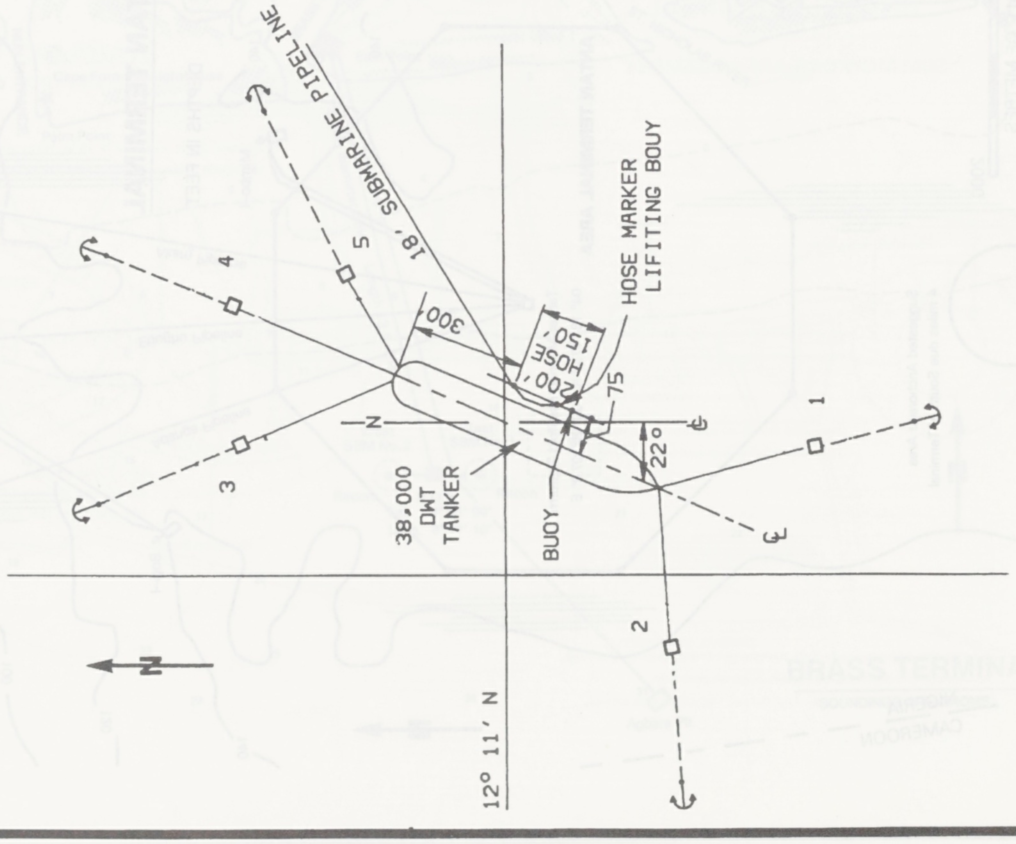
HAND LEAD SOUNDINGS IN METRES (INCLUDES LEAD)

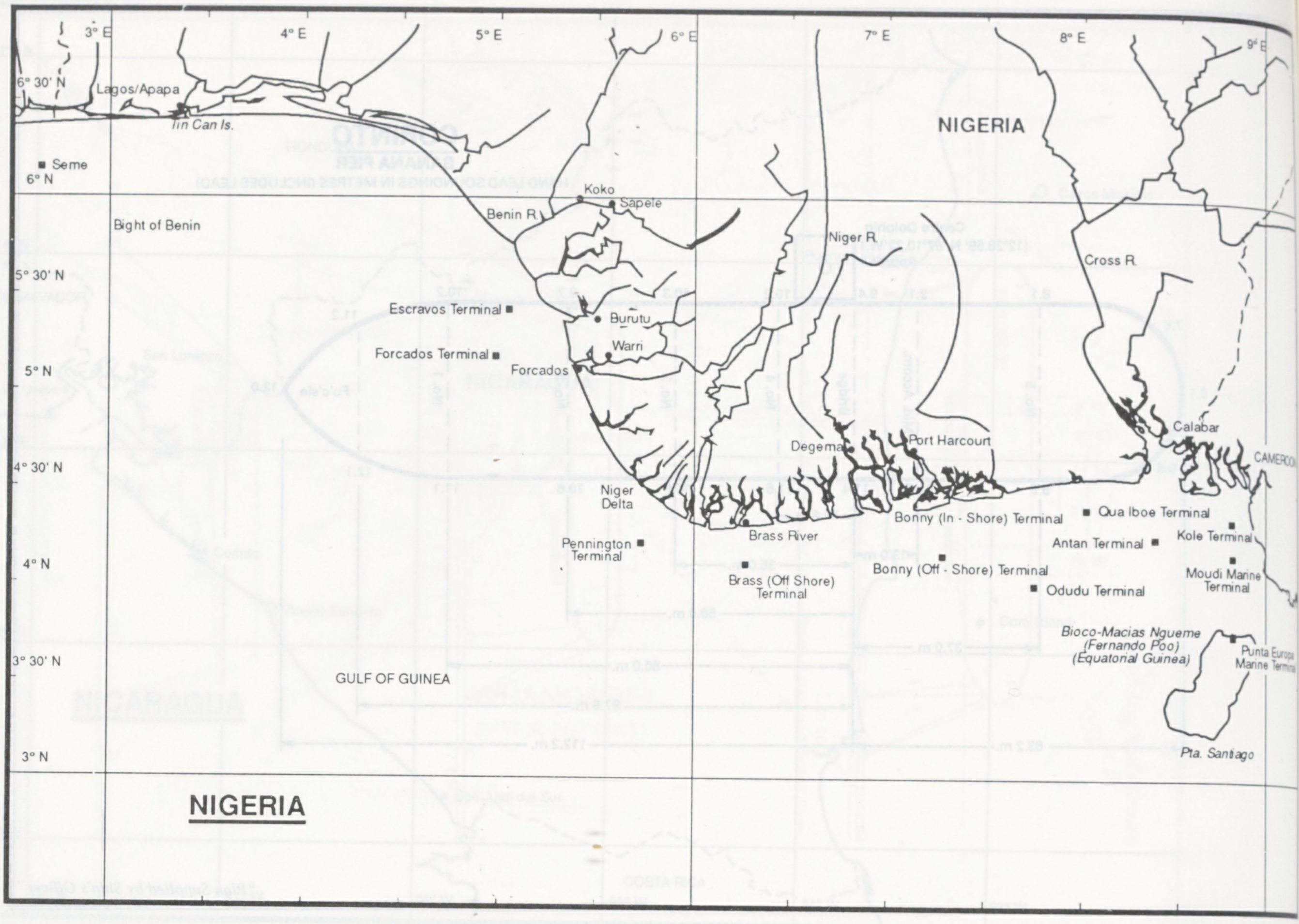

Centre Dolphin
(12°28.59′ N. 87°10.22′W.)
Approx.
8.1
9.1
9.4
10.2
10.3
9.7
10.2
11.2
7.6
8.1
12.0
8.6
12.1
9.8
11.8
11.4
11.5
10.8
10.8
11.1
No. 5
Mid. Accom.
Bridge
No. 4
No. 3
No. 2
No. 1
Fo'c'sle
14.4 m.
13.0 m
35.0 m.
56.0 m.
37.0 m.
80.0 m.
97.6 m.
63.2 m.
112.2 m.

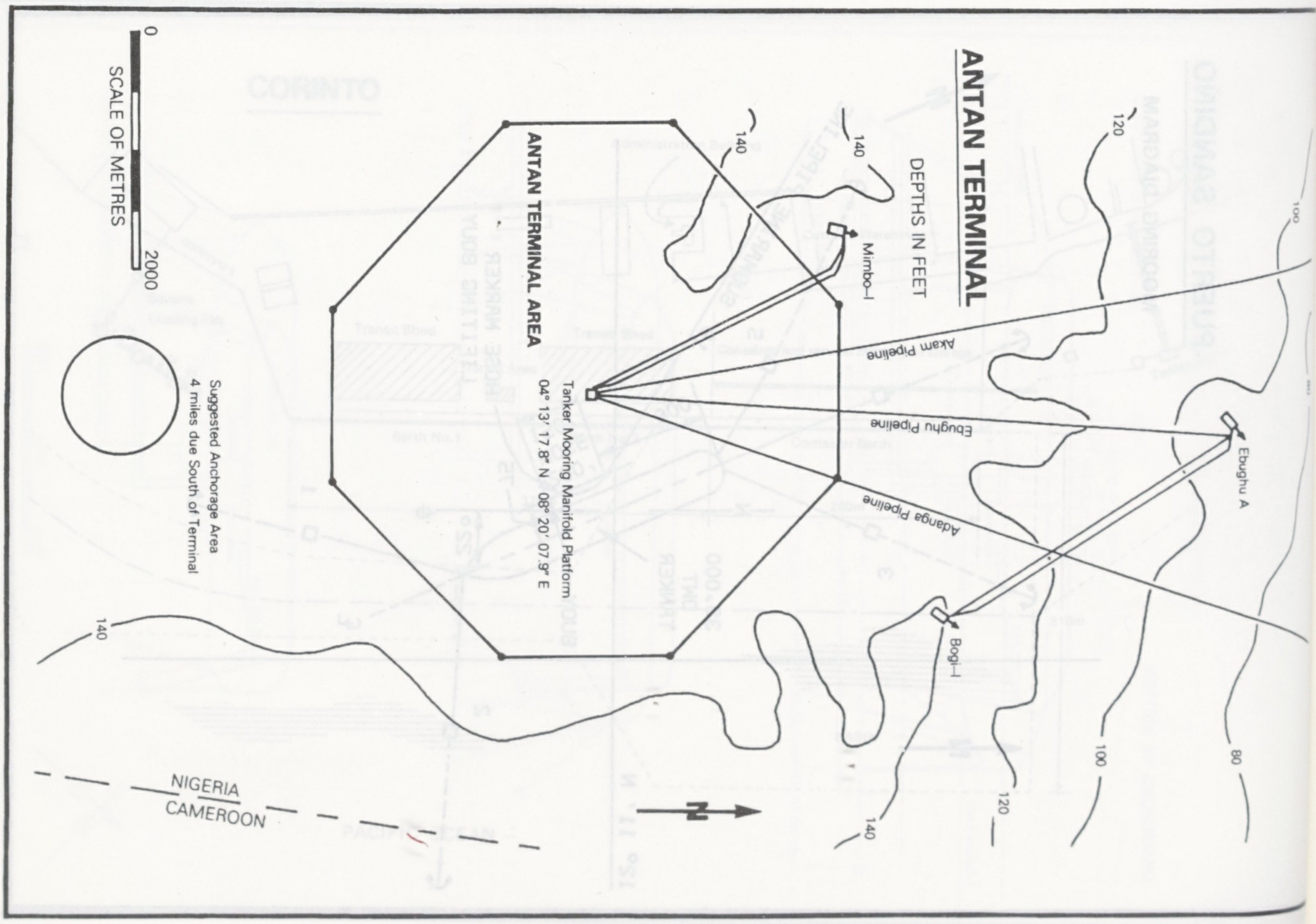
"Plan Supplied by Ship's Officer"

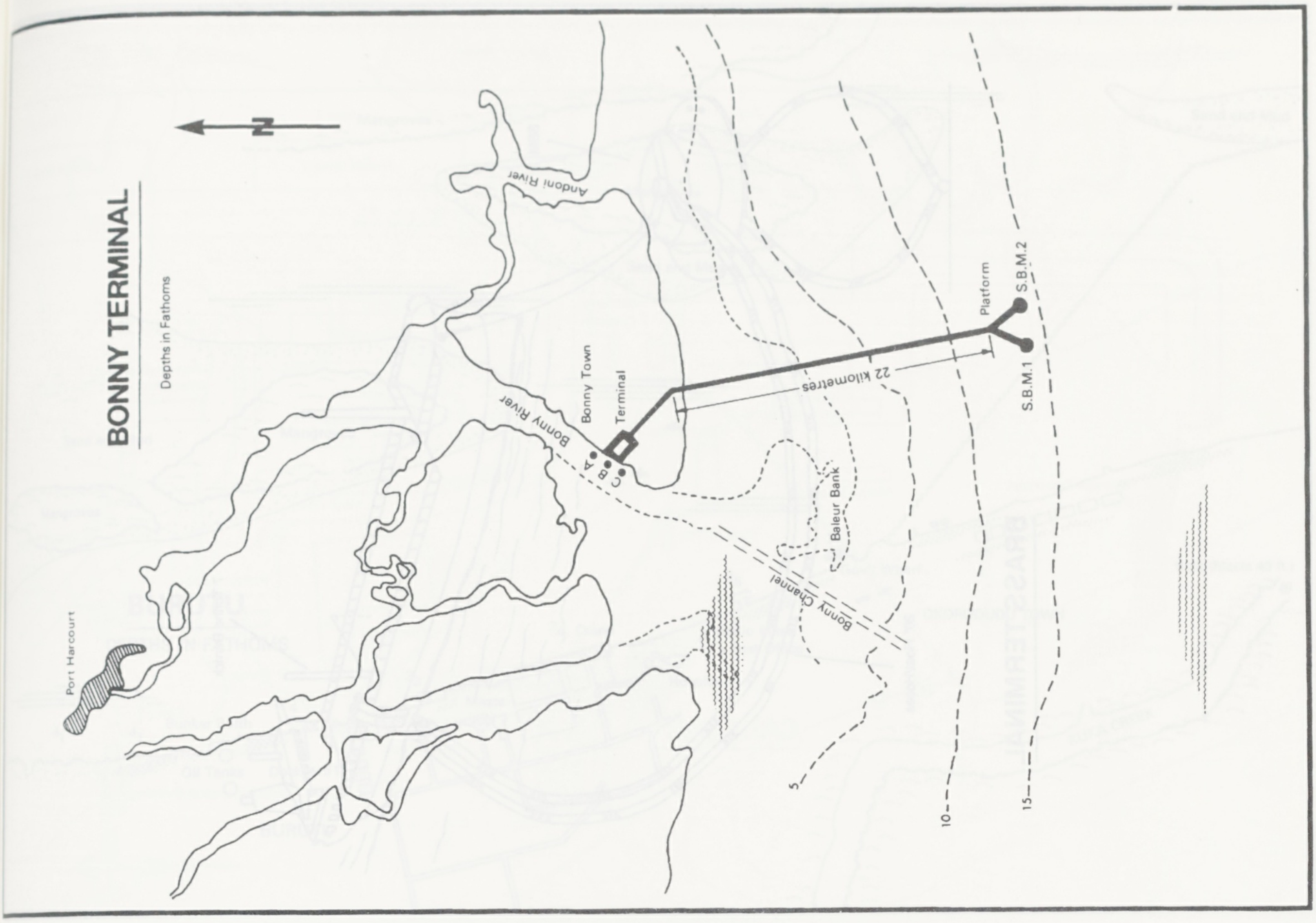
PUERTO SANDINO

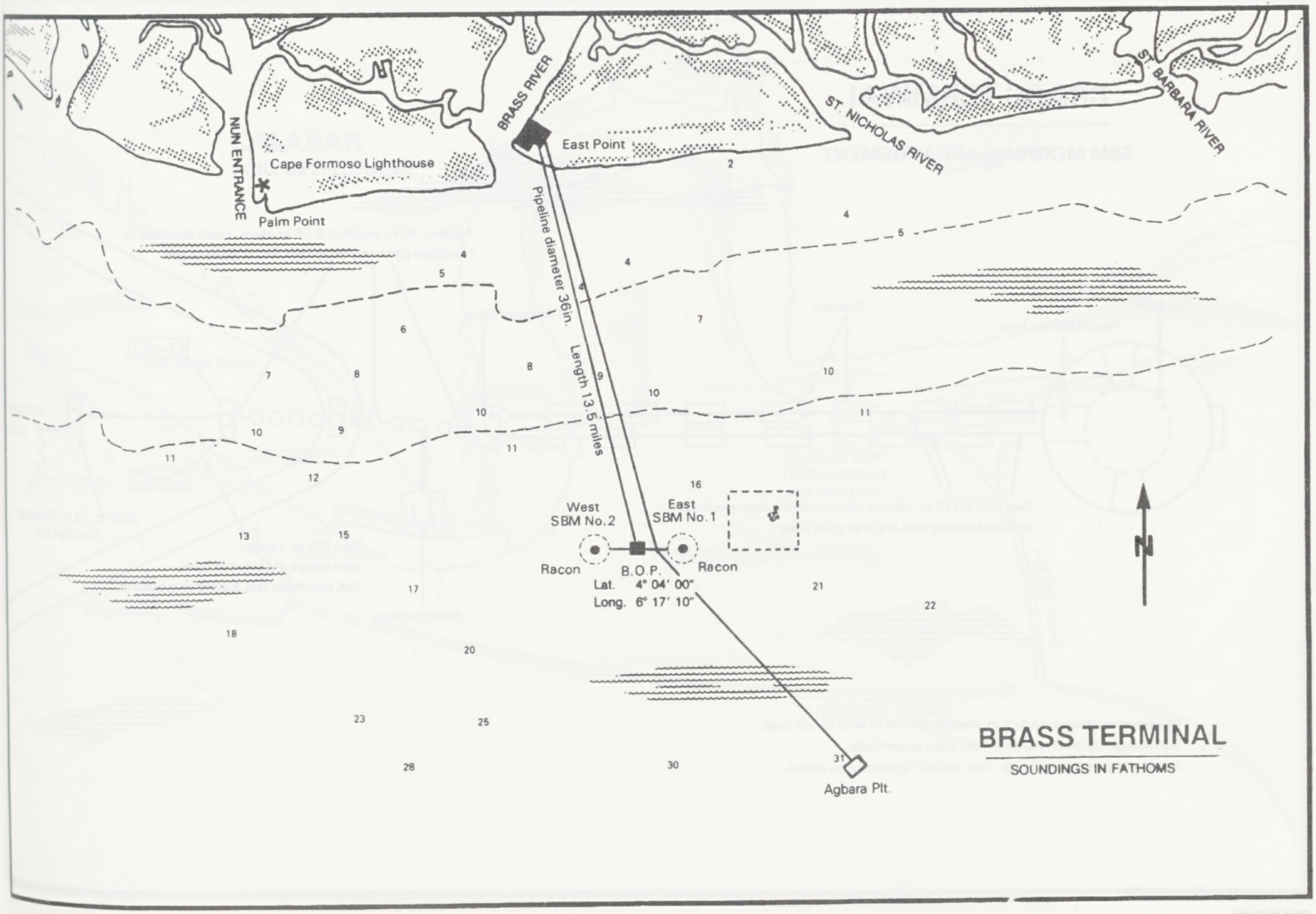
MOORING DIAGRAM


18' SUBMARINE PIPELINE
HOSE MARKER
LIFITING BOUY
300'
200' HOSE
150'
75
N
22°
38,000 DWT TANKER
BUOY
1
2
3
4
5
N
12° 11' N

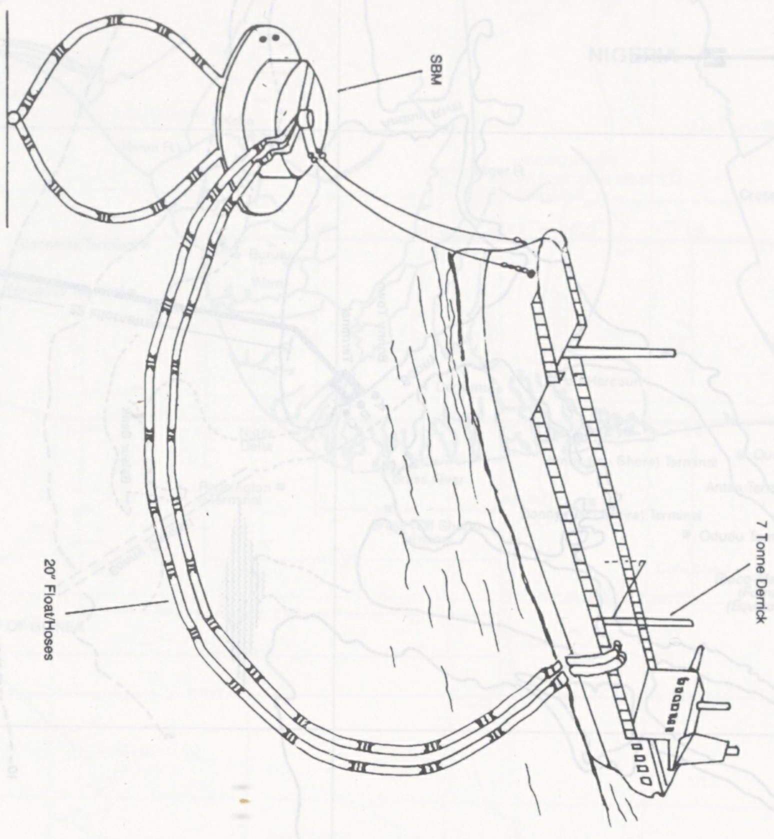

3° E
4° E
5° E
6° E
7° E
8° E
9° E
6° 30' N
6° N
5° 30' N
5° N
4° 30' N
4° N
3° 30' N
3° N
Lagos/Apapa
Tin Can Is.
Seme
Bight of Benin
NIGERIA
Koko
Sapele
Benin R.
Niger R.
Cross R.
Escravos Terminal
Burutu
Forcados Terminal
Warri
Forcados
Degema
Port Harcourt
Calabar
CAMEROON
Niger Delta
Bonny (In - Shore) Terminal
Qua Iboe Terminal
Kole Terminal
Antan Terminal
Pennington Terminal
Brass River
Bonny (Off - Shore) Terminal
Moudi Marine Terminal
Brass (Off Shore) Terminal
Odudu Terminal
Bioco-Macias Ngueme (Fernando Poo) (Equatorial Guinea)
Punta Europa Marine Terminal
GULF OF GUINEA
Pta. Santiago
NIGERIA


ANTAN TERMINAL
DEPTHS IN FEET
ANTAN TERMINAL AREA
Tanker Mooring Manifold Platform
04° 13' 17.8" N 08° 20' 07.9" E
0
SCALE OF METRES
2000
Suggested Anchorage Area
4 miles due South of Terminal
Mimbo-I
Akam Pipeline
Ebughu Pipeline
Adanga Pipeline
Ebughu A
Bogi-I
140
120
100
80
NIGERIA
CAMEROON
N


BONNY TERMINAL
Depths in Fathoms
N
Andoni River
Port Harcourt
Bonny River
Bonny Town
Terminal
A
B
C
22 kilometres
Platform
S.B.M.2
S.B.M.1
Baleur Bank
Bonny Channel
5
10
15

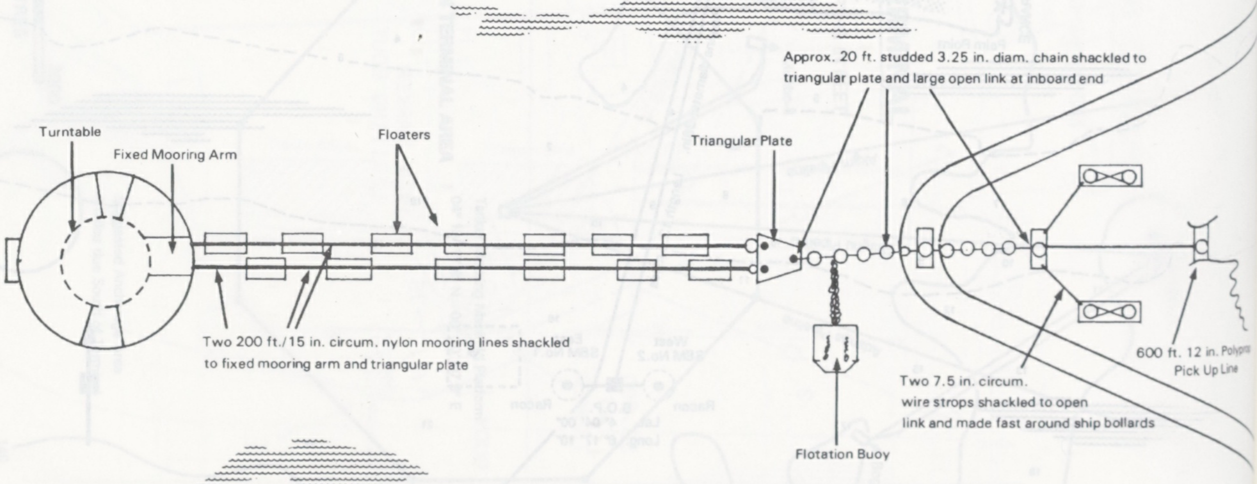

NUN ENTRANCE
Cape Formoso Lighthouse
Palm Point
BRASS RIVER
East Point
ST. NICHOLAS RIVER
ST. BARBARA RIVER
Pipeline diameter 36in. Length 13.5 miles
West SBM No.2
East SBM No.1
Racon
B.O.P.
Racon
Lat. 4° 04′ 00″
Long. 6° 17′ 10″
Agbara Plt.
N
2
4
5
4
5
4
4
7
6
7
8
8
9
10
10
10
11
10
9
11
11
12
16
13
15
17
21
22
18
20
23
25
28
30
31
BRASS TERMINAL
SOUNDINGS IN FATHOMS

BRASS TERMINAL

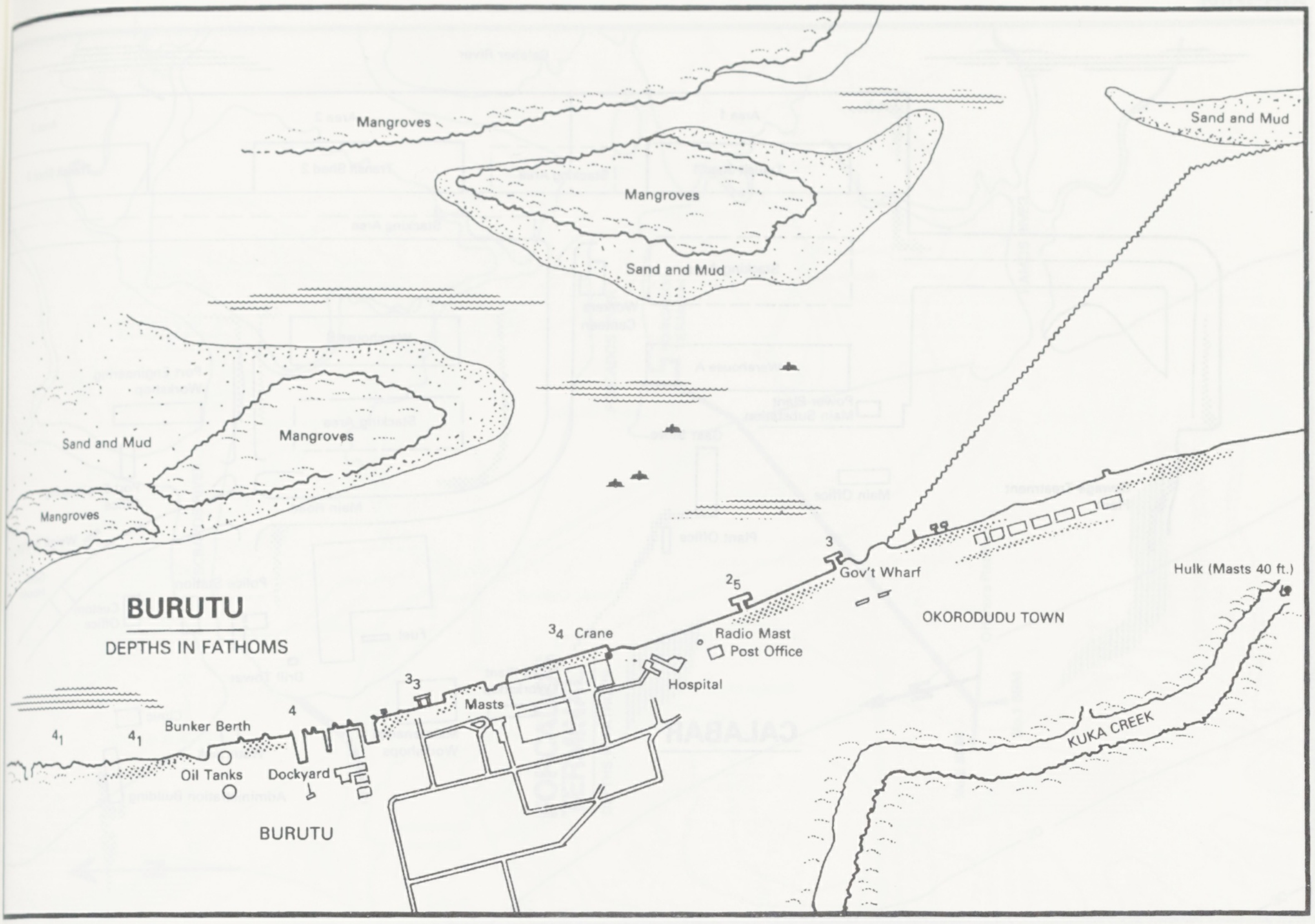

SBM
20" Float/Hoses
7 Tonne Derrick

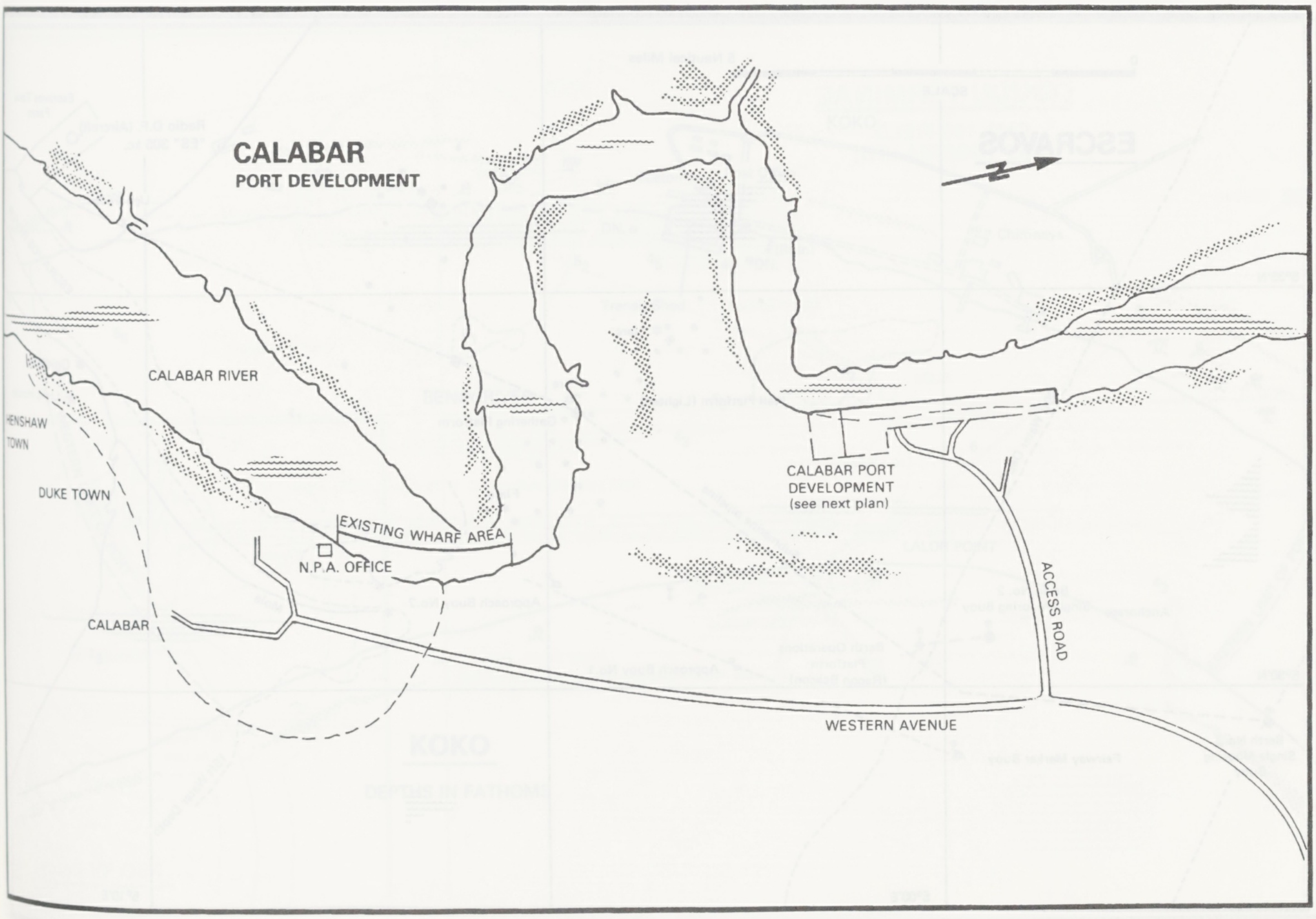
BRASS TERMINAL

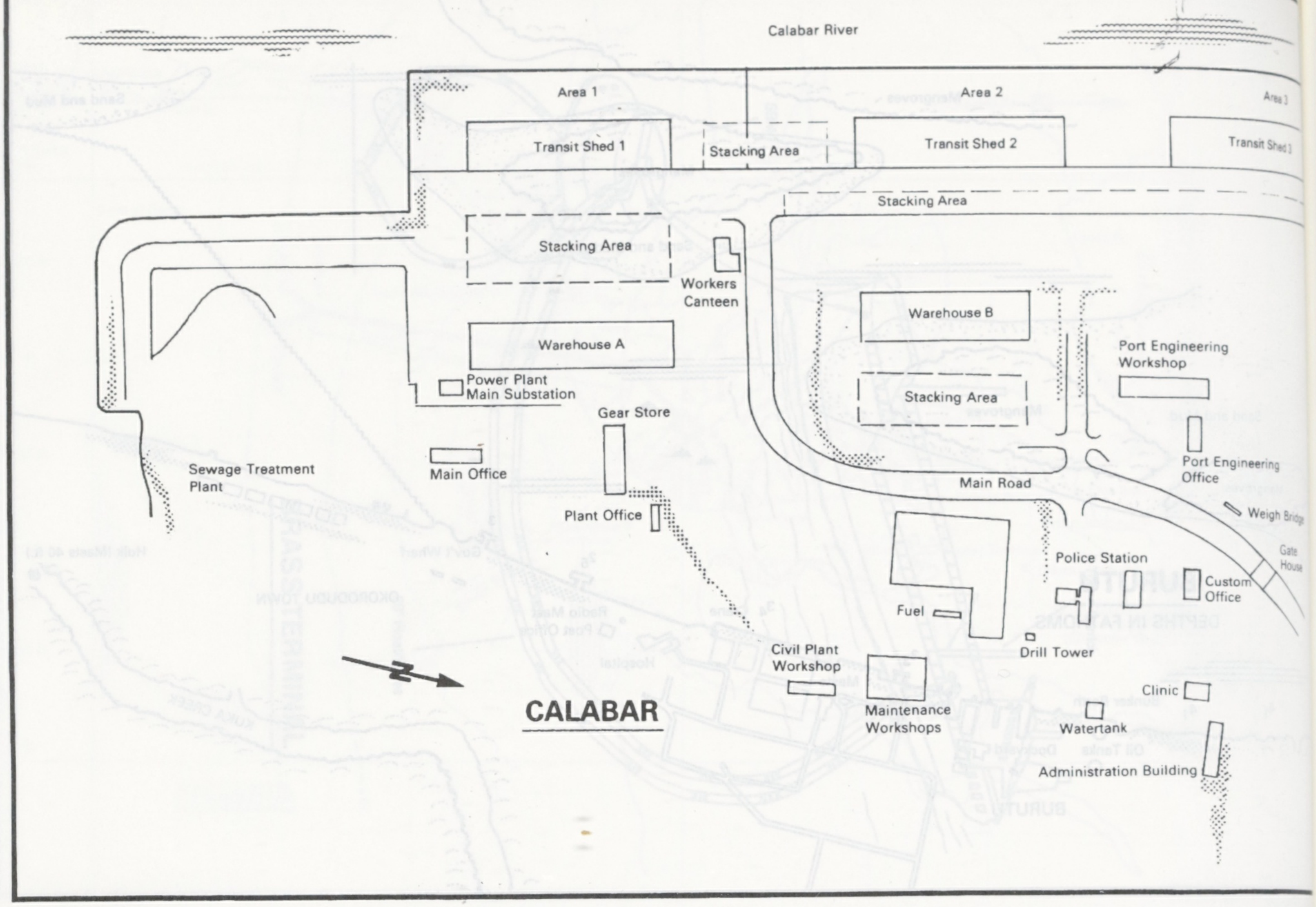
SBM MOORING ARRANGEMENT

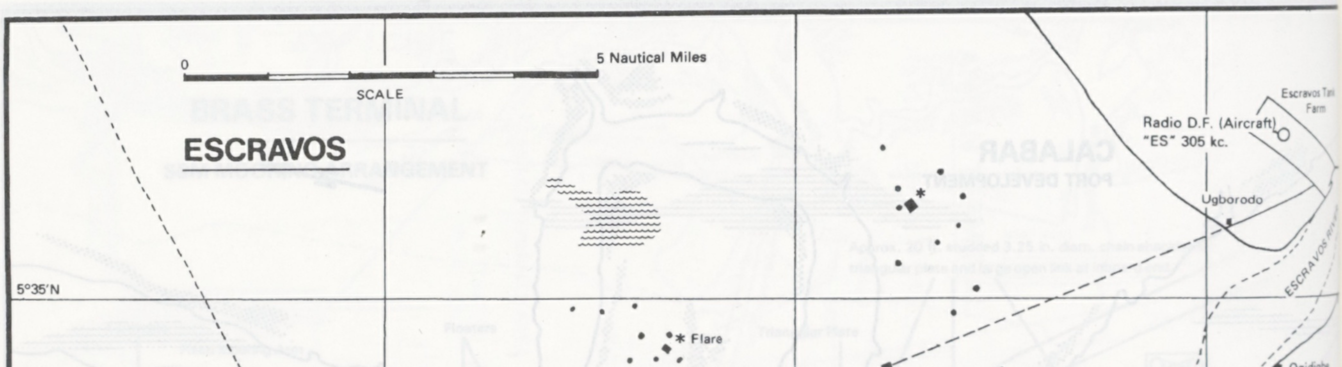

Turntable
Fixed Mooring Arm
Floaters
Triangular Plate
Approx. 20 ft. studded 3.25 in. diam. chain shackled to triangular plate and large open link at inboard end
Two 200 ft./15 in. circum. nylon mooring lines shackled to fixed mooring arm and triangular plate
Flotation Buoy
Two 7.5 in. circum. wire strops shackled to open link and made fast around ship bollards
600 ft. 12 in. Polypro
Pick Up Line

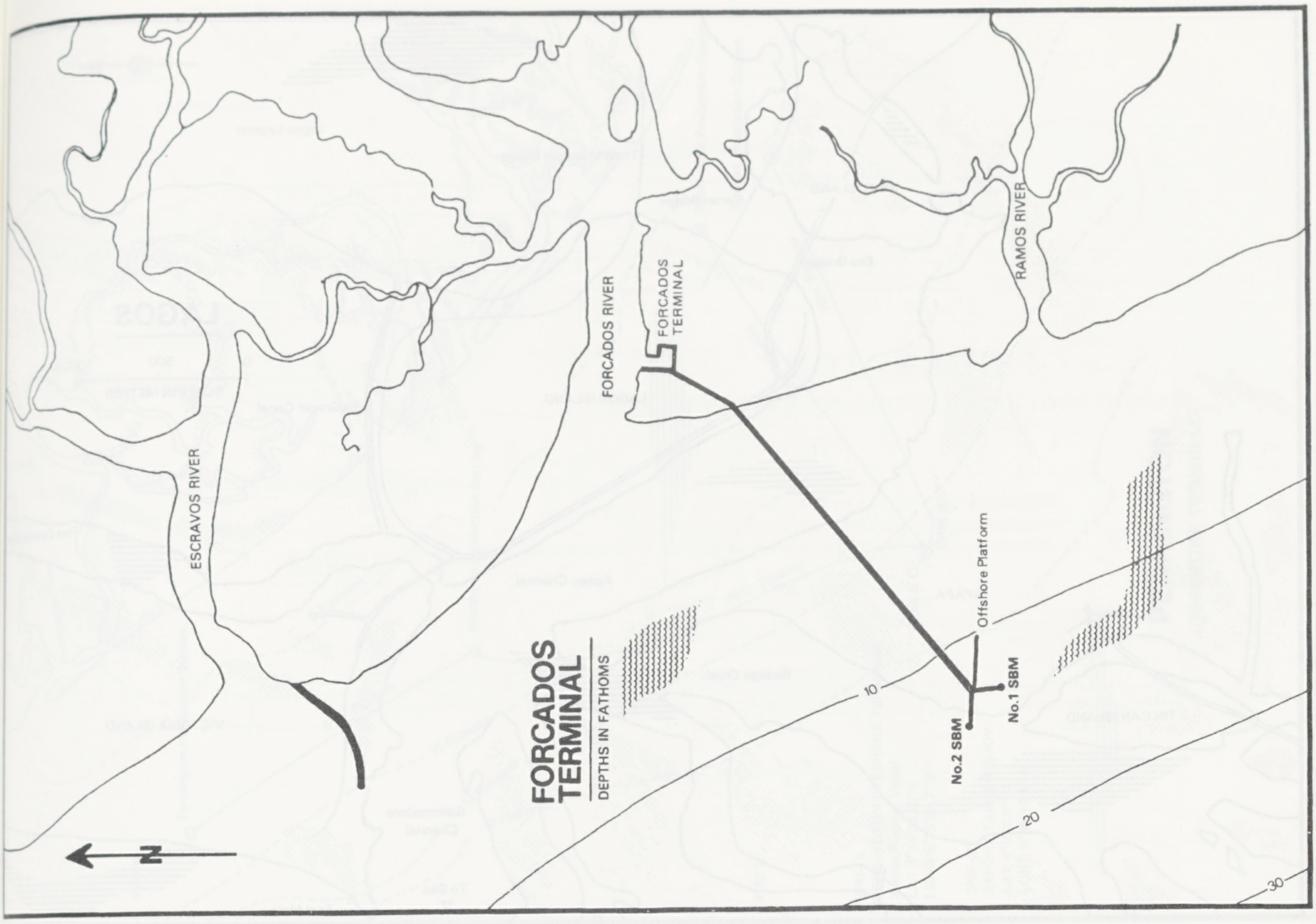
Vessels should have ready 3 in. messenger line to pass to line boat, led through the boat lead and abaft stem on port side.
Hoses picked up on port side. Port derrick rigged prior to arrival.

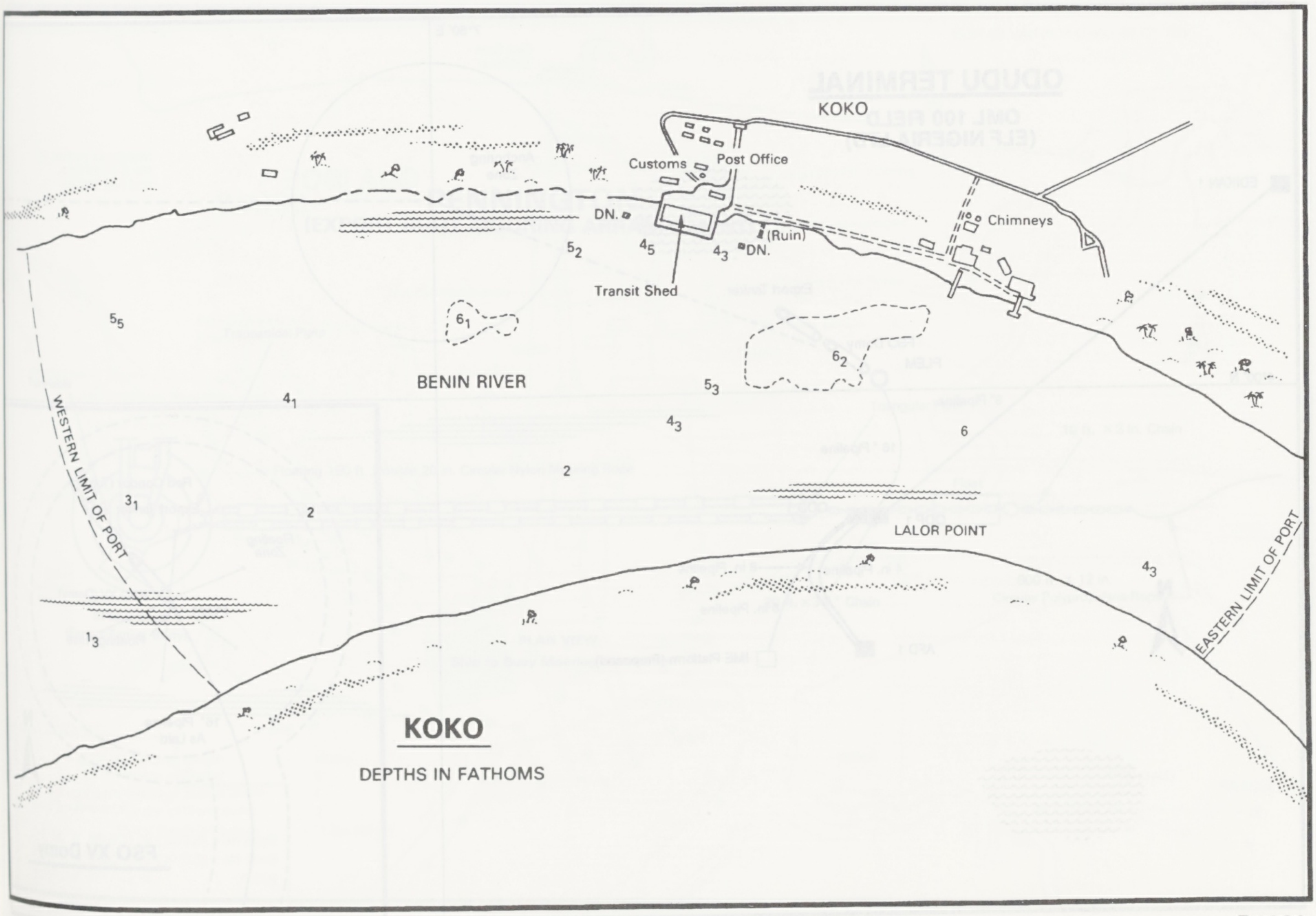

BURUTU
DEPTHS IN FATHOMS
Mangroves
Mangroves
Sand and Mud
Sand and Mud
Mangroves
Sand and Mud
Mangroves
Sand and Mud
4_1
4_1
Bunker Berth
4
Oil Tanks
Dockyard
BURUTU
3_3
Masts
3_4 Crane
2_5
Radio Mast
Post Office
Hospital
3
Gov't Wharf
OKORODUDU TOWN
Hulk (Masts 40 ft.)
KUKA CREEK

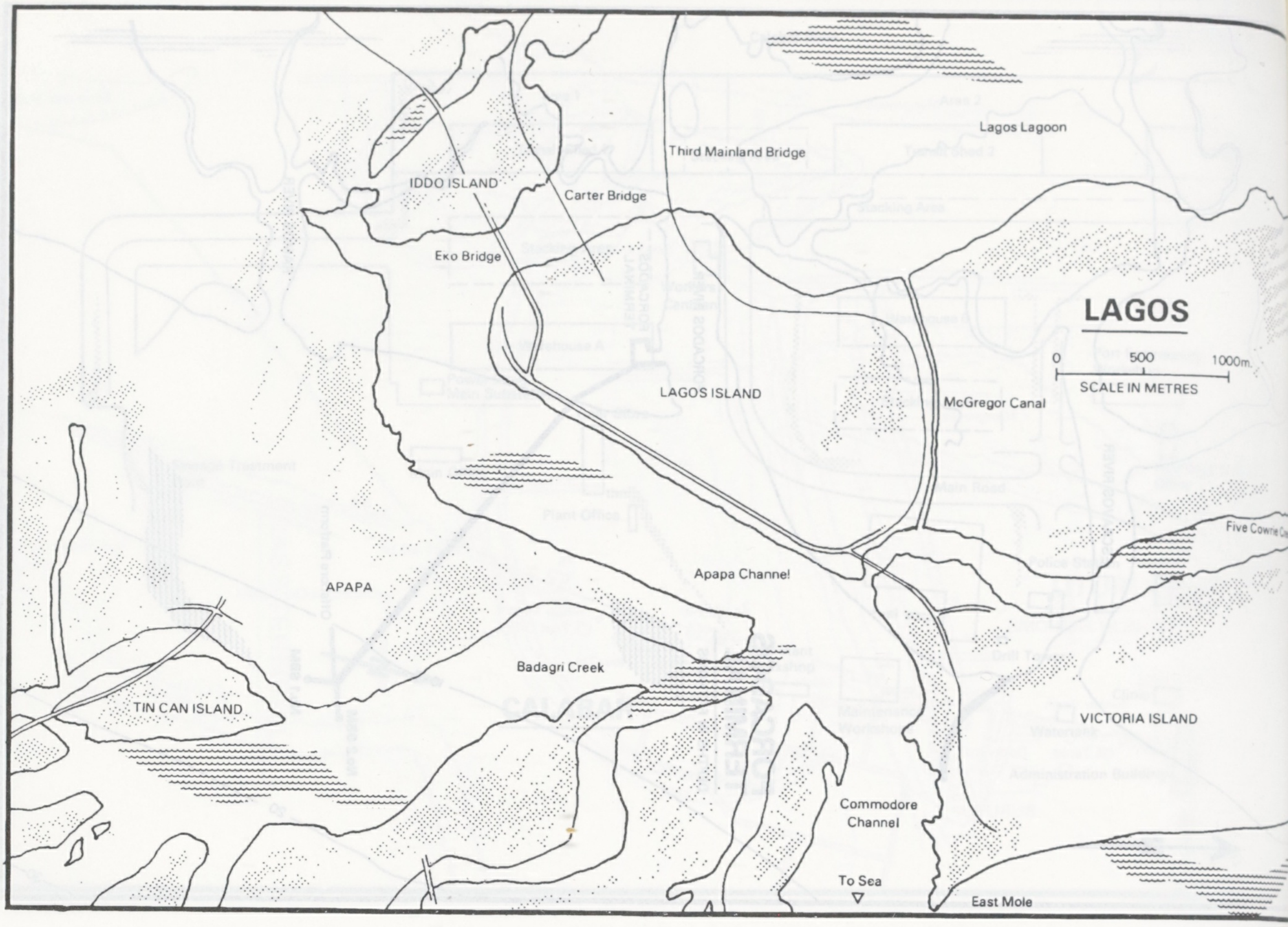

CALABAR
PORT DEVELOPMENT
CALABAR RIVER
HENSHAW TOWN
DUKE TOWN
CALABAR
EXISTING WHARF AREA
N.P.A. OFFICE
CALABAR PORT DEVELOPMENT (see next plan)
ACCESS ROAD
WESTERN AVENUE
N

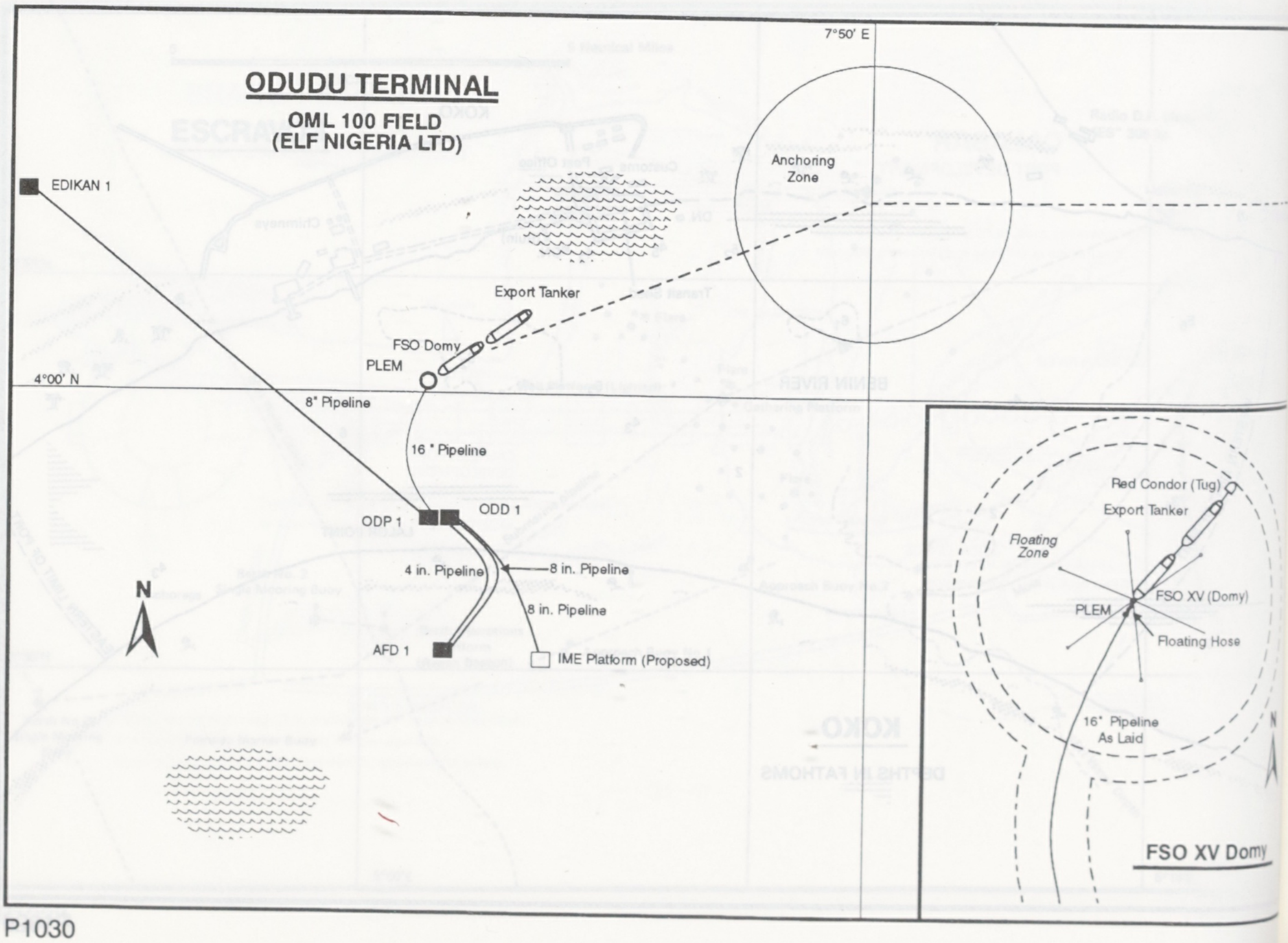

Calabar River
Area 1
Area 2
Area 3
Transit Shed 1
Stacking Area
Transit Shed 2
Transit Shed 3
Stacking Area
Stacking Area
Workers Canteen
Warehouse A
Warehouse B
Port Engineering Workshop
Stacking Area
Power Plant Main Substation
Gear Store
Sewage Treatment Plant
Main Office
Port Engineering Office
Main Road
Weigh Bridge
Plant Office
Gate House
Police Station
Custom Office
Fuel
Drill Tower
Civil Plant Workshop
Maintenance Workshops
Clinic
N
CALABAR
Watertank
Administration Building

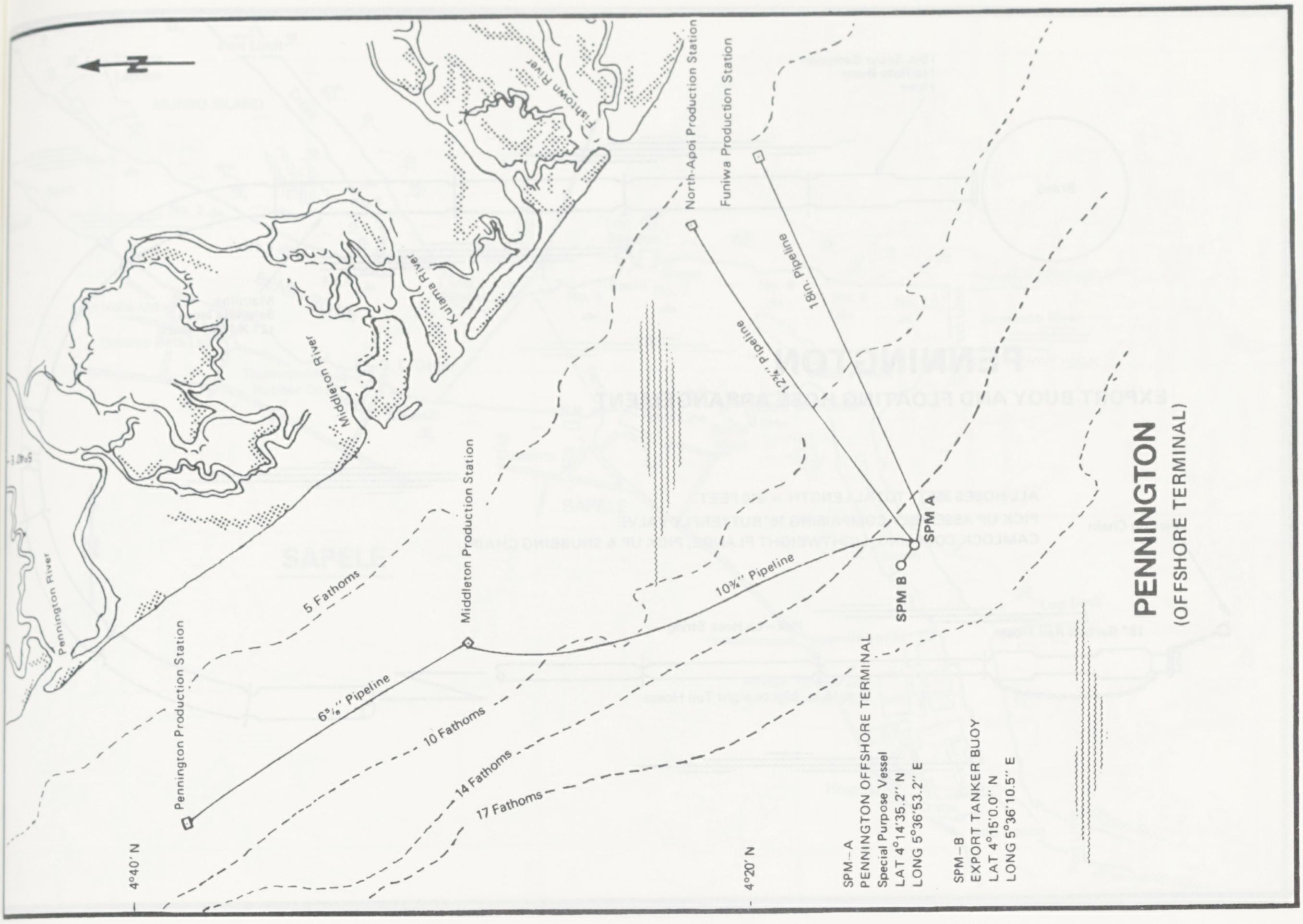

0
5 Nautical Miles
SCALE
ESCRAVOS
Escravos Tank Farm
Radio D.F. (Aircraft) "ES" 305 kc.
Ugborodo
Escravos River
5°35′N
Flare
Ogidigbe
Light House
Flare
Well Platform (Lighted)
Gathering Platform
60ft Water Depth
Flare
Submarine pipeline
Berth No. 2 Single Mooring Buoy
Approach Buoy No.2
Mole
Anchorage
Berth Operations Platform (Racon Beacon)
Approach Buoy No.1
5°30′N
Berth No.3 Single Mooring Buoy
Fairway Marker Buoy
15ft Water Depth
5°00′E
5°10′E


FORCADOS TERMINAL
DEPTHS IN FATHOMS
ESCRAVOS RIVER
FORCADOS RIVER
FORCADOS TERMINAL
RAMOS RIVER
Offshore Platform
No.1 SBM
No.2 SBM
10
20
30
N


KOKO
DEPTHS IN FATHOMS
KOKO
Customs
Post Office
Chimneys
DN.
(Ruin)
DN.
Transit Shed
BENIN RIVER
LALOR POINT
WESTERN LIMIT OF PORT
EASTERN LIMIT OF PORT
5₂
4₅
4₃
5₅
6₁
6₂
4₁
5₃
4₃
6
2
3₁
2
1₃
4₃


LAGOS
0
500
1000m.
SCALE IN METRES
Lagos Lagoon
Third Mainland Bridge
IDDO ISLAND
Carter Bridge
Eko Bridge
LAGOS ISLAND
McGregor Canal
Five Cowrie Cr
APAPA
Apapa Channel
Badagri Creek
TIN CAN ISLAND
VICTORIA ISLAND
Commodore Channel
To Sea
East Mole


ODUDU TERMINAL
OML 100 FIELD
(ELF NIGERIA LTD)
7°50' E
Anchoring Zone
EDIKAN 1
Export Tanker
FSO Domy
PLEM
4°00' N
8" Pipeline
16" Pipeline
ODP 1
ODD 1
4 in. Pipeline
8 in. Pipeline
8 in. Pipeline
AFD 1
IME Platform (Proposed)
N
Red Condor (Tug)
Export Tanker
Floating Zone
FSO XV (Domy)
PLEM
Floating Hose
16" Pipeline As Laid
N
FSO XV Domy

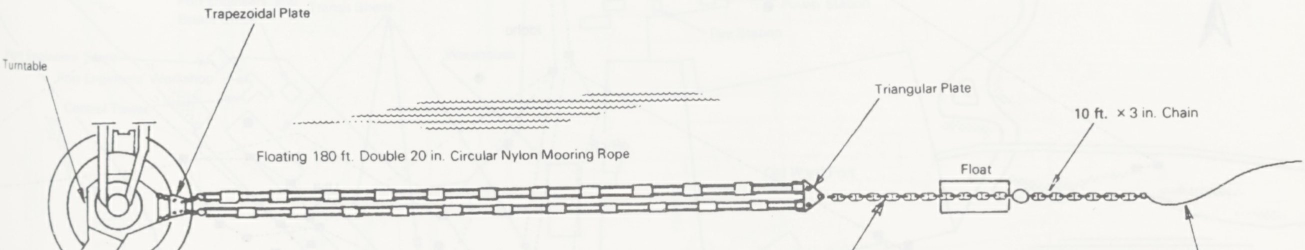

N
Fishtown River
Kulama River
Middleton River
Pennington River
North-Apoi Production Station
Funiwa Production Station
18in. Pipeline
12¾" Pipeline
10¾" Pipeline
6⅝" Pipeline
Middleton Production Station
Pennington Production Station
5 Fathoms
10 Fathoms
14 Fathoms
17 Fathoms
SPM A
SPM B
4°40' N
4°20' N

SPM–A
PENNINGTON OFFSHORE TERMINAL
Special Purpose Vessel
LAT 4°14'35.2" N
LONG 5°36'53.2" E

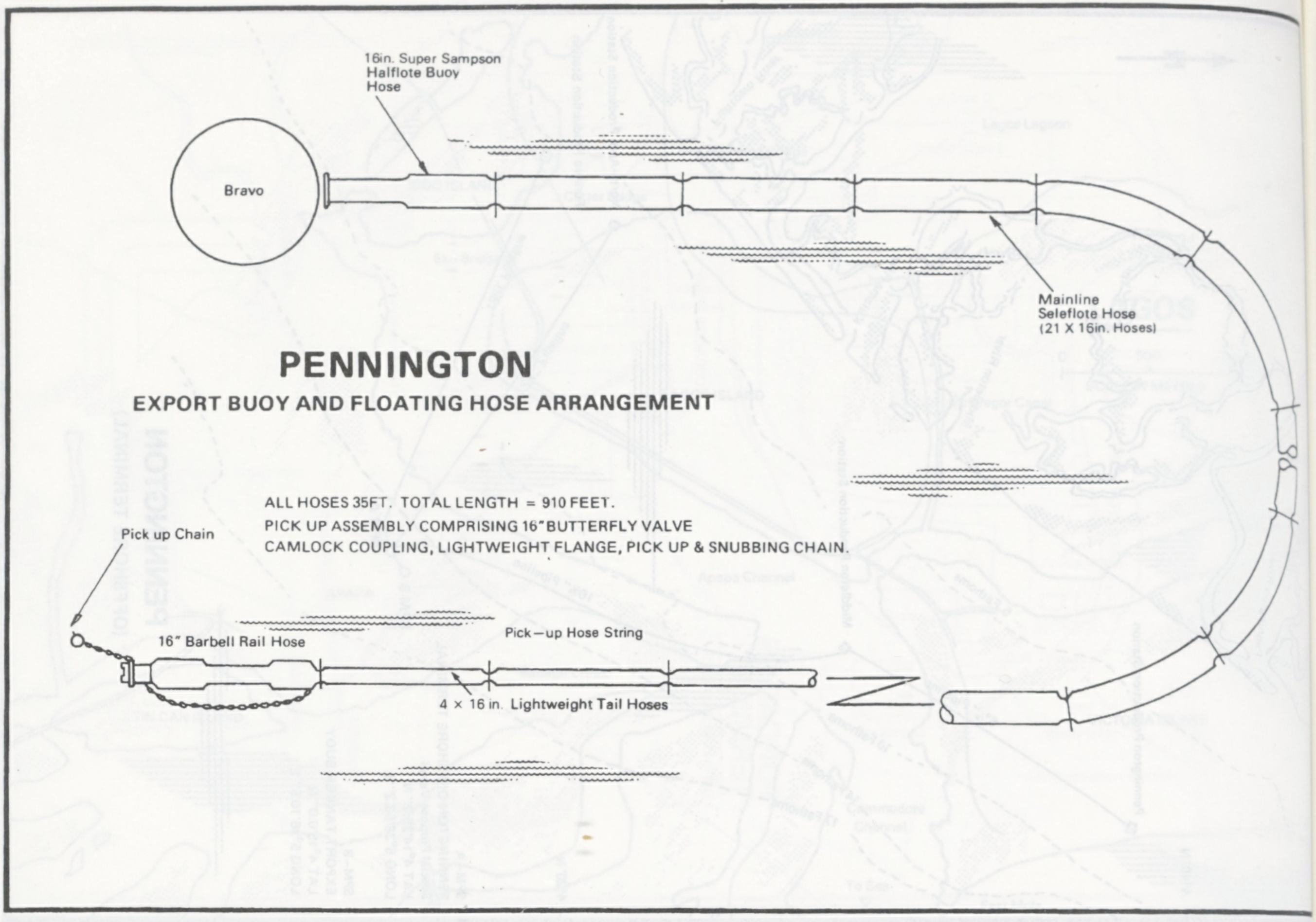
SPM–B
EXPORT TANKER BUOY
LAT 4°15'0.0" N
LONG 5°36'10.5" E

PENNINGTON
(OFFSHORE TERMINAL)

PENNINGTON
(EXPORT BUOY MOORING ARRANGEMENT)


Trapezoidal Plate
Turntable
Floating 180 ft. Double 20 in. Circular Nylon Mooring Rope
Triangular Plate
10 ft. × 3 in. Chain
Float
20 ft. × 3¼" Chain
600 ft. × 12 in.
Circular Polypropylene Rope
SPM B Buoy
(Export Tanker Buoy)

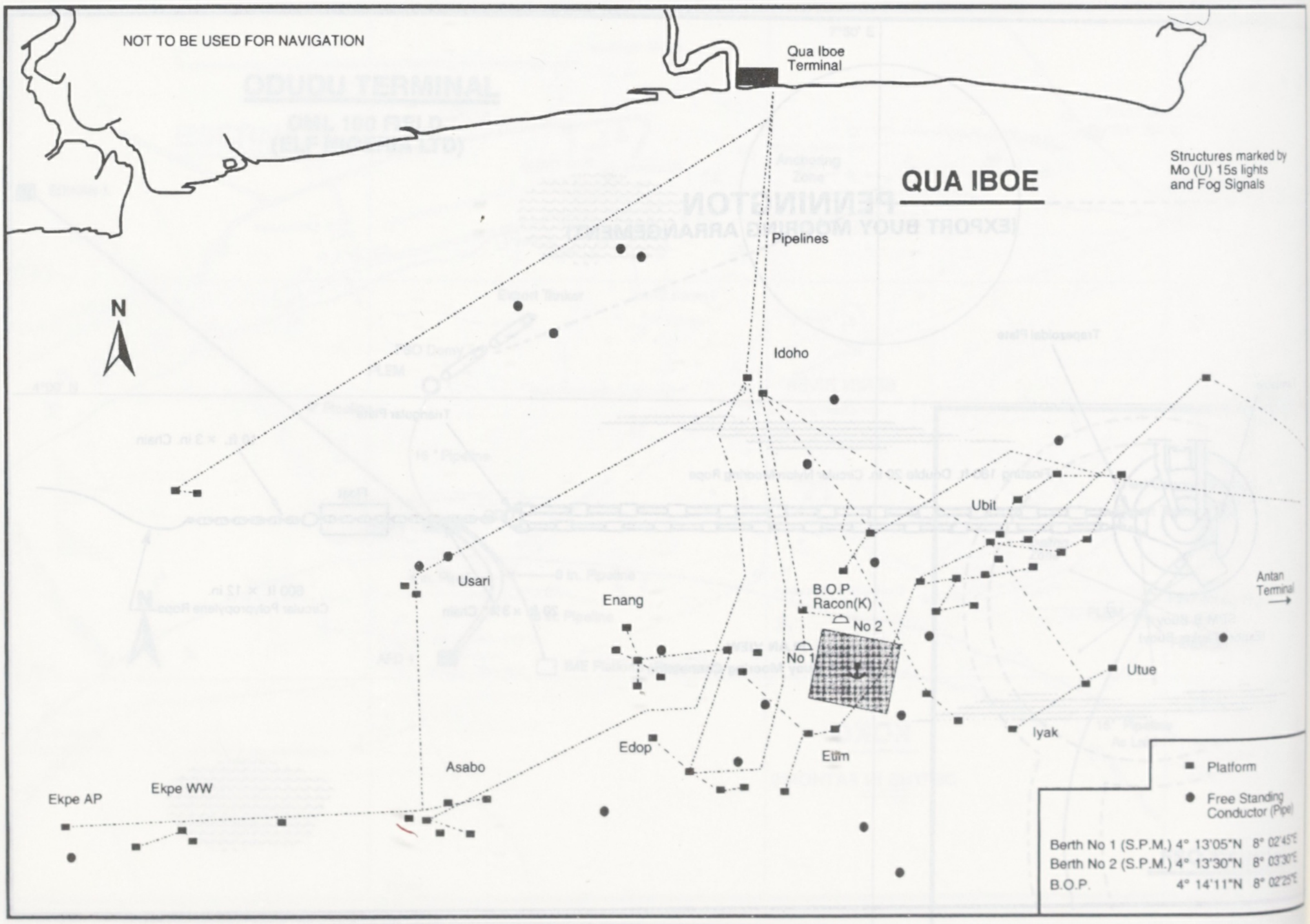
PLAN VIEW
Ship to Buoy Mooring Connection


16in. Super Sampson
Halflote Buoy
Hose
Bravo
Mainline
Seleflote Hose
(21 X 16in. Hoses)
Pick up Chain
16" Barbell Rail Hose
Pick–up Hose String
4 × 16 in. Lightweight Tail Hoses

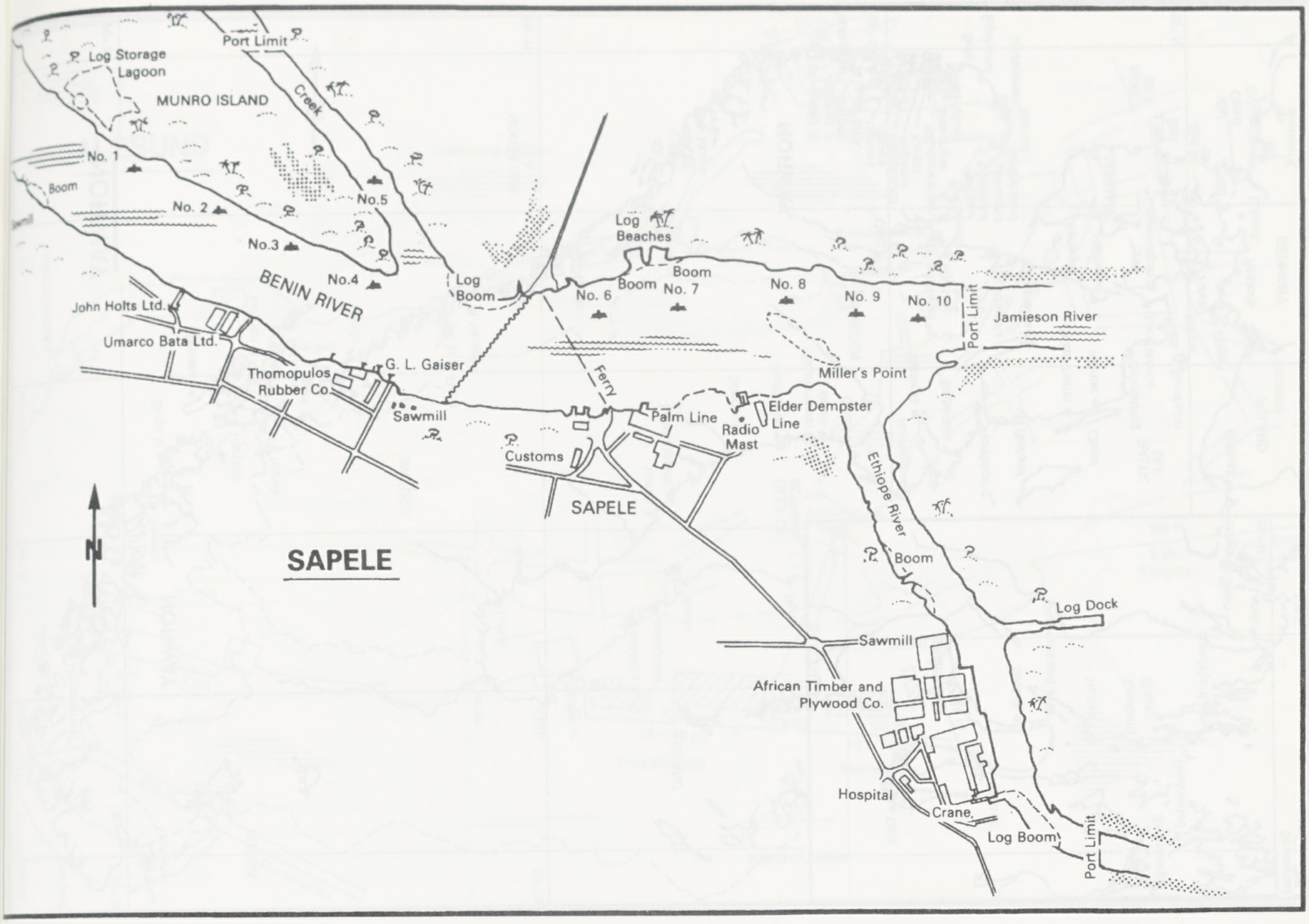
PENNINGTON

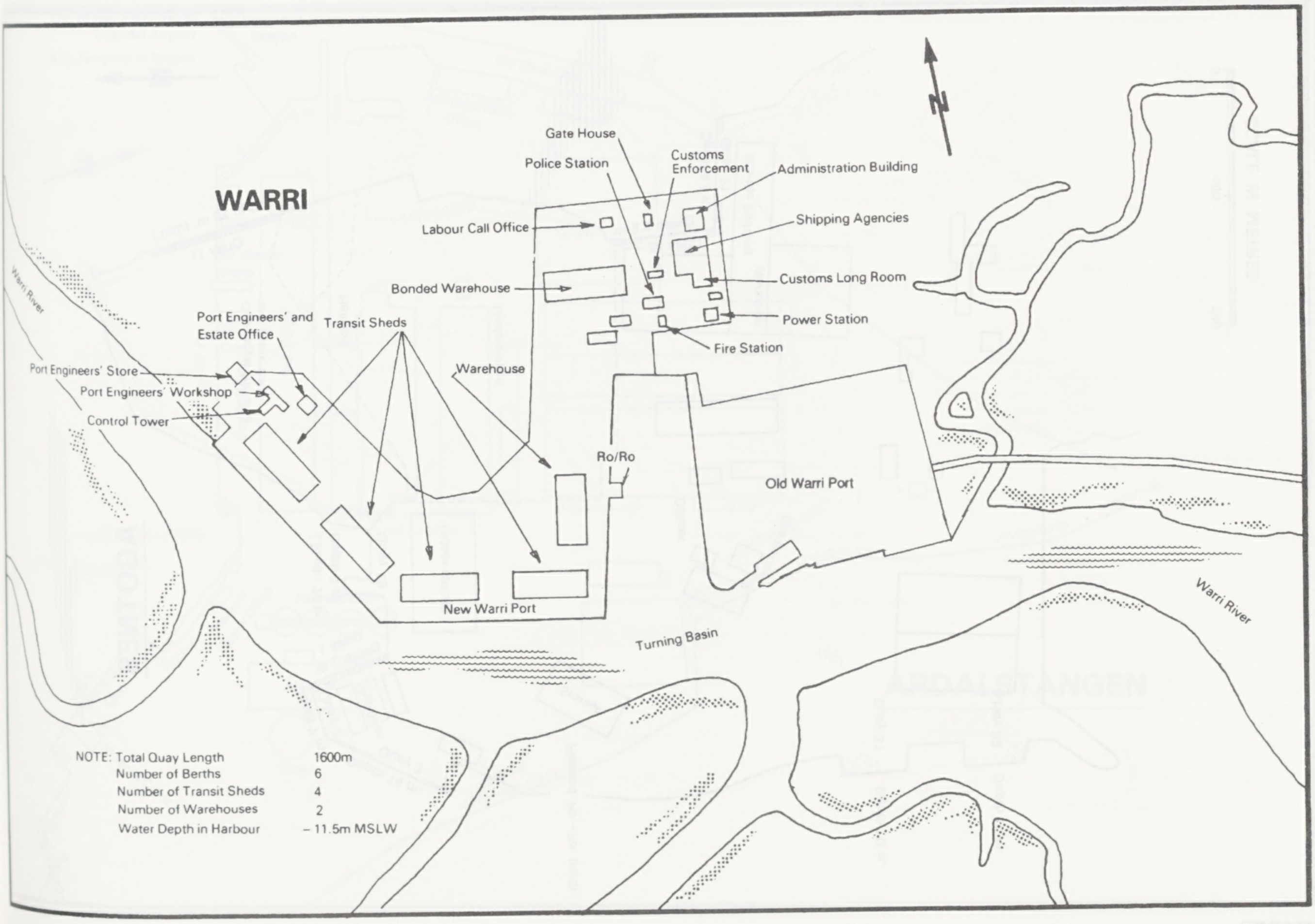
EXPORT BUOY AND FLOATING HOSE ARRANGEMENT

ALL HOSES 35FT. TOTAL LENGTH = 910 FEET.
PICK UP ASSEMBLY COMPRISING 16"BUTTERFLY VALVE
CAMLOCK COUPLING, LIGHTWEIGHT FLANGE, PICK UP & SNUBBING CHAIN.

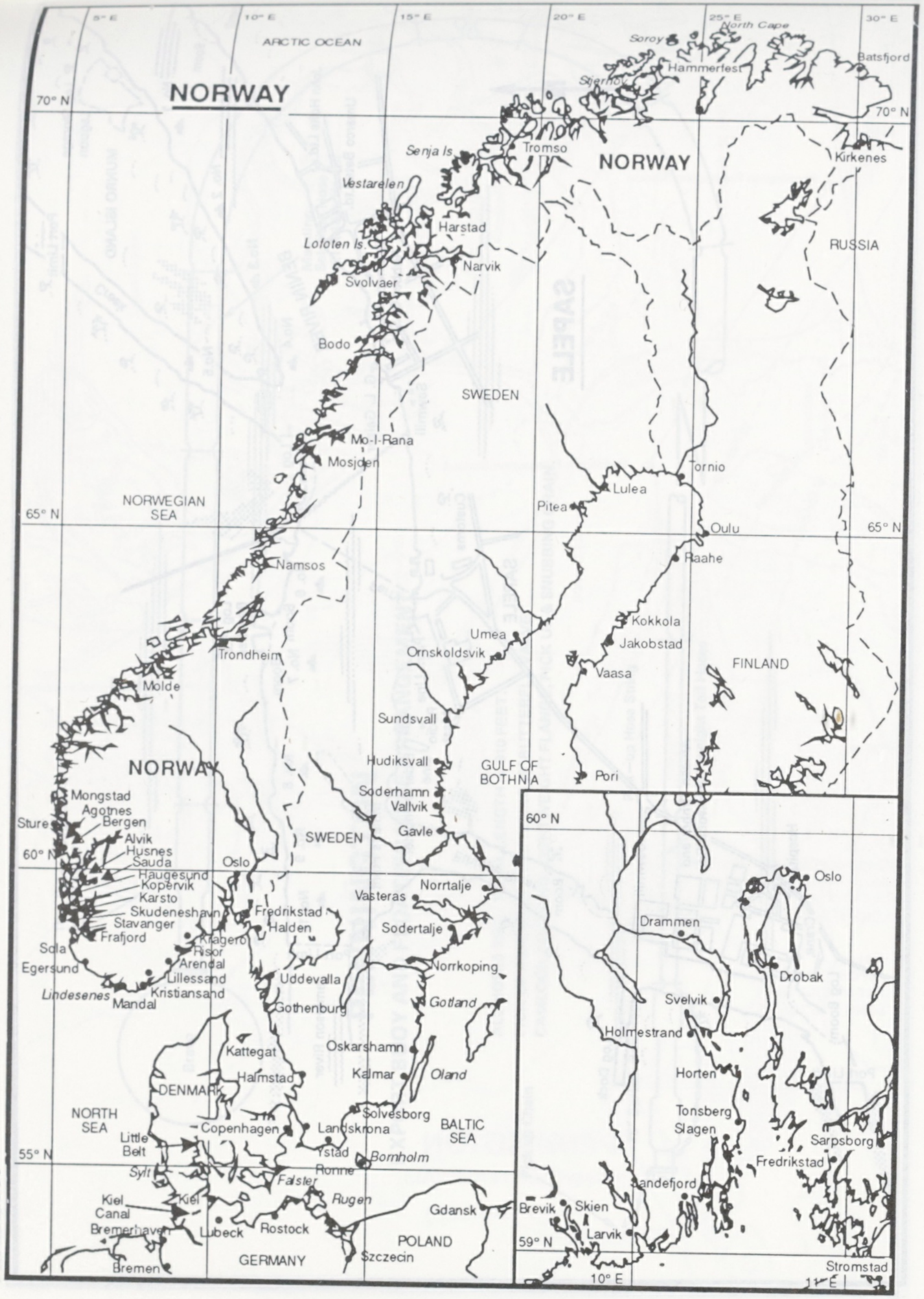

NOT TO BE USED FOR NAVIGATION
Qua Iboe
Terminal
QUA IBOE
Structures marked by
Mo (U) 15s lights
and Fog Signals
N
Pipelines
Idoho
Ubit
Usari
Enang
B.O.P.
Racon(K)
No 2
No 1
Antan
Terminal
Utue
Iyak
Edop
Etim
Asabo
Ekpe AP
Ekpe WW
■ Platform
● Free Standing
Conductor (Pipe)

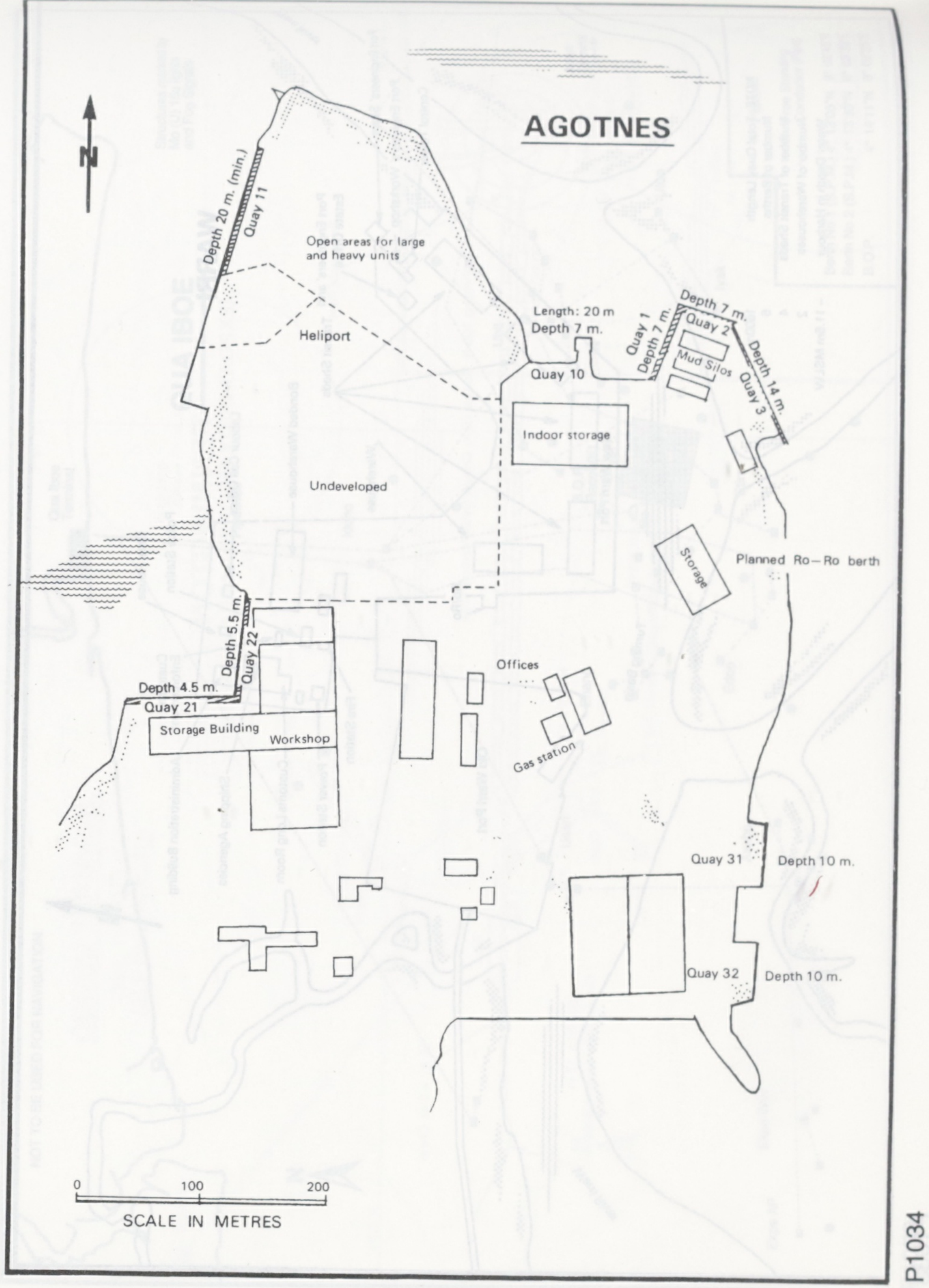
Berth No 1 (S.P.M.)	4° 13'05"N	8° 02'45"E
Berth No 2 (S.P.M.)	4° 13'30"N	8° 03'30"E
B.O.P.	4° 14'11"N	8° 02'25"E

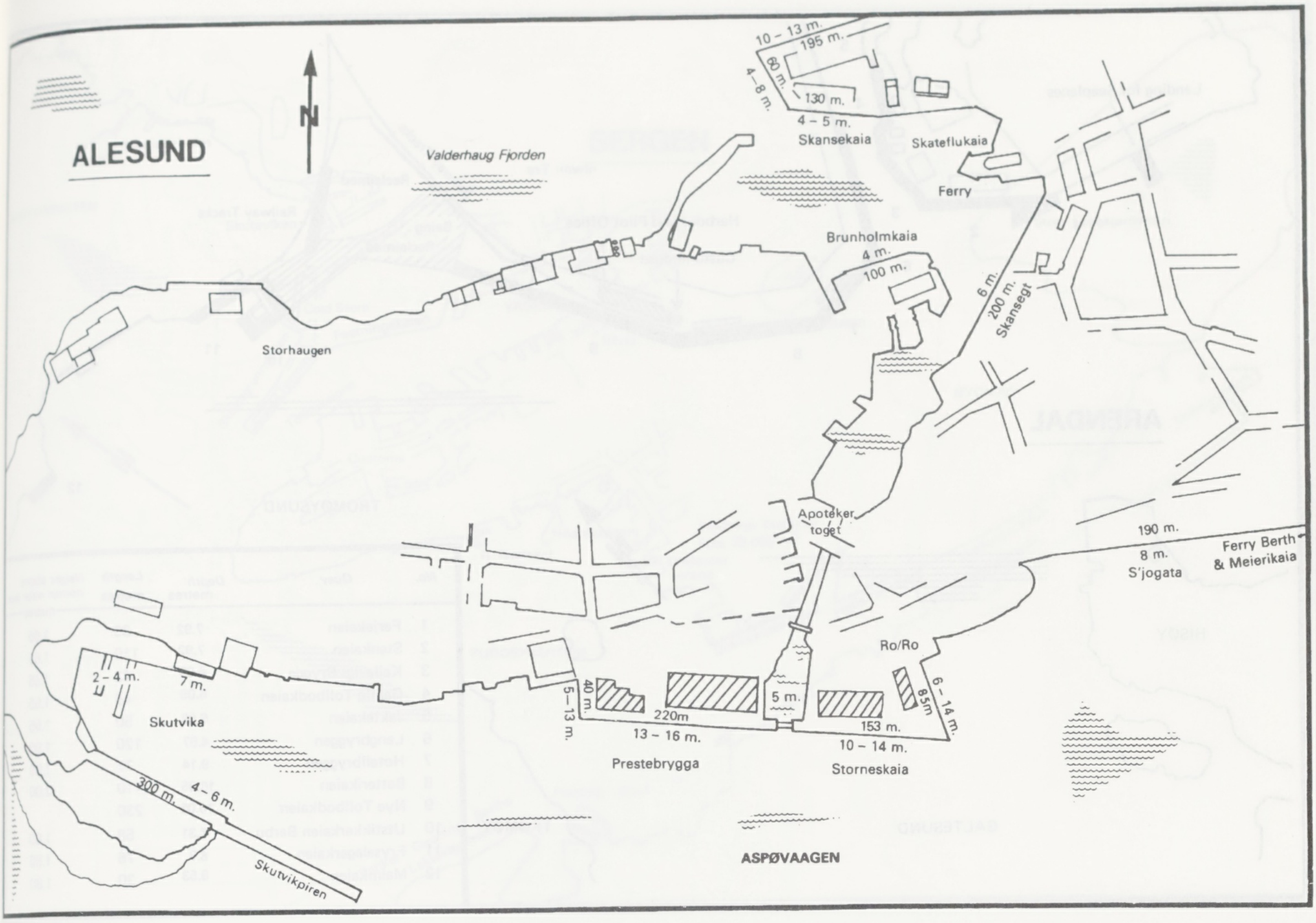

Port Limit
Log Storage Lagoon
MUNRO ISLAND
Creek
No. 1
Boom
Sawmill
No. 2
No.5
No.3
No.4
BENIN RIVER
Log Boom
Log Beaches
Boom
No. 6
Boom
No. 7
No. 8
No. 9
No. 10
Port Limit
Jamieson River
John Holts Ltd.
Umarco Bata Ltd.
G. L. Gaiser
Thomopulos Rubber Co.
Sawmill
Ferry
Miller's Point
Palm Line
Radio Mast
Elder Dempster Line
Customs
SAPELE
N
SAPELE
Ethiope River
Boom
Log Dock
Sawmill
African Timber and Plywood Co.
Hospital
Crane
Log Boom
Port Limit

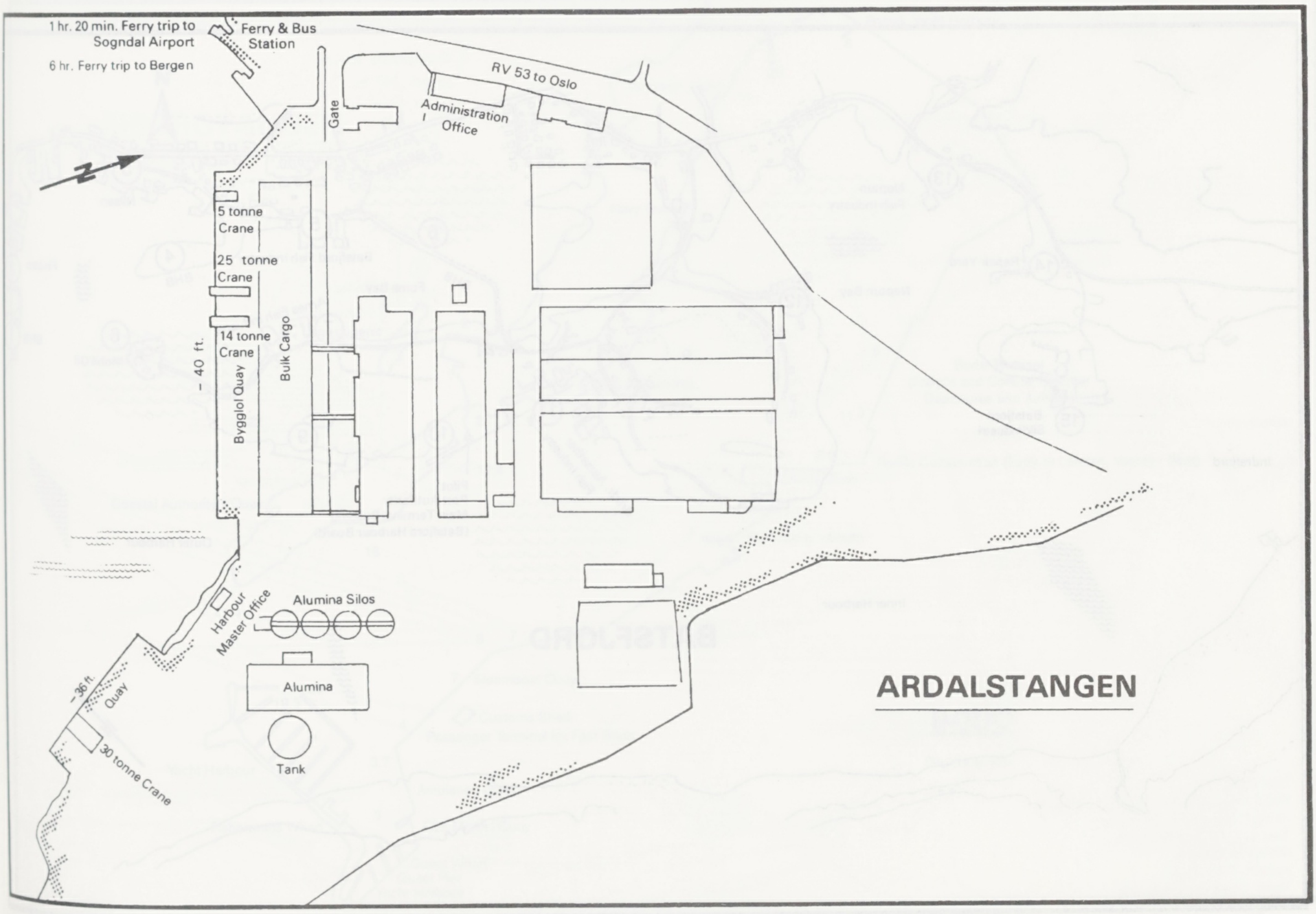

N
WARRI
Gate House
Police Station
Customs Enforcement
Administration Building
Labour Call Office
Shipping Agencies
Bonded Warehouse
Customs Long Room
Power Station
Fire Station
Warri River
Port Engineers' and Estate Office
Transit Sheds
Port Engineers' Store
Warehouse
Port Engineers' Workshop
Control Tower
Ro/Ro
Old Warri Port
New Warri Port
Turning Basin
Warri River

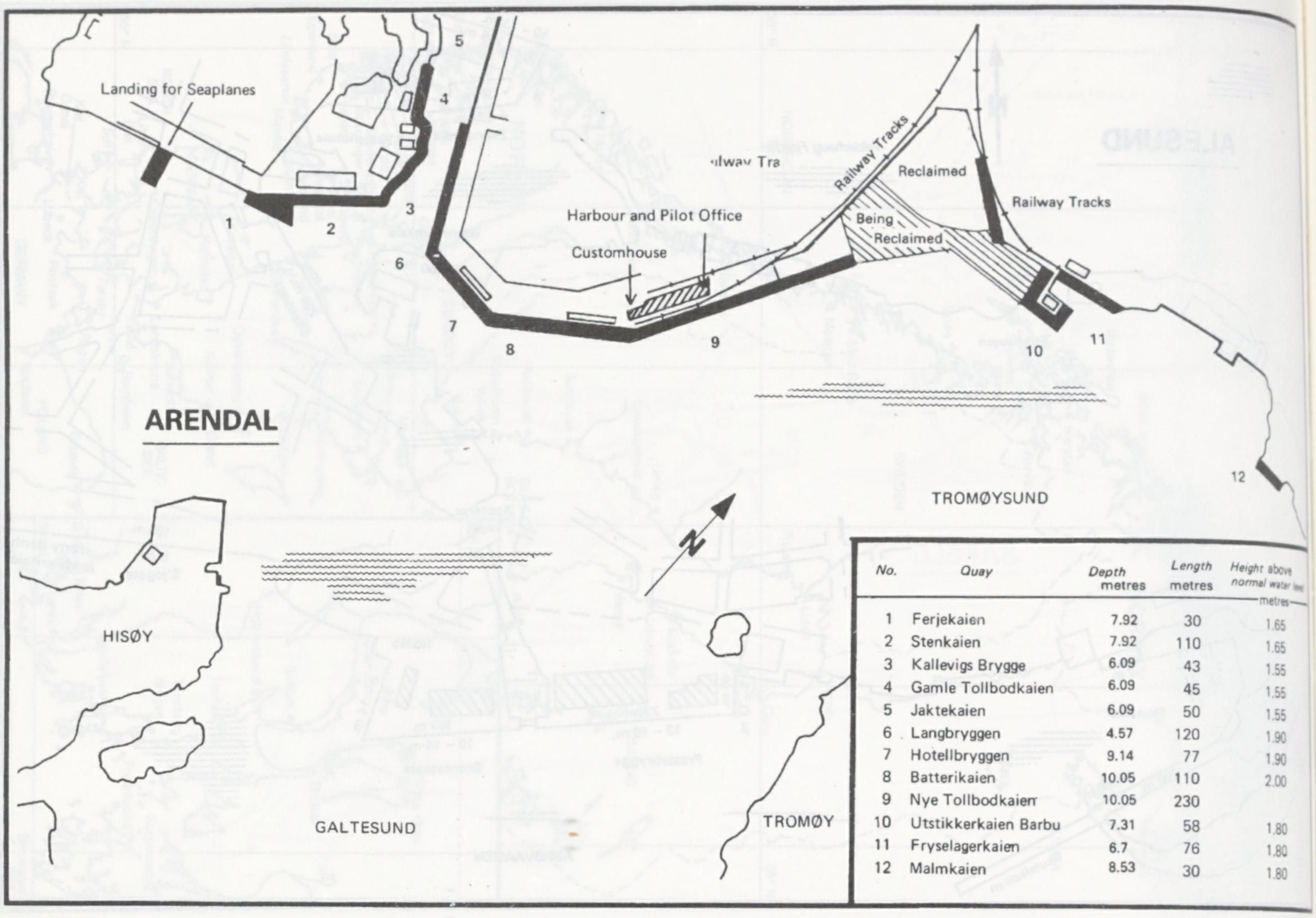
NOTE:	
Total Quay Length	1600m
Number of Berths	6
Number of Transit Sheds	4
Number of Warehouses	2
Water Depth in Harbour	– 11.5m MSLW


NORWAY
ARCTIC OCEAN
5° E
10° E
15° E
20° E
25° E
30° E
70° N
65° N
60° N
55° N
Soroy
North Cape
Hammerfest
Batsfjord
Stjernoy
Kirkenes
Senja Is.
Tromso
NORWAY
Vestarelen
Harstad
Lofoten Is.
Narvik
Svolvaer
RUSSIA
Bodo
SWEDEN
Mo-I-Rana
Mosjoen
Tornio
Lulea
Pitea
Oulu
Raahe
NORWEGIAN SEA
Namsos
Kokkola
Jakobstad
Umea
Ornskoldsvik
Vaasa
FINLAND
Trondheim
Molde
Sundsvall
Hudiksvall
GULF OF BOTHNIA
Pori
NORWAY
Soderhamn
Vallvik
Gavle
Mongstad
Agotnes
Sture
Bergen
Alvik
Husnes
Sauda
Haugesund
Kopervik
Karsto
Skudeneshavn
Stavanger
Sola
Frafjord
Egersund
Oslo
SWEDEN
Norrtalje
Vasteras
Fredrikstad
Halden
Sodertalje
Kragero
Risor
Arendal
Lillessand
Kristiansand
Mandal
Lindesenes
Uddevalla
Norrkoping
Gothenburg
Gotland
Oskarshamn
Kattegat
Kalmar
Oland
Halmstad
DENMARK
NORTH SEA
Solvesborg
BALTIC SEA
Little Belt
Copenhagen
Landskrona
Ystad
Bornholm
Ronne
Sylt
Falster
Kiel Canal
Kiel
Rugen
Gdansk
Bremerhaven
Lubeck
Rostock
POLAND
Szczecin
GERMANY
Bremen
60° N
Oslo
Drammen
Drobak
Svelvik
Holmestrand
Horten
Tonsberg
Slagen
Sarpsborg
Fredrikstad
Sandefjord
Brevik
Skien
Larvik
59° N
10° E
11° E
Stromstad

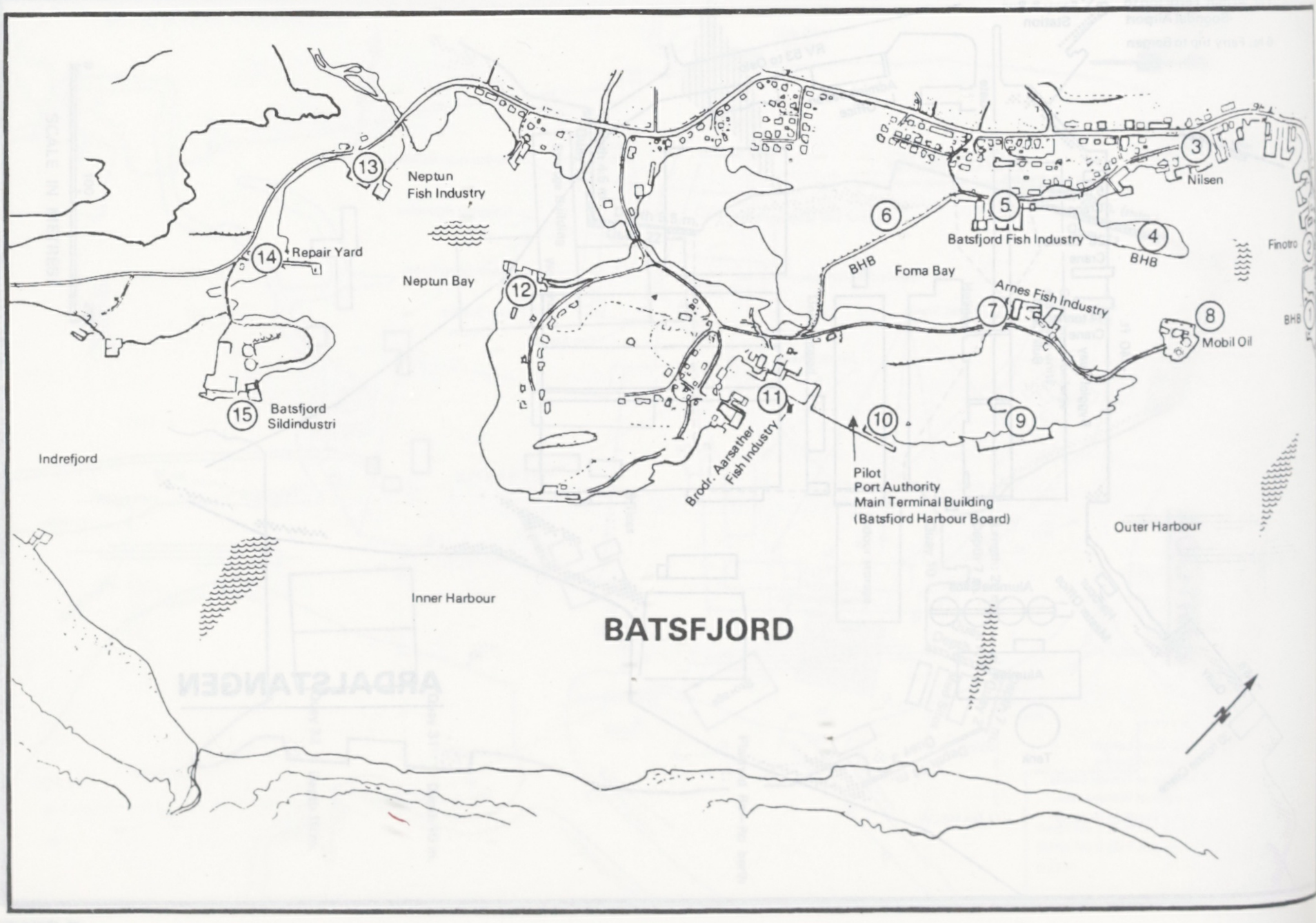

AGOTNES
N
Depth 20 m. (min.)
Quay 11
Open areas for large and heavy units
Heliport
Length: 20 m
Depth 7 m.
Quay 10
Quay 1
Depth 7 m.
Depth 7 m.
Quay 2
Mud Silos
Depth 14 m.
Quay 3
Indoor storage
Undeveloped
Storage
Planned Ro–Ro berth
Depth 5.5 m.
Quay 22
Depth 4.5 m.
Quay 21
Offices
Storage Building
Workshop
Gas station
Quay 31
Depth 10 m.
Quay 32
Depth 10 m.
0
100
200
SCALE IN METRES

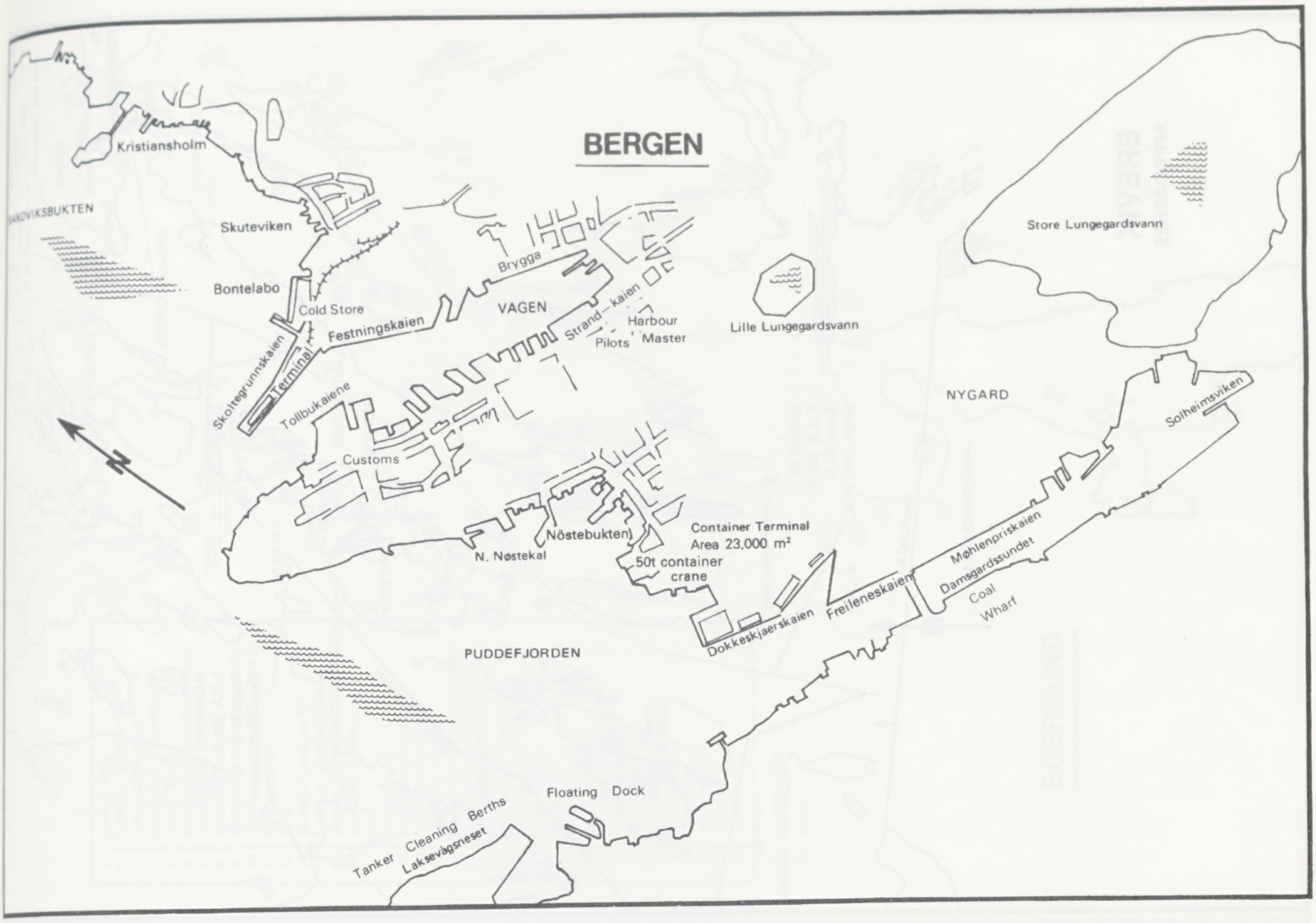

ALESUND
N
Valderhaug Fjorden
10 – 13 m.
195 m.
60 m.
4 – 8 m.
130 m.
4 – 5 m.
Skansekaia
Skateflukaia
Ferry
Brunholmkaia
4 m.
100 m.
6 m.
200 m.
Skansegt
Storhaugen
Apoteker
toget
190 m.
8 m.
S'jogata
Ferry Berth
& Meierikaia
Ro/Ro
2 – 4 m.
7 m.
Skutvika
40 m.
5 – 13 m.
220m
13 – 16 m.
Prestebrygga
5 m.
153 m.
10 – 14 m.
Storneskaia
6 – 14 m.
85m
300 m.
4 – 6 m.
Skutvikpiren
ASPØVAAGEN

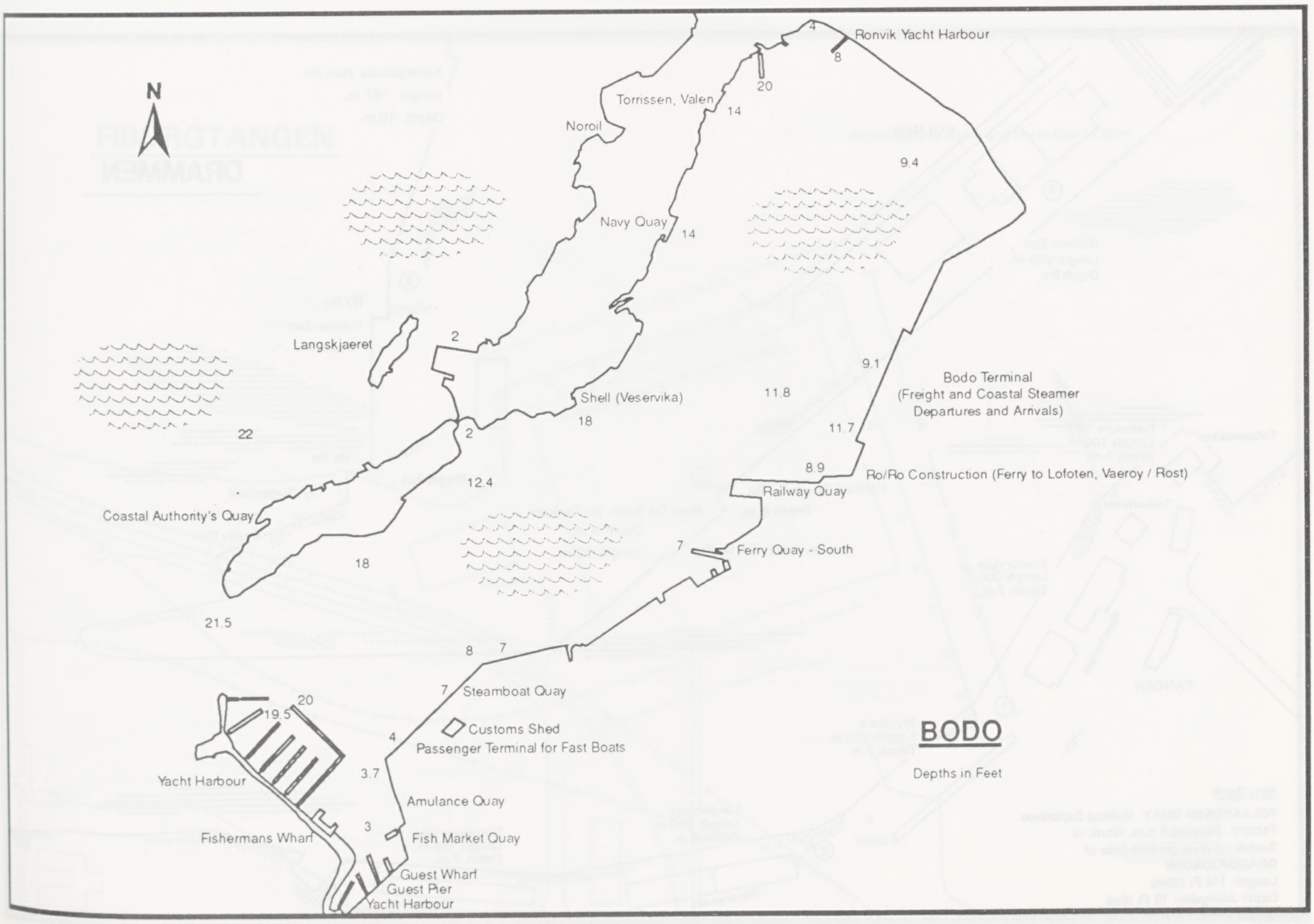

1 hr. 20 min. Ferry trip to
Sogndal Airport
6 hr. Ferry trip to Bergen
Ferry & Bus
Station
Gate
RV 53 to Oslo
Administration
Office
N
5 tonne
Crane
25 tonne
Crane
14 tonne
Crane
– 40 ft.
Bygglol Quay
Bulk Cargo
Harbour
Master Office
Alumina Silos
Alumina
Tank
– 36 ft.
Quay
30 tonne Crane
ARDALSTANGEN

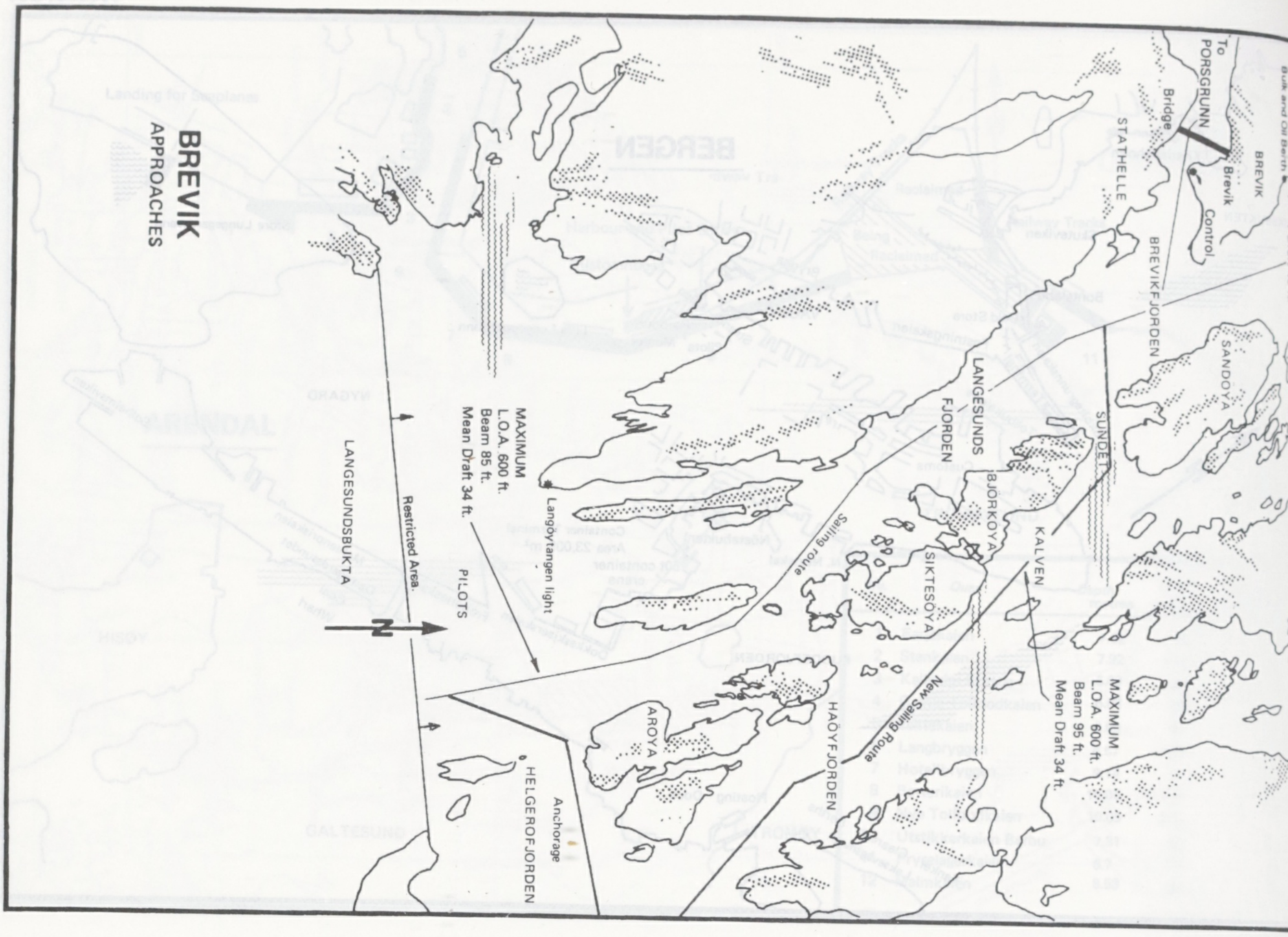

Landing for Seaplanes
1
2
3
4
5
6
7
8
9
10
11
12
ilway Tra
Railway Tracks
Reclaimed
Being Reclaimed
Railway Tracks
Harbour and Pilot Office
Customhouse
ARENDAL
HISØY
GALTESUND
TROMØY
TROMØYSUND
N

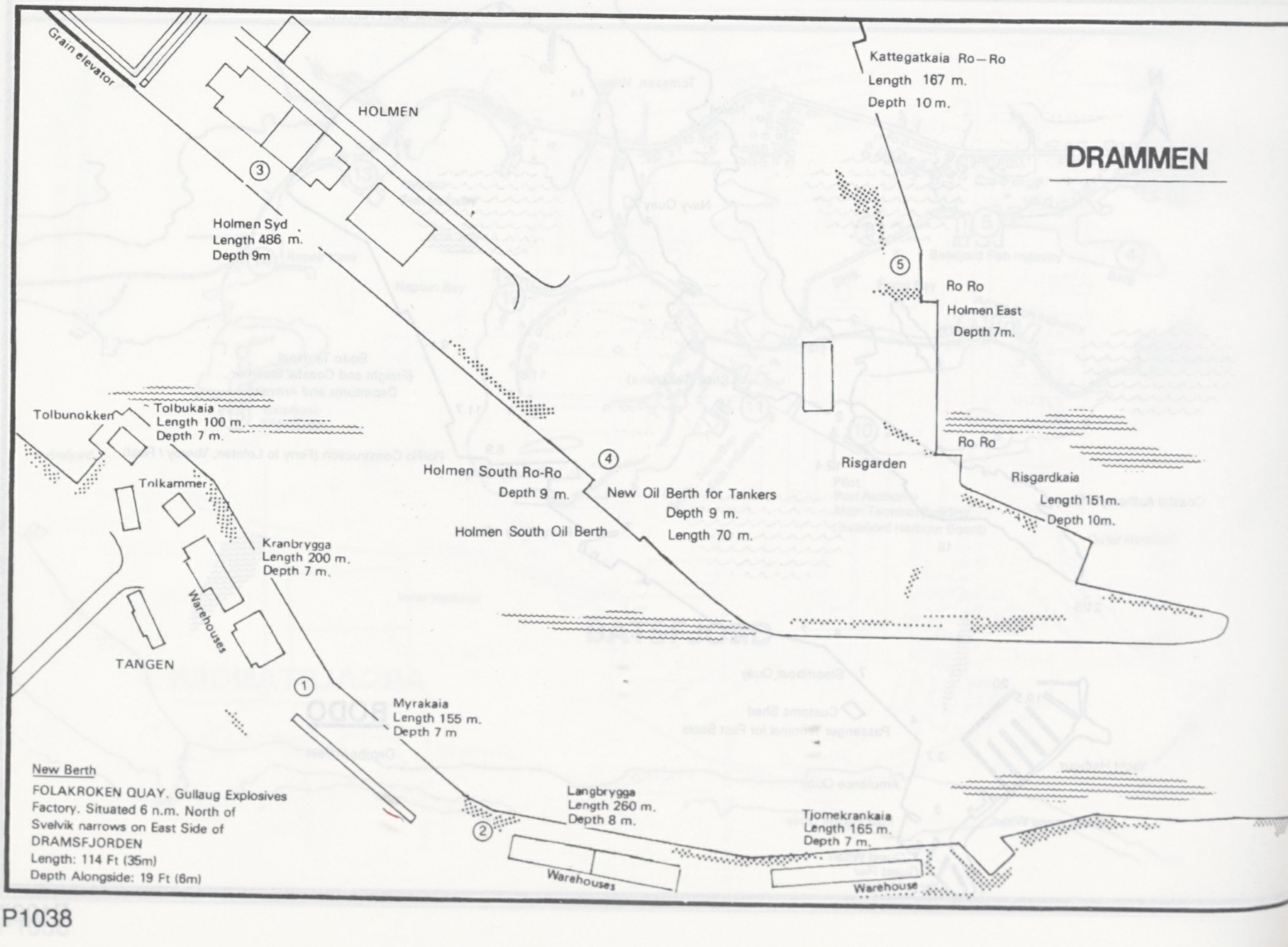
No.	Quay	Depth metres	Length metres	Height above normal water level metres
1	Ferjekaien	7.92	30	1.65
2	Stenkaien	7.92	110	1.65
3	Kallevigs Brygge	6.09	43	1.55
4	Gamle Tollbodkaien	6.09	45	1.55
5	Jaktekaien	6.09	50	1.55
6	Langbryggen	4.57	120	1.90
7	Hotellbryggen	9.14	77	1.90
8	Batterikaien	10.05	110	2.00
9	Nye Tollbodkaien	10.05	230	
10	Utstikkerkaien Barbu	7.31	58	1.80
11	Fryselagerkaien	6.7	76	1.80
12	Malmkaien	8.53	30	1.80


BATSFJORD
③ Nilsen
④ BHB
⑤ Batsfjord Fish Industry
⑥
BHB
Foma Bay
⑦ Arnes Fish Industry
⑧ Mobil Oil
⑨
⑩
⑪
Brodr. Aarsæther Fish Industry
⑫
Neptun Bay
⑬ Neptun Fish Industry
⑭ Repair Yard
⑮ Batsfjord Sildindustri
Pilot
Port Authority
Main Terminal Building
(Batsfjord Harbour Board)
Indrefjord
Inner Harbour
Outer Harbour
Finotro
BHB
N


BERGEN
Kristiansholm
SANDVIKSBUKTEN
Skuteviken
Bontelabo
Cold Store
Skoltegrunnskaien
Terminal
Festningskaien
Tollbukaiene
Brygga
VAGEN
Strand—kaien
Harbour
Pilots
Master
Lille Lungegardsvann
Store Lungegardsvann
NYGARD
Solheimsviken
N
Customs
Nöstebukten
N. Nøstekai
Container Terminal
Area 23,000 m²
50t container
crane
Møhlenpriskaien
Damsgardssundet
Coal
Wharf
Freileneskaien
Dokkeskjaerskaien
PUDDEFJORDEN
Floating Dock
Tanker Cleaning Berths
Laksevägsneset

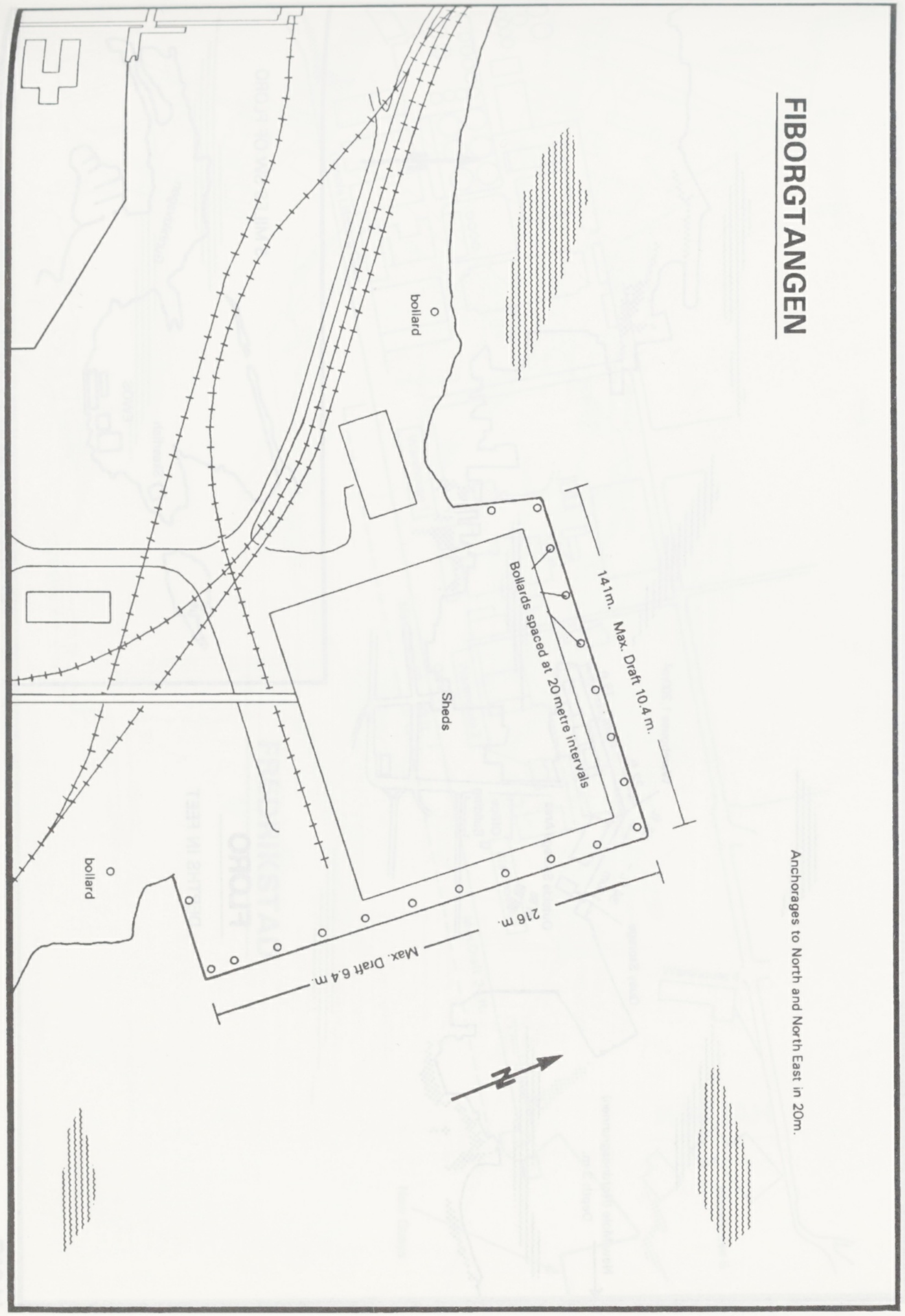

N
4
Ronvik Yacht Harbour
8
20
Torrissen, Valen
14
Noroil
9.4
Navy Quay
14
2
Langskjaeret
9.1
Bodo Terminal
(Freight and Coastal Steamer
Departures and Arrivals)
11.8
Shell (Veservika)
18
2
22
11.7
8.9
Ro/Ro Construction (Ferry to Lofoten, Vaeroy / Rost)
Railway Quay
12.4
Coastal Authority's Quay
18
7
Ferry Quay - South
21.5
8
7
7
Steamboat Quay
20
19.5
Customs Shed
4
Passenger Terminal for Fast Boats
BODO
Depths in Feet
Yacht Harbour
3.7
Amulance Quay
3
Fishermans Wharf
Fish Market Quay
Guest Wharf
Guest Pier
Yacht Harbour


BREVIK
APPROACHES
LANGESUNDSBUKTA
Restricted Area.
N
PILOTS
MAXIMUM
L.O.A. 600 ft.
Beam 85 ft.
Mean Draft 34 ft.
Langøytangen light
Sailing route
AROYA
HELGEROFJORDEN
Anchorage
HAOYFJORDEN
New Sailing Route
SIKTESOYA
LANGESUNDS
FJORDEN
BJORKOYA
KALVEN
SUNDET
MAXIMUM
L.O.A. 600 ft.
Beam 95 ft.
Mean Draft 34 ft.
SANDOYA
BREVIKFJORDEN
STATHELLE
Bridge
To
PORSGRUNN
Brevik
Control
BREVIK
Bulk and Oil Berth


DRAMMEN
Grain elevator
HOLMEN
③
Holmen Syd
Length 486 m.
Depth 9m
Kattegatkaia Ro – Ro
Length 167 m.
Depth 10 m.
⑤
Ro Ro
Holmen East
Depth 7m.
Ro Ro
Risgarden
Risgardkaia
Length 151m.
Depth 10m.
④
Holmen South Ro-Ro
Depth 9 m.
New Oil Berth for Tankers
Depth 9 m.
Length 70 m.
Holmen South Oil Berth
Tolbunokken
Tolbukaia
Length 100 m.
Depth 7 m.
Tolkammer
Kranbrygga
Length 200 m.
Depth 7 m.
Warehouses
TANGEN
①
Myrakaia
Length 155 m.
Depth 7 m
②
Langbrygga
Length 260 m.
Depth 8 m.
Warehouses
Tjomekrankaia
Length 165 m.
Depth 7 m.
Warehouse

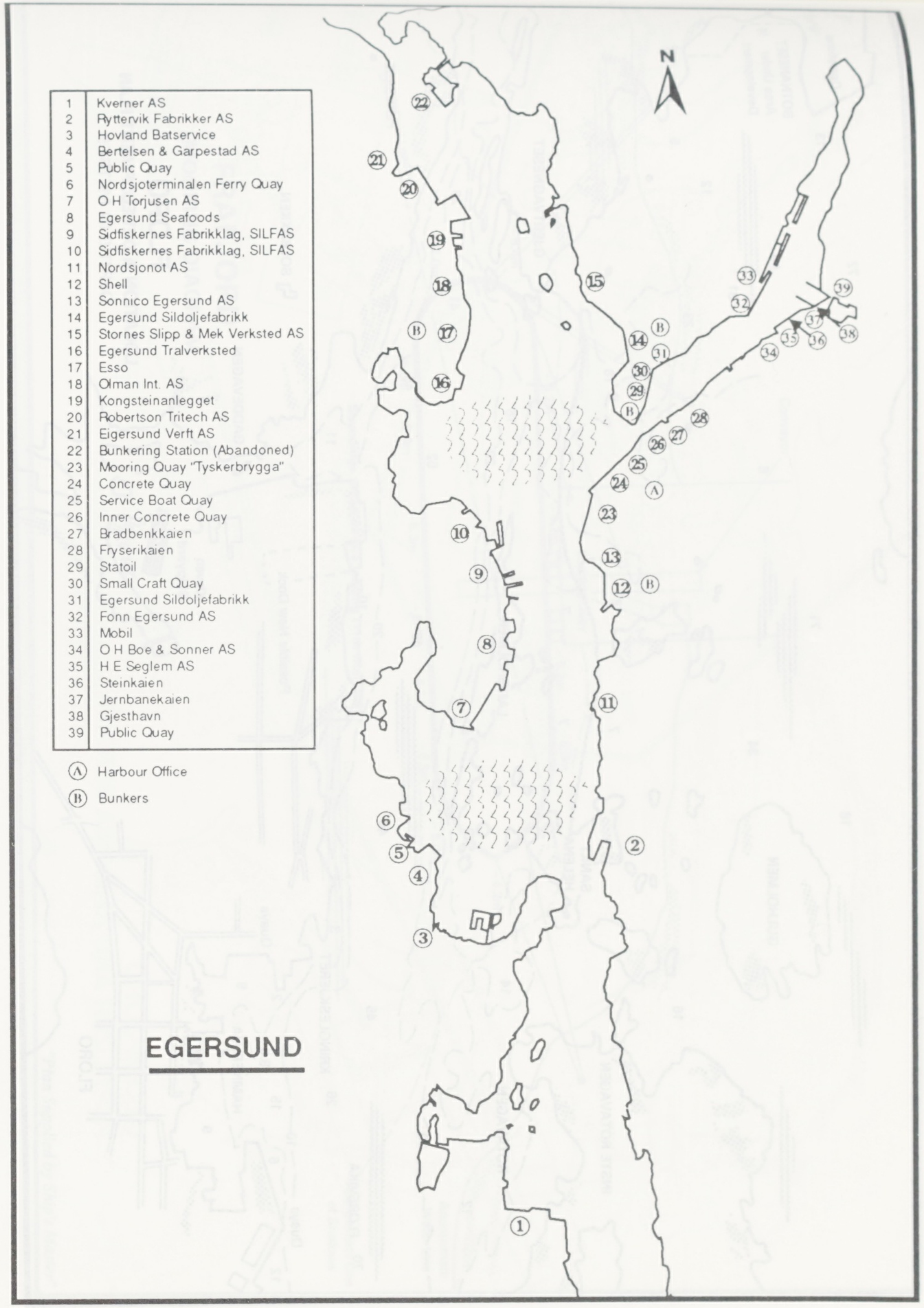
New Berth

FOLAKROKEN QUAY. Gullaug Explosives Factory. Situated 6 n.m. North of Svelvik narrows on East Side of DRAMSFJORDEN
Length: 114 Ft (35m)
Depth Alongside: 19 Ft (6m)



FIBORGTANGEN

bollard
bollard
Sheds
Bollards spaced at 20 metre intervals
141m. Max. Draft 10.4 m.
216 m. Max. Draft 6.4 m.
Anchorages to North and North East in 20m.
N

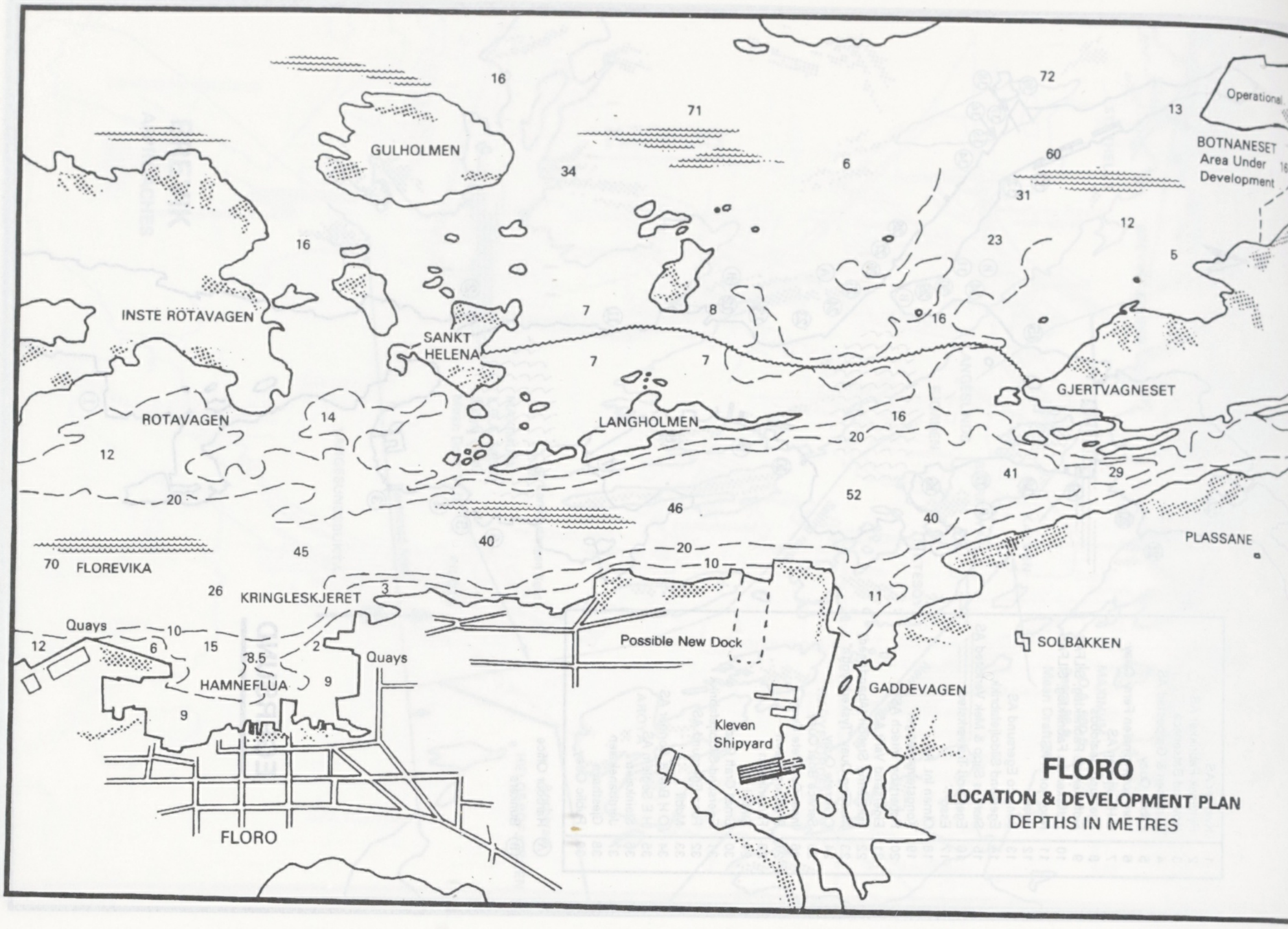


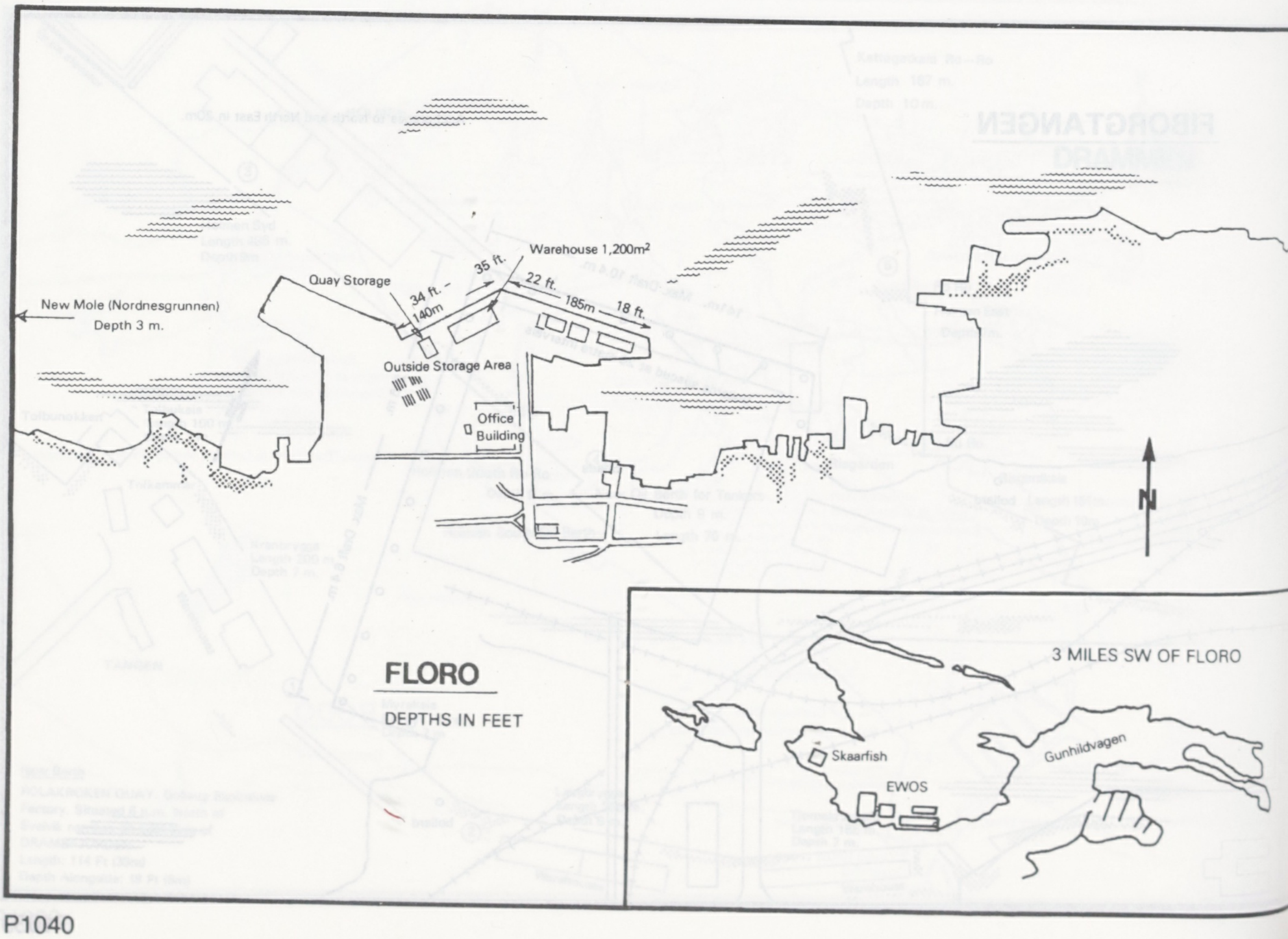
EGERSUND

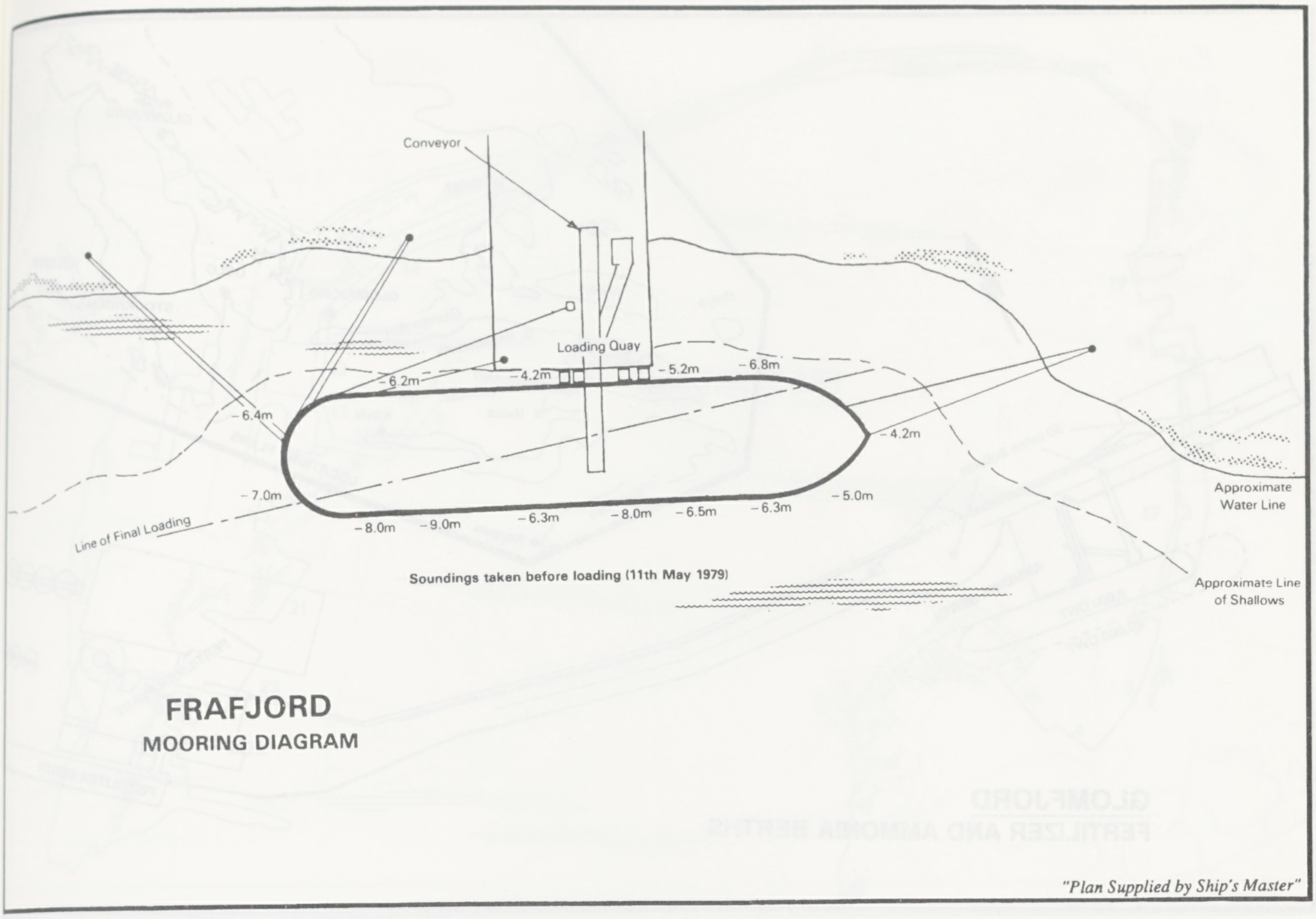
1	Kverner AS
2	Ryttervik Fabrikker AS
3	Hovland Batservice
4	Bertelsen & Garpestad AS
5	Public Quay
6	Nordsjoterminalen Ferry Quay
7	O H Torjusen AS
8	Egersund Seafoods
9	Sidfiskernes Fabrikklag, SILFAS
10	Sidfiskernes Fabrikklag, SILFAS
11	Nordsjonot AS
12	Shell
13	Sonnico Egersund AS
14	Egersund Sildoljefabrikk
15	Stornes Slipp & Mek Verksted AS
16	Egersund Tralverksted
17	Esso
18	Olman Int. AS
19	Kongsteinanlegget
20	Robertson Tritech AS
21	Eigersund Verft AS
22	Bunkering Station (Abandoned)
23	Mooring Quay "Tyskerbrygga"
24	Concrete Quay
25	Service Boat Quay
26	Inner Concrete Quay
27	Bradbenkkaien
28	Fryserikaien
29	Statoil
30	Small Craft Quay
31	Egersund Sildoljefabrikk
32	Fonn Egersund AS
33	Mobil
34	O H Boe & Sonner AS
35	H E Seglem AS
36	Steinkaien
37	Jernbanekaien
38	Gjesthavn
39	Public Quay

Ⓐ Harbour Office

Ⓑ Bunkers


GULHOLMEN
16
34
71
6
72
13
Operational
BOTNANESET
Area Under
Development
60
31
23
12
5
16
INSTE ROTAVAGEN
SANKT
HELENA
7
8
7
7
16
GJERTVAGNESET
ROTAVAGEN
14
LANGHOLMEN
16
20
12
20
41
29
52
46
40
40
PLASSANE
20
10
70
FLOREVIKA
45
26
KRINGLESKJERET
3
11
Quays
10
12
6
15
2
8.5
Quays
Possible New Dock
SOLBAKKEN
HAMNEFLUA
9
GADDEVAGEN
9
Kleven
Shipyard
FLORO
FLORO
LOCATION & DEVELOPMENT PLAN
DEPTHS IN METRES


Warehouse 1,200m²
35 ft.
22 ft.
Quay Storage
34 ft.
140m
185m
18 ft.
New Mole (Nordnesgrunnen)
Depth 3 m.
Outside Storage Area
Office
Building
N
FLORO
DEPTHS IN FEET
3 MILES SW OF FLORO
Skaarfish
EWOS
Gunhildvagen

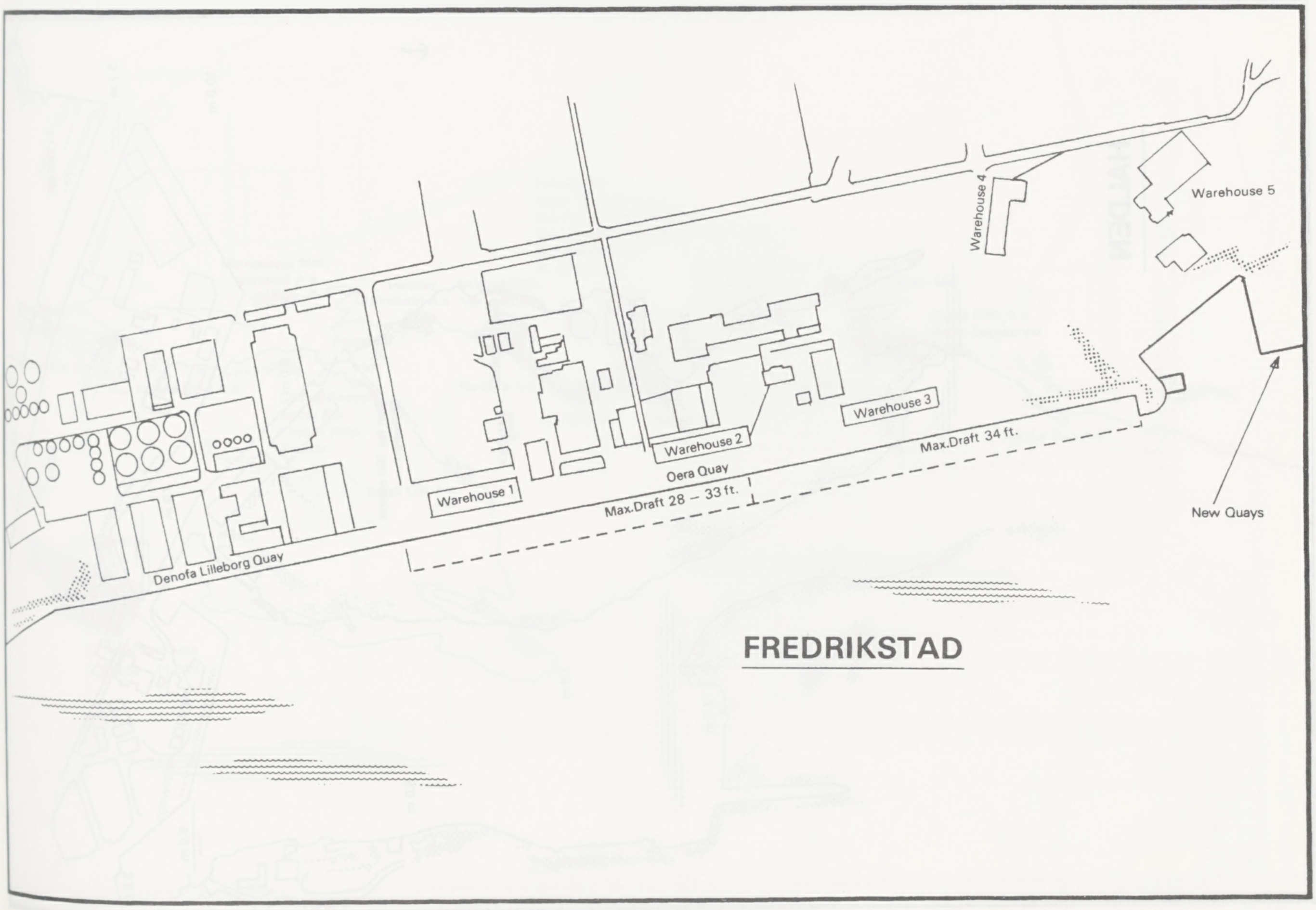


FRAFJORD
MOORING DIAGRAM

Conveyor
Loading Quay
– 4.2m
– 5.2m
– 6.8m
– 6.2m
– 6.4m
– 4.2m
– 7.0m
– 5.0m
– 8.0m
– 9.0m
– 6.3m
– 8.0m
– 6.5m
– 6.3m
Line of Final Loading
Approximate Water Line
Approximate Line of Shallows

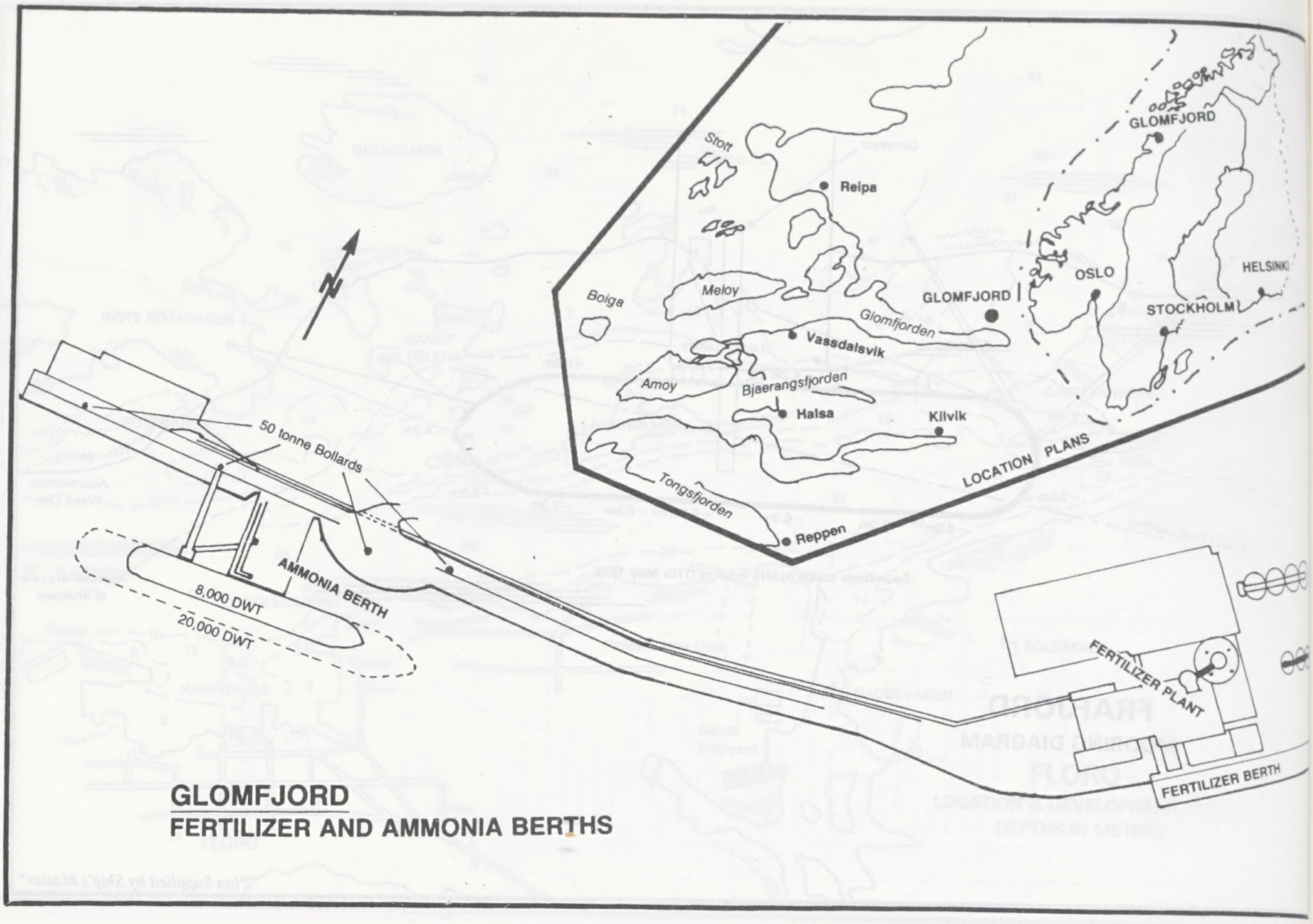
Soundings taken before loading (11th May 1979)

"Plan Supplied by Ship's Master"



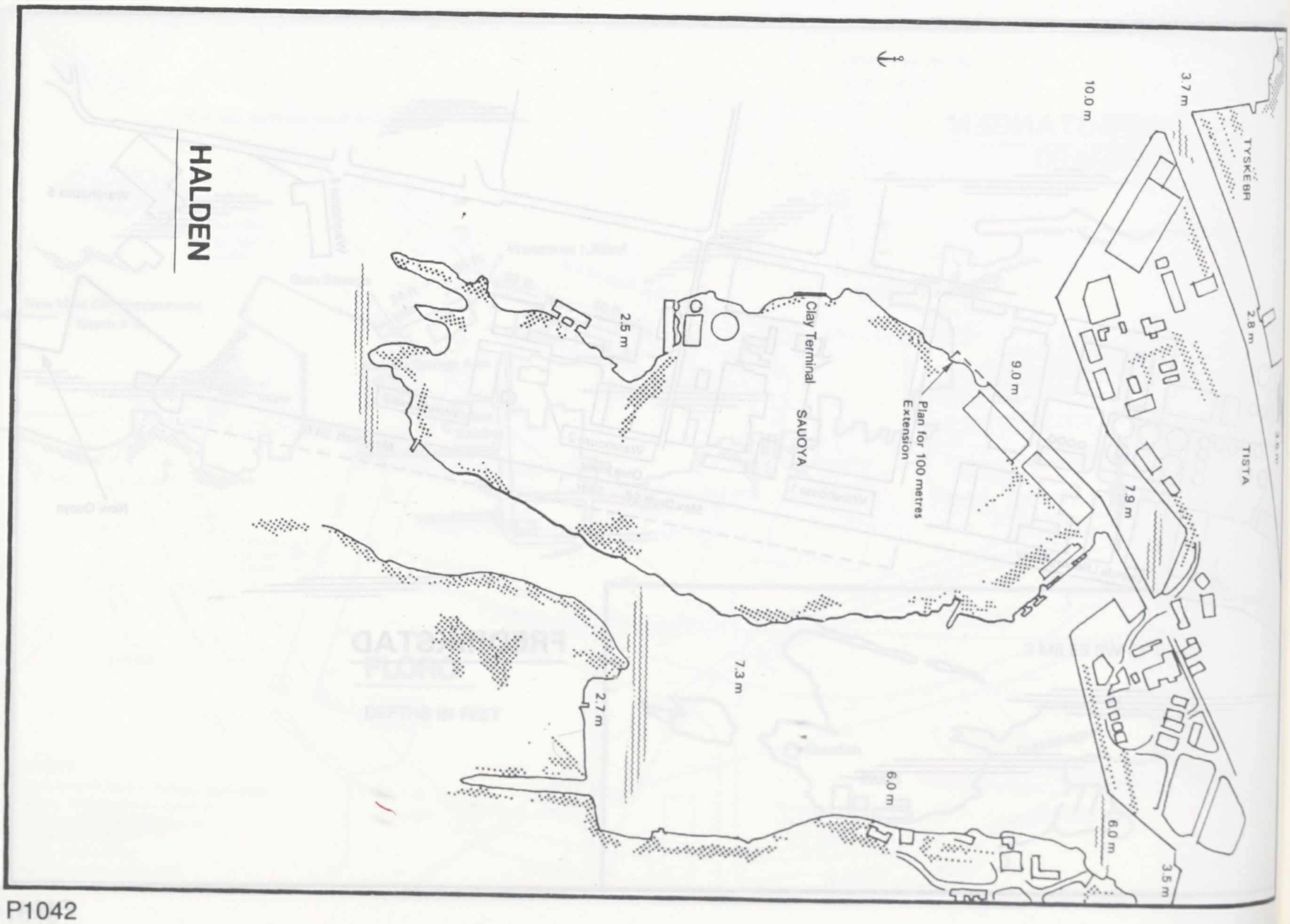
FREDRIKSTAD

Warehouse 5
Warehouse 4
Warehouse 3
Warehouse 2
Warehouse 1
Oera Quay
Max.Draft 34 ft.
Max.Draft 28 – 33 ft.
Denofa Lilleborg Quay
New Quays



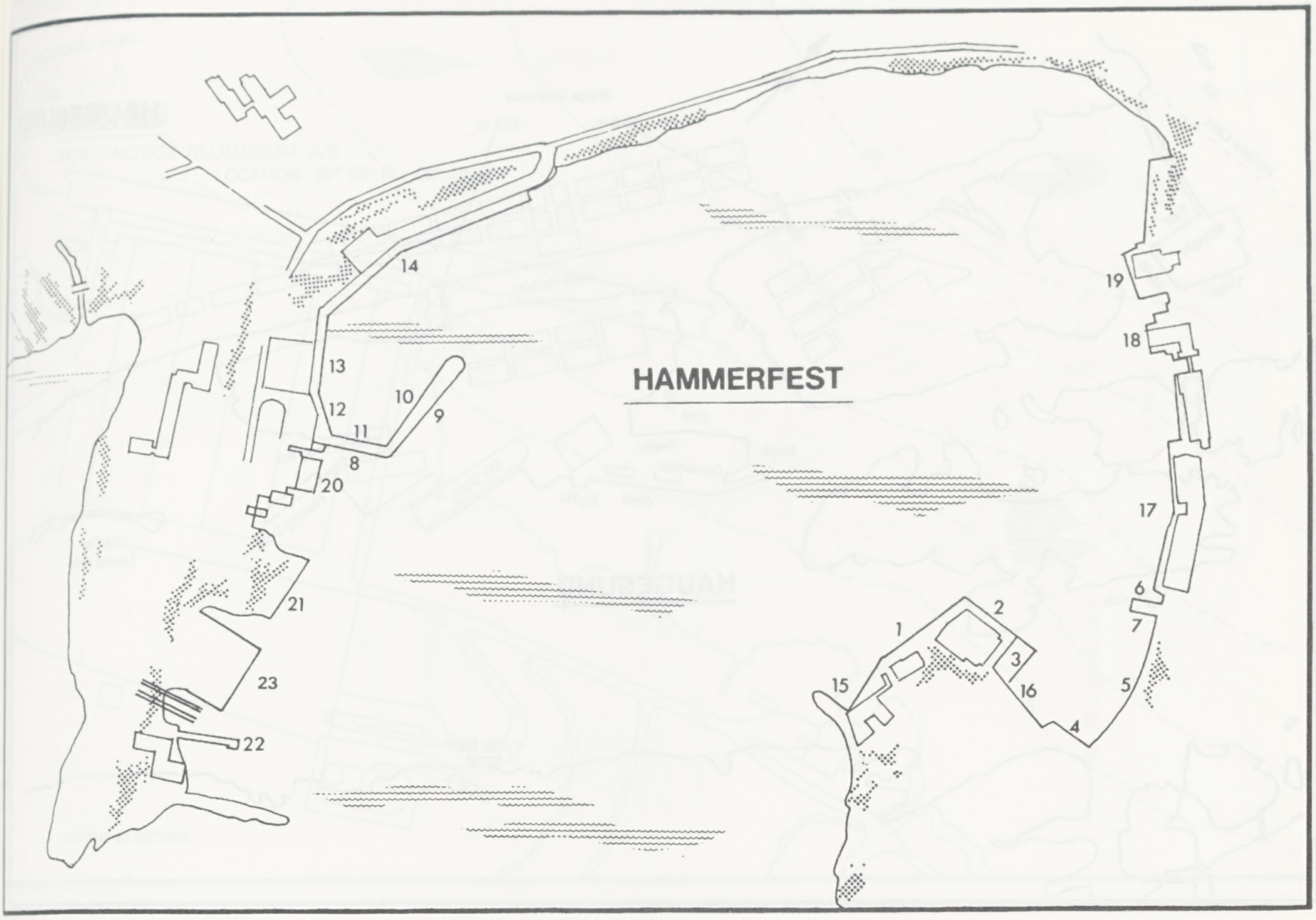
GLOMFJORD
FERTILIZER AND AMMONIA BERTHS

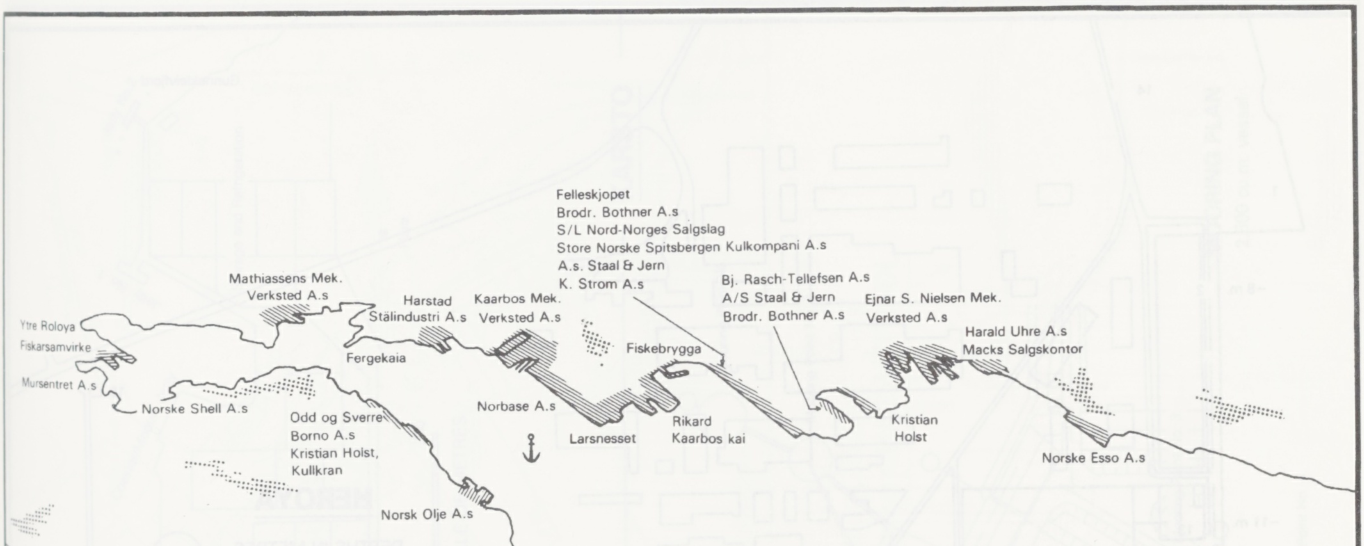
N
50 tonne Bollards
AMMONIA BERTH
8,000 DWT
20,000 DWT
FERTILIZER PLANT
FERTILIZER BERTH
LOCATION PLANS
Stott
Reipa
Boiga
Meloy
Glomfjorden
GLOMFJORD
Vassdalsvik
Amoy
Bjaerangsfjorden
Halsa
Kilvik
Tongsfjorden
Reppen
GLOMFJORD
OSLO
STOCKHOLM
HELSINKI

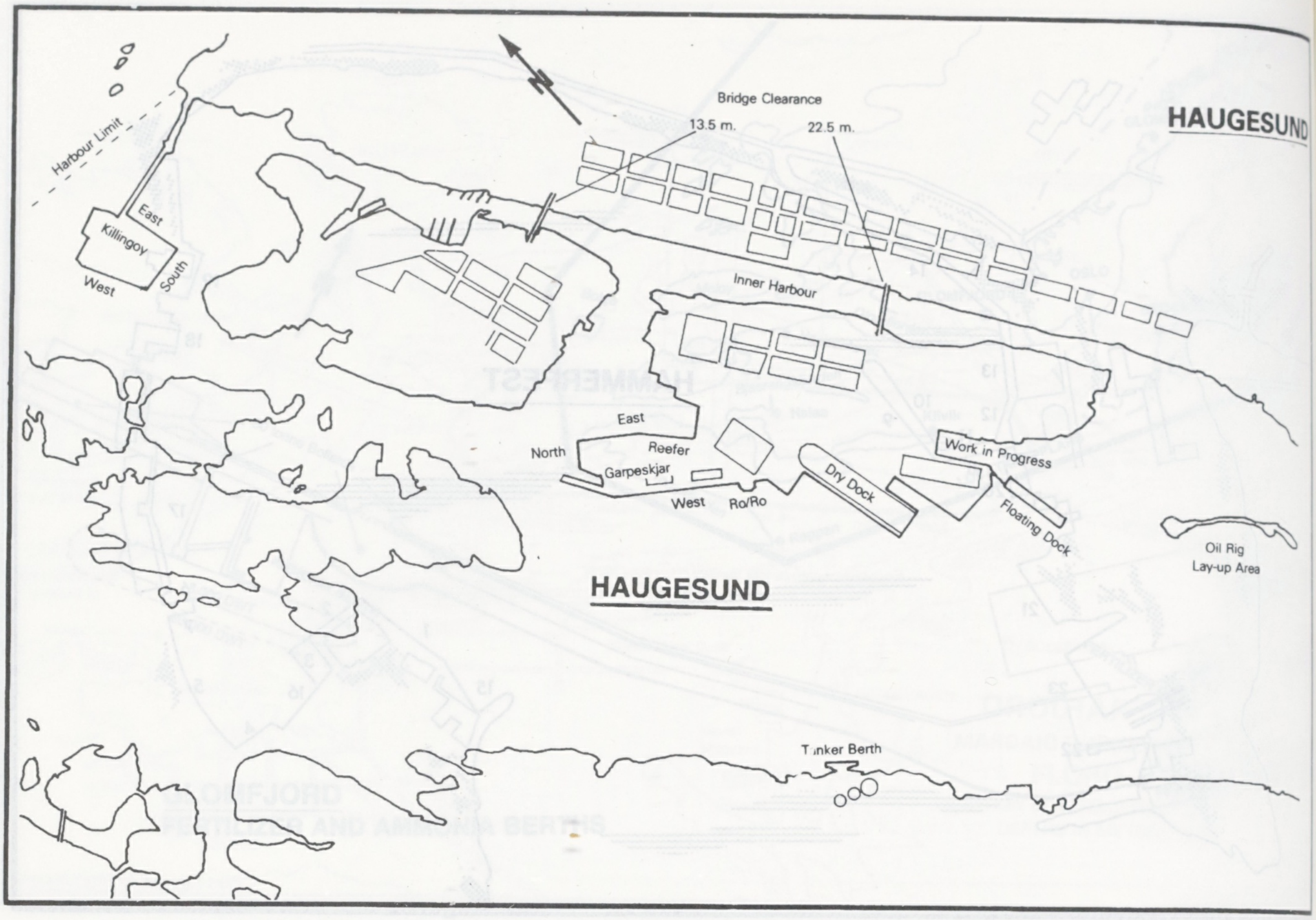


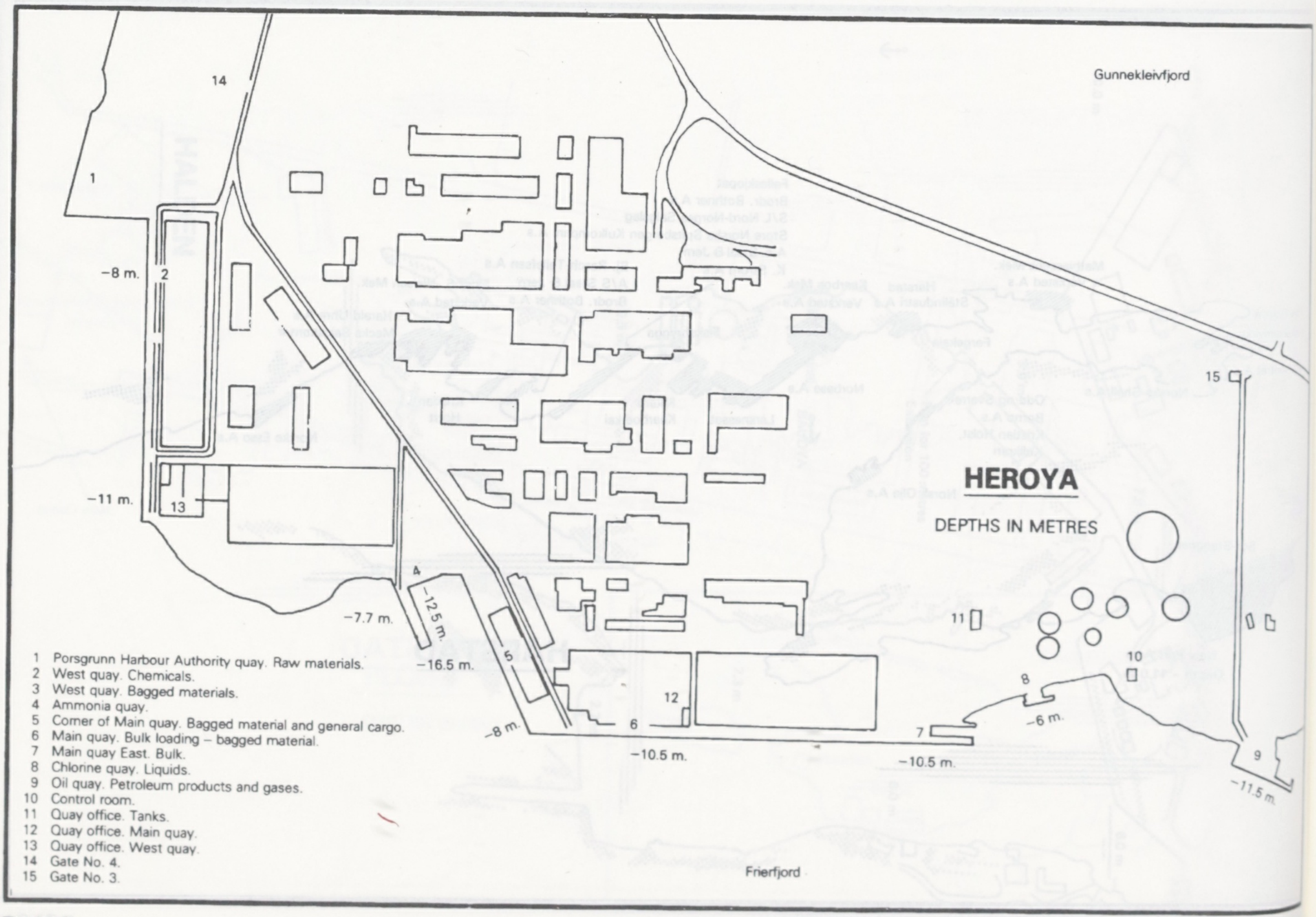
HALDEN

10.0 m
3.7 m
TYSKEBR
2.8 m
2.5 m
Clay Terminal
SAUOYA
Plan for 100 metres Extension
9.0 m
7.9 m
TISTA
7.3 m
2.7 m
6.0 m
6.0 m
3.5 m

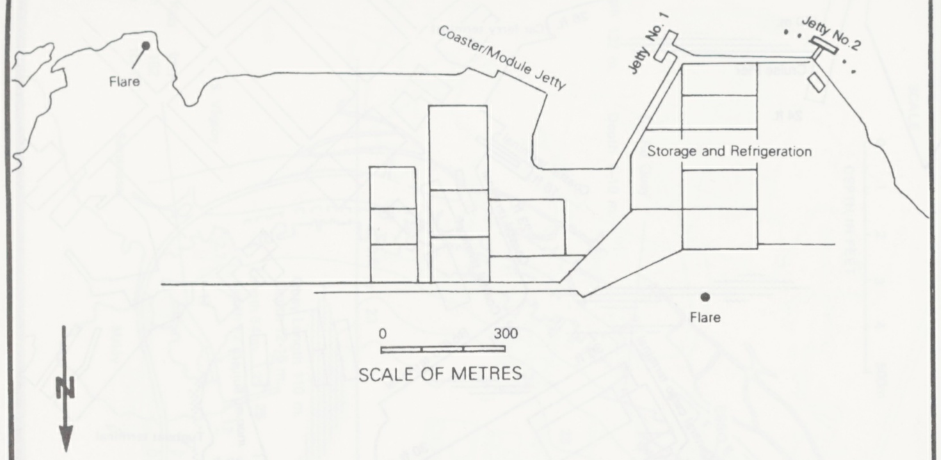

HAMMERFEST
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23


HARSTAD
Felleskjopet
Brodr. Bothner A.s
S/L Nord-Norges Salgslag
Store Norske Spitsbergen Kulkompani A.s
A.s. Staal & Jern
K. Strom A.s
Bj. Rasch-Tellefsen A.s
A/S Staal & Jern
Brodr. Bothner A.s
Ejnar S. Nielsen Mek.
Verksted A.s
Mathiassens Mek.
Verksted A.s
Harstad
Stälindustri A.s
Kaarbos Mek.
Verksted A.s
Harald Uhre A.s
Macks Salgskontor
Ytre Roloya
Fiskarsamvirke
Mursentret A.s
Fergekaia
Fiskebrygga
Norske Shell A.s
Odd og Sverre
Borno A.s
Kristian Holst,
Kullkran
Norbase A.s
Larsnesset
Rikard
Kaarbos kai
Kristian
Holst
Norske Esso A.s
Norsk Olje A.s
Sor-Stangnes
New Port Area
Depth – 11.0 m.

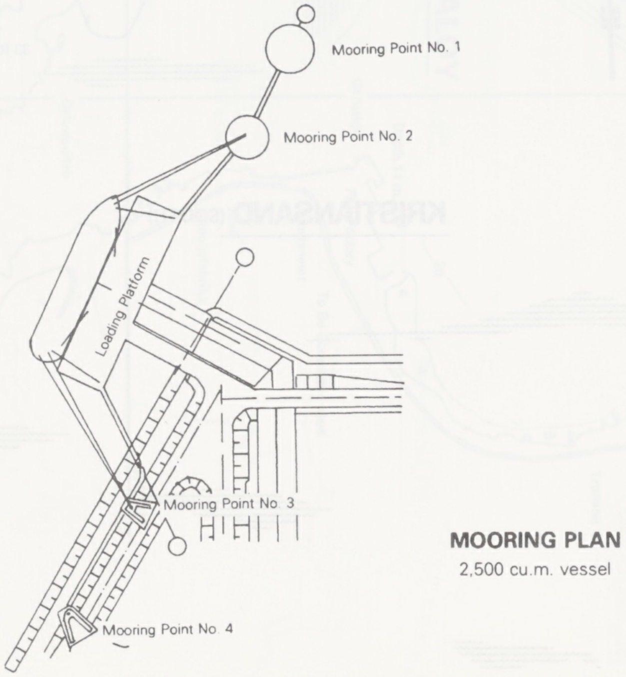

Bridge Clearance
13.5 m.
22.5 m.
HAUGESUND
Harbour Limit
East
Killingoy
South
West
Inner Harbour
East
North
Reefer
Garpeskjar
West
Ro/Ro
Dry Dock
Work in Progress
Floating Dock
Oil Rig Lay-up Area
HAUGESUND
Tanker Berth


14
1
−8 m.
2
−11 m.
13
4
−12.5 m
−7.7 m.
−16.5 m.
5
−8 m.
6
12
−10.5 m.
7
−10.5 m.
8
−6 m.
9
−11.5 m.
10
11
15
Gunnekleivfjord
HEROYA
DEPTHS IN METRES
Frierfjord

1 Porsgrunn Harbour Authority quay. Raw materials.
2 West quay. Chemicals.
3 West quay. Bagged materials.
4 Ammonia quay.
5 Corner of Main quay. Bagged material and general cargo.
6 Main quay. Bulk loading – bagged material.
7 Main quay East. Bulk.
8 Chlorine quay. Liquids.
9 Oil quay. Petroleum products and gases.
10 Control room.
11 Quay office. Tanks.
12 Quay office. Main quay.
13 Quay office. West quay.
14 Gate No. 4.
15 Gate No. 3.


Flare
Coaster/Module Jetty
Jetty No. 1
Jetty No. 2
Storage and Refrigeration
Flare
0
300
SCALE OF METRES
N

KARSTO


Mooring Point No. 1
Mooring Point No. 2
Loading Platform
Mooring Point No. 3
Mooring Point No. 4

MOORING PLAN

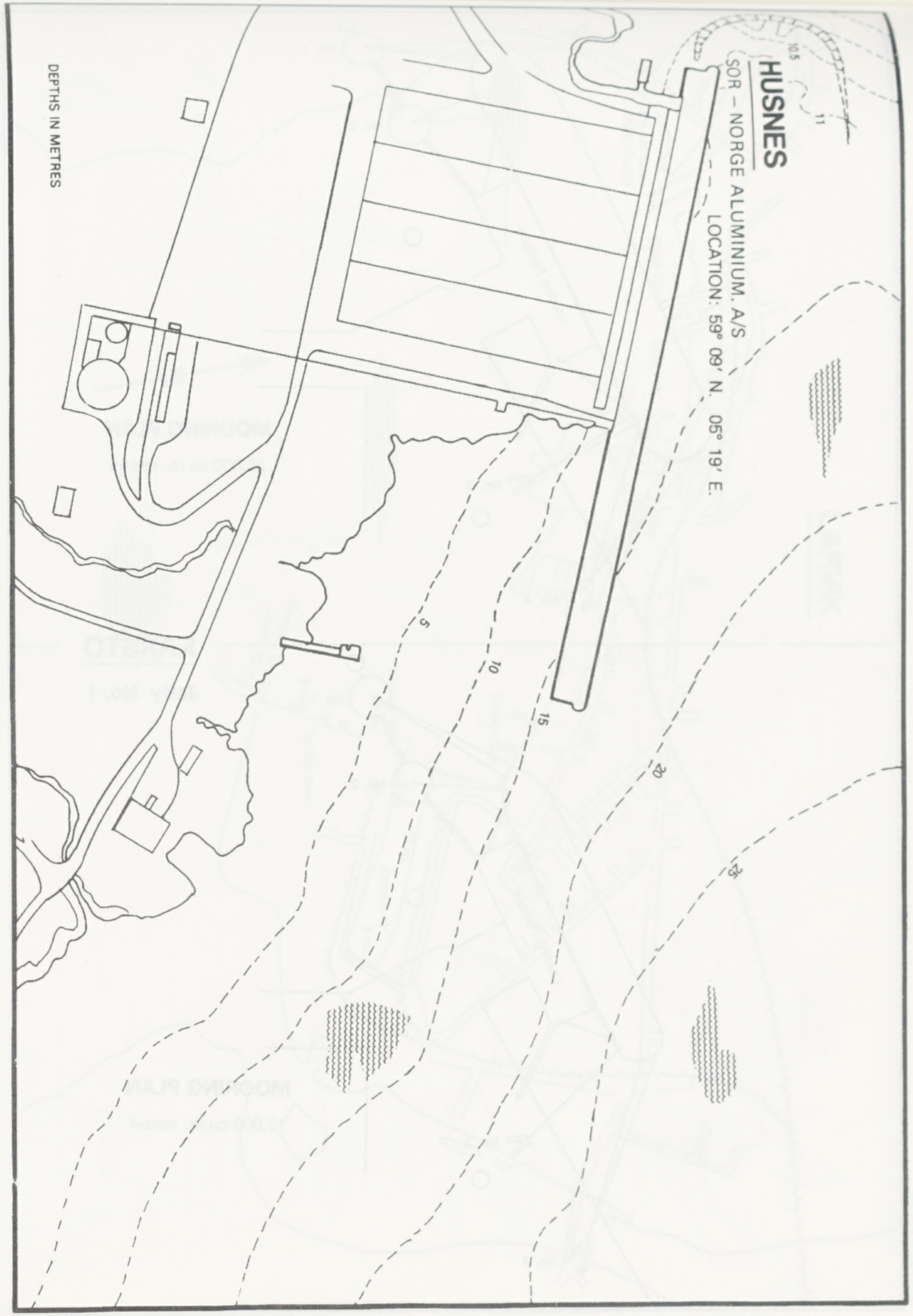
2,500 cu.m. vessel

HUSNES

SOR – NORGE ALUMINIUM. A/S

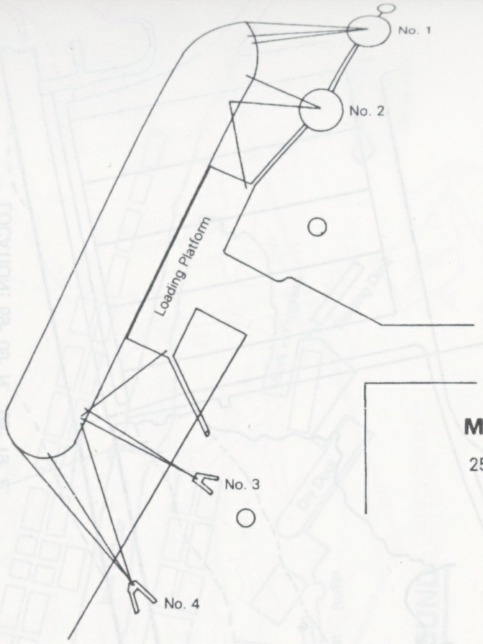
LOCATION: 59° 09' N. 05° 19' E.

DEPTHS IN METRES


10.5
11
5
10
15
20
25

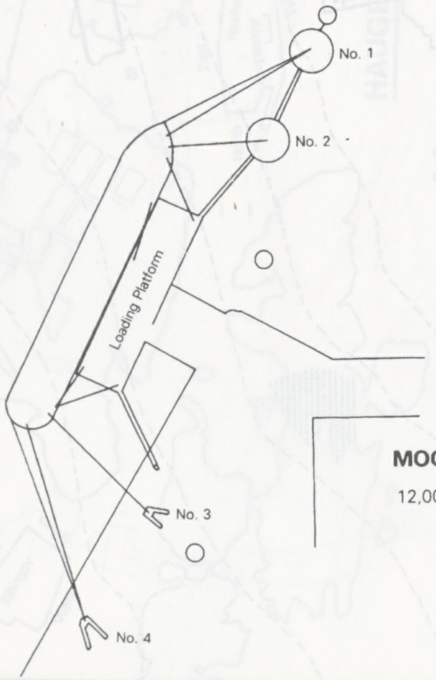
KARSTO

Jetty No. 1


No. 1
No. 2
Loading Platform
No. 3
No. 4

MOORING PLAN

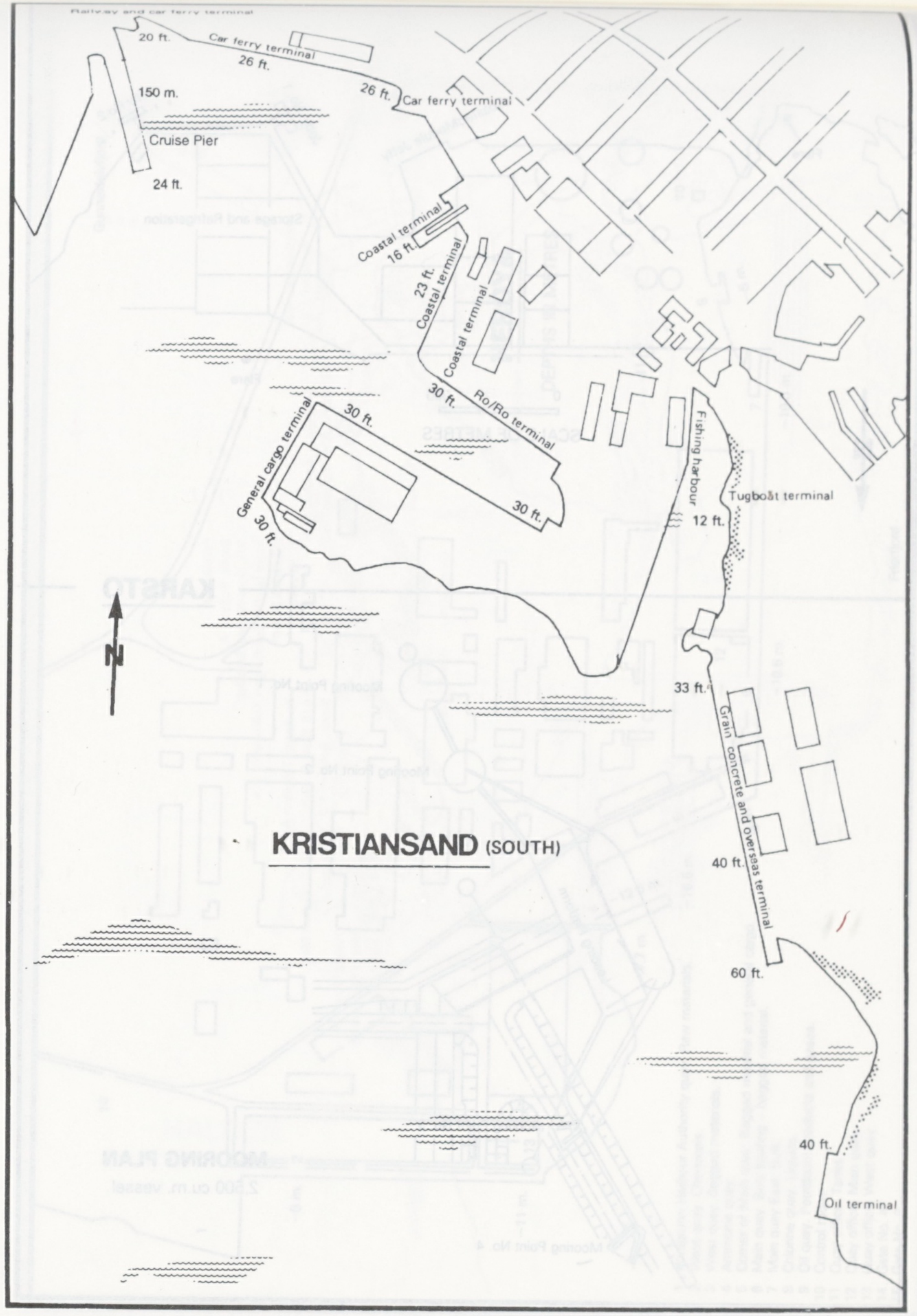
25,000 cu.m. vessel

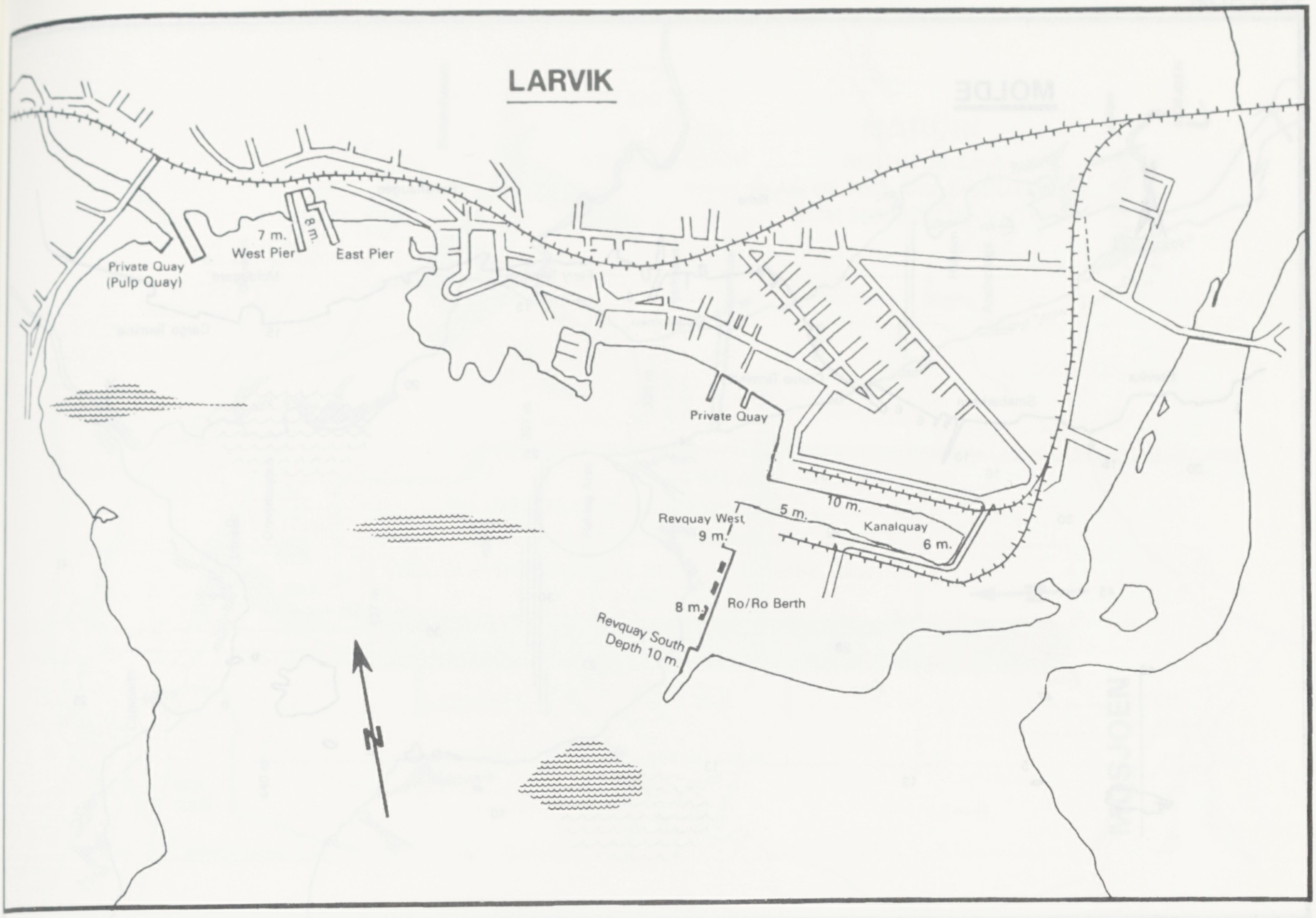

No. 1
No. 2
Loading Platform
No. 3
No. 4

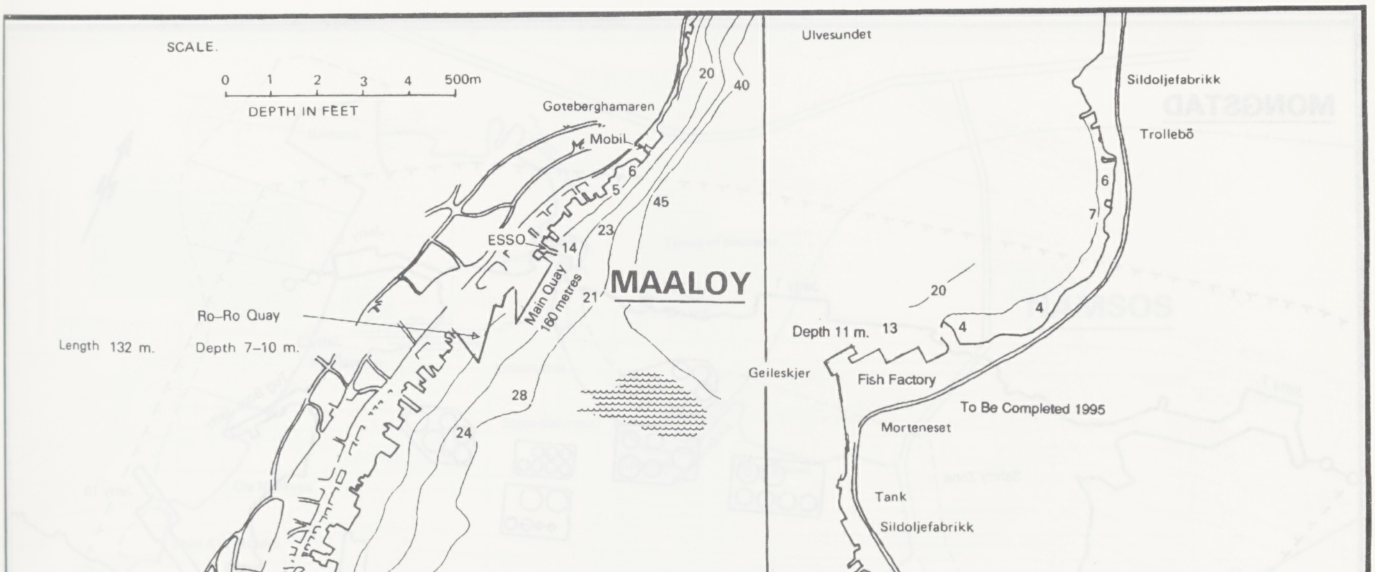
MOORING PLAN

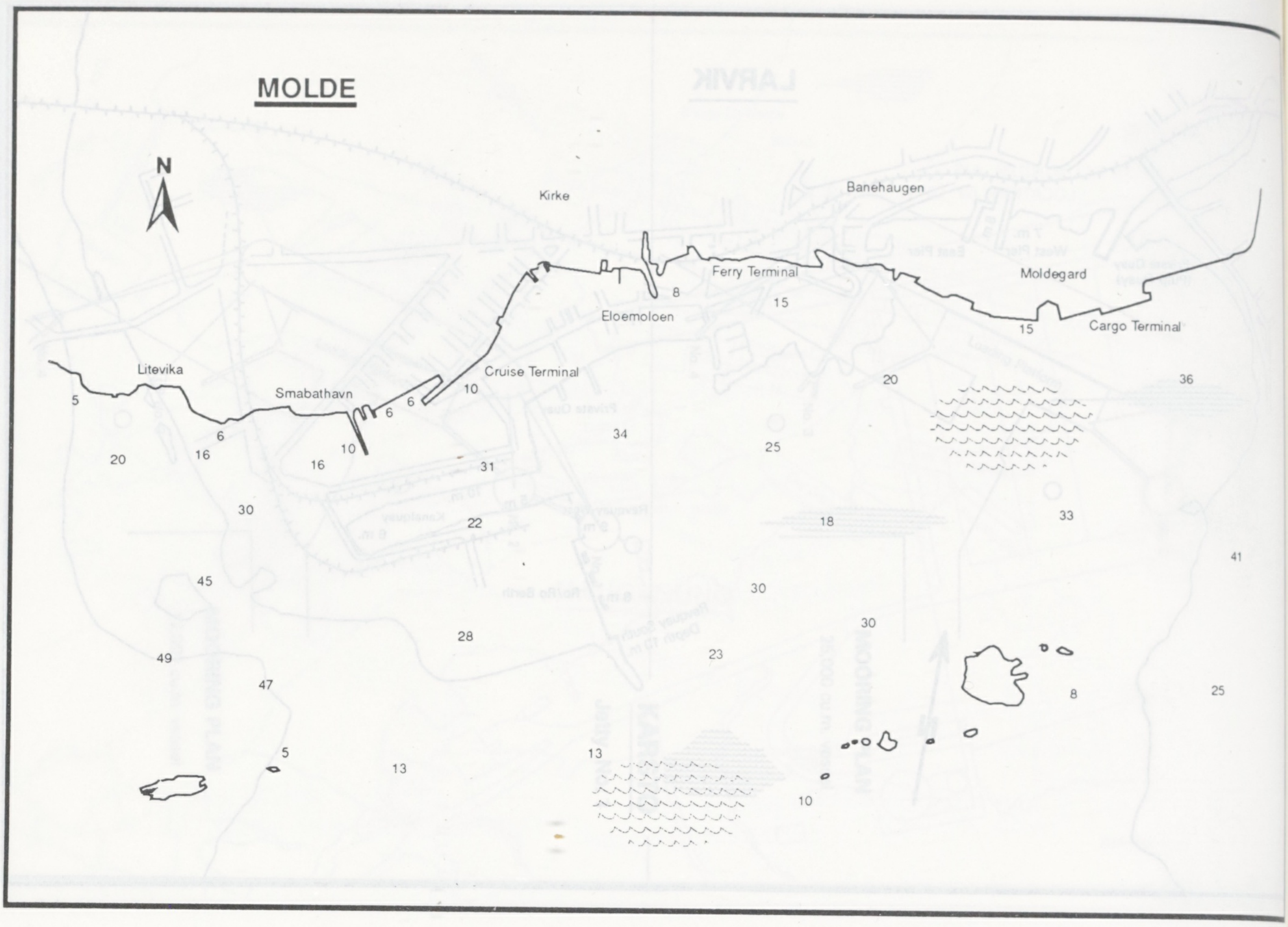
12,000 cu.m. vessel

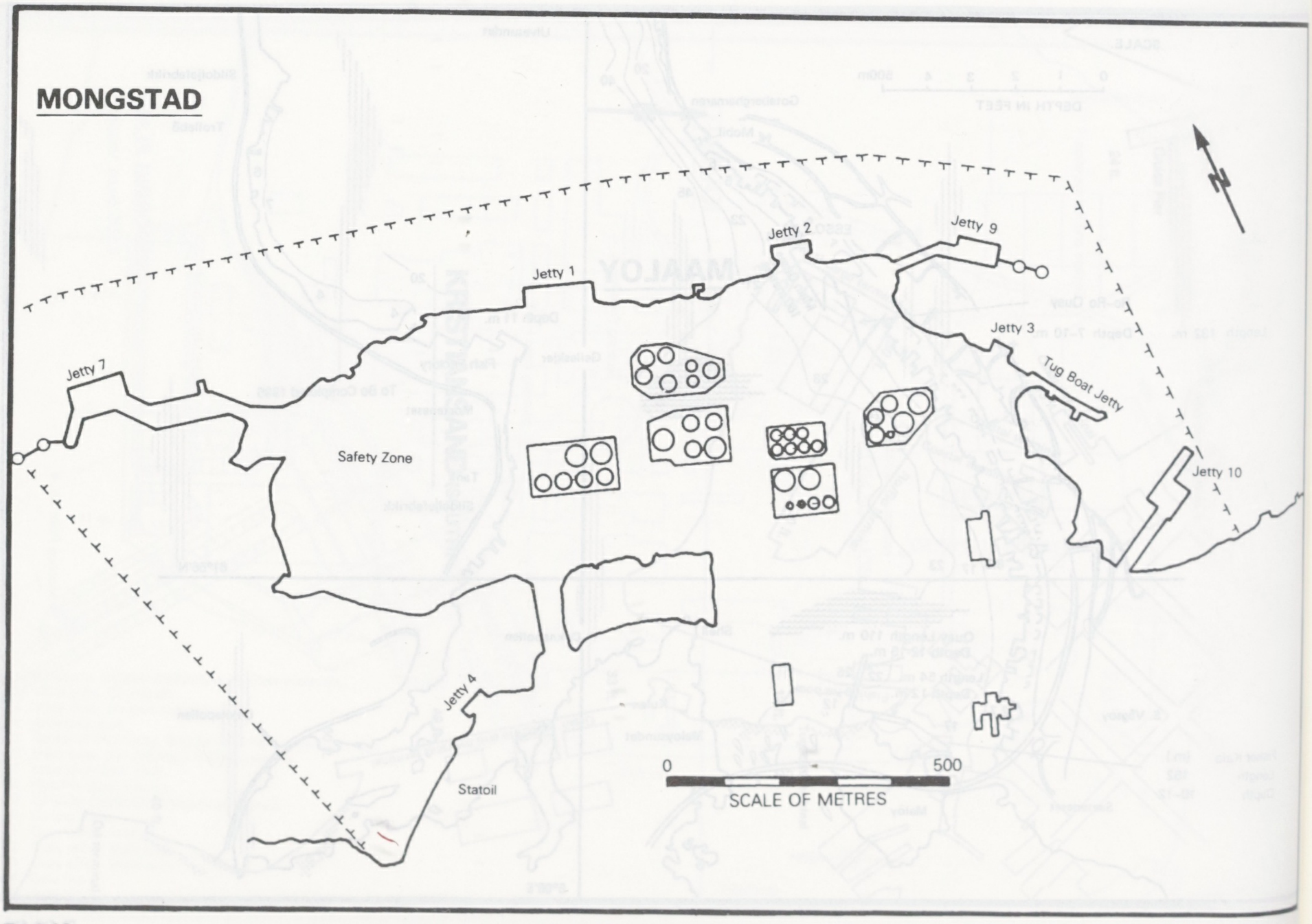
KRISTIANSAND (SOUTH)

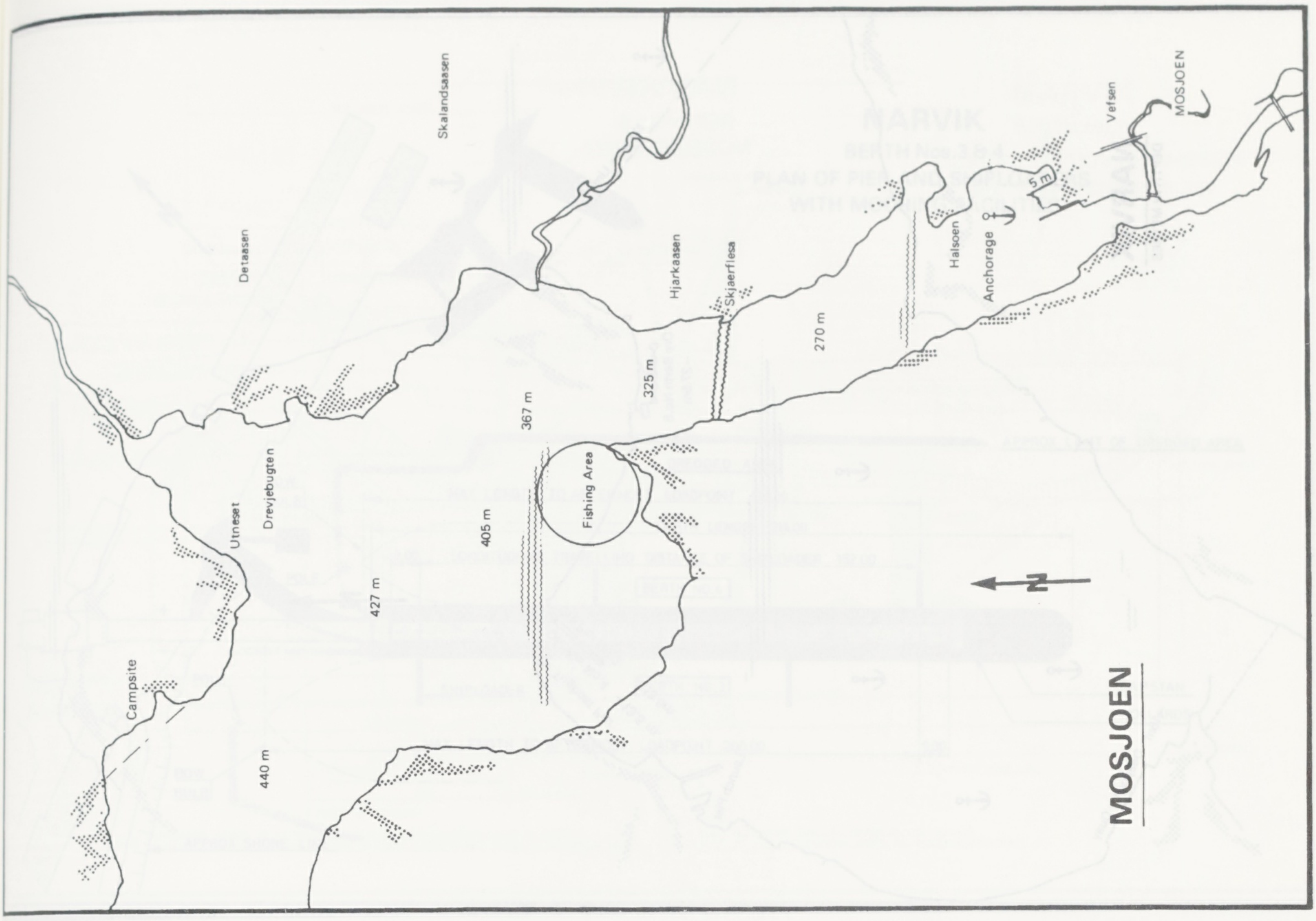

Railway and car ferry terminal
20 ft.
Car ferry terminal
26 ft.
26 ft.
Car ferry terminal
150 m.
Cruise Pier
24 ft.
Coastal terminal
16 ft.
23 ft.
Coastal terminal
Coastal terminal
30 ft.
Ro/Ro terminal
30 ft.
General cargo terminal
30 ft.
30 ft.
Fishing harbour
12 ft.
Tugboat terminal
N
33 ft.
Grain concrete and overseas terminal
40 ft.
60 ft.
40 ft.
Oil terminal

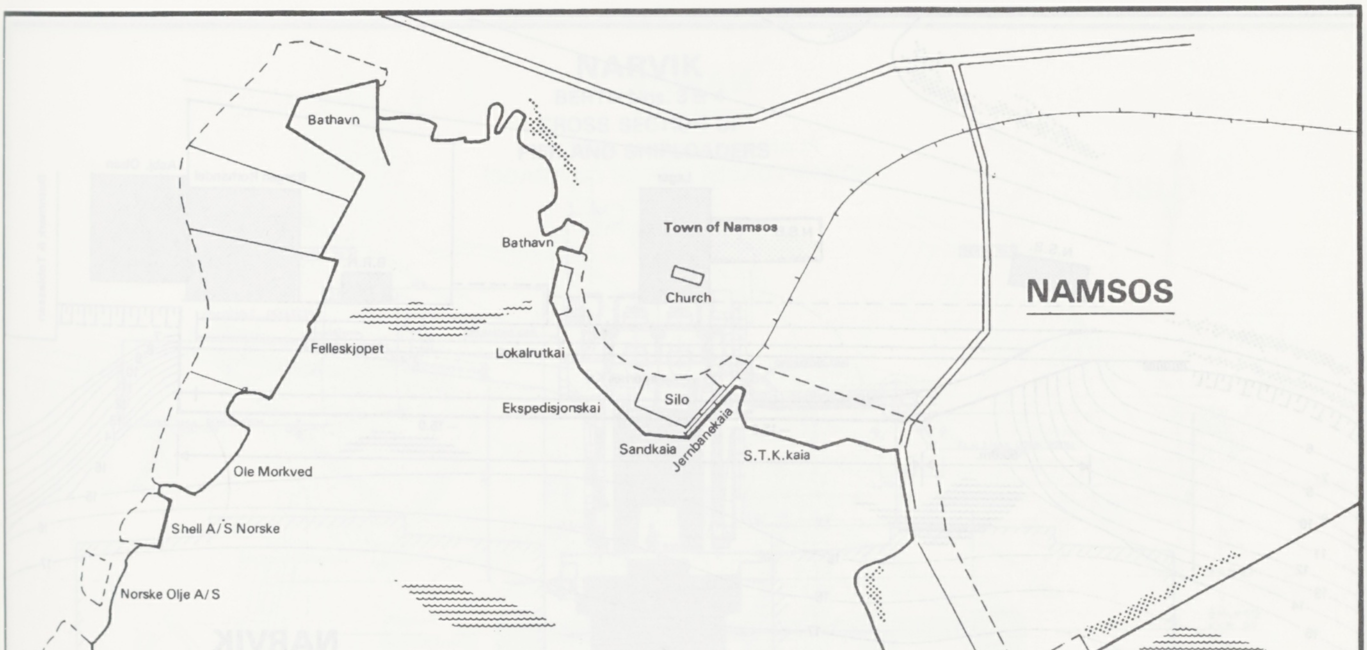

LARVIK
7 m.
8 m.
West Pier
East Pier
Private Quay
(Pulp Quay)
Private Quay
Revquay West
9 m.
5 m.
10 m.
Kanalquay
6 m.
8 m.
Ro/Ro Berth
Revquay South
Depth 10 m.
N

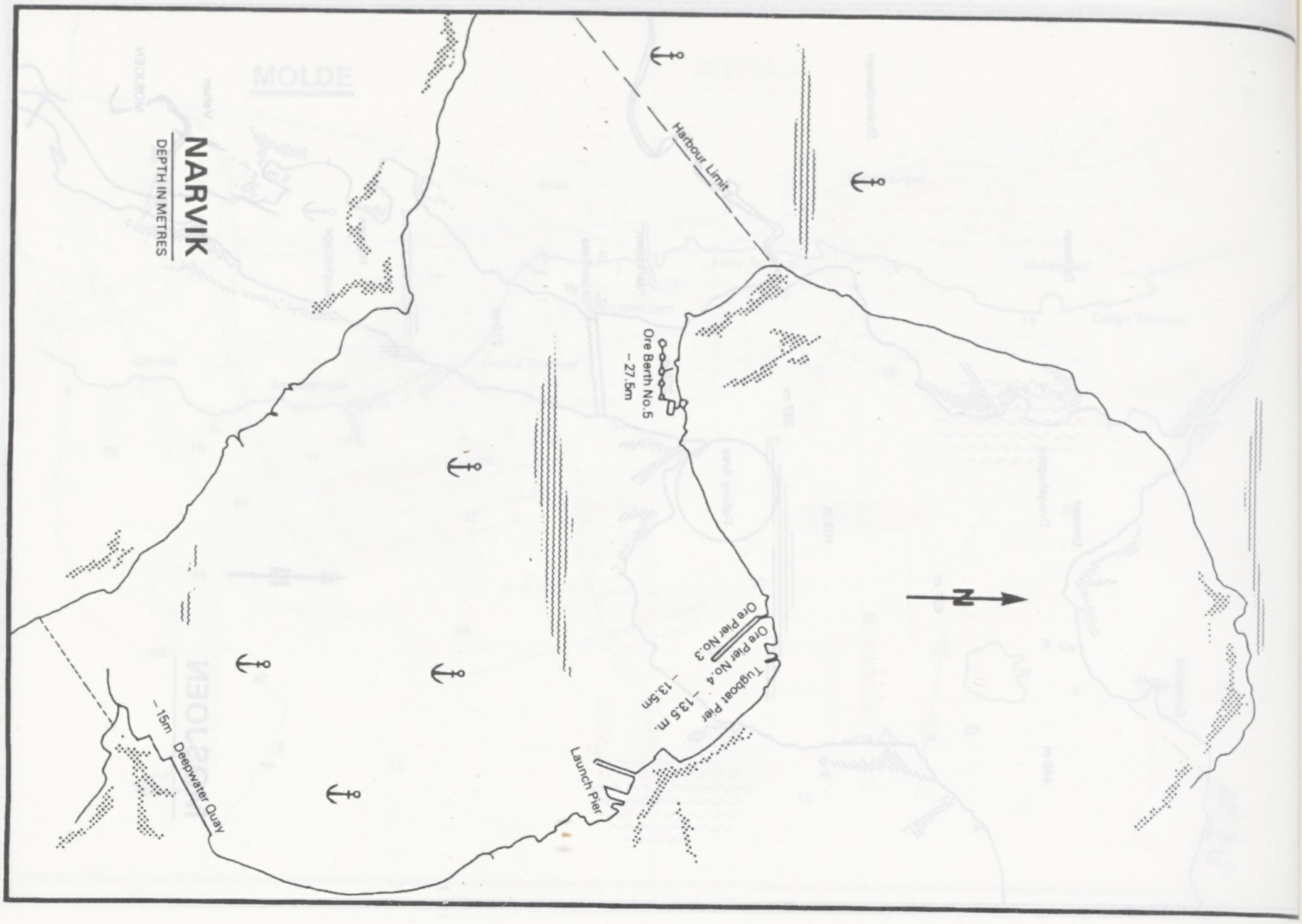

SCALE.
0 1 2 3 4 500m
DEPTH IN FEET
Goteberghamaren
Mobil
20
40
6
5
45
ESSO
23
14
MAALOY
Main Quay
180 metres
21
Ro-Ro Quay
Length 132 m.
Depth 7–10 m.
28
24
8.5
17
23
Quay Length 110 m.
Depth 12-15 m.
Length 54 m.
Depth 12 m.
22
25
12
2.7
17
S. Vågsoy
Fisker Kala (m.)
Length 152
Depth 10–12
Saeteneset
Maloy
Shell
Kulen
Maloysundet
Ulvesundet
Sildoljefabrikk
Trollebö
6
7
20
4
4
Depth 11 m.
13
Geileskjer
Fish Factory
To Be Completed 1995
Morteneset
Tank
Sildoljefabrikk
61°56'N
Deknepollen
Deknepollen
5°08'E

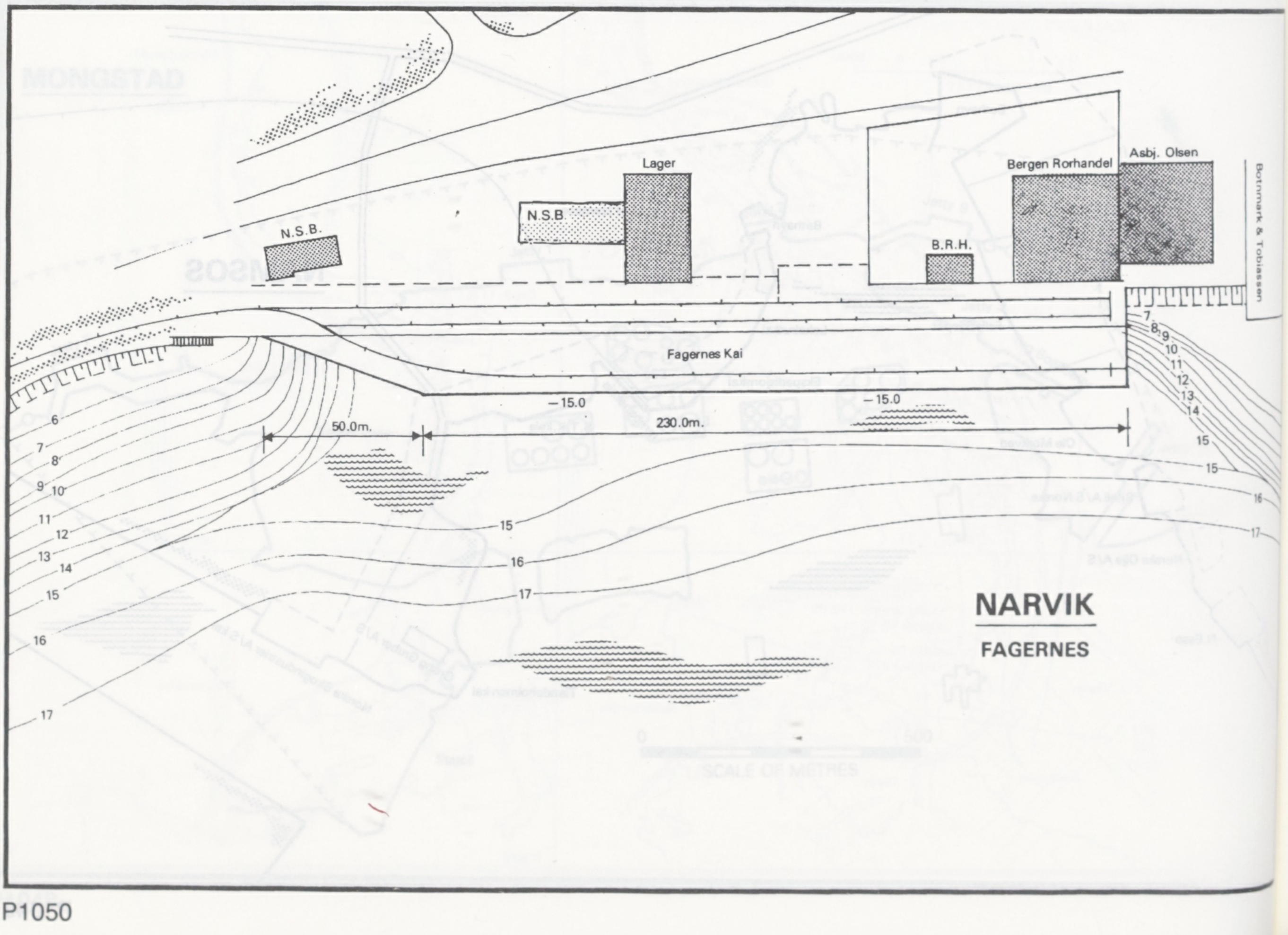

MOLDE
N
Kirke
Banehaugen
Ferry Terminal
Moldegard
8
15
Eloemoloen
15
Cargo Terminal
Litevika
Smabathavn
Cruise Terminal
10
20
36
5
6
6
6
34
25
20
16
10
16
31
22
18
33
30
45
41
30
30
28
23
49
47
8
25
5
13
13
10

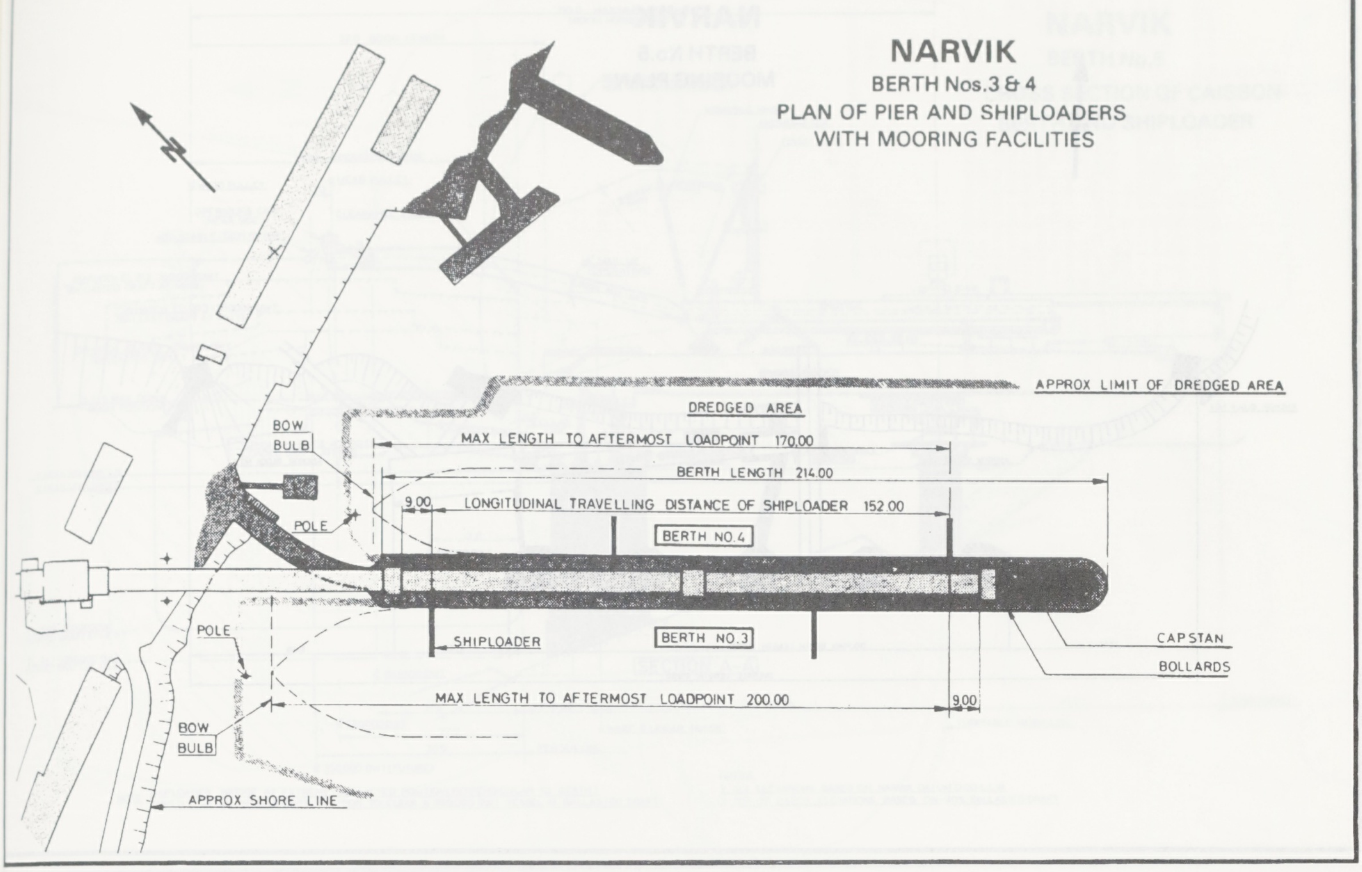

MONGSTAD
N
Jetty 9
Jetty 2
Jetty 1
Jetty 3
Tug Boat Jetty
Jetty 7
Safety Zone
Jetty 10
Jetty 4
Statoil
0
500
SCALE OF METRES


MOSJOEN
Skalandsaasen
Detaasen
Drevjebugten
Utneset
Campsite
440 m
427 m
405 m
367 m
Fishing Area
325 m
Hjarkaasen
Skjaerflesa
270 m
Halsoen
Anchorage
5 m
Vefsen
MOSJOEN
N


NAMSOS
Bathavn
Bathavn
Town of Namsos
Church
Felleskjopet
Lokalrutkai
Silo
Ekspedisjonskai
Sandkaia
Jernbanekaia
S.T.K.kaia
Ole Morkved
Shell A/S Norske
Norske Olje A/S
N.Esso
Grong Gruber A/S
Tiendeholmen kai
Norske Skogindustrier A/S kai


NARVIK
DEPTH IN METRES
Harbour Limit
Ore Berth No.5
−27.5m
Ore Pier No.3
Ore Pier No.4
Tugboat Pier
−13.5 m.
−13.5m
Launch Pier
−15m
Deepwater Quay
N

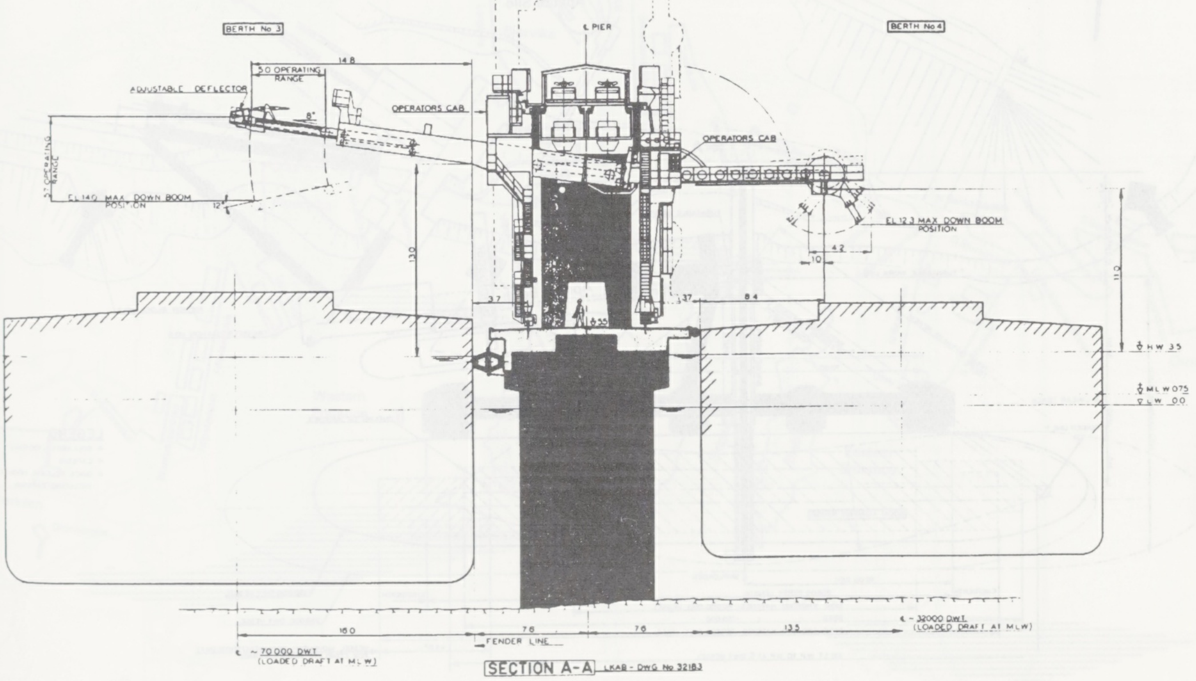

NARVIK
FAGERNES
N.S.B.
N.S.B
Lager
B.R.H.
Bergen Rorhandel
Asbj. Olsen
Botnmark & Tobiassen
Fagernes Kai
−15.0
−15.0
50.0m.
230.0m.
6
7
8
9
10
11
12
13
14
15
16
17



NARVIK

BERTH Nos.3 & 4
PLAN OF PIER AND SHIPLOADERS
WITH MOORING FACILITIES

APPROX LIMIT OF DREDGED AREA
DREDGED AREA
BOW BULB
MAX LENGTH TO AFTERMOST LOADPOINT 170.00
BERTH LENGTH 214.00
9.00
LONGITUDINAL TRAVELLING DISTANCE OF SHIPLOADER 152.00
POLE
BERTH NO.4
BERTH NO.3
SHIPLOADER
CAPSTAN
BOLLARDS
POLE
MAX LENGTH TO AFTERMOST LOADPOINT 200.00
9.00
BOW BULB
APPROX SHORE LINE

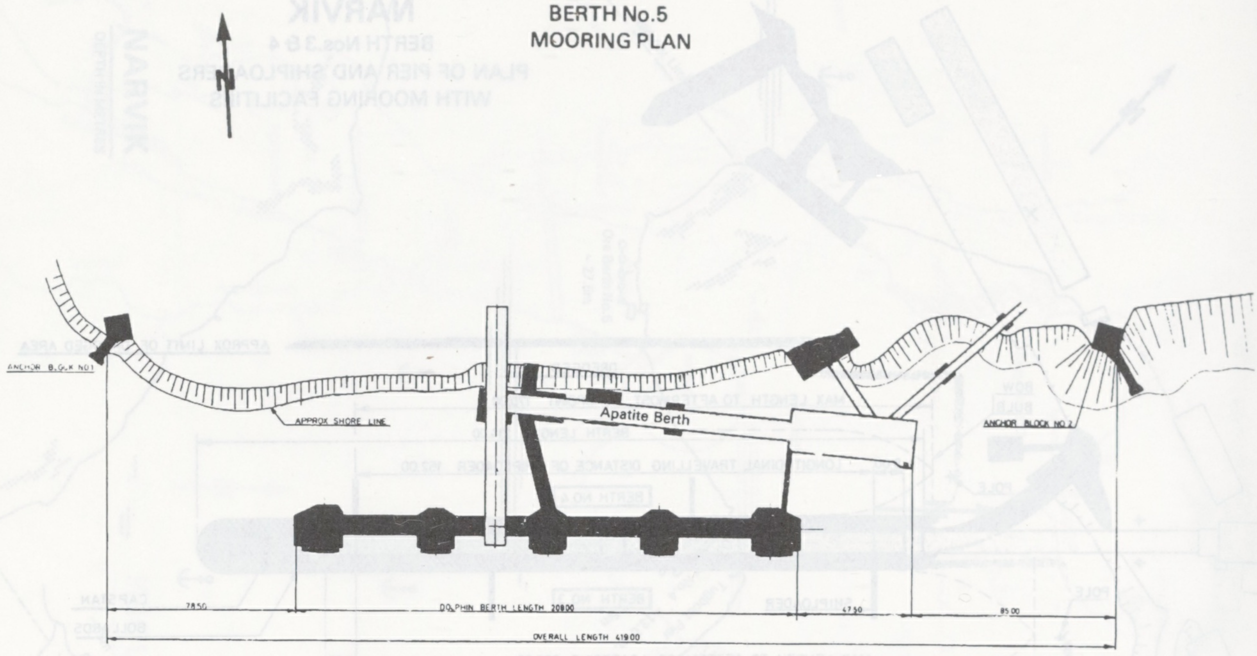


NARVIK

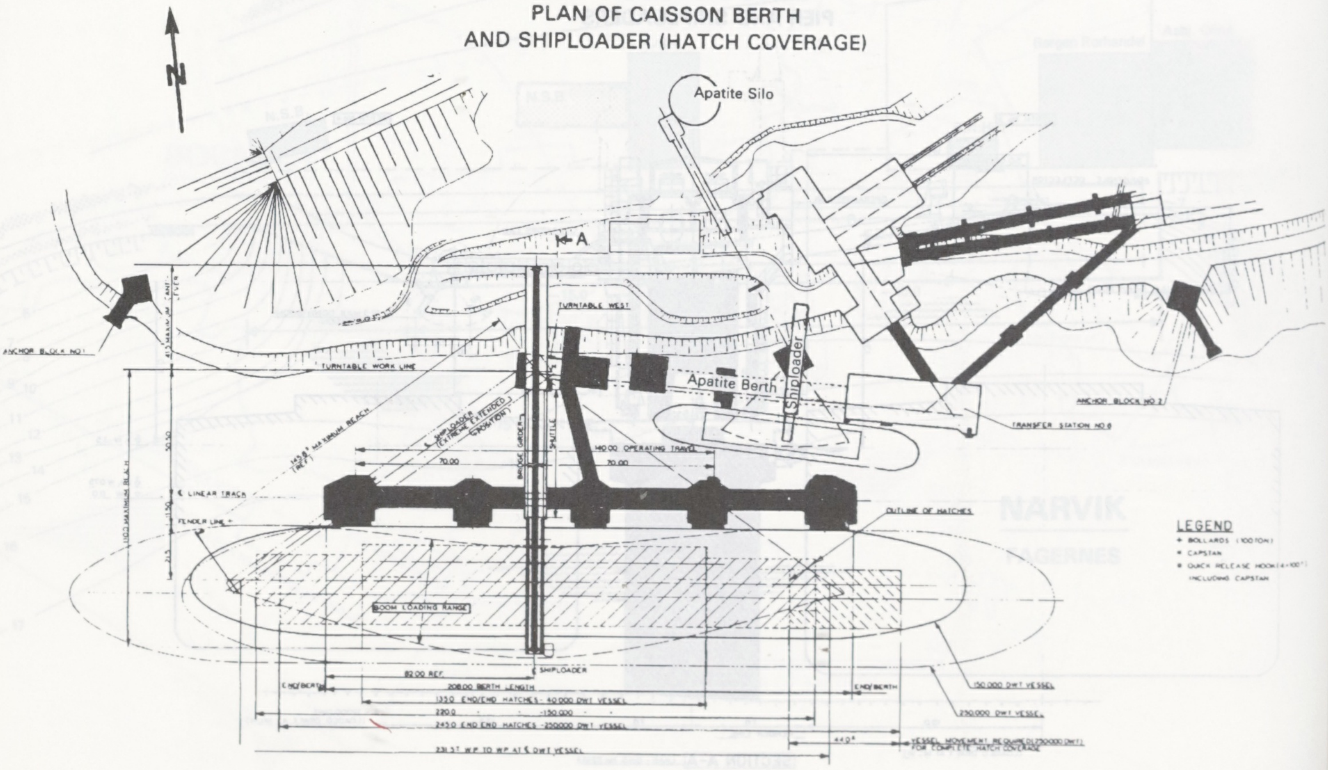
BERTH Nos. 3 & 4
CROSS SECTION OF
PIER AND SHIPLOADERS

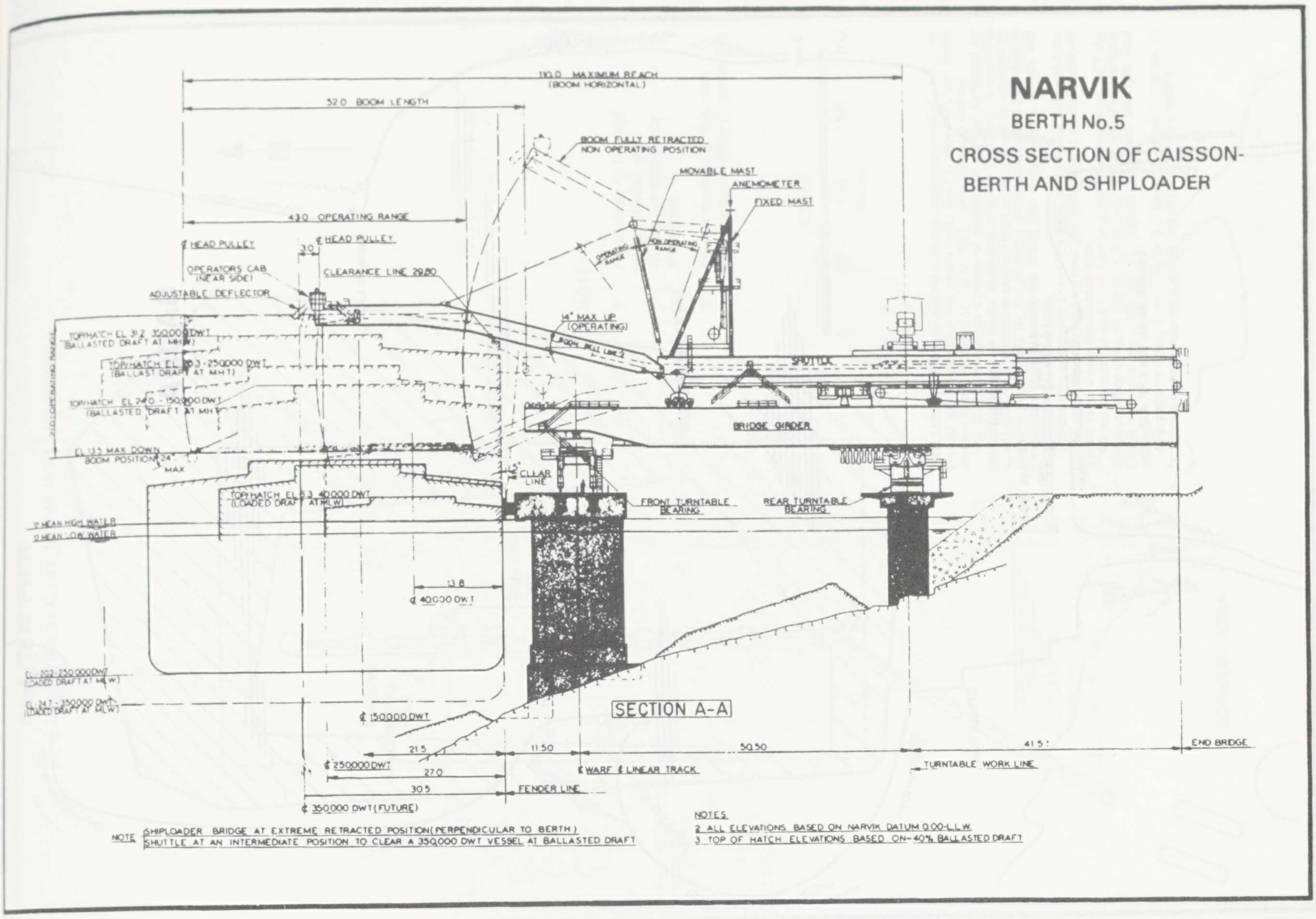
BERTH No 3
BERTH No 4
℄ PIER
14.8
5.0 OPERATING RANGE
ADJUSTABLE DEFLECTOR
8°
OPERATORS CAB
5.7 OPERATING RANGE
EL 14.0 MAX DOWN BOOM POSITION
12°
OPERATORS CAB
EL 12.3 MAX DOWN BOOM POSITION
4.2
1.0
13.0
11.0
3.7
3.7
8.4
5.5
HW 3.5
MLW 0.75
LW 0.0
16.0
7.6
7.6
13.5
FENDER LINE
℄ ~70 000 DWT (LOADED DRAFT AT MLW)
℄ ~32000 DWT (LOADED DRAFT AT MLW)
SECTION A-A
LKAB - DWG No 32183

NARVIK
BERTH No.5
MOORING PLAN


N
ANCHOR BLOCK NO1
APPROX SHORE LINE
Apatite Berth
ANCHOR BLOCK NO 2
78.50
DOLPHIN BERTH LENGTH 208.00
47.50
85.00
OVERALL LENGTH 419.00

NARVIK
BERTH No.5.
PLAN OF CAISSON BERTH AND SHIPLOADER (HATCH COVERAGE)


N
Apatite Silo
A
ANCHOR BLOCK NO1
TURNTABLE WEST
TURNTABLE WORK LINE
Apatite Berth
Shiploader
ANCHOR BLOCK NO 2
TRANSFER STATION NO 6
143.8° MAXIMUM REACH (REF)
℄ SHIPLOADER (EXTREME EXTENDED POSITION)
BRIDGE GIRDER
SHUTTLE
140.00 OPERATING TRAVEL
70.00
70.00
℄ LINEAR TRACK
FENDER LINE
41.5 MAXIMUM CANTILEVER
50.50
11.50
21.5
110.0 MAXIMUM REACH
OUTLINE OF HATCHES
BOOM LOADING RANGE
82.00 REF.
℄ SHIPLOADER
END/BERTH
END/BERTH
208.00 BERTH LENGTH
135.0 END/END HATCHES - 40 000 DWT VESSEL
220.0 - 150 000
245.0 END END HATCHES - 250 000 DWT VESSEL
231.5T W.P. TO W.P. AT ℄ DWT VESSEL
44.0*
VESSEL MOVEMENT REQUIRED (250 000 DWT) FOR COMPLETE HATCH COVERAGE
150 000 DWT VESSEL
250 000 DWT VESSEL
LEGEND
+ BOLLARDS (100 TON)
* CAPSTAN
■ QUICK RELEASE HOOK (4×100T) INCLUDING CAPSTAN

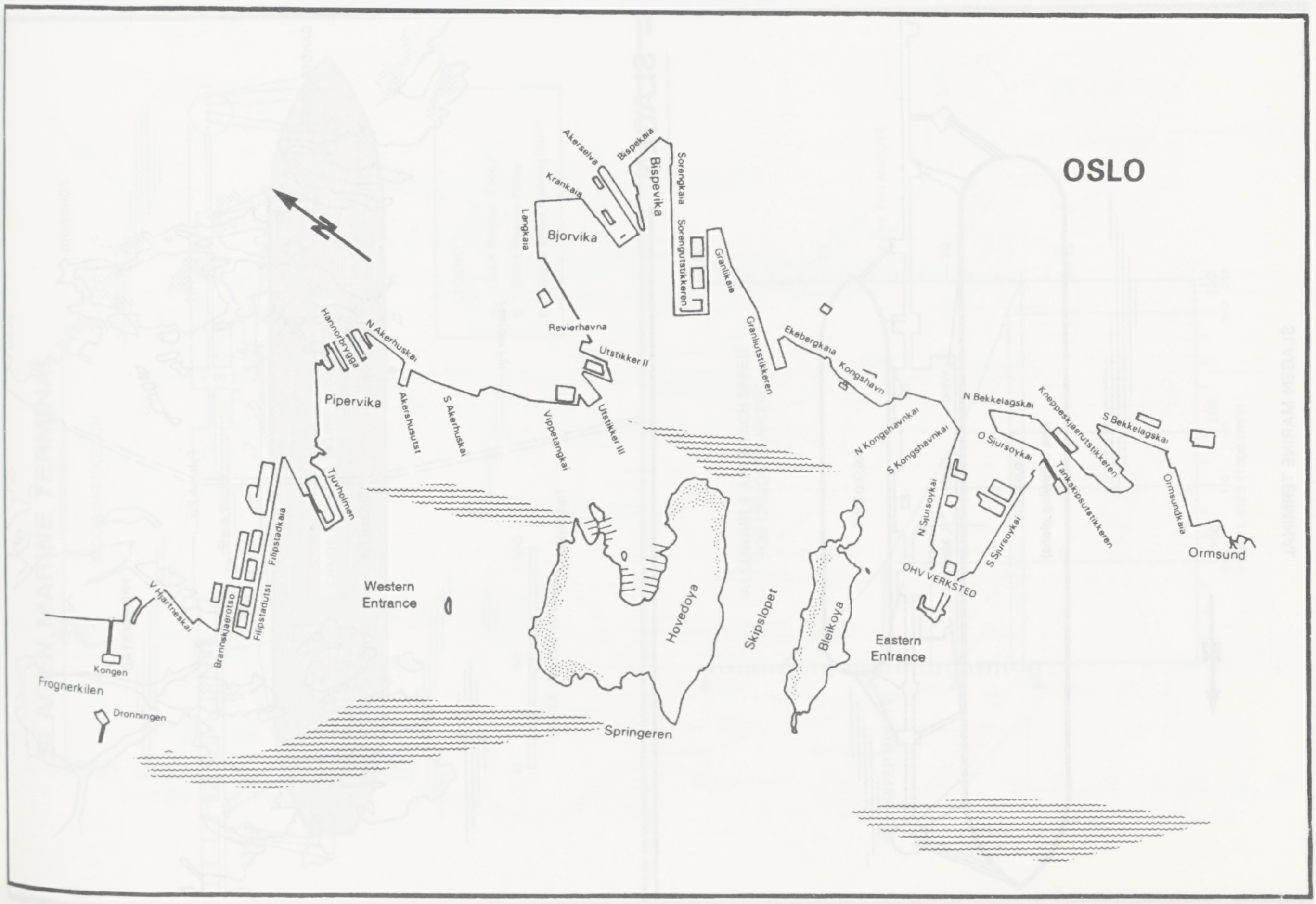


NARVIK

BERTH No.5

CROSS SECTION OF CAISSON-BERTH AND SHIPLOADER

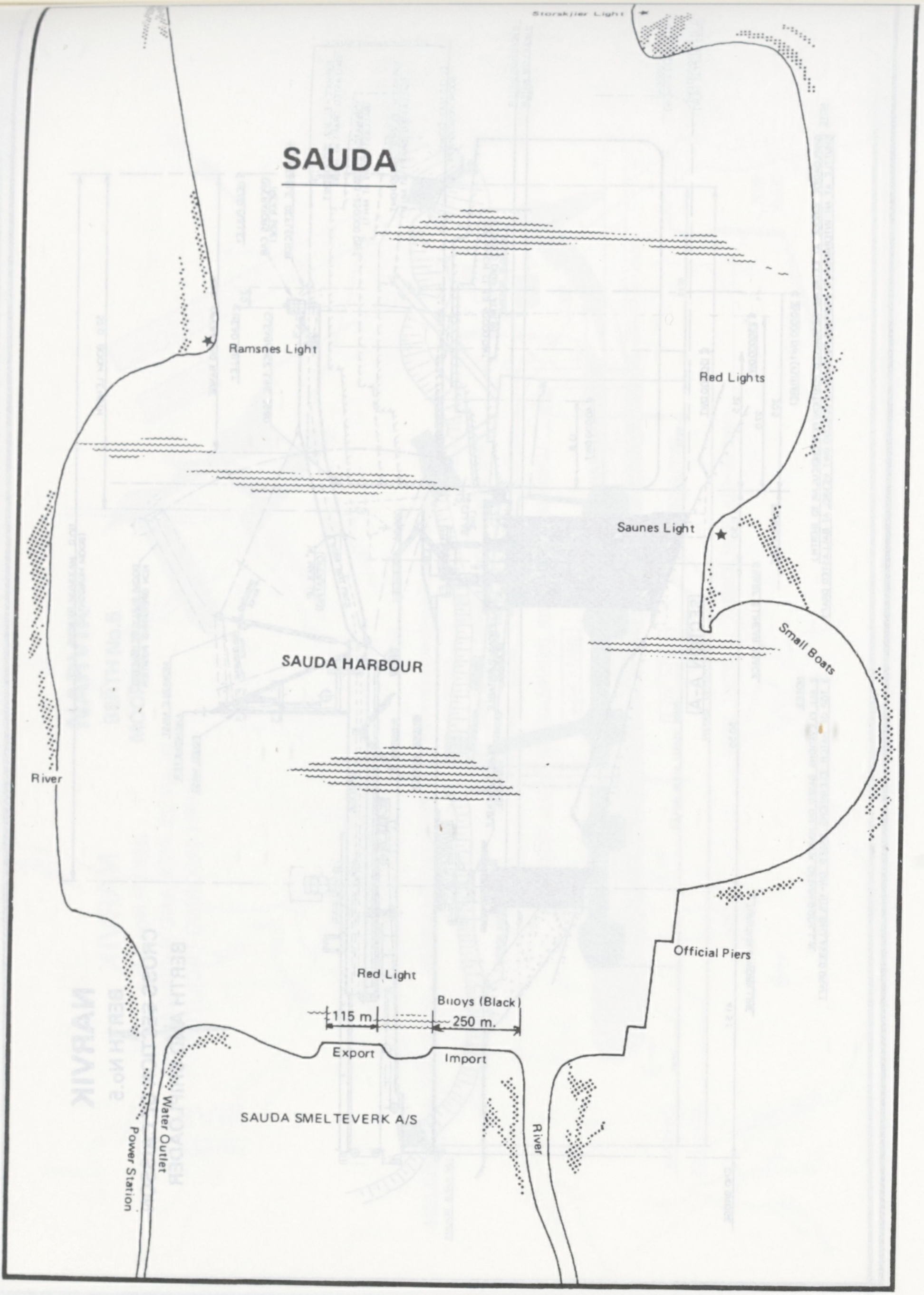
110.0 MAXIMUM REACH (BOOM HORIZONTAL)
52.0 BOOM LENGTH
BOOM FULLY RETRACTED NON OPERATING POSITION
MOVABLE MAST
ANEMOMETER
FIXED MAST
43.0 OPERATING RANGE
℄ HEAD PULLEY
3.0
℄ HEAD PULLEY
OPERATORS CAB (NEAR SIDE)
CLEARANCE LINE 29.80
ADJUSTABLE DEFLECTOR
OPERATING RANGE
NON OPERATING RANGE
14° MAX UP (OPERATING)
BOOM BELT LINE 2
SHUTTLE
TOP/HATCH EL 31.2 350,000 DWT (BALLASTED DRAFT AT MHW)
TOP/HATCH EL 26.3 - 250,000 DWT (BALLAST DRAFT AT MHT)
TOP/HATCH EL 24.0 - 150,000 DWT (BALLASTED DRAFT AT MHT)
21.0 OPERATING RANGE
EL 13.5 MAX DOWN BOOM POSITION 24° MAX
BRIDGE GIRDER
5° CLEAR LINE
TOP/HATCH EL 6.3 40,000 DWT (LOADED DRAFT AT MLW)
FRONT TURNTABLE BEARING
REAR TURNTABLE BEARING
℄ MEAN HIGH WATER
℄ MEAN LOW WATER
13.8
℄ 40,000 DWT
EL -20.2-250,000 DWT (LOADED DRAFT AT MLW)
EL -24.7 - 350,000 DWT (LOADED DRAFT AT MLW)
SECTION A-A
℄ 150,000 DWT
21.5
11.50
50.50
41.5
END BRIDGE
℄ 250,000 DWT
27.0
℄ WARF ℄ LINEAR TRACK
TURNTABLE WORK LINE
30.5
FENDER LINE
℄ 350,000 DWT (FUTURE)
NOTE SHIPLOADER BRIDGE AT EXTREME RETRACTED POSITION (PERPENDICULAR TO BERTH)
SHUTTLE AT AN INTERMEDIATE POSITION TO CLEAR A 350,000 DWT VESSEL AT BALLASTED DRAFT
NOTES:
2 ALL ELEVATIONS BASED ON NARVIK DATUM 0.00-L.L.W.
3 TOP OF HATCH ELEVATIONS BASED ON~40% BALLASTED DRAFT

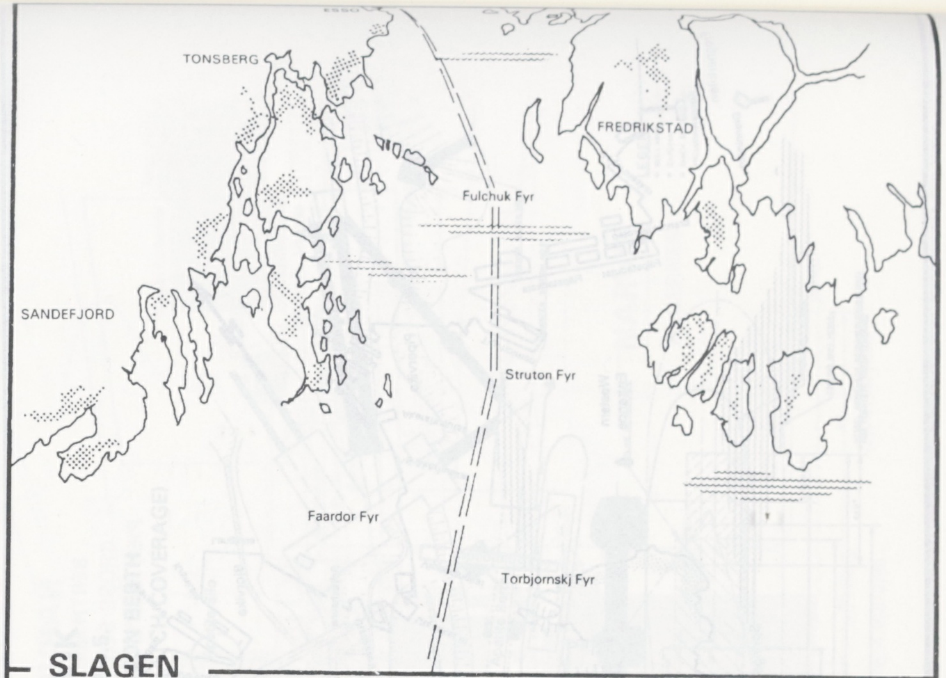


OSLO

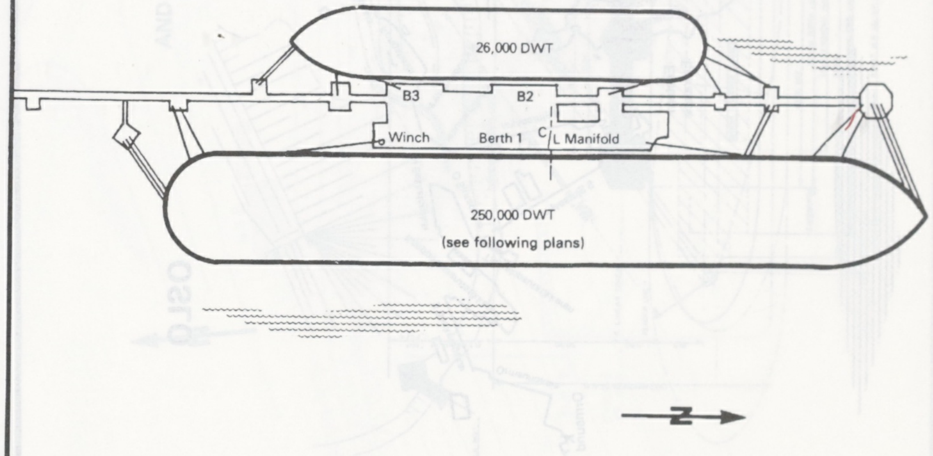
N
Akerselva
Bispekaia
Bispevika
Sorengkaia
Sorengutstikkeren
Krankaia
Langkaia
Bjorvika
Granlikaia
Granliutstikkeren
Revierhavna
Utstikker II
Utstikker III
Vippetangkai
Hannorbrygga
N Akerhuskai
Pipervika
Akershusutst
S Akerhuskai
Ekebergkaia
Kongshavn
N Kongshavnkai
S Kongshavnkai
N Bekkelagskai
Kneppeskjaerutstikkeren
S Bekkelagskai
O Sjursoykai
Tankskipsutstikkeren
Ormsundkaia
Ormsund
N Sjursoykai
S Sjursoykai
OHV VERKSTED
Tjuvholmen
Filipstadkaia
Filipstadutst
Brannskjaerotso
V Hjartneskai
Kongen
Frognerkilen
Dronningen
Western Entrance
Hovedoya
Skipsloepet
Bleikoya
Eastern Entrance
Springeren

SAUDA


Storskjier Light
Ramsnes Light
Red Lights
Saunes Light
Small Boats
SAUDA HARBOUR
River
Official Piers
Red Light
Buoys (Black)
115 m
250 m.
Export
Import
SAUDA SMELTEVERK A/S
Water Outlet
Power Station
River


TONSBERG
FREDRIKSTAD
Fulchuk Fyr
SANDEFJORD
Struton Fyr
Faardor Fyr
Torbjornskj Fyr

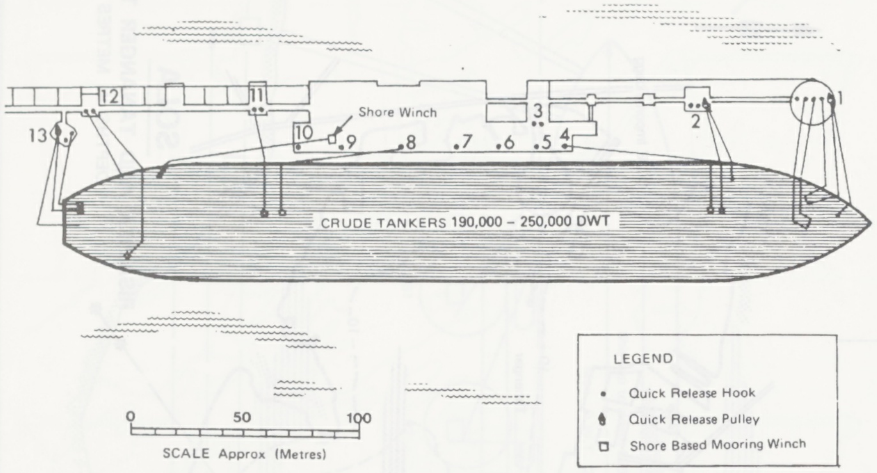
SLAGEN

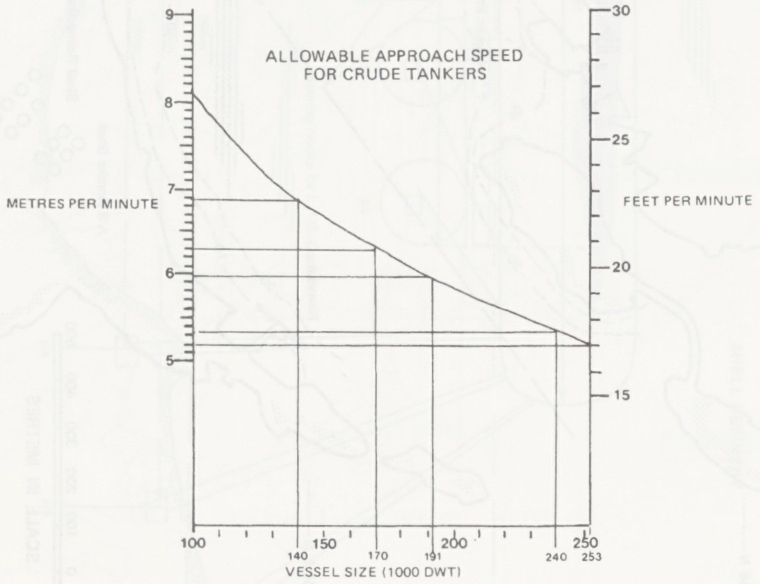

26,000 DWT
B3
B2
Winch
Berth 1
C/L Manifold
250,000 DWT
(see following plans)
N

SLAGEN MARINE TERMINAL

SLAGEN MARINE TERMINAL

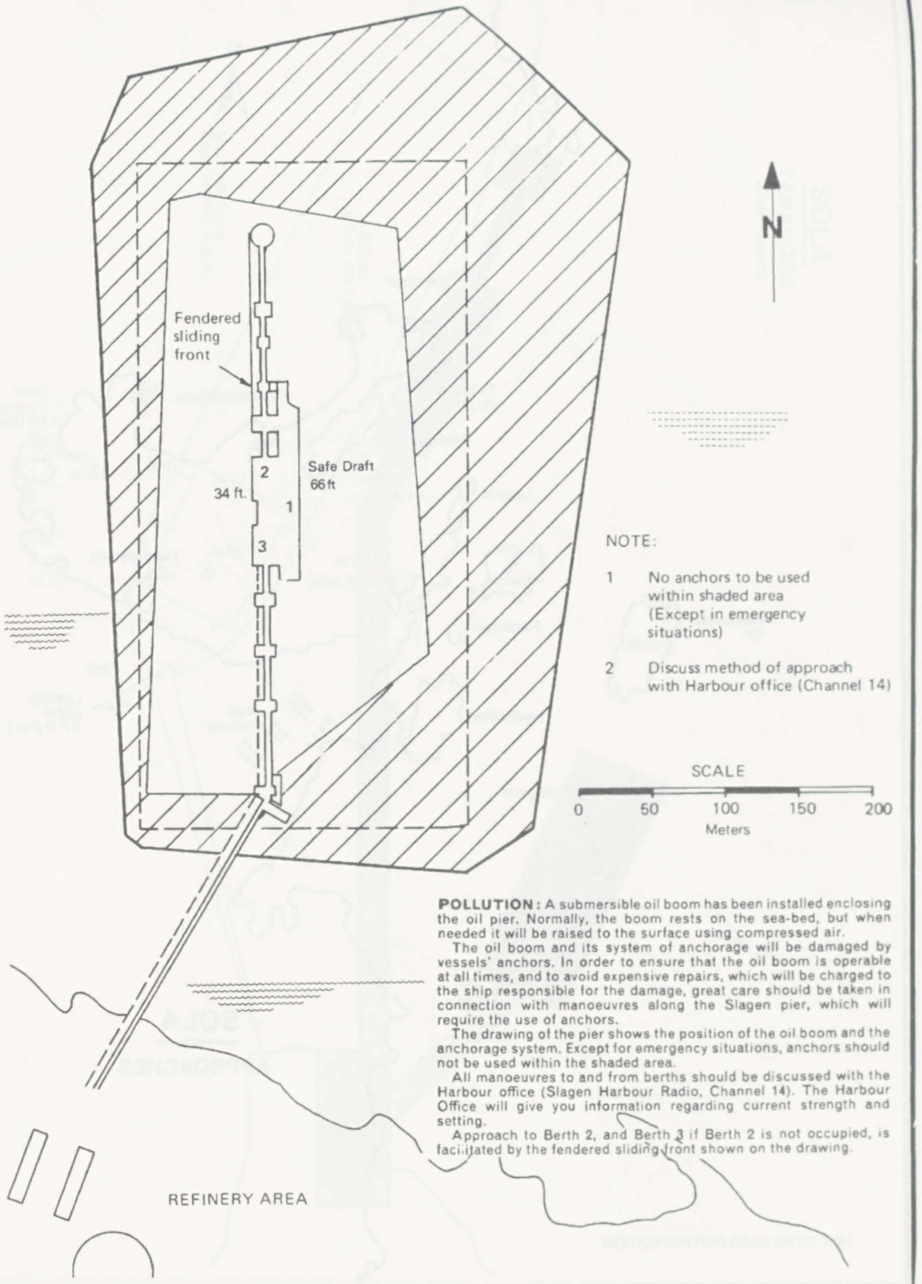
MOORING SKETCH


12
11
1
13
10
Shore Winch
9
8
7
6
5
4
3
2
CRUDE TANKERS 190,000 – 250,000 DWT
0
50
100
SCALE Approx (Metres)
LEGEND
• Quick Release Hook
Quick Release Pulley
☐ Shore Based Mooring Winch


ALLOWABLE APPROACH SPEED FOR CRUDE TANKERS

SLAGEN PIER

SUBMERSIBLE OIL BOOM INSTALLATION


N
Fendered sliding front
2
Safe Draft 66 ft
34 ft.
1
3
SCALE
0
50
100
150
200
Meters
REFINERY AREA

NOTE:

1 No anchors to be used within shaded area (Except in emergency situations)

2 Discuss method of approach with Harbour office (Channel 14)

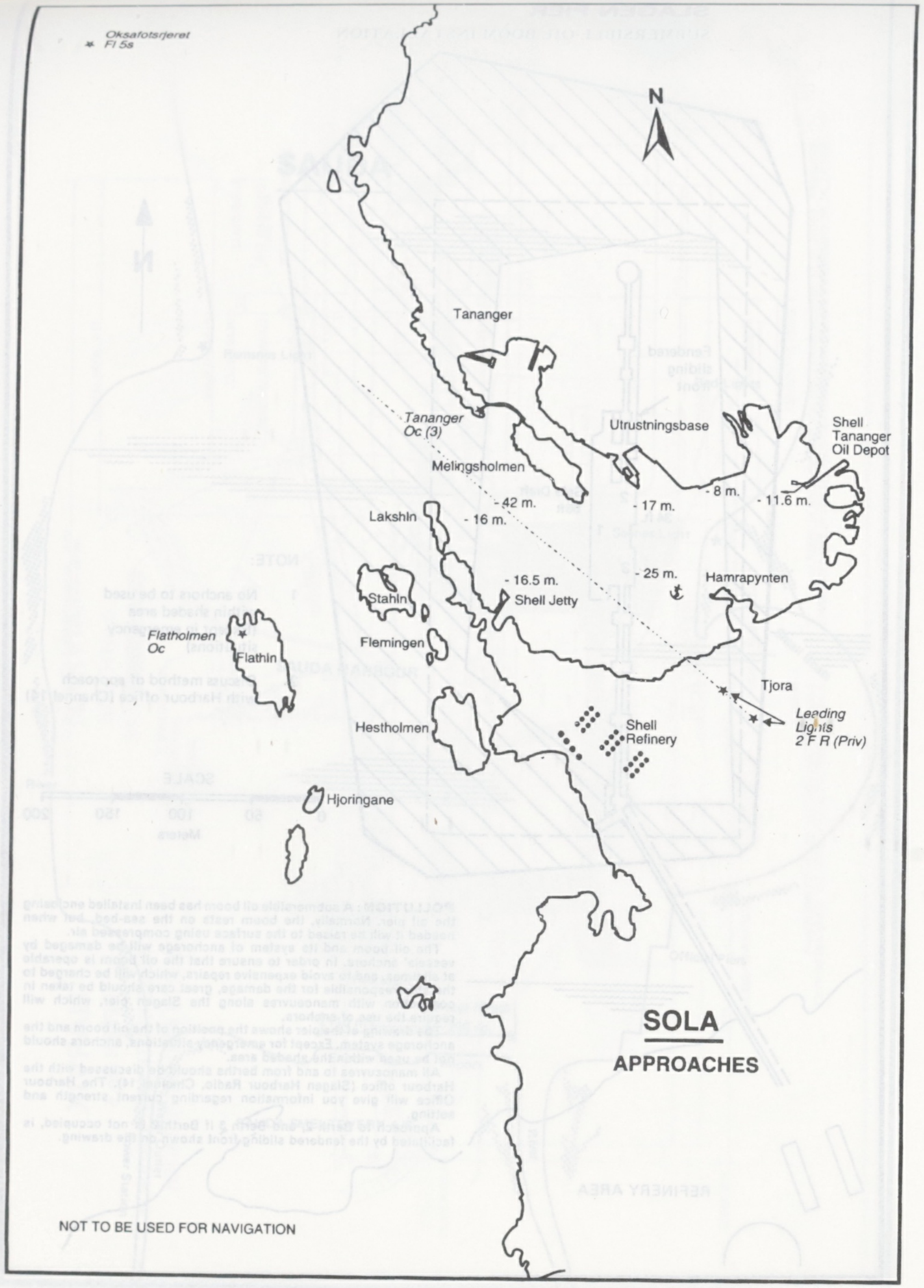
POLLUTION: A submersible oil boom has been installed enclosing the oil pier. Normally, the boom rests on the sea-bed, but when needed it will be raised to the surface using compressed air.

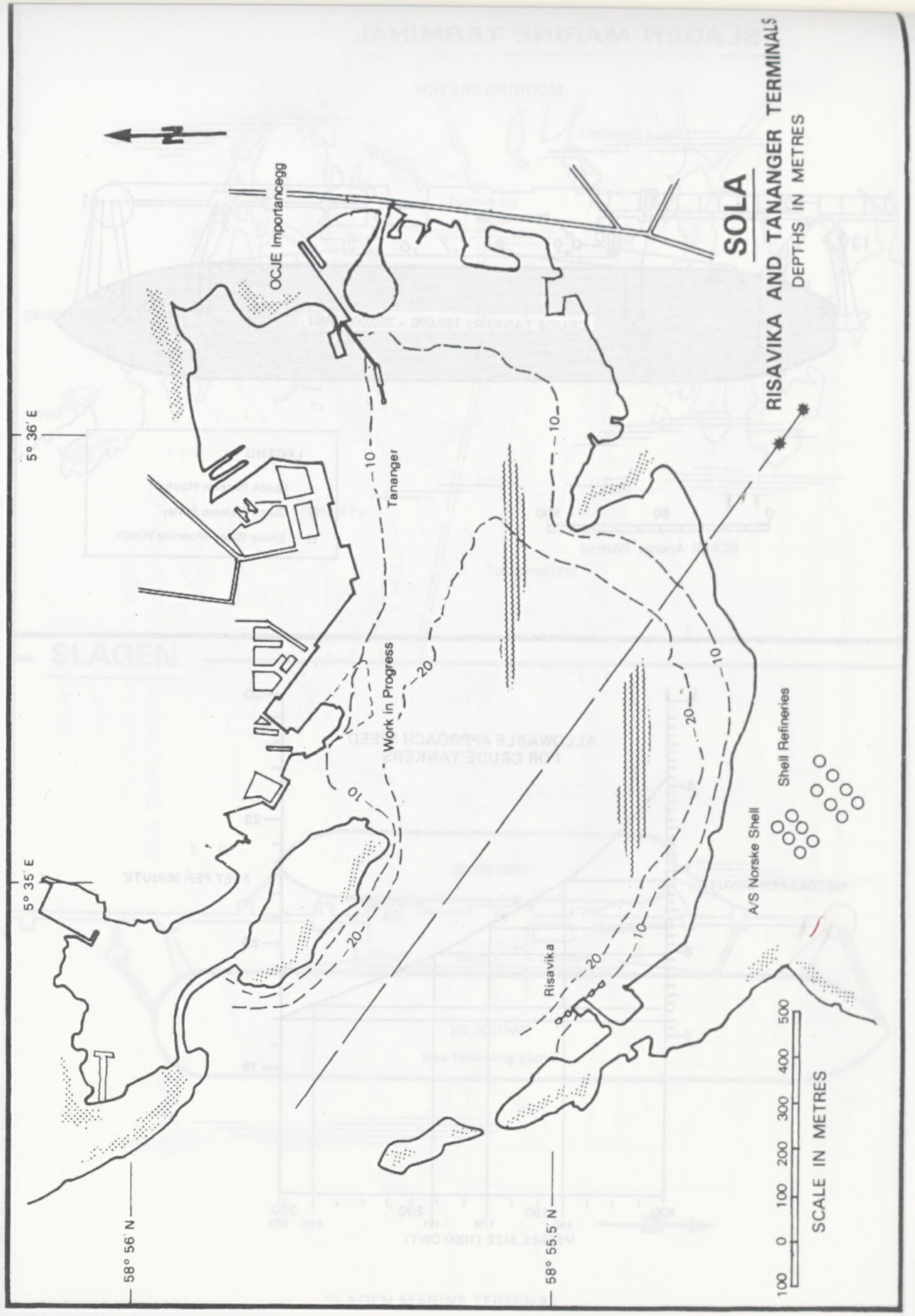
The oil boom and its system of anchorage will be damaged by vessels' anchors. In order to ensure that the oil boom is operable at all times, and to avoid expensive repairs, which will be charged to the ship responsible for the damage, great care should be taken in connection with manoeuvres along the Slagen pier, which will require the use of anchors.

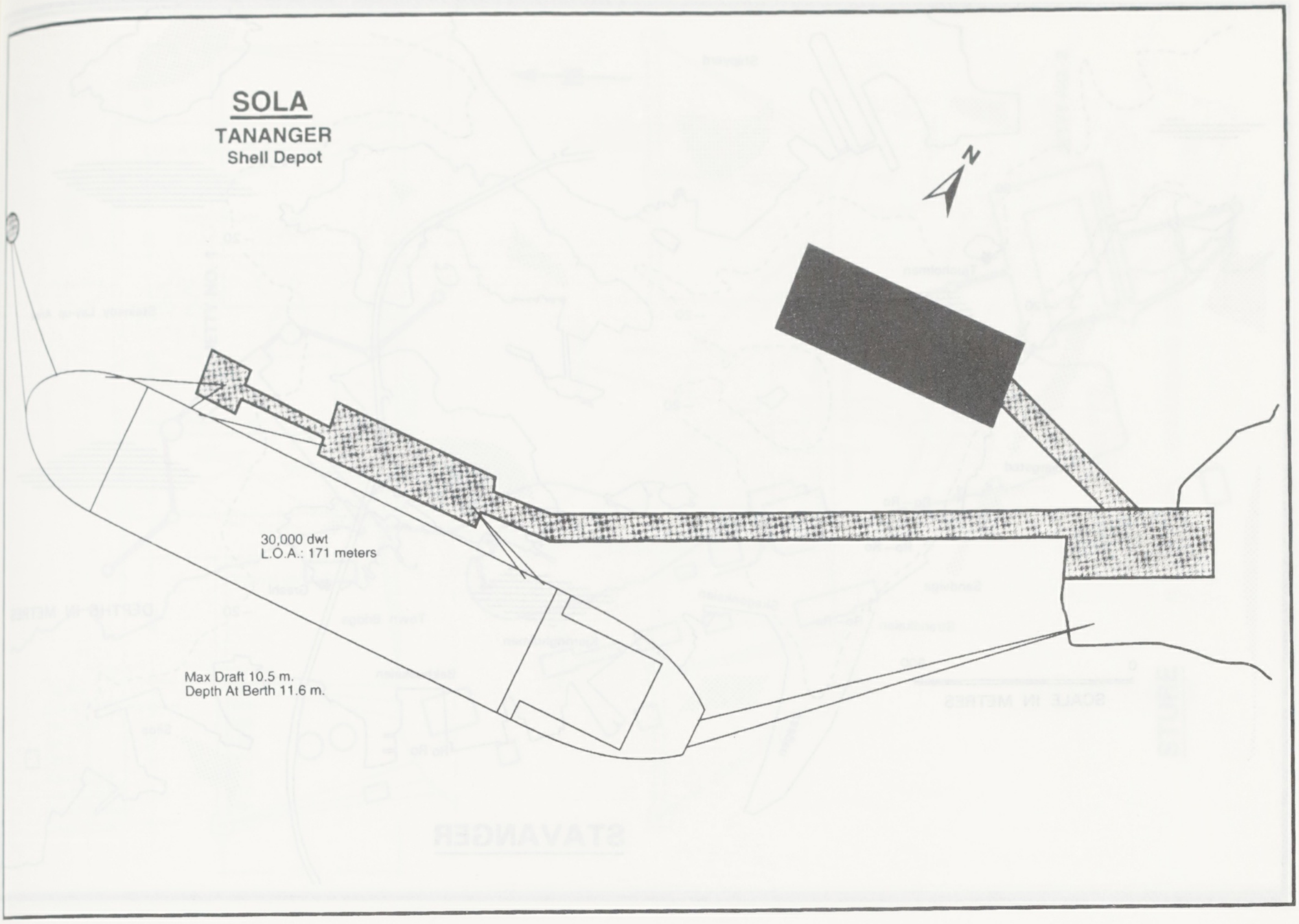
The drawing of the pier shows the position of the oil boom and the anchorage system. Except for emergency situations, anchors should not be used within the shaded area.

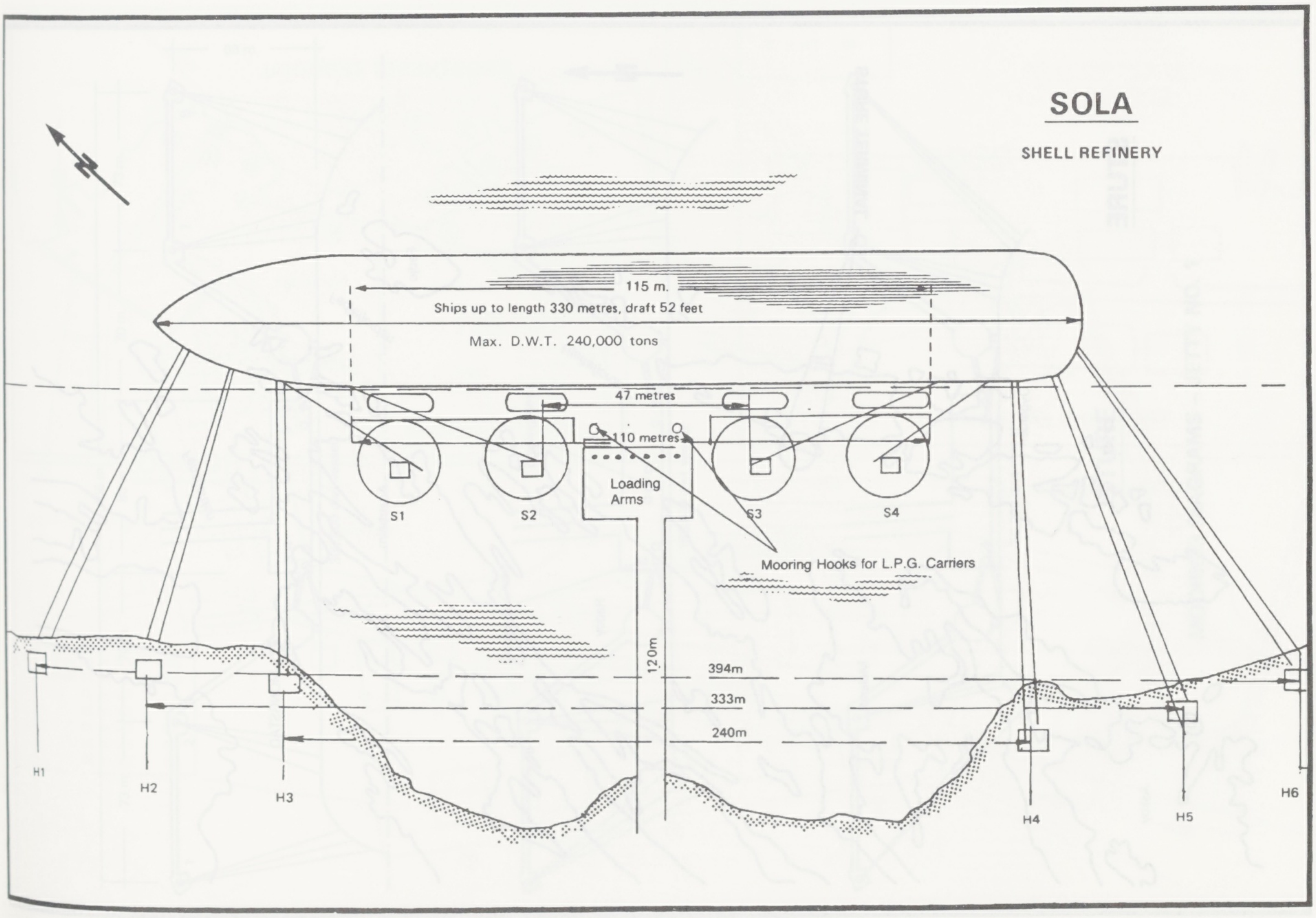
All manoeuvres to and from berths should be discussed with the Harbour office (Slagen Harbour Radio, Channel 14). The Harbour Office will give you information regarding current strength and setting.

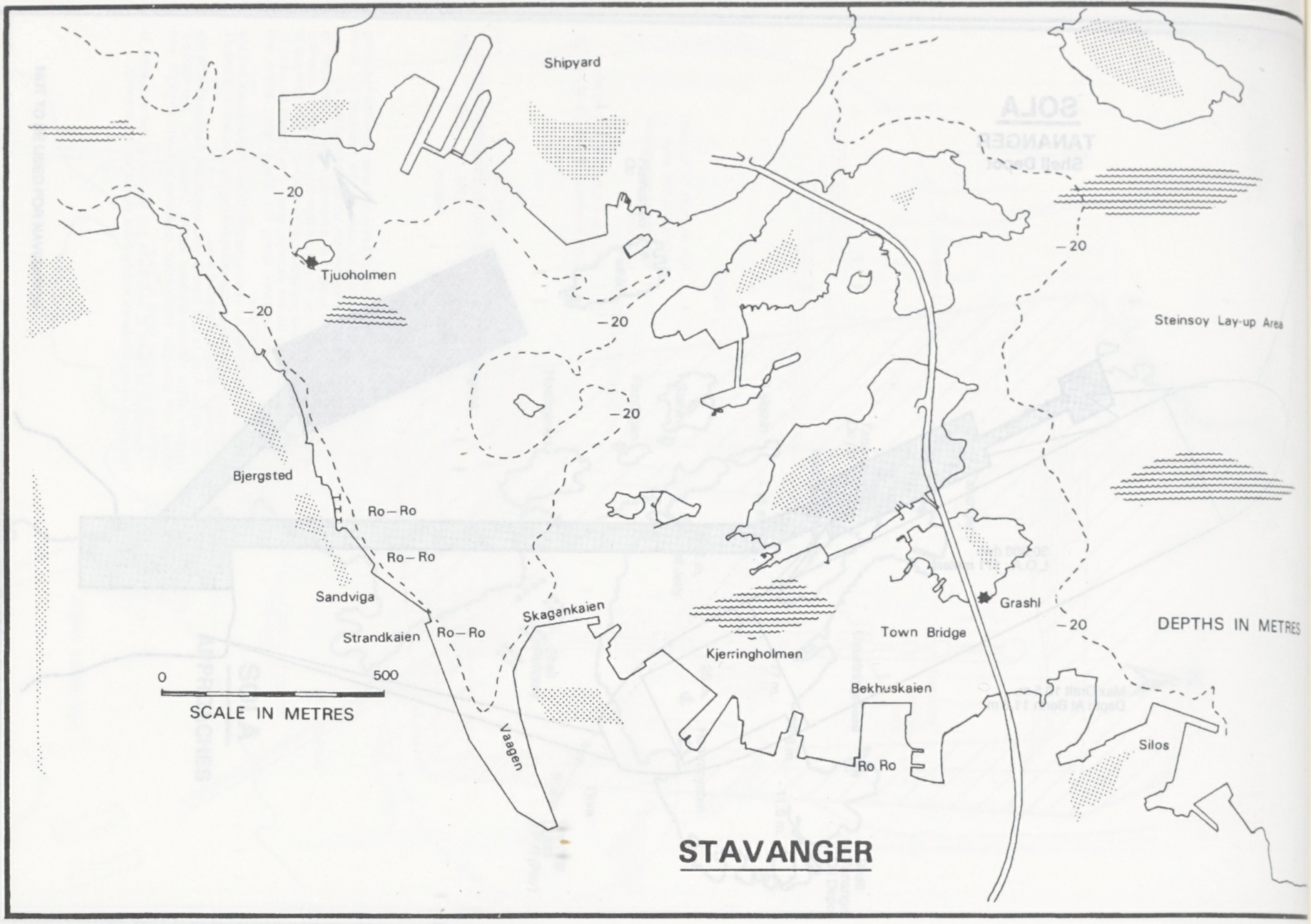
Approach to Berth 2, and Berth 3 if Berth 2 is not occupied, is facilitated by the fendered sliding front shown on the drawing.

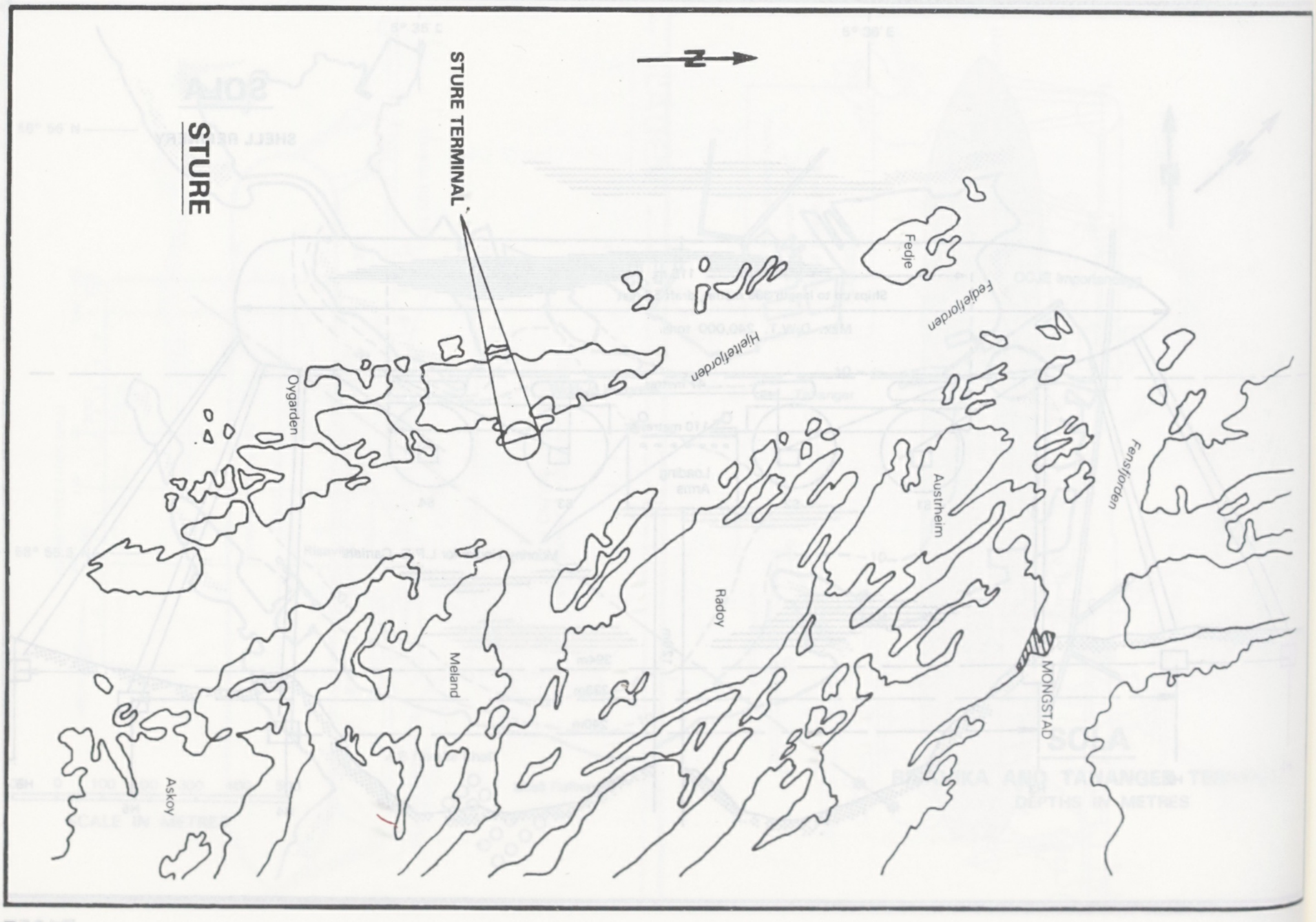

Oksafotsrjeret
Fl 5s
N
Tananger
Tananger
Oc (3)
Utrustningsbase
Shell
Tananger
Oil Depot
Melingsholmen
- 42 m.
- 16 m.
Lakshin
- 17 m.
- 8 m.
- 11.6 m.
- 16.5 m.
- 25 m.
Hamrapynten
Stahln
Shell Jetty
Flatholmen
Oc
Flathin
Flemingen
Tjora
Leading
Lights
2 F R (Priv)
Hestholmen
Shell
Refinery
Hjoringane
SOLA
APPROACHES
NOT TO BE USED FOR NAVIGATION

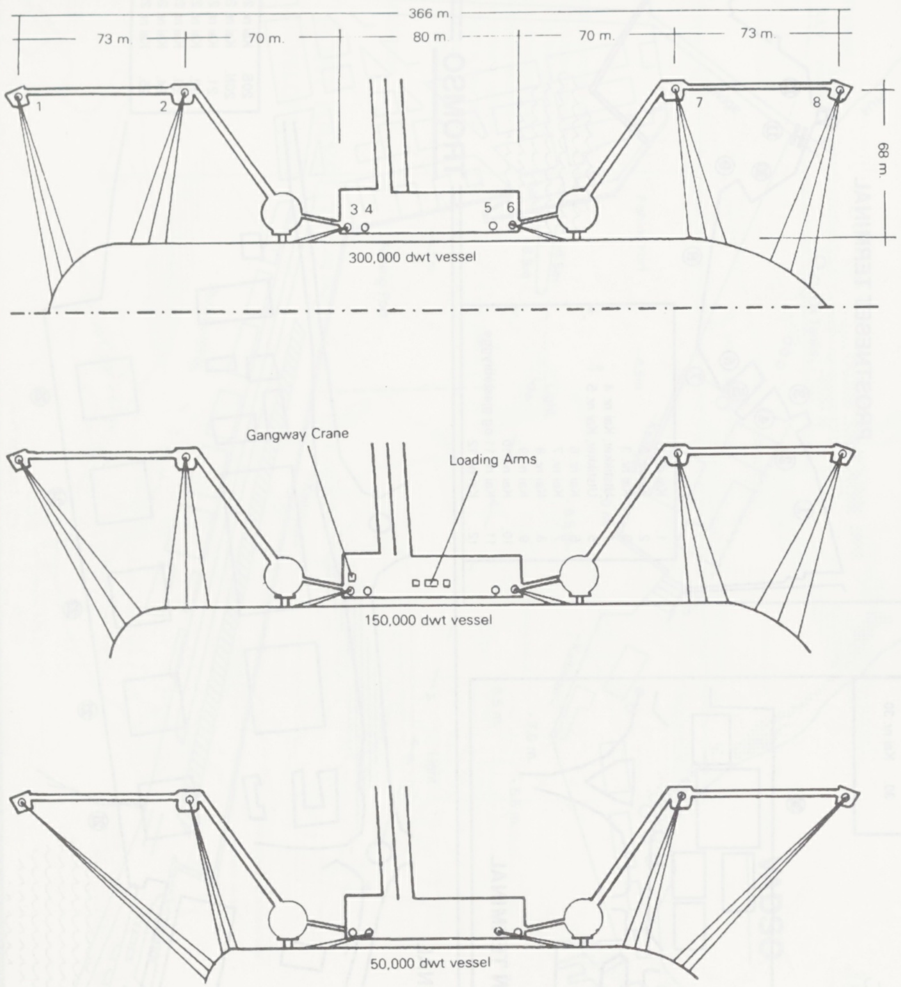

SOLA
RISAVIKA AND TANANGER TERMINALS
DEPTHS IN METRES
N
OCJE Importancegg
5° 36' E
5° 35' E
Tananger
Work in Progress
10
20
Risavika
Shell Refineries
A/S Norske Shell
SCALE IN METRES
100
0
100
200
300
400
500
58° 56' N
58° 55.5' N


SOLA
TANANGER
Shell Depot
N
30,000 dwt
L.O.A.: 171 meters
Max Draft 10.5 m.
Depth At Berth 11.6 m.


SOLA
SHELL REFINERY
N
115 m.
Ships up to length 330 metres, draft 52 feet
Max. D.W.T. 240,000 tons
47 metres
110 metres
Loading Arms
S1
S2
S3
S4
Mooring Hooks for L.P.G. Carriers
120m
394m
333m
240m
H1
H2
H3
H4
H5
H6

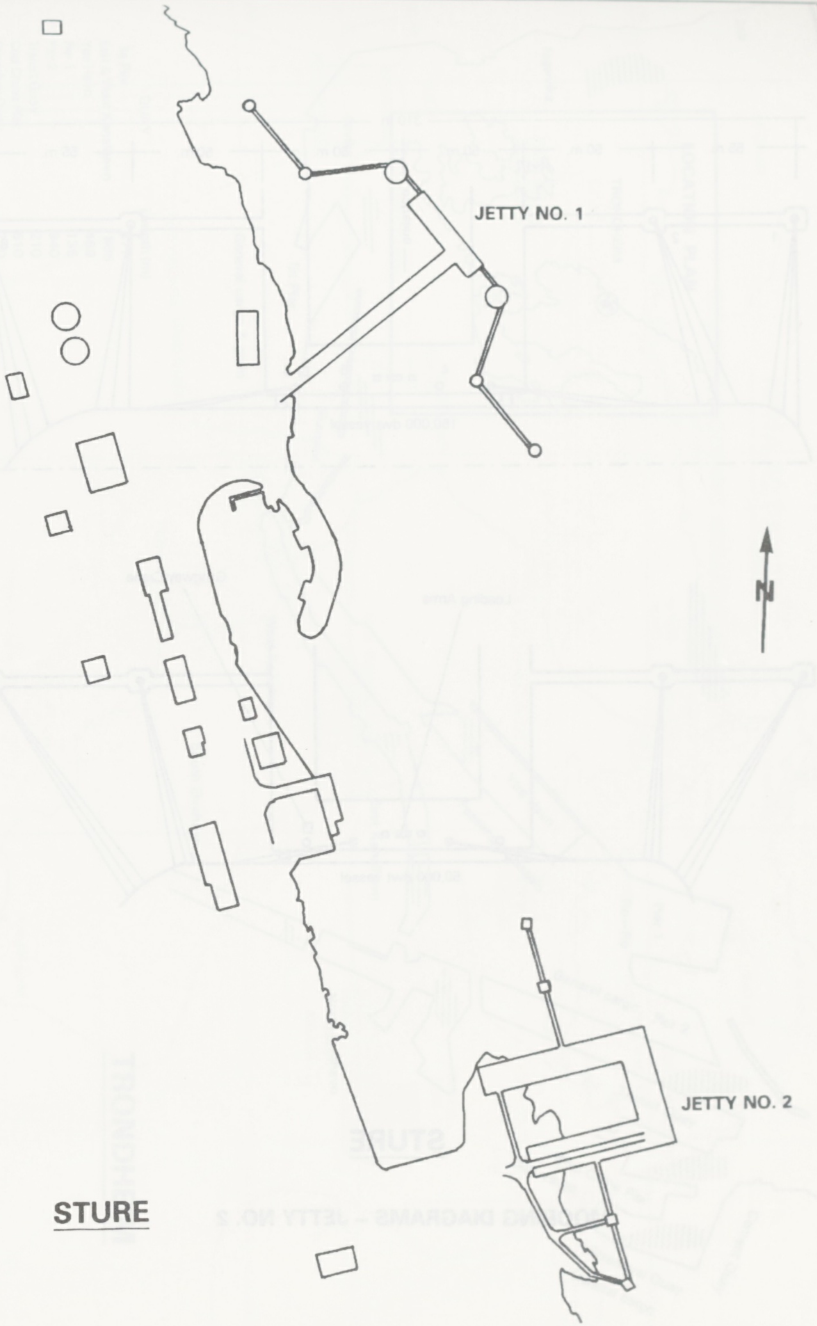

Shipyard
-20
Tjuoholmen
-20
-20
-20
-20
-20
Bjergsted
Ro–Ro
Ro–Ro
Sandviga
Strandkaien
Ro–Ro
Skagenkaien
Vaagen
0
500
SCALE IN METRES
Kjerringholmen
Town Bridge
Bekhuskaien
Ro Ro
Grashl
Steinsoy Lay-up Area
DEPTHS IN METRES
Silos
STAVANGER


N
STURE
STURE TERMINAL
Fedje
Fedjefjorden
Hjeltefjorden
Oygarden
Austrheim
Fensfjorden
Radoy
Meland
MONGSTAD
Askoy

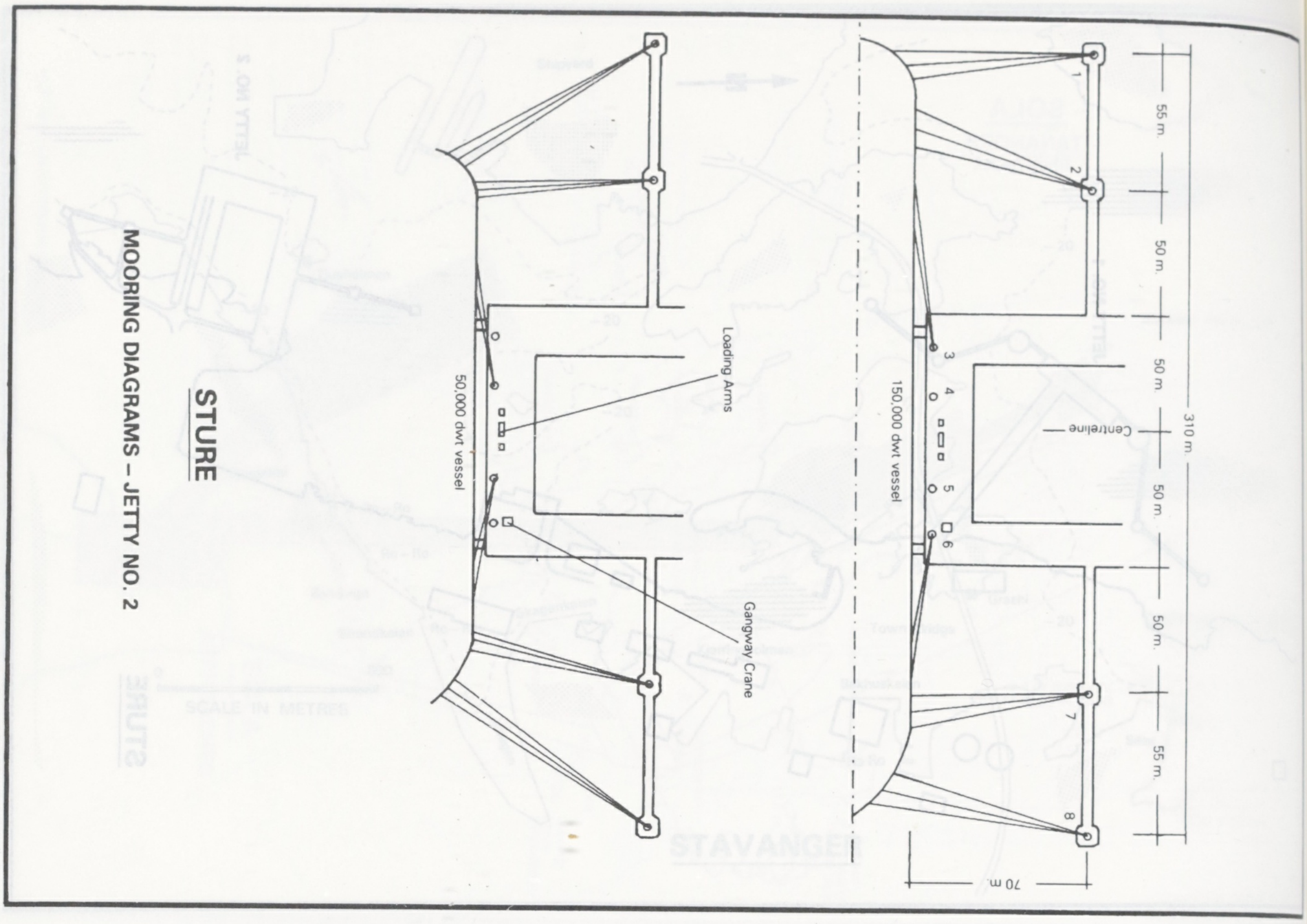

366 m.
73 m.
70 m.
80 m
70 m.
73 m.
68 m.
1
2
3 4
5 6
7
8
300,000 dwt vessel
Gangway Crane
Loading Arms
150,000 dwt vessel
50,000 dwt vessel

STURE

MOORING DIAGRAMS – JETTY NO. 1


JETTY NO. 1
N
JETTY NO. 2

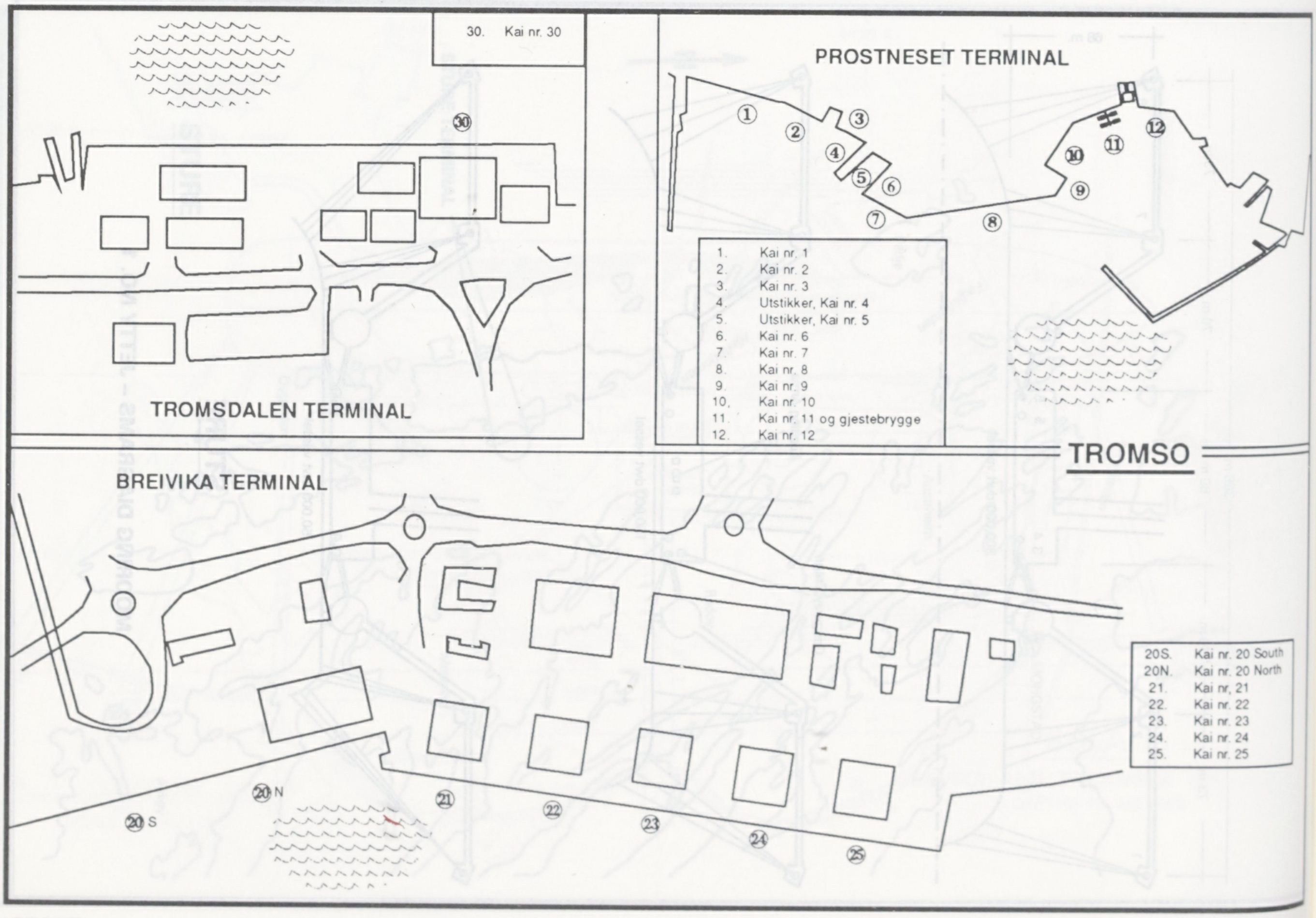
STURE



STURE

MOORING DIAGRAMS – JETTY NO. 2

Loading Arms
Gangway Crane
50,000 dwt vessel
150,000 dwt vessel
Centreline
1
2
3
4
5
6
7
8
55 m.
50 m.
50 m.
50 m.
50 m.
55 m.
310 m.
70 m



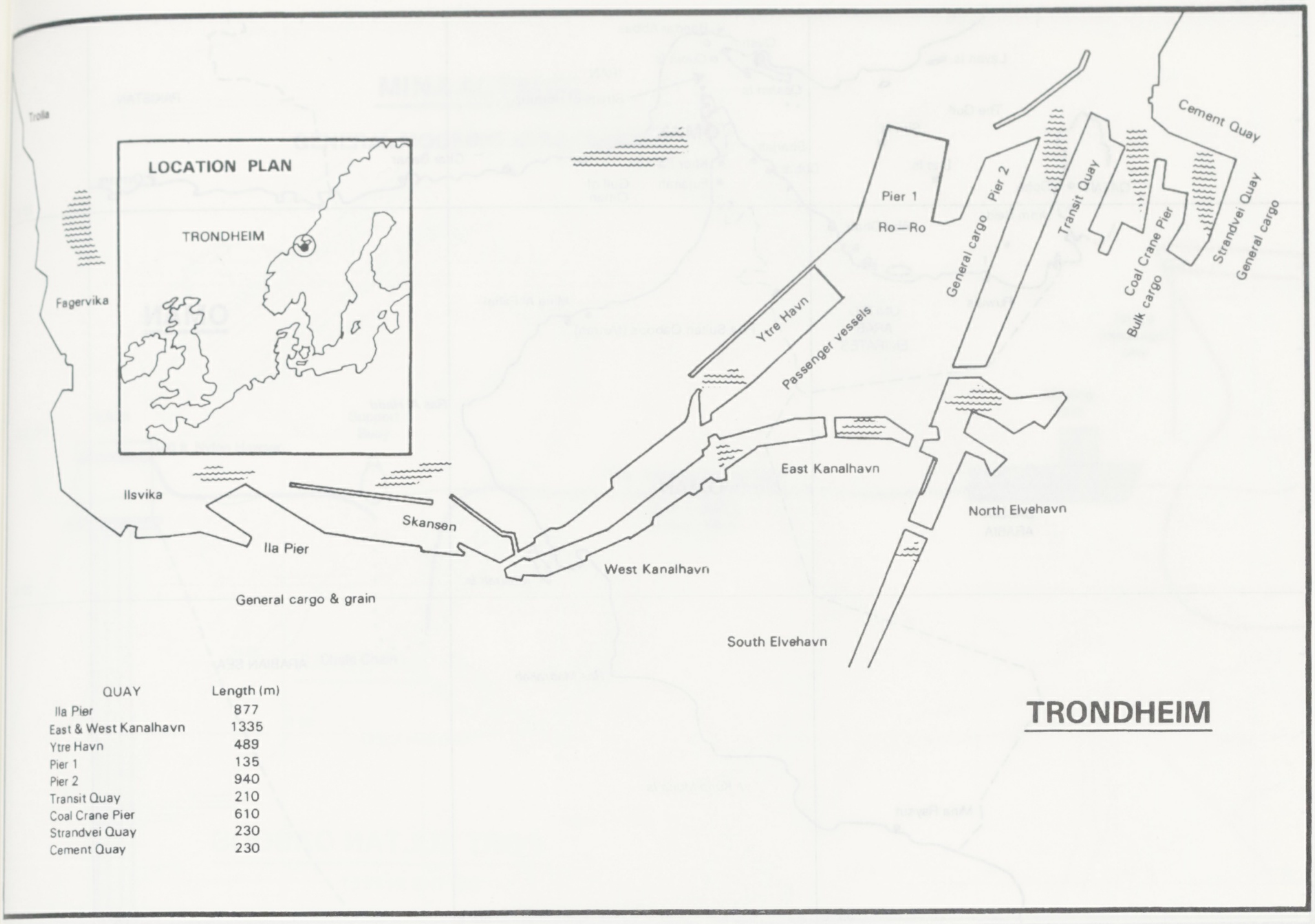
TROMSO

PROSTNESET TERMINAL
TROMSDALEN TERMINAL
BREIVIKA TERMINAL
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
㉚
⑳N
⑳S
㉑
㉒
㉓
㉔
㉕

30.	Kai nr. 30

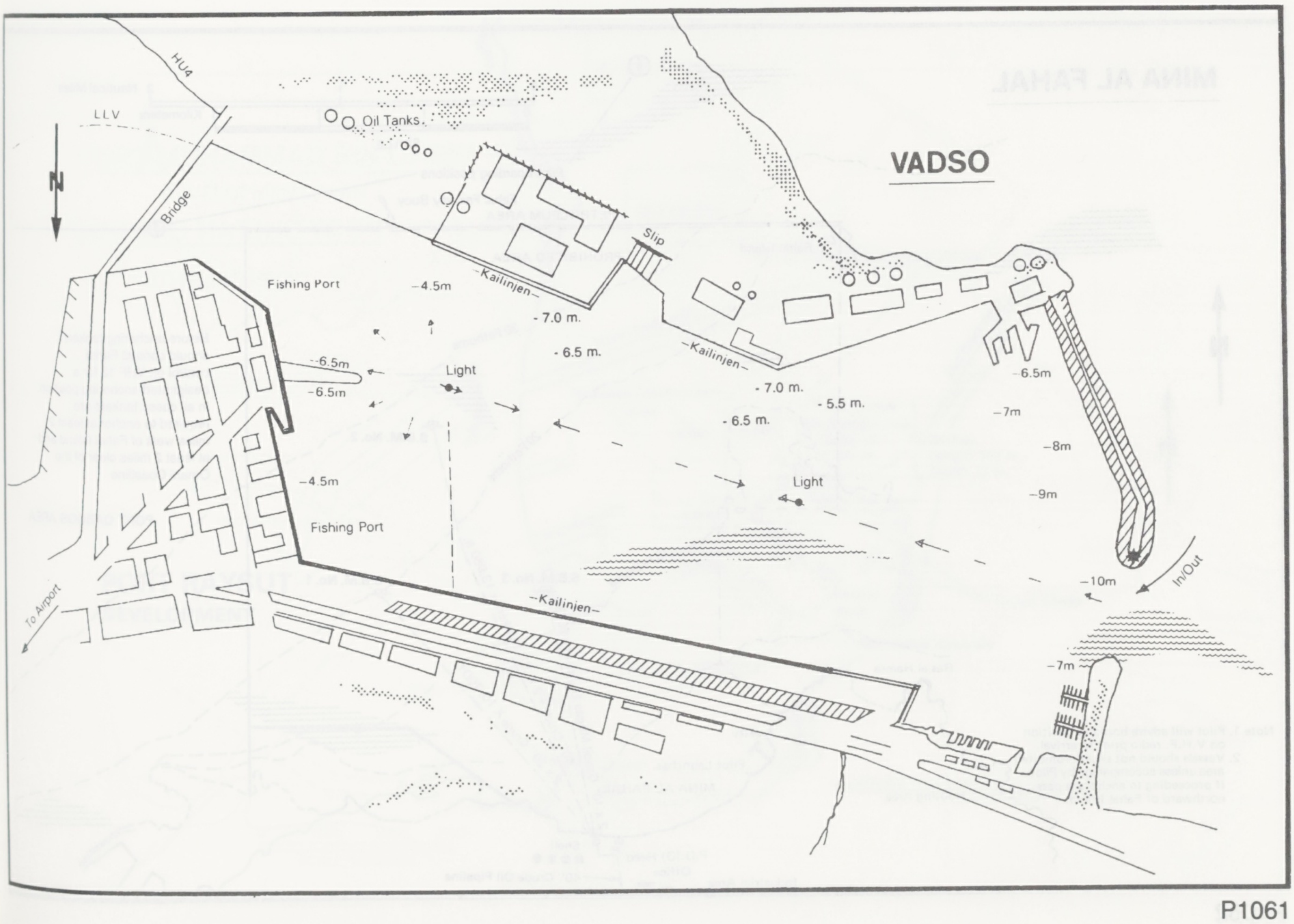
1.	Kai nr. 1
2.	Kai nr. 2
3.	Kai nr. 3
4.	Utstikker, Kai nr. 4
5.	Utstikker, Kai nr. 5
6.	Kai nr. 6
7.	Kai nr. 7
8.	Kai nr. 8
9.	Kai nr. 9
10.	Kai nr. 10
11.	Kai nr. 11 og gjestebrygge
12.	Kai nr. 12

20S.	Kai nr. 20 South
20N.	Kai nr. 20 North
21.	Kai nr. 21
22.	Kai nr. 22
23.	Kai nr. 23
24.	Kai nr. 24
25.	Kai nr. 25

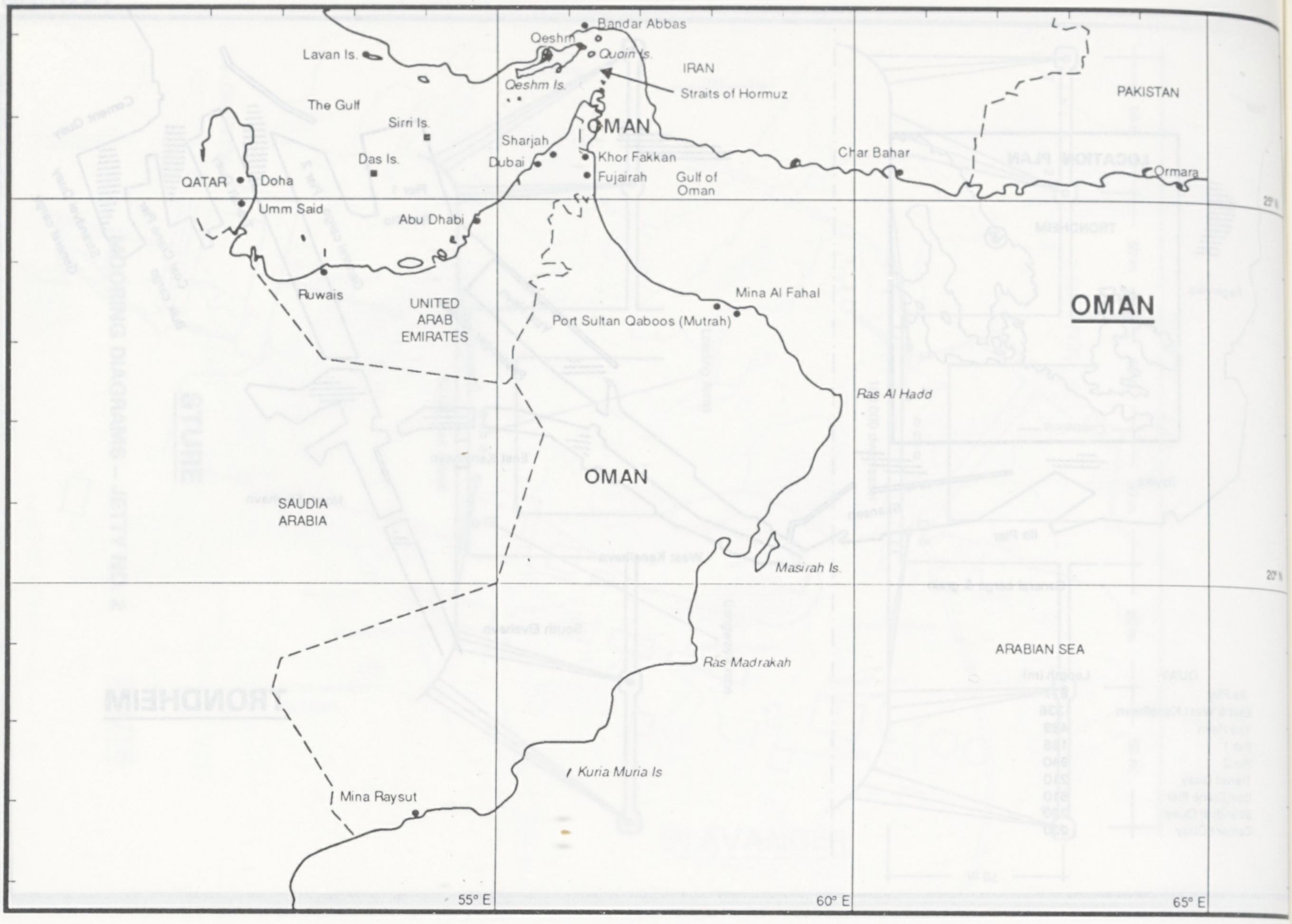

Trolla
LOCATION PLAN
TRONDHEIM
Fagervika
Ilsvika
Ila Pier
Skansen
General cargo & grain
West Kanalhavn
East Kanalhavn
Ytre Havn
Passenger vessels
Pier 1
Ro—Ro
Pier 2
General cargo
Transit Quay
Coal Crane Pier
Bulk cargo
Cement Quay
Strandvei Quay
General cargo
North Elvehavn
South Elvehavn

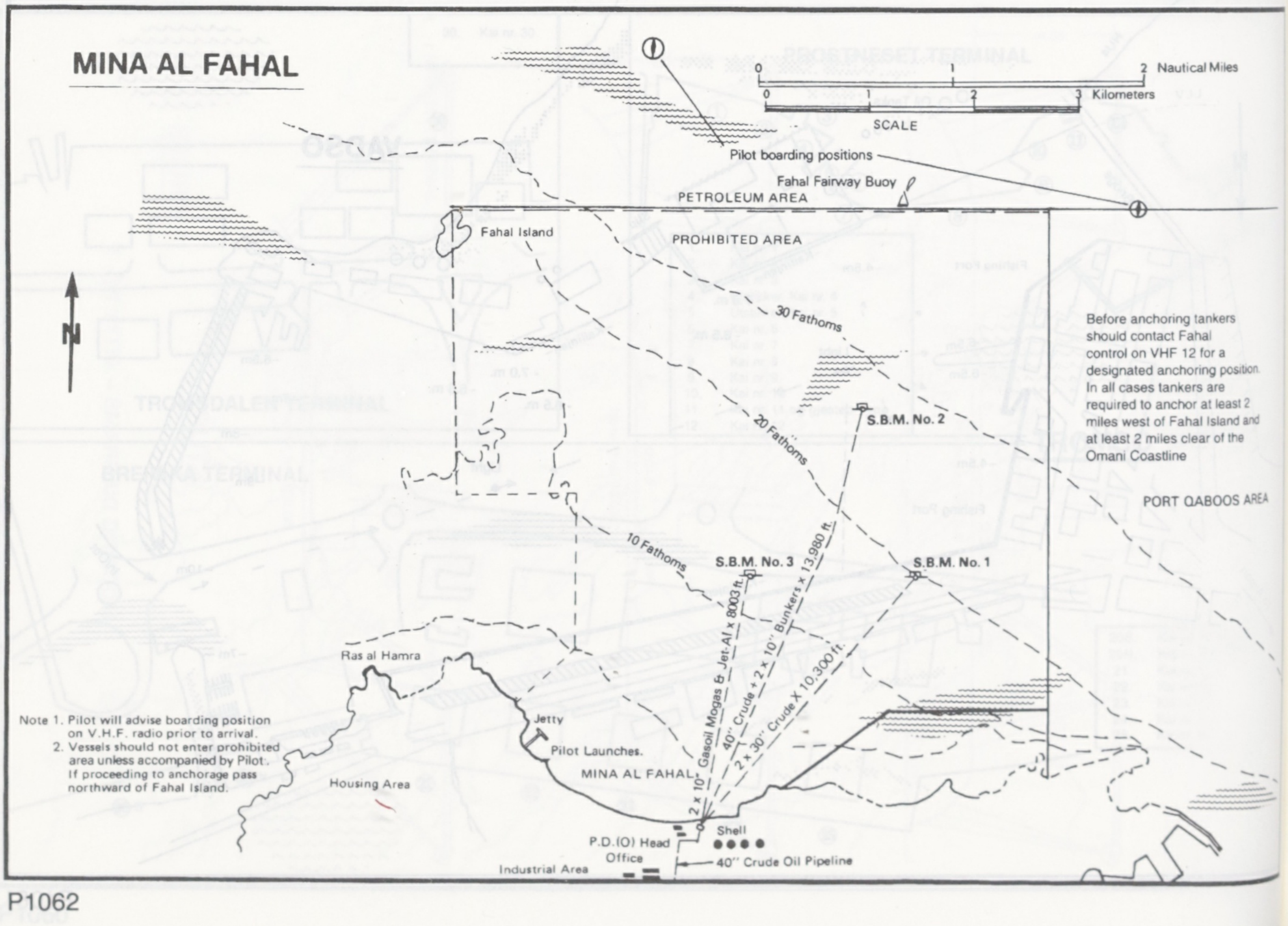
TRONDHEIM

QUAY	Length (m)
Ila Pier	877
East & West Kanalhavn	1335
Ytre Havn	489
Pier 1	135
Pier 2	940
Transit Quay	210
Coal Crane Pier	610
Strandvei Quay	230
Cement Quay	230


HU4
LLV
N
Bridge
Oil Tanks
Slip
Fishing Port
-4.5m
—Kailinjen—
- 7.0 m.
- 6.5 m.
-6.5m
-6.5m
Light
—Kailinjen—
- 7.0 m.
- 5.5 m.
- 6.5 m.
-6.5m
-7m
-8m
-9m
Light
-4.5m
Fishing Port
-10m
In/Out
—Kailinjen—
-7m
To Airport

VADSO

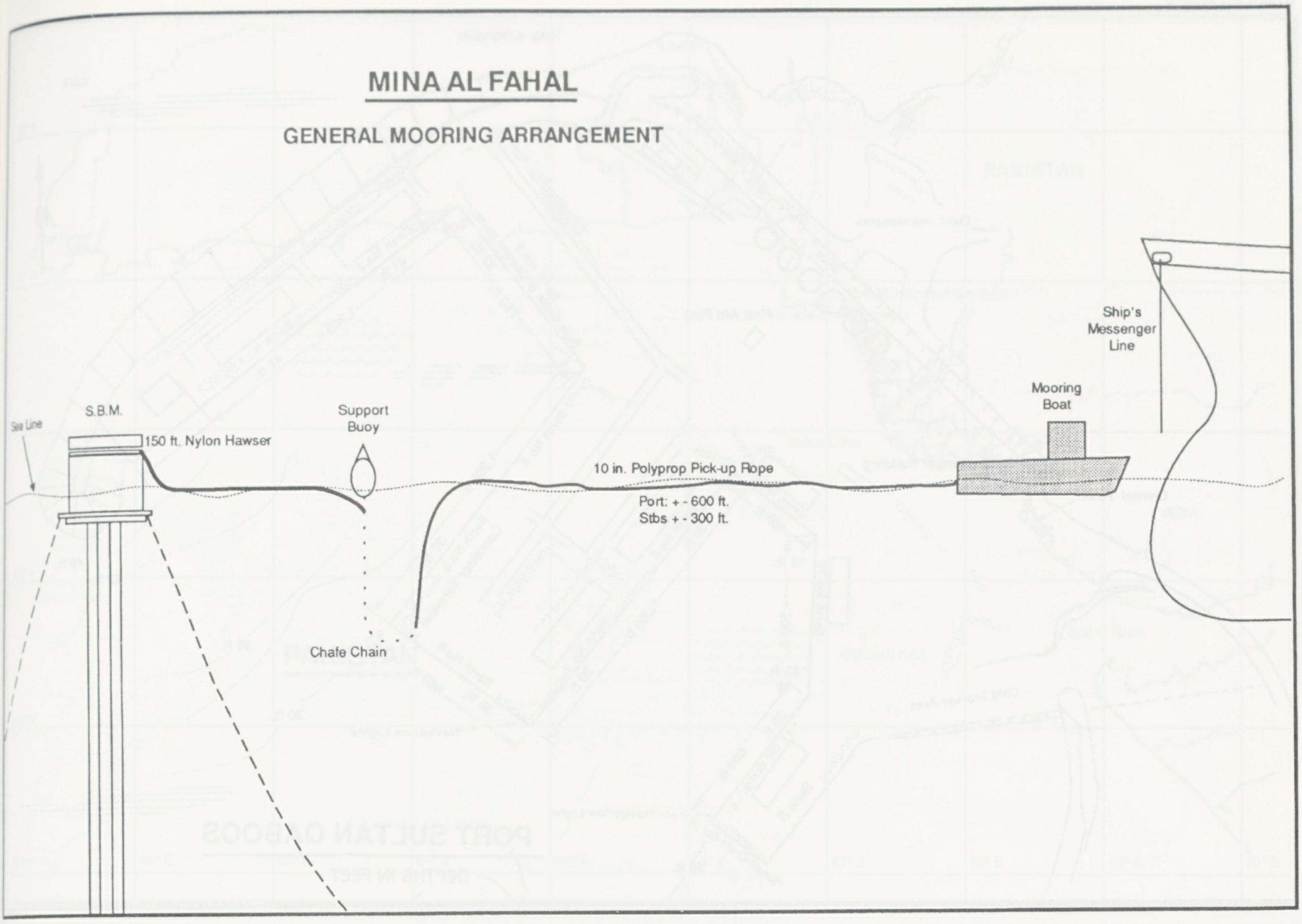

Bandar Abbas
Qeshm
Lavan Is.
Quoin Is.
IRAN
Qeshm Is.
Straits of Hormuz
PAKISTAN
The Gulf
Sirri Is.
OMAN
Sharjah
Das Is.
Dubai
Khor Fakkan
Char Bahar
Fujairah
Gulf of Oman
Ormara
QATAR
Doha
Umm Said
Abu Dhabi
Ruwais
Mina Al Fahal
UNITED ARAB EMIRATES
Port Sultan Qaboos (Mutrah)
OMAN
Ras Al Hadd
OMAN
SAUDIA ARABIA
Masirah Is.
ARABIAN SEA
Ras Madrakah
Kuria Muria Is
Mina Raysut
55° E
60° E
65° E
25° N
20° N


MINA AL FAHAL

0
1
2 Nautical Miles
0
1
2
3 Kilometers
SCALE
Pilot boarding positions
Fahal Fairway Buoy
PETROLEUM AREA
PROHIBITED AREA
Fahal Island
N
30 Fathoms
20 Fathoms
S.B.M. No. 2
10 Fathoms
S.B.M. No. 3
S.B.M. No. 1
PORT QABOOS AREA
2 x 10" Gasoil Mogas & Jet-Al x 8003 ft.
40" Crude + 2 x 10" Bunkers x 13,980 ft.
2 x 30" Crude X 10,300 ft.
Ras al Hamra
Jetty
Pilot Launches.
MINA AL FAHAL
Housing Area
Shell
P.D.(O) Head Office
40" Crude Oil Pipeline
Industrial Area

Before anchoring tankers should contact Fahal control on VHF 12 for a designated anchoring position. In all cases tankers are required to anchor at least 2 miles west of Fahal Island and at least 2 miles clear of the Omani Coastline

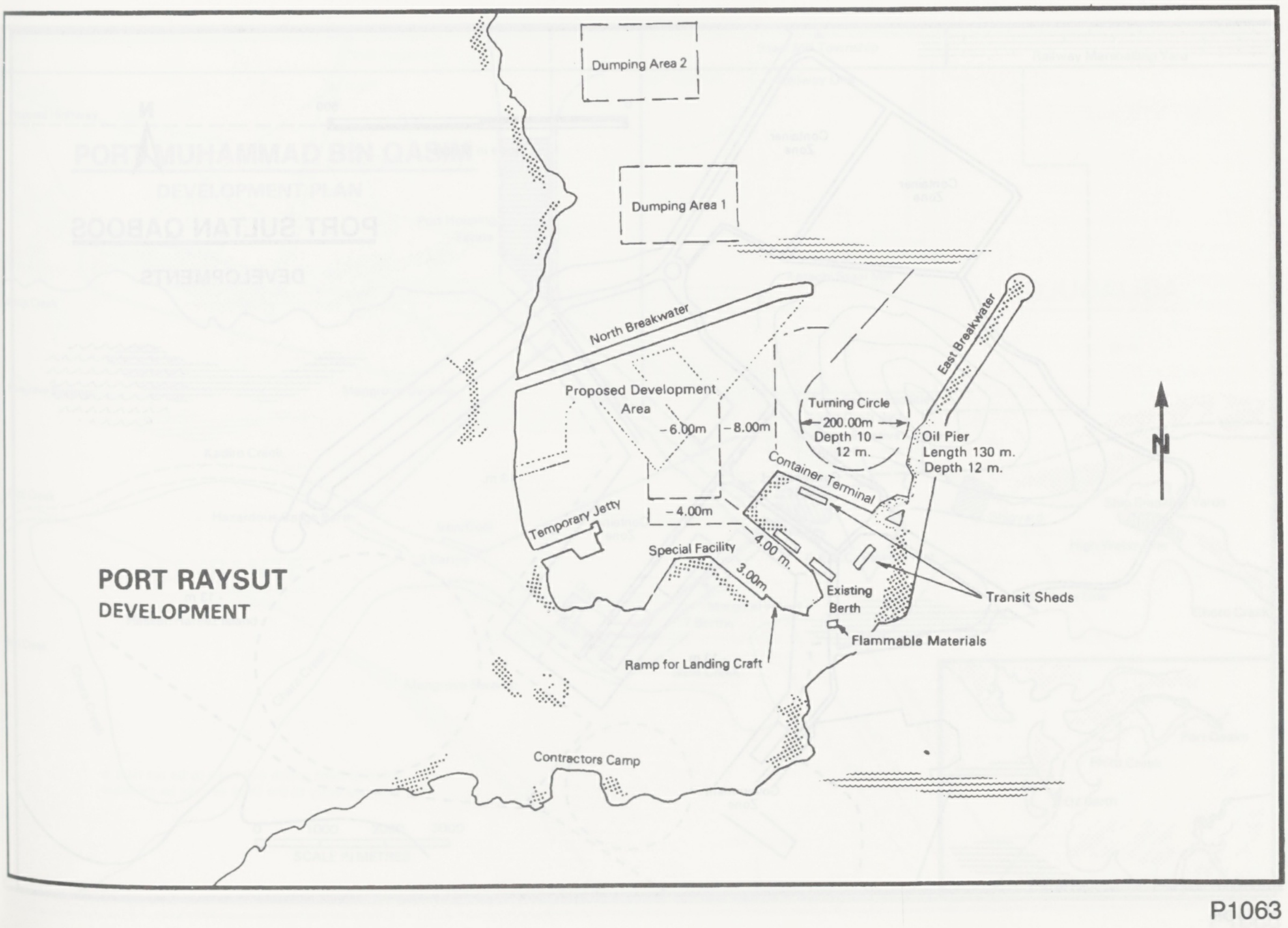
Note 1. Pilot will advise boarding position on V.H.F. radio prior to arrival.
2. Vessels should not enter prohibited area unless accompanied by Pilot. If proceeding to anchorage pass northward of Fahal Island.



MINA AL FAHAL

GENERAL MOORING ARRANGEMENT

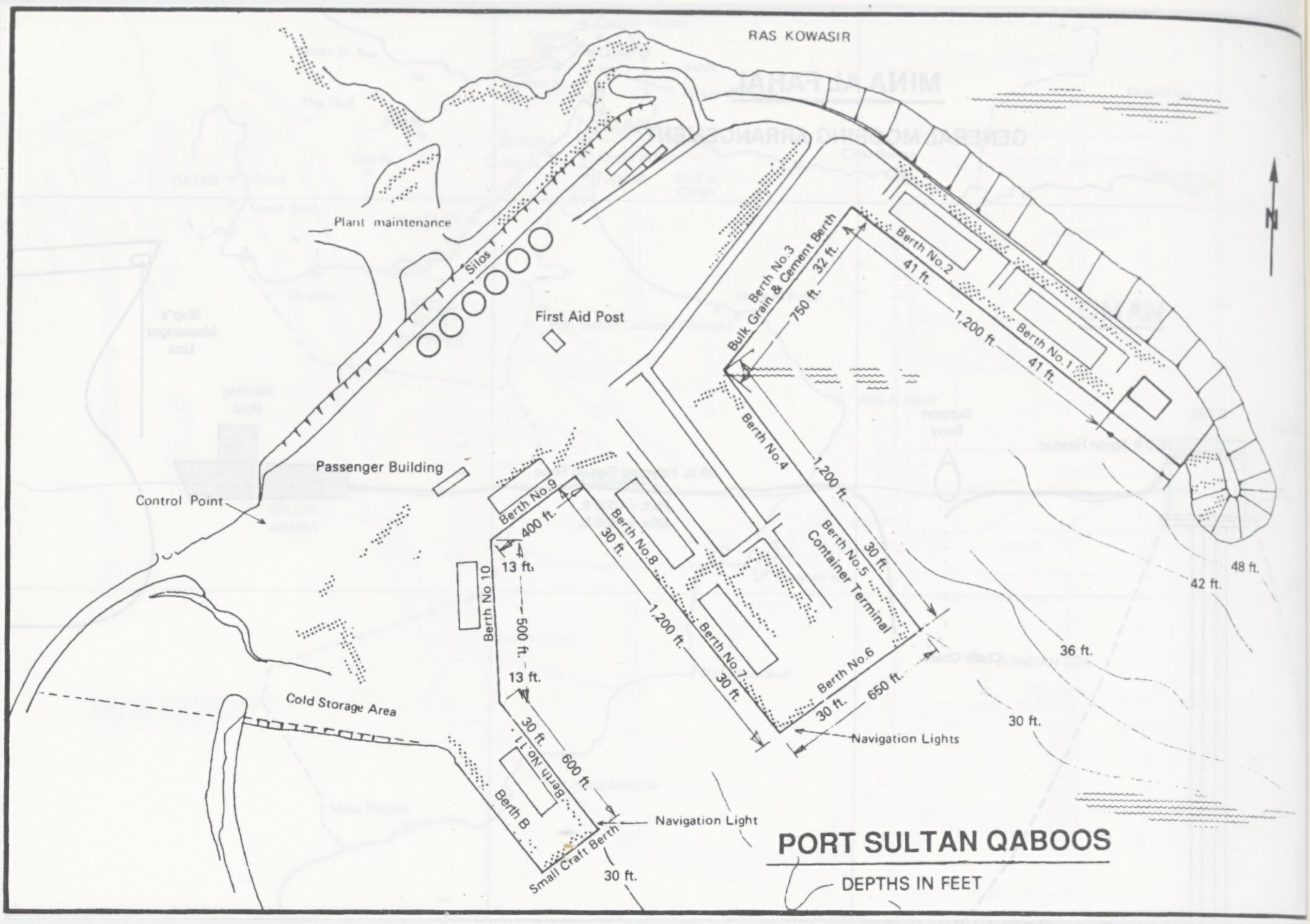
Sea Line
S.B.M.
150 ft. Nylon Hawser
Support Buoy
Chafe Chain
10 in. Polyprop Pick-up Rope
Port: + - 600 ft.
Stbs + - 300 ft.
Mooring Boat
Ship's Messenger Line



PORT RAYSUT

DEVELOPMENT

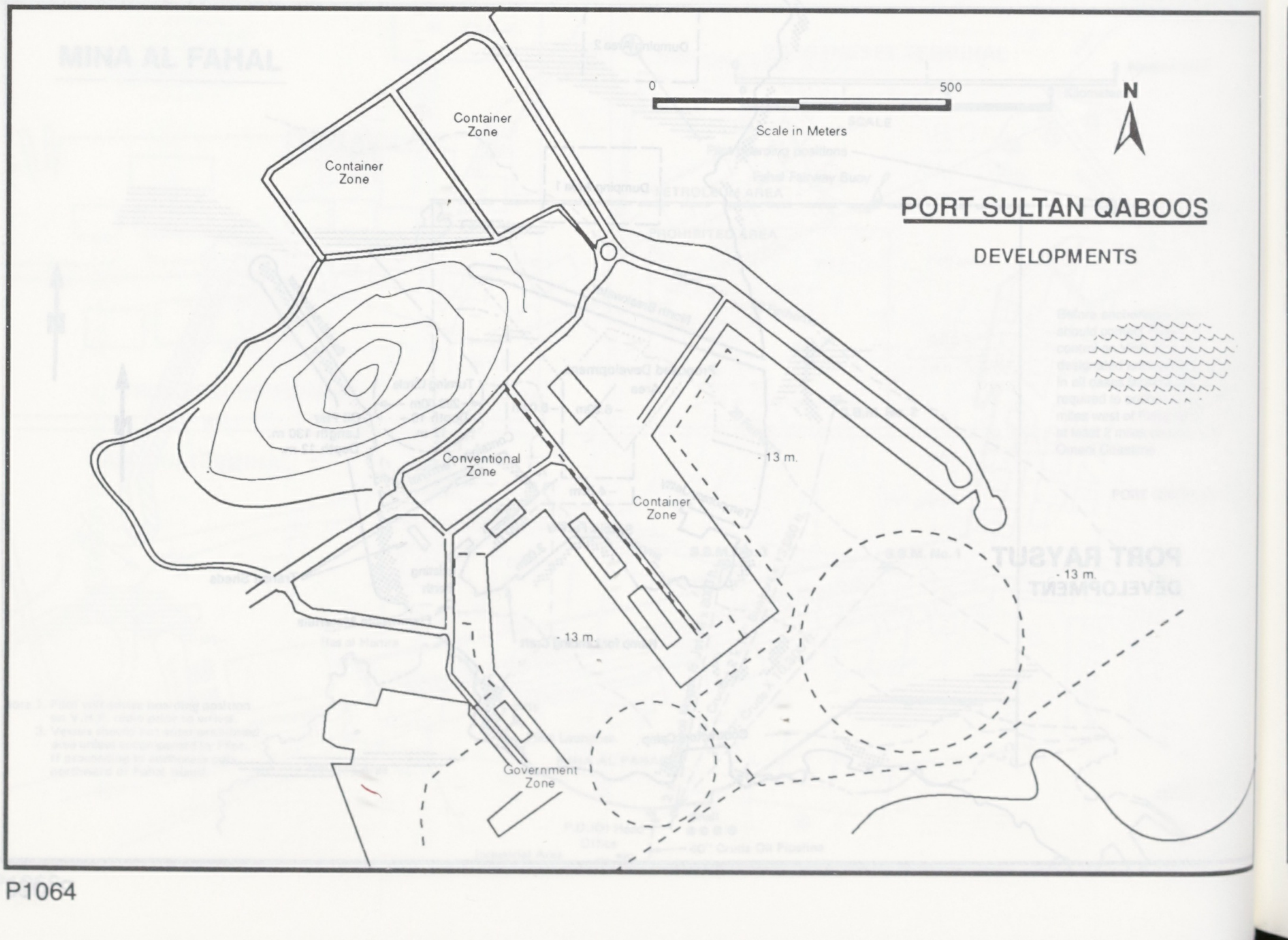
Dumping Area 2
Dumping Area 1
North Breakwater
East Breakwater
Proposed Development Area
- 6.00m
- 8.00m
Turning Circle
200.00m
Depth 10 - 12 m.
Oil Pier
Length 130 m.
Depth 12 m.
N
Container Terminal
Temporary Jetty
- 4.00m
Special Facility
4.00 m.
3.00m
Existing Berth
Transit Sheds
Flammable Materials
Ramp for Landing Craft
Contractors Camp



PORT SULTAN QABOOS

DEPTHS IN FEET

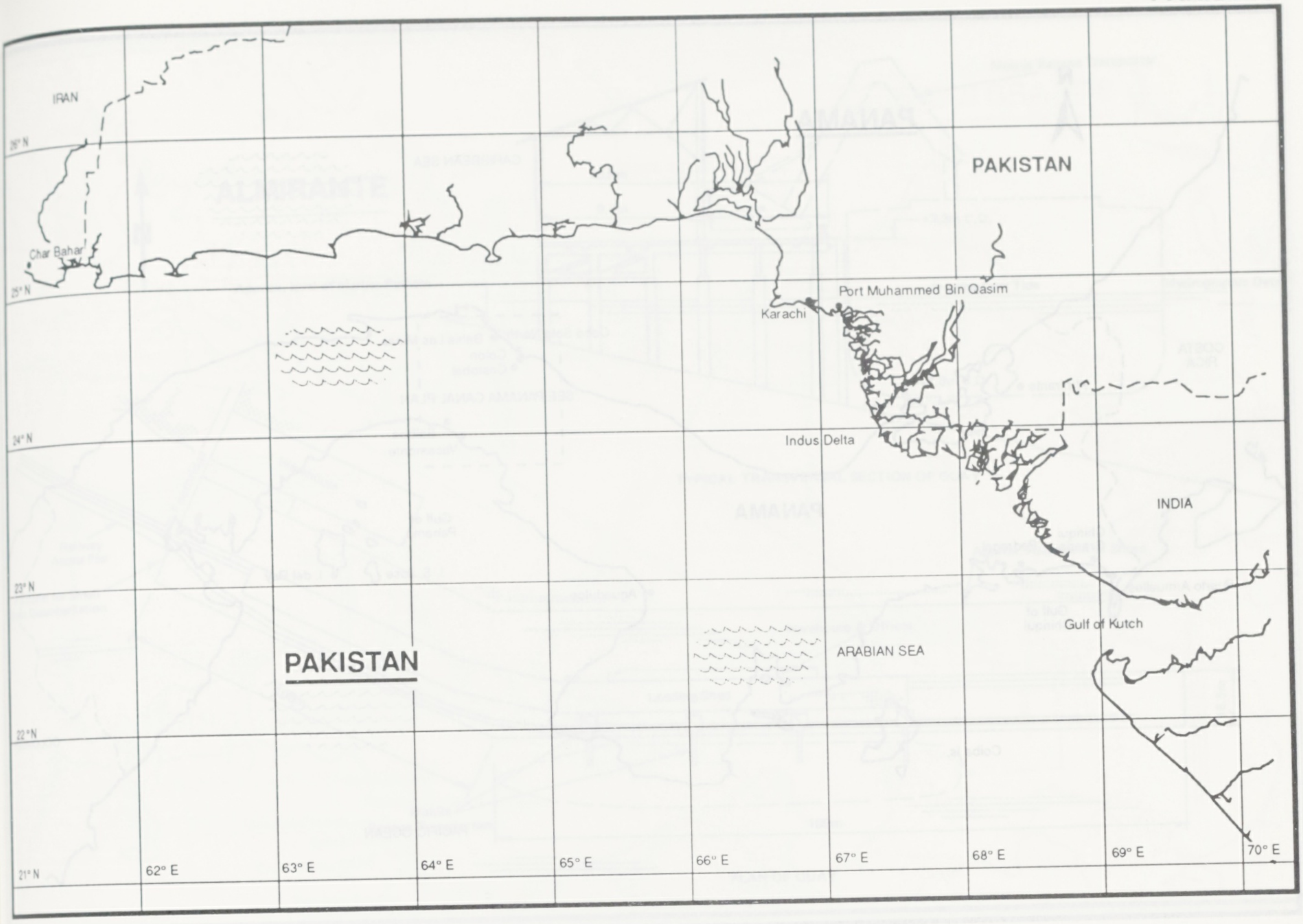
RAS KOWASIR
N
Plant maintenance
Silos
First Aid Post
Passenger Building
Control Point
Cold Storage Area
Berth No.3
Bulk Grain & Cement Berth
750 ft.
32 ft.
Berth No.2
41 ft.
1,200 ft.
Berth No.1
41 ft.
Berth No.4
1,200 ft.
Berth No.5
Container Terminal
30 ft.
Berth No.6
30 ft.
650 ft.
Berth No.7
30 ft.
1,200 ft.
Berth No.8
30 ft.
Berth No.9
400 ft.
13 ft.
Berth No 10
500 ft.
13 ft.
30 ft.
Berth No.11
600 ft.
Berth B
Small Craft Berth
Navigation Light
Navigation Lights
30 ft.
48 ft.
42 ft.
36 ft.
30 ft.

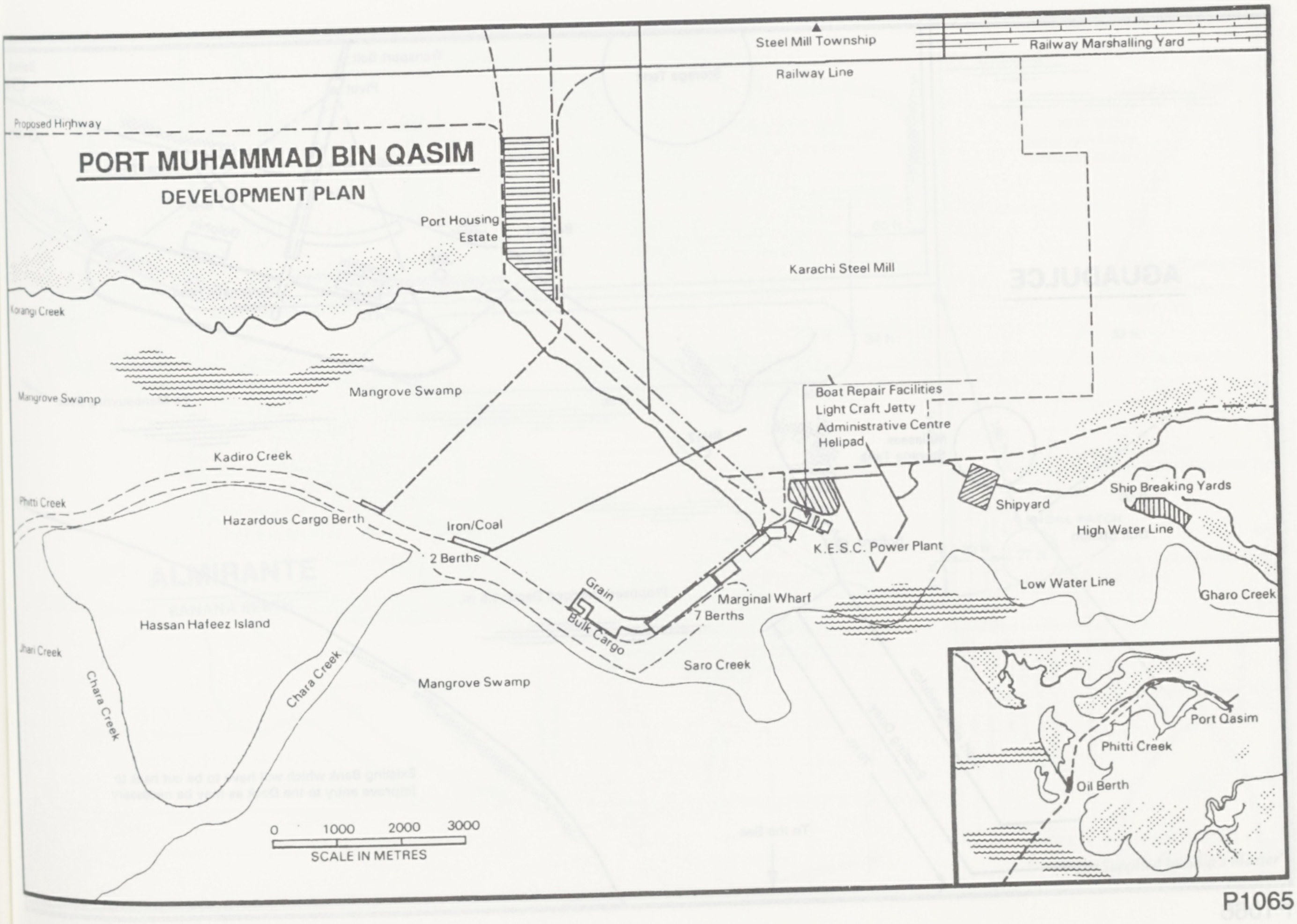


PORT SULTAN QABOOS

DEVELOPMENTS

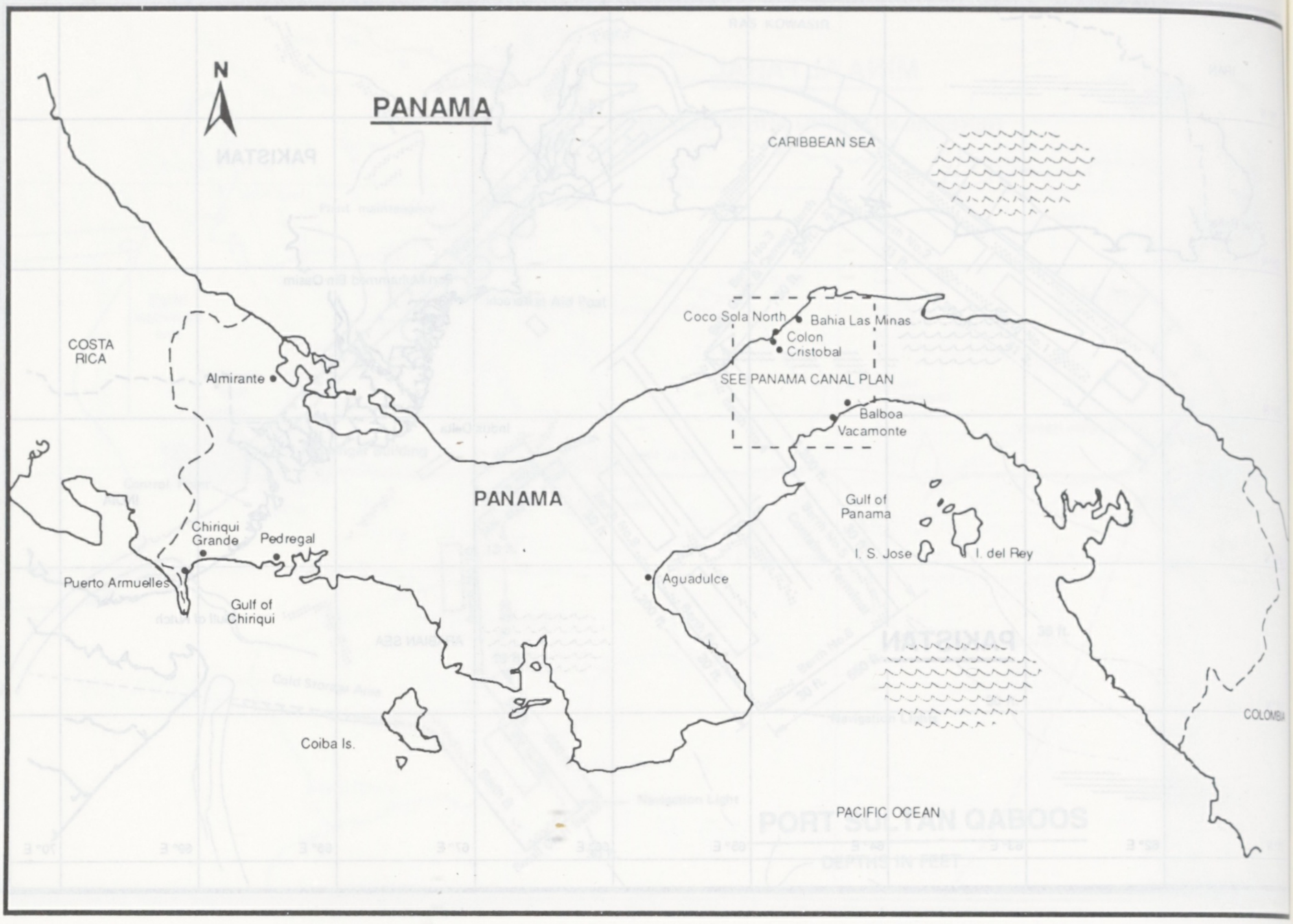
0
500
Scale in Meters
N
Container Zone
Container Zone
Conventional Zone
Container Zone
Government Zone
- 13 m.
- 13 m.
- 13 m.

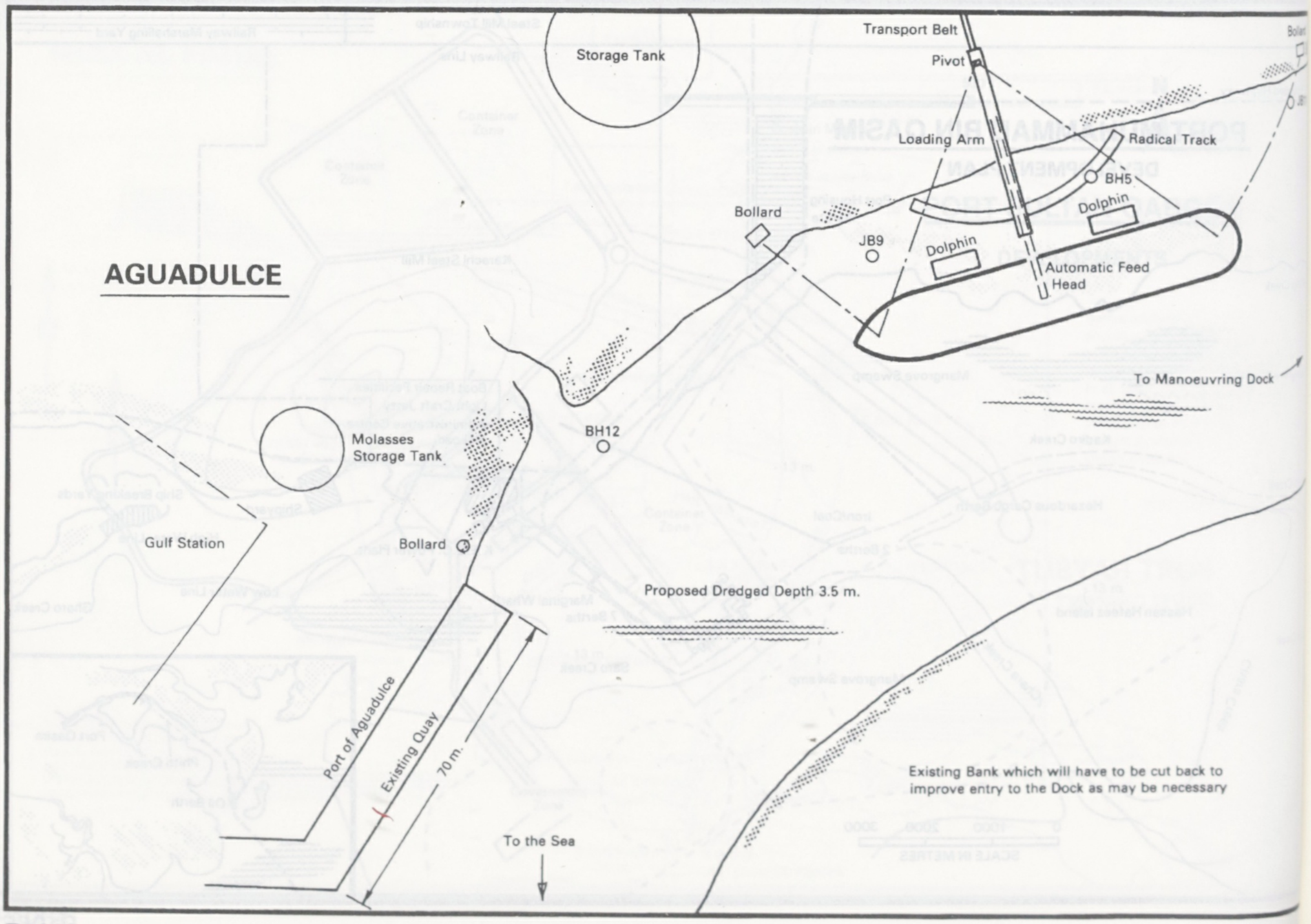

IRAN
26° N
Char Bahar
25° N
PAKISTAN
Port Muhammed Bin Qasim
Karachi
24° N
Indus Delta
INDIA
23° N
Gulf of Kutch
ARABIAN SEA
PAKISTAN
22° N
21° N
62° E
63° E
64° E
65° E
66° E
67° E
68° E
69° E
70° E

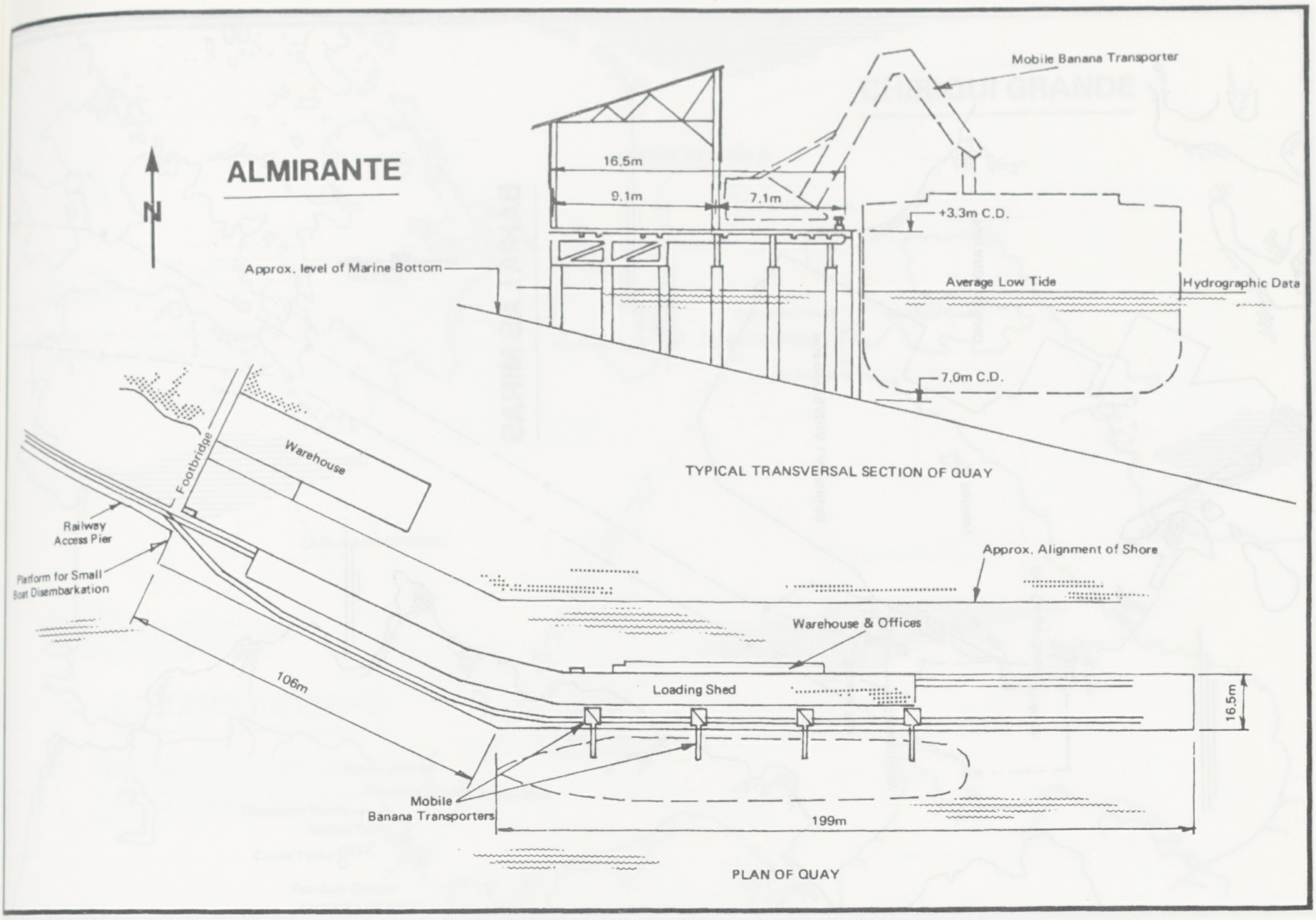

PORT MUHAMMAD BIN QASIM

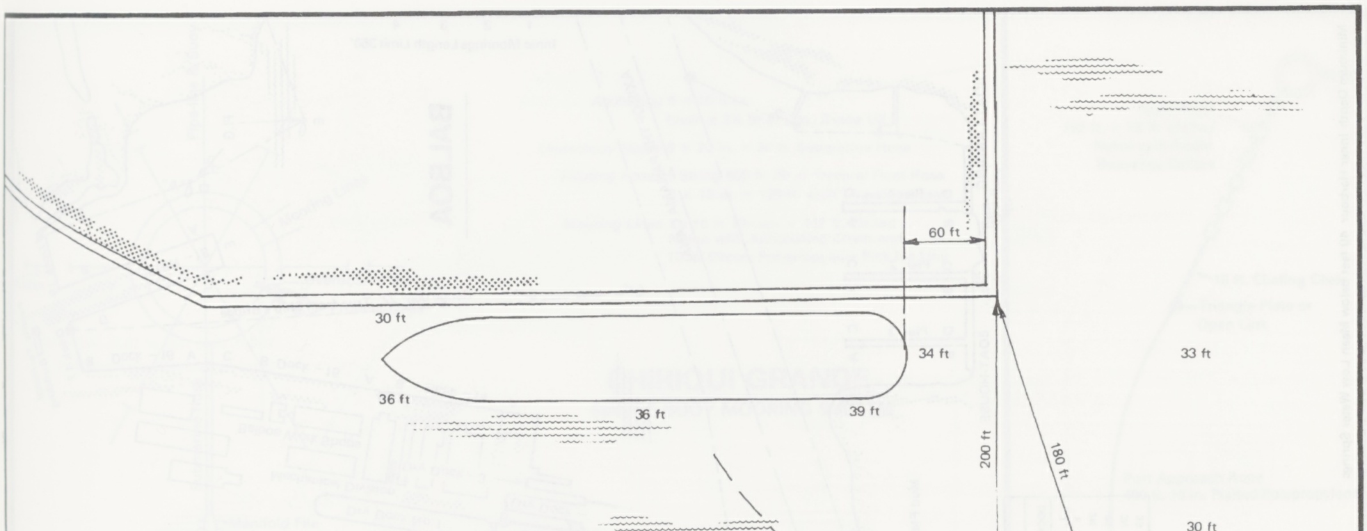
DEVELOPMENT PLAN

Steel Mill Township
Railway Marshalling Yard
Railway Line
Proposed Highway
Port Housing Estate
Karachi Steel Mill
Korangi Creek
Mangrove Swamp
Mangrove Swamp
Boat Repair Facilities
Light Craft Jetty
Administrative Centre
Helipad
Kadiro Creek
Phitti Creek
Hazardous Cargo Berth
Iron/Coal
2 Berths
Shipyard
Ship Breaking Yards
High Water Line
K.E.S.C. Power Plant
Grain
Marginal Wharf
7 Berths
Bulk Cargo
Low Water Line
Gharo Creek
Hassan Hafeez Island
Jhari Creek
Chara Creek
Chara Creek
Saro Creek
Mangrove Swamp
0
1000
2000
3000
SCALE IN METRES
Port Qasim
Phitti Creek
Oil Berth


N
PANAMA
CARIBBEAN SEA
COSTA RICA
Almirante
Coco Sola North
Bahia Las Minas
Colon
Cristobal
SEE PANAMA CANAL PLAN
Balboa
Vacamonte
PANAMA
Gulf of Panama
Chiriqui Grande
Pedregal
Puerto Armuelles
Gulf of Chiriqui
Aguadulce
I. S. Jose
I. del Rey
Coiba Is.
COLOMBIA
PACIFIC OCEAN

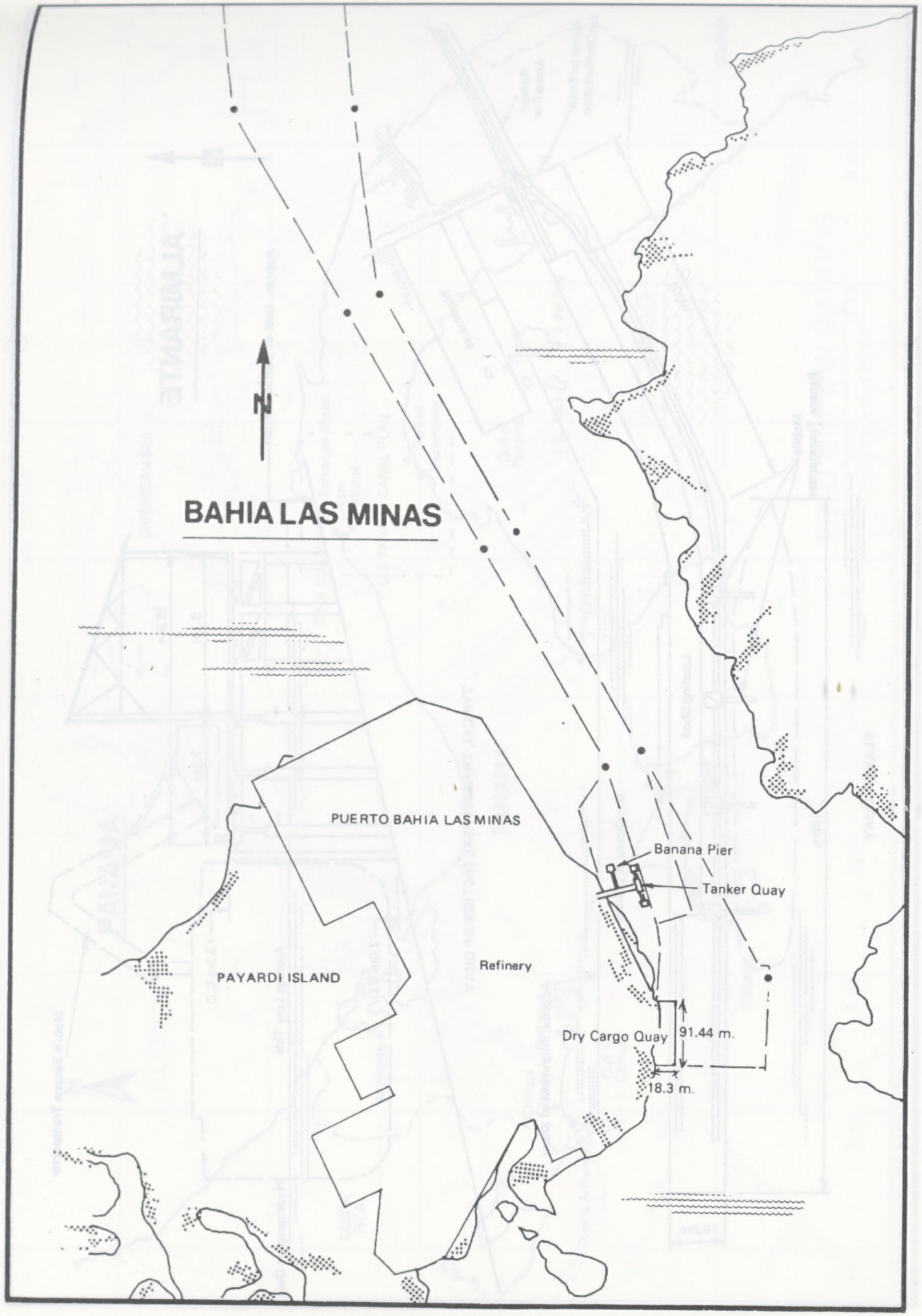

Storage Tank
Transport Belt
Pivot
Loading Arm
Radical Track
BH5
Bollard
Dolphin
JB9
Dolphin
Automatic Feed Head
AGUADULCE
To Manoeuvring Dock
Molasses Storage Tank
BH12
Gulf Station
Bollard
Proposed Dredged Depth 3.5 m.
Port of Aguadulce
Existing Quay
70 m.
To the Sea
Existing Bank which will have to be cut back to improve entry to the Dock as may be necessary


ALMIRANTE
N
Mobile Banana Transporter
16.5m
9.1m
7.1m
+3.3m C.D.
Approx. level of Marine Bottom
Average Low Tide
Hydrographic Data
7.0m C.D.
TYPICAL TRANSVERSAL SECTION OF QUAY
Warehouse
Footbridge
Railway Access Pier
Platform for Small Boat Disembarkation
Approx. Alignment of Shore
Warehouse & Offices
Loading Shed
16.5m
106m
Mobile Banana Transporters
199m
PLAN OF QUAY

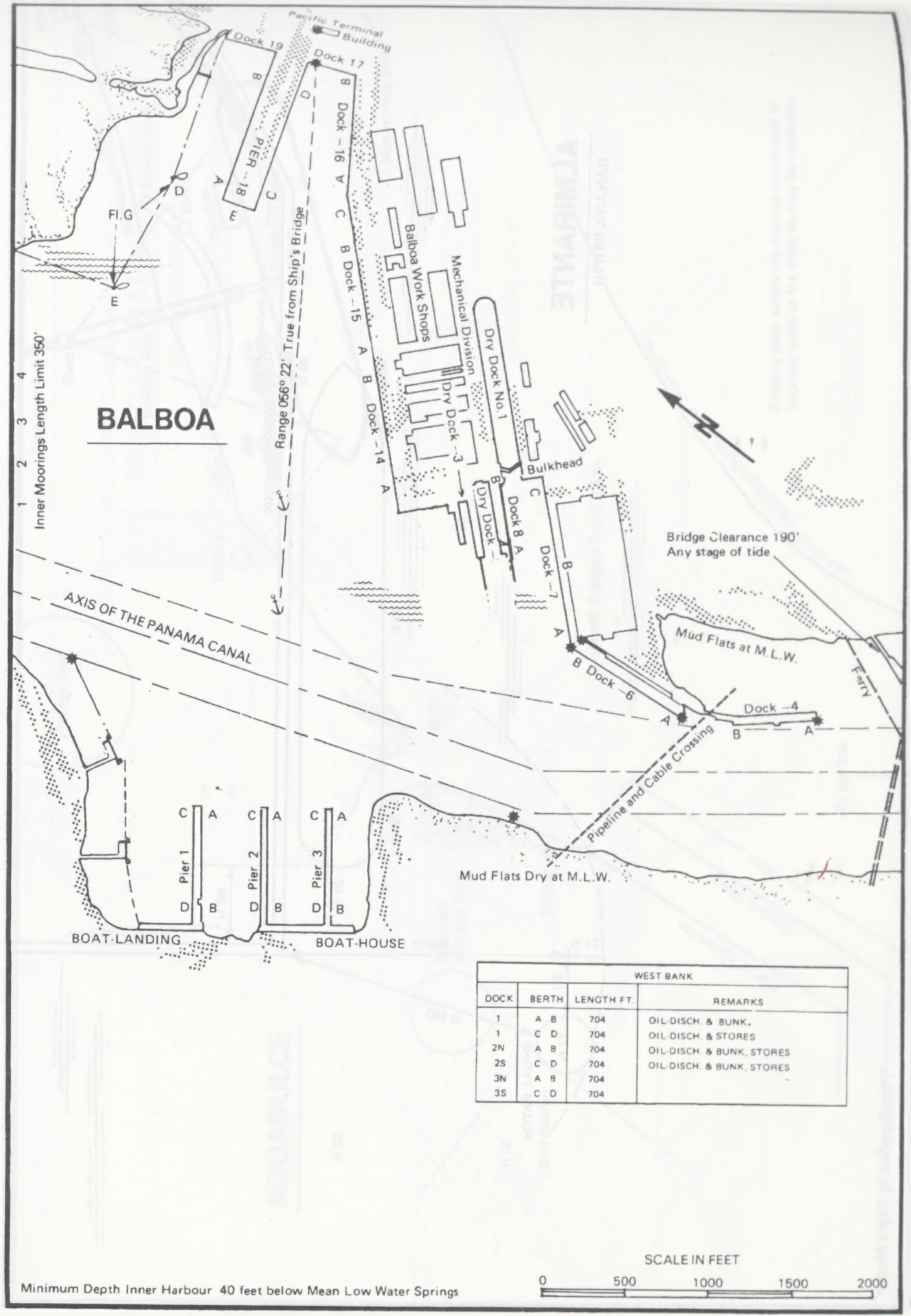

60 ft
30 ft
34 ft
33 ft
36 ft
36 ft
39 ft
200 ft
180 ft
30 ft
SHOAL PATCH
30 ft
27 ft
31 ft
ALMIRANTE
BANANA BERTH

"Plan Supplied by Ship's Master"

BAHIA LAS MINAS

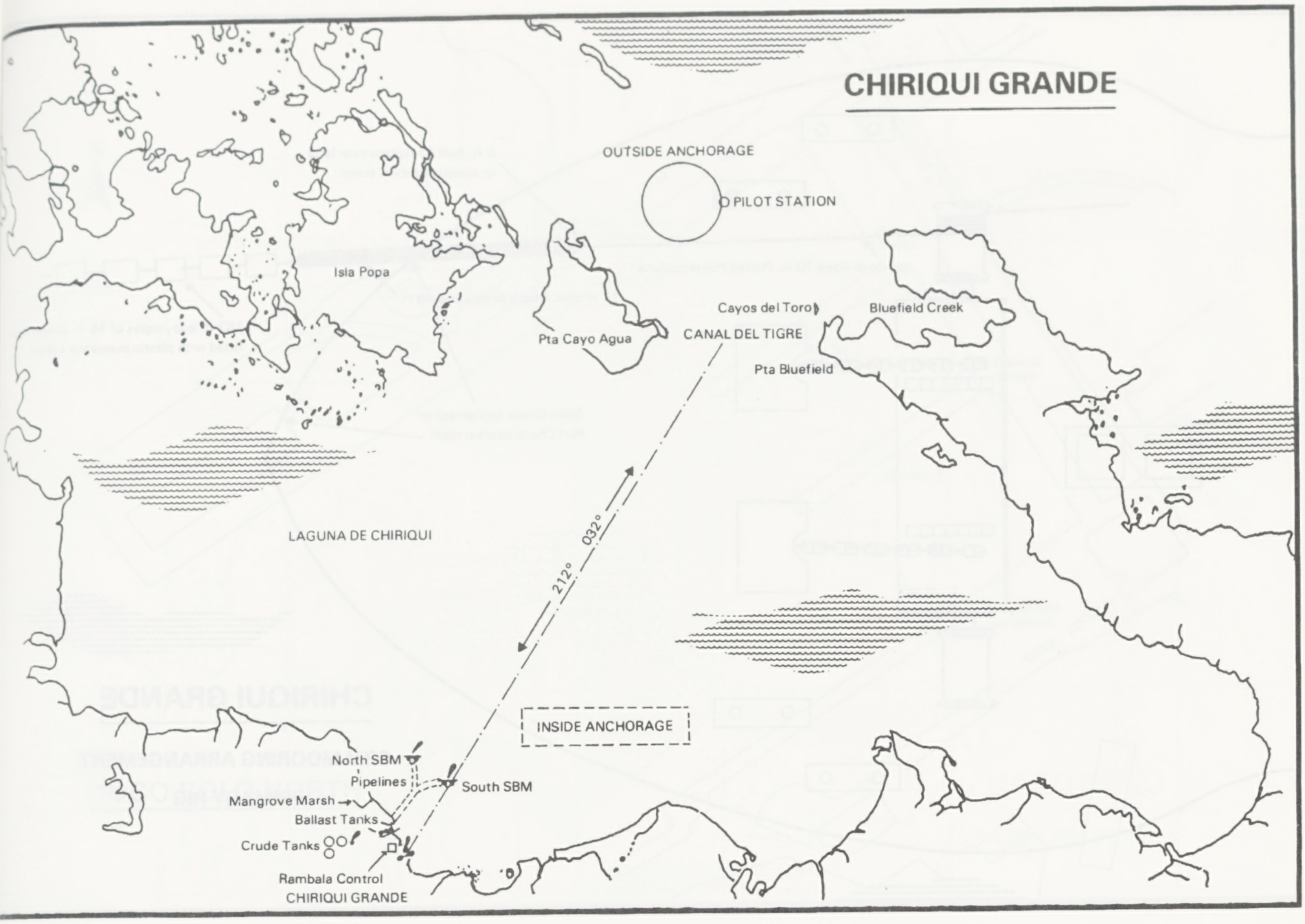

N
PUERTO BAHIA LAS MINAS
Banana Pier
Tanker Quay
Refinery
PAYARDI ISLAND
Dry Cargo Quay
91.44 m.
18.3 m.

BALBOA


Pacific Terminal Building
Dock 19
Dock 17
PIER 18
Dock 16
Dock 15
Dock 14
A
B
C
D
E
Fl.G
Balboa Work Shops
Mechanical Division
Dry Dock No.1
Dry Dock 3
Dry Dock
Dock 8
Bulkhead
Dock 7
Dock 6
Dock 4
N
Inner Moorings Length Limit 350'
1
2
3
4
Range 056° 22' True from Ship's Bridge
AXIS OF THE PANAMA CANAL
Bridge Clearance 190'
Any stage of tide
Mud Flats at M.L.W.
Ferry
Pipeline and Cable Crossing
Mud Flats Dry at M.L.W.
Pier 1
Pier 2
Pier 3
BOAT-LANDING
BOAT-HOUSE
SCALE IN FEET
0
500
1000
1500
2000

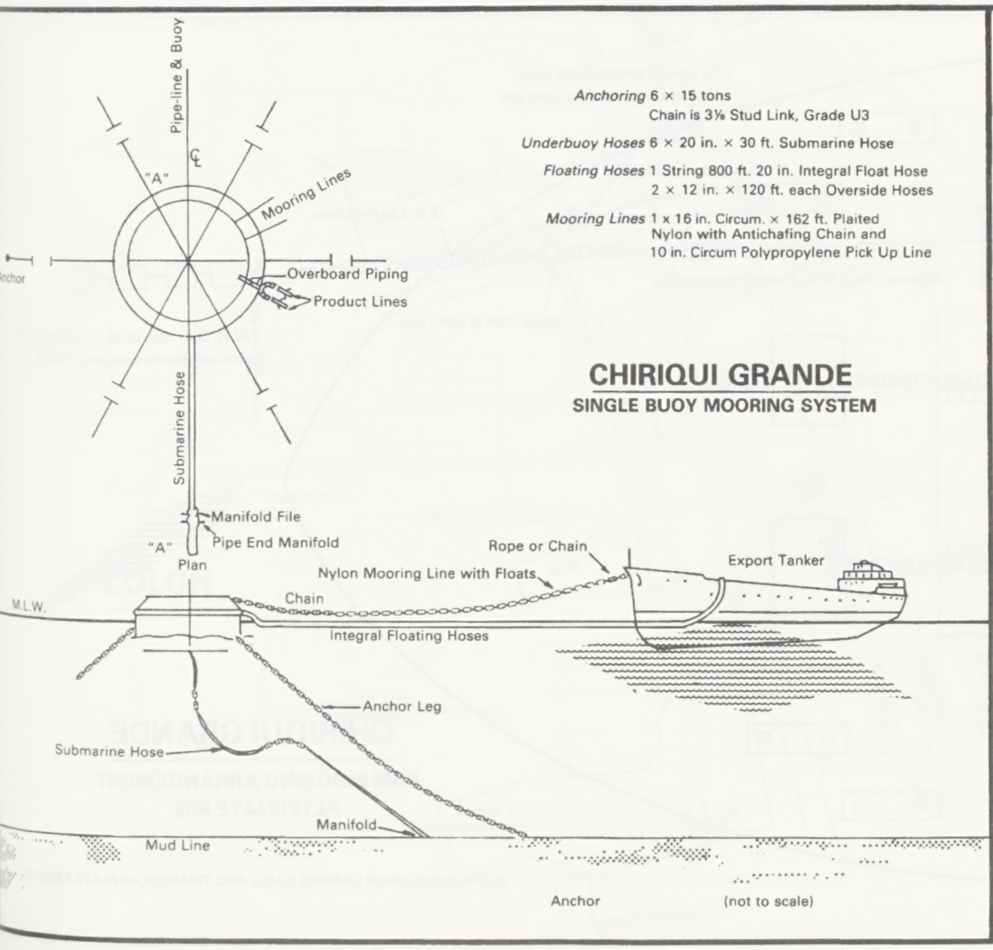
WEST BANK			
DOCK	BERTH	LENGTH FT.	REMARKS
1	A B	704	OIL-DISCH. & BUNK.
1	C D	704	OIL-DISCH. & STORES
2N	A B	704	OIL-DISCH. & BUNK, STORES
2S	C D	704	OIL-DISCH. & BUNK, STORES
3N	A B	704	-
3S	C D	704	

Minimum Depth Inner Harbour 40 feet below Mean Low Water Springs



CHIRIQUI GRANDE

OUTSIDE ANCHORAGE
PILOT STATION
Isla Popa
Pta Cayo Agua
Cayos del Toro
CANAL DEL TIGRE
Bluefield Creek
Pta Bluefield
LAGUNA DE CHIRIQUI
032°
212°
INSIDE ANCHORAGE
North SBM
Pipelines
South SBM
Mangrove Marsh
Ballast Tanks
Crude Tanks
Rambala Control
CHIRIQUI GRANDE



Pipe-line & Buoy
℄
"A"
Mooring Lines
Anchor
Overboard Piping
Product Lines
Submarine Hose
Manifold File
Pipe End Manifold
"A"
Plan
Rope or Chain
Nylon Mooring Line with Floats
Export Tanker
M.L.W.
Chain
Integral Floating Hoses
Anchor Leg
Submarine Hose
Manifold
Mud Line
Anchor
(not to scale)

Anchoring 6 × 15 tons
Chain is 3⅛ Stud Link, Grade U3

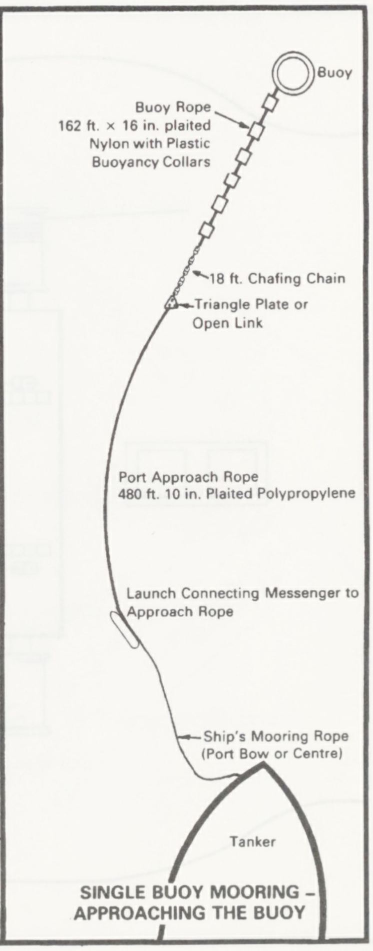
Underbuoy Hoses 6 × 20 in. × 30 ft. Submarine Hose

Floating Hoses 1 String 800 ft. 20 in. Integral Float Hose
2 × 12 in. × 120 ft. each Overside Hoses

Mooring Lines 1 x 16 in. Circum. × 162 ft. Plaited
Nylon with Antichafing Chain and
10 in. Circum Polypropylene Pick Up Line

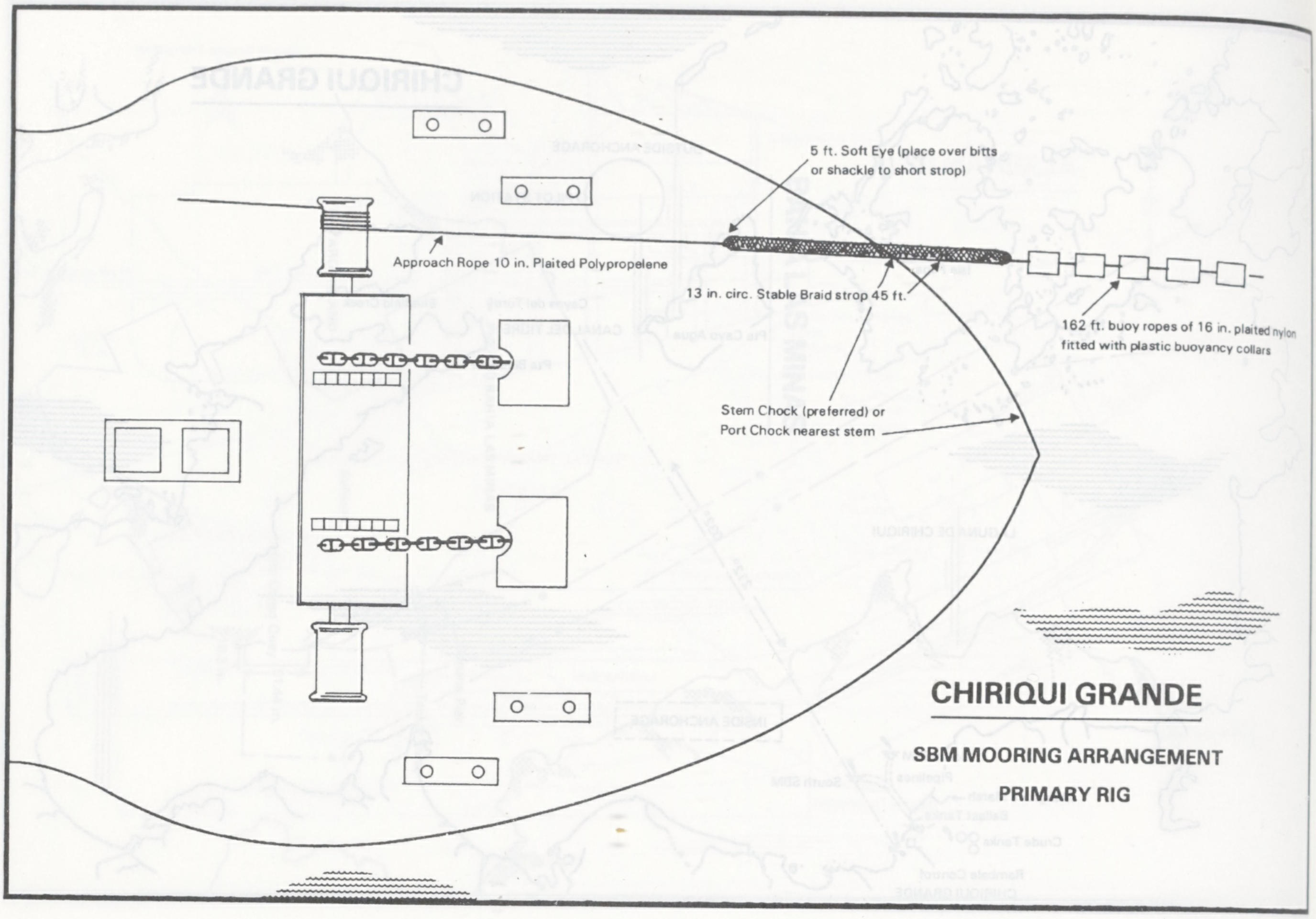
CHIRIQUI GRANDE

SINGLE BUOY MOORING SYSTEM



Buoy
Buoy Rope
162 ft. × 16 in. plaited
Nylon with Plastic
Buoyancy Collars
18 ft. Chafing Chain
Triangle Plate or
Open Link
Port Approach Rope
480 ft. 10 in. Plaited Polypropylene
Launch Connecting Messenger to
Approach Rope
Ship's Mooring Rope
(Port Bow or Centre)
Tanker

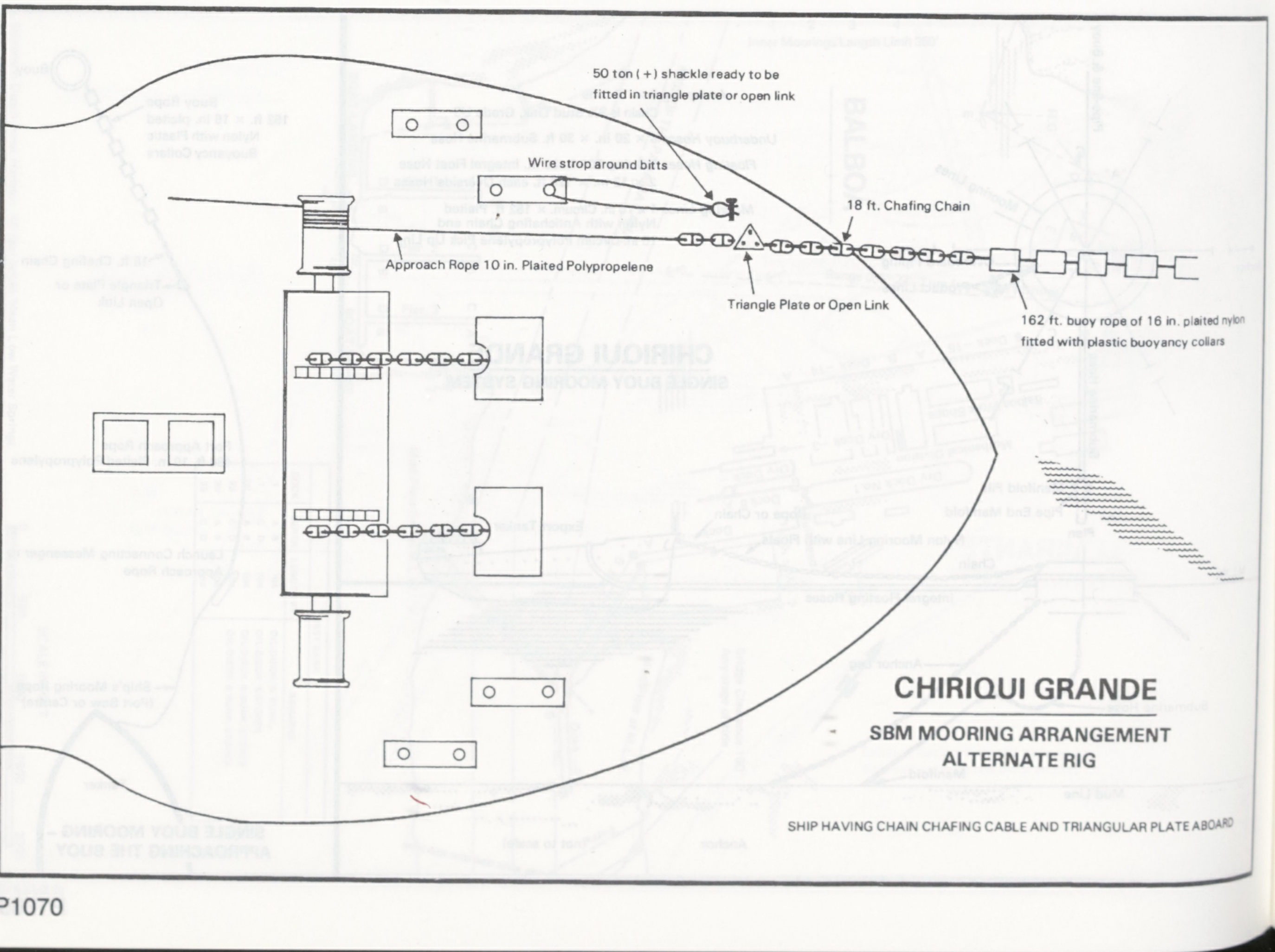
SINGLE BUOY MOORING – APPROACHING THE BUOY


5 ft. Soft Eye (place over bitts or shackle to short strop)
Approach Rope 10 in. Plaited Polypropelene
13 in. circ. Stable Braid strop 45 ft.
162 ft. buoy ropes of 16 in. plaited nylon fitted with plastic buoyancy collars
Stem Chock (preferred) or Port Chock nearest stem

CHIRIQUI GRANDE

SBM MOORING ARRANGEMENT

PRIMARY RIG

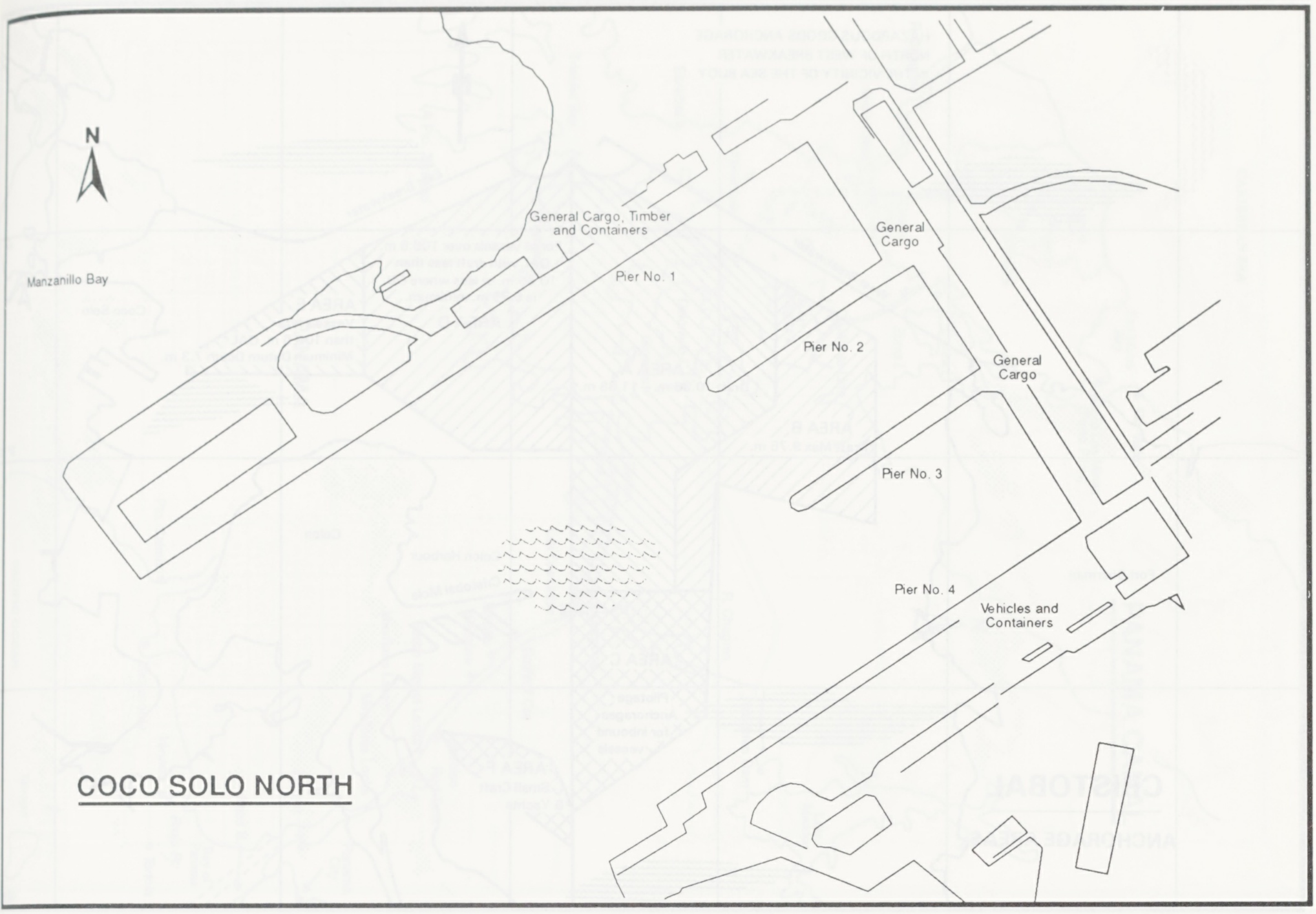

50 ton (+) shackle ready to be fitted in triangle plate or open link
Wire strop around bits
18 ft. Chafing Chain
Approach Rope 10 in. Plaited Polypropelene
Triangle Plate or Open Link
162 ft. buoy rope of 16 in. plaited nylon fitted with plastic buoyancy collars

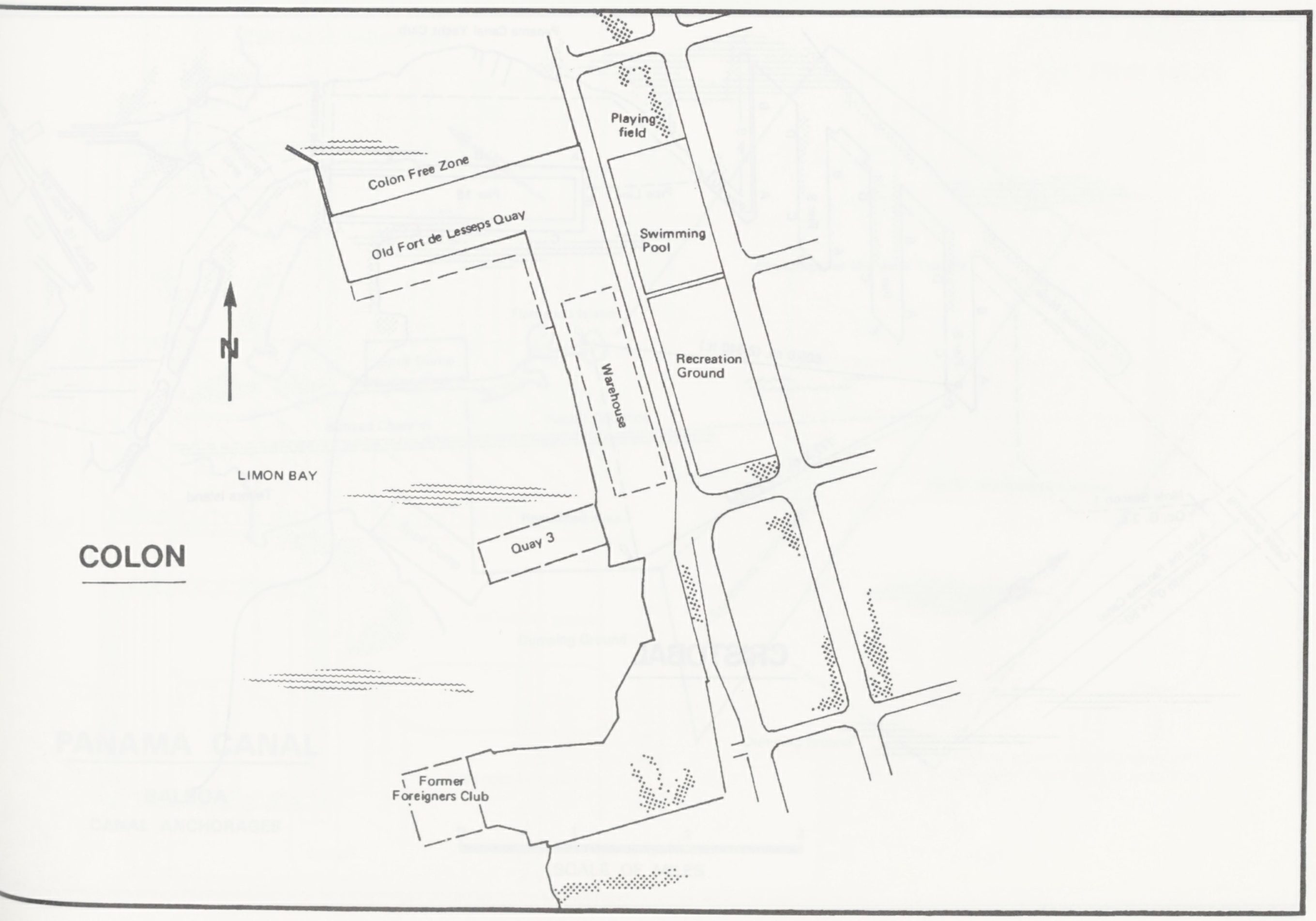
CHIRIQUI GRANDE

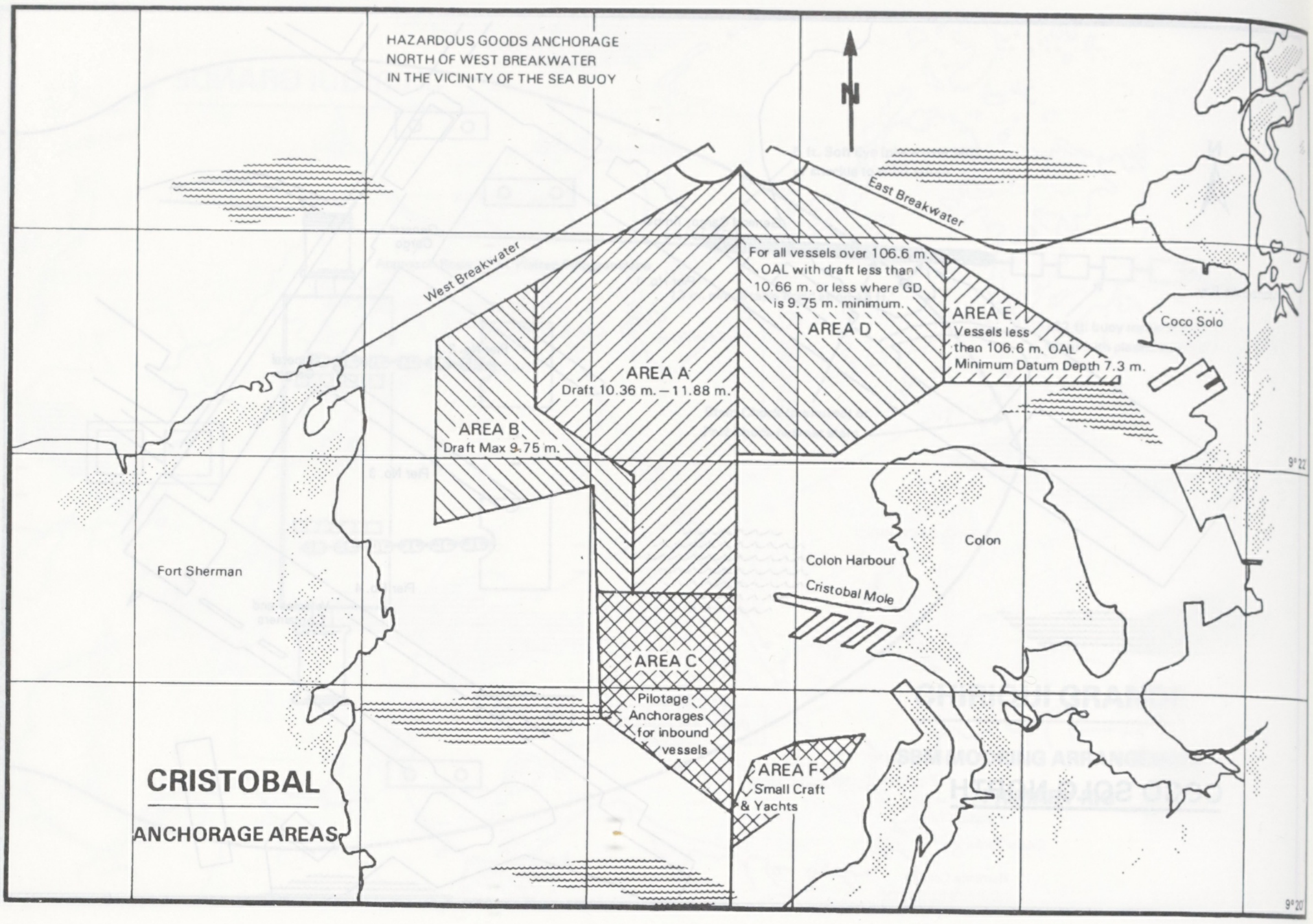
SBM MOORING ARRANGEMENT

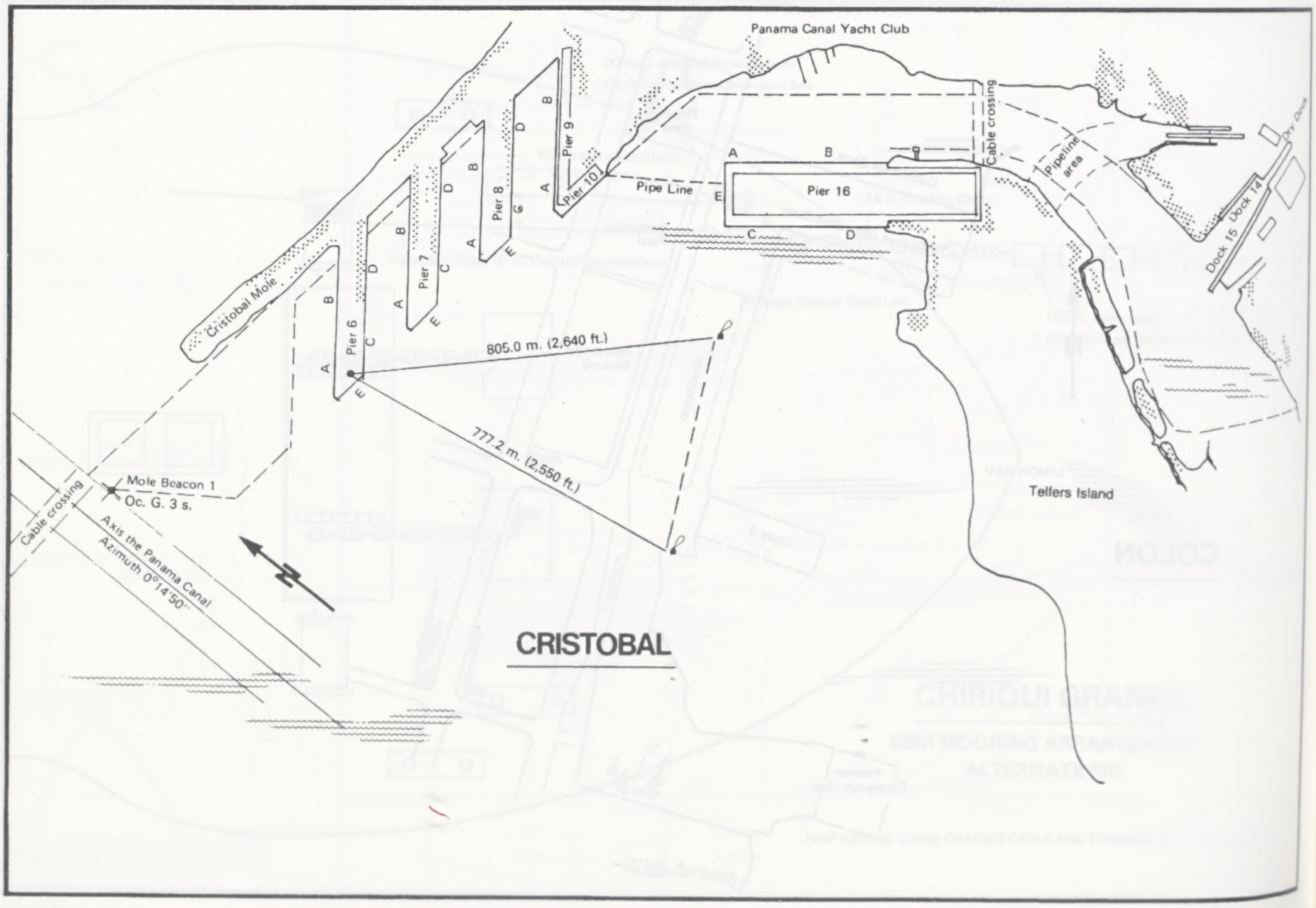
ALTERNATE RIG

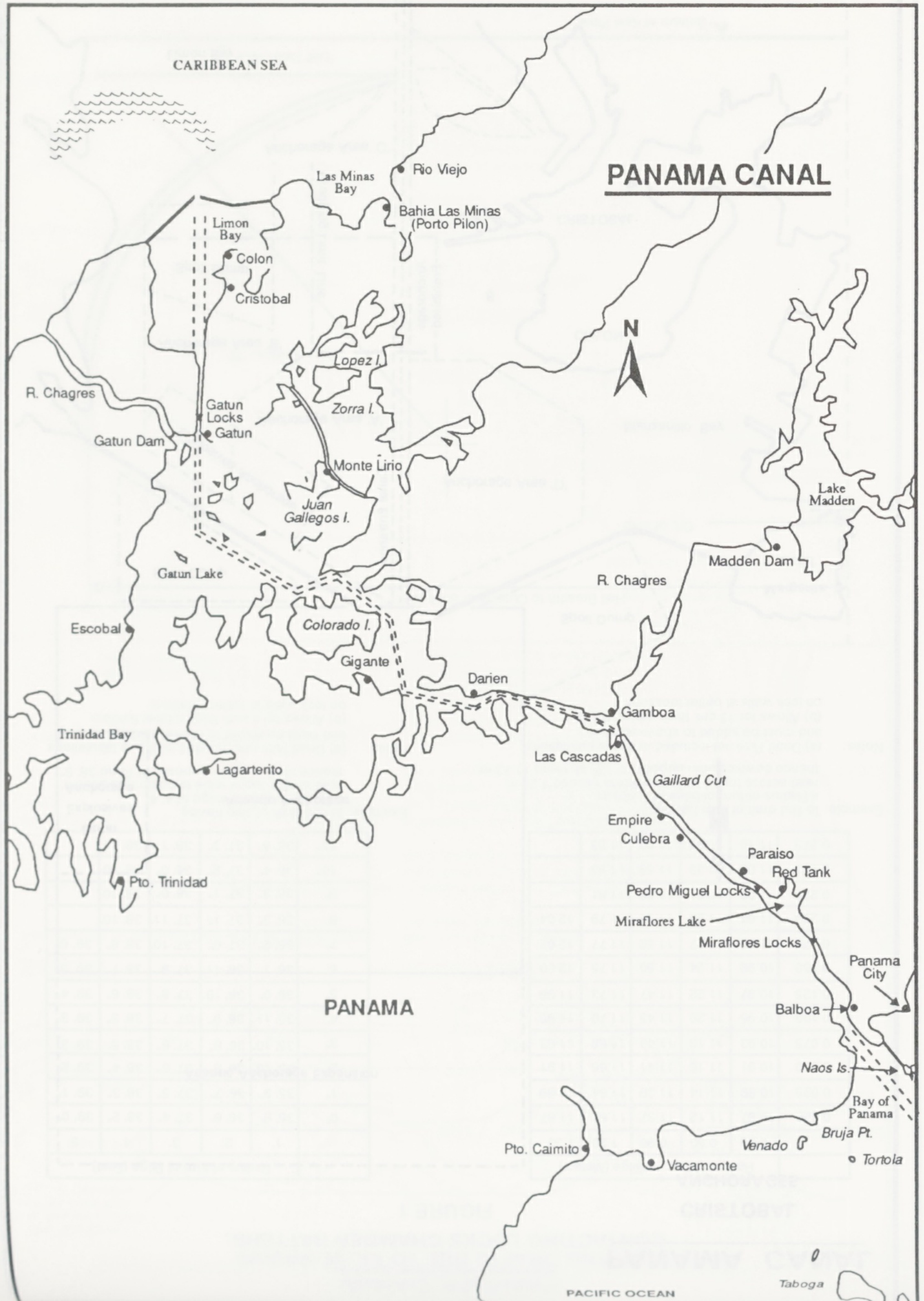
SHIP HAVING CHAIN CHAFING CABLE AND TRIANGULAR PLATE ABOARD

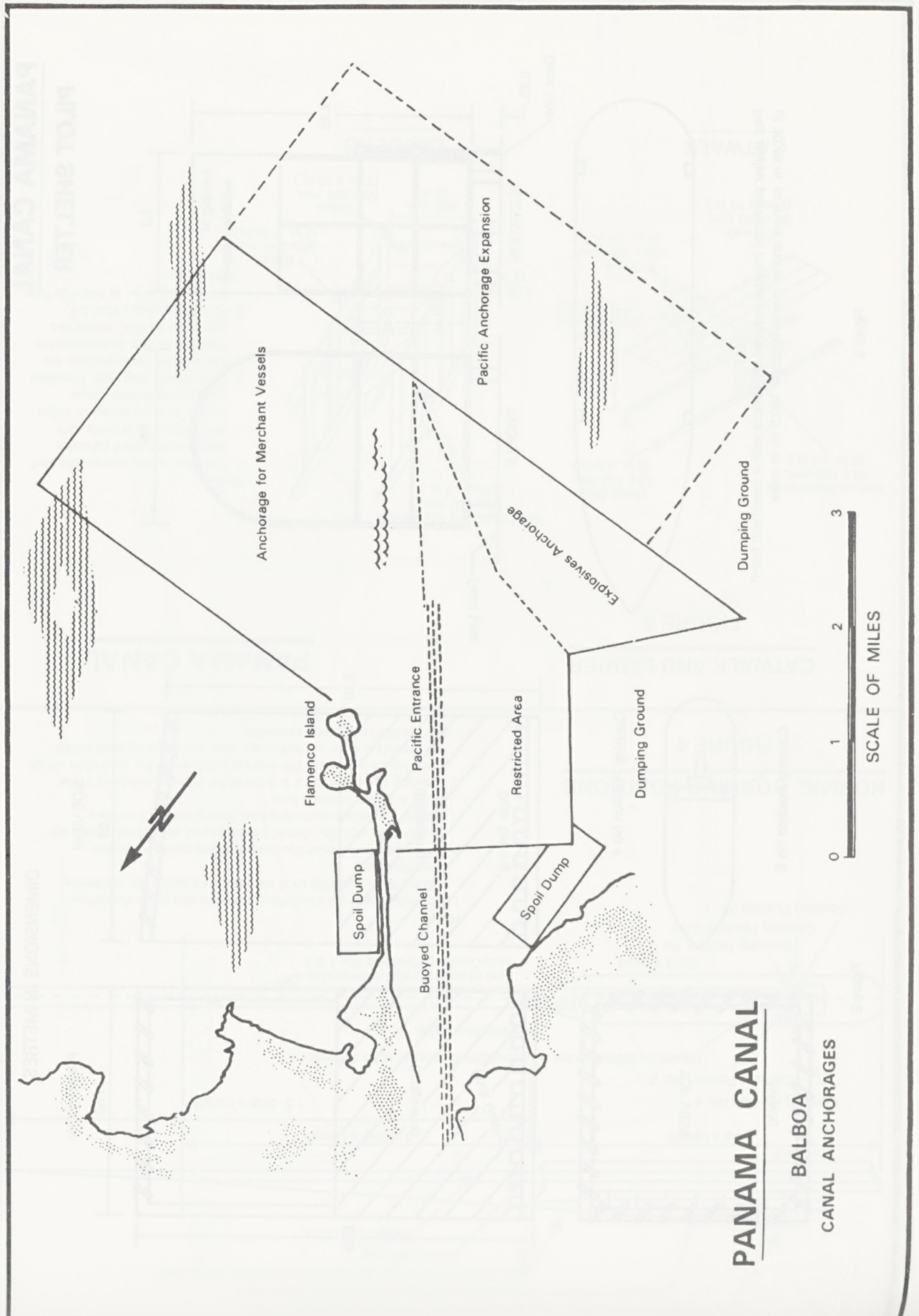

COCO SOLO NORTH
N
Manzanillo Bay
General Cargo, Timber and Containers
Pier No. 1
General Cargo
Pier No. 2
General Cargo
Pier No. 3
Pier No. 4
Vehicles and Containers

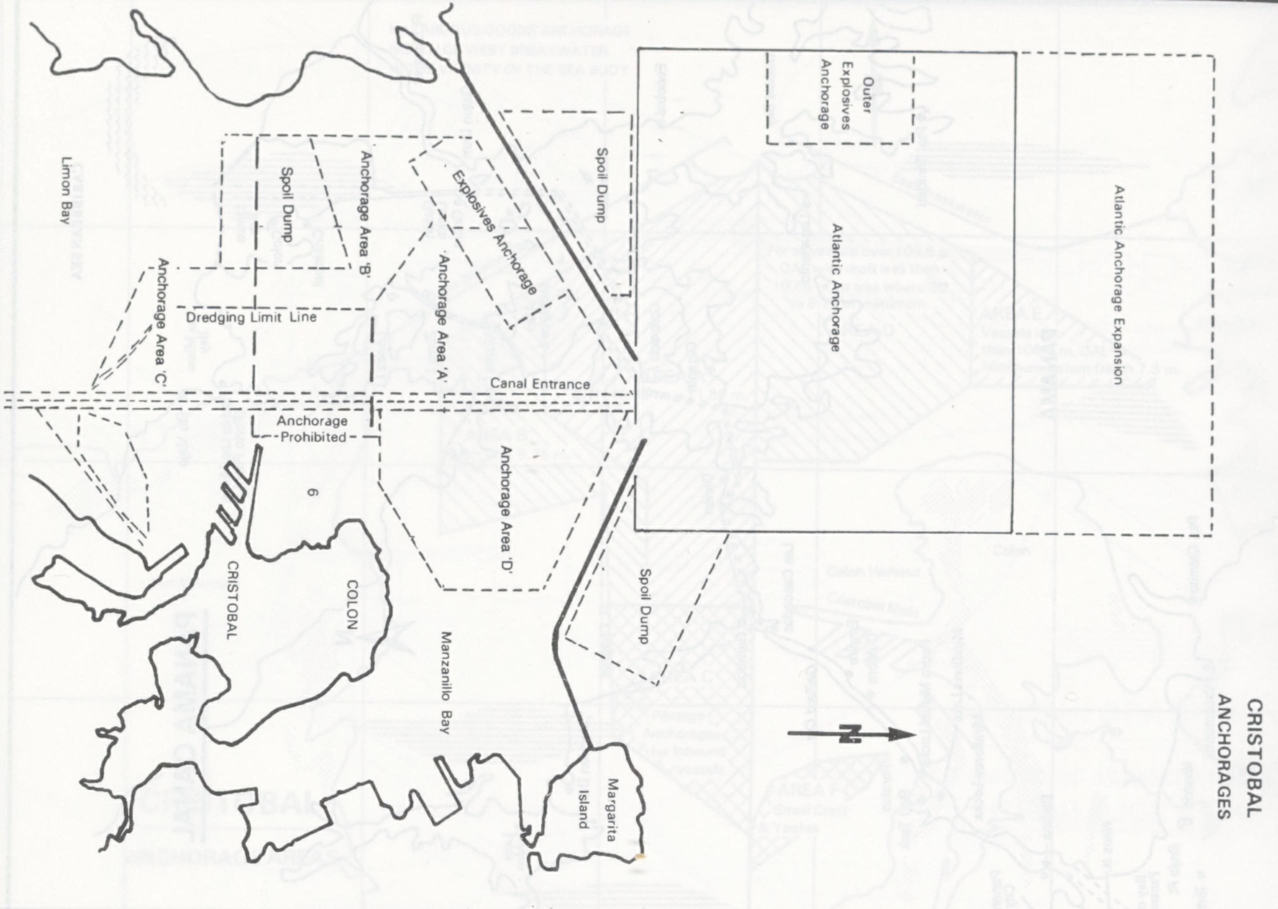

COLON
N
Playing field
Colon Free Zone
Old Fort de Lesseps Quay
Swimming Pool
Warehouse
Recreation Ground
LIMON BAY
Quay 3
Former Foreigners Club


HAZARDOUS GOODS ANCHORAGE
NORTH OF WEST BREAKWATER
IN THE VICINITY OF THE SEA BUOY
N
East Breakwater
West Breakwater
For all vessels over 106.6 m. OAL with draft less than 10.66 m. or less where GD. is 9.75 m. minimum.
AREA D
AREA E
Vessels less than 106.6 m. OAL
Minimum Datum Depth 7.3 m.
Coco Solo
AREA A
Draft 10.36 m. — 11.88 m.
AREA B
Draft Max 9.75 m.
9°22'
Colon
Colon Harbour
Cristobal Mole
Fort Sherman
AREA C
Pilotage Anchorages for inbound vessels
AREA F
Small Craft & Yachts
CRISTOBAL
ANCHORAGE AREAS
9°20'


Panama Canal Yacht Club
Cable crossing
Pipeline area
Dry Dock
Dock 14
Dock 15
A
B
Pier 16
E
C
D
Pipe Line
Pier 10
Pier 9
B
D
B
A
Pier 8
G
E
A
B
D
C
A
Pier 7
E
B
D
C
A
Pier 6
E
Cristobal Mole
805.0 m. (2,640 ft.)
777.2 m. (2,550 ft.)
Mole Beacon 1
Oc. G. 3 s.
Cable crossing
Axis the Panama Canal
Azimuth 0°14'50"
N
Telfers Island
CRISTOBAL


PANAMA CANAL
CARIBBEAN SEA
Las Minas Bay
Rio Viejo
Bahia Las Minas (Porto Pilon)
Limon Bay
Colon
Cristobal
N
Lopez I.
Zorra I.
R. Chagres
Gatun Locks
Gatun
Gatun Dam
Monte Lirio
Juan Gallegos I.
Lake Madden
Madden Dam
R. Chagres
Gatun Lake
Escobal
Colorado I.
Gigante
Darien
Gamboa
Las Cascadas
Gaillard Cut
Trinidad Bay
Lagarterito
Empire
Culebra
Paraiso
Red Tank
Pedro Miguel Locks
Miraflores Lake
Miraflores Locks
Pto. Trinidad
Panama City
PANAMA
Balboa
Naos Is.
Bay of Panama
Bruja Pt.
Pto. Caimito
Venado
Vacamonte
Tortola
PACIFIC OCEAN
Taboga

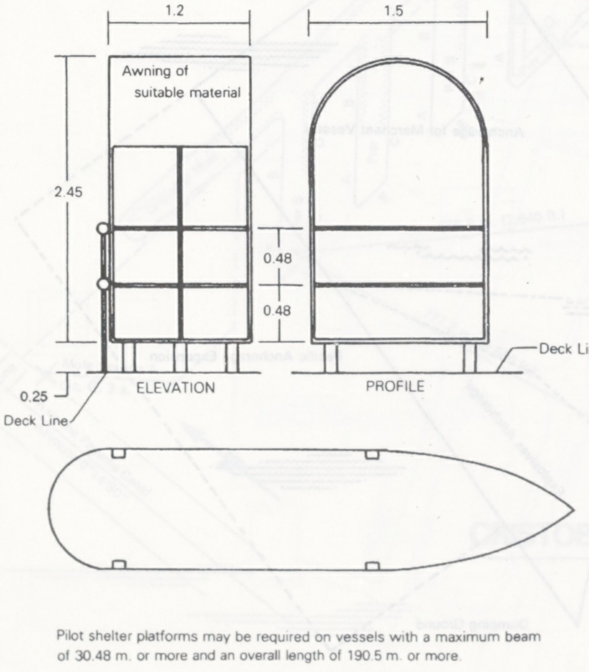

PANAMA CANAL
BALBOA
CANAL ANCHORAGES
Anchorage for Merchant Vessels
Pacific Anchorage Expansion
Explosives Anchorage
Dumping Ground
Dumping Ground
Flamenco Island
Pacific Entrance
Restricted Area
Spoil Dump
Spoil Dump
Buoyed Channel
N
0
1
2
3
SCALE OF MILES


Limon Bay
Anchorage Area 'C'
Dredging Limit Line
Spoil Dump
Anchorage Area 'B'
Explosives Anchorage
Anchorage Area 'A'
Spoil Dump
Canal Entrance
Anchorage Prohibited
6
Anchorage Area 'D'
CRISTOBAL
COLON
Manzanillo Bay
Spoil Dump
Margarita Island
Outer Explosives Anchorage
Atlantic Anchorage
Atlantic Anchorage Expansion
N

PANAMA CANAL
CRISTOBAL ANCHORAGES

PANAMA CANAL
PILOT SHELTER

DIMENSIONS IN METRES


1.2
1.5
Awning of suitable material
2.45
0.48
0.48
0.25
Deck Line
ELEVATION
PROFILE
Deck Line

Pilot shelter platforms may be required on vessels with a maximum beam of 30.48 m. or more and an overall length of 190.5 m. or more.

Figure 3

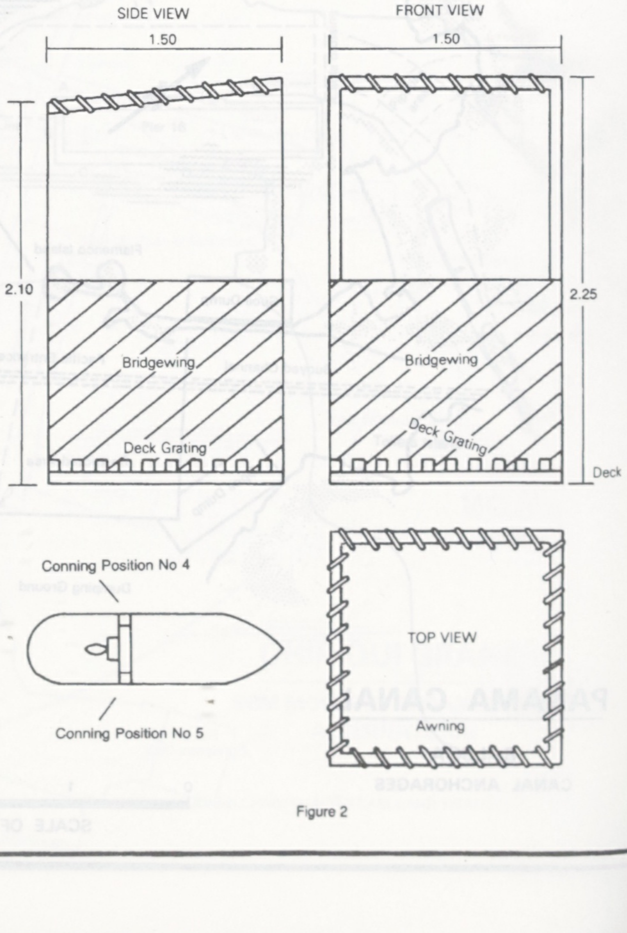
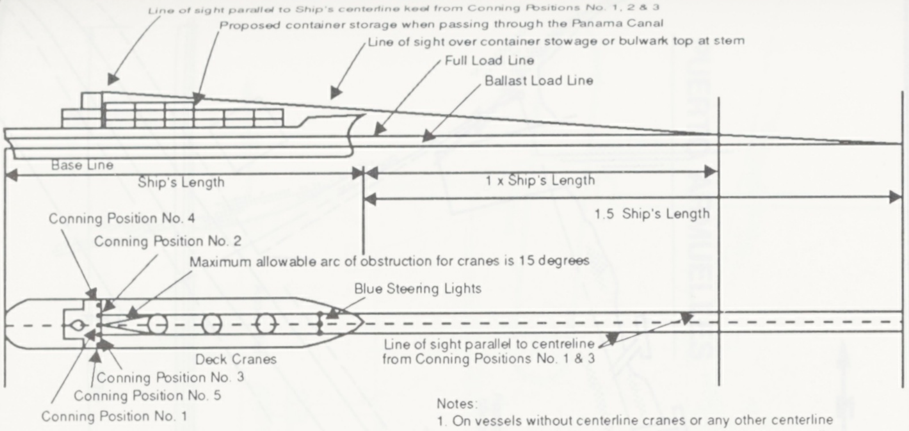

SIDE VIEW
1.50
FRONT VIEW
1.50
2.10
Bridgewing
Deck Grating
Bridgewing
Deck Grating
2.25
Deck
Conning Position No 4
Conning Position No 5
TOP VIEW
Awning

Figure 2


Line of sight parallel to Ship's centerline keel from Conning Positions No. 1, 2 & 3
Proposed container storage when passing through the Panama Canal
Line of sight over container stowage or bulwark top at stem
Full Load Line
Ballast Load Line
Base Line
Ship's Length
1 x Ship's Length
1.5 Ship's Length
Conning Position No. 4
Conning Position No. 2
Maximum allowable arc of obstruction for cranes is 15 degrees
Blue Steering Lights
Deck Cranes
Line of sight parallel to centreline from Conning Positions No. 1 & 3
Conning Position No. 3
Conning Position No. 5
Conning Position No. 1

Notes:

1. On vessels without centerline cranes or any other centerline obstructions, visibility shall be measured along the centerline over the stem.
2. On vessels with centerline cranes or any other centerline obstruction, visibility should be measured along lines which are parallel to vessels centerline keel from Conning Positions No. 2 & 3 over vessel's bow.
3. Conning Positions No. 2 & 3 are to be at those windows in the wheelhouse which are the nearest windows to the centreline which will provide a clear unobstructed view ahead along lines which are parallel to vessel's centreline.

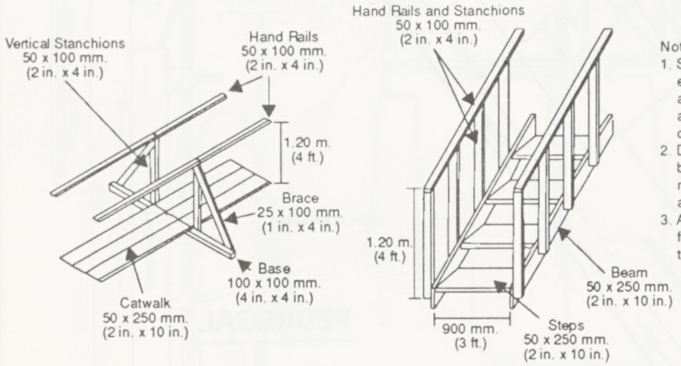
NORMAL CONNING POSITIONS

FIGURE 4

CATWALK AND LADDER

FIGURE 5

PANAMA CANAL


Vertical Stanchions
50 x 100 mm.
(2 in. x 4 in.)
Hand Rails
50 x 100 mm.
(2 in. x 4 in.)
1.20 m.
(4 ft.)
Brace
25 x 100 mm.
(1 in. x 4 in.)
Base
100 x 100 mm.
(4 in. x 4 in.)
Catwalk
50 x 250 mm.
(2 in. x 10 in.)
Hand Rails and Stanchions
50 x 100 mm.
(2 in. x 4 in.)
1.20 m.
(4 ft.)
Beam
50 x 250 mm.
(2 in. x 10 in.)
900 mm.
(3 ft.)
Steps
50 x 250 mm.
(2 in. x 10 in.)

CATWALK

LADDERS

Notes:

1. Sketches show acceptable and easily constructed catwalks and ladders to provide safe access to work areas on ships carrying deck load cargo.
2. Dimensions may vary. Provided basic safety requirements are maintained and construction is approved by PCC authorities.
3. All passageways shall be free of obstacles or hazards for the users.

PANAMA CANAL

LIMITING DRAFTS DUE TO BILGE RADIUS CONTACTING LOCKS CHAMBER BATTERS:

FIGURE 1

	Radius of Turn of Bilge (Meters)				
	0.30	0.60	0.90	1.20	1.50
0.000	10.87	11.12	11.37	11.62	11.87
0.025	10.89	11.14	11.39	11.64	11.89
0.050	10.91	11.16	11.41	11.66	11.91
0.075	10.93	11.18	11.43	11.68	11.93
0.100	10.95	11.20	11.45	11.70	11.96
0.125	10.97	11.22	11.47	11.73	11.98
0.150	10.99	11.24	11.50	11.75	12.00
0.175	11.01	11.27	11.52	11.77	12.02
0.200	11.04	11.29	11.54	11.79	12.04
0.225	11.06	11.31	11.56	11.81	
0.250	11.08	11.33	11.58	11.83	
0.275	11.10	11.35	11.60	11.85	

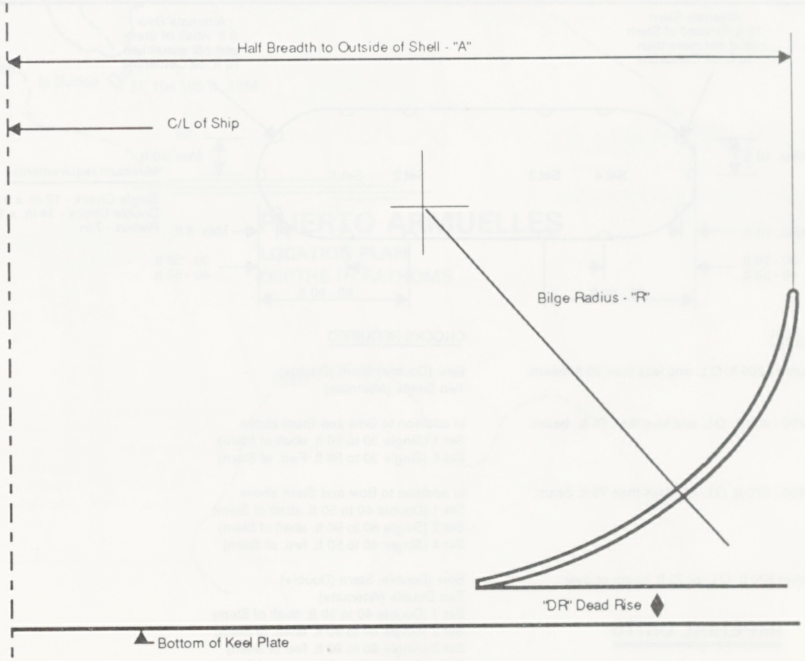
Example: To find draft of ship having a Radius-of-turn-of-bilge of 1.325 m., read across top of table to column headed 1.20 m. thence down column opposite 0.125 m. Read 11.73 m.

Notes: (a) Dead Rise not included in above tabulations and must be added to above reading
(b) Allows for 15 cm. thick rubber fenders on lock walls at batter locations

	Radius of turn of Bilge (Feet)				
	1'	2'	3'	4'	5'
0"	35' 8"	36' 6"	37' 4"	38' 2"	39' 0"
1"	35' 9"	36' 7"	37' 5"	38' 3"	39' 1"
2"	35' 10"	36' 8"	37' 6"	38' 4"	39' 2"
3"	35' 10"	36' 8"	37' 6"	38' 5"	39' 3"
4"	35' 11"	36' 9"	37' 7"	38' 5"	39' 3"
5"	36' 0"	36' 10"	37' 8"	38' 6"	39' 4"
6"	36' 1"	36' 11"	37' 9"	38' 7"	39' 5"
7"	36' 2"	37' 0"	37' 10"	38' 8"	39' 6"
8"	36' 3"	37' 1"	37' 11"	38' 10"	
9"	36' 3"	37' 1"	38' 0"	38' 10"	
10"	36' 4"	37' 2"	38' 0"	38' 10"	
11"	36' 5"	37' 3"	38' 1"	38' 11"	

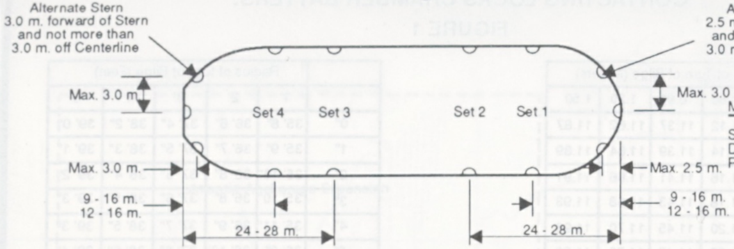
Example: To find draft of ship having a Radius-of-turn-of-bilge of 4' 4", read across top of table to column headed 4' thence down column opposite 4" Read 38' 5".

Notes: (a) Dead Rise not included in above tabulations and must be added to above reading
(b) Allows for 6 inch thick rubber fenders on lock walls at batter locations


Half Breadth to Outside of Shell - "A"
C/L of Ship
Bilge Radius - "R"
"DR" Dead Rise
Bottom of Keel Plate

PANAMA CANAL

CONSTRUCTION, NUMBER AND LOCATION OF CHOCKS AND BITTS
Figure 6

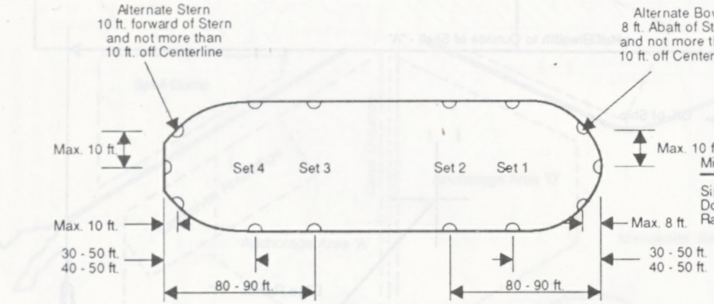

Alternate Stern
3.0 m. forward of Stern
and not more than
3.0 m. off Centerline
Alternate Bow
2.5 m. Abaft of Stem
and not more than
3.0 m. off Centerline
Max. 3.0 m
Set 4
Set 3
Set 2
Set 1
Max. 3.0 m.
Max. 3.0 m.
Max. 2.5 m.
9 - 16 m.
12 - 16 m.
9 - 16 m.
12 - 16 m.
24 - 28 m.
24 - 28 m.

Minimum requirements (cm.)

Single Chock - 30.5 x 23.0
Double Chock - 35.5 x 25.5
Radius - 18.0

VESSEL SIZE	CHOCKS REQUIRED
Vessels under 60.96 m. O.L. and less than 9.14 m. beam:	Bow (Double) Stern (Double) Two Single (Alternate)
Vessels 60.96 - 121.92 m. O.L. and less than 22.86 m. beam:	In addition to Bow and Stern above Set 1 (Single 9 to 16 m. abaft of Stem) Set 4 (Single 9 to 16 m. Fwd. of Stern)
Vessels 121.92 m. - 173.74 m. O.L. and less than 22.86 m. beam:	In addition to Bow and Stern above Set 1 (Double 12 to 16 m. abaft of Stem) Set 2 (Single 24 to 28 m. abaft of Stem) Set 4 (Single 12 to 16 m. fwd. of Stern)
Vessels over 173.74 m. O.L. or 22.86 m. beam or over:	Bow (Double, Stern (Double) Two Double (Alternate) Set 1 (Double 12 to 16 m. abaft of Stem) Set 2 (Single 24 to 28 m. abaft. of Stem) Set 3 (Single 24 to 28 m. fwd of Stern) Set 4 (Double 12 to 16 m. fwd. of Stern)

METRIC UNITS

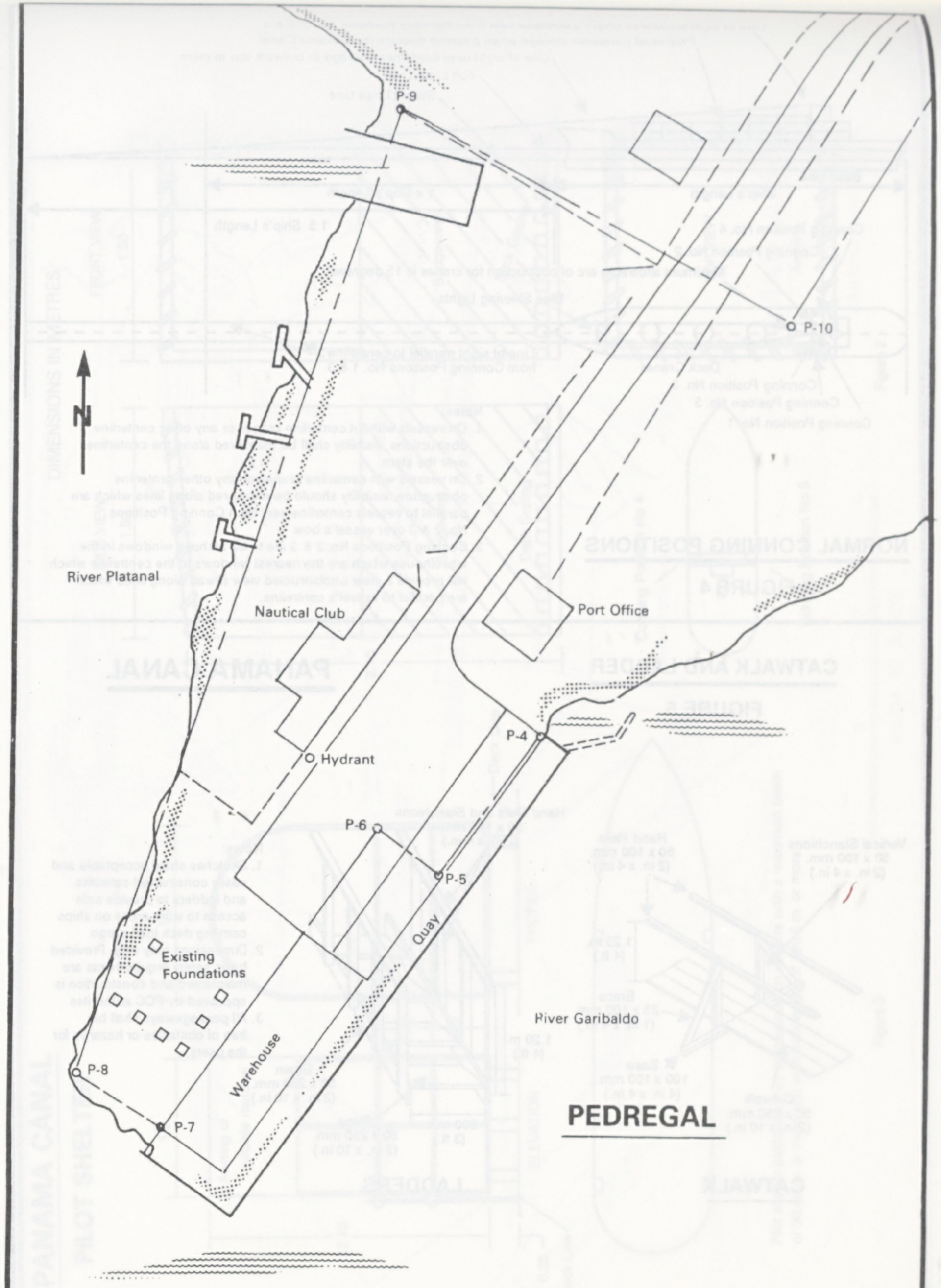

Alternate Stern
10 ft. forward of Stern
and not more than
10 ft. off Centerline
Alternate Bow
8 ft. Abaft of Stem
and not more than
10 ft. off Centerline
Max. 10 ft.
Set 4
Set 3
Set 2
Set 1
Max. 10 ft.
Max. 10 ft.
Max. 8 ft.
30 - 50 ft.
40 - 50 ft.
30 - 50 ft.
40 - 50 ft.
80 - 90 ft.
80 - 90 ft.

Minimum requirements

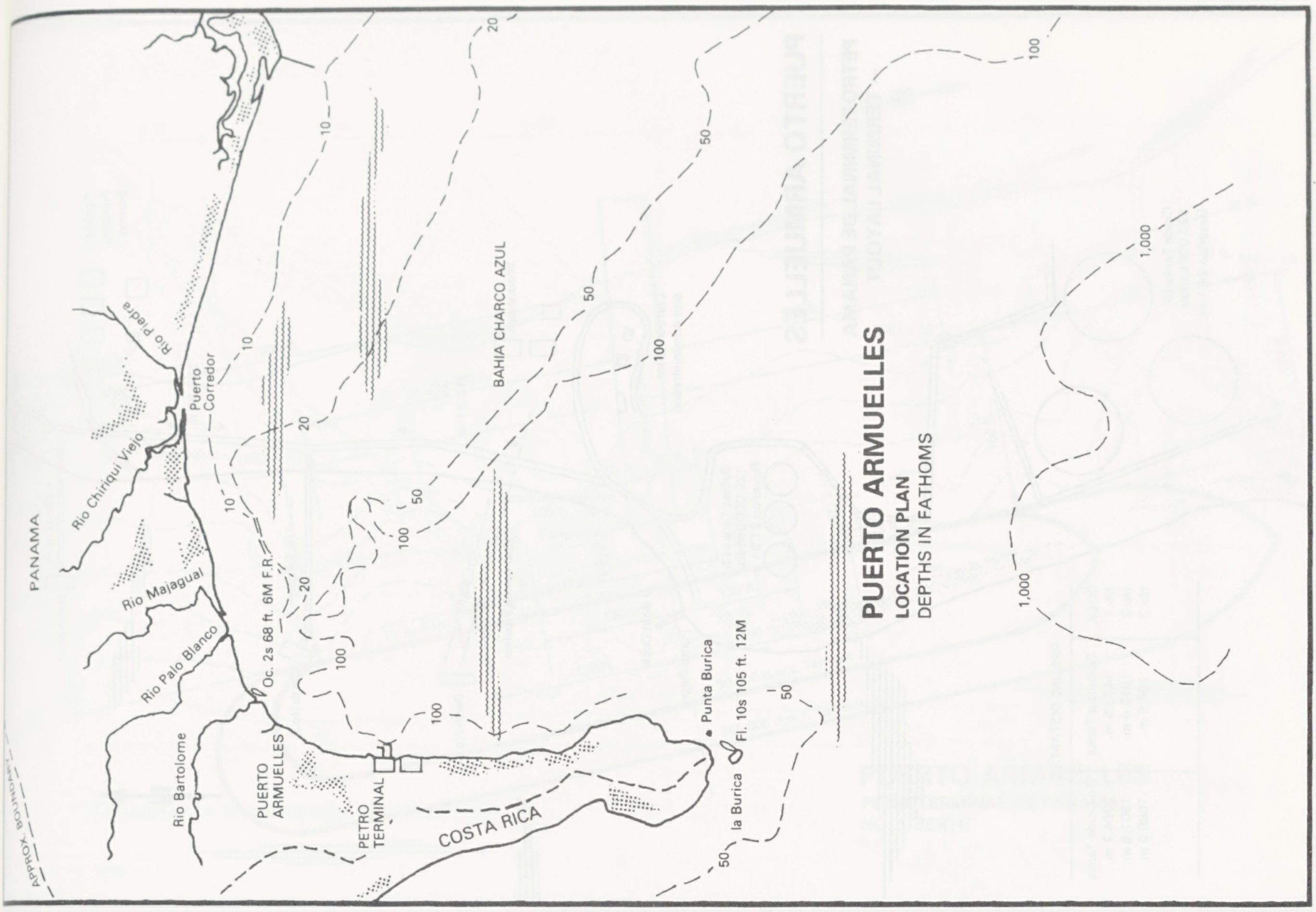
Single Chock - 12 in. x 9 in.
Double Chock - 14 in. x 10 in.
Radius - 7 in.

VESSEL SIZE	CHOCKS REQUIRED
Vessels under 200 ft. O.L. and less than 30 ft. beam:	Bow (Double) Stern (Double) Two Single (Alternate)
Vessels 200 - 400 ft. O.L. and less than 75 ft.. beam:	In addition to Bow and Stern above Set 1 (Single 30 to 50 ft. abaft of Stem) Set 4 (Single 30 to 50 ft. Fwd. of Stern)
Vessels 400 - 570 ft. O.L. and less than 75 ft. beam:	In addition to Bow and Stern above Set 1 (Double 40 to 50 ft. abaft of Stem) Set 2 (Single 80 to 90 ft. abaft of Stem) Set 4 (Single 40 to 50 ft. fwd. of Stern)
Vessels over 570 ft. O.L. or 75 ft. beam or over:	Bow (Double, Stern (Double) Two Double (Alternate) Set 1 (Double 40 to 50 ft. abaft of Stem) Set 2 (Single 80 to 90 ft. abaft. of Stem) Set 3 (Single 80 to 90 ft. fwd of Stern) Set 4 (Double 40 to 50 ft. fwd. of Stern)

IMPERIAL UNITS

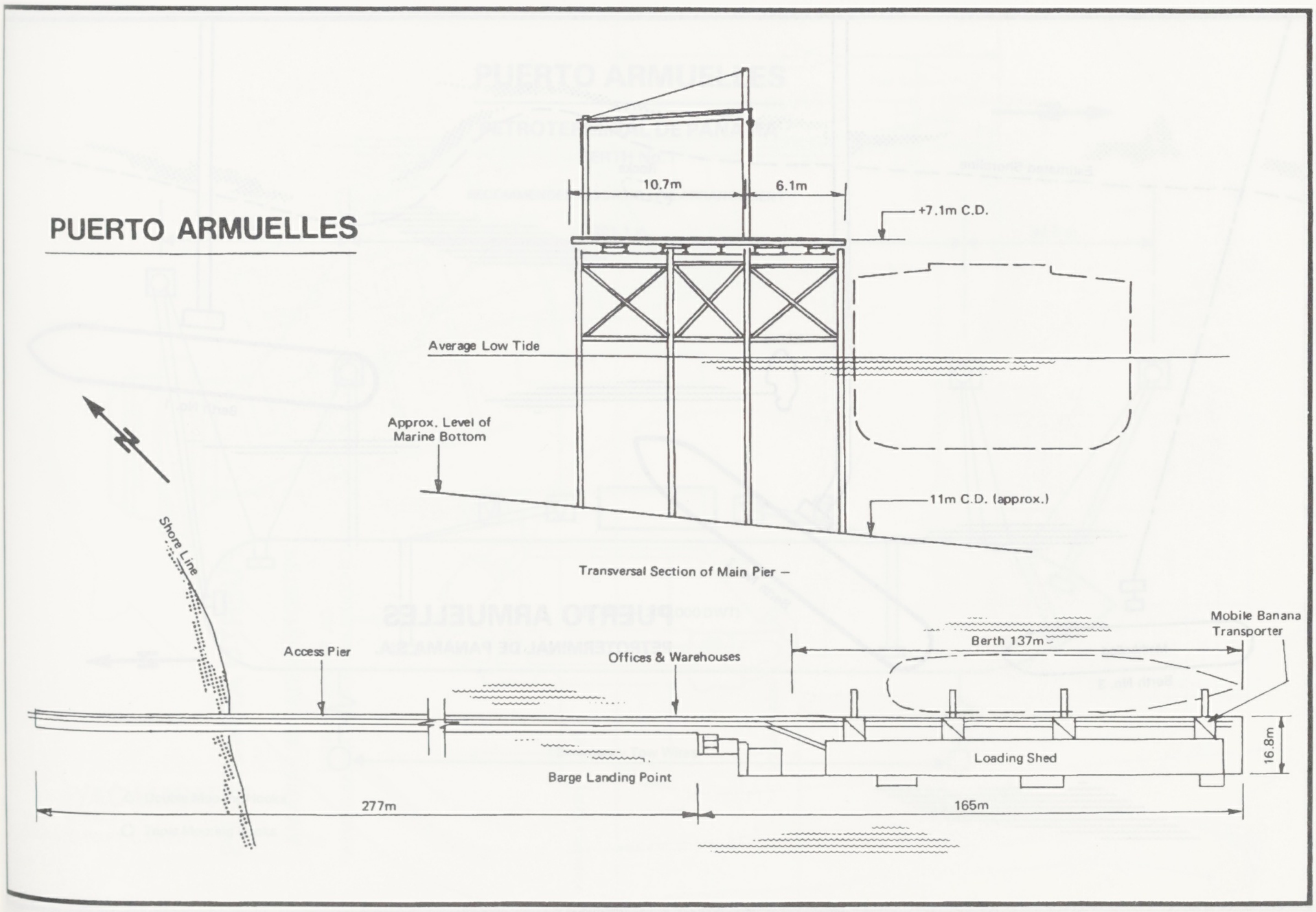

P-9
P-10
River Platanal
Nautical Club
Port Office
Hydrant
P-4
P-6
P-5
Quay
Existing
Foundations
River Garibaldo
P-8
P-7
Warehouse
N

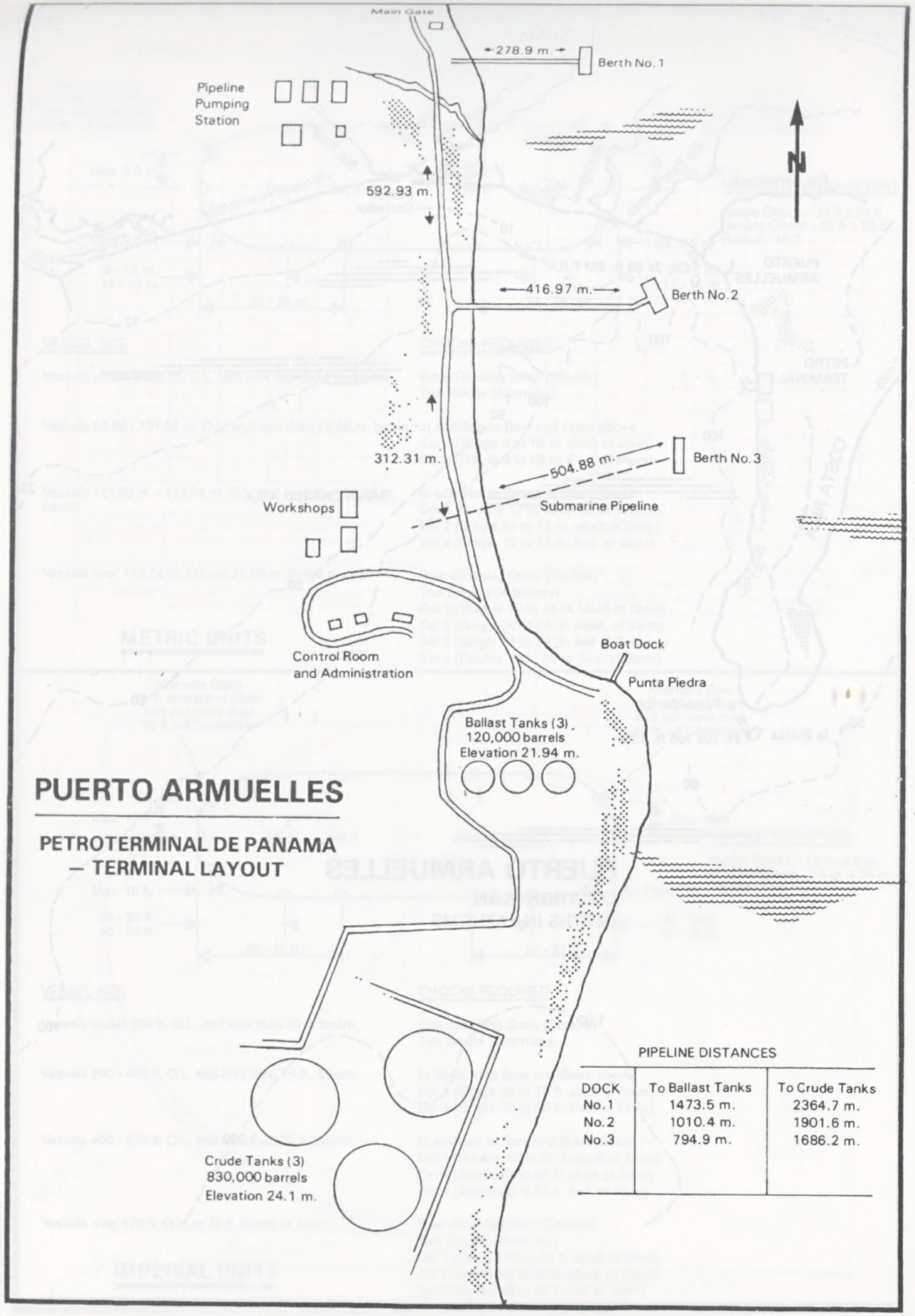
PEDREGAL


PANAMA
APPROX. BOUNDARY
Rio Piedra
Puerto Corredor
Rio Chiriqui Viejo
Rio Majagual
Rio Palo Blanco
Rio Bartolome
PUERTO ARMUELLES
Oc. 2s 68 ft. 6M F.R.
PETRO TERMINAL
COSTA RICA
BAHIA CHARCO AZUL
Punta Burica
la Burica
Fl. 10s 105 ft. 12M
10
20
50
100
1,000

PUERTO ARMUELLES
LOCATION PLAN
DEPTHS IN FATHOMS

PUERTO ARMUELLES


10.7m
6.1m
+7.1m C.D.
Average Low Tide
Approx. Level of Marine Bottom
11m C.D. (approx.)
Transversal Section of Main Pier –
N
Shore Line
Access Pier
Offices & Warehouses
Berth 137m
Mobile Banana Transporter
Loading Shed
16.8m
Barge Landing Point
277m
165m

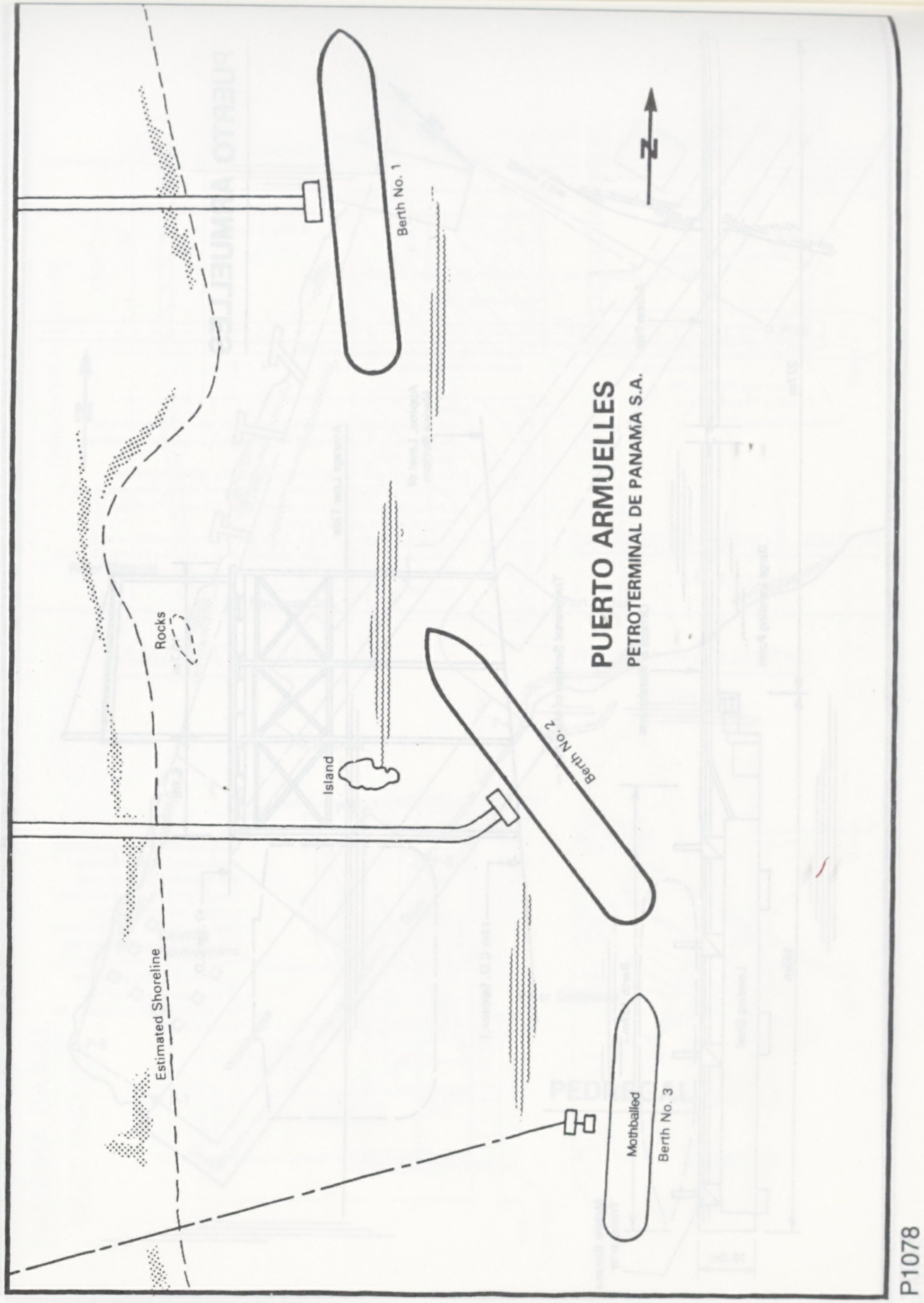

Main Gate
278.9 m.
Berth No. 1
Pipeline Pumping Station
N
592.93 m.
416.97 m.
Berth No. 2
312.31 m.
504.88 m.
Berth No. 3
Submarine Pipeline
Workshops
Boat Dock
Punta Piedra
Control Room and Administration
Ballast Tanks (3)
120,000 barrels
Elevation 21.94 m.
Crude Tanks (3)
830,000 barrels
Elevation 24.1 m.

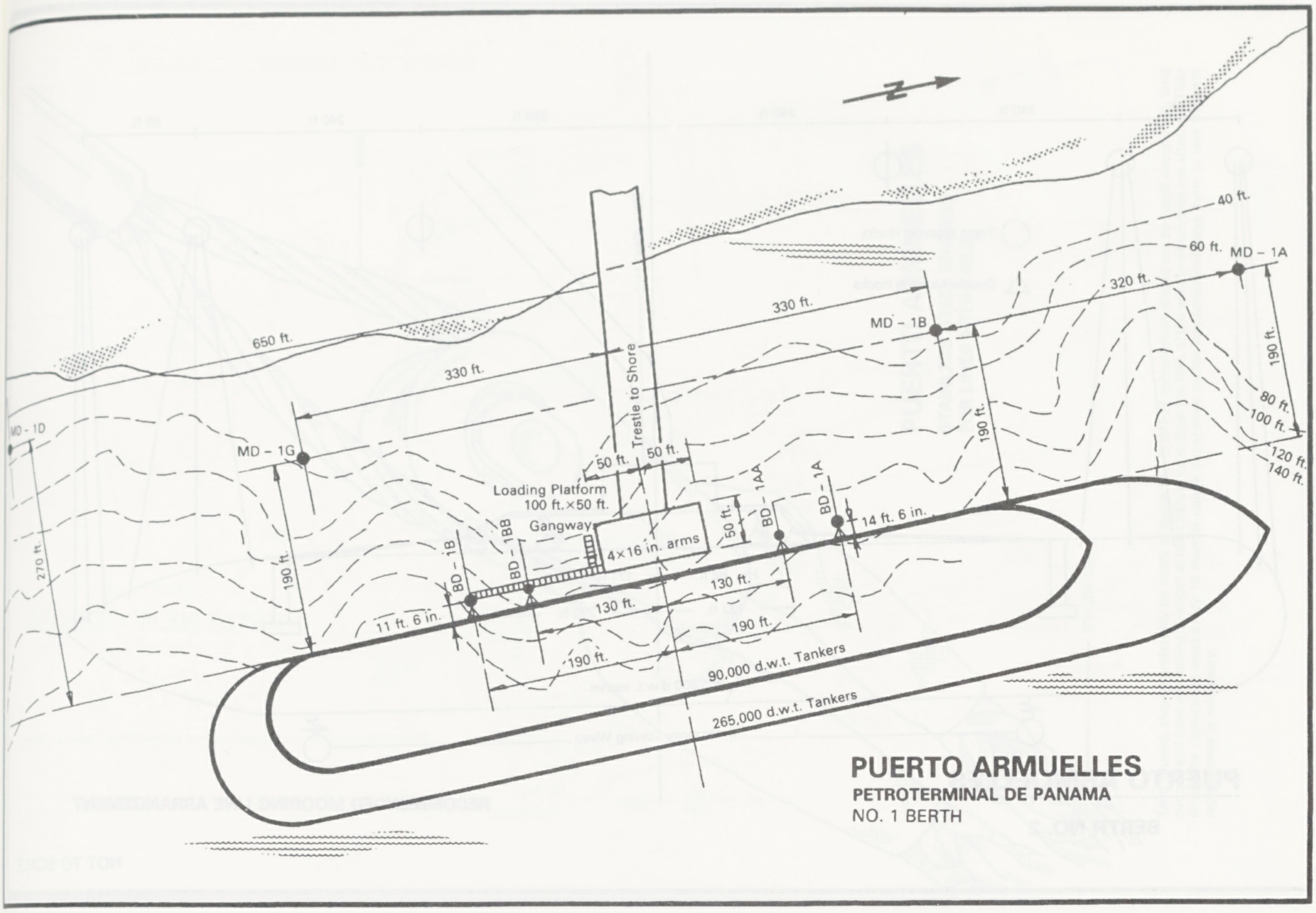
PUERTO ARMUELLES

PETROTERMINAL DE PANAMA — TERMINAL LAYOUT

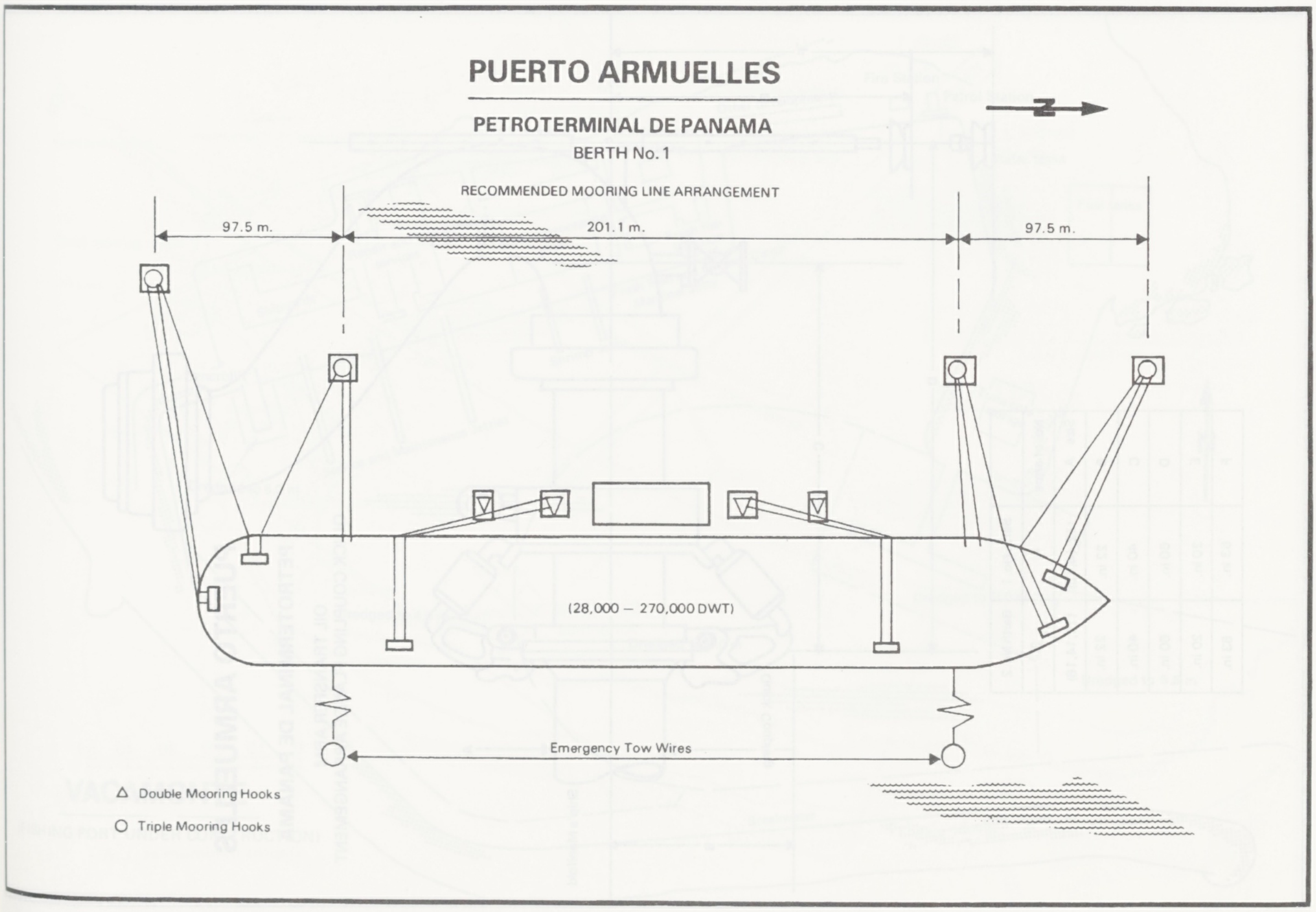
PIPELINE DISTANCES

DOCK	To Ballast Tanks	To Crude Tanks
No.1	1473.5 m.	2364.7 m.
No.2	1010.4 m.	1901.6 m.
No.3	794.9 m.	1686.2 m.


PUERTO ARMUELLES
PETROTERMINAL DE PANAMA S.A.
N
Berth No. 1
Rocks
Island
Berth No. 2
Estimated Shoreline
Mothballed
Berth No. 3


N
650 ft.
330 ft.
330 ft.
320 ft.
40 ft.
60 ft.
MD - 1A
MD - 1B
MD - 1G
MD - 1D
190 ft.
190 ft.
190 ft.
270 ft.
80 ft.
100 ft.
120 ft.
140 ft.
Trestle to Shore
50 ft.
50 ft.
Loading Platform
100 ft.×50 ft.
Gangway
4×16 in. arms
50 ft.
BD - 1B
BD - 1BB
BD - 1AA
BD - 1A
14 ft. 6 in.
11 ft. 6 in.
130 ft.
130 ft.
190 ft.
190 ft.
90,000 d.w.t. Tankers
265,000 d.w.t. Tankers

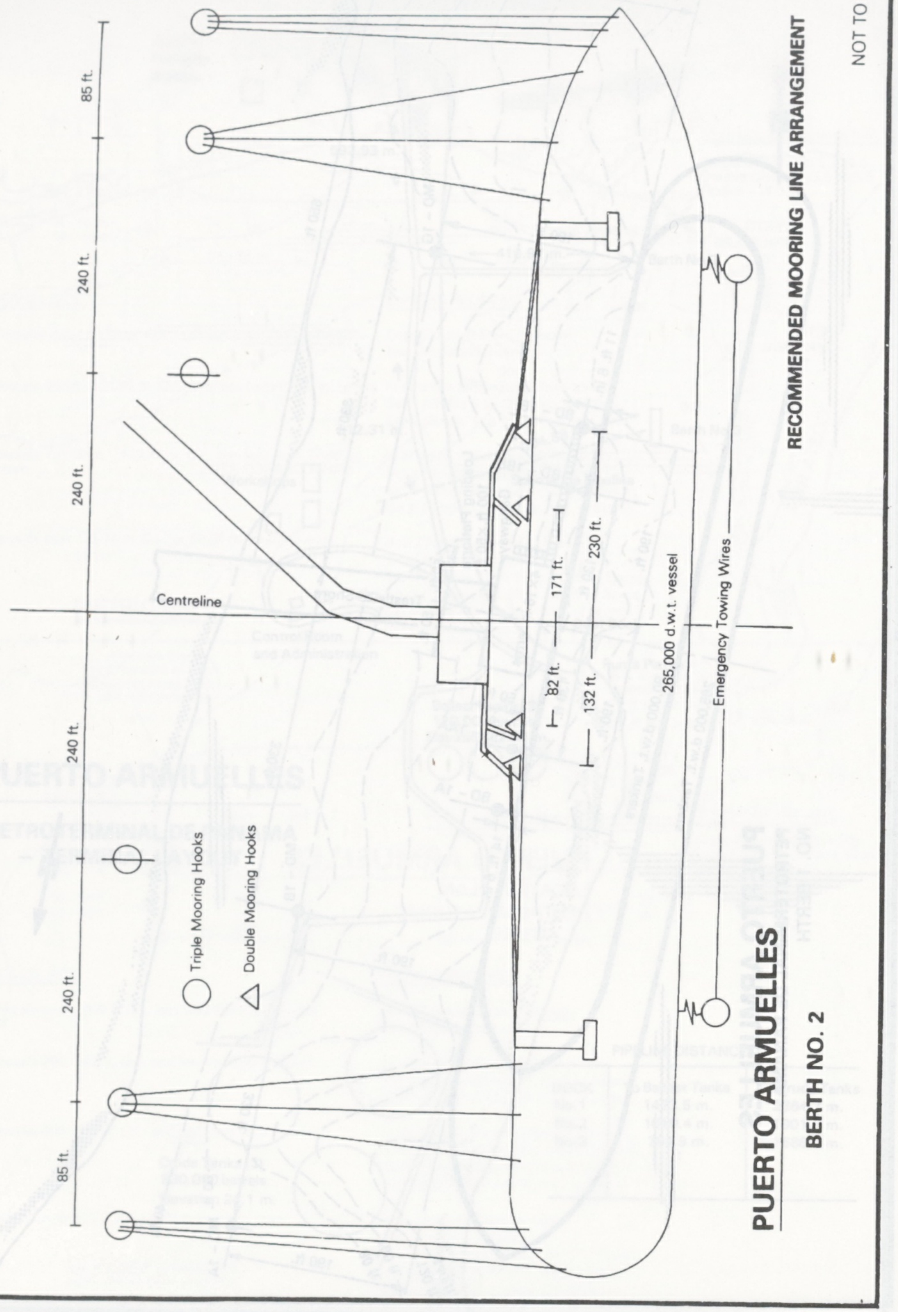
PUERTO ARMUELLES
PETROTERMINAL DE PANAMA
NO. 1 BERTH


N
97.5 m.
201.1 m.
97.5 m.
(28,000 – 270,000 DWT)
Emergency Tow Wires
△ Double Mooring Hooks
○ Triple Mooring Hooks

PUERTO ARMUELLES

PETROTERMINAL DE PANAMA
BERTH No. 1

RECOMMENDED MOORING LINE ARRANGEMENT



NOT TO SCALE
85 ft.
240 ft.
240 ft.
240 ft.
240 ft.
85 ft.
Centreline
82 ft.
171 ft.
132 ft.
230 ft.
265,000 d.w.t. vessel
Emergency Towing Wires
Triple Mooring Hooks
Double Mooring Hooks

RECOMMENDED MOORING LINE ARRANGEMENT

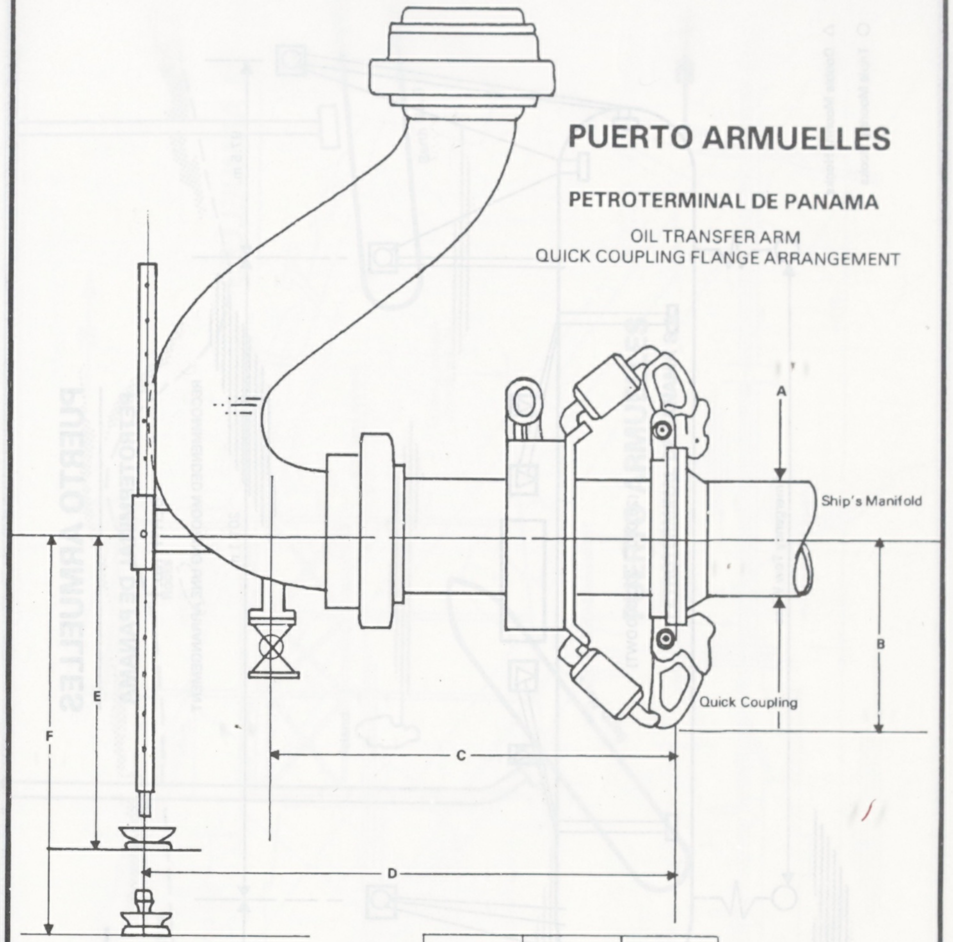
PUERTO ARMUELLES

BERTH NO. 2

PUERTO ARMUELLES

PETROTERMINAL DE PANAMA

OIL TRANSFER ARM
QUICK COUPLING FLANGE ARRANGEMENT

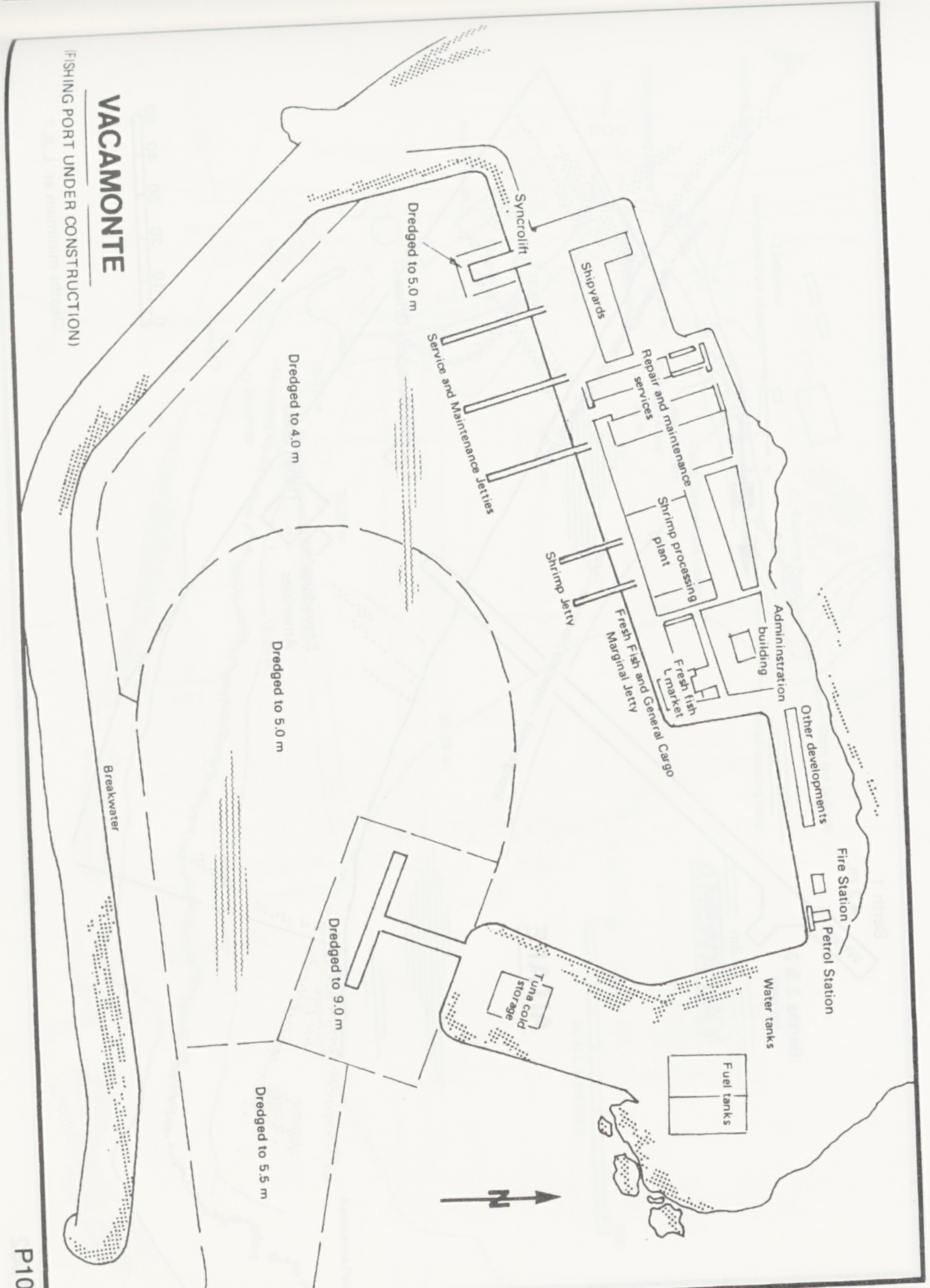


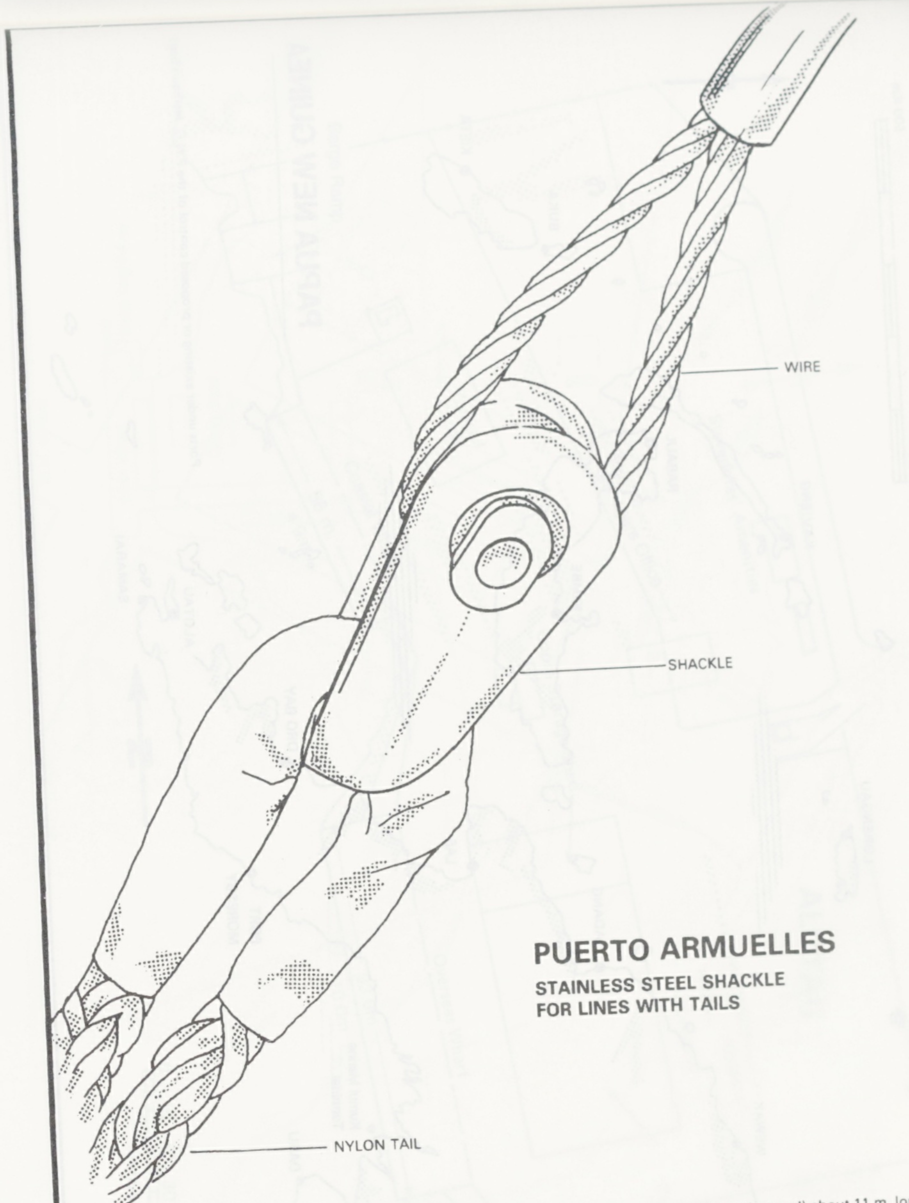
A
B
C
D
E
F
Ship's Manifold
Quick Coupling

	Berth No. 1	Berth No. 2
No. of arms	4	3
Size A	(12,14,16)	(12,14,16)
B	22 in.	22 in.
C	40 in.	40 in.
D	60 in.	60 in.
E	20 in.	20 in.
F	63 in.	63 in.

VACAMONTE

(FISHING PORT UNDER CONSTRUCTION)

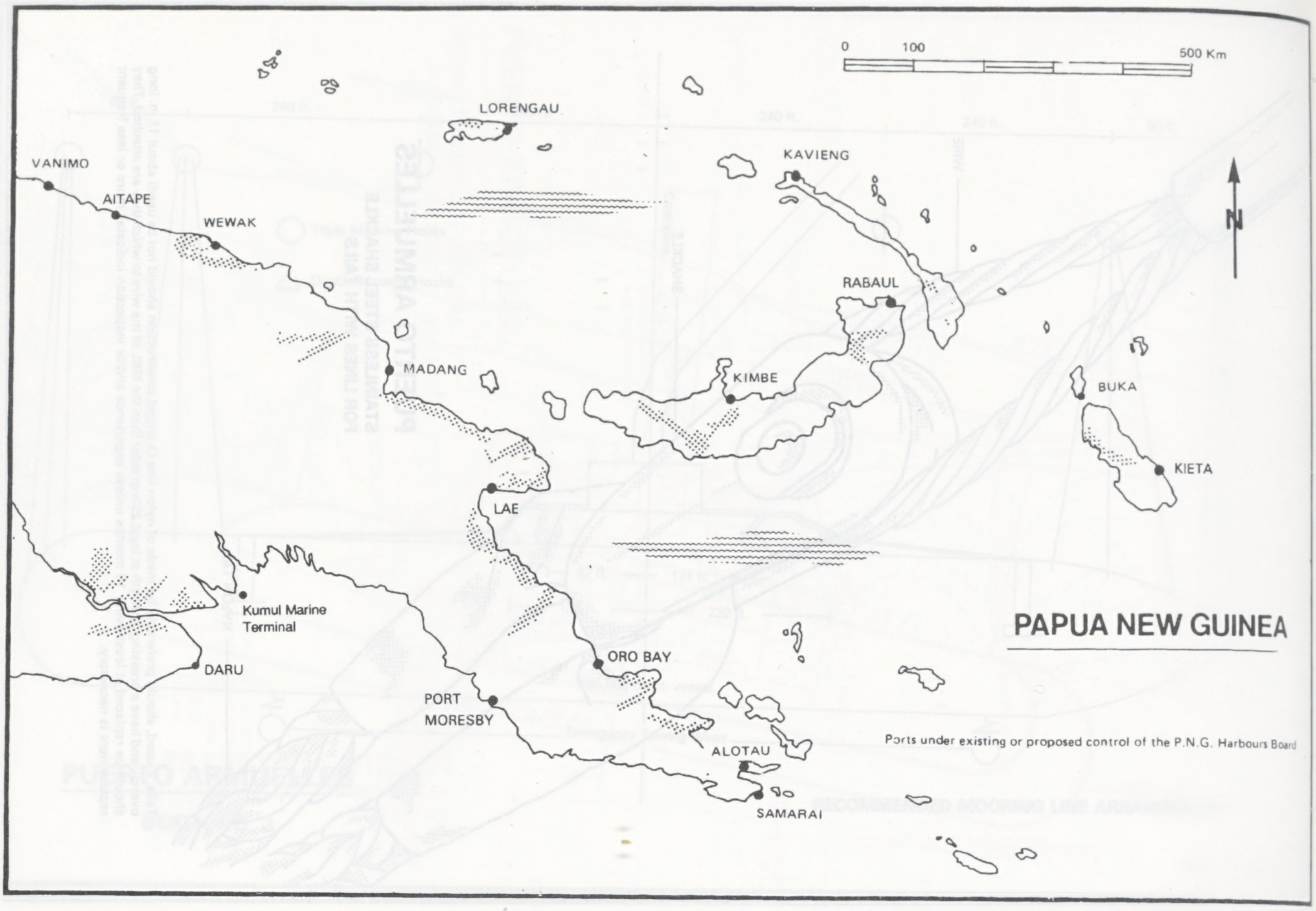

Syncrolift
Dredged to 5.0 m
Shipyards
Repair and maintenance services
Service and Maintenance Jetties
Dredged to 4.0 m
Shrimp processing plant
Shrimp Jetty
Administration building
Fresh fish market
Fresh Fish and General Cargo Marginal Jetty
Other developments
Dredged to 5.0 m
Fire Station
Petrol Station
Breakwater
Dredged to 9.0 m
Tuna cold storage
Water tanks
Fuel tanks
Dredged to 5.5 m
N

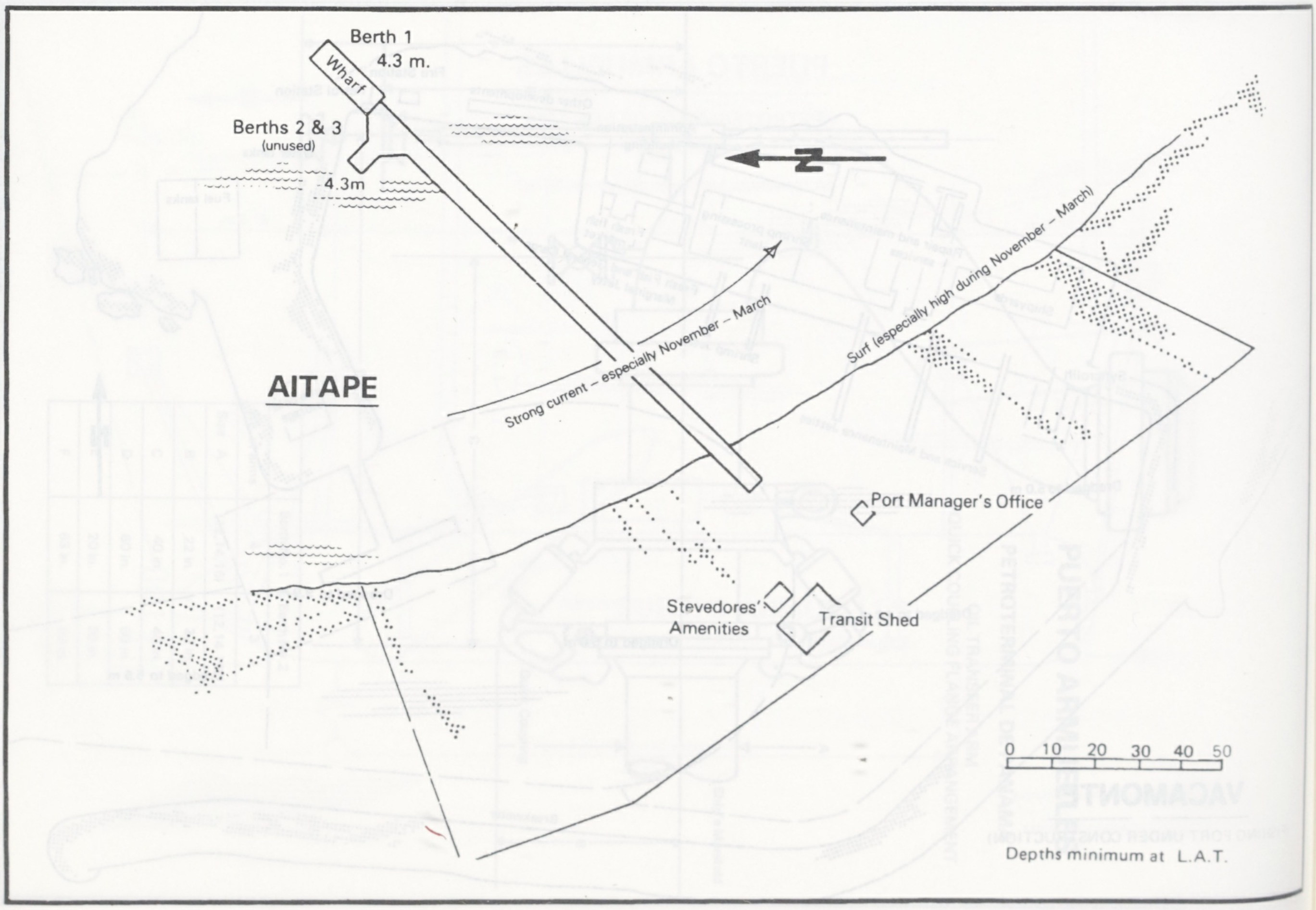

WIRE
SHACKLE
NYLON TAIL

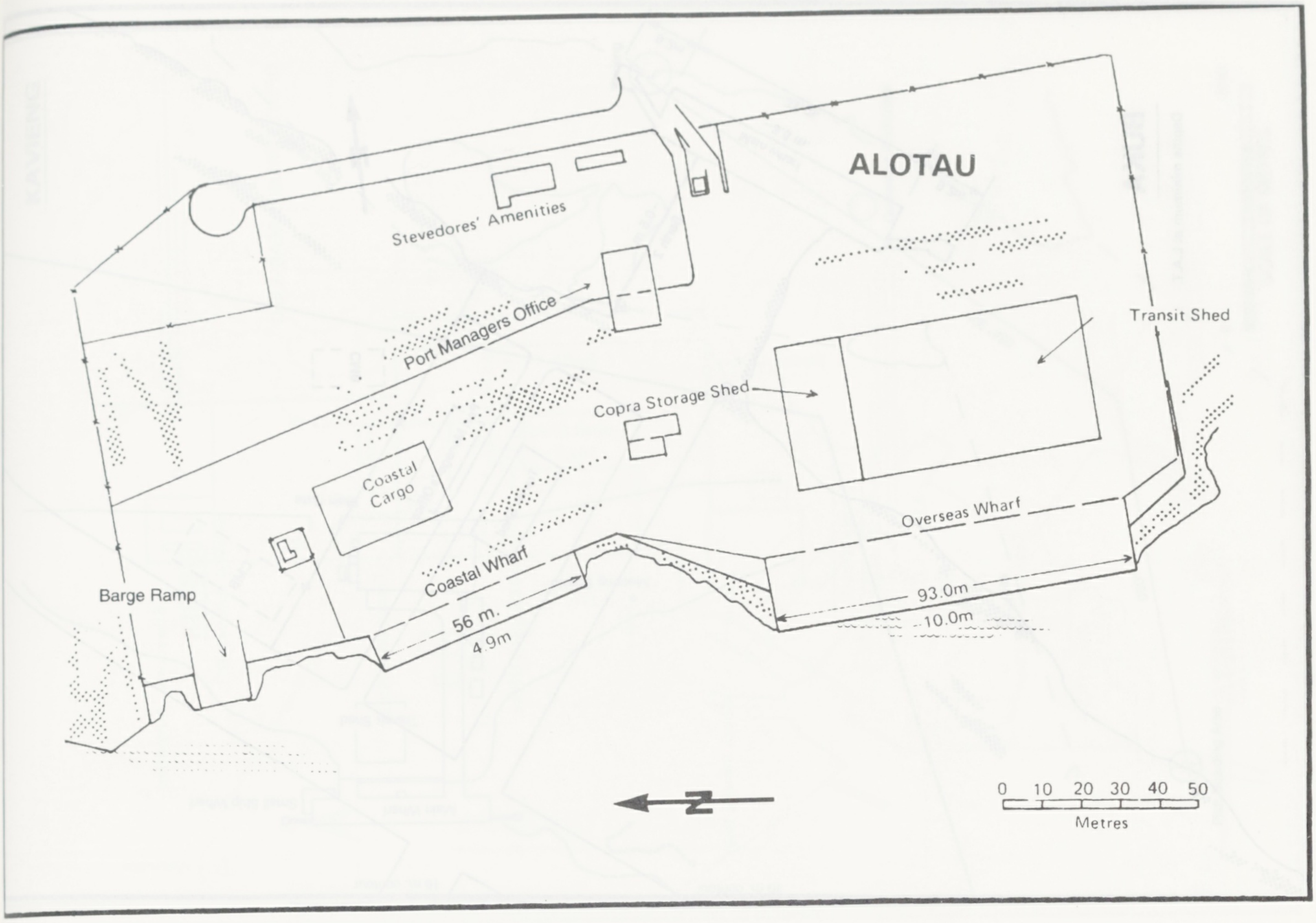
PUERTO ARMUELLES

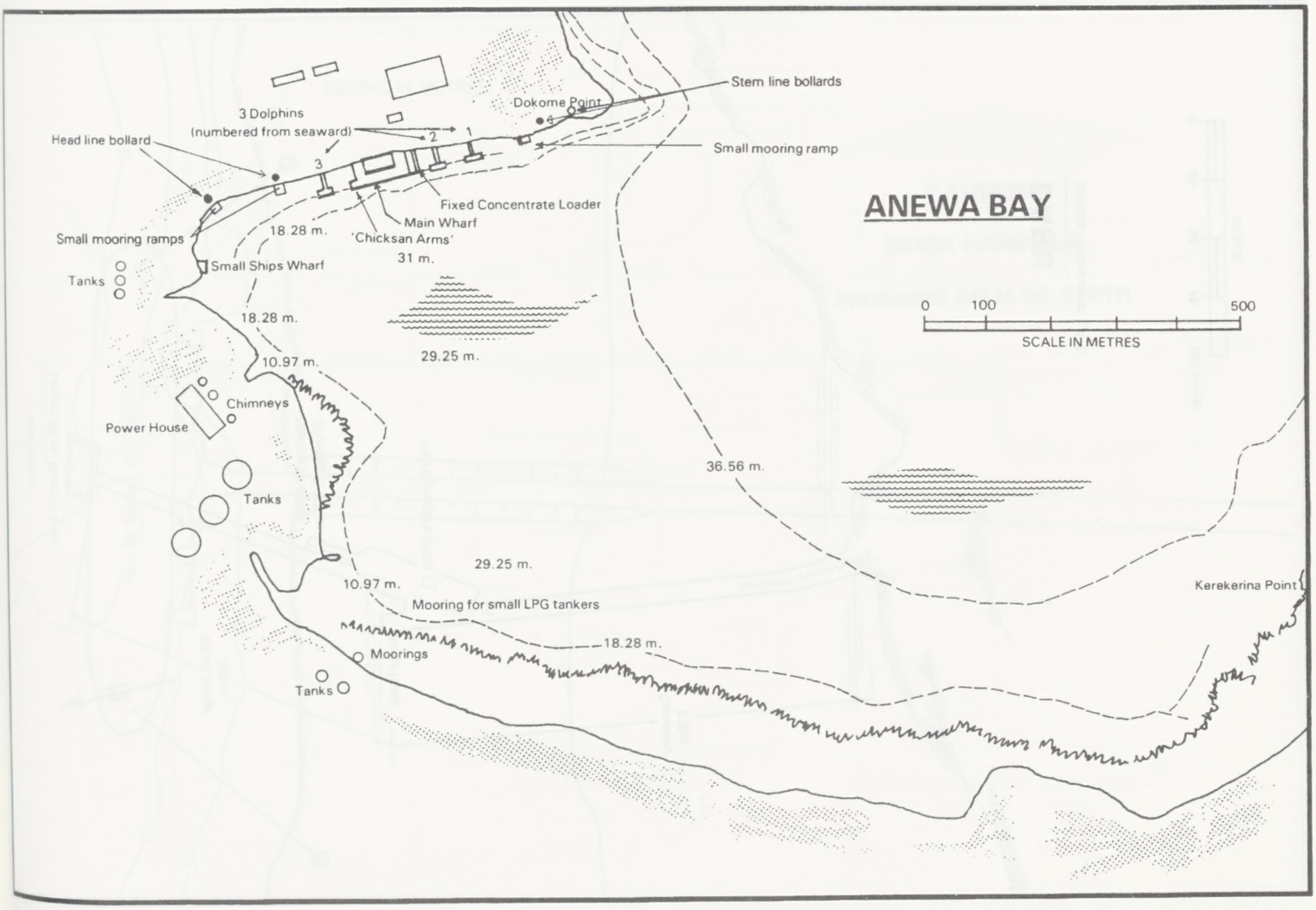
STAINLESS STEEL SHACKLE FOR LINES WITH TAILS

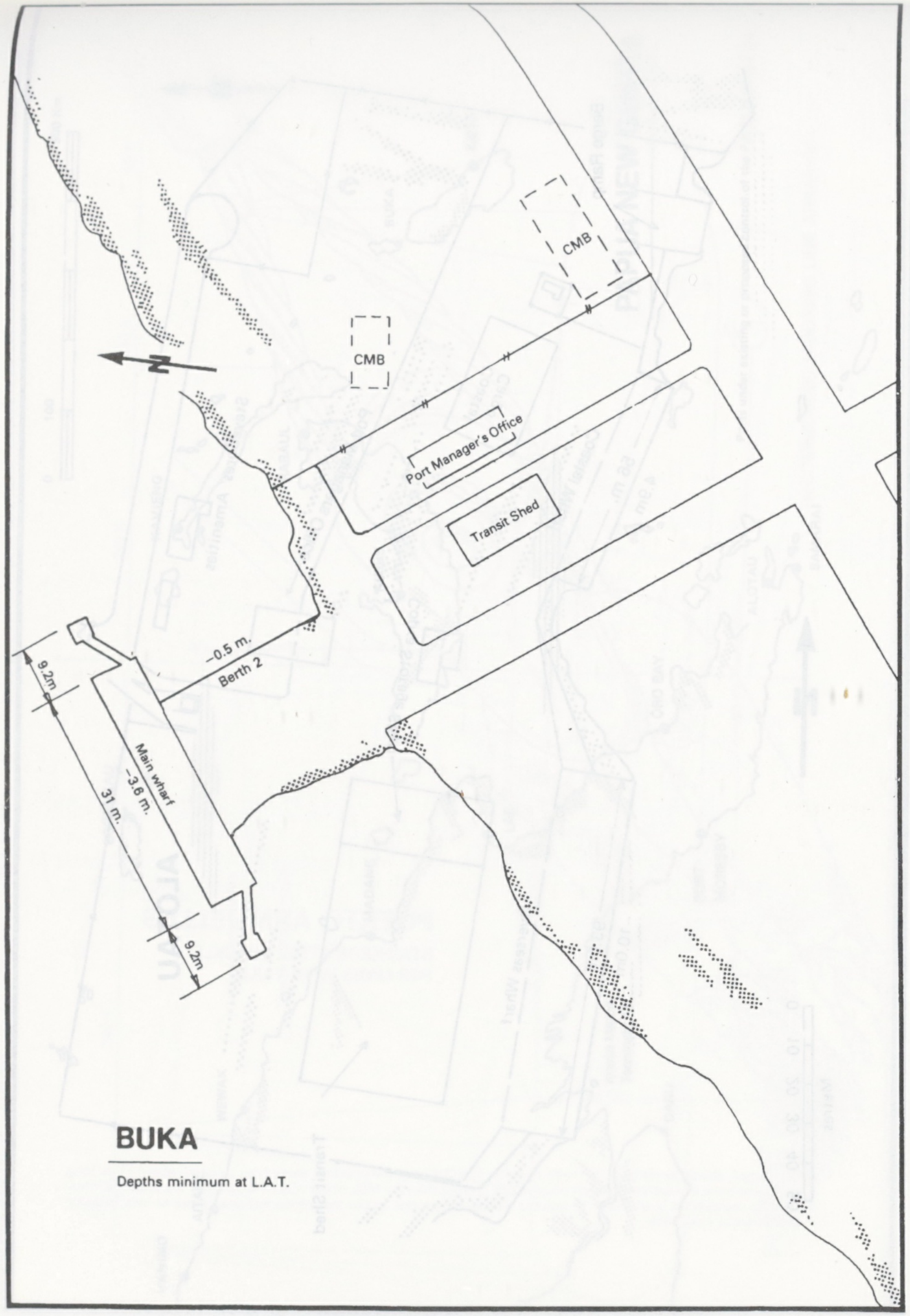
Tails, if used, should preferably be made of nylon line (3 strand construction should not be used) about 11 m. long overall, and have a breaking strength at least 25% greater than the MBL of the wire to which they are attached. They should be replaced at least every 18 months unless experience and/or inspection indicates more or less frequent replacement is necessary.


0
100
500 Km
LORENGAU
KAVIENG
VANIMO
AITAPE
WEWAK
RABAUL
MADANG
KIMBE
BUKA
KIETA
LAE
Kumul Marine Terminal
DARU
ORO BAY
PORT MORESBY
ALOTAU
SAMARAI
N
PAPUA NEW GUINEA
Ports under existing or proposed control of the P.N.G. Harbours Board


Berth 1
4.3 m.
Wharf
Berths 2 & 3
(unused)
-4.3m
N
AITAPE
Strong current – especially November – March
Surf (especially high during November – March)
Port Manager's Office
Stevedores' Amenities
Transit Shed
0
10
20
30
40
50
Depths minimum at L.A.T.


ALOTAU
Stevedores' Amenities
Port Managers Office
Copra Storage Shed
Transit Shed
Coastal Cargo
Overseas Wharf
Coastal Wharf
Barge Ramp
56 m.
4.9m
93.0m
10.0m
N
0 10 20 30 40 50
Metres

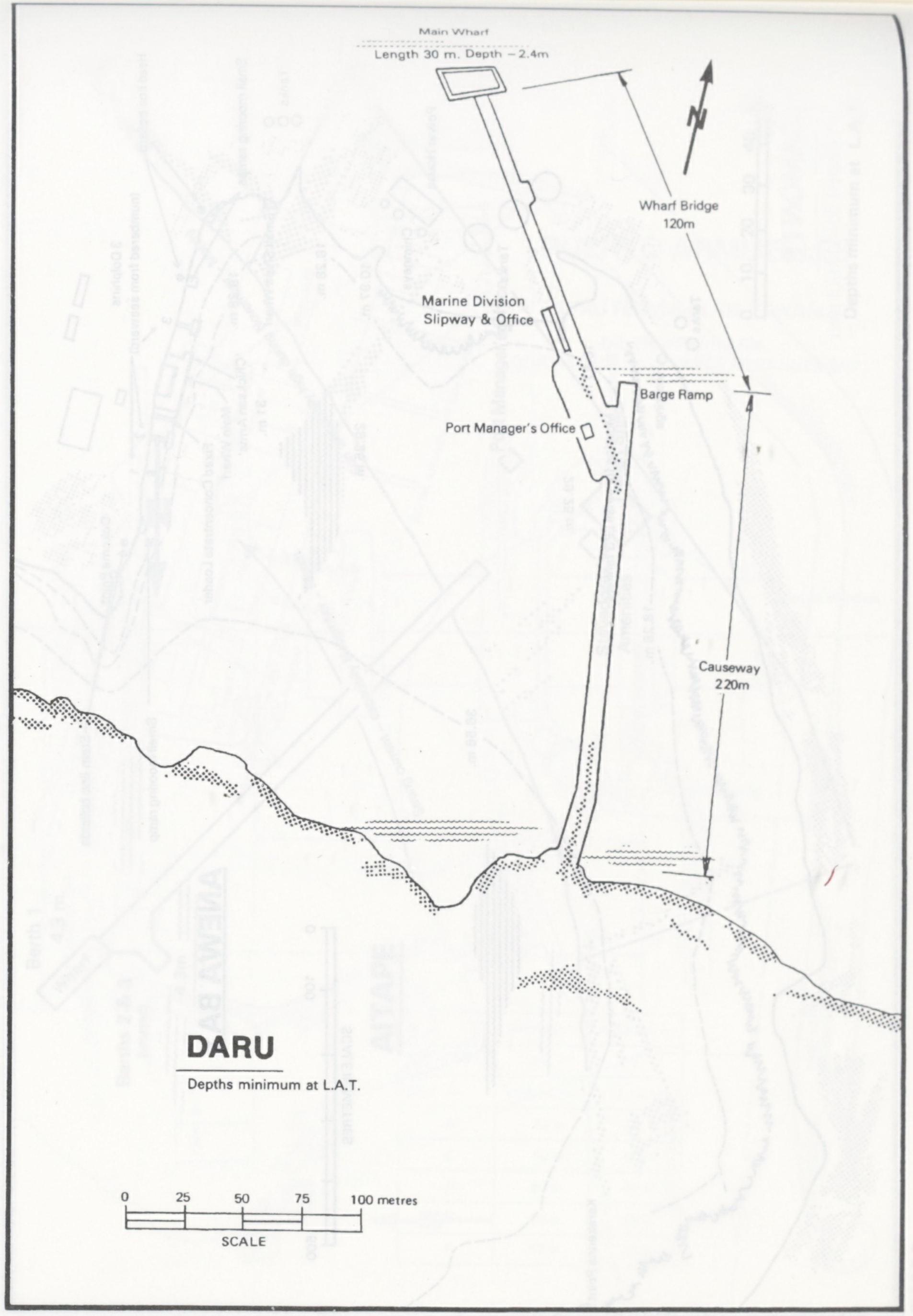

ANEWA BAY
Stem line bollards
Dokome Point
3 Dolphins
(numbered from seaward)
1
2
3
Head line bollard
Small mooring ramp
Fixed Concentrate Loader
Main Wharf
'Chicksan Arms'
Small mooring ramps
Small Ships Wharf
Tanks
18.28 m.
31 m.
18.28 m.
10.97 m.
29.25 m.
Chimneys
Power House
Tanks
36.56 m.
29.25 m.
10.97 m.
Mooring for small LPG tankers
18.28 m.
Moorings
Tanks
Kerekerina Point
0 100 500
SCALE IN METRES



BUKA

Depths minimum at L.A.T.

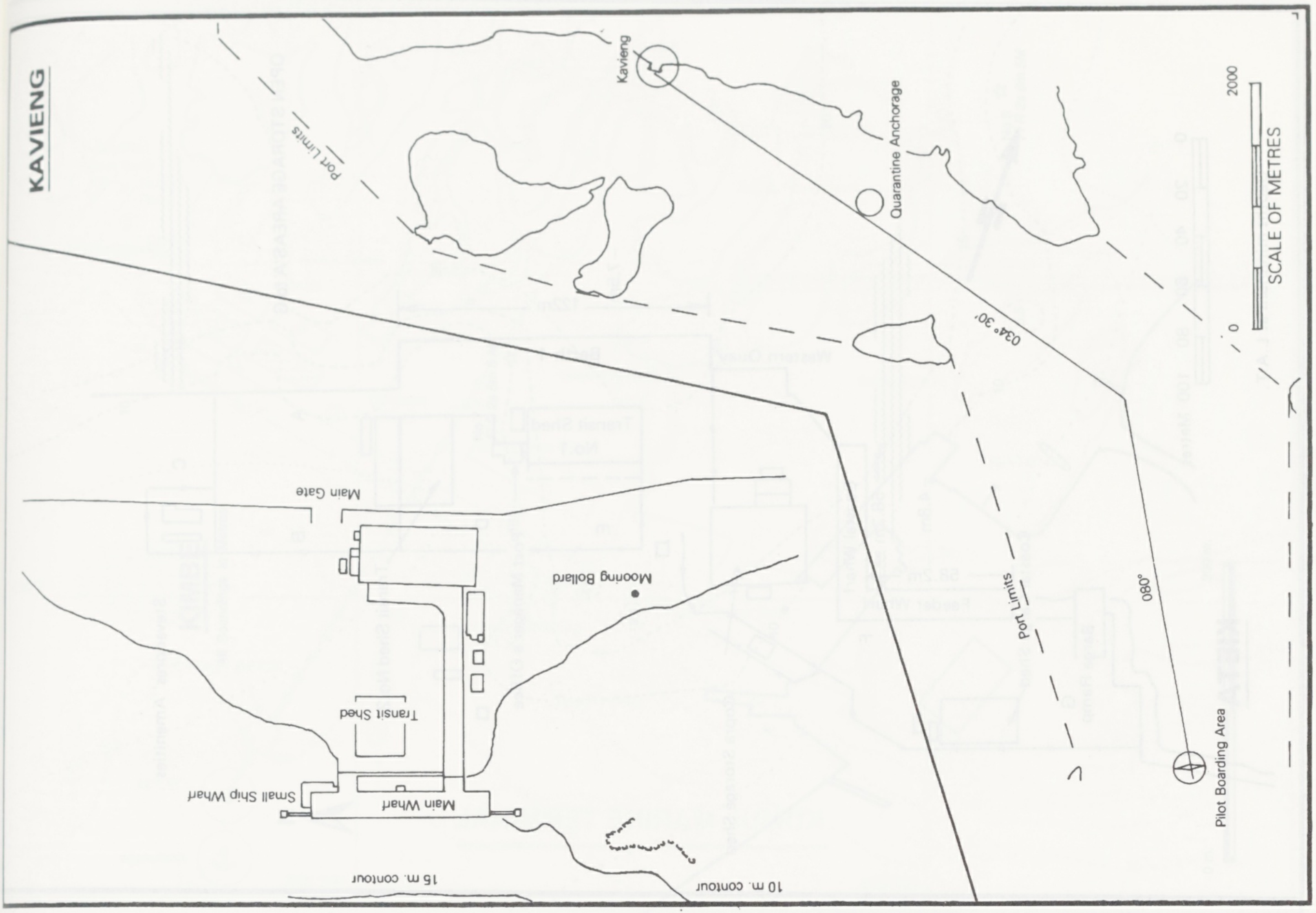
CMB
CMB
N
Port Manager's Office
Transit Shed
–0.5 m.
Berth 2
9.2m
Main wharf
–3.6 m.
31 m.
9.2m

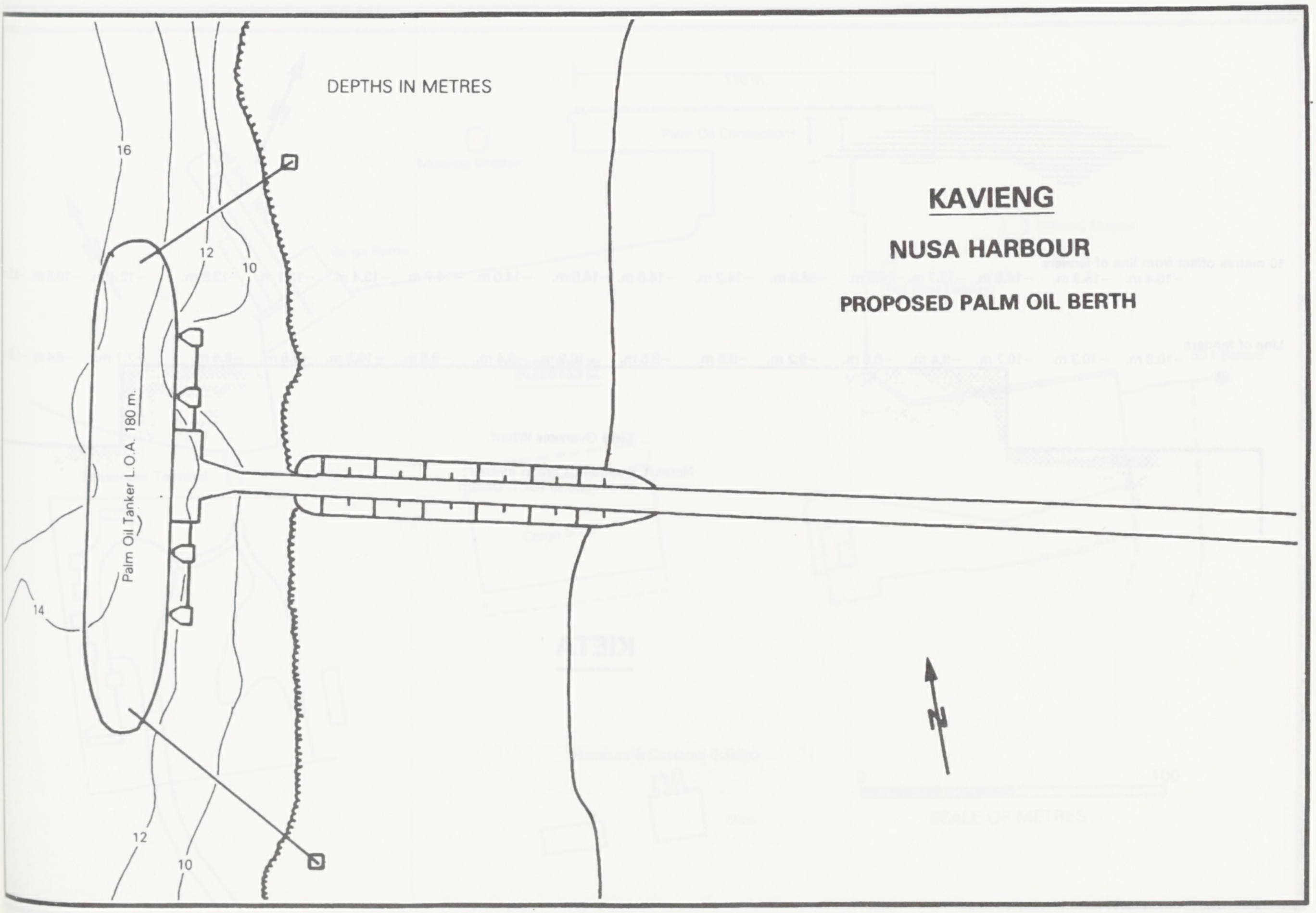


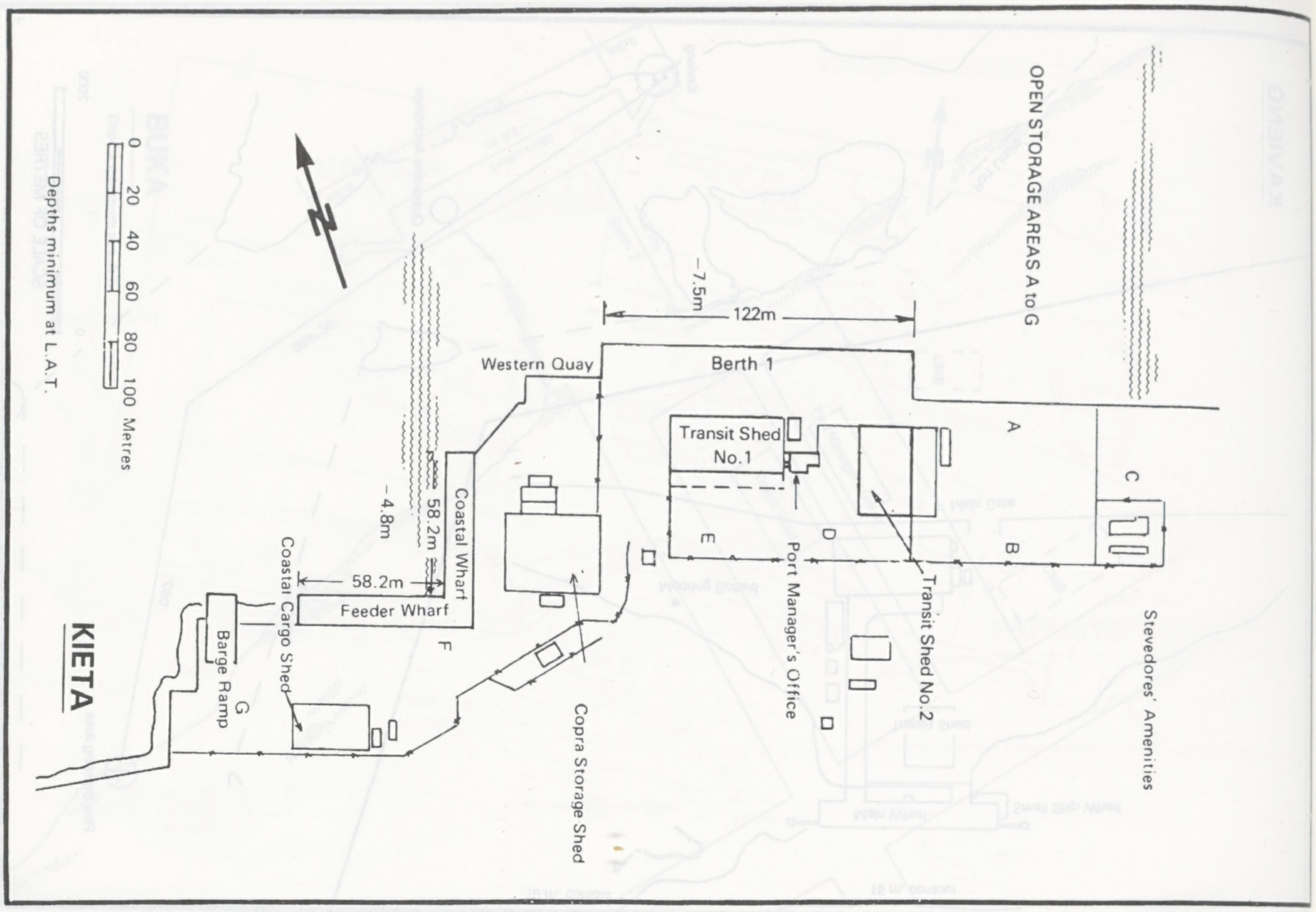
DARU

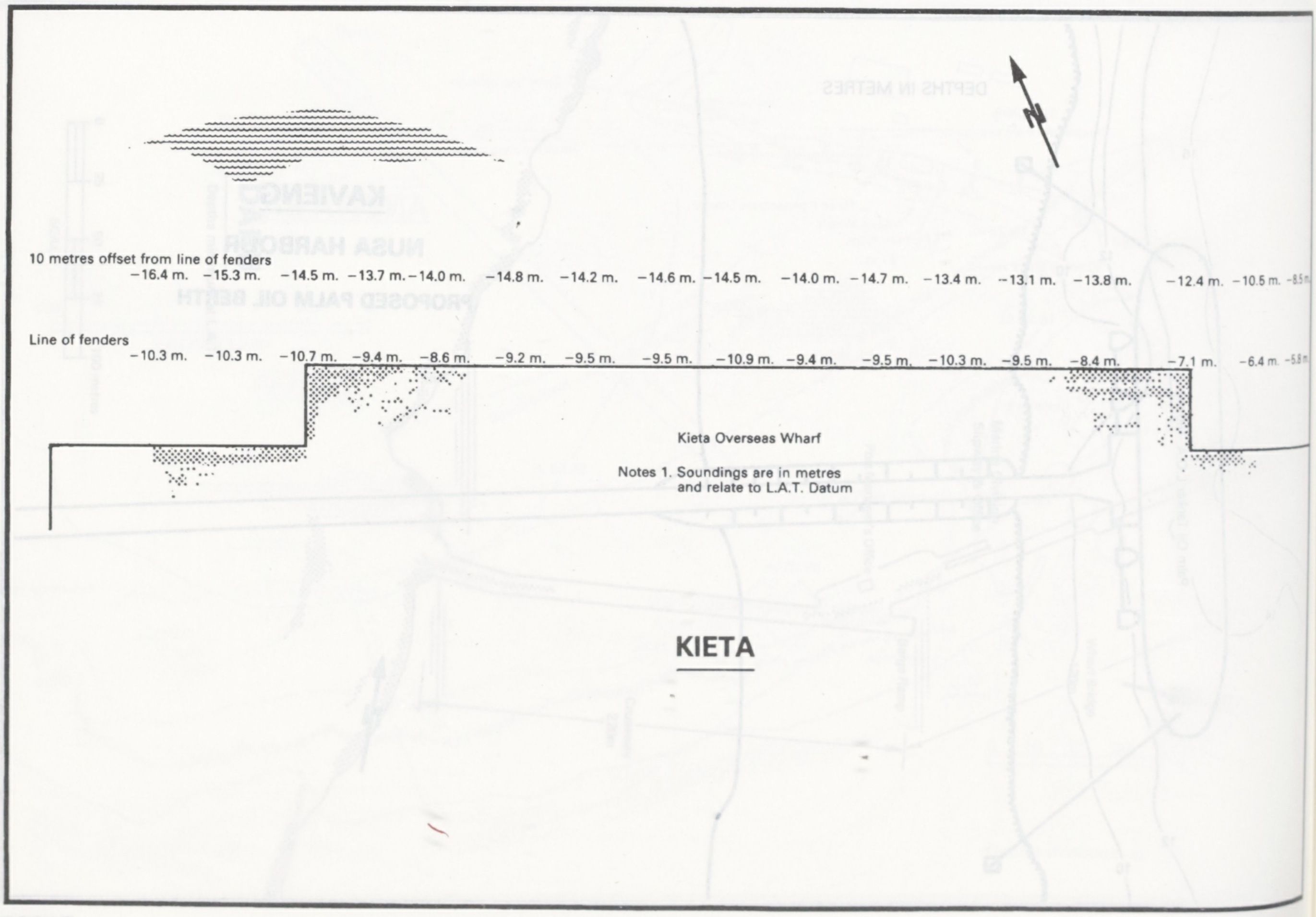
Depths minimum at L.A.T.

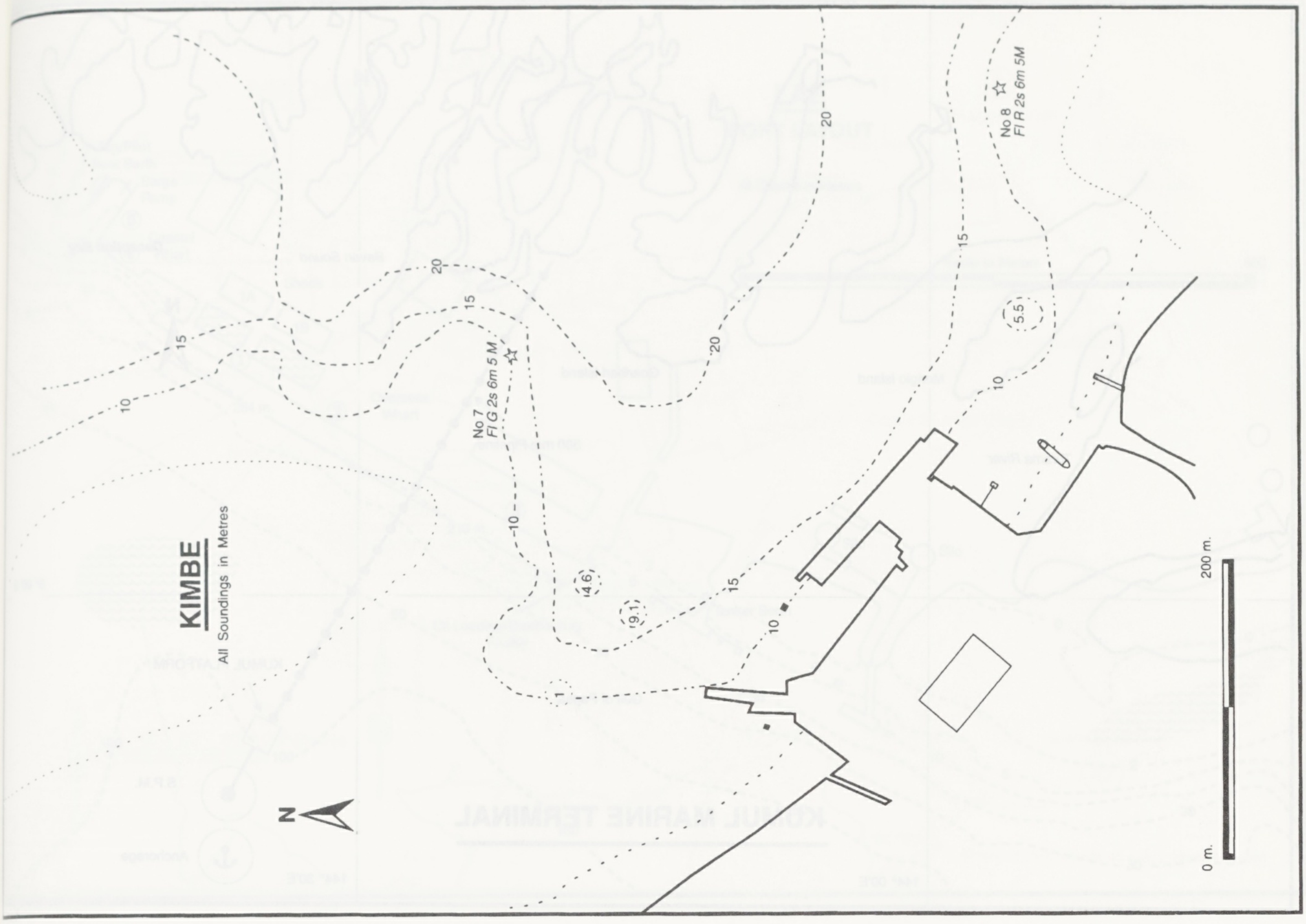
Main Wharf
Length 30 m. Depth – 2.4m
N
Wharf Bridge
120m
Marine Division
Slipway & Office
Barge Ramp
Port Manager's Office
Causeway
220m
0
25
50
75
100 metres
SCALE

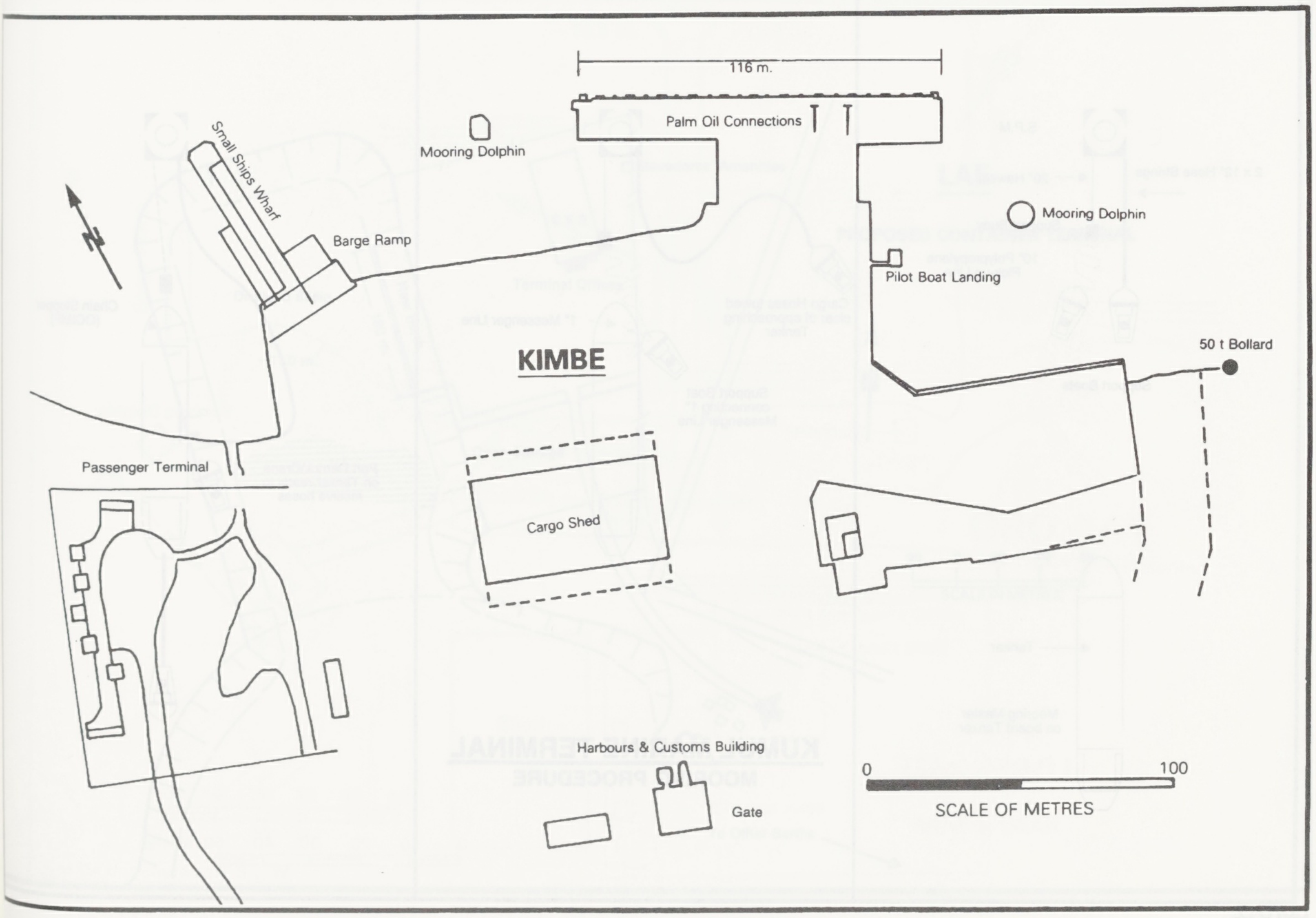

KAVIENG
Kavieng
Quarantine Anchorage
Port Limits
034° 30'
Port Limits
080°
Pilot Boarding Area
SCALE OF METRES
0
2000
Main Gate
Mooring Bollard
Transit Shed
Small Ship Wharf
Main Wharf
15 m. contour
10 m. contour

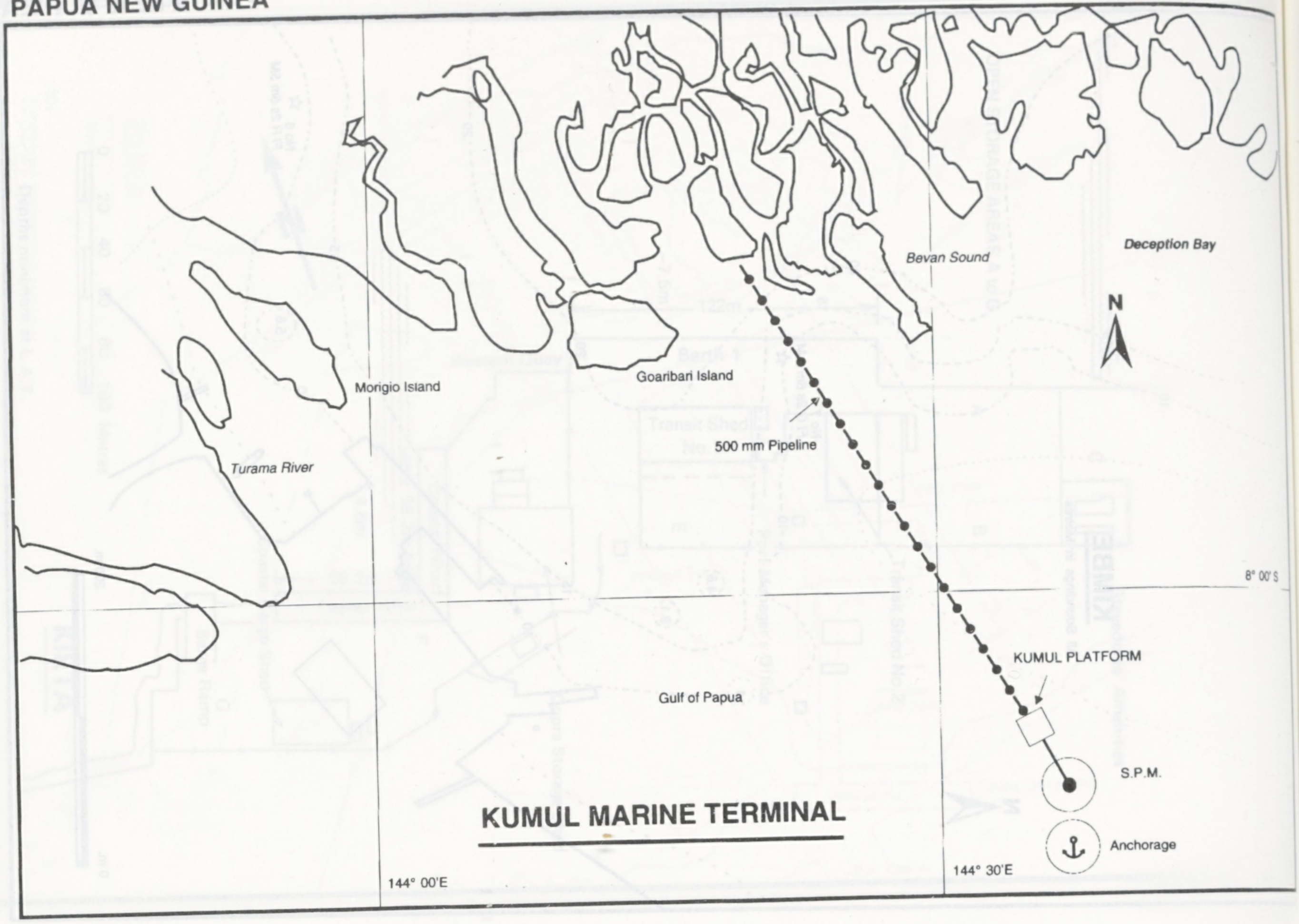

DEPTHS IN METRES
KAVIENG
NUSA HARBOUR
PROPOSED PALM OIL BERTH
16
12
10
14
12
10
Palm Oil Tanker L.O.A. 180 m.
N

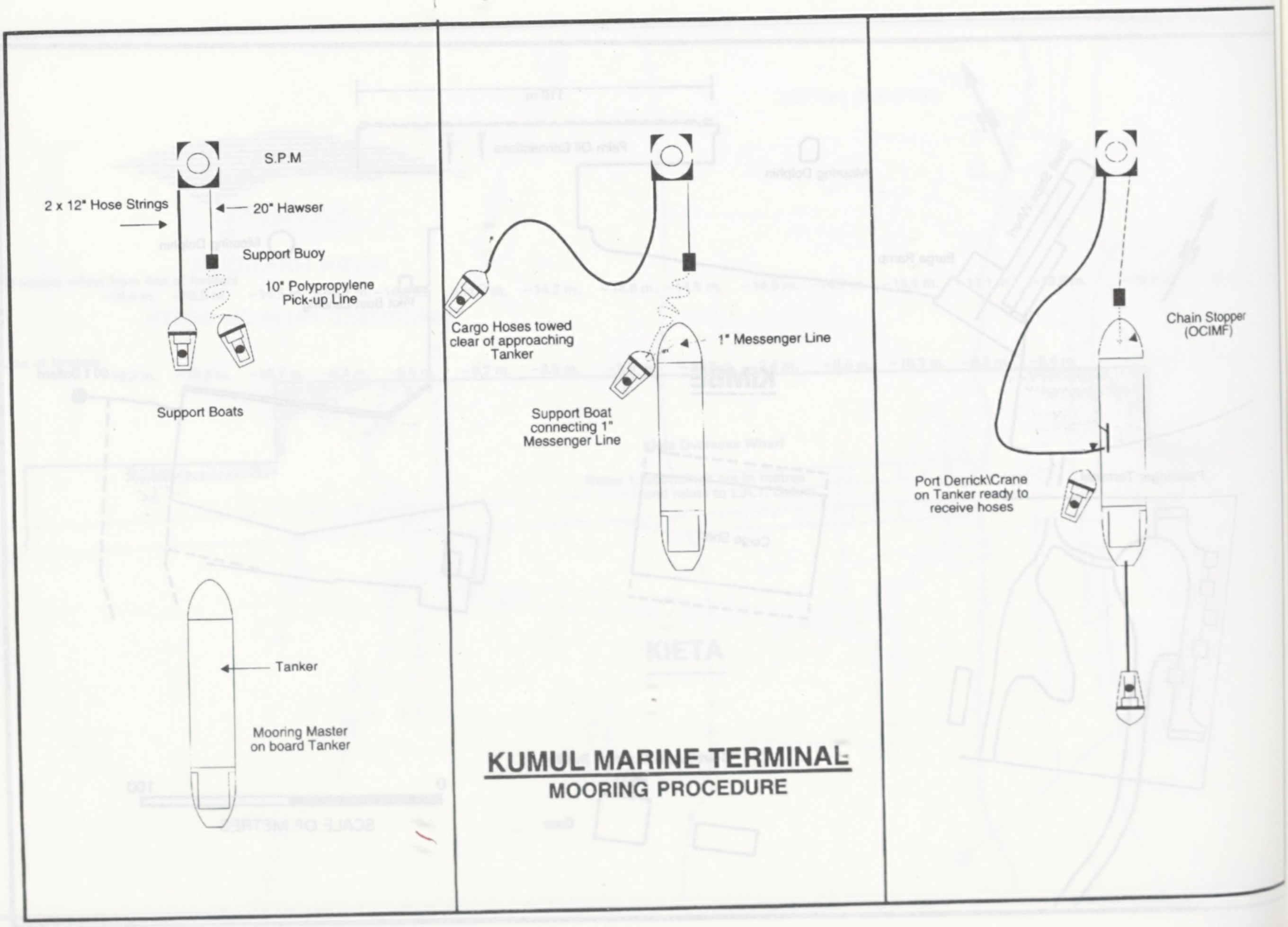

KIETA
Depths minimum at L.A.T.
0 20 40 60 80 100 Metres
N
OPEN STORAGE AREAS A to G
−7.5m
122m
Berth 1
Western Quay
Transit Shed No.1
A
C
B
D
E
Port Manager's Office
Transit Shed No.2
Stevedores' Amenities
Copra Storage Shed
Coastal Wharf
58.2m
−4.8m
58.2m
Feeder Wharf
F
Coastal Cargo Shed
Barge Ramp
G

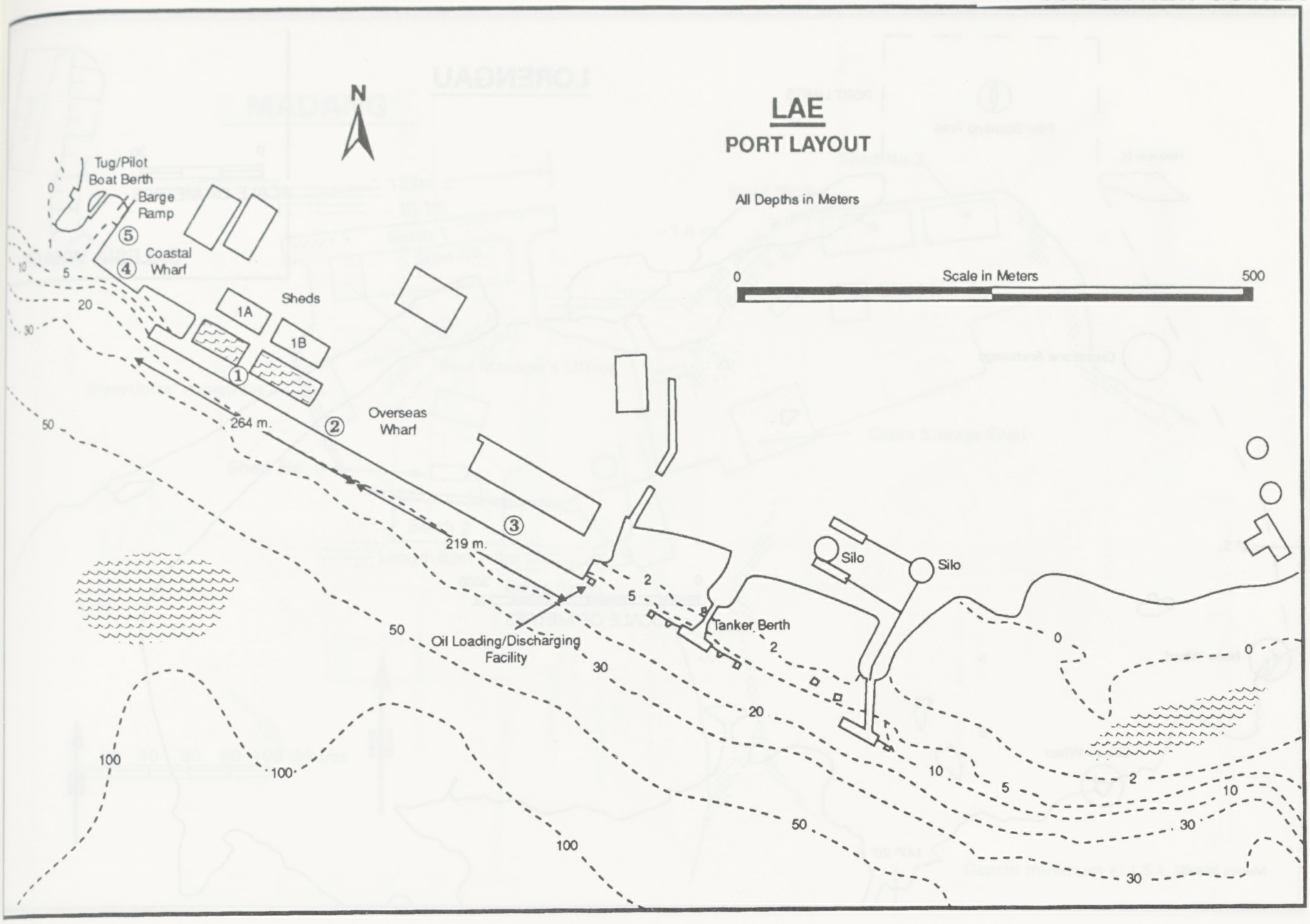

N
10 metres offset from line of fenders
−16.4 m. −15.3 m. −14.5 m. −13.7 m. −14.0 m. −14.8 m. −14.2 m. −14.6 m. −14.5 m. −14.0 m. −14.7 m. −13.4 m. −13.1 m. −13.8 m. −12.4 m. −10.5 m. −8.5 m.
Line of fenders
−10.3 m. −10.3 m. −10.7 m. −9.4 m. −8.6 m. −9.2 m. −9.5 m. −9.5 m. −10.9 m. −9.4 m. −9.5 m. −10.3 m. −9.5 m. −8.4 m. −7.1 m. −6.4 m. −5.8 m.
Kieta Overseas Wharf
Notes 1. Soundings are in metres and relate to L.A.T. Datum
KIETA

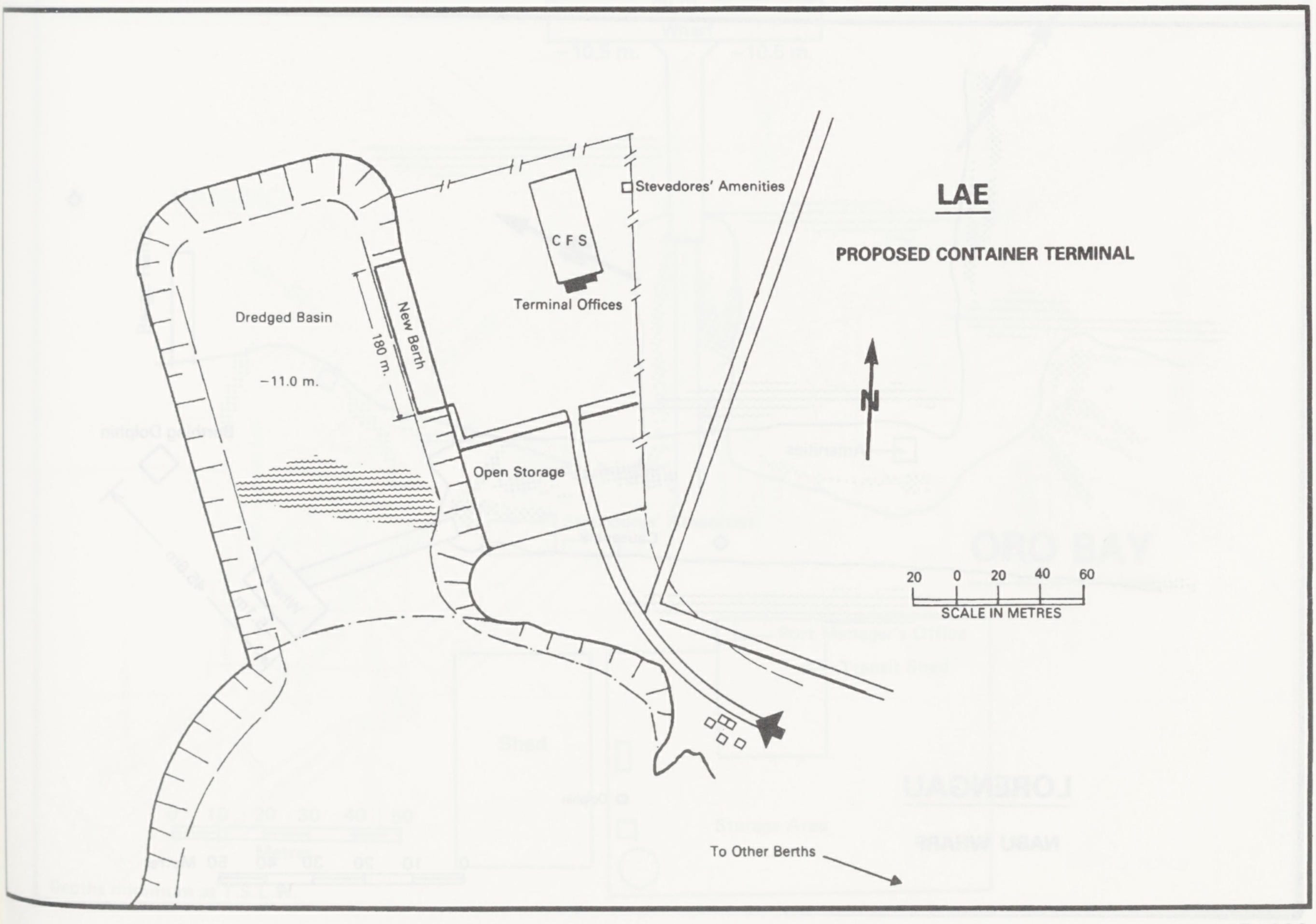

KIMBE
All Soundings in Metres
No 7
Fl G 2s 6m 5M
No 8
Fl R 2s 6m 5M
20
15
10
20
15
20
15
10
10
15
10
10
(4.6)
(9.1)
(5.5)
N
0 m.
200 m.

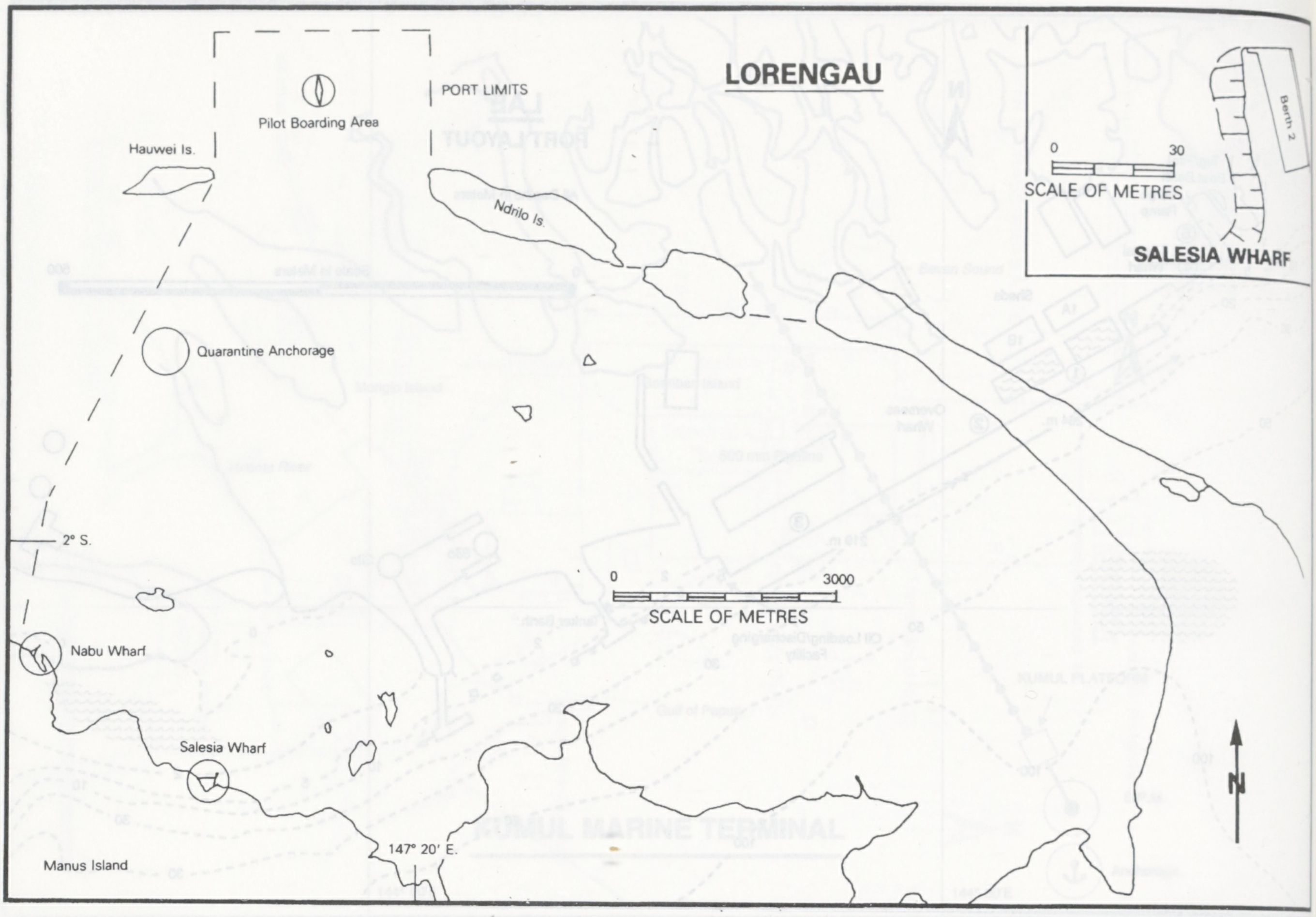

116 m.
Palm Oil Connections
Mooring Dolphin
Small Ships Wharf
Barge Ramp
N
Mooring Dolphin
Pilot Boat Landing
KIMBE
50 t Bollard
Passenger Terminal
Cargo Shed
Harbours & Customs Building
Gate
0
100
SCALE OF METRES

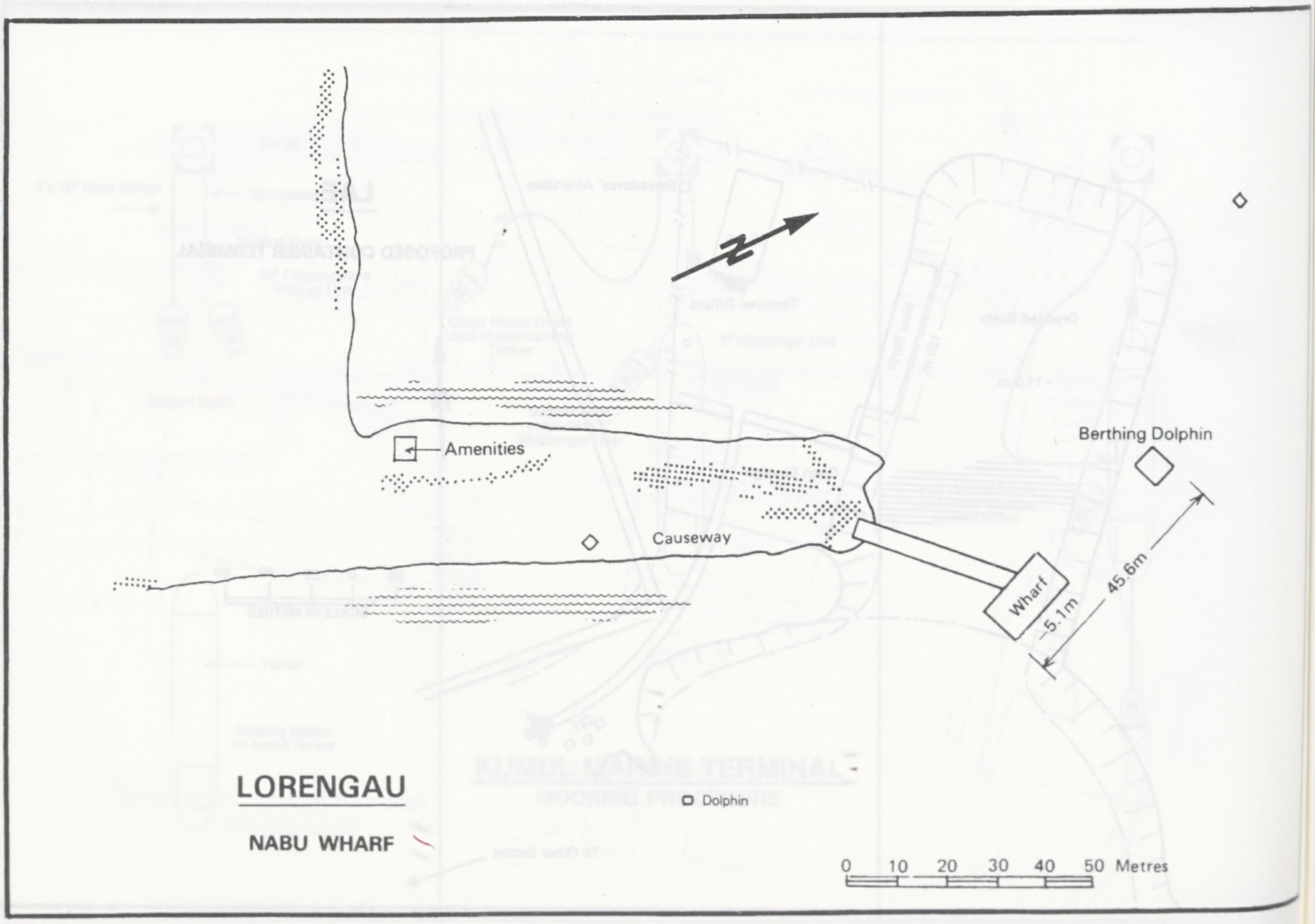

Deception Bay
Bevan Sound
N
Goaribari Island
Morigio Island
Turama River
500 mm Pipeline
8° 00'S
KUMUL PLATFORM
Gulf of Papua
S.P.M.
KUMUL MARINE TERMINAL
Anchorage
144° 00'E
144° 30'E

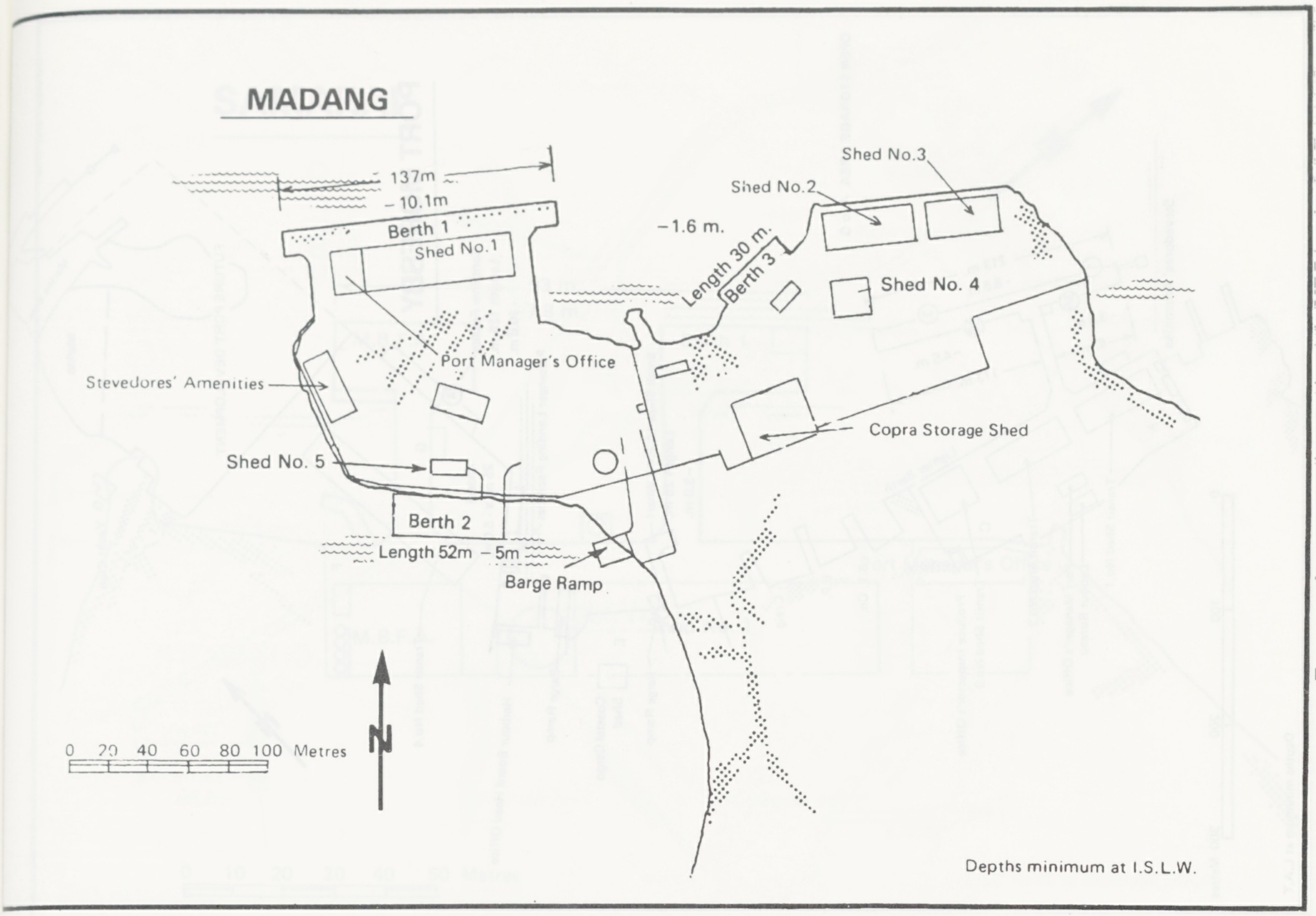

S.P.M
2 x 12" Hose Strings
20" Hawser
Support Buoy
10" Polypropylene Pick-up Line
Support Boats
Tanker
Mooring Master on board Tanker
Cargo Hoses towed clear of approaching Tanker
1" Messenger Line
Support Boat connecting 1" Messenger Line
KUMUL MARINE TERMINAL
MOORING PROCEDURE
Chain Stopper (OCIMF)
Port Derrick\Crane on Tanker ready to receive hoses

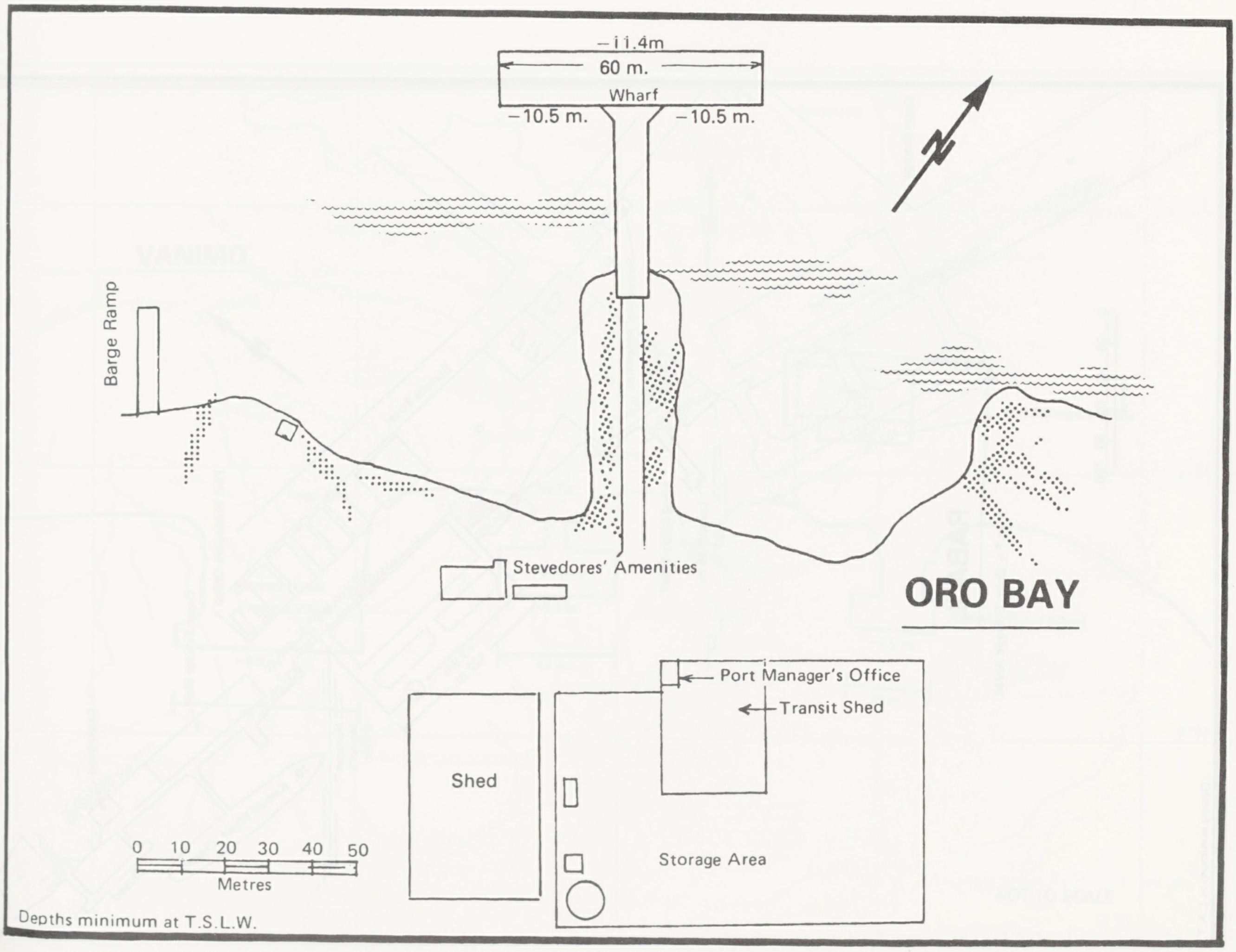

LAE
PORT LAYOUT
All Depths in Meters
0
Scale in Meters
500
N
Tug/Pilot Boat Berth
Barge Ramp
⑤
④
Coastal Wharf
Sheds
1A
1B
①
②
Overseas Wharf
264 m.
③
219 m.
Oil Loading/Discharging Facility
Tanker Berth
Silo
Silo
0
1
5
10
20
30
50
100
2
0
2
5
10
30


LAE
PROPOSED CONTAINER TERMINAL
Stevedores' Amenities
C F S
Terminal Offices
Dredged Basin
−11.0 m.
New Berth
180 m.
Open Storage
N
20
0
20
40
60
SCALE IN METRES
To Other Berths

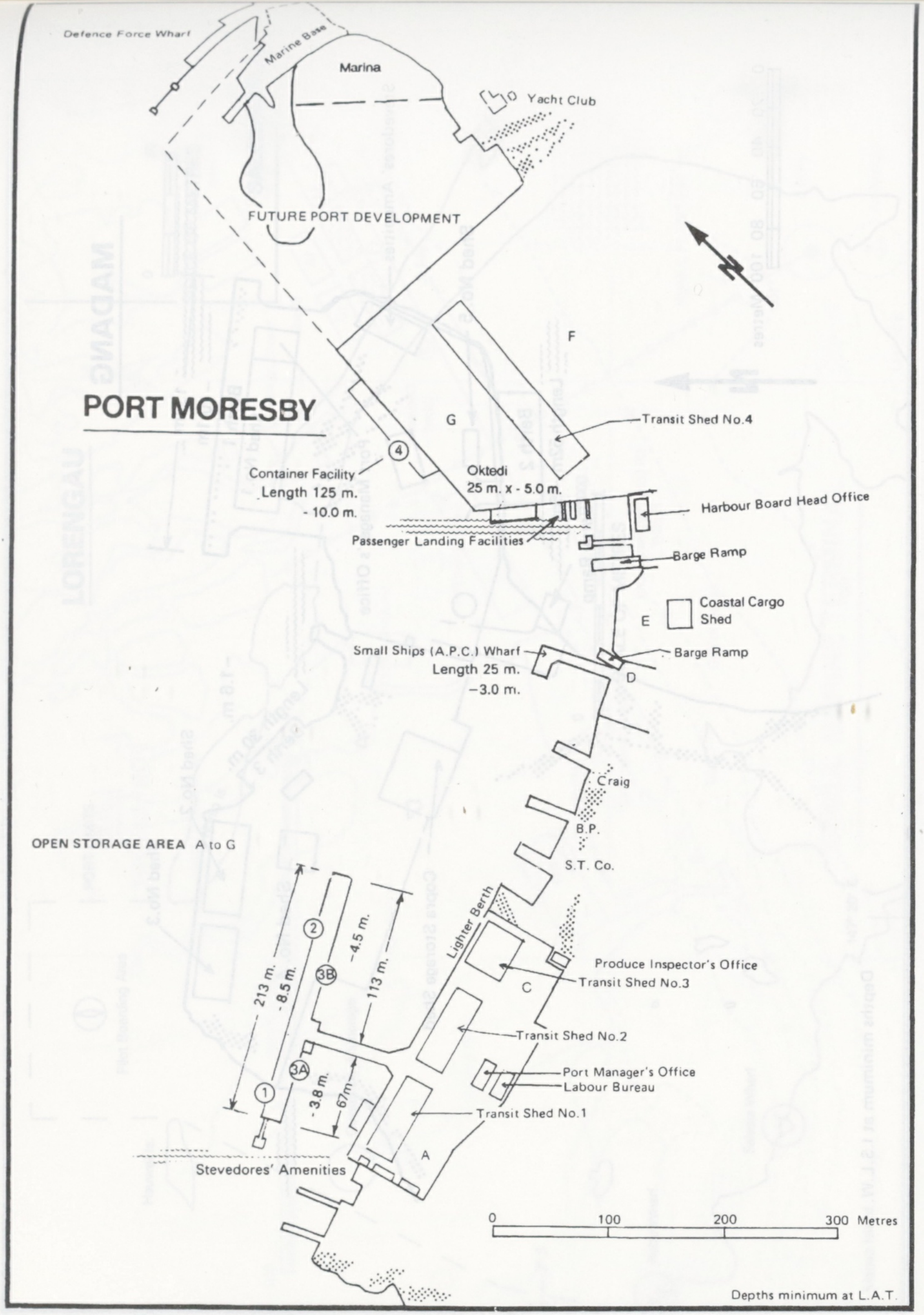

LORENGAU
PORT LIMITS
Pilot Boarding Area
Hauwei Is.
Ndrilo Is.
Quarantine Anchorage
2° S.
Nabu Wharf
Salesia Wharf
Manus Island
147° 20' E.
0
3000
SCALE OF METRES
N
Berth 2
0
30
SCALE OF METRES
SALESIA WHARF


Amenities
Causeway
Berthing Dolphin
Wharf
5.1m
45.6m
LORENGAU
NABU WHARF
0 10 20 30 40 50 Metres

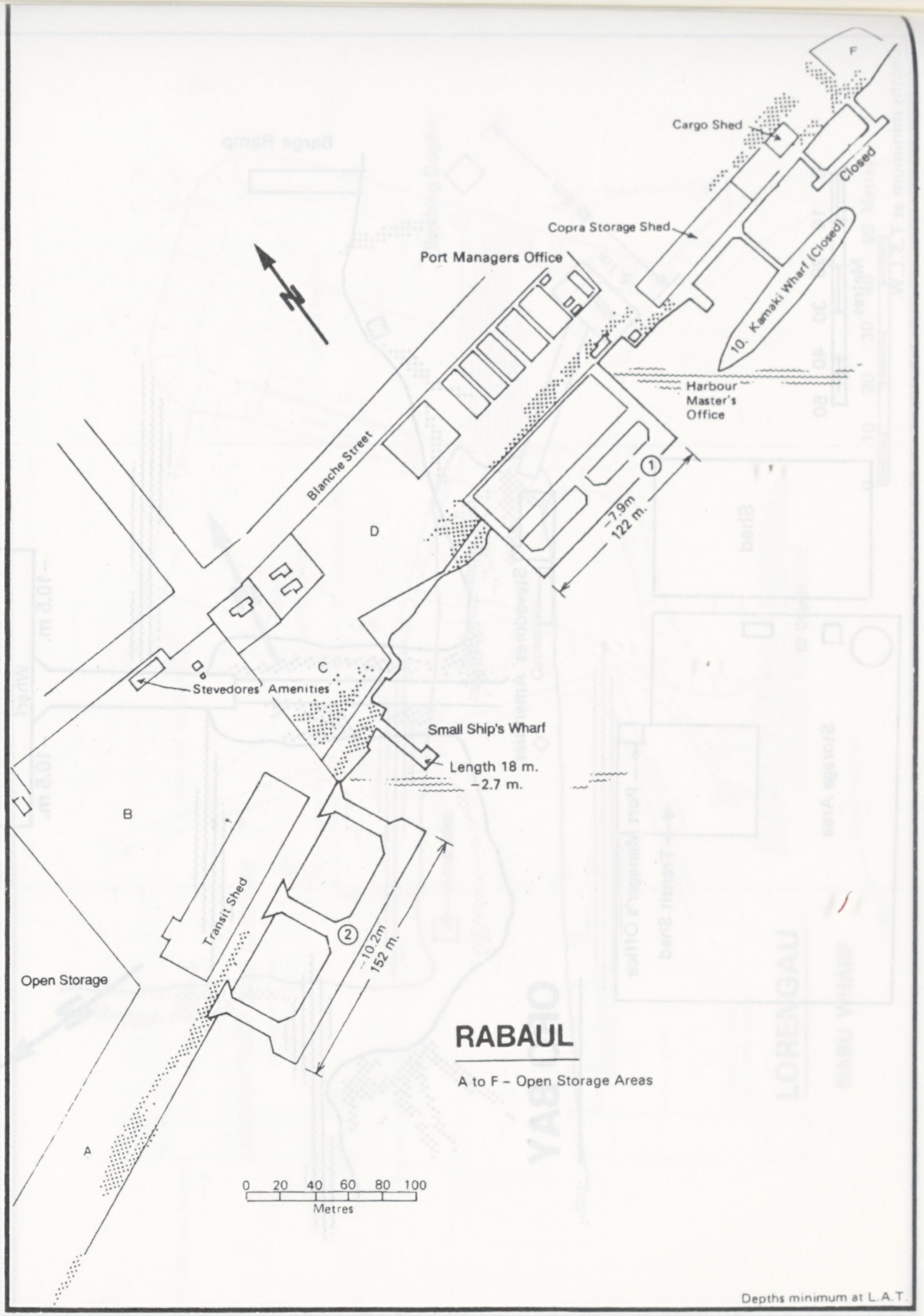

MADANG
137m
–10.1m
Berth 1
Shed No.1
Port Manager's Office
Stevedores' Amenities
Shed No. 5
Berth 2
Length 52m –5m
Barge Ramp
–1.6 m.
Length 30 m.
Berth 3
Shed No.2
Shed No.3
Shed No. 4
Copra Storage Shed
N
0 20 40 60 80 100 Metres
Depths minimum at I.S.L.W.


–11.4m
60 m.
Wharf
–10.5 m.
–10.5 m.
N
Barge Ramp
Stevedores' Amenities
ORO BAY
Port Manager's Office
Transit Shed
Shed
Storage Area
0 10 20 30 40 50
Metres
Depths minimum at T.S.L.W.

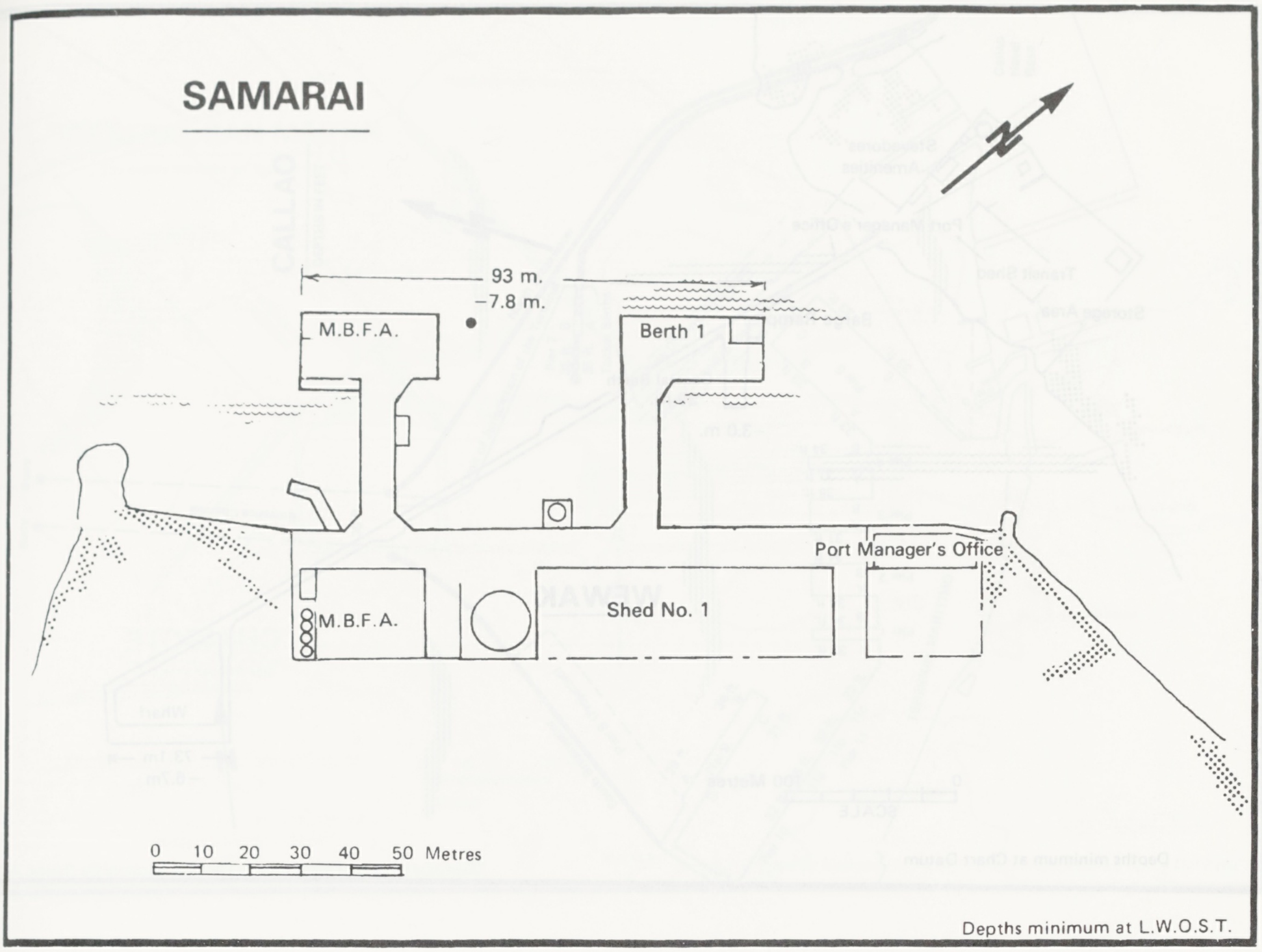
PORT MORESBY

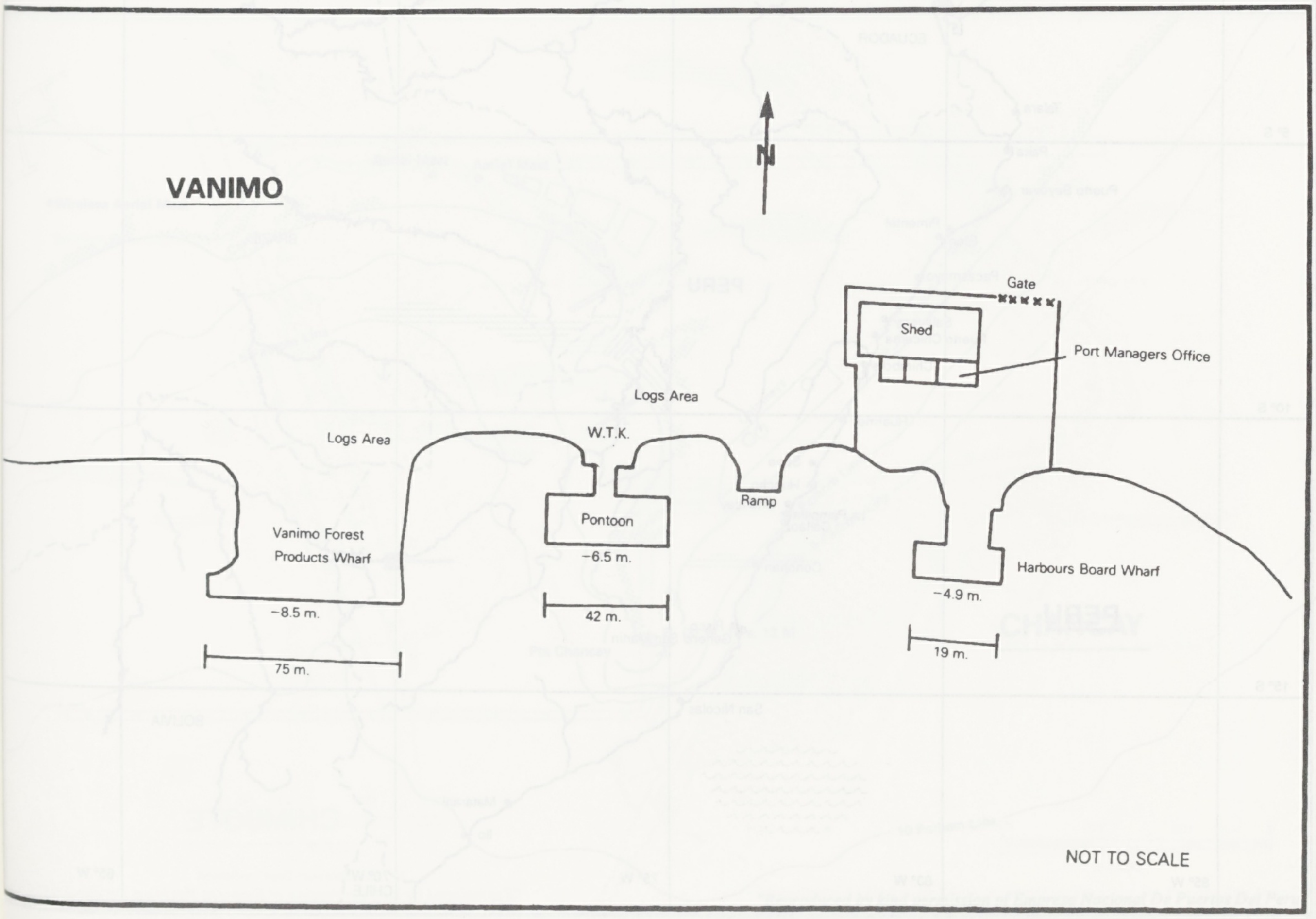

Defence Force Wharf
Marine Base
Marina
Yacht Club
FUTURE PORT DEVELOPMENT
N
F
G
Transit Shed No.4
④
Container Facility
Length 125 m.
- 10.0 m.
Oktedi
25 m. x - 5.0 m.
Harbour Board Head Office
Passenger Landing Facilities
Barge Ramp
Coastal Cargo Shed
E
Small Ships (A.P.C.) Wharf
Length 25 m.
−3.0 m.
Barge Ramp
D
Craig
B.P.
S.T. Co.
OPEN STORAGE AREA A to G
Lighter Berth
213 m.
-8.5 m.
②
3B
-4.5 m.
113 m.
Produce Inspector's Office
C
Transit Shed No.3
Transit Shed No.2
3A
①
-3.8 m.
67m
Port Manager's Office
Labour Bureau
Transit Shed No.1
A
Stevedores' Amenities
0
100
200
300 Metres
Depths minimum at L.A.T.

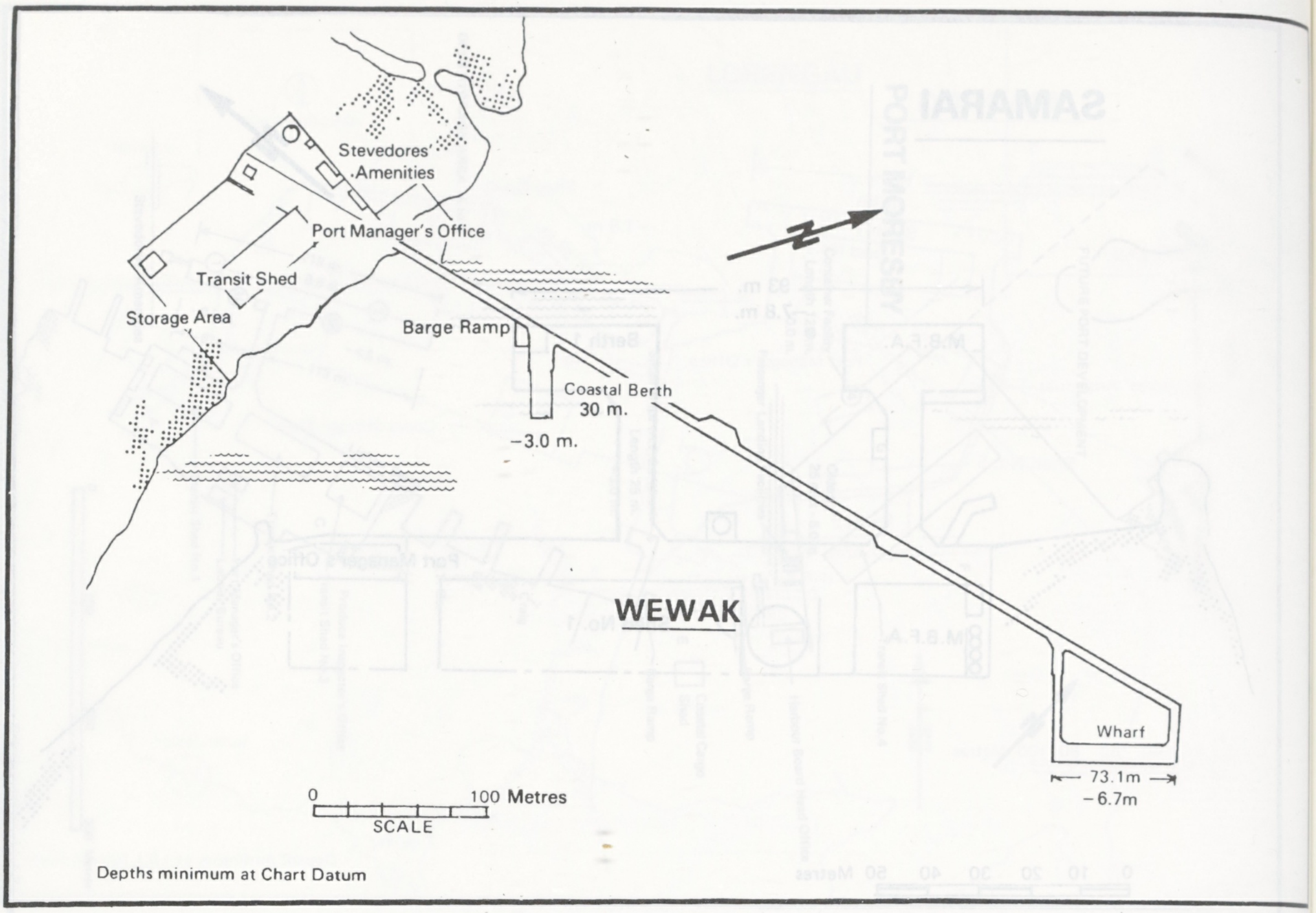
RABAUL

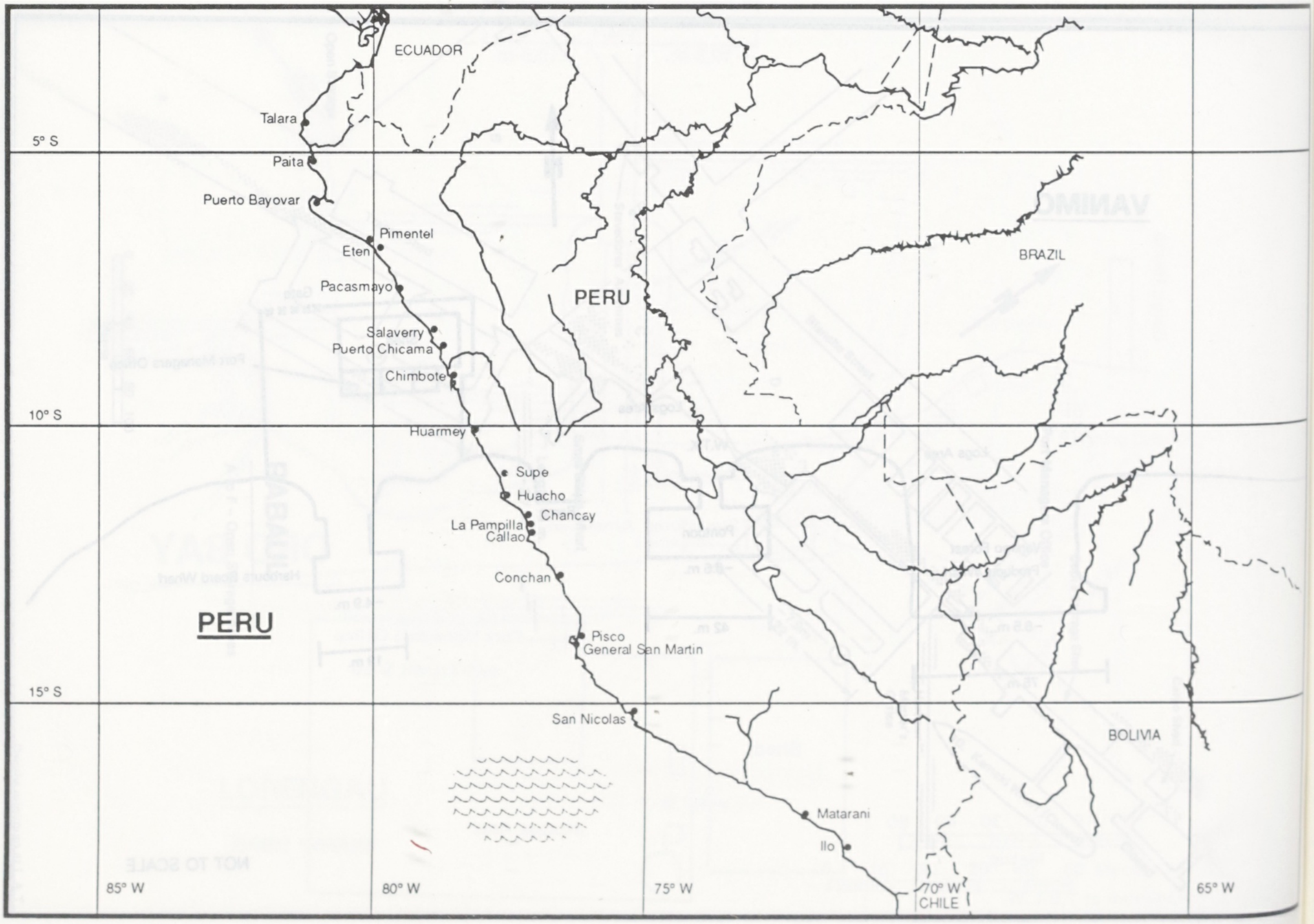

F
Cargo Shed
Closed
Copra Storage Shed
Port Managers Office
10. Kamaki Wharf (Closed)
N
Harbour Master's Office
Blanche Street
①
D
−7.9m
122 m.
C
Stevedores' Amenities
Small Ship's Wharf
Length 18 m.
−2.7 m.
B
Transit Shed
②
−10.2m
152 m.
Open Storage
A
0
20
40
60
80
100
Metres
Depths minimum at L.A.T.

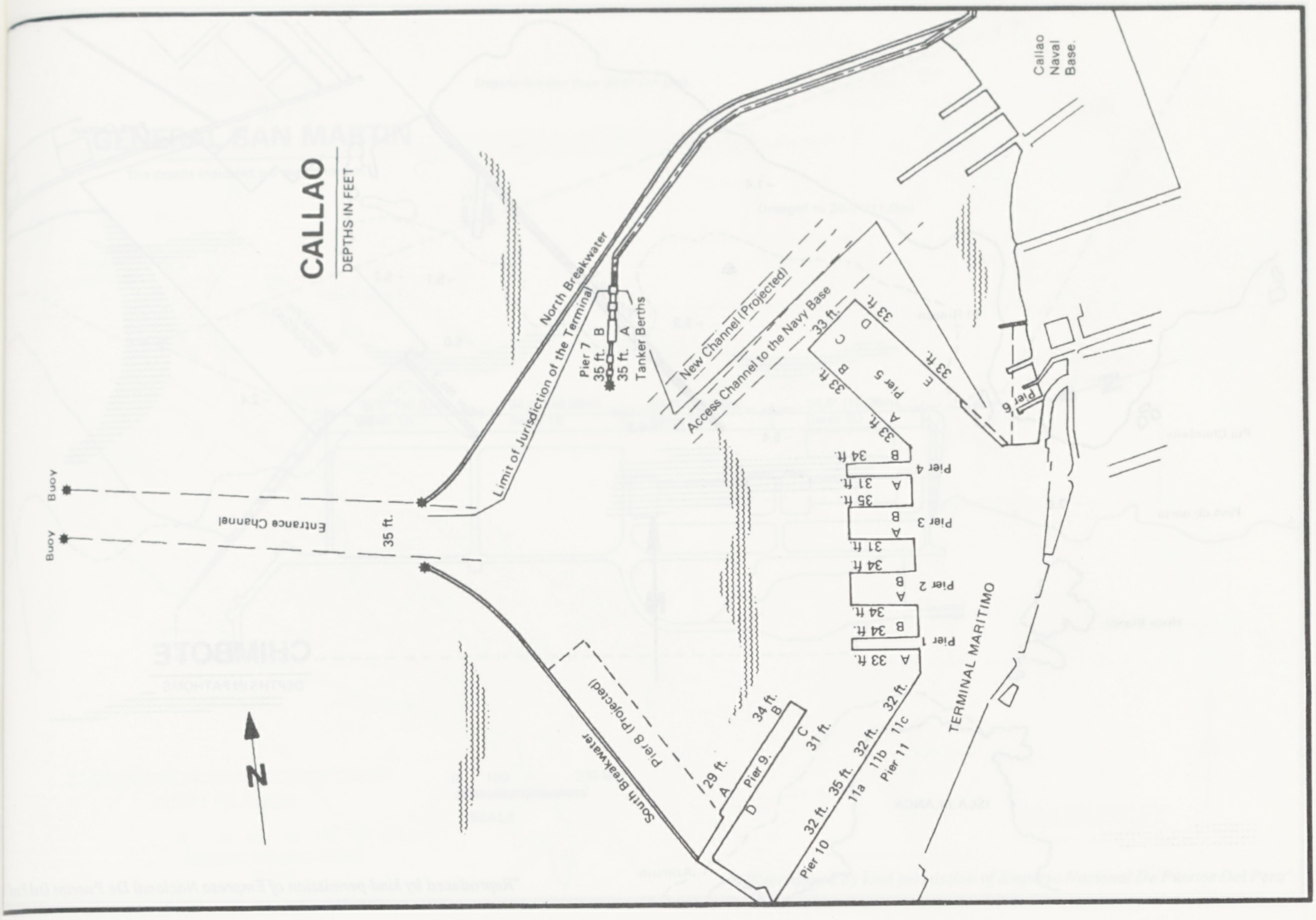
A to F – Open Storage Areas

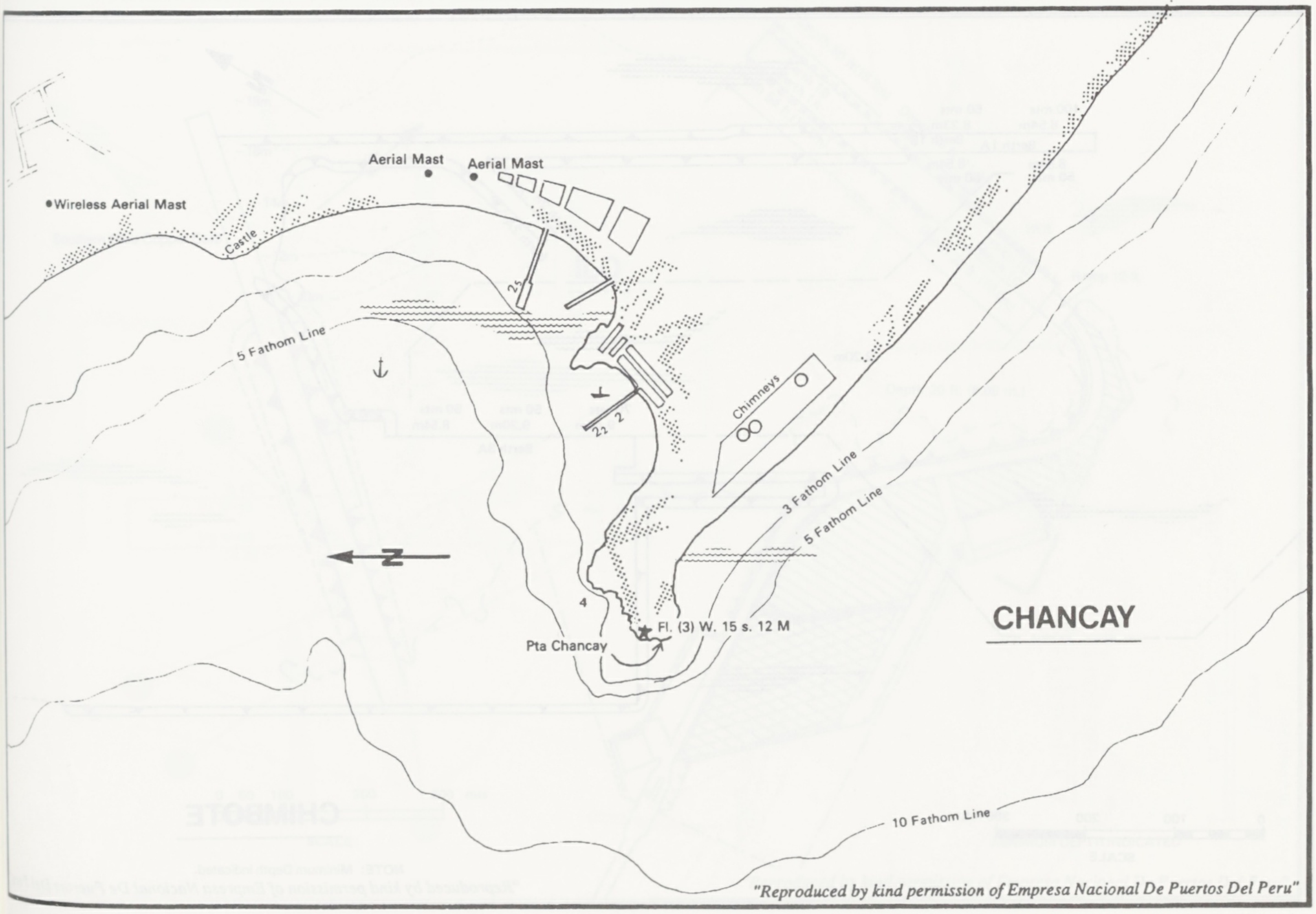

SAMARAI
N
93 m.
-7.8 m.
M.B.F.A.
Berth 1
Port Manager's Office
M.B.F.A.
Shed No. 1
0 10 20 30 40 50 Metres
Depths minimum at L.W.O.S.T.


VANIMO
N
Gate
Shed
Port Managers Office
Logs Area
W.T.K.
Logs Area
Ramp
Pontoon
-6.5 m.
Vanimo Forest
Products Wharf
-8.5 m.
Harbours Board Wharf
-4.9 m.
42 m.
75 m.
19 m.
NOT TO SCALE


Stevedores' Amenities
Port Manager's Office
Transit Shed
Storage Area
Barge Ramp
Coastal Berth
30 m.
−3.0 m.
N
WEWAK
Wharf
73.1m
−6.7m
0
100 Metres
SCALE
Depths minimum at Chart Datum


ECUADOR
Talara
5° S
Paita
Puerto Bayovar
Pimentel
Eten
Pacasmayo
Salaverry
Puerto Chicama
Chimbote
PERU
BRAZIL
10° S
Huarmey
Supe
Huacho
Chancay
La Pampilla
Callao
Conchan
PERU
Pisco
General San Martin
15° S
San Nicolas
BOLIVIA
Matarani
Ilo
85° W
80° W
75° W
70° W
CHILE
65° W


CALLAO
DEPTHS IN FEET
North Breakwater
Limit of Jurisdiction of the Terminal
Pier 7
35 ft. B
35 ft. A
Tanker Berths
New Channel (Projected)
Access Channel to the Navy Base
Callao Naval Base.
Pier 5
33 ft. D
33 ft. C
33 ft. E
33 ft. B
33 ft. A
Pier 6
Pier 4
34 ft. B
31 ft. A
35 ft.
Pier 3
31 ft.
34 ft.
Pier 2
34 ft.
Pier 1
33 ft. A
TERMINAL MARITIMO
Buoy
Buoy
Entrance Channel
35 ft.
South Breakwater
Pier 8 (Projected)
29 ft. A
Pier 9.
34 ft. B
31 ft. C
D
Pier 10
32 ft.
35 ft.
32 ft.
32 ft.
11a
11b
11c
Pier 11
N


Wireless Aerial Mast
Aerial Mast
Aerial Mast
Castle
5 Fathom Line
2s
22
2
Chimneys
3 Fathom Line
5 Fathom Line
N
4
Fl. (3) W. 15 s. 12 M
Pta Chancay
CHANCAY
10 Fathom Line

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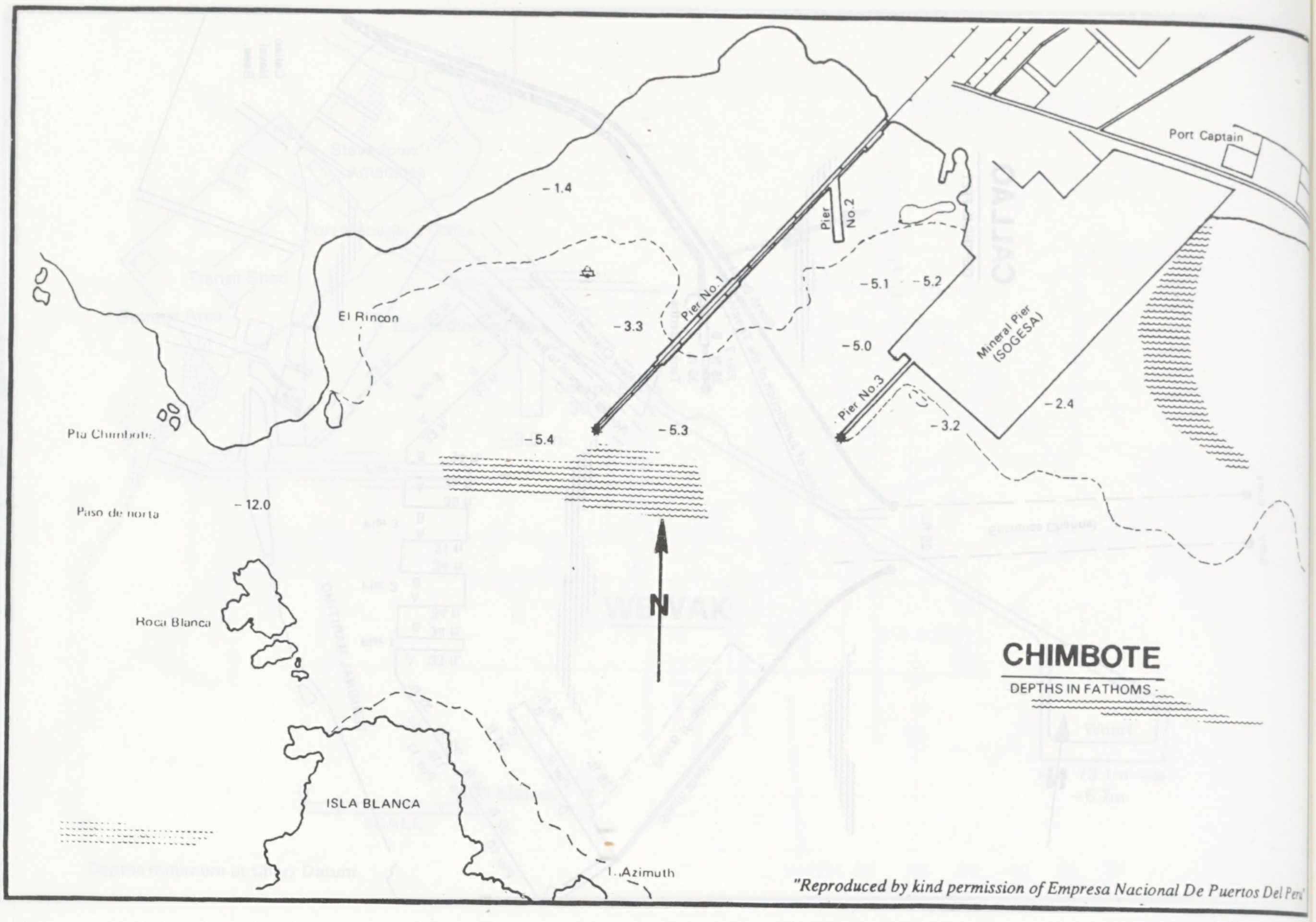
Port Captain
Pier No.2
Pier No.1
Pier No.3
Mineral Pier (SOGESA)
– 1.4
– 3.3
– 5.1
– 5.2
– 5.0
– 2.4
– 3.2
– 5.4
– 5.3
– 12.0
El Rincon
Pta Chimbote
Paso de norta
Roca Blanca
ISLA BLANCA
L. Azimuth
N

CHIMBOTE

DEPTHS IN FATHOMS

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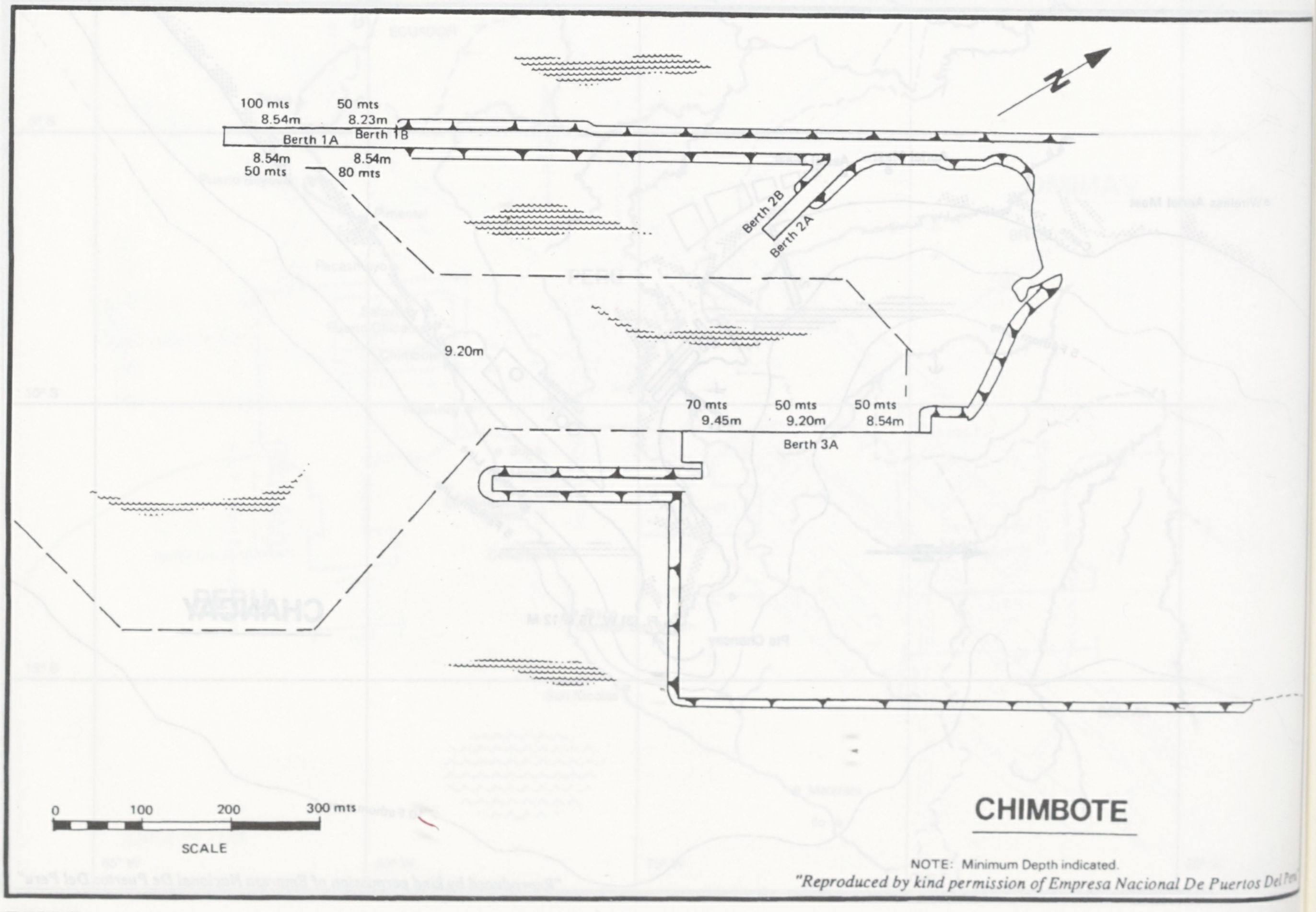
N
100 mts
8.54m
50 mts
8.23m
Berth 1A
Berth 1B
8.54m
50 mts
8.54m
80 mts
Berth 2B
Berth 2A
9.20m
70 mts
9.45m
50 mts
9.20m
50 mts
8.54m
Berth 3A
0
100
200
300 mts
SCALE

CHIMBOTE

NOTE: Minimum Depth indicated.

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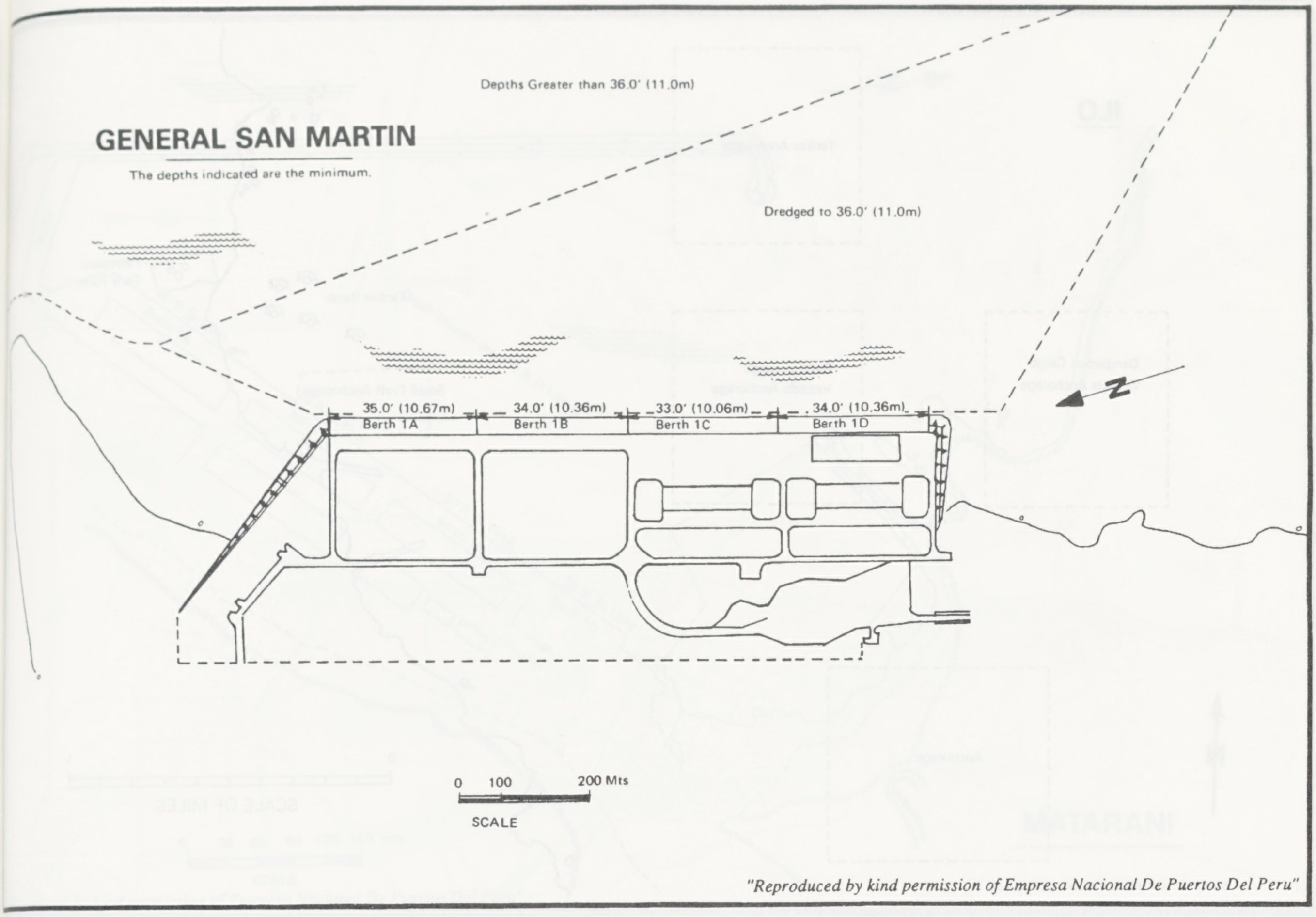
Depths Greater than 36.0' (11.0m)
GENERAL SAN MARTIN
The depths indicated are the minimum.
Dredged to 36.0' (11.0m)
35.0' (10.67m)
Berth 1A
34.0' (10.36m)
Berth 1B
33.0' (10.06m)
Berth 1C
34.0' (10.36m)
Berth 1D
N
0
100
200 Mts
SCALE

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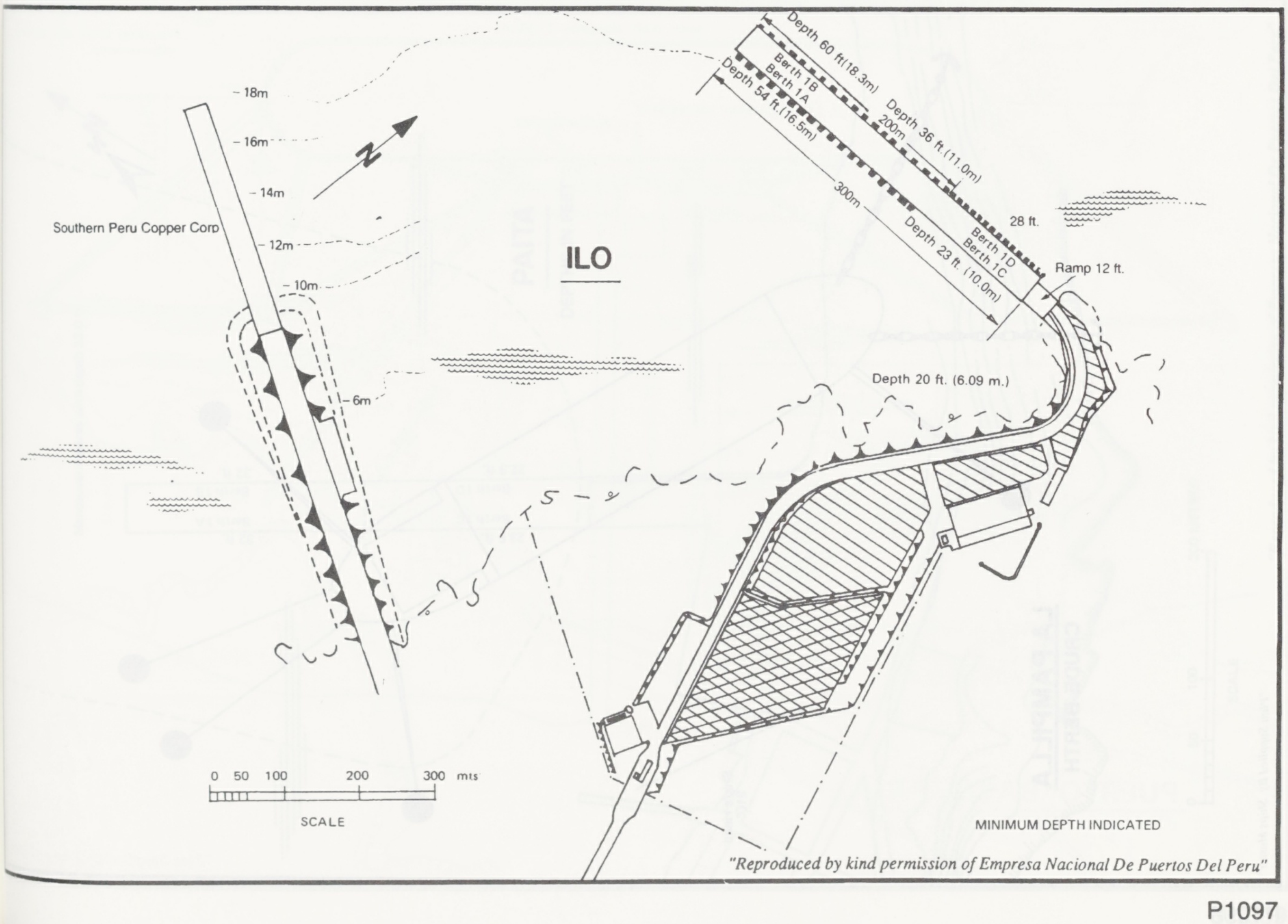
18m
16m
14m
12m
10m
6m
Southern Peru Copper Corp
N
ILO
Depth 60 ft(18.3m)
Berth 1B
Berth 1A
Depth 54 ft.(16.5m)
200m
Depth 36 ft.(11.0m)
300m
Depth 23 ft. (10.0m)
Berth 1D
Berth 1C
28 ft.
Ramp 12 ft.
Depth 20 ft. (6.09 m.)
0
50
100
200
300
mts
SCALE
MINIMUM DEPTH INDICATED

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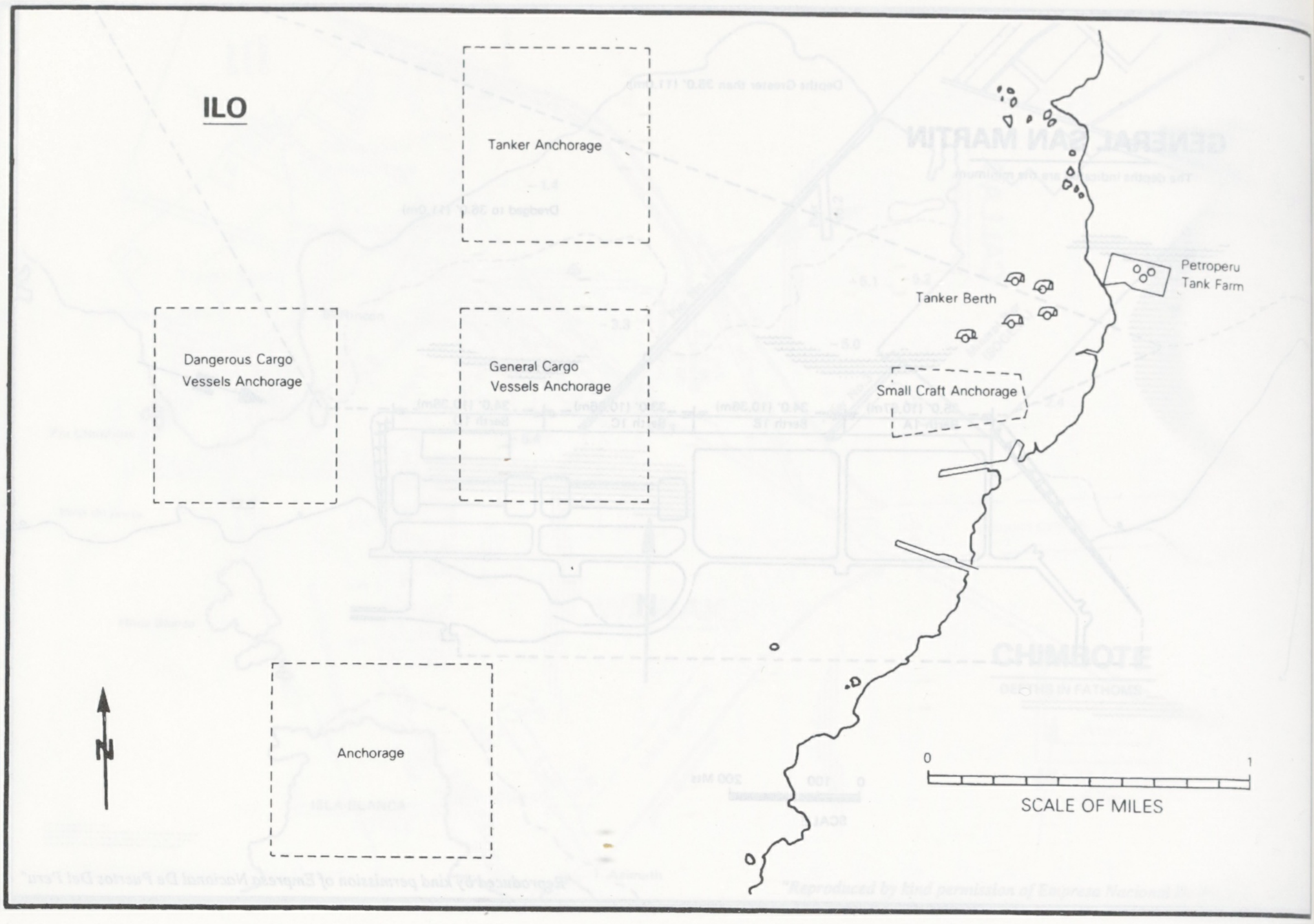
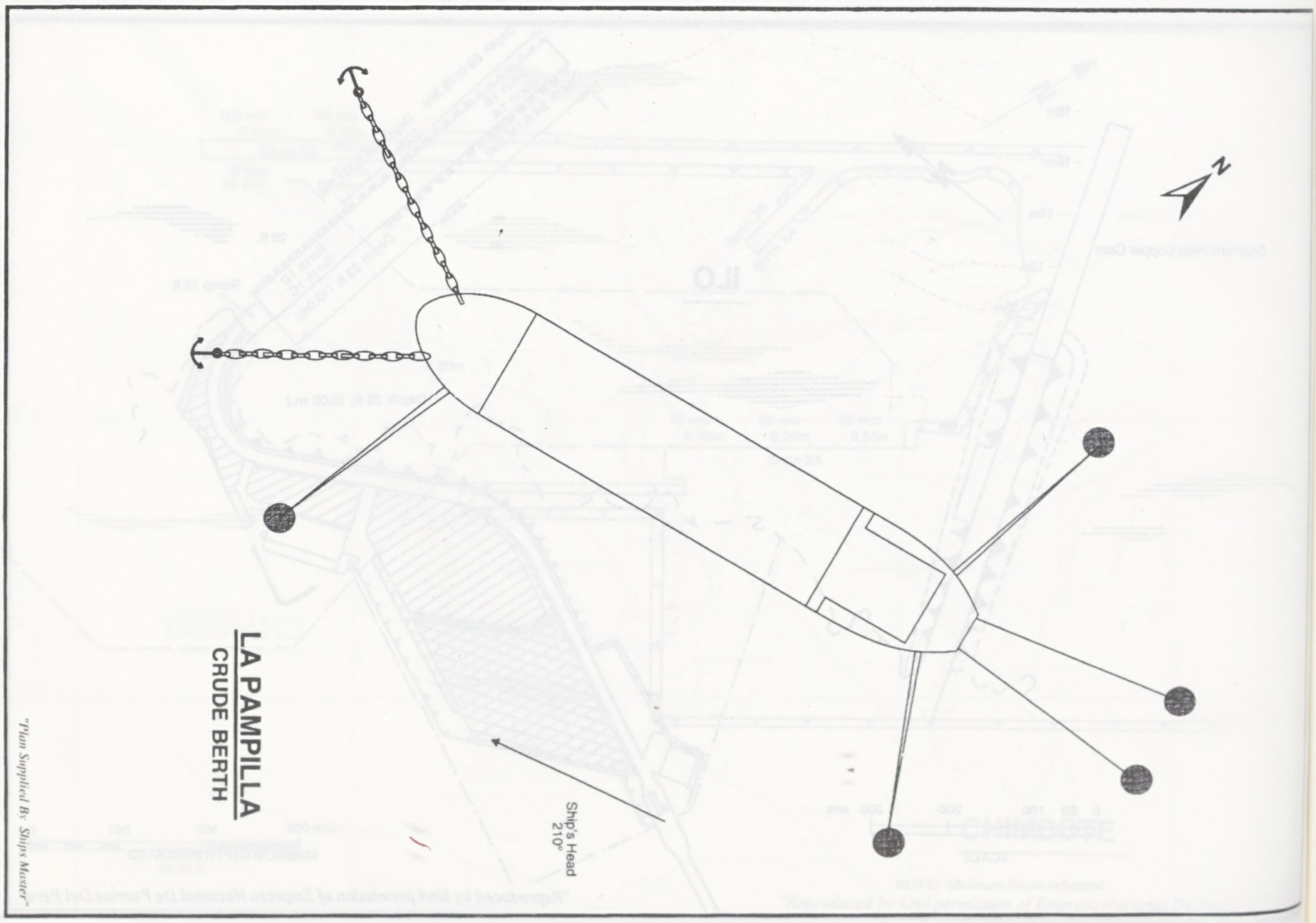
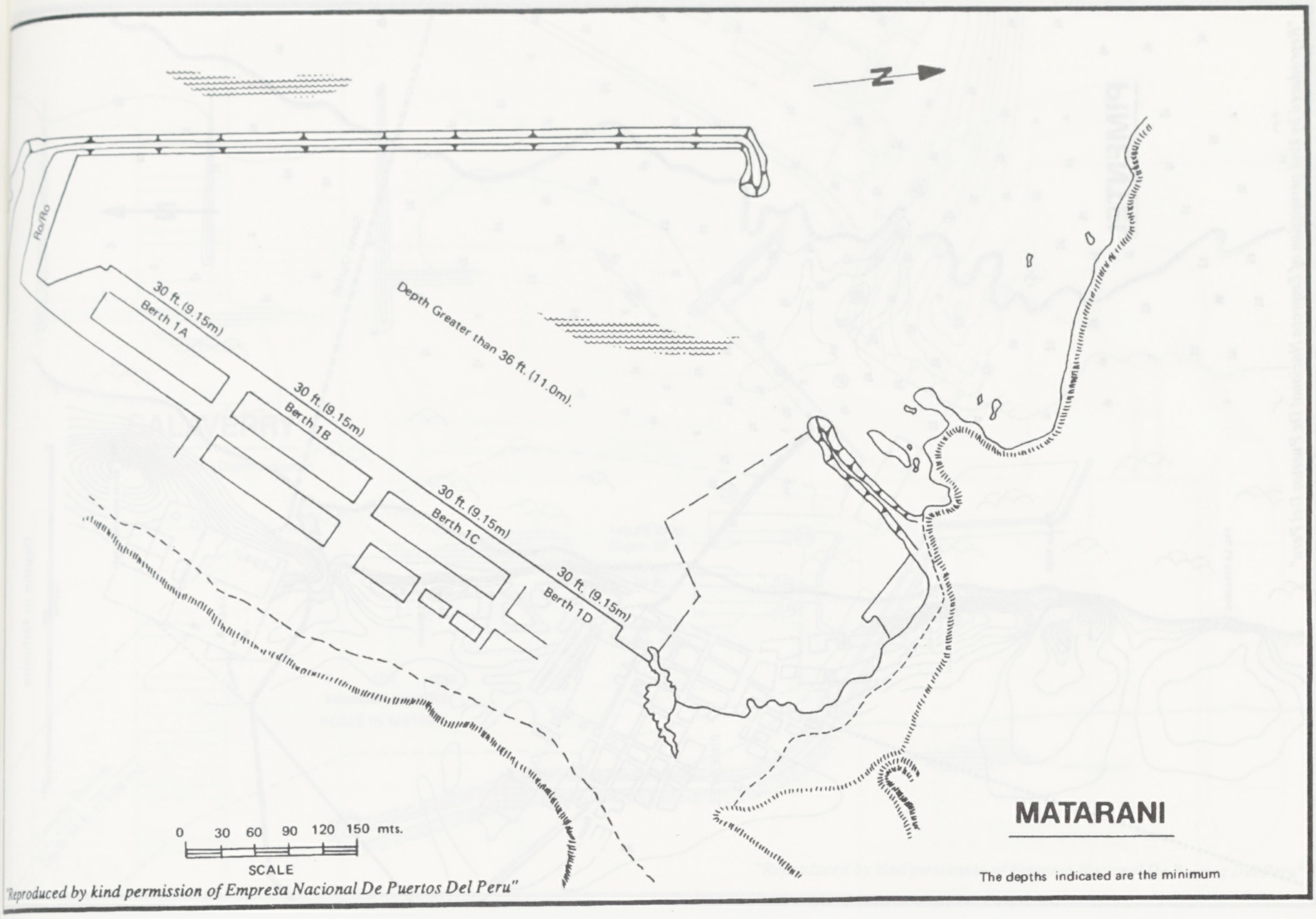

ILO
Tanker Anchorage
Dangerous Cargo Vessels Anchorage
General Cargo Vessels Anchorage
Tanker Berth
Petroperu Tank Farm
Small Craft Anchorage
Anchorage
N
0
1
SCALE OF MILES


LA PAMPILLA
CRUDE BERTH
N
Ship's Head 210°
"Plan Supplied By Ships Master"


N
Ro/Ro
30 ft. (9.15m)
Berth 1A
30 ft. (9.15m)
Berth 1B
30 ft. (9.15m)
Berth 1C
30 ft. (9.15m)
Berth 1D
Depth Greater than 36 ft. (11.0m).
0 30 60 90 120 150 mts.
SCALE

MATARANI

The depths indicated are the minimum

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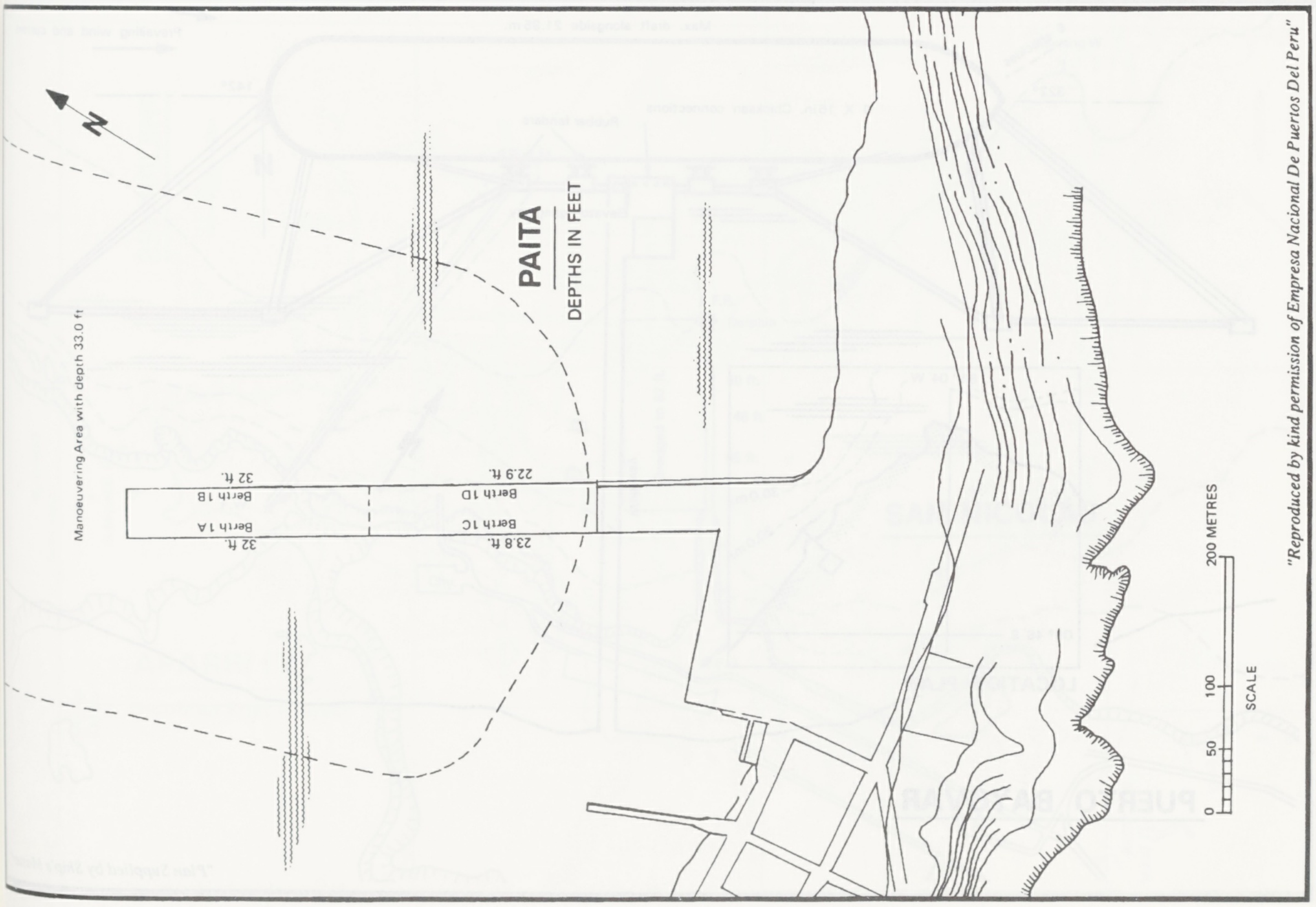
N
Manoeuvering Area with depth 33.0 ft
32 ft.
Berth 1B
Berth 1A
32 ft.
22.9 ft.
Berth 1D
Berth 1C
23.8 ft.
0
50
100
200 METRES
SCALE

PAITA

DEPTHS IN FEET

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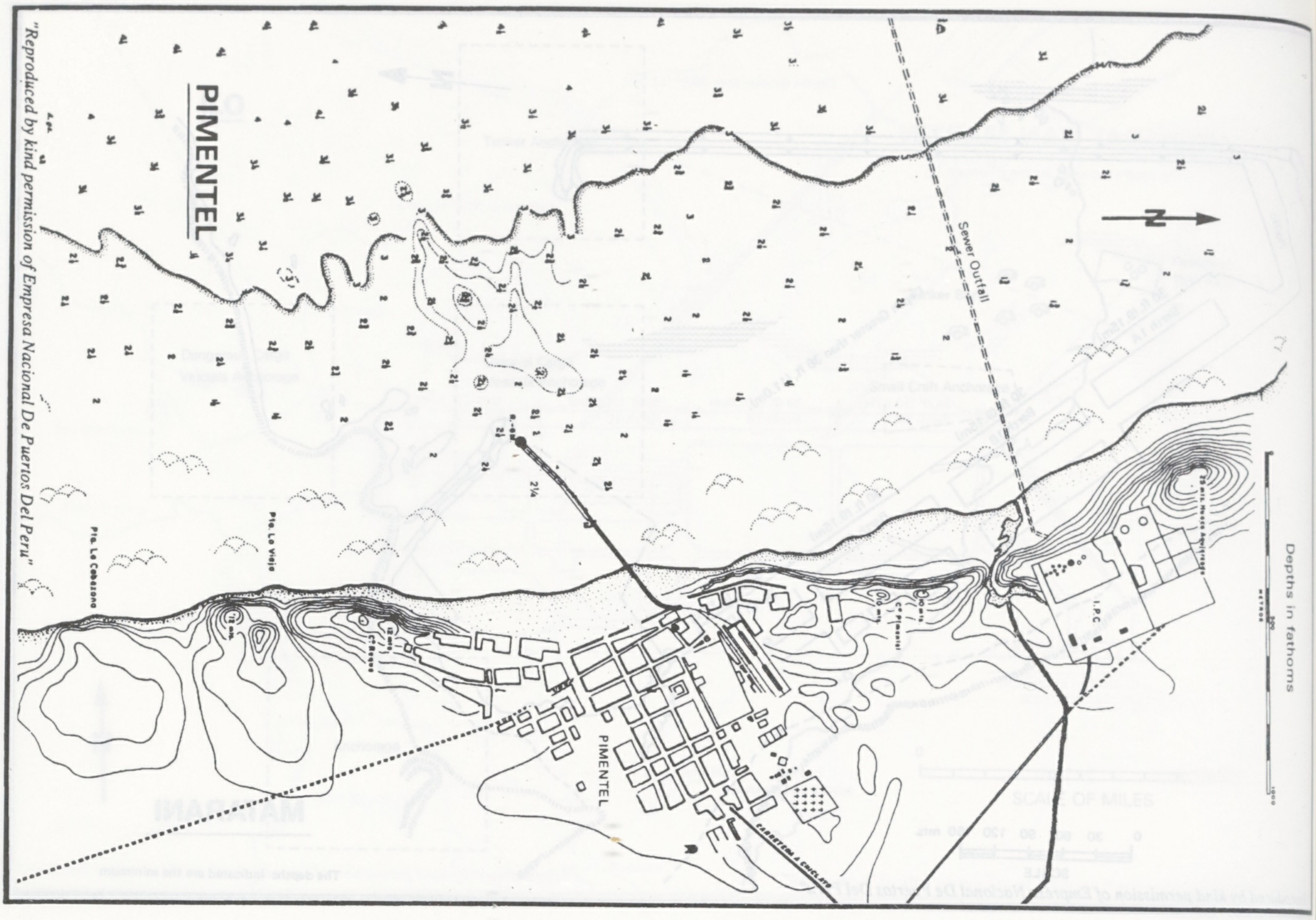

PIMENTEL

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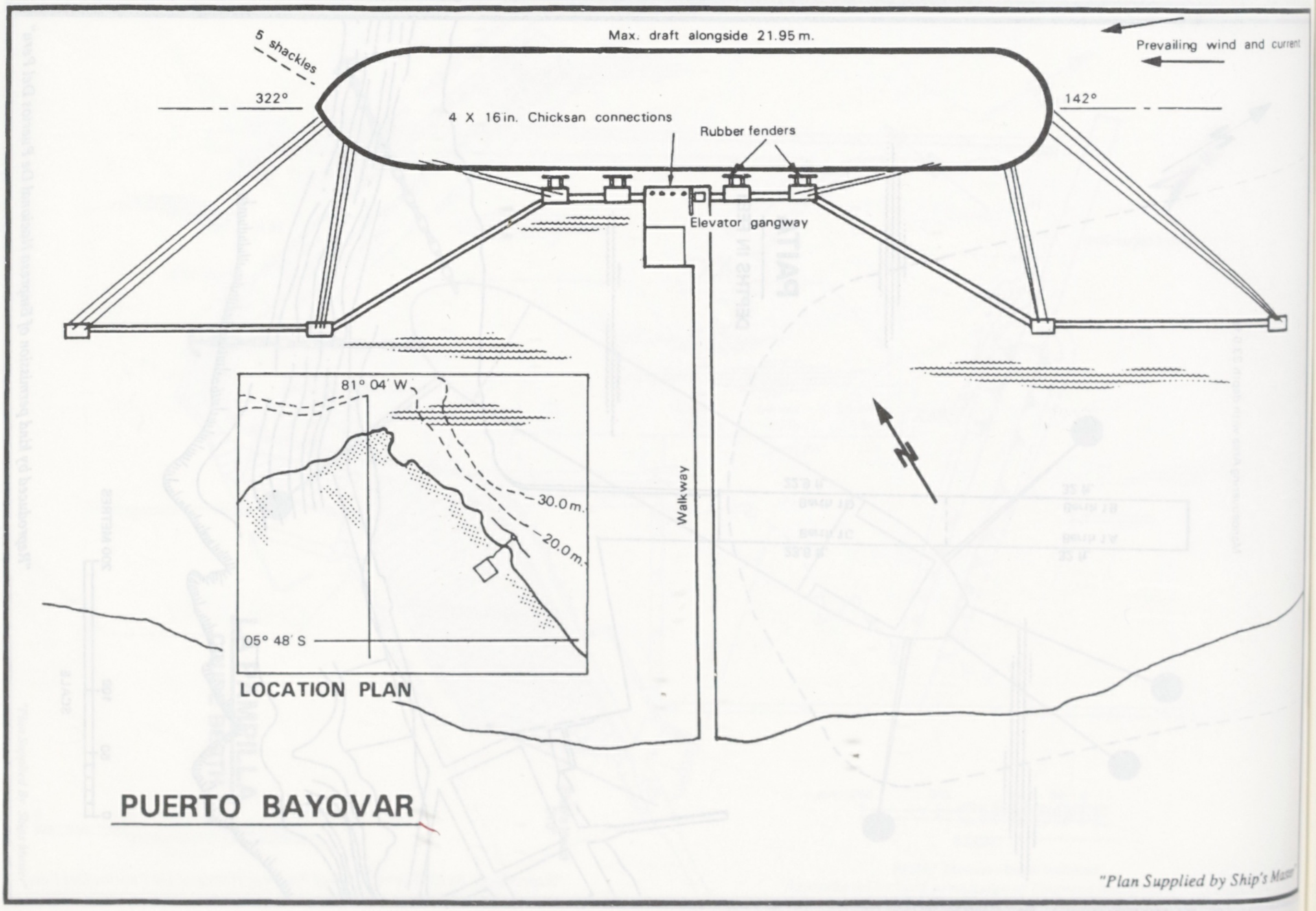
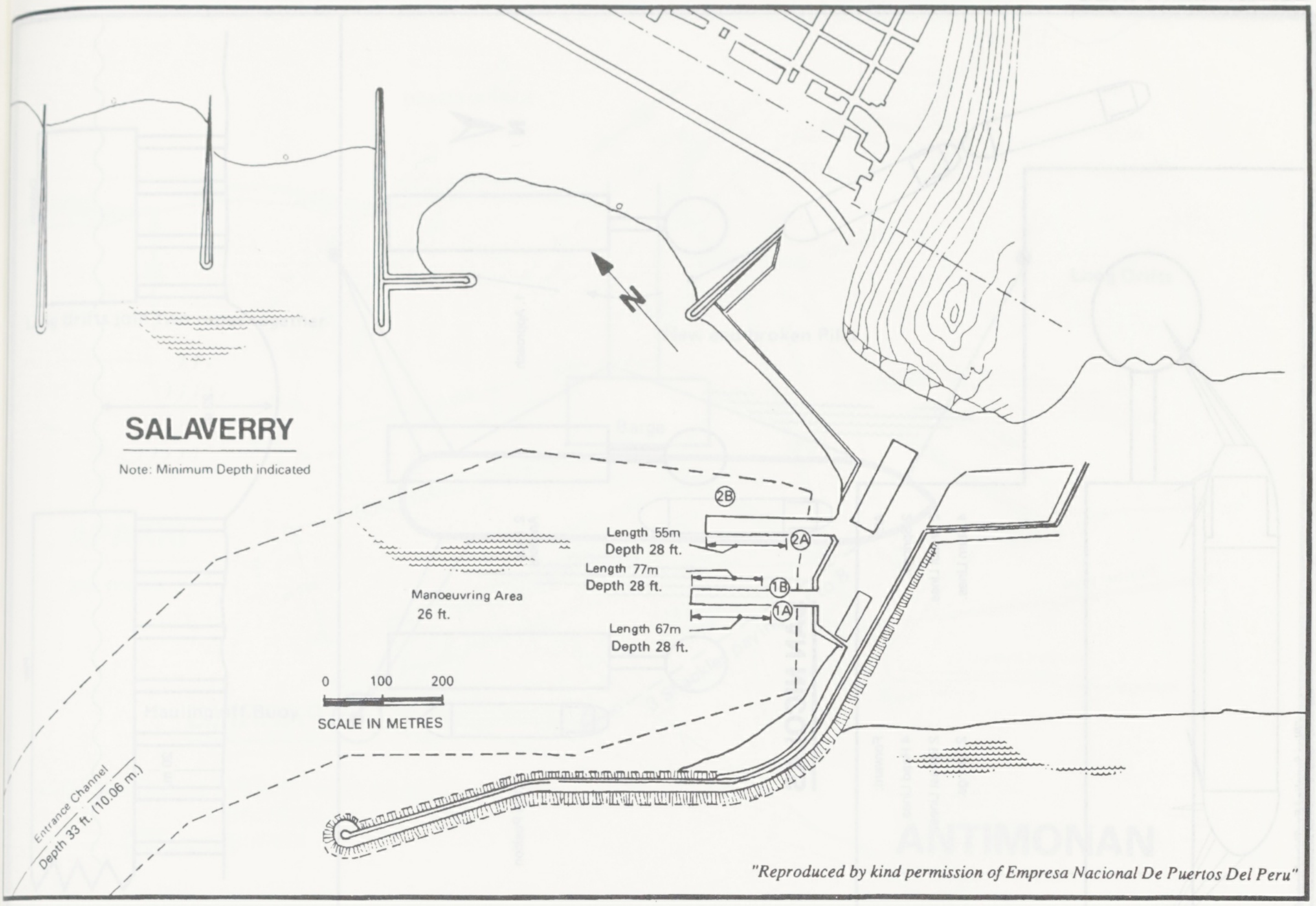
Sewer Outfall
Depths in fathoms
Pta. La Cabezona
Pta. La Vieja
12 mts.
Cº Pimentel
PIMENTEL
CARRETERA A CHICLAYO
I.P.C.
METROS
0
500
1000



PUERTO BAYOVAR

"Plan Supplied by Ship's Maste

Max. draft alongside 21.95 m.
5 shackles
Prevailing wind and current
322°
142°
4 X 16in. Chicksan connections
Rubber fenders
Elevator gangway
Walkway
81° 04' W
30.0 m.
20.0 m.
05° 48' S
LOCATION PLAN


SALAVERRY
Note: Minimum Depth indicated
N
2B
2A
1B
1A
Length 55m
Depth 28 ft.
Length 77m
Depth 28 ft.
Length 67m
Depth 28 ft.
Manoeuvring Area
26 ft.
0
100
200
SCALE IN METRES
Entrance Channel
Depth 33 ft. (10.06 m.)

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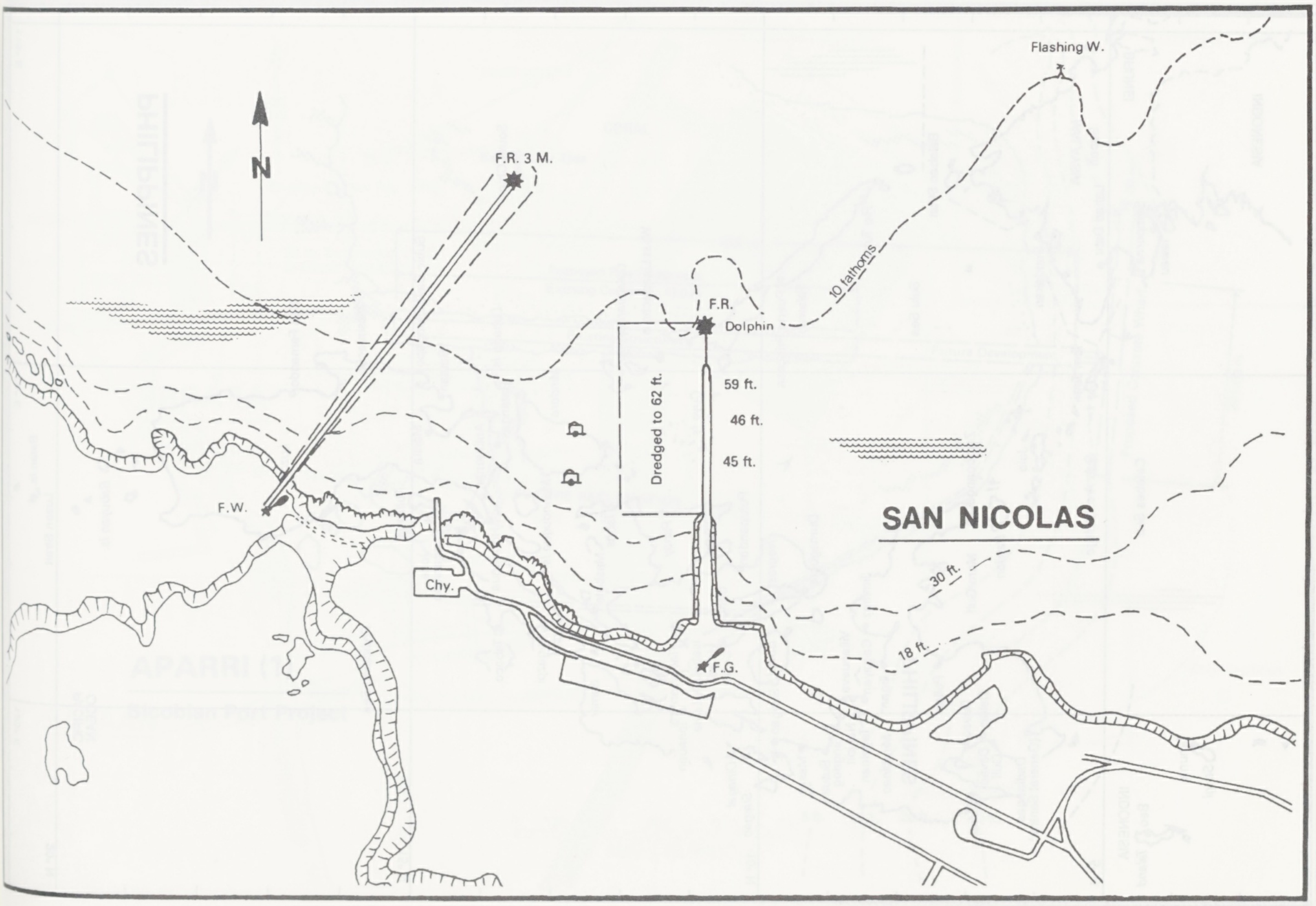
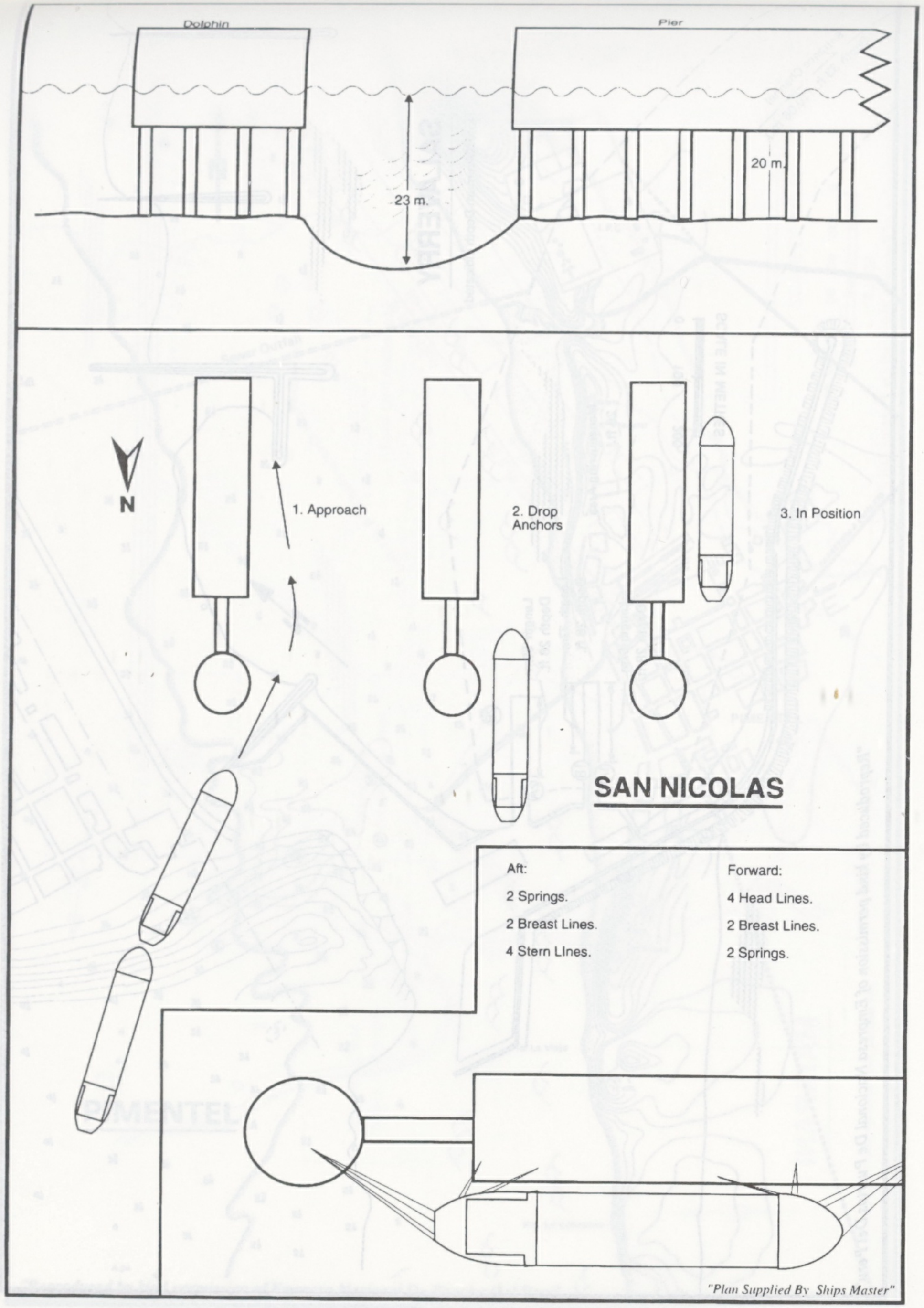

Flashing W.
N
F.R. 3 M.
F.R.
Dolphin
10 fathoms
59 ft.
46 ft.
45 ft.
Dredged to 62 ft.
F.W.
SAN NICOLAS
Chy.
30 ft.
18 ft.
F.G.

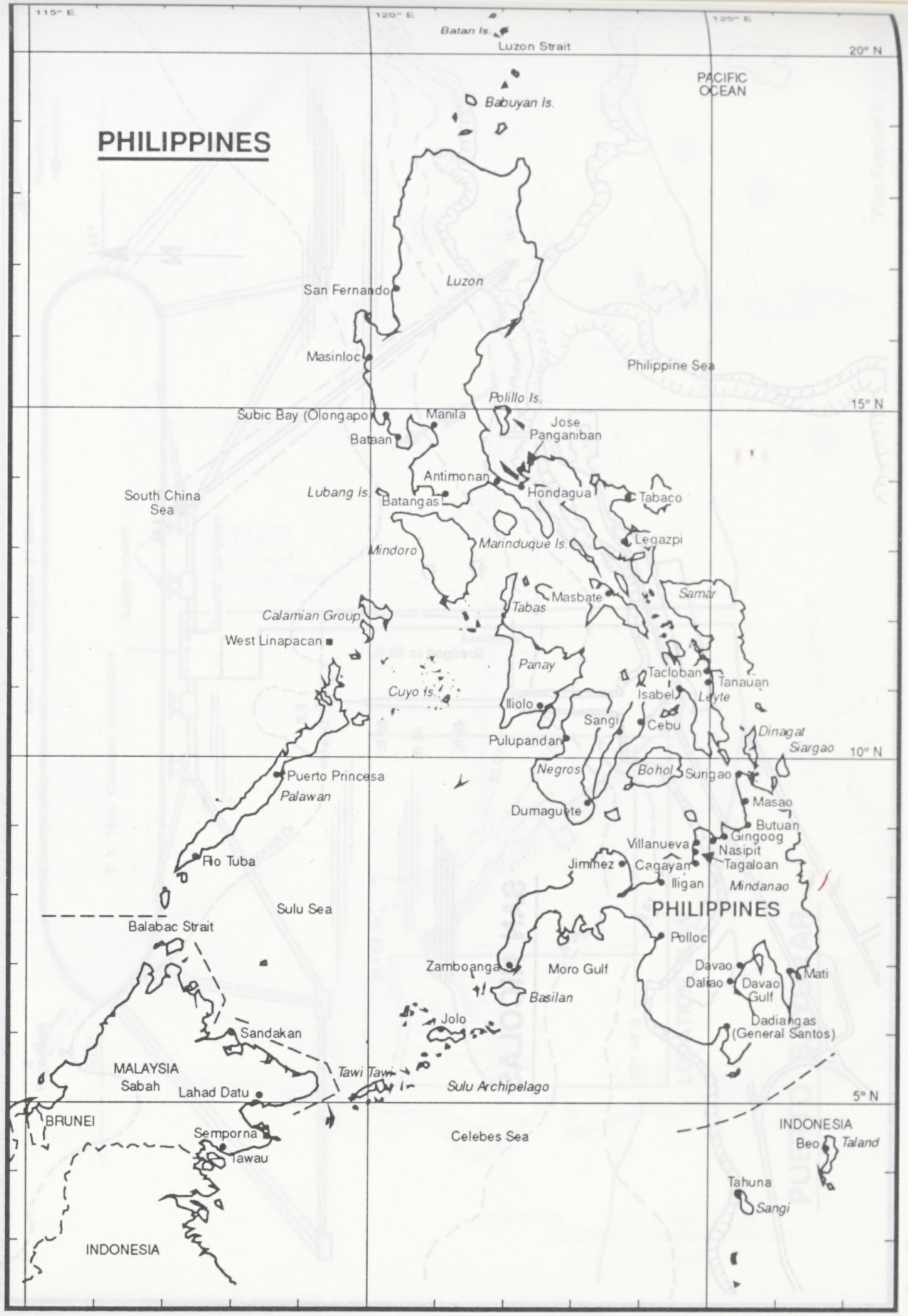
SAN NICOLAS

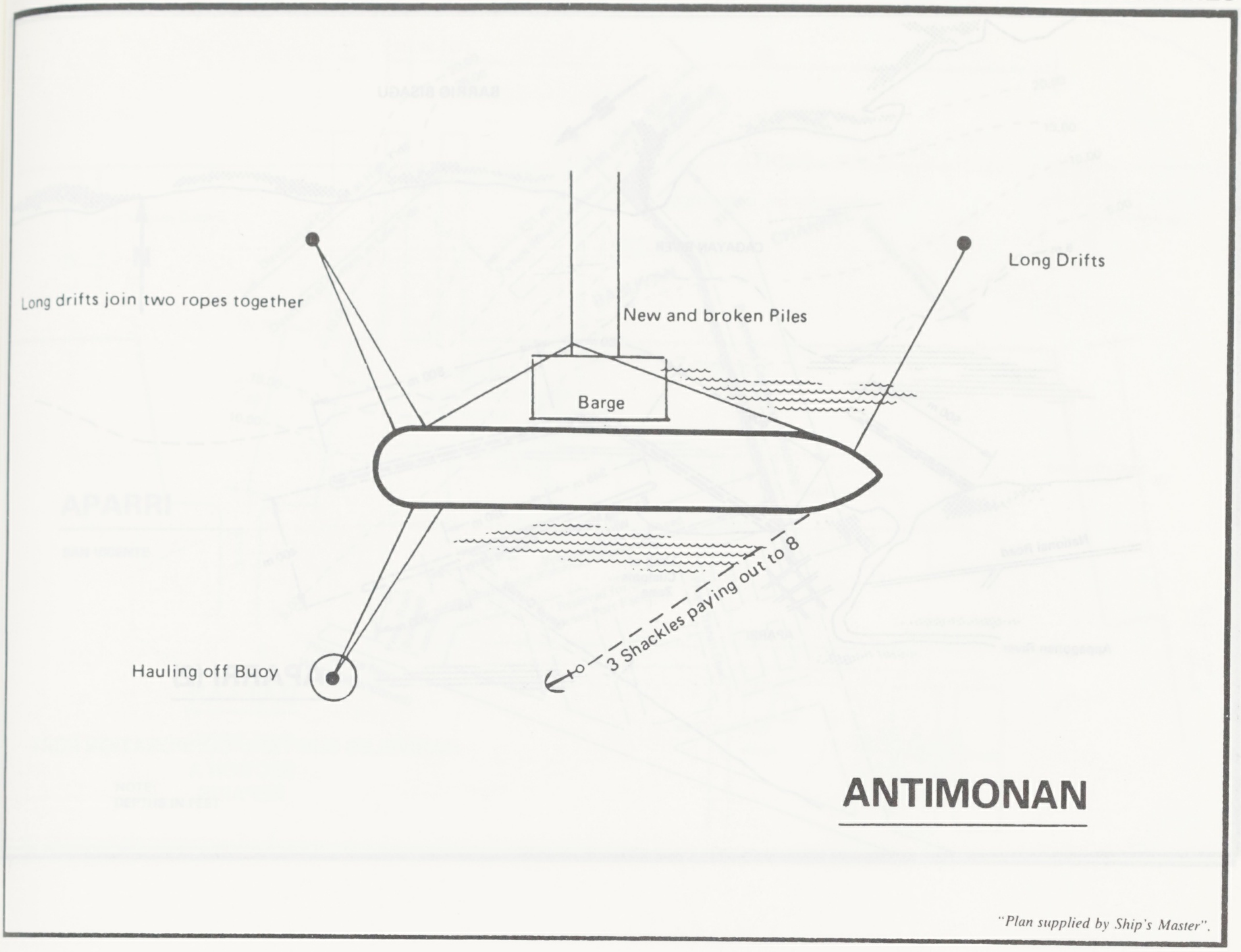

Dolphin
Pier
20 m.
23 m.
N
1. Approach
2. Drop Anchors
3. In Position

Aft:	Forward:
2 Springs.	4 Head Lines.
2 Breast Lines.	2 Breast Lines.
4 Stern Lines.	2 Springs.

"Plan Supplied By Ships Master"

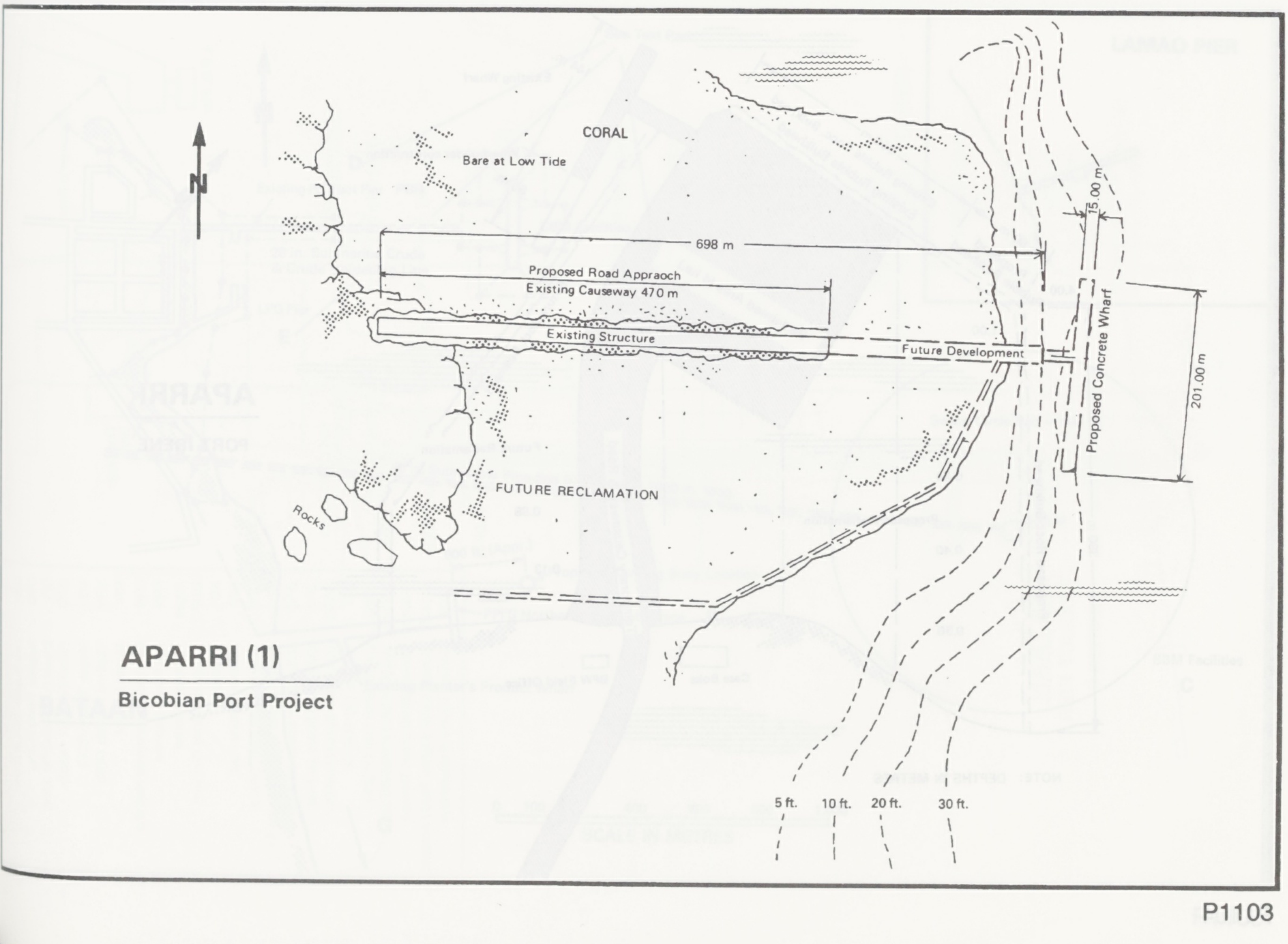
PHILIPPINES


115° E
120° E
125° E
20° N
15° N
10° N
5° N
Batan Is.
Luzon Strait
Babuyan Is.
PACIFIC OCEAN
Luzon
San Fernando
Masinloc
Philippine Sea
Polillo Is.
Subic Bay (Olongapo)
Manila
Bataan
Jose Panganiban
Antimonan
South China Sea
Lubang Is.
Batangas
Hondagua
Tabaco
Legazpi
Mindoro
Marinduque Is.
Masbate
Samar
Calamian Group
Tabas
West Linapacan
Panay
Tacloban
Tanauan
Cuyo Is.
Isabel
Leyte
Iloilo
Sangi
Cebu
Dinagat
Pulupandan
Siargao
Puerto Princesa
Negros
Bohol
Surigao
Palawan
Masao
Dumaguete
Butuan
Villanueva
Gingoog
Nasipit
Rio Tuba
Jiminez
Cagayan
Tagaloan
Iligan
Mindanao
Sulu Sea
PHILIPPINES
Balabac Strait
Polloc
Zamboanga
Moro Gulf
Davao
Mati
Dalliao
Davao Gulf
Basilan
Jolo
Dadiangas (General Santos)
Sandakan
MALAYSIA Sabah
Tawi Tawi
Lahad Datu
Sulu Archipelago
BRUNEI
Semporna
Celebes Sea
INDONESIA
Beo
Talaud
Tawau
Tahuna
Sangi
INDONESIA


Long drifts join two ropes together
New and broken Piles
Long Drifts
Barge
3 Shackles paying out to 8
Hauling off Buoy

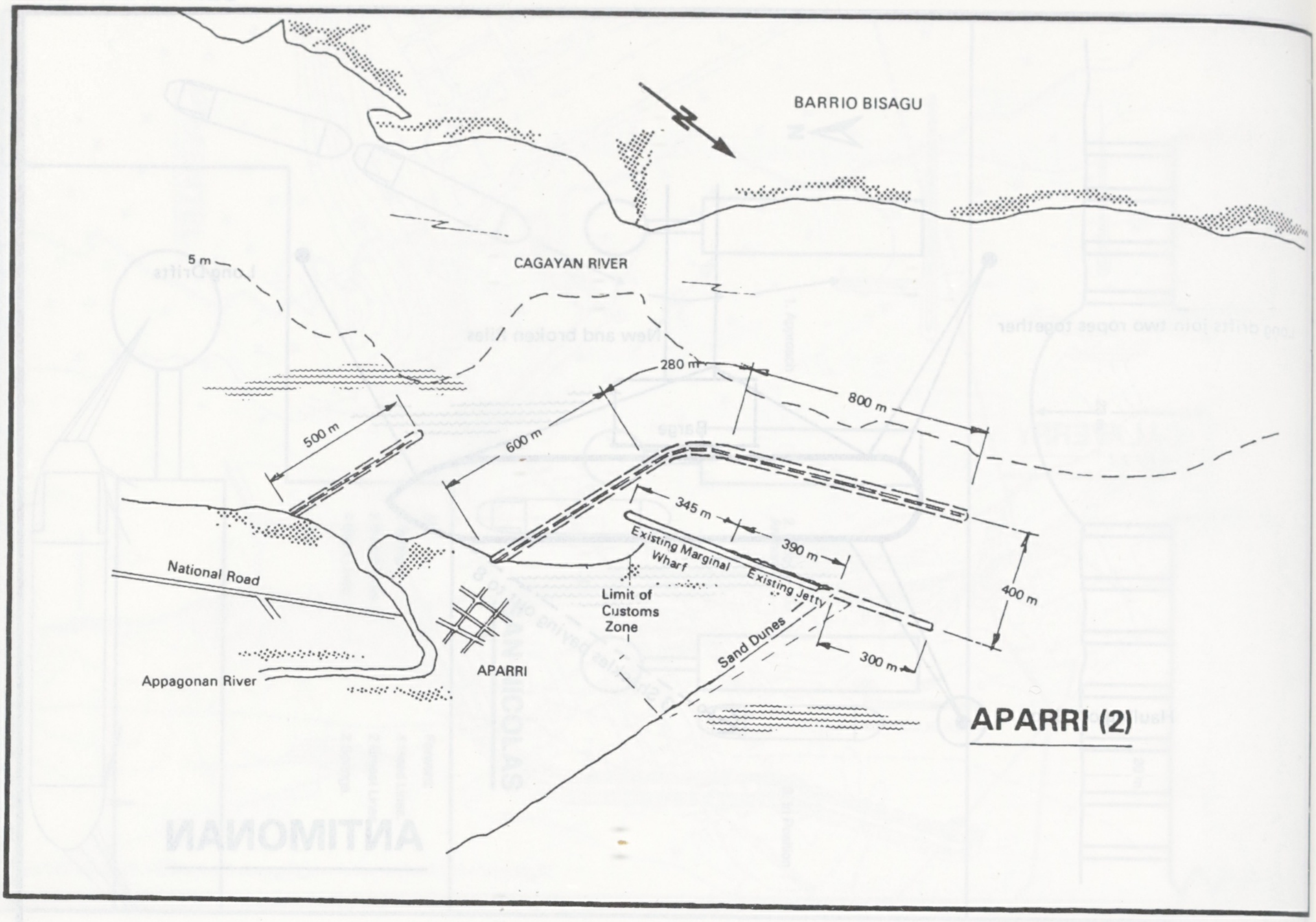
ANTIMONAN

"Plan supplied by Ship's Master".

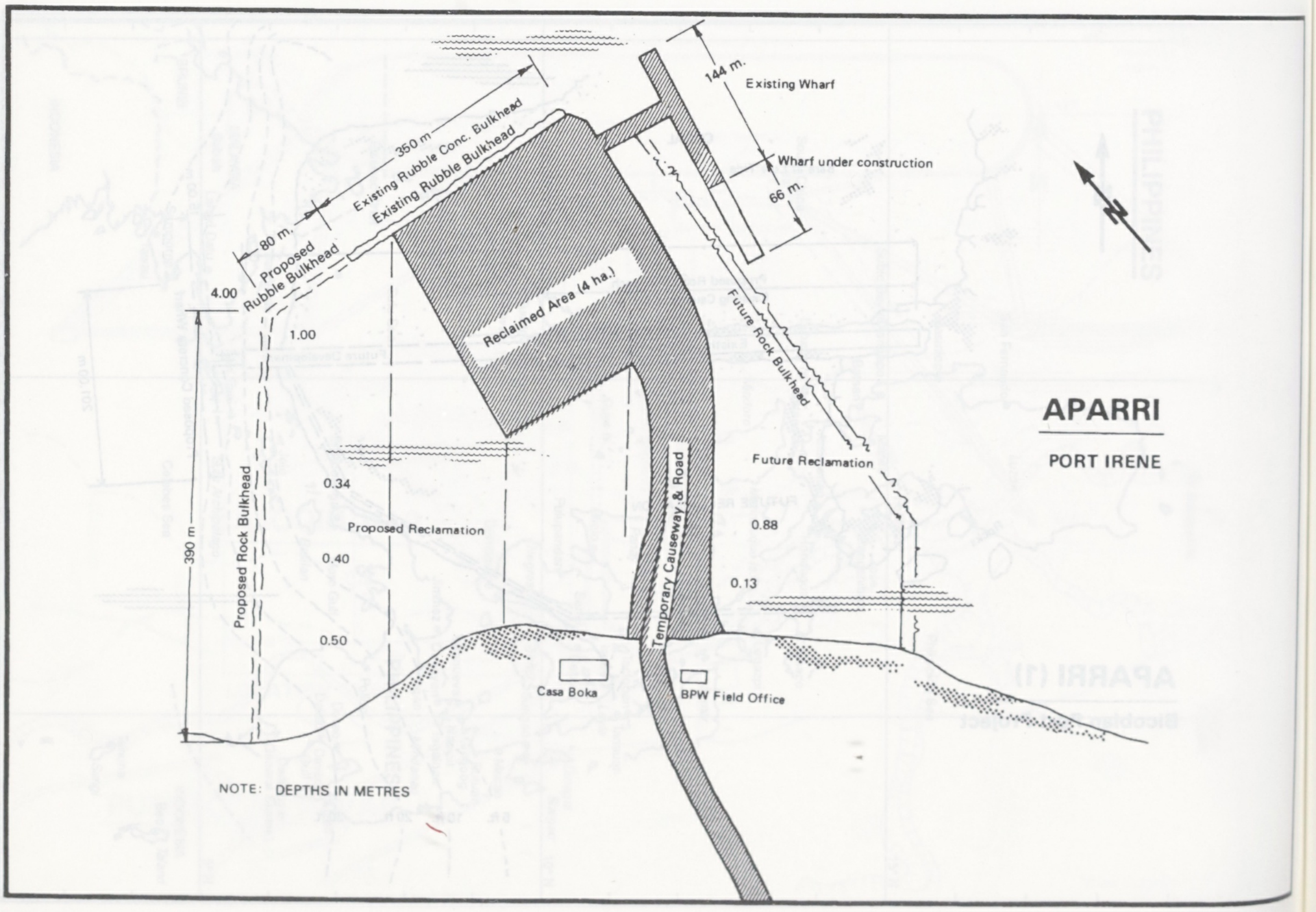

N
CORAL
Bare at Low Tide
698 m
15.00 m
Proposed Road Appraoch
Existing Causeway 470 m
Existing Structure
Future Development
Proposed Concrete Wharf
201.00 m
FUTURE RECLAMATION
Rocks
5 ft.
10 ft.
20 ft.
30 ft.

APARRI (1)

Bicobian Port Project


BARRIO BISAGU
CAGAYAN RIVER
5 m
280 m
800 m
500 m
600 m
345 m
390 m
Existing Marginal Wharf
Existing Jetty
400 m
National Road
Limit of Customs Zone
APARRI
Sand Dunes
300 m
Appagonan River

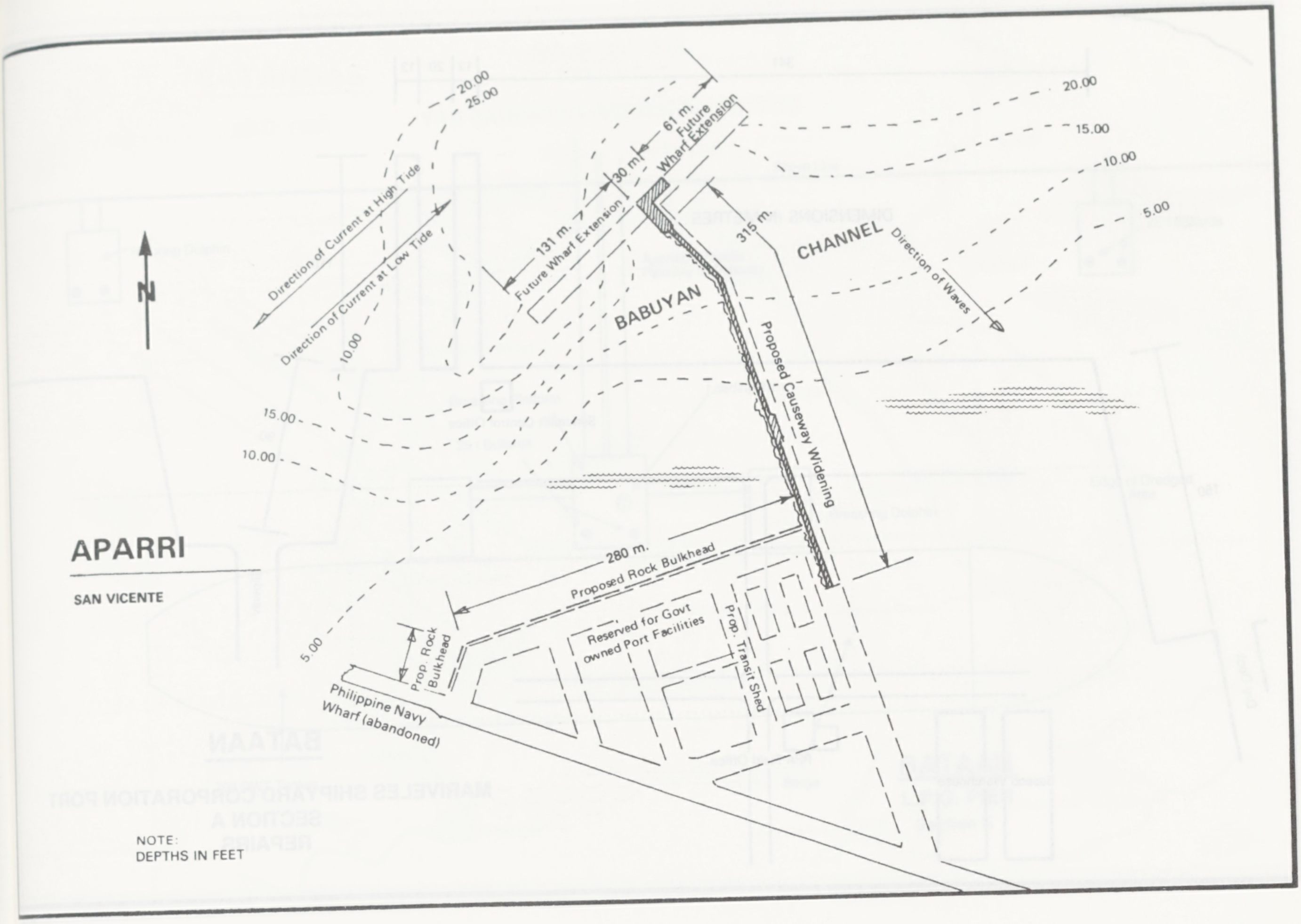
APARRI (2)

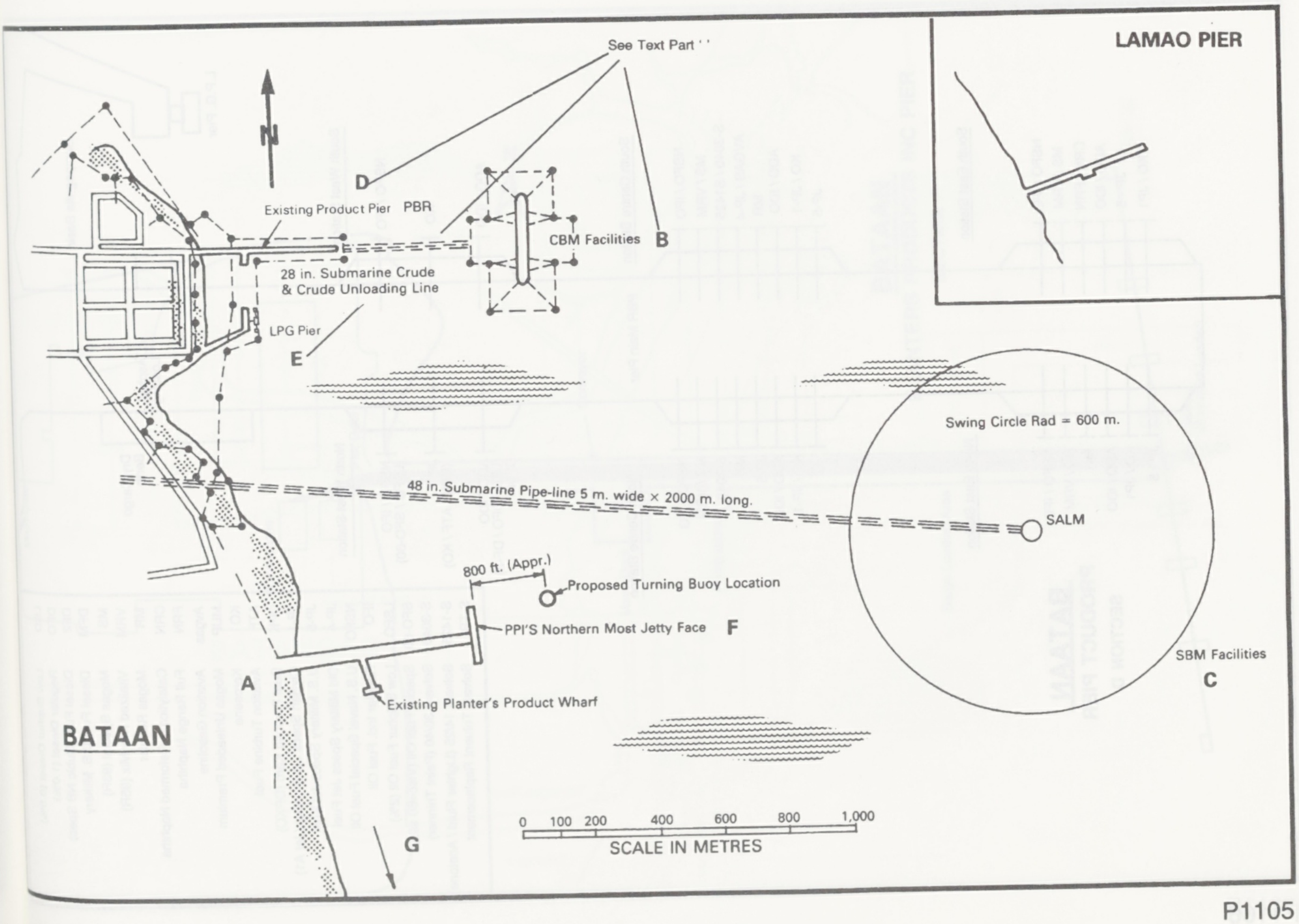

144 m.
Existing Wharf
Wharf under construction
66 m.
350 m
Existing Rubble Conc. Bulkhead
Existing Rubble Bulkhead
80 m.
Proposed Rubble Bulkhead
4.00
1.00
Reclaimed Area (4 ha.)
Future Rock Bulkhead
Future Reclamation
Temporary Causeway & Road
0.34
Proposed Reclamation
0.40
0.50
0.88
0.13
390 m
Proposed Rock Bulkhead
Casa Boka
BPW Field Office

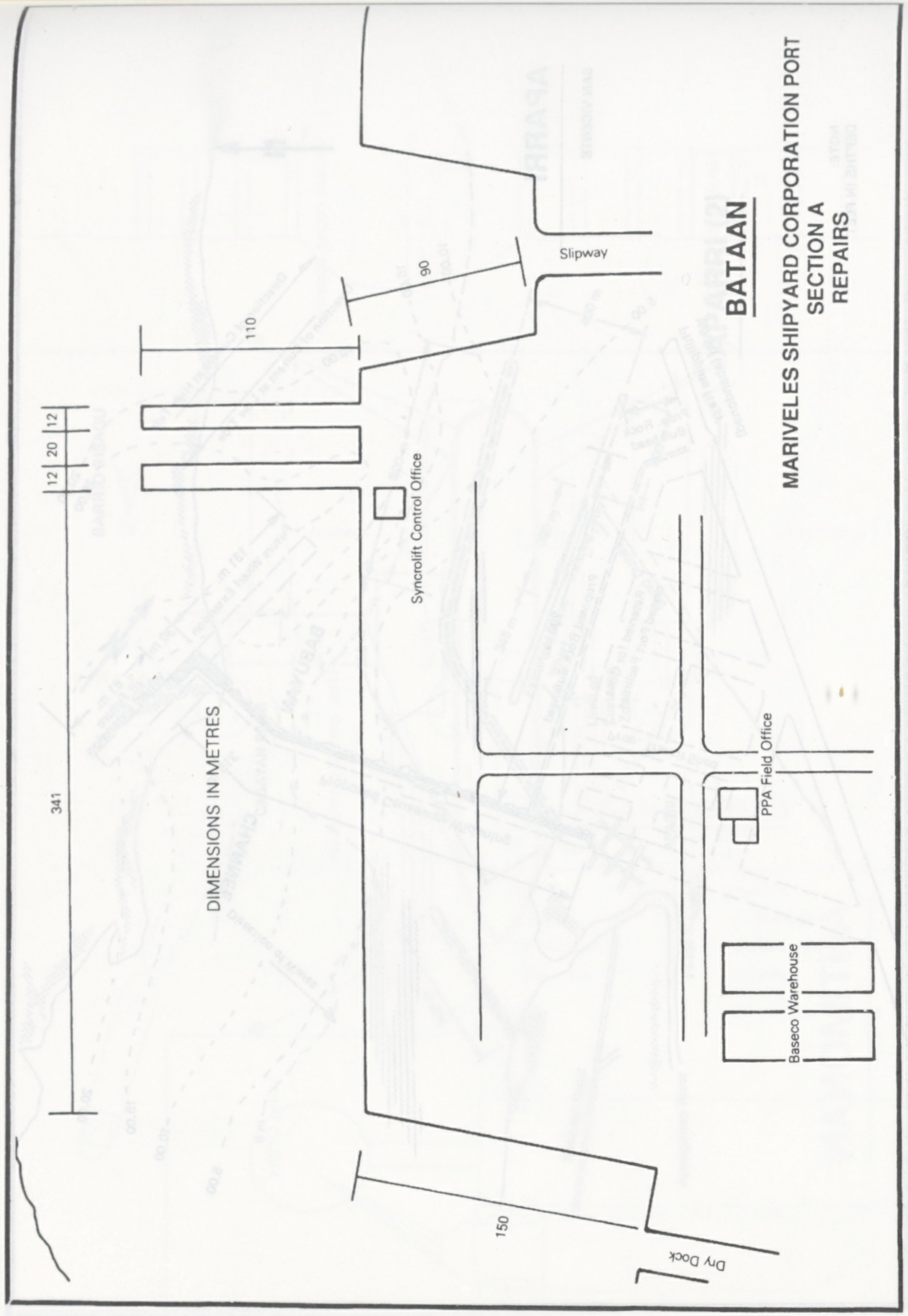
NOTE: DEPTHS IN METRES

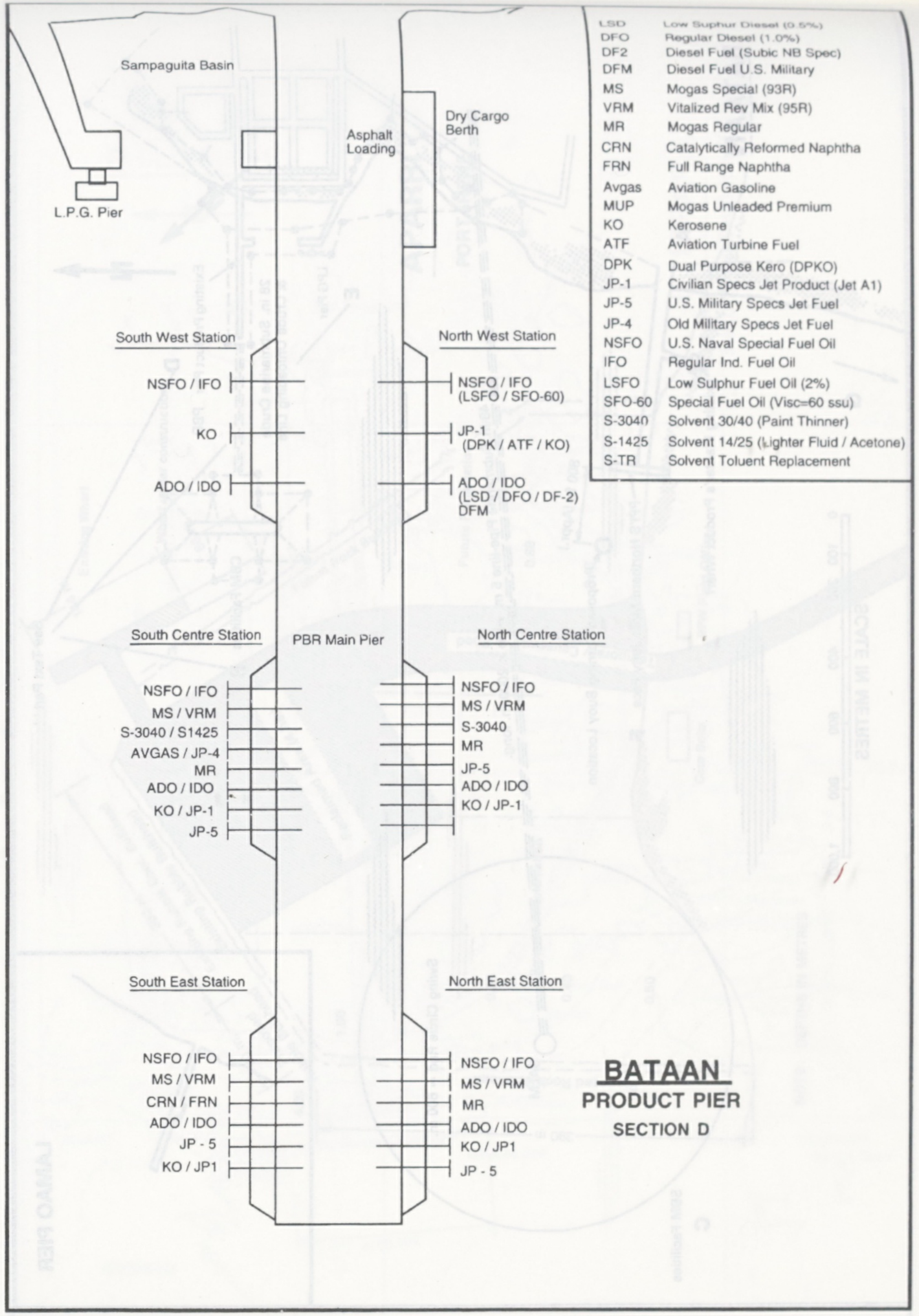
APARRI

PORT IRENE

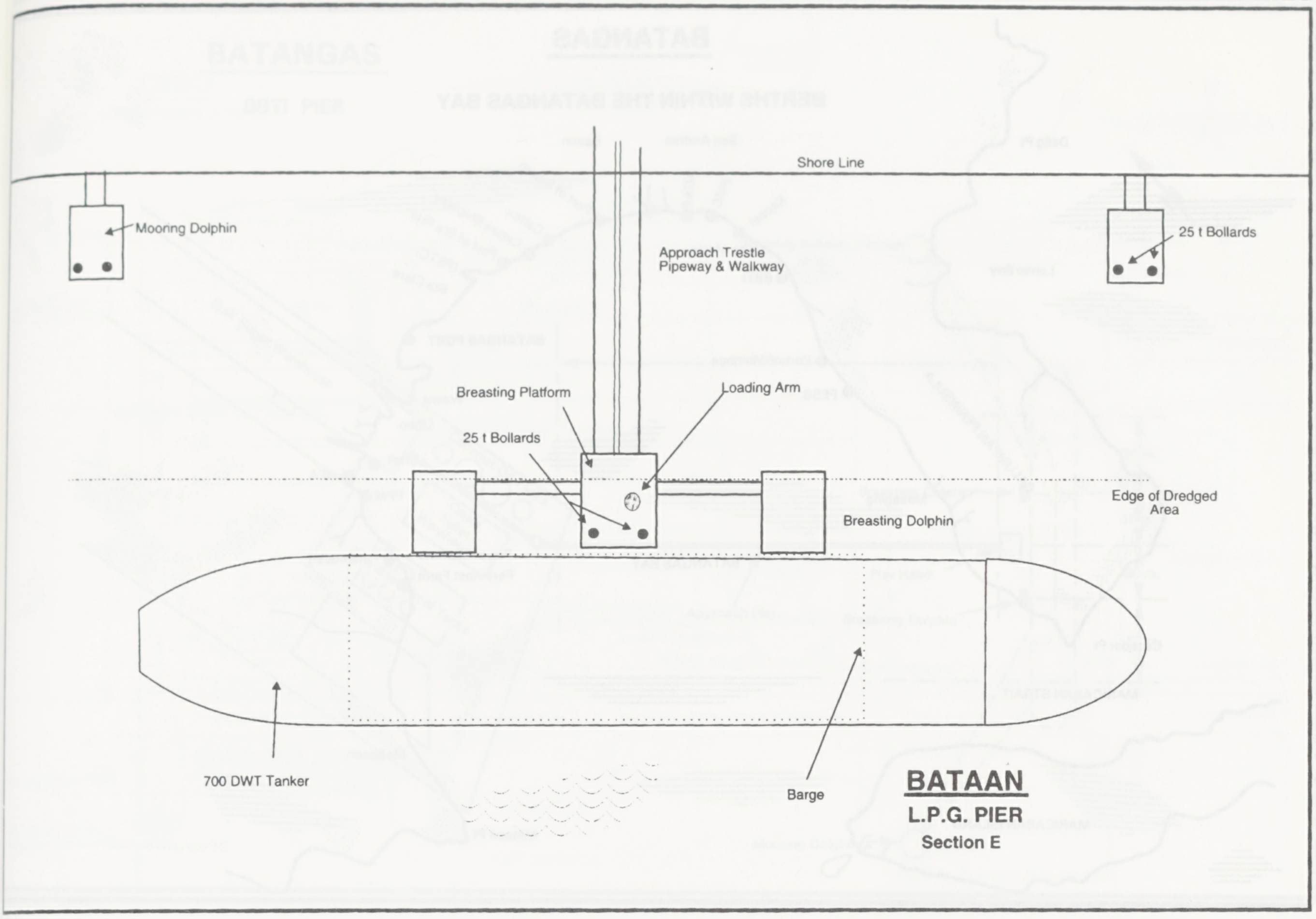

APARRI
SAN VICENTE
N
Direction of Current at High Tide
Direction of Current at Low Tide
20.00
25.00
10.00
15.00
10.00
5.00
131 m.
Future Wharf Extension
30 m.
61 m.
Future Wharf Extension
315 m.
BABUYAN
CHANNEL
Direction of Waves
20.00
15.00
10.00
5.00
Proposed Causeway Widening
280 m.
Proposed Rock Bulkhead
Prop. Rock Bulkhead
Reserved for Govt owned Port Facilities
Prop. Transit Shed
Philippine Navy Wharf (abandoned)
NOTE:
DEPTHS IN FEET


LAMAO PIER
See Text Part ' '
N
D
Existing Product Pier PBR
CBM Facilities
B
28 in. Submarine Crude & Crude Unloading Line
LPG Pier
E
Swing Circle Rad = 600 m.
48 in. Submarine Pipe-line 5 m. wide × 2000 m. long.
SALM
800 ft. (Appr.)
Proposed Turning Buoy Location
PPI'S Northern Most Jetty Face
F
SBM Facilities
C
A
Existing Planter's Product Wharf
BATAAN
0
100
200
400
600
800
1,000
SCALE IN METRES
G


BATAAN
MARIVELES SHIPYARD CORPORATION PORT
SECTION A
REPAIRS
Slipway
90
110
12
20
12
Syncrolift Control Office
PPA Field Office
Baseco Warehouse
DIMENSIONS IN METRES
341
150
Dry Dock

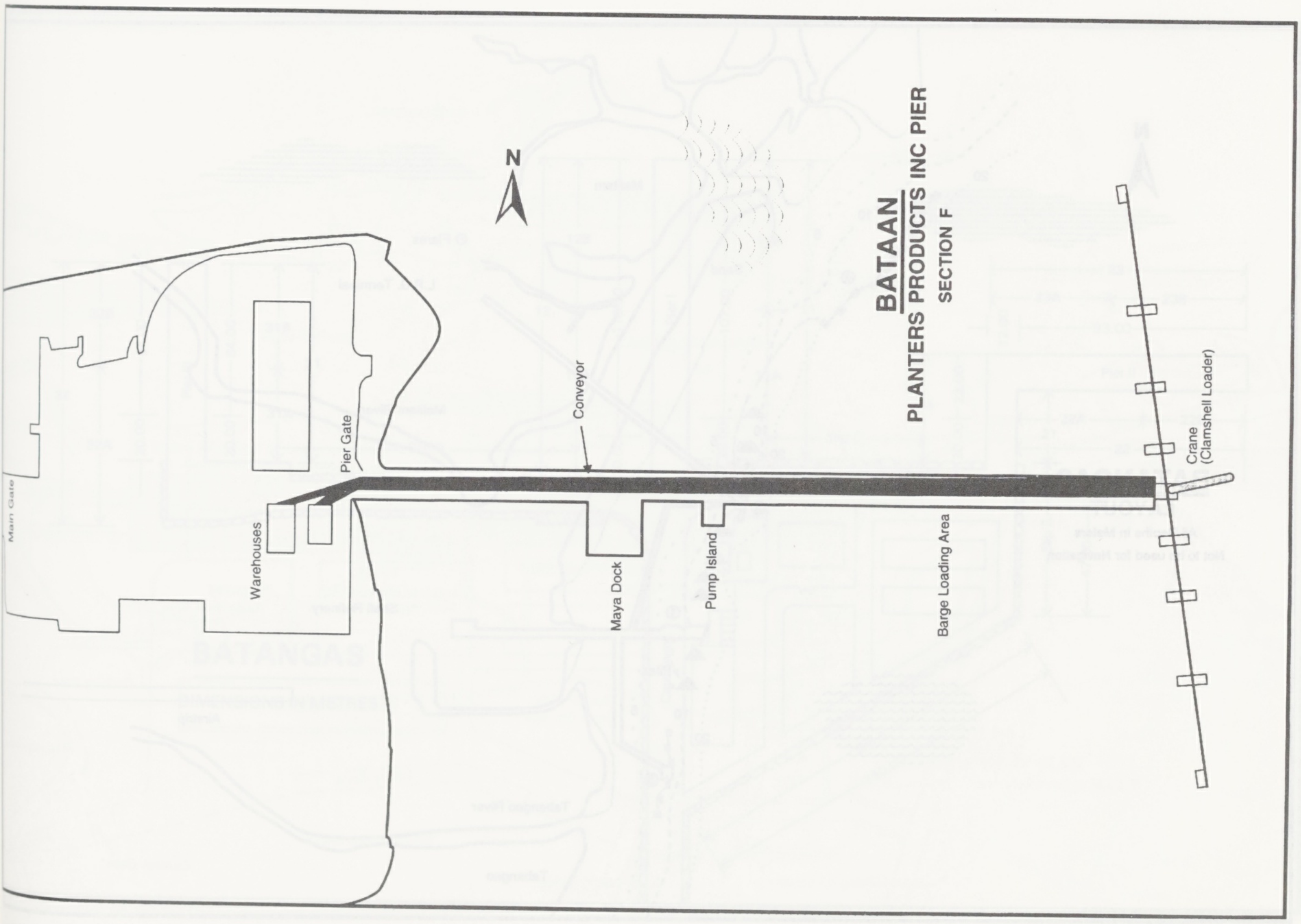

Sampaguita Basin
L.P.G. Pier
Asphalt Loading
Dry Cargo Berth
South West Station
NSFO / IFO
KO
ADO / IDO
North West Station
NSFO / IFO
(LSFO / SFO-60)
JP-1
(DPK / ATF / KO)
ADO / IDO
(LSD / DFO / DF-2)
DFM
South Centre Station
PBR Main Pier
North Centre Station
NSFO / IFO
MS / VRM
S-3040 / S1425
AVGAS / JP-4
MR
ADO / IDO
KO / JP-1
JP-5
NSFO / IFO
MS / VRM
S-3040
MR
JP-5
ADO / IDO
KO / JP-1
South East Station
NSFO / IFO
MS / VRM
CRN / FRN
ADO / IDO
JP - 5
KO / JP1
North East Station
NSFO / IFO
MS / VRM
MR
ADO / IDO
KO / JP1
JP - 5
BATAAN
PRODUCT PIER
SECTION D

LSD	Low Suphur Diesel (0.5%)
DFO	Regular Diesel (1.0%)
DF2	Diesel Fuel (Subic NB Spec)
DFM	Diesel Fuel U.S. Military
MS	Mogas Special (93R)
VRM	Vitalized Rev Mix (95R)
MR	Mogas Regular
CRN	Catalytically Reformed Naphtha
FRN	Full Range Naphtha
Avgas	Aviation Gasoline
MUP	Mogas Unleaded Premium
KO	Kerosene
ATF	Aviation Turbine Fuel
DPK	Dual Purpose Kero (DPKO)
JP-1	Civilian Specs Jet Product (Jet A1)
JP-5	U.S. Military Specs Jet Fuel
JP-4	Old Military Specs Jet Fuel
NSFO	U.S. Naval Special Fuel Oil
IFO	Regular Ind. Fuel Oil
LSFO	Low Sulphur Fuel Oil (2%)
SFO-60	Special Fuel Oil (Visc=60 ssu)
S-3040	Solvent 30/40 (Paint Thinner)
S-1425	Solvent 14/25 (Lighter Fluid / Acetone)
S-TR	Solvent Toluent Replacement



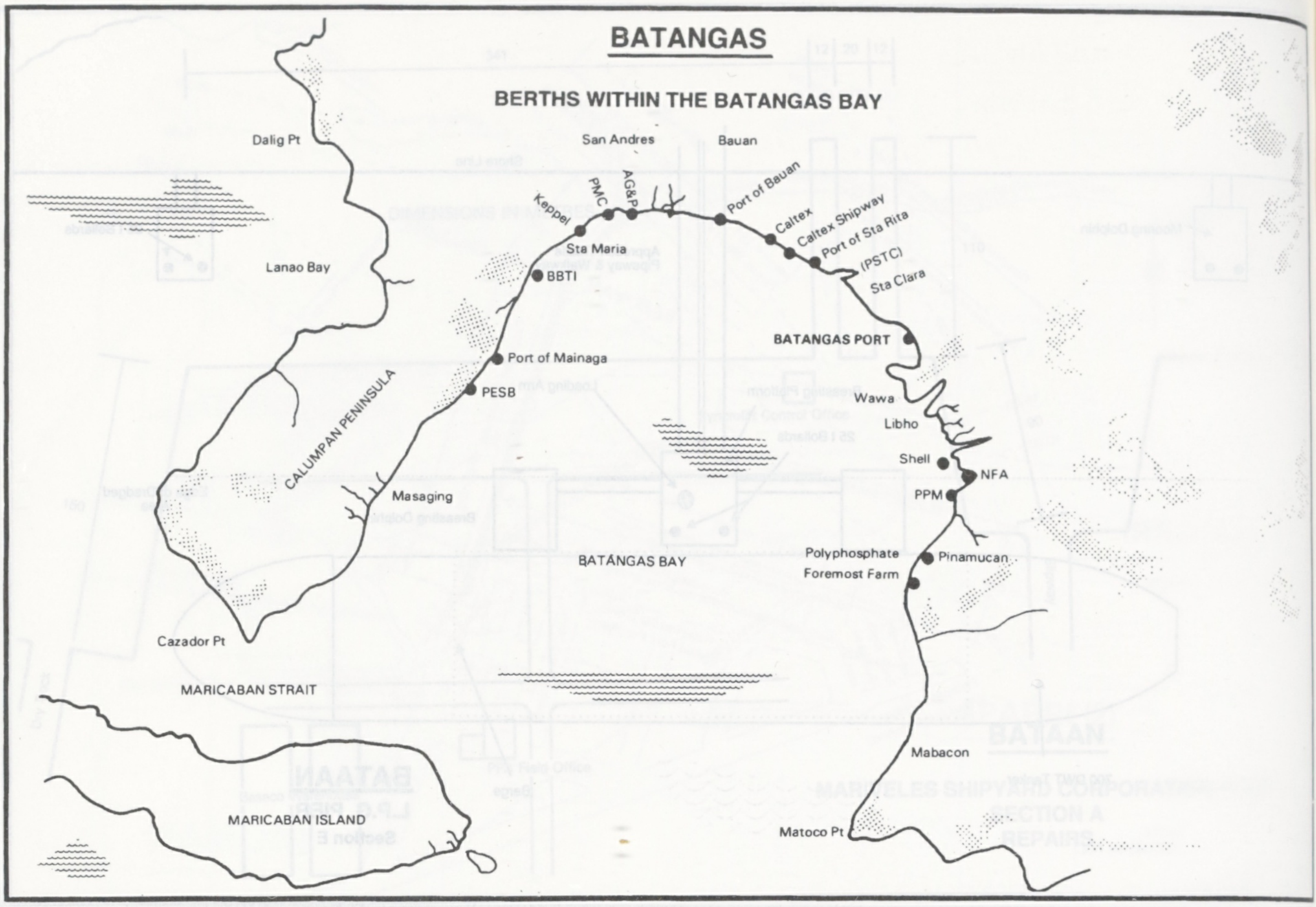
BATAAN
L.P.G. PIER
Section E

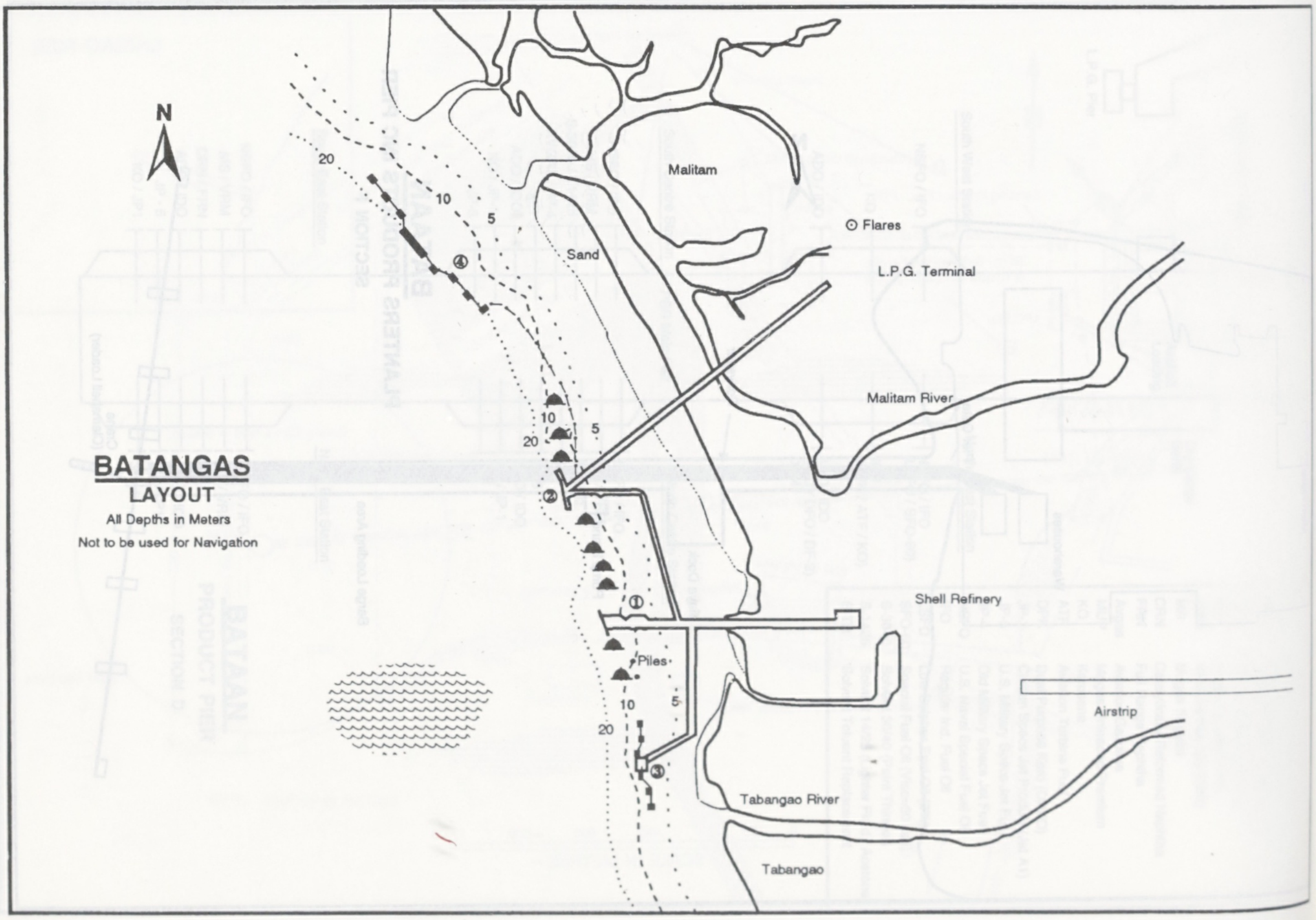
Shore Line
Mooring Dolphin
25 t Bollards
Approach Trestle
Pipeway & Walkway
Breasting Platform
Loading Arm
25 t Bollards
Edge of Dredged Area
Breasting Dolphin
700 DWT Tanker
Barge



BATAAN
PLANTERS PRODUCTS INC PIER
SECTION F

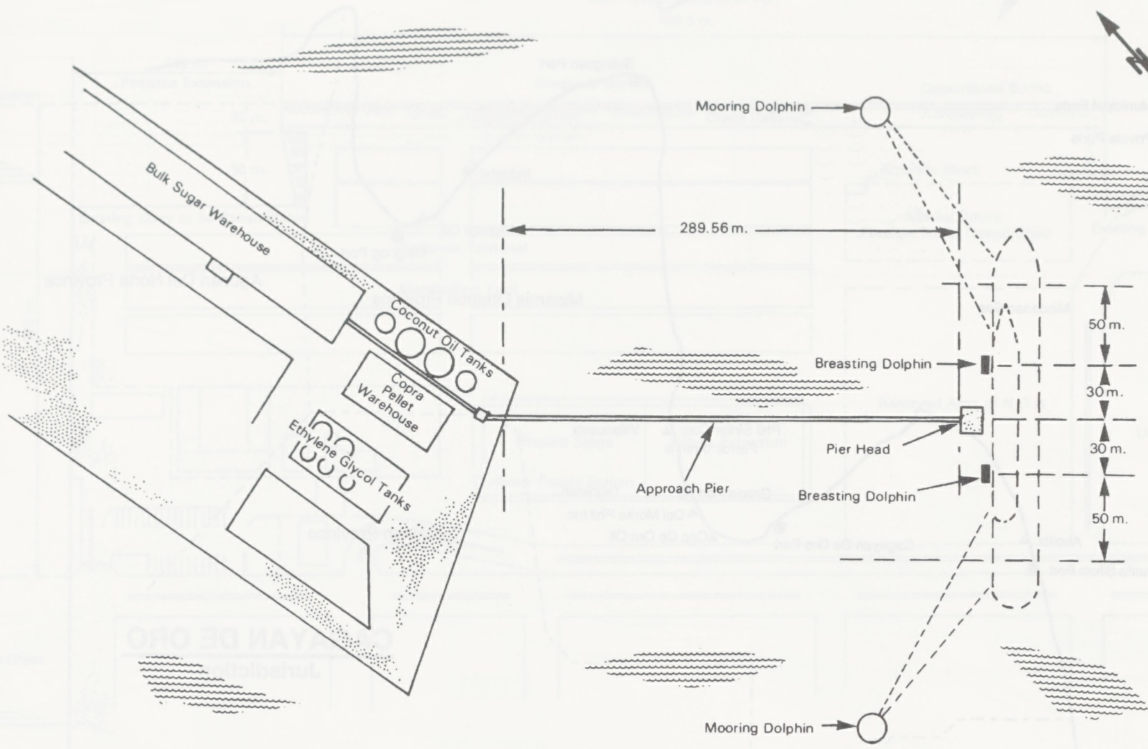
N
Main Gate
Pier Gate
Warehouses
Conveyor
Maya Dock
Pump Island
Barge Loading Area
Crane
(Clamshell Loader)


BATANGAS
BERTHS WITHIN THE BATANGAS BAY
Dalig Pt
San Andres
Bauan
Keppel
PMC
AG&P
Port of Bauan
Caltex
Caltex Shipway
Port of Sta Rita
(PSTC)
Sta Clara
Sta Maria
BBTI
Lanao Bay
BATANGAS PORT
Port of Mainaga
PESB
Wawa
Libho
CALUMPAN PENINSULA
Shell
NFA
PPM
Masaging
BATANGAS BAY
Polyphosphate
Pinamucan
Foremost Farm
Cazador Pt
MARICABAN STRAIT
Mabacon
MARICABAN ISLAND
Matoco Pt


N
BATANGAS
LAYOUT
All Depths in Meters
Not to be used for Navigation
20
10
5
④
Malitam
Flares
Sand
L.P.G. Terminal
Malitam River
10
5
20
②
①
Shell Refinery
Piles
10
5
20
③
Airstrip
Tabangao River
Tabangao

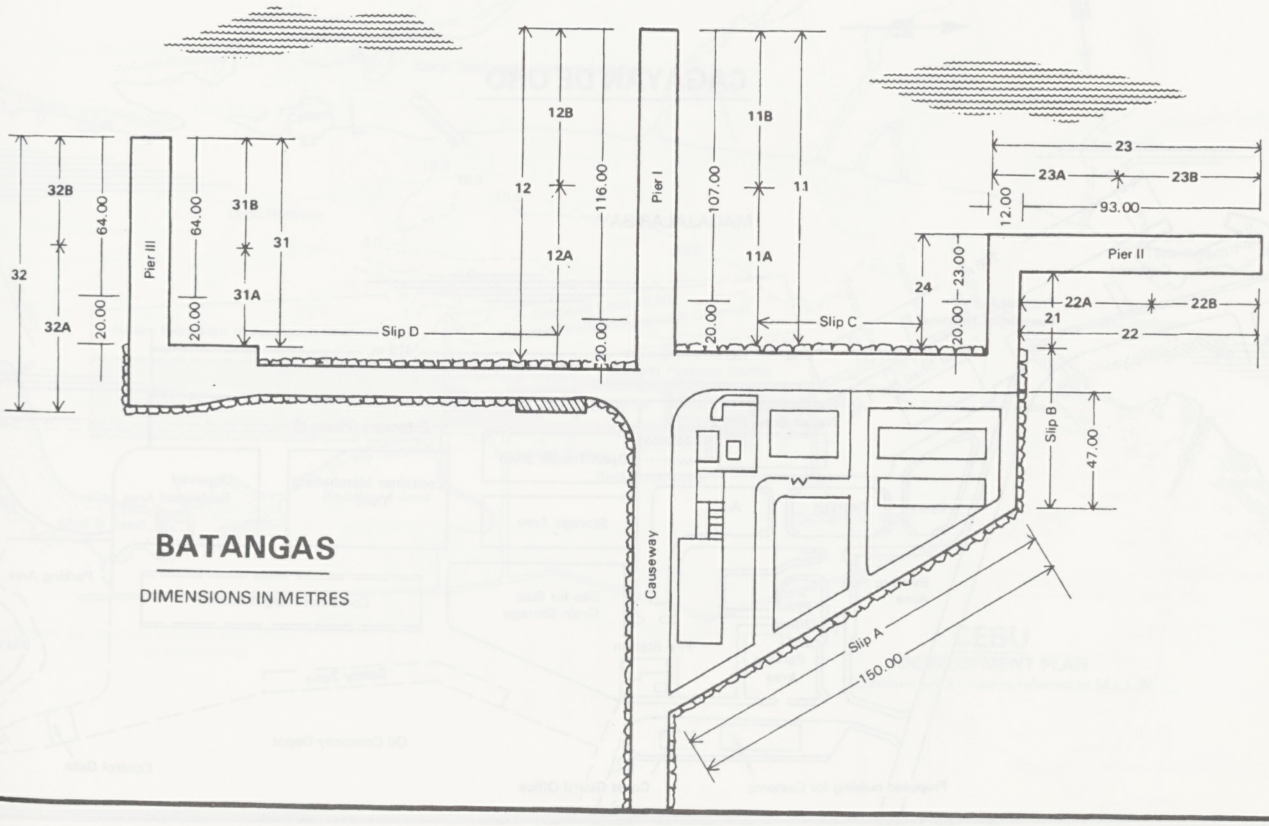
BATANGAS

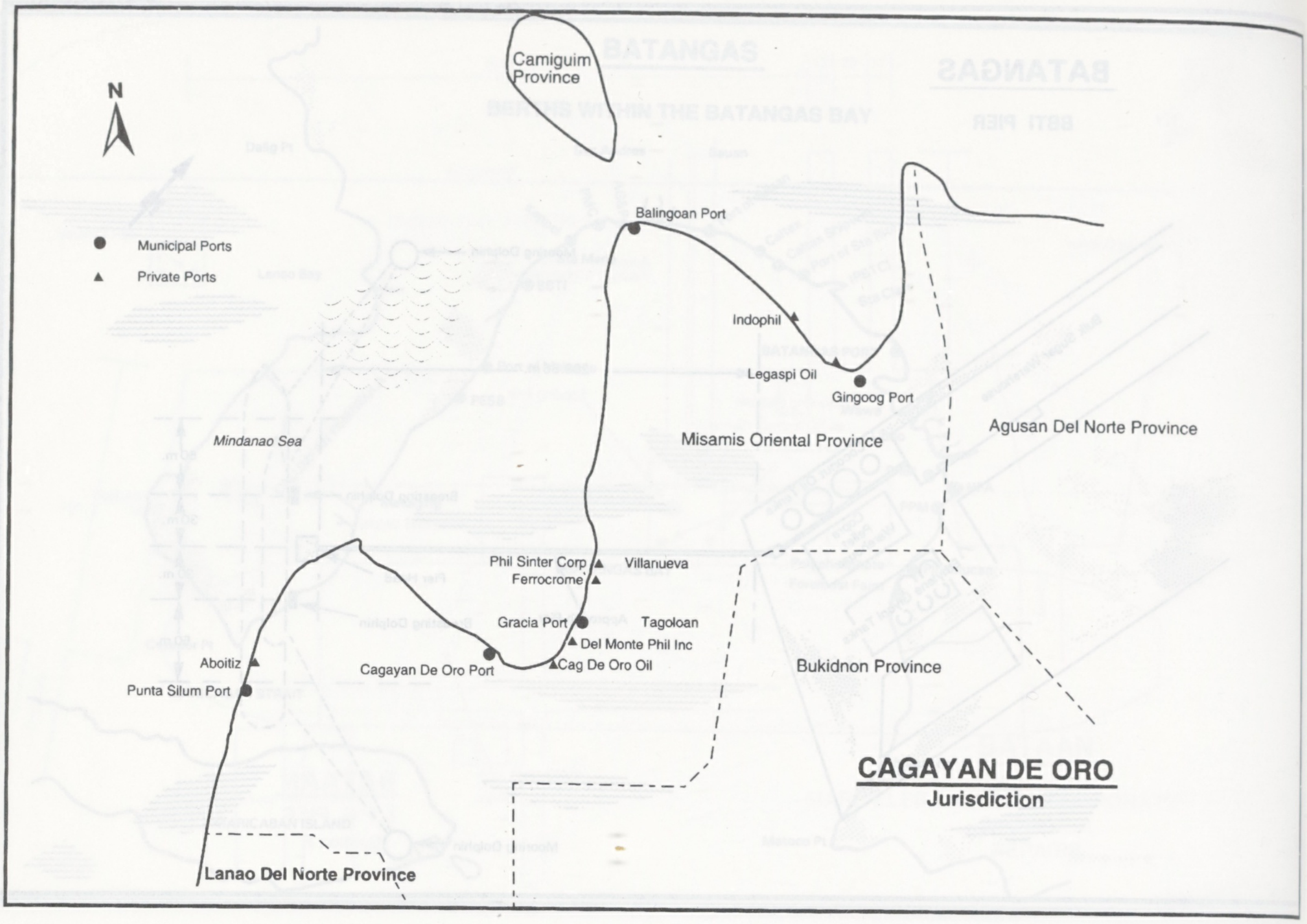
BBTI PIER

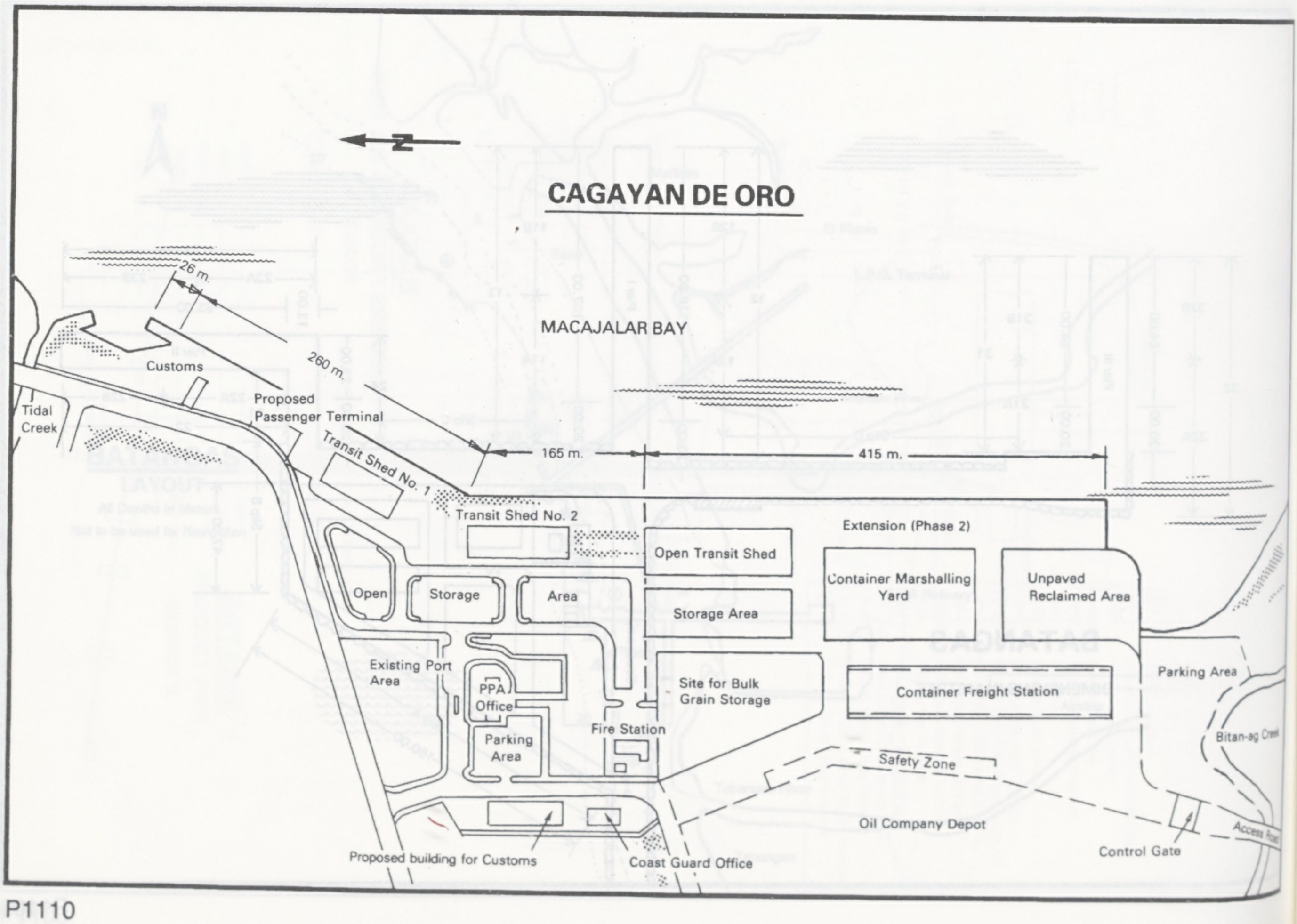

Mooring Dolphin
289.56 m.
Bulk Sugar Warehouse
Coconut Oil Tanks
Copra Pellet Warehouse
Ethylene Glycol Tanks
Breasting Dolphin
Pier Head
Approach Pier
50 m.
30 m.
30 m.
50 m.
Breasting Dolphin
Mooring Dolphin

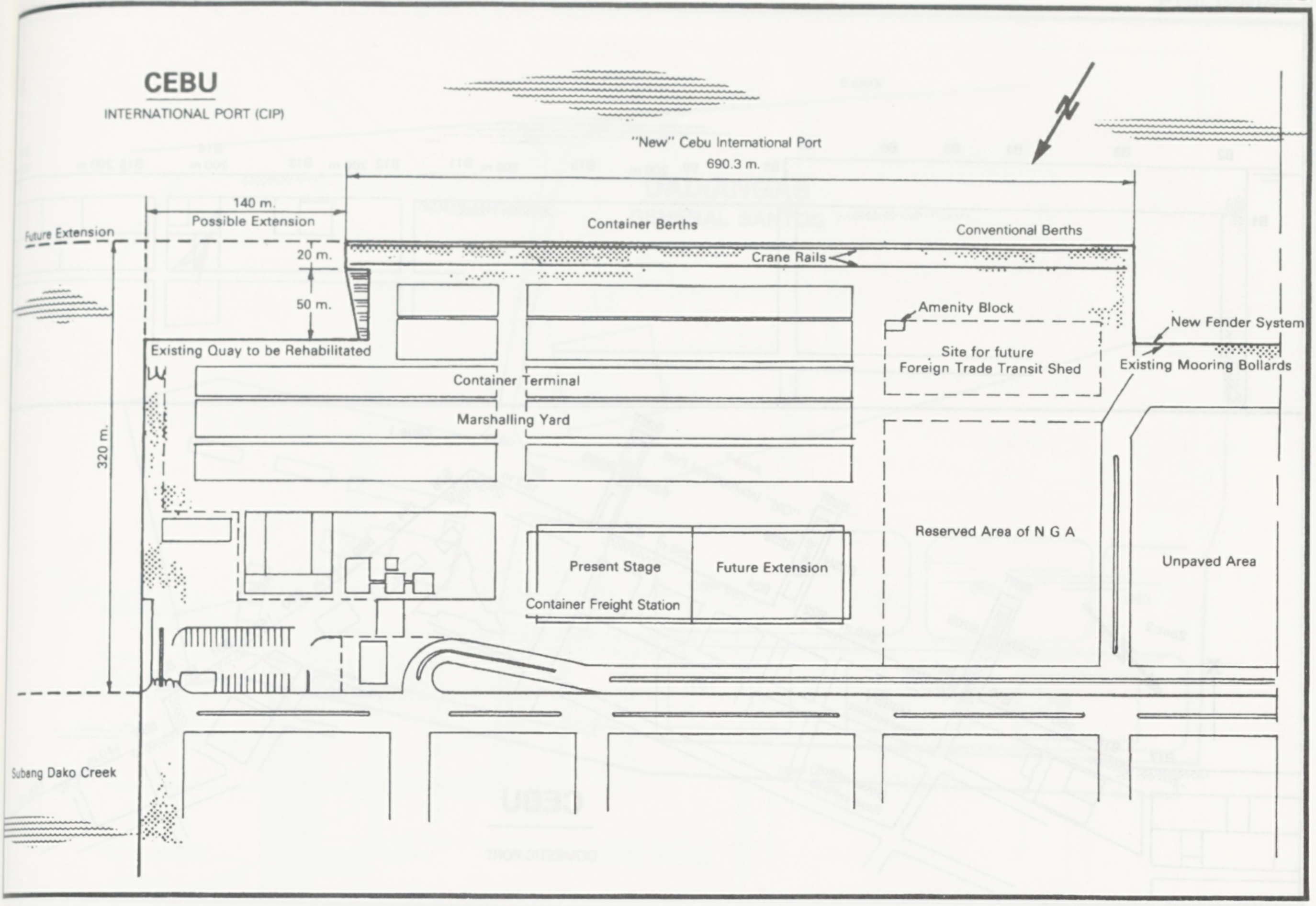
BATANGAS

DIMENSIONS IN METRES


32B
32
32A
64.00
20.00
Pier III
64.00
20.00
31B
31
31A
Slip D
12B
12
12A
116.00
20.00
Pier I
107.00
20.00
11B
11
11A
Slip C
24
23.00
20.00
23
23A
23B
12.00
93.00
Pier II
22A
22B
21
22
Slip B
47.00
Causeway
Slip A
150.00

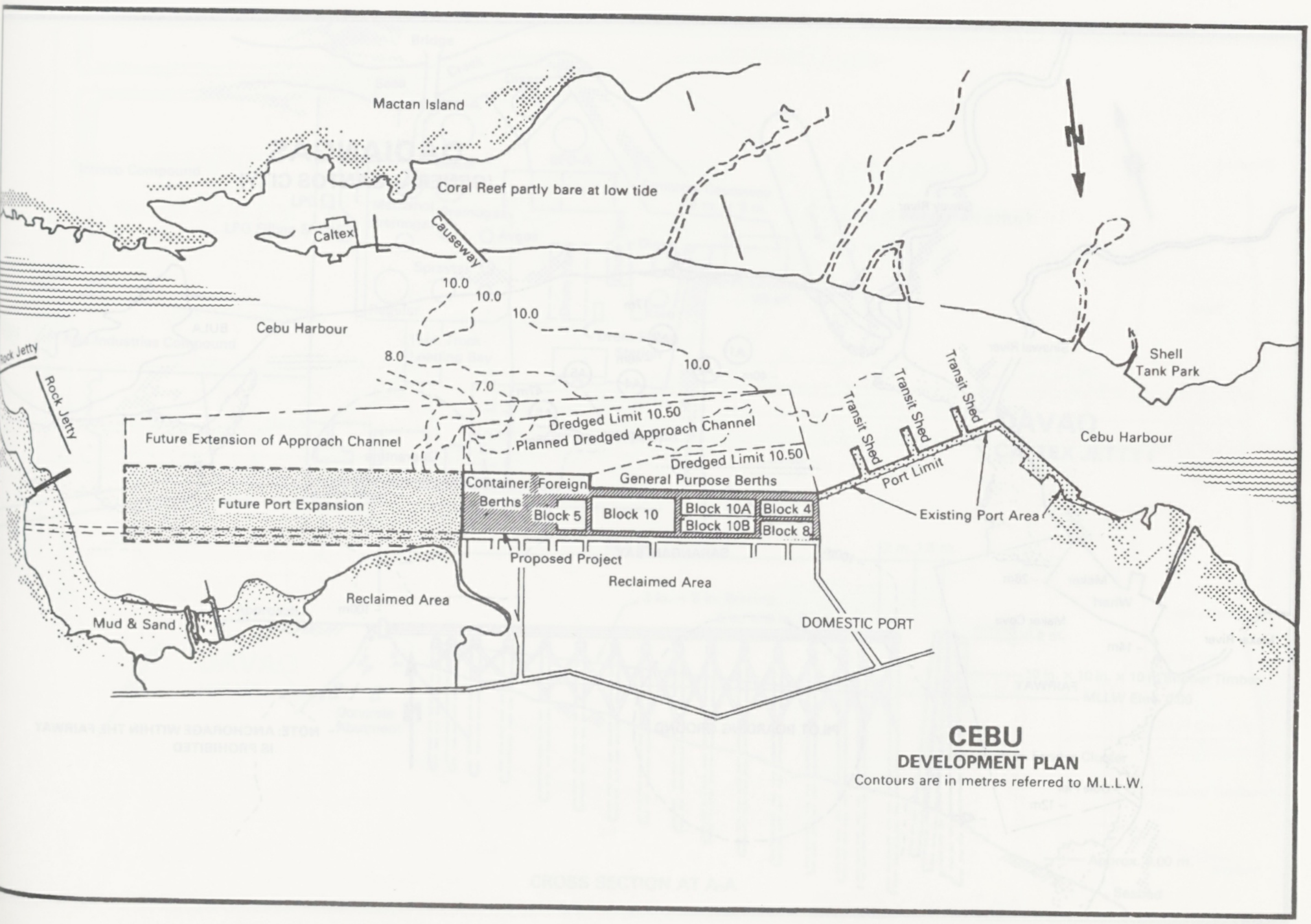

Camiguim Province
N
Municipal Ports
Private Ports
Balingoan Port
Indophil
Legaspi Oil
Gingoog Port
Agusan Del Norte Province
Mindanao Sea
Misamis Oriental Province
Phil Sinter Corp
Villanueva
Ferrocrome
Gracia Port
Tagoloan
Del Monte Phil Inc
Cag De Oro Oil
Cagayan De Oro Port
Aboitiz
Punta Silum Port
Bukidnon Province
CAGAYAN DE ORO
Jurisdiction
Lanao Del Norte Province


N
CAGAYAN DE ORO
MACAJALAR BAY
26 m.
260 m.
Customs
Tidal Creek
Proposed Passenger Terminal
Transit Shed No. 1
165 m.
415 m.
Transit Shed No. 2
Extension (Phase 2)
Open Transit Shed
Container Marshalling Yard
Unpaved Reclaimed Area
Open
Storage
Area
Storage Area
Existing Port Area
PPA Office
Site for Bulk Grain Storage
Container Freight Station
Parking Area
Parking Area
Fire Station
Bitan-ag Creek
Safety Zone
Oil Company Depot
Access Road
Control Gate
Proposed building for Customs
Coast Guard Office


CEBU

INTERNATIONAL PORT (CIP)

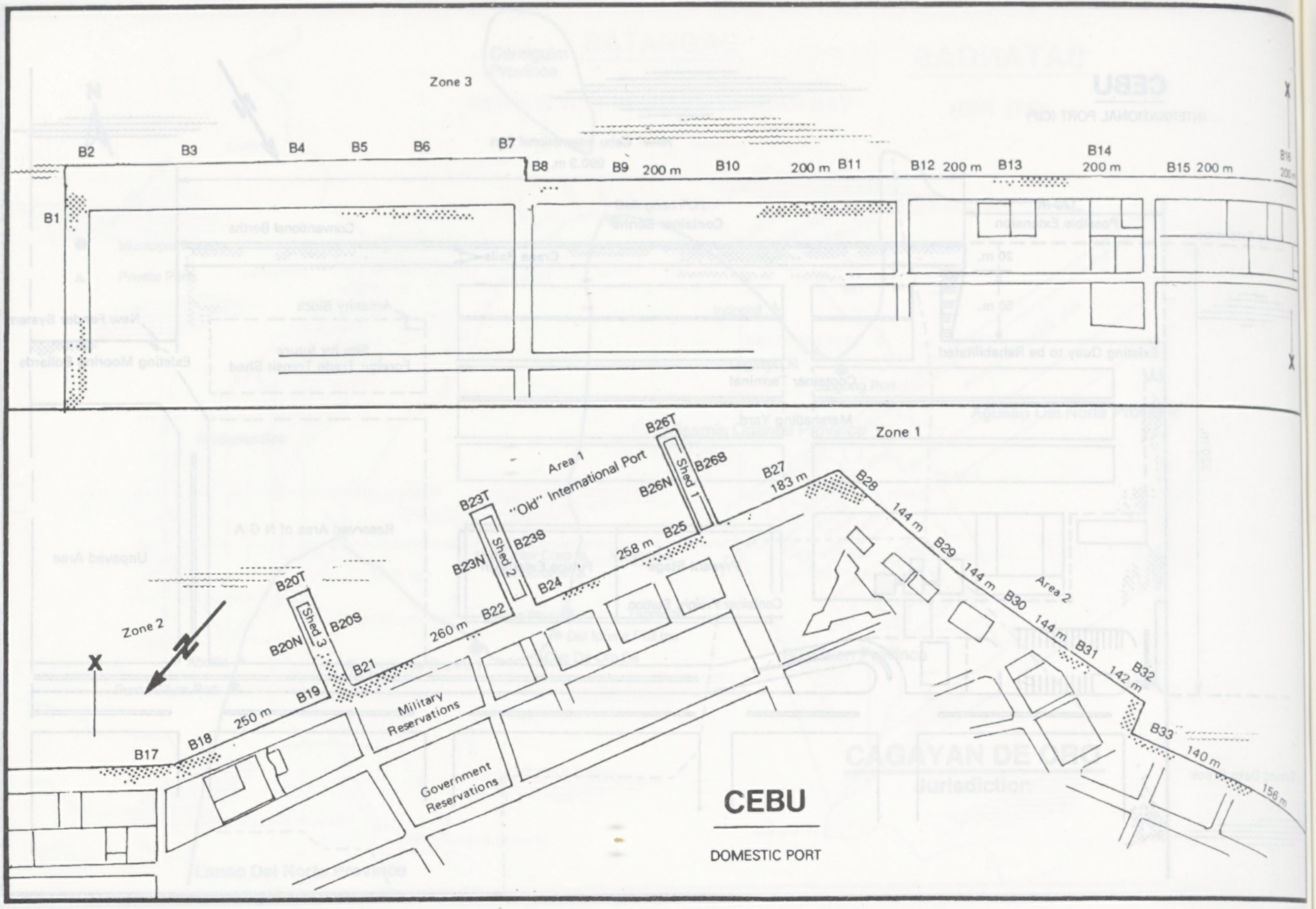
"New" Cebu International Port
690.3 m.
140 m.
Possible Extension
Future Extension
Container Berths
Conventional Berths
20 m.
Crane Rails
50 m.
Amenity Block
New Fender System
Existing Quay to be Rehabilitated
Site for future
Foreign Trade Transit Shed
Existing Mooring Bollards
Container Terminal
Marshalling Yard
320 m.
Reserved Area of N G A
Unpaved Area
Present Stage
Future Extension
Container Freight Station
Subang Dako Creek
N

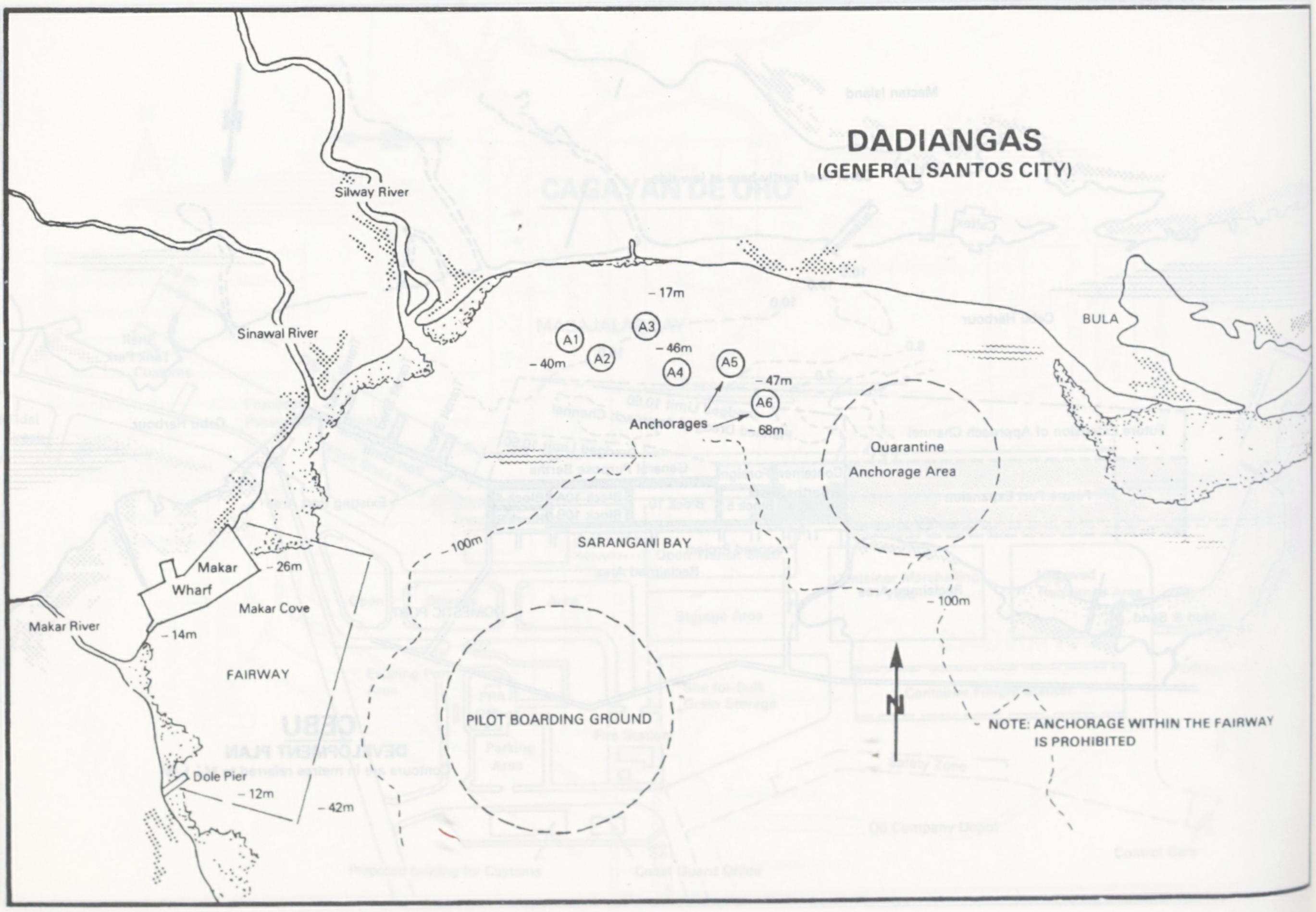

CEBU

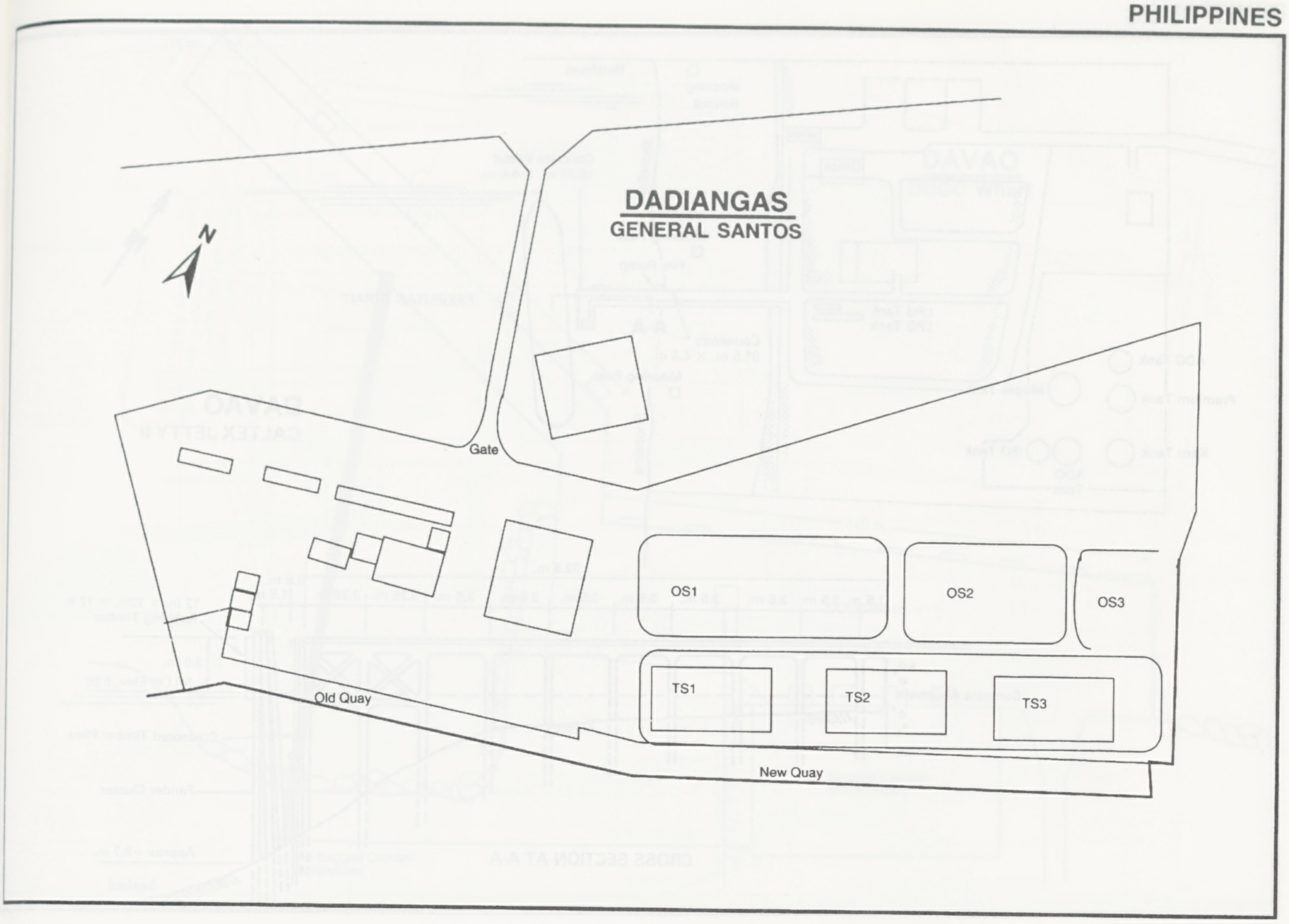
DEVELOPMENT PLAN

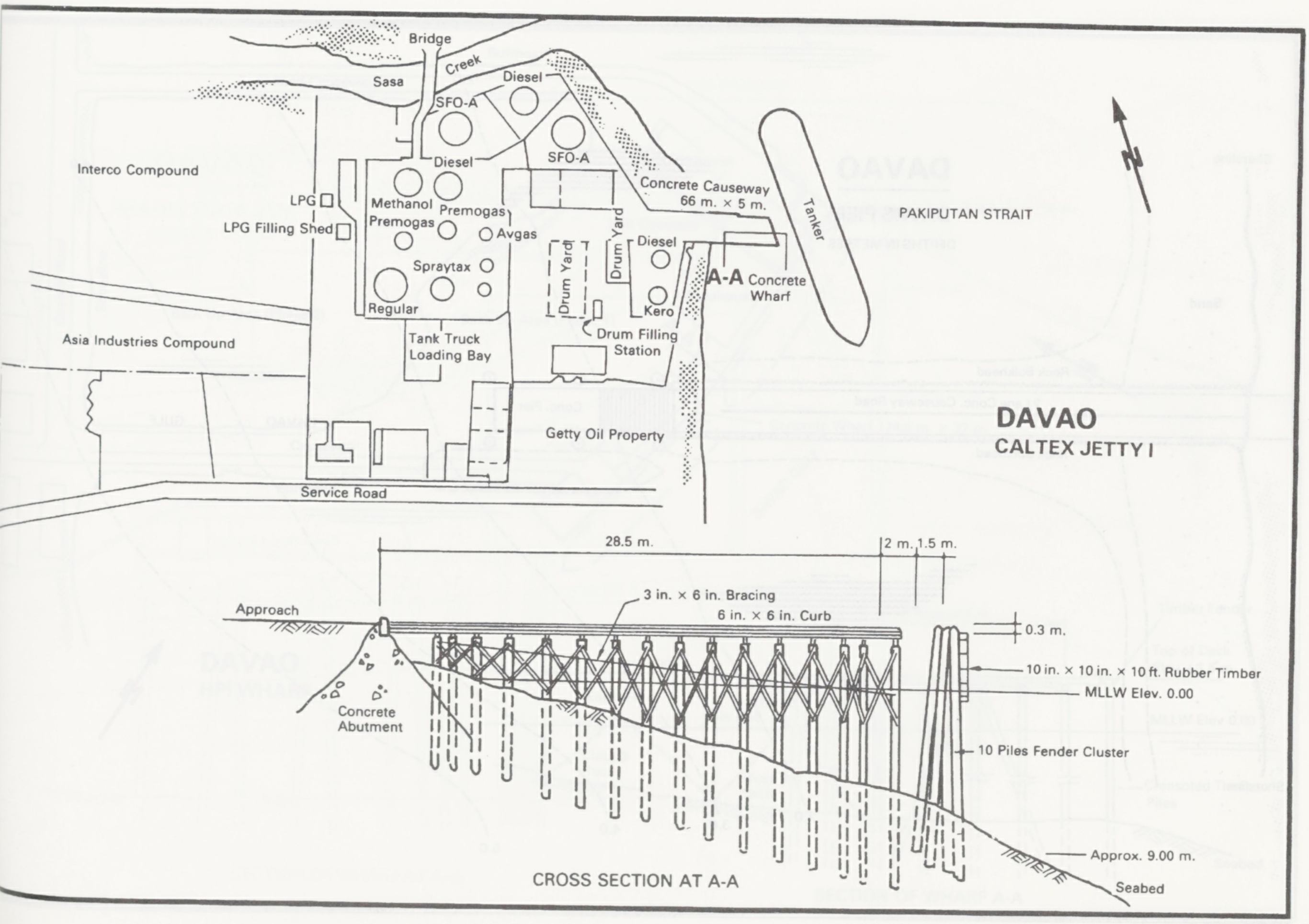
Contours are in metres referred to M.L.L.W.

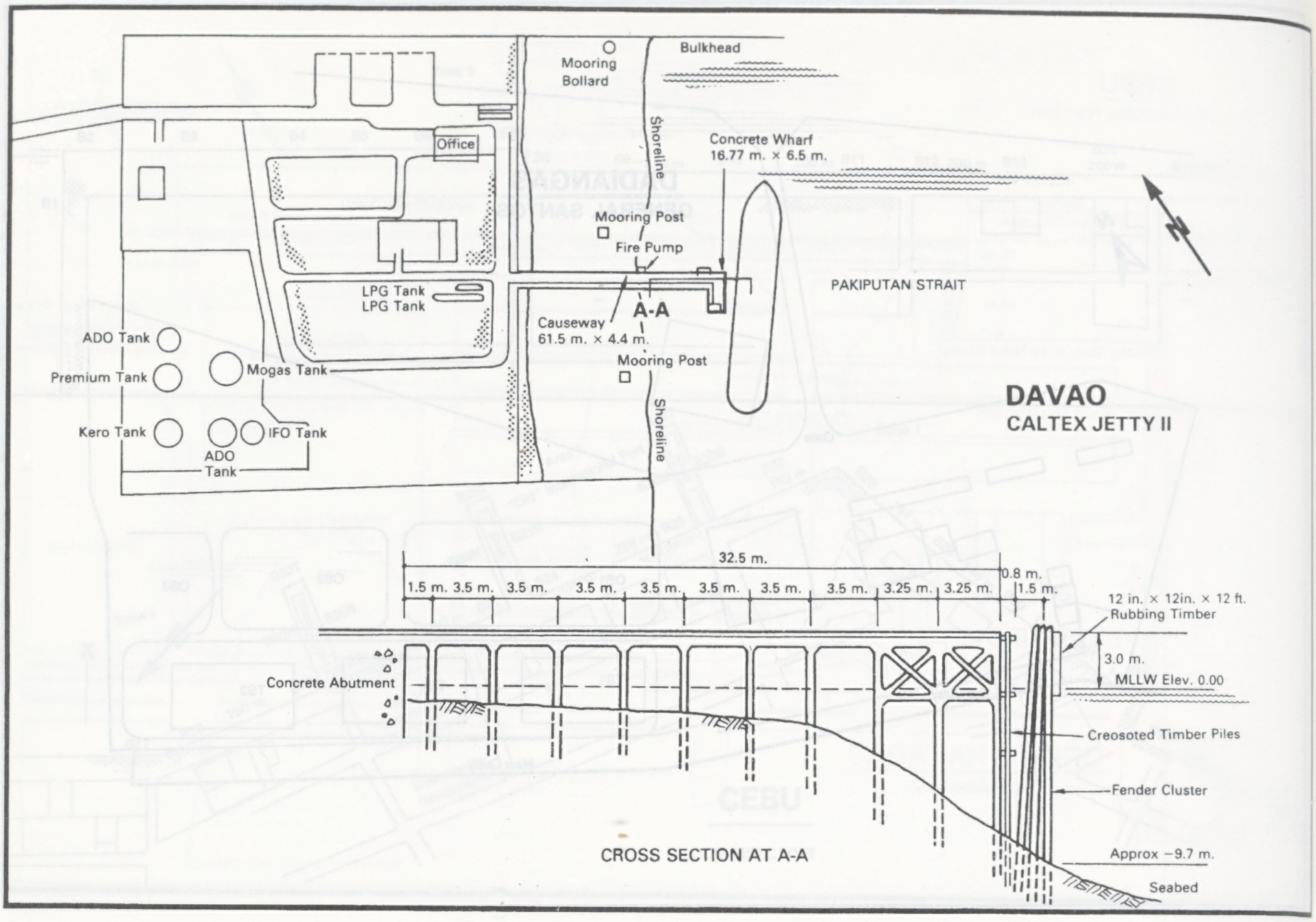
Mactan Island
Coral Reef partly bare at low tide
Caltex
Causeway
10.0
10.0
10.0
Cebu Harbour
8.0
10.0
7.0
Shell
Tank Park
Rock Jetty
Rock Jetty
Dredged Limit 10.50
Planned Dredged Approach Channel
Future Extension of Approach Channel
Dredged Limit 10.50
Transit Shed
Transit Shed
Transit Shed
Cebu Harbour
Port Limit
Container Berths
Foreign
General Purpose Berths
Future Port Expansion
Block 5
Block 10
Block 10A
Block 10B
Block 4
Block 8
Existing Port Area
Proposed Project
Reclaimed Area
Reclaimed Area
Mud & Sand
DOMESTIC PORT
N

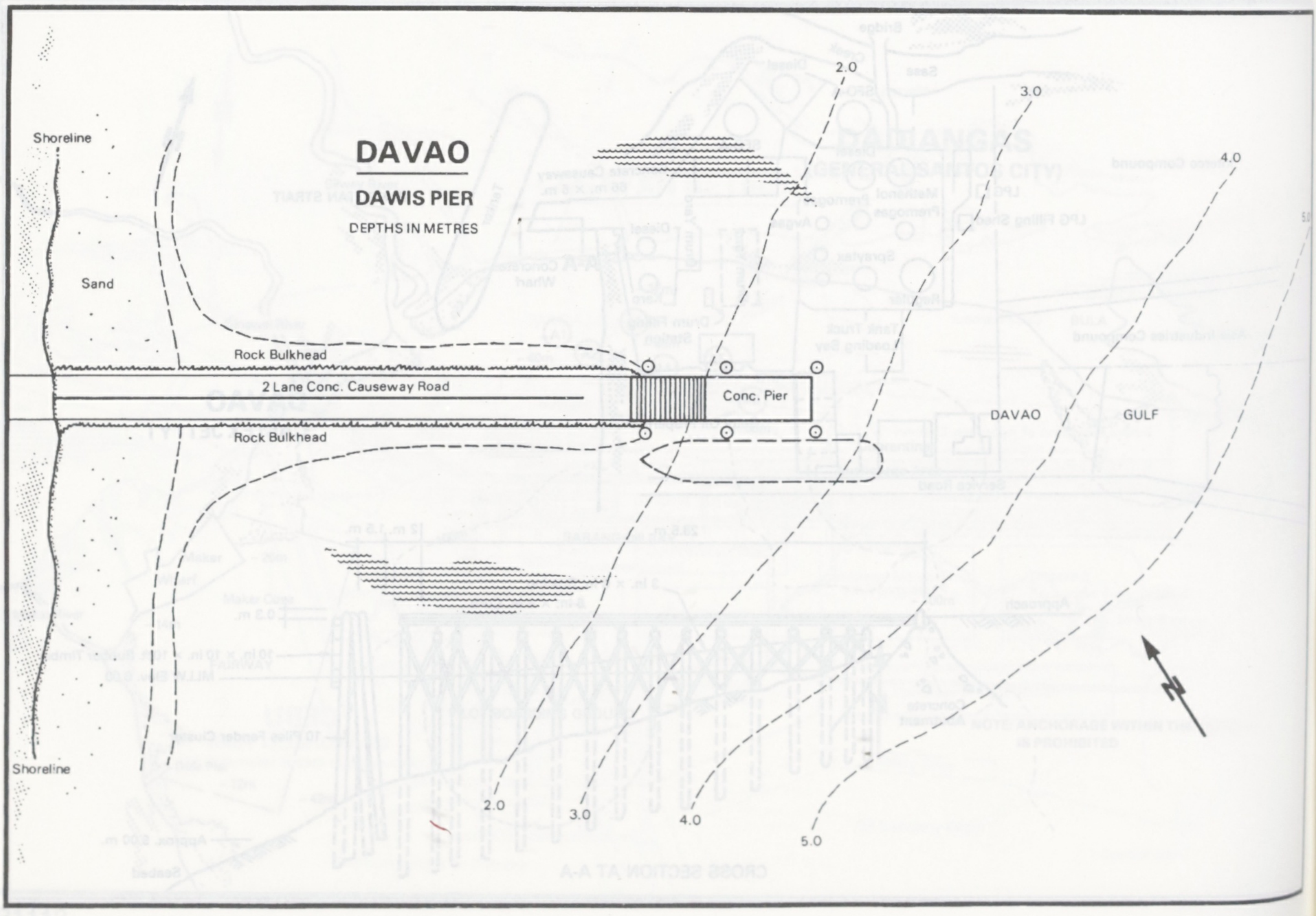

Zone 3
B2
B3
B4
B5
B6
B7
B8
B9 200 m
B10
200 m B11
B12 200 m
B13
B14
200 m
B15 200 m
B16
200 m
B1
X
X
Zone 1
B26T
Shed 1
B26S
B26N
B27
183 m
B28
144 m
B29
144 m
B30
Area 2
144 m
B31
142 m
B32
B33
140 m
156 m
Area 1
"Old" International Port
B23T
Shed 2
B23S
B23N
B24
258 m
B25
B20T
Shed 3
B20S
B20N
Zone 2
X
260 m
B22
B21
B19
Military Reservations
250 m
B18
B17
Government Reservations
CEBU
DOMESTIC PORT

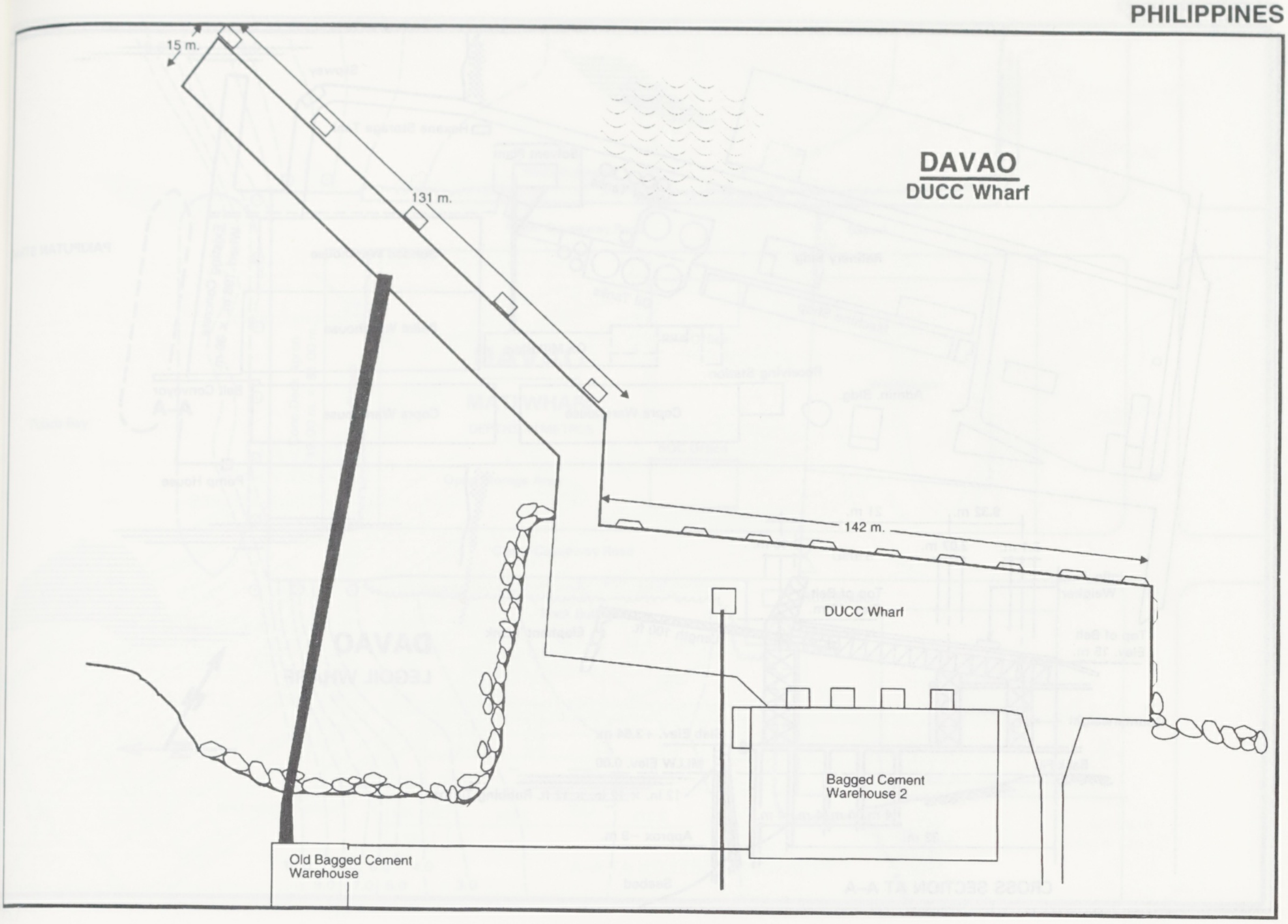

DADIANGAS
(GENERAL SANTOS CITY)
Silway River
Sinawal River
– 17m
A1
A3
A2
– 40m
– 46m
A4
A5
47m
A6
Anchorages
– 68m
BULA
Quarantine
Anchorage Area
– 100m
SARANGANI BAY
– 100m
Makar
Wharf
– 26m
Makar Cove
Makar River
– 14m
FAIRWAY
PILOT BOARDING GROUND
N
NOTE: ANCHORAGE WITHIN THE FAIRWAY IS PROHIBITED
Dole Pier
– 12m
– 42m

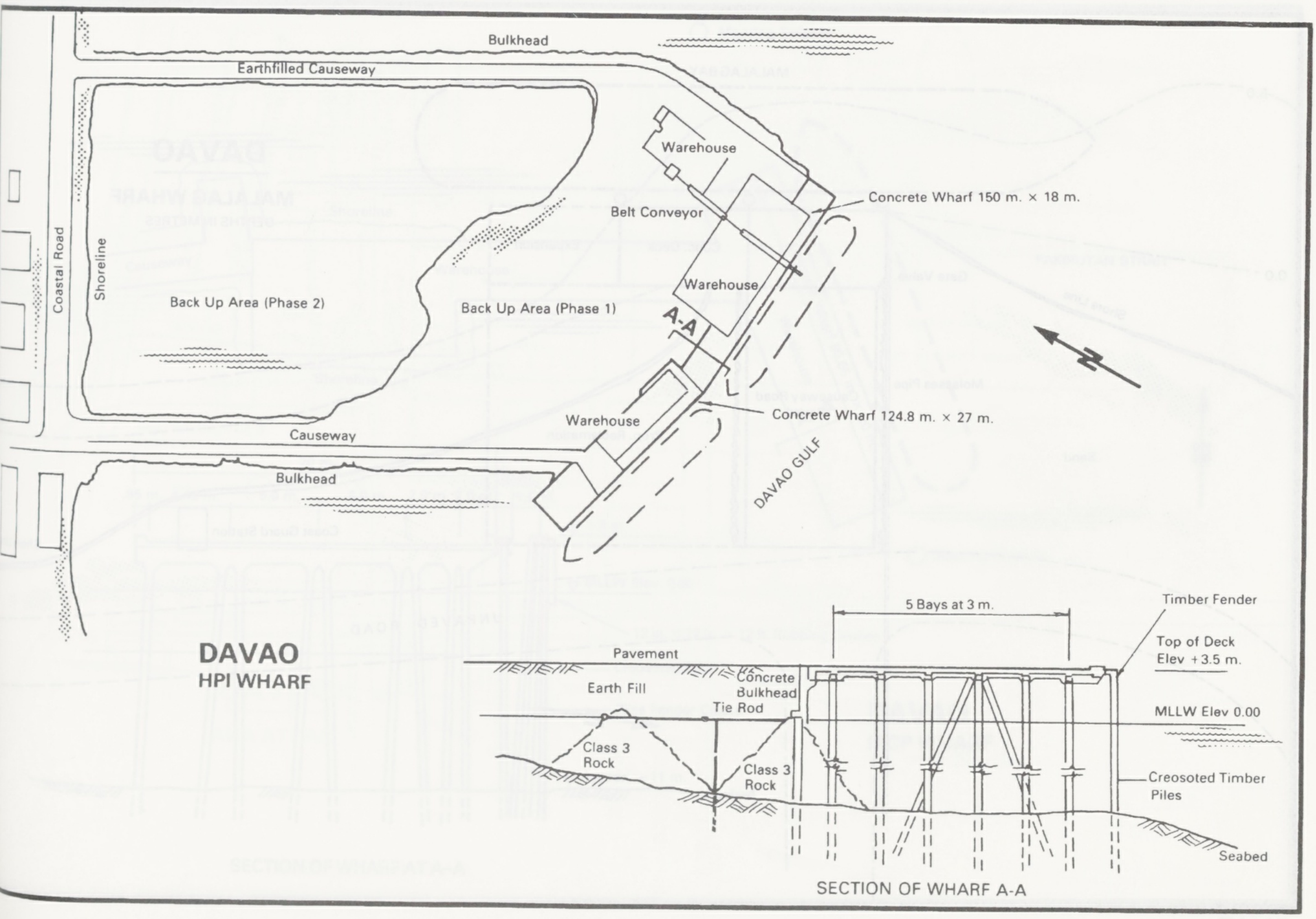

DADIANGAS
GENERAL SANTOS
N
Gate
Old Quay
New Quay
OS1
OS2
OS3
TS1
TS2
TS3

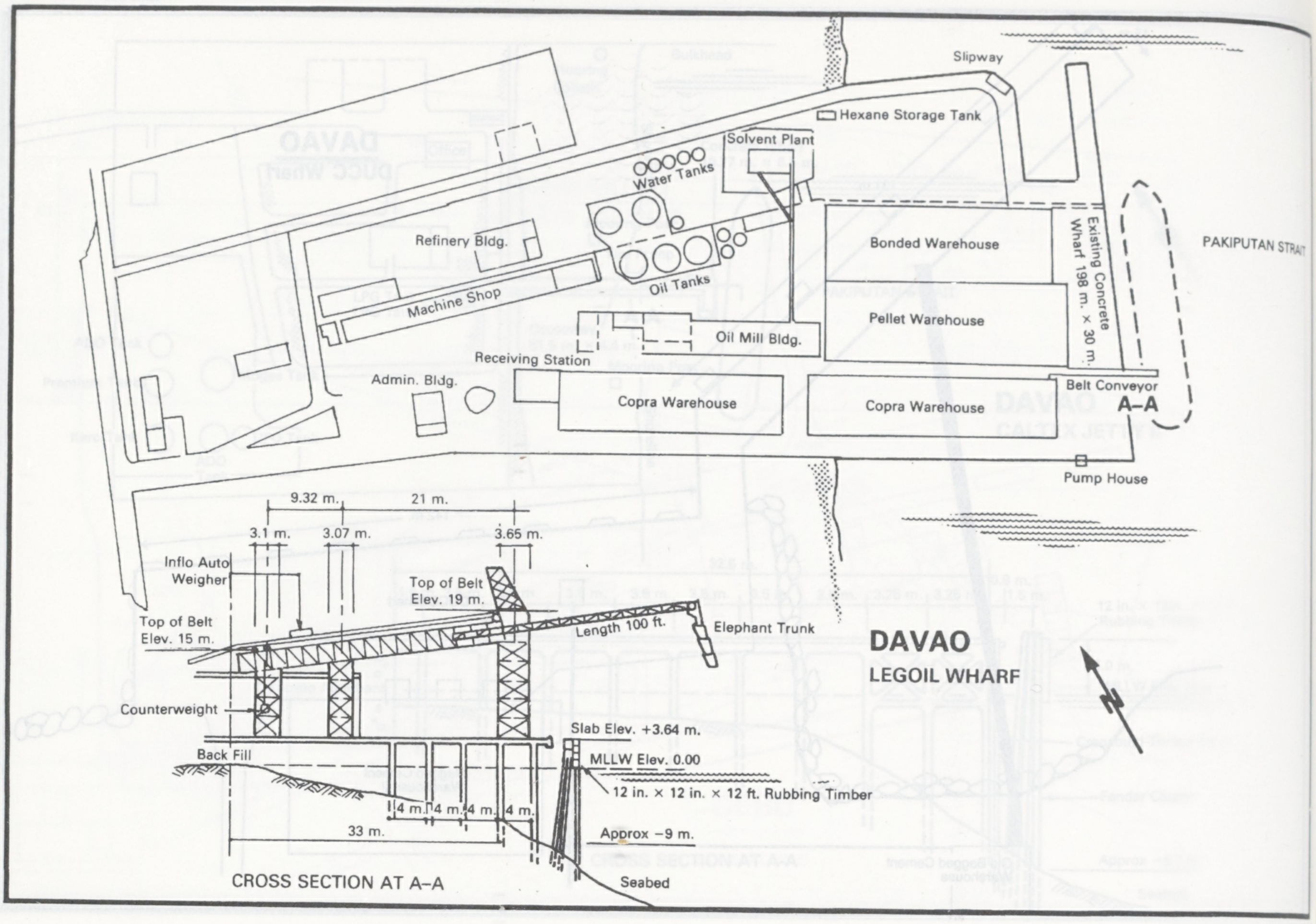

Bridge
Sasa
Creek
Diesel
SFO-A
SFO-A
Diesel
Interco Compound
LPG
LPG Filling Shed
Methanol
Premogas
Premogas
Avgas
Spraytax
Regular
Drum Yard
Drum Yard
Diesel
Kero
Concrete Causeway
66 m. × 5 m.
Tanker
PAKIPUTAN STRAIT
N
A-A
Concrete
Wharf
Drum Filling
Station
Tank Truck
Loading Bay
Asia Industries Compound
Getty Oil Property
Service Road
DAVAO
CALTEX JETTY I
28.5 m.
2 m.
1.5 m.
3 in. × 6 in. Bracing
6 in. × 6 in. Curb
Approach
0.3 m.
10 in. × 10 in. × 10 ft. Rubber Timber
MLLW Elev. 0.00
Concrete
Abutment
10 Piles Fender Cluster
Approx. 9.00 m.
Seabed
CROSS SECTION AT A-A

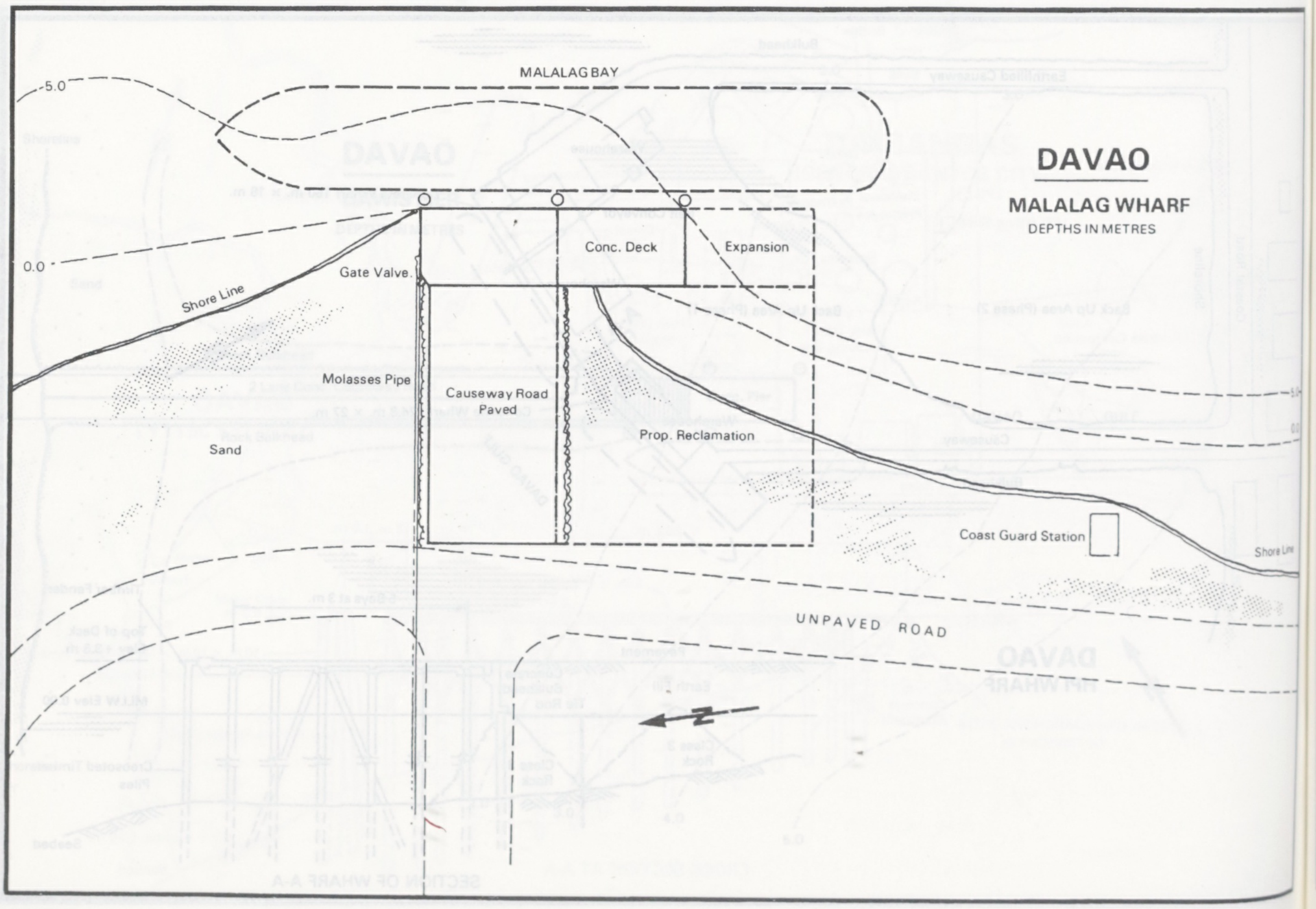

Mooring Bollard
Bulkhead
Shoreline
Concrete Wharf
16.77 m. × 6.5 m.
Office
Mooring Post
Fire Pump
LPG Tank
LPG Tank
A-A
Causeway
61.5 m. × 4.4 m.
Mooring Post
ADO Tank
Premium Tank
Mogas Tank
Kero Tank
IFO Tank
ADO
Tank
Shoreline
PAKIPUTAN STRAIT
N
DAVAO
CALTEX JETTY II
32.5 m.
0.8 m.
1.5 m.
3.5 m.
3.5 m.
3.5 m.
3.5 m.
3.5 m.
3.5 m.
3.5 m.
3.25 m.
3.25 m.
1.5 m.
12 in. × 12in. × 12 ft.
Rubbing Timber
3.0 m.
MLLW Elev. 0.00
Concrete Abutment
Creosoted Timber Piles
Fender Cluster
CROSS SECTION AT A-A
Approx −9.7 m.
Seabed

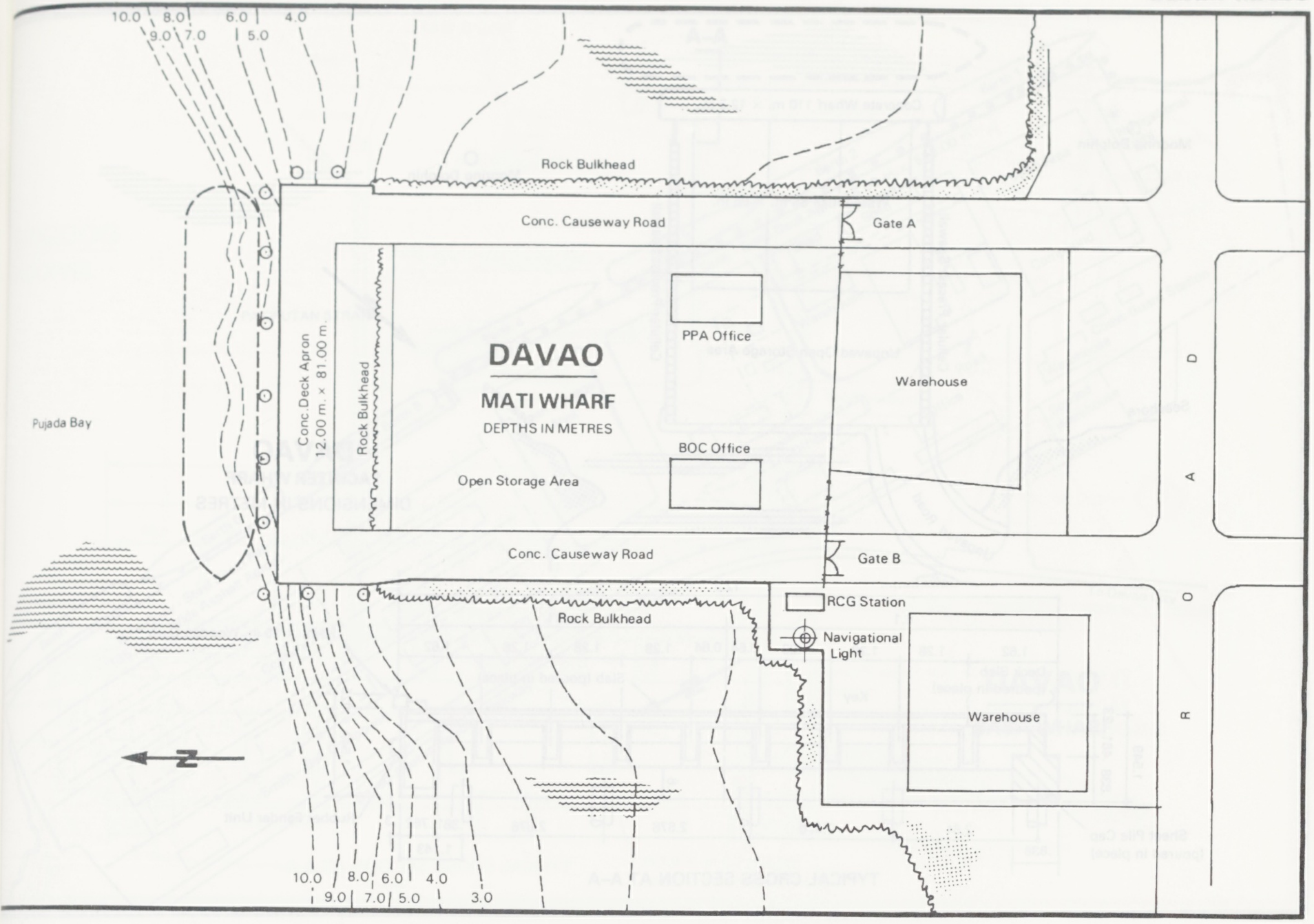

Shoreline
DAVAO
DAWIS PIER
DEPTHS IN METRES
Sand
Rock Bulkhead
2 Lane Conc. Causeway Road
Conc. Pier
Rock Bulkhead
DAVAO
GULF
N
2.0
3.0
4.0
2.0
3.0
4.0
5.0
Shoreline

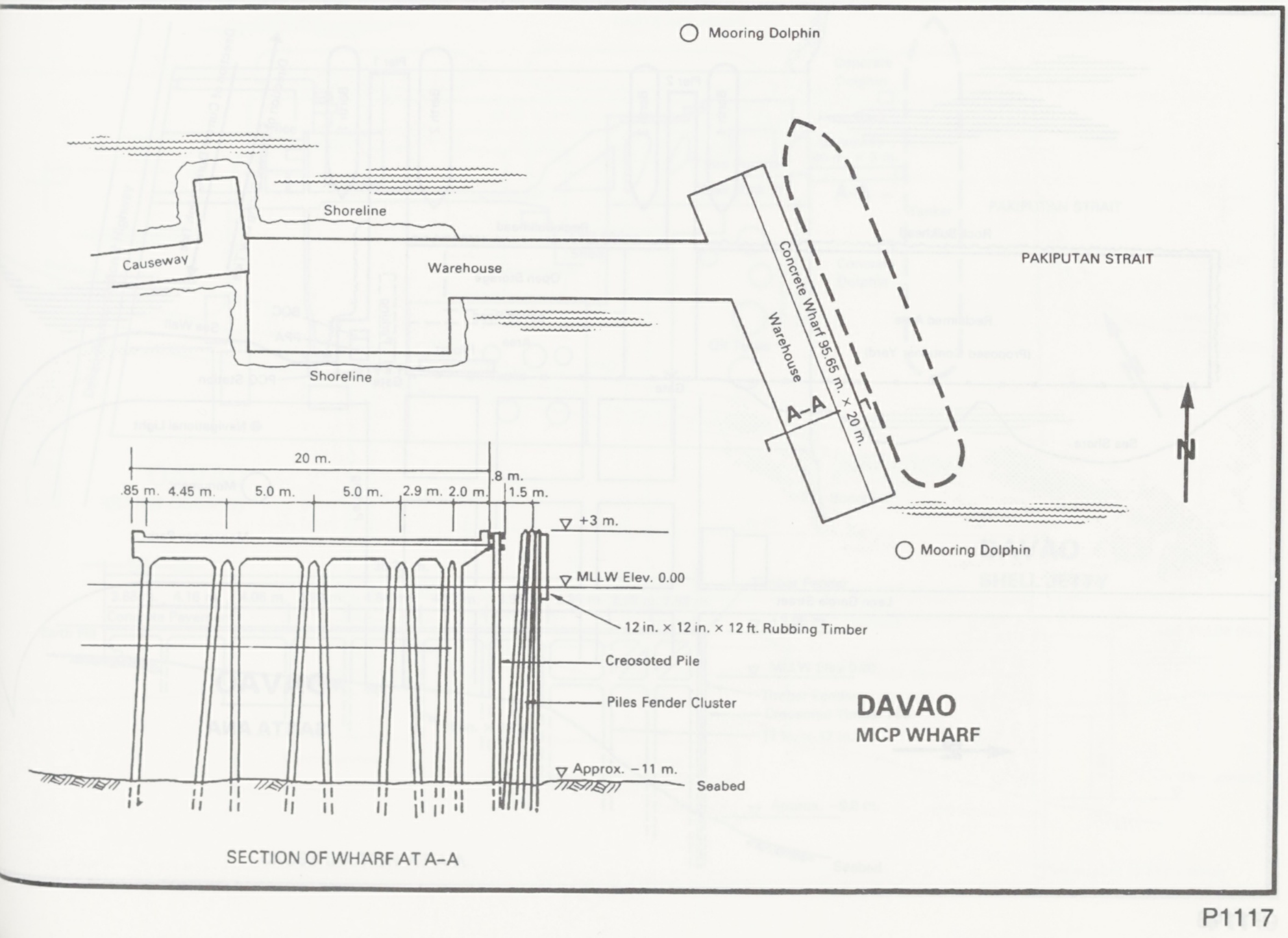

DAVAO
DUCC Wharf
15 m.
131 m.
142 m.
DUCC Wharf
Bagged Cement Warehouse 2
Old Bagged Cement Warehouse

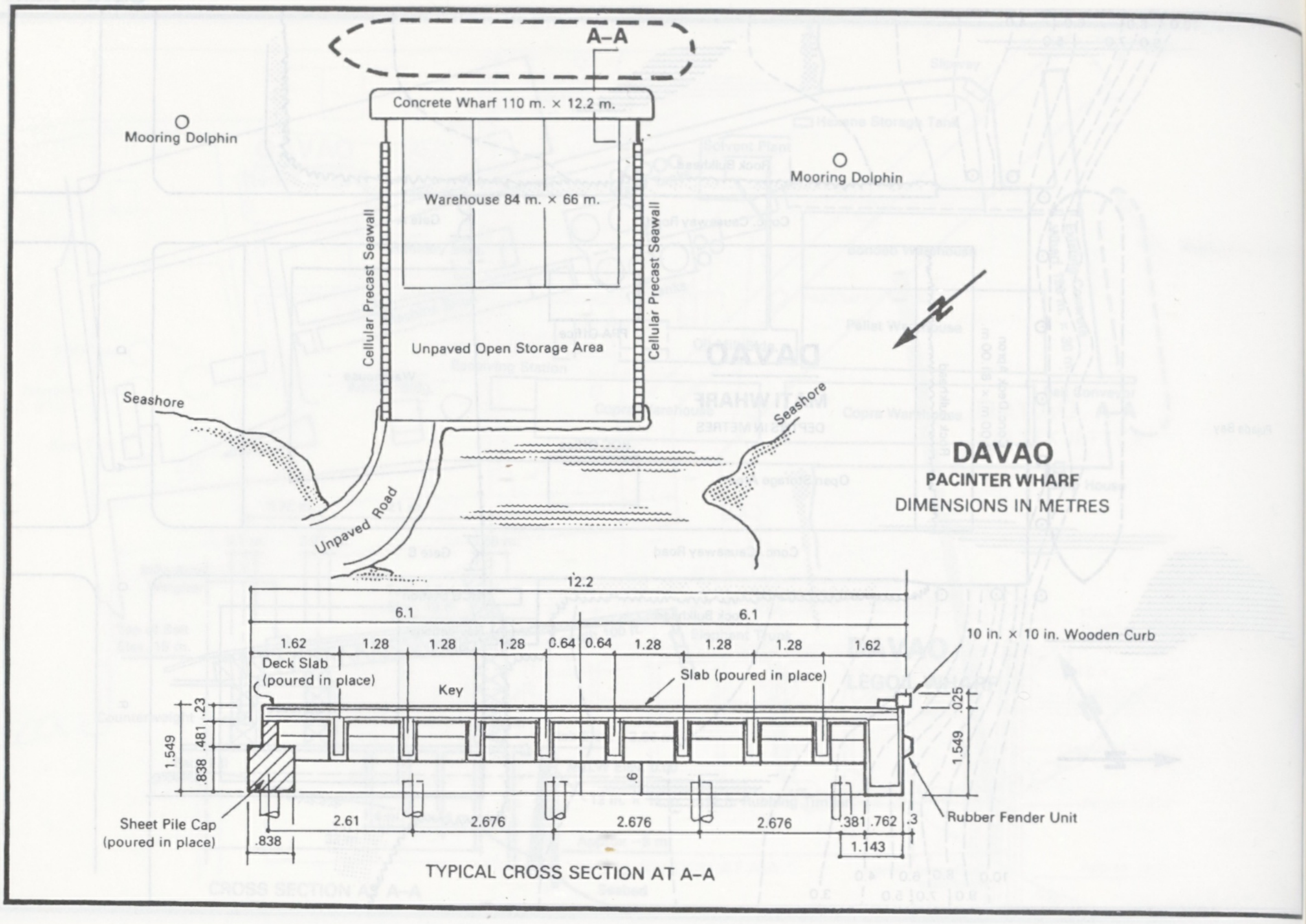

Bulkhead
Earthfilled Causeway
Coastal Road
Shoreline
Back Up Area (Phase 2)
Back Up Area (Phase 1)
Warehouse
Belt Conveyor
Warehouse
Concrete Wharf 150 m. × 18 m.
A-A
Warehouse
Concrete Wharf 124.8 m. × 27 m.
Causeway
Bulkhead
DAVAO GULF
DAVAO
HPI WHARF
5 Bays at 3 m.
Timber Fender
Top of Deck Elev +3.5 m.
Pavement
Concrete Bulkhead
Earth Fill
Tie Rod
MLLW Elev 0.00
Class 3 Rock
Class 3 Rock
Creosoted Timber Piles
Seabed
SECTION OF WHARF A-A

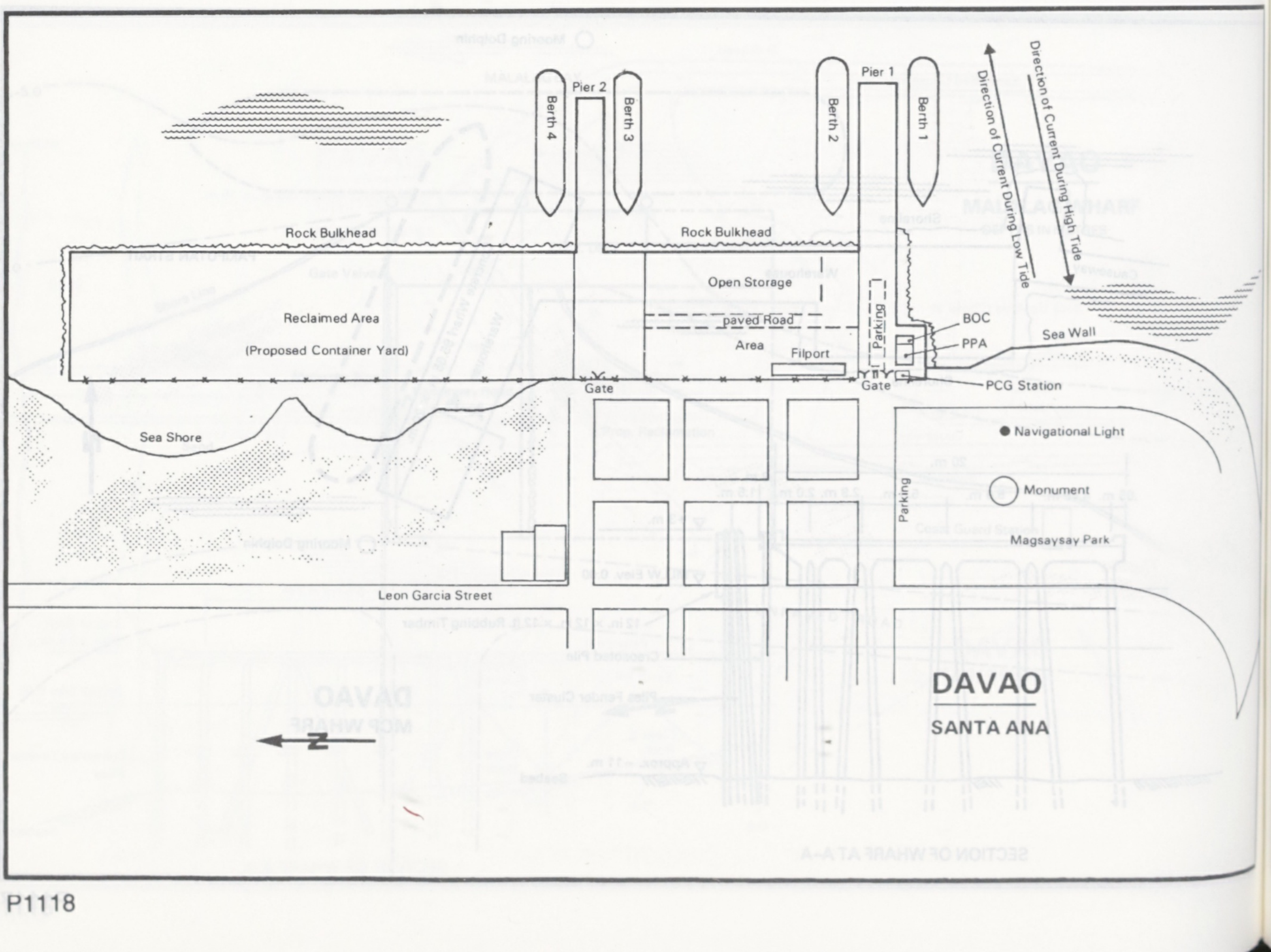

Slipway
Hexane Storage Tank
Solvent Plant
Water Tanks
Refinery Bldg.
Oil Tanks
Machine Shop
Oil Mill Bldg.
Receiving Station
Admin. Bldg.
Copra Warehouse
Copra Warehouse
Bonded Warehouse
Pellet Warehouse
Existing Concrete Wharf 198 m. × 30 m.
PAKIPUTAN STRAIT
Belt Conveyor
A–A
Pump House
9.32 m.
21 m.
3.1 m.
3.07 m.
3.65 m.
Inflo Auto Weigher
Top of Belt Elev. 19 m.
Top of Belt Elev. 15 m.
Length 100 ft.
Elephant Trunk
Counterweight
Slab Elev. +3.64 m.
Back Fill
MLLW Elev. 0.00
12 in. × 12 in. × 12 ft. Rubbing Timber
4 m.
4 m.
4 m.
4 m.
33 m.
Approx −9 m.
CROSS SECTION AT A–A
Seabed
DAVAO
LEGOIL WHARF
N

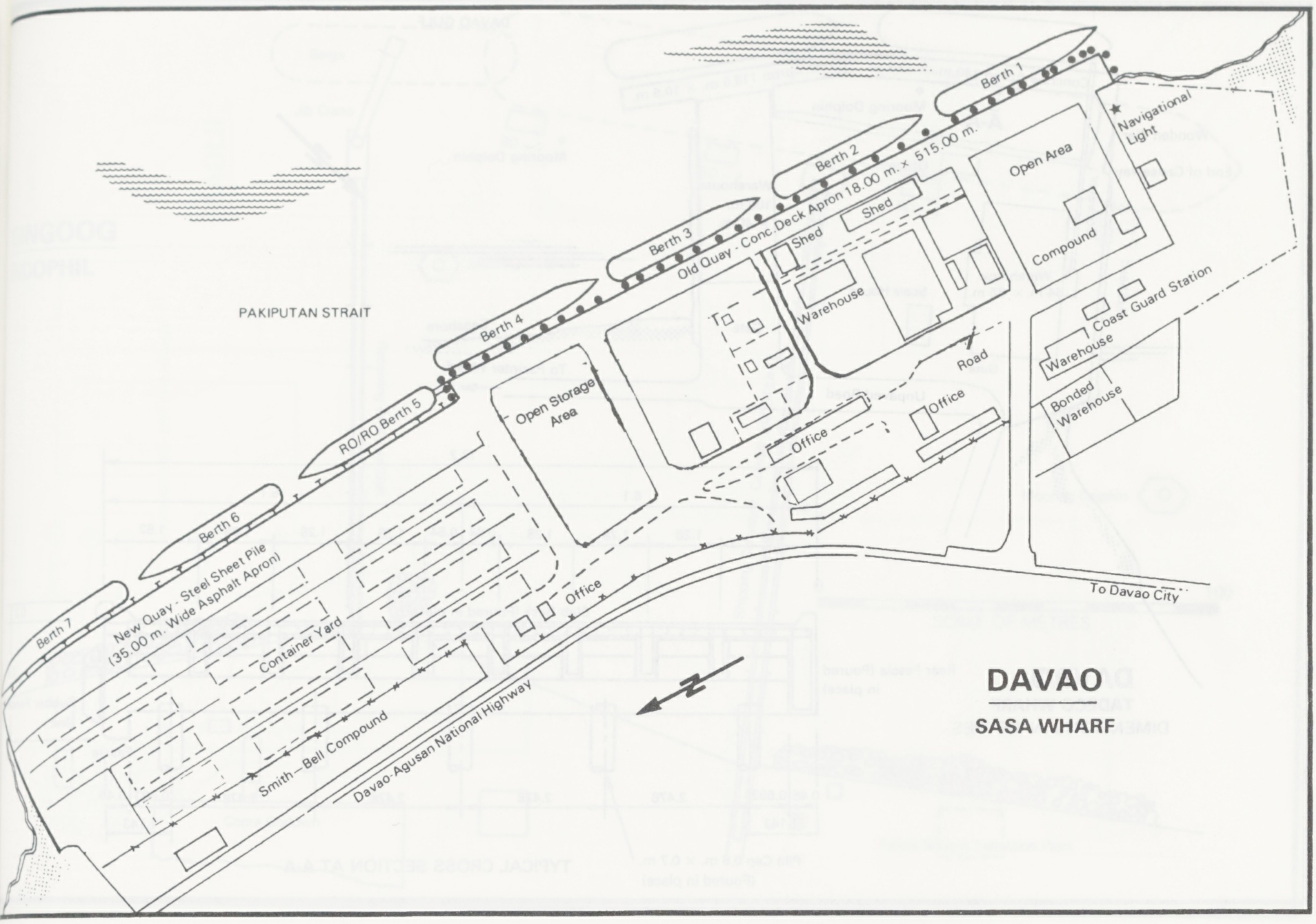

MALALAG BAY
-5.0
0.0
DAVAO
MALALAG WHARF
DEPTHS IN METRES
Conc. Deck
Expansion
Gate Valve.
Shore Line
Molasses Pipe
Causeway Road Paved
Prop. Reclamation
Sand
Coast Guard Station
Shore Line
UNPAVED ROAD
N


10.0
8.0
6.0
4.0
9.0
7.0
5.0
Rock Bulkhead
Conc. Causeway Road
Gate A
PPA Office
Warehouse
D
Pujada Bay
Conc. Deck Apron
12.00 m. × 81.00 m.
Rock Bulkhead
DAVAO
MATI WHARF
DEPTHS IN METRES
BOC Office
Open Storage Area
A
Conc. Causeway Road
Gate B
O
RCG Station
Rock Bulkhead
Navigational Light
Warehouse
R
N
10.0
8.0
6.0
4.0
9.0
7.0
5.0
3.0


Mooring Dolphin
Shoreline
Causeway
Warehouse
Shoreline
Concrete Wharf 95.65 m. × 20 m.
Warehouse
A–A
PAKIPUTAN STRAIT
N
Mooring Dolphin
20 m.
.8 m.
.85 m.
4.45 m.
5.0 m.
5.0 m.
2.9 m.
2.0 m.
1.5 m.
+3 m.
MLLW Elev. 0.00
12 in. × 12 in. × 12 ft. Rubbing Timber
Creosoted Pile
Piles Fender Cluster
Approx. –11 m.
Seabed
DAVAO
MCP WHARF
SECTION OF WHARF AT A–A

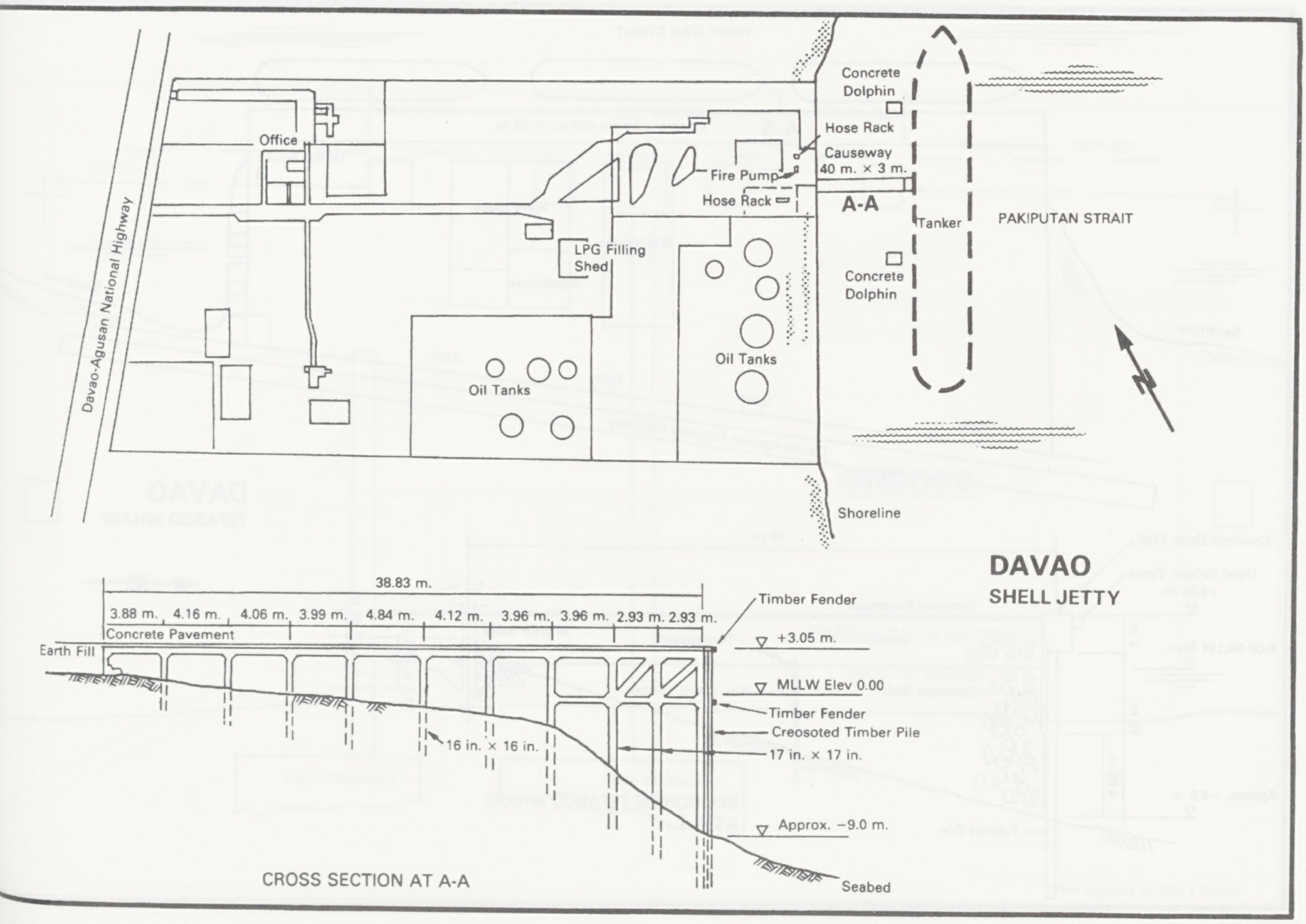

A–A
Concrete Wharf 110 m. × 12.2 m.
Mooring Dolphin
Mooring Dolphin
Warehouse 84 m. × 66 m.
Cellular Precast Seawall
Cellular Precast Seawall
Unpaved Open Storage Area
Seashore
Seashore
Unpaved Road
DAVAO
PACINTER WHARF
DIMENSIONS IN METRES
12.2
6.1
6.1
1.62
1.28
1.28
1.28
0.64
0.64
1.28
1.28
1.28
1.62
10 in. × 10 in. Wooden Curb
Deck Slab (poured in place)
Key
Slab (poured in place)
.23
.481
.838
1.549
.025
1.549
6
Sheet Pile Cap (poured in place)
2.61
2.676
2.676
2.676
.381
.762
.3
1.143
.838
Rubber Fender Unit
TYPICAL CROSS SECTION AT A–A


Pier 2
Berth 4
Berth 3
Pier 1
Berth 2
Berth 1
Direction of Current During Low Tide
Direction of Current During High Tide
Rock Bulkhead
Rock Bulkhead
Open Storage
Reclaimed Area
(Proposed Container Yard)
paved Road
Area
Filport
Parking
BOC
PPA
Sea Wall
Gate
Gate
PCG Station
Sea Shore
Navigational Light
Parking
Monument
Magsaysay Park
Leon Garcia Street
DAVAO
SANTA ANA
N


PAKIPUTAN STRAIT
Berth 1
Berth 2
Berth 3
Berth 4
RO/RO Berth 5
Berth 6
Berth 7
Navigational Light
Old Quay - Conc. Deck Apron 18.00 m. × 515.00 m.
New Quay - Steel Sheet Pile (35.00 m. Wide Asphalt Apron)
Open Area
Shed
Shed
Compound
Warehouse
Coast Guard Station
Warehouse
Bonded Warehouse
Road
Office
Office
Office
Open Storage Area
Container Yard
Smith—Bell Compound
Davao-Agusan National Highway
To Davao City
N

DAVAO

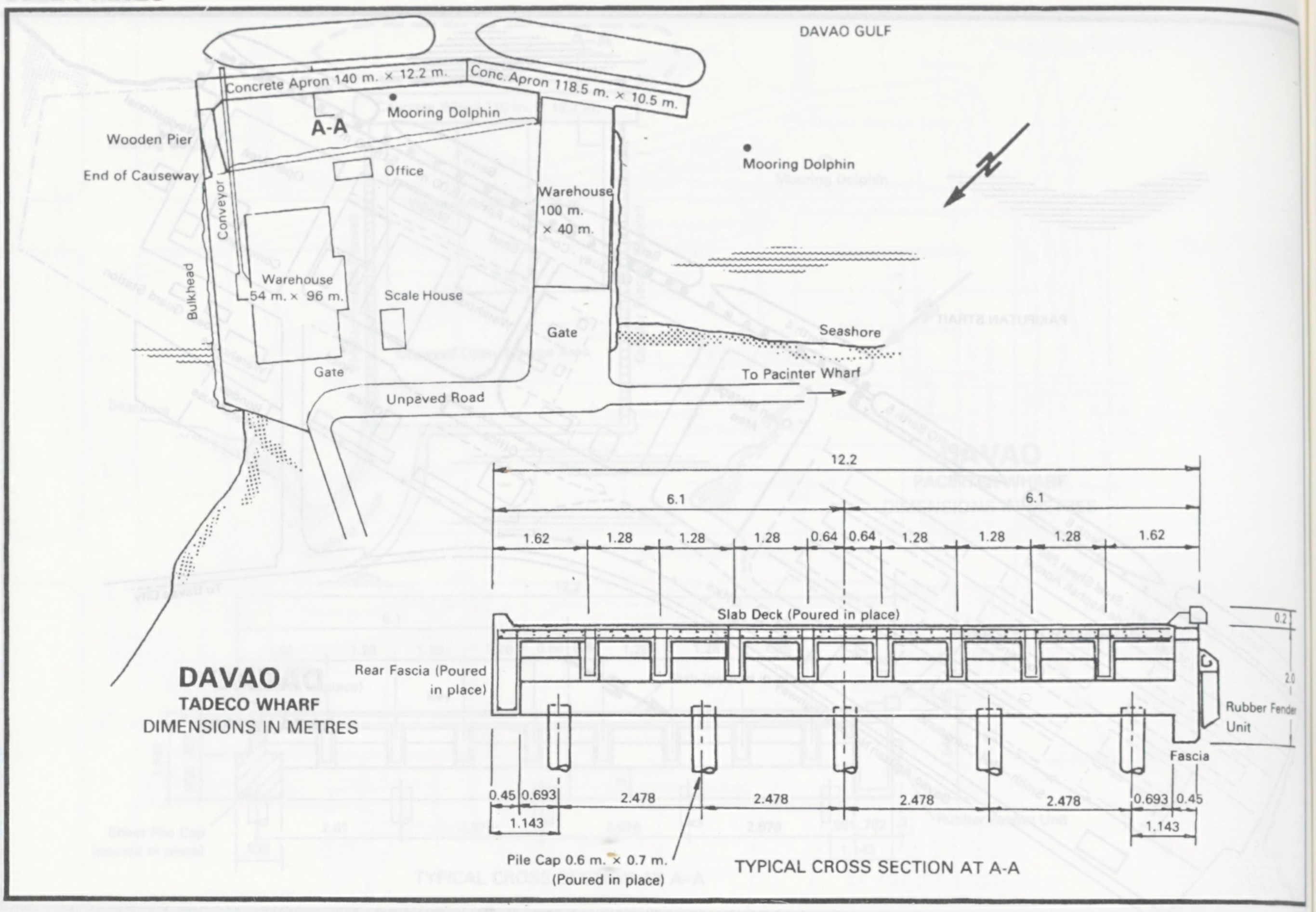
SASA WHARF


Office
Davao-Agusan National Highway
LPG Filling Shed
Oil Tanks
Oil Tanks
Fire Pump
Hose Rack
Hose Rack
Causeway 40 m. × 3 m.
Concrete Dolphin
Concrete Dolphin
A-A
Tanker
PAKIPUTAN STRAIT
Shoreline
N
38.83 m.
3.88 m.
4.16 m.
4.06 m.
3.99 m.
4.84 m.
4.12 m.
3.96 m.
3.96 m.
2.93 m.
2.93 m.
Concrete Pavement
Earth Fill
Timber Fender
+3.05 m.
MLLW Elev 0.00
Timber Fender
Creosoted Timber Pile
17 in. × 17 in.
16 in. × 16 in.
Approx. −9.0 m.
Seabed

CROSS SECTION AT A-A

DAVAO

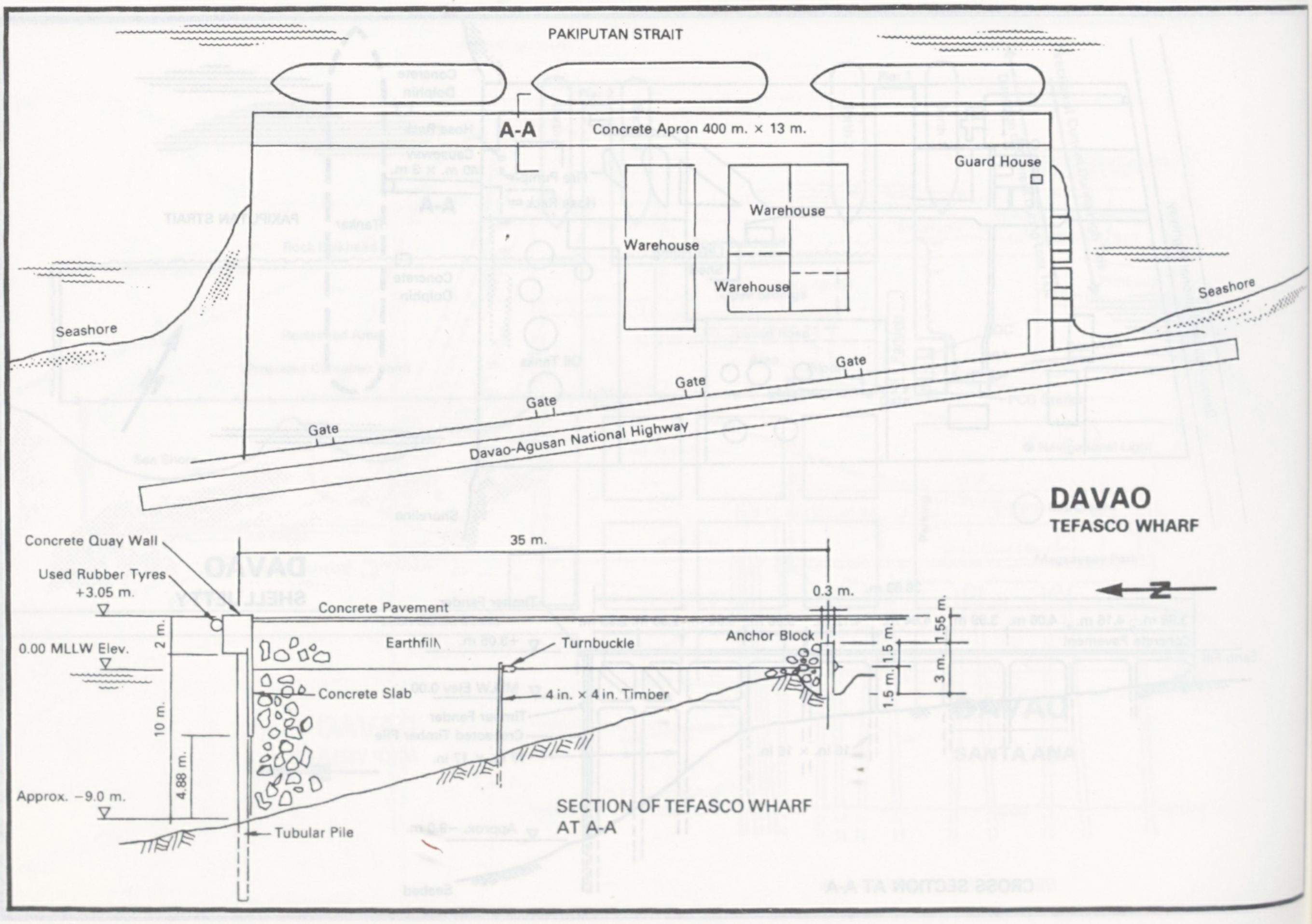
SHELL JETTY



DAVAO
TADECO WHARF
DIMENSIONS IN METRES

TYPICAL CROSS SECTION AT A-A

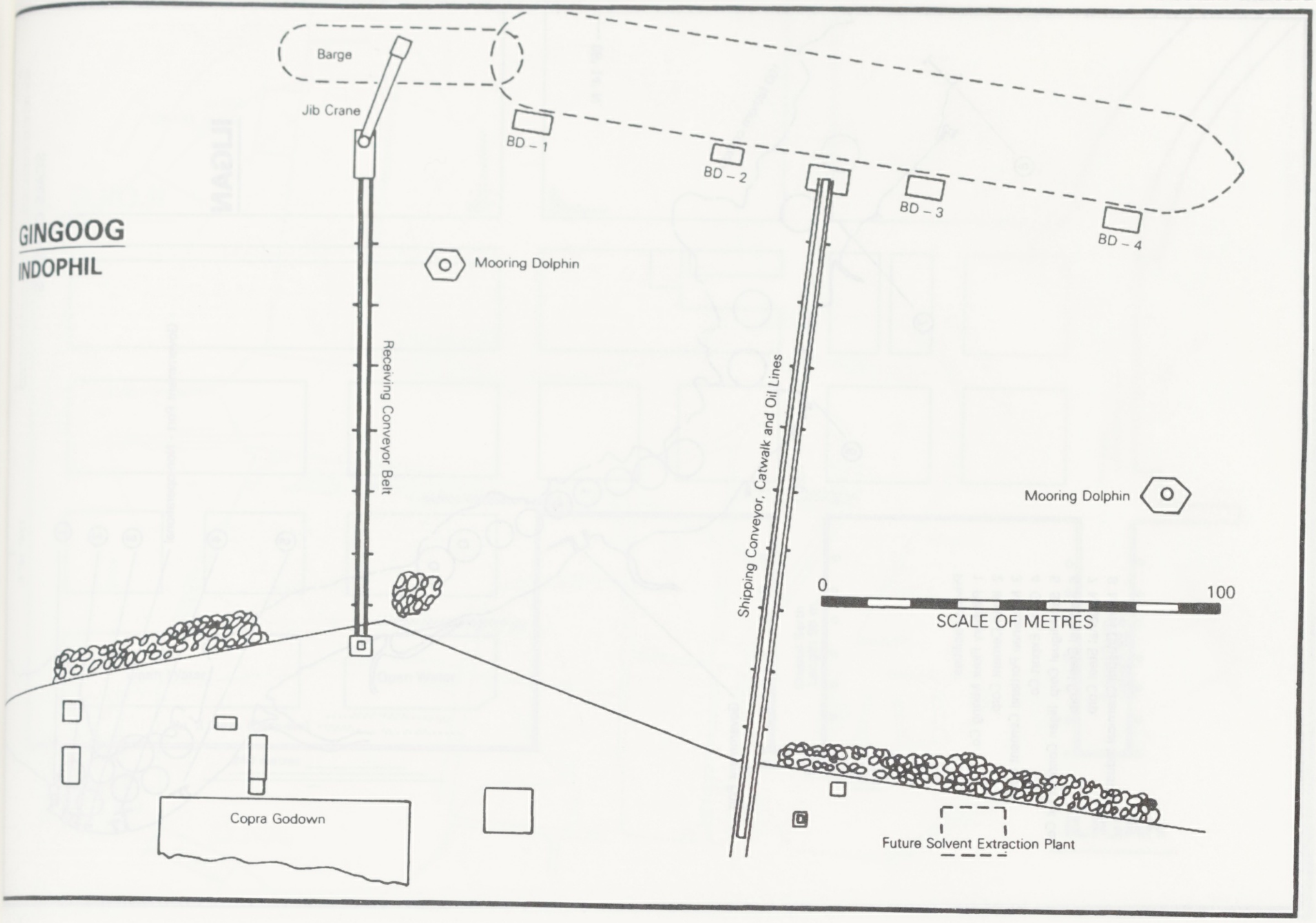
DAVAO GULF
Concrete Apron 140 m. × 12.2 m.
Conc. Apron 118.5 m. × 10.5 m.
Mooring Dolphin
A-A
Wooden Pier
End of Causeway
Office
Mooring Dolphin
Warehouse 100 m. × 40 m.
Conveyor
Bulkhead
Warehouse 54 m. × 96 m.
Scale House
Gate
Seashore
Gate
To Pacinter Wharf
Unpaved Road
12.2
6.1
6.1
1.62
1.28
1.28
1.28
0.64
0.64
1.28
1.28
1.28
1.62
Slab Deck (Poured in place)
Rear Fascia (Poured in place)
0.2
2.0
Rubber Fender Unit
Fascia
0.45
0.693
2.478
2.478
2.478
2.478
0.693
0.45
1.143
1.143
Pile Cap 0.6 m. × 0.7 m. (Poured in place)

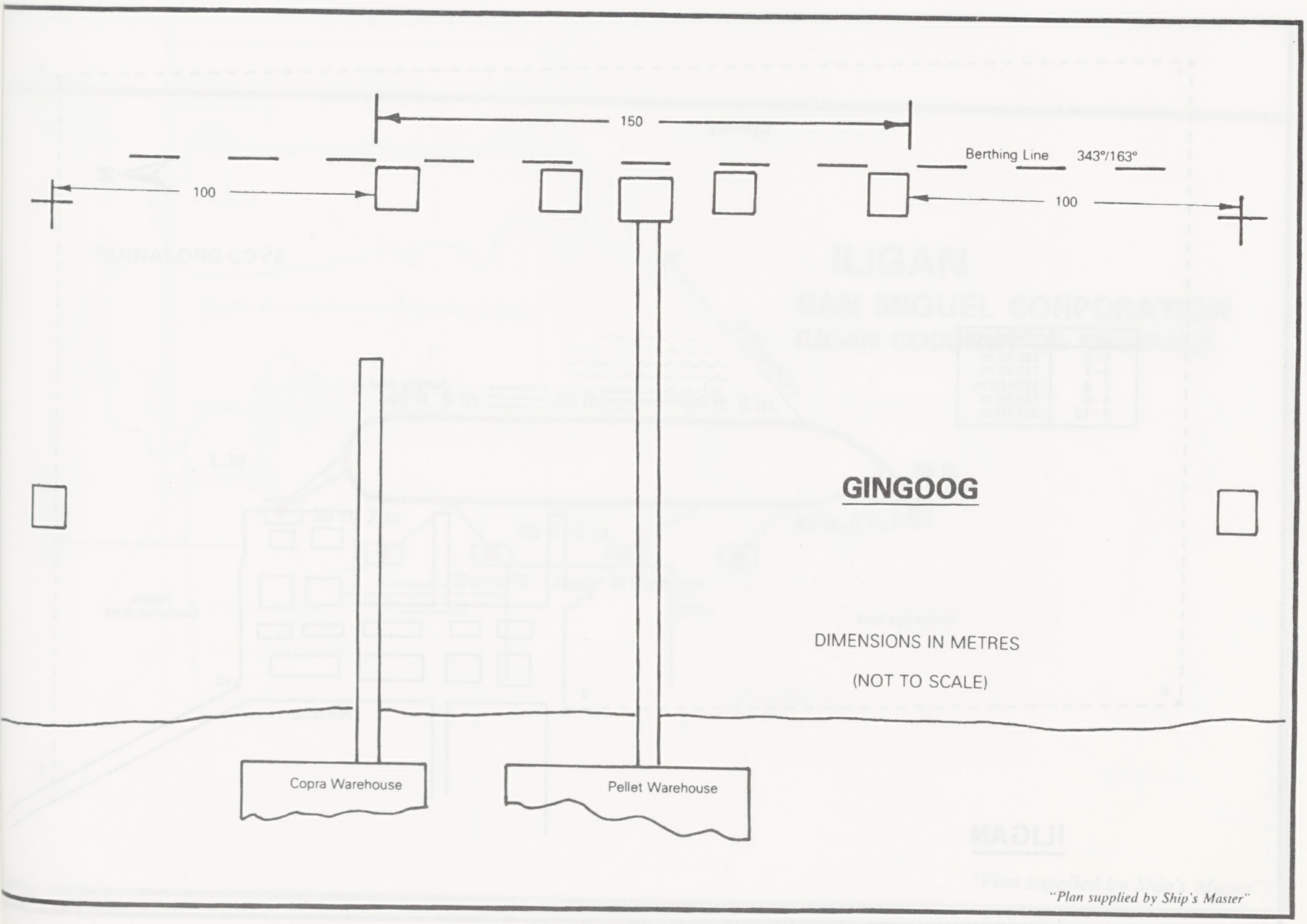


DAVAO
TEFASCO WHARF

SECTION OF TEFASCO WHARF AT A-A

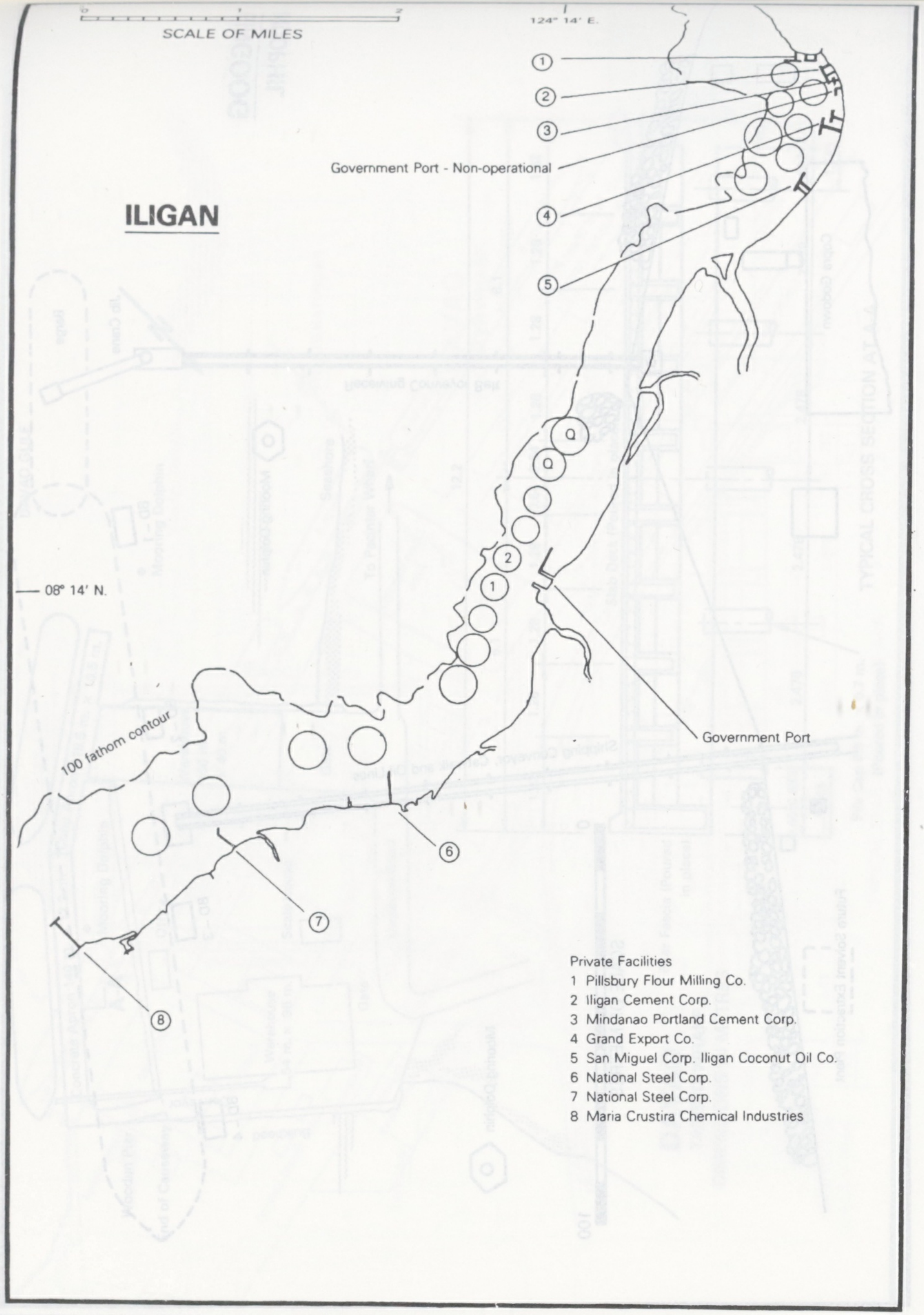
PAKIPUTAN STRAIT
A-A
Concrete Apron 400 m. × 13 m.
Guard House
Warehouse
Warehouse
Warehouse
Seashore
Seashore
Gate
Gate
Gate
Gate
Davao-Agusan National Highway
Concrete Quay Wall
Used Rubber Tyres
+3.05 m.
35 m.
0.3 m.
Concrete Pavement
2 m.
0.00 MLLW Elev.
Earthfill
Turnbuckle
Anchor Block
1.55 m.
1.5 m.
3 m.
1.5 m.
Concrete Slab
4 in. × 4 in. Timber
10 m.
4.88 m.
Approx. −9.0 m.
Tubular Pile


GINGOOG
INDOPHIL
Barge
Jib Crane
BD – 1
BD – 2
BD – 3
BD – 4
Mooring Dolphin
Receiving Conveyor Belt
Shipping Conveyor, Catwalk and Oil Lines
Mooring Dolphin
0
100
SCALE OF METRES
Copra Godown
Future Solvent Extraction Plant


150
Berthing Line 343°/163°
100
100
GINGOOG
DIMENSIONS IN METRES
(NOT TO SCALE)
Copra Warehouse
Pellet Warehouse

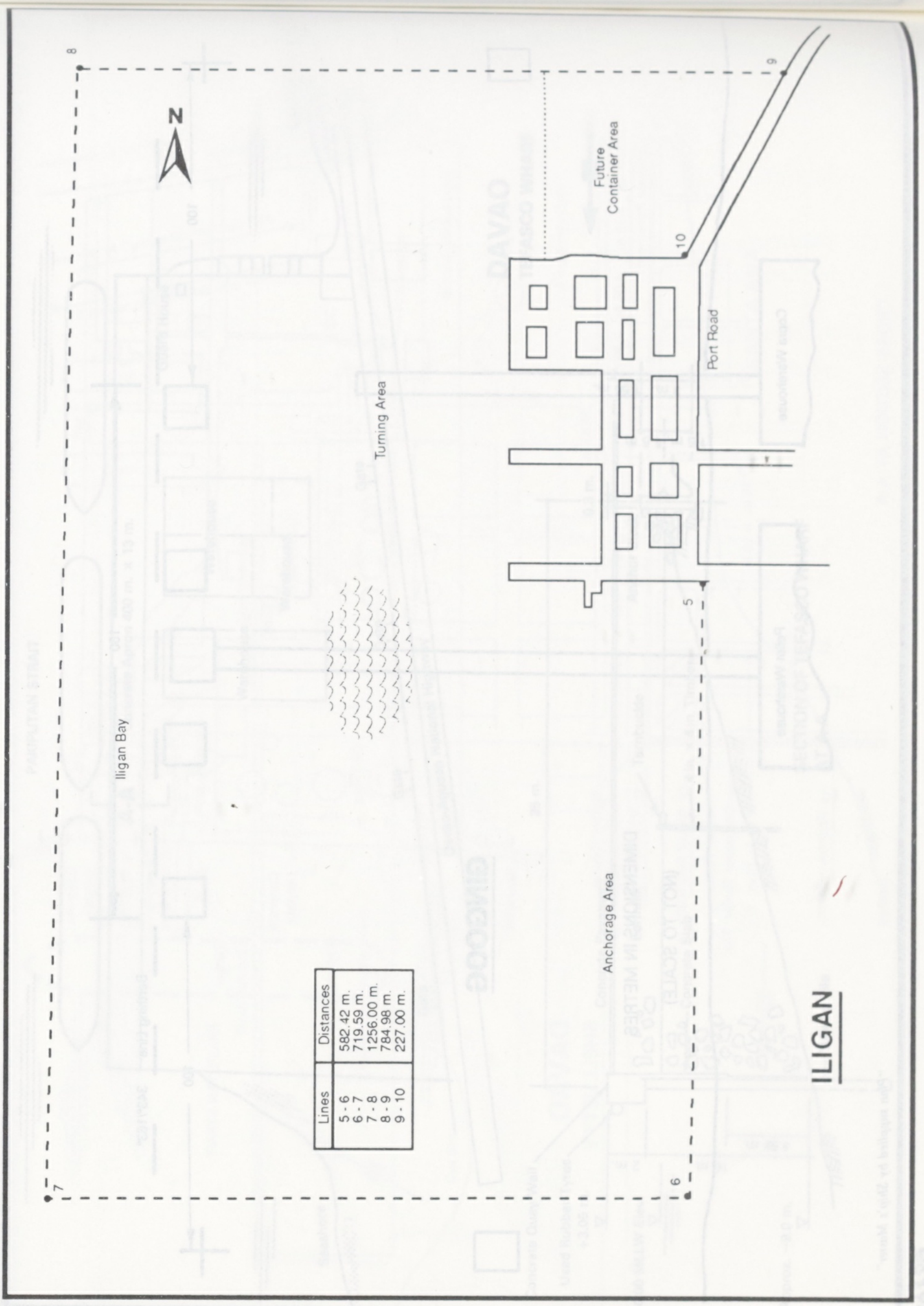
"Plan supplied by Ship's Master"

ILIGAN

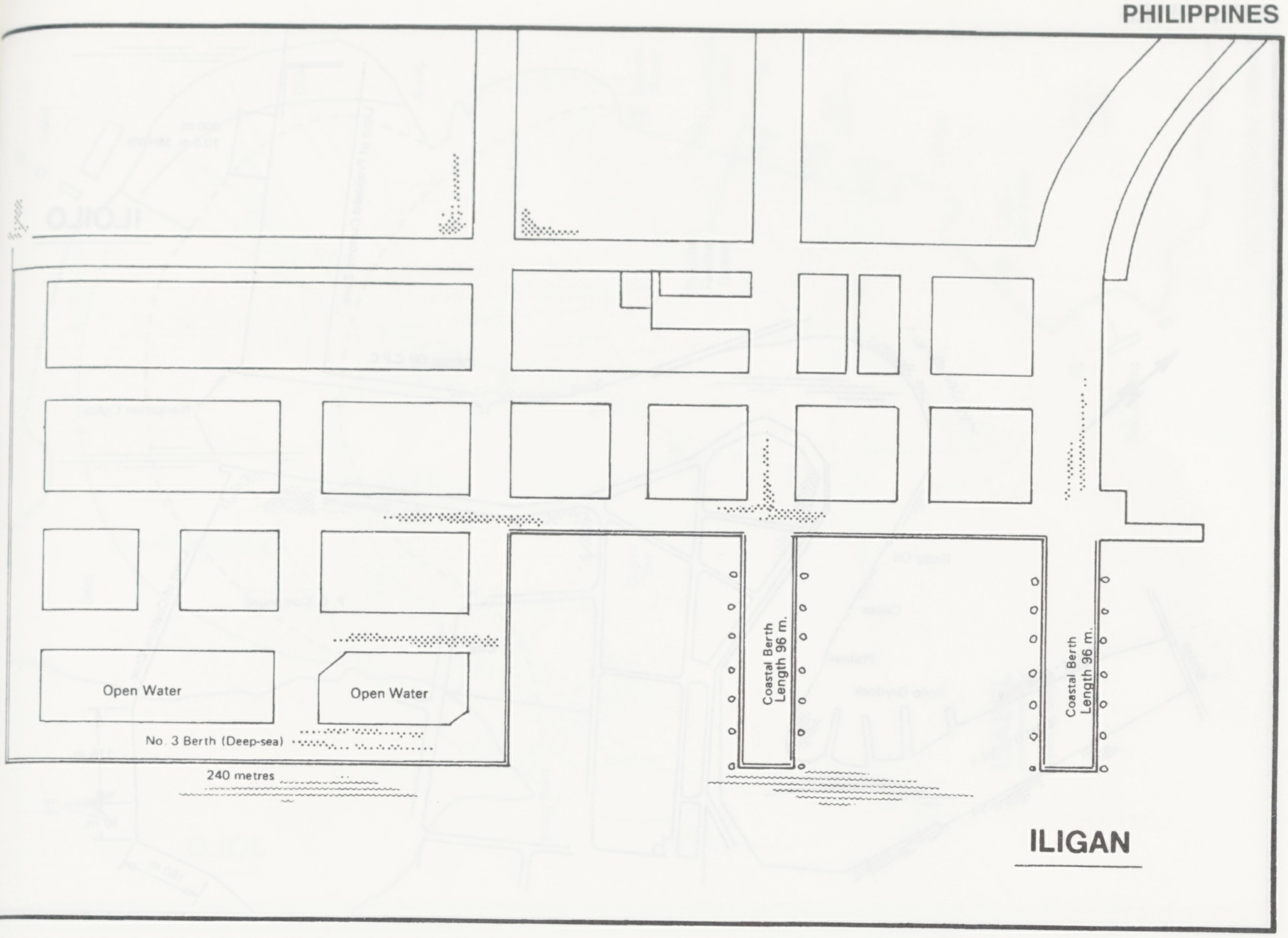

SCALE OF MILES
0
1
2
124° 14' E.
08° 14' N.
ILIGAN
Government Port - Non-operational
Government Port
100 fathom contour
①
②
③
④
⑤
⑥
⑦
⑧
Q
Q
1
2

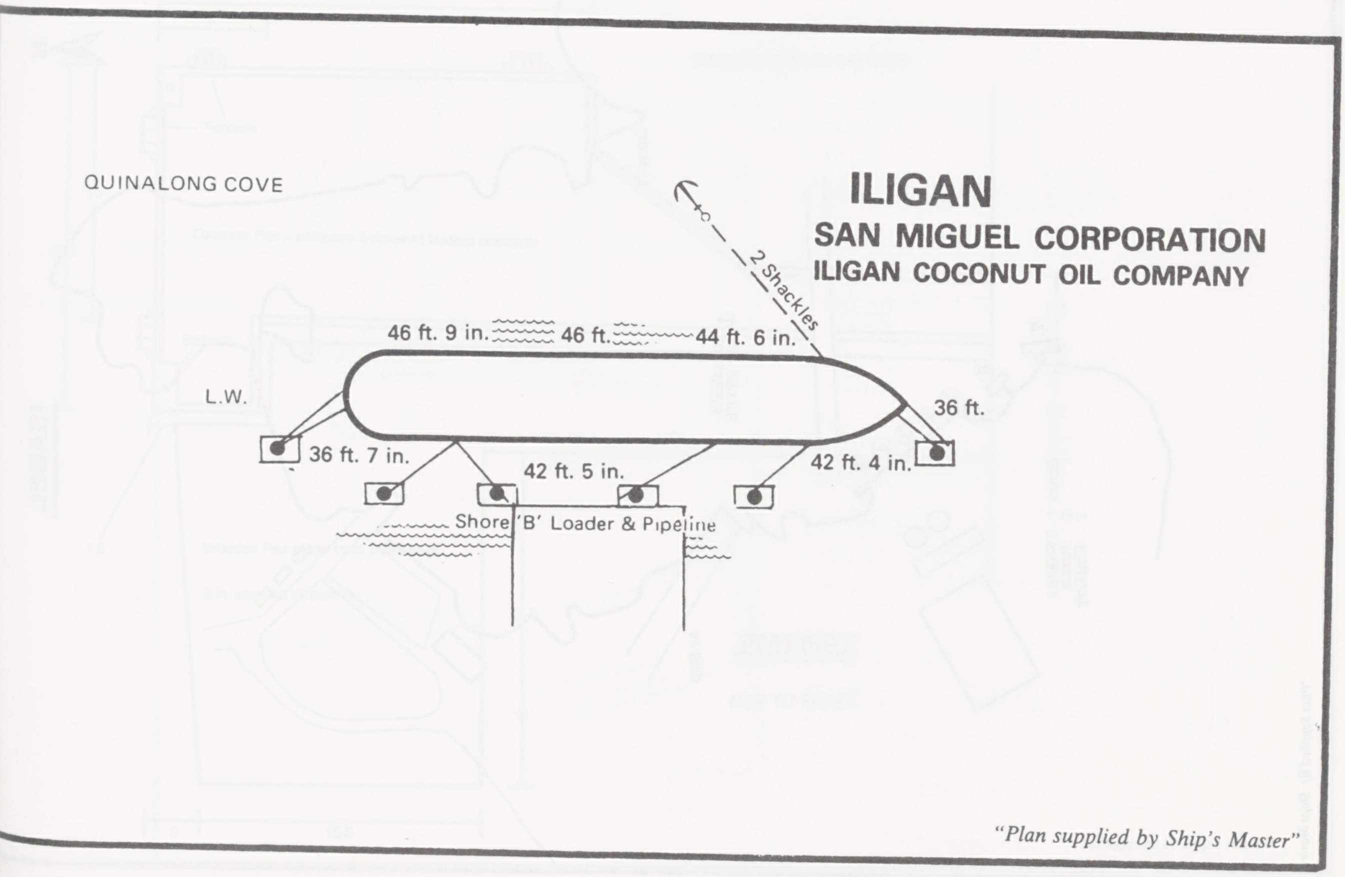
Private Facilities
1 Pillsbury Flour Milling Co.
2 Iligan Cement Corp.
3 Mindanao Portland Cement Corp.
4 Grand Export Co.
5 San Miguel Corp. Iligan Coconut Oil Co.
6 National Steel Corp.
7 National Steel Corp.
8 Maria Crustira Chemical Industries

ILIGAN

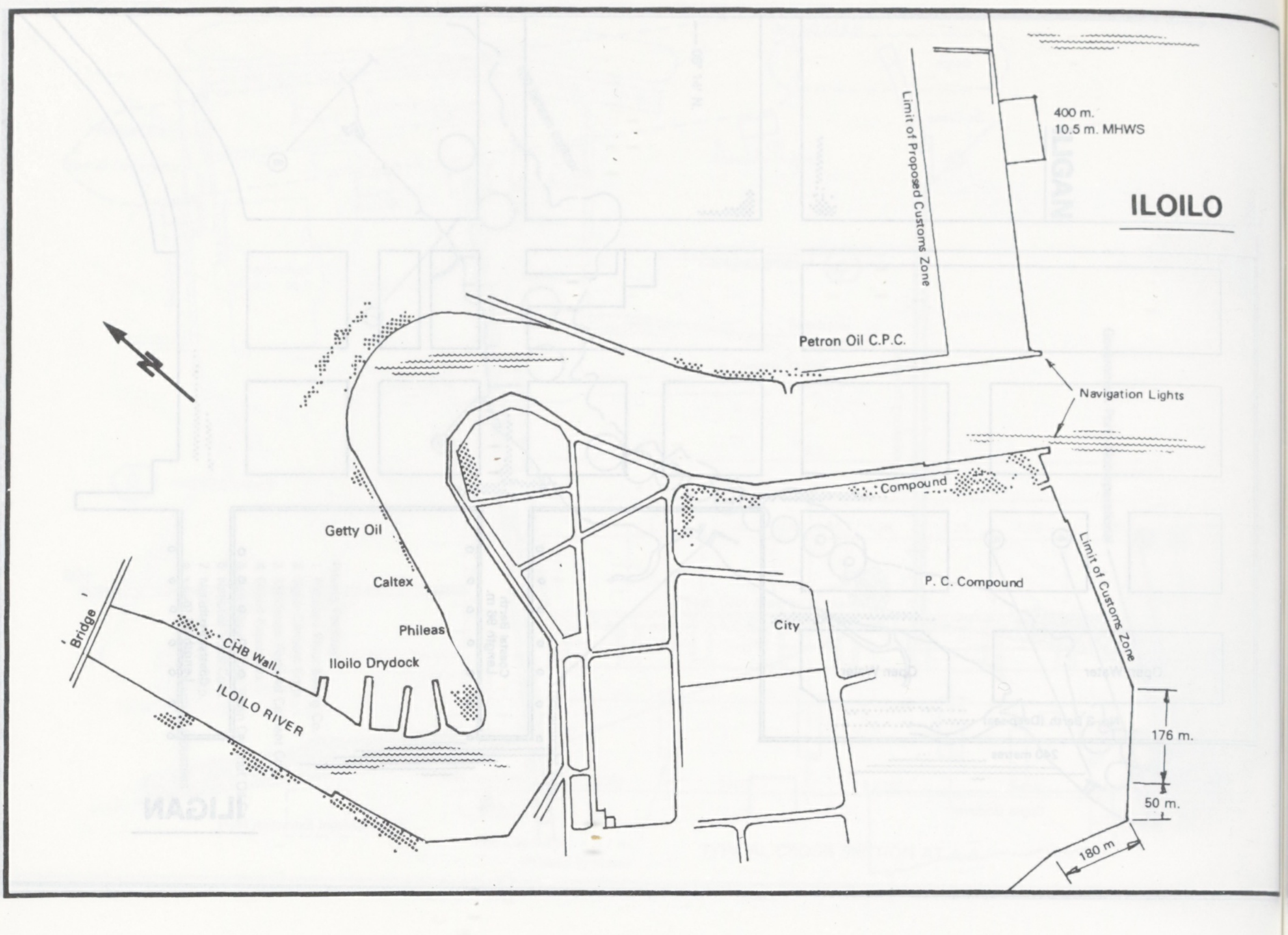

N
Iligan Bay
Turning Area
Anchorage Area
Future Container Area
Port Road
ILIGAN
5
6
7
8
9
10

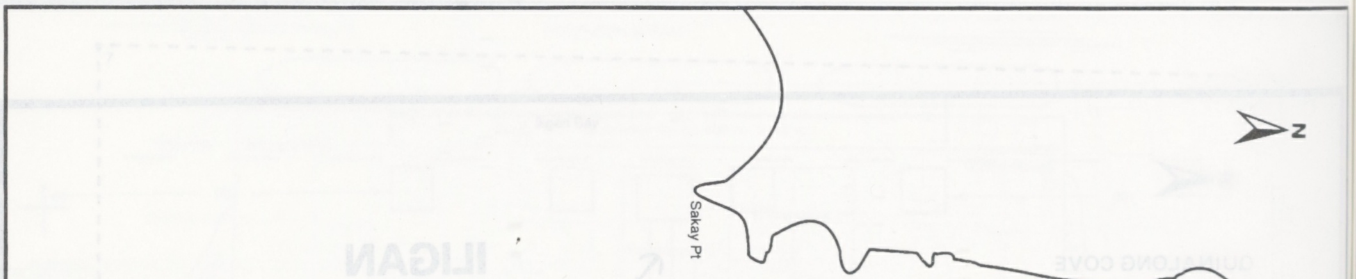
Lines	Distances
5 - 6	582.42 m.
6 - 7	719.59 m.
7 - 8	1256.00 m.
8 - 9	784.98 m.
9 - 10	227.00 m.


Open Water
Open Water
No. 3 Berth (Deep-sea)
240 metres
Coastal Berth
Length 96 m.
Coastal Berth
Length 96 m.
ILIGAN

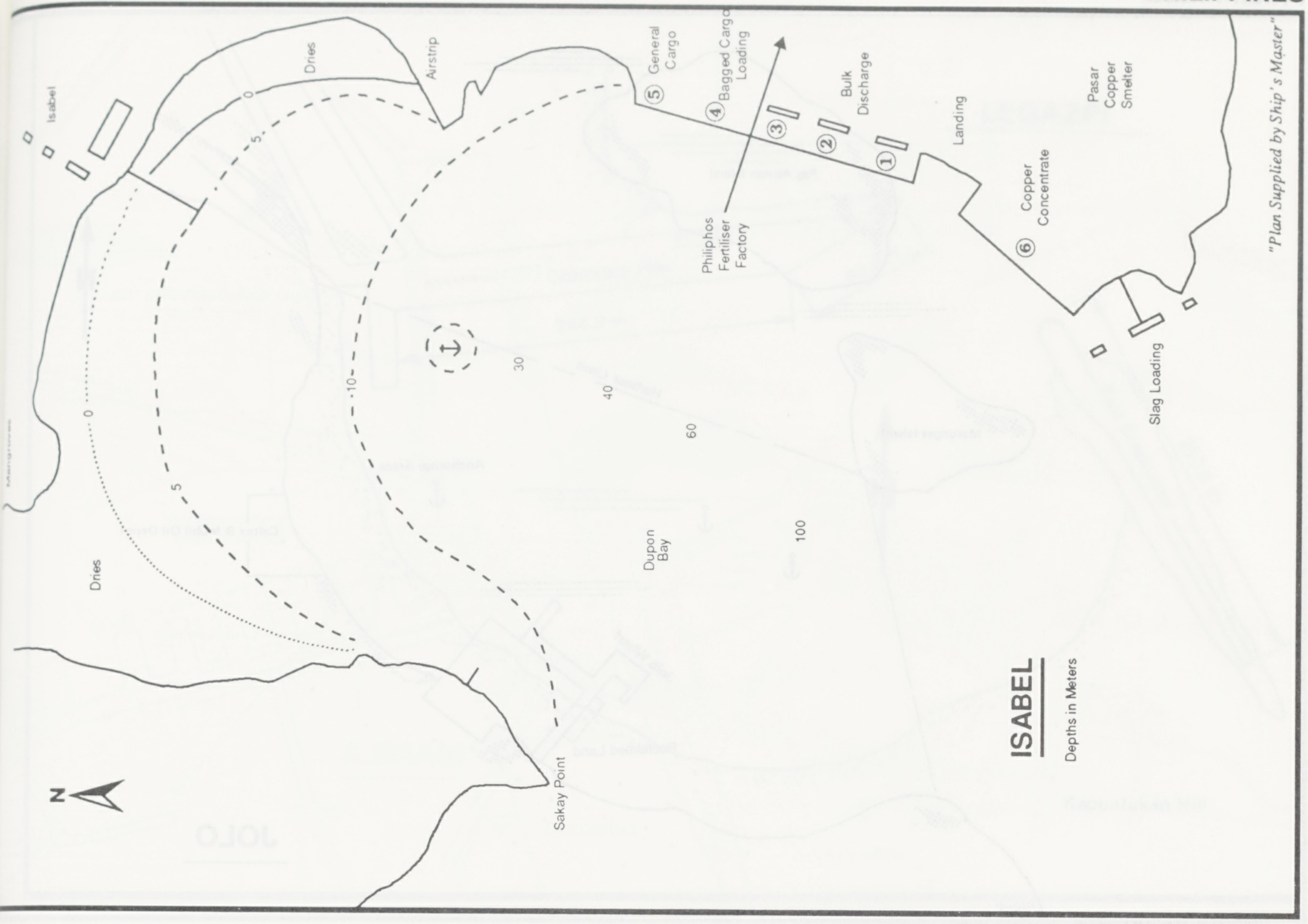

QUINALONG COVE
ILIGAN
SAN MIGUEL CORPORATION
ILIGAN COCONUT OIL COMPANY
2 Shackles
46 ft. 9 in.
46 ft.
44 ft. 6 in.
L.W.
36 ft.
36 ft. 7 in.
42 ft. 5 in.
42 ft. 4 in.
Shore 'B' Loader & Pipeline

"Plan supplied by Ship's Master"


ILOILO
400 m.
10.5 m. MHWS
Limit of Proposed Customs Zone
Petron Oil C.P.C.
Navigation Lights
Compound
P. C. Compound
City
Limit of Customs Zone
176 m.
50 m.
180 m
Getty Oil
Caltex
Phileas
Iloilo Drydock
Bridge
CHB Wall
ILOILO RIVER


ISABEL
N
Sakay Pt
10° 54'66"N
124° 25'11"E
①
②
③
④
⑤
⑥
⑦
Berths: 1 - 5 Philphos
6 Passar
7 Slag Only
Air Strip

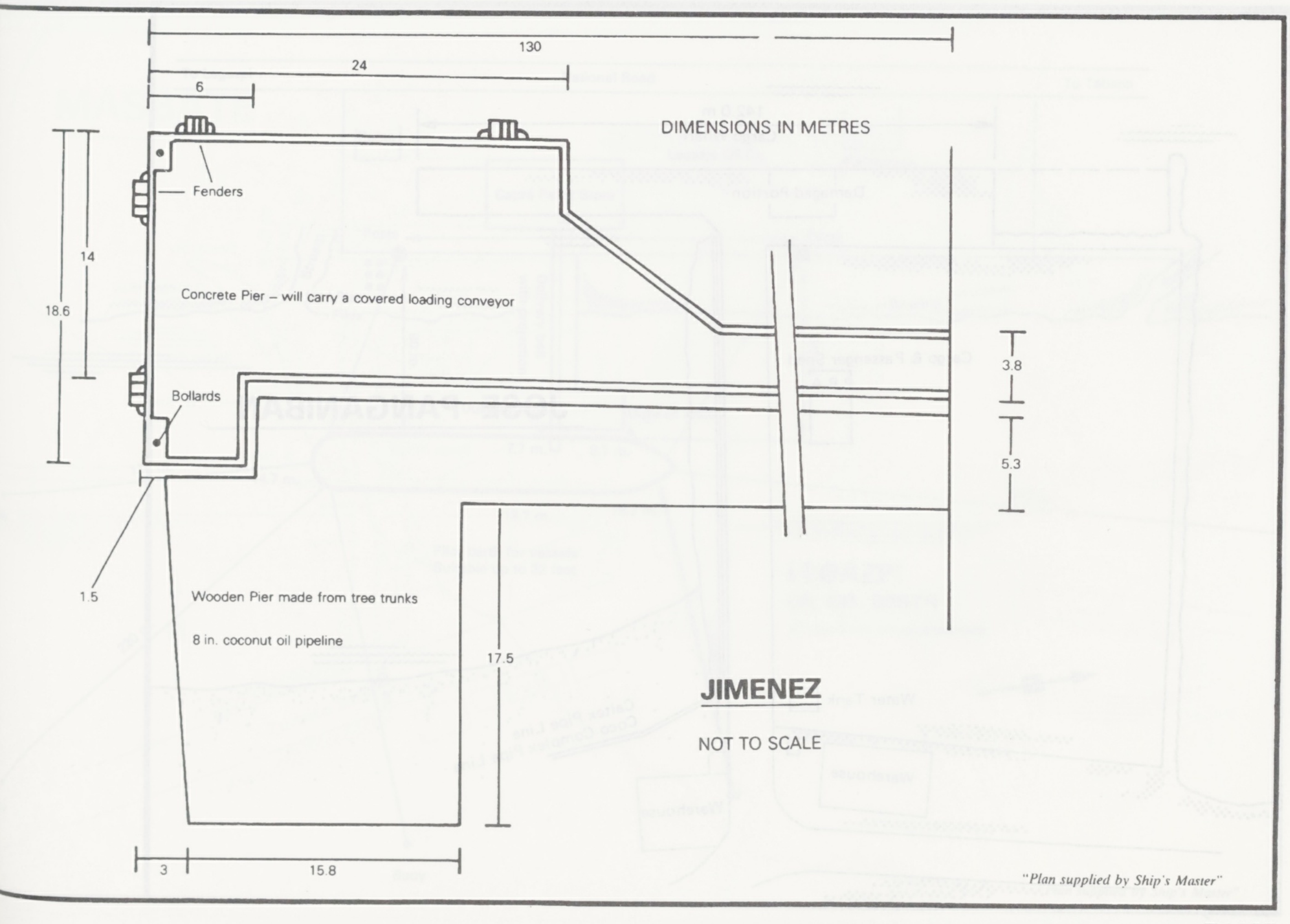
"Plan Supplied By Ships Master"


Isabel
Dries
Arstrip
⑤ General Cargo
④ Bagged Cargo Loading
③
②
①
Bulk Discharge
Landing
Pasar Copper Smelter
⑥ Copper Concentrate
Philiphos Fertiliser Factory
Slag Loading
0
5
10
30
40
60
100
0
5
Dupon Bay
Dries
Sakay Point
N

ISABEL

Depths in Meters

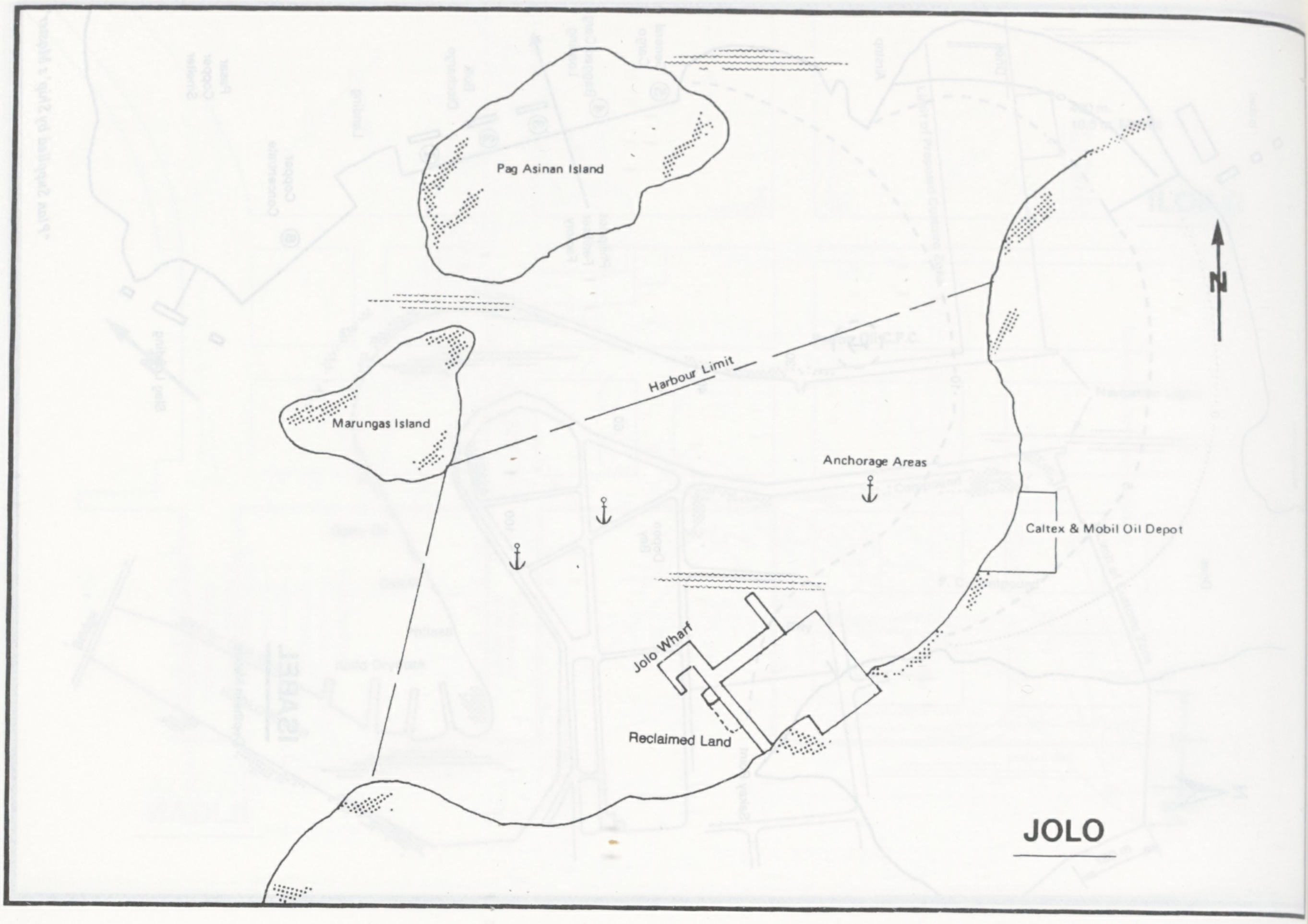
"Plan Supplied by Ship's Master"

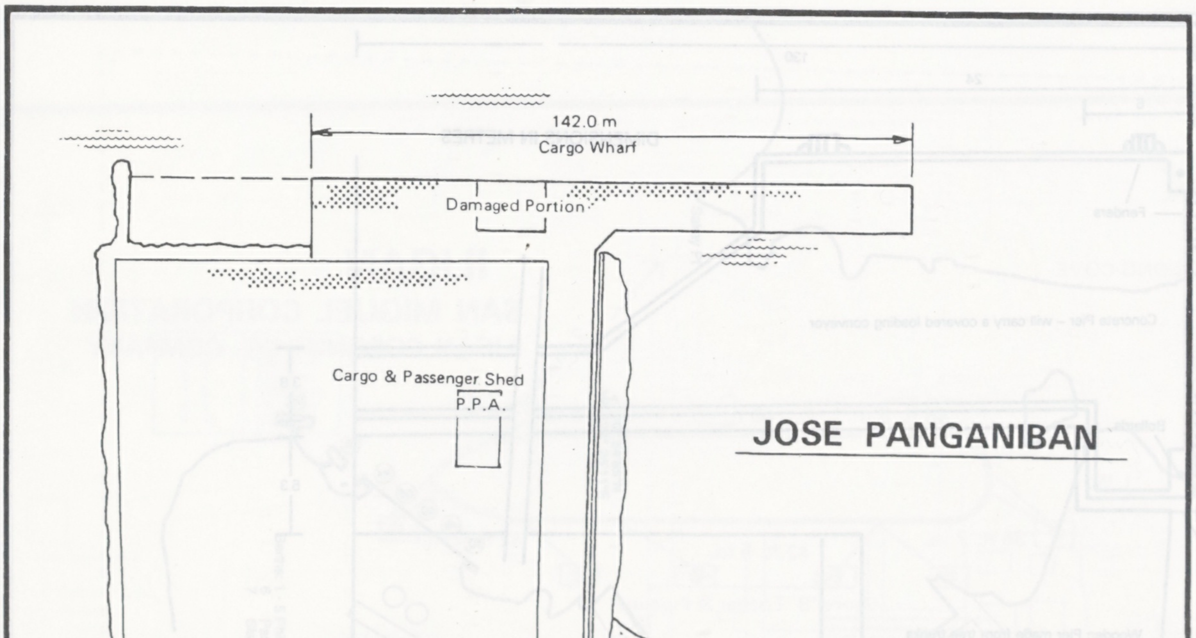

130
24
6
DIMENSIONS IN METRES
Fenders
14
18.6
Concrete Pier – will carry a covered loading conveyor
Bollards
3.8
5.3
1.5
Wooden Pier made from tree trunks
8 in. coconut oil pipeline
17.5
3
15.8

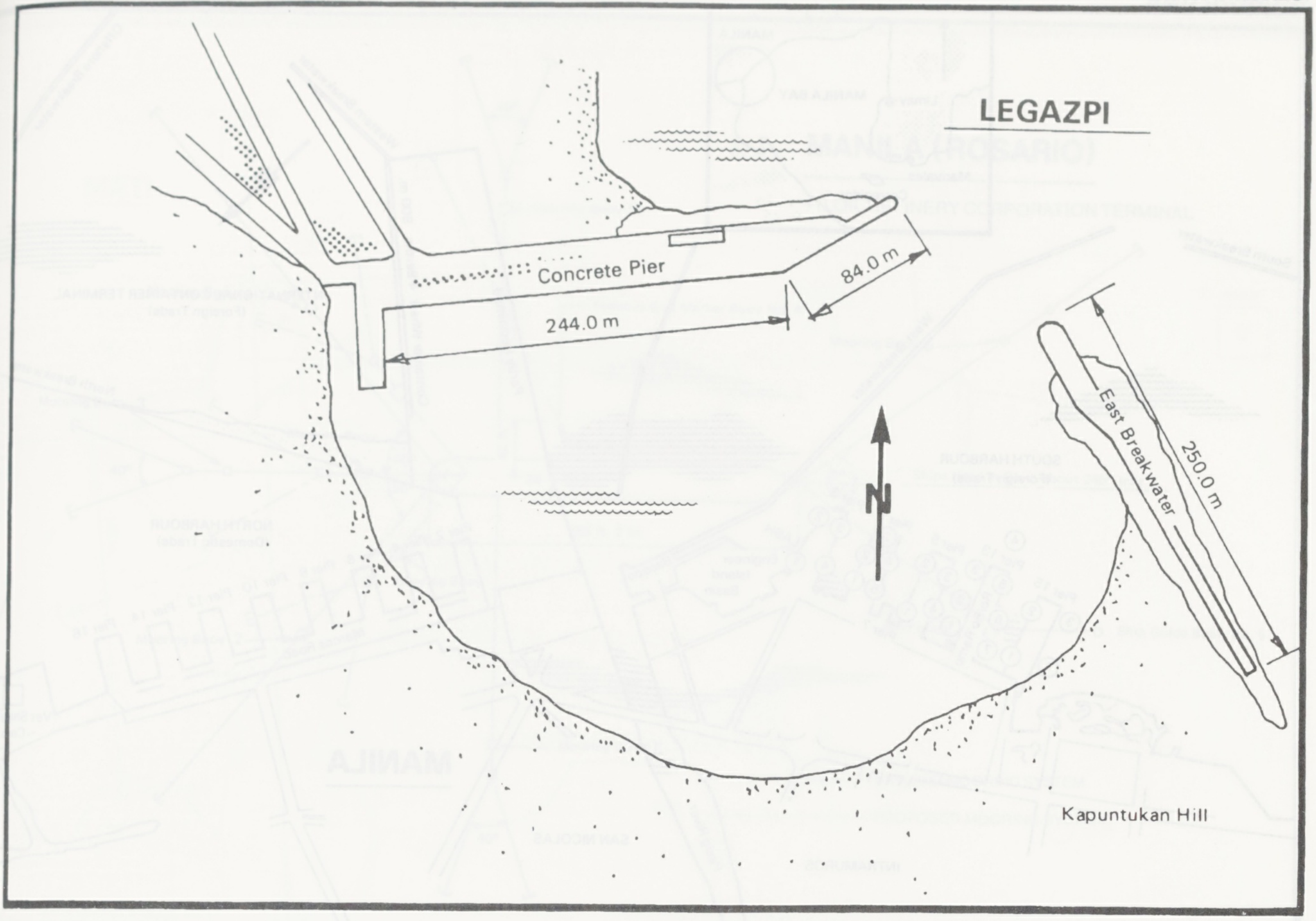
JIMENEZ

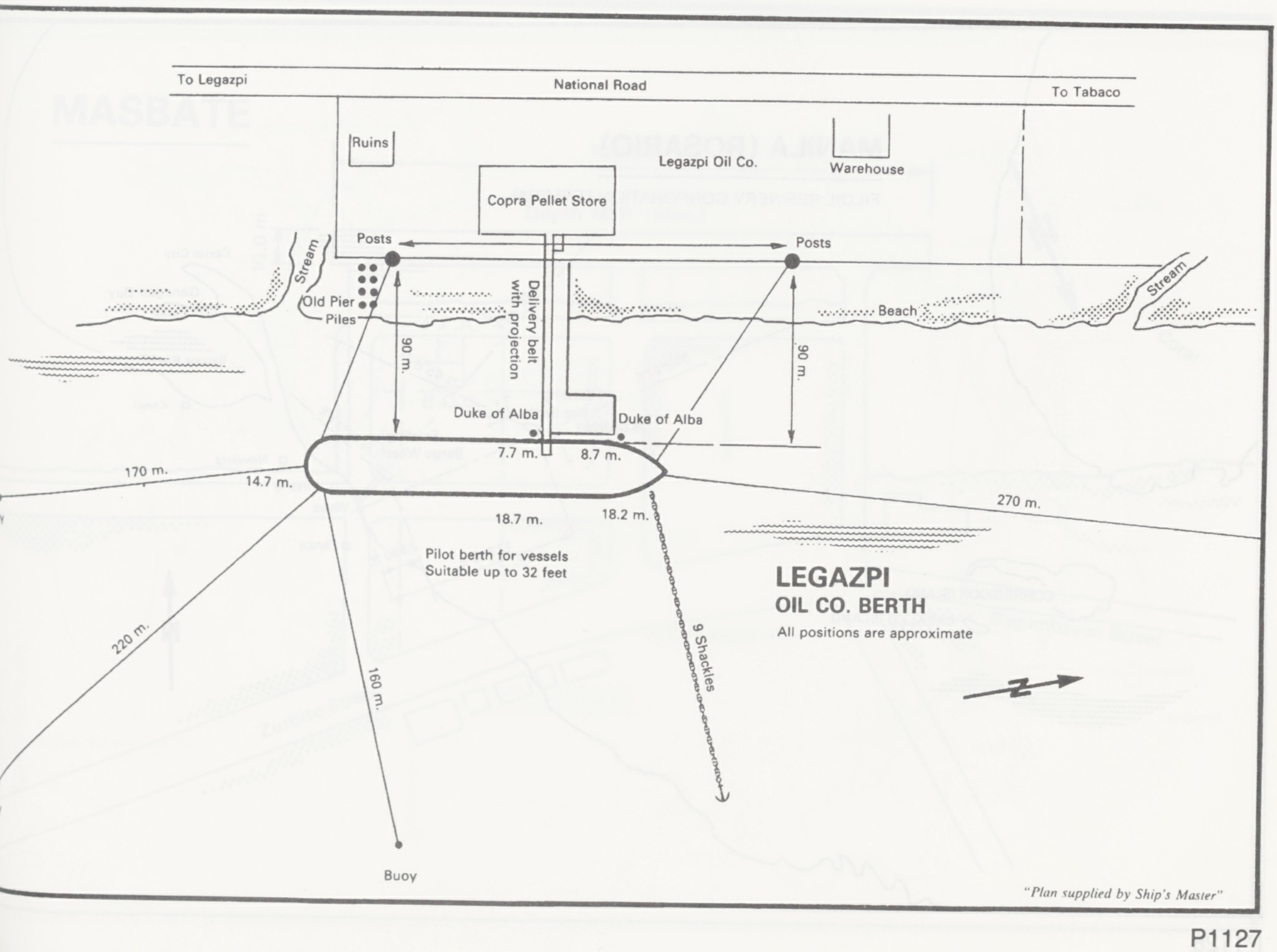
NOT TO SCALE

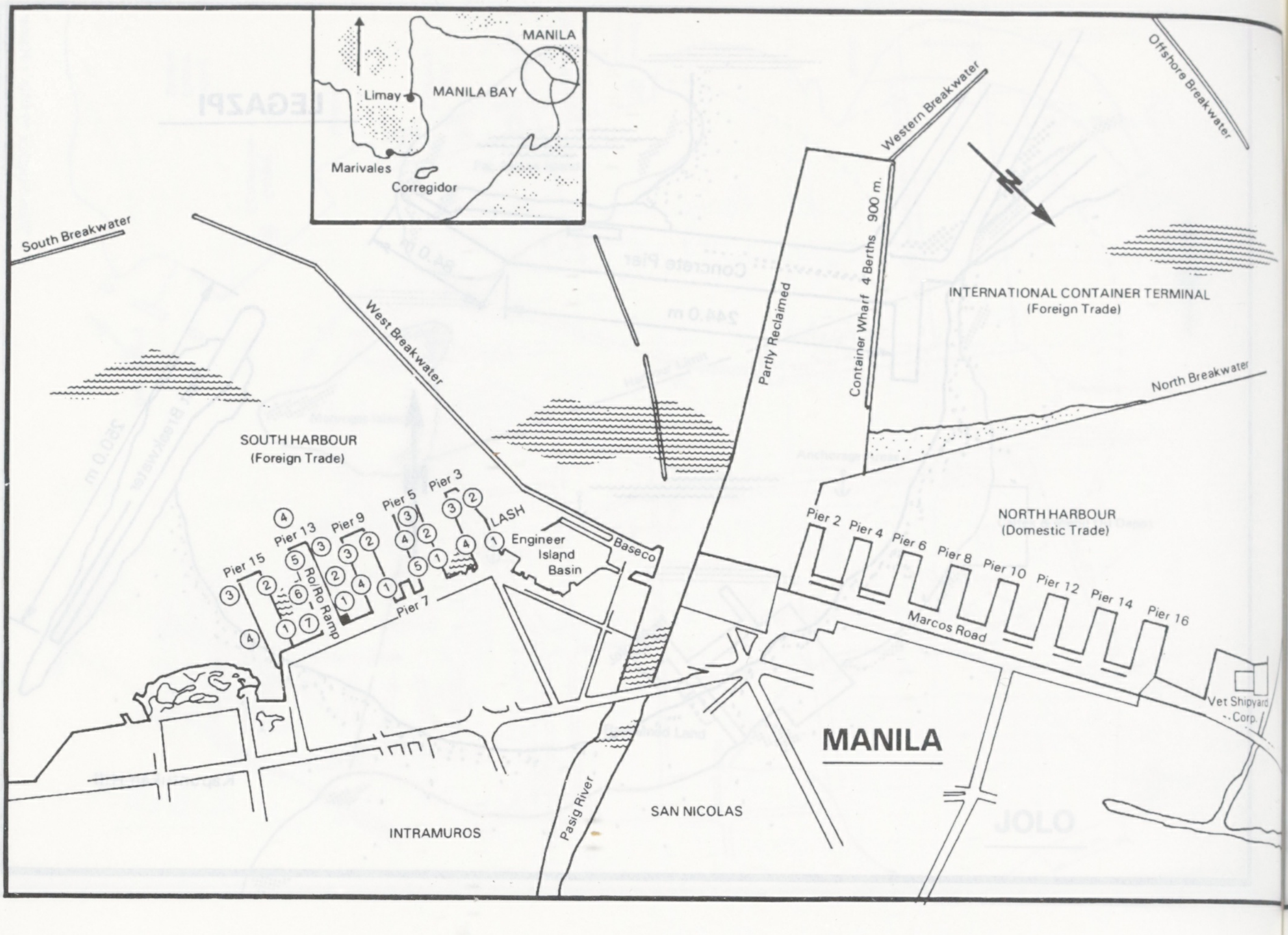
"Plan supplied by Ship's Master"


Pag Asinan Island
Marungas Island
Harbour Limit
N
Anchorage Areas
Caltex & Mobil Oil Depot
Jolo Wharf
Reclaimed Land
JOLO


142.0 m
Cargo Wharf
Damaged Portion
Cargo & Passenger Shed
P.P.A.
JOSE PANGANIBAN
Water Tank
Warehouse
Caltex Pipe Line
Coco Complex Pipe Line
Warehouse

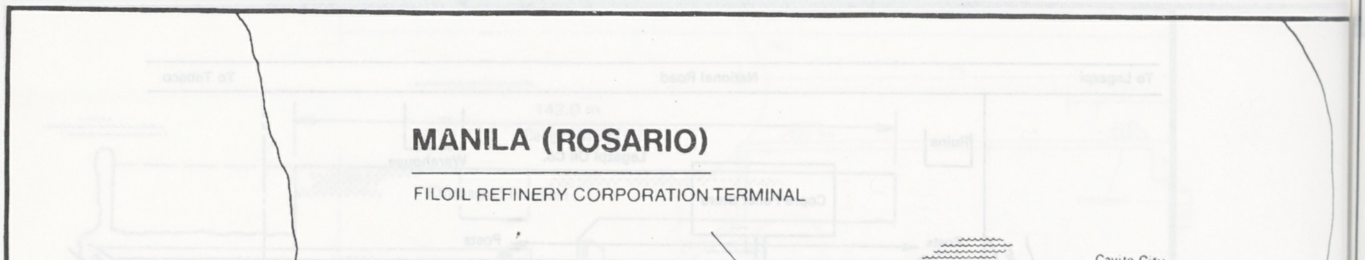

LEGAZPI
Concrete Pier
84.0 m
244.0 m
East Breakwater
250.0 m
N
Kapuntukan Hill

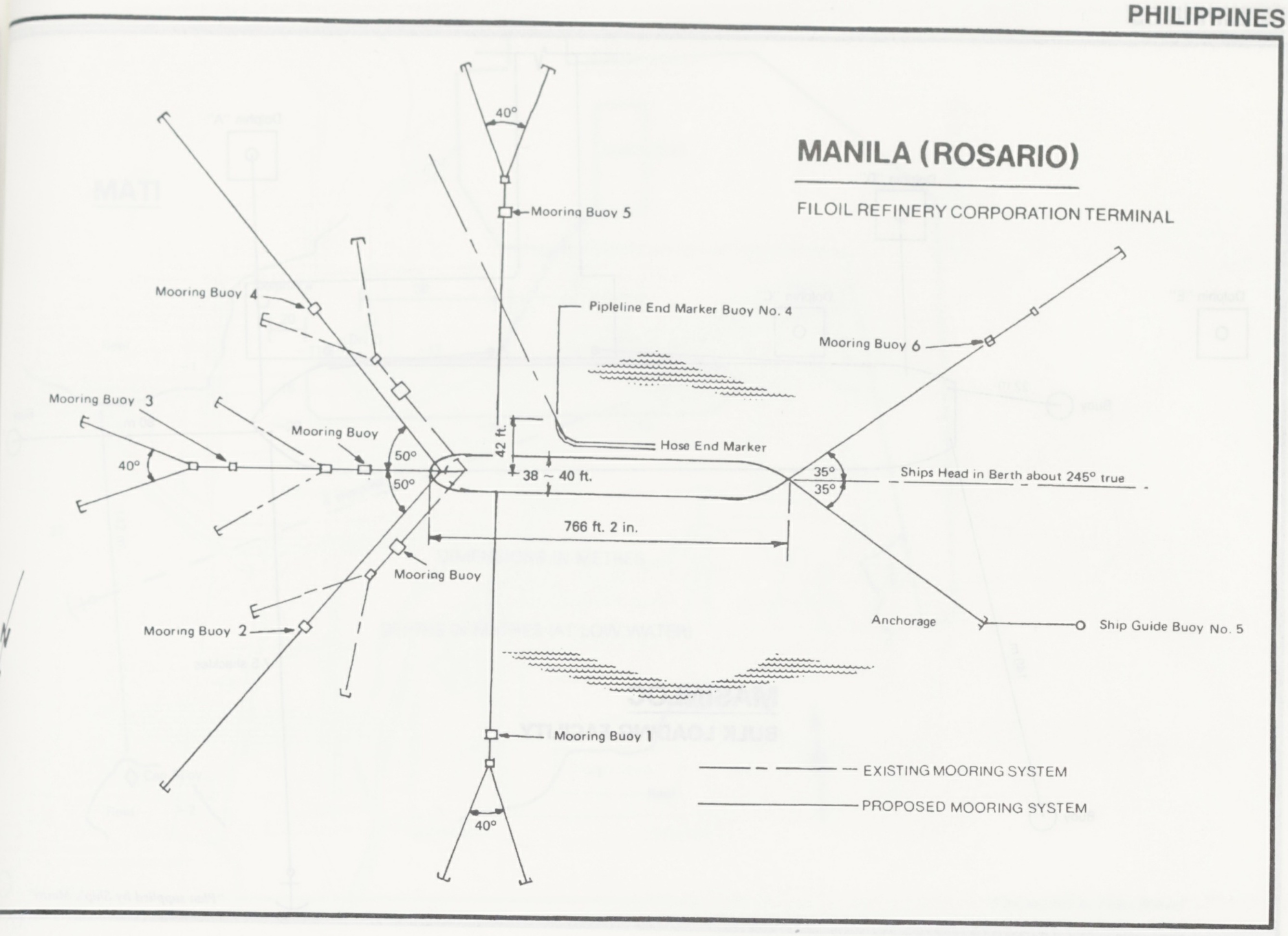

To Legazpi
National Road
To Tabaco
Ruins
Legazpi Oil Co.
Warehouse
Copra Pellet Store
Posts
Posts
Stream
Old Pier Piles
Delivery belt with projection
Beach
Stream
90 m.
90 m.
Duke of Alba
Duke of Alba
7.7 m.
8.7 m.
170 m.
14.7 m.
18.7 m.
18.2 m.
270 m.
Pilot berth for vessels Suitable up to 32 feet
LEGAZPI
OIL CO. BERTH
All positions are approximate
9 Shackles
220 m.
160 m.
Buoy
N
"Plan supplied by Ship's Master"


MANILA
Limay
MANILA BAY
Marivales
Corregidor
South Breakwater
West Breakwater
Western Breakwater
Offshore Breakwater
Partly Reclaimed
Container Wharf 4 Berths 900 m.
INTERNATIONAL CONTAINER TERMINAL
(Foreign Trade)
North Breakwater
N
SOUTH HARBOUR
(Foreign Trade)
Pier 15
Pier 13
Pier 9
Pier 5
Pier 3
LASH
Ro/Ro Ramp
Pier 7
Engineer Island Basin
Baseco
NORTH HARBOUR
(Domestic Trade)
Pier 2
Pier 4
Pier 6
Pier 8
Pier 10
Pier 12
Pier 14
Pier 16
Marcos Road
Vet Shipyard Corp.
MANILA
Pasig River
SAN NICOLAS
INTRAMUROS
①
②
③
④
⑤
⑥
⑦

MANILA (ROSARIO)

FILOIL REFINERY CORPORATION TERMINAL

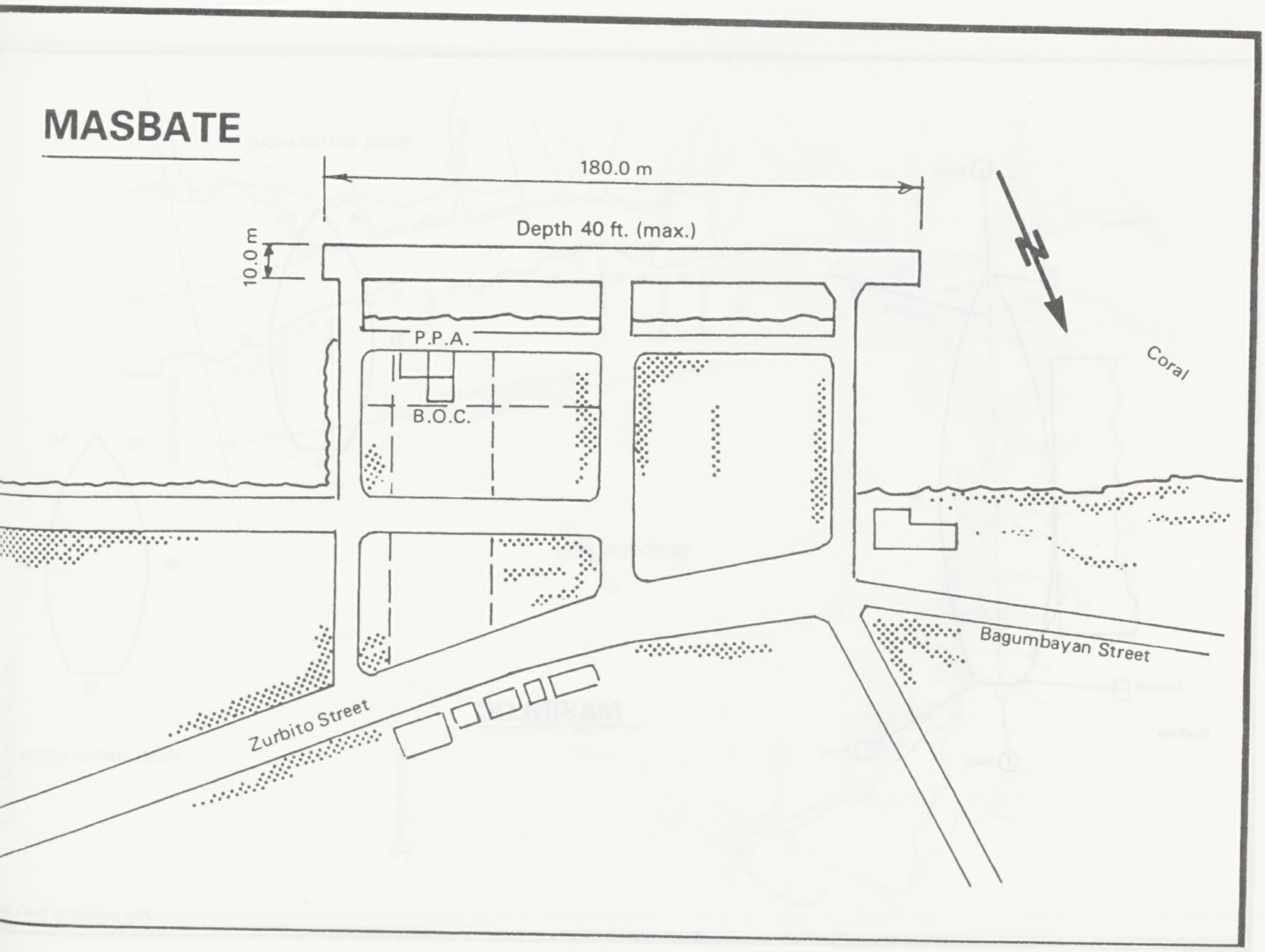

S42° 49'E
S53°22'E
N. 65° E
Existing Sea Berth 45,000DWT
Existing Barge Wharf
N. 47°11'E
13,500 ft.
2,960 ft.
Cavite City
Ganagao Bay
Bacoor Bay
Kawit
Noveleta
Rosario
Wawa
Tanza
CORREGIDOR ISLAND
CABALLO ISLAND
N



MANILA (ROSARIO)

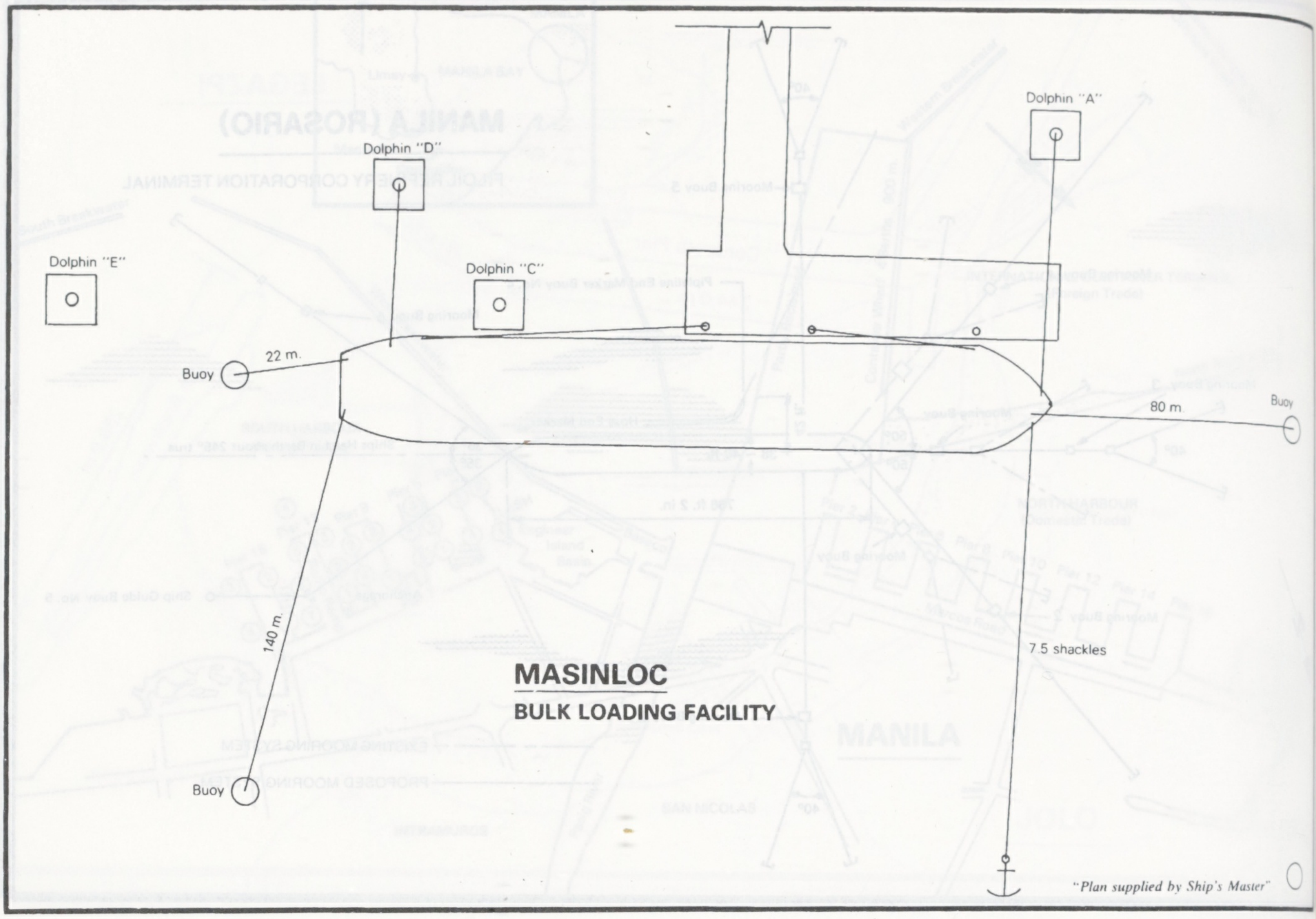
FILOIL REFINERY CORPORATION TERMINAL

40°
Mooring Buoy 5
Mooring Buoy 4
Pipleline End Marker Buoy No. 4
Mooring Buoy 6
Mooring Buoy 3
Mooring Buoy
42 ft.
Hose End Marker
40°
50°
50°
38 ~ 40 ft.
35°
35°
Ships Head in Berth about 245° true
766 ft. 2 in.
Mooring Buoy
Mooring Buoy 2
Anchorage
Ship Guide Buoy No. 5
Mooring Buoy 1
EXISTING MOORING SYSTEM
PROPOSED MOORING SYSTEM
40°
N



MASBATE

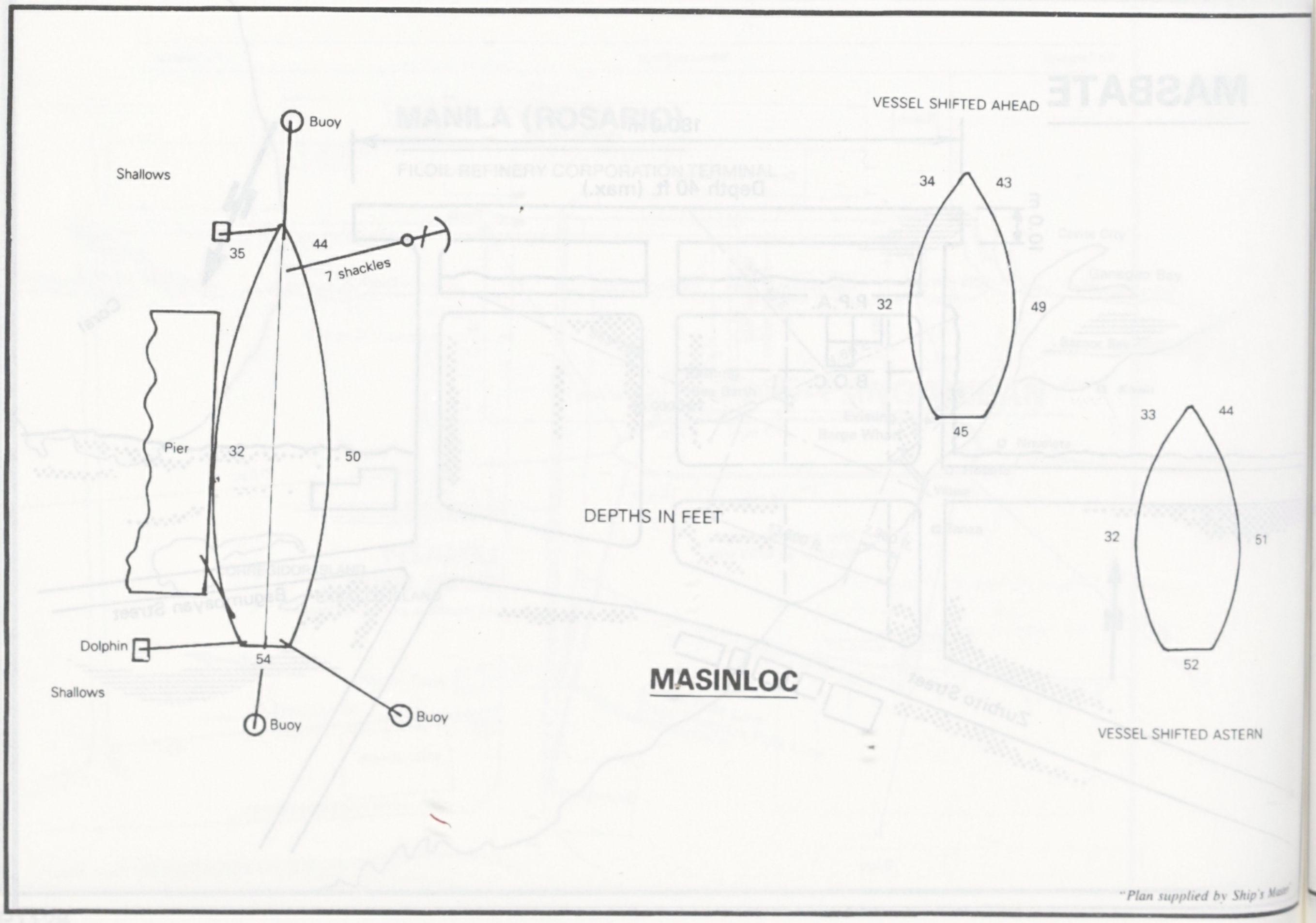
180.0 m
Depth 40 ft. (max.)
10.0 m
N
P.P.A.
B.O.C.
Coral
Bagumbayan Street
Zurbito Street


Dolphin "A"
Dolphin "D"
Dolphin "E"
Dolphin "C"
Buoy
22 m.
Buoy
80 m.
140 m.
7.5 shackles
Buoy

MASINLOC

BULK LOADING FACILITY

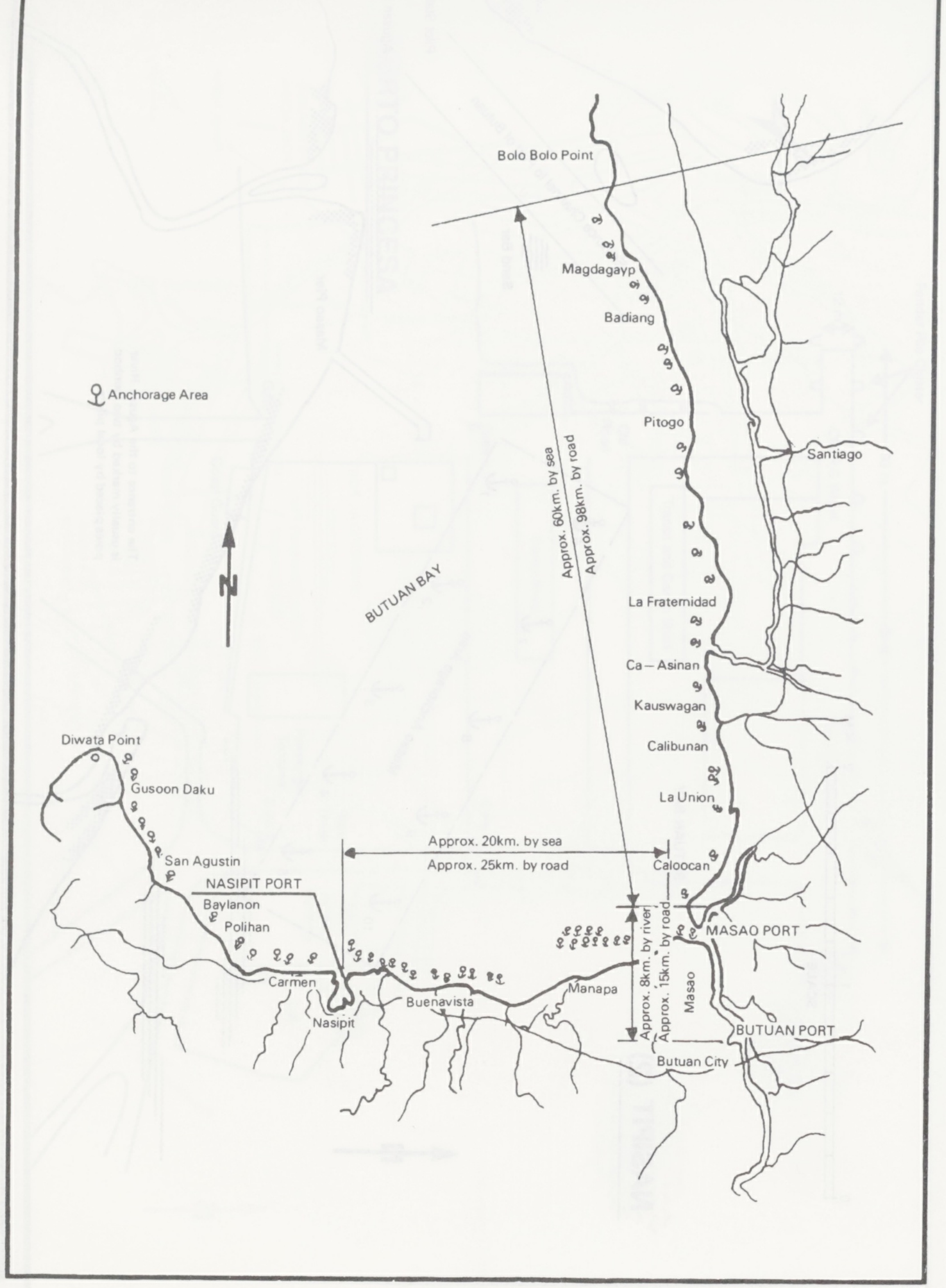
"Plan supplied by Ship's Master"


Buoy
Shallows
VESSEL SHIFTED AHEAD
35
44
7 shackles
34
43
32
49
45
Pier
32
50
33
44
DEPTHS IN FEET
32
51
Dolphin
54
Shallows
52
Buoy
Buoy
VESSEL SHIFTED ASTERN

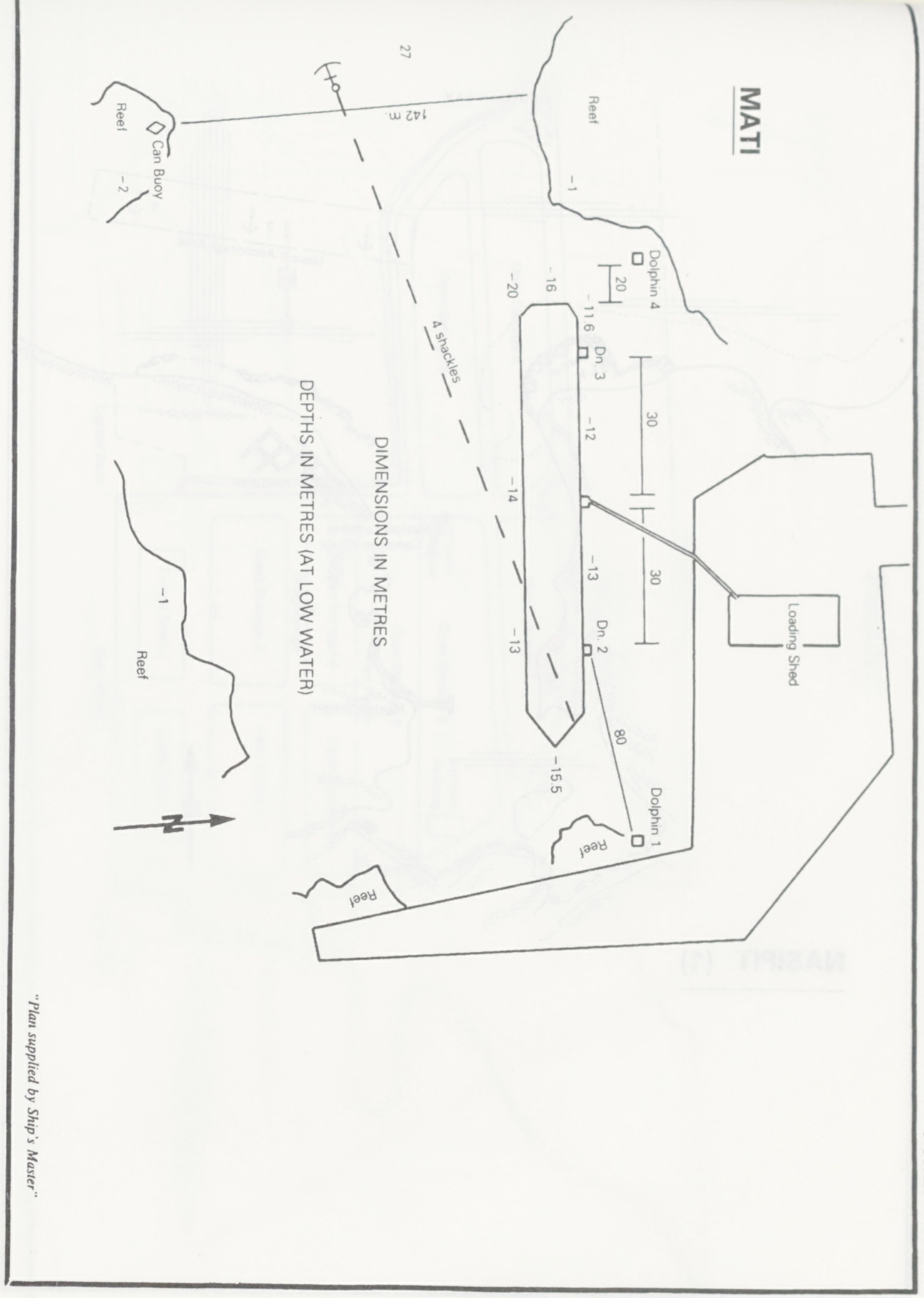
MASINLOC

"Plan supplied by Ship's Master"

NASIPIT
LOCATION PLAN


Bolo Bolo Point
Magdagayp
Badiang
Pitogo
Santiago
Anchorage Area
N
BUTUAN BAY
Approx. 60km. by sea
Approx. 98km. by road
La Fraternidad
Ca – Asinan
Kauswagan
Calibunan
La Union
Diwata Point
Gusoon Daku
San Agustin
Approx. 20km. by sea
Approx. 25km. by road
Caloocan
NASIPIT PORT
Baylanon
Polihan
MASAO PORT
Carmen
Nasipit
Buenavista
Manapa
Approx. 8km. by river
Approx. 15km. by road
Masao
BUTUAN PORT
Butuan City

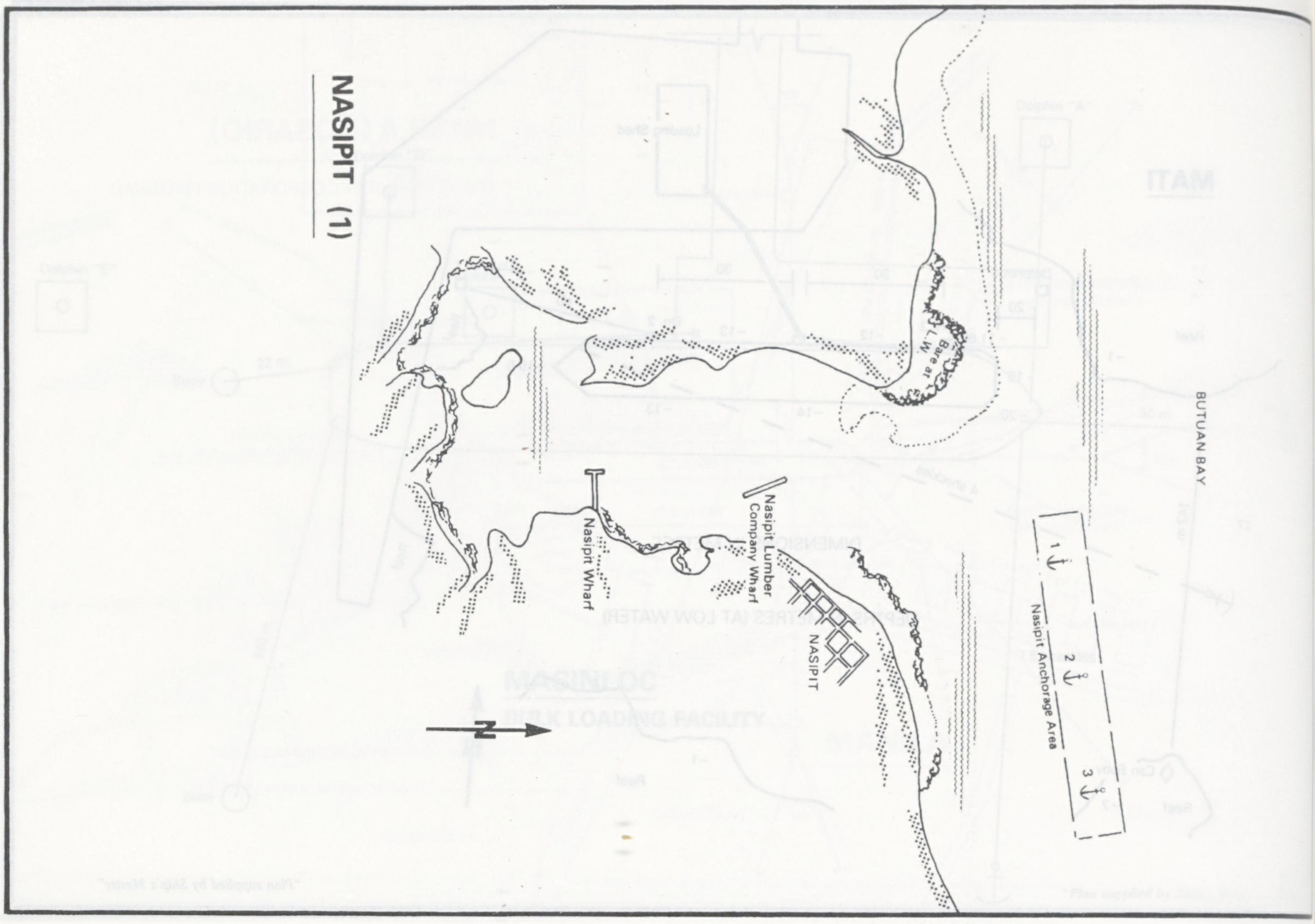
MATI

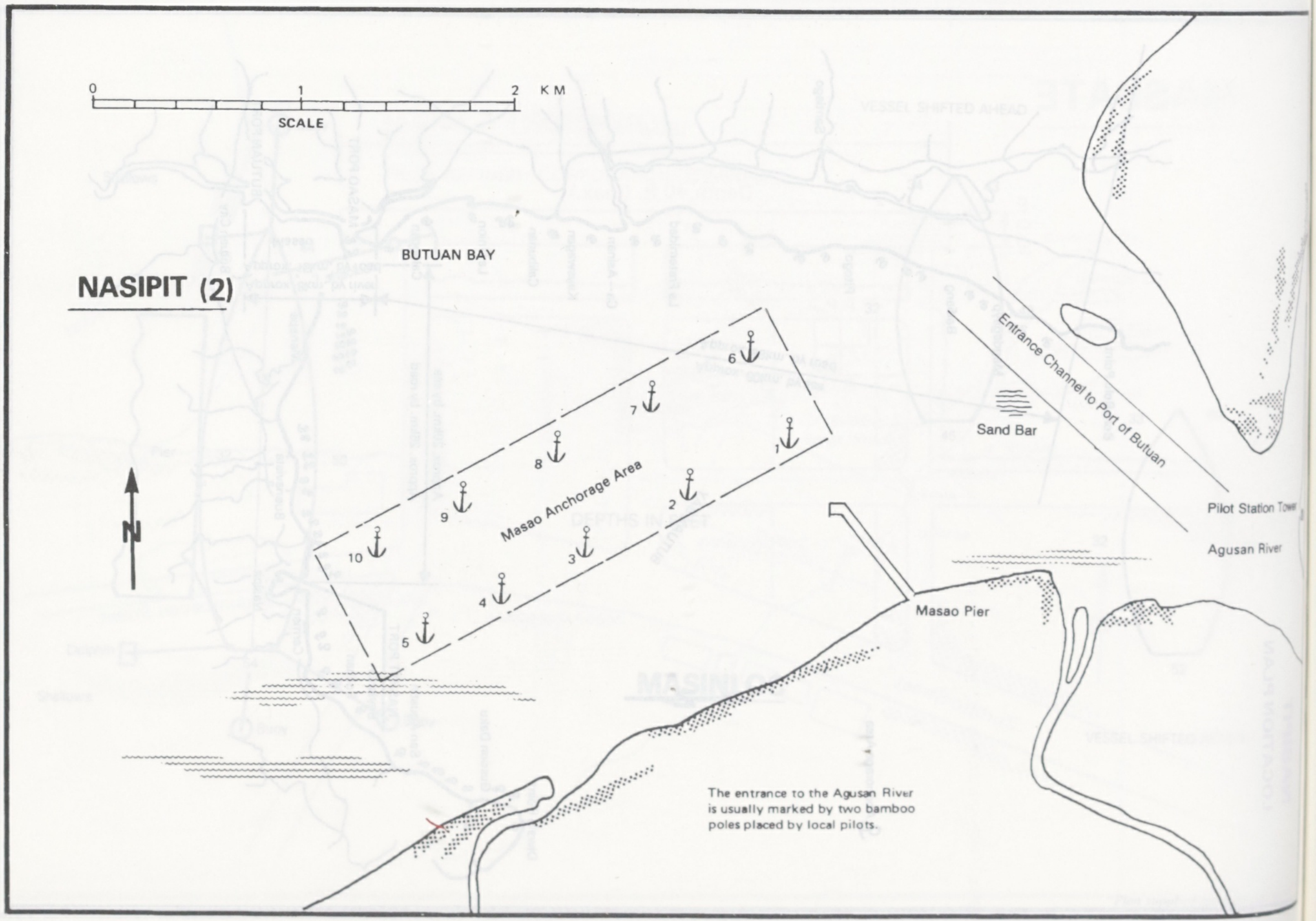

Reef
27
142 m
Reef
Can Buoy
–2
–1
Dolphin 4
20
–16
–20
–11.6
Dn. 3
4 shackles
30
–12
–14
30
–13
Loading Shed
Dn. 2
–13
80
–15.5
Dolphin 1
Reef
Reef
–1
Reef
N

DIMENSIONS IN METRES

DEPTHS IN METRES (AT LOW WATER)

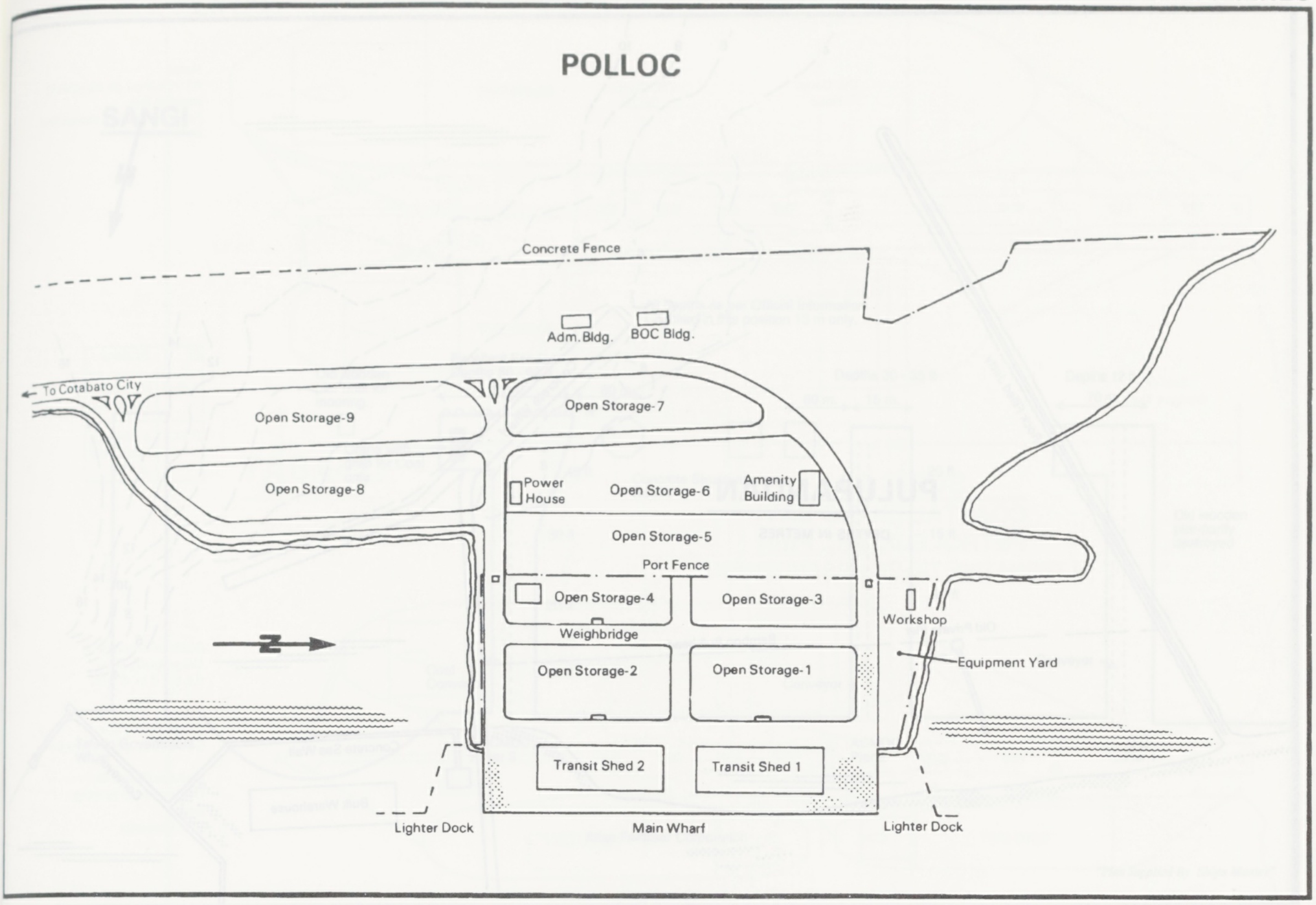
"Plan supplied by Ship's Master"


NASIPIT (1)
Bare at L.W.
BUTUAN BAY
Nasipit Lumber Company Wharf
Nasipit Wharf
NASIPIT
Nasipit Anchorage Area
1
2
3
N

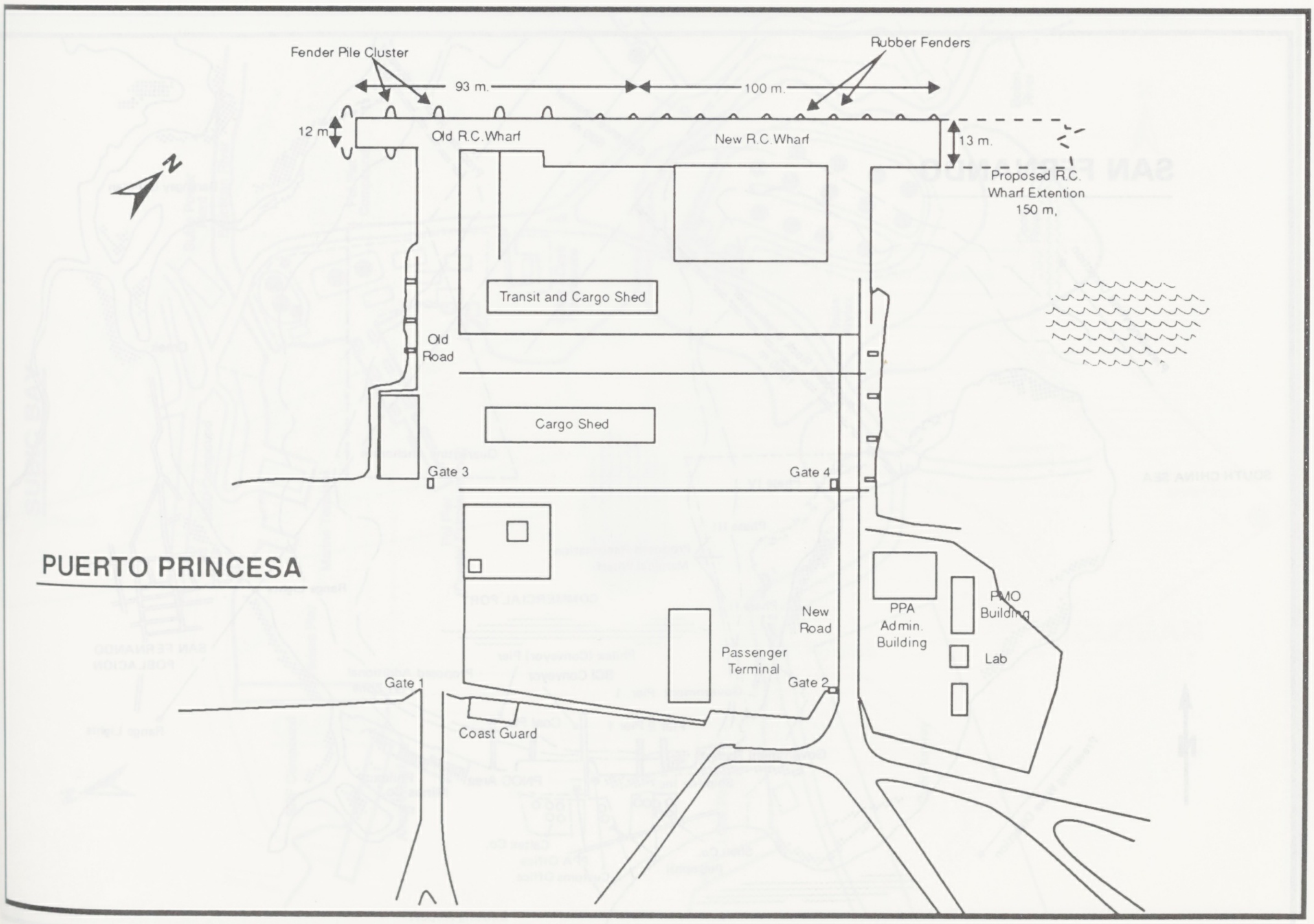

0
1
2
KM
SCALE
BUTUAN BAY
NASIPIT (2)
N
Masao Anchorage Area
1
2
3
4
5
6
7
8
9
10
Entrance Channel to Port of Butuan
Sand Bar
Pilot Station Tower
Agusan River
Masao Pier

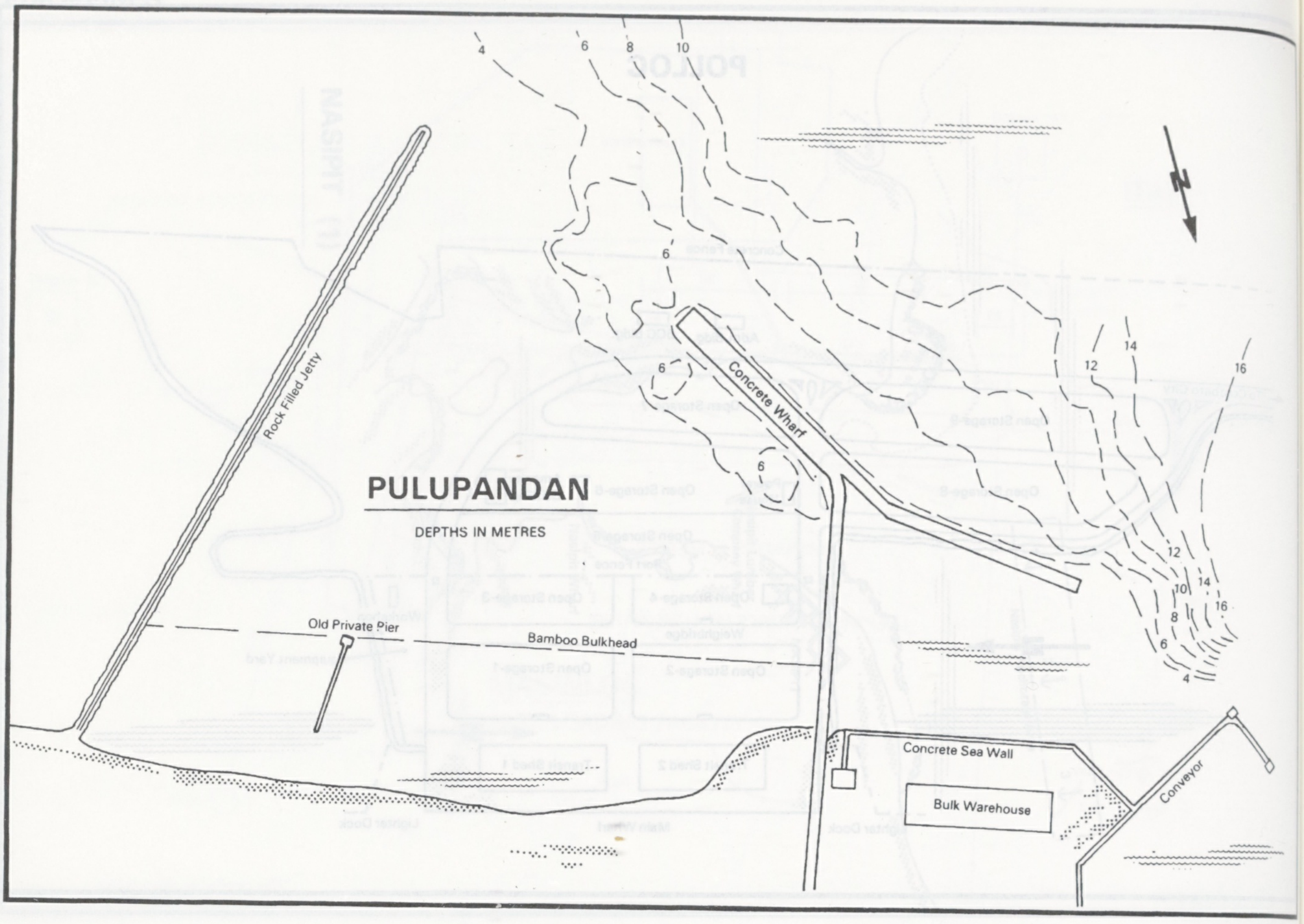
The entrance to the Agusan River is usually marked by two bamboo poles placed by local pilots.

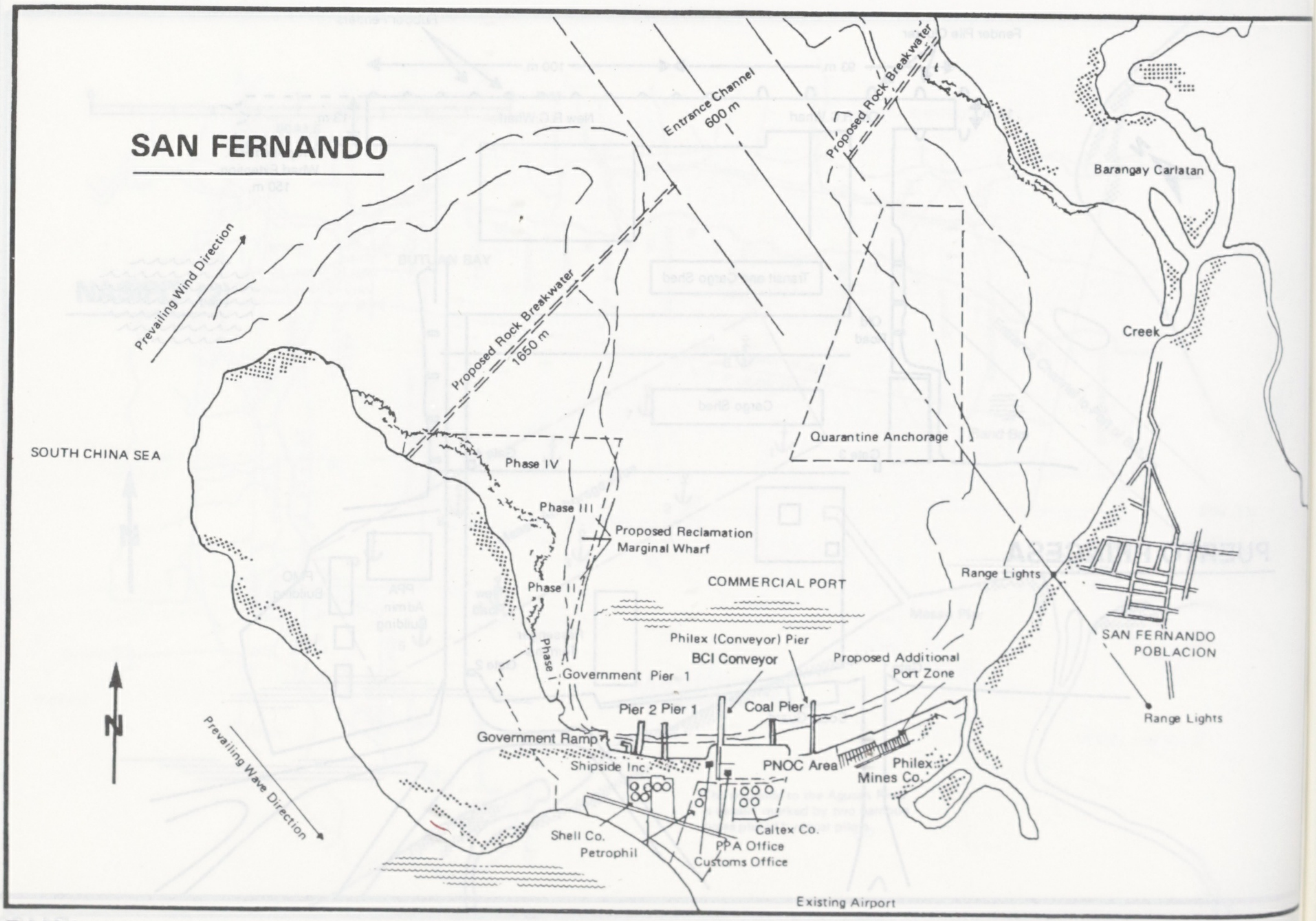
POLLOC

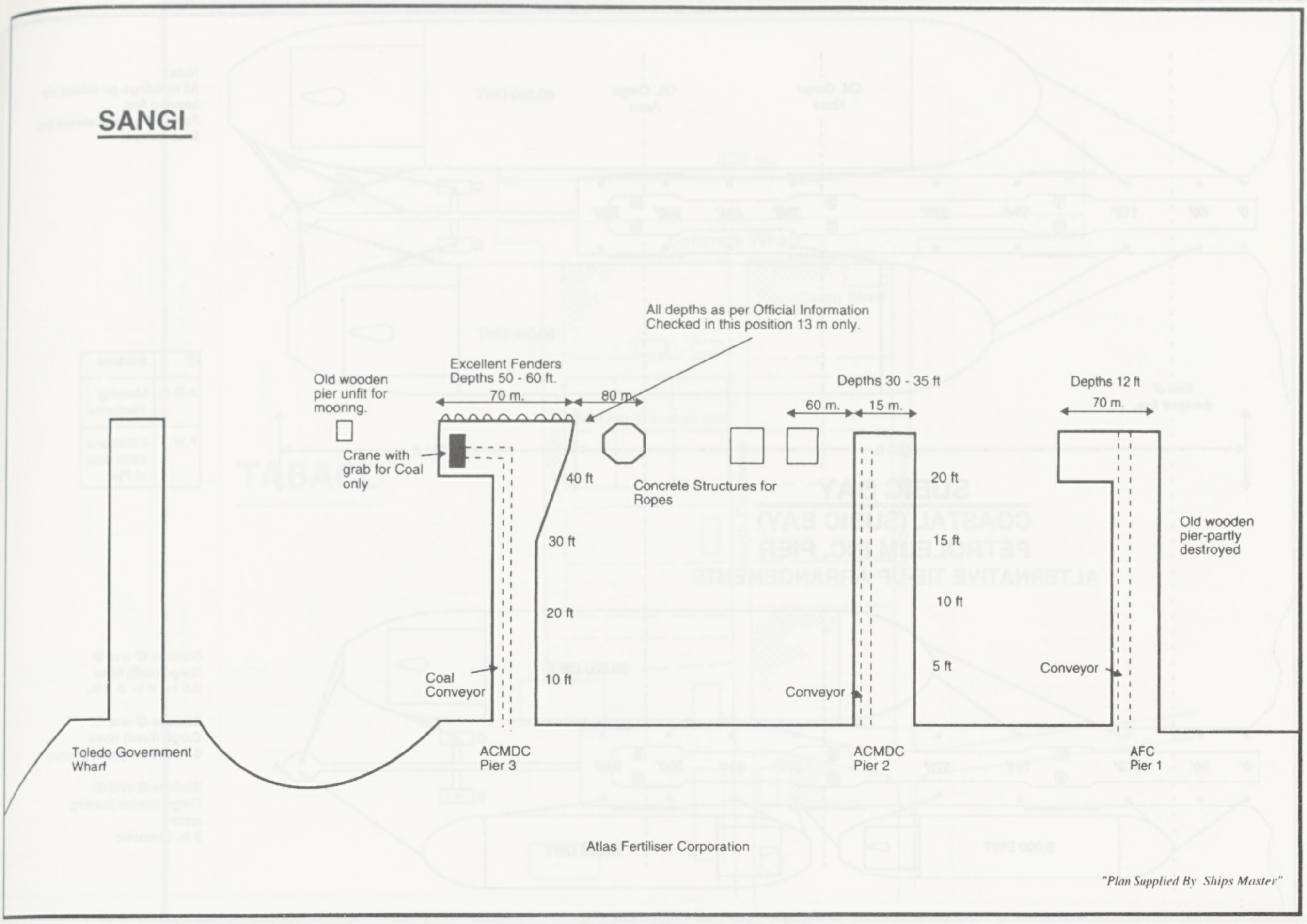

Concrete Fence
Adm. Bldg.
BOC Bldg.
To Cotabato City
Open Storage-9
Open Storage-7
Open Storage-8
Power House
Open Storage-6
Amenity Building
Open Storage-5
Port Fence
Open Storage-4
Open Storage-3
Workshop
Weighbridge
N
Equipment Yard
Open Storage-2
Open Storage-1
Transit Shed 2
Transit Shed 1
Lighter Dock
Main Wharf
Lighter Dock

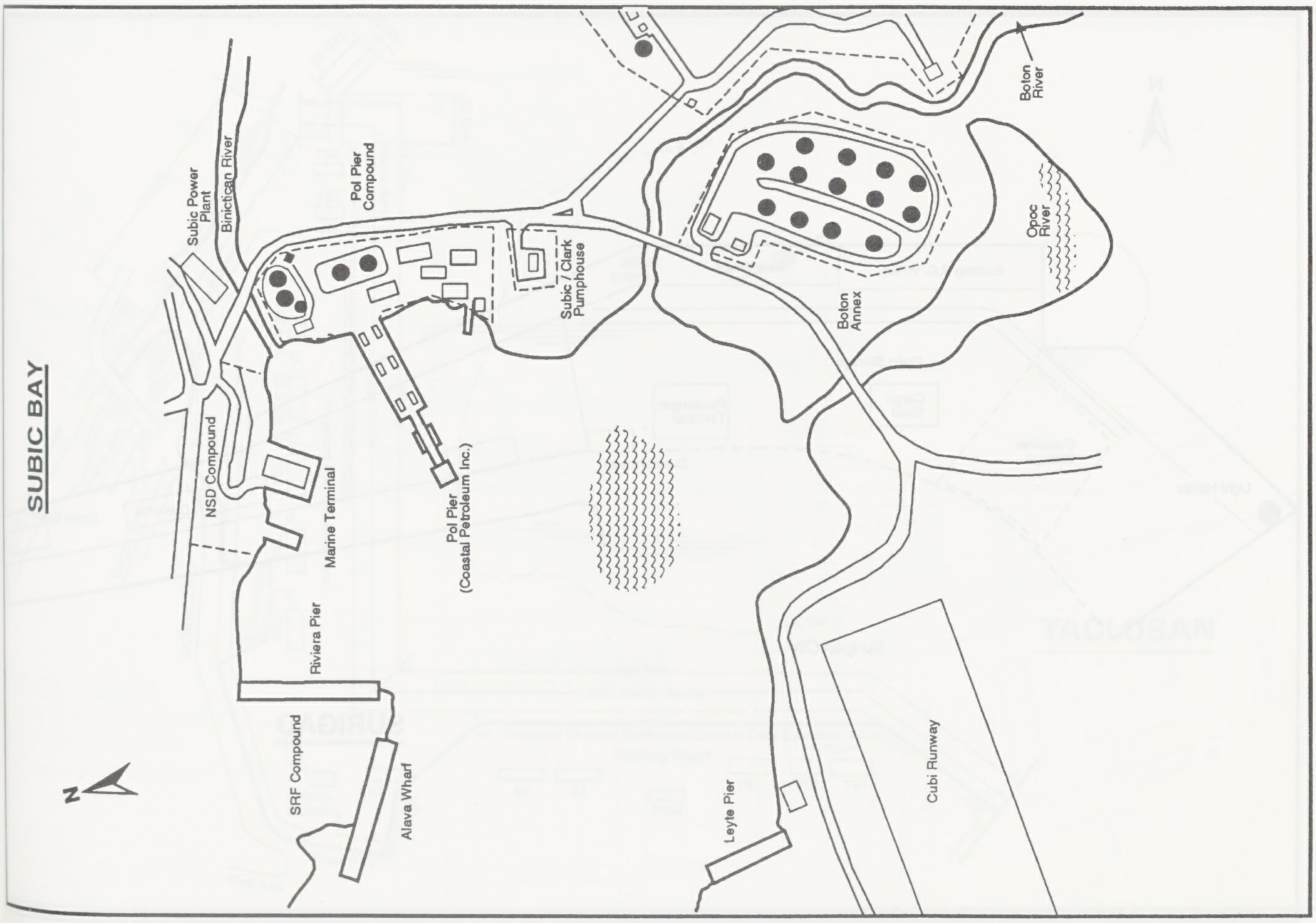
PUERTO PRINCESA

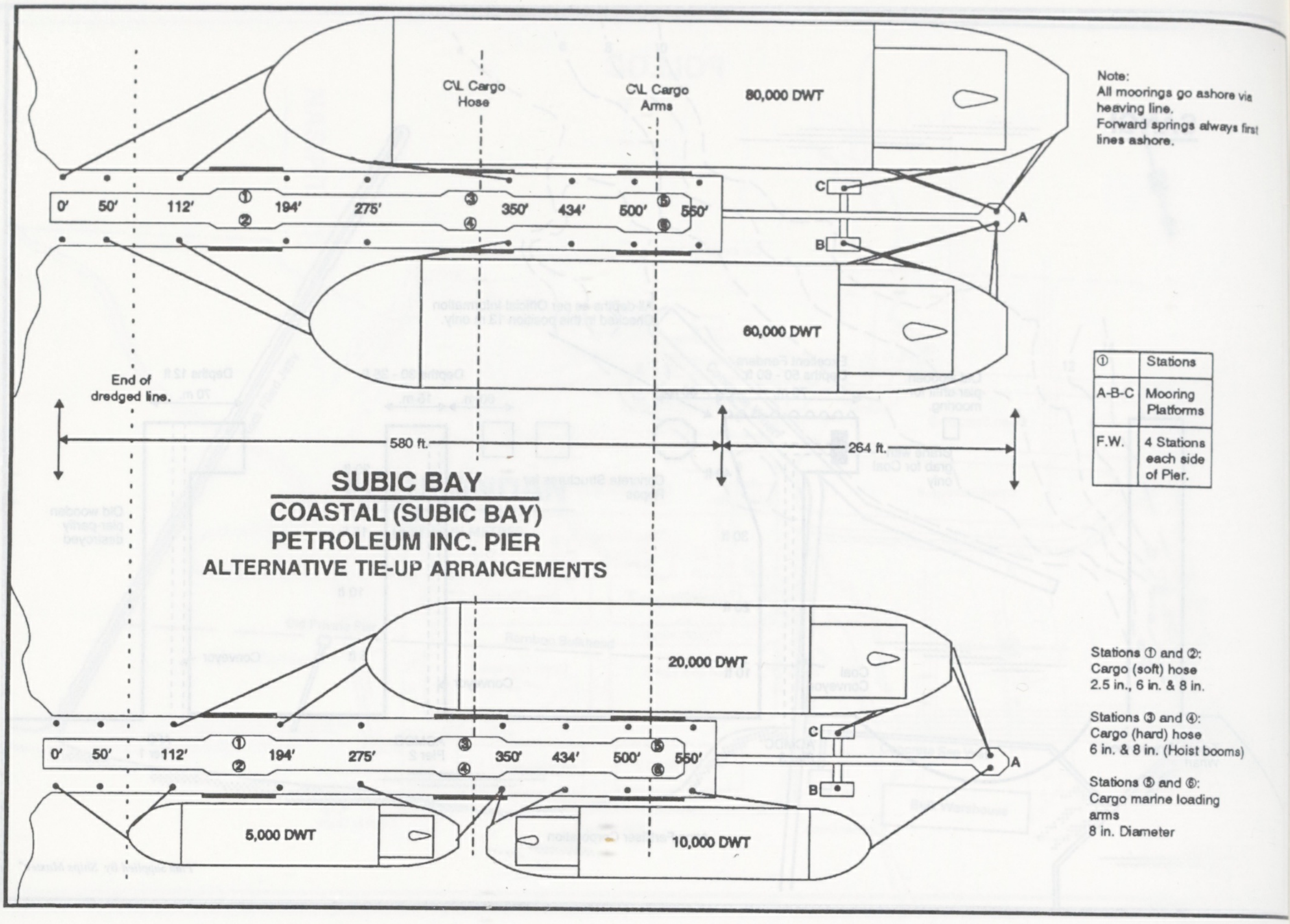

Fender Pile Cluster
Rubber Fenders
93 m.
100 m.
12 m.
Old R.C.Wharf
New R.C.Wharf
13 m.
Proposed R.C. Wharf Extention 150 m.
N
Transit and Cargo Shed
Old Road
Cargo Shed
Gate 3
Gate 4
New Road
PPA Admin. Building
PMO Building
Lab
Passenger Terminal
Gate 1
Gate 2
Coast Guard


PULUPANDAN
DEPTHS IN METRES
4
6
8
10
6
6
6
12
14
16
12
10
14
16
8
6
4
Rock Filled Jetty
Concrete Wharf
Old Private Pier
Bamboo Bulkhead
Concrete Sea Wall
Bulk Warehouse
Conveyor
N


SAN FERNANDO
Entrance Channel
600 m
Proposed Rock Breakwater
Barangay Carlatan
Prevailing Wind Direction
Proposed Rock Breakwater
1650 m
Creek
SOUTH CHINA SEA
Quarantine Anchorage
Phase IV
Phase III
Proposed Reclamation
Marginal Wharf
Phase II
Phase I
COMMERCIAL PORT
Range Lights
SAN FERNANDO
POBLACION
Philex (Conveyor) Pier
BCI Conveyor
Proposed Additional
Port Zone
Government Pier 1
Pier 2 Pier 1
Coal Pier
Range Lights
Government Ramp
Shipside Inc.
PNOC Area
Philex
Mines Co.
N
Prevailing Wave Direction
Shell Co.
Petrophil
Caltex Co.
PPA Office
Customs Office
Existing Airport


SANGI
All depths as per Official Information
Checked in this position 13 m only.
Old wooden pier unfit for mooring.
Excellent Fenders
Depths 50 - 60 ft.
70 m.
80 m.
Depths 30 - 35 ft
60 m.
15 m.
Depths 12 ft
70 m.
Crane with grab for Coal only
40 ft
Concrete Structures for Ropes
30 ft
20 ft
10 ft
20 ft
15 ft
10 ft
5 ft
Old wooden pier-partly destroyed
Coal Conveyor
Conveyor
Conveyor
Toledo Government Wharf
ACMDC Pier 3
ACMDC Pier 2
AFC Pier 1
Atlas Fertiliser Corporation
"Plan Supplied By Ships Master"


SUBIC BAY
Subic Power Plant
Binictican River
Pol Pier Compound
Subic / Clark Pumphouse
Boton Annex
Boton River
Opoc River
NSD Compound
Marine Terminal
Pol Pier (Coastal Petroleum Inc.)
Riviera Pier
SRF Compound
Alava Wharf
Leyte Pier
Cubi Runway
N



SUBIC BAY

COASTAL (SUBIC BAY) PETROLEUM INC. PIER

ALTERNATIVE TIE-UP ARRANGEMENTS

Note:
All moorings go ashore via heaving line.
Forward springs always first lines ashore.

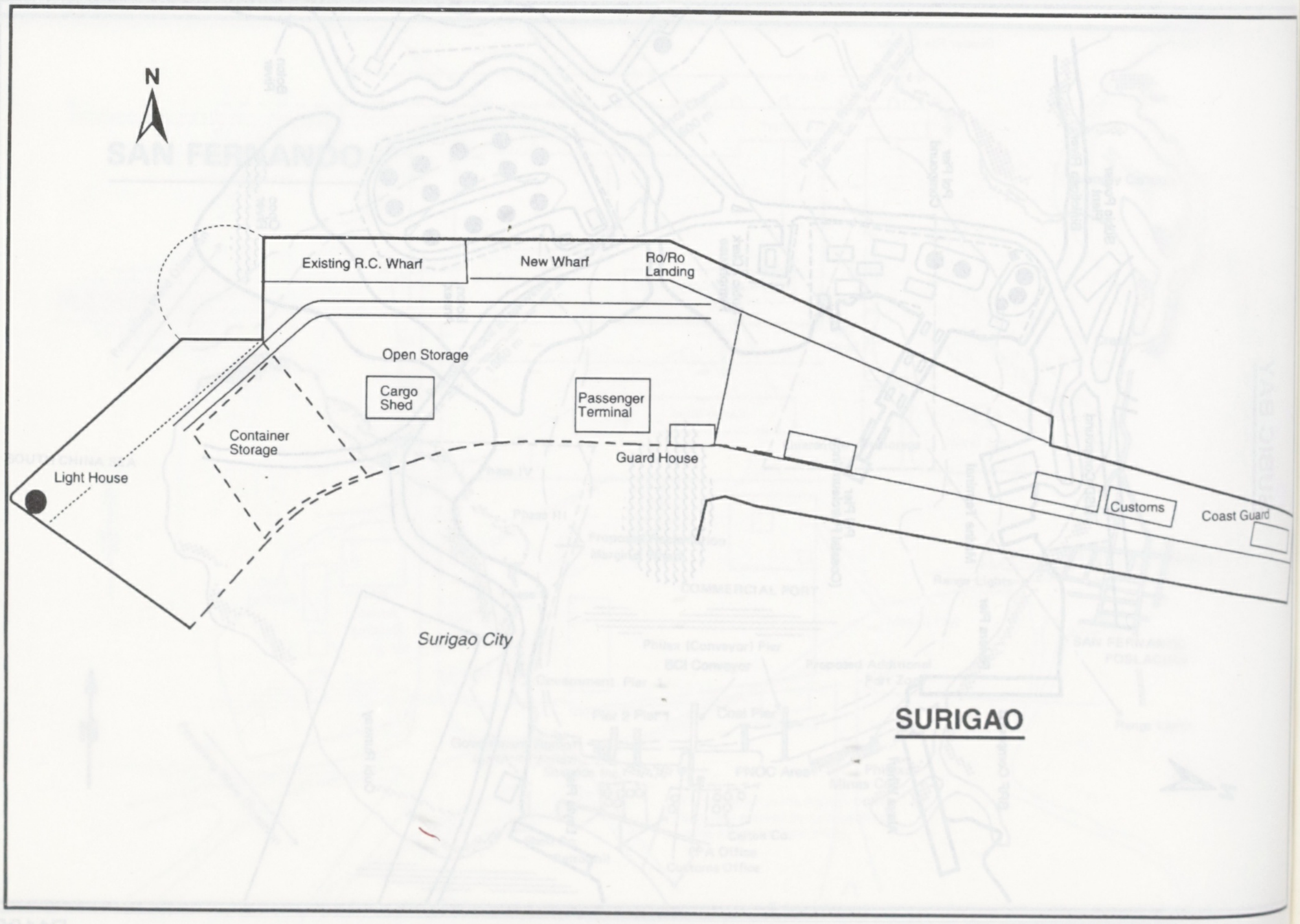
①	Stations
A-B-C	Mooring Platforms
F.W.	4 Stations each side of Pier.

Stations ① and ②:
Cargo (soft) hose
2.5 in., 6 in. & 8 in.

Stations ③ and ④:
Cargo (hard) hose
6 in. & 8 in. (Hoist booms)

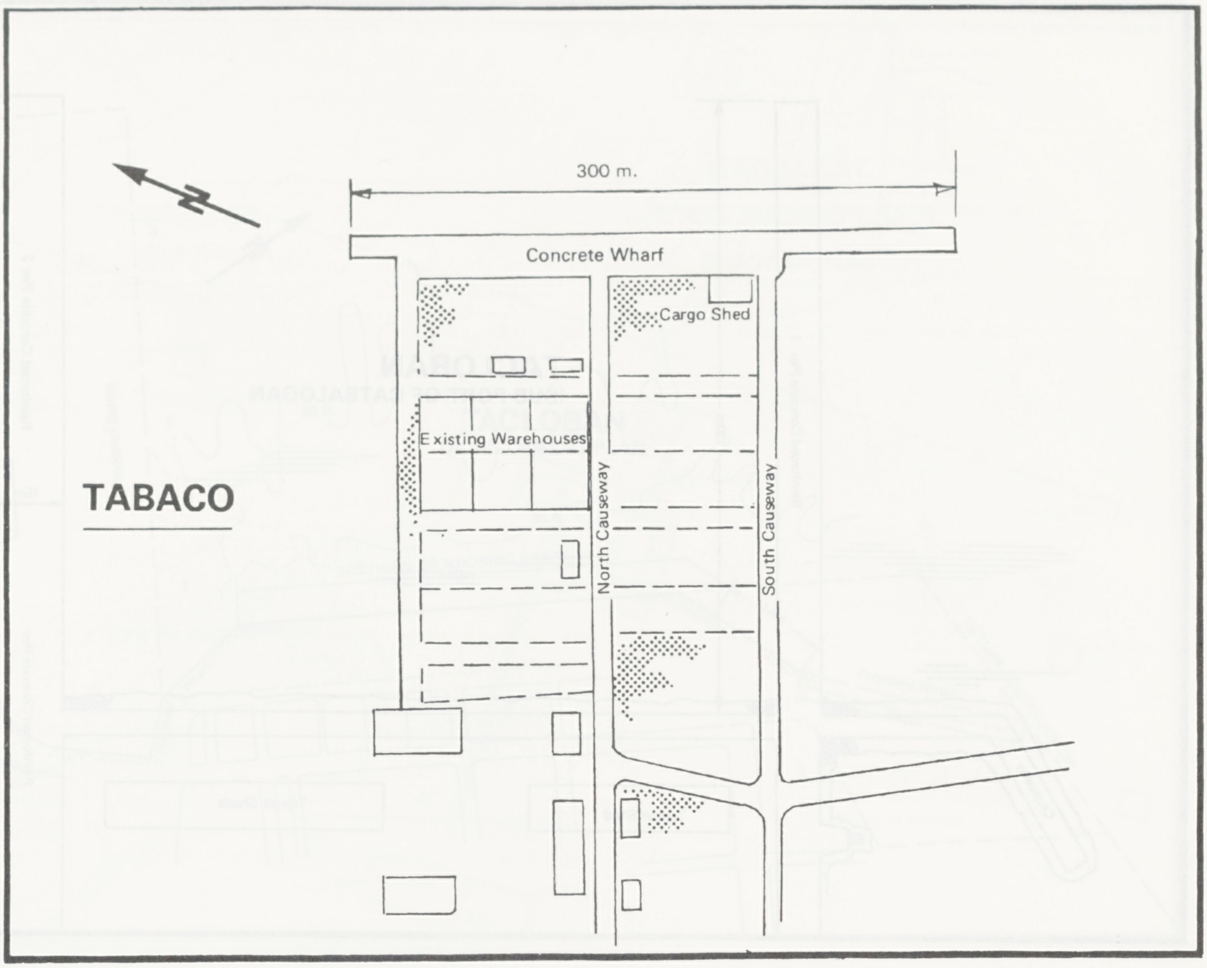
Stations ⑤ and ⑥:
Cargo marine loading arms
8 in. Diameter

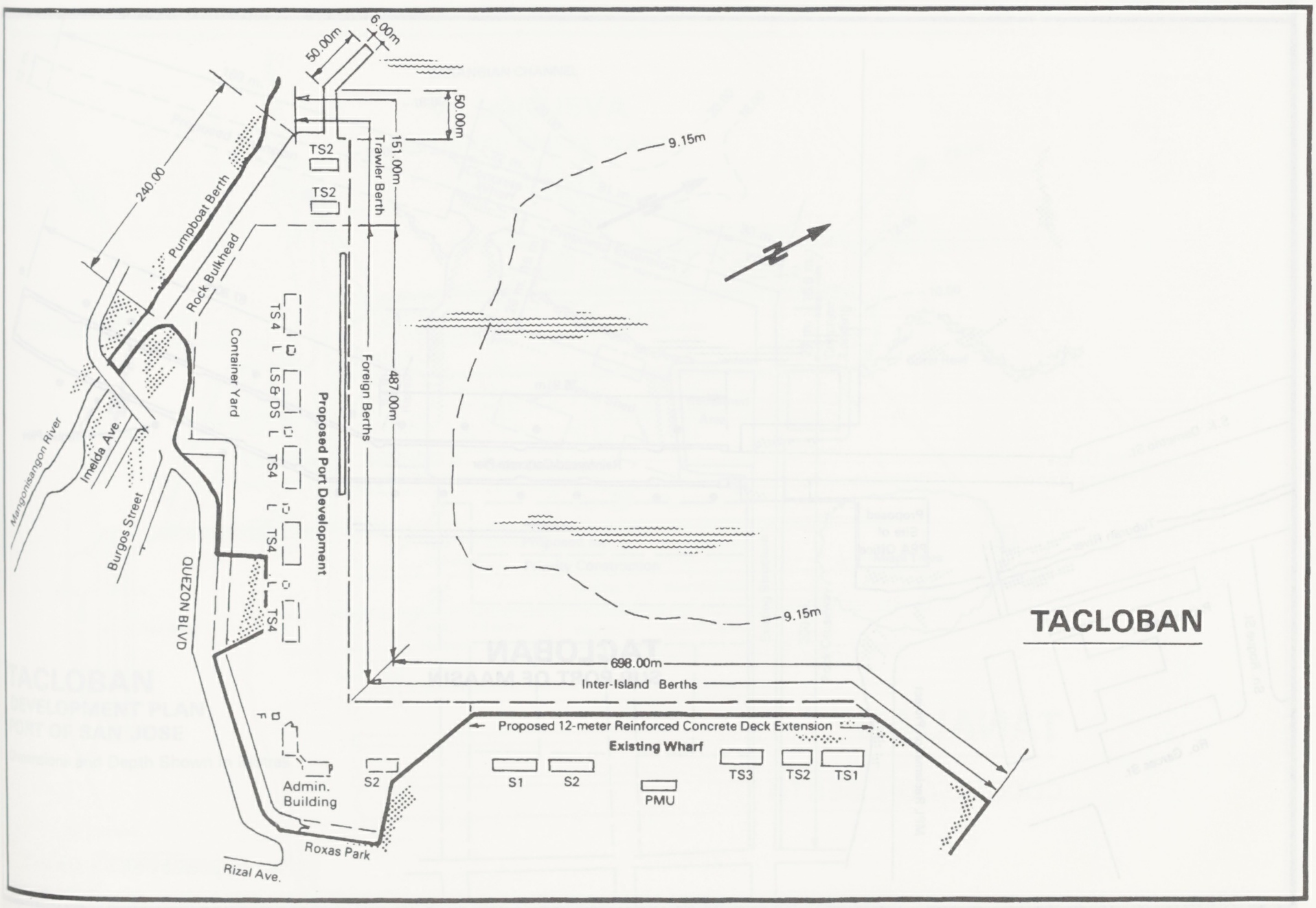
C\L Cargo Hose
C\L Cargo Arms
80,000 DWT
60,000 DWT
20,000 DWT
5,000 DWT
10,000 DWT
0'
50'
112'
194'
275'
350'
434'
500'
550'
①
②
③
④
⑤
⑥
A
B
C
End of dredged line.
580 ft.
264 ft.

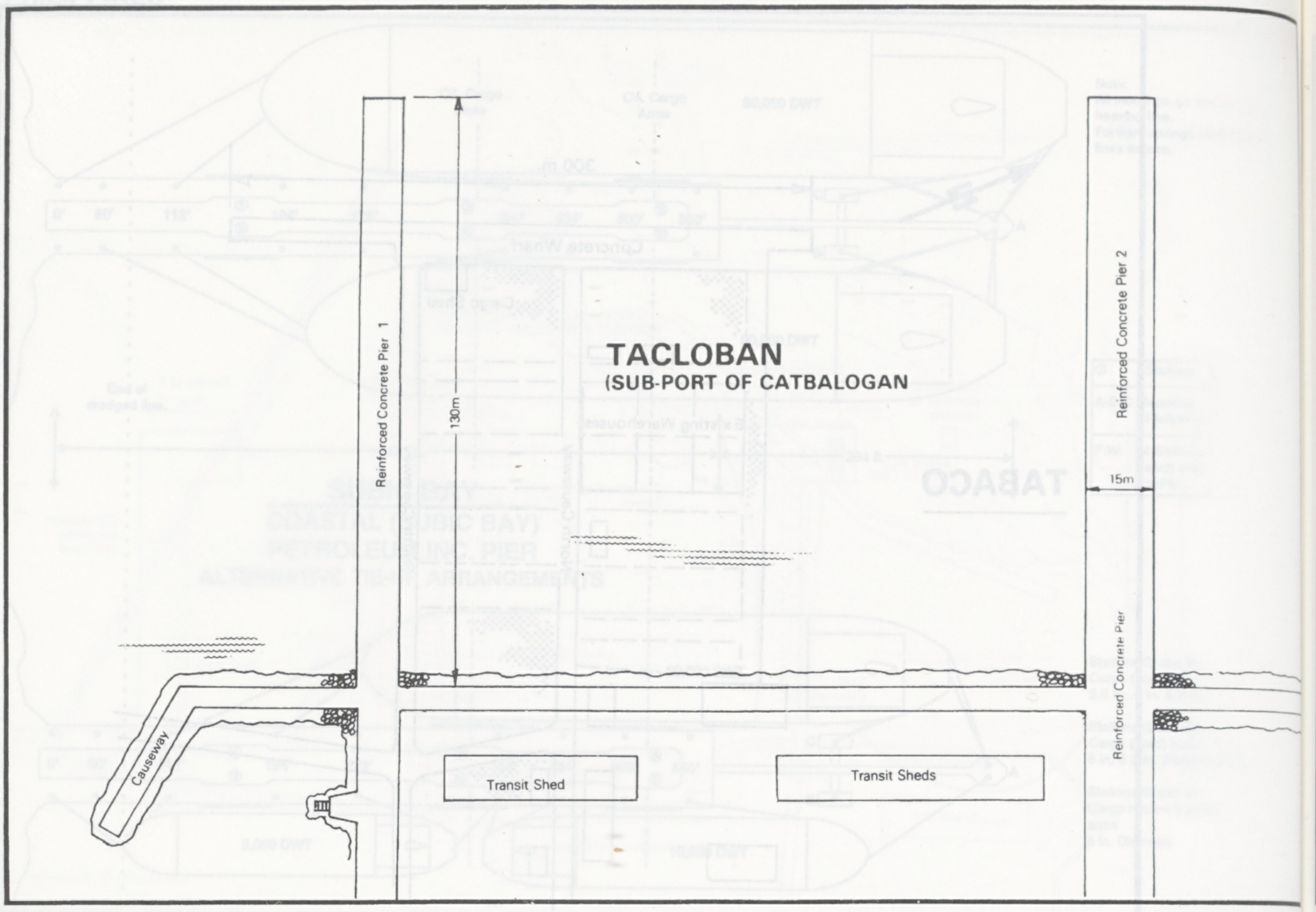


SURIGAO

N
Existing R.C. Wharf
New Wharf
Ro/Ro Landing
Open Storage
Cargo Shed
Passenger Terminal
Container Storage
Guard House
Light House
Customs
Coast Guard
Surigao City

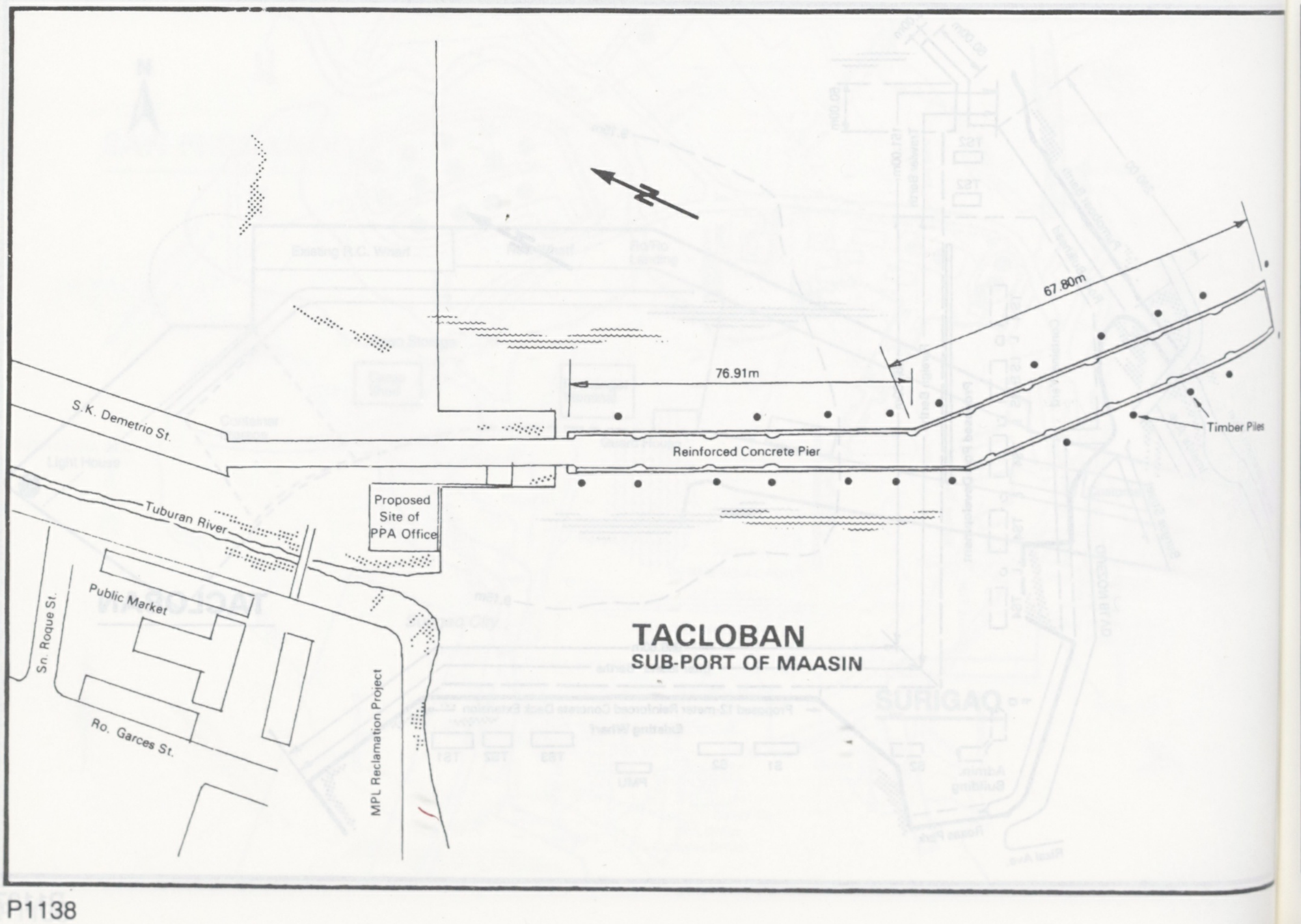

TABACO
300 m.
Concrete Wharf
Cargo Shed
Existing Warehouses
North Causeway
South Causeway


50.00m
6.00m
50.00m
240.00
151.00m
Trawler Berth
TS2
TS2
Pumpboat Berth
Rock Bulkhead
9.15m
TS4
L
LS&DS
L
TS4
L
TS4
L
TS4
Container Yard
Proposed Port Development
Foreign Berths
487.00m
Mangonsangon River
Imelda Ave.
Burgos Street
QUEZON BLVD
9.15m
TACLOBAN
698.00m
Inter-Island Berths
Proposed 12-meter Reinforced Concrete Deck Extension
Existing Wharf
D
F
Admin. Building
S2
S1
S2
PMU
TS3
TS2
TS1
Roxas Park
Rizal Ave.



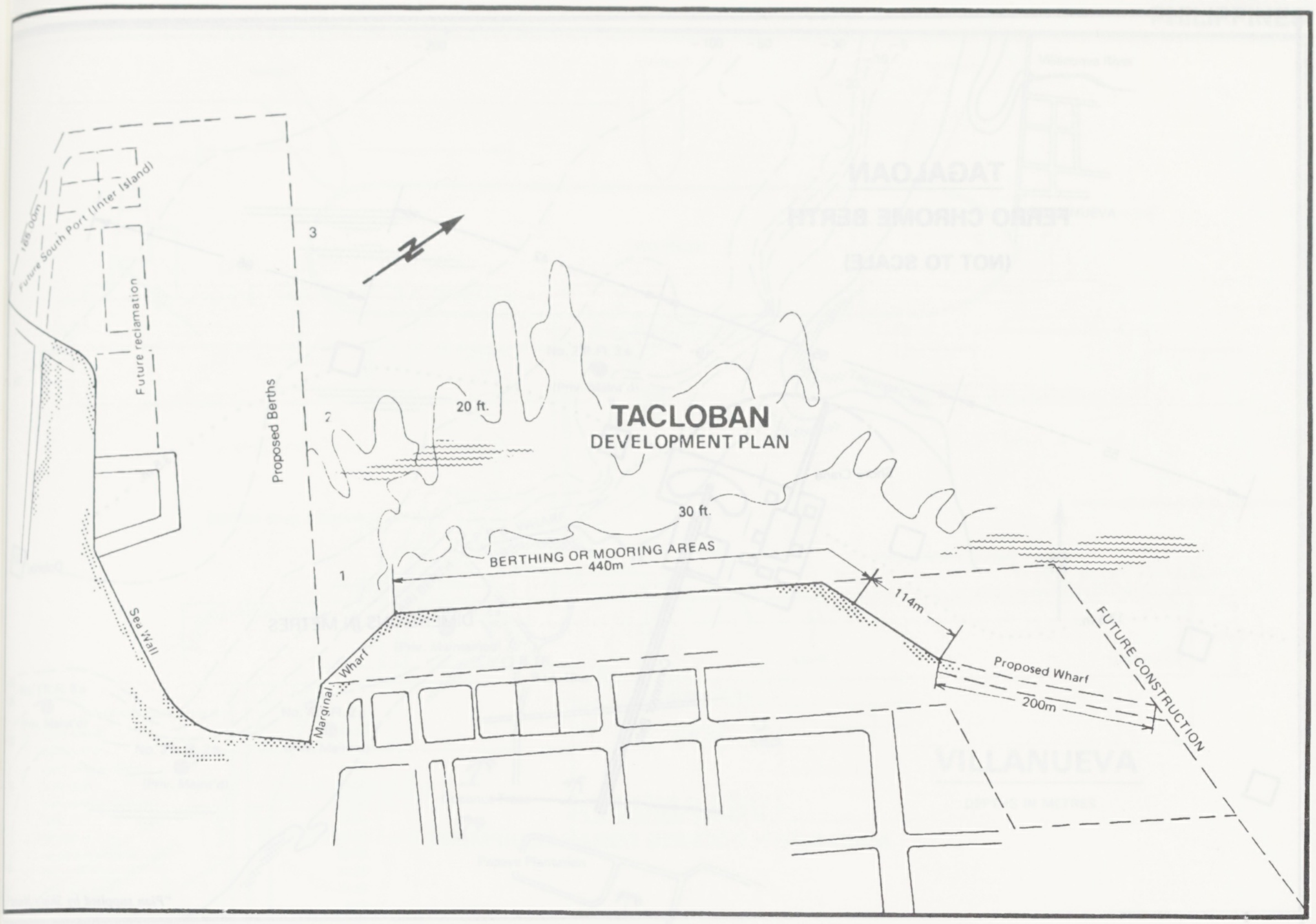
TACLOBAN
(SUB-PORT OF CATBALOGAN

Reinforced Concrete Pier 1
130m
Reinforced Concrete Pier 2
15m
Reinforced Concrete Pier
Causeway
Transit Shed
Transit Sheds



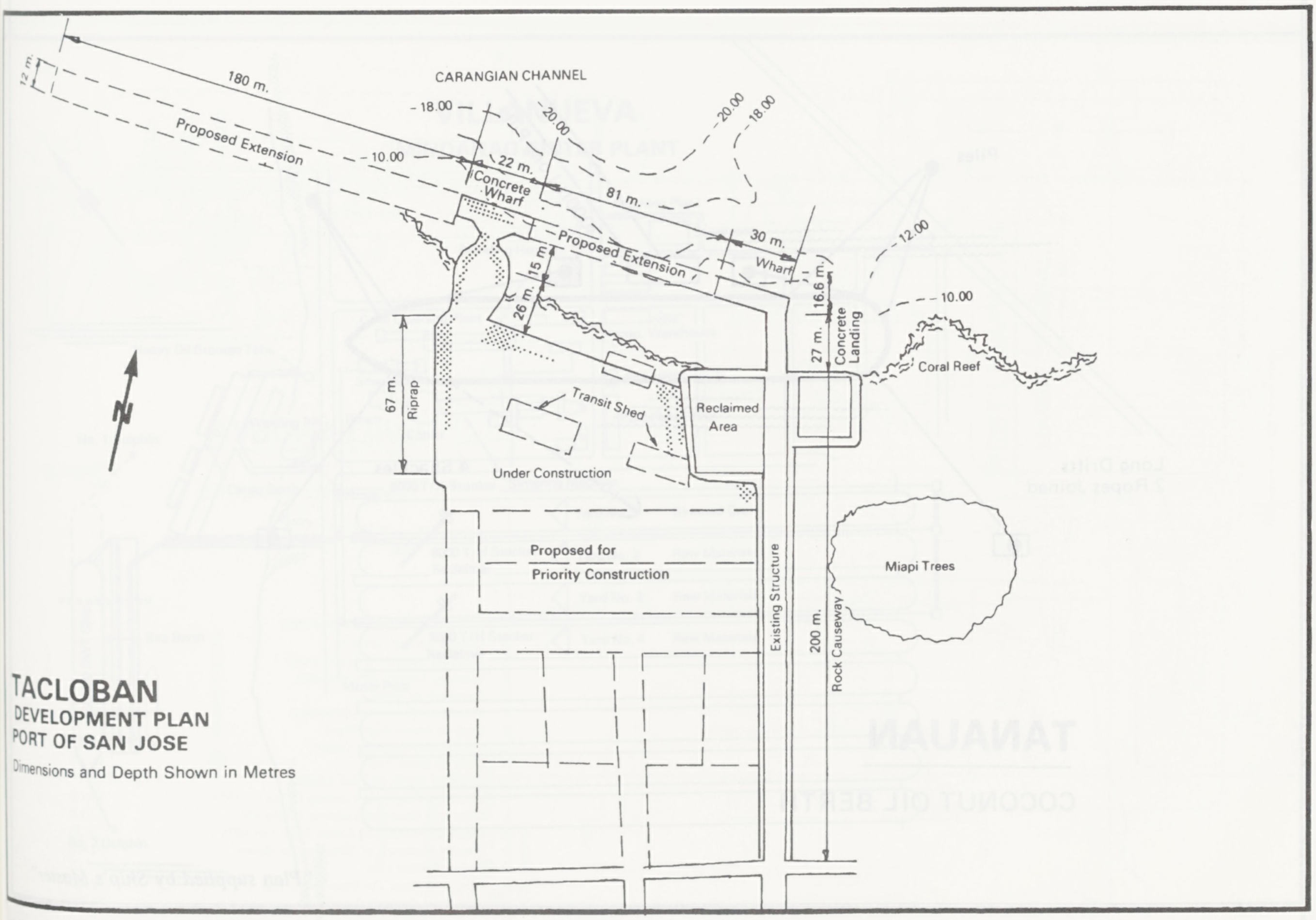
TACLOBAN
SUB-PORT OF MAASIN

S.K. Demetrio St.
Tuburan River
Proposed Site of PPA Office
Public Market
Sn. Roque St.
Ro. Garces St.
MPL Reclamation Project
76.91m
67.80m
Reinforced Concrete Pier
Timber Piles



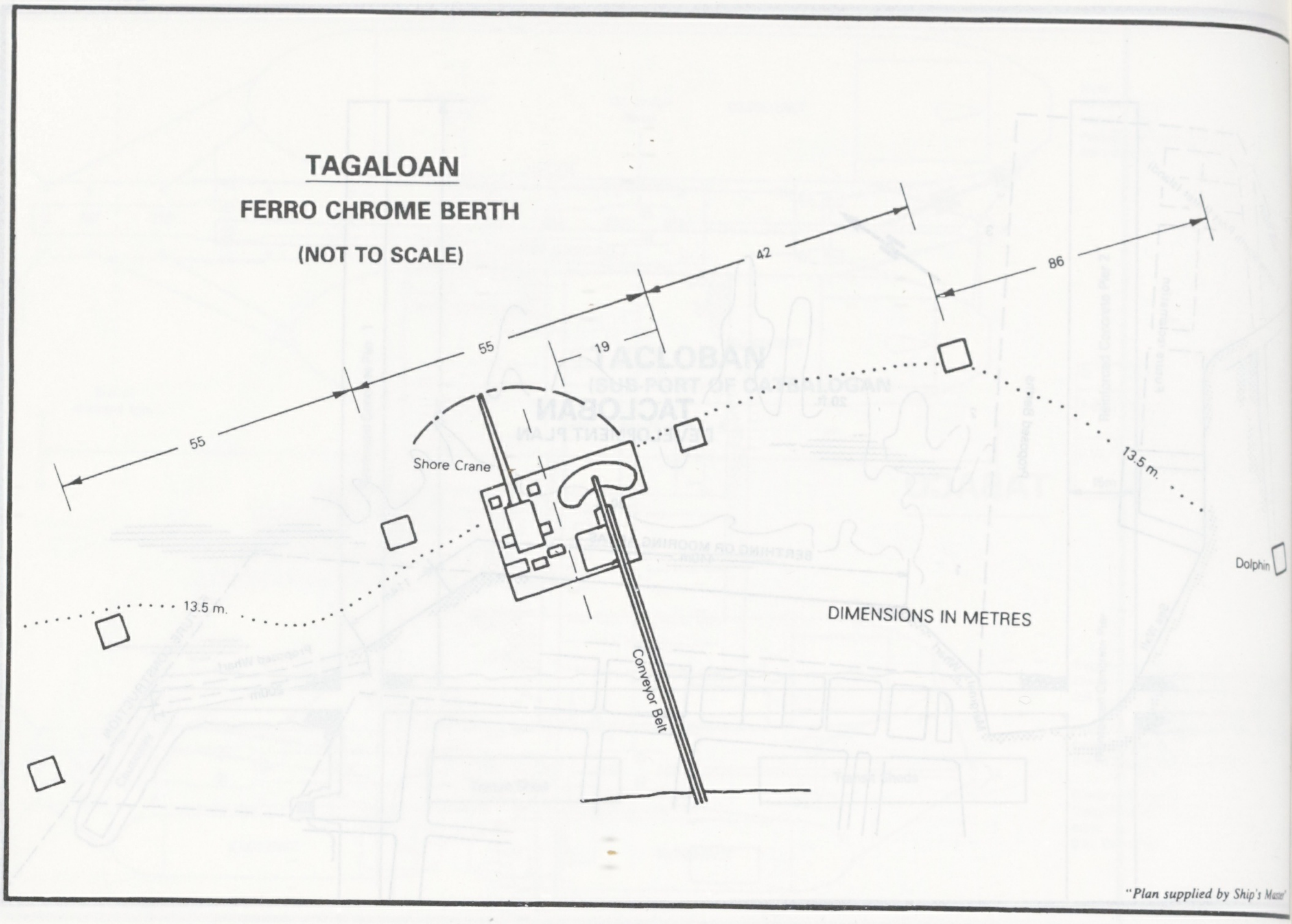
TACLOBAN
DEVELOPMENT PLAN

Future South Port (Inter Island)
Future reclamation
Proposed Berths
3
2
1
20 ft.
30 ft.
BERTHING OR MOORING AREAS
440m
114m
Proposed Wharf
200m
FUTURE CONSTRUCTION
Sea Wall
Marginal Wharf



TACLOBAN
DEVELOPMENT PLAN
PORT OF SAN JOSE
Dimensions and Depth Shown in Metres

CARANGIAN CHANNEL
12 m.
180 m.
Proposed Extension
18.00
10.00
20.00
20.00
18.00
22 m.
Concrete Wharf
81 m.
Proposed Extension
30 m.
Wharf
15 m.
26 m.
16.6 m.
27 m.
Concrete Landing
12.00
10.00
Coral Reef
67 m.
Riprap
Transit Shed
Reclaimed Area
Under Construction
Proposed for Priority Construction
Existing Structure
200 m.
Rock Causeway
Miapi Trees



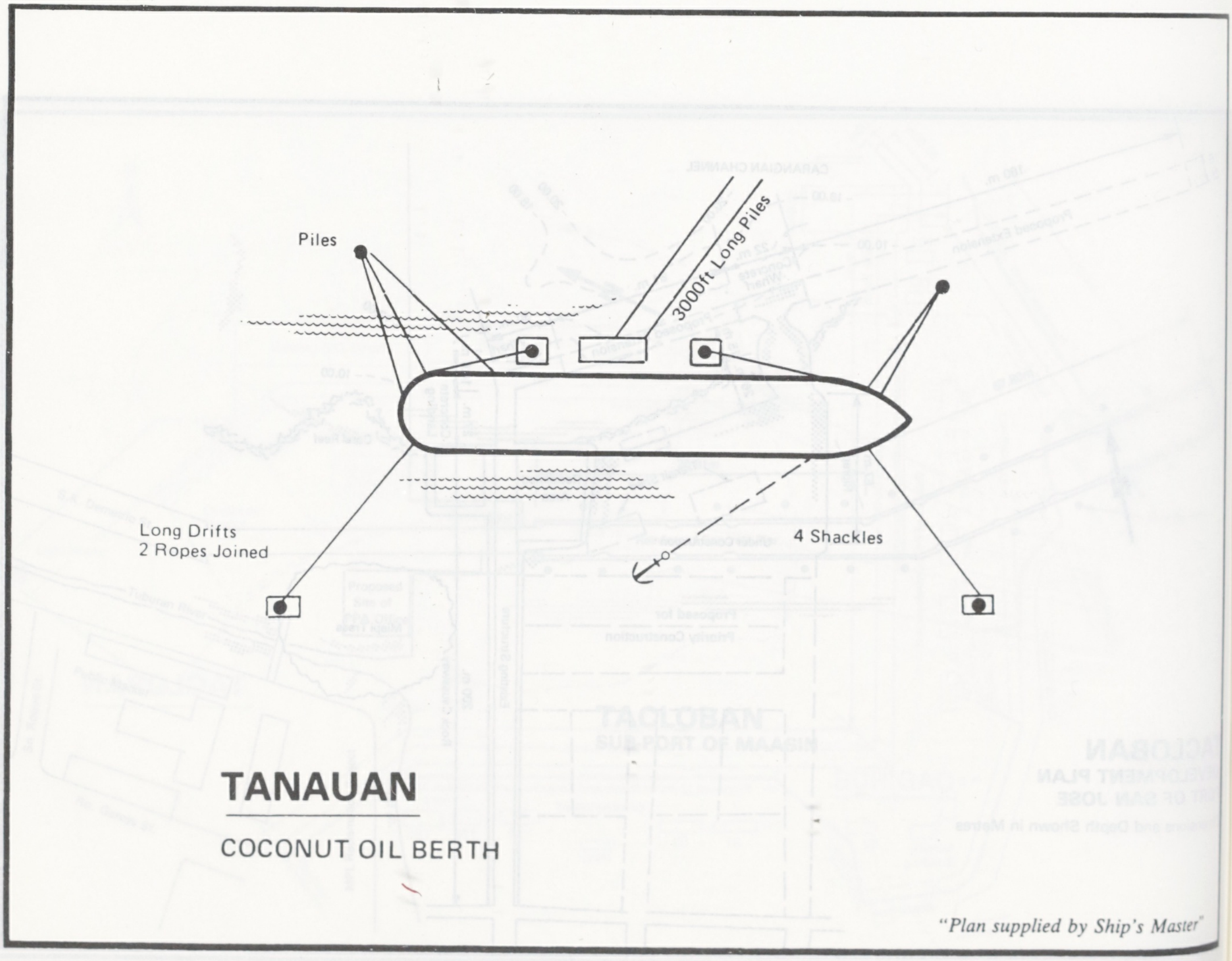
TAGALOAN

FERRO CHROME BERTH

(NOT TO SCALE)

55
55
19
42
86
Shore Crane
13.5 m.
13.5 m.
Dolphin
Conveyor Belt
DIMENSIONS IN METRES

"Plan supplied by Ship's Master"

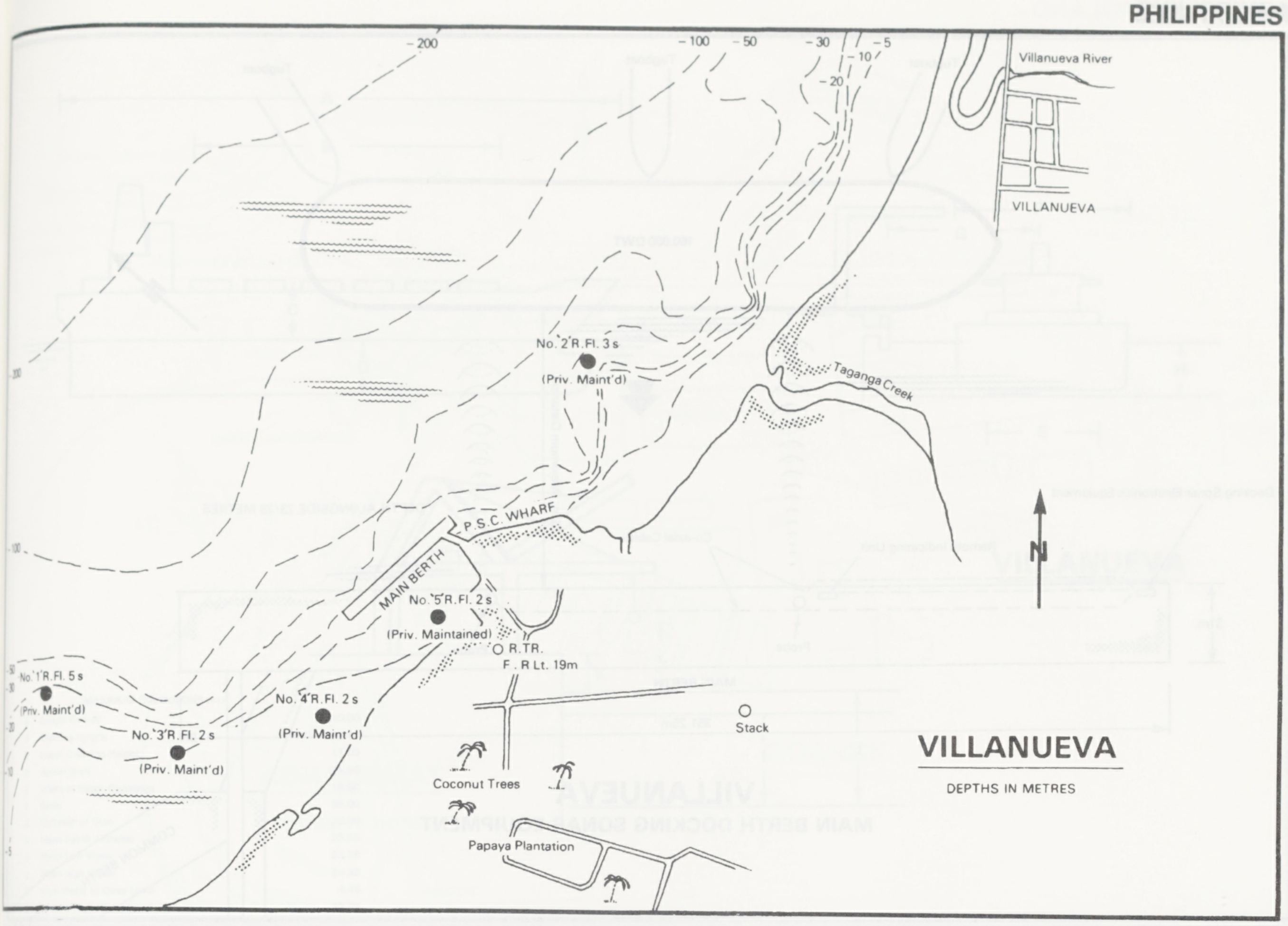


TANAUAN

COCONUT OIL BERTH

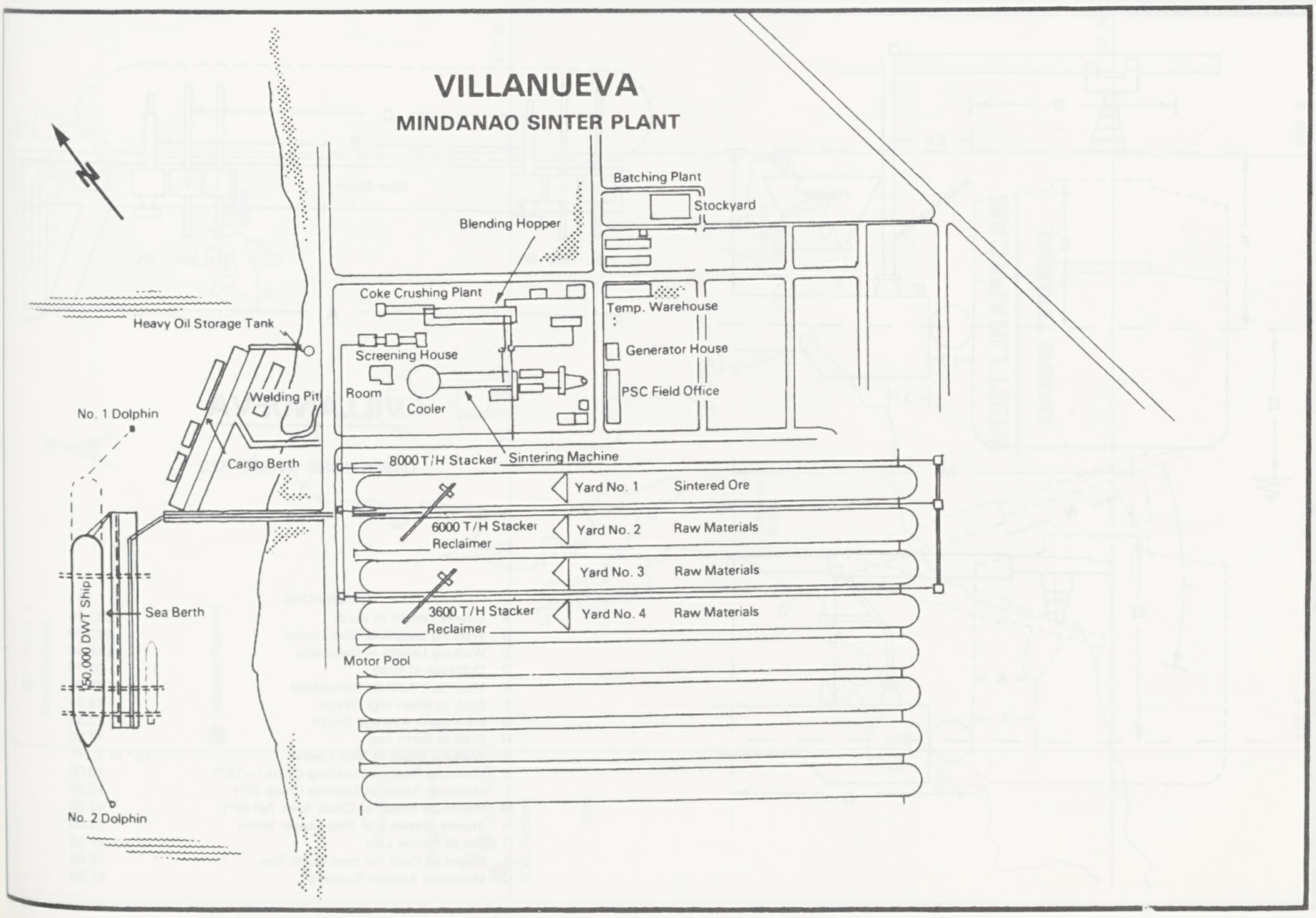
Piles
3000ft Long Piles
Long Drifts
2 Ropes Joined
4 Shackles

"Plan supplied by Ship's Master"

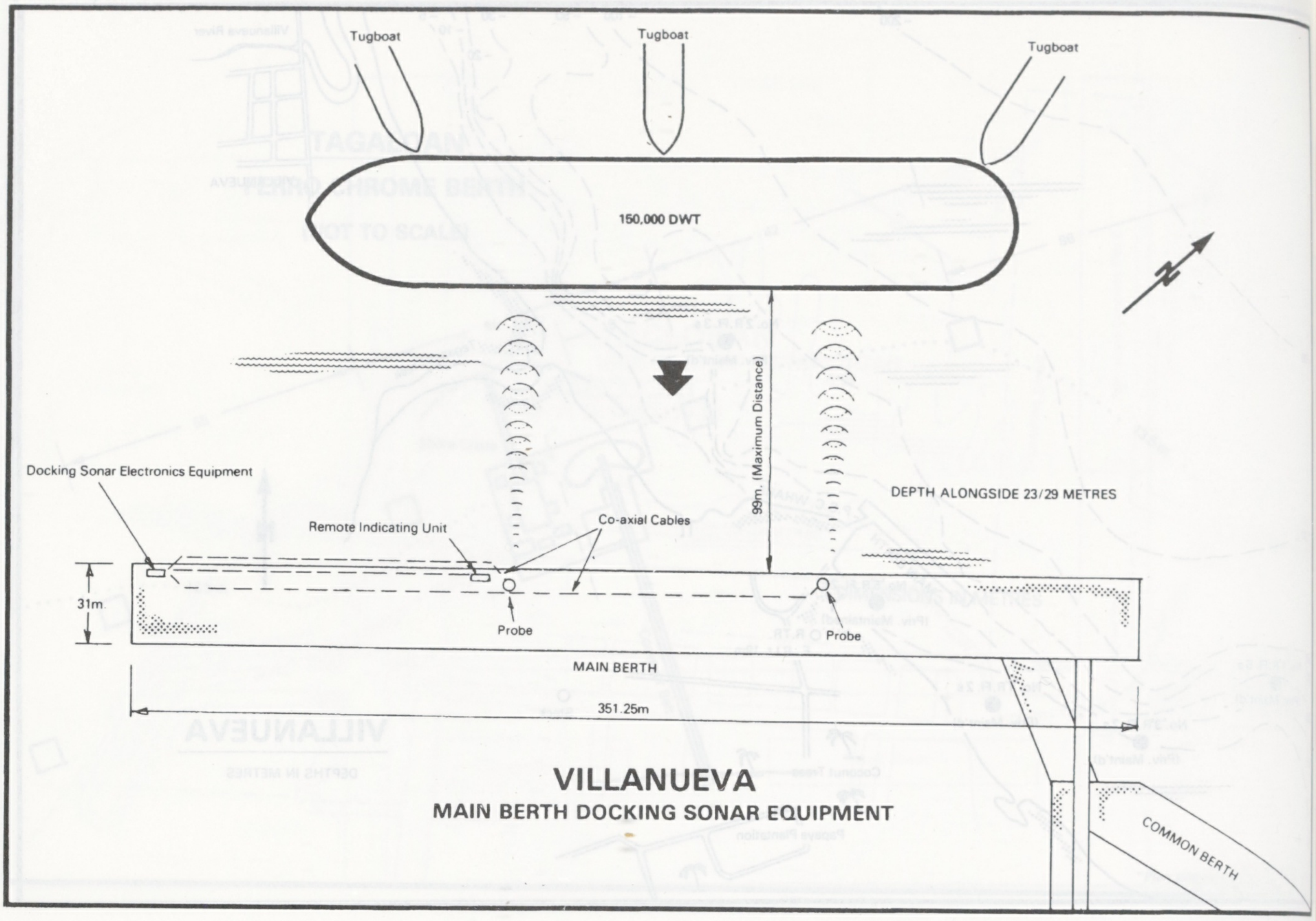

- 200
- 100
- 50
- 30
- 20
- 10
- 5
Villanueva River
VILLANUEVA
No. 2 R.Fl. 3 s
(Priv. Maint'd)
Taganga Creek
N
P.S.C. WHARF
MAIN BERTH
No. 5 R.Fl. 2 s
(Priv. Maintained)
R.TR.
F. R Lt. 19m
No. 1 R.Fl. 5 s
(Priv. Maint'd)
No. 4 R.Fl. 2 s
(Priv. Maint'd)
No. 3 R.Fl. 2 s
(Priv. Maint'd)
Stack
Coconut Trees
Papaya Plantation
- 100
- 50
- 30
- 20
- 10
- 5

VILLANUEVA

DEPTHS IN METRES

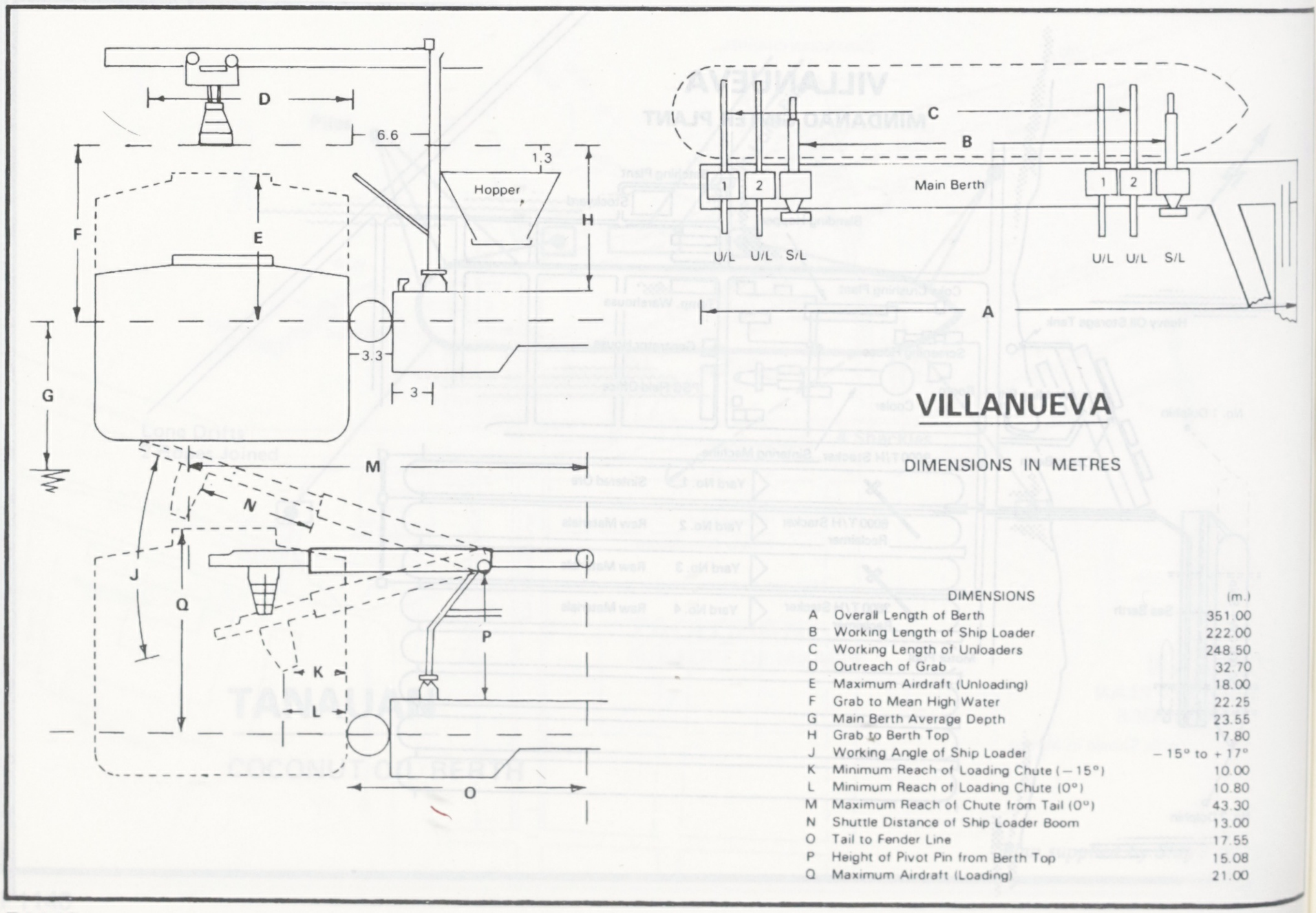

Batching Plant
Stockyard
Blending Hopper
Coke Crushing Plant
Temp. Warehouse
Heavy Oil Storage Tank
Screening House
Generator House
Welding Pit
Room
Cooler
PSC Field Office
No. 1 Dolphin
8000 T/H Stacker
Sintering Machine
Cargo Berth
Yard No. 1
Sintered Ore
6000 T/H Stacker
Reclaimer
Yard No. 2
Raw Materials
Yard No. 3
Raw Materials
Sea Berth
3600 T/H Stacker
Reclaimer
Yard No. 4
Raw Materials
50,000 DWT Ship
Motor Pool
No. 2 Dolphin
N

VILLANUEVA
MINDANAO SINTER PLANT


Tugboat
Tugboat
Tugboat
150,000 DWT
Docking Sonar Electronics Equipment
Remote Indicating Unit
Co-axial Cables
99m. (Maximum Distance)
DEPTH ALONGSIDE 23/29 METRES
31m.
Probe
Probe
MAIN BERTH
351.25m
COMMON BERTH

VILLANUEVA

MAIN BERTH DOCKING SONAR EQUIPMENT

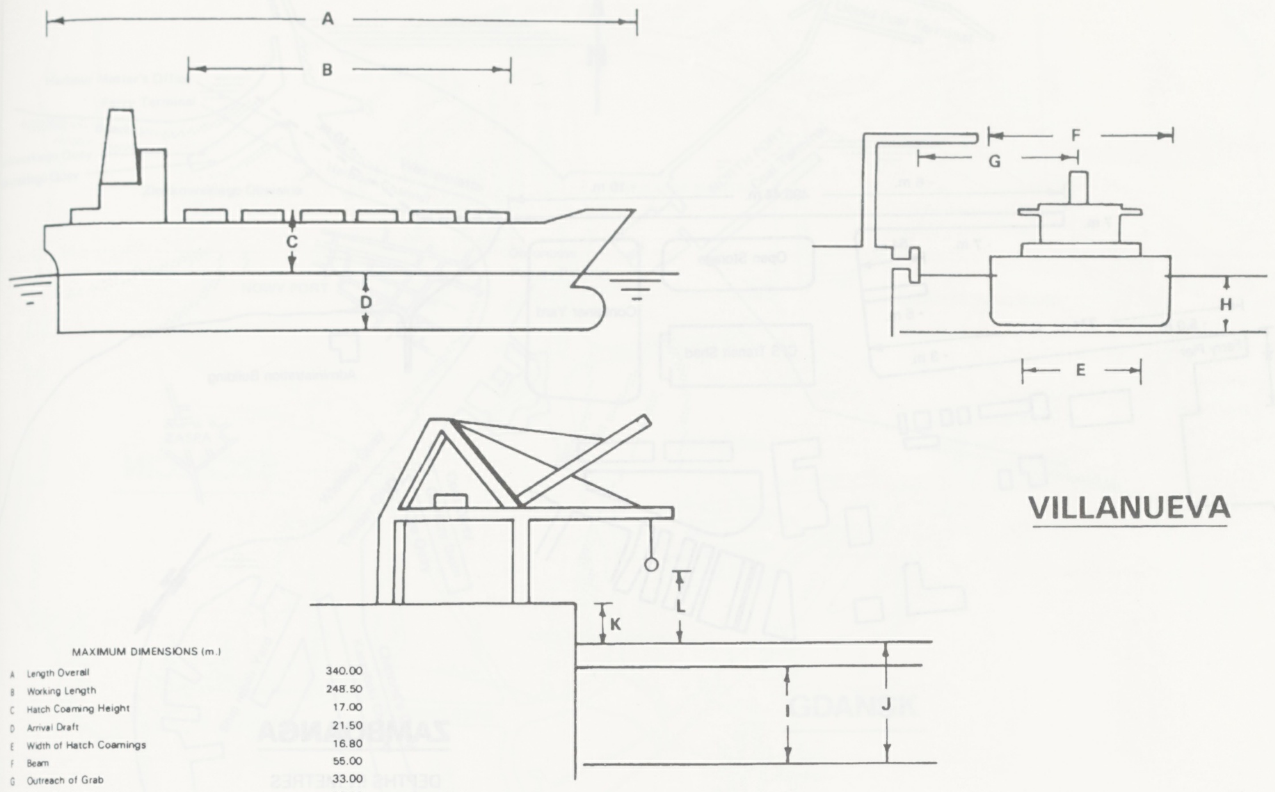

D
6.6
1.3
Hopper
E
F
H
G
3.3
3
M
N
J
Q
K
L
P
O
C
B
1
2
Main Berth
1
2
U/L
U/L
S/L
U/L
U/L
S/L
A

VILLANUEVA

DIMENSIONS IN METRES

	DIMENSIONS	(m.)
A	Overall Length of Berth	351.00
B	Working Length of Ship Loader	222.00
C	Working Length of Unloaders	248.50
D	Outreach of Grab	32.70
E	Maximum Airdraft (Unloading)	18.00
F	Grab to Mean High Water	22.25
G	Main Berth Average Depth	23.55
H	Grab to Berth Top	17.80
J	Working Angle of Ship Loader	− 15° to + 17°
K	Minimum Reach of Loading Chute (− 15°)	10.00
L	Minimum Reach of Loading Chute (0°)	10.80
M	Maximum Reach of Chute from Tail (0°)	43.30
N	Shuttle Distance of Ship Loader Boom	13.00
O	Tail to Fender Line	17.55
P	Height of Pivot Pin from Berth Top	15.08
Q	Maximum Airdraft (Loading)	21.00

VILLANUEVA

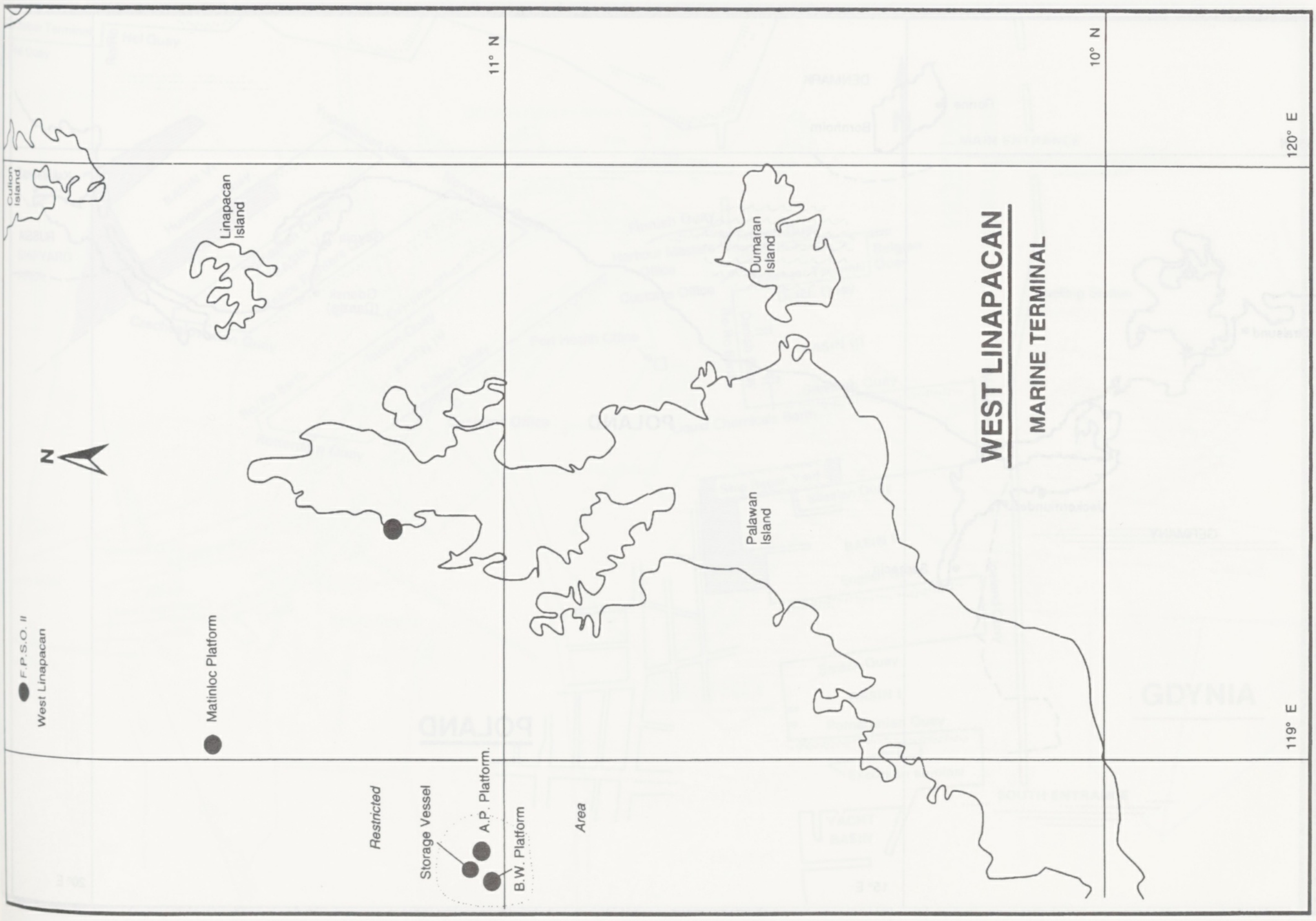

A
B
C
D
F
G
H
E
K
L
I
J

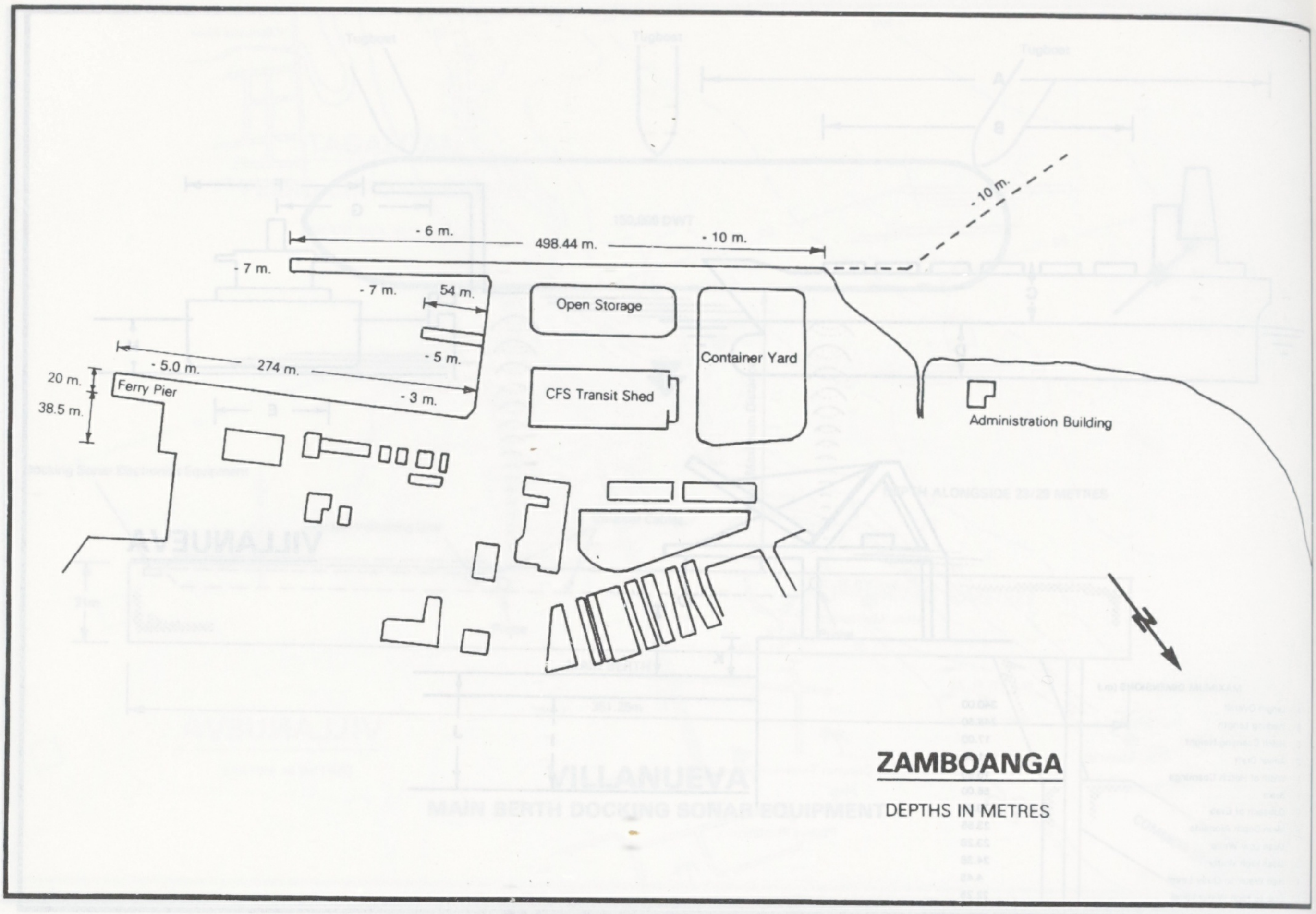
MAXIMUM DIMENSIONS (m.)

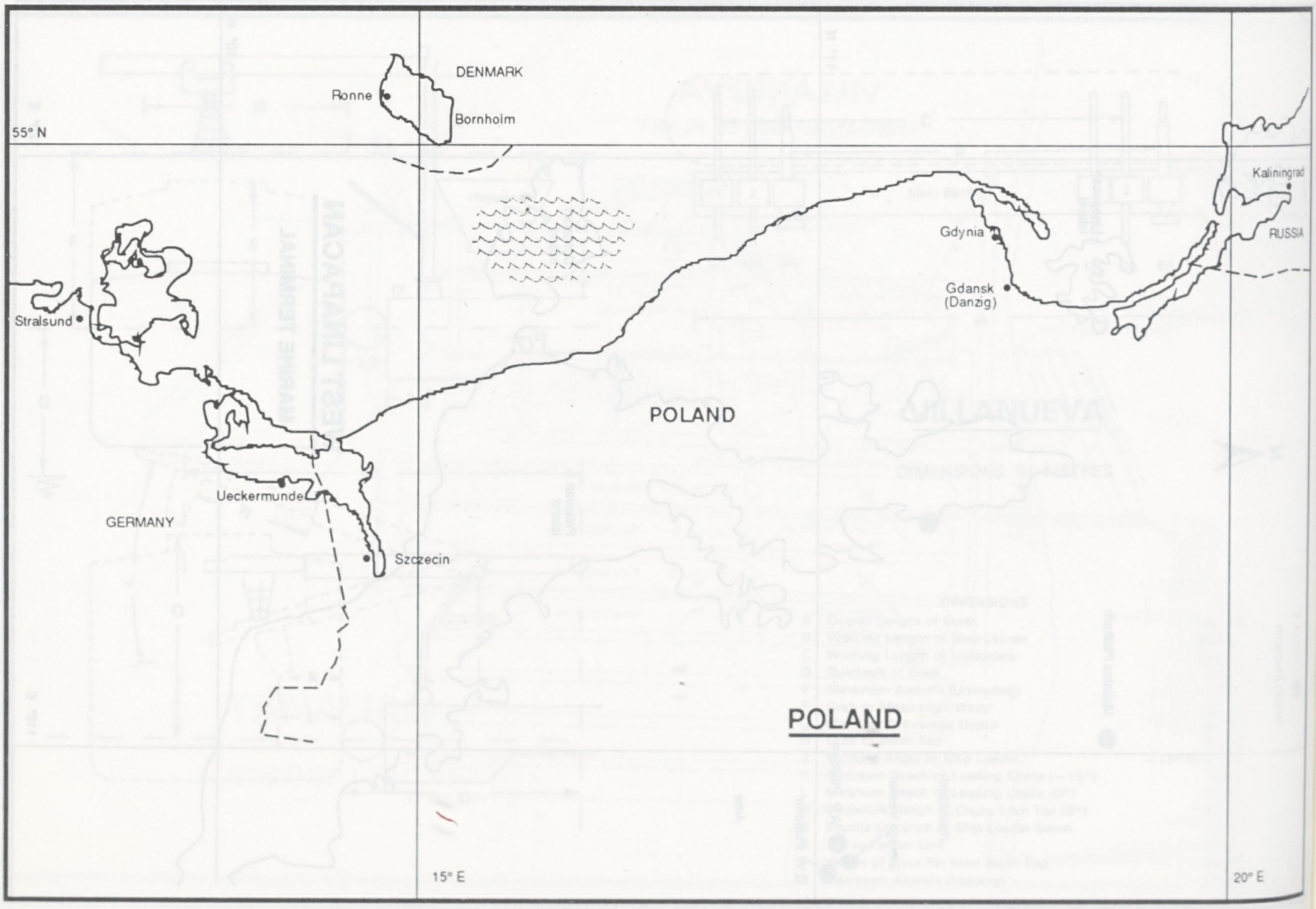
A	Length Overall	340.00
B	Working Length	248.50
C	Hatch Coaming Height	17.00
D	Arrival Draft	21.50
E	Width of Hatch Coamings	16.80
F	Beam	55.00
G	Outreach of Grab	33.00
H	Mean Depth Alongside	23.55
I	Mean Low Water	23.28
J	Mean High Water	24.38
K	High Water to Quay Level	4.45
L	Grab to High Water Level	22.25

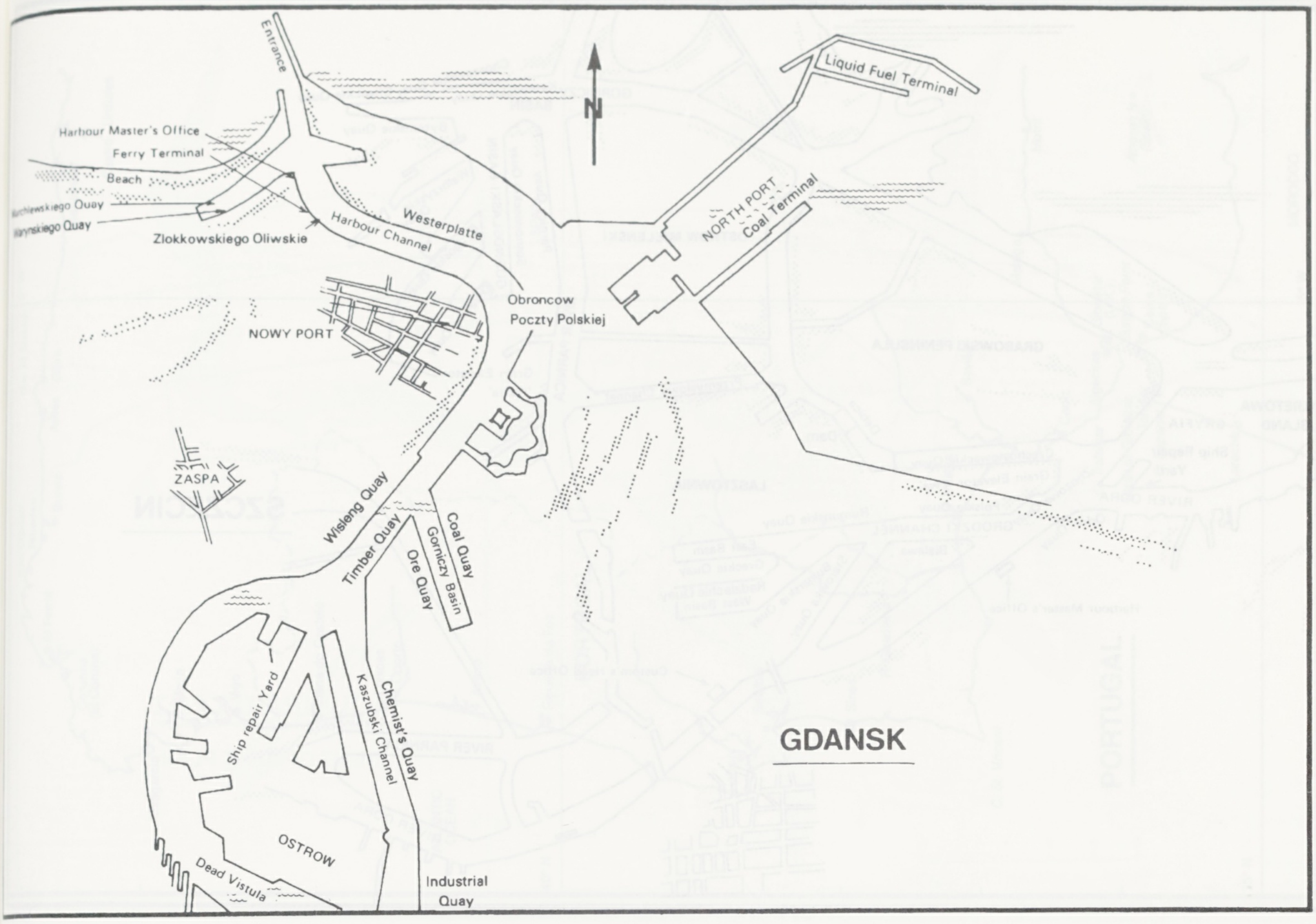
WEST LINAPACAN

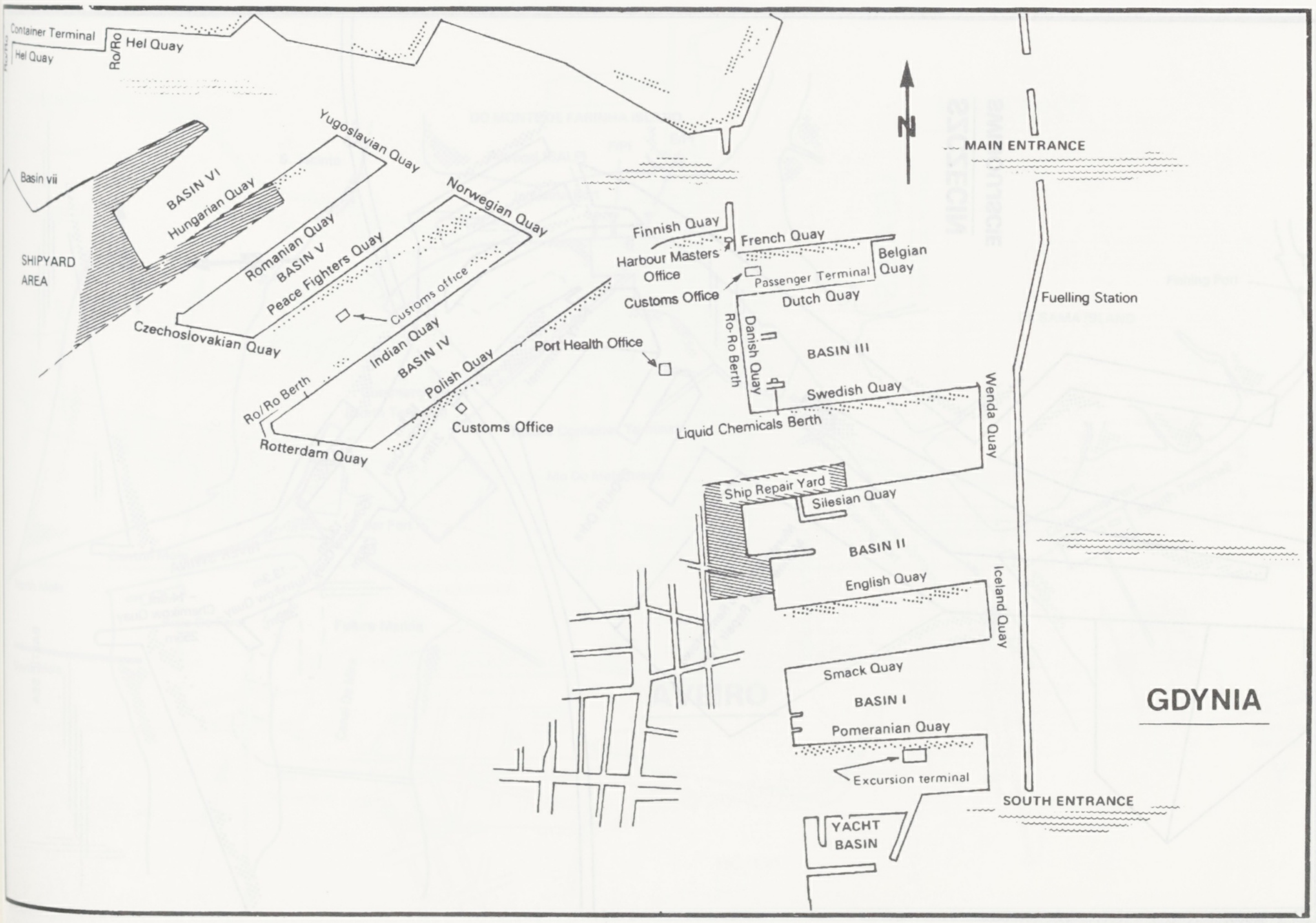
MARINE TERMINAL

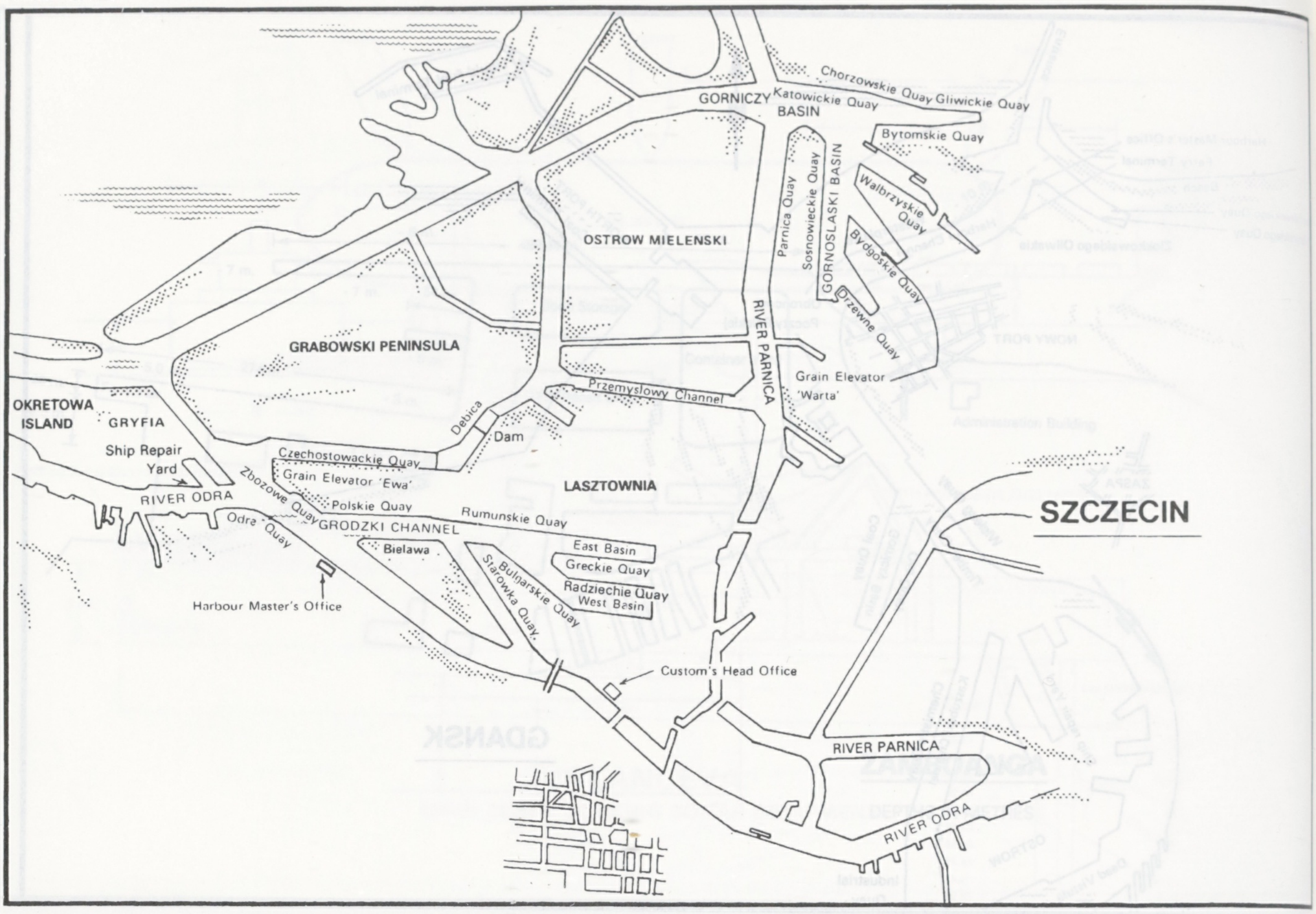

F.P.S.O. II
West Linapacan
N
Culion Island
Matinloc Platform
Linapacan Island
Restricted
Storage Vessel
A.P. Platform
B.W. Platform
Area
11° N
Palawan Island
Dumaran Island
10° N
119° E
120° E

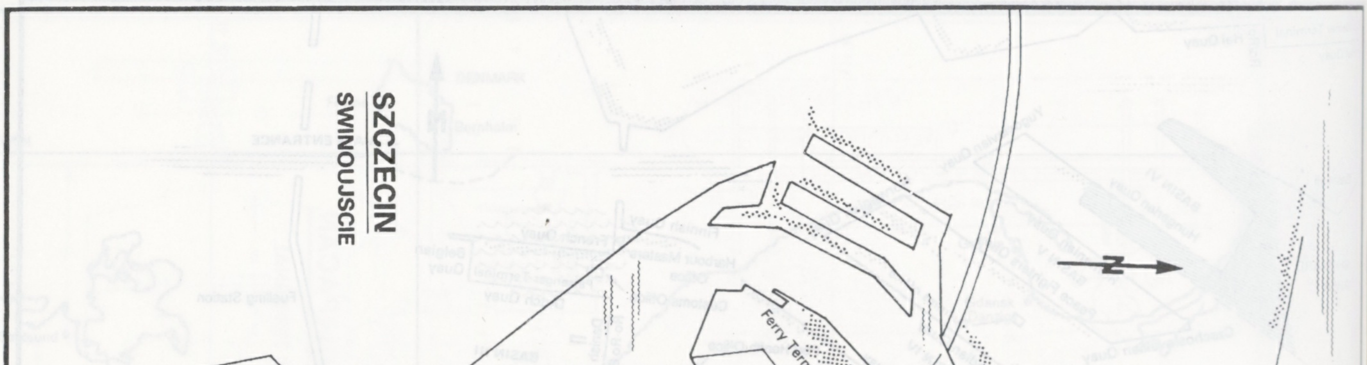

- 10 m.
- 6 m.
498.44 m.
- 10 m.
- 7 m.
- 7 m.
54 m.
Open Storage
Container Yard
- 5 m.
- 5.0 m.
274 m.
20 m.
38.5 m.
Ferry Pier
- 3 m.
CFS Transit Shed
Administration Building
N
ZAMBOANGA
DEPTHS IN METRES

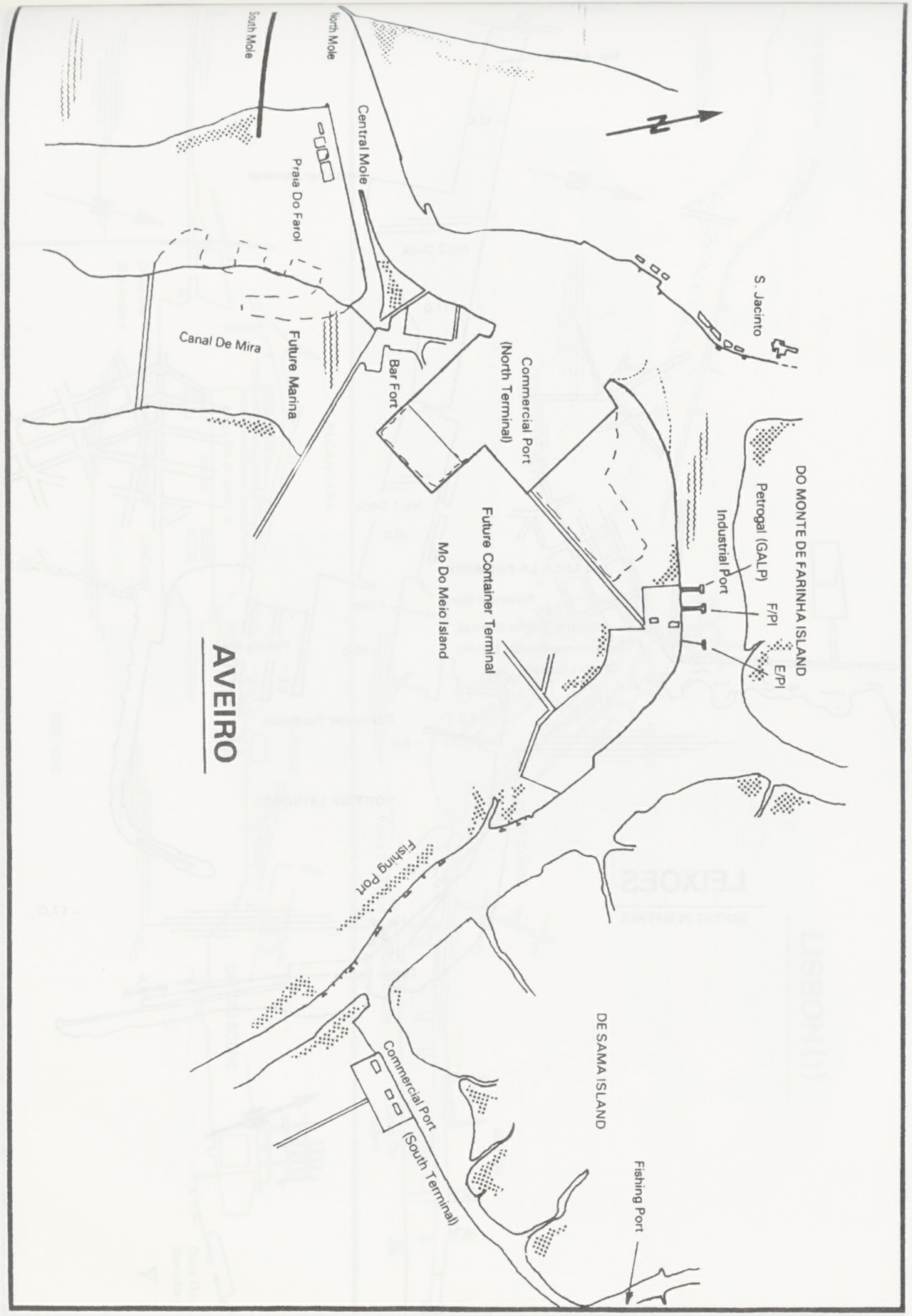

DENMARK
Ronne
Bornholm
55° N
Kaliningrad
RUSSIA
Gdynia
Gdansk
(Danzig)
Stralsund
POLAND
Ueckermunde
GERMANY
Szczecin
POLAND
15° E
20° E

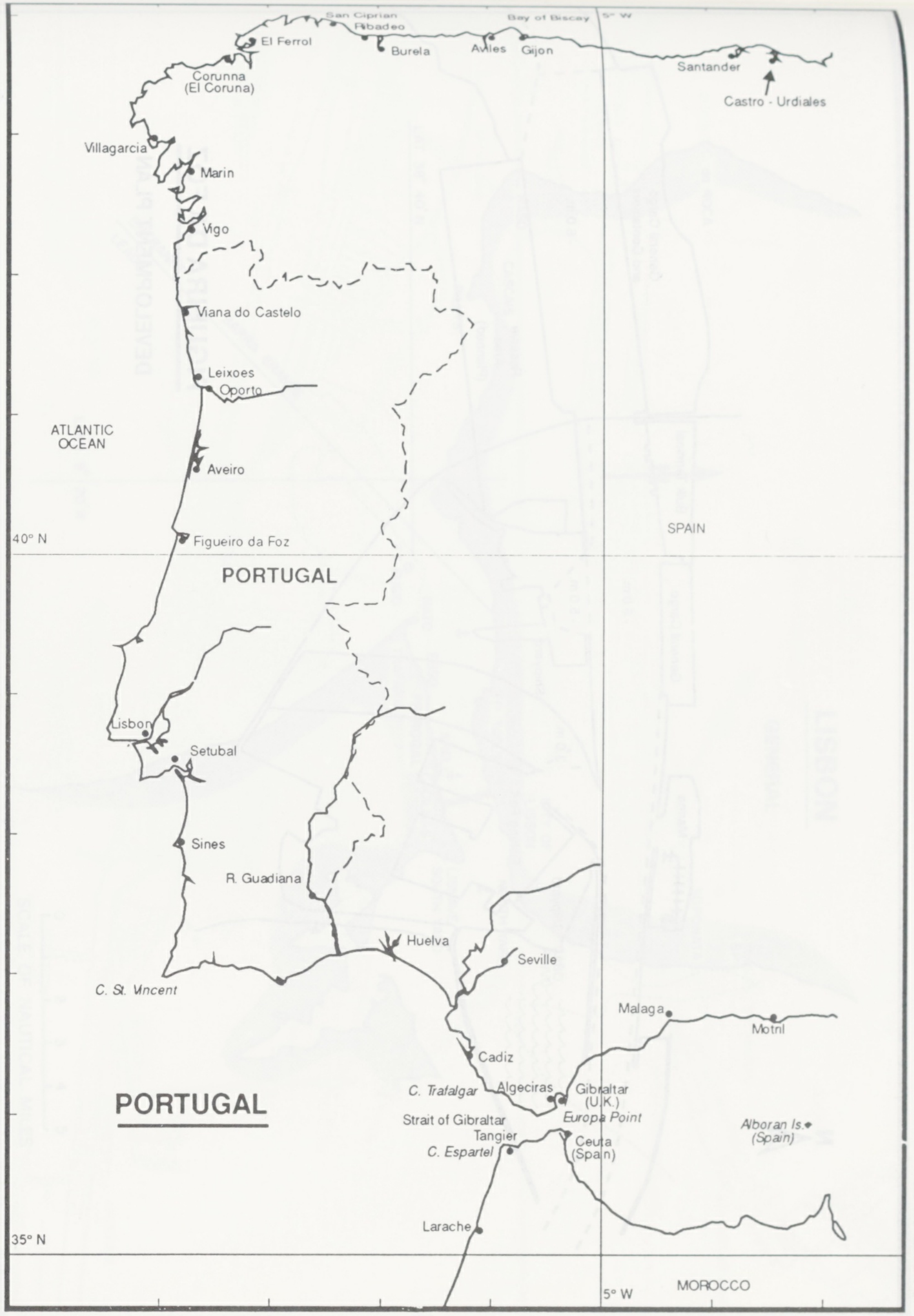

Entrance
Harbour Master's Office
Ferry Terminal
Beach
rchlewskiego Quay
arynskiego Quay
Zlokkowskiego Oliwskie
Harbour Channel
Westerplatte
N
Liquid Fuel Terminal
NORTH PORT
Coal Terminal
Obroncow
Poczty Polskiej
NOWY PORT
ZASPA
Wisleng Quay
Timber Quay
Ore Quay
Gorniczy Basin
Coal Quay
Ship repair Yard
Kaszubski Channel
Chemist's Quay
OSTROW
Dead Vistula
Industrial
Quay
GDANSK

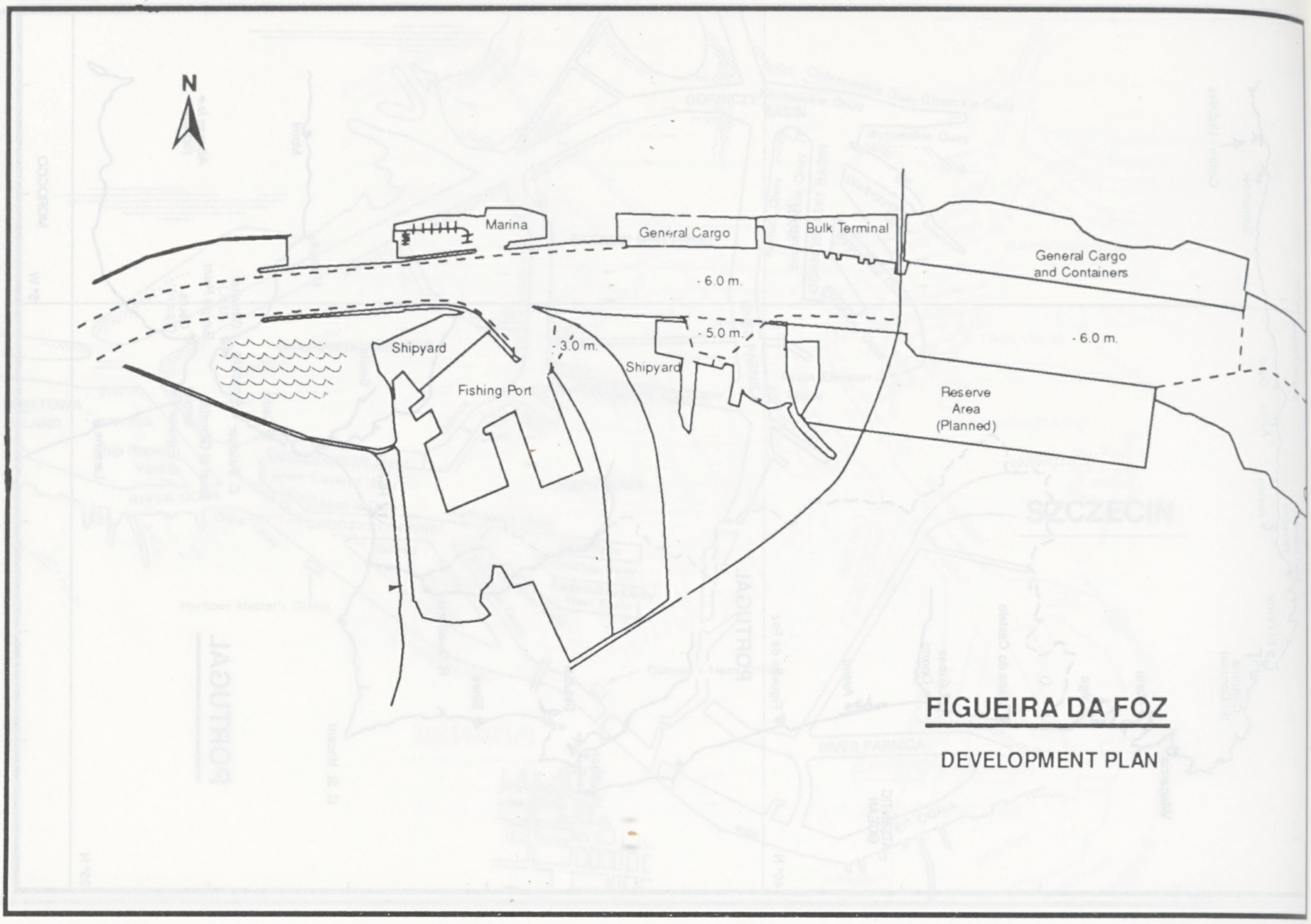

Container Terminal
Hel Quay
Ro/Ro
Hel Quay
Basin vii
SHIPYARD
AREA
BASIN VI
Hungarian Quay
Yugoslavian Quay
Romanian Quay
BASIN V
Peace Fighters Quay
Czechoslovakian Quay
Customs office
Norwegian Quay
Indian Quay
BASIN IV
Polish Quay
Ro/Ro Berth
Rotterdam Quay
Customs Office
Port Health Office
Harbour Masters
Office
Customs Office
Finnish Quay
French Quay
Belgian
Quay
Passenger Terminal
Dutch Quay
Ro-Ro Berth
Danish Quay
BASIN III
Swedish Quay
Liquid Chemicals Berth
Wenda Quay
N
MAIN ENTRANCE
Fuelling Station
Ship Repair Yard
Silesian Quay
BASIN II
English Quay
Iceland Quay
Smack Quay
BASIN I
Pomeranian Quay
Excursion terminal
SOUTH ENTRANCE
YACHT
BASIN
GDYNIA


SZCZECIN
Chorzowskie Quay
Gliwickie Quay
Katowickie Quay
GORNICZY BASIN
Bytomskie Quay
Walbrzyskie Quay
Bydgoskie Quay
Drzewne Quay
GORNOSLASKI BASIN
Sosnowieckie Quay
Parnica Quay
OSTROW MIELENSKI
RIVER PARNICA
Grain Elevator 'Warta'
GRABOWSKI PENINSULA
Przemyslowy Channel
OKRETOWA ISLAND
GRYFIA
Ship Repair Yard
Debica
Dam
Czechostowackie Quay
Grain Elevator 'Ewa'
LASZTOWNIA
RIVER ODRA
Zbozowe Quay
Polskie Quay
Rumunskie Quay
Odra Quay
GRODZKI CHANNEL
East Basin
Greckie Quay
Bielawa
Bulgarskie Quay
Starowka Quay
Radziechie Quay
West Basin
Harbour Master's Office
Custom's Head Office
RIVER PARNICA
RIVER ODRA


SZCZECIN
SWINOUJSCIE
N
Ferry Terminal
PPDiUR Odra
Morska Stocznia Remontowa
Marine Ship Repair Yard
12.5m
Portowcow Quay
215m
13.5m
Gornikow Quay
260m
13.3m
Hutnikow Quay
329m
14.0m
Chemikow Quay
255m
RIVER SWINA
BALTIC SEA

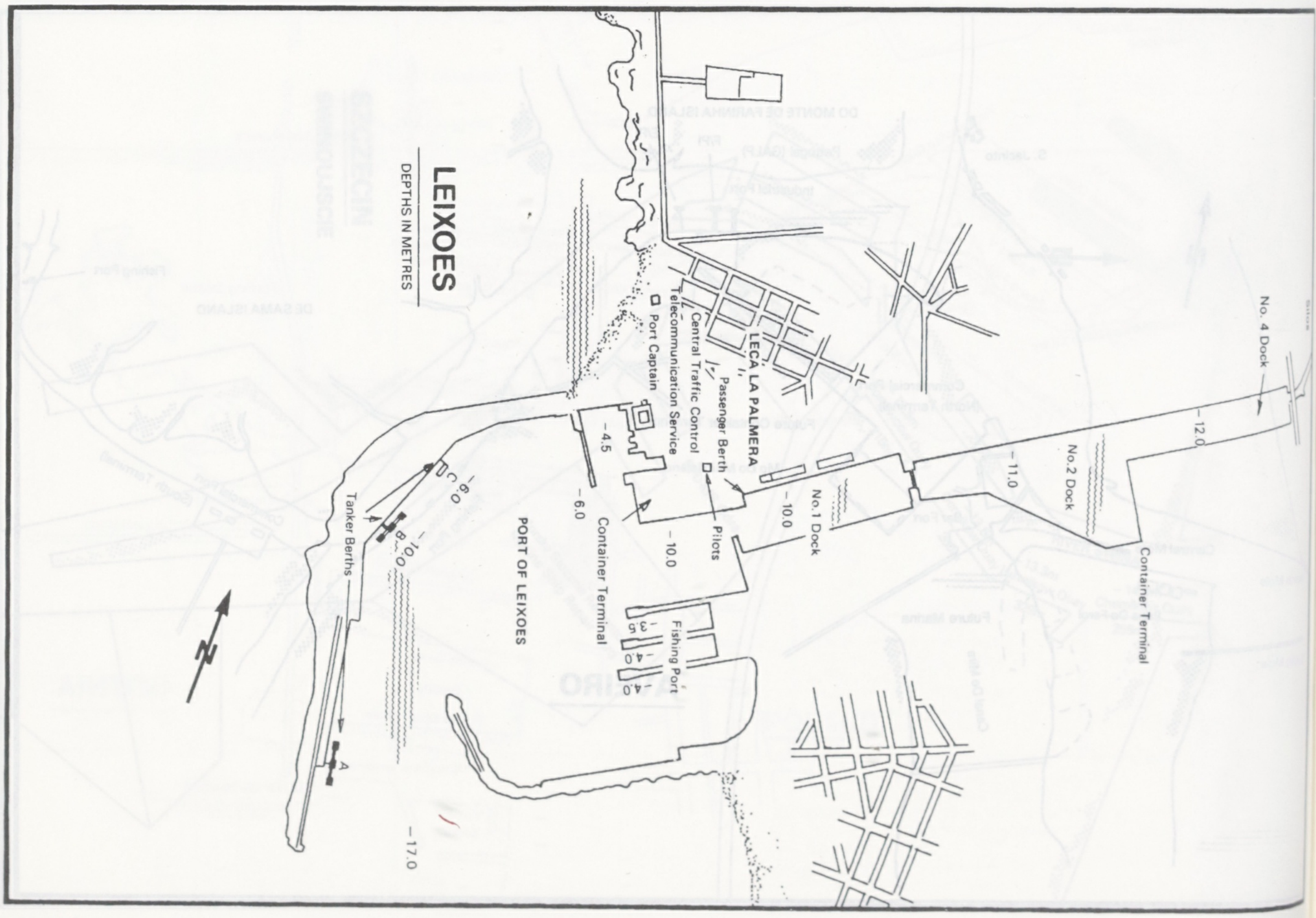

AVEIRO
North Mole
South Mole
Central Mole
Praia Do Farol
S. Jacinto
Canal De Mira
Future Marina
Bar Fort
Commercial Port
(North Terminal)
DO MONTE DE FARINHA ISLAND
Petrogal (GALP)
Industrial Port
F/PI
E/PI
Future Container Terminal
Mo Do Meio Island
Fishing Port
Commercial Port
(South Terminal)
DE SAMA ISLAND
Fishing Port
N

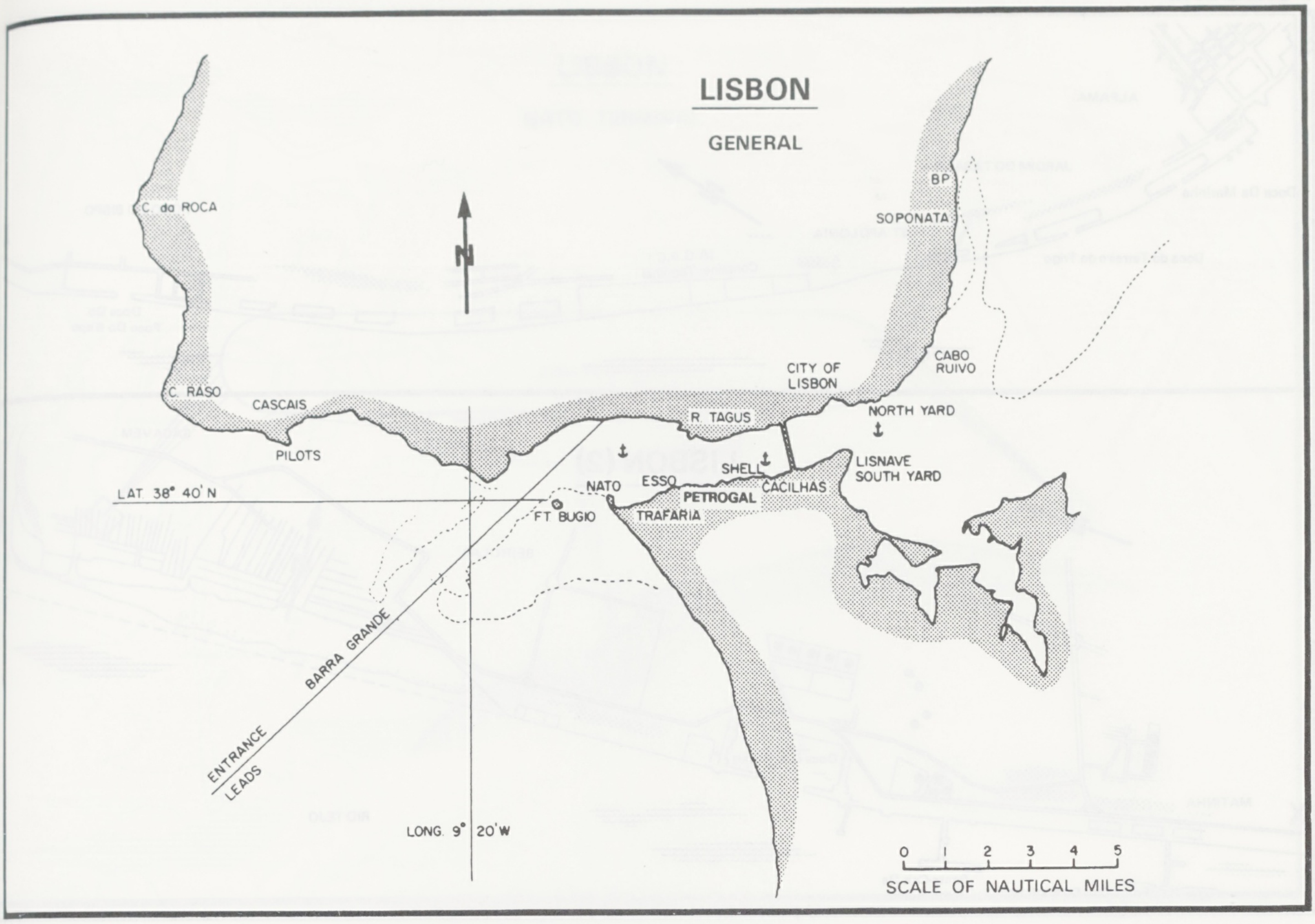

PORTUGAL
San Ciprian
Ribadeo
Bay of Biscay
5° W
El Ferrol
Burela
Aviles
Gijon
Santander
Castro - Urdiales
Corunna
(El Coruna)
Villagarcia
Marin
Vigo
Viana do Castelo
Leixoes
Oporto
ATLANTIC
OCEAN
Aveiro
40° N
Figueiro da Foz
PORTUGAL
SPAIN
Lisbon
Setubal
Sines
R. Guadiana
Huelva
Seville
C. St. Vincent
Malaga
Motril
Cadiz
C. Trafalgar
Algeciras
Gibraltar
(U.K.)
Europa Point
Strait of Gibraltar
Tangier
C. Espartel
Ceuta
(Spain)
Alboran Is.
(Spain)
Larache
35° N
5° W
MOROCCO

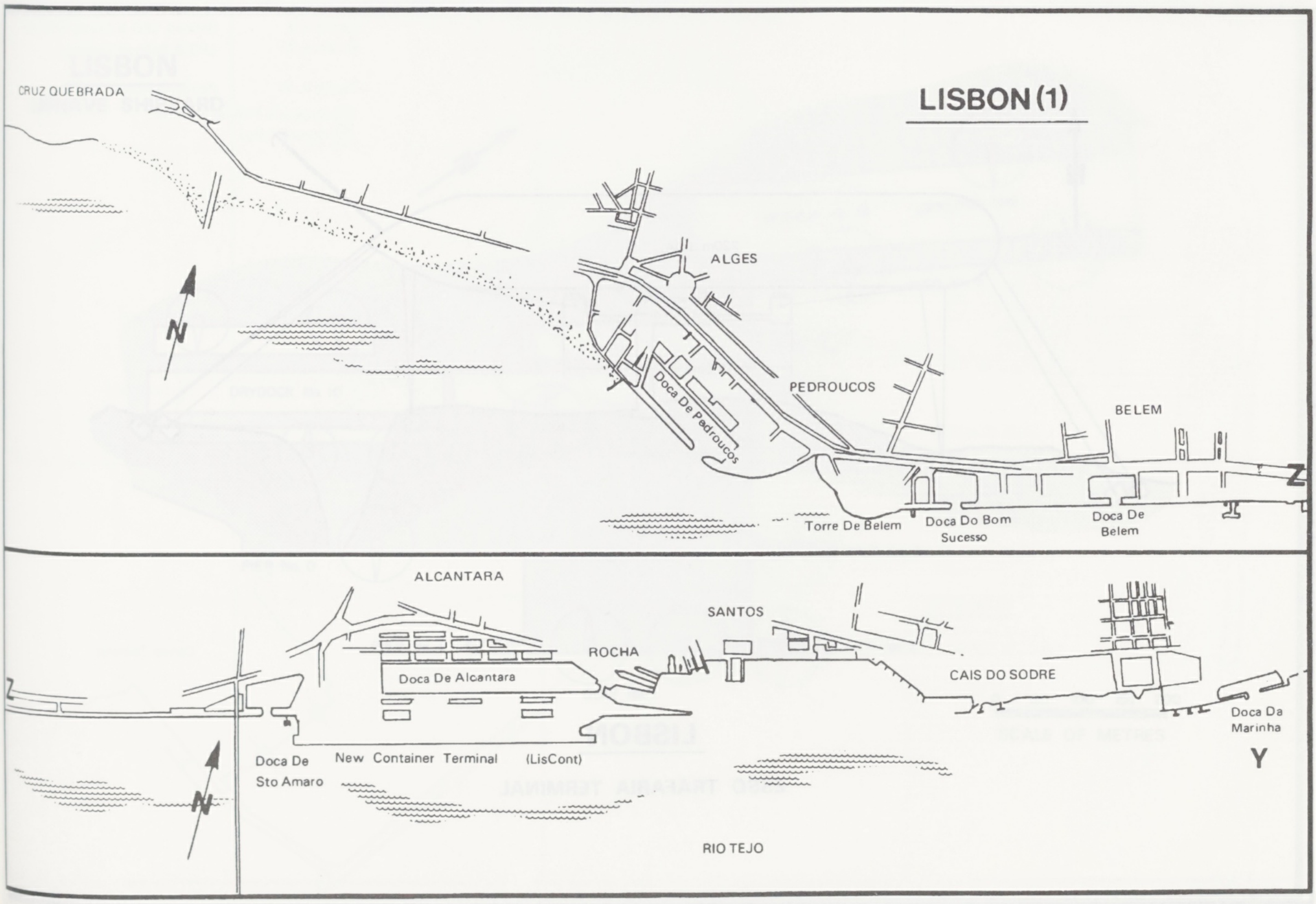

N
Marina
General Cargo
Bulk Terminal
General Cargo
and Containers
- 6.0 m.
- 5.0 m.
3.0 m.
- 6.0 m.
Shipyard
Fishing Port
Shipyard
Reserve
Area
(Planned)

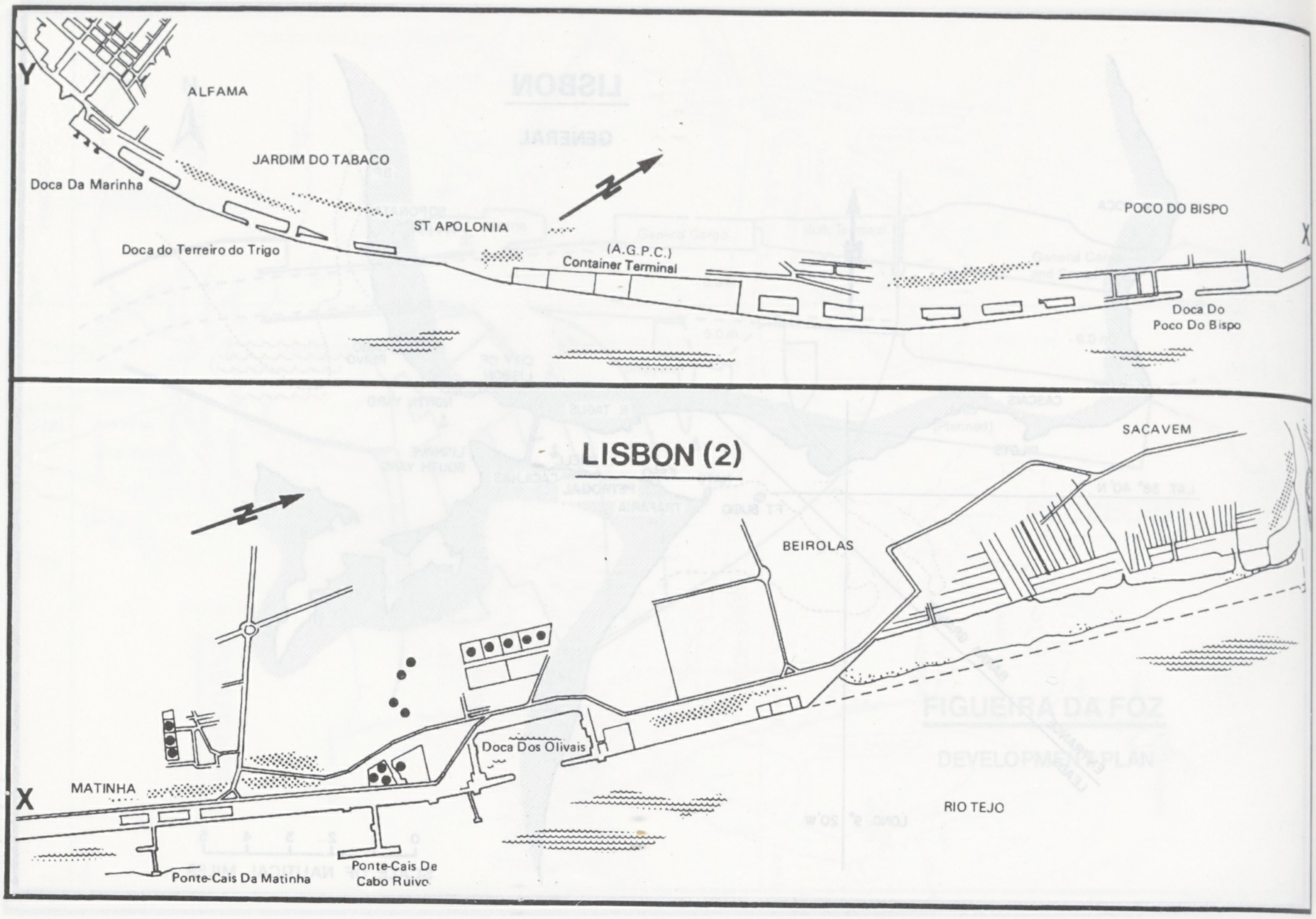
FIGUEIRA DA FOZ

DEVELOPMENT PLAN


LEIXOES
DEPTHS IN METRES
PORT OF LEIXOES
Tanker Berths
LECA LA PALMERA
Passenger Berth
Central Traffic Control
Telecommunication Service
Port Captain
Pilots
No.1 Dock
No.2 Dock
No. 4 Dock
Container Terminal
Container Terminal
Fishing Port
-4.5
-6.0
-10.0
-10.0
-11.0
-12.0
-6.0
-8.0
-10
-3.5
-4.0
-4.0
-17.0
A

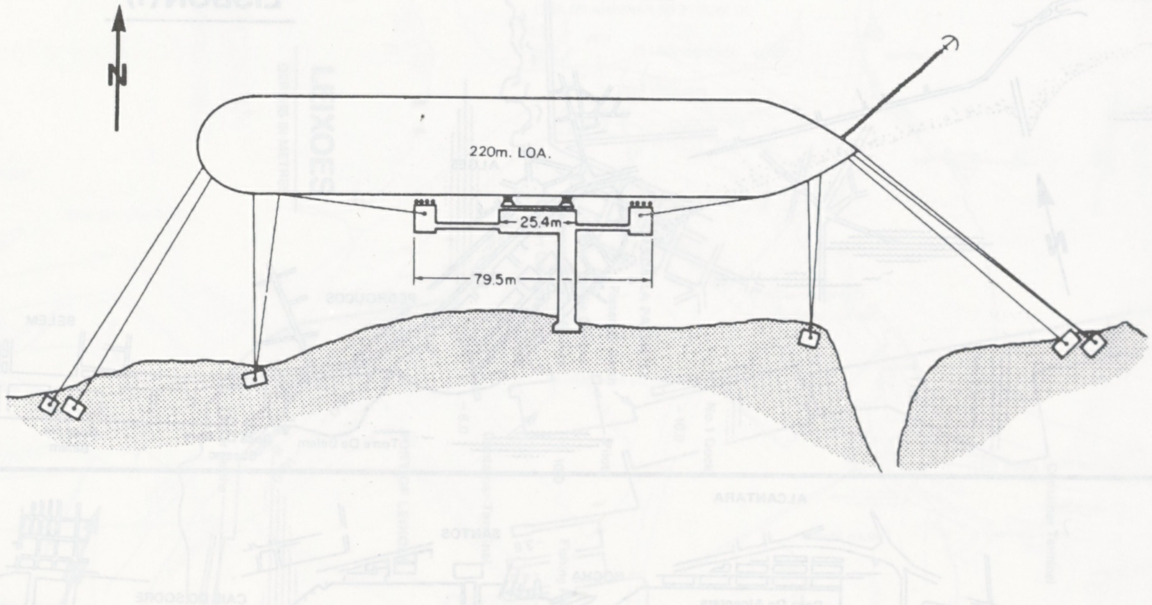

LISBON
GENERAL
N
C. da ROCA
C. RASO
CASCAIS
PILOTS
LAT 38° 40' N
FT BUGIO
NATO
ESSO
PETROGAL
TRAFARIA
SHELL
CACILHAS
R. TAGUS
CITY OF LISBON
NORTH YARD
LISNAVE SOUTH YARD
CABO RUIVO
SOPONATA
BP
BARRA GRANDE
ENTRANCE LEADS
LONG. 9° 20' W
0 1 2 3 4 5
SCALE OF NAUTICAL MILES


LISBON (1)
CRUZ QUEBRADA
N
ALGES
Doca De Pedroucos
PEDROUCOS
BELEM
Torre De Belem
Doca Do Bom Sucesso
Doca De Belem
Z
ALCANTARA
SANTOS
ROCHA
Doca De Alcantara
CAIS DO SODRE
Z
Doca De Sto Amaro
New Container Terminal
(LisCont)
Doca Da Marinha
Y
N
RIO TEJO



LISBON (2)

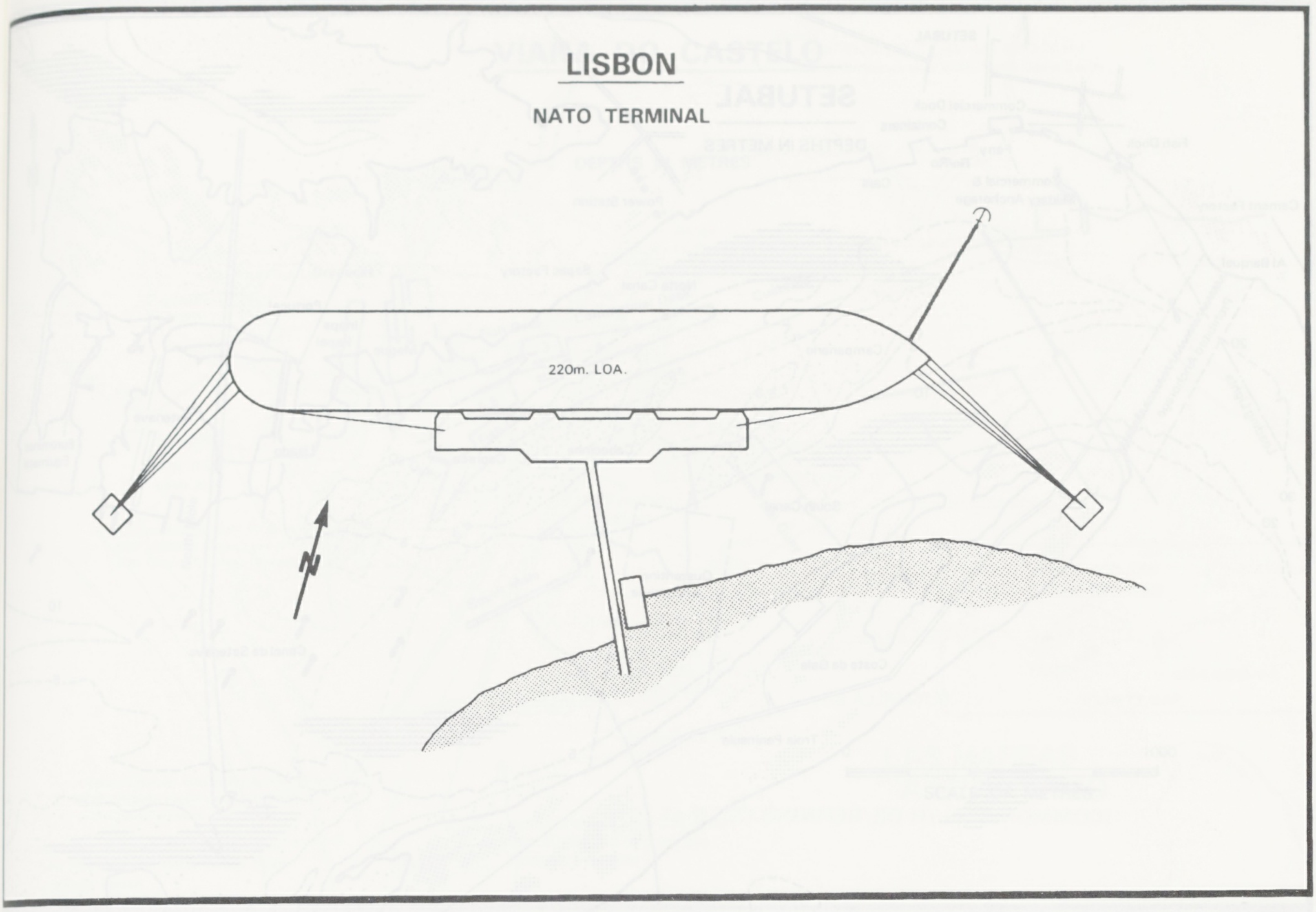
Y
ALFAMA
JARDIM DO TABACO
Doca Da Marinha
N
ST APOLONIA
Doca do Terreiro do Trigo
(A.G.P.C.)
Container Terminal
POCO DO BISPO
X
Doca Do
Poco Do Bispo
SACAVEM
N
BEIROLAS
Doca Dos Olivais
MATINHA
X
RIO TEJO
Ponte-Cais De
Cabo Ruivo
Ponte-Cais Da Matinha



N
220m. LOA.
25.4m
79.5m

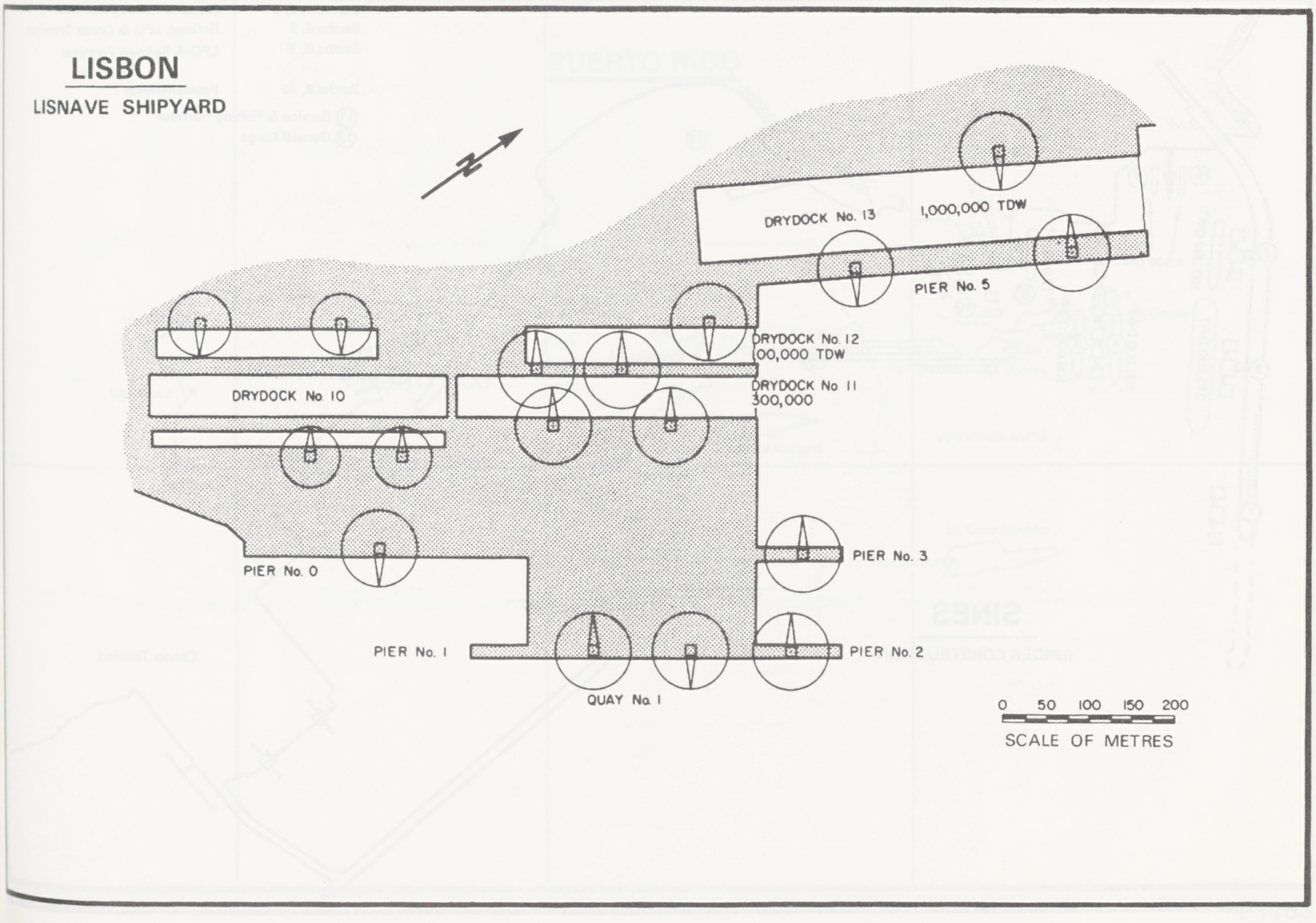
LISBON

ESSO TRAFARIA TERMINAL



LISBON

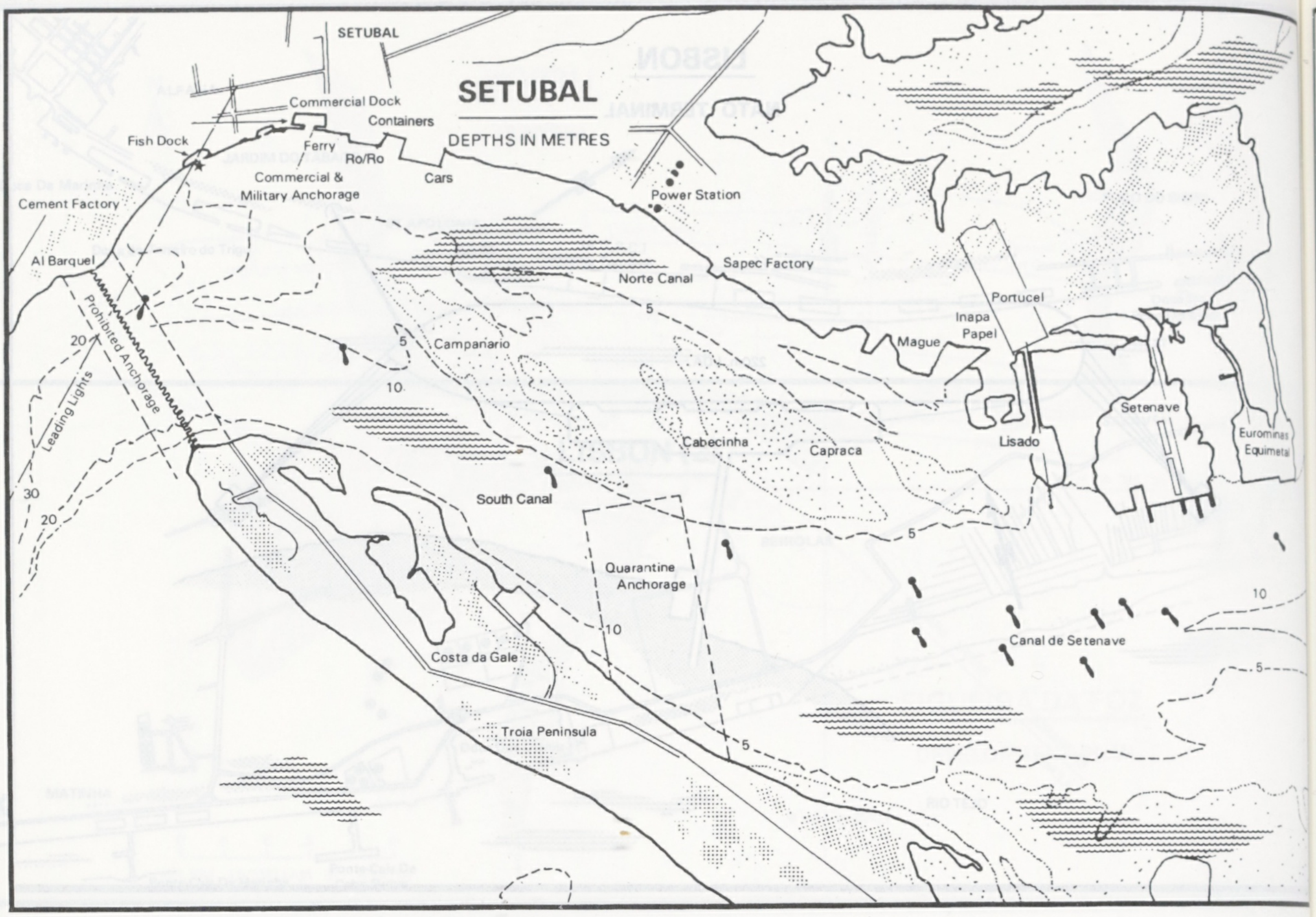
NATO TERMINAL

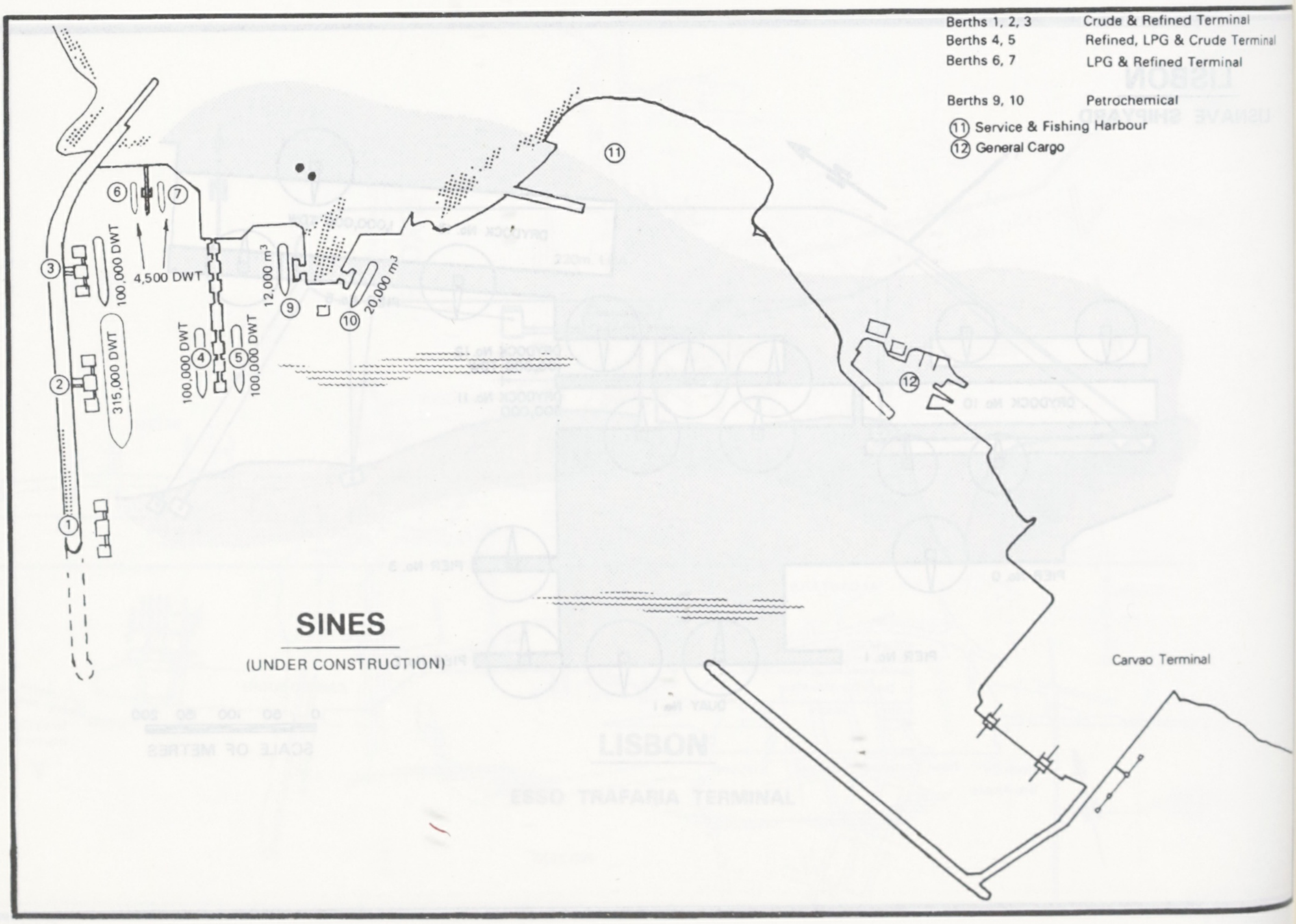


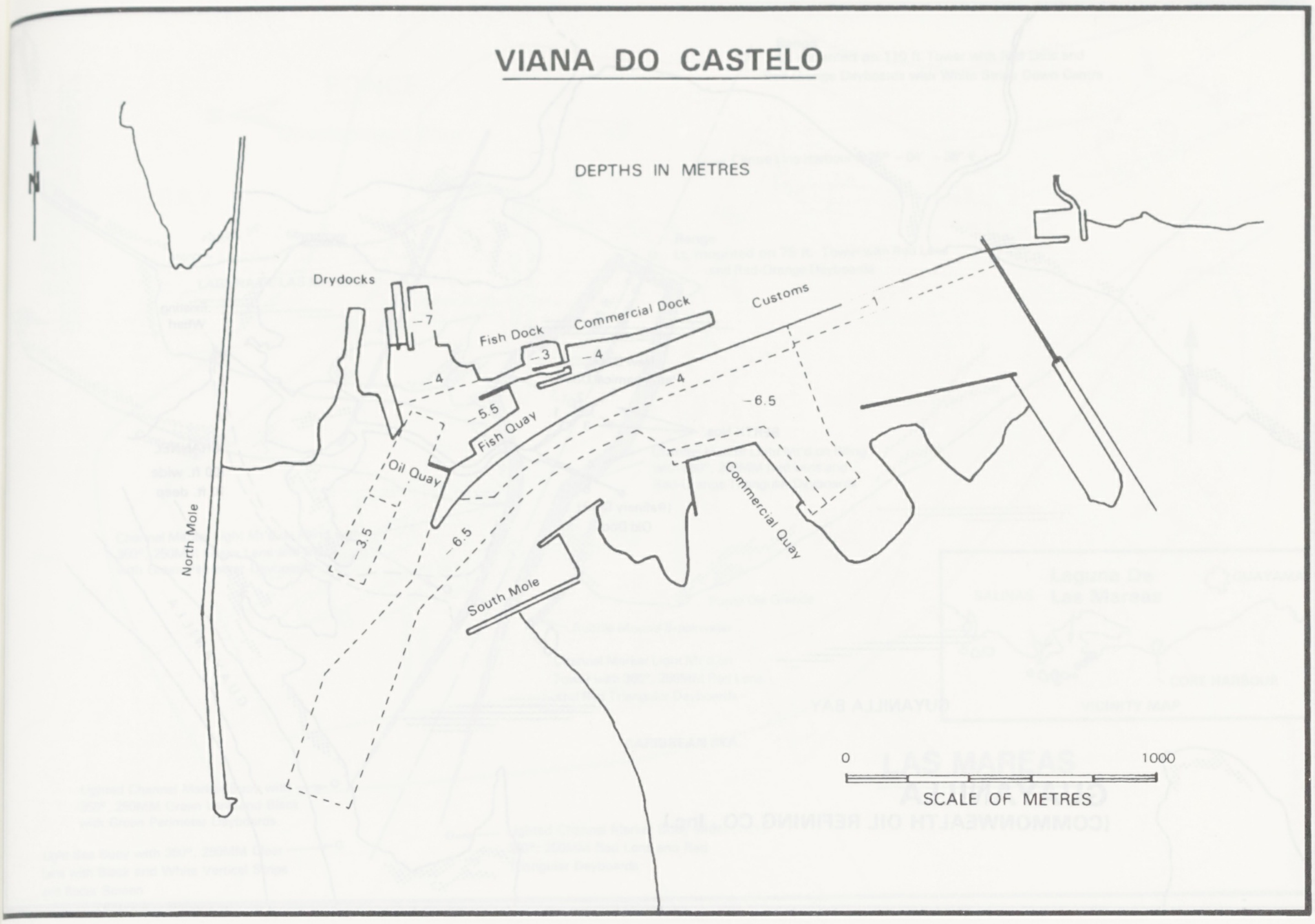
LISBON

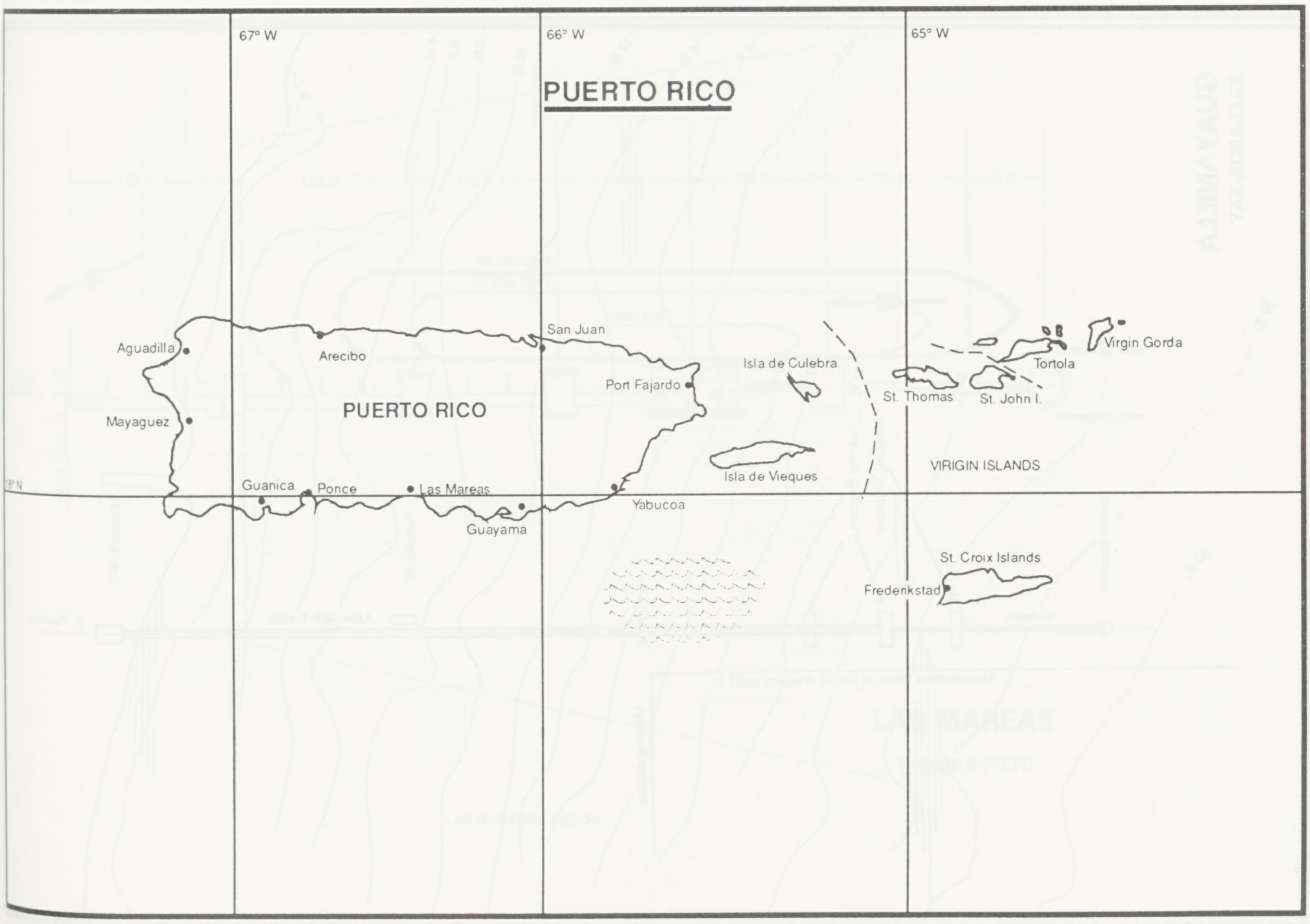
LISNAVE SHIPYARD

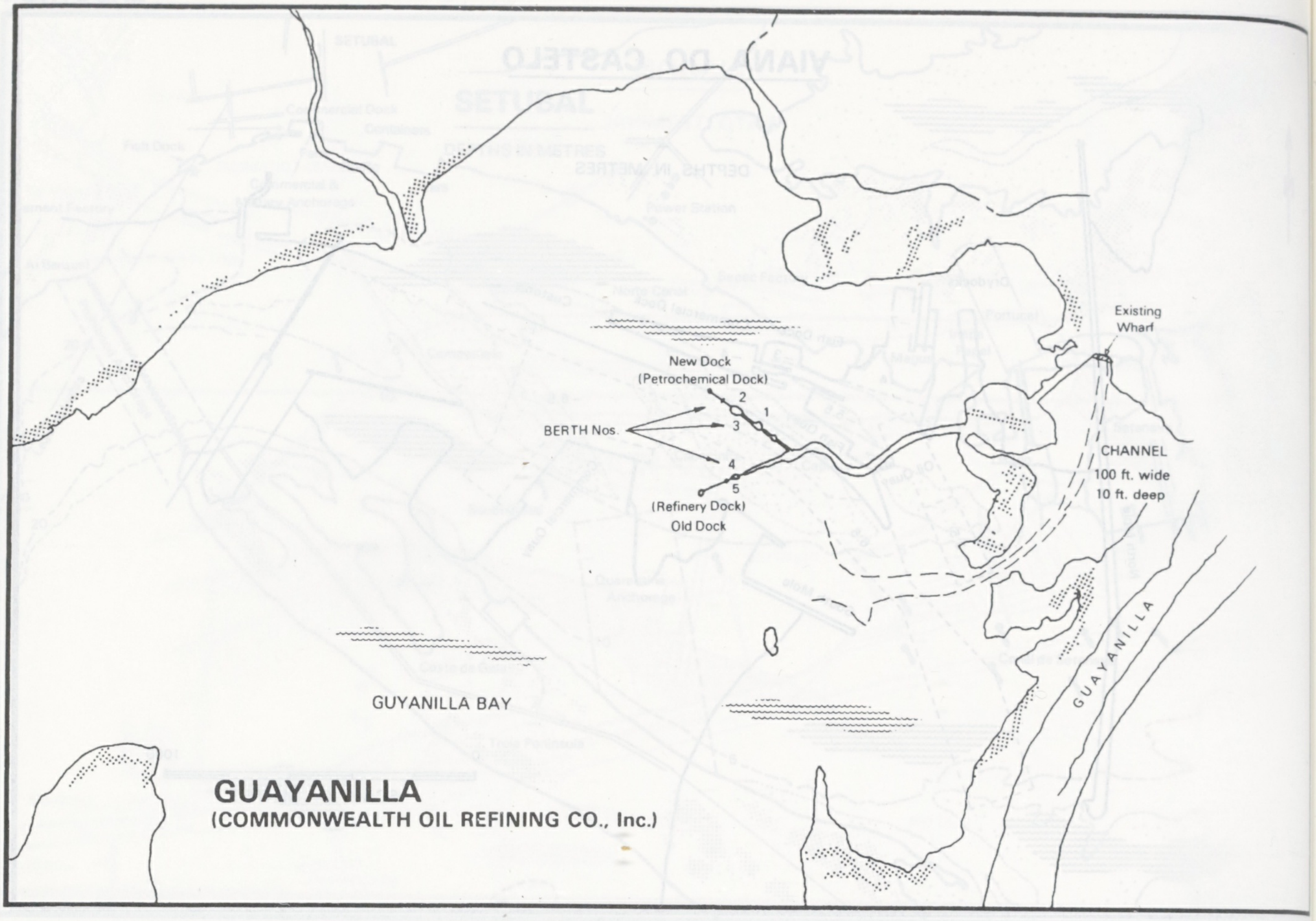
N
DRYDOCK No. 13
1,000,000 TDW
PIER No. 5
DRYDOCK No. 12
100,000 TDW
DRYDOCK No 11
300,000
DRYDOCK No 10
PIER No. 0
PIER No. 3
PIER No. 1
PIER No. 2
QUAY No. 1
0 50 100 150 200
SCALE OF METRES

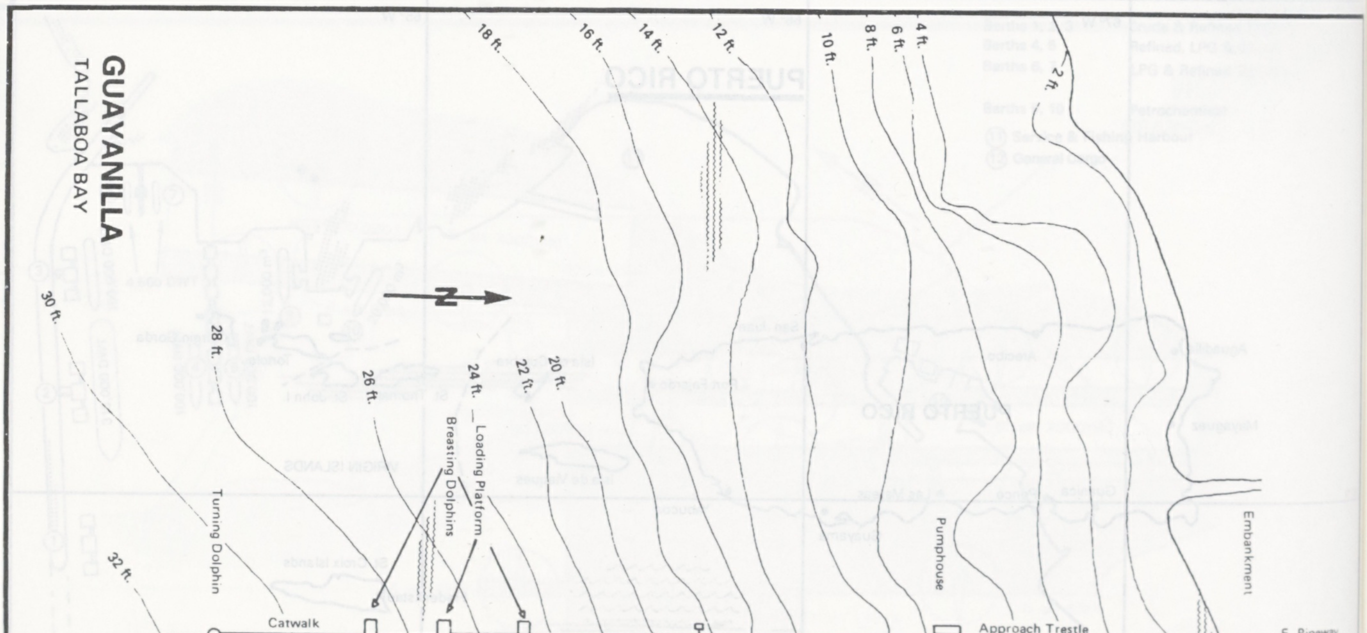

SETUBAL
DEPTHS IN METRES
SETUBAL
Commercial Dock
Containers
Fish Dock
Ferry
Ro/Ro
Commercial & Military Anchorage
Cars
Cement Factory
Power Station
Al Barquel
Sapec Factory
Norte Canal
Portucel
Inapa Papel
Mague
Prohibited Anchorage
Leading Lights
Campanario
Setenave
Eurominas Equimetal
Lisado
Cabecinha
Capraca
South Canal
Quarantine Anchorage
Costa da Gale
Canal de Setenave
Troia Peninsula
5
10
20
30

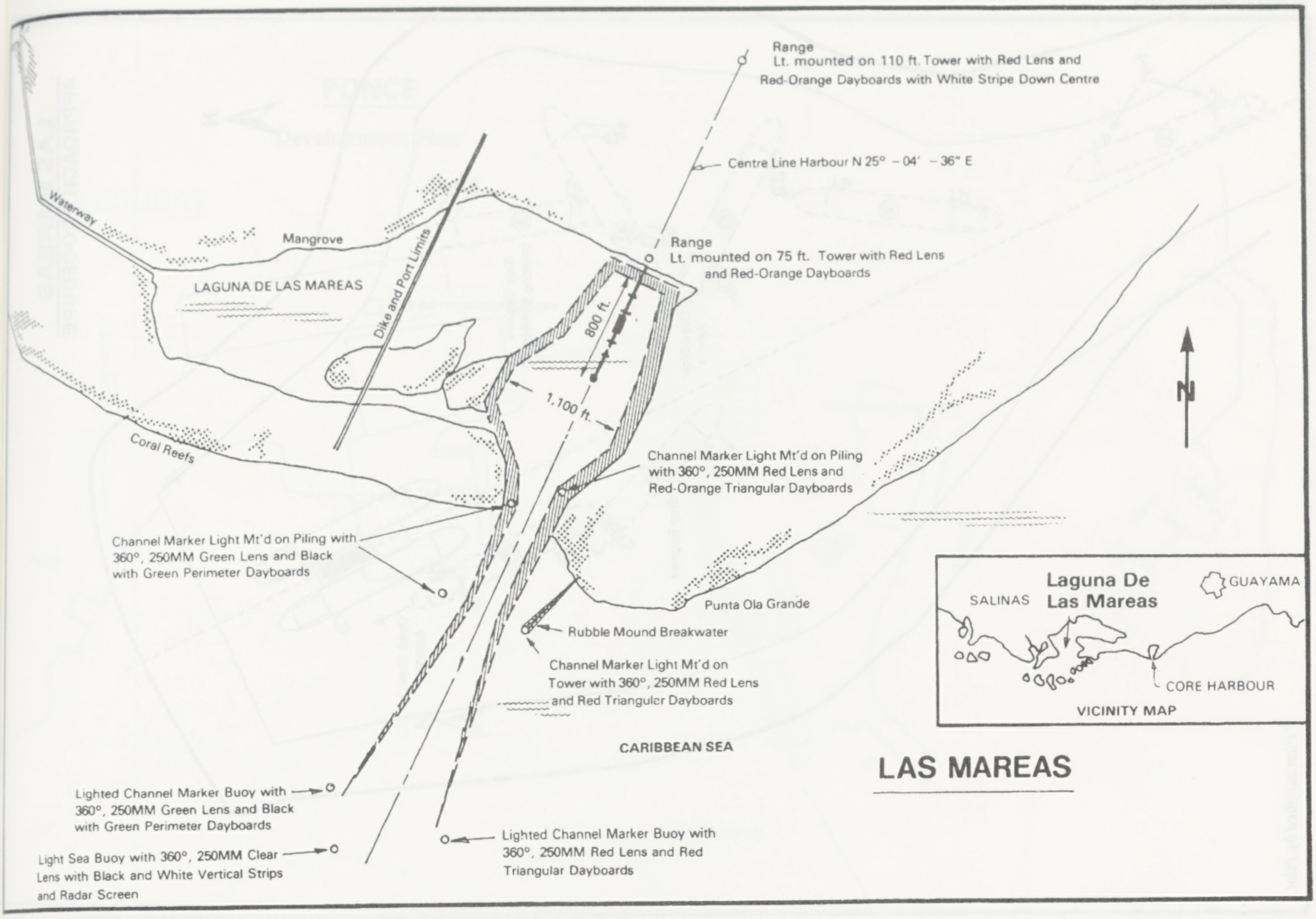

Berths 1, 2, 3 Crude & Refined Terminal
Berths 4, 5 Refined, LPG & Crude Terminal
Berths 6, 7 LPG & Refined Terminal
Berths 9, 10 Petrochemical
⑪ Service & Fishing Harbour
⑫ General Cargo
SINES
(UNDER CONSTRUCTION)
①
②
③
④
⑤
⑥
⑦
⑨
⑩
⑪
⑫
4,500 DWT
100,000 DWT
315,000 DWT
100,000 DWT
100,000 DWT
12,000 m³
20,000 m³
Carvao Terminal


VIANA DO CASTELO
N
DEPTHS IN METRES
Drydocks
Fish Dock
Commercial Dock
Customs
−7
−3
−4
−4
−4
−1
−5.5
−6.5
Fish Quay
Oil Quay
−3.5
−6.5
Commercial Quay
North Mole
South Mole
0
1000
SCALE OF METRES

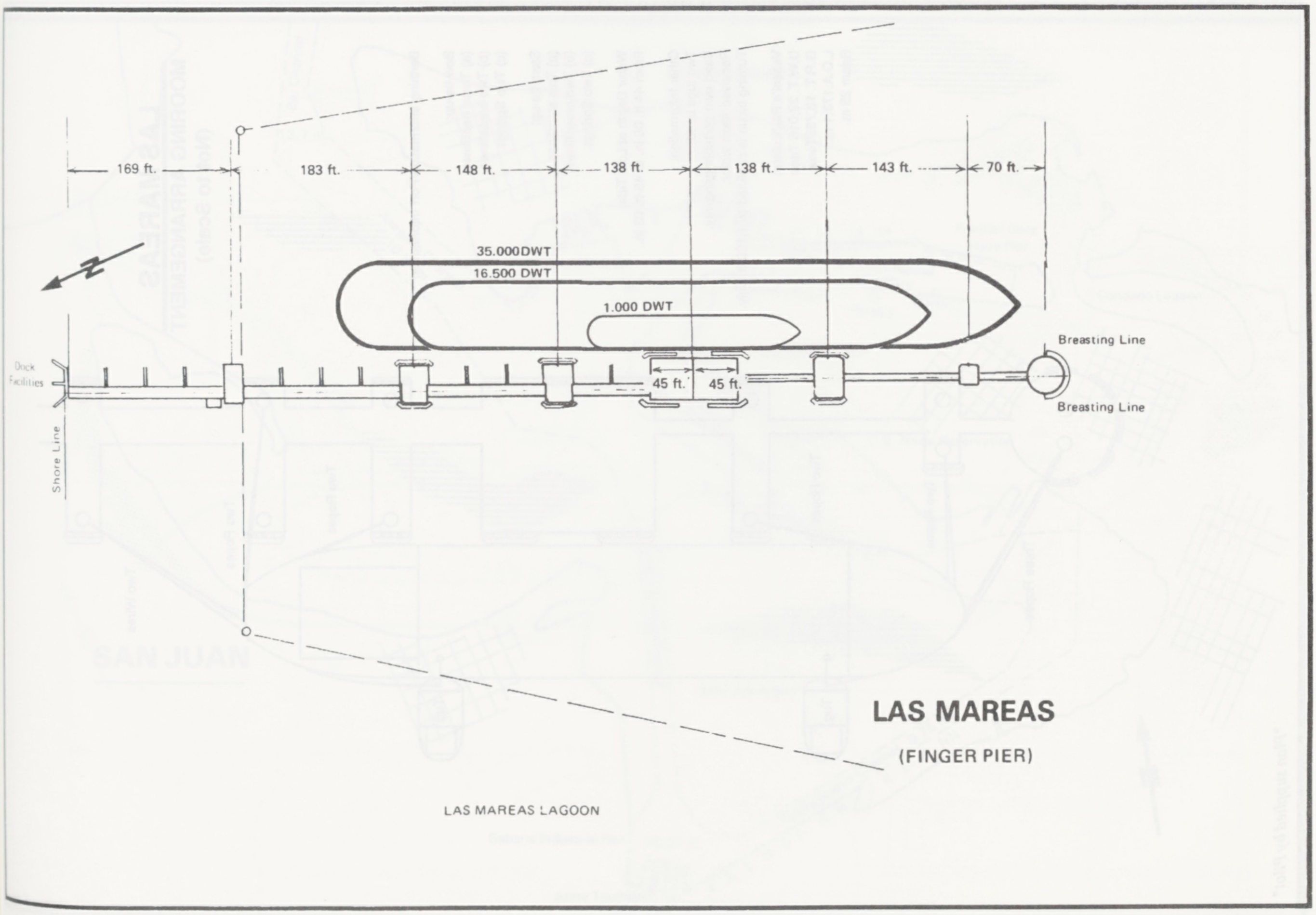

67° W
66° W
65° W
PUERTO RICO
Aguadilla
Arecibo
San Juan
Port Fajardo
Mayaguez
PUERTO RICO
Guanica
Ponce
Las Mareas
Guayama
Yabucoa
Isla de Culebra
Isla de Vieques
St. Thomas
St. John I.
Tortola
Virgin Gorda
VIRIGIN ISLANDS
St. Croix Islands
Frederikstad


Existing Wharf
New Dock
(Petrochemical Dock)
2
1
3
BERTH Nos.
4
5
(Refinery Dock)
Old Dock
CHANNEL
100 ft. wide
10 ft. deep
GUAYANILLA
GUYANILLA BAY
GUAYANILLA
(COMMONWEALTH OIL REFINING CO., Inc.)


GUAYANILLA
TALLABOA BAY
18 ft.
16 ft.
14 ft.
12 ft.
10 ft.
8 ft.
6 ft.
4 ft.
2 ft.
N
30 ft.
28 ft.
26 ft.
24 ft.
22 ft.
20 ft.
32 ft.
Turning Dolphin
Loading Platform
Breasting Dolphins
Catwalk
Pumphouse
Embankment
Approach Trestle
E. Pipeway
Approximate limits of future dredging to 37 ft.
Mooring dolphin


Range
Lt. mounted on 110 ft. Tower with Red Lens and Red-Orange Dayboards with White Stripe Down Centre
Centre Line Harbour N 25° – 04' – 36" E
Range
Lt. mounted on 75 ft. Tower with Red Lens and Red-Orange Dayboards
Waterway
Mangrove
LAGUNA DE LAS MAREAS
Dike and Port Limits
800 ft.
1,100 ft.
Coral Reefs
N
Channel Marker Light Mt'd on Piling with 360°, 250MM Red Lens and Red-Orange Triangular Dayboards
Channel Marker Light Mt'd on Piling with 360°, 250MM Green Lens and Black with Green Perimeter Dayboards
Punta Ola Grande
Rubble Mound Breakwater
Channel Marker Light Mt'd on Tower with 360°, 250MM Red Lens and Red Triangular Dayboards
CARIBBEAN SEA
Lighted Channel Marker Buoy with 360°, 250MM Green Lens and Black with Green Perimeter Dayboards
Light Sea Buoy with 360°, 250MM Clear Lens with Black and White Vertical Strips and Radar Screen
Lighted Channel Marker Buoy with 360°, 250MM Red Lens and Red Triangular Dayboards
SALINAS
Laguna De Las Mareas
GUAYAMA
CORE HARBOUR
VICINITY MAP

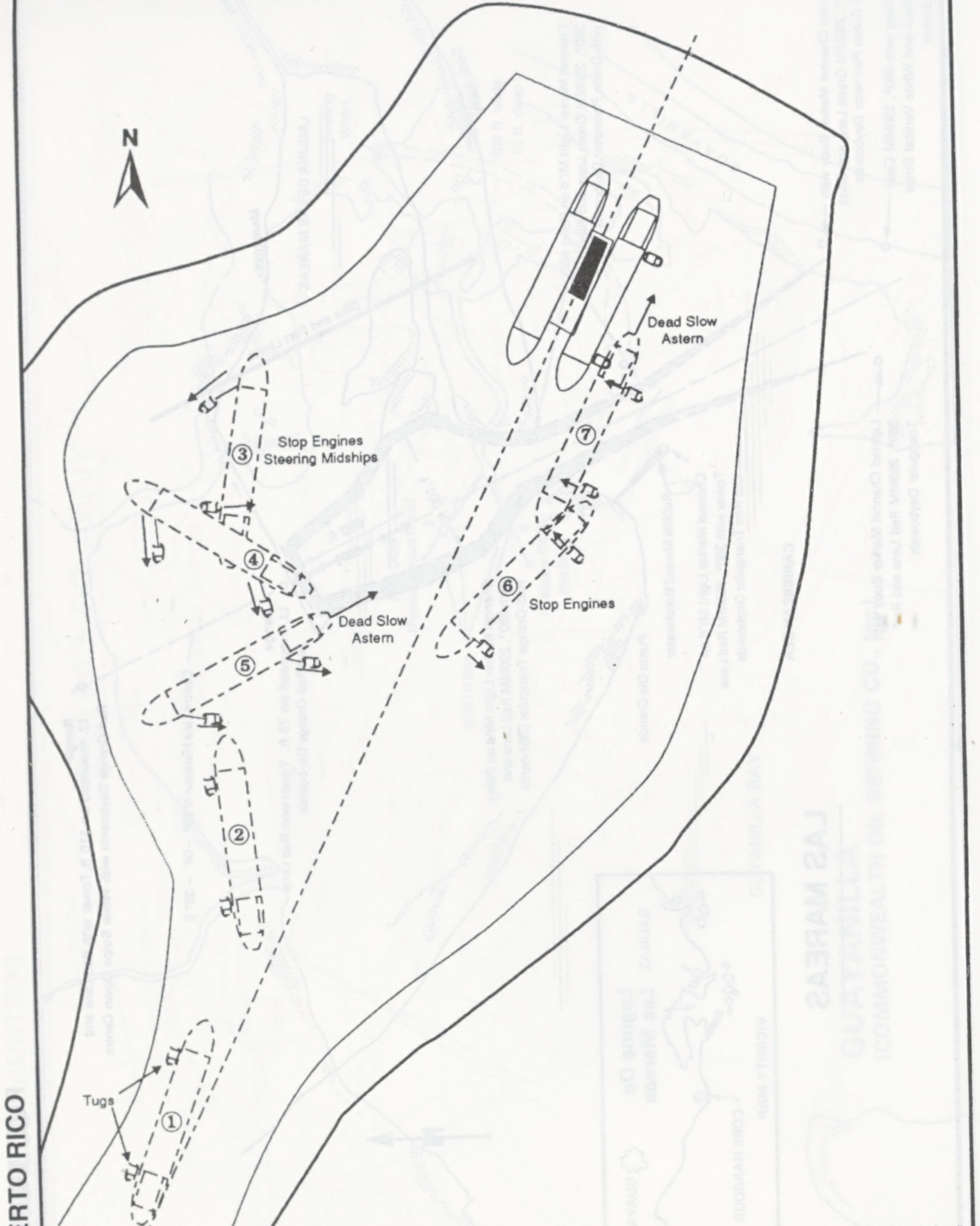
LAS MAREAS


169 ft.
183 ft.
148 ft.
138 ft.
138 ft.
143 ft.
70 ft.
N
35.000 DWT
16.500 DWT
1.000 DWT
Dock Facilities
Shore Line
45 ft.
45 ft.
Breasting Line
Breasting Line
LAS MAREAS LAGOON

LAS MAREAS

(FINGER PIER)

LAS MAREAS
APPROACH PROCEDURE


N
③ Stop Engines
Steering Midships
④
Dead Slow
Astern
⑤
②
Tugs
①
⑥ Stop Engines
⑦
Dead Slow
Astern

"Plan supplied by Pilot."

LAS MAREAS
MOORING ARRANGEMENT
(Not to Scale)

Berthing information/Port Information

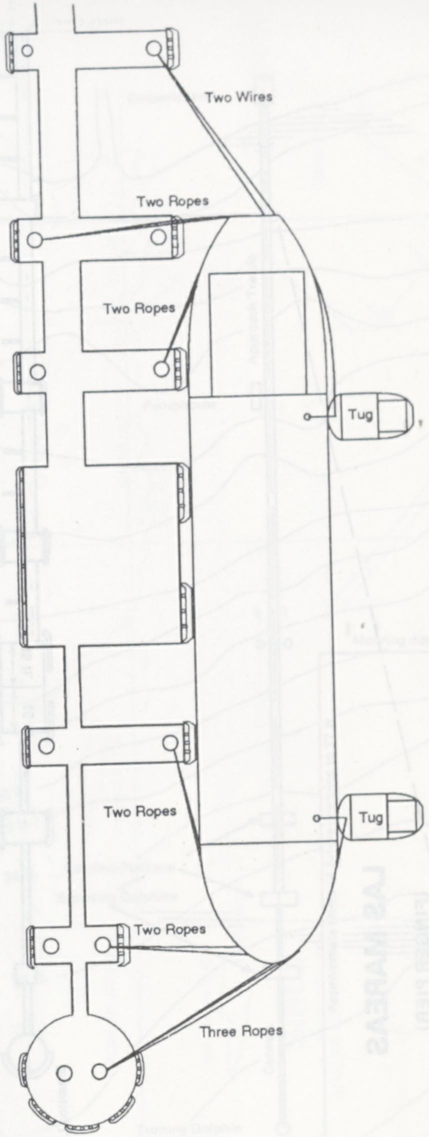
Bow tie-up:
(a) Three headlines.
(b) Two breastlines.
(c) Two Springs.

Stern tie-up:
(a) Two sternlines.
(b) Two breastlines.
(c) Two Springs.

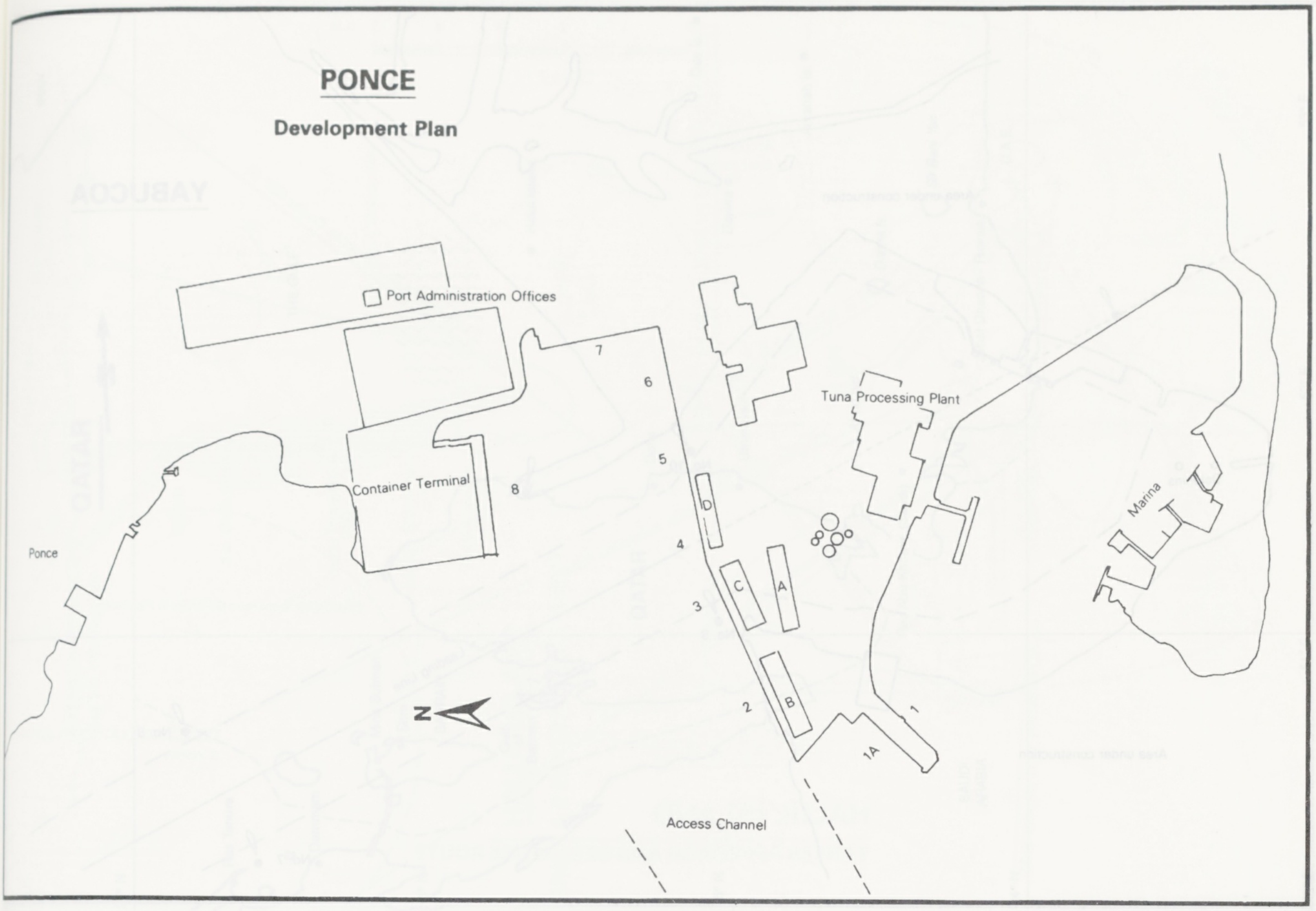
Water Depth at Low Tide:
From 44 ft. 06 in. to 45 ft. 03 in..

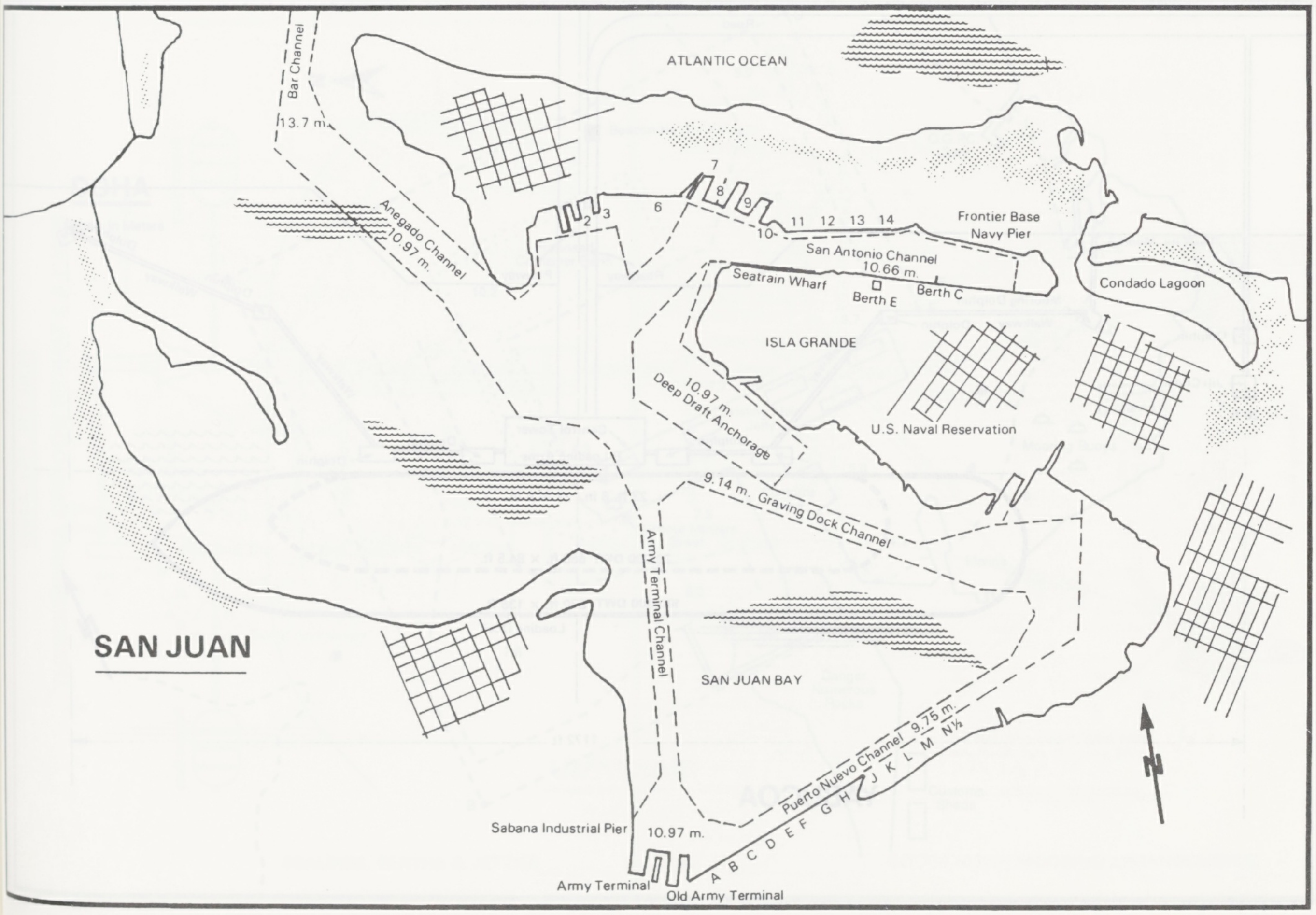
Other Information:
Two tugs used.
Used own portable gangway.
Received fresh water.
Turning basin is confined to 1,100 ft. only.

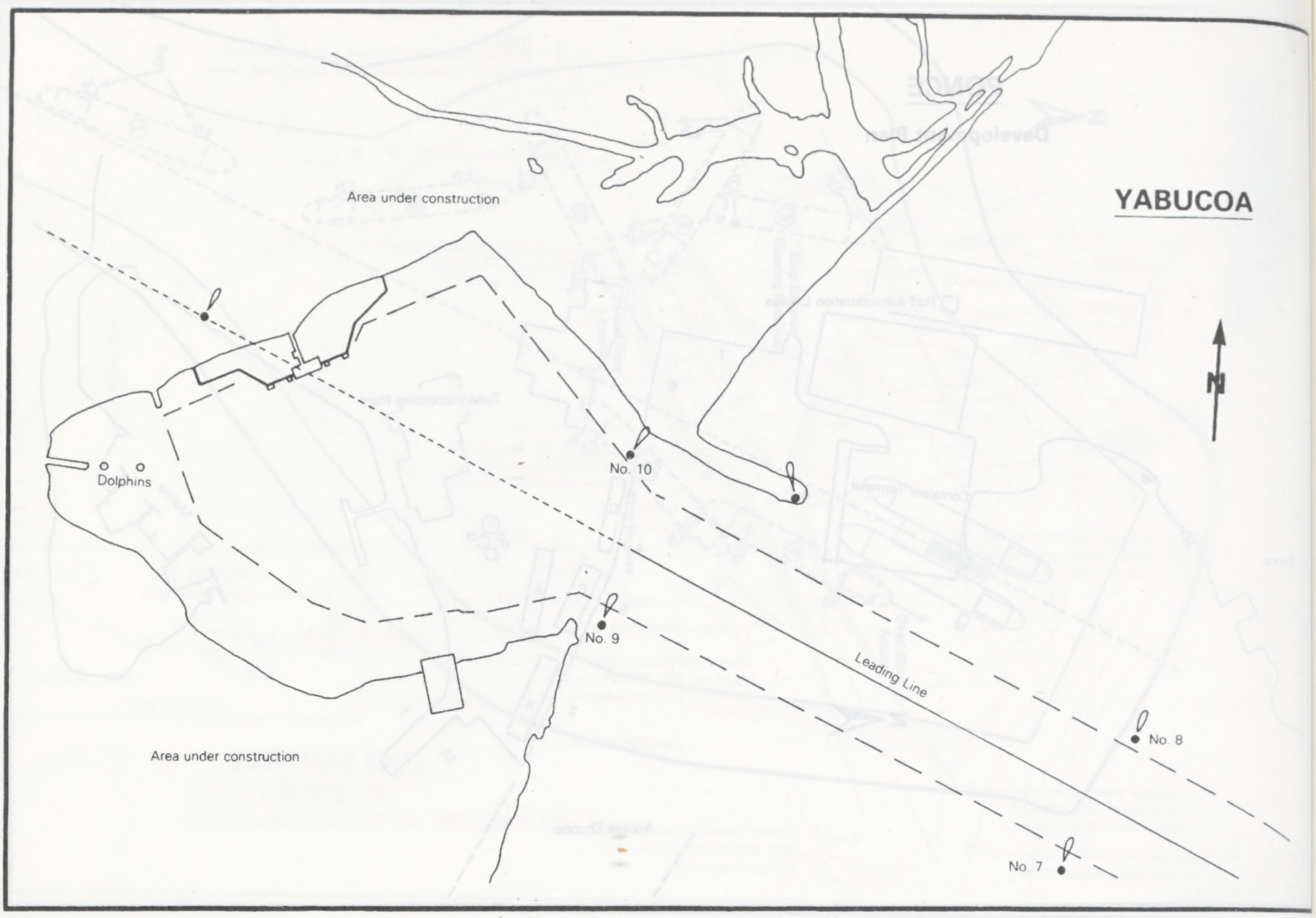
Vessel's Particulars:
D.W.T. 32,016 Tons
G.R.T. 18,736Tons
L.O.A.173.1 m.
Beam 26 m.

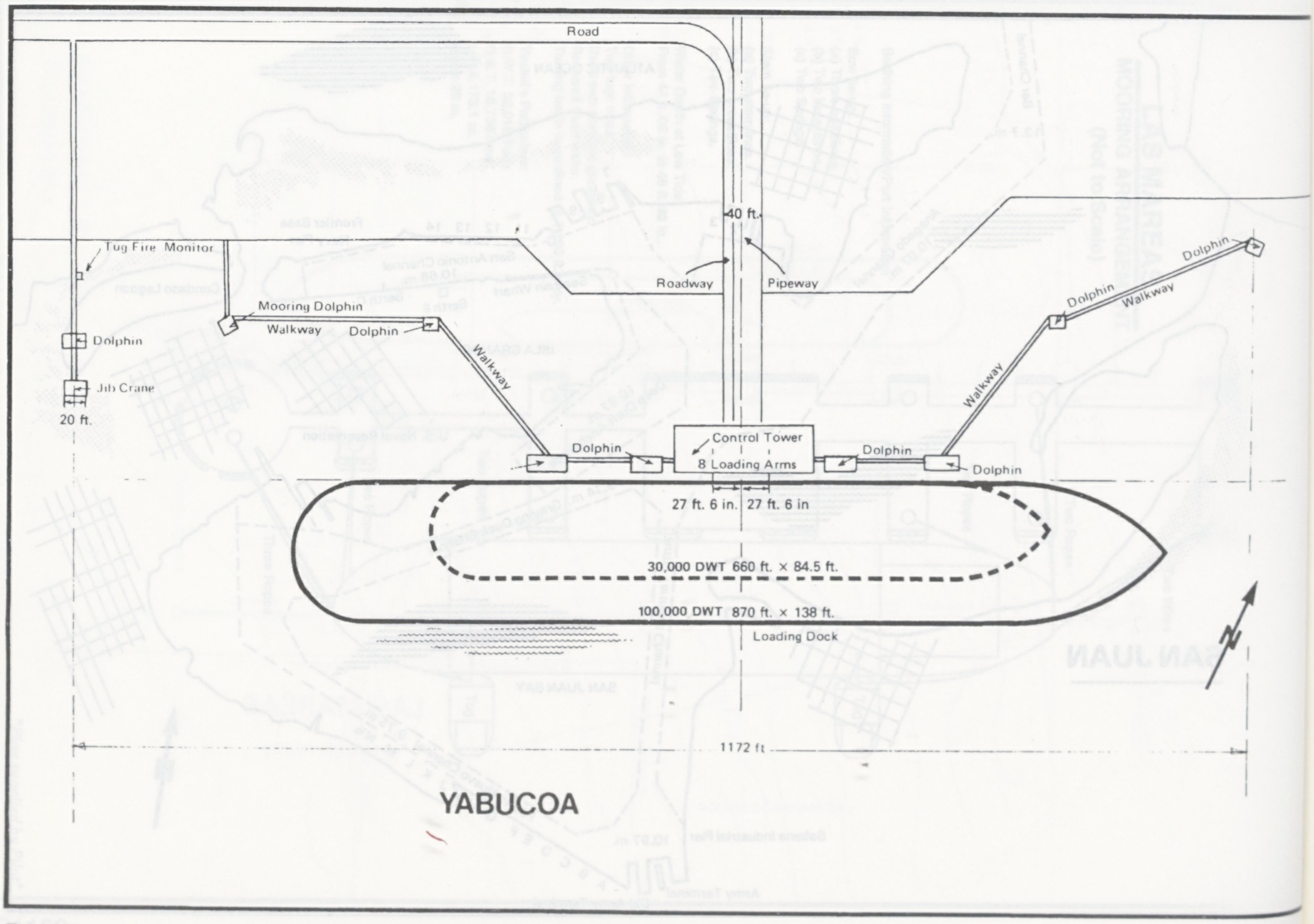

Two Wires
Two Ropes
Two Ropes
Tug
Two Ropes
Tug
Two Ropes
Three Ropes

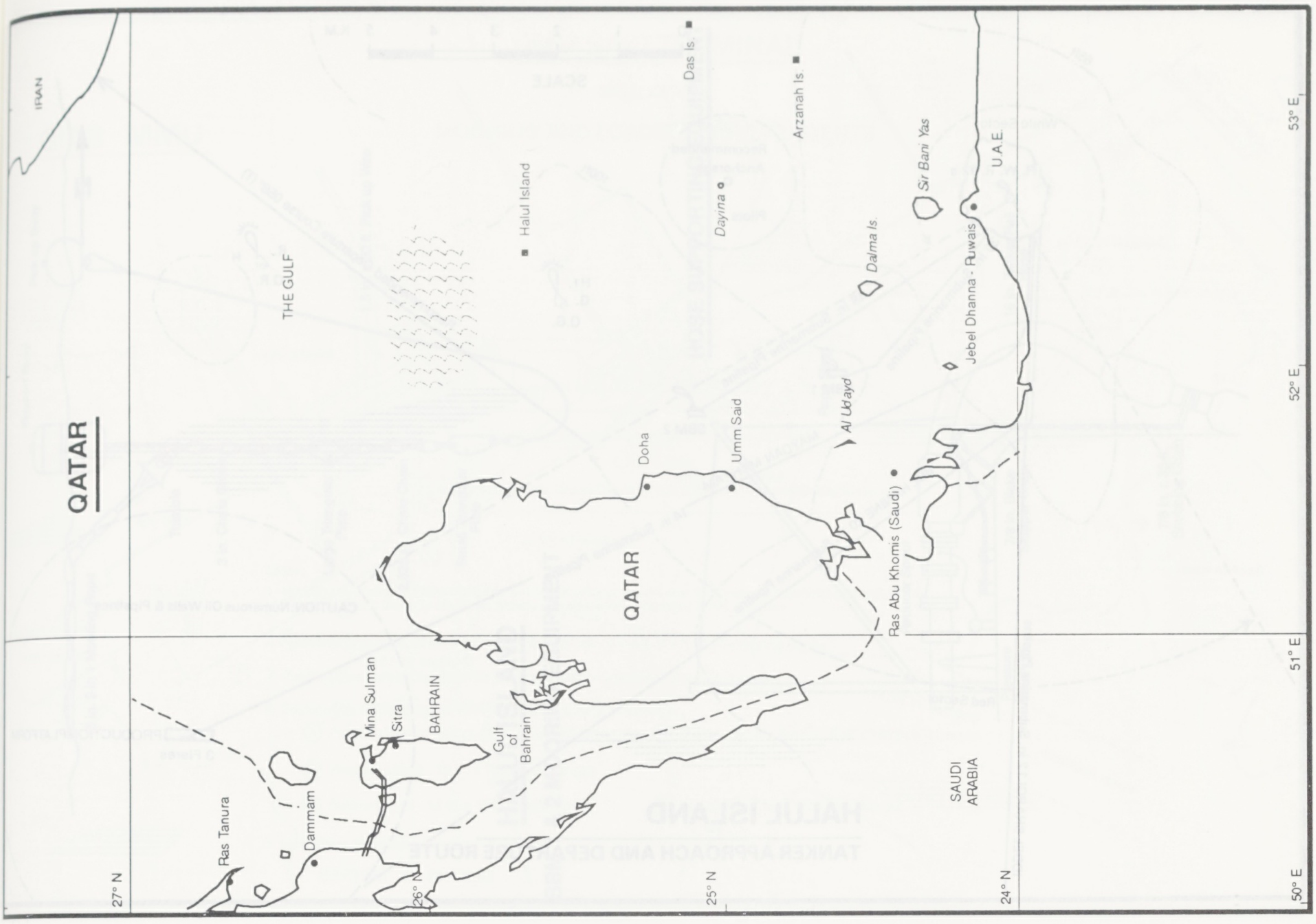
"Plan supplied by Pilot"

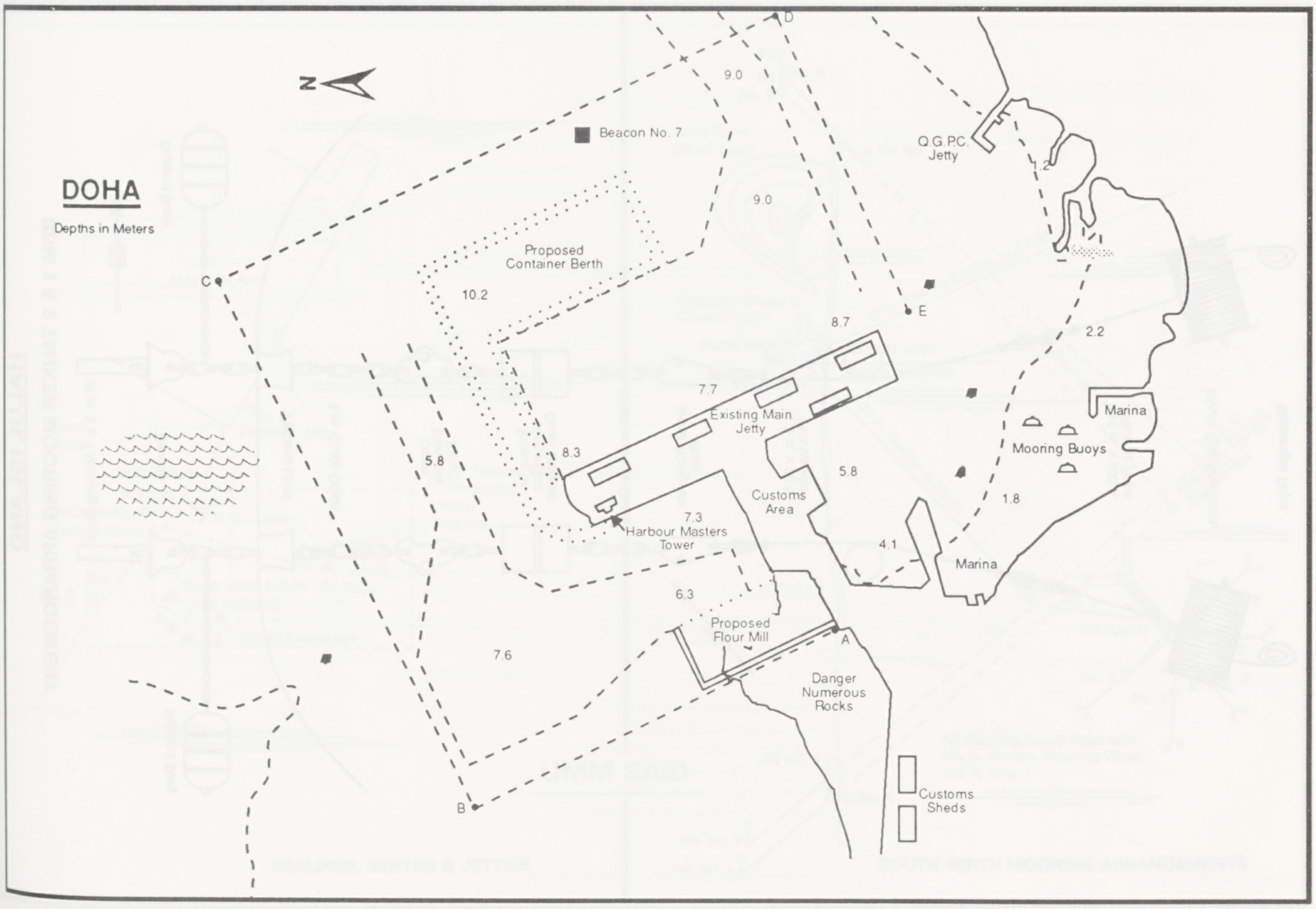

PONCE
Development Plan
Port Administration Offices
7
6
5
4
3
2
1
1A
8
D
C
A
B
Container Terminal
Tuna Processing Plant
Marina
Ponce
N
Access Channel

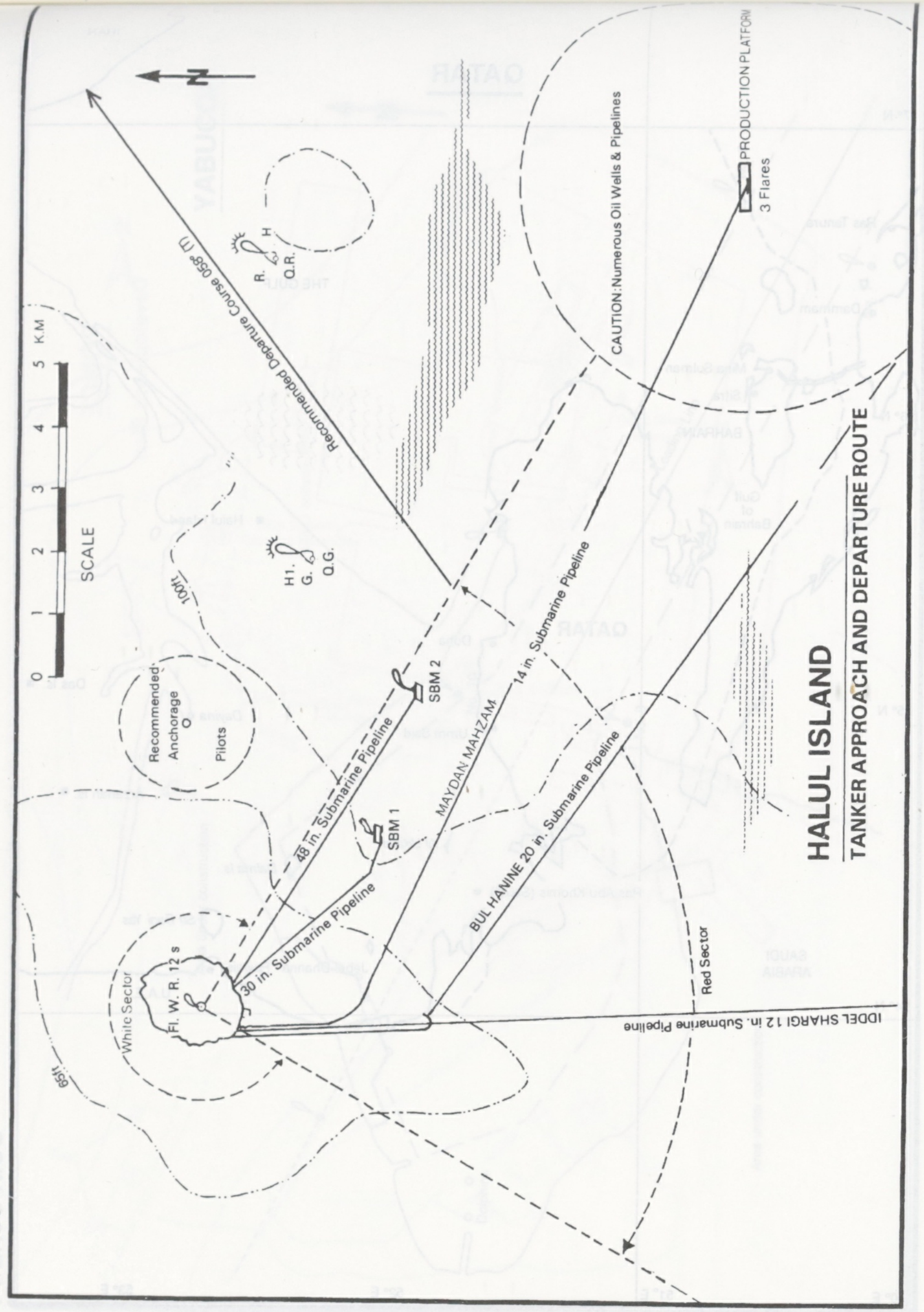

Bar Channel
13.7 m.
Anegado Channel
10.97 m.
ATLANTIC OCEAN
7
8
9
2
3
6
10
11
12
13
14
Frontier Base
Navy Pier
San Antonio Channel
10.66 m.
Seatrain Wharf
Berth E
Berth C
Condado Lagoon
ISLA GRANDE
10.97 m.
Deep Draft Anchorage
U.S. Naval Reservation
9.14 m. Graving Dock Channel
Army Terminal Channel
SAN JUAN BAY
Puerto Nuevo Channel 9.75 m.
A B C D E F G H J K L M N½
N
Sabana Industrial Pier
10.97 m.
Army Terminal
Old Army Terminal
SAN JUAN


YABUCOA
N
Area under construction
Dolphins
No. 10
No. 9
Leading Line
No. 8
No. 7
Area under construction


Road
40 ft.
Tug Fire Monitor
Roadway
Pipeway
Mooring Dolphin
Walkway
Dolphin
Dolphin
Walkway
Dolphin
Walkway
Dolphin
Walkway
Dolphin
Jib Crane
20 ft.
Control Tower
8 Loading Arms
Dolphin
Dolphin
Dolphin
27 ft. 6 in.
27 ft. 6 in
30,000 DWT 660 ft. × 84.5 ft.
100,000 DWT 870 ft. × 138 ft.
Loading Dock
N
1172 ft
YABUCOA


QATAR
IRAN
THE GULF
Halul Island
Das Is.
Arzanah Is.
Dayina
Sir Bani Yas
U.A.E.
Dalma Is.
Jebel Dhanna - Ruwais
Al Udayd
Ras Abu Khomis (Saudi)
Umm Said
Doha
QATAR
Mina Sulman
Sitra
BAHRAIN
Gulf of Bahrain
Ras Tanura
Dammam
SAUDI ARABIA
27° N
26° N
25° N
24° N
50° E
51° E
52° E
53° E


N
DOHA
Depths in Meters
Beacon No. 7
D
9.0
9.0
Q.G.P.C. Jetty
1.2
Proposed Container Berth
10.2
C
8.7
E
2.2
7.7
Existing Main Jetty
Marina
Mooring Buoys
8.3
5.8
5.8
Customs Area
1.8
7.3
Harbour Masters Tower
4.1
Marina
6.3
Proposed Flour Mill
A
7.6
Danger Numerous Rocks
Customs Sheds
B

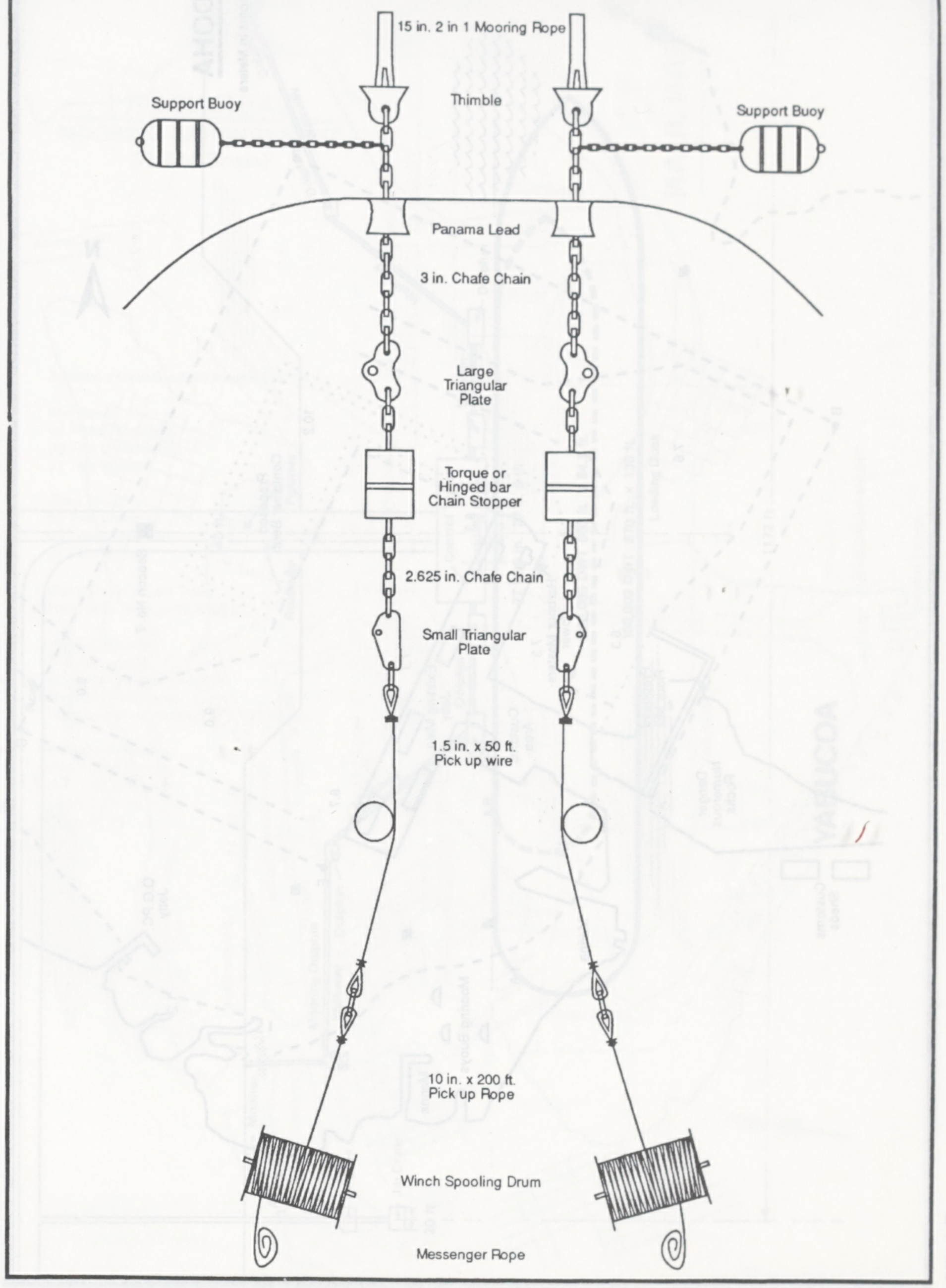

N
SCALE
0
1
2
3
4
5
KM
Recommended Departure Course 056° (T)
R.
H
Q.R.
H1.
G.
Q.G.
100ft
Recommended Anchorage
Pilots
SBM 2
SBM 1
48 in. Submarine Pipeline
30 in. Submarine Pipeline
MAYDAN MAHZAM
14 in. Submarine Pipeline
BUL HANINE 20 in. Submarine Pipeline
CAUTION: Numerous Oil Wells & Pipelines
PRODUCTION PLATFORM
3 Flares
Red Sector
White Sector
Fl. W. R. 12 s
IDDEL SHARGI 12 in. Submarine Pipeline
15ft

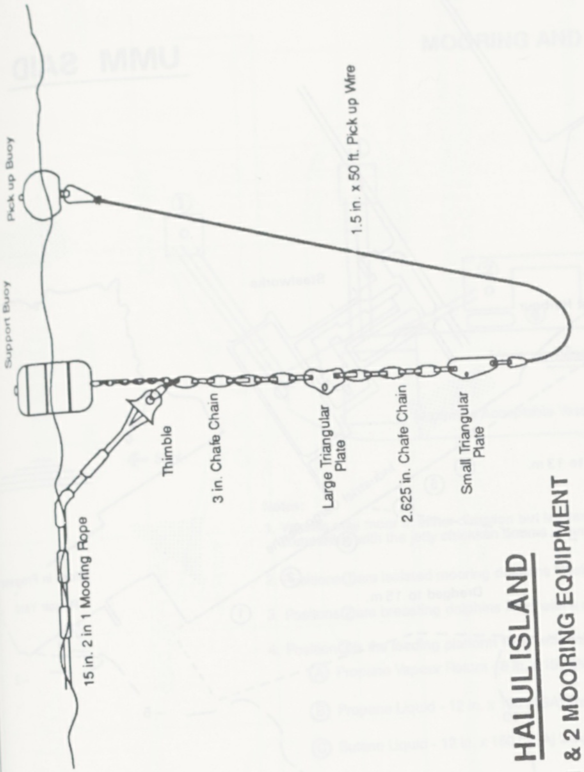
HALUL ISLAND

TANKER APPROACH AND DEPARTURE ROUTE

HALUL ISLAND

SBM 1 & 2 TANKER MOORING ARRANGEMENT

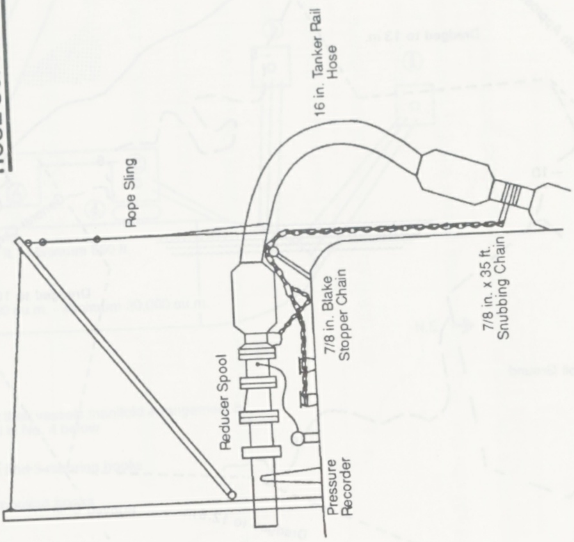

15 in. 2 in 1 Mooring Rope
Thimble
Support Buoy
Support Buoy
Panama Lead
3 in. Chafe Chain
Large Triangular Plate
Torque or Hinged bar Chain Stopper
2.625 in. Chafe Chain
Small Triangular Plate
1.5 in. x 50 ft. Pick up wire
10 in. x 200 ft. Pick up Rope
Winch Spooling Drum
Messenger Rope

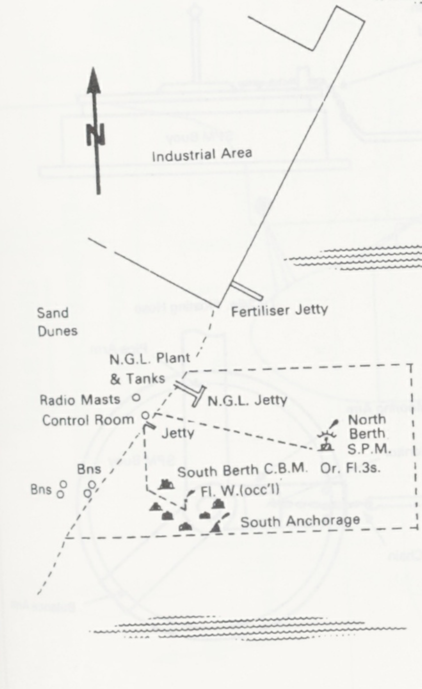

Pick up Buoy
Support Buoy
1.5 in. x 50 ft. Pick up Wire
Thimble
3 in. Chafe Chain
Large Triangular Plate
2.625 in. Chafe Chain
Small Triangular Plate
15 in. 2 in 1 Mooring Rope

HALUL ISLAND

SBM 1 & 2 MOORING EQUIPMENT

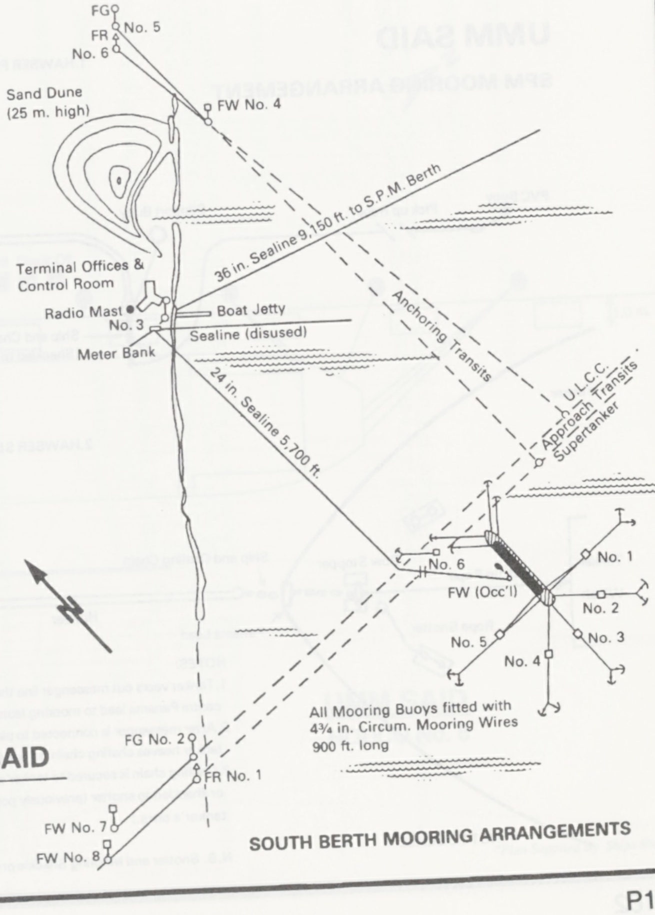
HOSE SUPPORTING EQUIPMENT


Rope Sling
16 in. Tanker Rail Hose
7/8 in. x 35 ft. Snubbing Chain
7/8 in. Blake Stopper Chain
Reducer Spool
Pressure Recorder

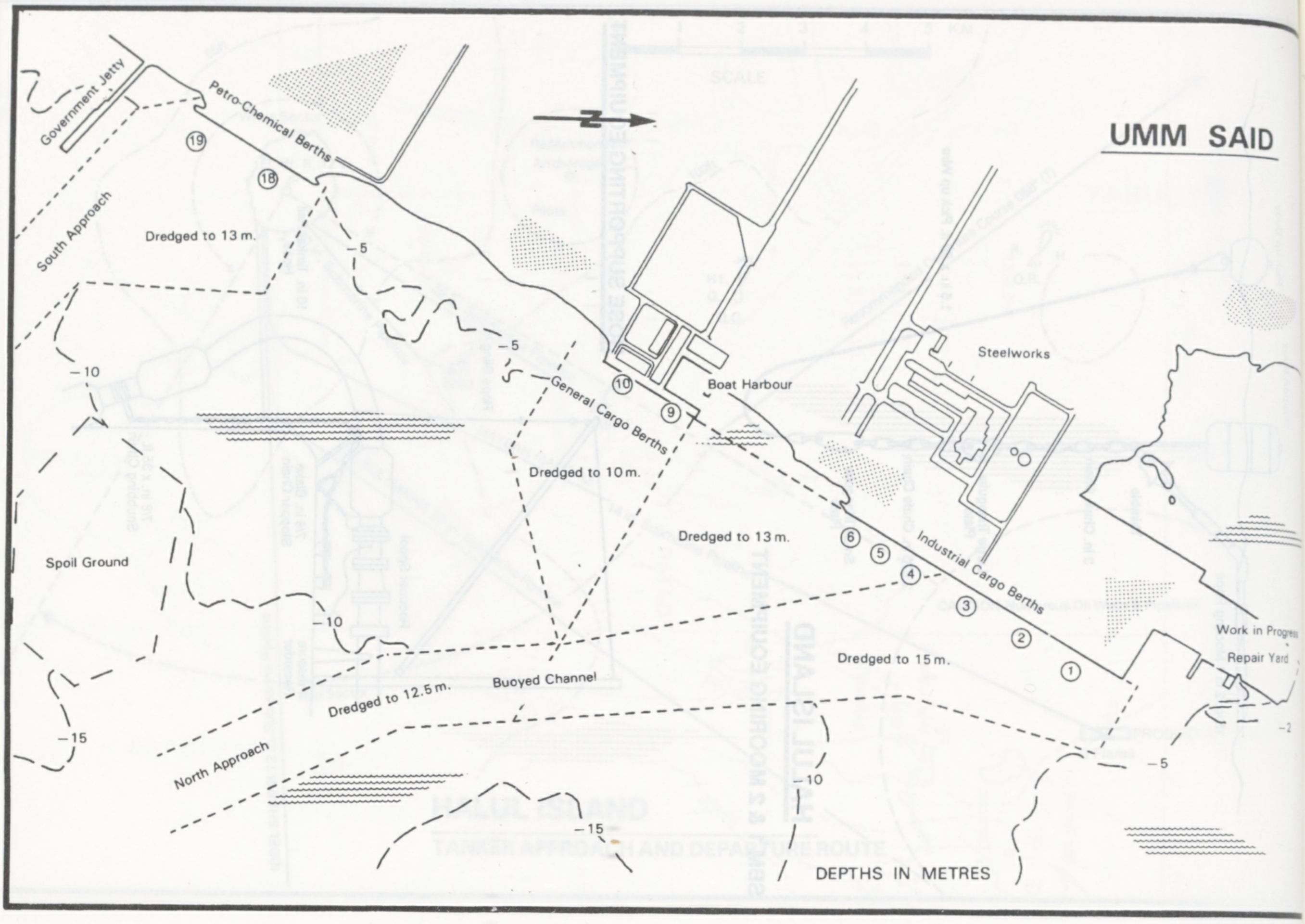

N
Industrial Area
Sand Dunes
Fertiliser Jetty
N.G.L. Plant & Tanks
Radio Masts
Control Room
N.G.L. Jetty
Jetty
Bns
Bns
South Berth C.B.M.
Fl. W.(occ'l)
South Anchorage
North Berth S.P.M.
Or. Fl.3s.
Fairway Buoy
Fl.10s.
Pillar
R.W.V.S.

UMM SAID

SEALINES, BERTHS & JETTIES

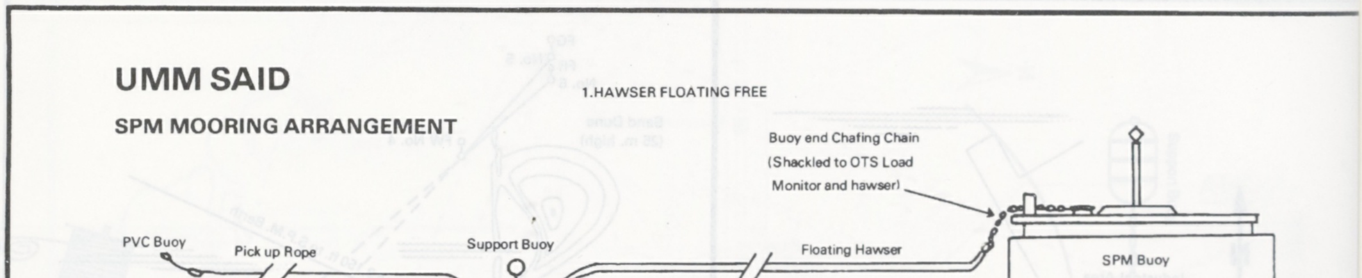

FG
No. 5
FR
No. 6
FW No. 4
Sand Dune (25 m. high)
Terminal Offices & Control Room
Radio Mast
No. 3
Meter Bank
Boat Jetty
Sealine (disused)
36 in. Sealine 9,150 ft. to S.P.M. Berth
24 in. Sealine 5,700 ft.
Anchoring Transits
U.L.C.C. Approach Transits Supertanker
N
No. 6
FW (Occ'l)
No. 1
No. 2
No. 3
No. 4
No. 5
All Mooring Buoys fitted with 4¾ in. Circum. Mooring Wires 900 ft. long
FG No. 2
FR No. 1
FW No. 7
FW No. 8

SOUTH BERTH MOORING ARRANGEMENTS


UMM SAID
Government Jetty
Petro-Chemical Berths
19
18
South Approach
Dredged to 13 m.
−5
−5
−10
Boat Harbour
Steelworks
10
9
General Cargo Berths
Dredged to 10 m.
Spoil Ground
Dredged to 13 m.
6
5
4
3
2
1
Industrial Cargo Berths
Work in Progress
Repair Yard
Dredged to 15 m.
−10
Buoyed Channel
Dredged to 12.5 m.
North Approach
−15
−2
−5
−10
−15
DEPTHS IN METRES

UMM SAID

SPM MOORING ARRANGEMENT


1.HAWSER FLOATING FREE
Buoy end Chafing Chain (Shackled to OTS Load Monitor and hawser)
PVC Buoy
Pick up Rope
Support Buoy
Floating Hawser
SPM Buoy
Ship end Chafing Chain (Shackled to hawser)
Tanker
2.HAWSER SECURED TO TANKER
1 × 24in. Floating Hose
Pipe Arm
Mooring Arm
OTS Load Monitor
SPM Buoy
Tanker Winch
Pick up Rope
Bow Stopper
Ship end Chafing Chain
Hawser
Rope Snotter
Panama Lead
Buoy end Chafing Chain
Balance Arm
NOT TO SCALE

NOTES:

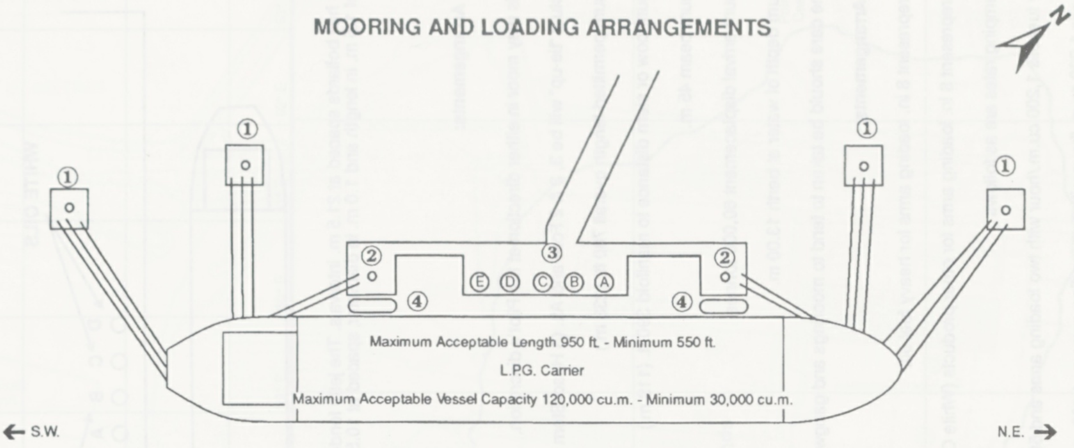
1. Tanker veers out messenger line through centre Panama lead to mooring launch.
2. After messenger is connected to pick up rope tanker heaves chafing chain on board.
3. Chafing chain is secured to tanker's bow stopper or shackled to snotter (previously positioned on tanker's bitts.)

N.B. Snotter and Mooring Shackle provided by Terminal.

UMM SAID TERMINAL

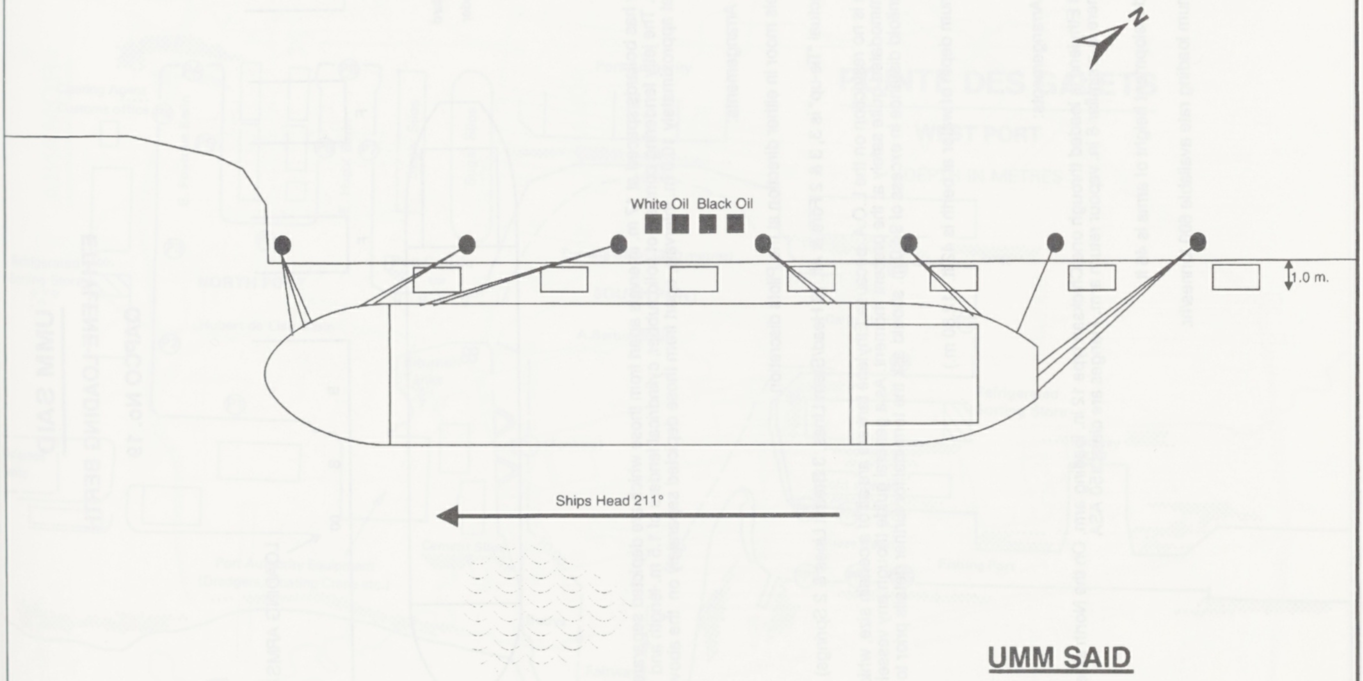
NGL JETTY

MOORING AND LOADING ARRANGEMENTS


N
①
①
①
①
②
②
③
④
④
Ⓔ Ⓓ Ⓒ Ⓑ Ⓐ
Maximum Acceptable Length 950 ft. - Minimum 550 ft.
L.P.G. Carrier
Maximum Acceptable Vessel Capacity 120,000 cu.m. - Minimum 30,000 cu.m.
S.W.
N.E.

Notes:

1. Vessels may moor in either direction but Masters must ensure that their vessels manifold arrangement is compatible with the jetty chicksan booms arrangement as detailed in No. 4 below
2. Positions①are isolated mooring dolphins fitted with a small winch and 3 mooring hooks
3. Positons②are breasting dolphins fitted with a small winch and 2 mooring hooks
4. Position③is the loading platform fitted with chicksan booms for:
   - Ⓐ Propane Vapour Return - 8 in. x 150 (ASA) flanges
   - Ⓑ Propane Liquid - 12 in. x 150 (ASA) flanges
   - Ⓒ Butane Liquid - 12 in. x 150 (ASA) flanges
   - Ⓓ Butane Vapour Return - 8 in. x 150 (ASA) flanges
   - Ⓔ Gasoline - 12 in. x 150 (ASA) flanges
5. Items④are Yokohama Fenders


N
White Oil
Black Oil
1.0 m.
Ships Head 211°

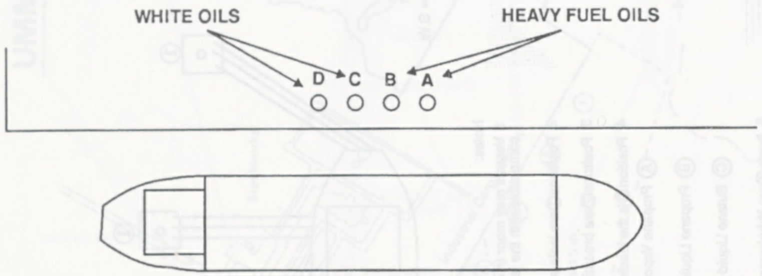
UMM SAID

NODCO No. 6

"Plan Supplied By Ships Master"

UMM SAID

NODCO NO. 6



The Jetty has bollards spaced at 21.5 m. intervals. The jetty fendering consists of solid rubber, cylindrical fenders of 1.5 m. in length and 1.0 m. in diameter, spaced at 10.5 m. intervals.

Mooring Arrangements:

1. Vessels may moor in either direction at the Pilot's discretion.
2. The actual "tie-up" will be 3, 3 & 2 Fore and Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs)
3. Maximum permitted length overall 780 ft. (238 m.)
4. Maximum bow or stern distance to manifold 390 ft. (119 m.)
5. Maximum beam 45 m.
6. Maximum arrival displacement 60,000 tonnes.
7. Minimum depth of water at berth 13.00 m.
8. Extreme care should be taken to tend to moorings and gangway, especially in NW'ly winds.

Loading Arrangements:

1. A & B represent 8 in. loading arms for heavy fuel oil.
2. C & D represent 8 in. loading arms for other products (White Oil).
3. The pumping rates are as follows :-

   Heavy fuel oils 1,200 cu.m./hour with two loading arms and 500 cu.m./hour with one loading arm.

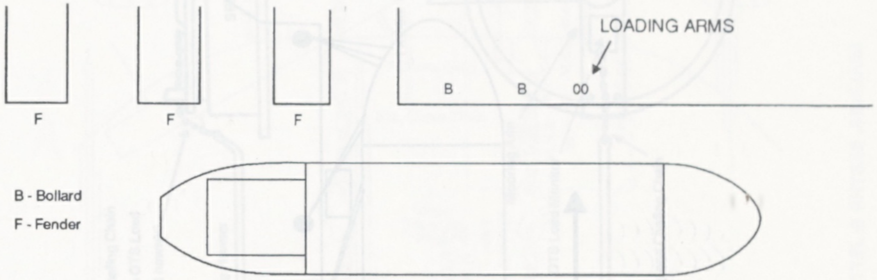
   White oils 1,000 cu.m./hour with two loading arms and 400 cu.m./hour with one loading arm

---

UMM SAID

ETHYLENE LOADING BERTH

QAPCO No. 19



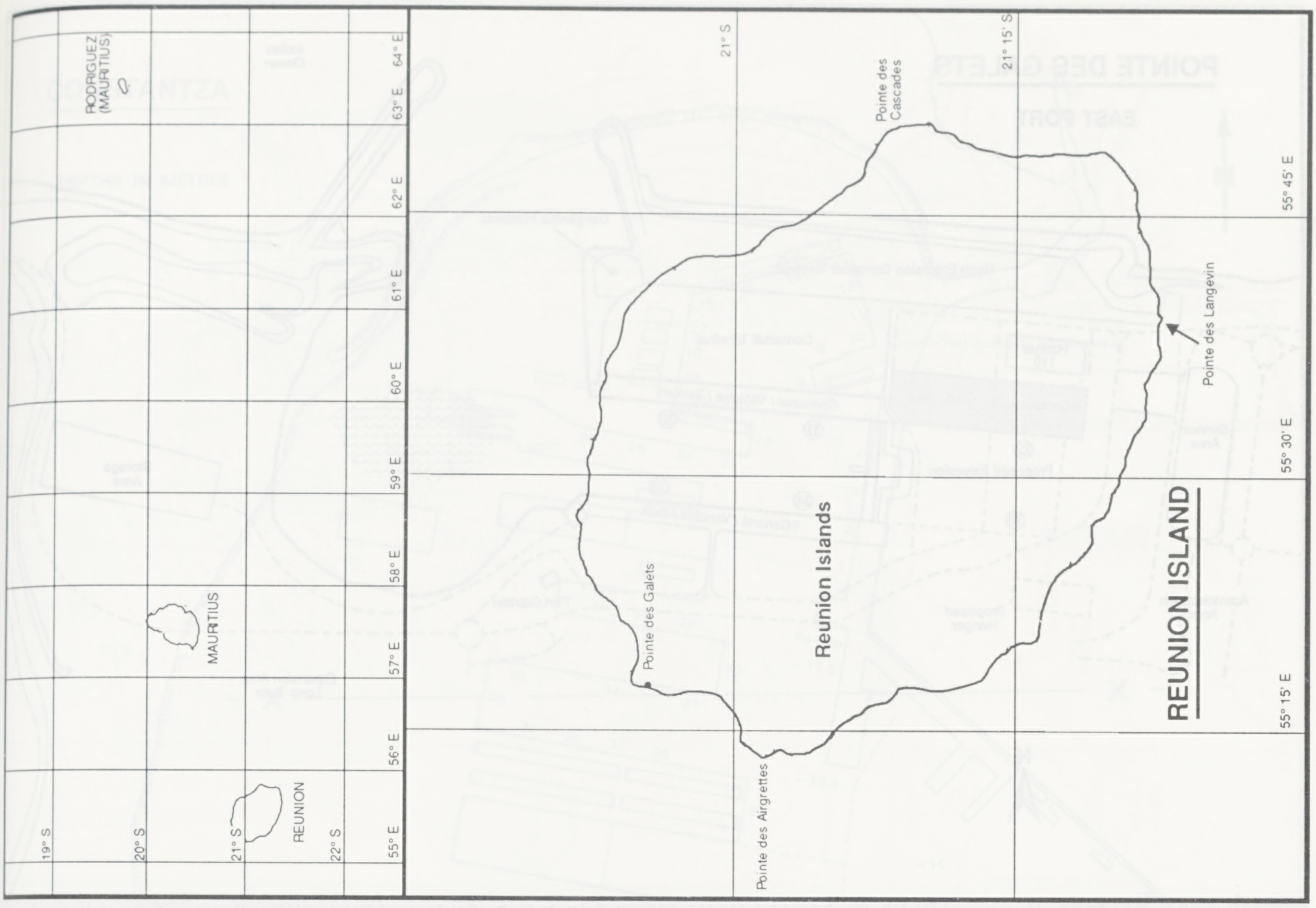
The jetty has bollards spaced at 17 m. intervals apart from those which are depicted separately on the above diagram. The jetty fendering consists of solid rubber, cylindrical fenders of 1.5 m. length and 1.0 m. diameter spaced at approximately 10.0 m. intervals, apart from those depicted separately on the above diagram.

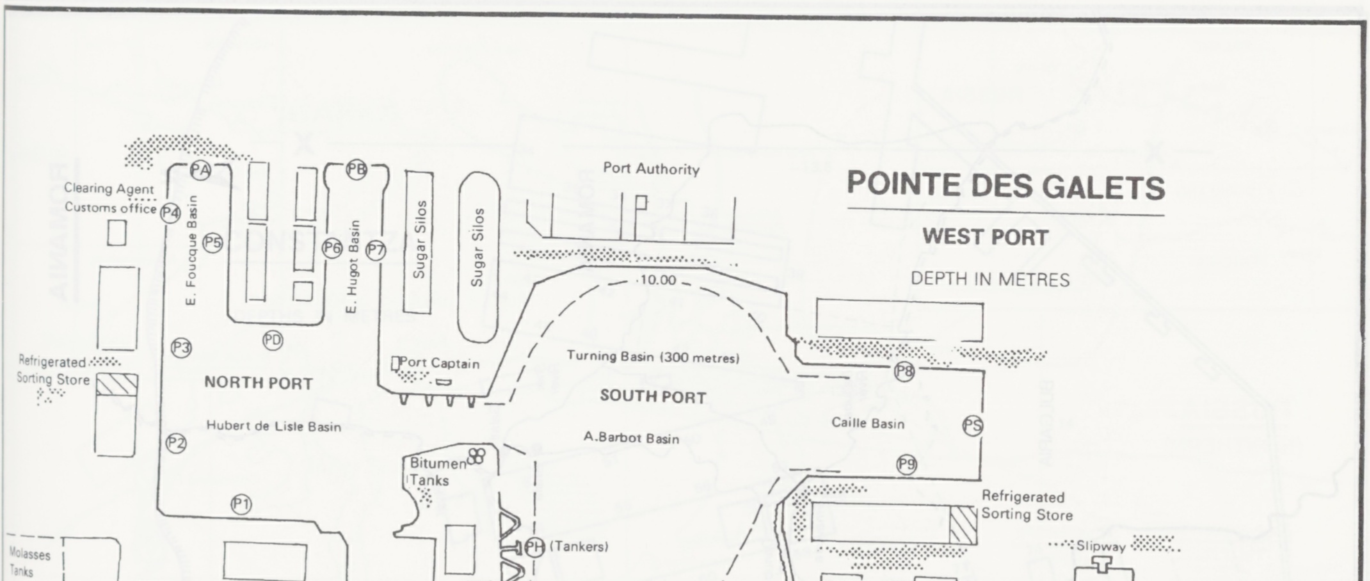
Mooring Arrangements:

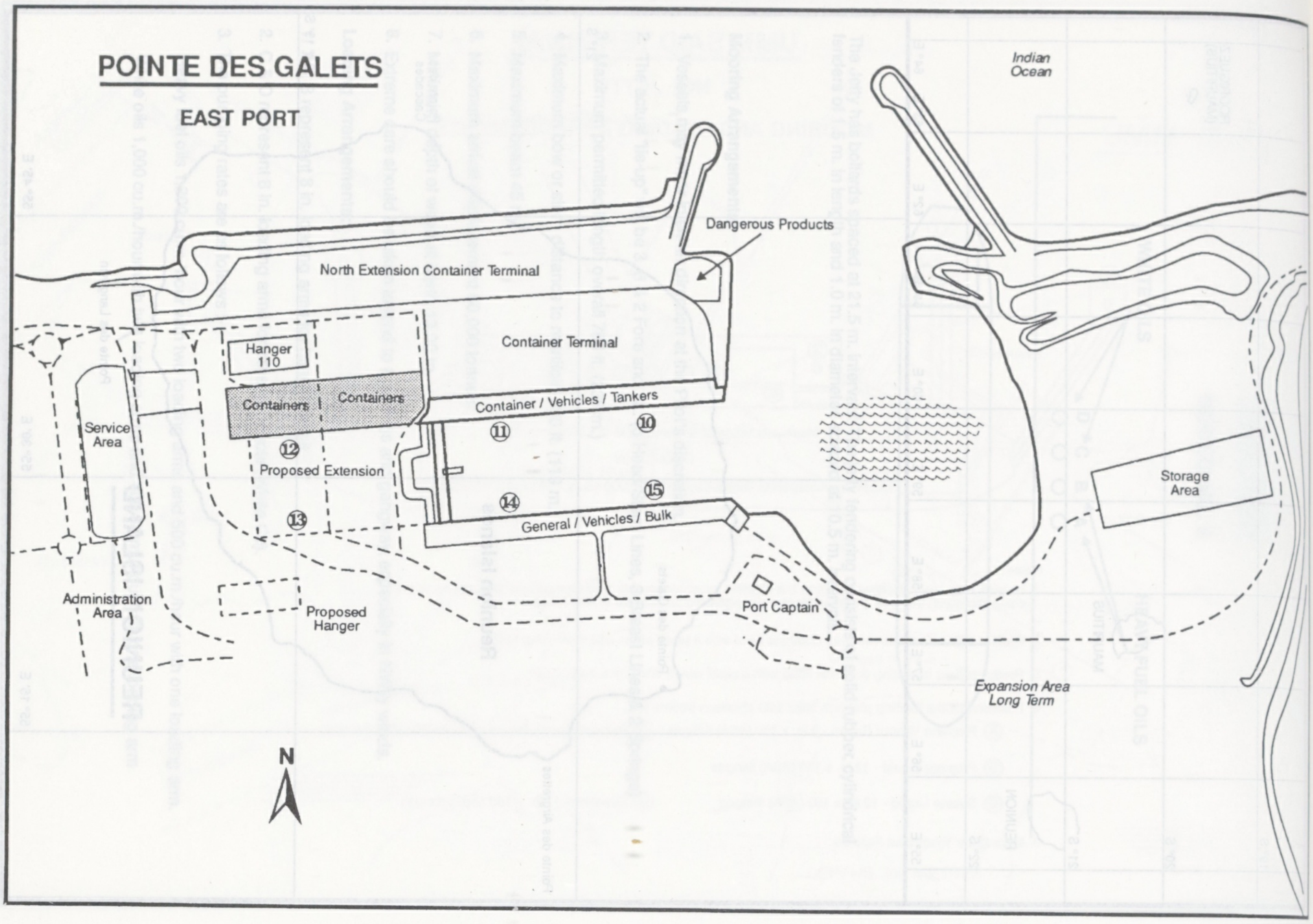
1. Vessels moor in either direction at the Pilots discretion
2. The actual "Tie-up" is 3, 3 & 2 Fore & Aft. (3 Head/Stern Lines, 3 Breast Lines & 2 Springs)
3. There is no restriction on the L.O.A. because Ethylene tankers are all of a certain size, which can be accommodated quite safely at the present moment. As a general guide though any vessel having a stern to manifold distance in excess of 94.0 m. should ask the terminal for further details prior to arrival.
4. Minimum depth of water at berth is 42 ft. (12.80 m.)

Loading Arrangements:

1. Liquid Ethylene is loaded through one Chicksan type 12 in. loading arm. On the North side of the loading arm there is a similar 6 in. vapour return arm. Flanges are class 150 ASA
2. Total development height of arms is 46 ft.
3. Maximum loading rate available 600 tonnes/hr.


REUNION ISLAND
RODRIGUEZ (MAURITIUS)
MAURITIUS
REUNION
19° S
20° S
21° S
22° S
55° E
56° E
57° E
58° E
59° E
60° E
61° E
62° E
63° E
64° E
21° S
21° 15' S
55° 45' E
55° 30' E
55° 15' E
Pointe des Cascades
Pointe des Langevin
Pointe des Galets
Reunion Islands
Pointe des Airgrettes

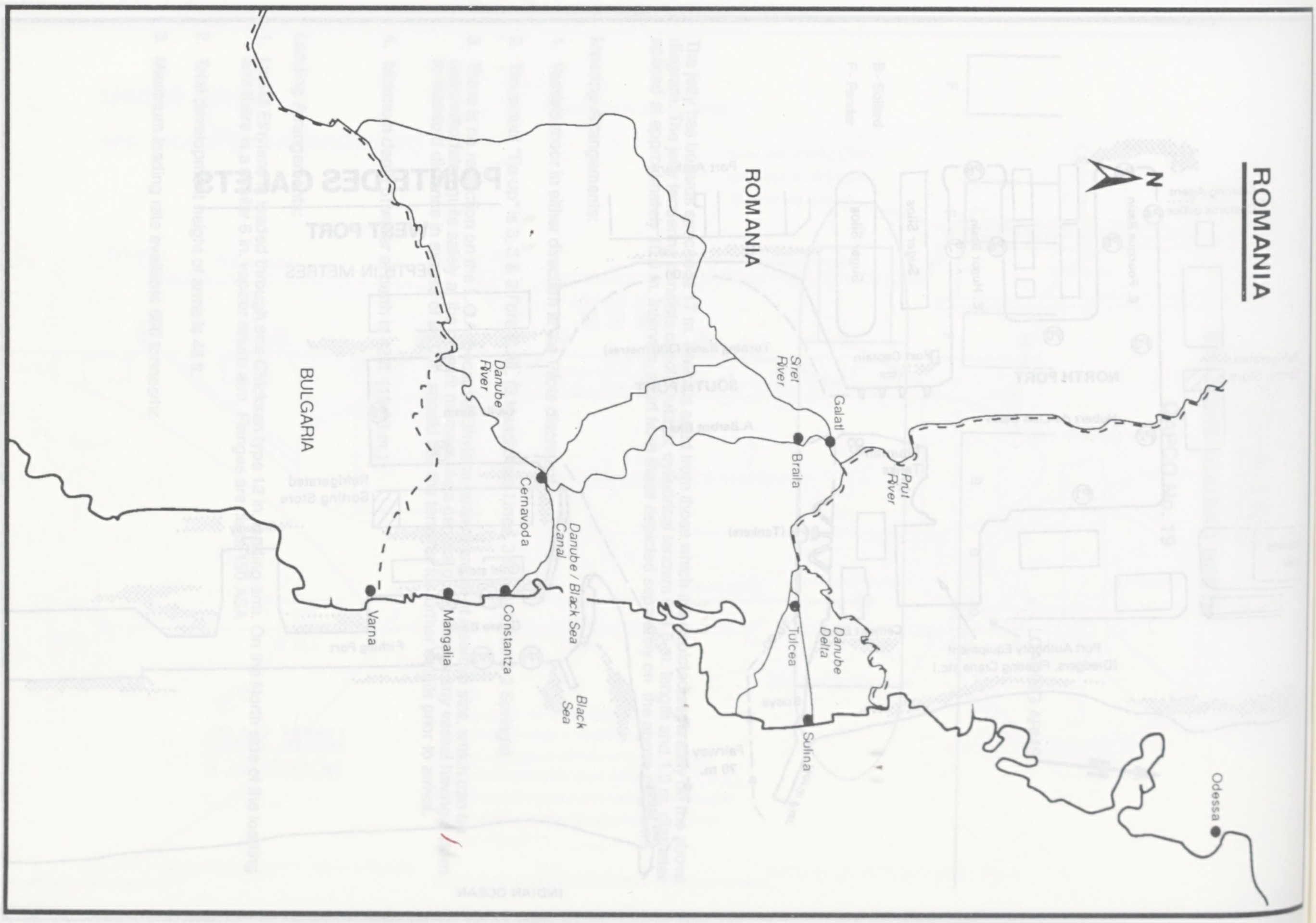

POINTE DES GALETS
WEST PORT
DEPTH IN METRES
Port Authority
Clearing Agent
Customs office
PA
P4
P5
E. Foucque Basin
PB
P6
P7
E. Hugot Basin
Sugar Silos
Sugar Silos
10.00
Refrigerated Sorting Store
P3
PD
Port Captain
Turning Basin (300 metres)
P8
NORTH PORT
SOUTH PORT
Hubert de Lisle Basin
A.Barbot Basin
Caille Basin
PS
P2
P9
Bitumen Tanks
P1
Refrigerated Sorting Store
PH (Tankers)
Molasses Tanks
Slipway
Cold store
PP2
PP4
PP6
Gueze Basin
Cement Silos
10.00
10.00
Fishing Port
PP1
PP3
PP5
Port Authority Equipment (Dredgers, Floating Crane etc.)
Buoys
Fairway 70 m.
N
North Pier
South pier
INDIAN OCEAN



POINTE DES GALETS

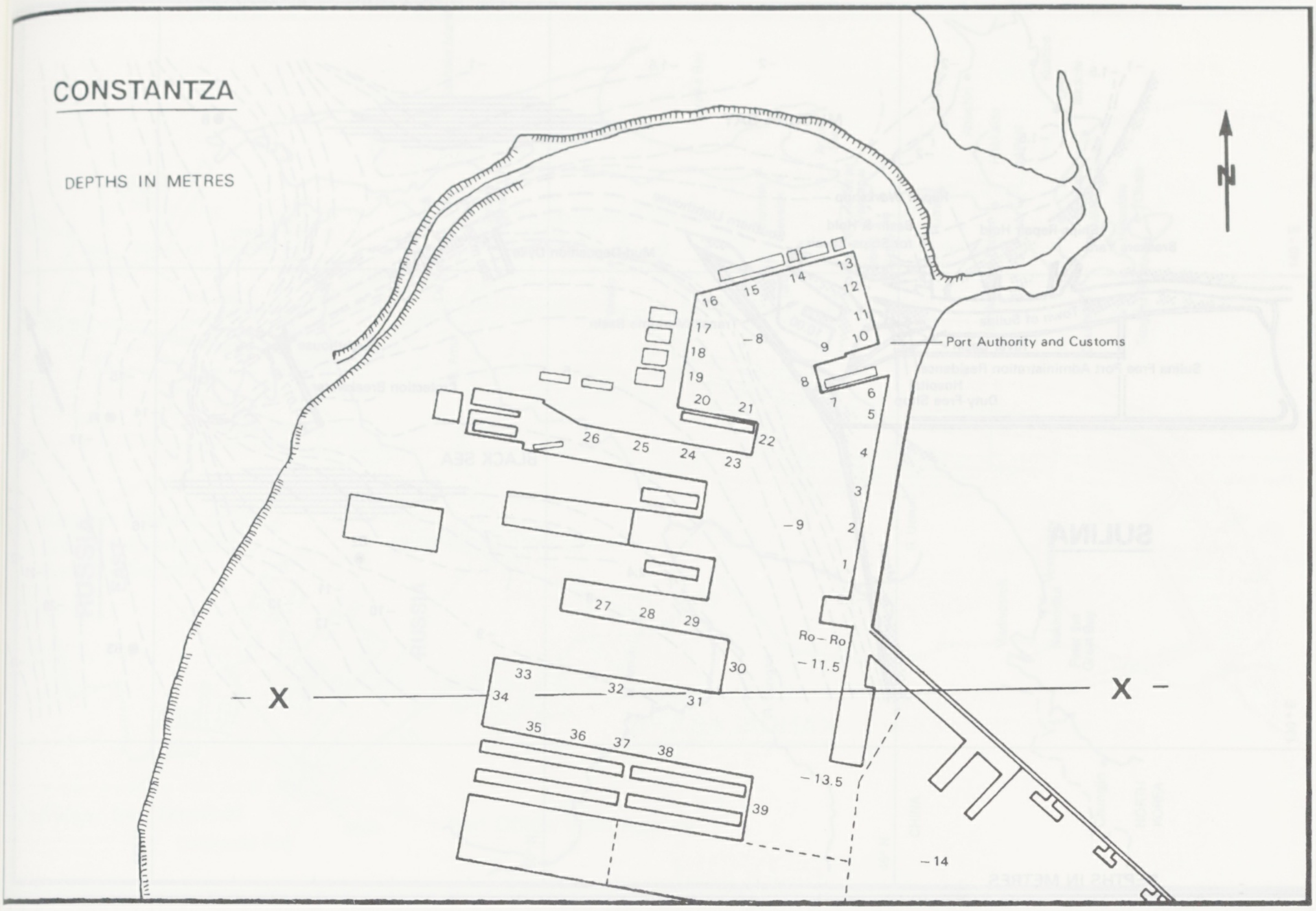
EAST PORT

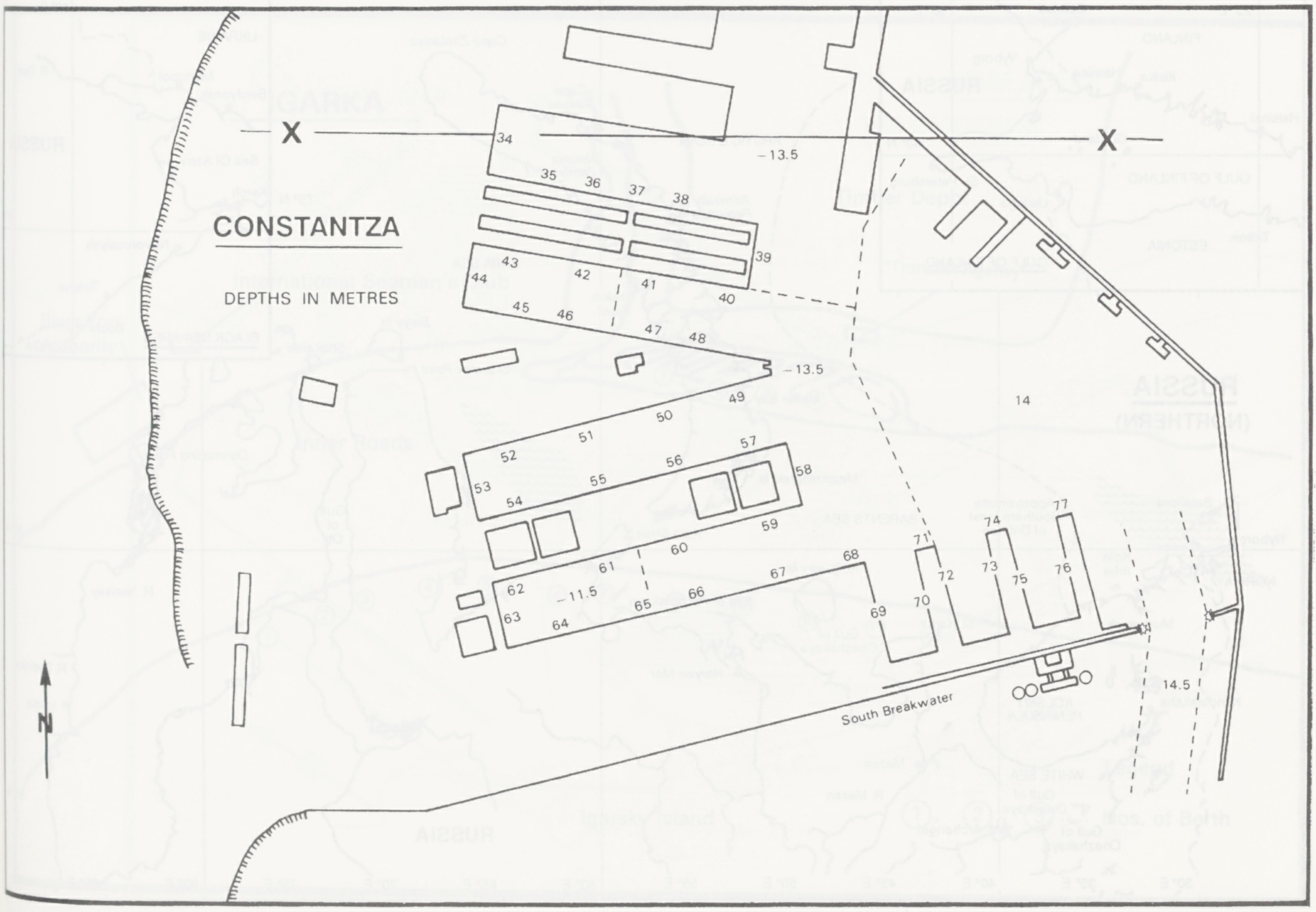
Indian Ocean
Dangerous Products
North Extension Container Terminal
Container Terminal
Hanger 110
Containers
Containers
Container / Vehicles / Tankers
⑪
⑩
Service Area
⑫
Proposed Extension
⑬
⑭
⑮
General / Vehicles / Bulk
Storage Area
Administration Area
Proposed Hanger
Port Captain
Expansion Area Long Term
N

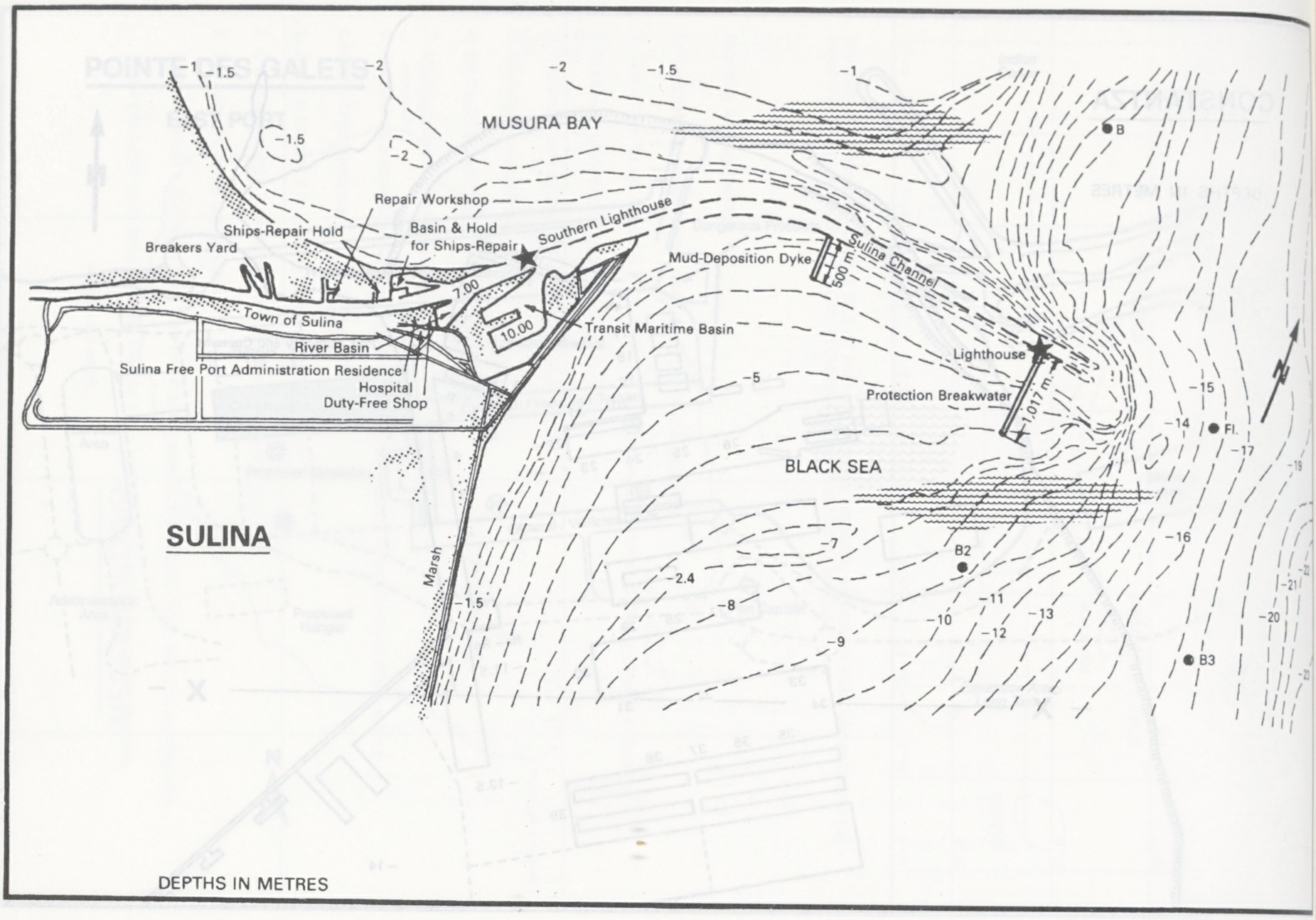


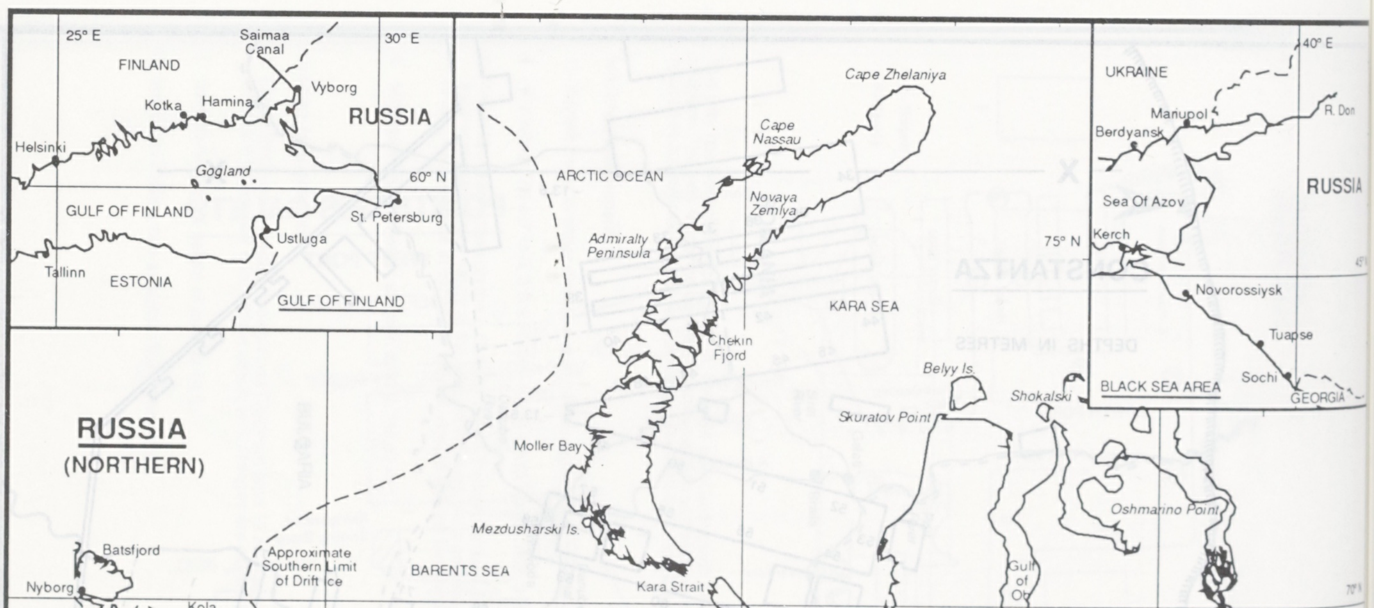
ROMANIA

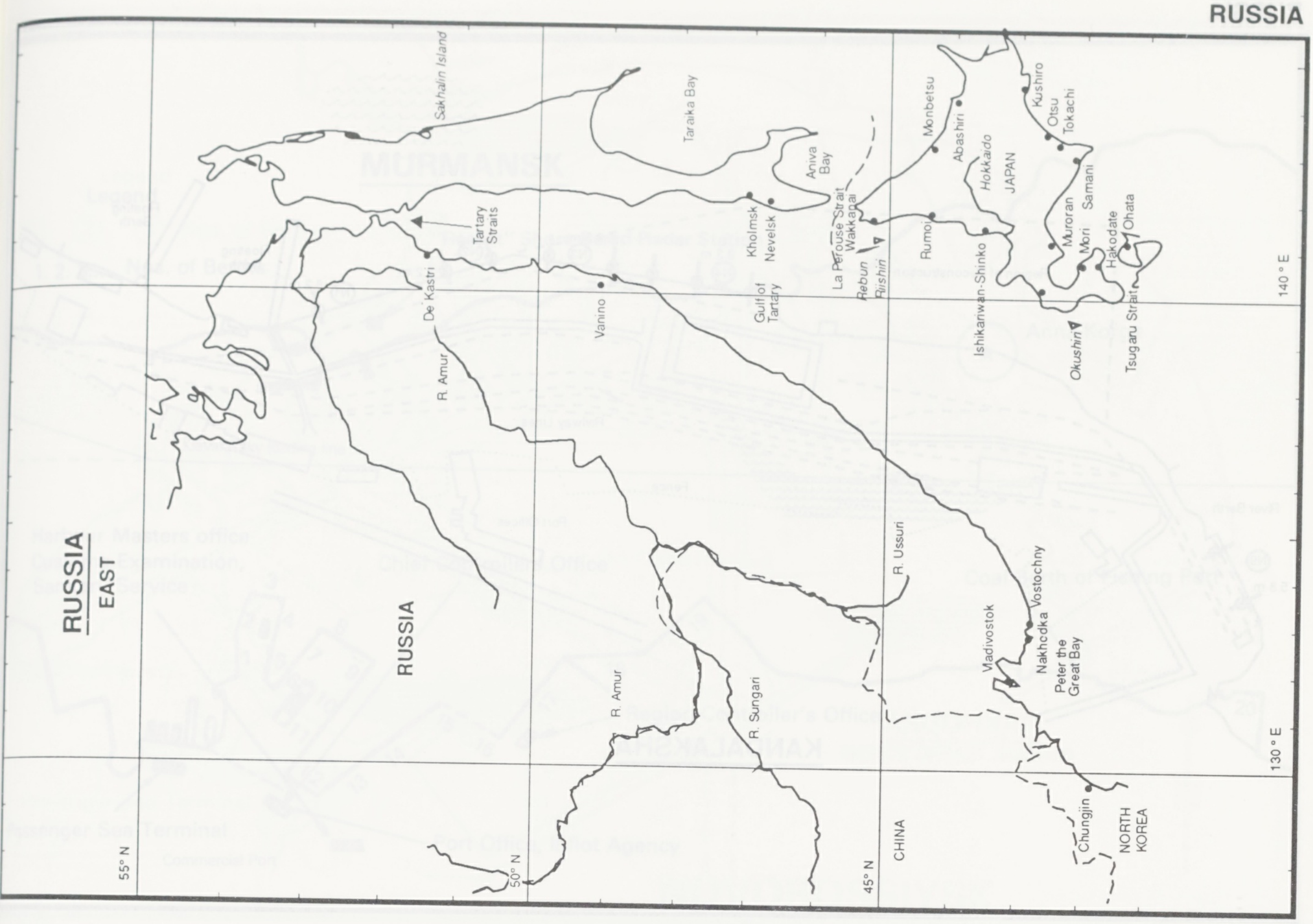
N
ROMANIA
BULGARIA
Siret River
Galati
Braila
Prut River
Danube River
Cernavoda
Danube / Black Sea Canal
Tulcea
Danube Delta
Sulina
Constantza
Mangalia
Varna
Black Sea
Odessa

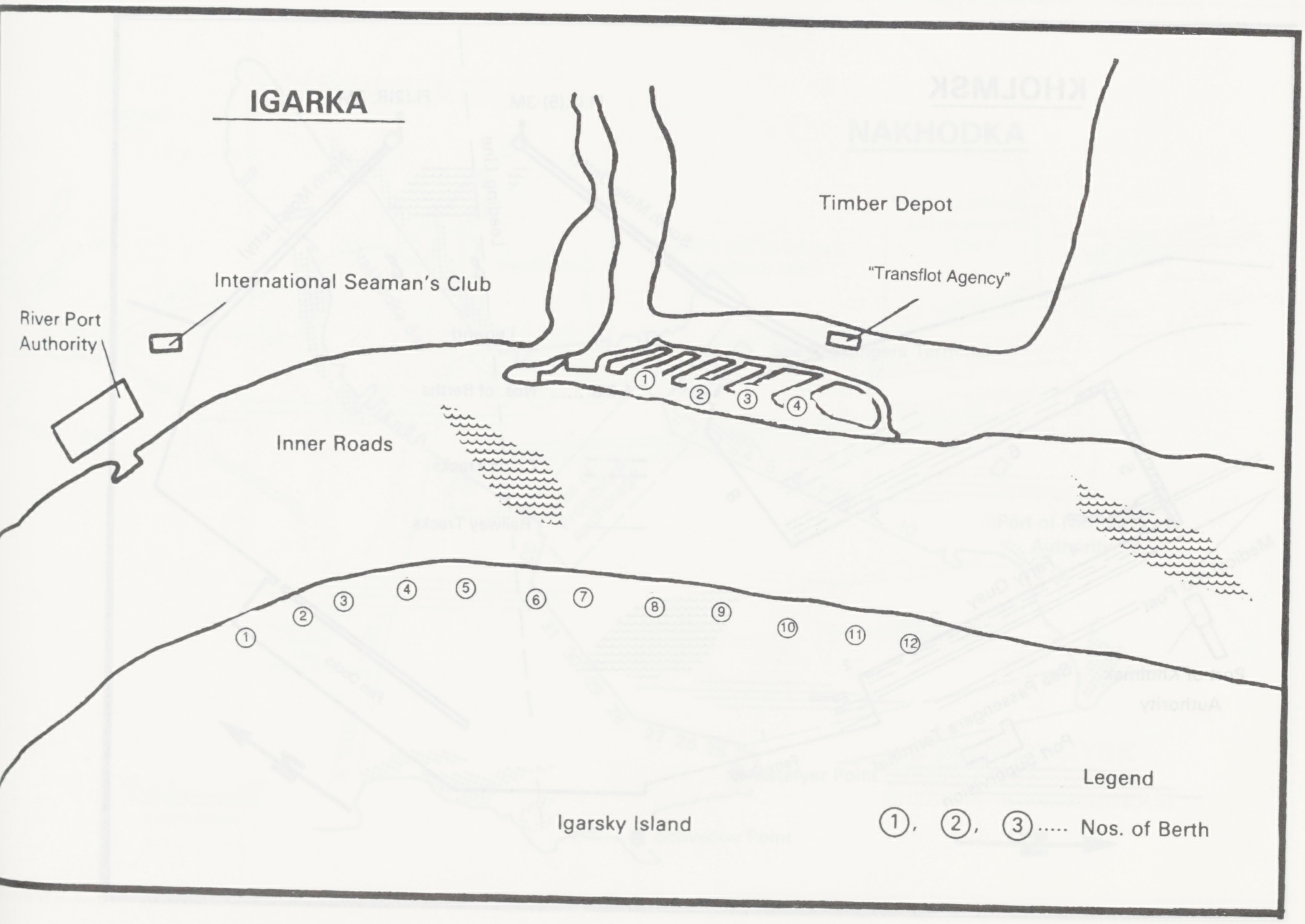

CONSTANTZA
DEPTHS IN METRES
N
13
14
15
16
12
11
17
−8
10
9
18
Port Authority and Customs
19
8
6
7
20
21
5
26
25
24
23
22
4
3
−9
2
1
27
28
29
Ro – Ro
30
−11.5
33
X
34
32
31
X
35
36
37
38
−13.5
39
−14

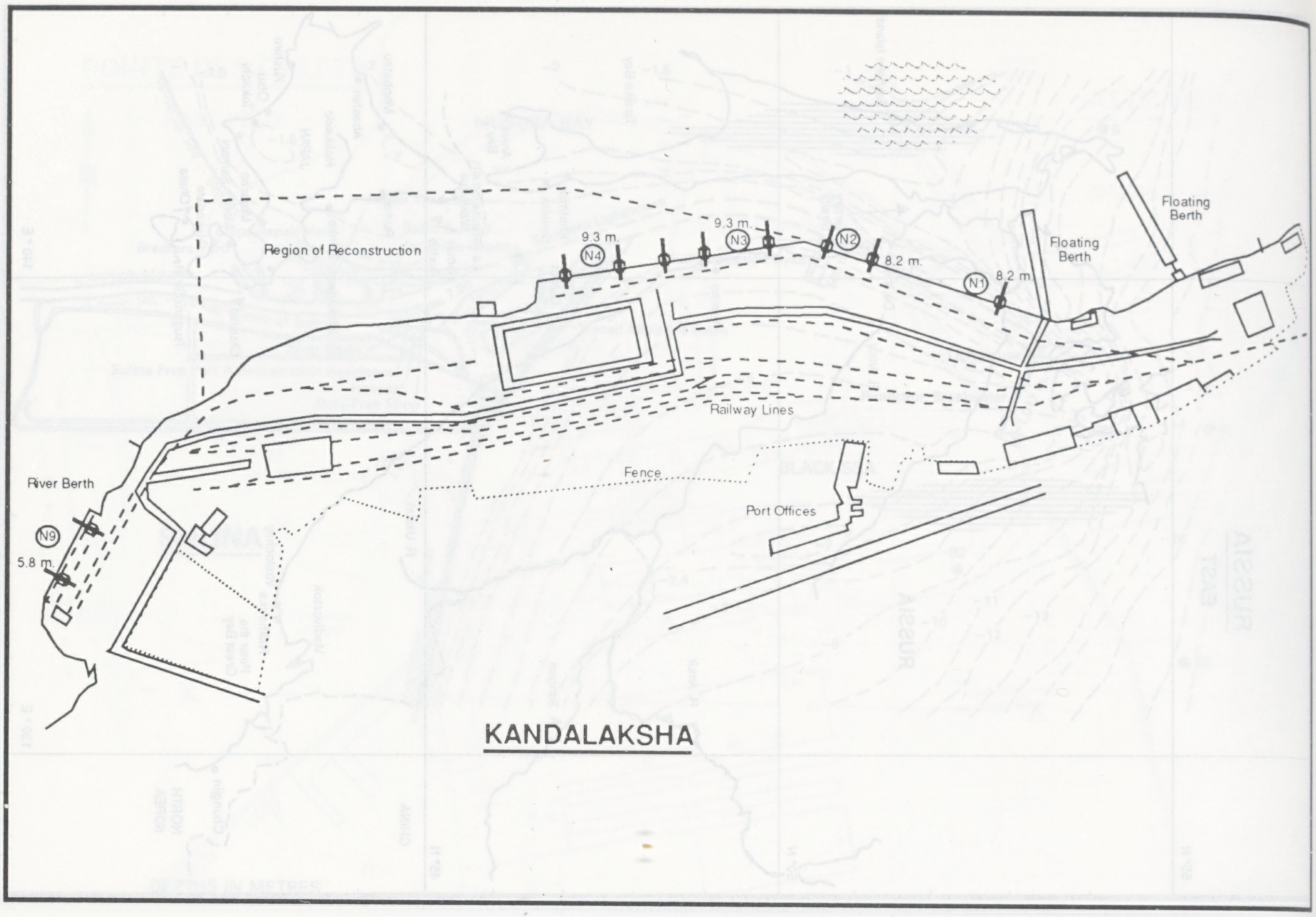

X
34
X
−13.5
35
36
37
38
CONSTANTZA
DEPTHS IN METRES
39
43
42
44
41
40
45
46
47
48
−13.5
49
50
51
52
57
56
55
58
53
54
14
59
60
61
77
74
71
68
67
62
−11.5
66
65
63
64
73
75
76
72
70
69
14.5
South Breakwater
N

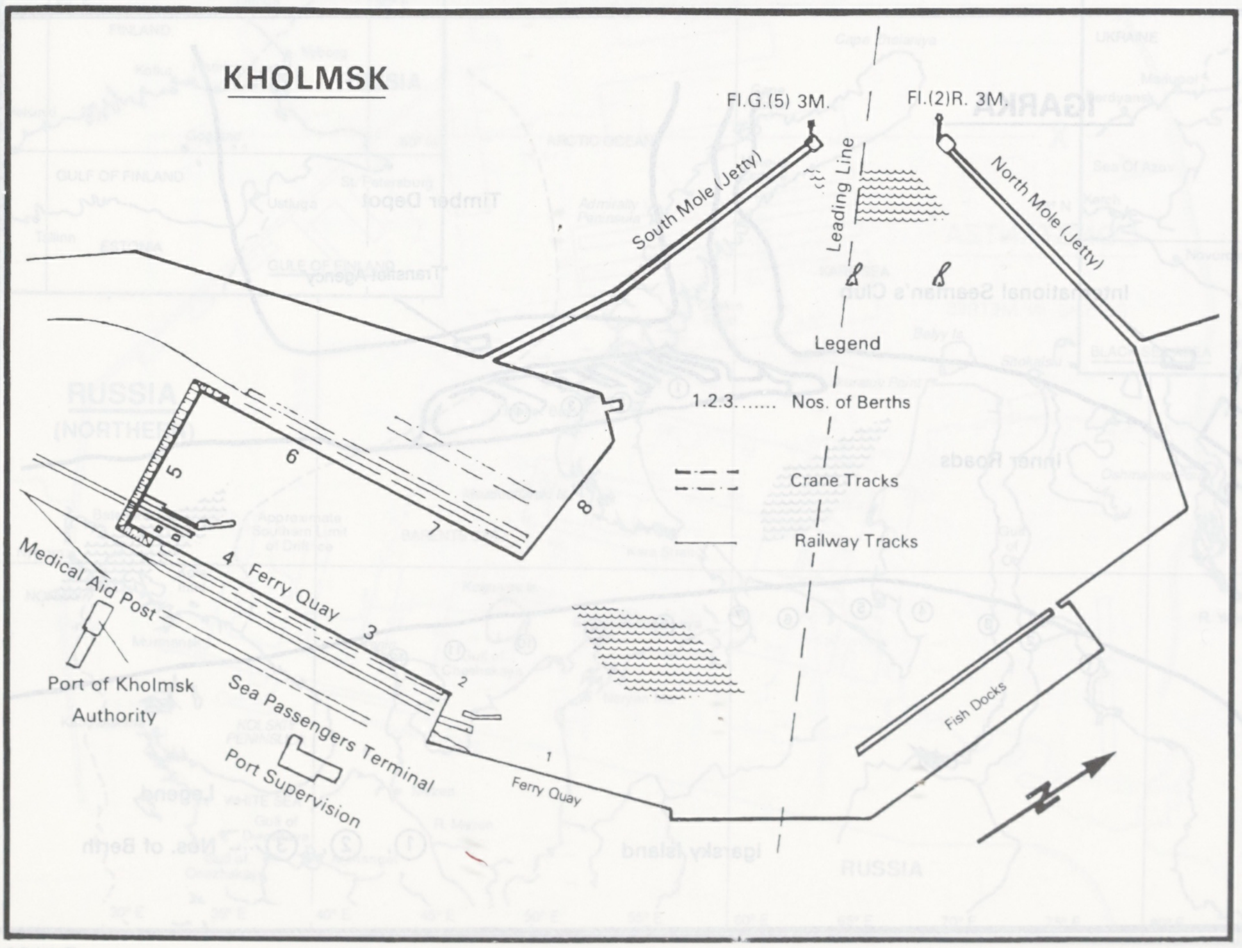

SULINA
MUSURA BAY
BLACK SEA
Repair Workshop
Ships-Repair Hold
Basin & Hold for Ships-Repair
Breakers Yard
Southern Lighthouse
Mud-Deposition Dyke
500 m
Sulina Channel
Town of Sulina
River Basin
Sulina Free Port Administration Residence
Hospital
Duty-Free Shop
Transit Maritime Basin
7.00
10.00
Lighthouse
Protection Breakwater
1,017 m
Marsh
B
B2
B3
Fl.
−1
−1.5
−2
−2.4
−5
−7
−8
−9
−10
−11
−12
−13
−14
−15
−16
−17
−19
−20
−21
−22
DEPTHS IN METRES

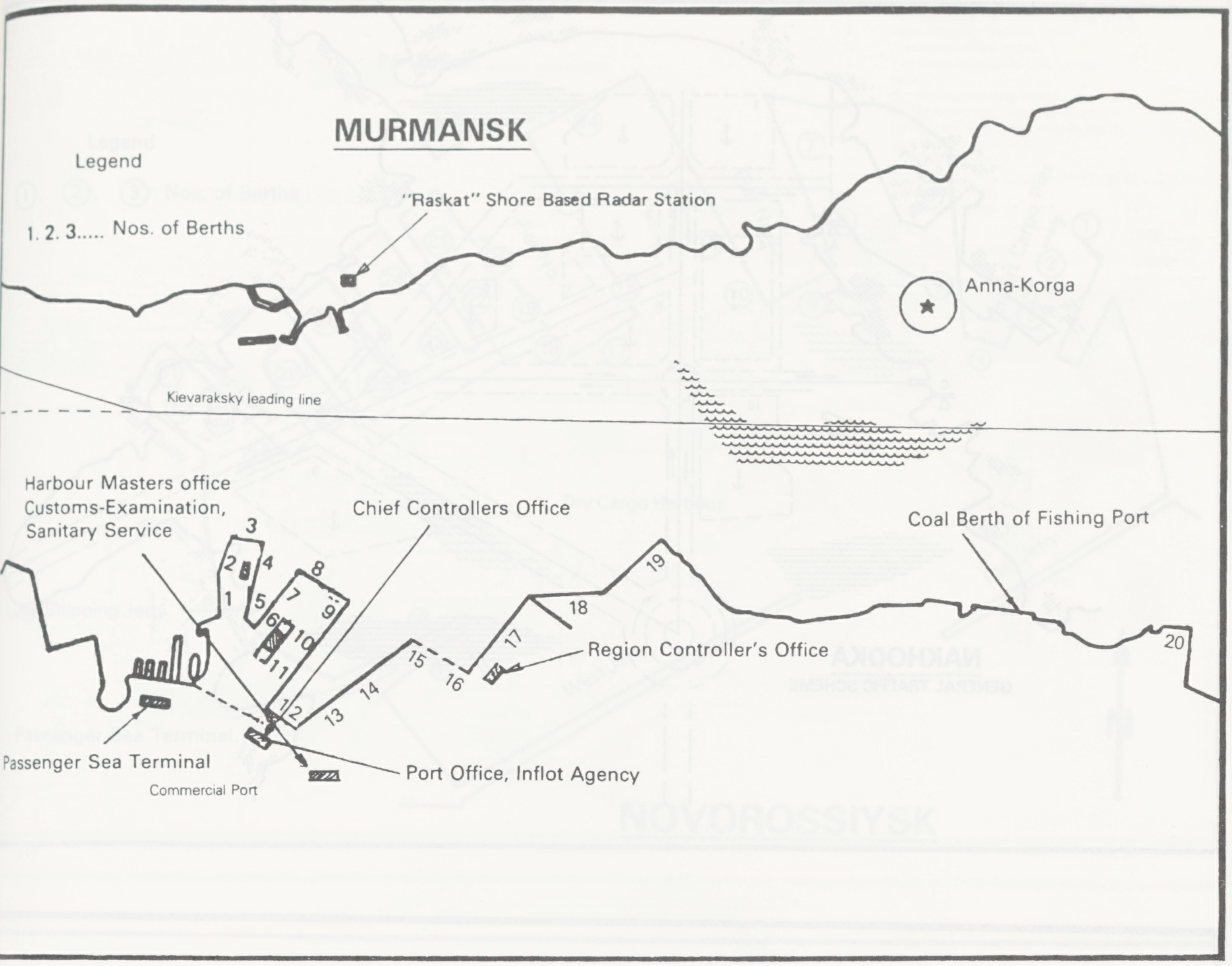

RUSSIA (NORTHERN)
25° E
30° E
Saimaa Canal
FINLAND
Vyborg
Kotka
Hamina
RUSSIA
Helsinki
Gogland
60° N
GULF OF FINLAND
St. Petersburg
Ustluga
Tallinn
ESTONIA
GULF OF FINLAND
Cape Zhelaniya
Cape Nassau
ARCTIC OCEAN
Novaya Zemlya
Admiralty Peninsula
KARA SEA
Chekin Fjord
Belyy Is.
Shokalski
Skuratov Point
Moller Bay
Mezdusharski Is.
Oshmarino Point
Batsfjord
Approximate Southern Limit of Drift Ice
BARENTS SEA
Kara Strait
Gulf of Ob
Nyborg
Kola Inlet
NORWAY
Kolguyev Is.
Sea of Pechorskaya
R. Yenisey
Murmansk
C. Kanin
Gulf of Cheshskaya
Naryan Mar
R. Dudinka
Igarka
Kandalaksha
KOLSKIY PENINSULA
WHITE SEA
Mezen
R. Mezen
Gulf of Dvinskaya
Gulf of Onezhskaya
Archangel
RUSSIA
30° E
35° E
40° E
45° E
50° E
55° E
60° E
65° E
70° E
75° E
80° E
85° E
70° N
65° N
UKRAINE
40° E
Mariupol
R. Don
Berdyansk
RUSSIA
Sea Of Azov
75° N
Kerch
45° N
Novorossiysk
Tuapse
Sochi
BLACK SEA AREA
GEORGIA

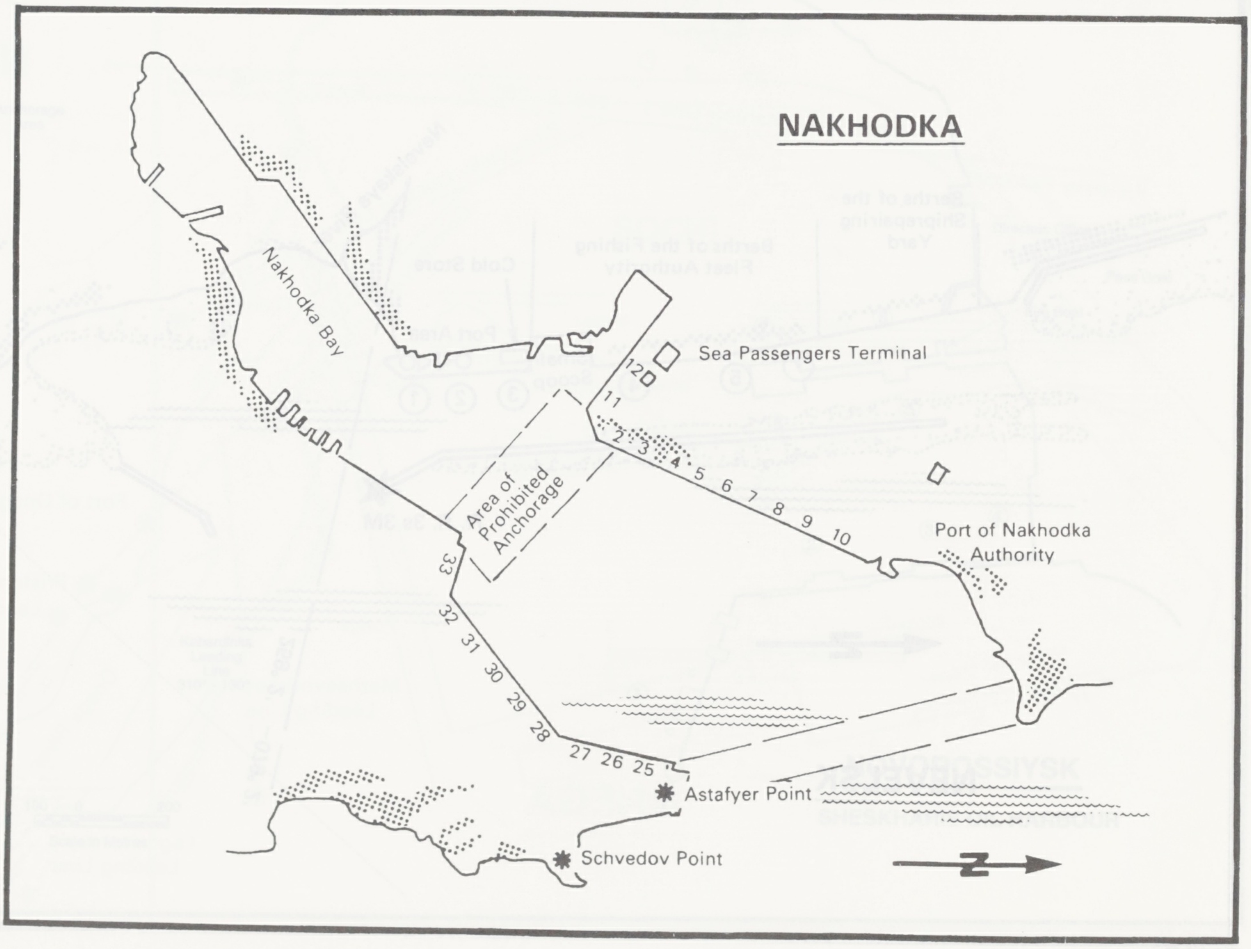

RUSSIA
EAST
55° N
50° N
45° N
130 ° E
140 ° E
RUSSIA
CHINA
NORTH KOREA
JAPAN
R. Amur
R. Amur
R. Sungari
R. Ussuri
De Kastri
Tartary Straits
Sakhalin Island
Vanino
Taraika Bay
Gulf of Tartary
Kholmsk
Nevelsk
Aniva Bay
La Perouse Strait
Wakkanai
Rebun
Riishiri
Rumoi
Monbetsu
Abashiri
Hokkaido
Ishikariwan-Shinko
Kushiro
Otsu
Tokachi
Muroran
Mori
Samani
Hakodate
Ohata
Okushiri
Tsugaru Strait
Madivostok
Nakhodka
Vostochny
Peter the Great Bay
Chungjin

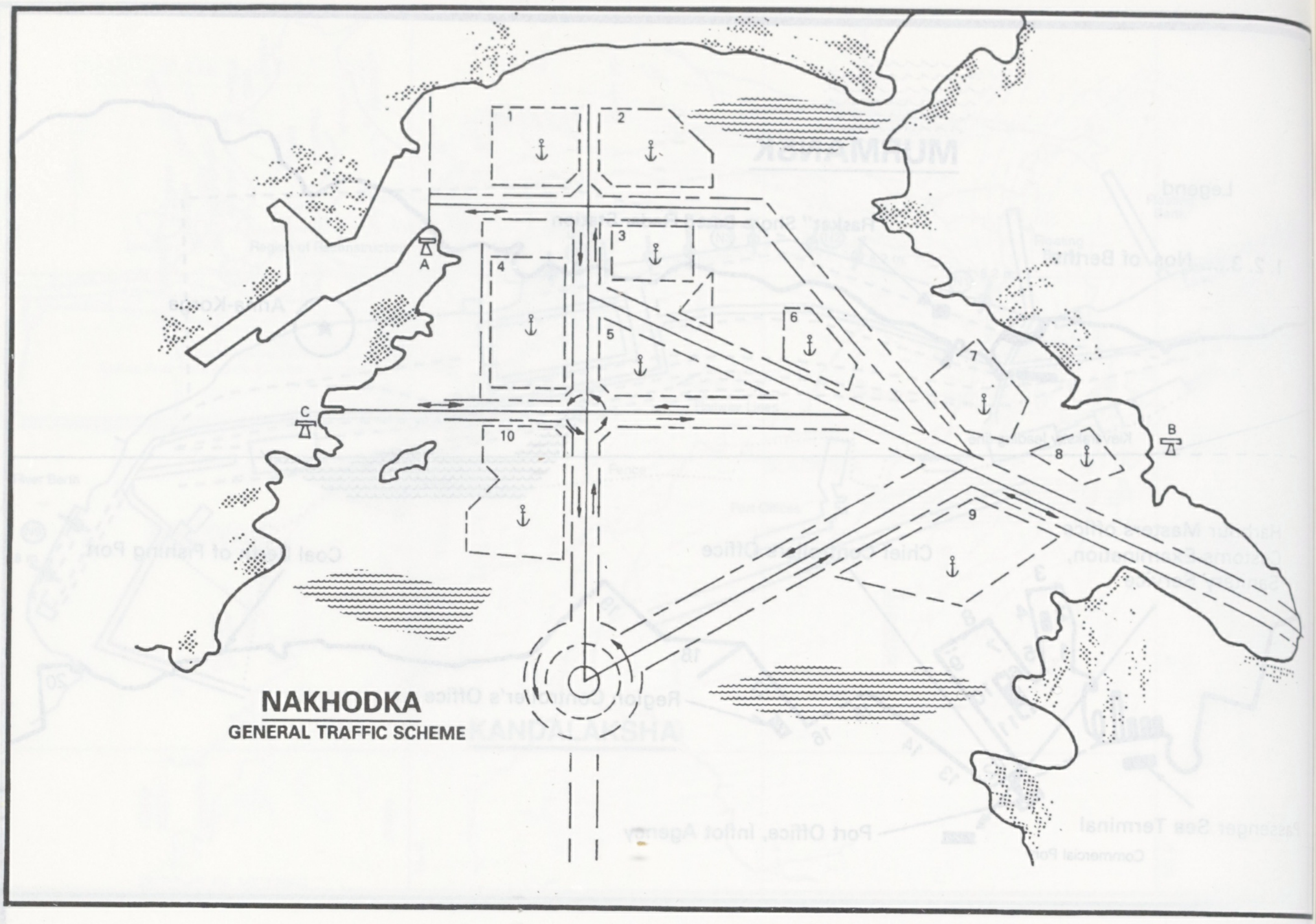

IGARKA
River Port Authority
International Seaman's Club
Timber Depot
"Transflot Agency"
Inner Roads
①
②
③
④
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
Igarsky Island
Legend
①, ②, ③..... Nos. of Berth

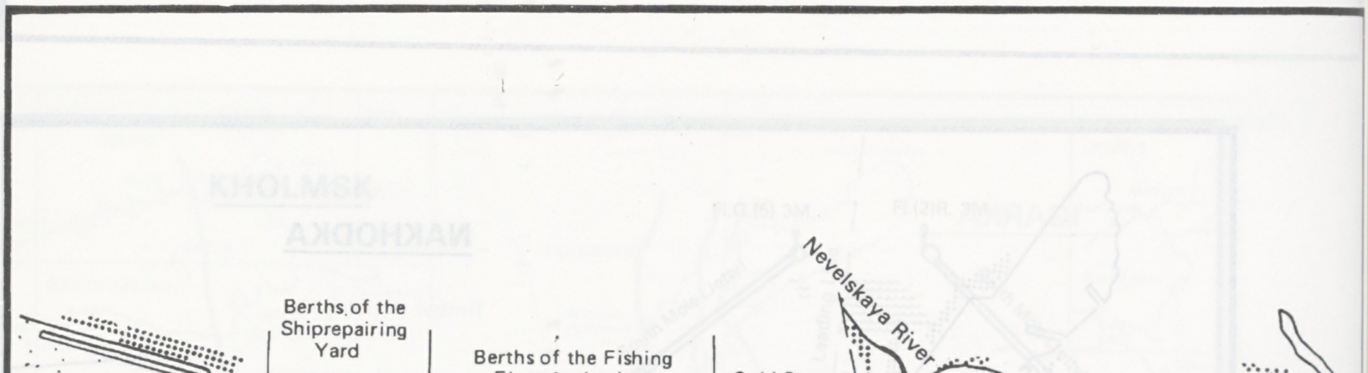

Region of Reconstruction
9.3 m.
N4
N3
9.3 m.
N2
8.2 m.
N1
8.2 m.
Floating Berth
Floating Berth
Railway Lines
Fence
Port Offices
River Berth
N9
5.8 m.
KANDALAKSHA

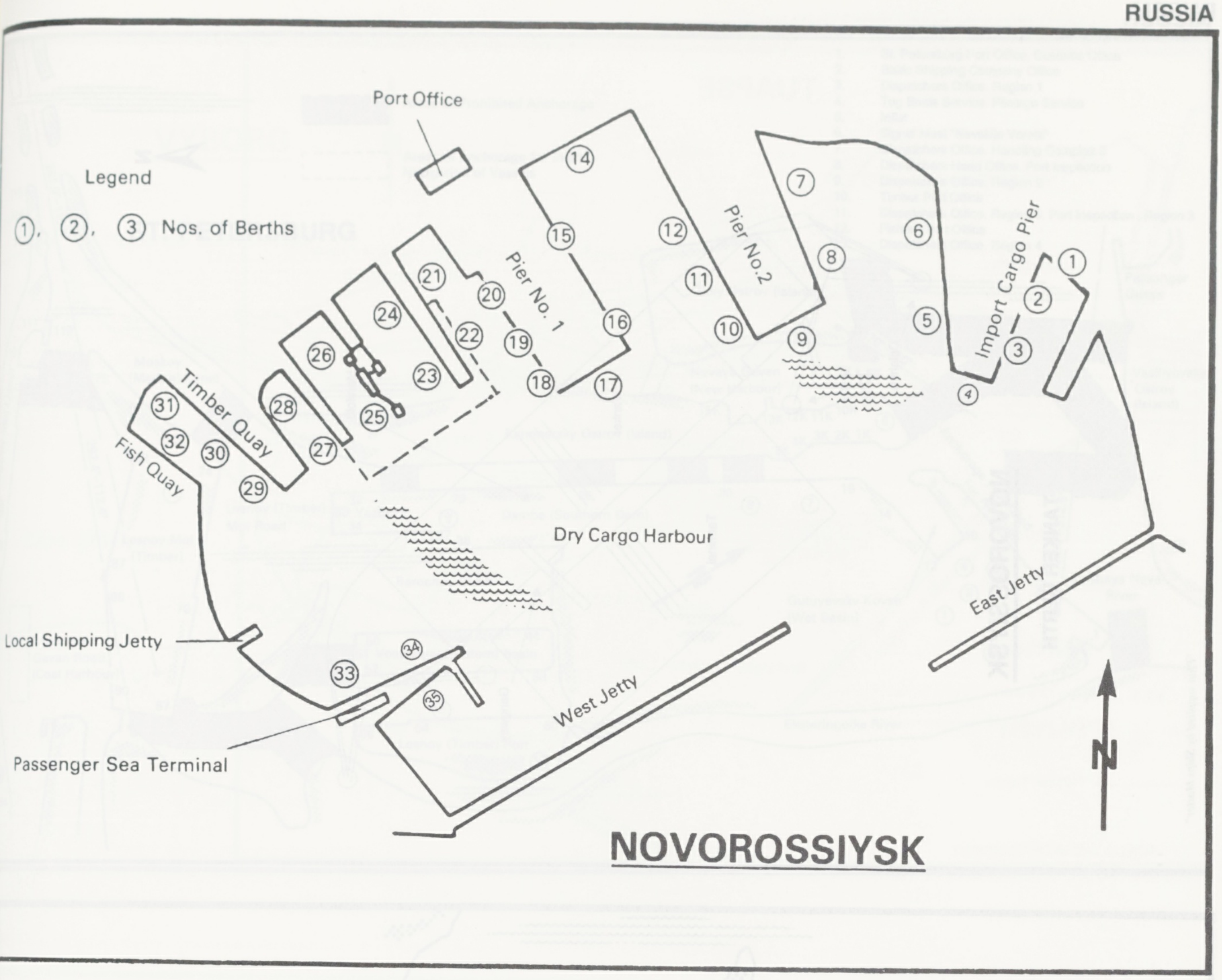

KHOLMSK
Fl.G.(5) 3M.
Fl.(2)R. 3M.
South Mole (Jetty)
North Mole (Jetty)
Leading Line
Legend
1.2.3....... Nos. of Berths
Crane Tracks
Railway Tracks
5
6
7
8
4 Ferry Quay
3
2
1
Ferry Quay
Medical Aid Post
Port of Kholmsk Authority
Sea Passengers Terminal
Port Supervision
Fish Docks


MURMANSK
Legend
1. 2. 3..... Nos. of Berths
"Raskat" Shore Based Radar Station
Anna-Korga
Kievaraksky leading line
Harbour Masters office
Customs-Examination,
Sanitary Service
Chief Controllers Office
Coal Berth of Fishing Port
Region Controller's Office
Passenger Sea Terminal
Commercial Port
Port Office, Inflot Agency
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20

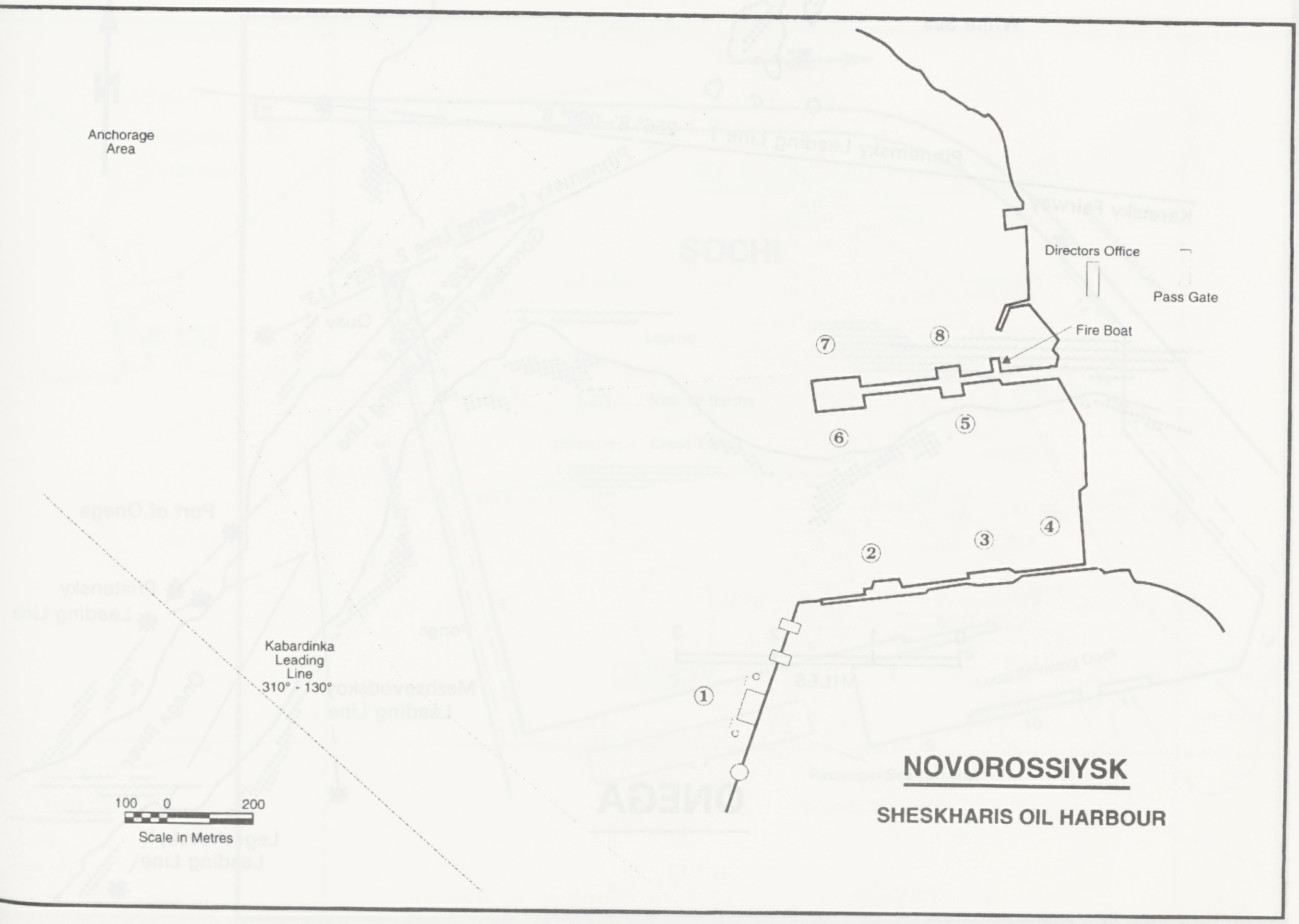

NAKHODKA
Nakhodka Bay
Sea Passengers Terminal
Area of Prohibited Anchorage
Port of Nakhodka Authority
Astafyer Point
Schvedov Point
N
2
3
4
5
6
7
8
9
10
11
12
25
26
27
28
29
30
31
32
33


1
2
3
4
5
6
7
8
9
10
A
B
C
NAKHODKA
GENERAL TRAFFIC SCHEME


Nevelskaya River
Berths of the Shiprepairing Yard
Berths of the Fishing Fleet Authority
Cold Store
Port Area
Small Scoop
⑦
⑤
④
③
②
①
Fl. R. 3s 3M
259° 2'
079° 2'
N
NEVELSK

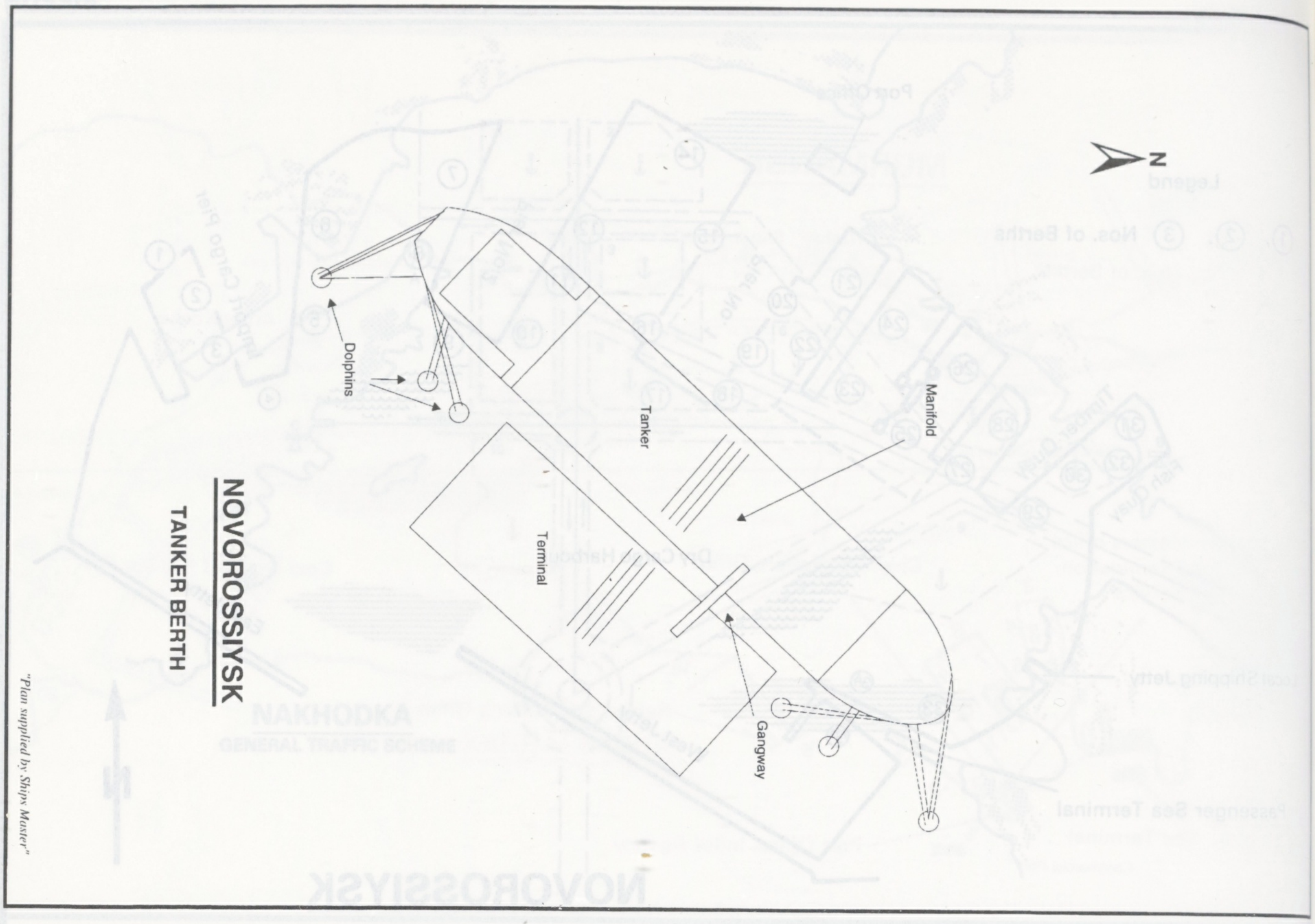

Port Office
Legend
①, ②, ③ Nos. of Berths
Pier No. 1
Pier No.2
Import Cargo Pier
Timber Quay
Fish Quay
Dry Cargo Harbour
Local Shipping Jetty
Passenger Sea Terminal
West Jetty
East Jetty
N
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟

NOVOROSSIYSK


Anchorage Area
Directors Office
Pass Gate
Fire Boat
Kabardinka Leading Line 310° - 130°
100 0 200
Scale in Metres
① ② ③ ④ ⑤ ⑥ ⑦ ⑧

NOVOROSSIYSK

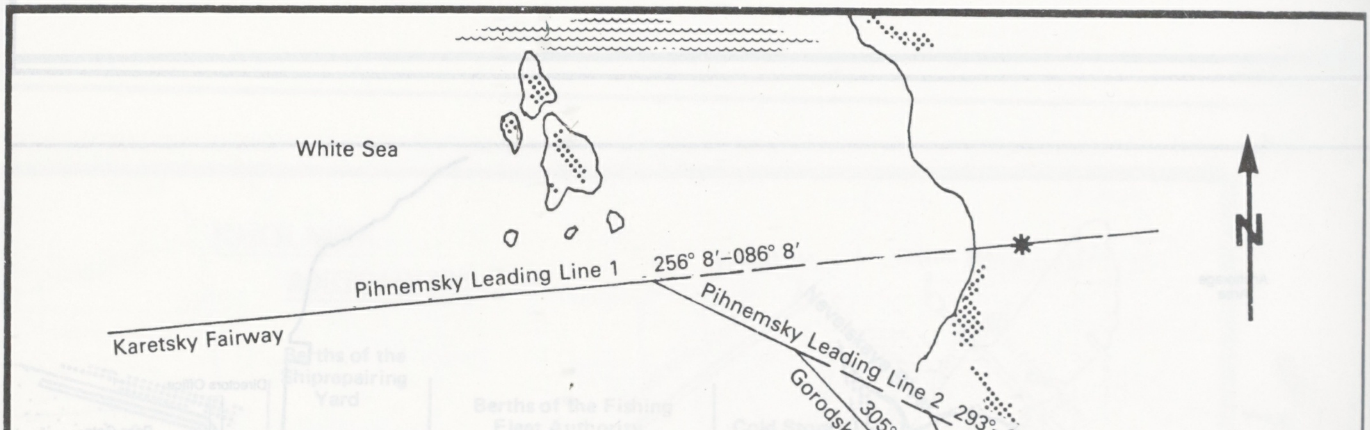
SHESKHARIS OIL HARBOUR


Dolphins
Tanker
Manifold
Terminal
Gangway
N

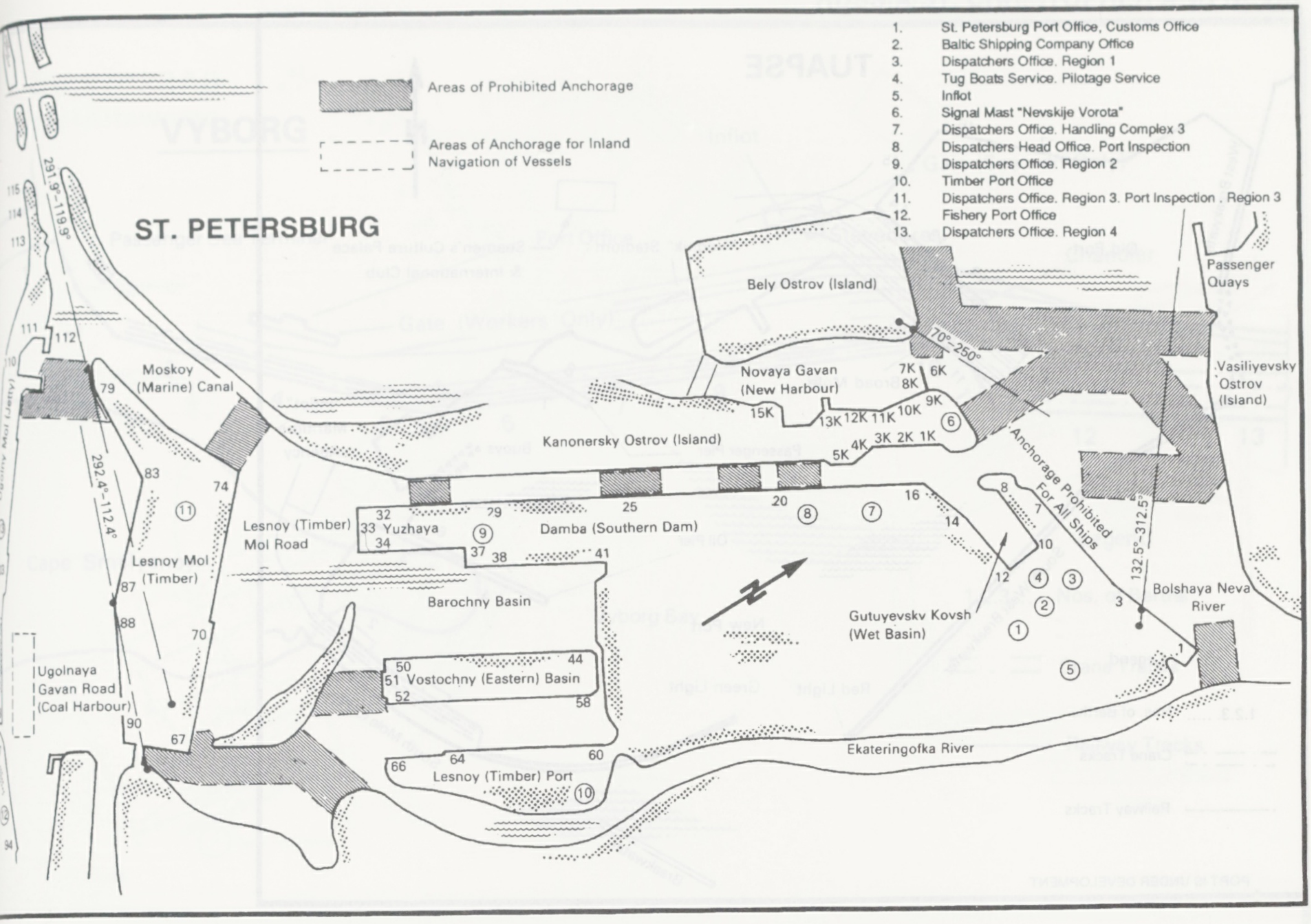
NOVOROSSIYSK

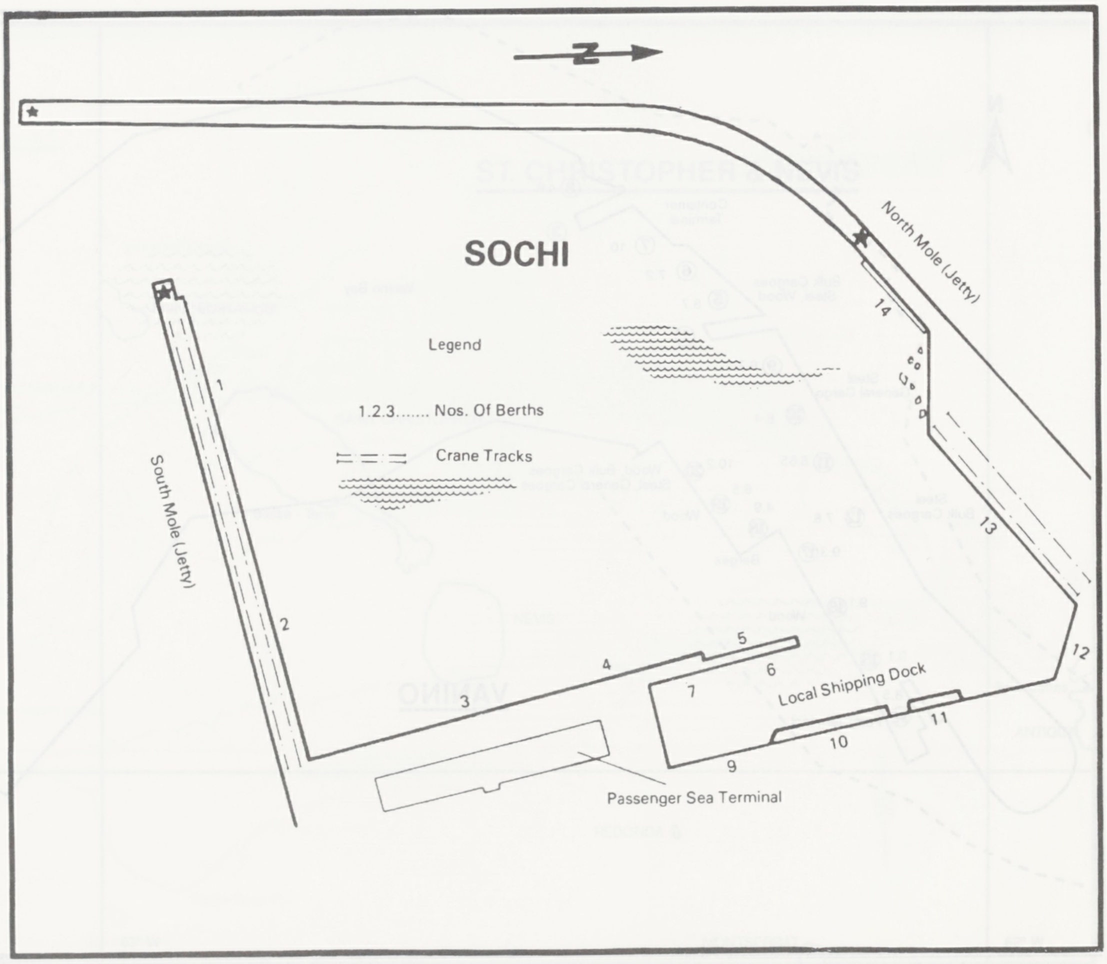
TANKER BERTH

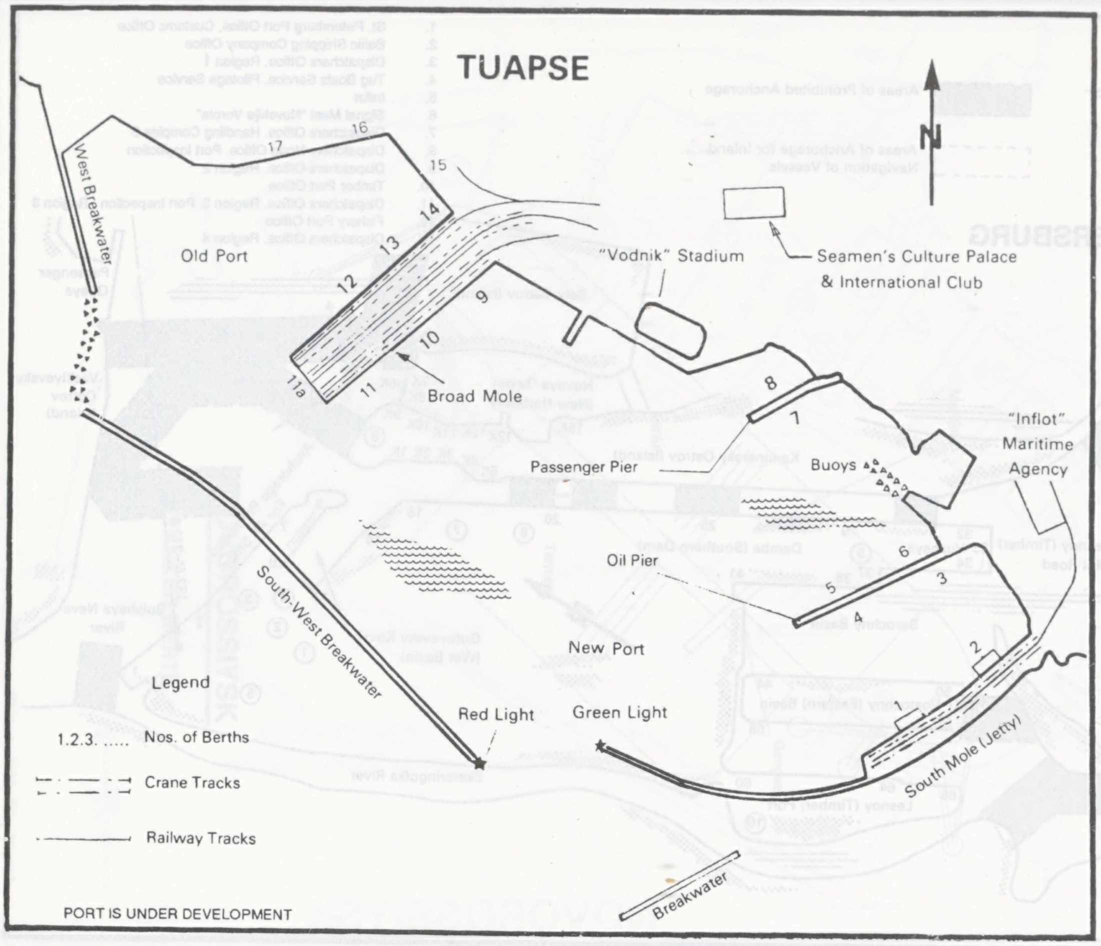
"Plan supplied by Ships Master"

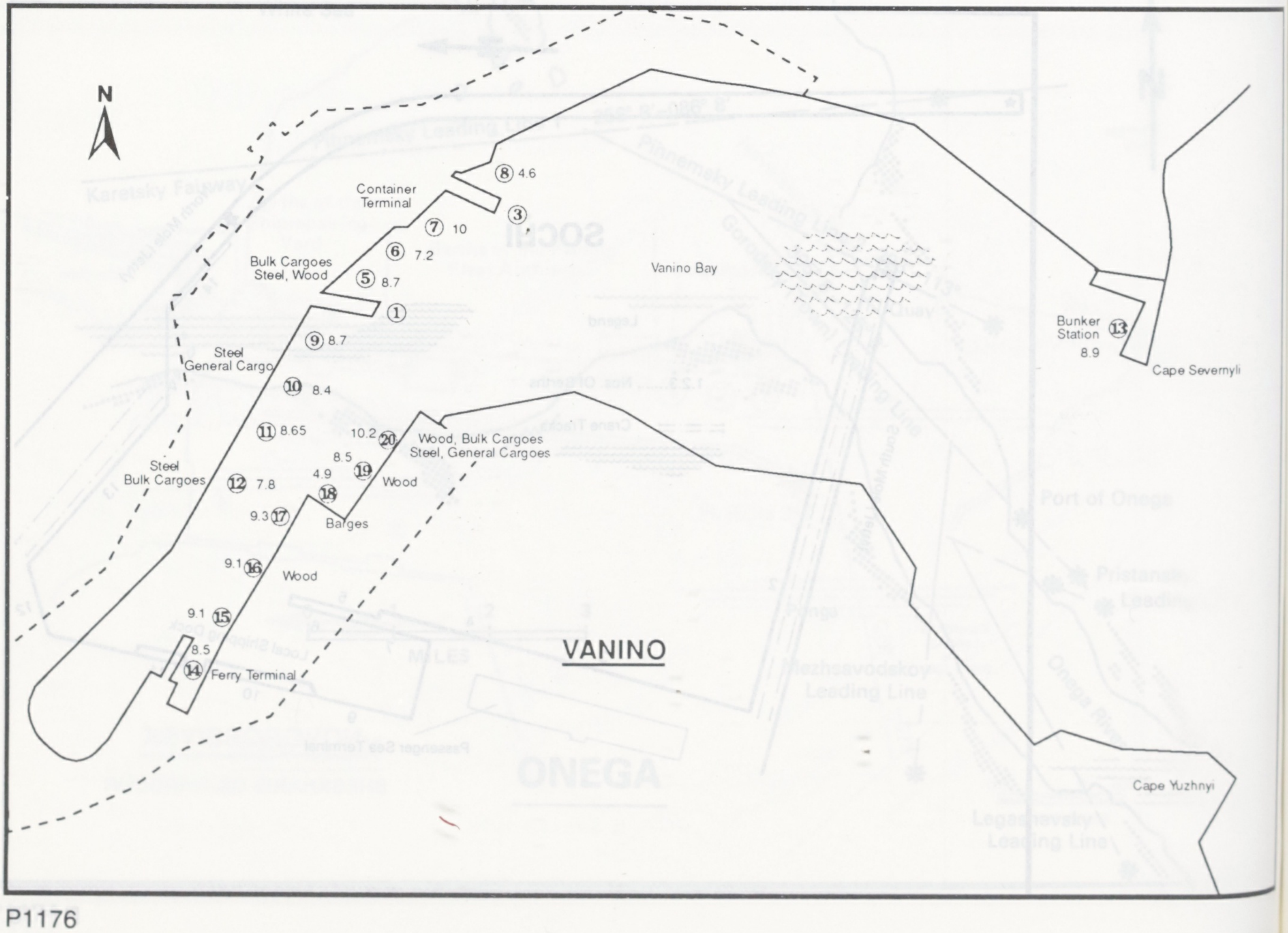

White Sea
Karetsky Fairway
Pihnemsky Leading Line 1
256° 8′–086° 8′
Pihnemsky Leading Line 2 293°–113°
305° 8′–125° 8′
Gorodsky (Town) Leading Line
Quay
Port of Onega
Pristansky Leading Line
Ponga
Mezhsavodskoy Leading Line
Onega River
Legashevsky Leading Line
0 1 2 3
MILES
N

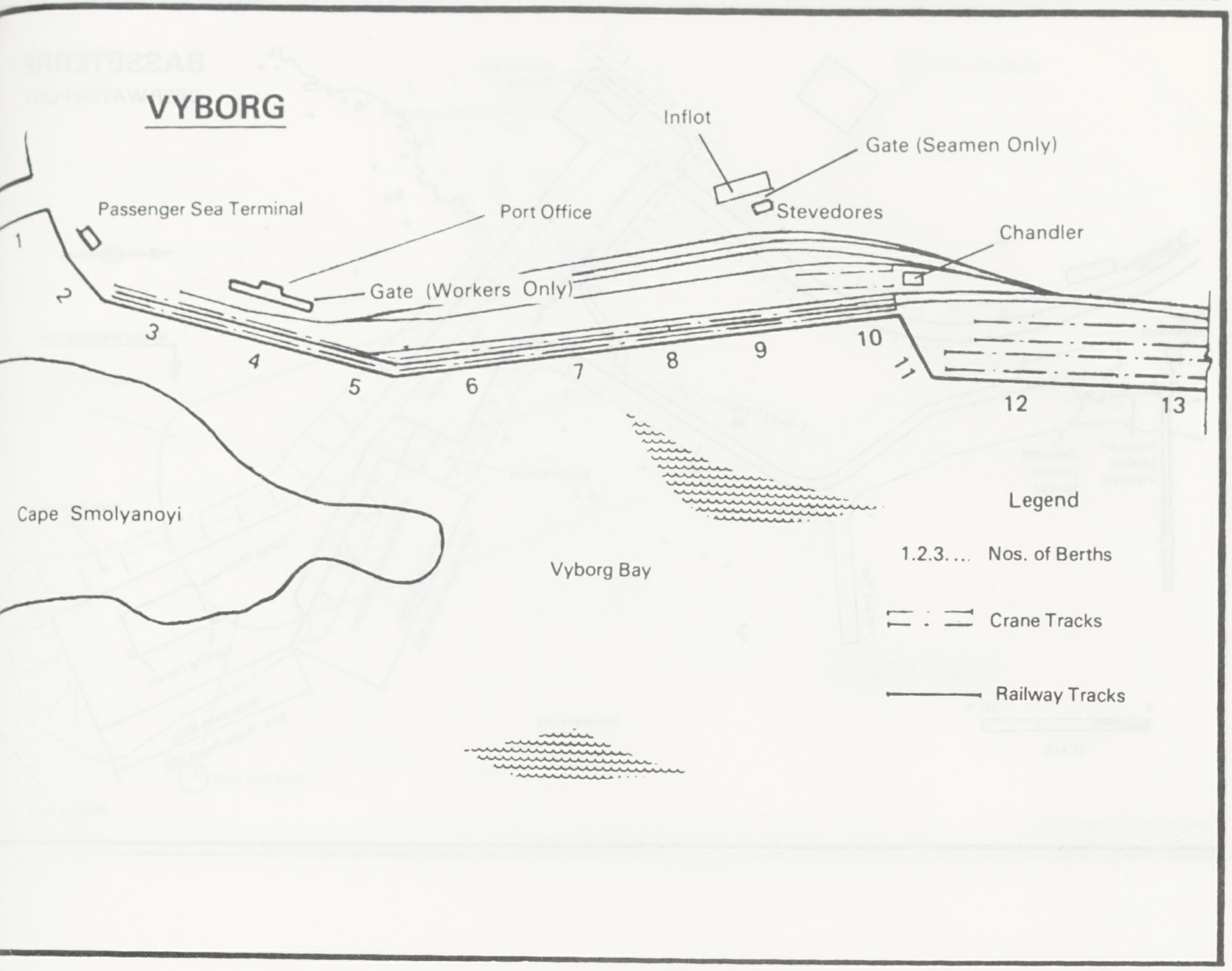
ONEGA

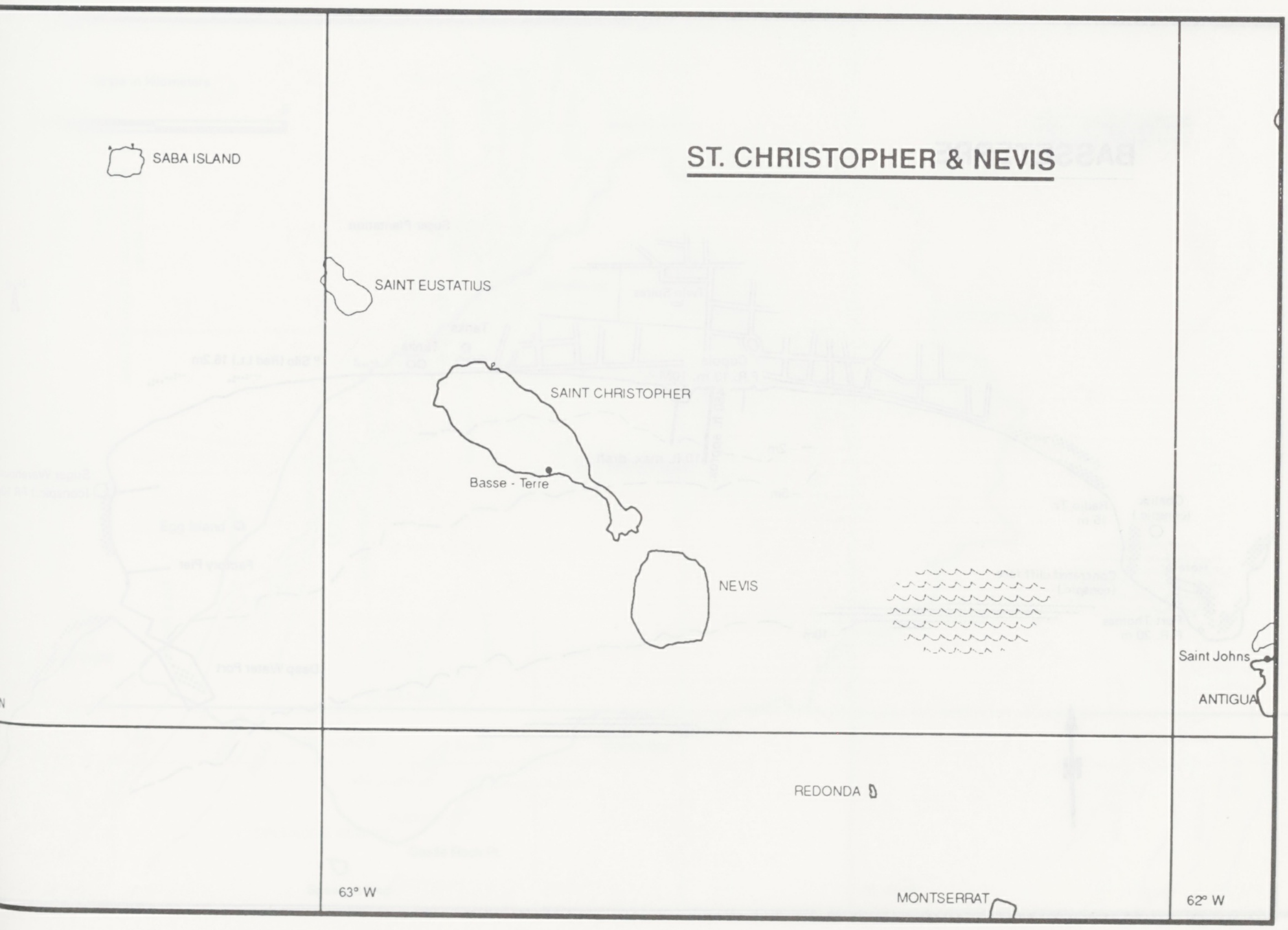

ST. PETERSBURG
Areas of Prohibited Anchorage
Areas of Anchorage for Inland Navigation of Vessels
1. St. Petersburg Port Office, Customs Office
2. Baltic Shipping Company Office
3. Dispatchers Office. Region 1
4. Tug Boats Service. Pilotage Service
5. Inflot
6. Signal Mast "Nevskije Vorota"
7. Dispatchers Office. Handling Complex 3
8. Dispatchers Head Office. Port Inspection
9. Dispatchers Office. Region 2
10. Timber Port Office
11. Dispatchers Office. Region 3. Port Inspection . Region 3
12. Fishery Port Office
13. Dispatchers Office. Region 4
291.9°–119.9°
292.4°–112.4°
70°–250°
132.5°–312.5°
Moskoy (Marine) Canal
Bely Ostrov (Island)
Passenger Quays
Vasiliyevsky Ostrov (Island)
Novaya Gavan (New Harbour)
Kanonersky Ostrov (Island)
Anchorage Prohibited For All Ships
Lesnoy (Timber) Mol Road
Lesnoy Mol (Timber)
Yuzhaya
Damba (Southern Dam)
Barochny Basin
Gutuyevskv Kovsh (Wet Basin)
Bolshaya Neva River
Ugolnaya Gavan Road (Coal Harbour)
Vostochny (Eastern) Basin
Lesnoy (Timber) Port
Ekateringofka River
111 112 113 114 115 110
79 83 74 87 88 70 90 67
32 33 34 29 37 38 41 25 20 16 14
50 51 52 44 58
66 64 60
15K 13K 12K 11K 10K 9K 7K 6K 8K 5K 4K 3K 2K 1K
8 7 10 12 3 1

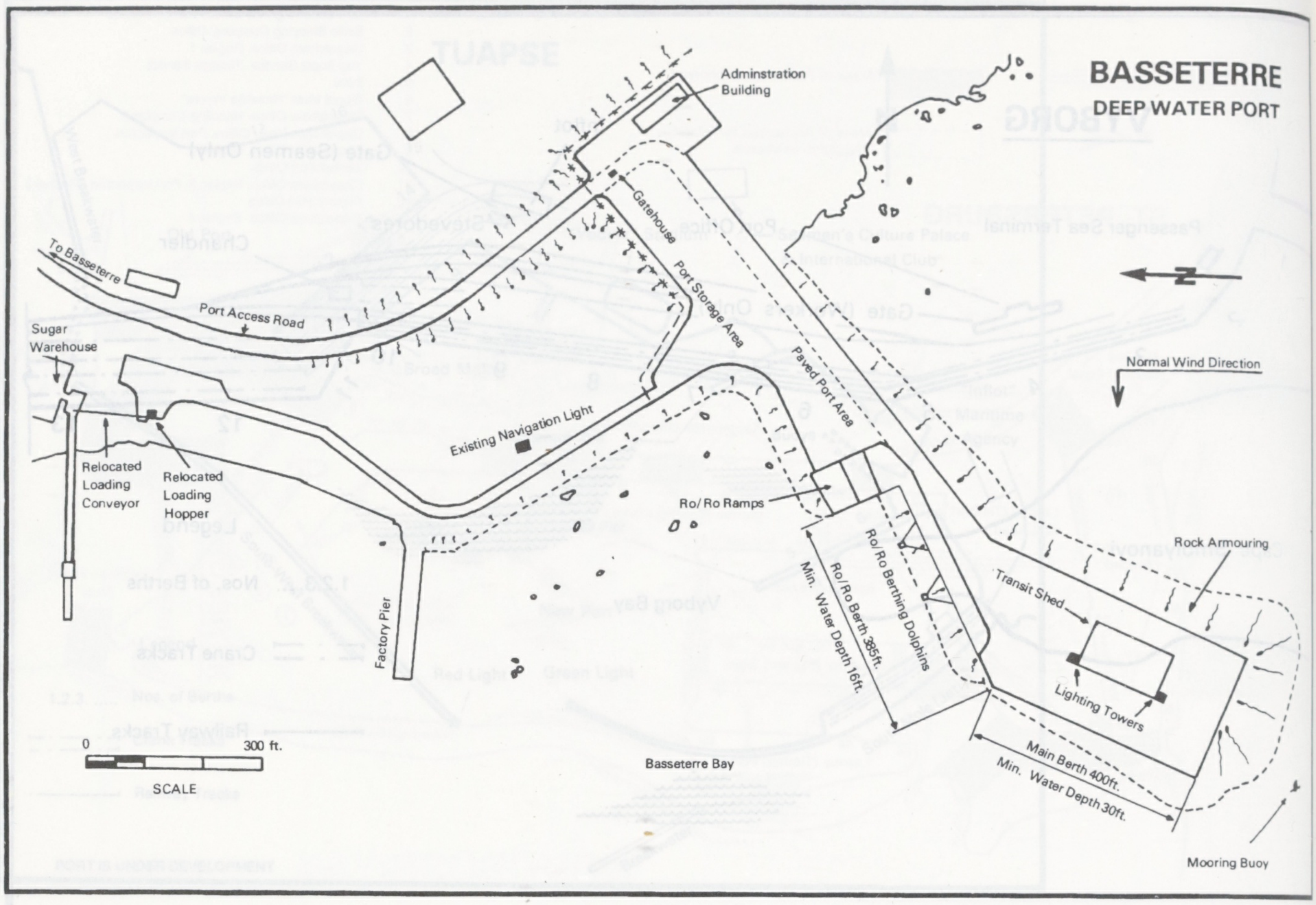

SOCHI
Legend
1.2.3....... Nos. Of Berths
Crane Tracks
North Mole (Jetty)
South Mole (Jetty)
Local Shipping Dock
Passenger Sea Terminal
1 2 3 4 5 6 7 9 10 11 12 13 14

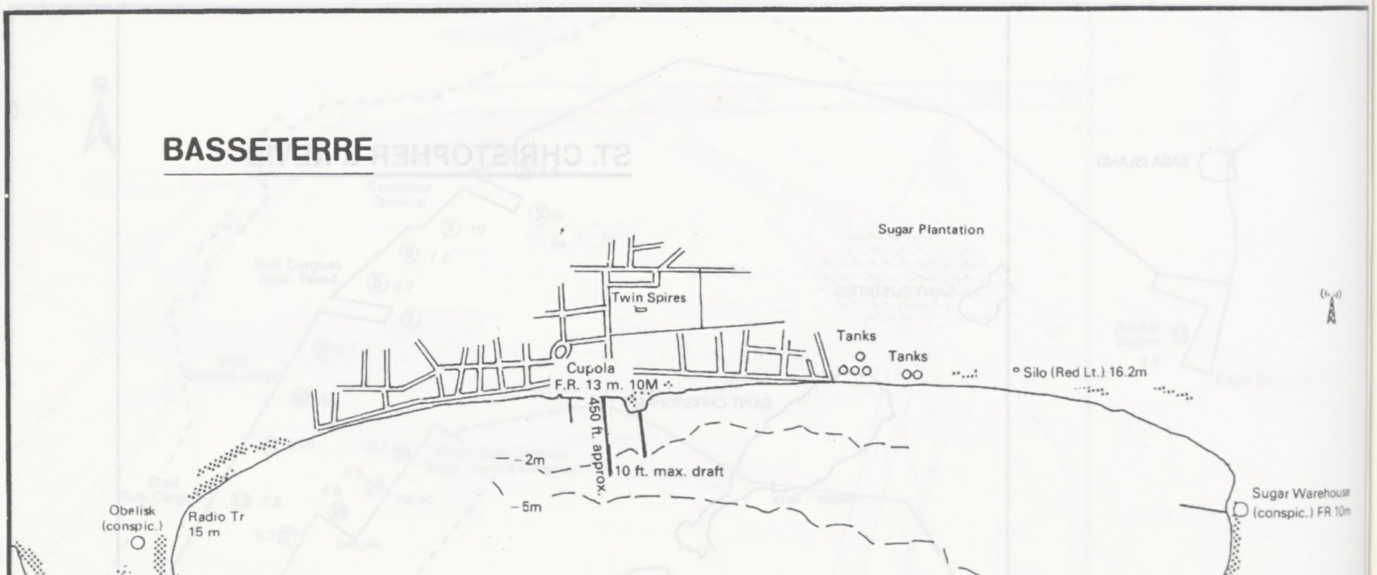

TUAPSE
N
West Breakwater
Old Port
17
16
15
14
13
12
11a
11
10
9
Broad Mole
"Vodnik" Stadium
Seamen's Culture Palace
& International Club
8
7
Passenger Pier
Buoys
"Inflot"
Maritime
Agency
Oil Pier
6
5
4
3
2
1
New Port
Red Light
Green Light
South-West Breakwater
South Mole (Jetty)
Breakwater
Legend
1.2.3. ..... Nos. of Berths
Crane Tracks
Railway Tracks
PORT IS UNDER DEVELOPMENT

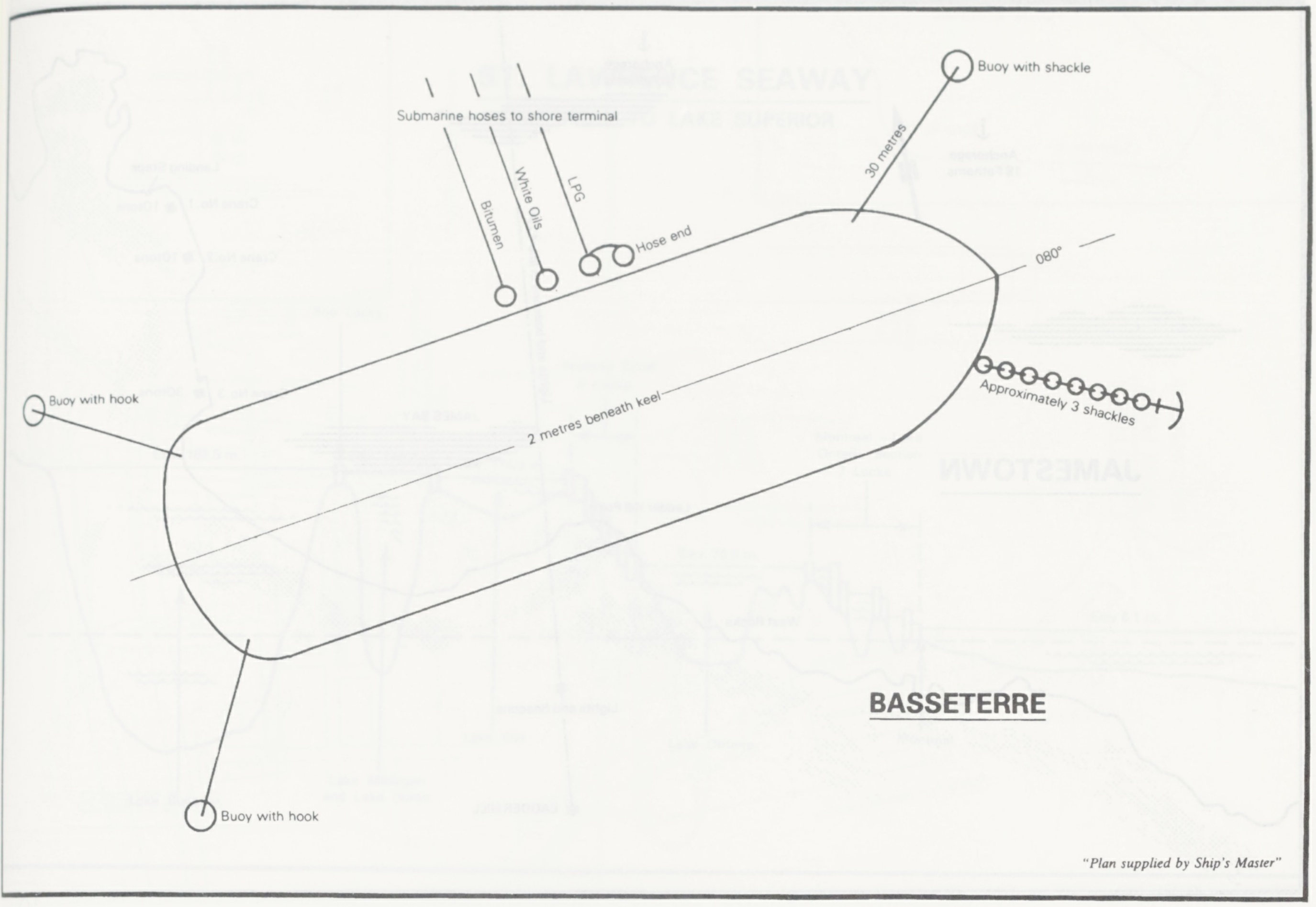

N
Container Terminal
⑧ 4.6
③
⑦ 10
⑥ 7.2
⑤ 8.7
①
Bulk Cargoes
Steel, Wood
⑨ 8.7
Steel
General Cargo
⑩ 8.4
⑪ 8.65
10.2 ⑳
Wood, Bulk Cargoes
Steel, General Cargoes
8.5 ⑲
Wood
4.9 ⑱
Barges
Steel
Bulk Cargoes
⑫ 7.8
9.3 ⑰
9.1 ⑯
Wood
9.1 ⑮
8.5 ⑭
Ferry Terminal
VANINO
Vanino Bay
Bunker
Station ⑬
8.9
Cape Severnyi
Cape Yuzhnyi


VYBORG
Inflot
Gate (Seamen Only)
Passenger Sea Terminal
Port Office
Stevedores
Chandler
Gate (Workers Only)
1
2
3
4
5
6
7
8
9
10
11
12
13
Cape Smolyanoyi
Vyborg Bay
Legend
1.2.3.... Nos. of Berths
Crane Tracks
Railway Tracks

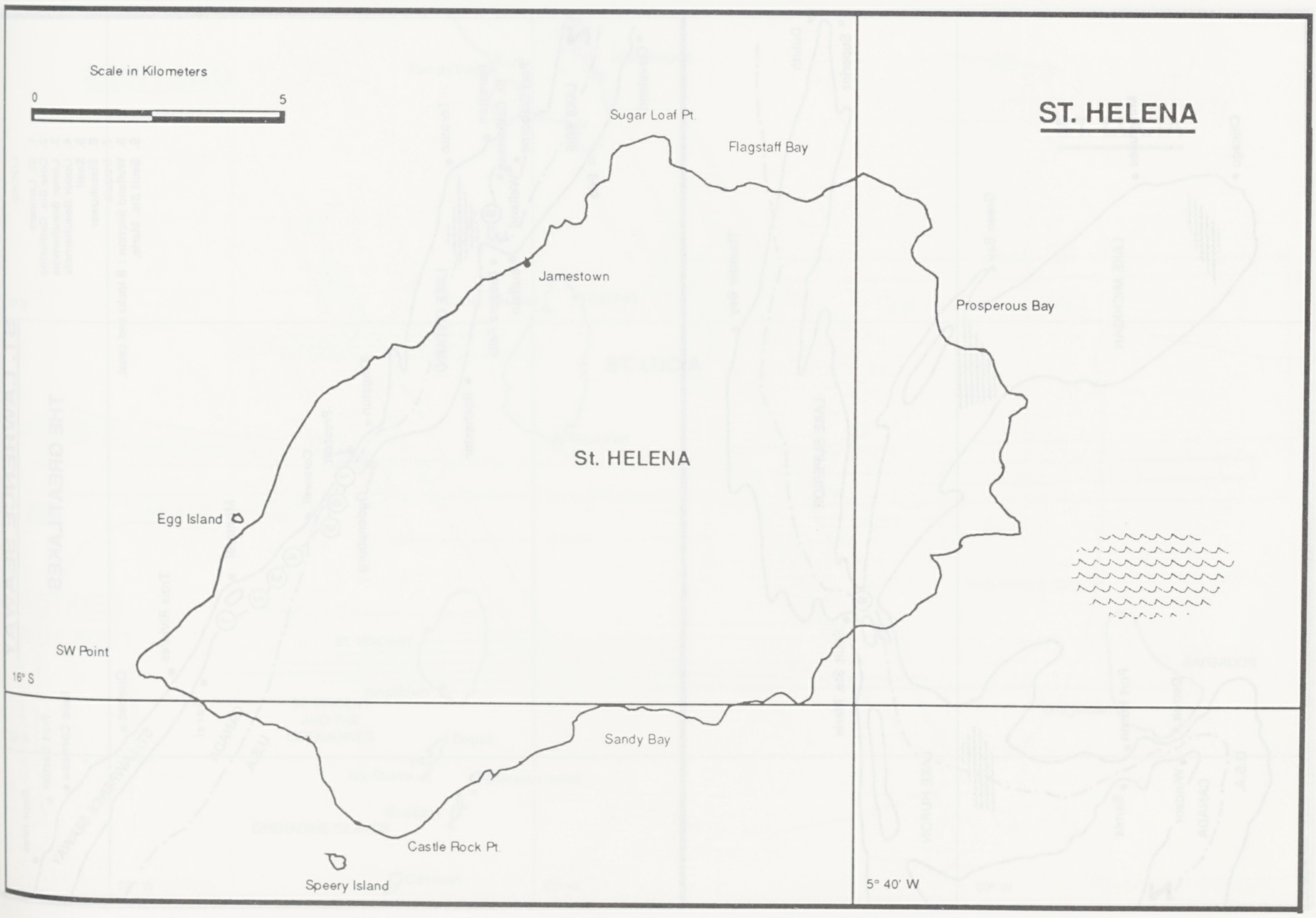

SABA ISLAND
ST. CHRISTOPHER & NEVIS
SAINT EUSTATIUS
SAINT CHRISTOPHER
Basse - Terre
NEVIS
Saint Johns
ANTIGUA
REDONDA
63° W
MONTSERRAT
62° W

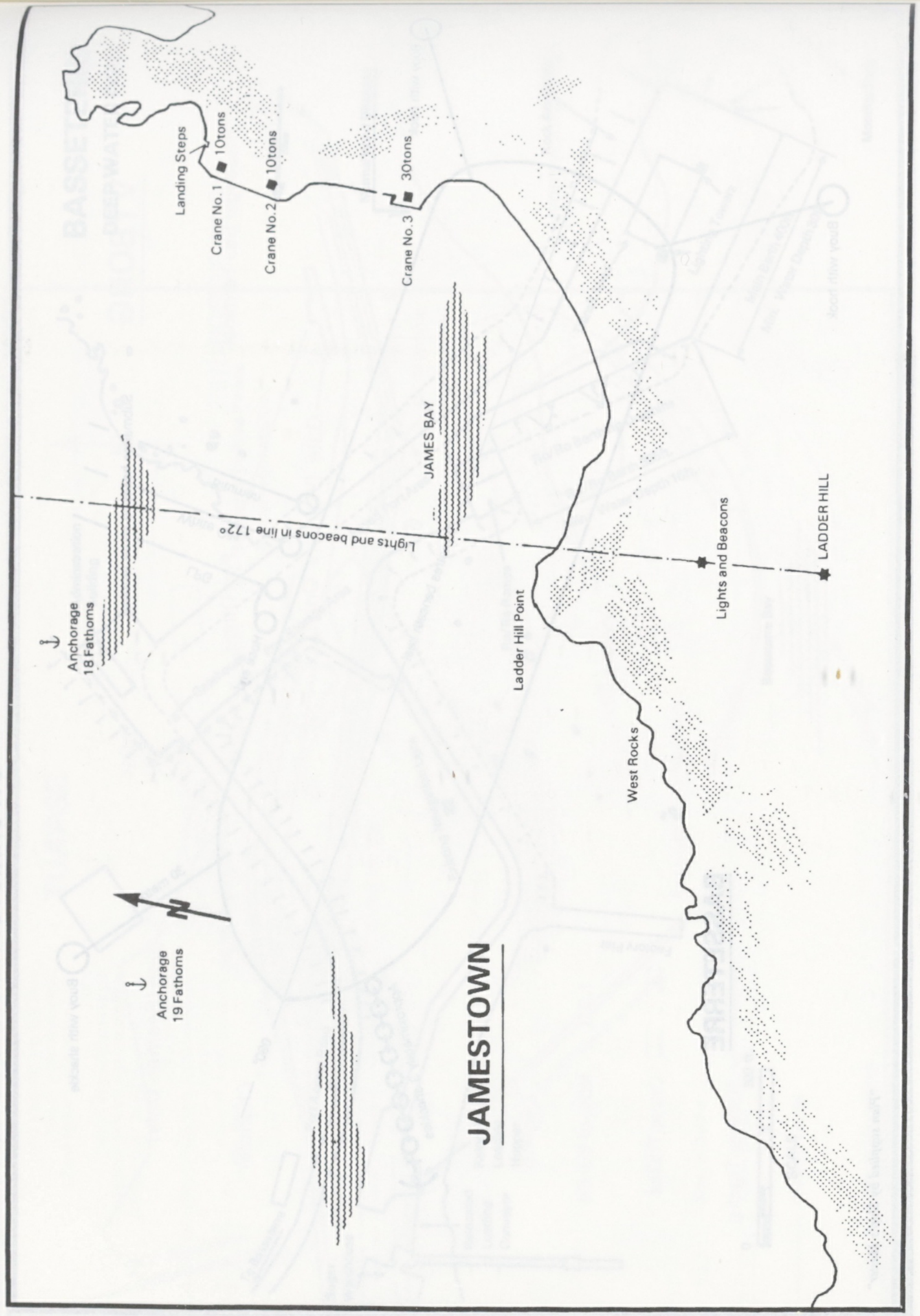

BASSETERRE
DEEP WATER PORT
Adminstration Building
Gatehouse
Port Storage Area
Paved Port Area
To Basseterre
Port Access Road
Sugar Warehouse
Relocated Loading Conveyor
Relocated Loading Hopper
Existing Navigation Light
Factory Pier
Ro/Ro Ramps
Ro/Ro Berthing Dolphins
Ro/Ro Berth 385ft.
Min. Water Depth 16ft.
Transit Shed
Lighting Towers
Main Berth 400ft.
Min. Water Depth 30ft.
Rock Armouring
Mooring Buoy
N
Normal Wind Direction
Basseterre Bay
0
300 ft.
SCALE

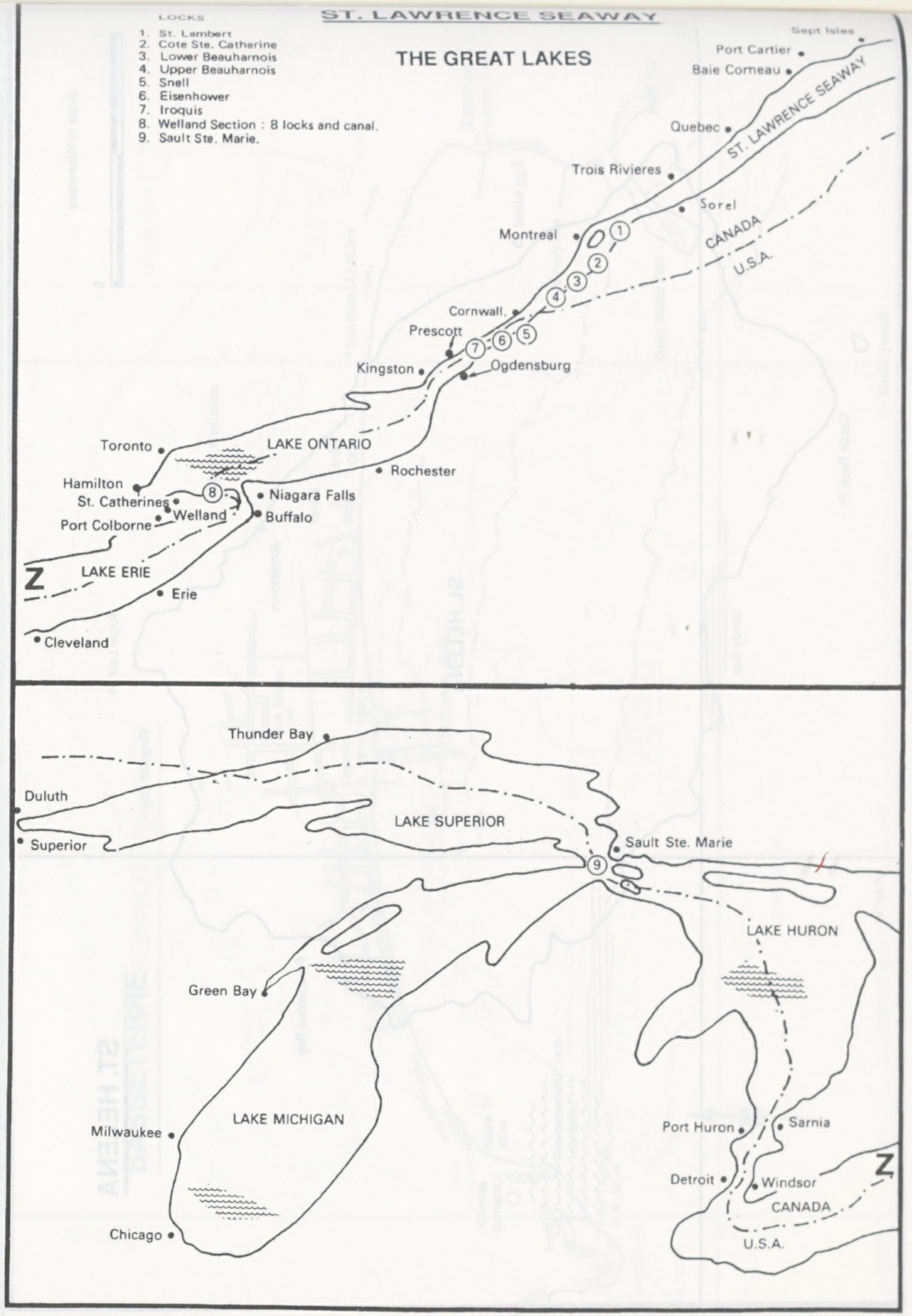

BASSETERRE
Sugar Plantation
Twin Spires
Tanks
Tanks
Cupola
F.R. 13 m. 10M
450 ft. approx.
10 ft. max. draft
Silo (Red Lt.) 16.2m
–2m
–5m
–10m
Obelisk (conspic.)
Radio Tr 15 m
Hotel
Concreted cliff face (conspic.)
Fort Thomas F.R. 20 m
Sugar Warehouse (conspic.) FR 10m
Factory Pier
Deep Water Port
N

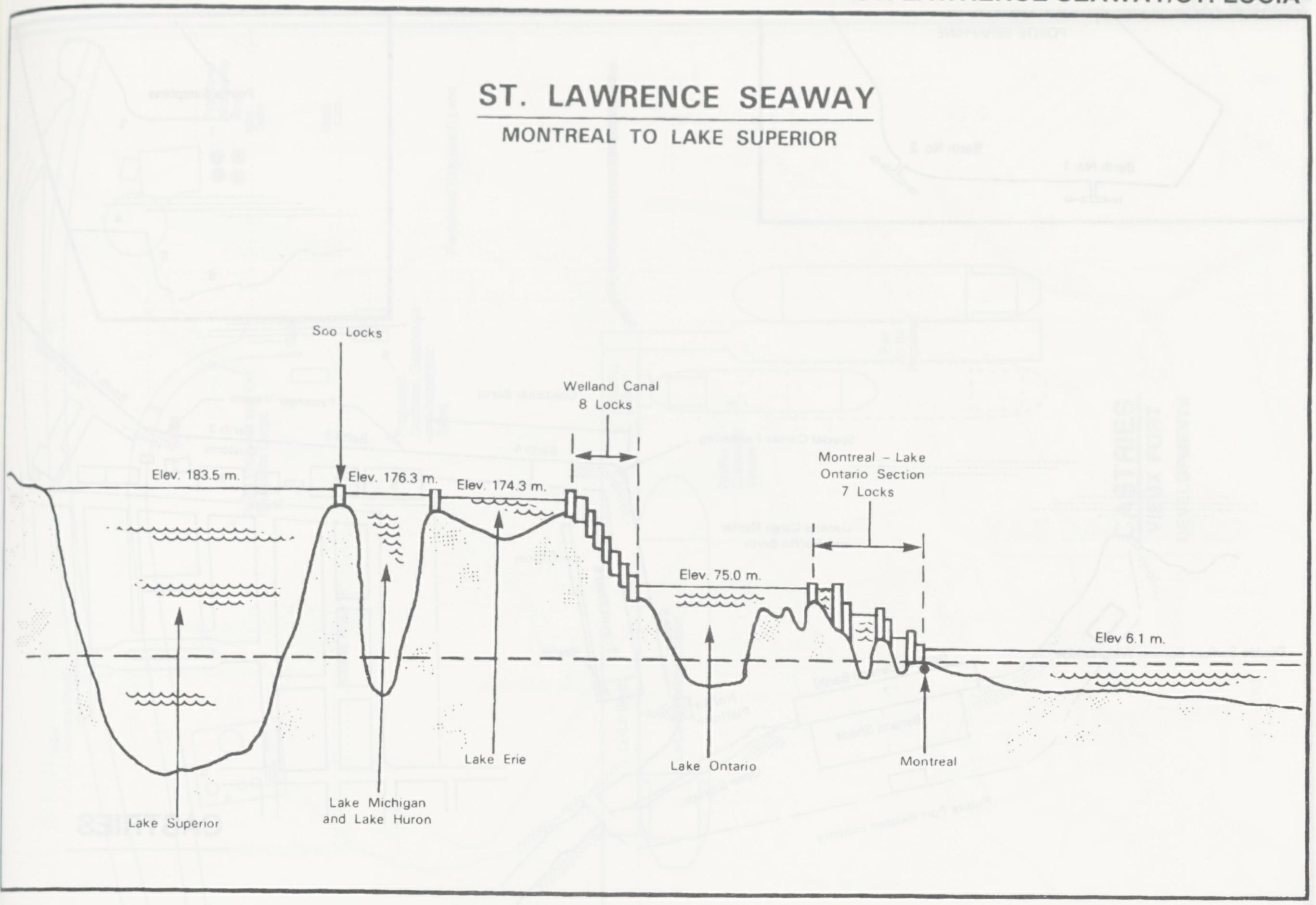

Buoy with shackle
Submarine hoses to shore terminal
Bitumen
White Oils
LPG
Hose end
30 metres
080°
Buoy with hook
2 metres beneath keel
Approximately 3 shackles
Buoy with hook
BASSETERRE

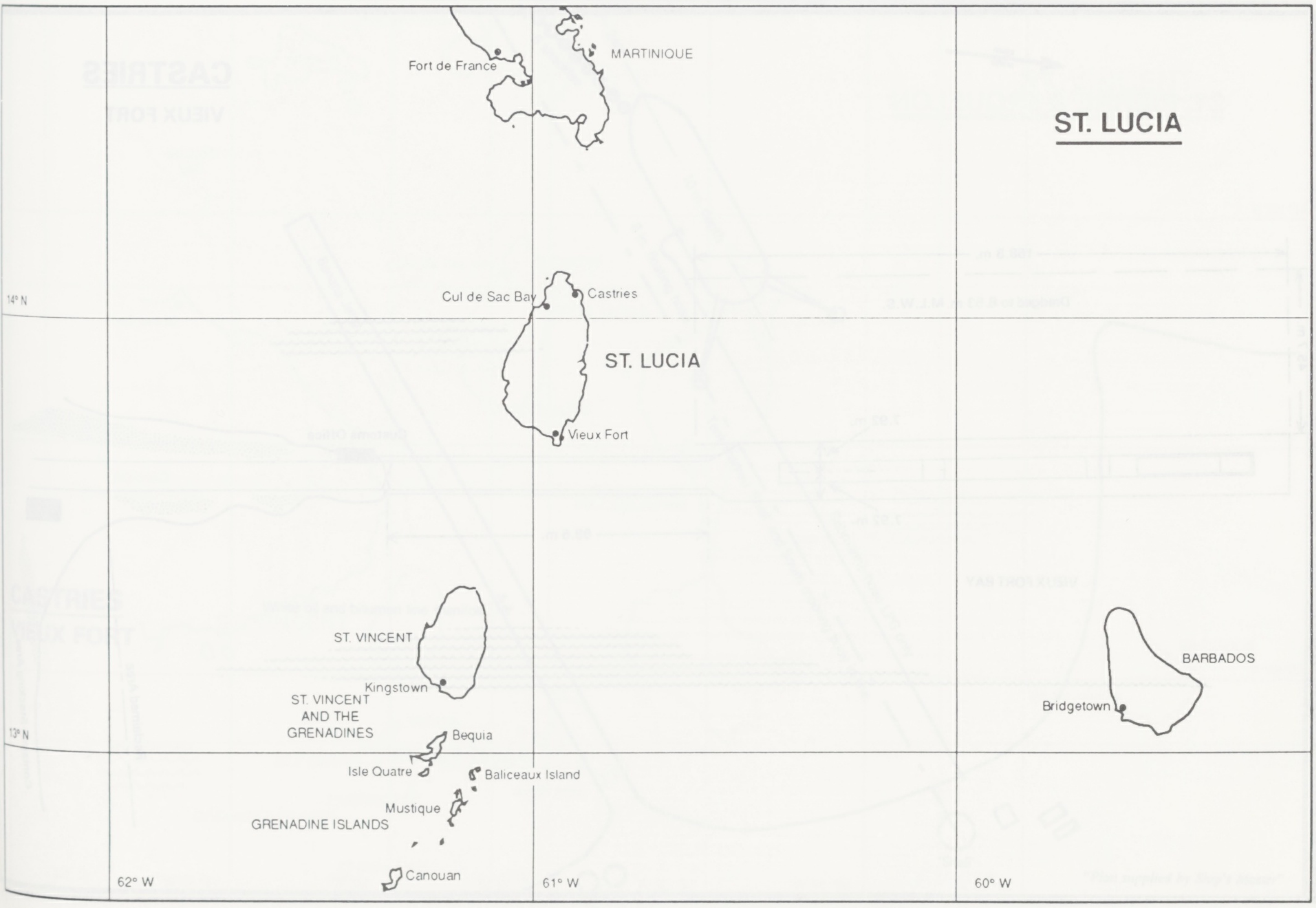
"Plan supplied by Ship's Master"

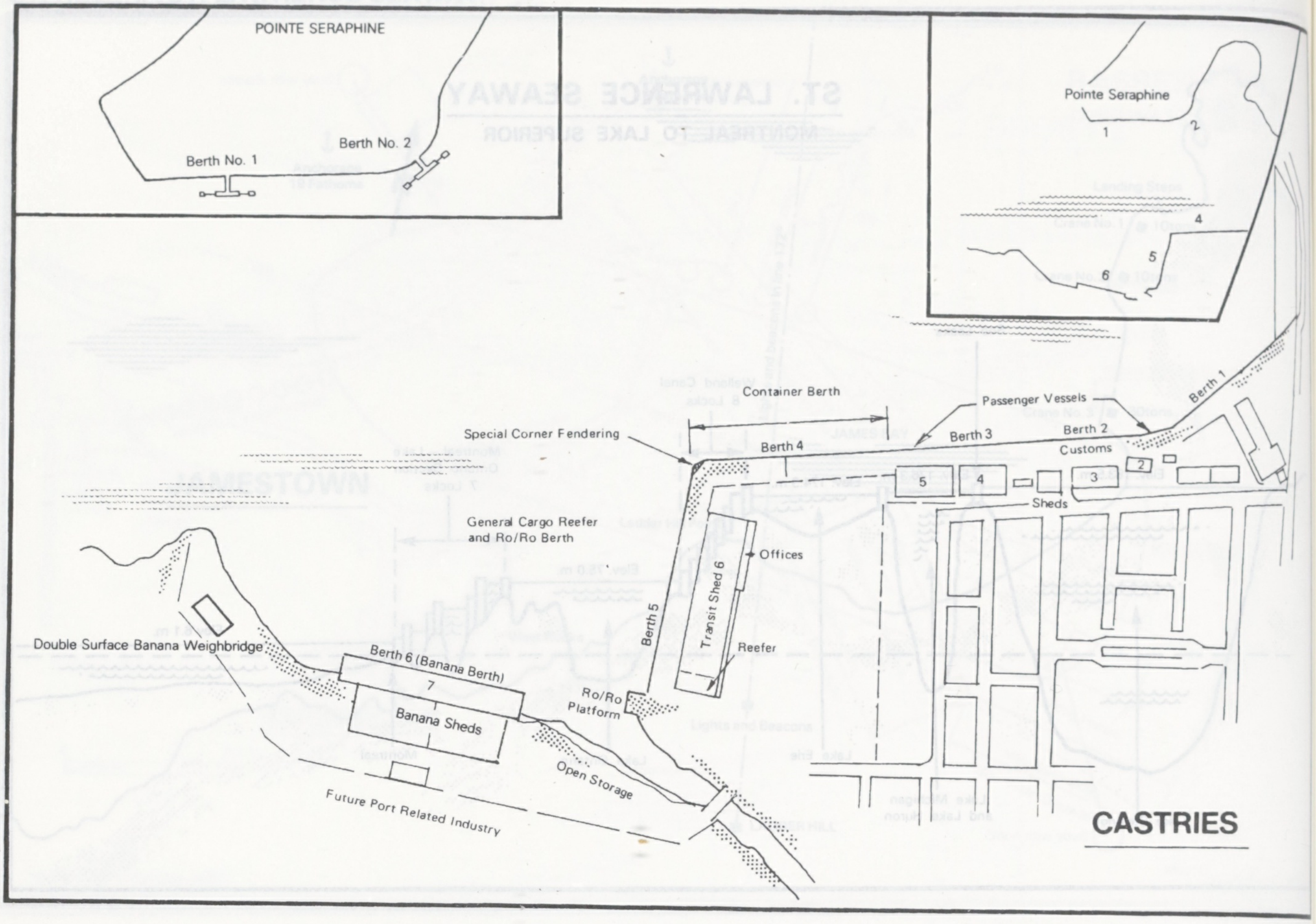

Scale in Kilometers
0
5
ST. HELENA
Sugar Loaf Pt.
Flagstaff Bay
Jamestown
Prosperous Bay
St. HELENA
Egg Island
SW Point
16° S
Sandy Bay
Castle Rock Pt.
Speery Island
5° 40' W

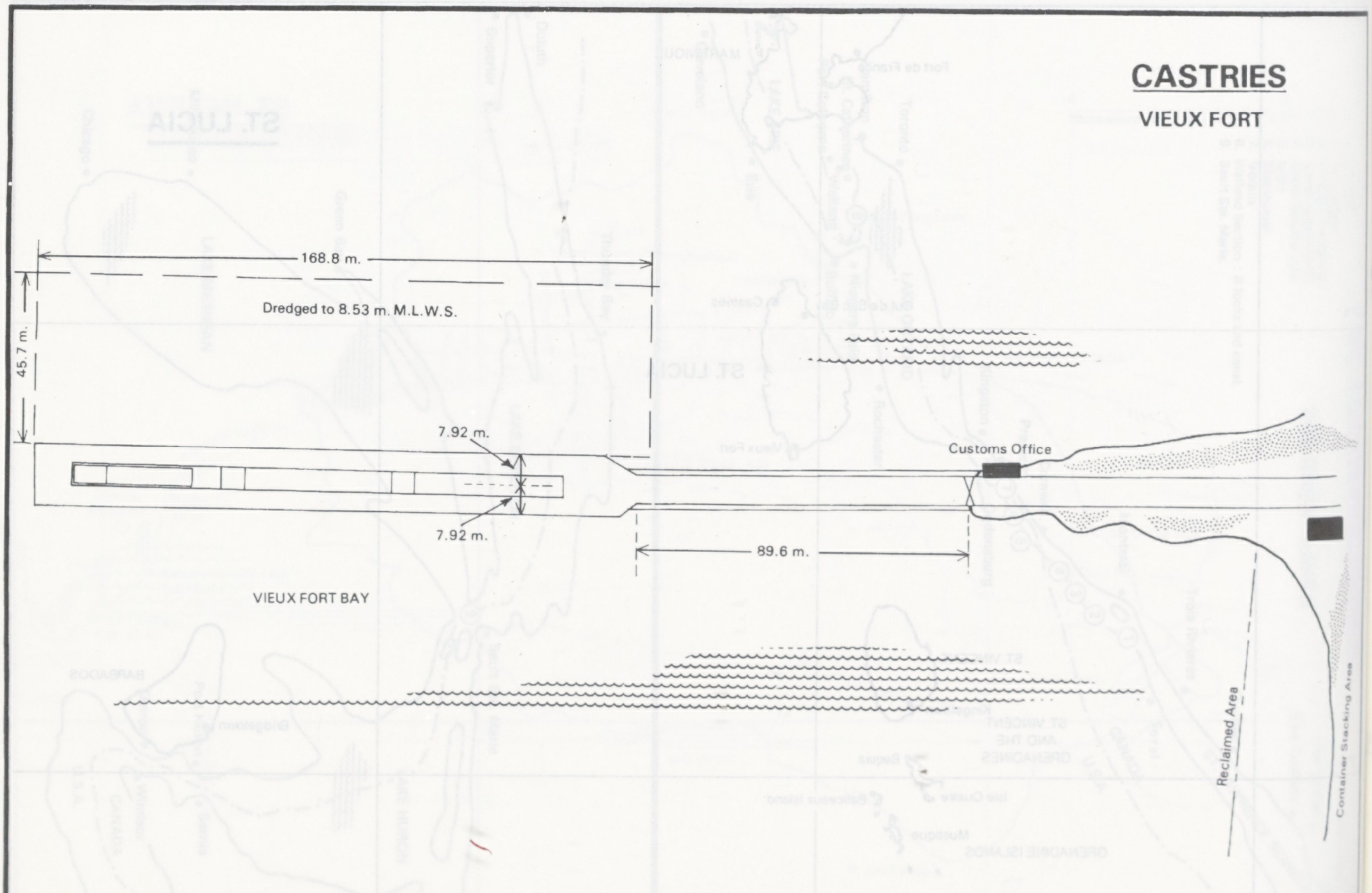

JAMESTOWN
Landing Steps
Crane No. 1 10tons
Crane No. 2 10tons
Crane No. 3 30tons
JAMES BAY
Lights and beacons in line 172°
Lights and Beacons
LADDER HILL
Ladder Hill Point
West Rocks
Anchorage 18 Fathoms
Anchorage 19 Fathoms
N


ST. LAWRENCE SEAWAY
THE GREAT LAKES
LOCKS
1. St. Lambert
2. Cote Ste. Catherine
3. Lower Beauharnois
4. Upper Beauharnois
5. Snell
6. Eisenhower
7. Iroquis
8. Welland Section : 8 locks and canal.
9. Sault Ste. Marie.
Sept Isles
Port Cartier
Baie Comeau
ST. LAWRENCE SEAWAY
Quebec
Trois Rivieres
Sorel
Montreal
CANADA
U.S.A.
Cornwall
Prescott
Kingston
Ogdensburg
Toronto
LAKE ONTARIO
Rochester
Hamilton
St. Catherines
Niagara Falls
Welland
Port Colborne
Buffalo
LAKE ERIE
Erie
Cleveland
N
Thunder Bay
Duluth
Superior
LAKE SUPERIOR
Sault Ste. Marie
LAKE HURON
Green Bay
LAKE MICHIGAN
Milwaukee
Chicago
Port Huron
Sarnia
Detroit
Windsor
CANADA
U.S.A.
N


ST. LAWRENCE SEAWAY
MONTREAL TO LAKE SUPERIOR
Soo Locks
Welland Canal
8 Locks
Montreal – Lake
Ontario Section
7 Locks
Elev. 183.5 m.
Elev. 176.3 m.
Elev. 174.3 m.
Elev. 75.0 m.
Elev 6.1 m.
Lake Superior
Lake Michigan
and Lake Huron
Lake Erie
Lake Ontario
Montreal

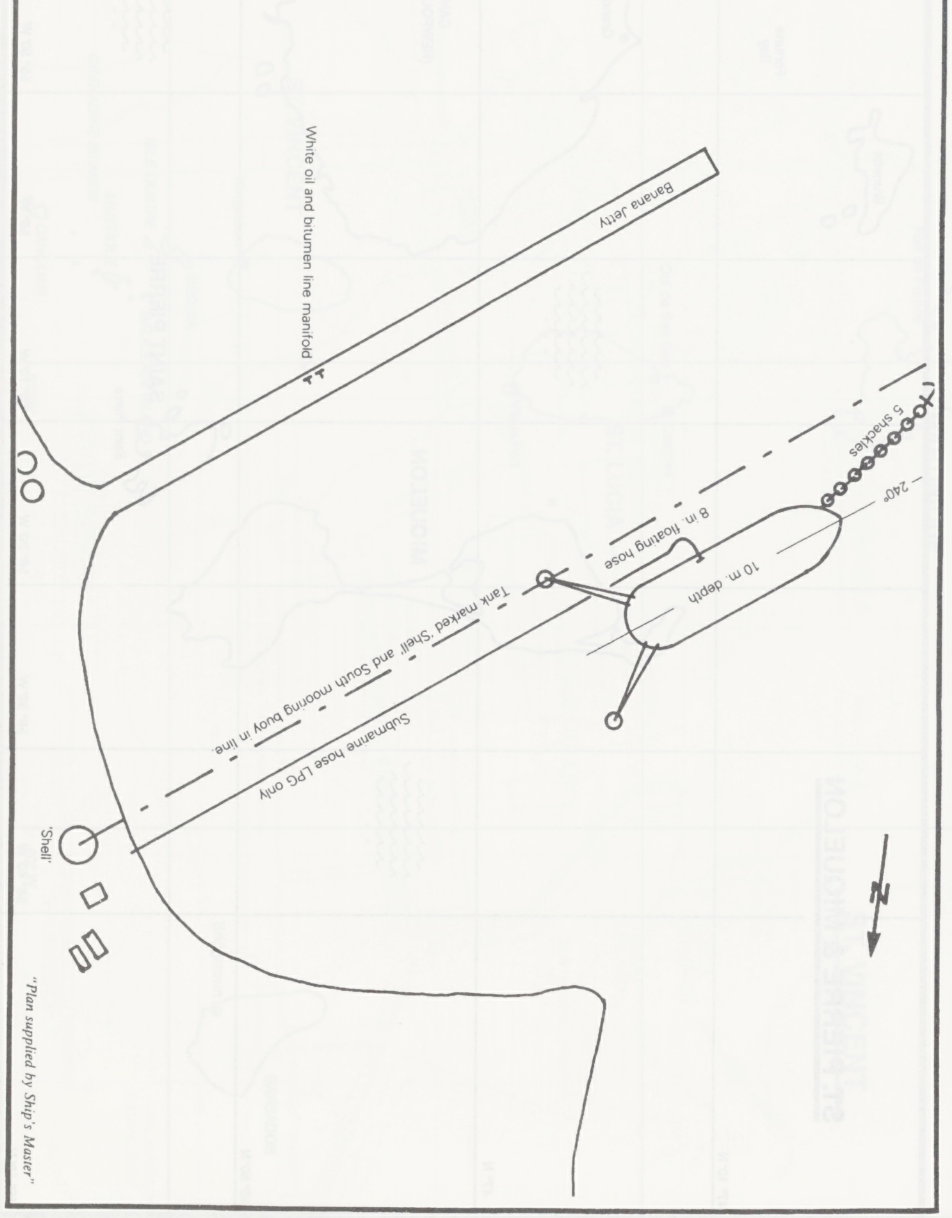

ST. LUCIA
Fort de France
MARTINIQUE
Cul de Sac Bay
Castries
ST. LUCIA
Vieux Fort
ST. VINCENT
Kingstown
ST. VINCENT
AND THE
GRENADINES
Bequia
Isle Quatre
Baliceaux Island
Mustique
GRENADINE ISLANDS
Canouan
BARBADOS
Bridgetown
14° N
13° N
62° W
61° W
60° W


POINTE SERAPHINE
Berth No. 1
Berth No. 2
Pointe Seraphine
1
2
4
5
6
Container Berth
Passenger Vessels
Berth 1
Special Corner Fendering
Berth 4
Berth 3
Berth 2
Customs
2
5
4
3
Sheds
General Cargo Reefer
and Ro/Ro Berth
Offices
Transit Shed 6
Berth 5
Double Surface Banana Weighbridge
Berth 6 (Banana Berth)
7
Banana Sheds
Reefer
Ro/Ro
Platform
Open Storage
Future Port Related Industry
CASTRIES

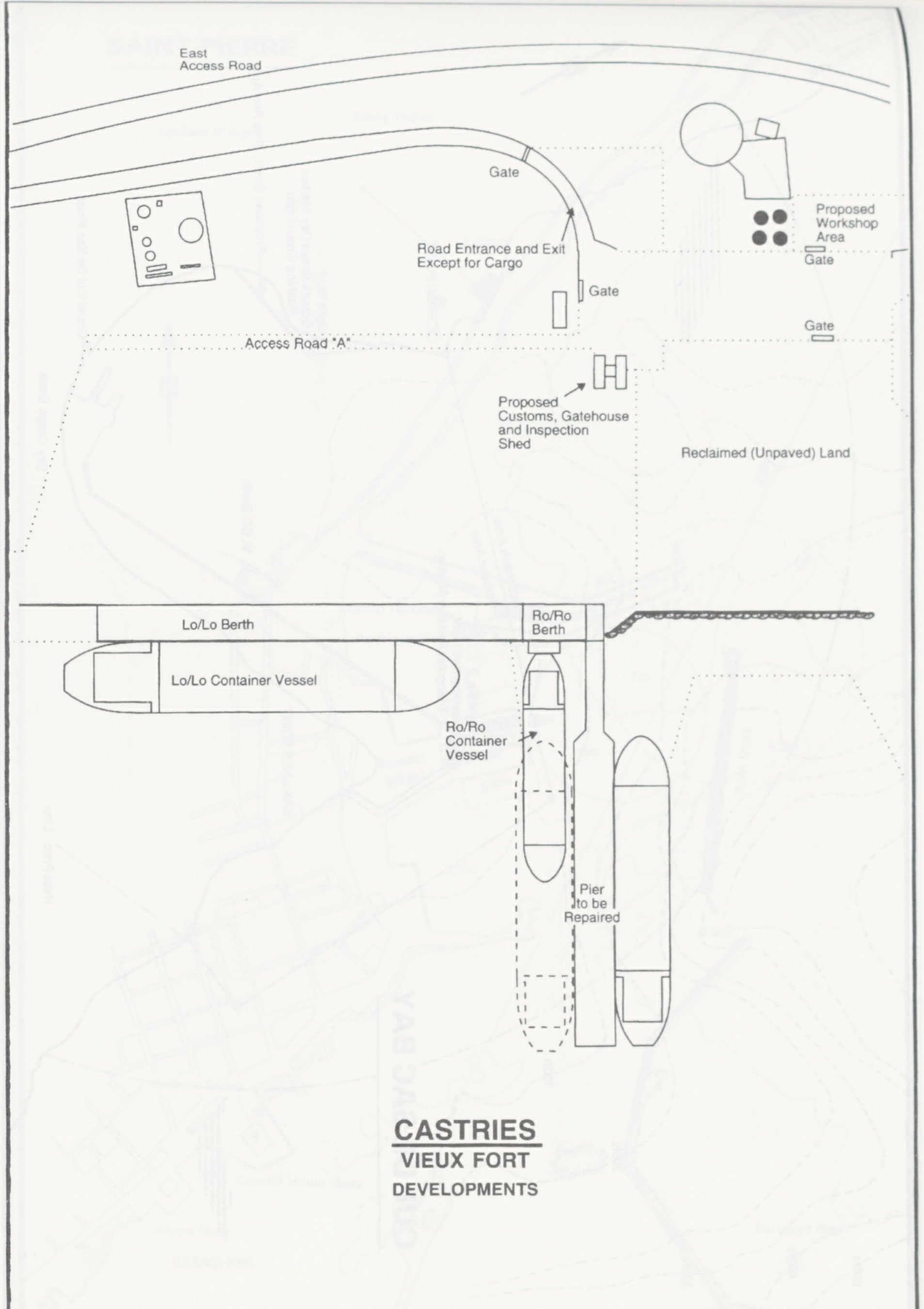

CASTRIES
VIEUX FORT
168.8 m.
45.7 m.
Dredged to 8.53 m. M.L.W.S.
7.92 m.
7.92 m.
Customs Office
89.6 m.
VIEUX FORT BAY
Reclaimed Area
Container Stacking Area

CASTRIES

VIEUX FORT


White oil and bitumen line manifold
Banana Jetty
5 shackles
240°
8 in. floating hose
10 m. depth
Tank marked 'Shell' and South mooring buoy in line
Submarine hose LPG only
'Shell'
N

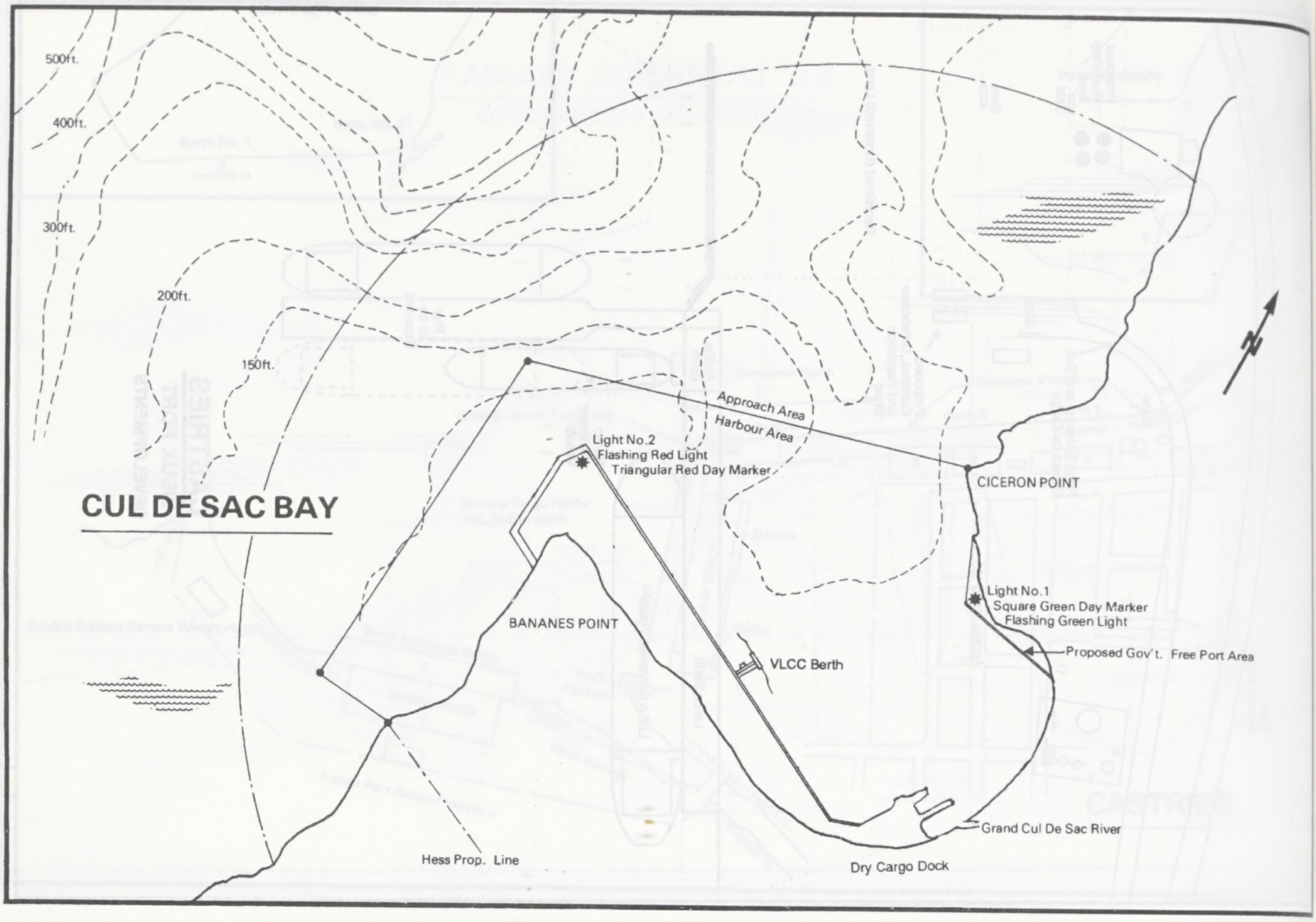
"Plan supplied by Ship's Master"

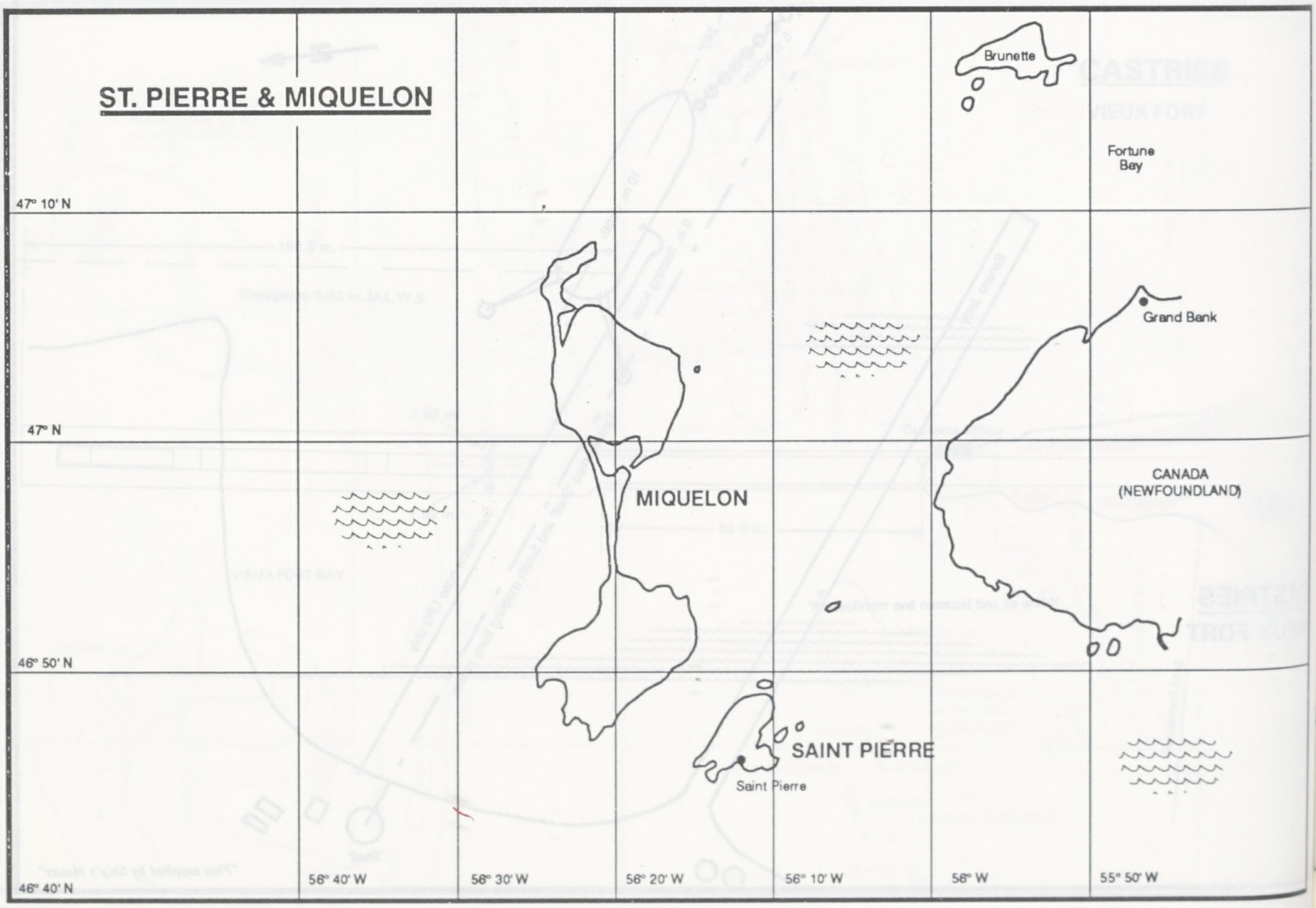

East Access Road
Gate
Road Entrance and Exit Except for Cargo
Gate
Proposed Workshop Area
Gate
Gate
Access Road "A"
Proposed Customs, Gatehouse and Inspection Shed
Reclaimed (Unpaved) Land
Lo/Lo Berth
Ro/Ro Berth
Lo/Lo Container Vessel
Ro/Ro Container Vessel
Pier to be Repaired

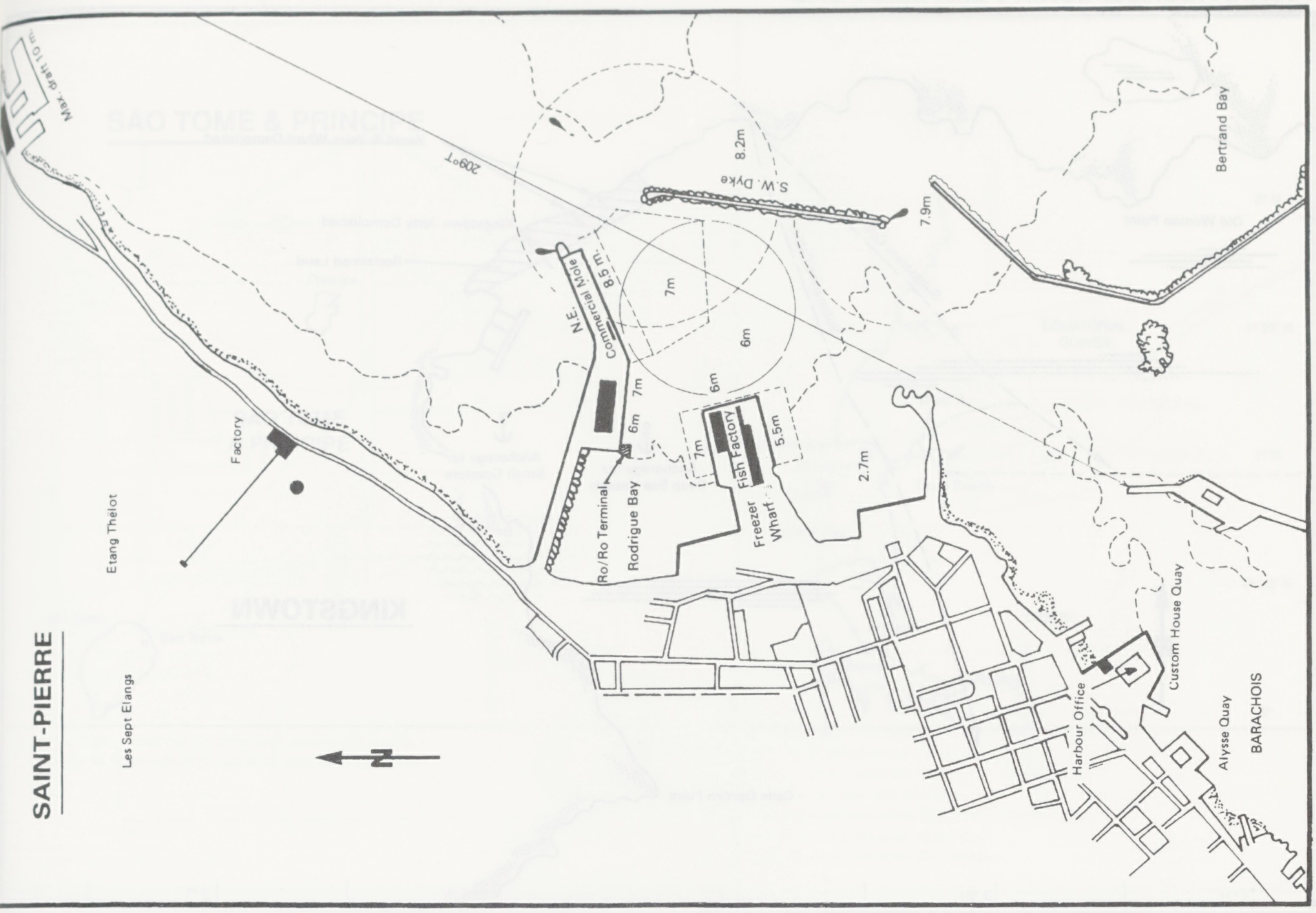
CASTRIES

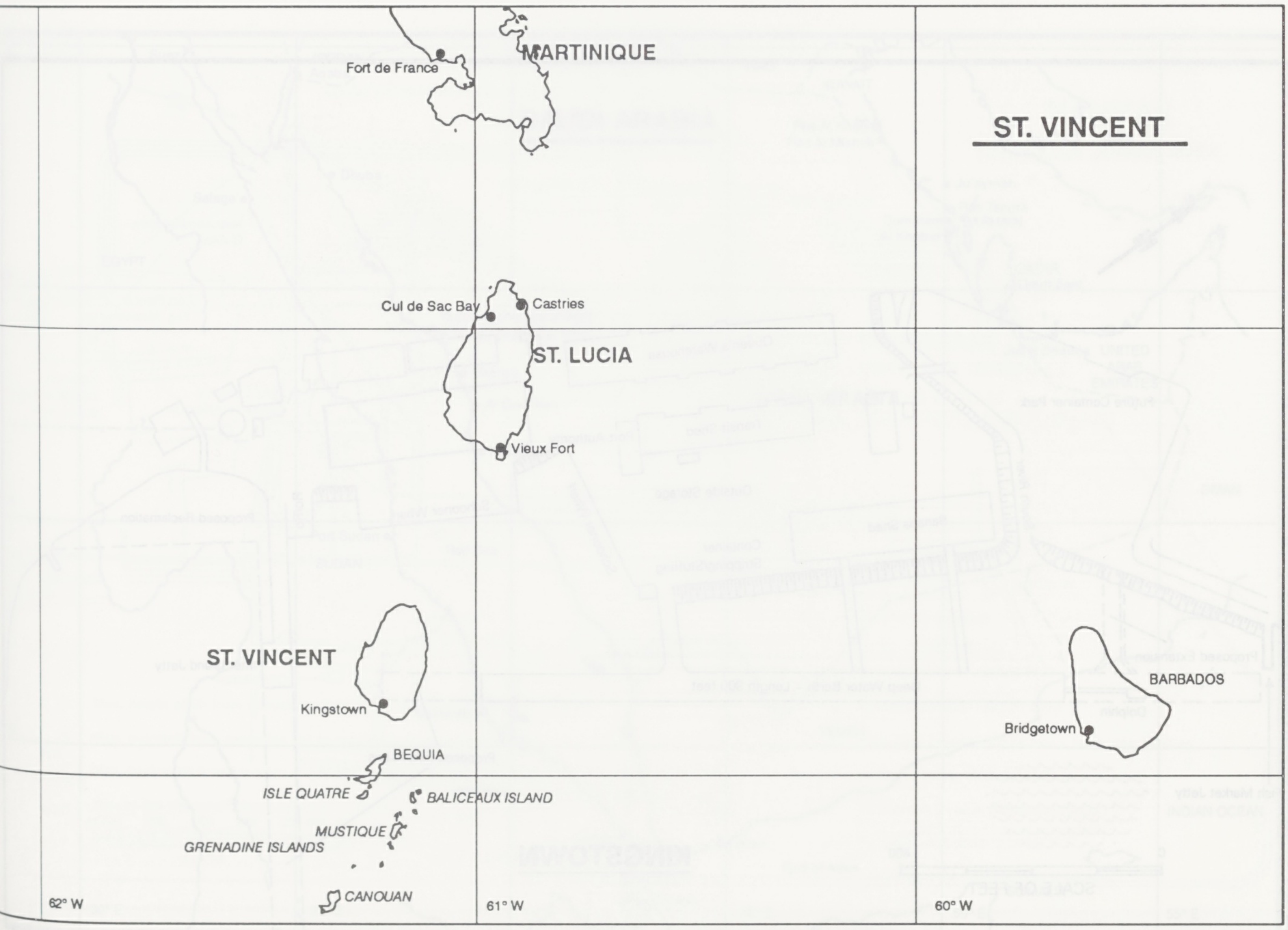
VIEUX FORT

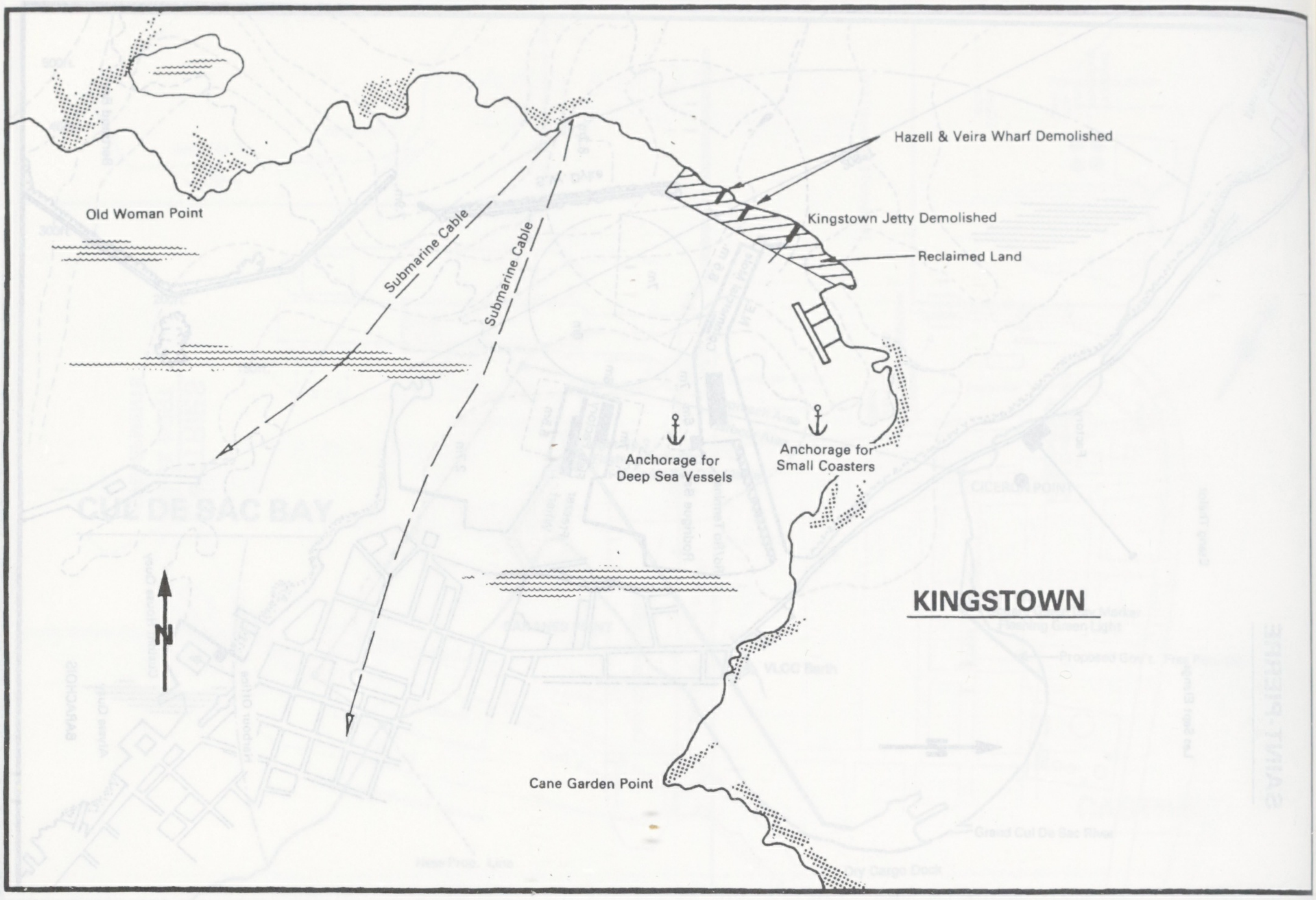
DEVELOPMENTS

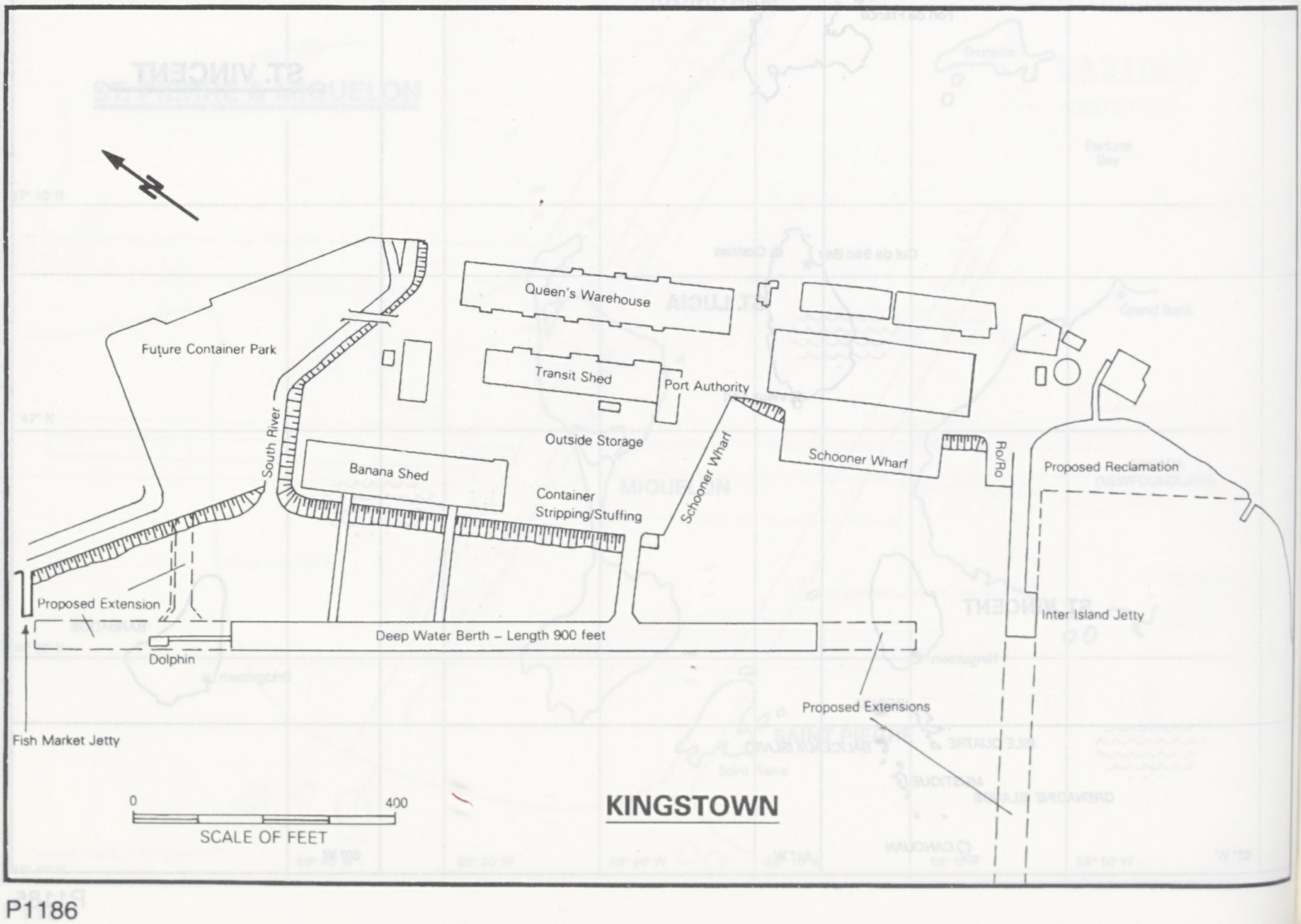

500ft.
400ft.
300ft.
200ft.
150ft.
CUL DE SAC BAY
Approach Area
Harbour Area
Light No.2
Flashing Red Light
Triangular Red Day Marker
CICERON POINT
BANANES POINT
Light No.1
Square Green Day Marker
Flashing Green Light
VLCC Berth
Proposed Gov't. Free Port Area
Grand Cul De Sac River
Dry Cargo Dock
Hess Prop. Line

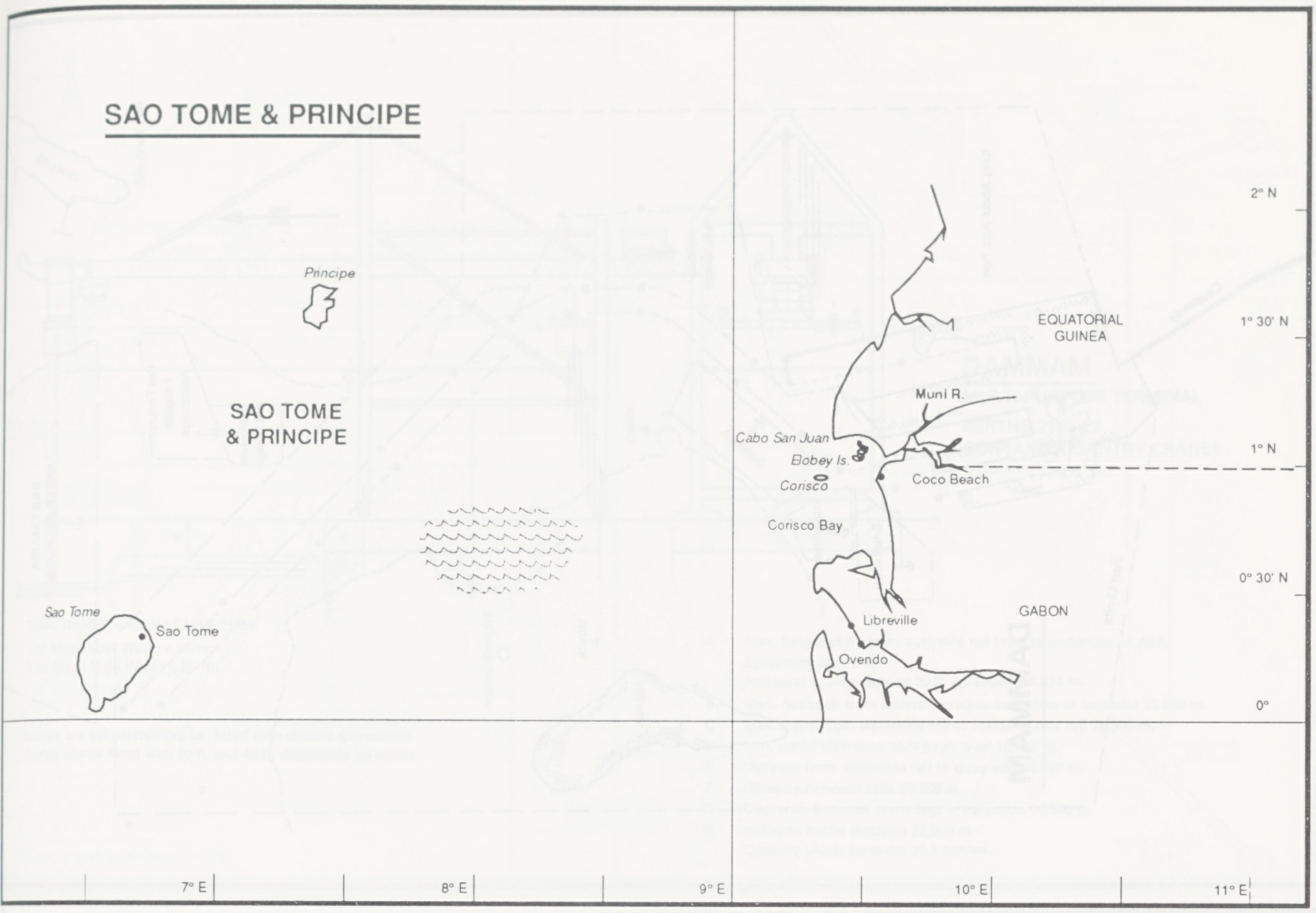

ST. PIERRE & MIQUELON
Brunette
Fortune Bay
47° 10' N
Grand Bank
47° N
MIQUELON
CANADA (NEWFOUNDLAND)
46° 50' N
SAINT PIERRE
Saint Pierre
46° 40' N
56° 40' W
56° 30' W
56° 20' W
56° 10' W
56° W
55° 50' W

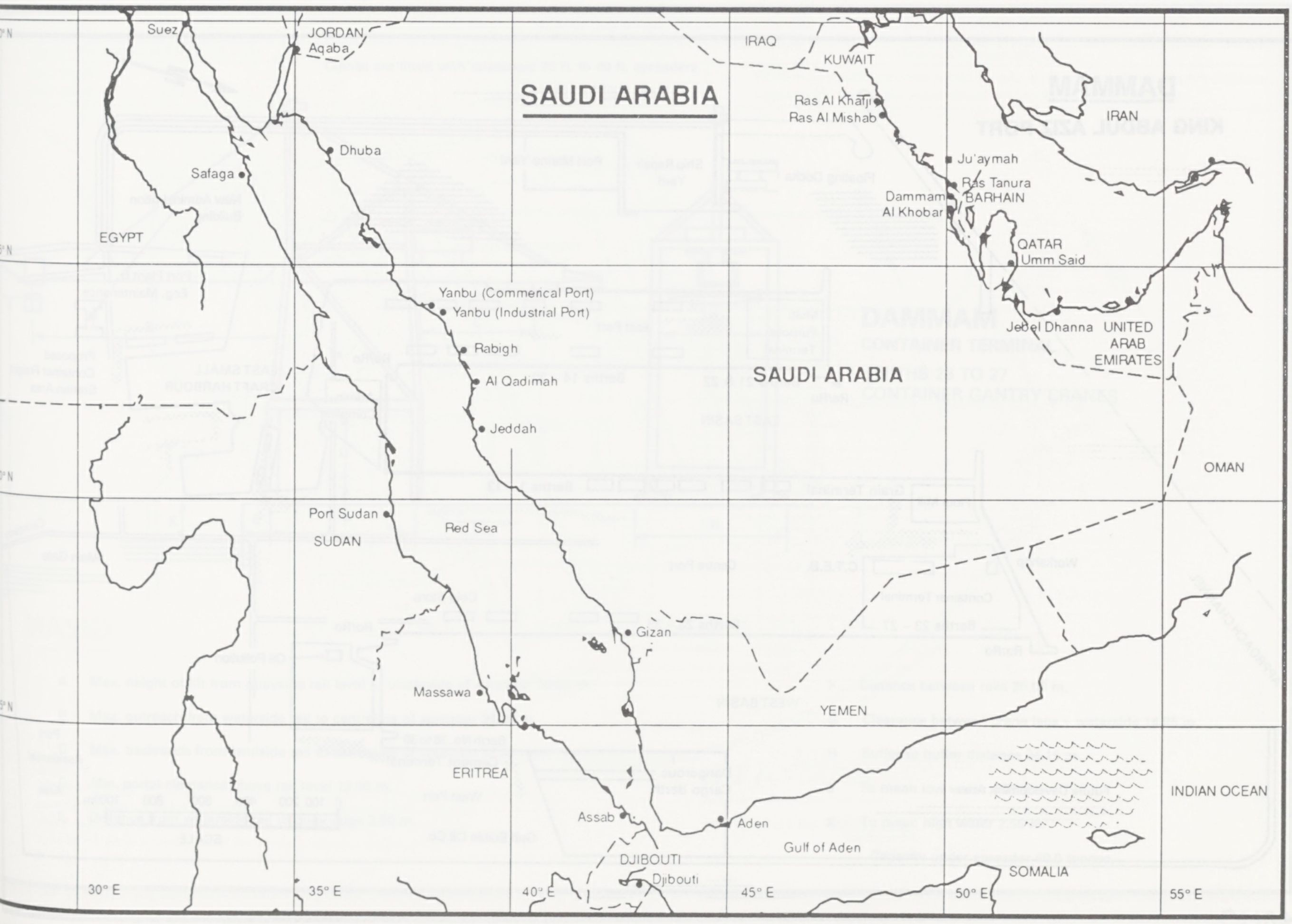

SAINT-PIERRE
Max. draft 10 m.
209°T
S.W. Dyke
8.2m
7.9m
Bertrand Bay
N.E. Commercial Mole
8.5 m.
7m
6m
7m
6m
6m
7m
Fish Factory
5.5m
Freezer Wharf
2.7m
Ro/Ro Terminal
Rodrigue Bay
Factory
Etang Thelot
Les Sept Etangs
N
Harbour Office
Custom House Quay
Alysse Quay
BARACHOIS

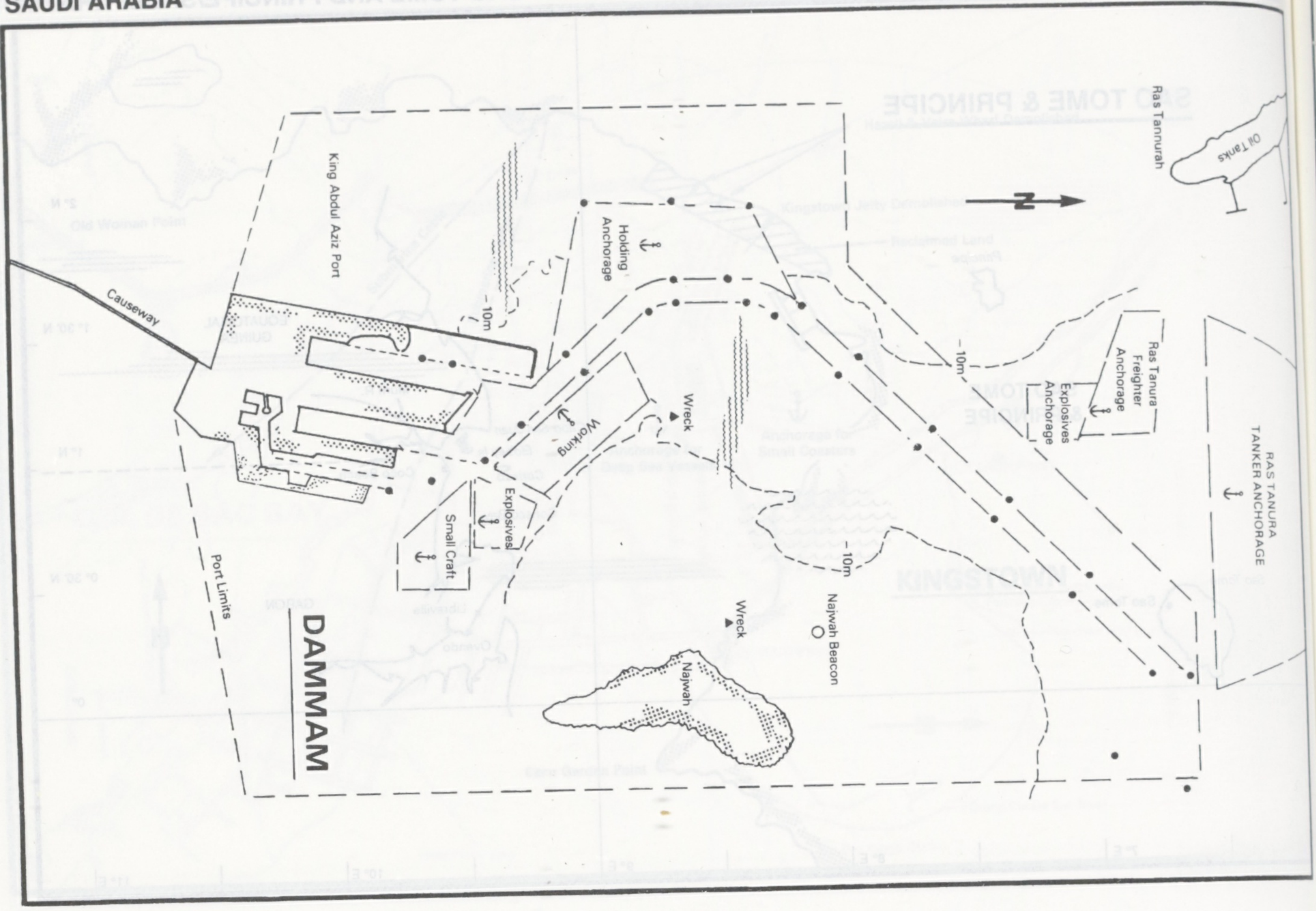

ST. VINCENT
MARTINIQUE
Fort de France
Castries
Cul de Sac Bay
ST. LUCIA
Vieux Fort
ST. VINCENT
Kingstown
BEQUIA
ISLE QUATRE
BALICEAUX ISLAND
MUSTIQUE
GRENADINE ISLANDS
CANOUAN
BARBADOS
Bridgetown
62° W
61° W
60° W

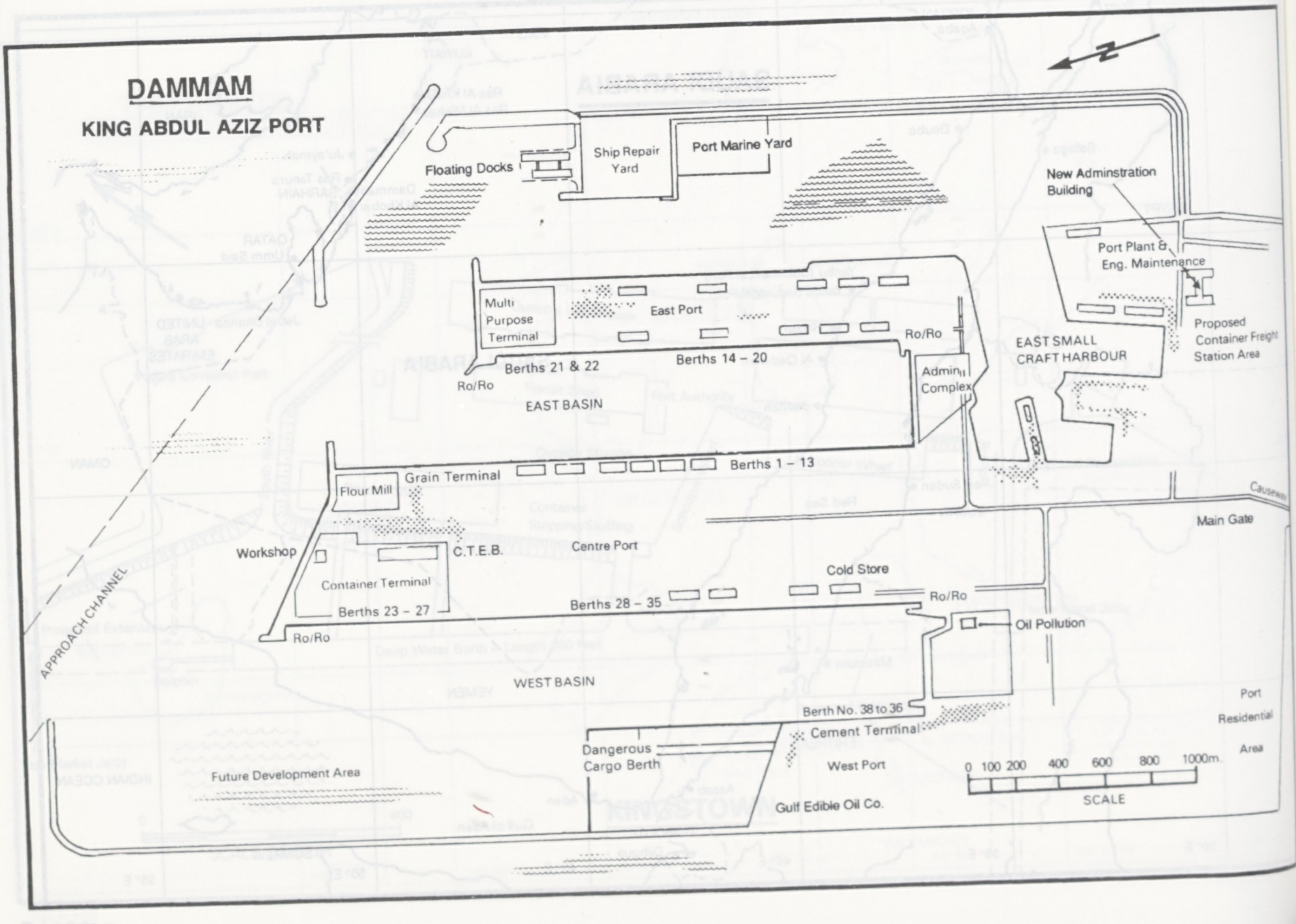

Hazell & Veira Wharf Demolished
Kingstown Jetty Demolished
Reclaimed Land
Old Woman Point
Submarine Cable
Submarine Cable
Anchorage for Deep Sea Vessels
Anchorage for Small Coasters
KINGSTOWN
N
Cane Garden Point


N
Queen's Warehouse
Future Container Park
Transit Shed
Port Authority
Outside Storage
South River
Banana Shed
Container Stripping/Stuffing
Schooner Wharf
Schooner Wharf
Ro/Ro
Proposed Reclamation
Proposed Extension
Inter Island Jetty
Deep Water Berth – Length 900 feet
Dolphin
Proposed Extensions
Fish Market Jetty
0
400
SCALE OF FEET
KINGSTOWN


SAO TOME & PRINCIPE
Principe
SAO TOME
& PRINCIPE
Sao Tome
Sao Tome
Cabo San Juan
Bobey Is
Corisco
Corisco Bay
Muni R.
Coco Beach
EQUATORIAL
GUINEA
Libreville
Ovendo
GABON
2° N
1° 30' N
1° N
0° 30' N
0°
7° E
8° E
9° E
10° E
11° E


SAUDI ARABIA
Suez
JORDAN
Aqaba
IRAQ
KUWAIT
IRAN
Ras Al Khafji
Ras Al Mishab
Ju'aymah
Ras Tanura
Dammam
BARHAIN
Al Khobar
QATAR
Umm Said
Jebel Dhanna
UNITED
ARAB
EMIRATES
Dhuba
Safaga
EGYPT
Yanbu (Commercial Port)
Yanbu (Industrial Port)
Rabigh
Al Qadimah
Jeddah
SAUDI ARABIA
OMAN
Port Sudan
SUDAN
Red Sea
Gizan
Massawa
YEMEN
ERITREA
Assab
Aden
Gulf of Aden
DJIBOUTI
Djibouti
SOMALIA
INDIAN OCEAN
30° E
35° E
40° E
45° E
50° E
55° E


DAMMAM
King Abdul Aziz Port
Causeway
Holding Anchorage
10m
Working
Wreck
Explosives
Small Craft
Port Limits
Najwah
Najwah Beacon
Wreck
10m
10m
Ras Tanura Freighter Anchorage
Explosives Anchorage
RAS TANURA TANKER ANCHORAGE
Ras Tannurah
Oil Tanks
N


DAMMAM

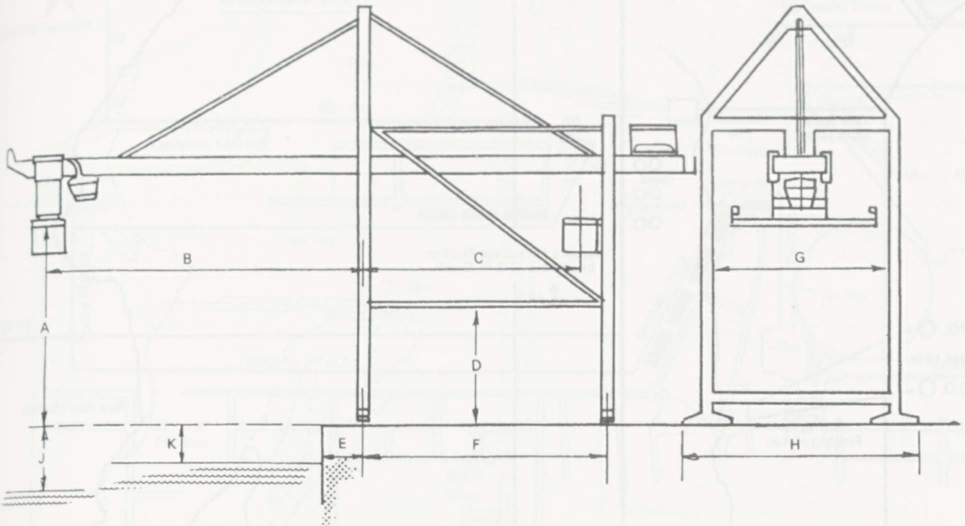
KING ABDUL AZIZ PORT

N
Floating Docks
Ship Repair Yard
Port Marine Yard
New Adminstration Building
Port Plant & Eng. Maintenance
Proposed Container Freight Station Area
Multi Purpose Terminal
East Port
Ro/Ro
Berths 21 & 22
Ro/Ro
Berths 14 – 20
EAST BASIN
Admin Complex
EAST SMALL CRAFT HARBOUR
Flour Mill
Grain Terminal
Berths 1 – 13
Causeway
Main Gate
Workshop
C.T.E.B.
Centre Port
Cold Store
Container Terminal
Berths 23 – 27
Ro/Ro
Berths 28 – 35
Ro/Ro
Oil Pollution
APPROACH CHANNEL
WEST BASIN
Berth No. 38 to 36
Cement Terminal
Port Residential Area
Dangerous Cargo Berth
West Port
Future Development Area
Gulf Edible Oil Co.
0 100 200 400 600 800 1000m.
SCALE

DAMMAM

MULTI-PURPOSE TERMINAL

BERTHS 21 & 22
CONTAINER GANTRY CRANES

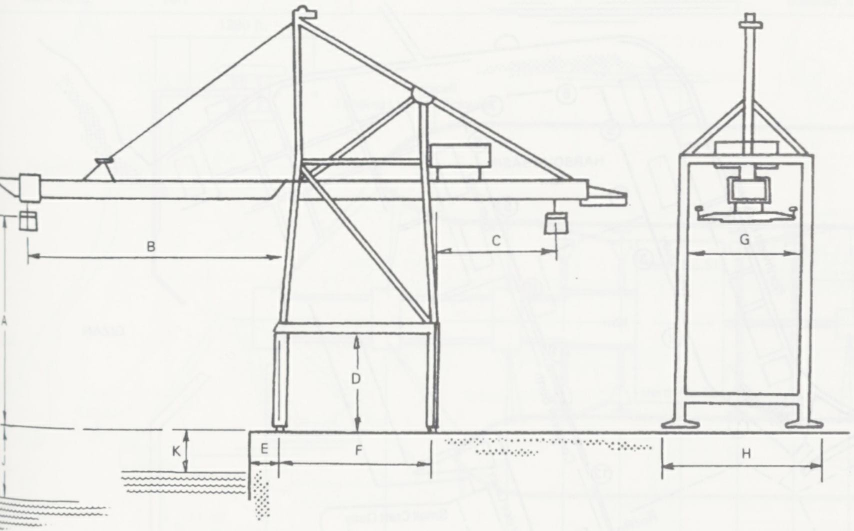


TIDAL RANGE – FROM QUAY EDGE
J to Mean Low Water 4.31 m.
K to Mean High Water 2.55 m.

Cranes are self-sustaining i.e. fitted with electric generators
Cranes can be fitted with 20 ft. and 40 ft. detachable spreaders

A Max. height of lift from quayside rail level to underside of 40 ft. Spreaders 20.715 m.
Rail level to underside of 20 ft. spreaders 19.624 m.
B Max. outreach from waterside rail to centreline of spreader 35.000 m.
C Max. travel from waterside rail to inside of rear rail 18.000 m.
D Min. portal clearance above rail level 10.700 m.
E Distance from waterside rail to quay edge 2.000 m.
F Distance between rails 20.000 m.
G Clearance between crane legs – waterside 14.300 m.
H Buffer to buffer distance 22.000 m.
Capacity under spreader 30.5 tonnes.

Cranes are fitted with telescopic 20 ft. to 40 ft. spreaders

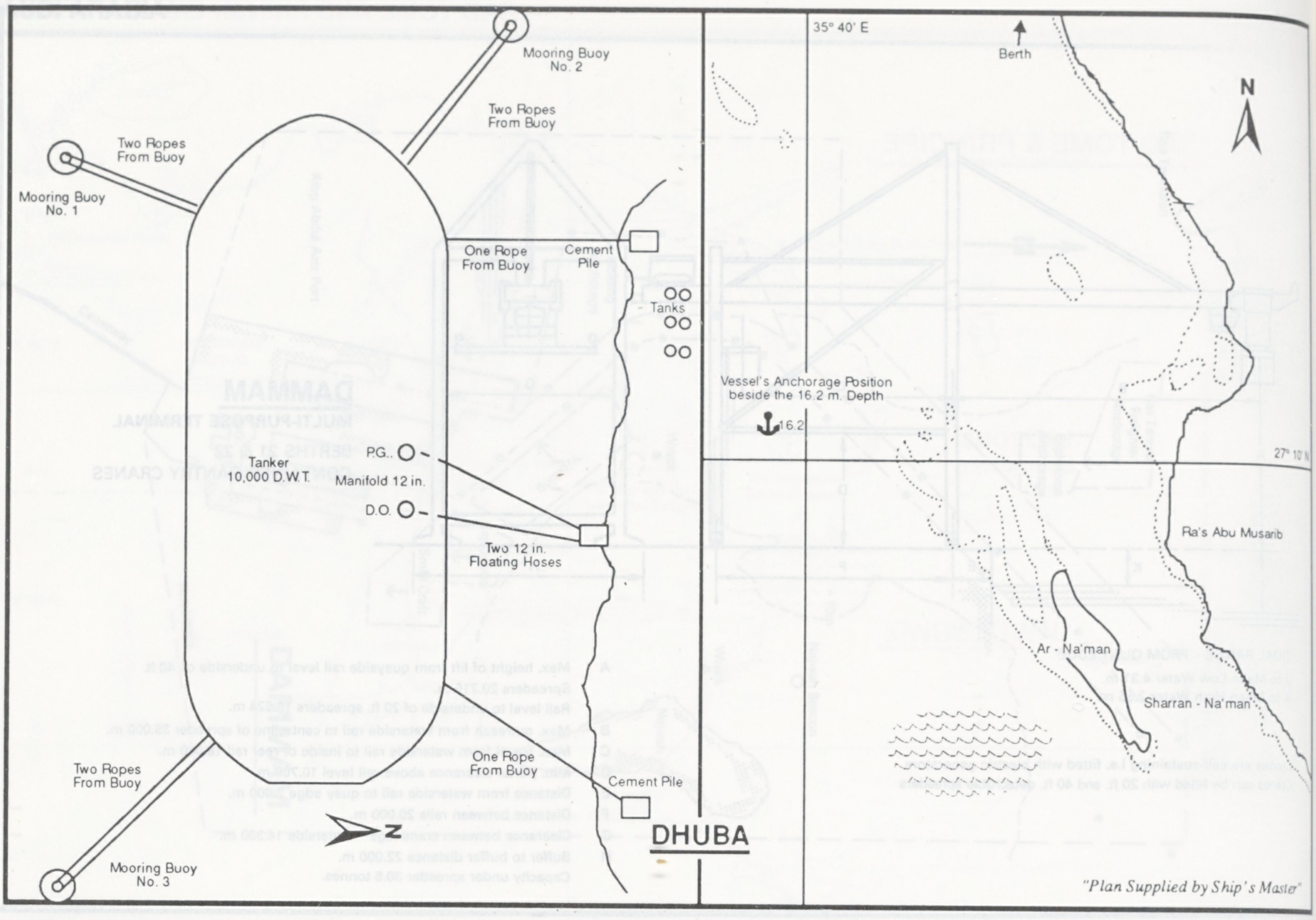


DAMMAM

CONTAINER TERMINAL

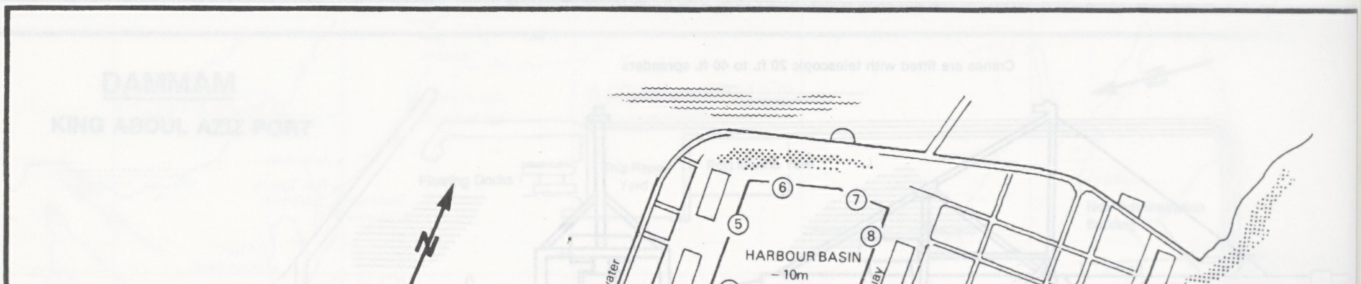
BERTHS 23 TO 27
CONTAINER GANTRY CRANES

A Max. height of lift from quayside rail level to underside of spreader 26.00 m.
B Max. outreach from waterside rail to centreline of spreader 35.00 m.
C Max. backreach from landside rail to centreline of spreader 15.25 m.
D Min. portal clearance above rail level 12.00 m.
E Distance from waterside rail to quay edge 3.00 m.
F Distance between rails 20.00 m.
G Clearance between crane legs – waterside 14.95 m.
H Buffer to buffer distance 24.15 m.
J To mean low water 4.31 m.
K To mean high water 2.55 m.
Capacity under spreader 40.0 tonnes.

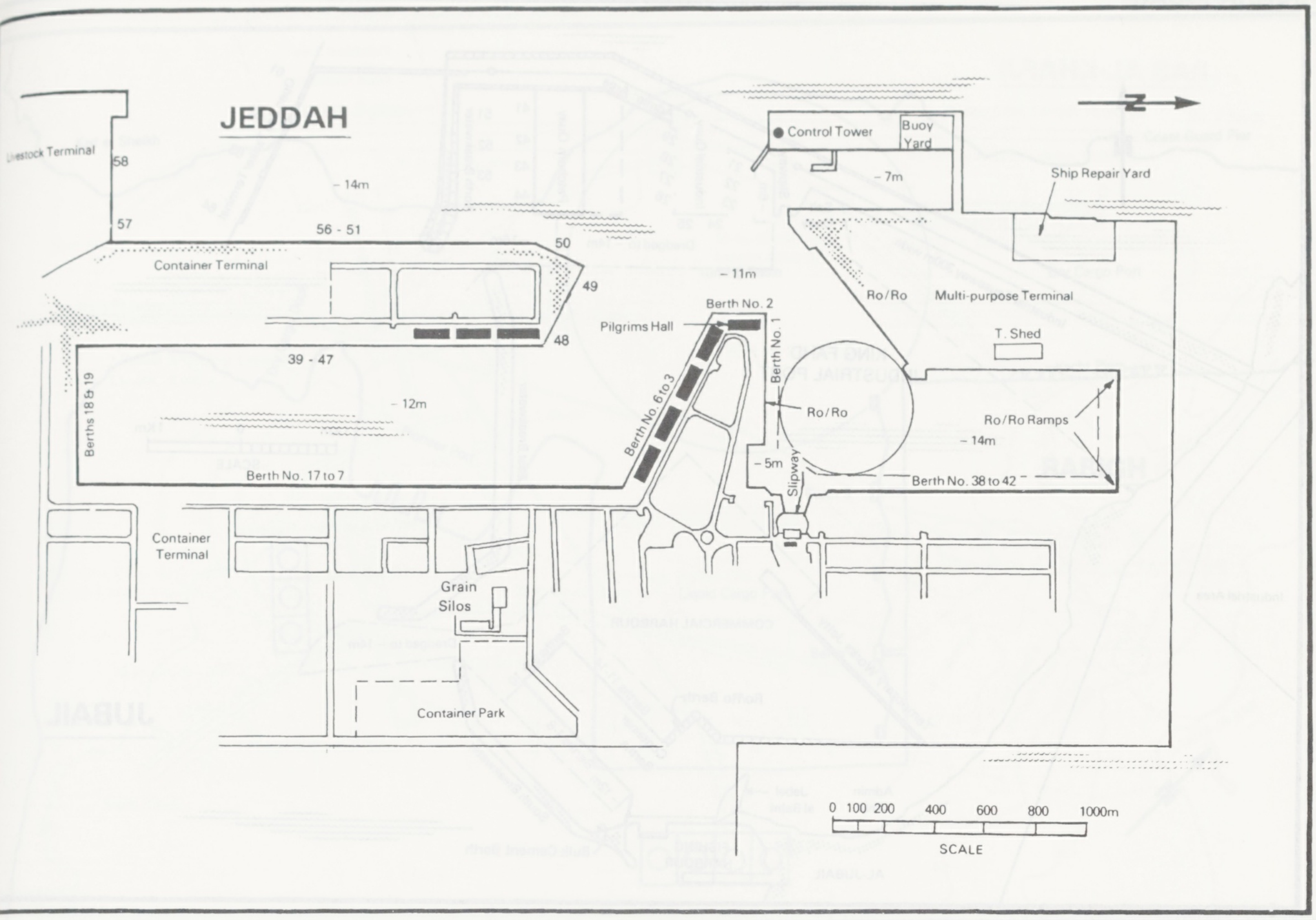

Mooring Buoy No. 2
Two Ropes From Buoy
Two Ropes From Buoy
Mooring Buoy No. 1
One Rope From Buoy
Cement Pile
Tanks
P.G.
Tanker 10,000 D.W.T.
Manifold 12 in.
D.O.
Two 12 in. Floating Hoses
One Rope From Buoy
Cement Pile
Two Ropes From Buoy
Mooring Buoy No. 3
N
35° 40' E
Berth
N
Vessel's Anchorage Position beside the 16.2 m. Depth
16.2
27° 10' N
Ra's Abu Musarib
Ar - Na'man
Sharran - Na'man

DHUBA

"Plan Supplied by Ship's Master"

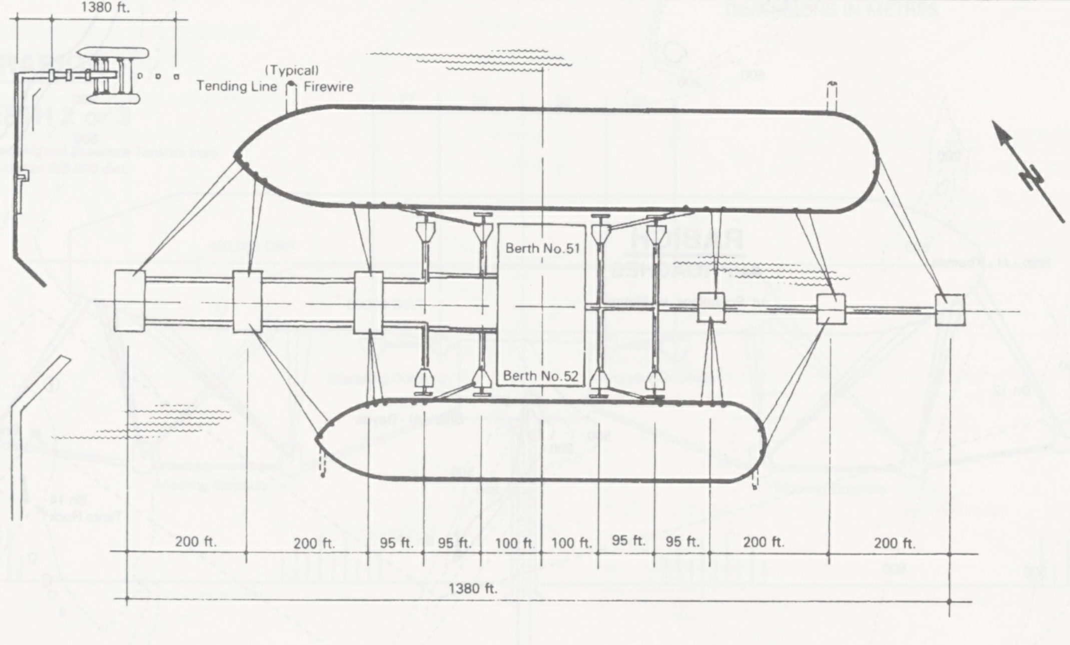

N
HARBOUR BASIN
– 10m
⑤
⑥
⑦
⑧
④
⑨
③
⑩
②
⑪
①
⑫
Northwest Breakwater
West Quay
East Quay
– 12m
Container Berth
ACCESS CHANNEL
– 13.5m
Ro/Ro
South Quay
Service Quay
Small Craft Quay
– 4m
AVANT PORT
– 13m
– 8m
South Breakwater
GIZAN
0 50 150m
SCALE

GIZAN


JEDDAH
Livestock Terminal
58
57
– 14m
56 - 51
50
49
48
Container Terminal
39 - 47
Berths 18 & 19
– 12m
Berth No. 17 to 7
Container Terminal
Grain Silos
Container Park
– 11m
Berth No. 2
Pilgrims Hall
Berth No. 1
Berth No. 6 to 3
– 5m
Slipway
Ro/Ro
Control Tower
Buoy Yard
– 7m
N
Ship Repair Yard
Ro/Ro
Multi-purpose Terminal
T. Shed
Ro/Ro Ramps
– 14m
Berth No. 38 to 42
0 100 200 400 600 800 1000m
SCALE

Mooring-Diagram Ju'aymah RLPG Berth 51 and 52

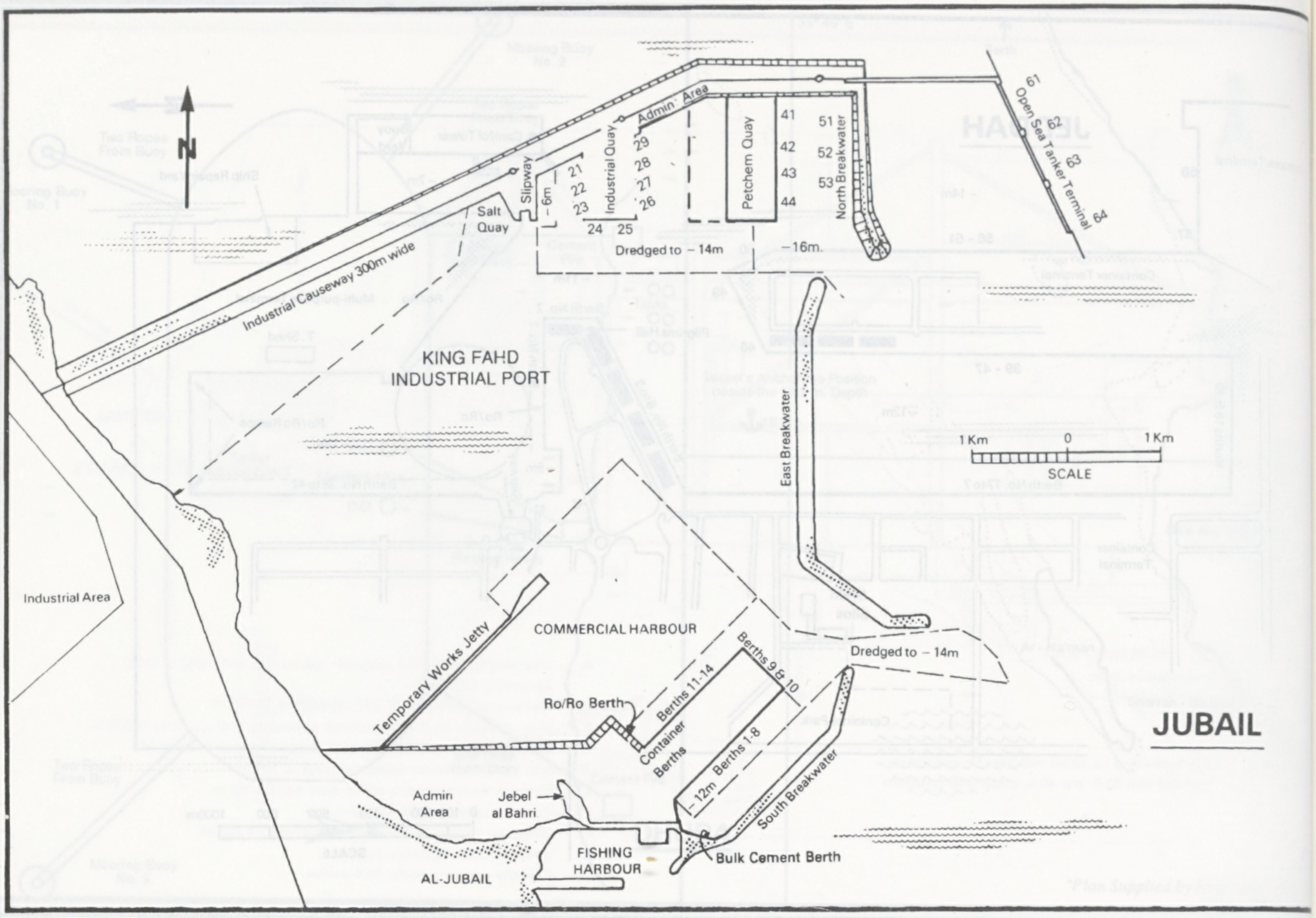
Approx. Min Depths at Berths I.S.L.W.	Approximate Direction of Sea Island	Minimum Manoeuvering Drafts
Berth No.51 78ft Berth No.52 78ft	335 Degrees True	Pilots require sufficient clean ballast for safe manoeuvering. The propellers should be covered. The trim of the vessel should not exceed 15 feet by the stern.

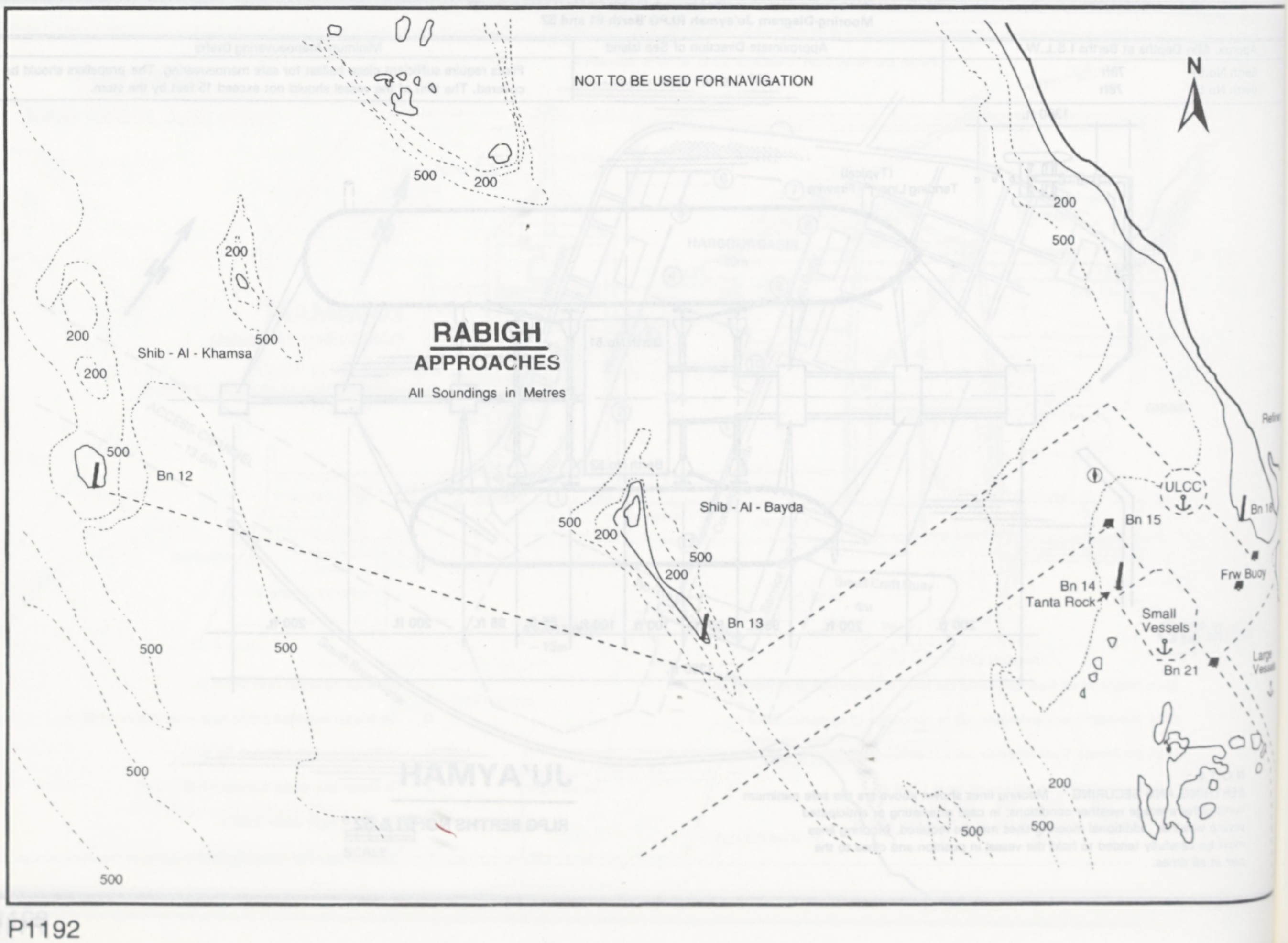

1380 ft.
(Typical)
Tending Line
Firewire
N
Berth No.51
Berth No.52
200 ft.
200 ft.
95 ft.
95 ft.
100 ft.
100 ft.
95 ft.
95 ft.
200 ft.
200 ft.
1380 ft.

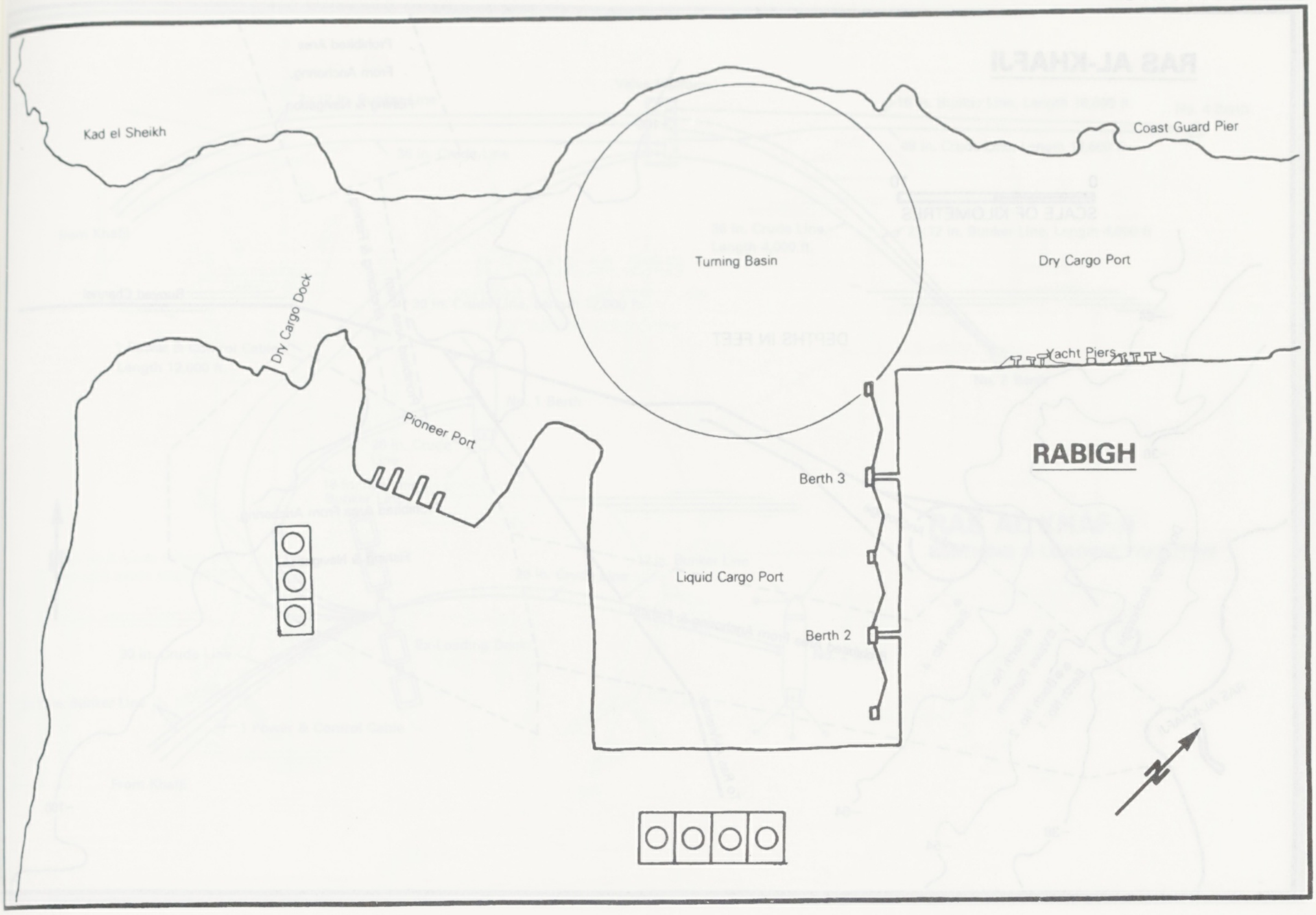
NOTE:
BERTHING AND SECURING Mooring lines shown above are the safe minimum number for average weather conditions; in case of existing or anticipated severe weather, additional mooring lines may be required. Mooring lines must be carefully tended to hold the vessel in position and close to the pier at all times.

JU'AYMAH

RLPG BERTHS NO. 51 & 52


N
Industrial Causeway 300m wide
Salt Quay
Slipway
– 6m
21
22
23
24
25
Industrial Quay
29
28
27
26
Admin Area
Petchem Quay
41
42
43
44
51
52
53
North Breakwater
Open Sea Tanker Terminal
61
62
63
64
Dredged to – 14m
–16m.
KING FAHD INDUSTRIAL PORT
East Breakwater
1 Km
0
1 Km
SCALE
Industrial Area
COMMERCIAL HARBOUR
Temporary Works Jetty
Berths 9 & 10
Dredged to – 14m
Ro/Ro Berth
Berths 11-14
Container Berths
Berths 1-8
– 12m
South Breakwater
Admin Area
Jebel al Bahri
FISHING HARBOUR
AL-JUBAIL
Bulk Cement Berth
JUBAIL

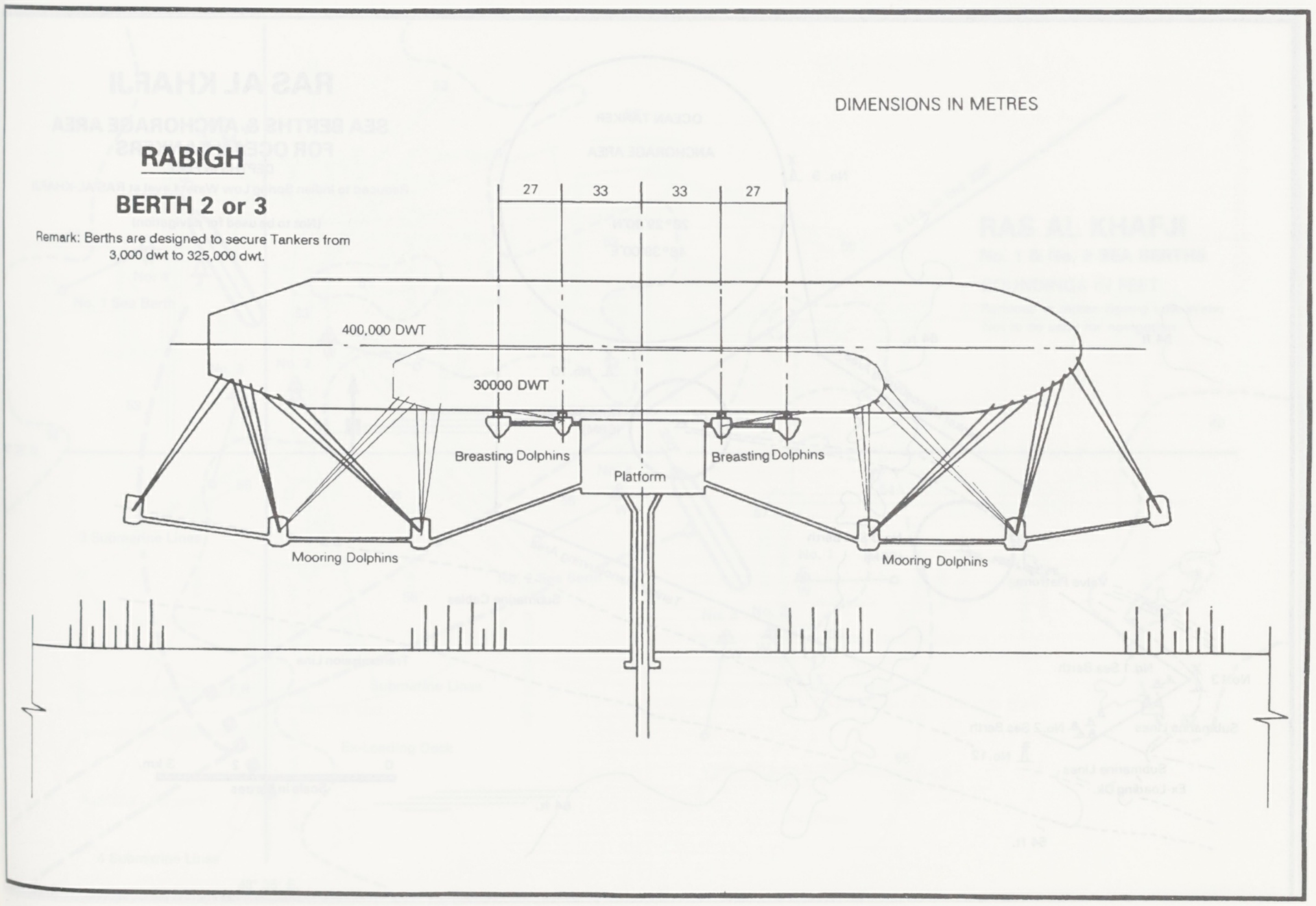

NOT TO BE USED FOR NAVIGATION
N
500
200
200
500
RABIGH
APPROACHES
All Soundings in Metres
200
200
Shib - Al - Khamsa
500
Bn 12
Shib - Al - Bayda
500
200
500
200
Bn 13
500
500
500
500
200
500
ULCC
Bn 15
Bn 14
Tanta Rock
Small Vessels
Bn 21
Frw Buoy
200
500
500

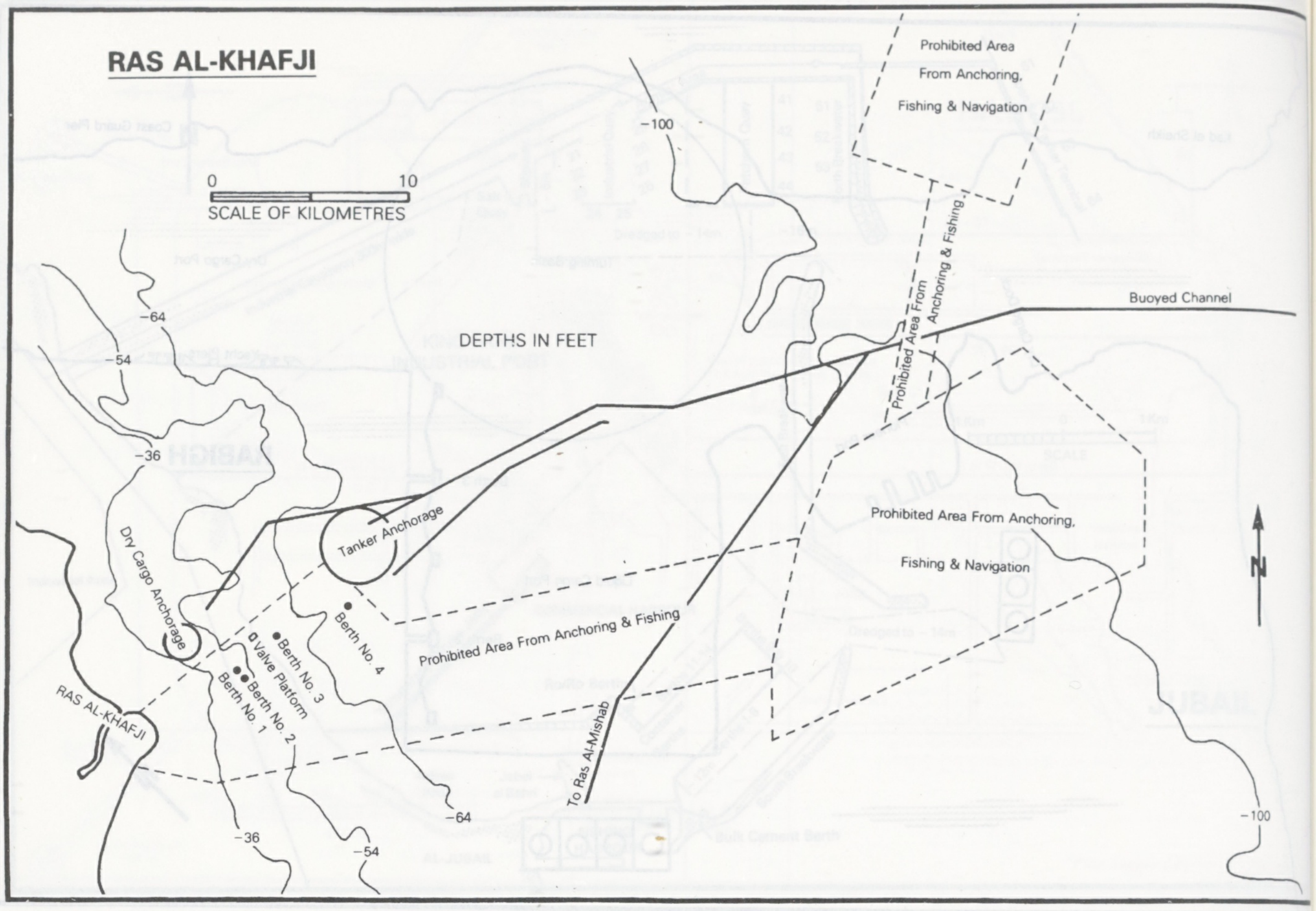

Kad el Sheikh
Coast Guard Pier
Turning Basin
Dry Cargo Port
Dry Cargo Dock
Yacht Piers
Pioneer Port
RABIGH
Berth 3
Liquid Cargo Port
Berth 2

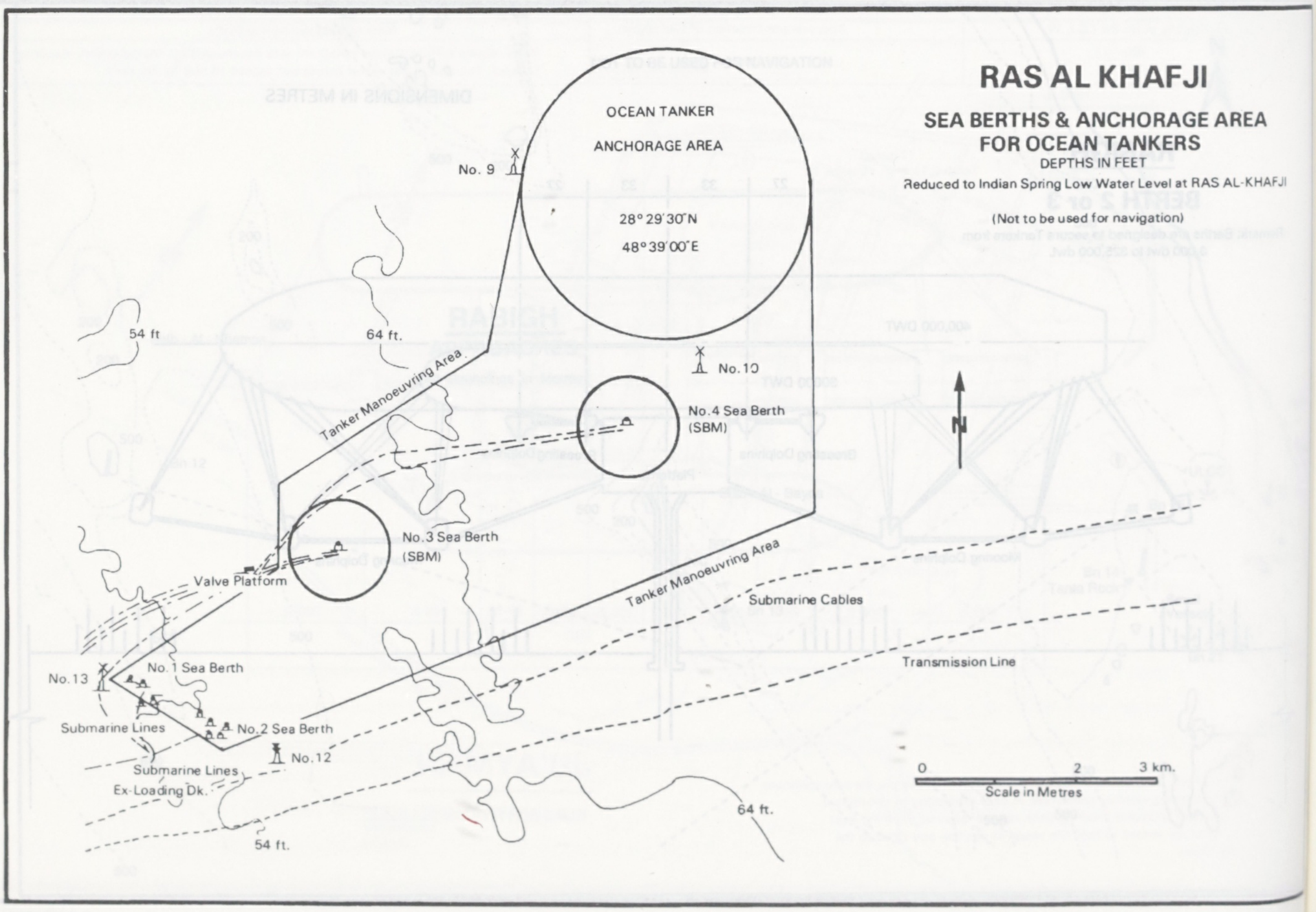
RABIGH

BERTH 2 or 3

Remark: Berths are designed to secure Tankers from 3,000 dwt to 325,000 dwt.


DIMENSIONS IN METRES
27
33
33
27
400,000 DWT
30000 DWT
Breasting Dolphins
Platform
Breasting Dolphins
Mooring Dolphins
Mooring Dolphins


RAS AL-KHAFJI
0
10
SCALE OF KILOMETRES
DEPTHS IN FEET
Prohibited Area
From Anchoring,
Fishing & Navigation
−100
−64
−54
−36
Buoyed Channel
Prohibited Area From Anchoring & Fishing
Prohibited Area From Anchoring,
Fishing & Navigation
Tanker Anchorage
Dry Cargo Anchorage
Berth No. 4
Berth No. 3
Valve Platform
Berth No. 2
Berth No. 1
Prohibited Area From Anchoring & Fishing
RAS AL-KHAFJI
To Ras Al-Mishab
−64
−36
−54
−100
N


RAS AL KHAFJI

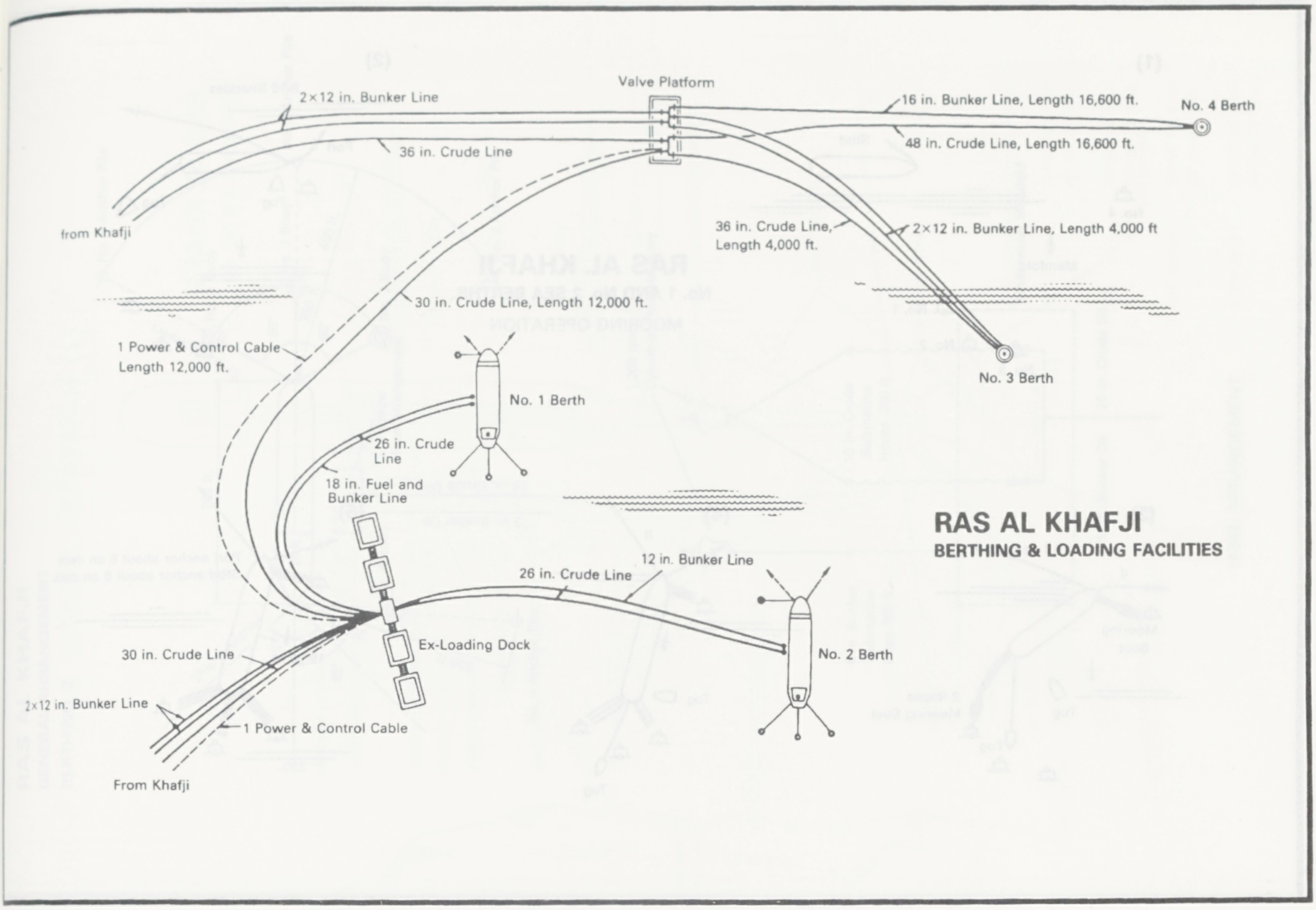
SEA BERTHS & ANCHORAGE AREA FOR OCEAN TANKERS

DEPTHS IN FEET

Reduced to Indian Spring Low Water Level at RAS AL-KHAFJI

(Not to be used for navigation)

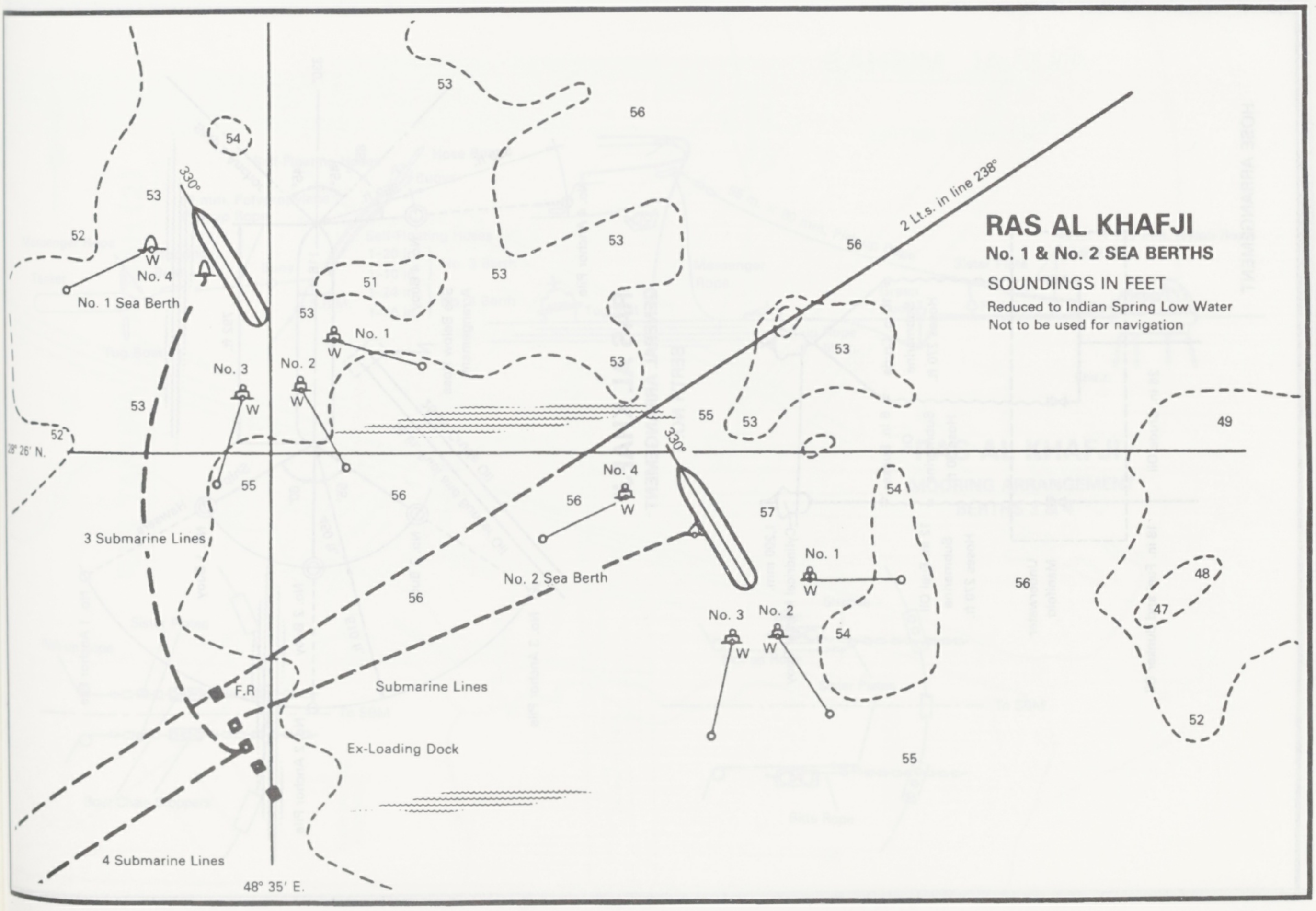
OCEAN TANKER
ANCHORAGE AREA
28° 29′30″N
48° 39′00″E
No. 9
No. 10
No.4 Sea Berth
(SBM)
No.3 Sea Berth
(SBM)
54 ft
64 ft.
Tanker Manoeuvring Area
Tanker Manoeuvring Area
Valve Platform
Submarine Cables
Transmission Line
No.13
No. 1 Sea Berth
Submarine Lines
No. 2 Sea Berth
No. 12
Submarine Lines
Ex-Loading Dk.
54 ft.
64 ft.
N
0
2
3 km.
Scale in Metres



RAS AL KHAFJI

BERTHING & LOADING FACILITIES

Valve Platform
2×12 in. Bunker Line
36 in. Crude Line
16 in. Bunker Line, Length 16,600 ft.
48 in. Crude Line, Length 16,600 ft.
No. 4 Berth
from Khafji
36 in. Crude Line, Length 4,000 ft.
2×12 in. Bunker Line, Length 4,000 ft
30 in. Crude Line, Length 12,000 ft.
1 Power & Control Cable Length 12,000 ft.
No. 3 Berth
No. 1 Berth
26 in. Crude Line
18 in. Fuel and Bunker Line
12 in. Bunker Line
26 in. Crude Line
Ex-Loading Dock
No. 2 Berth
30 in. Crude Line
2×12 in. Bunker Line
1 Power & Control Cable
From Khafji



RAS AL KHAFJI

No. 1 & No. 2 SEA BERTHS

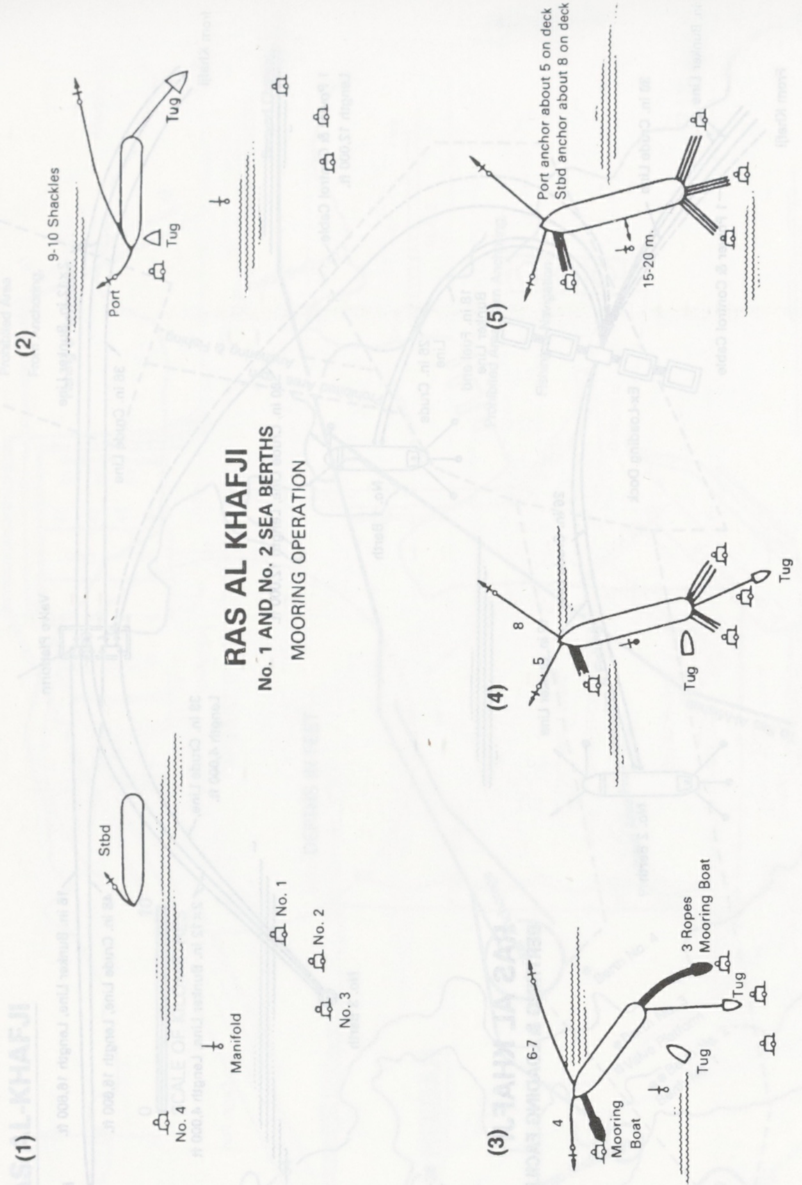
SOUNDINGS IN FEET

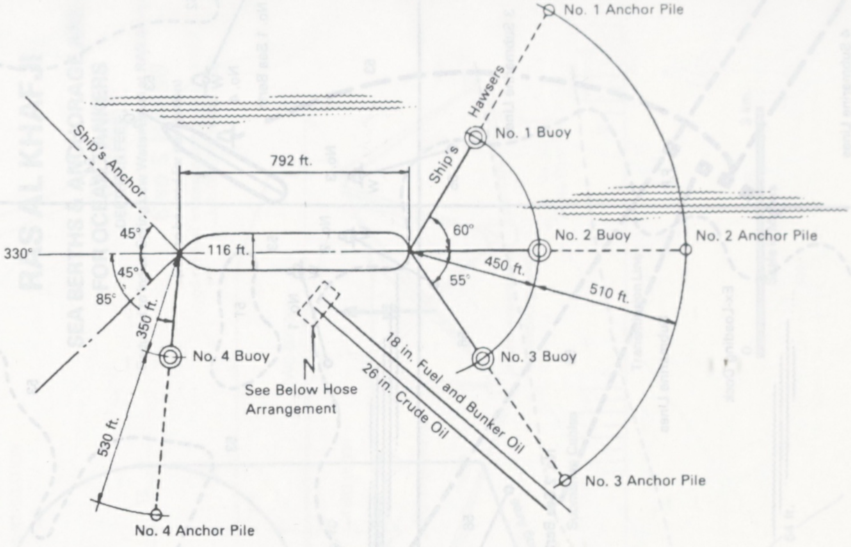
Reduced to Indian Spring Low Water

Not to be used for navigation

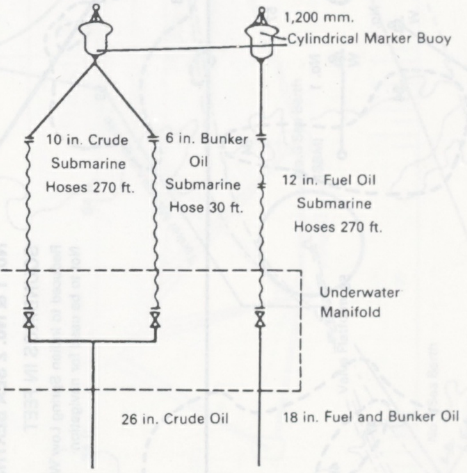
53
56
54
330°
53
52
W
No. 4
No. 1 Sea Berth
2 Lts. in line 238°
53
51
53
56
53
No. 1
W
No. 3
No. 2
W
W
53
53
55
53
49
52
28° 26' N.
330°
No. 4
W
54
55
56
56
57
3 Submarine Lines
No. 1
W
48
No. 2 Sea Berth
56
56
47
No. 3
No. 2
W
W
54
F.R
Submarine Lines
52
Ex-Loading Dock
55
4 Submarine Lines
48° 35' E.

RAS AL KHAFJI
No. 1 AND No. 2 SEA BERTHS
MOORING OPERATION

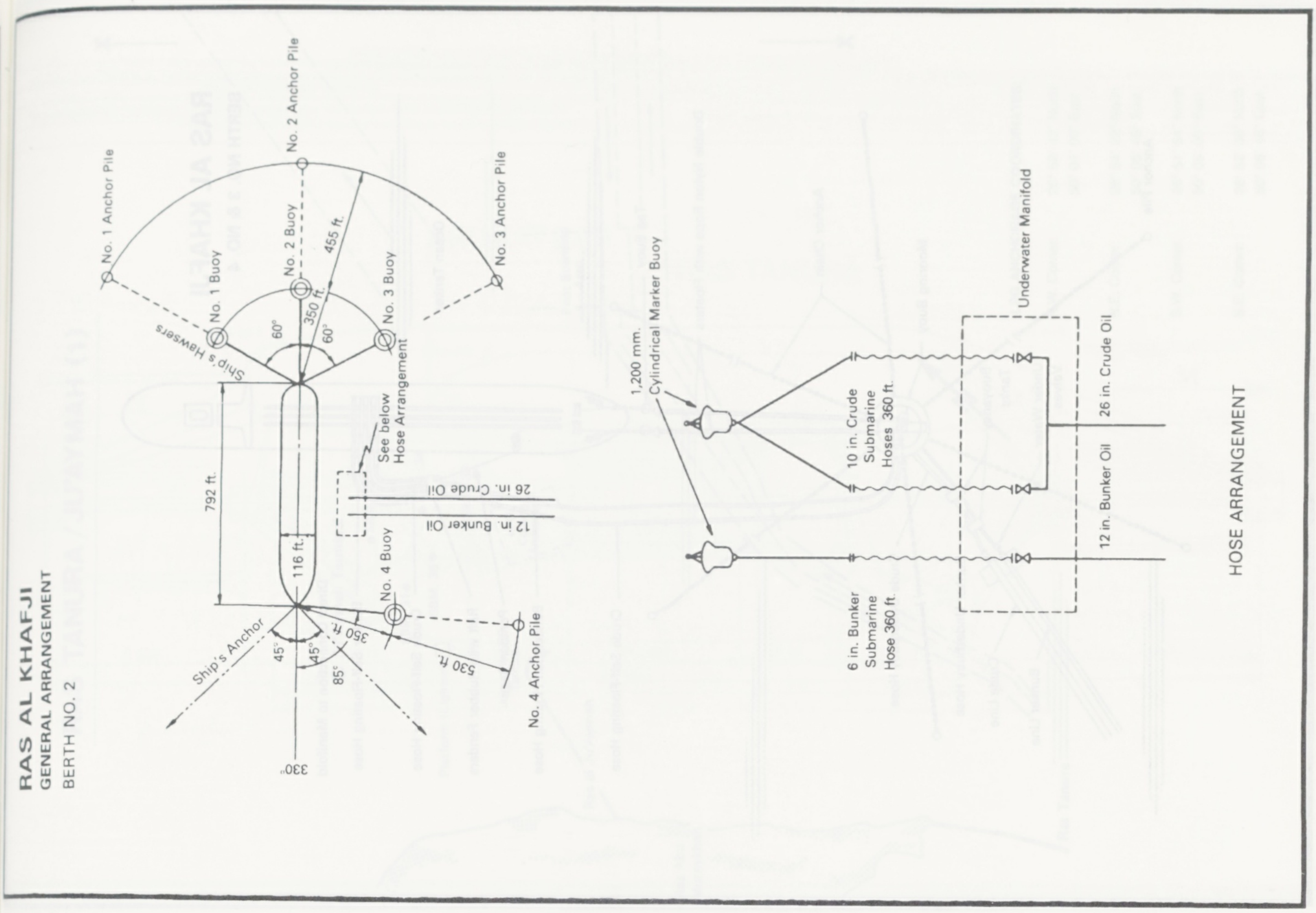

(1)
Stbd
Manifold
No. 1
No. 2
No. 3
No. 4
(2)
9-10 Shackles
Port
Tug
Tug
(3)
6-7
4
Mooring Boat
Tug
3 Ropes Mooring Boat
Tug
(4)
8
5
Tug
Tug
(5)
Port anchor about 5 on deck
Stbd anchor about 8 on deck
15-20 m.


No. 1 Anchor Pile
Hawsers
Ship's
No. 1 Buoy
Ship's Anchor
792 ft.
60°
No. 2 Buoy
No. 2 Anchor Pile
330°
45°
116 ft.
45°
450 ft.
55°
510 ft.
85°
350 ft.
No. 4 Buoy
No. 3 Buoy
18 in. Fuel and Bunker Oil
26 in. Crude Oil
See Below Hose Arrangement
530 ft.
No. 3 Anchor Pile
No. 4 Anchor Pile

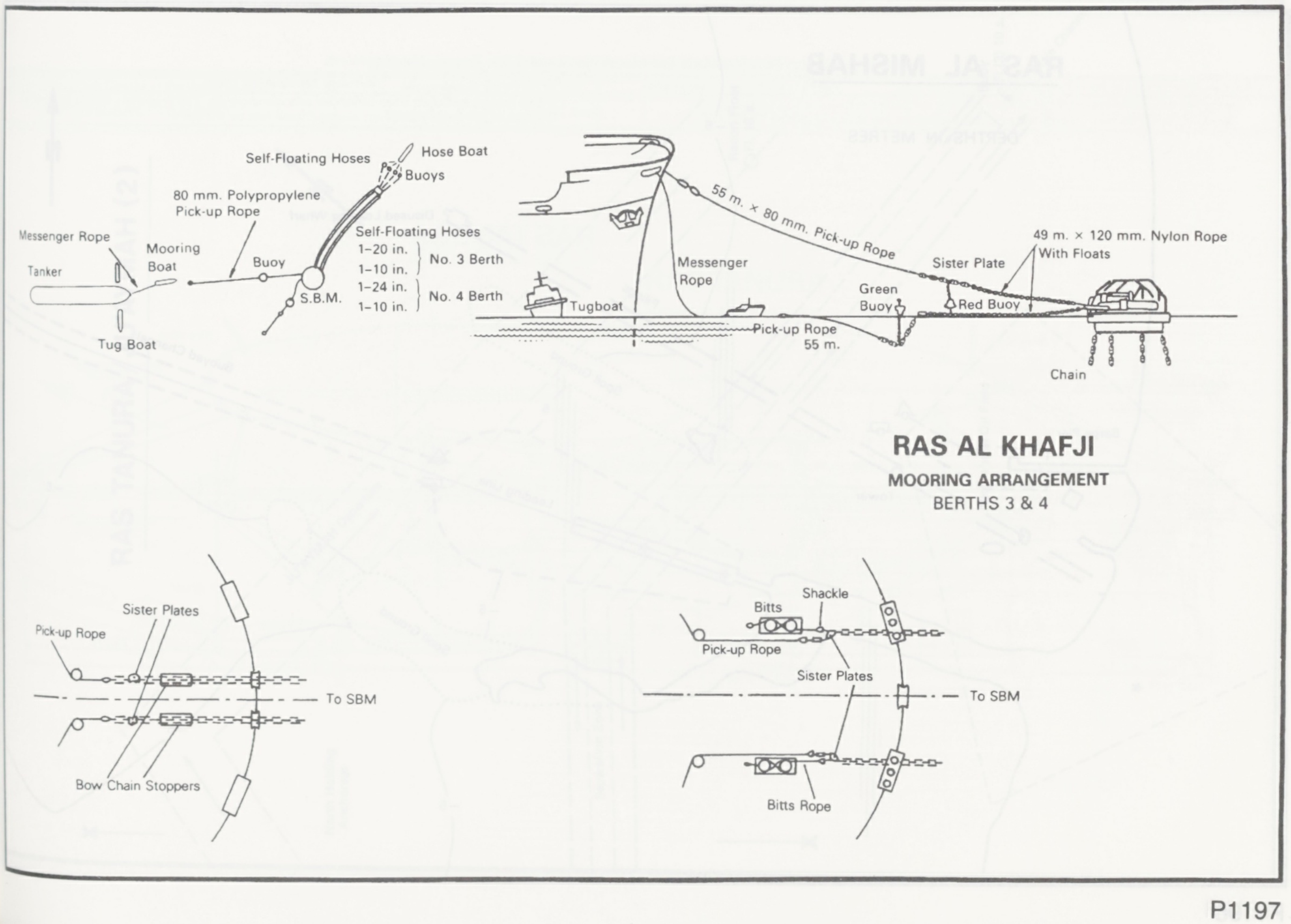
RAS AL KHAFJI
GENERAL ARRANGEMENT
BERTH NO. 1


1,200 mm.
Cylindrical Marker Buoy
10 in. Crude Submarine Hoses 270 ft.
6 in. Bunker Oil Submarine Hose 30 ft.
12 in. Fuel Oil Submarine Hoses 270 ft.
Underwater Manifold
26 in. Crude Oil
18 in. Fuel and Bunker Oil

HOSE ARRANGEMENT


No. 1 Anchor Pile
No. 2 Anchor Pile
No. 3 Anchor Pile
No. 1 Buoy
No. 2 Buoy
No. 3 Buoy
455 ft.
350 ft.
60°
60°
Ship's Hawsers
See below Hose Arrangement
792 ft.
116 ft.
26 in. Crude Oil
12 in. Bunker Oil
No. 4 Buoy
350 ft.
530 ft.
No. 4 Anchor Pile
Ship's Anchor
45°
45°
85°
330°
1,200 mm. Cylindrical Marker Buoy
10 in. Crude Submarine Hoses 360 ft.
6 in. Bunker Submarine Hose 360 ft.
Underwater Manifold
26 in. Crude Oil
12 in. Bunker Oil
HOSE ARRANGEMENT

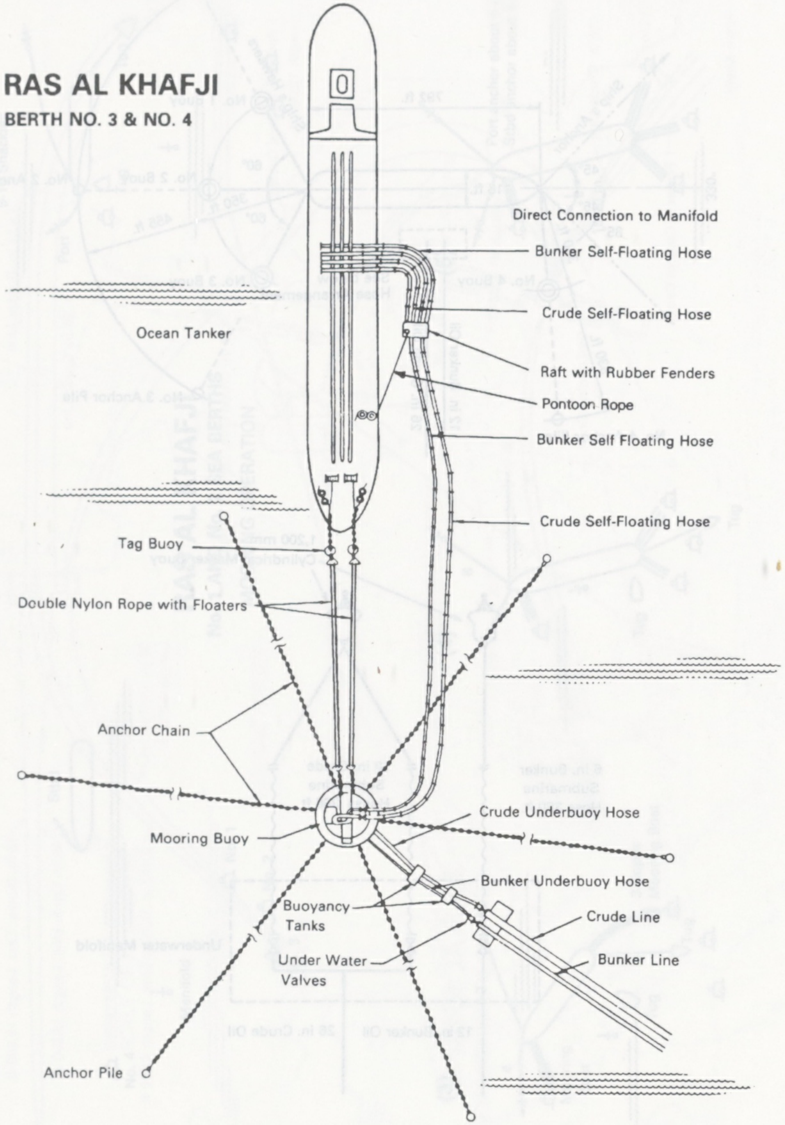
RAS AL KHAFJI
GENERAL ARRANGEMENT
BERTH NO. 2


Self-Floating Hoses
Hose Boat
Buoys
80 mm. Polypropylene Pick-up Rope
Messenger Rope
Mooring Boat
Tanker
Buoy
Self-Floating Hoses
1–20 in.
1–10 in.
No. 3 Berth
1–24 in.
1–10 in.
No. 4 Berth
S.B.M.
Tug Boat
55 m. × 80 mm. Pick-up Rope
Messenger Rope
Tugboat
Green Buoy
Sister Plate
49 m. × 120 mm. Nylon Rope With Floats
Red Buoy
Pick-up Rope 55 m.
Chain
Sister Plates
Pick-up Rope
To SBM
Bow Chain Stoppers
Shackle
Bitts
Pick-up Rope
Sister Plates
To SBM
Bitts Rope

RAS AL KHAFJI
MOORING ARRANGEMENT
BERTHS 3 & 4

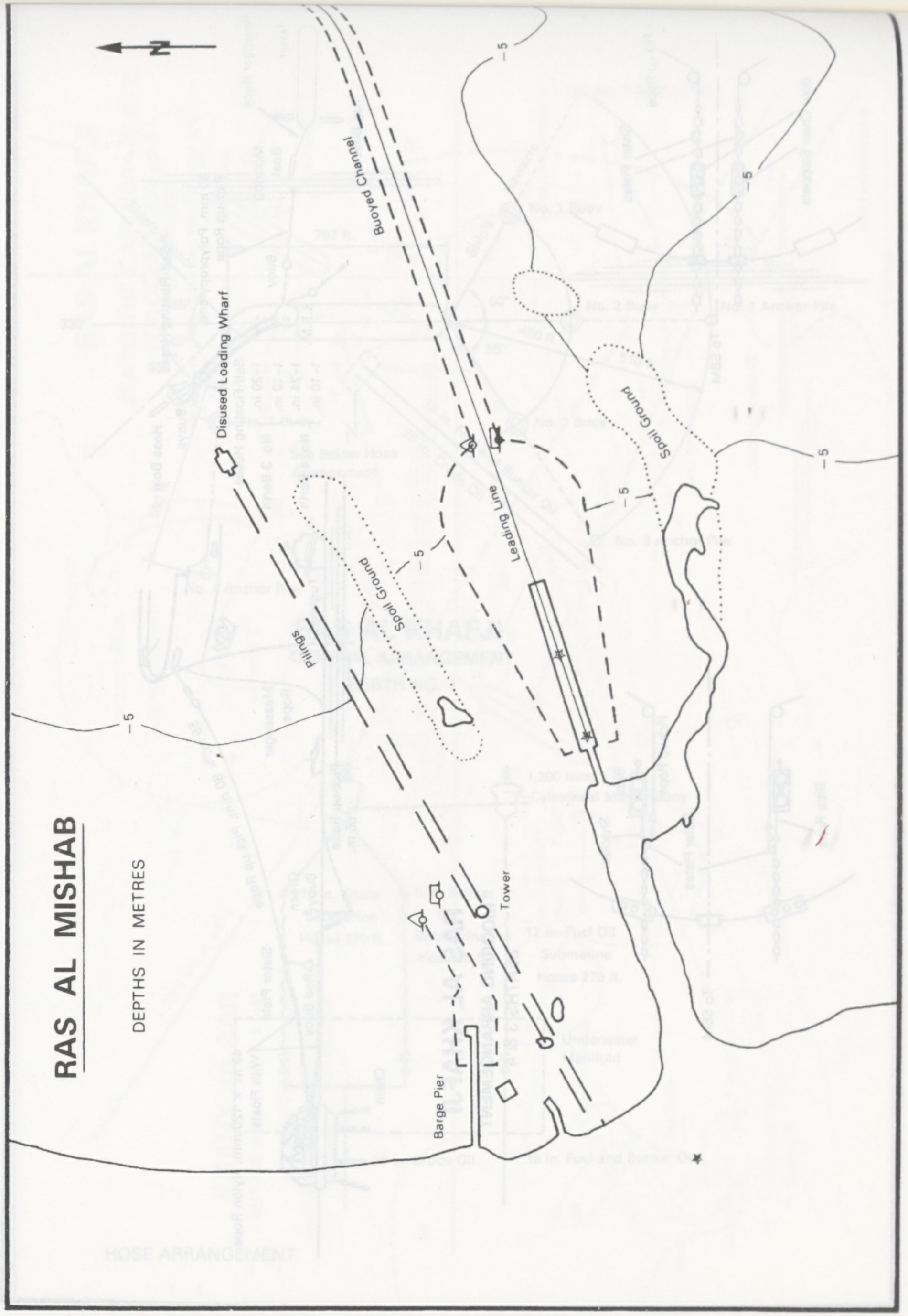
RAS AL KHAFJI

BERTH NO. 3 & NO. 4

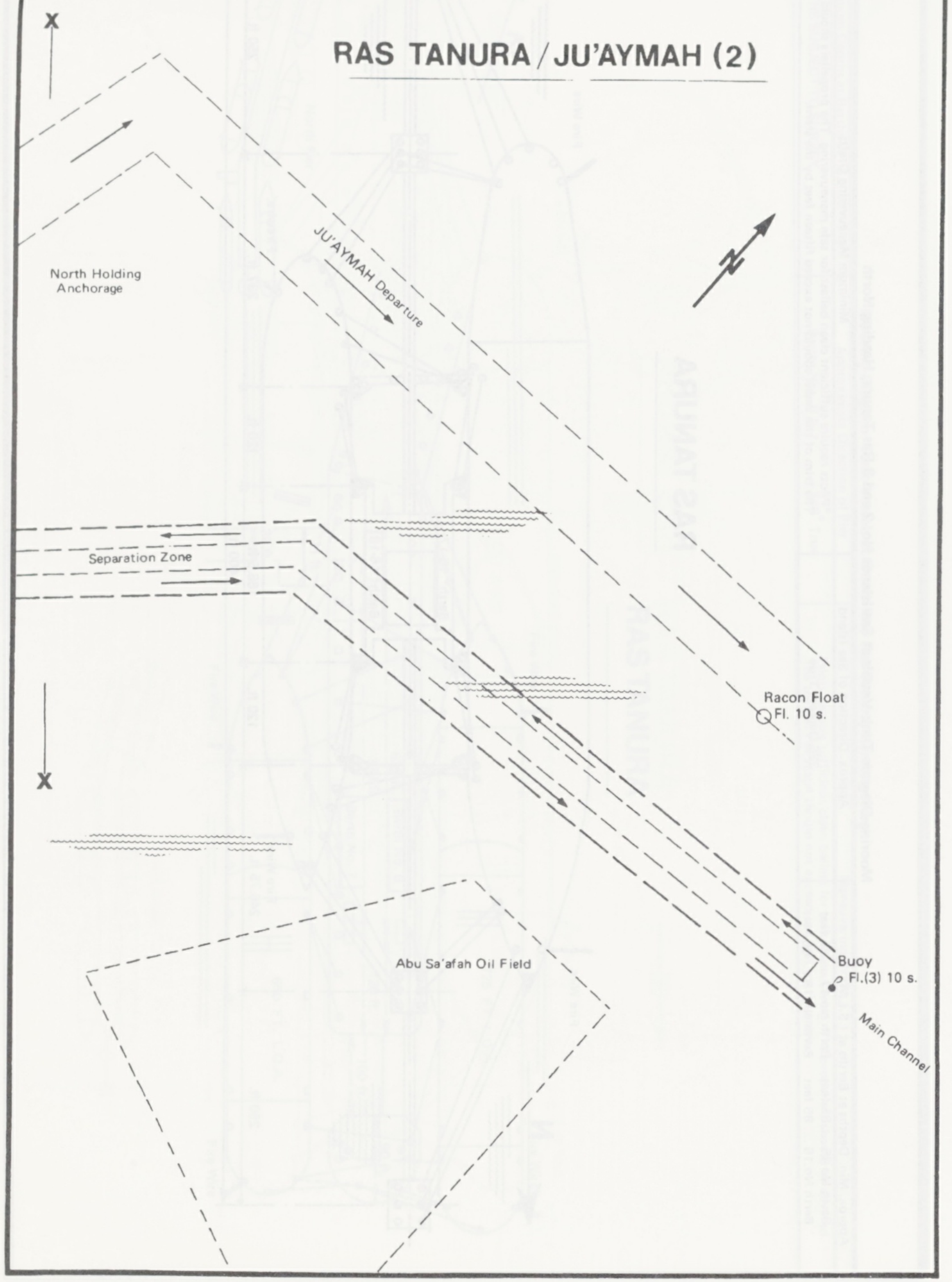

Direct Connection to Manifold
Bunker Self-Floating Hose
Crude Self-Floating Hose
Ocean Tanker
Raft with Rubber Fenders
Pontoon Rope
Bunker Self Floating Hose
Crude Self-Floating Hose
Tag Buoy
Double Nylon Rope with Floaters
Anchor Chain
Crude Underbuoy Hose
Mooring Buoy
Bunker Underbuoy Hose
Buoyancy Tanks
Crude Line
Under Water Valves
Bunker Line
Anchor Pile

RAS AL MISHAB

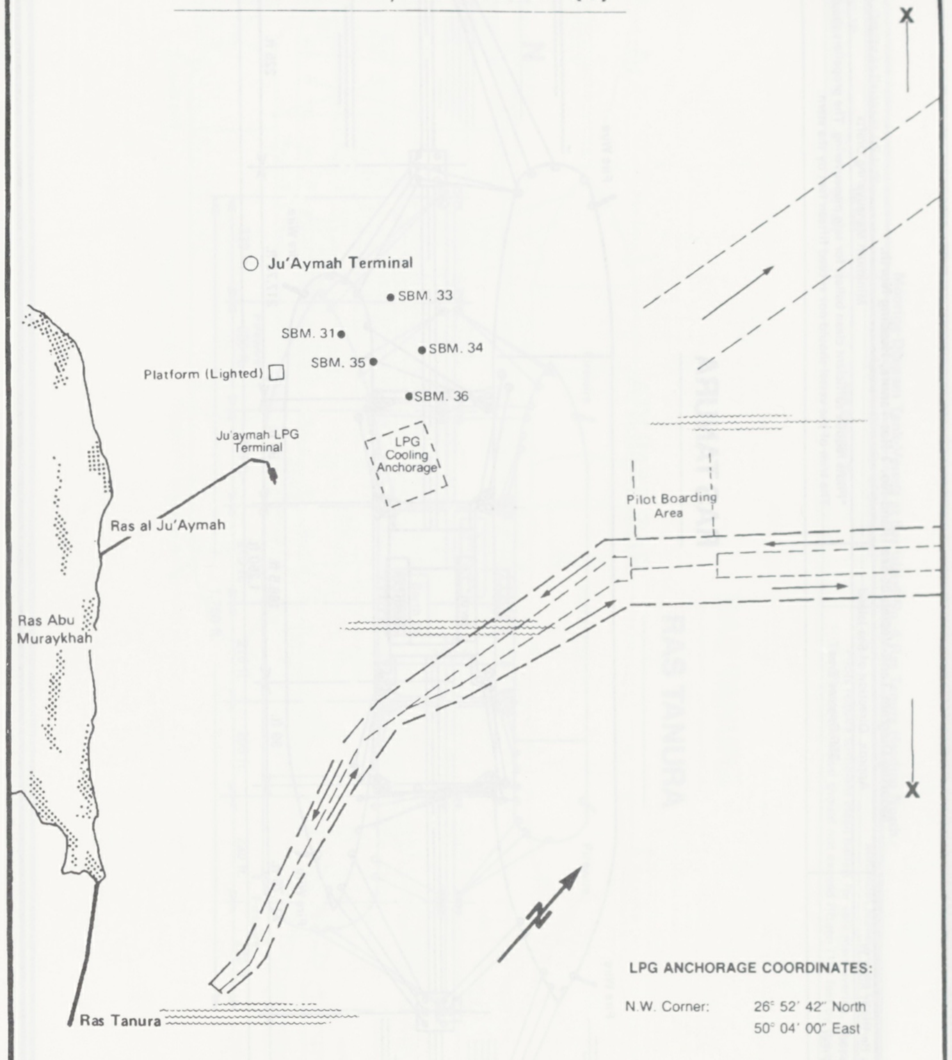
DEPTHS IN METRES


N
Buoyed Channel
-5
Disused Loading Wharf
Spoil Ground
-5
Spoil Ground
-5
-5
Leading Line
-5
Pilings
-5
Tower
Barge Pier
-5

RAS TANURA / JU'AYMAH (2)


X
North Holding Anchorage
JU'AYMAH Departure
N
Separation Zone
Racon Float
Fl. 10 s.
X
Abu Sa'afah Oil Field
Buoy
Fl.(3) 10 s.
Main Channel

RAS TANURA / JU'AYMAH (1)


X
Ju'Aymah Terminal
SBM. 33
SBM. 31
SBM. 34
SBM. 35
Platform (Lighted)
SBM. 36
Ju'aymah LPG Terminal
LPG Cooling Anchorage
Pilot Boarding Area
Ras al Ju'Aymah
Ras Abu Muraykhah
X
N
Ras Tanura

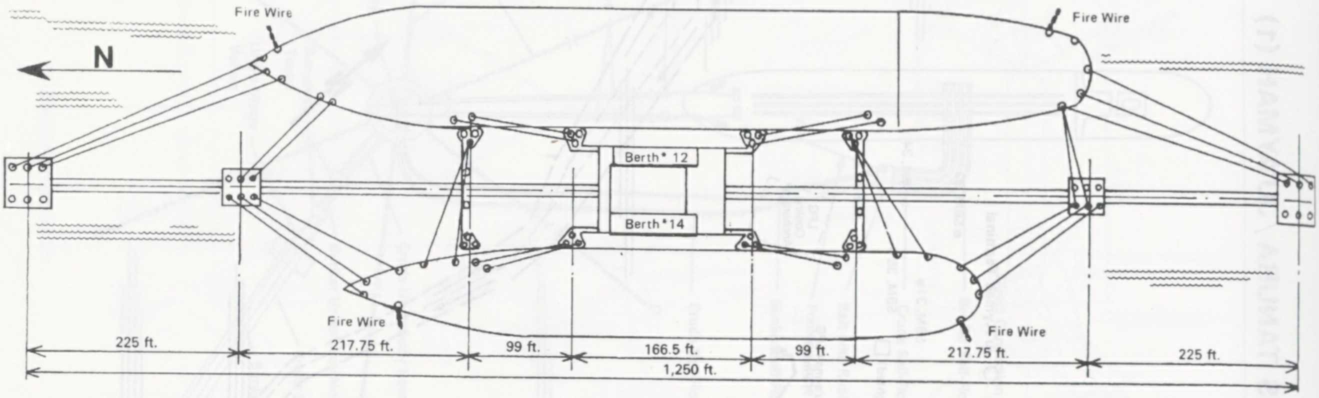
LPG ANCHORAGE COORDINATES:

N.W. Corner:	26° 52′ 42″ North 50° 04′ 00″ East
N.E. Corner:	26° 54′ 22″ North 50° 05′ 48″ East
S.W. Corner:	26° 51′ 54″ North 50° 05′ 00″ East
S.E. Corner:	26° 52′ 36″ North 50° 06′ 48″ East

Mooring-Diagram Tank-Vessels at Sea Island No. 1 Ras Tanura, Heading North.

Approx. Minimum Depths at Berths at I.S.L.W.	Approx. Direction of Sea Island	Minimum Maneuvering Drafts
Berth No.12 .... 85 feet Berth No.14 .... 85 feet	356 Degrees True	*Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed fifteen feet by the stern.

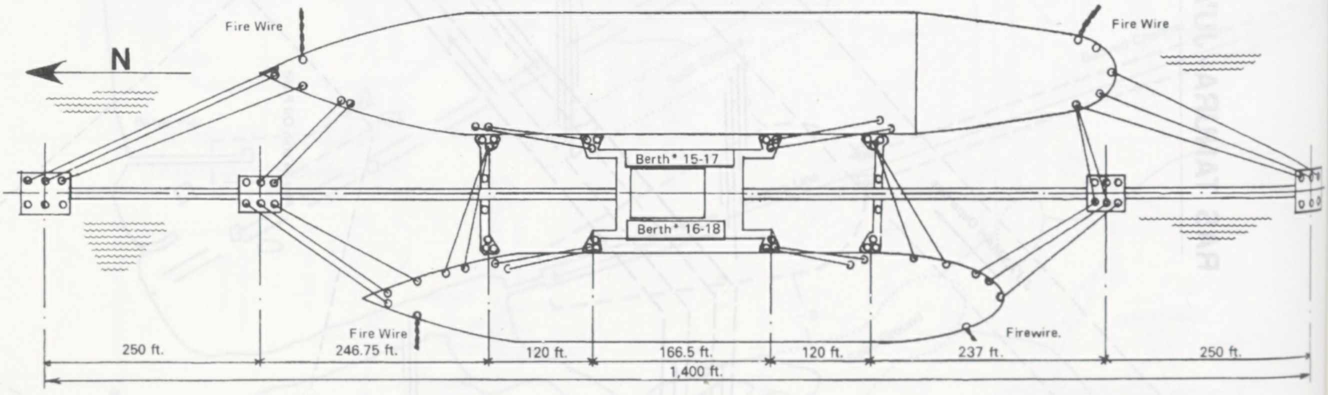
RAS TANURA


Fire Wire
N
Fire Wire
Berth* 12
Berth*14
Fire Wire
Fire Wire
225 ft.
217.75 ft.
99 ft.
166.5 ft.
99 ft.
217.75 ft.
225 ft.
1,250 ft.

Mooring-Diagram Tank-Vessels at Sea Islands No. 2 and 3 Ras Tanura, Heading North

Approx. Min. Depths at Berths at I.S.L.W.	Approx. Direction of Sea Island	Minimum Maneuvering Drafts
Berth No.15 .... 85 feet Berth No.17 .... 85 feet Berth No.16 .... 85 feet Berth No.18 .... 85 feet	356 Degrees True	*Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed fifteen feet by the stern.

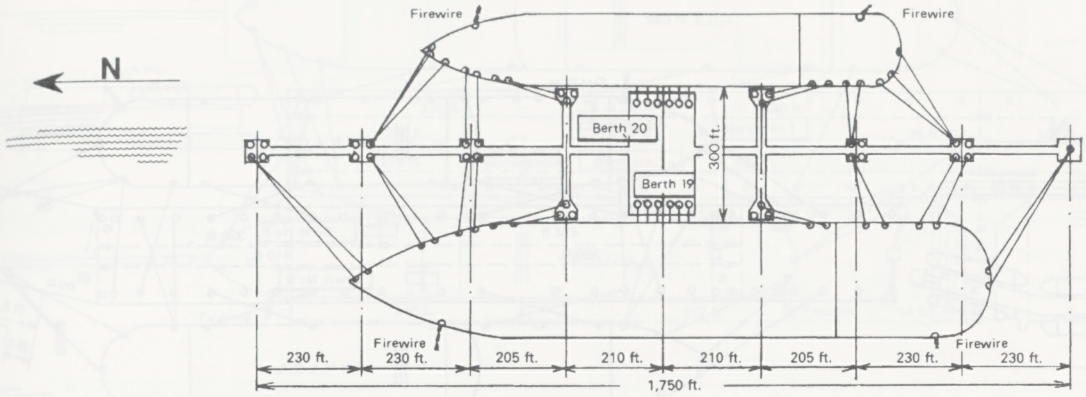
RAS TANURA


Fire Wire
N
Fire Wire
Berth* 15-17
Berth* 16-18
Fire Wire
Firewire.
250 ft.
246.75 ft.
120 ft.
166.5 ft.
120 ft.
237 ft.
250 ft.
1,400 ft.

Mooring-Diagram Tank-Vessels at Sea Island No. 4 Ras Tanura Heading North

Approx. Min. Depths at Berths at I.S.L.W.	Approx. Direction of Sea Island	Minimum Maneuvering Drafts
Berth No.19 .... 85 feet Berth No.20 .... 85 feet	356 Degrees True	*Pilots require sufficient clean ballast for safe maneuvering. The propellers should not be covered. The trim of the vessel should not exceed fifteen (15) feet by the stern.

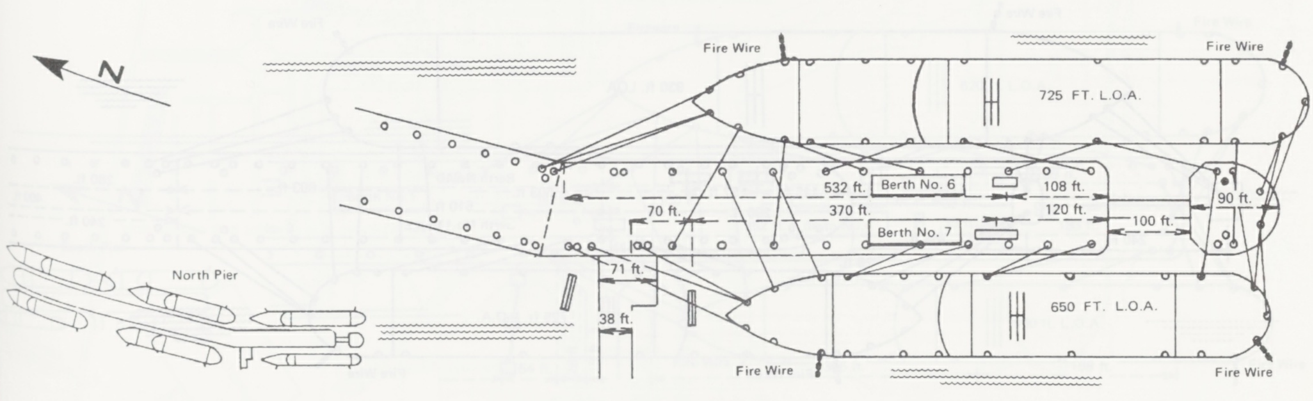
RAS TANURA


N
Firewire
Firewire
Berth 20
Berth 19
300 ft.
Firewire
Firewire
230 ft.
230 ft.
205 ft.
210 ft.
210 ft.
205 ft.
230 ft.
230 ft.
1,750 ft.

Mooring-Diagram Tank-Vessels at North Pier Ras Tanura, Heading North

Approx. Minimum Depths at Berths at I.S.L.W.	Approximate Direction of Pier	Maneuvering Drafts
DEPTHS SUBJECT TO SURVEY	Berths Nos. 6 & 7 –346° True	Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern.

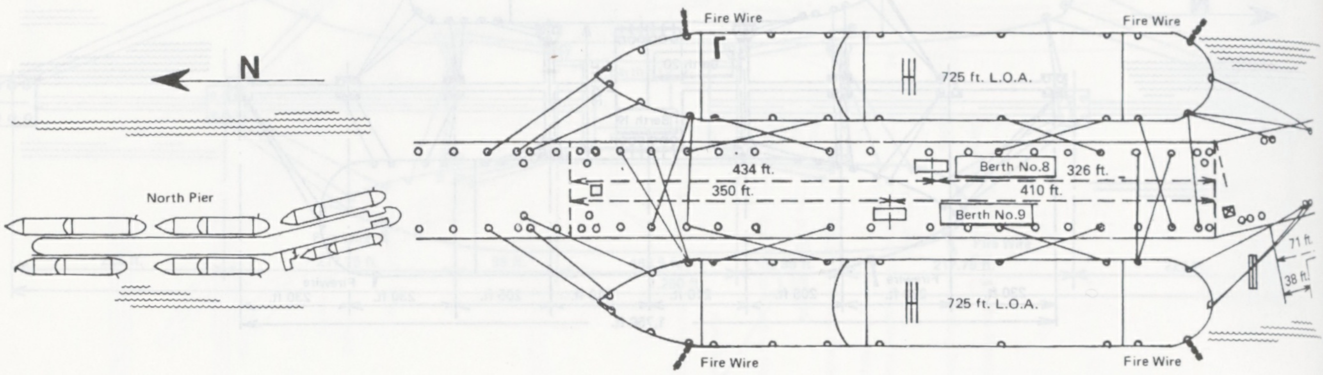
RAS TANURA


N
Fire Wire
Fire Wire
725 FT. L.O.A.
532 ft.
Berth No. 6
108 ft.
70 ft.
370 ft.
120 ft.
90 ft.
Berth No. 7
100 ft.
71 ft.
38 ft.
North Pier
650 FT. L.O.A.
Fire Wire
Fire Wire

Mooring-Diagram Tank-Vessels at North Pier Ras Tanura, Heading North

Approx. Minimum Depths at Berths at I.S.L.W.	Approximate Direction of Pier	Maneuvering Drafts
DEPTHS SUBJECT TO SURVEY	Berths Nos. 8, 9 – 360° True	Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern.

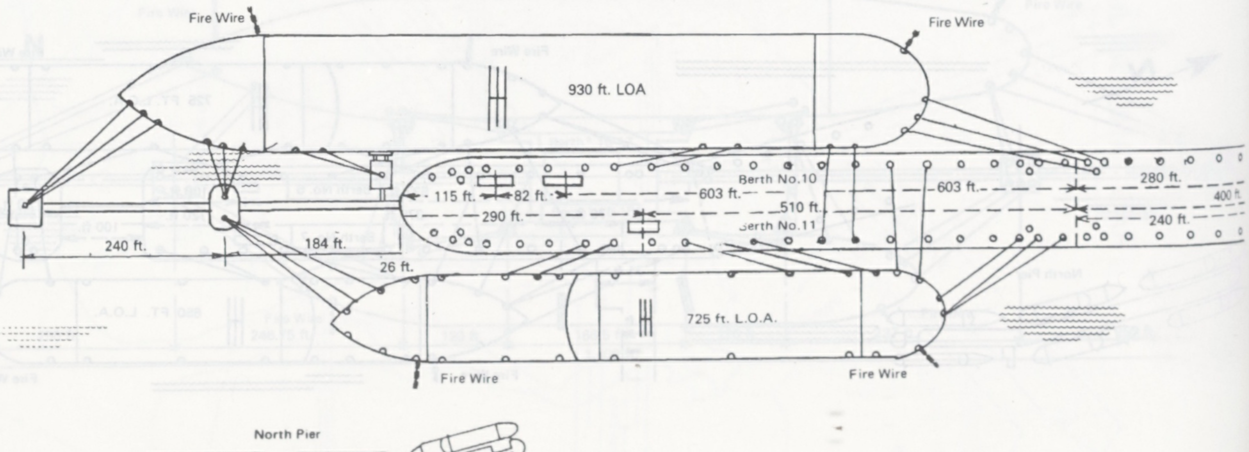
RAS TANURA


N
North Pier
Fire Wire
Fire Wire
725 ft. L.O.A.
434 ft.
350 ft.
Berth No.8
326 ft.
410 ft.
Berth No.9
71 ft.
38 ft.
725 ft. L.O.A.
Fire Wire
Fire Wire

Mooring-Diagram Tank-Vessels at North Pier Ras Tanura, Heading North

Approx. Minimum Depths at Berths at I.S.L.W.	Approximate Direction of Pier	Maneuvering Drafts
DEPTHS SUBJECT TO SURVEY	Berths Nos. 10 & 11-360° True	Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern.

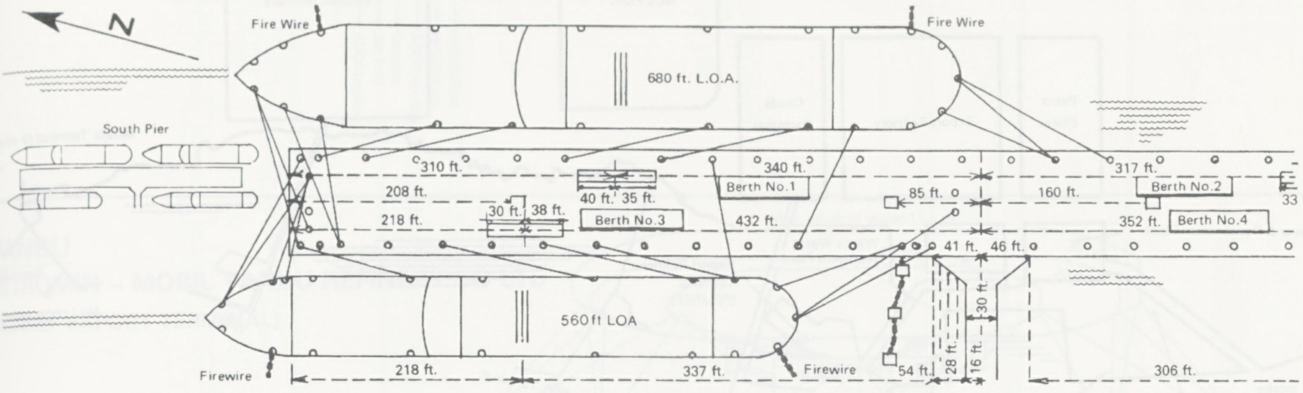
RAS TANURA


N
Fire Wire
Fire Wire
930 ft. LOA
Berth No.10
603 ft.
603 ft.
280 ft.
400 ft.
115 ft.
82 ft.
290 ft.
510 ft.
240 ft.
Berth No.11
240 ft.
184 ft.
26 ft.
725 ft. L.O.A.
Fire Wire
Fire Wire
North Pier

Mooring-Diagram Tank-Vessels at South Pier Ras Tanura, Heading North.

Approx. Min. Depths at Berths at I.S.L.W.	Approximate Direction of Pier	Maneuvering Drafts
DEPTHS SUBJECT TO SURVEY	346 Degrees True	Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern.

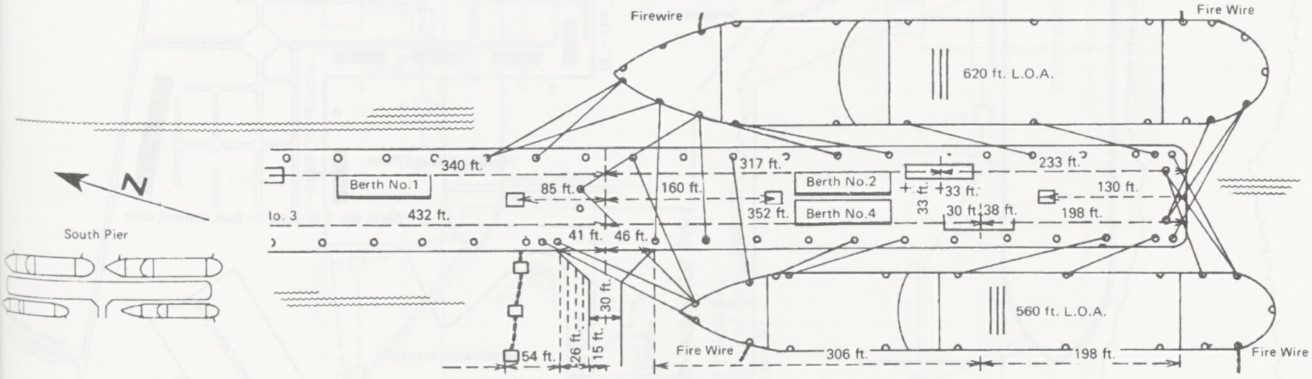
RAS TANURA

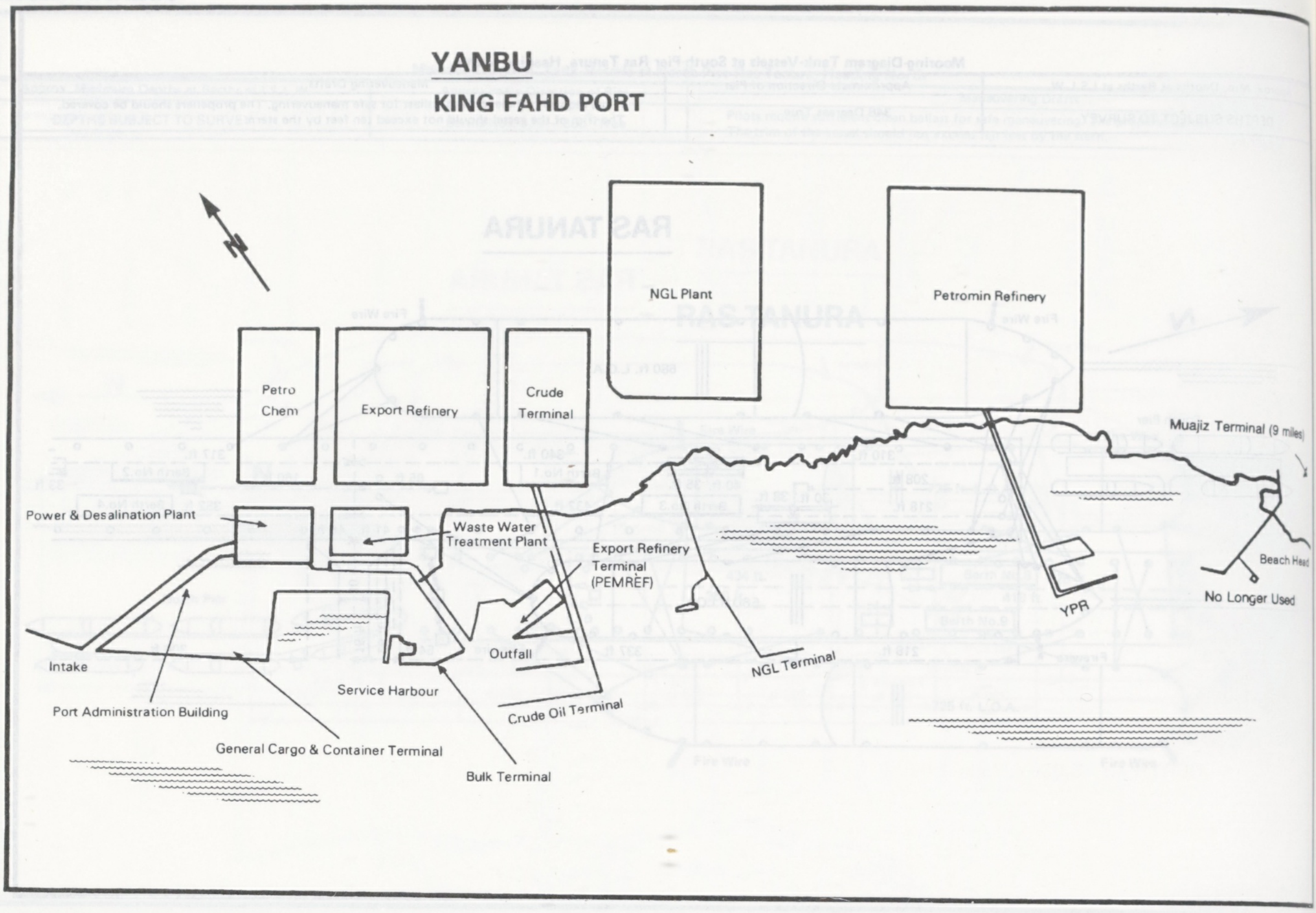

N
South Pier
Fire Wire
680 ft. L.O.A.
Fire Wire
310 ft.
340 ft.
317 ft.
208 ft.
40 ft.
35 ft.
Berth No.1
85 ft.
160 ft.
Berth No.2
33 ft.
218 ft.
30 ft.
38 ft.
Berth No.3
432 ft.
352 ft.
Berth No.4
41 ft.
46 ft.
560 ft LOA
30 ft.
28 ft.
16 ft.
Firewire
218 ft.
337 ft.
Firewire
54 ft.
306 ft.

Mooring-Diagram Tank-Vessels at South Pier Ras Tanura, Heading North.

Approx. Minimum Depths at Berths at I.S.L.W.	Approximate Direction of Pier	Maneuvering Drafts
DEPTHS SUBJECT TO SURVEY	346 Degrees True	Pilots require sufficient clean ballast for safe maneuvering. The propellers should be covered. The trim of the vessel should not exceed ten feet by the stern.

RAS TANURA

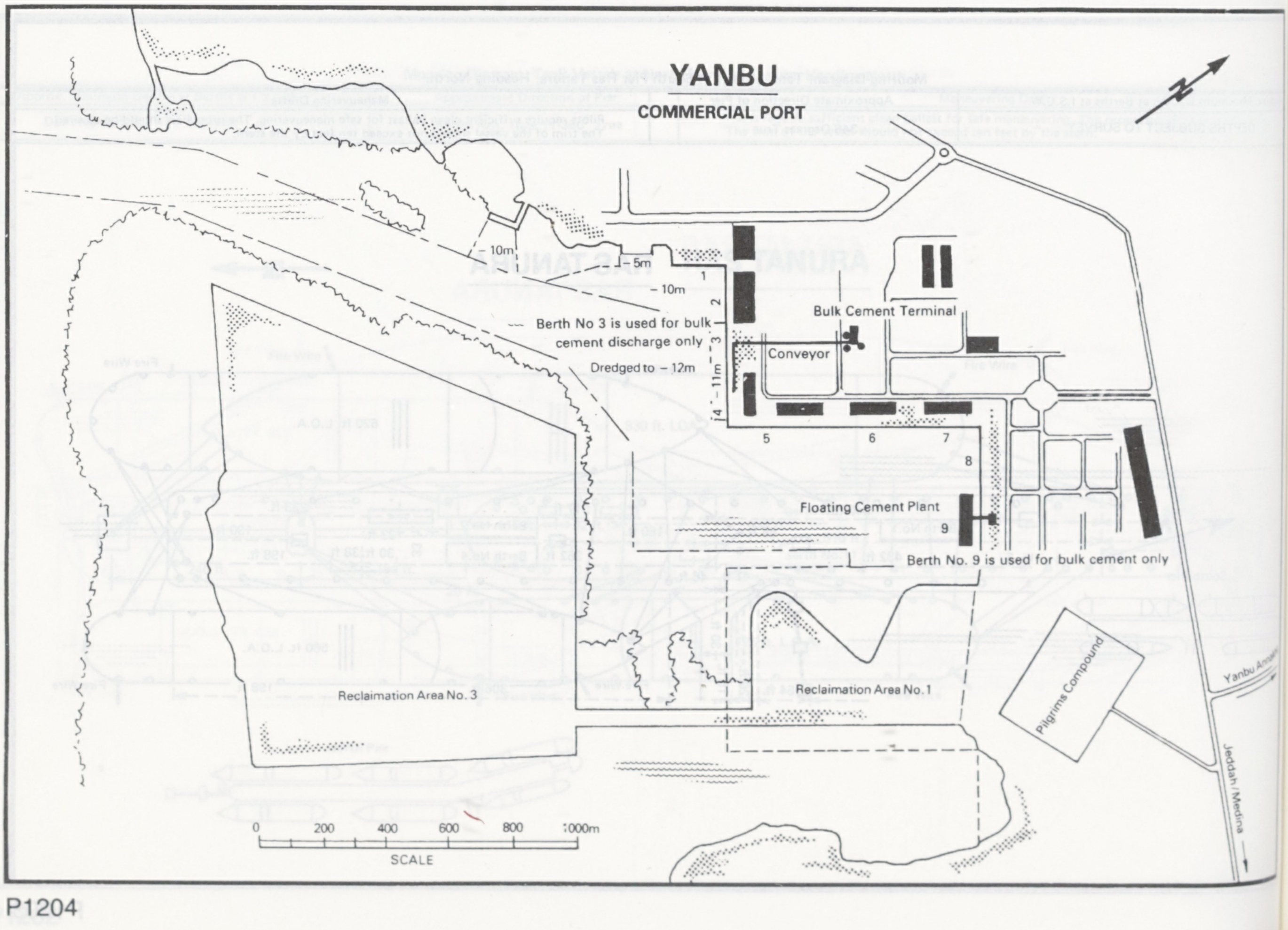

Firewire
Fire Wire
620 ft. L.O.A.
340 ft.
317 ft.
233 ft.
Berth No.1
85 ft.
160 ft.
Berth No.2
33 ft.
130 ft.
lo. 3
432 ft.
352 ft.
Berth No.4
33 ft.
30 ft.
38 ft.
198 ft.
N
South Pier
41 ft.
46 ft.
30 ft.
560 ft. L.O.A.
54 ft.
26 ft.
15 ft.
Fire Wire
306 ft.
198 ft.
Fire Wire



YANBU

KING FAHD PORT

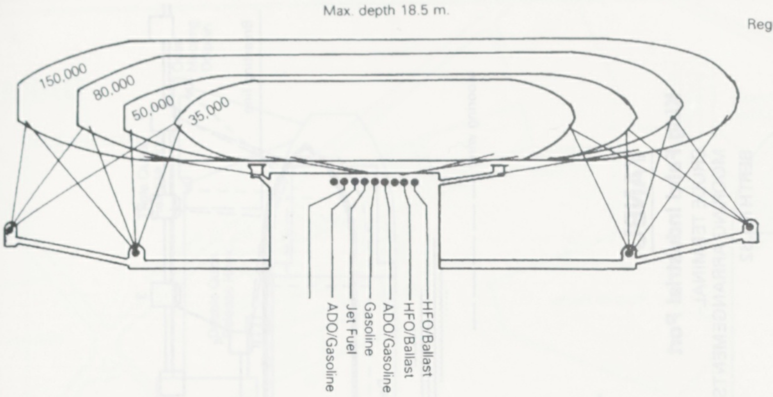
Petro Chem
Export Refinery
Crude Terminal
NGL Plant
Petromin Refinery
Muajiz Terminal (9 miles)
Beach Head
No Longer Used
YPR
Power & Desalination Plant
Waste Water Treatment Plant
Export Refinery Terminal (PEMREF)
Intake
Outfall
NGL Terminal
Service Harbour
Port Administration Building
Crude Oil Terminal
General Cargo & Container Terminal
Bulk Terminal
N



YANBU

COMMERCIAL PORT

10m
5m
– 10m
1
2
3
4
Berth No 3 is used for bulk cement discharge only
Dredged to – 12m
11m
Bulk Cement Terminal
Conveyor
5
6
7
8
9
Floating Cement Plant
Berth No. 9 is used for bulk cement only
Reclaimation Area No. 3
Reclaimation Area No. 1
Pilgrims Compound
Yanbu Airport
Jeddah / Medina
0
200
400
600
800
1000m
SCALE
N


Max. depth 18.5 m.
150,000
80,000
50,000
35,000
HFO/Ballast
HFO/Ballast
ADO/Gasoline
Gasoline
Jet Fuel
ADO/Gasoline

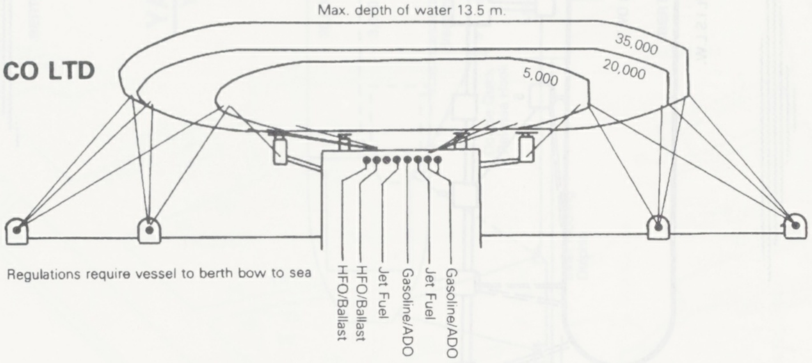
Regulations require vessel to berth bow to sea

BERTH 54 & 55 35,000 – 150,000 DWT

YANBU

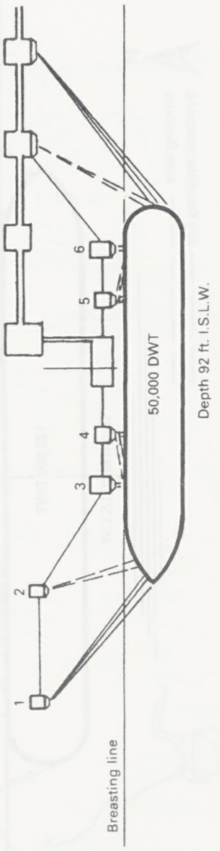
PETROMIN – MOBIL YANBU REFINERY CO LTD

(PEMREF EXPORT TERMINAL)


Max. depth of water 13.5 m.
35,000
20,000
5,000
Gasoline/ADO
Jet Fuel
Gasoline/ADO
Jet Fuel
HFO/Ballast
HFO/Ballast

Regulations require vessel to berth bow to sea

BERTH 42 5,000 – 35,000 DWT


1
2
3
4
5
6
7
8
50,000 DWT
Breasting line

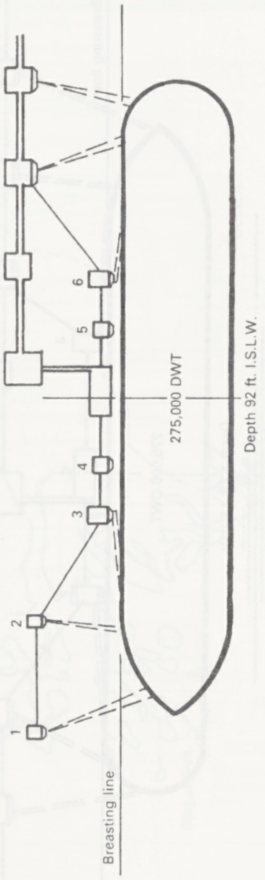
Depth 92 ft. I.S.L.W.

– – – Mooring wires
—— Synthetic mooring lines

YANBU

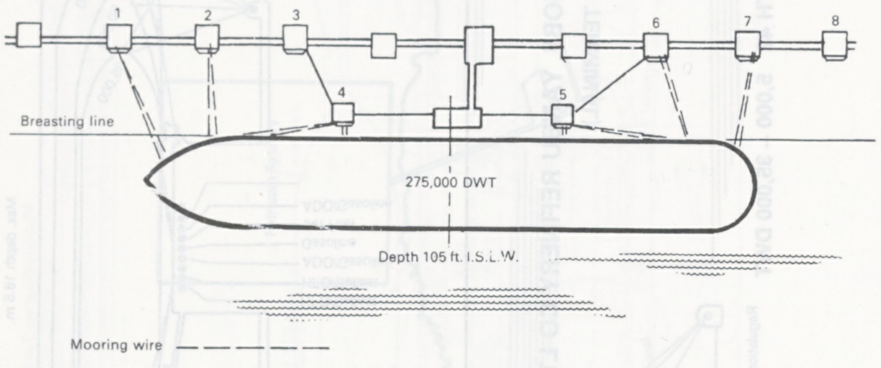
King Fahd Industrial Port

CRUDE TERMINAL-
MOORING ARRANGEMENTS
BERTH No.61


1
2
3
4
5
6
7
8
275,000 DWT
Breasting line

Depth 92 ft. I.S.L.W.

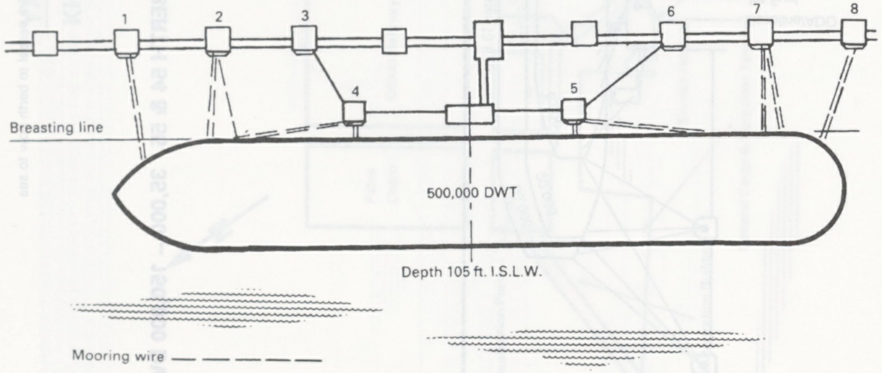
– – – Mooring wires

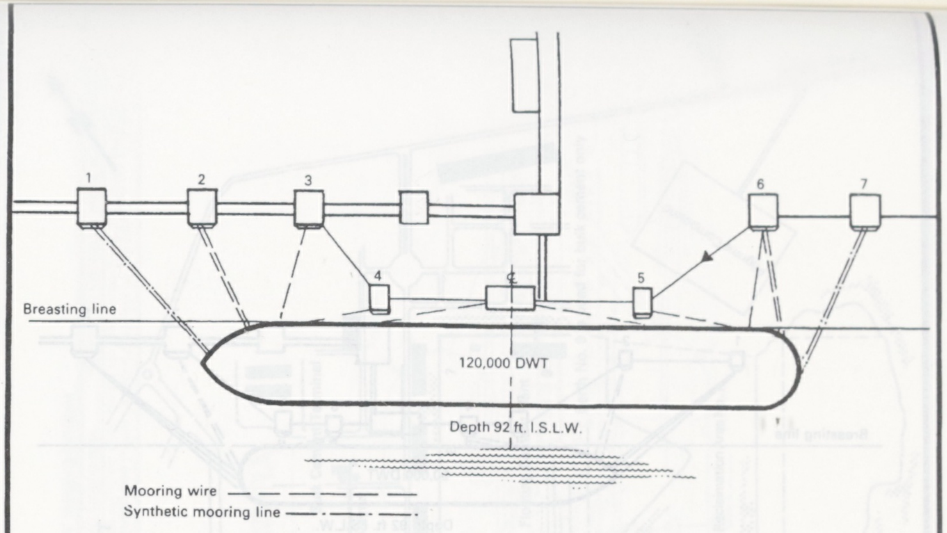

1
2
3
4
5
6
7
8
Breasting line
275,000 DWT
Depth 105 ft. I.S.L.W.
Mooring wire

YANBU

King Fahd Industrial Port

CRUDE TERMINAL-
MOORING ARRANGEMENTS
BERTH No.62

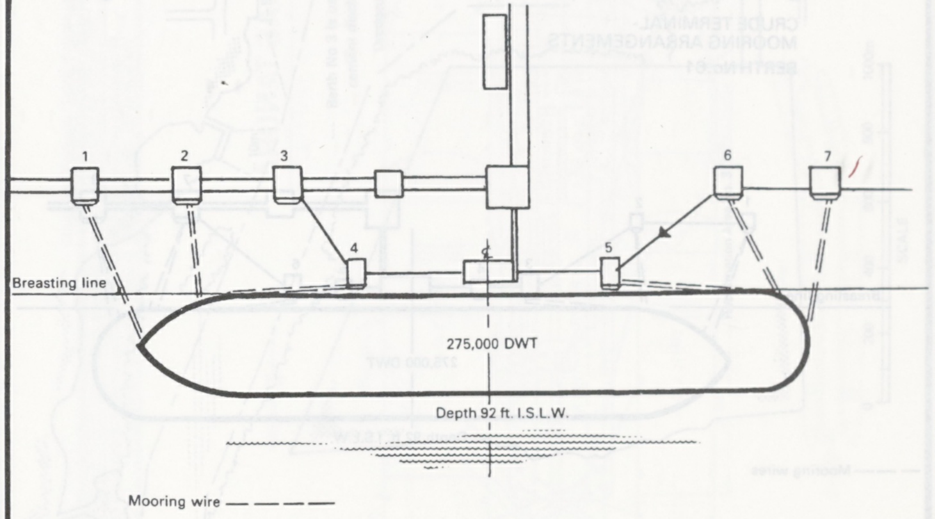

1
2
3
4
5
6
7
8
Breasting line
500,000 DWT
Depth 105 ft. I.S.L.W.
Mooring wire


1
2
3
4
5
6
7
Breasting line
120,000 DWT
Depth 92 ft. I.S.L.W.
Mooring wire
Synthetic mooring line

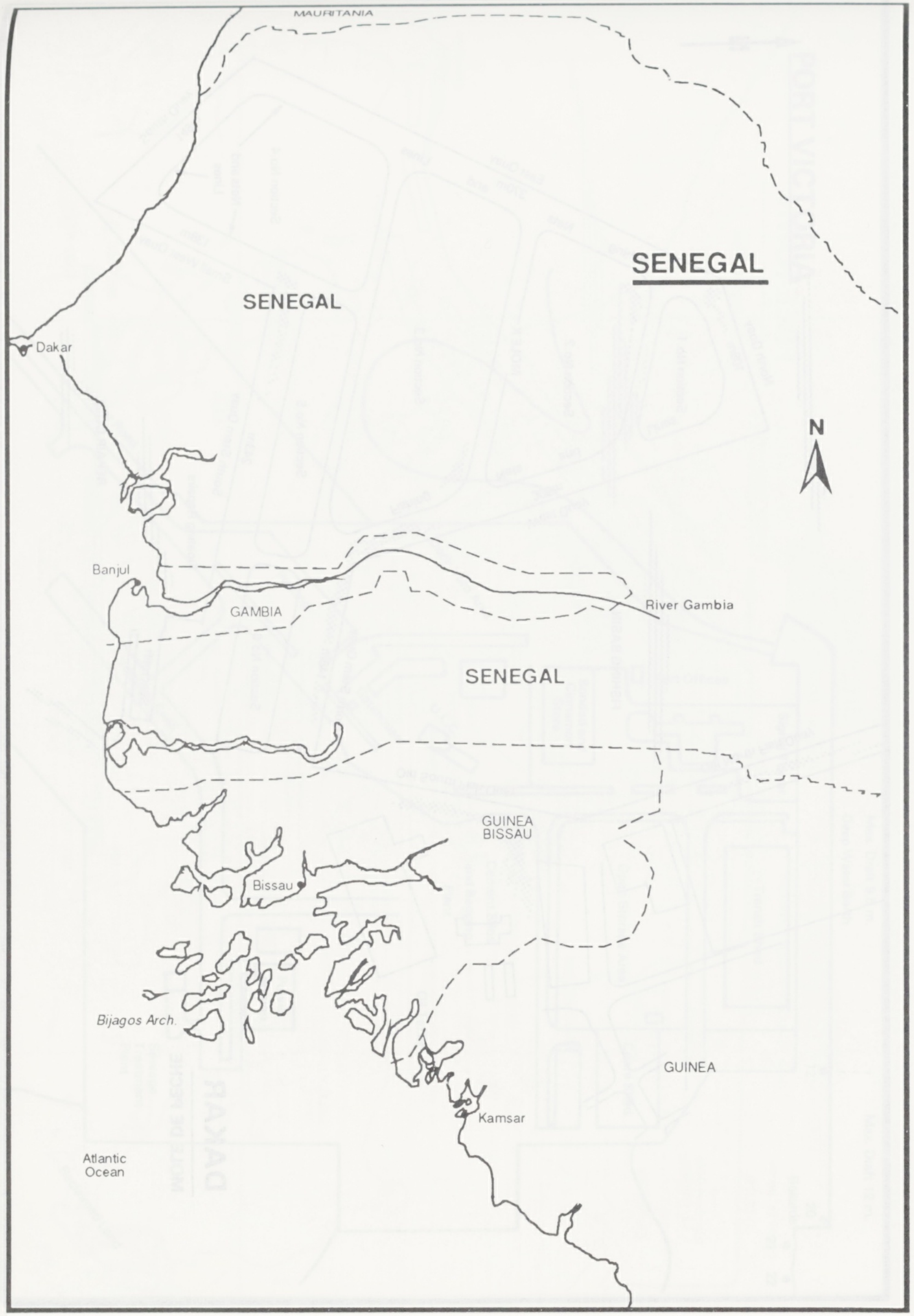
YANBU

King Fahd Industrial Port

CRUDE TERMINAL-
MOORING ARRANGEMENTS
BERTH No.63

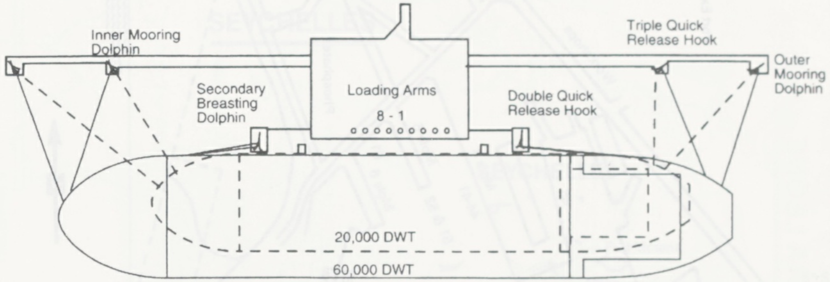

1
2
3
4
5
6
7
Breasting line
275,000 DWT
Depth 92 ft. I.S.L.W.
Mooring wire

SENEGAL

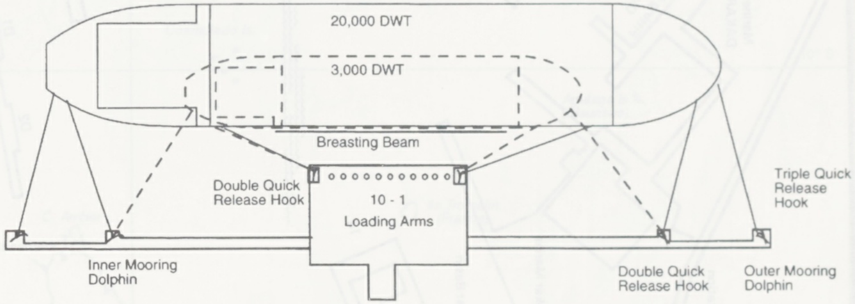

MAURITANIA
SENEGAL
Dakar
N
Banjul
River Gambia
GAMBIA
SENEGAL
GUINEA
BISSAU
Bissau
Bijagos Arch.
GUINEA
Kamsar
Atlantic
Ocean

YANBU

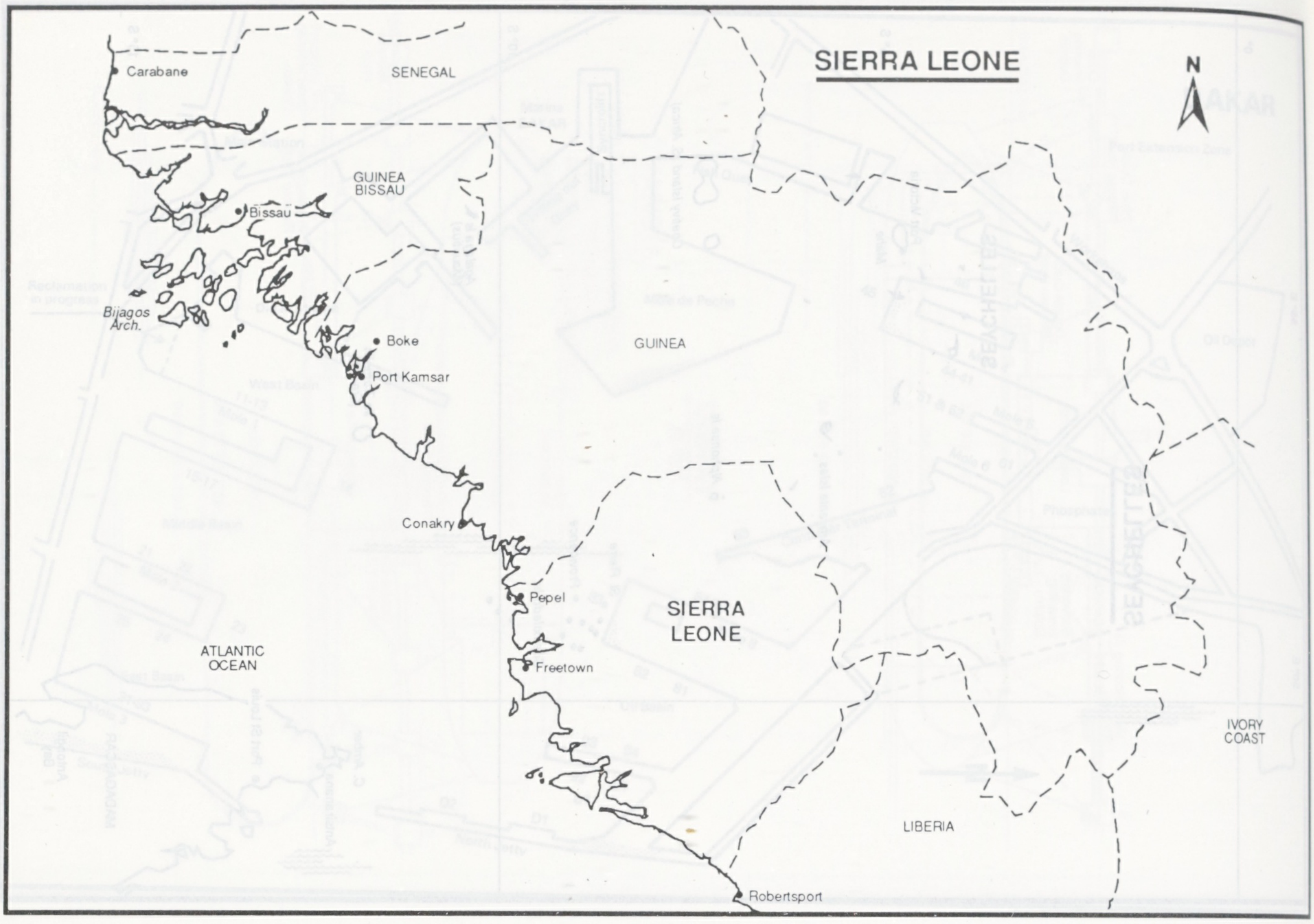
Y.P.R.

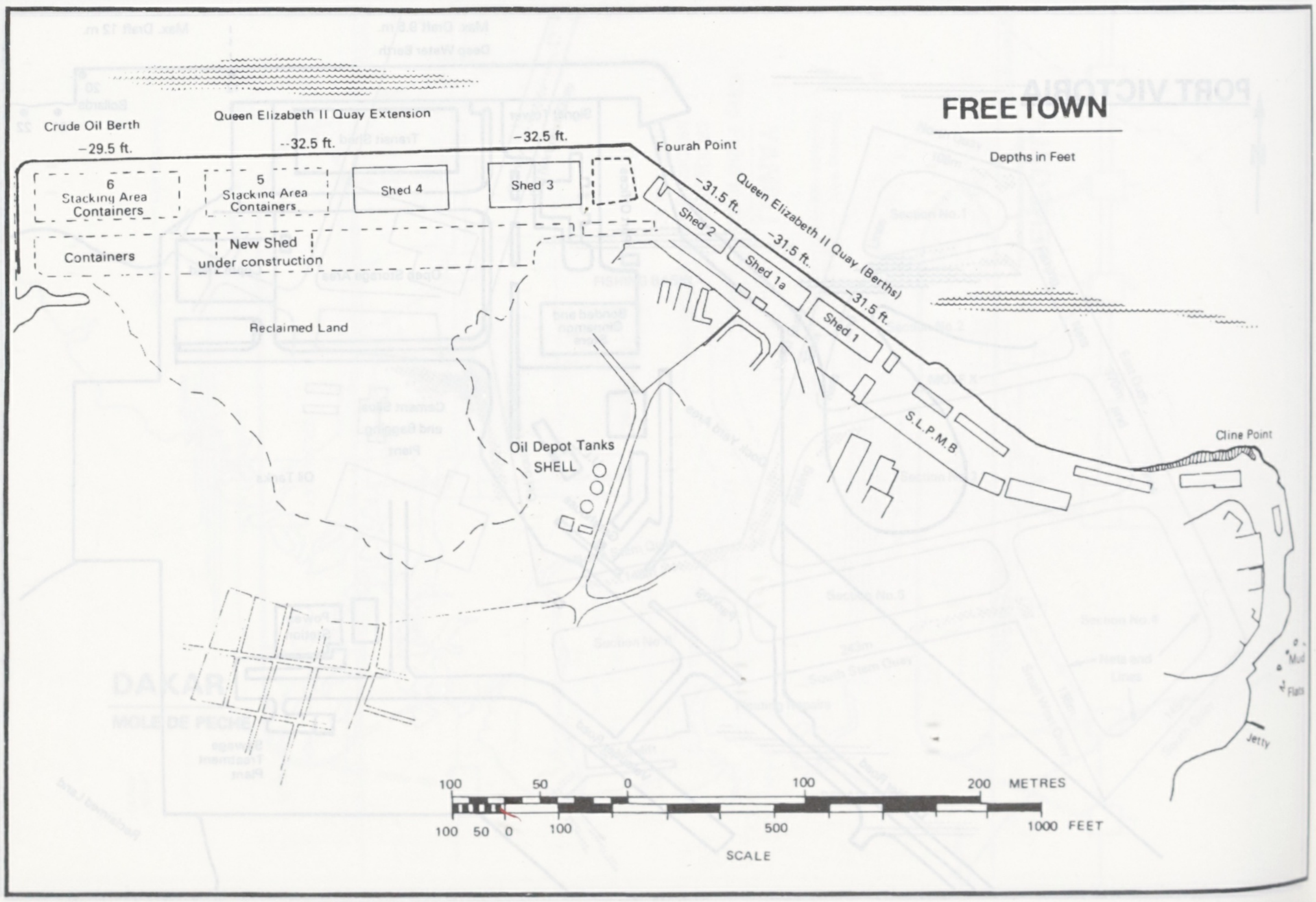

Inner Mooring
Dolphin
Triple Quick
Release Hook
Outer
Mooring
Dolphin
Secondary
Breasting
Dolphin
Loading Arms
8 - 1
Double Quick
Release Hook
20,000 DWT
60,000 DWT

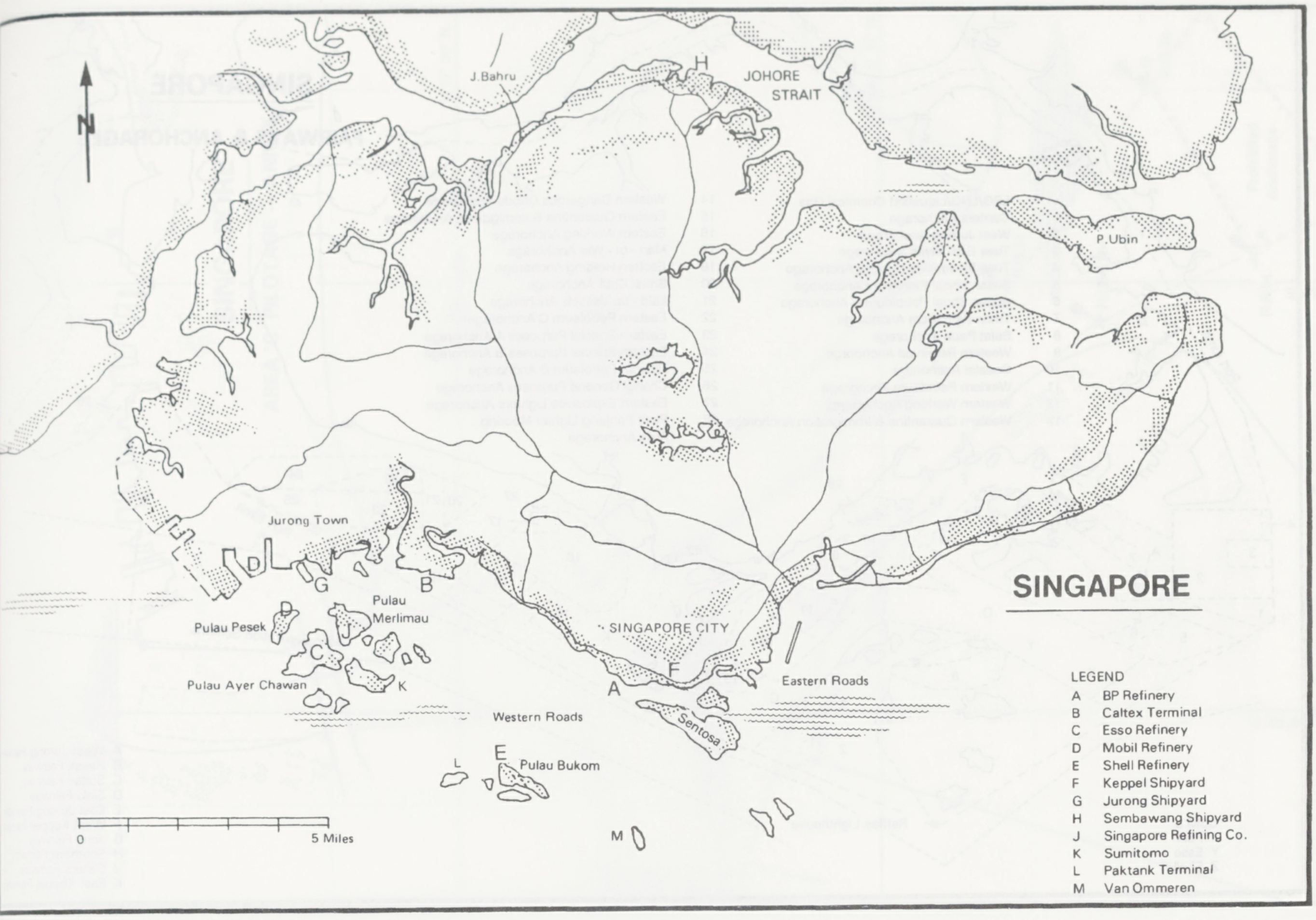
BERTHS 91 & 92

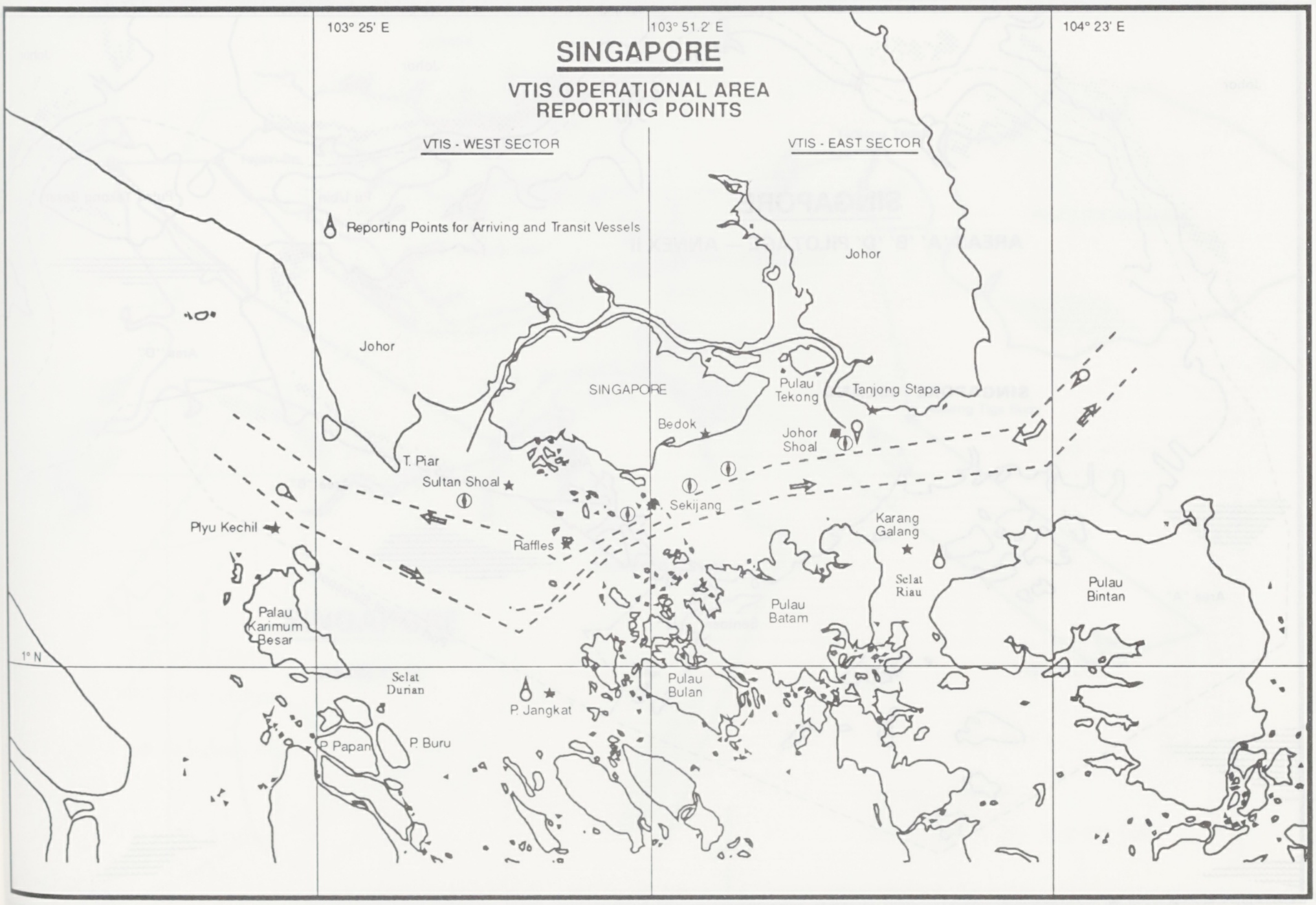

20,000 DWT
3,000 DWT
Breasting Beam
Double Quick
Release Hook
10 - 1
Loading Arms
Triple Quick
Release
Hook
Inner Mooring
Dolphin
Double Quick
Release Hook
Outer Mooring
Dolphin

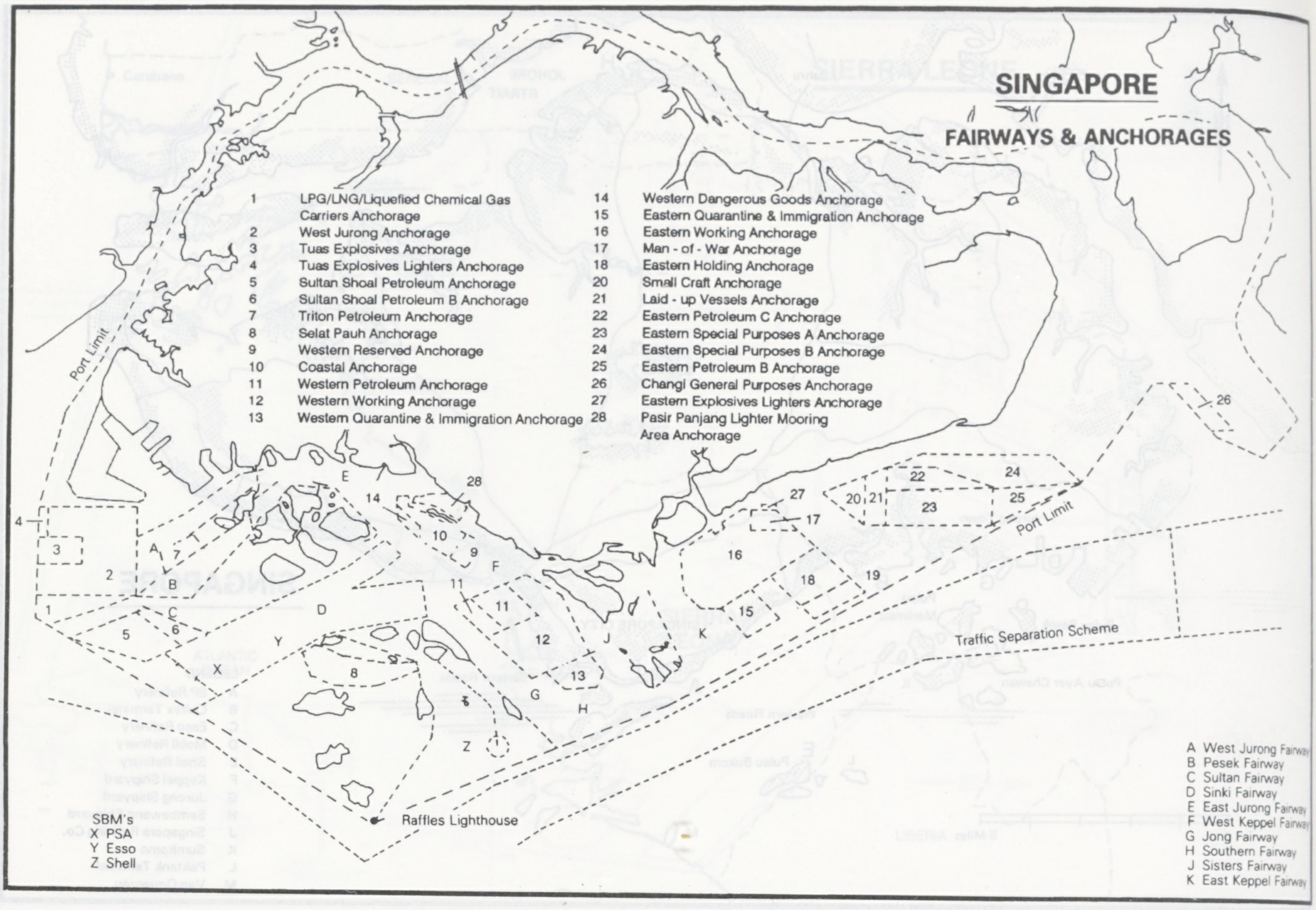
BERTHS 93 & 94

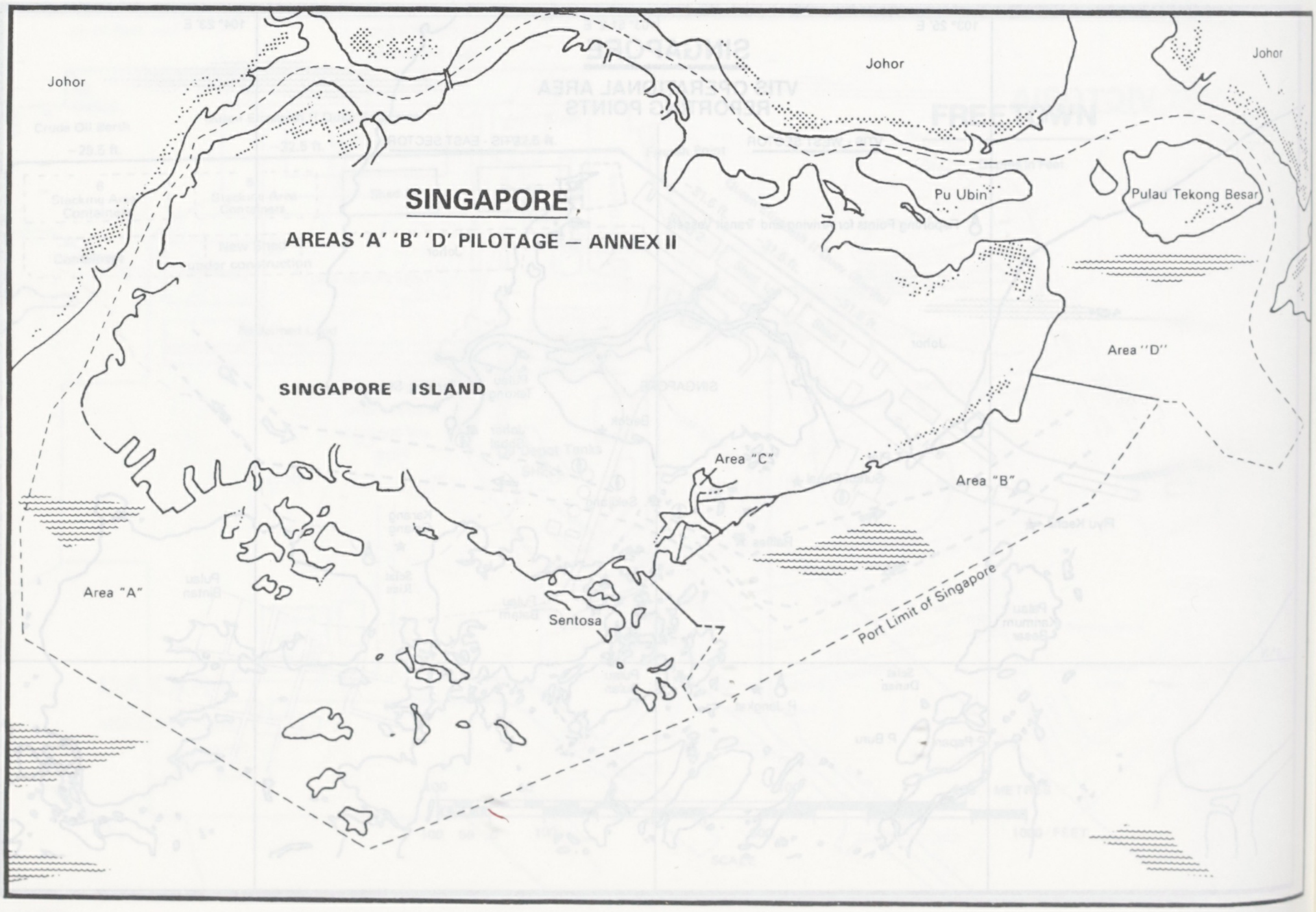

SIERRA LEONE
N
Carabane
SENEGAL
GUINEA BISSAU
Bissau
Bijagos Arch.
Boke
Port Kamsar
GUINEA
Conakry
Pepel
SIERRA LEONE
ATLANTIC OCEAN
Freetown
IVORY COAST
LIBERIA
Robertsport

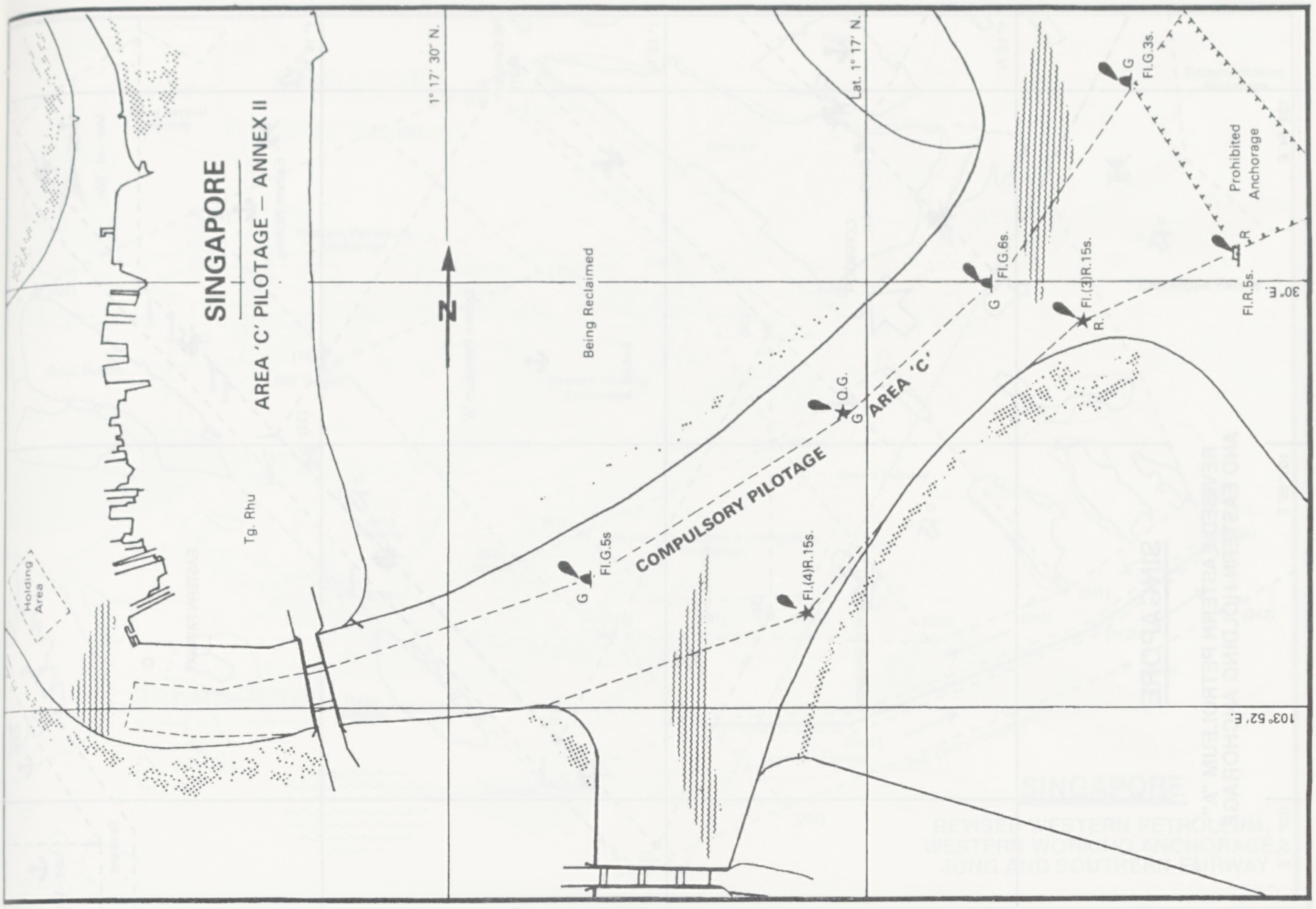

FREETOWN
Depths in Feet
Crude Oil Berth
−29.5 ft.
Queen Elizabeth II Quay Extension
−32.5 ft.
−32.5 ft.
Fourah Point
6 Stacking Area Containers
5 Stacking Area Containers
Shed 4
Shed 3
Containers
New Shed under construction
Reclaimed Land
−31.5 ft.
Shed 2
−31.5 ft.
Shed 1a
−31.5 ft.
Shed 1
Queen Elizabeth II Quay (Berths)
S.L.P.M.B
Oil Depot Tanks
SHELL
Cline Point
Mud Flats
Jetty
100 50 0 100 200 METRES
100 50 0 100 500 1000 FEET
SCALE


N
J. Bahru
H
JOHORE STRAIT
P. Ubin
Jurong Town
D
G
B
Pulau Merlimau
D
Pulau Pesek
J
C
K
Pulau Ayer Chawan
SINGAPORE CITY
F
A
Eastern Roads
Western Roads
Sentosa
L
E
Pulau Bukom
M
0
5 Miles
SINGAPORE
LEGEND
A BP Refinery
B Caltex Terminal
C Esso Refinery
D Mobil Refinery
E Shell Refinery
F Keppel Shipyard
G Jurong Shipyard
H Sembawang Shipyard
J Singapore Refining Co.
K Sumitomo
L Paktank Terminal
M Van Ommeren


103° 25' E
103° 51.2' E
104° 23' E
SINGAPORE
VTIS OPERATIONAL AREA
REPORTING POINTS
VTIS - WEST SECTOR
VTIS - EAST SECTOR
Reporting Points for Arriving and Transit Vessels
Johor
Johor
SINGAPORE
Pulau Tekong
Tanjong Stapa
Bedok
Johor Shoal
T. Piar
Sultan Shoal
Sekijang
Piyu Kechil
Raffles
Karang Galang
Selat Riau
Pulau Bintan
Pulau Batam
Palau Karimum Besar
1° N
Selat Dunan
P. Jangkat
Pulau Bulan
P. Papan
P. Buru


SINGAPORE
FAIRWAYS & ANCHORAGES
1 LPG/LNG/Liquefied Chemical Gas Carriers Anchorage
2 West Jurong Anchorage
3 Tuas Explosives Anchorage
4 Tuas Explosives Lighters Anchorage
5 Sultan Shoal Petroleum Anchorage
6 Sultan Shoal Petroleum B Anchorage
7 Triton Petroleum Anchorage
8 Selat Pauh Anchorage
9 Western Reserved Anchorage
10 Coastal Anchorage
11 Western Petroleum Anchorage
12 Western Working Anchorage
13 Western Quarantine & Immigration Anchorage
14 Western Dangerous Goods Anchorage
15 Eastern Quarantine & Immigration Anchorage
16 Eastern Working Anchorage
17 Man - of - War Anchorage
18 Eastern Holding Anchorage
20 Small Craft Anchorage
21 Laid - up Vessels Anchorage
22 Eastern Petroleum C Anchorage
23 Eastern Special Purposes A Anchorage
24 Eastern Special Purposes B Anchorage
25 Eastern Petroleum B Anchorage
26 Changi General Purposes Anchorage
27 Eastern Explosives Lighters Anchorage
28 Pasir Panjang Lighter Mooring Area Anchorage
Port Limit
Port Limit
Traffic Separation Scheme
Raffles Lighthouse
SBM's
X PSA
Y Esso
Z Shell
A West Jurong Fairway
B Pesek Fairway
C Sultan Fairway
D Sinki Fairway
E East Jurong Fairway
F West Keppel Fairway
G Jong Fairway
H Southern Fairway
J Sisters Fairway
K East Keppel Fairway

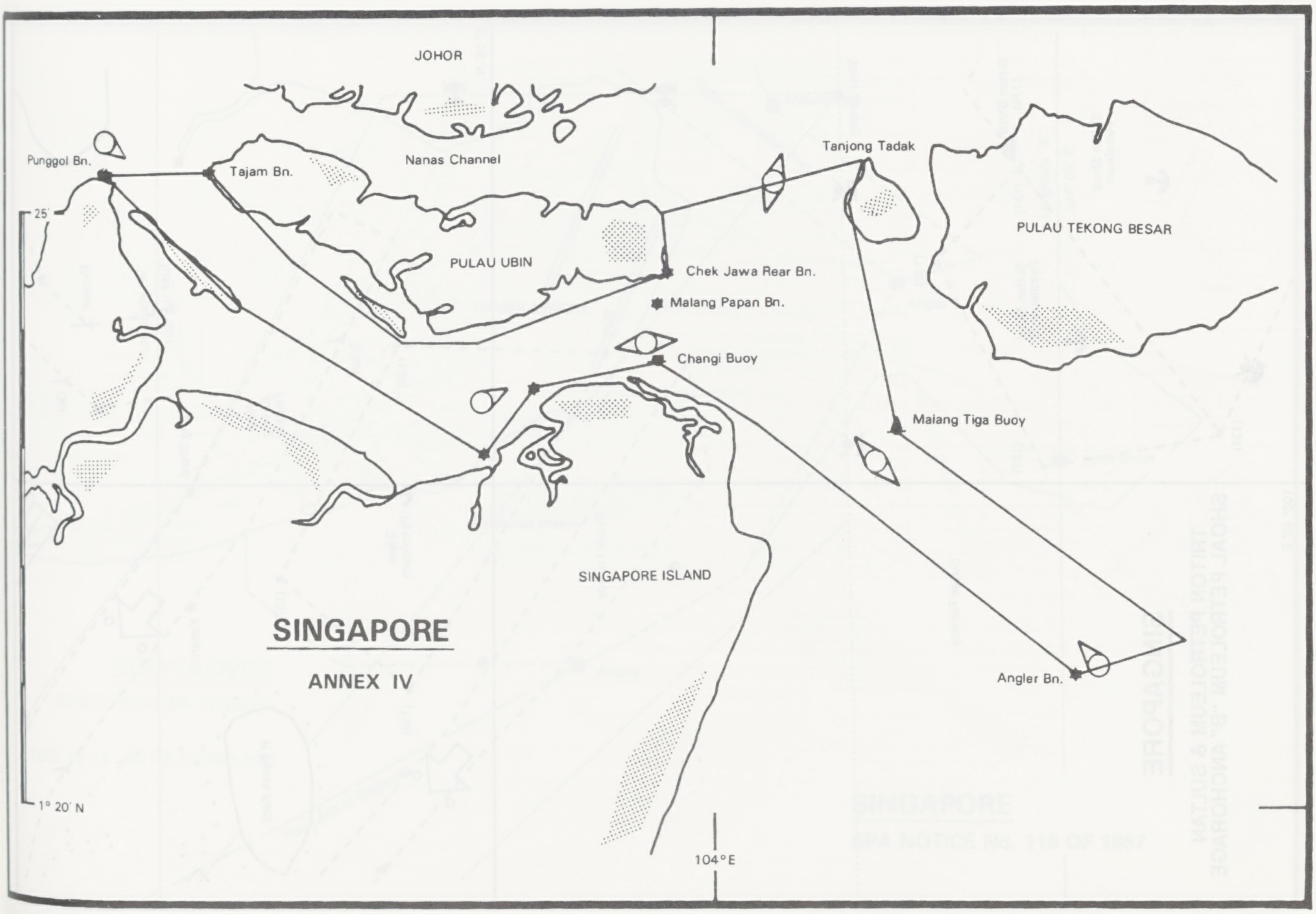

SINGAPORE
AREAS 'A' 'B' 'D' PILOTAGE — ANNEX II
Johor
Johor
Johor
Pu Ubin
Pulau Tekong Besar
SINGAPORE ISLAND
Area "D"
Area "C"
Area "B"
Area "A"
Sentosa
Port Limit of Singapore



SINGAPORE

AREA 'C' PILOTAGE – ANNEX II

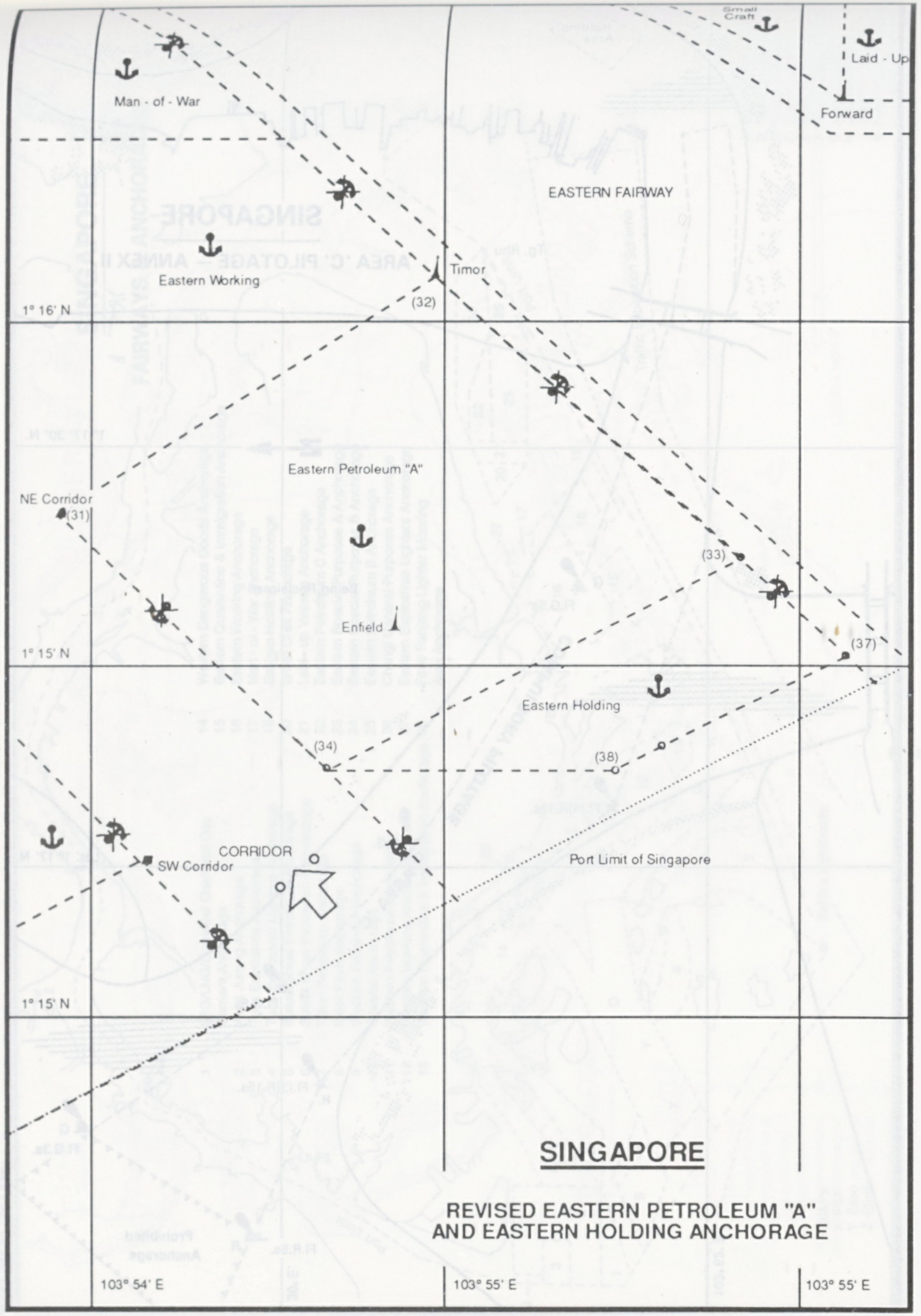
1° 17' 30" N.
Lat. 1° 17' N.
30" E.
103° 52' E.
N
Being Reclaimed
Tg. Rhu
Holding Area
COMPULSORY PILOTAGE
AREA 'C'
G
Fl.G.5s
Fl.(4)R.15s.
Q.G.
G
Fl.G.6s.
G
Fl.(3)R.15s.
R
G
Fl.G.3s.
Prohibited Anchorage
R
Fl.R.5s.



SINGAPORE

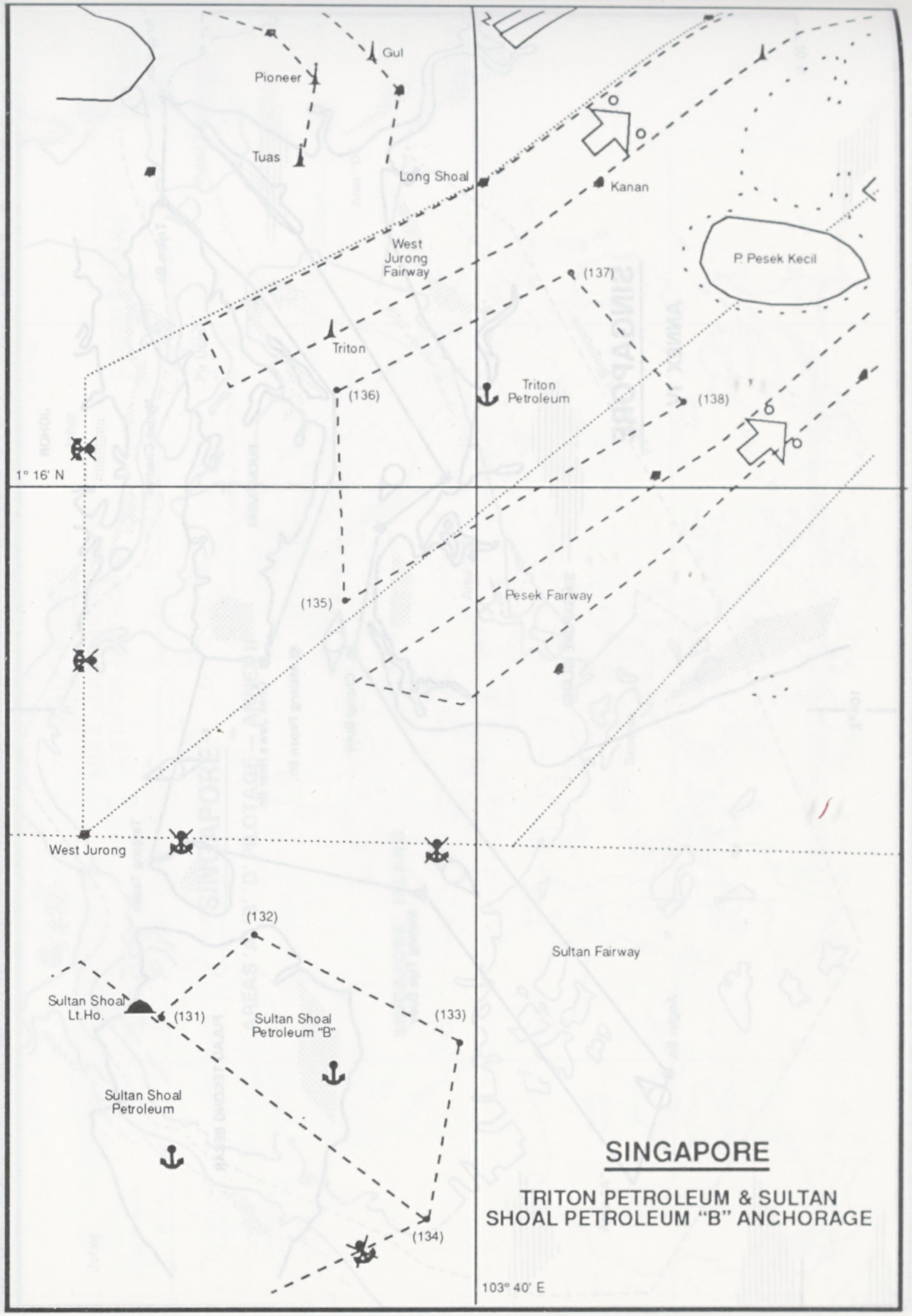
ANNEX IV

JOHOR
Punggol Bn.
Tajam Bn.
Nanas Channel
Tanjong Tadak
25'
PULAU UBIN
PULAU TEKONG BESAR
Chek Jawa Rear Bn.
Malang Papan Bn.
Changi Buoy
Malang Tiga Buoy
SINGAPORE ISLAND
Angler Bn.
1° 20' N
104°E


Small Craft
Laid - Up
Forward
Man - of - War
EASTERN FAIRWAY
Timor
Eastern Working
(32)
1° 16' N
Eastern Petroleum "A"
NE Corridor
(31)
(33)
Enfield
(37)
1° 15' N
Eastern Holding
(34)
(38)
CORRIDOR
SW Corridor
Port Limit of Singapore
1° 15' N
103° 54' E
103° 55' E
103° 55' E

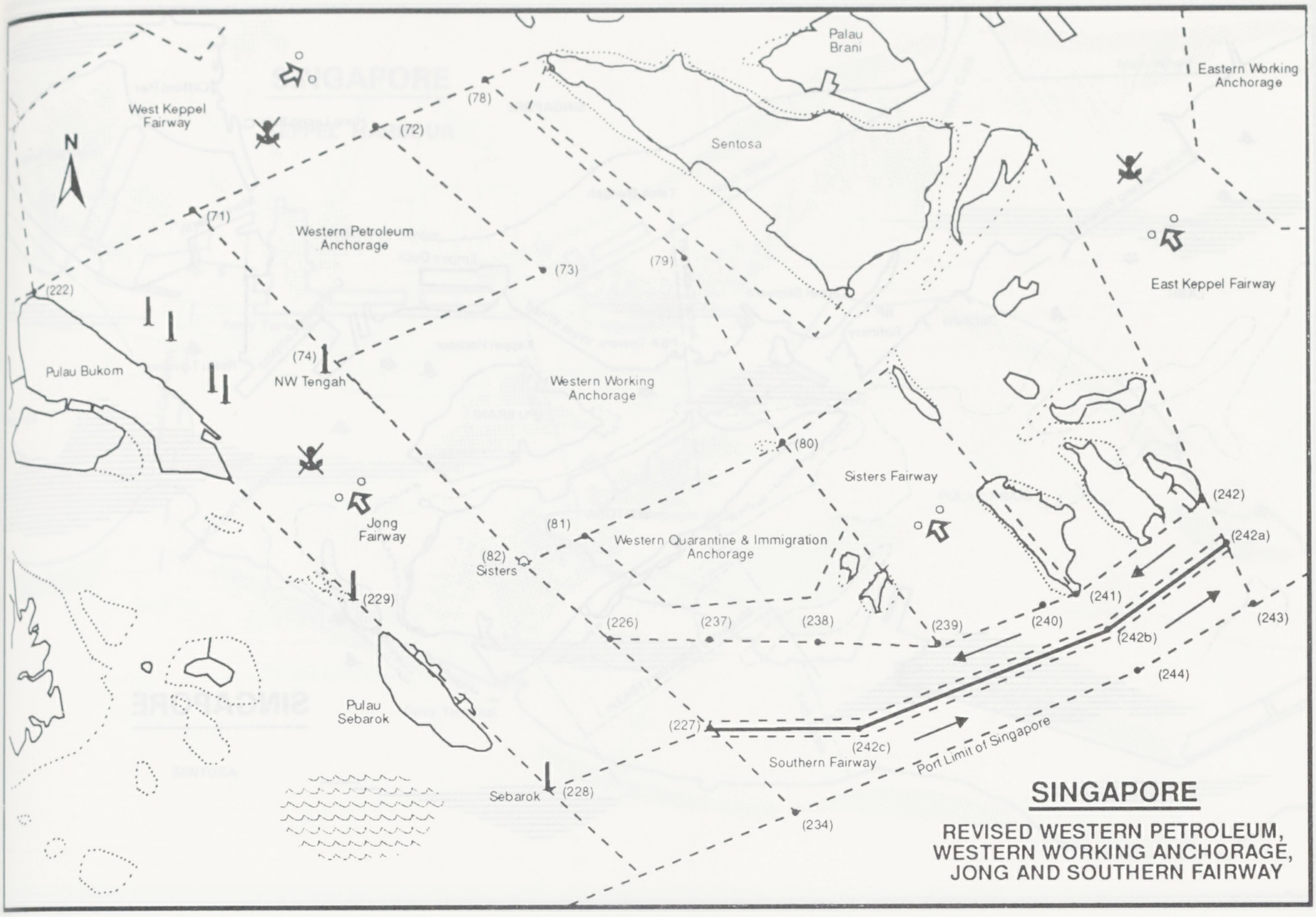
SINGAPORE

REVISED EASTERN PETROLEUM "A"
AND EASTERN HOLDING ANCHORAGE


Gul
Pioneer
Tuas
Long Shoal
Kanan
West Jurong Fairway
P. Pesek Kecil
(137)
Triton
Triton Petroleum
(136)
(138)
1° 16' N
Pesek Fairway
(135)
West Jurong
(132)
Sultan Fairway
Sultan Shoal Lt.Ho.
(131)
Sultan Shoal Petroleum "B"
(133)
Sultan Shoal Petroleum
(134)
103° 40' E

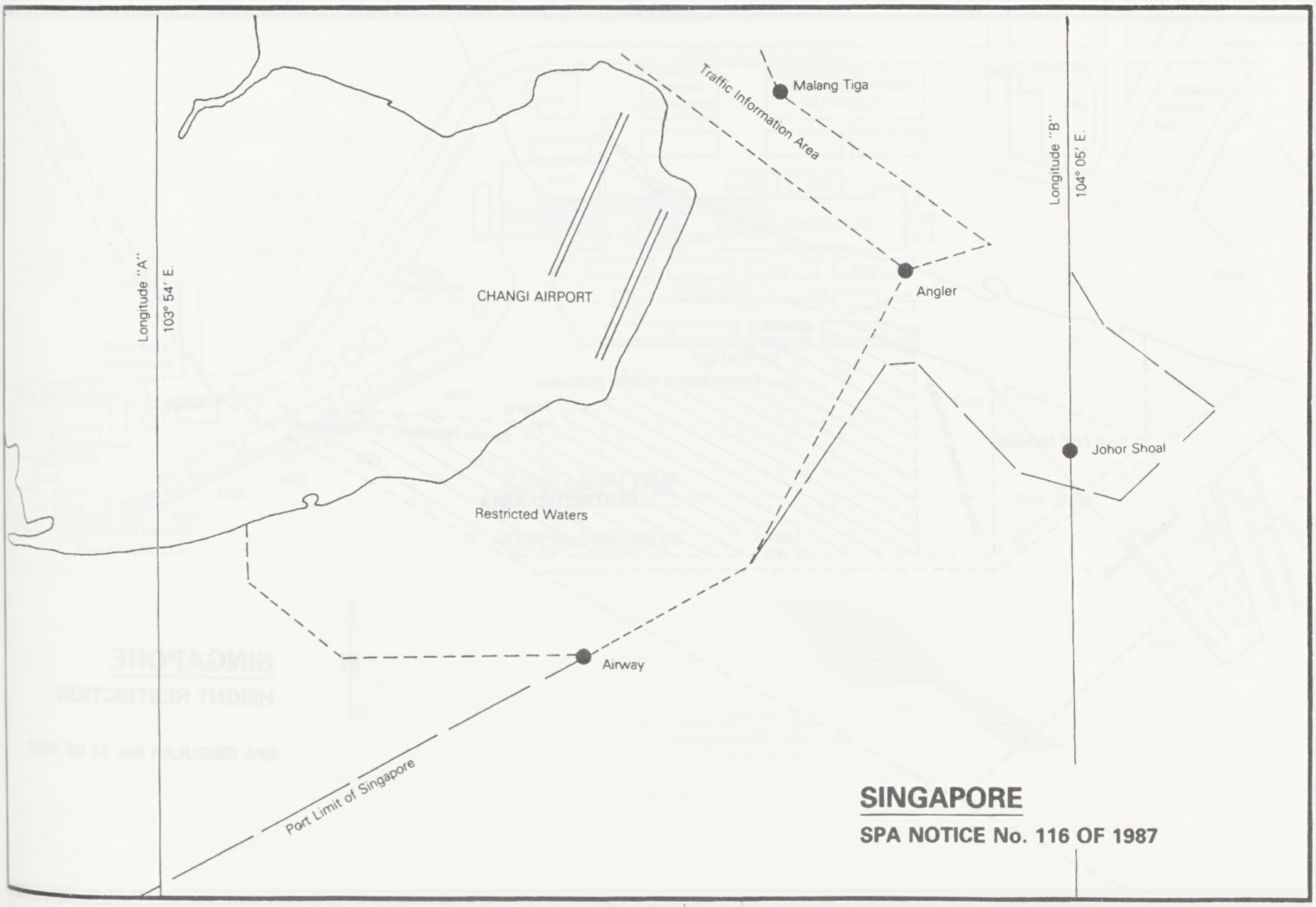
SINGAPORE

TRITON PETROLEUM & SULTAN
SHOAL PETROLEUM "B" ANCHORAGE


N
West Keppel Fairway
(78)
(72)
Palau Brani
Sentosa
Eastern Working Anchorage
(71)
Western Petroleum Anchorage
(73)
(79)
East Keppel Fairway
(222)
Pulau Bukom
(74)
NW Tengah
Western Working Anchorage
(80)
Sisters Fairway
Jong Fairway
(81)
Western Quarantine & Immigration Anchorage
(82)
Sisters
(242)
(242a)
(229)
(241)
(226)
(237)
(238)
(239)
(240)
(242b)
(243)
(244)
Pulau Sebarok
(227)
(242c)
Southern Fairway
Port Limit of Singapore
Sebarok
(228)
(234)

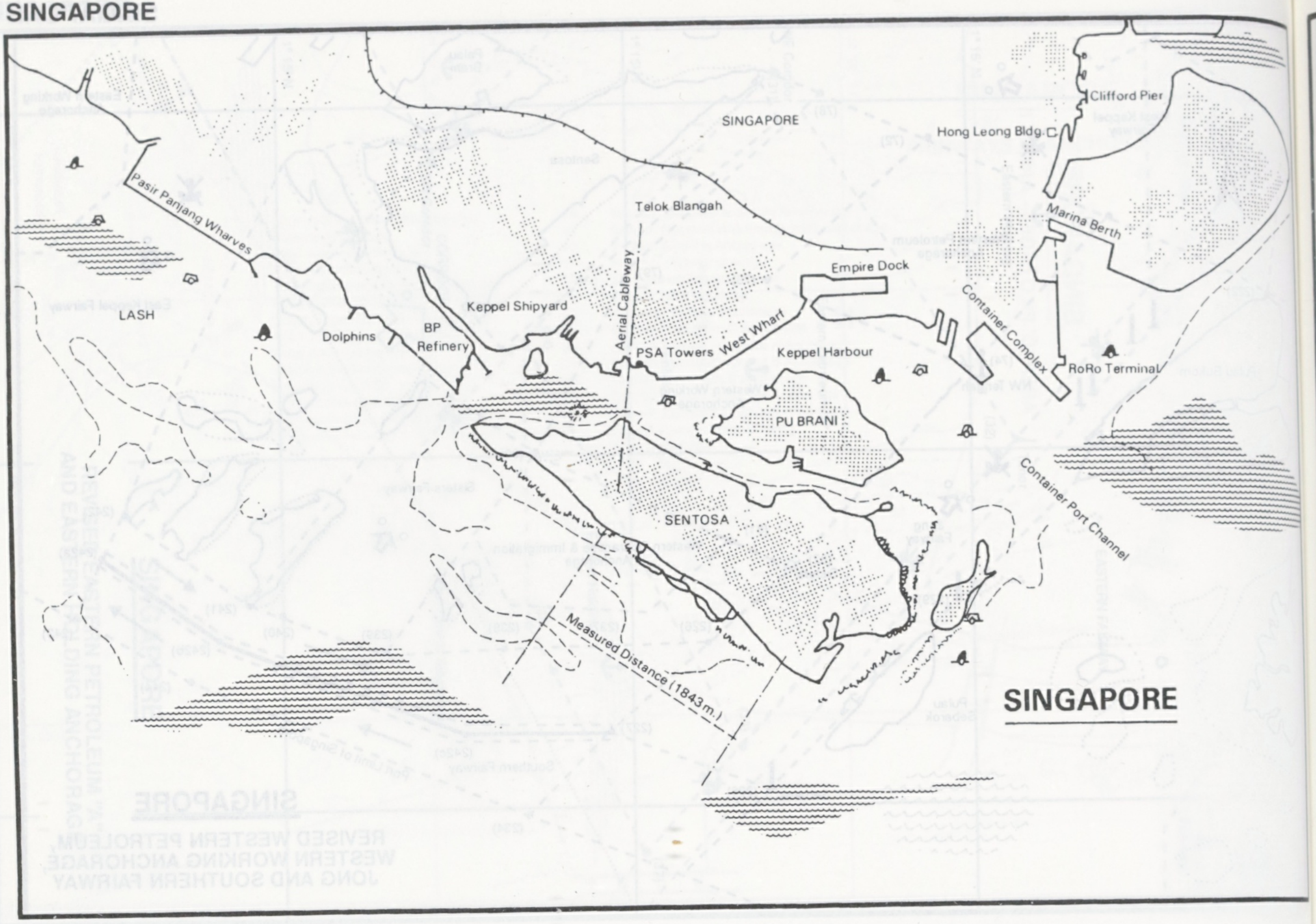
SINGAPORE

REVISED WESTERN PETROLEUM, WESTERN WORKING ANCHORAGE, JONG AND SOUTHERN FAIRWAY

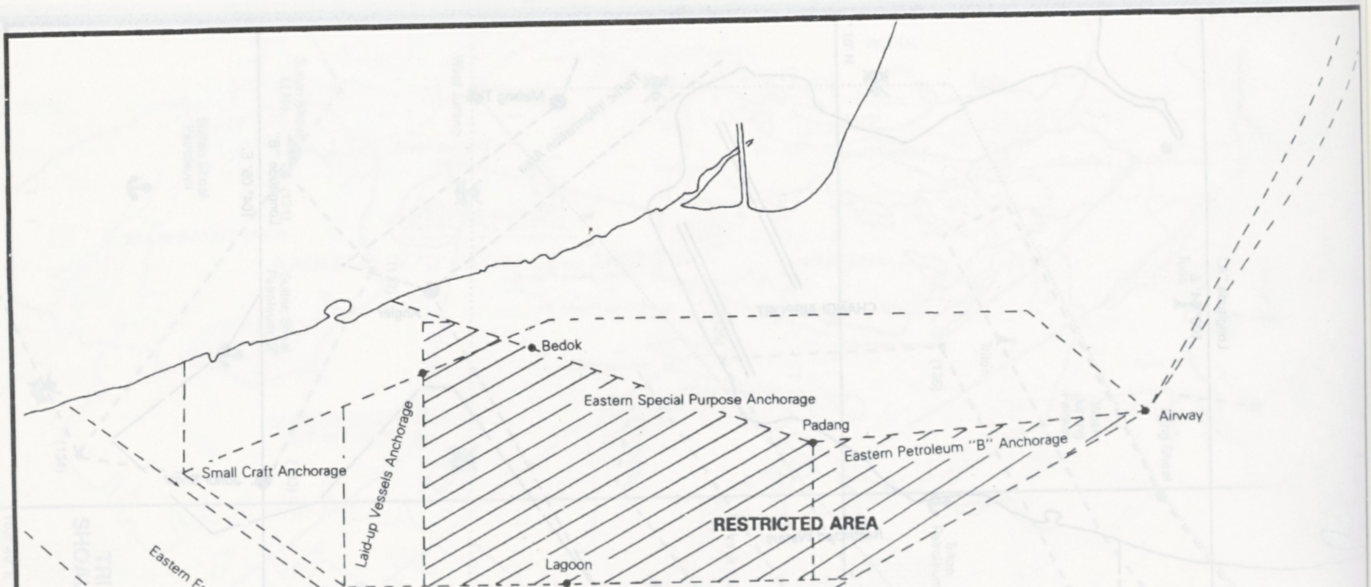

Traffic Information Area
Malang Tiga
Longitude "B"
104° 05' E.
Longitude "A"
103° 54' E.
CHANGI AIRPORT
Angler
Johor Shoal
Restricted Waters
Airway
Port Limit of Singapore

SINGAPORE

SPA NOTICE No. 116 OF 1987

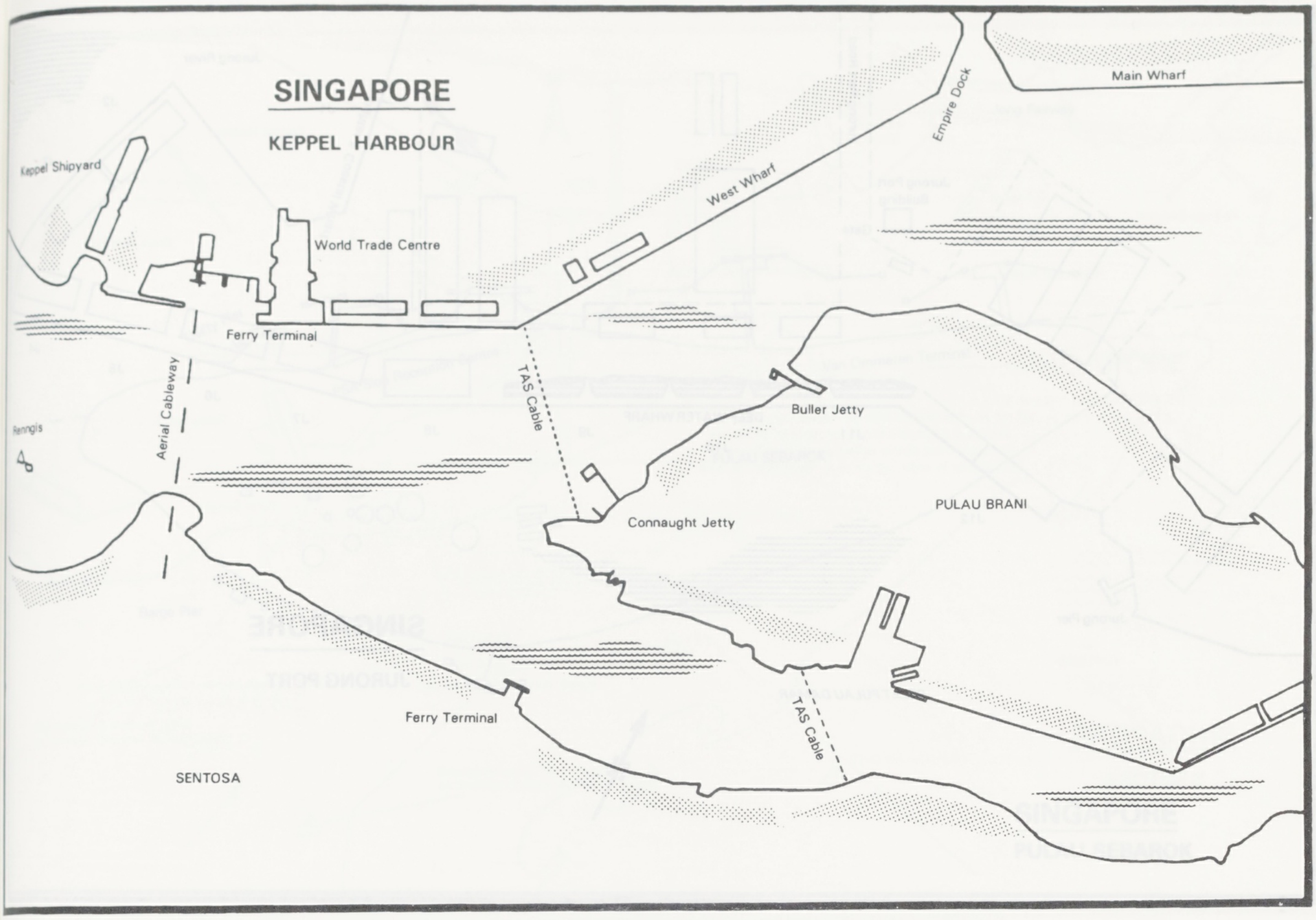

Clifford Pier
Hong Leong Bldg.
SINGAPORE
Telok Blangah
Pasir Panjang Wharves
Marina Berth
Empire Dock
Container Complex
LASH
Keppel Shipyard
Dolphins
BP
Refinery
Aerial Cableway
PSA Towers
West Wharf
Keppel Harbour
RoRo Terminal
PU BRANI
Container Port Channel
SENTOSA
Measured Distance (1843m.)

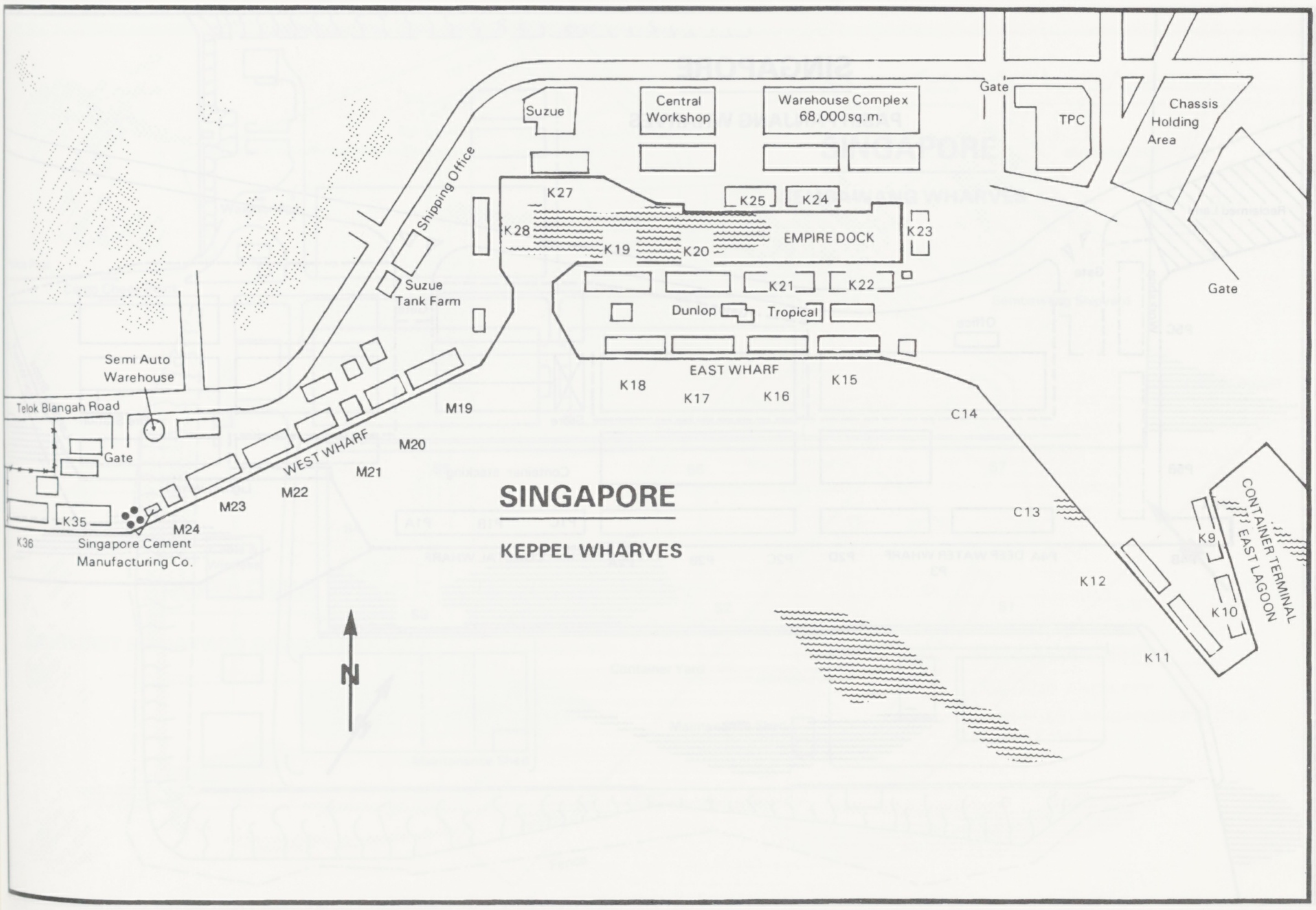
SINGAPORE

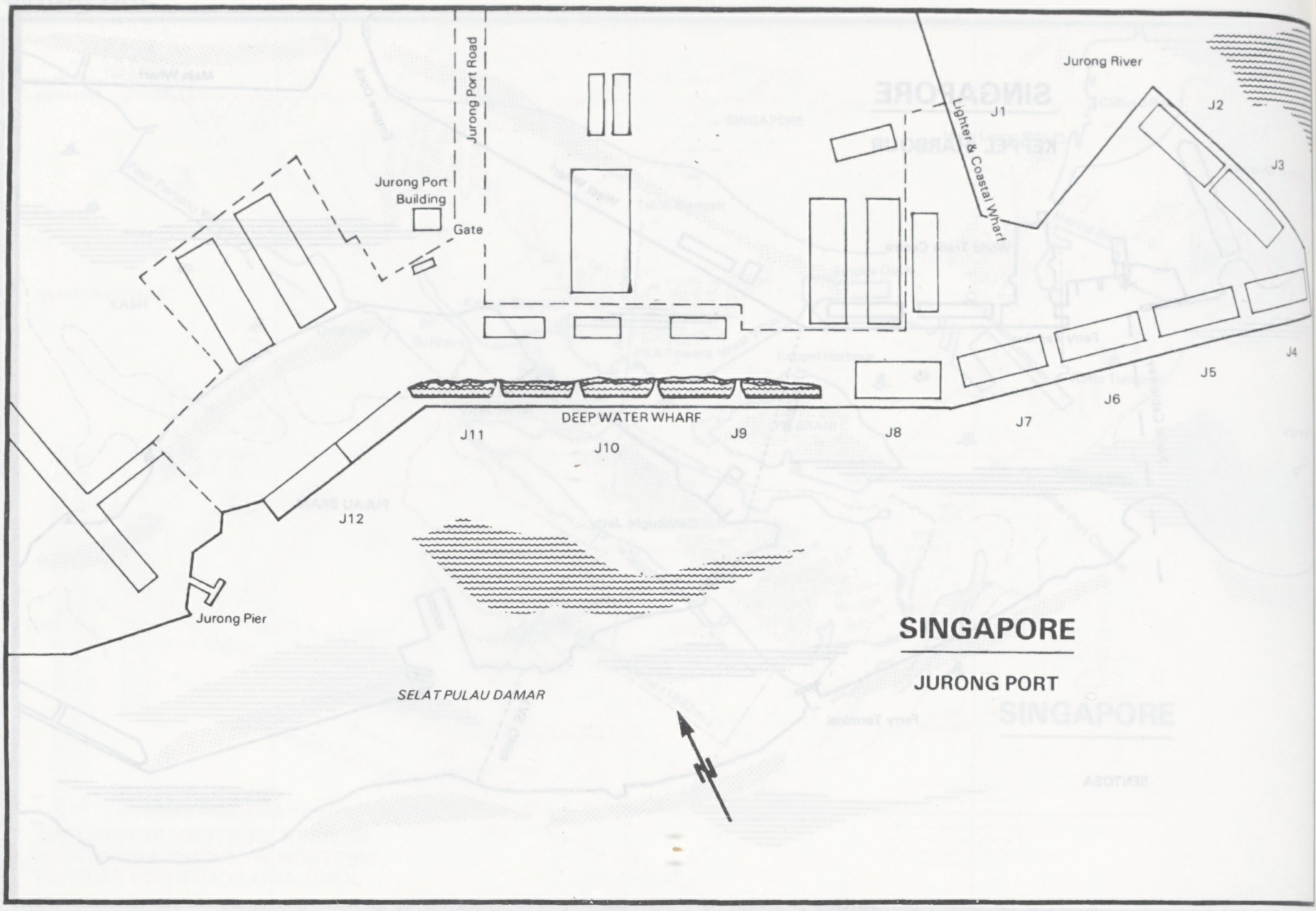

Bedok
Eastern Special Purpose Anchorage
Padang
Airway
Eastern Petroleum "B" Anchorage
Small Craft Anchorage
Laid-up Vessels Anchorage
RESTRICTED AREA
Lagoon
Eastern Fairway

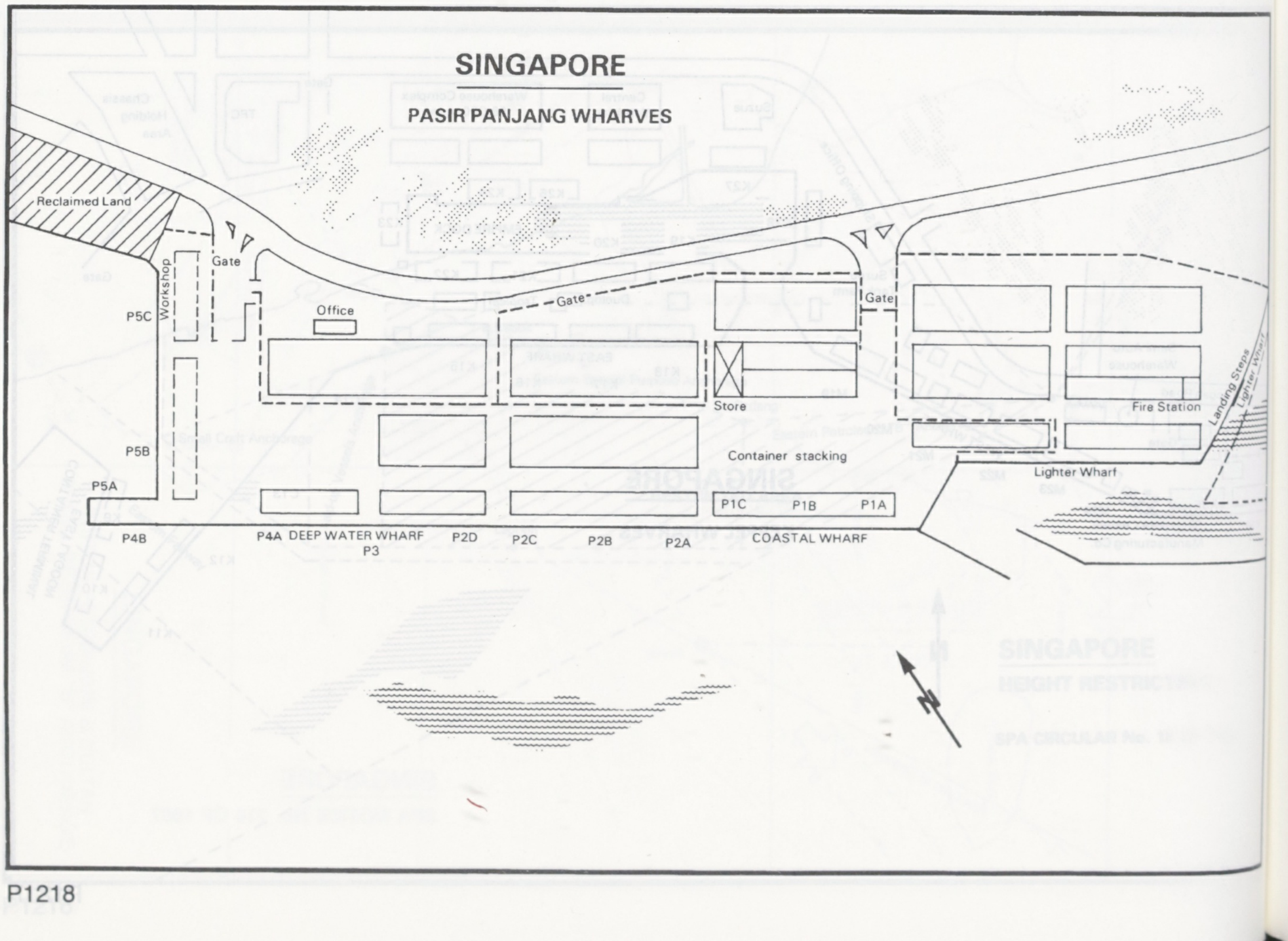
SINGAPORE
HEIGHT RESTRICTION

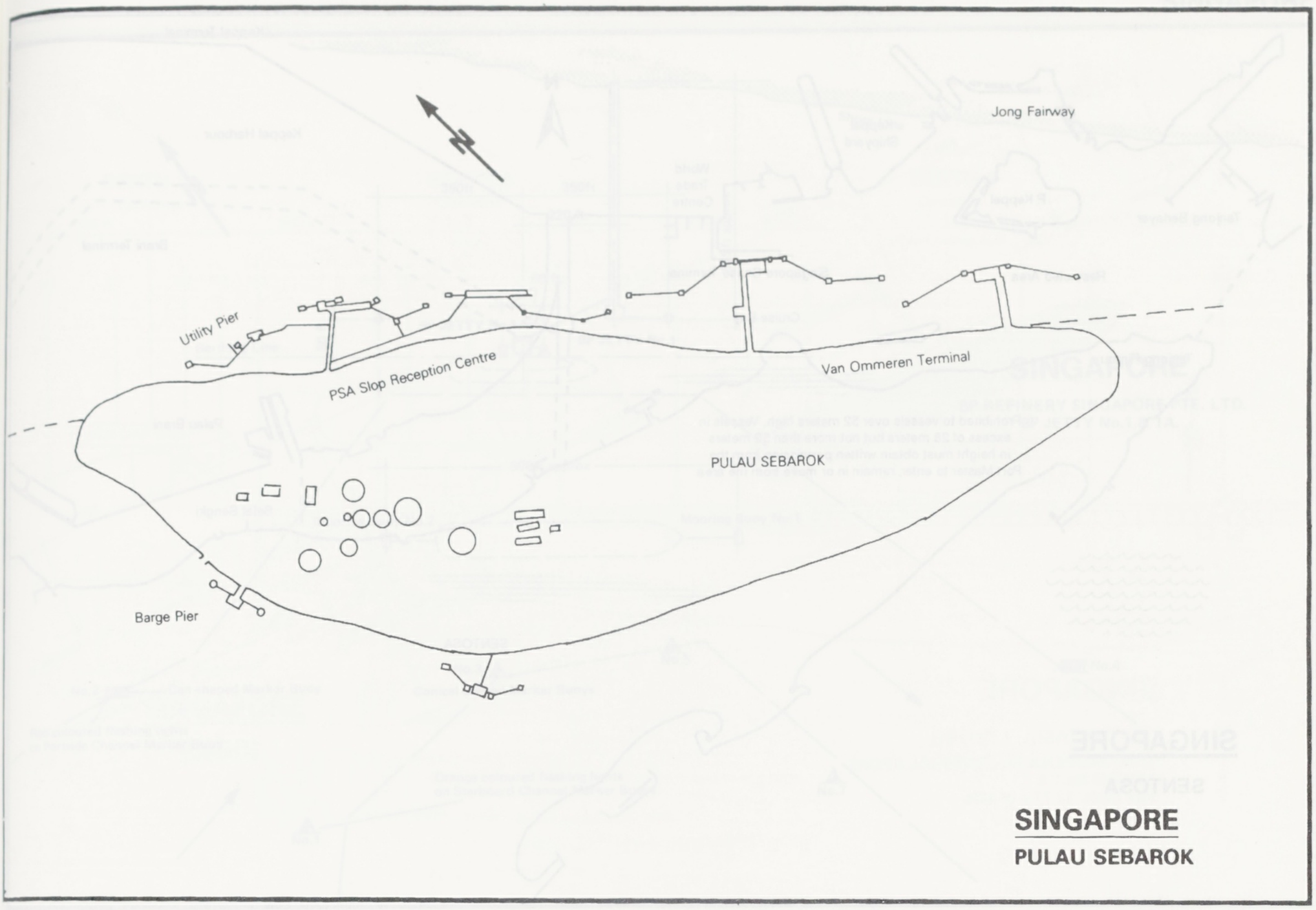
SPA CIRCULAR No. 18 OF 1988


SINGAPORE
KEPPEL HARBOUR
Keppel Shipyard
World Trade Centre
Ferry Terminal
Aerial Cableway
West Wharf
Empire Dock
Main Wharf
TAS Cable
Buller Jetty
Connaught Jetty
PULAU BRANI
Ferry Terminal
TAS Cable
SENTOSA


Suzue
Central Workshop
Warehouse Complex 68,000 sq.m.
Gate
TPC
Chassis Holding Area
Shipping Office
K27
K25
K24
K28
K19
K20
EMPIRE DOCK
K23
Suzue Tank Farm
K21
K22
Gate
Dunlop
Tropical
Semi Auto Warehouse
EAST WHARF
K18
K17
K16
K15
Telok Blangah Road
M19
C14
Gate
M20
WEST WHARF
M21
M22
M23
K35
M24
K36
Singapore Cement Manufacturing Co.
SINGAPORE
KEPPEL WHARVES
C13
K12
K9
CONTAINER TERMINAL EAST LAGOON
K10
K11
N


SINGAPORE
JURONG PORT
Jurong Port Road
Jurong Port Building
Gate
Jurong River
Lighter & Coastal Wharf
J1
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
J12
DEEP WATER WHARF
Jurong Pier
SELAT PULAU DAMAR

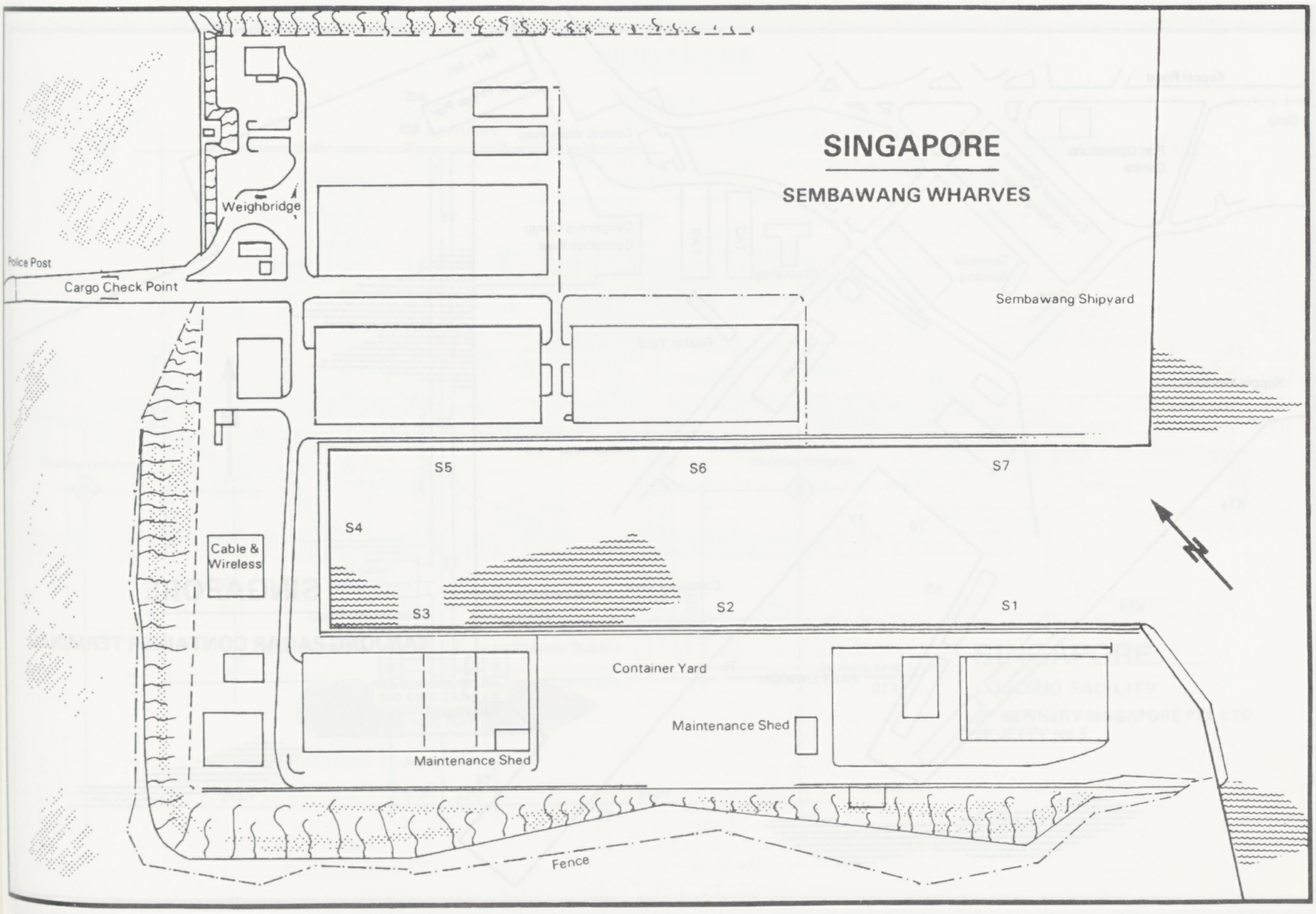

SINGAPORE
PASIR PANJANG WHARVES
Reclaimed Land
Gate
Workshop
P5C
Office
Gate
Gate
Store
Fire Station
Landing Steps
Lighter Wharf
P5B
P5A
Container stacking
Lighter Wharf
P1C
P1B
P1A
P4B
P4A
DEEP WATER WHARF
P3
P2D
P2C
P2B
P2A
COASTAL WHARF



SINGAPORE

PULAU SEBAROK

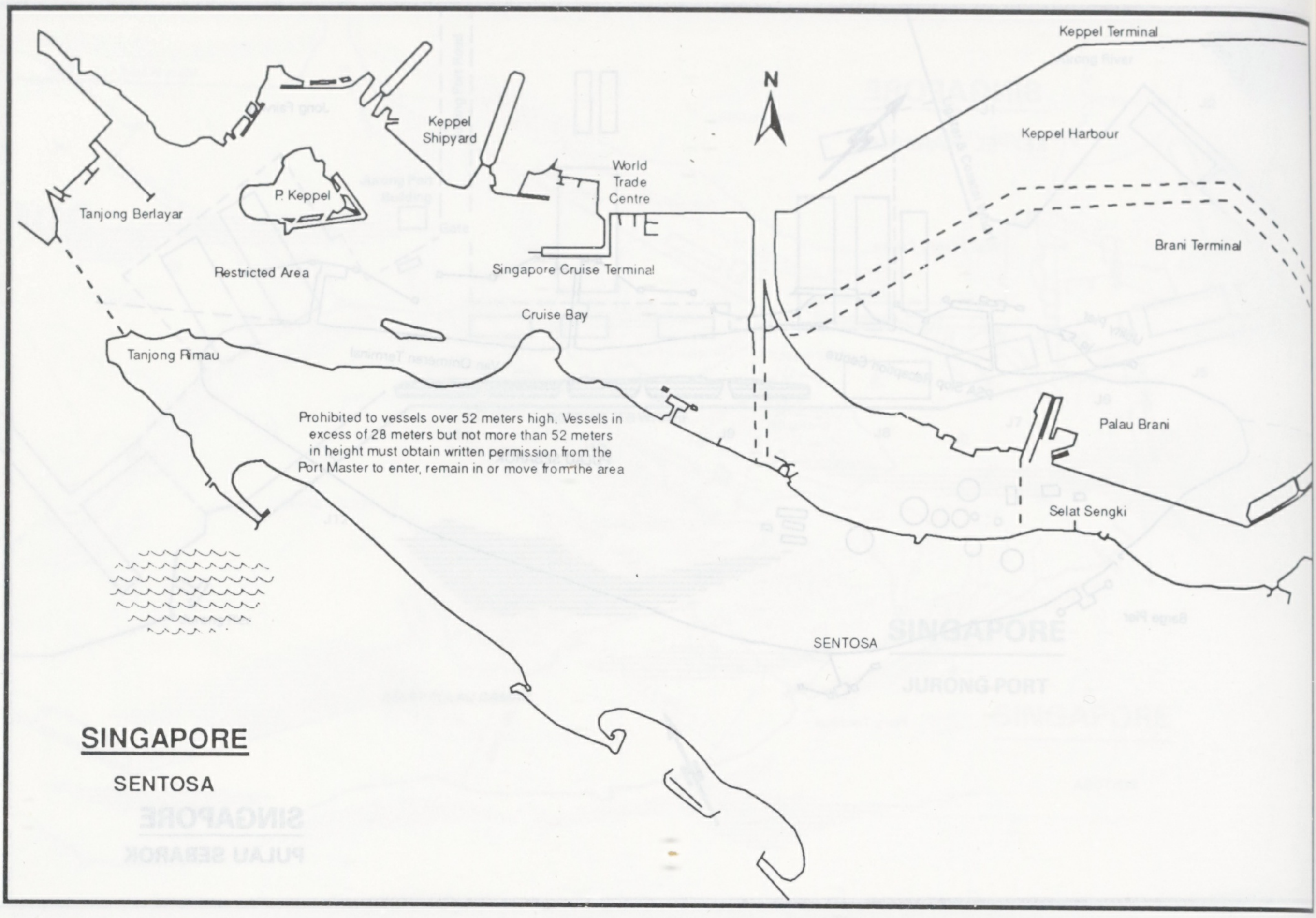
Jong Fairway
Utility Pier
PSA Slop Reception Centre
Van Ommeren Terminal
PULAU SEBAROK
Barge Pier



SINGAPORE

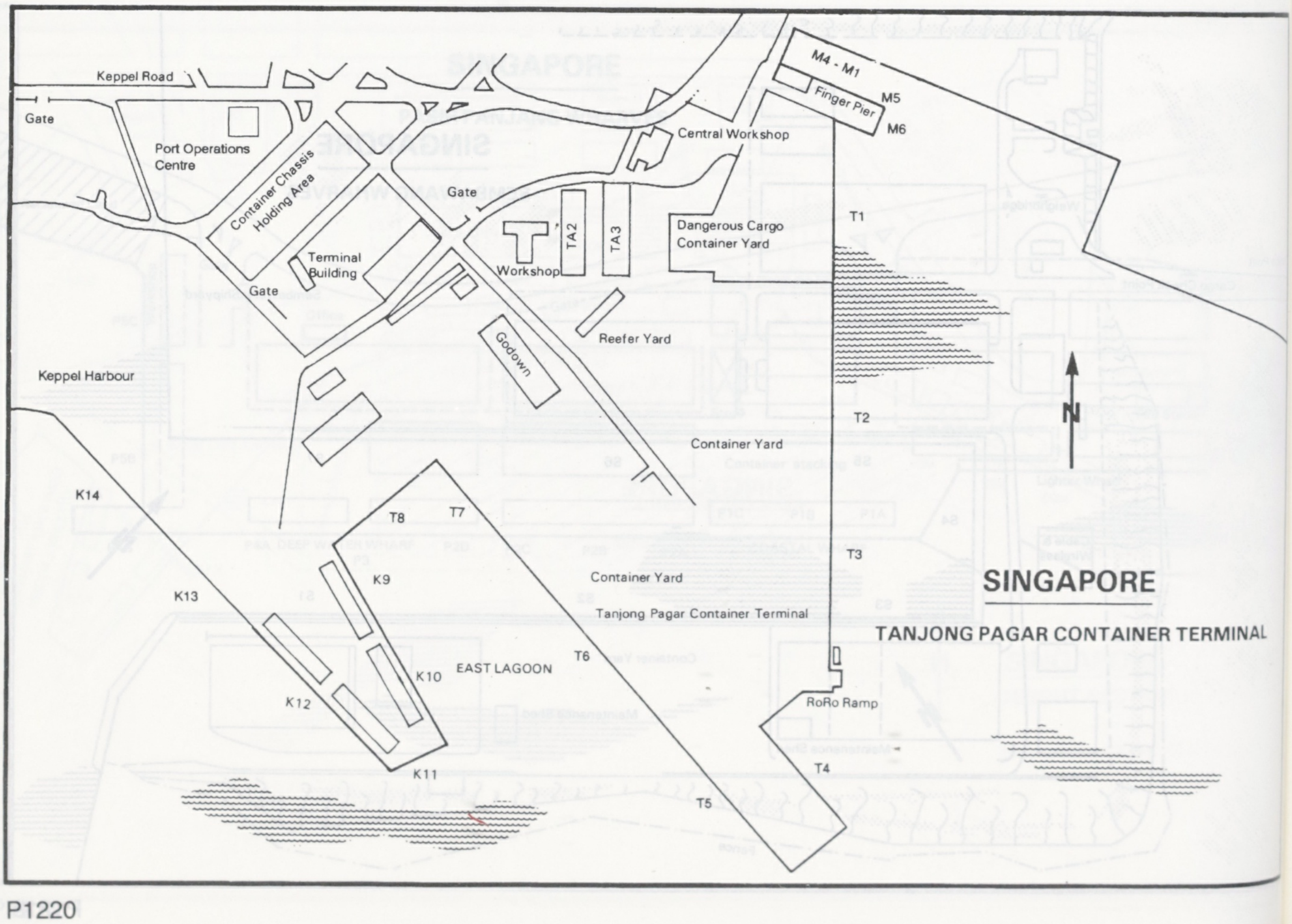
SEMBAWANG WHARVES

Weighbridge
Police Post
Cargo Check Point
Sembawang Shipyard
S5
S6
S7
S4
Cable & Wireless
S3
S2
S1
Container Yard
Maintenance Shed
Maintenance Shed
Fence


Keppel Terminal
Keppel Harbour
Brani Terminal
N
Keppel Shipyard
World Trade Centre
P. Keppel
Tanjong Berlayar
Restricted Area
Singapore Cruise Terminal
Cruise Bay
Tanjong Rimau
Prohibited to vessels over 52 meters high. Vessels in excess of 28 meters but not more than 52 meters in height must obtain written permission from the Port Master to enter, remain in or move from the area
Palau Brani
Selat Sengki
SENTOSA

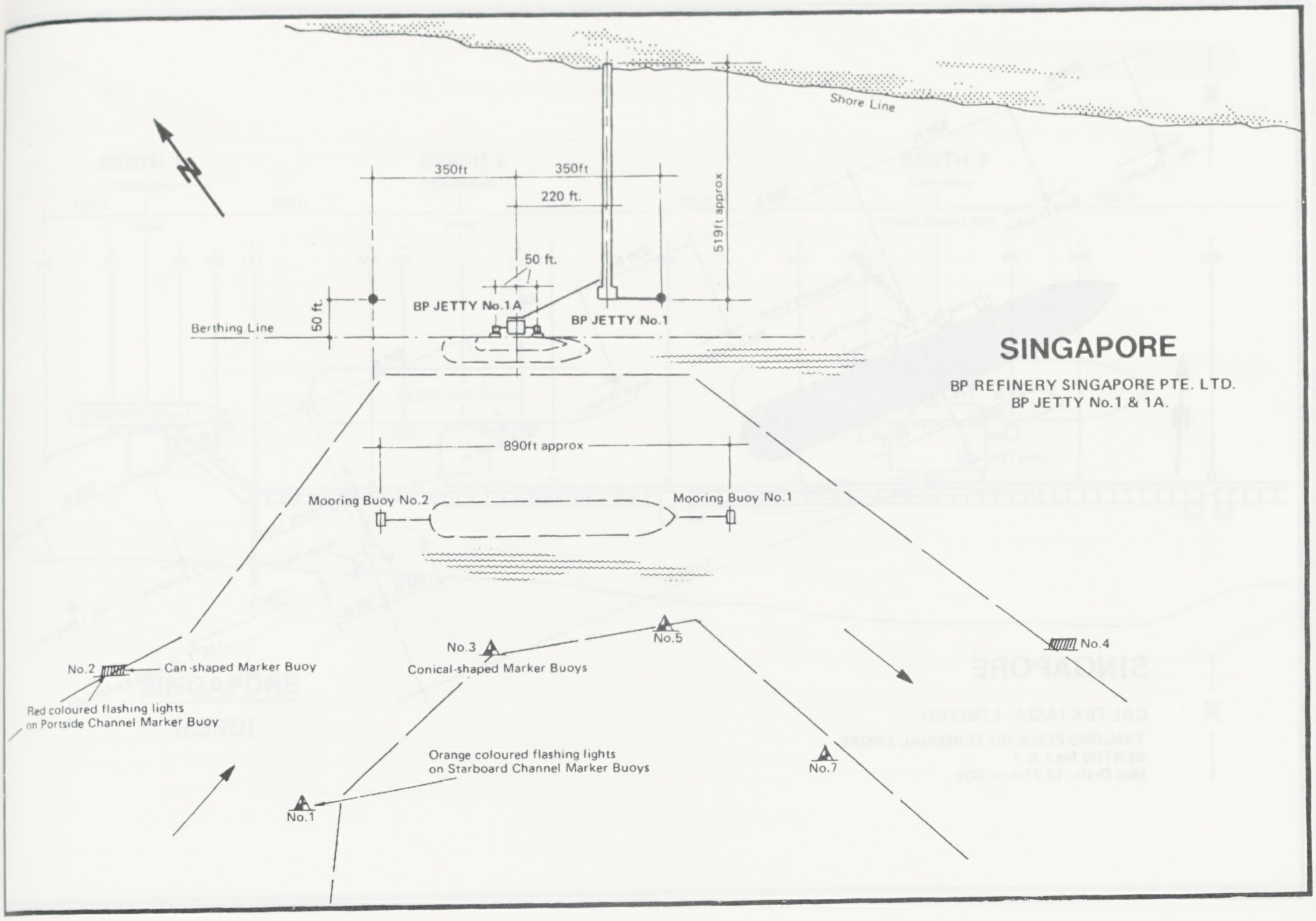
SINGAPORE

SENTOSA


Keppel Road
Gate
Port Operations Centre
Container Chassis Holding Area
Terminal Building
Gate
Gate
Central Workshop
M4 - M1
Finger Pier
M5
M6
T1
Dangerous Cargo Container Yard
TA2
TA3
Workshop
Reefer Yard
Godown
Keppel Harbour
T2
N
Container Yard
K14
T8
T7
K9
K13
Container Yard
Tanjong Pagar Container Terminal
T3
K10
EAST LAGOON
T6
K12
RoRo Ramp
K11
T4
T5

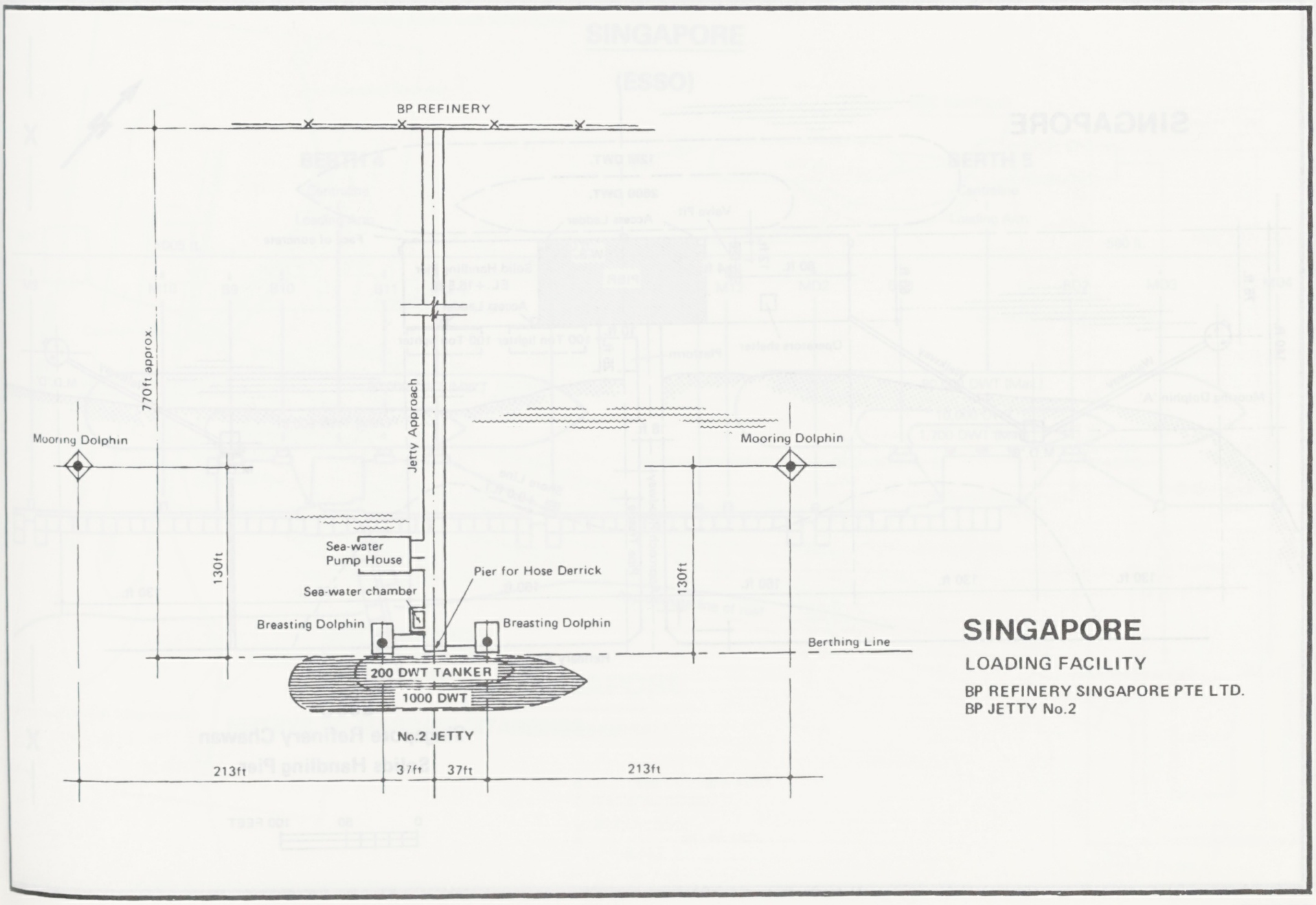
SINGAPORE

TANJONG PAGAR CONTAINER TERMINAL


Shore Line
350ft
350ft
220 ft.
519ft approx
50 ft.
50 ft.
Berthing Line
BP JETTY No.1A
BP JETTY No.1
890ft approx
Mooring Buoy No.2
Mooring Buoy No.1
No.3
No.5
No.4
No.2
Can-shaped Marker Buoy
Conical-shaped Marker Buoys
Red coloured flashing lights on Portside Channel Marker Buoy
Orange coloured flashing lights on Starboard Channel Marker Buoys
No.7
No.1

SINGAPORE

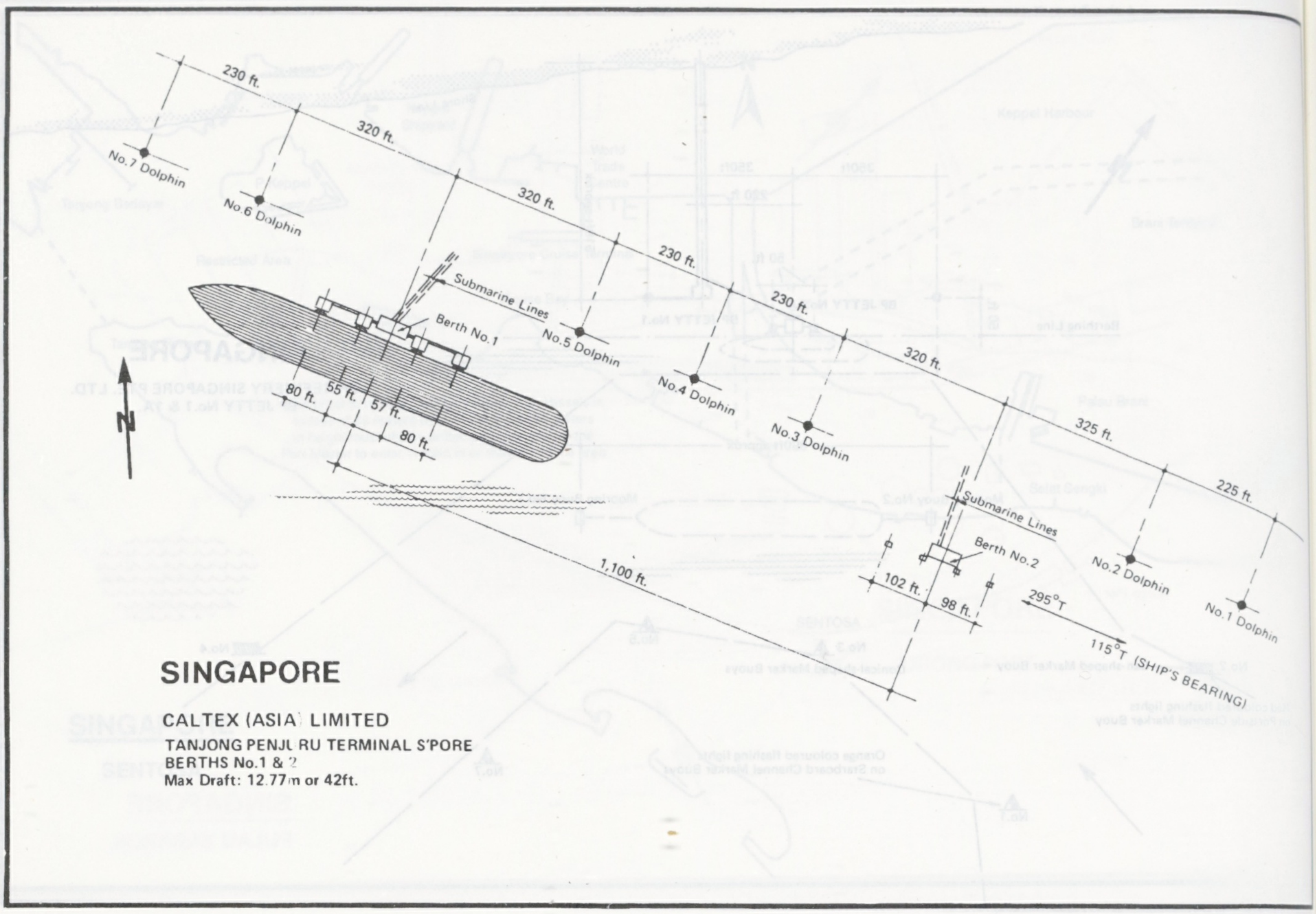
BP REFINERY SINGAPORE PTE. LTD.
BP JETTY No.1 & 1A.


BP REFINERY
770ft approx.
Jetty Approach
Mooring Dolphin
Mooring Dolphin
130ft
130ft
Sea-water Pump House
Pier for Hose Derrick
Sea-water chamber
Breasting Dolphin
Breasting Dolphin
Berthing Line
200 DWT TANKER
1000 DWT
No.2 JETTY
213ft
37ft
37ft
213ft

SINGAPORE

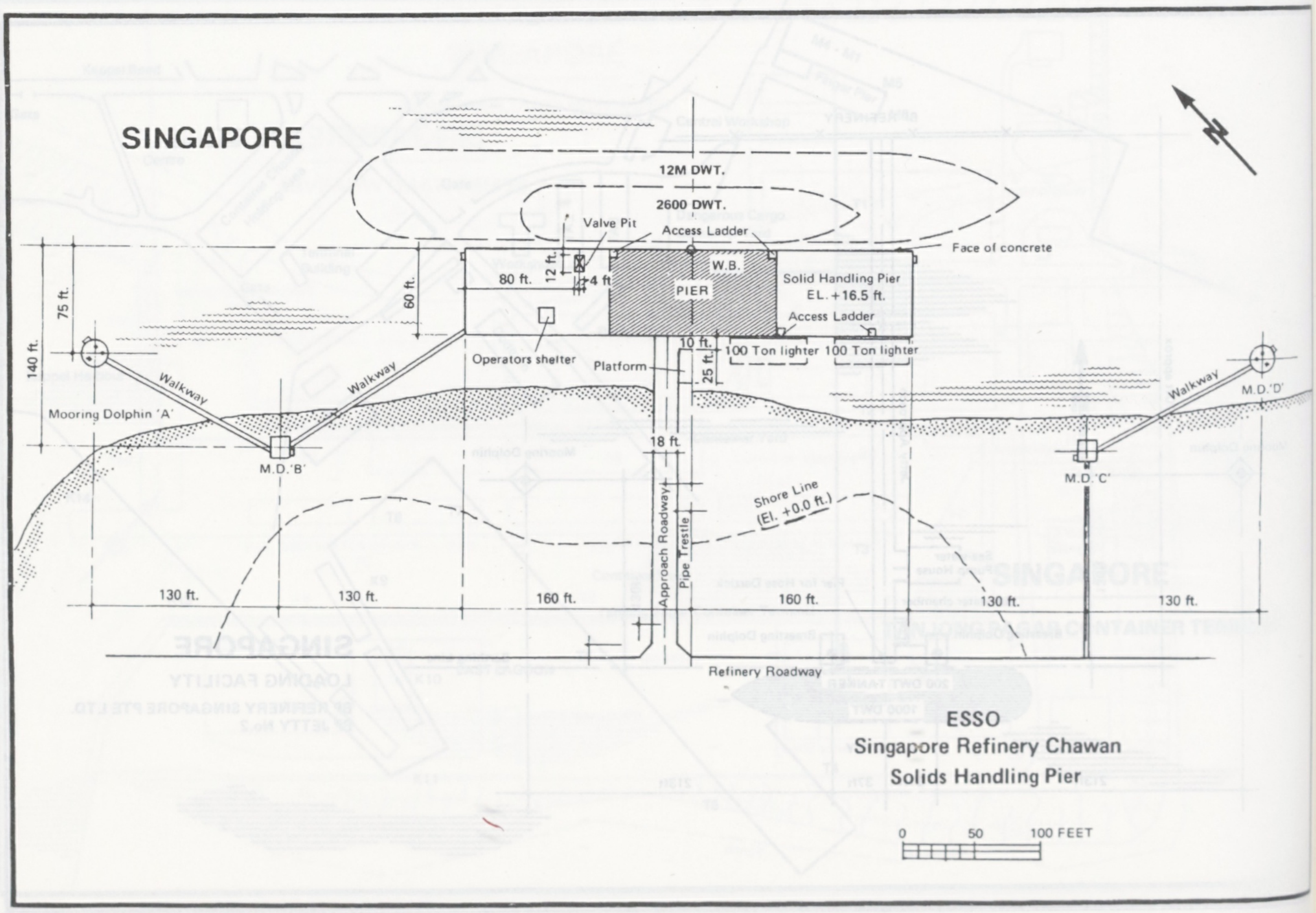
LOADING FACILITY

BP REFINERY SINGAPORE PTE LTD.
BP JETTY No.2


230 ft.
320 ft.
320 ft.
230 ft.
230 ft.
320 ft.
325 ft.
225 ft.
No.7 Dolphin
No.6 Dolphin
No.5 Dolphin
No.4 Dolphin
No.3 Dolphin
No.2 Dolphin
No.1 Dolphin
Submarine Lines
Berth No.1
80 ft.
55 ft.
57 ft.
80 ft.
N
1,100 ft.
Submarine Lines
Berth No.2
102 ft.
98 ft.
295°T
115°T (SHIP'S BEARING)

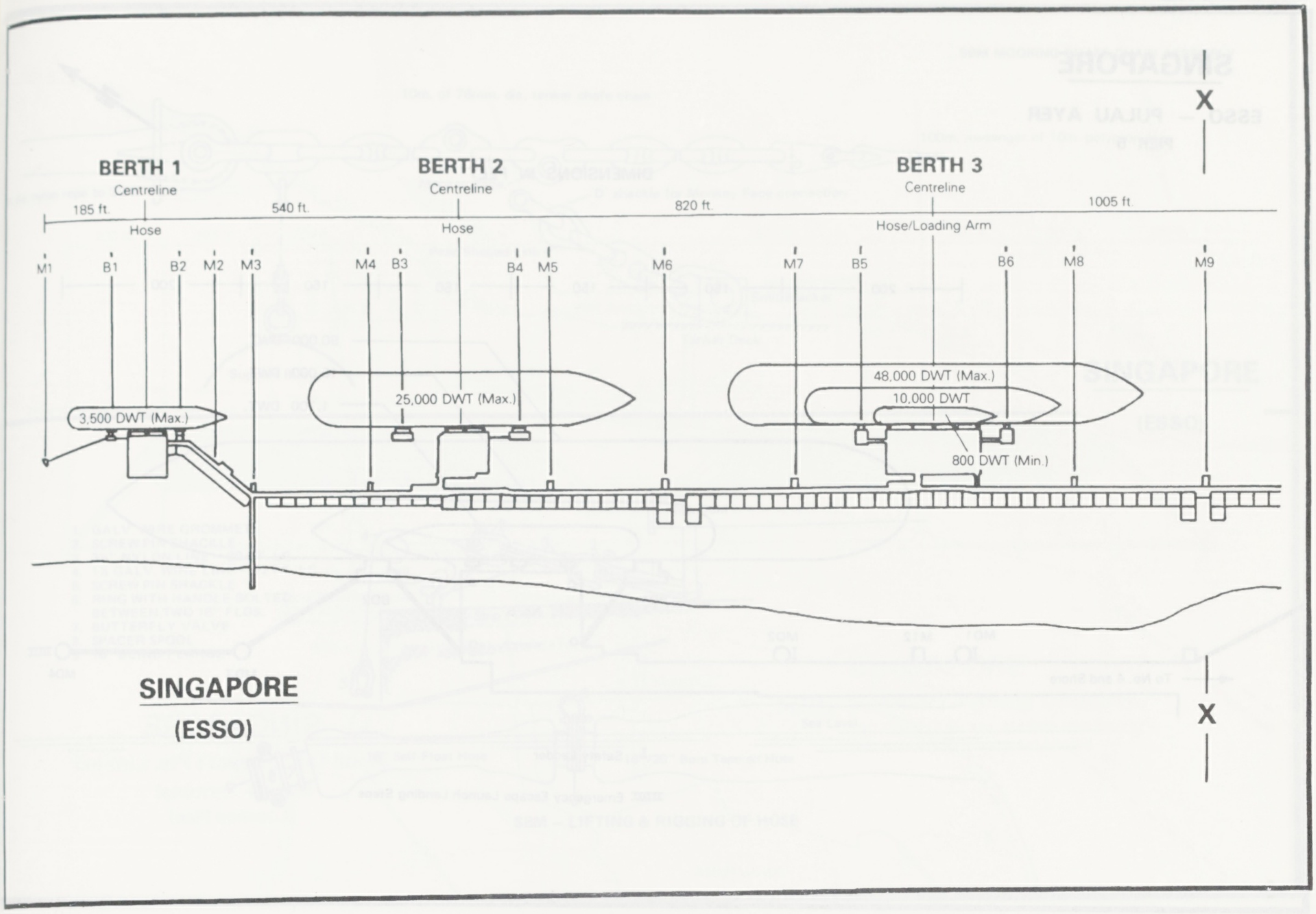
SINGAPORE

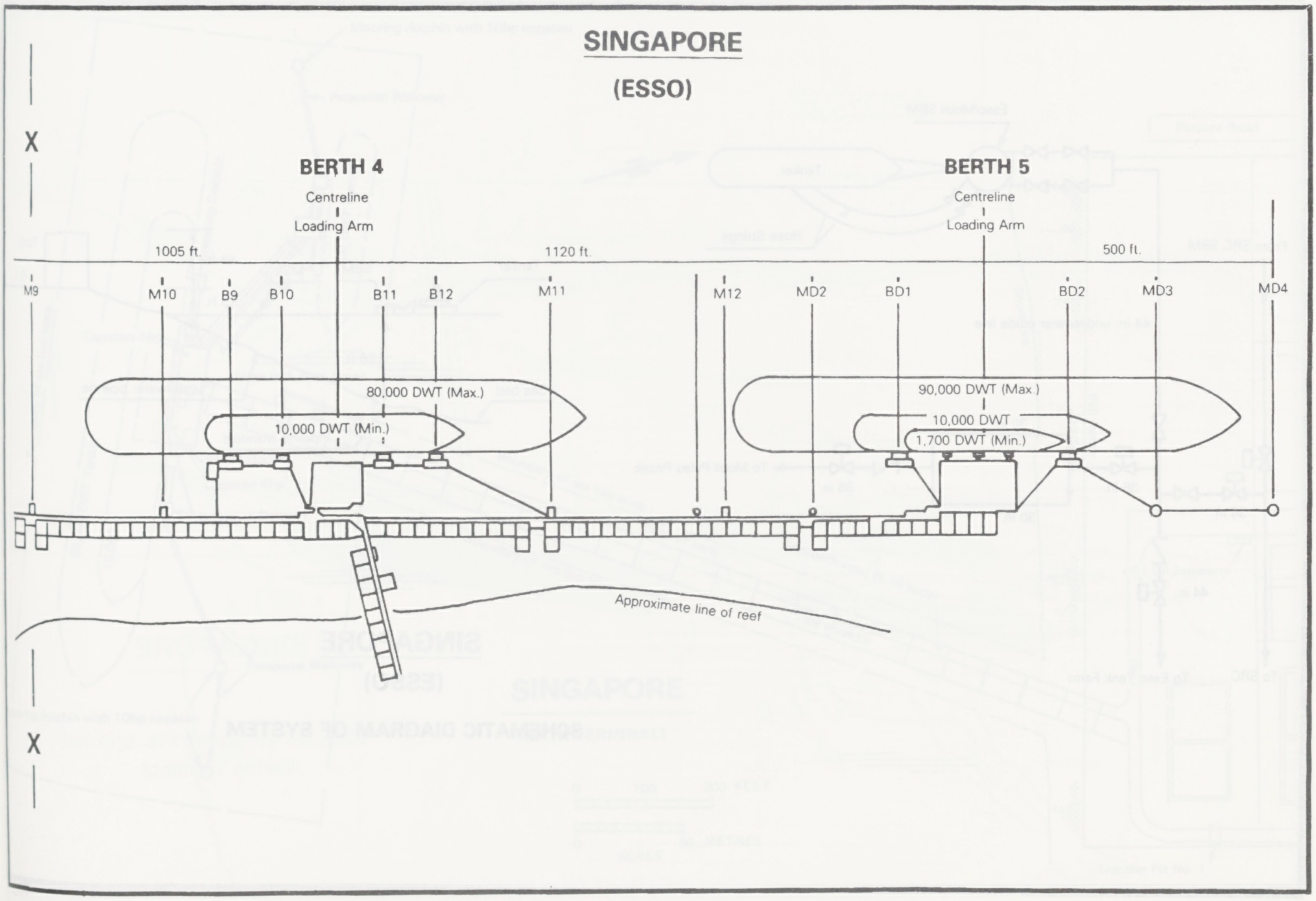
CALTEX (ASIA) LIMITED
TANJONG PENJURU TERMINAL S'PORE
BERTHS No.1 & 2
Max Draft: 12.77m or 42ft.

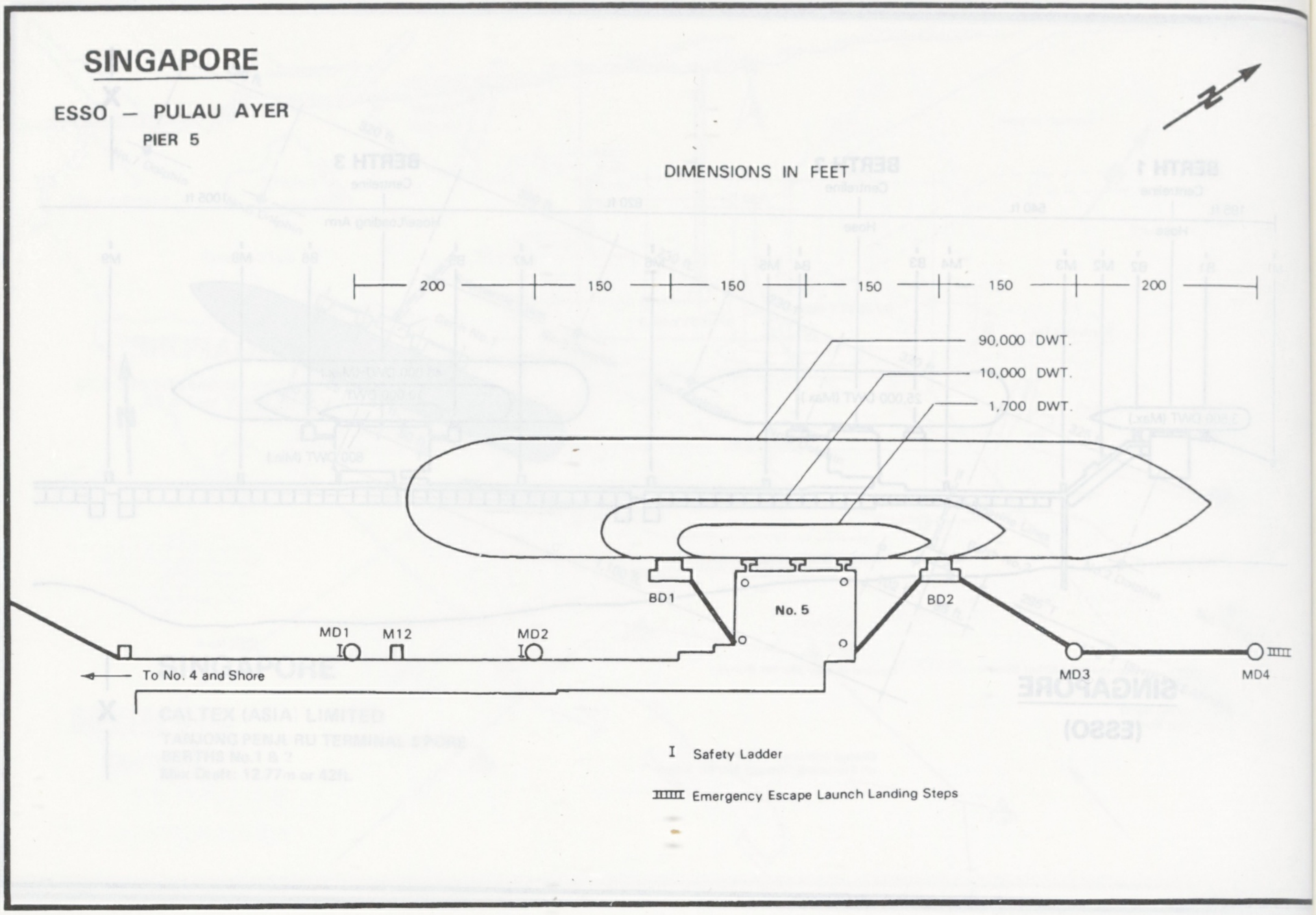

N
12M DWT.
2600 DWT.
Valve Pit
Access Ladder
Face of concrete
80 ft.
12 ft.
4 ft.
60 ft.
W.B.
PIER
Solid Handling Pier
EL. +16.5 ft.
Access Ladder
10 ft.
100 Ton lighter
100 Ton lighter
25 ft.
Operators shelter
Platform
75 ft.
140 ft.
Walkway
Walkway
Walkway
Mooring Dolphin 'A'
M.D.'B'
M.D.'C'
M.D.'D'
18 ft.
Shore Line (El. +0.0 ft.)
Approach Roadway
Pipe Trestle
130 ft.
130 ft.
160 ft.
160 ft.
130 ft.
130 ft.
Refinery Roadway
0
50
100 FEET

SINGAPORE

ESSO
Singapore Refinery Chawan
Solids Handling Pier


X
BERTH 1
Centreline
Hose
BERTH 2
Centreline
Hose
BERTH 3
Centreline
Hose/Loading Arm
185 ft.
540 ft.
820 ft.
1005 ft.
M1
B1
B2
M2
M3
M4
B3
B4
M5
M6
M7
B5
B6
M8
M9
3,500 DWT (Max.)
25,000 DWT (Max.)
48,000 DWT (Max.)
10,000 DWT
800 DWT (Min.)
SINGAPORE
(ESSO)
X

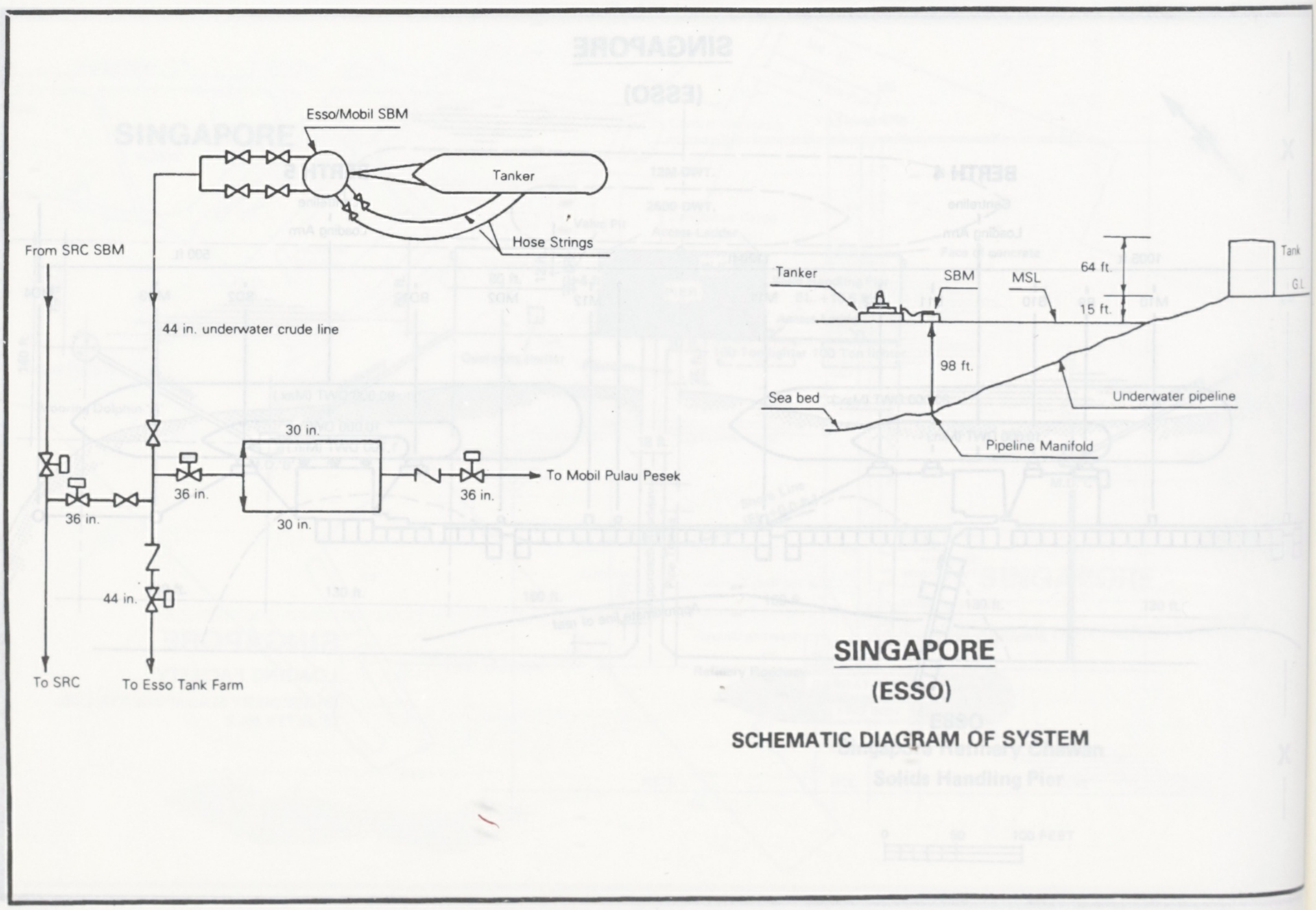

SINGAPORE
(ESSO)
X
BERTH 4
Centreline
Loading Arm
BERTH 5
Centreline
Loading Arm
1005 ft.
1120 ft.
500 ft.
M9
M10
B9
B10
B11
B12
M11
M12
MD2
BD1
BD2
MD3
MD4
80,000 DWT (Max.)
10,000 DWT (Min.)
90,000 DWT (Max.)
10,000 DWT
1,700 DWT (Min.)
Approximate line of reef
X



SINGAPORE

ESSO – PULAU AYER
PIER 5

DIMENSIONS IN FEET
200
150
150
150
150
200
90,000 DWT.
10,000 DWT.
1,700 DWT.
BD1
No. 5
BD2
MD1
M12
MD2
MD3
MD4
To No. 4 and Shore
I Safety Ladder
Emergency Escape Launch Landing Steps



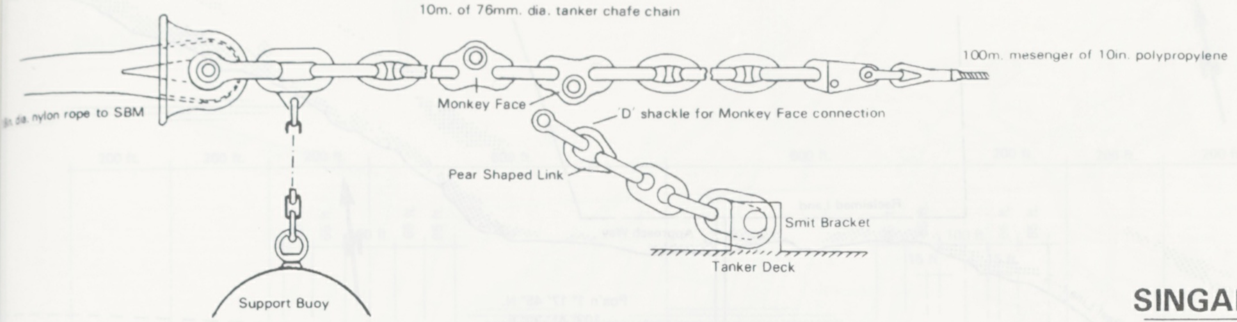
Esso/Mobil SBM
Tanker
Hose Strings
From SRC SBM
44 in. underwater crude line
30 in.
36 in.
36 in.
30 in.
36 in.
To Mobil Pulau Pesek
44 in.
To SRC
To Esso Tank Farm
Tanker
SBM
MSL
64 ft.
15 ft.
Tank
GL
98 ft.
Sea bed
Underwater pipeline
Pipeline Manifold

SINGAPORE

(ESSO)

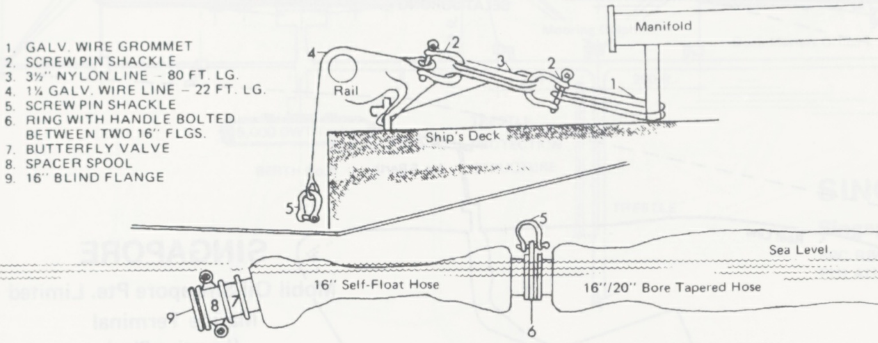
SCHEMATIC DIAGRAM OF SYSTEM

SBM MOORING CHAFE CHAIN ASSEMBLY

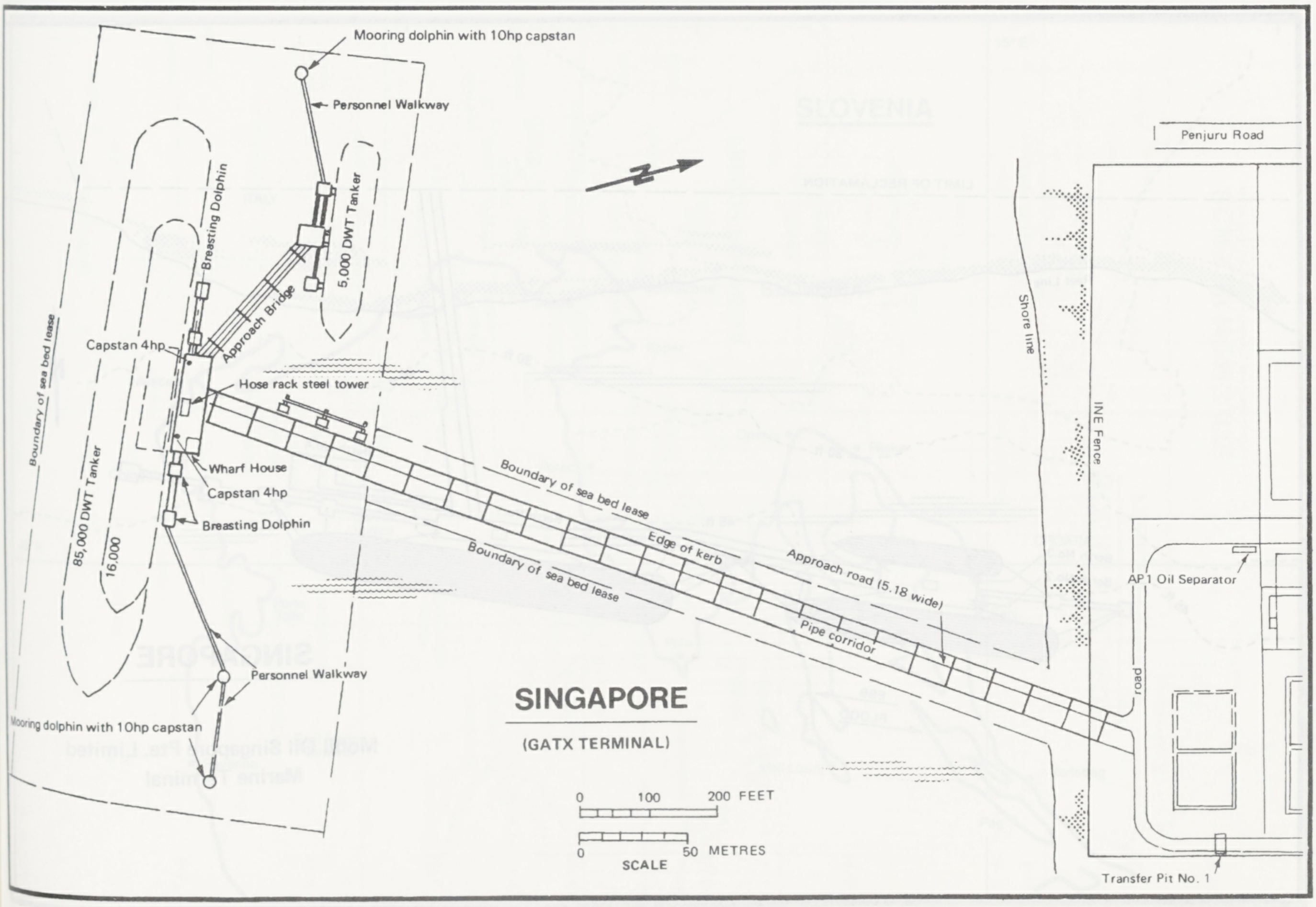

10m. of 76mm. dia. tanker chafe chain
100m. mesenger of 10in. polypropylene
8in. dia. nylon rope to SBM
Monkey Face
'D' shackle for Monkey Face connection
Pear Shaped Link
Smit Bracket
Tanker Deck
Support Buoy

SINGAPORE

(ESSO)

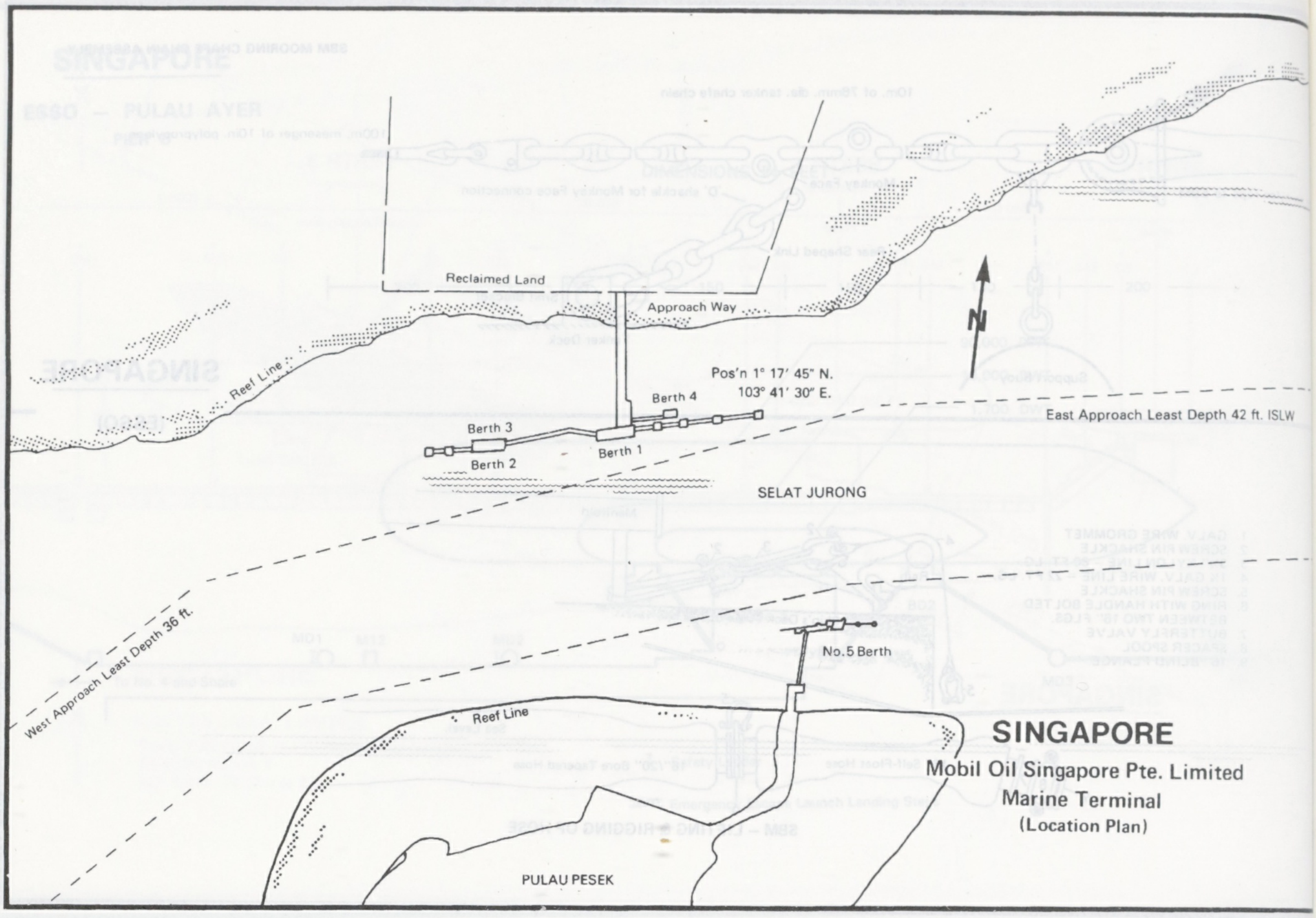

1. GALV. WIRE GROMMET
2. SCREW PIN SHACKLE
3. 3½" NYLON LINE – 80 FT. LG.
4. 1¼ GALV. WIRE LINE – 22 FT. LG.
5. SCREW PIN SHACKLE
6. RING WITH HANDLE BOLTED BETWEEN TWO 16" FLGS.
7. BUTTERFLY VALVE
8. SPACER SPOOL
9. 16" BLIND FLANGE
Manifold
Rail
Ship's Deck
Sea Level.
16" Self-Float Hose
16"/20" Bore Tapered Hose
1
2
3
4
5
6
7
8
9

SBM – LIFTING & RIGGING OF HOSE


Mooring dolphin with 10hp capstan
Personnel Walkway
Breasting Dolphin
5,000 DWT Tanker
Approach Bridge
Capstan 4hp
Hose rack steel tower
Boundary of sea bed lease
85,000 DWT Tanker
16,000
Wharf House
Capstan 4hp
Breasting Dolphin
Personnel Walkway
Mooring dolphin with 10hp capstan
N
Boundary of sea bed lease
Edge of kerb
Boundary of sea bed lease
Approach road (5.18 wide)
Pipe corridor
Penjuru Road
Shore line
INE Fence
API Oil Separator
road
Transfer Pit No. 1
0
100
200 FEET
0
50 METRES
SCALE

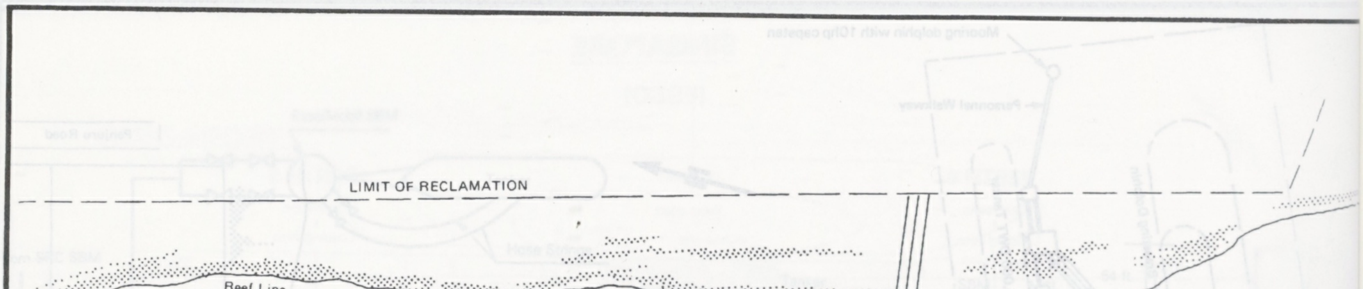
SINGAPORE

(GATX TERMINAL)


Reclaimed Land
Approach Way
Reef Line
Pos'n 1° 17' 45" N.
103° 41' 30" E.
Berth 4
Berth 3
Berth 2
Berth 1
East Approach Least Depth 42 ft. ISLW
SELAT JURONG
West Approach Least Depth 36 ft.
No.5 Berth
Reef Line
PULAU PESEK
N

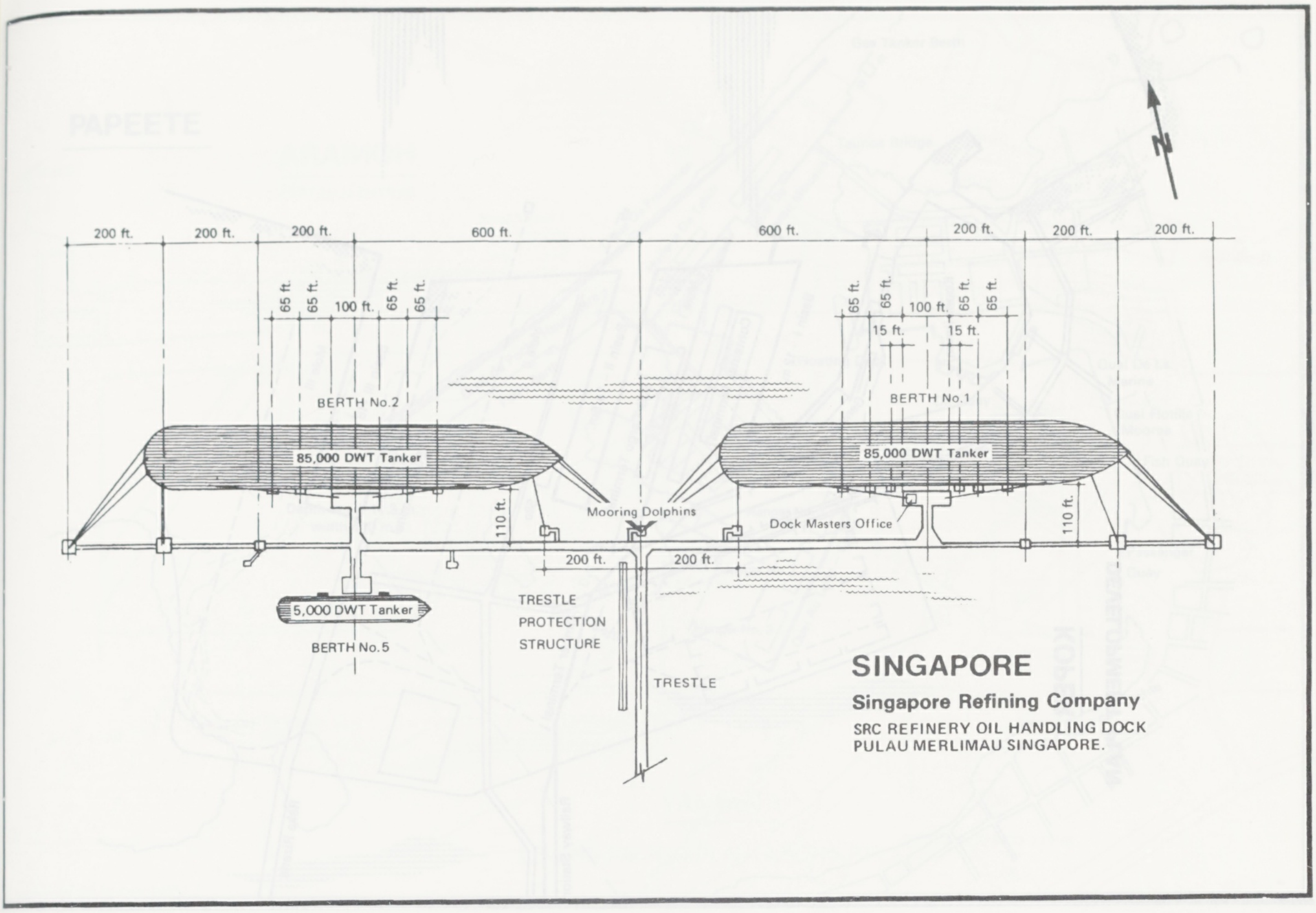
SINGAPORE

Mobil Oil Singapore Pte. Limited
Marine Terminal
(Location Plan)


LIMIT OF RECLAMATION
Reef Line
30 ft.
30 ft.
30 ft.
45 ft.
45 ft.
Berth No.4
Berth No.1
Berth No.3
Berth No.2
EBB
FLOOD
N

SINGAPORE

Mobil Oil Singapore Pte. Limited
Marine Terminal

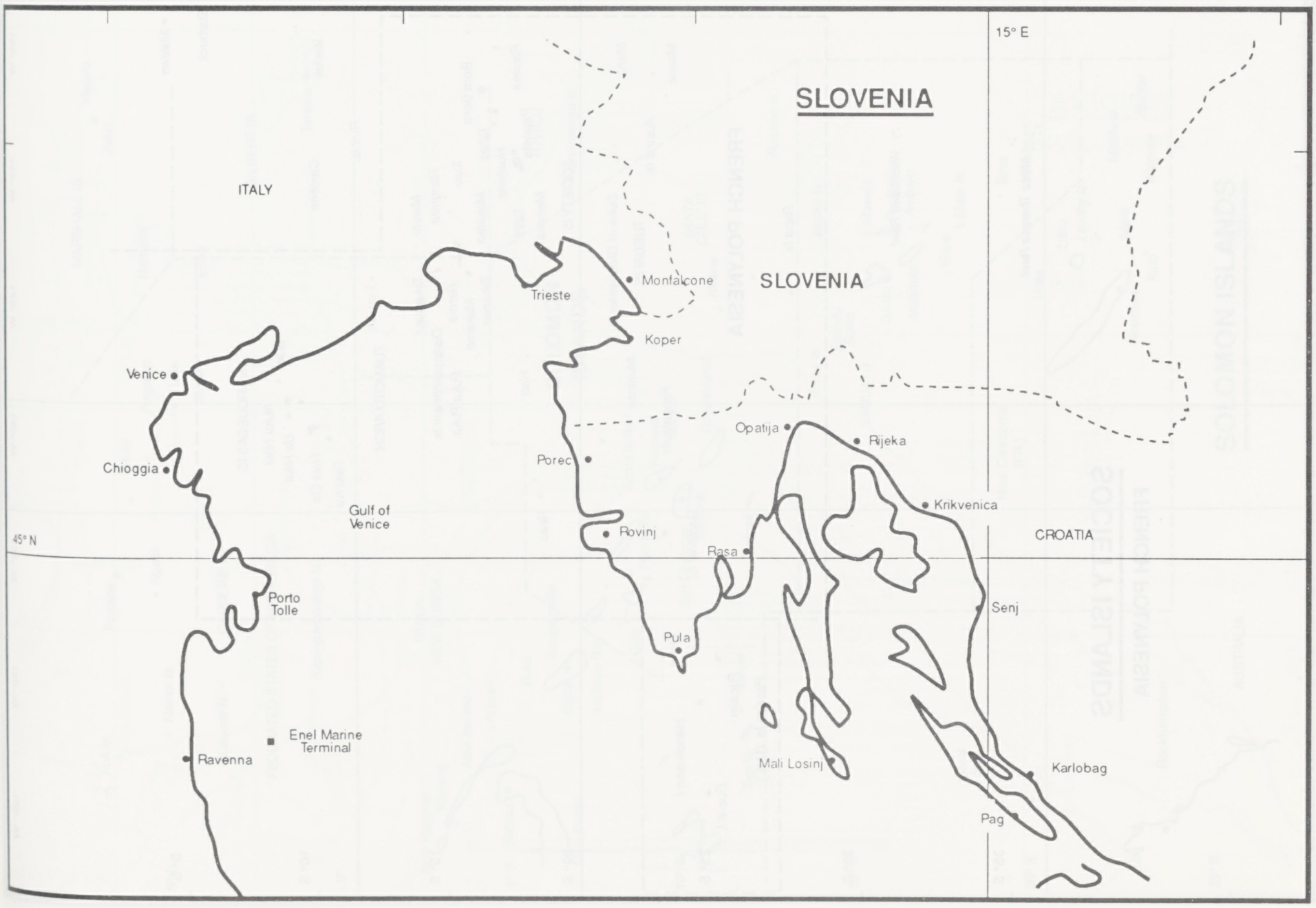


200 ft.
200 ft.
200 ft.
600 ft.
600 ft.
200 ft.
200 ft.
200 ft.
65 ft.
65 ft.
100 ft.
65 ft.
65 ft.
65 ft.
65 ft.
100 ft.
65 ft.
65 ft.
15 ft.
15 ft.
BERTH No.2
BERTH No.1
85,000 DWT Tanker
85,000 DWT Tanker
110 ft.
110 ft.
Mooring Dolphins
Dock Masters Office
200 ft.
200 ft.
5,000 DWT Tanker
BERTH No.5
TRESTLE
PROTECTION
STRUCTURE
TRESTLE
N

SINGAPORE

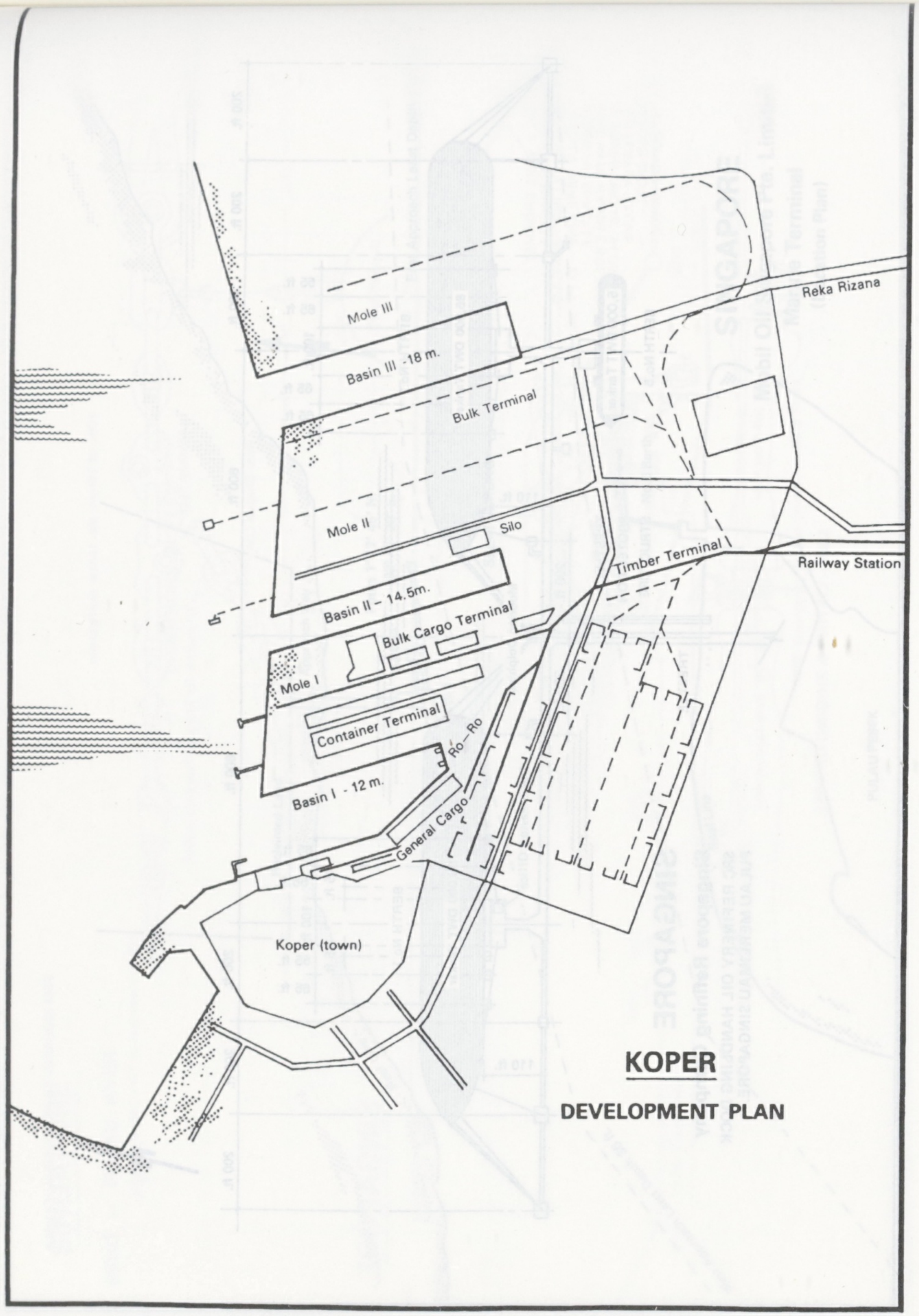
Singapore Refining Company

SRC REFINERY OIL HANDLING DOCK
PULAU MERLIMAU SINGAPORE.



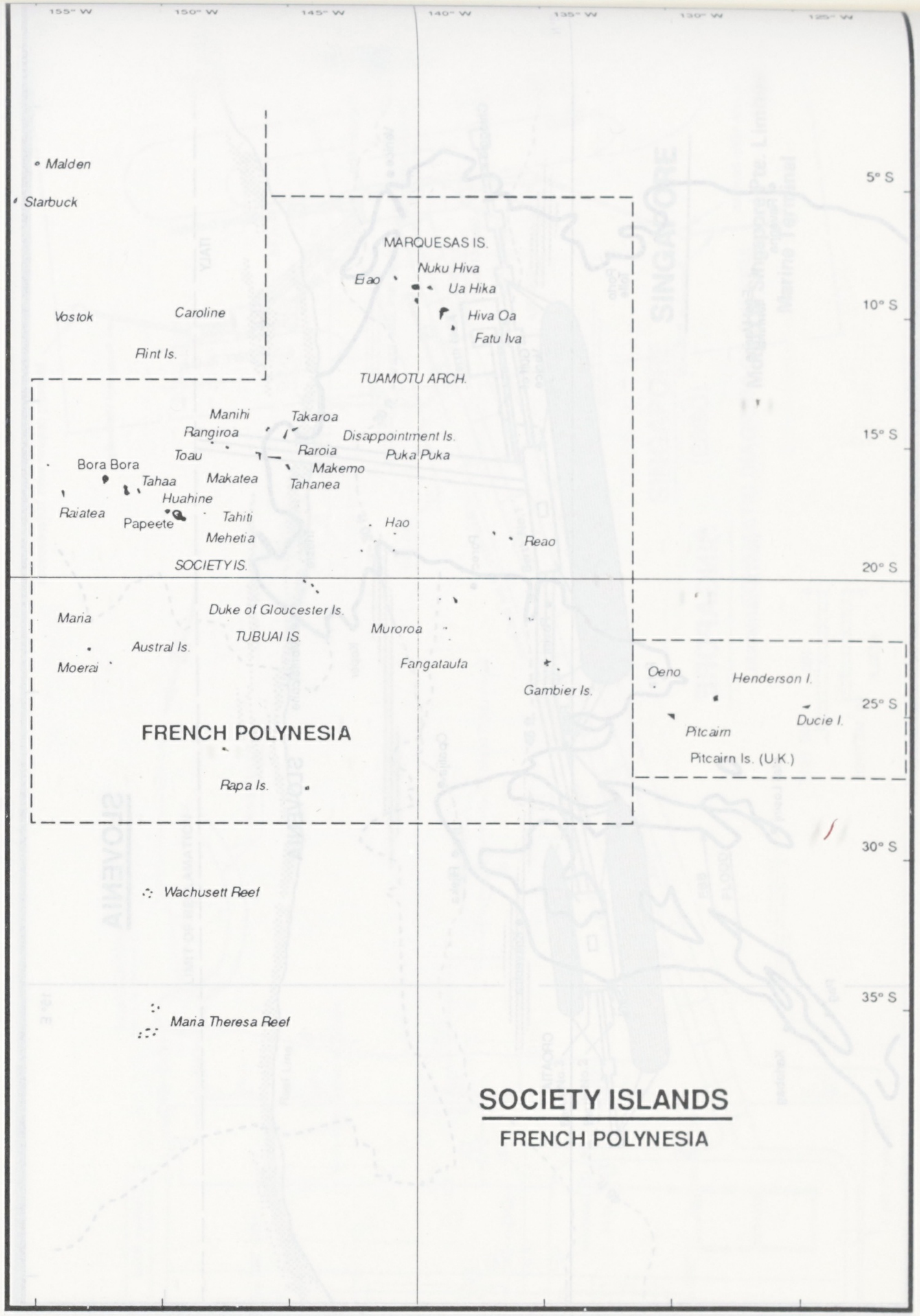
15° E
45° N
ITALY
SLOVENIA
CROATIA
Venice
Chioggia
Gulf of Venice
Porto Tolle
Enel Marine Terminal
Ravenna
Trieste
Monfalcone
Koper
Porec
Rovinj
Pula
Rasa
Opatija
Rijeka
Krikvenica
Senj
Mali Losinj
Karlobag
Pag

SLOVENIA


Mole III
Basin III -18 m.
Reka Rizana
Bulk Terminal
Mole II
Silo
Basin II – 14.5m.
Timber Terminal
Railway Station
Bulk Cargo Terminal
Mole I
Container Terminal
Ro – Ro
Basin I - 12 m.
General Cargo
Koper (town)

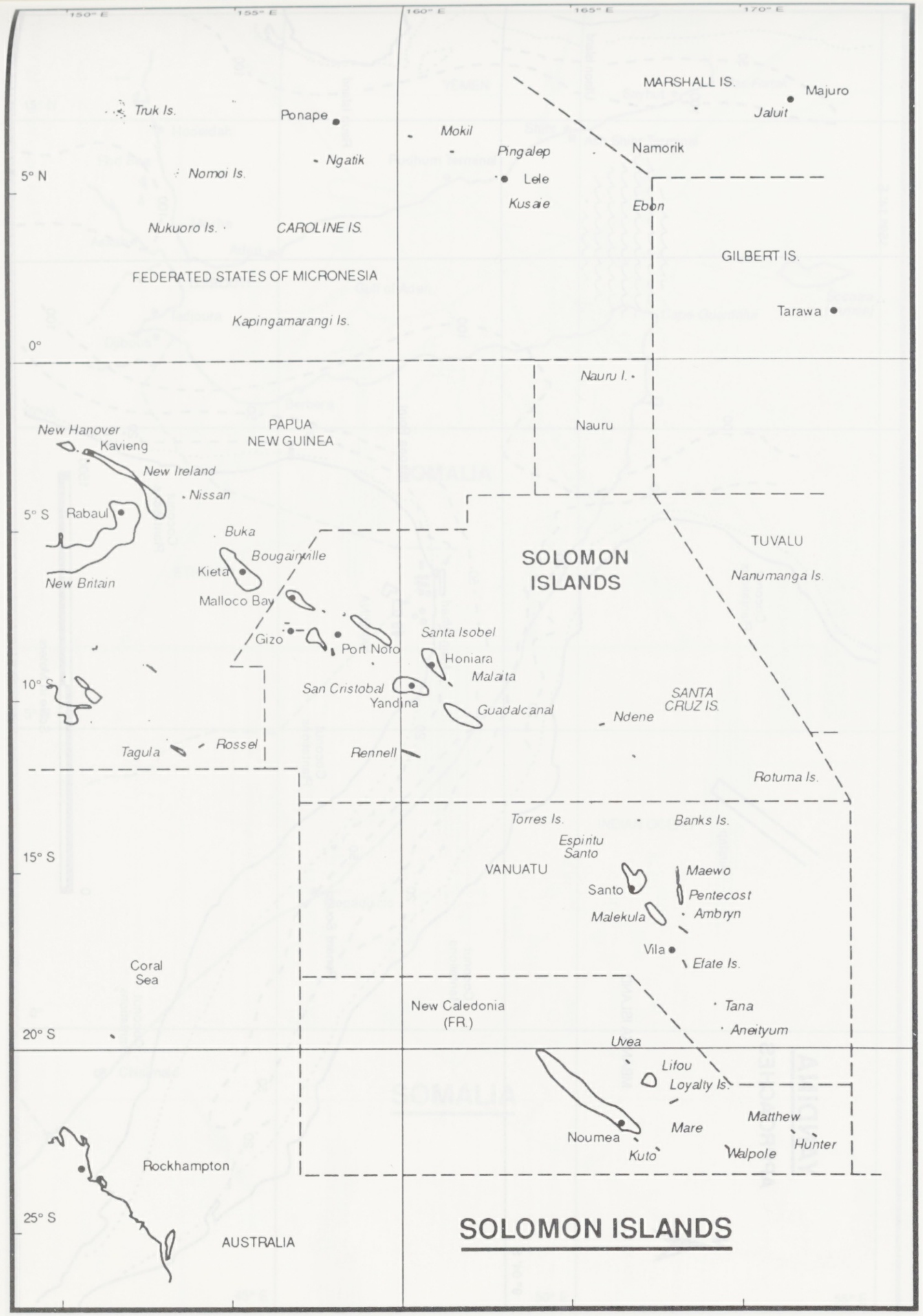
KOPER

DEVELOPMENT PLAN

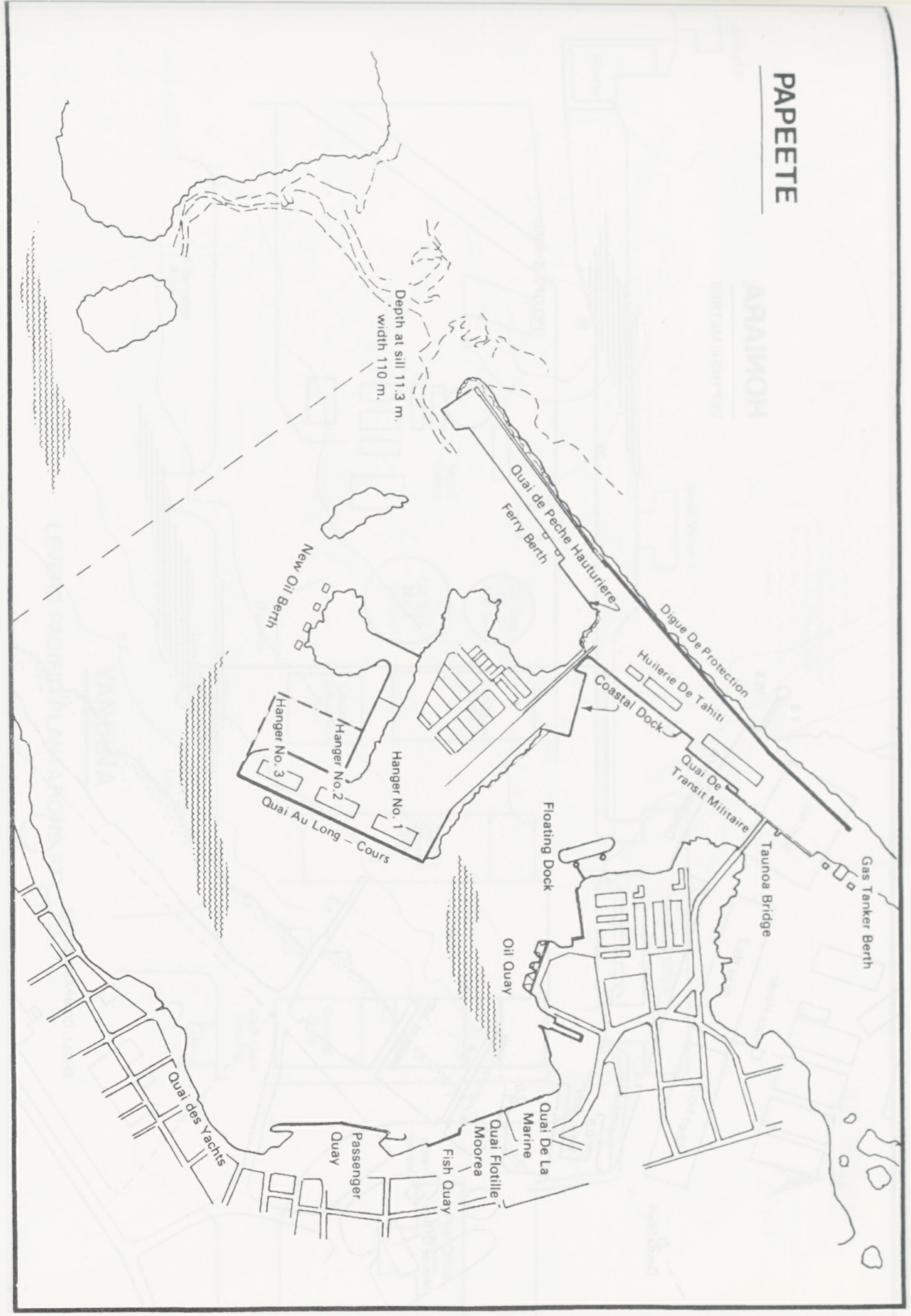

155° W
150° W
145° W
140° W
135° W
130° W
125° W
5° S
10° S
15° S
20° S
25° S
30° S
35° S
Malden
Starbuck
MARQUESAS IS.
Nuku Hiva
Eiao
Ua Hika
Hiva Oa
Fatu Iva
Vostok
Caroline
Flint Is.
TUAMOTU ARCH.
Manihi
Takaroa
Rangiroa
Disappointment Is.
Toau
Raroia
Puka Puka
Bora Bora
Makemo
Tahaa
Makatea
Tahanea
Huahine
Raiatea
Tahiti
Papeete
Hao
Mehetia
Reao
SOCIETY IS.
Duke of Gloucester Is.
Maria
TUBUAI IS.
Muroroa
Austral Is.
Moerai
Fangataufa
Gambier Is.
Oeno
Henderson I.
Ducie I.
Pitcairn
Pitcairn Is. (U.K.)
FRENCH POLYNESIA
Rapa Is.
Wachusett Reef
Maria Theresa Reef

SOCIETY ISLANDS

FRENCH POLYNESIA

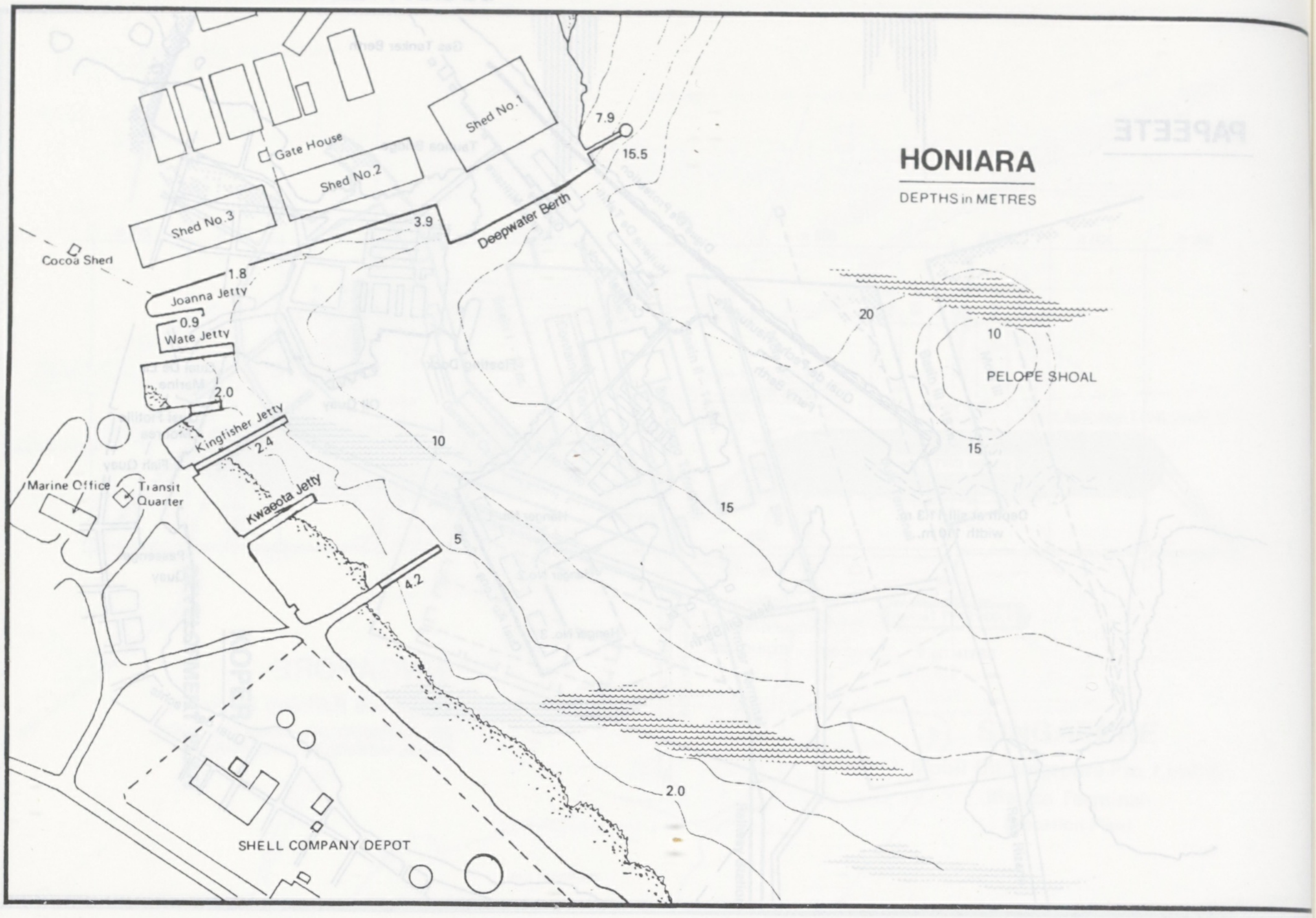

150° E
155° E
160° E
165° E
170° E
MARSHALL IS.
Majuro
Jaluit
Truk Is.
Ponape
Mokil
Pingalep
Namorik
Ngatik
5° N
Nomoi Is.
Lele
Kusaie
Ebon
Nukuoro Is.
CAROLINE IS.
GILBERT IS.
FEDERATED STATES OF MICRONESIA
Kapingamarangi Is.
Tarawa
0°
Nauru I.
Nauru
New Hanover
PAPUA
NEW GUINEA
Kavieng
New Ireland
Nissan
5° S
Rabaul
Buka
TUVALU
SOLOMON
ISLANDS
Bougainville
Kieta
Nanumanga Is.
New Britain
Malloco Bay
Santa Isobel
Gizo
Port Noro
Honiara
Malaita
10° S
San Cristobal
SANTA
CRUZ IS.
Yandina
Guadalcanal
Ndene
Tagula
Rossel
Rennell
Rotuma Is.
Torres Is.
Banks Is.
Espiritu
Santo
15° S
VANUATU
Maewo
Santo
Pentecost
Malekula
Ambryn
Vila
Efate Is.
Coral
Sea
Tana
New Caledonia
(FR.)
Aneityum
20° S
Uvea
Lifou
Loyalty Is.
Matthew
Mare
Noumea
Hunter
Kuto
Walpole
Rockhampton
25° S
AUSTRALIA

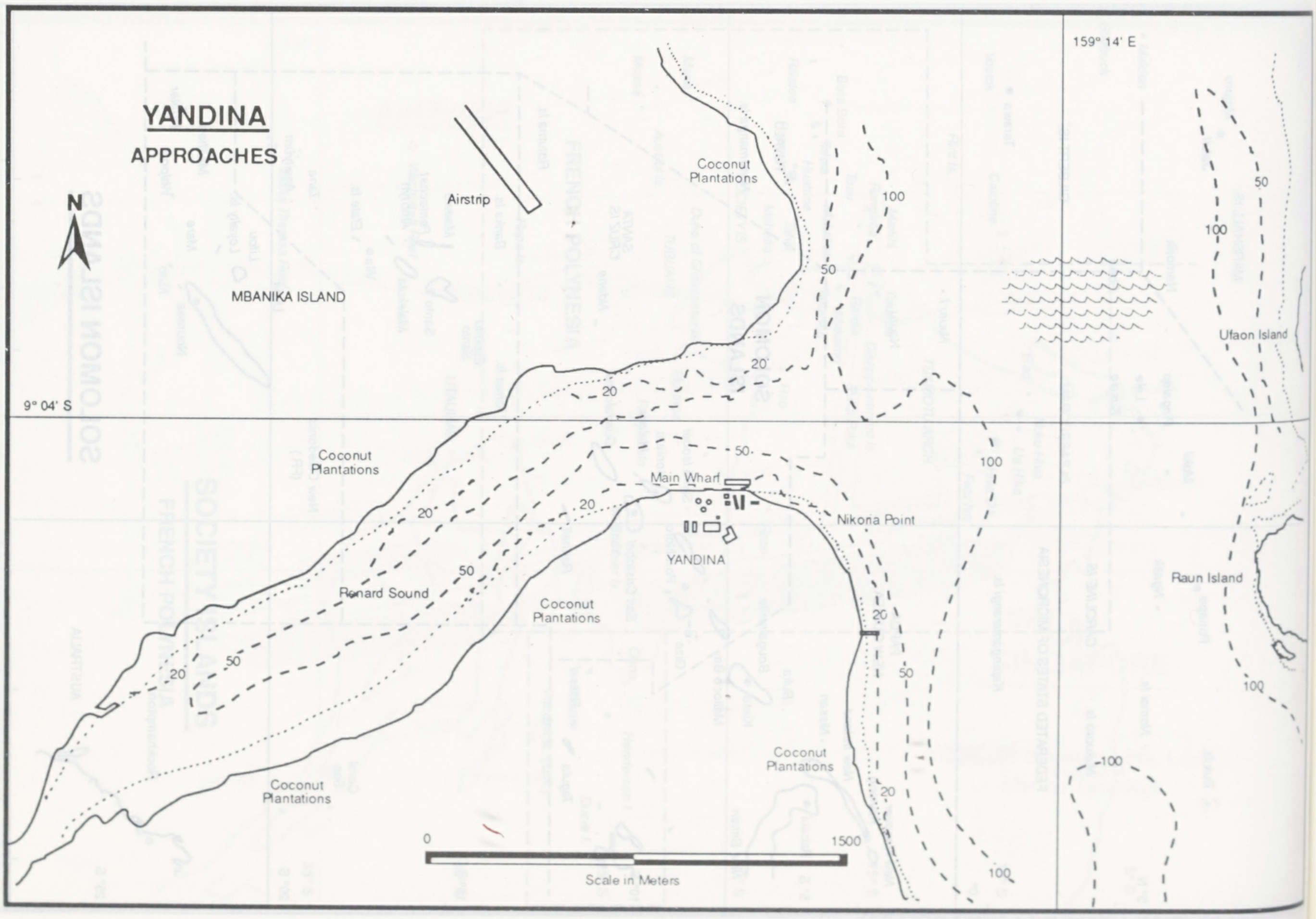
SOLOMON ISLANDS

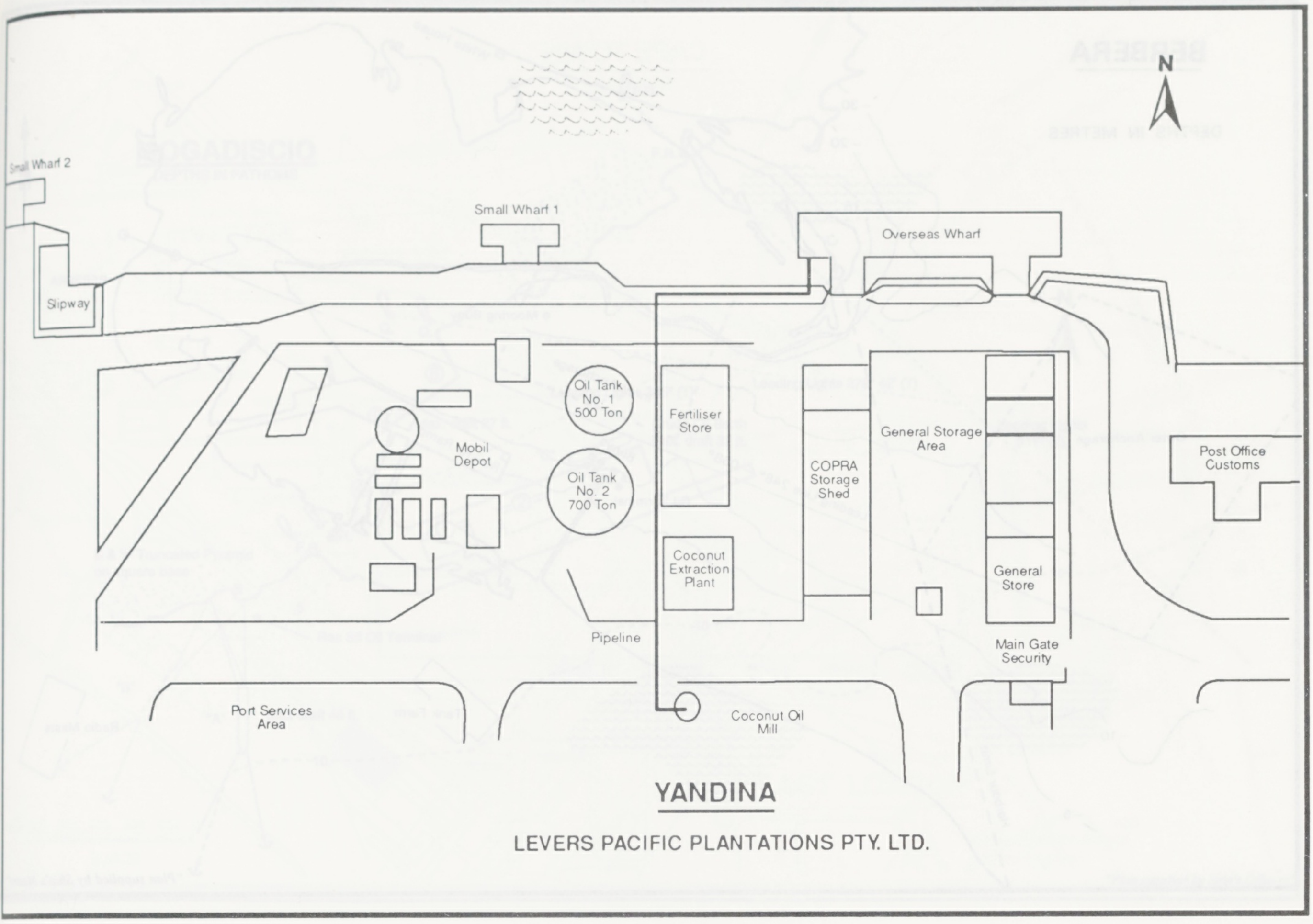


PAPEETE

Depth at sill 11.3 m.
width 110 m.
Quai de Peche Hauturiere
Ferry Berth
New Oil Berth
Digue De Protection
Huilerie De Tahiti
Coastal Dock
Quai De
Transit Militaire
Hanger No. 3
Hanger No. 2
Hanger No. 1
Quai Au Long - Cours
Floating Dock
Taunoa Bridge
Gas Tanker Berth
Oil Quay
Quai des Yachts
Passenger
Quay
Fish Quay
Quai Flotille
Moorea
Quai De La
Marine


HONIARA
DEPTHS in METRES
Shed No.1
Shed No.2
Shed No.3
Gate House
Cocoa Shed
7.9
15.5
3.9
Deepwater Berth
1.8
Joanna Jetty
0.9
Wate Jetty
2.0
Kingfisher Jetty
2.4
Kwaeota Jetty
Marine Office
Transit Quarter
10
5
4.2
15
20
10
PELOPE SHOAL
15
2.0
SHELL COMPANY DEPOT

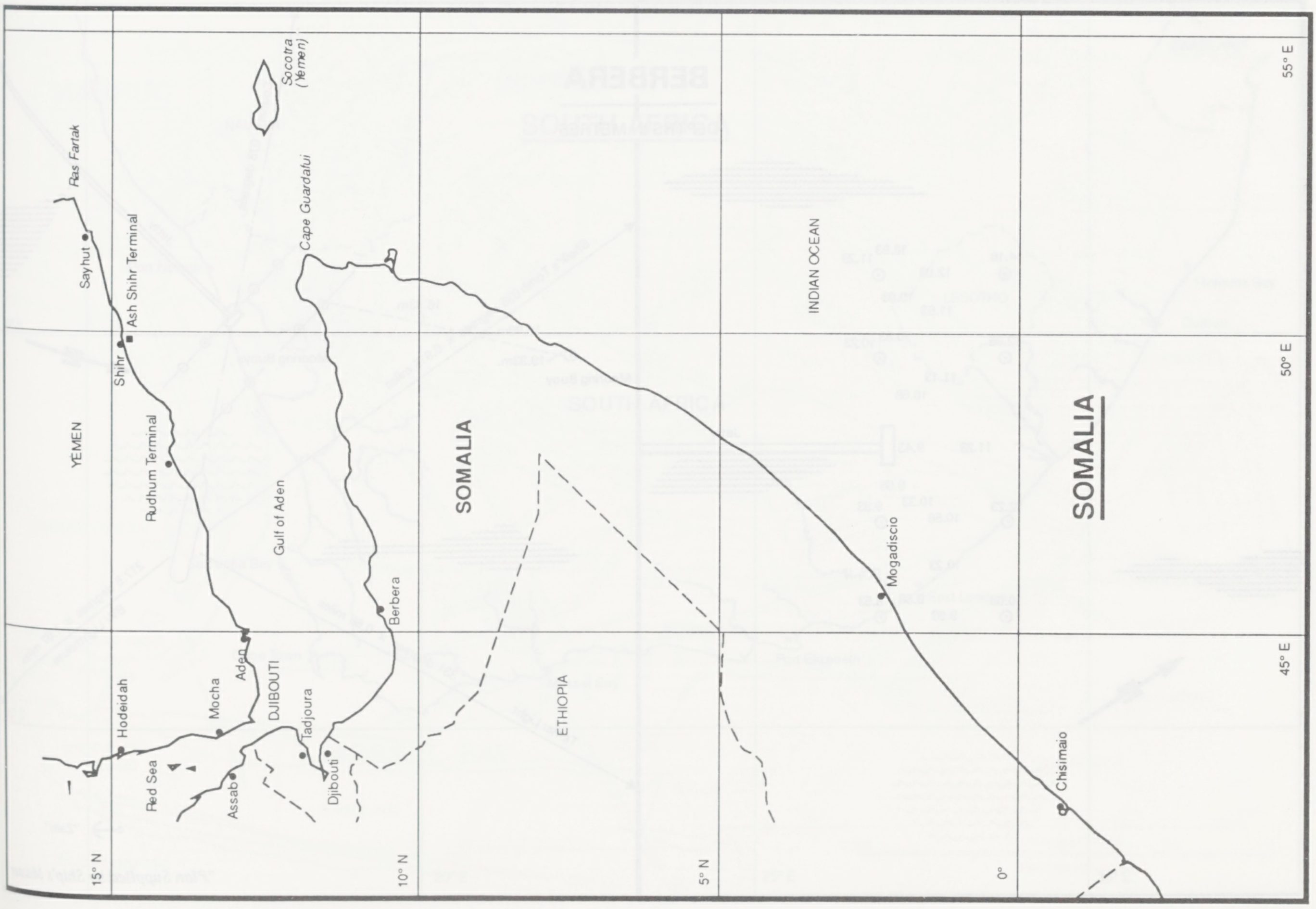

YANDINA
APPROACHES
N
Airstrip
MBANIKA ISLAND
Coconut Plantations
159° 14' E
100
50
20
50
100
Ufaon Island
9° 04' S
20
Coconut Plantations
50
Main Wharf
20
20
Nikona Point
YANDINA
100
Renard Sound
50
Coconut Plantations
Raun Island
20
50
20
50
100
Coconut Plantations
-100
20
Coconut Plantations
0
1500
Scale in Meters
100



YANDINA

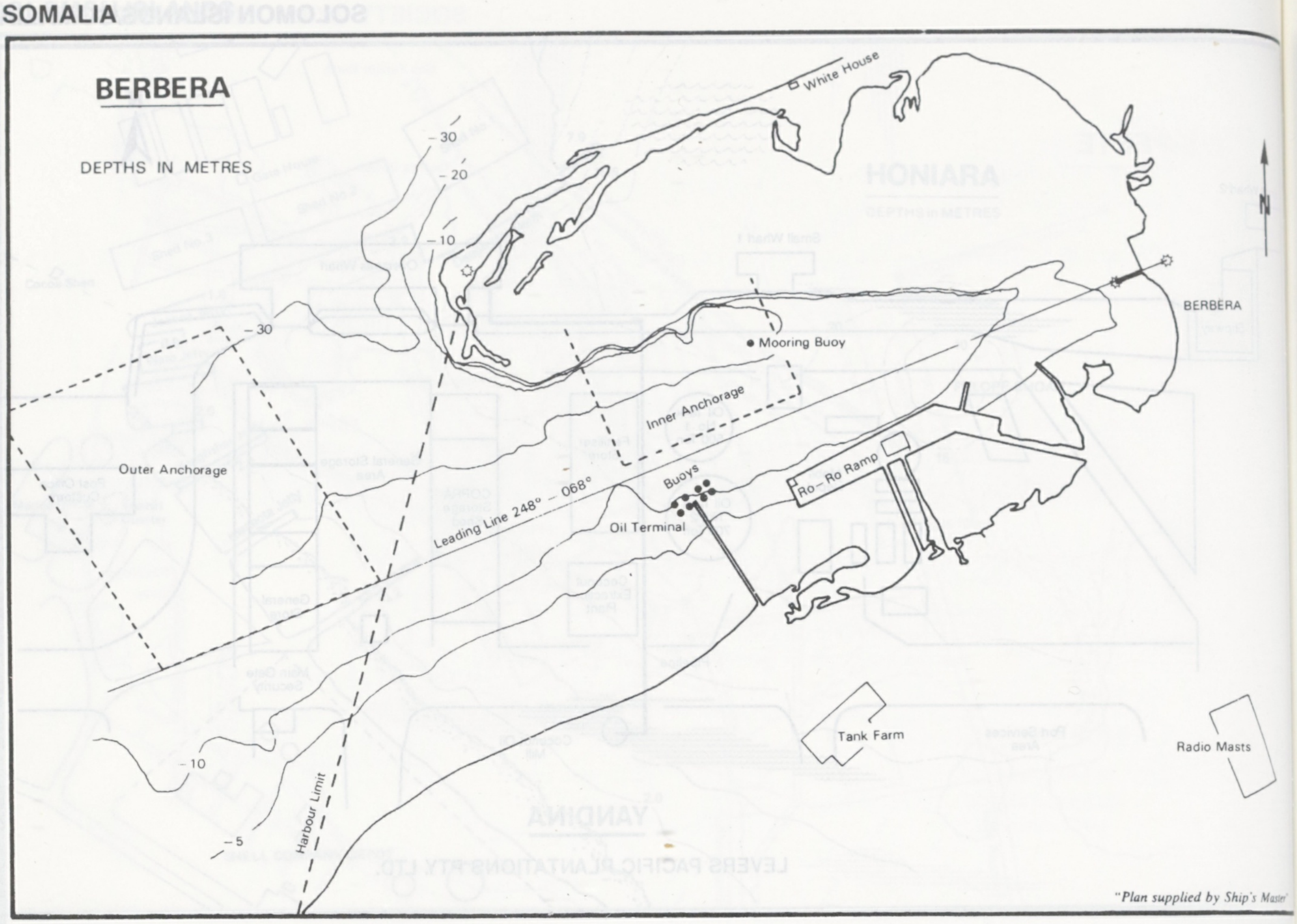
LEVERS PACIFIC PLANTATIONS PTY. LTD.

N
Small Wharf 2
Slipway
Small Wharf 1
Overseas Wharf
Oil Tank No. 1 500 Ton
Oil Tank No. 2 700 Ton
Mobil Depot
Fertiliser Store
Coconut Extraction Plant
COPRA Storage Shed
General Storage Area
General Store
Post Office Customs
Pipeline
Main Gate Security
Port Services Area
Coconut Oil Mill



SOMALIA

15° N
10° N
5° N
0°
45° E
50° E
55° E
YEMEN
Ras Fartak
Sayhut
Shihr
Ash Shihr Terminal
Rudhum Terminal
Hodeidah
Red Sea
Mocha
Assab
Aden
DJIBOUTI
Tadjoura
Djibouti
Gulf of Aden
Socotra (Yemen)
Cape Guardafui
Berbera
SOMALIA
ETHIOPIA
INDIAN OCEAN
Mogadiscio
Chisimaio

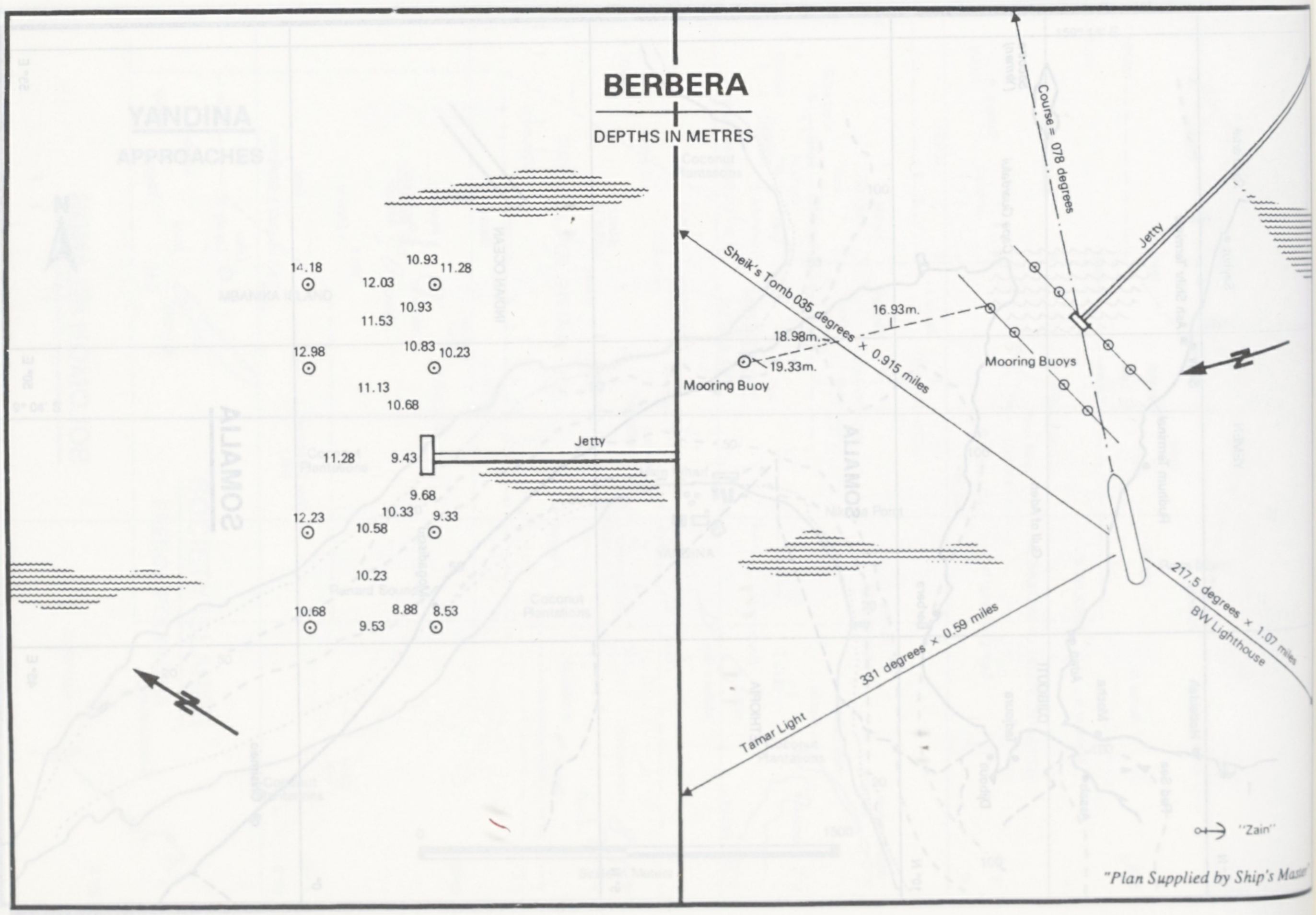


BERBERA

DEPTHS IN METRES

White House
– 30
– 20
– 10
– 30
Mooring Buoy
BERBERA
Inner Anchorage
Outer Anchorage
Buoys
Ro – Ro Ramp
Leading Line 248° – 068°
Oil Terminal
Tank Farm
Radio Masts
– 10
– 5
Harbour Limit

"Plan supplied by Ship's Master"

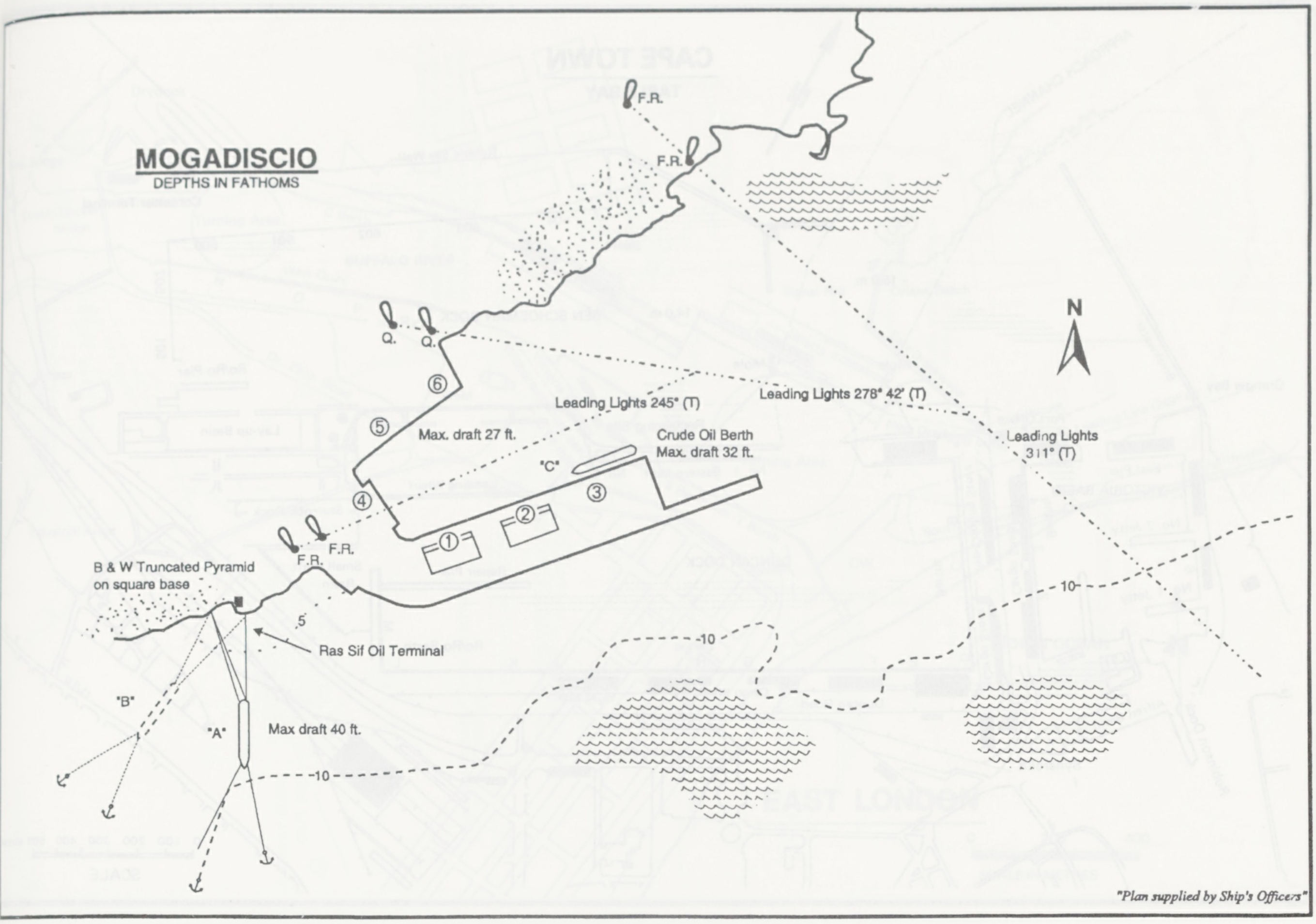


BERBERA

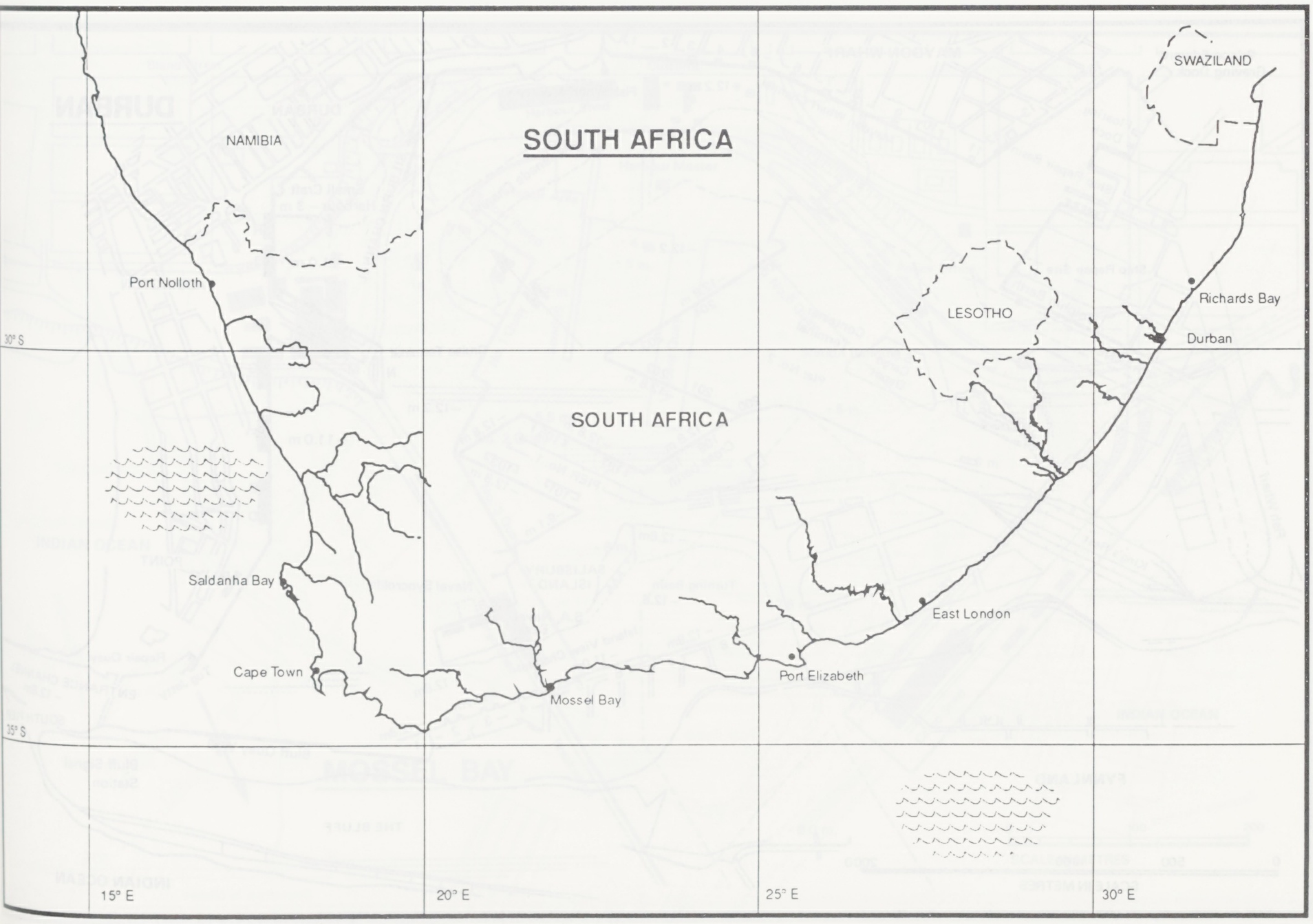
DEPTHS IN METRES

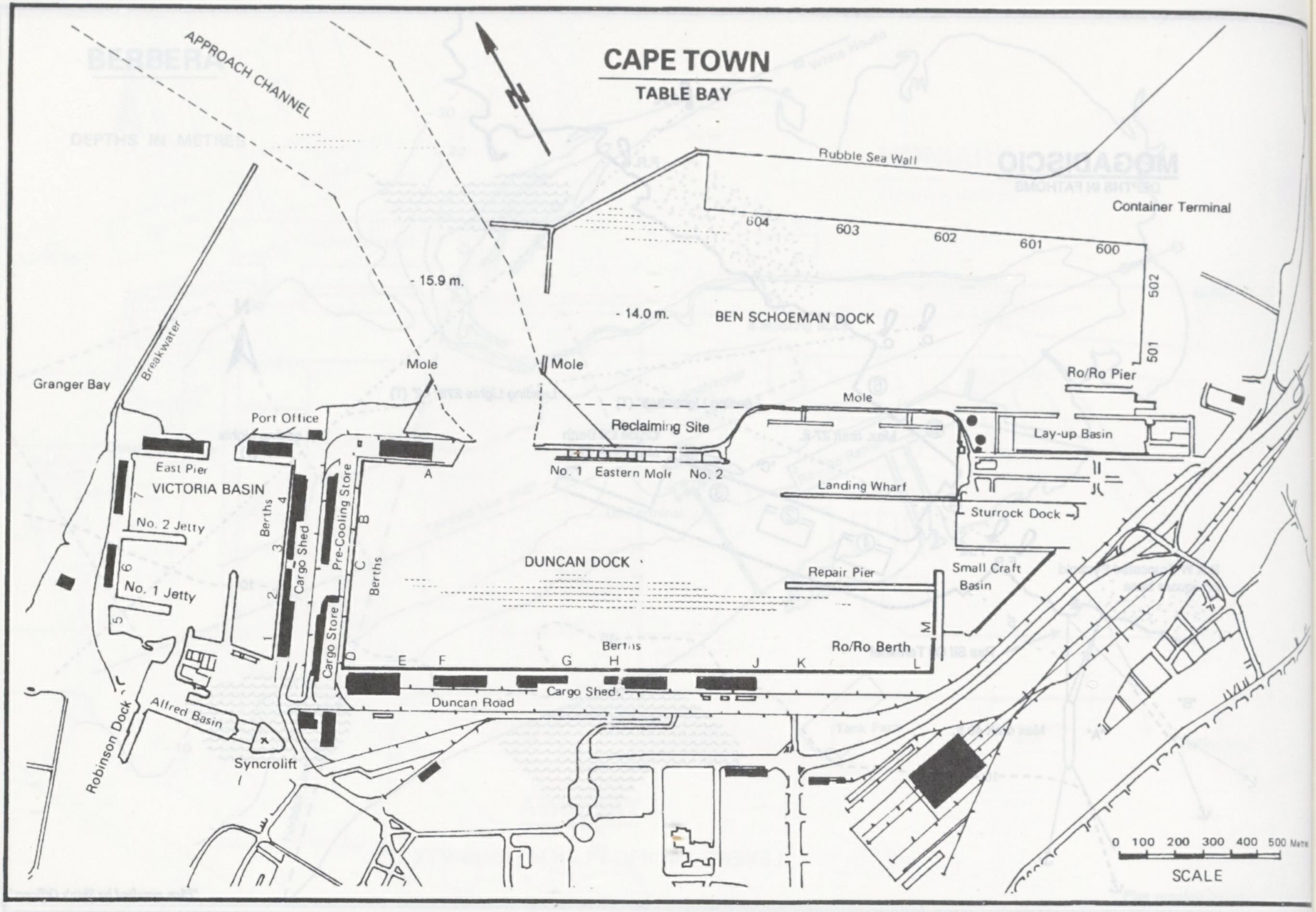
14.18
12.03
10.93
11.28
10.93
11.53
12.98
10.83
10.23
11.13
10.68
Jetty
11.28
9.43
9.68
10.33
9.33
12.23
10.58
10.23
10.68
8.88
8.53
9.53
Sheik's Tomb 035 degrees × 0.915 miles
16.93m.
18.98m.
19.33m.
Mooring Buoy
Course = 078 degrees
Jetty
Mooring Buoys
217.5 degrees × 1.07 miles
BW Lighthouse
331 degrees × 0.59 miles
Tamar Light
"Zain"

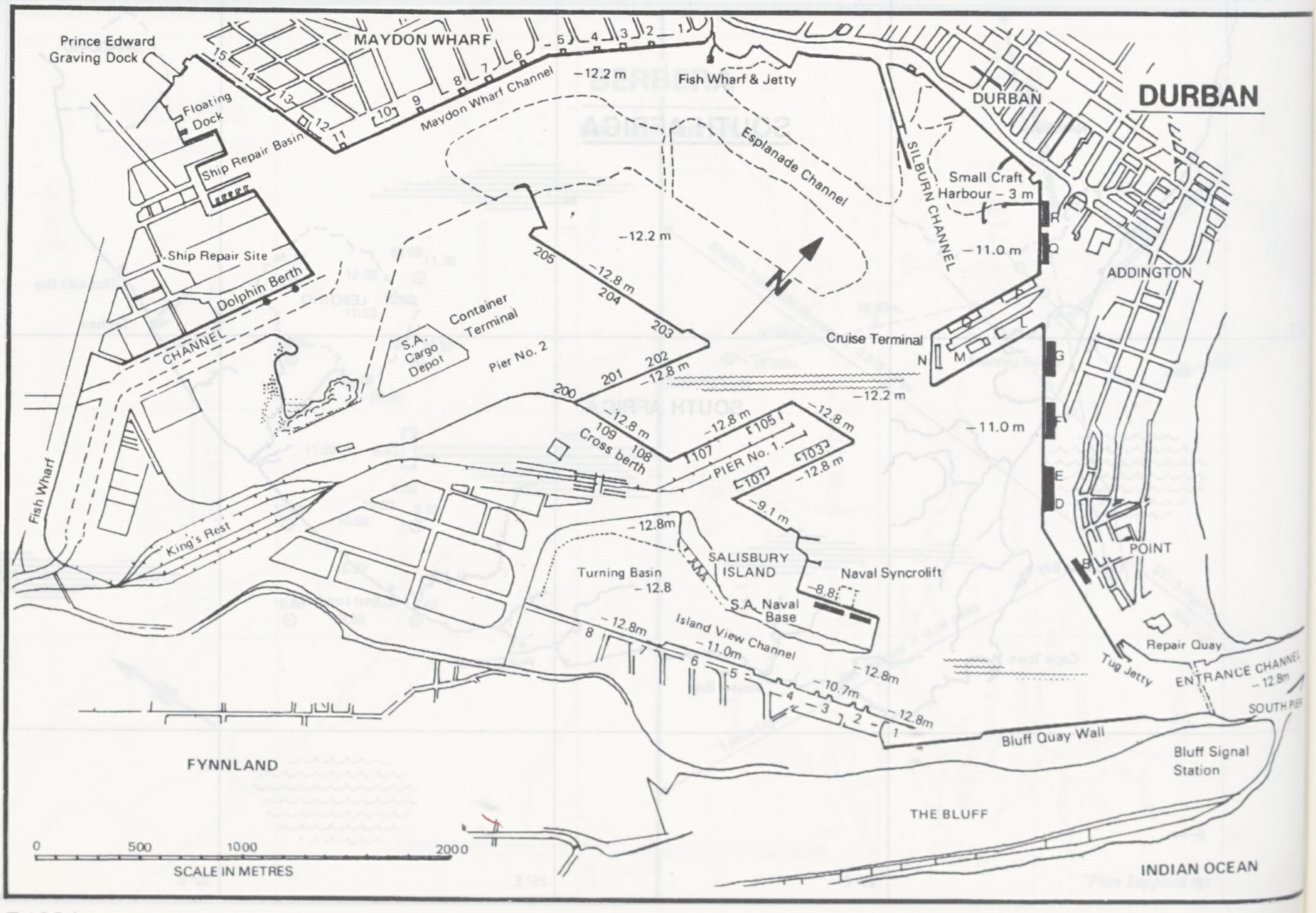
"Plan Supplied by Ship's Master"

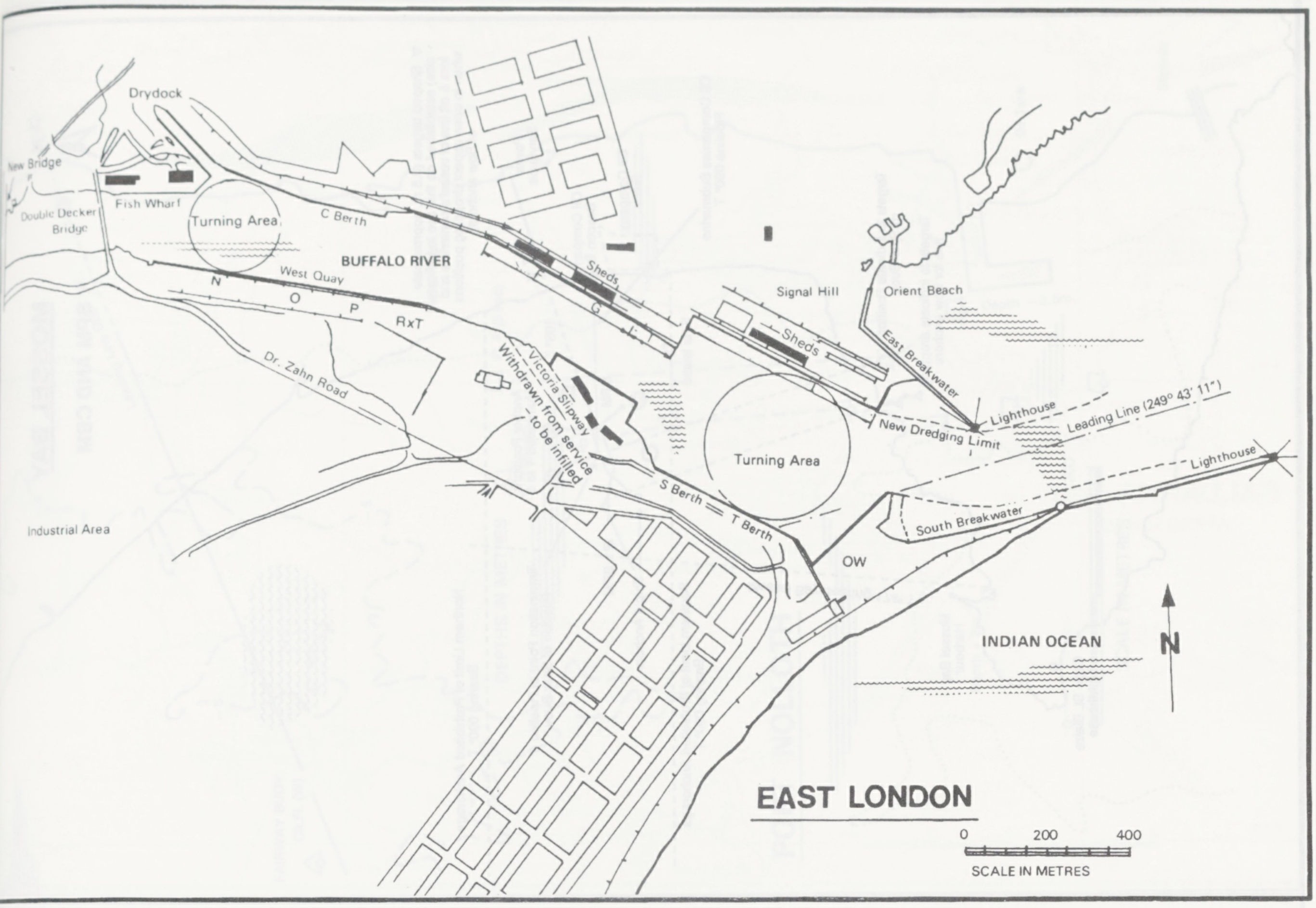

MOGADISCIO
DEPTHS IN FATHOMS
F.R.
F.R.
N
Q.
Q.
⑥
⑤
④
Leading Lights 245° (T)
Leading Lights 278° 42' (T)
Leading Lights 311° (T)
Max. draft 27 ft.
Crude Oil Berth
Max. draft 32 ft.
"C"
③
②
①
F.R.
F.R.
B & W Truncated Pyramid on square base
5
Ras Sif Oil Terminal
10
10
10
"B"
"A"
Max draft 40 ft.

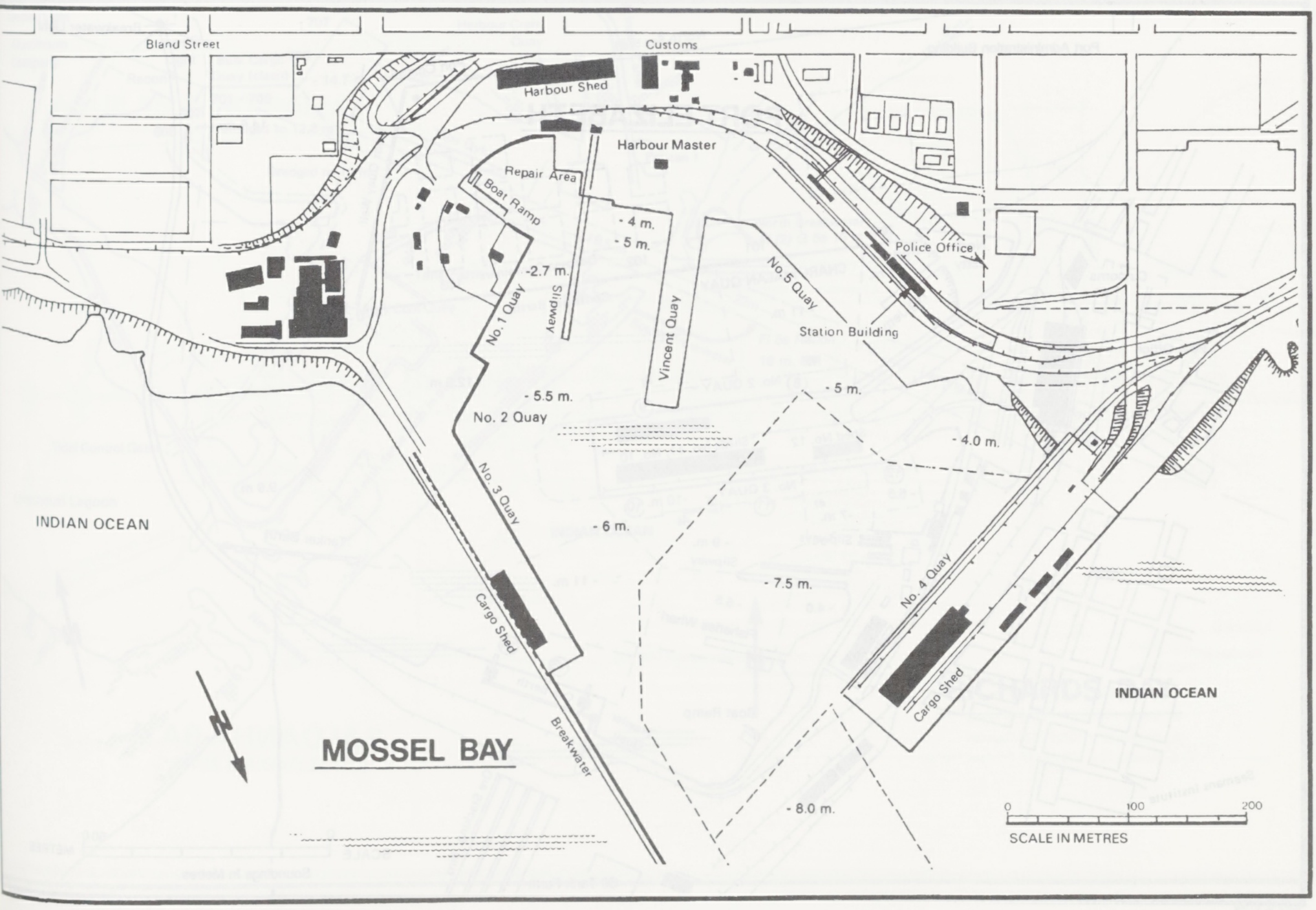
"Plan supplied by Ship's Officers"

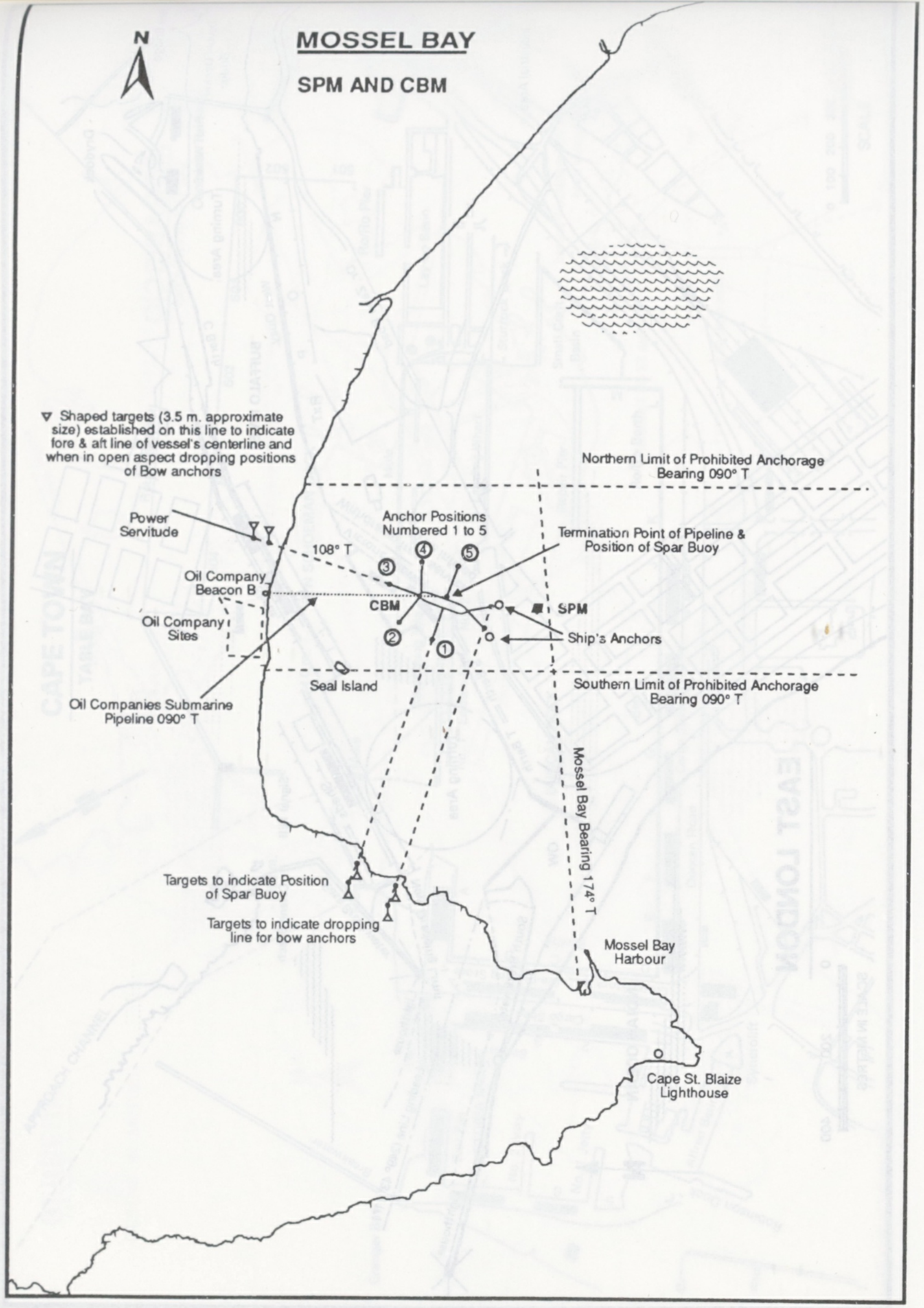

SWAZILAND
SOUTH AFRICA
NAMIBIA
Port Nolloth
LESOTHO
Richards Bay
Durban
30° S
SOUTH AFRICA
Saldanha Bay
East London
Cape Town
Port Elizabeth
Mossel Bay
35° S
15° E
20° E
25° E
30° E

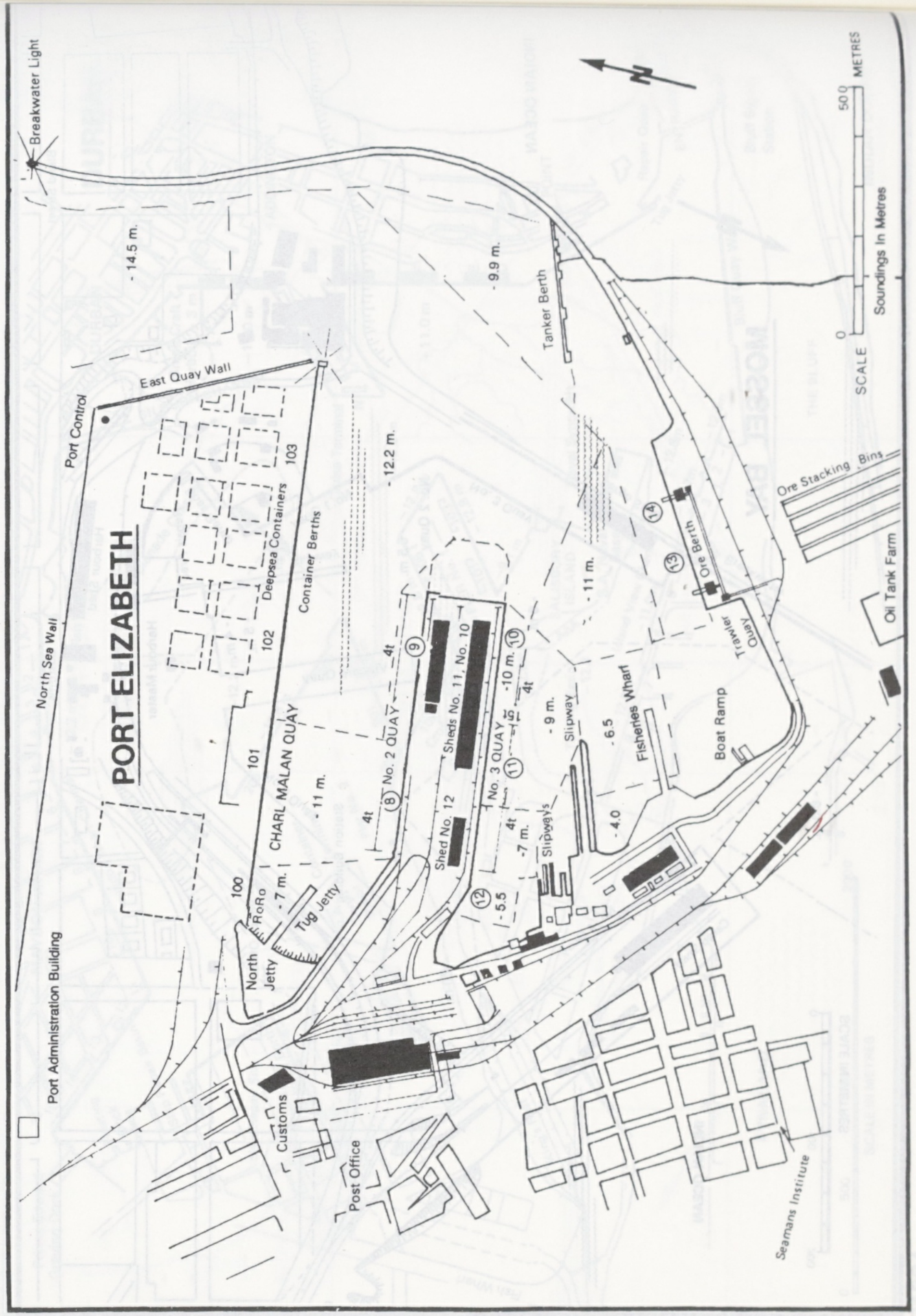

CAPE TOWN
TABLE BAY
N
APPROACH CHANNEL
Rubble Sea Wall
Container Terminal
604
603
602
601
600
502
501
- 15.9 m.
- 14.0 m.
BEN SCHOEMAN DOCK
Ro/Ro Pier
Granger Bay
Breakwater
Mole
Mole
Mole
Port Office
Reclaiming Site
Lay-up Basin
East Pier
VICTORIA BASIN
No. 2 Jetty
No. 1 Jetty
Berths
Cargo Shed
Pre-Cooling Store
Cargo Store
Berths
A
B
C
D
E
F
G
H
J
K
L
M
1
2
3
4
5
6
7
No. 1
Eastern Mole
No. 2
Landing Wharf
Sturrock Dock
DUNCAN DOCK
Repair Pier
Small Craft Basin
Berths
Ro/Ro Berth
Cargo Shed
Duncan Road
Alfred Basin
Robinson Dock
Syncrolift
0 100 200 300 400 500 Metres
SCALE

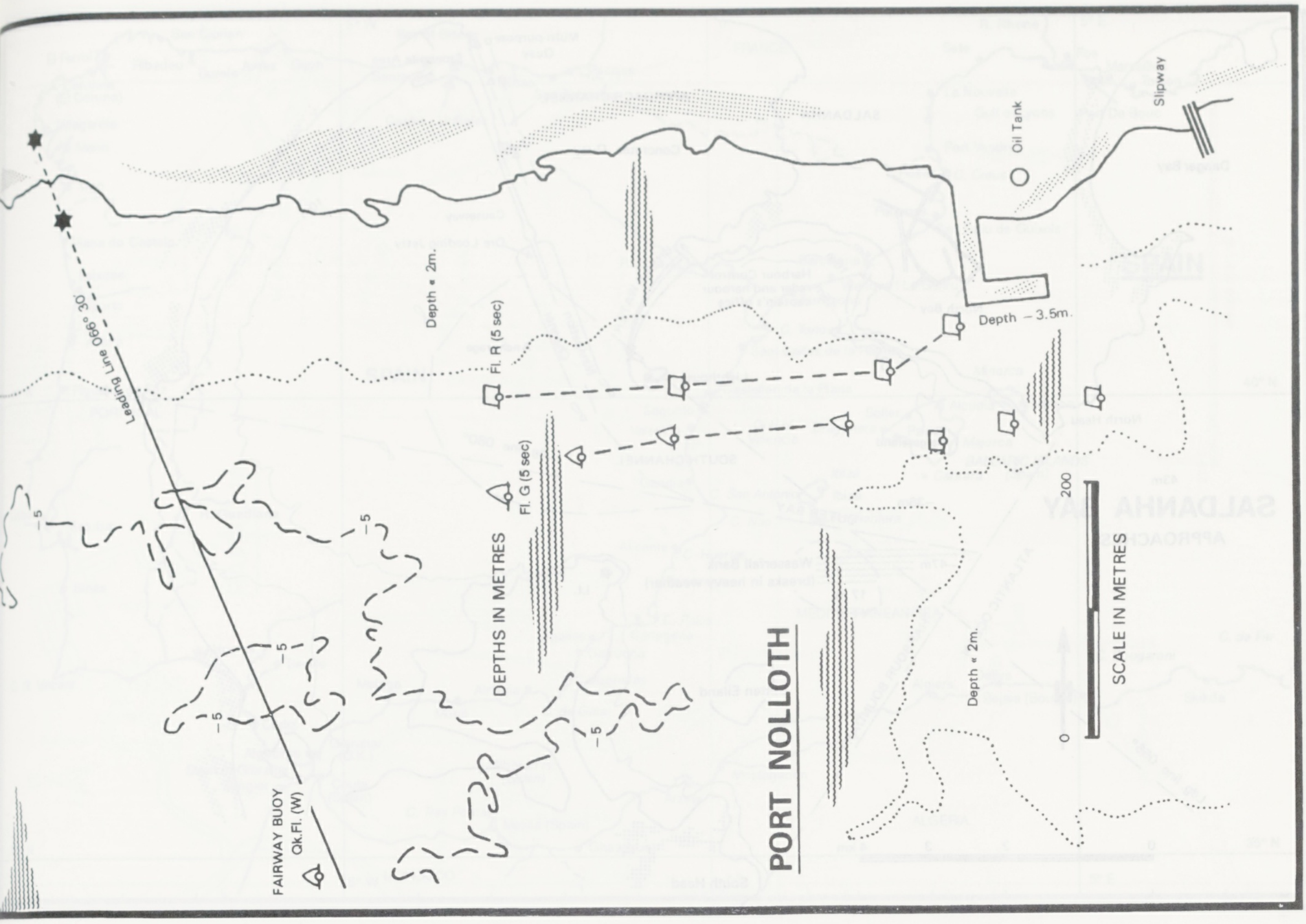

DURBAN
Prince Edward Graving Dock
MAYDON WHARF
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1
Maydon Wharf Channel
-12.2 m
Fish Wharf & Jetty
DURBAN
Floating Dock
Ship Repair Basin
Esplanade Channel
SILBURN CHANNEL
Small Craft Harbour – 3 m
R
Q
-12.2 m
-11.0 m
ADDINGTON
Ship Repair Site
Dolphin Berth
CHANNEL
205
-12.8 m
204
203
Container Terminal
S.A. Cargo Depot
Pier No. 2
N
Cruise Terminal
N
M
L
G
-12.2 m
-11.0 m
202
-12.8 m
201
200
-12.8 m
109
108
Cross berth
107
-12.8 m
105
-12.8 m
PIER No. 1
103
-12.8 m
101
-9.1 m
F
E
D
Fish Wharf
King's Rest
-12.8m
SALISBURY ISLAND
Naval Syncrolift
POINT
B
Turning Basin
- 12.8
S.A. Naval Base
-8.8
Island View Channel
-12.8m
-11.0m
8
7
6
5
4
3
2
1
-12.8m
-10.7m
-12.8m
Repair Quay
Tug Jetty
ENTRANCE CHANNEL
- 12.8m
SOUTH PIER
Bluff Quay Wall
Bluff Signal Station
FYNNLAND
THE BLUFF
INDIAN OCEAN
0
500
1000
2000
SCALE IN METRES

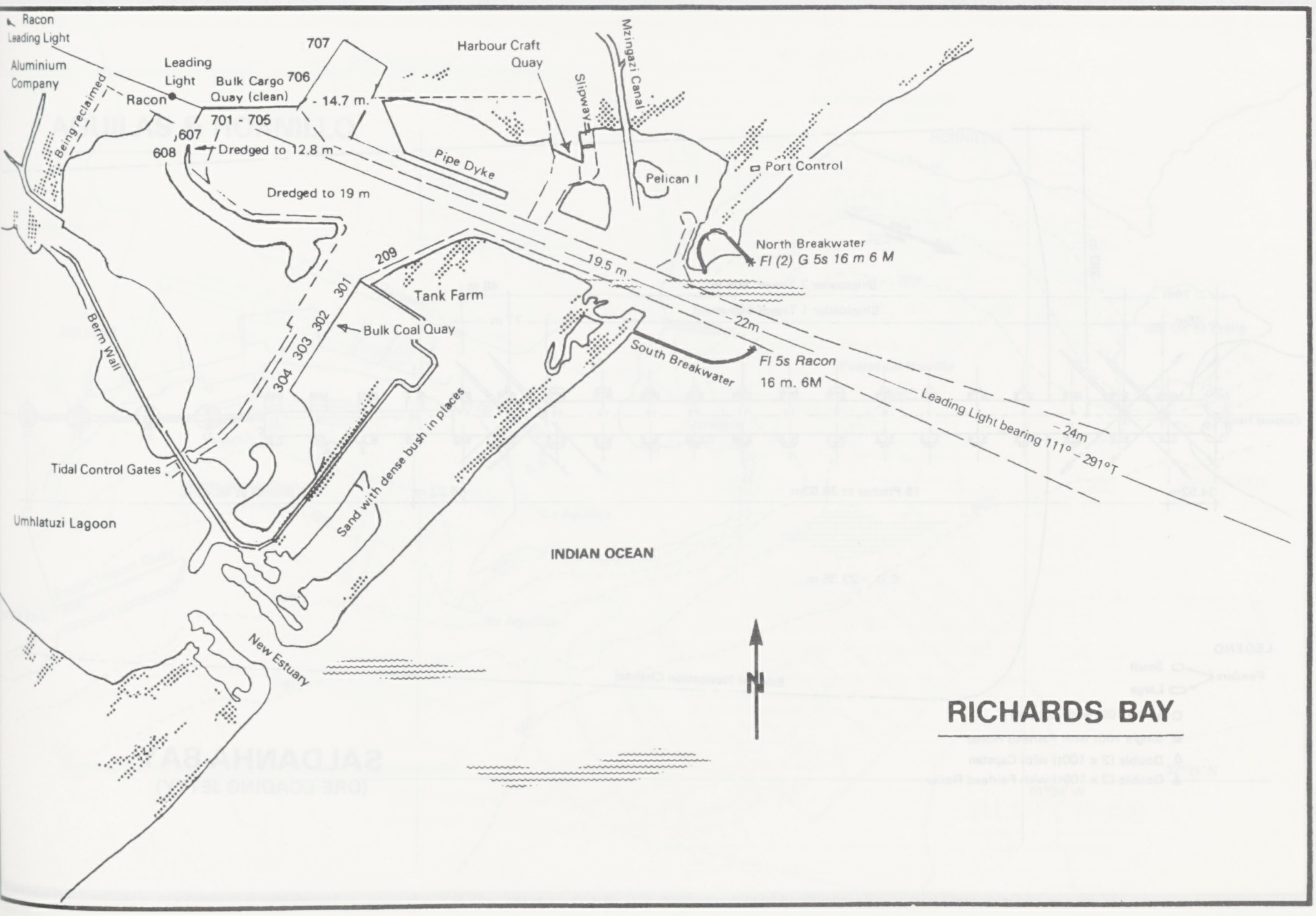

Drydock
New Bridge
Fish Wharf
Double Decker Bridge
Turning Area
C Berth
BUFFALO RIVER
Sheds
F
G
West Quay
N
O
P
RxT
Dr. Zahn Road
Victoria Slipway
Withdrawn from service to be infilled
Signal Hill
Orient Beach
Sheds
East Breakwater
Lighthouse
New Dredging Limit
Leading Line (249° 43' 11")
Turning Area
Lighthouse
South Breakwater
S Berth
T Berth
OW
Industrial Area
INDIAN OCEAN
N
EAST LONDON
0
200
400
SCALE IN METRES


Bland Street
Customs
Harbour Shed
Harbour Master
Repair Area
Boat Ramp
- 4 m.
- 5 m.
-2.7 m.
No. 1 Quay
Slipway
Vincent Quay
No.5 Quay
Police Office
Station Building
- 5 m.
- 5.5 m.
No. 2 Quay
- 4.0 m.
No. 3 Quay
- 6 m.
INDIAN OCEAN
- 7.5 m.
No. 4 Quay
Cargo Shed
Cargo Shed
INDIAN OCEAN
N
MOSSEL BAY
Breakwater
- 8.0 m.
0
100
200
SCALE IN METRES

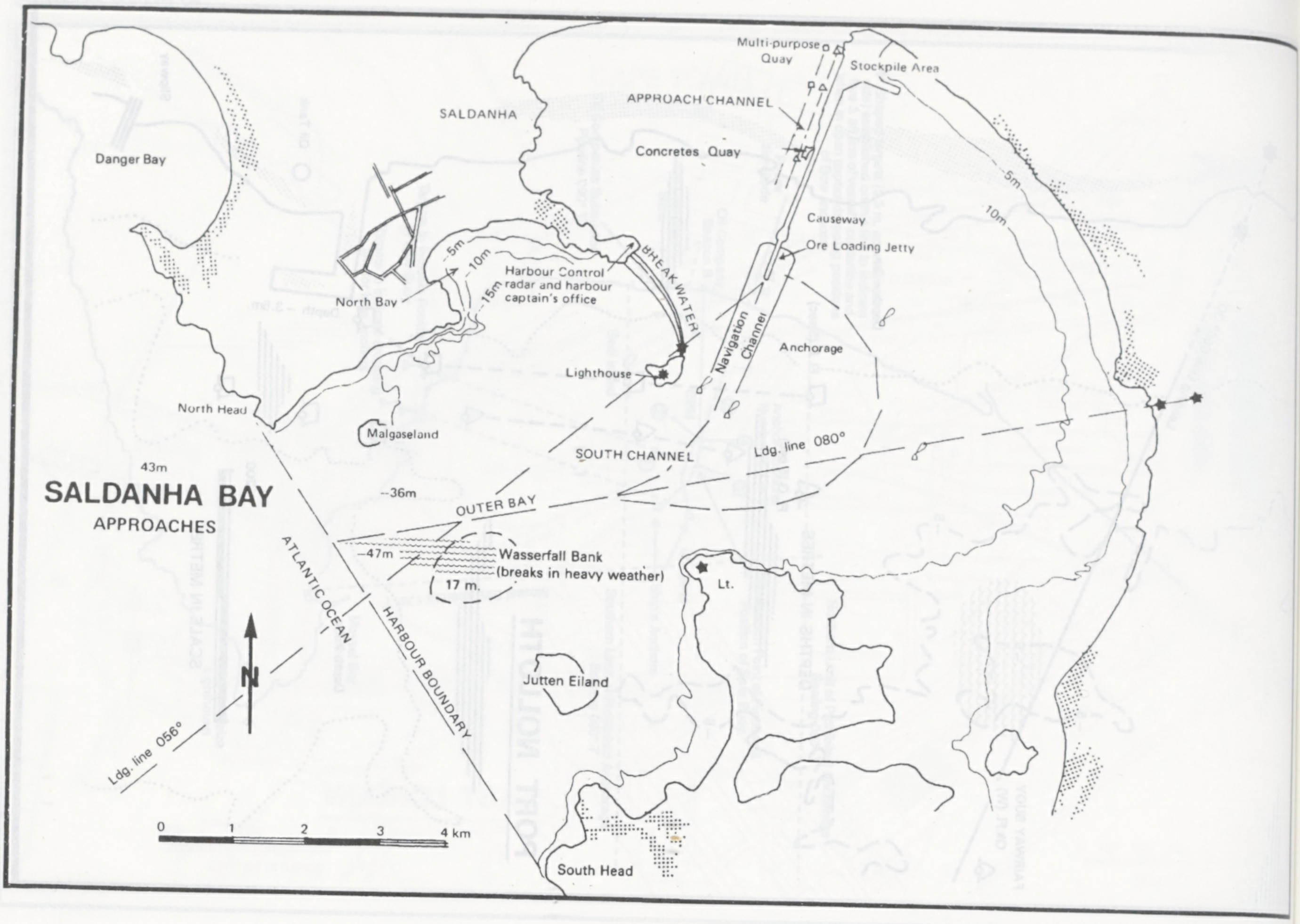

MOSSEL BAY
SPM AND CBM
N
▽ Shaped targets (3.5 m. approximate size) established on this line to indicate fore & aft line of vessel's centerline and when in open aspect dropping positions of Bow anchors
Northern Limit of Prohibited Anchorage Bearing 090° T
Anchor Positions Numbered 1 to 5
Termination Point of Pipeline & Position of Spar Buoy
Power Servitude
108° T
Oil Company Beacon B
CBM
SPM
Oil Company Sites
Ship's Anchors
① ② ③ ④ ⑤
Seal Island
Southern Limit of Prohibited Anchorage Bearing 090° T
Oil Companies Submarine Pipeline 090° T
Mossel Bay Bearing 174° T
Targets to indicate Position of Spar Buoy
Targets to indicate dropping line for bow anchors
Mossel Bay Harbour
Cape St. Blaize Lighthouse

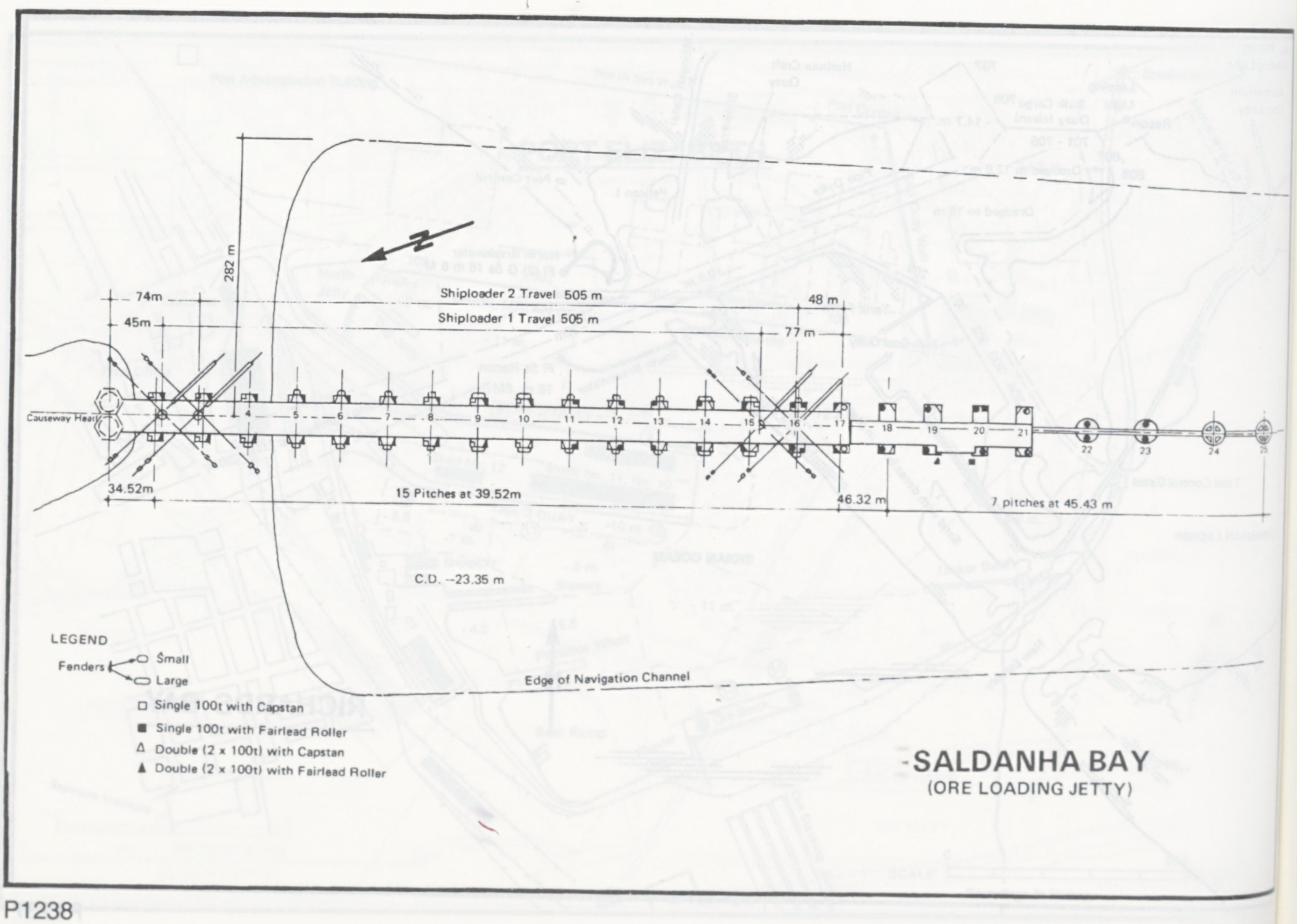

PORT ELIZABETH
Breakwater Light
SCALE
0
500
METRES
Soundings In Metres
-14.5 m.
-9.9 m.
Tanker Berth
East Quay Wall
Port Control
North Sea Wall
103
Deepsea Containers
Container Berths
102
101
100
-12.2 m.
CHARL MALAN QUAY
-11 m.
RoRo
-7 m.
Tug Jetty
North Jetty
4t
⑧ No. 2 QUAY
⑨
Sheds No. 11, No. 10
⑩
-10 m.
4t
Shed No. 12
⑪ No. 3 QUAY
4t
-7 m.
⑫
-5.5
-9 m.
Slipway
Slipways
-11 m.
-6.5
Fisheries Wharf
-4.0
⑬
⑭
Ore Berth
Ore Stacking Bins
Trawler Quay
Boat Ramp
Oil Tank Farm
Port Administration Building
Customs
Post Office
Seamans Institute

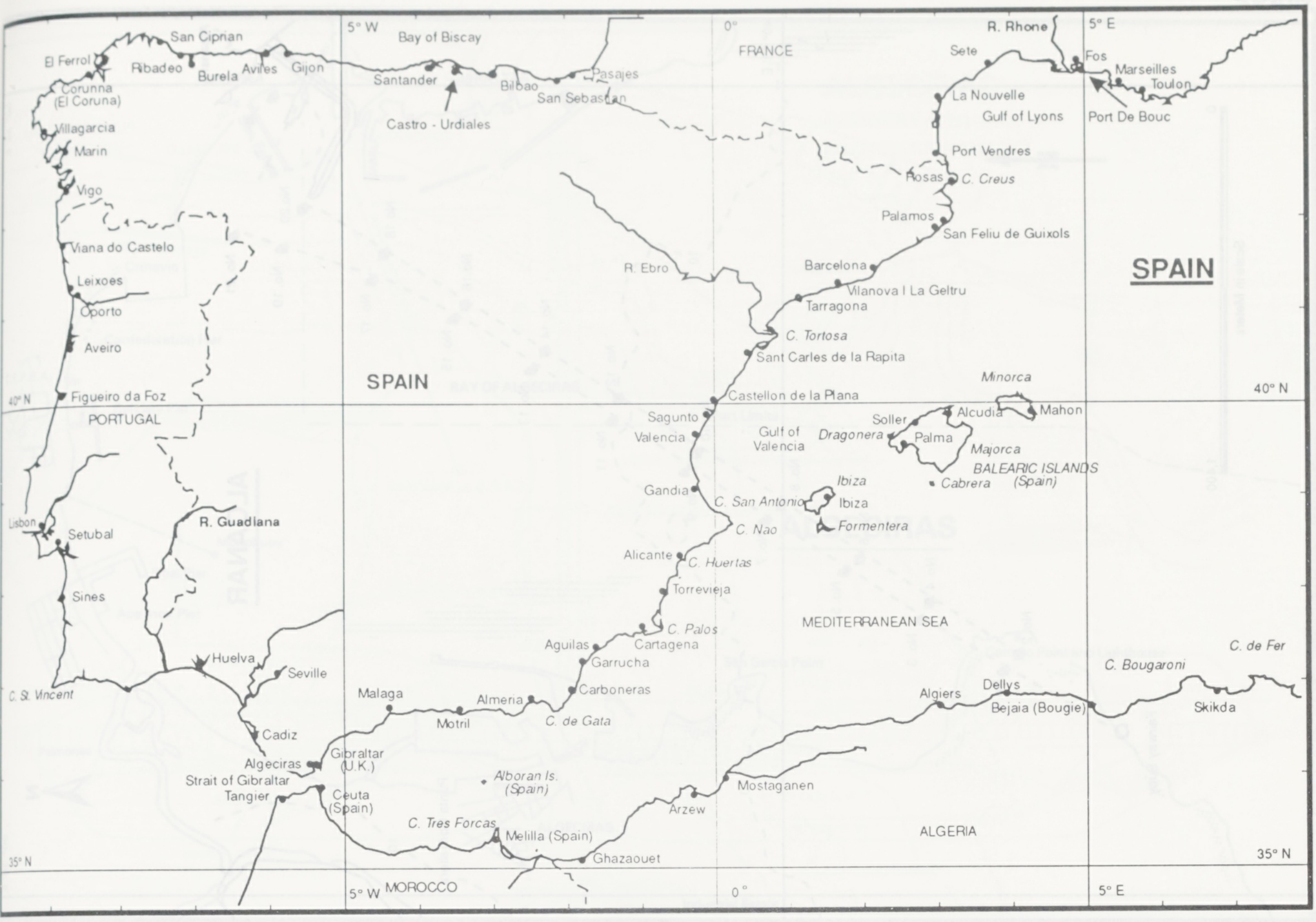

PORT NOLLOTH
DEPTHS IN METRES
SCALE IN METRES
0
200
Leading Line 066° 30'
FAIRWAY BUOY
Qk.Fl. (W)
Fl. R (5 sec)
Fl. G (5 sec)
Depth « 2m.
Depth – 3.5m.
Depth « 2m.
Oil Tank
Slipway
–5
–5
–5
–5
–5


Racon
Leading Light
Aluminium Company
Being reclaimed
Racon
Leading Light
Bulk Cargo Quay (clean)
707
706
- 14.7 m.
701 - 705
607
608
Dredged to 12.8 m
Dredged to 19 m
Harbour Craft Quay
Slipway
Mzingazi Canal
Pipe Dyke
Pelican I
Port Control
North Breakwater
Fl (2) G 5s 16 m 6 M
19.5 m
22m
209
Tank Farm
301
302
303
304
Bulk Coal Quay
South Breakwater
Fl 5s Racon
16 m. 6M
Leading Light bearing 111° - 291°T
24m
Berm Wall
Tidal Control Gates
Umhlatuzi Lagoon
Sand with dense bush in places
INDIAN OCEAN
New Estuary
N

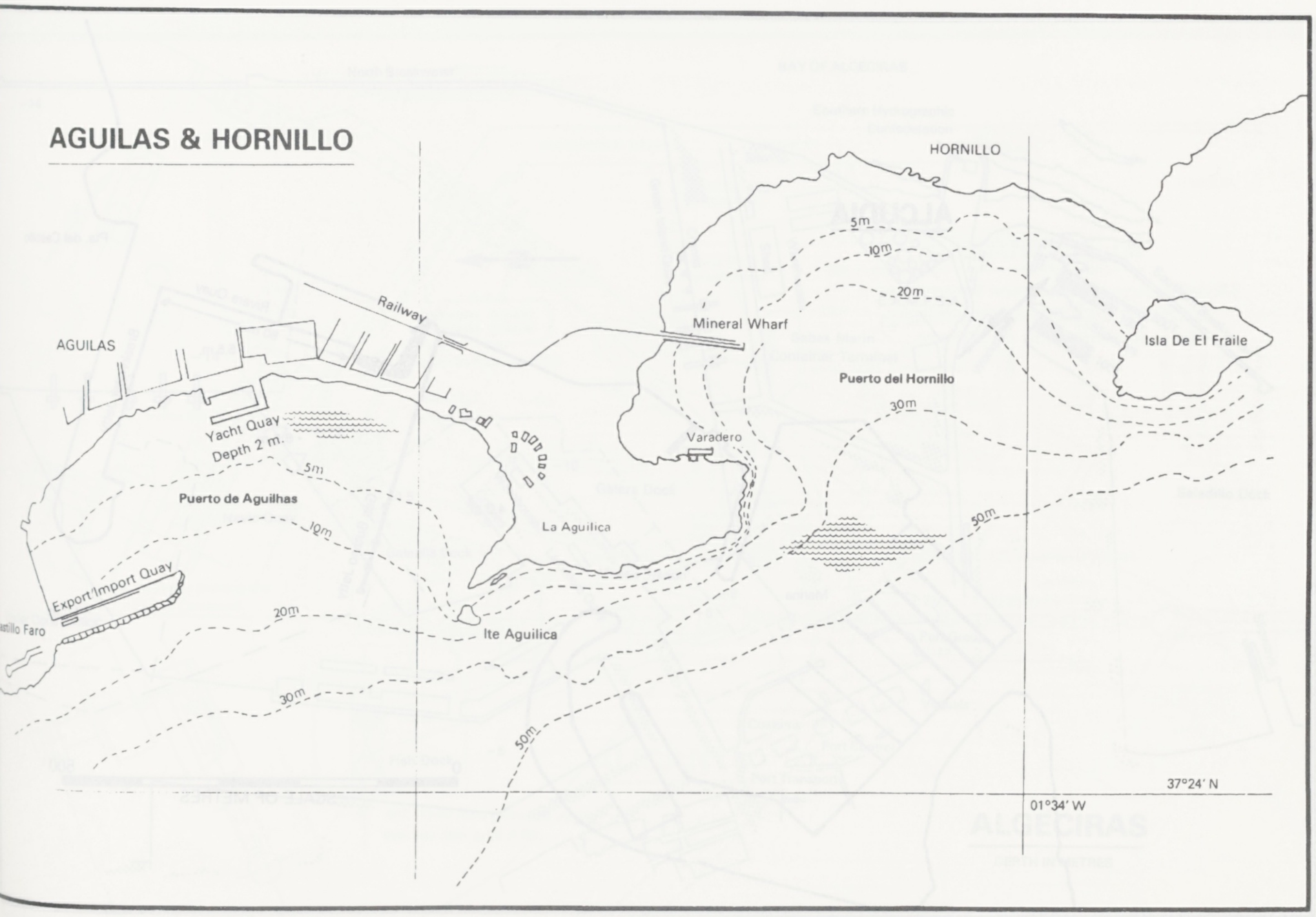
RICHARDS BAY

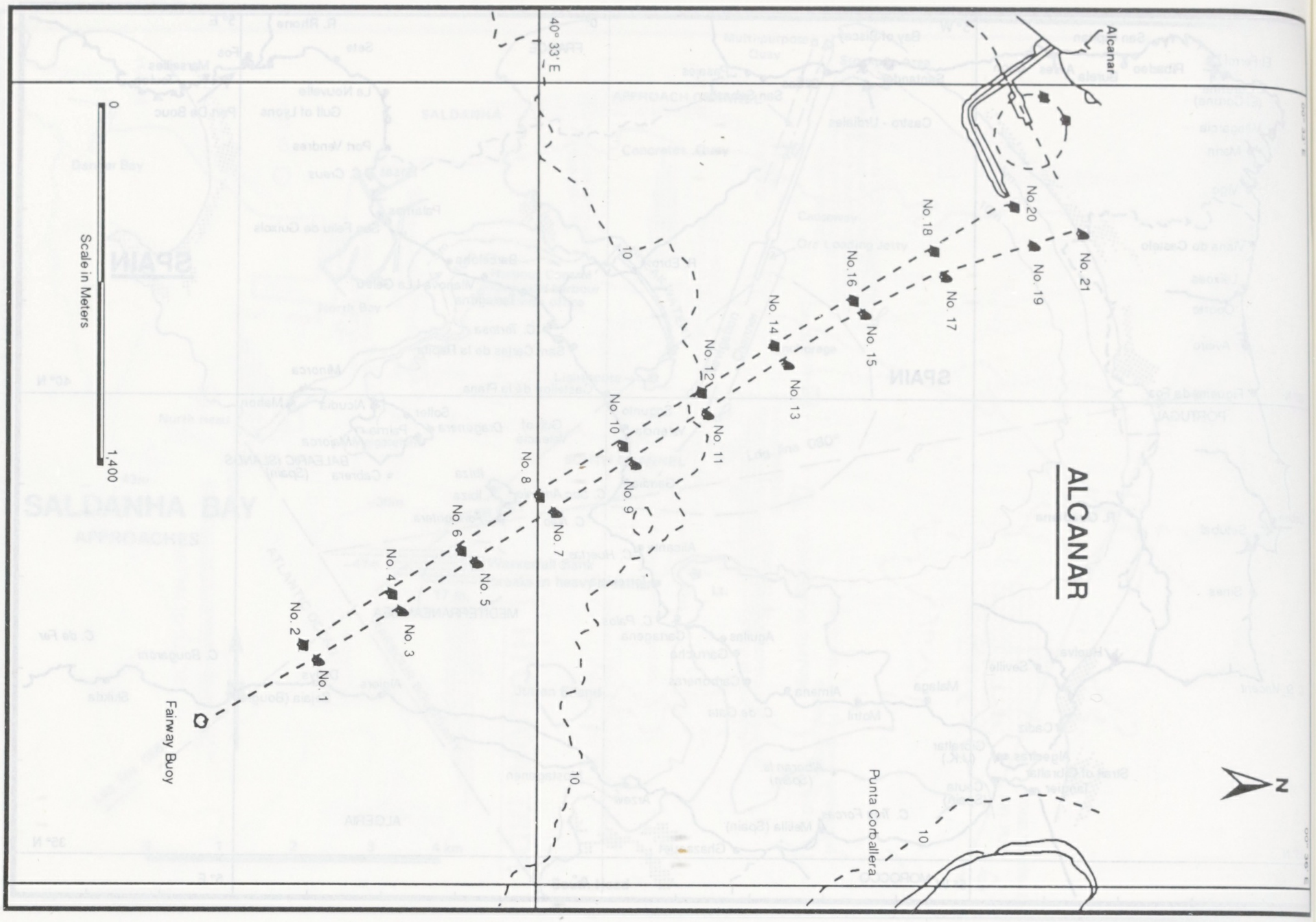

Multi-purpose Quay
Stockpile Area
APPROACH CHANNEL
SALDANHA
Concretes Quay
Danger Bay
Causeway
Ore Loading Jetty
5m
10m
-5m
-10m
-15m
Harbour Control radar and harbour captain's office
BREAKWATER
North Bay
Navigation Channel
Anchorage
Lighthouse
North Head
Malgaseland
SOUTH CHANNEL
Ldg. line 080°
43m
SALDANHA BAY
APPROACHES
-36m
OUTER BAY
-47m
Wasserfall Bank (breaks in heavy weather)
17 m.
Lt.
ATLANTIC OCEAN
HARBOUR BOUNDARY
N
Jutten Eiland
Ldg. line 056°
0 1 2 3 4 km
South Head

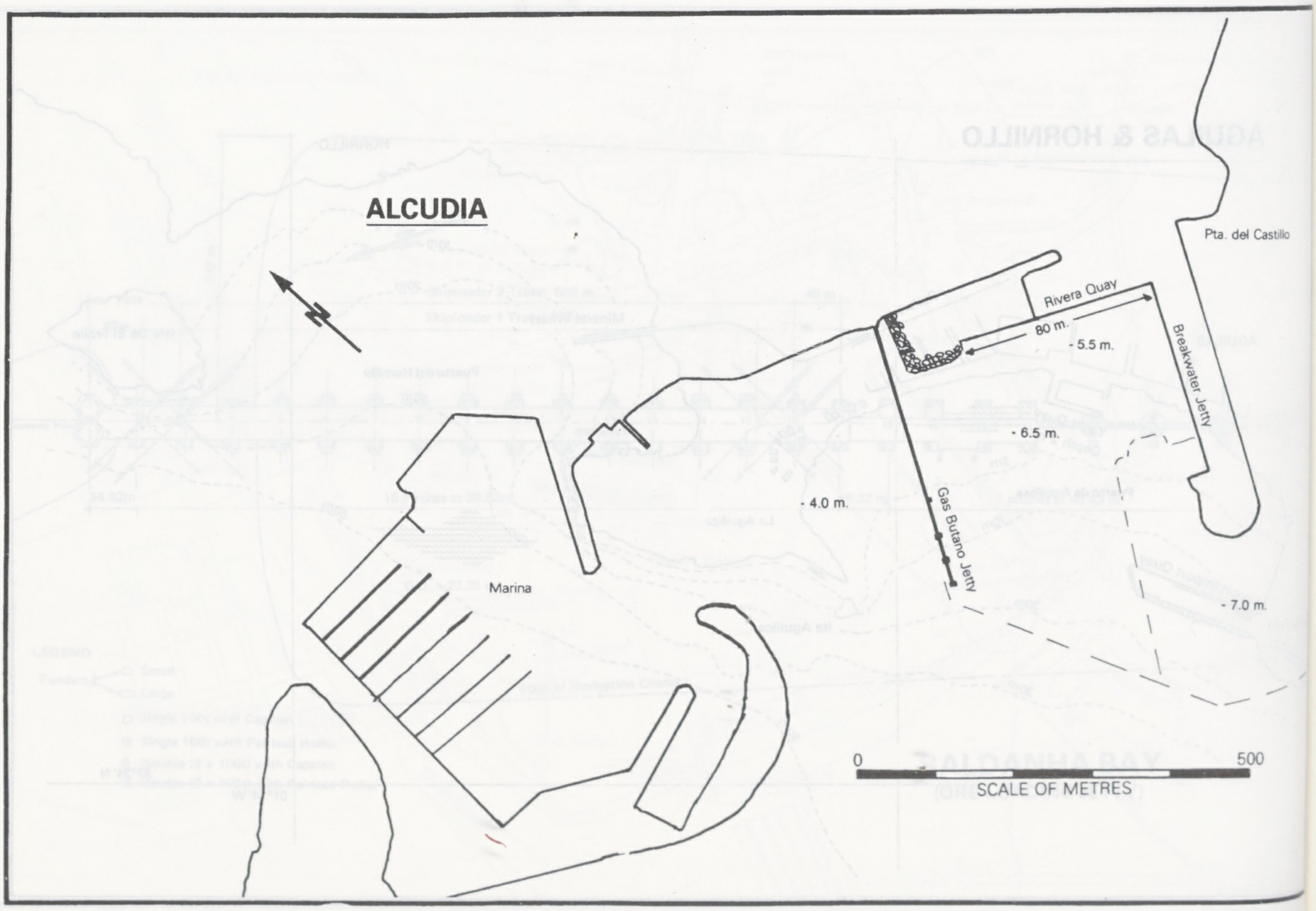

282 m
N
74m
45m
Shiploader 2 Travel 505 m
Shiploader 1 Travel 505 m
48 m
77 m
Causeway Head
4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25
34.52m
15 Pitches at 39.52m
46.32 m
7 pitches at 45.43 m
C.D. -23.35 m
LEGEND
Fenders
Small
Large
□ Single 100t with Capstan
■ Single 100t with Fairlead Roller
△ Double (2 x 100t) with Capstan
▲ Double (2 x 100t) with Fairlead Roller
Edge of Navigation Channel
SALDANHA BAY
(ORE LOADING JETTY)

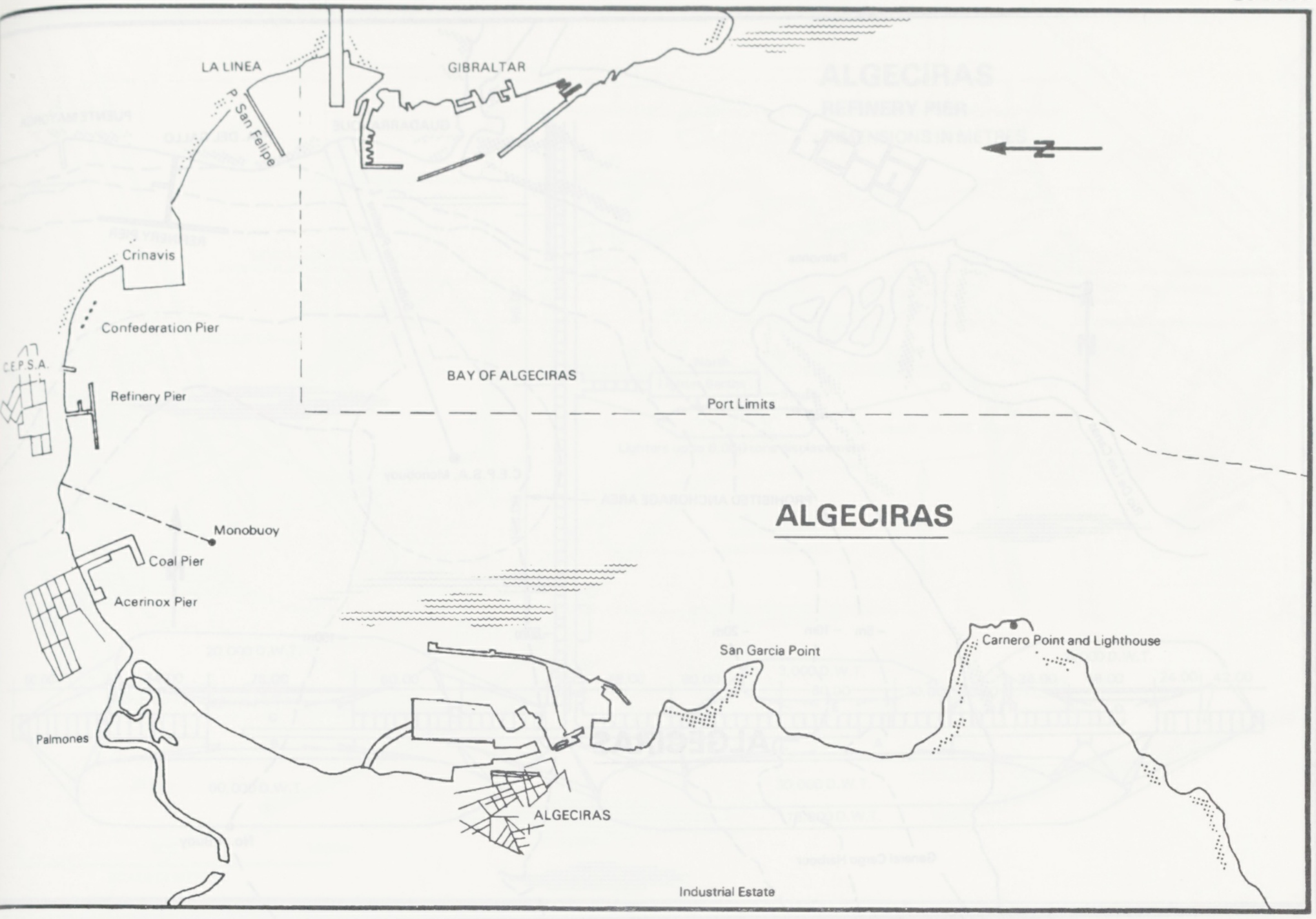

5° W
0°
5° E
40° N
35° N
Bay of Biscay
FRANCE
R. Rhone
SPAIN
PORTUGAL
MOROCCO
ALGERIA
MEDITERRANEAN SEA
El Ferrol
San Ciprian
Ribadeo
Burela
Aviles
Gijon
Santander
Castro - Urdiales
Bilbao
Pasajes
San Sebastian
Corunna (El Coruna)
Villagarcia
Marin
Vigo
Viana do Castelo
Leixoes
Oporto
Aveiro
Figueiro da Foz
Lisbon
Setubal
Sines
C. St. Vincent
R. Guadiana
Huelva
Seville
Cadiz
Algeciras
Gibraltar (U.K.)
Strait of Gibraltar
Tangier
Ceuta (Spain)
Malaga
Motril
Almeria
C. de Gata
Alboran Is. (Spain)
C. Tres Forcas
Melilla (Spain)
Ghazaouet
Carboneras
Garrucha
Aguilas
Cartagena
C. Palos
Torrevieja
C. Huertas
Alicante
C. Nao
C. San Antonio
Gandia
Valencia
Sagunto
Gulf of Valencia
Castellon de la Plana
Sant Carles de la Rapita
C. Tortosa
R. Ebro
Tarragona
Vilanova I La Geltru
Barcelona
San Feliu de Guixols
Palamos
Rosas
C. Creus
Port Vendres
Gulf of Lyons
La Nouvelle
Sete
Fos
Port De Bouc
Marseilles
Toulon
Minorca
Mahon
Alcudia
Soller
Palma
Dragonera
Majorca
Cabrera
BALEARIC ISLANDS (Spain)
Ibiza
Formentera
Arzew
Mostaganen
Algiers
Dellys
Bejaia (Bougie)
C. Bougaroni
Skikda
C. de Fer

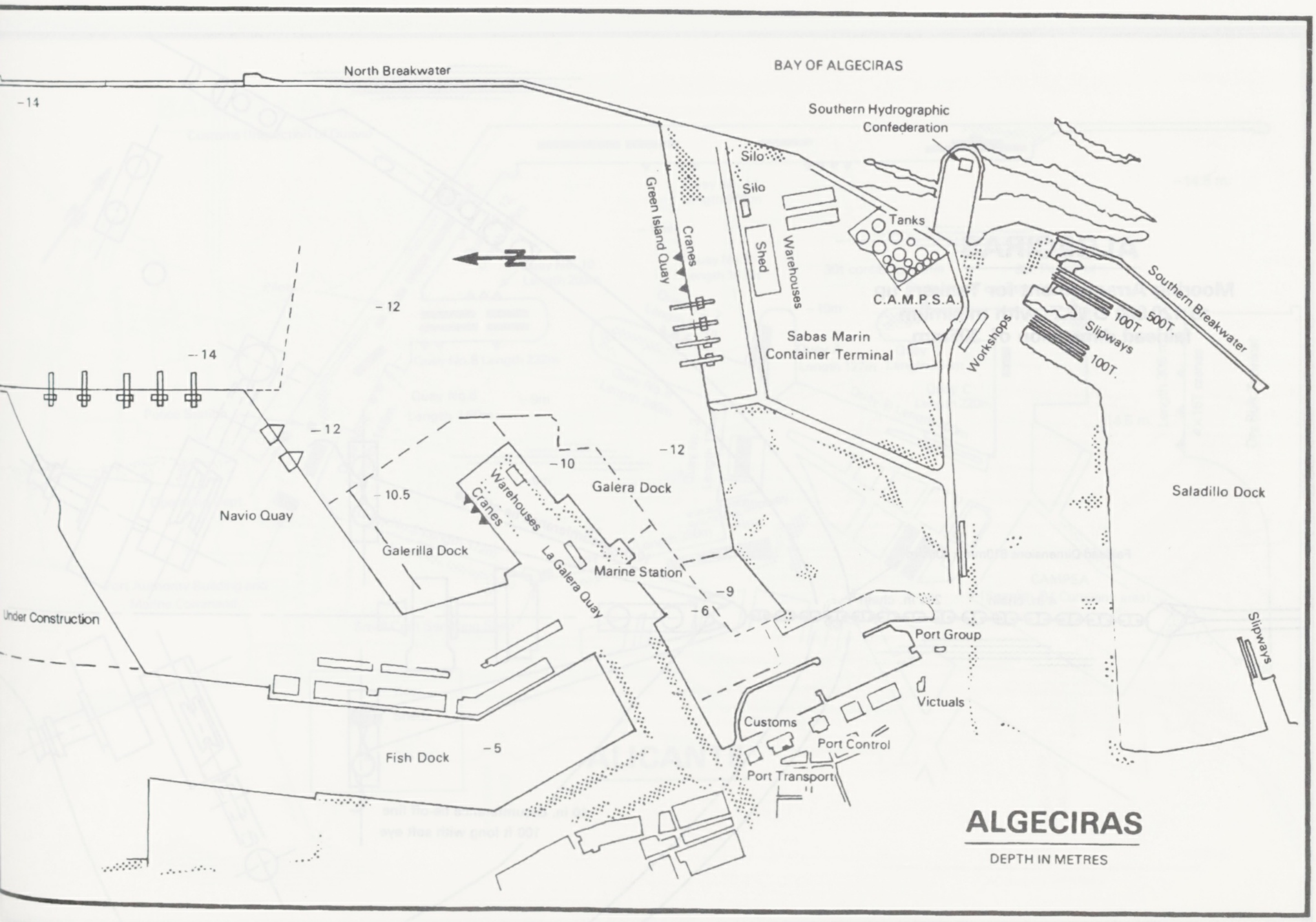
AGUILAS & HORNILLO

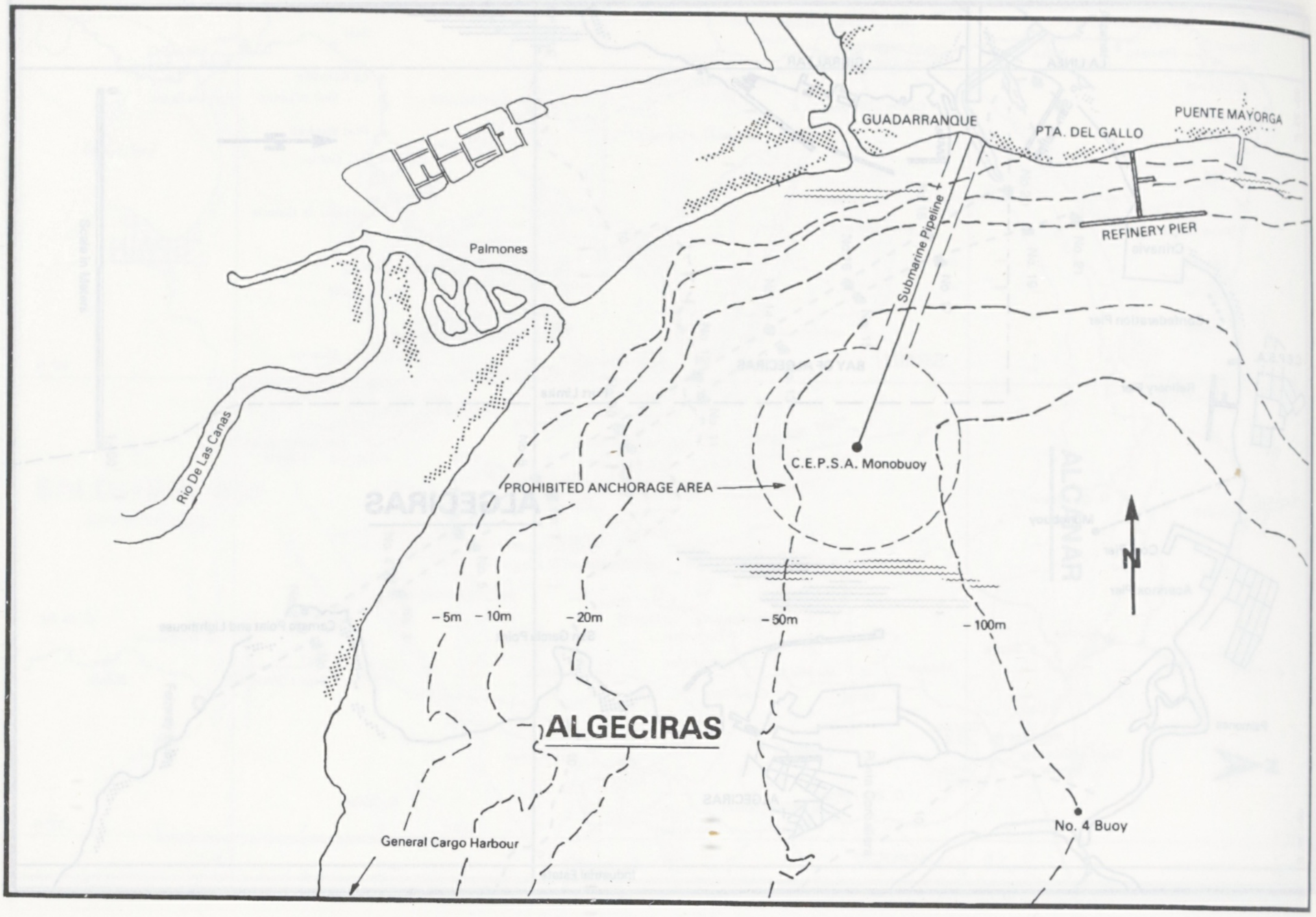

HORNILLO
AGUILAS
Railway
Mineral Wharf
Isla De El Fraile
Puerto del Hornillo
Yacht Quay
Depth 2 m.
Varadero
Puerto de Aguilhas
La Aguilica
Ite Aguilica
Export/Import Quay
stillo Faro
5m
10m
20m
30m
50m
37°24′ N
01°34′ W

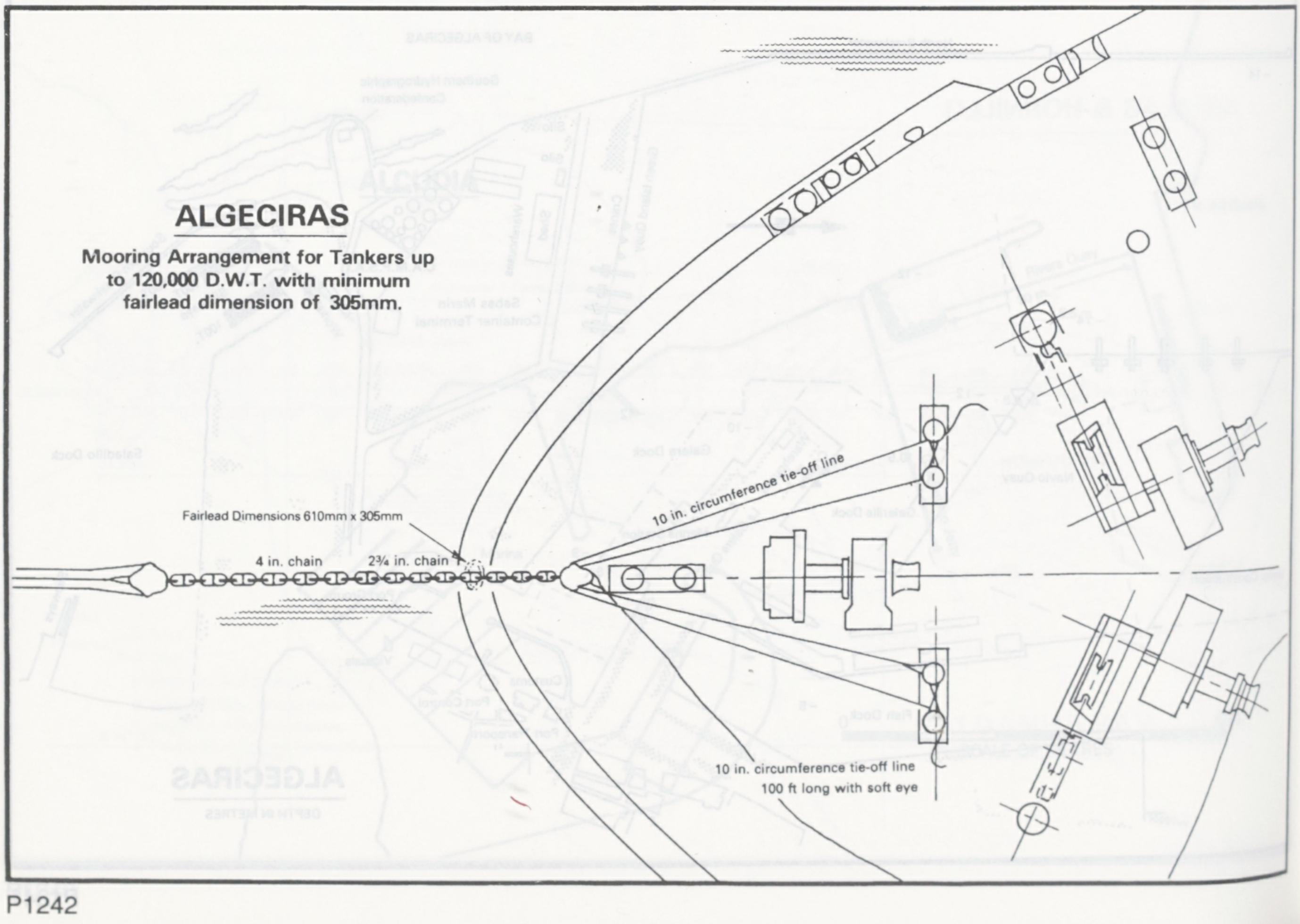

ALCANAR
Scale in Meters
0
1400
40° 33' E
Alcanar
No. 1
No. 2
No. 3
No. 4
No. 5
No. 6
No. 7
No. 8
No. 9
No. 10
No. 11
No. 12
No. 13
No. 14
No. 15
No. 16
No. 17
No. 18
No. 19
No. 20
No. 21
Fairway Buoy
10
10
10
10
Punta Corballera
N


ALCUDIA
Pta. del Castillo
Rivera Quay
80 m.
- 5.5 m.
Breakwater Jetty
- 6.5 m.
- 4.0 m.
Gas Butano Jetty
Marina
- 7.0 m.
0
500
SCALE OF METRES


LA LINEA
GIBRALTAR
P. San Felipe
Crinavis
Confederation Pier
C.E.P.S.A.
Refinery Pier
BAY OF ALGECIRAS
Port Limits
N
ALGECIRAS
Monobuoy
Coal Pier
Acerinox Pier
San Garcia Point
Carnero Point and Lighthouse
Palmones
ALGECIRAS
Industrial Estate

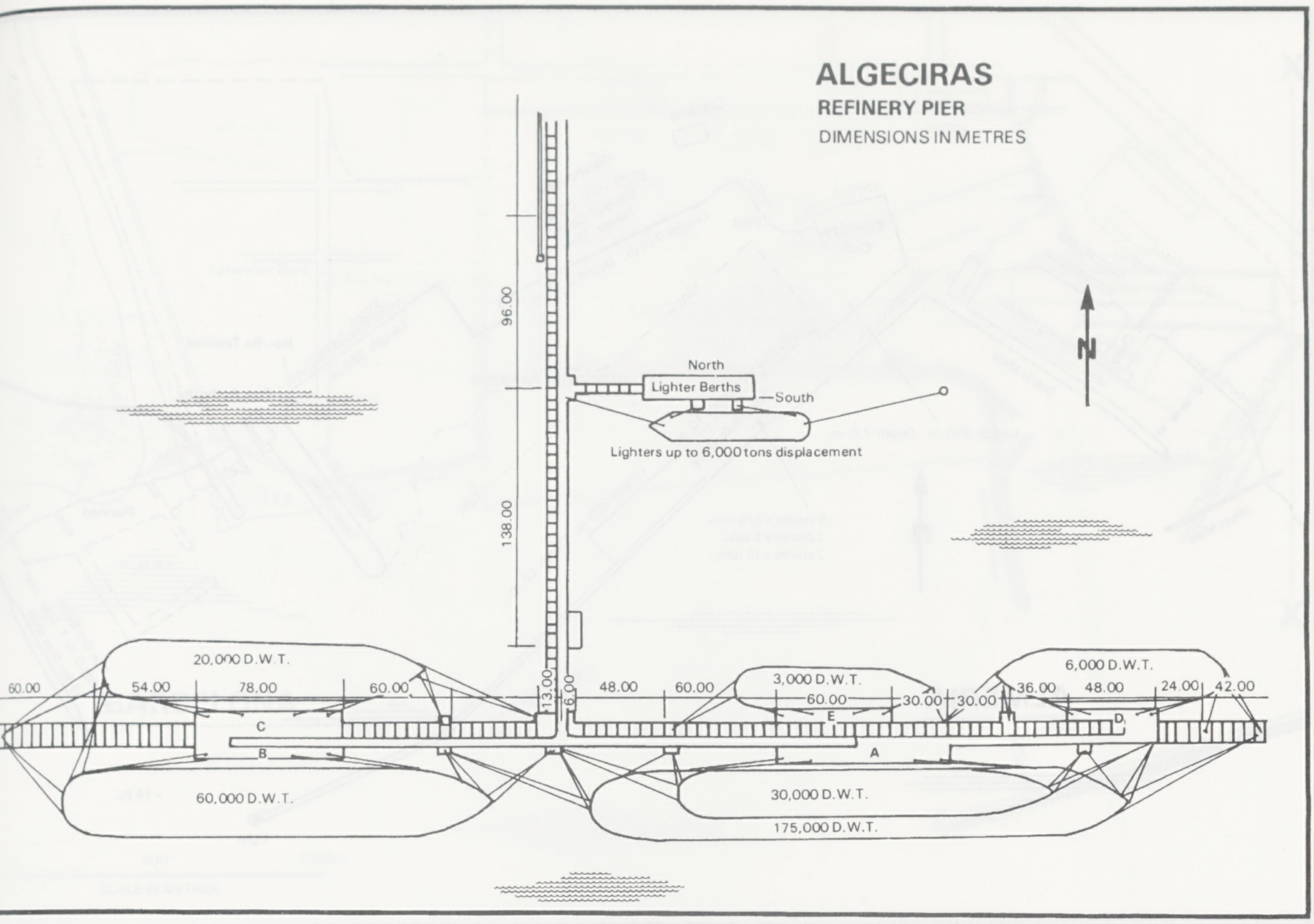

North Breakwater
BAY OF ALGECIRAS
–14
Southern Hydrographic Confederation
Silo
Silo
Green Island Quay
Cranes
Shed
Warehouses
Tanks
N
C.A.M.P.S.A.
Workshops
Southern Breakwater
500T.
100T.
Slipways
100T.
Sabas Marin Container Terminal
– 12
– 14
– 12
– 10
– 12
Galera Dock
– 10.5
Navio Quay
Warehouses
Cranes
Galerilla Dock
La Galera Quay
Marine Station
– 9
– 6
Saladillo Dock
Under Construction
Port Group
Slipways
Victuals
Customs
Port Control
Fish Dock
– 5
Port Transport
ALGECIRAS
DEPTH IN METRES


GUADARRANQUE
PTA. DEL GALLO
PUENTE MAYORGA
REFINERY PIER
Submarine Pipeline
Palmones
Rio De Las Canas
PROHIBITED ANCHORAGE AREA
C.E.P.S.A. Monobuoy
N
- 5m
- 10m
- 20m
- 50m
- 100m
ALGECIRAS
General Cargo Harbour
No. 4 Buoy


ALGECIRAS

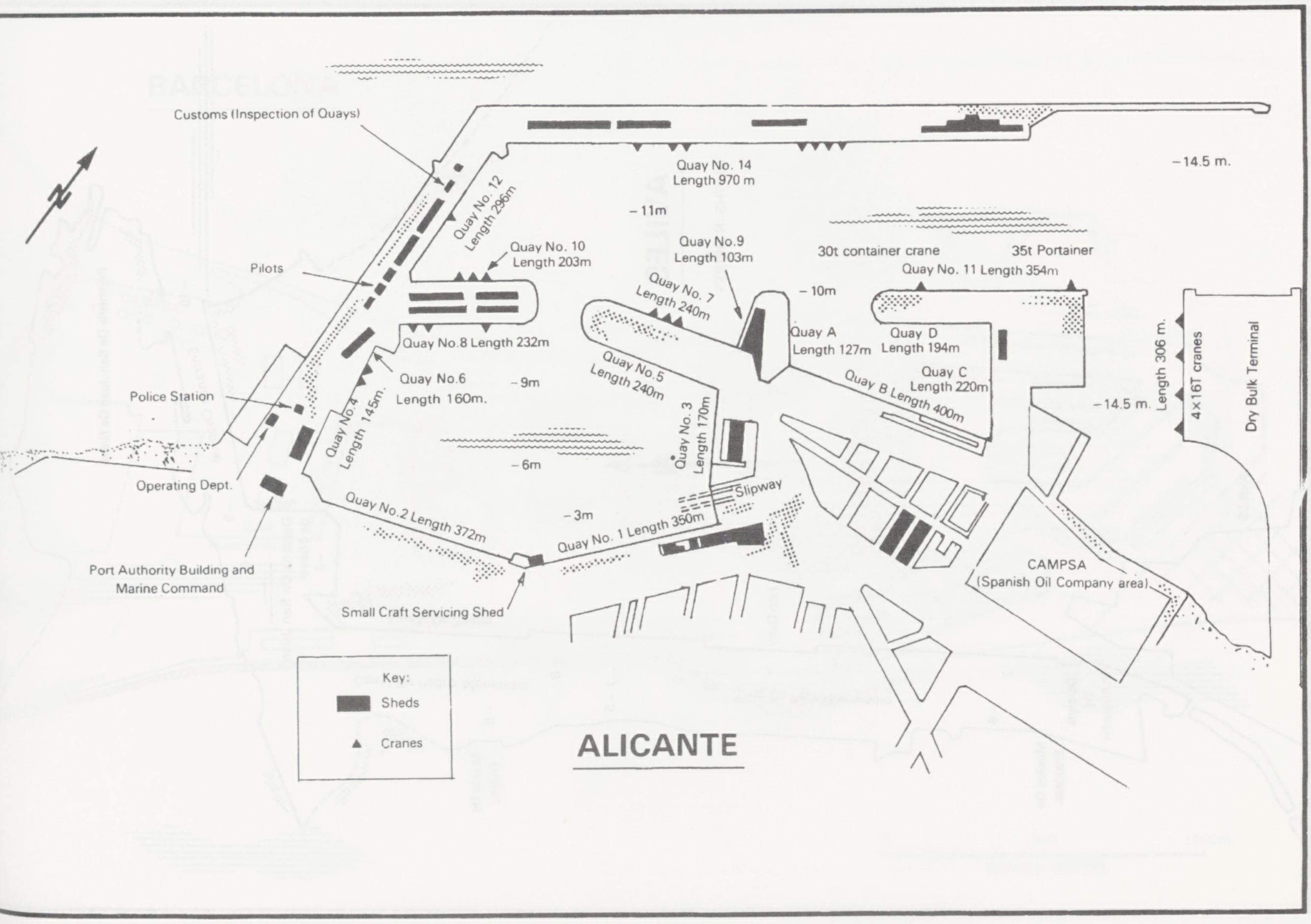
Mooring Arrangement for Tankers up to 120,000 D.W.T. with minimum fairlead dimension of 305mm.

Fairlead Dimensions 610mm x 305mm
4 in. chain
2¾ in. chain
10 in. circumference tie-off line
10 in. circumference tie-off line
100 ft long with soft eye



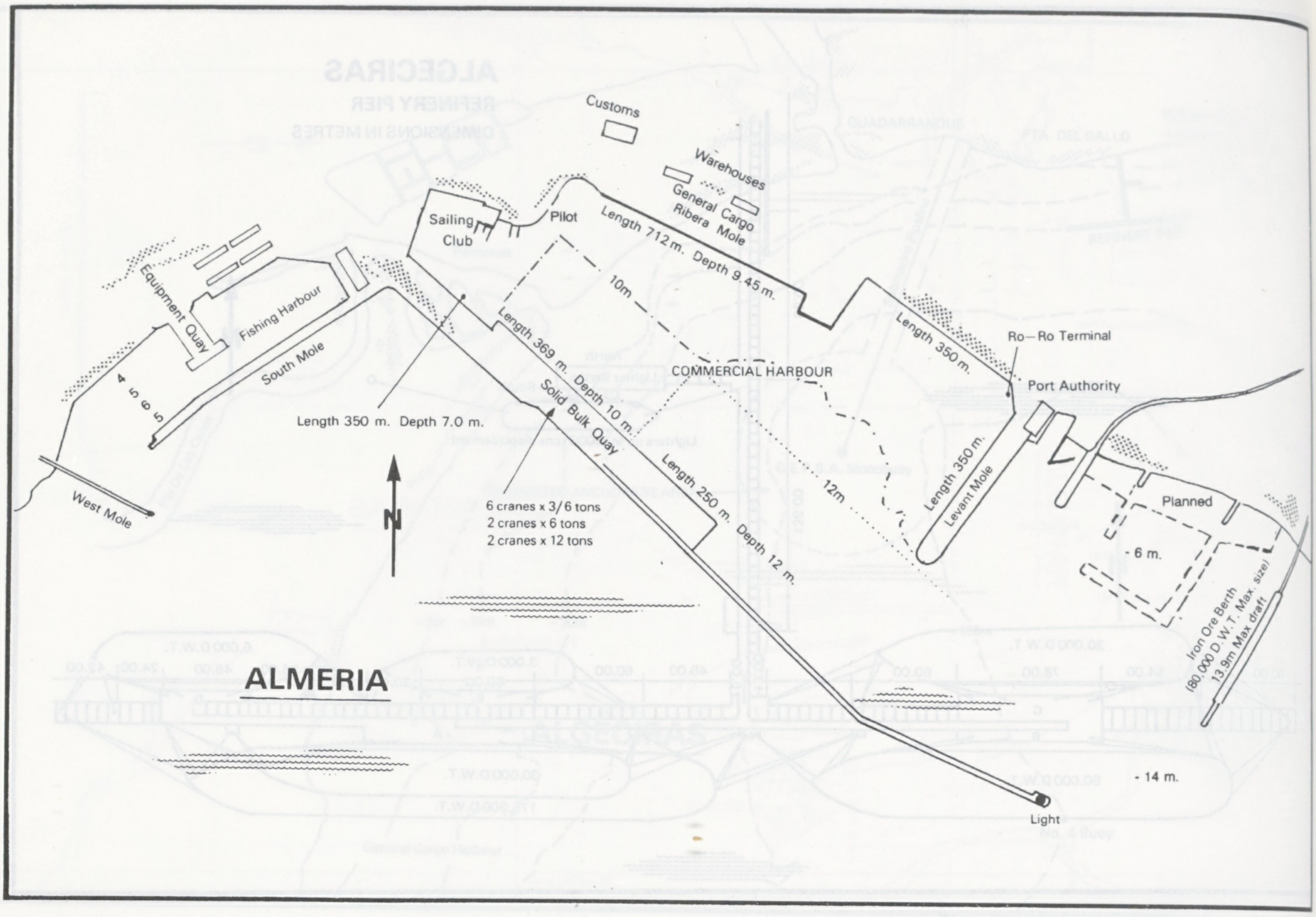
ALGECIRAS
REFINERY PIER
DIMENSIONS IN METRES

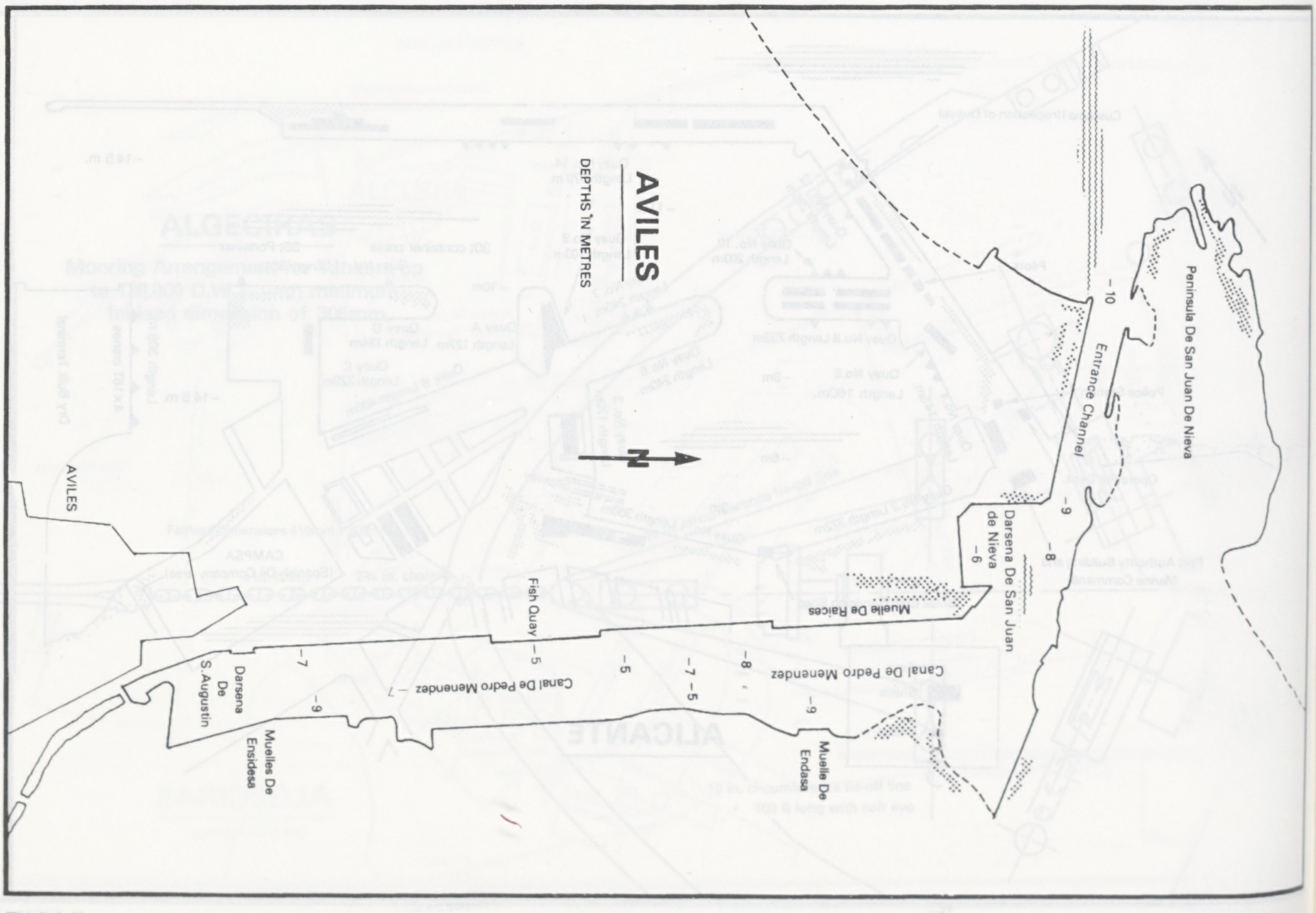
96.00
138.00
North
Lighter Berths
South
Lighters up to 6,000 tons displacement
N
20,000 D.W.T.
60.00
54.00
78.00
60.00
13.00
6.00
48.00
60.00
3,000 D.W.T.
60.00
30.00
30.00
36.00
48.00
24.00
42.00
6,000 D.W.T.
C
B
E
D
A
60,000 D.W.T.
30,000 D.W.T.
175,000 D.W.T.

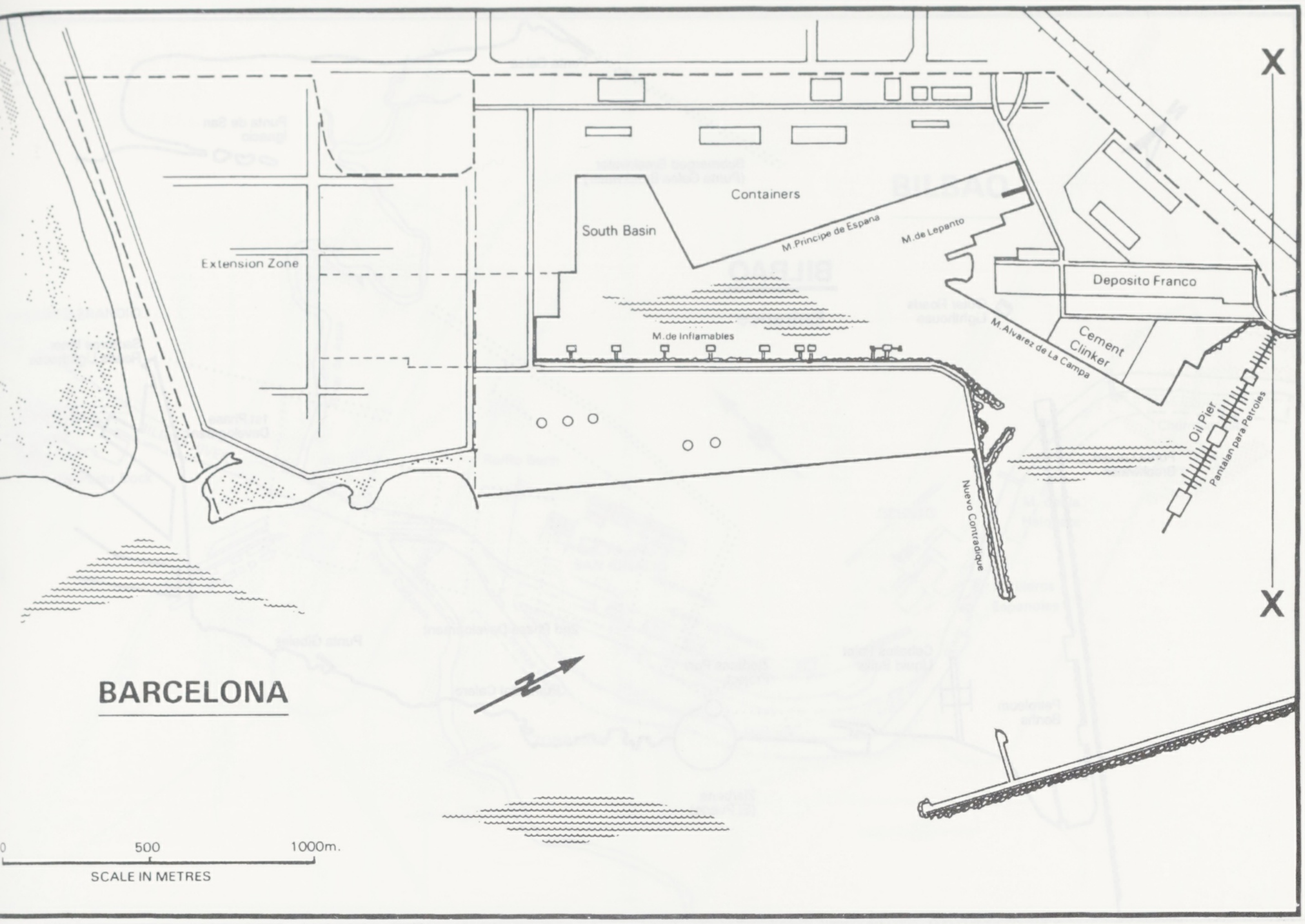


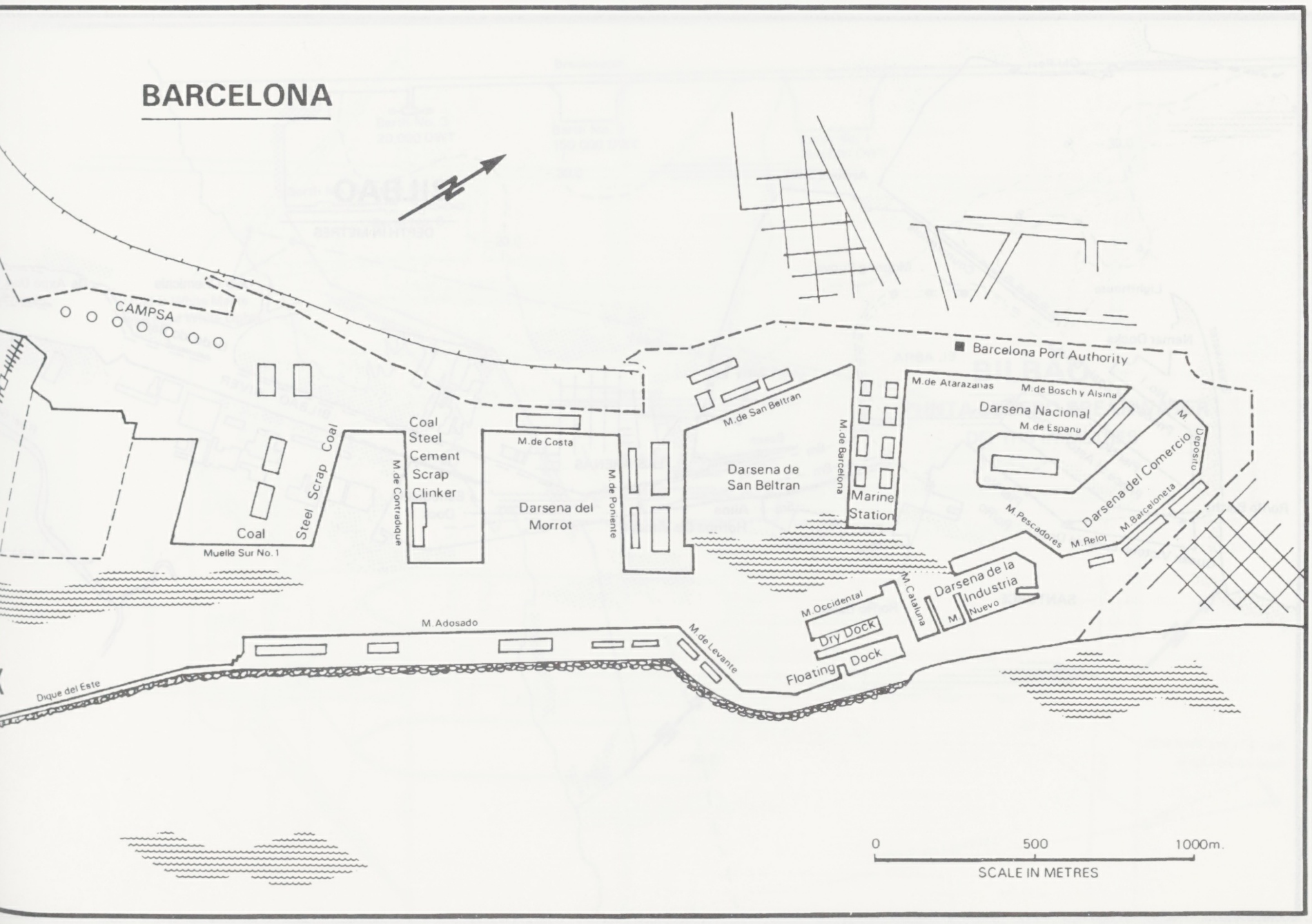
ALICANTE

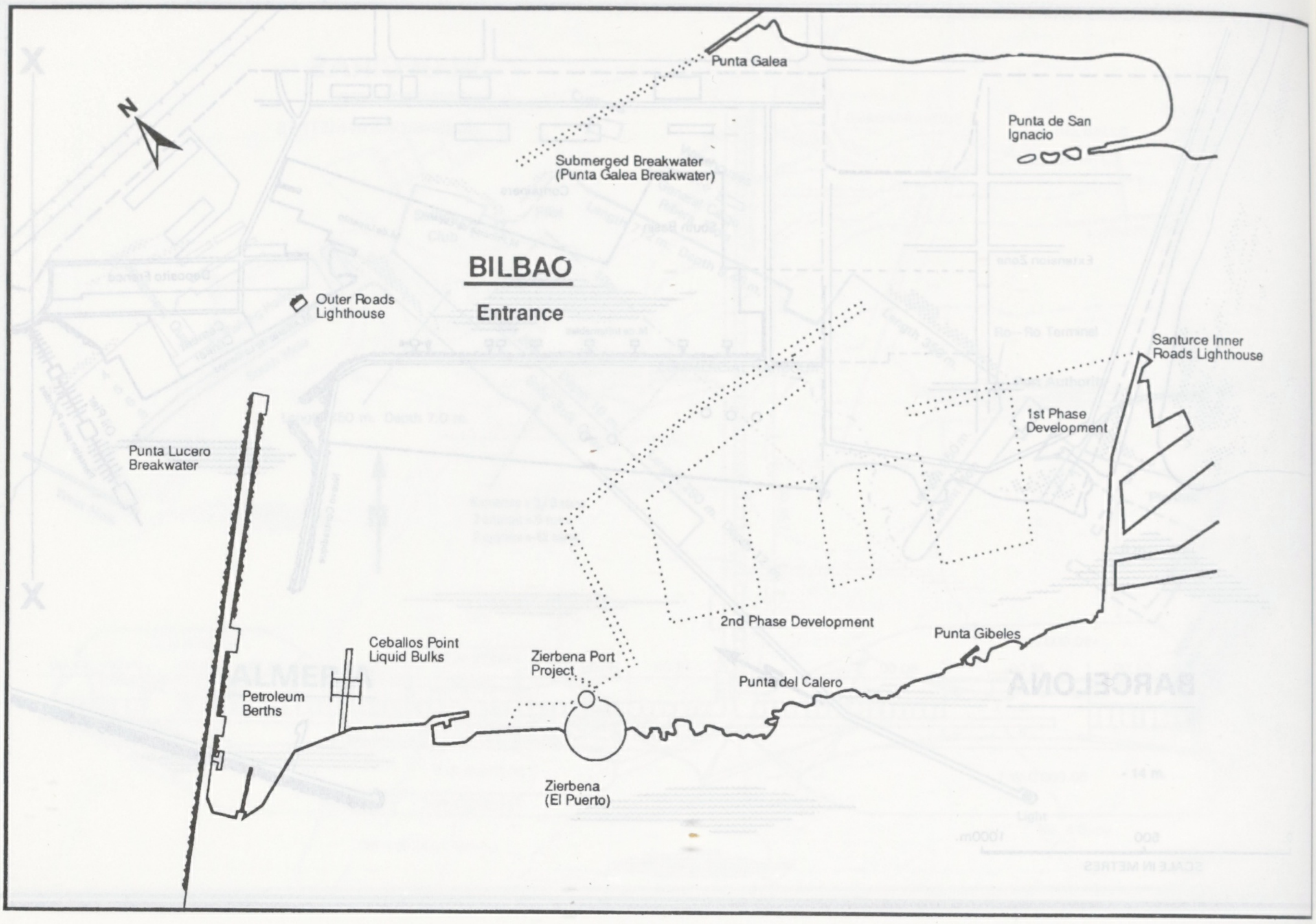
Customs (Inspection of Quays)
Pilots
Police Station
Operating Dept.
Port Authority Building and Marine Command
Small Craft Servicing Shed
Quay No. 12 Length 296m
Quay No. 10 Length 203m
Quay No. 14 Length 970 m
Quay No.8 Length 232m
Quay No.6 Length 160m.
Quay No.4 Length 145m.
Quay No.2 Length 372m
Quay No. 1 Length 350m
Quay No. 3 Length 170m
Quay No.5 Length 240m
Quay No. 7 Length 240m
Quay No.9 Length 103m
Quay A Length 127m
Quay B Length 400m
Quay C Length 220m
Quay D Length 194m
Quay No. 11 Length 354m
30t container crane
35t Portainer
Length 306 m.
4×16T cranes
Dry Bulk Terminal
CAMPSA (Spanish Oil Company area)
Slipway
−14.5 m.
−11m
−10m
−9m
−6m
−3m
−14.5 m.
N
Key:
Sheds
Cranes

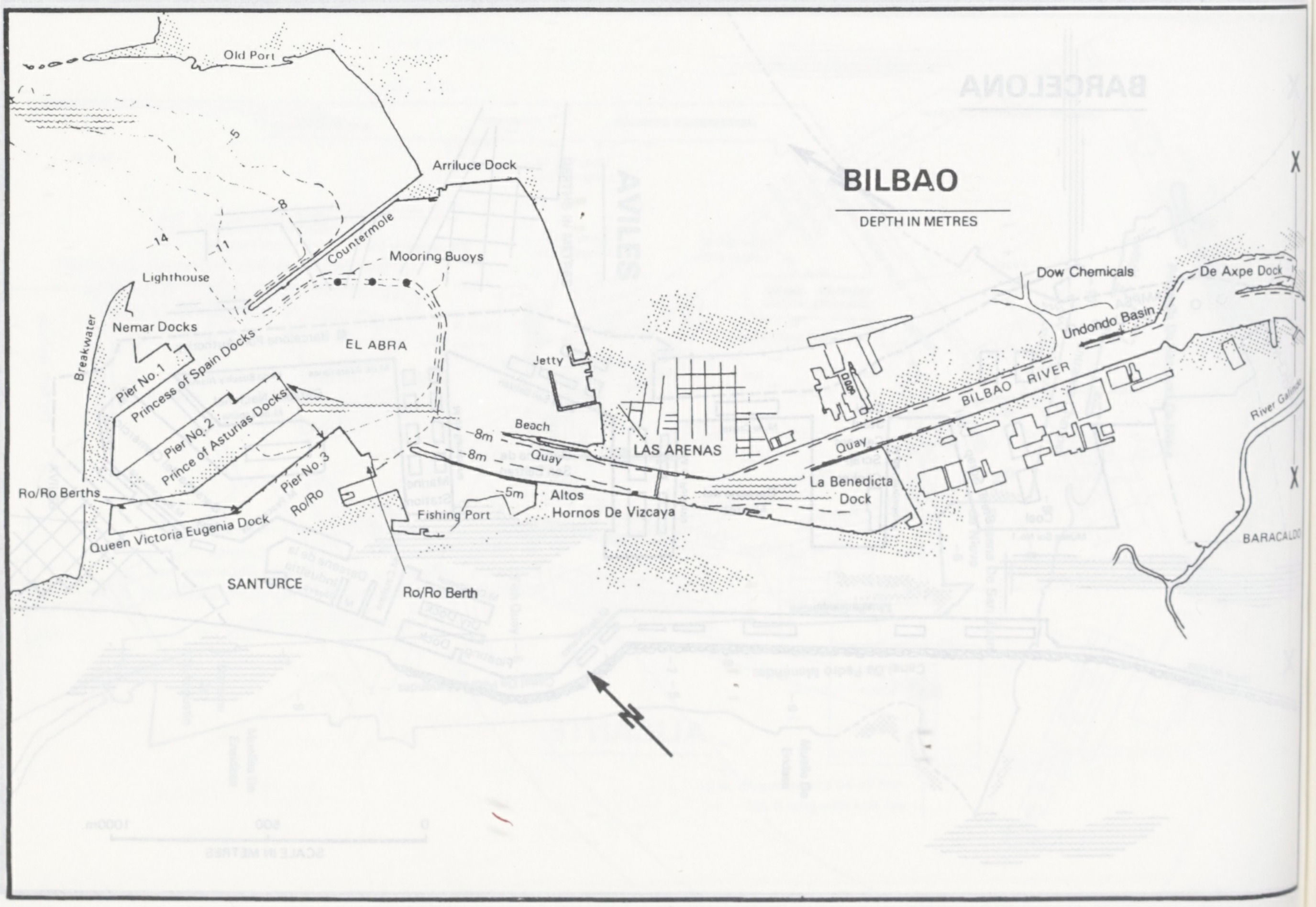

ALMERIA
Customs
Warehouses
General Cargo
Ribera Mole
Sailing Club
Pilot
Length 712 m. Depth 9.45 m.
10m
Equipment Quay
Fishing Harbour
South Mole
4
5
6
5
Length 350 m. Depth 7.0 m.
Length 369 m. Depth 10 m.
Solid Bulk Quay
6 cranes x 3/6 tons
2 cranes x 6 tons
2 cranes x 12 tons
COMMERCIAL HARBOUR
Length 250 m. Depth 12 m.
12m
Length 350 m.
Ro—Ro Terminal
Port Authority
Length 350 m.
Levant Mole
Planned
- 6 m.
Iron Ore Berth
(80,000 D.W.T. Max. size)
13.9m Max draft
- 14 m.
West Mole
N
Light

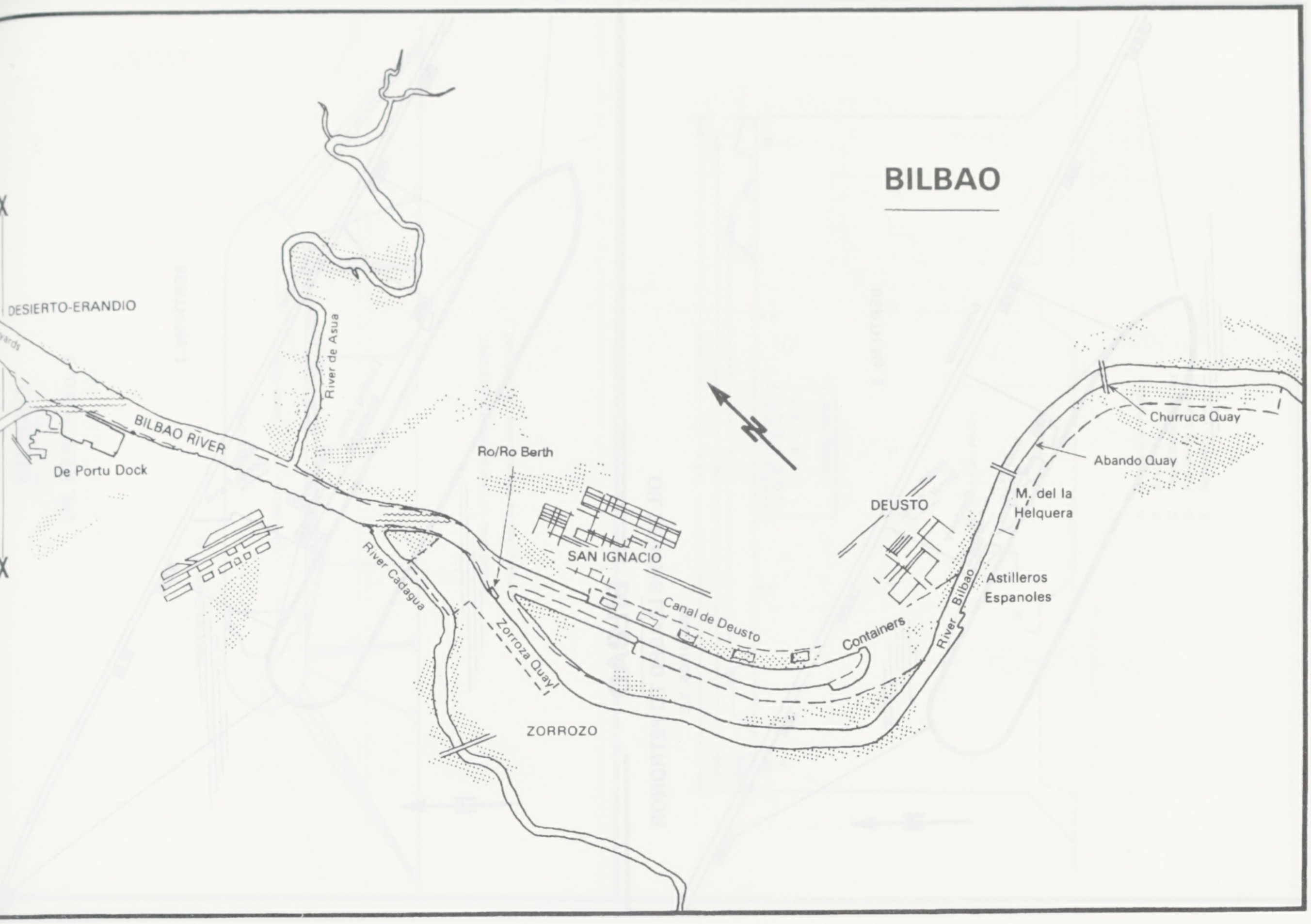

AVILES
DEPTHS IN METRES
N
Peninsula De San Juan De Nieva
Entrance Channel
-10
-9
-8
Darsena De San Juan de Nieva
-6
Muelle De Raices
Canal De Pedro Menendez
-9
-8
-7
-5
-5
Fish Quay
Canal De Pedro Menendez
-7
-9
-7
Darsena De S. Augustin
Muelles De Ensidesa
Muelle De Endasa
AVILES

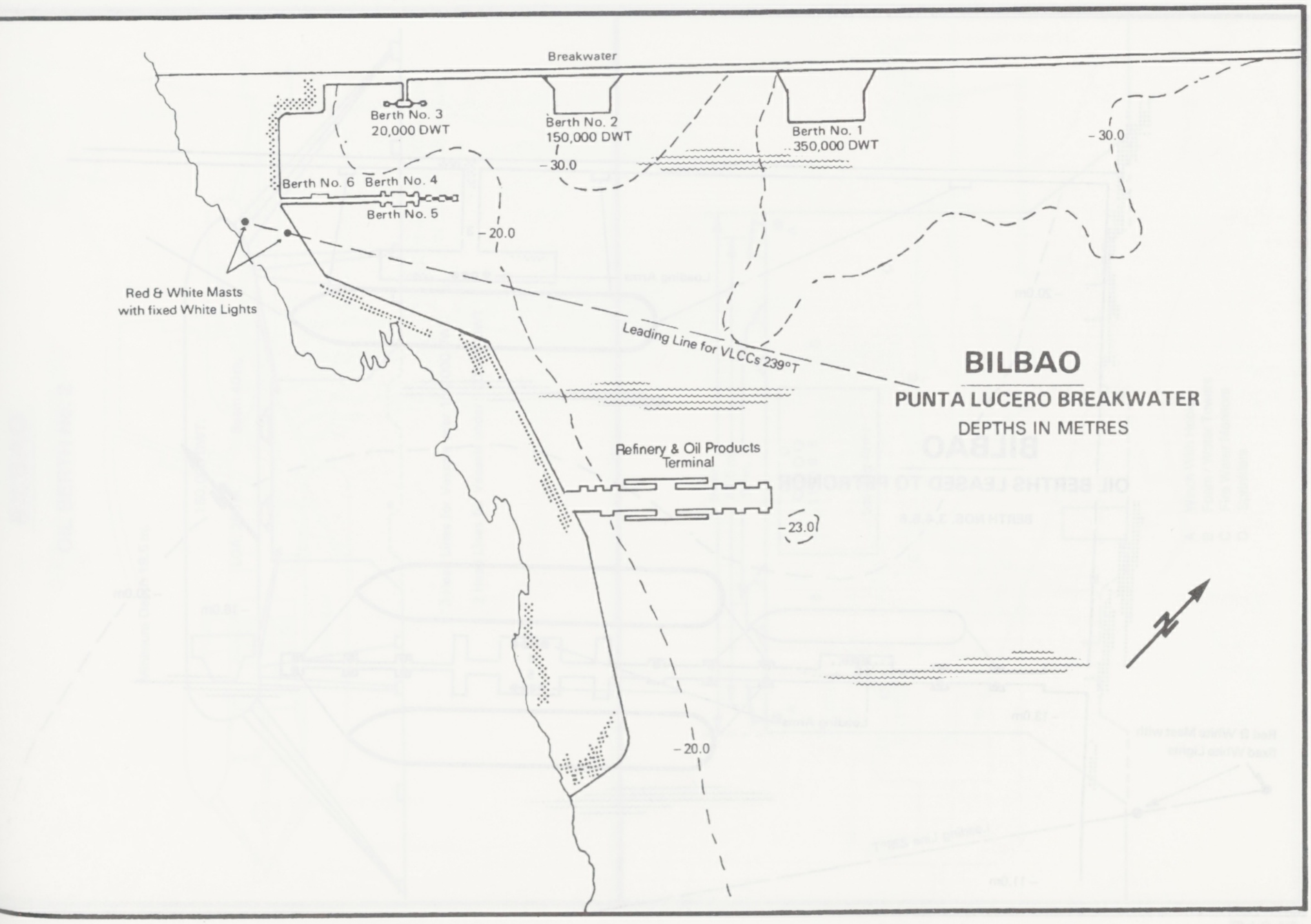

X
X
Containers
South Basin
M.Principe de Espana
M.de Lepanto
Extension Zone
Deposito Franco
M.de Inflamables
M.Alvarez de La Campa
Cement
Clinker
Oil Pier
Pantalan para Petroles
Nuevo Contradique
BARCELONA
0
500
1000m.
SCALE IN METRES

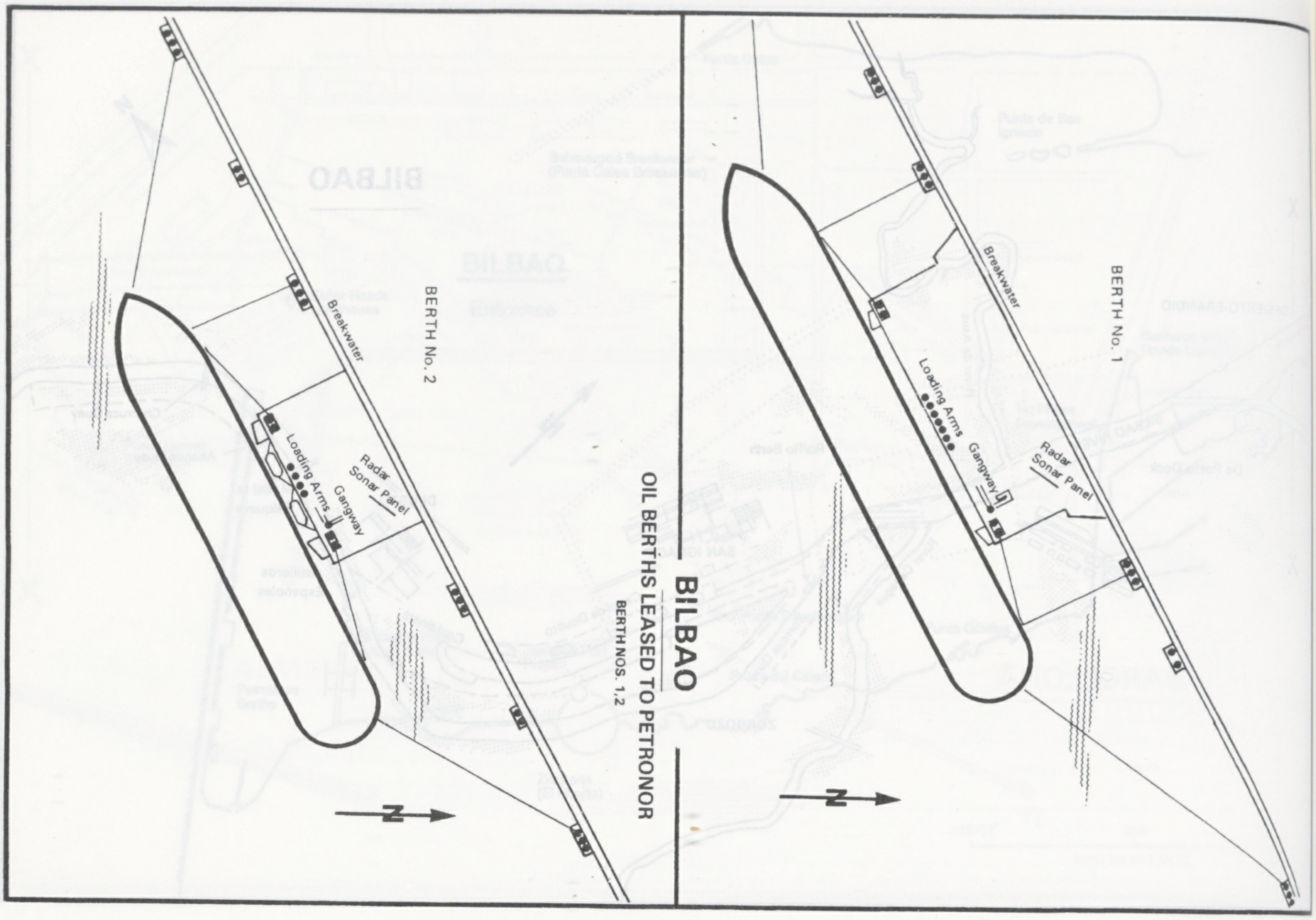

BARCELONA
CAMPSA
Barcelona Port Authority
M.de Atarazanas
M.de Bosch y Alsina
Darsena Nacional
M.de Espana
M.de San Beltran
M.de Barcelona
Darsena de
San Beltran
Marine
Station
Darsena del Comercio
M. Deposito
M.Barceloneta
M.Reloj
M.Pescadores
Darsena de la
Industria
Nuevo
M
M.Cataluna
M.Occidental
Dry Dock
Floating
Dock
M.de Levante
M.Adosado
Dique del Este
Coal
Steel
Cement
Scrap
Clinker
M.de Contradique
Steel Scrap Coal
Coal
Muelle Sur No.1
M.de Costa
Darsena del
Morrot
M.de Poniente
0
500
1000m.
SCALE IN METRES


N
Punta Galea
Punta de San Ignacio
Submerged Breakwater (Punta Galea Breakwater)
BILBAO
Entrance
Outer Roads Lighthouse
Santurce Inner Roads Lighthouse
1st Phase Development
Punta Lucero Breakwater
2nd Phase Development
Punta Gibeles
Ceballos Point Liquid Bulks
Zierbena Port Project
Punta del Calero
Petroleum Berths
Zierbena (El Puerto)


Old Port
5
Arriluce Dock
BILBAO
DEPTH IN METRES
8
14
11
Countermole
Mooring Buoys
Lighthouse
Dow Chemicals
De Axpe Dock
Undondo Basin
Breakwater
Nemar Docks
Princess of Spain Docks
EL ABRA
Jetty
Pier No.1
Pier No.2
Prince of Asturias Docks
BILBAO RIVER
Pier No.3
Beach
-8m
-8m
Quay
LAS ARENAS
Quay
River Galindo
Ro/Ro Berths
Ro/Ro
-5m
Altos Hornos De Vizcaya
La Benedicta Dock
Fishing Port
Queen Victoria Eugenia Dock
SANTURCE
Ro/Ro Berth
BARACALDO
N


BILBAO
DESIERTO-ERANDIO
De Portu Dock
BILBAO RIVER
River de Asua
Ro/Ro Berth
River Cadagua
Zorroza Quay
SAN IGNACIO
Canal de Deusto
ZORROZO
Containers
DEUSTO
River Bilbao
Astilleros
Espanoles
M. del la
Helquera
Abando Quay
Churruca Quay
N


Breakwater
Berth No. 3
20,000 DWT
Berth No. 2
150,000 DWT
Berth No. 1
350,000 DWT
– 30.0
– 30.0
Berth No. 6
Berth No. 4
Berth No. 5
– 20.0
Red & White Masts
with fixed White Lights
Leading Line for VLCCs 239°T
BILBAO
PUNTA LUCERO BREAKWATER
DEPTHS IN METRES
Refinery & Oil Products
Terminal
– 23.0
– 20.0
N

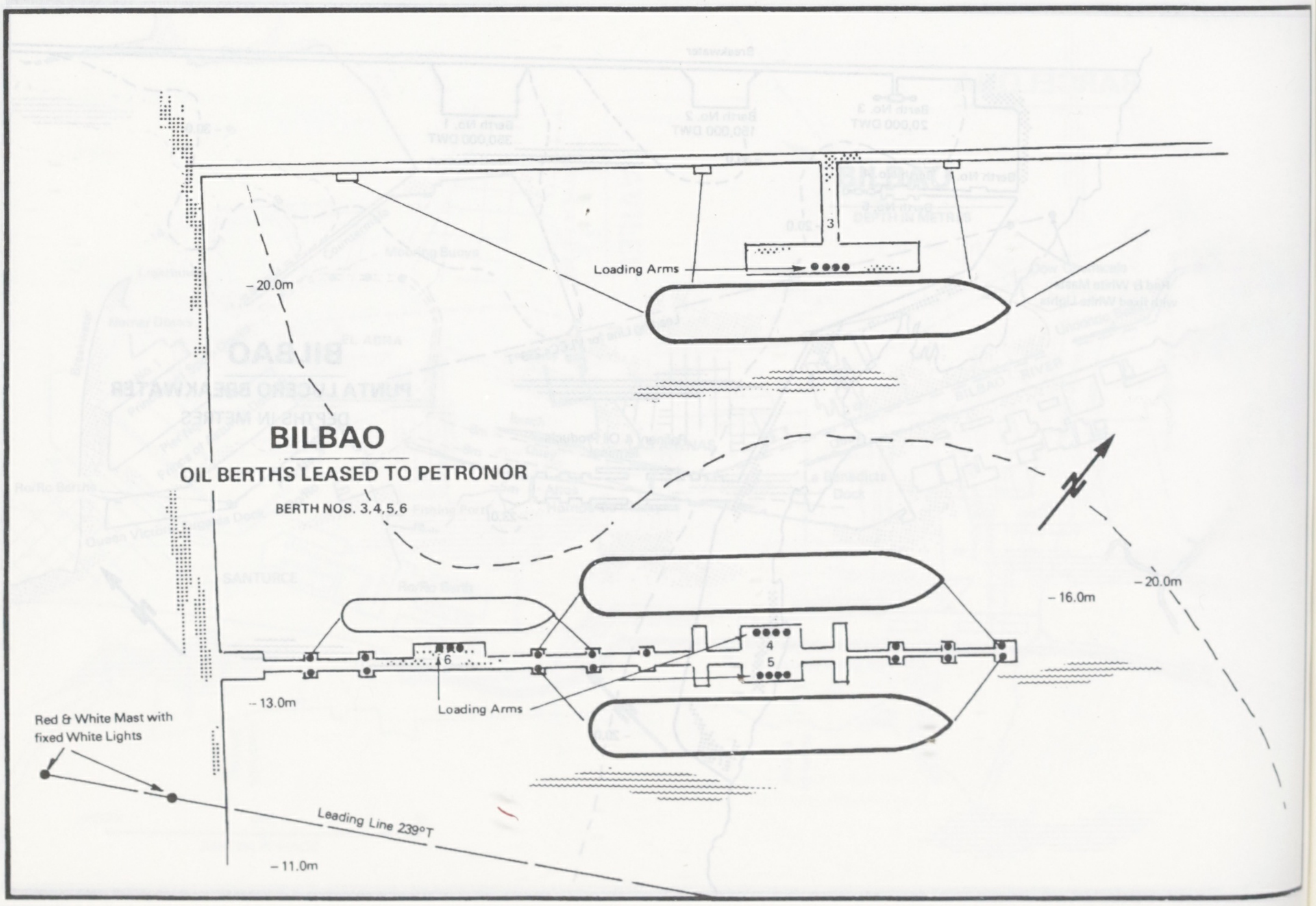


BILBAO

OIL BERTHS LEASED TO PETRONOR

BERTH NOS. 1, 2

BERTH No. 2
Breakwater
Radar
Sonar Panel
Gangway
Loading Arms
N
BERTH No. 1
Breakwater
Loading Arms
Gangway
Radar
Sonar Panel
N



BILBAO

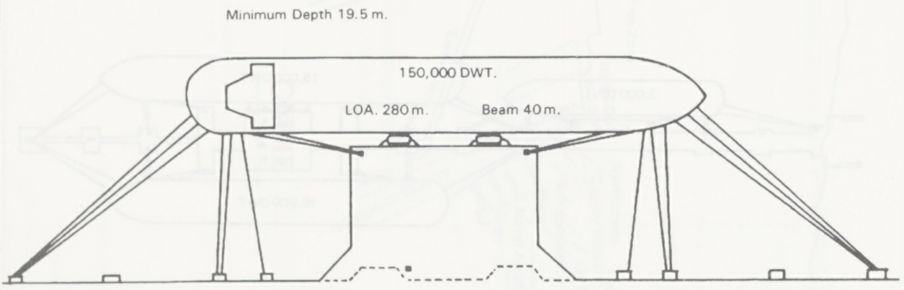
OIL BERTHS LEASED TO PETRONOR

BERTH NOS. 3,4,5,6

3
Loading Arms
– 20.0m
N
– 16.0m
– 20.0m
4
5
6
– 13.0m
Loading Arms
Red & White Mast with
fixed White Lights
Leading Line 239°T
– 11.0m

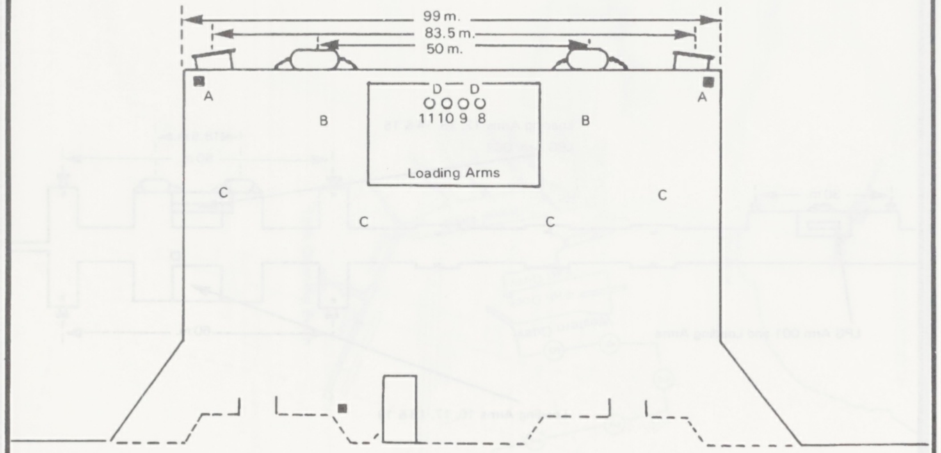
BILBAO

OIL BERTH No. 2


Minimum Depth 19.5 m.
150,000 DWT.
LOA. 280 m.
Beam 40 m.

3 Head Lines for Vessels over 100,000 DWT.

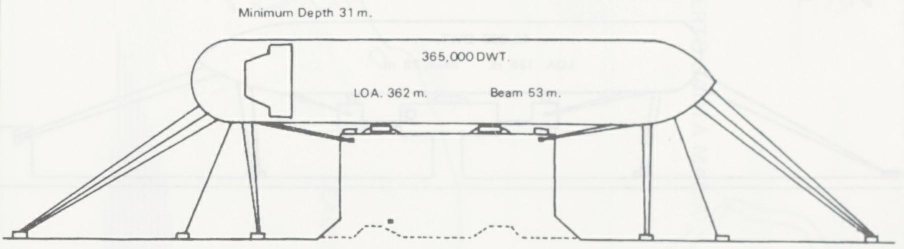
2 Head Lines for Vessels under 100,000 DWT.


99 m.
83.5 m.
50 m.
A
D
D
A
B
11 10 9 8
B
Loading Arms
C
C
C
C

A Winch With Hooks
B Foam / Water Towers
C Fire Water Monitors
D Sprinklers

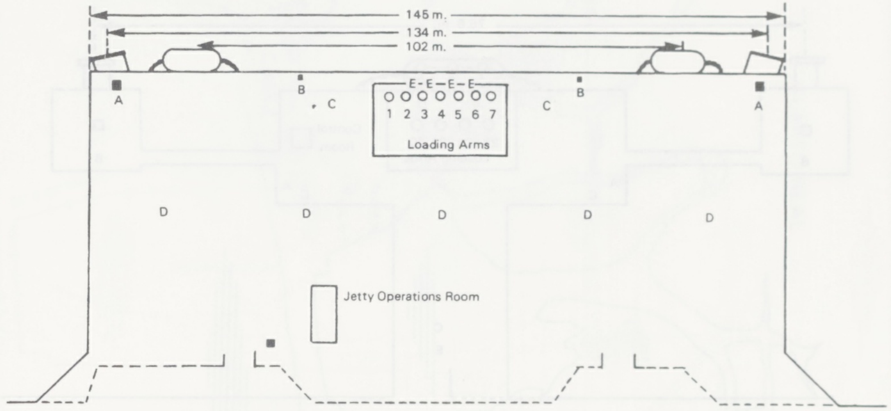
BILBAO

OIL BERTH No. 1


Minimum Depth 31 m.
365,000 DWT.
LOA. 362 m.
Beam 53 m.

3 Head Lines for Vessels over 100,000 DWT.

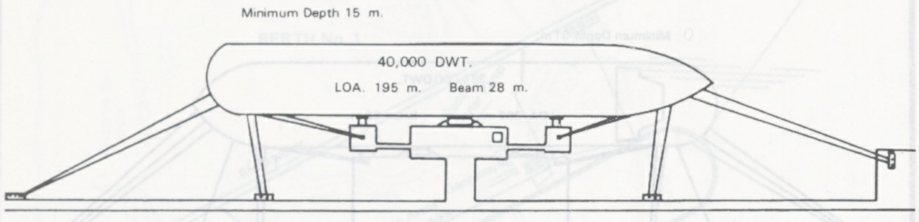
2 Head Lines for Vessels under 100,000 DWT.


145 m.
134 m.
102 m.
A
B
C
E E E E
1 2 3 4 5 6 7
Loading Arms
C
B
A
D
D
D
D
D
Jetty Operations Room

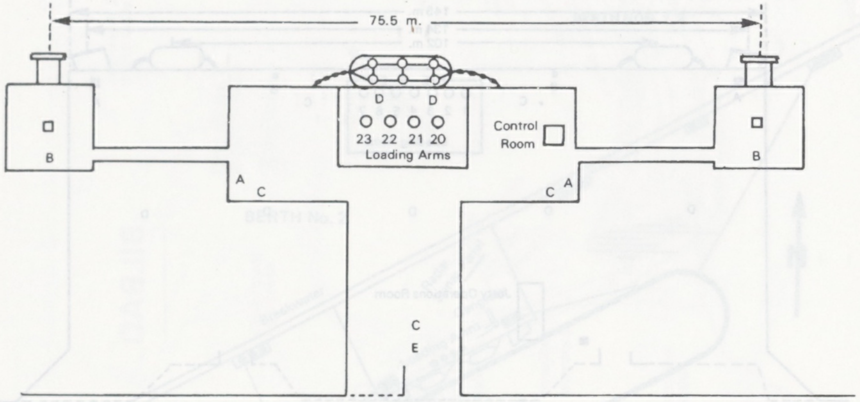
A Winch With Hooks
B Bitts
C Foam/Water Towers
D Fire Water Monitors
E Sprinklers

BILBAO

OIL BERTH No. 3



Minimum Depth 15 m.
40,000 DWT.
LOA. 195 m.
Beam 28 m.



75.5 m.
B
B
D
23 22 21 20
Loading Arms
Control Room
A
C
A
C
C
E

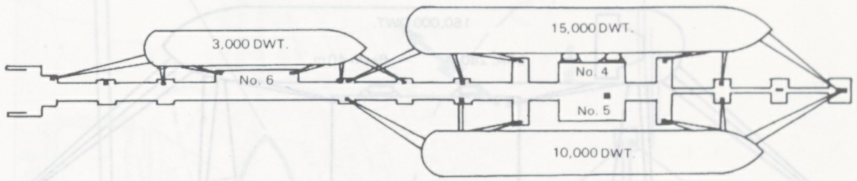
A	Foam/Water Tower
B	Fire Water Monitor
C	Fire Hose Connections
D	Sprinklers
E	Emergency Shut Down

Loading Arms 20 & 21 Black Products/Ballast

22 & 23 White Products

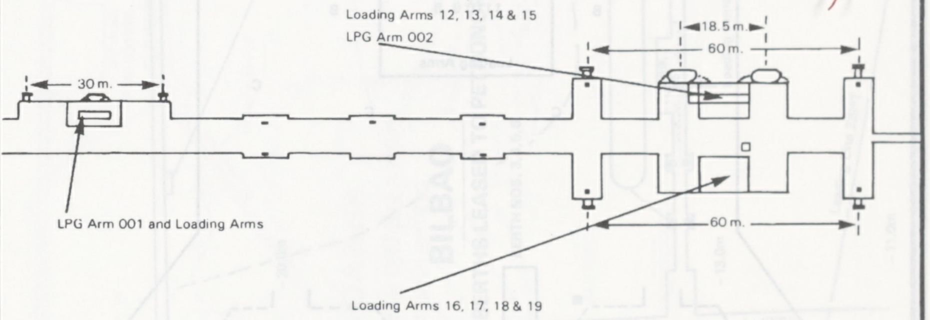
BILBAO

OIL BERTH Nos. 4, 5 & 6

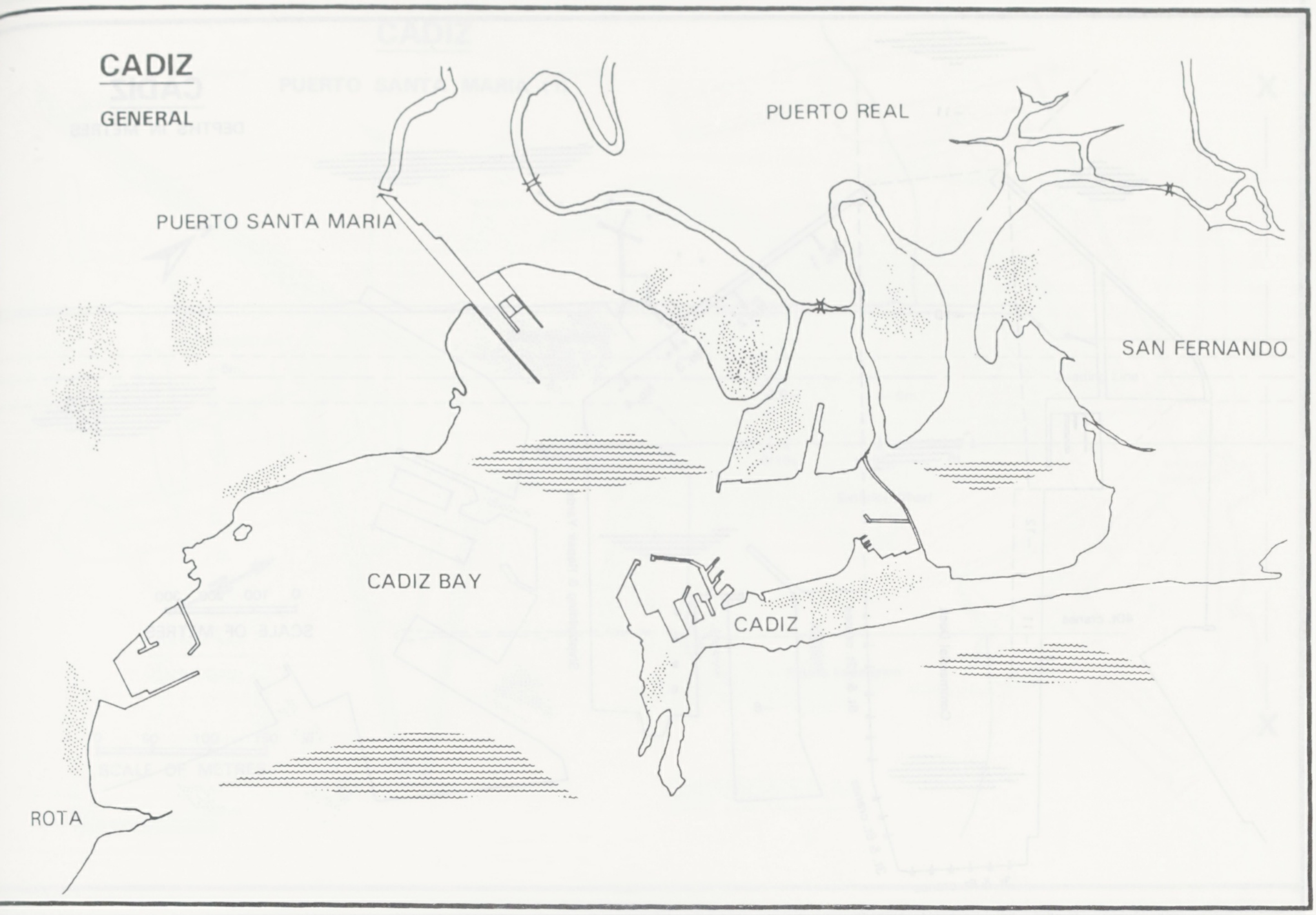


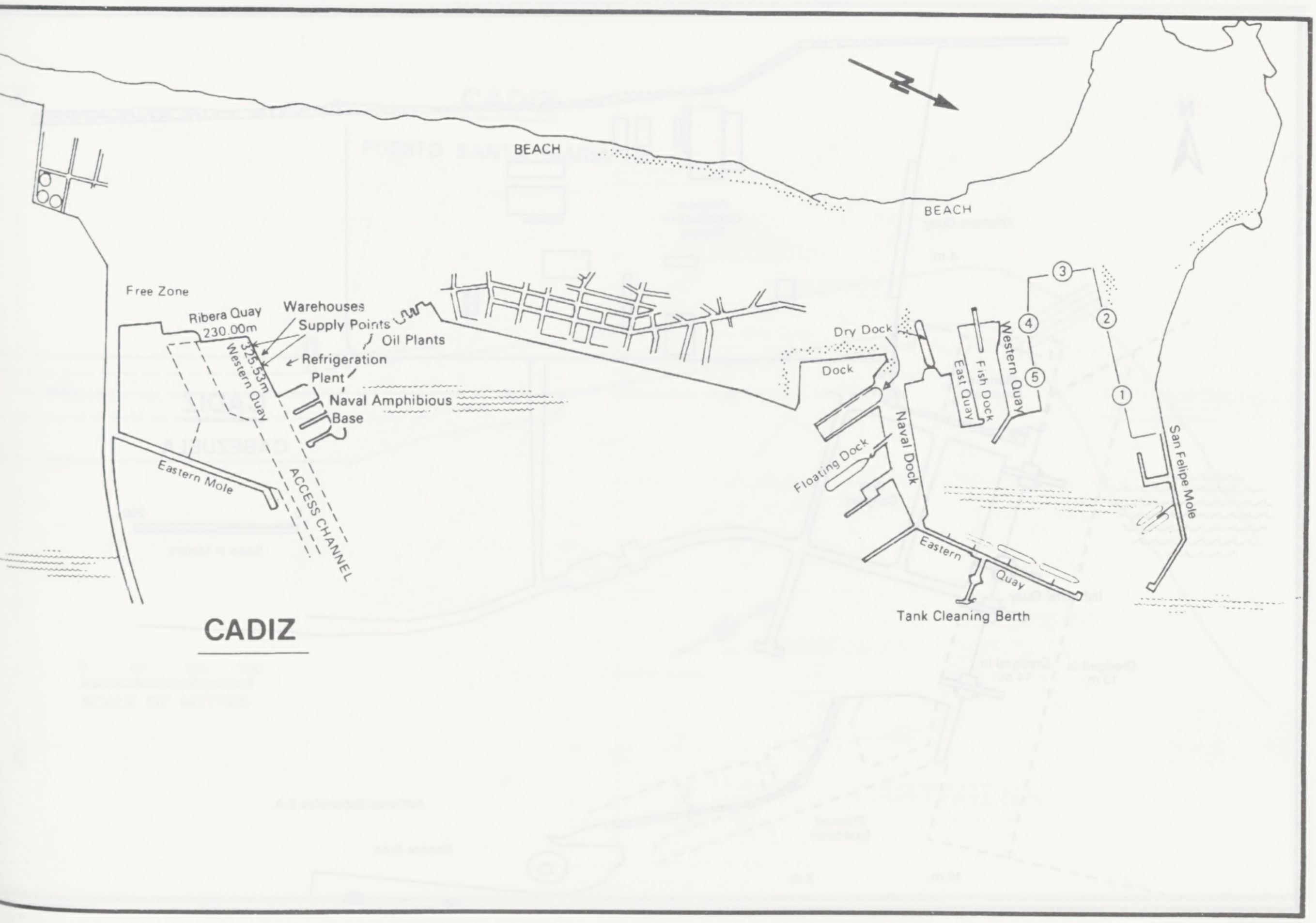
3,000 DWT.
No. 6
15,000 DWT.
No. 4
No. 5
10,000 DWT.

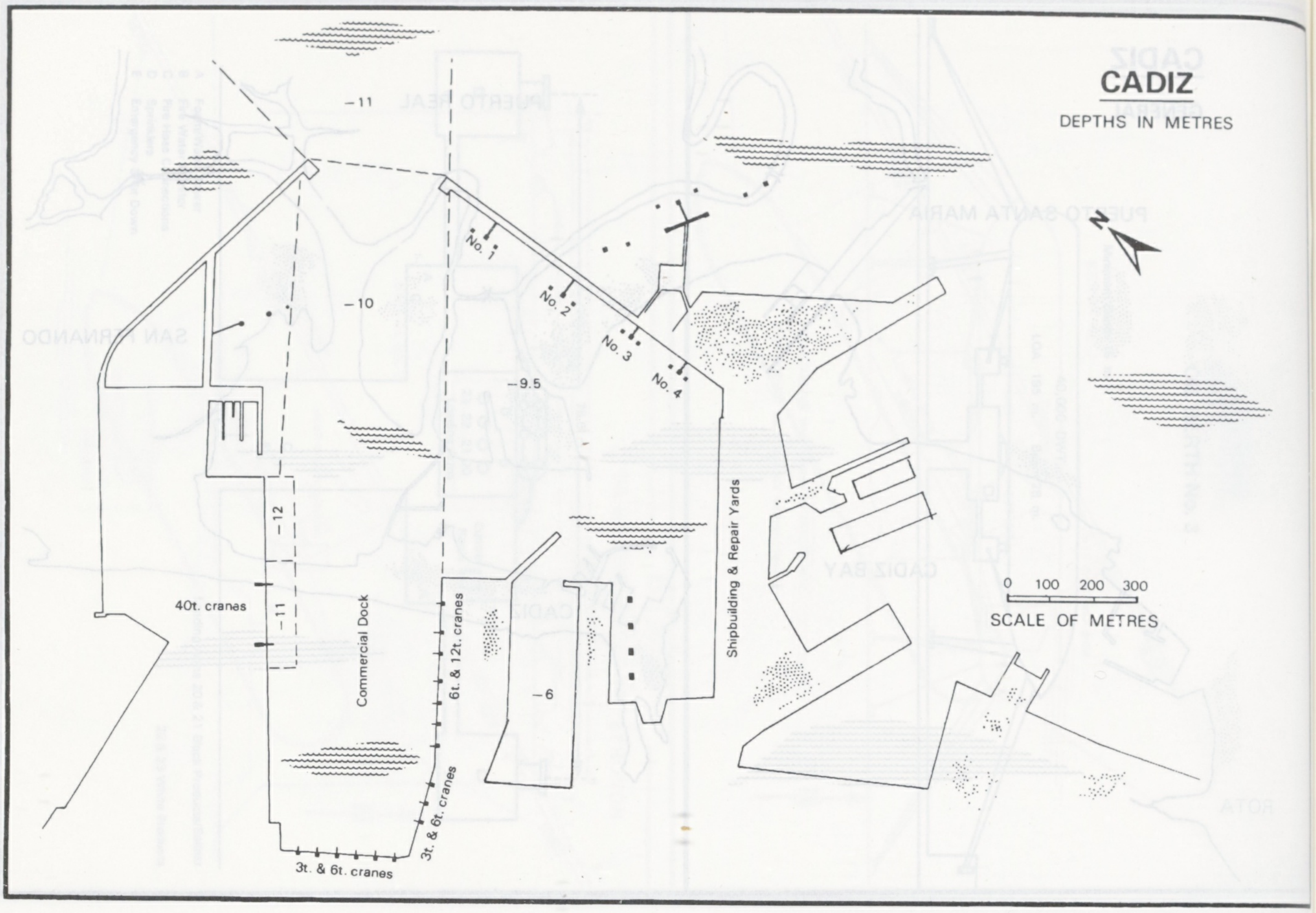
Minimum Depth (No. 4 & 5) 12 m.
Minimum Depth (No. 6) 10 m.

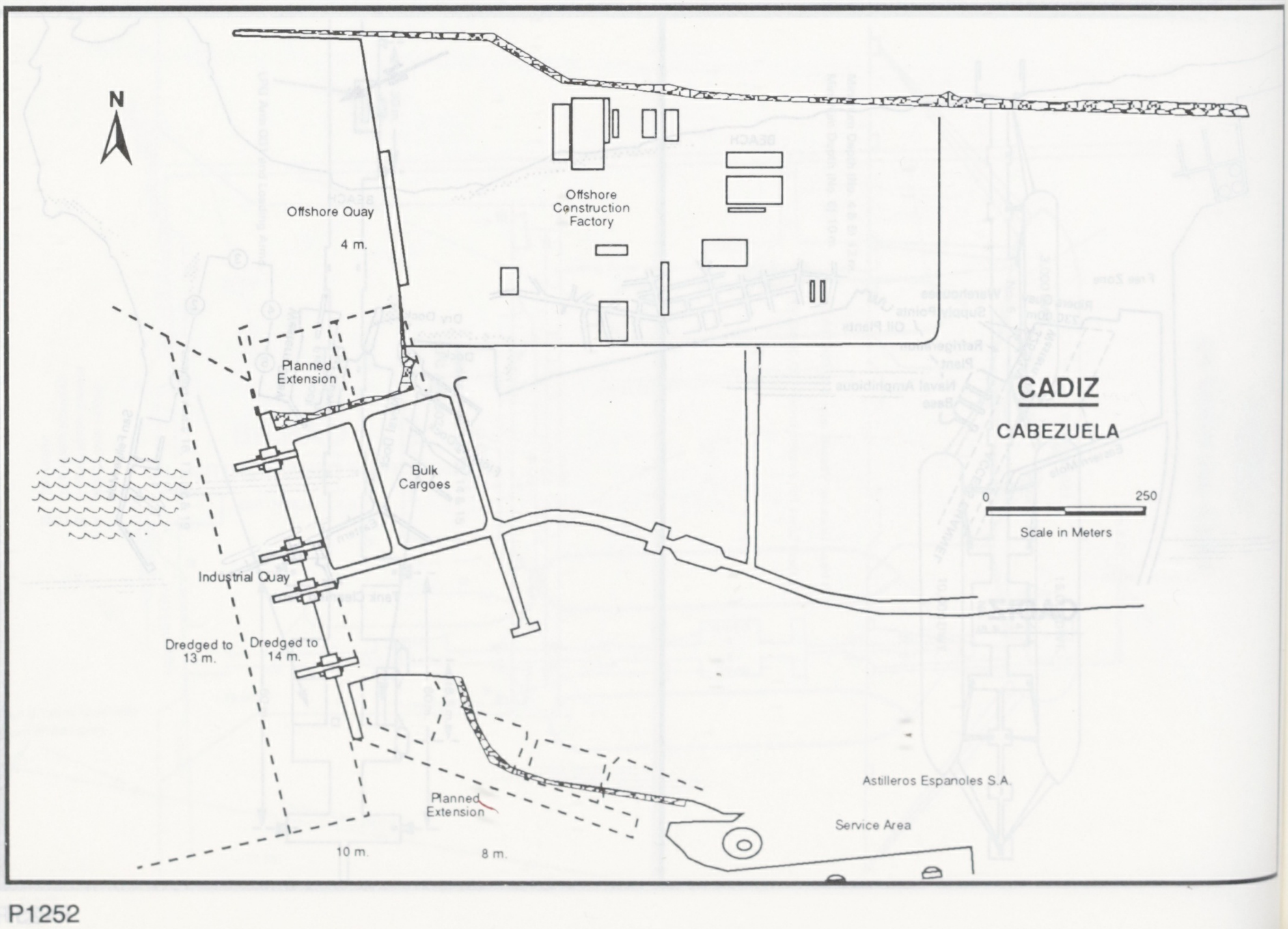


Loading Arms 12, 13, 14 & 15
LPG Arm 002
18.5 m.
60 m.
30 m.
LPG Arm 001 and Loading Arms
60 m.
Loading Arms 16, 17, 18 & 19


CADIZ
GENERAL
PUERTO SANTA MARIA
PUERTO REAL
SAN FERNANDO
CADIZ BAY
CADIZ
ROTA

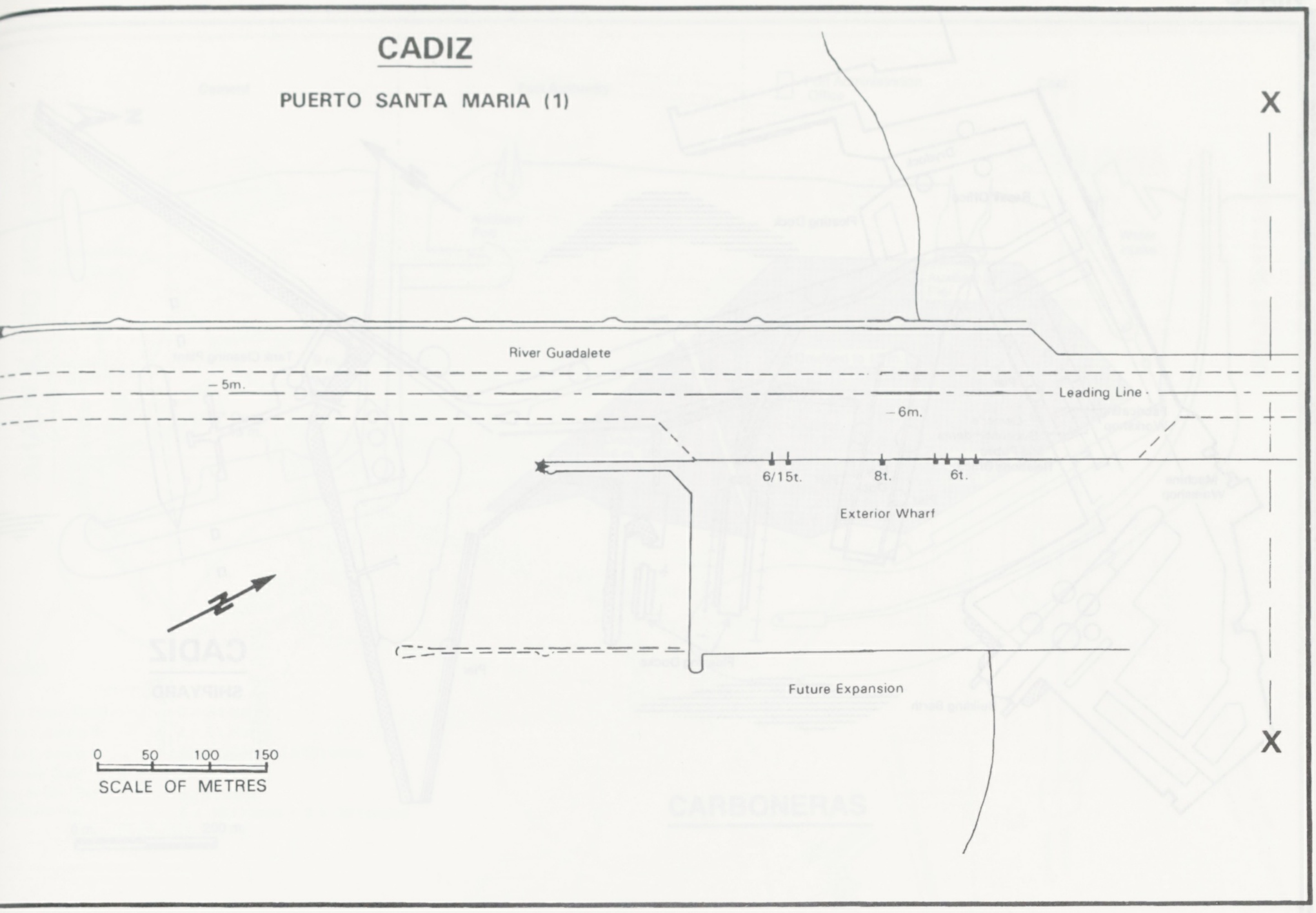

BEACH
BEACH
Free Zone
Ribera Quay
230.00m
325.53m
Western Quay
Warehouses
Supply Points
Oil Plants
Refrigeration
Plant
Naval Amphibious
Base
Eastern Mole
ACCESS CHANNEL
Dry Dock
Dock
Floating Dock
Naval Dock
East Quay
Fish Dock
Western Quay
③
④
⑤
②
①
San Felipe Mole
Eastern
Quay
Tank Cleaning Berth
CADIZ


CADIZ
DEPTHS IN METRES
–11
–10
–9.5
No. 1
No. 2
No. 3
No. 4
–12
–11
40t. cranes
Commercial Dock
6t. & 12t. cranes
3t. & 6t. cranes
3t. & 6t. cranes
–6
Shipbuilding & Repair Yards
0 100 200 300
SCALE OF METRES


N
Offshore Quay
4 m.
Offshore Construction Factory
Planned Extension
Bulk Cargoes
Industrial Quay
Dredged to 13 m.
Dredged to 14 m.
Planned Extension
10 m.
8 m.
Astilleros Espanoles S.A.
Service Area
CADIZ
CABEZUELA
0
250
Scale in Meters

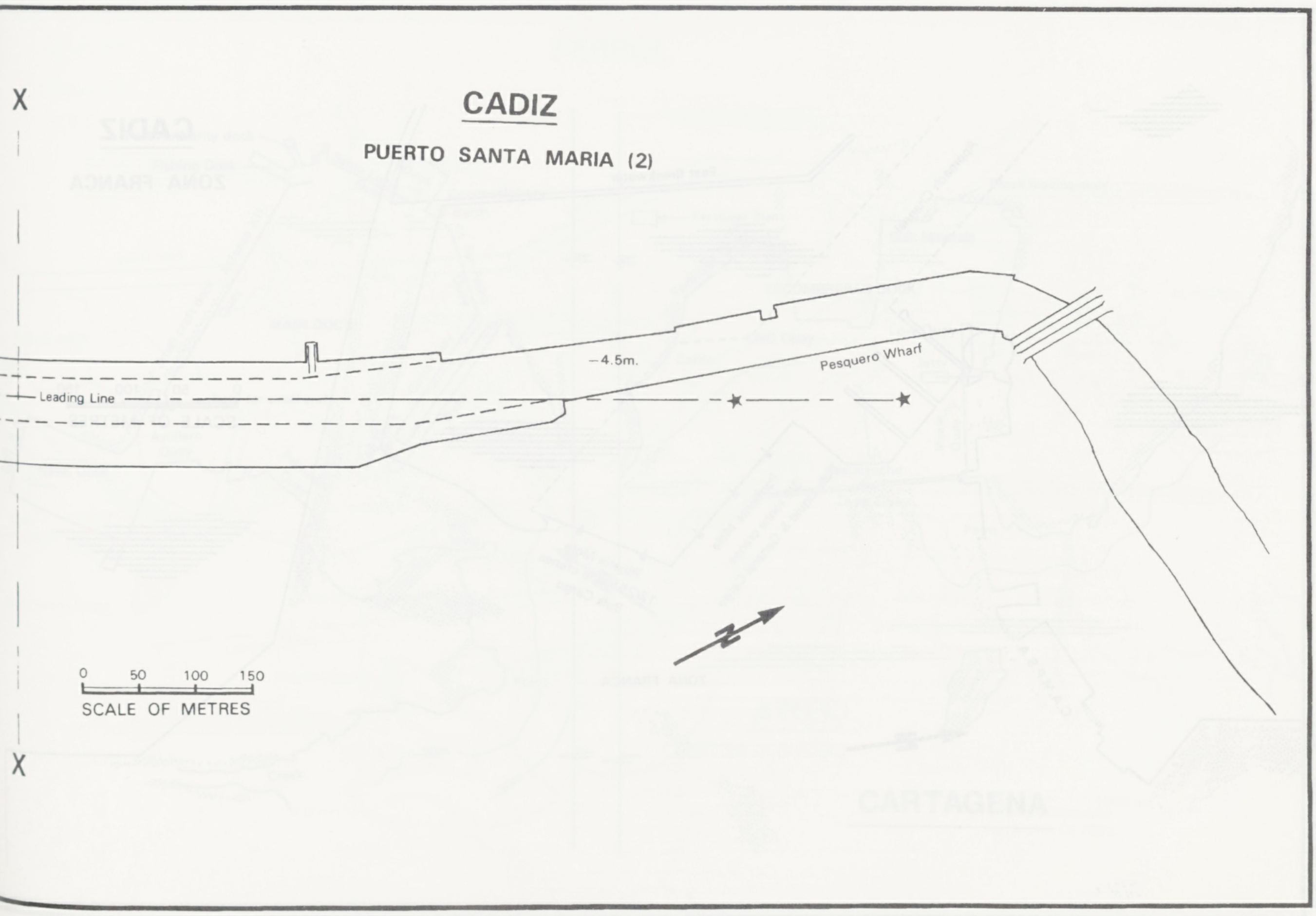
CADIZ

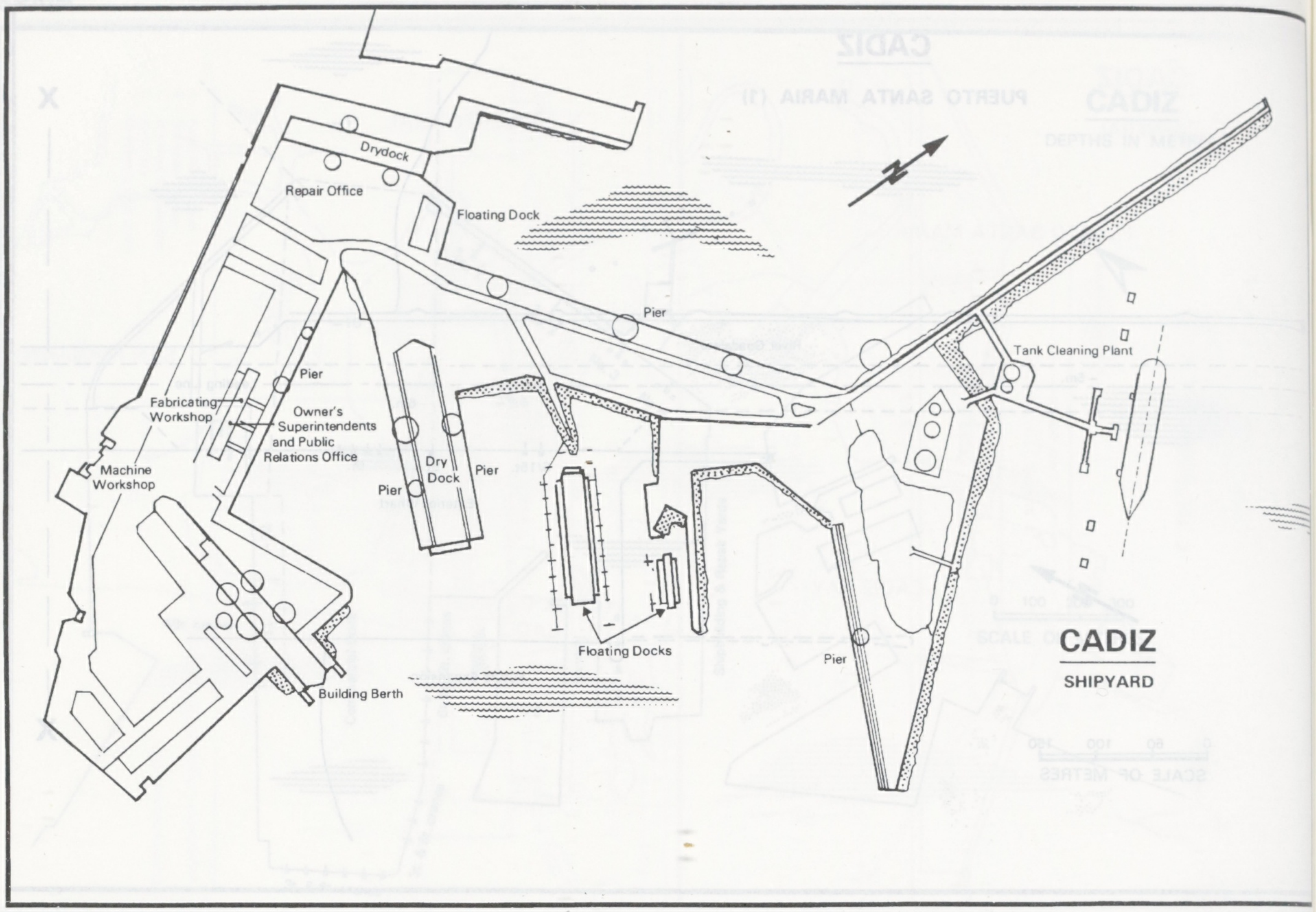
PUERTO SANTA MARIA (1)

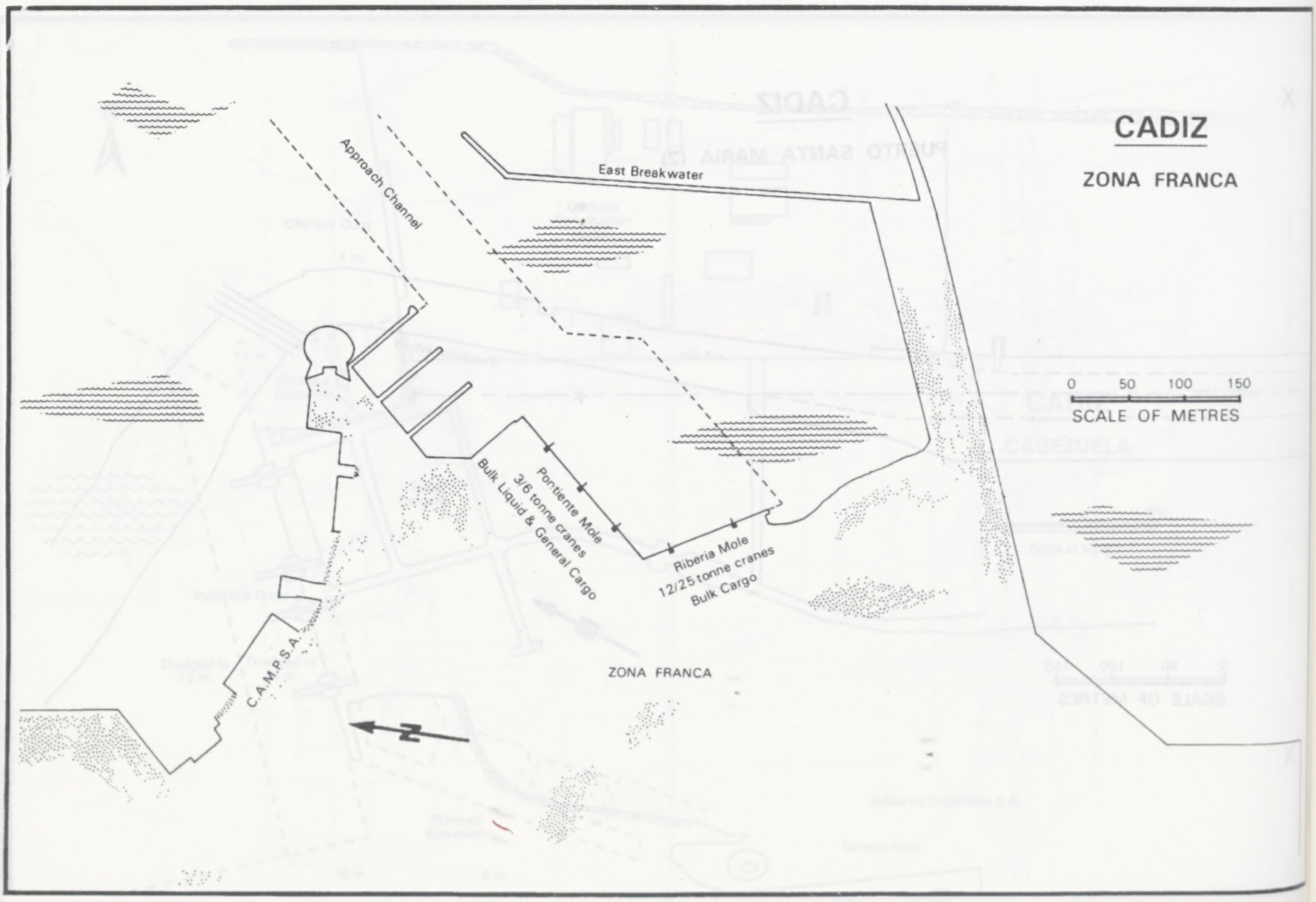

X
River Guadalete
– 5m.
– 6m.
Leading Line
6/15t.
8t.
6t.
Exterior Wharf
Future Expansion
X
0
50
100
150
SCALE OF METRES

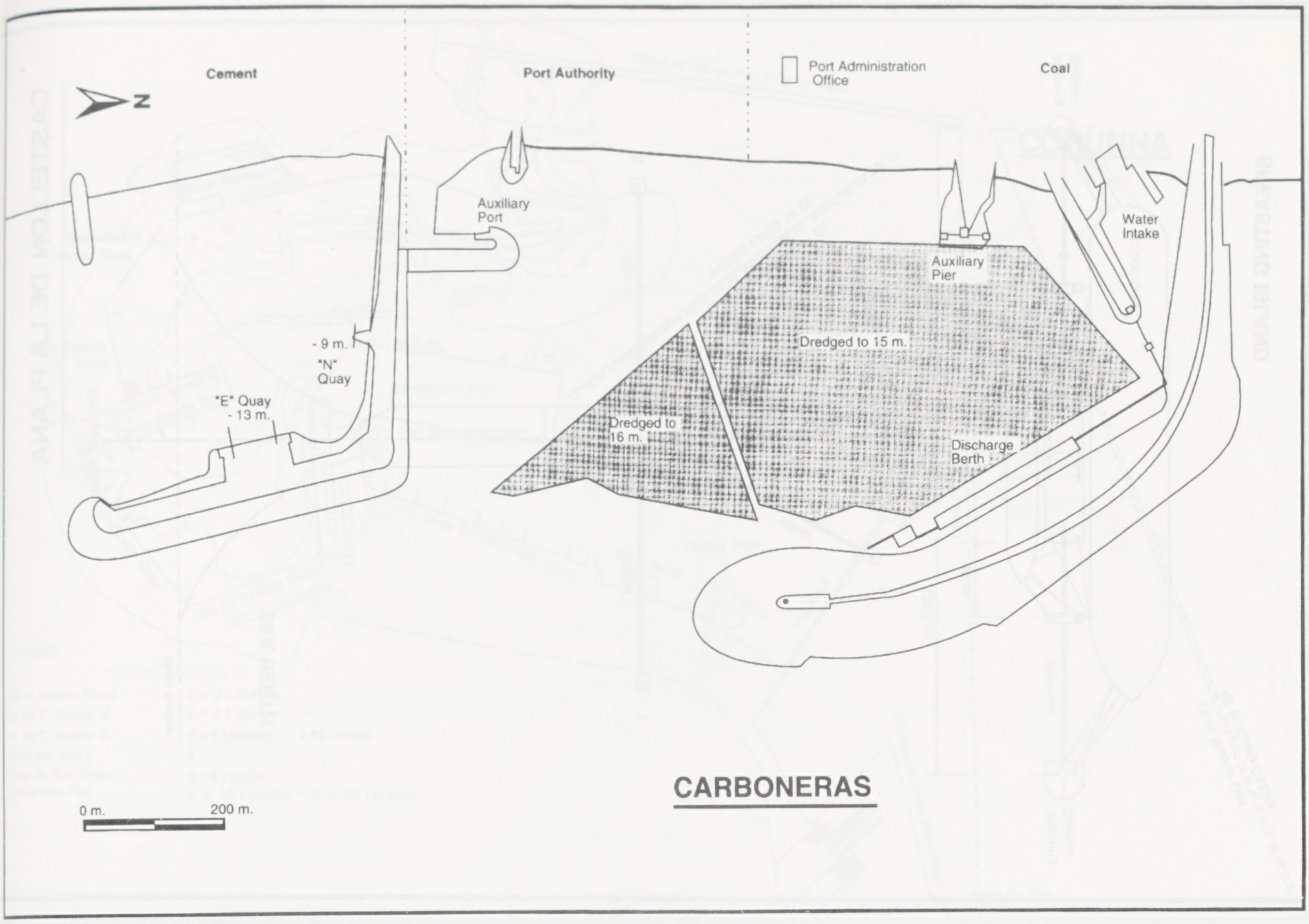
CADIZ

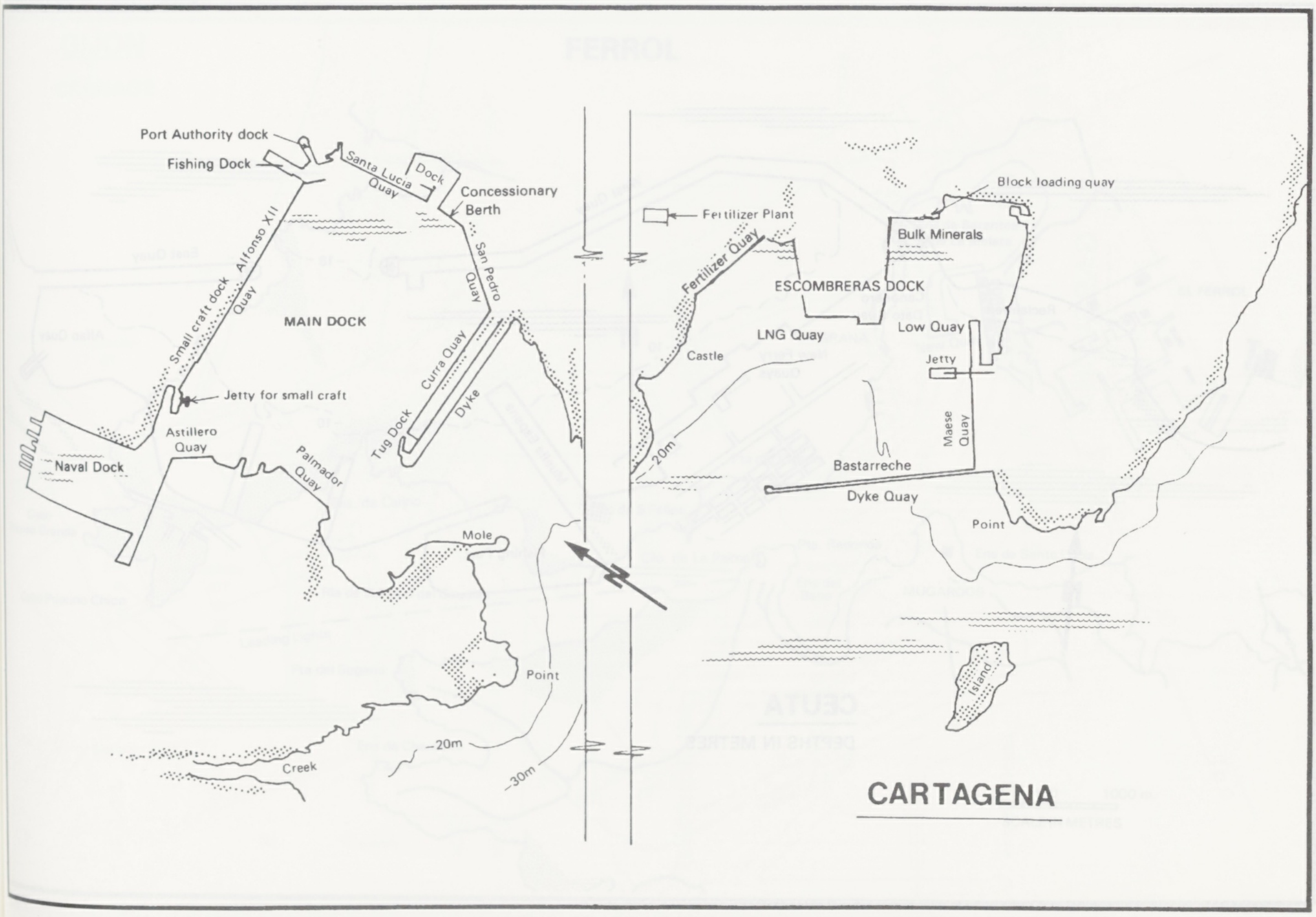
PUERTO SANTA MARIA (2)


X
– 4.5m.
Pesquero Wharf
Leading Line
0
50
100
150
SCALE OF METRES
X

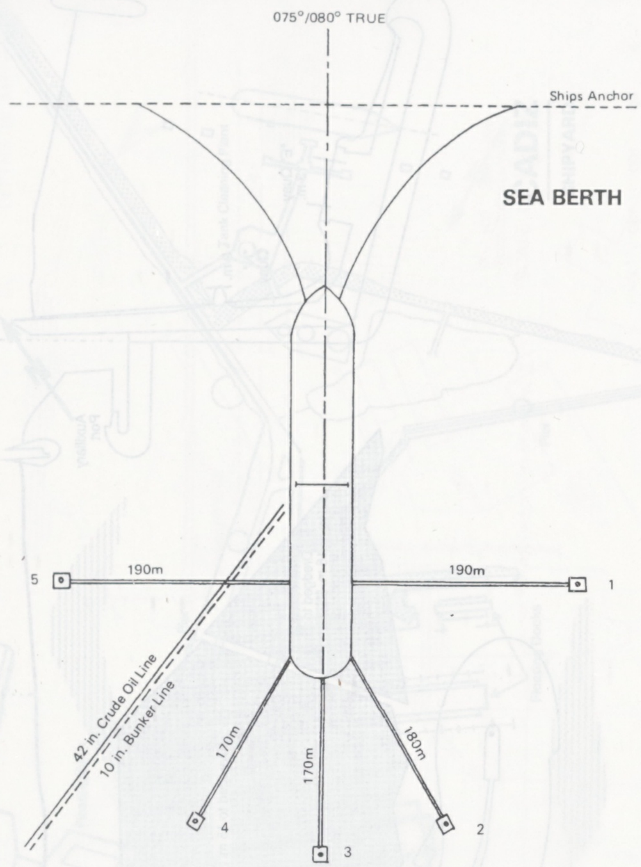

CADIZ
SHIPYARD
N
Drydock
Repair Office
Floating Dock
Pier
Pier
Fabricating Workshop
Owner's Superintendents and Public Relations Office
Machine Workshop
Dry Dock
Pier
Pier
Floating Docks
Building Berth
Tank Cleaning Plant
Pier


CADIZ
ZONA FRANCA
Approach Channel
East Breakwater
0 50 100 150
SCALE OF METRES
Poniente Mole
3/6 tonne cranes
Bulk Liquid & General Cargo
Riberia Mole
12/25 tonne cranes
Bulk Cargo
ZONA FRANCA
C.A.M.P.S.A.
N

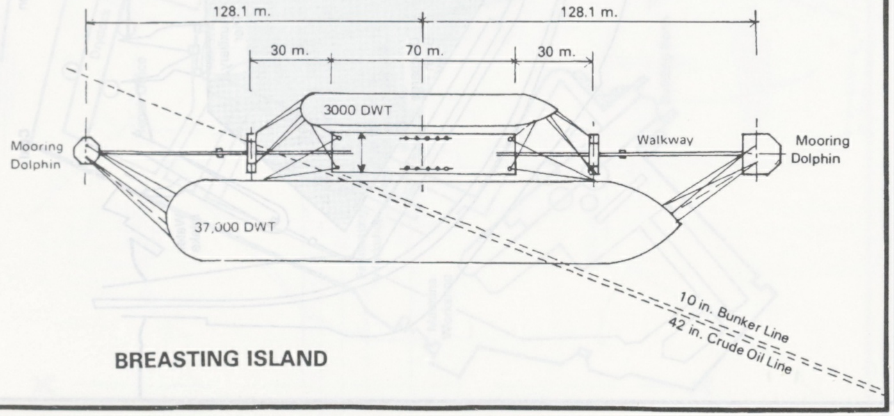

Cement
Port Authority
Port Administration Office
Coal
N
Auxiliary Port
Auxiliary Pier
Water Intake
- 9 m.
"N" Quay
"E" Quay
- 13 m.
Dredged to 15 m.
Dredged to 16 m.
Discharge Berth
CARBONERAS
0 m.
200 m.


Port Authority dock
Fishing Dock
Santa Lucia Quay
Dock
Concessionary Berth
Alfonso XII Quay
Small craft dock
MAIN DOCK
San Pedro Quay
Curra Quay
Dyke
Tug Dock
Jetty for small craft
Astillero Quay
Naval Dock
Palmador Quay
Mole
Point
Creek
20m
30m
Fertilizer Plant
Fertilizer Quay
Block loading quay
Bulk Minerals
ESCOMBRERAS DOCK
LNG Quay
Low Quay
Castle
Jetty
Maese Quay
20m
Bastarreche
Dyke Quay
Point
Island
CARTAGENA

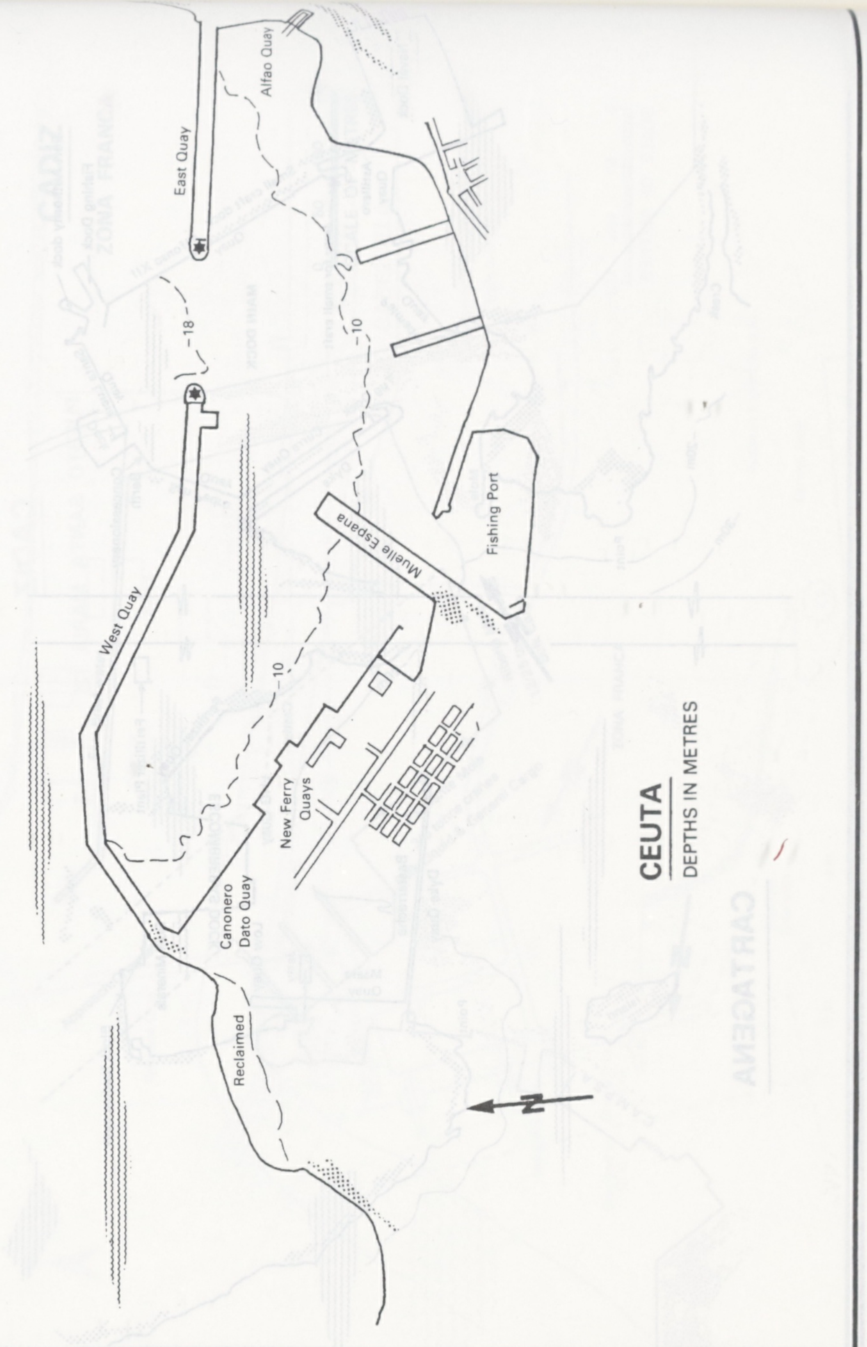
CASTELLON DE LA PLANA


075°/080° TRUE
Ships Anchor
190m
190m
5
1
42 in. Crude Oil Line
10 in. Bunker Line
170m
170m
180m
4
3
2

SEA BERTH

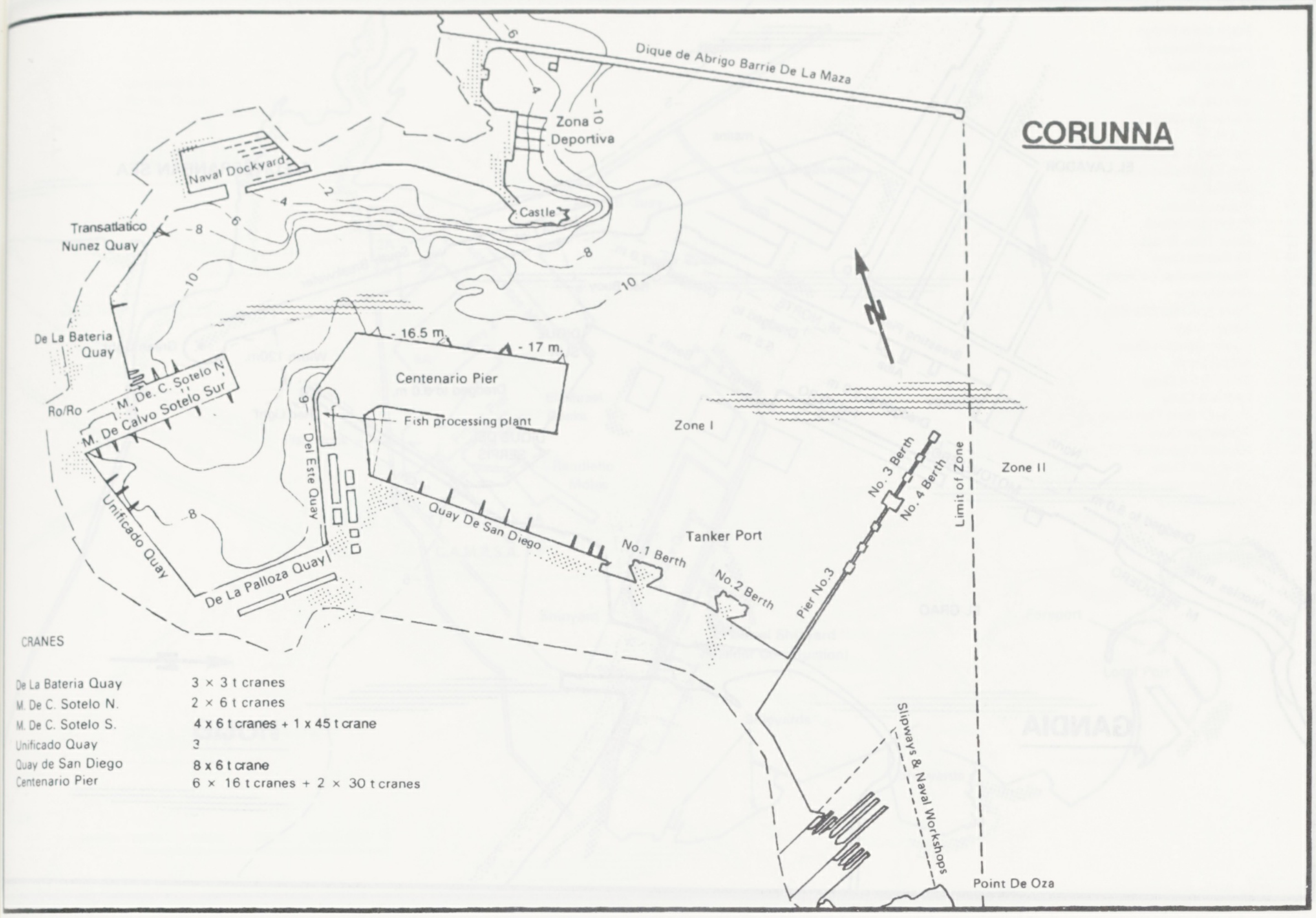

128.1 m.
128.1 m.
30 m.
70 m.
30 m.
3000 DWT
Mooring Dolphin
Walkway
Mooring Dolphin
37,000 DWT
10 in. Bunker Line
42 in. Crude Oil Line

BREASTING ISLAND


Alfao Quay
East Quay
18
10
Fishing Port
Muelle Espana
West Quay
10
New Ferry Quays
Canonero Dato Quay
Reclaimed
N

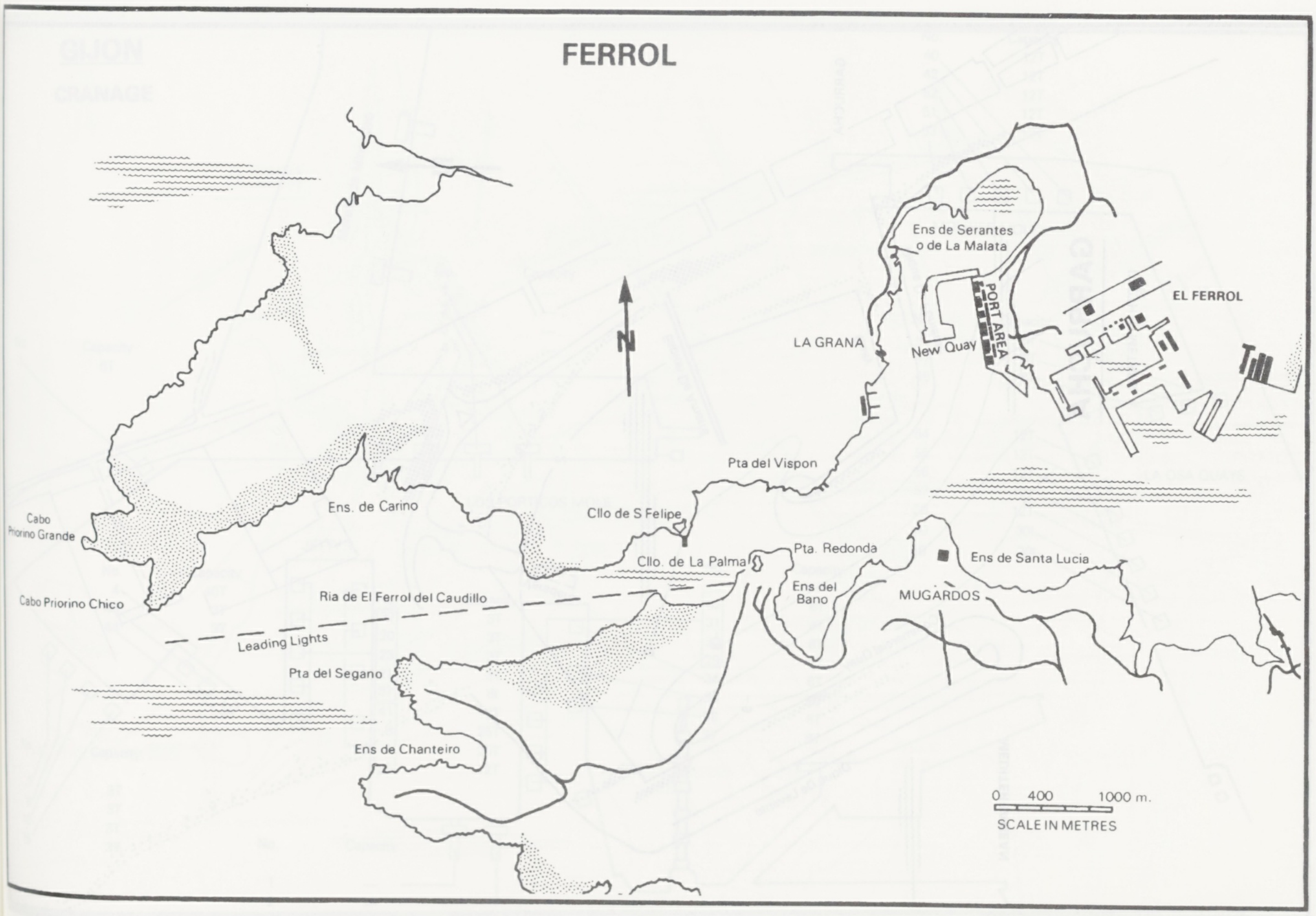
CEUTA

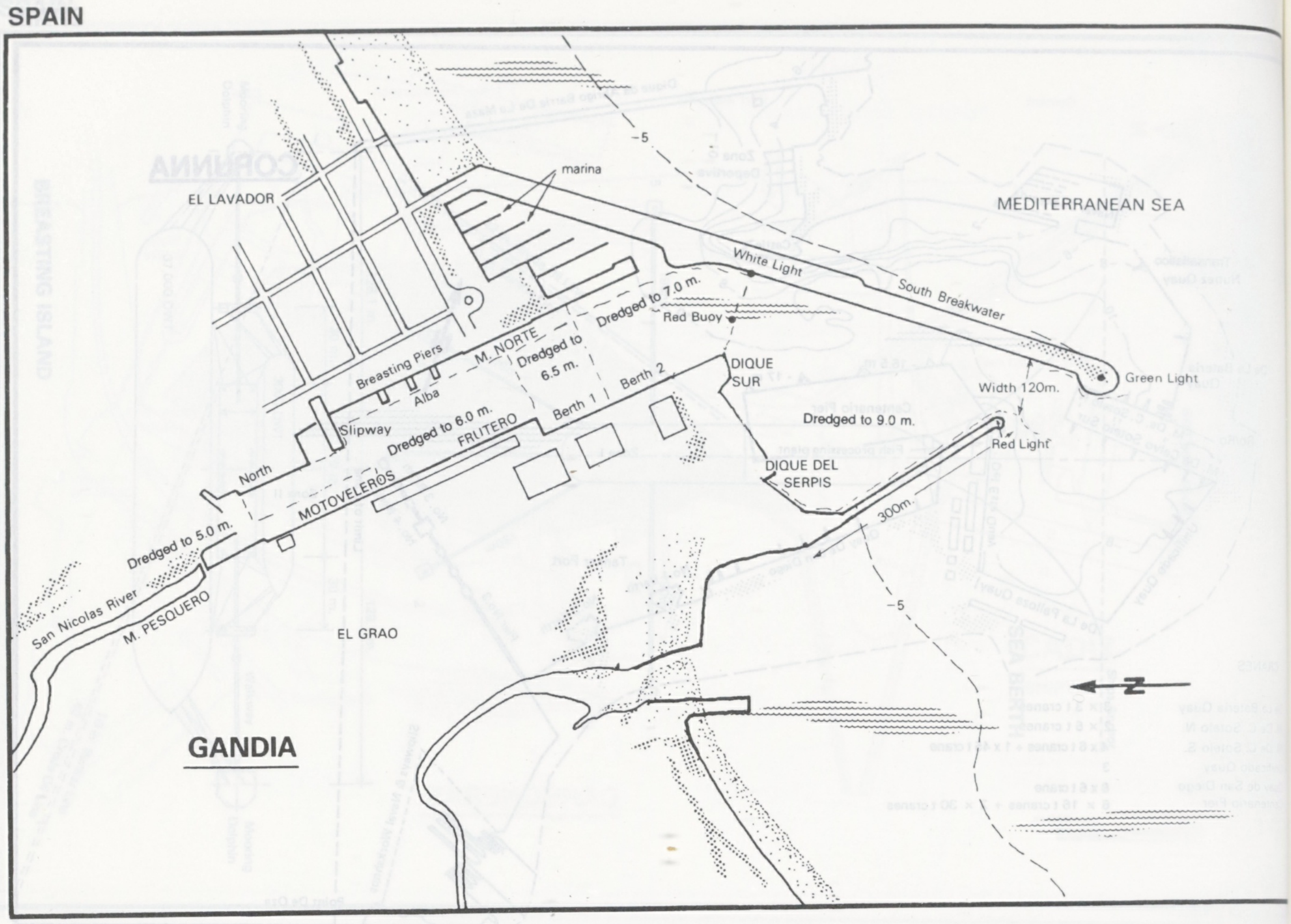
DEPTHS IN METRES


CORUNNA
Dique de Abrigo Barrie De La Maza
Zona Deportiva
Castle
Naval Dockyard
Transatlatico Nunez Quay
De La Bateria Quay
Ro/Ro
M. De C. Sotelo N.
M. De Calvo Sotelo Sur
Unificado Quay
De La Palloza Quay
Del Este Quay
Fish processing plant
Centenario Pier
- 16.5 m.
- 17 m.
Quay De San Diego
No.1 Berth
No.2 Berth
Tanker Port
Zone I
Zone II
Pier No.3
No. 3 Berth
No. 4 Berth
Limit of Zone
Slipways & Naval Workshops
Point De Oza
N
2
4
6
8
10

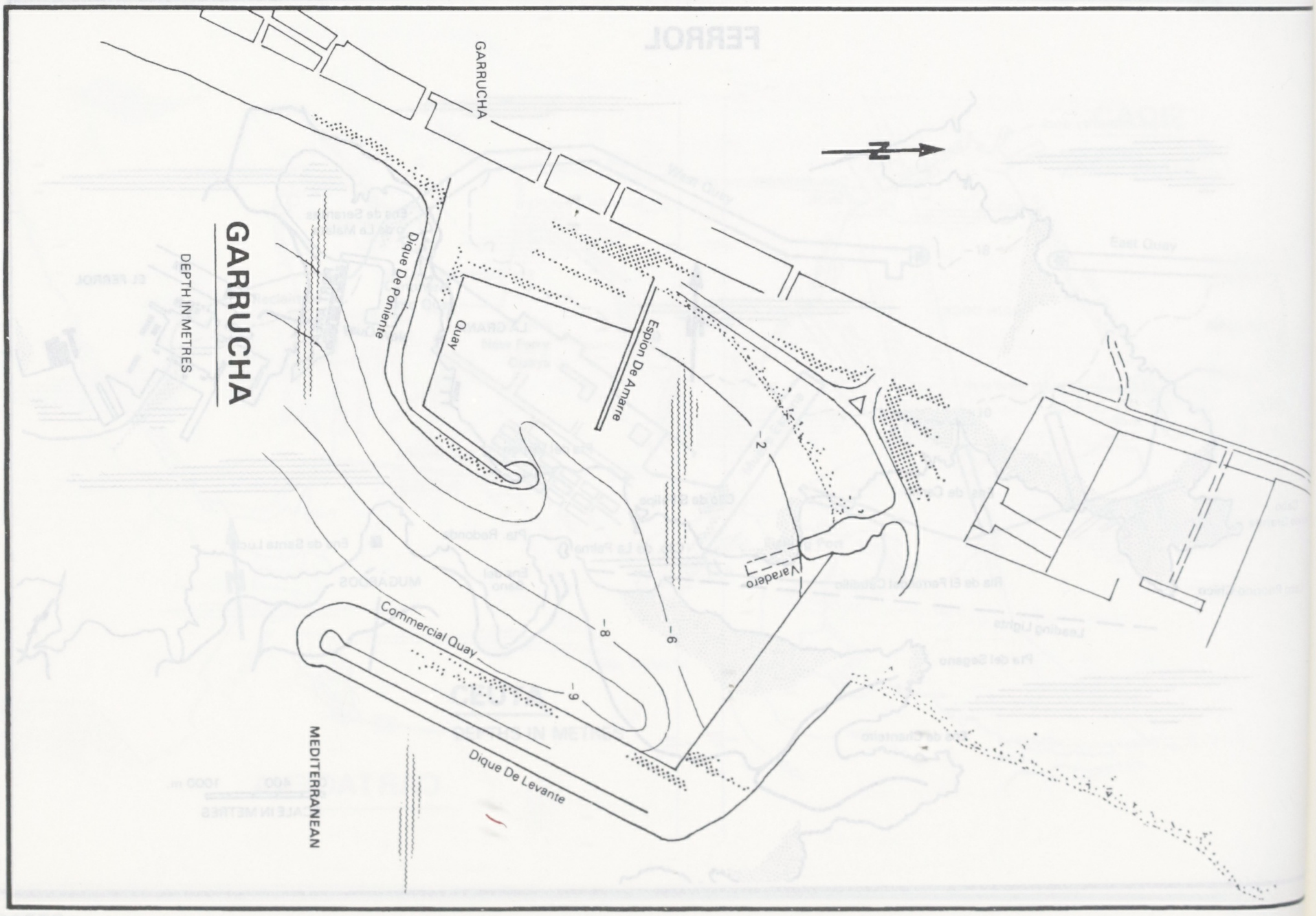
CRANES

De La Bateria Quay	3 × 3 t cranes
M. De C. Sotelo N.	2 × 6 t cranes
M. De C. Sotelo S.	4 x 6 t cranes + 1 x 45 t crane
Unificado Quay	3
Quay de San Diego	8 x 6 t crane
Centenario Pier	6 × 16 t cranes + 2 × 30 t cranes

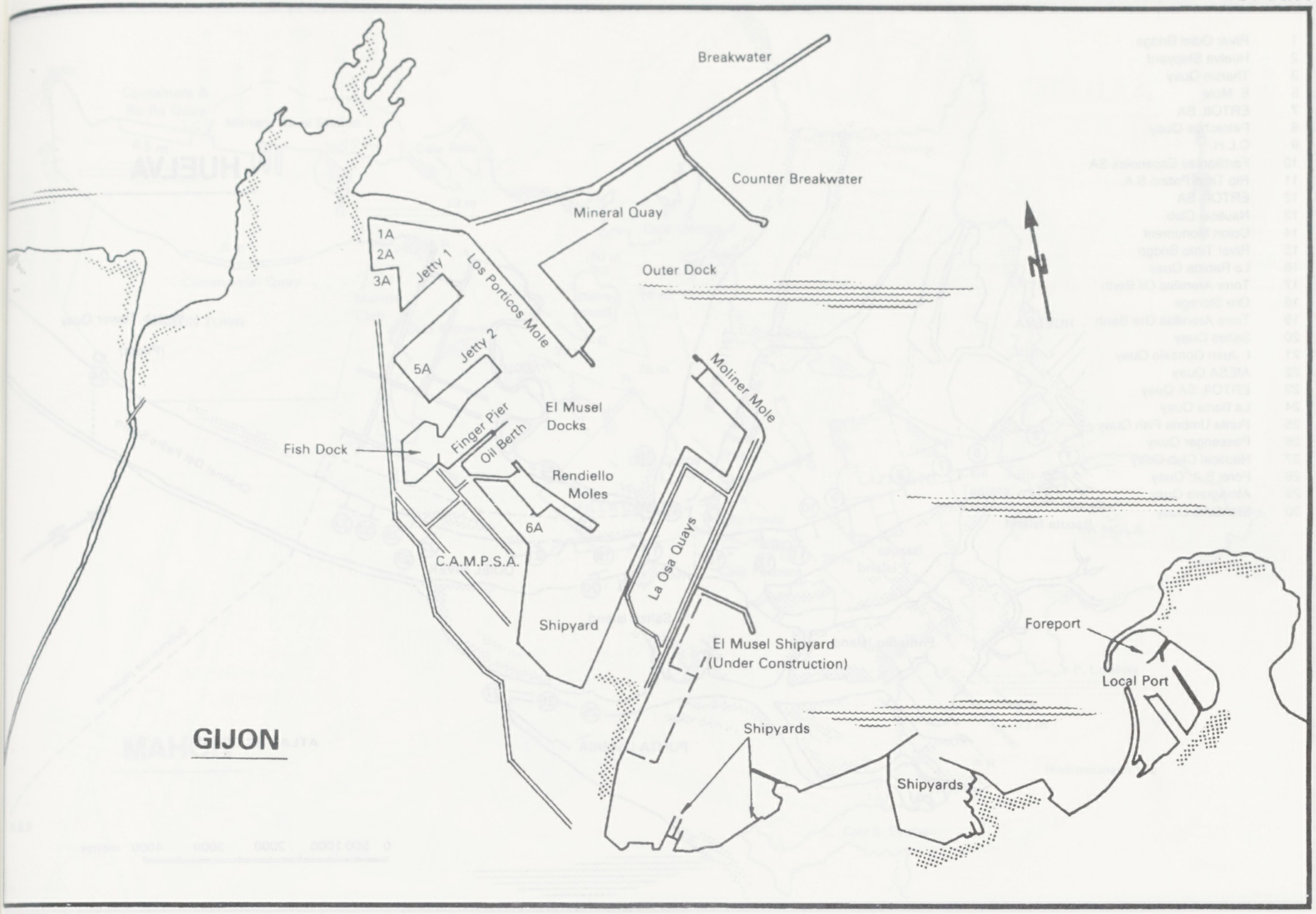

FERROL
N
Ens de Serantes o de La Malata
PORT AREA
EL FERROL
LA GRANA
New Quay
Pta del Vispon
Ens. de Carino
Cllo de S Felipe
Cllo. de La Palma
Pta. Redonda
Ens del Bano
Ens de Santa Lucia
MUGARDOS
Cabo Priorino Grande
Cabo Priorino Chico
Ria de El Ferrol del Caudillo
Leading Lights
Pta del Segano
Ens de Chanteiro
0 400 1000 m.
SCALE IN METRES

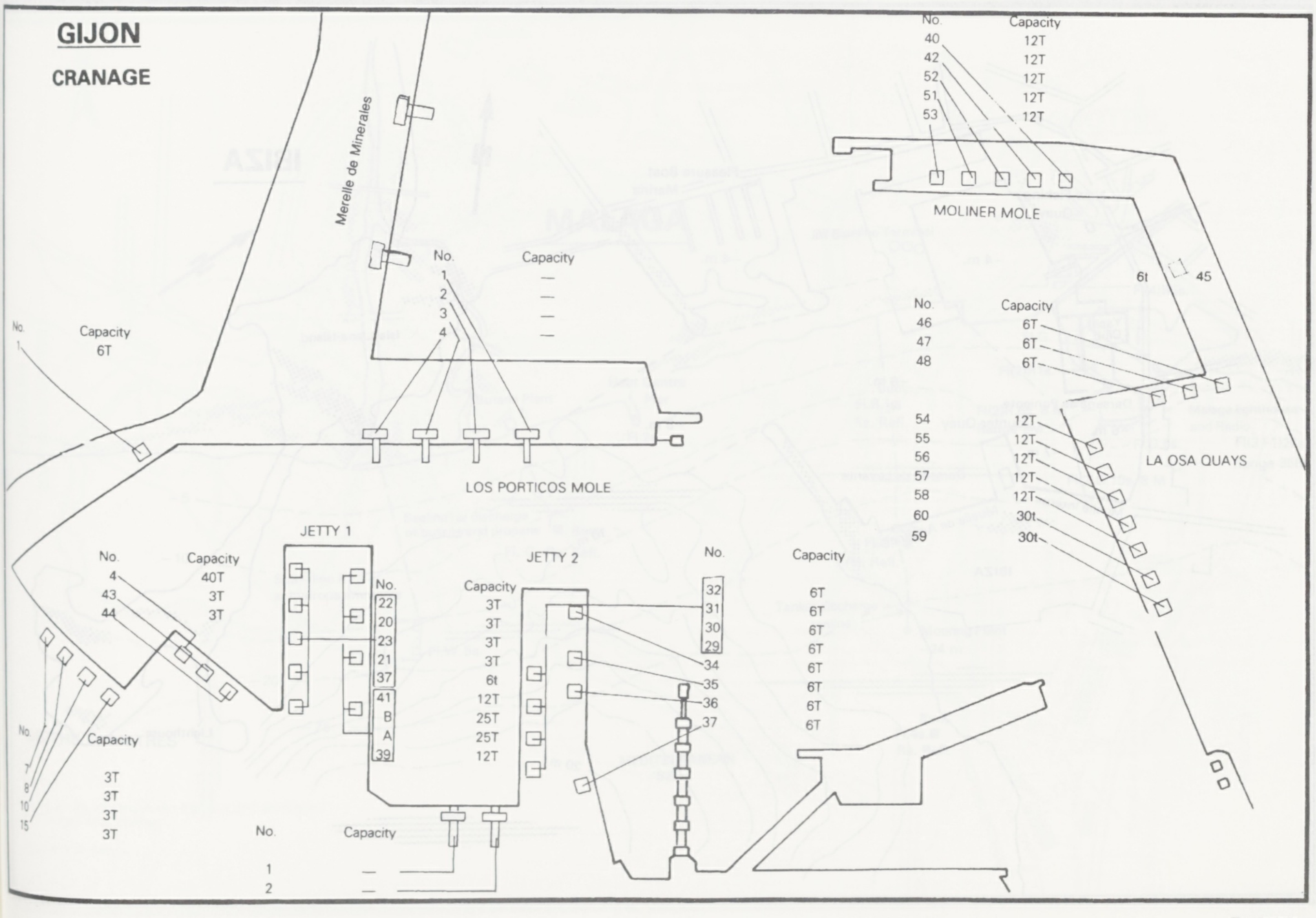

marina
EL LAVADOR
MEDITERRANEAN SEA
-5
White Light
South Breakwater
Dredged to 7.0 m.
Red Buoy
Green Light
M. NORTE
Dredged to 6.5 m.
Breasting Piers
Alba
DIQUE SUR
Width 120m.
Berth 1
Berth 2
Slipway
Dredged to 9.0 m.
Red Light
Dredged to 6.0 m.
FRUTERO
DIQUE DEL SERPIS
North
MOTOVELEROS
300m.
Dredged to 5.0 m.
-5
San Nicolas River
M. PESQUERO
EL GRAO
N

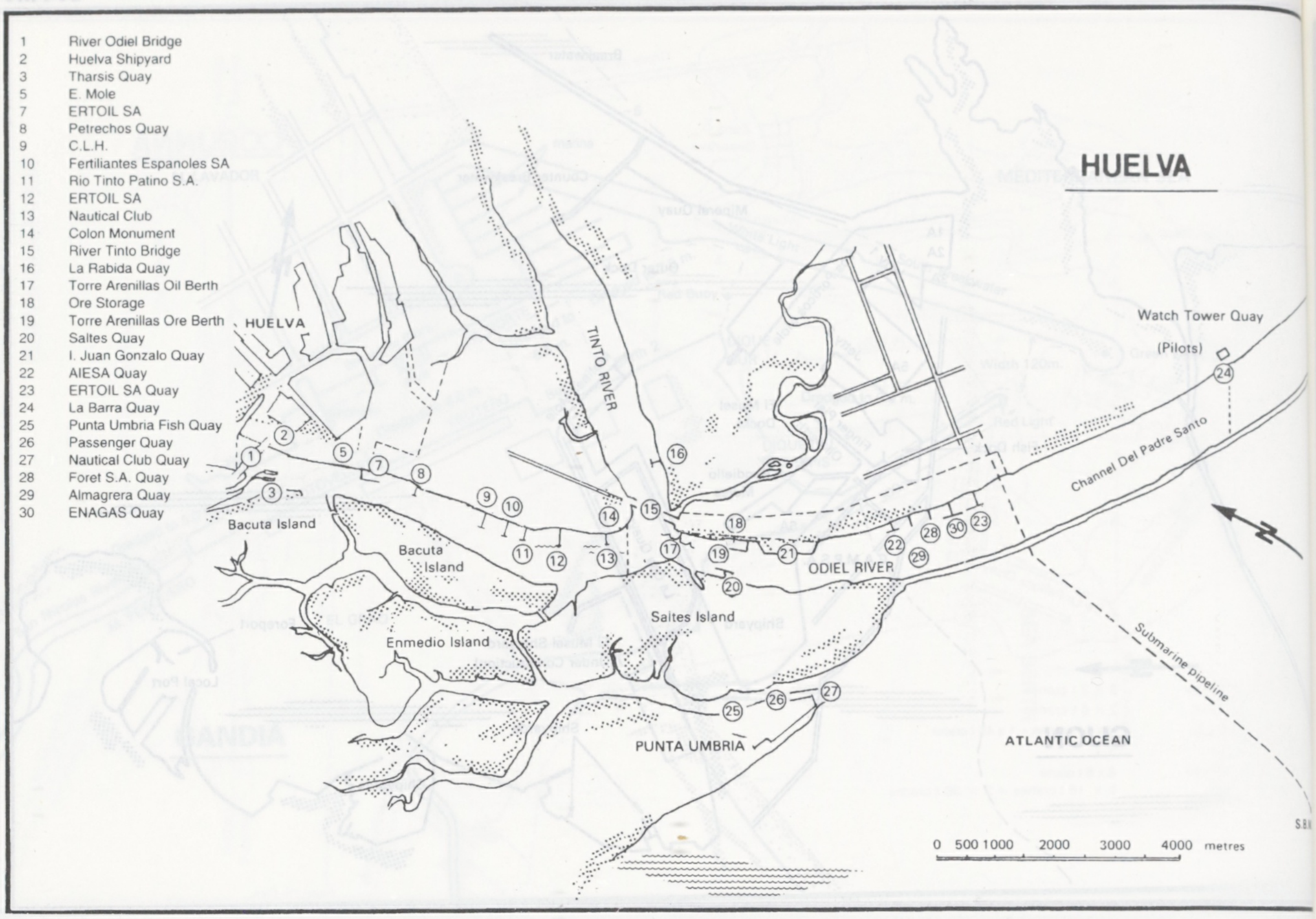
GANDIA

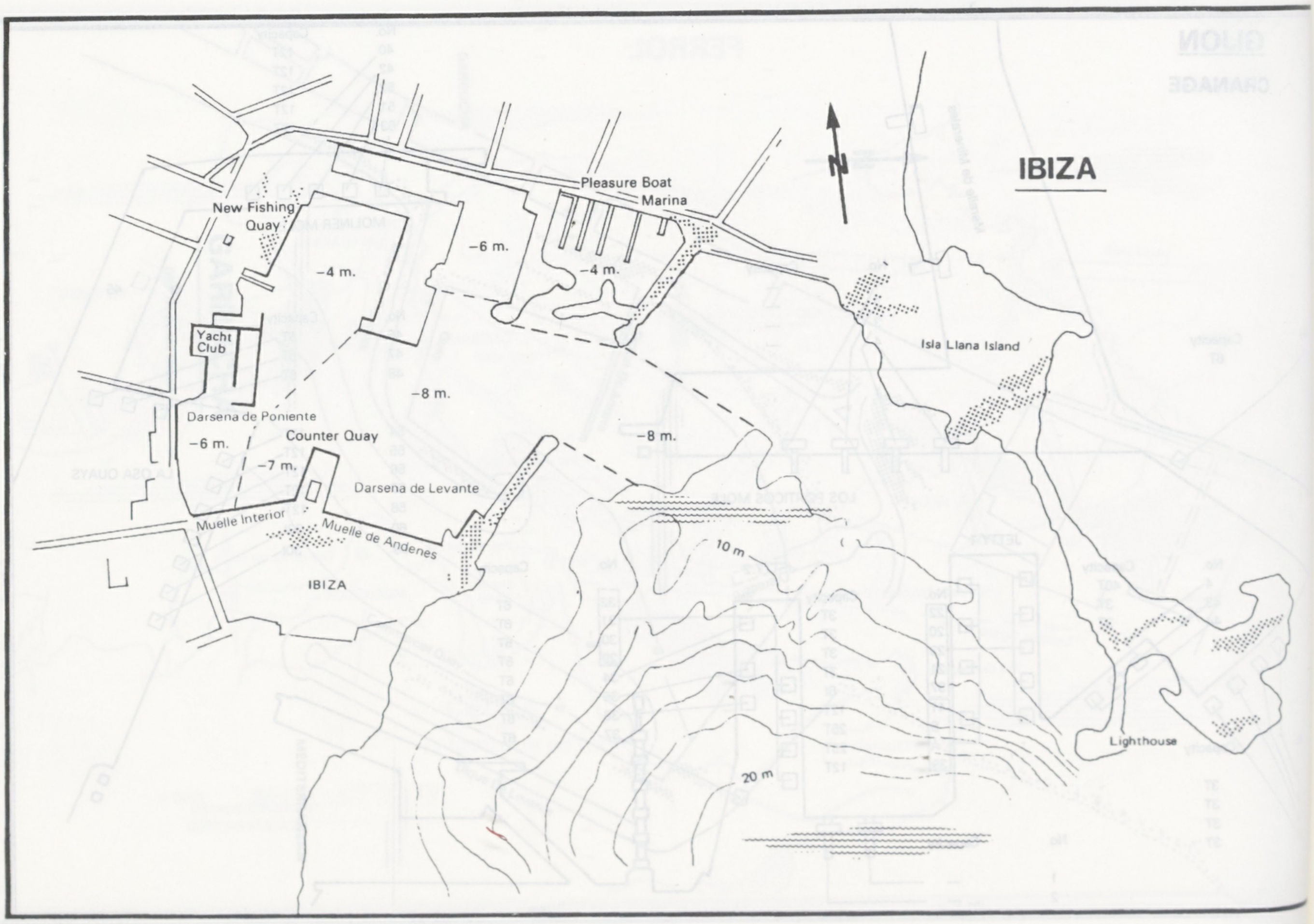

GARRUCHA
N
Dique De Poniente
Quay
Espion De Amarre
DEPTH IN METRES
-2
Varadero
-8
-6
Commercial Quay
-9
MEDITERRANEAN
Dique De Levante

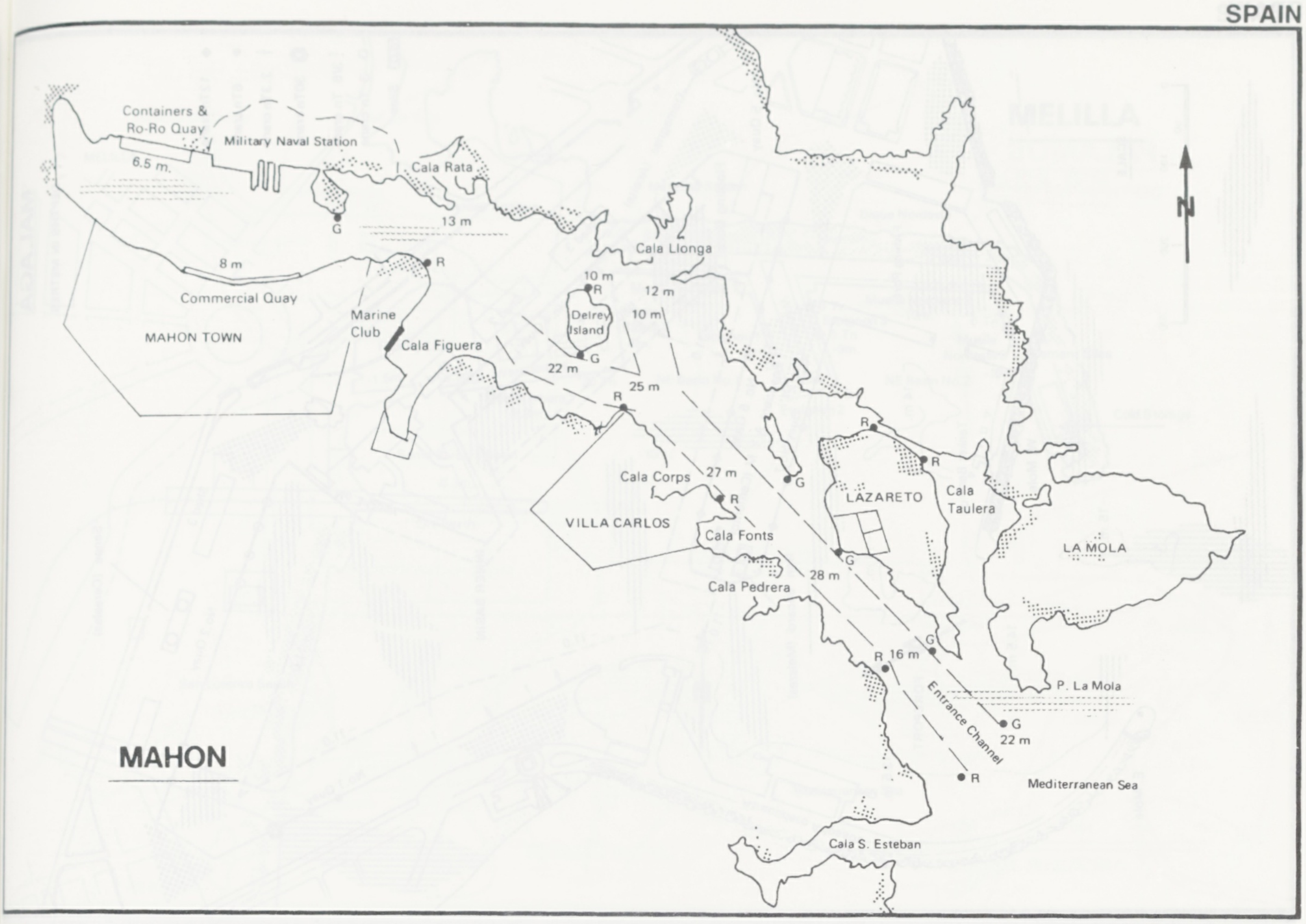
GARRUCHA

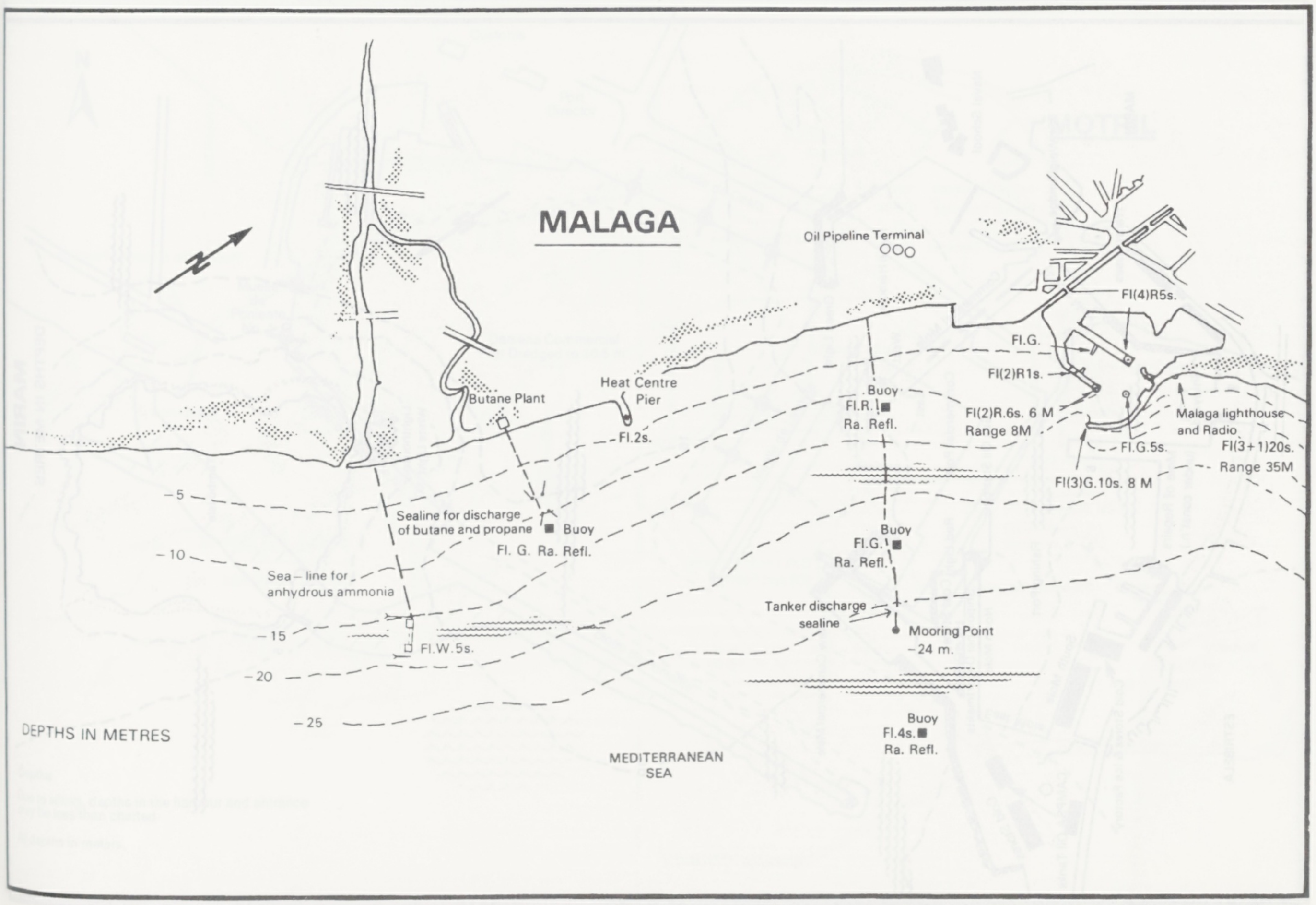

GIJON
Breakwater
Counter Breakwater
Mineral Quay
Outer Dock
1A
2A
3A
Jetty 1
Los Porticos Mole
Jetty 2
5A
Moliner Mole
El Musel
Docks
Finger Pier
Oil Berth
Fish Dock
Rendiello
Moles
6A
C.A.M.P.S.A.
La Osa Quays
Shipyard
El Musel Shipyard
(Under Construction)
Shipyards
Shipyards
Foreport
Local Port
N


GIJON
CRANAGE
Merelle de Minerales
No.
1
2
3
4
Capacity
—
—
—
—
LOS PORTICOS MOLE
No.
1
Capacity
6T
No.
4
43
44
Capacity
40T
3T
3T
No.
7
8
10
15
Capacity
3T
3T
3T
3T
JETTY 1
No.
22
20
23
21
37
41
B
A
39
JETTY 2
Capacity
3T
3T
3T
3T
6t
12T
25T
25T
12T
No.
Capacity
1
—
2
—
No.
32
31
30
29
34
35
36
37
Capacity
6T
6T
6T
6T
6T
6T
6T
6T
No.
40
42
52
51
53
Capacity
12T
12T
12T
12T
12T
MOLINER MOLE
6t
45
No.
46
47
48
Capacity
6T
6T
6T
54
55
56
57
58
60
59
12T
12T
12T
12T
12T
30t
30t
LA OSA QUAYS


1 River Odiel Bridge
2 Huelva Shipyard
3 Tharsis Quay
5 E. Mole
7 ERTOIL SA
8 Petrechos Quay
9 C.L.H.
10 Fertiliantes Espanoles SA
11 Rio Tinto Patino S.A.
12 ERTOIL SA
13 Nautical Club
14 Colon Monument
15 River Tinto Bridge
16 La Rabida Quay
17 Torre Arenillas Oil Berth
18 Ore Storage
19 Torre Arenillas Ore Berth
20 Saltes Quay
21 I. Juan Gonzalo Quay
22 AIESA Quay
23 ERTOIL SA Quay
24 La Barra Quay
25 Punta Umbria Fish Quay
26 Passenger Quay
27 Nautical Club Quay
28 Foret S.A. Quay
29 Almagrera Quay
30 ENAGAS Quay
HUELVA
HUELVA
TINTO RIVER
Watch Tower Quay
(Pilots)
Channel Del Padre Santo
Bacuta Island
Bacuta Island
Enmedio Island
Saltes Island
ODIEL RIVER
Submarine pipeline
PUNTA UMBRIA
ATLANTIC OCEAN
0 500 1000 2000 3000 4000 metres

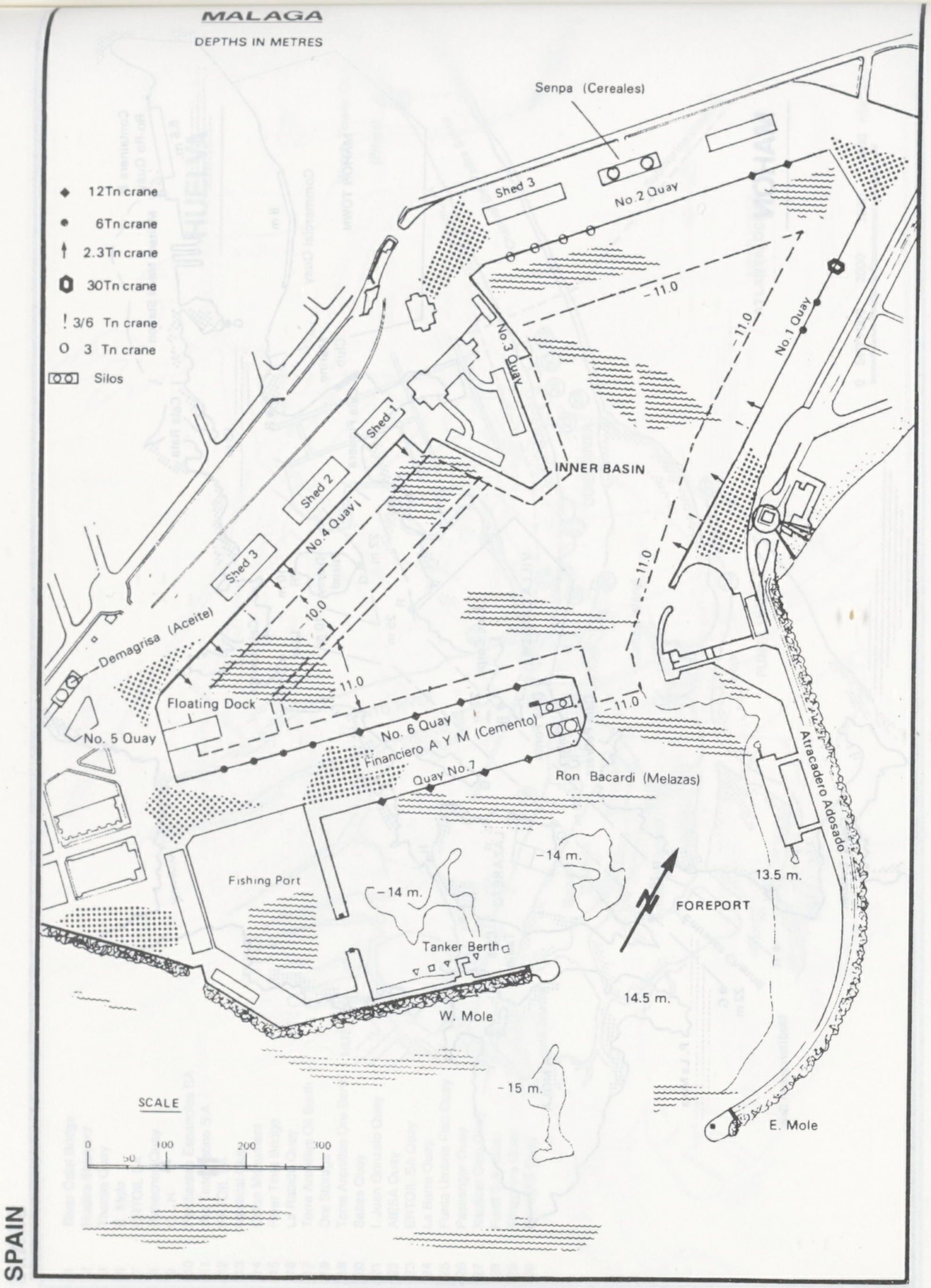

IBIZA
N
Pleasure Boat Marina
New Fishing Quay
-6 m.
-4 m.
-4 m.
Yacht Club
-8 m.
Isla Llana Island
Darsena de Poniente
-8 m.
-6 m.
Counter Quay
-7 m.
Darsena de Levante
Muelle Interior
Muelle de Andenes
10 m
IBIZA
Lighthouse
20 m


MAHON
Containers & Ro-Ro Quay
6.5 m.
Military Naval Station
Cala Rata
G
13 m
R
8 m
Commercial Quay
MAHON TOWN
Marine Club
Cala Figuera
10 m
R
Delrey Island
G
22 m
Cala Llonga
12 m
10 m
25 m
R
Cala Corps
27 m
R
VILLA CARLOS
G
Cala Fonts
Cala Pedrera
28 m
G
R
R
LAZARETO
Cala Taulera
LA MOLA
G
16 m
R
P. La Mola
Entrance Channel
G
22 m
R
Mediterranean Sea
Cala S. Esteban
N


MALAGA
N
Oil Pipeline Terminal
Fl(4)R5s.
Fl.G.
Fl(2)R1s.
Heat Centre Pier
Butane Plant
Fl.2s.
Buoy
Fl.R.
Ra. Refl.
Fl(2)R.6s. 6 M
Range 8M
Malaga lighthouse and Radio
Fl(3+1)20s.
Range 35M
Fl.G.5s.
Fl(3)G.10s. 8 M
−5
Sealine for discharge of butane and propane
Buoy
Fl. G. Ra. Refl.
−10
Sea – line for anhydrous ammonia
Buoy
Fl.G.
Ra. Refl.
Tanker discharge sealine
Mooring Point
−24 m.
−15
Fl.W.5s.
−20
−25
DEPTHS IN METRES
Buoy
Fl.4s.
Ra. Refl.
MEDITERRANEAN SEA

MALAGA

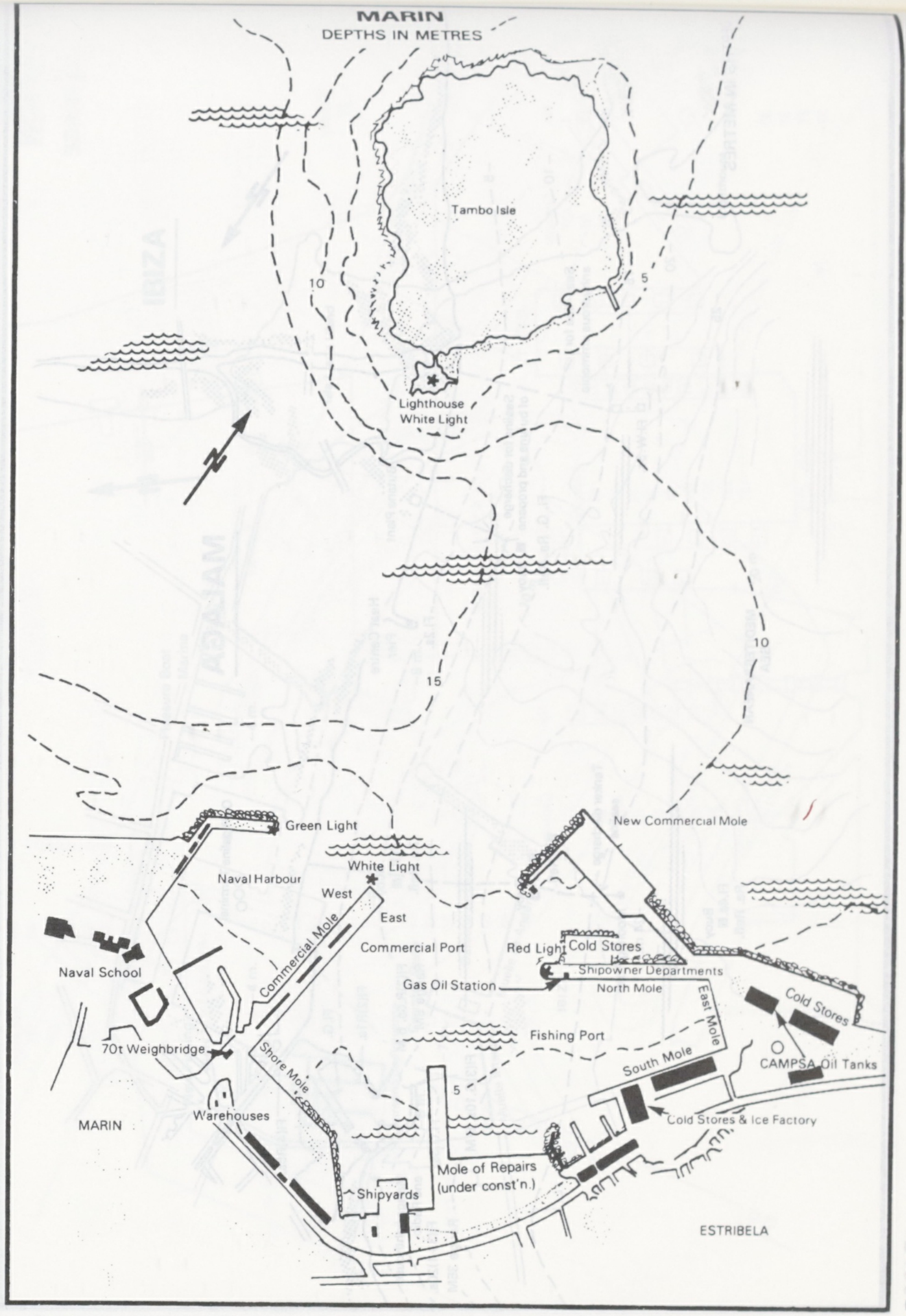
DEPTHS IN METRES



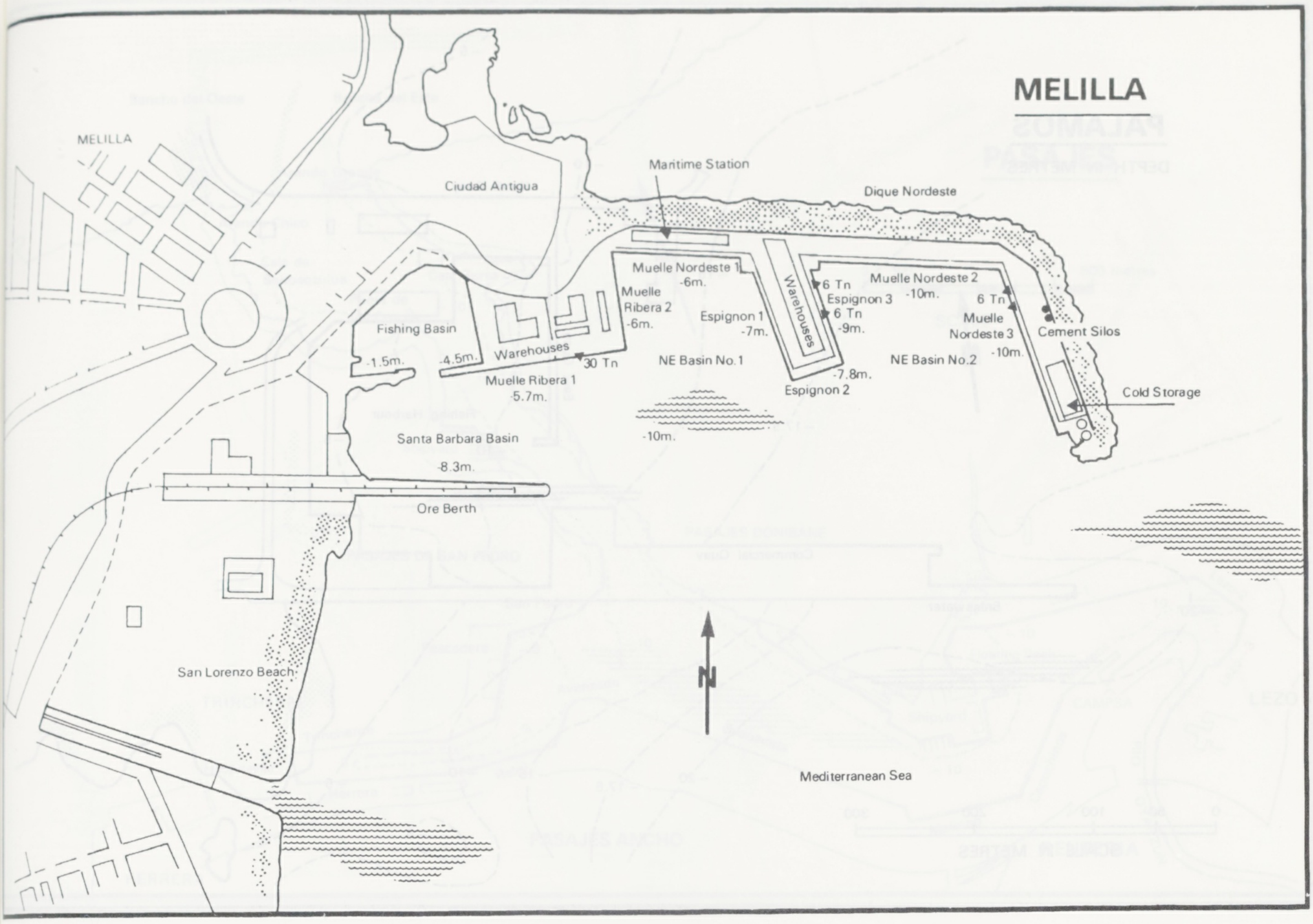
◆ 12Tn crane
● 6Tn crane
↑ 2.3Tn crane
30Tn crane
! 3/6 Tn crane
O 3 Tn crane
Silos
Senpa (Cereales)
Shed 3
No.2 Quay
–11.0
No.3 Quay
–11.0
No.1 Quay
Shed 1
INNER BASIN
Shed 2
No.4 Quay
Shed 3
–10.0
–11.0
Demagrisa (Aceite)
11.0
Floating Dock
No. 6 Quay
11.0
No. 5 Quay
Financiero A Y M (Cemento)
Ron Bacardi (Melazas)
Quay No.7
Atracadero Adosado
–14 m.
–14 m.
FOREPORT
13.5 m.
Fishing Port
Tanker Berth
W. Mole
14.5 m.
–15 m.
E. Mole
SCALE
0
50
100
200
300

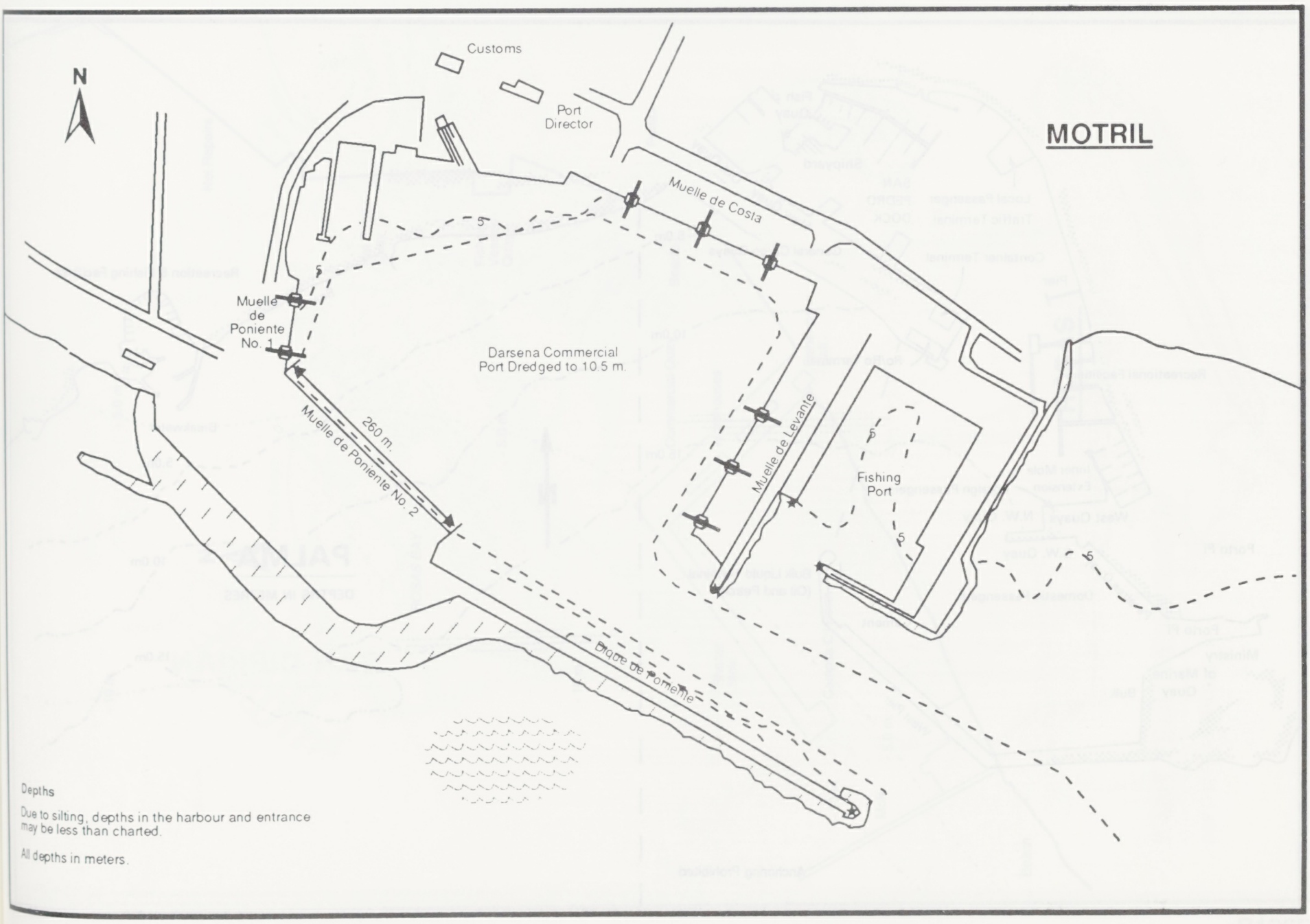
MARIN

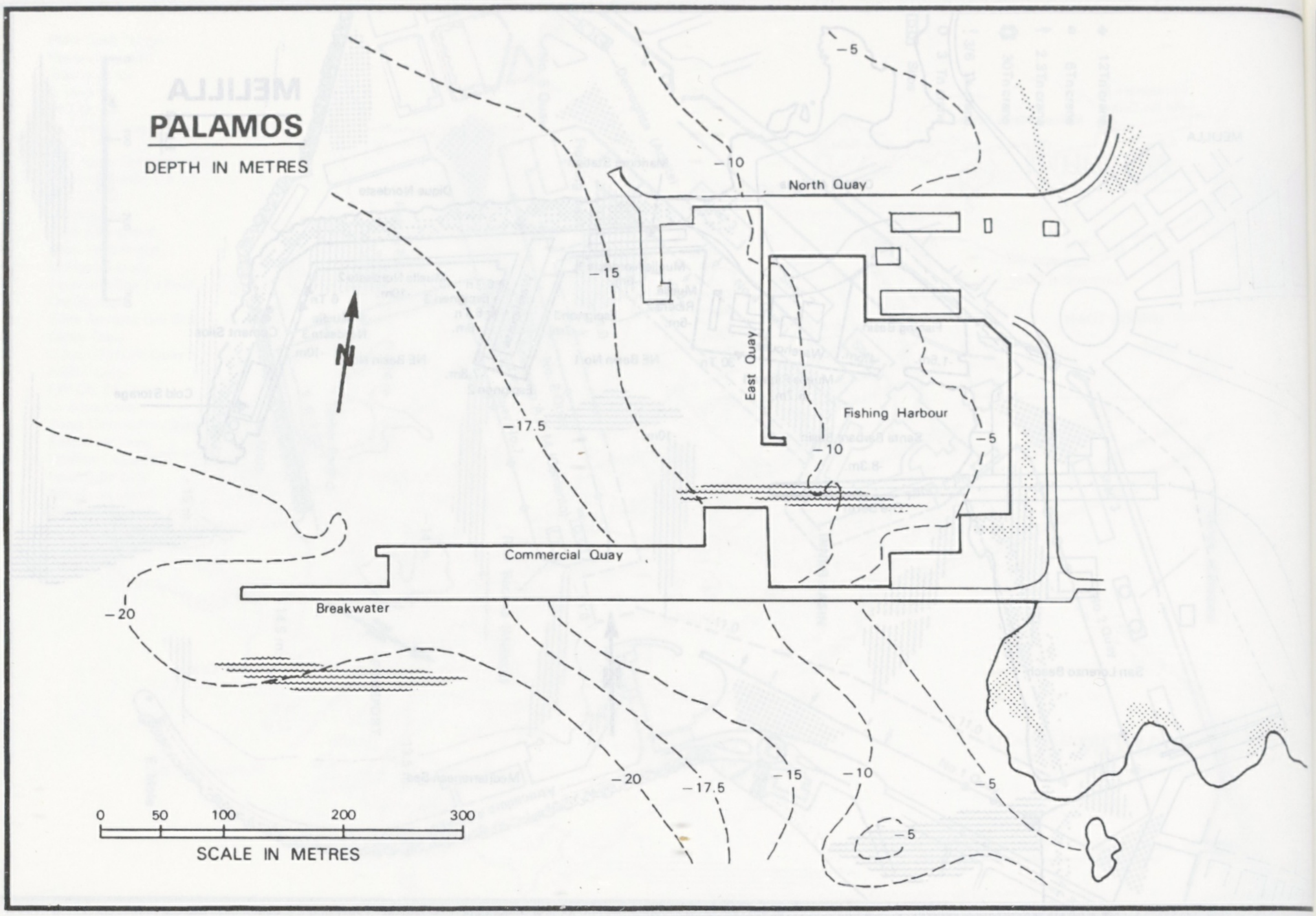
DEPTHS IN METRES

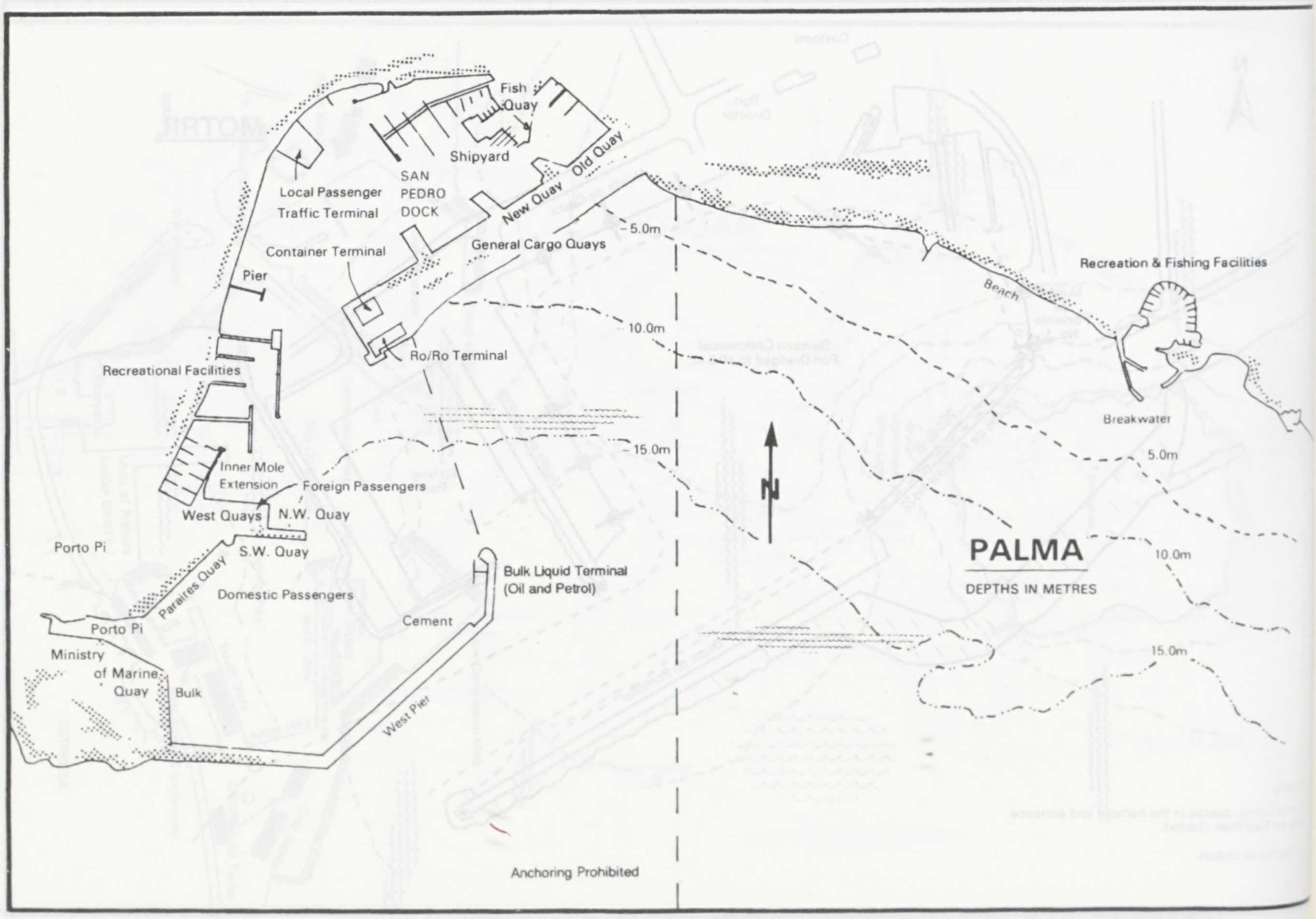


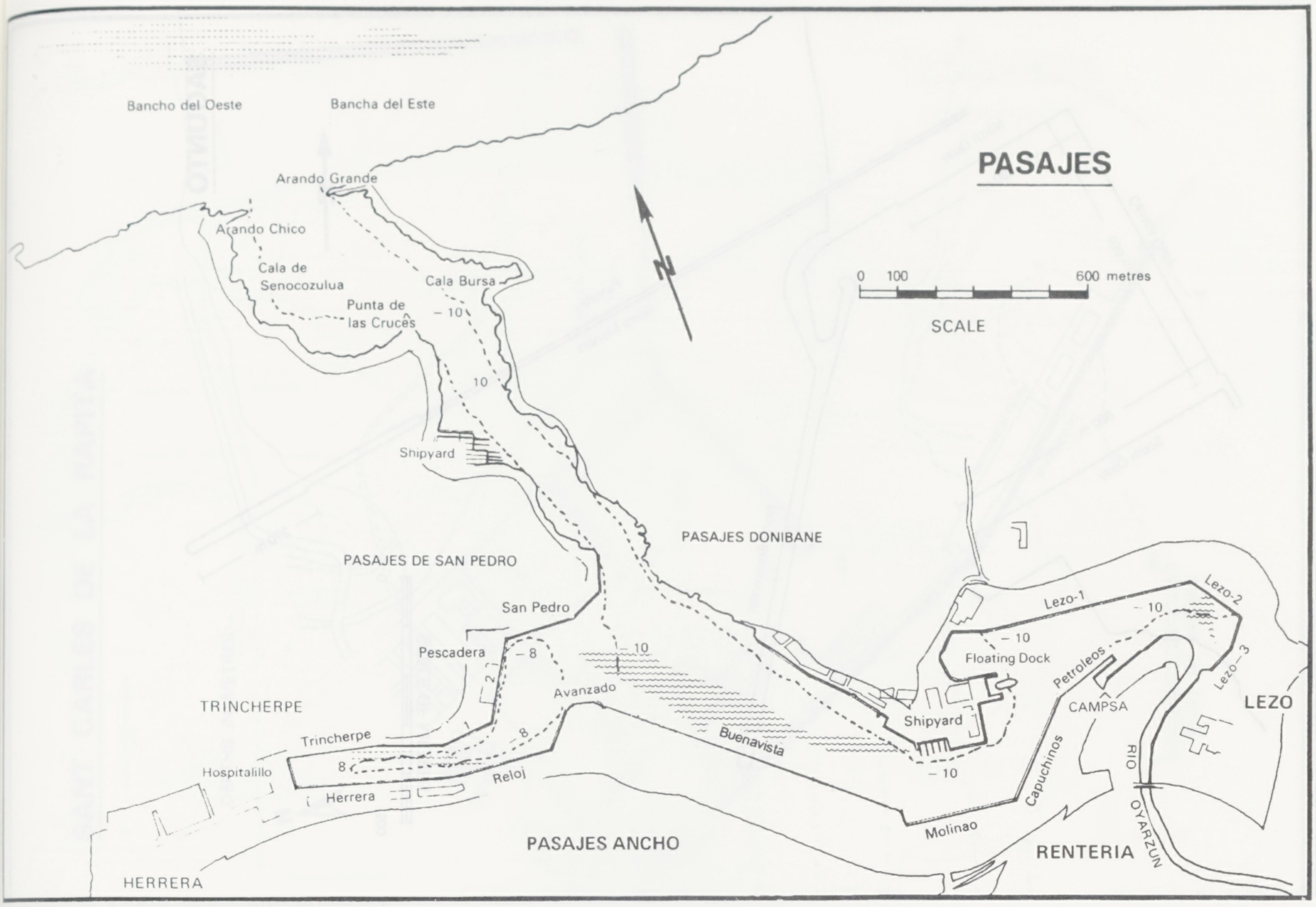
Tambo Isle
10
5
Lighthouse
White Light
15
10
Green Light
White Light
New Commercial Mole
Naval Harbour
West
East
Commercial Mole
Commercial Port
Red Light
Cold Stores
Shipowner Departments
Naval School
Gas Oil Station
North Mole
East Mole
Cold Stores
70t Weighbridge
Fishing Port
Shore Mole
South Mole
CAMPSA Oil Tanks
5
Warehouses
Cold Stores & Ice Factory
MARIN
Mole of Repairs
(under const'n.)
Shipyards
ESTRIBELA

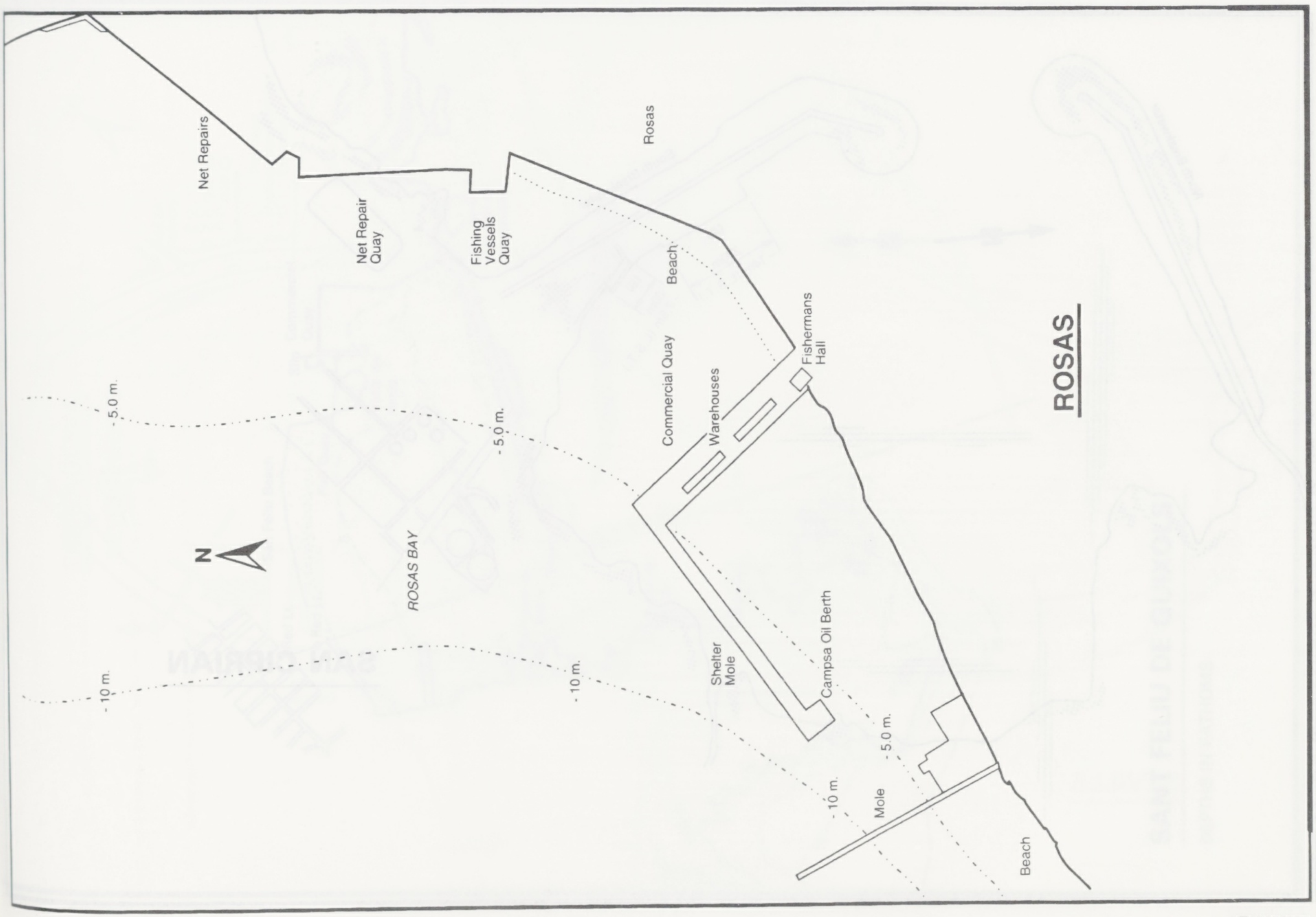

MELILLA
MELILLA
Ciudad Antigua
Maritime Station
Dique Nordeste
Muelle Nordeste 1
-6m.
Muelle
Ribera 2
-6m.
Warehouses
6 Tn
Espignon 3
6 Tn
-9m.
Muelle Nordeste 2
-10m.
6 Tn
Muelle
Nordeste 3
-10m.
Cement Silos
Fishing Basin
-1.5m.
-4.5m.
Warehouses
30 Tn
Espignon 1
-7m.
NE Basin No. 1
NE Basin No. 2
-7.8m.
Espignon 2
Muelle Ribera 1
-5.7m.
Cold Storage
-10m.
Santa Barbara Basin
-8.3m.
Ore Berth
San Lorenzo Beach
N
Mediterranean Sea

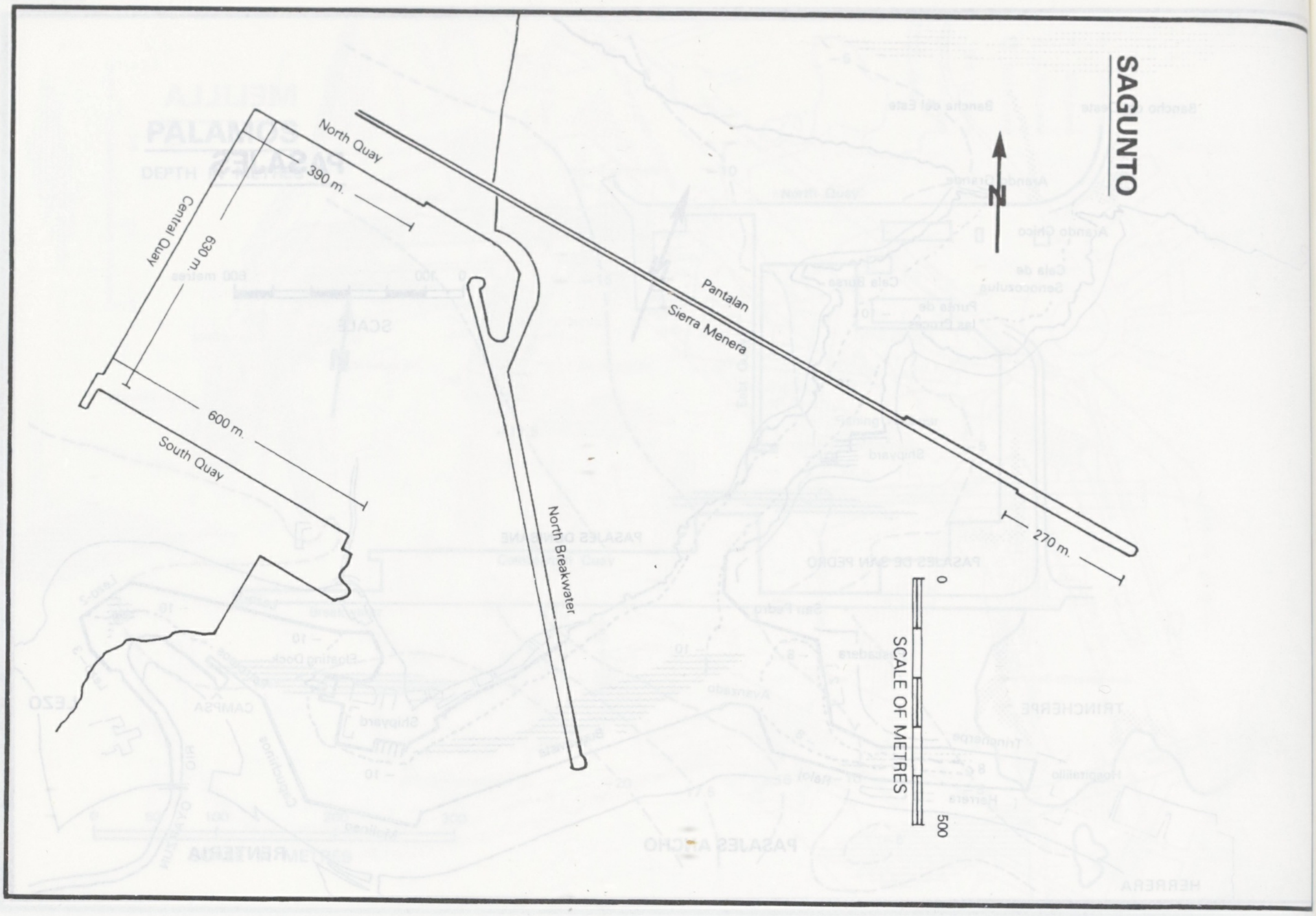

Customs
N
Port
Director
MOTRIL
Muelle de Costa
5
5
Muelle
de
Poniente
No. 1
Darsena Commercial
Port Dredged to 10.5 m.
260 m.
Muelle de Poniente No. 2
Muelle de Levante
5
Fishing
Port
5
5
Dique de Poniente
Depths
Due to silting, depths in the harbour and entrance may be less than charted.
All depths in meters.


PALAMOS
DEPTH IN METRES
N
North Quay
East Quay
Fishing Harbour
Commercial Quay
Breakwater
−5
−10
−15
−17.5
−20
−10
−5
−20
−17.5
−15
−10
−5
−5
0
50
100
200
300
SCALE IN METRES


Fish Quay
Shipyard
SAN PEDRO DOCK
Old Quay
New Quay
Local Passenger Traffic Terminal
Container Terminal
General Cargo Quays
Pier
Ro/Ro Terminal
Recreational Facilities
Inner Mole Extension
Foreign Passengers
West Quays
N.W. Quay
S.W. Quay
Porto Pi
Paraires Quay
Domestic Passengers
Porto Pi
Ministry of Marine Quay
Bulk
Cement
Bulk Liquid Terminal (Oil and Petrol)
West Pier
Anchoring Prohibited
5.0m
10.0m
15.0m
N
Beach
Recreation & Fishing Facilities
Breakwater
5.0m
10.0m
15.0m
PALMA
DEPTHS IN METRES

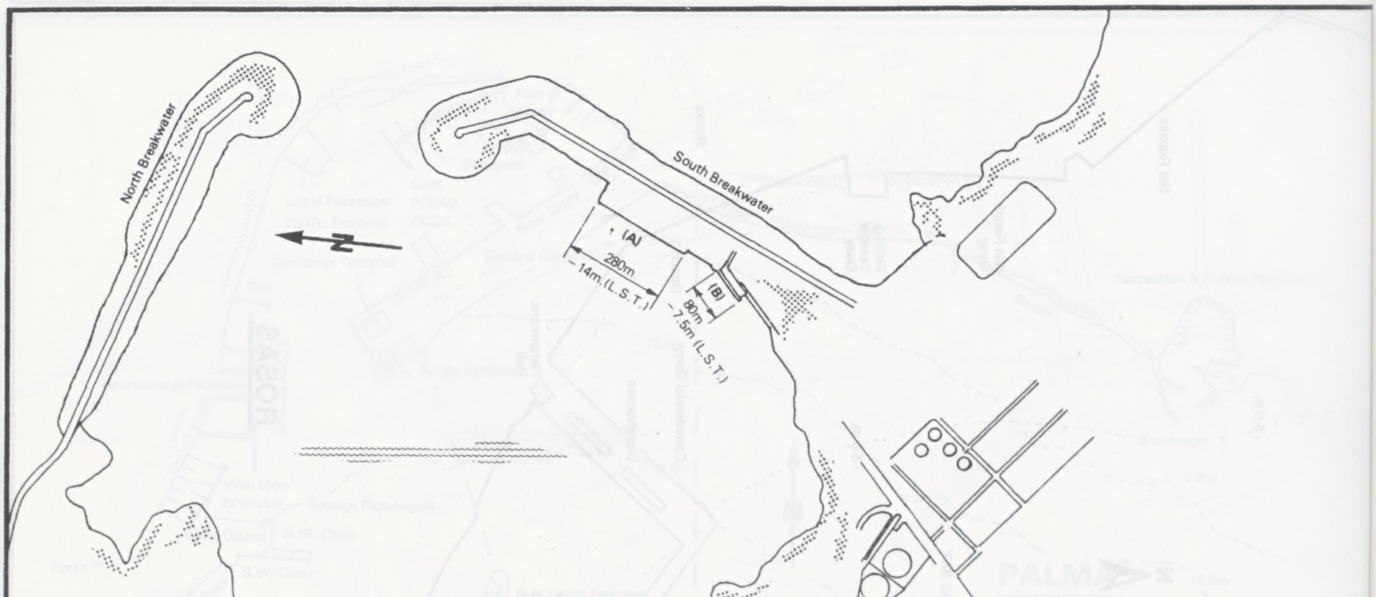

PASAJES
0 100 600 metres
SCALE
N
Bancho del Oeste
Bancha del Este
Arando Grande
Arando Chico
Cala de Senocozulua
Cala Bursa
Punta de las Cruces
– 10
10
Shipyard
PASAJES DE SAN PEDRO
PASAJES DONIBANE
San Pedro
Pescadera
– 8
2
1
TRINCHERPE
Trincherpe
8
8
Avanzado
– 10
Hospitalillo
Herrera
Reloj
Buenavista
HERRERA
PASAJES ANCHO
Lezo-1
Lezo-2
Lezo-3
– 10
– 10
Floating Dock
Petroleos
CAMPSA
Shipyard
– 10
Capuchinos
Molinao
RENTERIA
RIO OYARZUN
LEZO


ROSAS
N
Net Repairs
Net Repair Quay
Fishing Vessels Quay
Rosas
Beach
Fishermans Hall
Commercial Quay
Warehouses
- 5.0 m.
- 5.0 m.
ROSAS BAY
- 10 m.
- 10 m.
Shelter Mole
Campsa Oil Berth
- 5.0 m.
- 10 m.
Mole
Beach



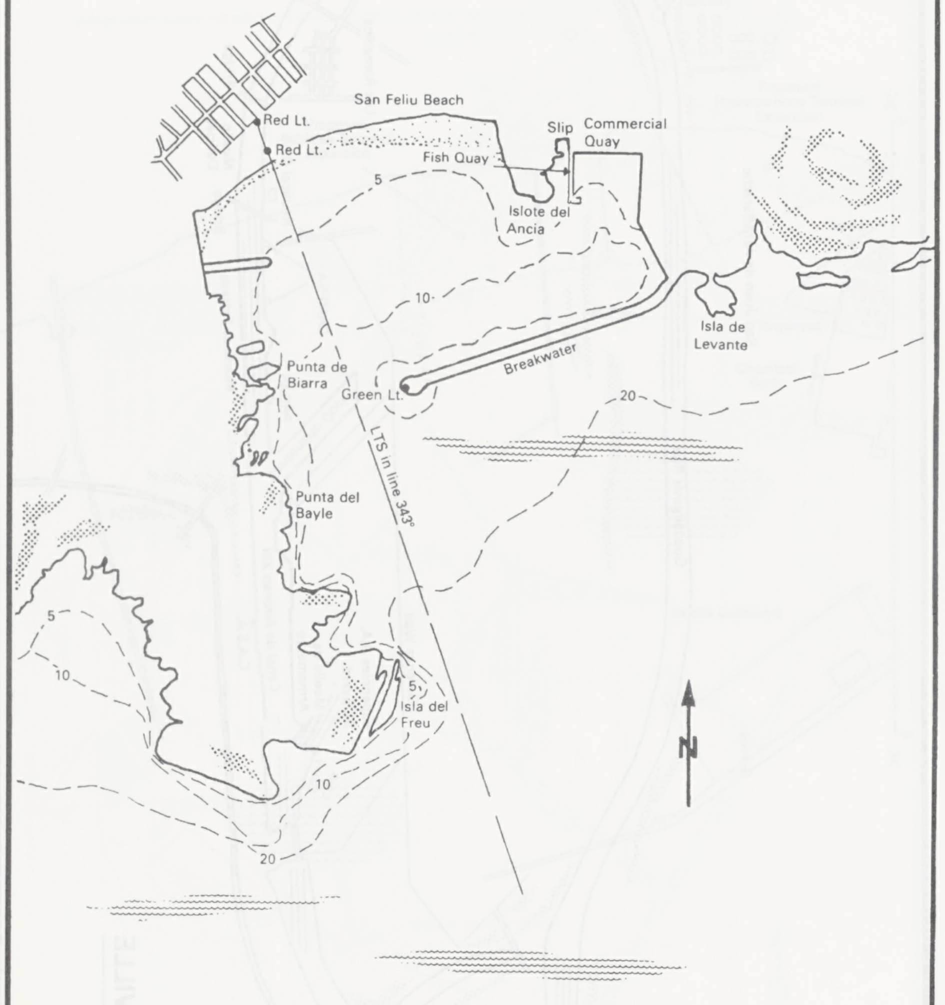
SAGUNTO

N
North Quay
390 m.
Central Quay
630 m
600 m.
South Quay
Pantalan
Sierra Menera
North Breakwater
270 m.
0
SCALE OF METRES
500



SAN CIPRIAN

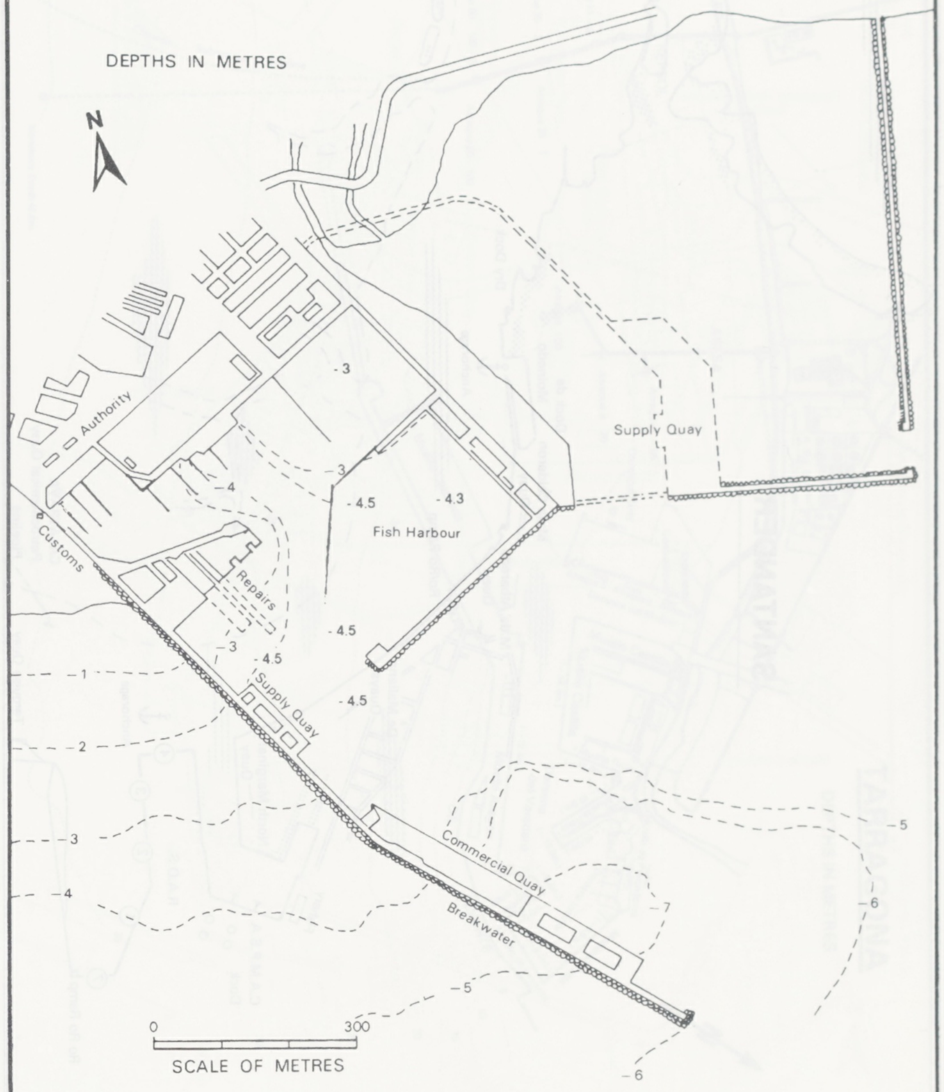
North Breakwater
N
South Breakwater
(A)
280m
14m.(L.S.T.)
(B)
80m
7.5m (L.S.T.)

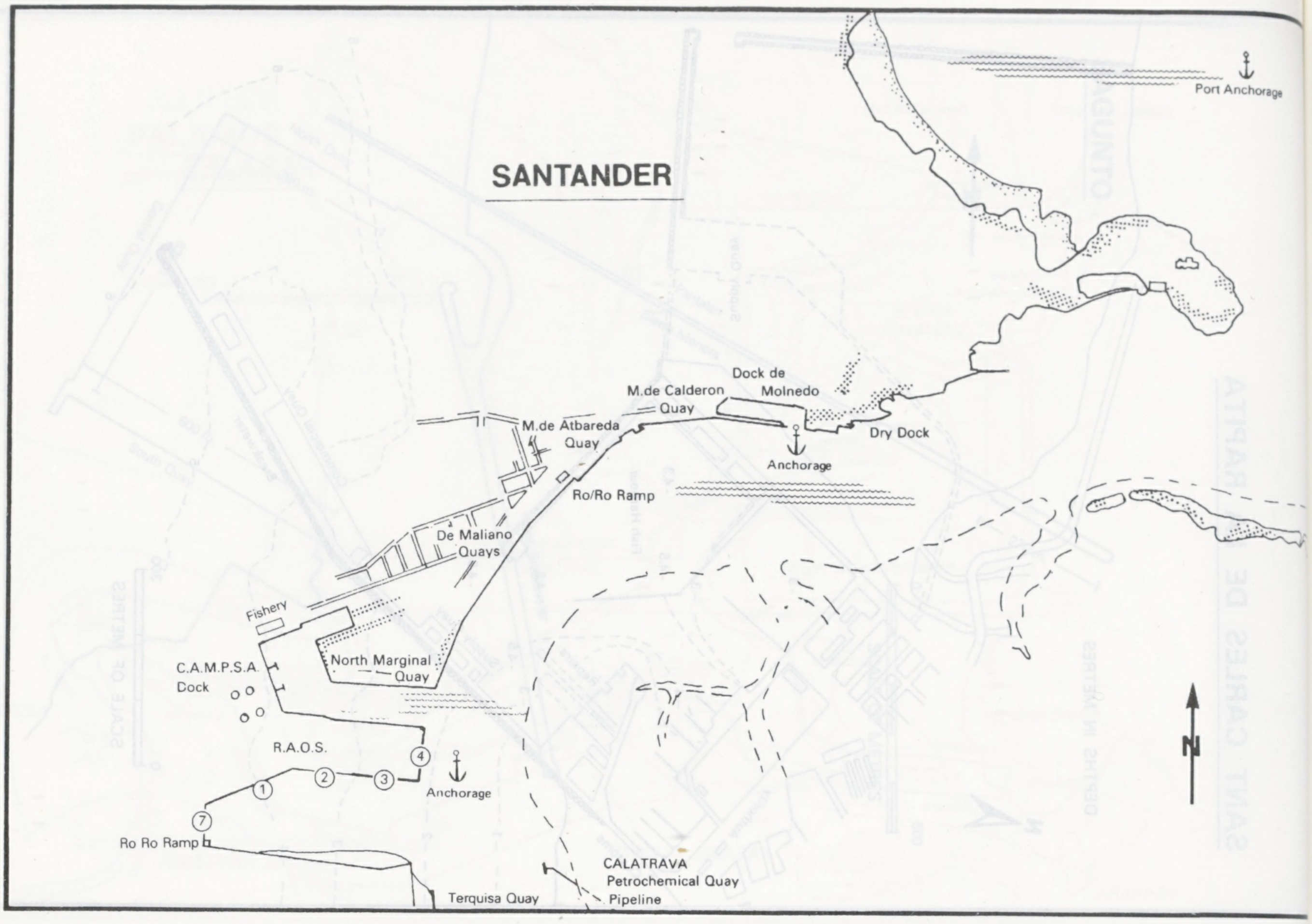

San Feliu Beach
Red Lt.
Red Lt.
Slip
Commercial Quay
Fish Quay
5
Islote del Ancia
10
Isla de Levante
Punta de Biarra
Green Lt.
Breakwater
20
LTS in line 343°
Punta del Bayle
5
10
5
Isla del Freu
10
20
N

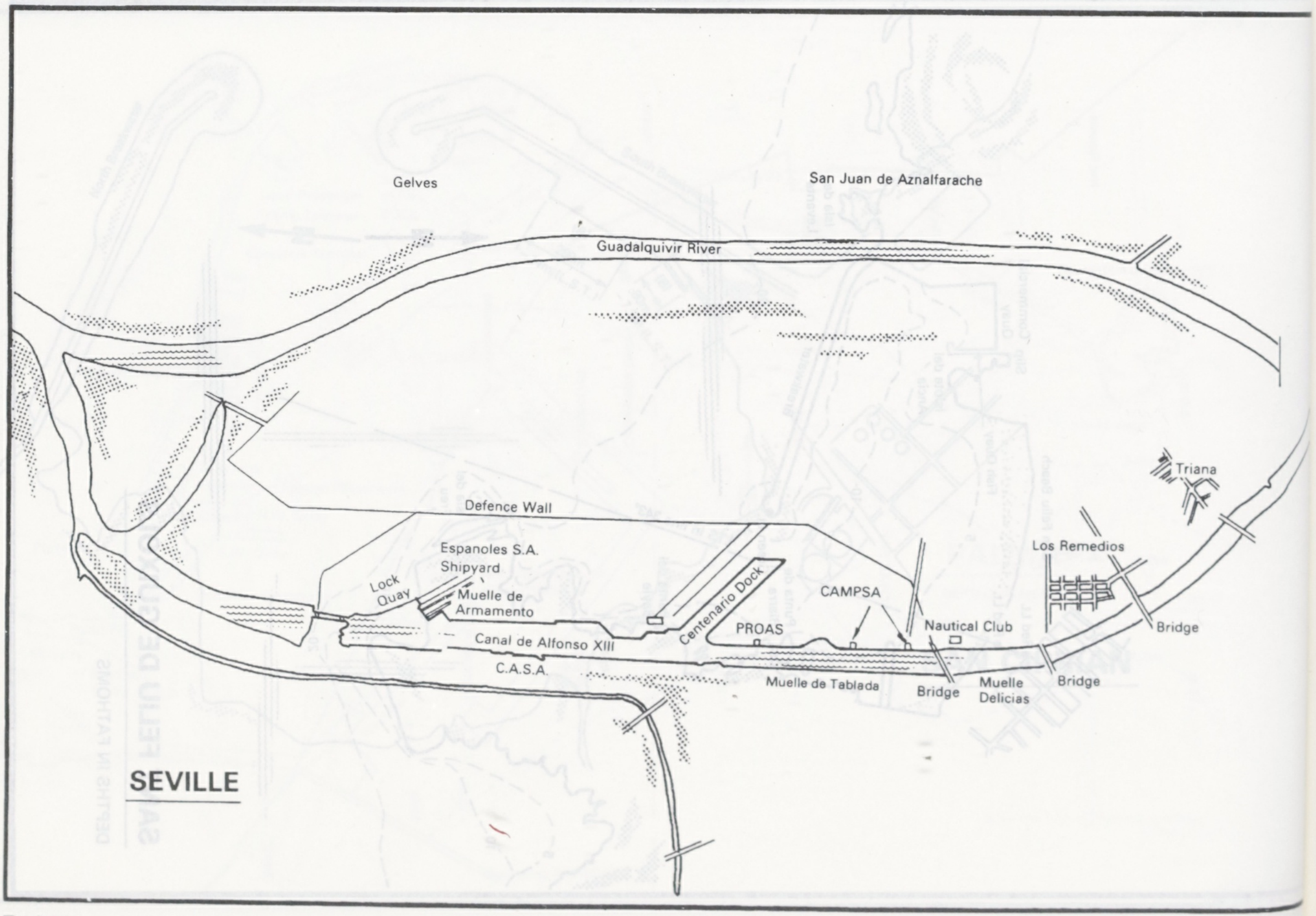
SANT FELIU DE GUIXOLS

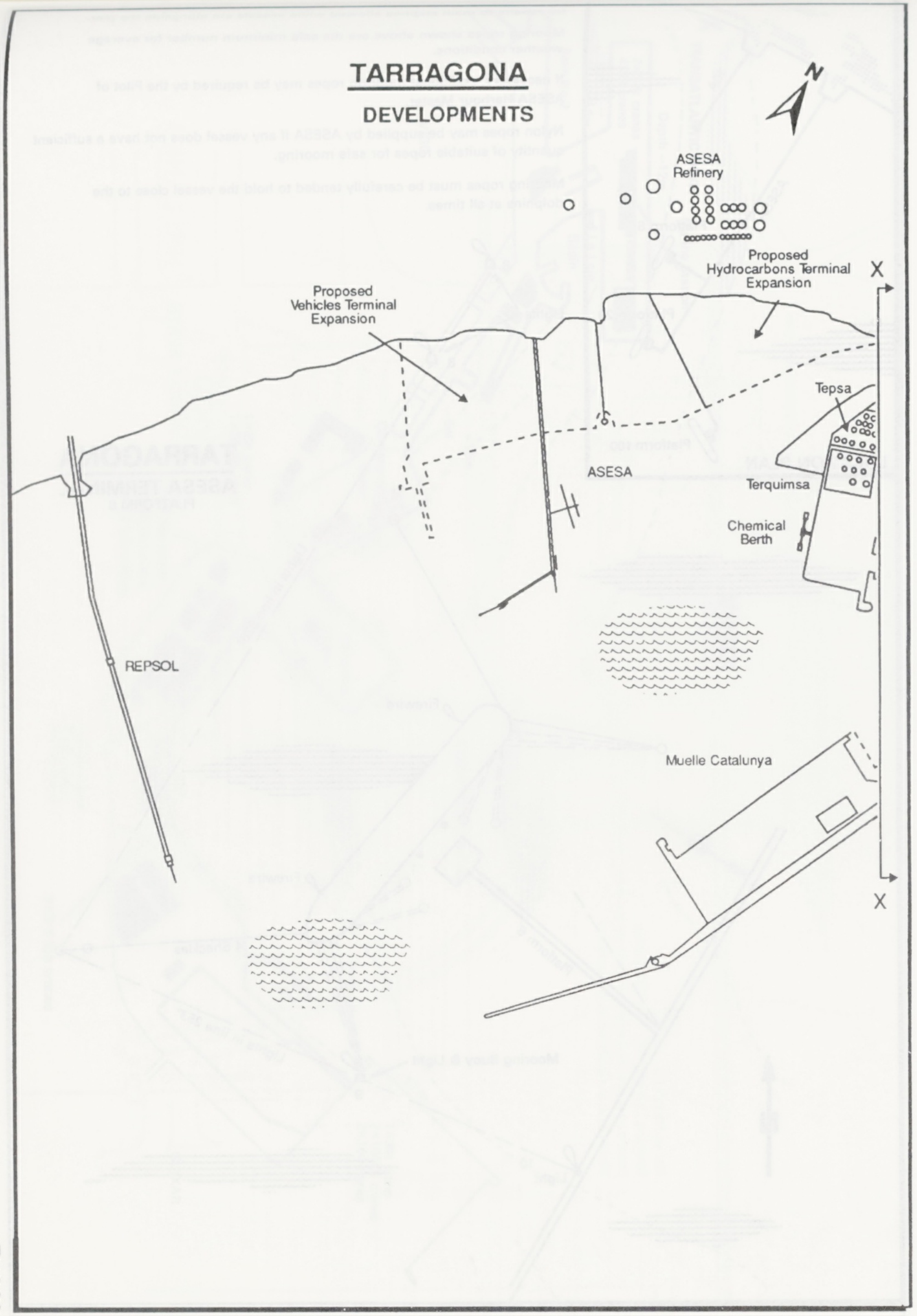
DEPTHS IN FATHOMS

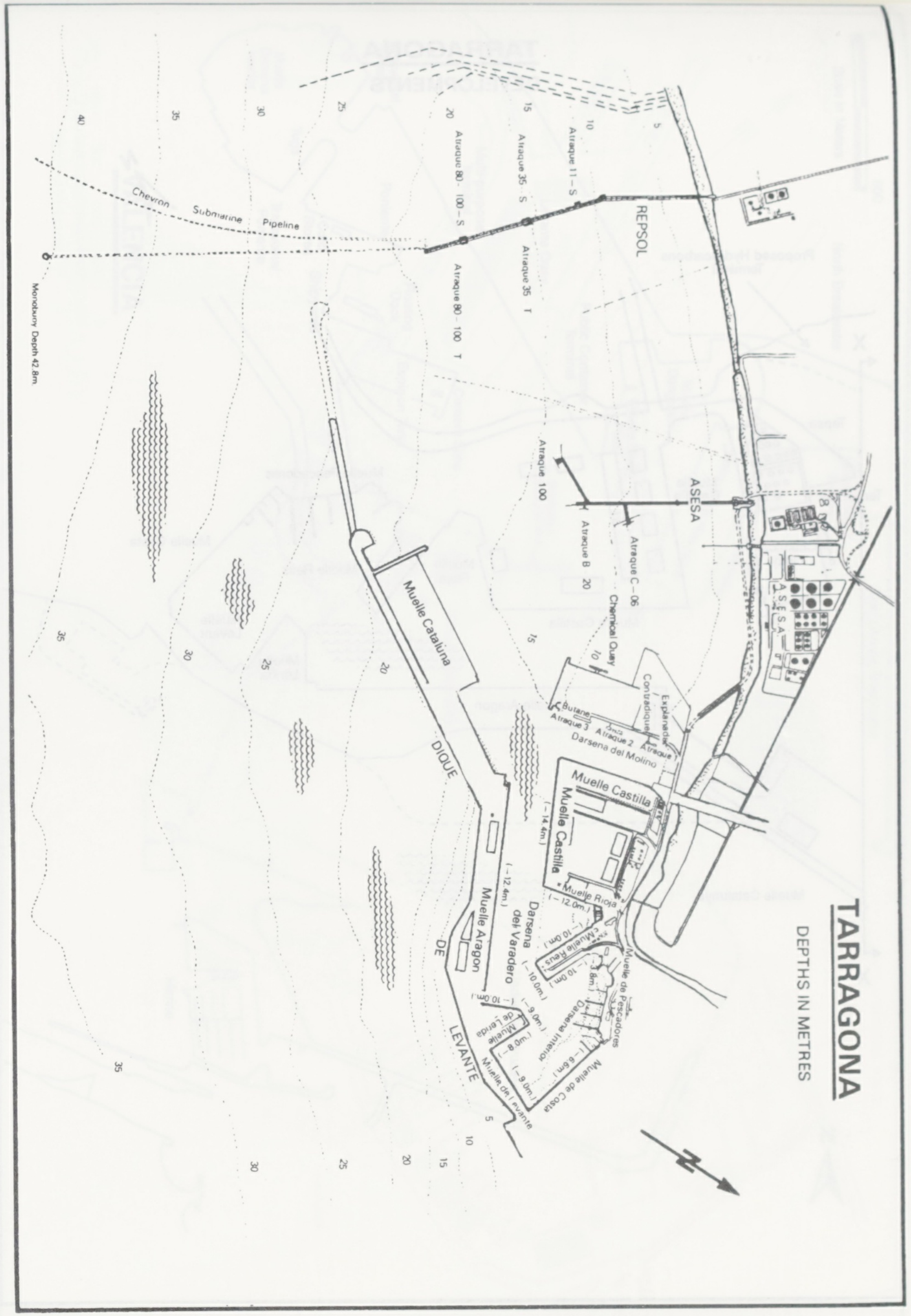
SANT CARLES DE LA RAPITA


DEPTHS IN METRES
N
-3
Authority
Supply Quay
-3
-4
-4.5
-4.3
Fish Harbour
Customs
Repairs
-4.5
-3
-4.5
Supply Quay
-4.5
-1
-2
-3
-4
-5
Commercial Quay
Breakwater
-7
-6
-5
0
300
SCALE OF METRES
-6


SANTANDER
Port Anchorage
Dock de Molnedo
M.de Calderon Quay
M.de Atbareda Quay
Dry Dock
Anchorage
Ro/Ro Ramp
De Maliano Quays
Fishery
C.A.M.P.S.A. Dock
North Marginal Quay
R.A.O.S.
1
2
3
4
7
Anchorage
Ro Ro Ramp
CALATRAVA Petrochemical Quay
Pipeline
Terquisa Quay
N

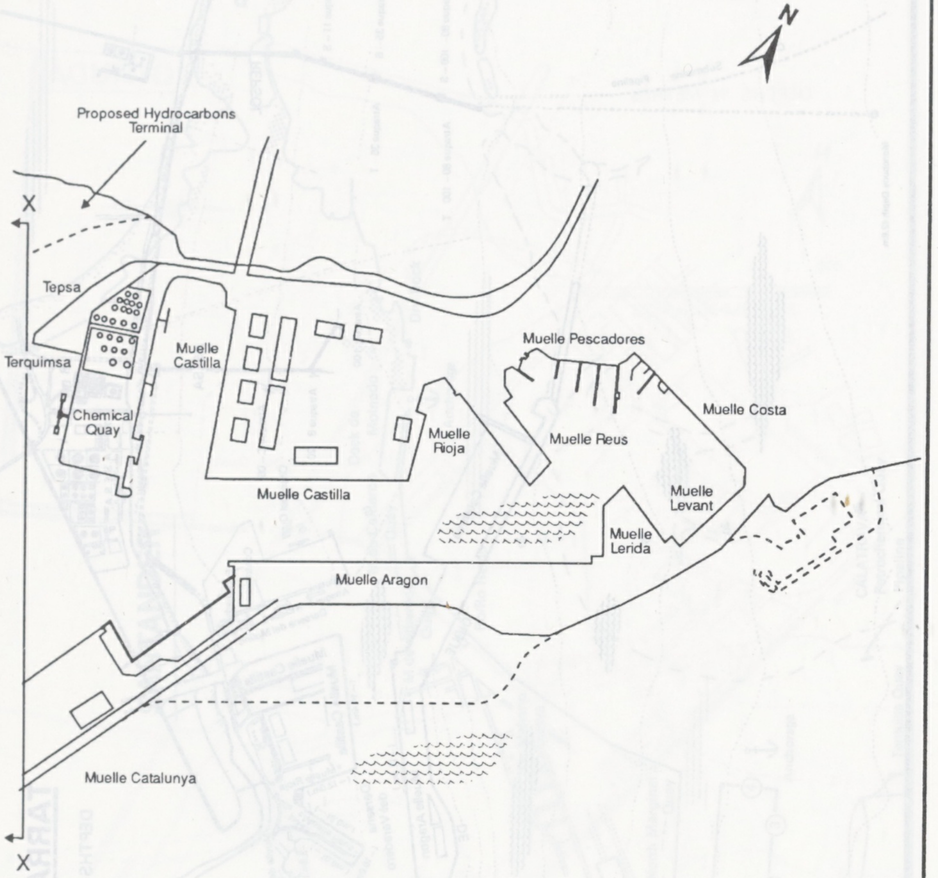

Gelves
San Juan de Aznalfarache
Guadalquivir River
Triana
Defence Wall
Los Remedios
Espanoles S.A. Shipyard
Lock Quay
Muelle de Armamento
Centenario Dock
CAMPSA
PROAS
Nautical Club
Bridge
Canal de Alfonso XIII
C.A.S.A.
Muelle de Tablada
Bridge
Muelle Delicias
Bridge
SEVILLE


TARRAGONA
DEVELOPMENTS
N
ASESA Refinery
Proposed Hydrocarbons Terminal Expansion
X
Proposed Vehicles Terminal Expansion
Tepsa
ASESA
Terquimsa
Chemical Berth
REPSOL
Muelle Catalunya
X


TARRAGONA
DEPTHS IN METRES
Atraque 11 – S
Atraque 35 S
Atraque 80 100 – S
Atraque 35 T
Atraque 80 100 T
REPSOL
Chevron Submarine Pipeline
Monobuoy Depth 42.8m.
Atraque 100
ASESA
Atraque B 20
Atraque C – 06
Chemical Quay
Muelle Cataluna
Butane
Contradique
Explanada
Atraque 3
Atraque 2
Atraque
Darsena del Molino
Muelle Castilla
Muelle Castilla
(– 14.4m.)
Muelle Rioja
(– 12.0m.)
(– 12.4m.)
Muelle Aragon
Darsena del Varadero
(– 10.0m.)
Muelle Reus
Muelle de Pescadores
Darsena Interior
Muelle de Lerida
Muelle de Levante
Muelle de Costa
DIQUE DE LEVANTE
5
10
15
20
25
30
35
40

TARRAGONA

DEVELOPMENTS


N
Proposed Hydrocarbons Terminal
X
Tepsa
Terquimsa
Muelle Castilla
Chemical Quay
Muelle Castilla
Muelle Rioja
Muelle Pescadores
Muelle Reus
Muelle Costa
Muelle Levant
Muelle Lerida
Muelle Aragon
Muelle Catalunya
X

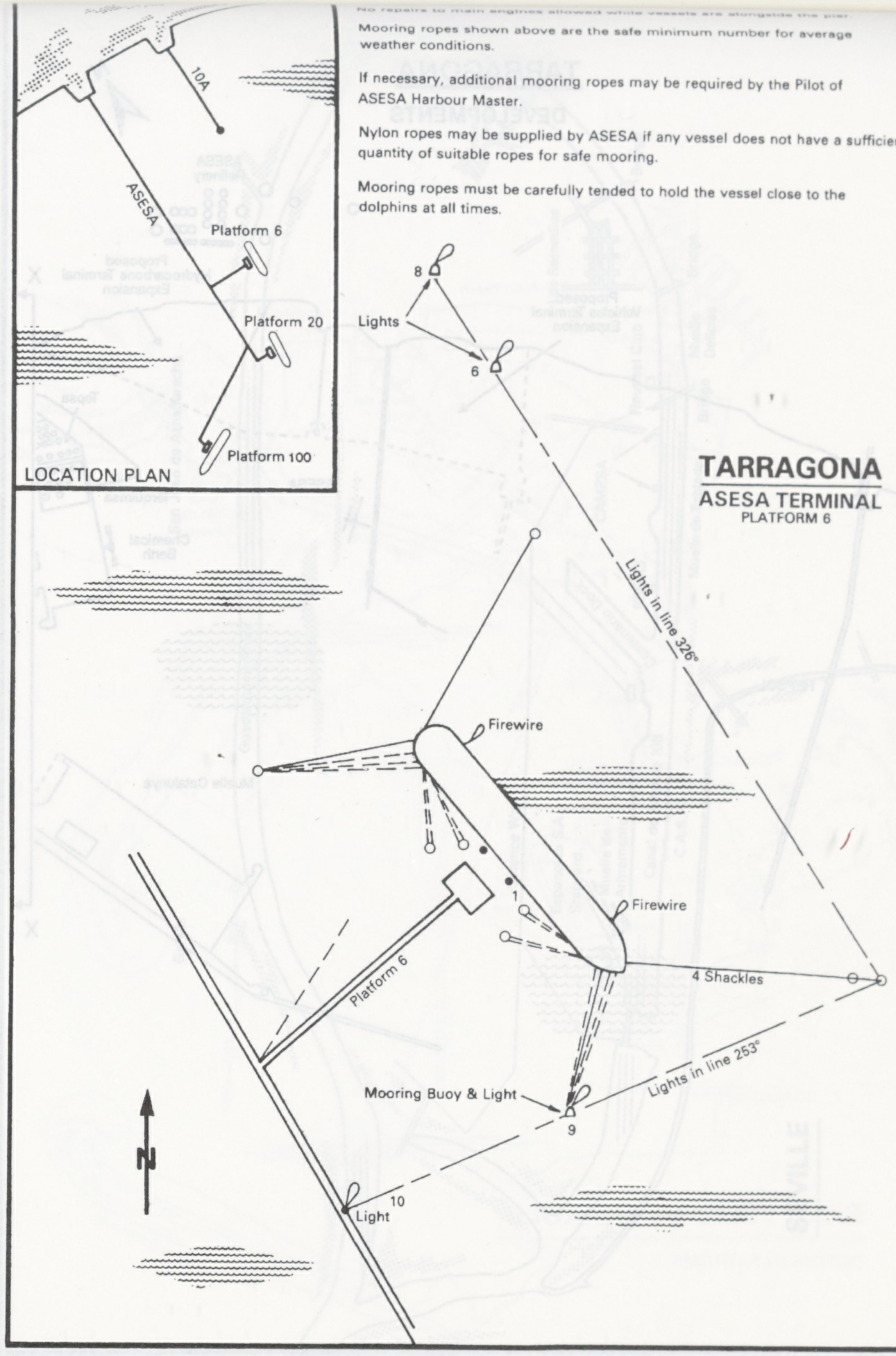
No repairs to main engines allowed while vessels are alongside the pier.

Mooring ropes shown above are the safe minimum number for average weather conditions.

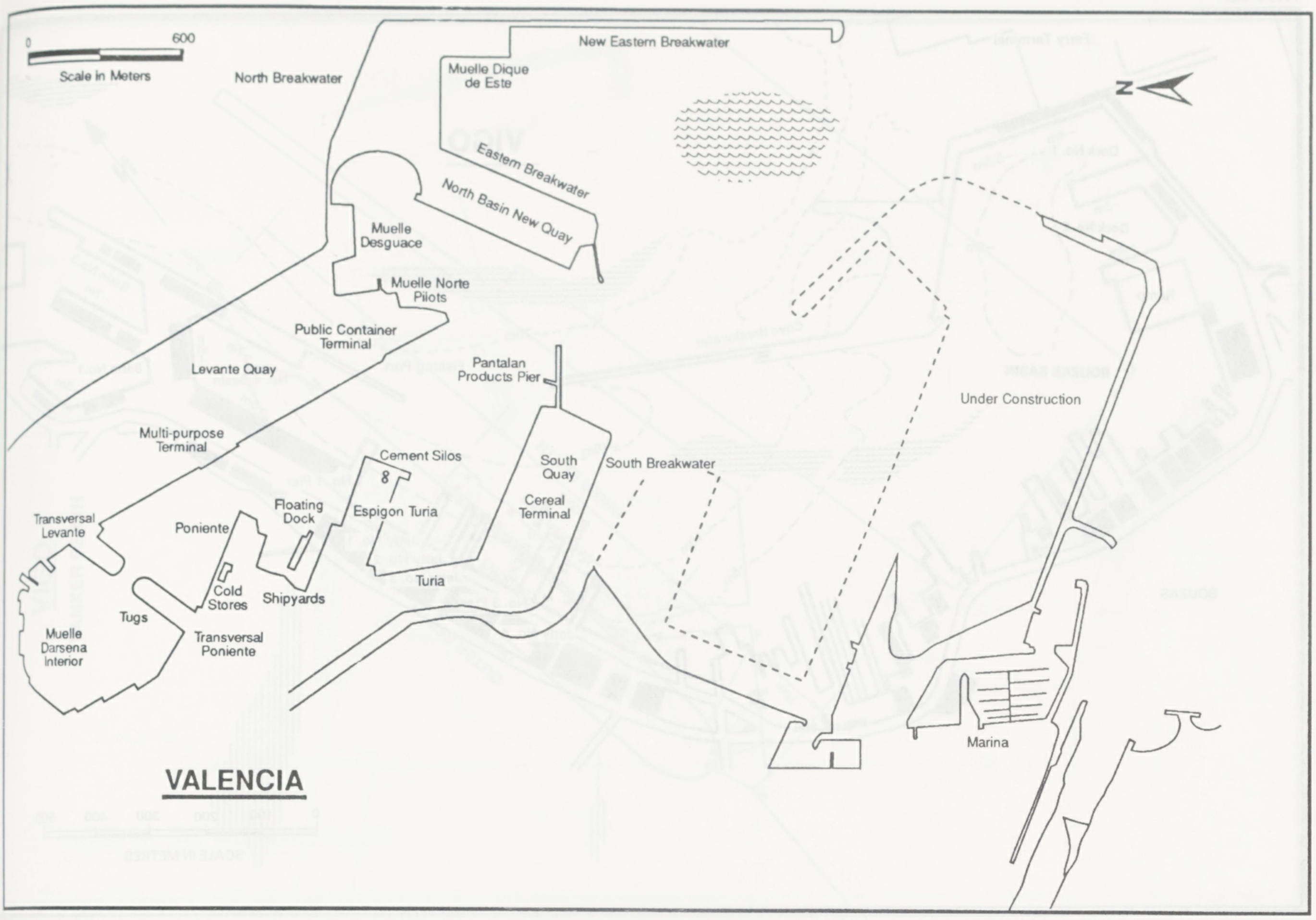
If necessary, additional mooring ropes may be required by the Pilot of ASESA Harbour Master.

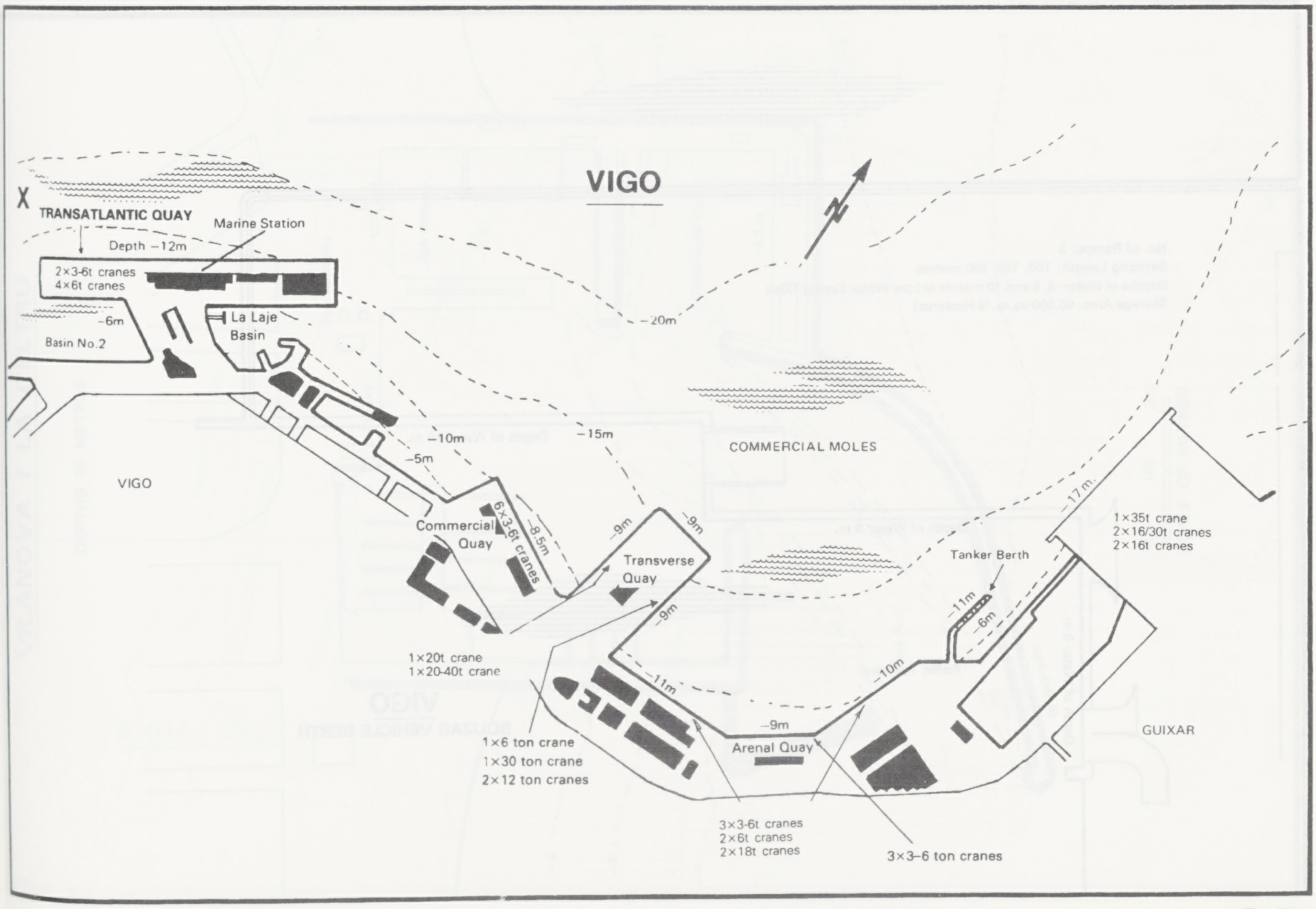
Nylon ropes may be supplied by ASESA if any vessel does not have a sufficient quantity of suitable ropes for safe mooring.

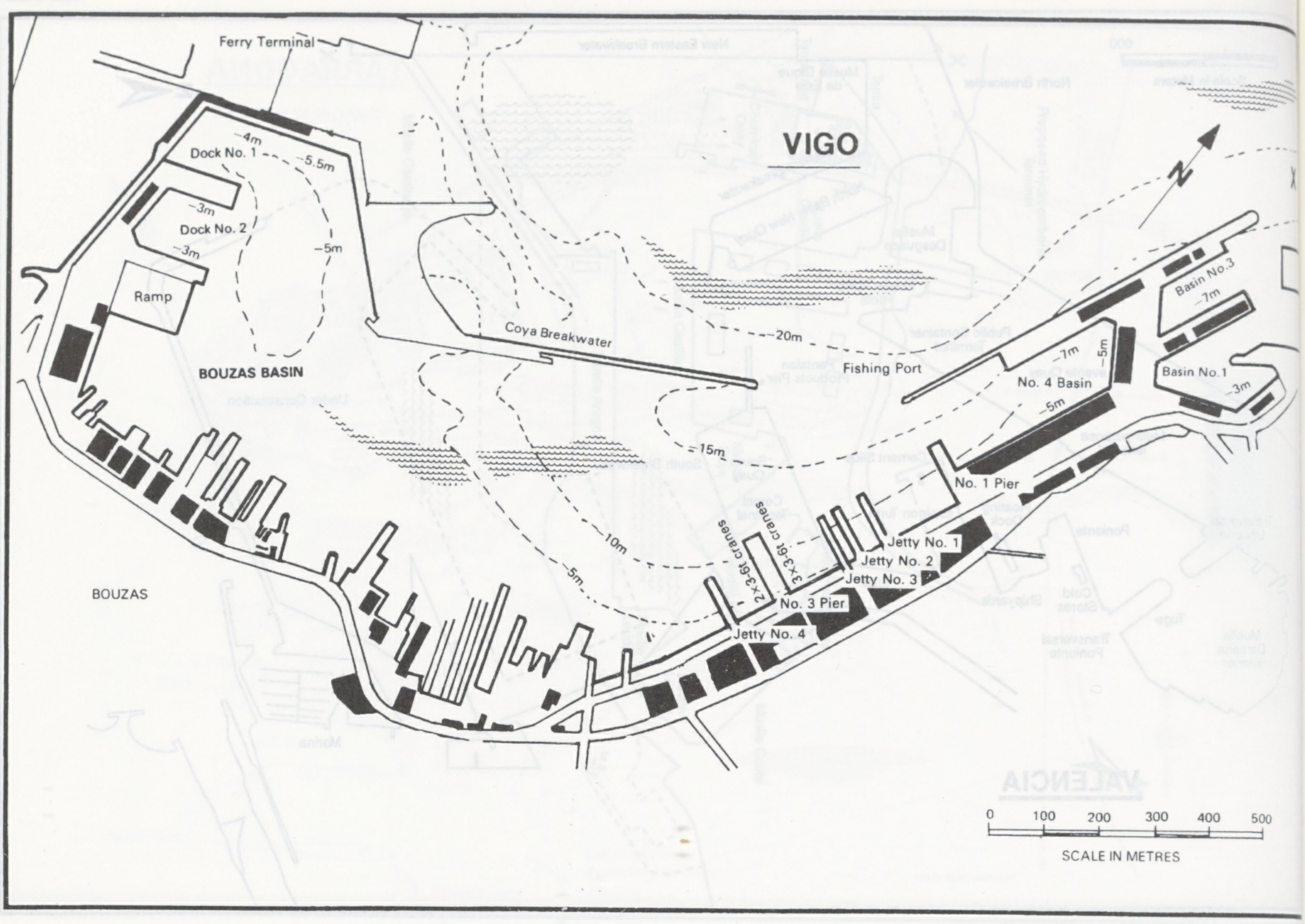
Mooring ropes must be carefully tended to hold the vessel close to the dolphins at all times.


10A
ASESA
Platform 6
Platform 20
Platform 100
LOCATION PLAN
8
Lights
6
Lights in line 326°
Firewire
1
Firewire
4 Shackles
Platform 6
Mooring Buoy & Light
9
Lights in line 253°
N
Light
10

TARRAGONA
ASESA TERMINAL
PLATFORM 6

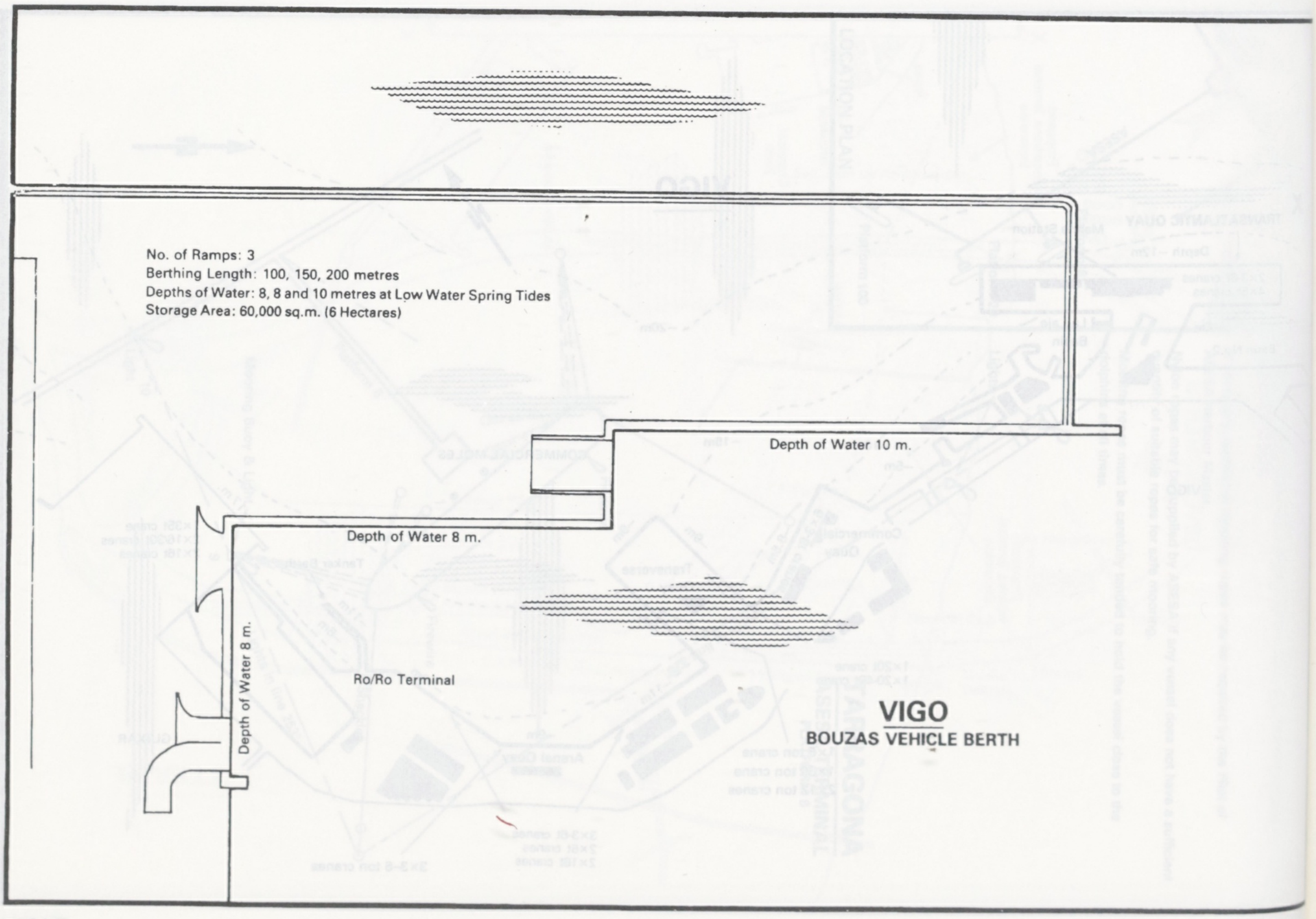

0
600
Scale in Meters
North Breakwater
New Eastern Breakwater
Muelle Dique de Este
Eastern Breakwater
North Basin New Quay
N
Muelle Desguace
Muelle Norte Pilots
Public Container Terminal
Levante Quay
Pantalan Products Pier
Under Construction
Multi-purpose Terminal
Cement Silos
South Quay
South Breakwater
Cereal Terminal
Espigon Turia
Floating Dock
Transversal Levante
Poniente
Turia
Cold Stores
Shipyards
Tugs
Muelle Darsena Interior
Transversal Poniente
Marina
VALENCIA


VIGO
X
TRANSATLANTIC QUAY
Marine Station
Depth −12m
2×3-6t cranes
4×6t cranes
−6m
La Laje Basin
Basin No.2
−20m
−10m
−15m
−5m
COMMERCIAL MOLES
VIGO
Commercial Quay
6×3-6t cranes
−8.5m
−9m
−9m
Transverse Quay
−9m
−17m
1×35t crane
2×16/30t cranes
2×16t cranes
Tanker Berth
−11m
−6m
1×20t crane
1×20-40t crane
−11m
−10m
−9m
Arenal Quay
GUIXAR
1×6 ton crane
1×30 ton crane
2×12 ton cranes
3×3-6t cranes
2×6t cranes
2×18t cranes
3×3–6 ton cranes



VIGO

Ferry Terminal
Dock No. 1
-4m
-5.5m
Dock No. 2
-3m
-3m
-5m
Ramp
BOUZAS BASIN
Coya Breakwater
-20m
Fishing Port
No. 4 Basin
-7m
-5m
-5m
Basin No.3
-7m
Basin No.1
-3m
-15m
No. 1 Pier
Jetty No. 1
Jetty No. 2
Jetty No. 3
No. 3 Pier
Jetty No. 4
2×3-6t cranes
3×3-6t cranes
10m
5m
BOUZAS
N
0
100
200
300
400
500
SCALE IN METRES



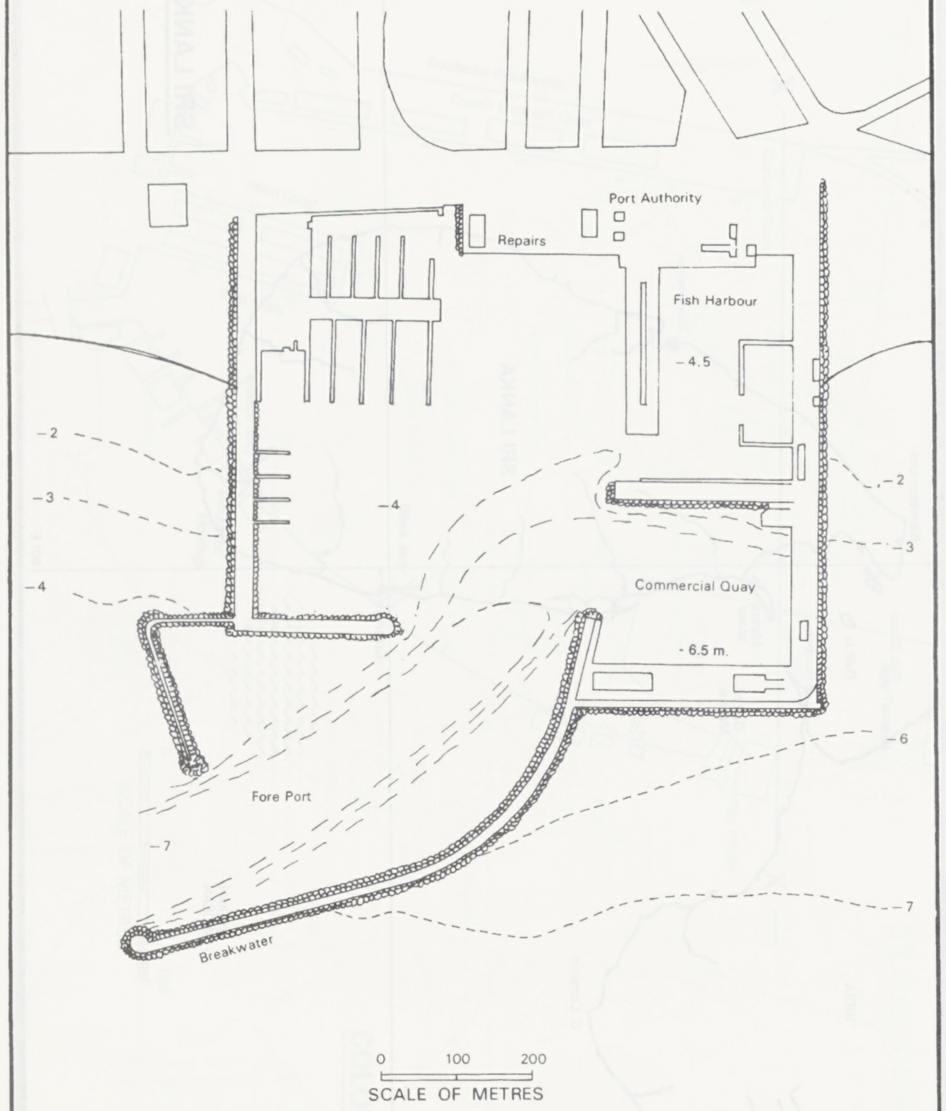
No. of Ramps: 3
Berthing Length: 100, 150, 200 metres
Depths of Water: 8, 8 and 10 metres at Low Water Spring Tides
Storage Area: 60,000 sq.m. (6 Hectares)

Depth of Water 10 m.
Depth of Water 8 m.
Depth of Water 8 m.
Ro/Ro Terminal

VIGO
BOUZAS VEHICLE BERTH

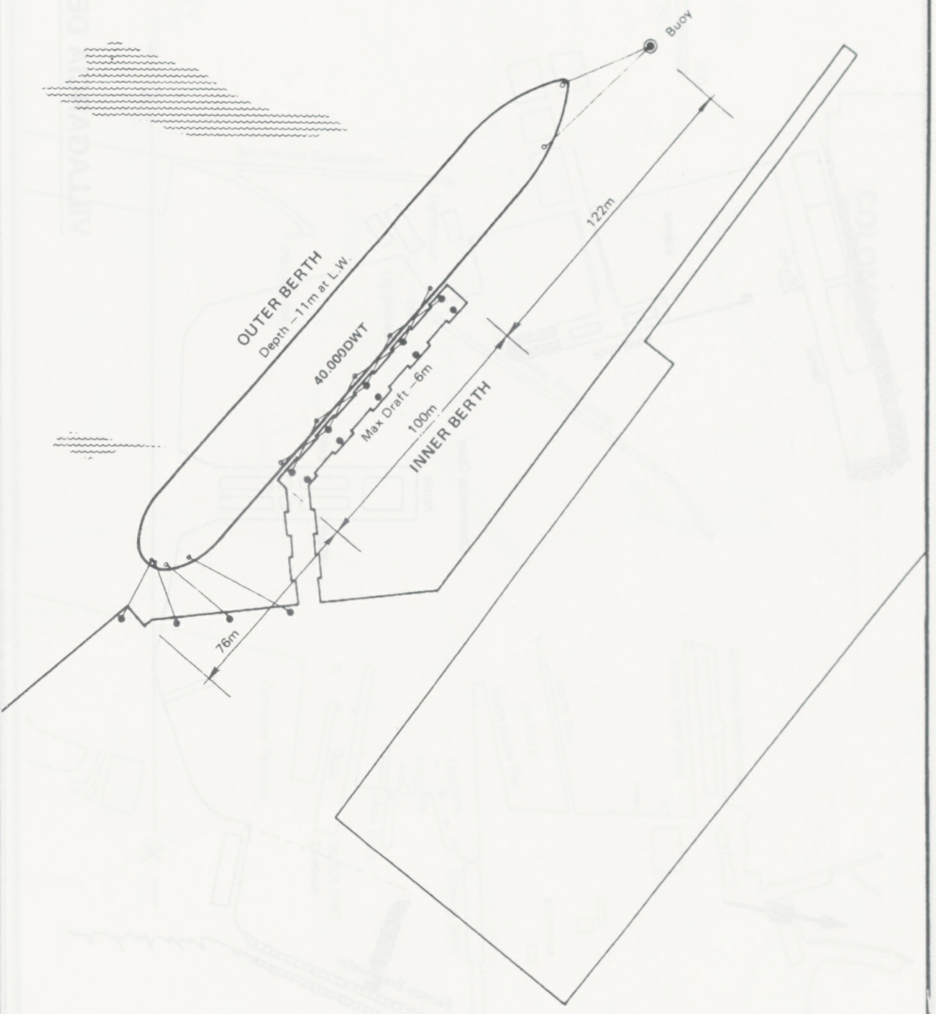
VILANOVA I LA GELTRU

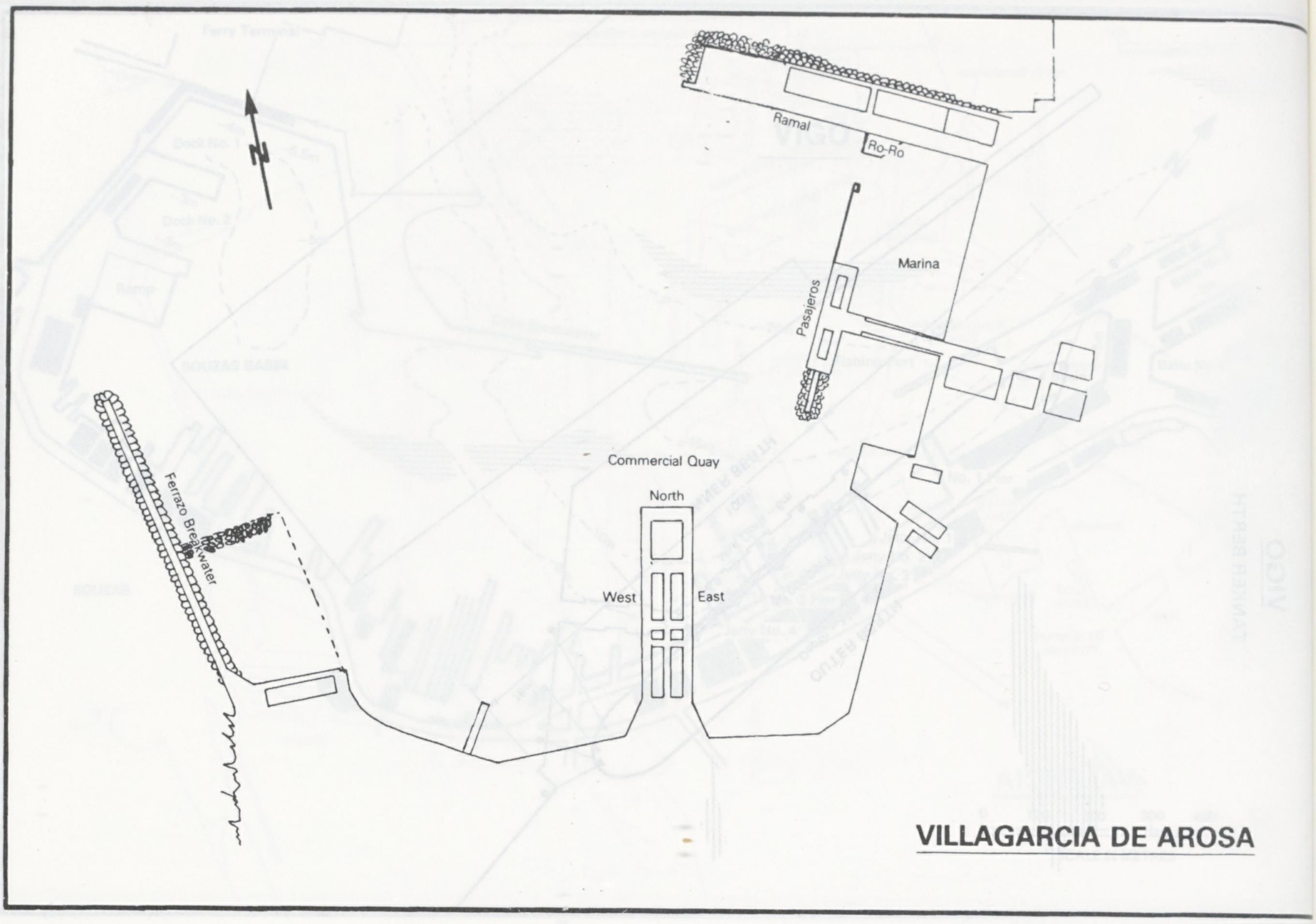
DEPTHS IN METRES


Port Authority
Repairs
Fish Harbour
–4.5
–2
–3
–4
–4
–2
–3
Commercial Quay
-6.5 m.
–6
Fore Port
–7
–7
Breakwater
0
100
200
SCALE OF METRES

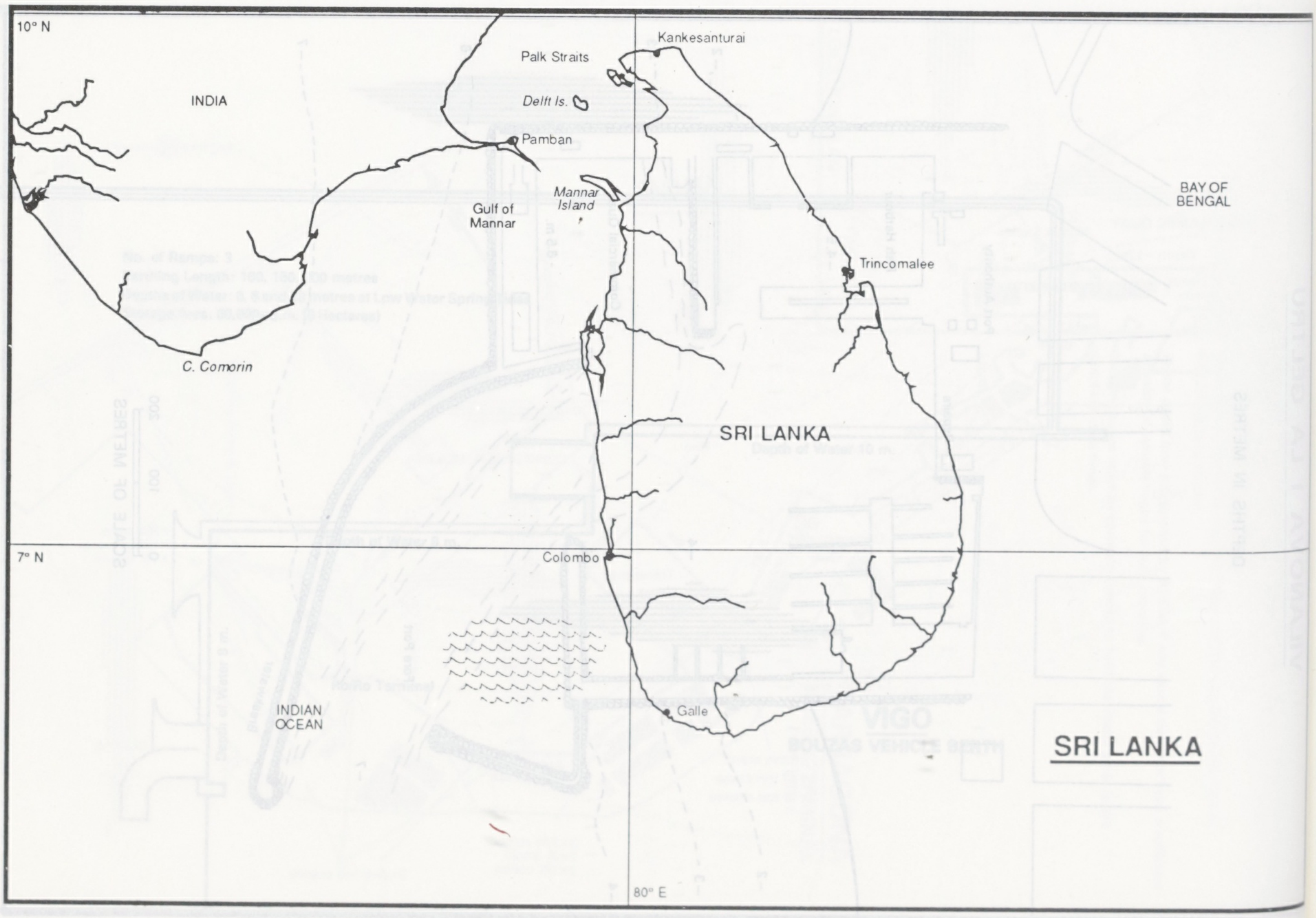
VIGO

TANKER BERTH

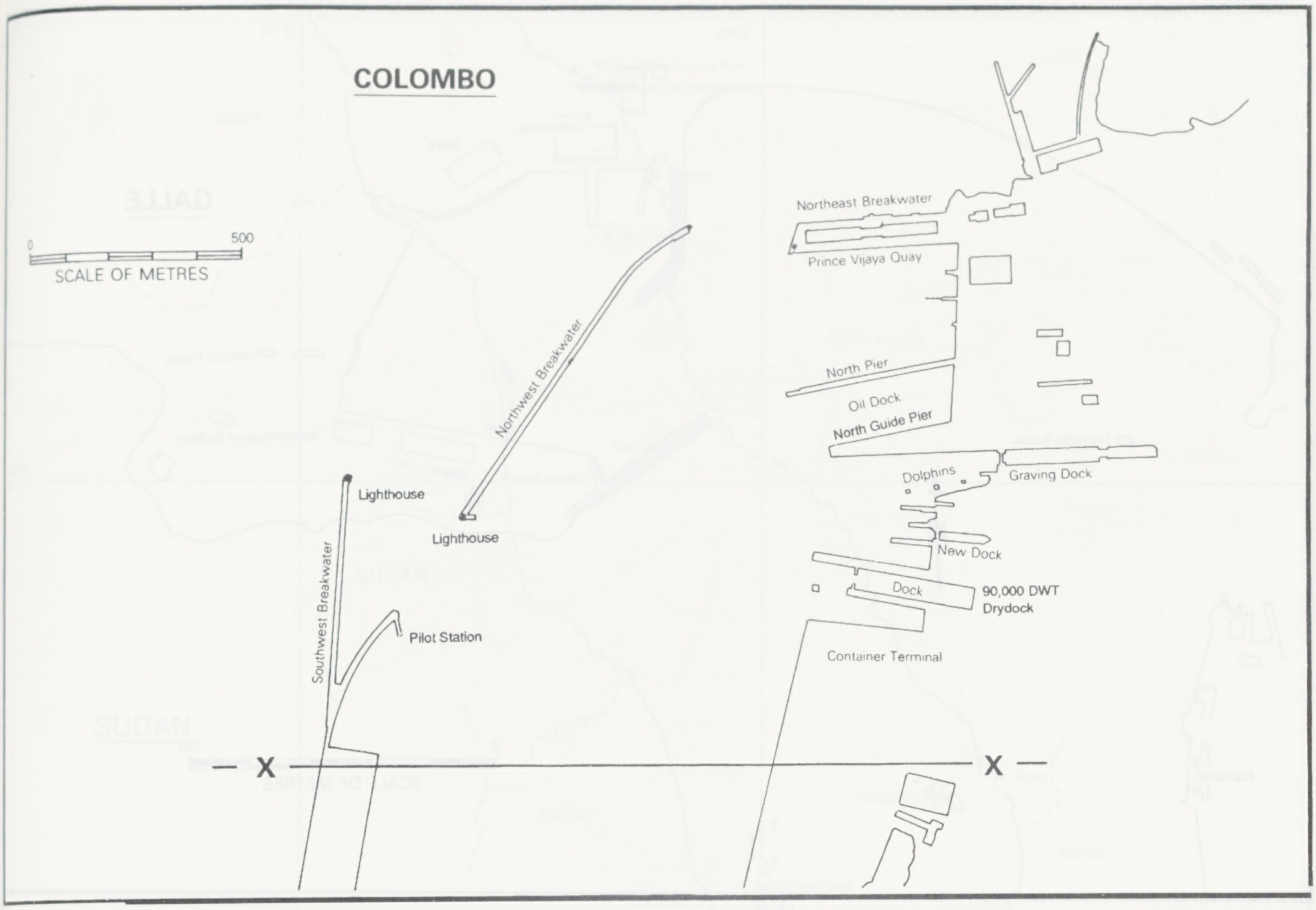

Buoy
122m
OUTER BERTH
Depth –11m at L.W.
40.000DWT
Max Draft –6m
100m
INNER BERTH
76m

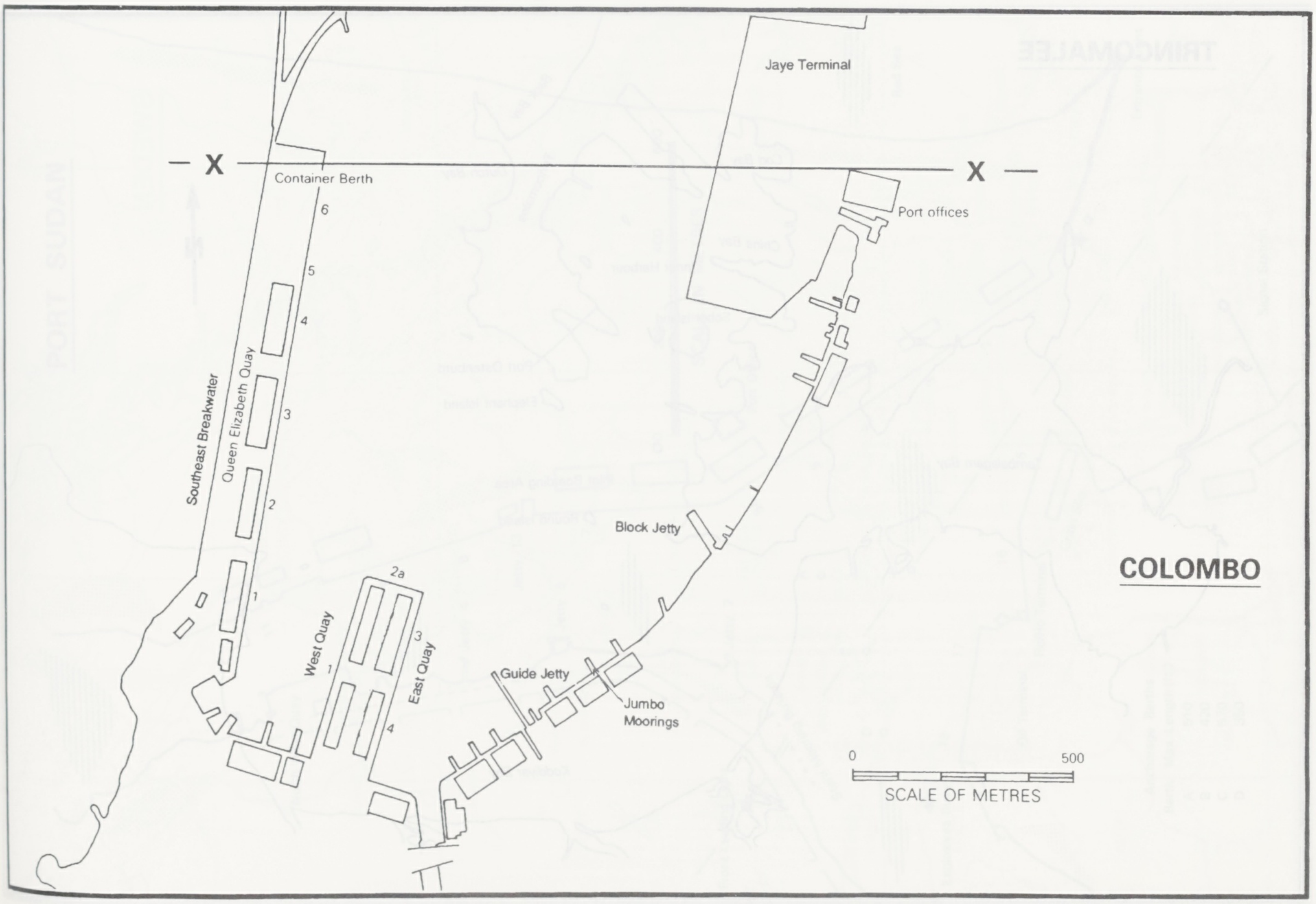

Ramal
Ro-Ro
Marina
Pasajeros
Commercial Quay
North
West
East
Ferrazo Breakwater

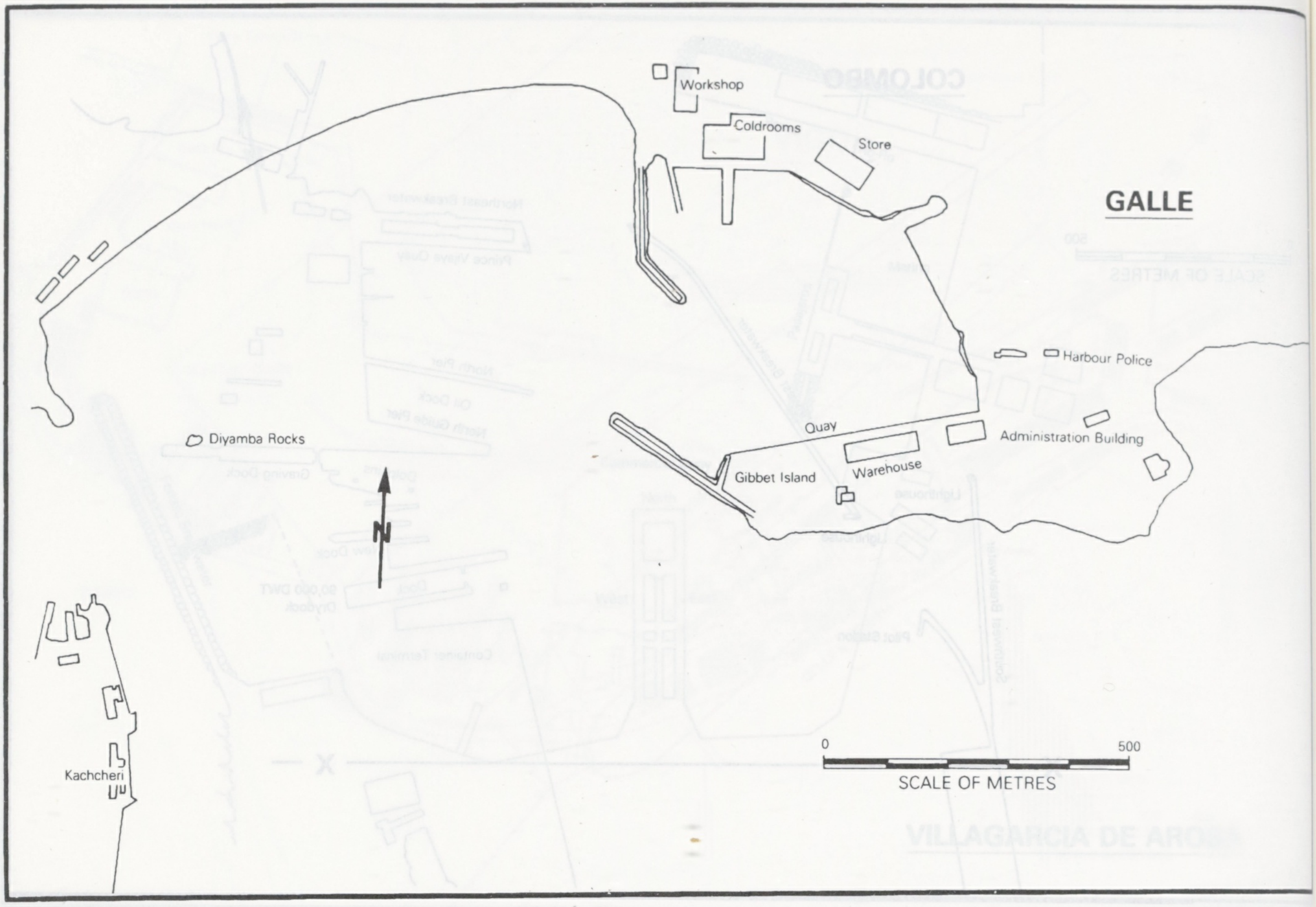
VILLAGARCIA DE AROSA

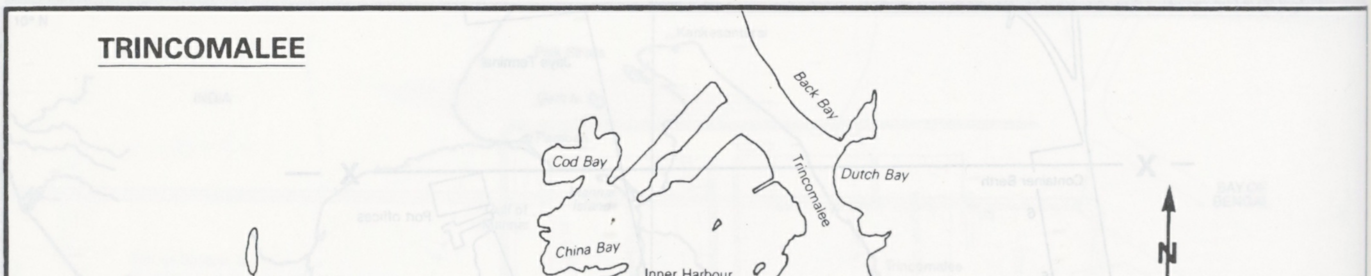

10° N
Kankesanturai
Palk Straits
INDIA
Delft Is.
Pamban
Mannar Island
Gulf of Mannar
BAY OF BENGAL
Trincomalee
C. Comorin
SRI LANKA
7° N
Colombo
INDIAN OCEAN
Galle
80° E

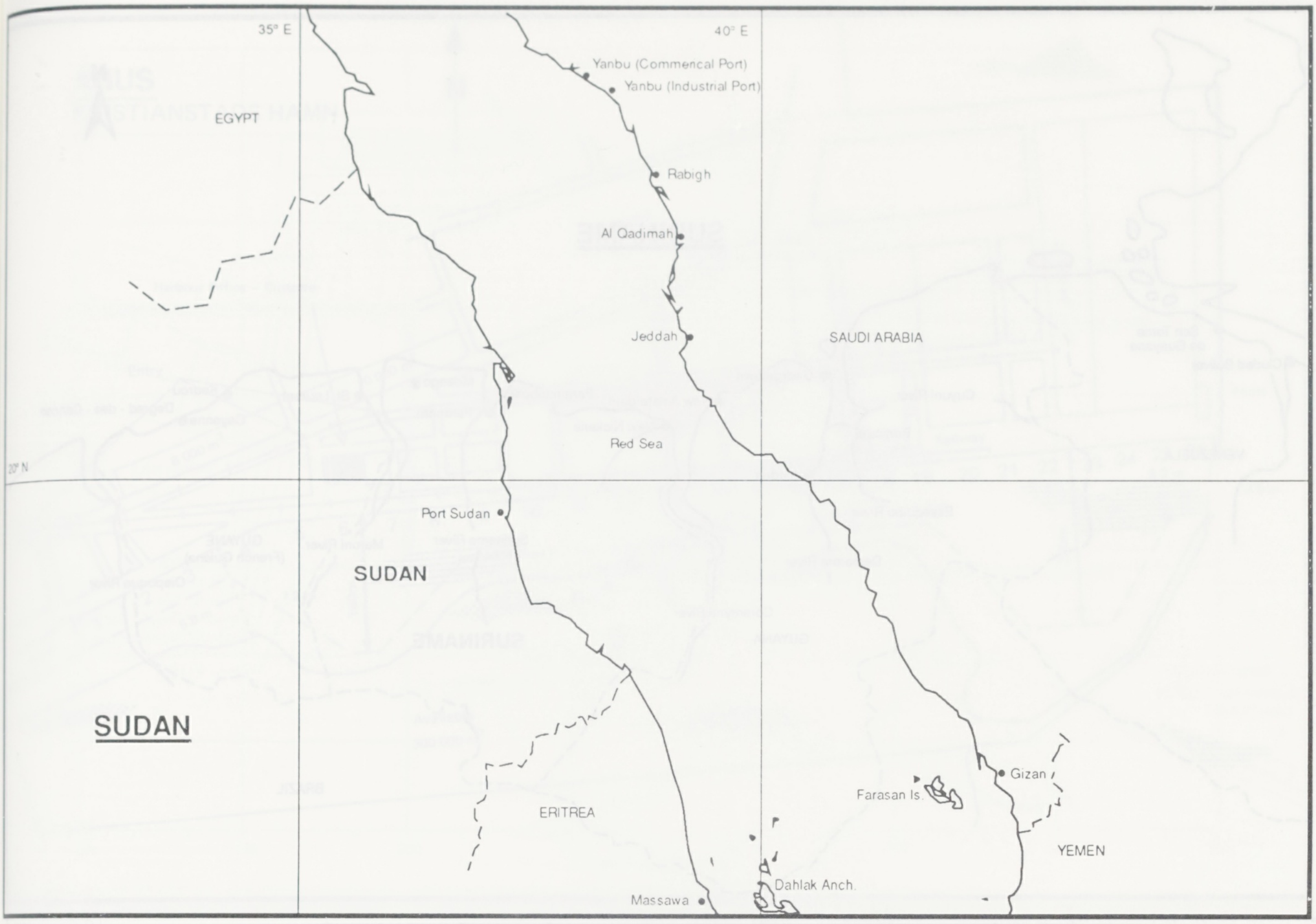
SRI LANKA

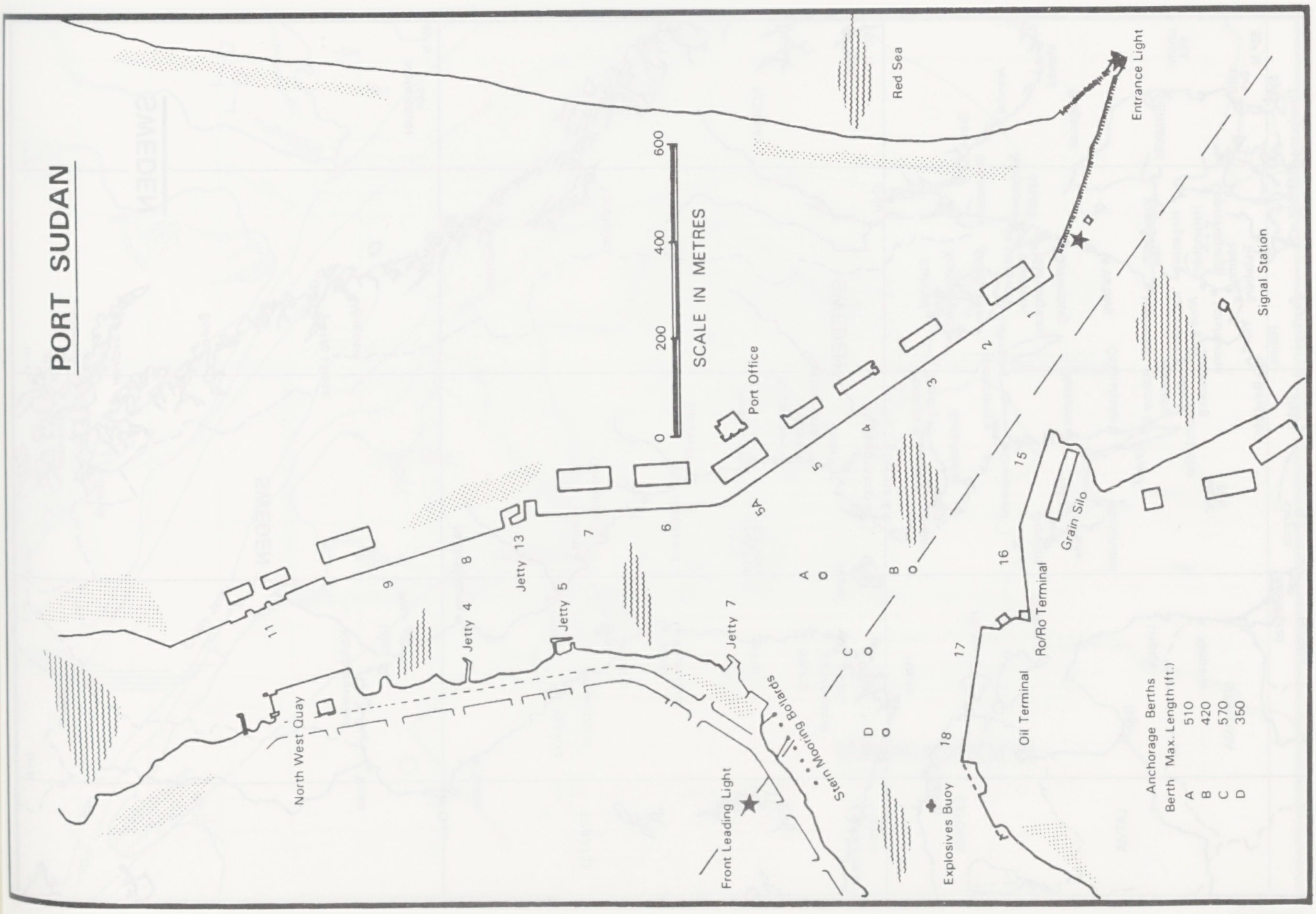

COLOMBO
0
500
SCALE OF METRES
Northeast Breakwater
Prince Vijaya Quay
North Pier
Oil Dock
North Guide Pier
Dolphins
Graving Dock
New Dock
Dock
90,000 DWT
Drydock
Container Terminal
Northwest Breakwater
Lighthouse
Lighthouse
Southwest Breakwater
Pilot Station
X
X

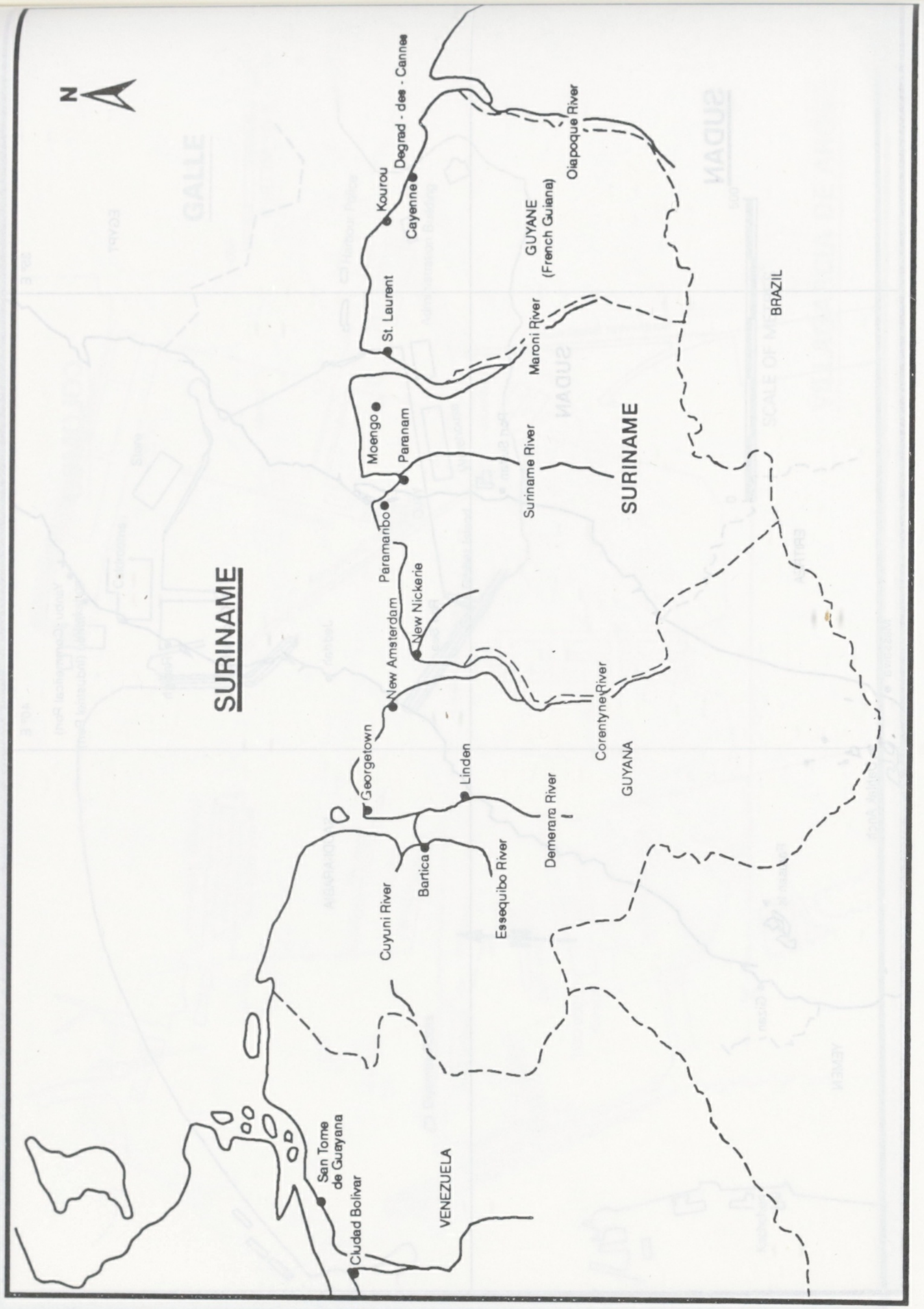

Jaye Terminal
X
X
Container Berth
Port offices
6
5
4
3
2
1
Southeast Breakwater
Queen Elizabeth Quay
2a
West Quay
1
3
East Quay
4
Block Jetty
Guide Jetty
Jumbo
Moorings
0
500
SCALE OF METRES
COLOMBO

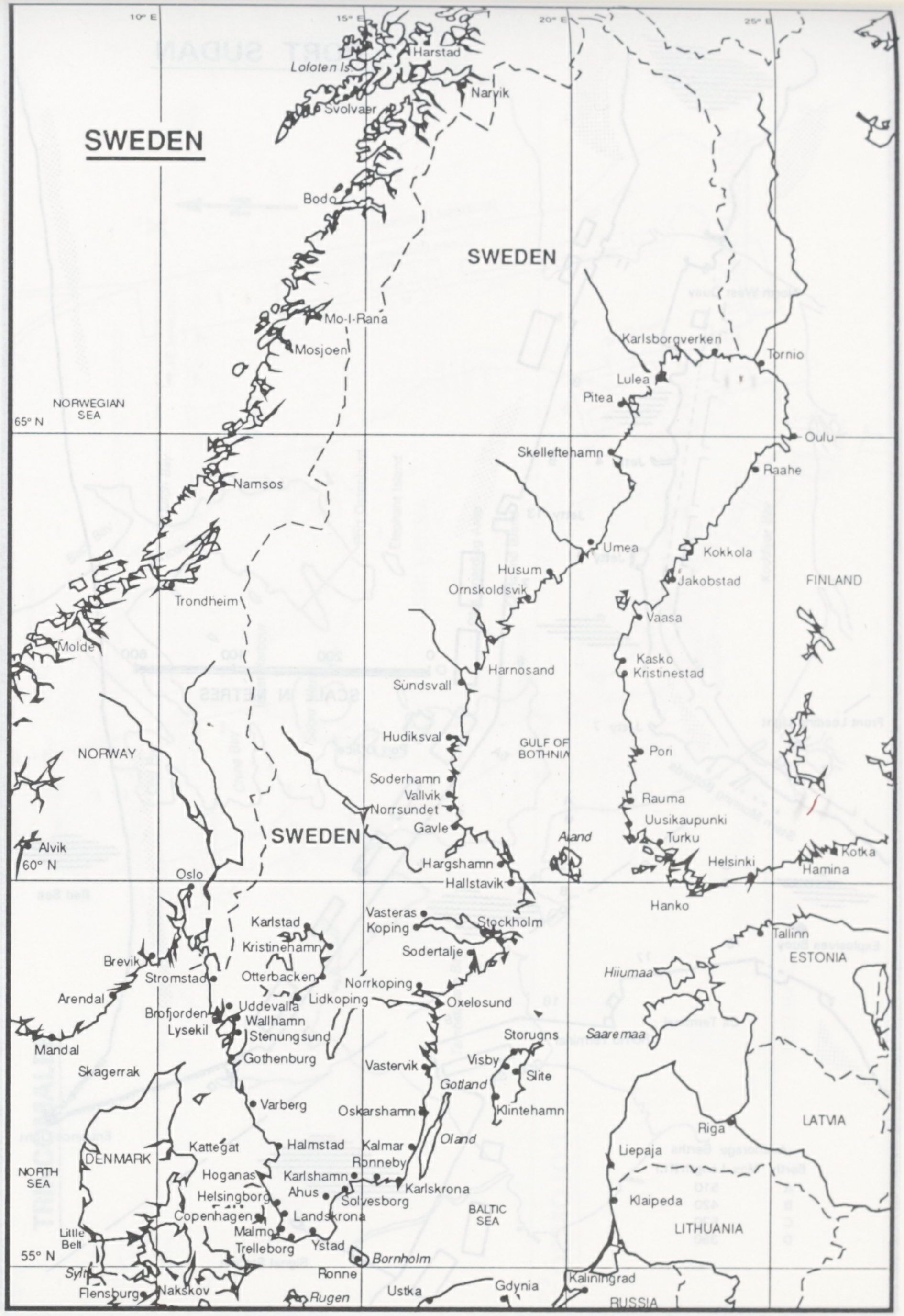

GALLE
Workshop
Coldrooms
Store
Harbour Police
Administration Building
Quay
Warehouse
Gibbet Island
Diyamba Rocks
N
Kachcheri
0
500
SCALE OF METRES

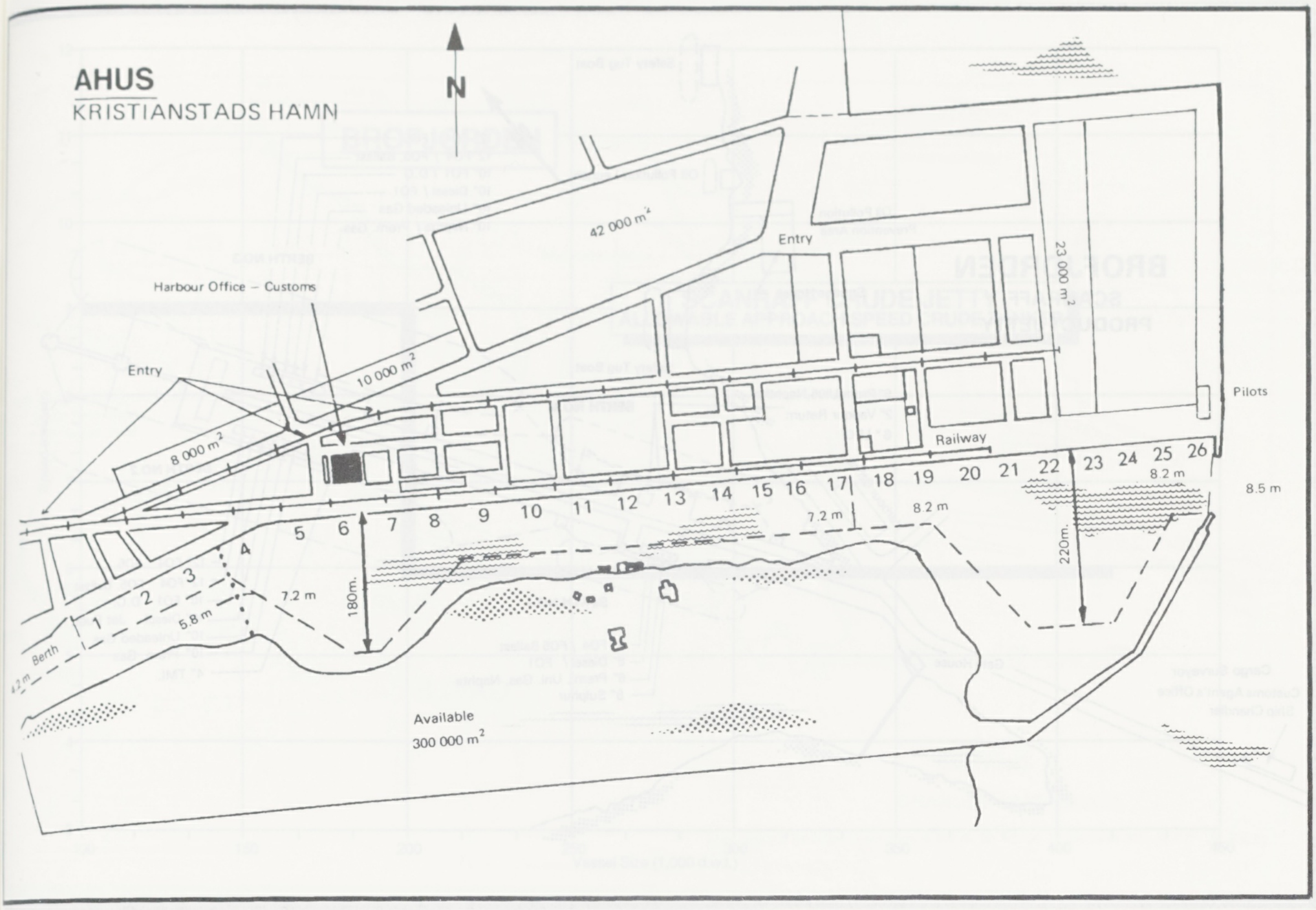

TRINCOMALEE
Back Bay
Cod Bay
Trincomalee
Dutch Bay
China Bay
Inner Harbour
Sober Island
Port Ostenburd
Elephant Island
Tambalagam Bay
Pilot Boarding Area
Round Island
Koddiyar Bay
N

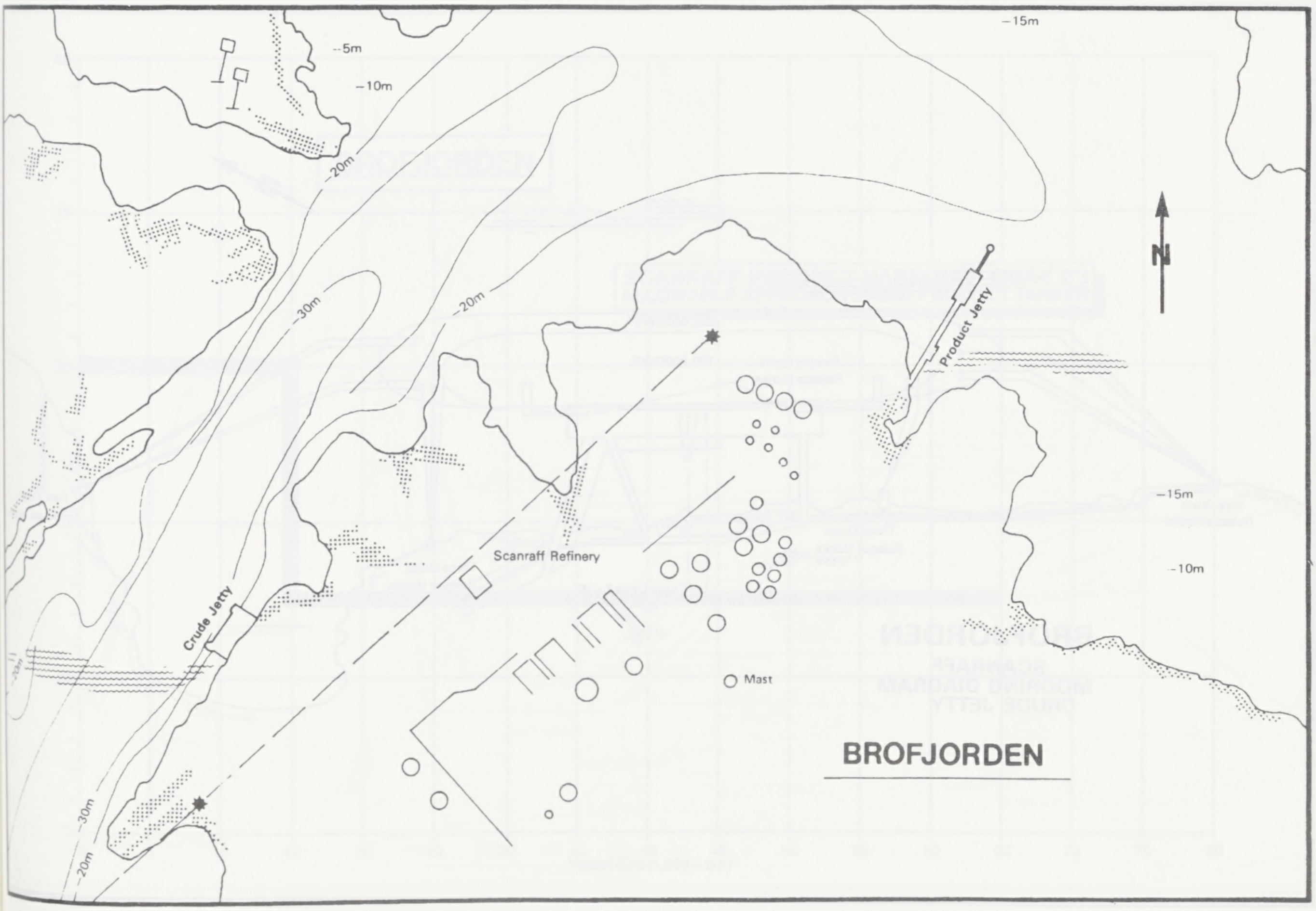

35° E
40° E
Yanbu (Commercial Port)
Yanbu (Industrial Port)
EGYPT
Rabigh
Al Qadimah
Jeddah
SAUDI ARABIA
Red Sea
20° N
Port Sudan
SUDAN
SUDAN
Gizan
Farasan Is.
ERITREA
YEMEN
Dahlak Anch.
Massawa

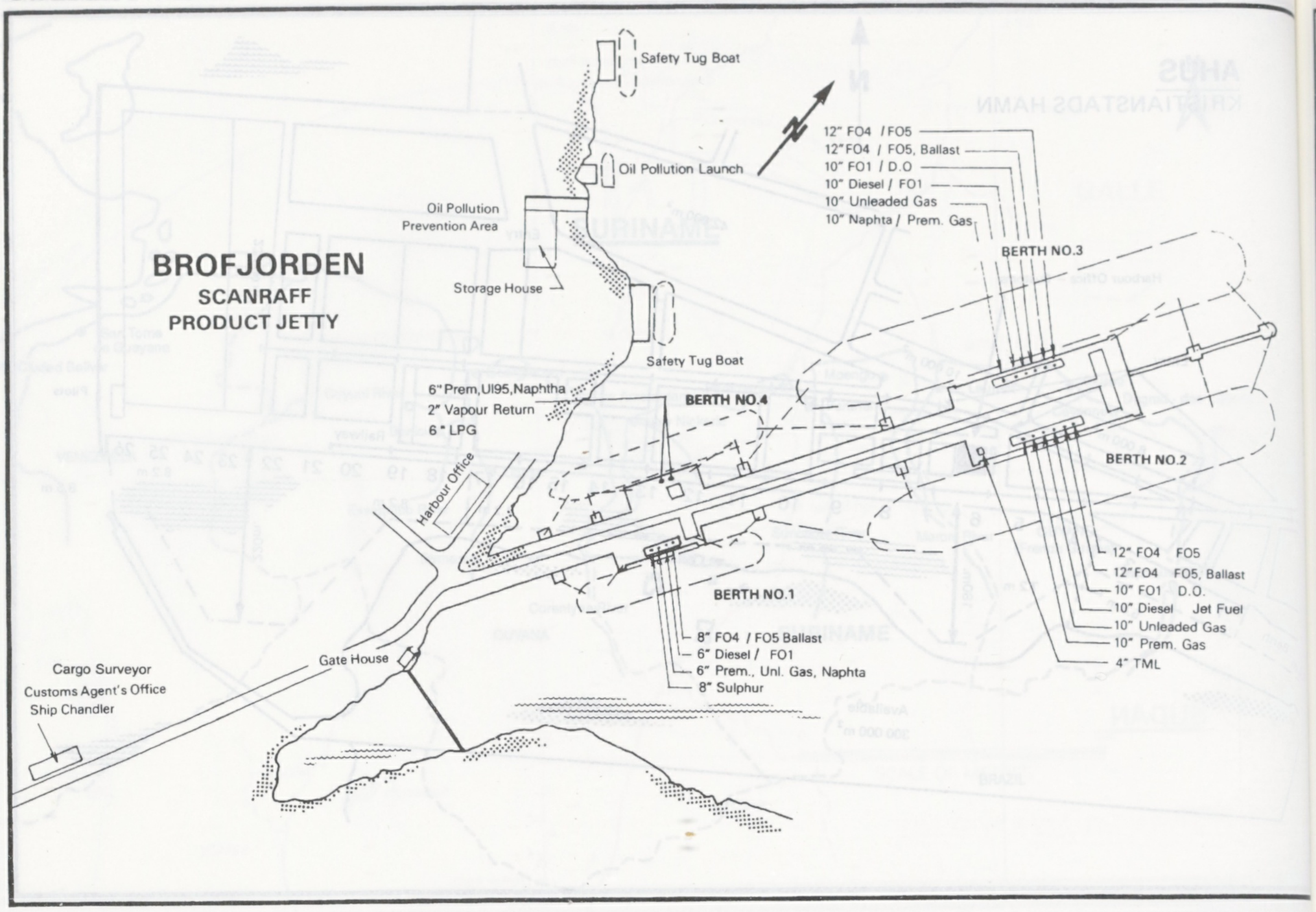

PORT SUDAN
Red Sea
Entrance Light
SCALE IN METRES
0
200
400
600
Port Office
Signal Station
1
2
3
4
5
5A
6
7
8
9
11
13
15
16
17
18
Jetty 13
Jetty 4
Jetty 5
Jetty 7
A
B
C
D
Grain Silo
Ro/Ro Terminal
Oil Terminal
North West Quay
Stern Mooring Bollards
Front Leading Light
Explosives Buoy
Anchorage Berths
Berth Max. Length (ft.)
A 510
B 420
C 570
D 350

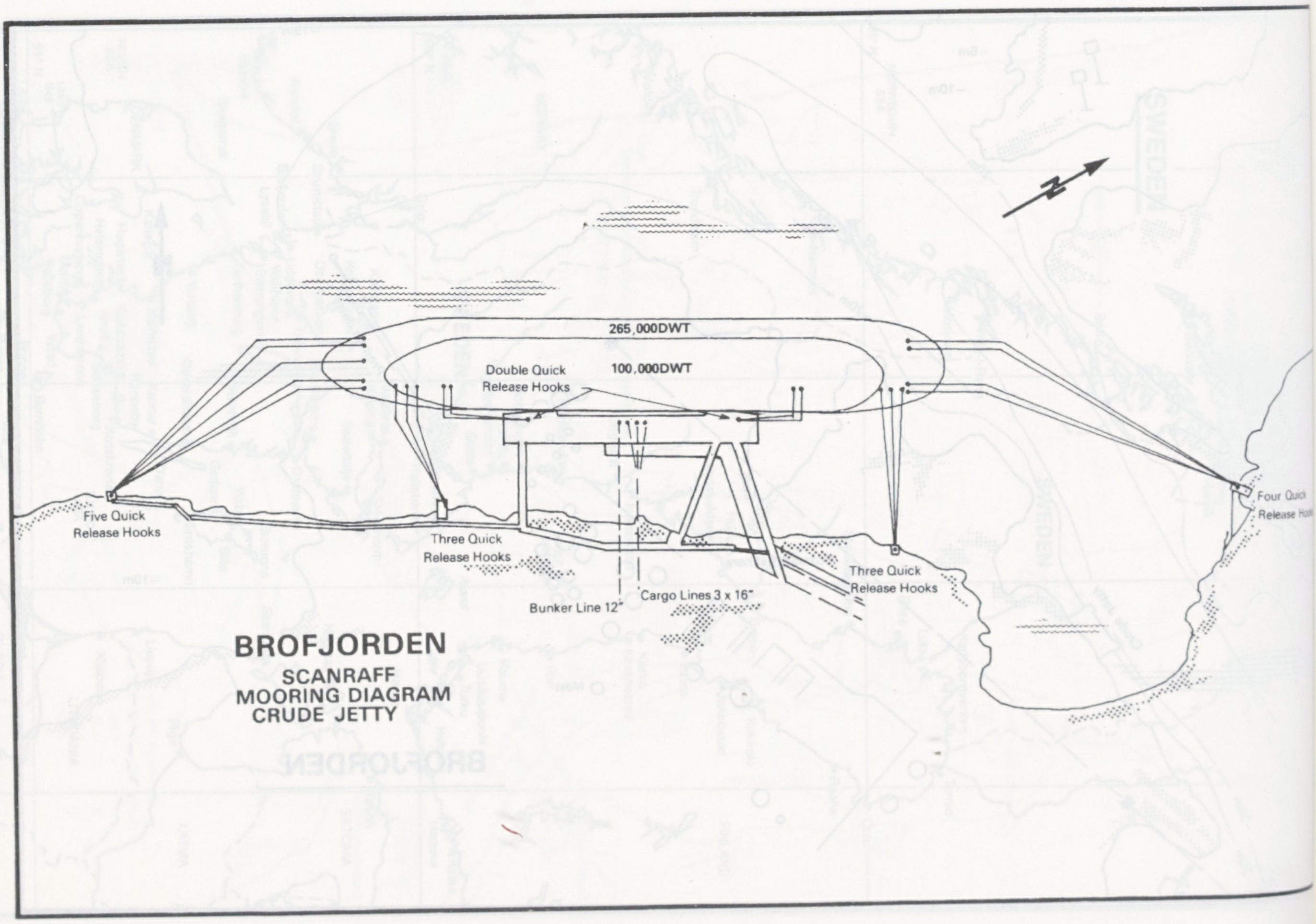

N
SURINAME
Degrad - des - Cannes
Oiapoque River
Kourou
Cayenne
GUYANE (French Guiana)
St. Laurent
Maroni River
BRAZIL
Moengo
Paranam
Paramaribo
Suriname River
SURINAME
New Nickerie
New Amsterdam
Corentyne River
Georgetown
Linden
Demerara River
GUYANA
Cuyuni River
Bartica
Essequibo River
San Tome de Guayana
Ciudad Bolivar
VENEZUELA

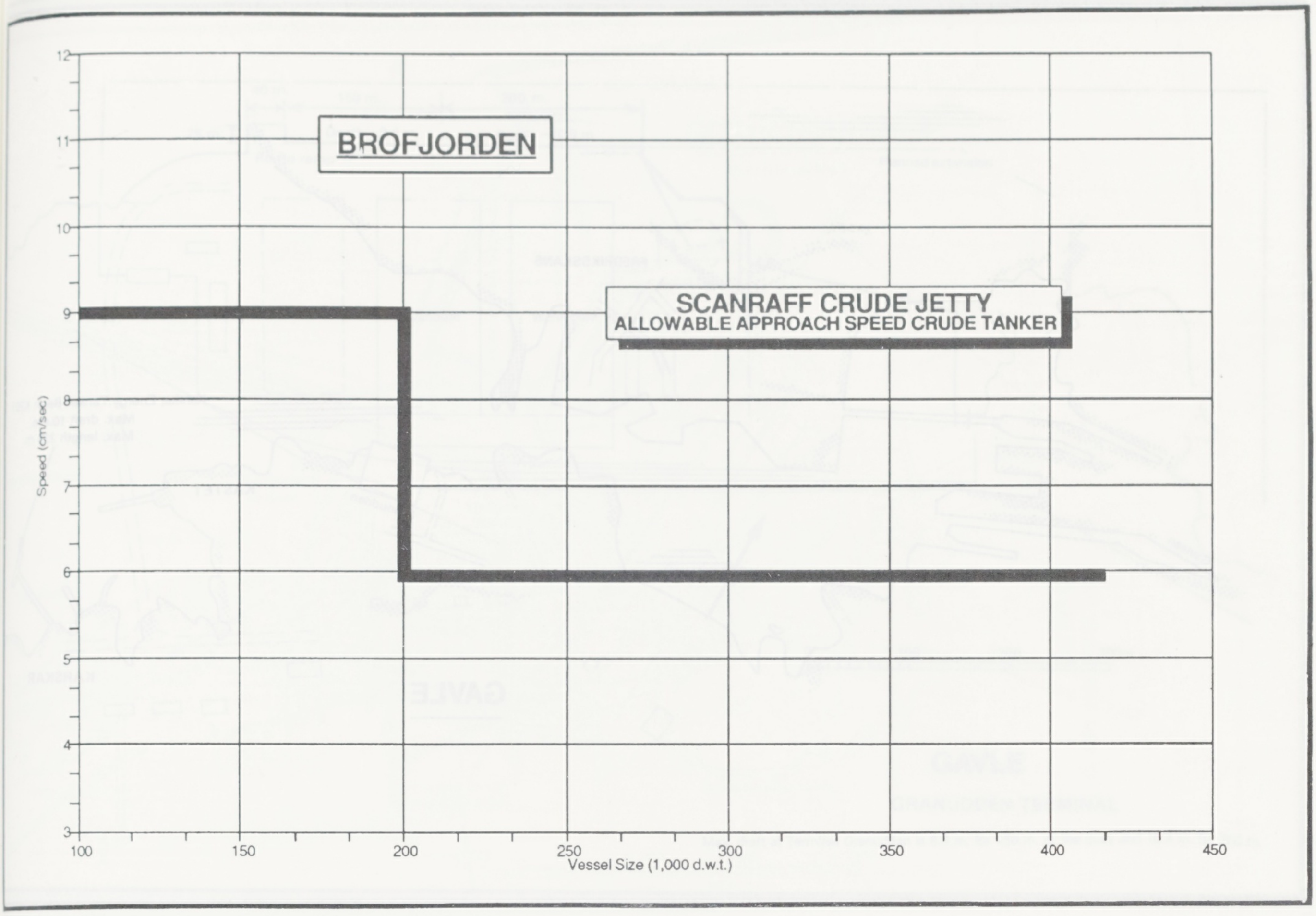

10° E
15° E
20° E
25° E
SWEDEN
Harstad
Loloten Is
Narvik
Svolvaer
Bodo
SWEDEN
Mo-I-Rana
Mosjoen
Karlsborgverken
Tornio
Lulea
Pitea
NORWEGIAN SEA
65° N
Oulu
Skelleftehamn
Raahe
Namsos
Umea
Kokkola
Husum
Jakobstad
FINLAND
Ornskoldsvik
Trondheim
Vaasa
Molde
Harnosand
Kasko Kristinestad
Sundsvall
Hudiksval
GULF OF BOTHNIA
NORWAY
Pori
Soderhamn
Vallvik
Norrsundet
Rauma
Uusikaupunki
Gavle
SWEDEN
Aland
Turku
Alvik
Hargshamn
Helsinki
Kotka
60° N
Oslo
Hallstavik
Hamina
Vasteras
Hanko
Karlstad
Koping
Stockholm
Kristinehamn
Tallinn
Sodertalje
ESTONIA
Brevik
Stromstad
Otterbacken
Norrkoping
Hiiumaa
Arendal
Brofjorden
Uddevalla
Lidkoping
Oxelosund
Lysekil
Wallhamn
Stenungsund
Storugns
Saaremaa
Mandal
Gothenburg
Visby
Skagerrak
Vastervik
Slite
Gotland
Varberg
Oskarshamn
Klintehamn
Riga
LATVIA
Oland
Halmstad
Kalmar
Kattegat
Liepaja
DENMARK
Ronneby
NORTH SEA
Hoganas
Karlshamn
Karlskrona
Ahus
Helsingborg
Solvesborg
Klaipeda
BALTIC SEA
Copenhagen
Landskrona
LITHUANIA
Little Belt
Malmo
Ystad
55° N
Trelleborg
Bornholm
Sylt
Ronne
Kaliningrad
Flensburg
Nakskov
Ustka
Gdynia
Rugen
RUSSIA

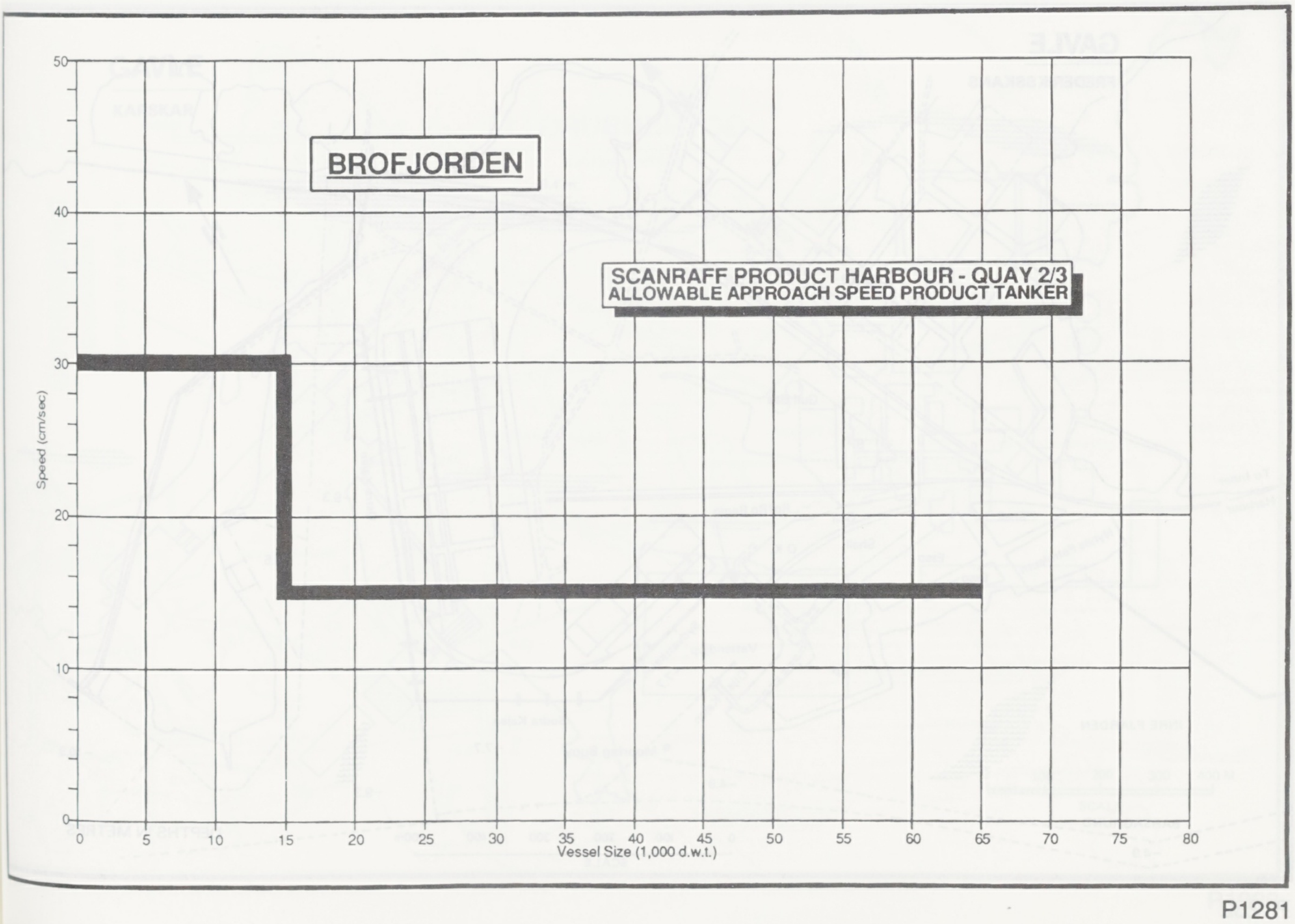

AHUS
KRISTIANSTADS HAMN
N
42 000 m^2
Entry
23 000 m
Harbour Office – Customs
Entry
10 000 m^2
8 000 m^2
Pilots
Railway
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
8.2 m
8.5 m
7.2 m
8.2 m
220m.
180m.
7.2 m
5.8 m
4.2 m Berth
Available
300 000 m^2

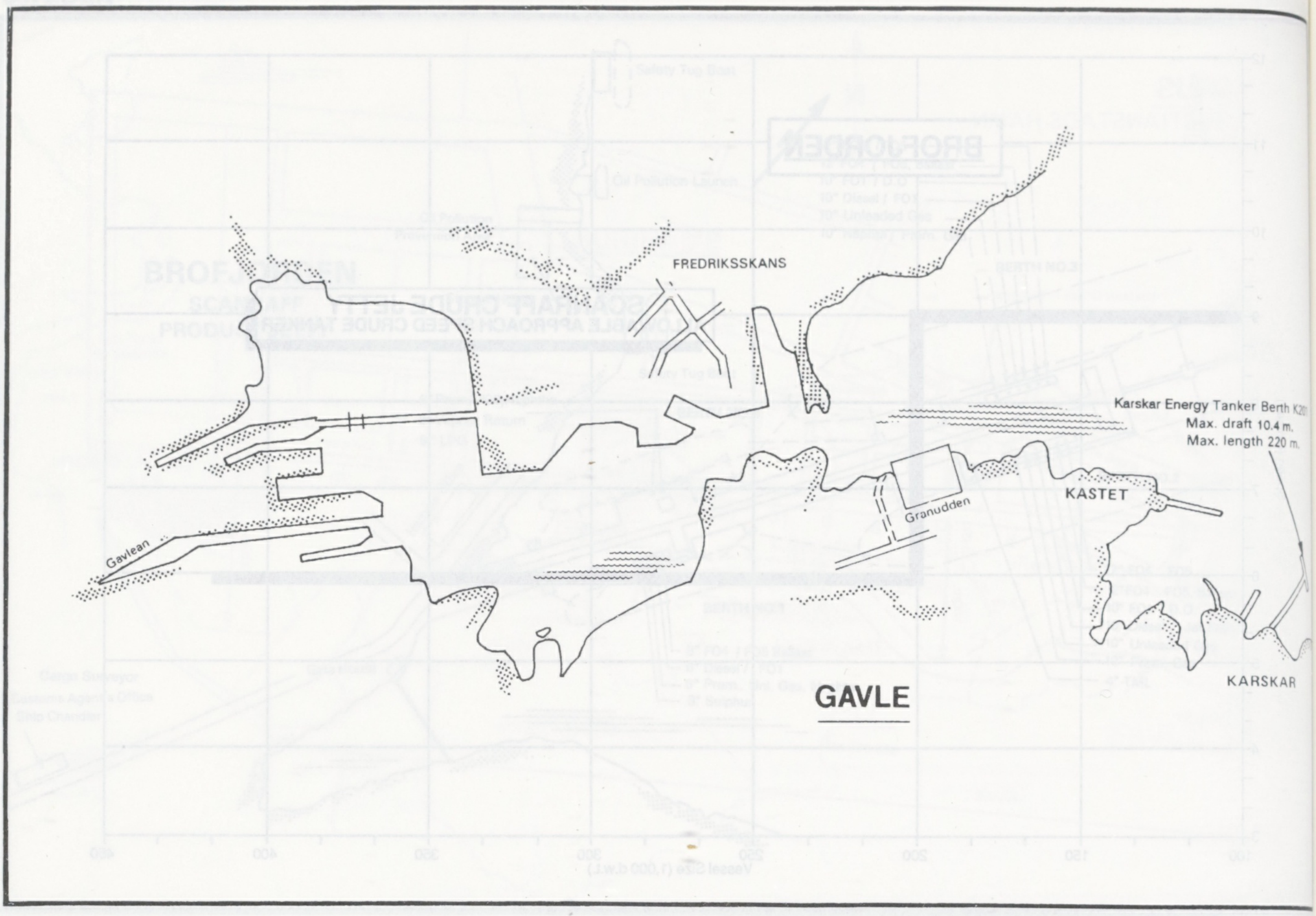

-5m
-10m
-15m
-20m
-20m
-30m
Product Jetty
N
-15m
-10m
Scanraff Refinery
Crude Jetty
Mast
BROFJORDEN
-30m
-20m

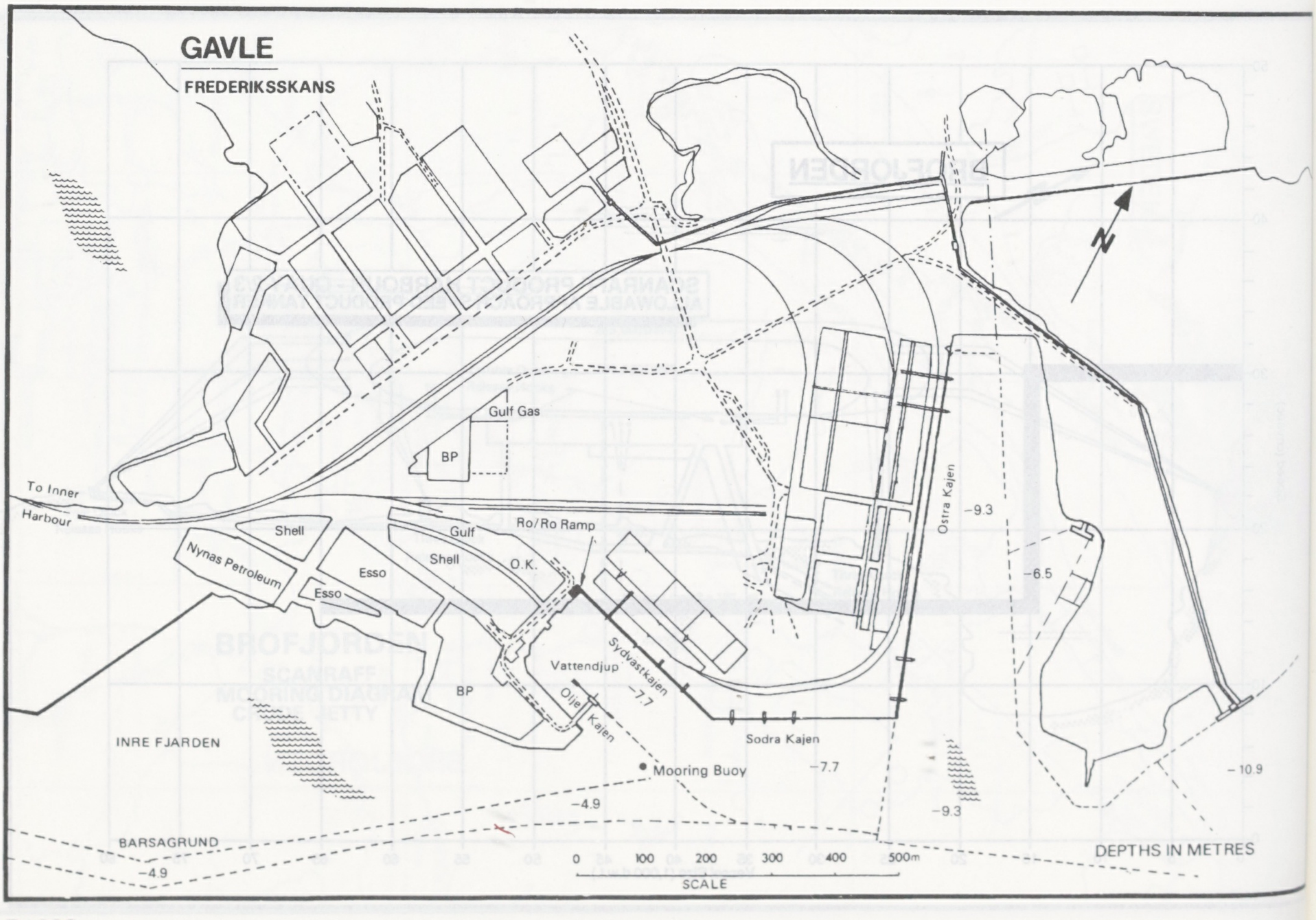

BROFJORDEN
SCANRAFF
PRODUCT JETTY
Safety Tug Boat
Oil Pollution Launch
Oil Pollution
Prevention Area
Storage House
Safety Tug Boat
6" Prem,Ul95,Naphtha
2" Vapour Return
6" LPG
BERTH NO.4
Harbour Office
12" FO4 / FO5
12" FO4 / FO5, Ballast
10" FO1 / D.O
10" Diesel / FO1
10" Unleaded Gas
10" Naphta / Prem. Gas
BERTH NO.3
BERTH NO.2
12" FO4 FO5
12" FO4 FO5, Ballast
10" FO1 D.O.
10" Diesel Jet Fuel
10" Unleaded Gas
10" Prem. Gas
4" TML
BERTH NO.1
8" FO4 / FO5 Ballast
6" Diesel / FO1
6" Prem., Unl. Gas, Naphta
8" Sulphur
Gate House
Cargo Surveyor
Customs Agent's Office
Ship Chandler

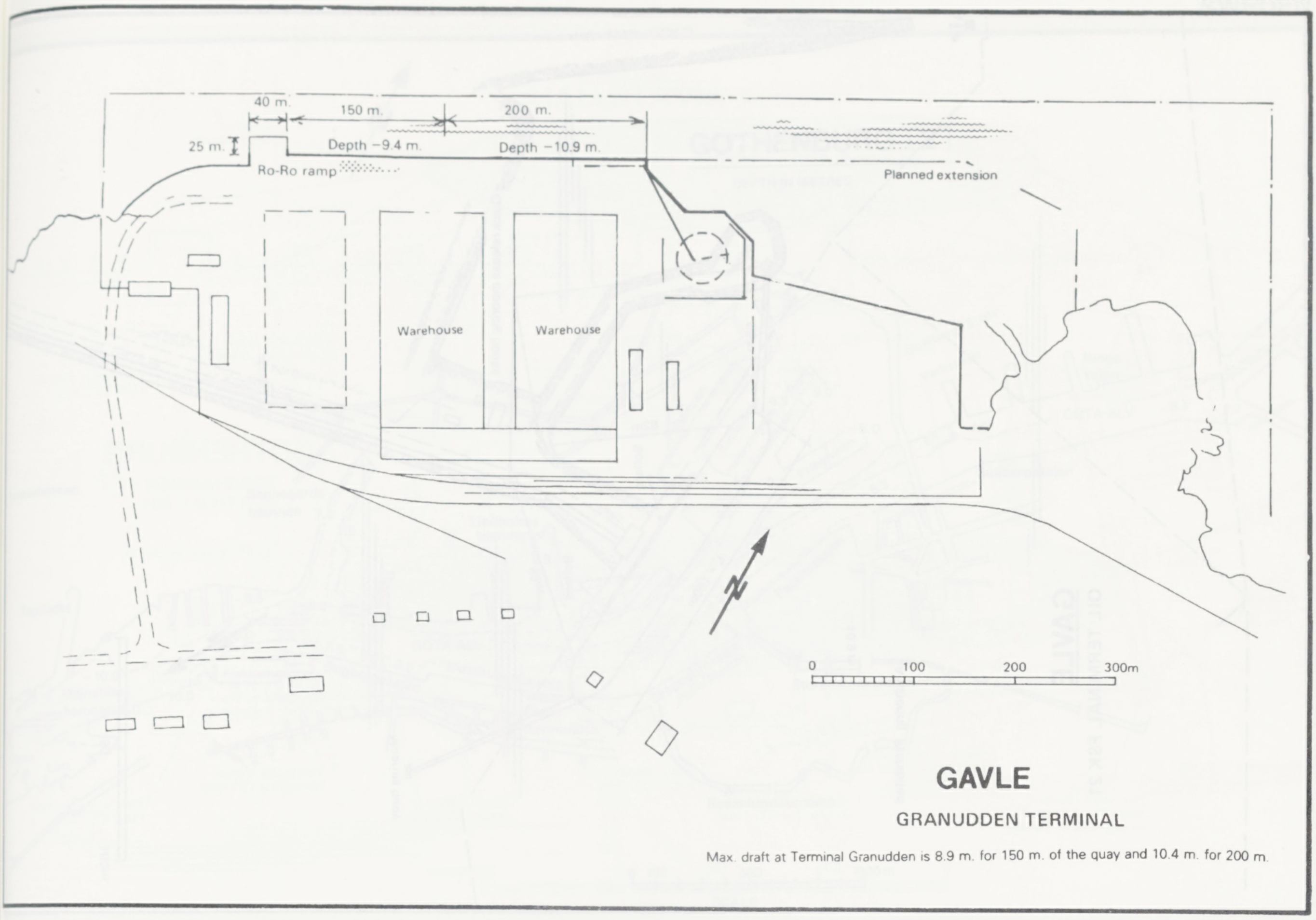

265,000DWT
100,000DWT
Double Quick
Release Hooks
Five Quick
Release Hooks
Three Quick
Release Hooks
Three Quick
Release Hooks
Four Quick
Release Hoo
Bunker Line 12"
Cargo Lines 3 x 16"
BROFJORDEN
SCANRAFF
MOORING DIAGRAM
CRUDE JETTY


BROFJORDEN
SCANRAFF CRUDE JETTY
ALLOWABLE APPROACH SPEED CRUDE TANKER
Speed (cm/sec)
12
11
10
9
8
7
6
5
4
3
100
150
200
250
300
350
400
450
Vessel Size (1,000 d.w.t.)


BROFJORDEN
SCANRAFF PRODUCT HARBOUR - QUAY 2/3
ALLOWABLE APPROACH SPEED PRODUCT TANKER
Speed (cm/sec)
50
40
30
20
10
0
0
5
10
15
20
25
30
35
40
45
50
55
60
65
70
75
80
Vessel Size (1,000 d.w.t.)


FREDRIKSSKANS
Karskar Energy Tanker Berth K20
Max. draft 10.4 m.
Max. length 220 m.
KASTET
Granudden
Gavlean
GAVLE
KARSKAR


GAVLE
FREDERIKSSKANS
N
Gulf Gas
BP
To Inner Harbour
Shell
Nynas Petroleum
Esso
Esso
Gulf
Shell
Ro/Ro Ramp
O.K.
Ostra Kajen
-9.3
-6.5
Vattendjup
Sydvastkajen
-7.7
Olje Kajen
BP
INRE FJARDEN
Mooring Buoy
Sodra Kajen
-7.7
-4.9
-9.3
-10.9
BARSAGRUND
-4.9
0 100 200 300 400 500m
SCALE
DEPTHS IN METRES


40 m.
150 m.
200 m.
25 m.
Depth −9.4 m.
Depth −10.9 m.
Ro-Ro ramp
Planned extension
Warehouse
Warehouse
N
0
100
200
300m

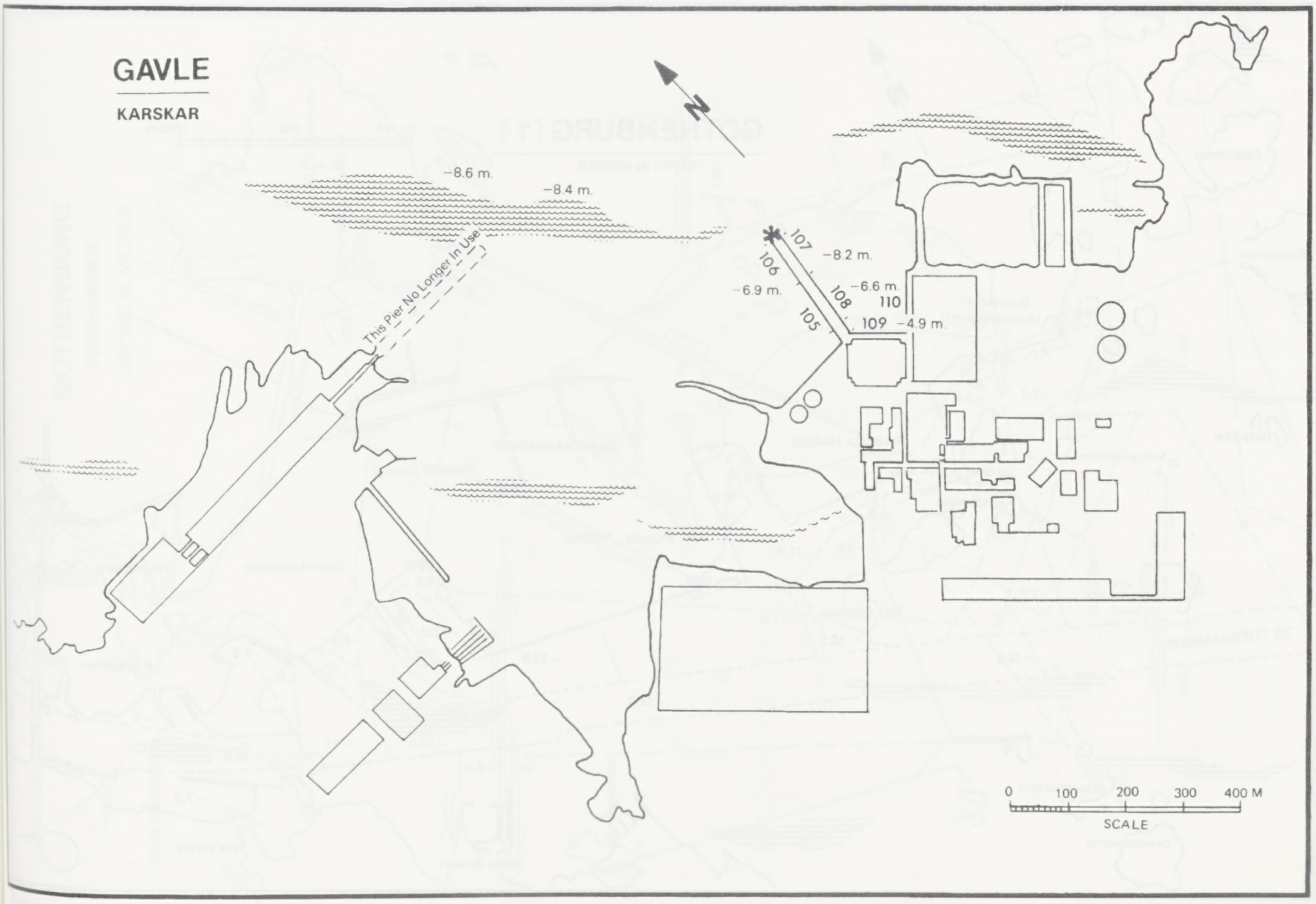
GAVLE

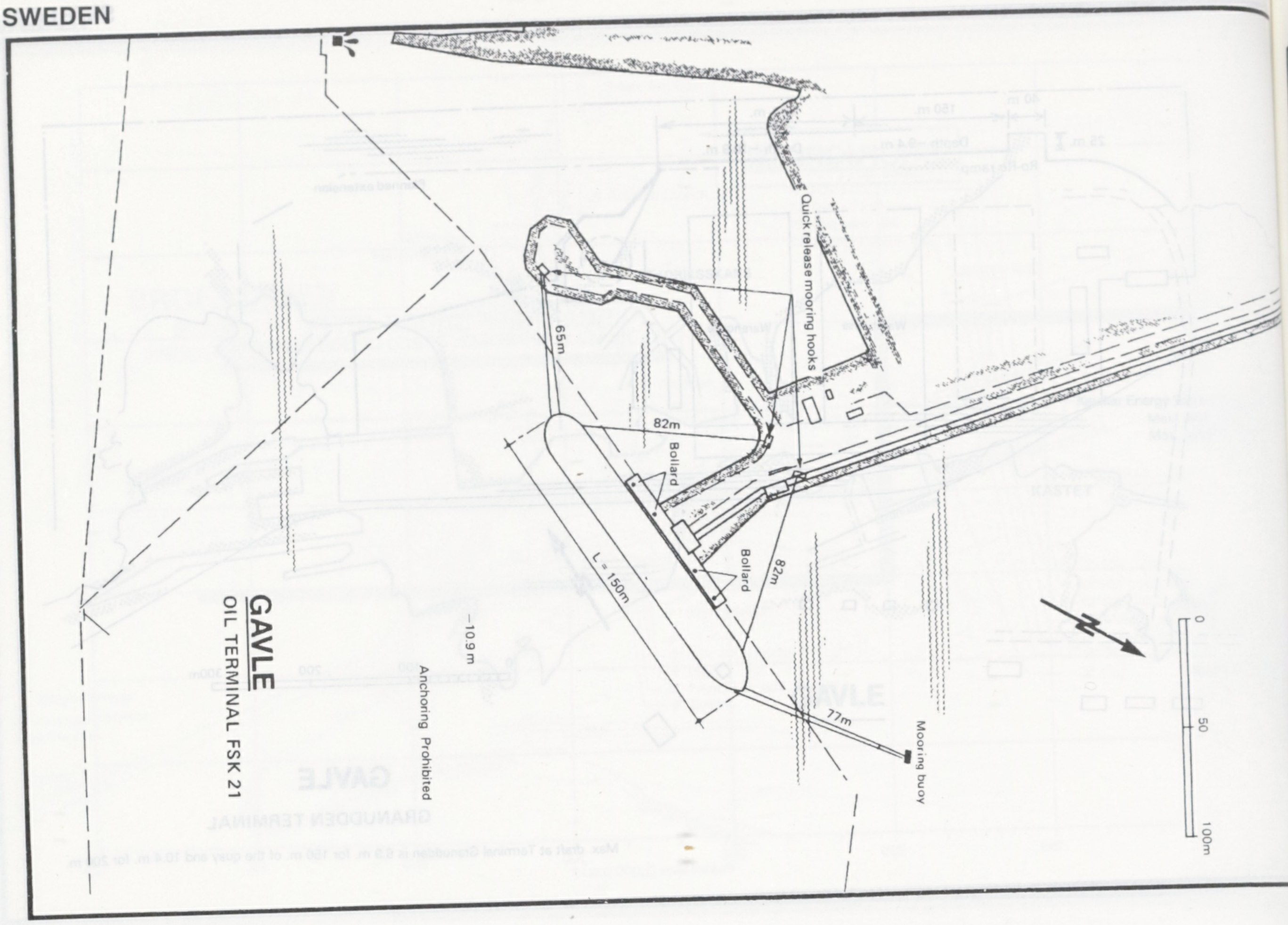
GRANUDDEN TERMINAL

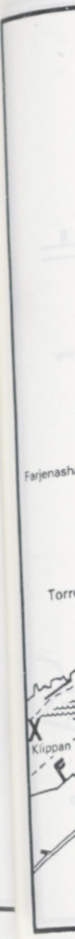
Max. draft at Terminal Granudden is 8.9 m. for 150 m. of the quay and 10.4 m. for 200 m.

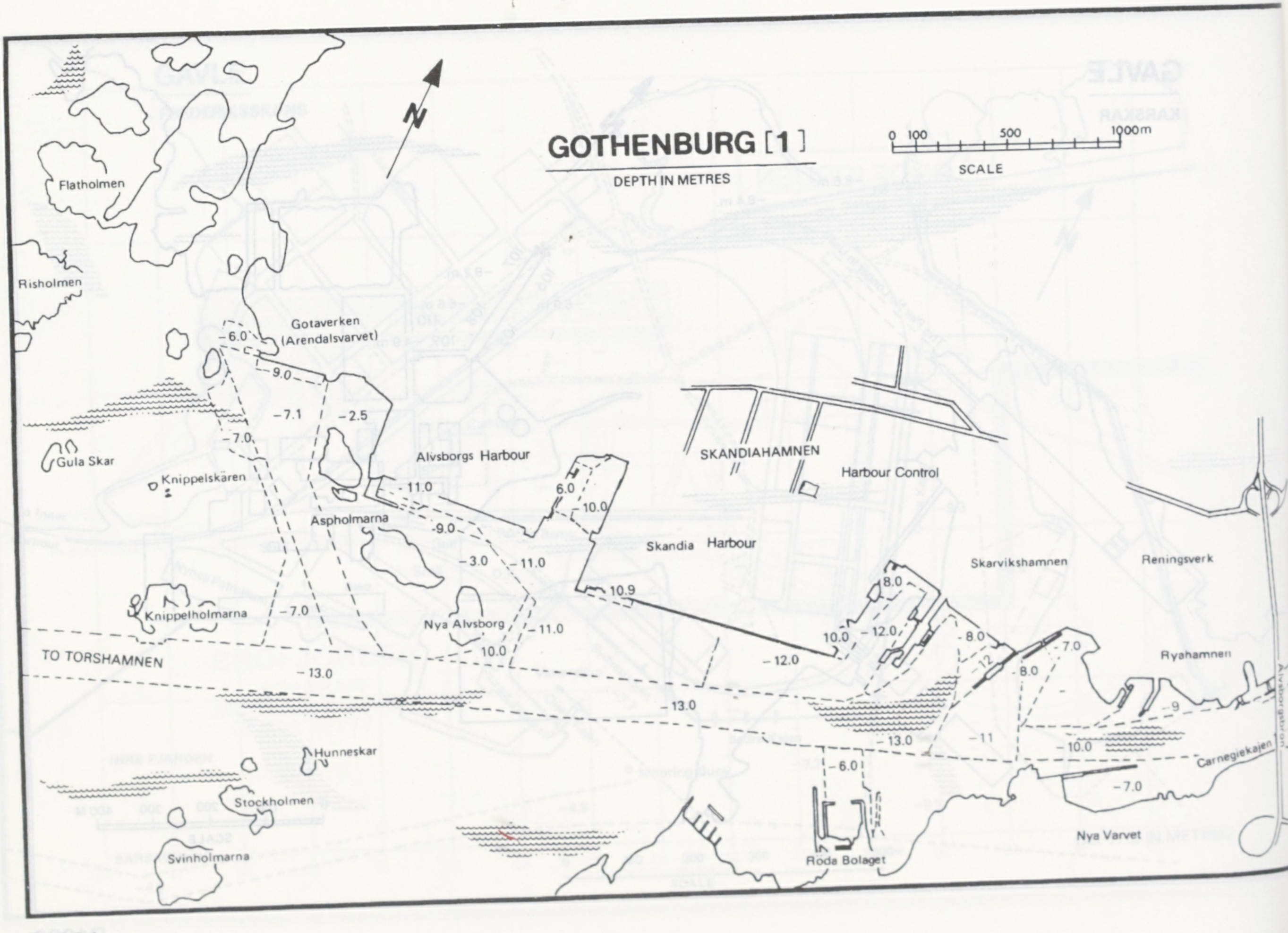
GAVLE

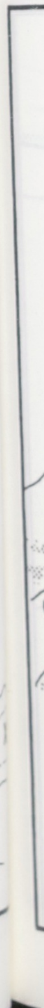
KARSKAR

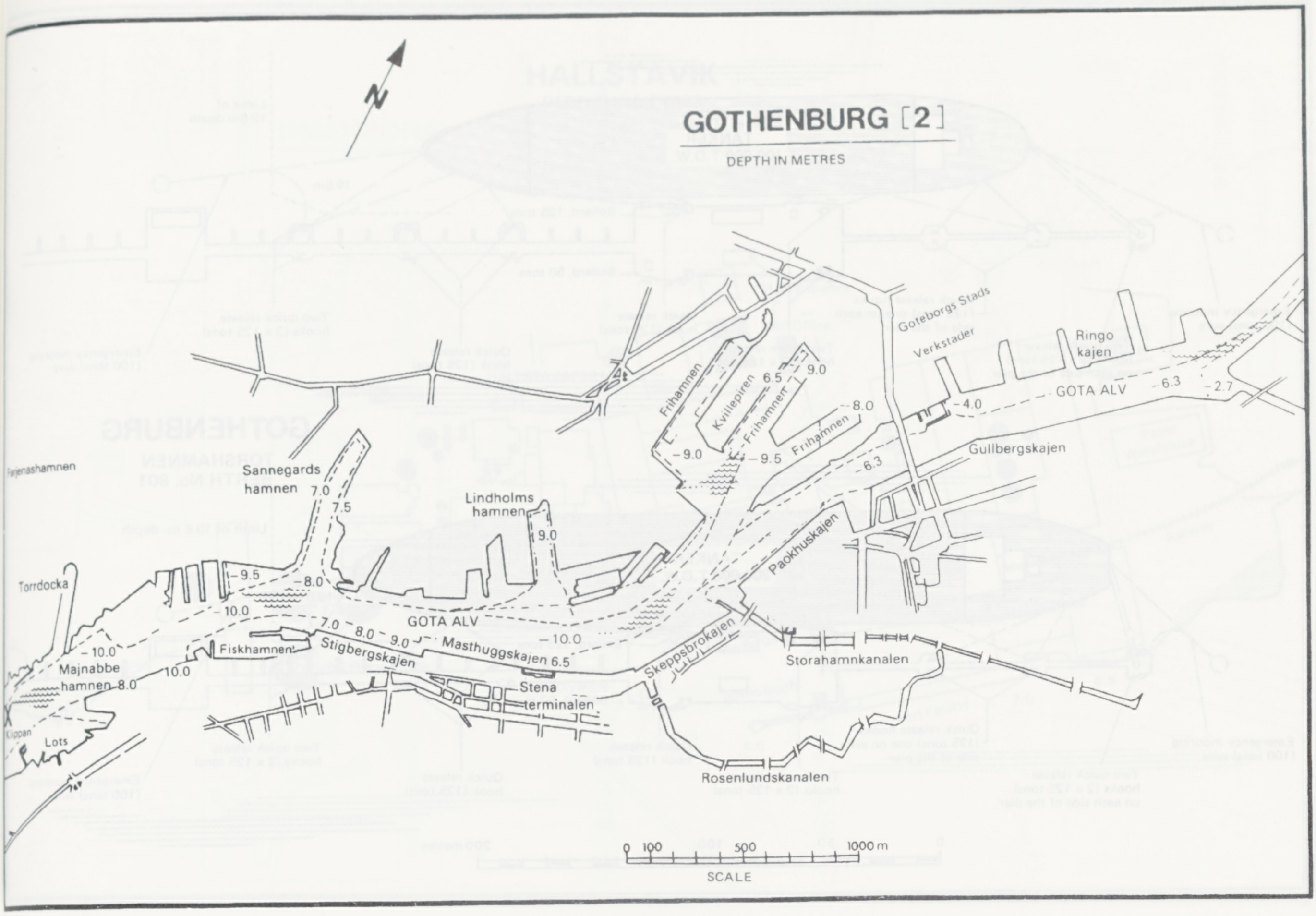

N
−8.6 m.
−8.4 m.
This Pier No Longer In Use
107
106
−8.2 m.
−6.9 m.
108
−6.6 m.
110
105
109
−4.9 m.
0
100
200
300
400 M
SCALE


GAVLE
OIL TERMINAL FSK 21
Anchoring Prohibited
-10.9 m
Quick release mooring hooks
65m
82m
Bollard
Bollard
82m
L = 150m
77m
Mooring buoy
N
0
50
100m


Farjenasha
Torr
Klippan


GOTHENBURG [1]
DEPTH IN METRES
0 100 500 1000m
SCALE
N
Flatholmen
Risholmen
Gotaverken
(Arendalsvarvet)
6.0
9.0
-7.1
-2.5
-7.0
Gula Skar
Knippelskären
Alvsborgs Harbour
- 11.0
6.0
10.0
Aspholmarna
-9.0
-3.0
- 11.0
SKANDIAHAMNEN
Harbour Control
Skandia Harbour
10.9
Knippelholmarna
-7.0
Nya Alvsborg
-11.0
10.0
TO TORSHAMNEN
- 13.0
- 12.0
- 13.0
8.0
10.0
- 12.0
- 8.0
- 12
8.0
7.0
Skarvikshamnen
Reningsverk
Ryahamnen
-9
- 13.0
-11
- 10.0
6.0
Carnegiekajen
-7.0
Hunneskar
Stockholmen
Svinholmarna
Roda Bolaget
Nya Varvet
Alvsborgsbron

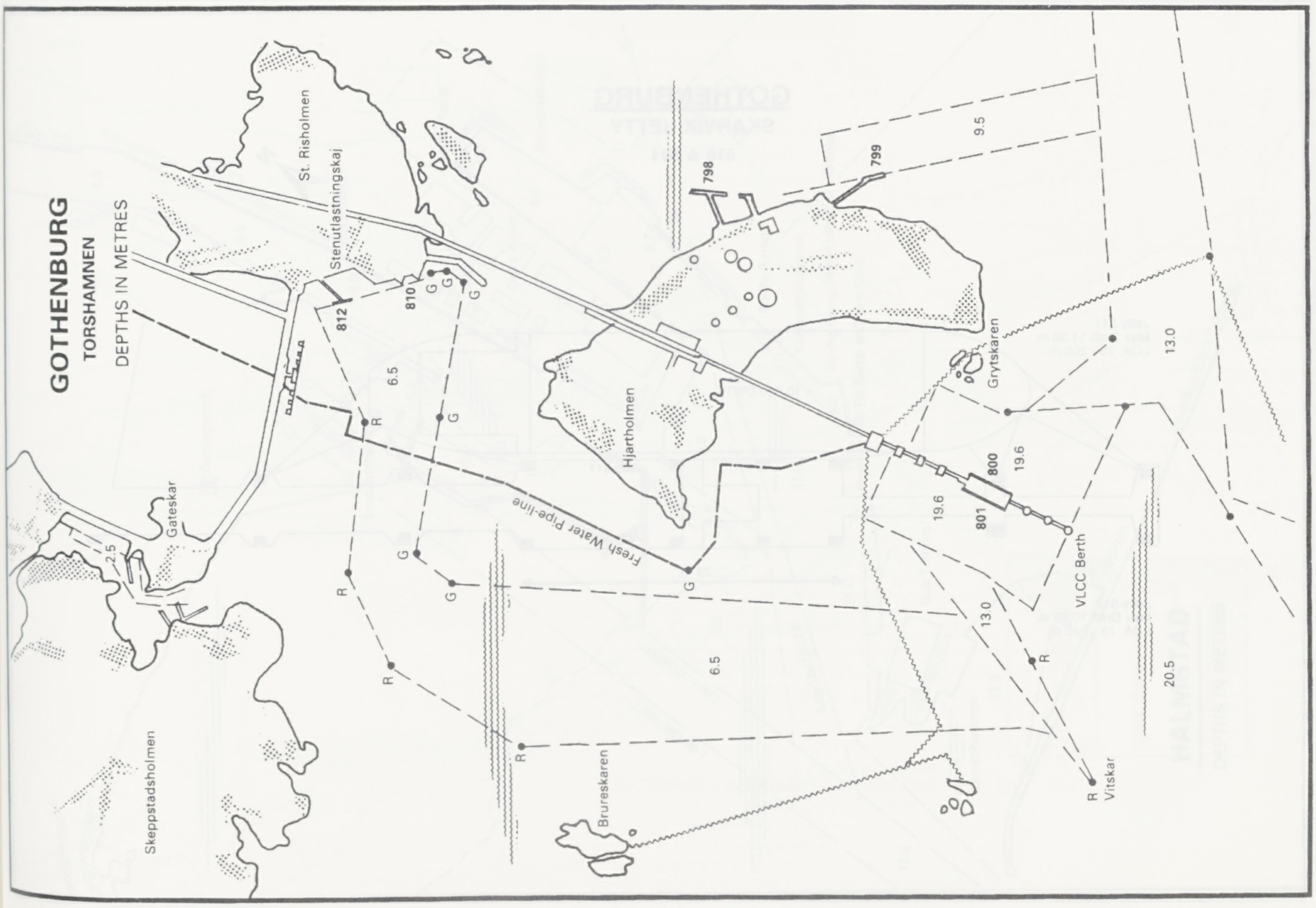




GOTHENBURG [2]

DEPTH IN METRES

N
Goteborgs Stads Verkstader
Ringo kajen
GOTA ALV
6.3
2.7
4.0
Gullbergskajen
Frihamnen
Kvillepiren
Frihamnen
Frihamnen
6.5
9.0
8.0
9.0
9.5
6.3
Paokhuskajen
Färjenashamnen
Sannegards hamnen
7.0
7.5
Lindholms hamnen
9.0
Torrdocka
9.5
8.0
10.0
GOTA ALV
10.0
10.0
Majnabbe hamnen
8.0
10.0
Fiskhamnen
7.0
8.0
9.0
Stigbergskajen
Masthuggskajen
6.5
Stena terminalen
Skeppsbrokajen
Storahamnkanalen
Rosenlundskanalen
Klippan
Lots
0
100
500
1000 m
SCALE



GOTHENBURG

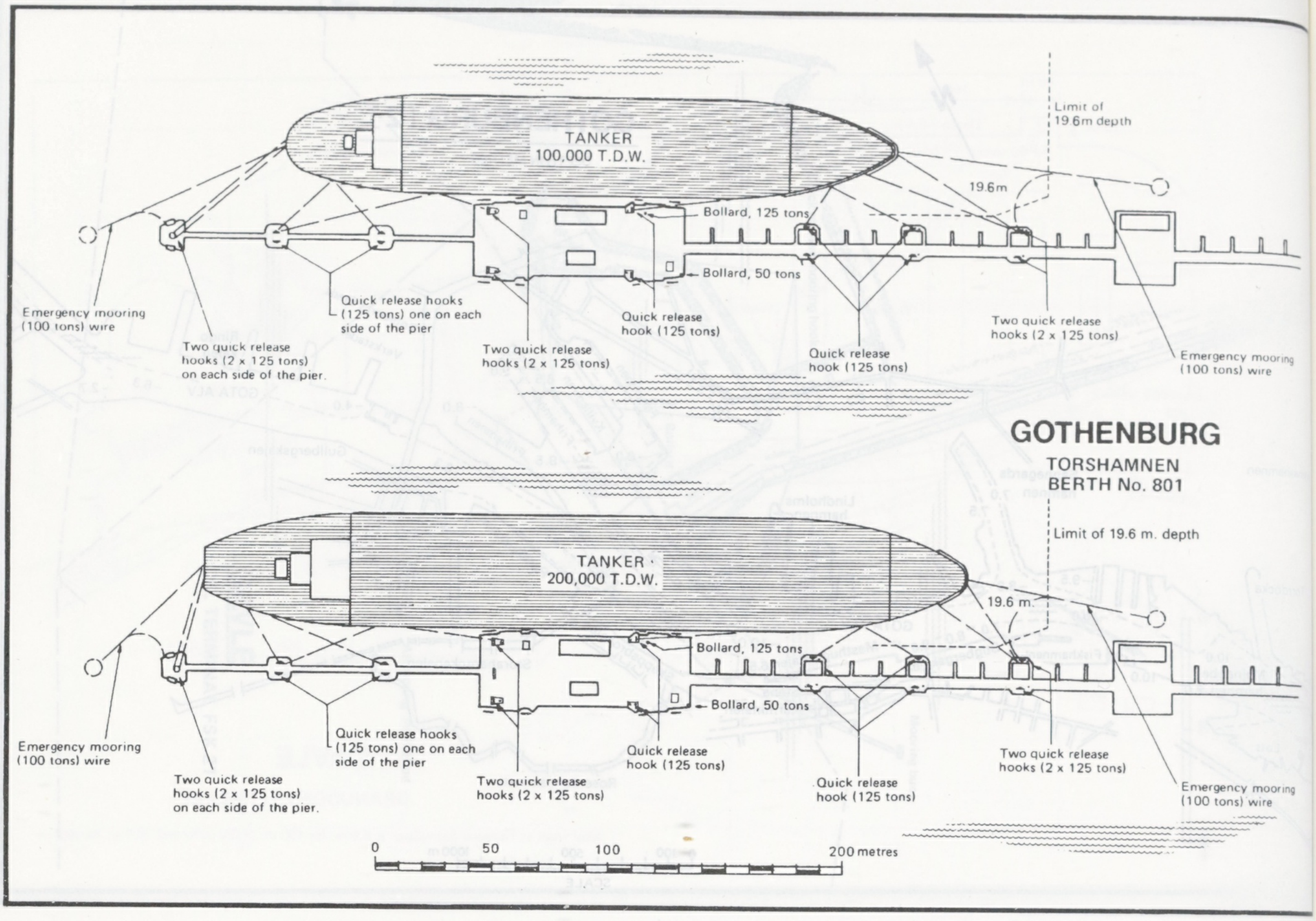
TORSHAMNEN

DEPTHS IN METRES

St. Risholmen
Stenutlastningskaj
812
810
G
G
G
6.5
R
G
Gateskar
2.5
Fresh Water Pipe-line
Hjartholmen
798
799
9.5
Grytskaren
13.0
19.6
19.6
800
801
VLCC Berth
13.0
R
R
G
G
R
R
6.5
20.5
Brureskaren
R
Vitskar
Skeppstadsholmen

GOTHENBURG

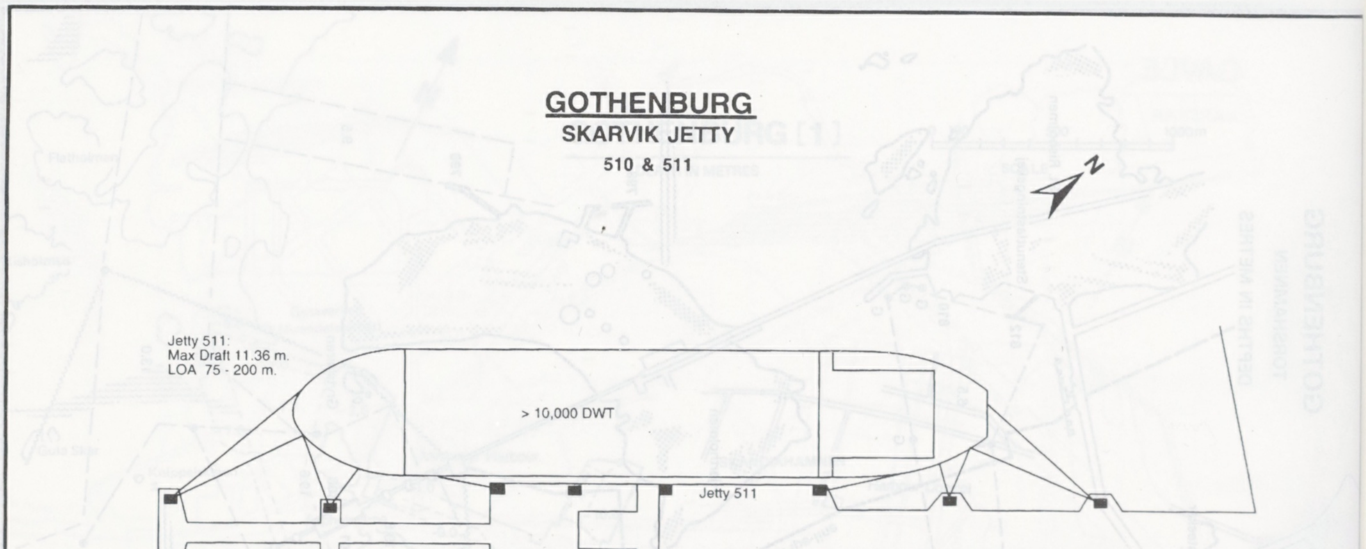
TORSHAMNEN
BERTH No. 801


TANKER
100,000 T.D.W.
Limit of
19.6m depth
19.6m
Bollard, 125 tons
Bollard, 50 tons
Emergency mooring
(100 tons) wire
Two quick release
hooks (2 x 125 tons)
on each side of the pier.
Quick release hooks
(125 tons) one on each
side of the pier
Two quick release
hooks (2 x 125 tons)
Quick release
hook (125 tons)
Quick release
hook (125 tons)
Two quick release
hooks (2 x 125 tons)
Emergency mooring
(100 tons) wire
TANKER
200,000 T.D.W.
Limit of 19.6 m. depth
19.6 m.
Bollard, 125 tons
Bollard, 50 tons
Emergency mooring
(100 tons) wire
Two quick release
hooks (2 x 125 tons)
on each side of the pier.
Quick release hooks
(125 tons) one on each
side of the pier
Two quick release
hooks (2 x 125 tons)
Quick release
hook (125 tons)
Quick release
hook (125 tons)
Two quick release
hooks (2 x 125 tons)
Emergency mooring
(100 tons) wire
0
50
100
200 metres

GOTHENBURG

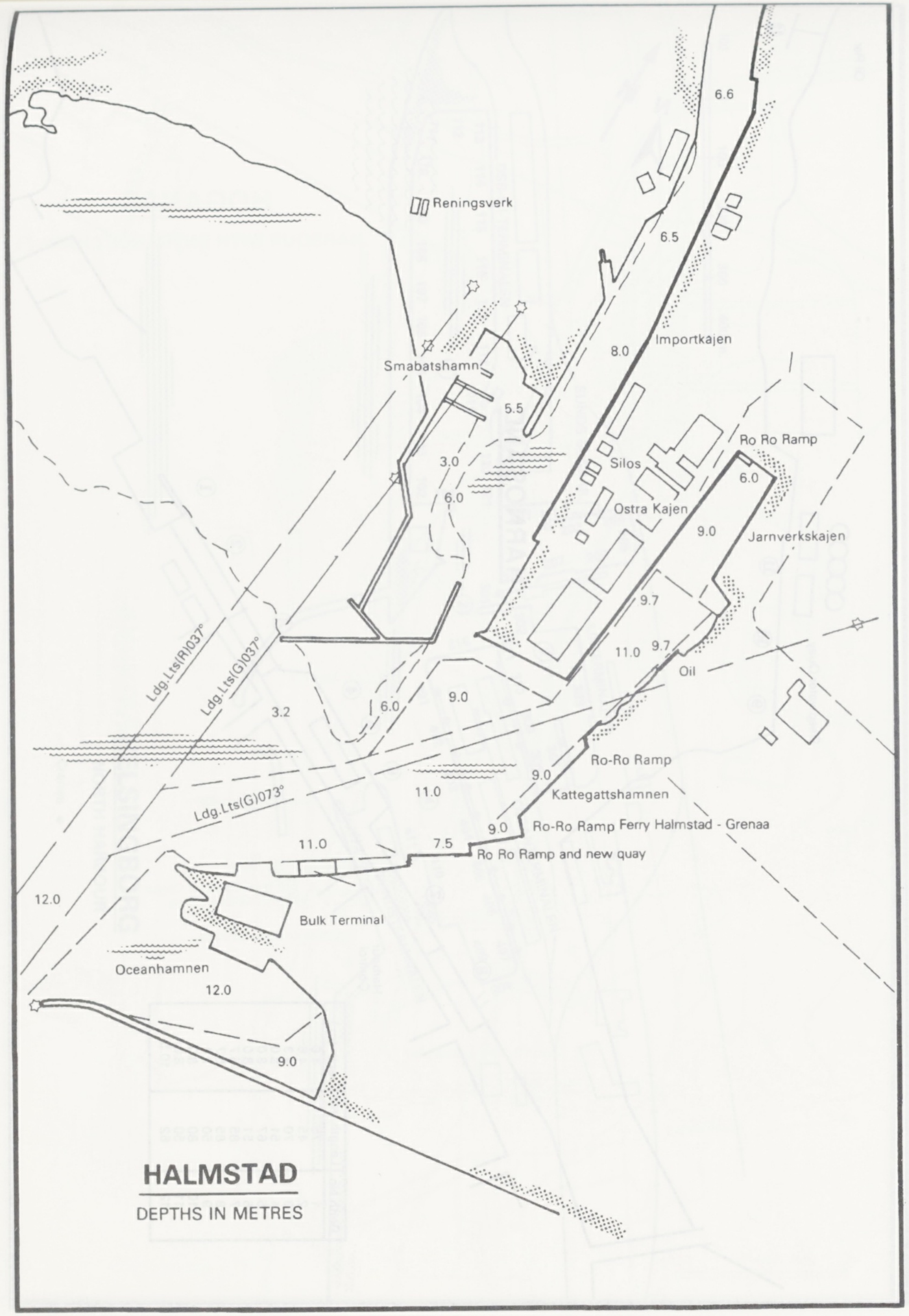
SKARVIK JETTY

510 & 511


N
> 10,000 DWT
Jetty 511
Jetty 510
79 m.

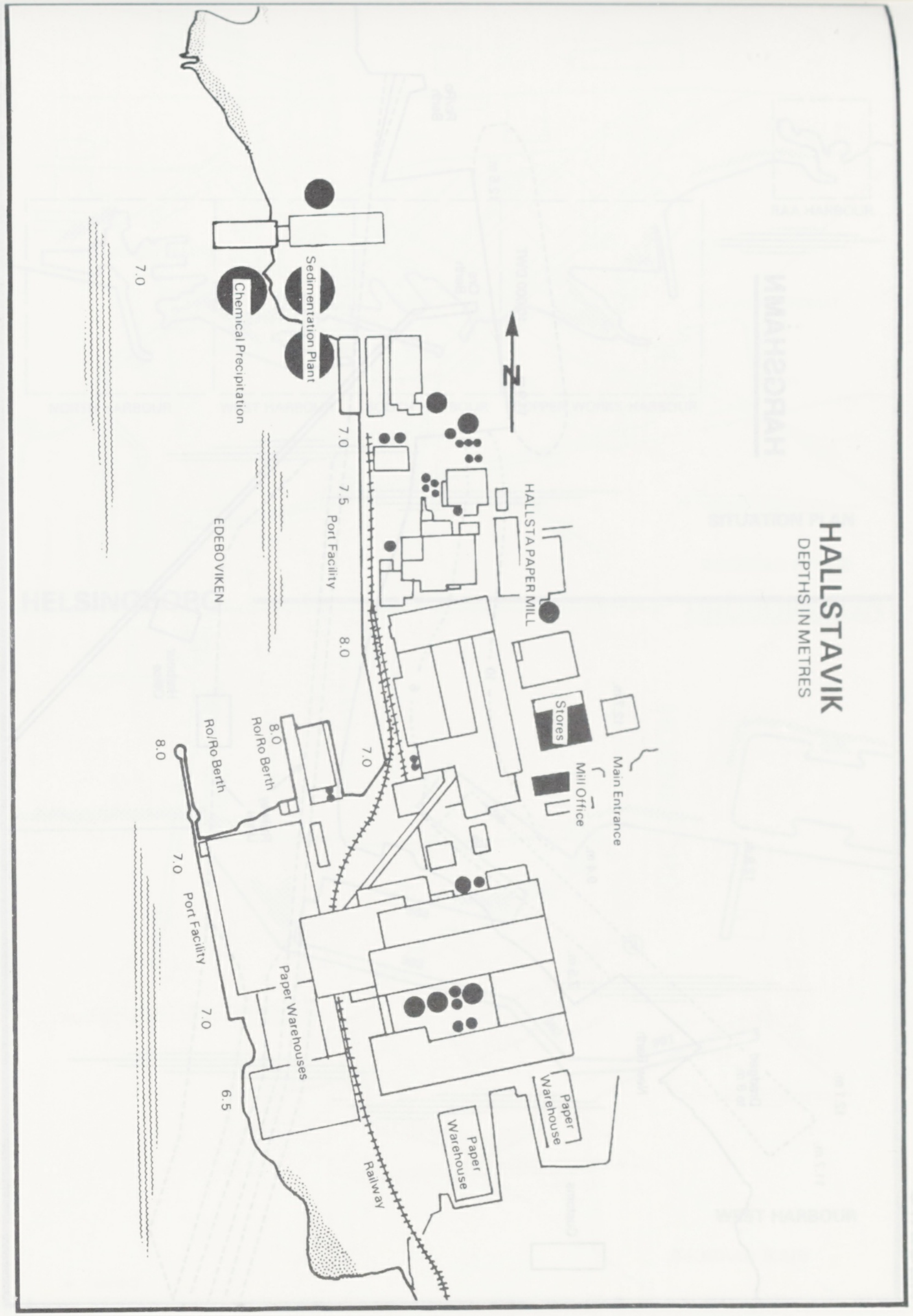
Jetty 511:
Max Draft 11.36 m.
LOA 75 - 200 m.

Jetty 510:
Max Draft 10.28 m.
LOA 75 - 240 m.


Reningsverk
6.6
6.5
Importkajen
8.0
Smabatshamn
5.5
3.0
6.0
Silos
Ro Ro Ramp
6.0
Ostra Kajen
9.0
Jarnverkskajen
9.7
11.0
9.7
Oil
Ldg.Lts(R)037°
Ldg.Lts(G)037°
3.2
6.0
9.0
Ro-Ro Ramp
9.0
Kattegattshamnen
11.0
Ldg.Lts(G)073°
9.0
Ro-Ro Ramp Ferry Halmstad - Grenaa
11.0
7.5
Ro Ro Ramp and new quay
12.0
Bulk Terminal
Oceanhamnen
12.0
9.0

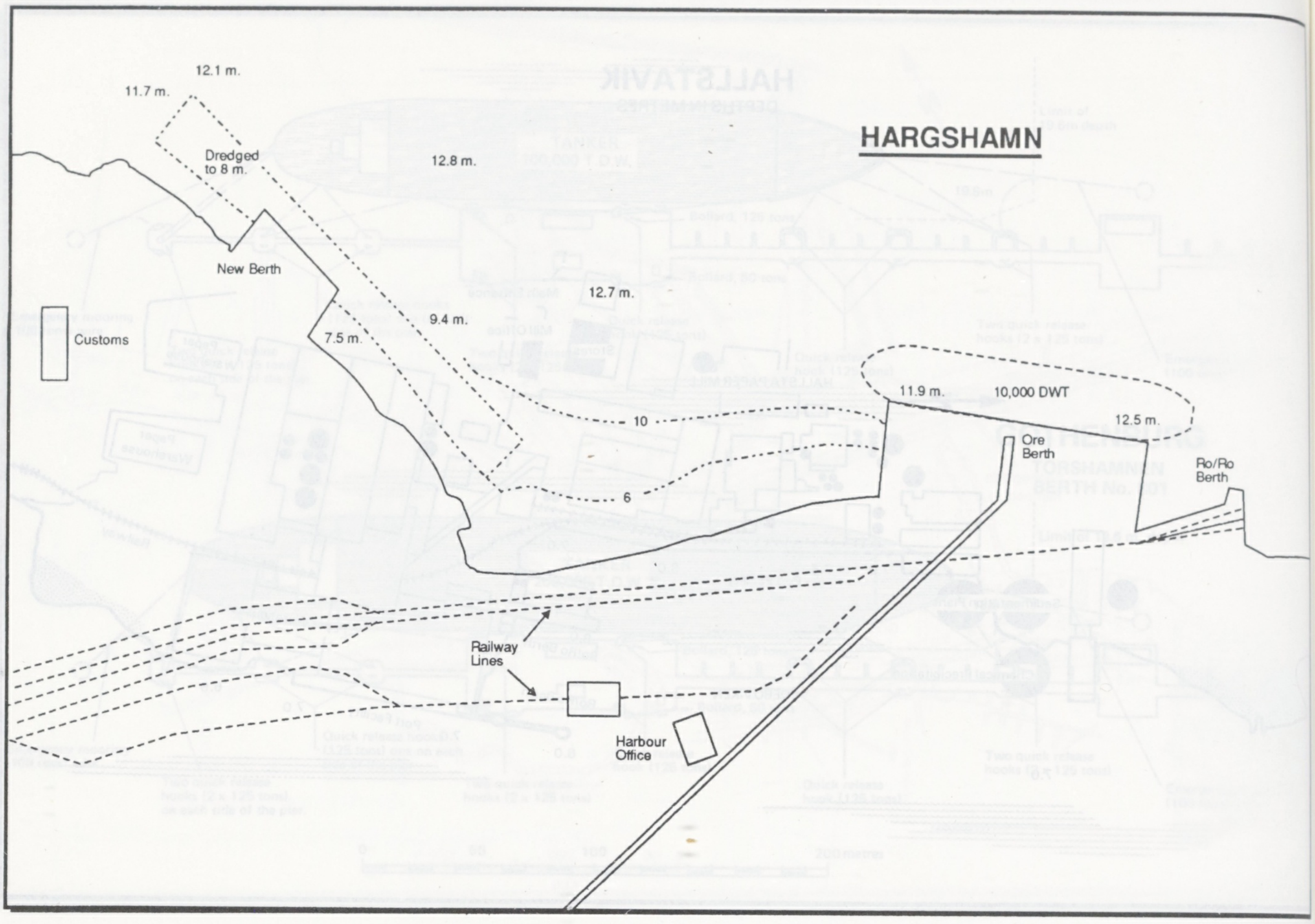
HALMSTAD

DEPTHS IN METRES


7.0
Chemical Precipitation
Sedimentation Plant
N
7.0
7.5
Port Facility
HALLSTA PAPER MILL
EDEBOVIKEN
8.0
Stores
7.0
Mill Office
Main Entrance
8.0
Ro/Ro Berth
Ro/Ro Berth
8.0
7.0
Port Facility
7.0
Paper Warehouses
6.5
Paper Warehouse
Paper Warehouse
Railway

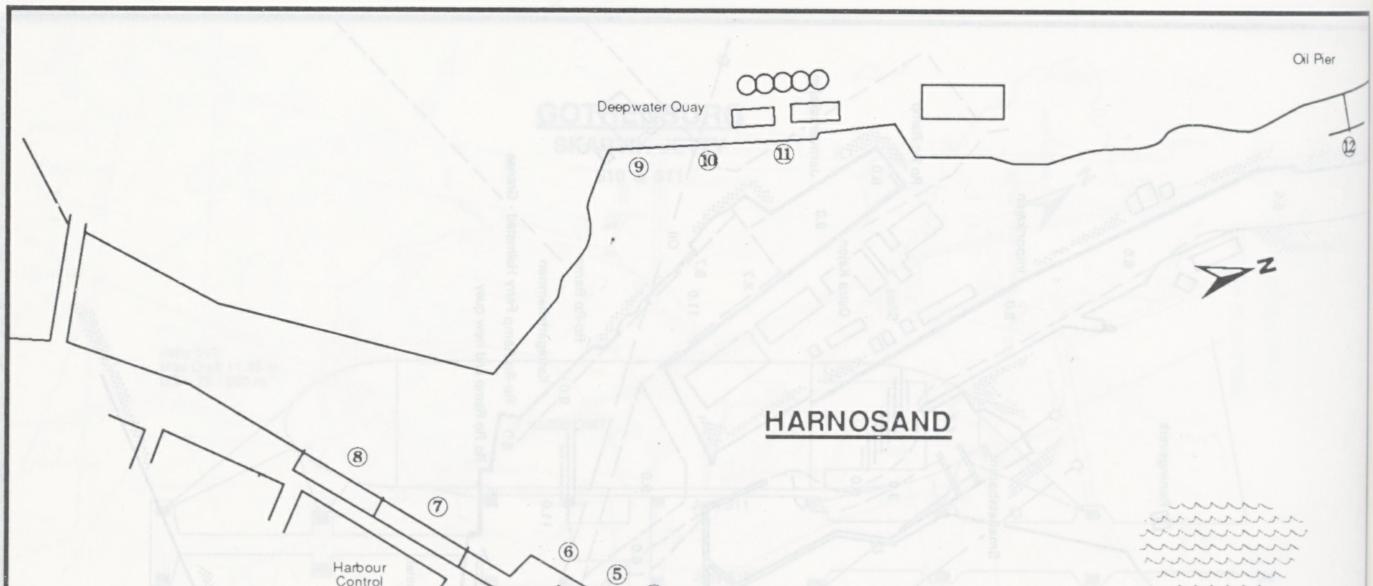
HALLSTAVIK

DEPTHS IN METRES



HARGSHAMN

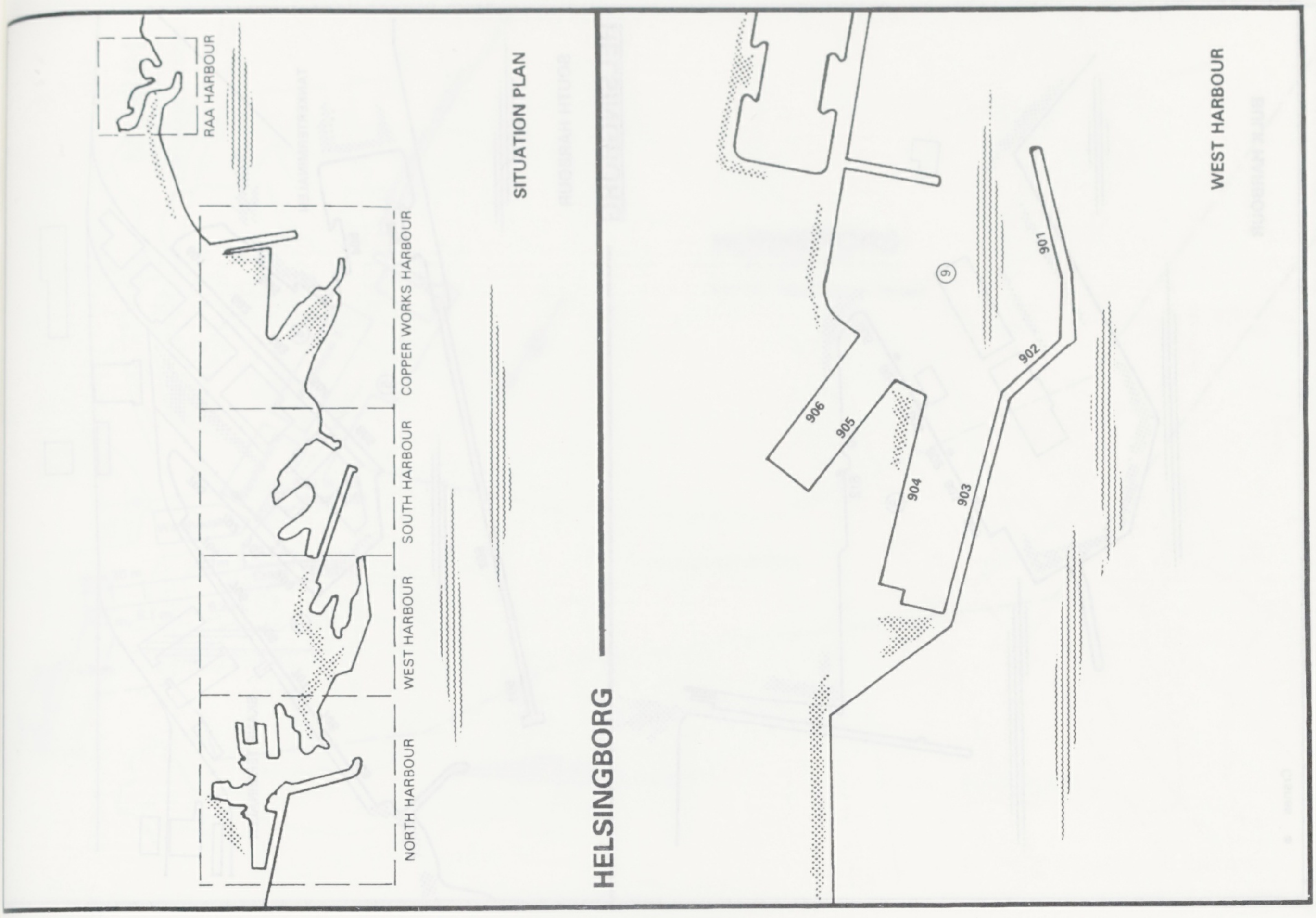
12.1 m.
11.7 m.
Dredged to 8 m.
12.8 m.
New Berth
Customs
12.7 m.
9.4 m.
7.5 m.
10
6
11.9 m.
10,000 DWT
12.5 m.
Ore Berth
Ro/Ro Berth
Railway Lines
Harbour Office

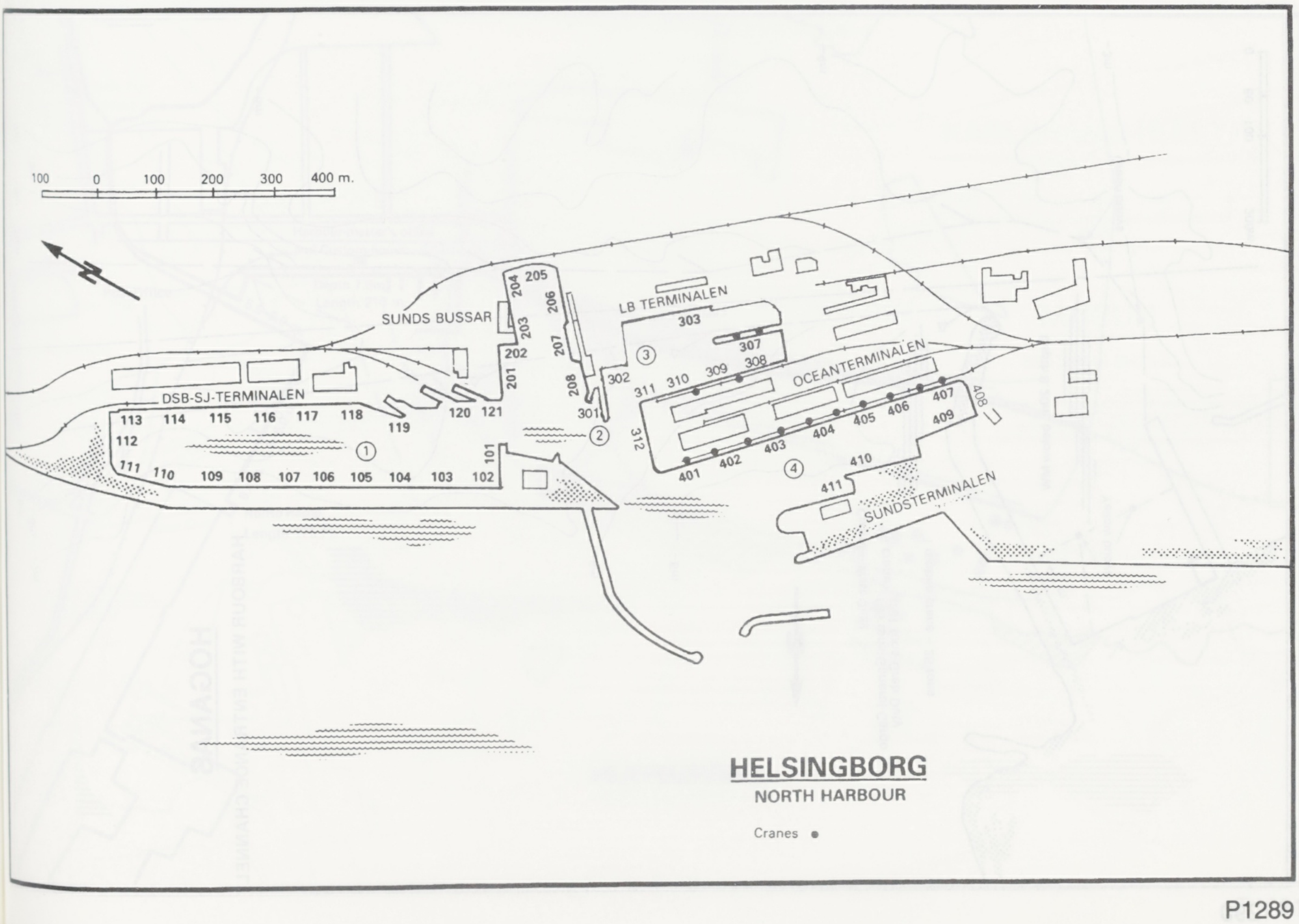


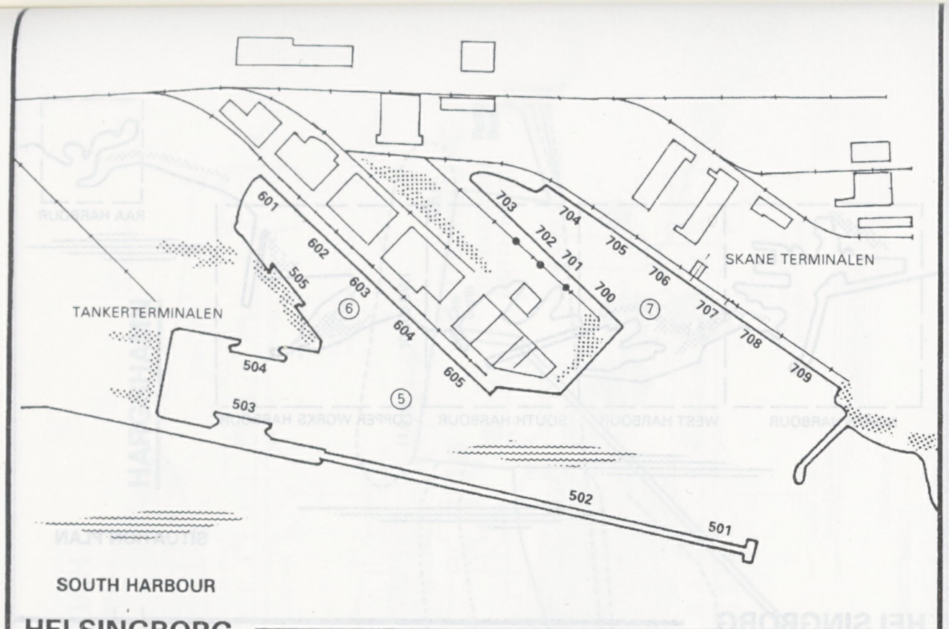
HARNOSAND

Oil Pier
Deepwater Quay
⑨
⑩
⑪
⑫
⑧
⑦
⑥
⑤
④
③
②
①
Harbour Control
N

Berth No.	Length (m.)	Depth (m.)
1	75	4.6
2	45	4.6
3	70	4.3
4	51	8.0
5	67	8.0
6	51	8.0
7	85	5.7
8	85	5.7
9	50	7.4
10	80	8.0
11	50	8.0
12	62	10.5

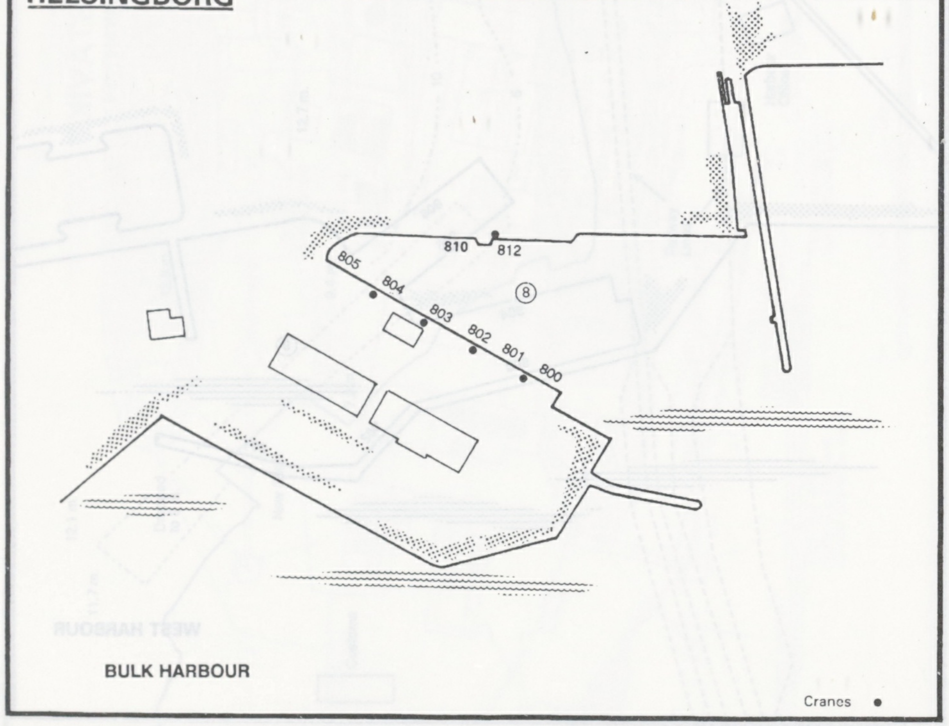

RAA HARBOUR
COPPER WORKS HARBOUR
SOUTH HARBOUR
WEST HARBOUR
NORTH HARBOUR
SITUATION PLAN
HELSINGBORG
WEST HARBOUR
901
902
903
904
905
906
⑨


100 0 100 200 300 400 m.
N
SUNDS BUSSAR
DSB-SJ-TERMINALEN
113 114 115 116 117 118
112
111 110 109 108 107 106 105 104 103 102
101
119 120 121
①
201 202 203 204 205 206 207 208
②
301 302 303
LB TERMINALEN
③
307 308 309 310 311 312
OCEANTERMINALEN
401 402 403 404 405 406 407 408 409 410 411
④
SUNDSTERMINALEN
HELSINGBORG
NORTH HARBOUR
Cranes ●


601
602
603
604
605
505
504
503
502
501
703
702
701
700
704
705
706
707
708
709
⑥
⑤
⑦
TANKERTERMINALEN
SKANE TERMINALEN

SOUTH HARBOUR

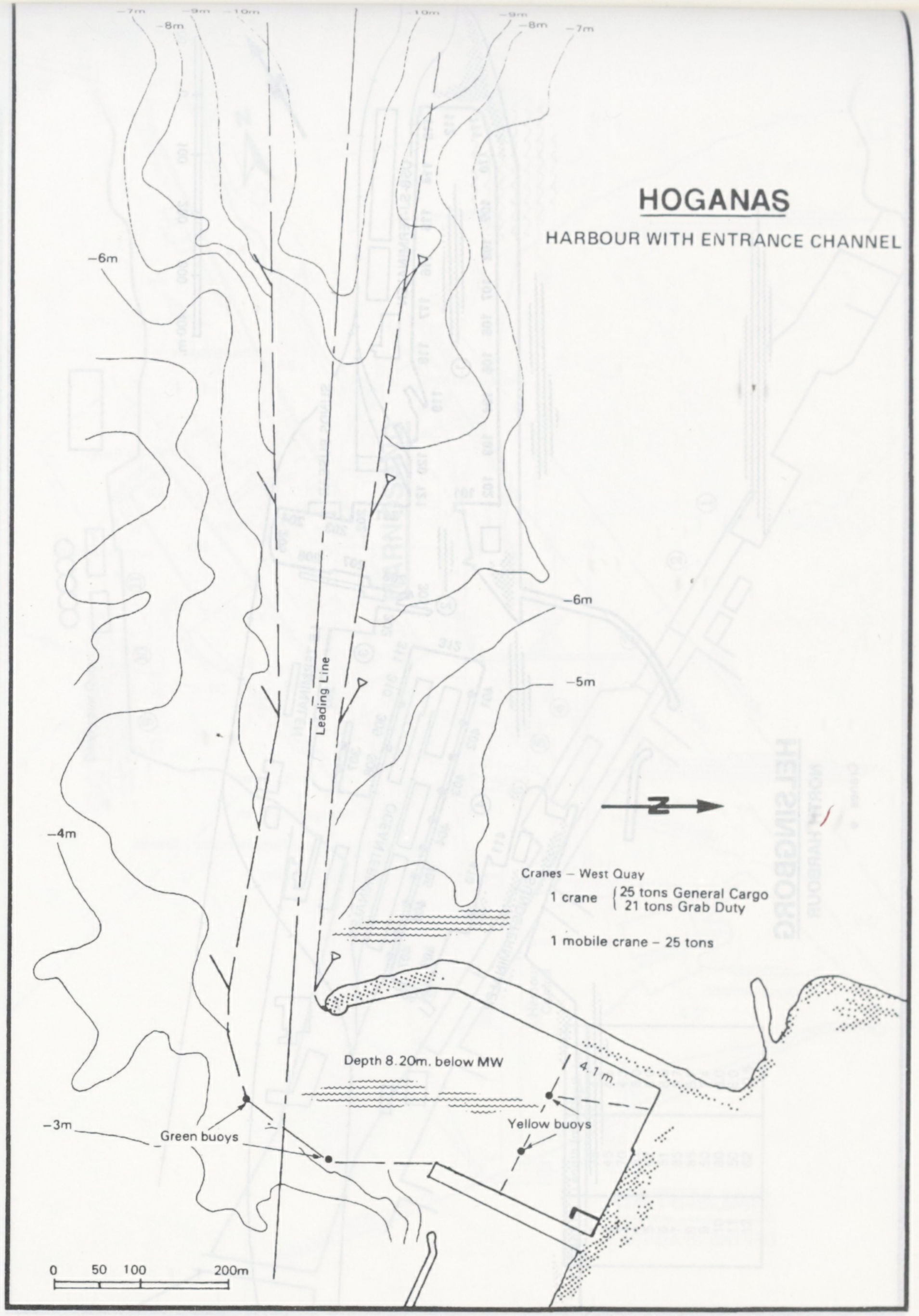
HELSINGBORG


810
812
805
804
803
802
801
800
⑧
Cranes ●

BULK HARBOUR

HOGANAS

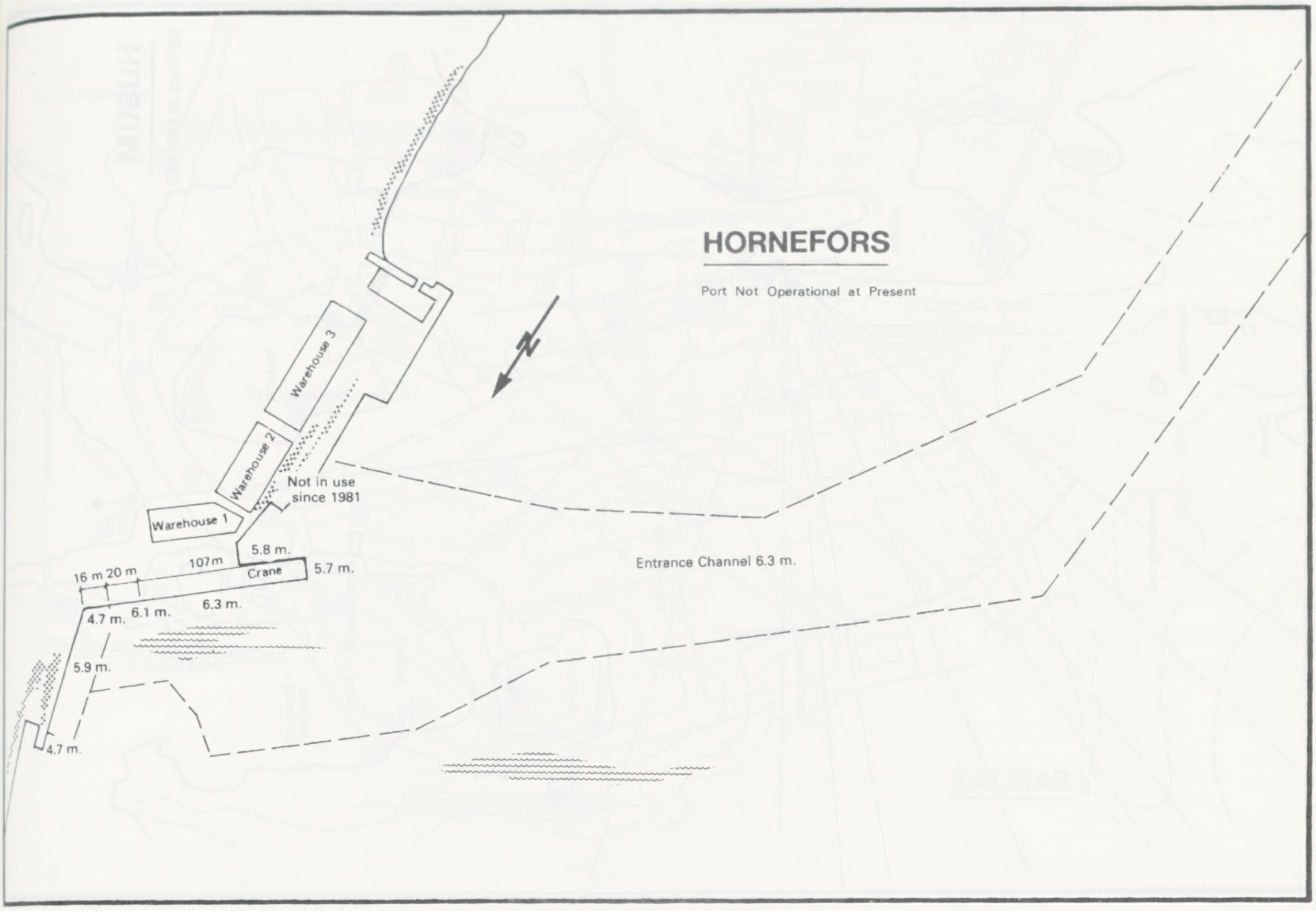
HARBOUR WITH ENTRANCE CHANNEL

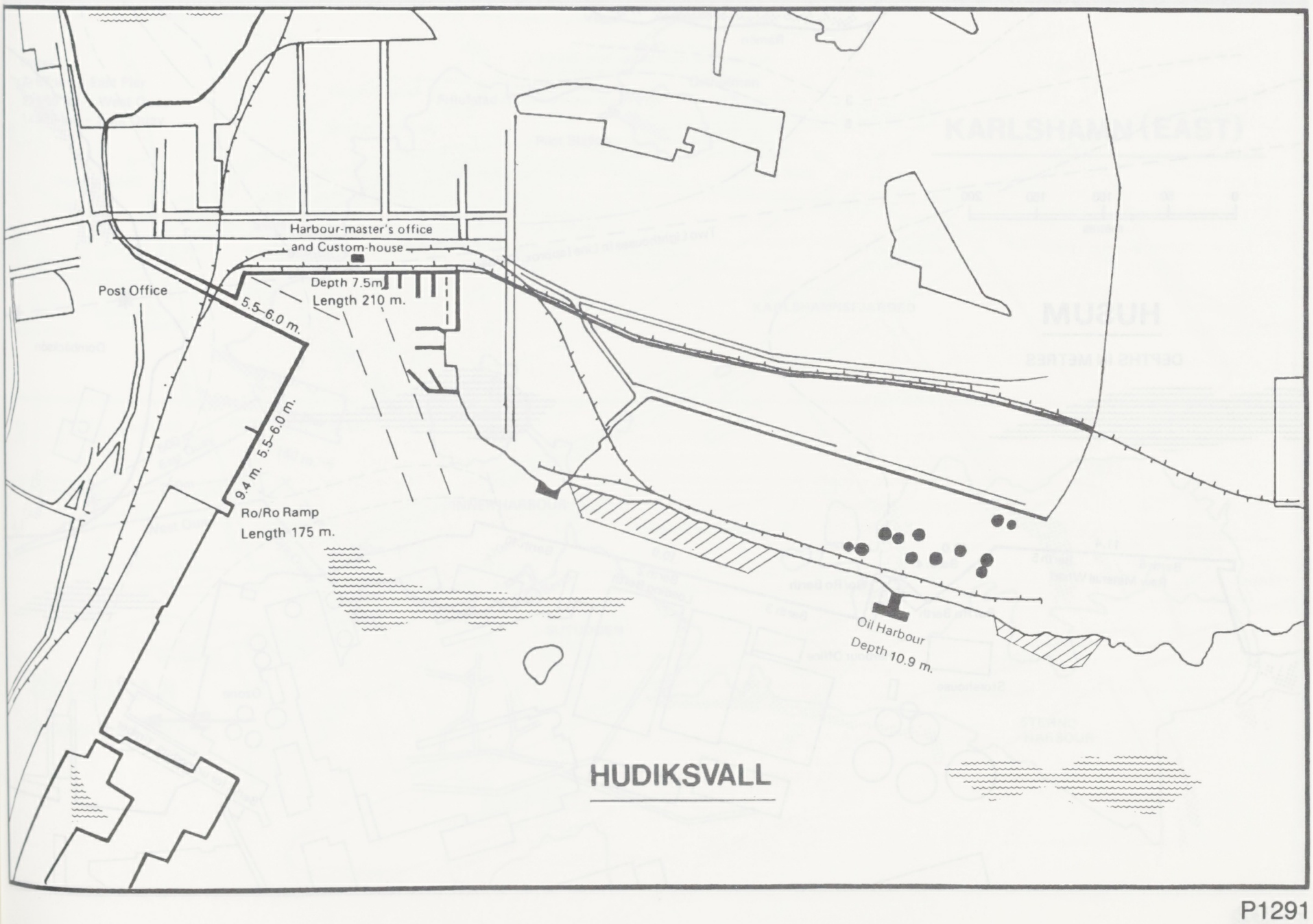

–7m
–8m
–9m
–10m
–10m
–9m
–8m
–7m
–6m
–6m
–5m
–4m
–3m
Leading Line
N
Depth 8.20m. below MW
4.1 m.
Green buoys
Yellow buoys
0
50
100
200m

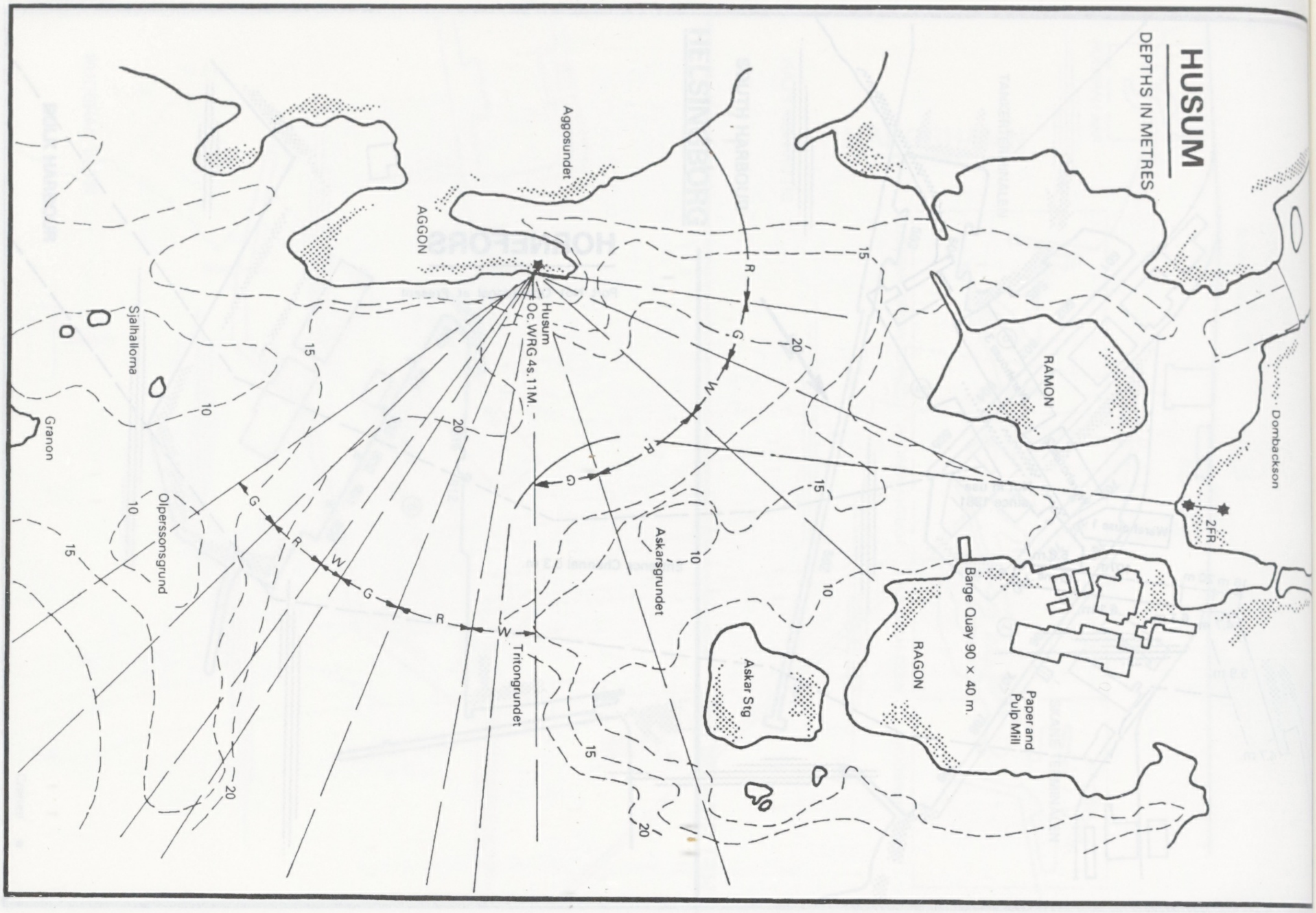
Cranes – West Quay

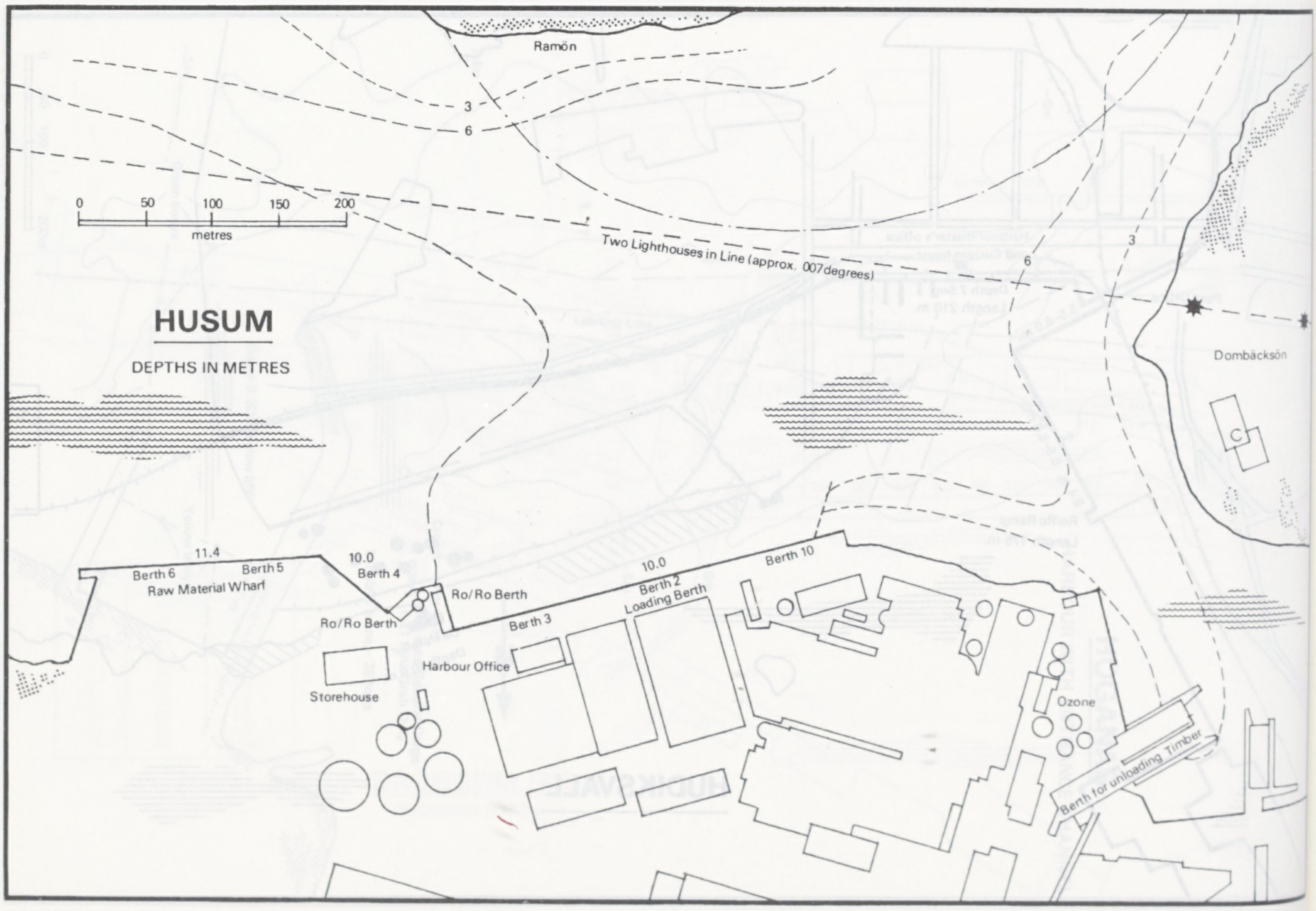
1 crane { 25 tons General Cargo
21 tons Grab Duty

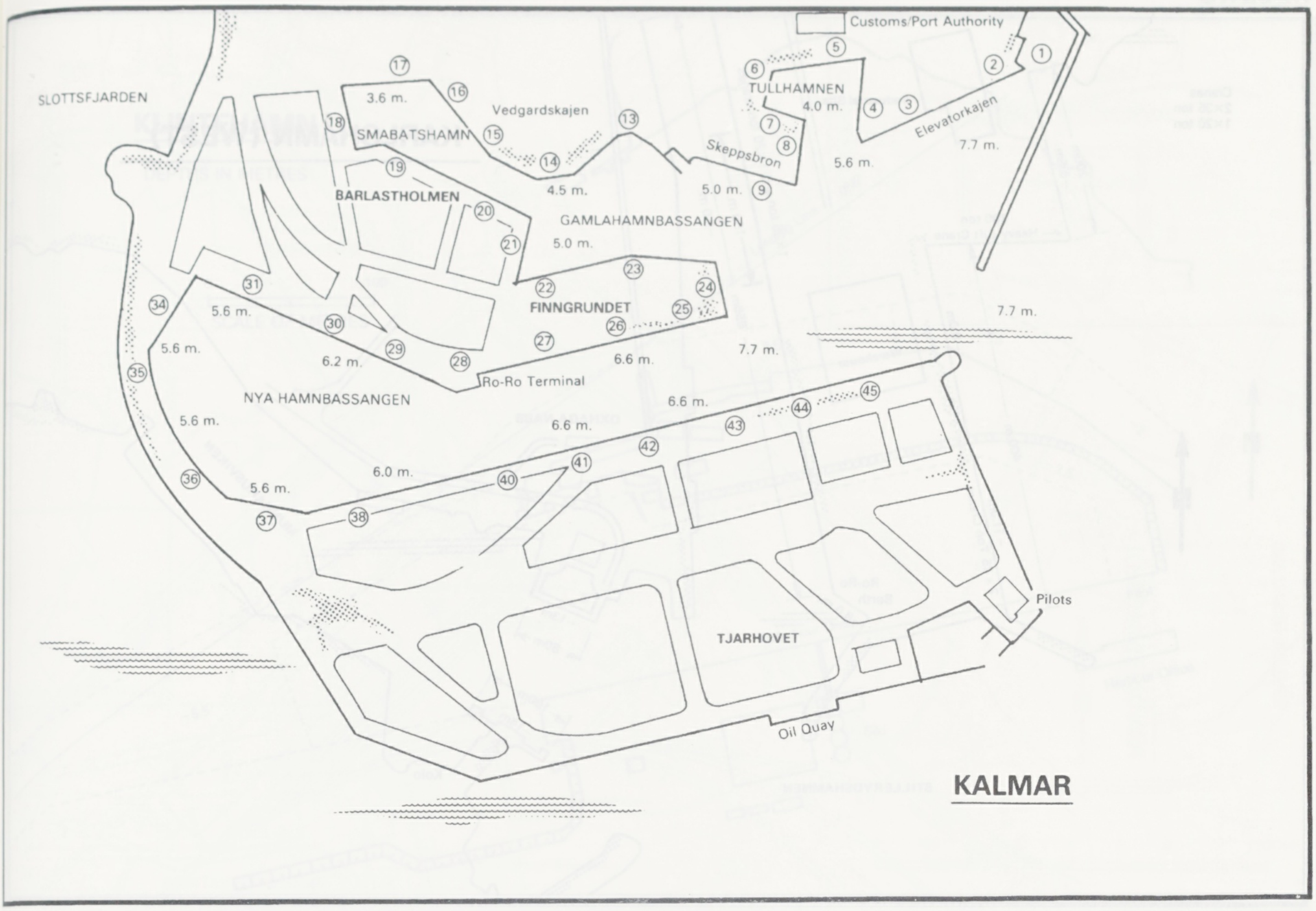
1 mobile crane – 25 tons


HORNEFORS
Port Not Operational at Present
Warehouse 3
Warehouse 2
Warehouse 1
Not in use since 1981
5.8 m.
Crane
5.7 m.
107m
16 m
20 m
4.7 m.
6.1 m.
6.3 m.
5.9 m.
4.7 m.
Entrance Channel 6.3 m.


Harbour-master's office and Custom-house
Post Office
Depth 7.5m
Length 210 m.
5.5–6.0 m.
5.5–6.0 m.
9.4 m.
Ro/Ro Ramp
Length 175 m.
Oil Harbour
Depth 10.9 m.
HUDIKSVALL


HUSUM
DEPTHS IN METRES
Aggosundet
AGGON
Husum
Oc.WRG 4s.11M.
Sjalhallorna
Granon
Olperssonsgrund
Askarsgrundet
Tritongrundet
Askar Stg
RAMON
RAGON
Barge Quay 90 × 40 m.
Paper and Pulp Mill
Dombackson
2FR
G
R
W
G
R
G
R
W
G
R
W
G
W
15
20
10
15
10
20
15
10
10
15
15
20
20


Ramön
3
6
0
50
100
150
200
metres
Two Lighthouses in Line (approx. 007degrees)
6
3
HUSUM
DEPTHS IN METRES
Dombäcksön
11.4
Berth 6
Berth 5
Raw Material Wharf
10.0
Berth 4
Ro/Ro Berth
Ro/Ro Berth
Berth 3
10.0
Berth 2
Loading Berth
Berth 10
Harbour Office
Storehouse
Ozone
Berth for unloading Timber


Customs/Port Authority
SLOTTSFJARDEN
TULLHAMNEN
4.0 m.
Elevatorkajen
7.7 m.
Skeppsbron
5.6 m.
5.0 m.
3.6 m.
Vedgardskajen
SMABATSHAMN
4.5 m.
BARLASTHOLMEN
GAMLAHAMNBASSANGEN
5.0 m.
FINNGRUNDET
7.7 m.
7.7 m.
5.6 m.
5.6 m.
6.2 m.
6.6 m.
Ro-Ro Terminal
NYA HAMNBASSANGEN
6.6 m.
6.6 m.
5.6 m.
6.0 m.
5.6 m.
Pilots
TJARHOVET
Oil Quay
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑬
⑭
⑮
⑯
⑰
⑱
⑲
⑳
㉑
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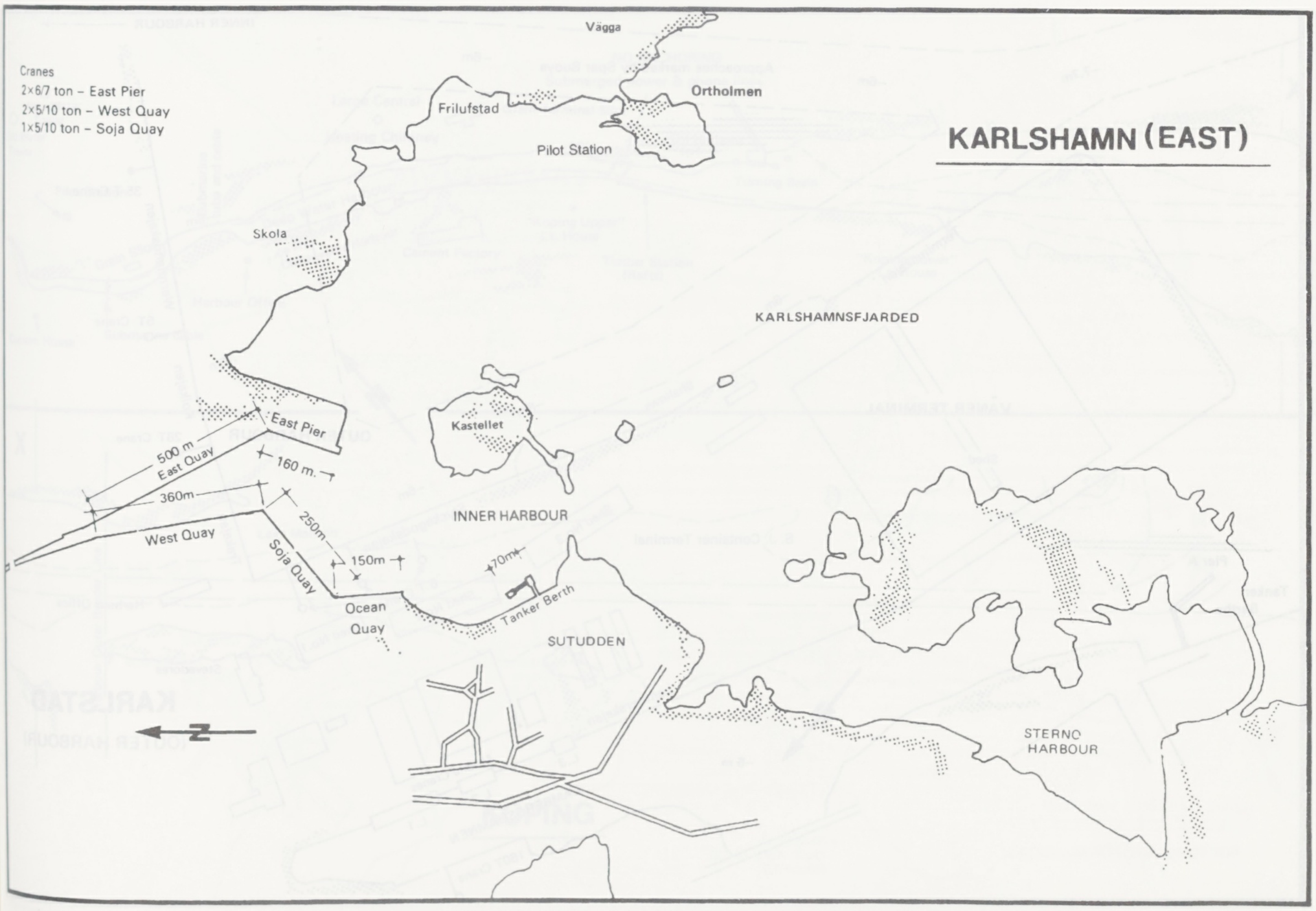
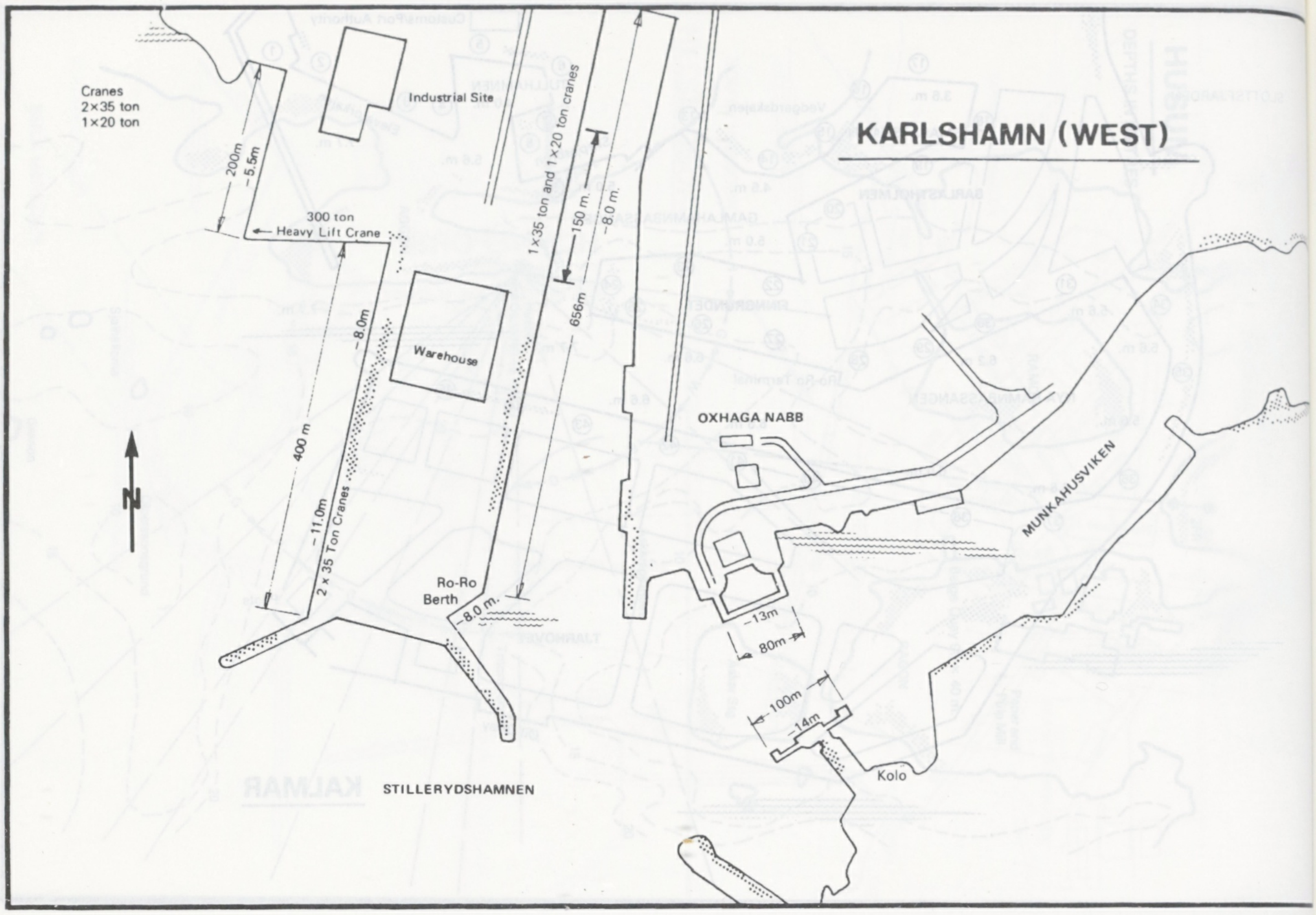
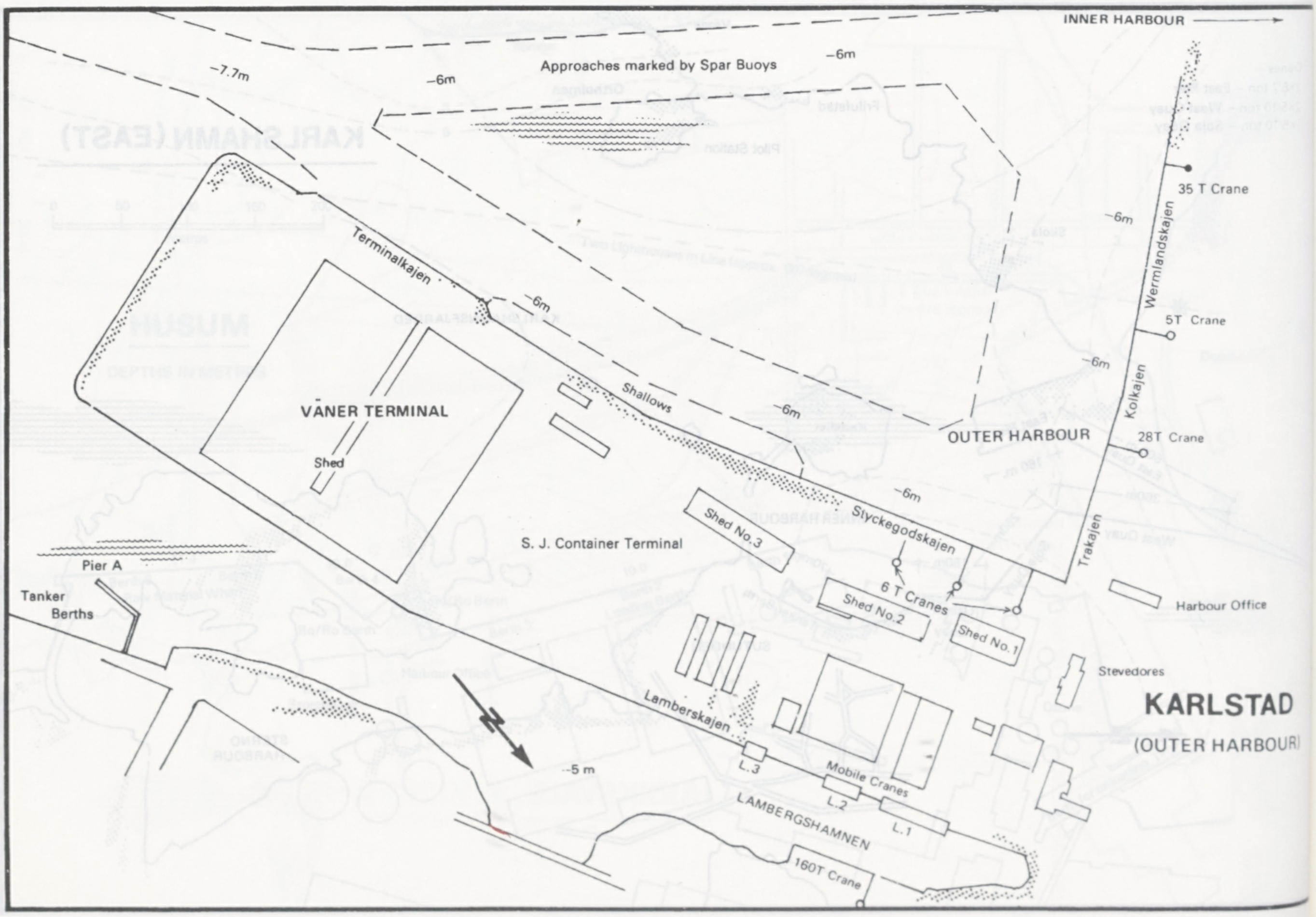
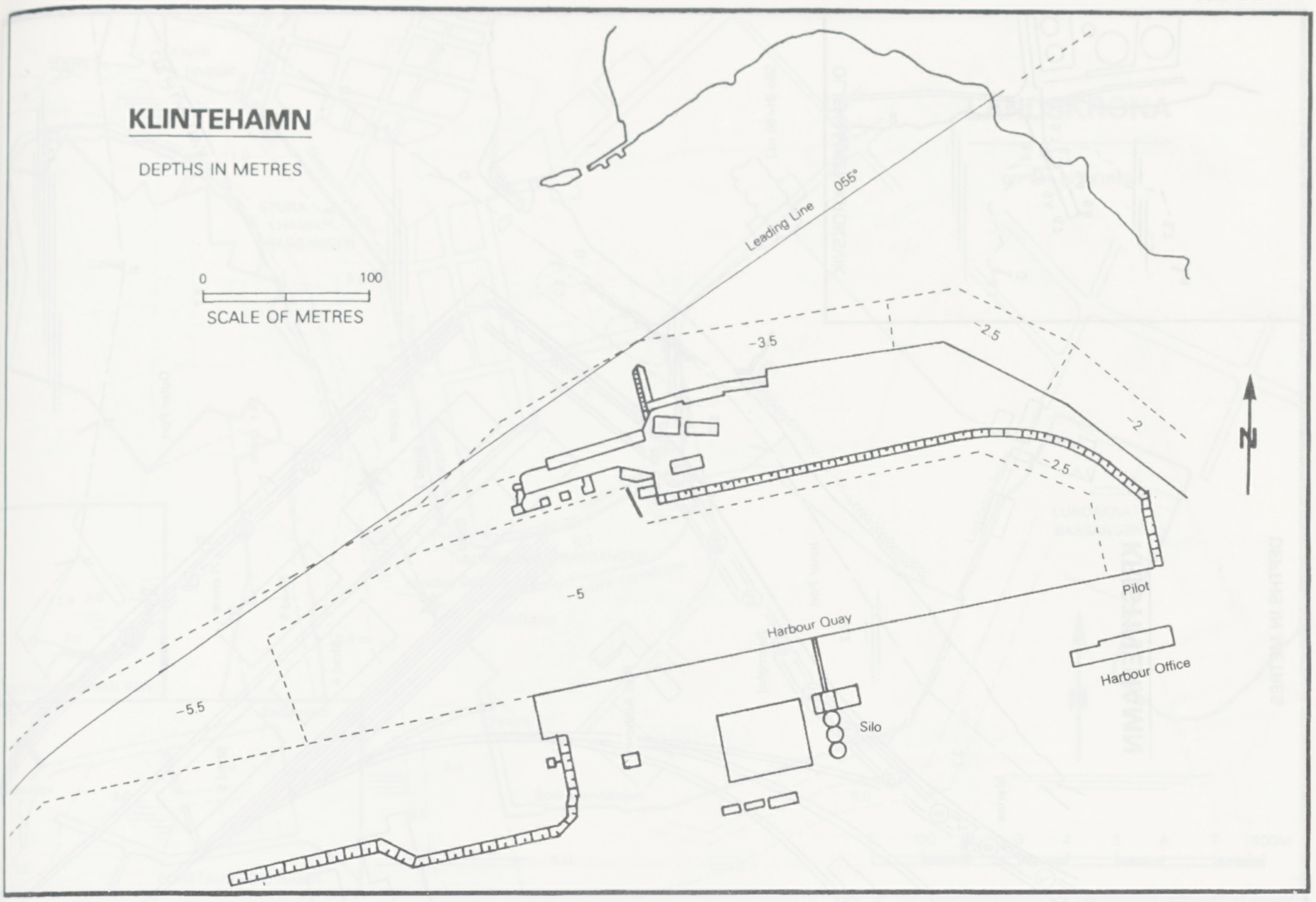
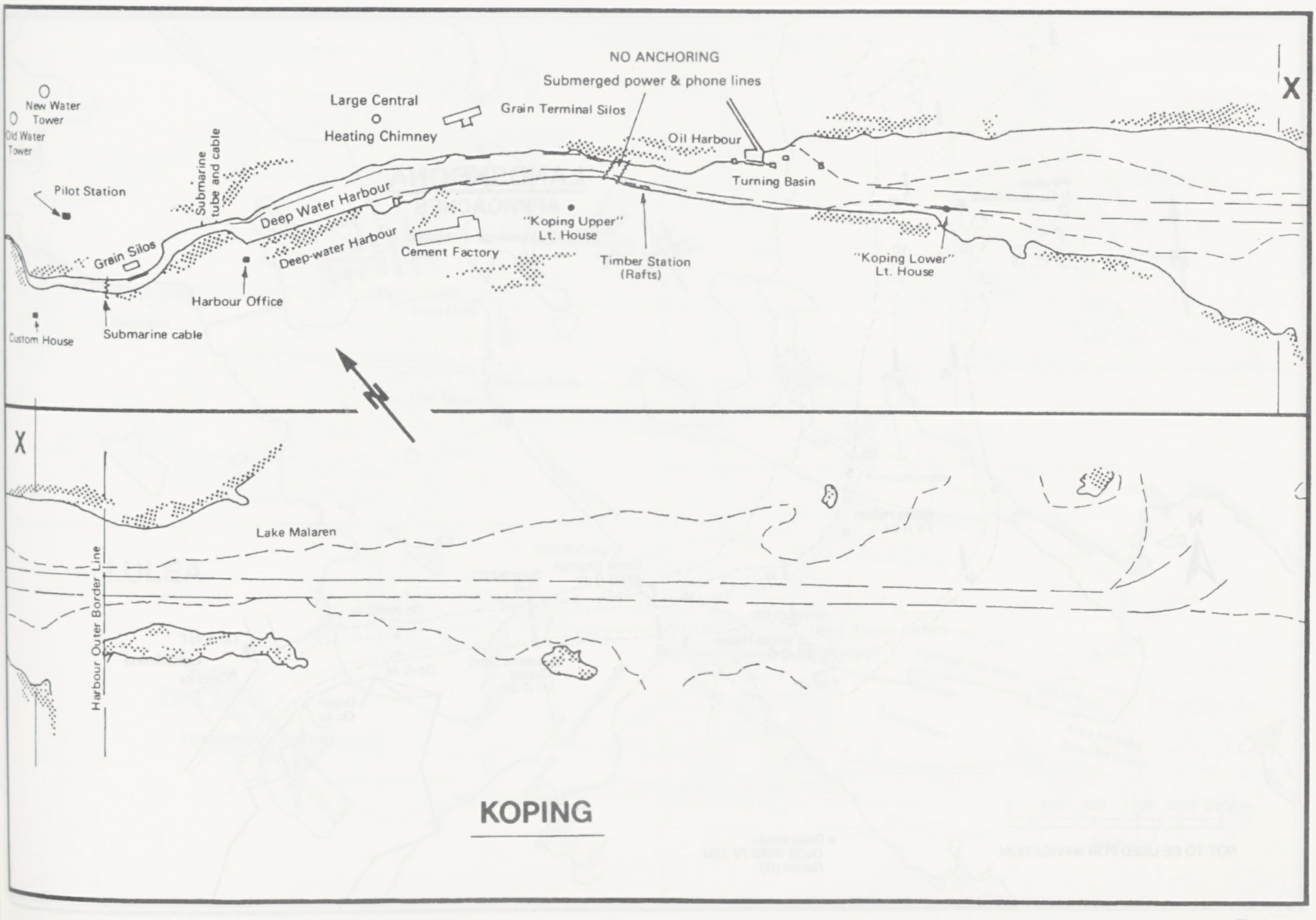
㊵
㊶
㊷
㊸
㊹
㊺
KALMAR

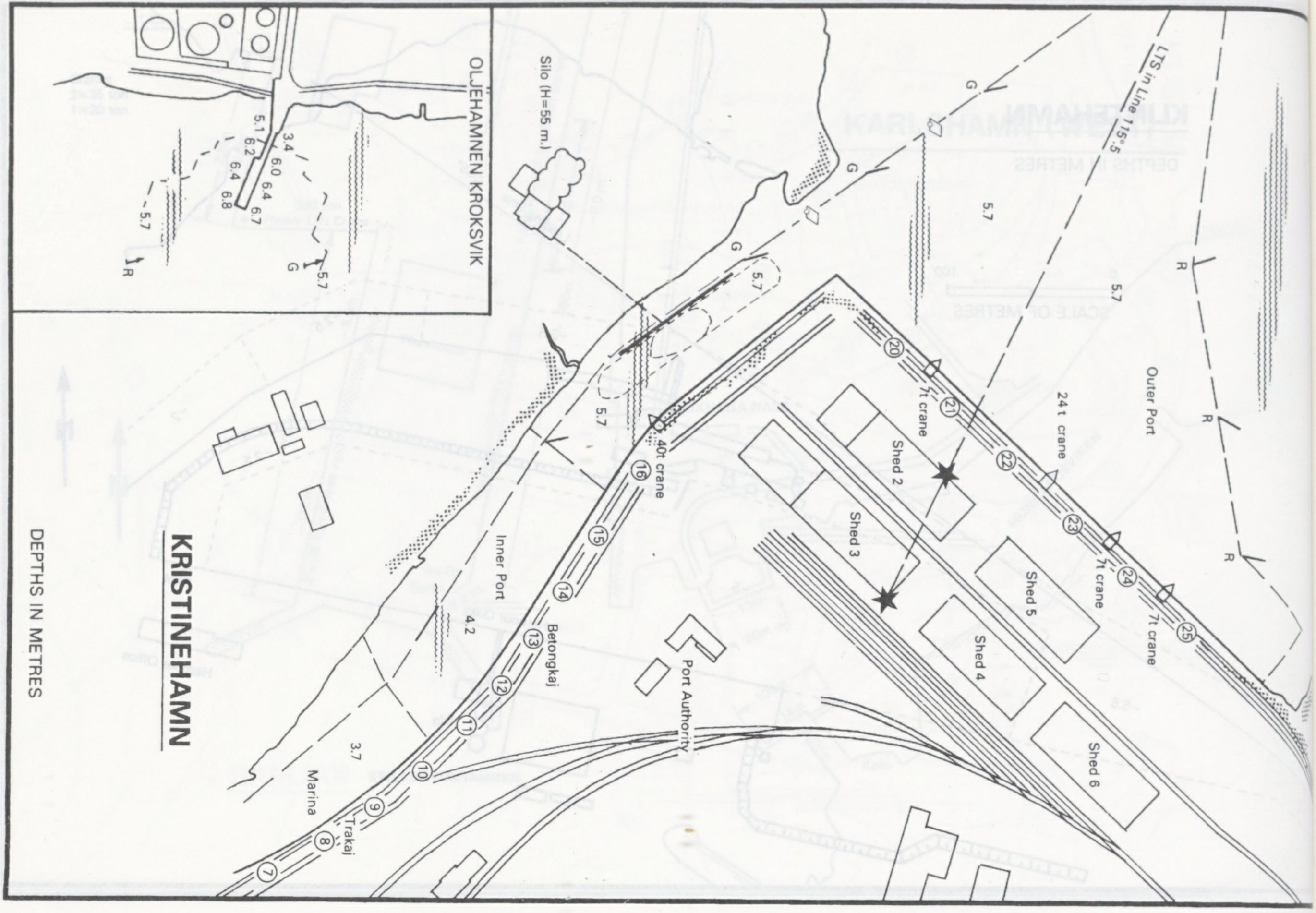

Cranes
2×6/7 ton – East Pier
2×5/10 ton – West Quay
1×5/10 ton – Soja Quay
Vägga
Ortholmen
Frilufstad
Pilot Station
KARLSHAMN (EAST)
Skola
KARLSHAMNSFJARDED
Kastellet
East Pier
500 m
East Quay
160 m.
360m
West Quay
250m
Soja Quay
150m
INNER HARBOUR
70m
Tanker Berth
Ocean Quay
SUTUDDEN
N
STERNO HARBOUR

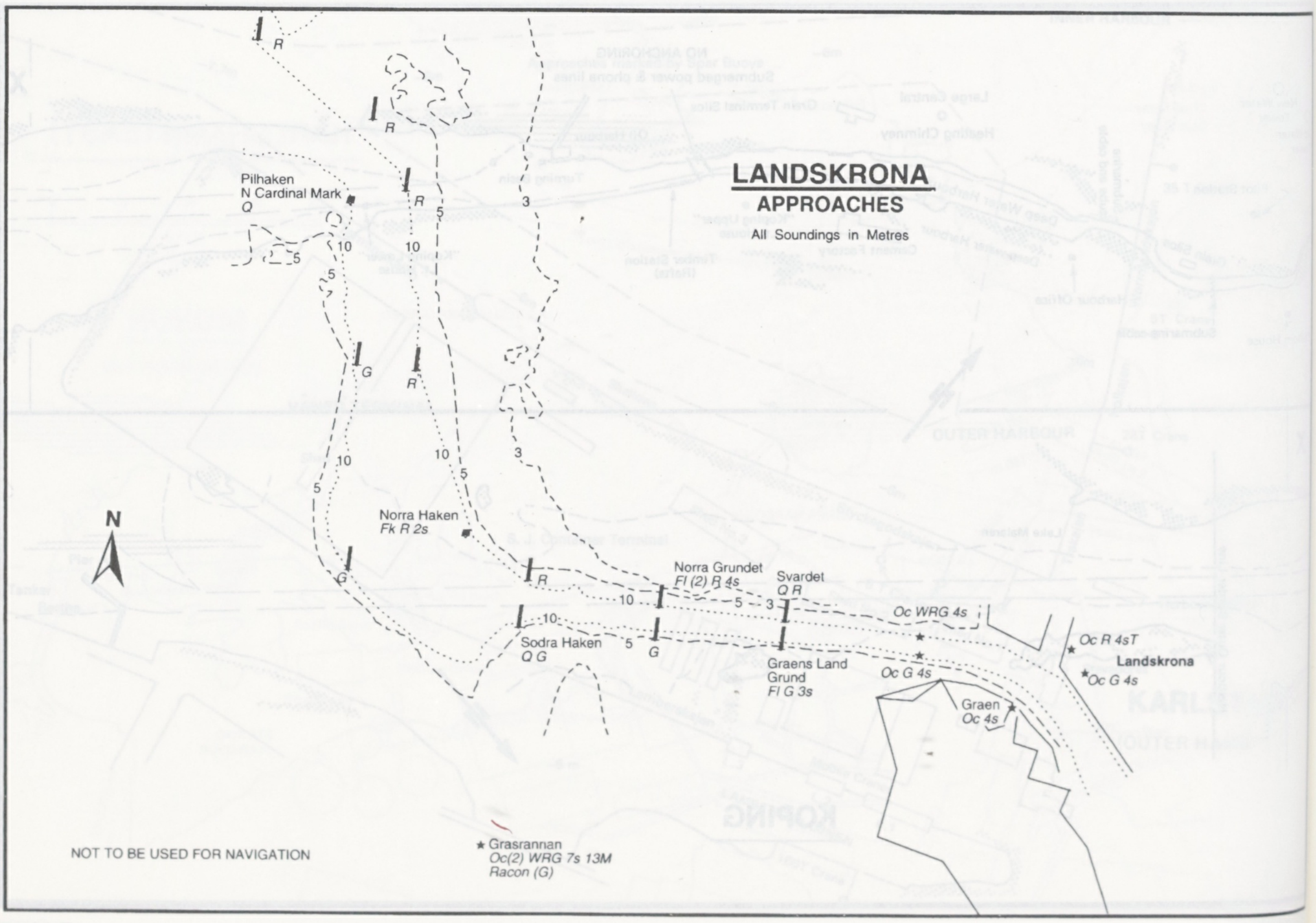

KARLSHAMN (WEST)
Cranes
2×35 ton
1×20 ton
Industrial Site
200m
–5.5m
300 ton
Heavy Lift Crane
Warehouse
–8.0m
400 m
–11.0m
2 x 35 Ton Cranes
Ro-Ro
Berth
–8.0 m.
1×35 ton and 1×20 ton cranes
150 m.
–8.0 m.
656m
N
OXHAGA NABB
MUNKAHUSVIKEN
–13m
80m
100m
14m
Kolo
STILLERYDSHAMNEN

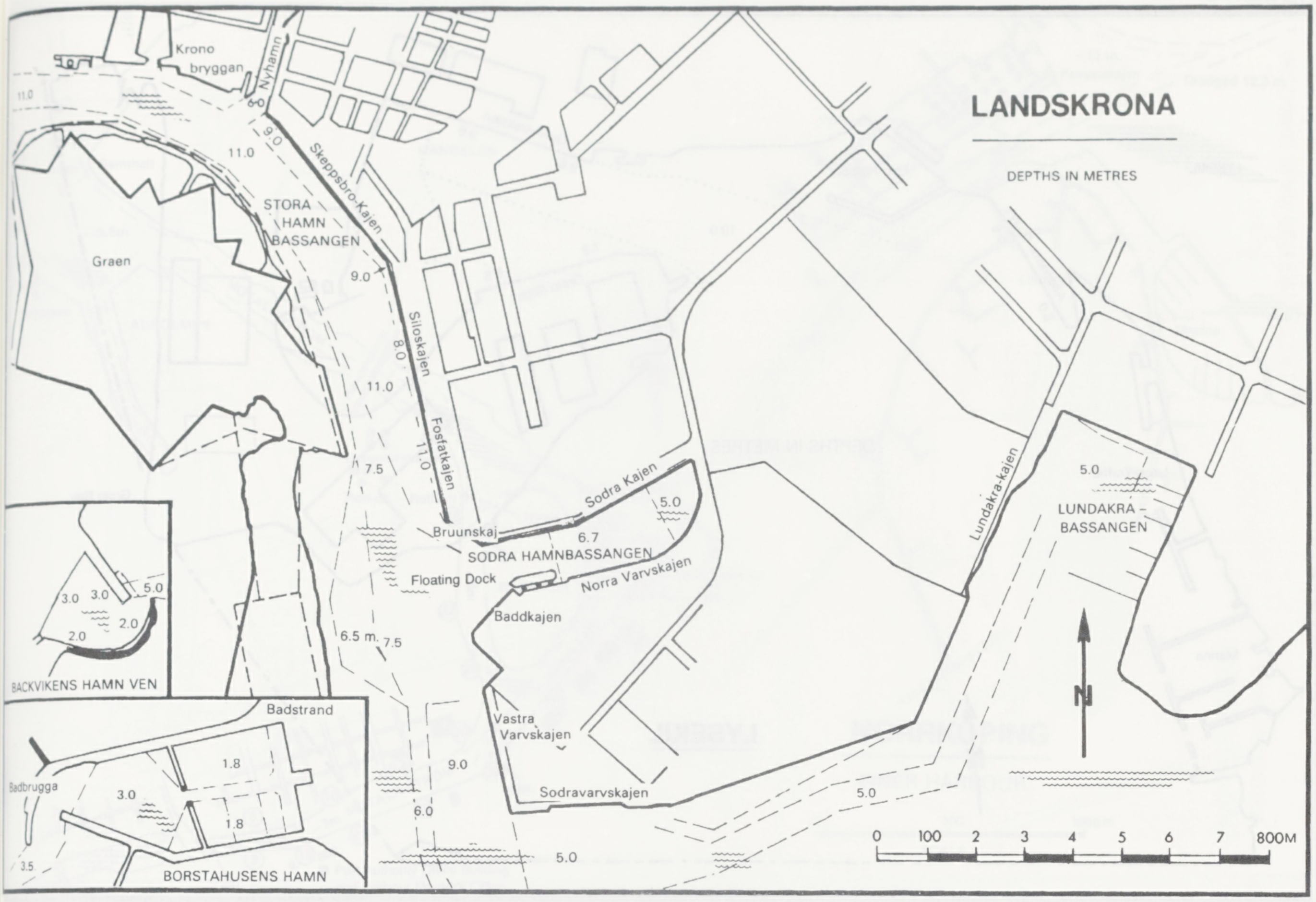

INNER HARBOUR →
–7.7m
–6m
Approaches marked by Spar Buoys
–6m
Terminalkajen
–6m
VÄNER TERMINAL
Shed
Shallows
–6m
OUTER HARBOUR
–6m
35 T Crane
Wermlandskajen
–6m
5T Crane
–6m
Kolkajen
28T Crane
Trakajen
Styckegodskajen
Shed No.3
S. J. Container Terminal
6 T Cranes
Shed No.2
Shed No.1
Harbour Office
Stevedores
KARLSTAD
(OUTER HARBOUR)
Pier A
Tanker
Berths
N
Lamberskajen
–5 m
L.3
Mobile Cranes
L.2
L.1
LAMBERGSHAMNEN
160T Crane

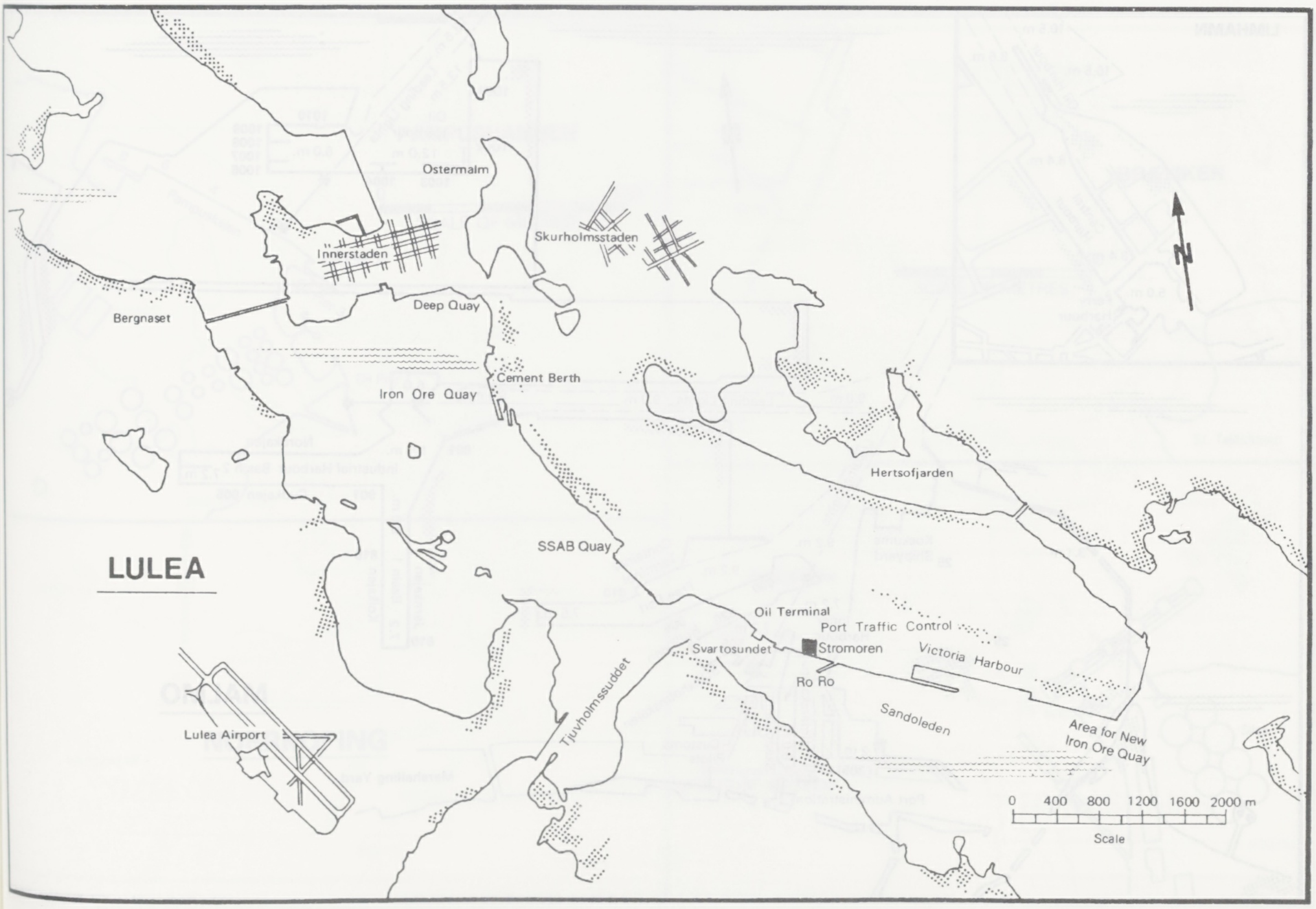

KLINTEHAMN
DEPTHS IN METRES
0
100
SCALE OF METRES
Leading Line 055°
-3.5
-2.5
-2
-2.5
N
-5
-5.5
Harbour Quay
Pilot
Harbour Office
Silo

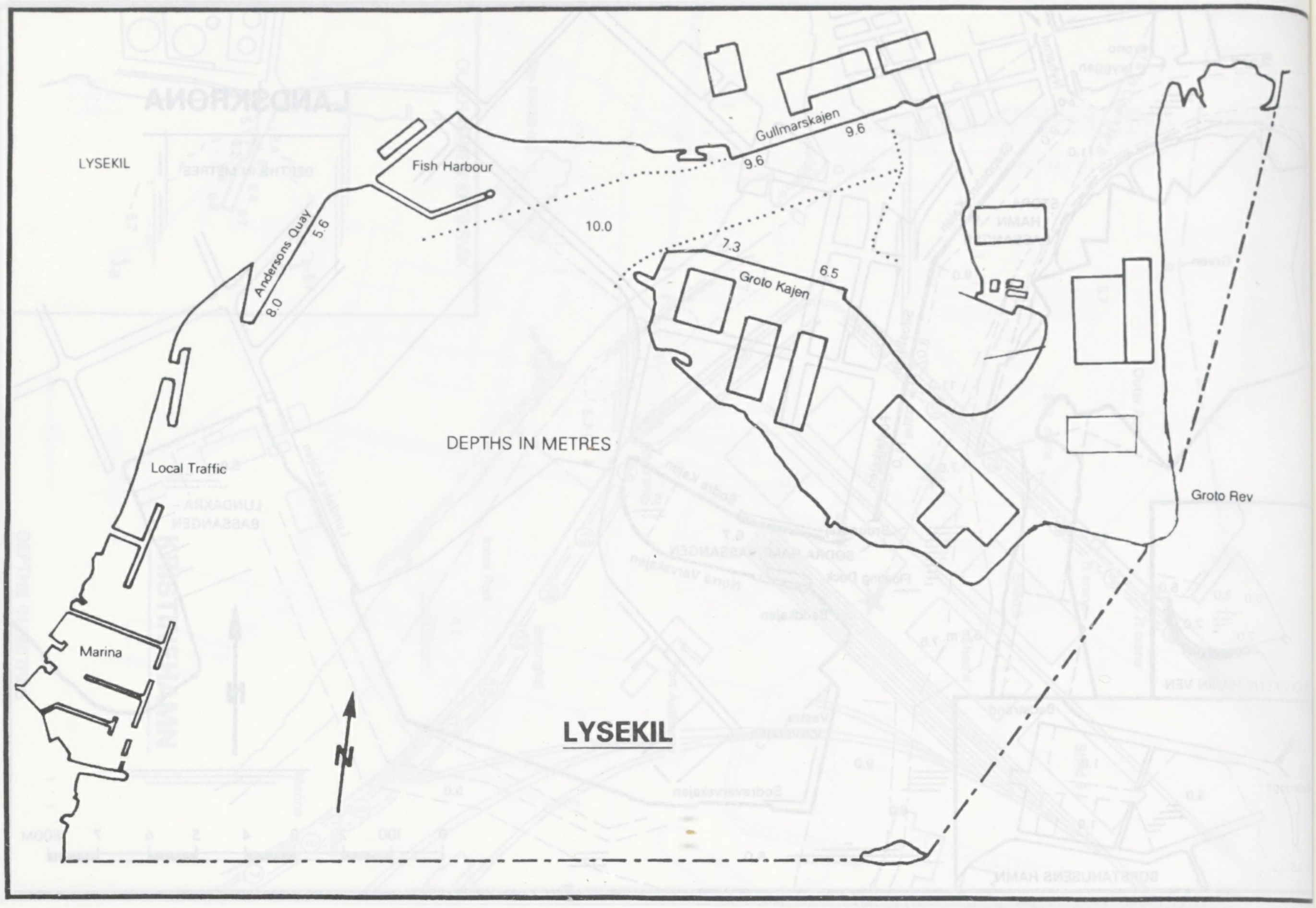

NO ANCHORING
Submerged power & phone lines
X
New Water Tower
Old Water Tower
Large Central Heating Chimney
Grain Terminal Silos
Oil Harbour
Submarine tube and cable
Pilot Station
Turning Basin
Deep Water Harbour
Grain Silos
Deep-water Harbour
Cement Factory
"Koping Upper" Lt. House
Timber Station (Rafts)
"Koping Lower" Lt. House
Harbour Office
Custom House
Submarine cable
N
X
Lake Malaren
Harbour Outer Border Line
KOPING

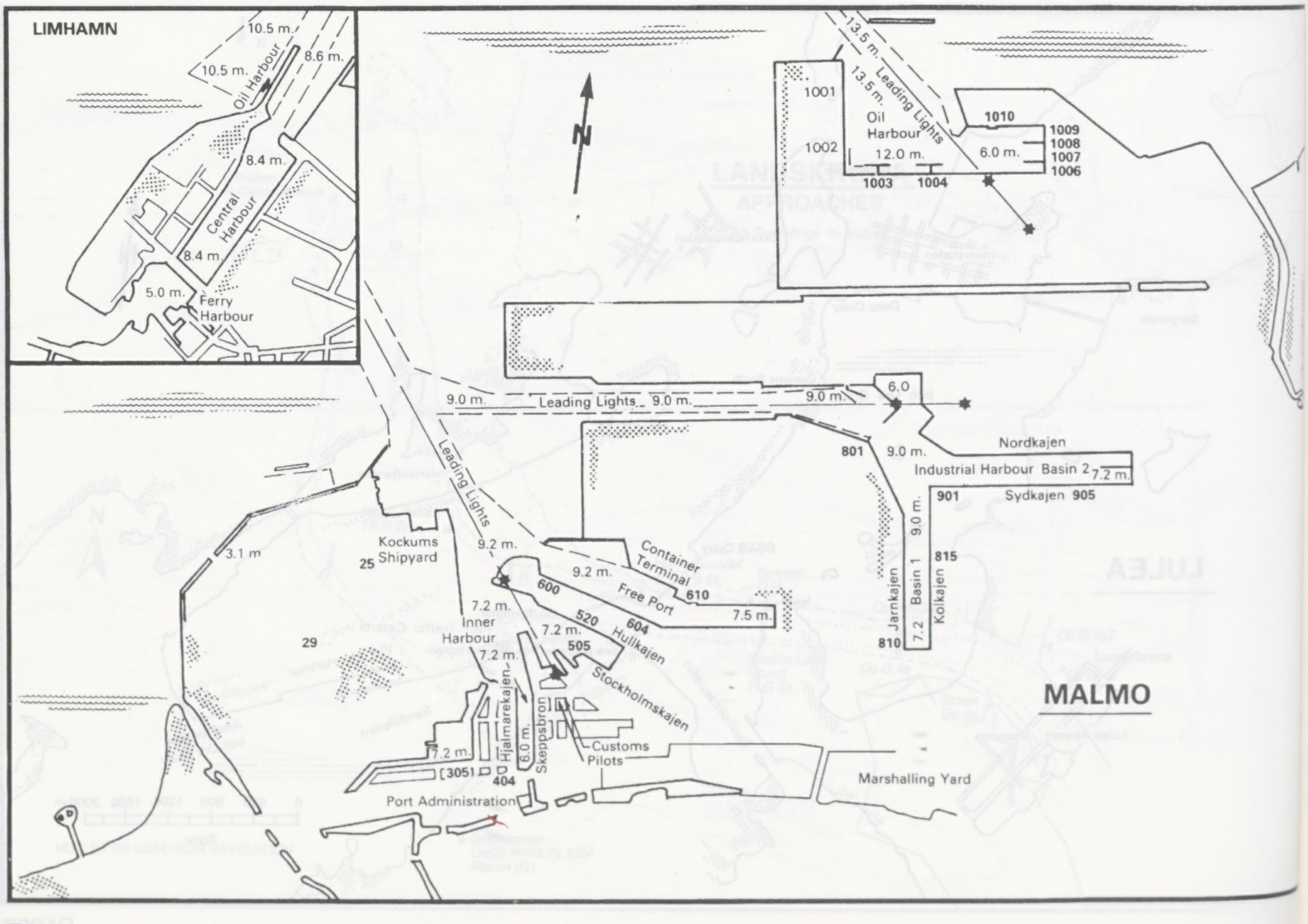

KRISTINEHAMN
DEPTHS IN METRES
OLJEHAMNEN KROKSVIK
Silo (H=55 m.)
LTS in Line 15°.5
Outer Port
Inner Port
Betongkaj
Trakaj
Marina
Port Authority
Shed 2
Shed 3
Shed 4
Shed 5
Shed 6
7t crane
24 t crane
40t crane
7t crane
7t crane
⑦
⑧
⑨
⑩
⑪
⑫
⑬
⑭
⑮
⑯
⑳
㉑
㉒
㉓
㉔
㉕
5.7
4.2
3.7
5.1
6.2
6.4
6.8
3.4
6.0
6.4
6.7
G
R

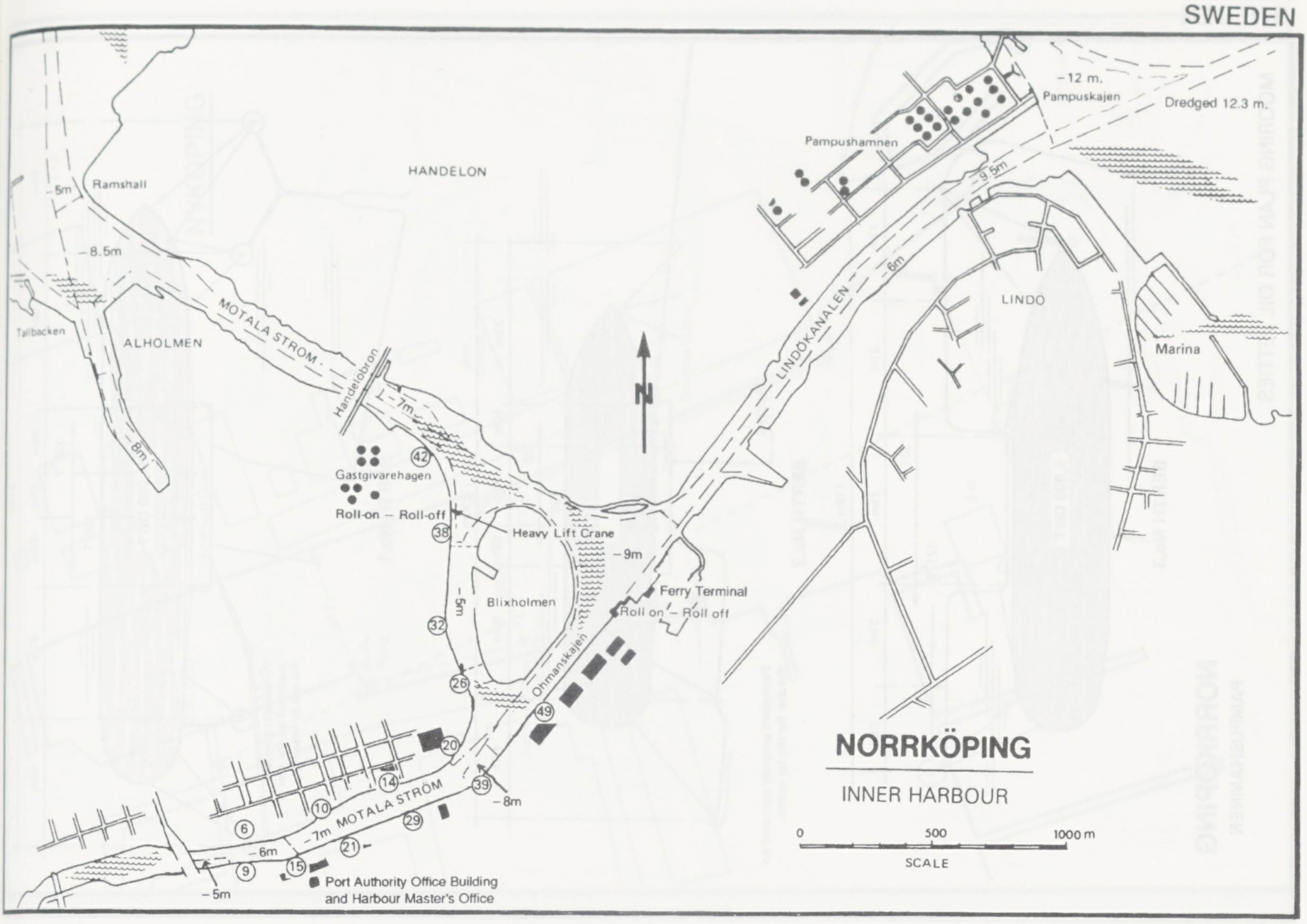

LANDSKRONA
APPROACHES
All Soundings in Metres
Pilhaken
N Cardinal Mark
Q
Norra Haken
Fk R 2s
Norra Grundet
Fl (2) R 4s
Svardet
Q R
Oc WRG 4s
Oc R 4sT
Landskrona
Oc G 4s
Sodra Haken
Q G
Graens Land
Grund
Fl G 3s
Oc G 4s
Graen
Oc 4s
Grasrannan
Oc(2) WRG 7s 13M
Racon (G)
N
R
G
3
5
10
NOT TO BE USED FOR NAVIGATION

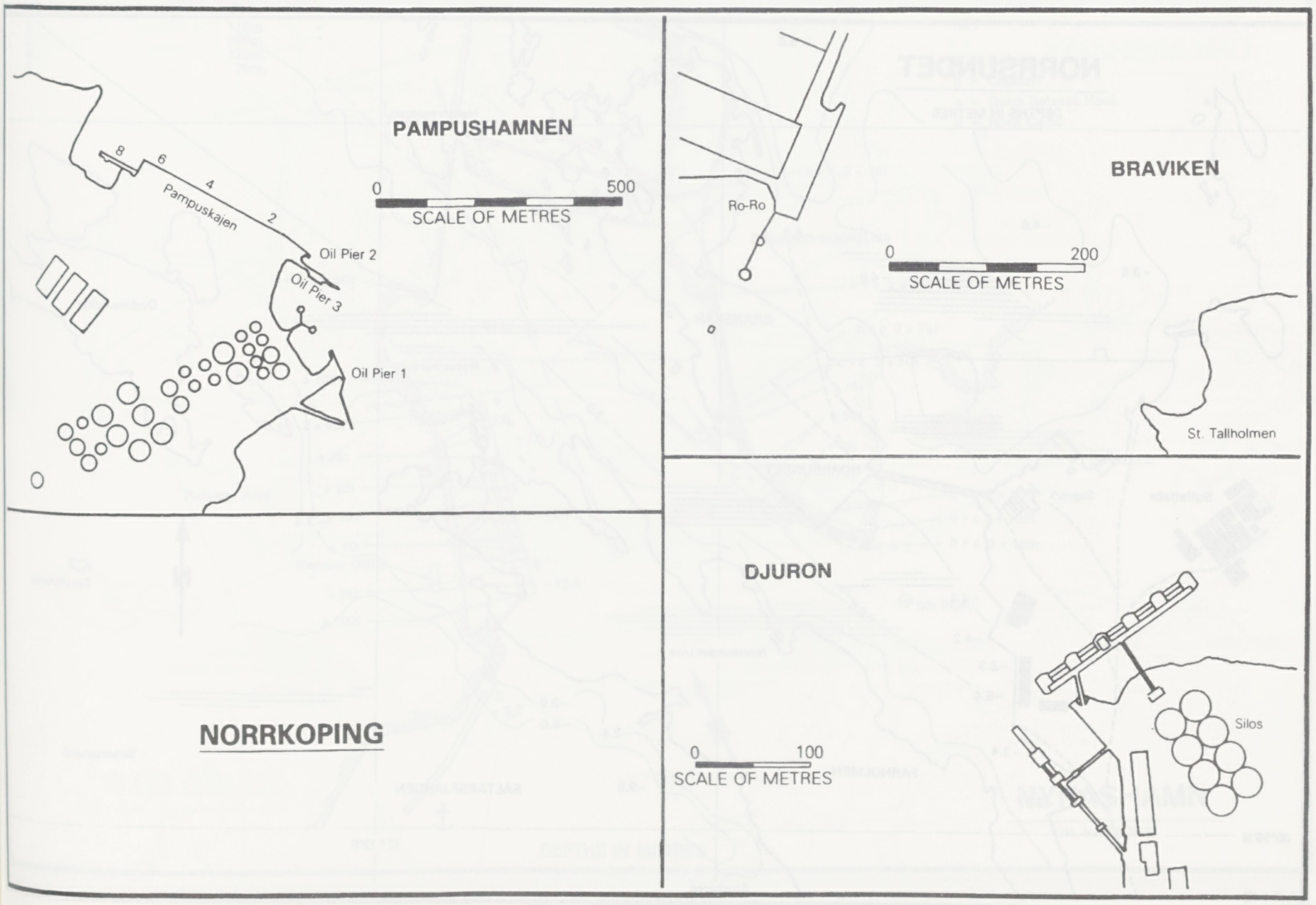

LANDSKRONA
DEPTHS IN METRES
Krono bryggan
Nyhamn
11.0
6.0
9.0
11.0
Skeppsbro-Kajen
STORA HAMN BASSANGEN
Graen
9.0
Siloskajen
8.0
11.0
Fosfatkajen
11.0
7.5
Bruunskaj
Sodra Kajen
5.0
6.7
SODRA HAMNBASSANGEN
Floating Dock
Norra Varvskajen
Baddkajen
6.5 m.
7.5
Vastra Varvskajen
9.0
6.0
Sodravarvskajen
5.0
5.0
Lundakra-kajen
5.0
LUNDAKRA-BASSANGEN
N
0 100 2 3 4 5 6 7 800M
3.0
3.0
5.0
2.0
2.0
BACKVIKENS HAMN VEN
Badstrand
Badbrugga
1.8
3.0
1.8
3.5
BORSTAHUSENS HAMN

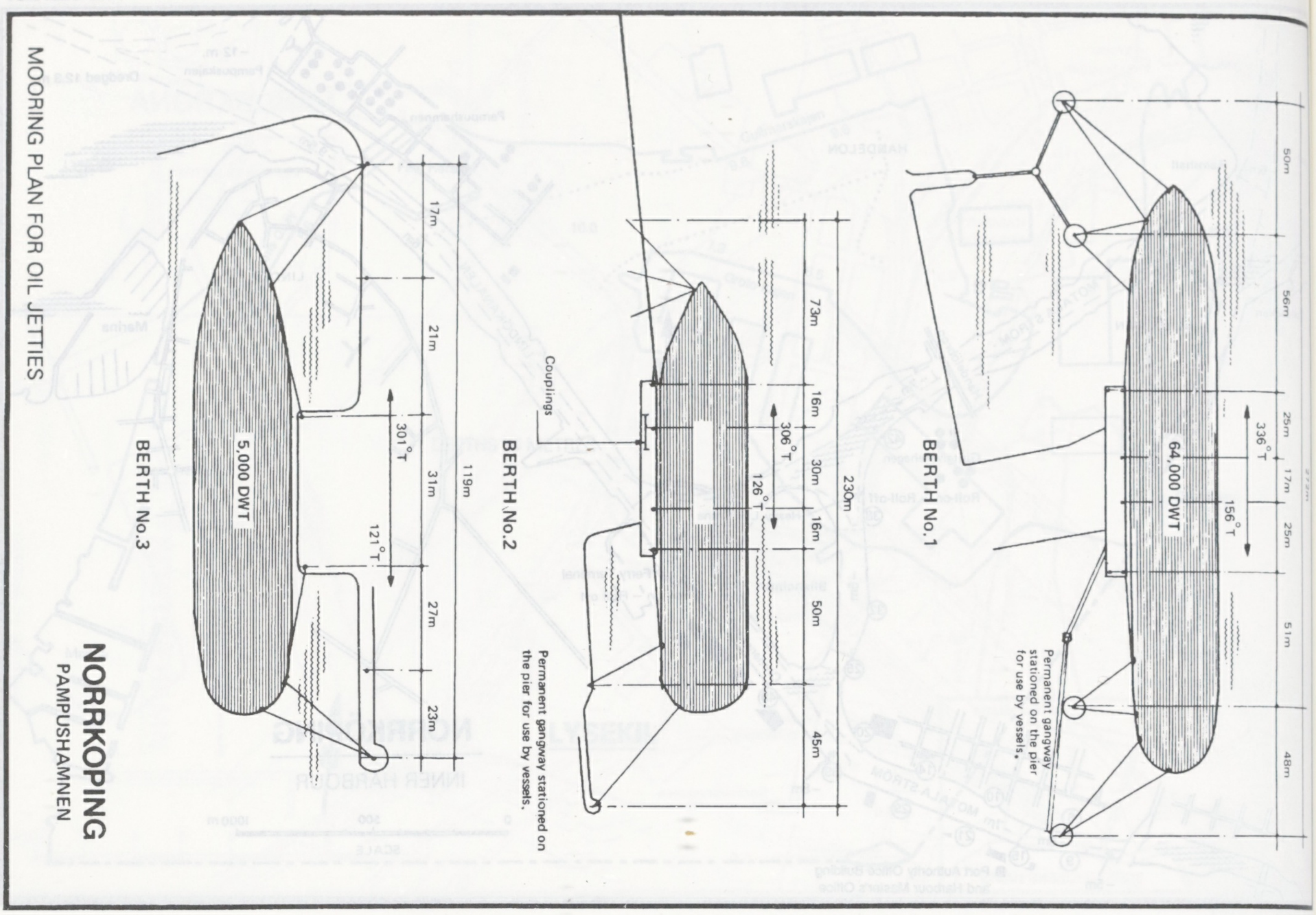

LULEA
Ostermalm
Innerstaden
Skurholmsstaden
Bergnaset
Deep Quay
Cement Berth
Iron Ore Quay
Hertsofjarden
SSAB Quay
Oil Terminal
Port Traffic Control
Svartosundet
Stromoren
Victoria Harbour
Ro Ro
Sandoleden
Area for New Iron Ore Quay
Tjuvholmssuddet
Lulea Airport
N
0 400 800 1200 1600 2000 m
Scale

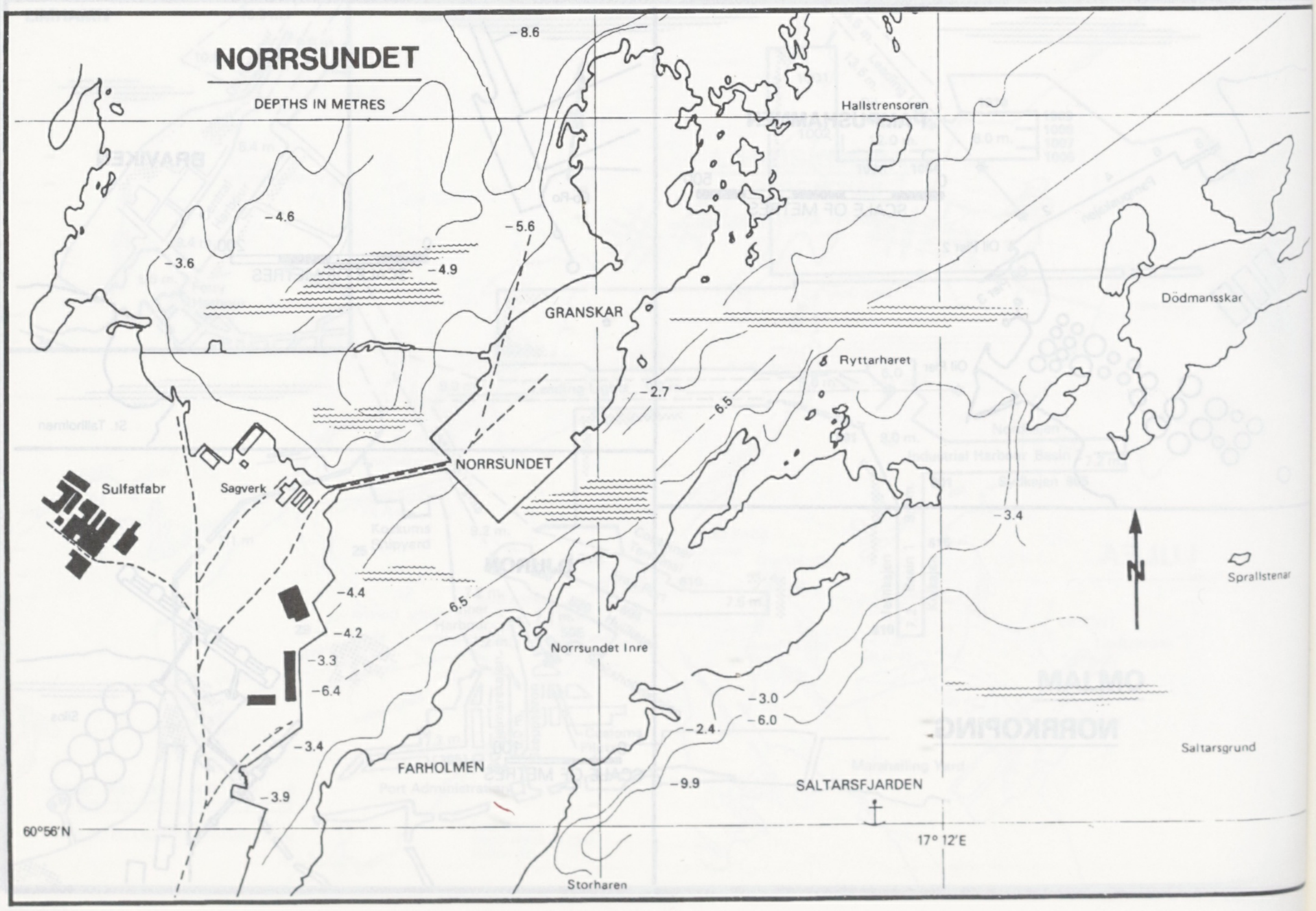

LYSEKIL
Fish Harbour
Gullmarskajen
9.6
9.6
10.0
Andersons Quay
5.6
8.0
7.3
Groto Kajen
6.5
DEPTHS IN METRES
Local Traffic
Marina
LYSEKIL
Groto Rev


LIMHAMN
10.5 m.
10.5 m.
Oil Harbour
8.6 m.
8.4 m.
Central Harbour
8.4 m.
5.0 m.
Ferry Harbour
13.5 m.
13.5 m.
Leading Lights
1001
1002
Oil Harbour
12.0 m.
1003
1004
1010
1009
1008
1007
1006
6.0 m.
9.0 m.
Leading Lights
9.0 m.
9.0 m.
6.0
801
9.0 m.
Nordkajen
Industrial Harbour Basin 2
7.2 m.
901
Sydkajen 905
9.0 m.
815
Basin 1
Jarnkajen
Kolkajen
7.2
810
Leading Lights
9.2 m.
Kockums Shipyard
25
3.1 m
29
Container Terminal
9.2 m.
Free Port
610
600
604
7.5 m.
7.2 m.
Inner Harbour
520
7.2 m.
505
Hullkajen
7.2 m.
Stockholmskajen
Hjalmarekajen
6.0 m.
Skeppsbron
Customs
Pilots
7.2 m.
305
404
Port Administration
Marshalling Yard
MALMO

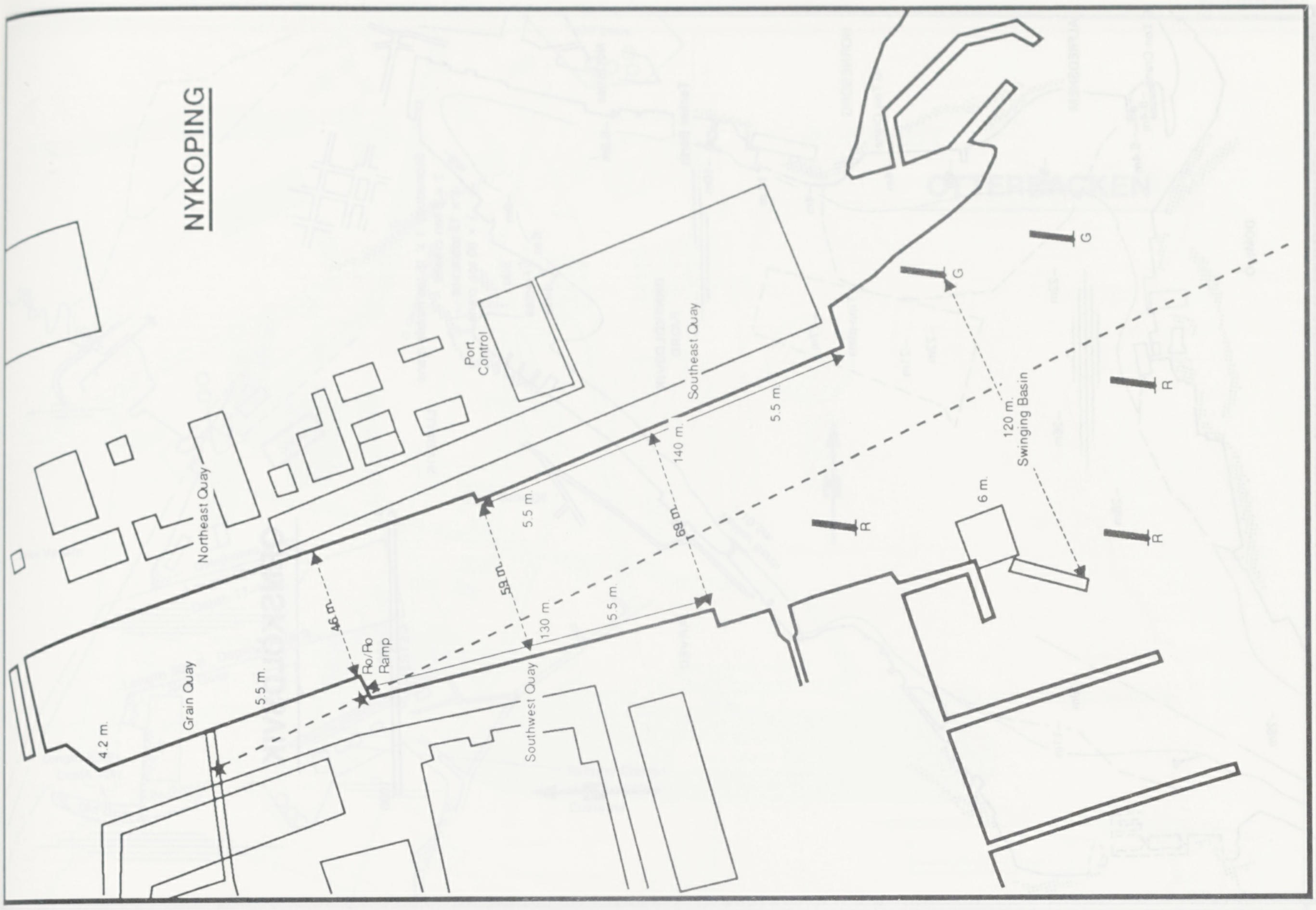

NORRKÖPING
INNER HARBOUR
0
500
1000 m
SCALE
N
HANDELON
Ramshall
-5m
-8.5m
Tallbacken
ALHOLMEN
MOTALA STROM
Handelobron
-7m
8m
Gastgivarehagen
Roll-on – Roll-off
Heavy Lift Crane
-9m
-5m
Blixholmen
Ferry Terminal
Roll on – Roll off
Ohmanskajen
LINDOKANALEN
6m
9.5m
-12 m.
Pampuskajen
Dredged 12.3 m.
Pampushamnen
LINDO
Marina
42
38
32
26
49
20
14
39
-8m
10
29
6
-7m
MOTALA STROM
-6m
21
9
15
-5m
Port Authority Office Building
and Harbour Master's Office

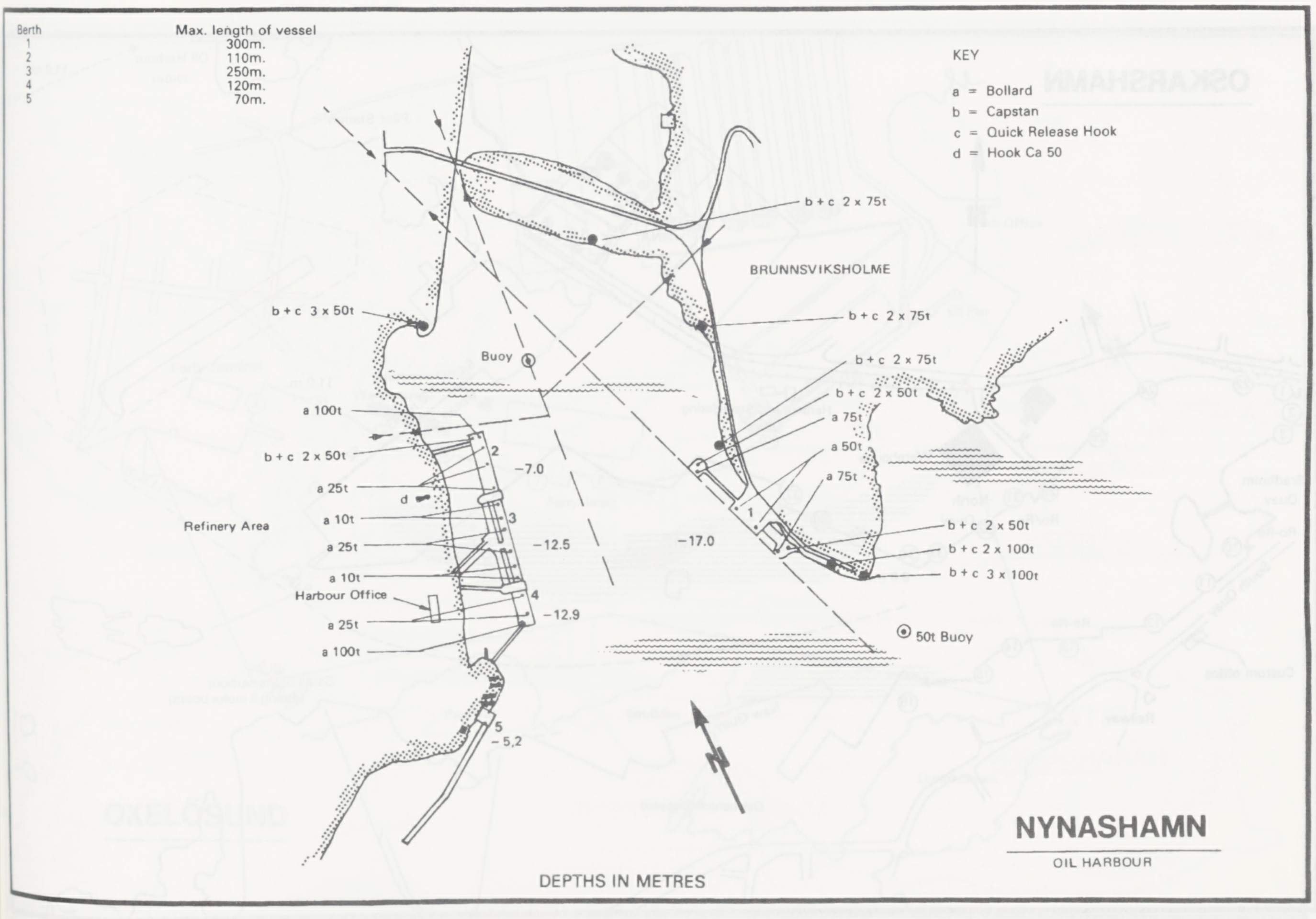

NORRKOPING
PAMPUSHAMNEN
0
500
SCALE OF METRES
8
6
4
2
Pampuskajen
Oil Pier 2
Oil Pier 3
Oil Pier 1
BRAVIKEN
Ro-Ro
0
200
SCALE OF METRES
St. Tallholmen
DJURON
0
100
SCALE OF METRES
Silos


MOORING PLAN FOR OIL JETTIES
NORRKOPING
PAMPUSHAMNEN
BERTH No.3
5,000 DWT
301°T
121°T
17m
21m
31m
27m
23m
119m
BERTH No.2
Couplings
306°T
126°T
73m
16m
30m
16m
50m
45m
230m
Permanent gangway stationed on the pier for use by vessels.
BERTH No.1
64,000 DWT
336°T
156°T
50m
56m
25m
17m
25m
51m
48m
Permanent gangway stationed on the pier for use by vessels.


NORRSUNDET
DEPTHS IN METRES
–8.6
Hallstrensoren
–4.6
–3.6
–5.6
–4.9
GRANSKAR
Ryttarharet
Dödmansskar
–2.7
–6.5
NORRSUNDET
Sulfatfabr
Sagverk
–3.4
–4.4
–6.5
–4.2
–3.3
–6.4
Norrsundet Inre
Sprallstenar
–3.0
–6.0
–2.4
–3.4
FARHOLMEN
–9.9
SALTARSFJARDEN
Saltarsgrund
–3.9
60°56′N
17° 12′E
Storharen
N

NYKOPING


Port Control
Southeast Quay
Northeast Quay
Grain Quay
Southwest Quay
Ro/Ro Ramp
4.2 m.
5.5 m.
5.5 m
5.5 m
5.5 m
46 m.
59 m.
69 m.
130 m
140 m
120 m.
Swinging Basin
6 m.
G
G
R
R
R



Berth	Max. length of vessel
1	300m.
2	110m.
3	250m.
4	120m.
5	70m.

KEY

a = Bollard
b = Capstan
c = Quick Release Hook
d = Hook Ca 50

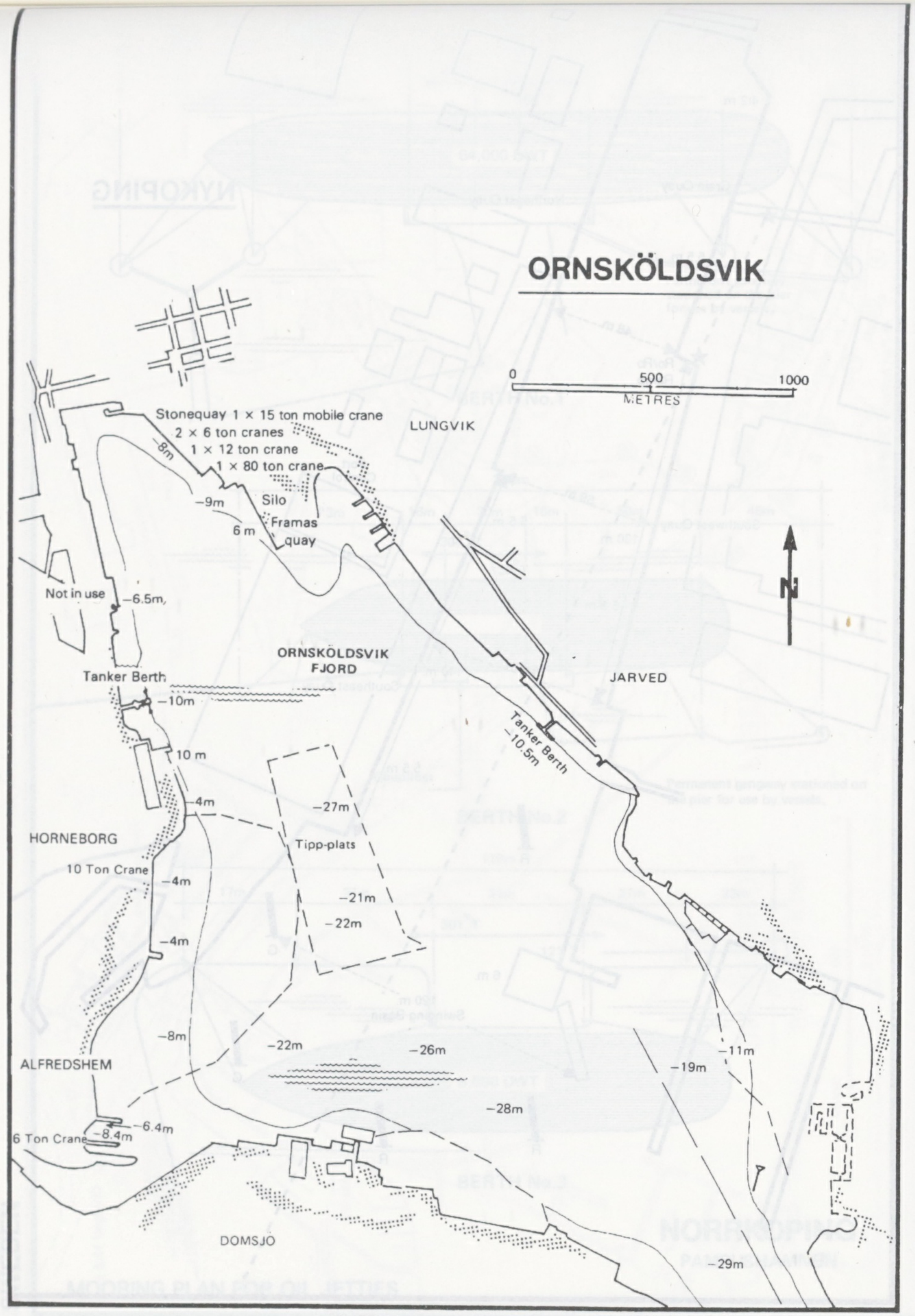
b + c 2 x 75t
BRUNNSVIKSHOLME
b + c 3 x 50t
b + c 2 x 75t
Buoy
b + c 2 x 75t
b + c 2 x 50t
a 100t
a 75t
a 50t
b + c 2 x 50t
a 75t
a 25t
d
a 10t
Refinery Area
a 25t
a 10t
Harbour Office
a 25t
a 100t
1
2
3
4
5
−7.0
−12.5
−12.9
−17.0
− 5,2
b + c 2 x 50t
b + c 2 x 100t
b + c 3 x 100t
50t Buoy

NYNASHAMN

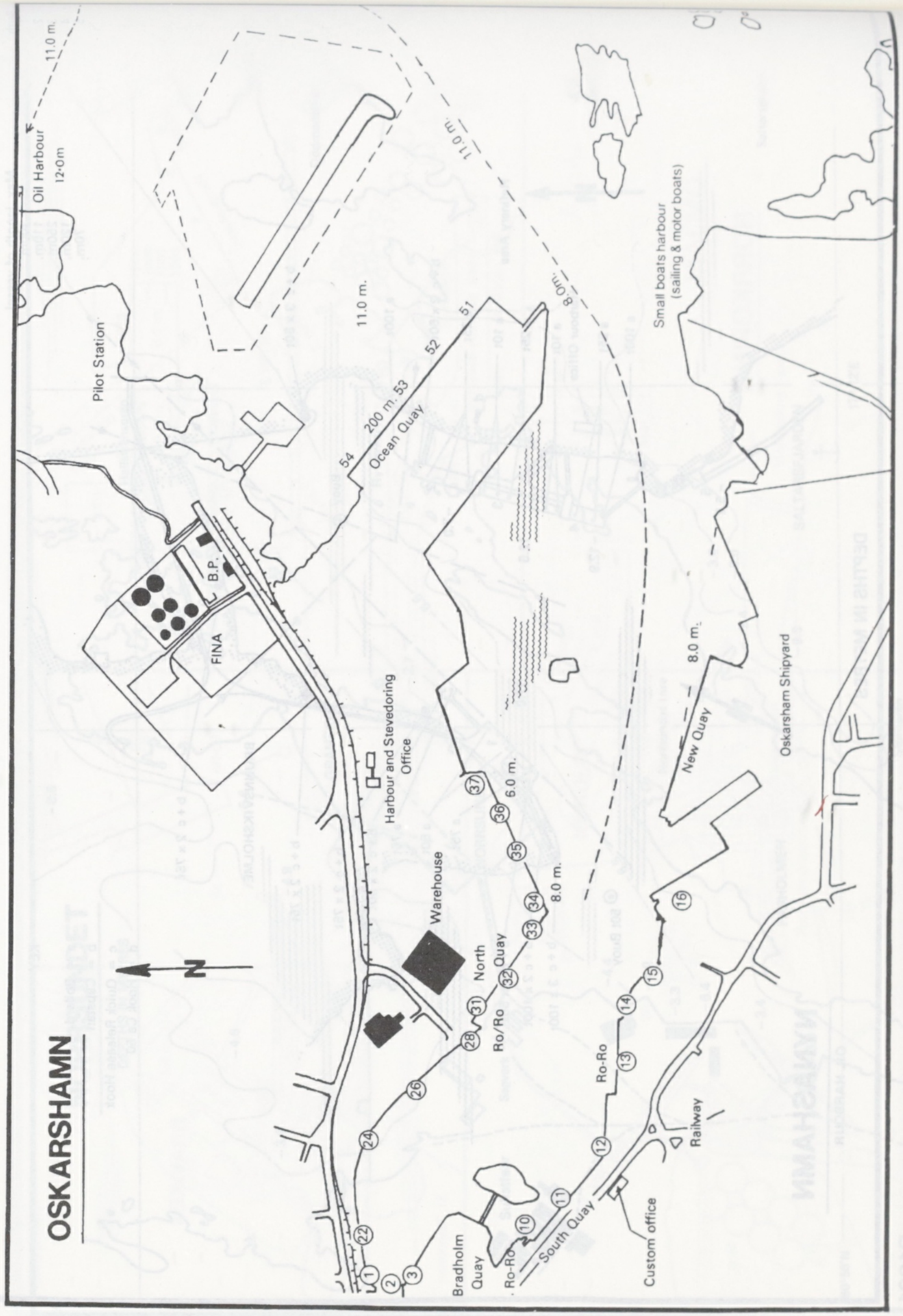
OIL HARBOUR

DEPTHS IN METRES

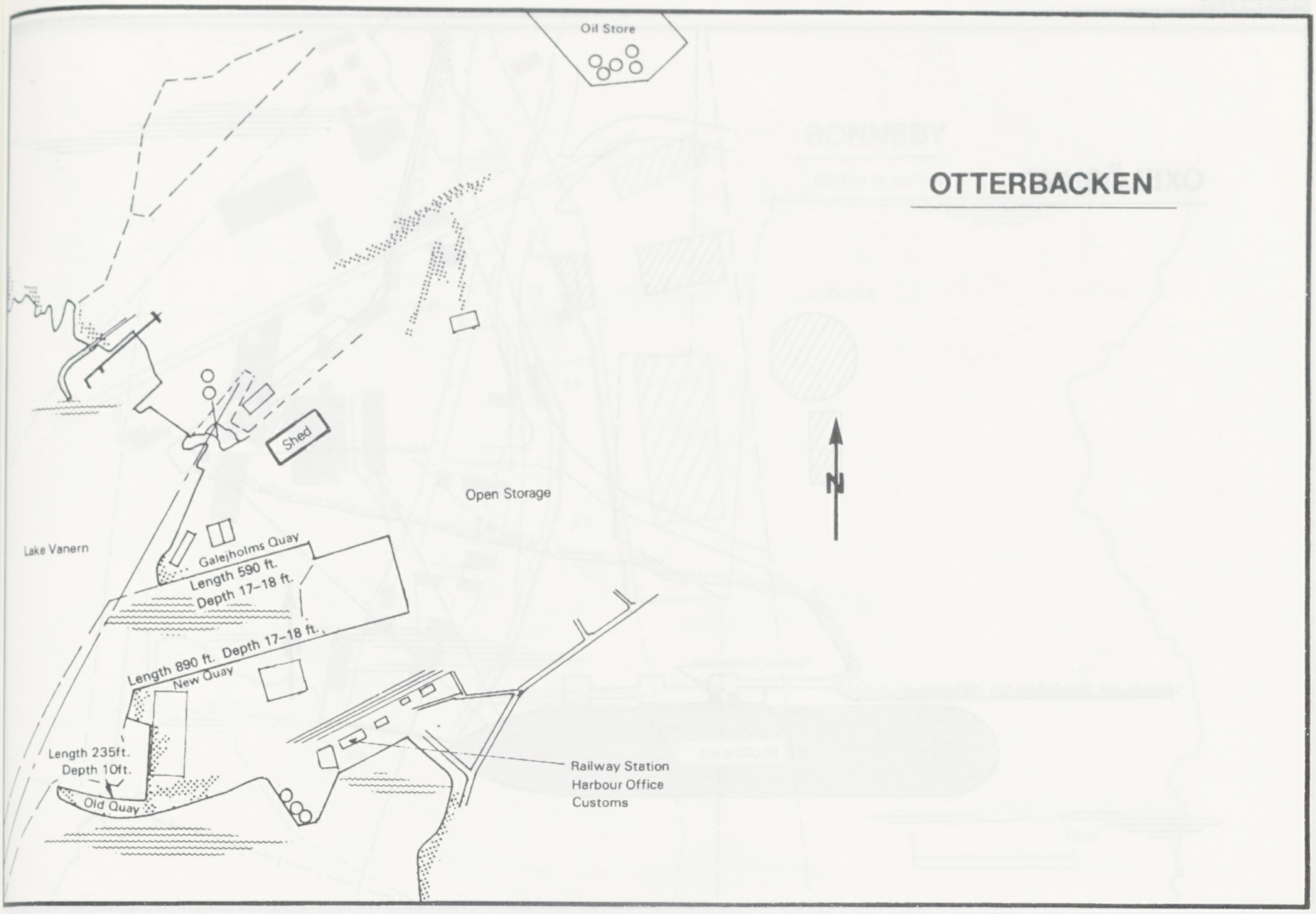
ORNSKÖLDSVIK


0
500
1000
METRES
Stonequay 1 × 15 ton mobile crane
2 × 6 ton cranes
1 × 12 ton crane
1 × 80 ton crane
LUNGVIK
8m
-9m
Silo
6 m
Framas quay
Not in use
-6.5m,
ORNSKÖLDSVIK FJORD
JARVED
N
Tanker Berth
-10m
10 m
Tanker Berth -10.5m
-4m
-27m
HORNEBORG
Tipp-plats
10 Ton Crane
-4m
-21m
-22m
-4m
-8m
-22m
-26m
-11m
-19m
ALFREDSHEM
-28m
6 Ton Crane
-8.4m
-6.4m
DOMSJO
-29m

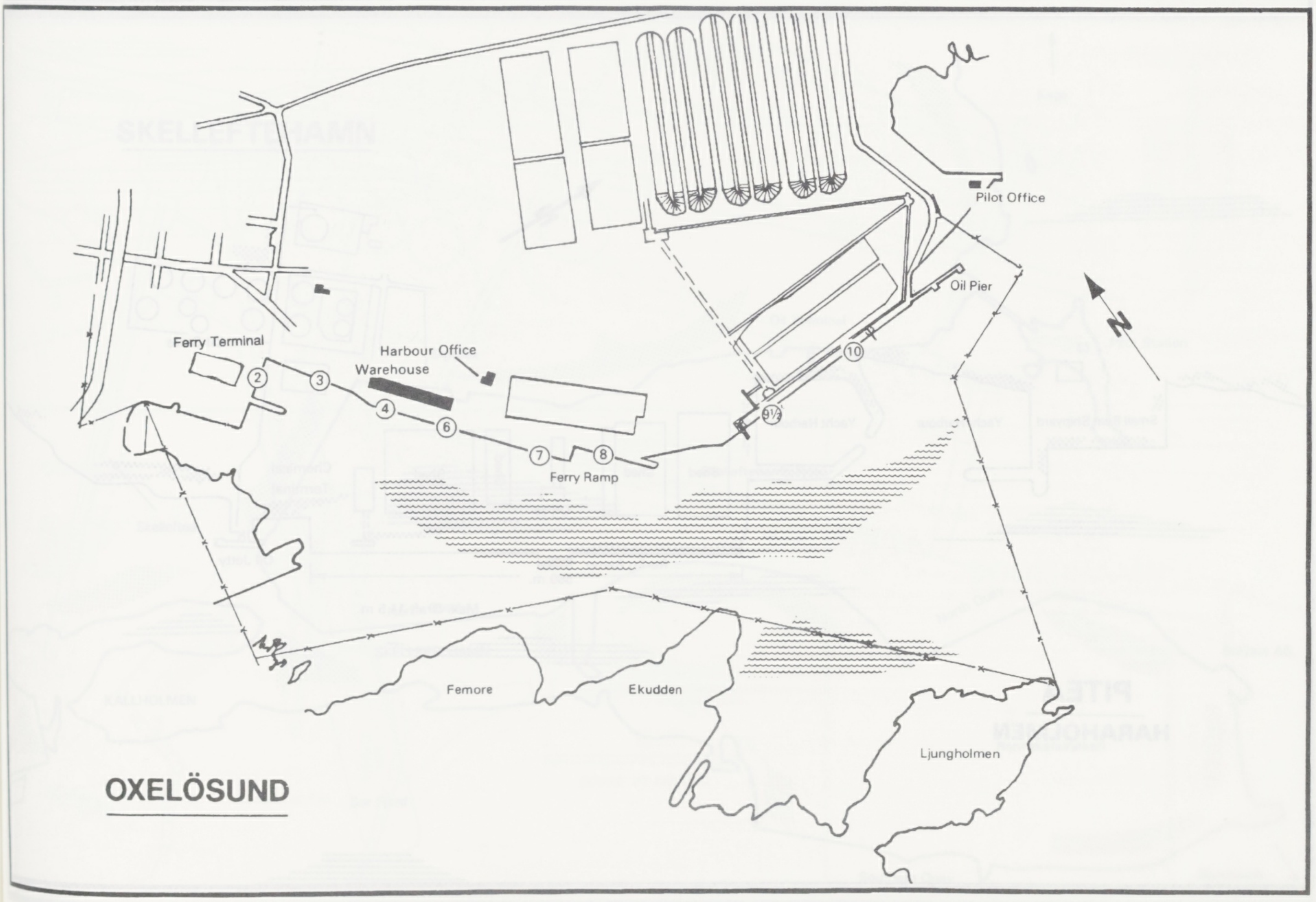
OSKARSHAMN


Oil Harbour 12·0m
11.0 m.
11.0 m.
11.0 m.
8.0 m.
Pilot Station
Small boats harbour (sailing & motor boats)
54
200 m. 53
Ocean Quay
52
51
B.P.
FINA
Harbour and Stevedoring Office
Warehouse
8.0 m.
New Quay
Oskarsham Shipyard
N
6.0 m.
8.0 m.
North Quay
Ro/Ro
Ro-Ro
Railway
Bradholm Quay
Ro-Ro
South Quay
Custom office
1
2
3
10
11
12
13
14
15
16
22
24
26
28
31
32
33
34
35
36
37

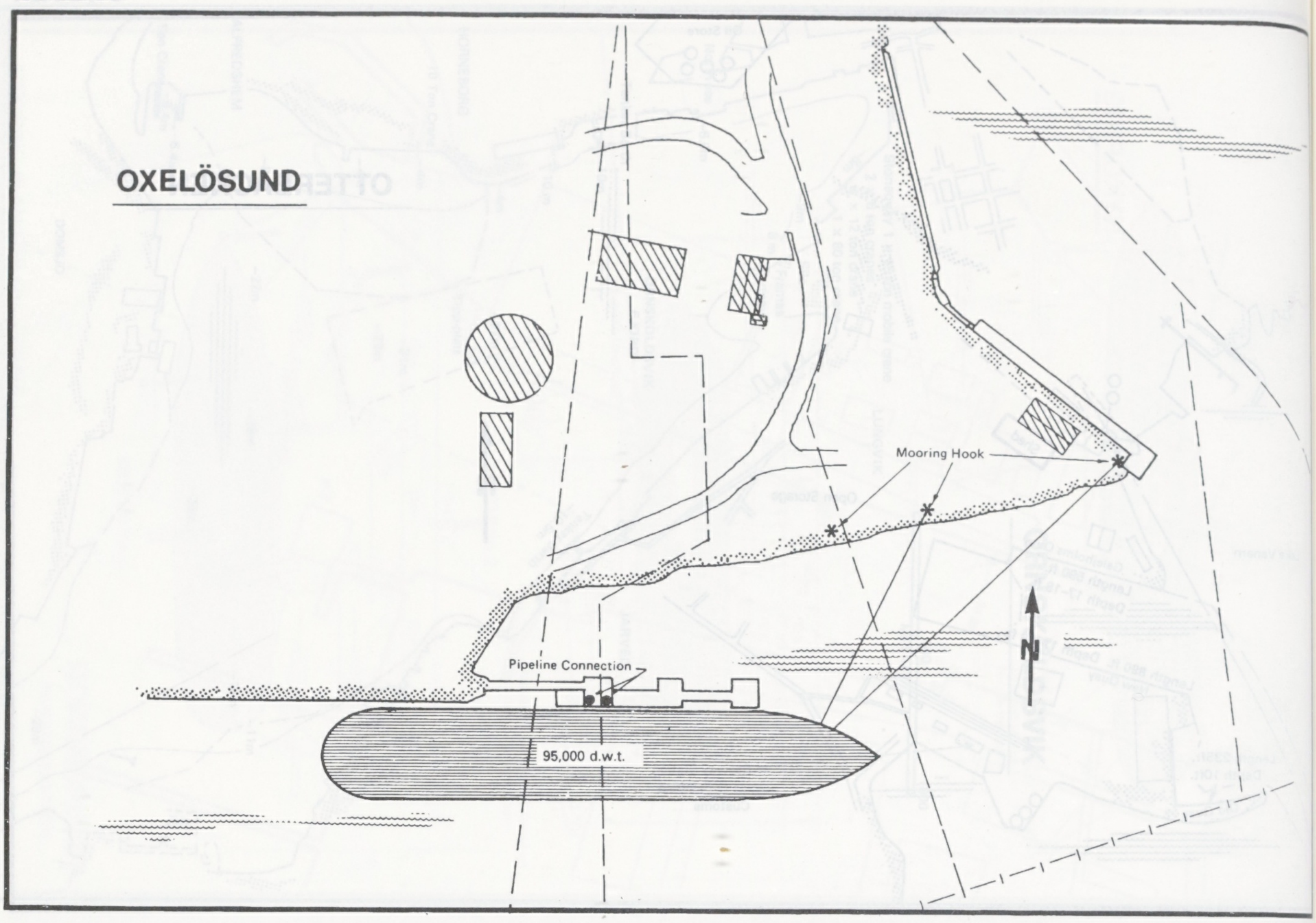
OTTERBACKEN


Oil Store
Shed
Open Storage
N
Lake Vanern
Galejholms Quay
Length 590 ft.
Depth 17–18 ft.
Length 890 ft. Depth 17–18 ft.
New Quay
Length 235ft.
Depth 10ft.
Old Quay
Railway Station
Harbour Office
Customs

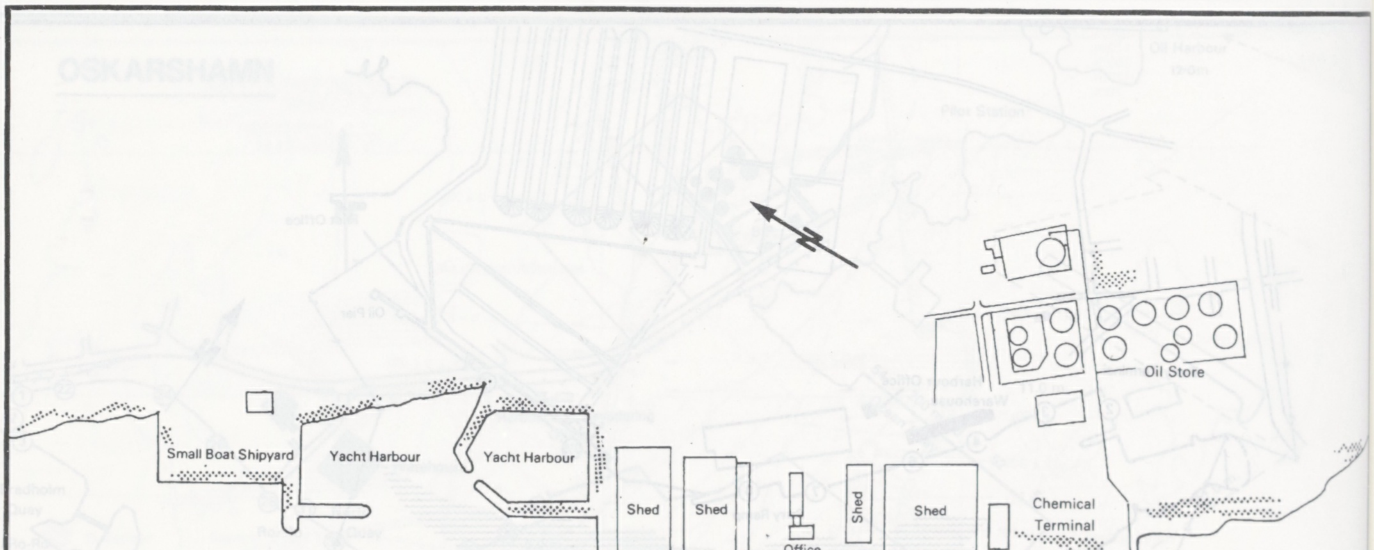
OXELÖSUND

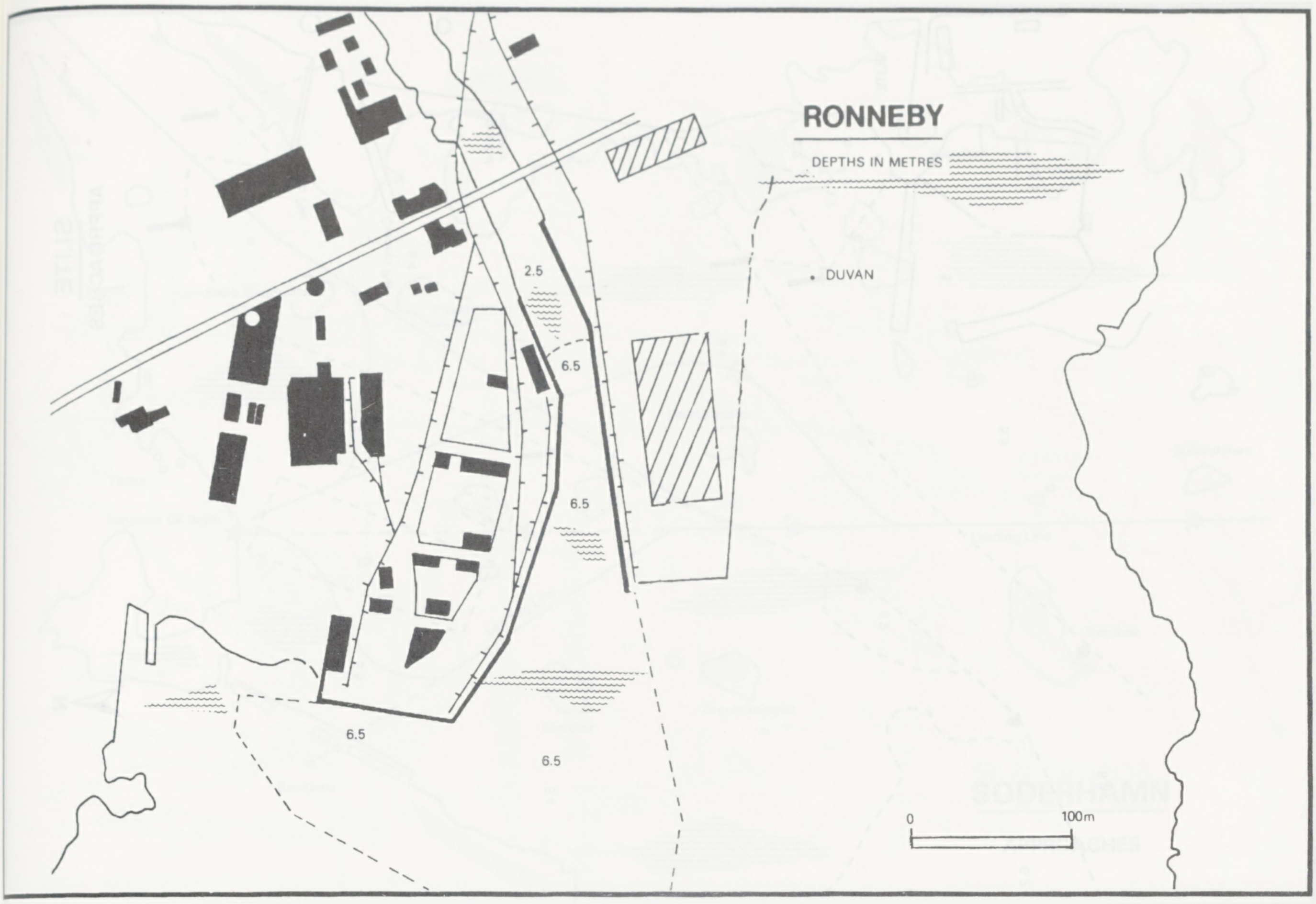

Pilot Office
Oil Pier
N
Ferry Terminal
Harbour Office
Warehouse
②
③
④
⑥
⑦
⑧
9½
⑩
Ferry Ramp
Femore
Ekudden
Ljungholmen

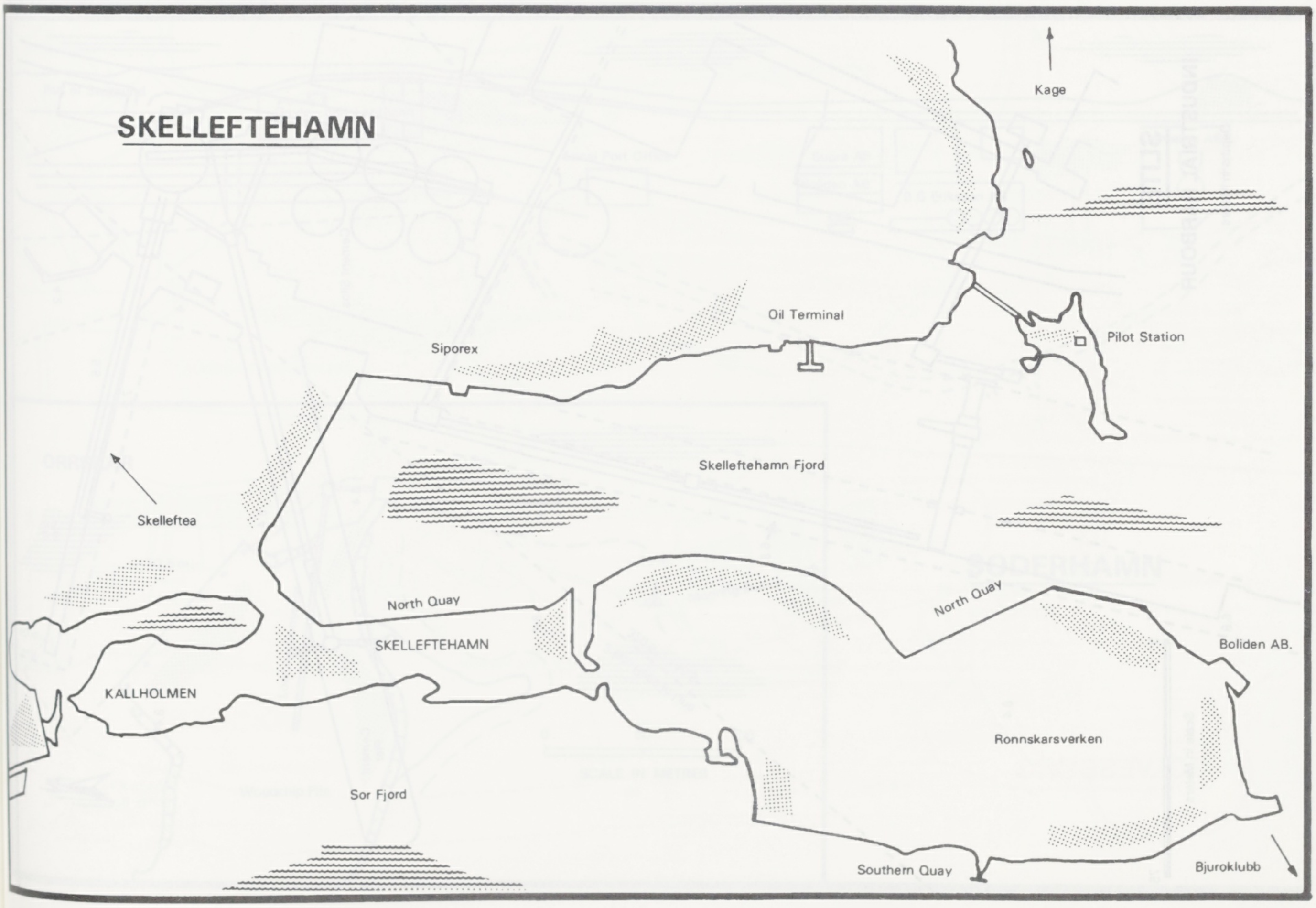
OXELÖSUND

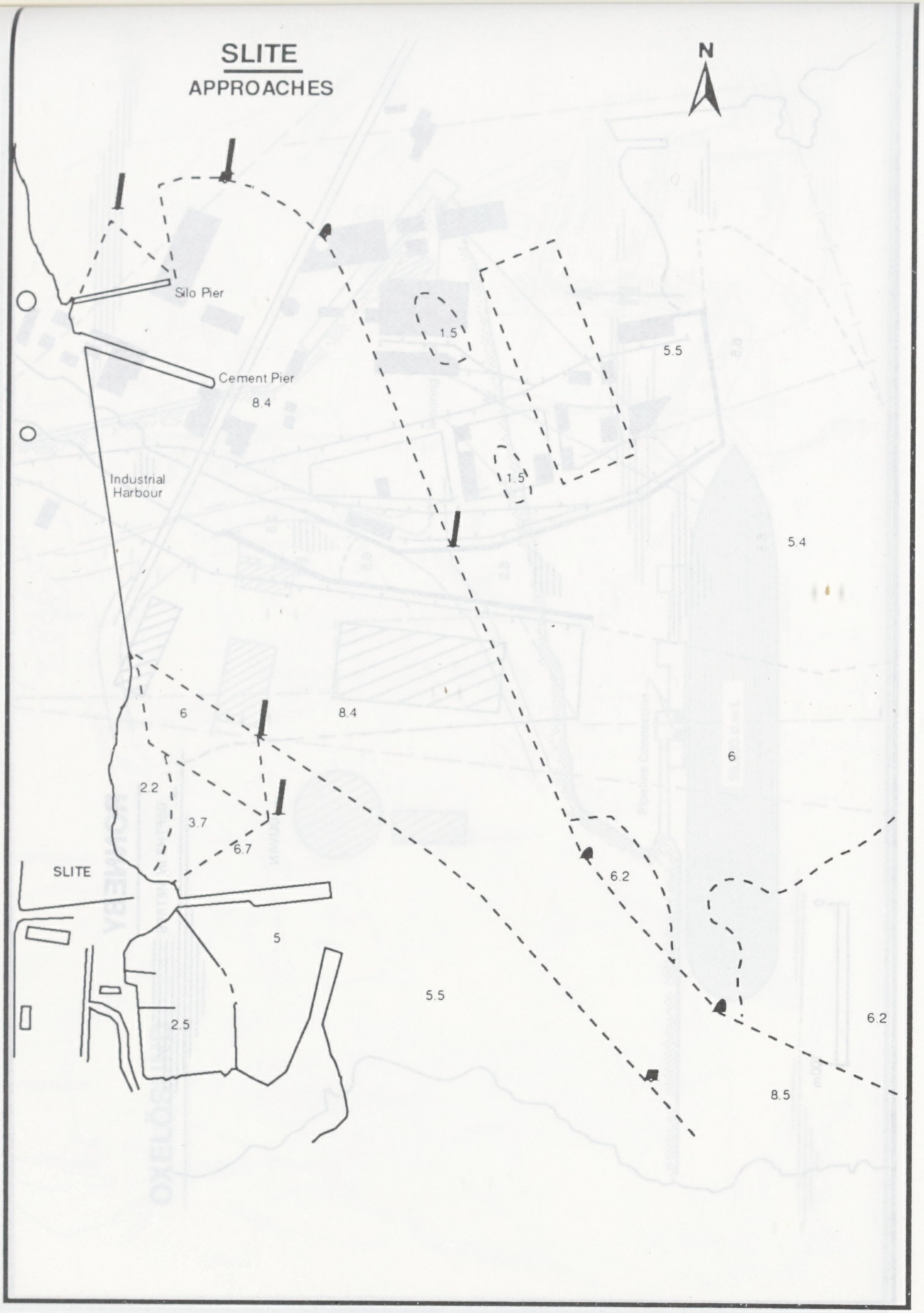

Mooring Hook
N
Pipeline Connection
95,000 d.w.t.

PITEA
HARAHOLMEN


N
Oil Store
Small Boat Shipyard
Yacht Harbour
Yacht Harbour
Shed
Shed
Office
Shed
Shed
Chemical Terminal
Oil Jetty
Ro-Ro Ramp
580 m.
Max. Draft 11.5 m.

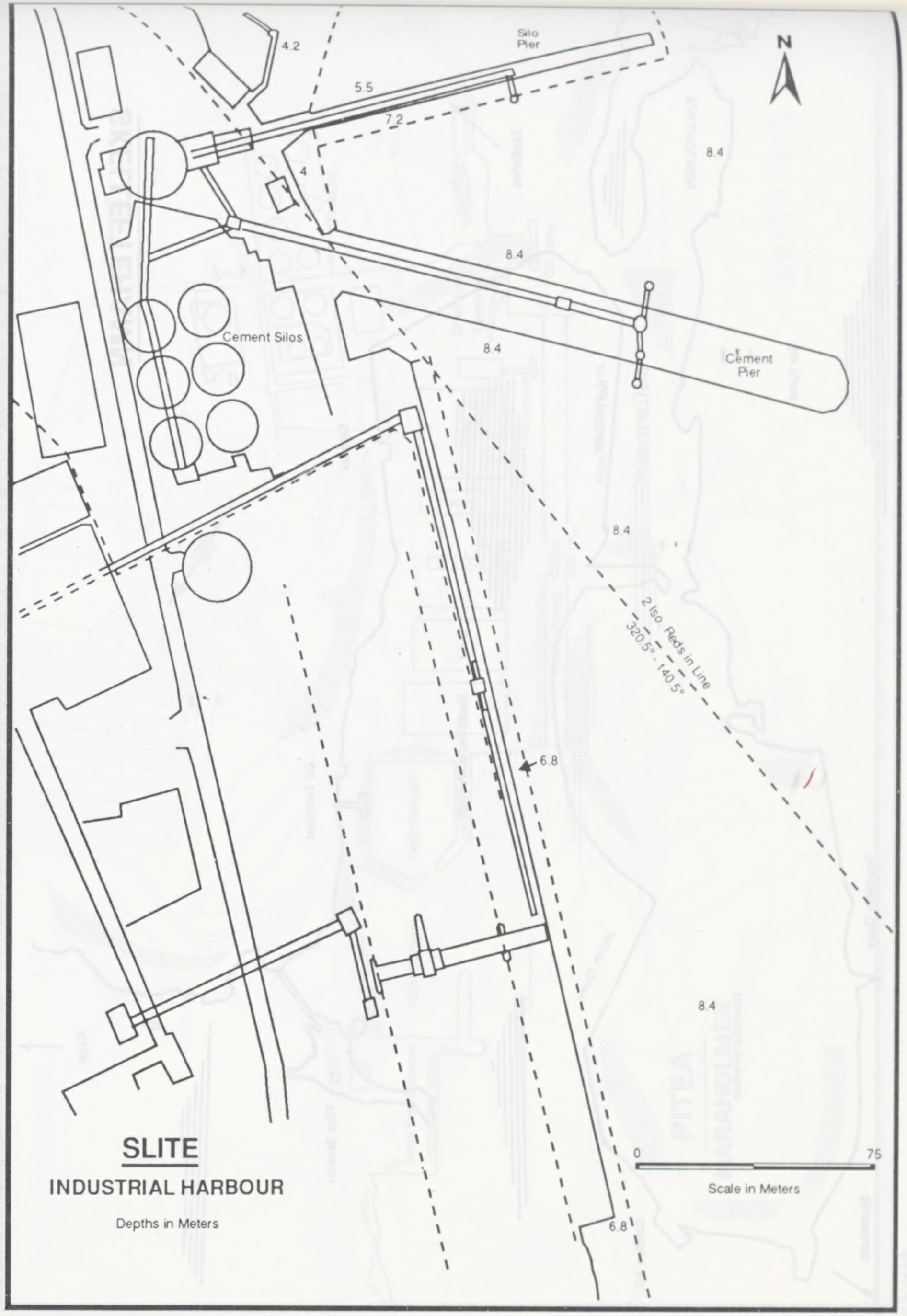

RONNEBY
DEPTHS IN METRES
DUVAN
2.5
6.5
6.5
6.5
6.5
6.5
0
100m


SKELLEFTEHAMN
Kage
Oil Terminal
Pilot Station
Siporex
Skelleftehamn Fjord
Skelleftea
North Quay
SKELLEFTEHAMN
North Quay
Boliden AB.
KALLHOLMEN
Ronnskarsverken
Sor Fjord
Southern Quay
Bjuroklubb



SLITE
APPROACHES

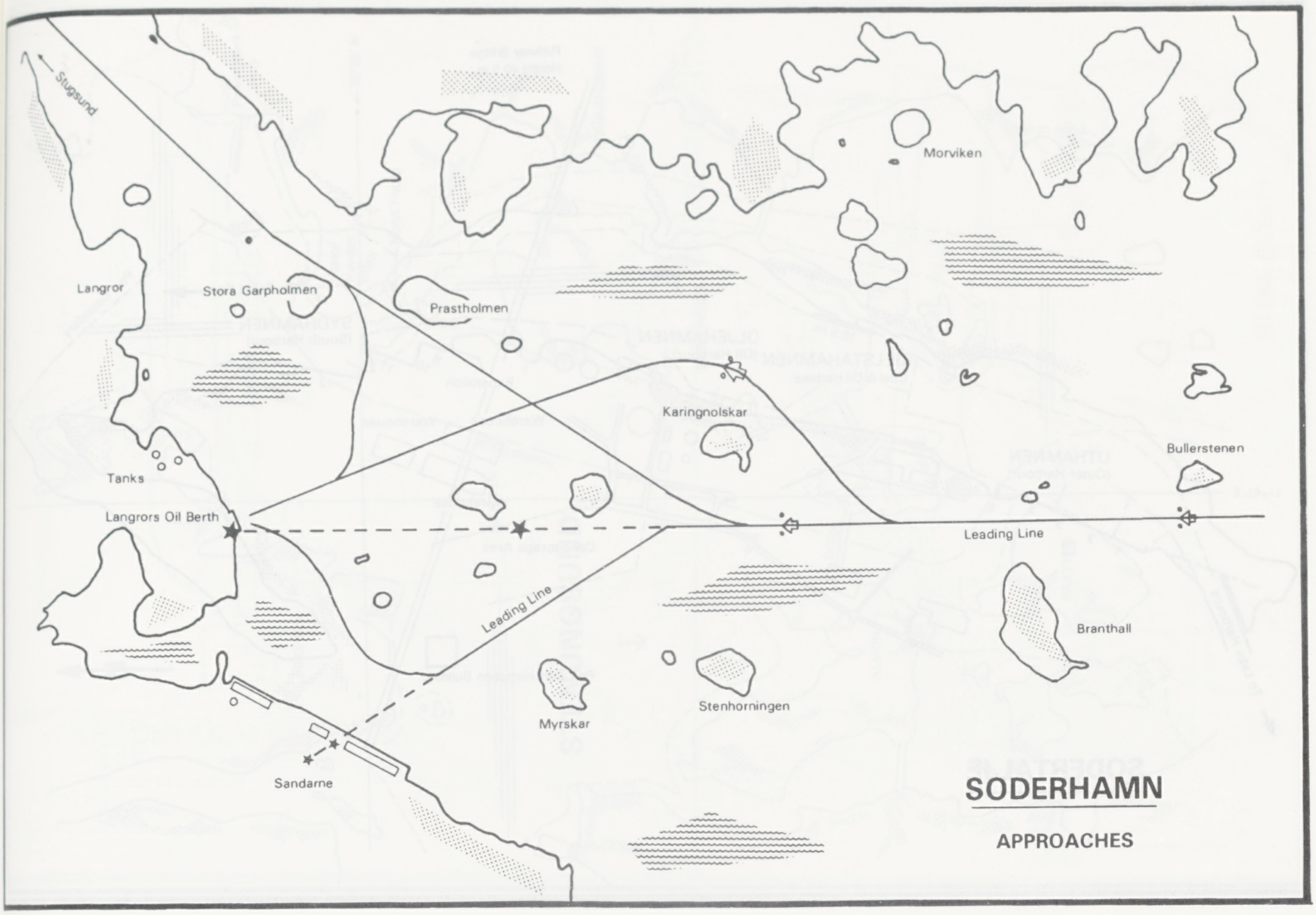
N
Silo Pier
Cement Pier
8.4
1.5
5.5
Industrial Harbour
1.5
5.4
6
8.4
2.2
3.7
6.7
SLITE
6.2
5
5.5
2.5
6.2
8.5



SLITE
INDUSTRIAL HARBOUR

Depths in Meters

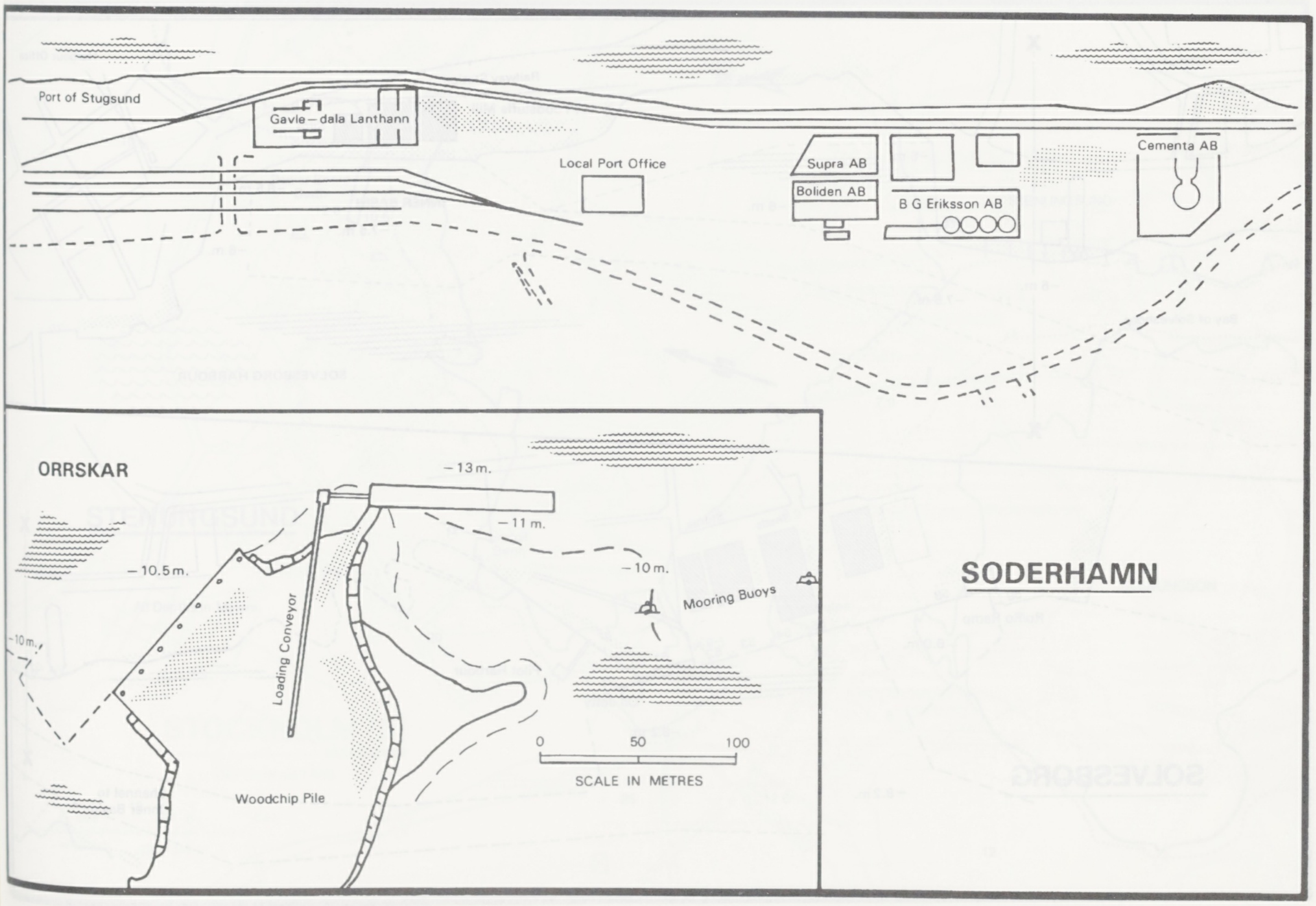
4.2
Silo Pier
N
5.5
7.2
4
8.4
8.4
Cement Silos
8.4
Cement Pier
8.4
2 Iso. Reds in Line
320.5° - 140.5°
6.8
8.4
0
75
Scale in Meters
6.8



SODERHAMN

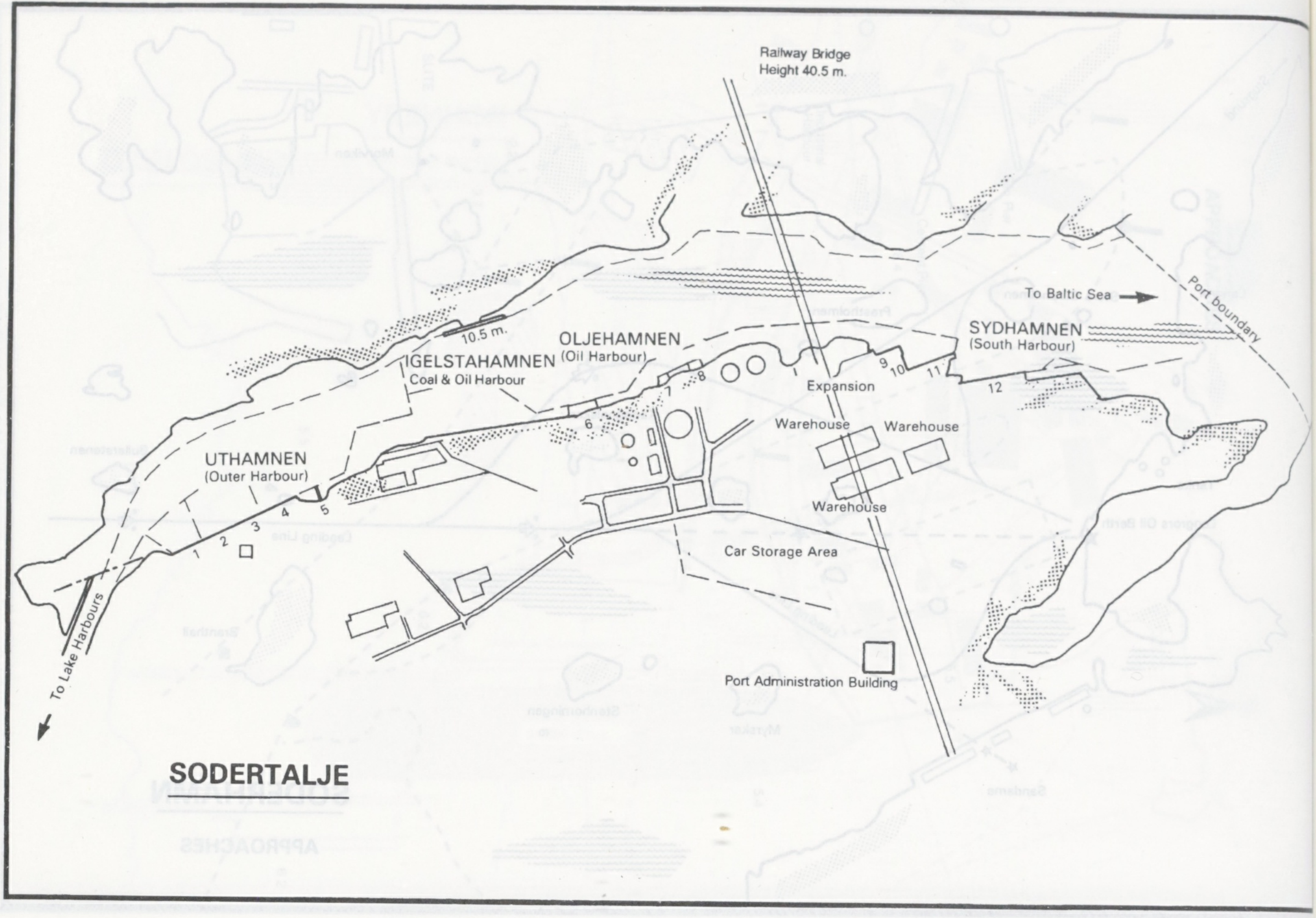
APPROACHES

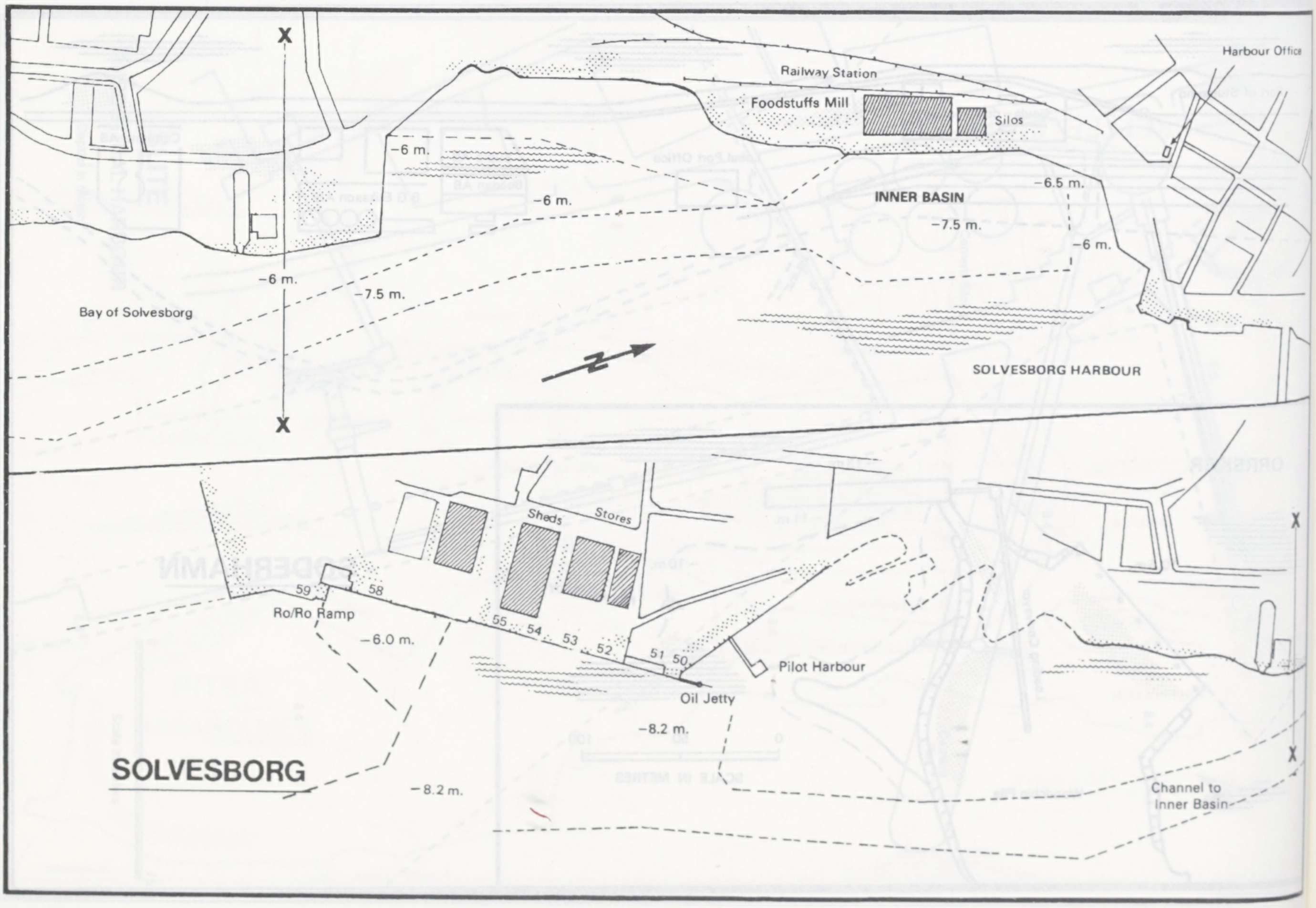
Stugsund
Langror
Stora Garpholmen
Prastholmen
Morviken
Karingnolskar
Bullerstenen
Tanks
Langrors Oil Berth
Leading Line
Leading Line
Branthall
Myrskar
Stenhorningen
Sandarne

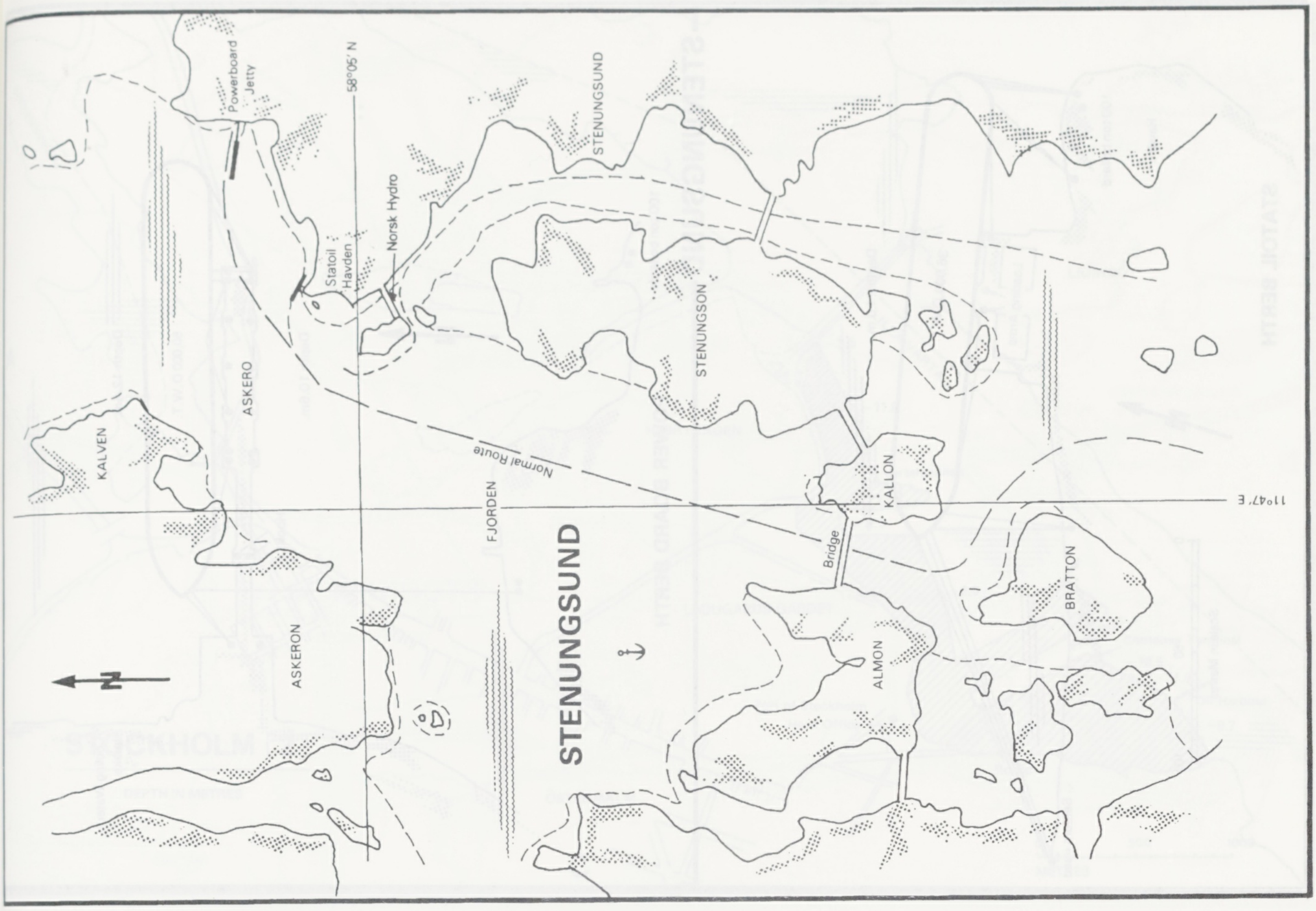


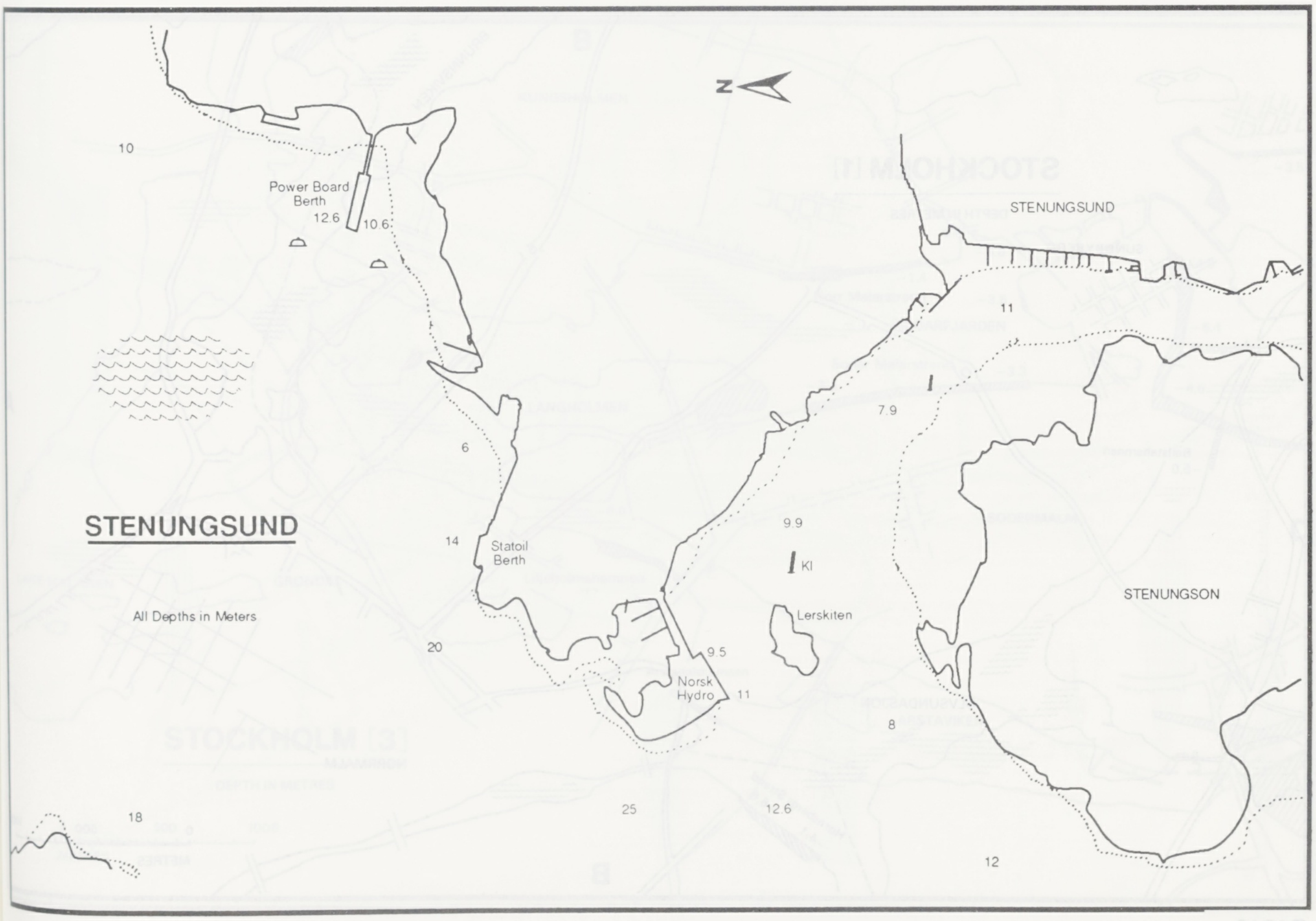
SODERHAMN

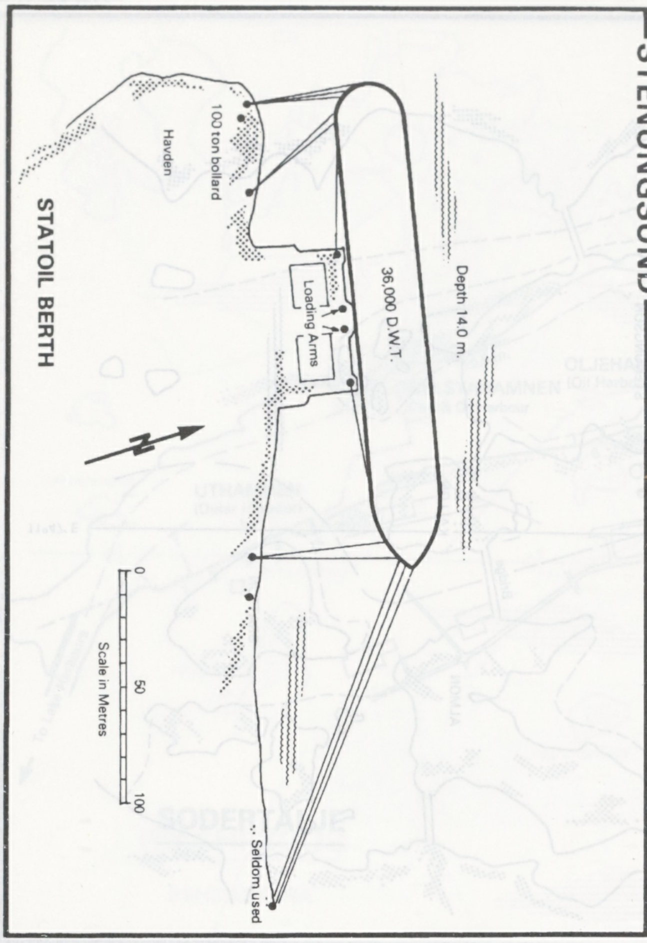
Port of Stugsund
Gavle – dala Lanthann
Local Port Office
Supra AB
Boliden AB
B G Eriksson AB
Cementa AB
ORRSKAR
– 13 m.
– 11 m.
– 10.5 m.
– 10 m.
– 10 m.
Mooring Buoys
Loading Conveyor
Woodchip Pile
0
50
100
SCALE IN METRES

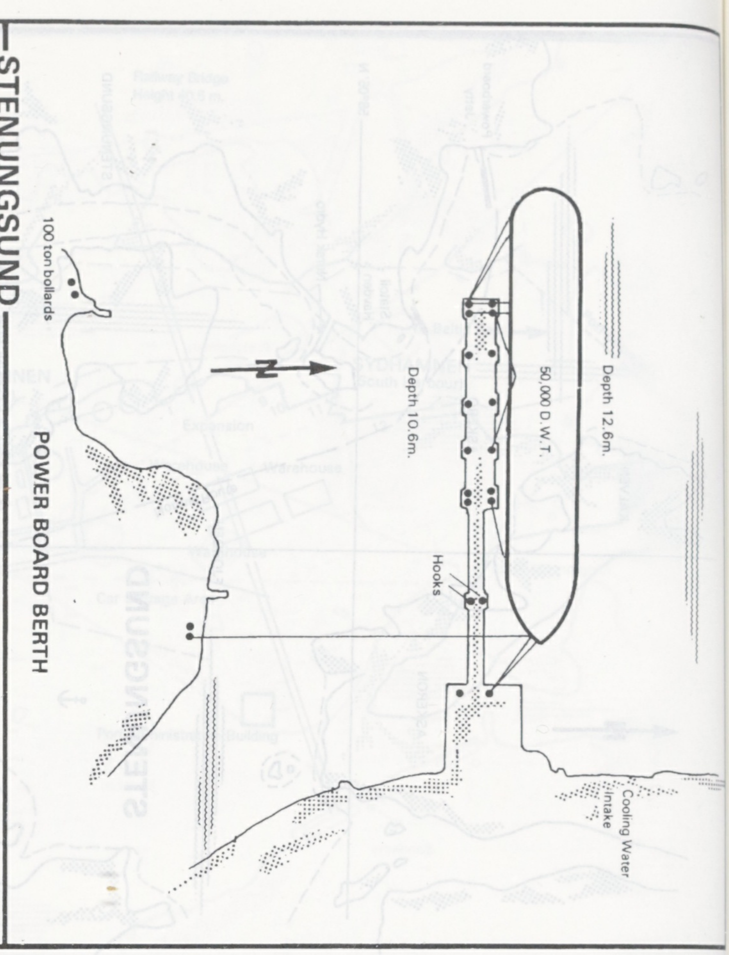

Railway Bridge
Height 40.5 m.
To Baltic Sea
Port boundary
SYDHAMNEN
(South Harbour)
OLJEHAMNEN
(Oil Harbour)
IGELSTAHAMNEN
Coal & Oil Harbour
10.5 m.
UTHAMNEN
(Outer Harbour)
1
2
3
4
5
6
7
8
9
10
11
12
Expansion
Warehouse
Warehouse
Warehouse
Car Storage Area
Port Administration Building
To Lake Harbours
SODERTALJE

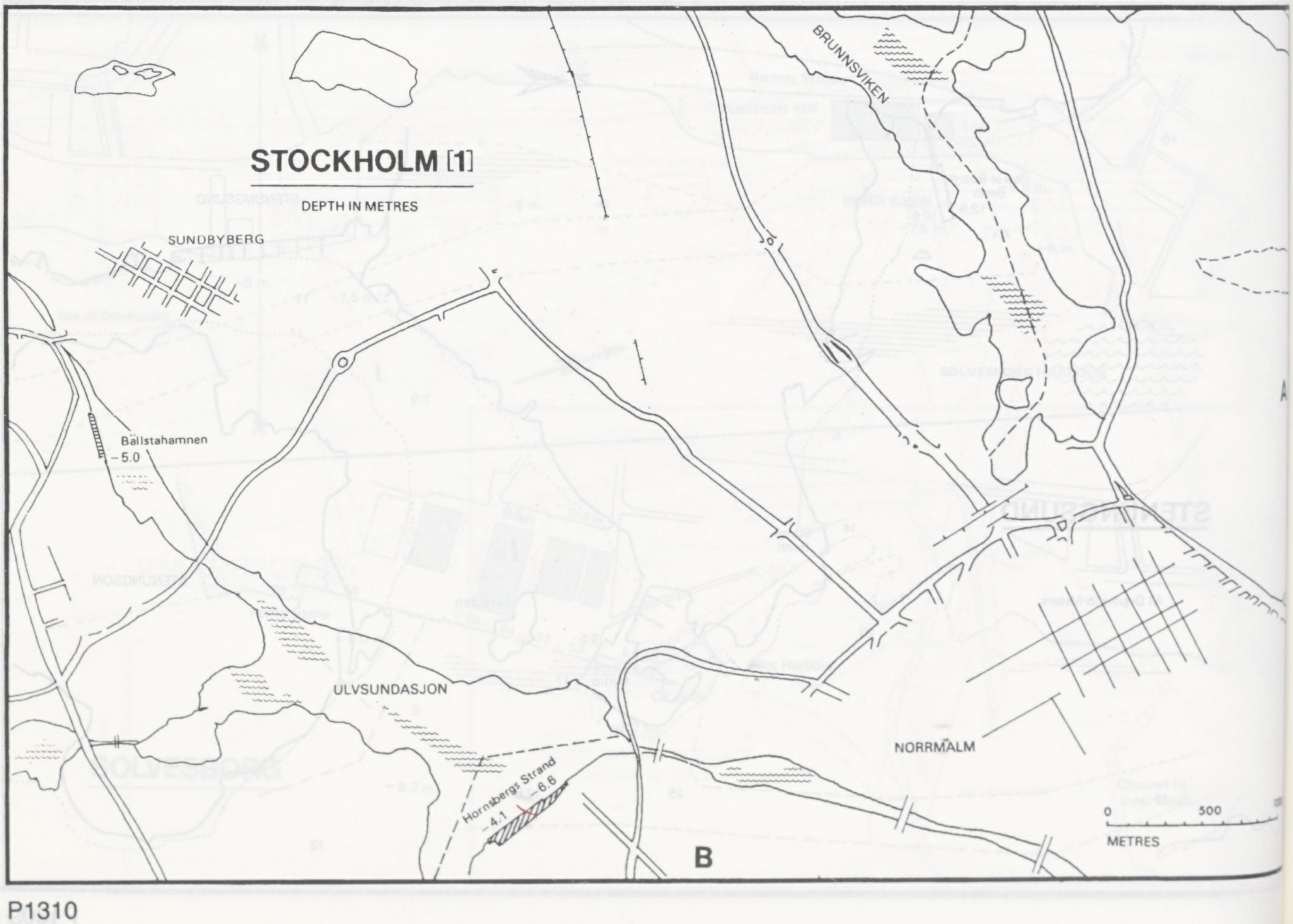

X
Railway Station
Foodstuffs Mill
Silos
Harbour Office
−6 m.
−6 m.
INNER BASIN
−6.5 m.
−7.5 m.
−6 m.
−6 m.
−7.5 m.
Bay of Solvesborg
SOLVESBORG HARBOUR
X
Sheds
Stores
59
58
Ro/Ro Ramp
55
54
53
52
51
50
−6.0 m.
Pilot Harbour
Oil Jetty
−8.2 m.
−8.2 m.
X
X
Channel to
Inner Basin
SOLVESBORG

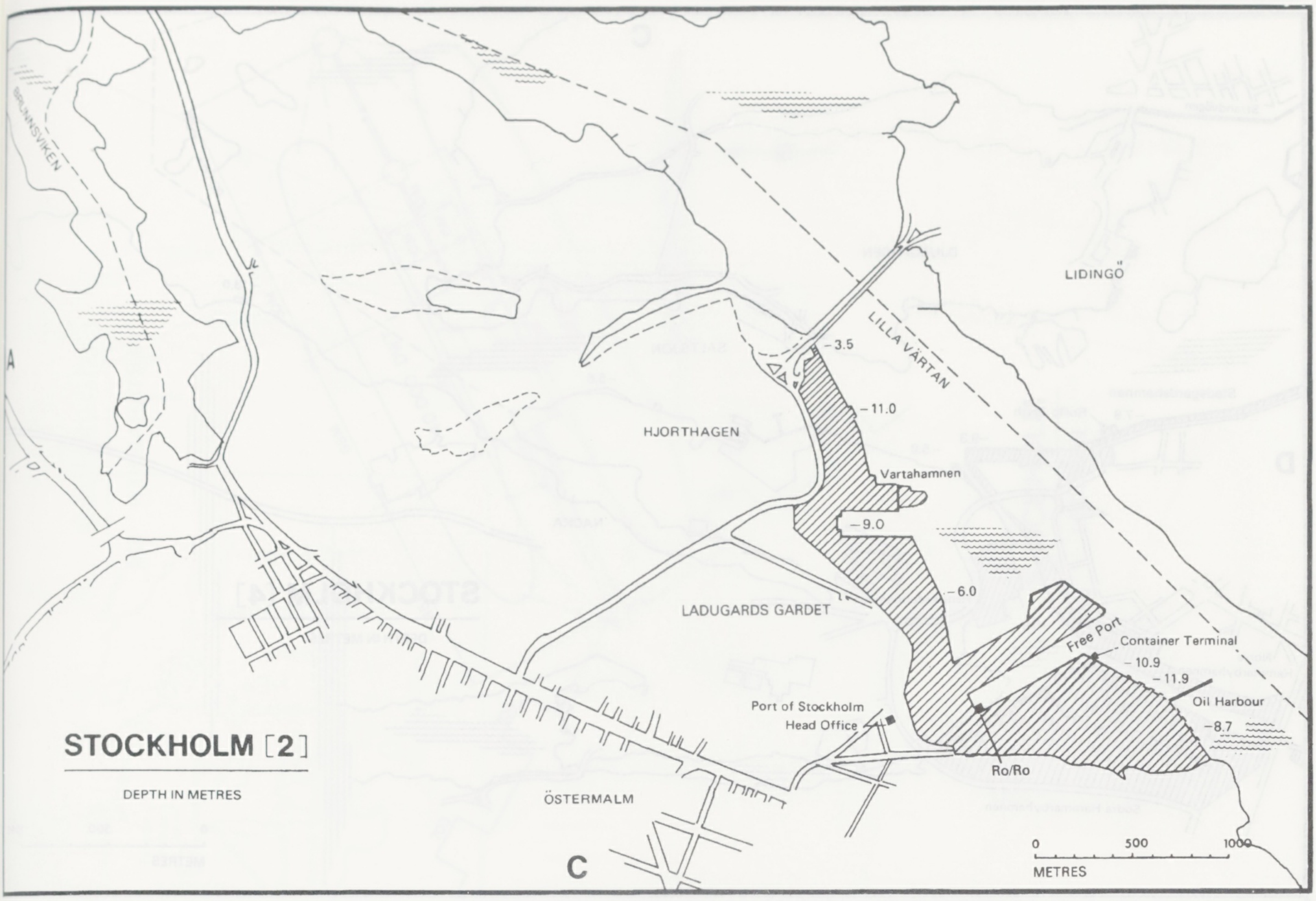

Powerboard Jetty
58°05'N
STENUNGSUND
Norsk Hydro
Statoil Havden
ASKERO
KALVEN
Normal Route
FJORDEN
STENUNGSUND
STENUNGSON
KALLON
Bridge
11°47'E
BRATTON
ALMON
ASKERON
N


N
10
Power Board Berth
12.6
10.6
STENUNGSUND
11
7.9
6
STENUNGSUND
9.9
14
Statoil Berth
KI
Lerskiten
STENUNGSON
All Depths in Meters
20
9.5
Norsk Hydro
11
8
18
25
12.6
12


STATOIL BERTH
100 ton bollard
Havden
Loading Arms
36,000 D.W.T.
Depth 14.0 m.
Seldom used
Scale in Metres
0
50
100


STENUNGSUND
POWER BOARD BERTH
100 ton bollards
Depth 10.6m.
50,000 D.W.T.
Depth 12.6m.
Hooks
Cooling Water Intake

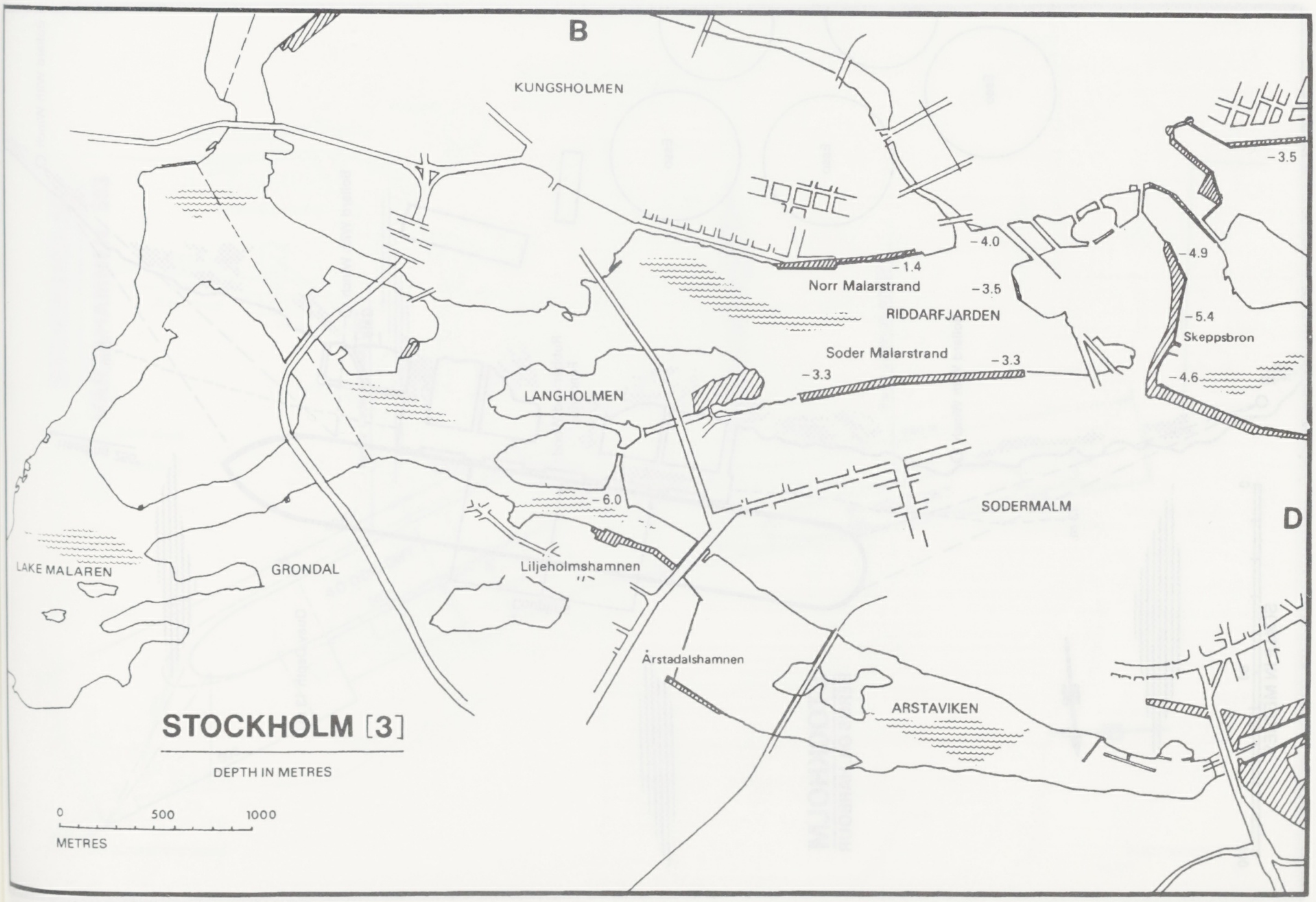

STOCKHOLM [1]
DEPTH IN METRES
SUNDBYBERG
BRUNNSVIKEN
Bällstahamnen
–5.0
ULVSUNDASJON
Hornsbergs Strand
4.1
6.6
NORRMALM
0
500
METRES
B



STOCKHOLM [2]

DEPTH IN METRES

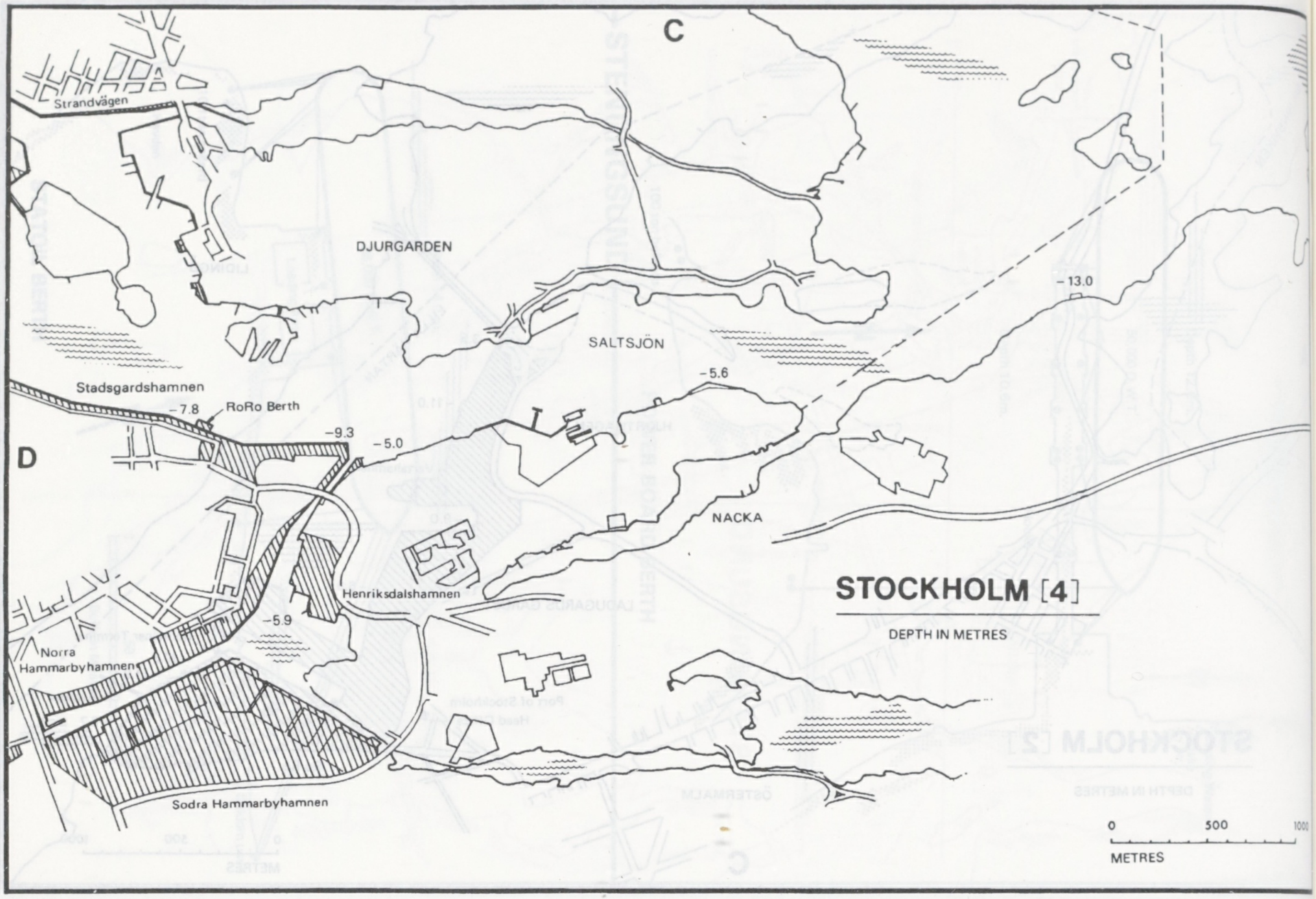
BRUNNSVIKEN
A
LIDINGÖ
LILLA VÄRTAN
−3.5
−11.0
HJORTHAGEN
Vartahamnen
−9.0
−6.0
LADUGARDS GARDET
Free Port
Container Terminal
−10.9
−11.9
Oil Harbour
−8.7
Port of Stockholm
Head Office
Ro/Ro
ÖSTERMALM
C
0
500
1000
METRES

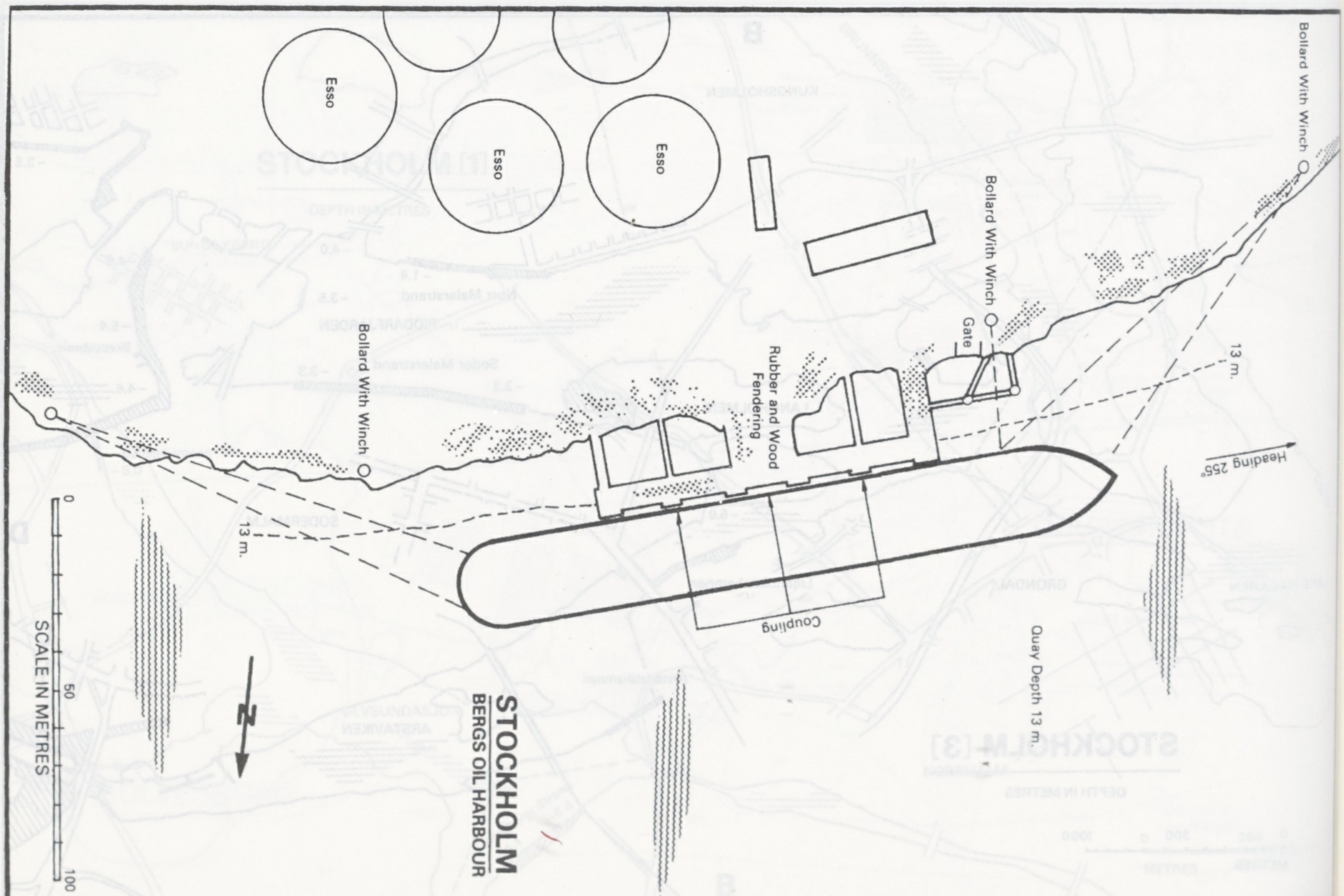


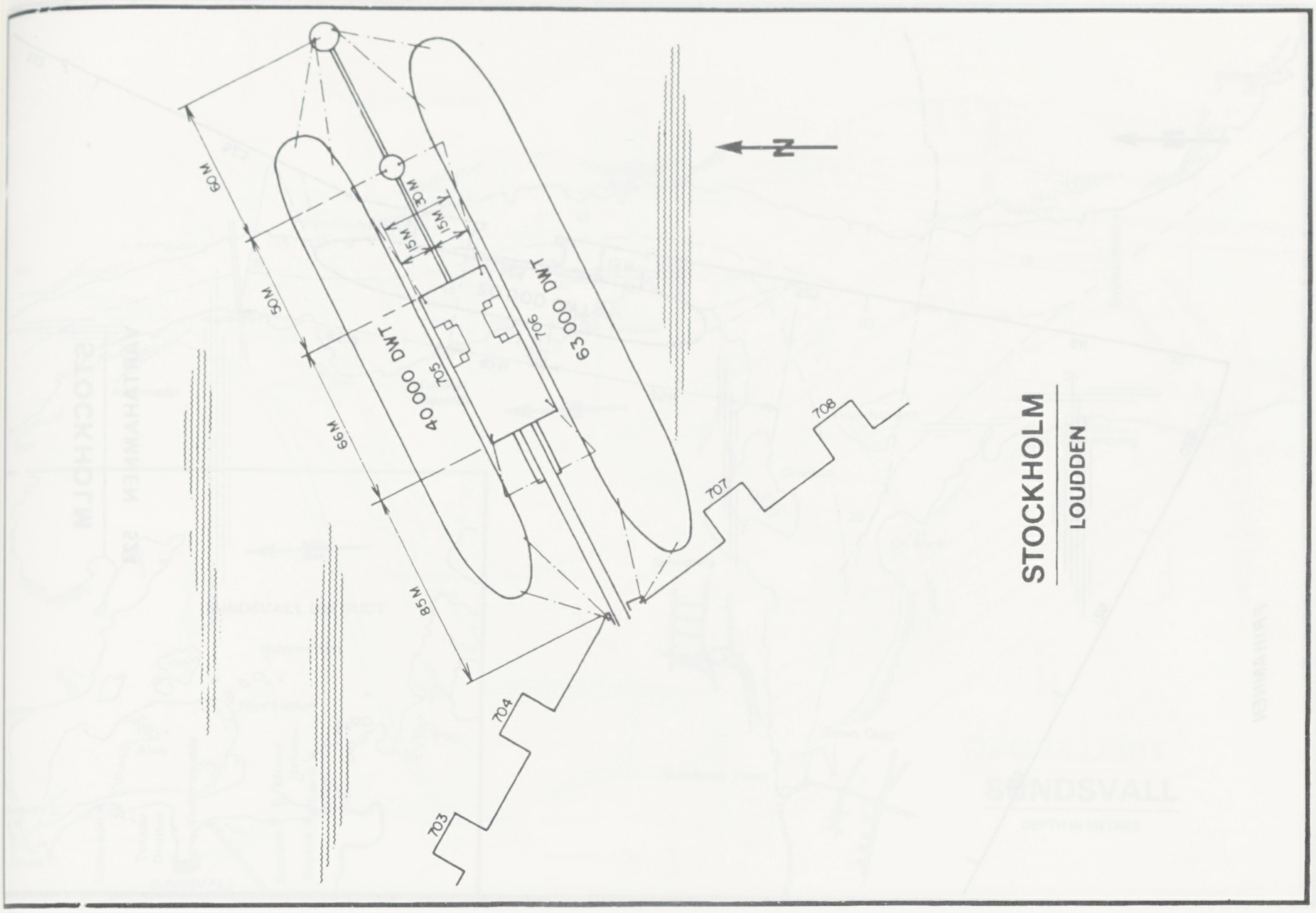
STOCKHOLM [3]

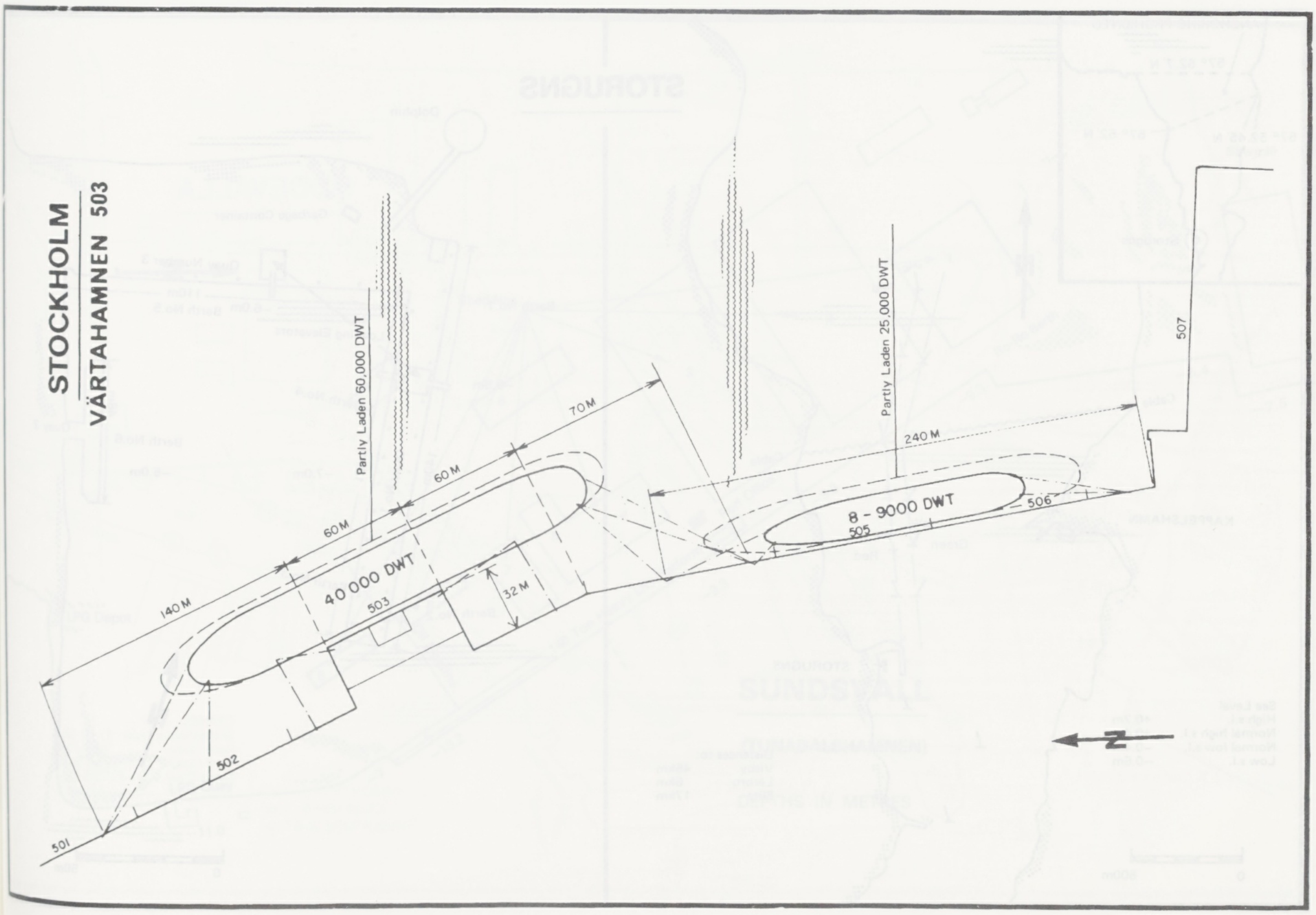
DEPTH IN METRES

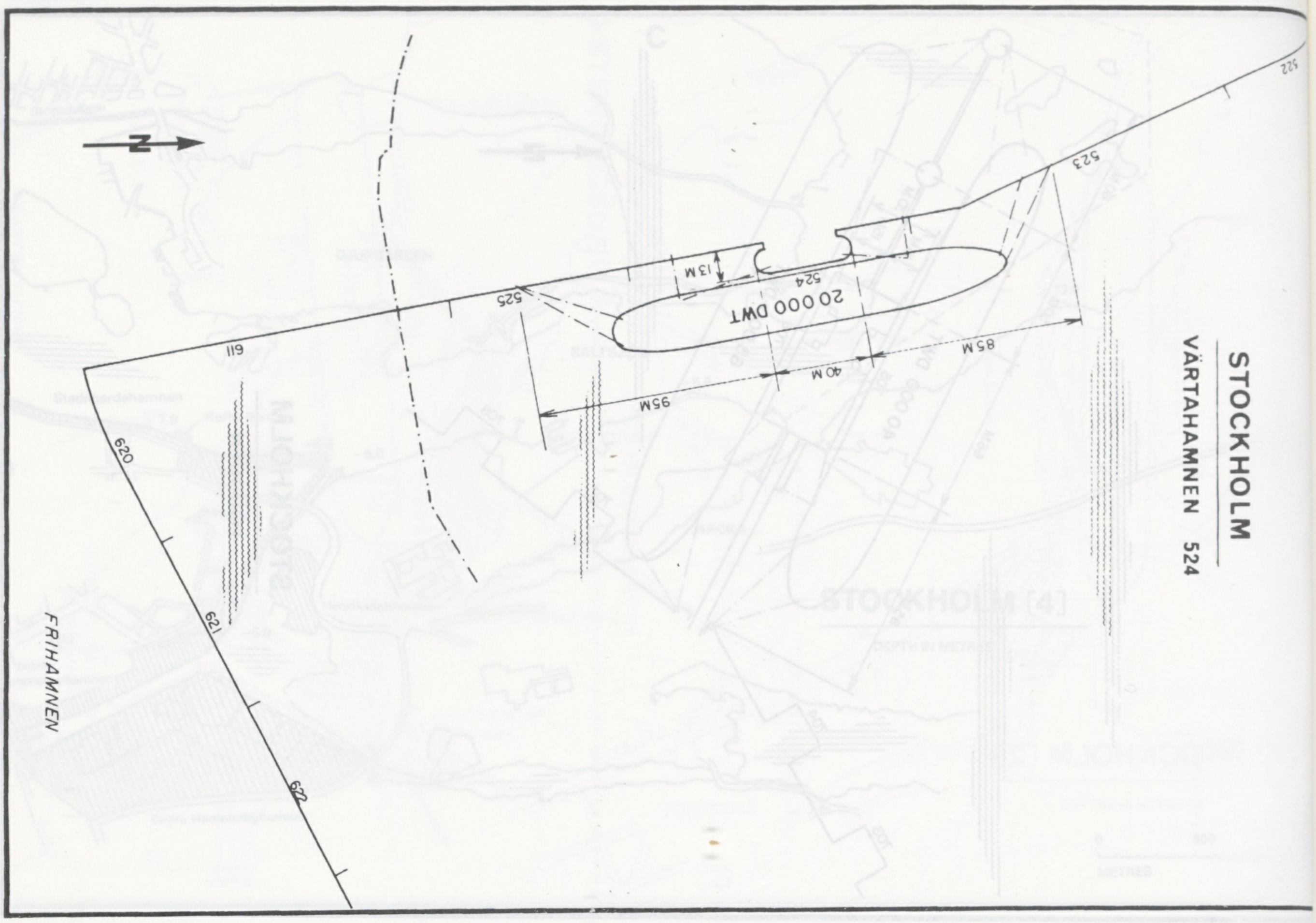
B
KUNGSHOLMEN
−3.5
−4.0
−1.4
−4.9
Norr Malarstrand
−3.5
RIDDARFJARDEN
−5.4
Skeppsbron
Soder Malarstrand
−3.3
−3.3
−4.6
LANGHOLMEN
−6.0
SODERMALM
D
LAKE MALAREN
GRONDAL
Liljeholmshamnen
Årstadalshamnen
ARSTAVIKEN
0
500
1000
METRES


C
Strandvägen
DJURGARDEN
SALTSJÖN
−13.0
−5.6
Stadsgardshamnen
−7.8
RoRo Berth
−9.3
−5.0
D
NACKA
Henriksdalshamnen
−5.9
Norra Hammarbyhamnen
Sodra Hammarbyhamnen
STOCKHOLM [4]
DEPTH IN METRES
0
500
100
METRES

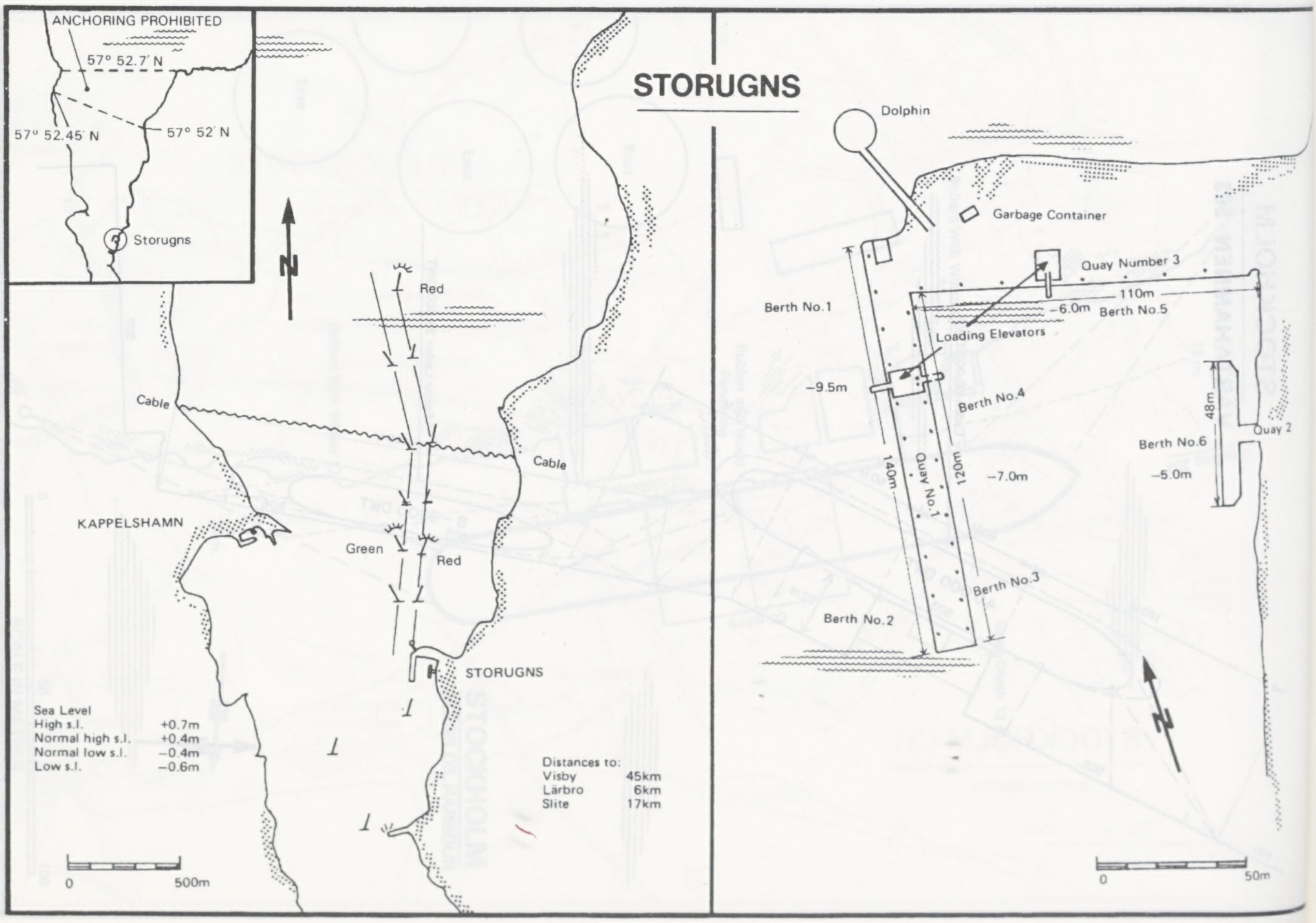

Esso
Esso
Esso
Bollard With Winch
Bollard With Winch
Bollard With Winch
Gate
Rubber and Wood Fendering
13 m.
13 m.
Heading 255°
Coupling
Quay Depth 13 m.
N
SCALE IN METRES
0
50
100
STOCKHOLM
BERGS OIL HARBOUR


STOCKHOLM
LOUDDEN
N
60 M
50 M
66 M
85 M
15 M
30 M
15 M
40 000 DWT
63 000 DWT
705
706
703
704
707
708


STOCKHOLM
VÄRTAHAMNEN 503
N
Partly Laden 60,000 DWT
Partly Laden 25,000 DWT
140 M
60 M
60 M
70 M
240 M
32 M
40 000 DWT
8 - 9000 DWT
501
502
503
505
506
507

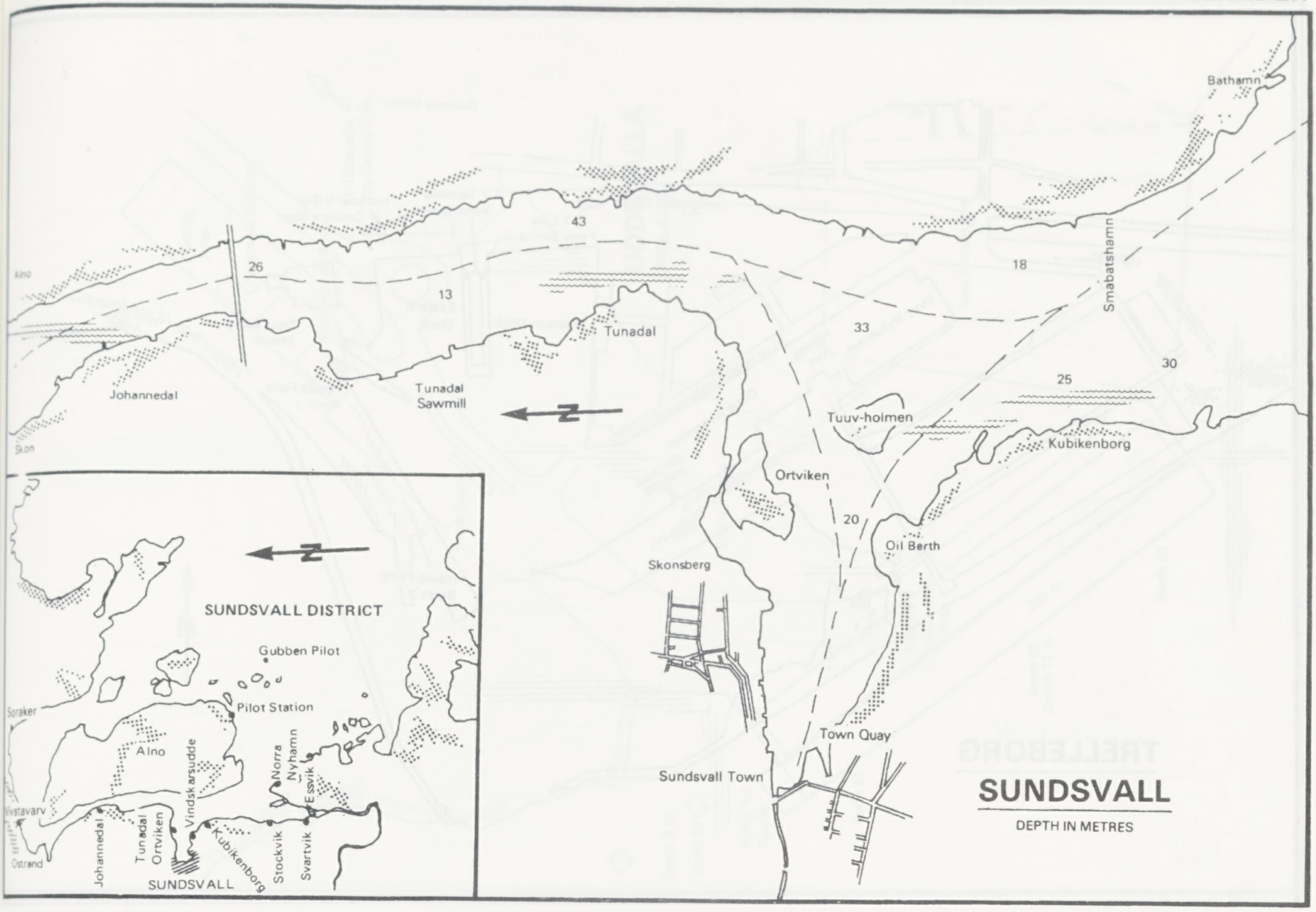

STOCKHOLM
VÄRTAHAMNEN 524
N
FRIHAMNEN
20 000 DWT
13 M
95 M
40 M
85 M
522
523
524
525
611
620
621
62

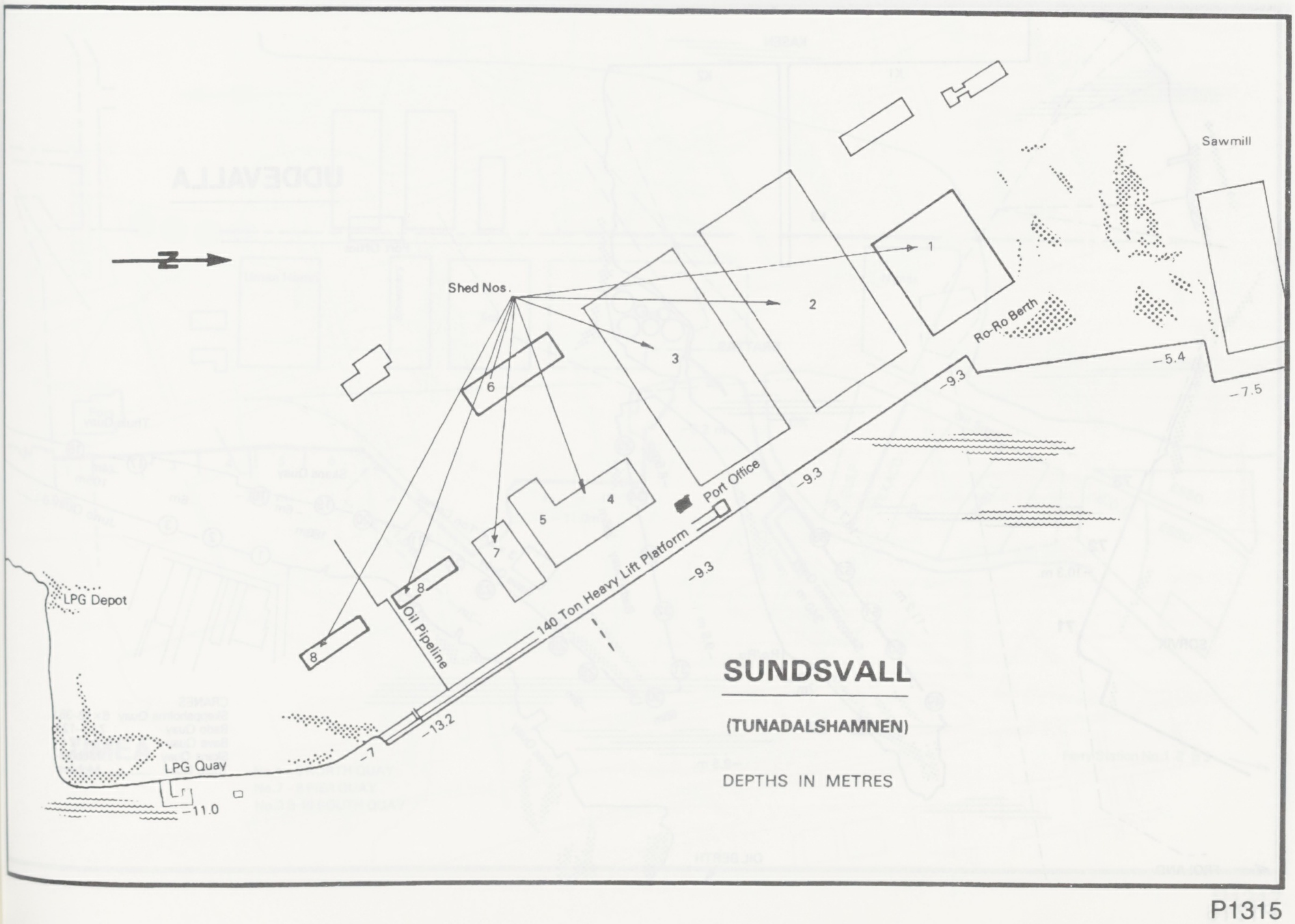
STORUGNS

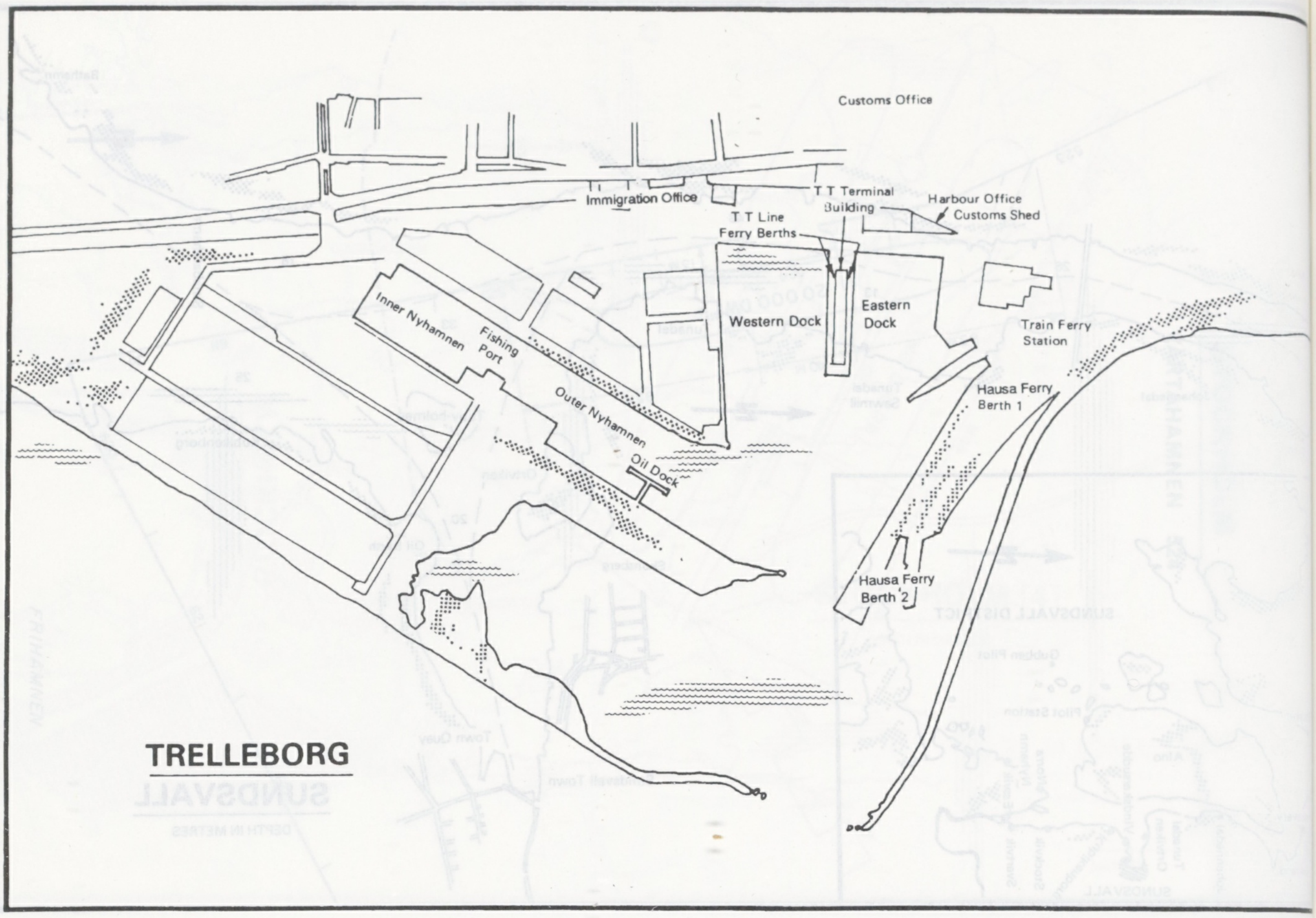

ANCHORING PROHIBITED
57° 52.7′ N
57° 52.45′ N
57° 52′ N
Storugns
N
Red
Cable
Cable
KAPPELSHAMN
Green
Red
STORUGNS
0
500m
Dolphin
Garbage Container
Quay Number 3
110m
−6.0m
Berth No.5
Berth No.1
Loading Elevators
−9.5m
Berth No.4
140m
Quay No.1
120m
−7.0m
Berth No.3
Berth No.2
48m
Quay 2
Berth No.6
−5.0m
N
0
50m

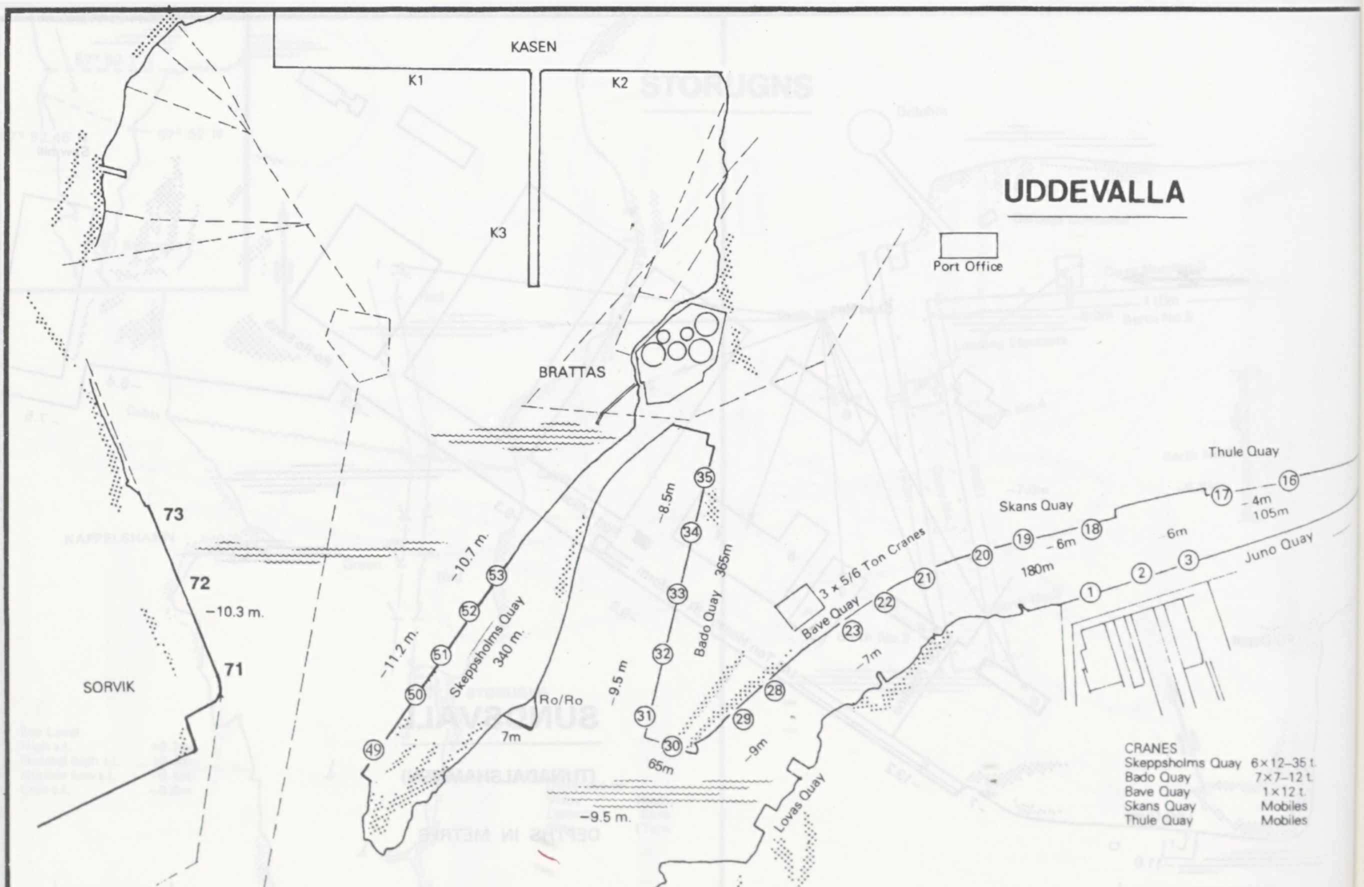
Sea Level	
High s.l.	+0.7m
Normal high s.l.	+0.4m
Normal low s.l.	−0.4m
Low s.l.	−0.6m

Distances to:	
Visby	45km
Lärbro	6km
Slite	17km


Bathamn
Alno
26
43
13
18
Smabatshamn
Tunadal
33
30
Johannedal
Tunadal Sawmill
25
Skon
Tuuv-holmen
Kubikenborg
Ortviken
20
Oil Berth
Skonsberg
Town Quay
Sundsvall Town
SUNDSVALL
DEPTH IN METRES
SUNDSVALL DISTRICT
Gubben Pilot
Pilot Station
Soraker
Alno
Vindskarsudde
Norra Nyhamn
Essvik
Wivstavarv
Ostrand
Johannedal
Tunadal
Ortviken
Kubikenborg
Stockvik
Svartvik
SUNDSVALL

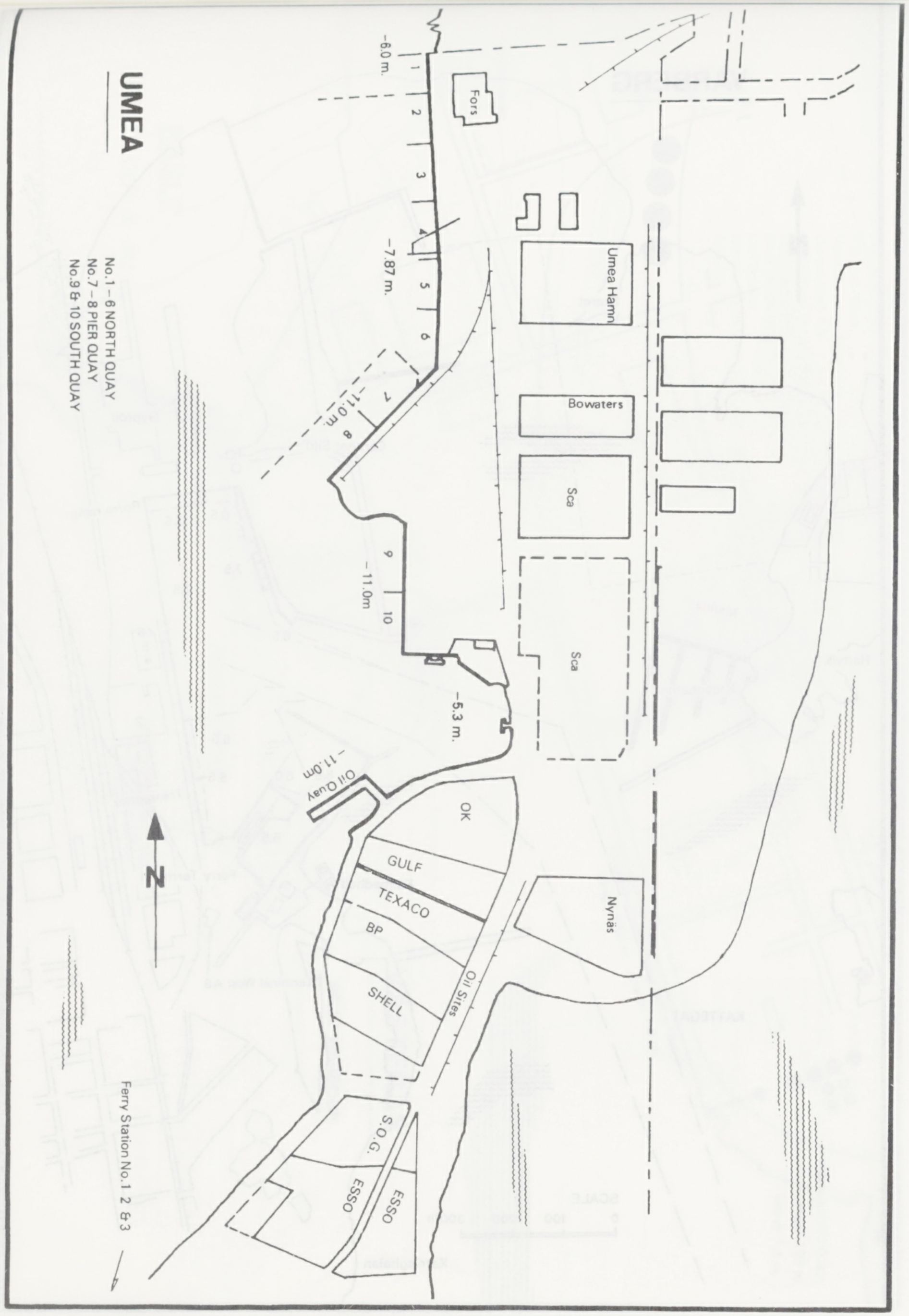

Sawmill
1
Shed Nos.
2
3
Ro-Ro Berth
−5.4
−7.5
6
−9.3
4
5
Port Office
−9.3
7
8
140 Ton Heavy Lift Platform
−9.3
LPG Depot
8
Oil Pipeline
−13.2
−7
LPG Quay
−11.0
SUNDSVALL
(TUNADALSHAMNEN)
DEPTHS IN METRES

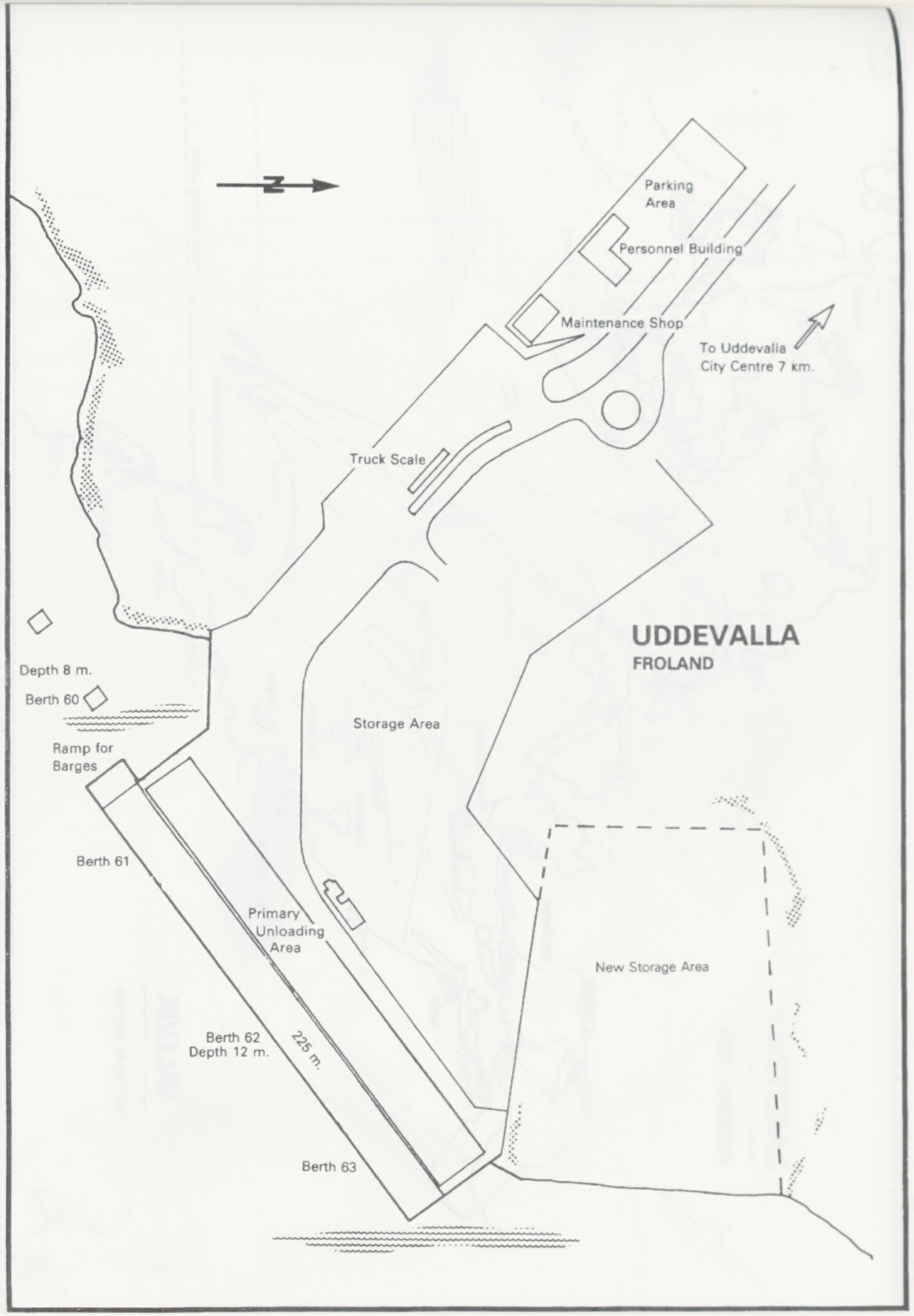

TRELLEBORG
Customs Office
Immigration Office
T T Terminal Building
T T Line Ferry Berths
Harbour Office
Customs Shed
Western Dock
Eastern Dock
Train Ferry Station
Inner Nyhamnen
Fishing Port
Outer Nyhamnen
Oil Dock
Hausa Ferry Berth 1
Hausa Ferry Berth 2

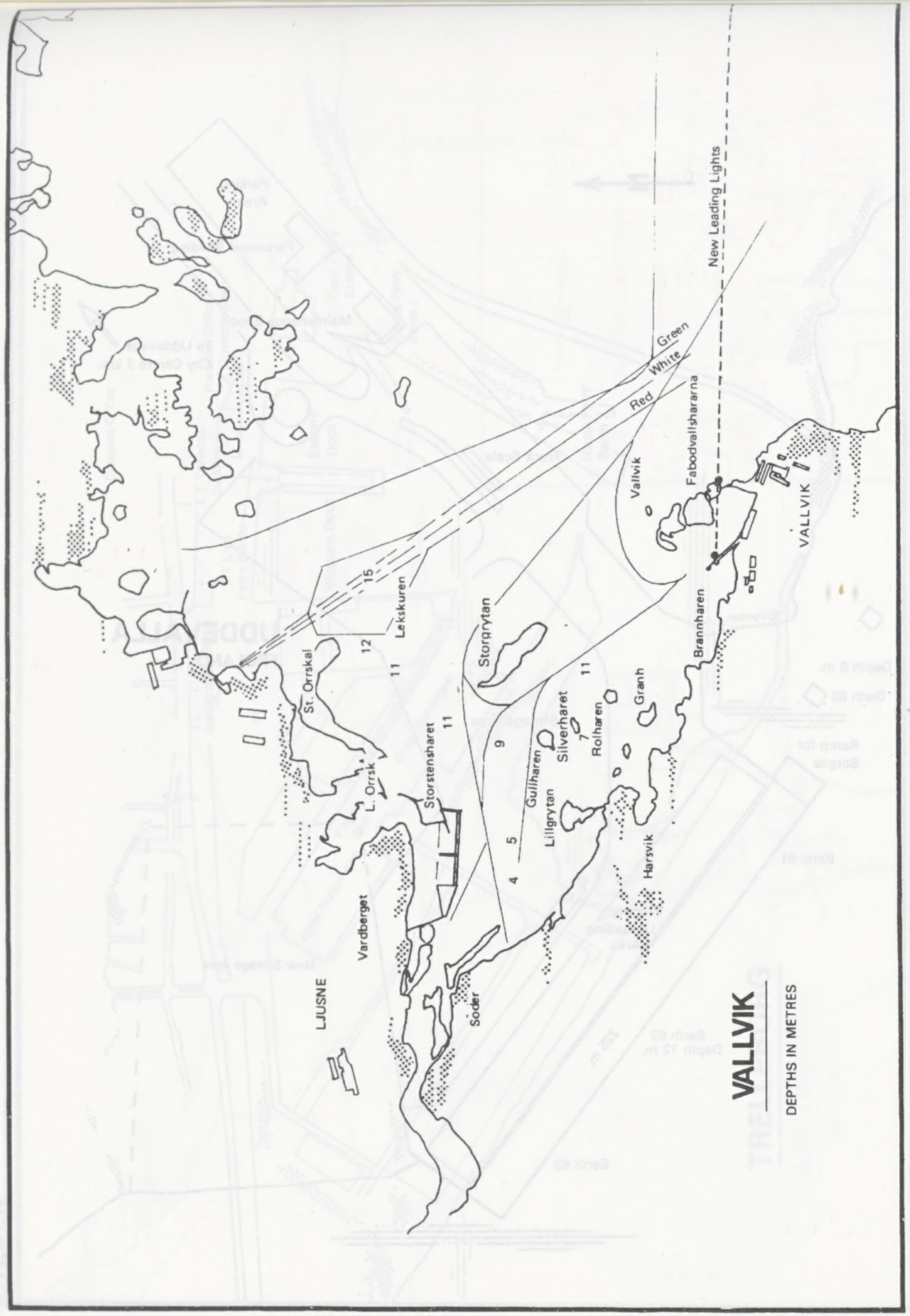

UDDEVALLA
KASEN
K1
K2
K3
BRATTAS
Port Office
SORVIK
73
72
71
−10.3 m.
−10.7 m.
−11.2 m.
Skeppsholms Quay 340 m.
49
50
51
52
53
Ro/Ro
7m
−8.5m
−9.5 m
Bado Quay 365m
30
31
32
33
34
35
65m
−9.5 m.
−9m
Lovas Quay
28
29
23
22
21
20
19
18
17
16
1
2
3
−7m
Bave Quay
3 × 5/6 Ton Cranes
Skans Quay
−6m
180m
6m
Thule Quay
4m
105m
Juno Quay
OIL BERTH
FROLAND

CRANES

Skeppsholms Quay	6×12–35 t.
Bado Quay	7×7–12 t.
Bave Quay	1×12 t.
Skans Quay	Mobiles
Thule Quay	Mobiles


UMEA
No.1 – 6 NORTH QUAY
No.7 – 8 PIER QUAY
No.9 & 10 SOUTH QUAY
–6.0 m.
Fors
2
3
4
–7.87 m.
5
6
Umea Hamn
Bowaters
Sca
Sca
7
–11.0 m
8
9
–11.0m
10
–5.3 m.
Oil Quay
–11.0m
OK
GULF
TEXACO
BP
SHELL
Oil Sites
Nynäs
S.O.G.
ESSO
ESSO
N
Ferry Station No.1 2 & 3

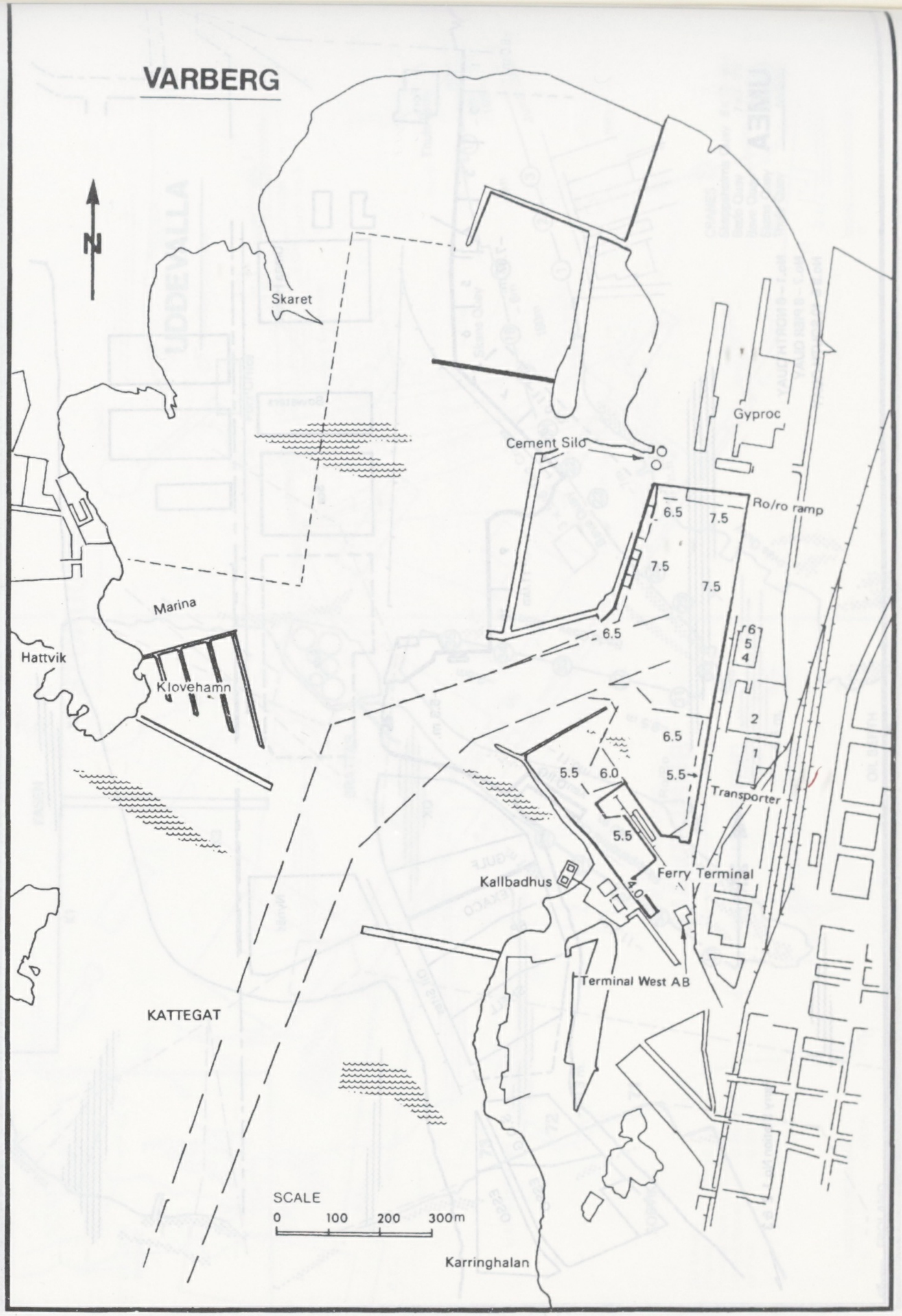

N
Parking Area
Personnel Building
Maintenance Shop
To Uddevalla City Centre 7 km.
Truck Scale
UDDEVALLA
FROLAND
Depth 8 m.
Berth 60
Storage Area
Ramp for Barges
Berth 61
Primary Unloading Area
New Storage Area
Berth 62 Depth 12 m.
225 m.
Berth 63

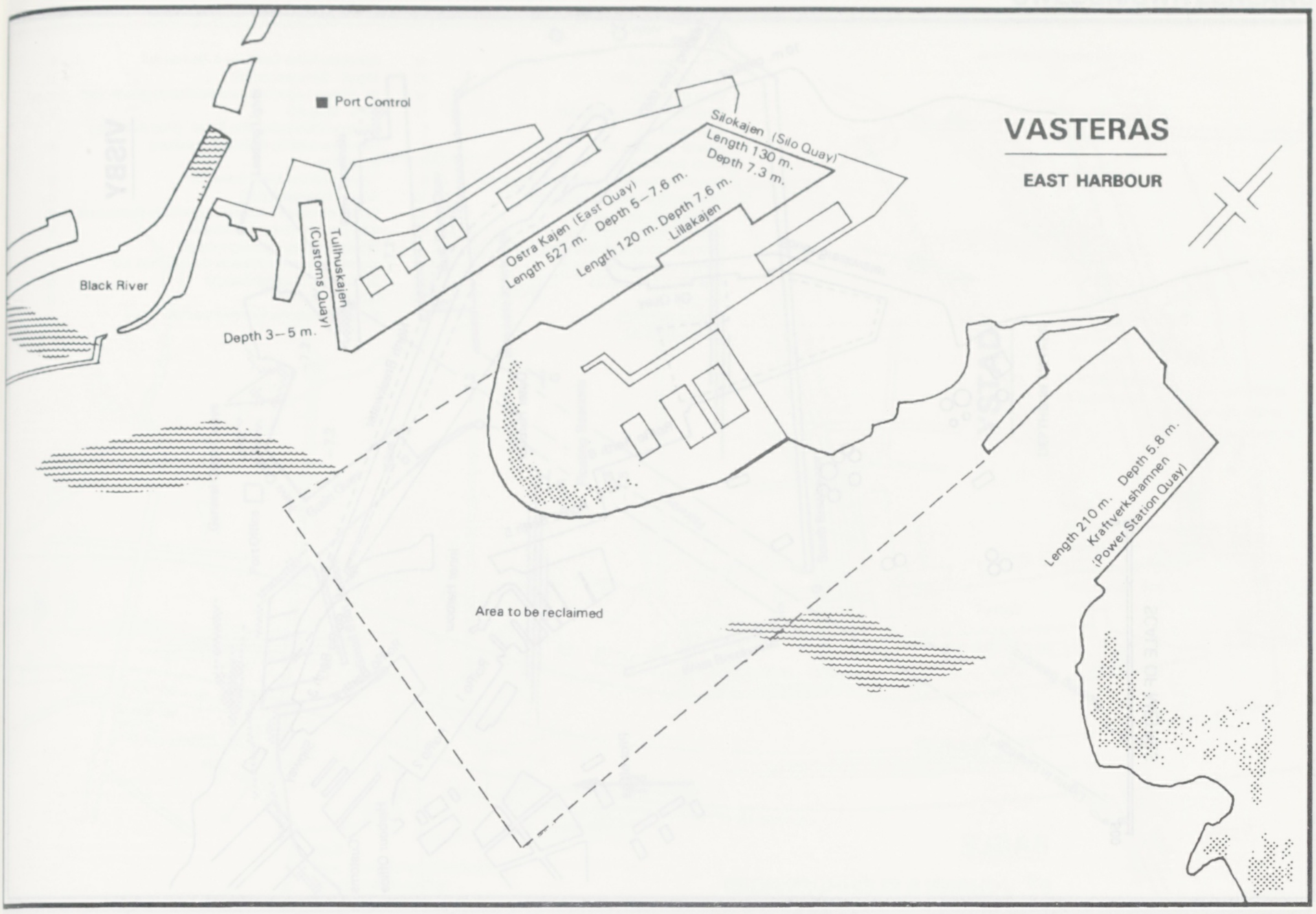

Green
White
Red
New Leading Lights
Vallvik
Fabodvallshararna
VALLVIK
Brannharen
Granh
11
Rolharen
7
Silverharet
Gullharen
Lillgrytan
Storgrytan
9
5
4
11
Storstensharet
Lekskuren
15
12
11
St. Orrskal
L. Orrsk
Vardberget
LJUSNE
Soder
Harsvik

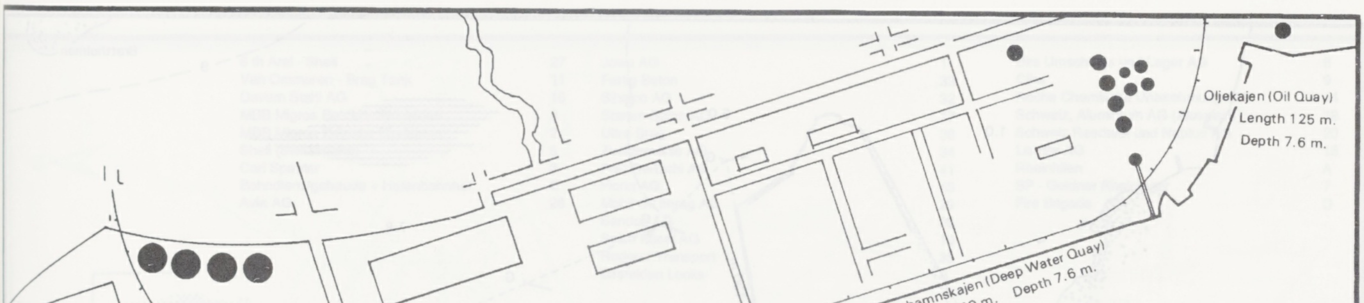
VALLVIK

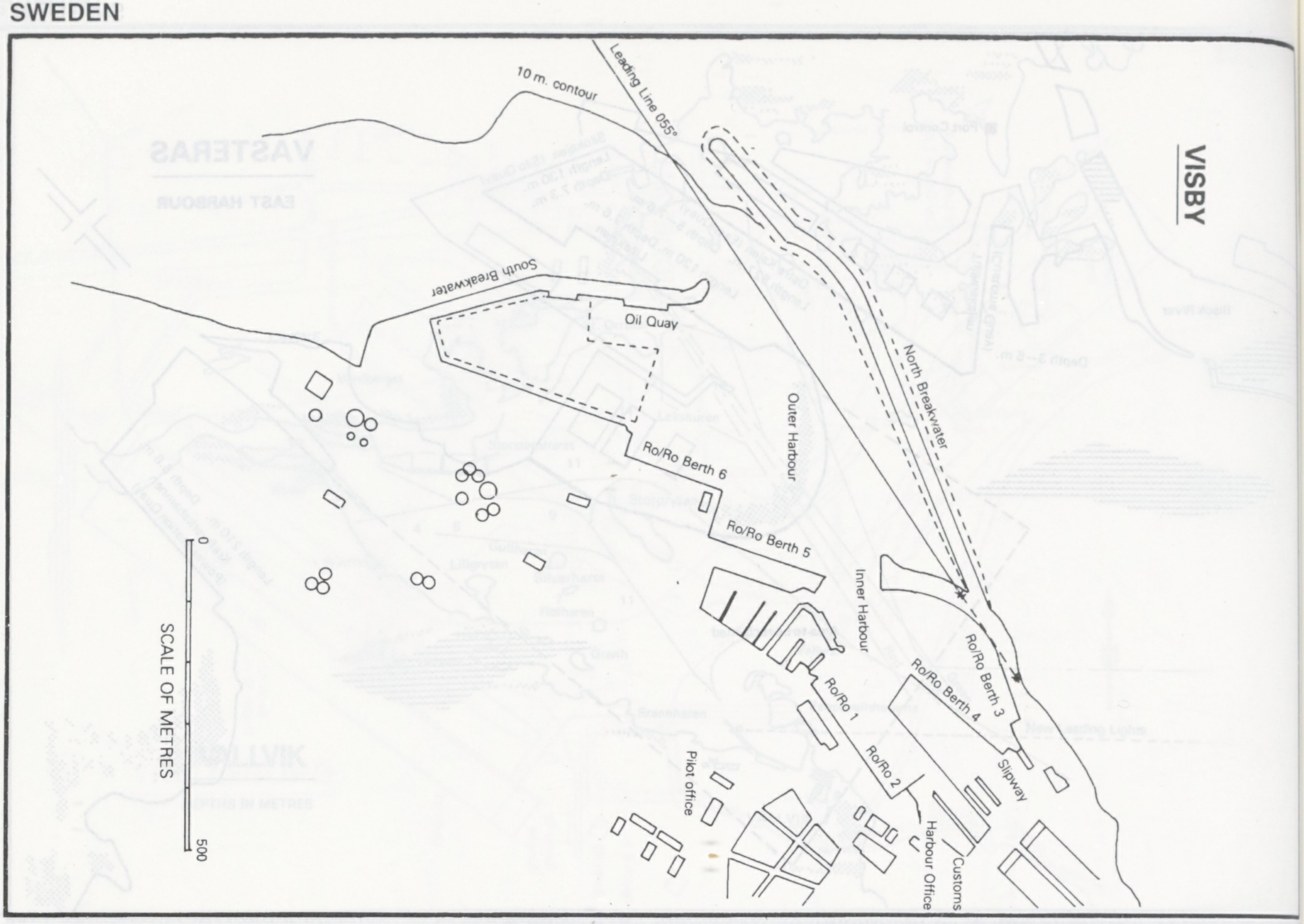
DEPTHS IN METRES

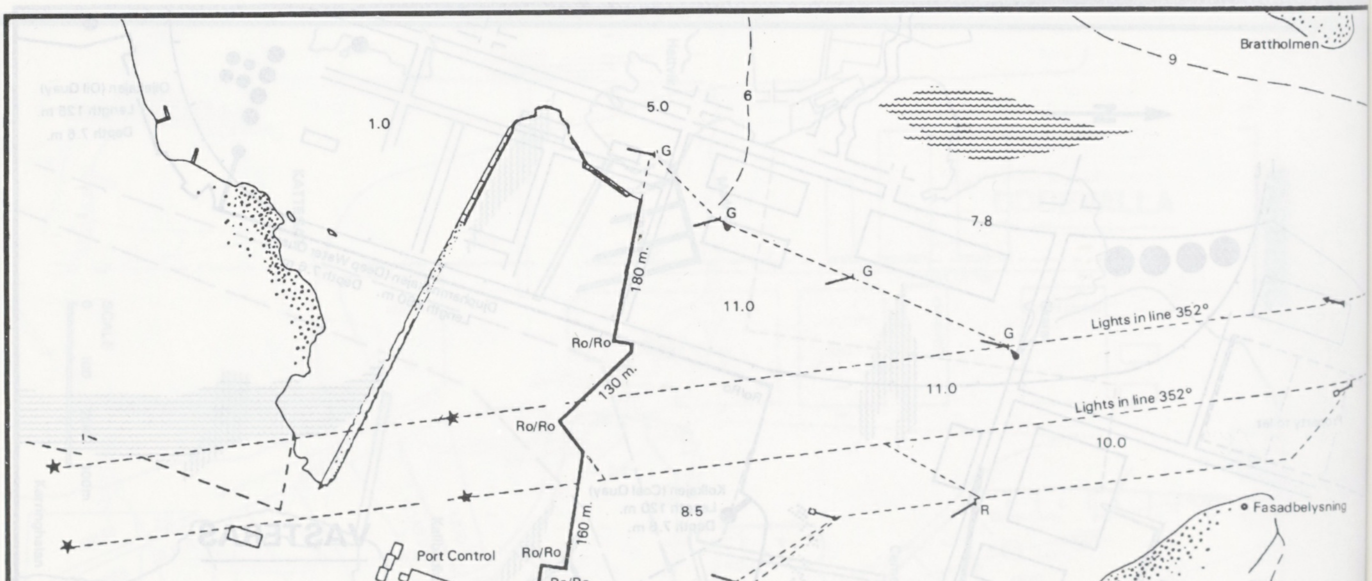
VARBERG

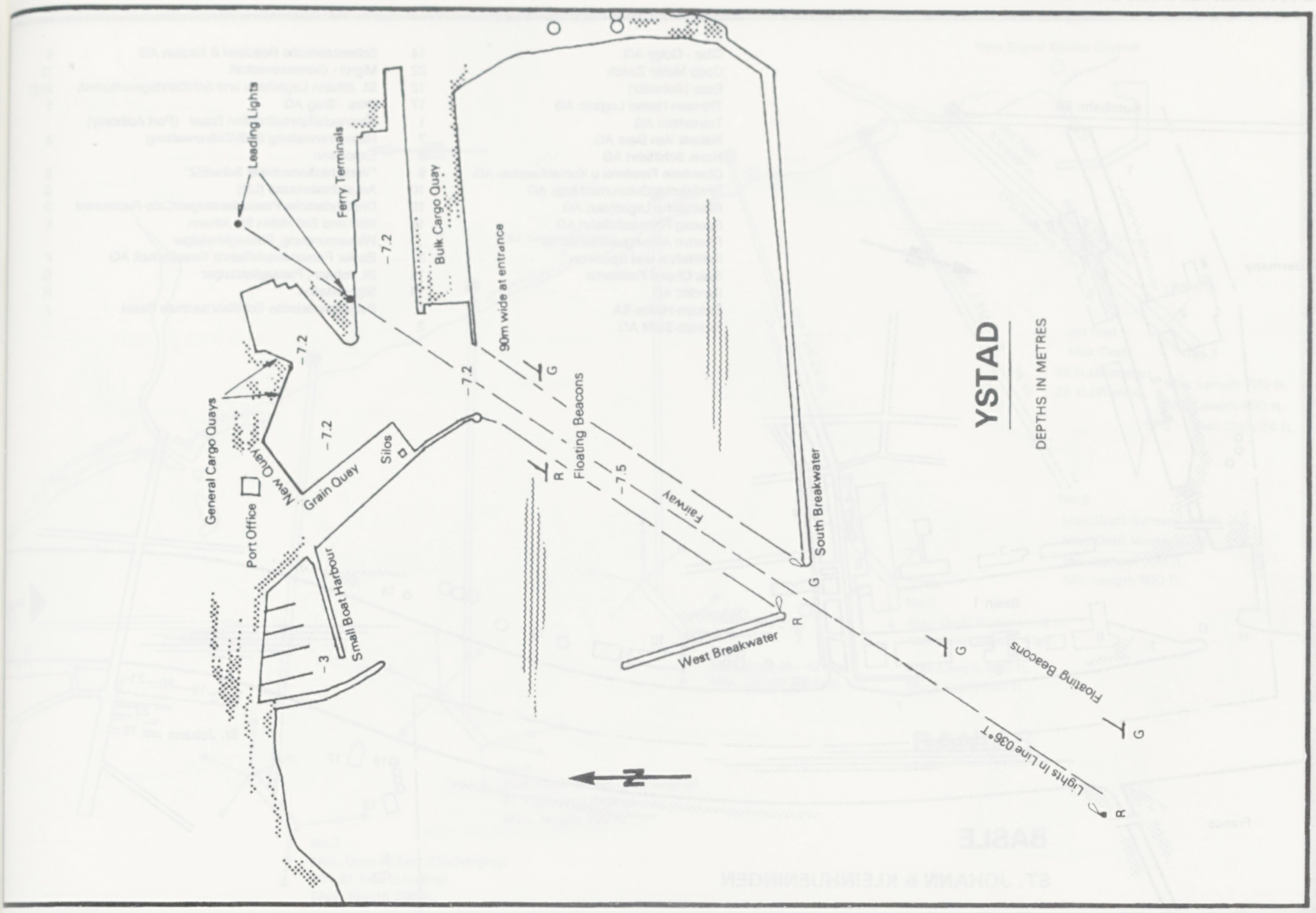

N
Skaret
Cement Silo
Gyproc
Ro/ro ramp
6.5
7.5
7.5
7.5
6.5
6
5
4
2
1
6.5
5.5
6.0
5.5
5.5
Transporter
Ferry Terminal
Kallbadhus
Terminal West AB
Marina
Hattvik
Klovehamn
KATTEGAT
SCALE
0
100
200
300m
Karringhalan


VASTERAS
EAST HARBOUR
Port Control
Silokajen (Silo Quay)
Length 130 m.
Depth 7.3 m.
Ostra Kajen (East Quay)
Length 527 m. Depth 5–7.6 m.
Length 120 m. Depth 7.6 m.
Lillakajen
Tullhuskajen
(Customs Quay)
Depth 3–5 m.
Black River
Area to be reclaimed
Length 210 m. Depth 5.8 m.
Kraftverkshamnen
(Power Station Quay)


Oljekajen (Oil Quay)
Length 125 m.
Depth 7.6 m.
Djuphamnskajen (Deep Water Quay)
Length 660 m. Depth 7.6 m.
Ro/Ro
Property to let
Kolkajen (Coal Quay)
Length 120 m.
Depth 7.6 m.
VASTERAS
WEST HARBOUR
Area to be reclaimed


VISBY
10 m. contour
Leading Line 055°
South Breakwater
Oil Quay
North Breakwater
Outer Harbour
Ro/Ro Berth 6
Ro/Ro Berth 5
Inner Harbour
Ro/Ro 1
Ro/Ro 2
Ro/Ro Berth 4
Ro/Ro Berth 3
Slipway
Pilot office
Harbour Office
Customs
SCALE OF METRES
0
500


Brattholmen
9
6
5.0
1.0
G
G
G
G
7.8
180 m.
11.0
Ro/Ro
130 m.
11.0
Lights in line 352°
Lights in line 352°
Ro/Ro
10.0
8.5
160 m.
R
Fasadbelysning
Port Control
Ro/Ro
Ro/Ro
R
Warehouse
Warehouse
Tangen
7.5
240 m.
R
WALLHAMN
DEPTHS IN METRES
Ro/Ro
R
1.2
3
6
6.0
110 m.
0
50
350 m.

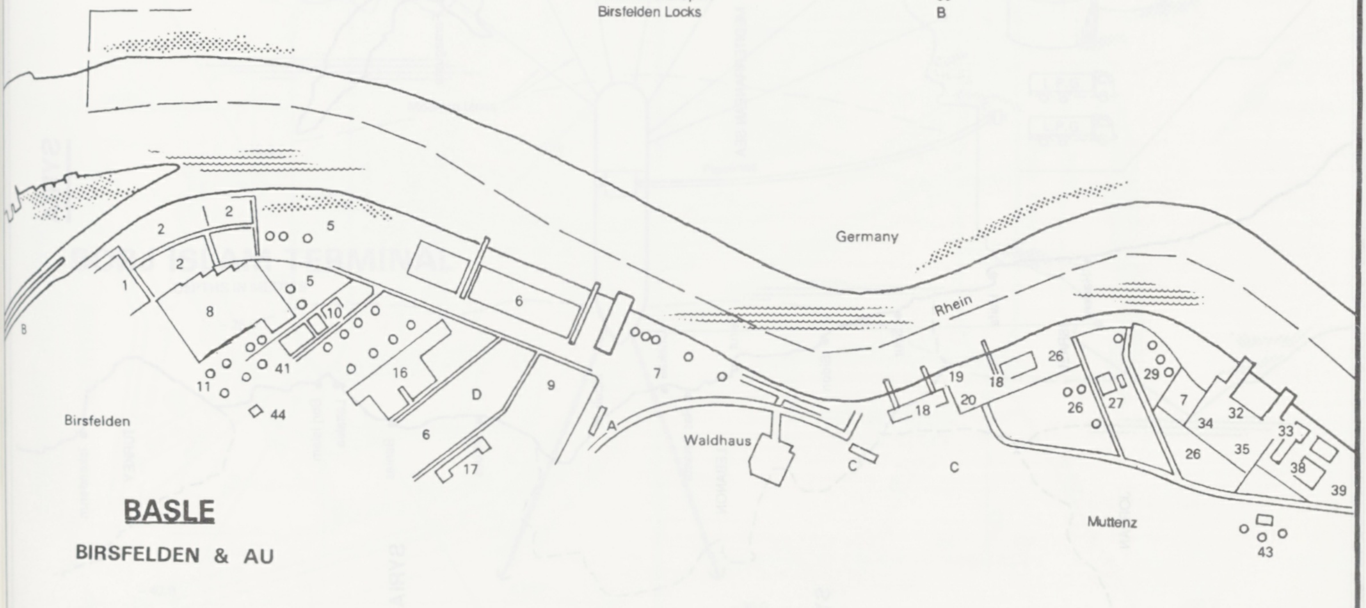


YSTAD

DEPTHS IN METRES

Leading Lights
Ferry Terminals
-7.2
Bulk Cargo Quay
90m wide at entrance
-7.2
General Cargo Quays
Port Office
New Quay
-7.2
Grain Quay
Silos
-7.2
G
R
Floating Beacons
-7.5
Fairway
South Breakwater
G
R
Small Boat Harbour
-3
West Breakwater
G
Floating Beacons
G
Lights In Line 036°T
R
N

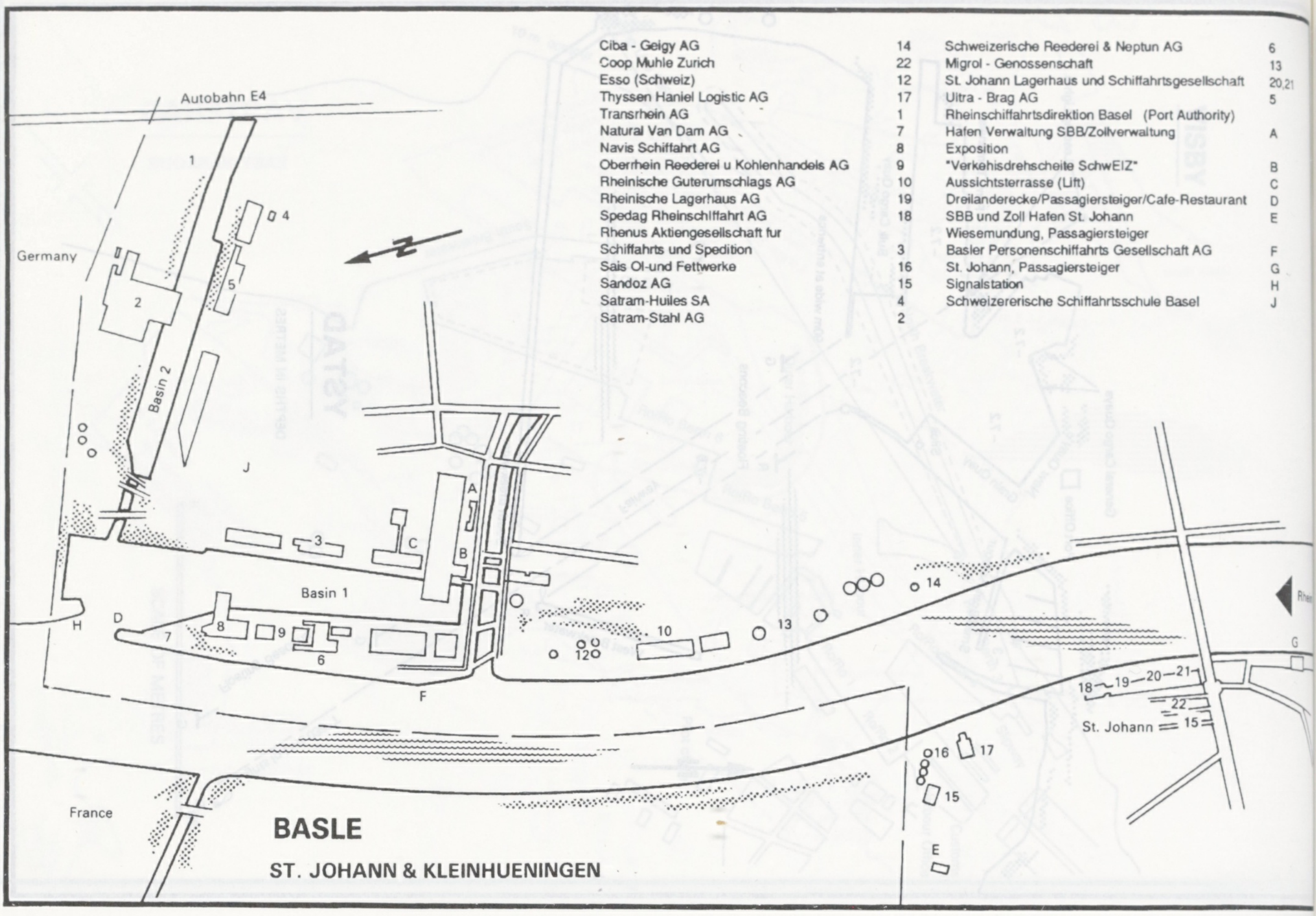
6 th Aral - Shell	27	Jowa AG	1	Birs Umschlags und Lager AG	6
Van Ommeren - Brag Tank	11	Fertig Beton	33	Ciba	9
Davum Stahl AG	16	Sihelco AG	32	Roche Chemische Unterehmung AG	44
MBB Migros Betriebe Birsfelden	3	Stamm Beton AG	17	Schweiz, Aluminium AG (Alusuisse)	19
MBB Migros Betriebe Birsfelden	2	Ultra-Brag	38	Schweiz Reederei und Neptun AG	20
Shell (Switzerland)	5	Zuckermuhle AG	34	Landar AG	18
Carl Spaeter	8	Fritz Bertschi AG	41	Rheinhifen	A
Bahndienstgebaude + Hafenbahnhof	C	Florin AG	43	BP - Geldner Rheinlager	7
Avia AG	26	Mobil Oil Imrag AG	29	Fire Brigade	D
		Sandoz AG	39		
		Solco Basel AG	10		
		Roderer Transport	35		
		Birsfelden Locks	B		



Germany
Rhein
B
1
2
2
5
5
8
10
41
11
44
16
D
6
9
17
7
A
Waldhaus
C
C
19
20
18
18
26
26
27
29
7
34
32
33
26
35
38
39
43
Birsfelden
Muttenz

BASLE

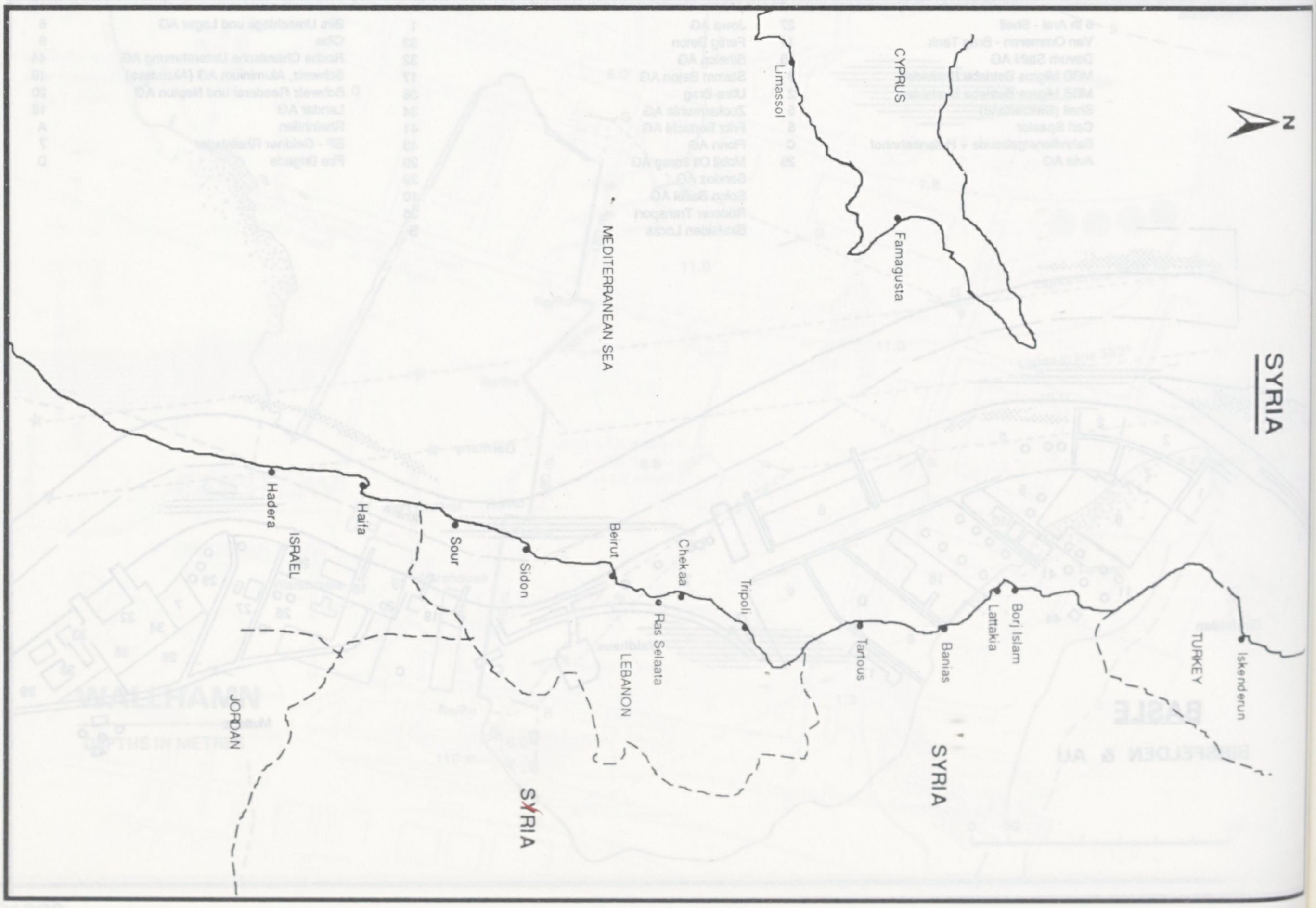
BIRSFELDEN & AU



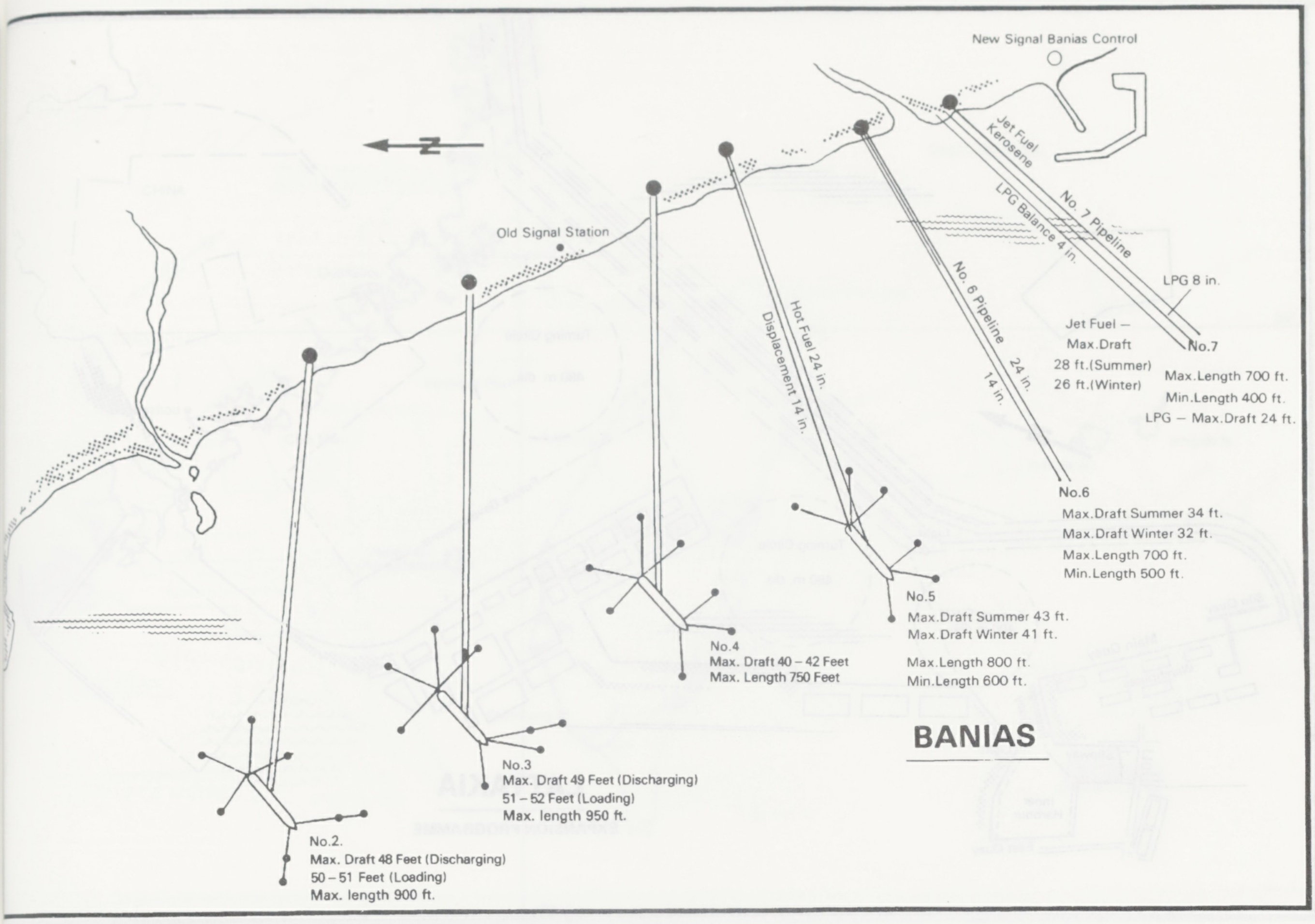
Ciba - Geigy AG	14
Coop Muhle Zurich	22
Esso (Schweiz)	12
Thyssen Haniel Logistic AG	17
Transrhein AG	1
Natural Van Dam AG	7
Navis Schiffahrt AG	8
Oberrhein Reederei u Kohlenhandels AG	9
Rheinische Guterumschlags AG	10
Rheinische Lagerhaus AG	19
Spedag Rheinschiffahrt AG	18
Rhenus Aktiengesellschaft fur Schiffahrts und Spedition	3
Sais Ol-und Fettwerke	16
Sandoz AG	15
Satram-Huiles SA	4
Satram-Stahl AG	2

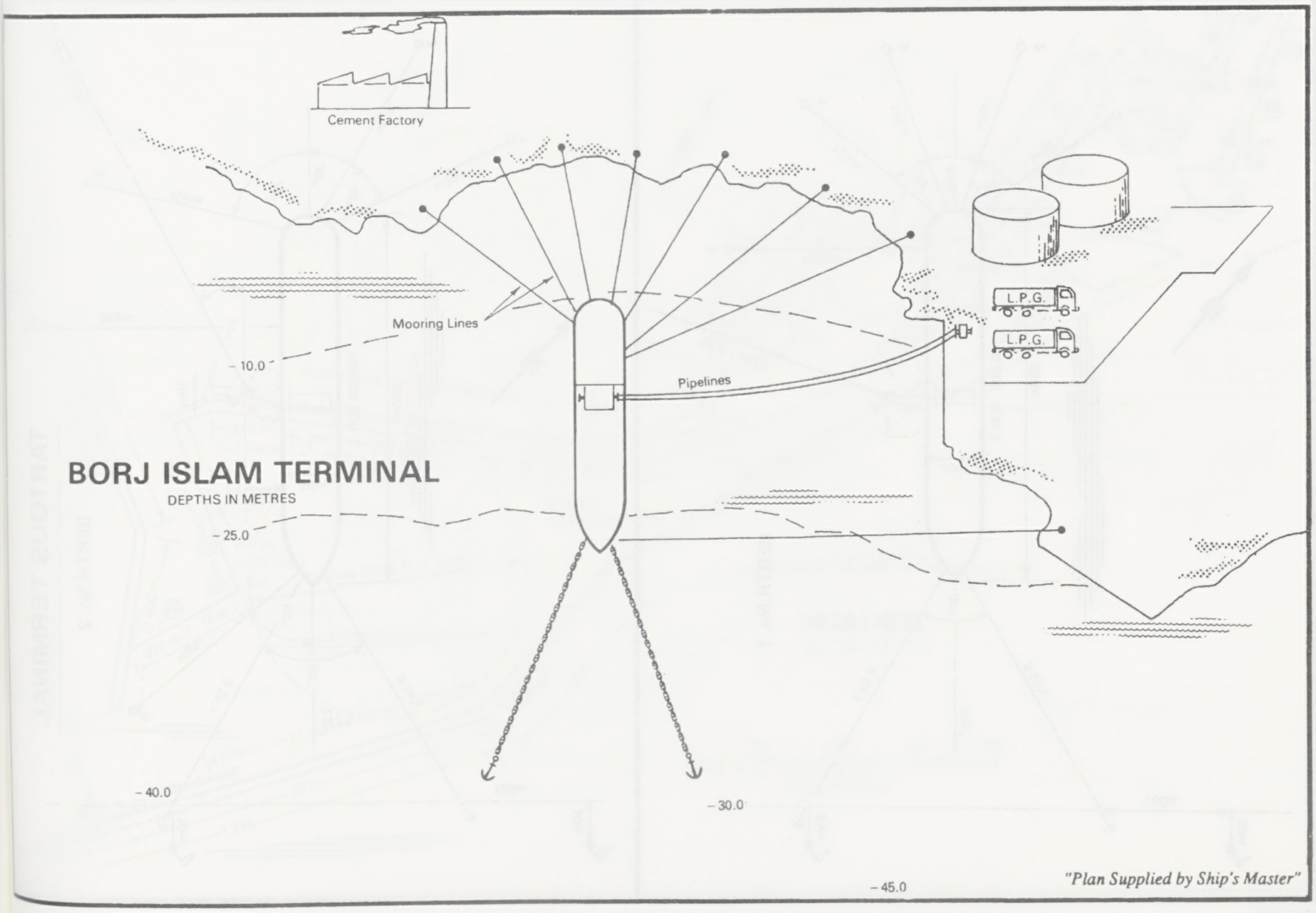
Schweizerische Reederei & Neptun AG	6
Migrol - Genossenschaft	13
St. Johann Lagerhaus und Schiffahrtsgesellschaft	20,21
Ultra - Brag AG	5
Rheinschiffahrtsdirektion Basel (Port Authority)	
Hafen Verwaltung SBB/Zollverwaltung	A
Exposition	
"Verkehisdrehscheite SchwEIZ"	B
Aussichtsterrasse (Lift)	C
Dreilanderecke/Passagiersteiger/Cafe-Restaurant	D
SBB und Zoll Hafen St. Johann	E
Wiesemundung, Passagiersteiger	
Basler Personenschiffahrts Gesellschaft AG	F
St. Johann, Passagiersteiger	G
Signalstation	H
Schweizererische Schiffahrtsschule Basel	J

Autobahn E4
Germany
France
Basin 2
Basin 1
St. Johann
N
1
2
3
4
5
6
7
8
9
10
12
13
14
15
16
17
18
19
20
21
22
A
B
C
D
E
F
G
H
J
BASLE
ST. JOHANN & KLEINHUENINGEN

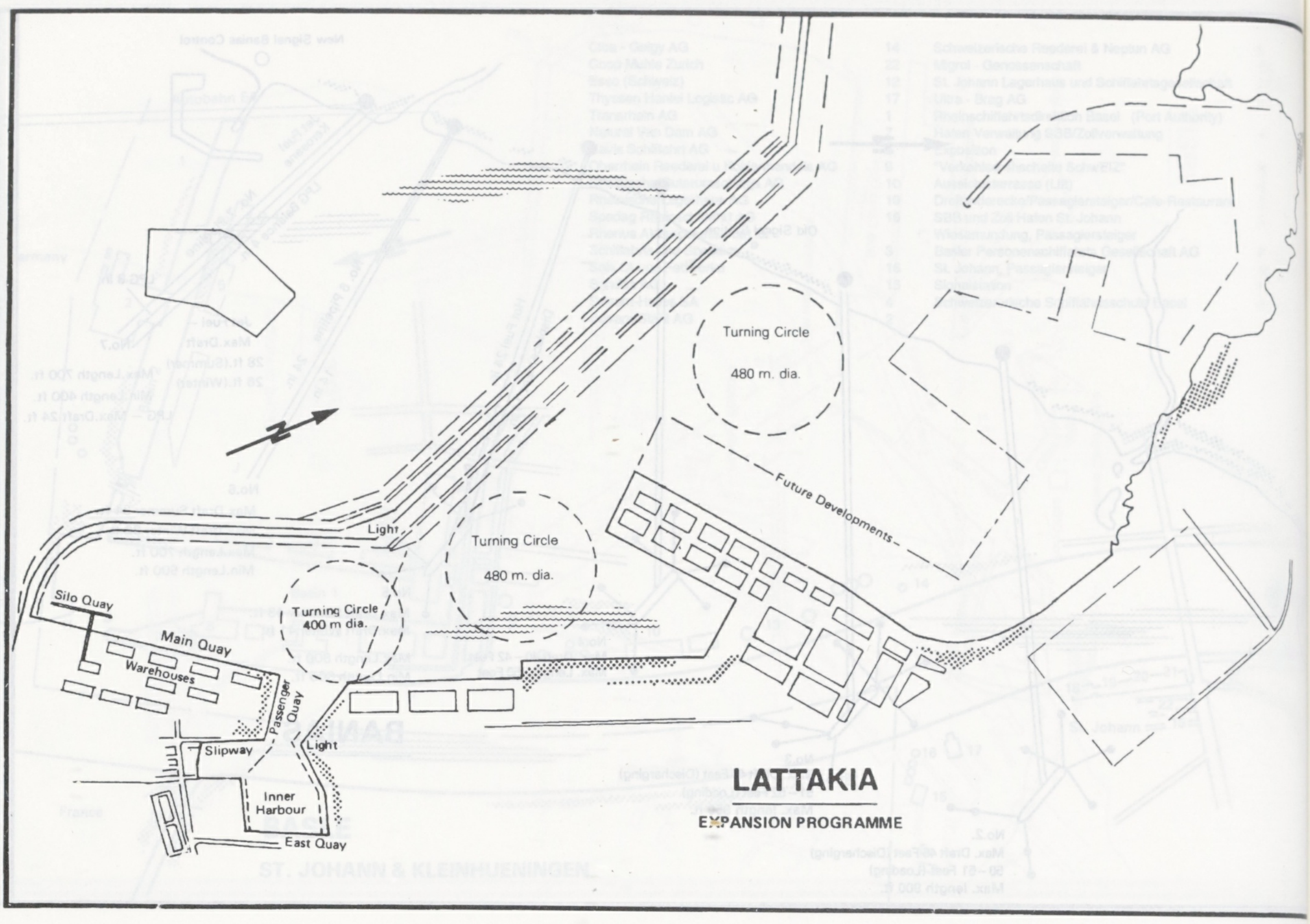


CYPRUS
Limassol
Famagusta
MEDITERRANEAN SEA
N
SYRIA
Hadera
Haifa
ISRAEL
Sour
Sidon
Beirut
Chekaa
Ras Selaata
LEBANON
Tripoli
Tartous
Banias
Lattakia
Borj Islam
TURKEY
Iskenderun
JORDAN
SYRIA
SYRIA

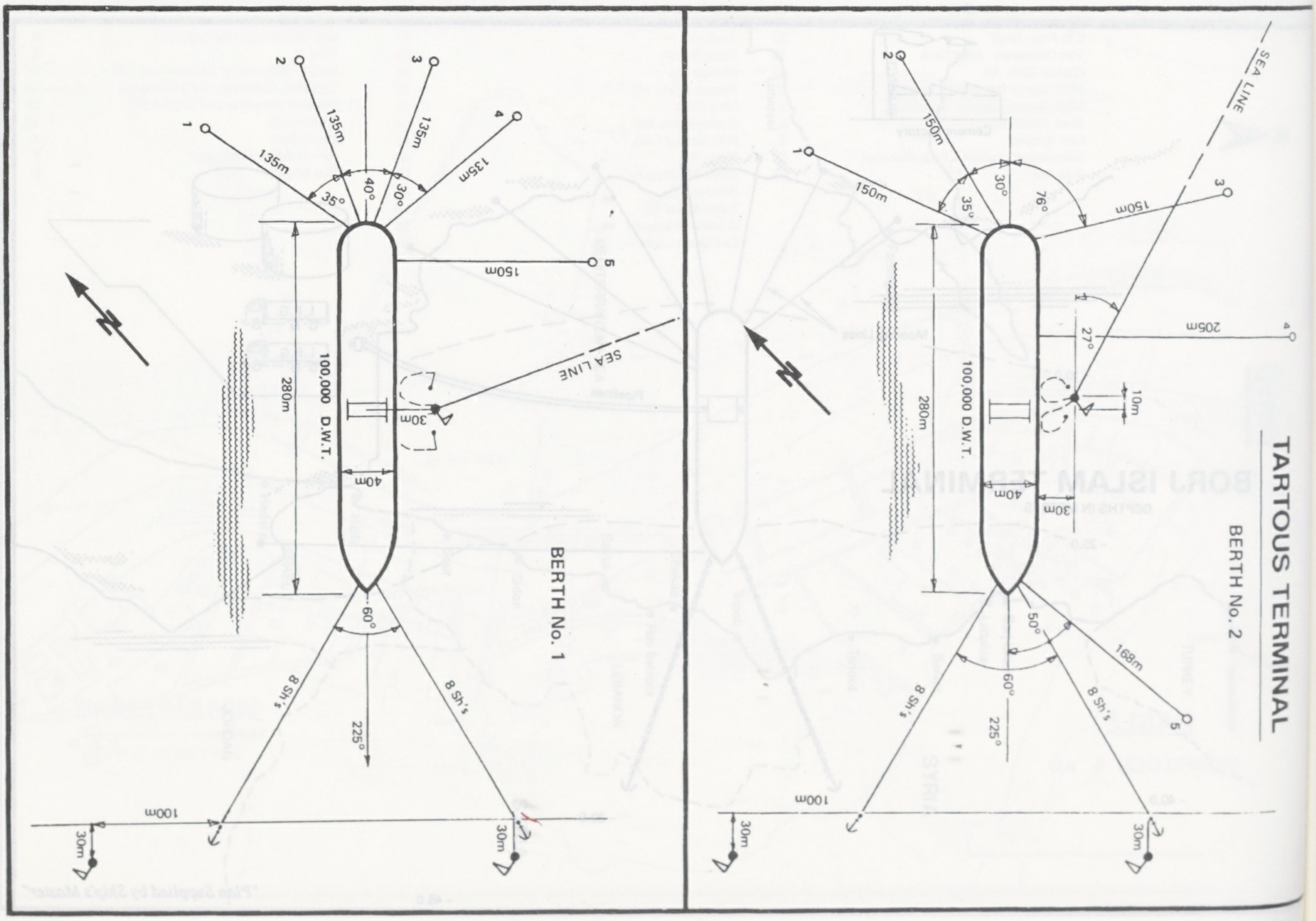

New Signal Banias Control
N
Old Signal Station
Jet Fuel
Kerosene
LPG Balance 4 in.
No. 7 Pipeline
LPG 8 in.
No. 6 Pipeline
24 in.
14 in.
Hot Fuel 24 in.
Displacement 14 in.
Jet Fuel –
Max.Draft
28 ft.(Summer)
26 ft.(Winter)
No.7
Max.Length 700 ft.
Min.Length 400 ft.
LPG – Max.Draft 24 ft.
No.6
Max.Draft Summer 34 ft.
Max.Draft Winter 32 ft.
Max.Length 700 ft.
Min.Length 500 ft.
No.5
Max.Draft Summer 43 ft.
Max.Draft Winter 41 ft.
Max.Length 800 ft.
Min.Length 600 ft.
No.4
Max. Draft 40 – 42 Feet
Max. Length 750 Feet
No.3
Max. Draft 49 Feet (Discharging)
51 – 52 Feet (Loading)
Max. length 950 ft.
No.2.
Max. Draft 48 Feet (Discharging)
50 – 51 Feet (Loading)
Max. length 900 ft.
BANIAS

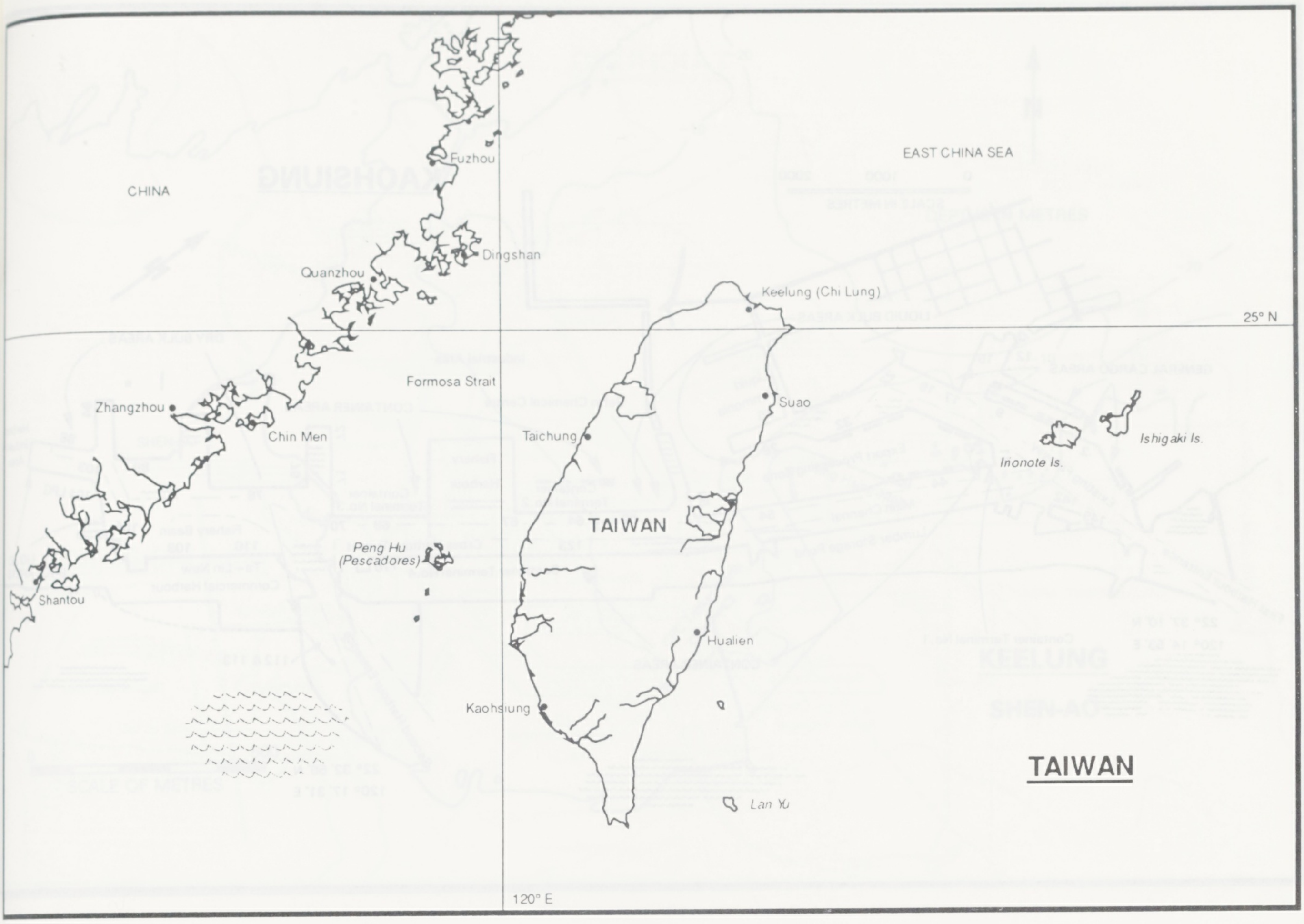

Cement Factory
Mooring Lines
Pipelines
L.P.G.
L.P.G.
– 10.0
BORJ ISLAM TERMINAL
DEPTHS IN METRES
– 25.0
– 40.0
– 30.0
– 45.0

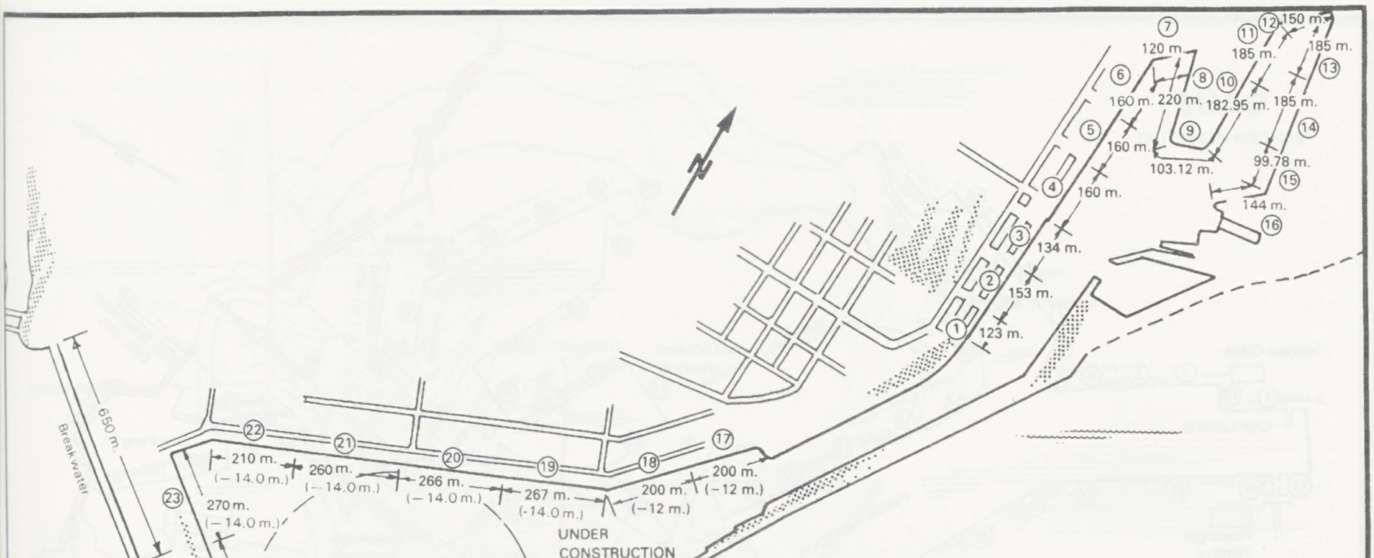
"Plan Supplied by Ship's Master"

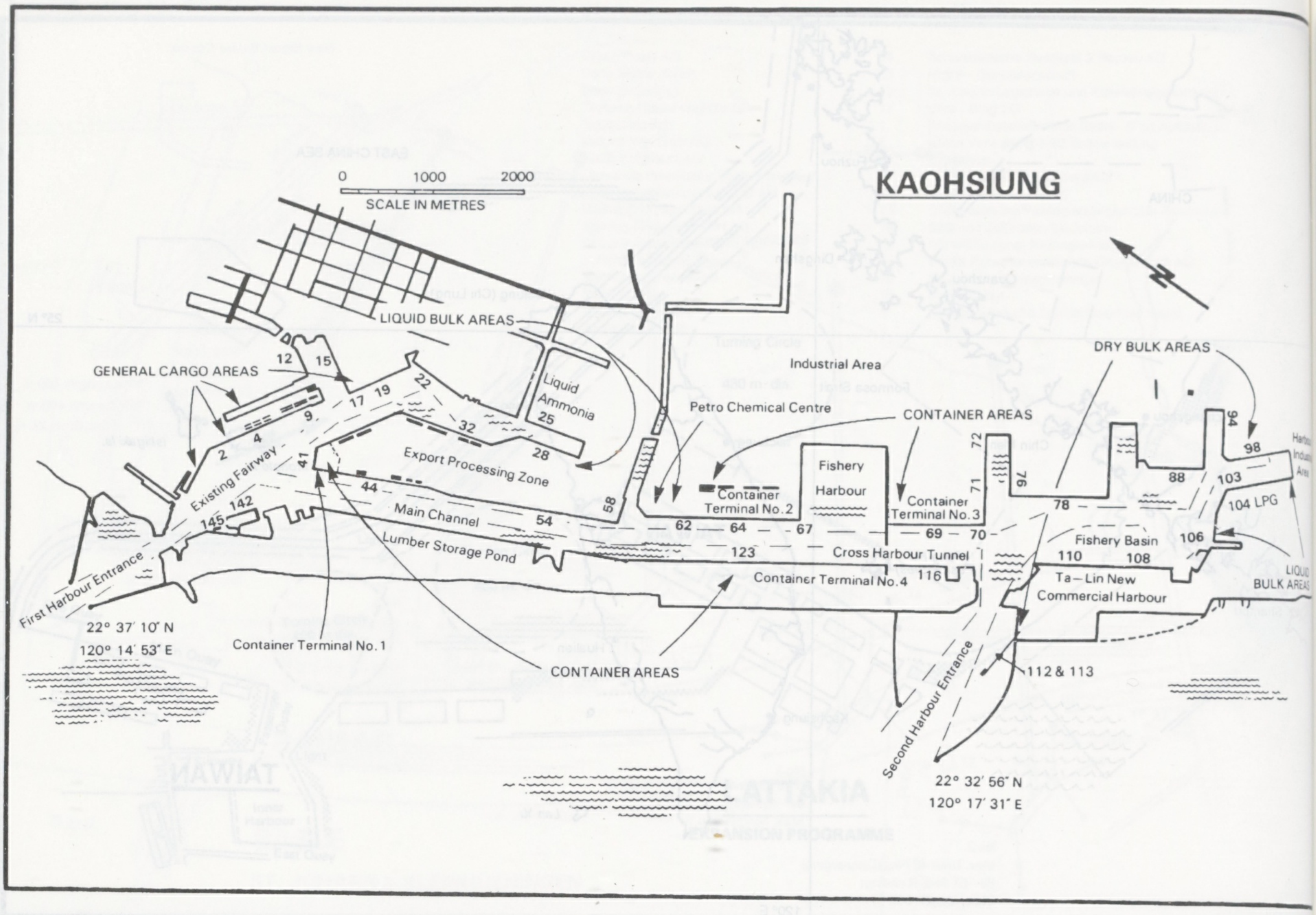

Turning Circle
480 m. dia.
Future Developments
Light
Turning Circle
480 m. dia.
Turning Circle
400 m dia.
Silo Quay
Main Quay
Warehouses
Passenger Quay
Slipway
Light
Inner Harbour
East Quay

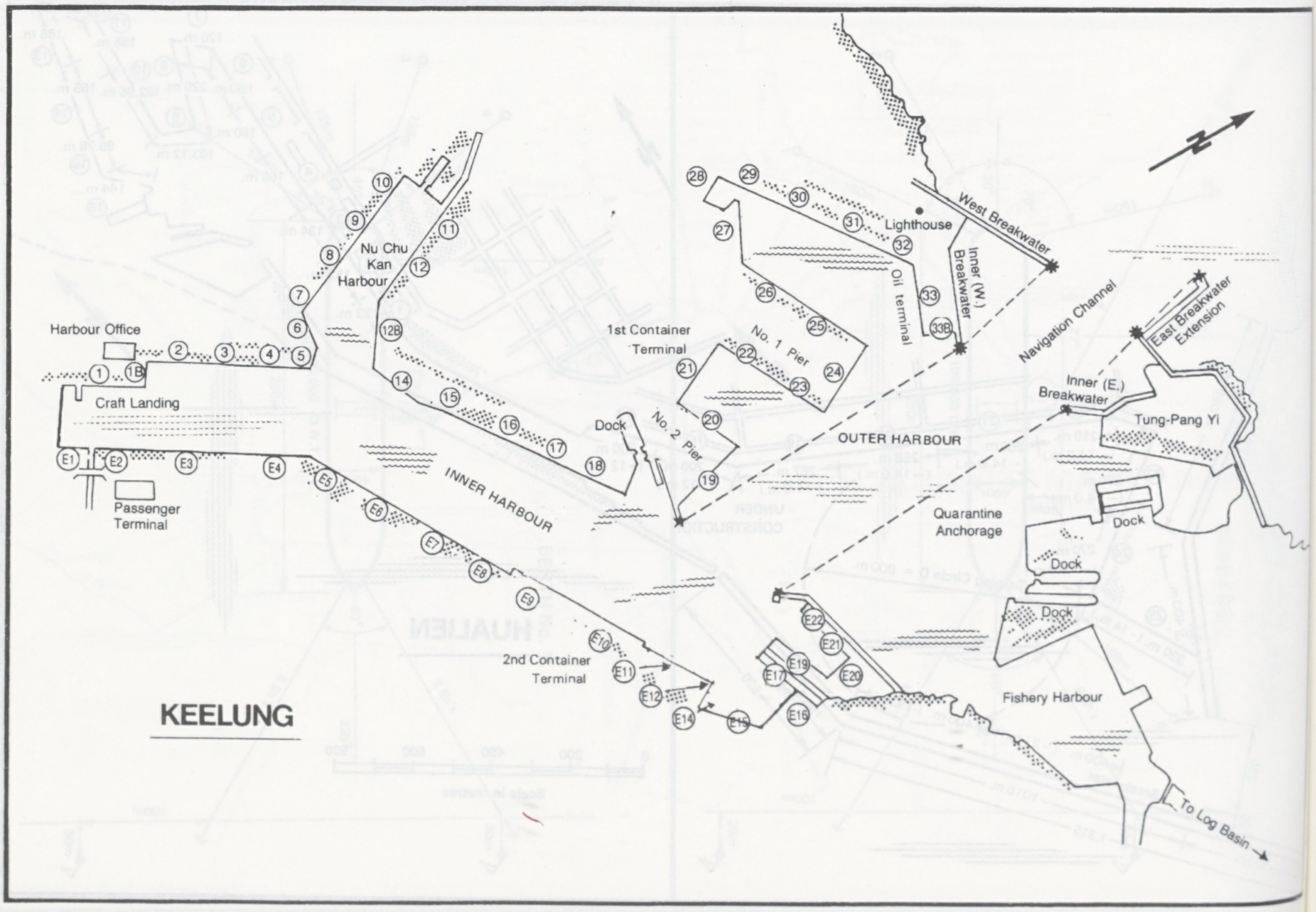
LATTAKIA
EXPANSION PROGRAMME

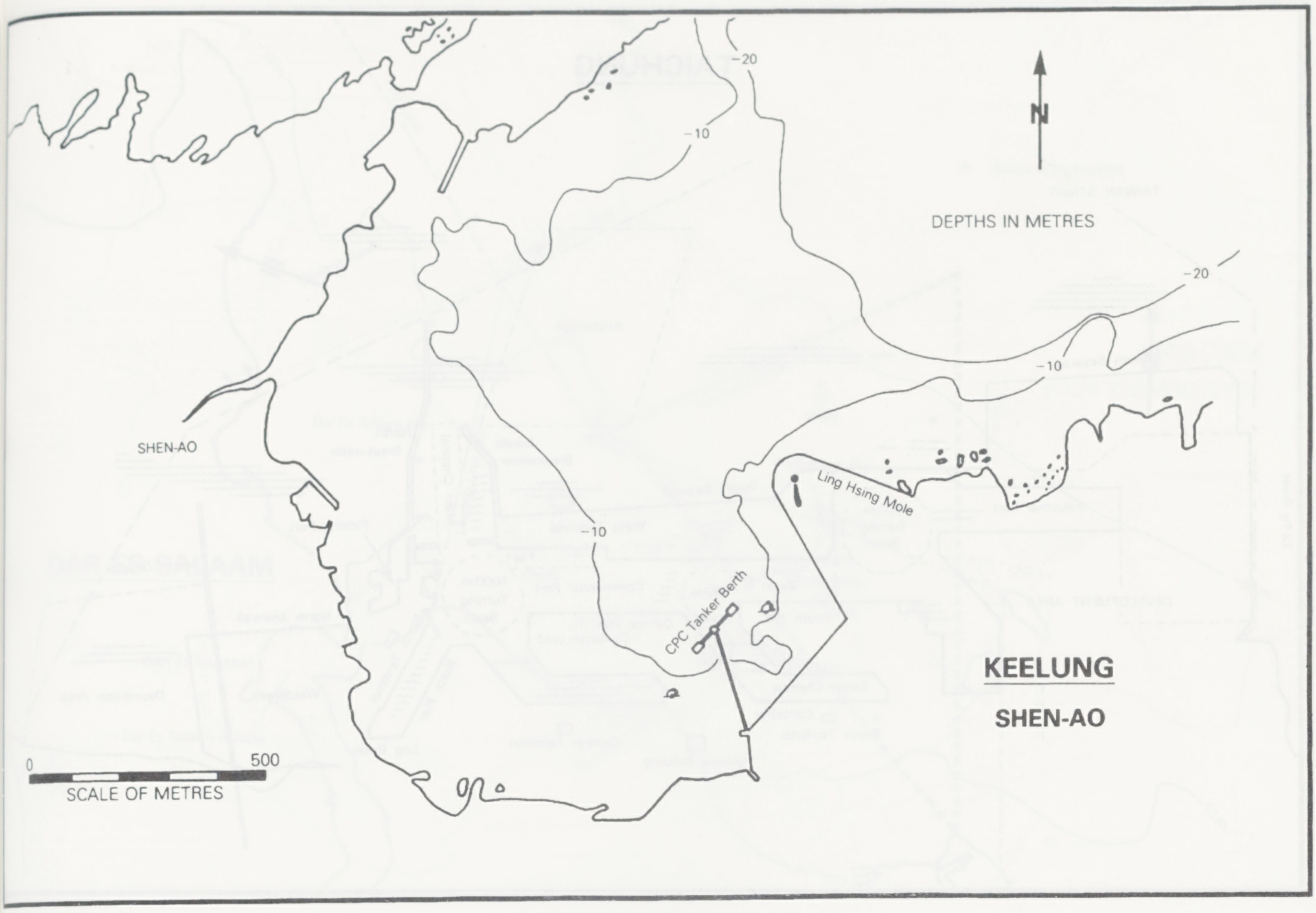

1
2
3
4
135m
135m
135m
135m
35°
40°
30°
5
150m
SEA LINE
30m
100,000 D.W.T.
280m
40m
60°
8 Sh's
8 Sh's
225°
100m
30m
30m
BERTH No. 1
2
1
150m
150m
30°
35°
76°
3
150m
SEA LINE
4
205m
27°
10m
100,000 D.W.T.
280m
40m
30m
50°
60°
168m
5
8 Sh's
8 Sh's
225°
100m
30m
30m
TARTOUS TERMINAL
BERTH No. 2

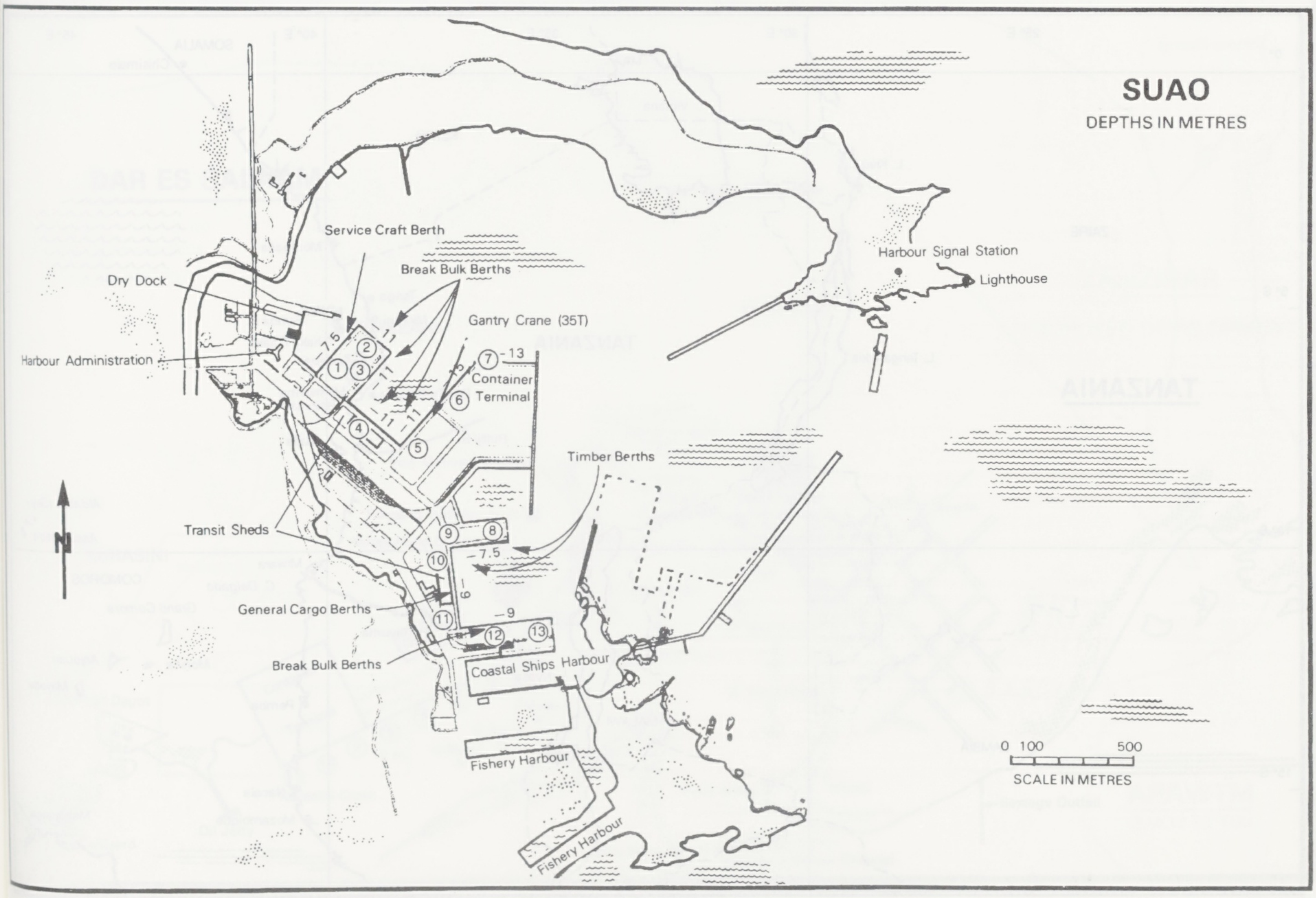

CHINA
Fuzhou
EAST CHINA SEA
Dingshan
Quanzhou
Keelung (Chi Lung)
25° N
Formosa Strait
Zhangzhou
Suao
Chin Men
Taichung
Ishigaki Is.
Iriomote Is.
TAIWAN
Peng Hu (Pescadores)
Shantou
Hualien
Kaohsiung
TAIWAN
Lan Yu
120° E

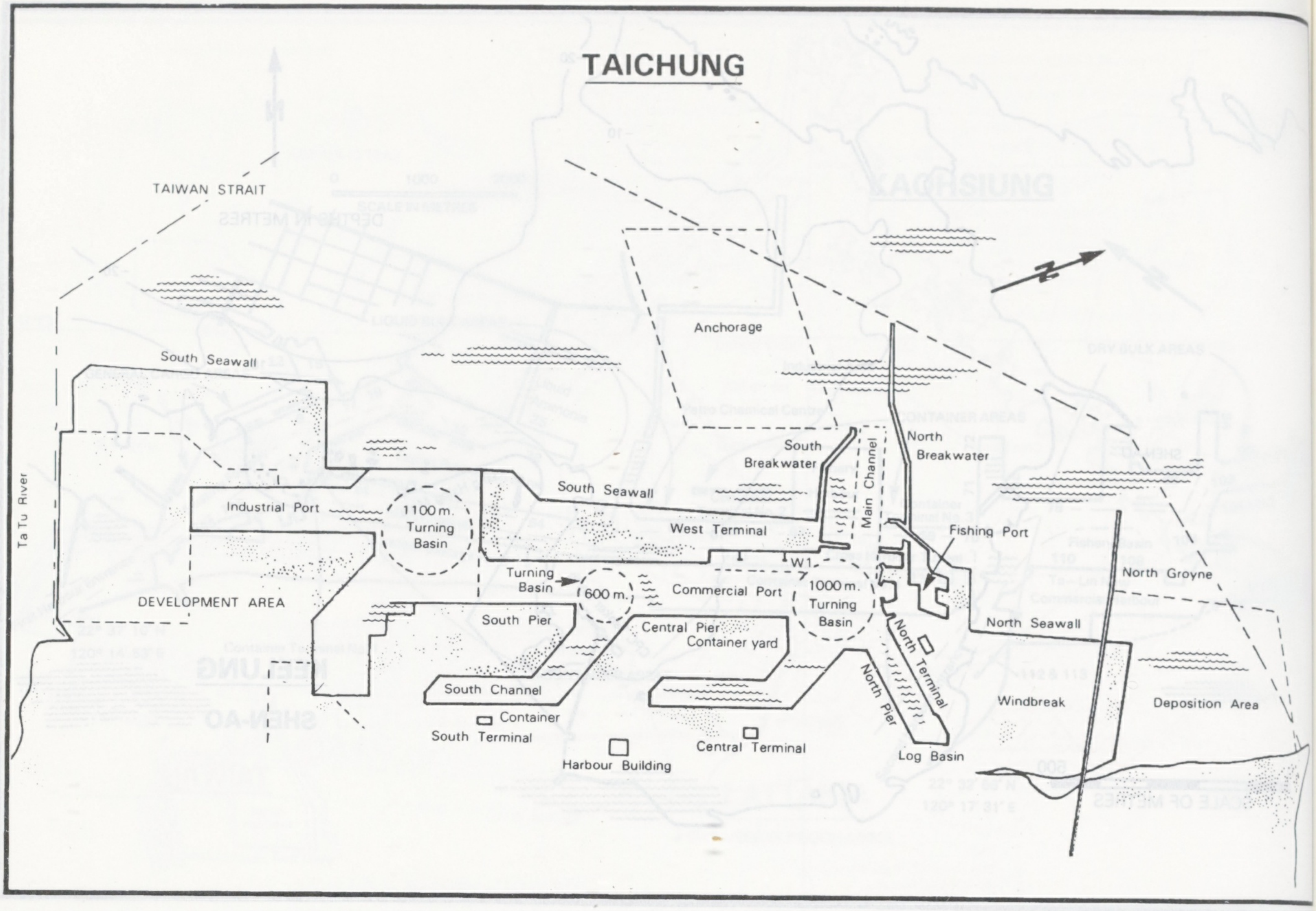

⑦
120 m.
⑪
⑫ 150 m.
185 m.
185 m.
⑬
⑥
⑧
⑩
160 m.
220 m.
182.95 m.
185 m.
⑤
⑨
⑭
160 m.
103.12 m.
99.78 m.
④
160 m.
⑮
144 m.
③
⑯
134 m.
②
153 m.
①
123 m.
650 m.
Breakwater
㉒
㉑
⑳
⑲
⑱
⑰
210 m.
(– 14.0 m.)
260 m.
(– 14.0 m.)
266 m.
(– 14.0 m.)
267 m.
(-14.0 m.)
200 m.
(–12 m.)
200 m.
(– 12 m.)
㉓
270 m.
(– 14.0 m.)
UNDER CONSTRUCTION
㉔
270 m.
(– 14.0 m.)
Turning Circle D = 800 m.
400 m.
㉕
330 m. (- 14 m.)
HUALIEN
520
195.8
400 m. (-19 m.)
400 m. (– 21 m.)
250
Breakwater
1015 m.
25
1,315
300 m.
0
200
400
600
800
Scale in metres

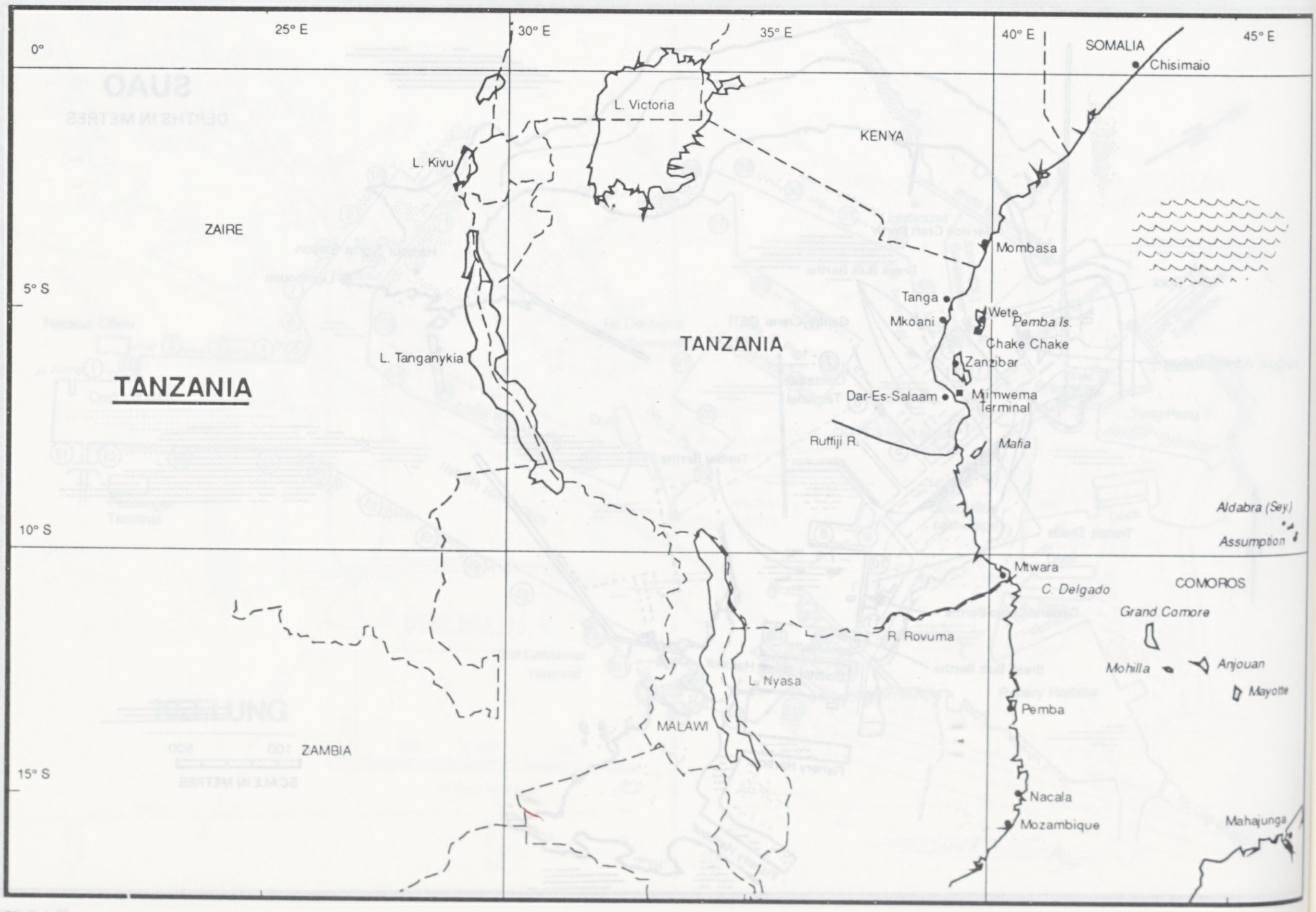

KAOHSIUNG
0 1000 2000
SCALE IN METRES
LIQUID BULK AREAS
GENERAL CARGO AREAS
12
15
2
4
9
17
19
22
32
28
Liquid Ammonia
25
Industrial Area
Petro Chemical Centre
CONTAINER AREAS
DRY BULK AREAS
94
98
Harbour Industrial Area
88
103
104 LPG
106
Fishery Basin
110
108
72
76
71
78
Fishery Harbour
Container Terminal No. 2
Container Terminal No. 3
58
62
64
67
69
70
41
44
54
Existing Fairway
145
142
Export Processing Zone
Main Channel
Lumber Storage Pond
First Harbour Entrance
22° 37′ 10″ N
120° 14′ 53″ E
Container Terminal No. 1
CONTAINER AREAS
123
Container Terminal No. 4
Cross Harbour Tunnel
116
Ta–Lin New Commercial Harbour
LIQUID BULK AREAS
Second Harbour Entrance
112 & 113
22° 32′ 56″ N
120° 17′ 31″ E

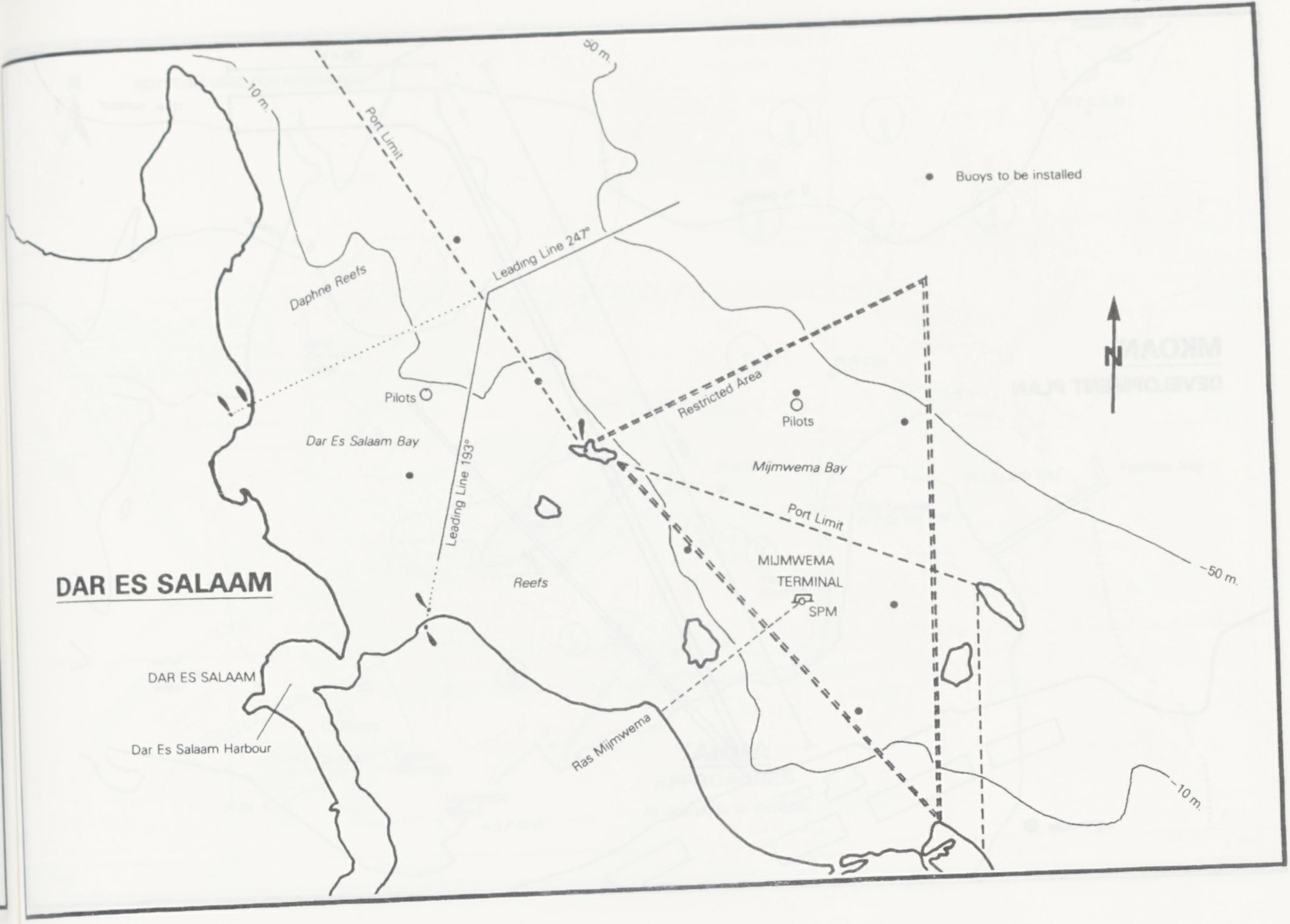

Harbour Office
①
1B
②
③
④
⑤
Craft Landing
E1
E2
E3
E4
Passenger Terminal
⑥
⑦
⑧
⑨
⑩
⑪
⑫
Nu Chu Kan Harbour
12B
⑭
⑮
⑯
⑰
⑱
Dock
No. 2 Pier
⑲
⑳
㉑
1st Container Terminal
㉒
㉓
㉔
㉕
㉖
No. 1 Pier
㉗
㉘
㉙
㉚
㉛
㉜
Lighthouse
Oil terminal
㉝
33B
Inner (W.) Breakwater
West Breakwater
Navigation Channel
East Breakwater Extension
Inner (E.) Breakwater
Tung-Pang Yi
OUTER HARBOUR
INNER HARBOUR
E5
E6
E7
E8
E9
2nd Container Terminal
E10
E11
E12
E14
E15
E16
E17
E19
E20
E21
E22
Quarantine Anchorage
Dock
Dock
Dock
Fishery Harbour
To Log Basin
KEELUNG

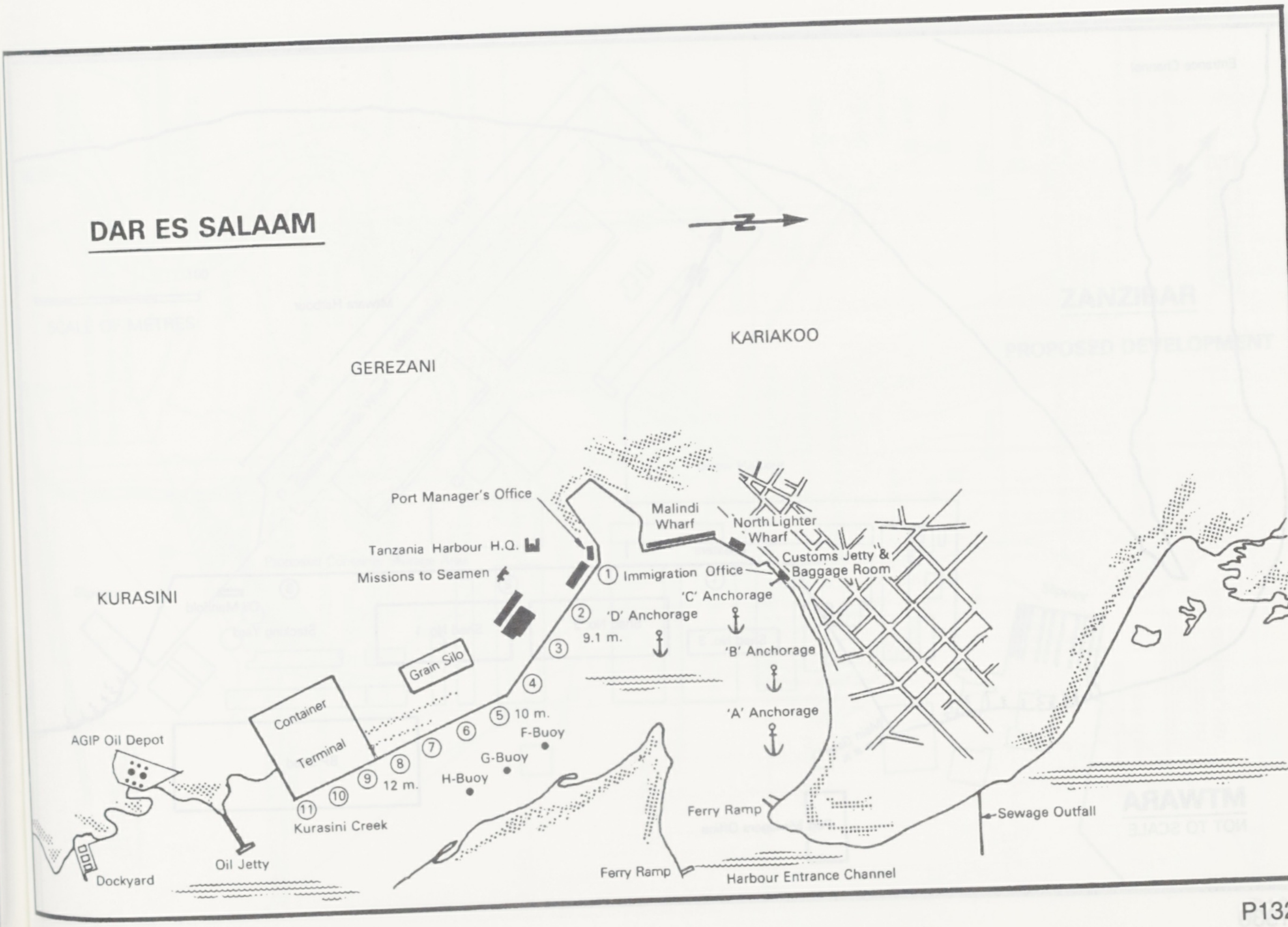

N
DEPTHS IN METRES
−20
−10
−20
−10
−10
SHEN-AO
Ling Hsing Mole
CPC Tanker Berth
KEELUNG
SHEN-AO
0
500
SCALE OF METRES

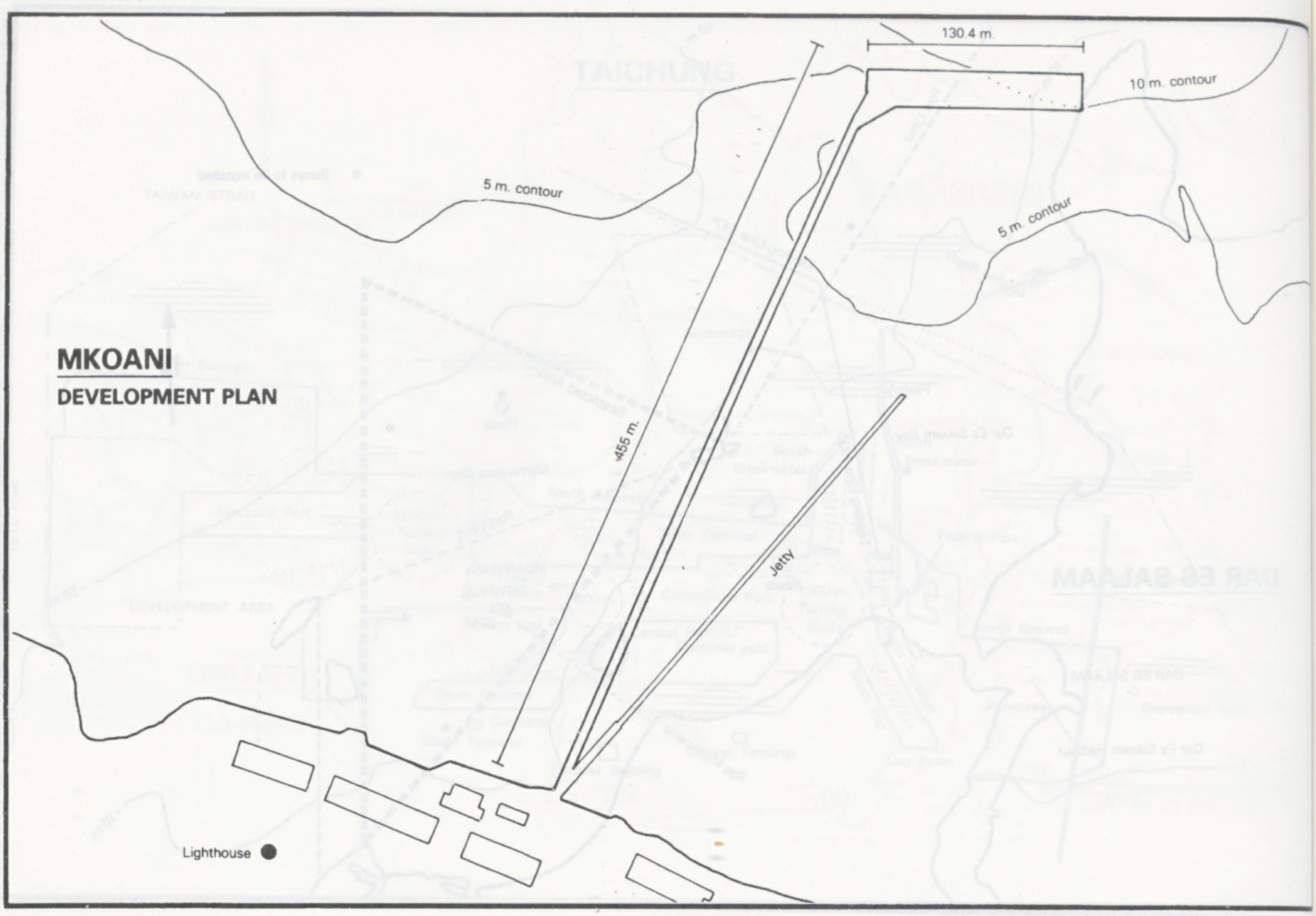

SUAO
DEPTHS IN METRES
Service Craft Berth
Break Bulk Berths
Dry Dock
Gantry Crane (35T)
Harbour Administration
−7.5
−11
−11
−11
−13
Container Terminal
①
②
③
④
⑤
⑥
⑦
Harbour Signal Station
Lighthouse
Timber Berths
N
Transit Sheds
⑧
⑨
⑩
−7.5
−9
−9
General Cargo Berths
⑪
⑫
⑬
Break Bulk Berths
Coastal Ships Harbour
Fishery Harbour
Fishery Harbour
0 100
500
SCALE IN METRES


TAICHUNG
N
TAIWAN STRAIT
Ta Tu River
South Seawall
Industrial Port
1100 m. Turning Basin
DEVELOPMENT AREA
South Seawall
West Terminal
Turning Basin
600 m.
South Pier
Commercial Port
Central Pier
Container yard
South Channel
Container
South Terminal
Harbour Building
Central Terminal
Anchorage
South Breakwater
Main Channel
North Breakwater
W1
1000 m. Turning Basin
Fishing Port
North Terminal
North Pier
Log Basin
North Seawall
North Groyne
Windbreak
Deposition Area


TANZANIA
0°
25° E
30° E
35° E
40° E
45° E
5° S
10° S
15° S
SOMALIA
Chisimaio
L. Victoria
KENYA
L. Kivu
ZAIRE
Mombasa
Tanga
Mkoani
Wete
Pemba Is.
Chake Chake
L. Tanganykia
TANZANIA
Zanzibar
Dar-Es-Salaam
Mtmwema Terminal
Mafia
Ruffiji R.
Aldabra (Sey.)
Assumption
Mtwara
C. Delgado
COMOROS
Grand Comore
R. Rovuma
Mohilla
Anjouan
Mayotte
L. Nyasa
Pemba
MALAWI
ZAMBIA
Nacala
Mozambique
Mahajunga

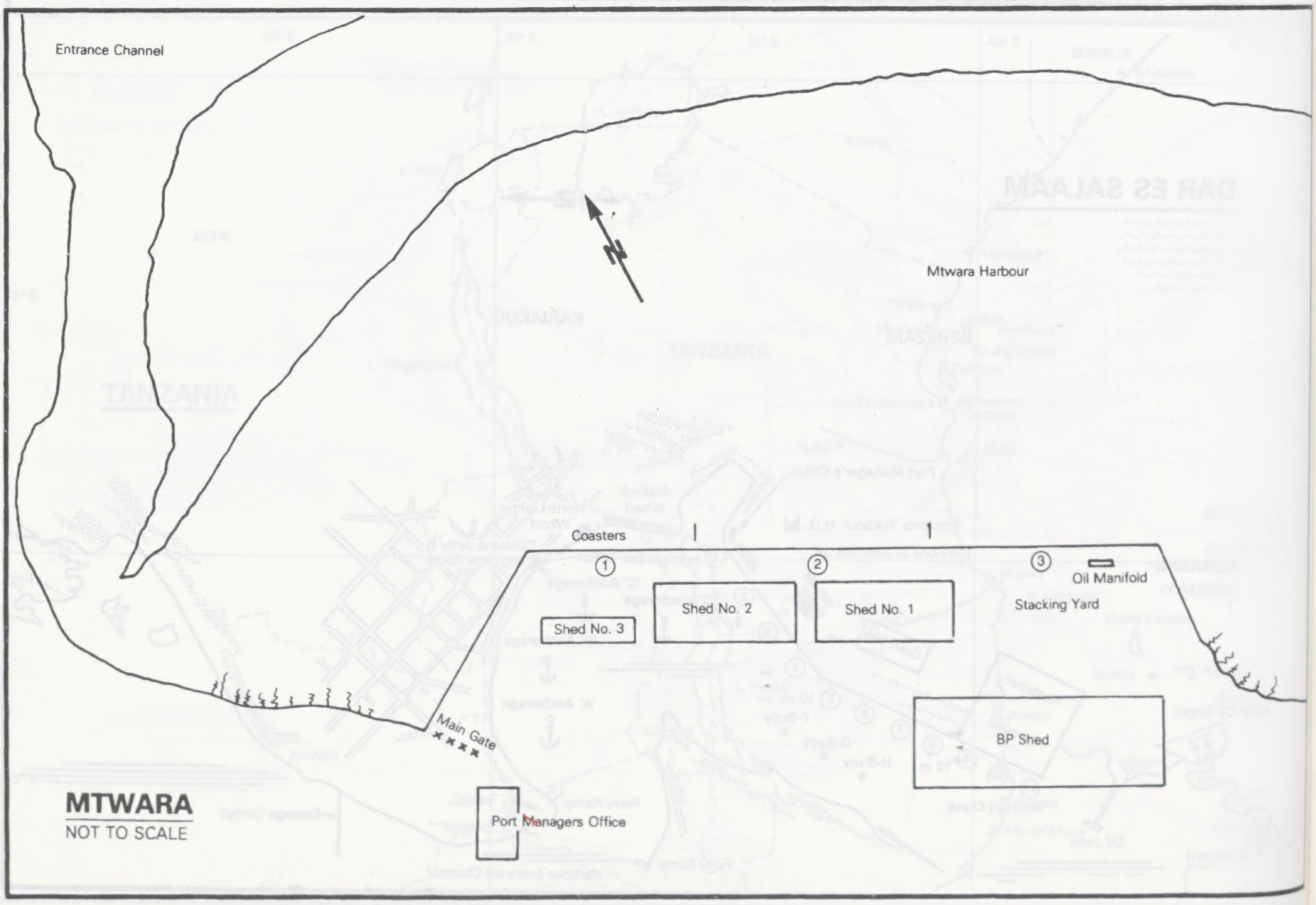

DAR ES SALAAM
10 m.
50 m.
Port Limit
Buoys to be installed
Leading Line 247°
Daphne Reefs
Restricted Area
Pilots
Pilots
Dar Es Salaam Bay
Leading Line 193°
Mijmwema Bay
Port Limit
MIJMWEMA
TERMINAL
SPM
Reefs
50 m.
N
DAR ES SALAAM
Dar Es Salaam Harbour
Ras Mijmwema
10 m.


DAR ES SALAAM
N
KARIAKOO
GEREZANI
Port Manager's Office
Malindi Wharf
North Lighter Wharf
Tanzania Harbour H.Q.
Customs Jetty & Baggage Room
Missions to Seamen
① Immigration Office
KURASINI
'C' Anchorage
② 'D' Anchorage
9.1 m.
③
'B' Anchorage
Grain Silo
④
Container Terminal
⑤ 10 m.
F-Buoy
'A' Anchorage
AGIP Oil Depot
⑥
⑦
G-Buoy
⑧
⑨ 12 m.
H-Buoy
⑩
⑪
Kurasini Creek
Ferry Ramp
Sewage Outfall
Oil Jetty
Dockyard
Ferry Ramp
Harbour Entrance Channel



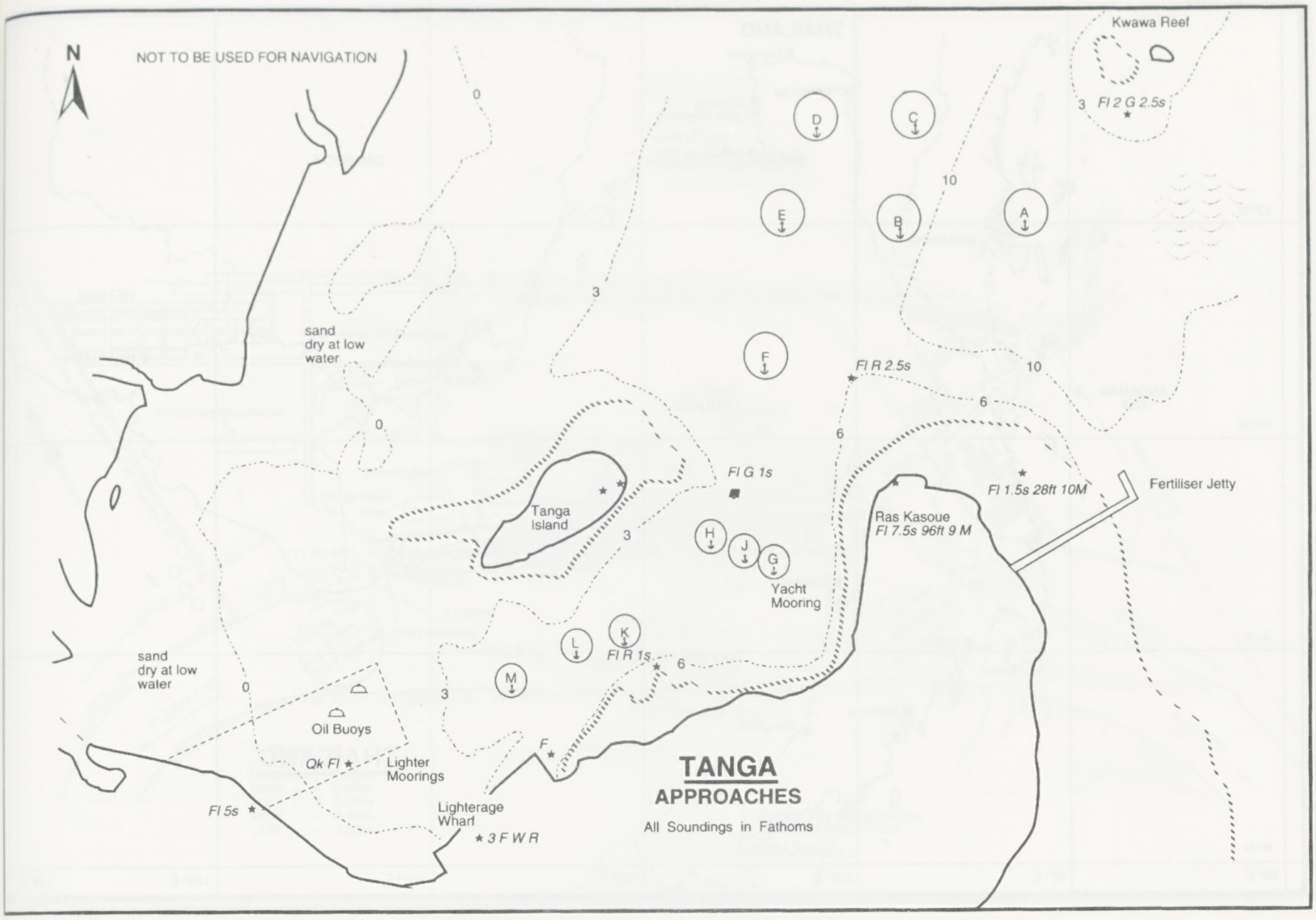
MKOANI
DEVELOPMENT PLAN

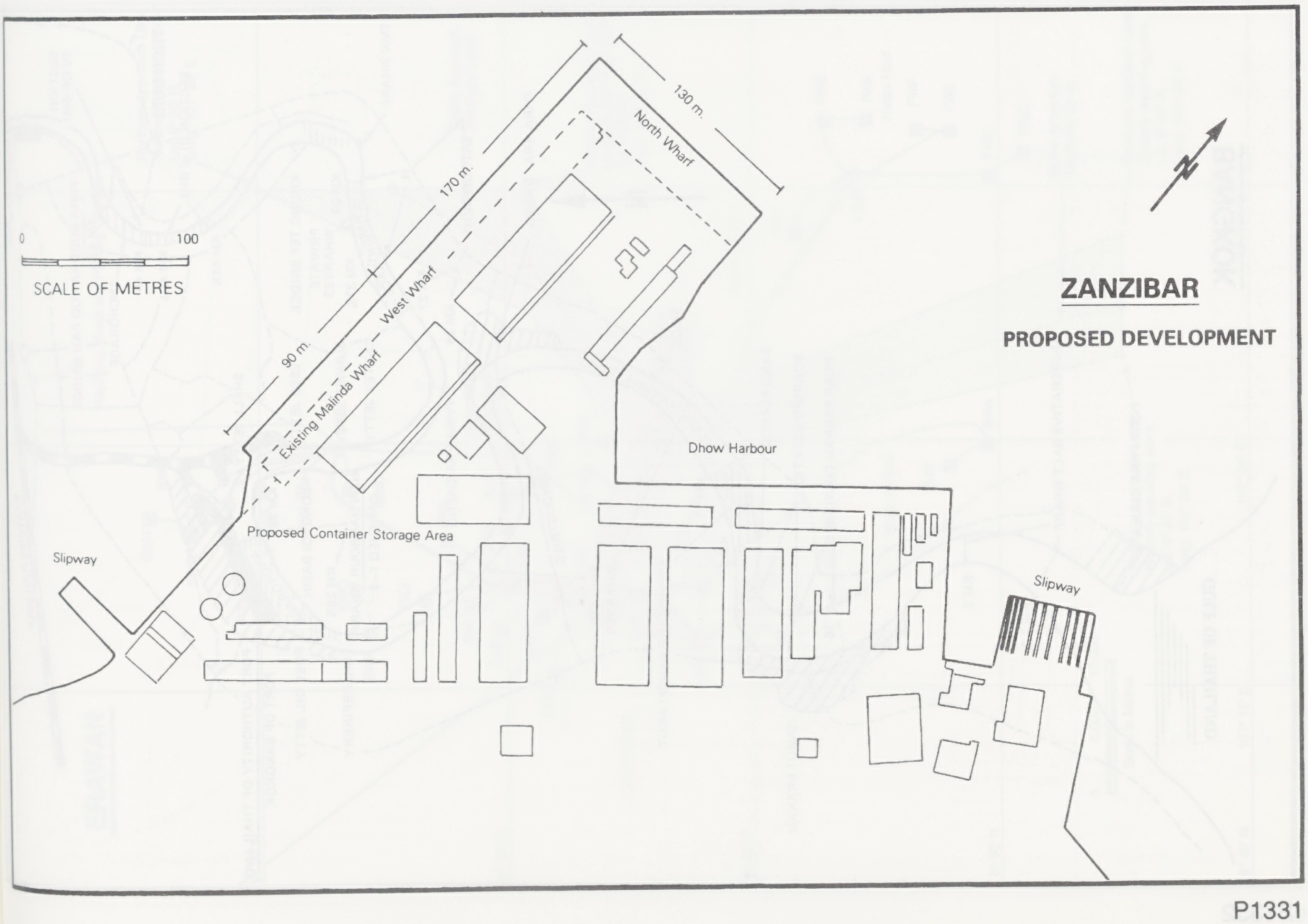
130.4 m.
10 m. contour
5 m. contour
5 m. contour
455 m.
Jetty
Lighthouse

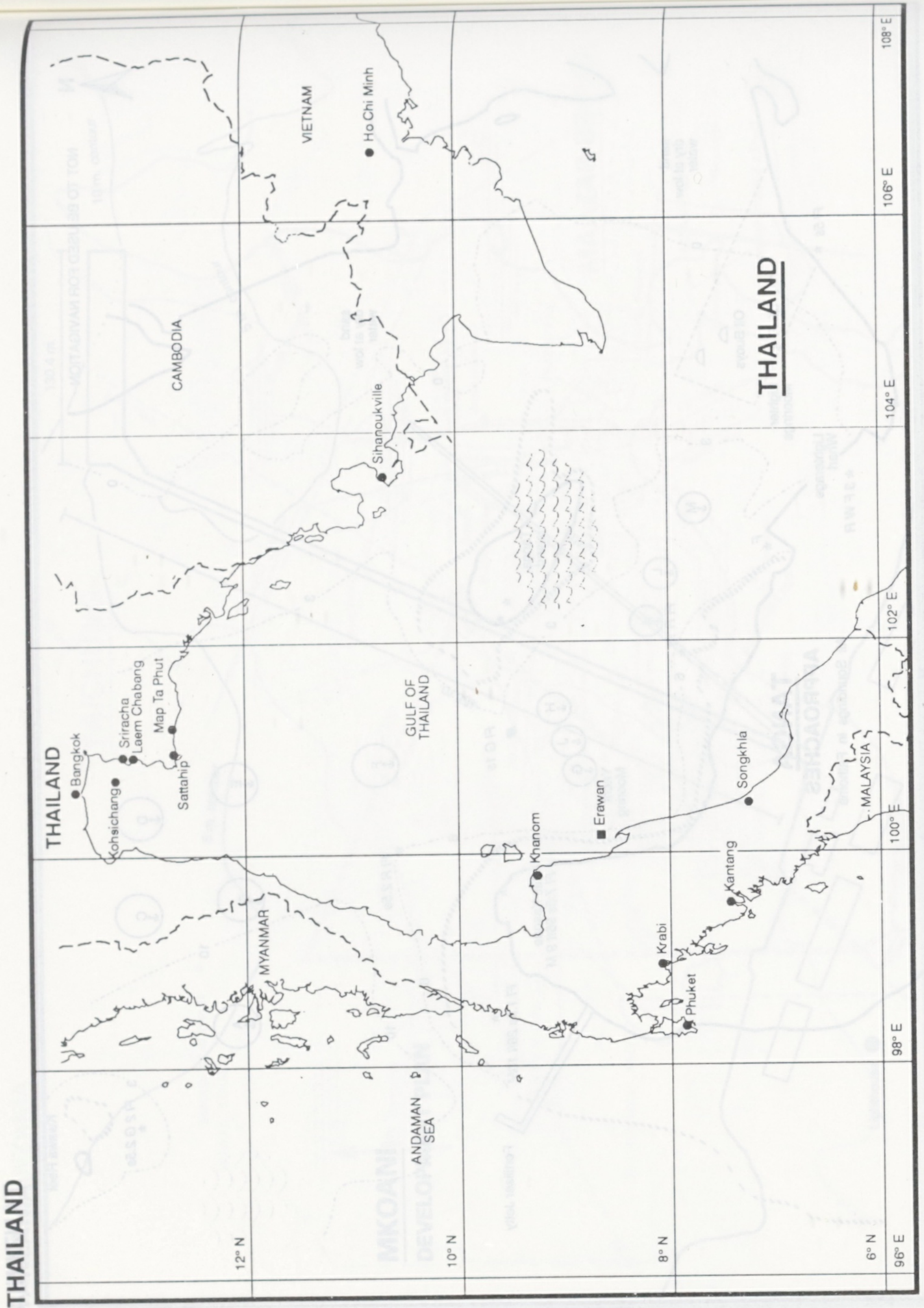


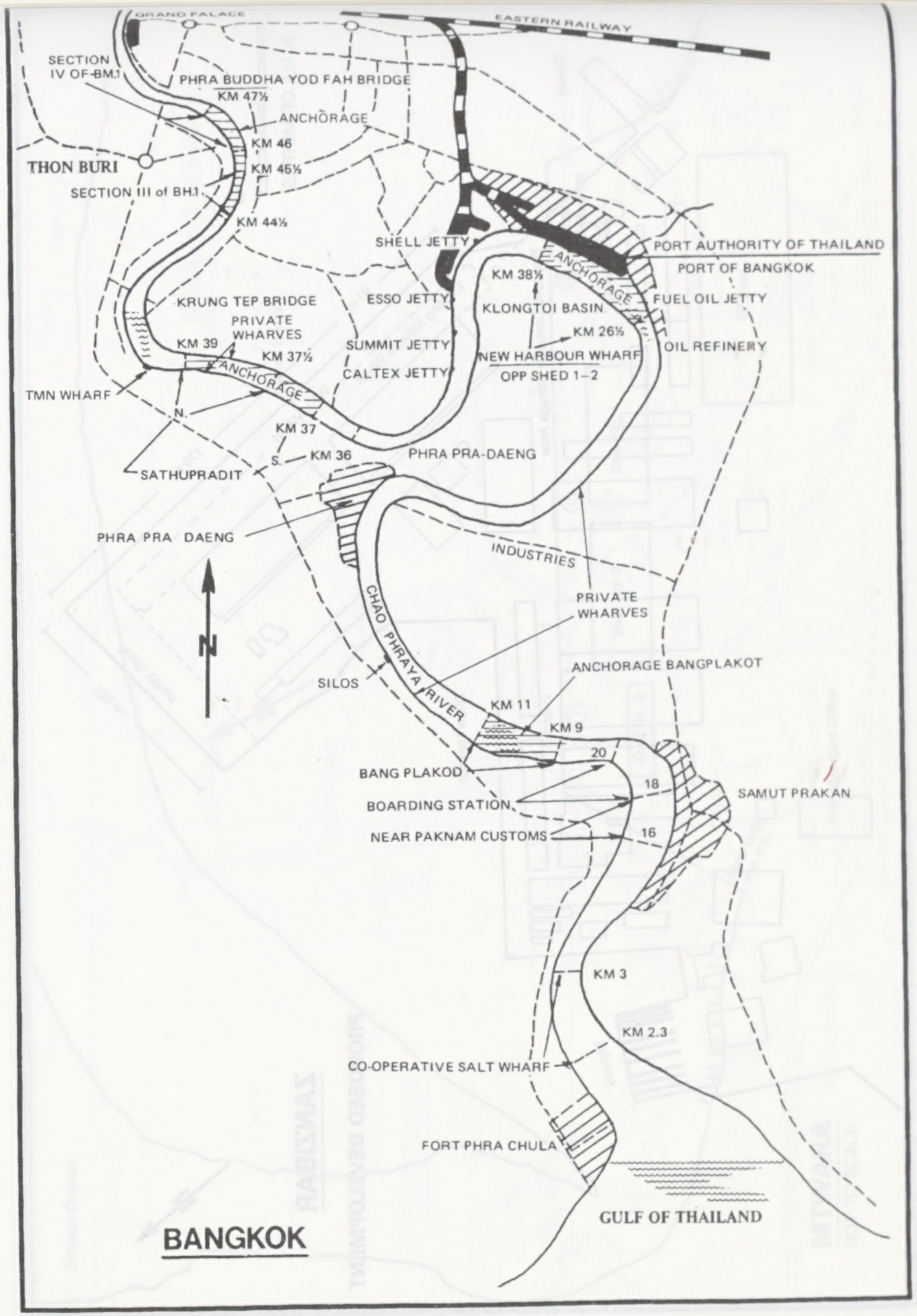
MTWARA
NOT TO SCALE

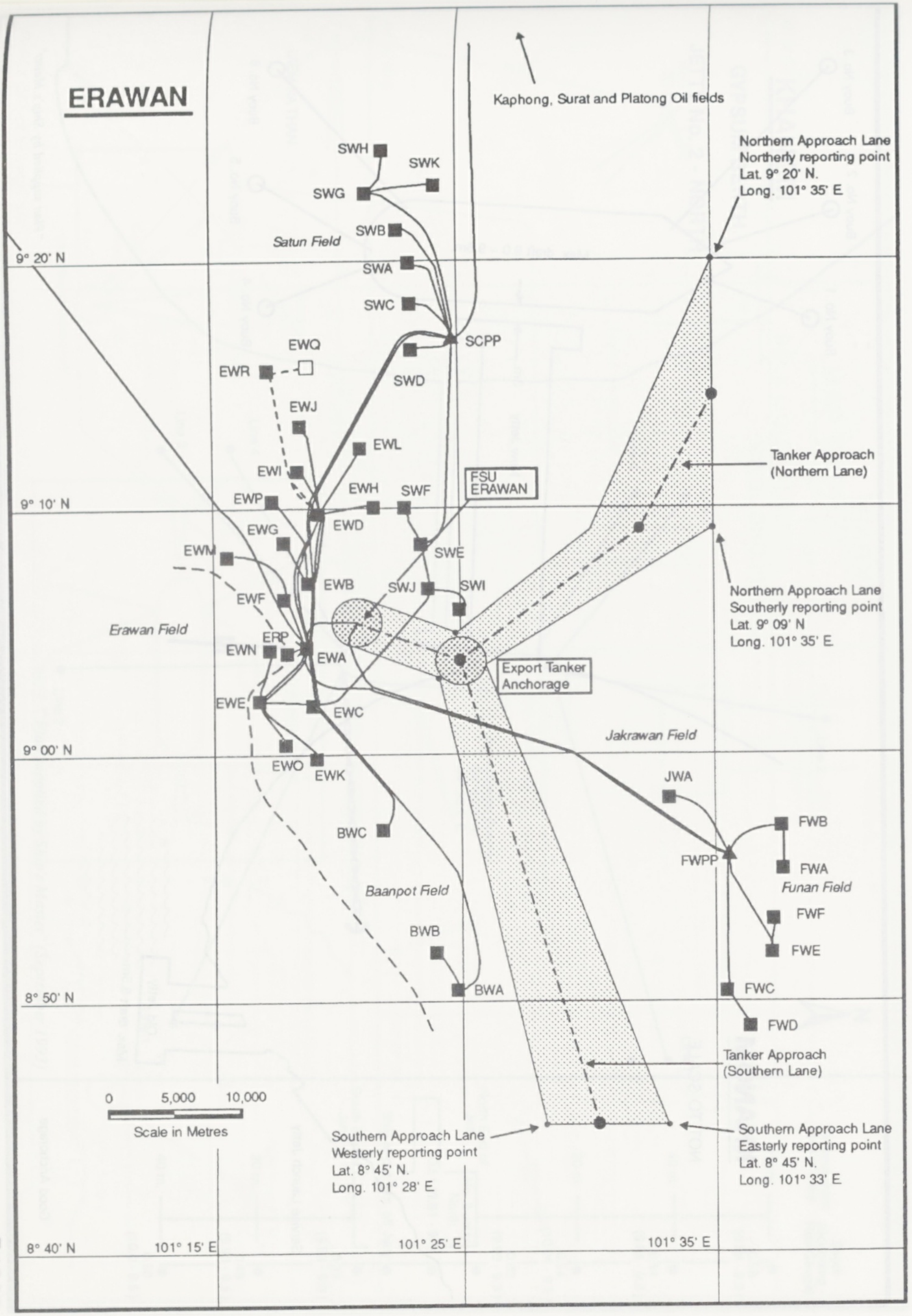
Entrance Channel
N
Mtwara Harbour
Coasters
①
②
③
Oil Manifold
Shed No. 3
Shed No. 2
Shed No. 1
Stacking Yard
Main Gate
BP Shed
Port Managers Office

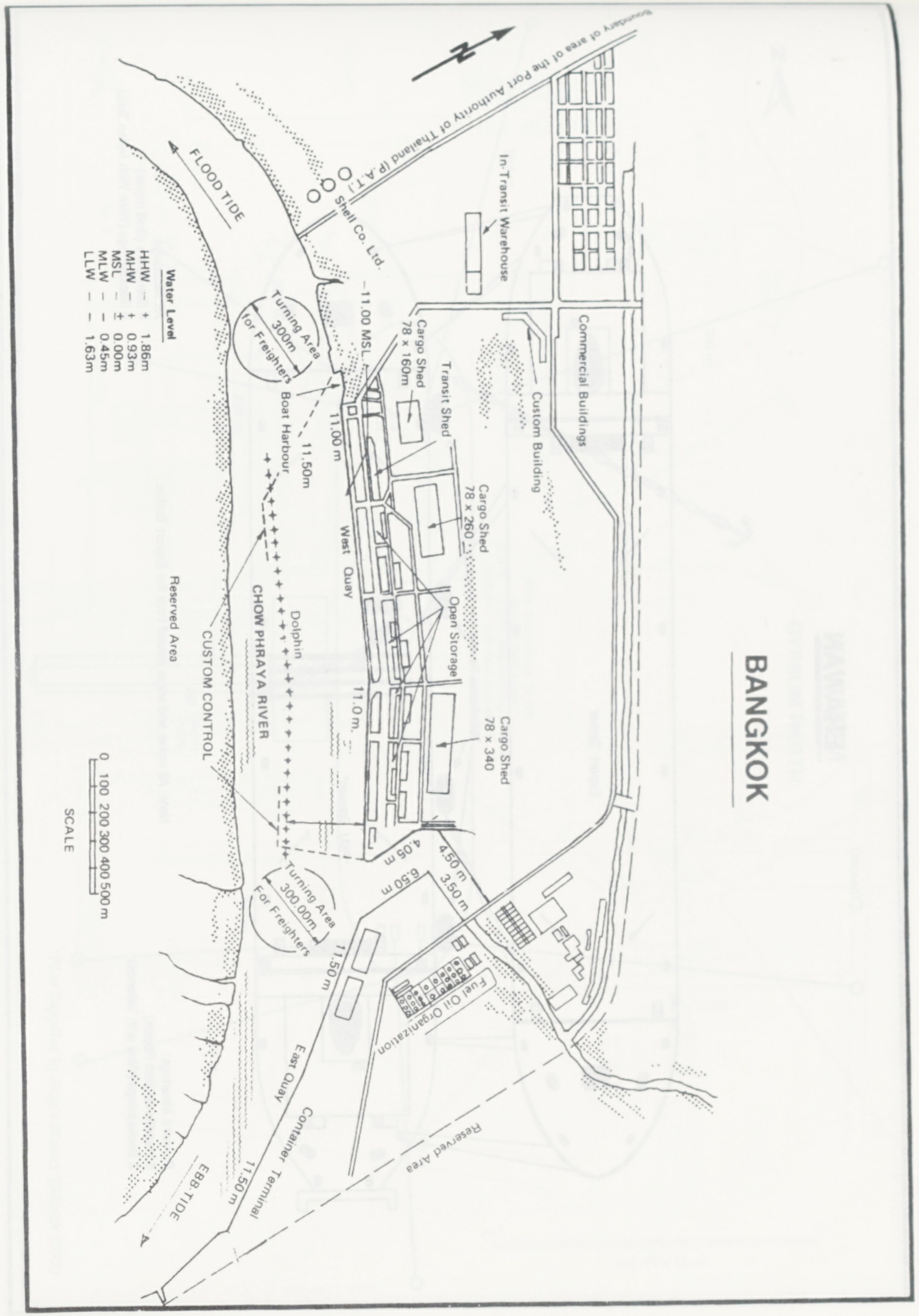

N
NOT TO BE USED FOR NAVIGATION
TANGA
APPROACHES
All Soundings in Fathoms
Kwawa Reef
Fl 2 G 2.5s
sand dry at low water
Tanga Island
Fl G 1s
Fl R 2.5s
Fl 1.5s 28ft 10M
Fertiliser Jetty
Ras Kasoue
Fl 7.5s 96ft 9 M
Yacht Mooring
Fl R 1s
Oil Buoys
Qk Fl
Lighter Moorings
Lighterage Wharf
3 F W R
Fl 5s
F
A
B
C
D
E
F
G
H
J
K
L
M
0
3
6
10


ZANZIBAR
PROPOSED DEVELOPMENT
0
100
SCALE OF METRES
130 m.
North Wharf
170 m.
West Wharf
90 m.
Existing Malinda Wharf
Dhow Harbour
Proposed Container Storage Area
Slipway
Slipway

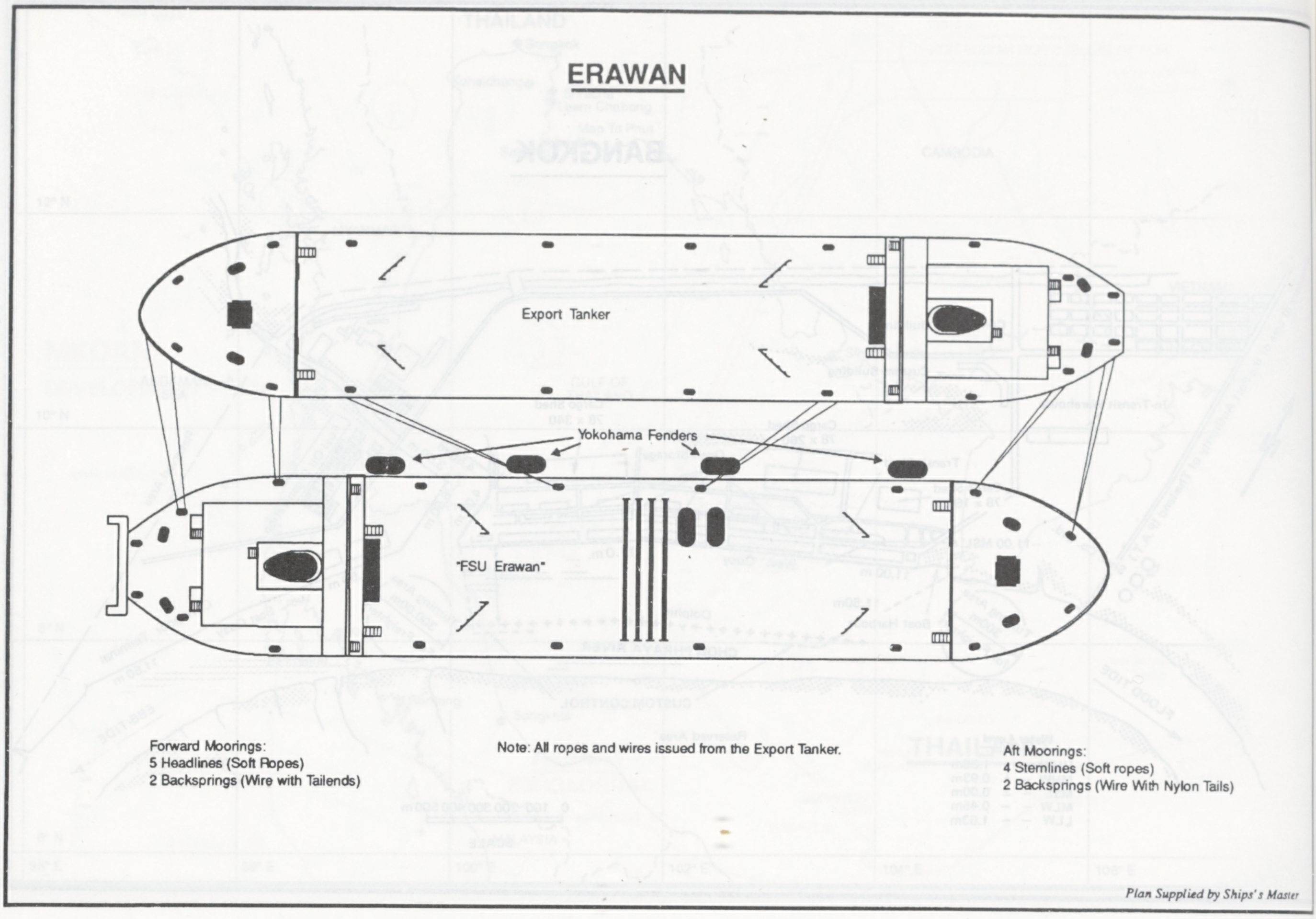

THAILAND
VIETNAM
Ho Chi Minh
CAMBODIA
Sihanoukville
GULF OF THAILAND
THAILAND
Bangkok
Sriracha
Laem Chabang
Map Ta Phut
Sattahip
Kohsichang
Erawan
Khanom
Songkhla
Kantang
Krabi
Phuket
MYANMAR
ANDAMAN SEA
MALAYSIA
12° N
10° N
8° N
6° N
96° E
98° E
100° E
102° E
104° E
106° E
108° E


GRAND PALACE
EASTERN RAILWAY
SECTION IV OF BM.1
PHRA BUDDHA YOD FAH BRIDGE
KM 47½
ANCHORAGE
KM 46
KM 45½
THON BURI
SECTION III of BH.1
KM 44½
SHELL JETTY
PORT AUTHORITY OF THAILAND
PORT OF BANGKOK
ANCHORAGE
KM 38½
FUEL OIL JETTY
KRUNG TEP BRIDGE
ESSO JETTY
KLONGTOI BASIN
PRIVATE WHARVES
KM 26½
KM 39
SUMMIT JETTY
OIL REFINERY
KM 37½
NEW HARBOUR WHARF
OPP SHED 1–2
ANCHORAGE
CALTEX JETTY
TMN WHARF
N.
KM 37
S.
KM 36
PHRA PRA-DAENG
SATHUPRADIT
PHRA PRA DAENG
INDUSTRIES
N
CHAO PHRAYA RIVER
PRIVATE WHARVES
SILOS
ANCHORAGE BANGPLAKOT
KM 11
KM 9
20
BANG PLAKOD
18
SAMUT PRAKAN
BOARDING STATION
16
NEAR PAKNAM CUSTOMS
KM 3
KM 2.3
CO-OPERATIVE SALT WHARF
FORT PHRA CHULA
GULF OF THAILAND
BANGKOK


ERAWAN
Kaphong, Surat and Platong Oil fields
Northern Approach Lane
Northerly reporting point
Lat. 9° 20' N.
Long. 101° 35' E.
SWH
SWK
SWG
Satun Field
SWB
SWA
SWC
SCPP
EWQ
EWR
SWD
EWJ
EWL
Tanker Approach
(Northern Lane)
EWI
EWH
SWF
FSU
ERAWAN
EWP
EWD
EWG
SWE
EWM
EWB
SWJ
SWI
Northern Approach Lane
Southerly reporting point
Lat. 9° 09' N
Long. 101° 35' E.
EWF
Erawan Field
ERP
EWN
EWA
Export Tanker
Anchorage
EWE
EWC
Jakrawan Field
EWO
EWK
JWA
FWB
BWC
FWPP
FWA
Funan Field
Baanpot Field
FWF
BWB
FWE
BWA
FWC
FWD
Tanker Approach
(Southern Lane)
0
5,000
10,000
Scale in Metres
Southern Approach Lane
Westerly reporting point
Lat. 8° 45' N.
Long. 101° 28' E.
Southern Approach Lane
Easterly reporting point
Lat. 8° 45' N.
Long. 101° 33' E.
9° 20' N
9° 10' N
9° 00' N
8° 50' N
8° 40' N
101° 15' E
101° 25' E
101° 35' E


BANGKOK
Boundary of area of the Port Authority of Thailand (P.A.T.)
Shell Co. Ltd.
In-Transit Warehouse
Commercial Buildings
Custom Building
FLOOD TIDE
Turning Area
300m
for Freighters
11.00 MSL.
Cargo Shed
78 x 160m
Transit Shed
11.00 m
Boat Harbour
11.50m
Cargo Shed
78 x 260
West Quay
Open Storage
Dolphin
CHOW PHIRAYA RIVER
Reserved Area
CUSTOM CONTROL
11.0 m.
Cargo Shed
78 x 340
4.05 m
4.50 m
3.50 m
6.50 m
Turning Area
300.00m
For Freighters
11.50 m
Fuel Oil Organization
East Quay
Container Terminal
11.50 m
EBB TIDE
Reserved Area
Water Level
HHW — + 1.86m
MHW — + 0.93m
MSL — ± 0.00m
MLW — – 0.45m
LLW — – 1.63m
0 100 200 300 400 500 m
SCALE

ERAWAN


Export Tanker
Yokohama Fenders
"FSU Erawan"

Forward Moorings:
5 Headlines (Soft Ropes)
2 Backsprings (Wire with Tailends)

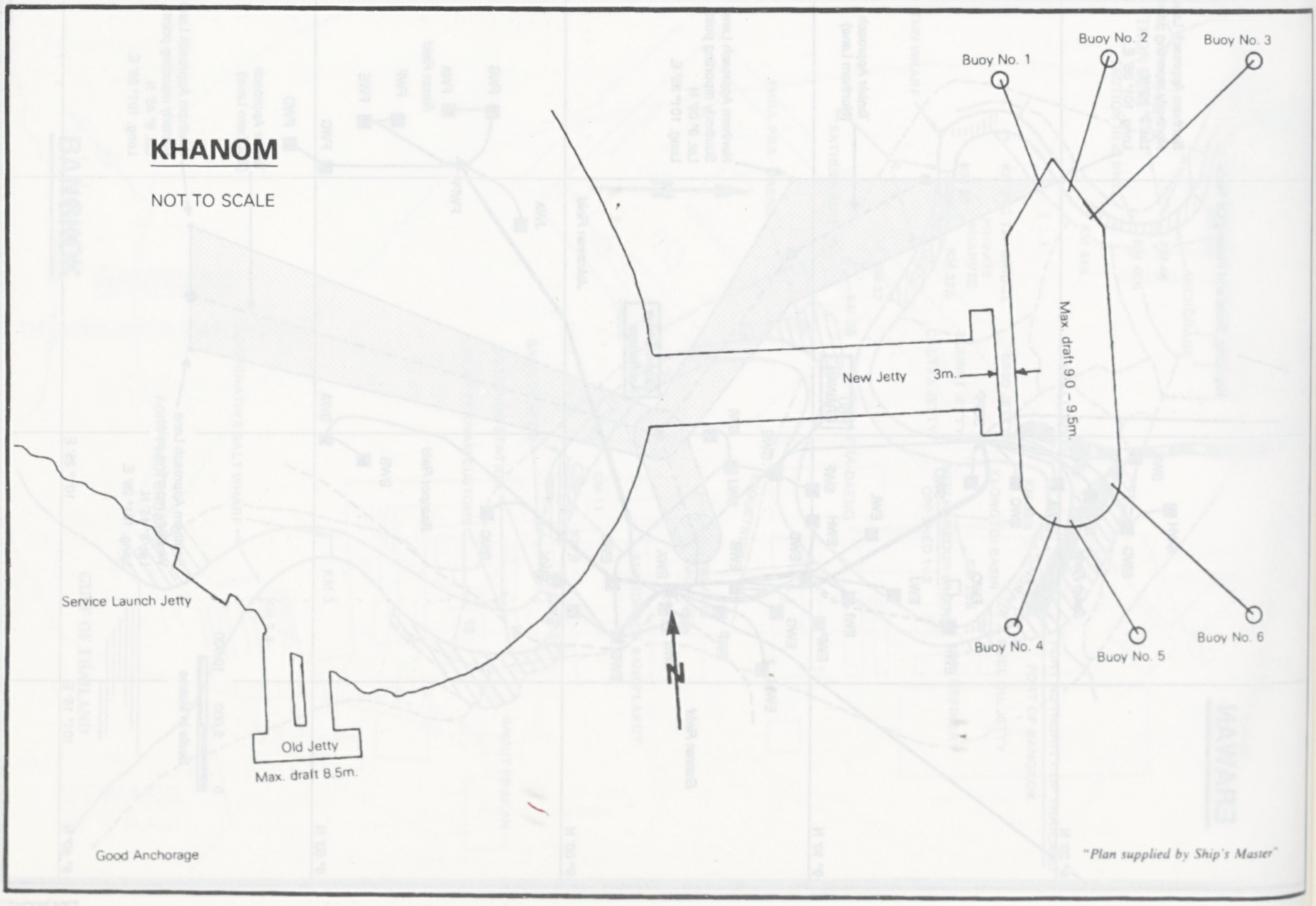
Note: All ropes and wires issued from the Export Tanker.

Aft Moorings:
4 Sternlines (Soft ropes)
2 Backsprings (Wire With Nylon Tails)

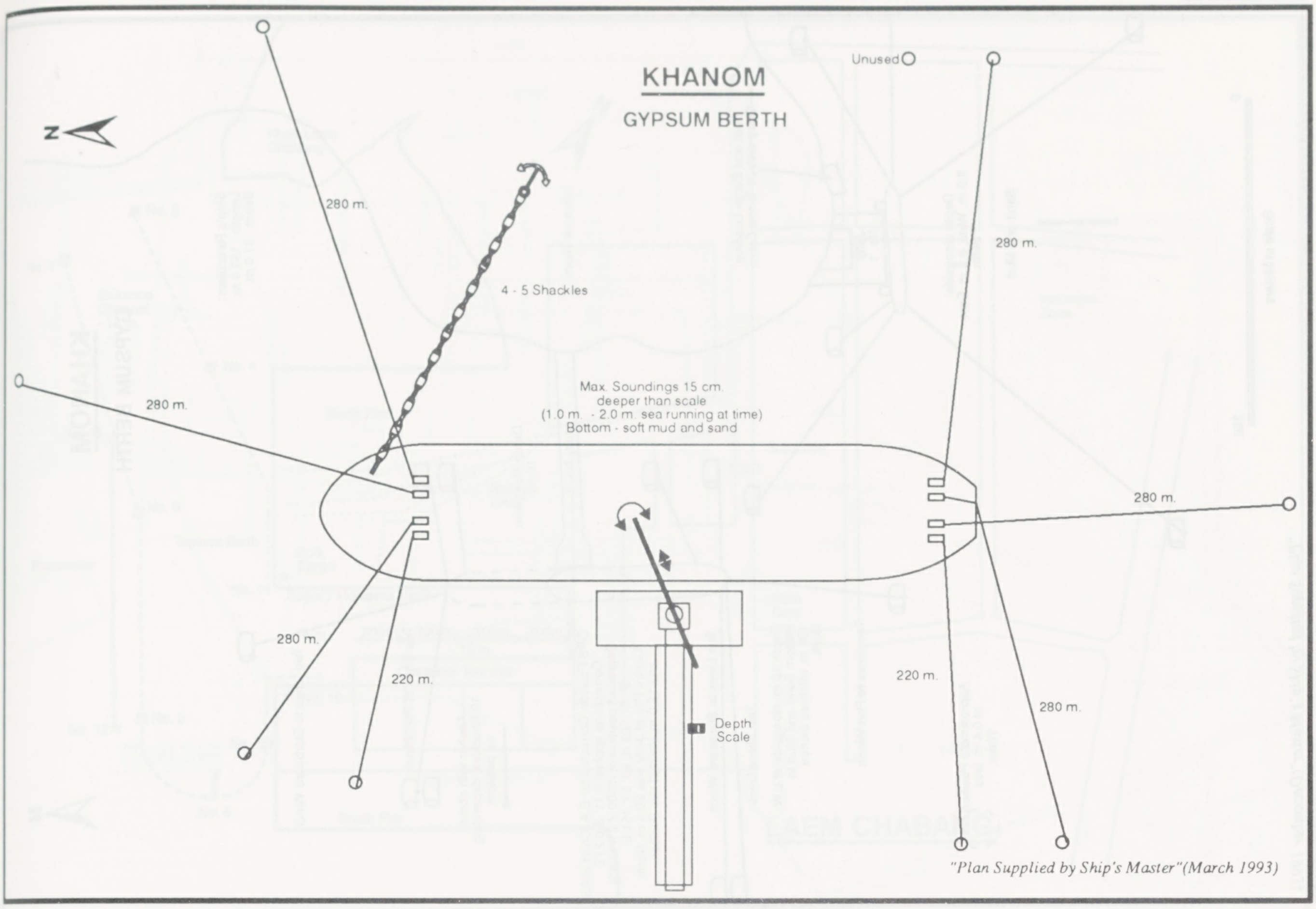
Plan Supplied by Ships's Master

KHANOM

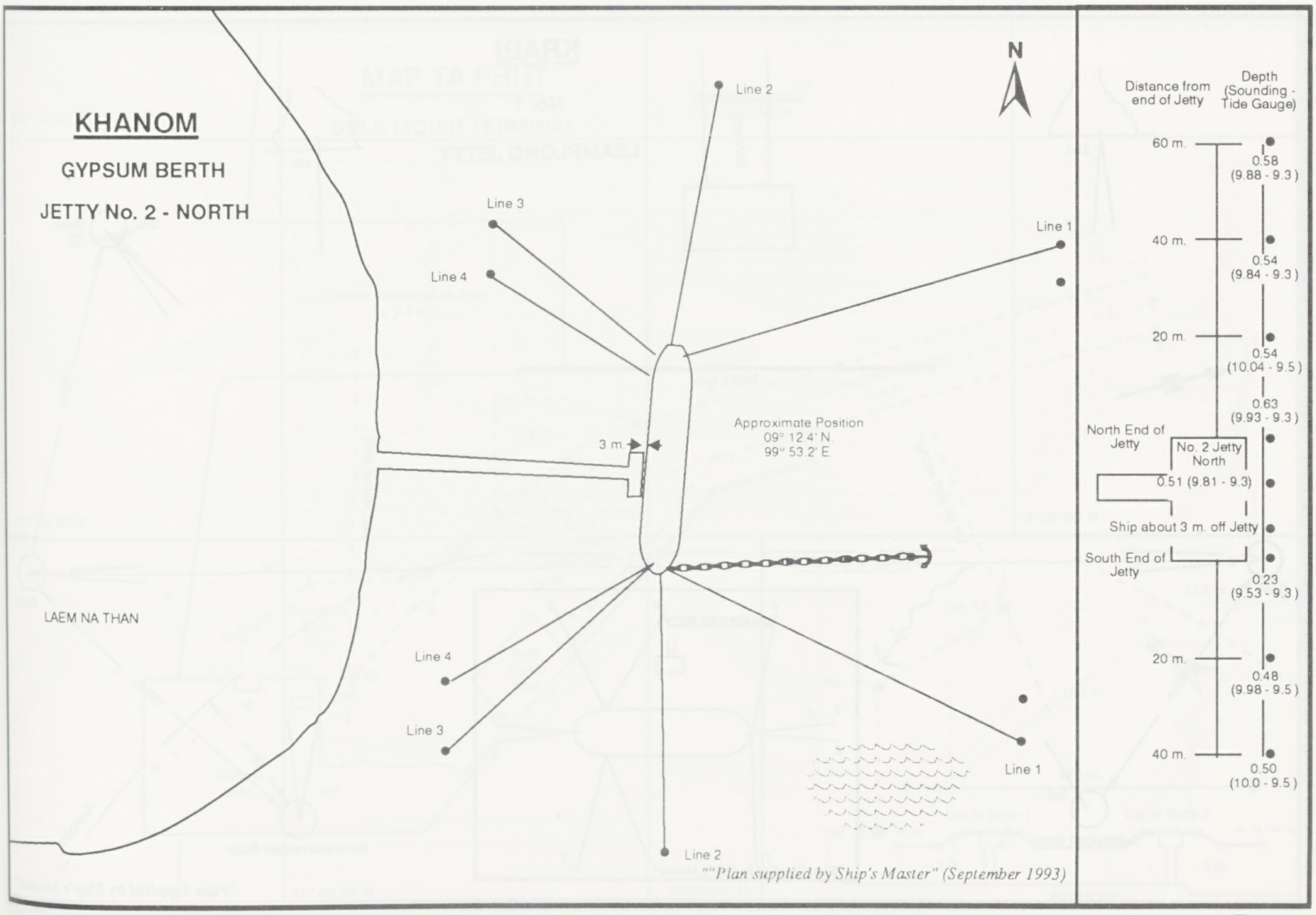
NOT TO SCALE


Buoy No. 1
Buoy No. 2
Buoy No. 3
Max. draft 9.0 – 9.5m.
New Jetty
3m.
Service Launch Jetty
Old Jetty
Max. draft 8.5m.
N
Buoy No. 4
Buoy No. 5
Buoy No. 6
Good Anchorage

"Plan supplied by Ship's Master"


KHANOM
GYPSUM BERTH
N
Unused
280 m.
280 m.
4 - 5 Shackles
280 m.
Max. Soundings 15 cm.
deeper than scale
(1.0 m. - 2.0 m. sea running at time)
Bottom - soft mud and sand
280 m.
280 m.
220 m.
Depth
Scale
220 m.
280 m.

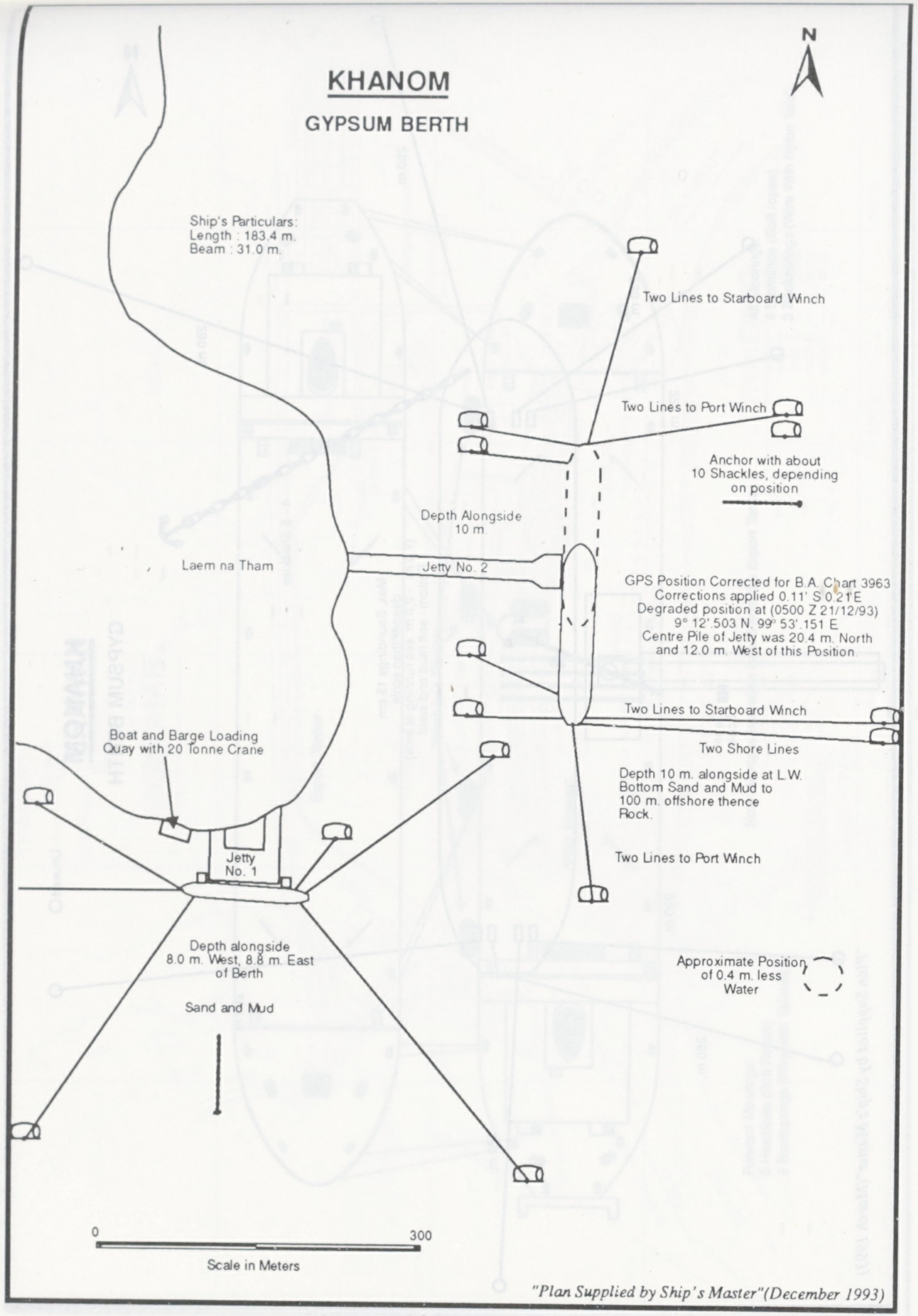
"Plan Supplied by Ship's Master"(March 1993)


KHANOM
GYPSUM BERTH
JETTY No. 2 - NORTH
N
Line 2
Line 3
Line 1
Line 4
Approximate Position
09° 12.4' N
99° 53.2' E
3 m.
LAEM NA THAN
Line 4
Line 3
Line 1
Line 2
Distance from end of Jetty
Depth (Sounding - Tide Gauge)
60 m.
0.58 (9.88 - 9.3)
40 m.
0.54 (9.84 - 9.3)
20 m.
0.54 (10.04 - 9.5)
0.63 (9.93 - 9.3)
North End of Jetty
No. 2 Jetty North
0.51 (9.81 - 9.3)
Ship about 3 m. off Jetty
South End of Jetty
0.23 (9.53 - 9.3)
20 m.
0.48 (9.98 - 9.5)
40 m.
0.50 (10.0 - 9.5)

""Plan supplied by Ship's Master" (September 1993)

KHANOM

GYPSUM BERTH

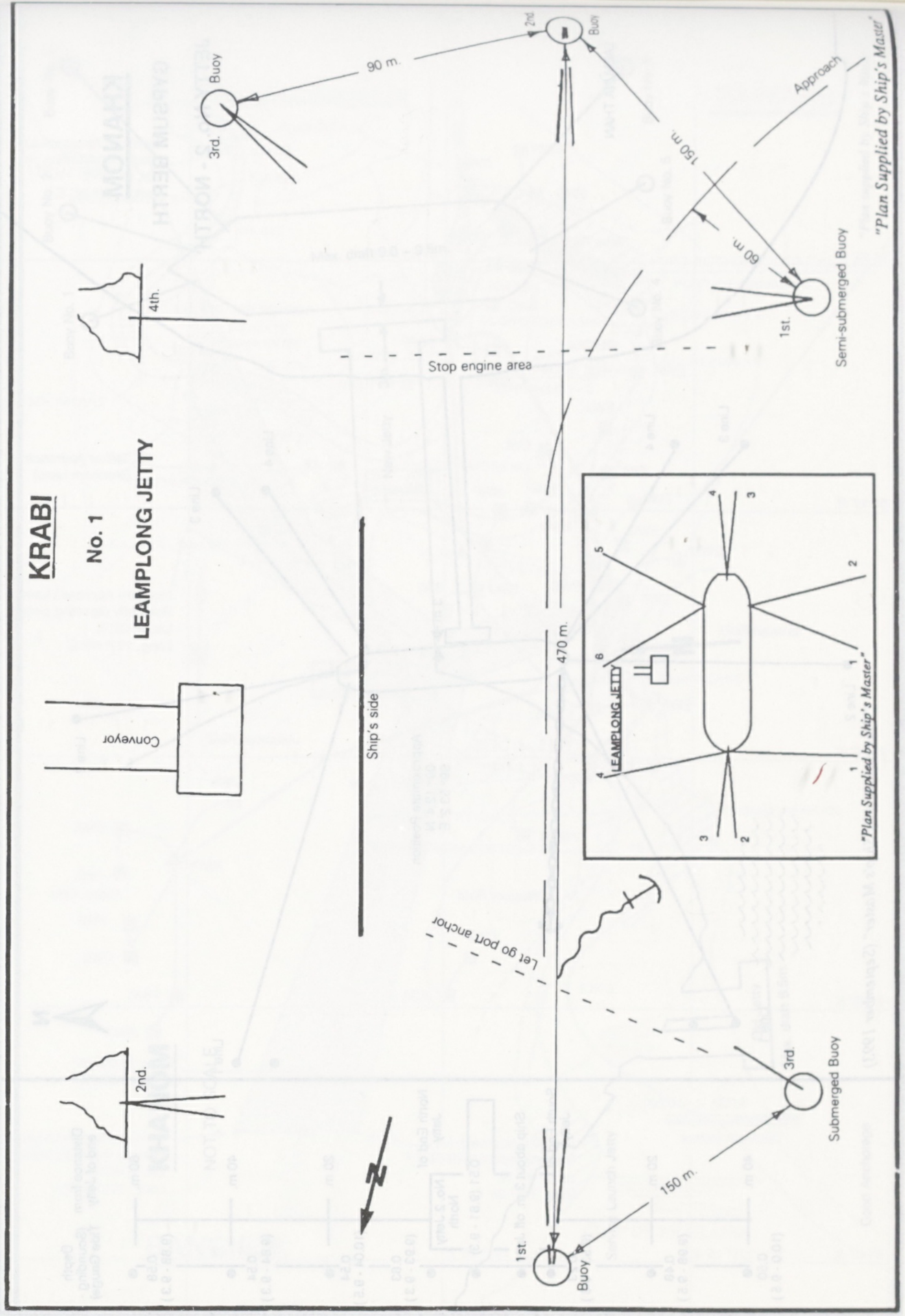

N
Ship's Particulars:
Length : 183.4 m.
Beam : 31.0 m.
Two Lines to Starboard Winch
Two Lines to Port Winch
Anchor with about
10 Shackles, depending
on position
Depth Alongside
10 m.
Laem na Tham
Jetty No. 2
GPS Position Corrected for B.A. Chart 3963
Corrections applied 0.11' S 0.21'E
Degraded position at (0500 Z 21/12/93)
9° 12'.503 N. 99° 53'.151 E.
Centre Pile of Jetty was 20.4 m. North
and 12.0 m. West of this Position.
Two Lines to Starboard Winch
Two Shore Lines
Boat and Barge Loading
Quay with 20 Tonne Crane
Depth 10 m. alongside at L.W.
Bottom Sand and Mud to
100 m. offshore thence
Rock.
Jetty
No. 1
Two Lines to Port Winch
Depth alongside
8.0 m. West, 8.8 m. East
of Berth
Sand and Mud
Approximate Position
of 0.4 m. less
Water
0
300
Scale in Meters

"Plan Supplied by Ship's Master"(December 1993)

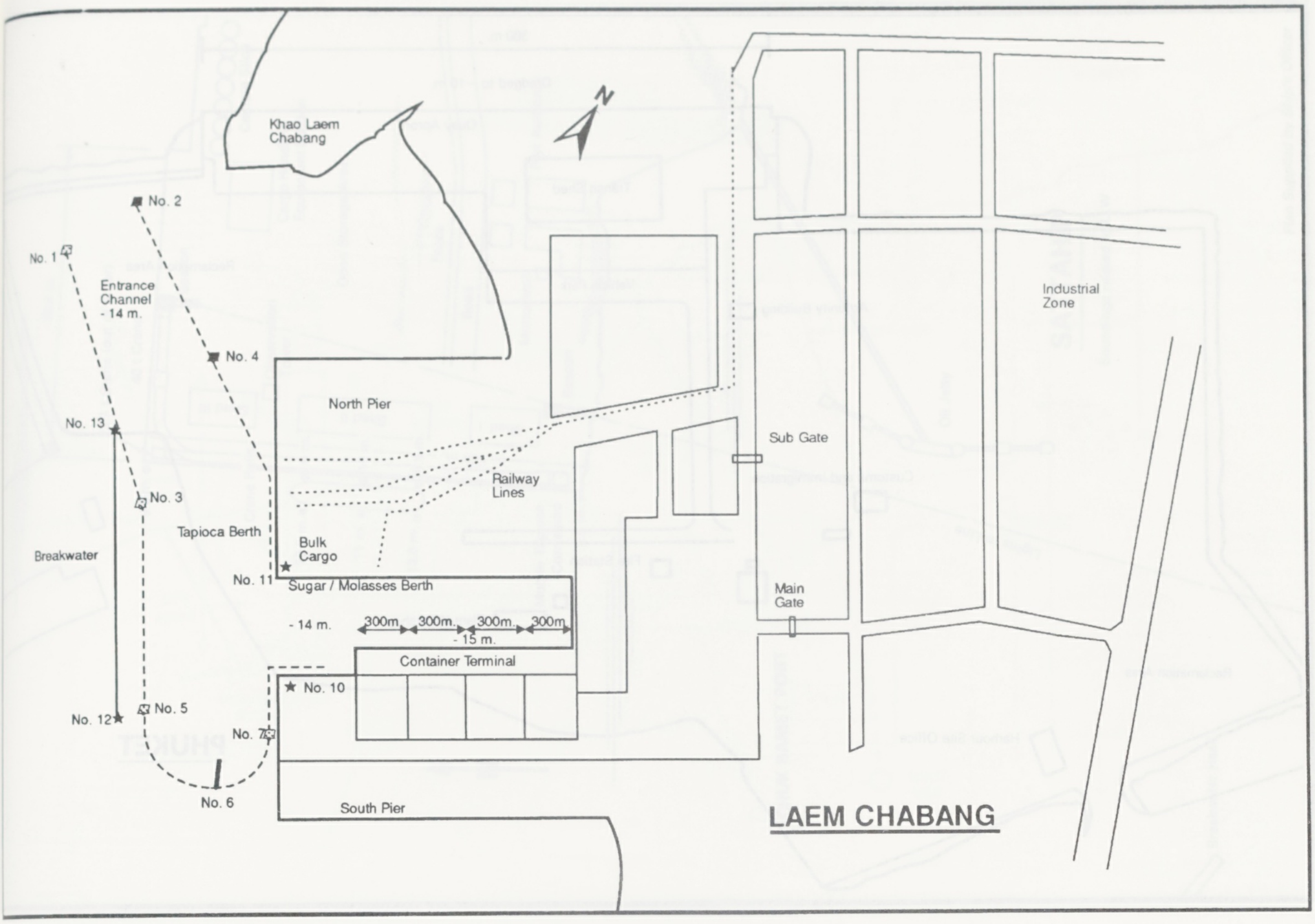
KRABI

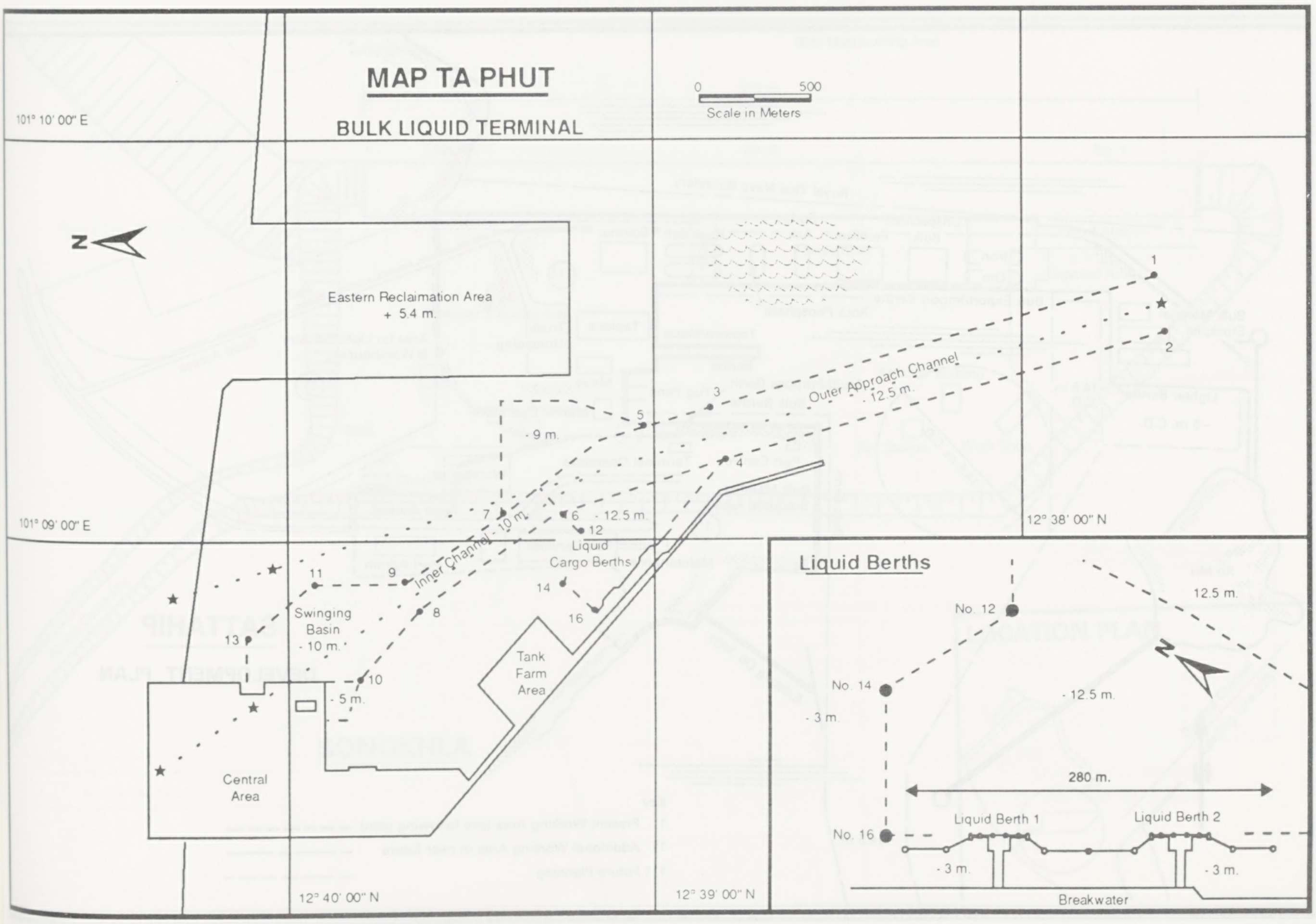
No. 1

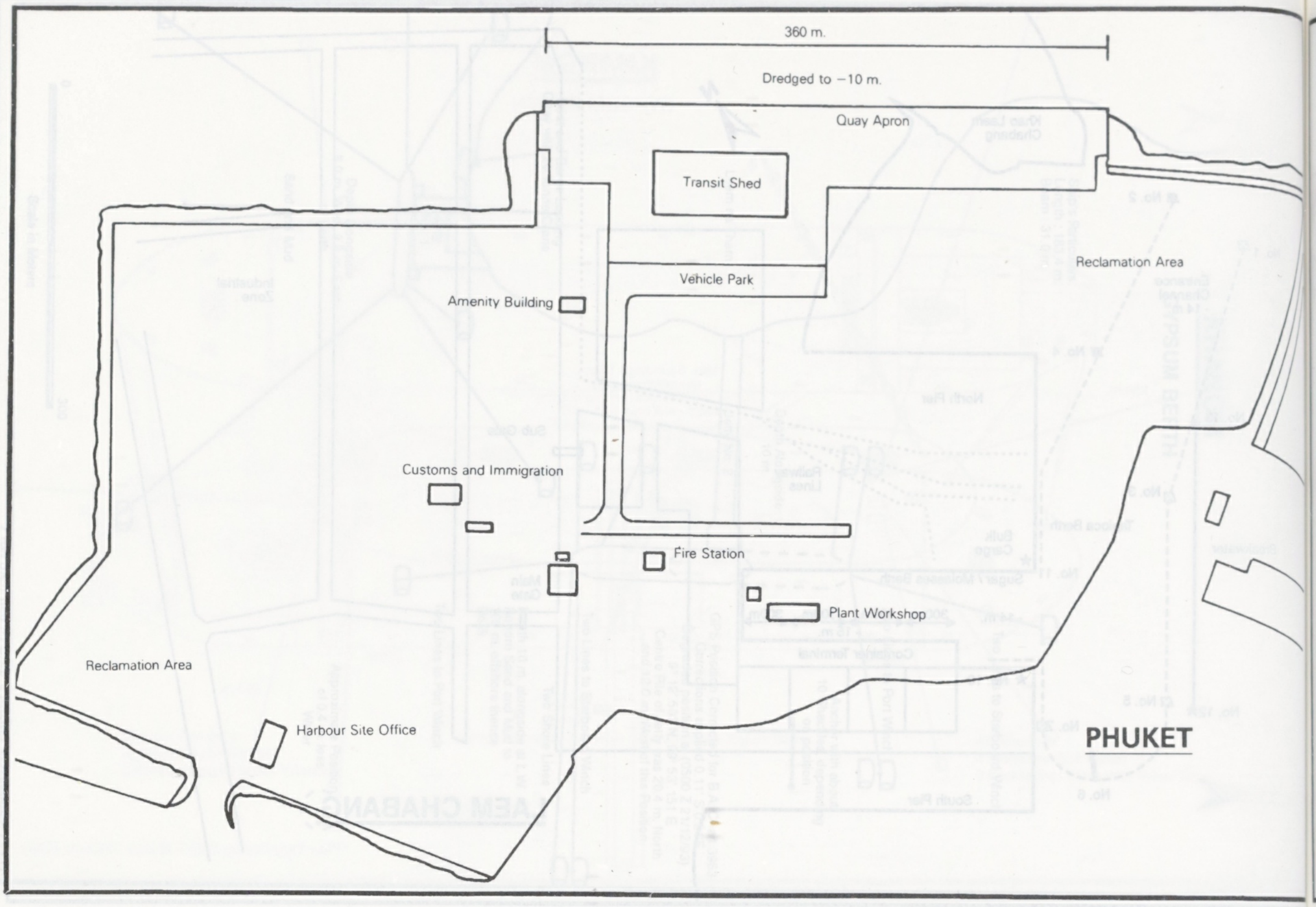
LEAMPLONG JETTY


Buoy
3rd.
90 m.
2nd
Buoy
150 m.
Approach
60 m
1st.
Semi-submerged Buoy
4th.
Stop engine area
470 m.
Ship's side
Conveyor
5
4
3
2
6
1
1
4
3
2
LEAMPLONG JETTY
"Plan Supplied by Ship's Master"
Let go port anchor
2nd.
3rd.
Submerged Buoy
150 m.
1st.
Buoy
N

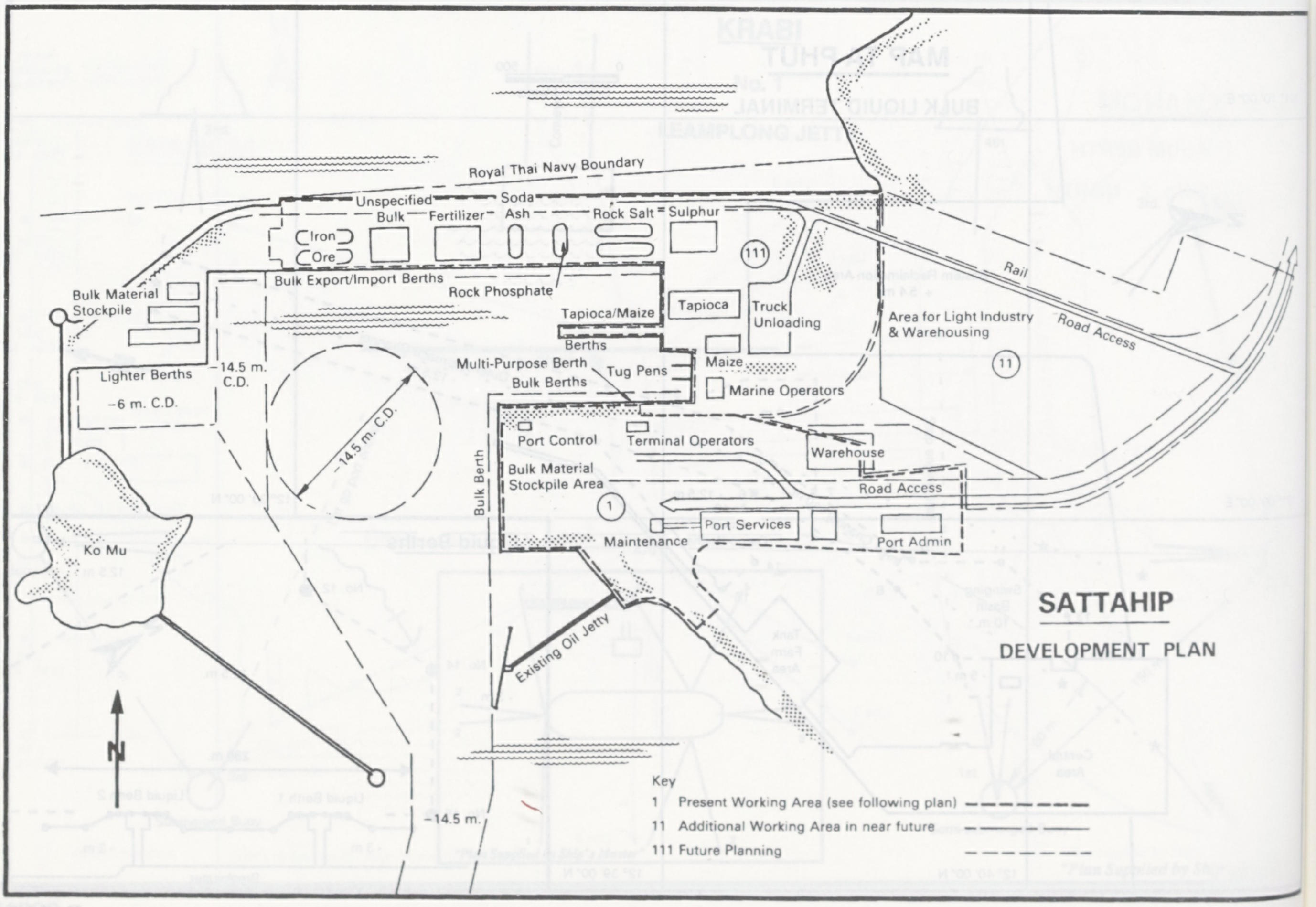
"Plan Supplied by Ship's Master"


Khao Laem Chabang
N
No. 2
No. 1
Entrance Channel - 14 m.
No. 4
No. 13
North Pier
No. 3
Railway Lines
Sub Gate
Industrial Zone
Tapioca Berth
Bulk Cargo
Breakwater
No. 11
Sugar / Molasses Berth
Main Gate
- 14 m.
300m.
300m.
300m.
300m.
- 15 m.
Container Terminal
No. 10
No. 5
No. 12
No. 7
No. 6
South Pier
LAEM CHABANG


MAP TA PHUT
BULK LIQUID TERMINAL
0
500
Scale in Meters
101° 10' 00" E
N
Eastern Reclaimation Area + 5.4 m.
1
2
Outer Approach Channel - 12.5 m.
3
5
- 9 m.
4
101° 09' 00" E
7
6
- 12.5 m.
12
Inner Channel - 10 m.
Liquid Cargo Berths
11
9
14
8
16
Swinging Basin - 10 m.
13
10
- 5 m.
Tank Farm Area
Central Area
12° 40' 00" N
12° 39' 00" N
12° 38' 00" N
Liquid Berths
No. 12
12.5 m.
N
No. 14
- 3 m.
- 12.5 m.
280 m.
Liquid Berth 1
Liquid Berth 2
No. 16
- 3 m.
- 3 m.
Breakwater

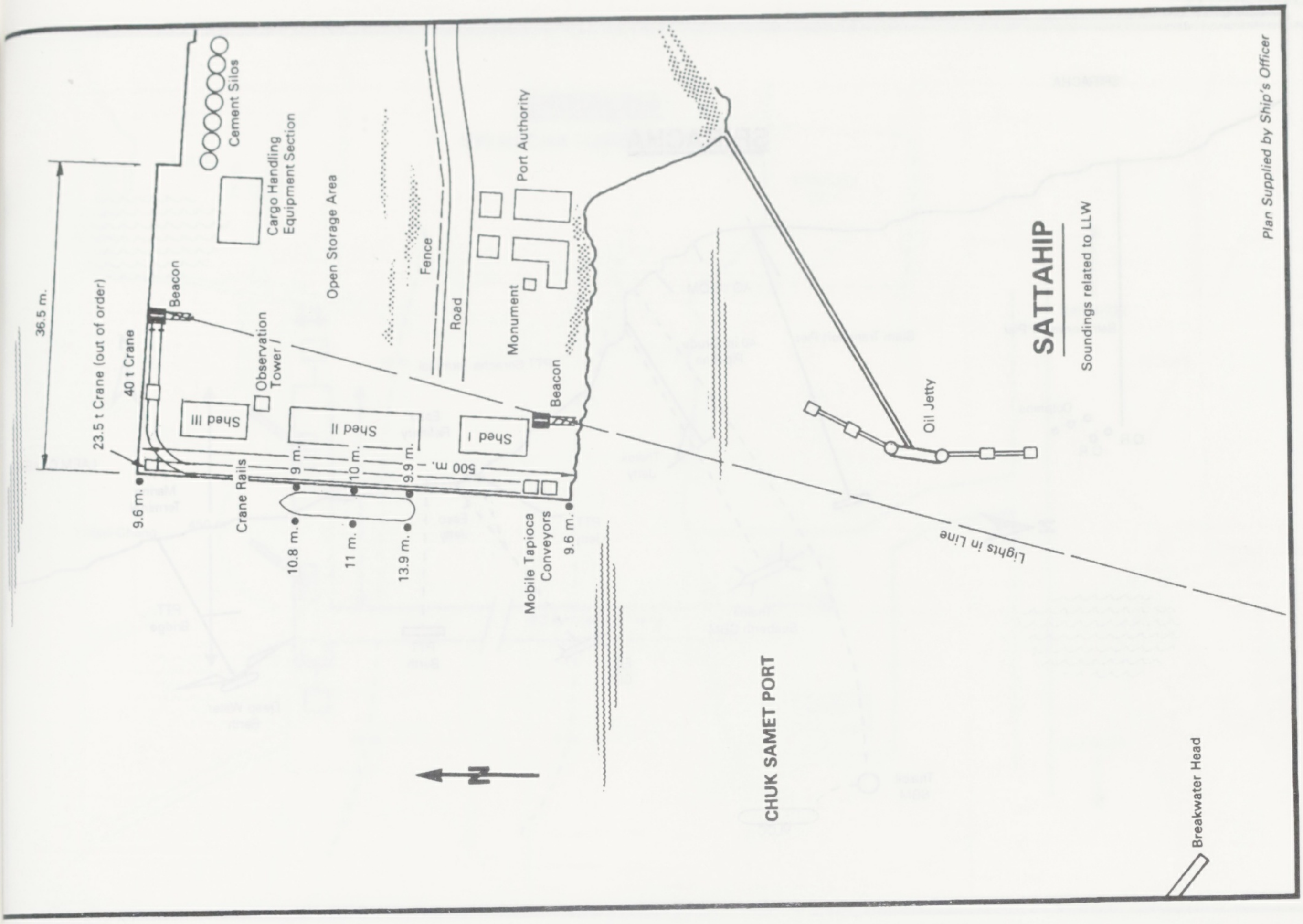

360 m.
Dredged to −10 m.
Quay Apron
Transit Shed
Reclamation Area
Vehicle Park
Amenity Building
Customs and Immigration
Fire Station
Plant Workshop
Reclamation Area
Harbour Site Office

PHUKET


Royal Thai Navy Boundary
Unspecified Bulk
Fertilizer
Soda Ash
Rock Salt
Sulphur
Iron Ore
111
Bulk Export/Import Berths
Rock Phosphate
Bulk Material Stockpile
Tapioca/Maize
Tapioca
Truck Unloading
Berths
Multi-Purpose Berth
Bulk Berths
Tug Pens
Maize
Marine Operators
Lighter Berths
−6 m. C.D.
−14.5 m. C.D.
−14.5 m. C.D.
Port Control
Terminal Operators
Warehouse
Bulk Berth
Bulk Material Stockpile Area
1
Road Access
Maintenance
Port Services
Port Admin
Ko Mu
Existing Oil Jetty
N
Rail
Road Access
Area for Light Industry & Warehousing
11
−14.5 m.
Key
1 Present Working Area (see following plan)
11 Additional Working Area in near future
111 Future Planning

SATTAHIP

DEVELOPMENT PLAN

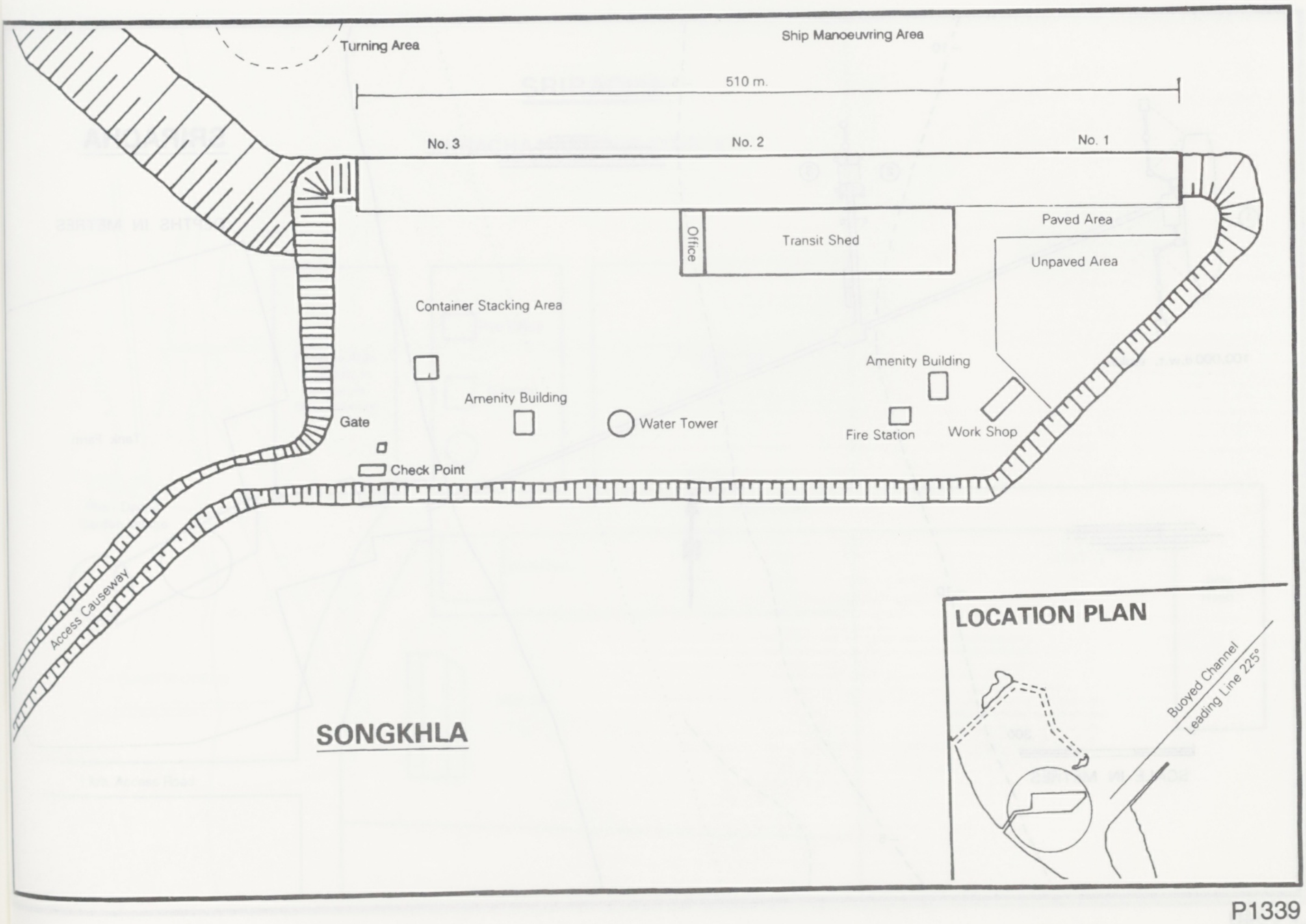


SATTAHIP

Soundings related to LLW

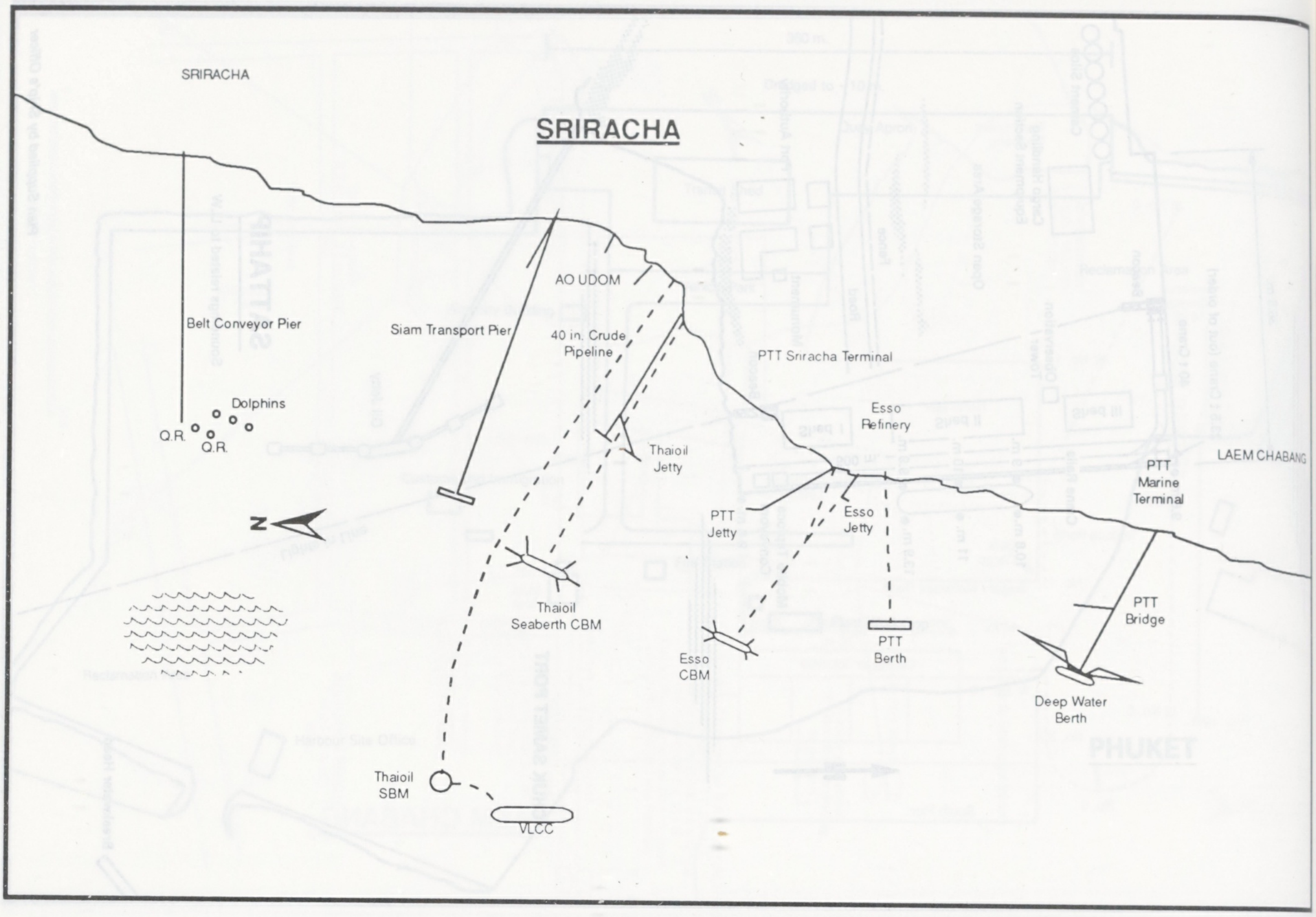
Plan Supplied by Ship's Officer

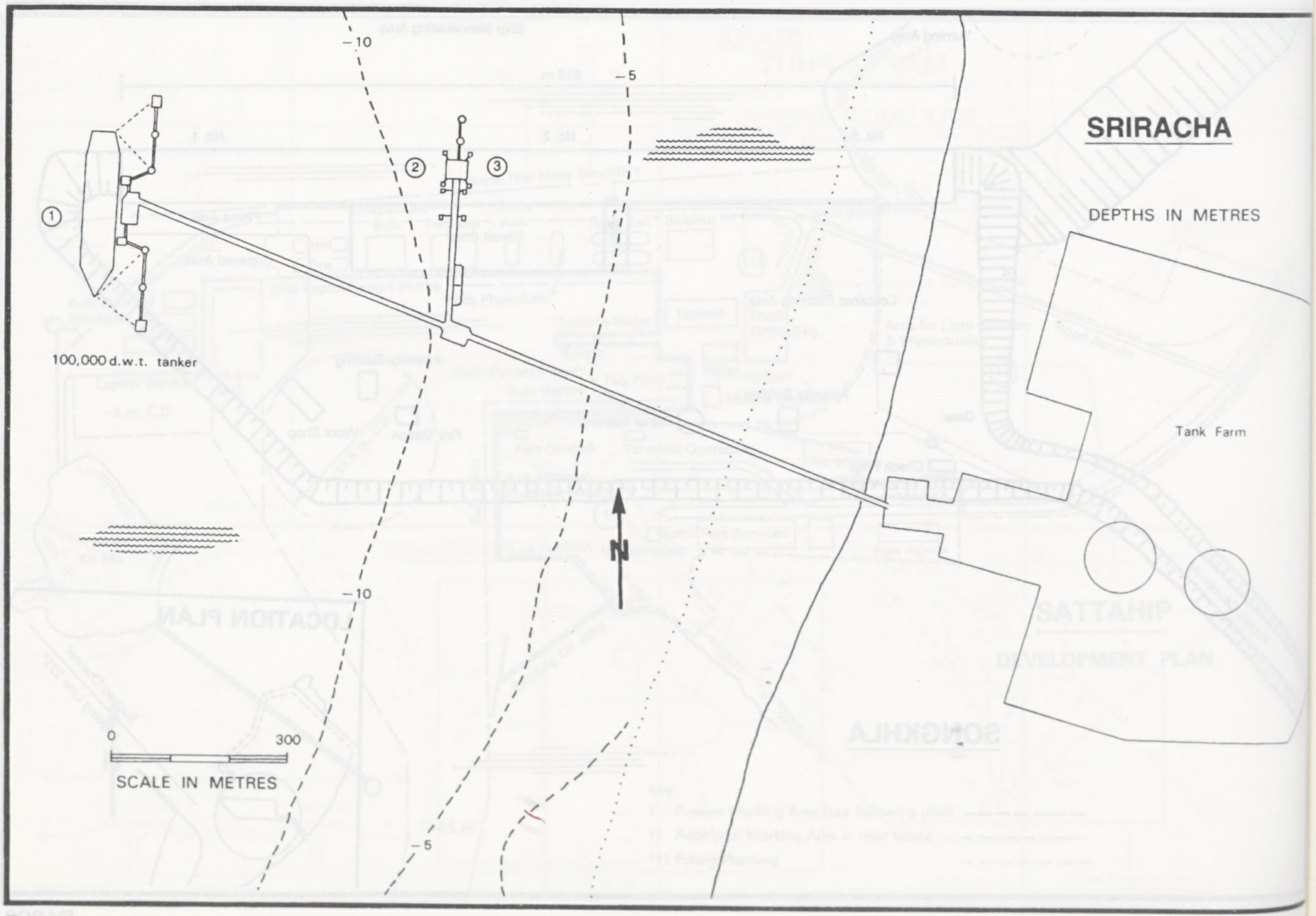
Cement Silos
Cargo Handling Equipment Section
Open Storage Area
Fence
Road
Port Authority
Monument
Beacon
Observation Tower
36.5 m.
23.5 t Crane (out of order)
40 t Crane
Shed III
Shed II
Shed I
Beacon
500 m.
9.6 m.
Crane Rails
9 m.
10 m.
9.9 m.
10.8 m.
11 m.
13.9 m.
Mobile Tapioca Conveyors
9.6 m.
Oil Jetty
Lights in Line
N
CHUK SAMET PORT
Breakwater Head

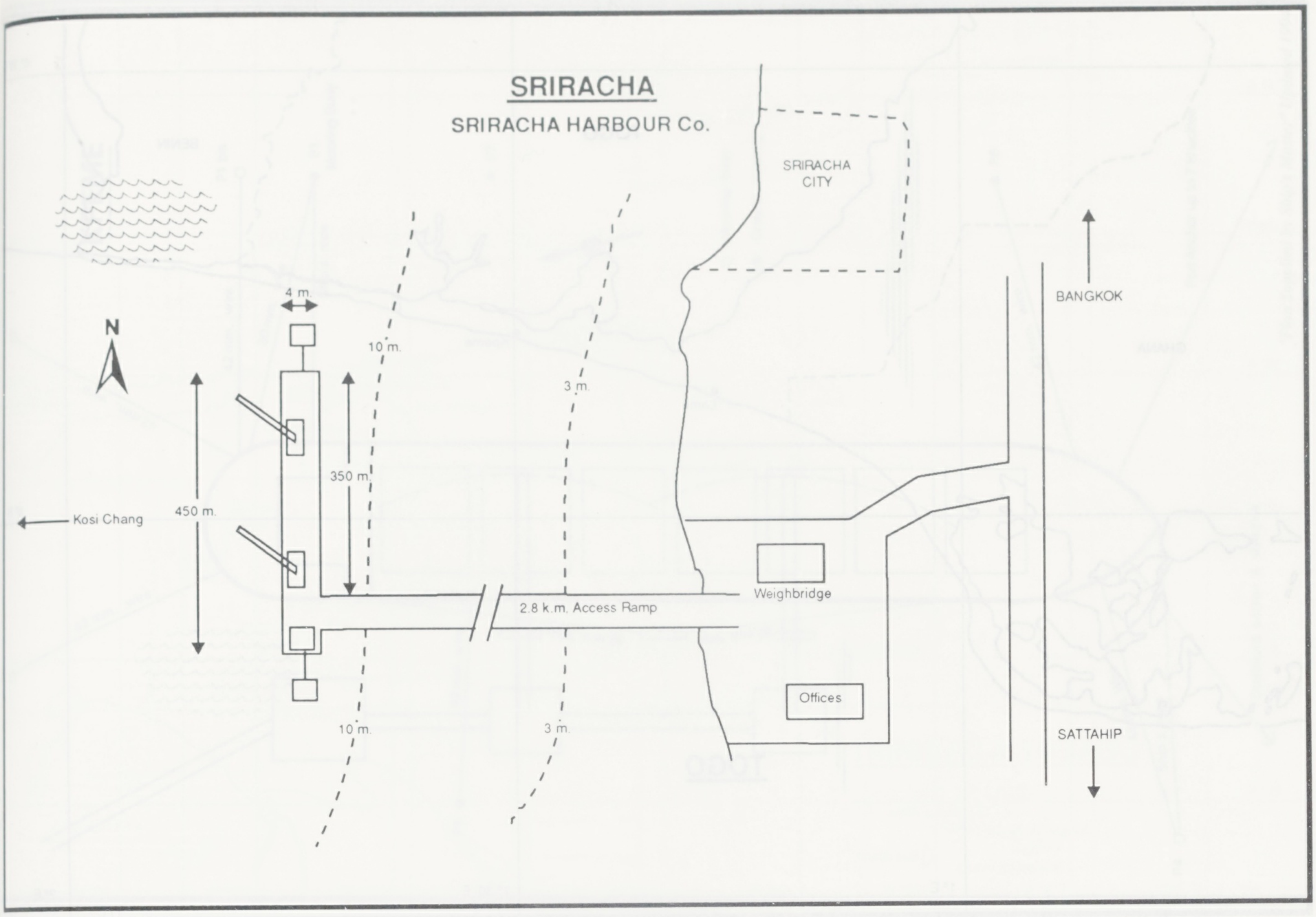


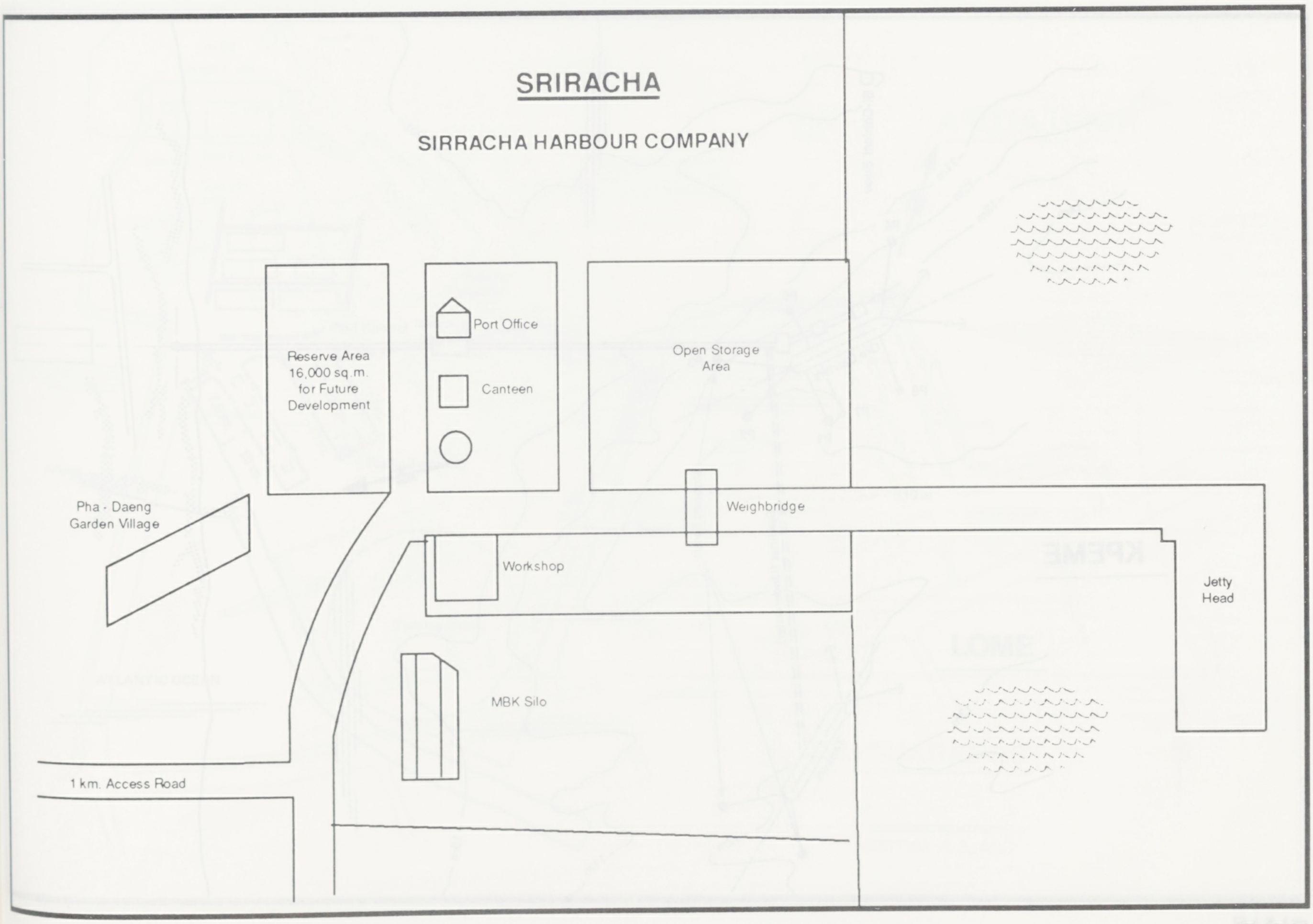
SONGKHLA

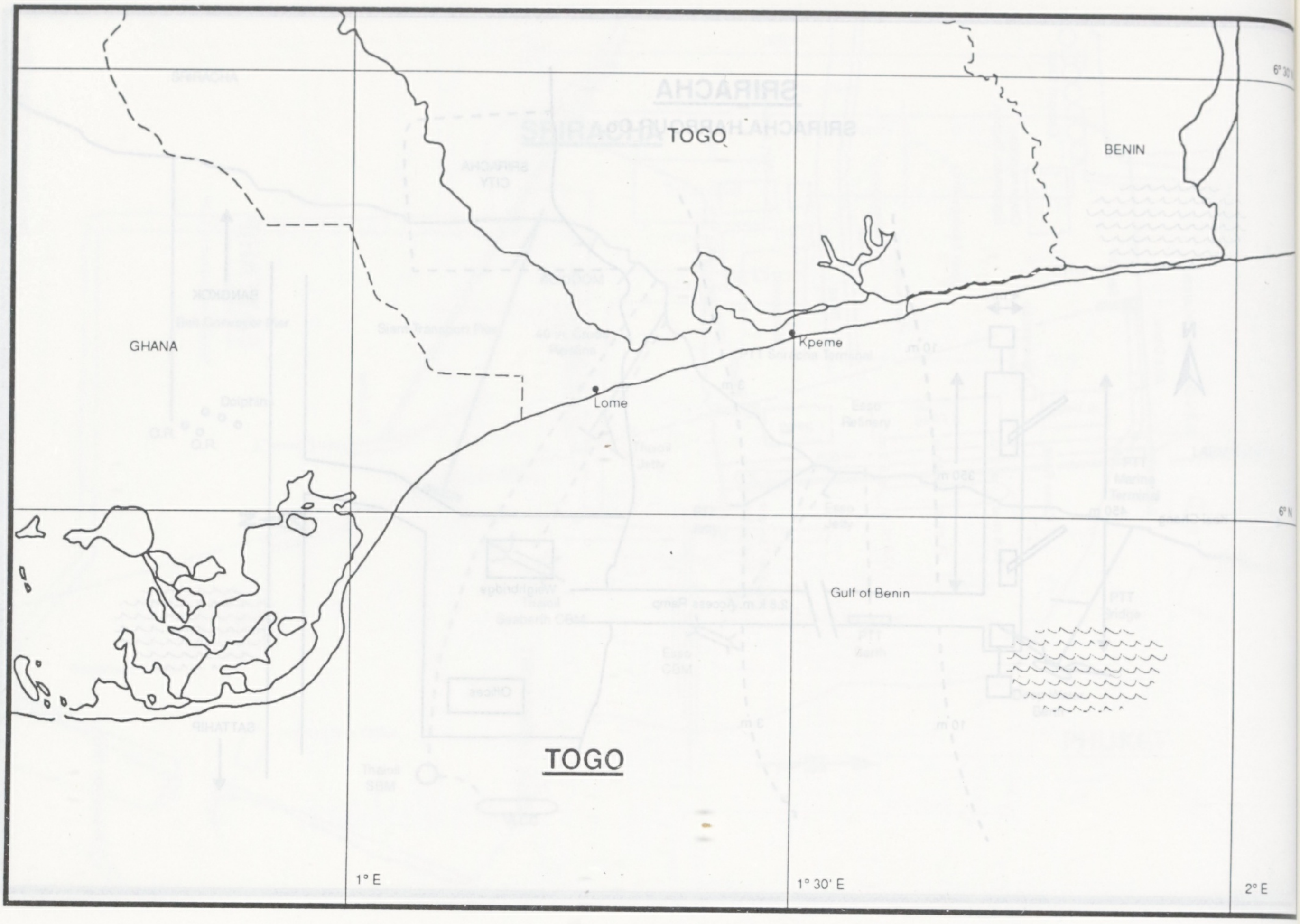
Turning Area
Ship Manoeuvring Area
510 m.
No. 3
No. 2
No. 1
Office
Transit Shed
Paved Area
Unpaved Area
Container Stacking Area
Amenity Building
Amenity Building
Water Tower
Fire Station
Work Shop
Gate
Check Point
Access Causeway
LOCATION PLAN
Buoyed Channel
Leading Line 225°

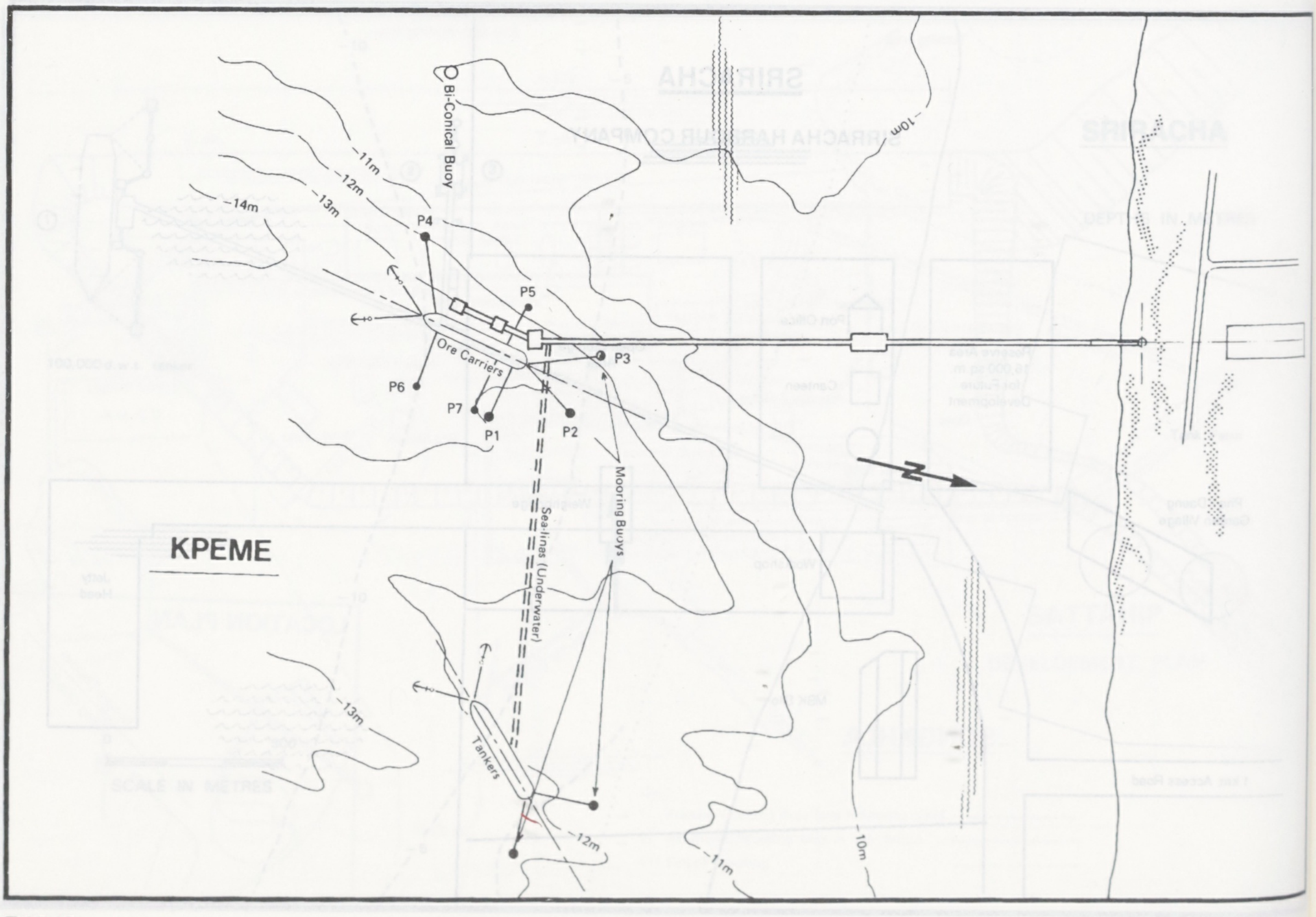

SRIRACHA
SRIRACHA
Belt Conveyor Pier
Dolphins
Q.R.
Q.R.
N
AO UDOM
Siam Transport Pier
40 in. Crude Pipeline
Thaioil Jetty
Thaioil Seaberth CBM
Thaioil SBM
VLCC
PTT Sriracha Terminal
Esso Refinery
PTT Jetty
Esso Jetty
Esso CBM
PTT Berth
LAEM CHABANG
PTT Marine Terminal
PTT Bridge
Deep Water Berth

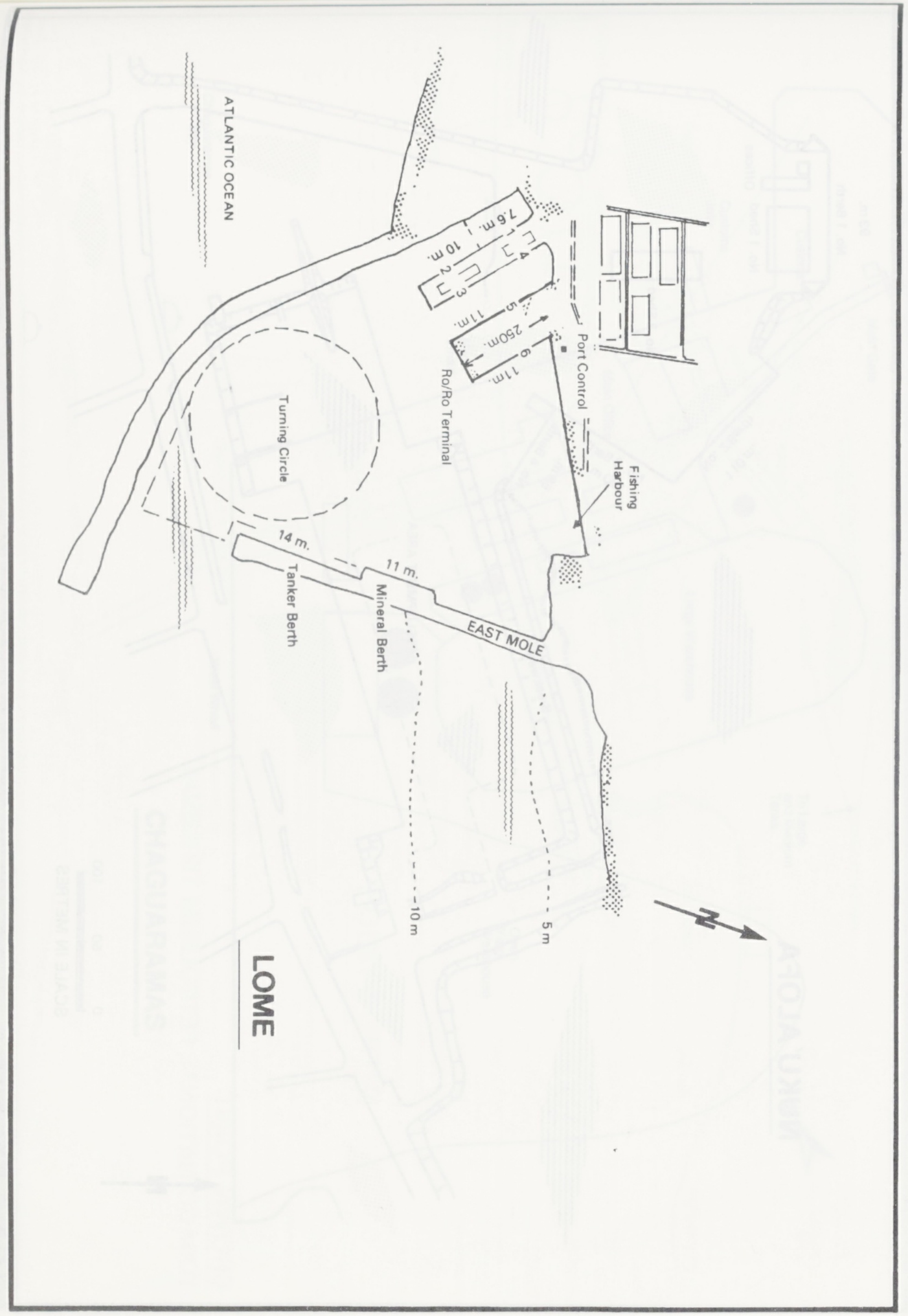

SRIRACHA
DEPTHS IN METRES
−10
−5
①
②
③
100,000 d.w.t. tanker
N
−10
−5
Tank Farm
0
300
SCALE IN METRES

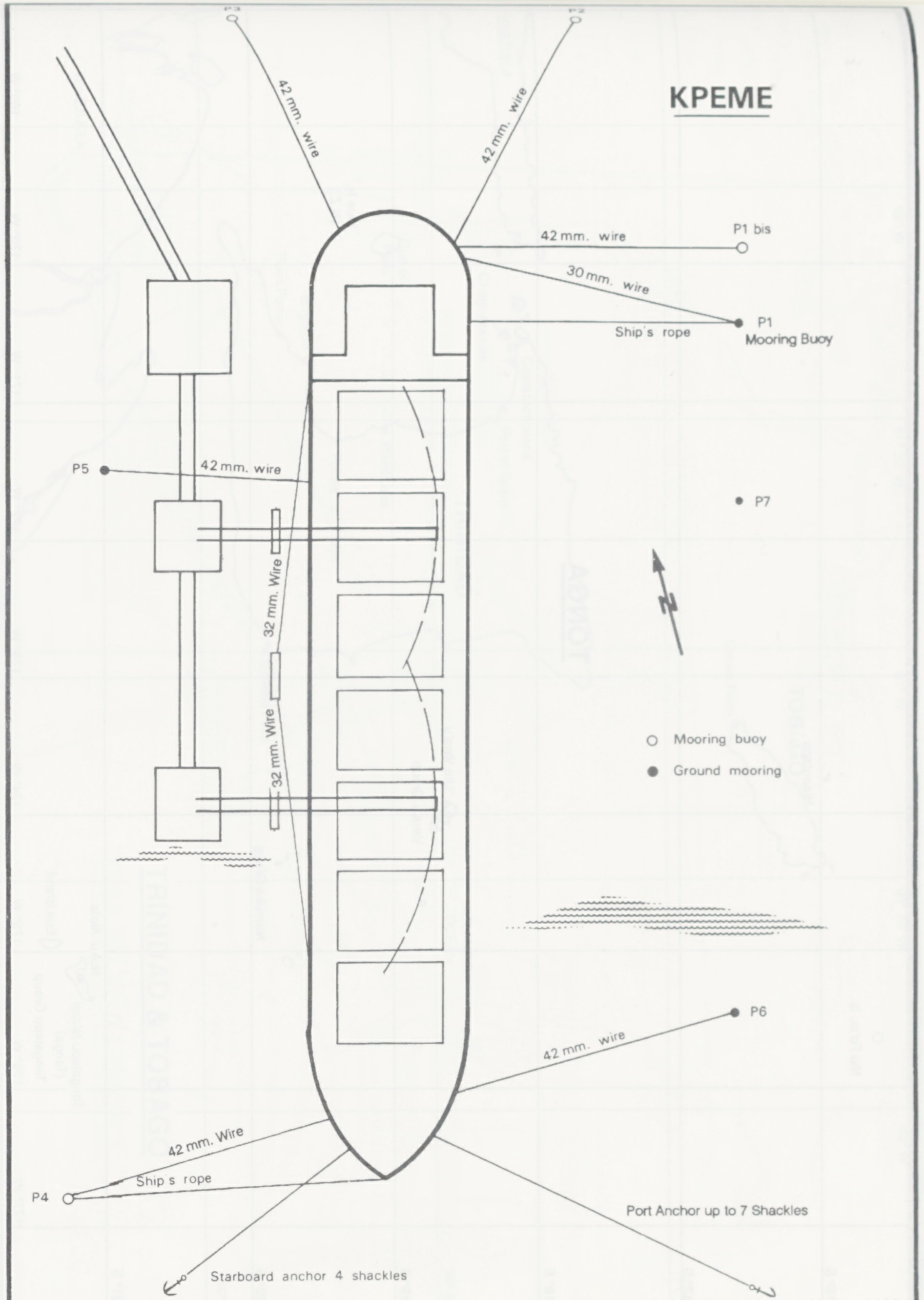

SRIRACHA
SRIRACHA HARBOUR Co.
SRIRACHA CITY
BANGKOK
N
4 m.
10 m.
3 m.
350 m.
450 m.
Kosi Chang
2.8 k.m. Access Ramp
Weighbridge
Offices
10 m.
3 m.
SATTAHIP


SRIRACHA
SIRRACHA HARBOUR COMPANY
Port Office
Reserve Area 16,000 sq.m. for Future Development
Canteen
Open Storage Area
Weighbridge
Pha - Daeng Garden Village
Workshop
Jetty Head
MBK Silo
1 km. Access Road

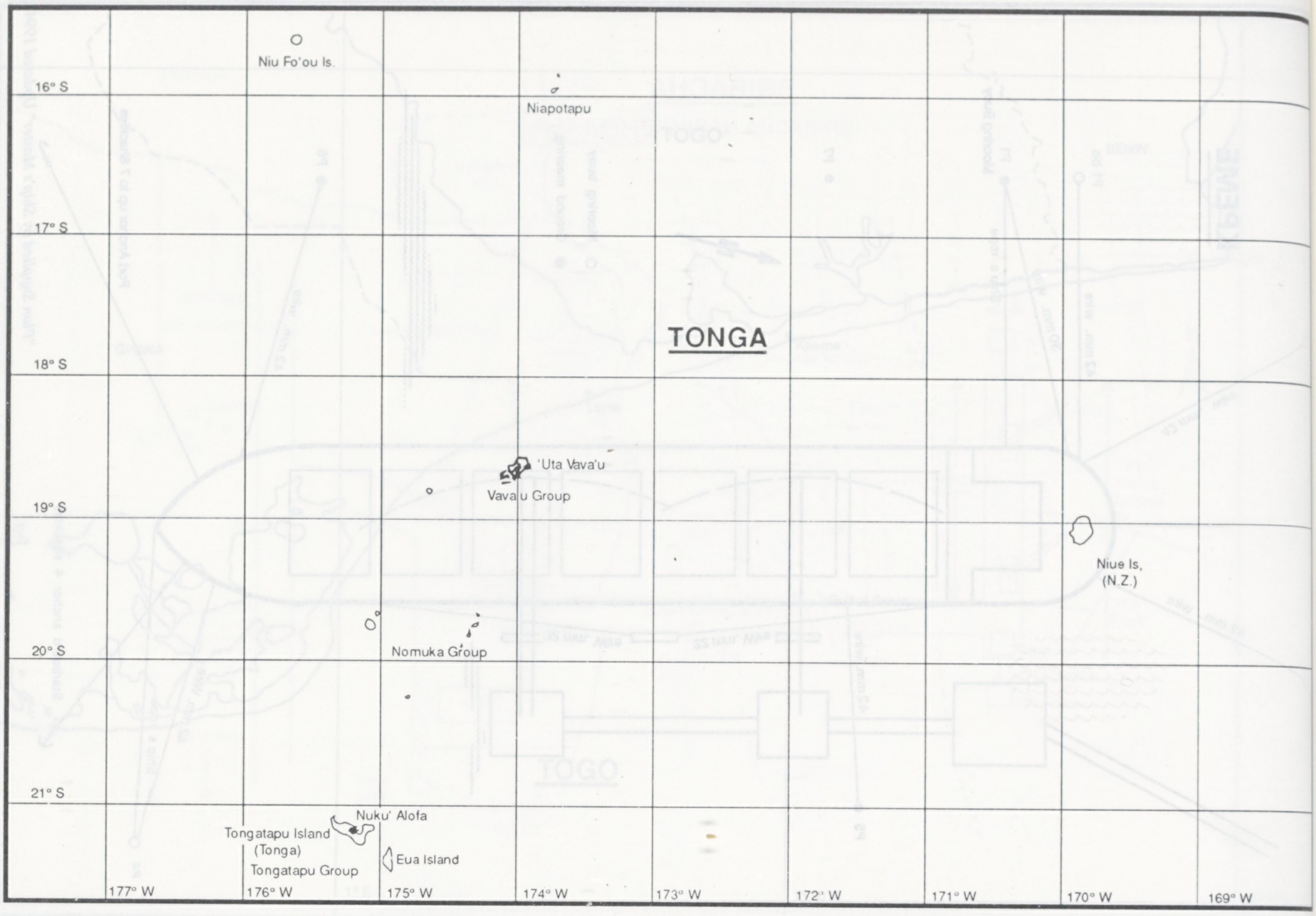

6° 30' N
TOGO
BENIN
GHANA
Kpeme
Lome
6° N
Gulf of Benin
TOGO
1° E
1° 30' E
2° E

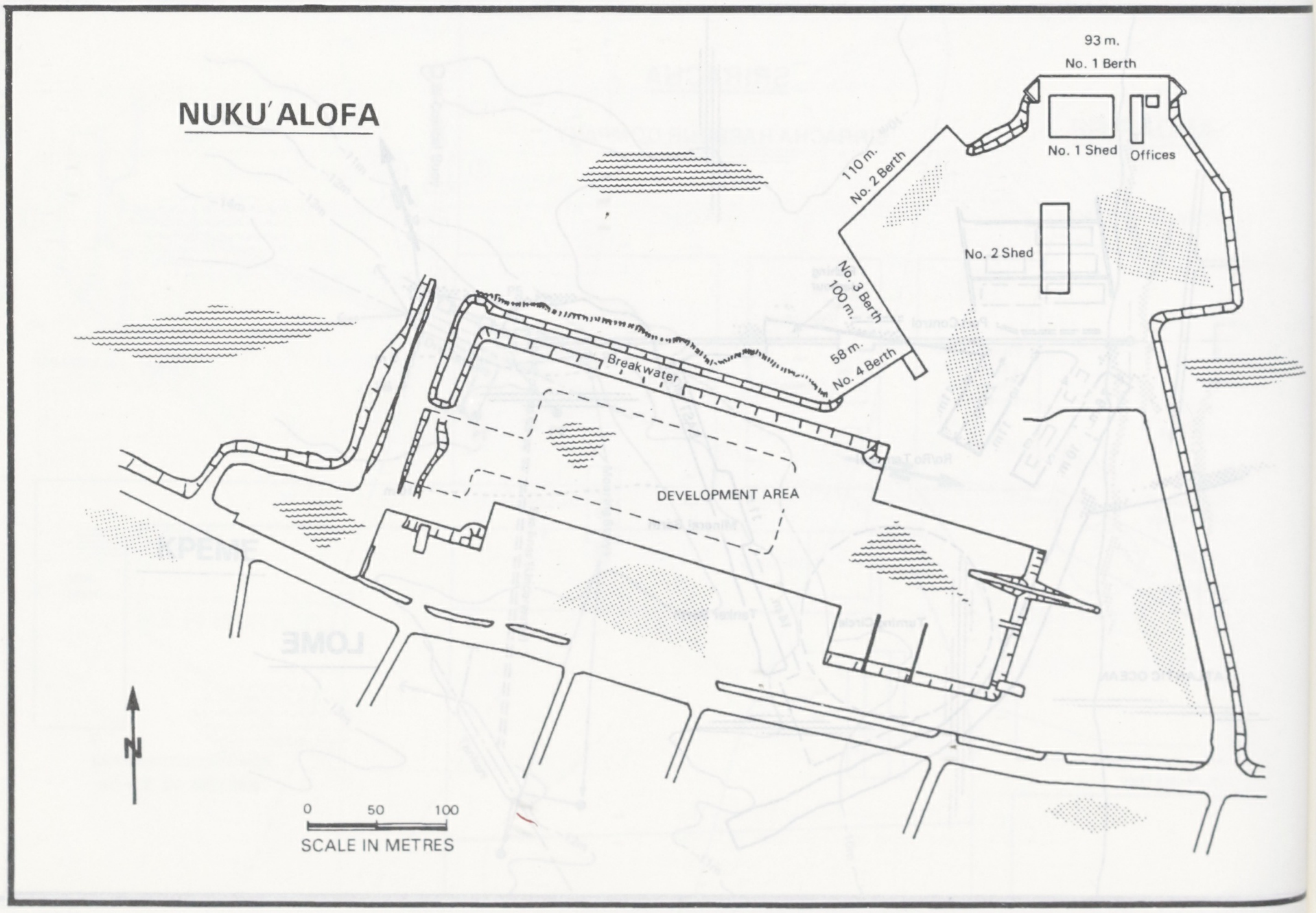

Bi-Conical Buoy
10m
11m
12m
13m
14m
P4
P5
Ore Carriers
P3
P6
P7
P1
P2
Mooring Buoys
Sea-lines (Underwater)
KPEME
13m
Tankers
12m
11m
10m

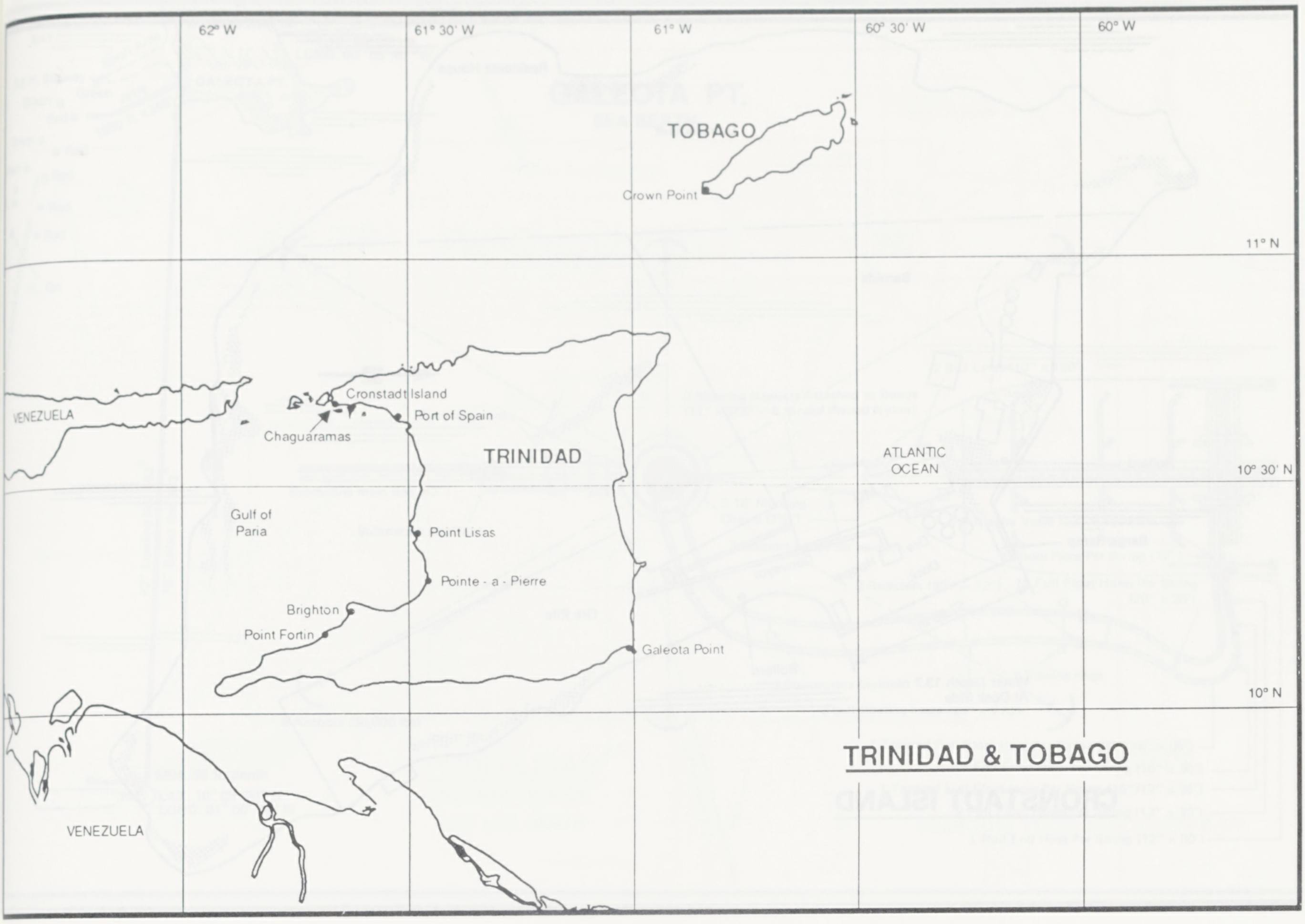

ATLANTIC OCEAN
7.6 m.
10 m.
4
2
3
5
11 m.
250 m.
6
11 m.
Port Control
Ro/Ro Terminal
Fishing Harbour
Turning Circle
14 m.
11 m.
Tanker Berth
Mineral Berth
EAST MOLE
10 m
5 m
N
LOME


KPEME
42 mm. wire
42 mm. wire
42 mm. wire
P1 bis
30 mm. wire
Ship's rope
P1
Mooring Buoy
P5
42 mm. wire
P7
N
32 mm. Wire
32 mm. Wire
○ Mooring buoy
● Ground mooring
P6
42 mm. wire
42 mm. Wire
Ship's rope
P4
Port Anchor up to 7 Shackles
Starboard anchor 4 shackles

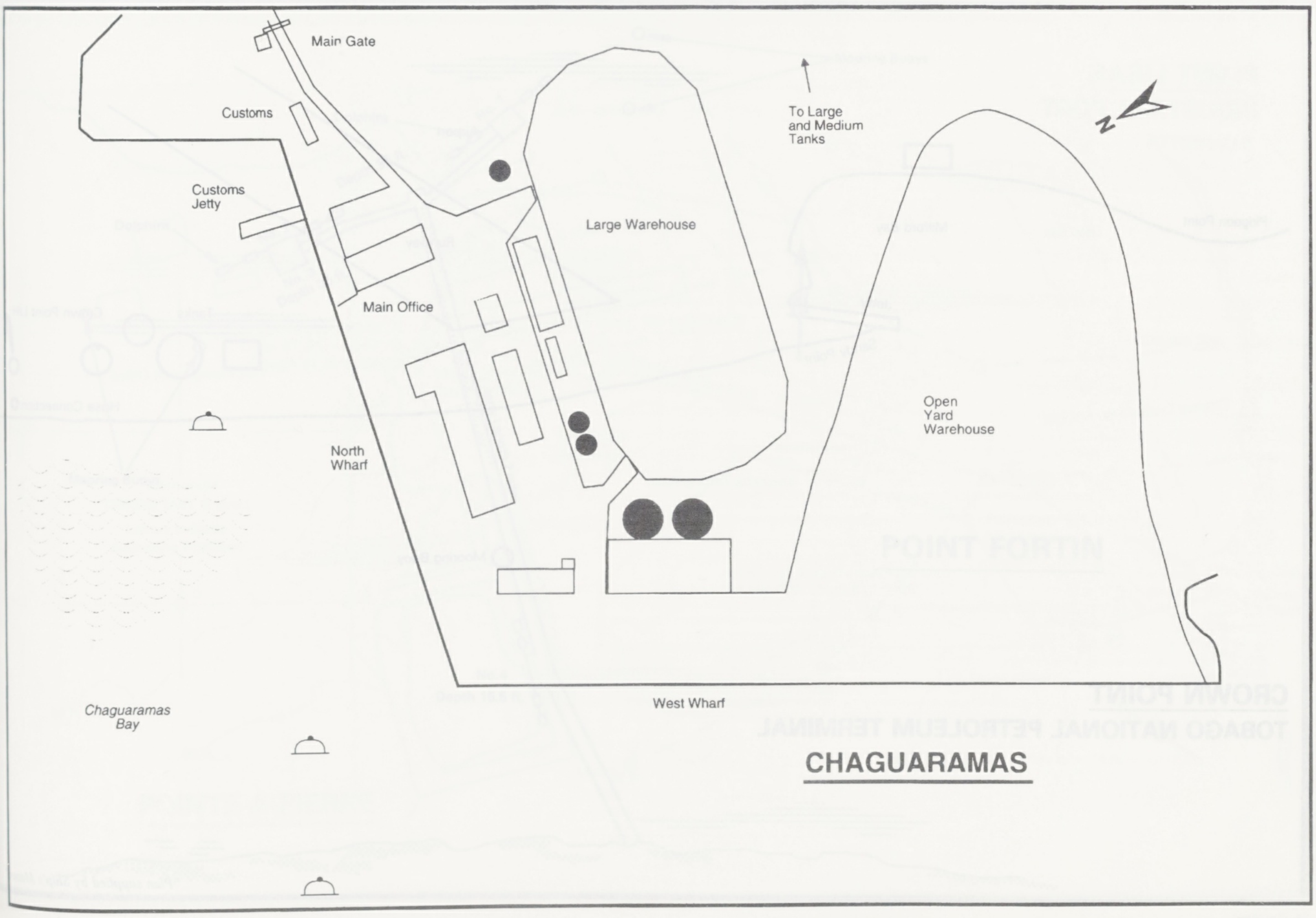
"Plan Supplied by Ship's Master" Updated 1994


Niu Fo'ou Is.
16° S
Niapotapu
17° S
TONGA
18° S
'Uta Vava'u
Vava'u Group
19° S
Niue Is,
(N.Z.)
Nomuka Group
20° S
21° S
Nuku' Alofa
Tongatapu Island
(Tonga)
Tongatapu Group
Eua Island
177° W
176° W
175° W
174° W
173° W
172° W
171° W
170° W
169° W


NUKU'ALOFA
93 m.
No. 1 Berth
No. 1 Shed
Offices
110 m.
No. 2 Berth
No. 2 Shed
No. 3 Berth
100 m.
58 m.
No. 4 Berth
Breakwater
DEVELOPMENT AREA
N
0
50
100
SCALE IN METRES

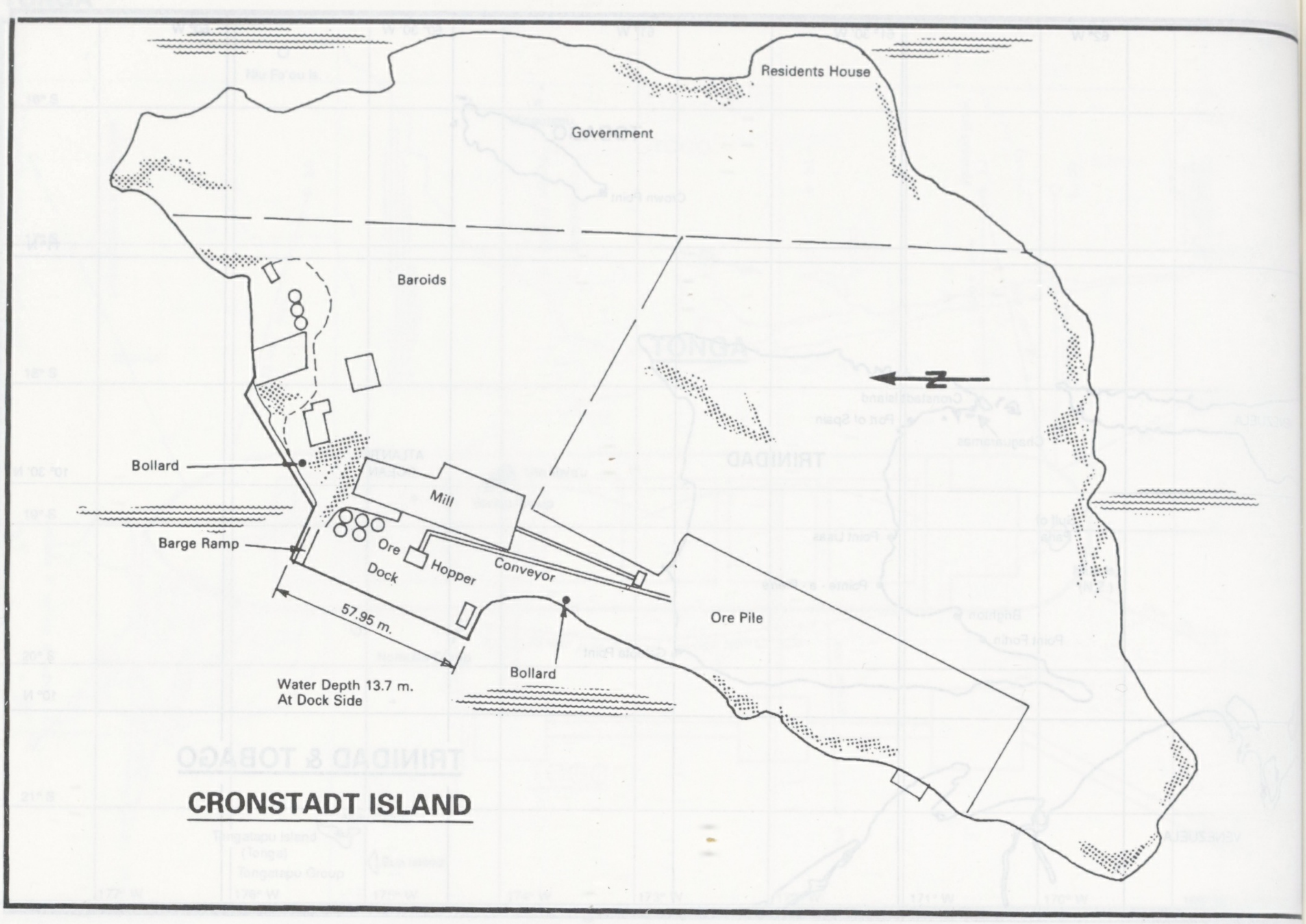

62° W
61° 30' W
61° W
60° 30' W
60° W
11° N
10° 30' N
10° N
TOBAGO
Crown Point
VENEZUELA
Cronstadt Island
Port of Spain
Chaguaramas
TRINIDAD
ATLANTIC OCEAN
Gulf of Paria
Point Lisas
Pointe - a - Pierre
Brighton
Point Fortin
Galeota Point
VENEZUELA

TRINIDAD & TOBAGO


Main Gate
Customs
Customs Jetty
Main Office
Large Warehouse
To Large and Medium Tanks
N
Open Yard Warehouse
North Wharf
West Wharf
Chaguaramas Bay

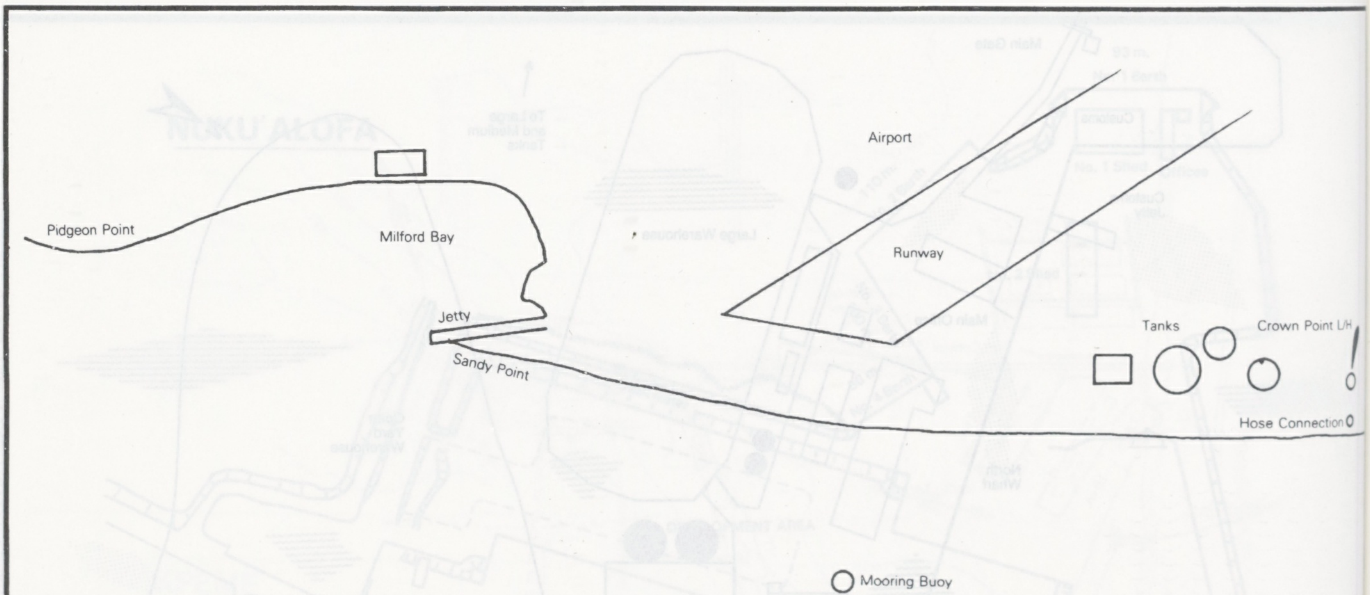
CHAGUARAMAS

CRONSTADT ISLAND

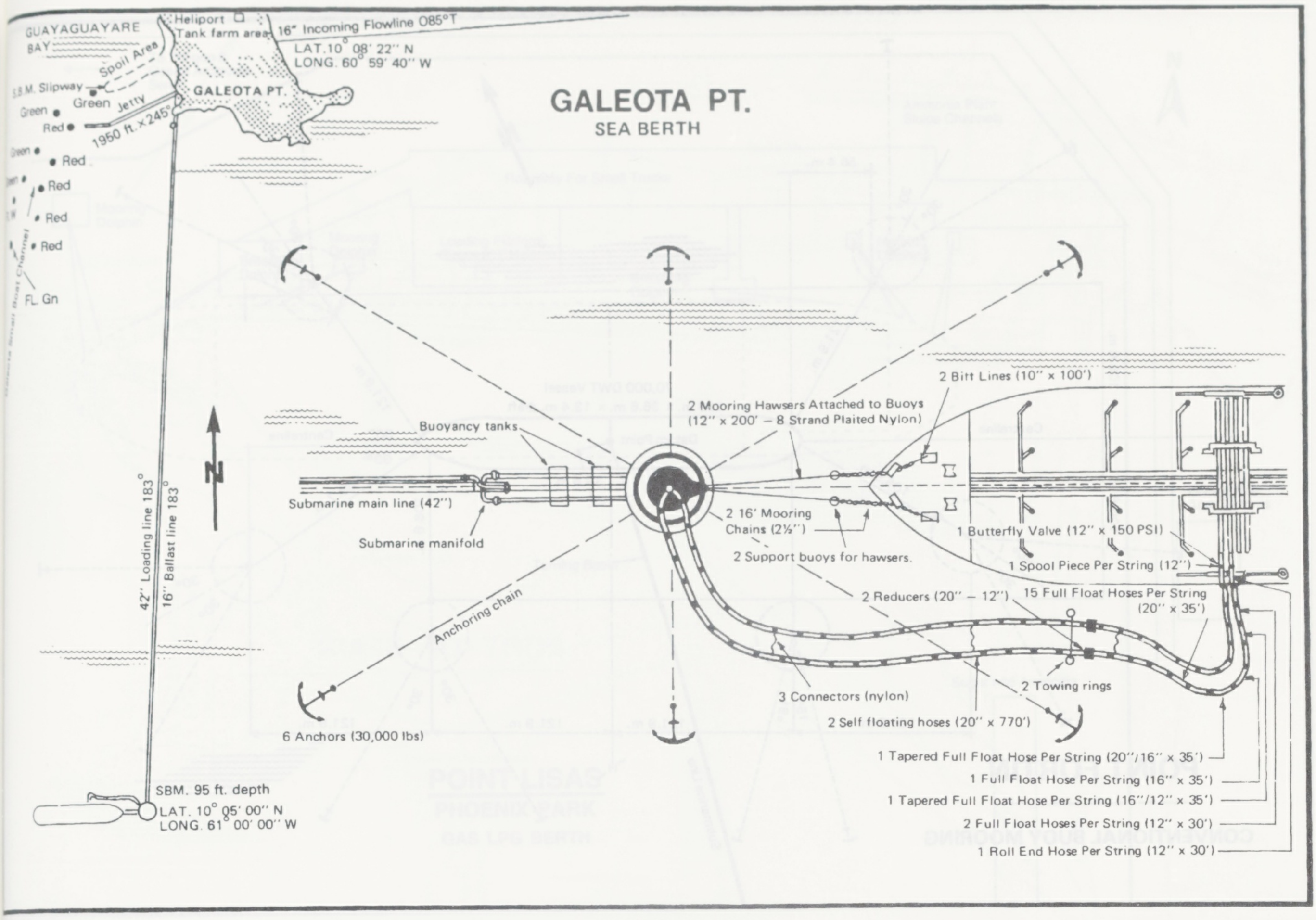

Residents House
Government
Baroids
Bollard
Mill
Barge Ramp
Ore
Hopper
Dock
Conveyor
57.95 m.
Ore Pile
Bollard
Water Depth 13.7 m.
At Dock Side
N

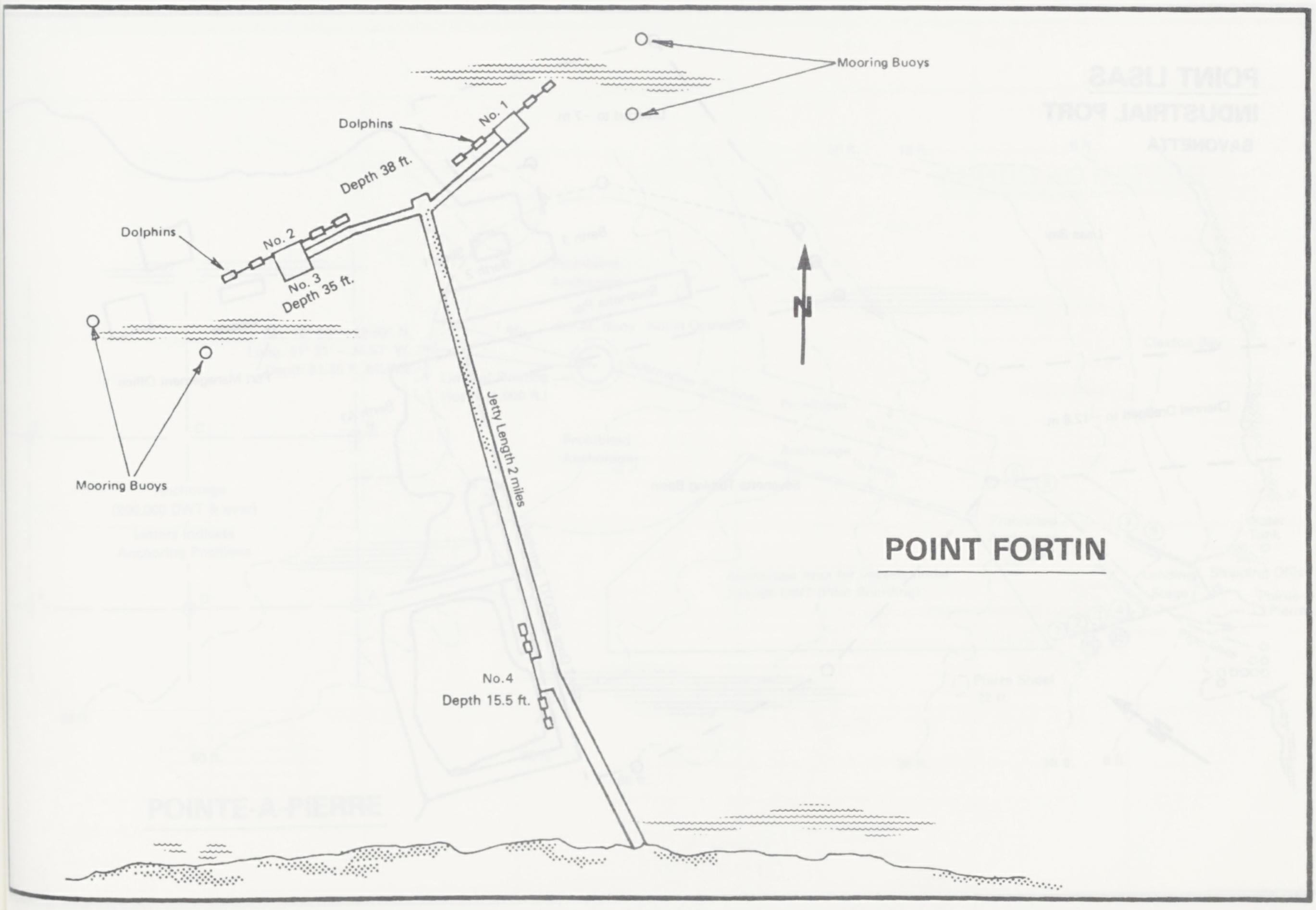
CROWN POINT

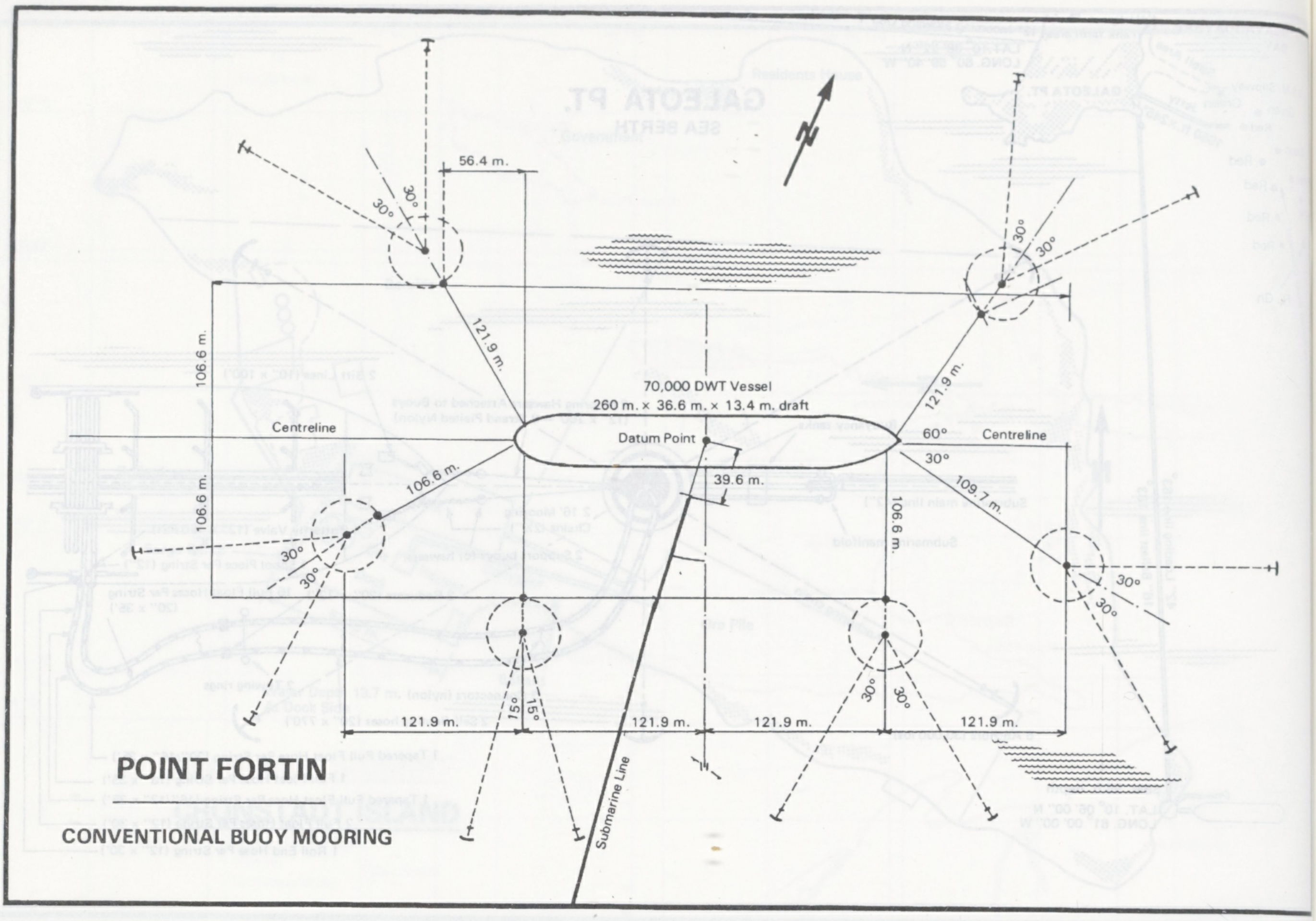
TOBAGO NATIONAL PETROLEUM TERMINAL


Airport
Pidgeon Point
Milford Bay
Runway
Jetty
Sandy Point
Tanks
Crown Point L/H
Hose Connection
Mooring Buoy

"Plan supplied by Ship's Master"

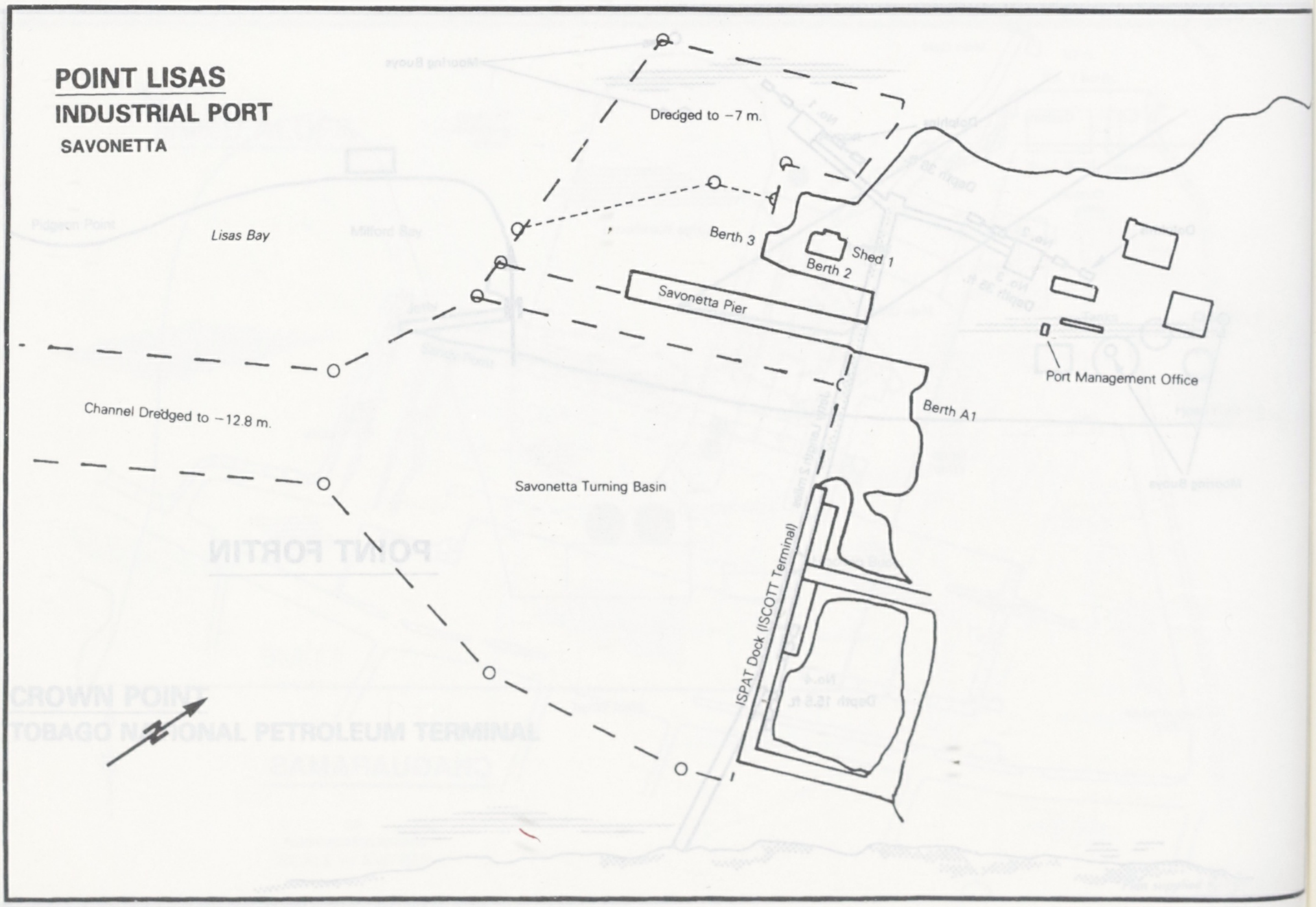

GALEOTA PT.
SEA BERTH
GUAYAGUAYARE BAY
Heliport
Tank farm area
16" Incoming Flowline 085°T
LAT. 10° 08' 22" N
LONG. 60° 59' 40" W
GALEOTA PT.
Spoil Area
S.B.M. Slipway
Green
Jetty
1950 ft. × 245°
Green
Red
Green
Red
Red
Red
Red
Galeota Small Boat Channel
FL. Gn
42" Loading line 183°
16" Ballast line 183°
N
SBM. 95 ft. depth
LAT. 10° 05' 00" N
LONG. 61° 00' 00" W
Buoyancy tanks
Submarine main line (42")
Submarine manifold
Anchoring chain
6 Anchors (30,000 lbs)
2 Mooring Hawsers Attached to Buoys (12" x 200' – 8 Strand Plaited Nylon)
2 Bitt Lines (10" x 100')
2 16' Mooring Chains (2½")
2 Support buoys for hawsers.
1 Butterfly Valve (12" x 150 PSI)
1 Spool Piece Per String (12")
15 Full Float Hoses Per String (20" x 35')
2 Reducers (20" – 12")
2 Towing rings
3 Connectors (nylon)
2 Self floating hoses (20" x 770')
1 Tapered Full Float Hose Per String (20"/16" x 35')
1 Full Float Hose Per String (16" x 35')
1 Tapered Full Float Hose Per String (16"/12" x 35')
2 Full Float Hoses Per String (12" x 30')
1 Roll End Hose Per String (12" x 30')


Mooring Buoys
No. 1
Dolphins
Depth 38 ft.
Dolphins
No. 2
No. 3
Depth 35 ft.
N
Mooring Buoys
Jetty Length 2 miles
POINT FORTIN
No. 4
Depth 15.5 ft.


56.4 m.
30°
30°
30°
30°
106.6 m.
106.6 m.
121.9 m.
70,000 DWT Vessel
260 m. × 36.6 m. × 13.4 m. draft
Centreline
Datum Point
Centreline
60°
30°
121.9 m.
106.6 m.
39.6 m.
109.7 m.
106.6 m.
30°
30°
30°
30°
15°
15°
30°
30°
121.9 m.
121.9 m.
121.9 m.
121.9 m.
Submarine Line

POINT FORTIN

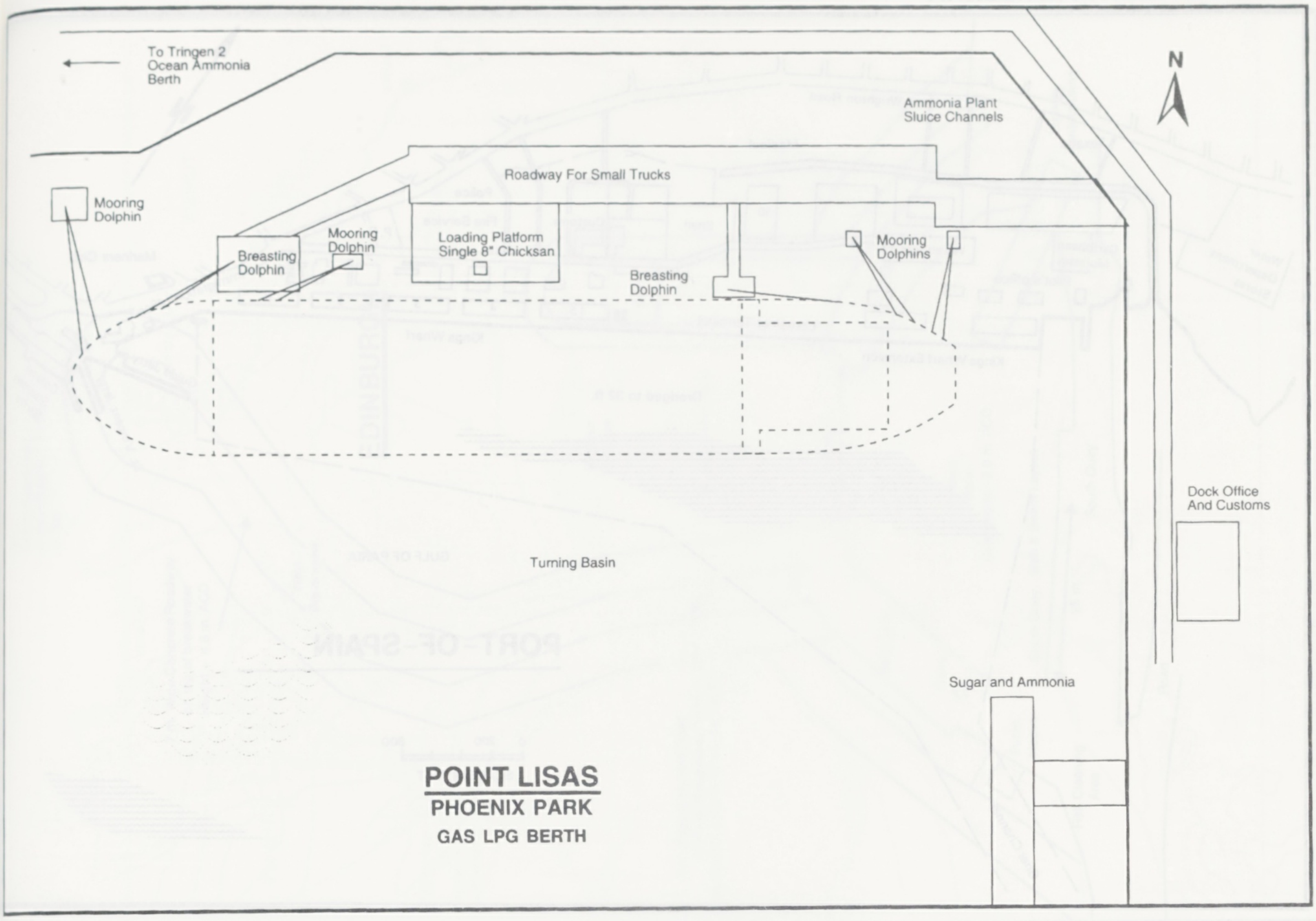
CONVENTIONAL BUOY MOORING

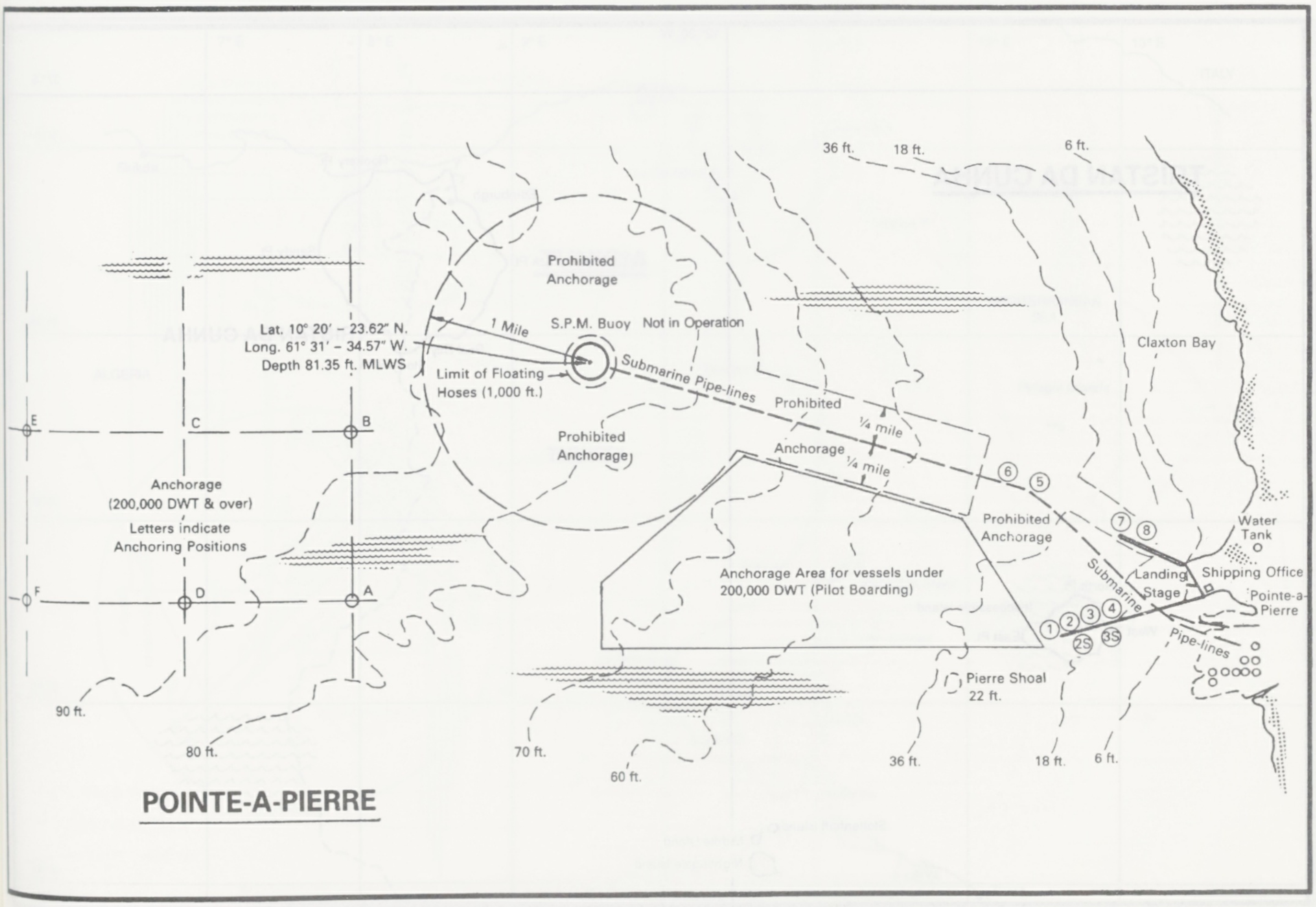

Dredged to −7 m.
Lisas Bay
Berth 3
Shed 1
Berth 2
Savonetta Pier
Channel Dredged to −12.8 m.
Port Management Office
Berth A1
Savonetta Turning Basin
ISPAT Dock (ISCOTT Terminal)

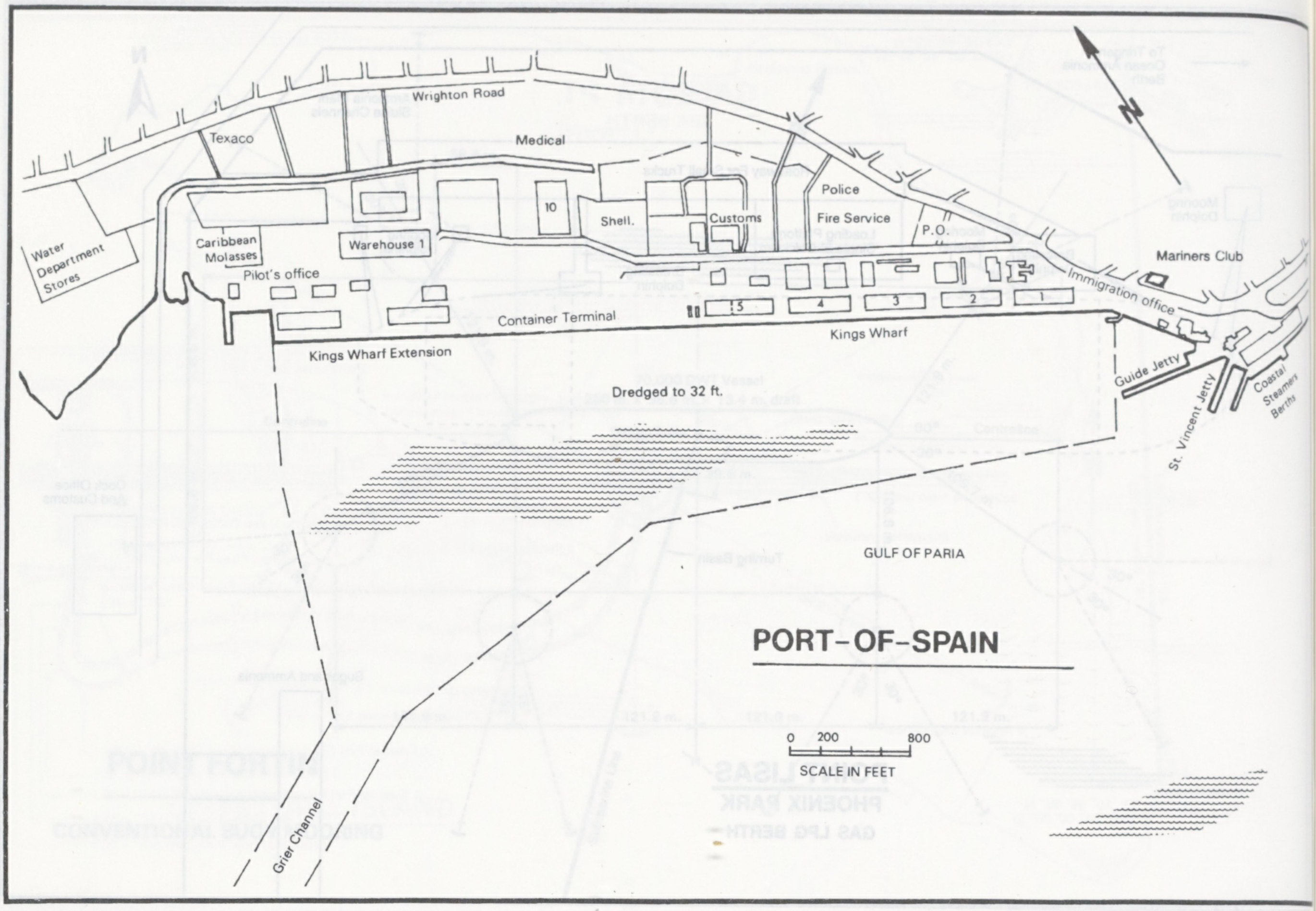
POINT LISAS

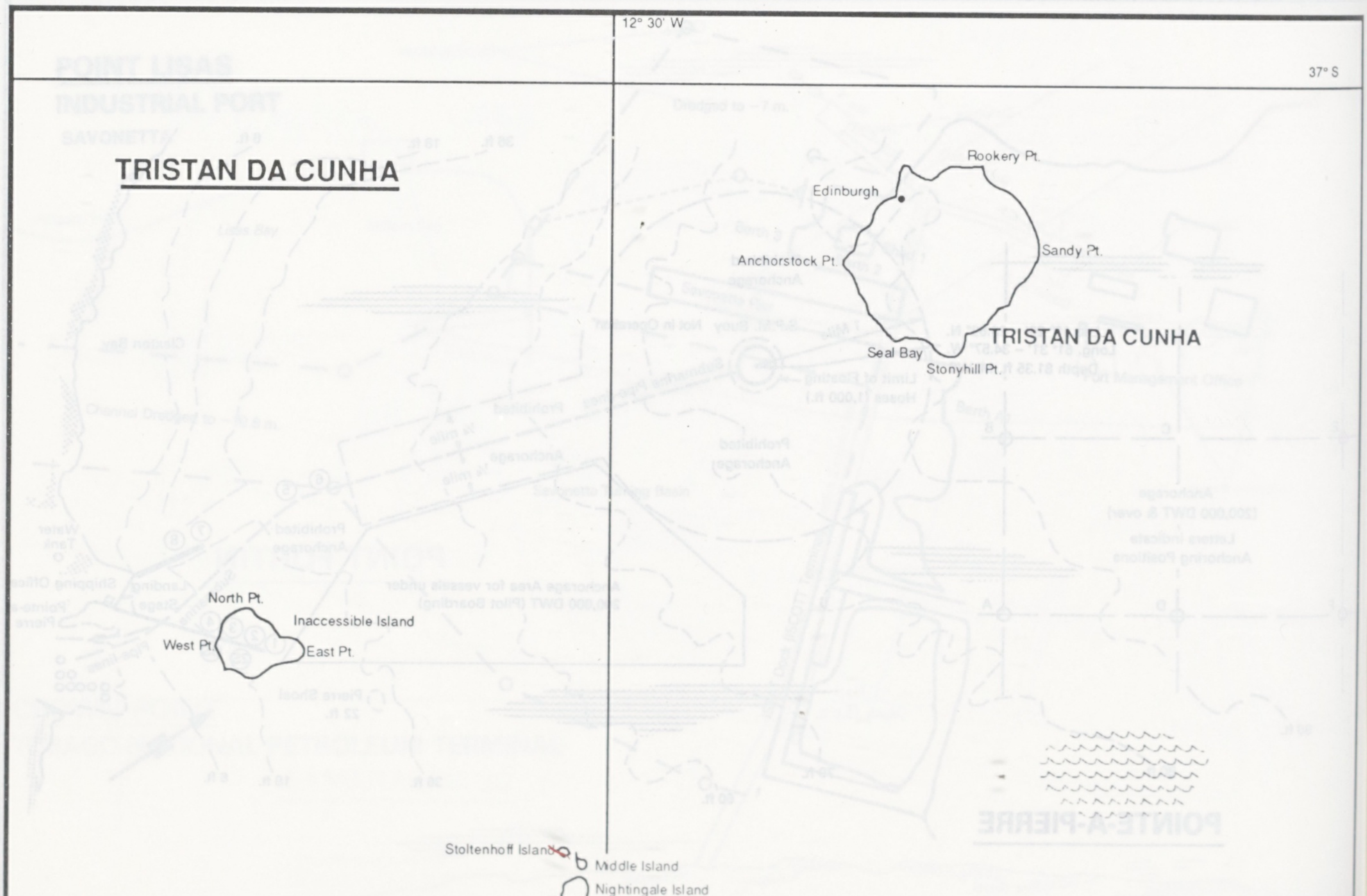
INDUSTRIAL PORT

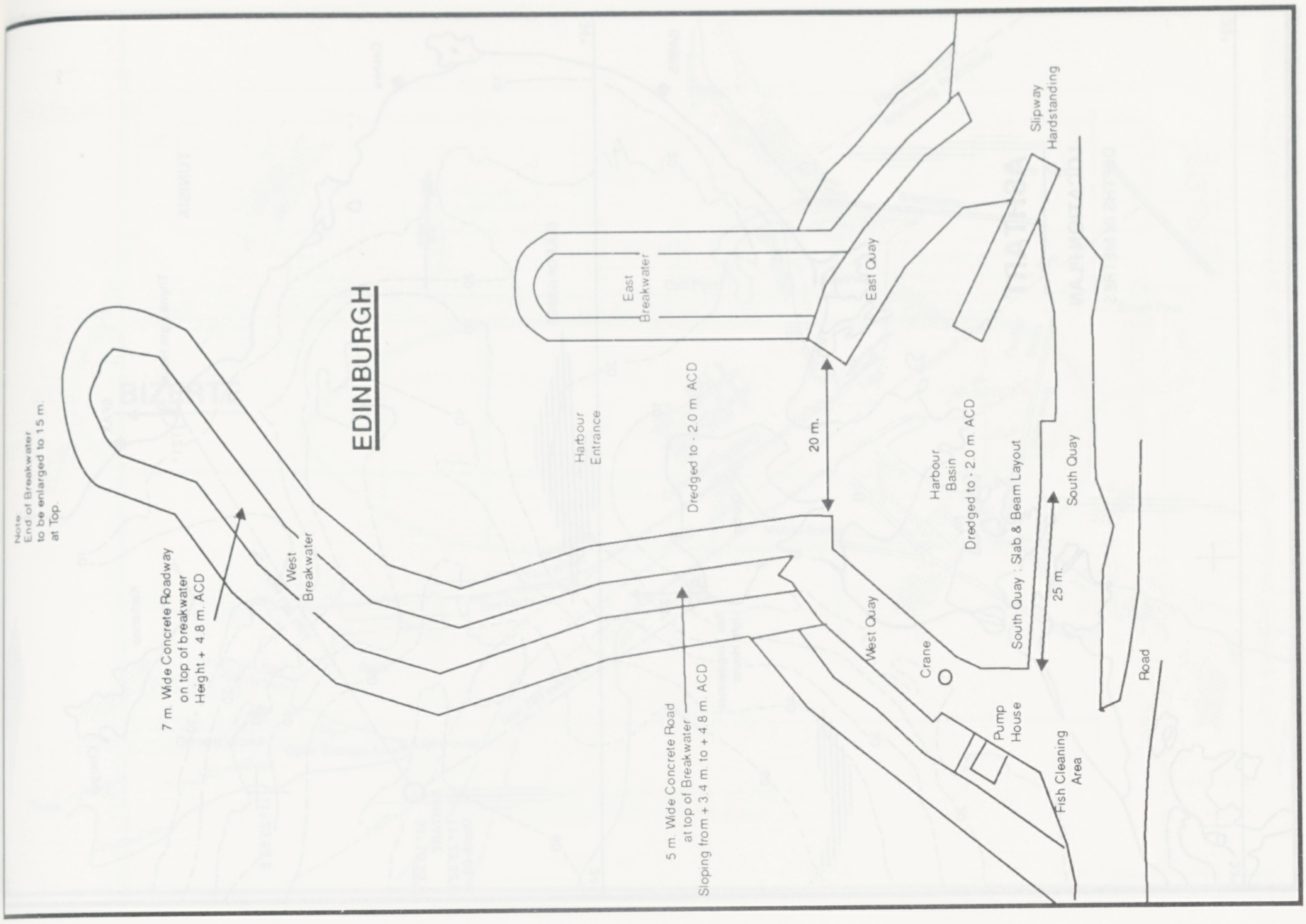
SAVONETTA

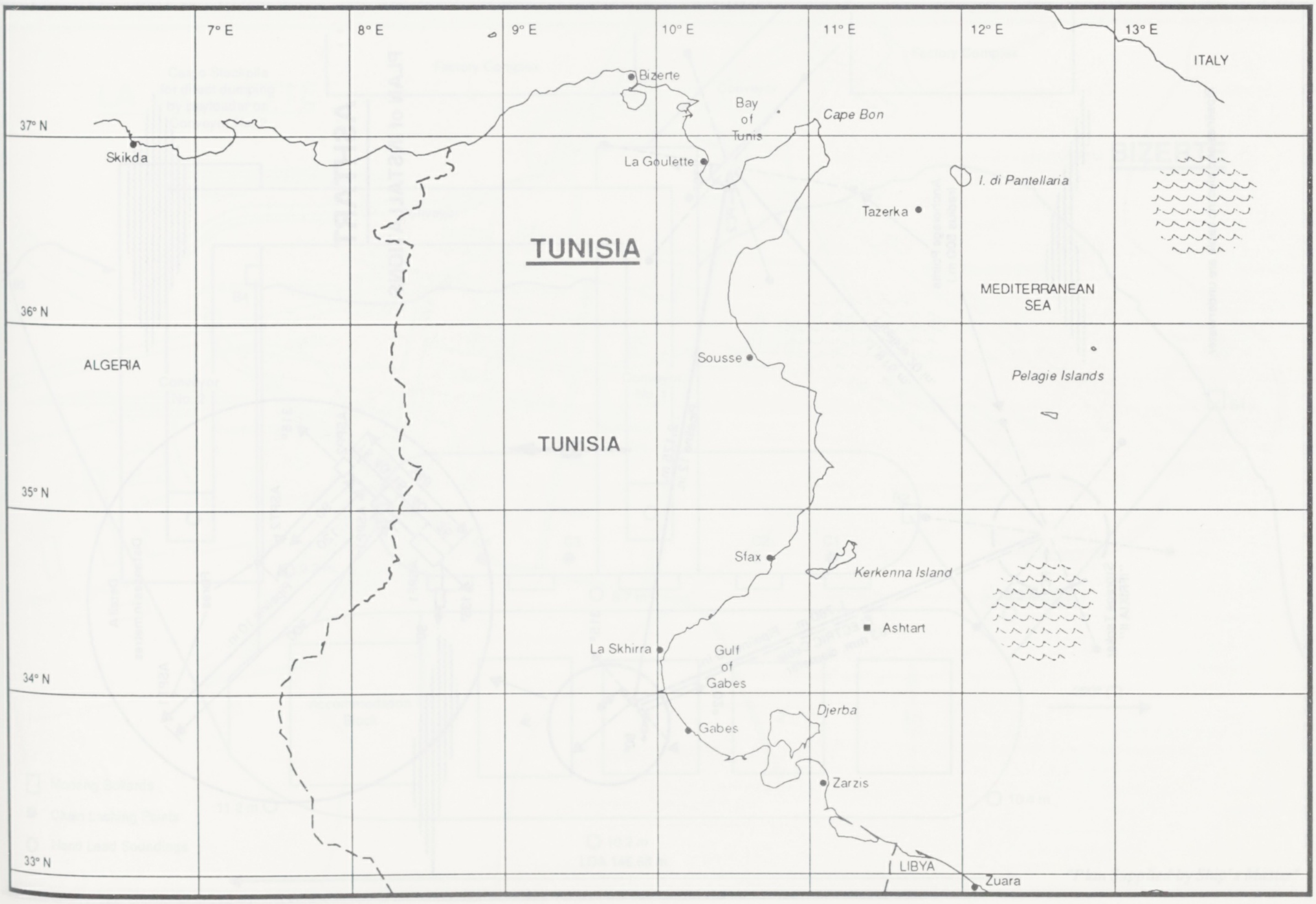

To Tringen 2
Ocean Ammonia
Berth
N
Ammonia Plant
Sluice Channels
Roadway For Small Trucks
Mooring
Dolphin
Breasting
Dolphin
Mooring
Dolphin
Loading Platform
Single 8" Chicksan
Breasting
Dolphin
Mooring
Dolphins
Dock Office
And Customs
Turning Basin
Sugar and Ammonia
POINT LISAS
PHOENIX PARK
GAS LPG BERTH

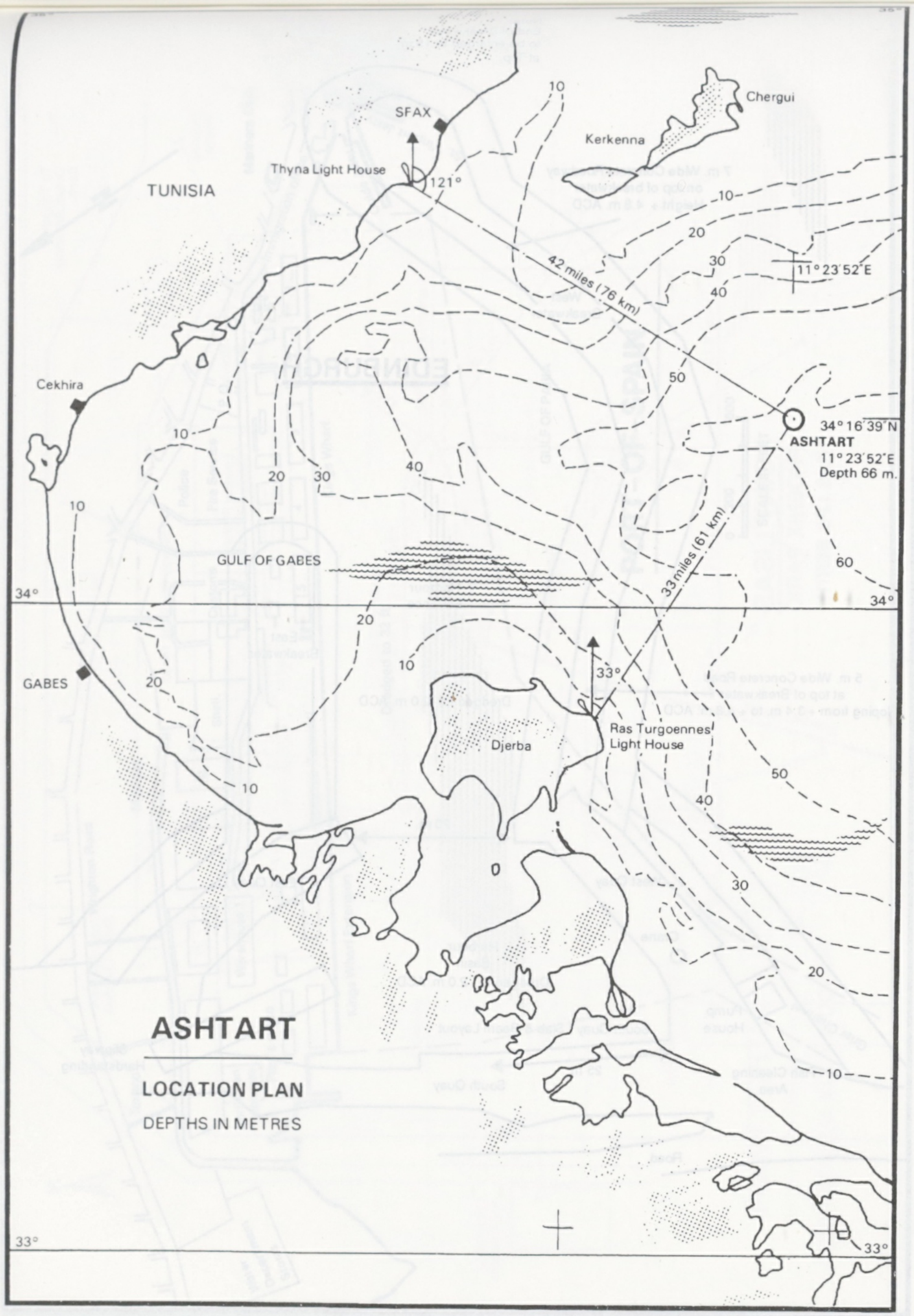

36 ft.
18 ft.
6 ft.
Prohibited
Anchorage
Lat. 10° 20' – 23.62" N.
Long. 61° 31' – 34.57" W.
Depth 81.35 ft. MLWS
1 Mile
S.P.M. Buoy Not in Operation
Limit of Floating
Hoses (1,000 ft.)
Submarine Pipe-lines
Prohibited
Anchorage
¼ mile
¼ mile
Prohibited
Anchorage
Claxton Bay
E
C
B
Anchorage
(200,000 DWT & over)
Letters indicate
Anchoring Positions
F
D
A
⑥
⑤
⑦
⑧
Prohibited
Anchorage
Water
Tank
Landing
Stage
Shipping Office
Pointe-a-
Pierre
Anchorage Area for vessels under
200,000 DWT (Pilot Boarding)
Submarine
Pipe-lines
①
②
③
④
2S
3S
Pierre Shoal
22 ft.
90 ft.
80 ft.
70 ft.
60 ft.
36 ft.
18 ft.
6 ft.
POINTE-A-PIERRE


PORT-OF-SPAIN
N
Wrighton Road
Texaco
Medical
Police
Fire Service
Customs
Shell.
10
Warehouse 1
Caribbean Molasses
Water Department Stores
Pilot's office
P.O.
Mariners Club
Immigration office
5
4
3
2
1
Container Terminal
Kings Wharf
Kings Wharf Extension
Dredged to 32 ft.
Guide Jetty
St. Vincent Jetty
Coastal Steamers Berths
GULF OF PARIA
Grier Channel
0
200
800
SCALE IN FEET


12° 30' W
37° S
TRISTAN DA CUNHA
Rookery Pt.
Edinburgh
Sandy Pt.
Anchorstock Pt.
TRISTAN DA CUNHA
Seal Bay
Stonyhill Pt.
North Pt.
Inaccessible Island
West Pt.
East Pt.
Stoltenhoff Island
Middle Island
Nightingale Island


EDINBURGH
Note
End of Breakwater
to be enlarged to 15 m.
at Top.
7 m. Wide Concrete Roadway
on top of breakwater
Height + 4.8 m. ACD
West
Breakwater
East
Breakwater
Harbour
Entrance
Dredged to - 2.0 m ACD
20 m.
East Quay
Slipway
Hardstanding
Harbour
Basin
Dredged to - 2.0 m ACD
South Quay : Slab & Beam Layout
South Quay
25 m.
West Quay
Crane
Pump
House
Fish Cleaning
Area
Road
5 m. Wide Concrete Road
at top of Breakwater
Sloping from + 3.4 m. to + 4.8 m. ACD


7° E
8° E
9° E
10° E
11° E
12° E
13° E
ITALY
37° N
36° N
35° N
34° N
33° N
Skikda
Bizerte
Bay
of
Tunis
Cape Bon
La Goulette
I. di Pantellaria
Tazerka
TUNISIA
MEDITERRANEAN
SEA
ALGERIA
Sousse
Pelagie Islands
TUNISIA
Sfax
Kerkenna Island
Ashtart
La Skhirra
Gulf
of
Gabes
Djerba
Gabes
Zarzis
LIBYA
Zuara

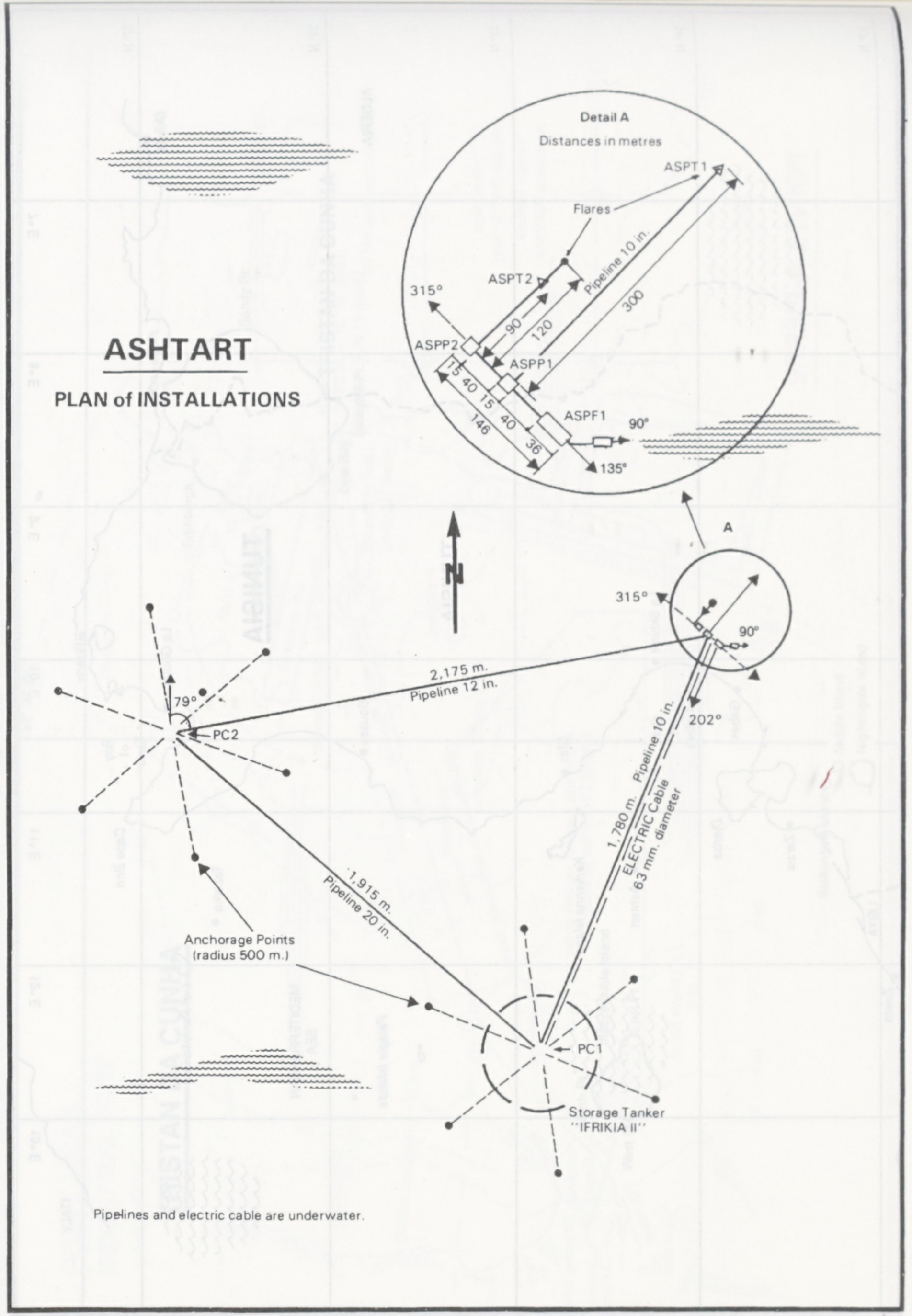


ASHTART

LOCATION PLAN

DEPTHS IN METRES

SFAX
Chergui
Kerkenna
Thyna Light House
121°
TUNISIA
10
20
30
40
50
60
42 miles (76 km)
11° 23' 52"E
Cekhira
34° 16' 39"N
ASHTART
11° 23' 52"E
Depth 66 m.
33 miles (61 km)
GULF OF GABES
34°
33°
GABES
Ras Turgoennes Light House
Djerba
33°

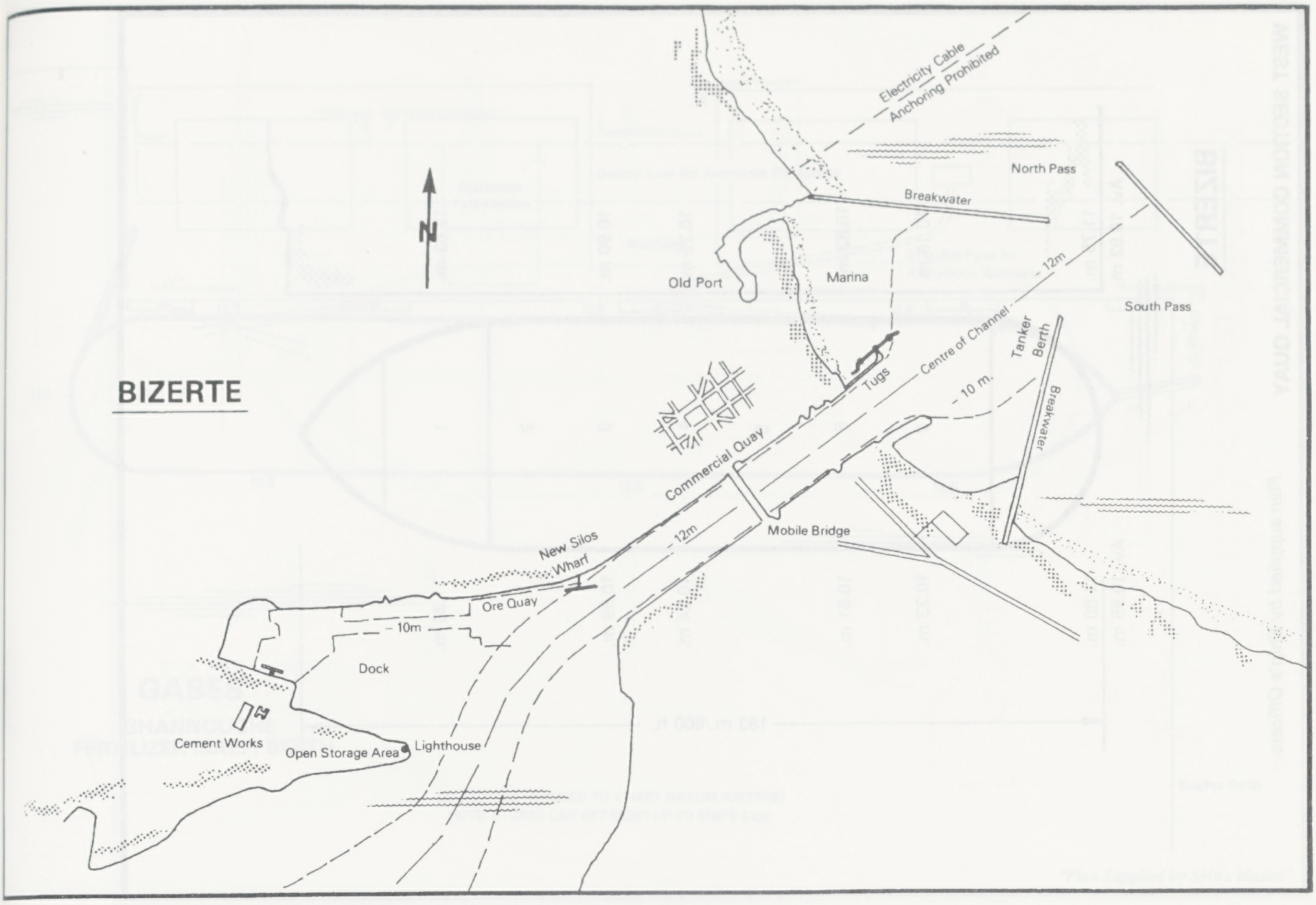


ASHTART

PLAN of INSTALLATIONS

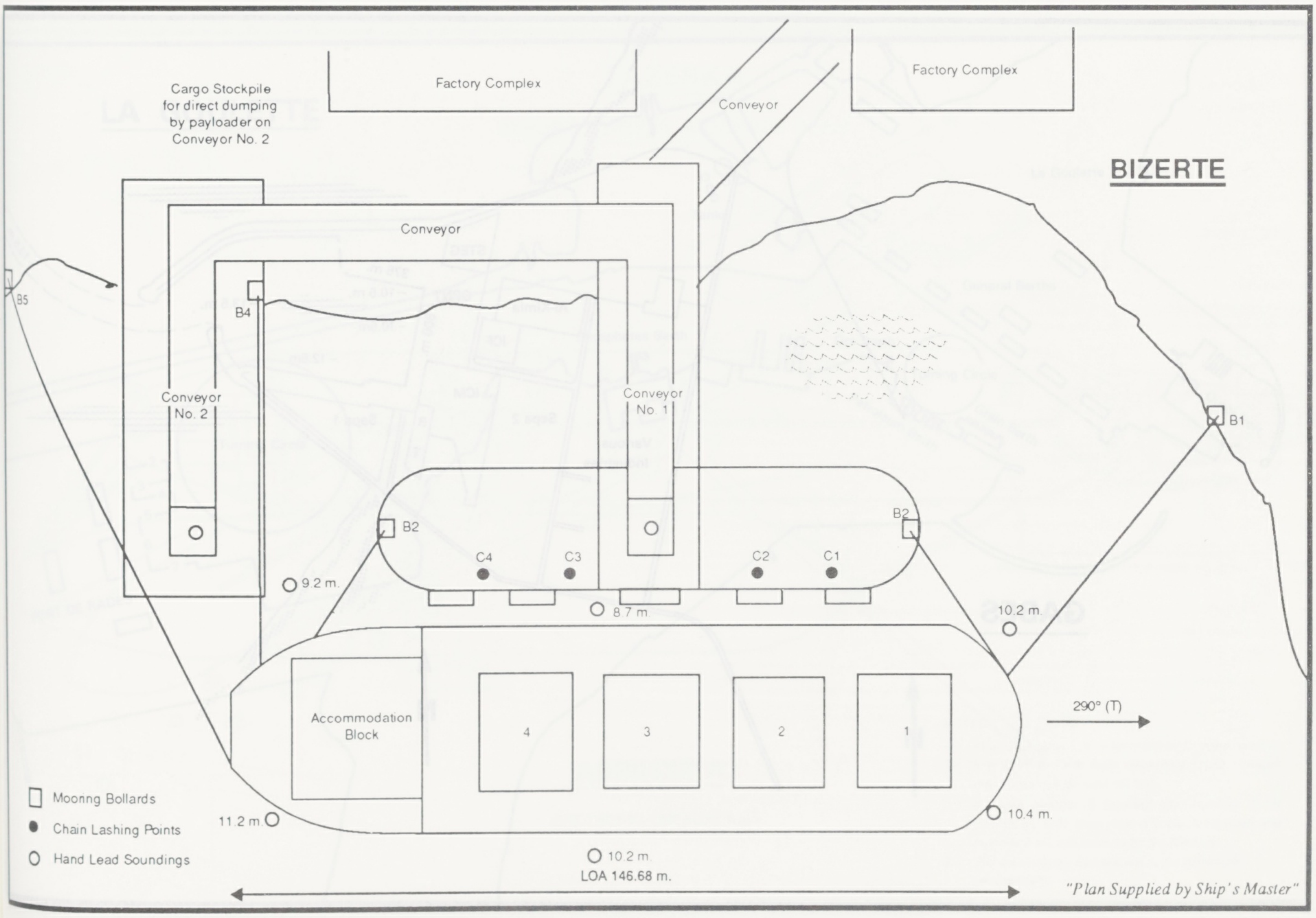
Pipelines and electric cable are underwater.

Detail A
Distances in metres
ASPT1
Flares
ASPT2
Pipeline 10 in.
300
120
90
315°
ASPP2
ASPP1
ASPF1
90°
135°
15
40
15
40
36
146
N
A
315°
90°
202°
2,175 m.
Pipeline 12 in.
79°
PC2
1,915 m.
Pipeline 20 in.
1,780 m. Pipeline 10 in.
ELECTRIC Cable
63 mm. diameter
Anchorage Points
(radius 500 m.)
PC1
Storage Tanker
"IFRIKIA II"



BIZERTE

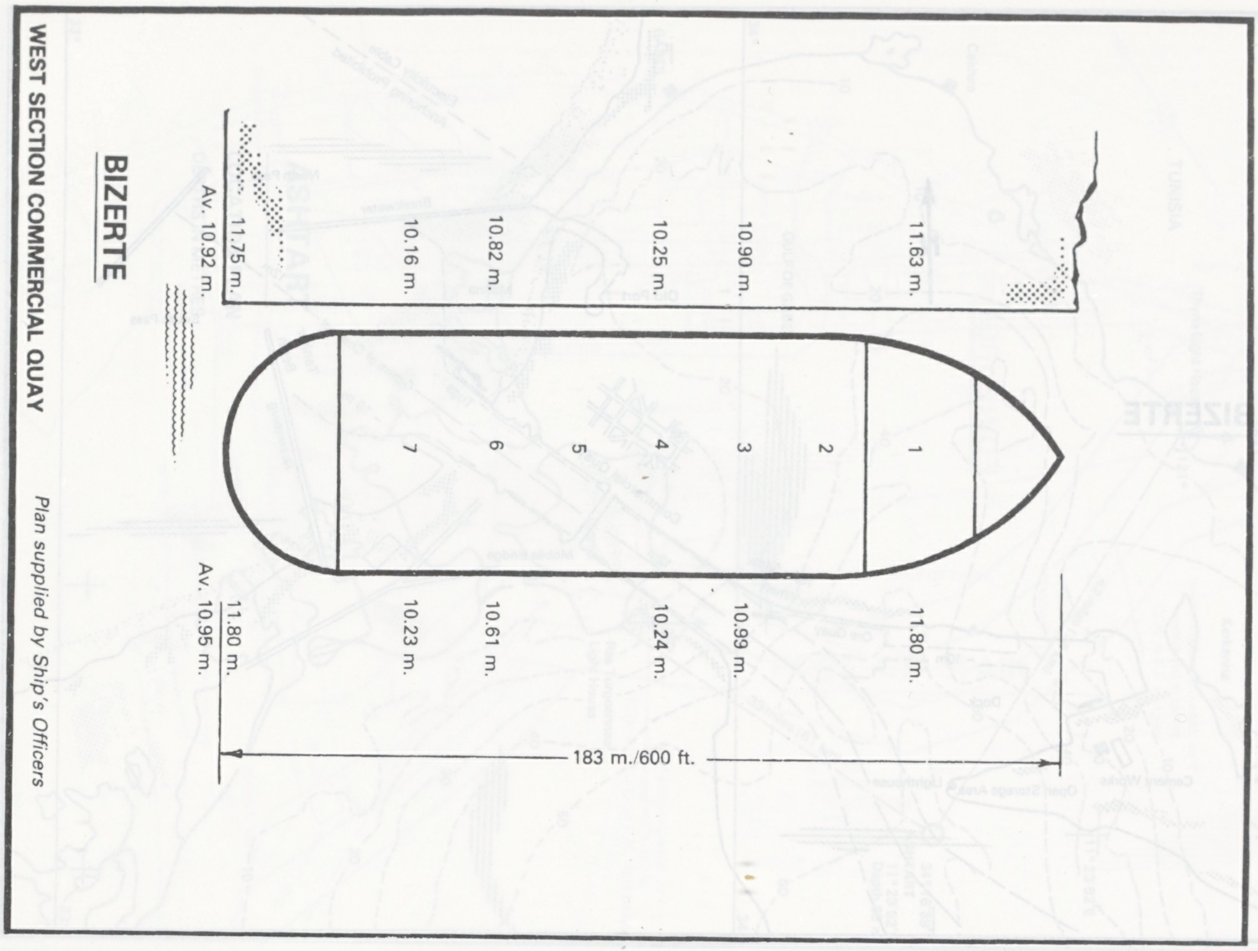
N
Electricity Cable
Anchoring Prohibited
North Pass
Breakwater
Old Port
Marina
12m
South Pass
Centre of Channel
Tanker
Berth
Tugs
10 m.
Breakwater
Commercial Quay
Mobile Bridge
New Silos
Wharf
12m
Ore Quay
10m
Dock
Cement Works
Open Storage Area
Lighthouse



BIZERTE

Cargo Stockpile
for direct dumping
by payloader on
Conveyor No. 2
Factory Complex
Conveyor
Factory Complex
Conveyor
B5
B4
Conveyor
No. 2
Conveyor
No. 1
B1
B2
B2
C4
C3
C2
C1
9.2 m.
8.7 m.
10.2 m.
Accommodation
Block
4
3
2
1
290° (T)
Moorng Bollards
Chain Lashing Points
Hand Lead Soundings
11.2 m.
10.4 m.
10.2 m.
LOA 146.68 m.

"Plan Supplied by Ship's Master"

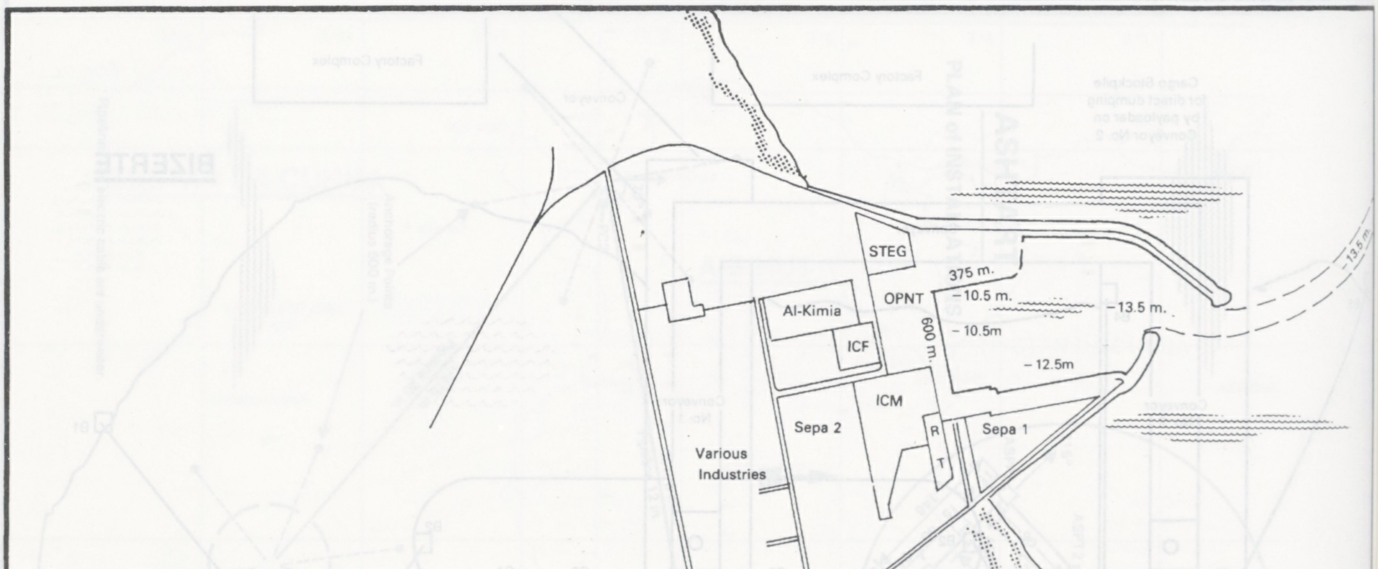


BIZERTE

WEST SECTION COMMERCIAL QUAY

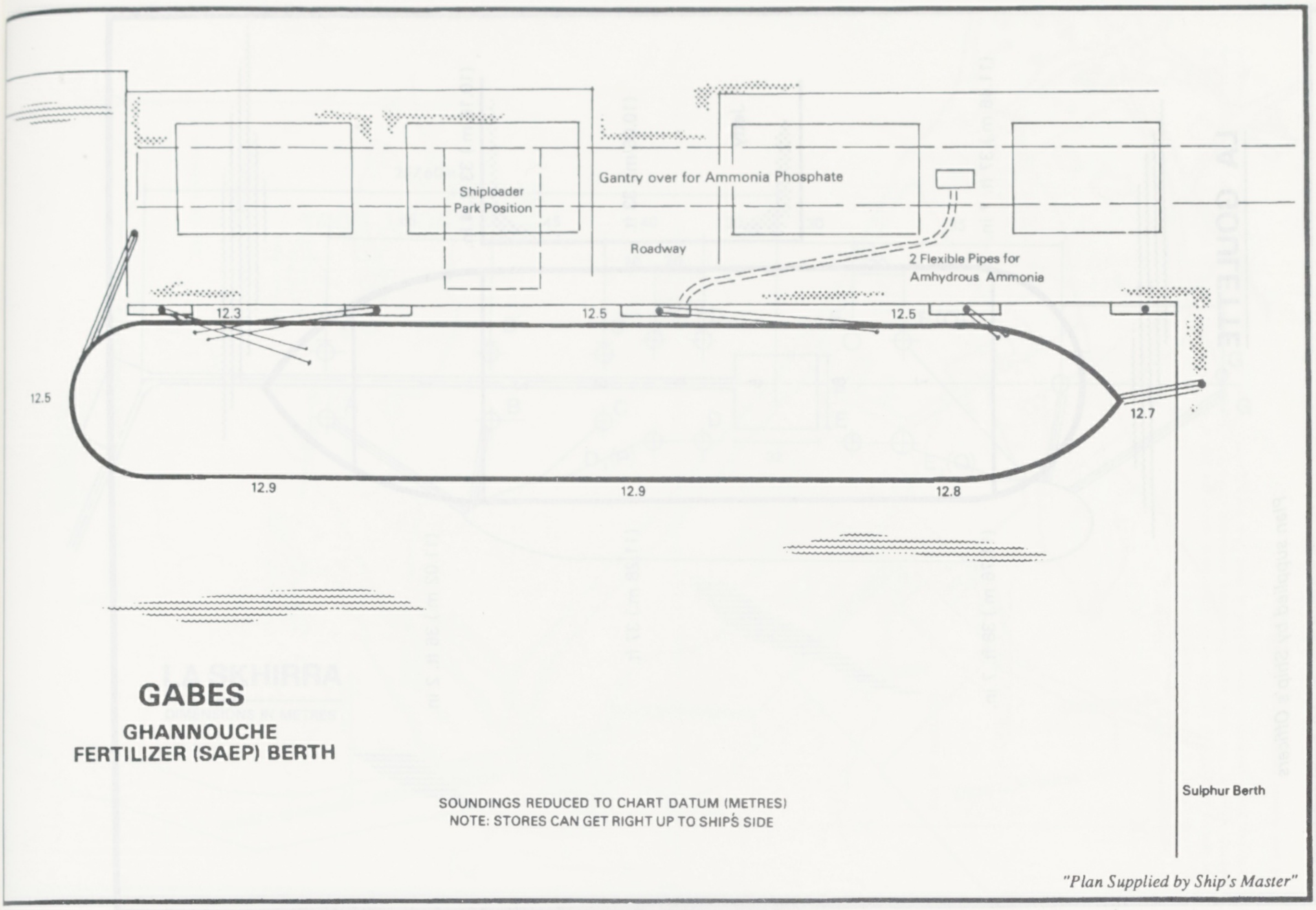
Plan supplied by Ship's Officers

11.63 m.
10.90 m.
10.25 m.
10.82 m.
10.16 m.
11.75 m.
Av. 10.92 m.
1
2
3
4
5
6
7
11.80 m.
10.99 m.
10.24 m.
10.61 m.
10.23 m.
11.80 m.
Av. 10.95 m.
183 m./600 ft.



GABES

STEG
375 m.
OPNT
– 10.5 m.
– 10.5m
600 m.
–13.5 m.
–13.5 m
– 12.5m
Al-Kimia
ICF
ICM
Sepa 2
Sepa 1
R
T
Various Industries
N



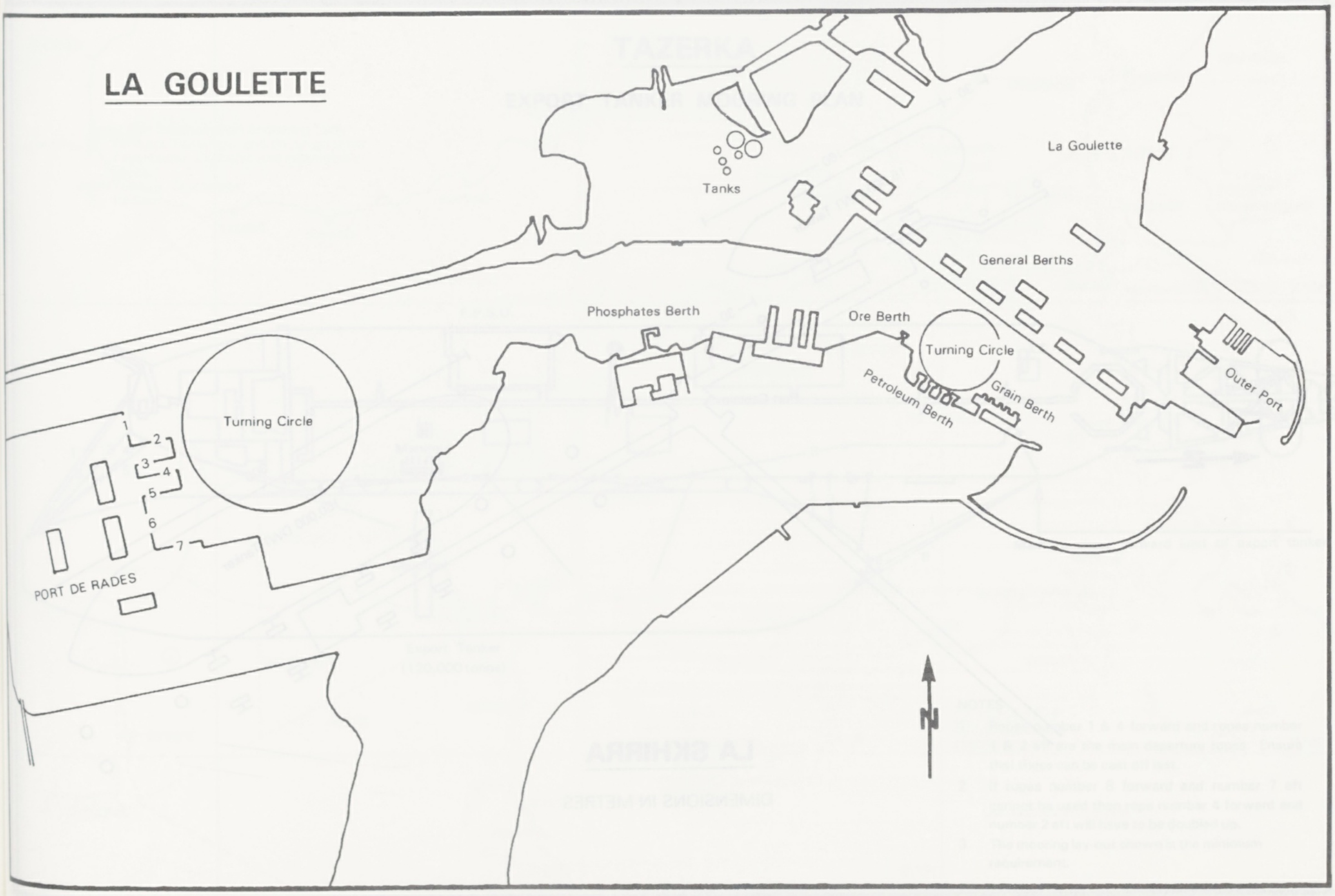
GABES

GHANNOUCHE FERTILIZER (SAEP) BERTH

Shiploader
Park Position
Gantry over for Ammonia Phosphate
Roadway
2 Flexible Pipes for
Amhydrous Ammonia
12.3
12.5
12.5
12.5
12.7
12.9
12.9
12.8
Sulphur Berth

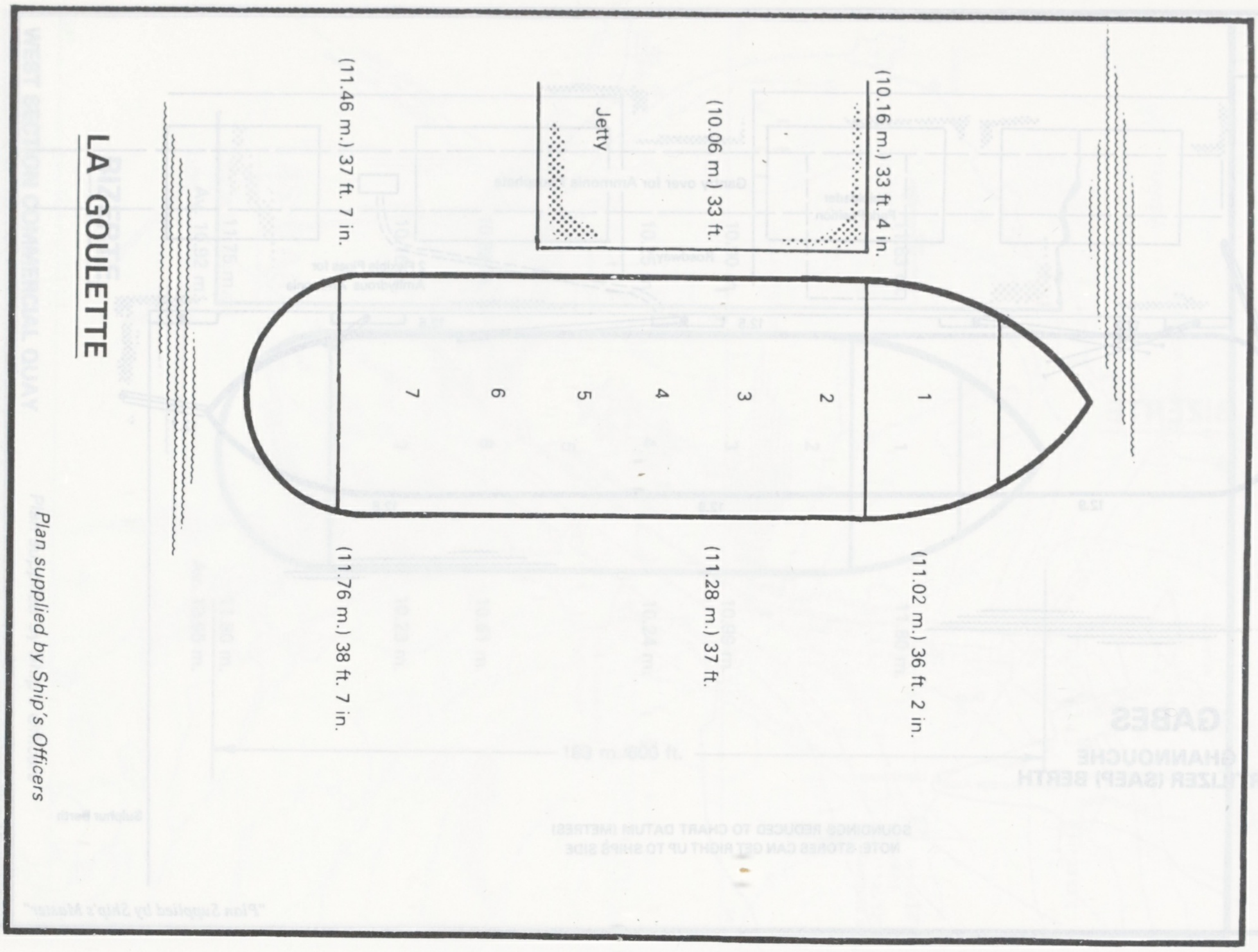
SOUNDINGS REDUCED TO CHART DATUM (METRES)
NOTE: STORES CAN GET RIGHT UP TO SHIPS SIDE

"Plan Supplied by Ship's Master"



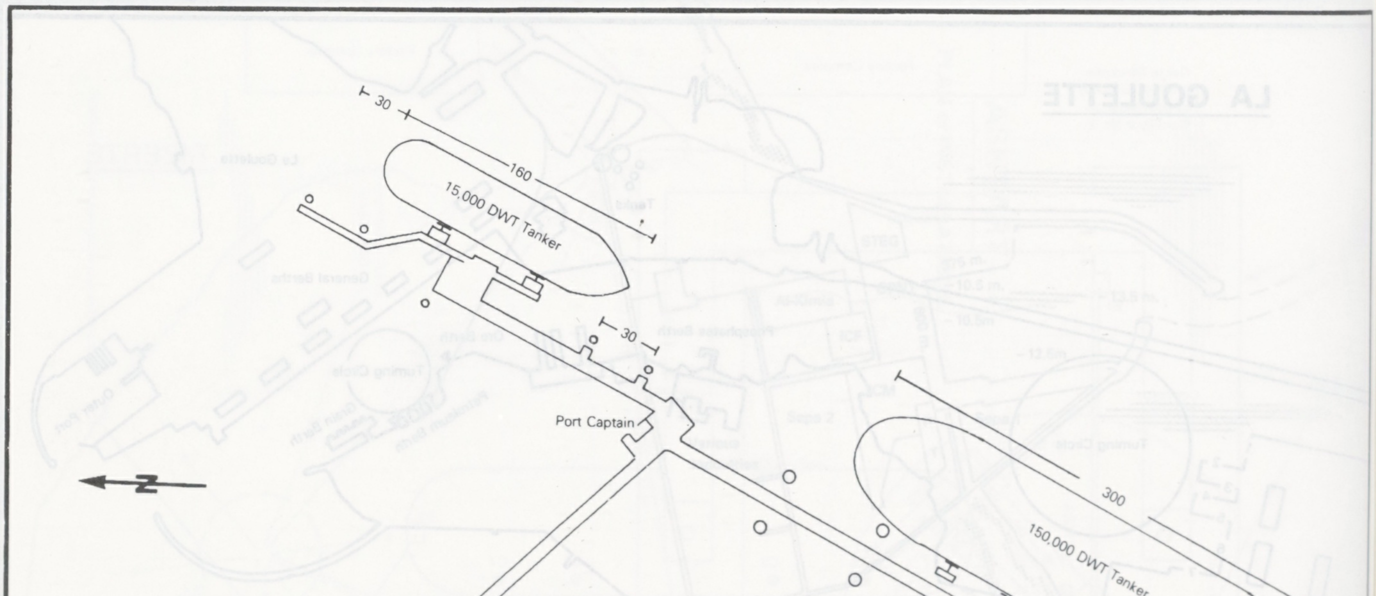
LA GOULETTE

Tanks
La Goulette
General Berths
Phosphates Berth
Ore Berth
Turning Circle
Grain Berth
Petroleum Berth
Outer Port
Turning Circle
1
2
3
4
5
6
7
PORT DE RADES
N


Jetty
(10.16 m.) 33 ft. 4 in.
(10.06 m.) 33 ft.
(11.46 m.) 37 ft. 7 in.
1
2
3
4
5
6
7
(11.02 m.) 36 ft. 2 in.
(11.28 m.) 37 ft.
(11.76 m.) 38 ft. 7 in.

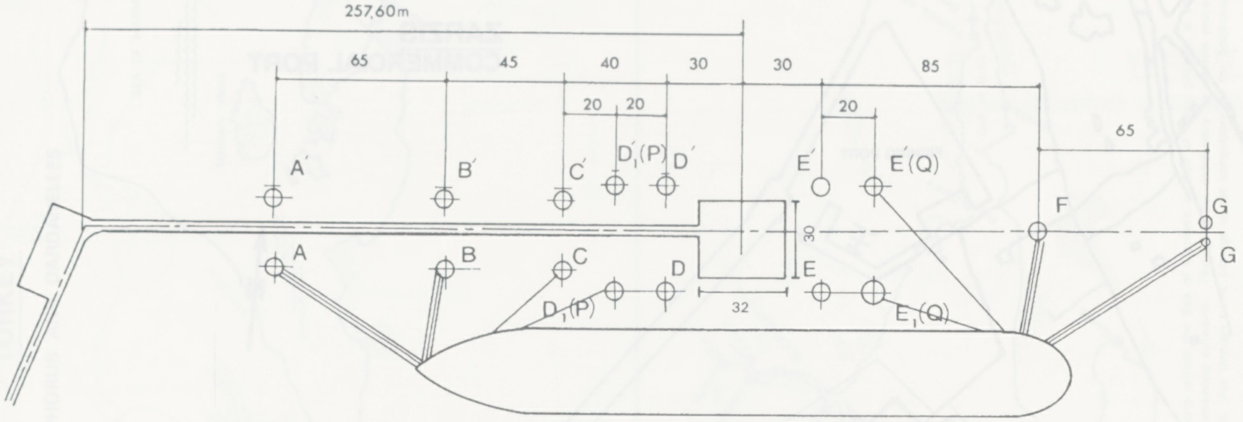
LA GOULETTE

Plan supplied by Ship's Officers


30
160
15,000 DWT Tanker
30
Port Captain
N
300
150,000 DWT Tanker

LA SKHIRRA

DIMENSIONS IN METRES

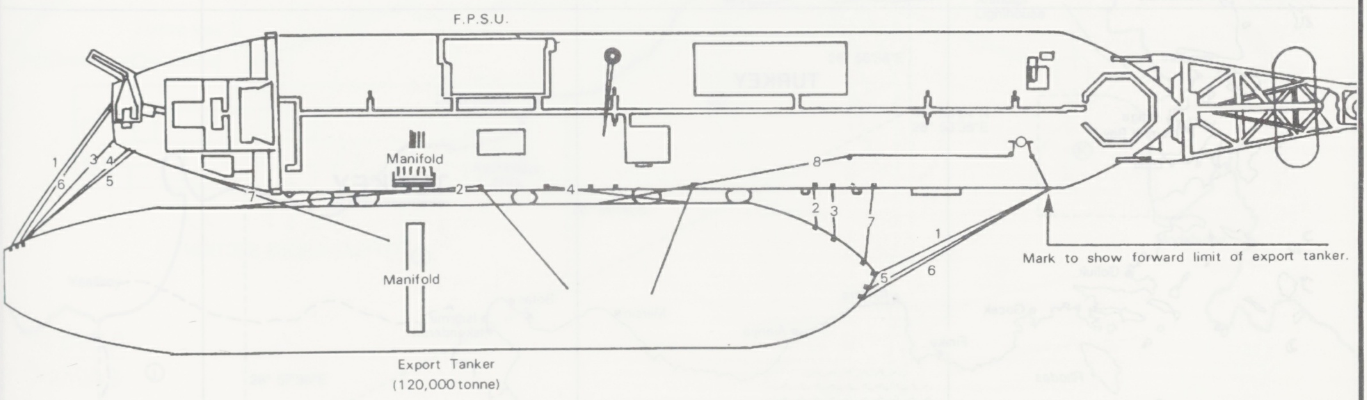

257,60m
65
45
40
30
30
85
20
20
20
65
A′
B′
C′
D′₁(P)
D′
E′
E′(Q)
F
G
G
A
B
C
D
D₁(P)
30
E
32
E₁(Q)

LA SKHIRRA

DIMENSIONS IN METRES

TAZERKA

EXPORT TANKER MOORING PLAN

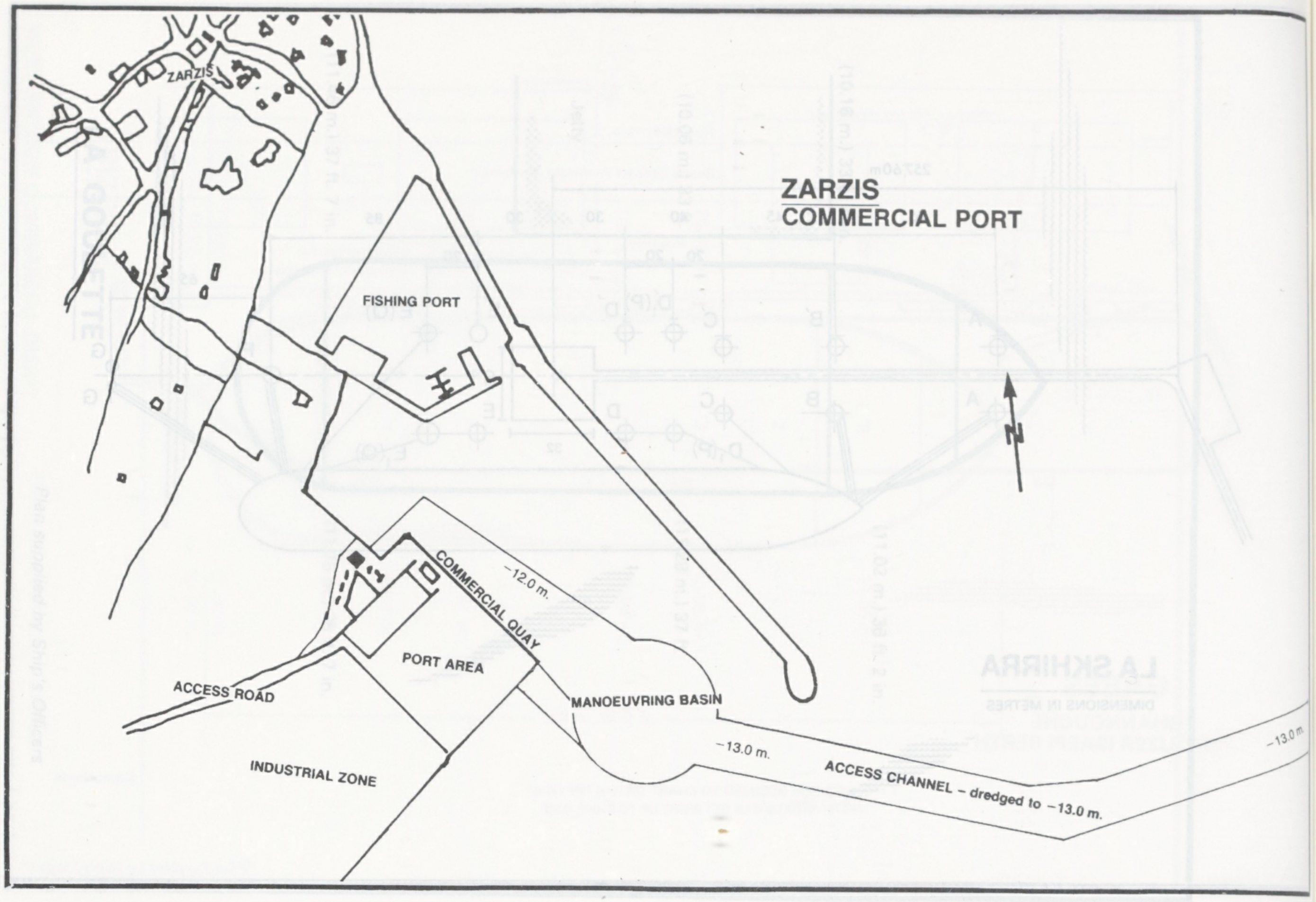

F.P.S.U.
Manifold
Manifold
1
3
4
6
5
7
2
4
8
2
3
7
1
5
6
Mark to show forward limit of export tanker.
Export Tanker
(120,000 tonne)

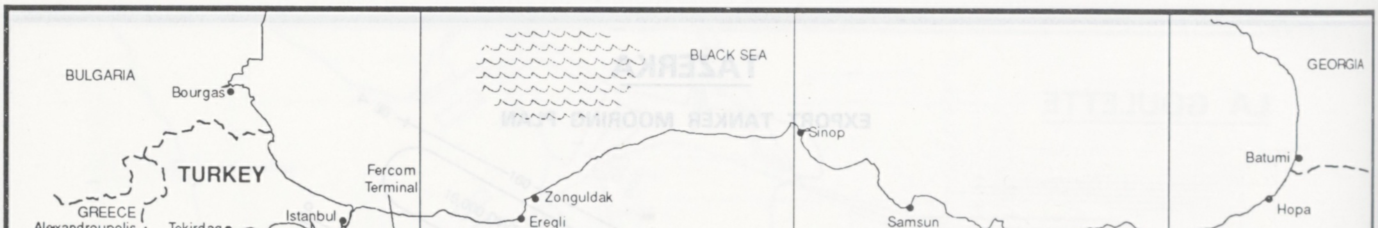
NOTES

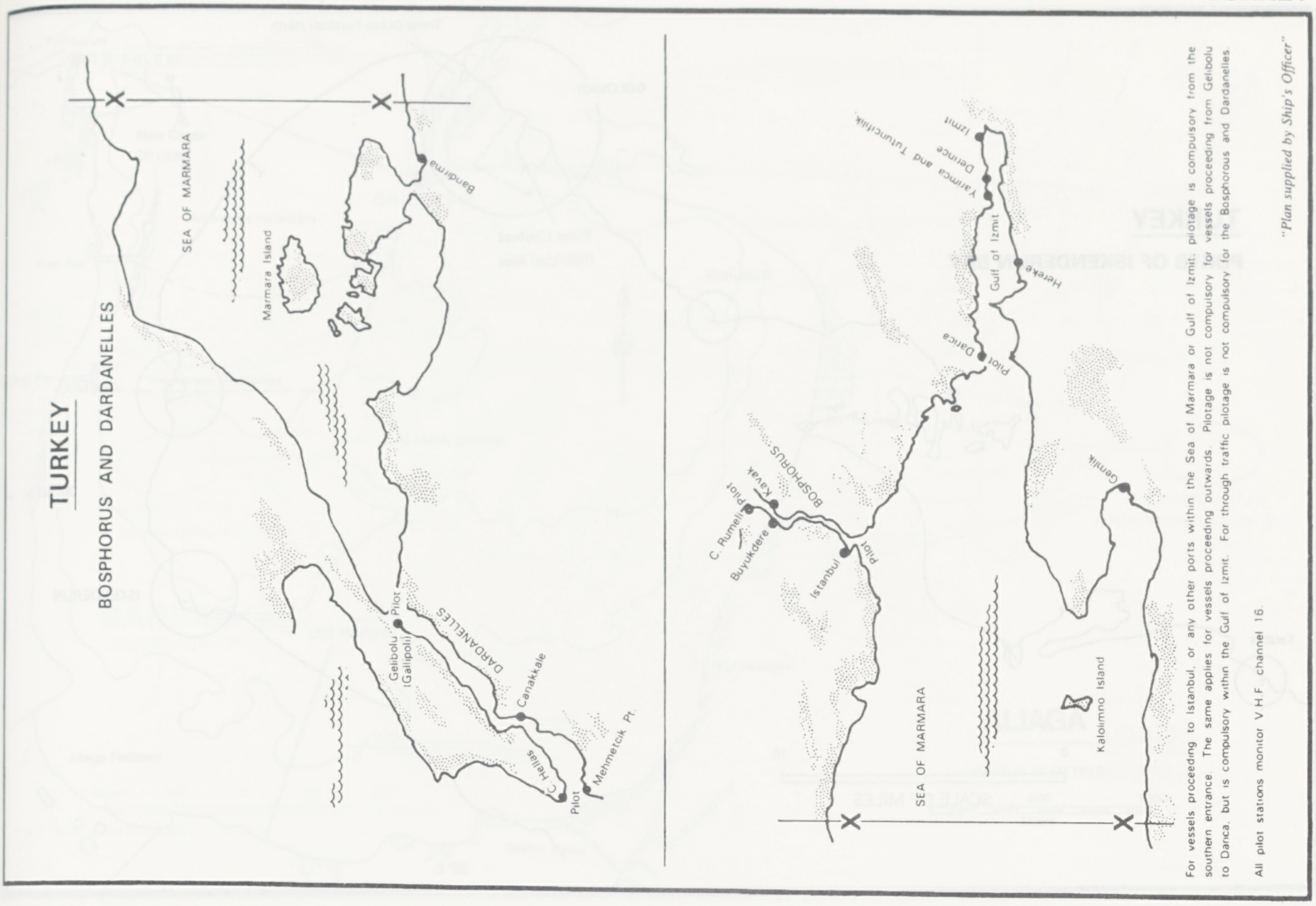
1 Ropes number 1 & 4 forward and ropes number 1 & 2 aft are the main departure ropes. Ensure that these can be cast off last.

2 If ropes number 8 forward and number 7 aft cannot be used then rope number 4 forward and number 2 aft will have to be doubled up.

3 The mooring lay-out shown is the minimum requirement.


ZARZIS
ZARZIS
COMMERCIAL PORT
FISHING PORT
N
COMMERCIAL QUAY
−12.0 m.
PORT AREA
ACCESS ROAD
MANOEUVRING BASIN
INDUSTRIAL ZONE
−13.0 m.
ACCESS CHANNEL – dredged to −13.0 m.
−13.0 m

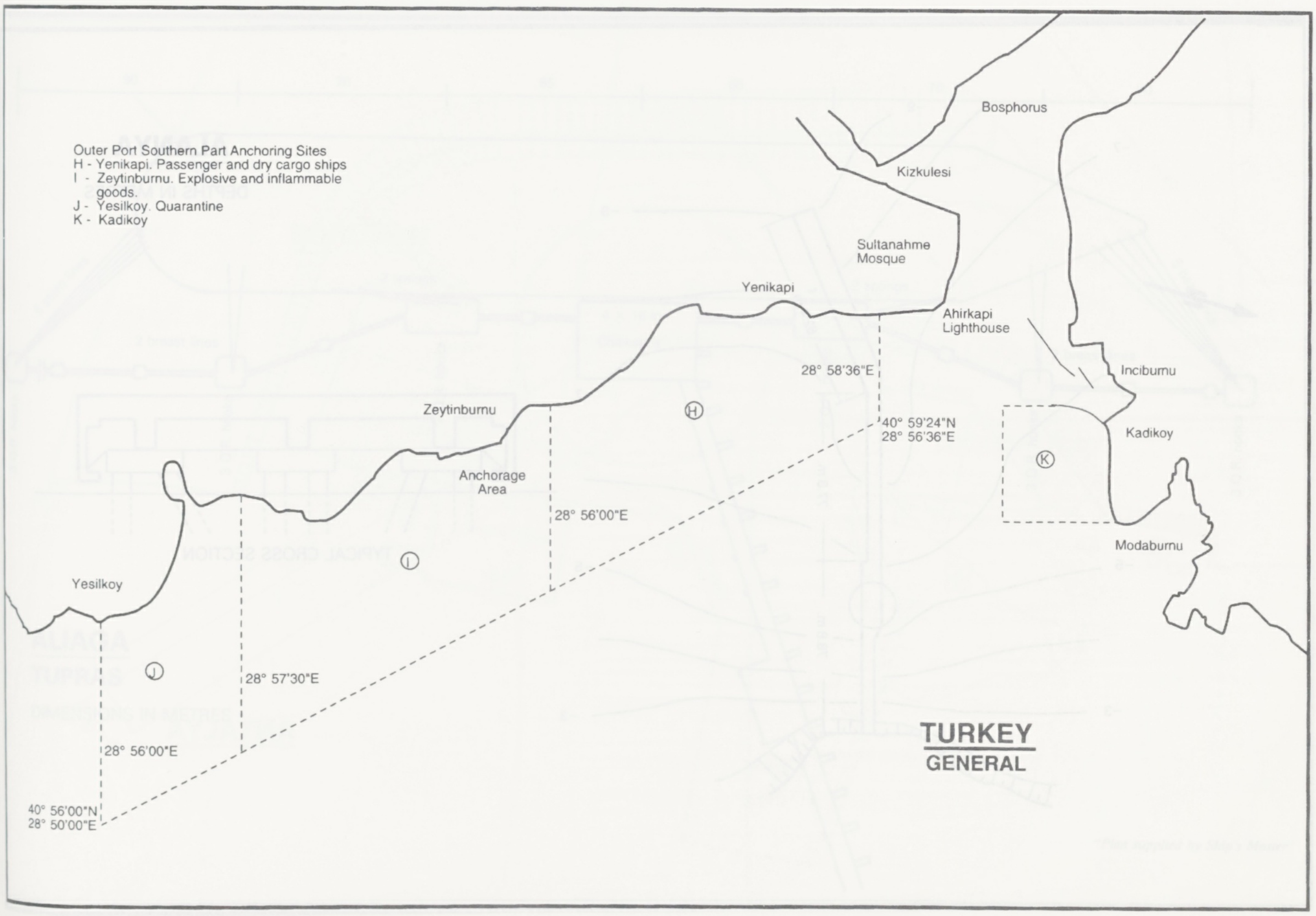

BLACK SEA
BULGARIA
Bourgas
GEORGIA
TURKEY
Sinop
Batumi
Fercom
Terminal
Zonguldak
GREECE
Alexandroupolis
Tekirdag
Istanbul
Eregli
Samsun
Hopa
Diliskelesi
Derince
Izmit
Yarimca
Tutuncifilik
Hereke
Giresun
Trabzon
Bandirma
Edincik
Borusan
Gemlik
40° N
Canakkale
TURKEY
Aliaga
Nemrut Bay
Izmir
TURKEY
Golluk
Gocek
Antalya
Finike
Alanya
Mersin
Botas
Isdemir
Iskenderun
Rhodes
Crete
Kyrenia
CYPRUS
Lattakia
SYRIA
35° N
Limassol
Tripoli
MEDITERRANEAN SEA
LEBANON
IRAQ
30° E
35° E
40° E


TURKEY
BOSPHORUS AND DARDANELLES
SEA OF MARMARA
Marmara Island
Bandirma
Gelibolu (Gallipoli)
Pilot
DARDANELLES
Canakkale
C. Helles
Pilot
Mehmetcik Pt.
Izmit
Yarımca and Tutunciftlik
Derince
Gulf of Izmit
Hereke
Pilot Darica
BOSPHORUS
Kavak
Pilot
C. Rumeli
Buyukdere
Istanbul
Pilot
Gemlik
SEA OF MARMARA
Kaloimno Island

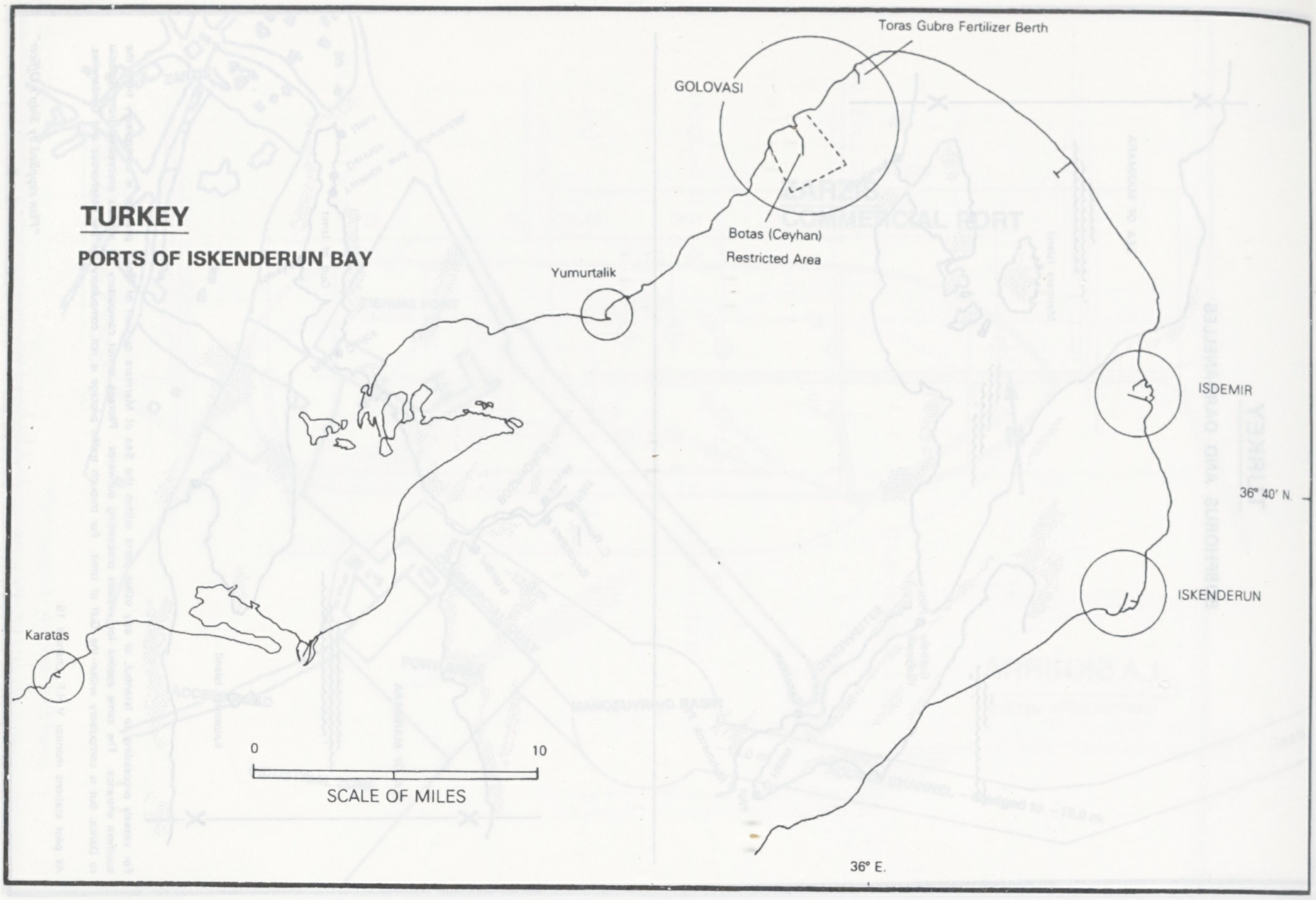
For vessels proceeding to Istanbul, or any other ports within the Sea of Marmara or Gulf of Izmit pilotage is compulsory from the southern entrance. The same applies for vessels proceeding outwards. Pilotage is not compulsory for vessels proceeding from Gelibolu to Darica, but is compulsory within the Gulf of Izmit. For through traffic pilotage is not compulsory for the Bosphorous and Dardanelles.

All pilot stations monitor V H F channel 16.

"Plan supplied by Ship's Officer"


Outer Port Southern Part Anchoring Sites
- H - Yenikapi. Passenger and dry cargo ships
- I - Zeytinburnu. Explosive and inflammable goods.
- J - Yesilkoy. Quarantine
- K - Kadikoy

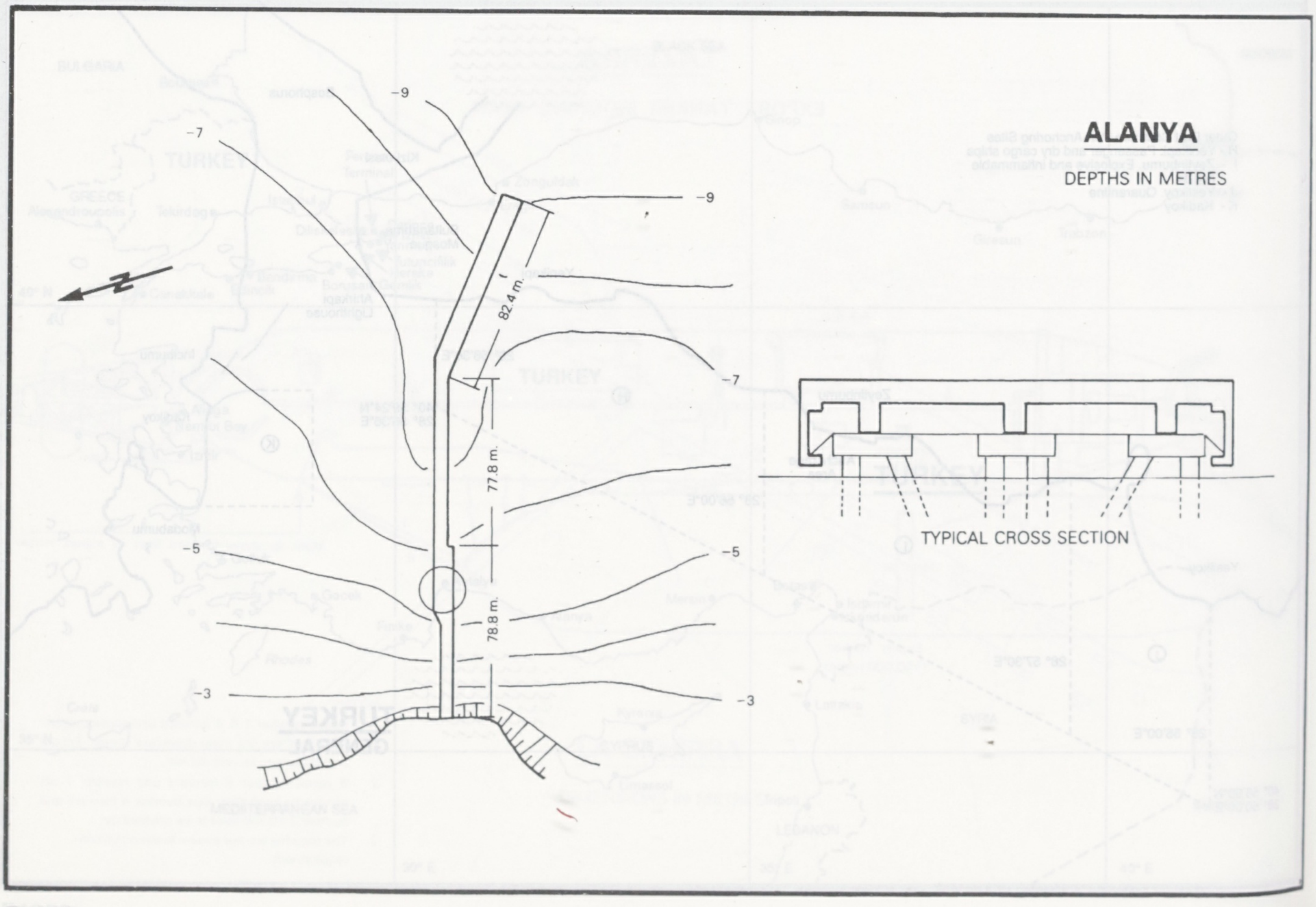
Bosphorus
Kizkulesi
Sultanahme Mosque
Yenikapi
Ahirkapi Lighthouse
28° 58'36"E
Incibumu
40° 59'24"N
28° 56'36"E
Kadikoy
Zeytinburnu
H
K
Anchorage Area
28° 56'00"E
Modaburnu
I
Yesilkoy
J
28° 57'30"E
TURKEY
GENERAL
28° 56'00"E
40° 56'00"N
28° 50'00"E



TURKEY

PORTS OF ISKENDERUN BAY

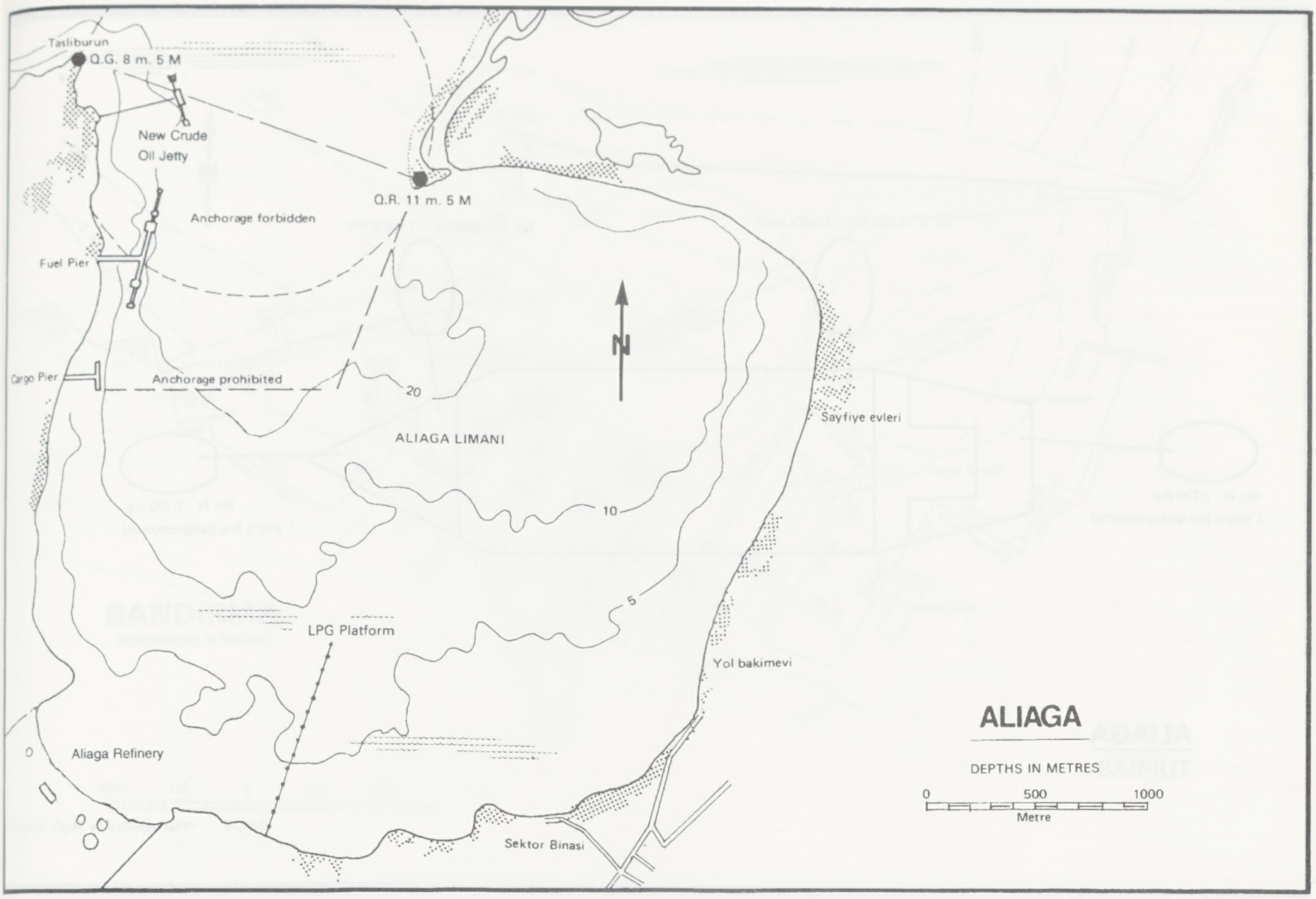
Toras Gubre Fertilizer Berth
GOLOVASI
Botas (Ceyhan)
Restricted Area
Yumurtalik
ISDEMIR
36° 40′ N.
ISKENDERUN
Karatas
0
10
SCALE OF MILES
36° E.

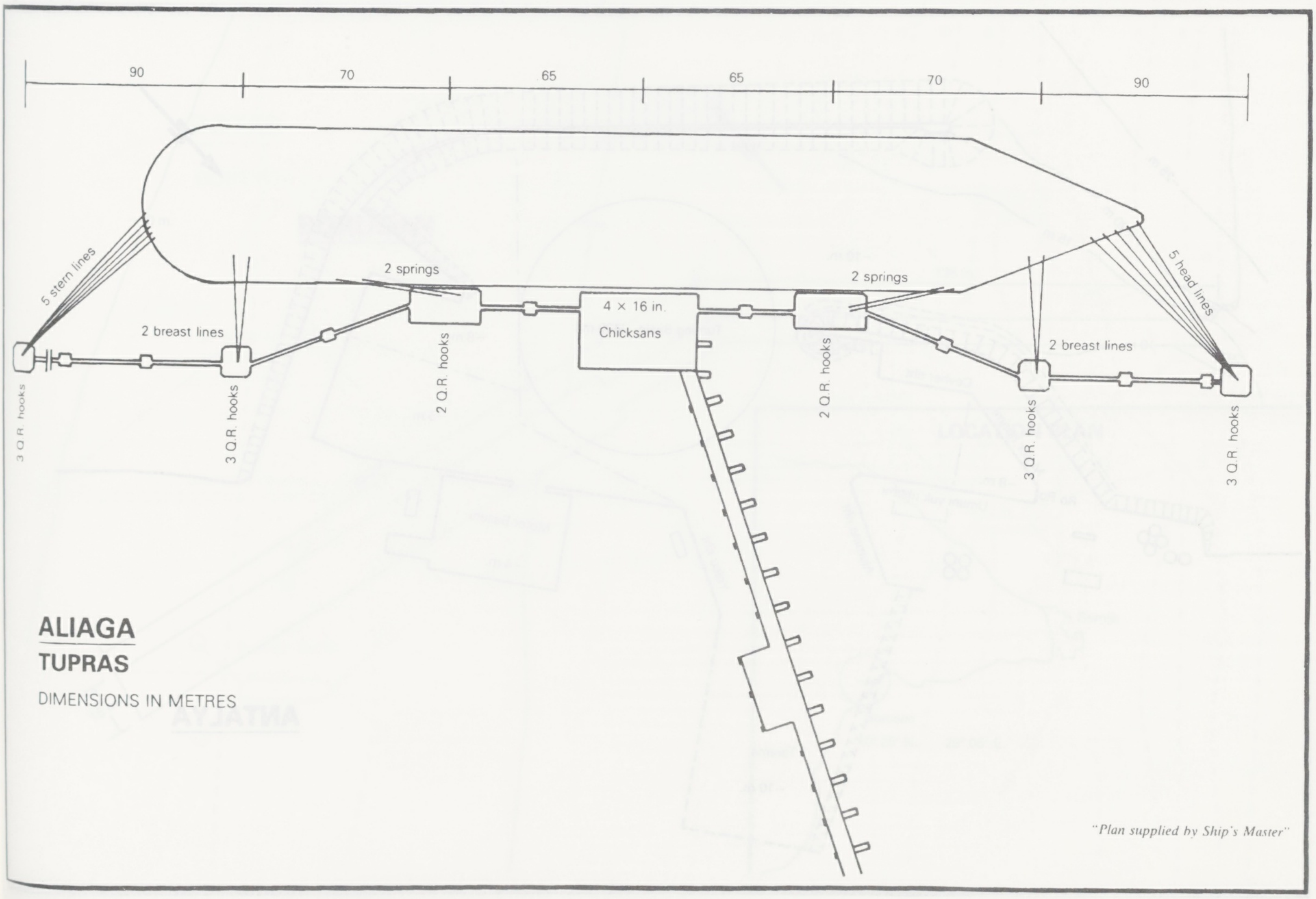


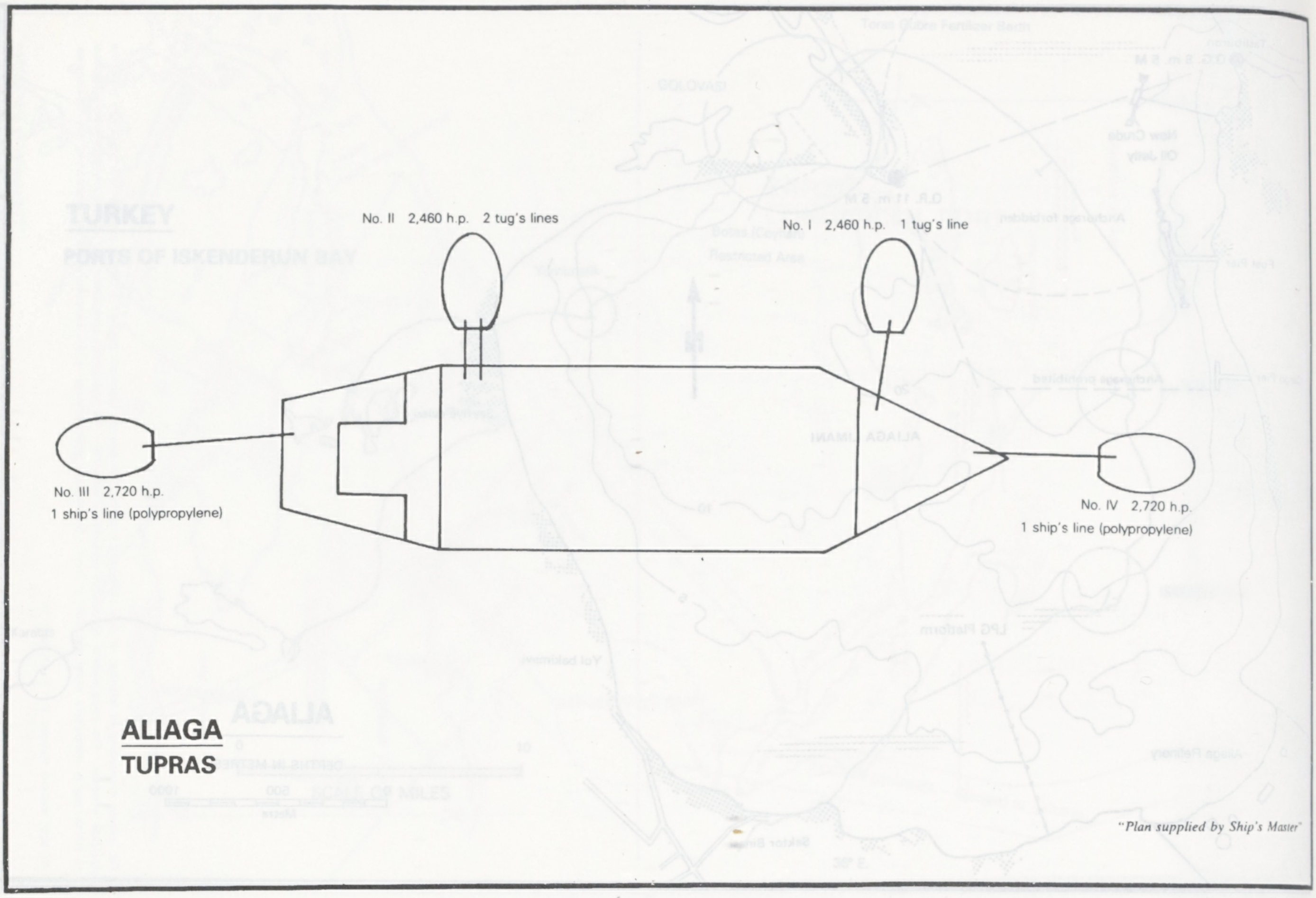
ALANYA

DEPTHS IN METRES

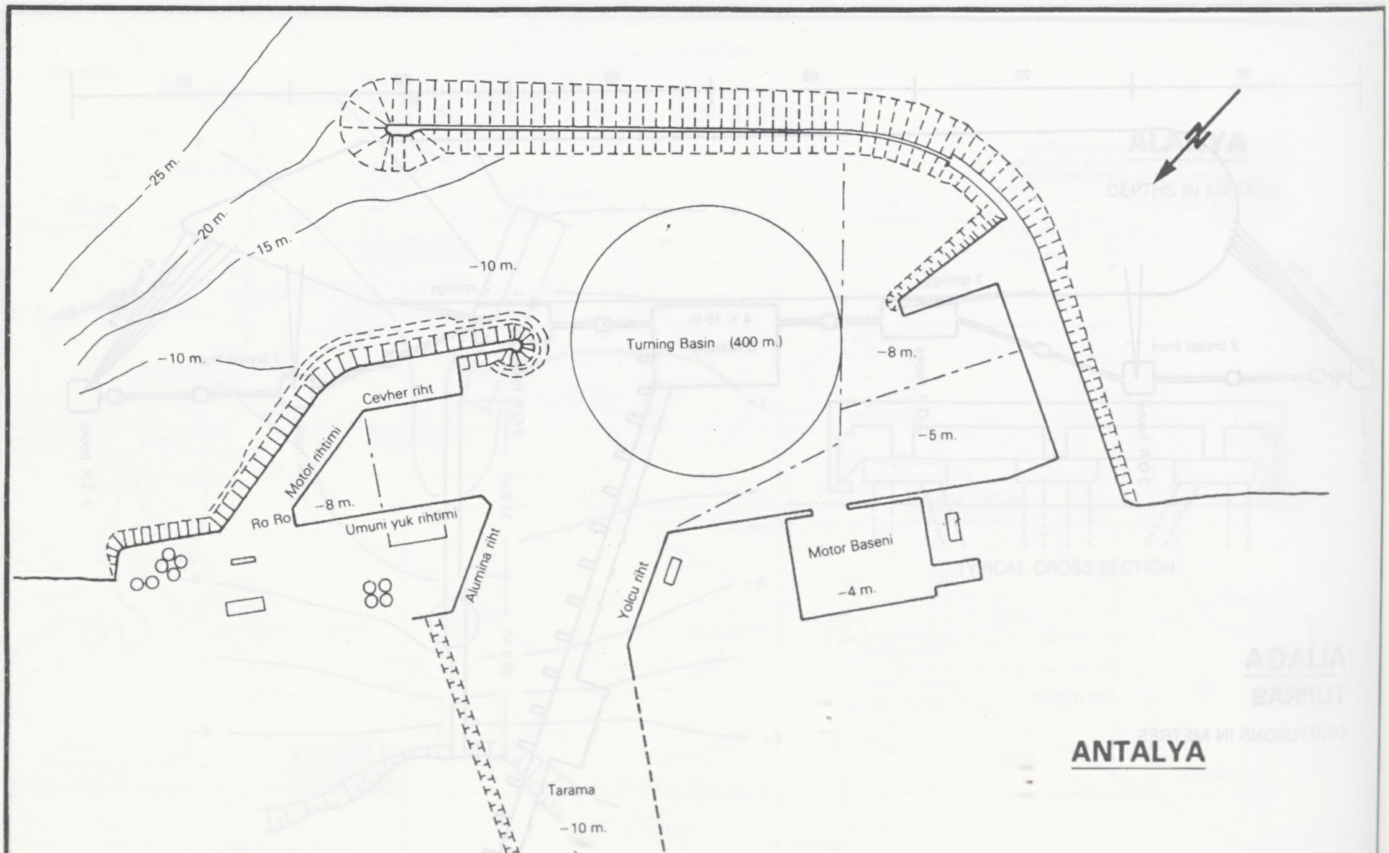
−9
−7
−9
82.4 m.
−7
77.8 m.
−5
−5
78.8 m.
−3
−3
TYPICAL CROSS SECTION

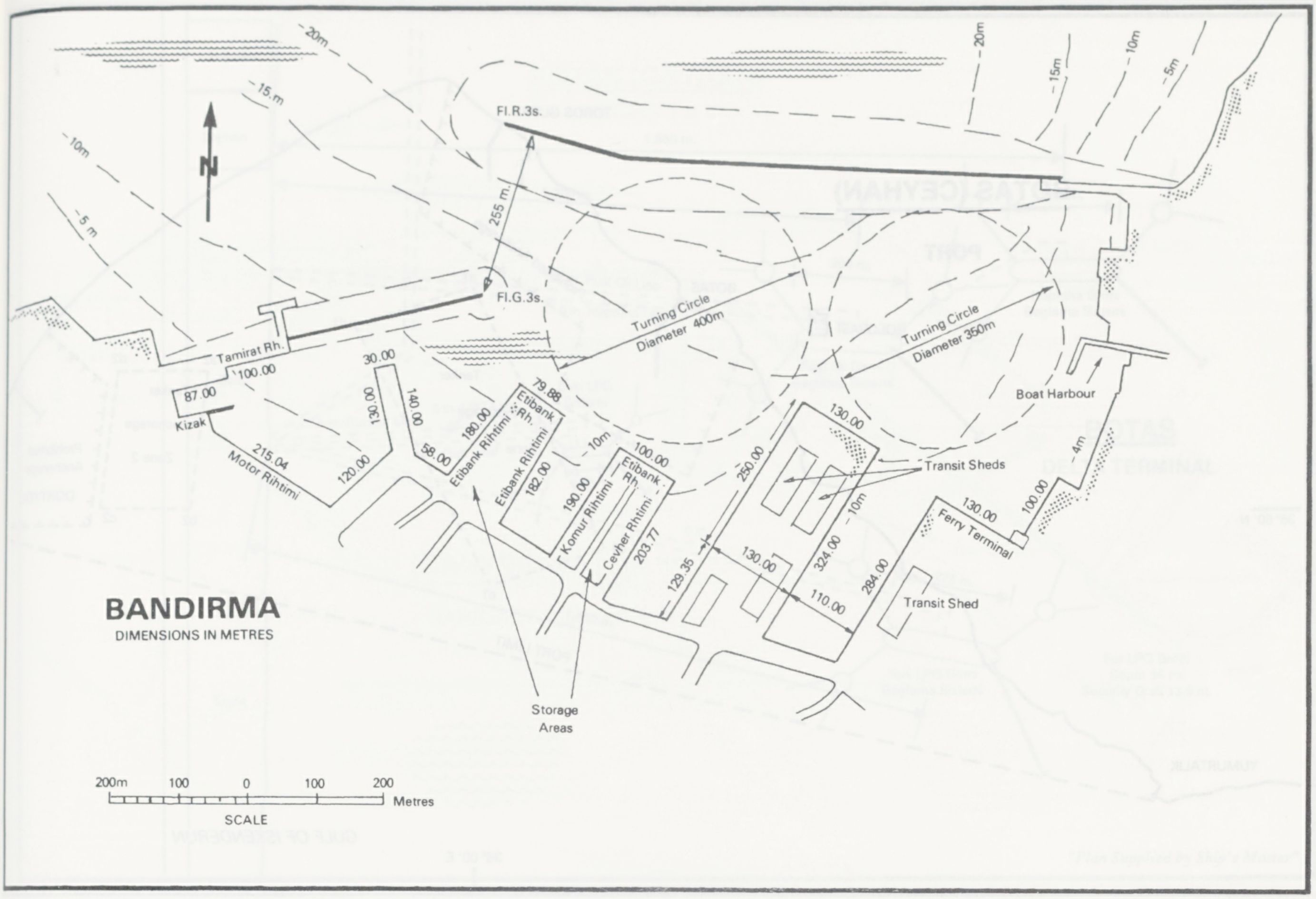

Tasliburun
Q.G. 8 m. 5 M
New Crude
Oil Jetty
Q.R. 11 m. 5 M
Anchorage forbidden
Fuel Pier
Cargo Pier
Anchorage prohibited
20
N
ALIAGA LIMANI
Sayfiye evleri
10
5
LPG Platform
Yol bakimevi
Aliaga Refinery
Sektor Binasi
ALIAGA
DEPTHS IN METRES
0
500
1000
Metre

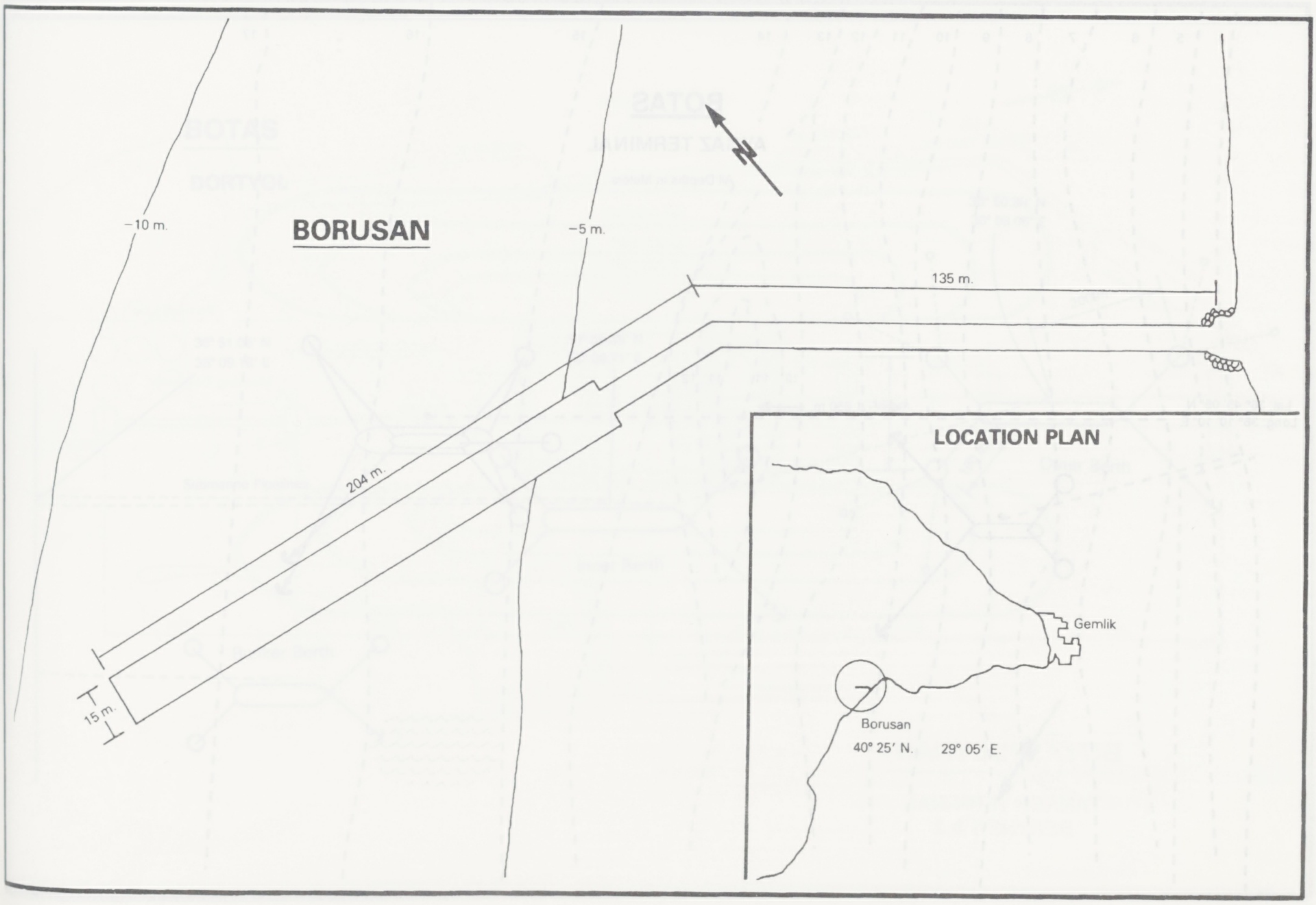

90
70
65
65
70
90
5 stern lines
2 breast lines
2 springs
4 × 16 in.
Chicksans
2 springs
2 breast lines
5 head lines
3 Q.R. hooks
3 Q.R. hooks
2 Q.R. hooks
2 Q.R. hooks
3 Q.R. hooks
3 Q.R. hooks
ALIAGA
TUPRAS
DIMENSIONS IN METRES
"Plan supplied by Ship's Master"

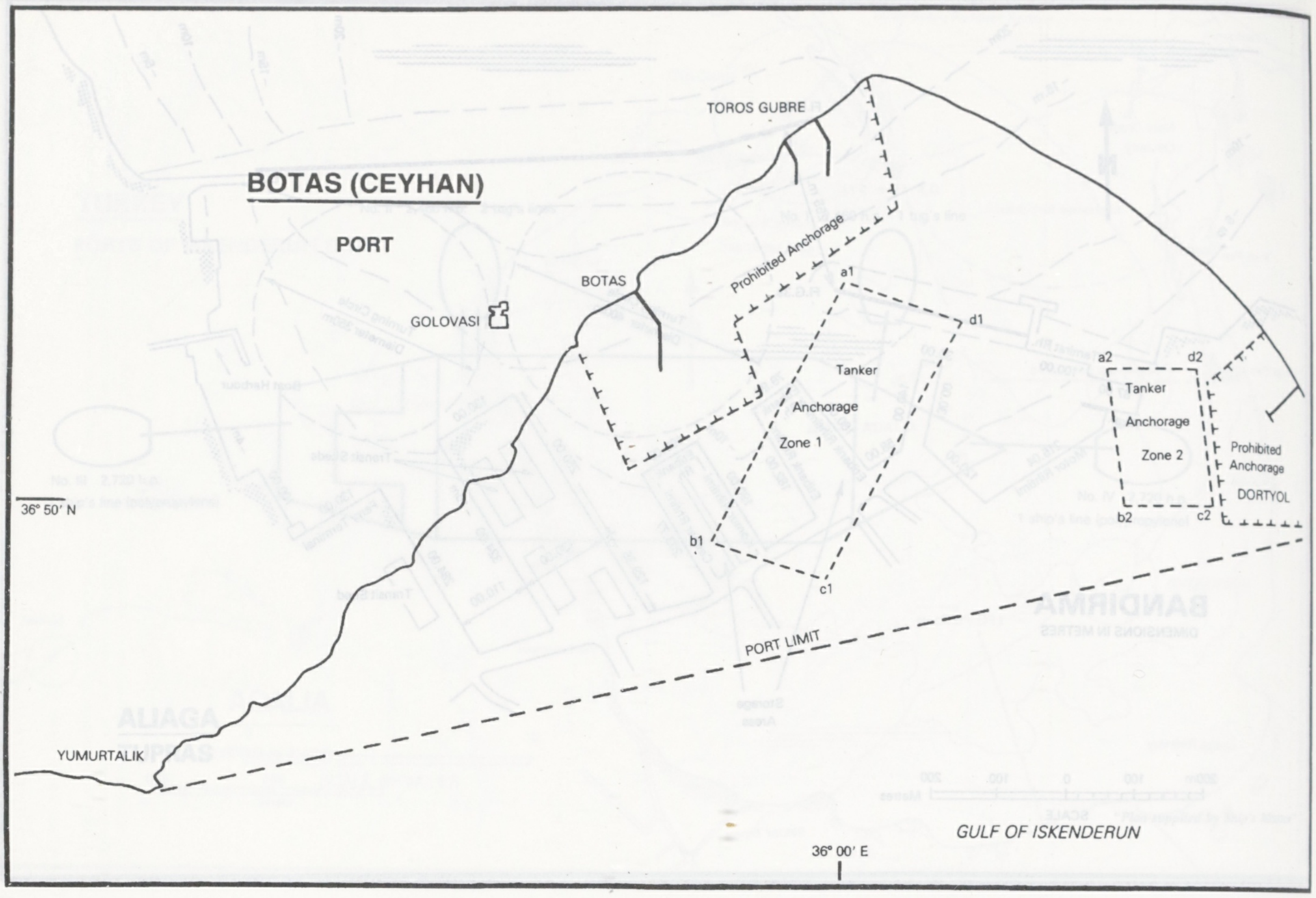

No. II 2,460 h.p. 2 tug's lines
No. I 2,460 h.p. 1 tug's line
No. III 2,720 h.p.
1 ship's line (polypropylene)
No. IV 2,720 h.p.
1 ship's line (polypropylene)
ALIAGA
TUPRAS

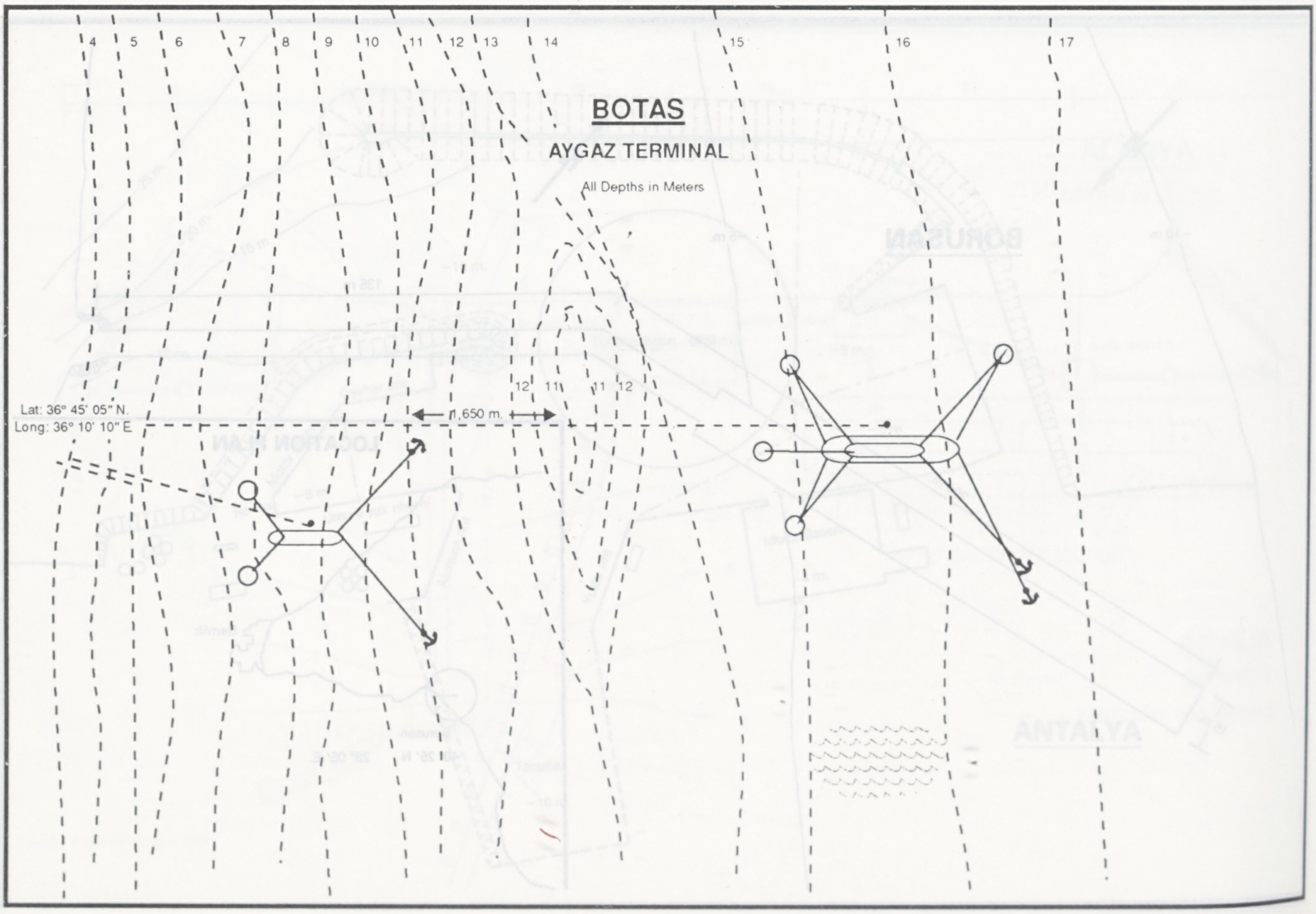
"Plan supplied by Ship's Master"

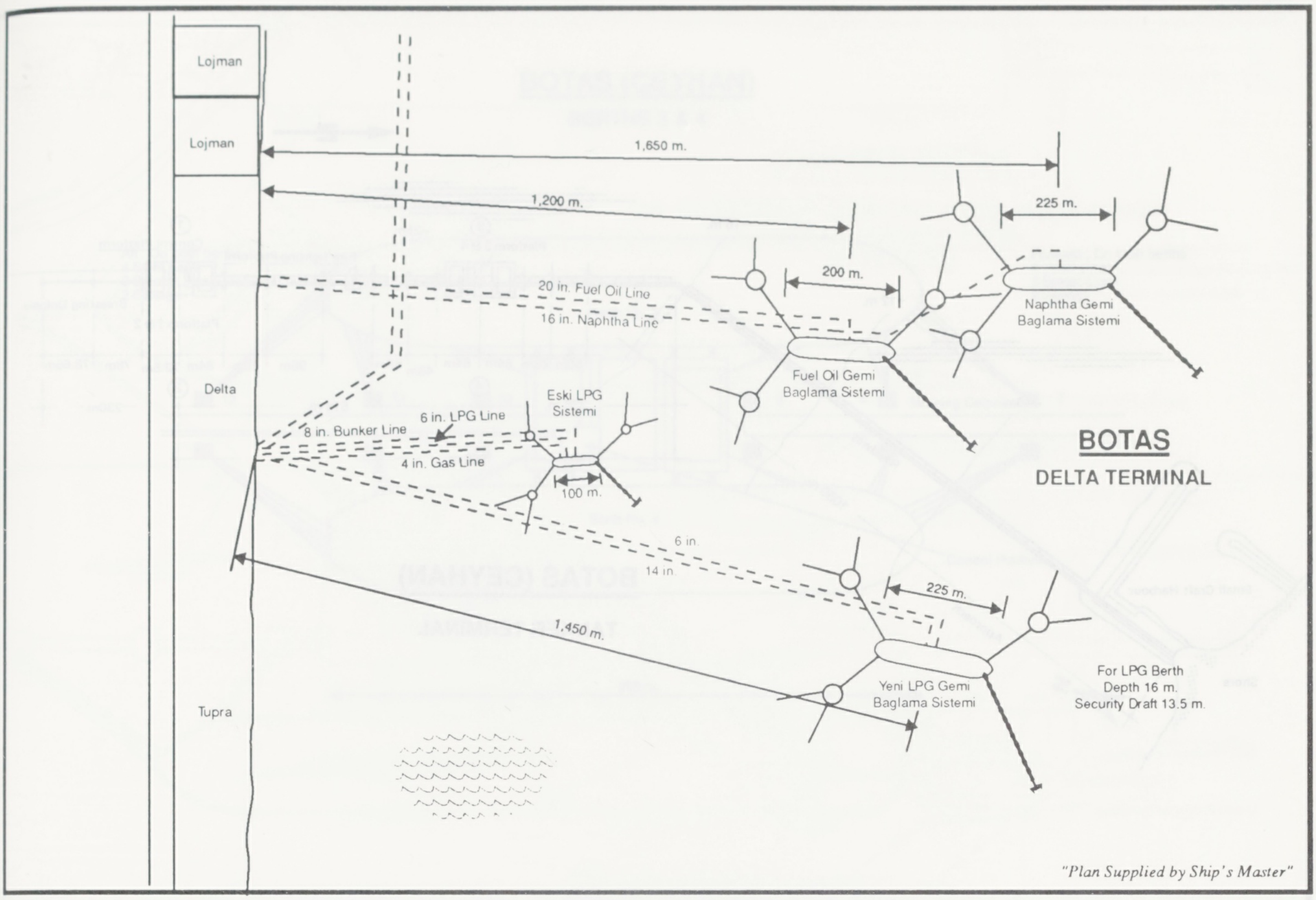

–25 m.
–20 m.
–15 m.
–10 m.
–10 m.
Cevher rıht
Motor rıhtımı
Ro Ro
–8 m.
Umuni yuk rıhtımı
Alumina rıht
Turning Basin (400 m.)
–8 m.
–5 m.
Motor Baseni
–4 m.
Yolcu rıht
Tarama
–10 m.
ANTALYA

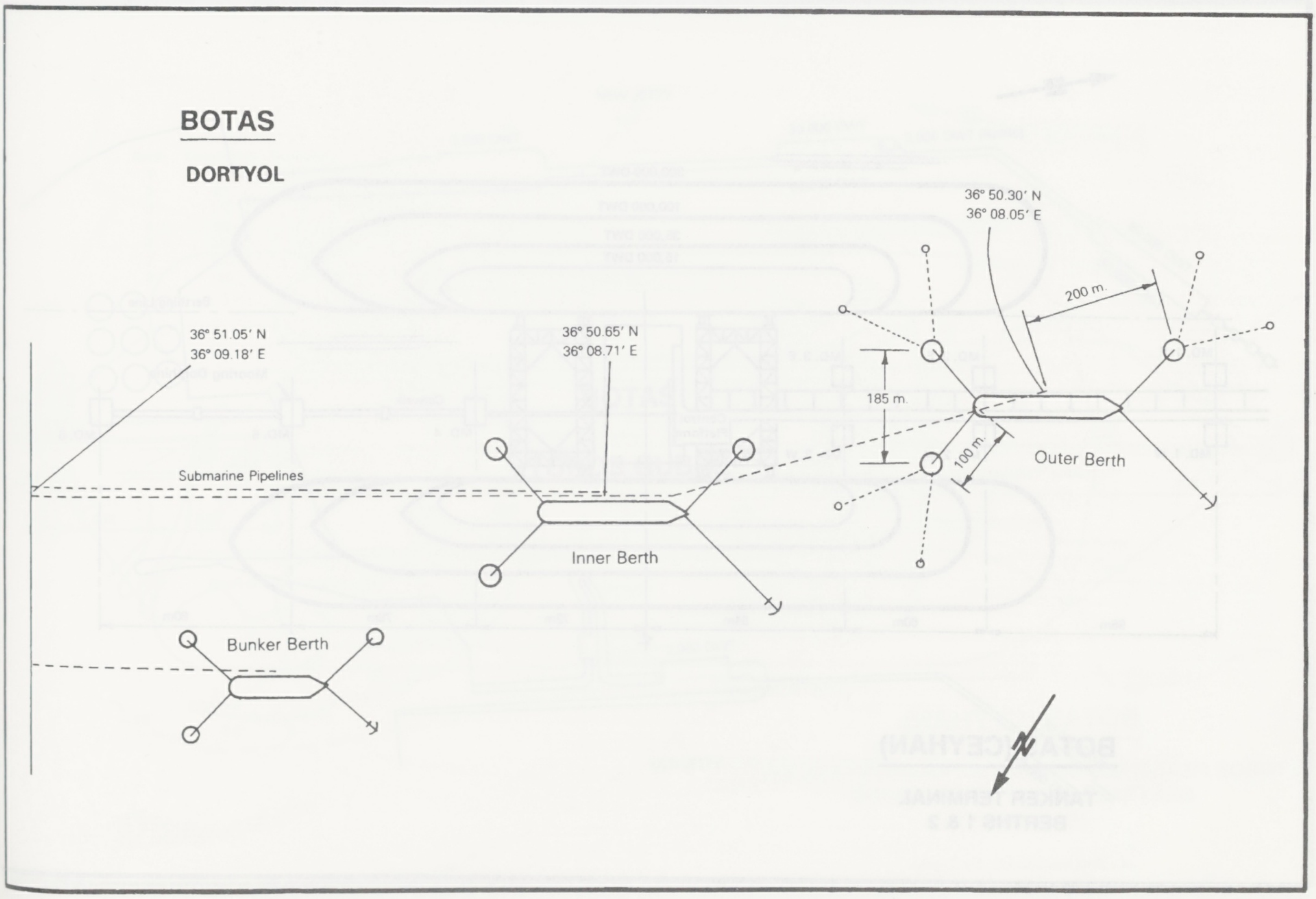

BANDIRMA
DIMENSIONS IN METRES
N
20m
15 m
10m
5 m
20m
15m
10m
5m
Fl.R.3s.
255 m.
Fl.G.3s.
Tamirat Rh.
100.00
87.00
Kizak
215.04
Motor Rihtimi
120.00
130.00
30.00
140.00
58.00
180.00
Etibank Rihtimi
79.88
Etibank Rh.
Etibank Rihtimi
182.00
10m
190.00
Komur Rihtimi
100.00
Etibank Rh.
Cevher Rhtimi
203.77
129.35
250.00
130.00
110.00
324.00
10m
130.00
284.00
Turning Circle Diameter 400m
Turning Circle Diameter 350m
Transit Sheds
Transit Shed
130.00
Ferry Terminal
100.00
4m
Boat Harbour
Storage Areas
200m
100
0
100
200
Metres
SCALE

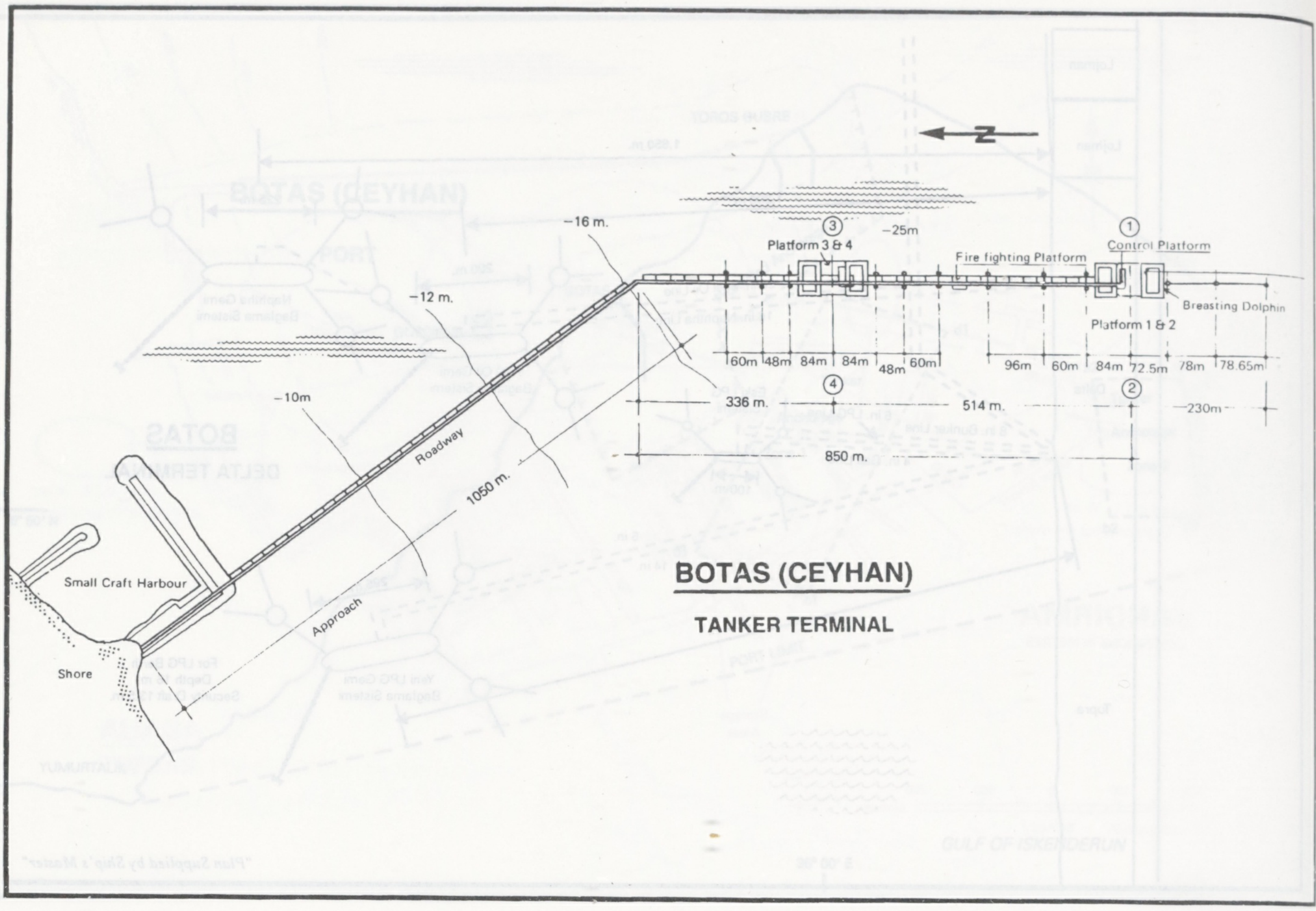

BORUSAN
N
−10 m.
−5 m.
135 m.
204 m.
15 m.
LOCATION PLAN
Gemlik
Borusan
40° 25′ N.
29° 05′ E.


BOTAS (CEYHAN)
PORT
TOROS GUBRE
BOTAS
GOLOVASI
Prohibited Anchorage
a1
d1
Tanker
Anchorage
Zone 1
b1
c1
a2
d2
Tanker
Anchorage
Zone 2
b2
c2
Prohibited
Anchorage
DORTYOL
36° 50′ N
PORT LIMIT
YUMURTALIK
GULF OF ISKENDERUN
36° 00′ E


4
5
6
7
8
9
10
11
12
13
14
15
16
17
BOTAS
AYGAZ TERMINAL
All Depths in Meters
12
11
11
12
Lat: 36° 45′ 05″ N.
Long: 36° 10′ 10″ E.
1,650 m.

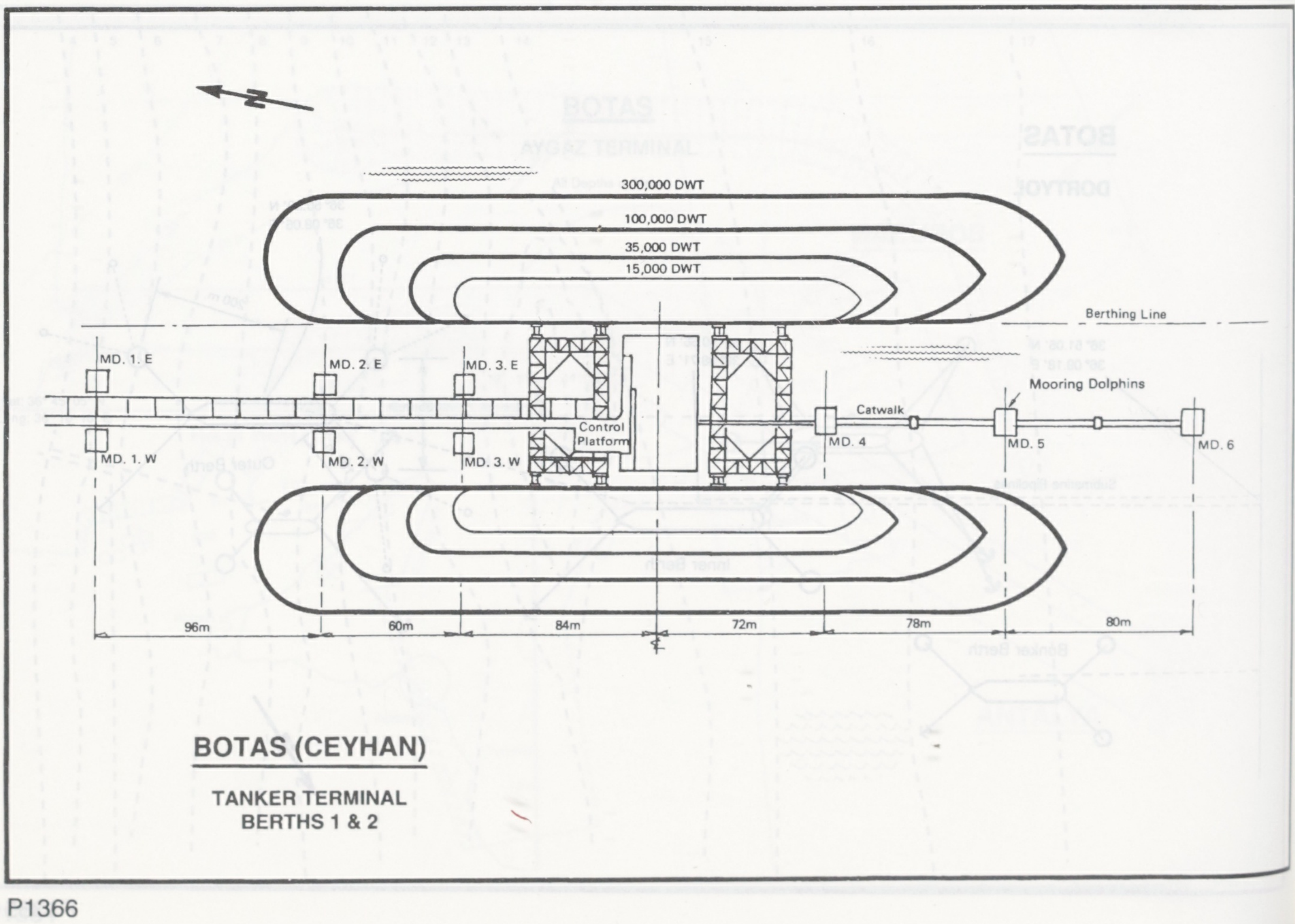

Lojman
Lojman
1,650 m.
1,200 m.
225 m.
200 m.
20 in. Fuel Oil Line
16 in. Naphtha Line
Naphtha Gemi Baglama Sistemi
Fuel Oil Gemi Baglama Sistemi
Delta
Eski LPG Sistemi
6 in. LPG Line
8 in. Bunker Line
4 in. Gas Line
100 m.
BOTAS
DELTA TERMINAL
6 in.
14 in.
225 m.
1,450 m.
Yeni LPG Gemi Baglama Sistemi
For LPG Berth
Depth 16 m.
Security Draft 13.5 m.
Tupra
"Plan Supplied by Ship's Master"


BOTAS
DORTYOL
36° 50.30′ N
36° 08.05′ E
200 m.
36° 51.05′ N
36° 09.18′ E
36° 50.65′ N
36° 08.71′ E
185 m.
100 m.
Outer Berth
Submarine Pipelines
Inner Berth
Bunker Berth


N
−16 m.
−12 m.
−10m
−25m
③
Platform 3 & 4
Fire fighting Platform
①
Control Platform
Breasting Dolphin
Platform 1 & 2
60m
48m
84m
84m
48m
60m
96m
60m
84m
72.5m
78m
78.65m
④
②
336 m.
514 m.
230m
850 m.
Roadway
1050 m.
Approach
Small Craft Harbour
Shore

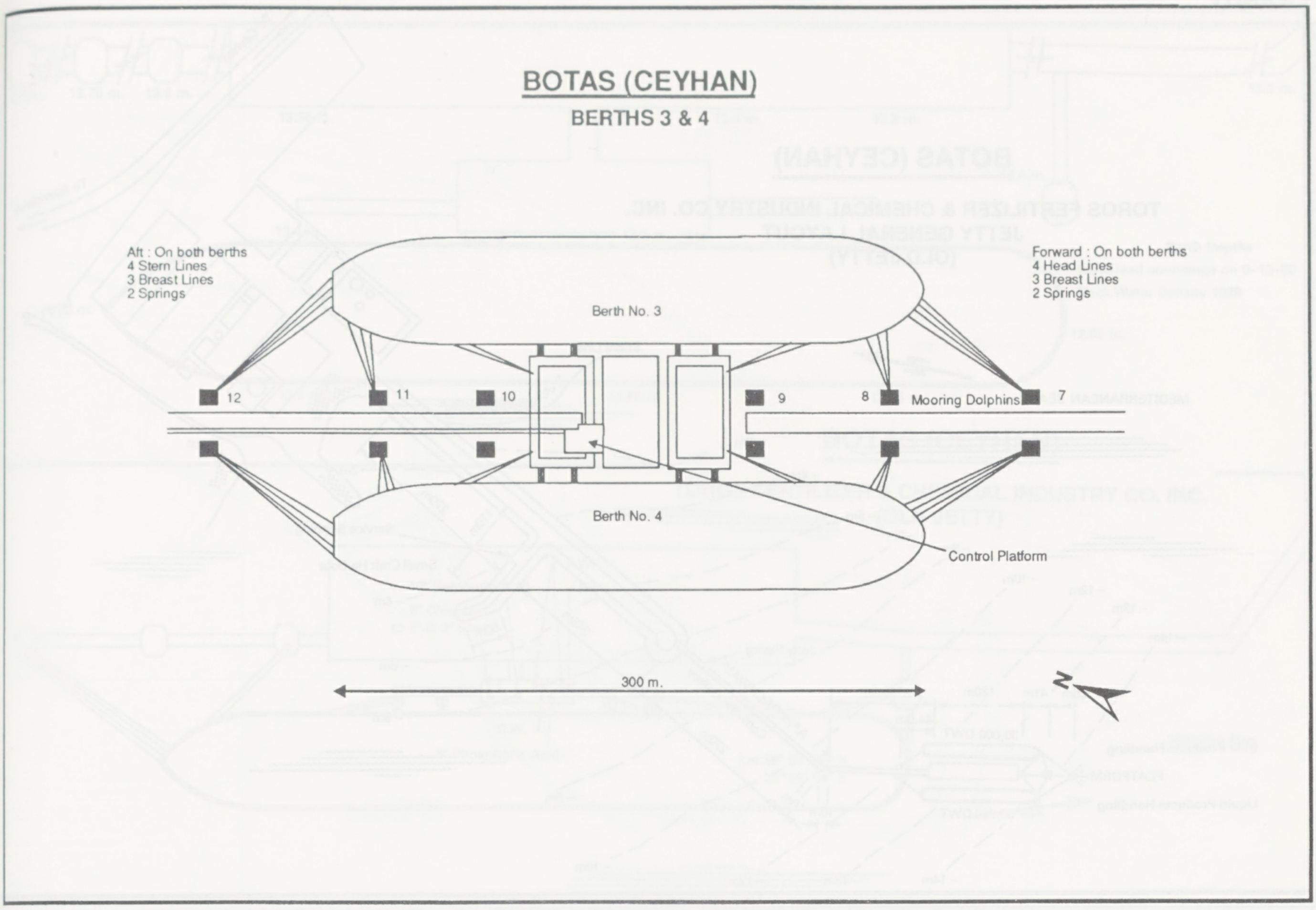
BOTAS (CEYHAN)

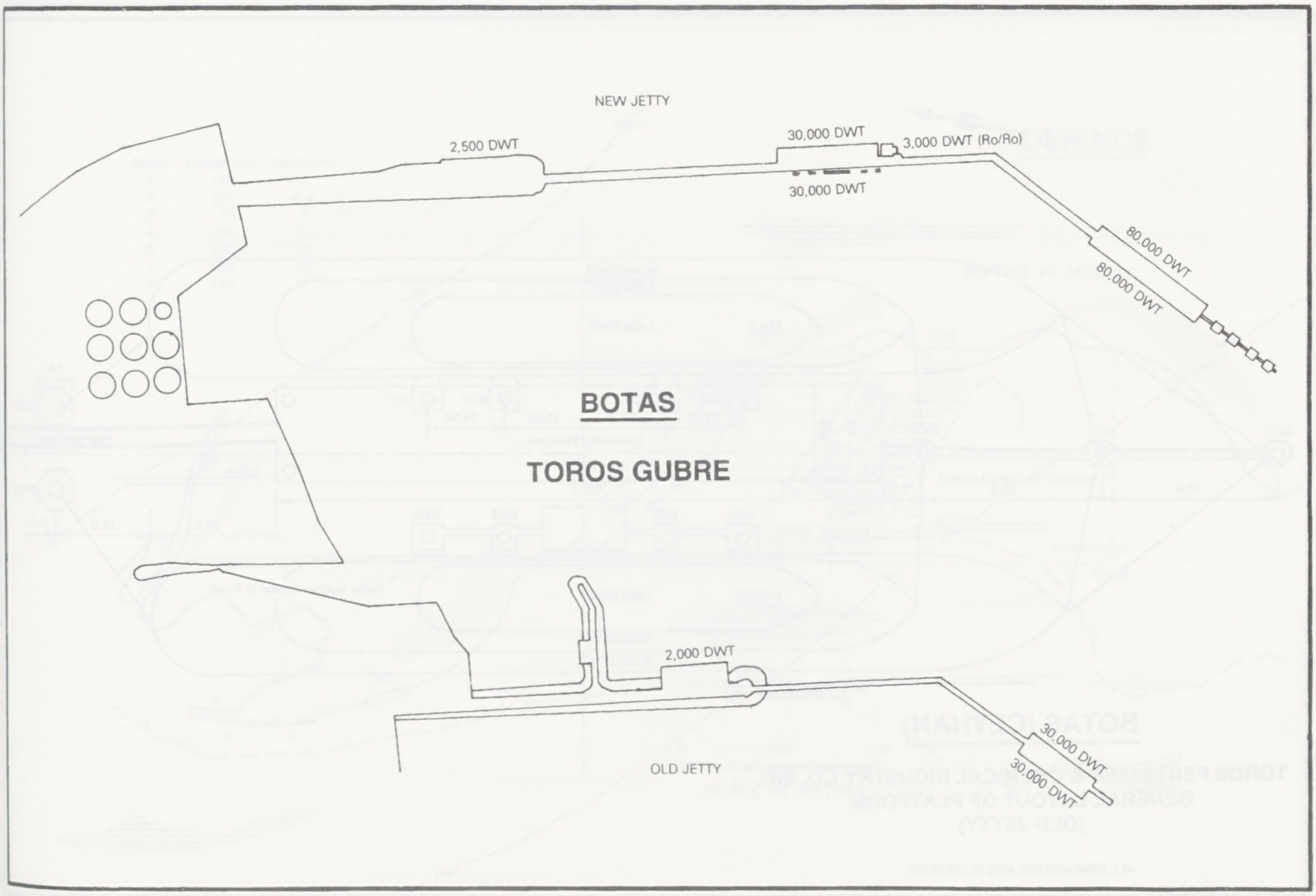
TANKER TERMINAL

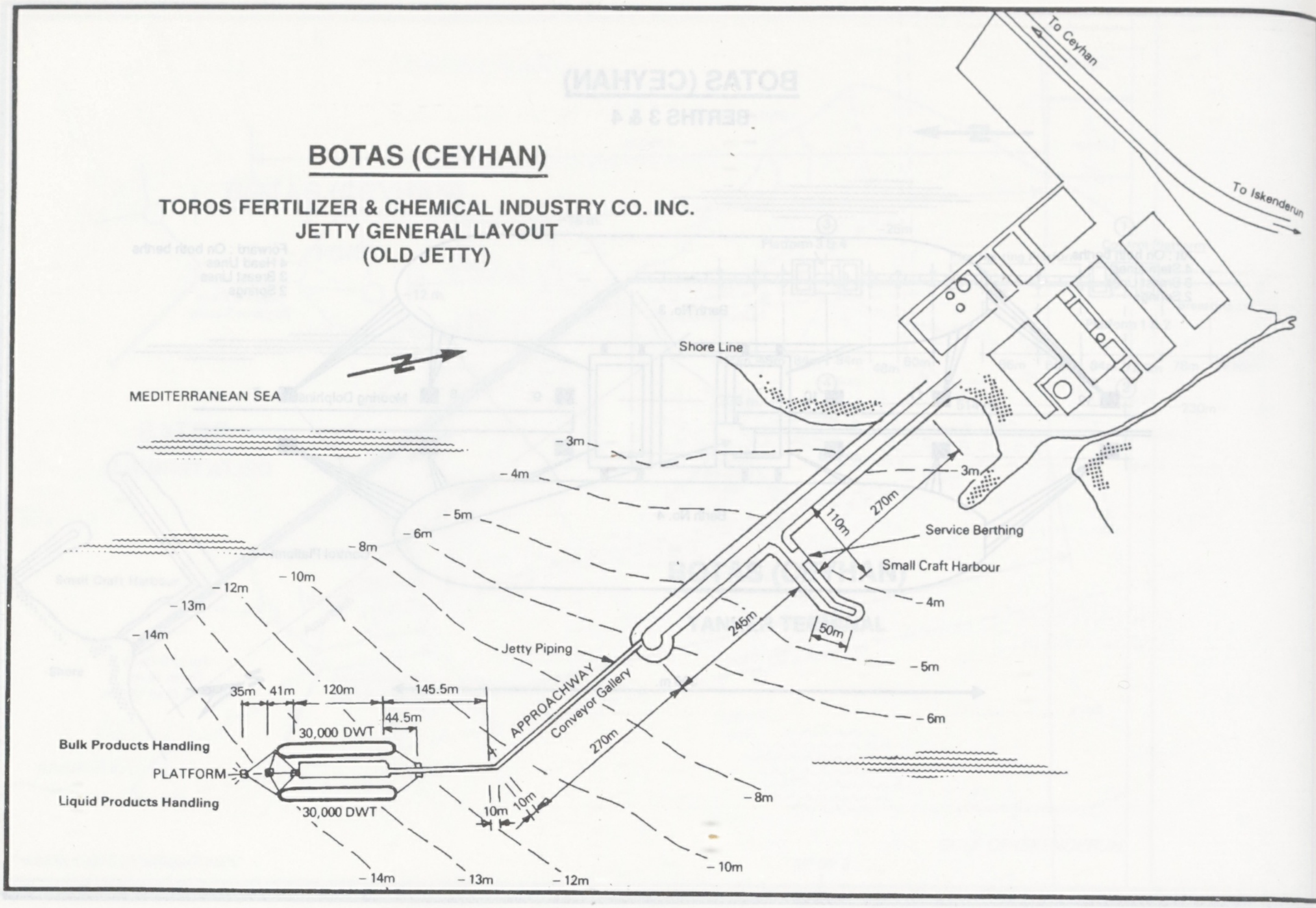

N
300,000 DWT
100,000 DWT
35,000 DWT
15,000 DWT
Berthing Line
MD. 1. E
MD. 2. E
MD. 3. E
Mooring Dolphins
Catwalk
Control Platform
MD. 1. W
MD. 2. W
MD. 3. W
MD. 4
MD. 5
MD. 6
96m
60m
84m
72m
78m
80m

BOTAS (CEYHAN)

TANKER TERMINAL
BERTHS 1 & 2


BOTAS (CEYHAN)
BERTHS 3 & 4
Aft : On both berths
4 Stern Lines
3 Breast Lines
2 Springs
Forward : On both berths
4 Head Lines
3 Breast Lines
2 Springs
Berth No. 3
12
11
10
9
8
7
Mooring Dolphins
Berth No. 4
Control Platform
300 m.
N

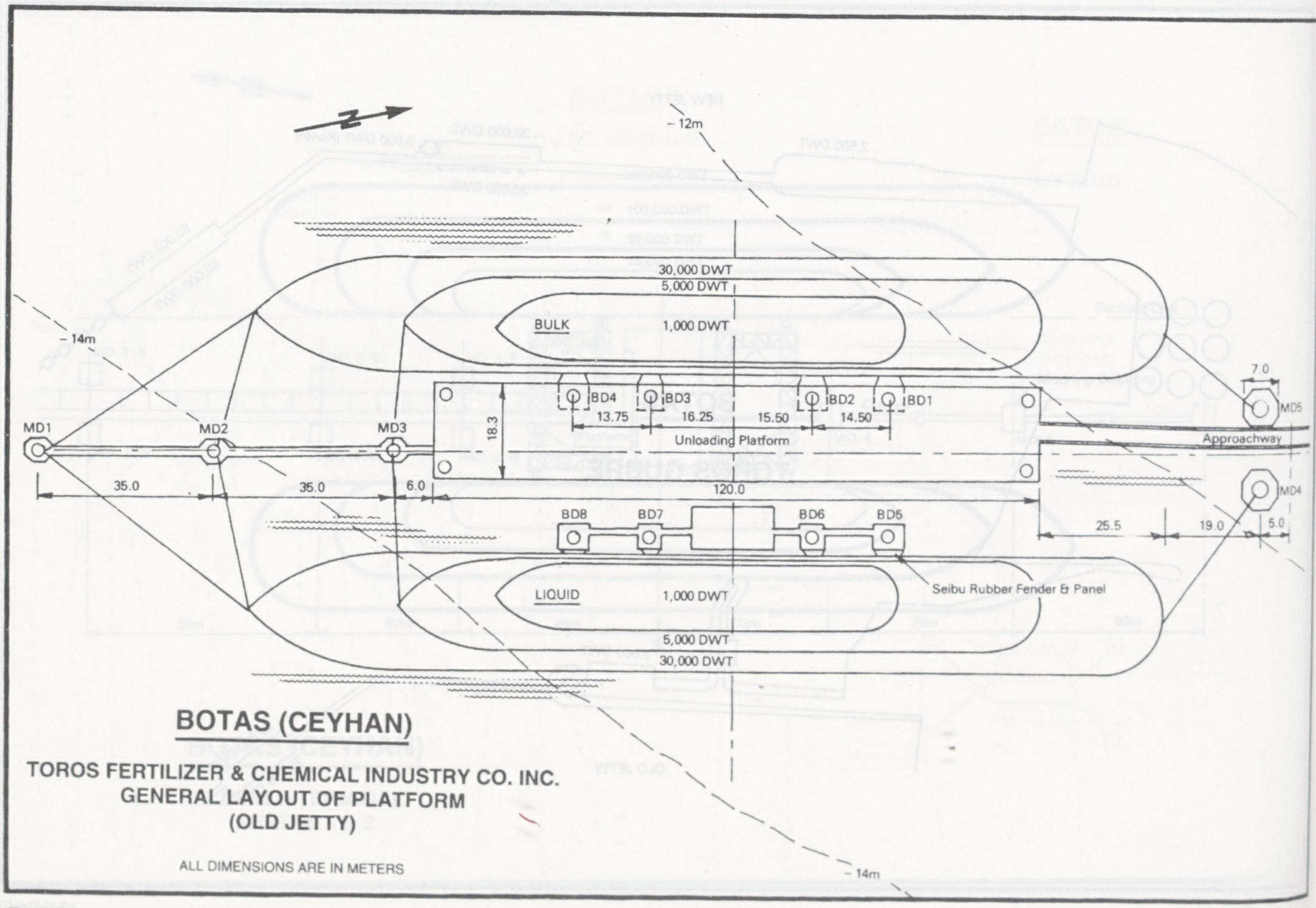

NEW JETTY
2,500 DWT
30,000 DWT
3,000 DWT (Ro/Ro)
30,000 DWT
80,000 DWT
80,000 DWT
BOTAS
TOROS GUBRE
2,000 DWT
30,000 DWT
30,000 DWT
OLD JETTY



BOTAS (CEYHAN)

TOROS FERTILIZER & CHEMICAL INDUSTRY CO. INC.
JETTY GENERAL LAYOUT
(OLD JETTY)

To Ceyhan
To Iskenderun
Shore Line
MEDITERRANEAN SEA
– 3m
– 4m
– 5m
– 6m
– 8m
– 10m
– 12m
– 13m
– 14m
– 3m
270m
110m
Service Berthing
Small Craft Harbour
– 4m
245m
50m
– 5m
– 6m
Jetty Piping
APPROACHWAY
Conveyor Gallery
270m
35m
41m
120m
145.5m
44.5m
30,000 DWT
Bulk Products Handling
PLATFORM
Liquid Products Handling
30,000 DWT
10m
10m
– 8m
– 10m
– 14m
– 13m
– 12m

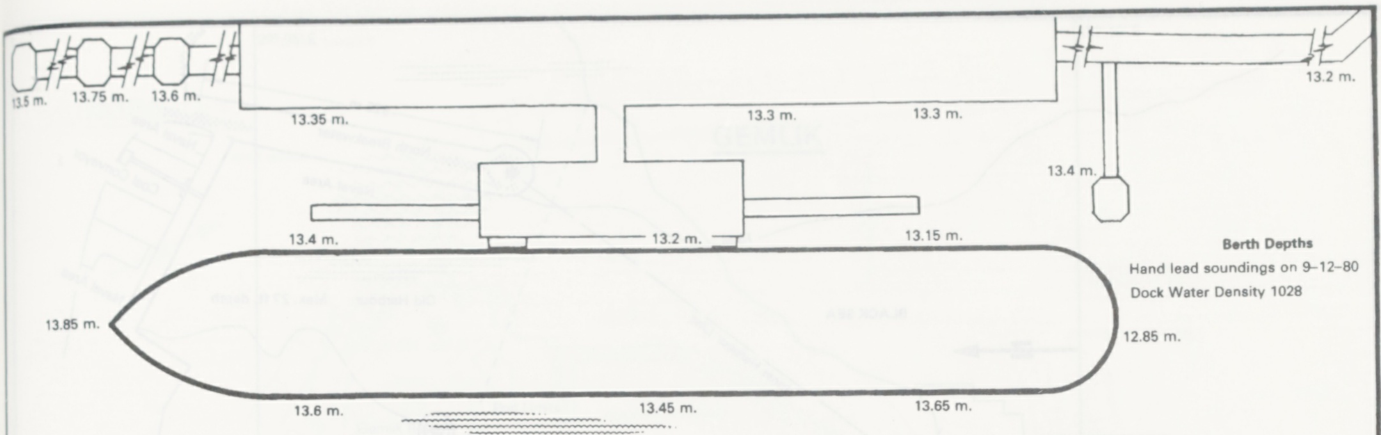


BOTAS (CEYHAN)

TOROS FERTILIZER & CHEMICAL INDUSTRY CO. INC.
GENERAL LAYOUT OF PLATFORM
(OLD JETTY)

ALL DIMENSIONS ARE IN METERS

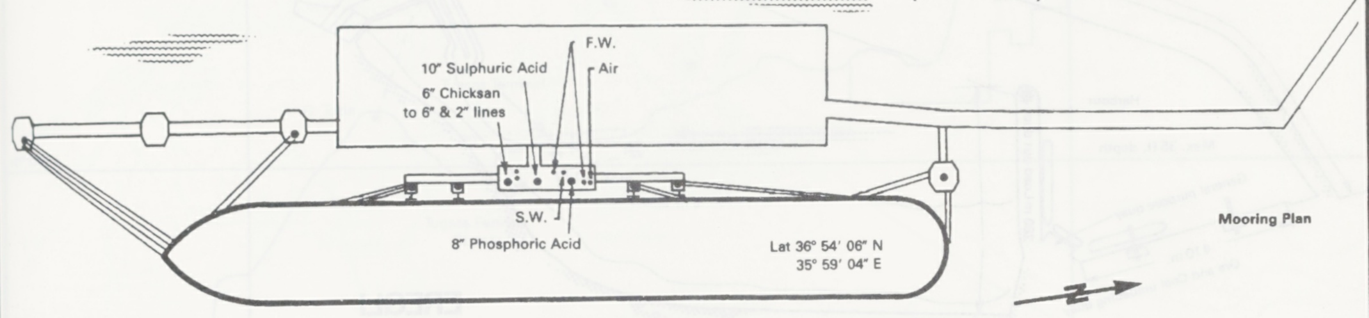
– 12m
– 14m
30,000 DWT
5,000 DWT
BULK
1,000 DWT
BD4
BD3
BD2
BD1
13.75
16.25
15.50
14.50
18.3
Unloading Platform
MD1
MD2
MD3
35.0
35.0
6.0
120.0
7.0
MD5
Approachway
MD4
25.5
19.0
5.0
BD8
BD7
BD6
BD5
Seibu Rubber Fender & Panel
LIQUID
1,000 DWT
5,000 DWT
30,000 DWT
– 14m


13.5 m.
13.75 m.
13.6 m.
13.35 m.
13.3 m.
13.3 m.
13.2 m.
13.4 m.
13.4 m.
13.2 m.
13.15 m.
13.85 m.
12.85 m.
13.6 m.
13.45 m.
13.65 m.

Berth Depths
Hand lead soundings on 9–12–80
Dock Water Density 1028

BOTAS (CEYHAN)

TOROS FERTILIZER & CHEMICAL INDUSTRY CO. INC.
(OLD JETTY)


F.W.
10" Sulphuric Acid
Air
6" Chicksan
to 6" & 2" lines
S.W.
8" Phosphoric Acid
N

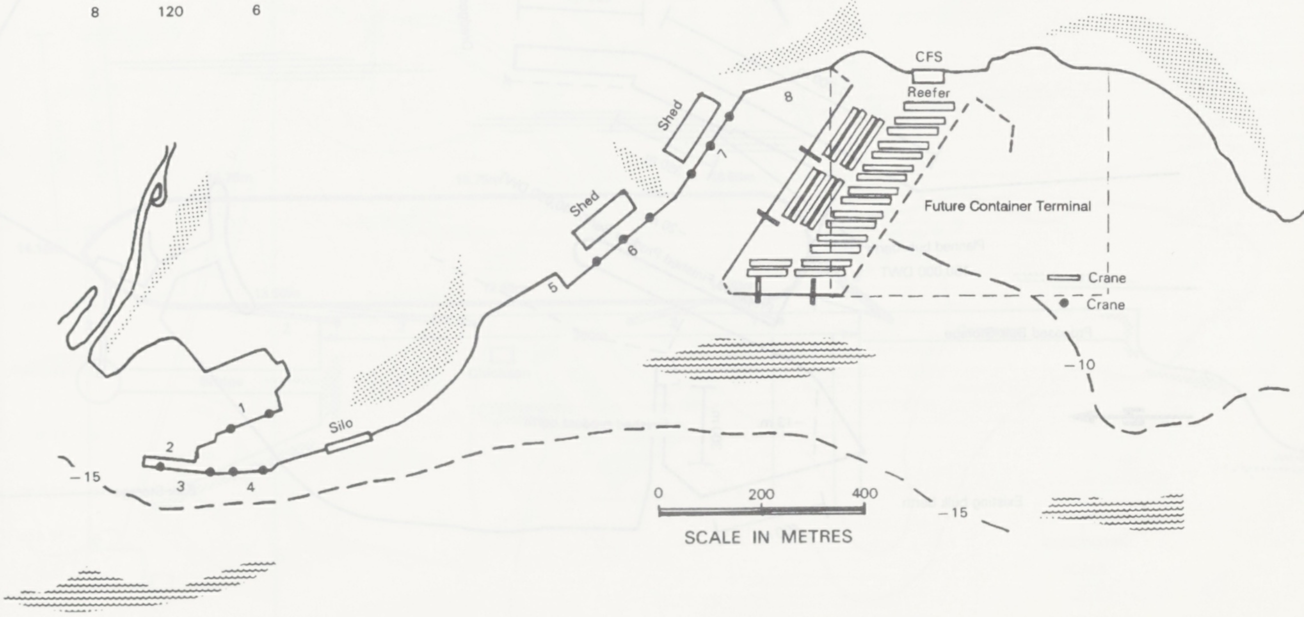
Lat 36° 54′ 06″ N
35° 59′ 04″ E

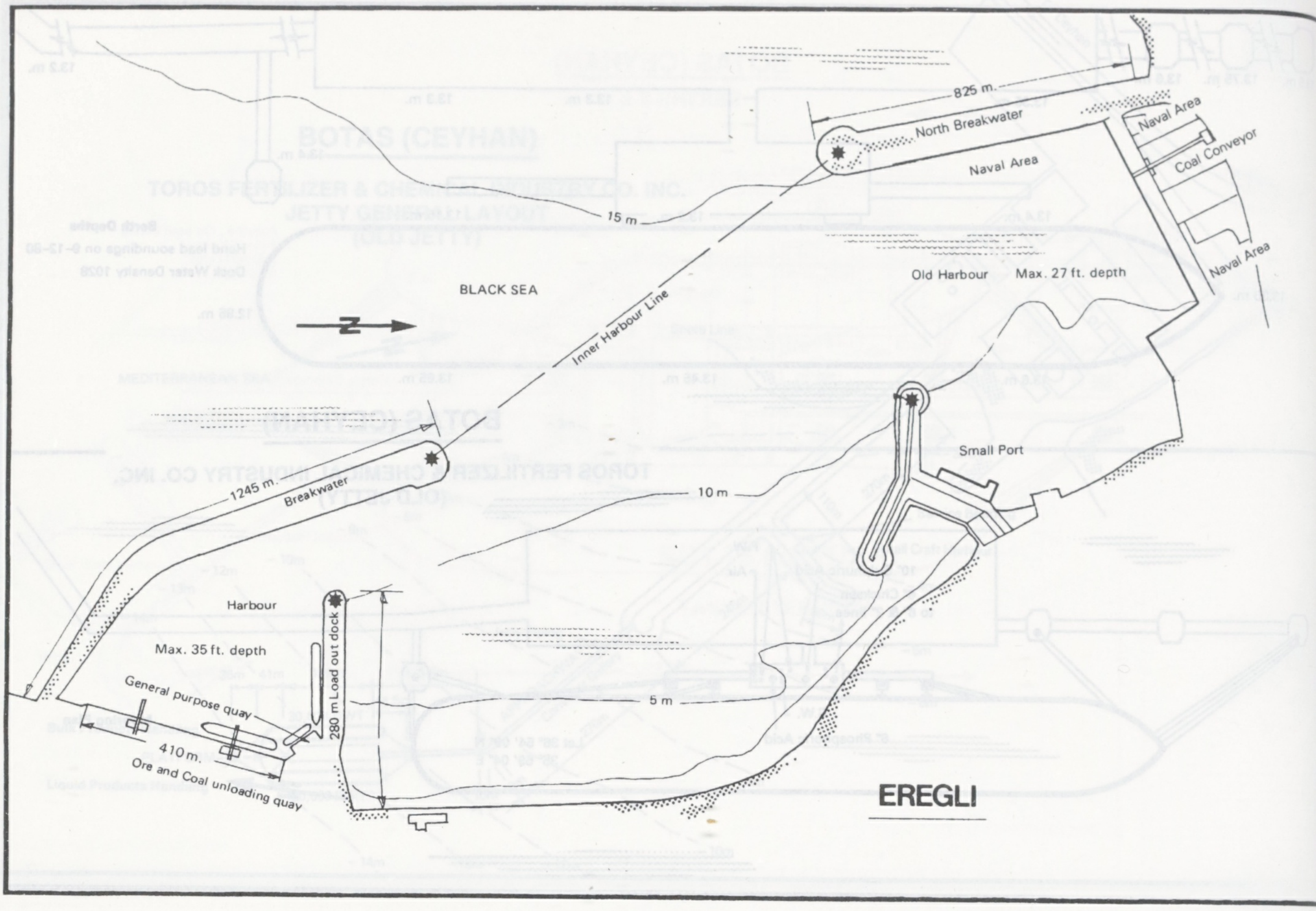
Mooring Plan

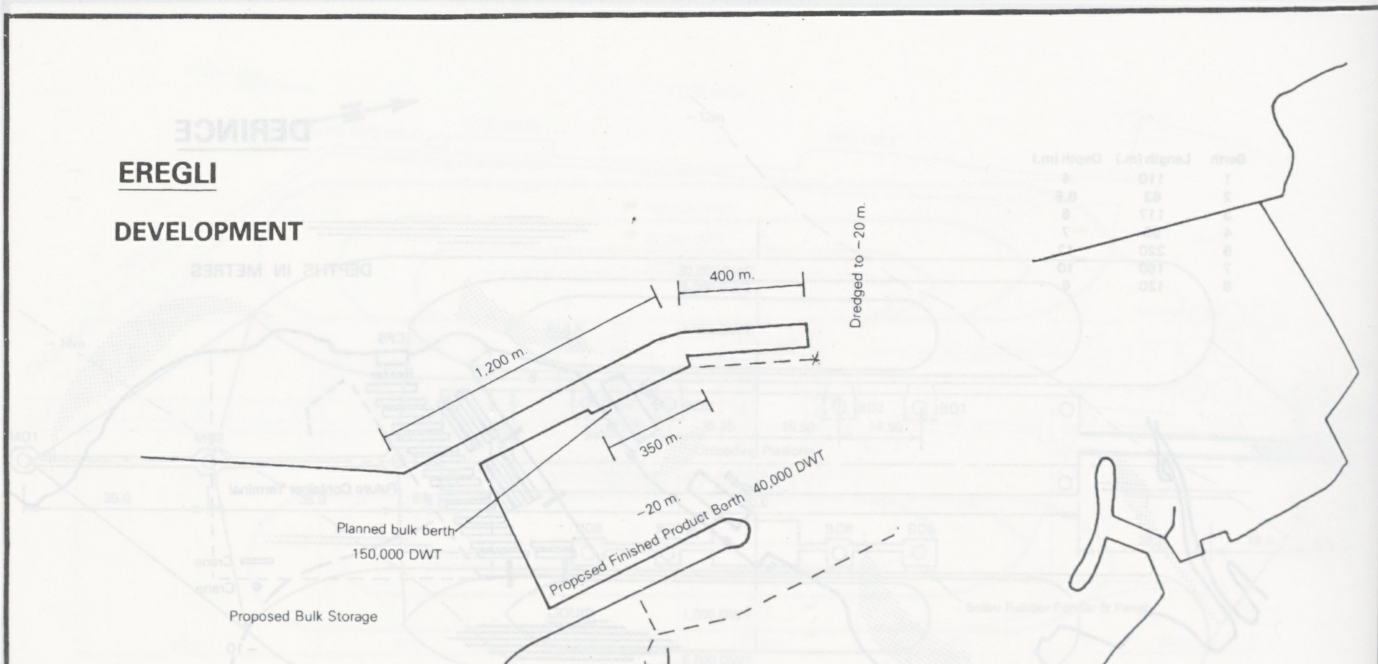
DERINCE

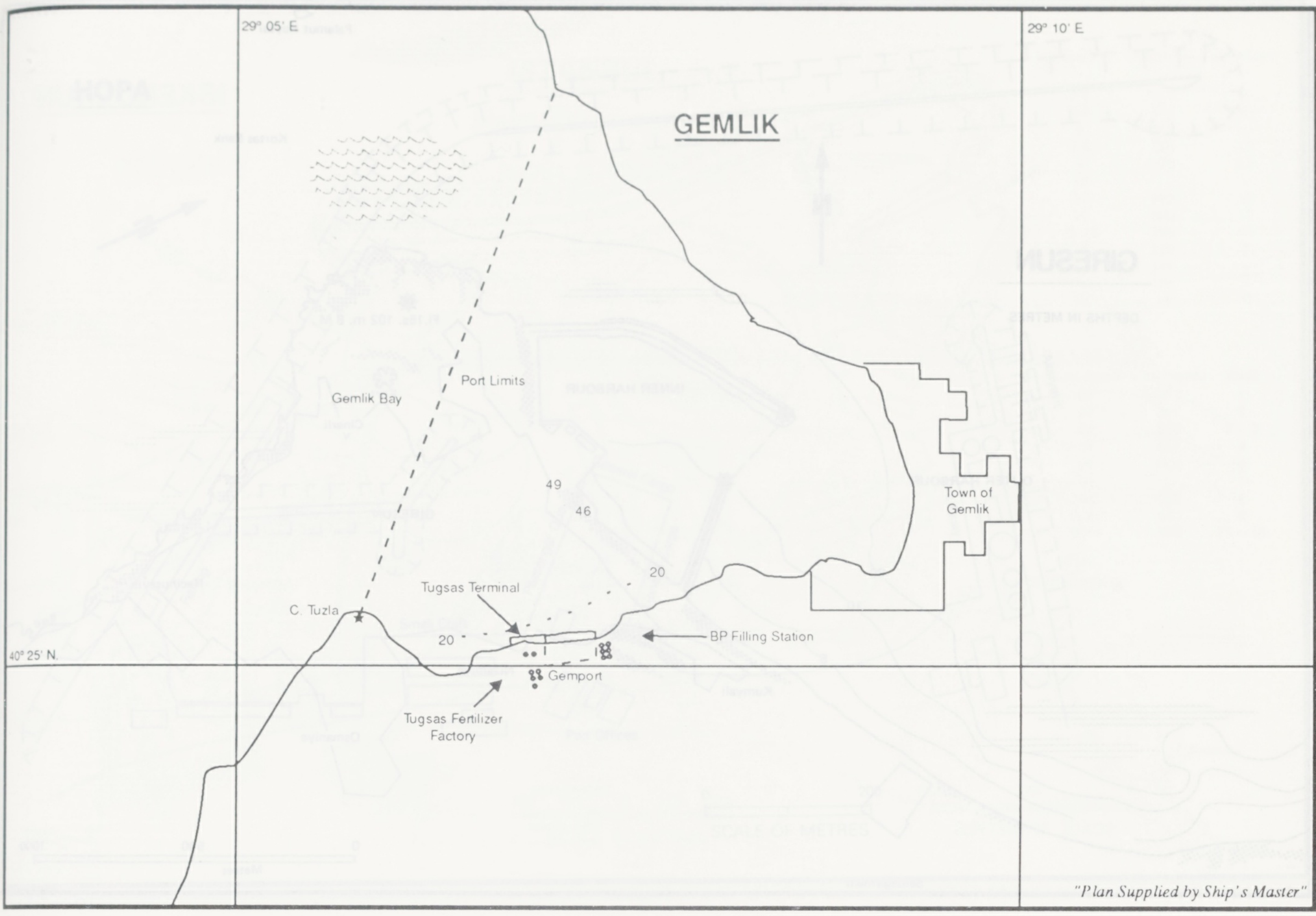
Berth	Length (m.)	Depth (m.)
1	110	4
2	82	6.5
3	117	8
4	90	7
6	220	12
7	180	10
8	120	6

DEPTHS IN METRES


CFS
Reefer
Shed
Shed
8
7
6
5
Future Container Terminal
Crane
Crane
–10
Silo
1
2
3
4
–15
–15
0
200
400
SCALE IN METRES

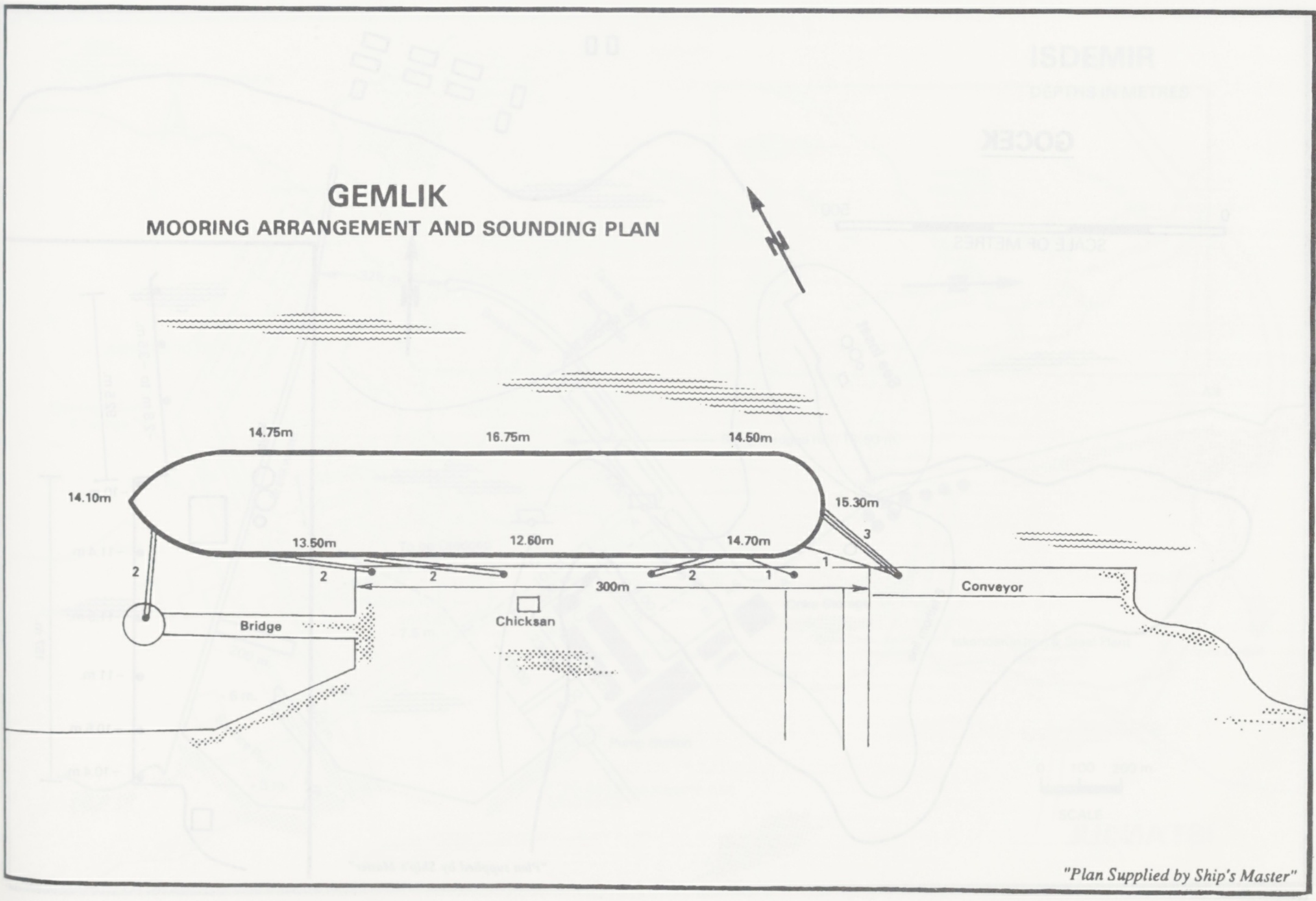

EREGLI
BLACK SEA
N
825 m.
North Breakwater
Naval Area
Naval Area
Coal Conveyor
Naval Area
15 m
Old Harbour
Max. 27 ft. depth
Inner Harbour Line
Small Port
1245 m.
Breakwater
10 m
Harbour
Max. 35 ft. depth
280 m Load out dock
General purpose quay
410 m.
Ore and Coal unloading quay
5 m


EREGLI
DEVELOPMENT
N
Dredged to −20 m.
400 m.
1,200 m.
350 m.
−20 m.
Proposed Finished Product Berth 40,000 DWT
Planned bulk berth
150,000 DWT
Proposed Bulk Storage
−13 m.
300 m.
Finished product berth
Existing bulk berth
400 m.
Bulk Storage

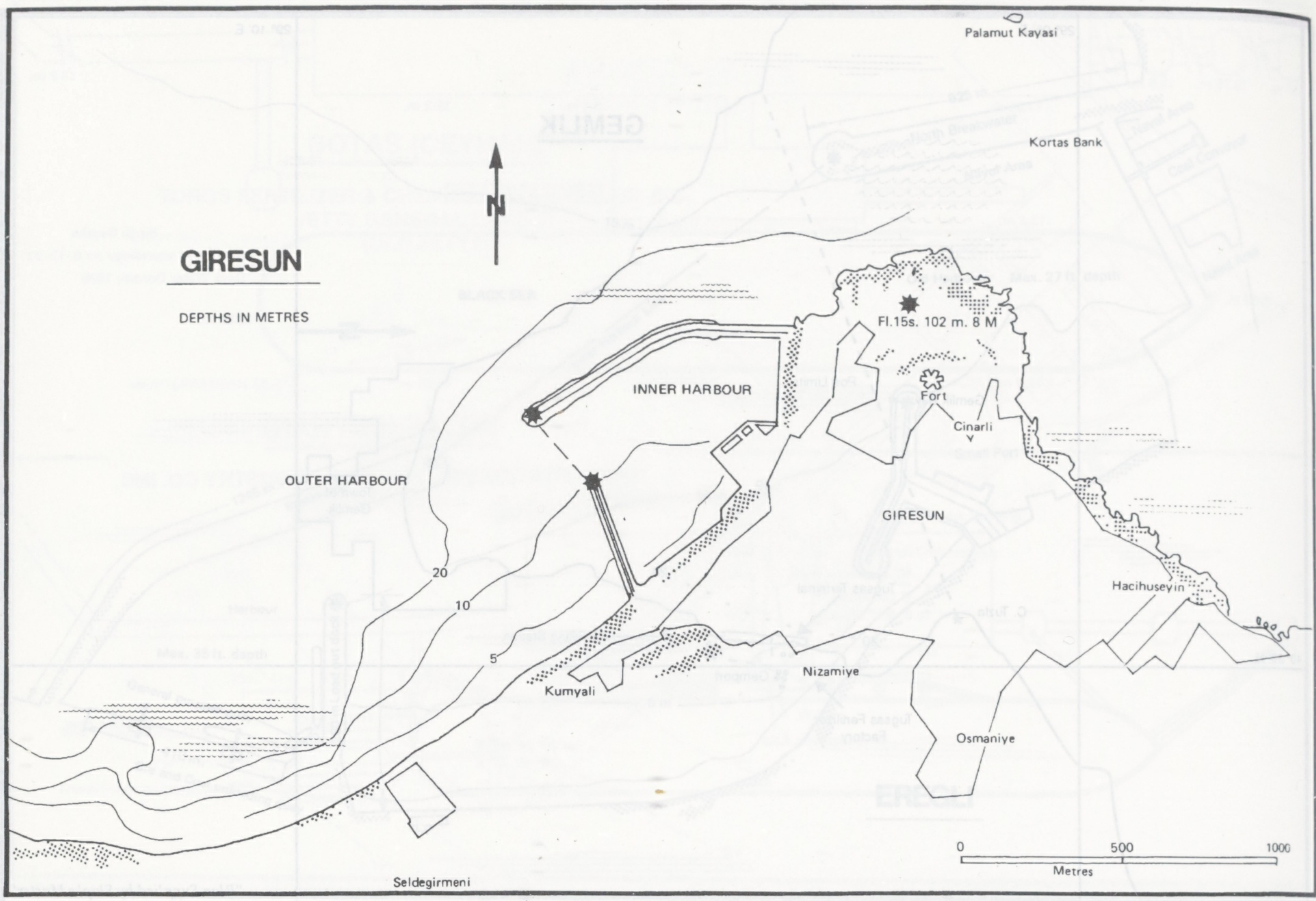

29° 05' E
29° 10' E
GEMLIK
Gemlik Bay
Port Limits
49
46
20
Town of Gemlik
Tugsas Terminal
C. Tuzla
20
BP Filling Station
40° 25' N.
Gemport
Tugsas Fertilizer Factory

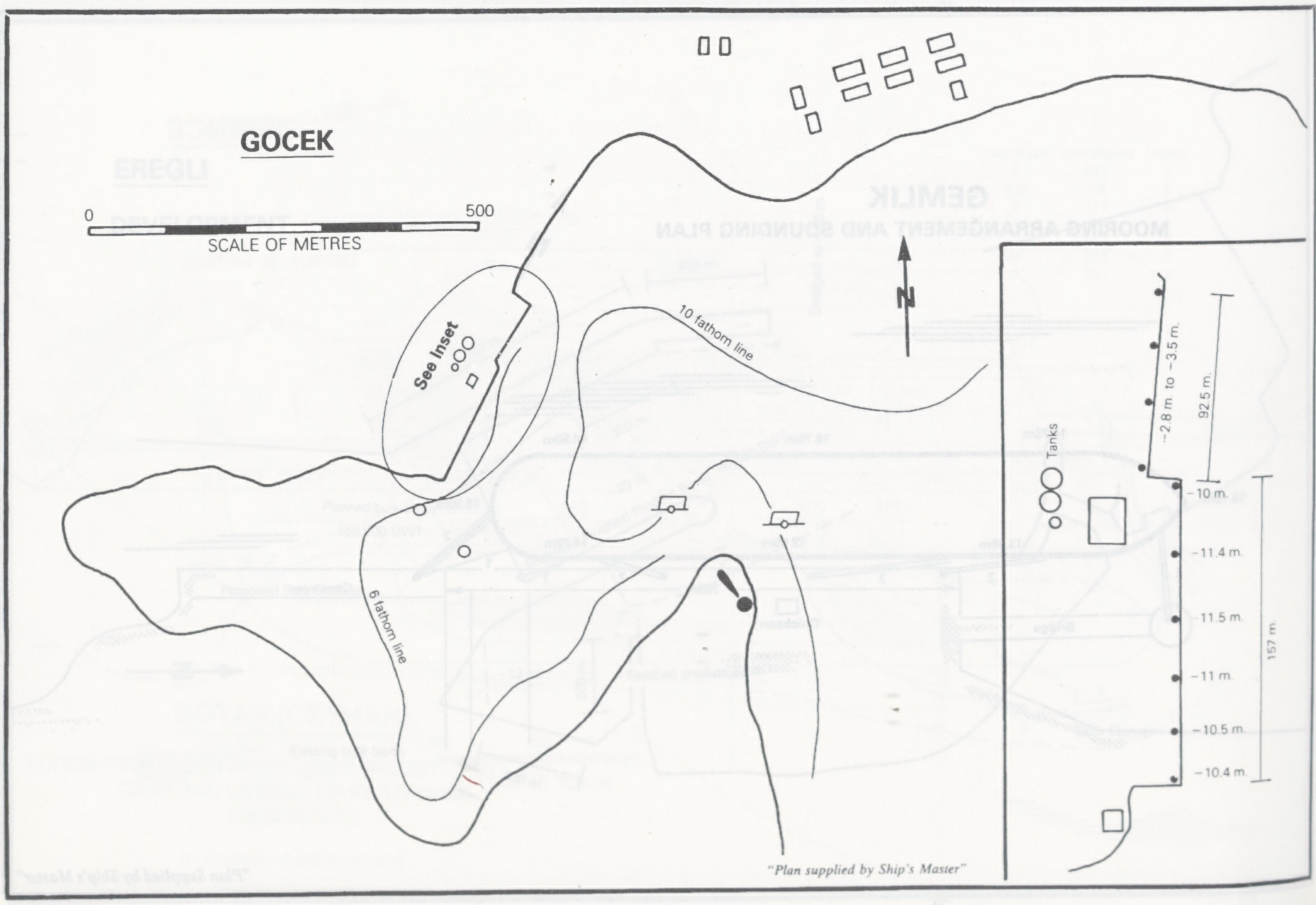
"Plan Supplied by Ship's Master"

GEMLIK
MOORING ARRANGEMENT AND SOUNDING PLAN

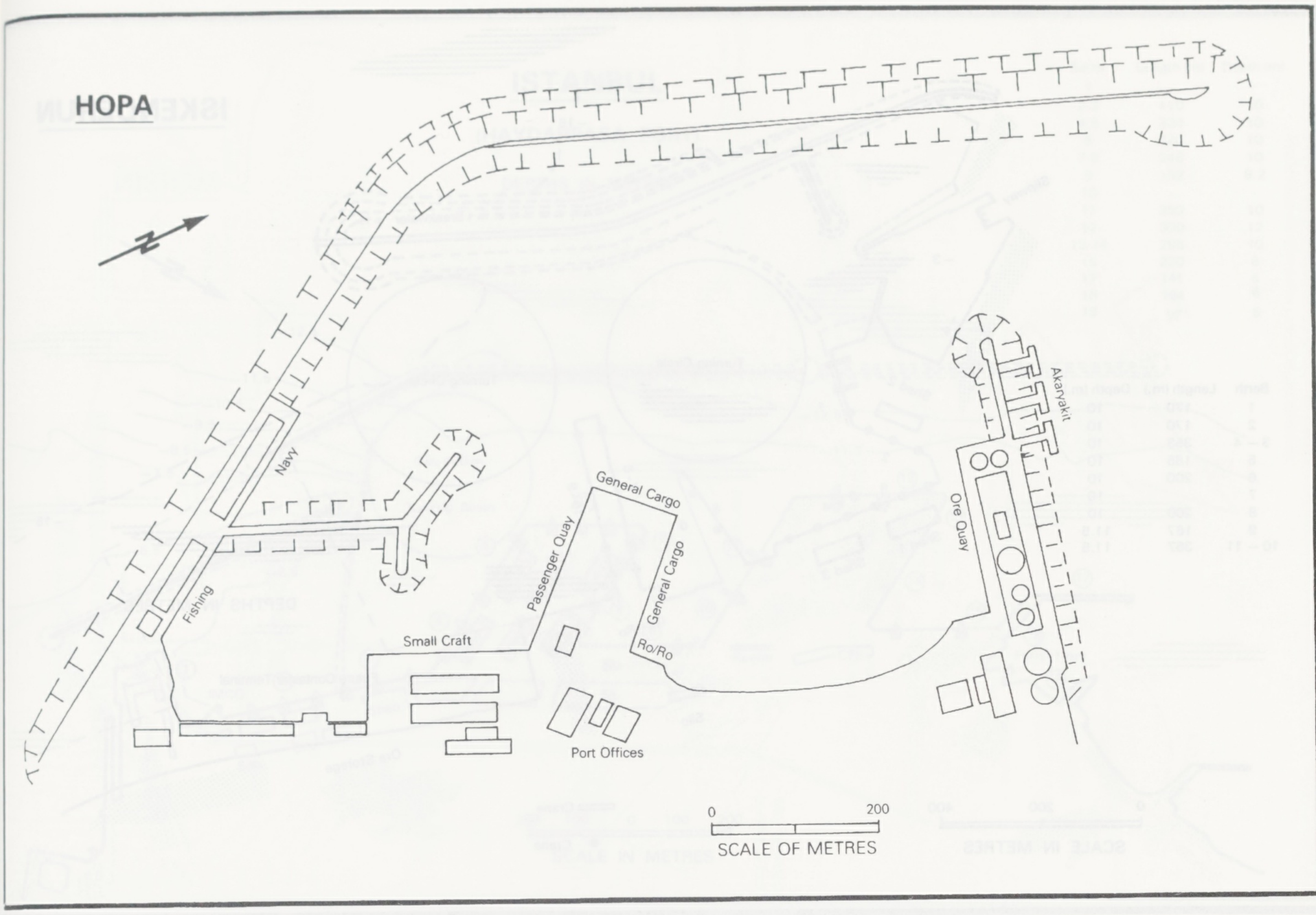

N
14.75m
16.75m
14.50m
14.10m
15.30m
13.50m
12.60m
14.70m
3
1
2
2
2
2
1
300m
Conveyor
Chicksan
Bridge

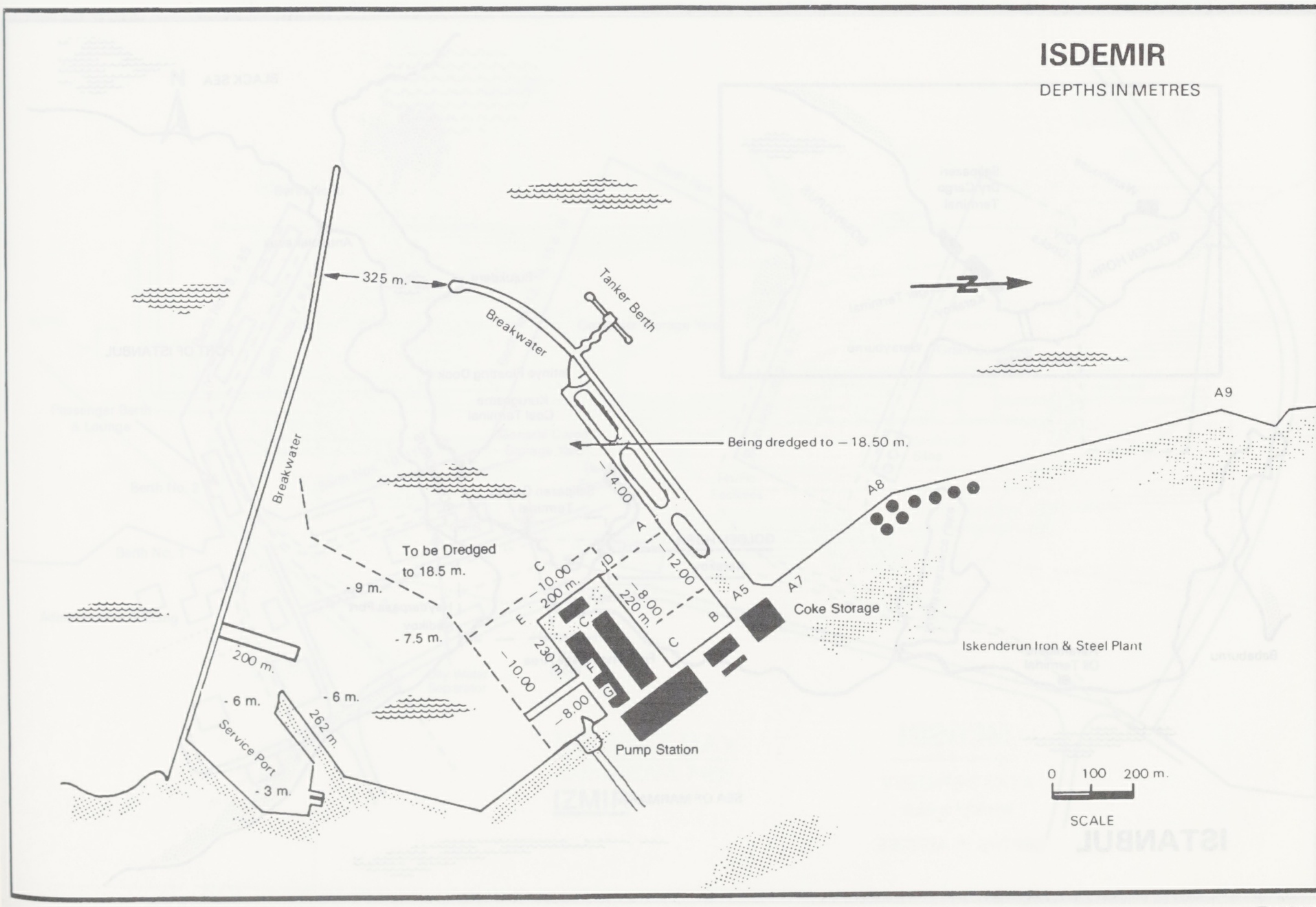
"Plan Supplied by Ship's Master"

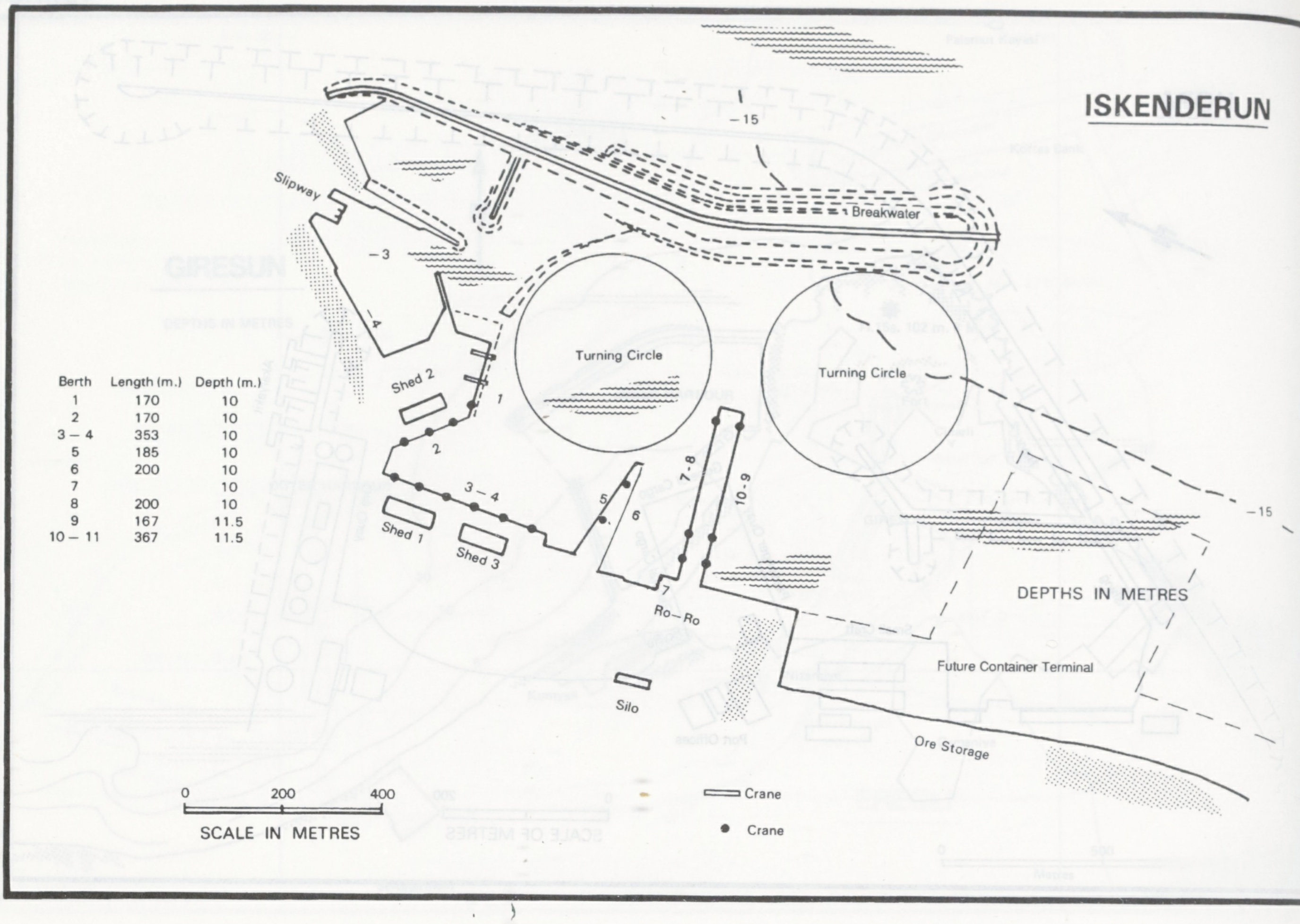

Palamut Kayasi
Kortas Bank
GIRESUN
DEPTHS IN METRES
N
Fl.15s. 102 m. 8 M
INNER HARBOUR
Fort
Cinarli
OUTER HARBOUR
GIRESUN
20
10
5
Hacihuseyin
Kumyali
Nizamiye
Osmaniye
Seldegirmeni
0
500
1000
Metres


GOCEK
0
500
SCALE OF METRES
N
See Inset
10 fathom line
6 fathom line
Tanks
-2.8 m. to -3.5 m.
92.5 m.
-10 m.
-11.4 m.
-11.5 m.
-11 m.
-10.5 m.
-10.4 m.
157 m.

"Plan supplied by Ship's Master"


HOPA
Navy
Fishing
Small Craft
Passenger Quay
General Cargo
General Cargo
Ro/Ro
Port Offices
Akaryakit
Ore Quay
0
200
SCALE OF METRES

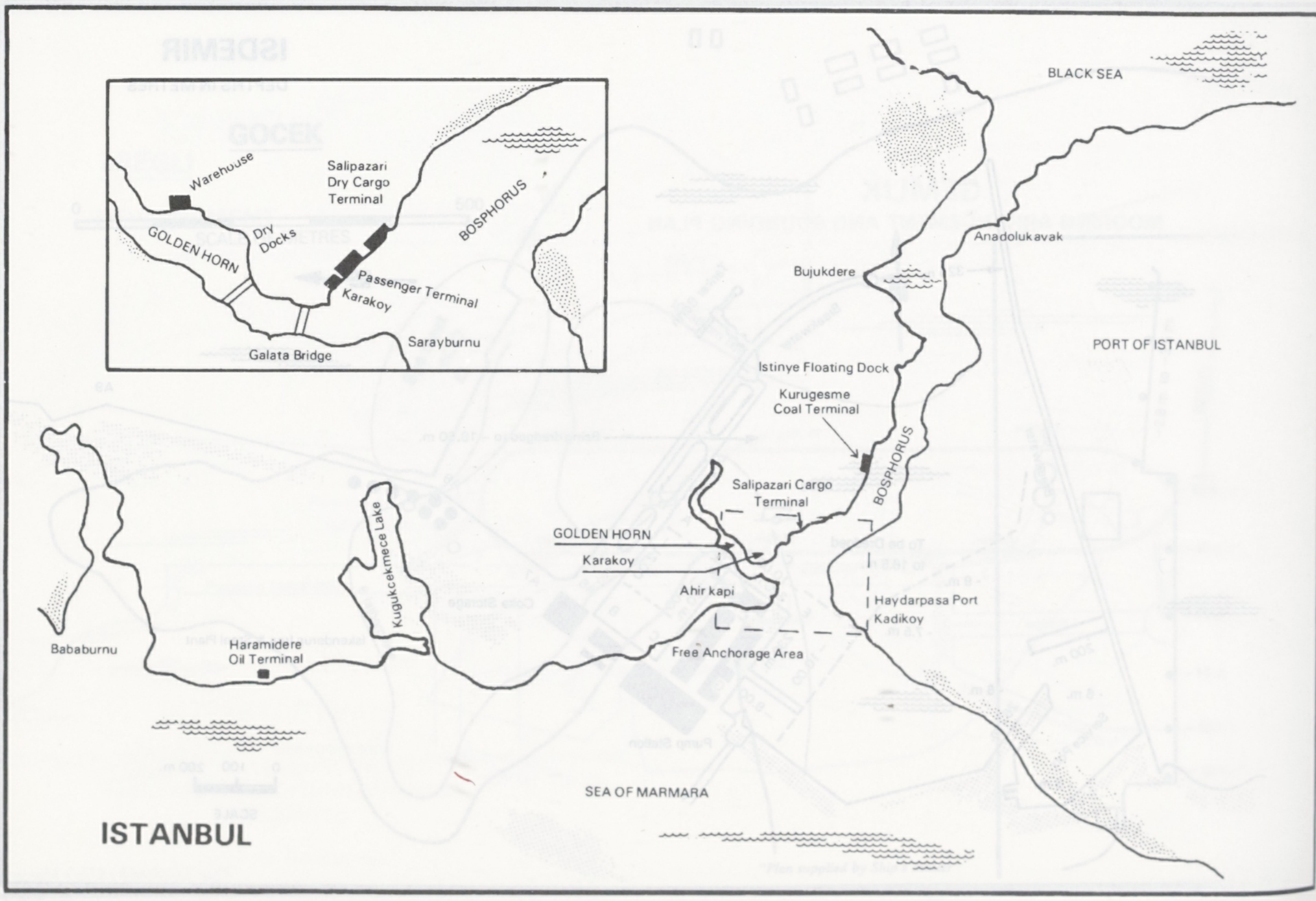

ISDEMIR
DEPTHS IN METRES
325 m.
Tanker Berth
Breakwater
Breakwater
Being dredged to − 18.50 m.
−14.00
A
12.00
To be Dredged
to 18.5 m.
- 9 m.
C
10.00
200 m.
D
−8.00
220 m.
E
C
B
A5
A7
A8
A9
Coke Storage
- 7.5 m.
−10.00
230 m.
F
G
C
200 m.
- 6 m.
- 6 m.
262 m.
Service Port
- 3 m.
−8.00
Pump Station
Iskenderun Iron & Steel Plant
0
100
200 m.
SCALE



ISKENDERUN

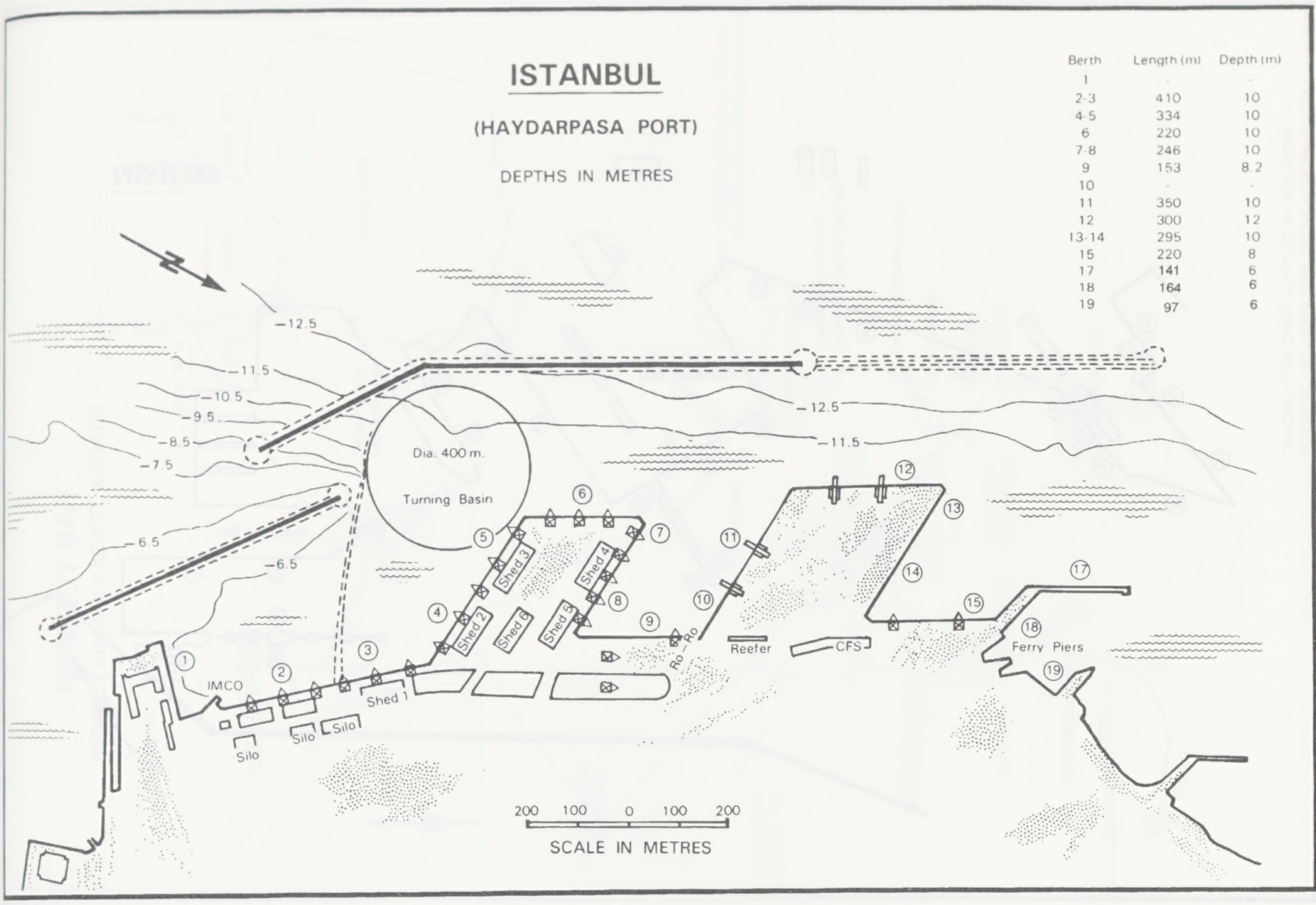
Berth	Length (m.)	Depth (m.)
1	170	10
2	170	10
3 – 4	353	10
5	185	10
6	200	10
7		10
8	200	10
9	167	11.5
10 – 11	367	11.5

–15
Breakwater
Slipway
–3
–4
Turning Circle
Turning Circle
Shed 2
1
2
3 – 4
Shed 1
Shed 3
5
6
7
7 - 8
10 - 9
Ro—Ro
Silo
–15
DEPTHS IN METRES
Future Container Terminal
Ore Storage
0
200
400
SCALE IN METRES
Crane
● Crane



ISTANBUL

Warehouse
Salipazari Dry Cargo Terminal
BOSPHORUS
GOLDEN HORN
Dry Docks
Passenger Terminal
Karakoy
Galata Bridge
Sarayburnu
BLACK SEA
Anadolukavak
Bujukdere
PORT OF ISTANBUL
Istinye Floating Dock
Kurugesme Coal Terminal
BOSPHORUS
Salipazari Cargo Terminal
GOLDEN HORN
Karakoy
Ahir kapi
Haydarpasa Port
Kadikoy
Kugukcekmece Lake
Bababurnu
Haramidere Oil Terminal
Free Anchorage Area
SEA OF MARMARA



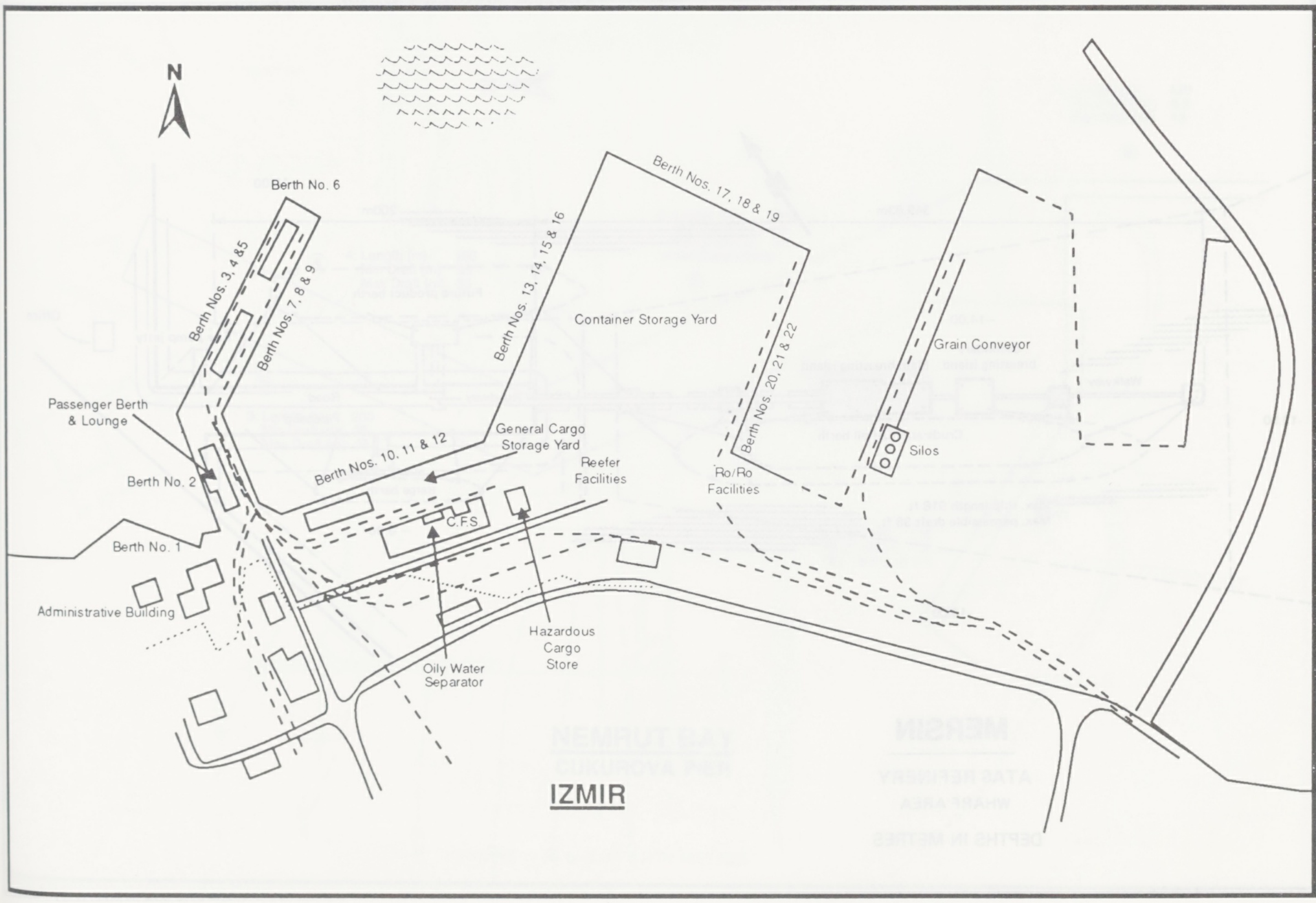
ISTANBUL

(HAYDARPASA PORT)

DEPTHS IN METRES

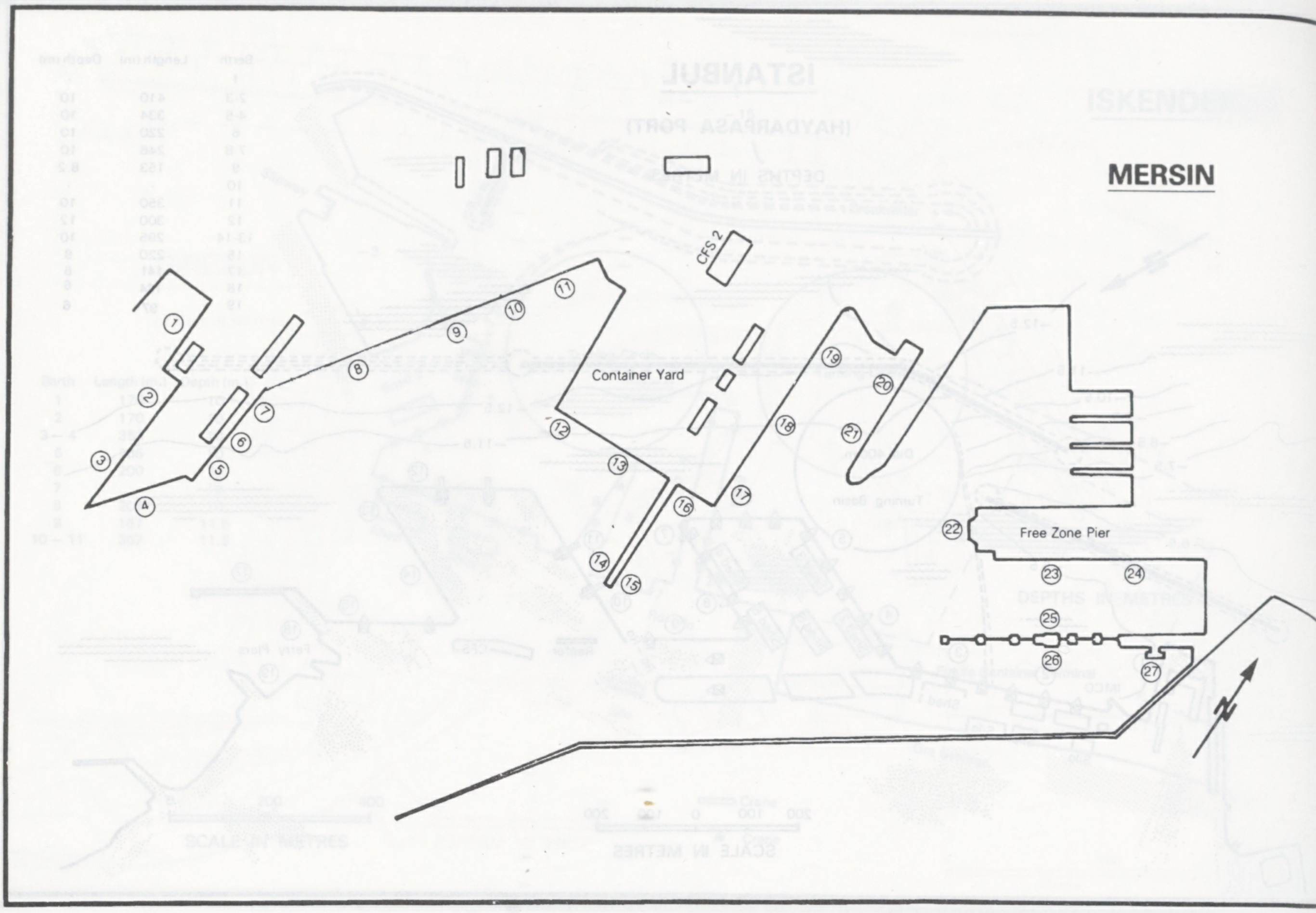
Berth	Length (m)	Depth (m)
1	-	-
2-3	410	10
4-5	334	10
6	220	10
7-8	246	10
9	153	8.2
10	-	-
11	350	10
12	300	12
13-14	295	10
15	220	8
17	141	6
18	164	6
19	97	6

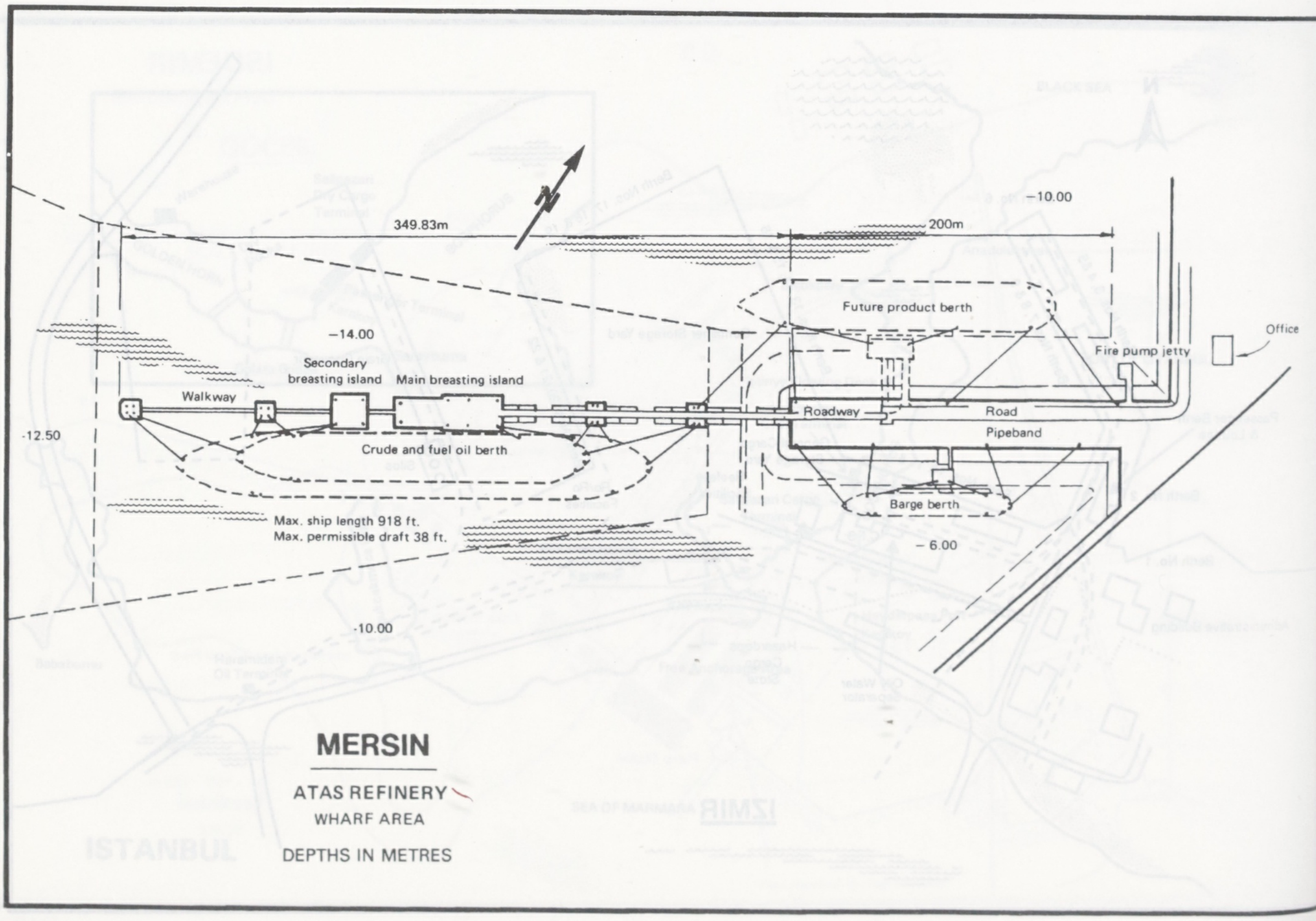
N
-12.5
-11.5
-10.5
-9.5
-8.5
-7.5
-6.5
-6.5
-12.5
-11.5
Dia. 400 m.
Turning Basin
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
⑬
⑭
⑮
⑰
⑱
⑲
IMCO
Shed 1
Shed 2
Shed 3
Shed 4
Shed 5
Shed 6
Silo
Silo
Silo
Ro - Ro
Reefer
CFS
Ferry Piers
200 100 0 100 200
SCALE IN METRES



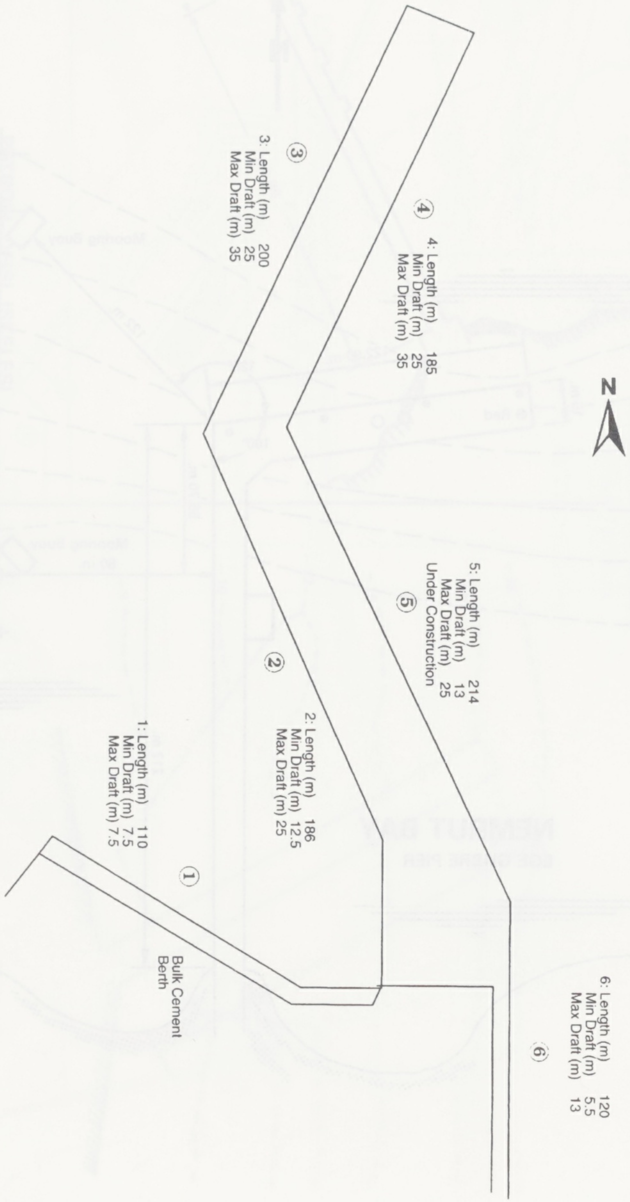
N
Berth No. 6
Berth Nos. 3, 4 & 5
Berth Nos. 7, 8 & 9
Berth Nos. 13, 14, 15 & 16
Berth Nos. 17, 18 & 19
Container Storage Yard
Berth Nos. 20, 21 & 22
Grain Conveyor
Passenger Berth & Lounge
Berth No. 2
Berth No. 1
Berth Nos. 10, 11 & 12
General Cargo Storage Yard
Reefer Facilities
Ro/Ro Facilities
Silos
C.F.S
Administrative Building
Oily Water Separator
Hazardous Cargo Store

IZMIR

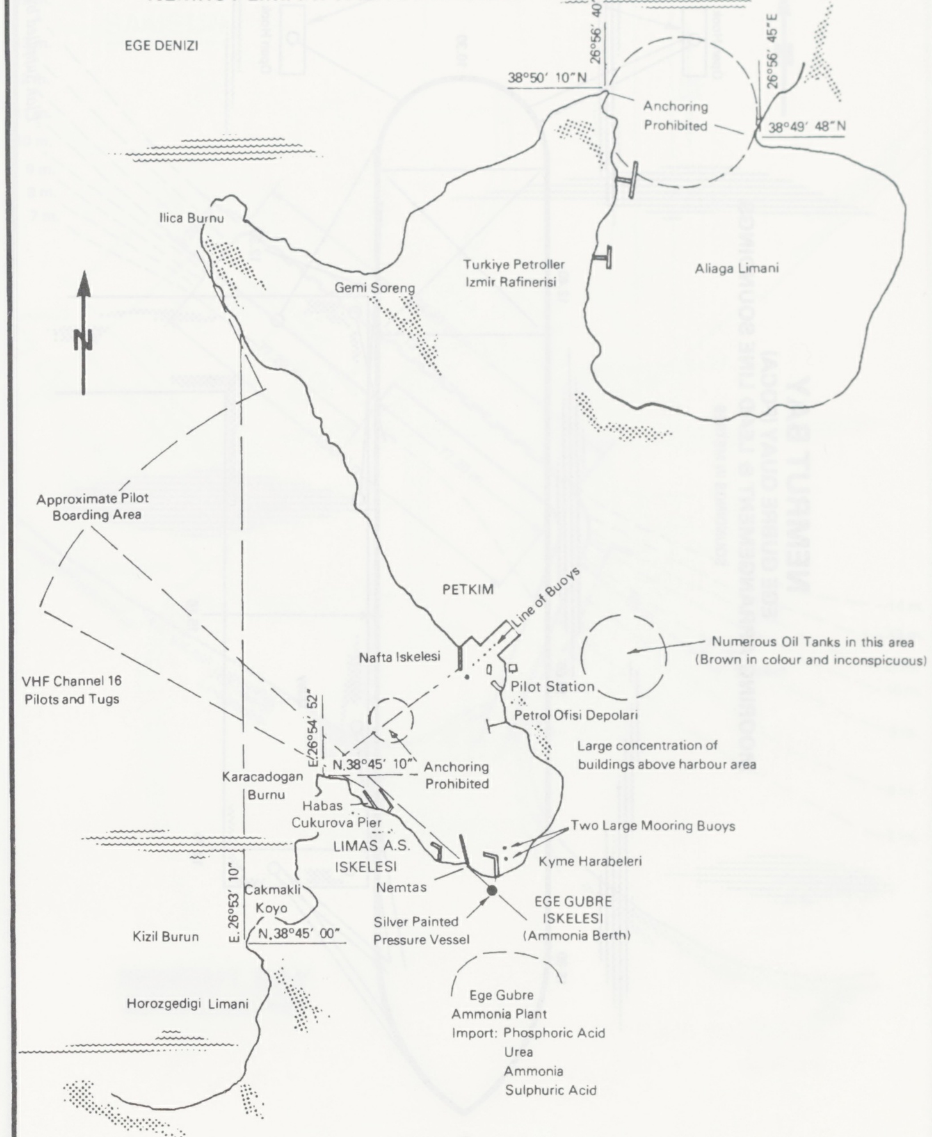

MERSIN
CFS 2
Container Yard
Free Zone Pier
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27


349.83m
200m
−10.00
Future product berth
−14.00
Secondary breasting island
Main breasting island
Walkway
-12.50
Crude and fuel oil berth
Roadway
Road
Pipeband
Fire pump jetty
Office
Barge berth
− 6.00
Max. ship length 918 ft.
Max. permissible draft 38 ft.
-10.00
MERSIN
ATAS REFINERY
WHARF AREA
DEPTHS IN METRES

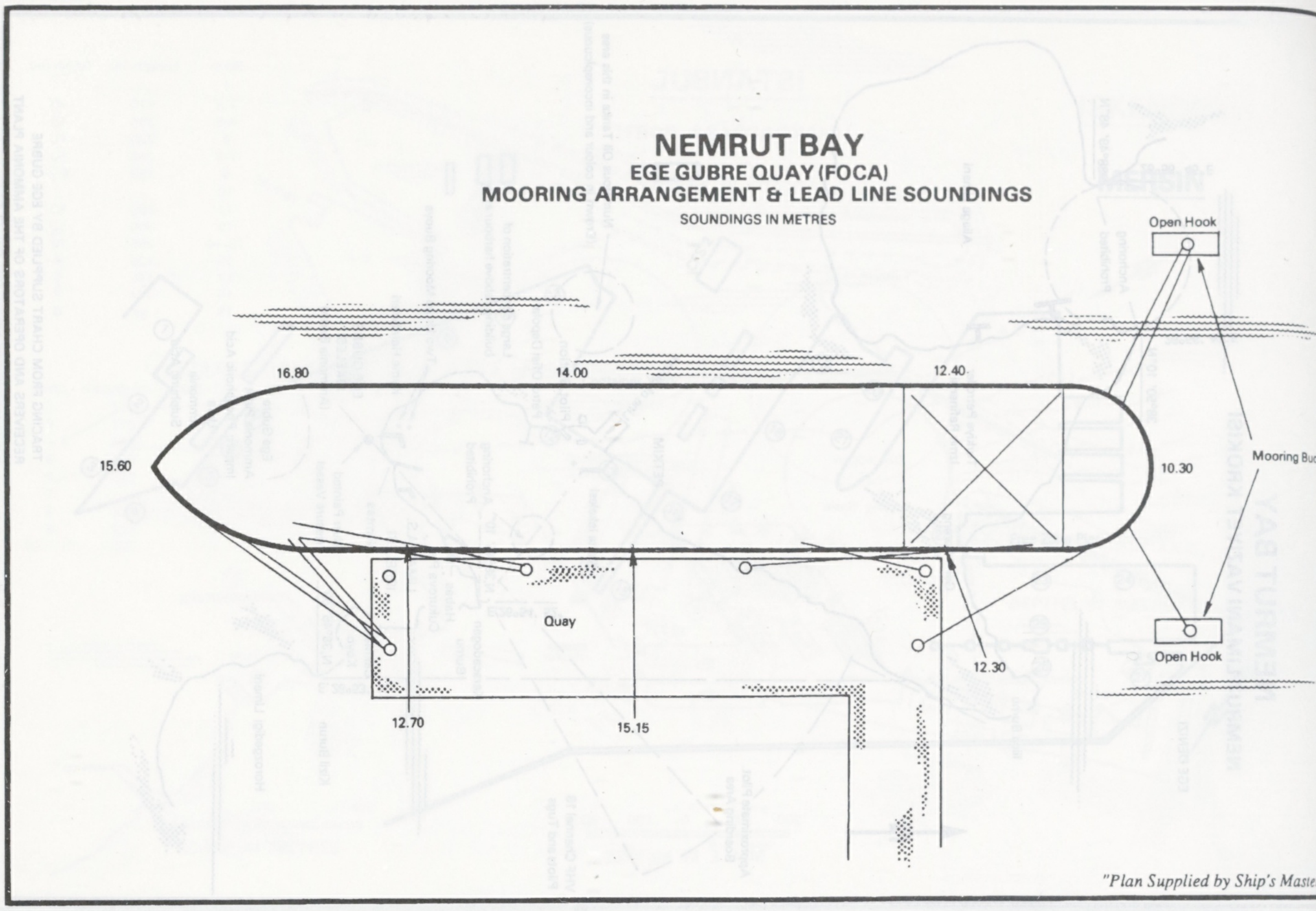
NEMRUT BAY
CUKUROVA PIER


N
1: Length (m) 110
Min Draft (m) 7.5
Max Draft (m) 7.5
Bulk Cement Berth
2: Length (m) 186
Min Draft (m) 12.5
Max Draft (m) 25
3: Length (m) 200
Min Draft (m) 25
Max Draft (m) 35
4: Length (m) 185
Min Draft (m) 25
Max Draft (m) 35
5: Length (m) 214
Min Draft (m) 13
Max Draft (m) 25
Under Construction
6: Length (m) 120
Min Draft (m) 5.5
Max Draft (m) 13
①
②
③
④
⑤
⑥

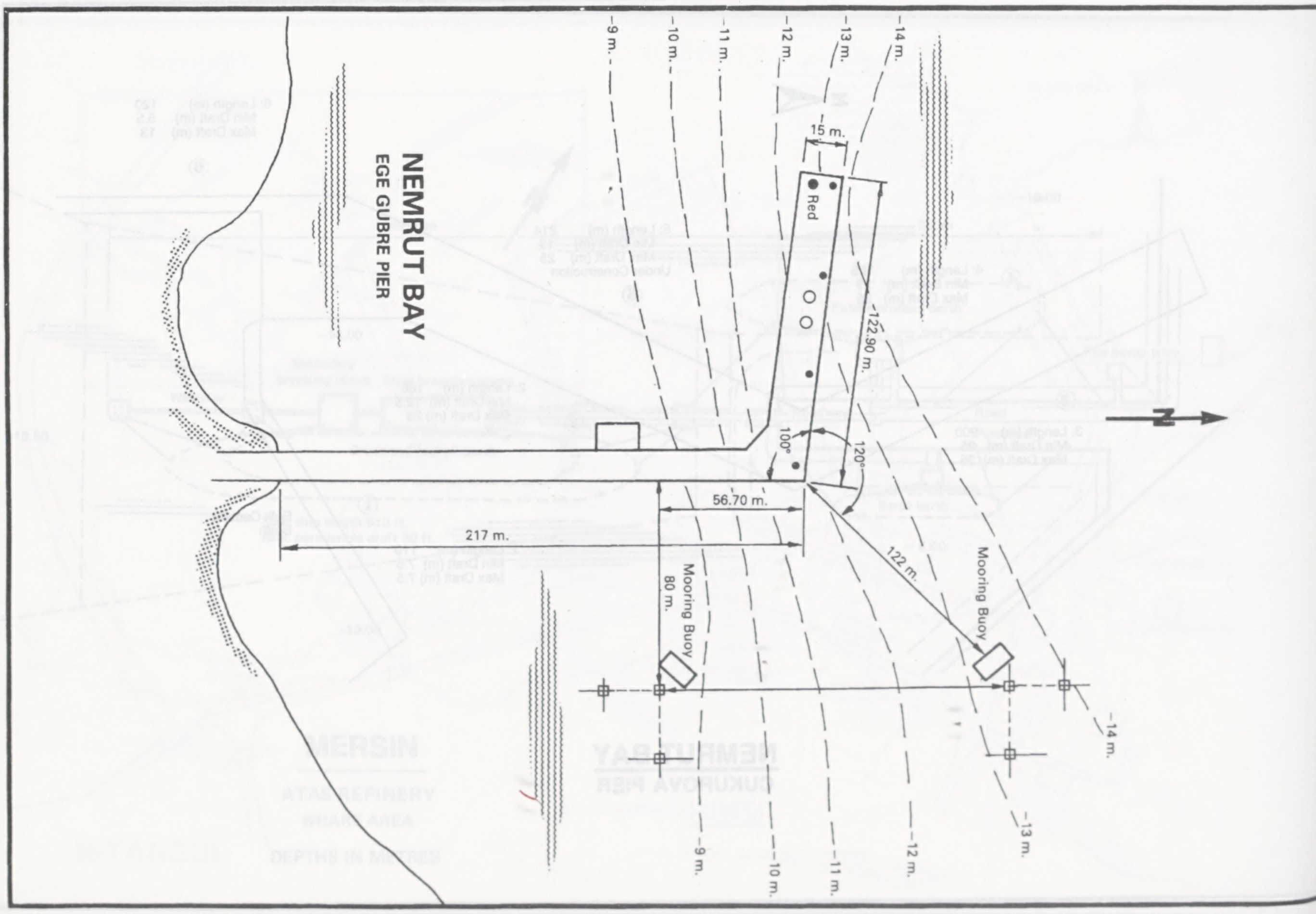
NEMRUT BAY
NEMRUT LIMANI VAZIYET KROKISI

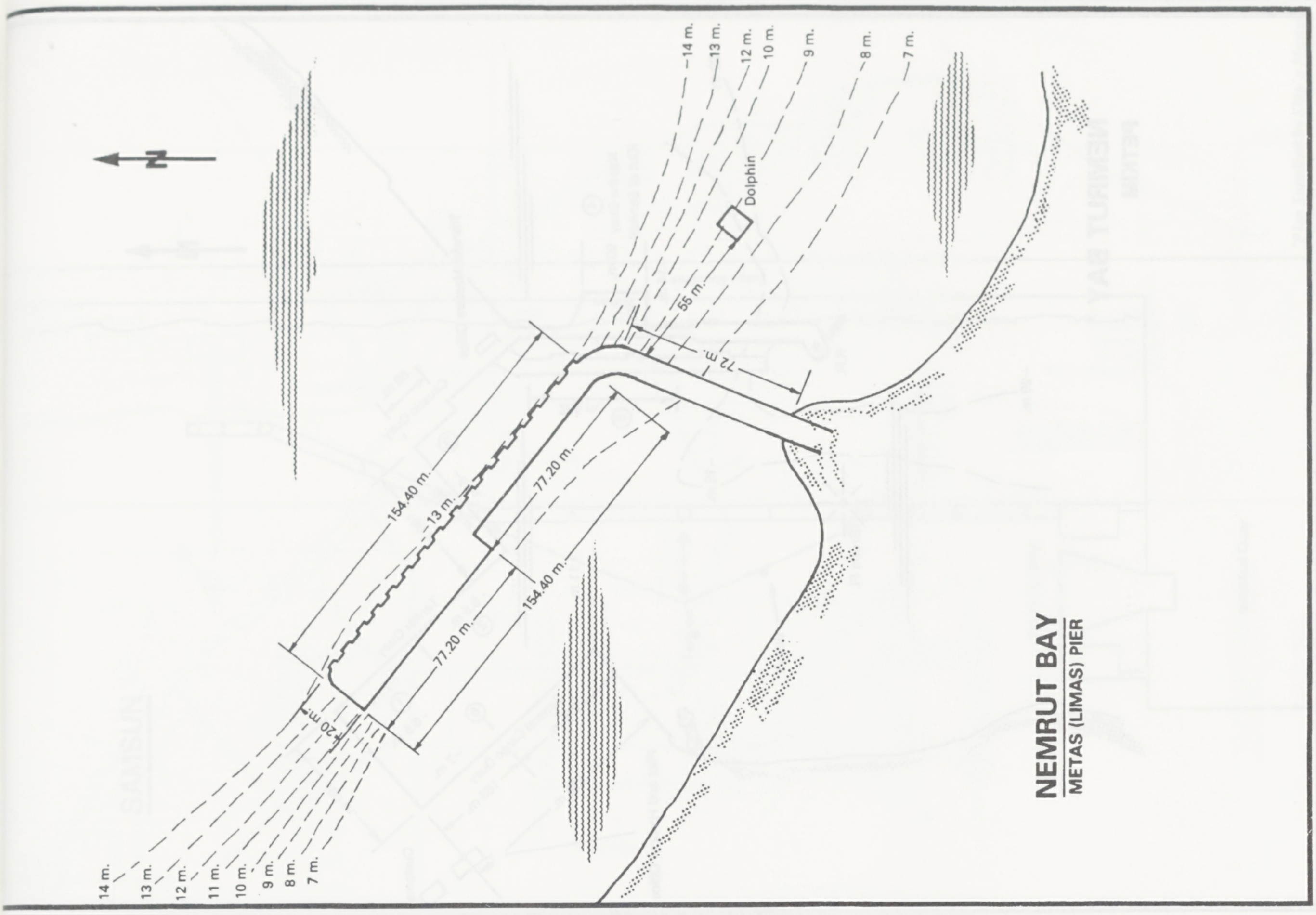

EGE DENIZI
26°56′ 40″E
26°56′ 45″E
38°50′ 10″N
38°49′ 48″N
Anchoring Prohibited
Ilica Burnu
Gemi Soreng
Turkiye Petroller Izmir Rafinerisi
Aliaga Limani
N
Approximate Pilot Boarding Area
PETKIM
Line of Buoys
Nafta Iskelesi
Pilot Station
Numerous Oil Tanks in this area (Brown in colour and inconspicuous)
VHF Channel 16 Pilots and Tugs
Petrol Ofisi Depolari
E.26°54′ 52″
N.38°45′ 10″
Anchoring Prohibited
Large concentration of buildings above harbour area
Karacadogan Burnu
Habas
Cukurova Pier
Two Large Mooring Buoys
LIMAS A.S. ISKELESI
Kyme Harabeleri
Nemtas
E.26°53′ 10″
Cakmakli Koyo
N.38°45′ 00″
Silver Painted Pressure Vessel
EGE GUBRE ISKELESI (Ammonia Berth)
Kizil Burun
Horozgedigi Limani
Ege Gubre Ammonia Plant
Import: Phosphoric Acid
Urea
Ammonia
Sulphuric Acid

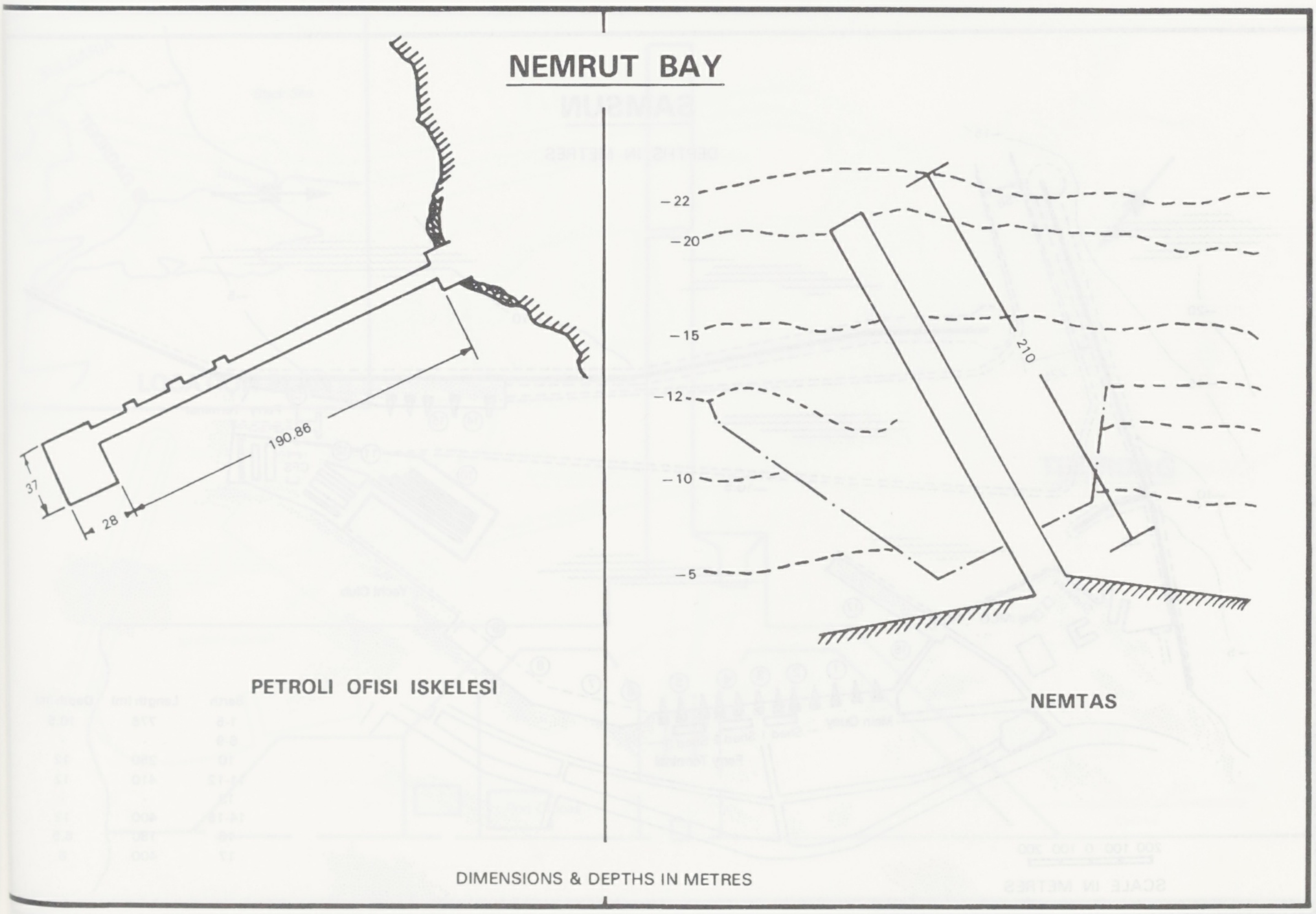
TRACING FROM CHART SUPPLIED BY EGE GUBRE
RECEIVERS AND OPERATORS OF THE AMMONIA PLANT

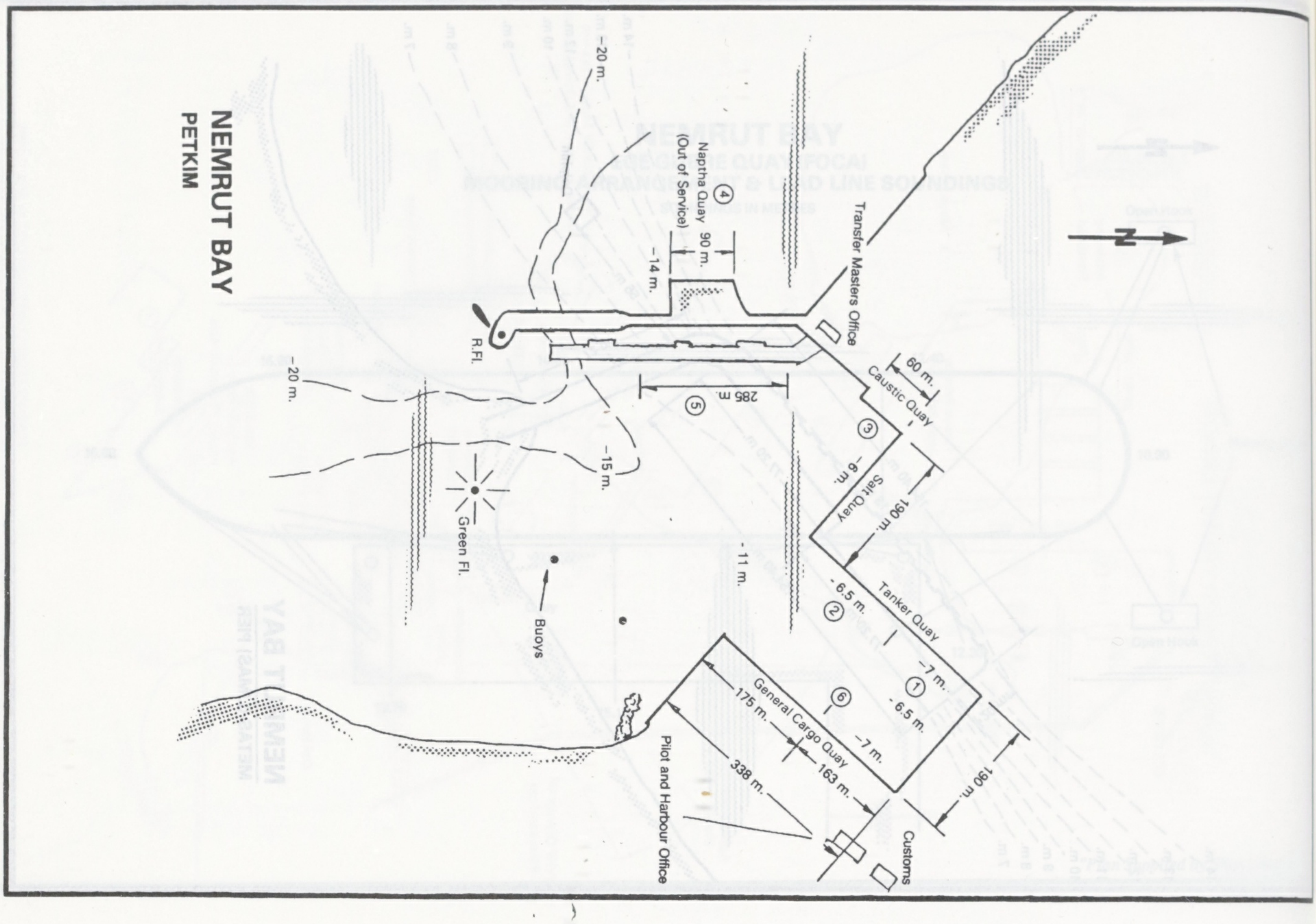

NEMRUT BAY
EGE GUBRE QUAY (FOCA)
MOORING ARRANGEMENT & LEAD LINE SOUNDINGS
SOUNDINGS IN METRES
Open Hook
16.80
14.00
12.40
15.60
10.30
Mooring Buo
Quay
12.70
15.15
12.30
Open Hook

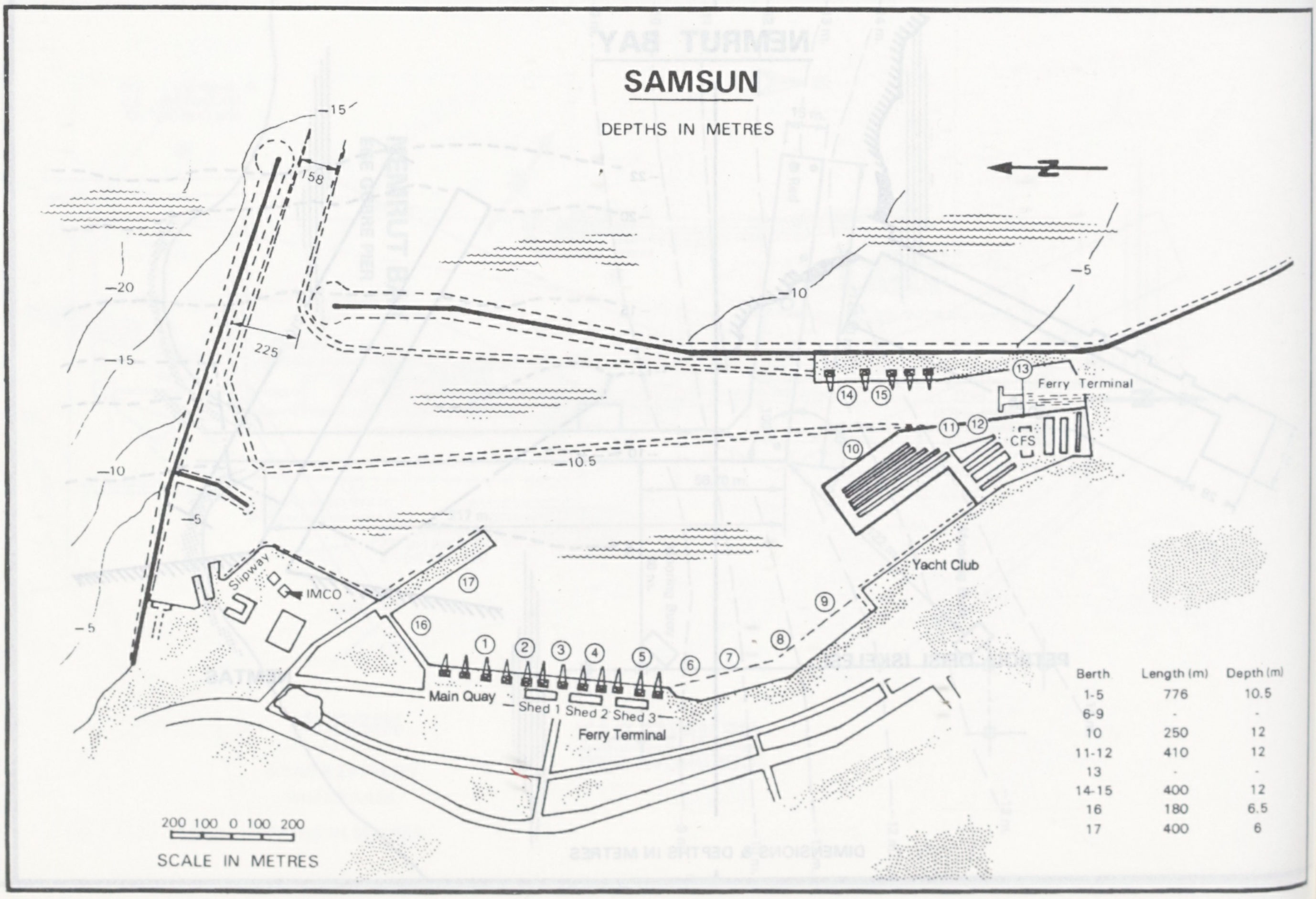
"Plan Supplied by Ship's Maste


NEMRUT BAY
EGE GUBRE PIER
9 m.
10 m.
11 m.
12 m.
13 m.
14 m.
15 m.
Red
122.90 m.
100°
120°
56.70 m.
217 m.
122 m.
Mooring Buoy
Mooring Buoy
80 m.
N

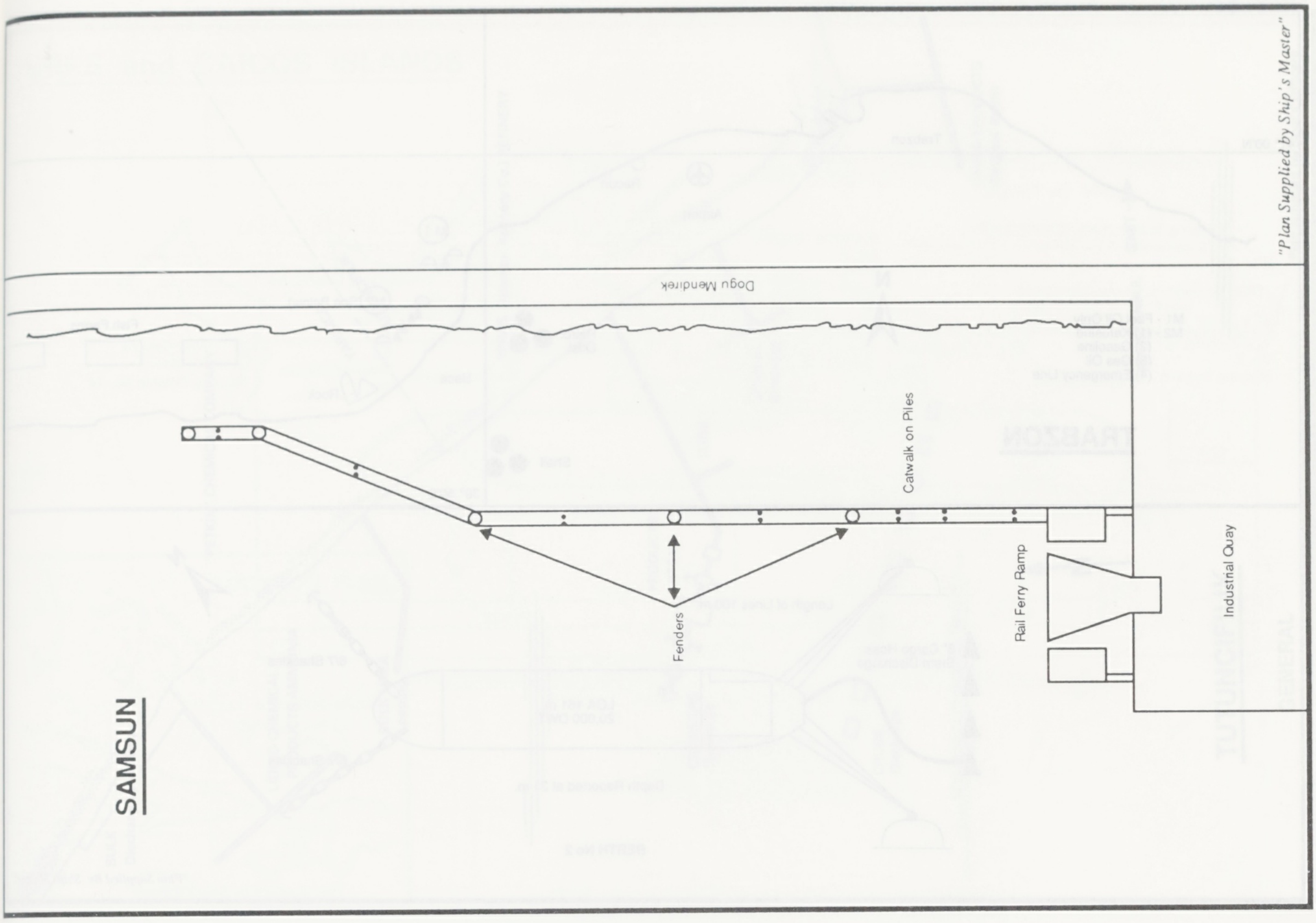

NEMRUT BAY
METAS (LIMAS) PIER
N
14 m.
13 m.
12 m.
10 m.
9 m.
8 m.
7 m.
Dolphin
55 m.
72 m.
154.40 m.
13 m.
77.20 m.
77.20 m.
154.40 m.
20 m.
14 m.
13 m.
12 m.
11 m.
10 m.
9 m.
8 m.
7 m.

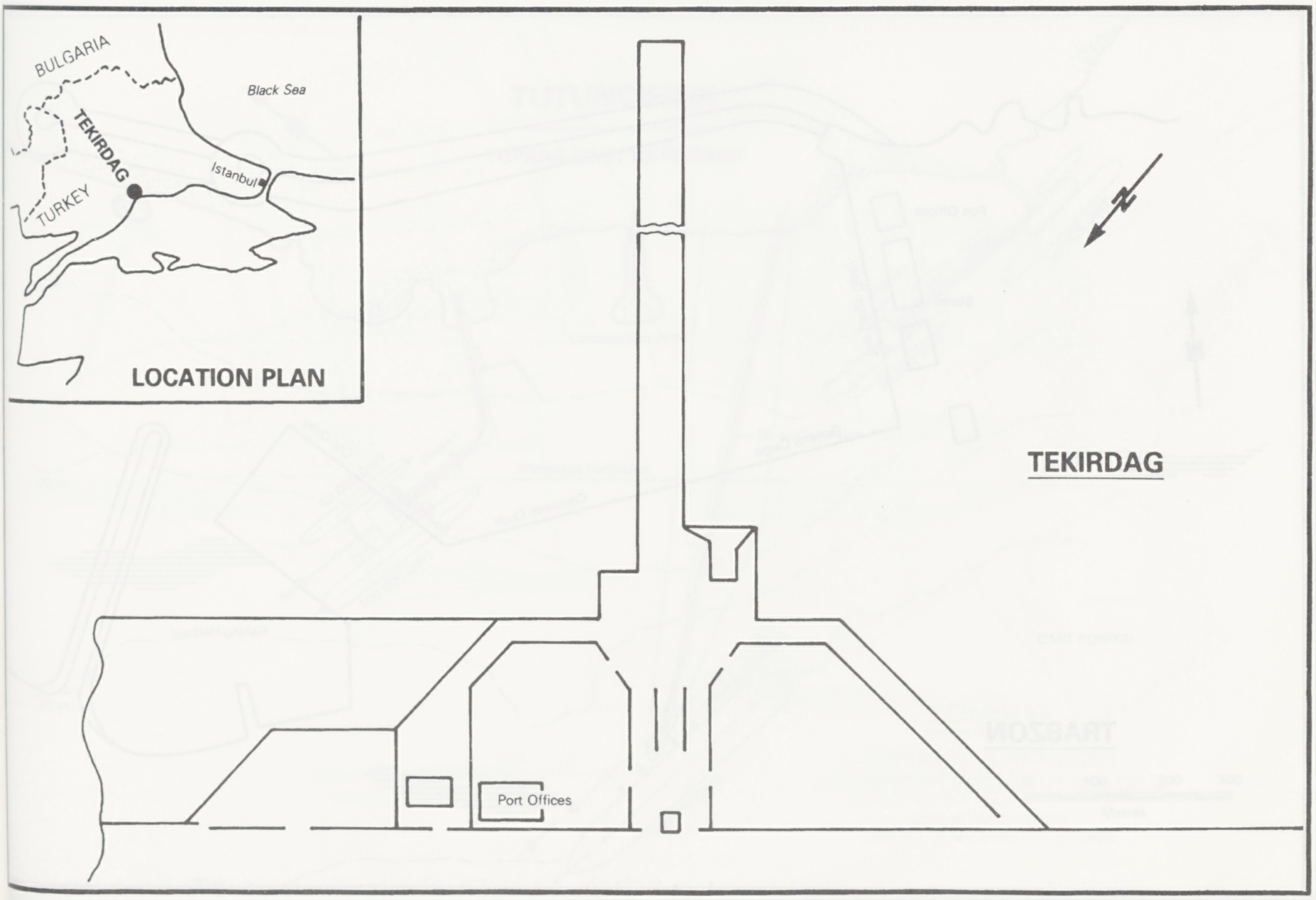

NEMRUT BAY
190.86
37
28
PETROLI OFISI ISKELESI
–22
–20
–15
–12
–10
–5
210
NEMTAS
DIMENSIONS & DEPTHS IN METRES

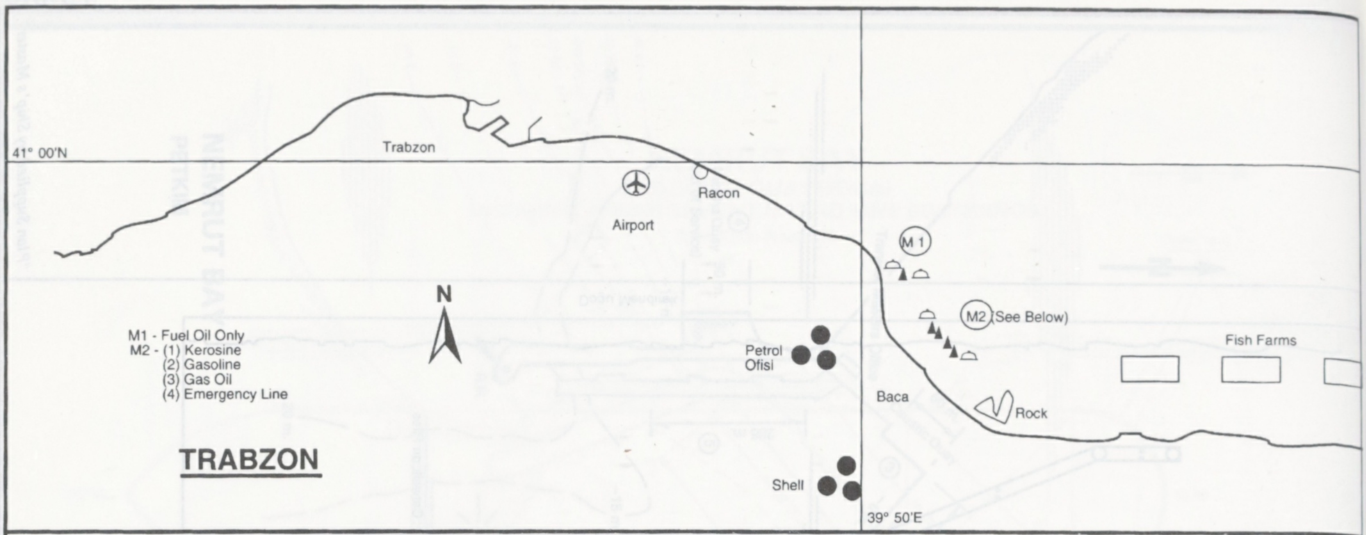

NEMRUT BAY
PETKIM
Transfer Masters Office
④
Naptha Quay
(Out of Service)
90 m.
-14 m.
R.Fl.
285 m
⑤
60 m.
Caustic Quay
③
Salt Quay
-6 m.
190 m.
Tanker Quay
②
-6.5 m.
①
-7 m.
-6.5 m.
190 m.
General Cargo Quay
⑥
175 m.
163 m.
338 m.
-7 m.
Customs
Pilot and Harbour Office
-20 m.
-20 m.
-15 m.
-11 m.
Green Fl.
Buoys
N

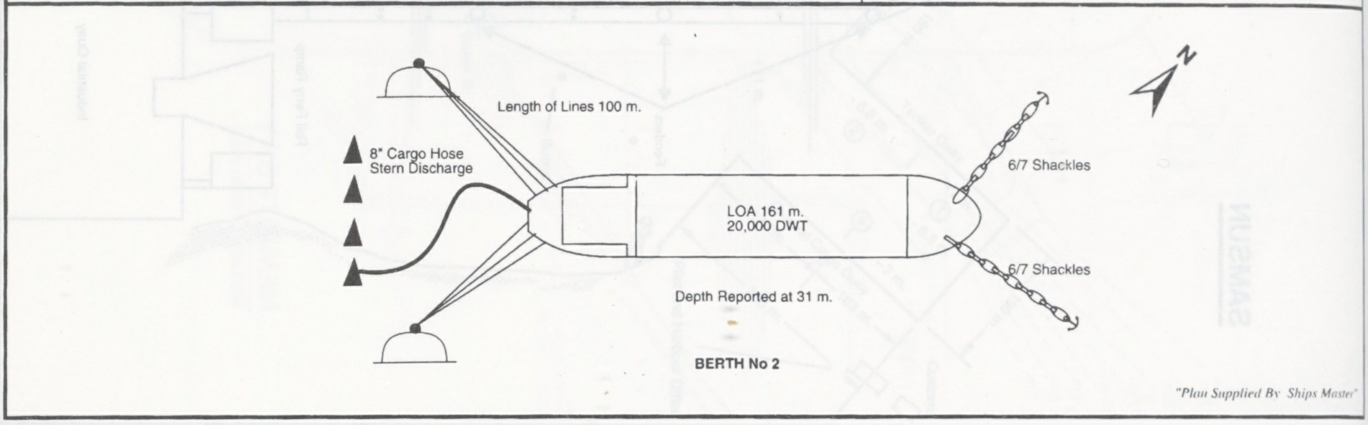

SAMSUN
DEPTHS IN METRES
N
-15
158
225
-20
-15
-10
-5
-5
-10
-10.5
-5
⑬
Ferry Terminal
⑭
⑮
⑪
⑫
CFS
⑩
Yacht Club
⑨
⑧
⑰
⑯
Slipway
IMCO
①
②
③
④
⑤
⑥
⑦
Main Quay
Shed 1
Shed 2
Shed 3
Ferry Terminal
200 100 0 100 200
SCALE IN METRES

Berth	Length (m)	Depth (m)
1-5	776	10.5
6-9	-	-
10	250	12
11-12	410	12
13	-	-
14-15	400	12
16	180	6.5
17	400	6

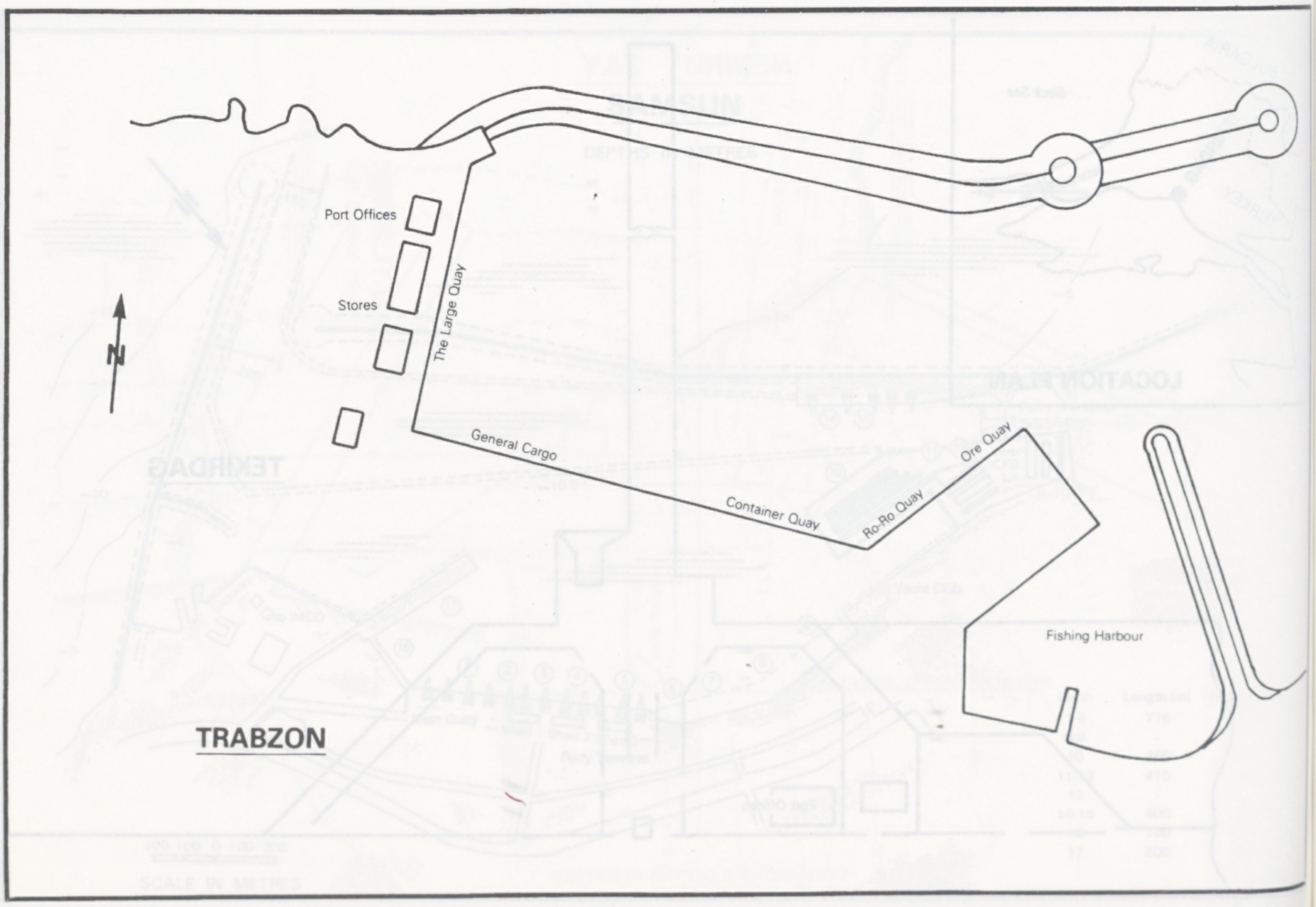

"Plan Supplied by Ship's Master"
Dogu Mendirek
Catwalk on Piles
Fenders
Rail Ferry Ramp
Industrial Quay
SAMSUN

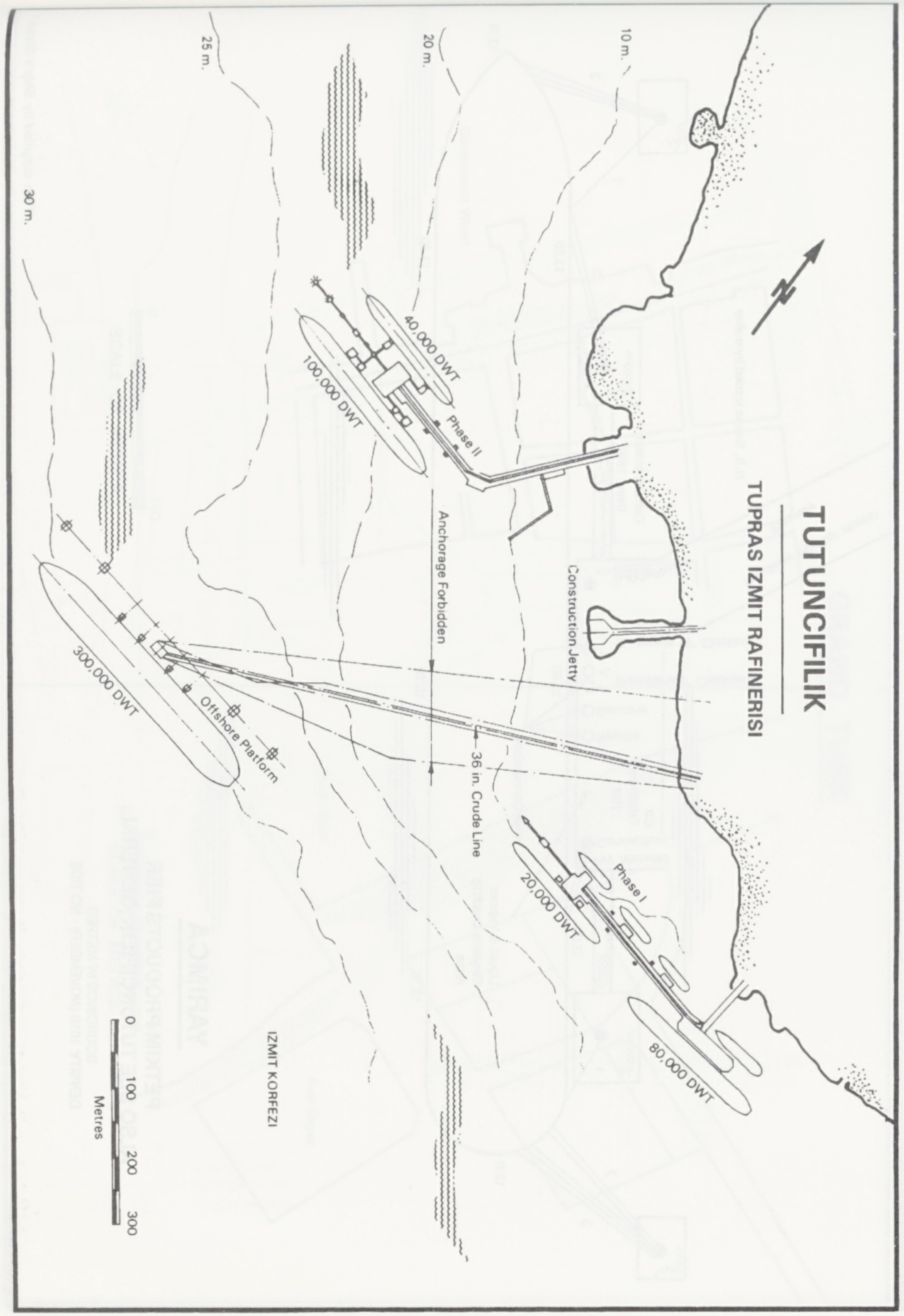

BULGARIA
Black Sea
TEKIRDAG
Istanbul
TURKEY
LOCATION PLAN
TEKIRDAG
Port Offices

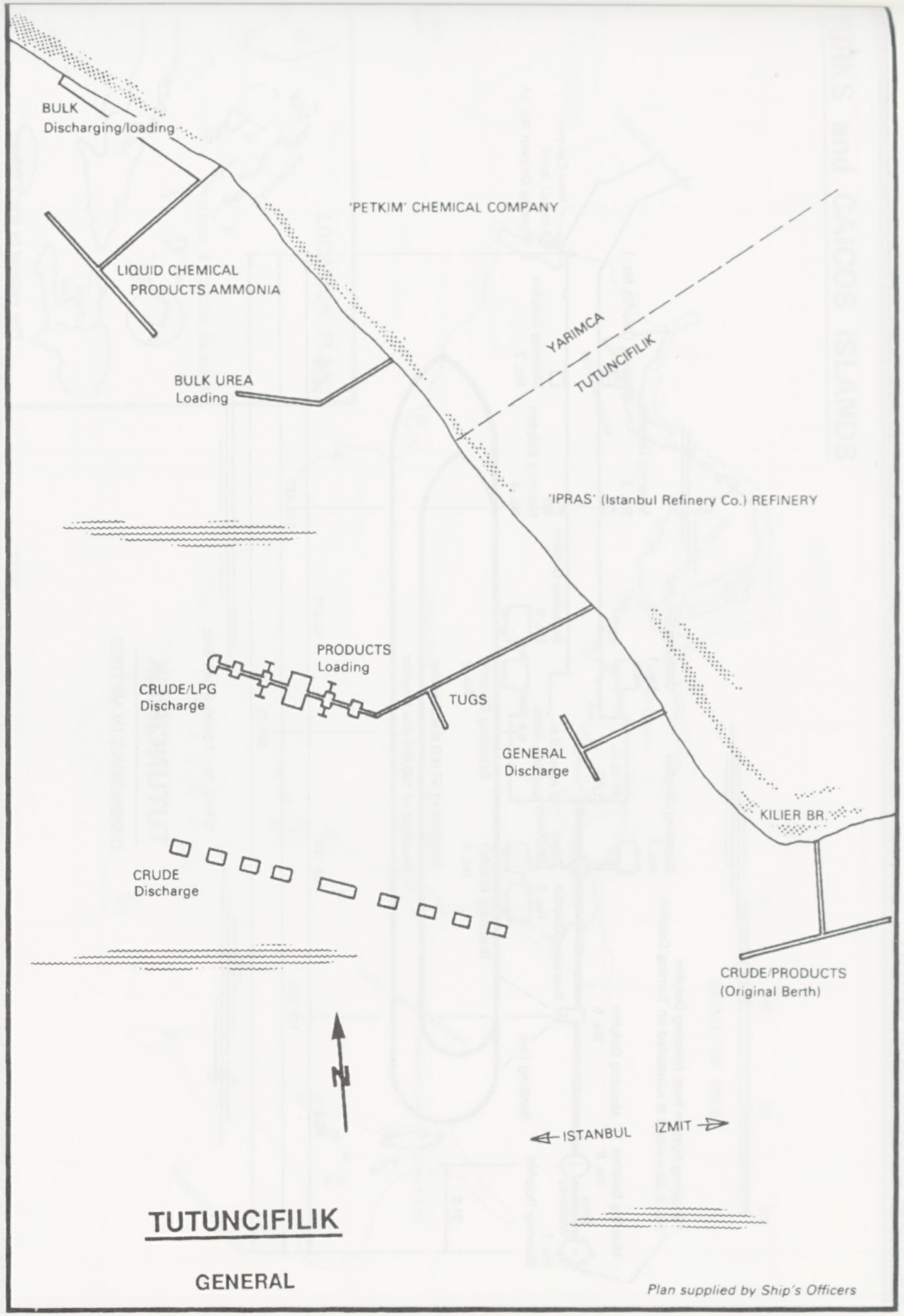

41° 00'N
Trabzon
Airport
Racon
M 1
M2 (See Below)
N
M1 - Fuel Oil Only
M2 - (1) Kerosine
(2) Gasoline
(3) Gas Oil
(4) Emergency Line
Petrol Ofisi
Baca
Rock
Fish Farms
TRABZON
Shell
39° 50'E


Length of Lines 100 m.
8" Cargo Hose Stern Discharge
N
6/7 Shackles
LOA 161 m.
20,000 DWT
6/7 Shackles
Depth Reported at 31 m.
BERTH No 2

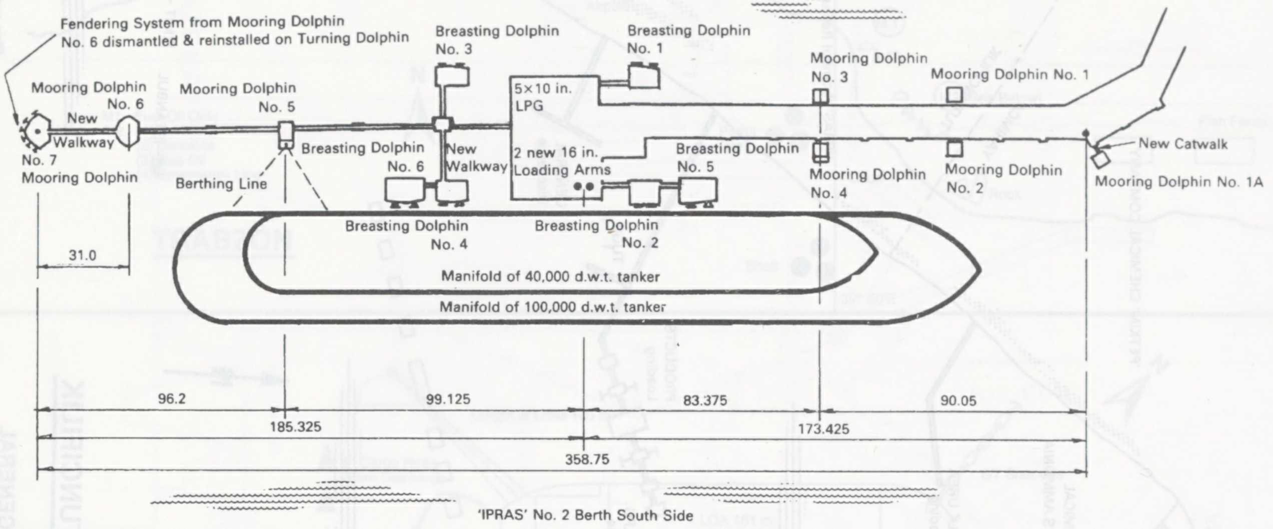
"Plan Supplied By Ships Master"


Port Offices
Stores
The Large Quay
N
General Cargo
Container Quay
Ro-Ro Quay
Ore Quay
Fishing Harbour
TRABZON


TUTUNCIFILIK
TUPRAS IZMIT RAFINERISI
10 m.
20 m.
25 m.
30 m.
40,000 DWT
100,000 DWT
Phase II
Anchorage Forbidden
Construction Jetty
300,000 DWT
Offshore Platform
36 in. Crude Line
Phase I
20,000 DWT
80,000 DWT
IZMIT KORFEZI
0
100
200
300
Metres
N


BULK
Discharging/loading
'PETKIM' CHEMICAL COMPANY
LIQUID CHEMICAL
PRODUCTS AMMONIA
YARIMCA
TUTUNCIFILIK
BULK UREA
Loading
'IPRAS' (Istanbul Refinery Co.) REFINERY
PRODUCTS
Loading
CRUDE/LPG
Discharge
TUGS
GENERAL
Discharge
KILIER BR.
CRUDE
Discharge
CRUDE/PRODUCTS
(Original Berth)
N
ISTANBUL
IZMIT
TUTUNCIFILIK
GENERAL

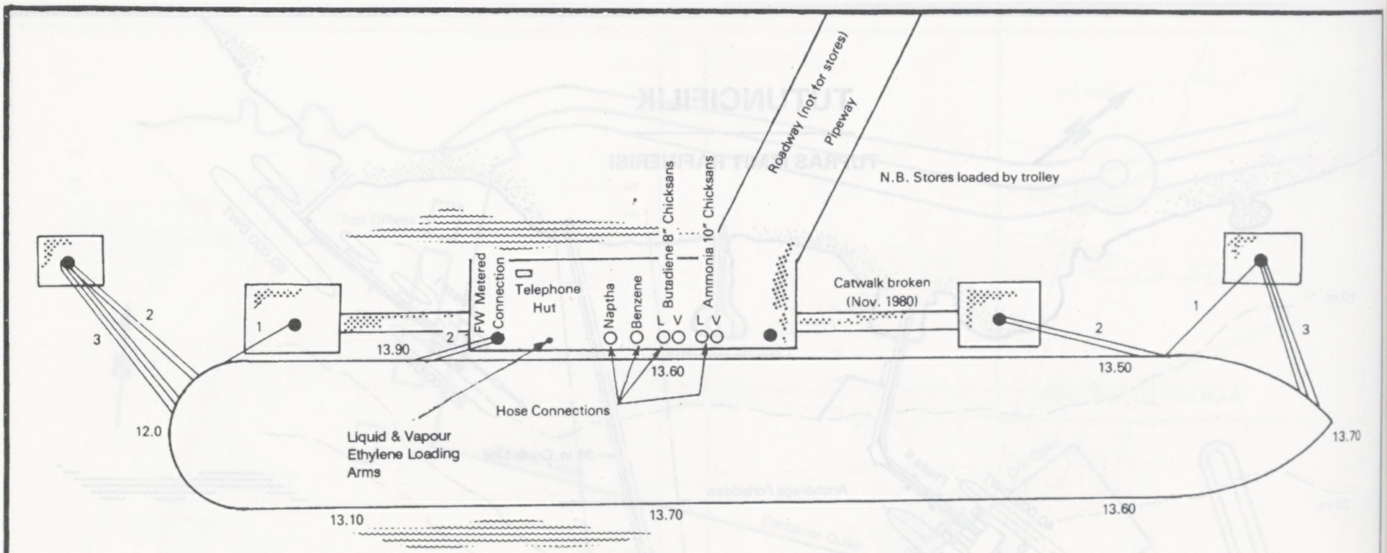
Plan supplied by Ship's Officers


Fendering System from Mooring Dolphin No. 6 dismantled & reinstalled on Turning Dolphin
Mooring Dolphin No. 6
New Walkway
No. 7 Mooring Dolphin
Mooring Dolphin No. 5
Berthing Line
Breasting Dolphin No. 3
Breasting Dolphin No. 6
New Walkway
Breasting Dolphin No. 4
Breasting Dolphin No. 1
5×10 in. LPG
2 new 16 in. Loading Arms
Breasting Dolphin No. 2
Breasting Dolphin No. 5
Mooring Dolphin No. 3
Mooring Dolphin No. 4
Mooring Dolphin No. 1
Mooring Dolphin No. 2
New Catwalk
Mooring Dolphin No. 1A
Manifold of 40,000 d.w.t. tanker
Manifold of 100,000 d.w.t. tanker
31.0
96.2
185.325
99.125
358.75
83.375
173.425
90.05
'IPRAS' No. 2 Berth South Side

TUTUNCIFILIK

DIMENSIONS IN METRES

Plan supplied by Ship's Officers

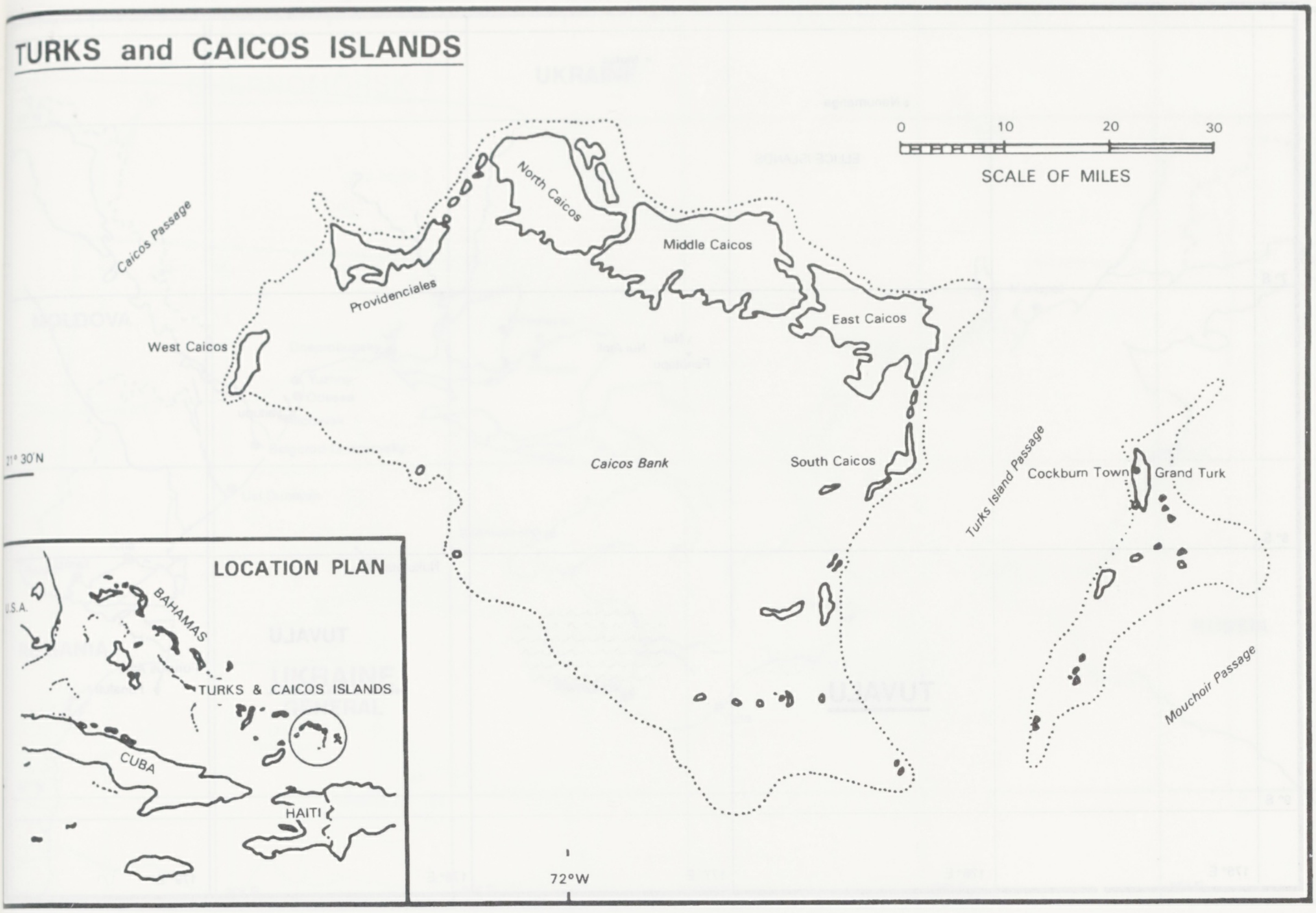

Roadway (not for stores)
Pipeway
N.B. Stores loaded by trolley
FW Metered Connection
Telephone Hut
Naptha
Benzene
Butadiene 8" Chicksans
Ammonia 10" Chicksans
L V
L V
Catwalk broken (Nov. 1980)
1
2
3
2
1
2
3
1
2
3
13.90
13.60
13.50
12.0
13.70
Hose Connections
Liquid & Vapour Ethylene Loading Arms
13.10
13.70
13.60

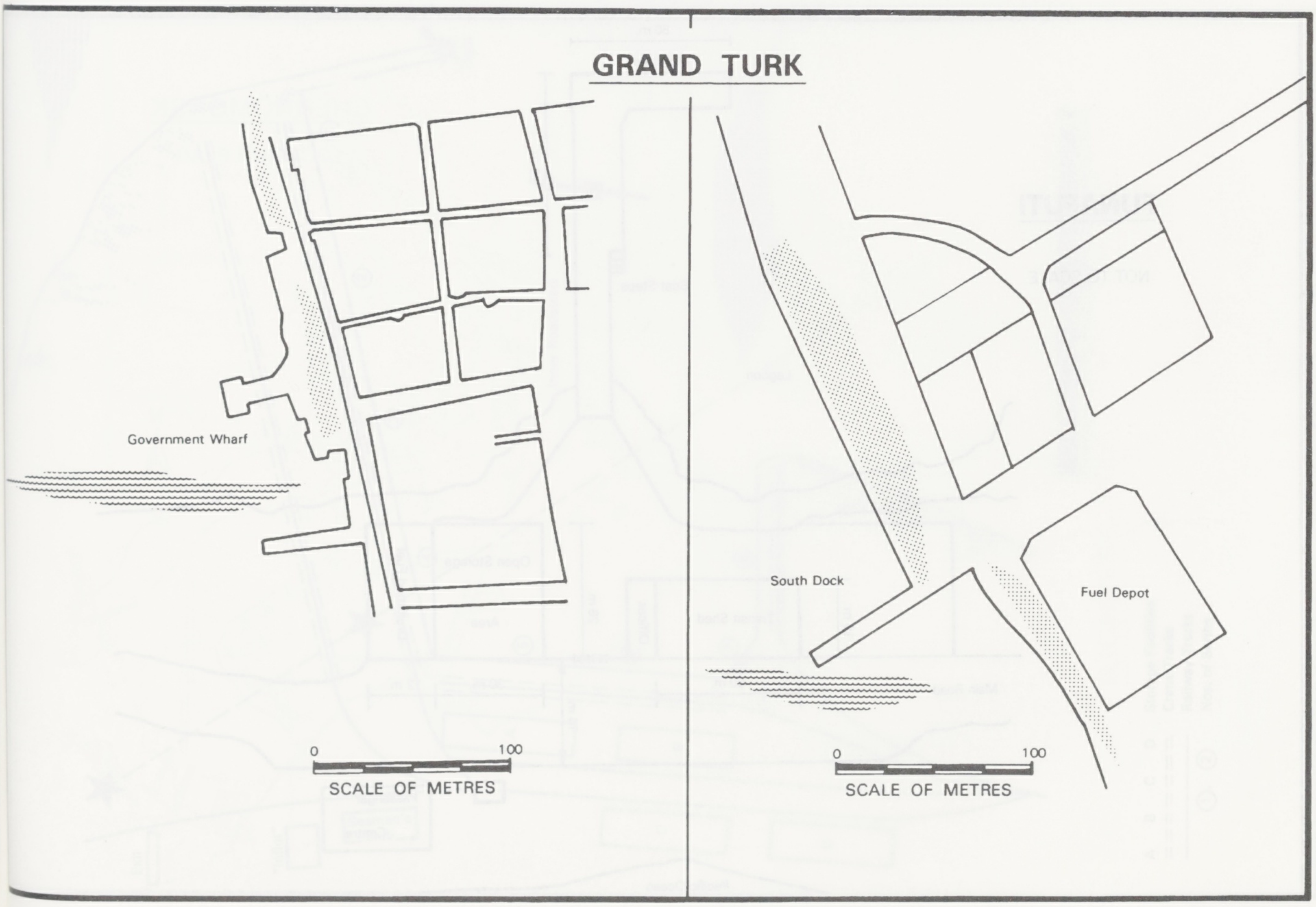
YARIMCA

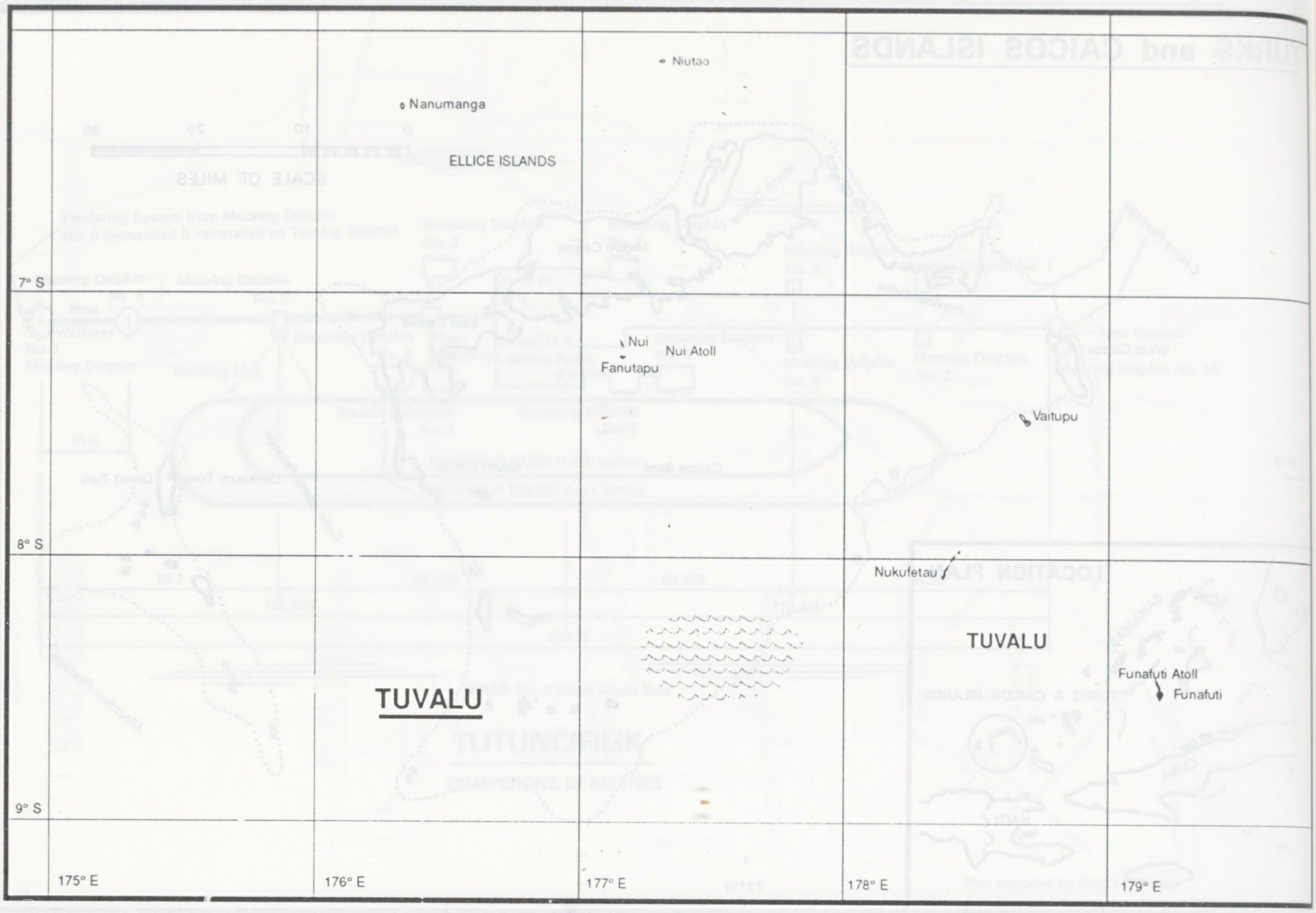
PETKIM PRODUCTS PIER
ALSO SEE TUTUNCIFILIK (GENERAL)

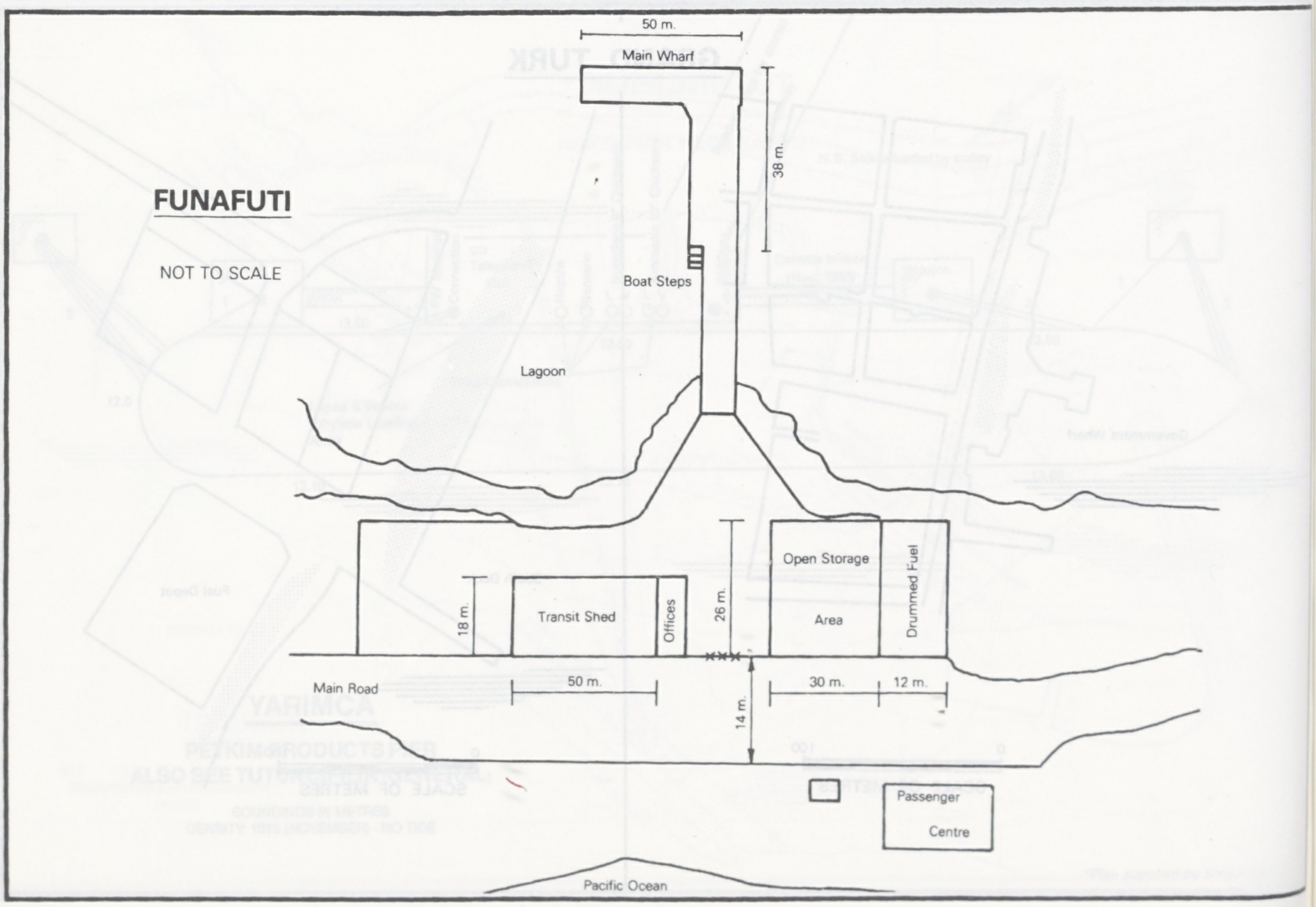
SOUNDINGS IN METRES
DENSITY: 1018 (NOVEMBER) - NO TIDE

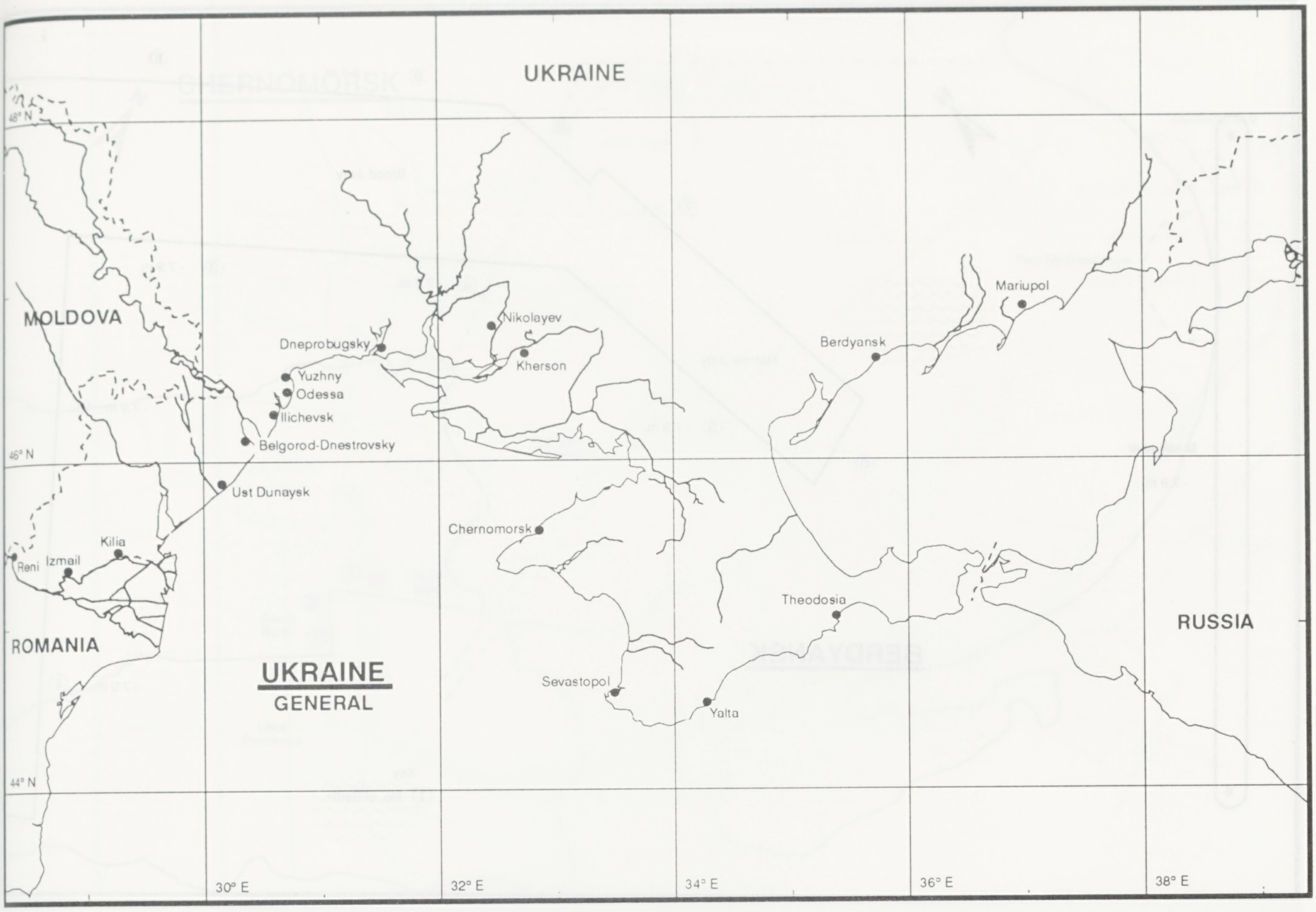
"Plan supplied by Ship's Master"

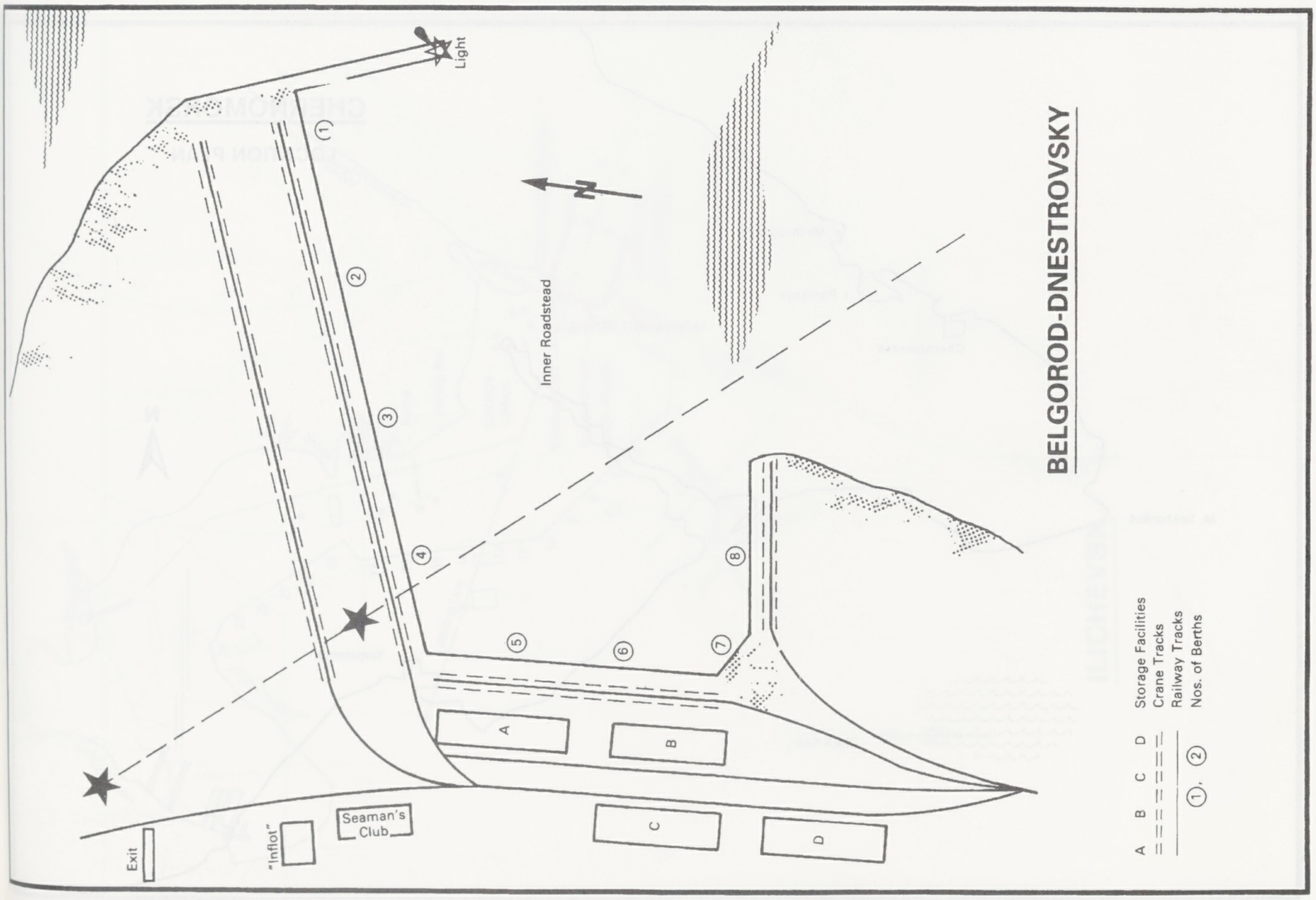

TURKS and CAICOS ISLANDS
0
10
20
30
SCALE OF MILES
Caicos Passage
North Caicos
Middle Caicos
Providenciales
East Caicos
West Caicos
21° 30'N
Caicos Bank
South Caicos
Turks Island Passage
Cockburn Town
Grand Turk
Mouchoir Passage
72°W
LOCATION PLAN
U.S.A.
BAHAMAS
TURKS & CAICOS ISLANDS
CUBA
HAITI

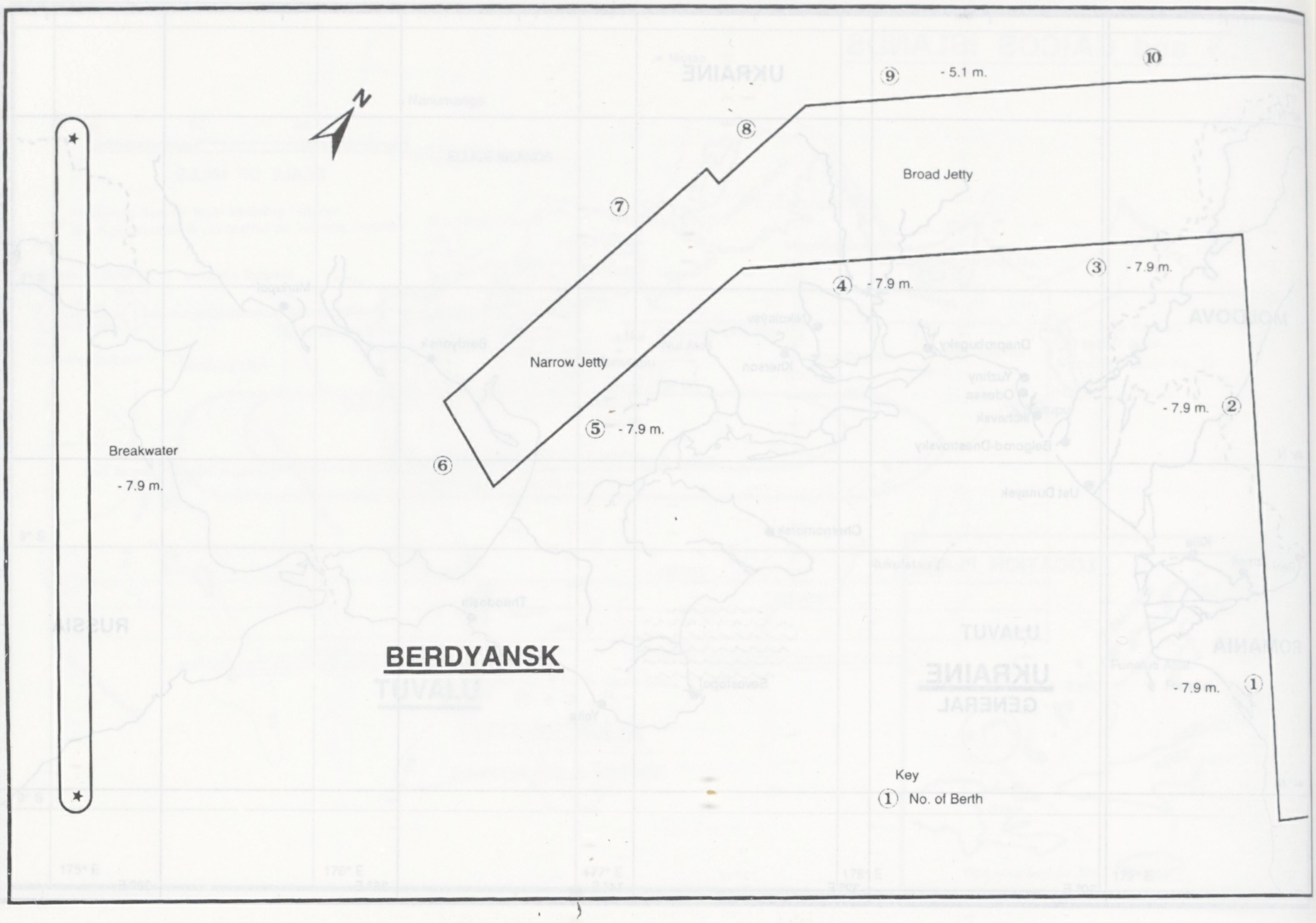

GRAND TURK
Government Wharf
0
100
SCALE OF METRES
South Dock
Fuel Depot
0
100
SCALE OF METRES

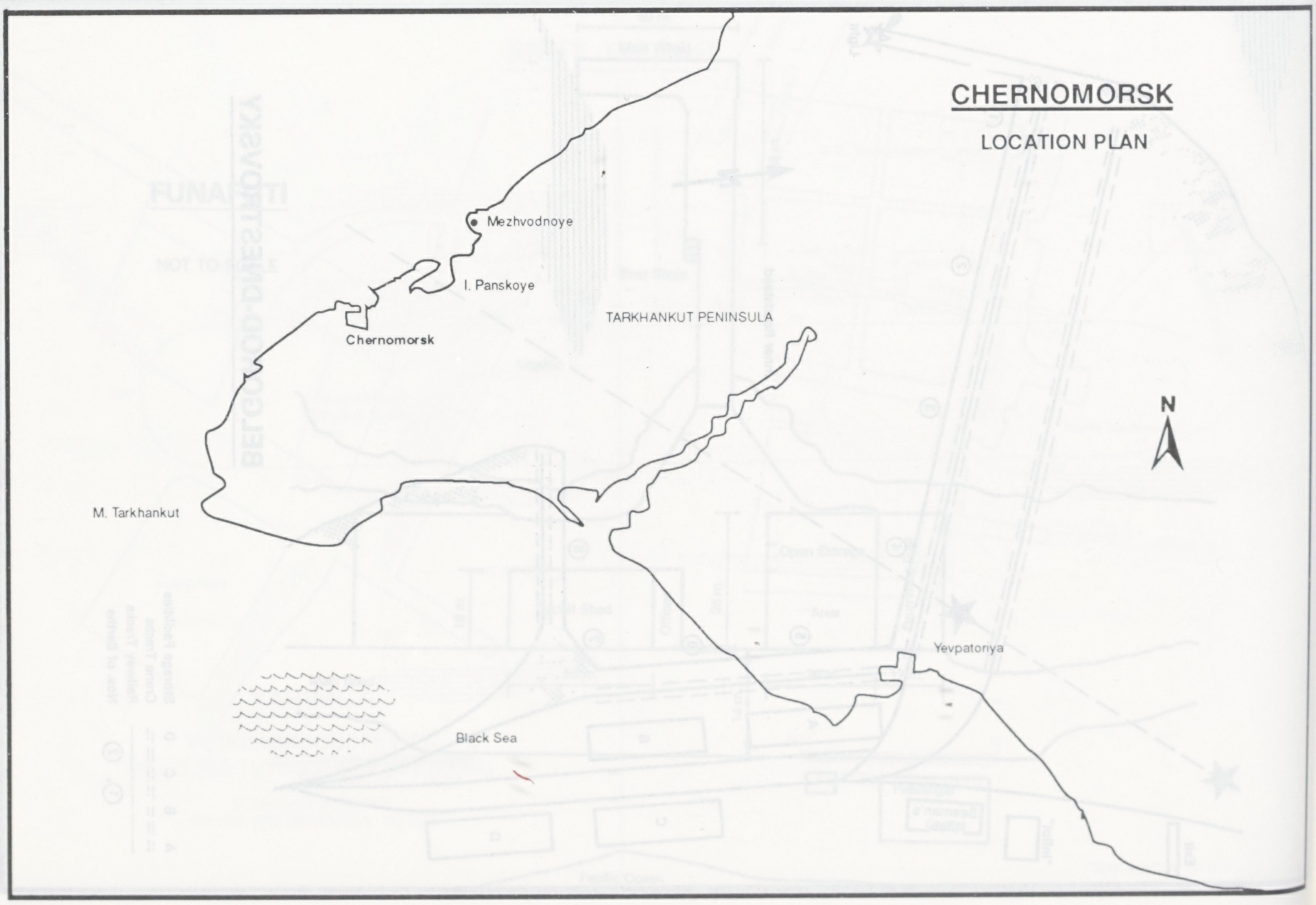

Niutao
Nanumanga
ELLICE ISLANDS
7° S
Nui
Nui Atoll
Fanutapu
Vaitupu
8° S
Nukufetau
TUVALU
TUVALU
Funafuti Atoll
Funafuti
9° S
175° E
176° E
177° E
178° E
179° E

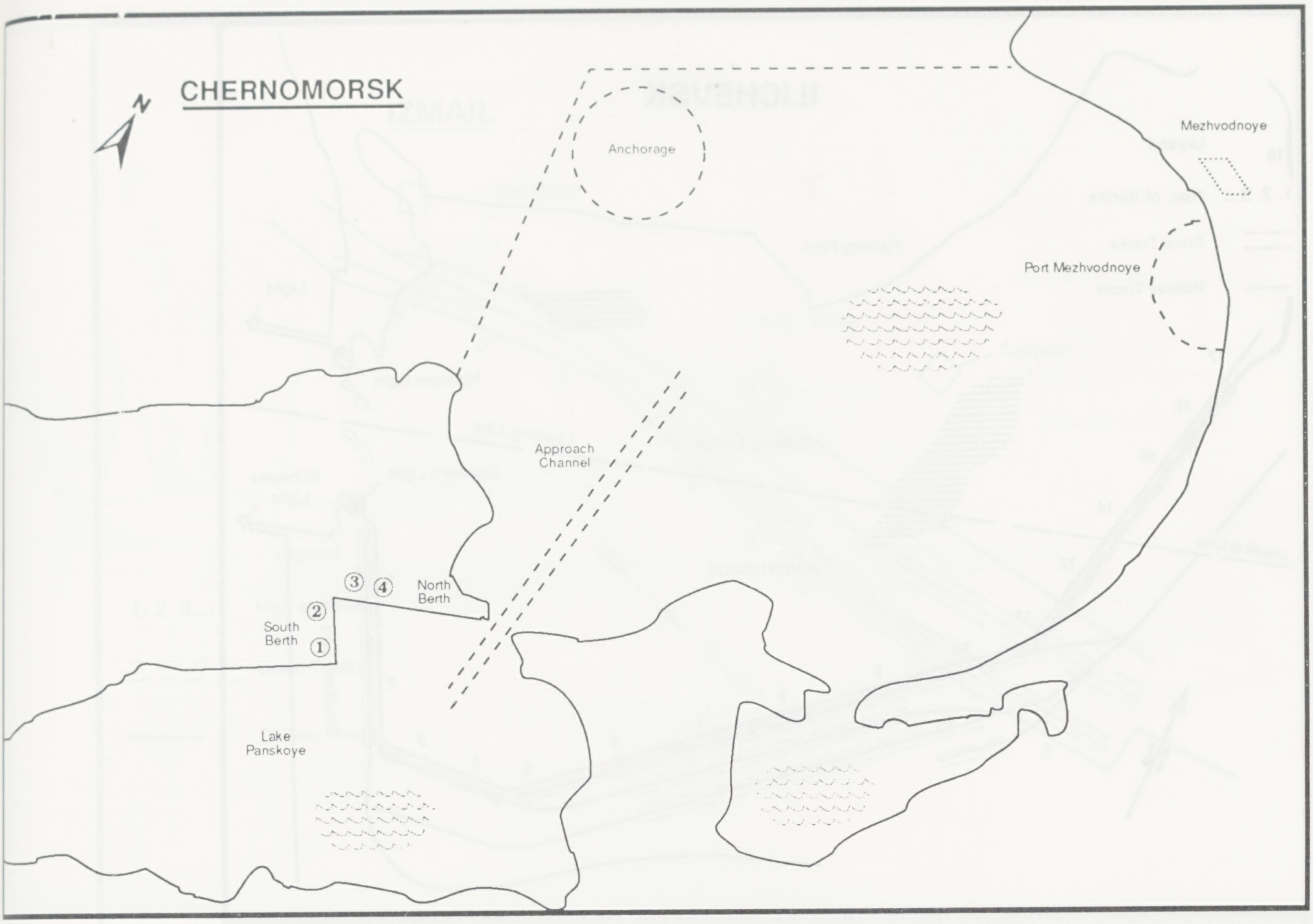

50 m.
Main Wharf
38 m.
FUNAFUTI
NOT TO SCALE
Boat Steps
Lagoon
Open Storage
Area
Drummed Fuel
Transit Shed
Offices
18 m.
26 m.
Main Road
50 m.
30 m.
12 m.
14 m.
Passenger
Centre
Pacific Ocean

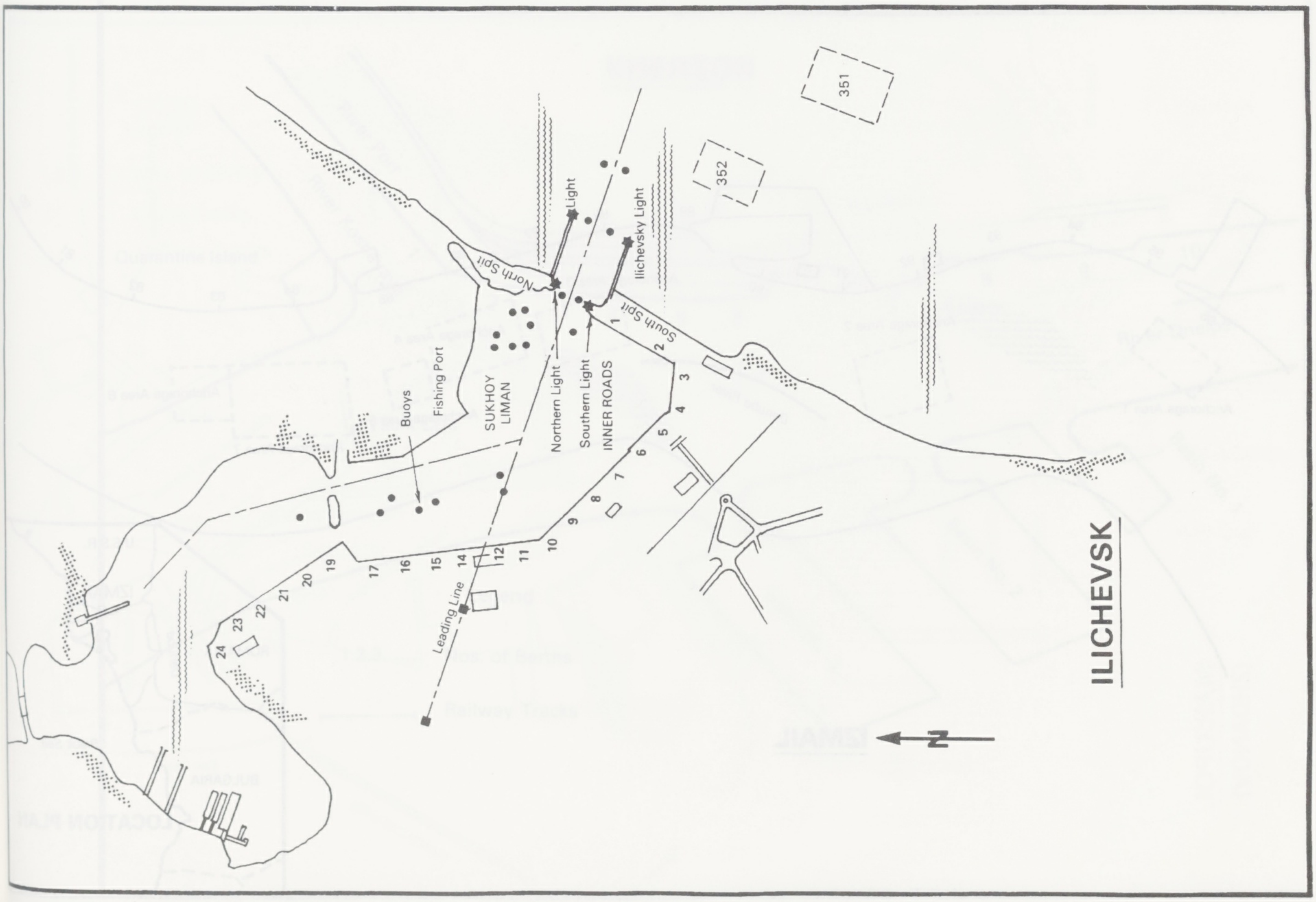

UKRAINE
MOLDOVA
ROMANIA
RUSSIA
UKRAINE
GENERAL
48° N
46° N
44° N
30° E
32° E
34° E
36° E
38° E
Dneprobugsky
Nikolayev
Kherson
Yuzhny
Odessa
Ilichevsk
Belgorod-Dnestrovsky
Ust Dunaysk
Kilia
Izmail
Reni
Chernomorsk
Sevastopol
Yalta
Theodosia
Berdyansk
Mariupol

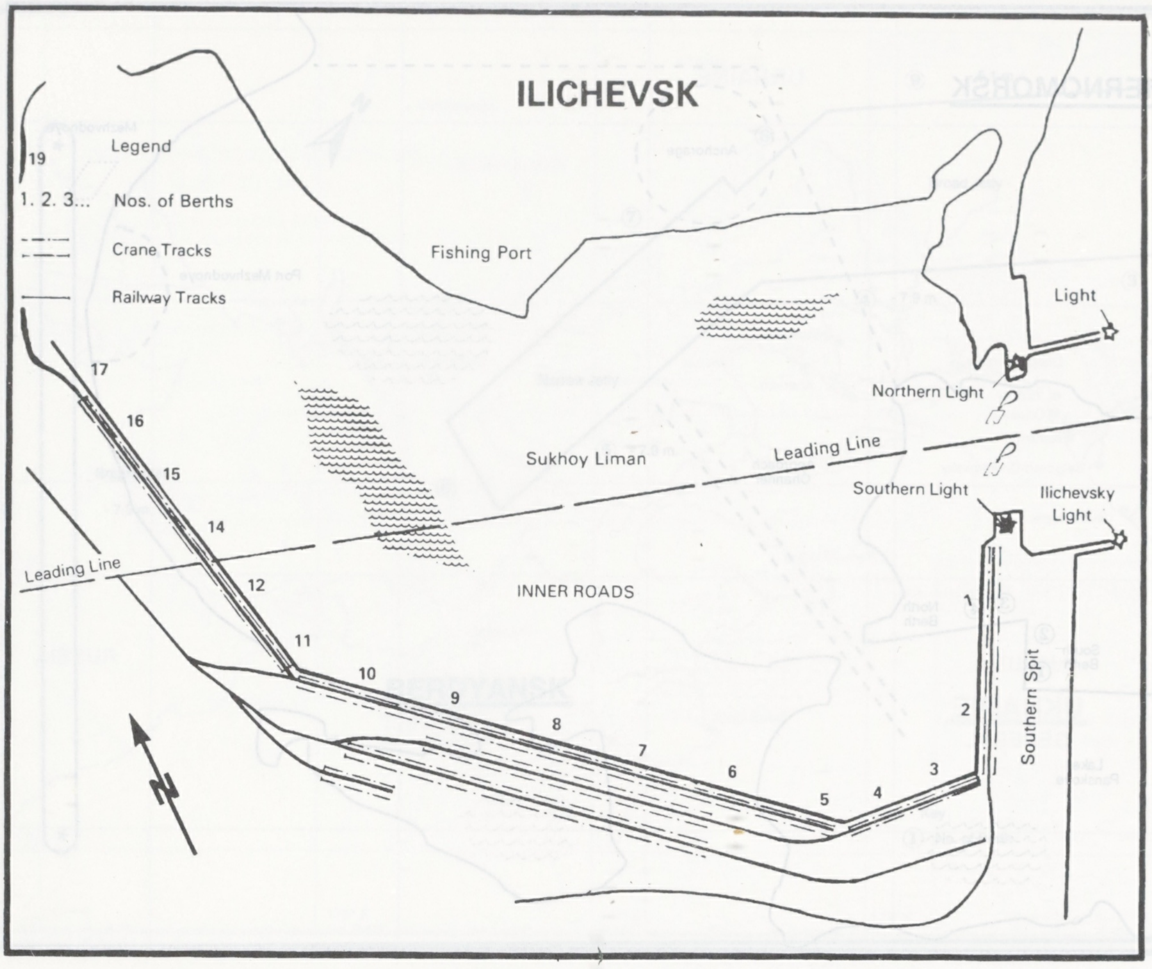

BELGOROD-DNESTROVSKY
Light
N
Inner Roadstead
①
②
③
④
⑤
⑥
⑦
⑧
A
B
C
D
Seaman's Club
"Inflot"
Exit
A B C D Storage Facilities
Crane Tracks
Railway Tracks
①, ② Nos. of Berths

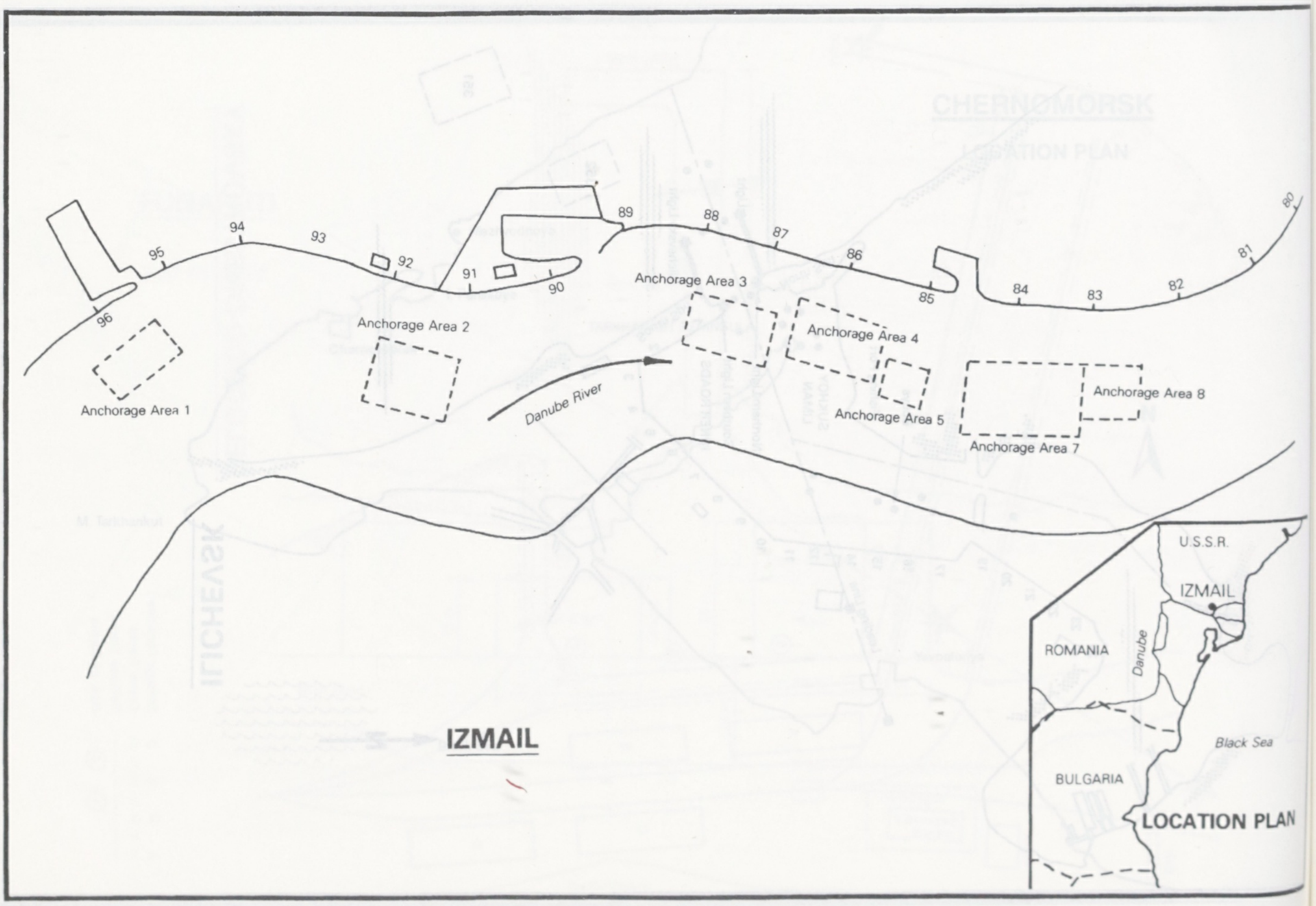

BERDYANSK
N
Breakwater
- 7.9 m.
⑥
Narrow Jetty
⑤ - 7.9 m.
⑦
⑧
⑨ - 5.1 m.
⑩
Broad Jetty
④ - 7.9 m.
③ - 7.9 m.
- 7.9 m. ②
- 7.9 m. ①
Key
① No. of Berth

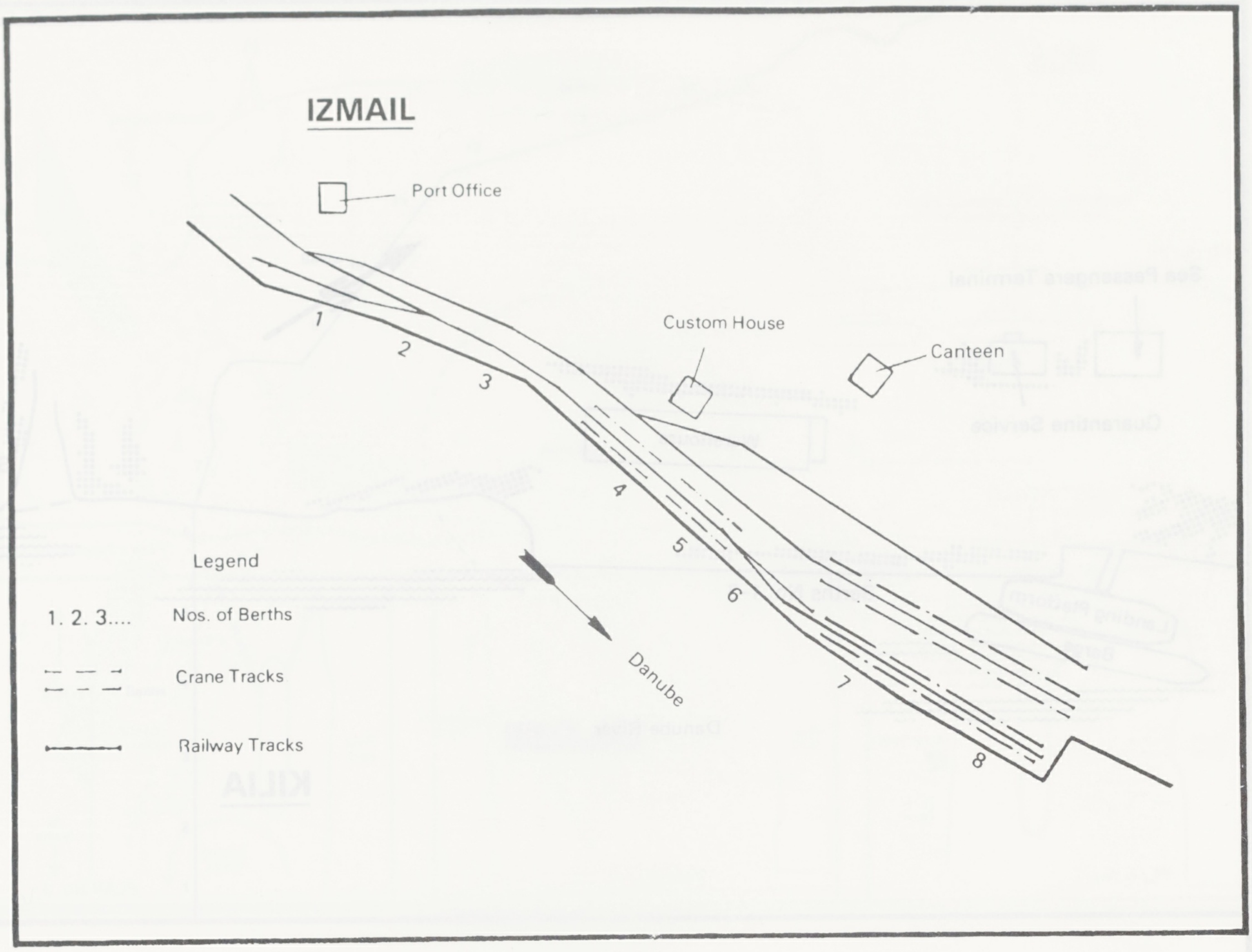

CHERNOMORSK
LOCATION PLAN
N
Mezhvodnoye
I. Panskoye
Chernomorsk
TARKHANKUT PENINSULA
M. Tarkhankut
Yevpatoriya
Black Sea

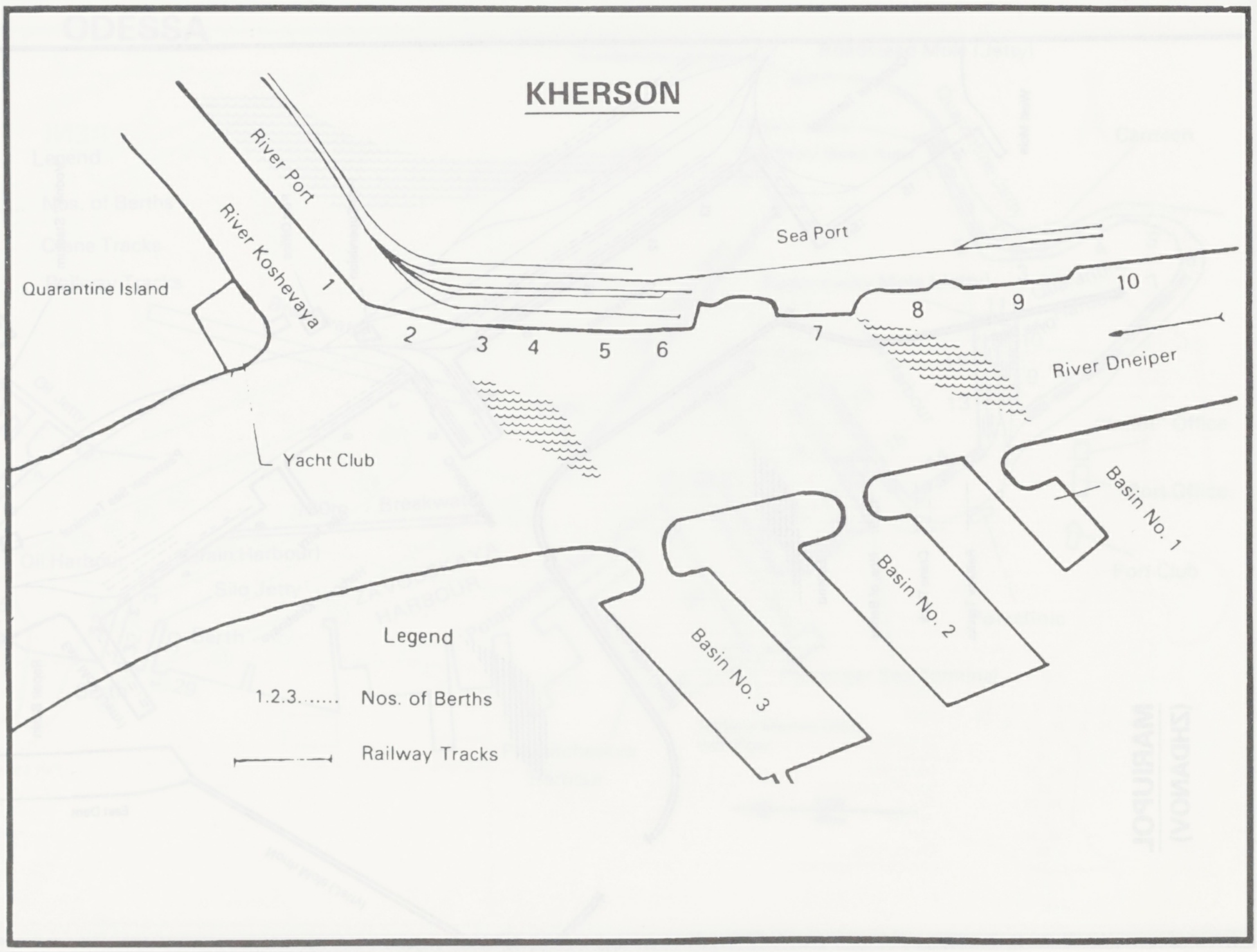

CHERNOMORSK
N
Anchorage
Mezhvodnoye
Port Mezhvodnoye
Approach Channel
③
④
North Berth
②
South Berth
①
Lake Panskoye

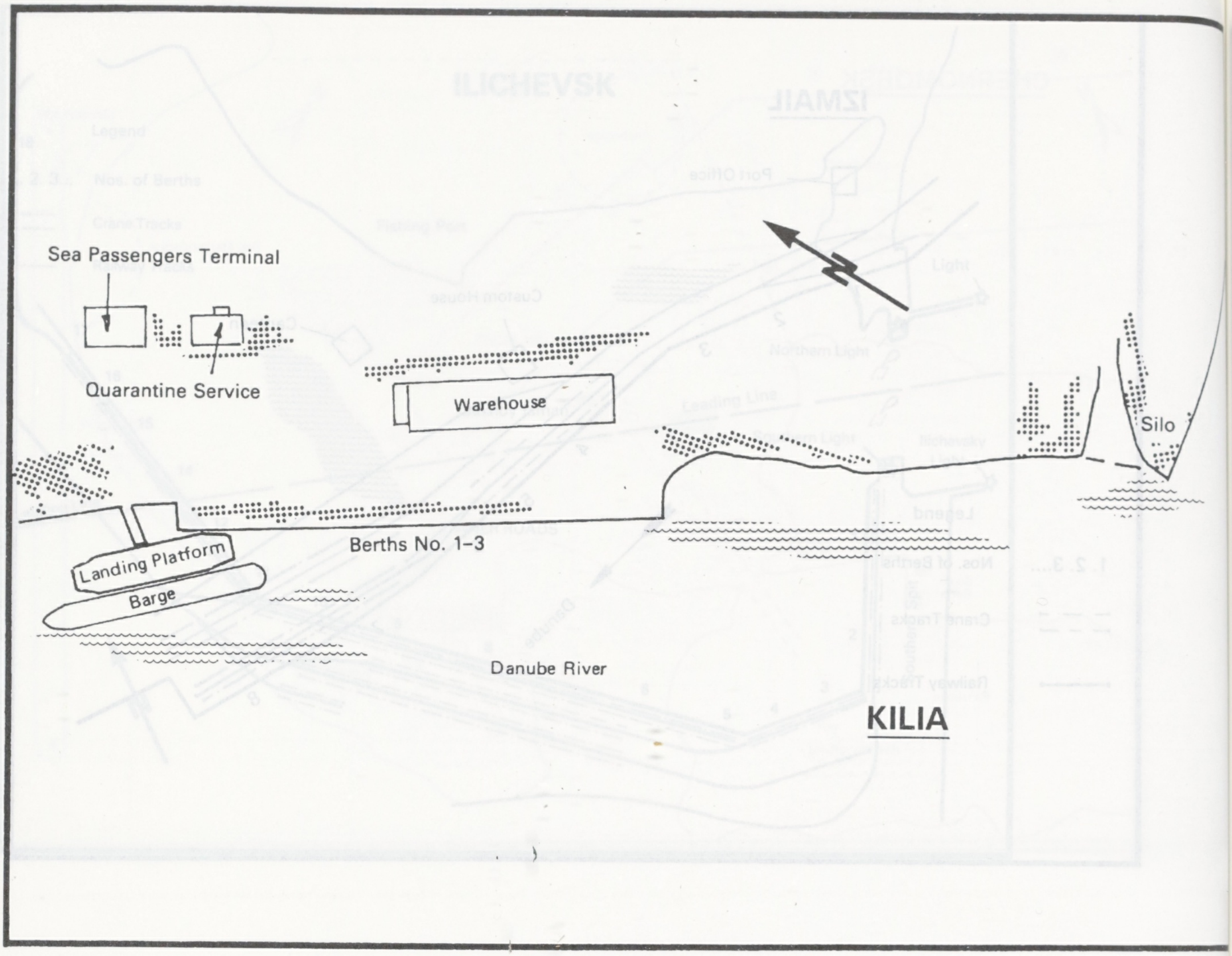

351
352
Light
Ilichevsky Light
North Spit
South Spit
1
2
3
4
5
6
7
8
9
10
11
12
14
15
16
17
19
20
21
22
23
24
Northern Light
Southern Light
INNER ROADS
SUKHOY LIMAN
Fishing Port
Buoys
Leading Line
ILICHEVSK
N

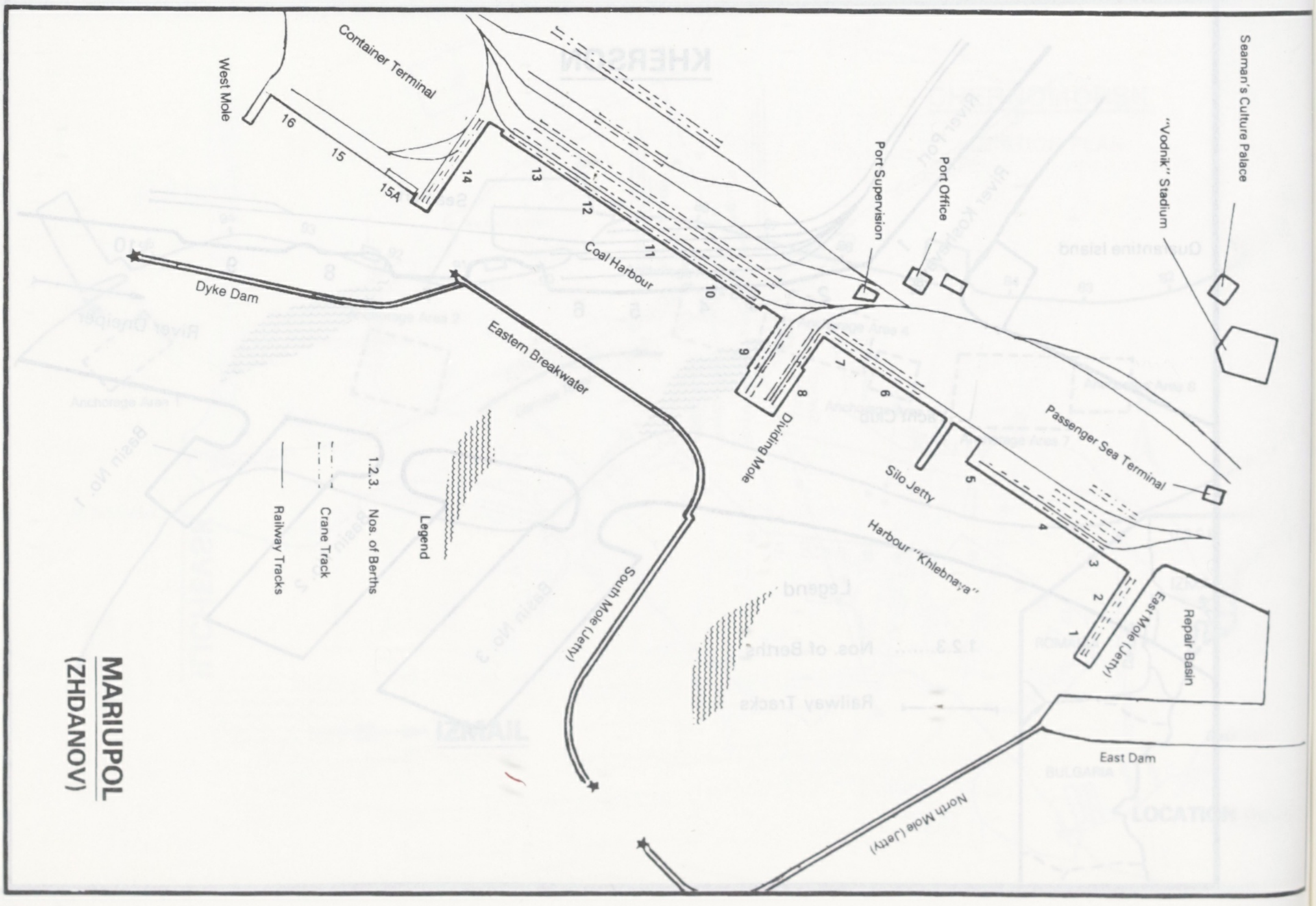

ILICHEVSK
Legend
19
1. 2. 3... Nos. of Berths
Crane Tracks
Railway Tracks
Fishing Port
Light
Northern Light
Sukhoy Liman
Leading Line
Southern Light
Ilichevsky Light
Leading Line
INNER ROADS
Southern Spit
N
1
2
3
4
5
6
7
8
9
10
11
12
14
15
16
17

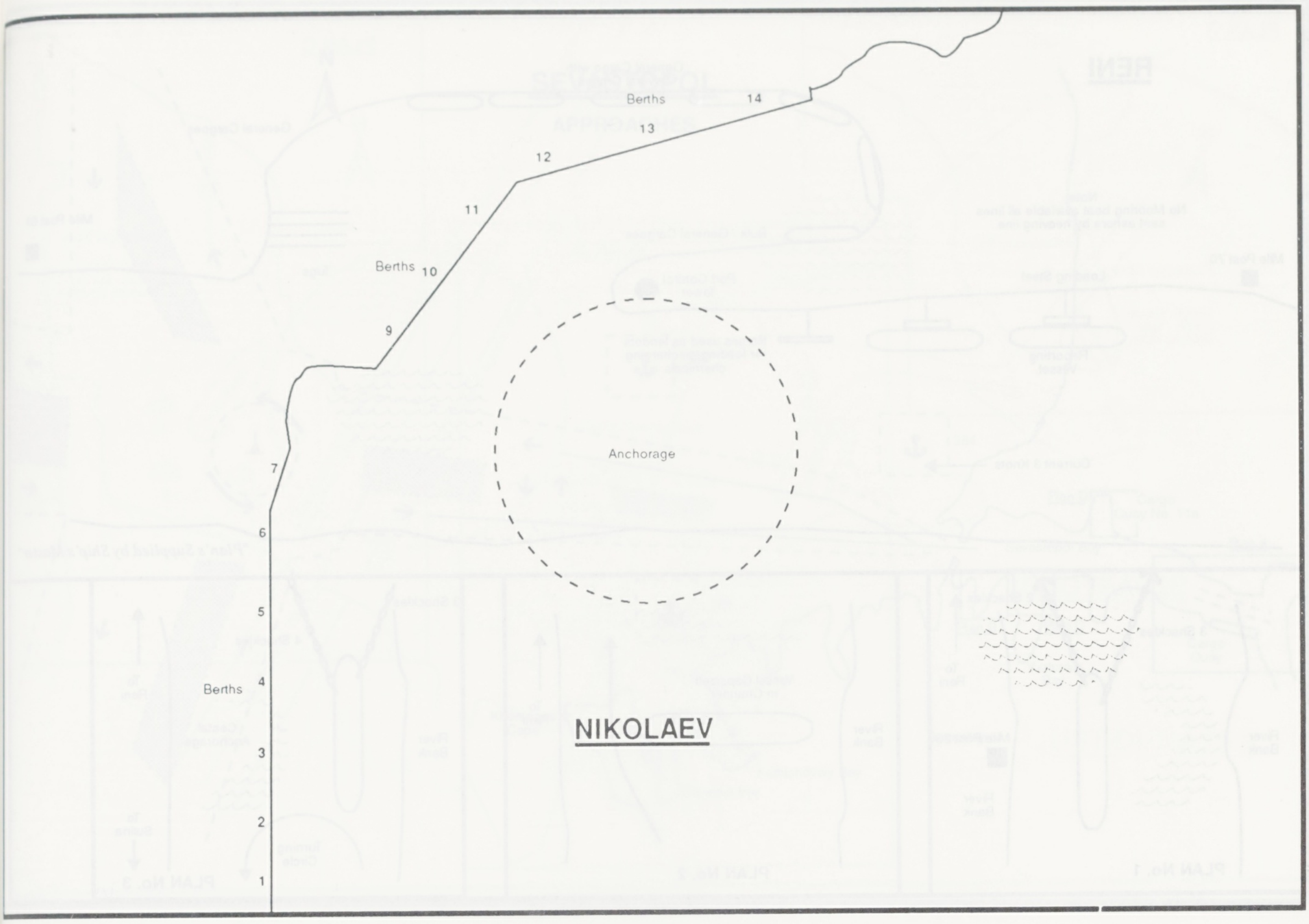

96
95
94
93
92
91
90
89
88
87
86
85
84
83
82
81
80
Anchorage Area 1
Anchorage Area 2
Anchorage Area 3
Anchorage Area 4
Anchorage Area 5
Anchorage Area 7
Anchorage Area 8
Danube River
IZMAIL
U.S.S.R.
IZMAIL
ROMANIA
Danube
Black Sea
BULGARIA
LOCATION PLAN

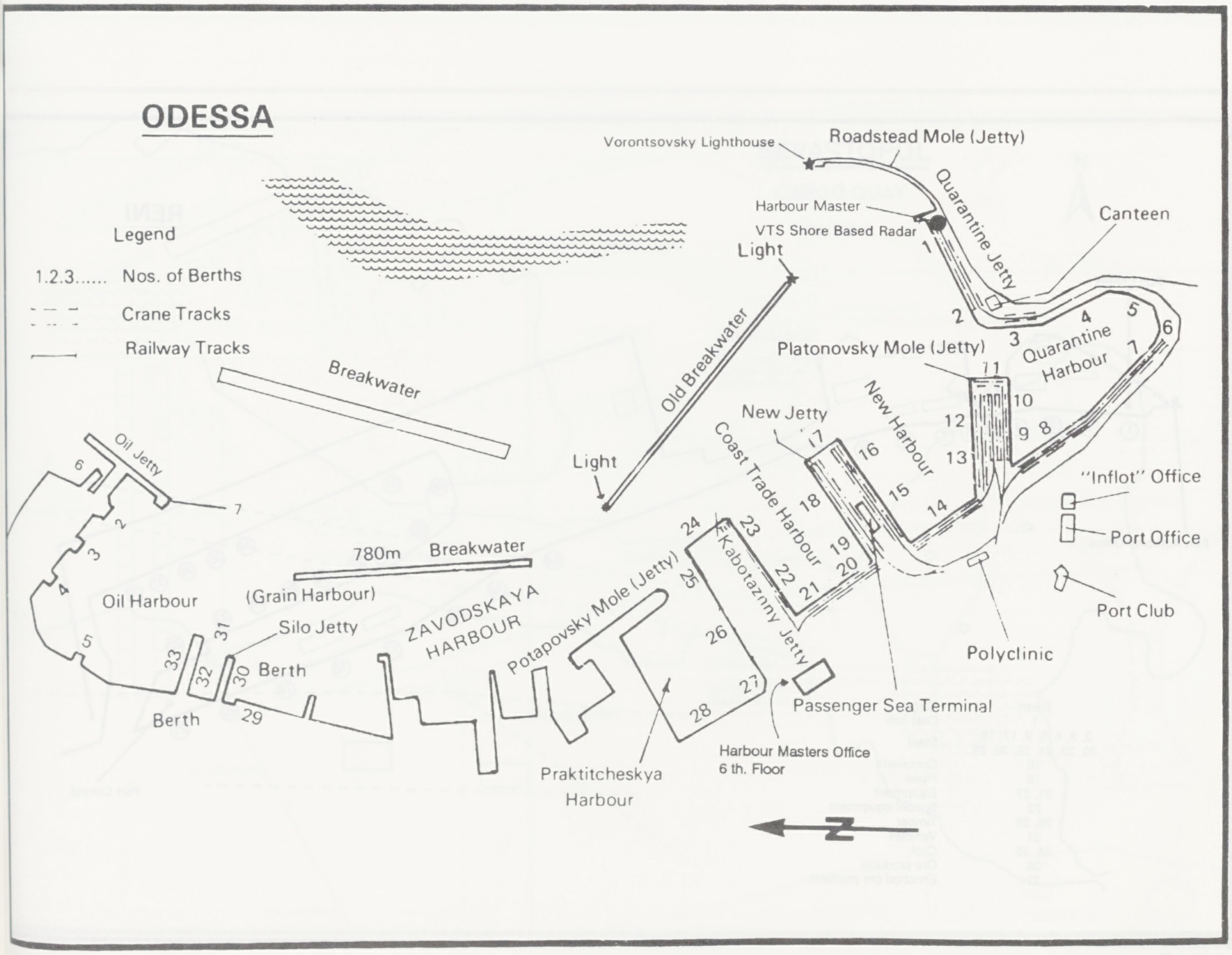

IZMAIL
Port Office
1
2
3
Custom House
Canteen
4
5
6
7
8
Danube
Legend
1. 2. 3.... Nos. of Berths
Crane Tracks
Railway Tracks

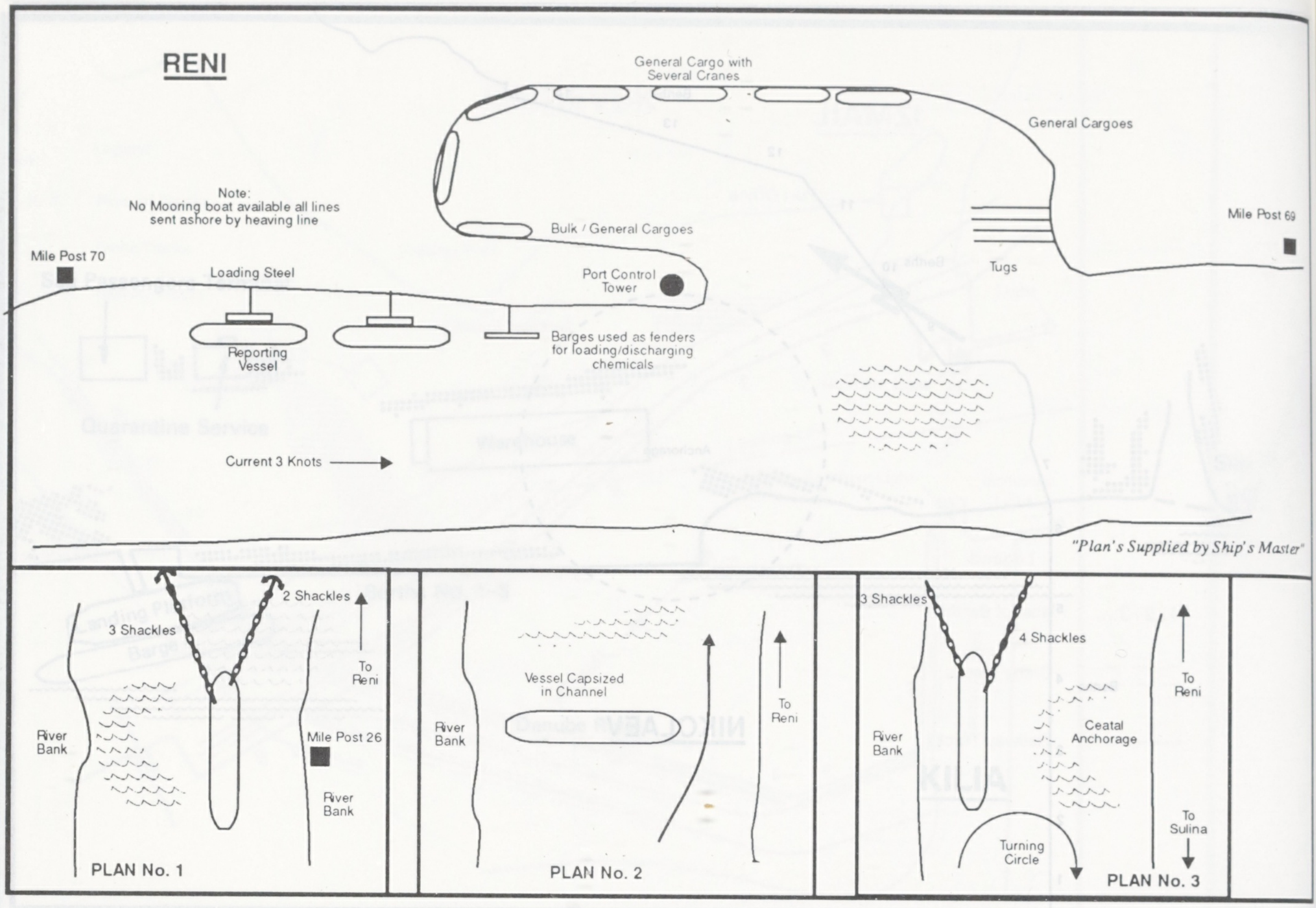

KHERSON
River Port
River Koshevaya
Quarantine Island
Sea Port
1
2
3
4
5
6
7
8
9
10
River Dneiper
Yacht Club
Basin No. 1
Basin No. 2
Basin No. 3
Legend
1.2.3....... Nos. of Berths
Railway Tracks

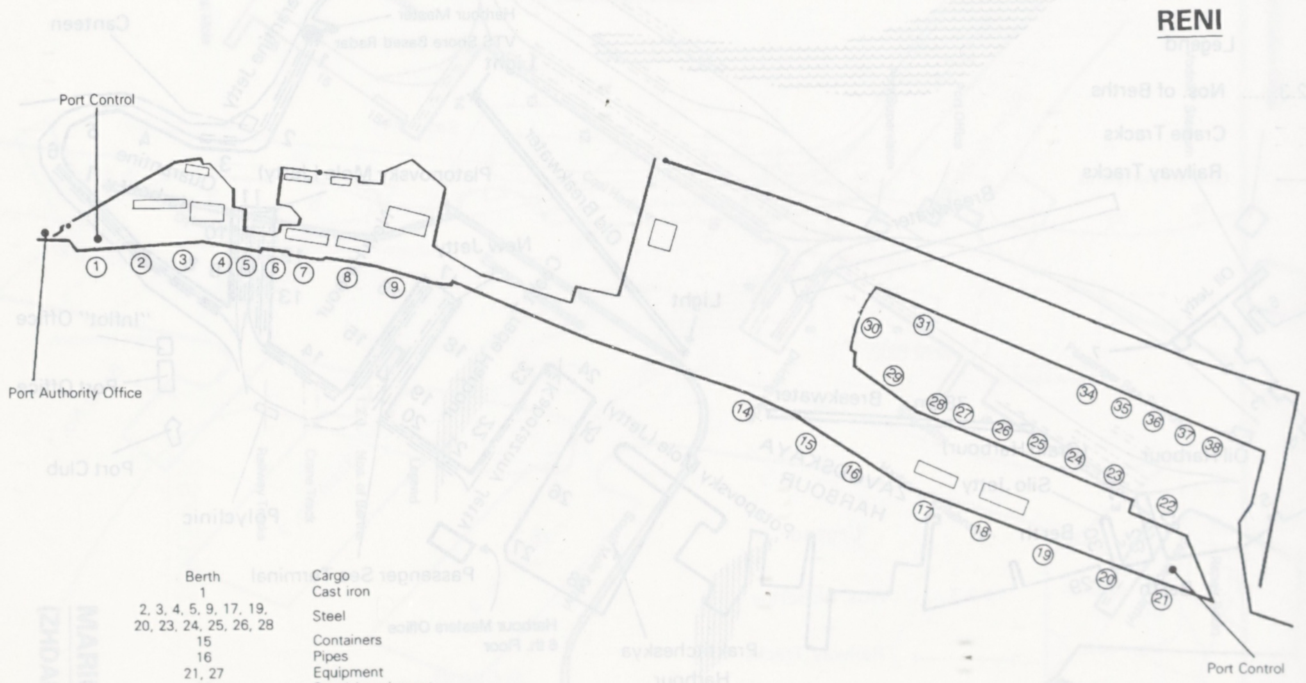

Sea Passengers Terminal
Quarantine Service
Warehouse
Silo
Landing Platform
Barge
Berths No. 1–3
Danube River
KILIA


MARIUPOL
(ZHDANOV)
West Mole
Container Terminal
16
15
15A
14
13
12
11
10
Coal Harbour
Dyke Dam
Eastern Breakwater
Port Supervision
Port Office
"Vodnik" Stadium
Seaman's Culture Palace
9
8
7
6
5
4
3
2
1
Dividing Mole
Silo Jetty
Harbour "Khlebnaya"
Passenger Sea Terminal
East Mole (Jetty)
Repair Basin
East Dam
North Mole (Jetty)
South Mole (Jetty)
Legend
1.2.3. Nos. of Berths
Crane Track
Railway Tracks

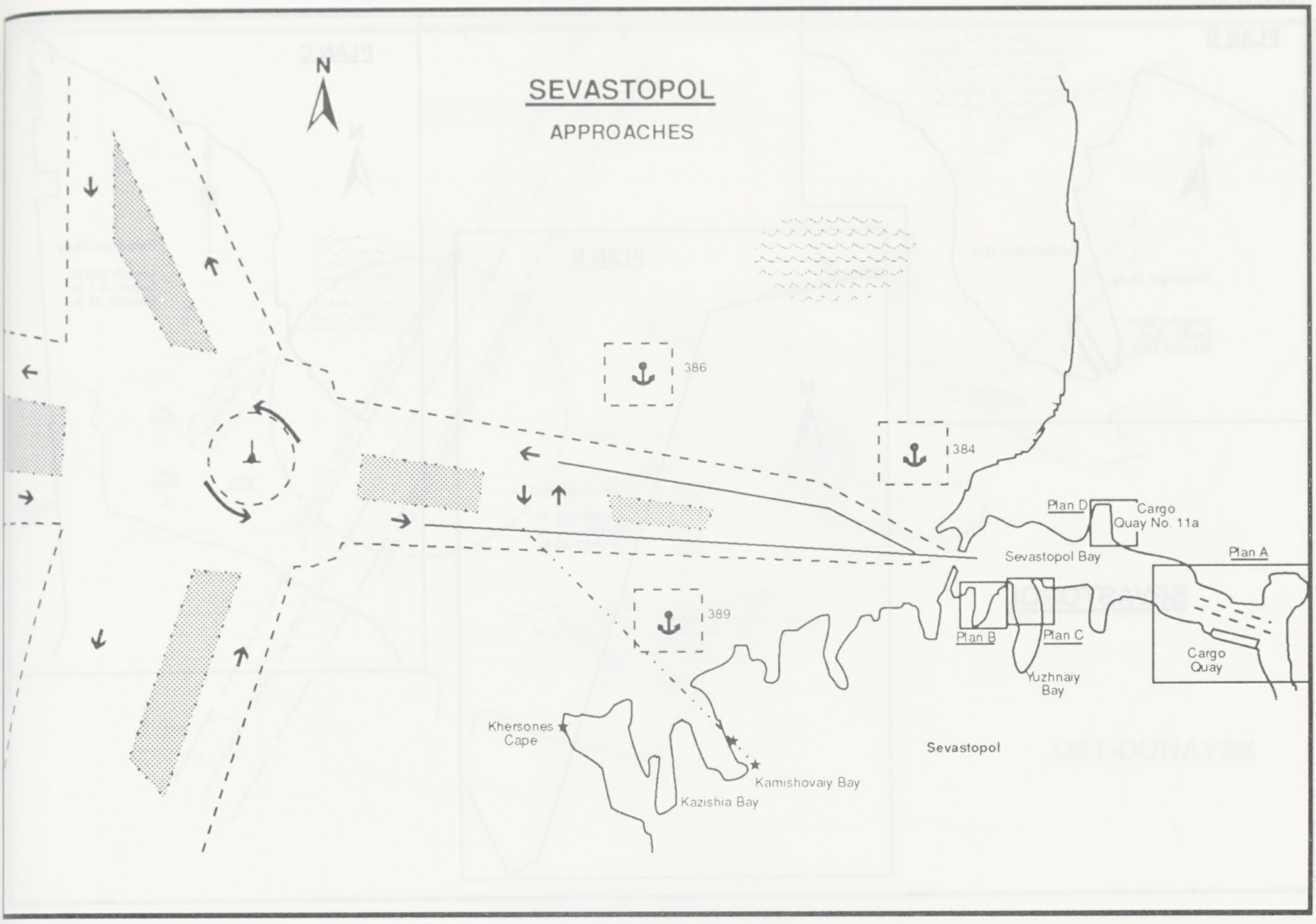

NIKOLAEV
Berths
14
13
12
11
Berths
10
9
Anchorage
7
6
5
Berths
4
3
2
1

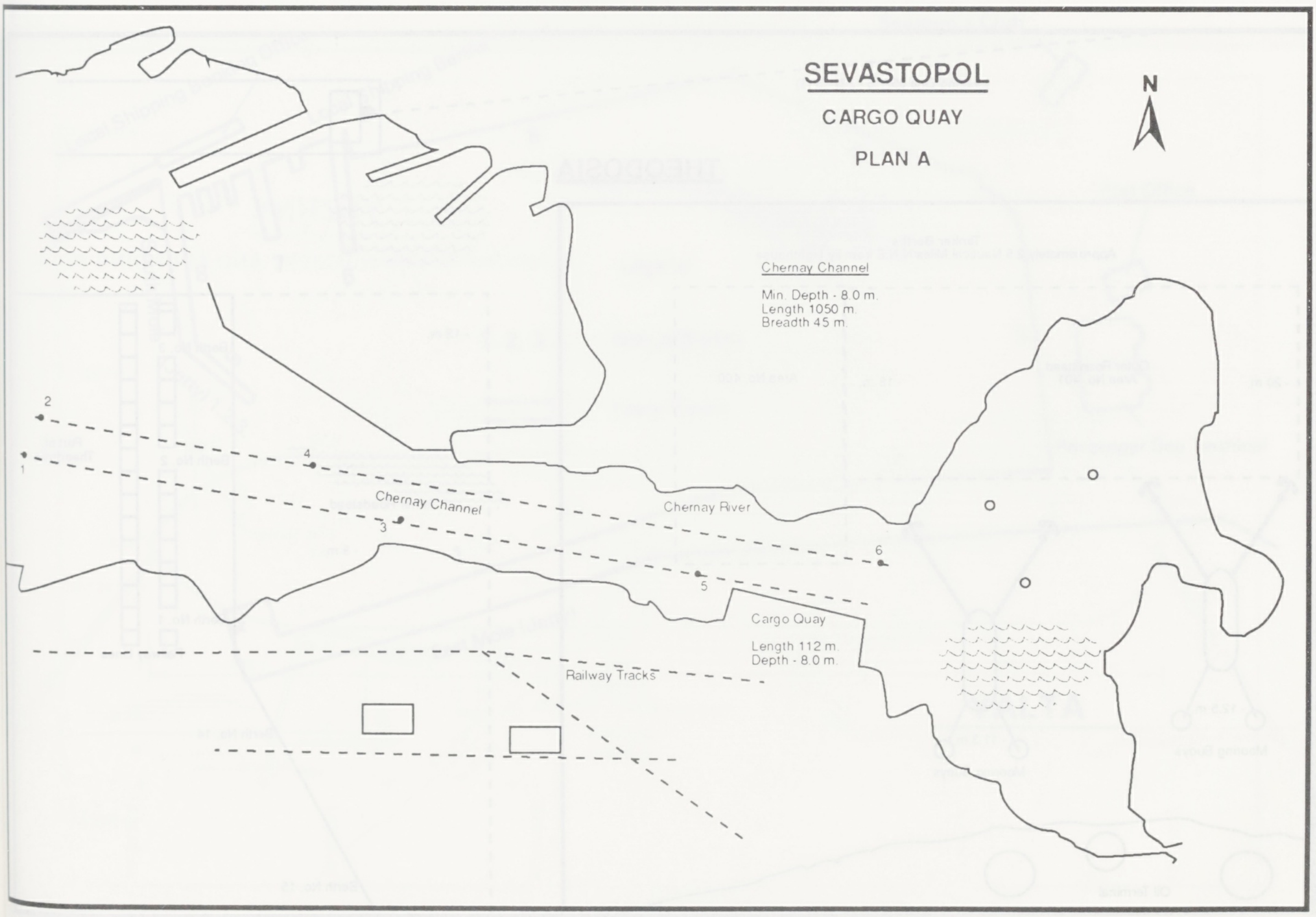

ODESSA
Legend
1.2.3...... Nos. of Berths
Crane Tracks
Railway Tracks
Vorontsovsky Lighthouse
Roadstead Mole (Jetty)
Harbour Master
VTS Shore Based Radar
Quarantine Jetty
Canteen
Light
Old Breakwater
Breakwater
Platonovsky Mole (Jetty)
Quarantine Harbour
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
New Jetty
New Harbour
Coast Trade Harbour
Kabotazhny Jetty
Light
"Inflot" Office
Port Office
Port Club
Polyclinic
Oil Jetty
6
7
2
3
4
5
Oil Harbour
780m
Breakwater
(Grain Harbour)
Silo Jetty
ZAVODSKAYA HARBOUR
Potapovsky Mole (Jetty)
Berth
Berth
Passenger Sea Terminal
Harbour Masters Office 6 th. Floor
Praktitcheskya Harbour
N


RENI
General Cargo with Several Cranes
General Cargoes
Note: No Mooring boat available all lines sent ashore by heaving line
Bulk / General Cargoes
Mile Post 69
Mile Post 70
Loading Steel
Port Control Tower
Tugs
Reporting Vessel
Barges used as fenders for loading/discharging chemicals
Current 3 Knots
"Plan's Supplied by Ship's Master"
3 Shackles
2 Shackles
To Reni
River Bank
Mile Post 26
River Bank
PLAN No. 1
Vessel Capsized in Channel
River Bank
To Reni
PLAN No. 2
3 Shackles
4 Shackles
To Reni
River Bank
Ceatal Anchorage
To Sulina
Turning Circle
PLAN No. 3

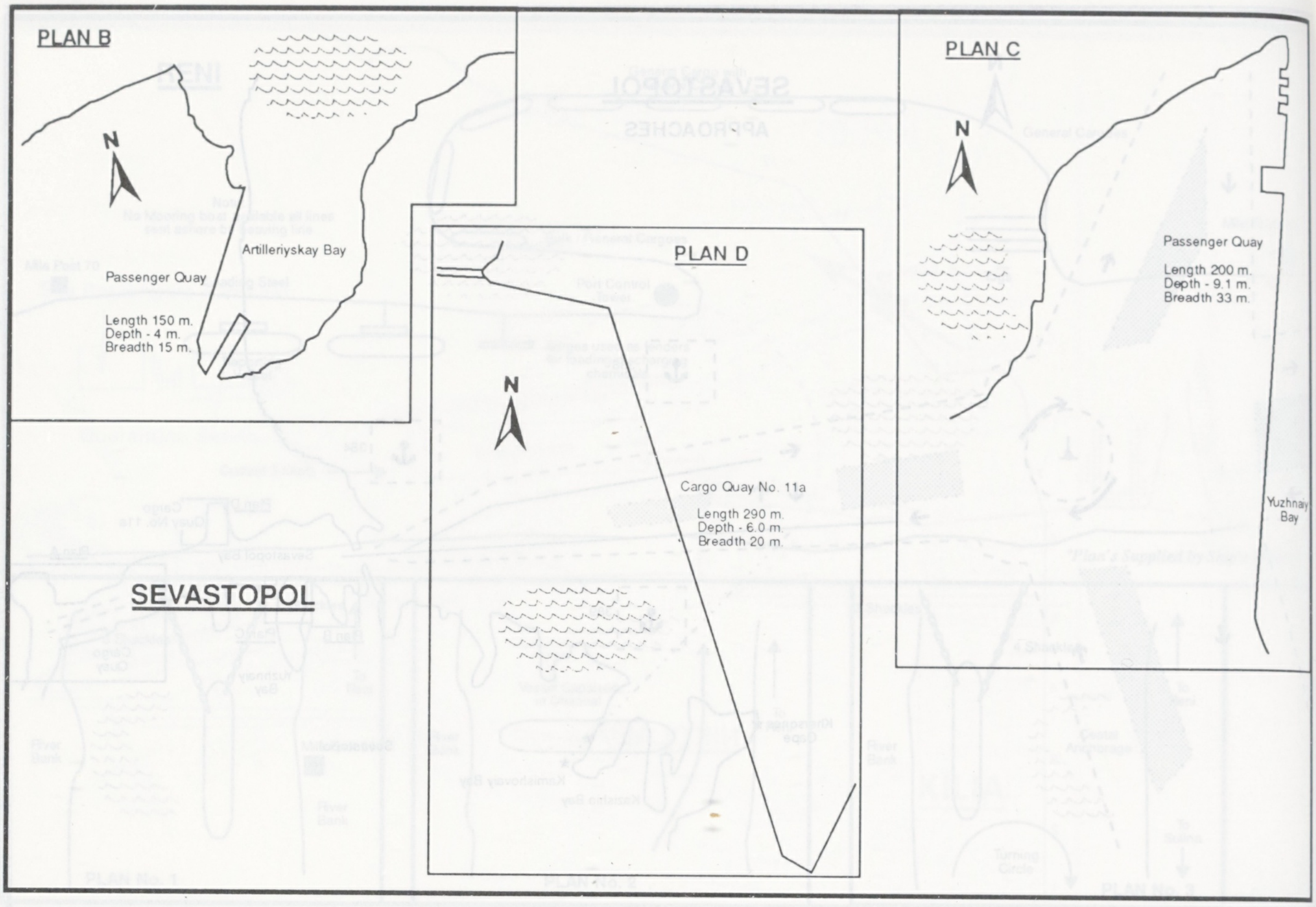

RENI
Port Control
Port Authority Office
Port Control
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑭
⑮
⑯
⑰
⑱
⑲
⑳
㉑
㉒
㉓
㉔
㉕
㉖
㉗
㉘
㉙
㉚
㉛
㉞
㉟
㊱
㊲
㊳

Berth	Cargo
1	Cast iron
2, 3, 4, 5, 9, 17, 19, 20, 23, 24, 25, 26, 28	Steel
15	Containers
16	Pipes
21, 27	Equipment
22	Special equipment
28, 29	Timber
31	Vehicles
34, 35	Coal
36	Ore products
37	Enriched ore products

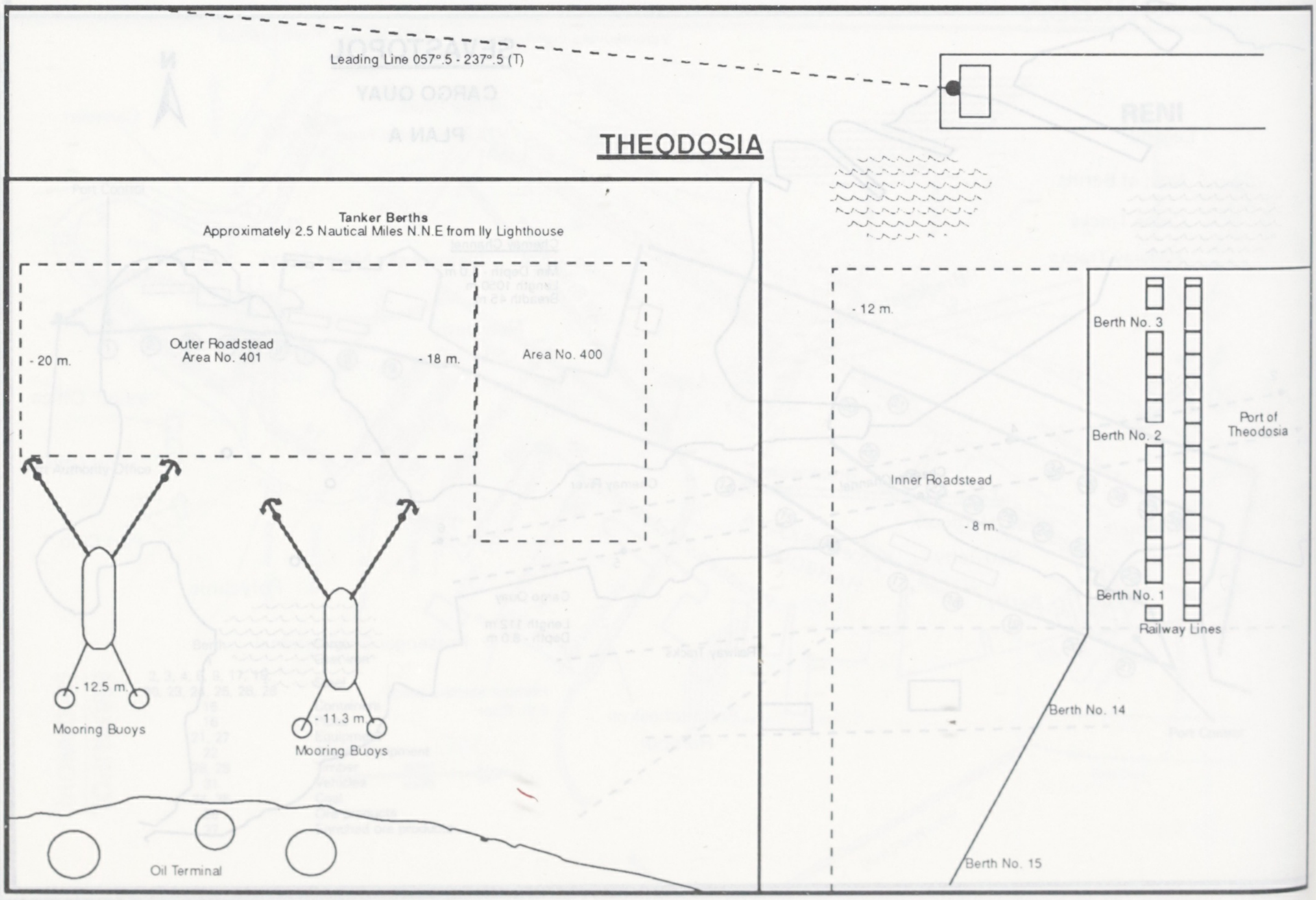

N
SEVASTOPOL
APPROACHES
386
384
389
Plan D
Cargo
Quay No. 11a
Sevastopol Bay
Plan A
Plan B
Plan C
Yuzhnaiy
Bay
Cargo
Quay
Khersones
Cape
Sevastopol
Kamishovaiy Bay
Kazishia Bay

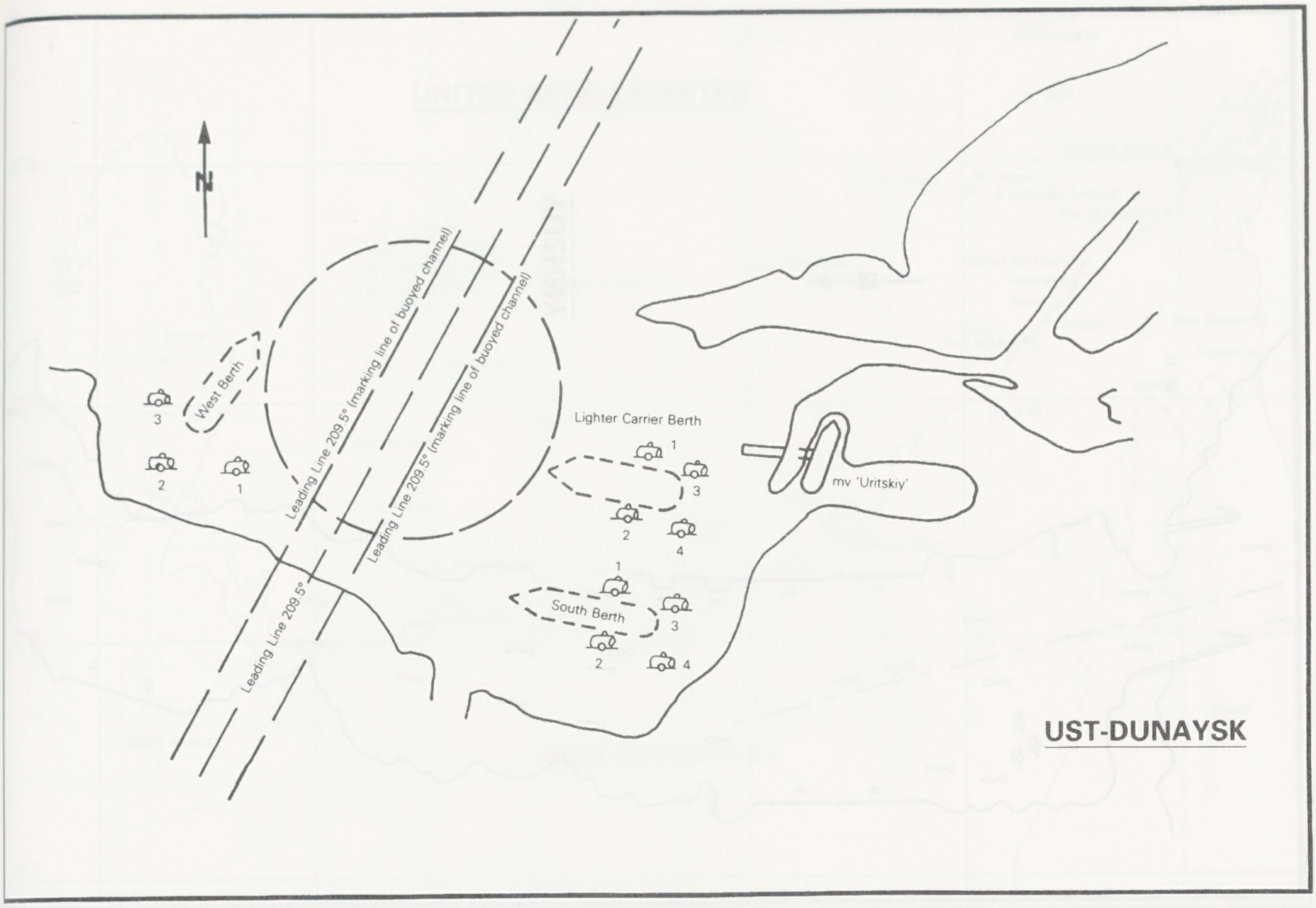

SEVASTOPOL
CARGO QUAY
PLAN A
N
Chernay Channel
Min. Depth - 8.0 m.
Length 1050 m.
Breadth 45 m.
2
1
4
Chernay Channel
3
Chernay River
6
5
Cargo Quay
Length 112 m.
Depth - 8.0 m.
Railway Tracks

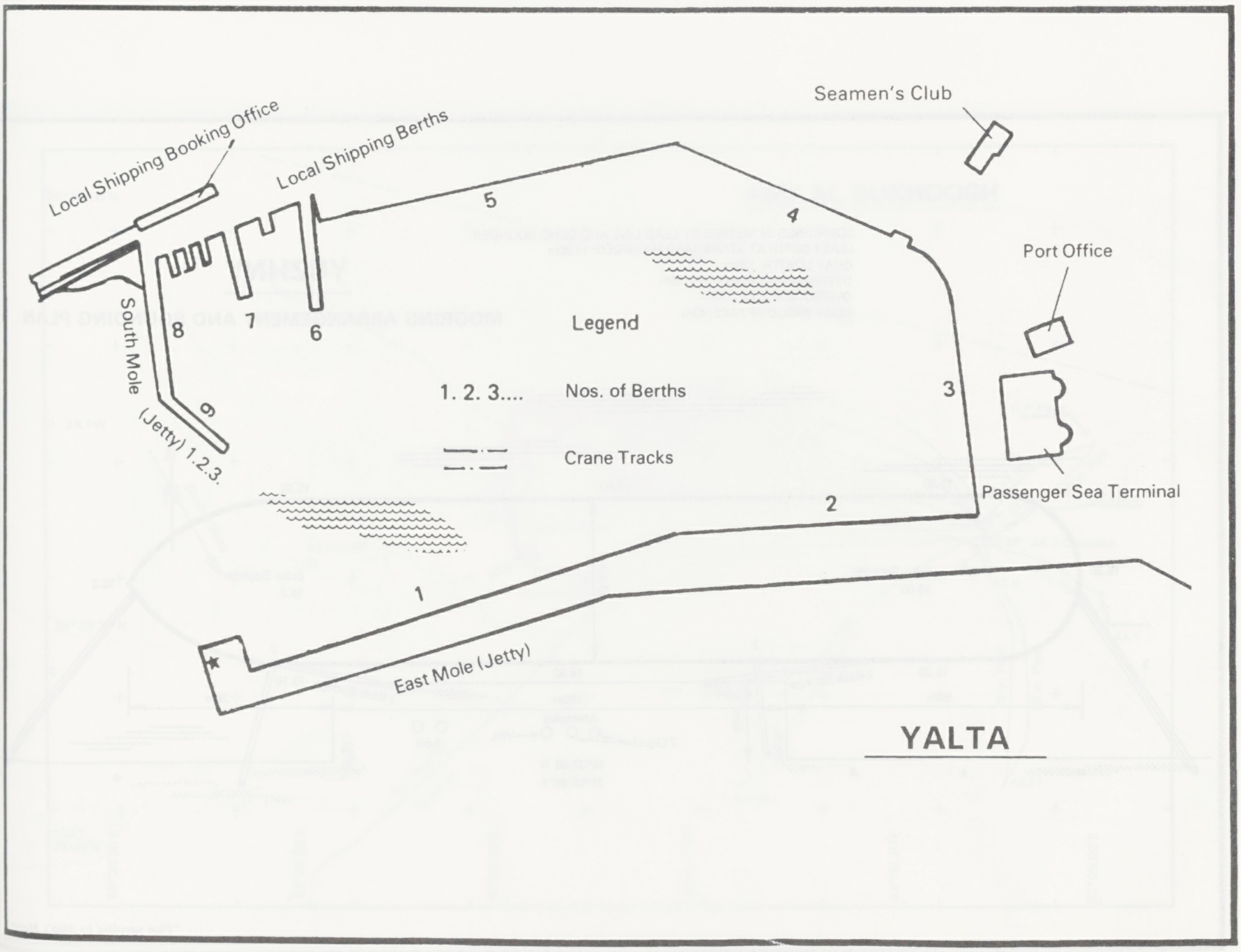
SEVASTOPOL

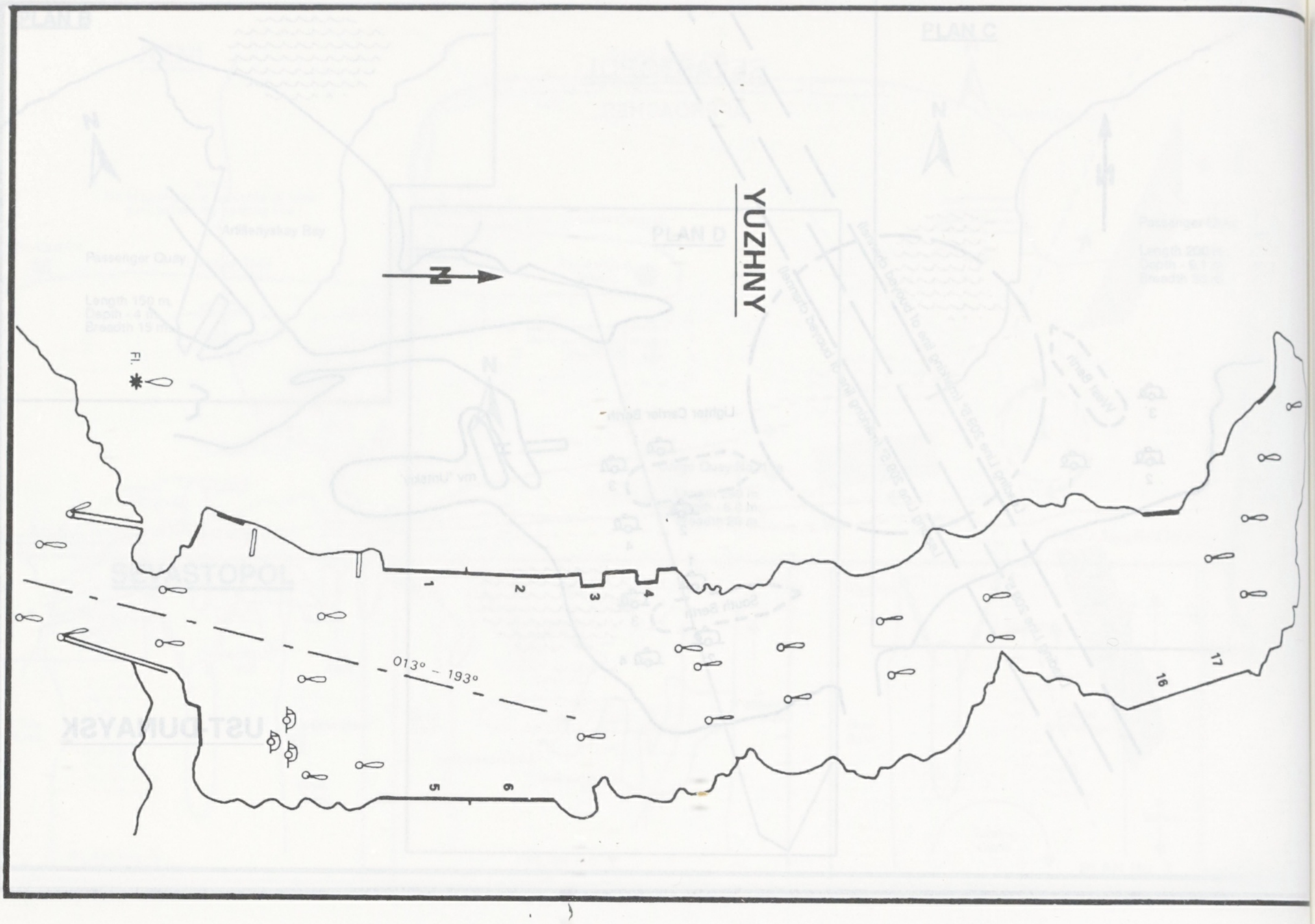

PLAN B
N
Artilleriyskay Bay
Passenger Quay
Length 150 m.
Depth - 4 m.
Breadth 15 m.
PLAN D
N
Cargo Quay No. 11a
Length 290 m.
Depth - 6.0 m.
Breadth 20 m.
PLAN C
N
Passenger Quay
Length 200 m.
Depth - 9.1 m.
Breadth 33 m.
Yuzhnay Bay

THEODOSIA


Leading Line 057°.5 - 237°.5 (T)
Tanker Berths
Approximately 2.5 Nautical Miles N.N.E from Ily Lighthouse
- 20 m.
Outer Roadstead
Area No. 401
- 18 m.
Area No. 400
- 12.5 m.
Mooring Buoys
- 11.3 m.
Mooring Buoys
Oil Terminal
- 12 m.
Berth No. 3
Berth No. 2
Port of Theodosia
Inner Roadstead
- 8 m.
Berth No. 1
Railway Lines
Berth No. 14
Berth No. 15


N
West Berth
3
2
1
Leading Line 209.5° (marking line of buoyed channel)
Leading Line 209.5° (marking line of buoyed channel)
Leading Line 209.5°
Leading Line 209.5°
Lighter Carrier Berth
1
3
2
4
mv 'Uritskiy'
1
South Berth
3
2
4
UST-DUNAYSK

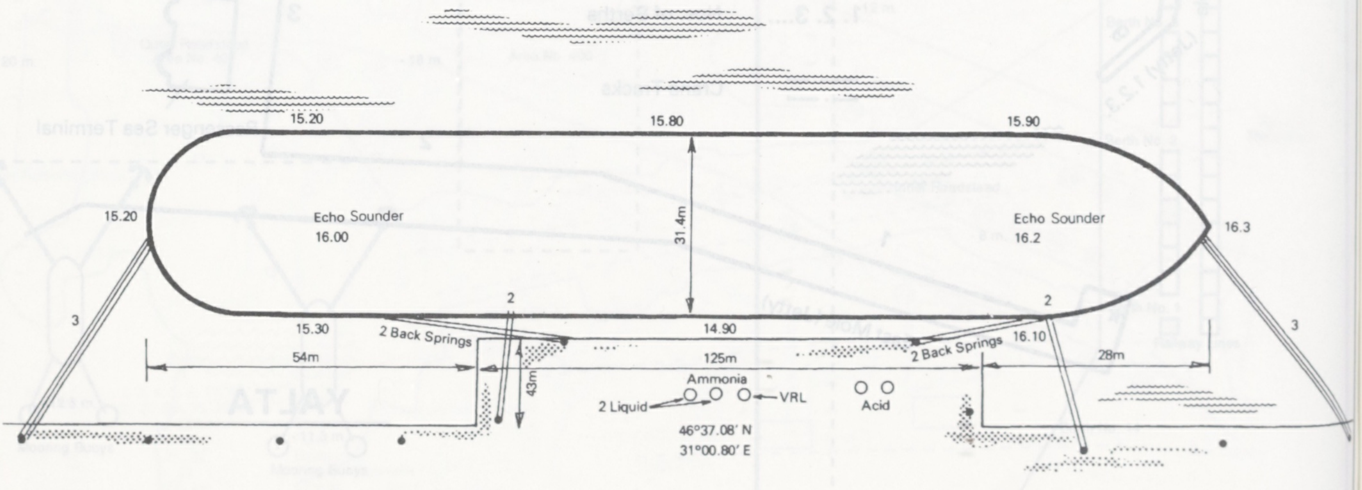

Local Shipping Booking Office
Local Shipping Berths
Seamen's Club
5
4
Port Office
8
7
6
Legend
South Mole (Jetty) 1.2.3.
9
1. 2. 3.... Nos. of Berths
Crane Tracks
3
Passenger Sea Terminal
2
1
East Mole (Jetty)
YALTA


YUZHNY
N
Fl.
1
2
3
4
5
6
013° – 193°
16
17

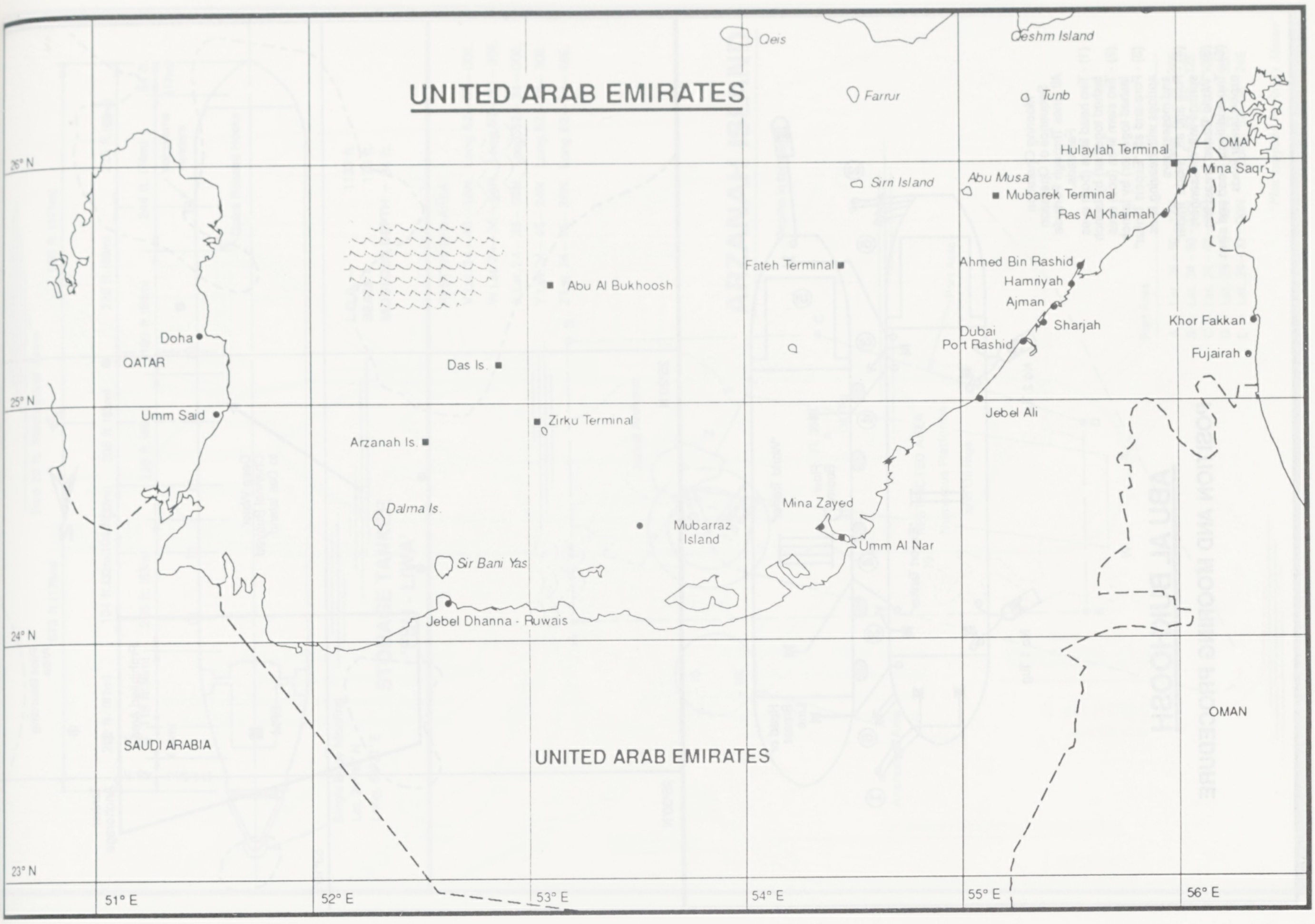
YUZHNY

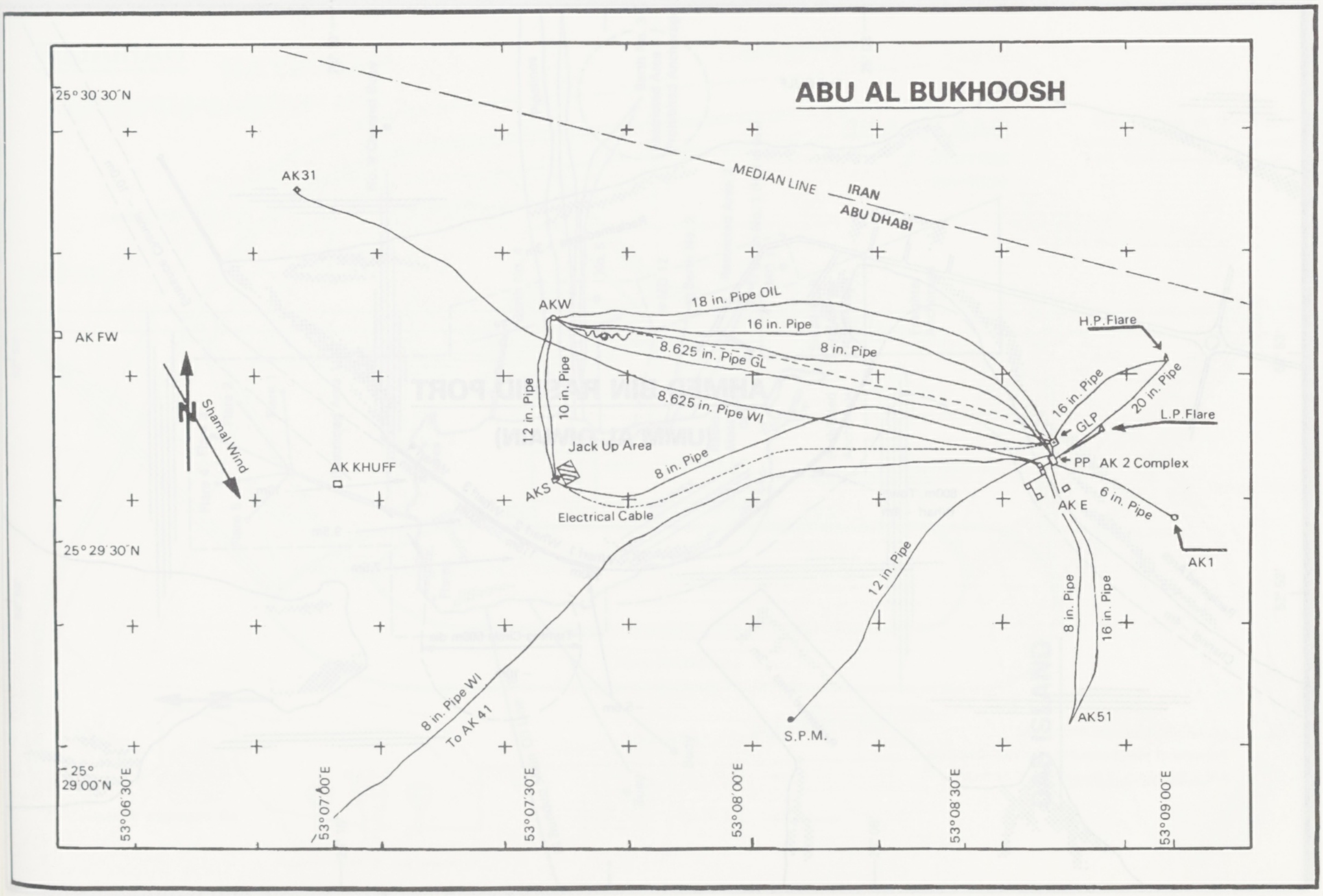
MOORING ARRANGEMENT AND SOUNDING PLAN

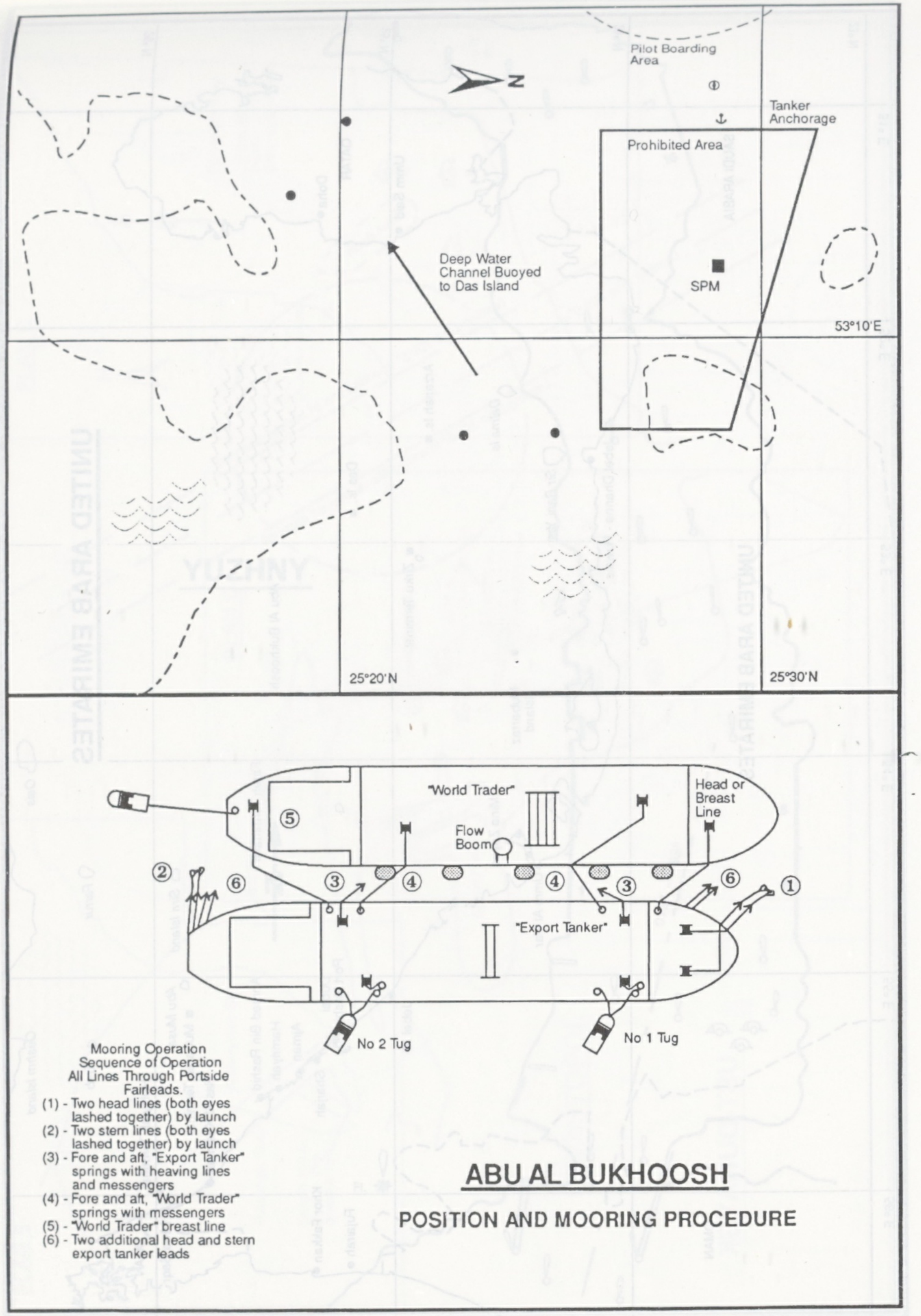
SOUNDINGS IN METRES BY LEAD LINE AND ECHO SOUNDER
LEAST DEPTH AT STARBOARD MANIFOLD: 14.90m
QUAY LENGTH: 125m
OVERHANGING FORWARD: 28m
OVERHANGING AFT: 54m
QUAY PROUD OF FACE: 43m


15.20
15.80
15.90
15.20
Echo Sounder
16.00
31.4m
Echo Sounder
16.2
16.3
3
2
2
3
15.30
2 Back Springs
14.90
2 Back Springs
16.10
54m
125m
28m
43m
Ammonia
2 Liquid
VRL
Acid
46°37.08′ N
31°00.80′ E

"Plan supplied by Ship's Master"


UNITED ARAB EMIRATES
Qeis
Qeshm Island
Farrur
Tunb
Hulaylah Terminal
OMAN
Mina Saqr
Sirri Island
Abu Musa
Mubarek Terminal
Ras Al Khaimah
Fateh Terminal
Ahmed Bin Rashid
Hamriyah
Ajman
Sharjah
Abu Al Bukhoosh
Khor Fakkan
Fujairah
Doha
QATAR
Das Is.
Dubai
Port Rashid
Jebel Ali
Umm Said
Zirku Terminal
Arzanah Is.
Mina Zayed
Dalma Is.
Mubarraz Island
Umm Al Nar
Sir Bani Yas
Jebel Dhanna - Ruwais
OMAN
SAUDI ARABIA
UNITED ARAB EMIRATES
26° N
25° N
24° N
23° N
51° E
52° E
53° E
54° E
55° E
56° E


ABU AL BUKHOOSH
25° 30' 30" N
25° 29' 30" N
25° 29' 00" N
53° 06' 30" E
53° 07' 00" E
53° 07' 30" E
53° 08' 00" E
53° 08' 30" E
53° 09' 00" E
MEDIAN LINE
IRAN
ABU DHABI
AK31
AK FW
AKW
18 in. Pipe OIL
16 in. Pipe
8 in. Pipe
8.625 in. Pipe GL
8.625 in. Pipe WI
12 in. Pipe
10 in. Pipe
Jack Up Area
8 in. Pipe
AKS
Electrical Cable
AK KHUFF
Shamal Wind
N
H.P. Flare
16 in. Pipe
20 in. Pipe
GLP
L.P. Flare
PP
AK 2 Complex
AK E
6 in. Pipe
AK1
12 in. Pipe
8 in. Pipe
16 in. Pipe
AK51
S.P.M.
8 in. Pipe WI
To AK 41

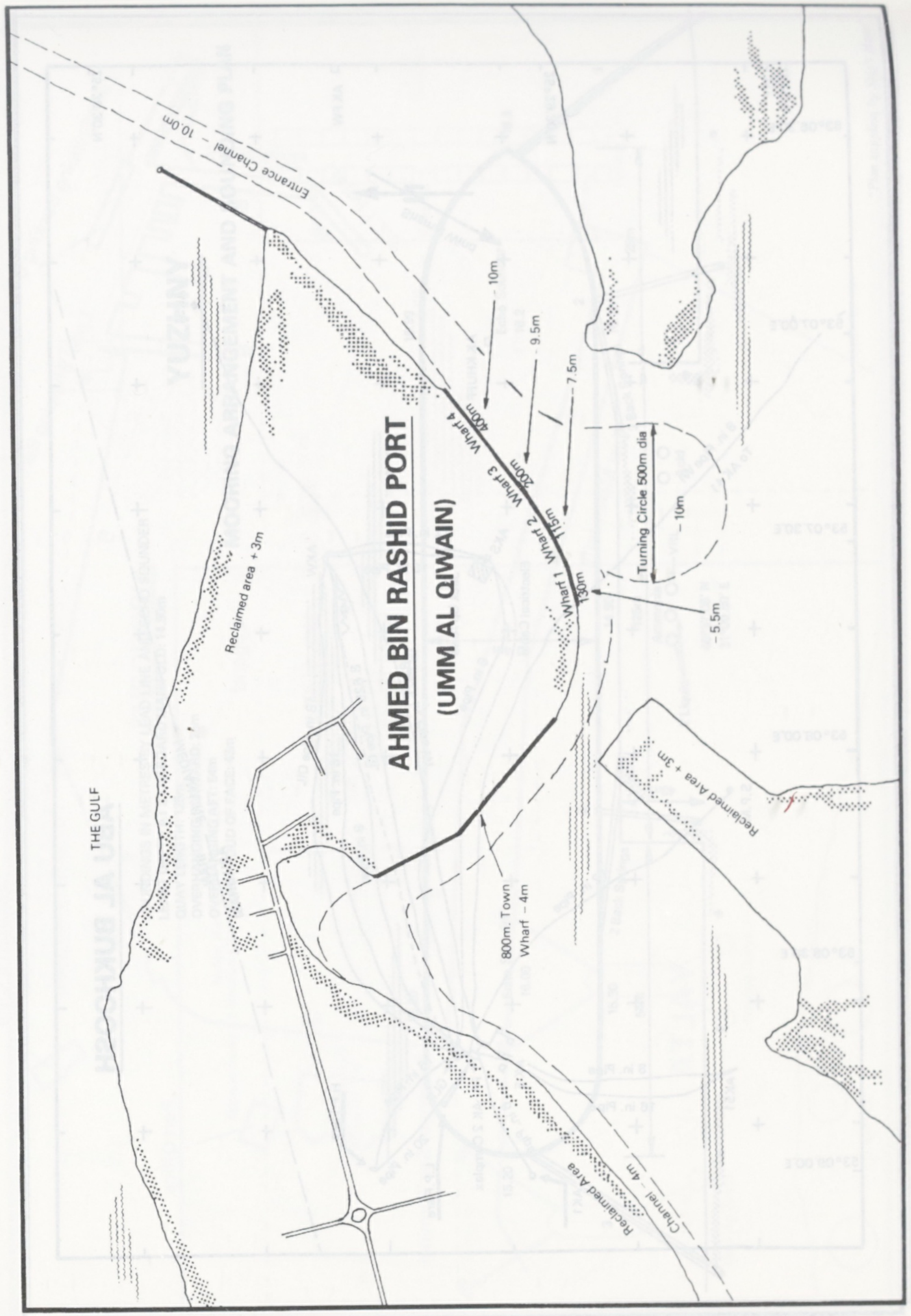

Pilot Boarding Area
Tanker Anchorage
Prohibited Area
Deep Water Channel Buoyed to Das Island
SPM
N
53°10'E
25°20'N
25°30'N
"World Trader"
Flow Boom
Head or Breast Line
"Export Tanker"
No 2 Tug
No 1 Tug
①
②
③
④
⑤
⑥

ABU AL BUKHOOSH

POSITION AND MOORING PROCEDURE

Mooring Operation
Sequence of Operation
All Lines Through Portside Fairleads.

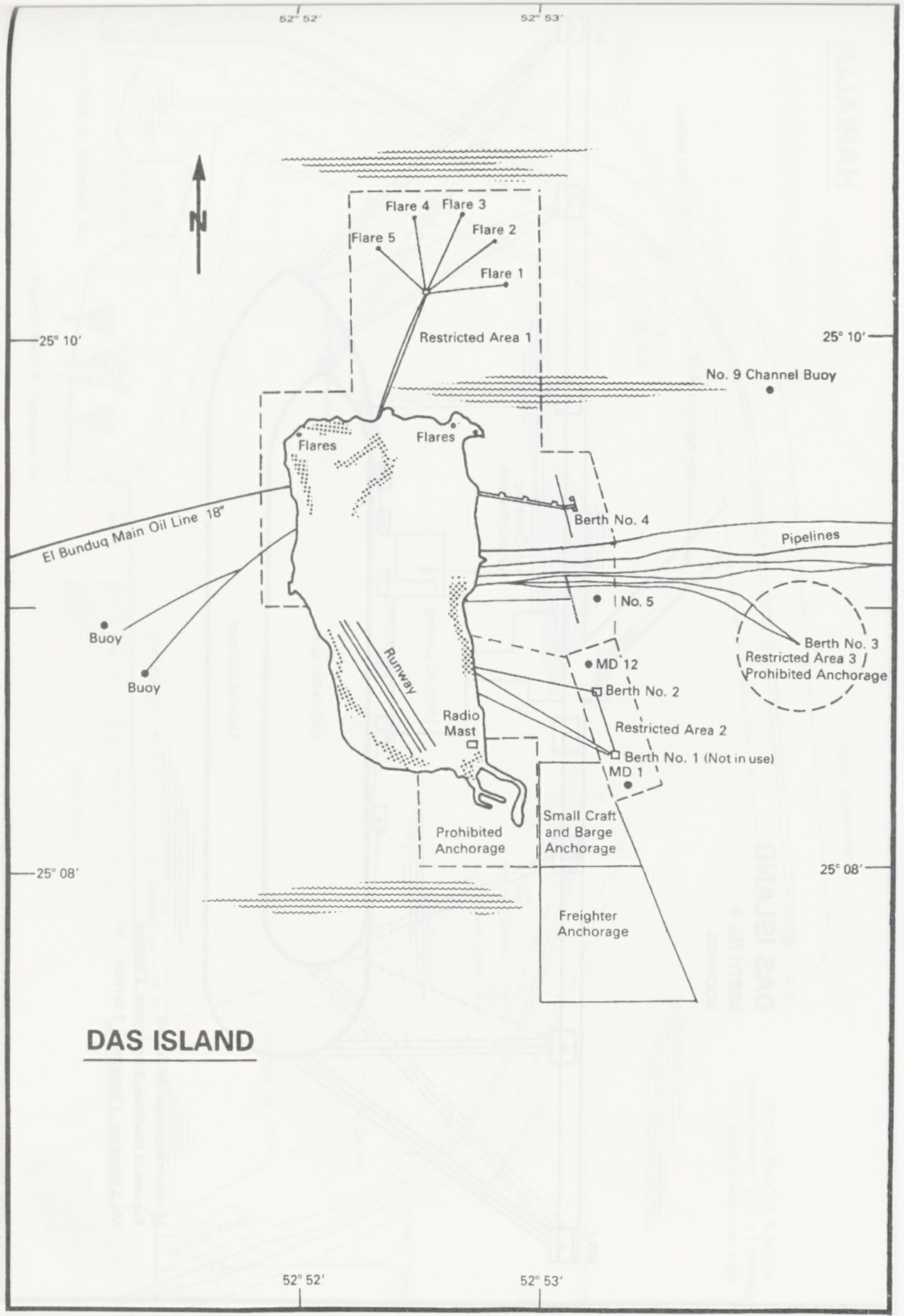
(1) - Two head lines (both eyes lashed together) by launch
(2) - Two stern lines (both eyes lashed together) by launch
(3) - Fore and aft, "Export Tanker" springs with heaving lines and messengers
(4) - Fore and aft, "World Trader" springs with messengers
(5) - "World Trader" breast line
(6) - Two additional head and stern export tanker leads



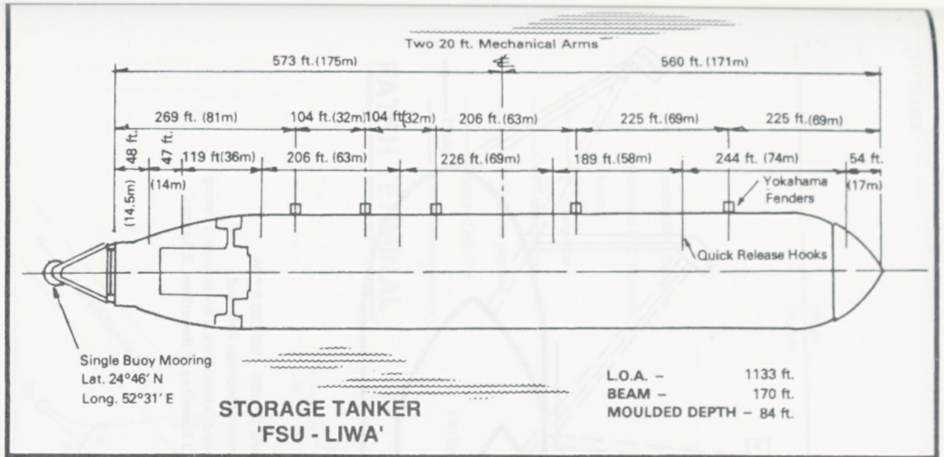
AHMED BIN RASHID PORT

(UMM AL QIWAIN)

Entrance Channel - 10.0m
10m
9.5m
7.5m
Wharf 4 400m
Wharf 3 200m
Wharf 2 115m
Wharf 1 130m
Turning Circle 500m dia
10m
5.5m
Reclaimed area + 3m
Reclaimed Area + 3m
800m Town Wharf - 4m
THE GULF
Reclaimed Area
Channel - 4m

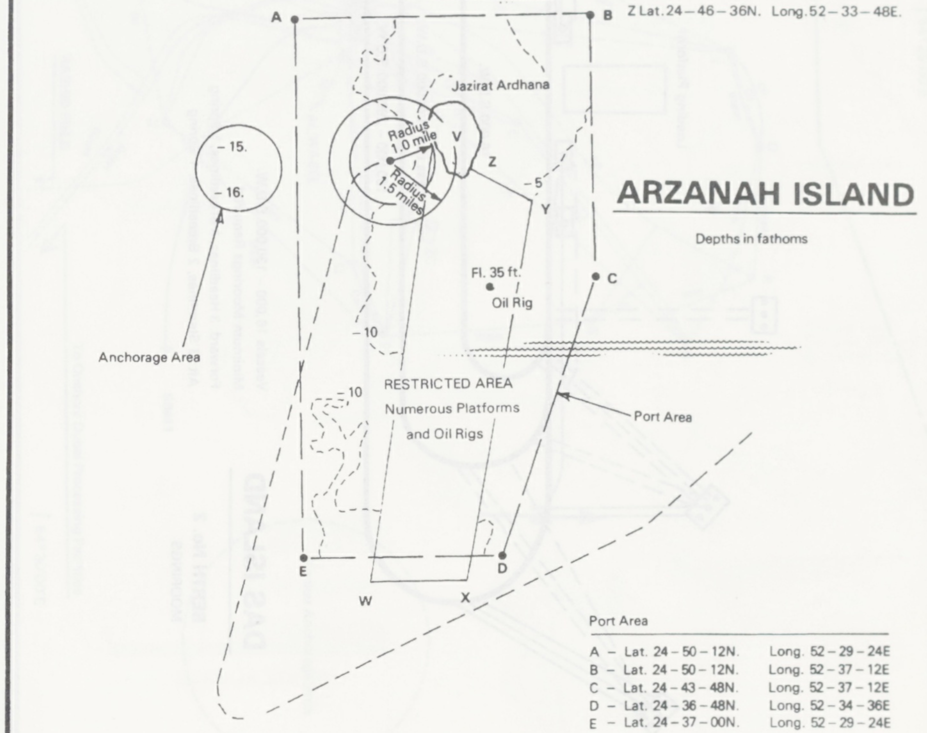

52° 52'
52° 53'
N
Flare 4
Flare 3
Flare 5
Flare 2
Flare 1
Restricted Area 1
25° 10'
25° 10'
No. 9 Channel Buoy
Flares
Flares
Berth No. 4
El Bunduq Main Oil Line 18"
Pipelines
No. 5
Buoy
Buoy
Berth No. 3
Restricted Area 3
Prohibited Anchorage
MD 12
Berth No. 2
Runway
Radio Mast
Restricted Area 2
Berth No. 1 (Not in use)
MD 1
Prohibited Anchorage
Small Craft and Barge Anchorage
25° 08'
25° 08'
Freighter Anchorage
52° 52'
52° 53'

DAS ISLAND


Two 20 ft. Mechanical Arms
573 ft. (175m)
560 ft. (171m)
269 ft. (81m)
104 ft.(32m)
104 ft.(32m)
206 ft. (63m)
225 ft. (69m)
225 ft. (69m)
48 ft. (14.5m)
47 ft. (14m)
119 ft(36m)
206 ft. (63m)
226 ft. (69m)
189 ft. (58m)
244 ft. (74m)
54 ft. (17m)
Yokahama Fenders
Quick Release Hooks
Single Buoy Mooring
Lat. 24°46' N
Long. 52°31' E

STORAGE TANKER 'FSU - LIWA'

L.O.A. – 1133 ft.
BEAM – 170 ft.
MOULDED DEPTH – 84 ft.


A
B
Jazirat Ardhana
– 15.
– 16.
Radius 1.0 mile
Radius 1.5 miles
V
Z
5
Y
C
Fl. 35 ft.
Oil Rig
– 10
Anchorage Area
RESTRICTED AREA
Numerous Platforms and Oil Rigs
10
Port Area
E
D
W
X

ARZANAH ISLAND

Depths in fathoms

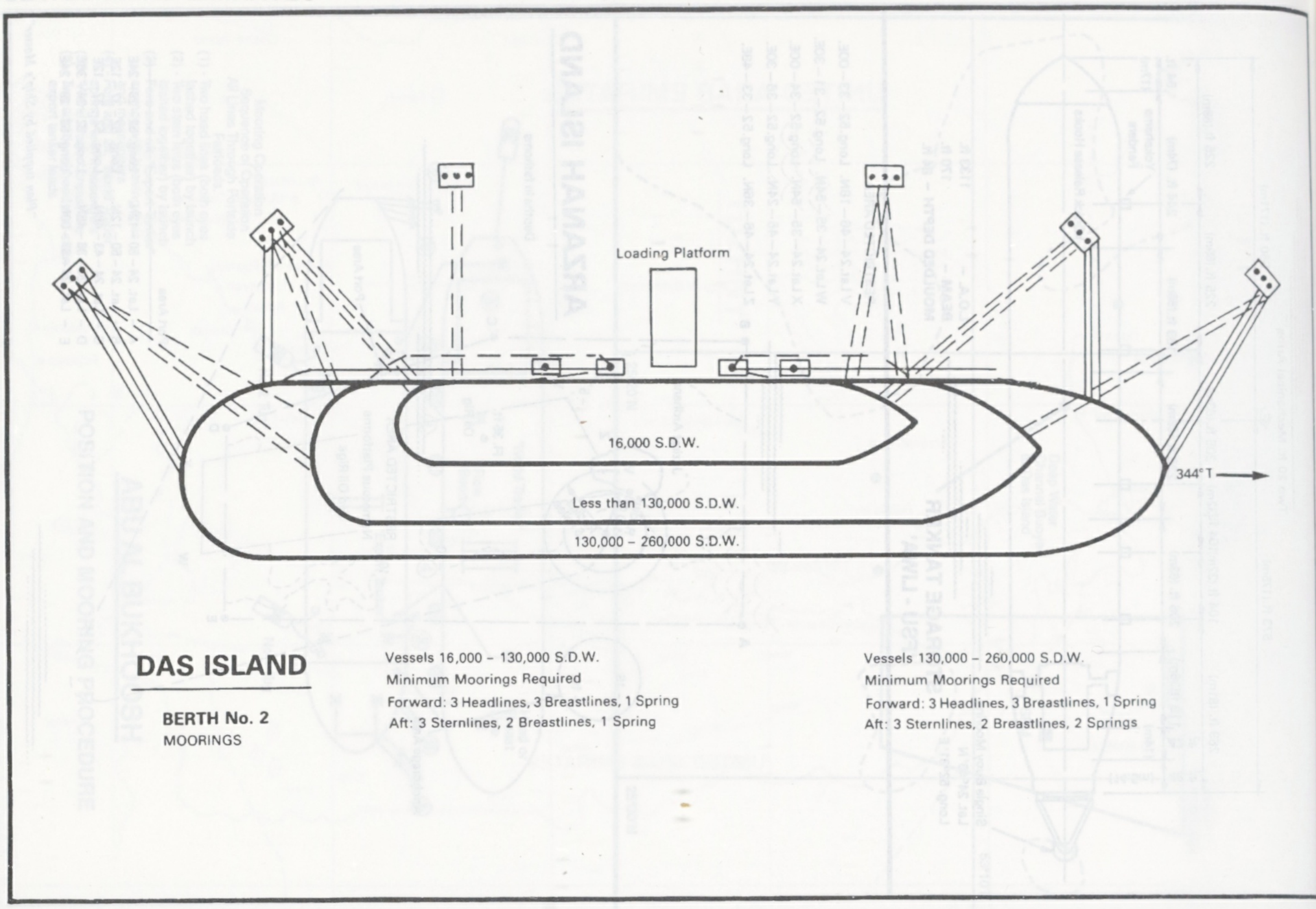
RESTRICTED AREA

V Lat. 24 – 46 – 18N. Long. 52 – 33 – 00E.
W Lat. 24 – 35 – 54N. Long. 52 – 31 – 30E.
X Lat. 24 – 35 – 54N. Long. 52 – 34 – 00E.
Y Lat. 24 – 45 – 24N. Long. 52 – 36 – 30E.
Z Lat. 24 – 46 – 36N. Long. 52 – 33 – 48E.

Port Area

A –	Lat. 24 – 50 – 12N.	Long. 52 – 29 – 24E
B –	Lat. 24 – 50 – 12N.	Long. 52 – 37 – 12E
C –	Lat. 24 – 43 – 48N.	Long. 52 – 37 – 12E
D –	Lat. 24 – 36 – 48N.	Long. 52 – 34 – 36E
E –	Lat. 24 – 37 – 00N.	Long. 52 – 29 – 24E

"Plan supplied by Ship's Master"


Loading Platform
16,000 S.D.W.
Less than 130,000 S.D.W.
130,000 – 260,000 S.D.W.
344°T

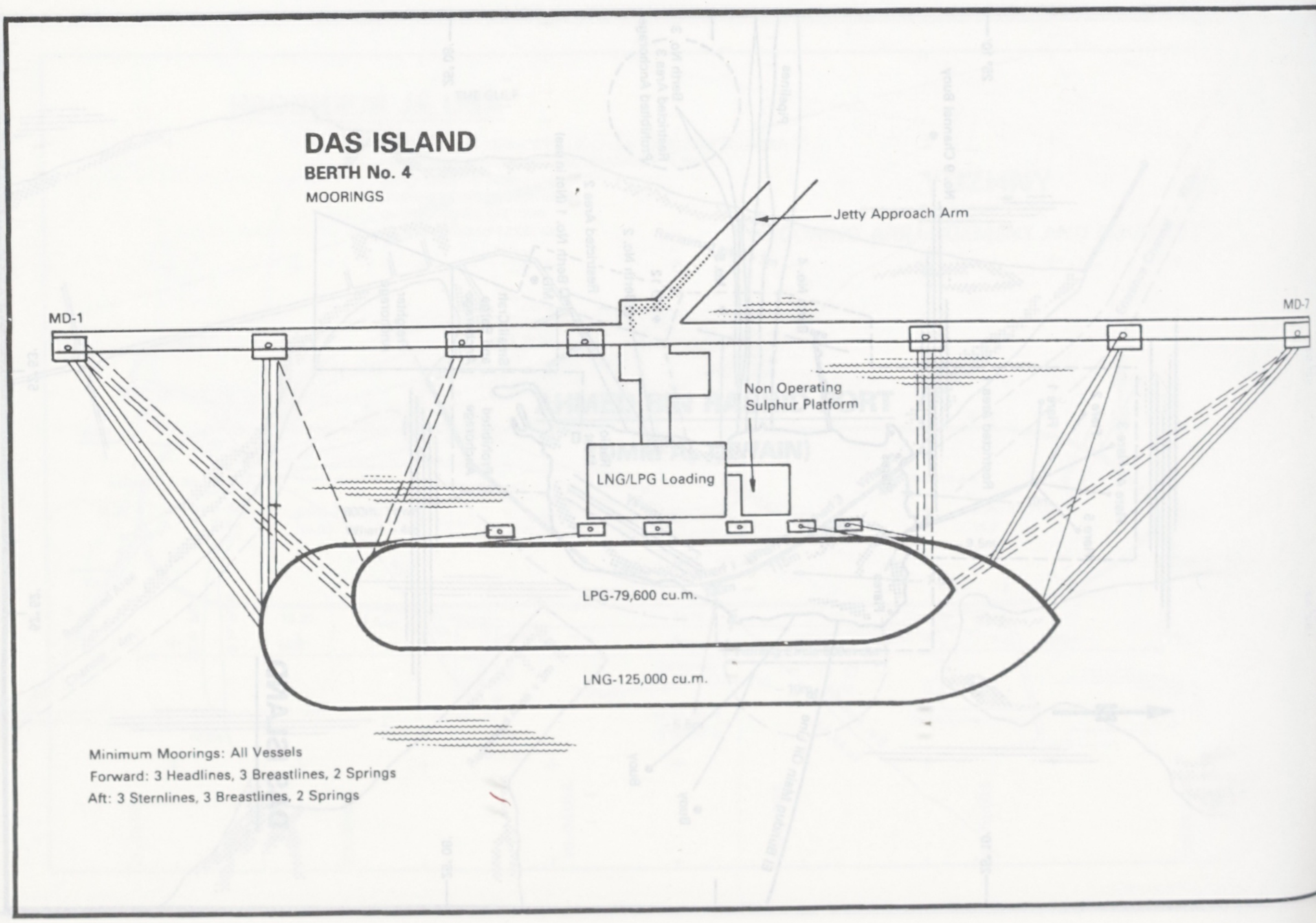
DAS ISLAND

BERTH No. 2

MOORINGS

Vessels 16,000 – 130,000 S.D.W.
Minimum Moorings Required
Forward: 3 Headlines, 3 Breastlines, 1 Spring
Aft: 3 Sternlines, 2 Breastlines, 1 Spring

Vessels 130,000 – 260,000 S.D.W.
Minimum Moorings Required
Forward: 3 Headlines, 3 Breastlines, 1 Spring
Aft: 3 Sternlines, 2 Breastlines, 2 Springs

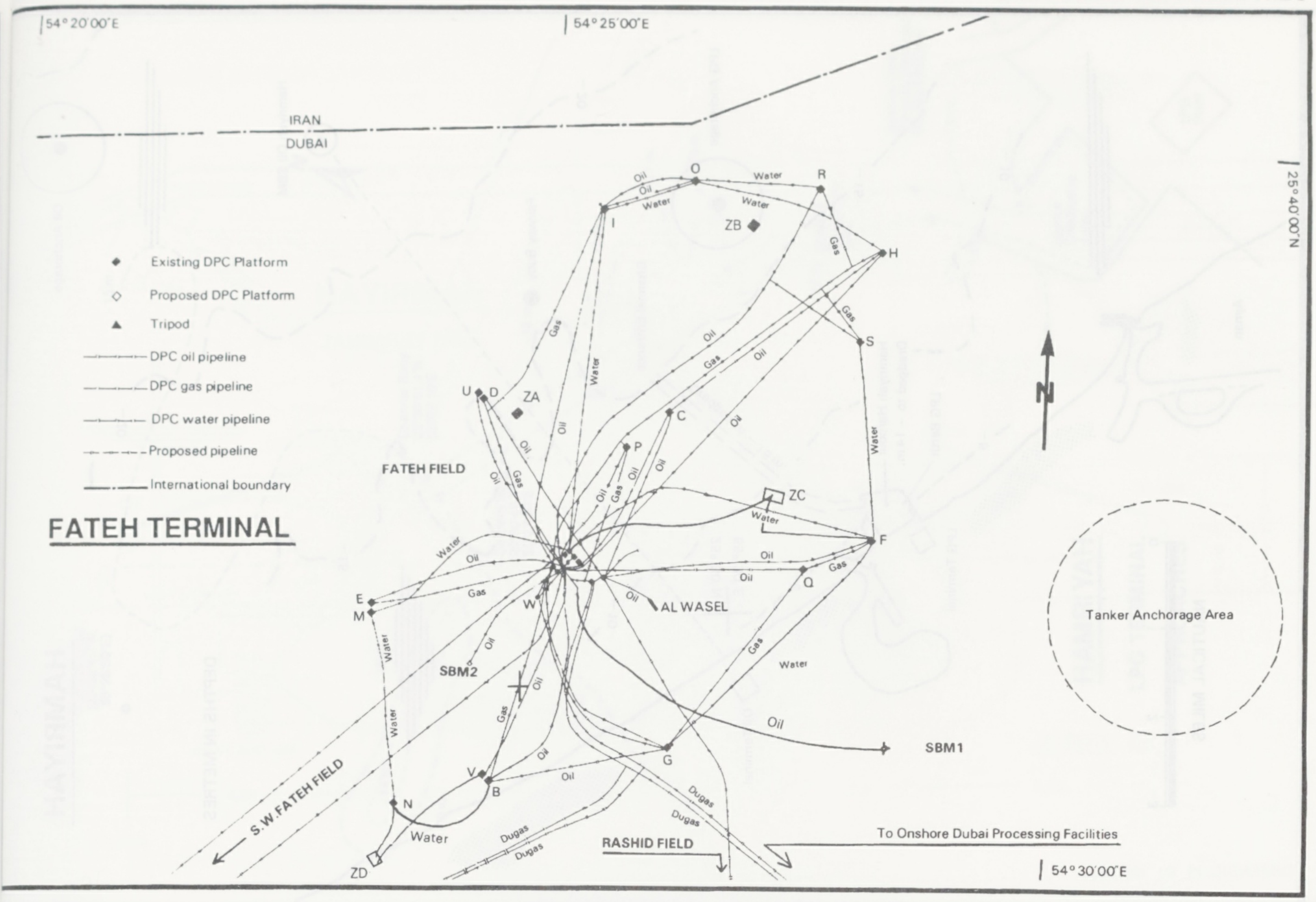

Jetty Approach Arm
MD-1
MD-7
Non Operating
Sulphur Platform
LNG/LPG Loading
LPG-79,600 cu.m.
LNG-125,000 cu.m.

DAS ISLAND

BERTH No. 4

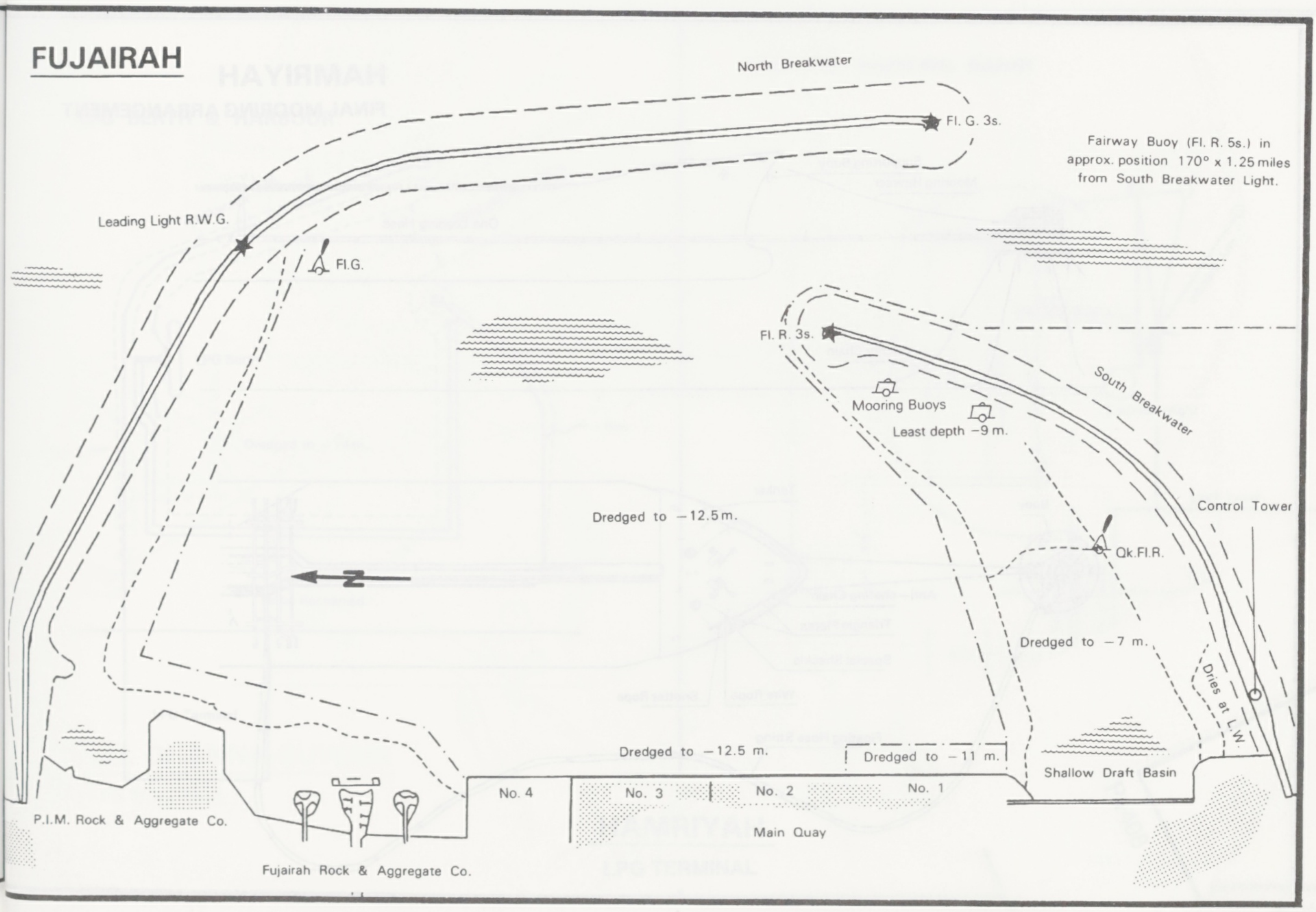
MOORINGS

Minimum Moorings: All Vessels
Forward: 3 Headlines, 3 Breastlines, 2 Springs
Aft: 3 Sternlines, 3 Breastlines, 2 Springs



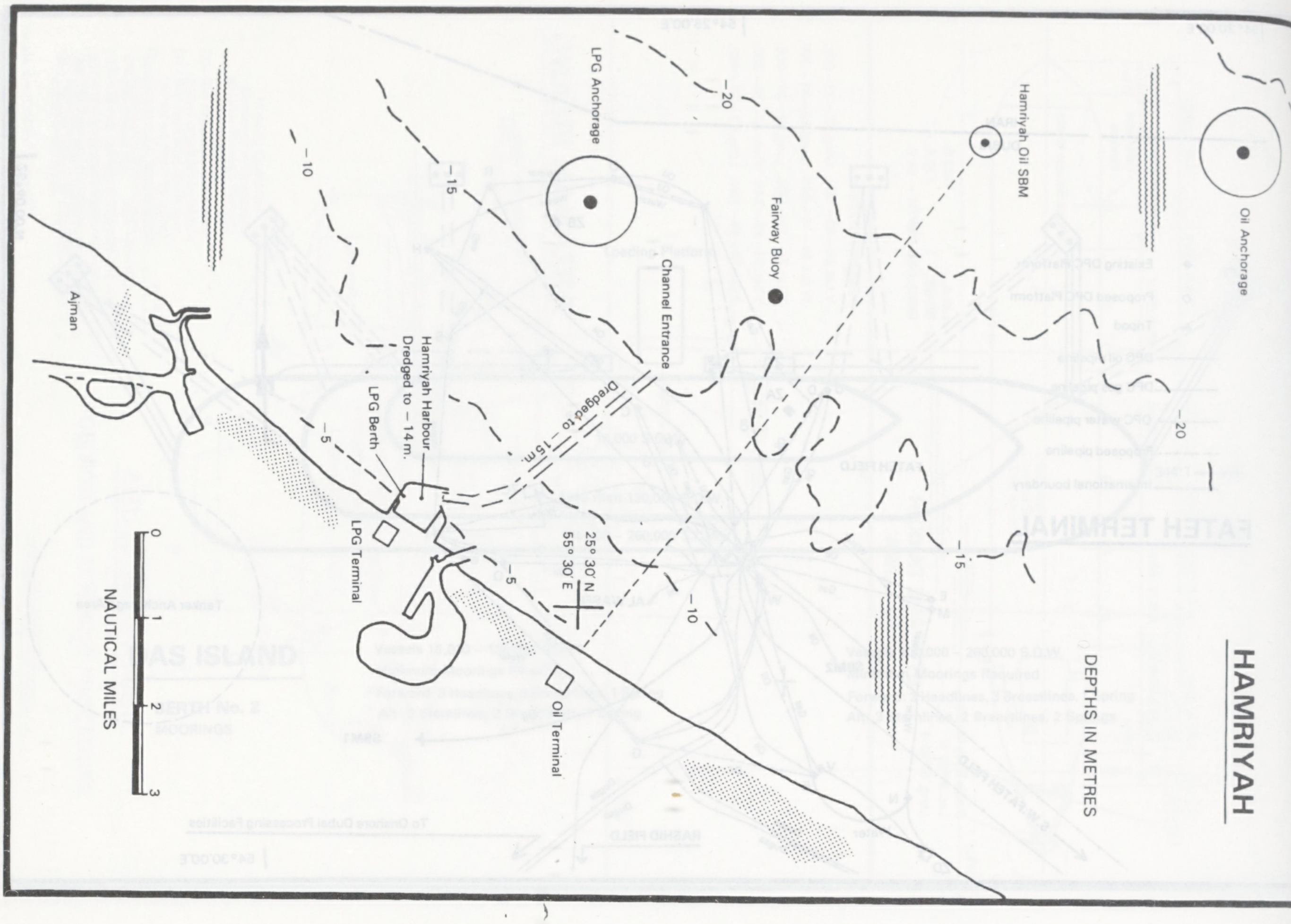
FATEH TERMINAL

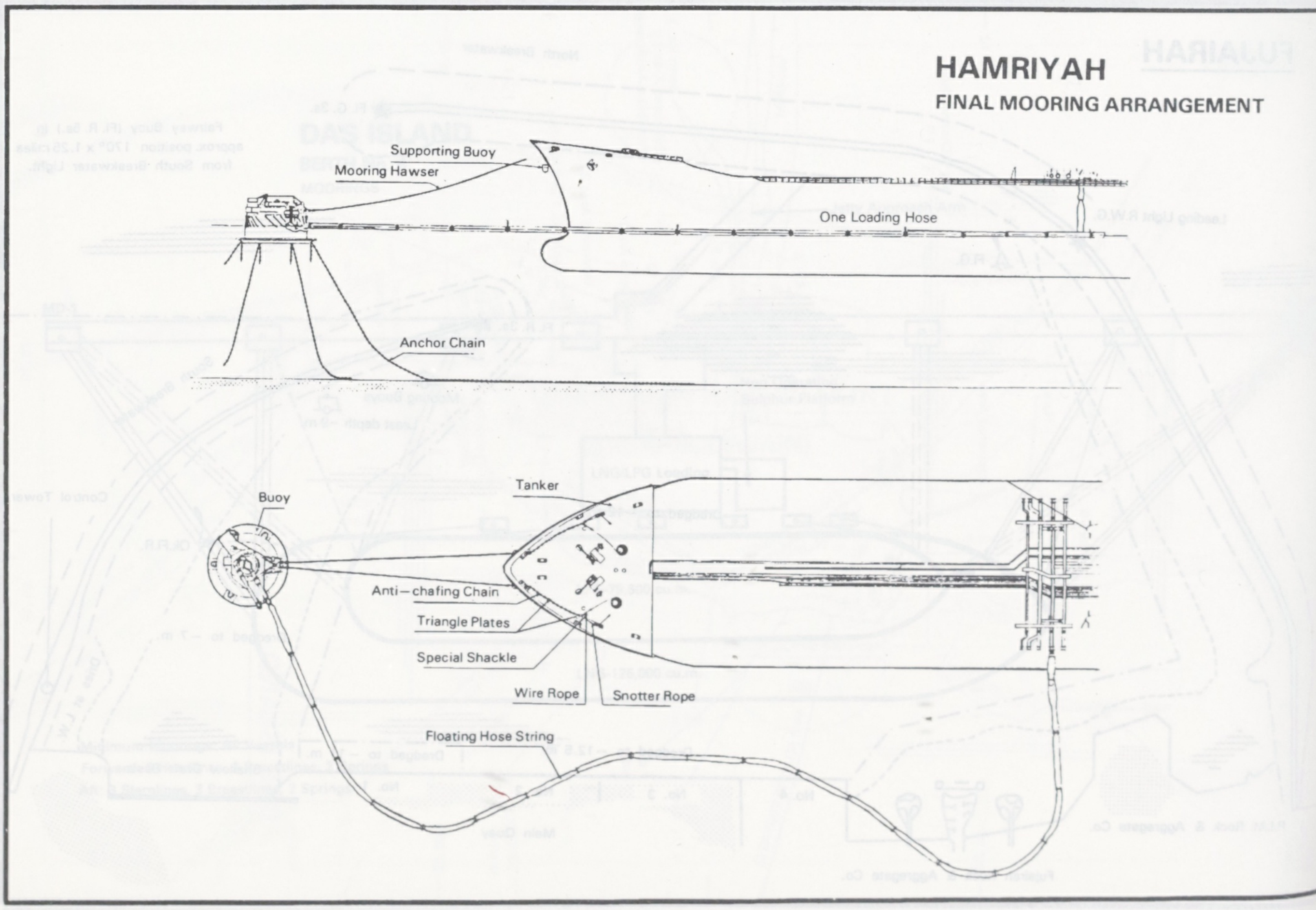
54° 20' 00" E
54° 25' 00" E
54° 30' 00" E
25° 40' 00" N
IRAN
DUBAI
◆ Existing DPC Platform
◇ Proposed DPC Platform
▲ Tripod
DPC oil pipeline
DPC gas pipeline
DPC water pipeline
Proposed pipeline
International boundary
FATEH FIELD
O
R
I
H
ZB
S
U
D
ZA
C
P
ZC
F
Q
E
M
W
AL WASEL
SBM2
SBM1
G
V
B
N
ZD
Oil
Gas
Water
Dugas
S.W. FATEH FIELD
RASHID FIELD
To Onshore Dubai Processing Facilities
Tanker Anchorage Area
N



FUJAIRAH

North Breakwater
Fl. G. 3s.
Fairway Buoy (Fl. R. 5s.) in approx. position 170° x 1.25 miles from South Breakwater Light.
Leading Light R.W.G.
Fl.G.
Fl. R. 3s.
Mooring Buoys
Least depth -9 m.
South Breakwater
Control Tower
Dredged to -12.5 m.
Qk.Fl.R.
N
Dredged to -7 m.
Dries at L.W.
Dredged to -12.5 m.
Dredged to -11 m.
Shallow Draft Basin
No. 4
No. 3
No. 2
No. 1
Main Quay
P.I.M. Rock & Aggregate Co.
Fujairah Rock & Aggregate Co.

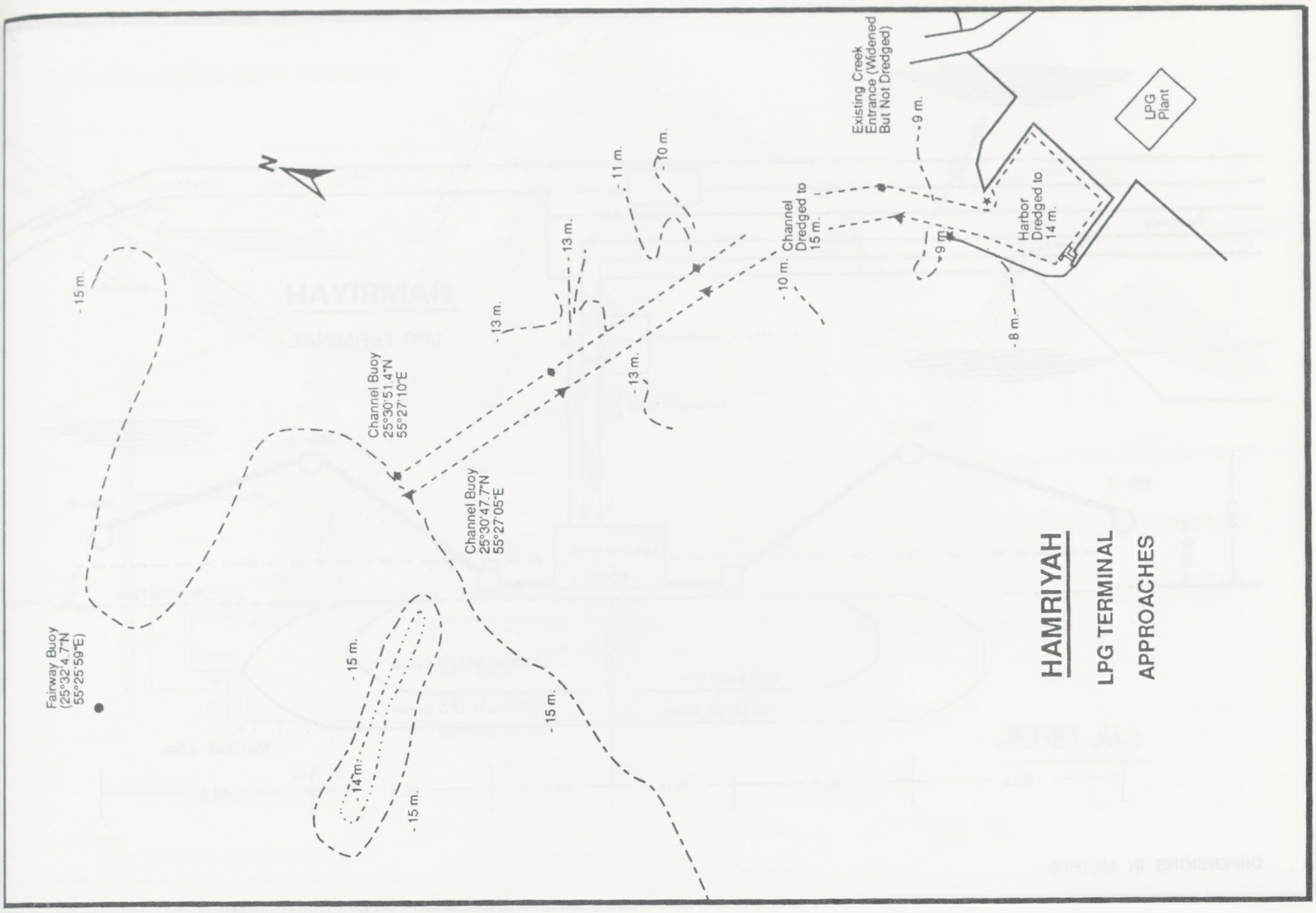

HAMRIYAH
DEPTHS IN METRES
Oil Anchorage
Hamriyah Oil SBM
Fairway Buoy
LPG Anchorage
Channel Entrance
Dredged to – 15 m.
Hamriyah Harbour
Dredged to – 14 m.
LPG Berth
LPG Terminal
Oil Terminal
25° 30' N
55° 30' E
Ajman
NAUTICAL MILES
0
1
2
3
–20
–15
–10
–5
20
15
10

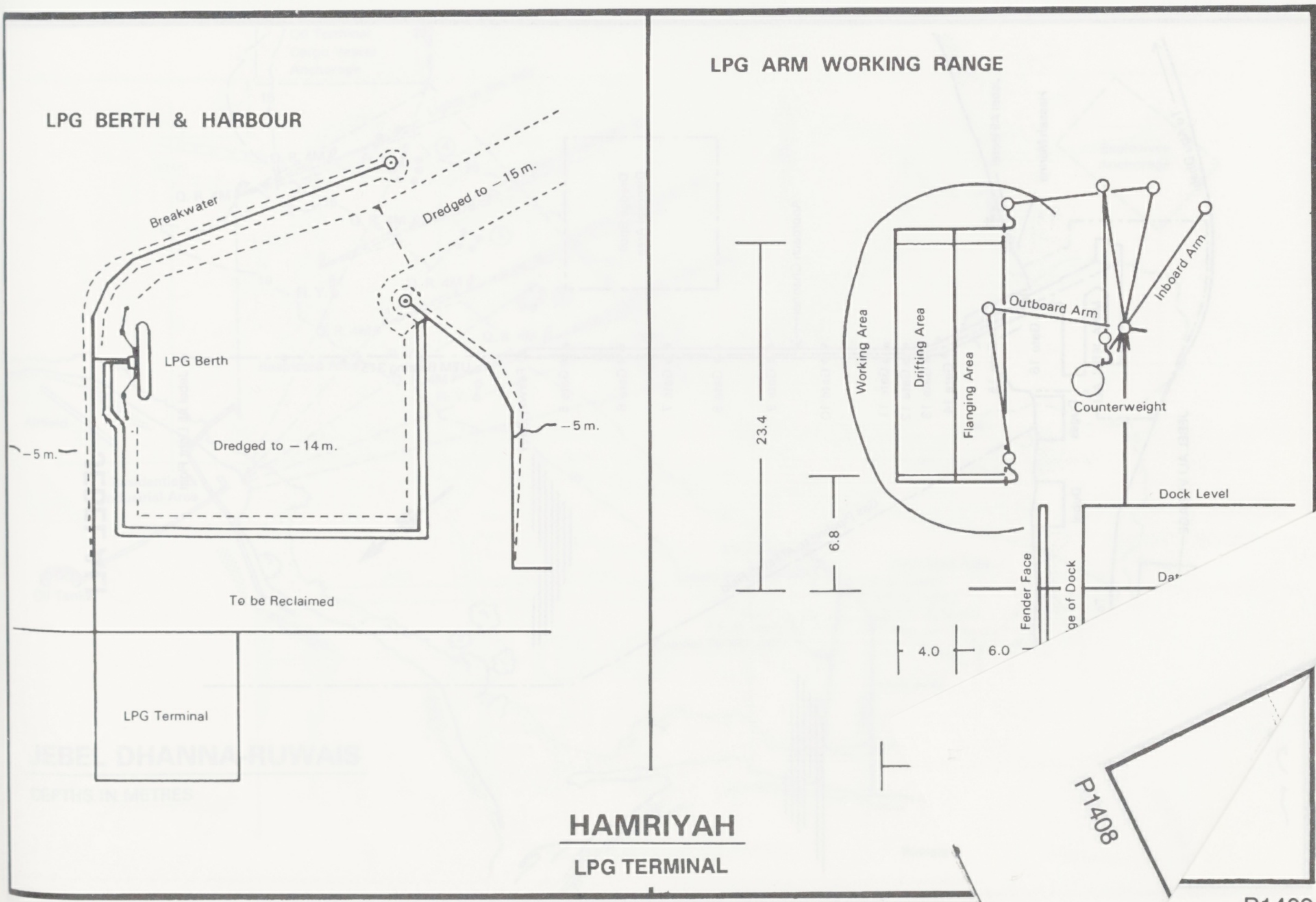


HAMRIYAH

FINAL MOORING ARRANGEMENT

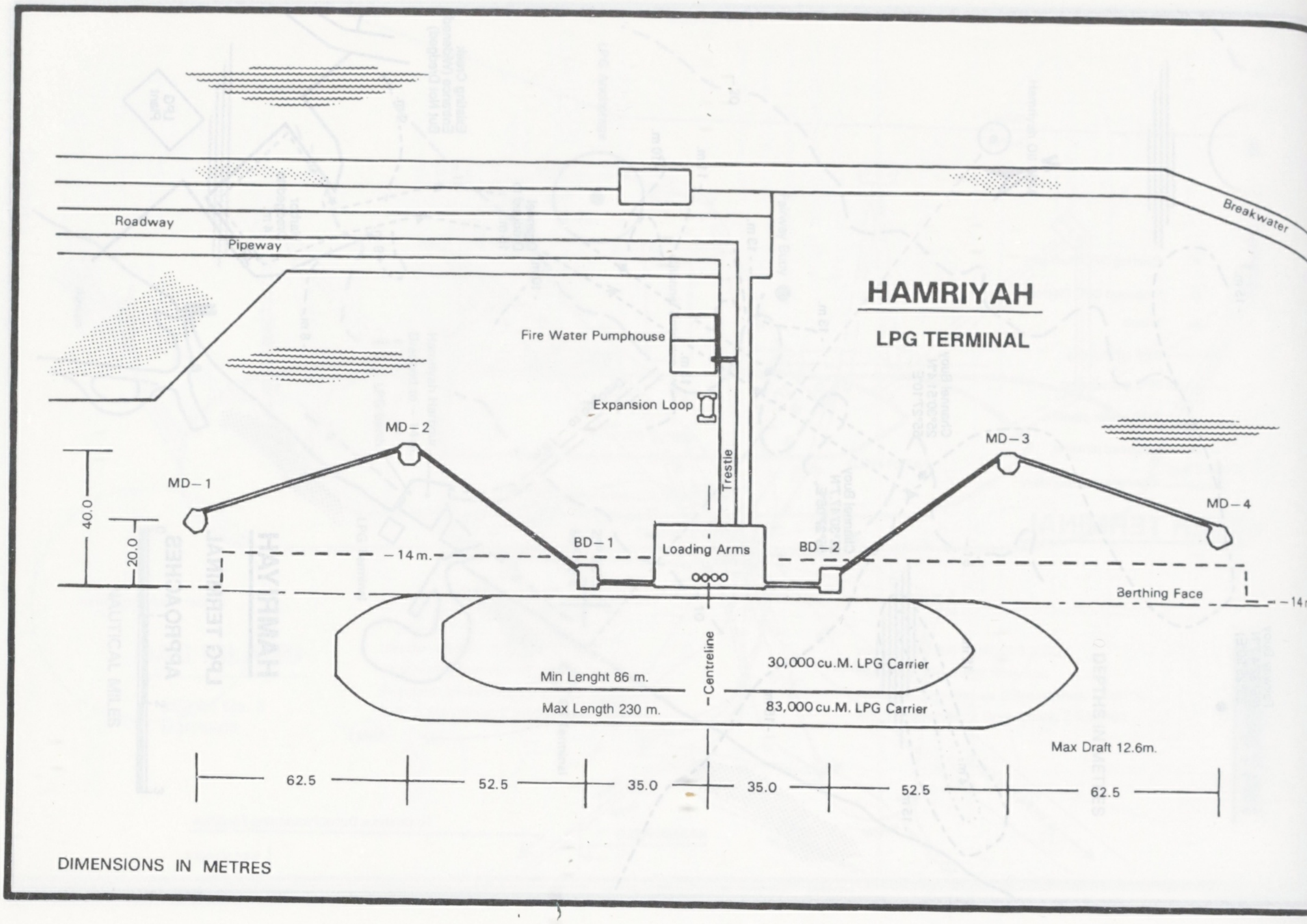
Supporting Buoy
Mooring Hawser
One Loading Hose
Anchor Chain
Buoy
Tanker
Anti–chafing Chain
Triangle Plates
Special Shackle
Wire Rope
Snotter Rope
Floating Hose String

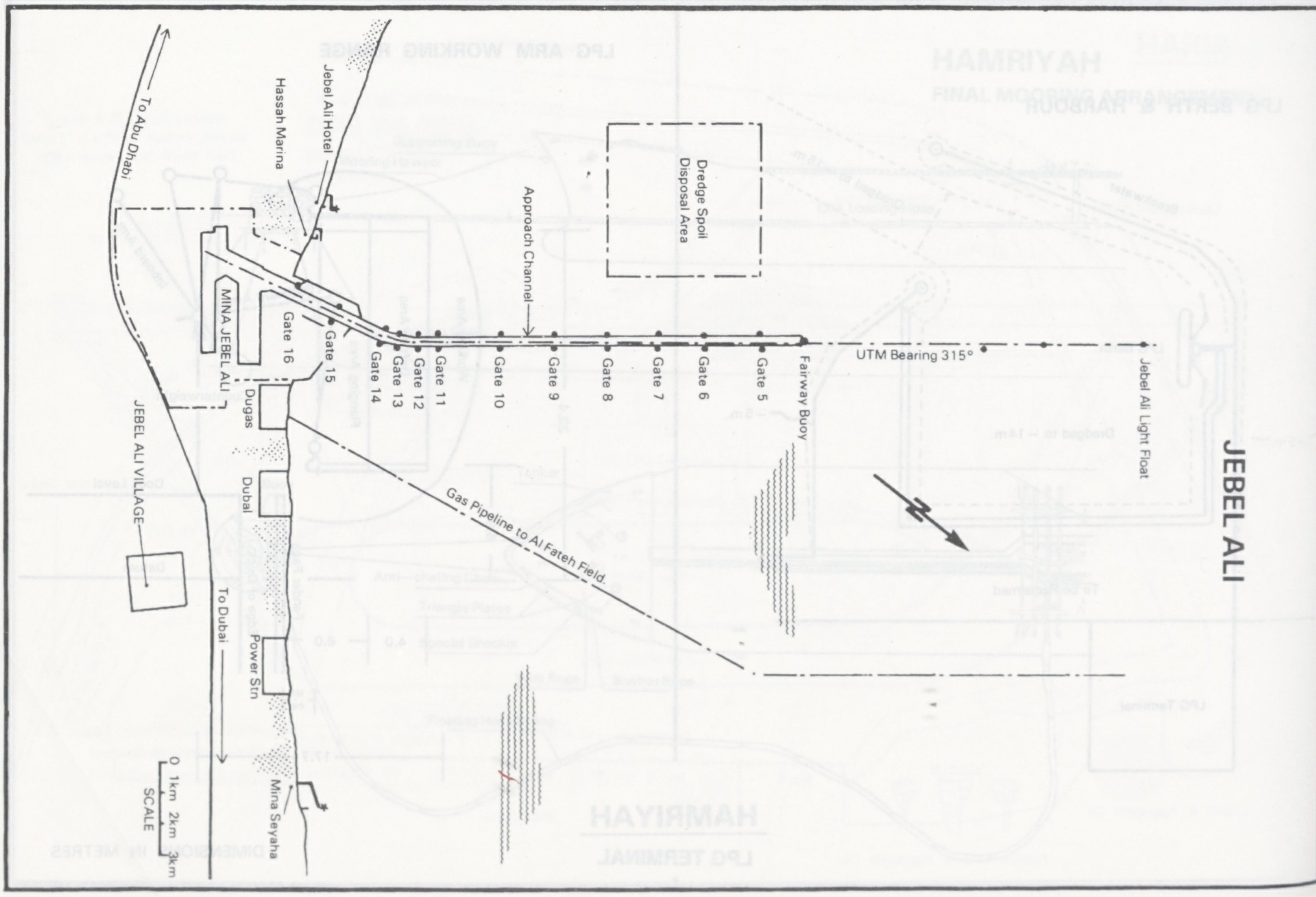

HAMRIYAH
LPG TERMINAL
APPROACHES
N
- 15 m.
Fairway Buoy
(25°32'4.7"N
55°25'59"E)
Channel Buoy
25°30'51.4"N
55°27'10"E
Channel Buoy
25°30'47.7"N
55°27'05"E
- 15 m.
- 14 m.
- 15 m.
- 15 m.
- 13 m.
13 m.
- 13 m.
11 m.
10 m.
- 10 m. Channel
Dredged to
15 m.
Existing Creek
Entrance (Widened
But Not Dredged)
- 9 m.
- 9 m.
Harbor
Dredged to
14 m.
- 8 m.
LPG
Plant

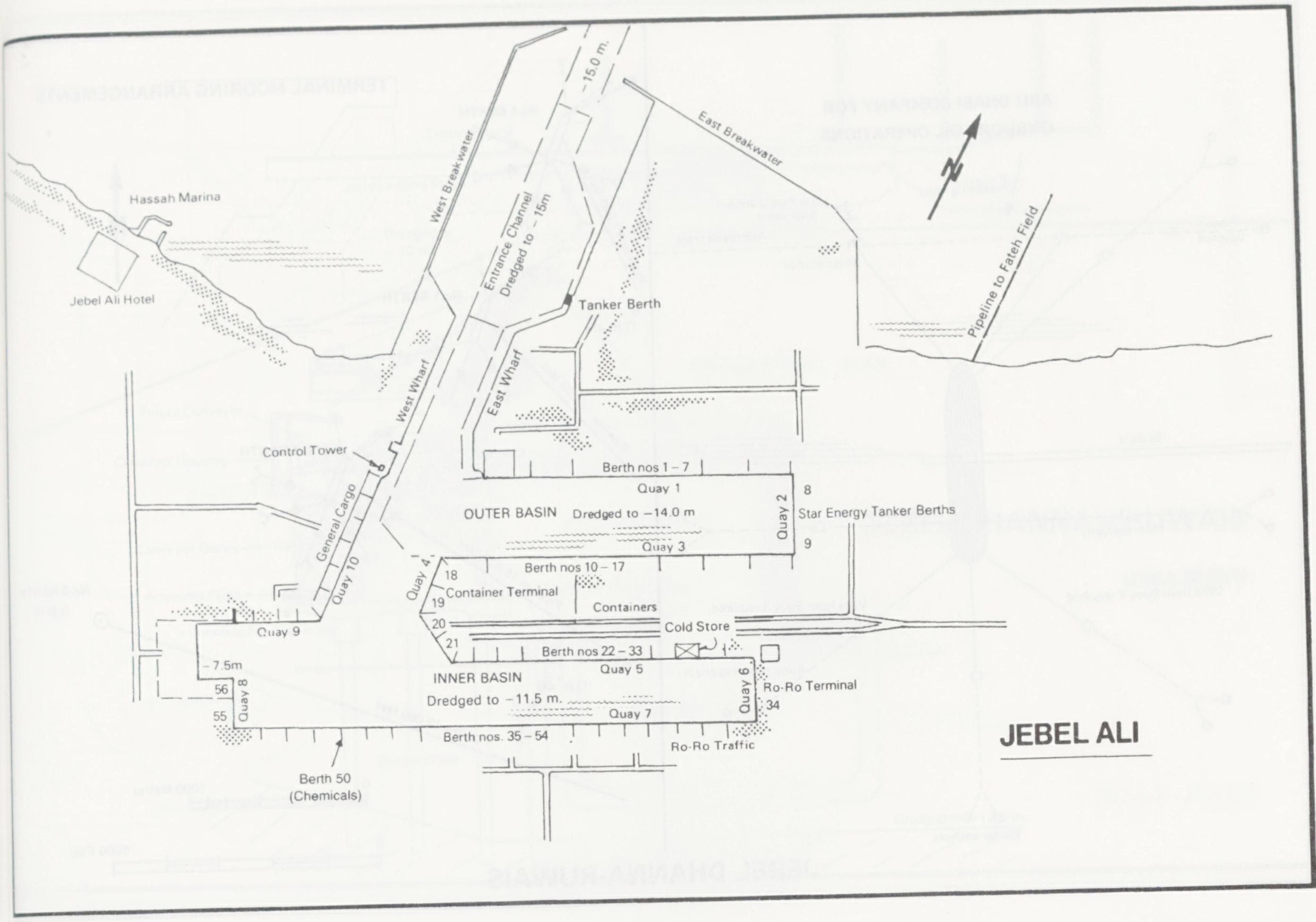

LPG BERTH & HARBOUR
Breakwater
Dredged to −15 m.
LPG Berth
Dredged to −14 m.
−5 m.
−5 m.
To be Reclaimed
LPG Terminal
LPG ARM WORKING RANGE
Working Area
Drifting Area
Flanging Area
Outboard Arm
Inboard Arm
Counterweight
Dock Level
23.4
6.8
4.0
6.0
Fender Face

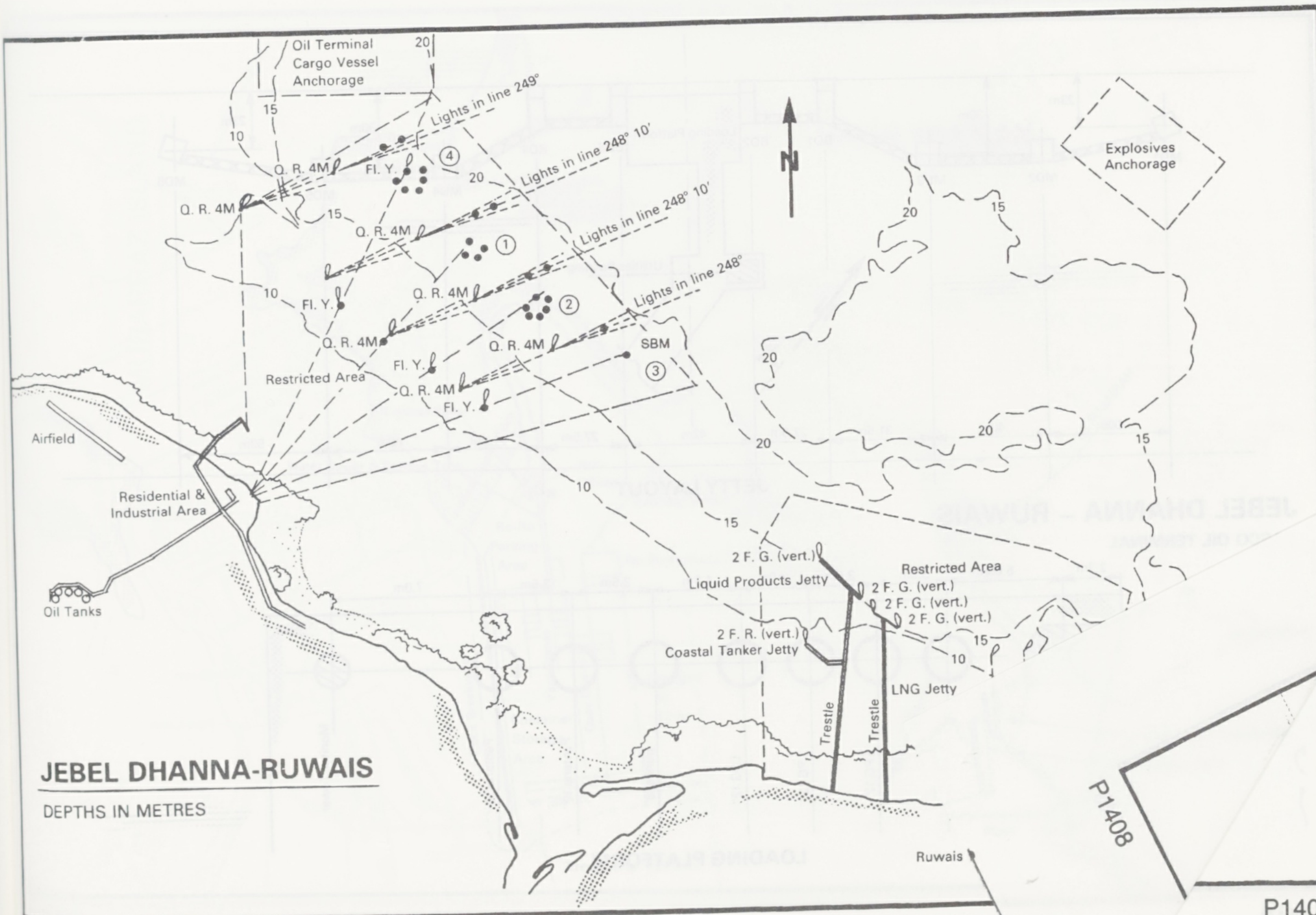
HAMRIYAH

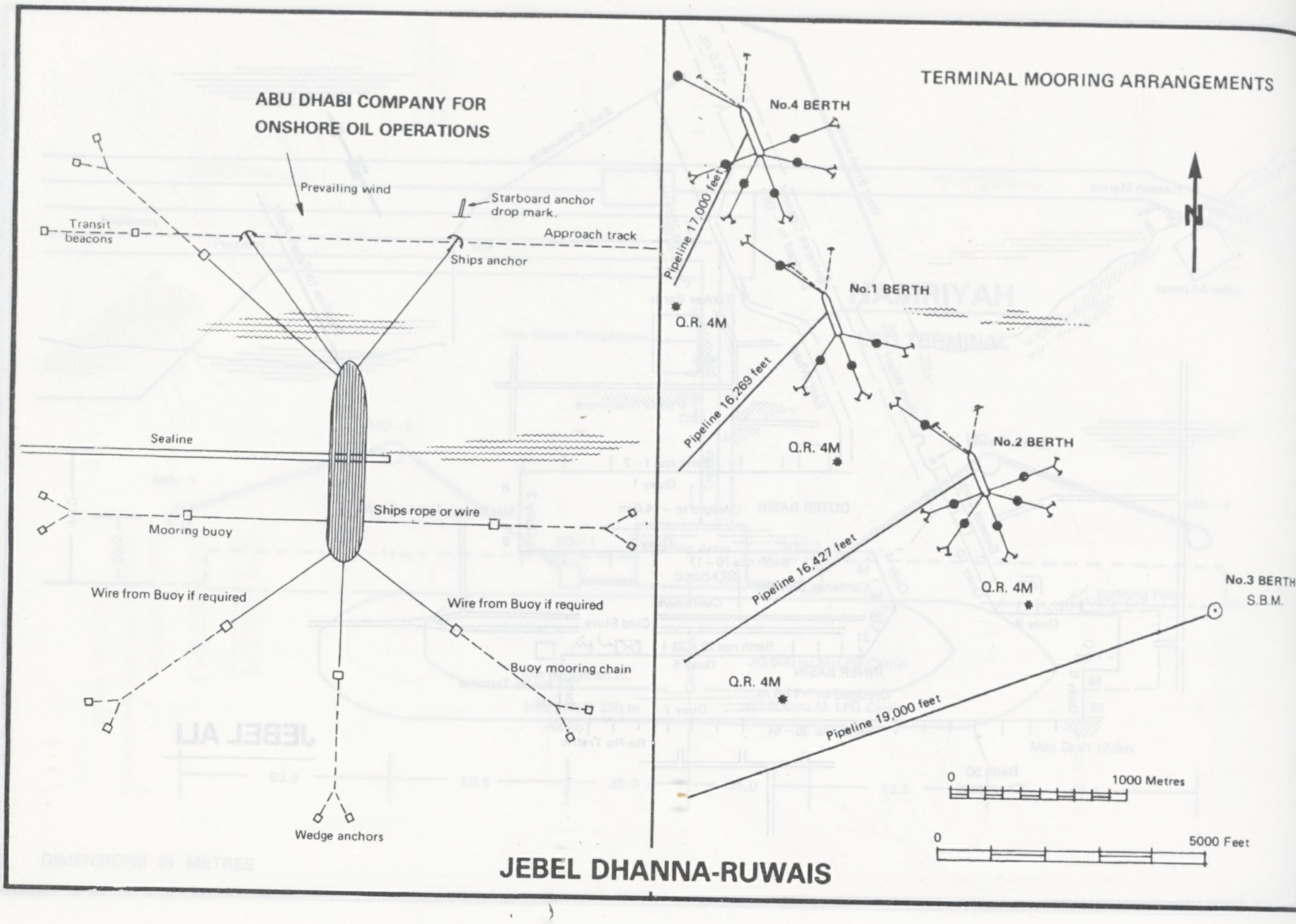
LPG TERMINAL


HAMRIYAH
LPG TERMINAL
Breakwater
Roadway
Pipeway
Fire Water Pumphouse
Expansion Loop
Trestle
MD – 1
MD – 2
MD – 3
MD – 4
BD – 1
BD – 2
Loading Arms
– 14 m.
–14
Berthing Face
40.0
20.0
Centreline
Min Lenght 86 m.
Max Length 230 m.
30,000 cu.M. LPG Carrier
83,000 cu.M. LPG Carrier
Max Draft 12.6m.
62.5
52.5
35.0
35.0
52.5
62.5
DIMENSIONS IN METRES

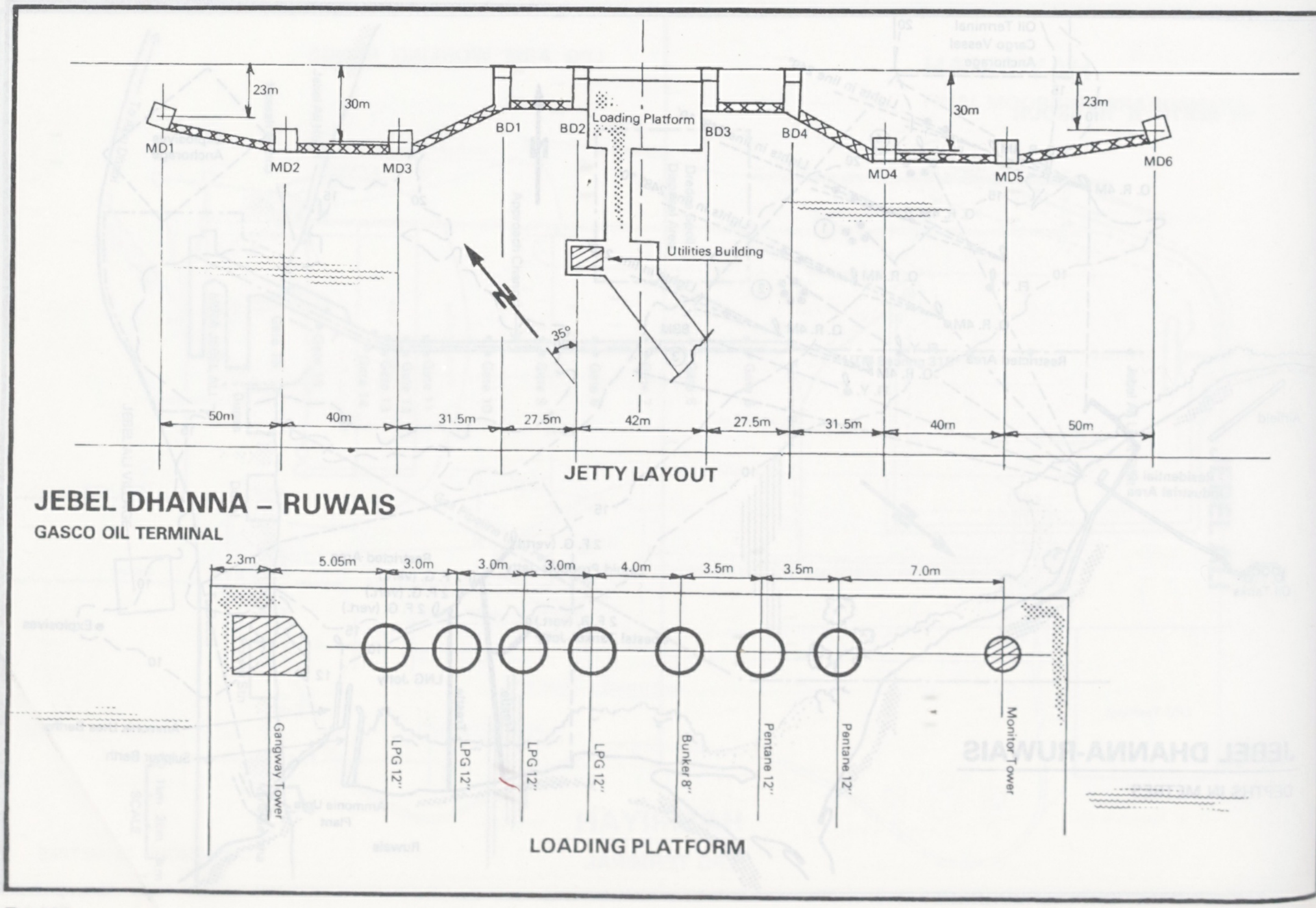

JEBEL ALI
To Abu Dhabi
Hassah Marina
Jebel Ali Hotel
Approach Channel
Dredge Spoil Disposal Area
MINA JEBEL ALI
Gate 16
Gate 15
Gate 14
Gate 13
Gate 12
Gate 11
Gate 10
Gate 9
Gate 8
Gate 7
Gate 6
Gate 5
Fairway Buoy
UTM Bearing 315°
Jebel Ali Light Float
Dugas
Dubal
JEBEL ALI VILLAGE
Gas Pipeline to Al Fateh Field.
To Dubai
Power Stn
Mina Seyaha
0 1km 2km 3km
SCALE


JEBEL ALI
Hassah Marina
Jebel Ali Hotel
West Breakwater
Entrance Channel
Dredged to – 15m
15.0 m.
East Breakwater
Pipeline to Fateh Field
Tanker Berth
West Wharf
East Wharf
Control Tower
General Cargo
Quay 10
Berth nos 1 – 7
Quay 1
8
Quay 2
Star Energy Tanker Berths
9
OUTER BASIN
Dredged to – 14.0 m
Quay 3
Quay 4
Berth nos 10 – 17
18
Container Terminal
19
20
21
Containers
Cold Store
Quay 9
Berth nos 22 – 33
Quay 5
– 7.5m
56
55
Quay 8
INNER BASIN
Dredged to – 11.5 m.
Quay 7
Quay 6
Ro-Ro Terminal
34
Berth nos. 35 – 54
Ro-Ro Traffic
Berth 50
(Chemicals)


Oil Terminal
Cargo Vessel
Anchorage
20
15
10
Lights in line 249°
Q. R. 4M
Fl. Y.
④
20
Lights in line 248° 10'
Q. R. 4M
15
Q. R. 4M
①
Lights in line 248° 10'
10
Fl. Y.
Q. R. 4M
②
Lights in line 248°
Q. R. 4M
Q. R. 4M
SBM
Fl. Y.
③
Restricted Area
Q. R. 4M
Fl. Y.
Explosives
Anchorage
N
20
15
20
20
20
20
15
Airfield
Residential &
Industrial Area
Oil Tanks
10
15
2 F. G. (vert.)
Liquid Products Jetty
Restricted Area
2 F. G. (vert.)
2 F. G. (vert.)
2 F. G. (vert.)
2 F. R. (vert.)
Coastal Tanker Jetty
15
10
LNG Jetty
Trestle
Trestle
Ruwais
JEBEL DHANNA-RUWAIS
DEPTHS IN METRES
P1408

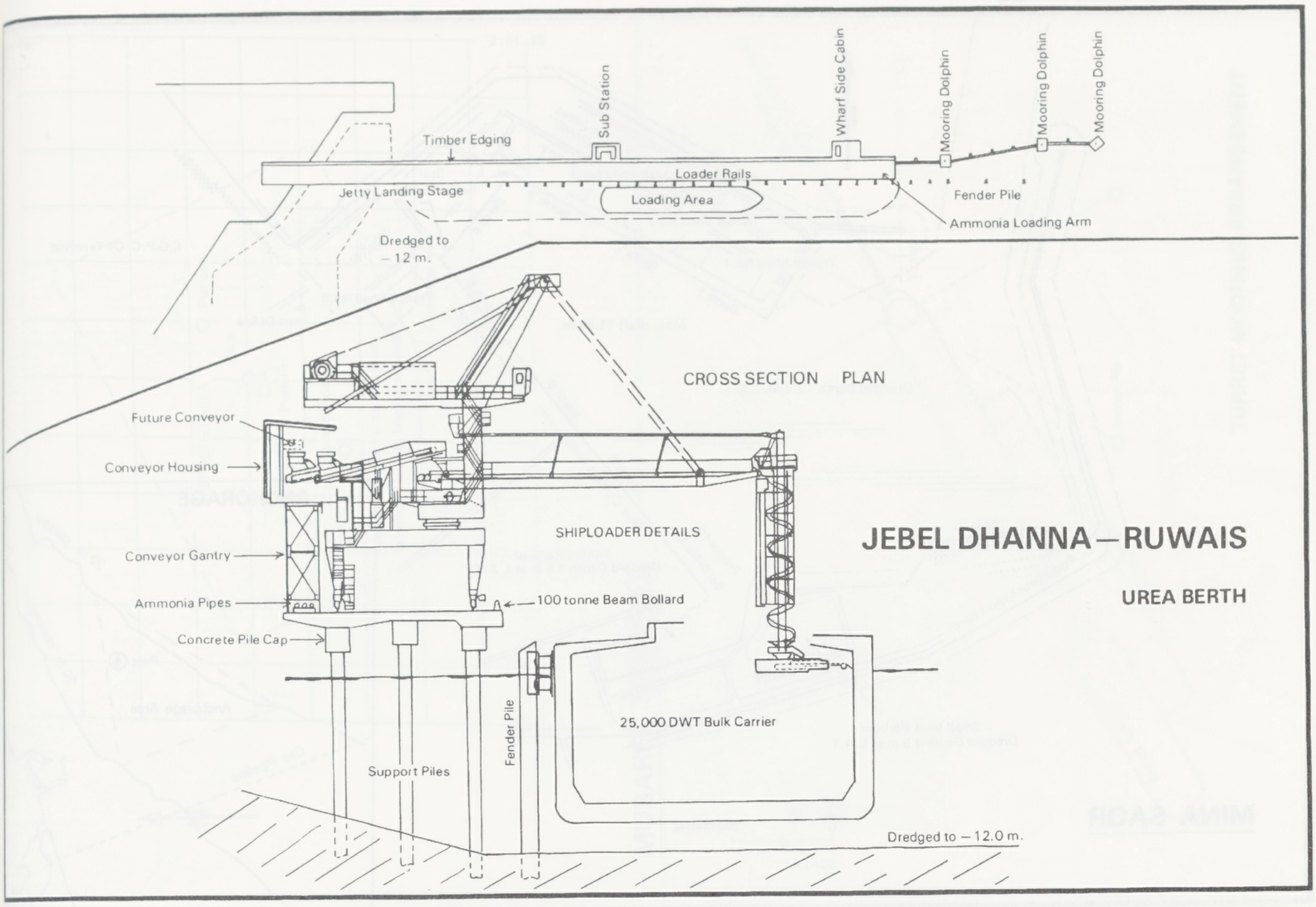

ABU DHABI COMPANY FOR ONSHORE OIL OPERATIONS
Prevailing wind
Starboard anchor drop mark.
Transit beacons
Approach track
Ships anchor
Sealine
Ships rope or wire
Mooring buoy
Wire from Buoy if required
Wire from Buoy if required
Buoy mooring chain
Wedge anchors
TERMINAL MOORING ARRANGEMENTS
N
No.4 BERTH
Pipeline 17,000 feet
No.1 BERTH
Q.R. 4M
Pipeline 16,269 feet
Q.R. 4M
No.2 BERTH
Pipeline 16,427 feet
Q.R. 4M
No.3 BERTH S.B.M.
Q.R. 4M
Pipeline 19,000 feet
0
1000 Metres
0
5000 Feet

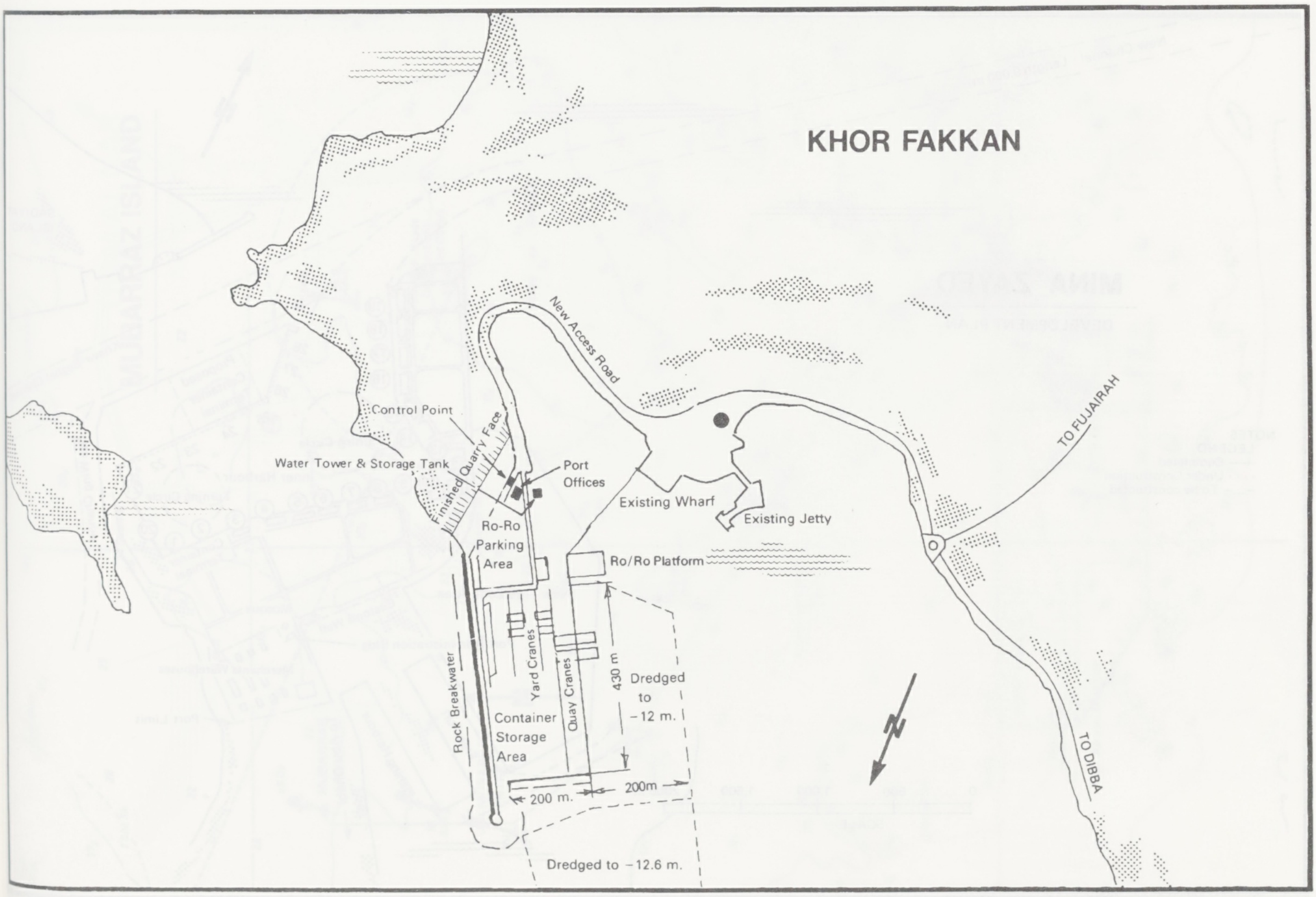
JEBEL DHANNA-RUWAIS

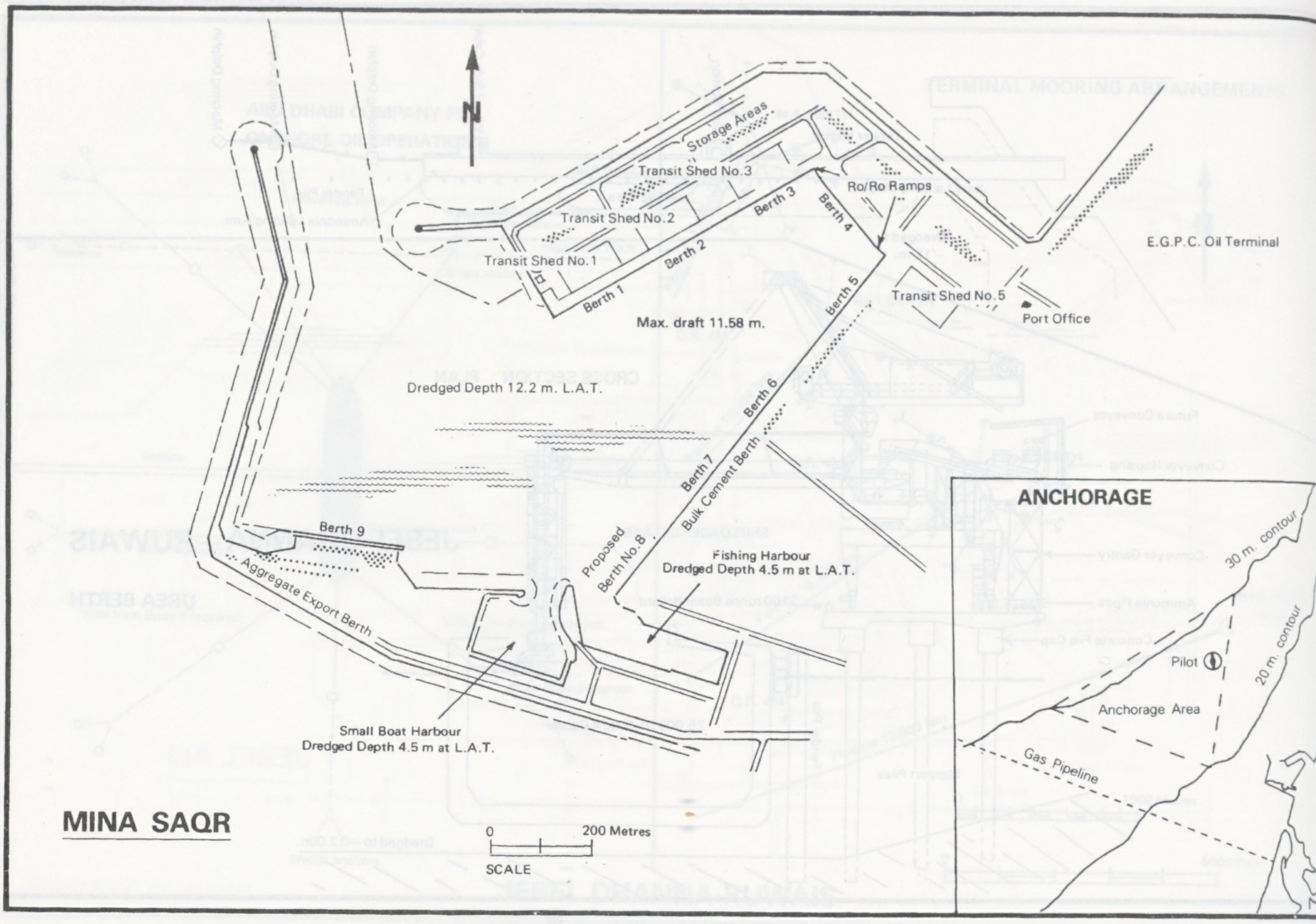

23m
30m
Loading Platform
30m
23m
MD1
MD2
MD3
BD1
BD2
BD3
BD4
MD4
MD5
MD6
Utilities Building
N
35°
50m
40m
31.5m
27.5m
42m
27.5m
31.5m
40m
50m
JETTY LAYOUT
2.3m
5.05m
3.0m
3.0m
3.0m
4.0m
3.5m
3.5m
7.0m
Gangway Tower
LPG 12"
LPG 12"
LPG 12"
LPG 12"
Bunker 8"
Pentane 12"
Pentane 12"
Monitor Tower
LOADING PLATFORM

JEBEL DHANNA – RUWAIS

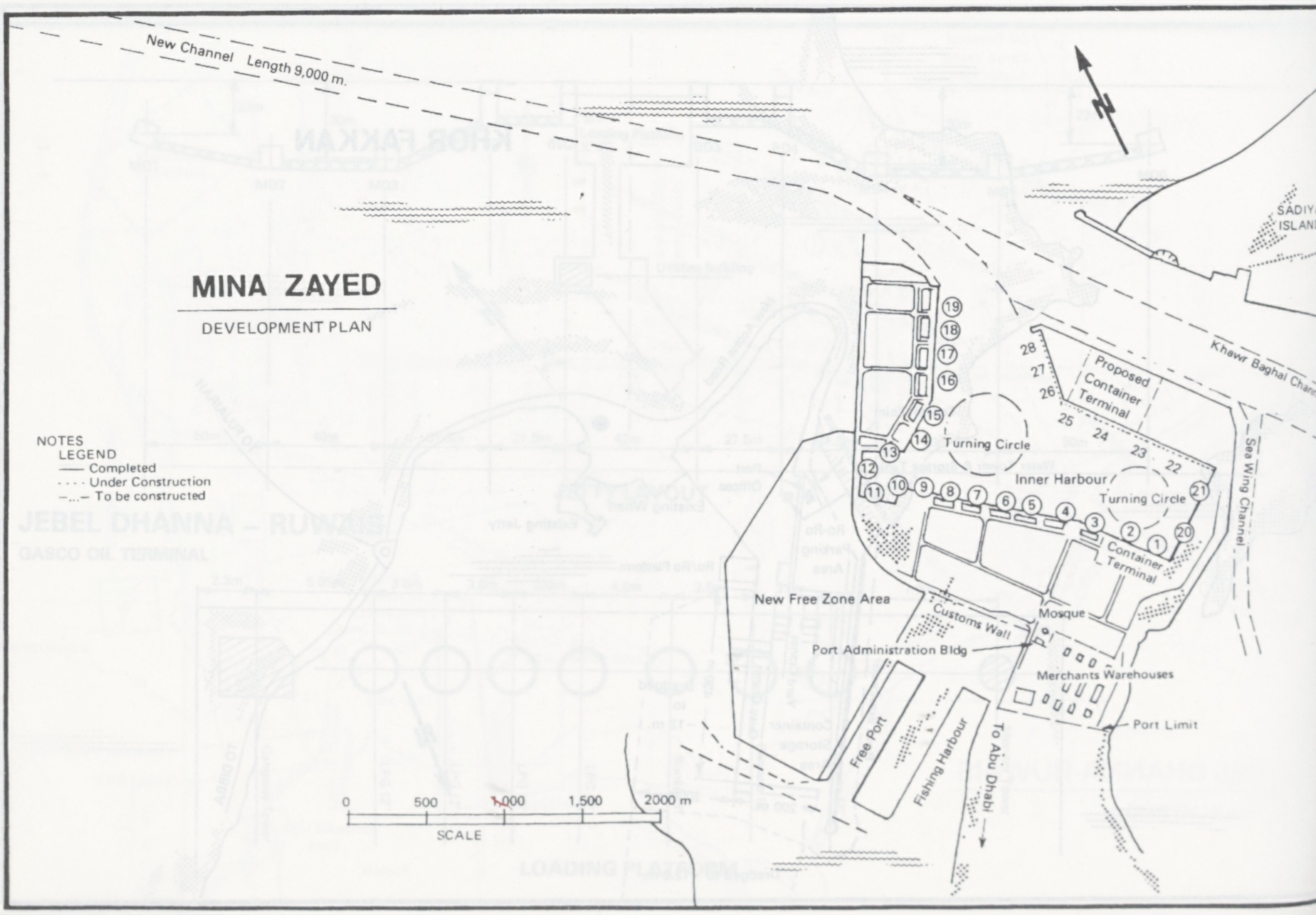
GASCO OIL TERMINAL


JEBEL DHANNA—RUWAIS
UREA BERTH
CROSS SECTION PLAN
Sub Station
Wharf Side Cabin
Mooring Dolphin
Mooring Dolphin
Mooring Dolphin
Timber Edging
Loader Rails
Jetty Landing Stage
Loading Area
Fender Pile
Ammonia Loading Arm
Dredged to −12 m.
SHIPLOADER DETAILS
Future Conveyor
Conveyor Housing
Conveyor Gantry
Ammonia Pipes
100 tonne Beam Bollard
Concrete Pile Cap
Fender Pile
25,000 DWT Bulk Carrier
Support Piles
Dredged to −12.0 m.


KHOR FAKKAN
New Access Road
Control Point
Water Tower & Storage Tank
Finished Quarry Face
Port Offices
Existing Wharf
Existing Jetty
TO FUJAIRAH
Ro-Ro Parking Area
Ro/Ro Platform
Rock Breakwater
Yard Cranes
Quay Cranes
430 m
Dredged to −12 m.
Container Storage Area
200 m.
200m
Dredged to −12.6 m.
TO DIBBA


N
Storage Areas
Transit Shed No.3
Transit Shed No.2
Transit Shed No.1
Ro/Ro Ramps
Berth 1
Berth 2
Berth 3
Berth 4
Berth 5
Berth 6
Berth 7
Transit Shed No.5
Port Office
E.G.P.C. Oil Terminal
Max. draft 11.58 m.
Dredged Depth 12.2 m. L.A.T.
Bulk Cement Berth
Proposed Berth No.8
Berth 9
Aggregate Export Berth
Fishing Harbour
Dredged Depth 4.5 m at L.A.T.
Small Boat Harbour
Dredged Depth 4.5 m at L.A.T.
ANCHORAGE
30 m. contour
20 m. contour
Pilot
Anchorage Area
Gas Pipeline
0
200 Metres
SCALE

MINA SAQR

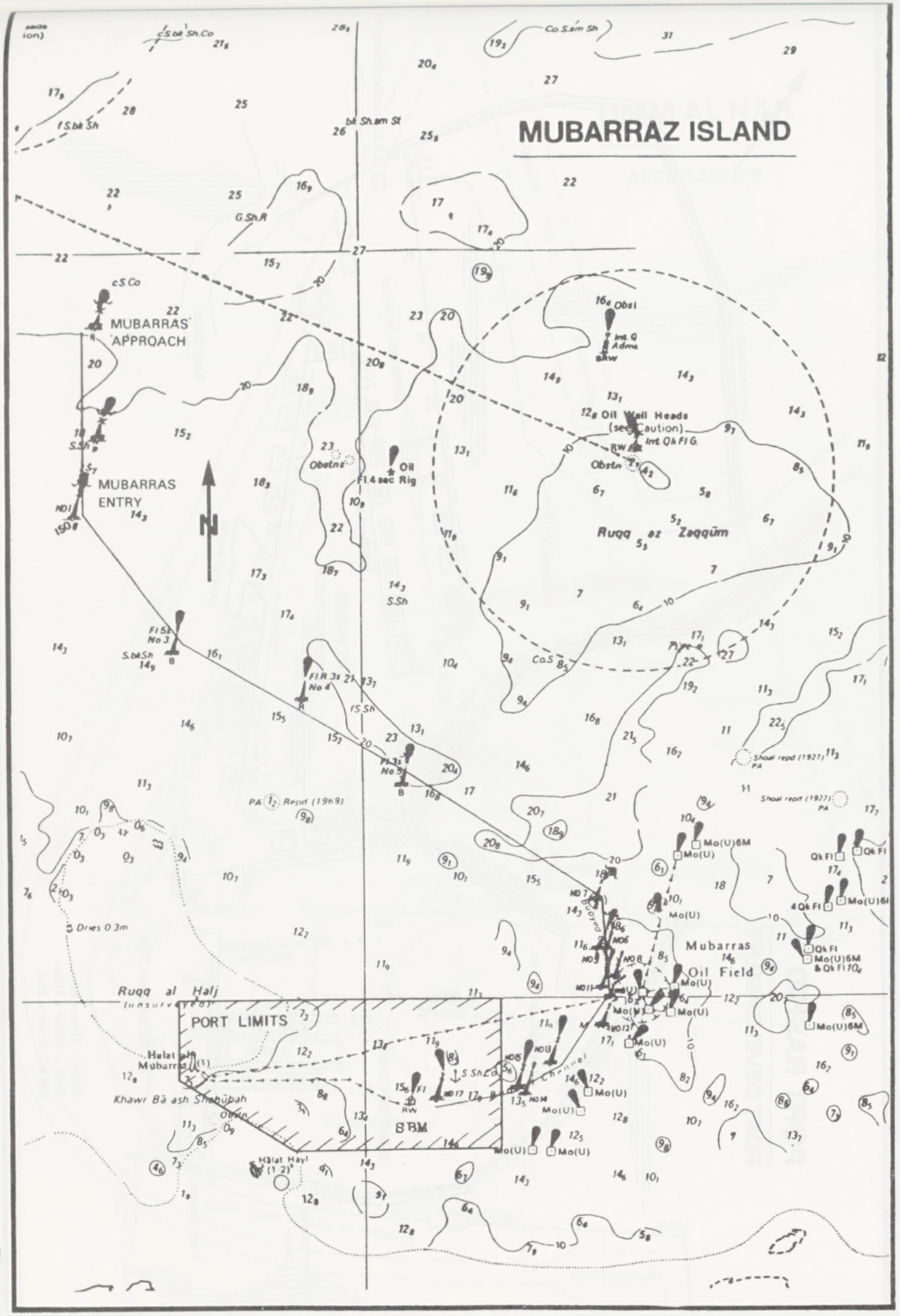

New Channel Length 9,000 m.
SADIY
ISLAN
Khawr Baghal Chan
Sea Wing Channel
Proposed Container Terminal
Turning Circle
Inner Harbour
Turning Circle
Container Terminal
Mosque
Merchants Warehouses
Port Limit
Customs Wall
Port Administration Bldg
New Free Zone Area
Free Port
Fishing Harbour
To Abu Dhabi
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28
0
500
1,000
1,500
2000 m
SCALE

MINA ZAYED

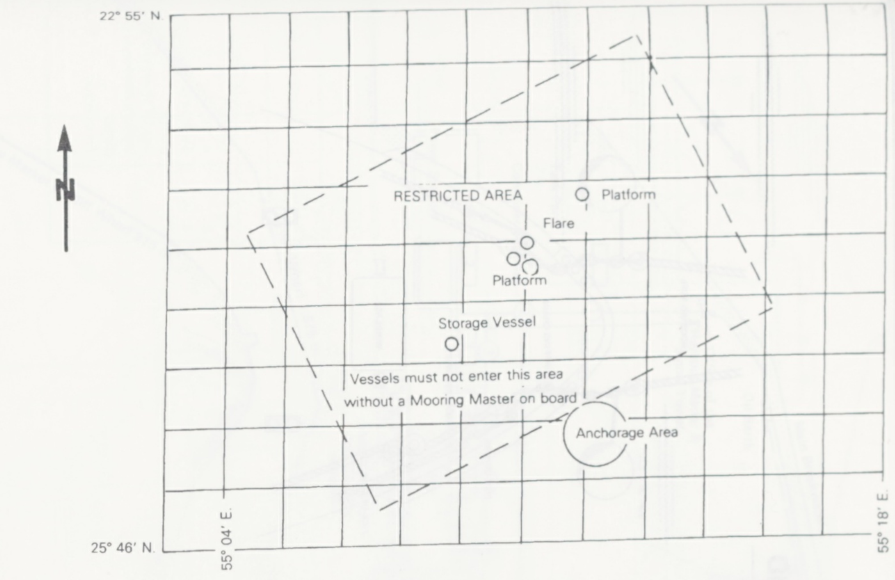
DEVELOPMENT PLAN

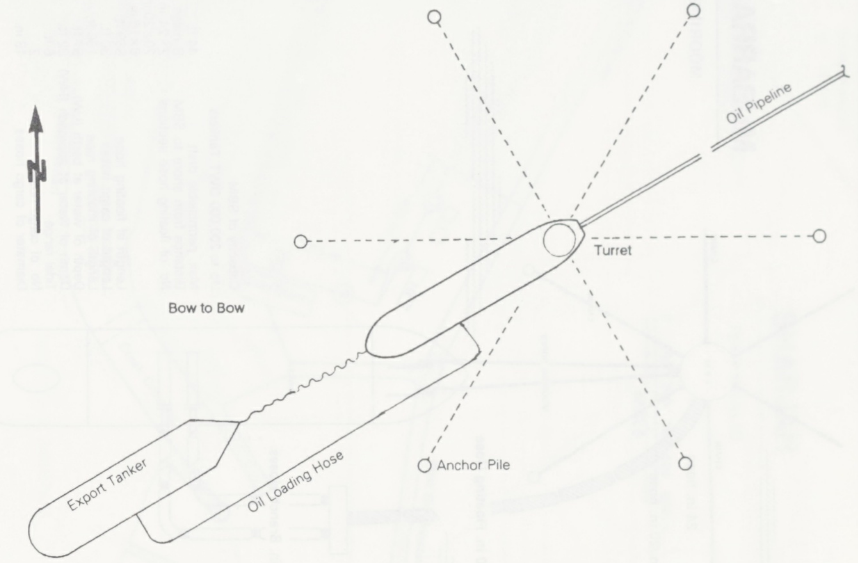
NOTES
LEGEND
—— Completed
- - - - Under Construction
–..– To be constructed

MUBARRAZ ISLAND

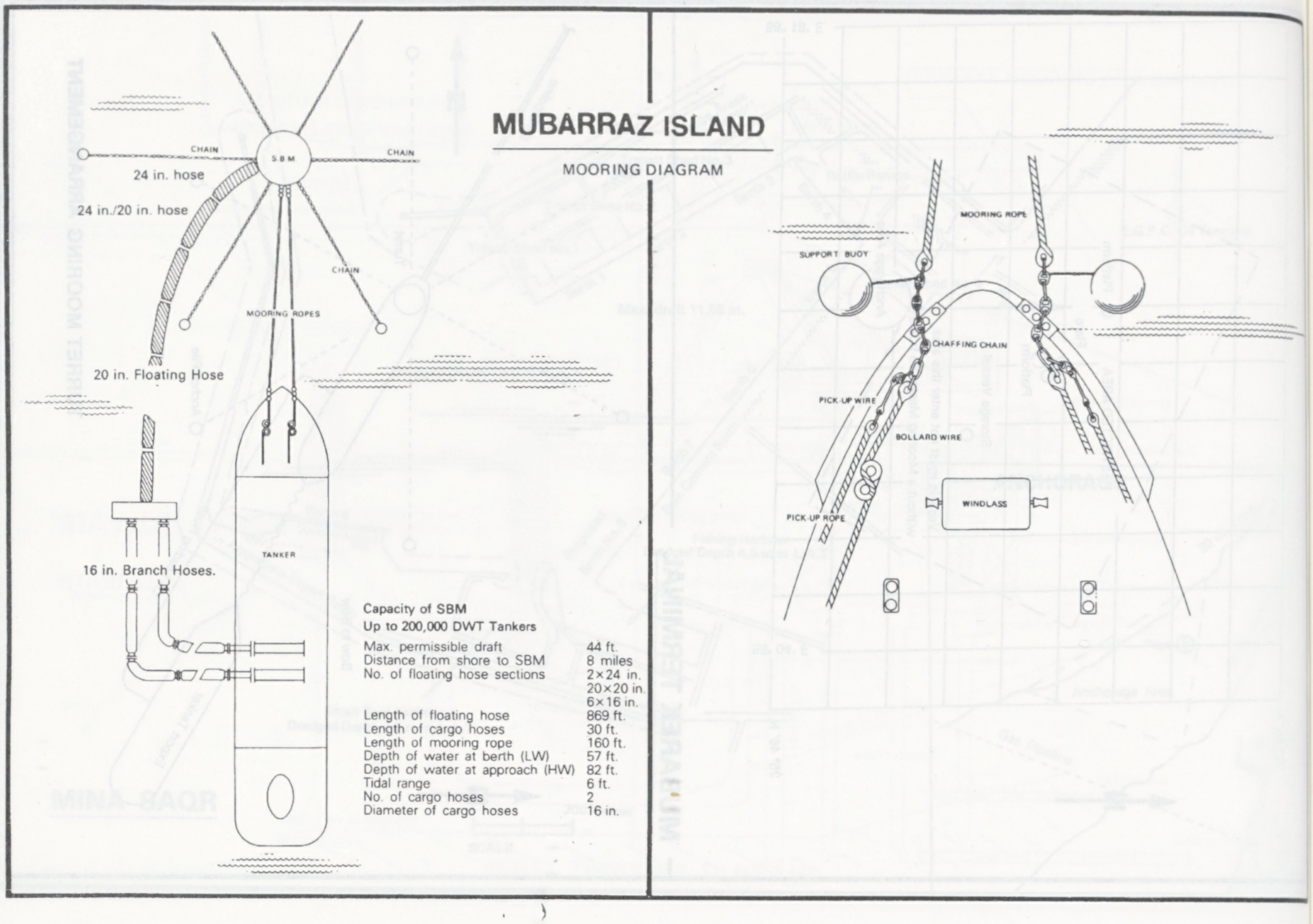

MUBARRAZ ISLAND
MUBARRAS' APPROACH
MUBARRAS ENTRY
N
Oil Rig Fl 4 sec
Obstns
16₈ Obst
Int Q Adms
12₈ Oil Well Heads (see Caution)
Int Qk Fl G
Obstn
Rugq az Zaqqūm
Fl 5s No 3
Fl R 3s No 4
Fl 3s No 5
Shoal repd (1927)
PA (1₂) Repd (1969)
Dries 0.3m
Rugq al Halj (unsurveyed)
PORT LIMITS
Halat al Mubarras
Khawr Bā ash Shahūbah
Halat Hayl (1·2)
SBM
Mubarras Oil Field
Mo(U)
Mo(U)6M
Qk Fl
Channel

MUBAREK TERMINAL


22° 55′ N
25° 46′ N
55° 04′ E
55° 18′ E
N
RESTRICTED AREA
Platform
Flare
Platform
Storage Vessel
Vessels must not enter this area without a Mooring Master on board
Anchorage Area


N
Oil Pipeline
Turret
Bow to Bow
Export Tanker
Oil Loading Hose
Anchor Pile

TURRET MOORING ARRANGEMENT


CHAIN
S B M
CHAIN
24 in. hose
24 in./20 in. hose
CHAIN
MOORING ROPES
20 in. Floating Hose
TANKER
16 in. Branch Hoses.
MOORING ROPE
SUPPORT BUOY
CHAFFING CHAIN
PICK-UP WIRE
BOLLARD WIRE
WINDLASS
PICK-UP ROPE

MUBARRAZ ISLAND

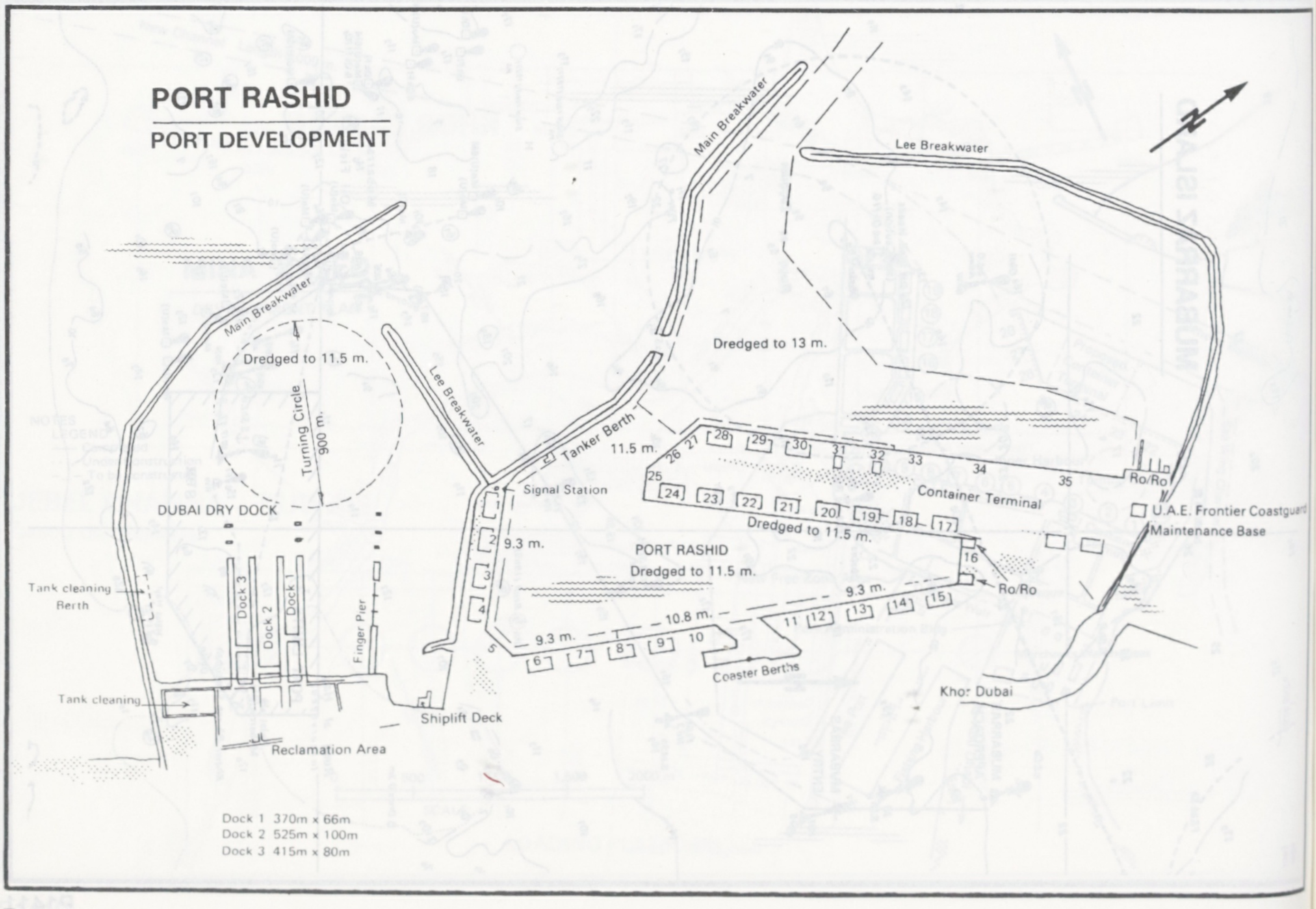
MOORING DIAGRAM

Capacity of SBM
Up to 200,000 DWT Tankers

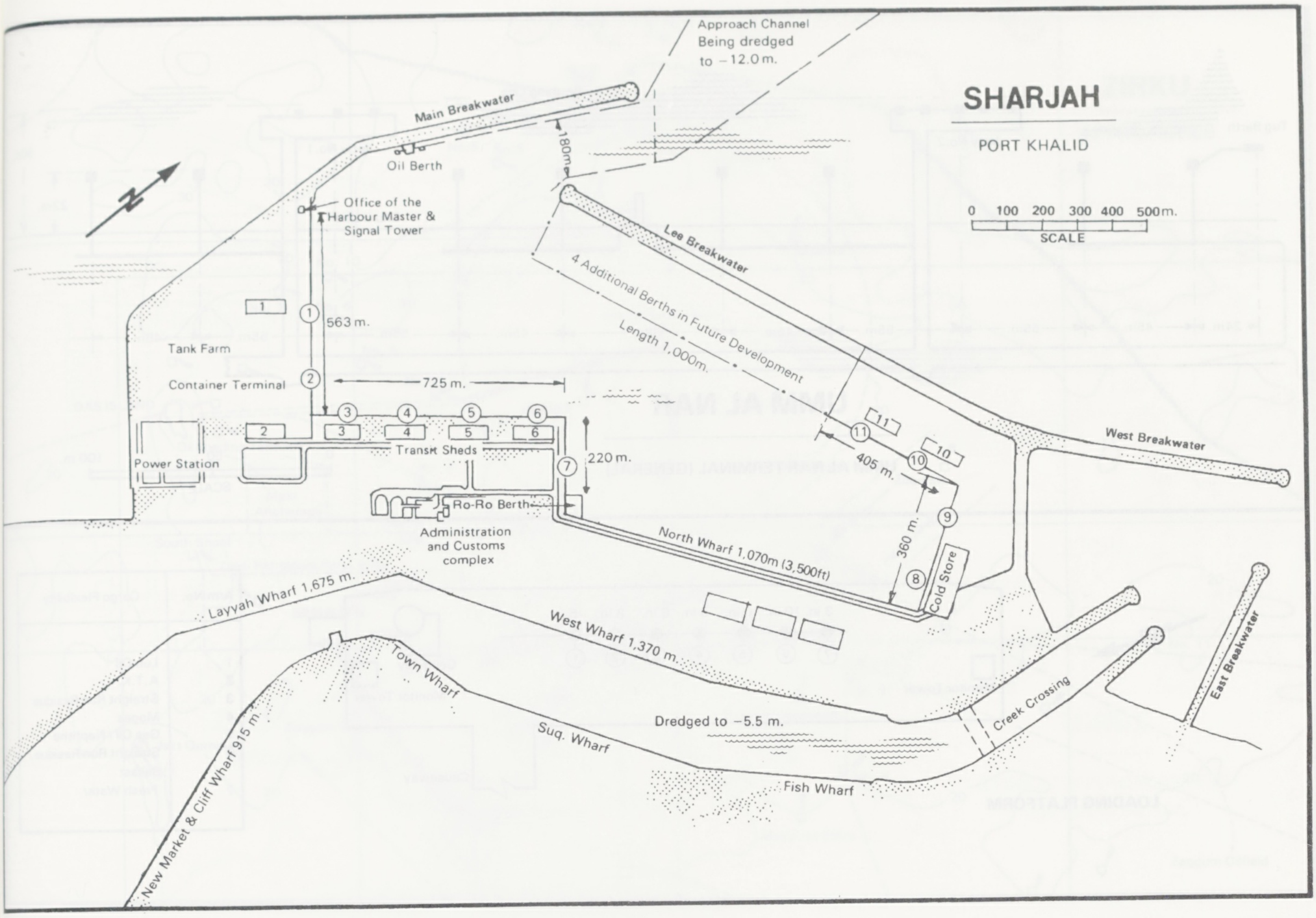
Max. permissible draft	44 ft.
Distance from shore to SBM	8 miles
No. of floating hose sections	2×24 in. 20×20 in. 6×16 in.
Length of floating hose	869 ft.
Length of cargo hoses	30 ft.
Length of mooring rope	160 ft.
Depth of water at berth (LW)	57 ft.
Depth of water at approach (HW)	82 ft.
Tidal range	6 ft.
No. of cargo hoses	2
Diameter of cargo hoses	16 in.

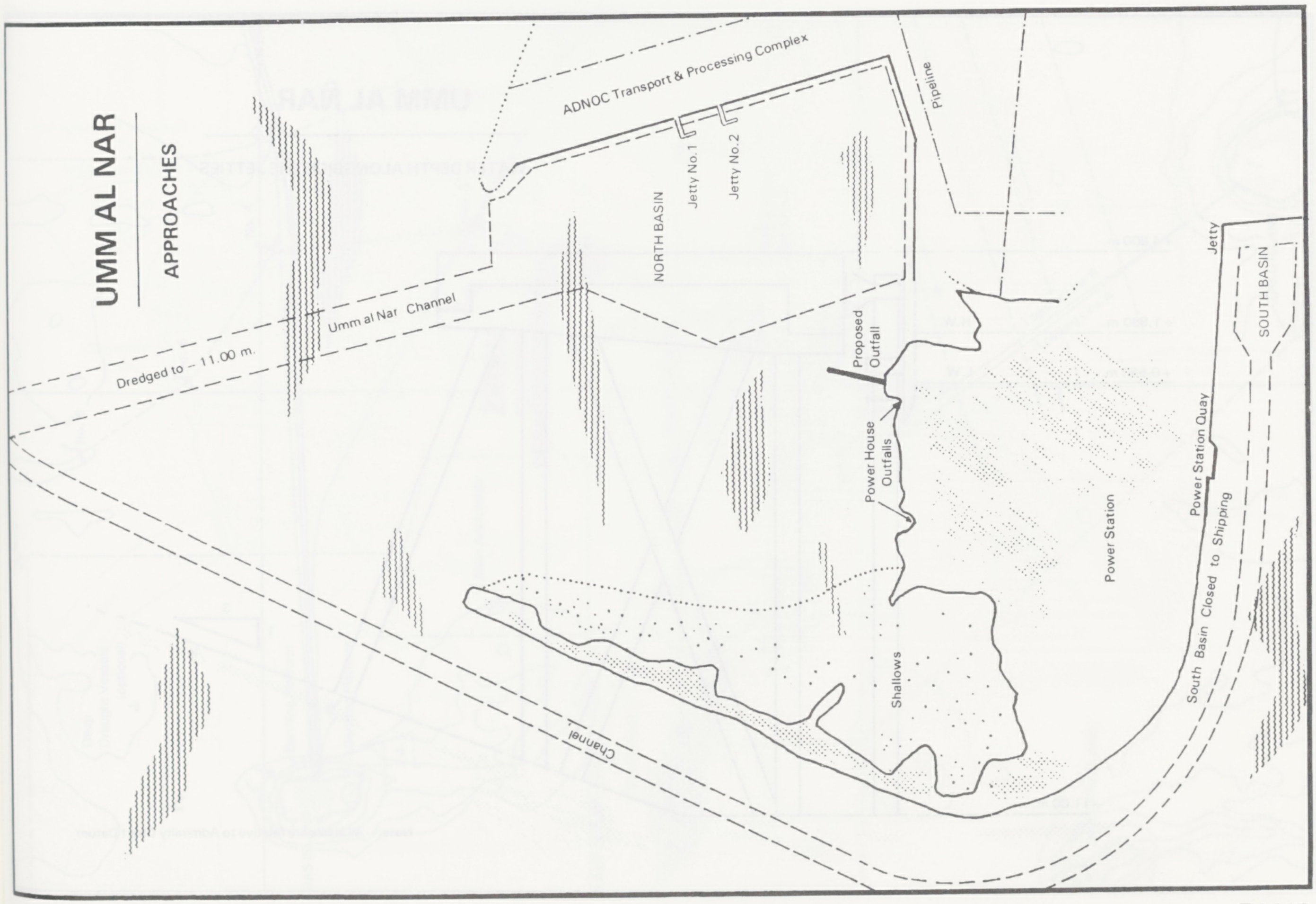
PORT RASHID

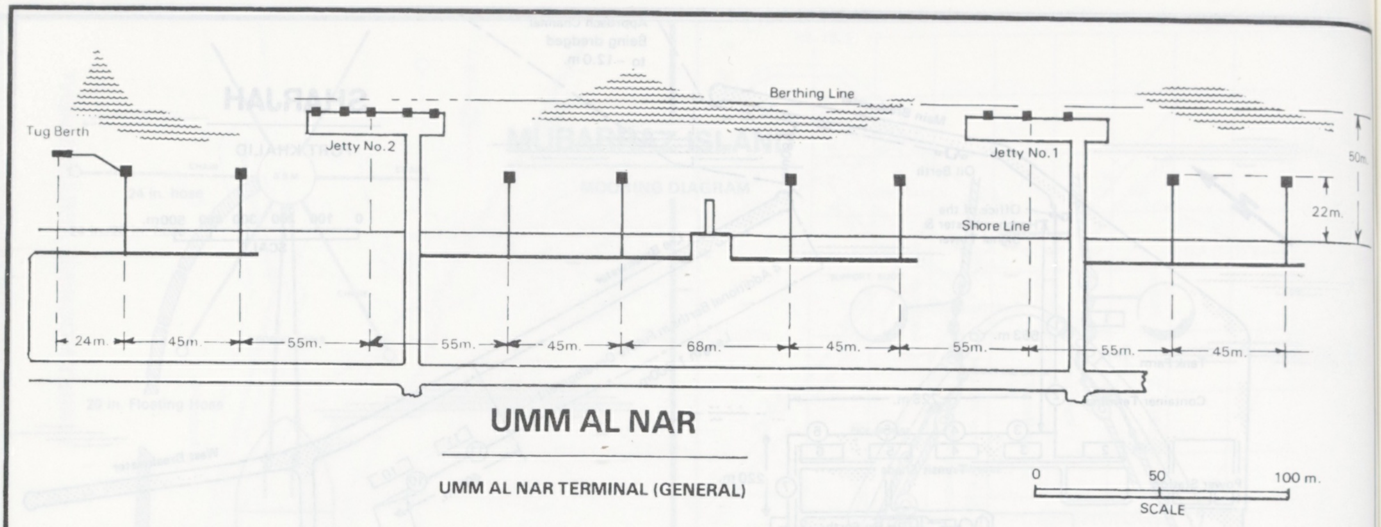
PORT DEVELOPMENT


Main Breakwater
Main Breakwater
Lee Breakwater
Lee Breakwater
Dredged to 11.5 m.
Turning Circle
900 m.
DUBAI DRY DOCK
Tank cleaning Berth
Dock 3
Dock 2
Dock 1
Finger Pier
Tank cleaning
Reclamation Area
Shiplift Deck
Signal Station
Tanker Berth
11.5 m.
1
2
3
4
5
9.3 m.
6
7
8
9
10
9.3 m.
10.8 m.
Coaster Berths
Dredged to 13 m.
PORT RASHID
Dredged to 11.5 m.
Dredged to 11.5 m.
25
26
27
28
29
30
31
32
33
34
35
24
23
22
21
20
19
18
17
Container Terminal
Ro/Ro
16
Ro/Ro
9.3 m.
11
12
13
14
15
U.A.E. Frontier Coastguard
Maintenance Base
Khor Dubai

Dock 1 370m x 66m
Dock 2 525m x 100m
Dock 3 415m x 80m

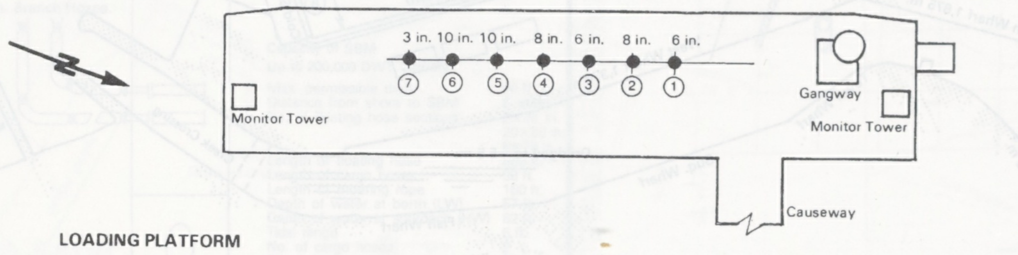

SHARJAH
PORT KHALID
0 100 200 300 400 500m.
SCALE
Approach Channel Being dredged to −12.0 m.
Main Breakwater
Oil Berth
180m.
Office of the Harbour Master & Signal Tower
Lee Breakwater
4 Additional Berths in Future Development
Length 1,000m.
563 m.
725 m.
220 m.
Tank Farm
Container Terminal
Power Station
Transit Sheds
Ro-Ro Berth
Administration and Customs complex
1
2
3
4
5
6
7
8
9
10
11
405 m.
360 m.
Cold Store
North Wharf 1,070m (3,500ft)
West Breakwater
East Breakwater
Layyah Wharf 1,675 m.
West Wharf 1,370 m.
Town Wharf
Suq. Wharf
Dredged to −5.5 m.
Creek Crossing
Fish Wharf
New Market & Cliff Wharf 915 m.


UMM AL NAR
APPROACHES
ADNOC Transport & Processing Complex
Pipeline
Jetty No.1
Jetty No.2
NORTH BASIN
Umm al Nar Channel
Dredged to − 11.00 m.
Proposed Outfall
Power House Outfalls
Jetty
SOUTH BASIN
Power Station
Power Station Quay
South Basin Closed to Shipping
Shallows
Channel


Berthing Line
Tug Berth
Jetty No. 2
Jetty No. 1
Shore Line
50m.
22m.
24m.
45m.
55m.
55m.
45m.
68m.
45m.
55m.
55m.
45m.
0
50
100 m.
SCALE

UMM AL NAR

UMM AL NAR TERMINAL (GENERAL)

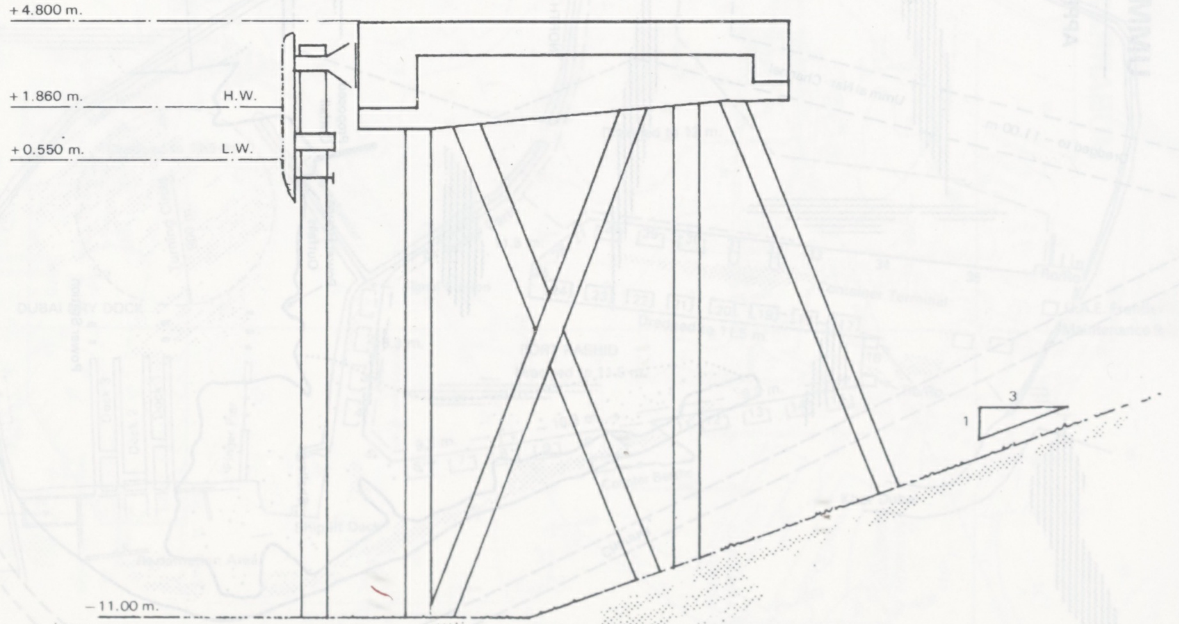

3 in.
10 in.
10 in.
8 in.
6 in.
8 in.
6 in.
⑦
⑥
⑤
④
③
②
①
Monitor Tower
Gangway
Monitor Tower
Causeway

LOADING PLATFORM

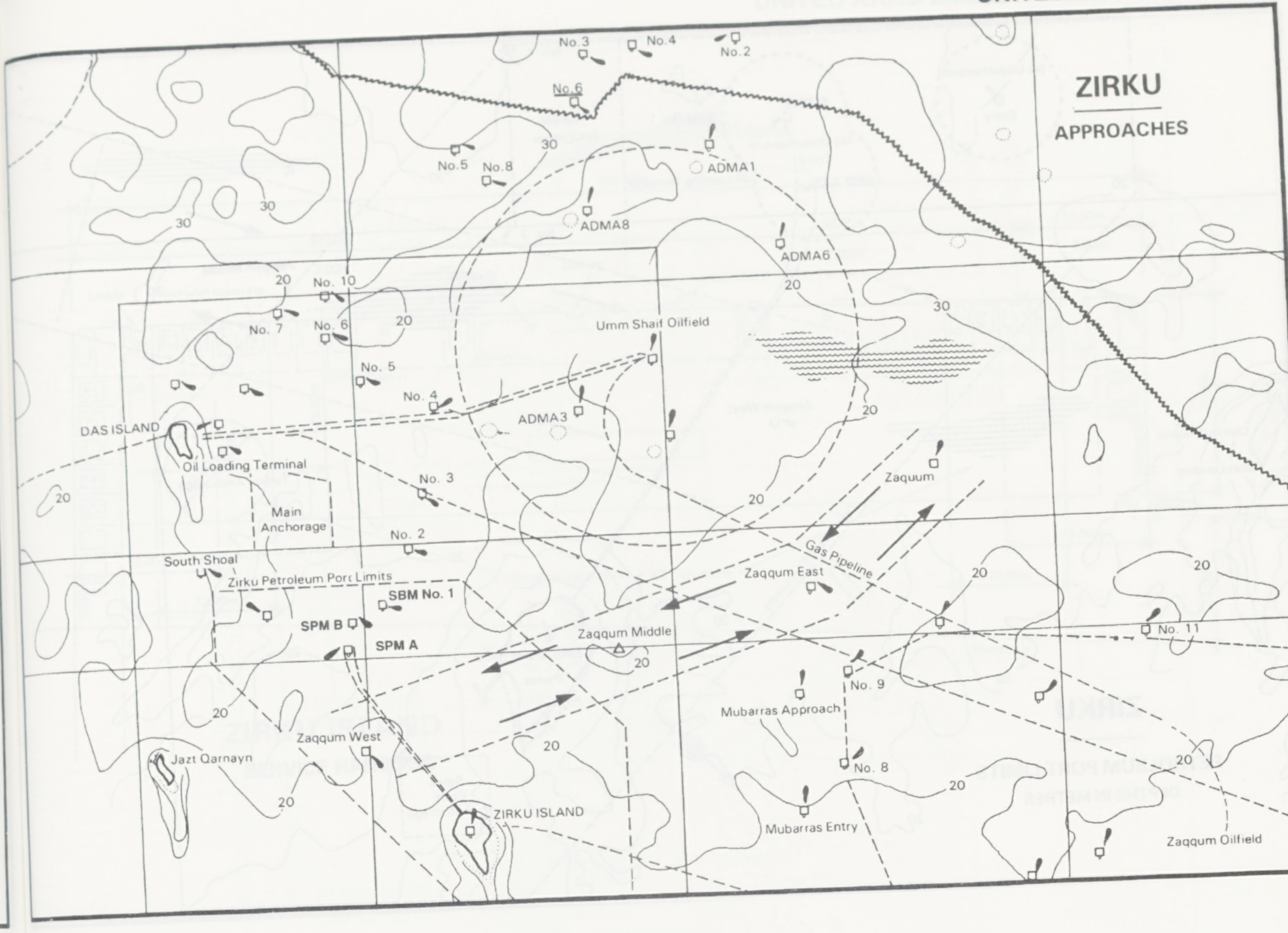
Arm No.	Cargo Flexibility
1	Lub Oil
2	A.T.K.
3	Straight Run Residue
4	Mogas
5	Gas Oil / Naphtha
6	Straight Run Residue / Ballast
7	Fresh Water

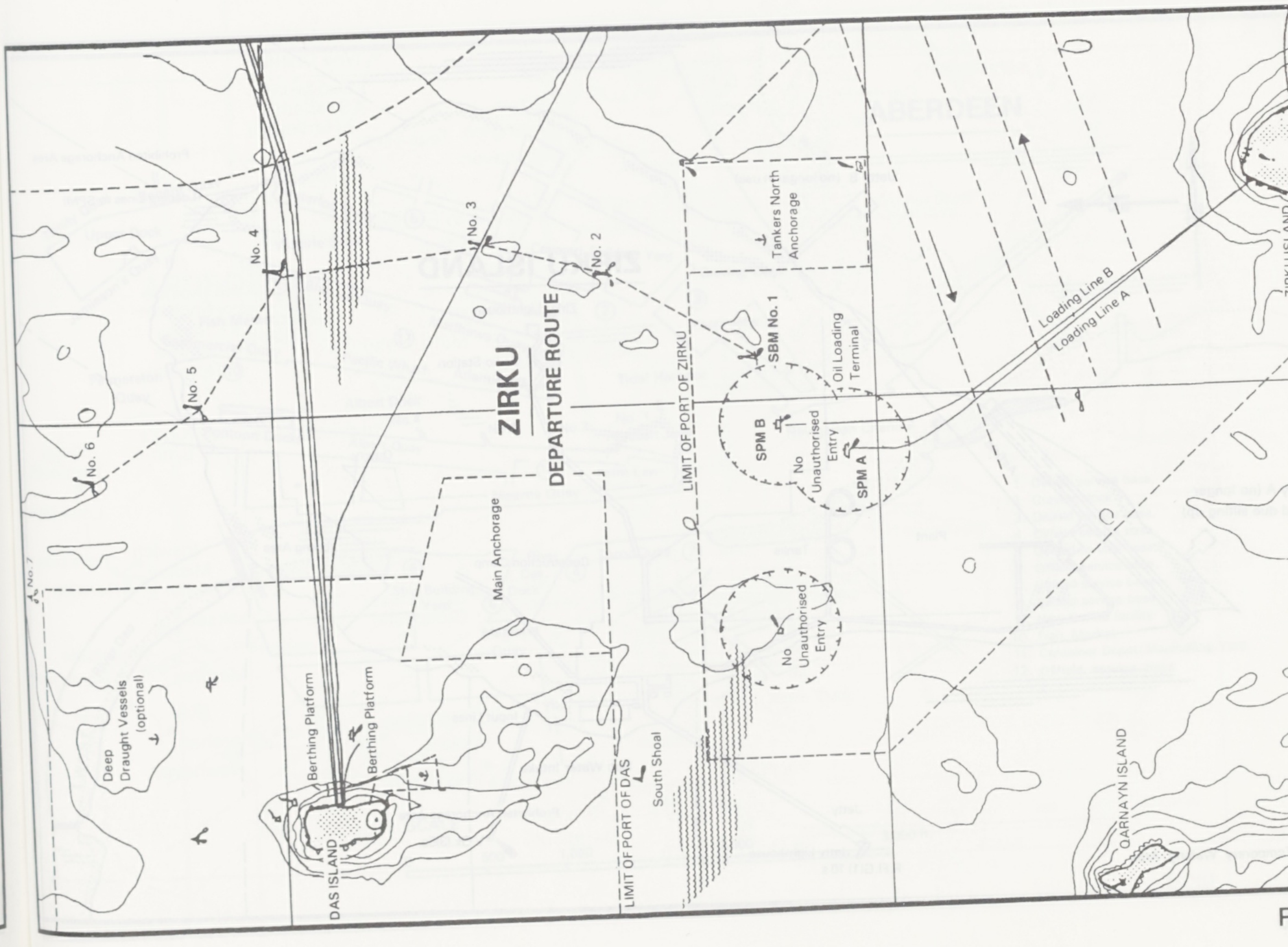
UMM AL NAR

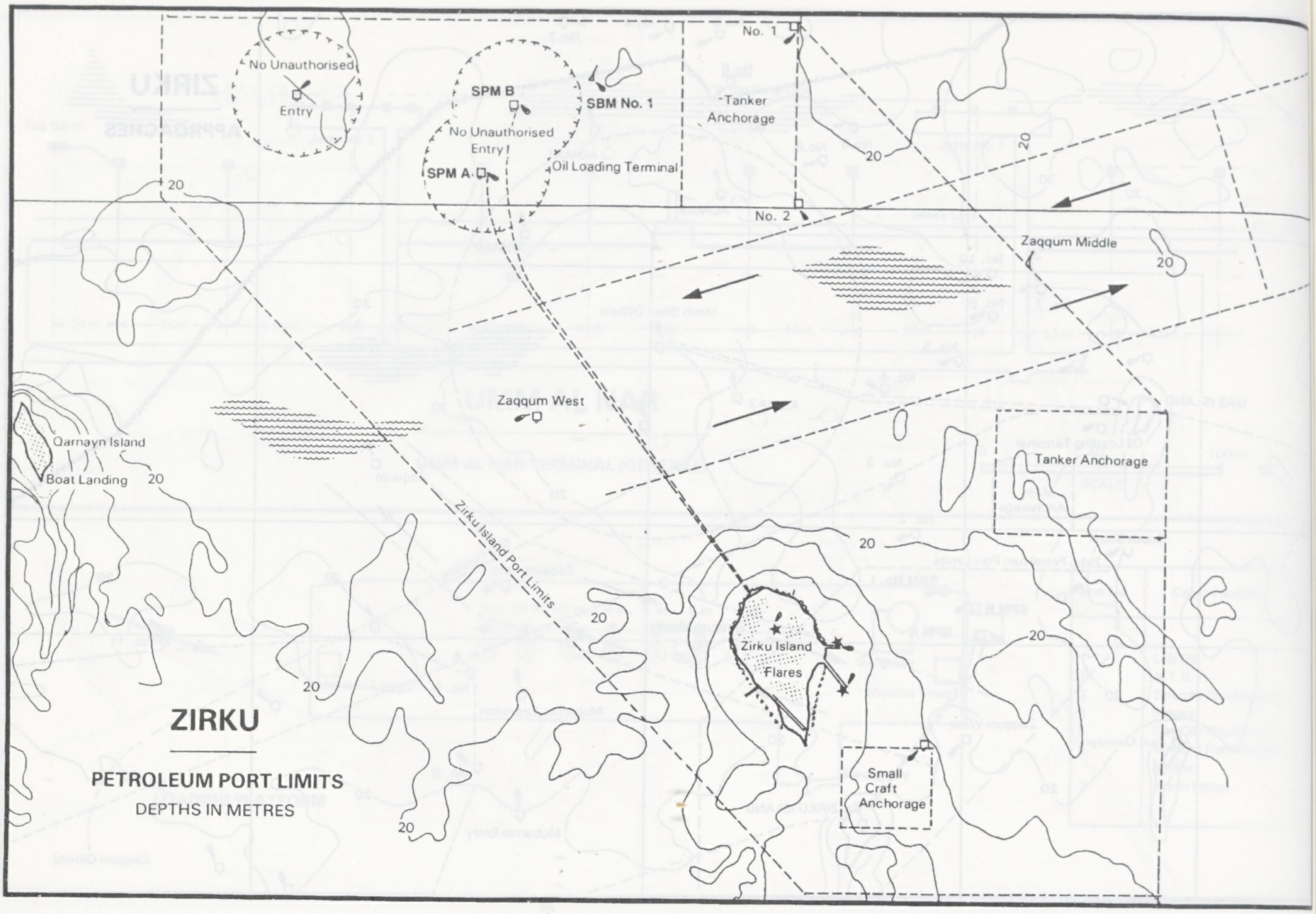
WATER DEPTH ALONGSIDE THE JETTIES

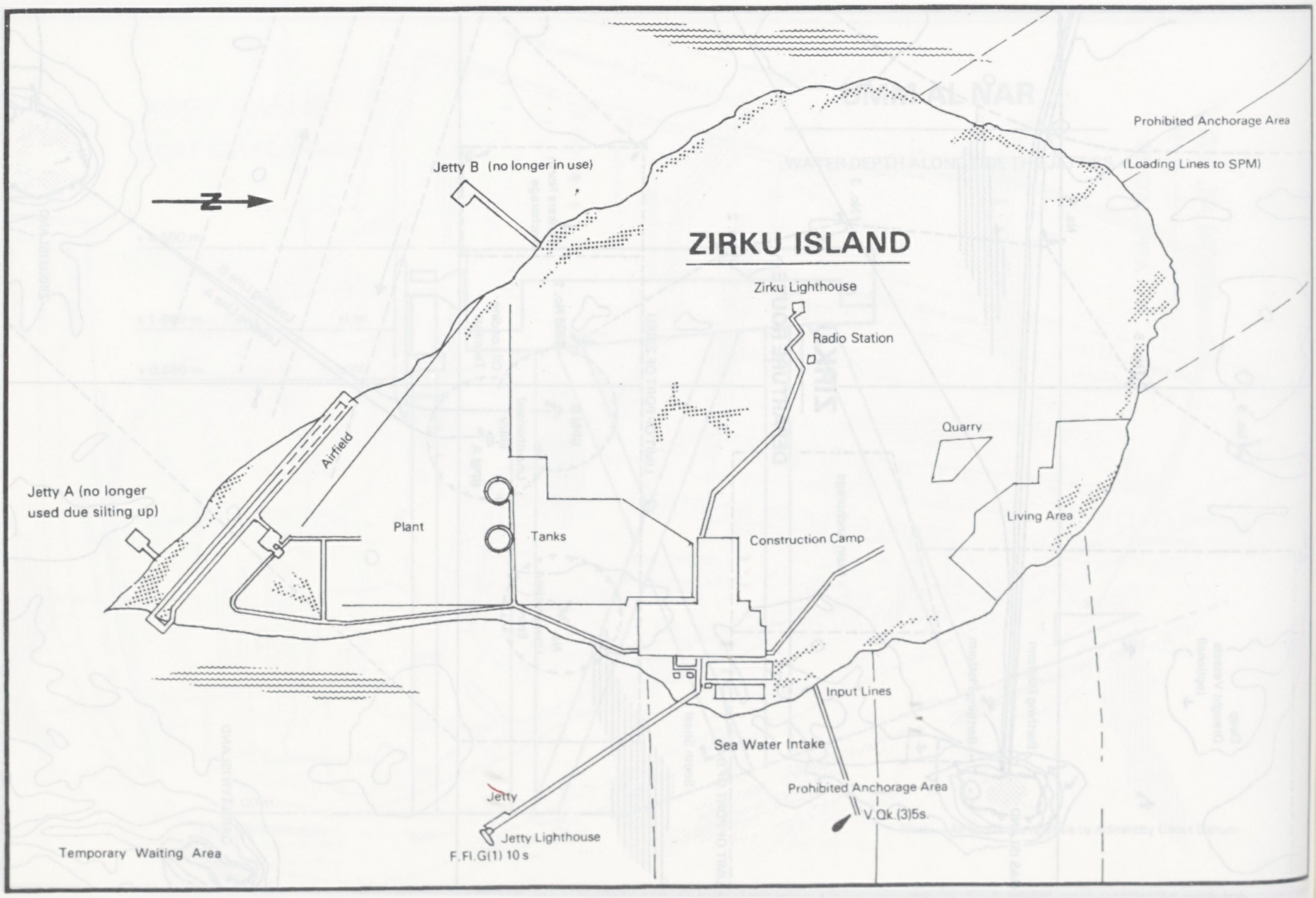

+ 4.800 m.
+ 1.860 m.
H.W.
+ 0.550 m.
L.W.
– 11.00 m.
3
1

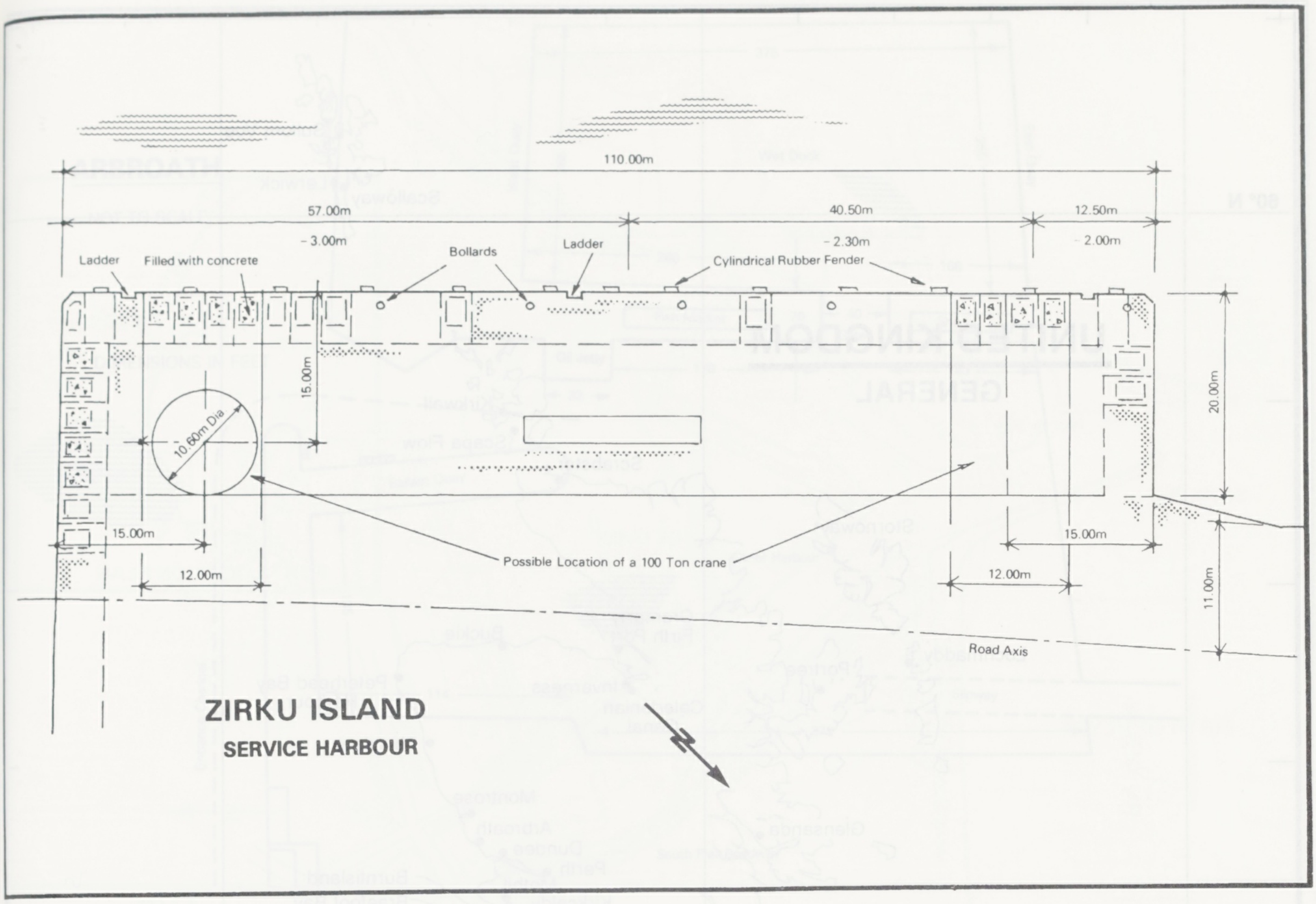
Note: – All levels are relative to Admiralty Chart Datum


ZIRKU
APPROACHES
No.3
No.4
No.2
No.6
30
No.5
No.8
ADMA1
ADMA8
ADMA6
30
30
20
No. 10
No. 7
No. 6
20
Umm Shaif Oilfield
No. 5
No. 4
ADMA3
DAS ISLAND
Oil Loading Terminal
20
No. 3
Main Anchorage
Zaqum
20
Gas Pipeline
No. 2
South Shoal
Zirku Petroleum Port Limits
SBM No. 1
Zaqqum East
20
20
No. 11
SPM B
SPM A
Zaqqum Middle
20
No. 9
Mubarras Approach
20
Zaqqum West
20
Jazt Qarnayn
No. 8
20
20
ZIRKU ISLAND
Mubarras Entry
Zaqqum Oilfield

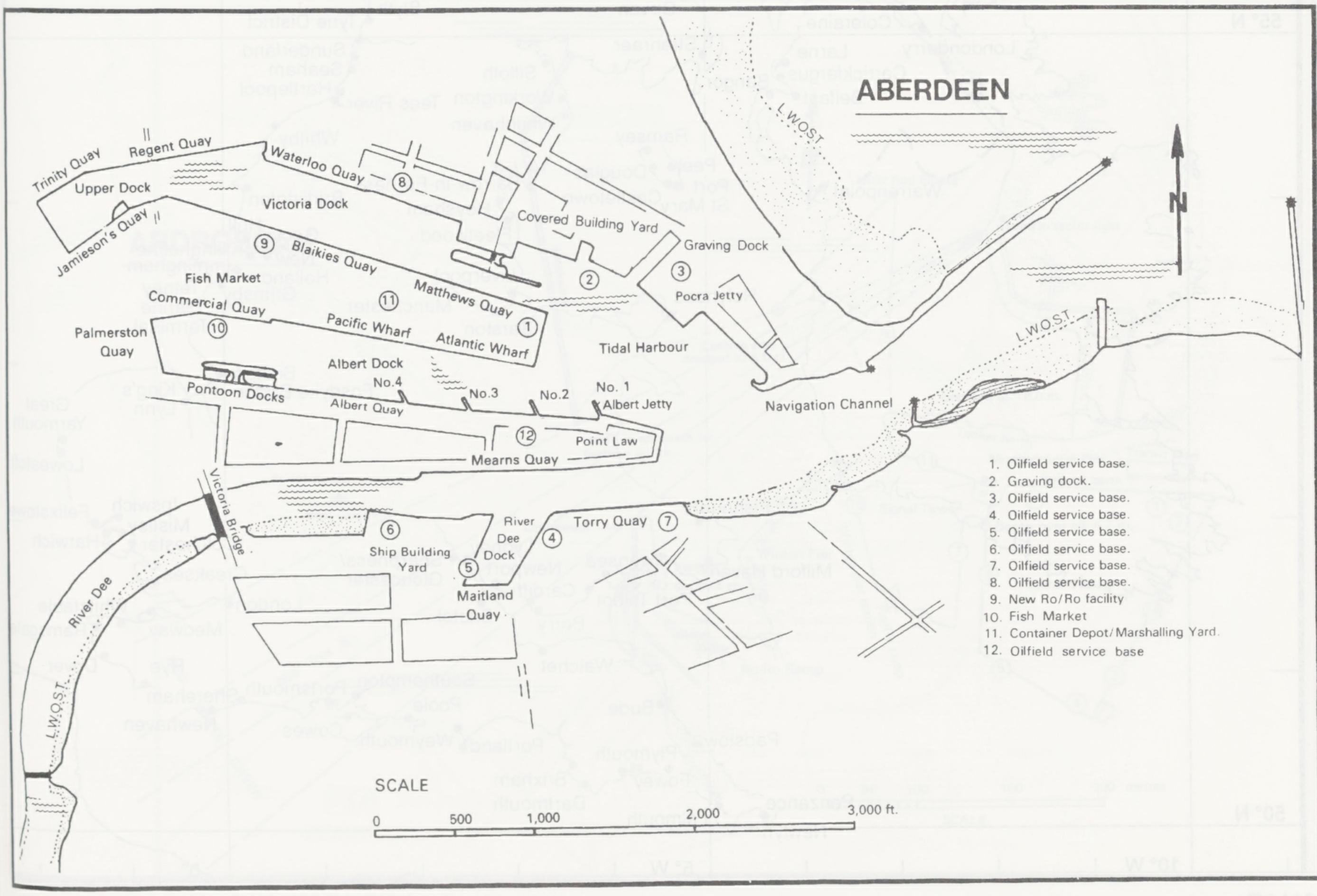

No. 4
No. 3
No. 2
Tankers North Anchorage
SBM No. 1
Oil Loading Terminal
Loading Line B
Loading Line A
ZIRKU ISLAND
No. 5
No. 6
ZIRKU
DEPARTURE ROUTE
LIMIT OF PORT OF ZIRKU
SPM B
No Unauthorised Entry
SPM A
No. 7
Main Anchorage
Deep Draught Vessels (optional)
No Unauthorised Entry
Berthing Platform
Berthing Platform
South Shoal
LIMIT OF PORT OF DAS
QARNAYN ISLAND
DAS ISLAND


No Unauthorised Entry
SPM B
SBM No. 1
No Unauthorised Entry
SPM A
Oil Loading Terminal
No. 1
Tanker Anchorage
No. 2
20
Zaqqum Middle
Zaqqum West
Qarnayn Island
Boat Landing
Tanker Anchorage
Zirku Island Port Limits
Zirku Island
Flares
Small Craft Anchorage
ZIRKU
PETROLEUM PORT LIMITS
DEPTHS IN METRES


N
Jetty B (no longer in use)
Prohibited Anchorage Area
(Loading Lines to SPM)
ZIRKU ISLAND
Zirku Lighthouse
Radio Station
Quarry
Living Area
Construction Camp
Airfield
Plant
Tanks
Jetty A (no longer used due silting up)
Input Lines
Sea Water Intake
Prohibited Anchorage Area
V.Qk.(3)5s.
Jetty
Jetty Lighthouse
F.Fl.G(1) 10 s
Temporary Waiting Area


110.00m
57.00m
40.50m
12.50m
- 3.00m
- 2.30m
- 2.00m
Ladder
Filled with concrete
Bollards
Ladder
Cylindrical Rubber Fender
15.00m
10.60m Dia
20.00m
15.00m
12.00m
15.00m
12.00m
11.00m
Possible Location of a 100 Ton crane
Road Axis
N

ZIRKU ISLAND
SERVICE HARBOUR

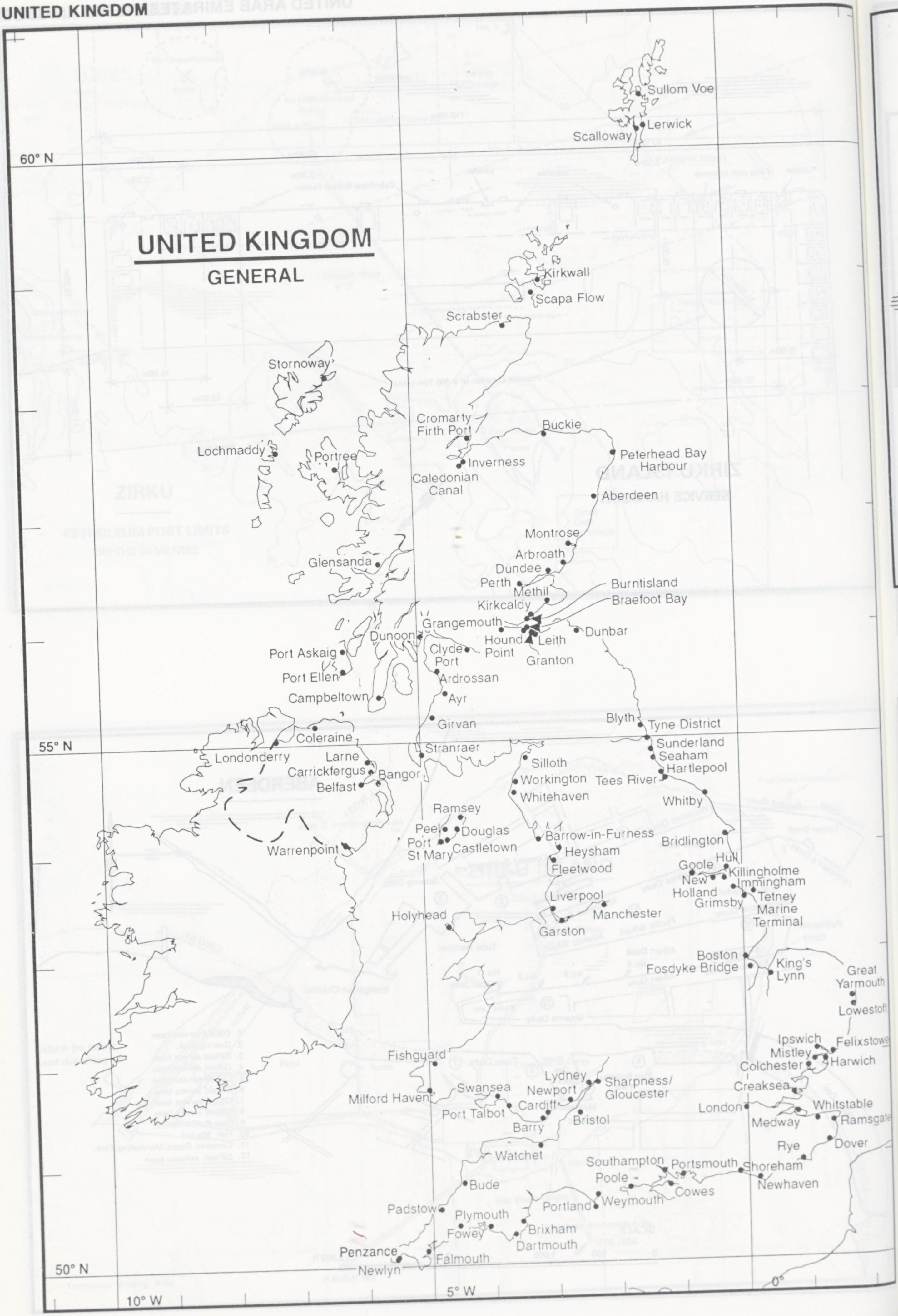

L.W.O.S.T.
Trinity Quay
Regent Quay
Upper Dock
Waterloo Quay
8
Victoria Dock
Jamieson's Quay
Covered Building Yard
9
Blaikies Quay
Graving Dock
3
Fish Market
2
Matthews Quay
Pocra Jetty
Commercial Quay
11
Palmerston Quay
10
Pacific Wharf
1
Atlantic Wharf
Tidal Harbour
Albert Dock
No.4
No.3
No.2
No. 1
Albert Jetty
Pontoon Docks
Albert Quay
Navigation Channel
L.W.O.S.T.
12
Point Law
Mearns Quay
Victoria Bridge
6
Ship Building Yard
River Dee Dock
4
Torry Quay
7
5
Maitland Quay
River Dee
L.W.O.S.T.
N
SCALE
0
500
1,000
2,000
3,000 ft.

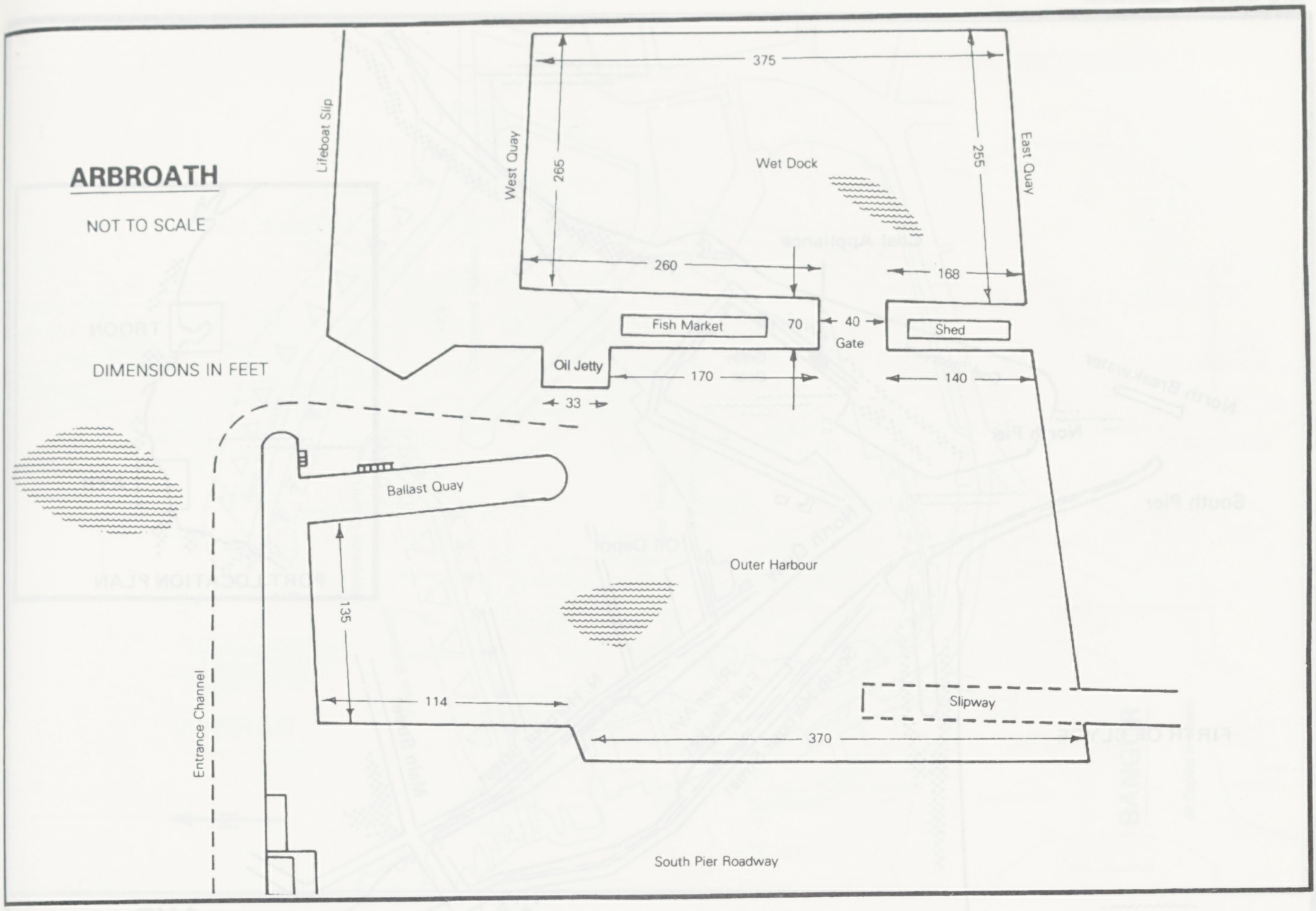
ABERDEEN

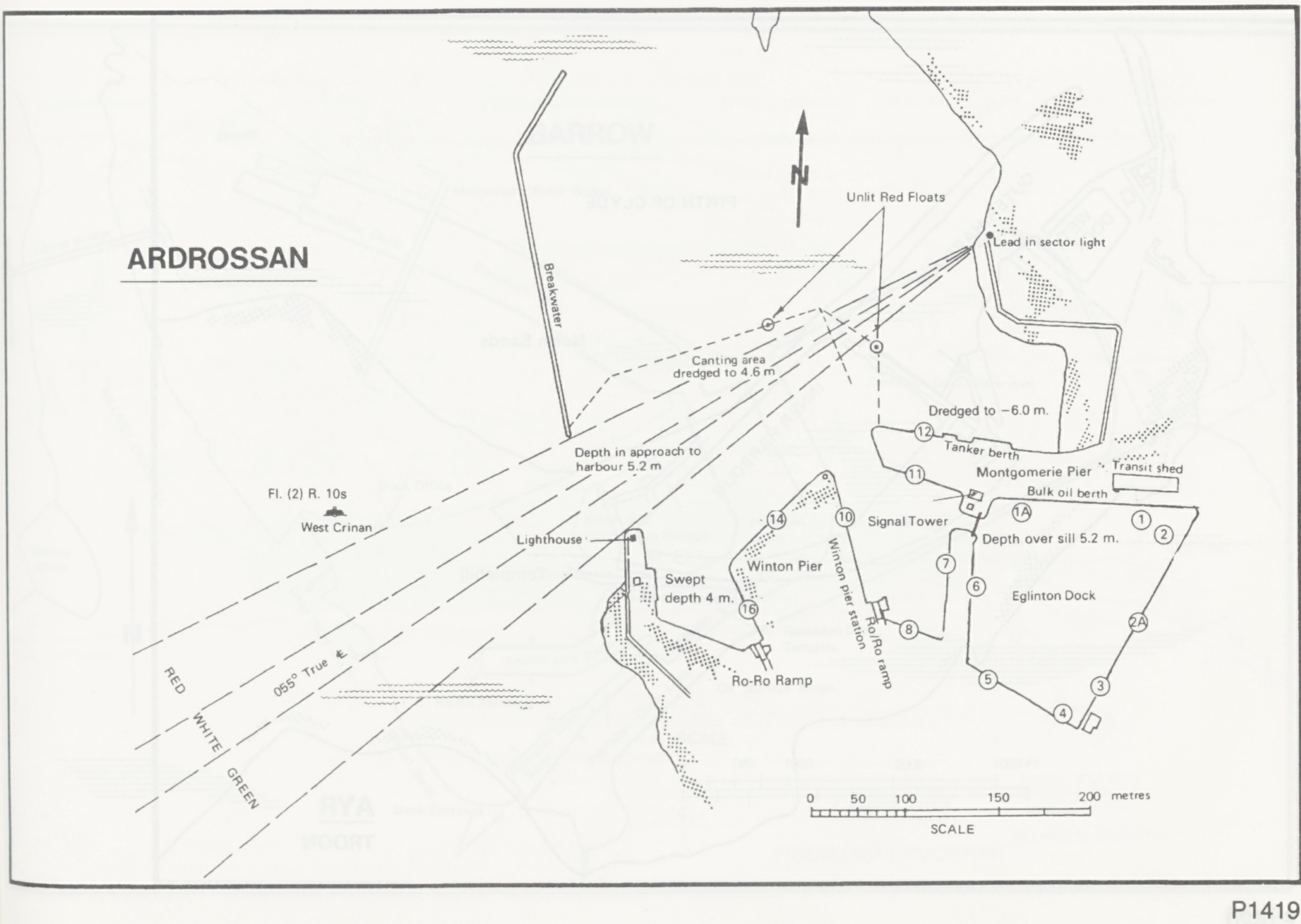
1. Oilfield service base.
2. Graving dock.
3. Oilfield service base.
4. Oilfield service base.
5. Oilfield service base.
6. Oilfield service base.
7. Oilfield service base.
8. Oilfield service base.
9. New Ro/Ro facility
10. Fish Market
11. Container Depot/Marshalling Yard.
12. Oilfield service base

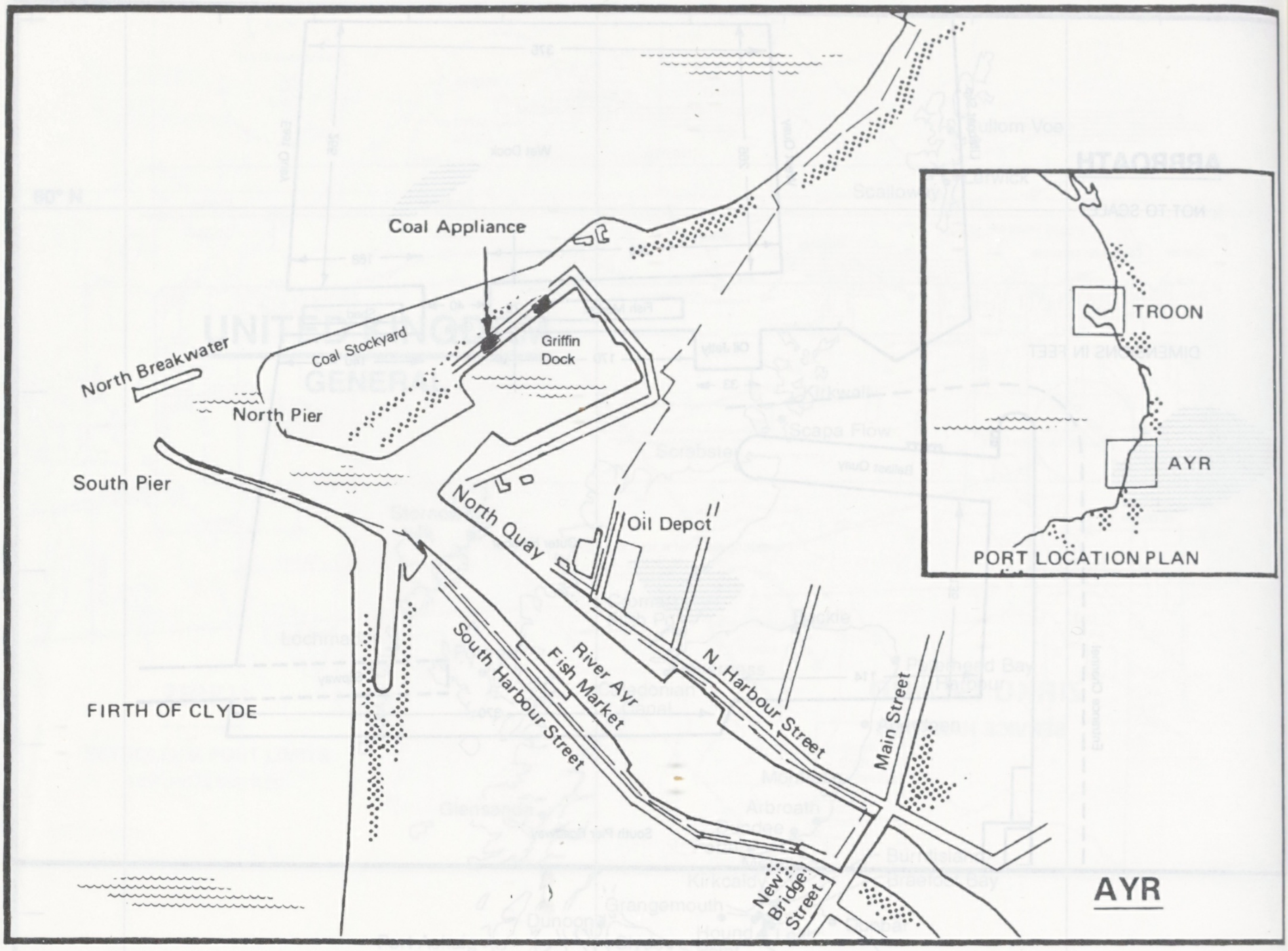
UNITED KINGDOM

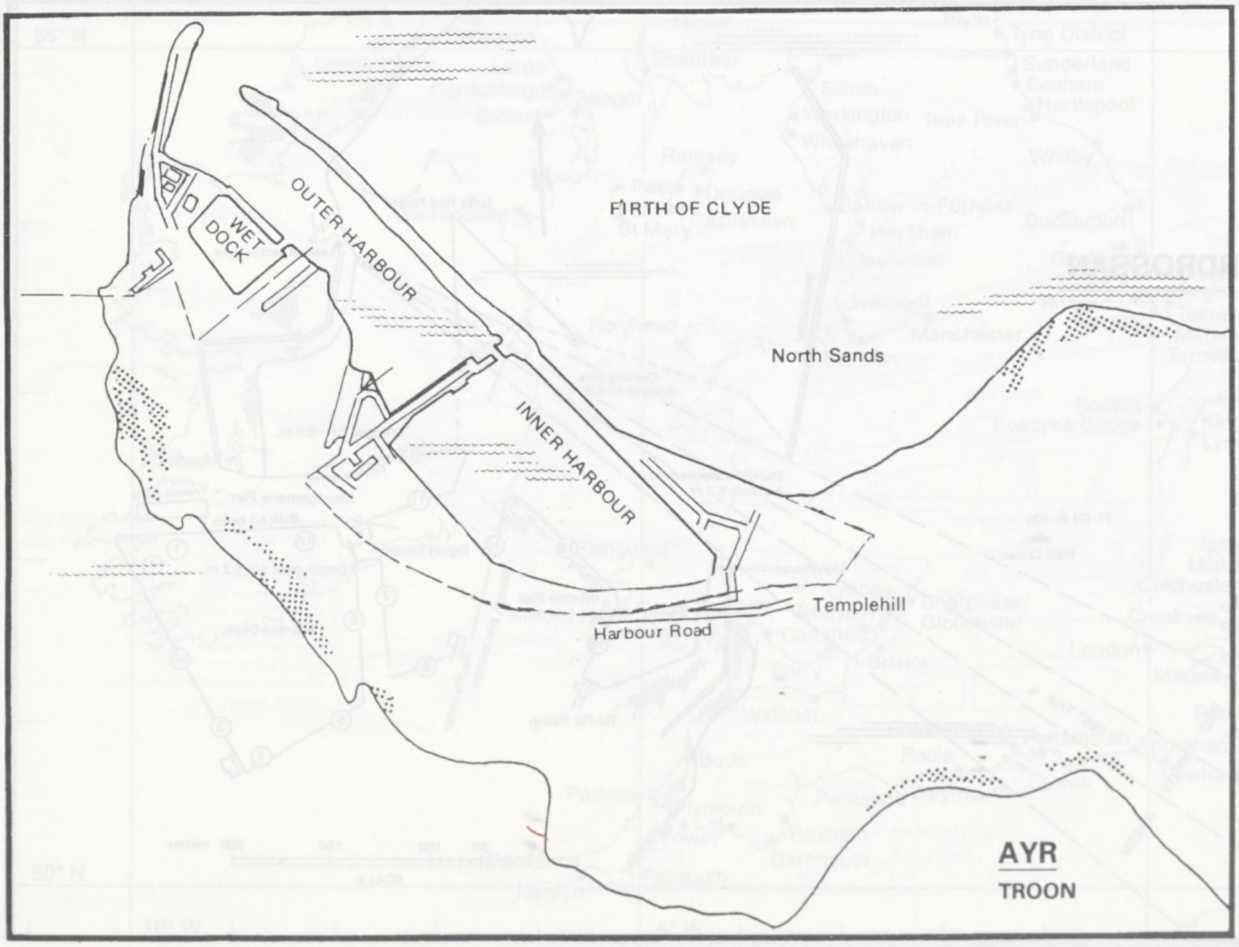
GENERAL

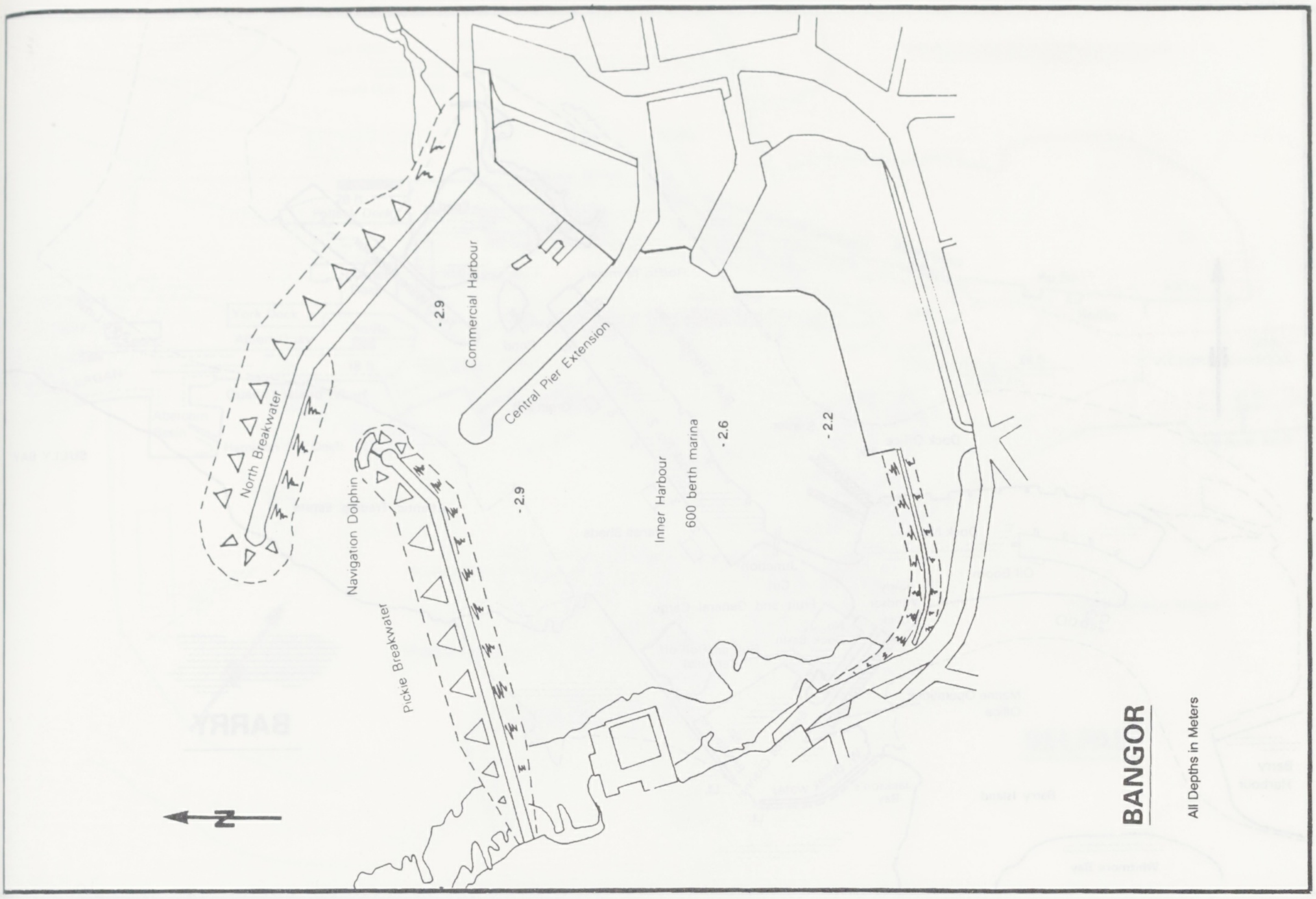

60° N
55° N
50° N
10° W
5° W
0°
Sullom Voe
Lerwick
Scalloway
Kirkwall
Scapa Flow
Scrabster
Stornoway
Cromarty
Firth Port
Buckie
Lochmaddy
Portree
Inverness
Peterhead Bay
Harbour
Caledonian
Canal
Aberdeen
Montrose
Arbroath
Glensanda
Dundee
Perth
Methil
Burntisland
Braefoot Bay
Kirkcaldy
Grangemouth
Dunbar
Dunoon
Hound
Point
Leith
Granton
Port Askaig
Clyde
Port
Port Ellen
Ardrossan
Campbeltown
Ayr
Girvan
Blyth
Tyne District
Coleraine
Sunderland
Seaham
Stranraer
Londonderry
Larne
Carrickfergus
Bangor
Belfast
Silloth
Workington
Whitehaven
Hartlepool
Tees River
Whitby
Ramsey
Peel
Douglas
Port
St Mary
Castletown
Barrow-in-Furness
Warrenpoint
Heysham
Fleetwood
Bridlington
Hull
Goole
Killingholme
New
Holland
Immingham
Grimsby
Tetney
Marine
Terminal
Liverpool
Manchester
Holyhead
Garston
Boston
Fosdyke Bridge
King's
Lynn
Great
Yarmouth
Lowestoft
Ipswich
Mistley
Felixstowe
Harwich
Colchester
Fishguard
Lydney
Sharpness/
Gloucester
Swansea
Newport
Creaksea
Milford Haven
Cardiff
Port Talbot
Bristol
Barry
London
Whitstable
Medway
Ramsgate
Dover
Rye
Watchet
Southampton
Portsmouth
Shoreham
Poole
Cowes
Newhaven
Bude
Portland
Weymouth
Padstow
Plymouth
Fowey
Brixham
Dartmouth
Penzance
Falmouth
Newlyn

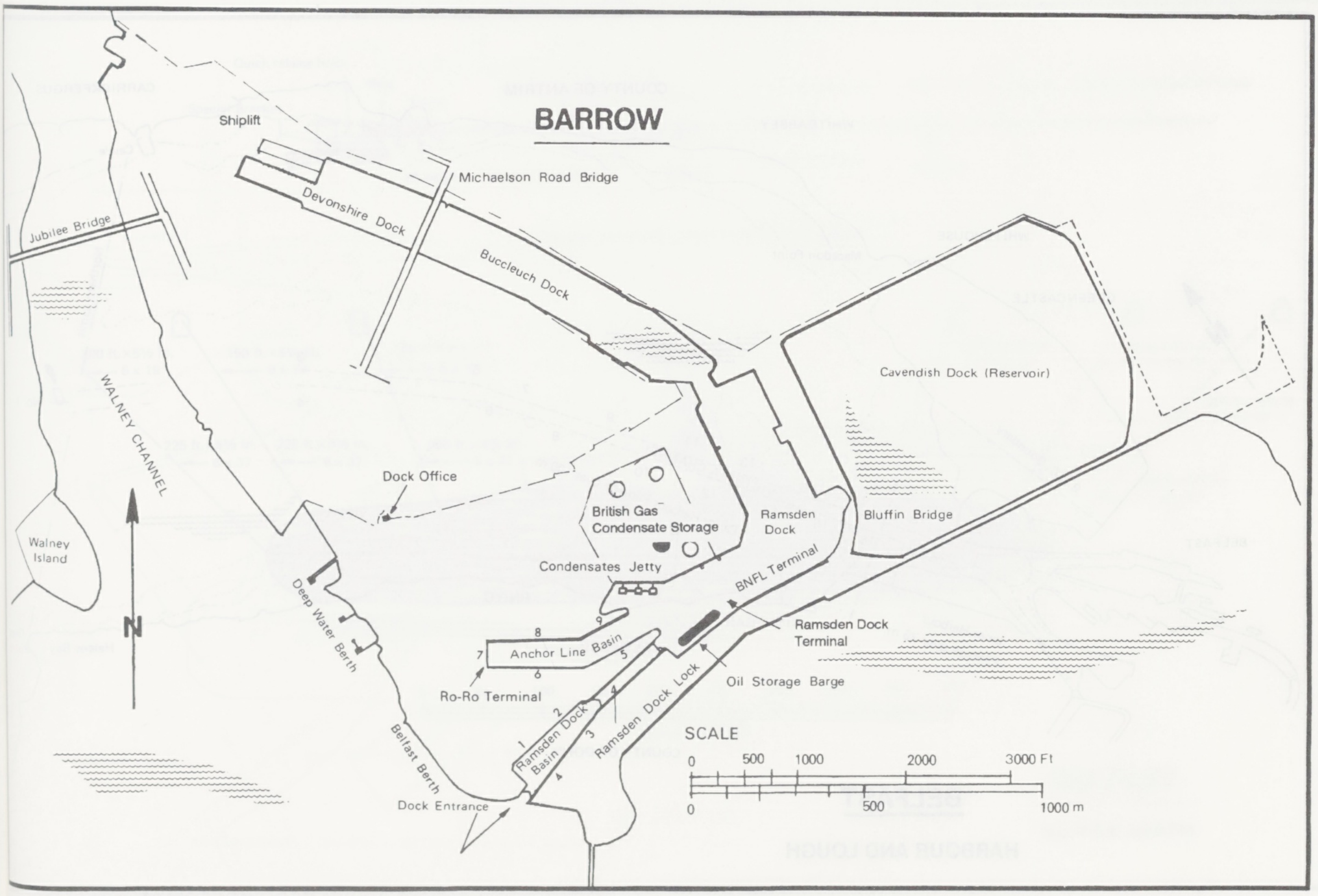

ARBROATH
NOT TO SCALE
DIMENSIONS IN FEET
Lifeboat Slip
West Quay
375
265
Wet Dock
255
East Quay
260
168
Fish Market
70
40
Gate
Shed
Oil Jetty
170
140
33
Ballast Quay
Outer Harbour
135
114
Slipway
370
Entrance Channel
South Pier Roadway

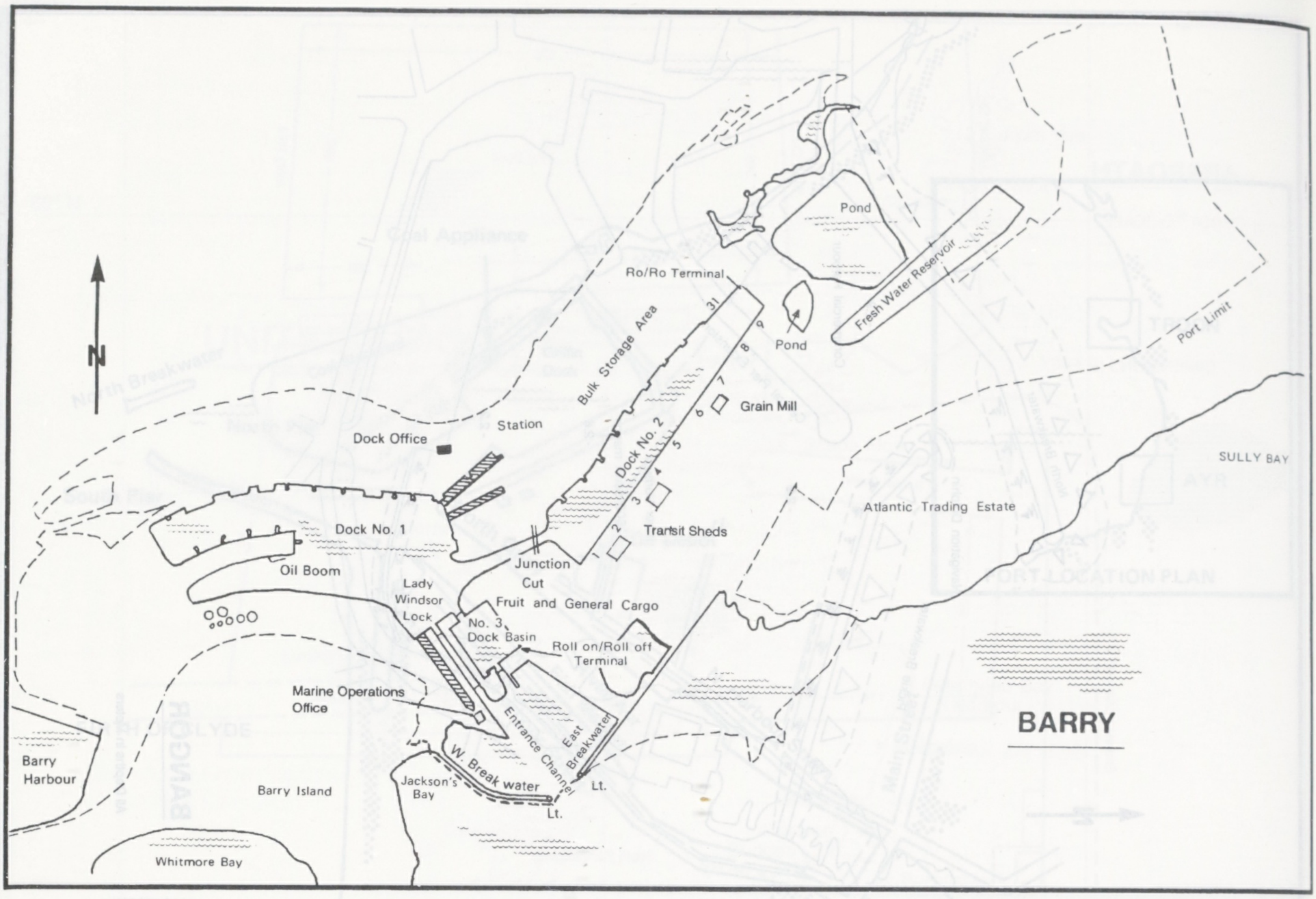

ARDROSSAN
N
Breakwater
Unlit Red Floats
Lead in sector light
Canting area dredged to 4.6 m
Dredged to −6.0 m.
Depth in approach to harbour 5.2 m
Fl. (2) R. 10s
West Crinan
Lighthouse
12
Tanker berth
Montgomerie Pier
Transit shed
11
Bulk oil berth
1A
1
2
14
10
Signal Tower
Depth over sill 5.2 m.
7
6
Winton Pier
Winton pier station
Eglinton Dock
Swept depth 4 m.
16
Ro/Ro ramp
8
2A
Ro-Ro Ramp
5
3
4
055° True
RED
WHITE
GREEN
0
50
100
150
200
metres
SCALE


Coal Appliance
Griffin Dock
Coal Stockyard
North Breakwater
North Pier
South Pier
North Quay
Oil Depot
River Ayr
Fish Market
South Harbour Street
N. Harbour Street
Main Street
New Bridge Street
FIRTH OF CLYDE
TROON
AYR
PORT LOCATION PLAN
AYR


OUTER HARBOUR
WET DOCK
FIRTH OF CLYDE
North Sands
INNER HARBOUR
Templehill
Harbour Road
AYR
TROON

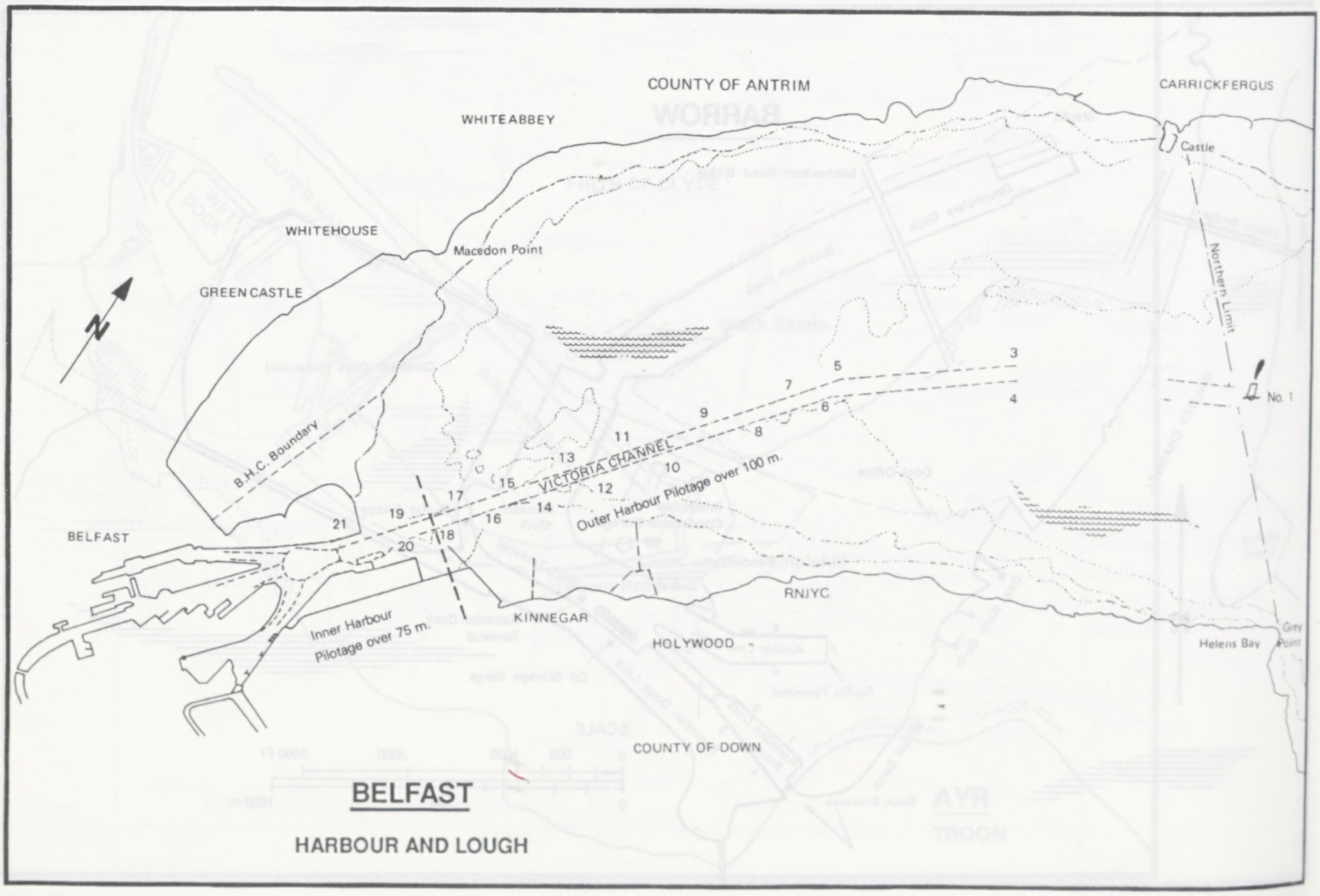

North Breakwater
Commercial Harbour
Central Pier Extension
-2.9
Navigation Dolphin
Pickie Breakwater
-2.9
Inner Harbour
600 berth marina
-2.6
-2.2
N
BANGOR
All Depths in Meters


BARROW
Shiplift
Michaelson Road Bridge
Jubilee Bridge
Devonshire Dock
Buccleuch Dock
Cavendish Dock (Reservoir)
WALNEY CHANNEL
Walney Island
Dock Office
British Gas Condensate Storage
Ramsden Dock
Bluffin Bridge
Condensates Jetty
BNFL Terminal
Ramsden Dock Terminal
N
Deep Water Berth
Anchor Line Basin
8
9
7
6
5
Ro-Ro Terminal
Oil Storage Barge
Ramsden Dock Basin
1
2
3
4
4
Ramsden Dock Lock
Belfast Berth
Dock Entrance
SCALE
0
500
1000
2000
3000 Ft
0
500
1000 m



BARRY

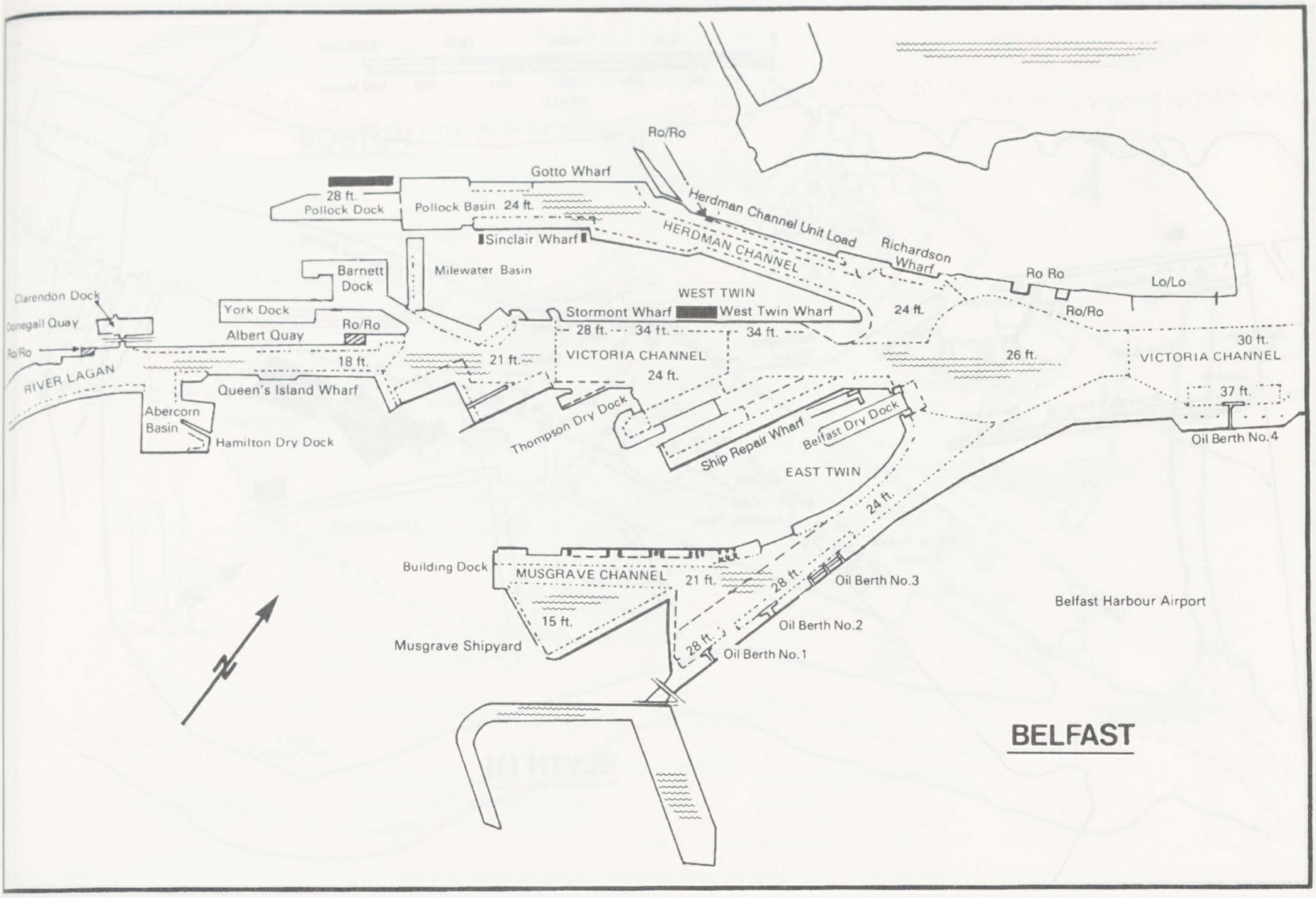
N
Pond
Ro/Ro Terminal
Fresh Water Reservoir
Pond
Port Limit
Bulk Storage Area
31
9
8
7
Grain Mill
6
5
4
3
2
Dock No. 2
Station
Dock Office
SULLY BAY
Atlantic Trading Estate
Dock No. 1
Transit Sheds
Oil Boom
Junction Cut
Lady Windsor Lock
Fruit and General Cargo
No. 3 Dock Basin
Roll on/Roll off Terminal
Marine Operations Office
Entrance Channel
East Breakwater
W. Break water
Lt.
Lt.
Jackson's Bay
Barry Harbour
Barry Island
Whitmore Bay

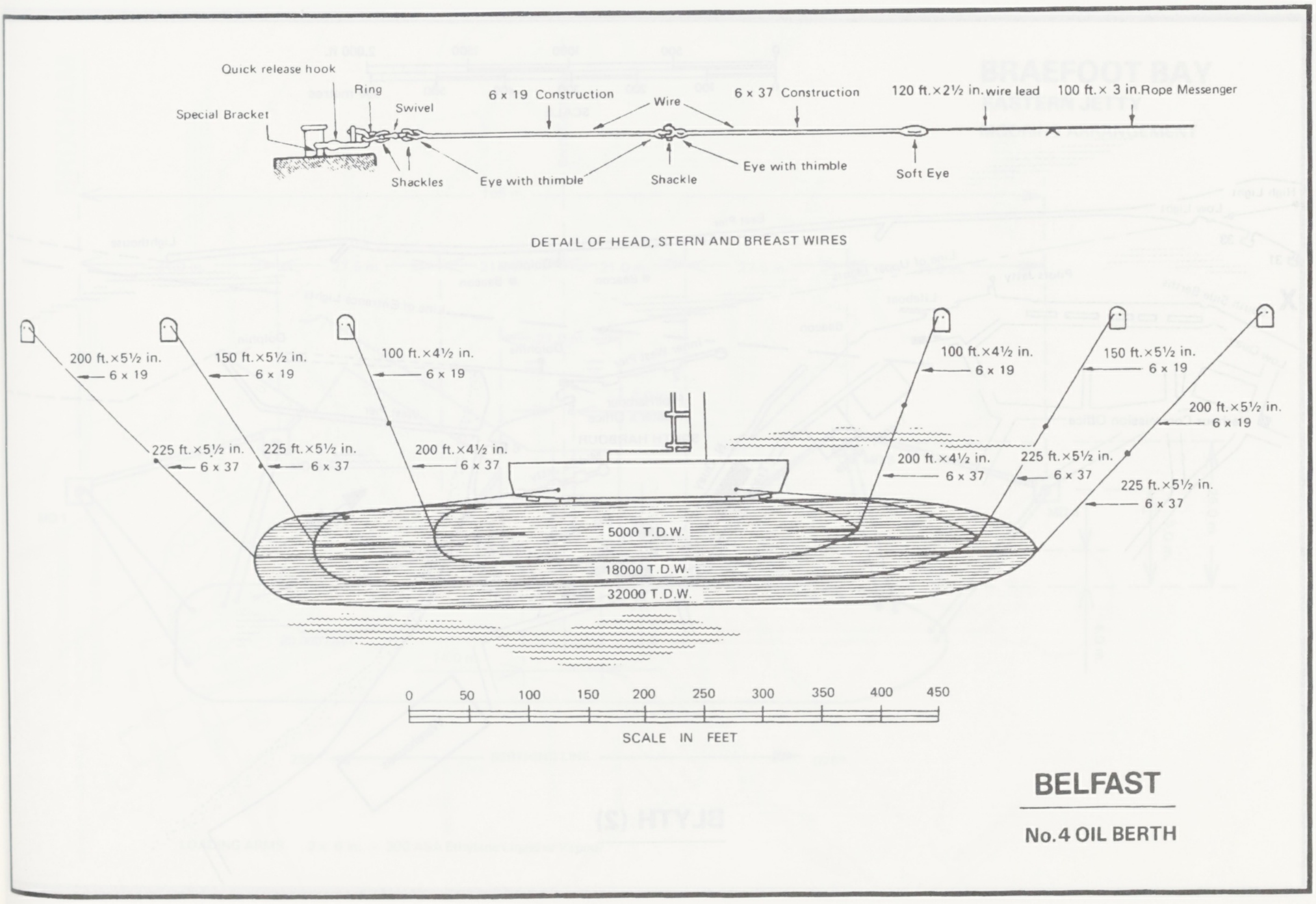


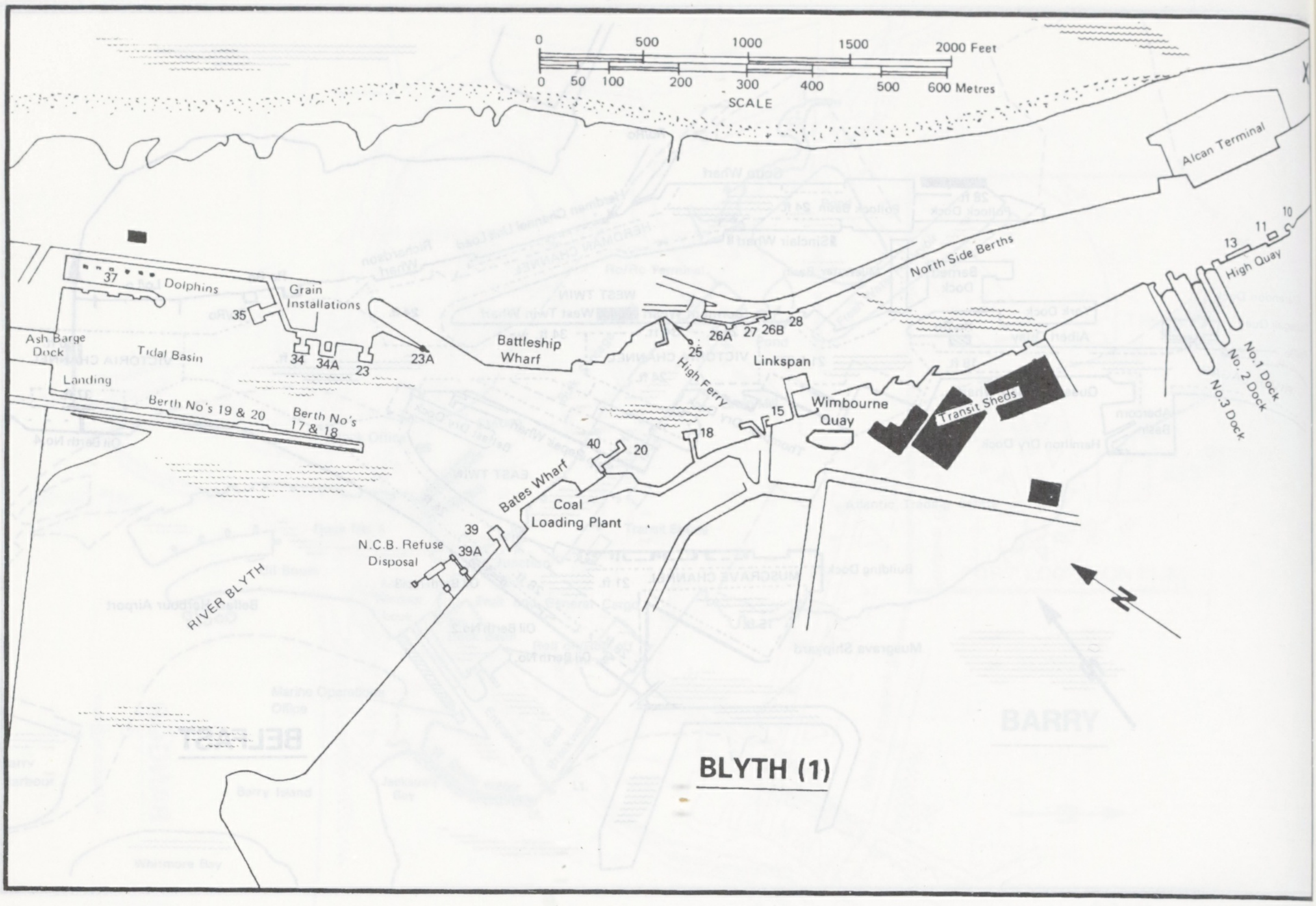
BELFAST

HARBOUR AND LOUGH

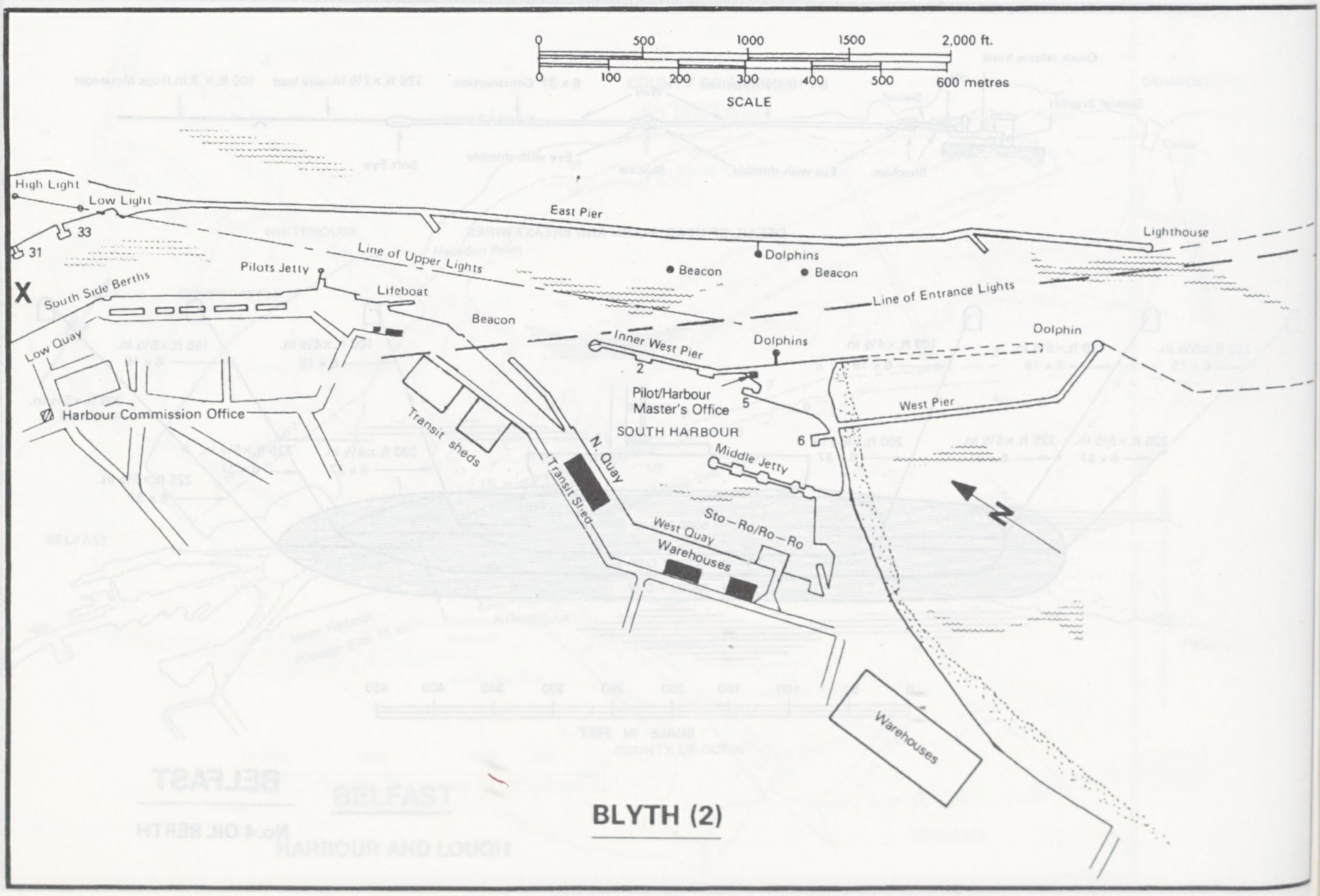
COUNTY OF ANTRIM
CARRICKFERGUS
WHITEABBEY
Castle
WHITEHOUSE
Macedon Point
Northern Limit
GREENCASTLE
N
3
4
5
6
7
8
9
No. 1
10
11
B.H.C. Boundary
VICTORIA CHANNEL
12
13
14
15
16
17
18
19
20
21
Outer Harbour Pilotage over 100 m.
BELFAST
Inner Harbour Pilotage over 75 m.
KINNEGAR
RNIYC
HOLYWOOD
Helens Bay
Grey Point
COUNTY OF DOWN


Ro/Ro
Gotto Wharf
28 ft.
Pollock Dock
Pollock Basin 24 ft.
Herdman Channel Unit Load
HERDMAN CHANNEL
Sinclair Wharf
Richardson Wharf
Ro Ro
Lo/Lo
Barnett Dock
Milewater Basin
Clarendon Dock
Donegall Quay
Ro/Ro
York Dock
Albert Quay
Ro/Ro
WEST TWIN
Stormont Wharf
West Twin Wharf
28 ft.
34 ft.
34 ft.
24 ft.
Ro/Ro
30 ft.
VICTORIA CHANNEL
18 ft.
21 ft.
VICTORIA CHANNEL
24 ft.
26 ft.
37 ft.
RIVER LAGAN
Queen's Island Wharf
Abercorn Basin
Hamilton Dry Dock
Thompson Dry Dock
Ship Repair Wharf
Belfast Dry Dock
Oil Berth No.4
EAST TWIN
24 ft.
Building Dock
MUSGRAVE CHANNEL
21 ft.
28 ft.
Oil Berth No.3
Belfast Harbour Airport
15 ft.
Oil Berth No.2
Musgrave Shipyard
28 ft.
Oil Berth No.1
N
BELFAST

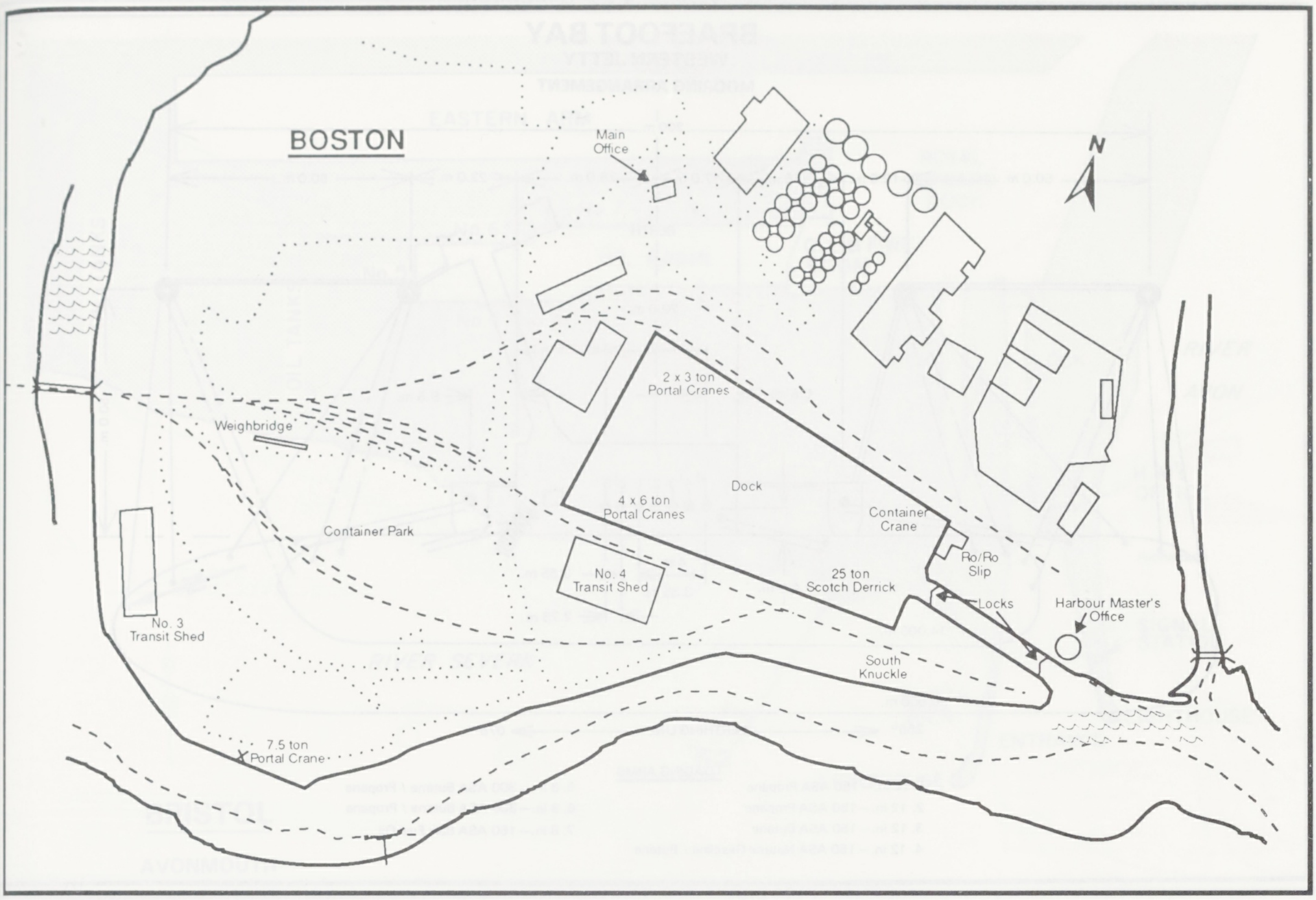

Quick release hook
Ring
Swivel
Special Bracket
6 x 19 Construction
Wire
6 x 37 Construction
120 ft.×2½ in. wire lead
100 ft.× 3 in. Rope Messenger
Shackles
Eye with thimble
Shackle
Eye with thimble
Soft Eye
DETAIL OF HEAD, STERN AND BREAST WIRES
200 ft.×5½ in. 6 x 19
150 ft.×5½ in. 6 x 19
100 ft.×4½ in. 6 x 19
100 ft.×4½ in. 6 x 19
150 ft.×5½ in. 6 x 19
200 ft.×5½ in. 6 x 19
225 ft.×5½ in. 6 x 37
225 ft.×5½ in. 6 x 37
200 ft.×4½ in. 6 x 37
200 ft.×4½ in. 6 x 37
225 ft.×5½ in. 6 x 37
225 ft.×5½ in. 6 x 37
5000 T.D.W.
18000 T.D.W.
32000 T.D.W.
0
50
100
150
200
250
300
350
400
450
SCALE IN FEET
BELFAST
No.4 OIL BERTH


0
500
1000
1500
2000 Feet
0
50
100
200
300
400
500
600 Metres
SCALE
Alcan Terminal
10
11
13
High Quay
North Side Berths
No.1 Dock
No.2 Dock
No.3 Dock
37
Dolphins
Grain Installations
35
Ash Barge Dock
Tidal Basin
Landing
34
34A
23
23A
Battleship Wharf
26A
27
26B
28
25
High Ferry
Linkspan
15
Wimbourne Quay
Transit Sheds
Berth No's 19 & 20
Berth No's 17 & 18
40
20
18
Bates Wharf
Coal Loading Plant
39
39A
N.C.B. Refuse Disposal
RIVER BLYTH
N

BLYTH (1)

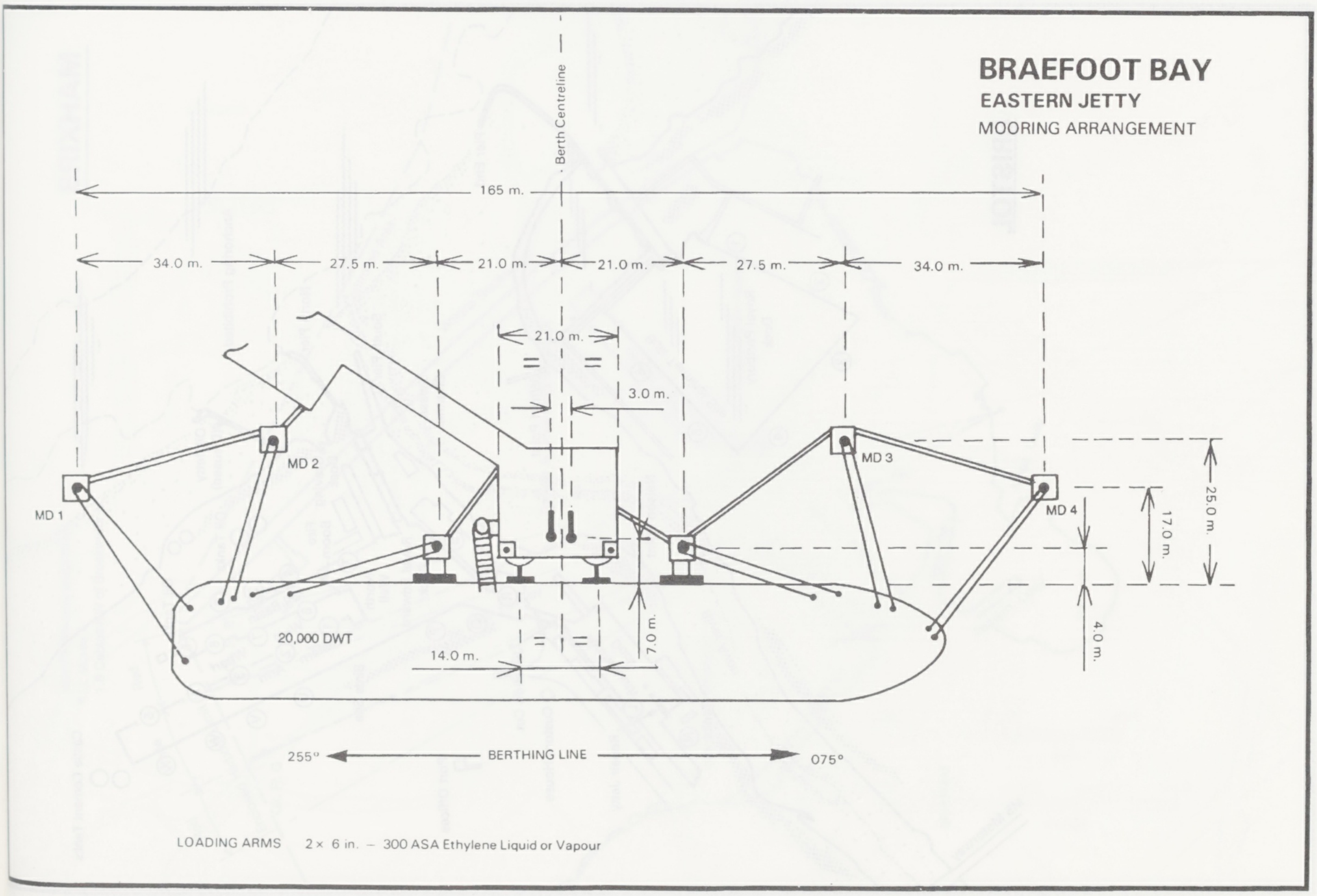

0
500
1000
1500
2,000 ft.
100
200
300
400
500
600 metres
SCALE
High Light
Low Light
33
31
East Pier
Lighthouse
X
Line of Upper Lights
Pilots Jetty
South Side Berths
Lifeboat
Beacon
Dolphins
Beacon
Line of Entrance Lights
Low Quay
Beacon
Inner West Pier
2
Dolphins
Dolphin
West Pier
5
Pilot/Harbour Master's Office
SOUTH HARBOUR
Harbour Commission Office
Transit sheds
N. Quay
Transit Shed
6
Middle Jetty
Sto-Ro/Ro-Ro
West Quay
Warehouses
Warehouses
N

BLYTH (2)



BOSTON

N
Main Office
2 x 3 ton Portal Cranes
Weighbridge
Dock
4 x 6 ton Portal Cranes
Container Crane
Container Park
Ro/Ro Slip
No. 4 Transit Shed
25 ton Scotch Derrick
Locks
Harbour Master's Office
No. 3 Transit Shed
South Knuckle
7.5 ton Portal Crane



BRAEFOOT BAY

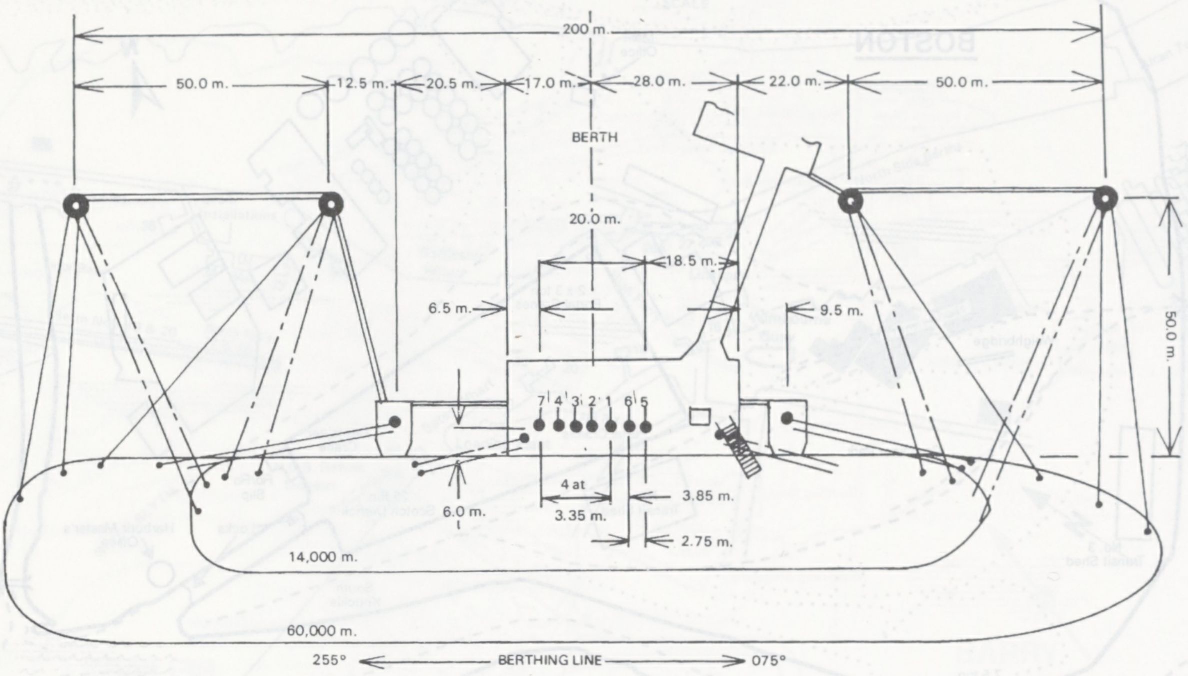
EASTERN JETTY

MOORING ARRANGEMENT

Berth Centreline
165 m.
34.0 m.
27.5 m.
21.0 m.
21.0 m.
27.5 m.
34.0 m.
21.0 m.
3.0 m.
MD 1
MD 2
MD 3
MD 4
25.0 m.
17.0 m.
4.0 m.
7.0 m.
14.0 m.
20,000 DWT
255°
BERTHING LINE
075°

LOADING ARMS 2 × 6 in. – 300 ASA Ethylene Liquid or Vapour

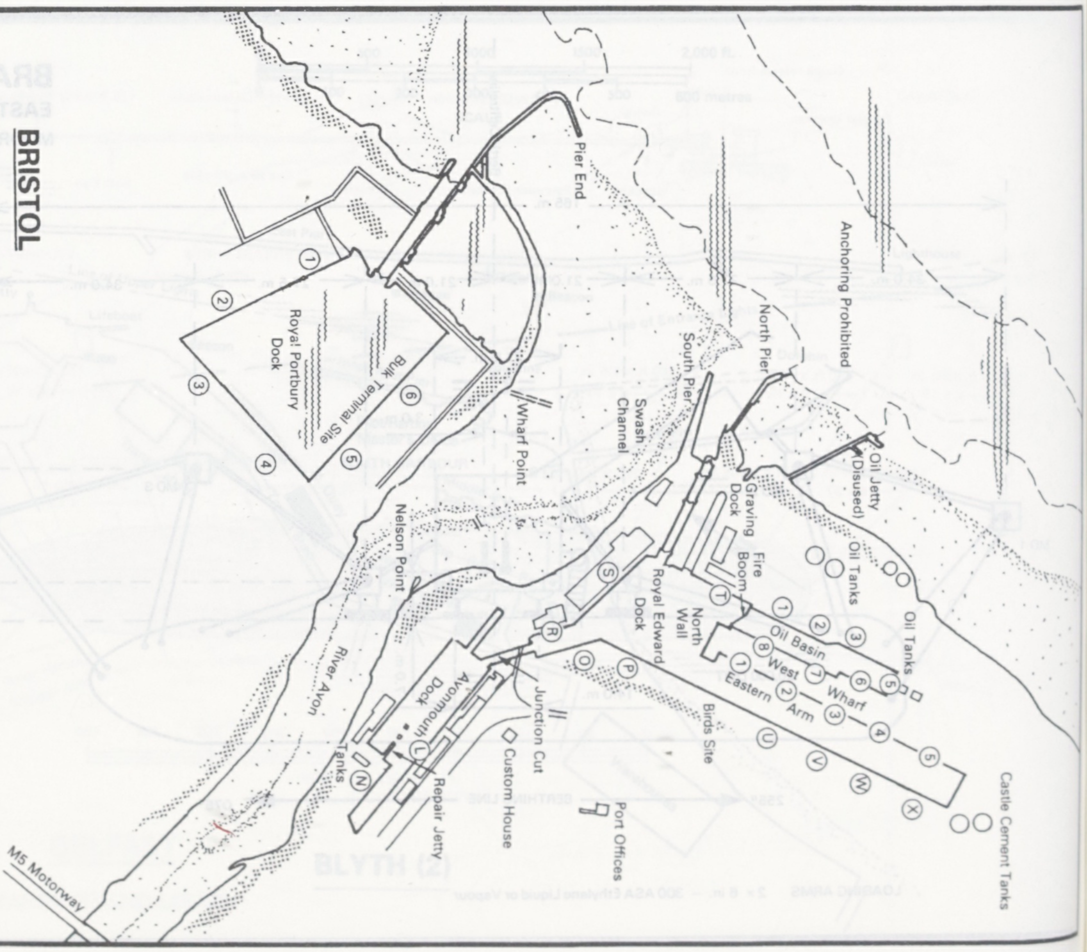
BRAEFOOT BAY
WESTERN JETTY
MOORING ARRANGEMENT

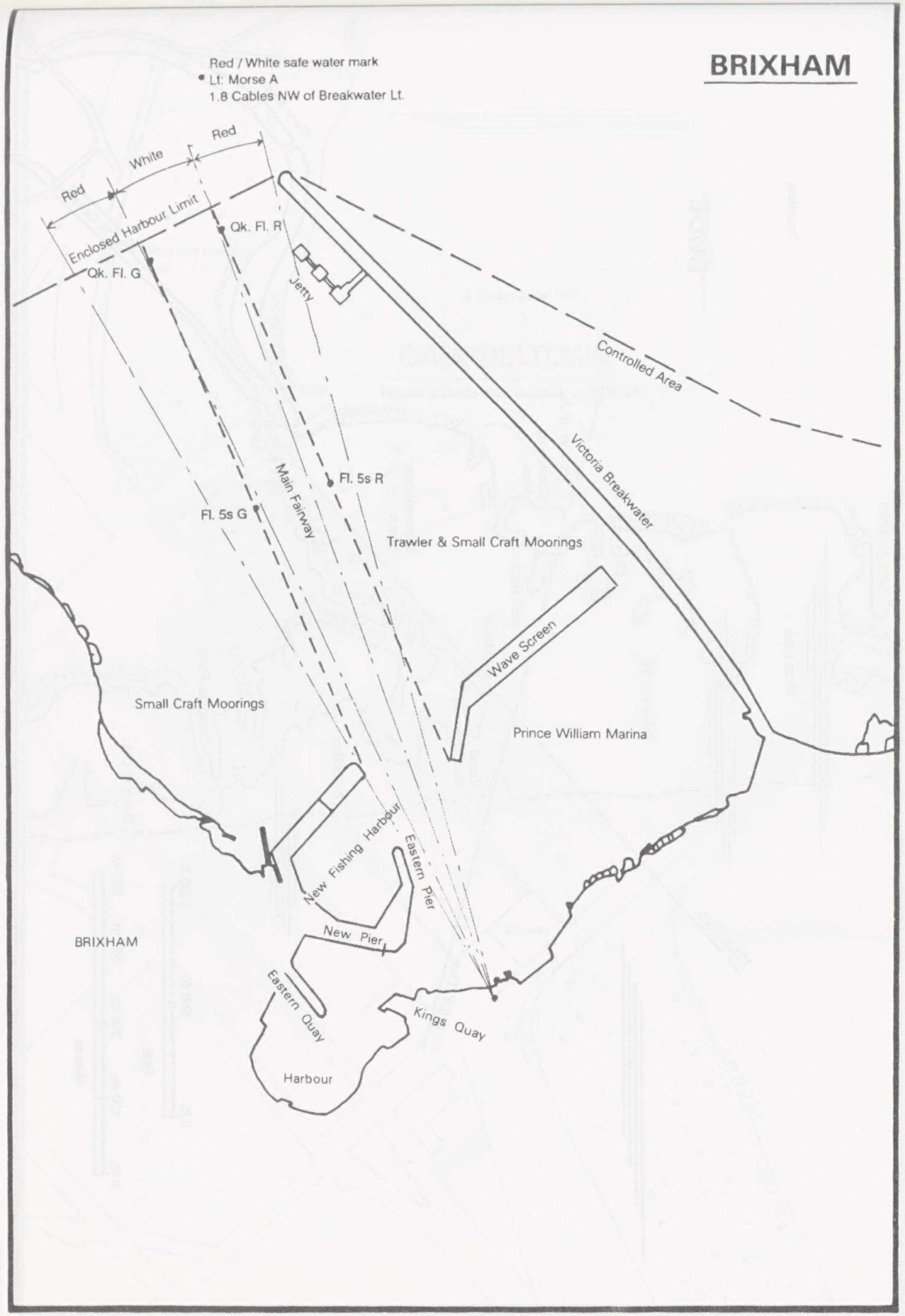

200 m.
50.0 m.
12.5 m.
20.5 m.
17.0 m.
28.0 m.
22.0 m.
50.0 m.
BERTH
20.0 m.
18.5 m.
6.5 m.
9.5 m.
50.0 m.
7 4 3 2 1 6 5
6.0 m.
4 at
3.35 m.
3.85 m.
2.75 m.
14,000 m.
60,000 m.
255°
BERTHING LINE
075°

LOADING ARMS

1. 12 in. – 150 ASA Propane
2. 12 in. – 150 ASA Propane
3. 12 in. – 150 ASA Butane
4. 12 in. – 150 ASA Natural Gasoline / Butane
5. 8 in. – 300 ASA Butane / Propane
6. 8 in. – 300 ASA Butane / Propane
7. 8 in. – 150 ASA Bulk Fuel Oil

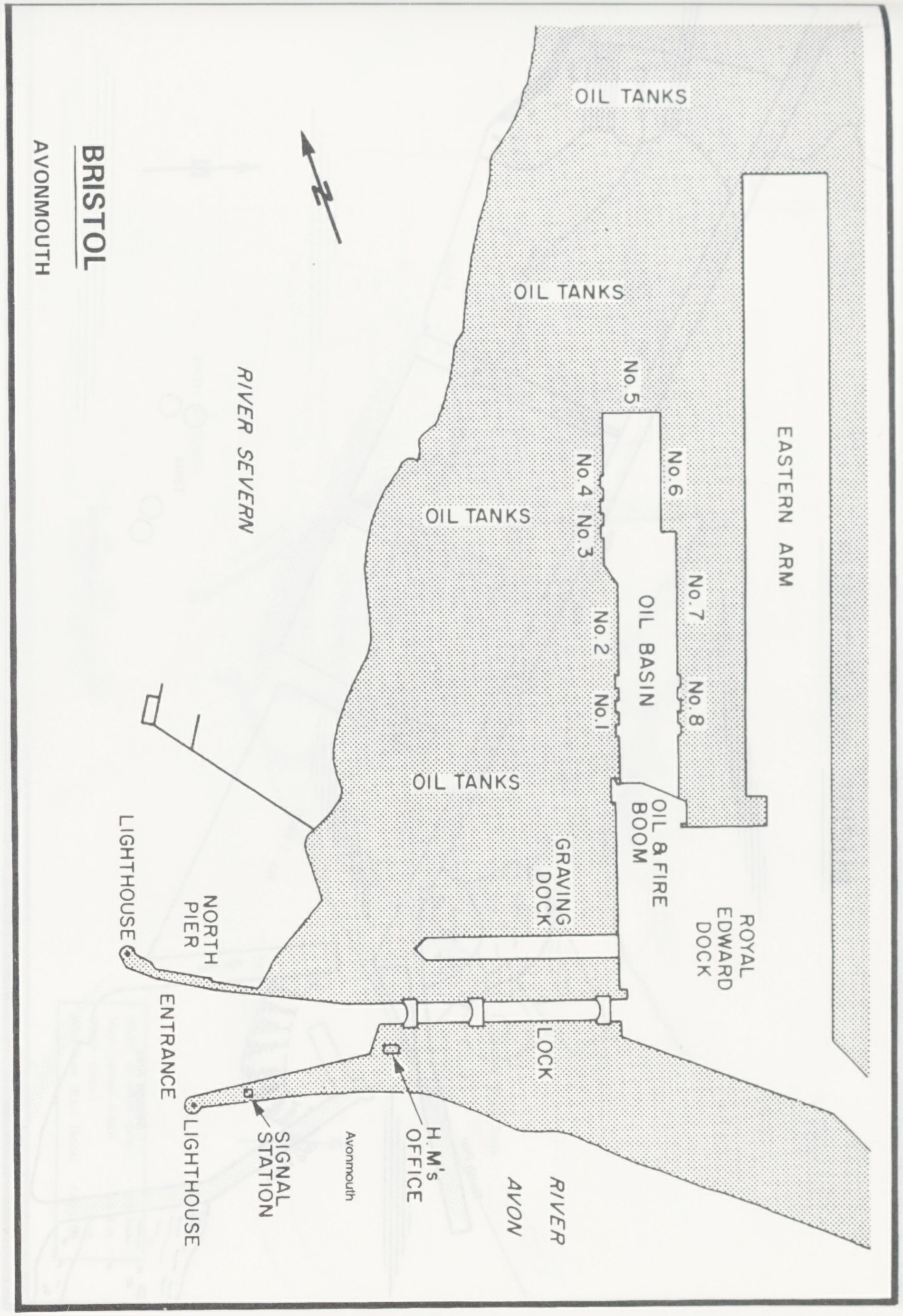
BRISTOL


Pier End
Anchoring Prohibited
North Pier
South Pier
Swash Channel
Wharf Point
Bulk Terminal Site
Royal Portbury Dock
1
2
3
4
5
6
Oil Jetty (Disused)
Oil Tanks
Oil Tanks
Graving Dock
Fire Boom
Nelson Point
Royal Edward Dock
North Wall
T
S
R
O
P
1
2
3
Oil Basin
8
7
West Wharf
6
5
1
2
Eastern Arm
3
4
5
U
V
W
X
Birds Site
Junction Cut
Custom House
Port Offices
Castle Cement Tanks
River Avon
Avonmouth Dock
Tanks
N
L
Repair Jetty
M5 Motorway



BRIXHAM

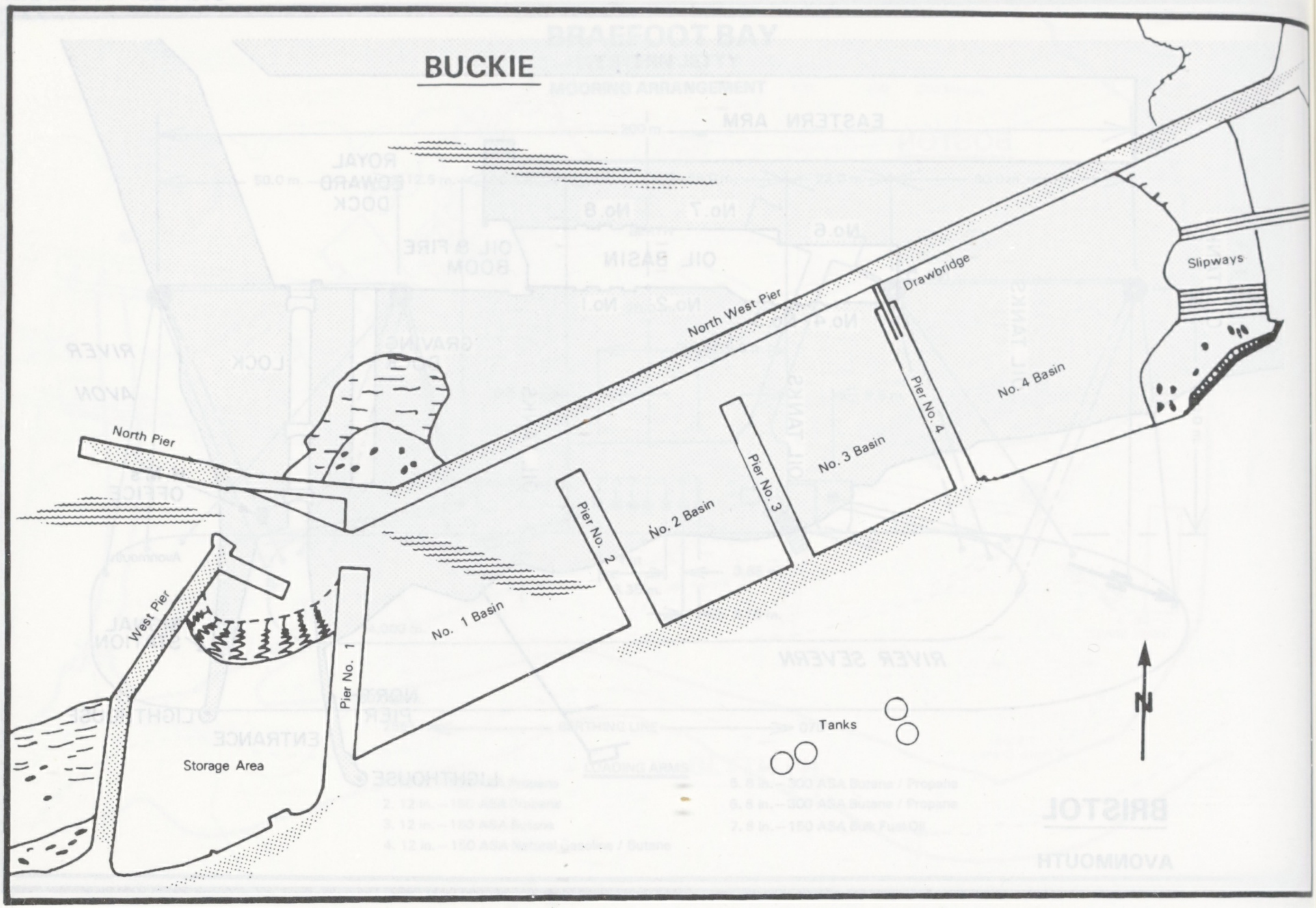
Red / White safe water mark
Lt: Morse A
1.8 Cables NW of Breakwater Lt.
Red
White
Red
Enclosed Harbour Limit
Qk. Fl. R
Qk. Fl. G
Jetty
Controlled Area
Victoria Breakwater
Main Fairway
Fl. 5s R
Fl. 5s G
Trawler & Small Craft Moorings
Wave Screen
Small Craft Moorings
Prince William Marina
New Fishing Harbour
Eastern Pier
New Pier
BRIXHAM
Eastern Quay
Kings Quay
Harbour

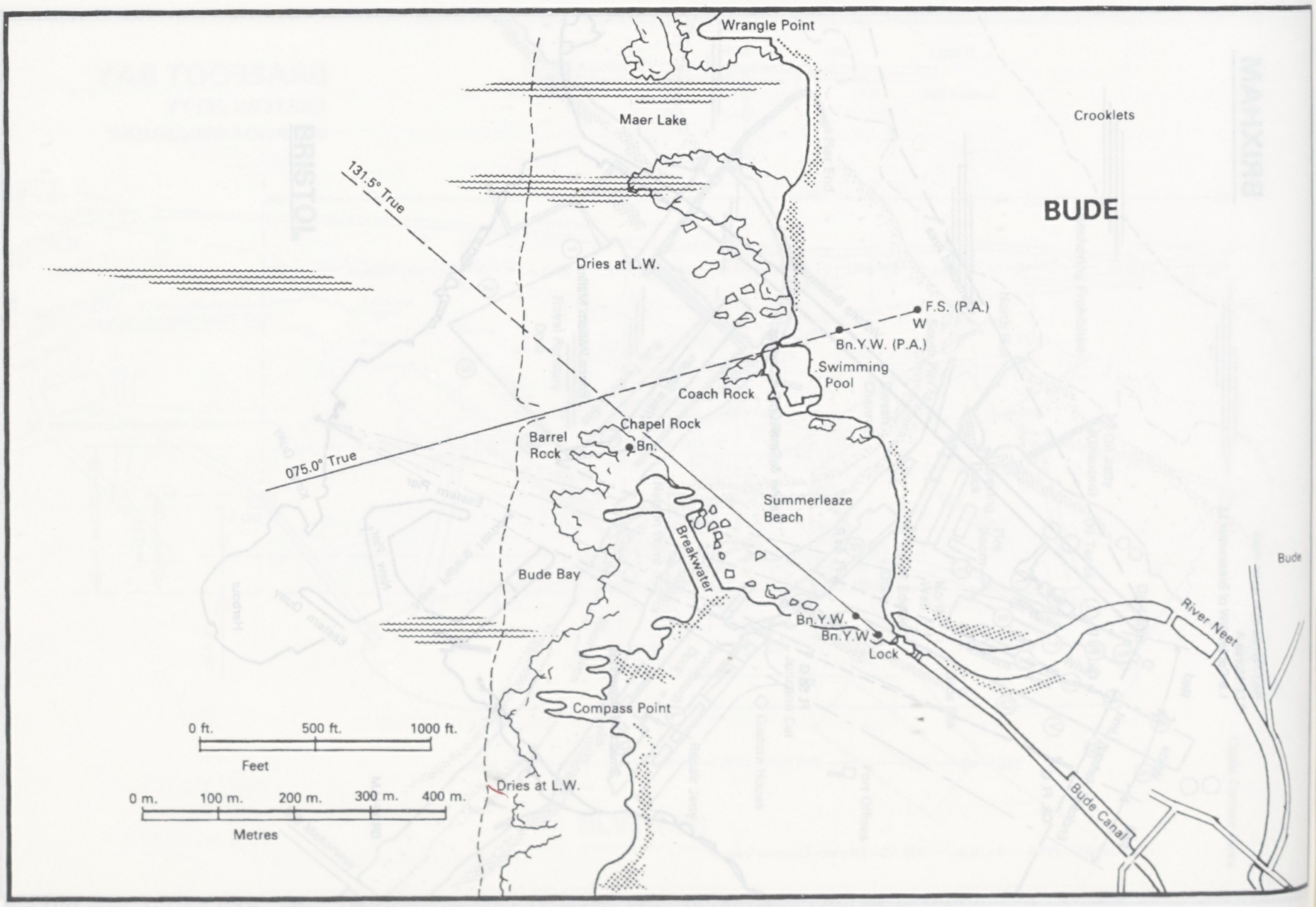


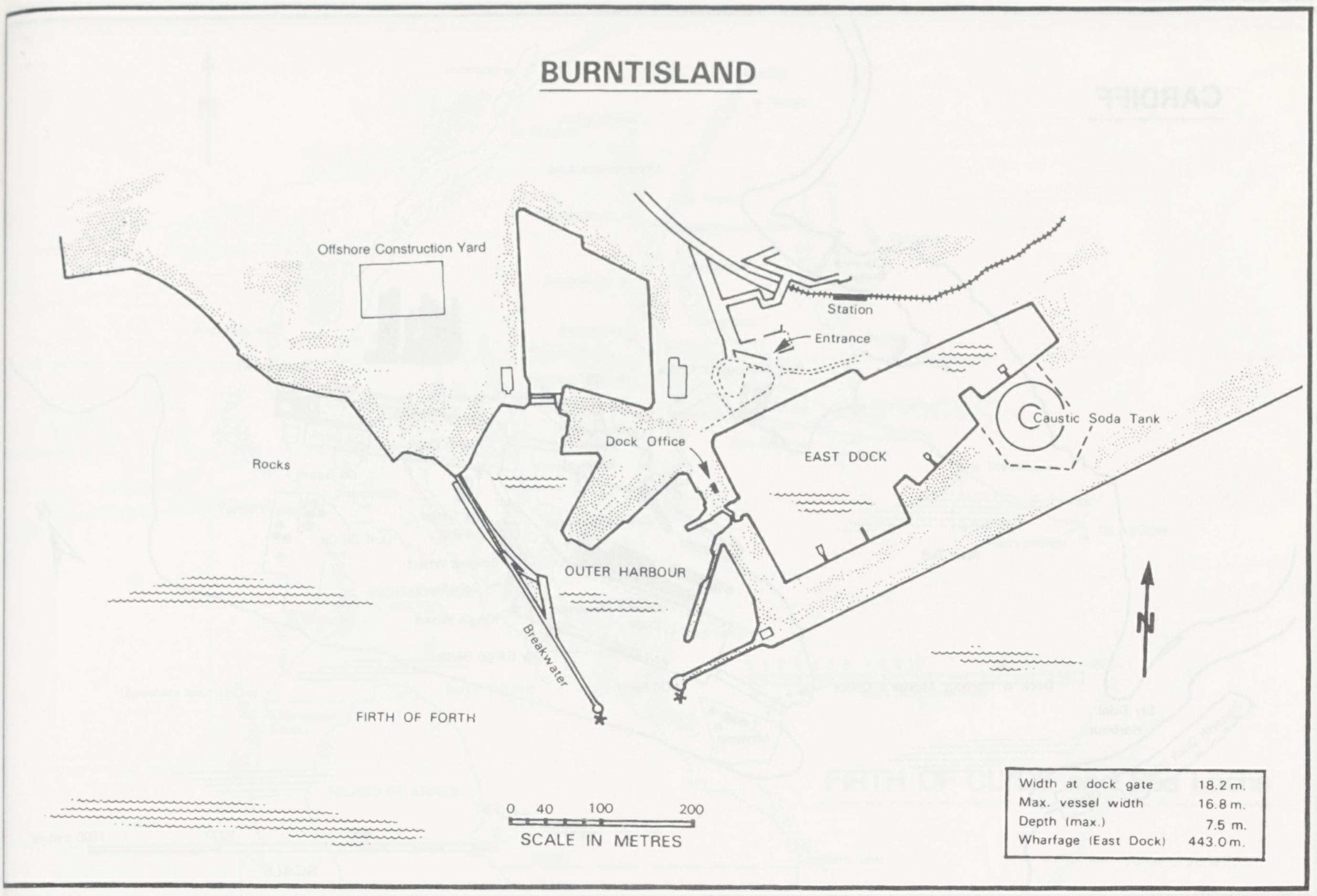
BRISTOL

AVONMOUTH

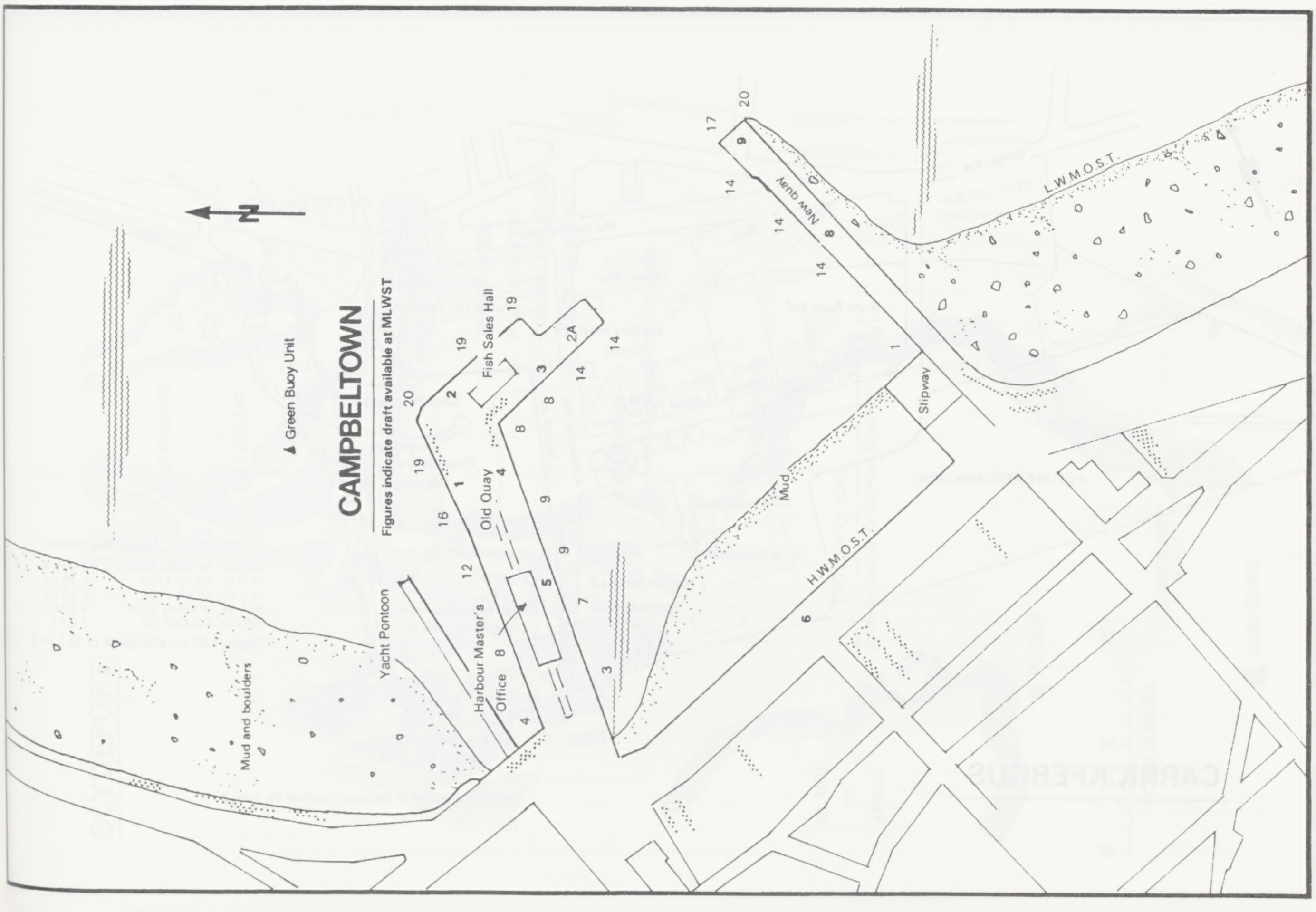
N
OIL TANKS
OIL TANKS
OIL TANKS
OIL TANKS
EASTERN ARM
No.5
No.6
No.4
No.3
No.7
OIL BASIN
No.2
No.1
No.8
RIVER SEVERN
OIL & FIRE BOOM
GRAVING DOCK
ROYAL EDWARD DOCK
LIGHTHOUSE
NORTH PIER
ENTRANCE
LOCK
LIGHTHOUSE
SIGNAL STATION
Avonmouth
H.M's OFFICE
RIVER AVON


BUCKIE
North West Pier
Drawbridge
Slipways
North Pier
No. 4 Basin
Pier No. 4
No. 3 Basin
Pier No. 3
No. 2 Basin
Pier No. 2
West Pier
No. 1 Basin
Pier No. 1
Storage Area
Tanks
N

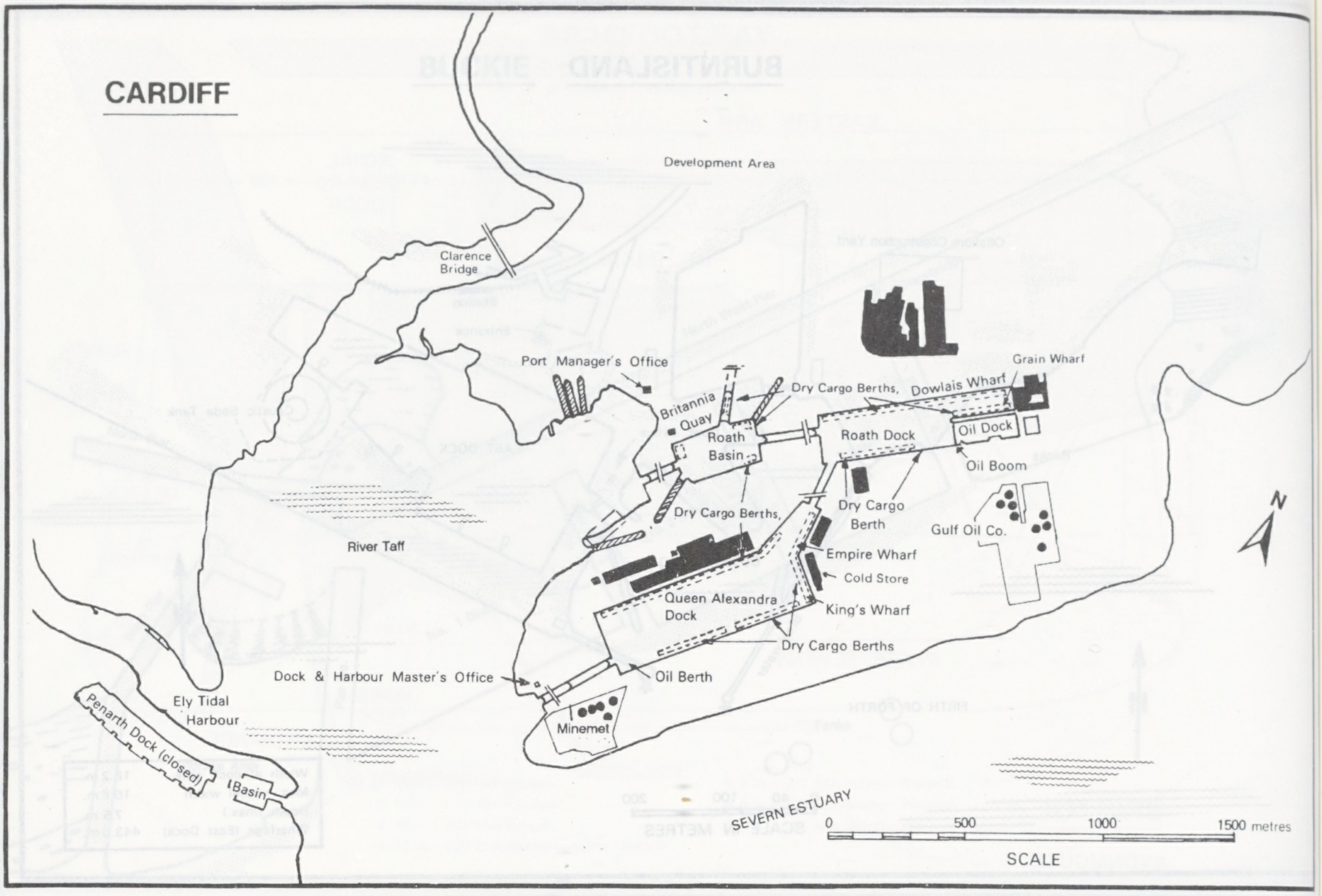

Wrangle Point
Maer Lake
Crooklets
BUDE
131.5° True
Dries at L.W.
F.S. (P.A.)
W
Bn.Y.W. (P.A.)
Swimming Pool
Coach Rock
Chapel Rock
Barrel Rock
Bn.
075.0° True
Summerleaze Beach
Breakwater
Bude Bay
Bn.Y.W.
Bn.Y.W.
Lock
River Neet
Bude
Compass Point
Bude Canal
Dries at L.W.
0 ft.
500 ft.
1000 ft.
Feet
0 m.
100 m.
200 m.
300 m.
400 m.
Metres


BURNTISLAND
Offshore Construction Yard
Station
Entrance
Caustic Soda Tank
Dock Office
EAST DOCK
Rocks
OUTER HARBOUR
Breakwater
FIRTH OF FORTH
N
0 40 100 200
SCALE IN METRES

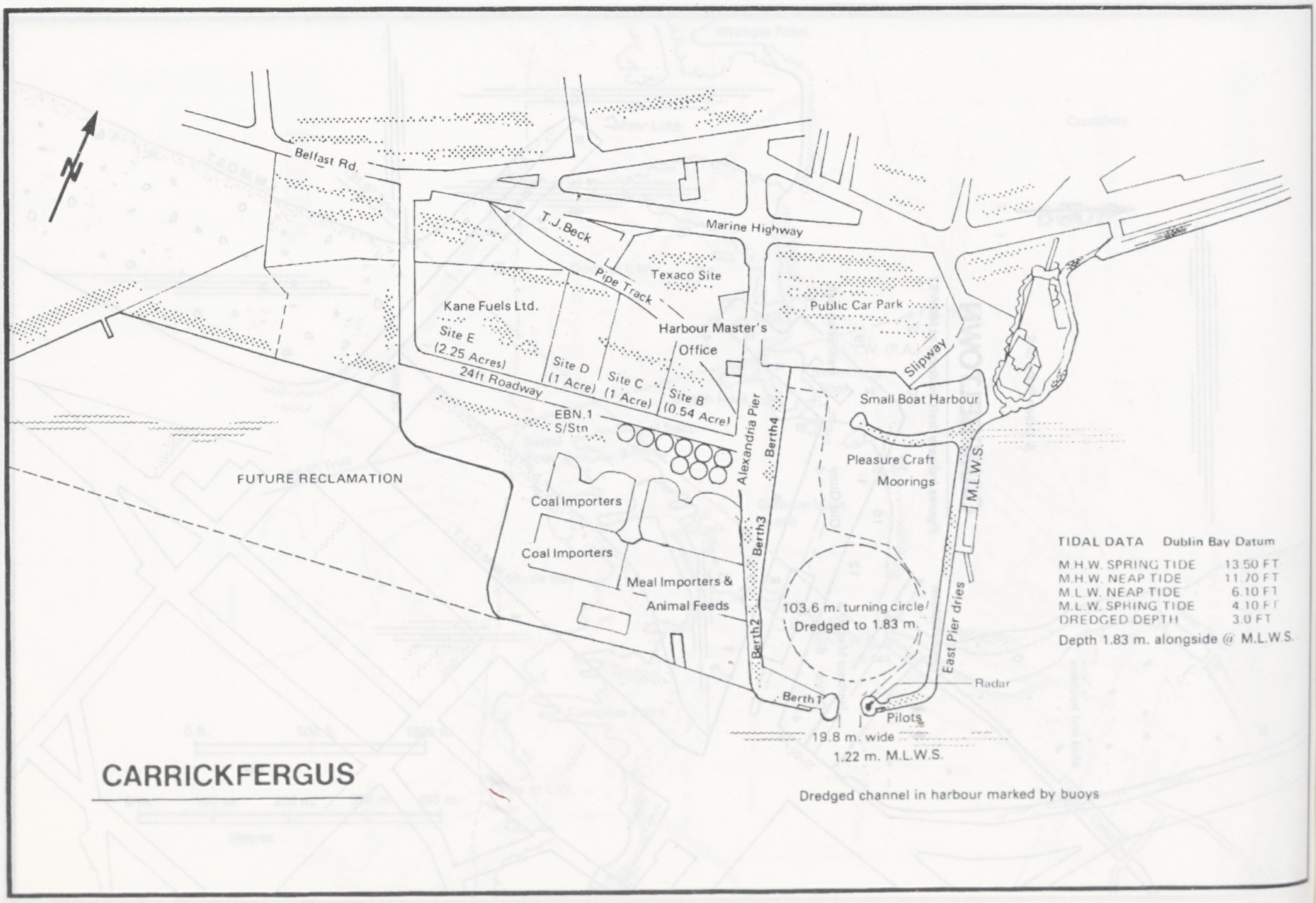
Width at dock gate	18.2 m.
Max. vessel width	16.8 m.
Depth (max.)	7.5 m.
Wharfage (East Dock)	443.0 m.

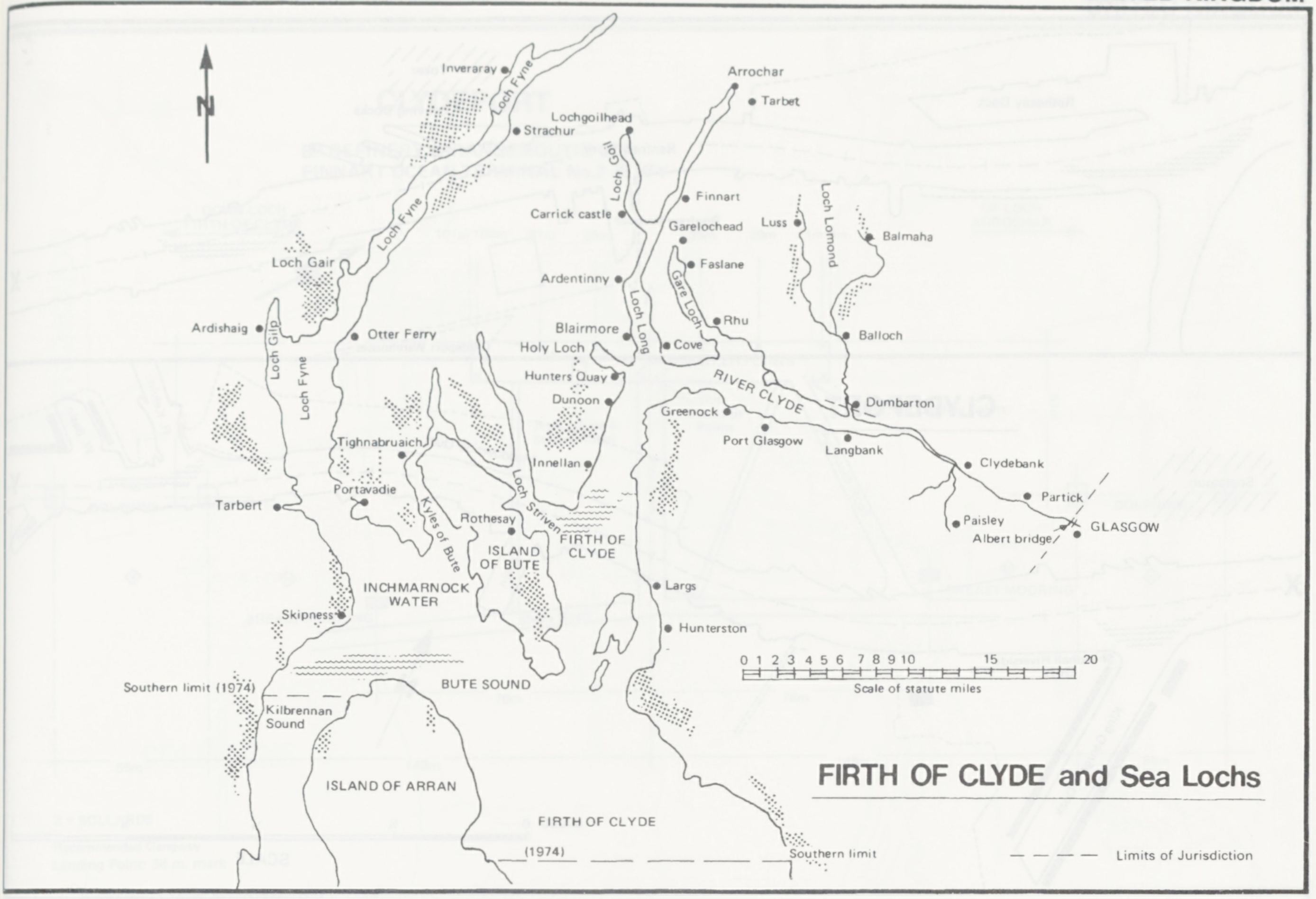

CAMPBELTOWN
Figures indicate draft available at MLWST
Green Buoy Unit
N
Fish Sales Hall
Old Quay
Yacht Pontoon
Harbour Master's Office
Mud and boulders
New quay
Slipway
Mud
H.W.M.O.S.T.
L.W.M.O.S.T.
20
17
9
14
14
8
14
1
19
19
2A
14
3
2
8
14
20
8
19
1
4
16
9
12
9
5
7
8
3
4
6

CARDIFF

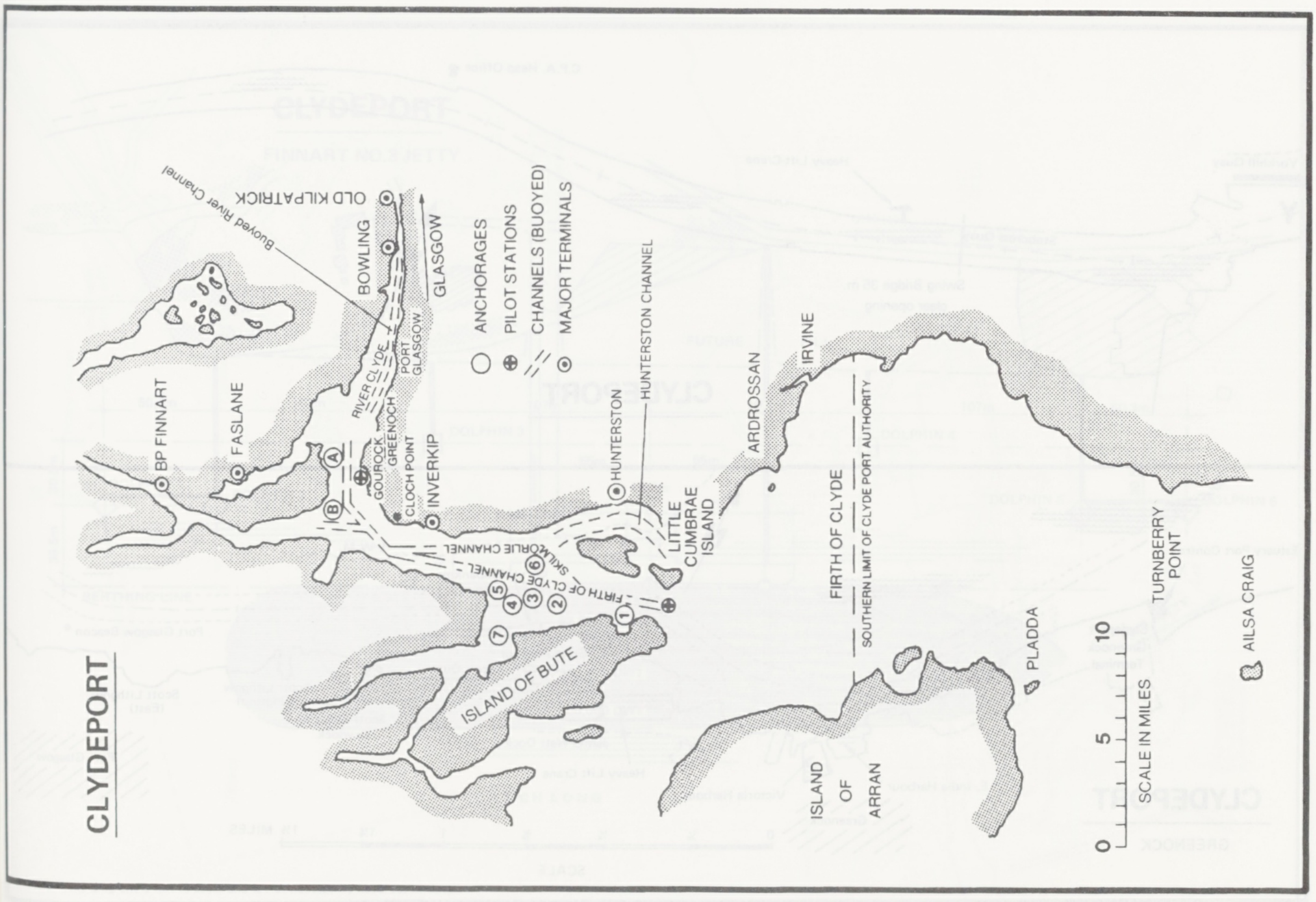

Development Area
Clarence Bridge
Port Manager's Office
Britannia Quay
Roath Basin
Dry Cargo Berths,
Dowlais Wharf
Grain Wharf
Roath Dock
Oil Dock
Oil Boom
Dry Cargo Berths,
Dry Cargo Berth
Gulf Oil Co.
River Taff
Empire Wharf
Cold Store
Queen Alexandra Dock
King's Wharf
Dry Cargo Berths
Dock & Harbour Master's Office
Oil Berth
Ely Tidal Harbour
Minemet
Penarth Dock (closed)
Basin
N
SEVERN ESTUARY
0
500
1000
1500 metres
SCALE

CARRICKFERGUS

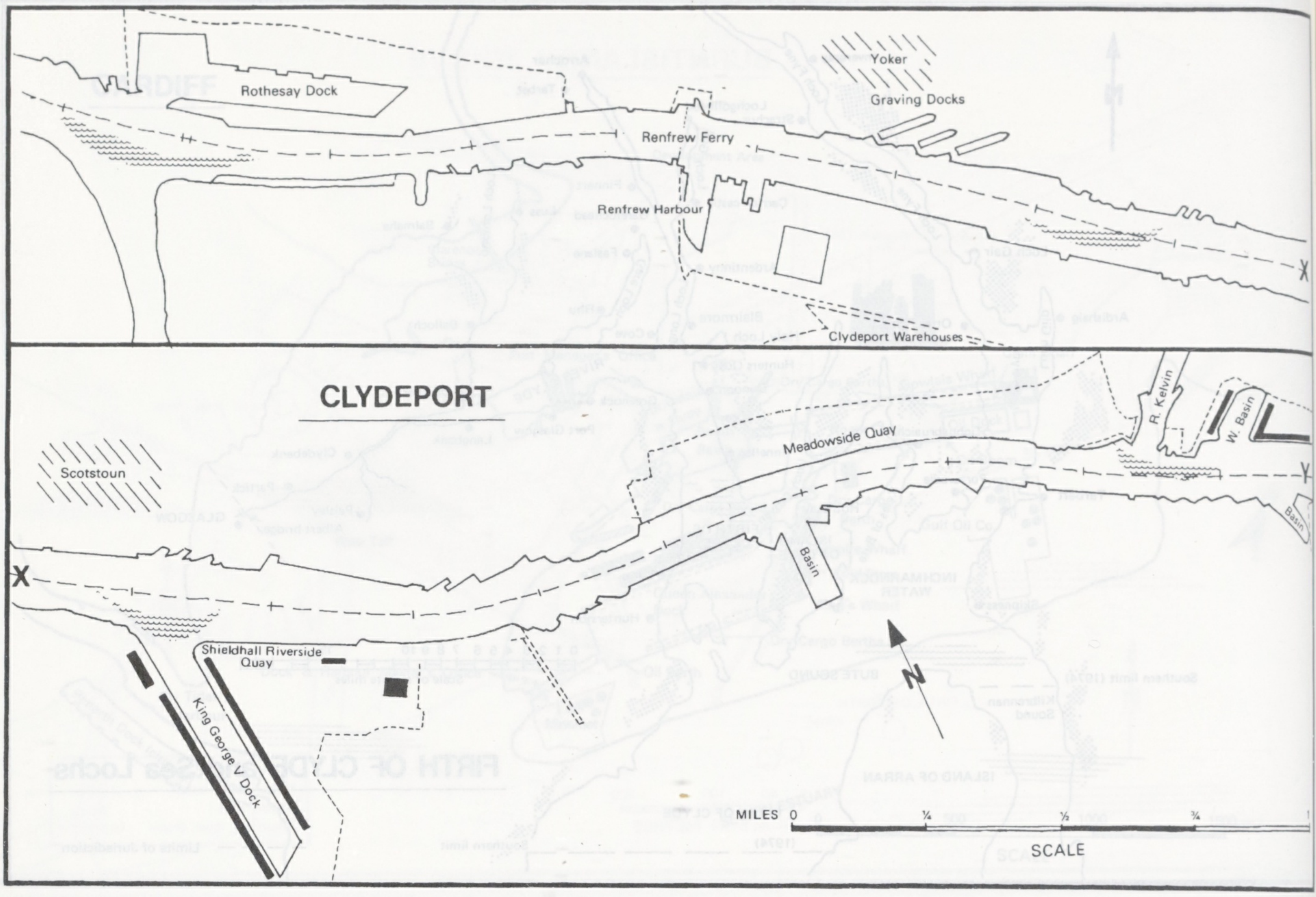

N
Belfast Rd.
T.J. Beck
Marine Highway
Texaco Site
Pipe Track
Public Car Park
Kane Fuels Ltd.
Site E (2.25 Acres)
Harbour Master's Office
Site D (1 Acre)
Site C (1 Acre)
Site B (0.54 Acre)
Slipway
24ft Roadway
EBN.1 S/Stn
Small Boat Harbour
Alexandra Pier
Berth4
Pleasure Craft Moorings
FUTURE RECLAMATION
M.L.W.S.
Coal Importers
Coal Importers
Berth3
Meal Importers & Animal Feeds
103.6 m. turning circle Dredged to 1.83 m.
East Pier dries
Berth2
Radar
Berth1
Pilots
19.8 m. wide
1.22 m. M.L.W.S.
Dredged channel in harbour marked by buoys
TIDAL DATA Dublin Bay Datum
M.H.W. SPRING TIDE 13.50 FT
M.H.W. NEAP TIDE 11.70 FT
M.L.W. NEAP TIDE 6.10 FT
M.L.W. SPRING TIDE 4.10 FT
DREDGED DEPTH 3.0 FT
Depth 1.83 m. alongside @ M.L.W.S.

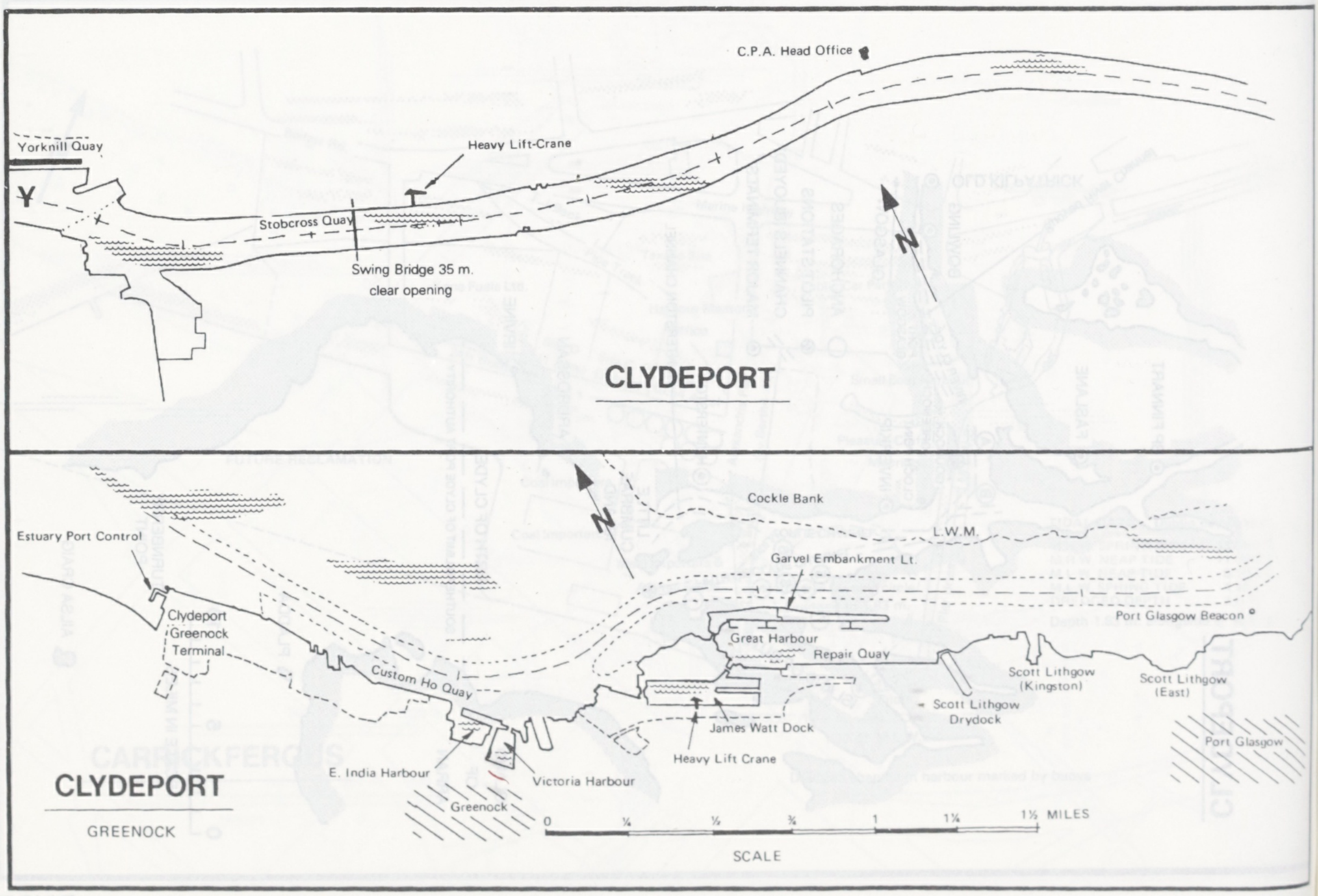

N
Inveraray
Loch Fyne
Strachur
Lochgoilhead
Arrochar
Tarbet
Loch Goil
Finnart
Carrick castle
Garelochead
Luss
Loch Lomond
Balmaha
Faslane
Loch Gair
Loch Fyne
Ardentinny
Gare Loch
Rhu
Ardishaig
Loch Gilp
Otter Ferry
Blairmore
Loch Long
Holy Loch
Cove
Balloch
Loch Fyne
Hunters Quay
Dunoon
RIVER CLYDE
Dumbarton
Greenock
Port Glasgow
Langbank
Clydebank
Tighnabruaich
Innellan
Portavadie
Partick
Tarbert
Loch Striven
Rothesay
Kyles of Bute
Paisley
GLASGOW
Albert bridge
FIRTH OF CLYDE
ISLAND OF BUTE
INCHMARNOCK WATER
Largs
Skipness
Hunterston
0 1 2 3 4 5 6 7 8 9 10 15 20
Scale of statute miles
Southern limit (1974)
BUTE SOUND
Kilbrennan Sound
ISLAND OF ARRAN
FIRTH OF CLYDE
(1974)
Southern limit
Limits of Jurisdiction

FIRTH OF CLYDE and Sea Lochs


OLD KILPATRICK
Buoyed River Channel
BOWLING
GLASGOW
PORT GLASGOW
RIVER CLYDE
GREENOCK
GOUROCK
CLOCH POINT
INVERKIP
BP FINNART
FASLANE
A
B
ANCHORAGES
PILOT STATIONS
CHANNELS (BUOYED)
MAJOR TERMINALS
HUNTERSTON
HUNTERSTON CHANNEL
ARDROSSAN
IRVINE
LITTLE CUMBRAE ISLAND
SKELMORLIE CHANNEL
FIRTH OF CLYDE CHANNEL
1
2
3
4
5
6
7
ISLAND OF BUTE
FIRTH OF CLYDE
SOUTHERN LIMIT OF CLYDE PORT AUTHORITY
ISLAND OF ARRAN
PLADDA
TURNBERRY POINT
AILSA CRAIG
0 5 10
SCALE IN MILES

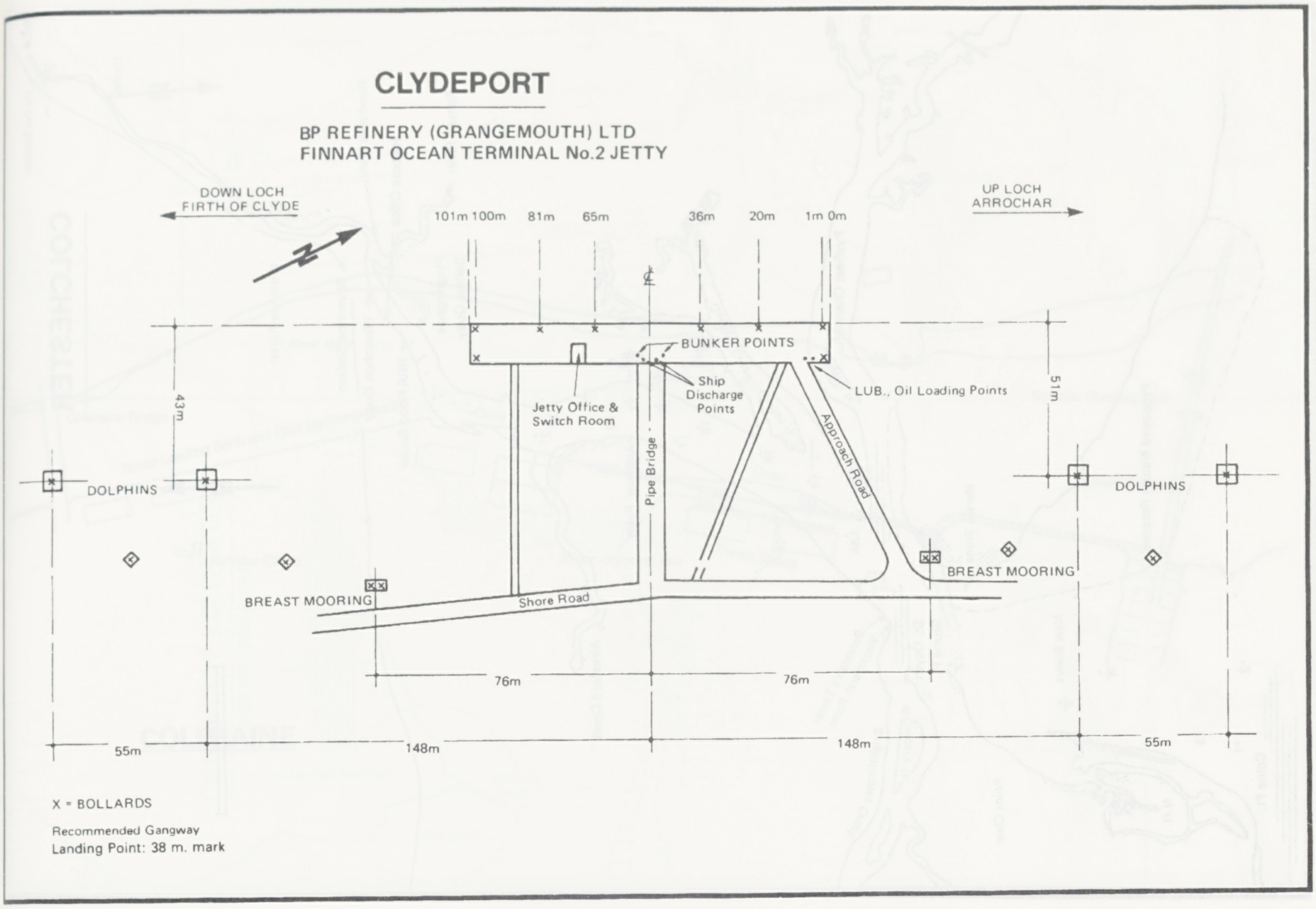
CLYDEPORT


Rothesay Dock
Yoker
Graving Docks
Renfrew Ferry
Renfrew Harbour
Clydeport Warehouses
X
CLYDEPORT
Scotstoun
Meadowside Quay
R. Kelvin
W. Basin
Y
Basin
Basin
X
Shieldhall Riverside Quay
King George V Dock
N
MILES 0 ¼ ½ ¾ 1
SCALE


C.P.A. Head Office
Yorkhill Quay
Y
Heavy Lift-Crane
Stobcross Quay
Swing Bridge 35 m. clear opening
N
CLYDEPORT
Cockle Bank
L.W.M.
N
Estuary Port Control
Garvel Embankment Lt.
Clydeport Greenock Terminal
Great Harbour
Repair Quay
Port Glasgow Beacon
Custom Ho Quay
Scott Lithgow (Kingston)
Scott Lithgow (East)
Scott Lithgow Drydock
James Watt Dock
Heavy Lift Crane
Port Glasgow
E. India Harbour
Victoria Harbour
Greenock
CLYDEPORT
GREENOCK
0 ¼ ½ ¾ 1 1¼ 1½ MILES
SCALE

CLYDEPORT

BP REFINERY (GRANGEMOUTH) LTD
FINNART OCEAN TERMINAL No.2 JETTY

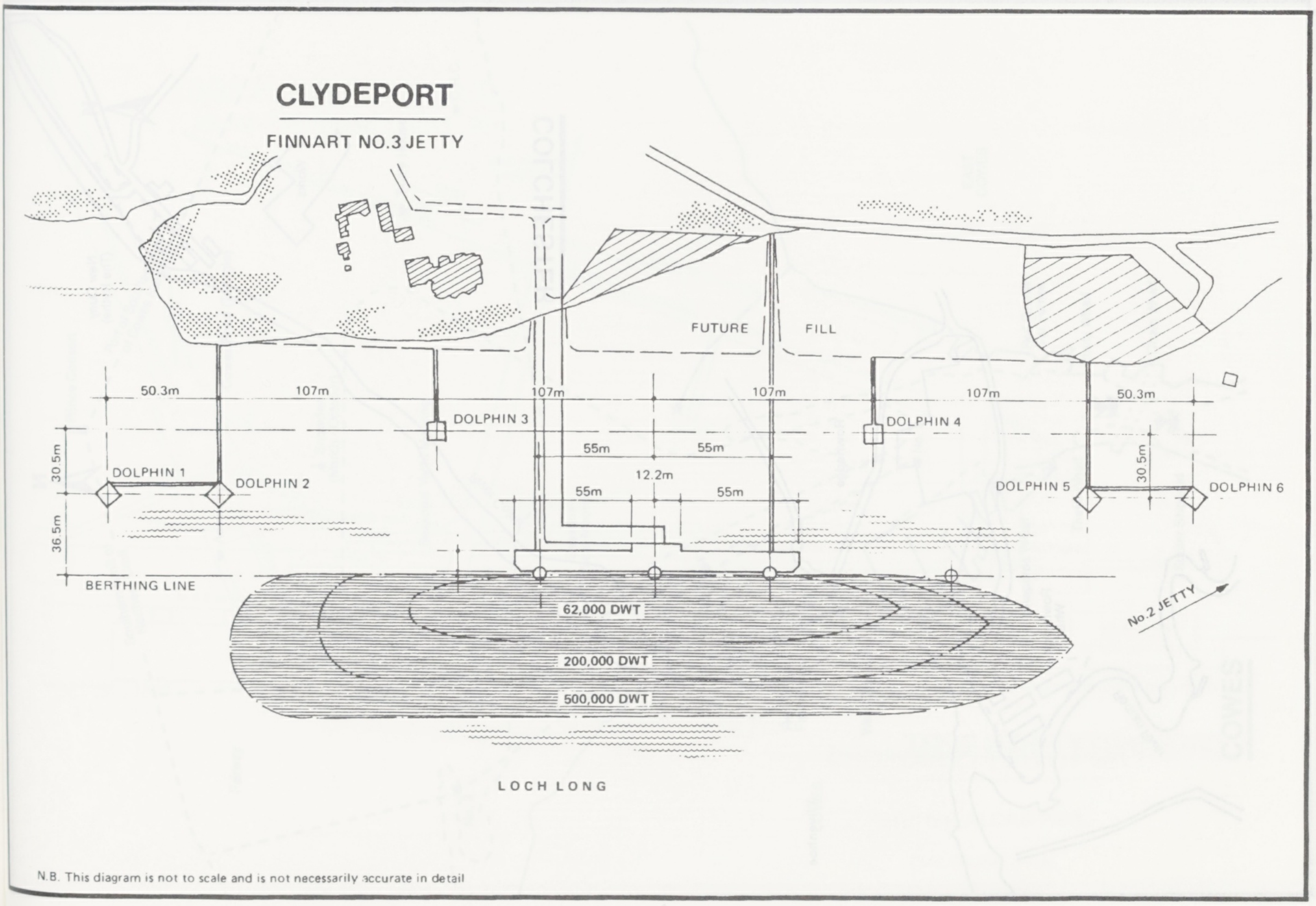

DOWN LOCH
FIRTH OF CLYDE
UP LOCH
ARROCHAR
N
101m 100m
81m
65m
36m
20m
1m 0m
℄
BUNKER POINTS
Ship Discharge Points
LUB., Oil Loading Points
Jetty Office & Switch Room
Pipe Bridge
Approach Road
43m
51m
DOLPHINS
DOLPHINS
BREAST MOORING
BREAST MOORING
Shore Road
76m
76m
55m
148m
148m
55m

X = BOLLARDS

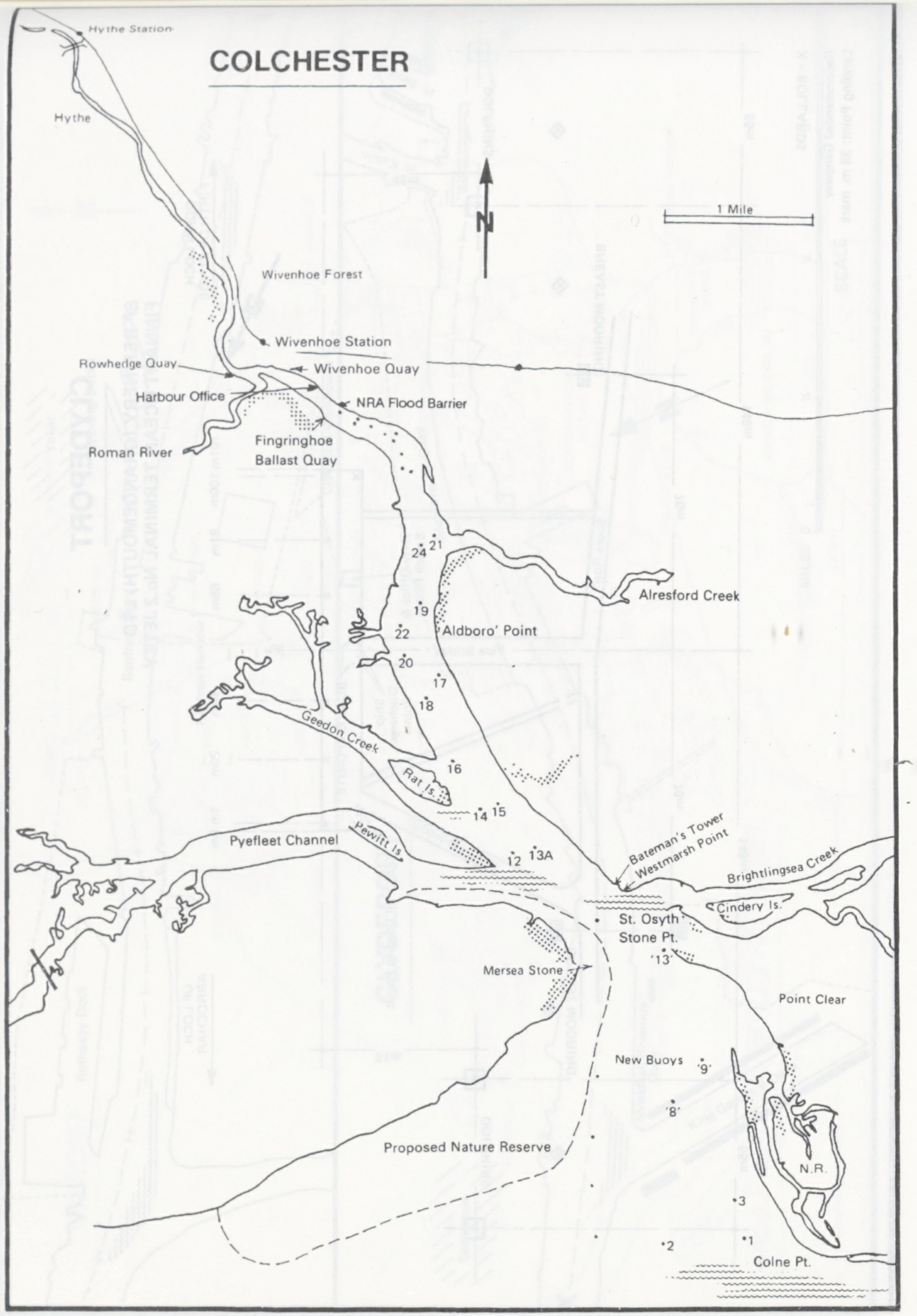
Recommended Gangway
Landing Point: 38 m. mark

CLYDEPORT

FINNART NO.3 JETTY

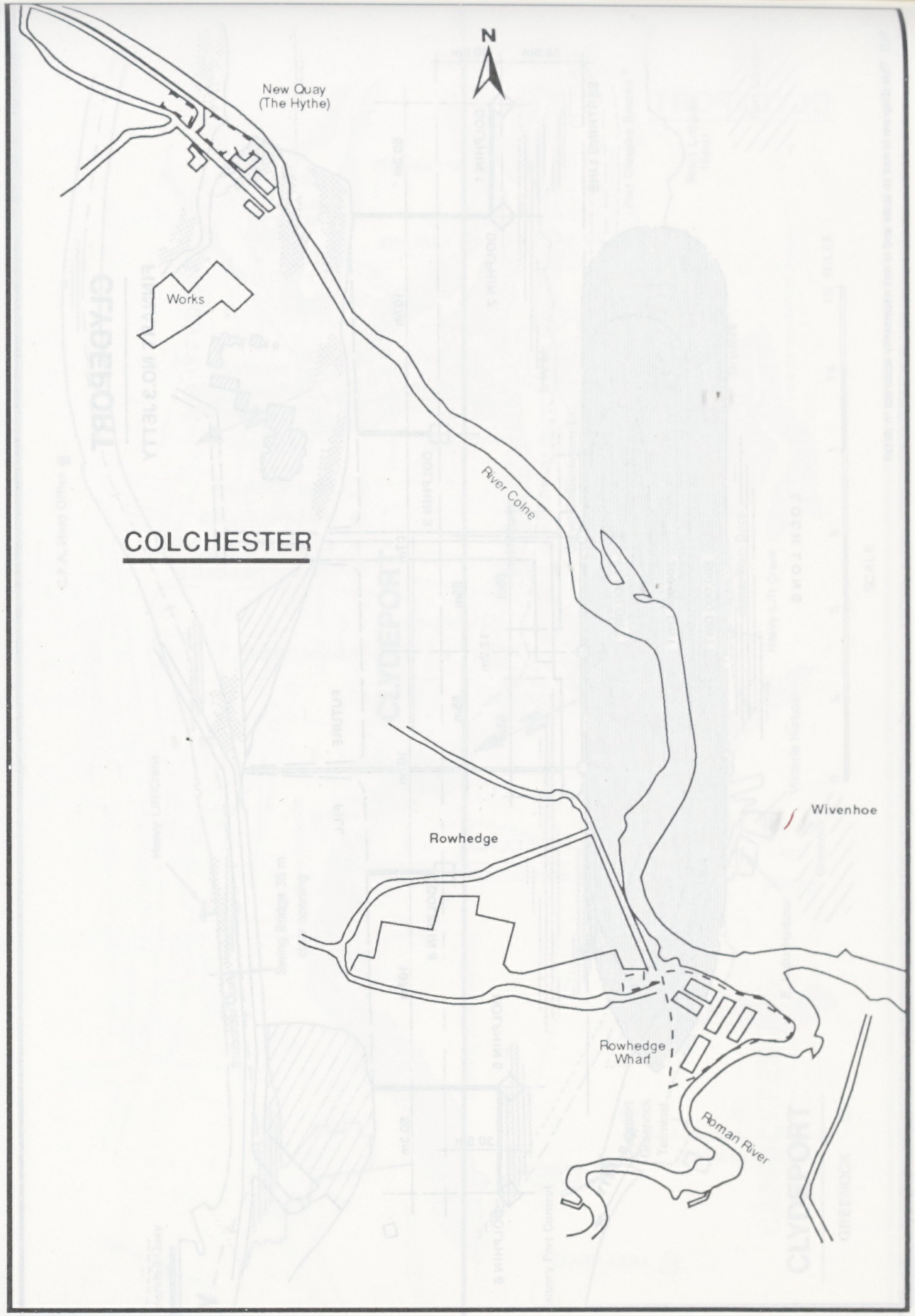

FUTURE FILL
50.3m
107m
107m
107m
107m
50.3m
DOLPHIN 1
DOLPHIN 2
DOLPHIN 3
DOLPHIN 4
DOLPHIN 5
DOLPHIN 6
30.5m
36.5m
30.5m
55m
55m
12.2m
55m
55m
BERTHING LINE
62,000 DWT
200,000 DWT
500,000 DWT
No.2 JETTY
LOCH LONG

N.B. This diagram is not to scale and is not necessarily accurate in detail



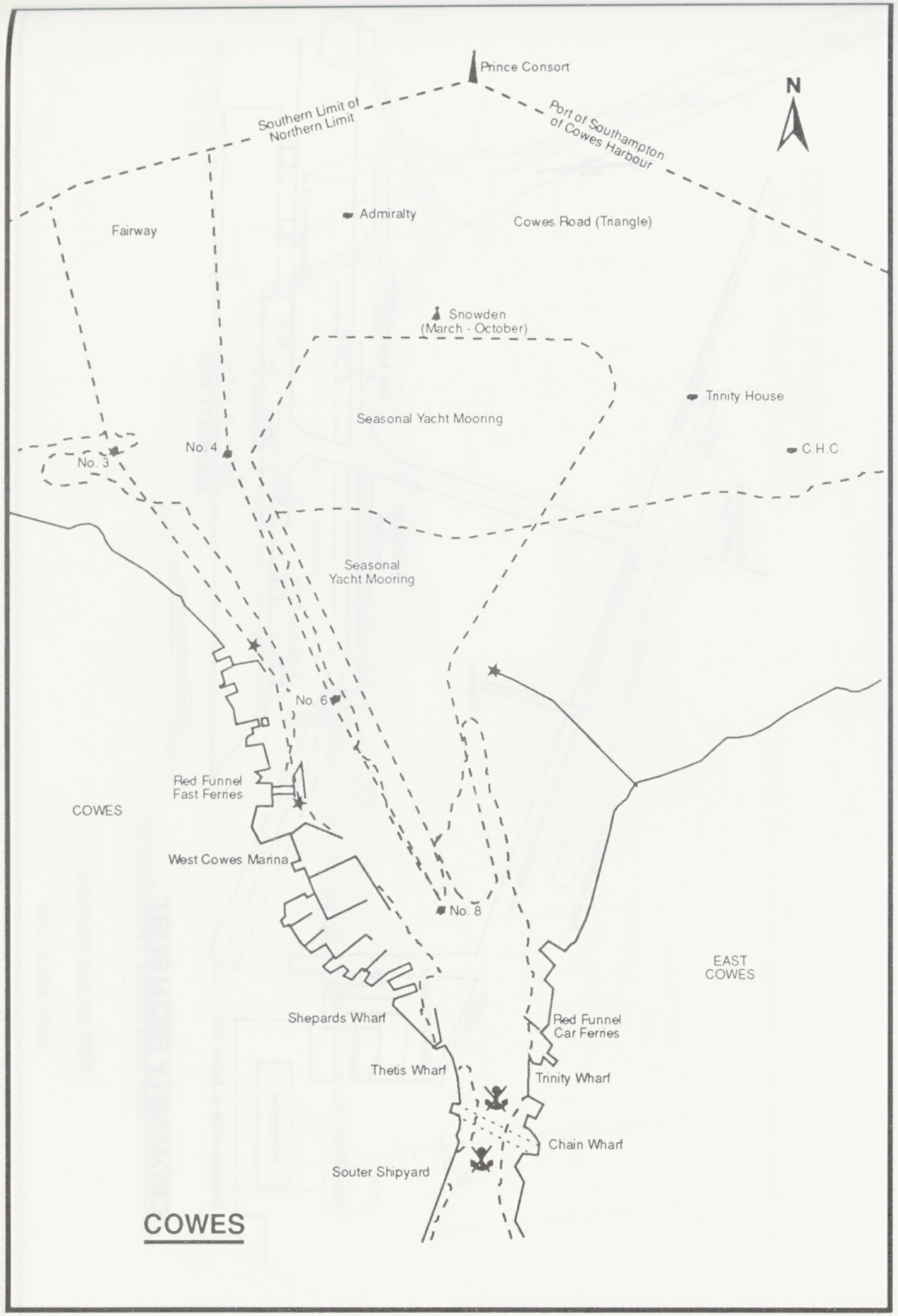
COLCHESTER

Hythe Station
Hythe
N
1 Mile
Wivenhoe Forest
Wivenhoe Station
Rowhedge Quay
Wivenhoe Quay
Harbour Office
NRA Flood Barrier
Roman River
Fingringhoe
Ballast Quay
24
21
Alresford Creek
19
22
Aldboro' Point
20
17
18
Geedon Creek
16
Rat Is.
14
15
Pyefleet Channel
Pewitt Is.
12
13A
Bateman's Tower
Westmarsh Point
Brightlingsea Creek
Cindery Is.
St. Osyth
Stone Pt.
'13'
Mersea Stone
Point Clear
New Buoys
'9'
'8'
N.R.
Proposed Nature Reserve
3
2
1
Colne Pt.

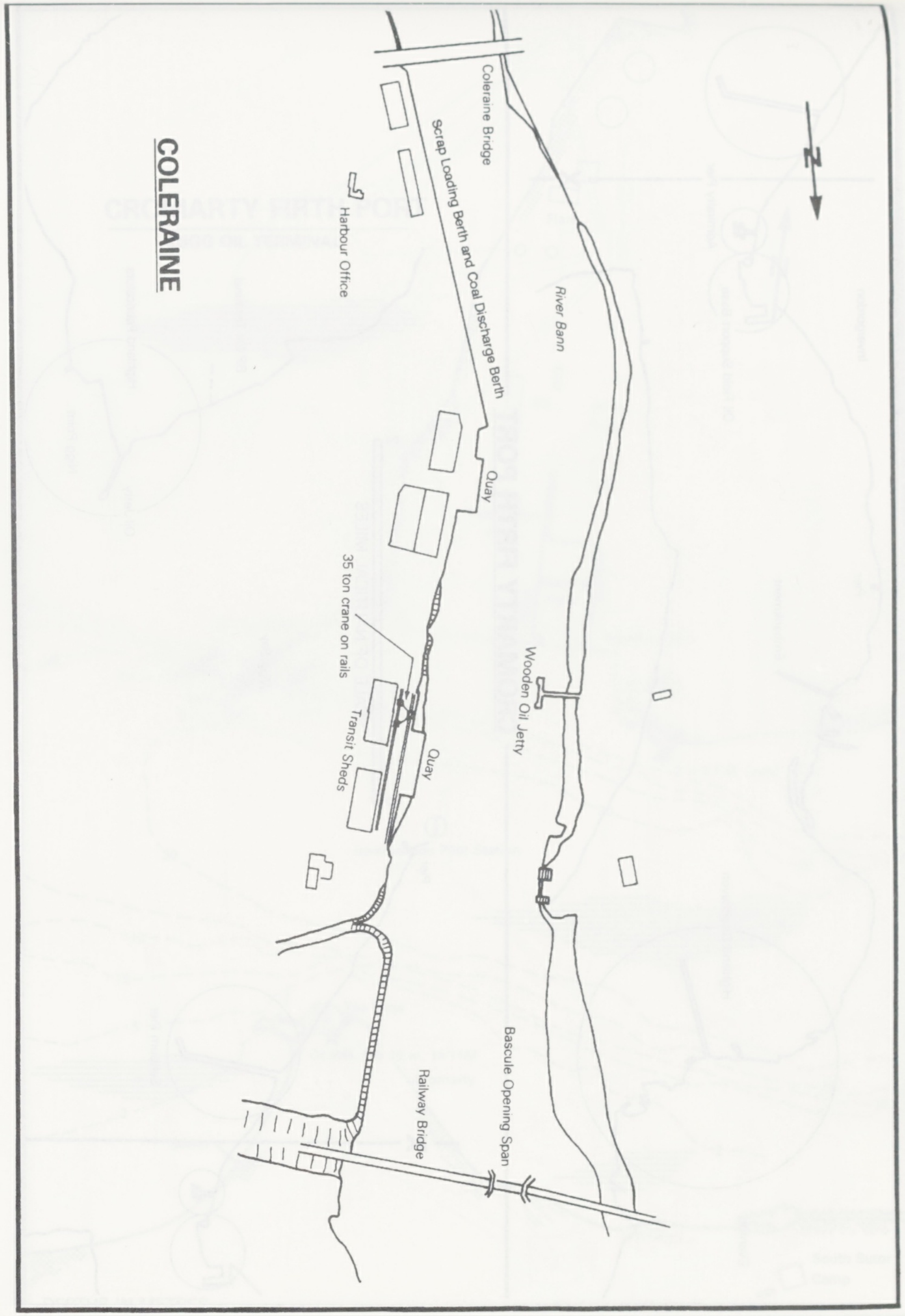


COLCHESTER

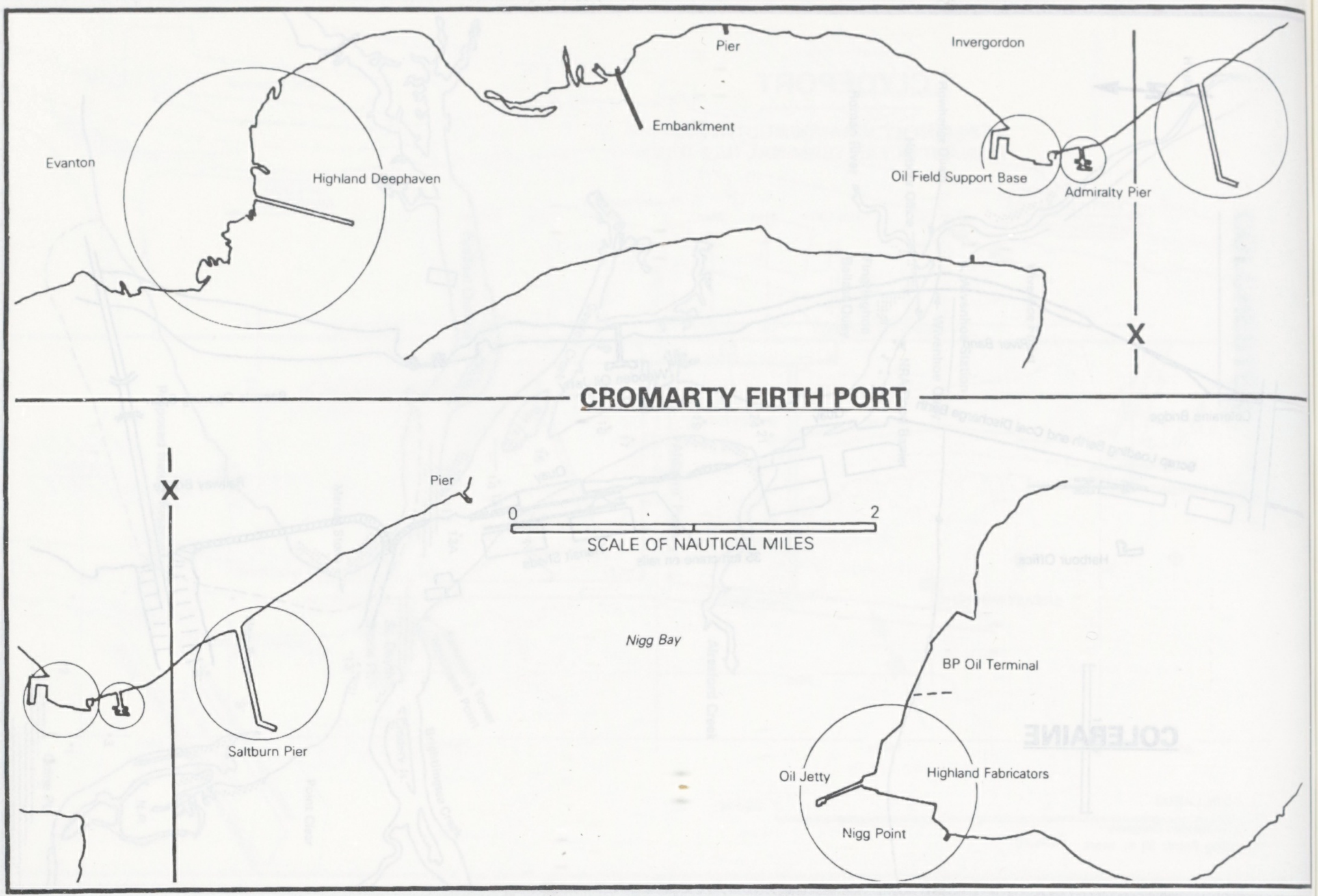
N
New Quay
(The Hythe)
Works
River Colne
Wivenhoe
Rowhedge
Rowhedge
Wharf
Roman River

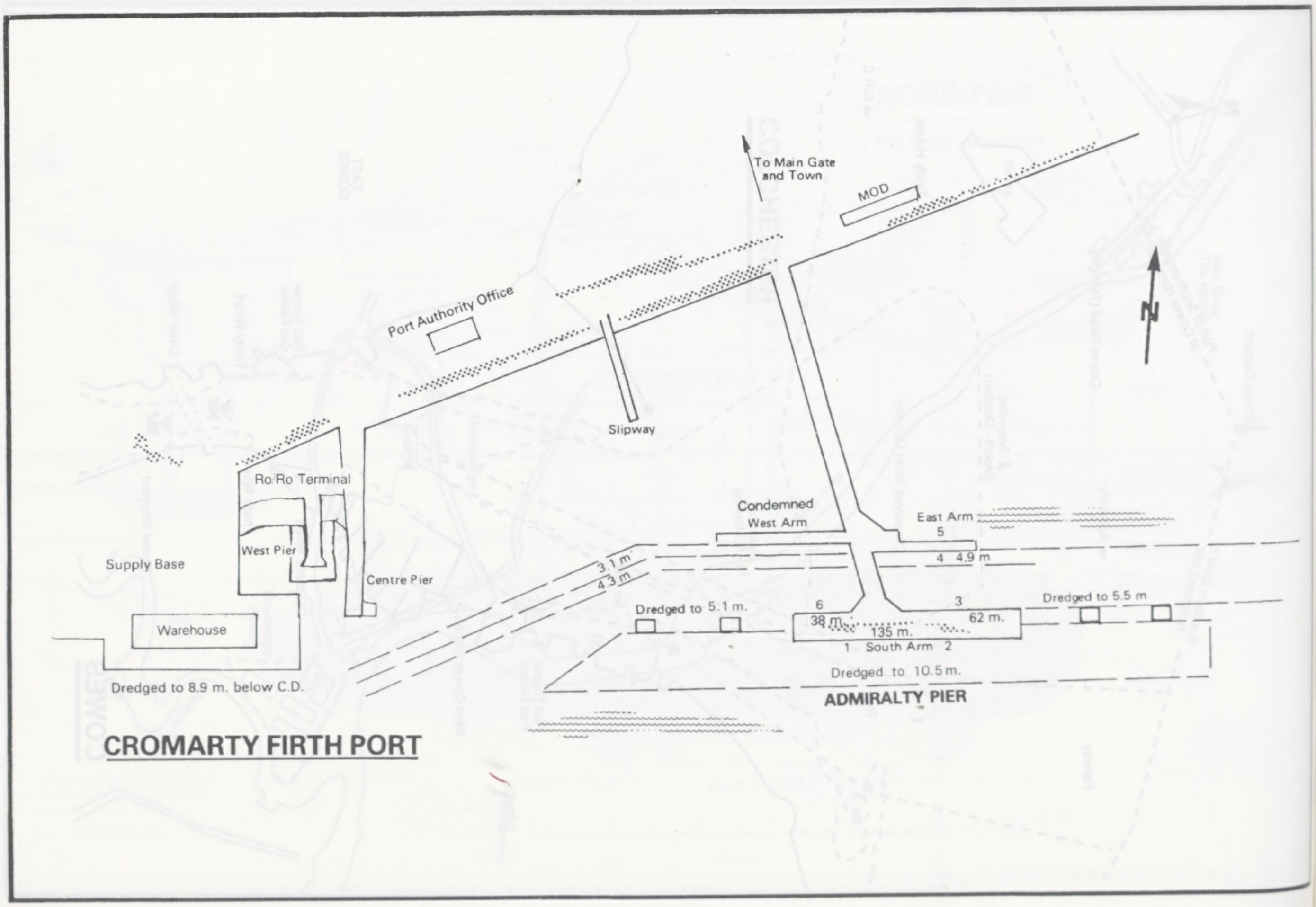

Prince Consort
Southern Limit of
Northern Limit
Port of Southampton
of Cowes Harbour
N
Fairway
Admiralty
Cowes Road (Triangle)
Snowden
(March - October)
Trinity House
Seasonal Yacht Mooring
No. 3
No. 4
C.H.C.
Seasonal
Yacht Mooring
No. 6
Red Funnel
Fast Ferries
COWES
West Cowes Marina
No. 8
EAST
COWES
Shepards Wharf
Red Funnel
Car Ferries
Thetis Wharf
Trinity Wharf
Chain Wharf
Souter Shipyard

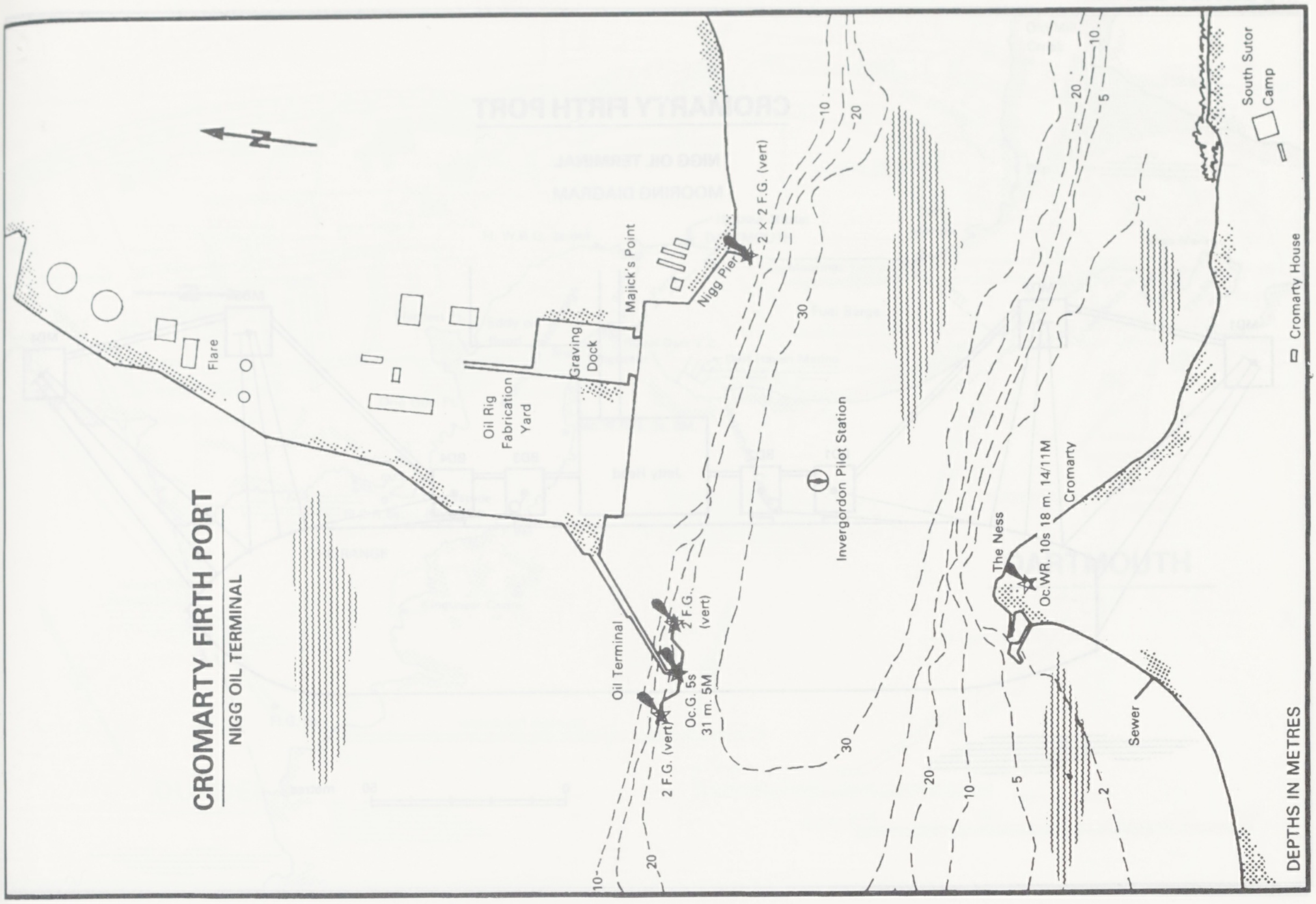
COWES


Coleraine Bridge
Scrap Loading Berth and Coal Discharge Berth
Harbour Office
River Bann
N
Quay
35 ton crane on rails
Wooden Oil Jetty
Transit Sheds
Quay
Bascule Opening Span
Railway Bridge

COLERAINE


CROMARTY FIRTH PORT
Pier
Invergordon
Embankment
Evanton
Highland Deephaven
Oil Field Support Base
Admiralty Pier
X
X
Pier
0
2
SCALE OF NAUTICAL MILES
Nigg Bay
BP Oil Terminal
Saltburn Pier
Oil Jetty
Highland Fabricators
Nigg Point

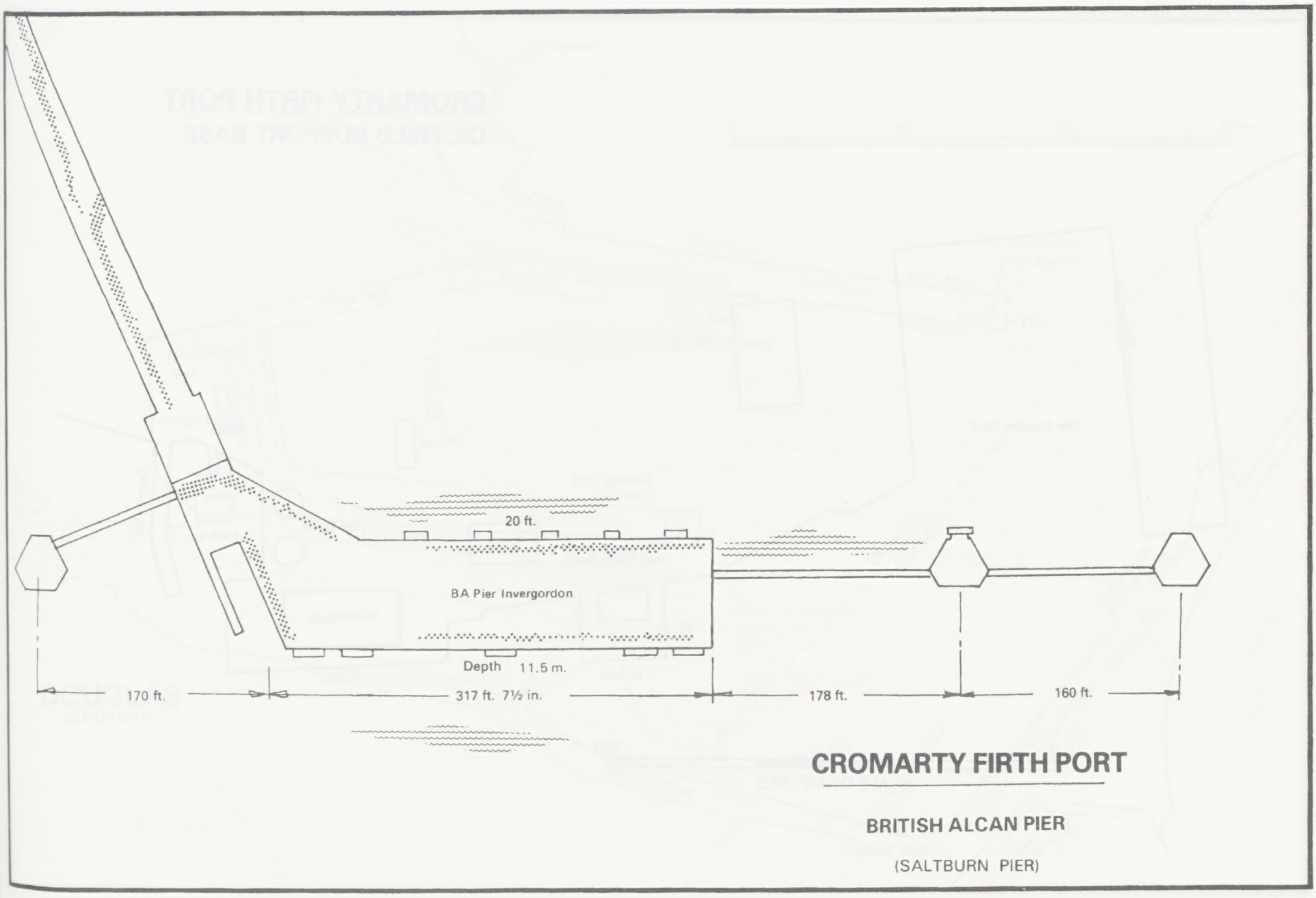

To Main Gate and Town
MOD
Port Authority Office
Slipway
N
Ro/Ro Terminal
West Pier
Centre Pier
Supply Base
Warehouse
Dredged to 8.9 m. below C.D.
Condemned West Arm
East Arm
5
4 4.9 m
3.1 m
4.3 m
6
3
Dredged to 5.1 m.
38 m.
135 m.
62 m.
1 South Arm 2
Dredged to 5.5 m
Dredged to 10.5 m.
ADMIRALTY PIER
CROMARTY FIRTH PORT



CROMARTY FIRTH PORT

NIGG OIL TERMINAL

Flare
Oil Rig Fabrication Yard
Graving Dock
Majick's Point
Nigg Pier
2 × 2 F.G. (vert)
Invergordon Pilot Station
Oil Terminal
2 F.G. (vert)
Oc.G. 5s 31 m. 5M
2 F.G. (vert)
The Ness
Oc.WR. 10s 18 m. 14/11M
Cromarty
Sewer
South Sutor Camp
Cromarty House
10
20
30
5
2
DEPTHS IN METRES

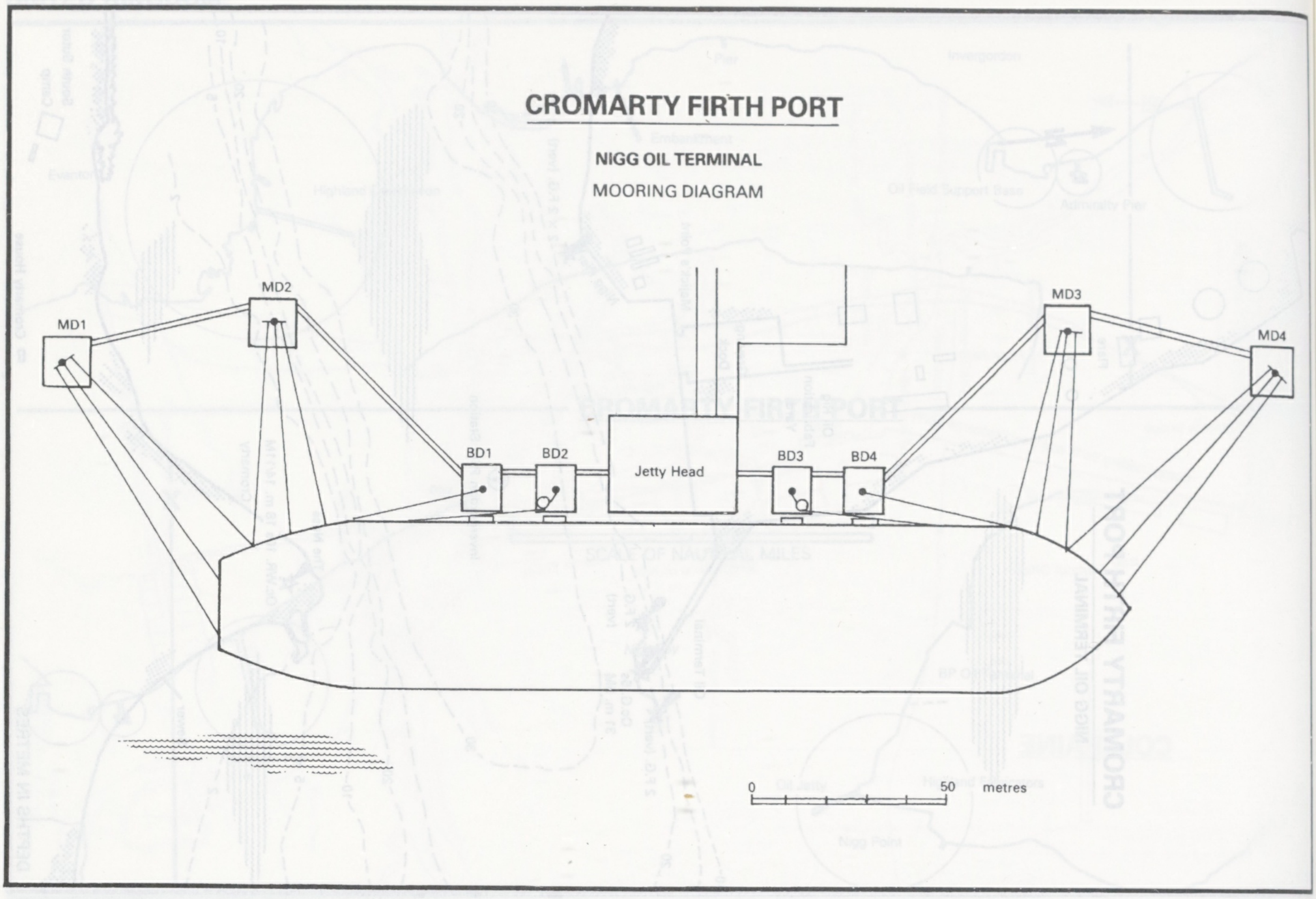


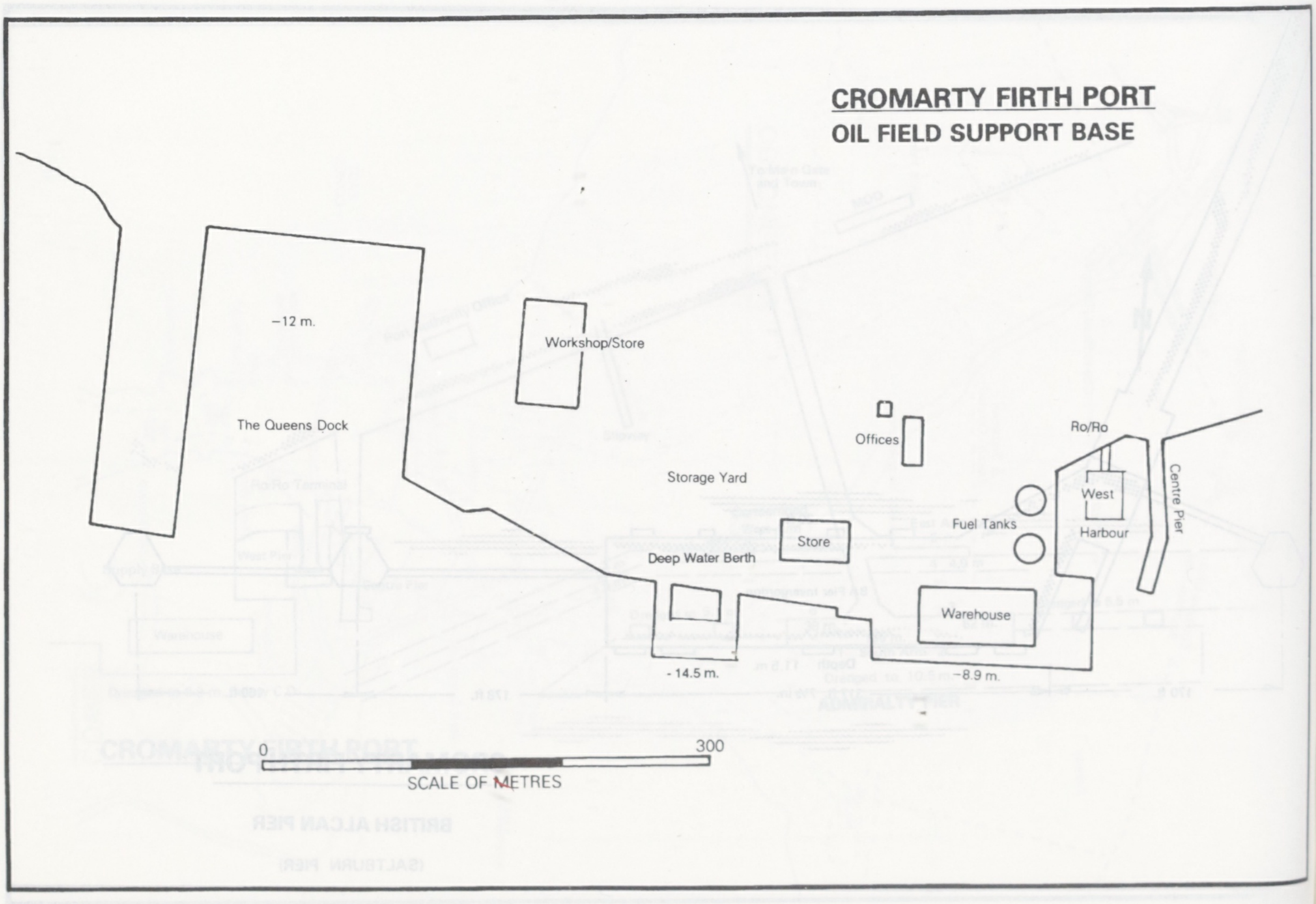
20 ft.
BA Pier Invergordon
Depth 11.5 m.
170 ft.
317 ft. 7½ in.
178 ft.
160 ft.

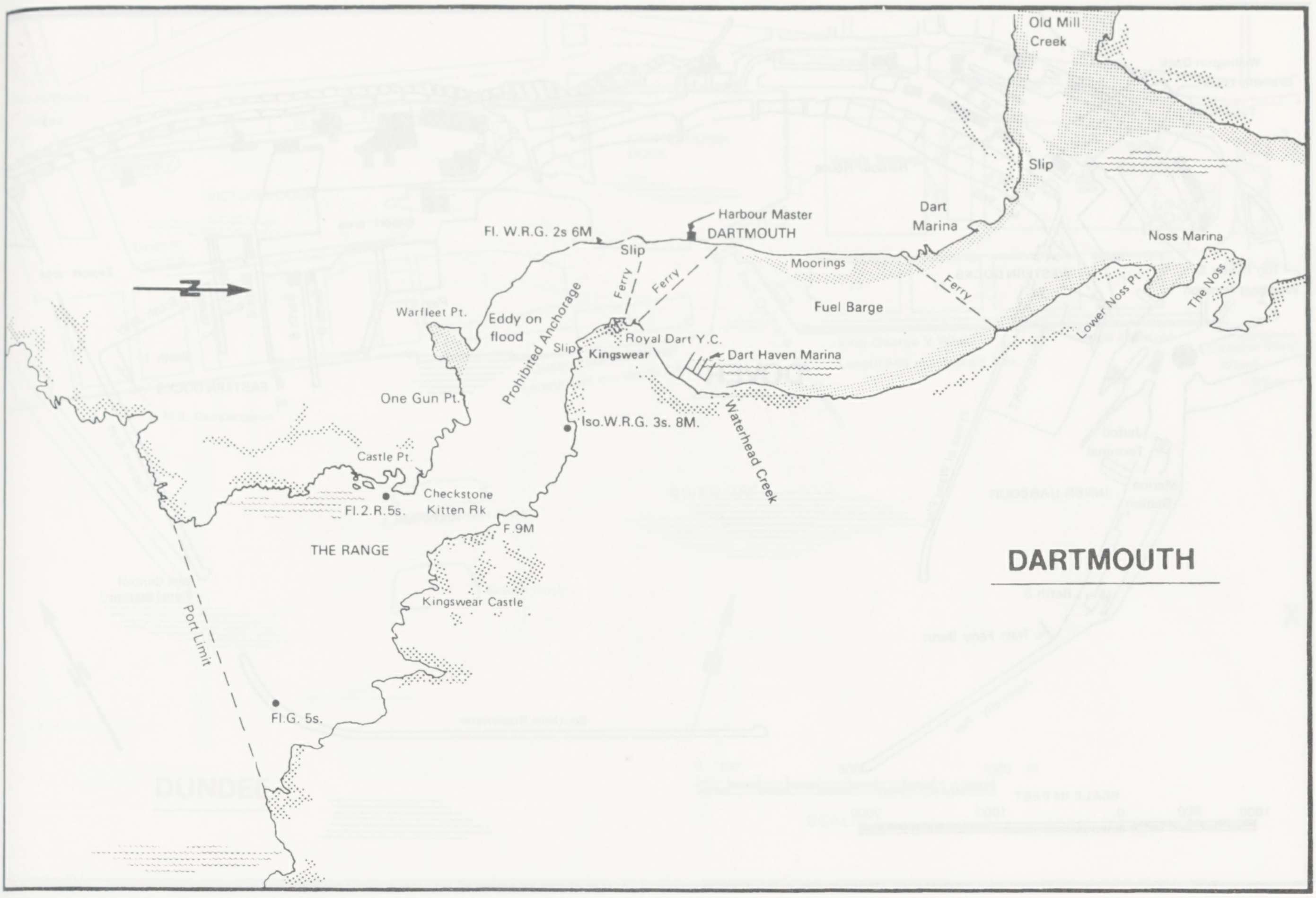
CROMARTY FIRTH PORT

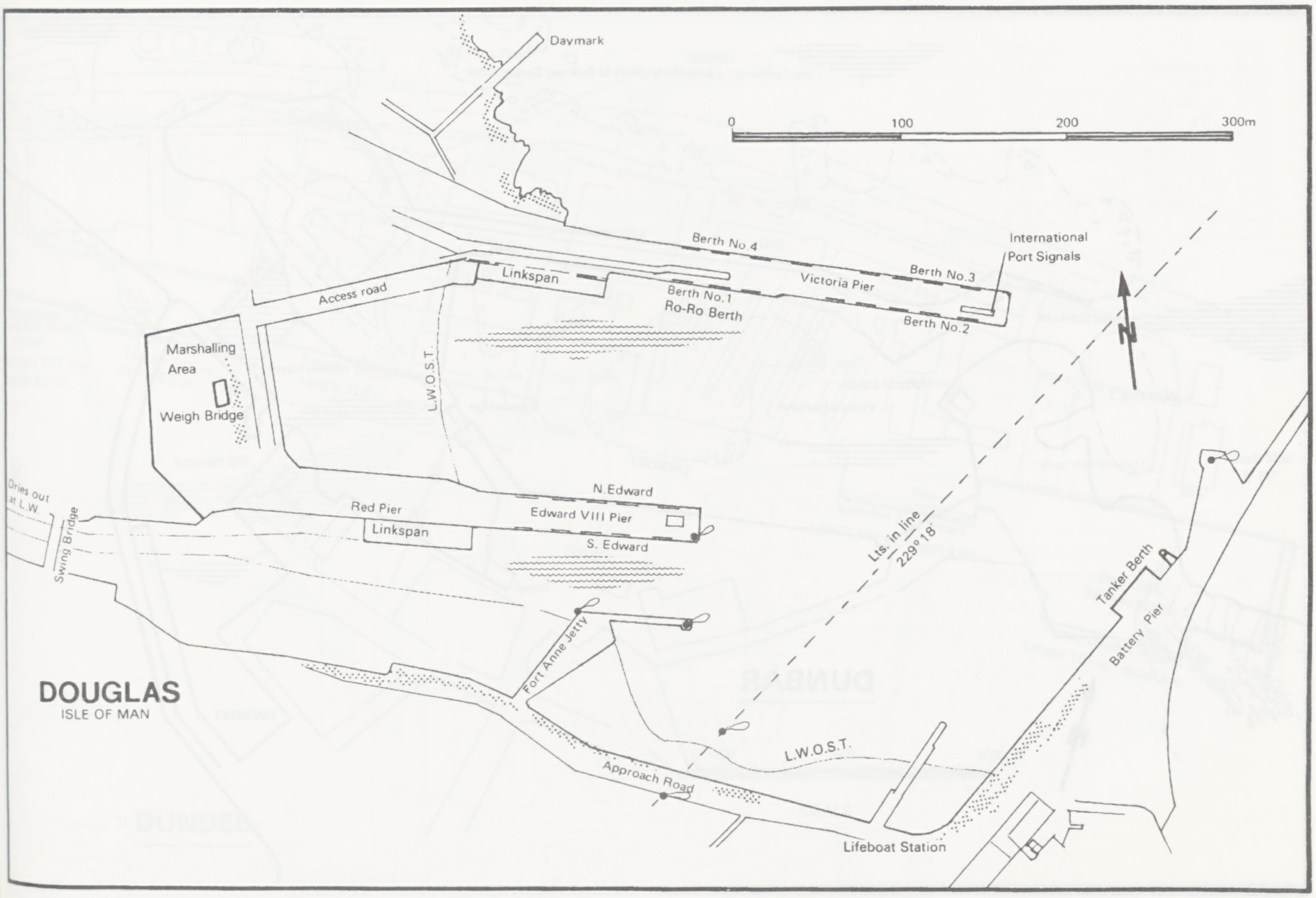
BRITISH ALCAN PIER

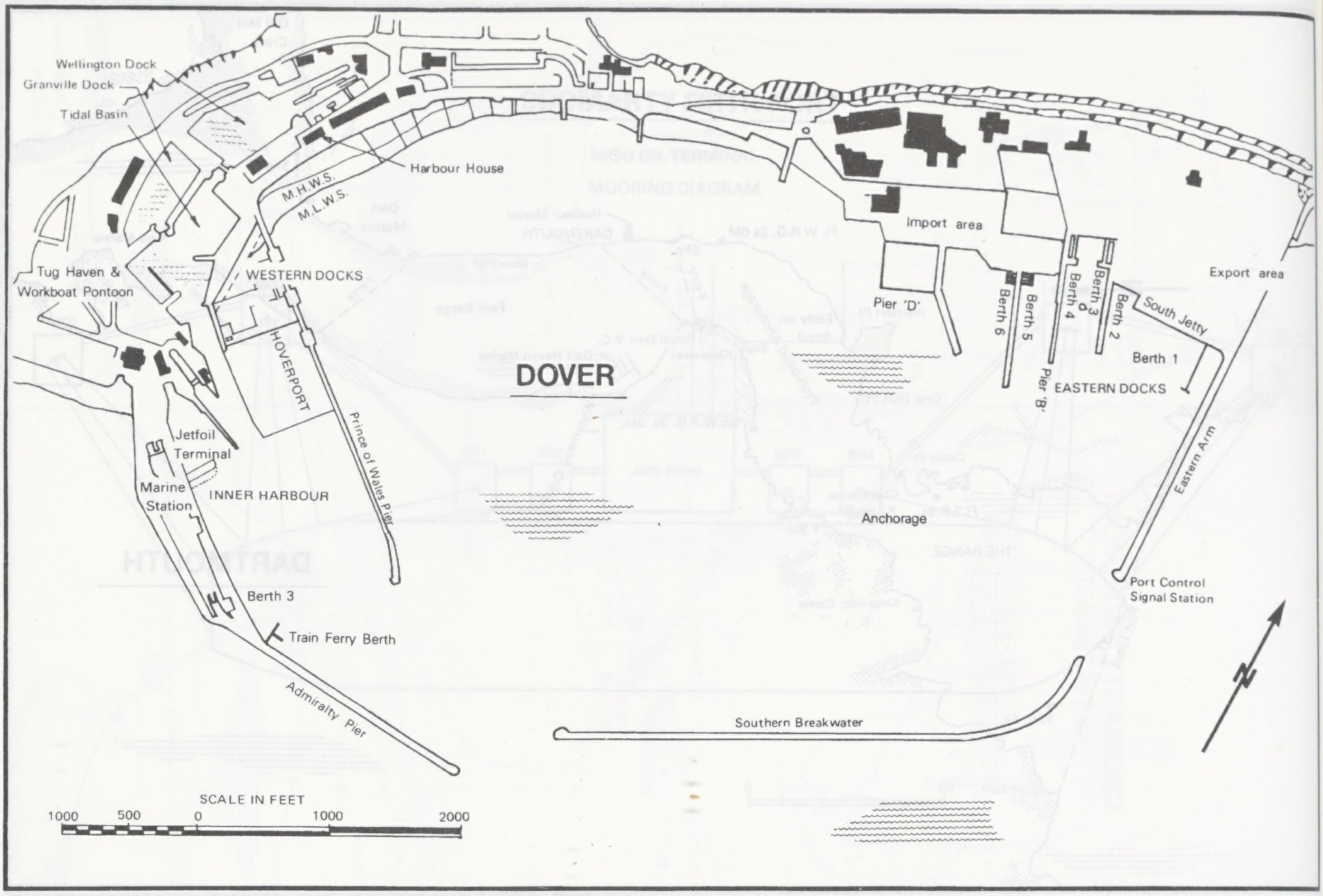
(SALTBURN PIER)

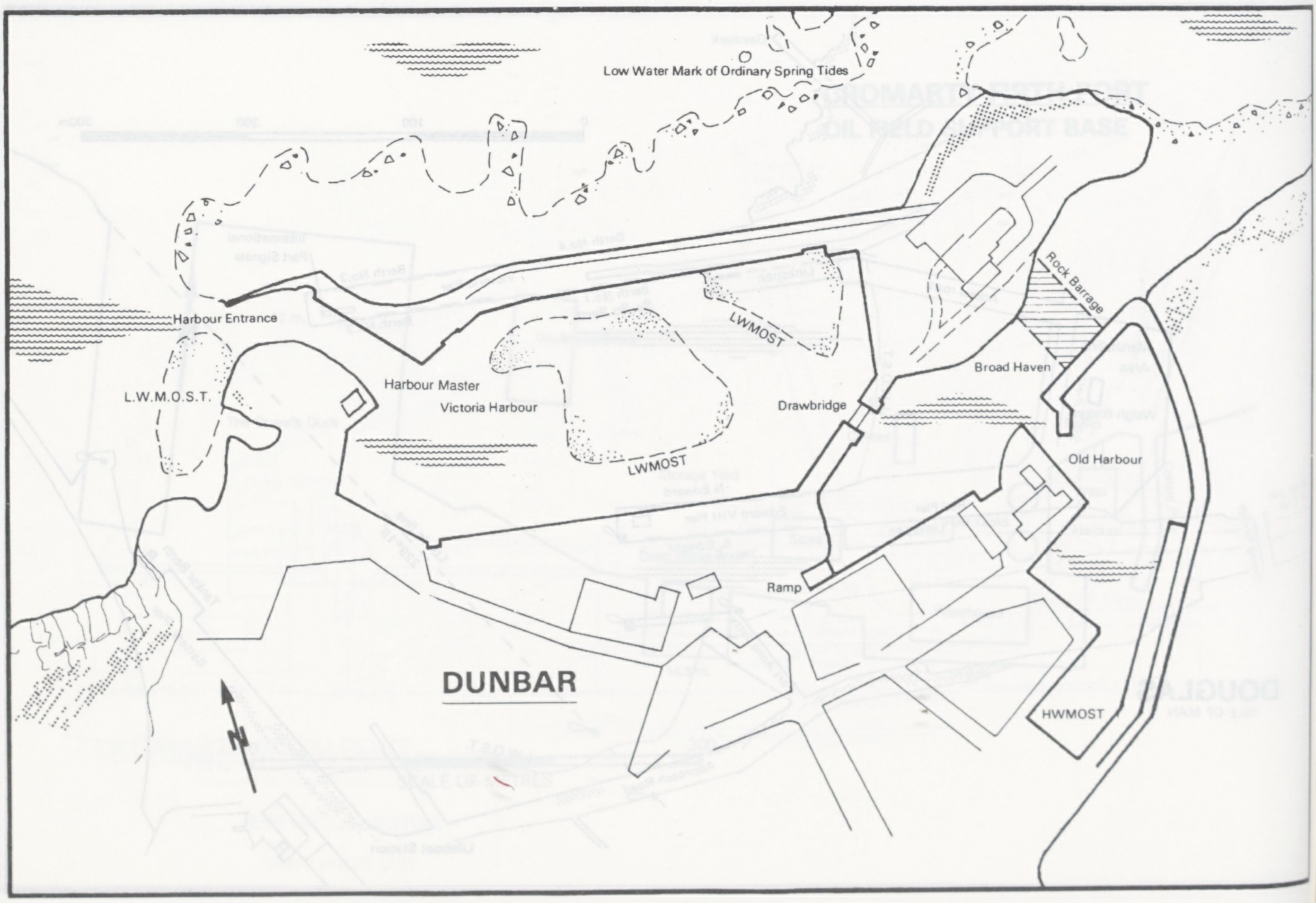

CROMARTY FIRTH PORT
NIGG OIL TERMINAL
MOORING DIAGRAM
MD1
MD2
MD3
MD4
BD1
BD2
BD3
BD4
Jetty Head
0
50
metres

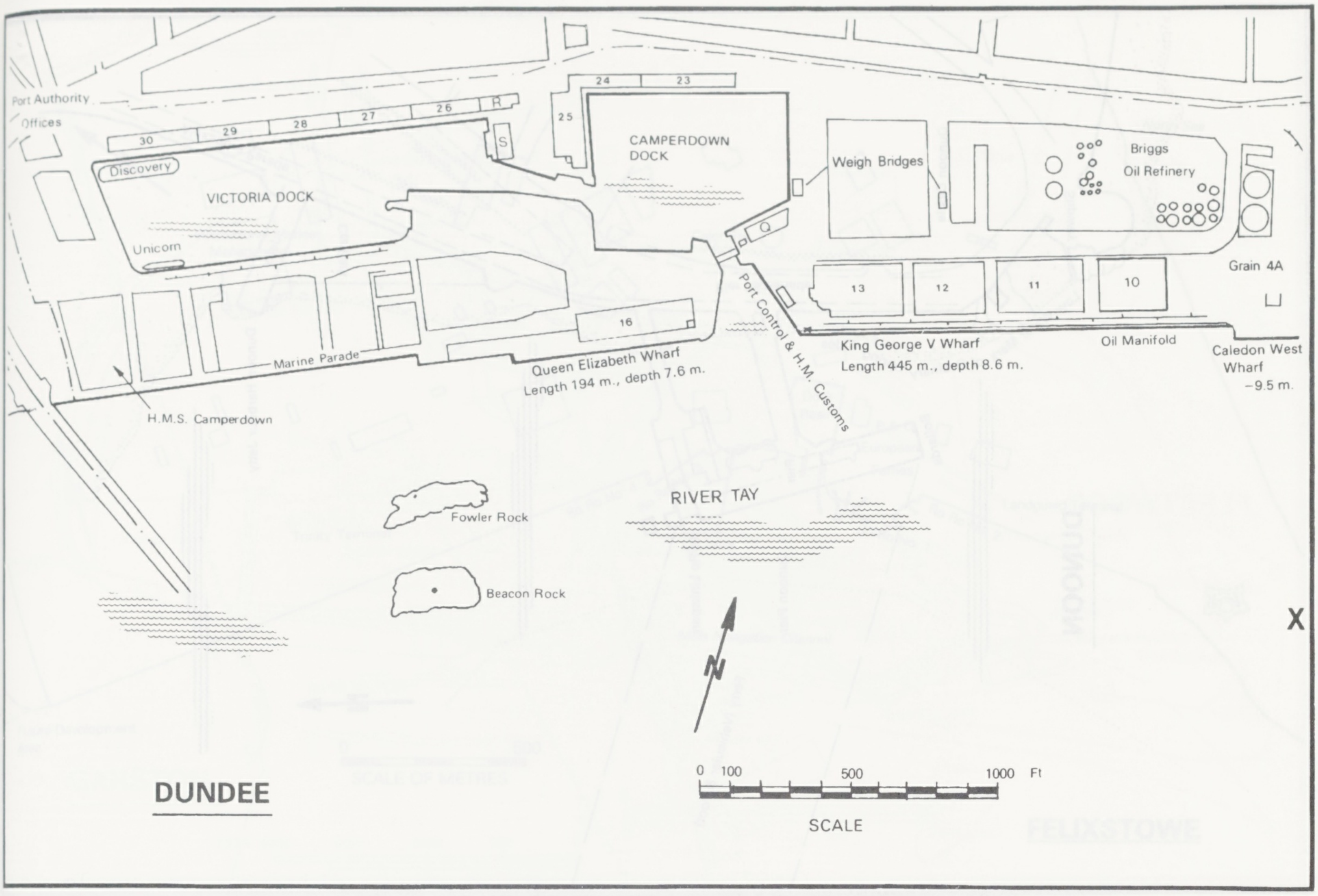

CROMARTY FIRTH PORT
OIL FIELD SUPPORT BASE
−12 m.
Workshop/Store
The Queens Dock
Offices
Ro/Ro
Storage Yard
West
Centre Pier
Fuel Tanks
Store
Harbour
Deep Water Berth
Warehouse
- 14.5 m.
−8.9 m.
0
300
SCALE OF METRES

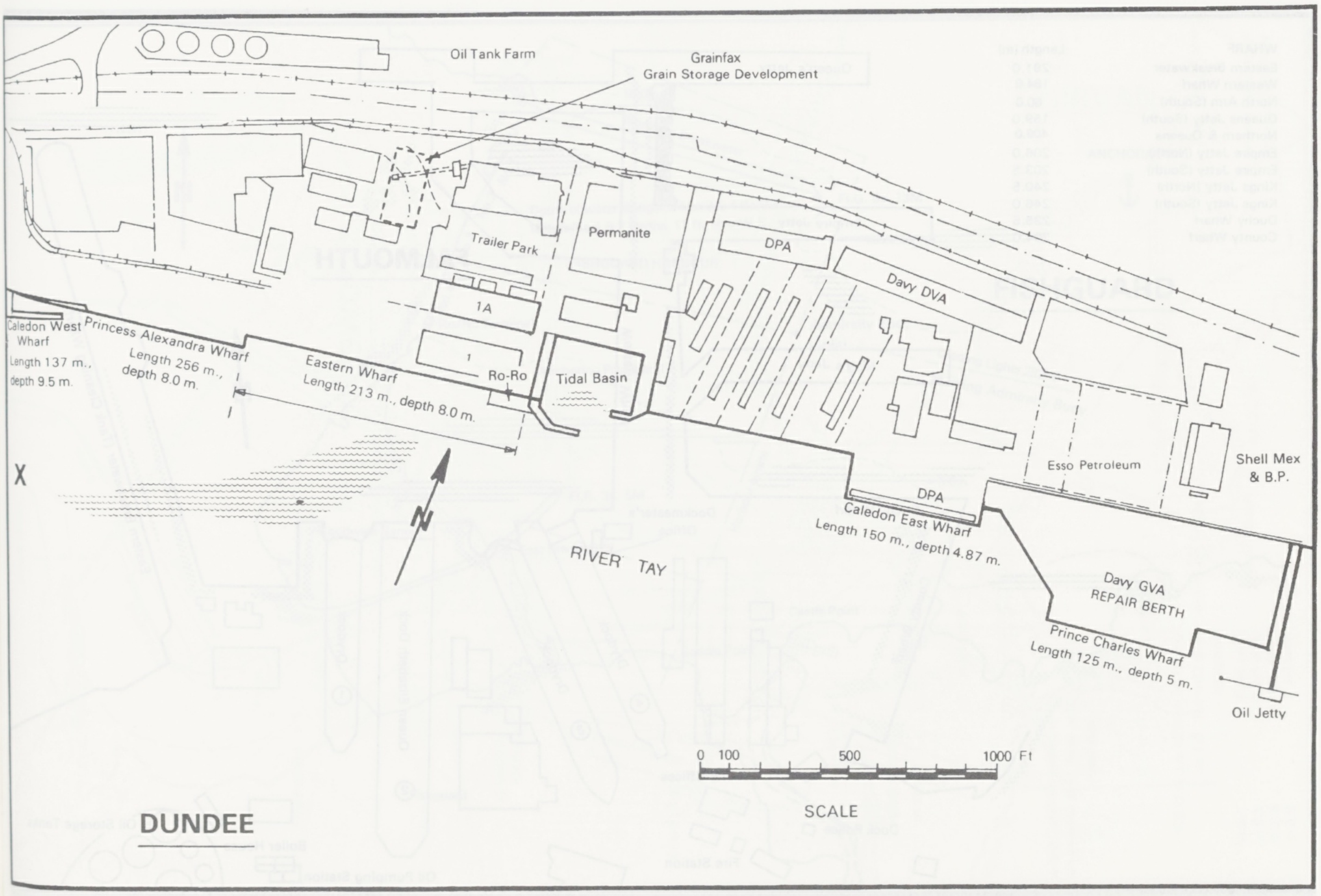

Old Mill Creek
Slip
Harbour Master
DARTMOUTH
Dart Marina
Noss Marina
Fl. W.R.G. 2s 6M
Slip
Moorings
Ferry
Ferry
Ferry
Lower Noss Pt.
The Noss
Warfleet Pt.
Eddy on flood
Prohibited Anchorage
Fuel Barge
Royal Dart Y.C.
Slip
Kingswear
Dart Haven Marina
One Gun Pt.
Iso.W.R.G. 3s. 8M.
Waterhead Creek
Castle Pt.
Checkstone
Kitten Rk
Fl.2.R.5s.
F.9M
THE RANGE
DARTMOUTH
Kingswear Castle
Port Limit
Fl.G. 5s.


Daymark
0
100
200
300m
Berth No.4
International Port Signals
Berth No.3
Linkspan
Victoria Pier
Berth No.1
Ro-Ro Berth
Berth No.2
Access road
Marshalling Area
Weigh Bridge
L.W.O.S.T.
Dries out at L.W.
Swing Bridge
N. Edward
Red Pier
Edward VIII Pier
Linkspan
S. Edward
Lts. in line 229° 18'
Tanker Berth
Battery Pier
Fort Anne Jetty
DOUGLAS
ISLE OF MAN
L.W.O.S.T.
Approach Road
Lifeboat Station

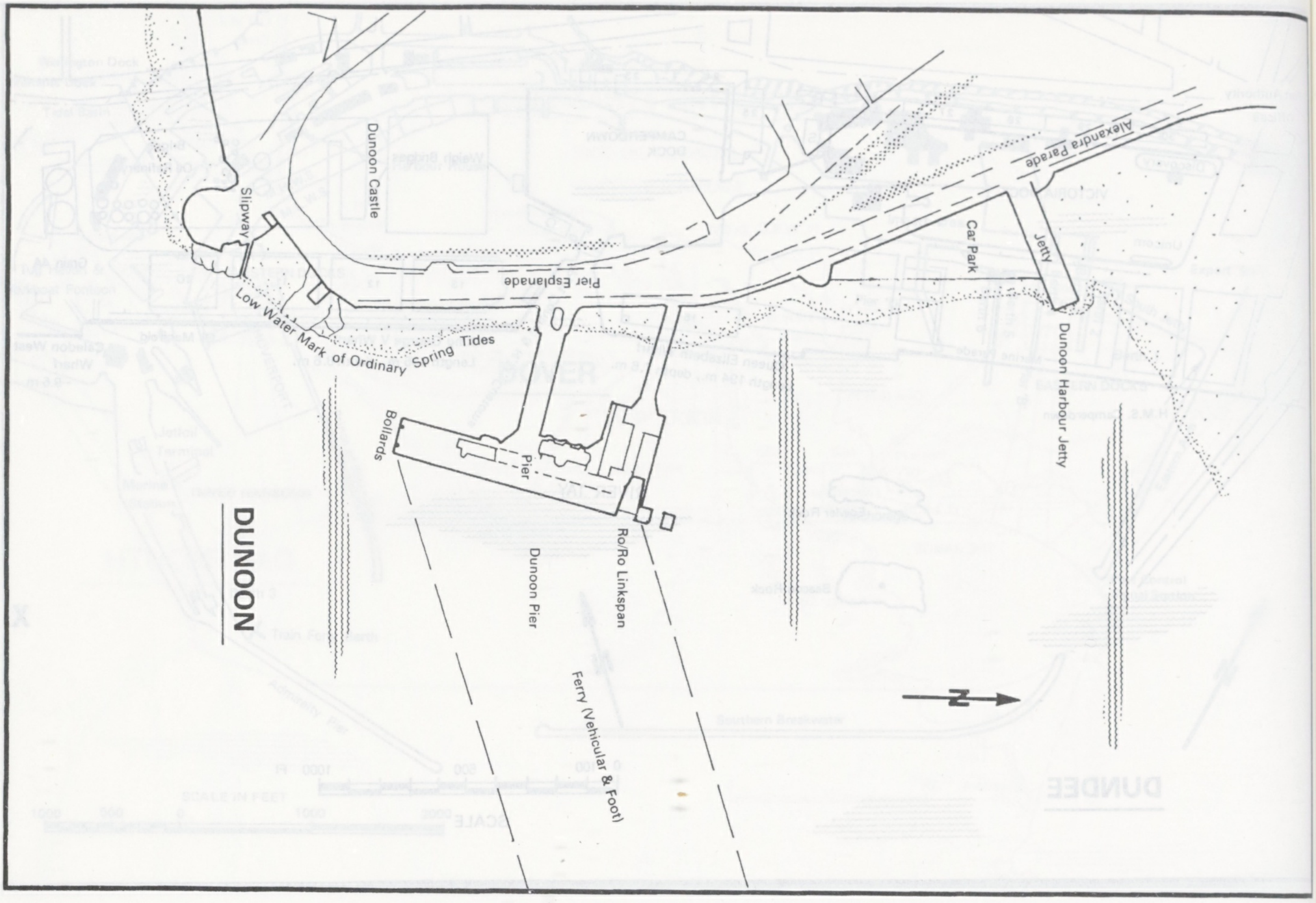

Wellington Dock
Granville Dock
Tidal Basin
Harbour House
M.H.W.S.
M.L.W.S.
Tug Haven &
Workboat Pontoon
WESTERN DOCKS
HOVERPORT
Prince of Wales Pier
Jetfoil
Terminal
Marine
Station
INNER HARBOUR
Berth 3
Train Ferry Berth
Admiralty Pier
DOVER
Import area
Pier 'D'
Berth 6
Berth 5
Berth 4
Berth 3
Berth 2
South Jetty
Export area
Berth 1
Pier 'B'
EASTERN DOCKS
Eastern Arm
Anchorage
Port Control
Signal Station
Southern Breakwater
SCALE IN FEET
1000
500
0
1000
2000


Low Water Mark of Ordinary Spring Tides
Harbour Entrance
L.W.M.O.S.T.
Harbour Master
Victoria Harbour
LWMOST
LWMOST
Drawbridge
Rock Barrage
Broad Haven
Old Harbour
Ramp
DUNBAR
HWMOST

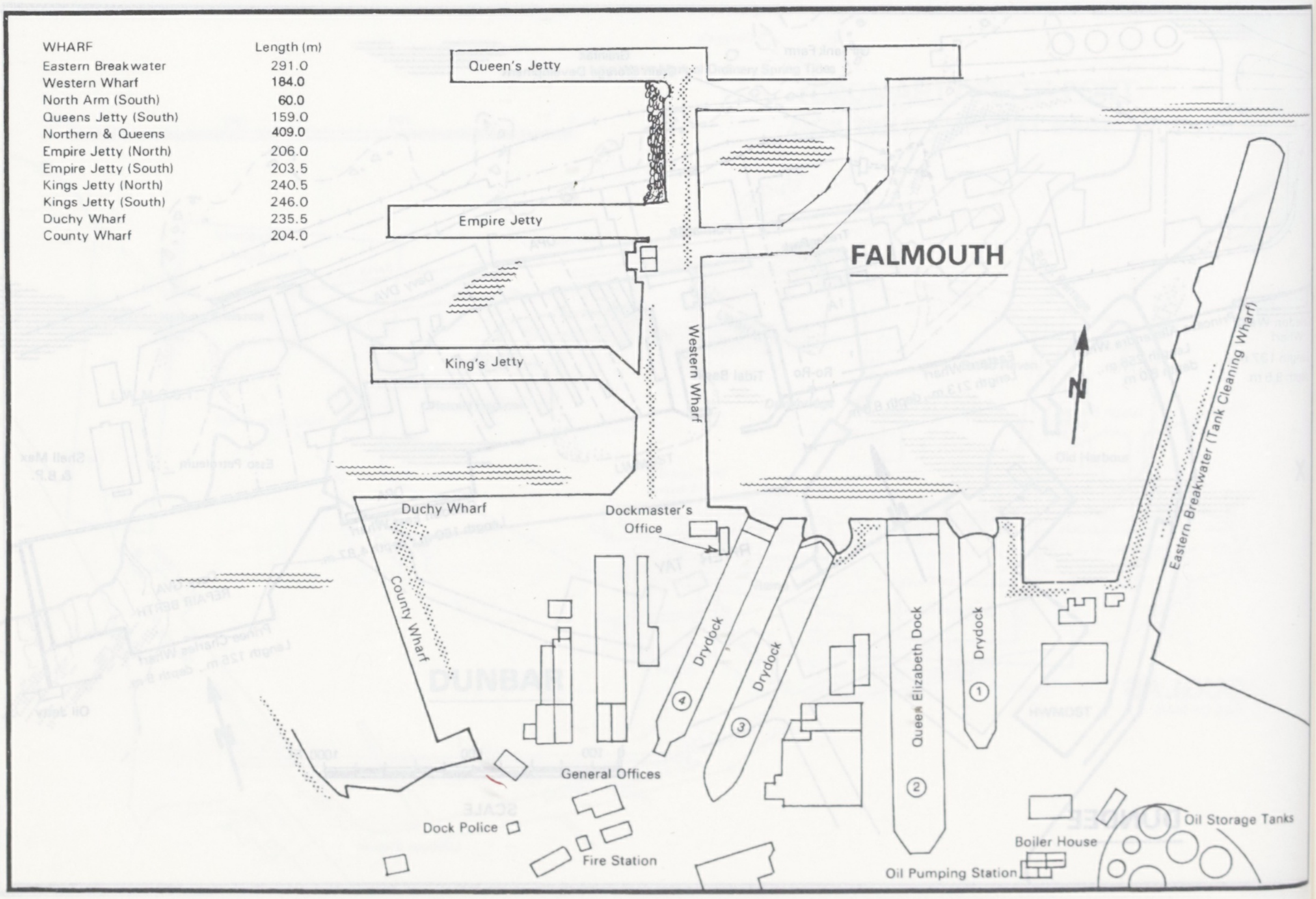

Port Authority
Offices
30
29
28
27
26
R
S
25
24
23
CAMPERDOWN
DOCK
Discovery
VICTORIA DOCK
Unicorn
Weigh Bridges
Briggs
Oil Refinery
Q
16
Marine Parade
Queen Elizabeth Wharf
Length 194 m., depth 7.6 m.
Port Control & H.M. Customs
13
12
11
10
Grain 4A
King George V Wharf
Length 445 m., depth 8.6 m.
Oil Manifold
Caledon West
Wharf
–9.5 m.
H.M.S. Camperdown
RIVER TAY
Fowler Rock
Beacon Rock
N
X
0
100
500
1000
Ft
SCALE
DUNDEE


Oil Tank Farm
Grainfax
Grain Storage Development
Trailer Park
Permanite
DPA
Davy DVA
1A
1
Caledon West
Wharf
Length 137 m.,
depth 9.5 m.
Princess Alexandra Wharf
Length 256 m.,
depth 8.0 m.
Eastern Wharf
Length 213 m., depth 8.0 m.
Ro-Ro
Tidal Basin
Esso Petroleum
Shell Mex
& B.P.
DPA
Caledon East Wharf
Length 150 m., depth 4.87 m.
X
N
RIVER TAY
Davy GVA
REPAIR BERTH
Prince Charles Wharf
Length 125 m., depth 5 m.
Oil Jetty
0
100
500
1000
Ft
SCALE
DUNDEE

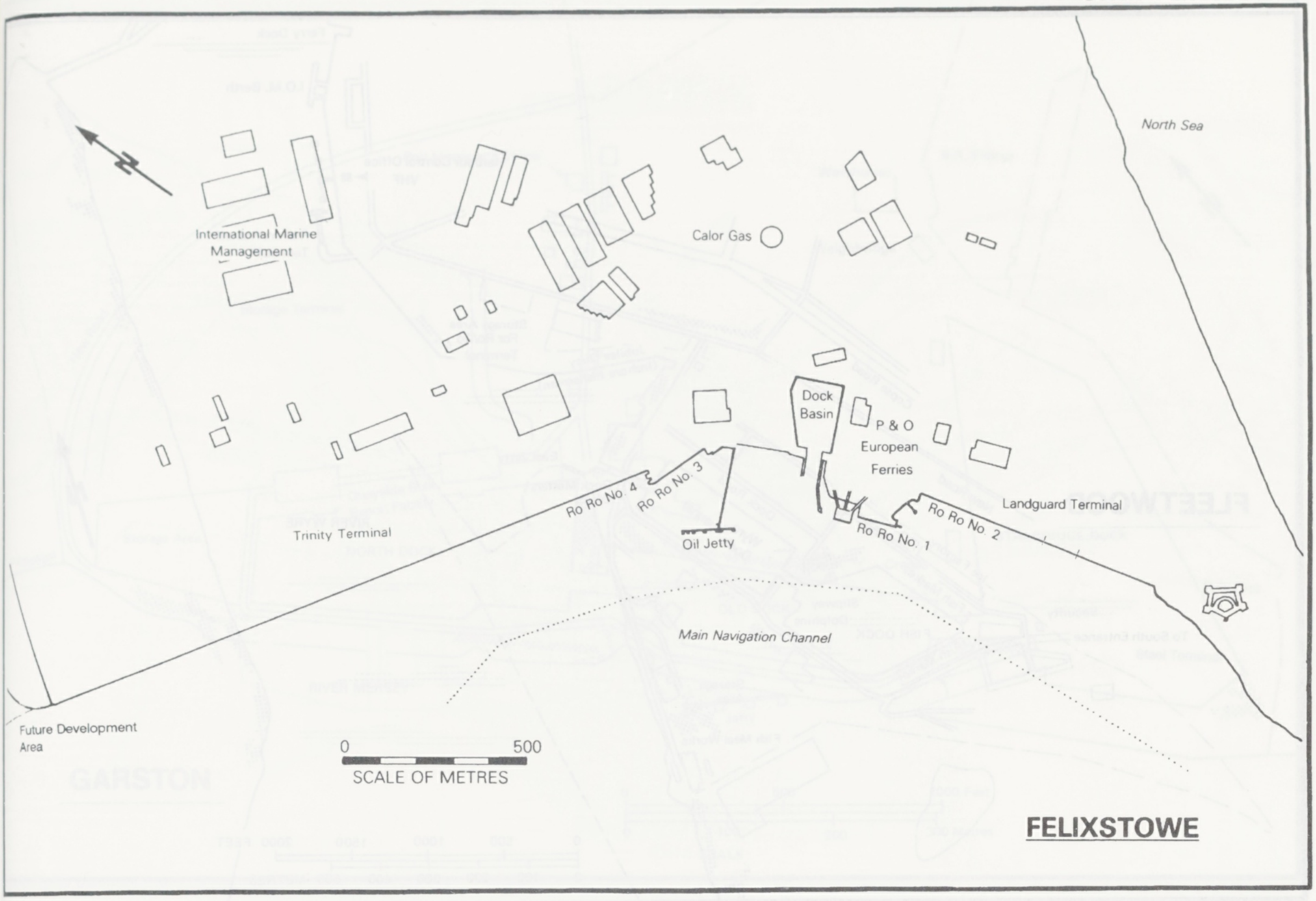
DUNOON

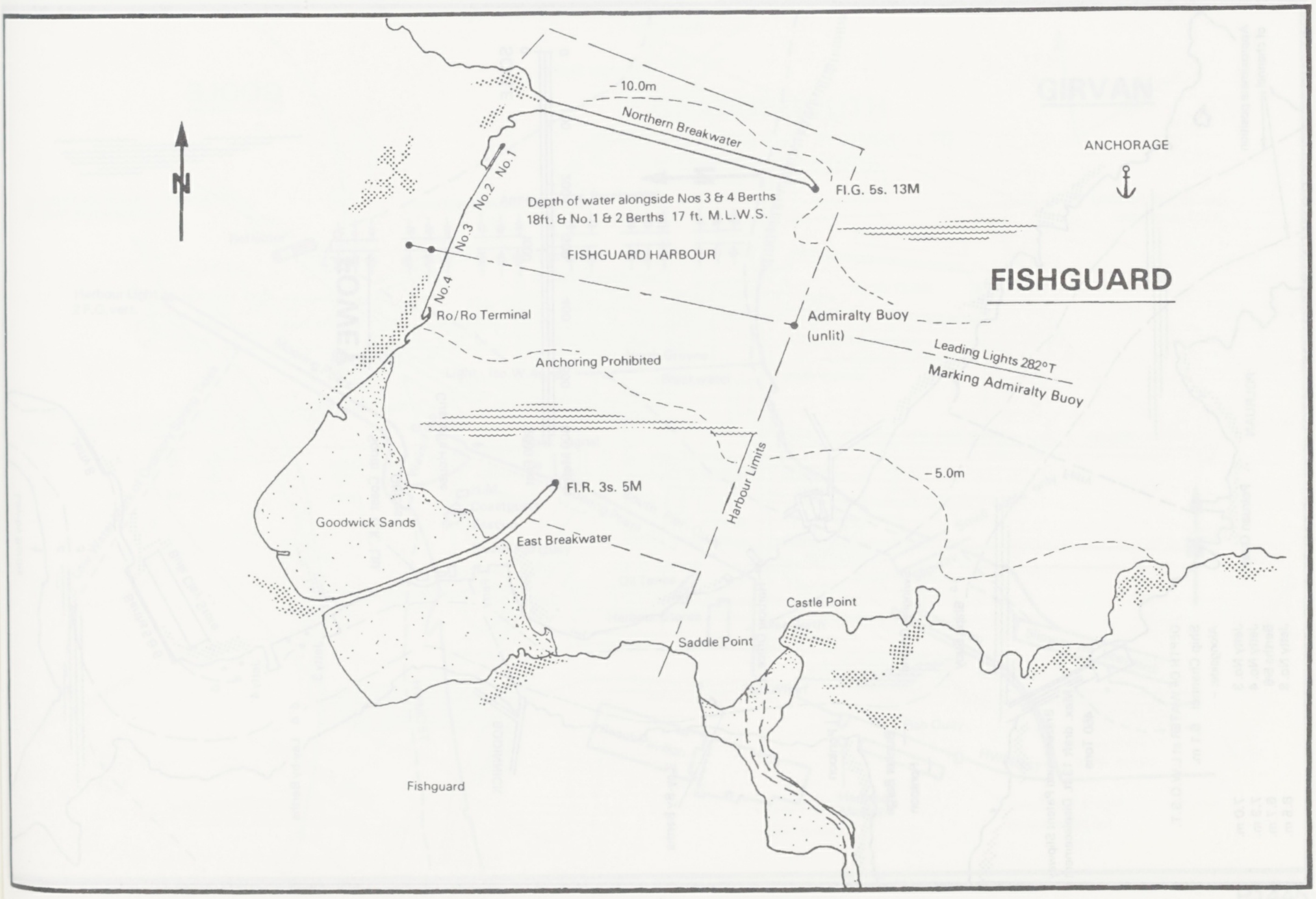

Slipway
Dunoon Castle
Pier Esplanade
Alexandra Parade
Car Park
Jetty
Dunoon Harbour Jetty
Low Water Mark of Ordinary Spring Tides
Bollards
Pier
Ro/Ro Linkspan
Dunoon Pier
Ferry (Vehicular & Foot)
N

FALMOUTH

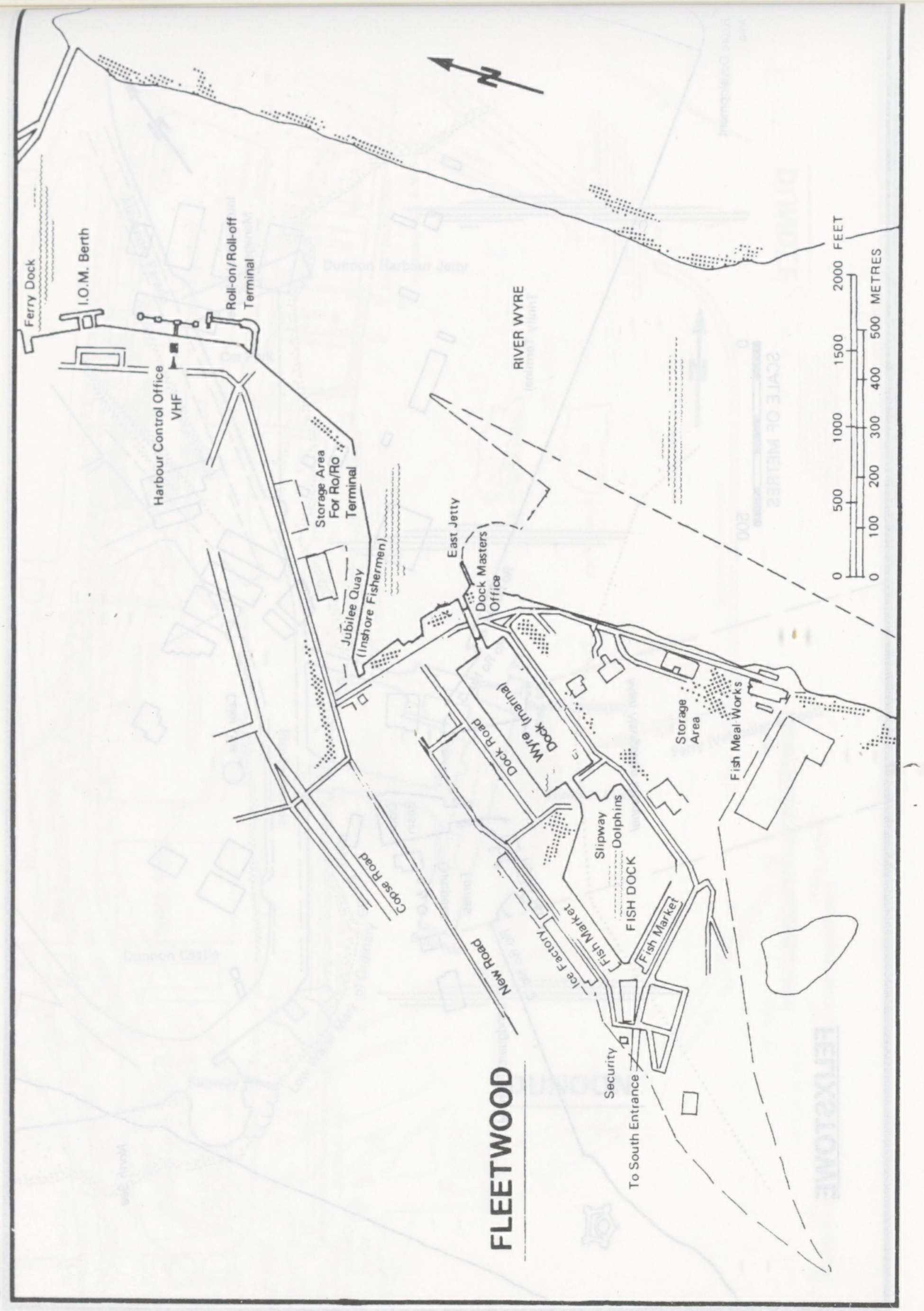

Queen's Jetty
Empire Jetty
King's Jetty
Western Wharf
Duchy Wharf
Dockmaster's Office
County Wharf
Drydock
4
Drydock
3
Queen Elizabeth Dock
2
Drydock
1
Eastern Breakwater (Tank Cleaning Wharf)
N
General Offices
Dock Police
Fire Station
Oil Pumping Station
Boiler House
Oil Storage Tanks

WHARF	Length (m)
Eastern Breakwater	291.0
Western Wharf	184.0
North Arm (South)	60.0
Queens Jetty (South)	159.0
Northern & Queens	409.0
Empire Jetty (North)	206.0
Empire Jetty (South)	203.5
Kings Jetty (North)	240.5
Kings Jetty (South)	246.0
Duchy Wharf	235.5
County Wharf	204.0

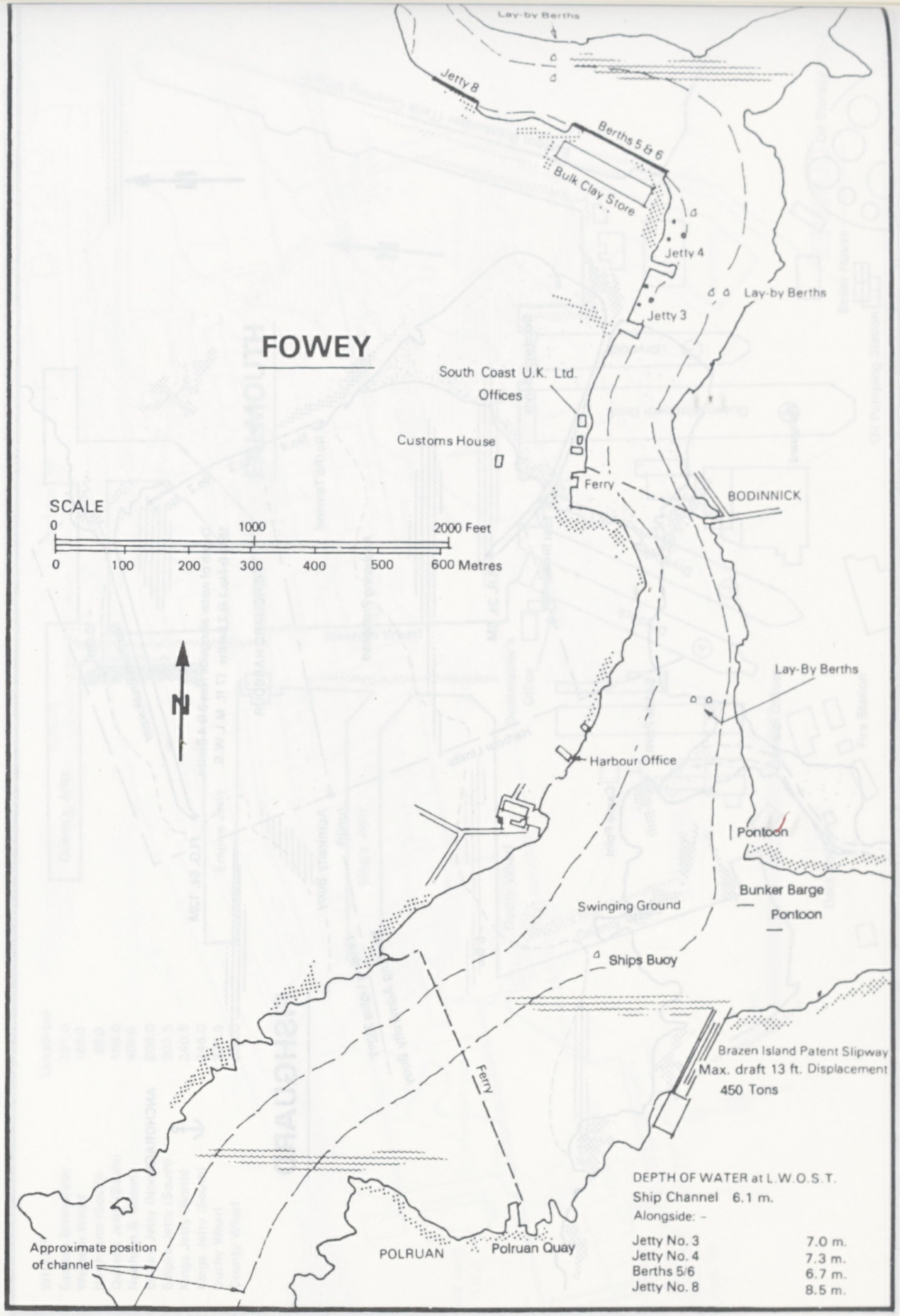

North Sea
International Marine Management
Calor Gas
Dock Basin
P & O European Ferries
Landguard Terminal
Ro Ro No. 4
Ro Ro No. 3
Oil Jetty
Ro Ro No. 1
Ro Ro No. 2
Trinity Terminal
Main Navigation Channel
Future Development Area
0
500
SCALE OF METRES
FELIXSTOWE


N
– 10.0m
Northern Breakwater
Fl.G. 5s. 13M
ANCHORAGE
No.1
No.2
No.3
No.4
Depth of water alongside Nos 3 & 4 Berths 18ft. & No.1 & 2 Berths 17 ft. M.L.W.S.
FISHGUARD HARBOUR
FISHGUARD
Ro/Ro Terminal
Admiralty Buoy (unlit)
Leading Lights 282°T
Marking Admiralty Buoy
Anchoring Prohibited
Harbour Limits
– 5.0m
Fl.R. 3s. 5M
Goodwick Sands
East Breakwater
Castle Point
Saddle Point
Fishguard

FLEETWOOD


N
FEET
0
500
1000
1500
2000
METRES
0
100
200
300
400
500
Ferry Dock
I.O.M. Berth
Roll-on/Roll-off Terminal
VHF
Harbour Control Office
Storage Area For Ro/Ro Terminal
RIVER WYRE
Jubilee Quay (Inshore Fishermen)
East Jetty
Dock Masters Office
Wyre Dock (marina)
Dock Road
Storage Area
Fish Meal Works
Slipway
Dolphins
FISH DOCK
Fish Market
Fish Market
Ice Factory
Copse Road
New Road
Security
To South Entrance

FOWEY

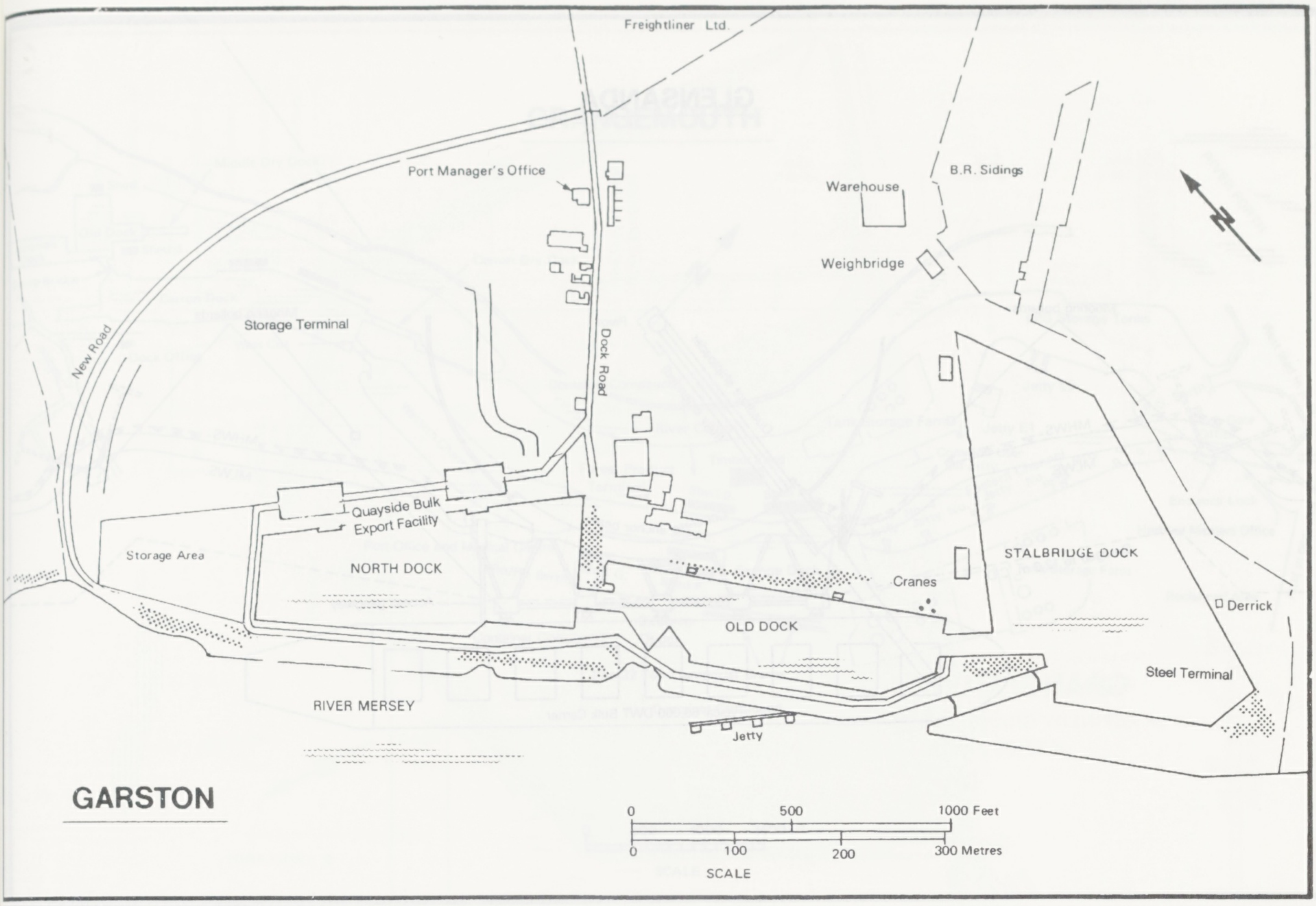

Lay-by Berths
Jetty 8
Berths 5 & 6
Bulk Clay Store
Jetty 4
Lay-by Berths
Jetty 3
South Coast U.K. Ltd. Offices
Customs House
Ferry
BODINNICK
SCALE
0
1000
2000 Feet
0
100
200
300
400
500
600 Metres
N
Lay-By Berths
Harbour Office
Pontoon
Bunker Barge
Pontoon
Swinging Ground
Ships Buoy
Ferry
Brazen Island Patent Slipway Max. draft 13 ft. Displacement 450 Tons
Approximate position of channel
POLRUAN
Polruan Quay

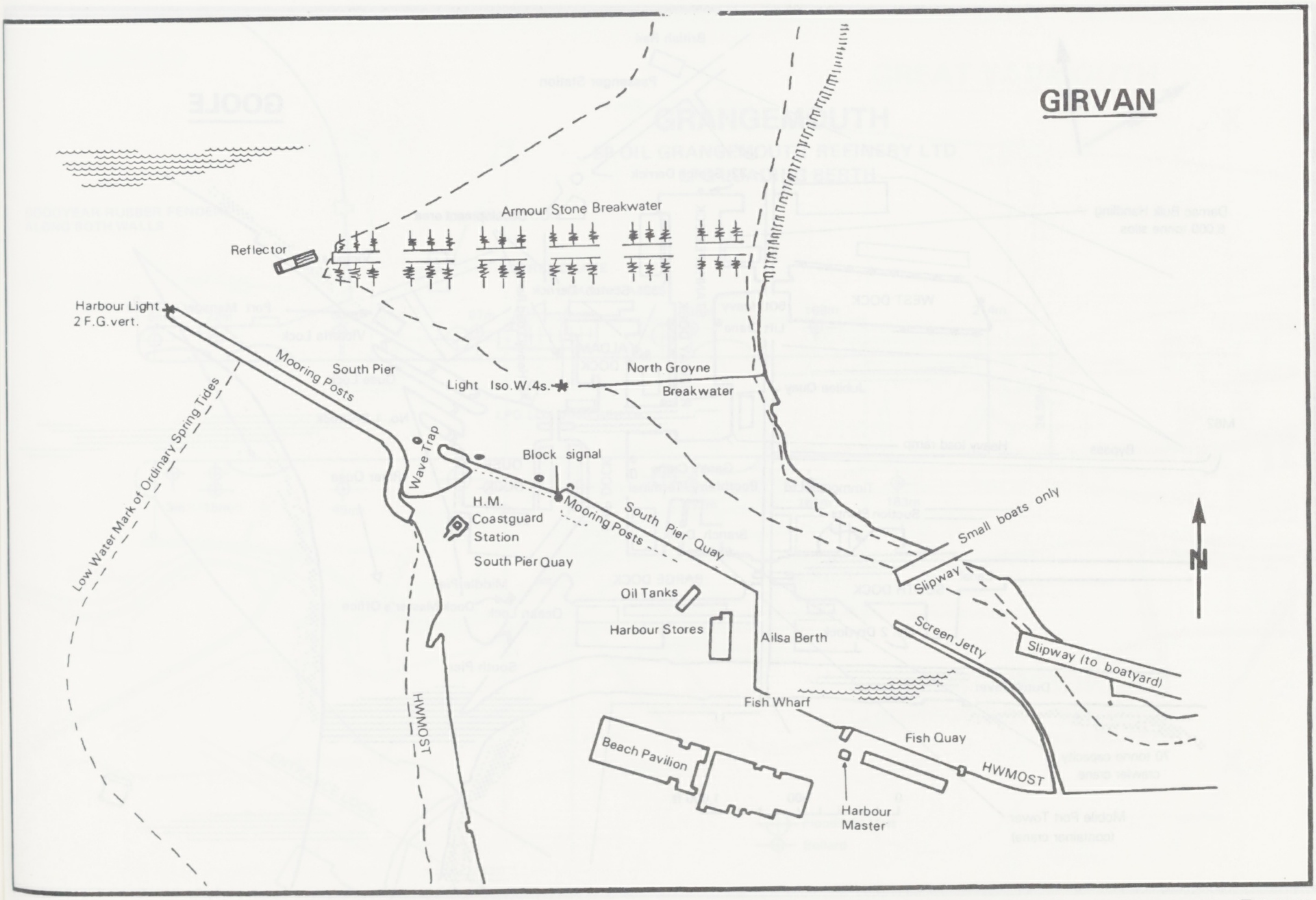
DEPTH OF WATER at L.W.O.S.T.

Ship Channel 6.1 m.

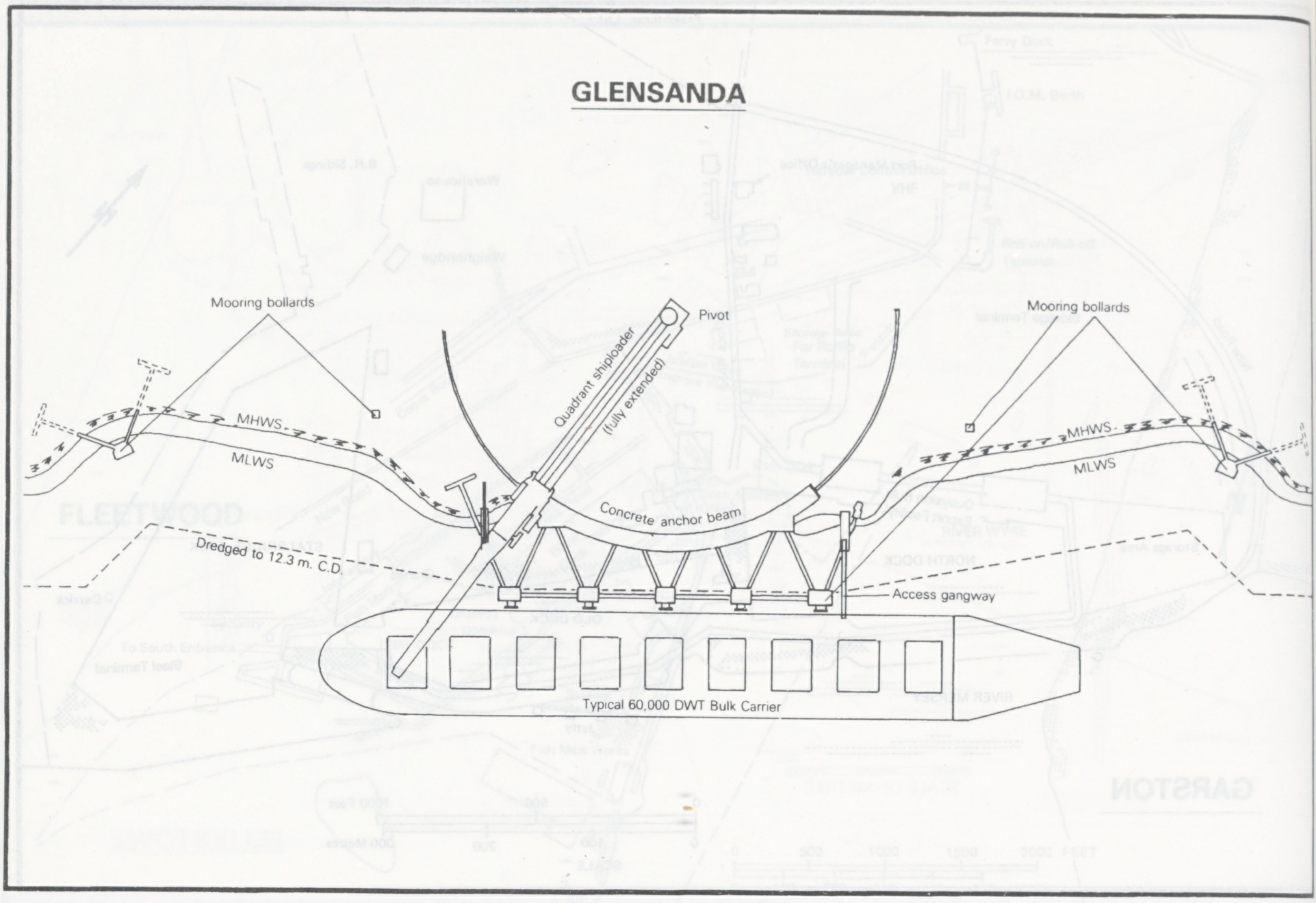
Alongside: –

Jetty No. 3	7.0 m.
Jetty No. 4	7.3 m.
Berths 5/6	6.7 m.
Jetty No. 8	8.5 m.

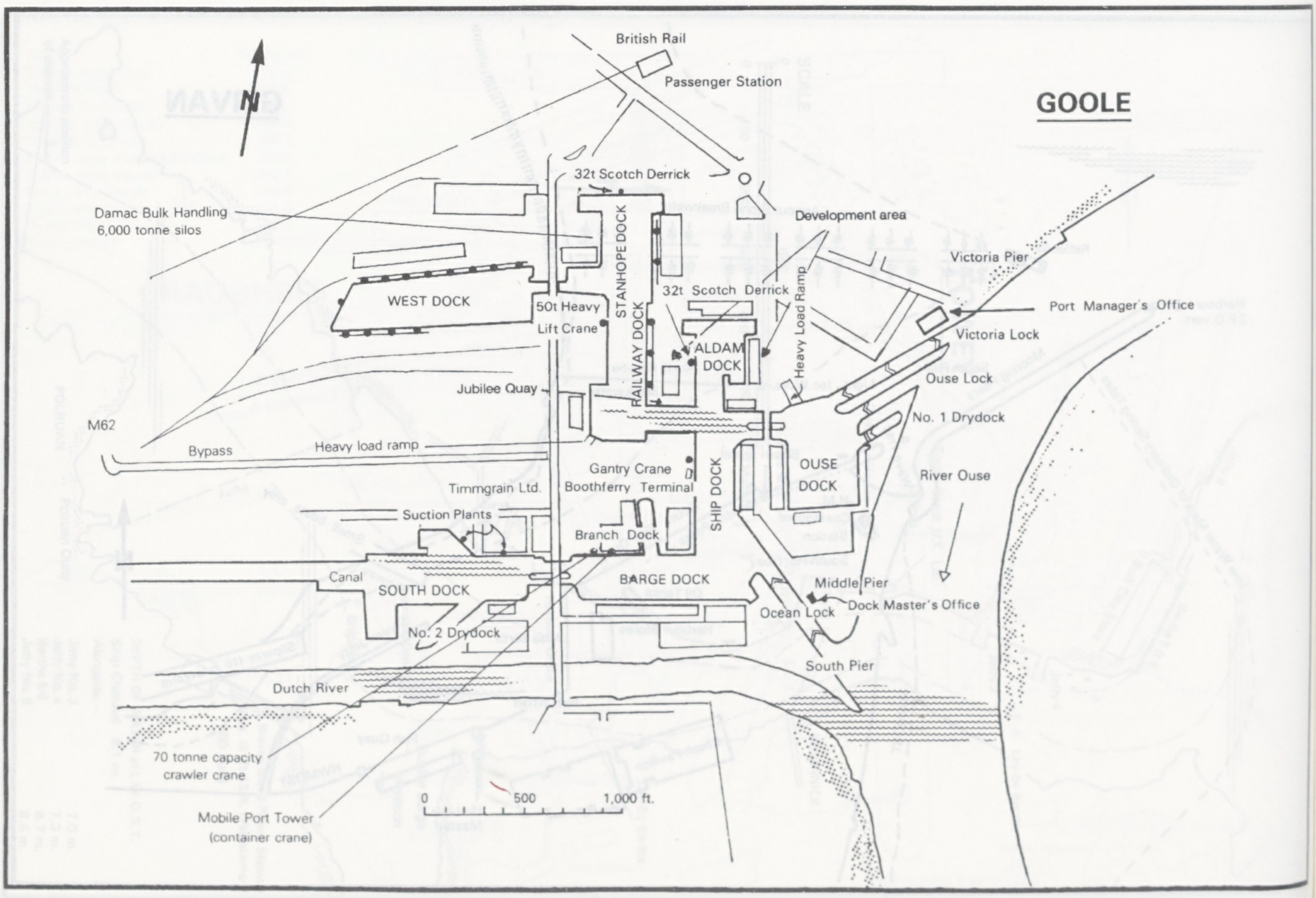

Freightliner Ltd.
Port Manager's Office
Warehouse
B.R. Sidings
Weighbridge
N
Storage Terminal
New Road
Dock Road
Quayside Bulk Export Facility
Storage Area
NORTH DOCK
STALBRIDGE DOCK
Cranes
Derrick
OLD DOCK
Steel Terminal
RIVER MERSEY
Jetty
GARSTON
0
500
1000 Feet
0
100
200
300 Metres
SCALE

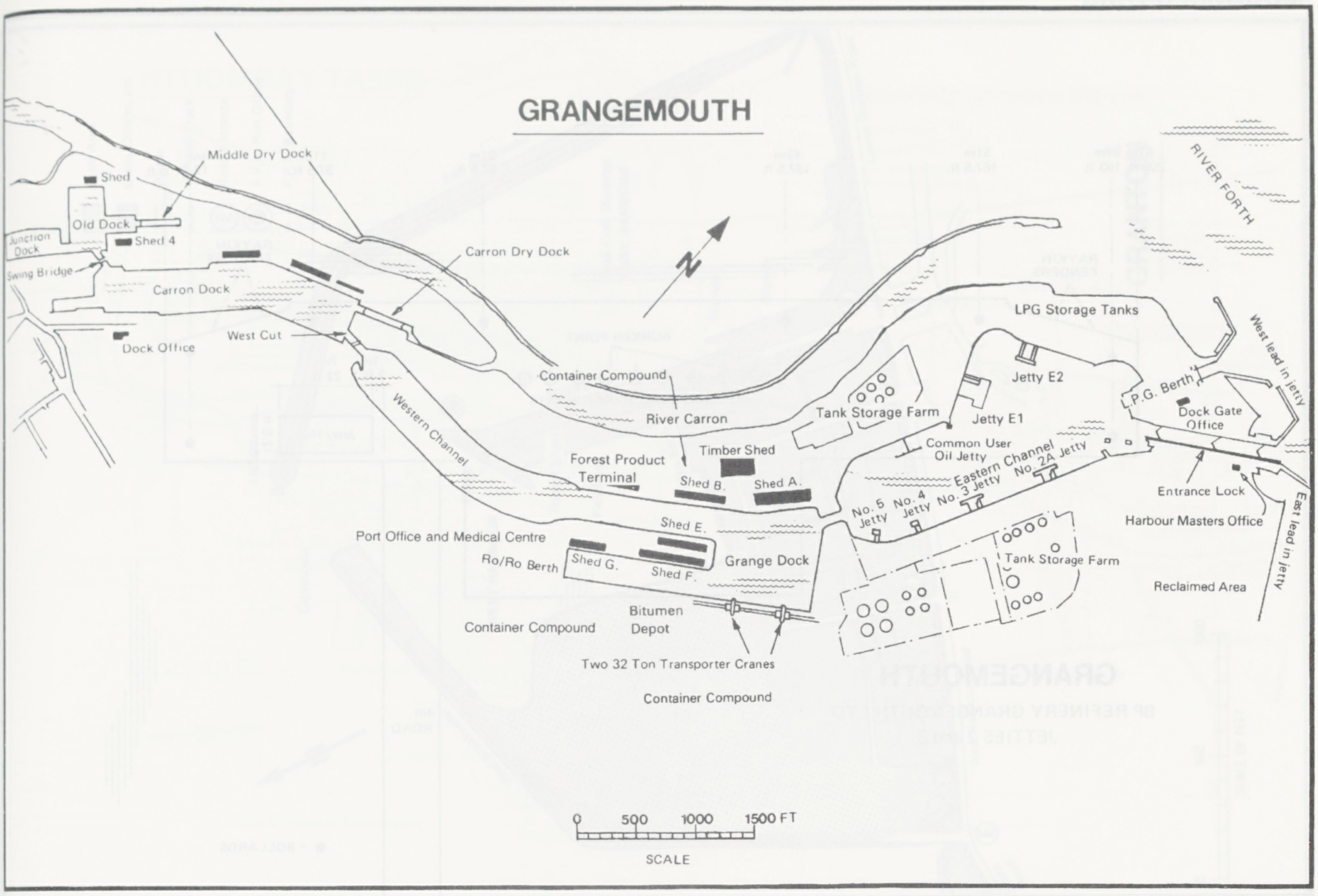

GIRVAN
Armour Stone Breakwater
Reflector
Harbour Light
2 F.G.vert.
South Pier
Mooring Posts
Light Iso.W.4s.
North Groyne
Breakwater
Low Water Mark of Ordinary Spring Tides
Wave Trap
Block signal
H.M. Coastguard Station
South Pier Quay
Mooring Posts
South Pier Quay
Small boats only
Slipway
N
Oil Tanks
Harbour Stores
Ailsa Berth
Screen Jetty
Slipway (to boatyard)
HWMOST
Fish Wharf
Fish Quay
Beach Pavilion
HWMOST
Harbour Master

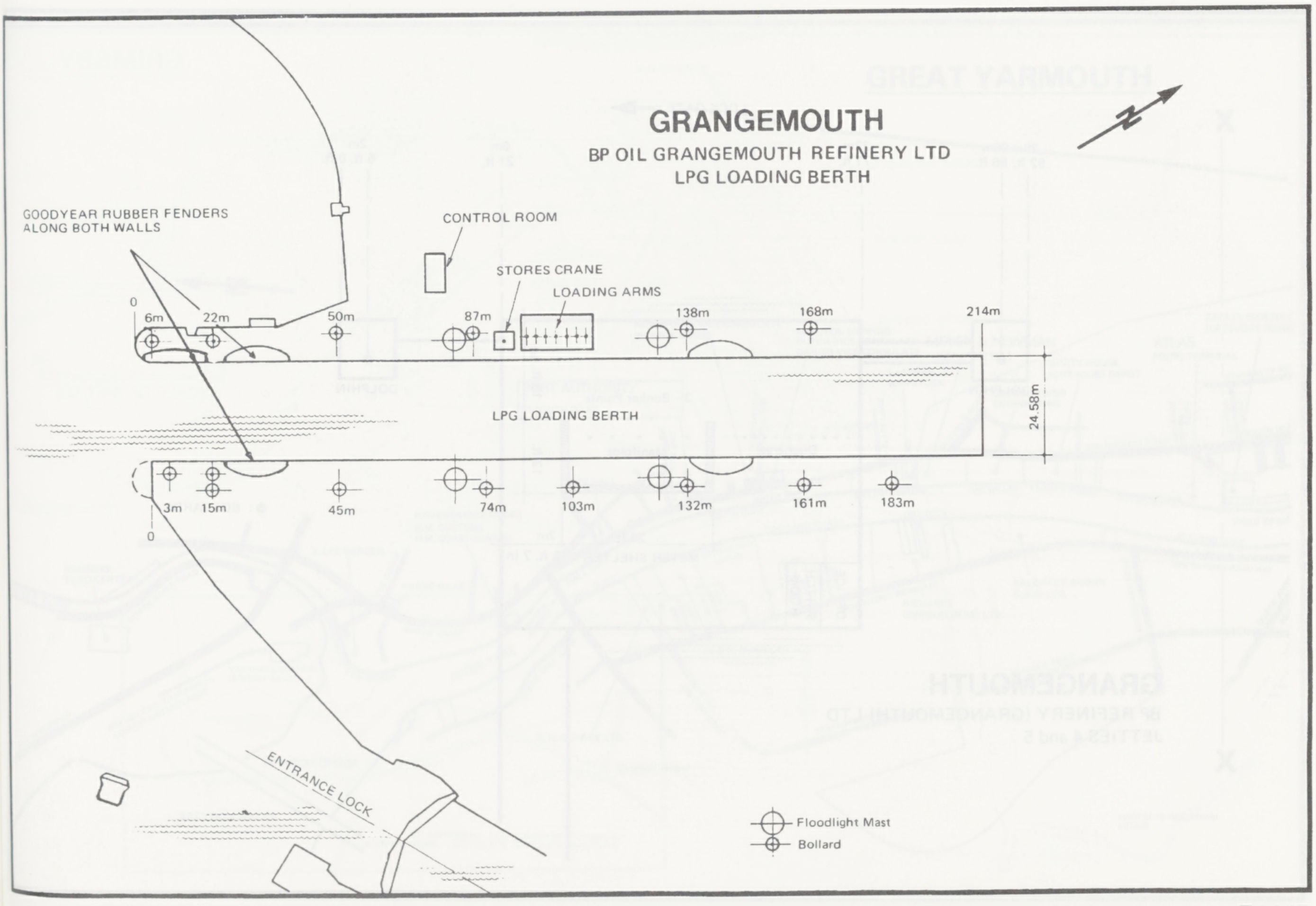
GLENSANDA

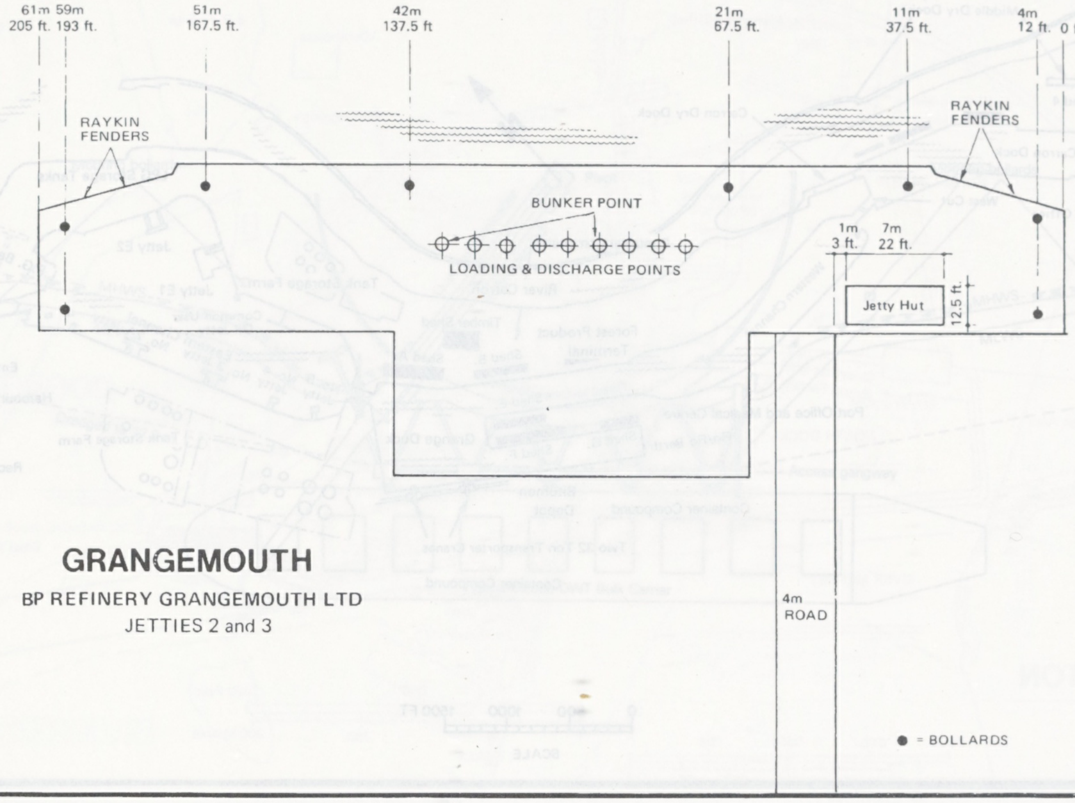

Mooring bollards
Pivot
Quadrant shiploader (fully extended)
Mooring bollards
MHWS
MLWS
MHWS
MLWS
Concrete anchor beam
Dredged to 12.3 m. C.D.
Access gangway
Typical 60,000 DWT Bulk Carrier

GOOLE


N
British Rail
Passenger Station
32t Scotch Derrick
Damac Bulk Handling
6,000 tonne silos
Development area
Victoria Pier
STANHOPE DOCK
32t Scotch Derrick
Port Manager's Office
WEST DOCK
50t Heavy Lift Crane
Heavy Load Ramp
Victoria Lock
RAILWAY DOCK
ALDAM DOCK
Ouse Lock
Jubilee Quay
No. 1 Drydock
M62
Bypass
Heavy load ramp
Gantry Crane
Boothferry Terminal
Timmgrain Ltd.
SHIP DOCK
OUSE DOCK
River Ouse
Suction Plants
Branch Dock
Canal
SOUTH DOCK
BARGE DOCK
Middle Pier
Ocean Lock
Dock Master's Office
No. 2 Drydock
South Pier
Dutch River
70 tonne capacity crawler crane
0
500
1,000 ft.
Mobile Port Tower (container crane)

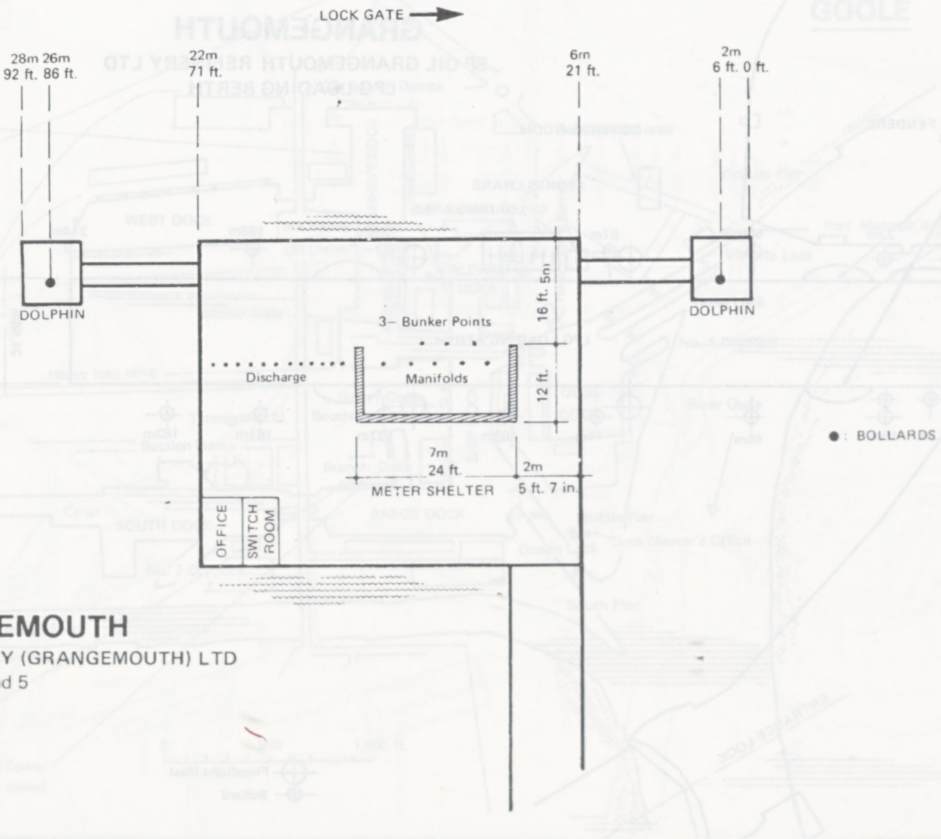

GRANGEMOUTH
Middle Dry Dock
Shed
Old Dock
Shed 4
Junction Dock
Swing Bridge
Carron Dock
Carron Dry Dock
Dock Office
West Cut
Western Channel
N
River Carron
Container Compound
Forest Product Terminal
Timber Shed
Shed B.
Shed A.
Shed E.
Port Office and Medical Centre
Ro/Ro Berth
Shed G.
Shed F.
Grange Dock
Container Compound
Bitumen Depot
Two 32 Ton Transporter Cranes
Container Compound
RIVER FORTH
LPG Storage Tanks
Tank Storage Farm
Jetty E2
Jetty E1
Common User Oil Jetty
Eastern Channel
No. 2A Jetty
No. 3 Jetty
No. 4 Jetty
No. 5 Jetty
Tank Storage Farm
P.G. Berth
Dock Gate Office
West lead in jetty
Entrance Lock
Harbour Masters Office
East lead in jetty
Reclaimed Area
0
500
1000
1500 FT
SCALE


GRANGEMOUTH
BP OIL GRANGEMOUTH REFINERY LTD
LPG LOADING BERTH
N
GOODYEAR RUBBER FENDERS ALONG BOTH WALLS
CONTROL ROOM
STORES CRANE
LOADING ARMS
0
6m
22m
50m
87m
138m
168m
214m
LPG LOADING BERTH
24.58m
3m
15m
45m
74m
103m
132m
161m
183m
0
ENTRANCE LOCK
Floodlight Mast
Bollard


61m 205 ft.
59m 193 ft.
51m 167.5 ft.
42m 137.5 ft
21m 67.5 ft.
11m 37.5 ft.
4m 12 ft.
0 ft.
RAYKIN FENDERS
RAYKIN FENDERS
BUNKER POINT
LOADING & DISCHARGE POINTS
1m 3 ft.
7m 22 ft.
Jetty Hut
12.5 ft.
4m ROAD
● = BOLLARDS

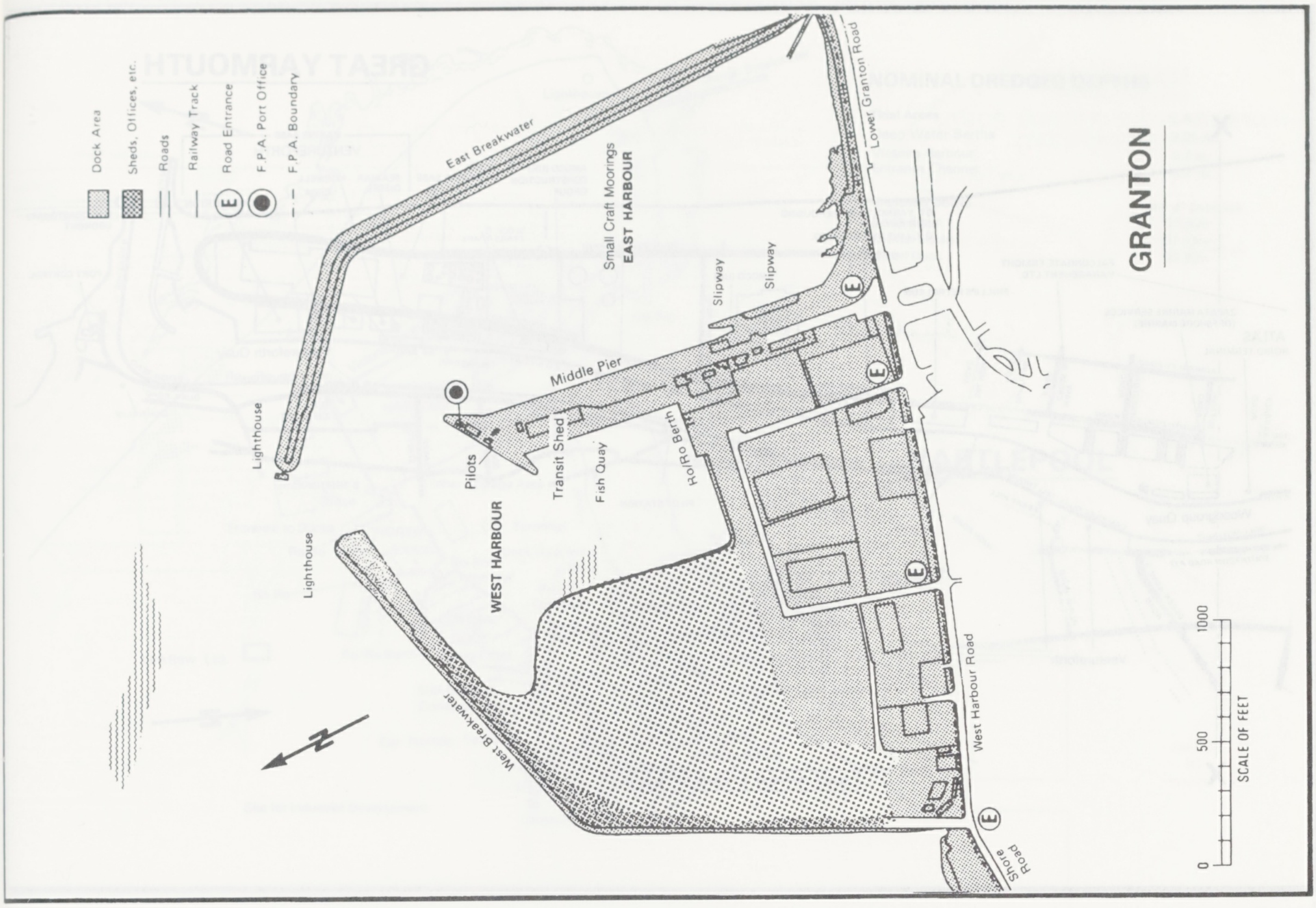
GRANGEMOUTH

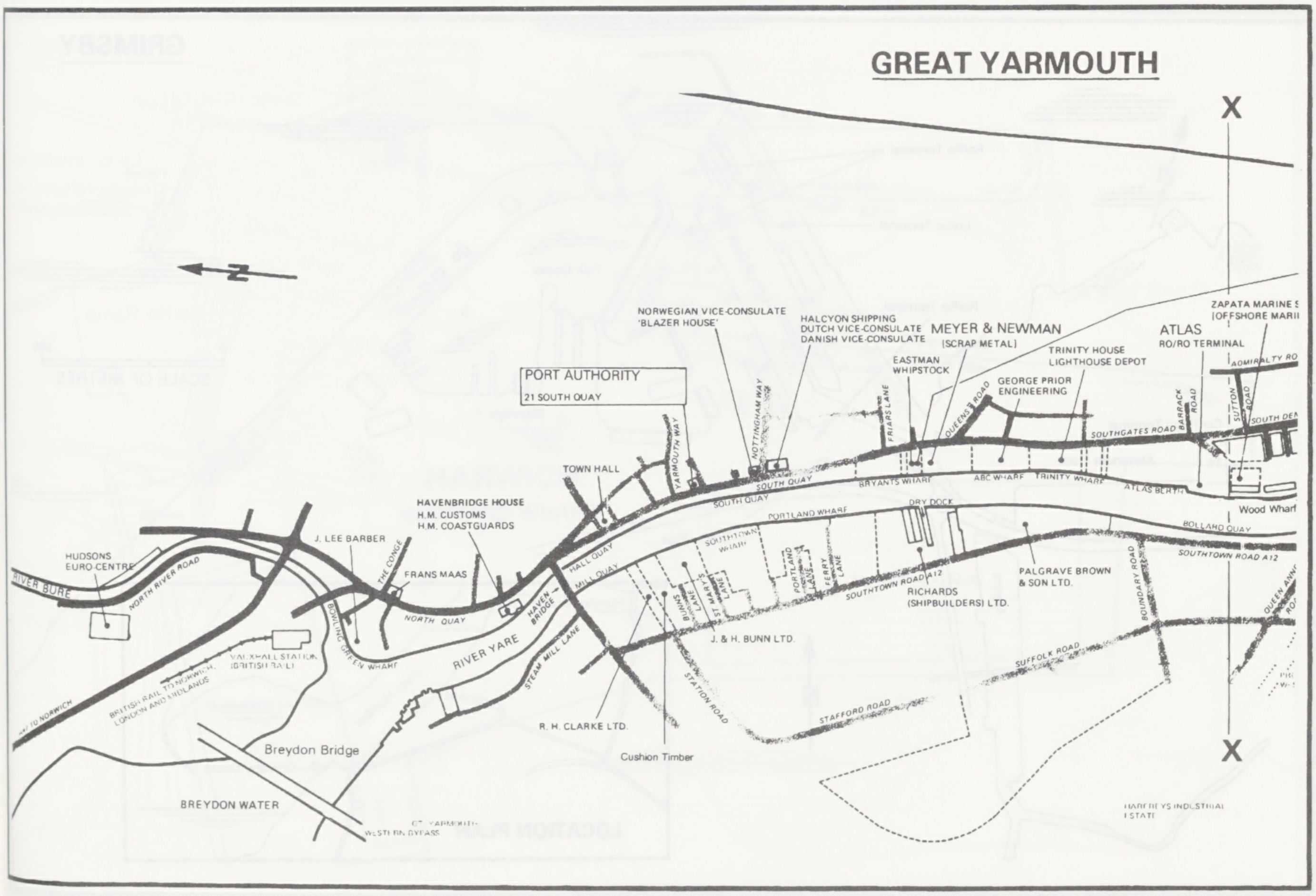
BP REFINERY GRANGEMOUTH LTD
JETTIES 2 and 3

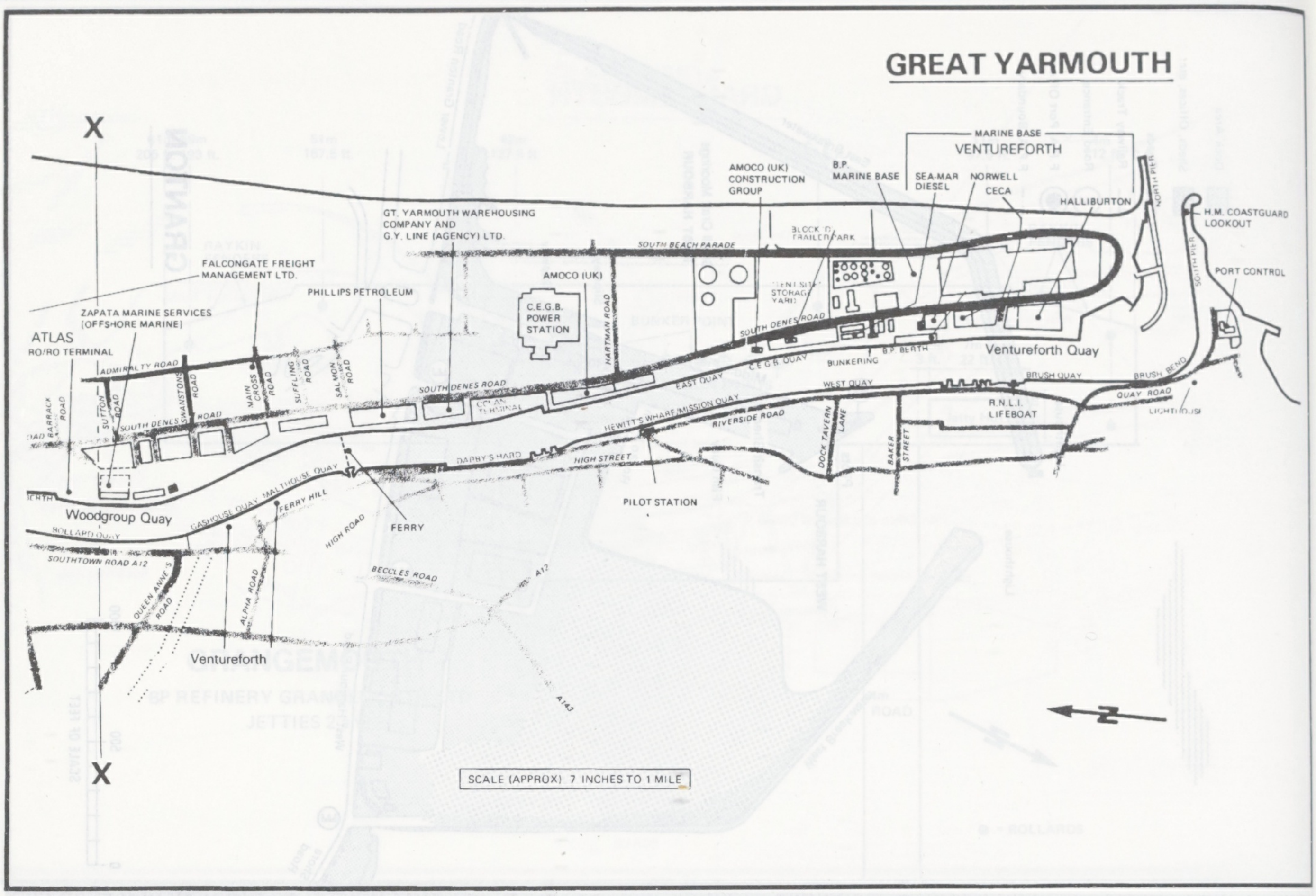

LOCK GATE
28m 92 ft.
26m 86 ft.
22m 71 ft.
6m 21 ft.
2m 6 ft. 0 ft.
DOLPHIN
DOLPHIN
3– Bunker Points
Discharge
Manifolds
16 ft. 5 in.
12 ft.
7m 24 ft.
2m 5 ft. 7 in.
METER SHELTER
OFFICE
SWITCH ROOM
●: BOLLARDS

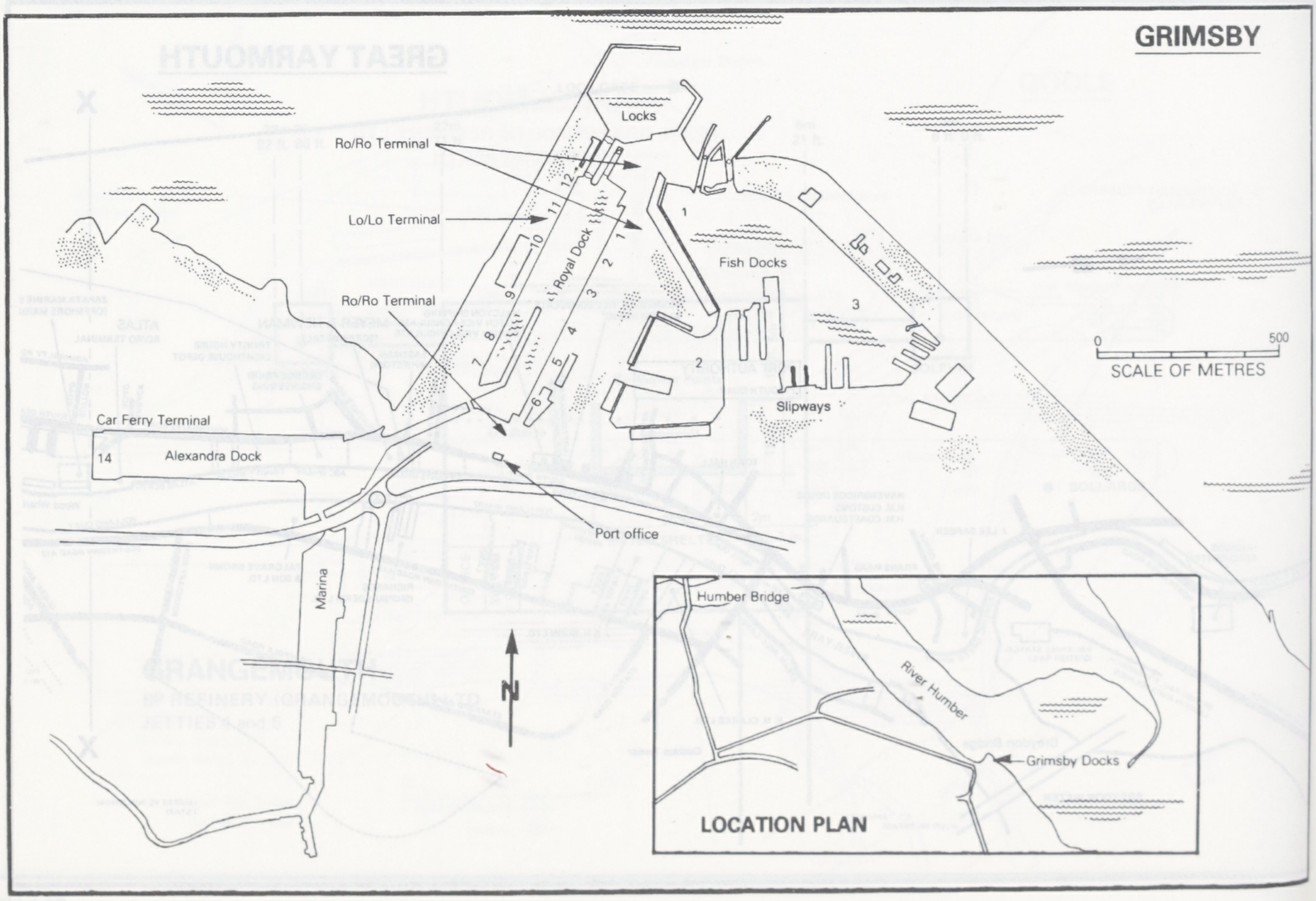
GRANGEMOUTH

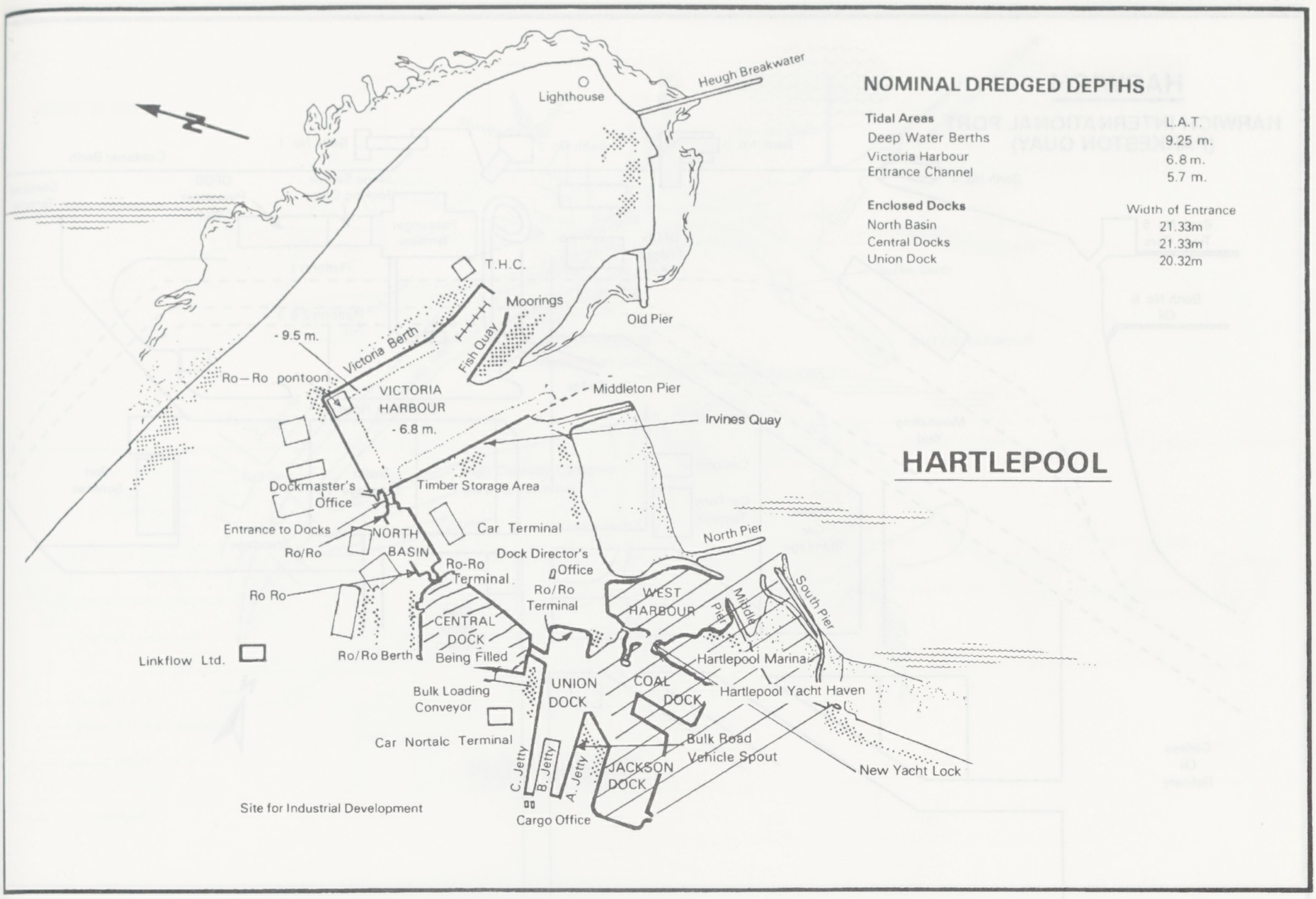
BP REFINERY (GRANGEMOUTH) LTD
JETTIES 4 and 5


GRANTON
Dock Area
Sheds, Offices, etc.
Roads
Railway Track
Road Entrance
F.P.A. Port Office
F.P.A. Boundary
East Breakwater
Lower Granton Road
Small Craft Moorings
EAST HARBOUR
Slipway
Slipway
Middle Pier
Lighthouse
Pilots
Transit Shed
Fish Quay
Ro/Ro Berth
WEST HARBOUR
Lighthouse
West Breakwater
West Harbour Road
Shore Road
E
0
500
1000
SCALE OF FEET


GREAT YARMOUTH
X
X
NORWEGIAN VICE-CONSULATE
'BLAZER HOUSE'
HALCYON SHIPPING
DUTCH VICE-CONSULATE
DANISH VICE-CONSULATE
MEYER & NEWMAN
(SCRAP METAL)
ATLAS
RO/RO TERMINAL
ZAPATA MARINE S
(OFFSHORE MARI
PORT AUTHORITY
21 SOUTH QUAY
EASTMAN
WHIPSTOCK
TRINITY HOUSE
LIGHTHOUSE DEPOT
GEORGE PRIOR
ENGINEERING
ADMIRALTY RO
TOWN HALL
YARMOUTH WAY
NOTTINGHAM WAY
FRIARS LANE
QUEENS ROAD
BARRACK ROAD
SUTTON ROAD
SOUTH DEN
SOUTHGATES ROAD
SOUTH QUAY
SOUTH QUAY
BRYANTS WHARF
ABC WHARF
TRINITY WHARF
ATLAS BERTH
Wood Wharf
HAVENBRIDGE HOUSE
H.M. CUSTOMS
H.M. COASTGUARDS
DRY DOCK
PORTLAND WHARF
BOLLARD QUAY
J. LEE BARBER
HUDSONS
EURO-CENTRE
RIVER BURE
NORTH RIVER ROAD
THE CONGE
FRANS MAAS
HALL QUAY
MILL QUAY
SOUTHTOWN WHARF
PORTLAND LANE
FERRY LANE
SOUTHTOWN ROAD A12
SOUTHTOWN ROAD A12
PALGRAVE BROWN
& SON LTD.
RICHARDS
(SHIPBUILDERS) LTD.
BOUNDARY ROAD
QUEEN ANN ROA
NORTH QUAY
HAVEN BRIDGE
BUNNS LANE
ST MARY'S LANE
J. & H. BUNN LTD.
BOWLING GREEN WHARF
VAUXHALL STATION
(BRITISH RAIL)
RIVER YARE
STEAM MILL LANE
SUFFOLK ROAD
A47 TO NORWICH
BRITISH RAIL TO NORWICH,
LONDON AND MIDLANDS
STATION ROAD
STAFFORD ROAD
R. H. CLARKE LTD.
Cushion Timber
Breydon Bridge
BREYDON WATER
GT. YARMOUTH
WESTERN BYPASS

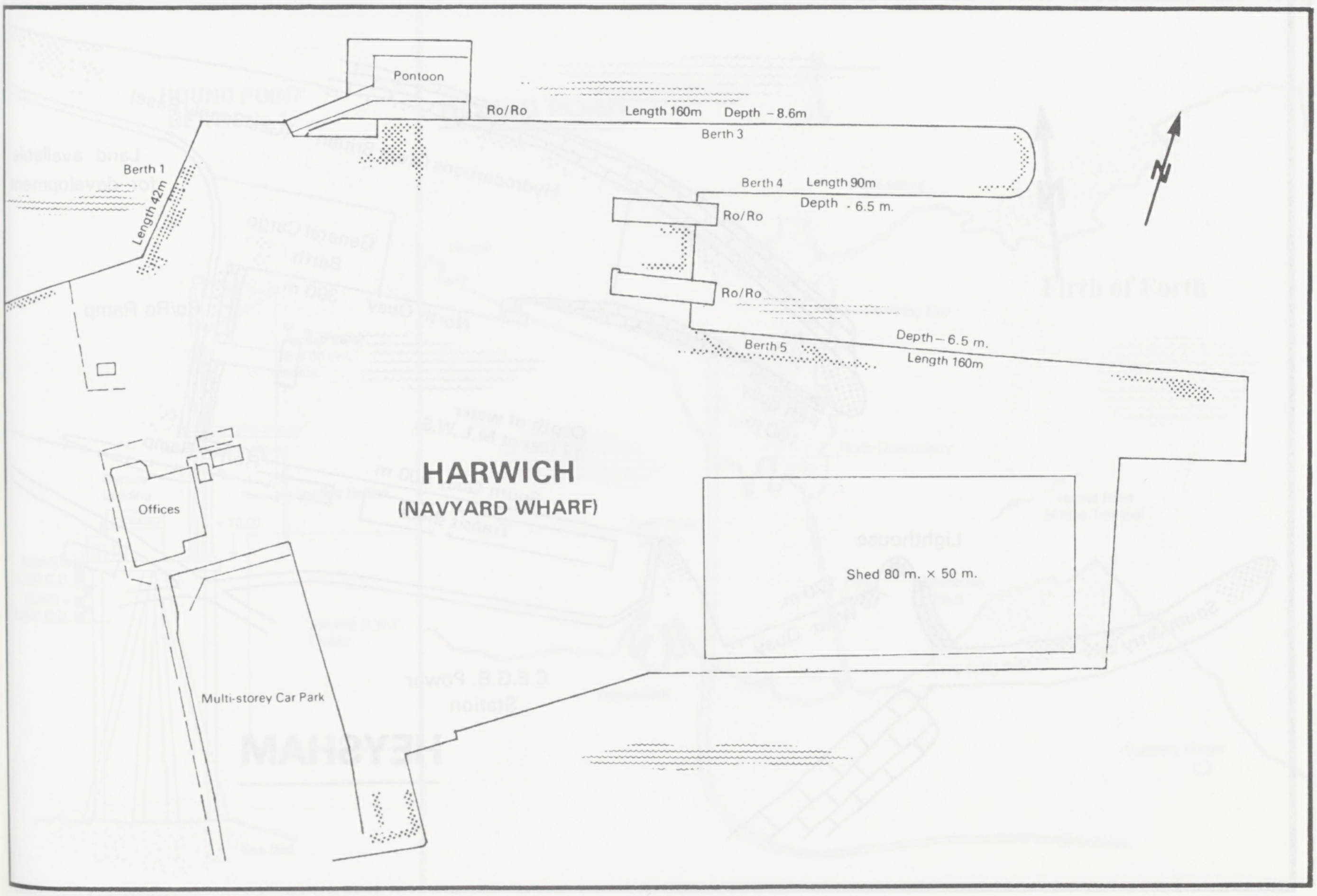

GREAT YARMOUTH
X
MARINE BASE
VENTUREFORTH
AMOCO (UK) CONSTRUCTION GROUP
B.P. MARINE BASE
SEA-MAR DIESEL
NORWELL
CECA
HALLIBURTON
H.M. COASTGUARD LOOKOUT
PORT CONTROL
NORTH PIER
SOUTH PIER
GT. YARMOUTH WAREHOUSING COMPANY AND G.Y. LINE (AGENCY) LTD.
FALCONGATE FREIGHT MANAGEMENT LTD.
PHILLIPS PETROLEUM
ZAPATA MARINE SERVICES (OFFSHORE MARINE)
ATLAS RO/RO TERMINAL
AMOCO (UK)
C.E.G.B. POWER STATION
SOUTH BEACH PARADE
BLOCK 'D' TRAILER PARK
TENTSIDE STORAGE YARD
SOUTH DENES ROAD
HARTMAN ROAD
C.E.G.B. QUAY
BUNKERING
B.P. BERTH
Ventureforth Quay
BRUSH QUAY
BRUSH BEND
QUAY ROAD
LIGHTHOUSE
R.N.L.I. LIFEBOAT
WEST QUAY
EAST QUAY
RIVERSIDE ROAD
HEWITT'S WHARF/MISSION QUAY
ADMIRALTY ROAD
BARRACK ROAD
SUTTON ROAD
SOUTH DENES ROAD
WAVISTONS ROAD
MAIN CROSS ROAD
SUFFLING ROAD
SALMON ROAD
SOUTH DENES ROAD
DARBY'S HARD
HIGH STREET
DOCK TAVERN LANE
BAKER STREET
PILOT STATION
FERRY
Woodgroup Quay
BOLLARD QUAY
GASHOUSE QUAY
MALTHOUSE QUAY
FERRY HILL
HIGH ROAD
SOUTHTOWN ROAD A12
QUEEN ANNE'S ROAD
ALPHA ROAD
BECCLES ROAD
A12
A143
Ventureforth
X
N
SCALE (APPROX) 7 INCHES TO 1 MILE

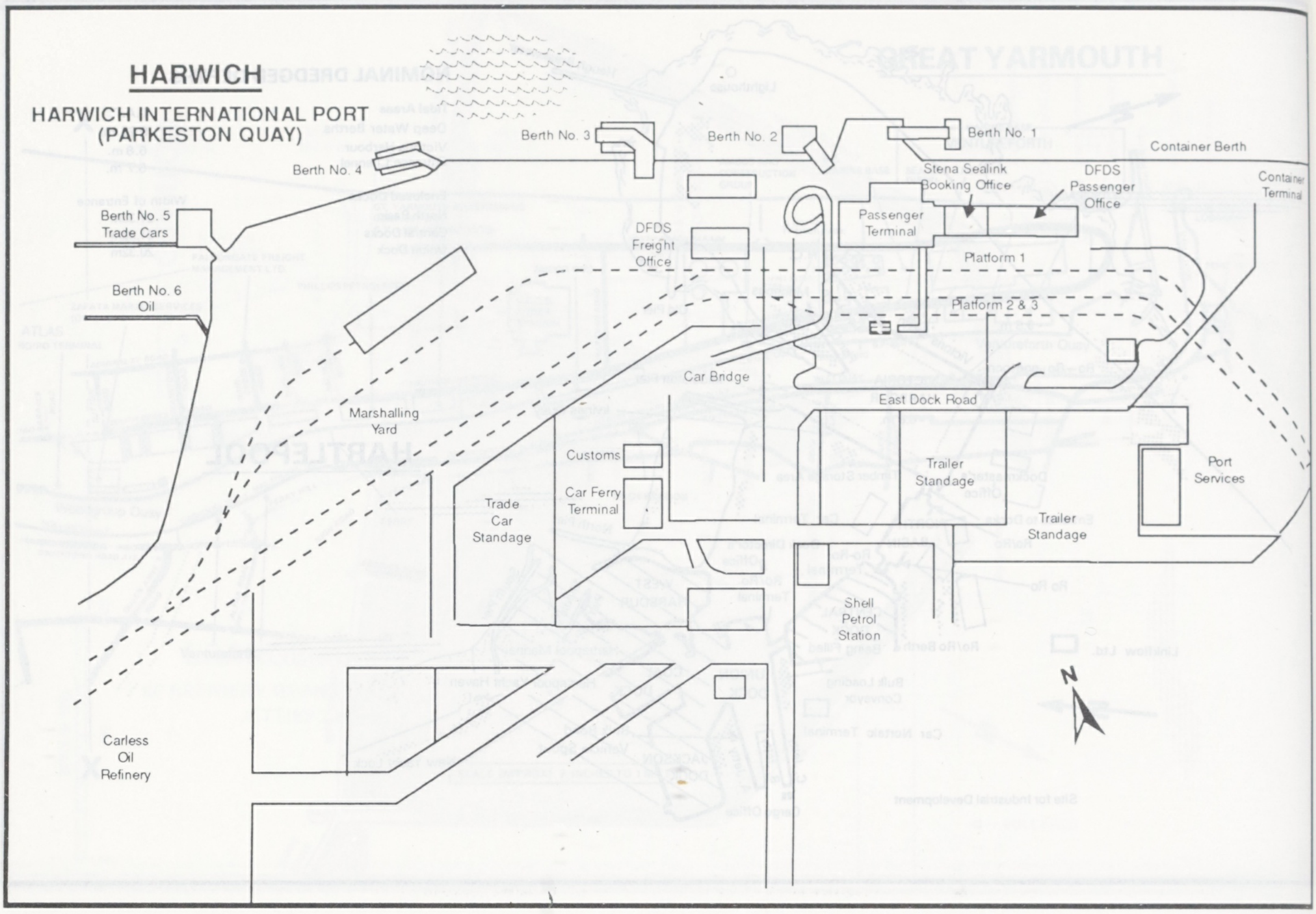

GRIMSBY
Locks
Ro/Ro Terminal
Lo/Lo Terminal
Ro/Ro Terminal
Royal Dock
1
2
3
4
5
6
7
8
9
10
11
12
Fish Docks
1
2
3
Slipways
Car Ferry Terminal
14
Alexandra Dock
Port office
Marina
N
0
500
SCALE OF METRES
Humber Bridge
River Humber
Grimsby Docks
LOCATION PLAN

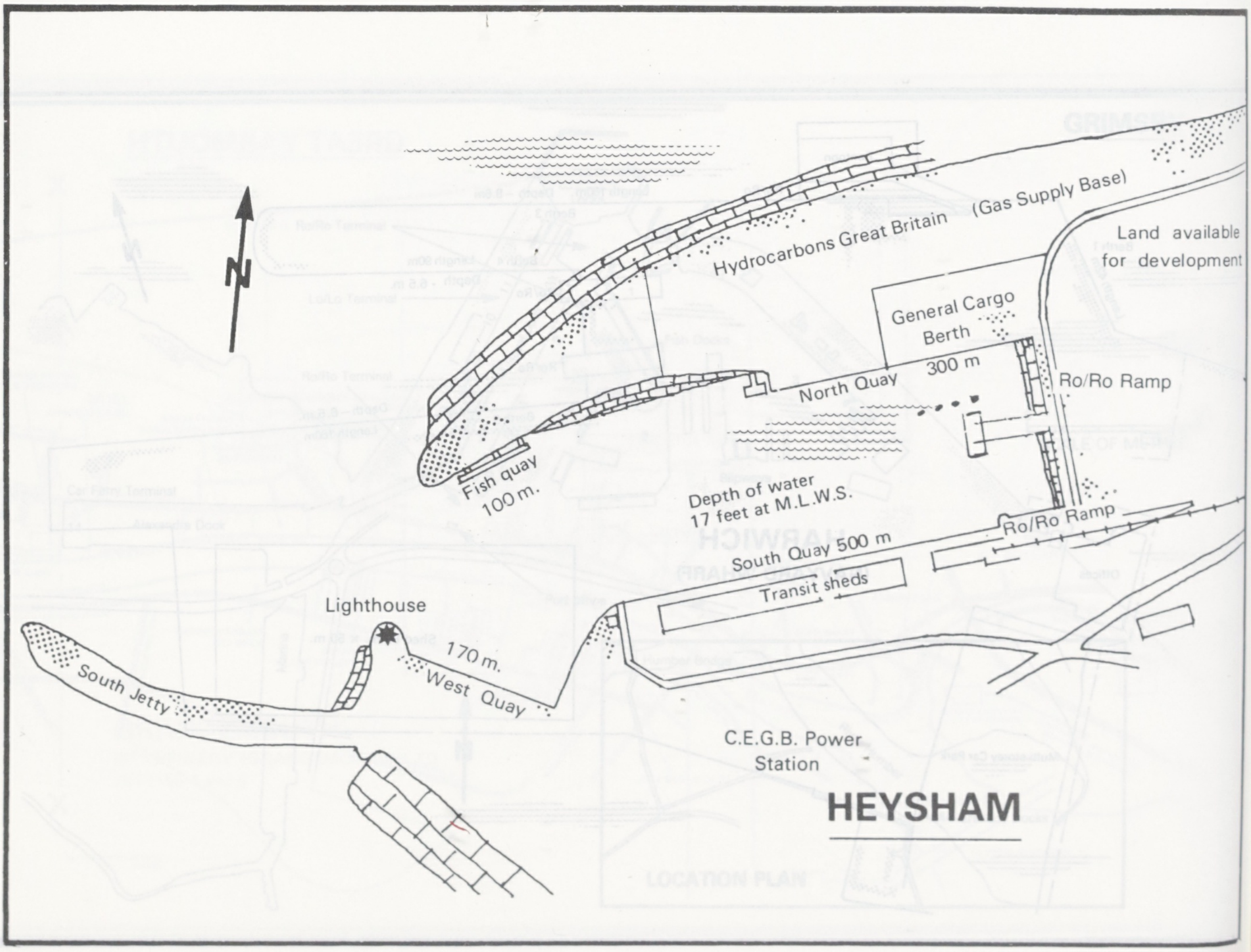

Heugh Breakwater
Lighthouse
T.H.C.
Moorings
Old Pier
Fish Quay
Victoria Berth
- 9.5 m.
Ro–Ro pontoon
VICTORIA
HARBOUR
- 6.8 m.
Middleton Pier
Irvines Quay
Timber Storage Area
Dockmaster's
Office
Entrance to Docks
NORTH
BASIN
Car Terminal
Ro/Ro
Ro-Ro
Terminal
Dock Director's
Office
Ro/Ro
Terminal
North Pier
Ro Ro
WEST
HARBOUR
Middle
Pier
South Pier
CENTRAL
DOCK
Being Filled
Linkflow Ltd.
Ro/Ro Berth
Hartlepool Marina
Bulk Loading
Conveyor
UNION
DOCK
COAL
DOCK
Hartlepool Yacht Haven
Car Nortalc Terminal
Bulk Road
Vehicle Spout
C. Jetty
B. Jetty
A. Jetty
JACKSON
DOCK
New Yacht Lock
Site for Industrial Development
Cargo Office
HARTLEPOOL

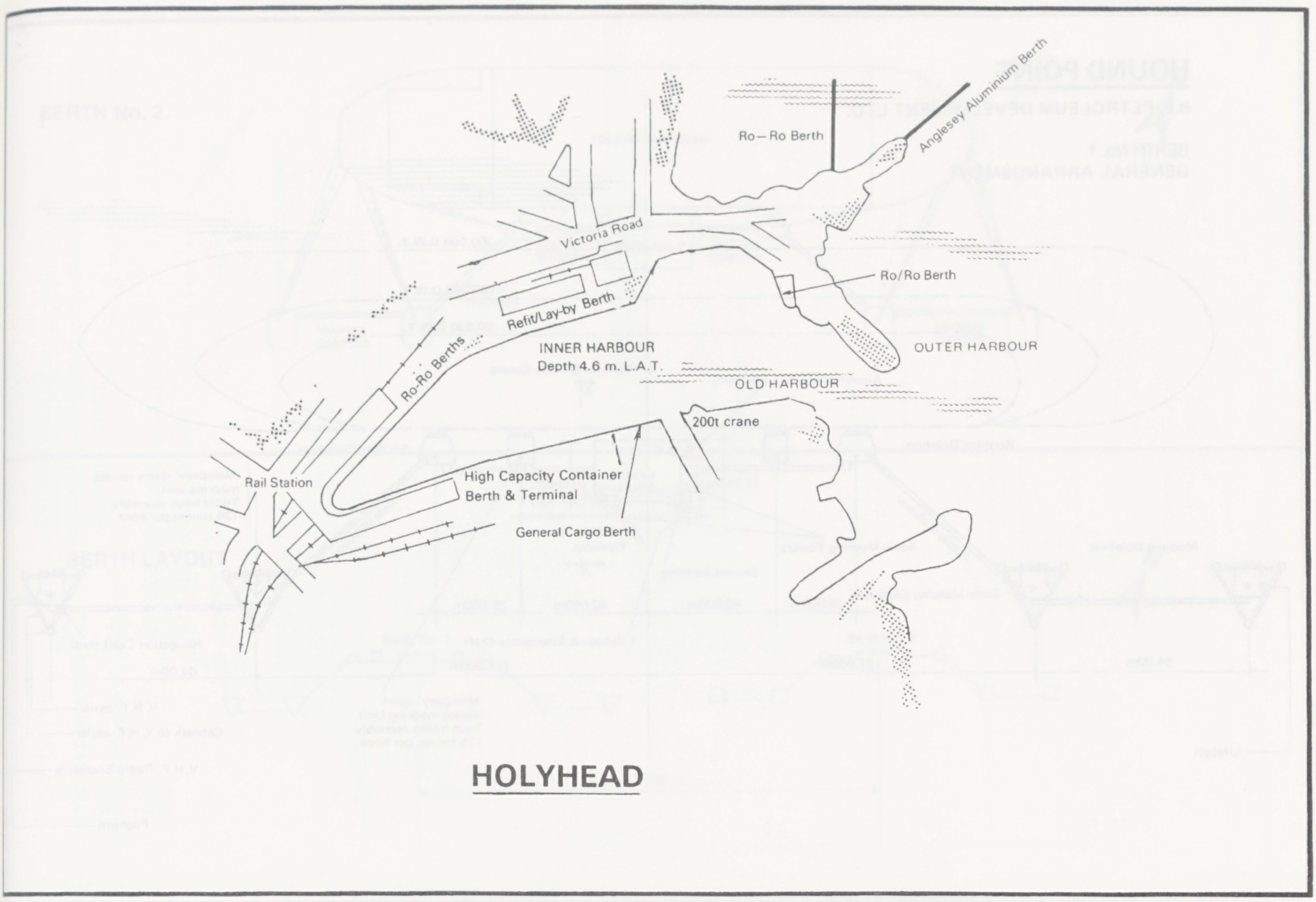
NOMINAL DREDGED DEPTHS

Tidal Areas	L.A.T.
Deep Water Berths	9.25 m.
Victoria Harbour	6.8 m.
Entrance Channel	5.7 m.
Enclosed Docks	Width of Entrance
North Basin	21.33m
Central Docks	21.33m
Union Dock	20.32m


Pontoon
Ro/Ro
Length 160m Depth - 8.6m
Berth 3
Berth 1
Length 42m
Berth 4 Length 90m
Depth - 6.5 m.
Ro/Ro
Ro/Ro
Berth 5
Depth – 6.5 m.
Length 160m
HARWICH
(NAVYARD WHARF)
Offices
Shed 80 m. × 50 m.
Multi-storey Car Park

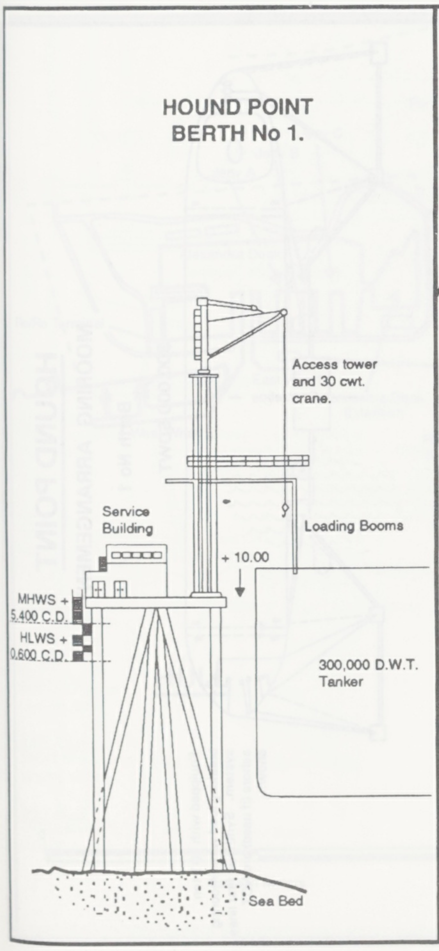

HARWICH
HARWICH INTERNATIONAL PORT
(PARKESTON QUAY)
Berth No. 4
Berth No. 3
Berth No. 2
Berth No. 1
Container Berth
Container Terminal
Stena Sealink Booking Office
DFDS Passenger Office
Passenger Terminal
DFDS Freight Office
Berth No. 5 Trade Cars
Berth No. 6 Oil
Platform 1
Platform 2 & 3
Car Bridge
East Dock Road
Marshalling Yard
Customs
Car Ferry Terminal
Trade Car Standage
Trailer Standage
Port Services
Trailer Standage
Shell Petrol Station
N
Carless Oil Refinery


N
Hydrocarbons Great Britain (Gas Supply Base)
Land available for development
General Cargo Berth
300 m
North Quay
Ro/Ro Ramp
Fish quay
100 m.
Depth of water
17 feet at M.L.W.S.
Ro/Ro Ramp
South Quay 500 m
Transit sheds
Lighthouse
170 m.
West Quay
South Jetty
C.E.G.B. Power Station
HEYSHAM



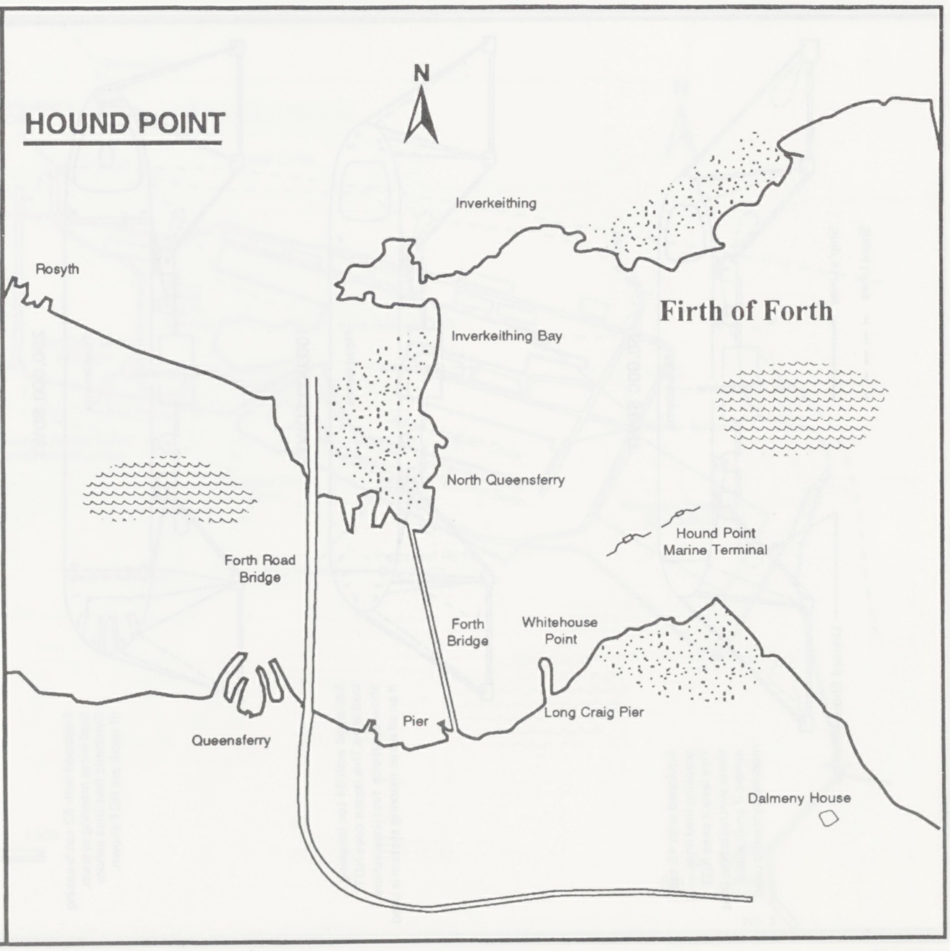
HOLYHEAD

Anglesey Aluminium Berth
Ro—Ro Berth
Victoria Road
Refit/Lay-by Berth
Ro/Ro Berth
Ro-Ro Berths
INNER HARBOUR
Depth 4.6 m. L.A.T.
OUTER HARBOUR
OLD HARBOUR
200t crane
Rail Station
High Capacity Container
Berth & Terminal
General Cargo Berth



HOUND POINT
BERTH No 1.

Access tower
and 30 cwt.
crane.
Service
Building
Loading Booms
+ 10.00
MHWS +
5.400 C.D.
HLWS +
0.600 C.D.
300,000 D.W.T.
Tanker
Sea Bed



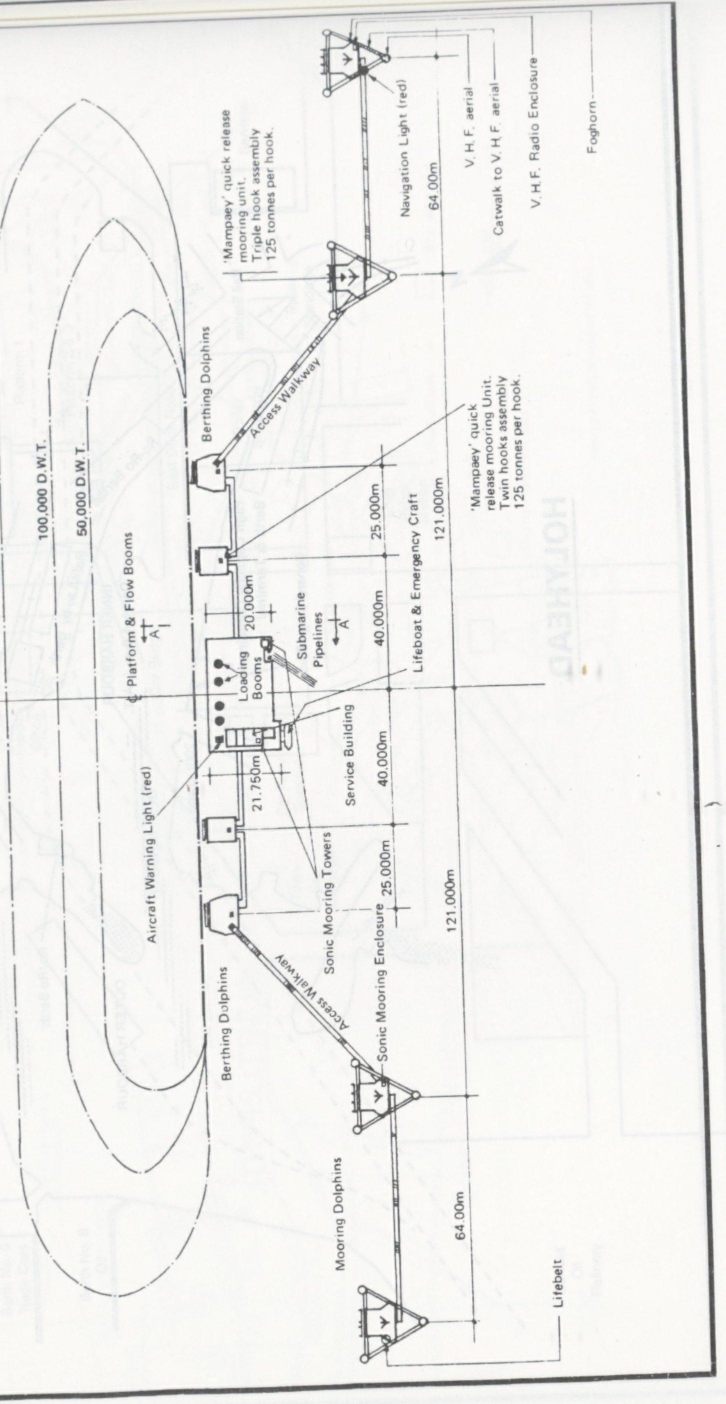
HOUND POINT

N
Inverkeithing
Rosyth
Firth of Forth
Inverkeithing Bay
North Queensferry
Hound Point
Marine Terminal
Forth Road
Bridge
Forth
Bridge
Whitehouse
Point
Long Craig Pier
Pier
Queensferry
Dalmeny House

HOUND POINT

B.P. PETROLEUM DEVELOPMENT LTD.

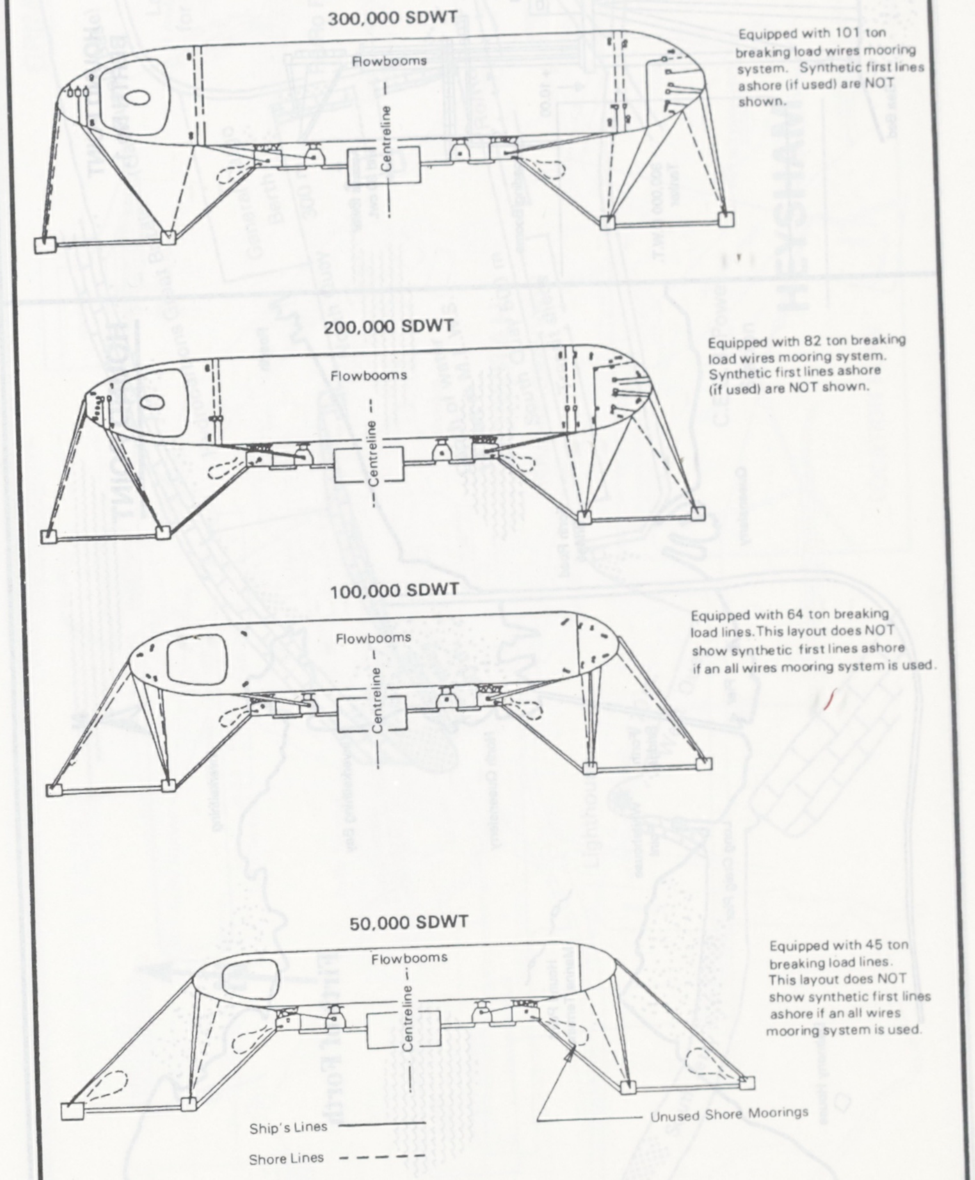
BERTH No. 1
GENERAL ARRANGEMENT


300,000 D.W.T.
100,000 D.W.T.
50,000 D.W.T.
Berthing Dolphins
Access Walkway
'Mampaey' quick release mooring unit. Triple hook assembly 125 tonnes per hook.
Navigation Light (red)
64.00m
V. H. F. aerial
Catwalk to V. H. F. aerial
V. H. F. Radio Enclosure
Foghorn
'Mampaey' quick release mooring Unit. Twin hooks assembly 125 tonnes per hook.
℄ Platform & Flow Booms
A
Loading Booms
20.000m
Submarine Pipelines
25.000m
40.000m
121.000m
Lifeboat & Emergency Craft
Service Building
21.750m
Aircraft Warning Light (red)
Sonic Mooring Towers
Sonic Mooring Enclosure
Berthing Dolphins
Access Walkway
Mooring Dolphins
Lifebelt

HOUND POINT

MOORING ARRANGEMENT

Berth No 1


300,000 SDWT

Equipped with 101 ton breaking load wires mooring system. Synthetic first lines ashore (if used) are NOT shown.

200,000 SDWT

Equipped with 82 ton breaking load wires mooring system. Synthetic first lines ashore (if used) are NOT shown.

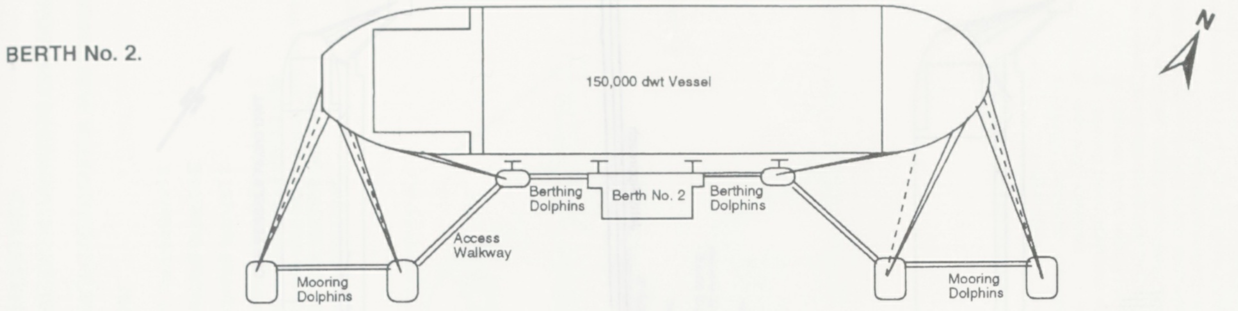
100,000 SDWT

Equipped with 64 ton breaking load lines. This layout does NOT show synthetic first lines ashore if an all wires mooring system is used.

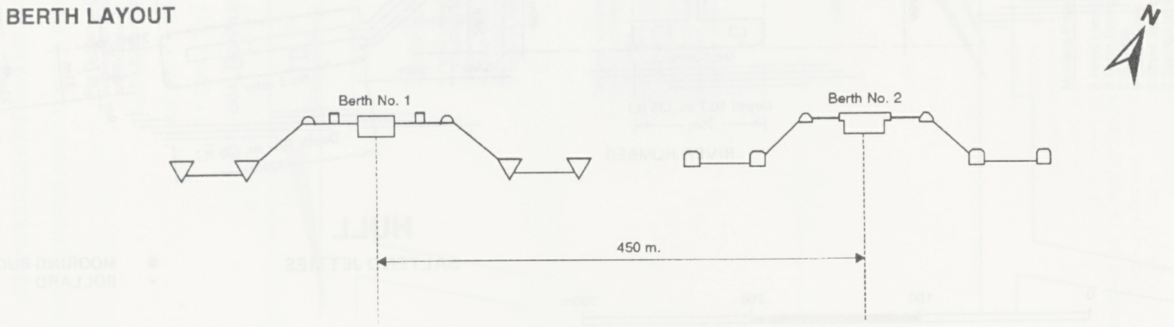
50,000 SDWT

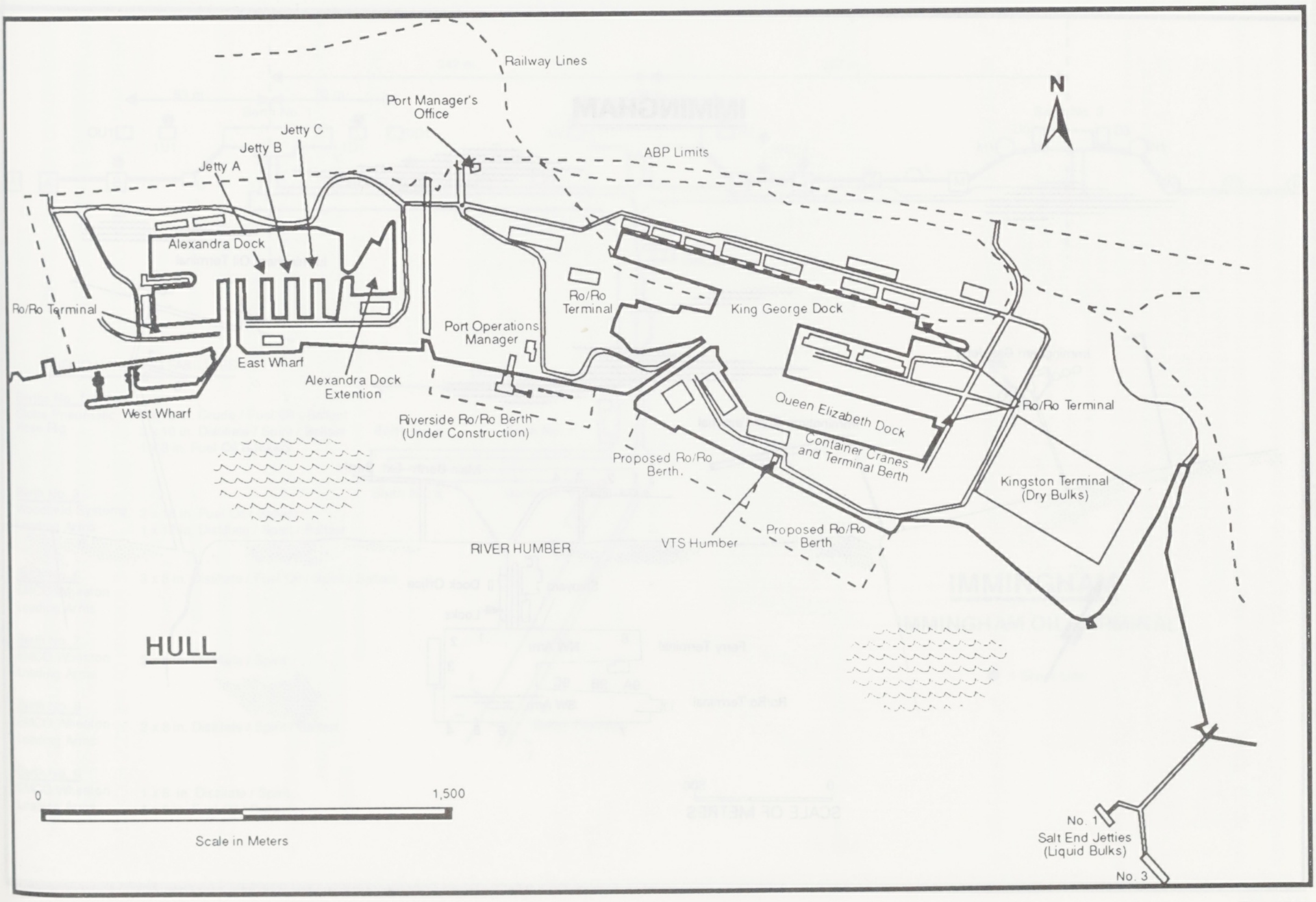
Equipped with 45 ton breaking load lines. This layout does NOT show synthetic first lines ashore if an all wires mooring system is used.

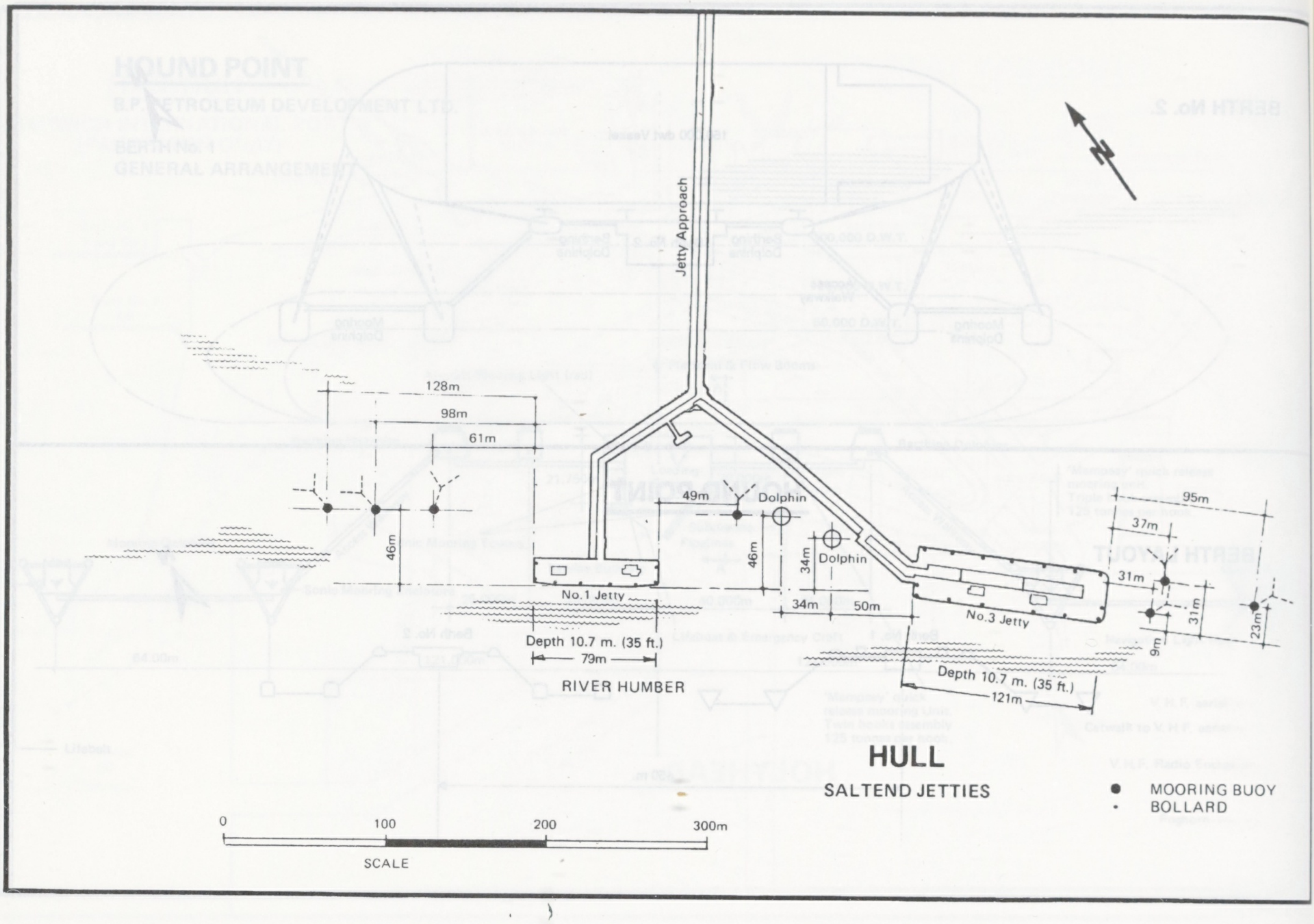
Flowbooms
Centreline
Unused Shore Moorings
Ship's Lines
Shore Lines

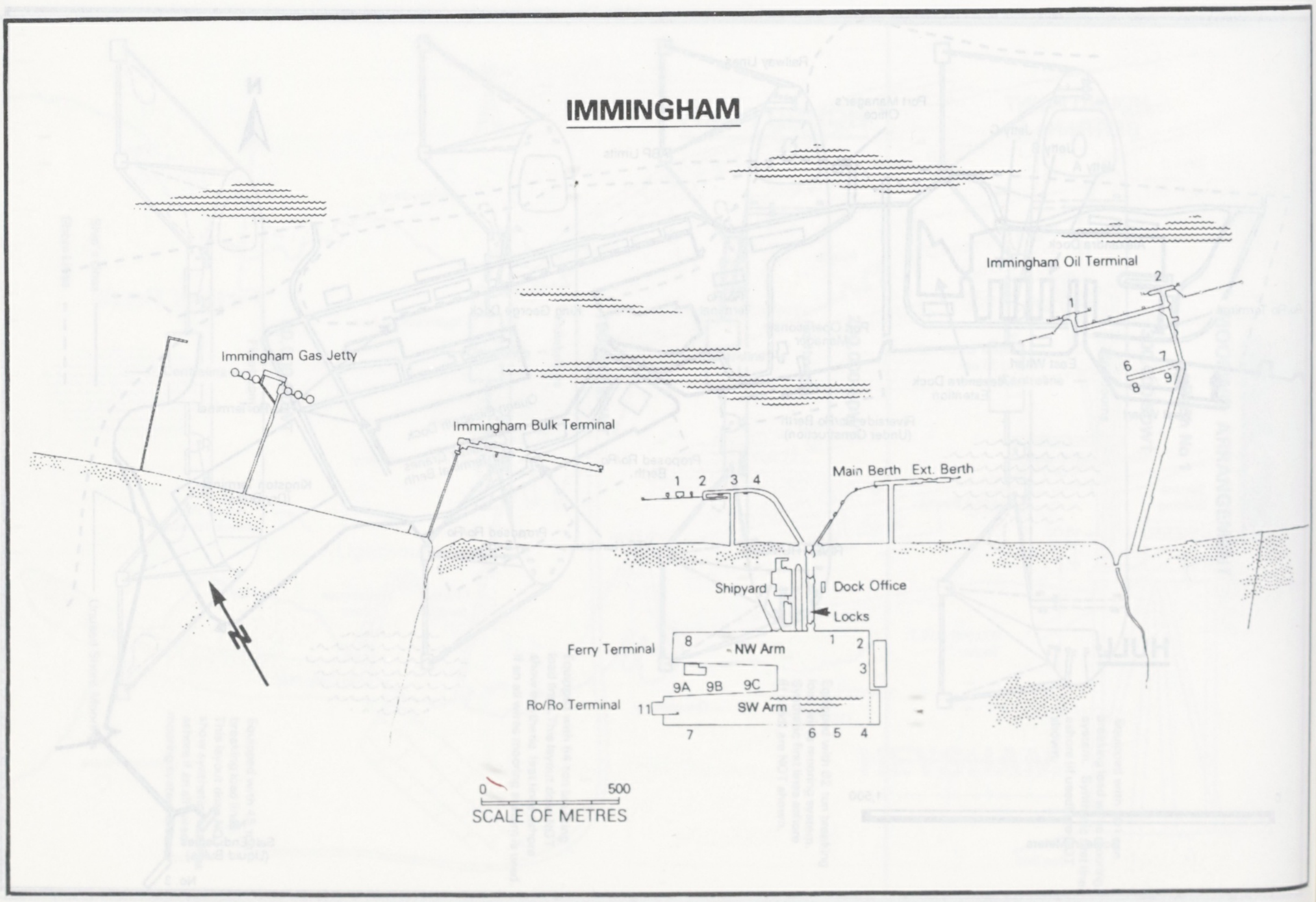

BERTH No. 2.
150,000 dwt Vessel
Berthing Dolphins
Berth No. 2
Berthing Dolphins
Access Walkway
Mooring Dolphins
Mooring Dolphins
N

HOUND POINT

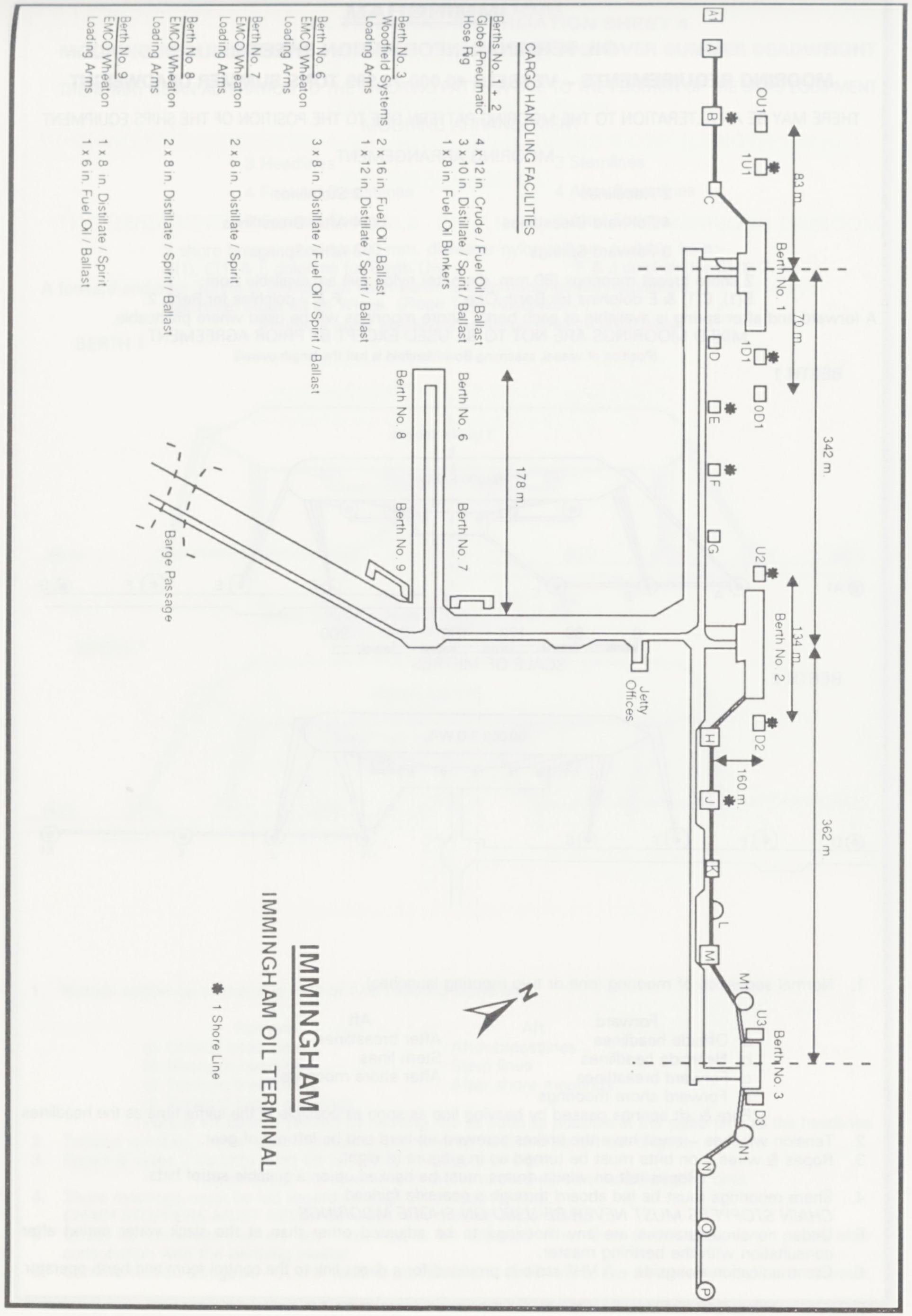

BERTH LAYOUT
N
Berth No. 1
Berth No. 2
450 m.


Railway Lines
Port Manager's Office
N
Jetty C
Jetty B
Jetty A
ABP Limits
Alexandra Dock
Ro/Ro Terminal
Ro/Ro Terminal
King George Dock
Port Operations Manager
East Wharf
Alexandra Dock Extention
West Wharf
Riverside Ro/Ro Berth (Under Construction)
Queen Elizabeth Dock
Container Cranes and Terminal Berth
Ro/Ro Terminal
Proposed Ro/Ro Berth.
Kingston Terminal (Dry Bulks)
VTS Humber
Proposed Ro/Ro Berth
RIVER HUMBER
HULL
0
1,500
Scale in Meters
No. 1
Salt End Jetties (Liquid Bulks)
No. 3


Jetty Approach
128m
98m
61m
46m
49m
Dolphin
46m
34m
Dolphin
No.1 Jetty
34m
50m
Depth 10.7 m. (35 ft.)
79m
RIVER HUMBER
No.3 Jetty
95m
37m
31m
31m
9m
23m
Depth 10.7 m. (35 ft.)
121m
HULL
SALTEND JETTIES
● MOORING BUOY
· BOLLARD
0
100
200
300m
SCALE


IMMINGHAM
Immingham Gas Jetty
Immingham Bulk Terminal
1
2
3
4
Main Berth
Ext. Berth
Immingham Oil Terminal
1
2
6
7
8
9
Shipyard
Dock Office
Locks
Ferry Terminal
8
NW Arm
1
2
3
9A
9B
9C
Ro/Ro Terminal
11
SW Arm
7
6
5
4
0
500
SCALE OF METRES

IMMINGHAM OIL TERMINAL


IMMINGHAM
A
B
C
D
E
F
G
H
J
K
L
M
M1
N
N1
O
P
OU1
1U1
1D1
0D1
U2
D2
U3
D3
83 m
70 m
342 m
178 m
134 m
160 m
362 m
Berth No. 1
Berth No. 2
Berth No. 3
Berth No. 6
Berth No. 7
Berth No. 8
Berth No 9
Barge Passage
Jetty Offices
N
✱ 1 Shore Line

CARGO HANDLING FACILITIES

Berths No. 1 + 2 Globe Pneumatic Hose Rig	4 x 12 in. Crude / Fuel Oil / Ballast 3 x 10 in. Distillate / Spirit / Ballast 1 x 8 in. Fuel Oil Bunkers
Berth No. 3 Woodfield Systems Loading Arms	2 x 16 in. Fuel Oil / Ballast 1 x 12 in. Distillate / Spirit / Ballast
Berth No. 6 EMCO Wheaton Loading Arms	3 x 8 in. Distillate / Fuel Oil / Spirit / Ballast
Berth No. 7 EMCO Wheaton Loading Arms	2 x 8 in. Distillate / Spirit
Berth No. 8 EMCO Wheaton Loading Arms	2 x 8 in. Distillate / Spirit / Ballast
Berth No. 9 EMCO Wheaton Loading Arms	1 x 8 in. Distillate / Spirit 1 x 6 in. Fuel Oil / Ballast

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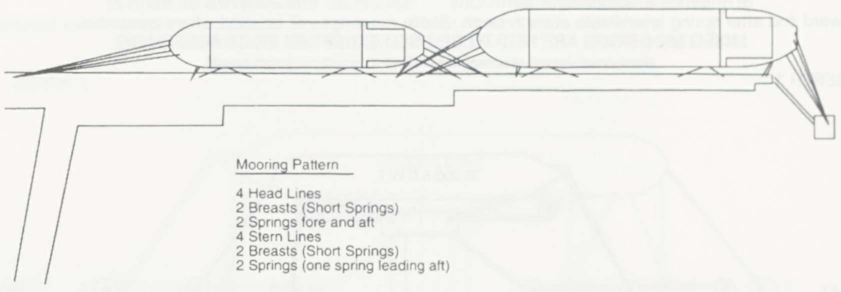
IMMINGHAM
BULK TERMINAL
MOORING GUIDE

For Guidance Only :
Immingham Bulk Terminal cannot be held responsible for ineffectually moored vessels. This is the responsibility of the Master.

COAL VESSELS 30,000 DWT

ORE VESSELS 75,000 DWT

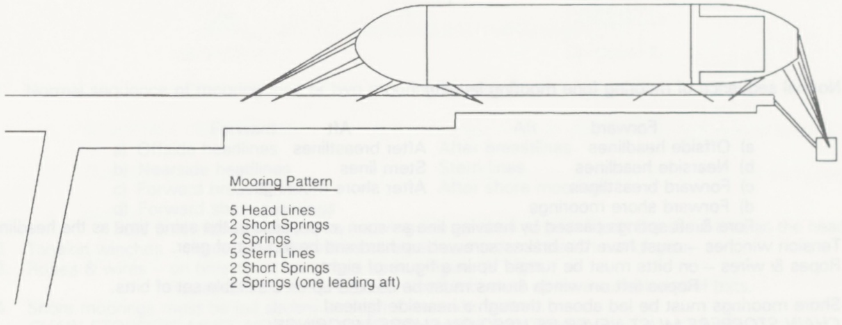


Mooring Pattern

- 4 Head Lines
- 2 Breasts (Short Springs)
- 2 Springs fore and aft
- 4 Stern Lines
- 2 Breasts (Short Springs)
- 2 Springs (one spring leading aft)

1. Tension winches should be checked at each turn of tide.
2. Ropes and wires should be kept tight, particularly at L.W. slack.
3. Advice on mooring, tugs, weather conditions etc, is available from the Jetty Control Office.
4. Ore vessels must at all times have an aft leading spring which must be kept tight so as to prevent any movement along berth.
5. Tugs are at the discretion of Master and Pilot(s).

ORE VESSELS 100,000 DWT



Mooring Pattern

- 5 Head Lines
- 2 Short Springs
- 2 Springs
- 5 Stern Lines
- 2 Short Springs
- 2 Springs (one leading aft)

IMMINGHAM

OIL TERMINAL INFORMATION SHEET 1

MOORING REQUIREMENTS – VESSELS 20,000-39,999 TONS SUMMER DEADWEIGHT

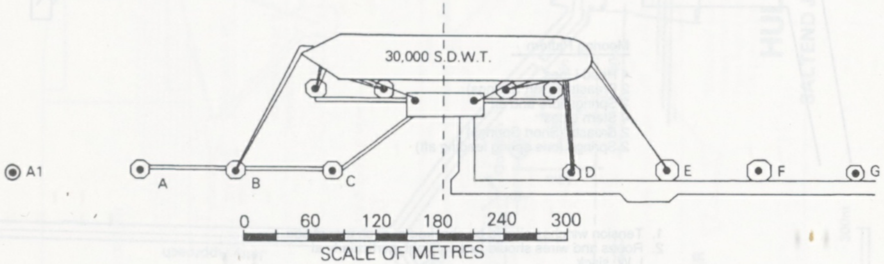
THERE MAY BE AN ALTERATION TO THE MOORING PATTERN DUE TO THE POSITION OF THE SHIPS EQUIPMENT

MOORING ARRANGEMENT

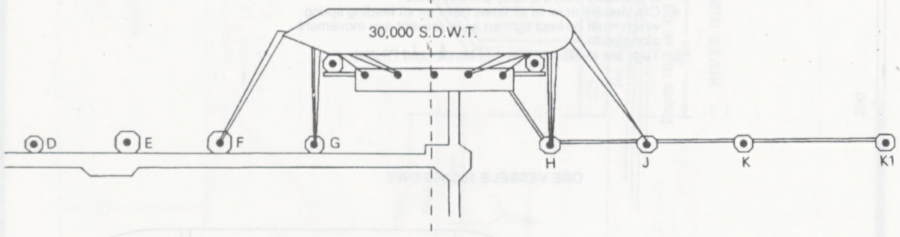
2 Headlines	2 Sternlines
3 Forward Breastlines	3 After Breastlines
3 Forward Springs	3 After Springs

2 shore breast moorings (80 mm. diameter nylon tail) are available from:-
B(1), C(1) & E dolphins for Berth One F & J dolphins for Berth 2.
A forward and after spring is available at each berth. Shore moorings will be used where practcable.
MIXED MOORINGS ARE NOT TO BE USED EXCEPT BY PRIOR AGREEMENT
(Position of vessel, assuming Bow/Manifold is half the length overall)

BERTH 1



BERTH 2



1. Normal sequence of mooring (one mooring launch)

Forward	Aft
a) Offside headlines	After breastlines
b) Nearside headlines	Stern lines
c) Forward breastlines	After shore moorings
d) Forward shore moorings	

Fore & aft springs passed by heaving line as soon as possible at the same time as the headlines

2. Tension winches – must have the brakes screwed up hard and be left out of gear.
3. Ropes & wires – on bitts must be turned up in a figure of eight.
   Ropes left on winch drums must be backed up on a suitable set of bitts.
4. Shore moorings must be led aboard through a nearside fairlead.
   CHAIN STOPPERS MUST NEVER BE USED ON SHORE MOORINGS
5. Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the berthing master.
6. Communication alongside – A VHF radio is provided for a direct link to the control room and berth operator.

IMMINGHAM

OIL TERMINAL INFORMATION SHEET 2

MOORING REQUIREMENTS – VESSELS 40,000-79,999 TONS SUMMER DEADWEIGHT

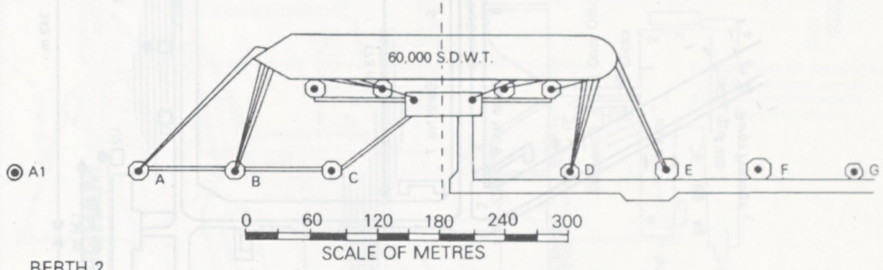
THERE MAY BE AN ALTERATION TO THE MOORING PATTERN DUE TO THE POSITION OF THE SHIPS EQUIPMENT

MOORING ARRANGEMENT

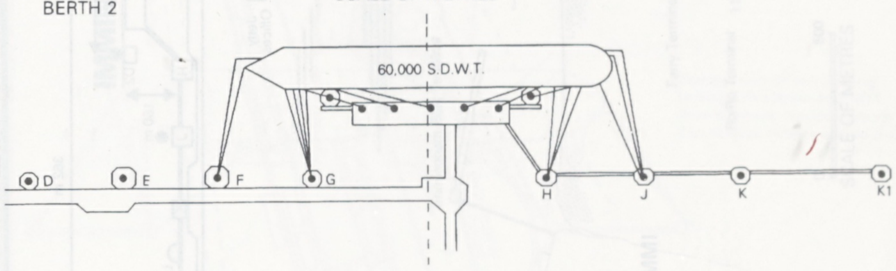
2 Headlines	2 Sternlines
4 Forward Breastlines	4 After Breastlines
3 Forward Springs	3 After Springs

2 shore breast moorings (80 mm. diameter nylon tail) are available from:-
B(1), C(1) & E dolphins for Berth One F & J dolphins for Berth 2.
A forward and after spring is available at each berth. Shore moorings will be used where practcable.
MIXED MOORINGS ARE NOT TO BE USED EXCEPT BY PRIOR AGREEMENT
(Position of vessel, assuming Bow/Manifold is half the length overall)

BERTH 1



BERTH 2



1. Normal sequence of mooring (one or two mooring launches)

Forward	Aft
a) Offside headlines	After breastlines
b) Nearside headlines	Stern lines
c) Forward breastlines	After shore moorings
d) Forward shore moorings	

Fore & aft springs passed by heaving line as soon as possible at the same time as the headlines

2. Tension winches – must have the brakes screwed up hard and be left out of gear.
3. Ropes & wires – on bitts must be turned up in a figure of eight.
   Ropes left on winch drums must be backed up on a suitable set of bitts.
4. Shore moorings must be led aboard through a nearside fairlead.
   CHAIN STOPPERS MUST NEVER BE USED ON SHORE MOORINGS
5. Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the berthing master.
6. Communication alongside – A VHF radio is provided for a direct link to the control room and berth operator.

IMMINGHAM
OIL TERMINAL INFORMATION SHEET 4
MOORING REQUIREMENTS – VESSELS 150,000 TONS AND OVER SUMMER DEADWEIGHT

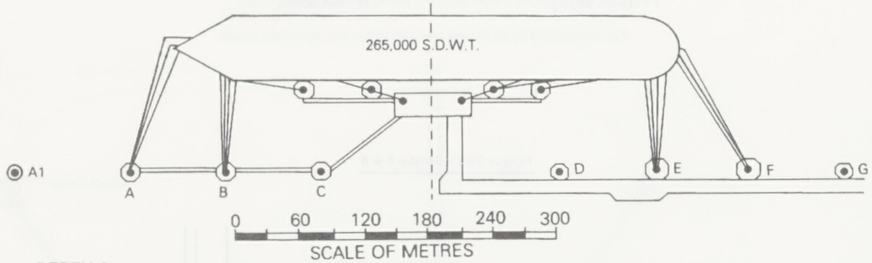
THERE MAY BE AN ALTERATION TO THE MOORING PATTERN DUE TO THE POSITION OF THE SHIPS EQUIPMENT

MOORING ARRANGEMENT

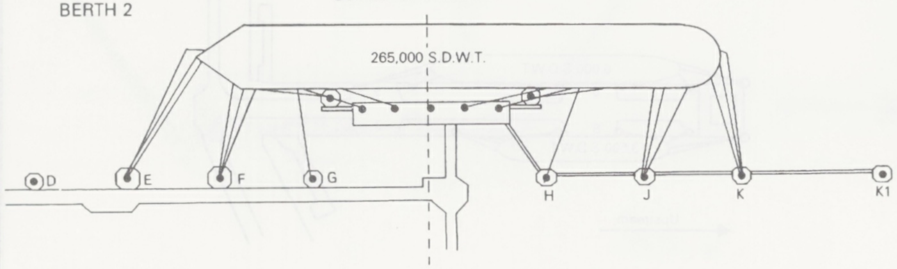
3 Headlines	3 Sternlines
4 Forward Breastlines	4 After Breastlines
3 Forward Springs	3 After Springs

2 shore breast moorings (80 mm. diameter nylon tail) are available from:-
B(1), C(1) & E dolphins for Berth One F & J dolphins for Berth 2.
A forward and after spring is available at each berth. Shore moorings are mandatorv.
Moorings Must all be Wires (Rope Tails Accepted)
(Position of vessel, assuming Bow/Manifold is half the length overall)

BERTH 1



BERTH 2



1. Normal sequence of mooring (one or two mooring launches)

Forward	Aft
a) Offside headlines	After breastlines
b) Nearside headlines	Stern lines
c) Forward breastlines	After shore moorings
d) Forward shore moorings	

Fore & aft springs passed by heaving line as soon as possible at the same time as the headlines

2. Tension winches – must have the brakes screwed up hard and be left out of gear.
3. Ropes & wires – on bitts must be turned up in a figure of eight.
   Ropes left on winch drums must be backed up on a suitable set of bitts.
4. Shore moorings must be led aboard through a nearside fairlead.
   CHAIN STOPPERS MUST NEVER BE USED ON SHORE MOORINGS
5. Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the berthing master.
6. Communication alongside – A VHF radio is provided for a direct link to the control room and berth operator.

IMMINGHAM
OIL TERMINAL INFORMATION SHEET 3
MOORING REQUIREMENTS – VESSELS 80,000-149,999 TONS SUMMER DEADWEIGHT

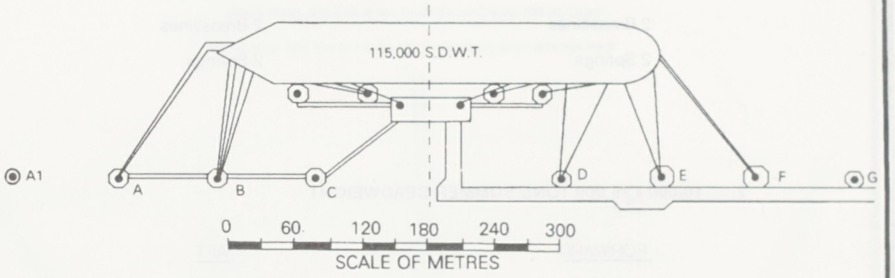
THERE MAY BE AN ALTERATION TO THE MOORING PATTERN DUE TO THE POSITION OF THE SHIPS EQUIPMENT

MOORING ARRANGEMENT

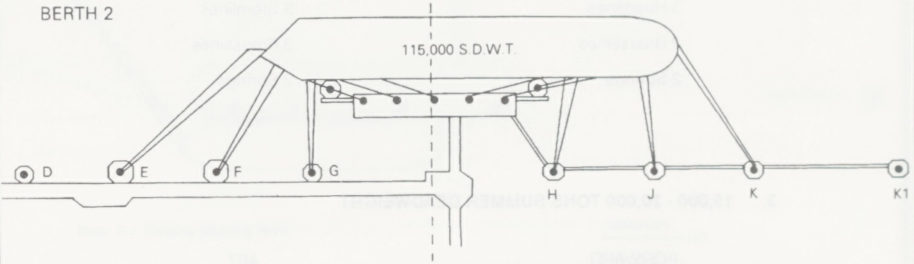
2 Headlines	2 Sternlines
4 Forward Breastlines	4 After Breastlines
3 Forward Springs	3 After Springs

2 shore breast moorings (80 mm. diameter nylon tail) are available from:-
B(1), C(1) & E dolphins for Berth One F & J dolphins for Berth 2.
A forward and after spring is available at each berth. Shore moorings are mandatory.
MIXED MOORINGS ARE NOT TO BE USED EXCEPT BY PRIOR AGREEMENT
(Position of vessel, assuming Bow/Manifold is half the length overall)

BERTH 1



BERTH 2



1. Normal sequence of mooring (one or two mooring launches)

Forward	Aft
a) Offside headlines	After breastlines
b) Nearside headlines	Stern lines
c) Forward breastlines	After shore moorings
d) Forward shore moorings	

Fore & aft springs passed by heaving line as soon as possible at the same time as the headlines

2. Tension winches – must have the brakes screwed up hard and be left out of gear.
3. Ropes & wires – on bitts must be turned up in a figure of eight.
   Ropes left on winch drums must be backed up on a suitable set of bitts.
4. Shore moorings must be led aboard through a nearside fairlead.
   CHAIN STOPPERS MUST NEVER BE USED ON SHORE MOORINGS
5. Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the berthing master.
6. Communication alongside – A VHF radio is provided for a direct link to the control room and berth operator.

IMMINGHAM

IMMINGHAM OIL TERMINAL
INFORMATION SHEET 5
MOORING REQUIREMENTS

1. 4,000 - 10,000 TONS SUMMER DEADWEIGHT

FORWARD	AFT
2 Headlines	2 Sternlines
2 Breastlines	2 Breastlines
2 Springs	2 Springs

2. 10,000 - 15,000 TONS SUMMER DEADWEIGHT

FORWARD	AFT
3 Headlines	3 Sternlines
2 Breastlines	2 Breastlines
2 Springs	2 Springs

3. 15,000 - 20,000 TONS SUMMER DEADWEIGHT

FORWARD	AFT
2 Headlines	2 Sternlines
3 Breastlines	3 Breastlines
3 Springs	3 Springs

There may be an alteration to the mooring pattern due to the position of the ship's equipment

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IMMINGHAM

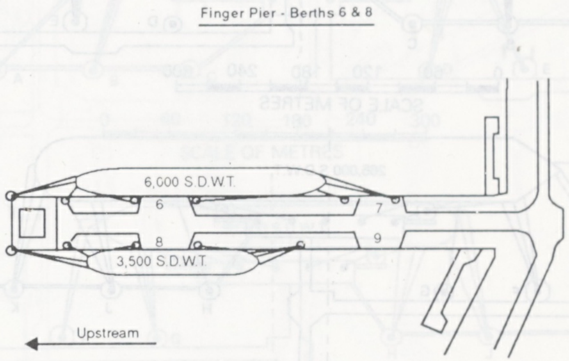
IMMINGHAM OIL TERMINAL
INFORMATION SHEET 6

MOORING REQUIREMENTS - VESSELS 3,500 - 6,000 TONS SUMMER DEADWEIGHT

THERE MAY BE AN ALTERATION TO THE MOORING PATTERN DUE TO THE POSITION OF THE SHIP'S EQUIPMENT

MOORING ARRANGEMENT

3 Headlines	3 Sternlines
1 Forward Spring	1 After Spring



1.	SEQUENCE OF MOORING	At the direction of the MASTER/PILOT/BERTHING MASTER
2.	TENSION WINCHES	Should have the brakes screwed up hard and left out of gear
3.	ROPES AND WIRES	On bitts should be turned up in a figure of eight
4.	EXTREME CAUTION	Must be exercised when tending moorings
5.	ADJUSTMENT OF MOORINGS MUST ONLY BE MADE AFTER CONSULTATION WITH THE BERTHING MASTER	

IMMINGHAM

SOUTH KILLINGHOLME JETTY

INFORMATION SHEET 8

MOORING REQUIREMENTS - L.P.G. VESSELS 6,000 TONS S.DWT (LENGTH 100 m.)

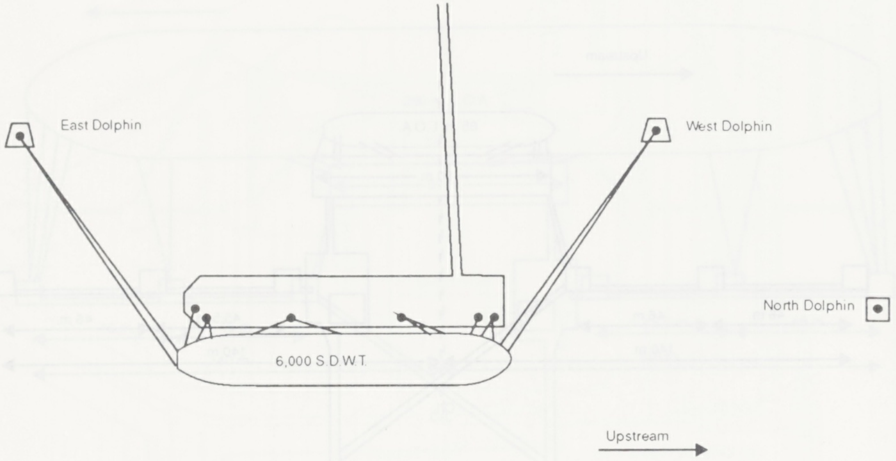
MOORING ARRANGEMENT

2 Headlines	2 Sternlines
3 Forward Breastlines	3 After Breastlines
2 Forward Springs	2 After Springs

2 Shore moorings (40 mm. Diameter Nylon Tail) are available from East and West Dolphins, which will be used if necessary

Ship's Head and Sternlines must be minimum 100 m. Long

Mixed Moorings are not to be used except by prior arrangement



Position of Vessel, assuming Bow/Manifold is half the length overall.

1. SEQUENCE OF MOORING — At the direction of the MASTER/PILOT/BERTHING MASTER
2. TENSION WINCHES — Should have the brakes screwed hard and be left out of gear
3. ROPES AND WIRES — On bitts should be turned up in a figure of eight
4. SHORE MOORINGS — Must be led aboard through a near side fairlead
CHAIN STOPPERS SHOULD NEVER BE USED ON SHORE MOORINGS
5. EXTREME CAUTION — Must be exercised when tending moorings and adjustments should not normally be made without reference to the DUTY BERTHING MASTER
6. COMMUNICATION ALONGSIDE — Direct link to the Jetty Head Shelter on private radio is available on request from the Berthing Master on arrival

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IMMINGHAM

SOUTH KILLINGHOLME JETTY

INFORMATION SHEET 7

MOORING REQUIREMENTS - L.P.G. VESSELS 2,000 TONS S.DWT (LENGTH 80 m.)

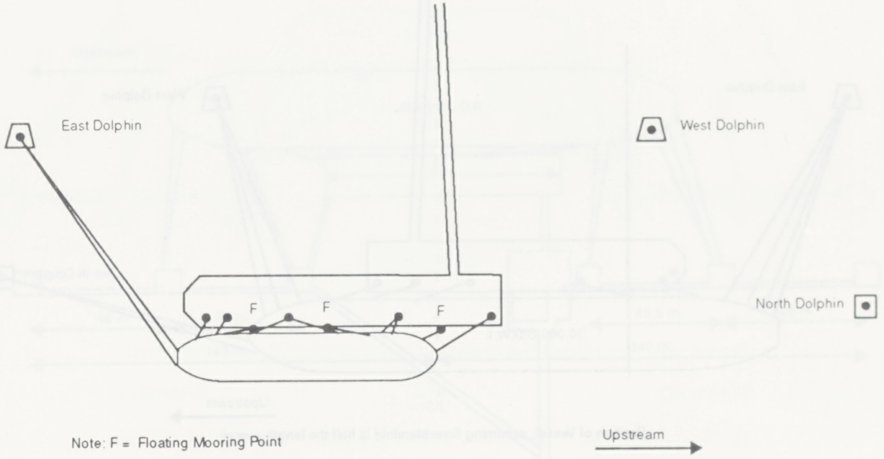
MOORING ARRANGEMENT

2 Headlines	2 Sternlines
2 Forward Breastlines	2 After Breastlines
2 Forward Springs	2 After Springs

2 Shore Moorings (40 mm. Diameter Nylon Tail) are available from East and West Dolphins, which will be used if necessary

Ship's Head and Sternlines must be minimum 100 m. Long

Mixed moorings are not to be used except by prior arrangement



Note: F = Floating Mooring Point

Position of Vessel, assuming Bow/Manifold is half the length overall.

1. SEQUENCE OF MOORING — At the direction of the MASTER/PILOT/BERTHING MASTER
2. TENSION WINCHES — Should have the brakes screwed hard and be left out of gear
3. ROPES AND WIRES — On bitts should be turned up in a figure of eight
4. SHORE MOORINGS — Must be led aboard through a near side fairlead
CHAIN STOPPERS SHOULD NEVER BE USED ON SHORE MOORINGS
5. EXTREME CAUTION — Must be exercised when tending moorings and adjustments should not normally be made without reference to the DUTY BERTHING MASTER
6. COMMUNICATION ALONGSIDE — Direct link to the Jetty Head Shelter on private radio is available on request from the Berthing Master on arrival

IMMINGHAM

SOUTH KILLINGHOLME JETTY

INFORMATION SHEET 9

MOORING REQUIREMENTS - VESSELS 30,000 TONS S.DWT (LENGTH 170 m.)

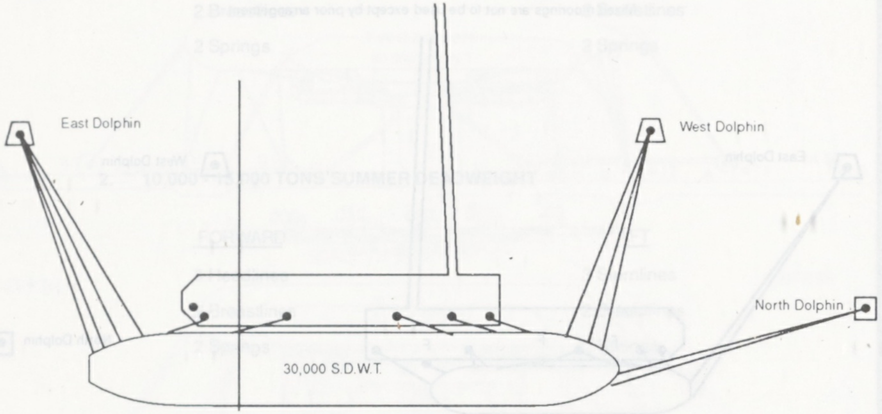
MOORING ARRANGEMENT

2 Headlines	
3 Forward Breastlines	4 After Breastlines
3 Forward Springs	2 After Springs

2 Shore Moorings (40 mm. Diameter Nylon Tail) are available from East and West Dolphins, which will be used if necessary

Ship's Head and Sternlines must be minimum 100 m. Long

Mixed Moorings are not to be used except by prior arrangement



Position of Vessel, assuming Bow/Manifold is half the length overall

1. SEQUENCE OF MOORING. (One Mooring Launch)

FORWARD	AFT
(a) Offside Headlines	After Breastlines
(b) Nearside Headlines	After Shore Moorings (if required)
(c) Forward Breastlines	
(d) For'd Shore Moorings (if required)	

2.	TENSION WINCHES	Should have the brakes screwed hard and be left out of gear
3.	ROPES AND WIRES	On bitts should be turned up in a figure of eight
4.	SHORE MOORINGS	Must be led aboard through a near side fairlead CHAIN STOPPERS SHOULD NEVER BE USED ON SHORE MOORINGS
5.	EXTREME CAUTION	Must be exercised when tending moorings and adjustments should not normally be made without reference to the DUTY BERTHING MASTER
6.	COMMUNICATION ALONGSIDE	Direct link to the Jetty Head Shelter on private radio is available on request from the Berthing Master on arrival

UNITED KINGDOM

IMMINGHAM

IMMINGHAM GAS TERMINAL

INFORMATION SHEET 10

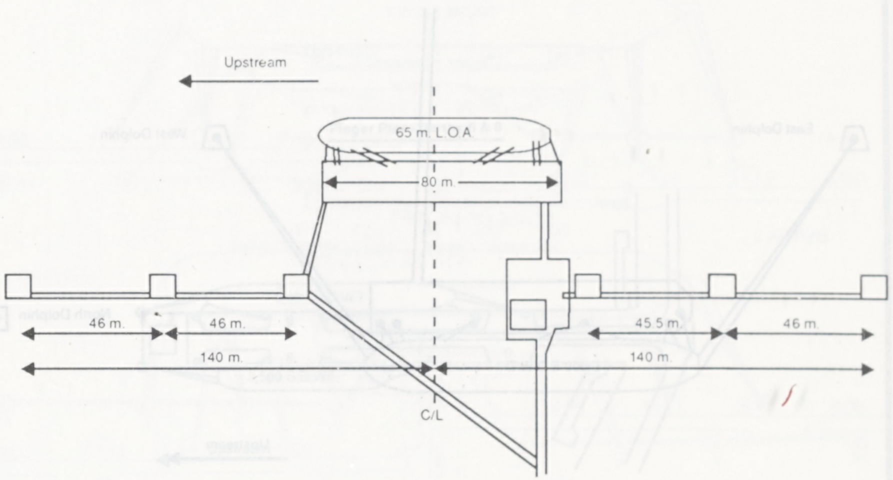
MOORING REQUIREMENTS - VESSELS 1,000 CUBIC METERS (LENGTH 65 m.)

MOORING ARRANGEMENT

1 Headline	1 Sternline
2 Forward Breastlines	2 After Breastlines
2 Forward Springs	2 After Springs

2 Shore Springs are available which will be used if necessary

Mixed Moorings are not to be used except by prior arrangement



Position of Vessel, assuming Bow/Manifold is half the length overall

1.	SEQUENCE OF MOORING	At the direction of the MASTER/PILOT/BERTHING MASTER
2.	TENSION WINCHES	Should have the brakes screwed hard and be left out of gear
3.	ROPES AND WIRES	On bitts should be turned up in a figure of eight
4.	SHORE MOORINGS	Must be led aboard through a near side fairlead CHAIN STOPPERS SHOULD NEVER BE USED ON SHORE MOORINGS
5.	EXTREME CAUTION	Must be exercised when tending moorings and adjustments should not normally be made without reference to the DUTY BERTHING MASTER
6.	COMMUNICATION ALONGSIDE	Direct link to the Jetty Head Shelter on private radio is available on request from the Berthing Master on arrival

IMMINGHAM

IMMINGHAM GAS TERMINAL

INFORMATION SHEET 12

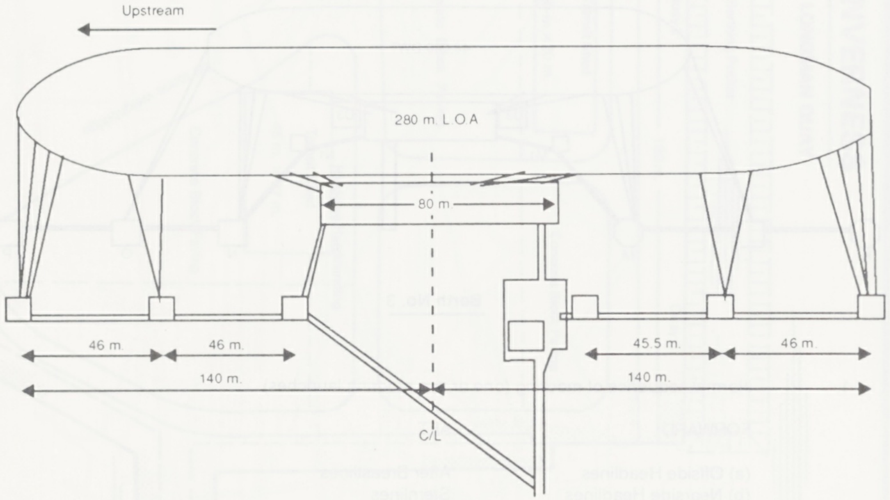
MOORING REQUIREMENTS - VESSELS 87,000 CUBIC METERS (LENGTH 280 m.)

MOORING ARRANGEMENT

4 Headlines	4 Sternlines
2 Forward Breastlines	2 After Breastlines
3 Forward Springs	3 After Springs

2 Shore Springs are available which will be used if necessary

Mixed Moorings are not to be used execpt by prior arrangement



Position of Vessel, assuming Bow/Manifold is half the length overall

1.	SEQUENCE OF MOORING	At the direction of the MASTER/PILOT/BERTHING MASTER
2.	TENSION WINCHES	Should have the brakes screwed hard and be left out of gear
3.	ROPES AND WIRES	On bitts should be turned up in a figure of eight
4.	SHORE MOORINGS	Must be led aboard through a near side fairlead CHAIN STOPPERS SHOULD NEVER BE USED ON SHORE MOORINGS
5.	EXTREME CAUTION	Must be exercised when tending moorings and adjustments should not normally be made without reference to the DUTY BERTHING MASTER
6.	COMMUNICATION ALONGSIDE	Direct link to the Jetty Head Shelter on private radio is available on request from the Berthing Master on arrival

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IMMINGHAM

IMMINGHAM GAS TERMINAL

INFORMATION SHEET 11

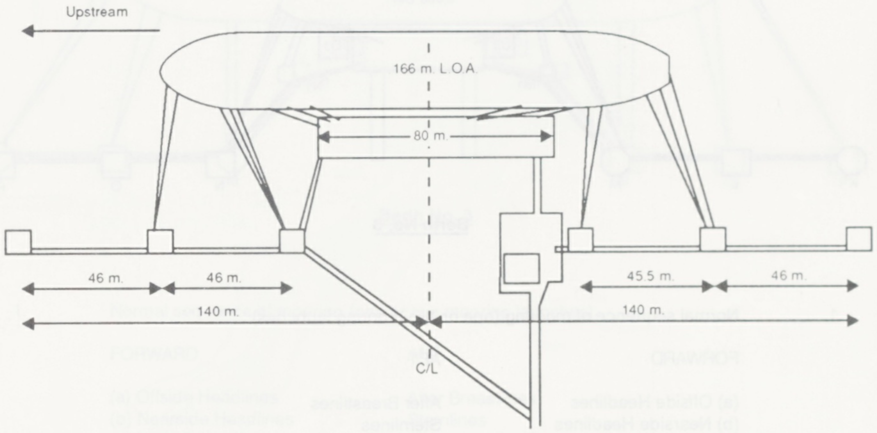
MOORING REQUIREMENTS - VESSELS 20,000 CUBIC METERS (LENGTH 166 m.)

MOORING ARRANGEMENT

2 Headlines	2 Sternlines
3 Forward Breastlines	3 After Breastlines
3 Forward Springs	3 After Springs

2 Shore Springs are available which will be used if necessary

Mixed Moorings are not to be used except by prior arrangement



Position of Vessel, assuming Bow/Manifold is half the length overall

1.	SEQUENCE OF MOORING	At the direction of the MASTER/PILOT/BERTHING MASTER
2.	TENSION WINCHES	Should have the brakes screwed hard and be left out of gear
3.	ROPES AND WIRES	On bitts should be turned up in a figure of eight
4.	SHORE MOORINGS	Must be led aboard through a near side fairlead CHAIN STOPPERS SHOULD NEVER BE USED ON SHORE MOORINGS
5.	EXTREME CAUTION	Must be exercised when tending moorings and adjustments should not normally be made without reference to the DUTY BERTHING MASTER
6.	COMMUNICATION ALONGSIDE	Direct link to the Jetty Head Shelter on private radio is available on request from the Berthing Master on arrival

IMMINGHAM

IMMINGHAM OIL TERMINAL

INFORMATION SHEET 13

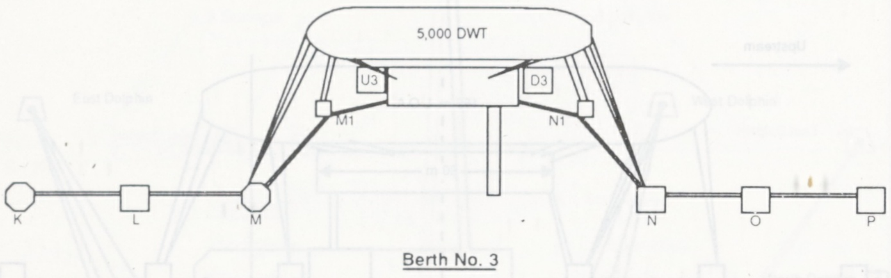
MOORING REQUIREMENTS - VESSELS 5,000 - 14,999 TONS SUMMER DEADWEIGHT

THERE MAY BE AN ALTERATION TO THE MOORING PATTERN
DUE TO THE POSITION OF THE SHIP'S EQUIPMENT

MOORING ARRANGEMENT

FORWARD	AFT
3 Headlines	3 Sternlines
2 Breastlines	2 Breastlines
2 Springs	2 Springs

MIXED MOORINGS NOT ACCEPTED



1. Normal sequence of mooring (one or two mooring launches)

FORWARD	AFT
(a) Offside Headlines	After Breastlines
(b) Nearside Headlines	Sternlines
(c) For'd Breastlines	

1. Fore & Aft springs passed by heaving line as soon as possible, at the same time as headlines.

2. Tension winches must have the brakes screwed up hard and left out of gear

3. Ropes and wires on bitts must be turned up in a figure of eight

Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the Berthing Master

Communications alongside - A VHF Radio is provided for a direct link to the control room and Berth Operator

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IMMINGHAM

IMMINGHAM OIL TERMINAL

INFORMATION SHEET 14

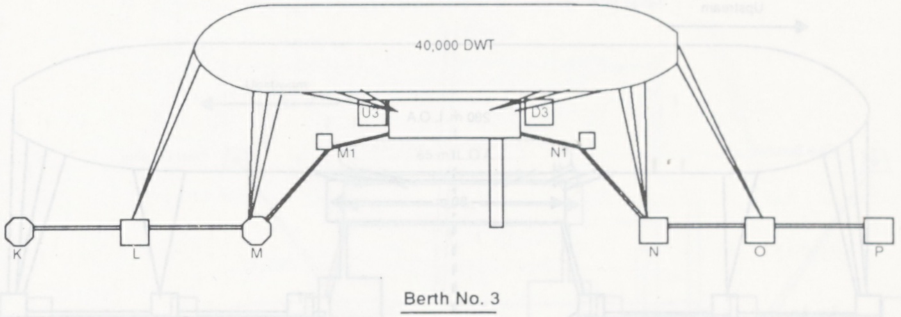
MOORING REQUIREMENTS - VESSELS 15,000 - 39,999 TONS SUMMER DEADWEIGHT

THERE MAY BE AN ALTERATION TO THE MOORING PATTERN
DUE TO THE POSITION OF THE SHIP'S EQUIPMENT

MOORING ARRANGEMENT

FORWARD	AFT
2 Headlines	2 Sternlines
3 Breastlines	3 Breastlines
3 Springs	3 Springs

MIXED MOORINGS NOT ACCEPTED



1. Normal sequence of mooring (one or two mooring launches)

FORWARD	AFT
(a) Offside Headlines	After Breastlines
(b) Nearside Headlines	Sternlines
(c) For'd Breastlines	

1. Fore & Aft springs passed by heaving line as soon as possible at the same time as headlines.

2. Tension winches must have the brakes screwed up hard and left out of gear

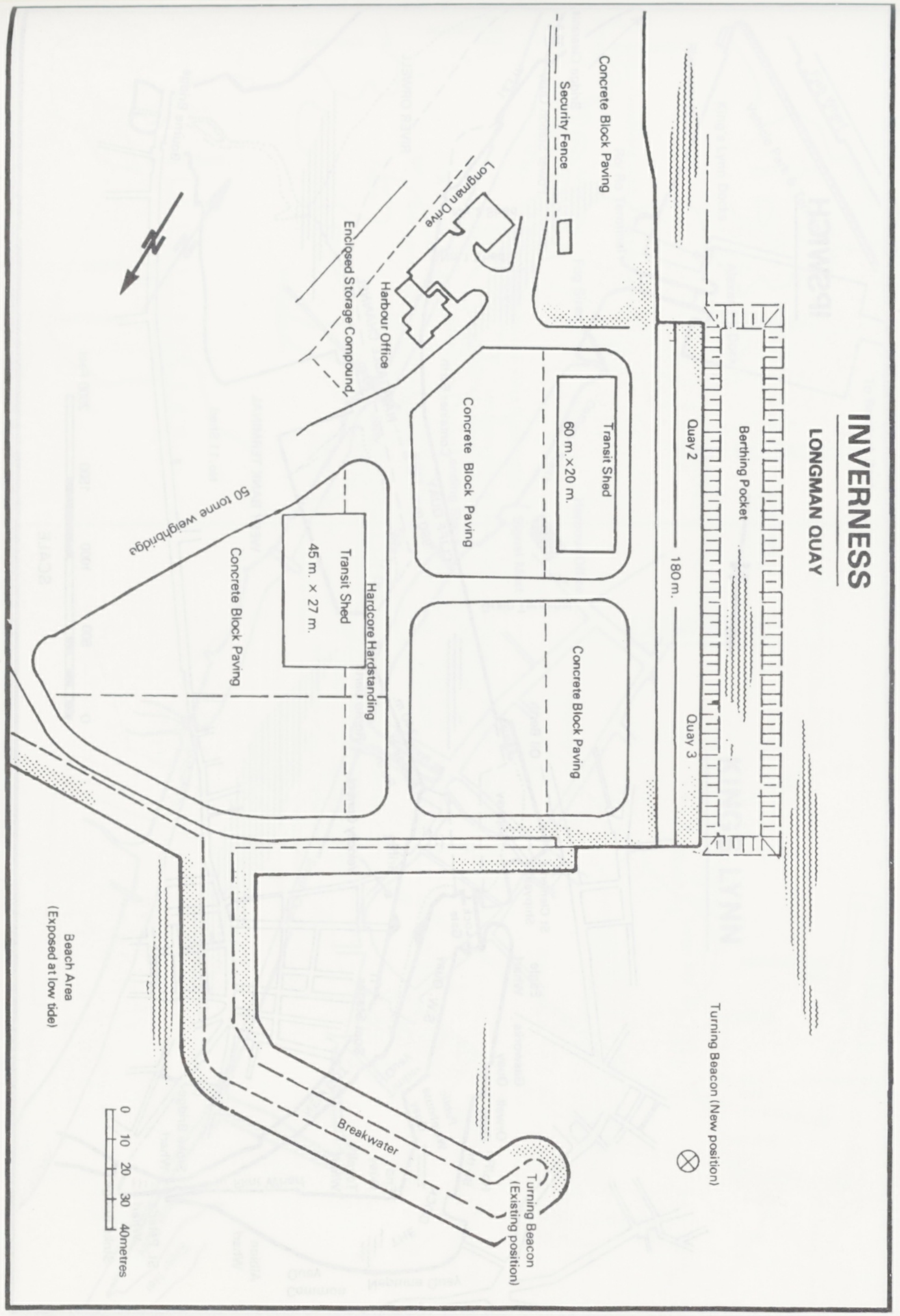
3. Ropes and wires on bitts must be turned up in a figure of eight

Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the Berthing Master

Communications alongside - A VHF Radio is provided for a direct link to the control room and Berth Operator

INVERNESS

LONGMAN QUAY


Concrete Block Paving
Security Fence
Longman Drive
Harbour Office
Enclosed Storage Compound
Berthing Pocket
Quay 2
180 m.
Quay 3
Transit Shed
60 m. ×20 m.
Concrete Block Paving
Concrete Block Paving
50 tonne weighbridge
Transit Shed
45 m. × 27 m.
Hardcore Hardstanding
Concrete Block Paving
Breakwater
Turning Beacon (New position)
Turning Beacon (Existing position)
Beach Area (Exposed at low tide)
0 10 20 30 40metres

IMMINGHAM

IMMINGHAM OIL TERMINAL

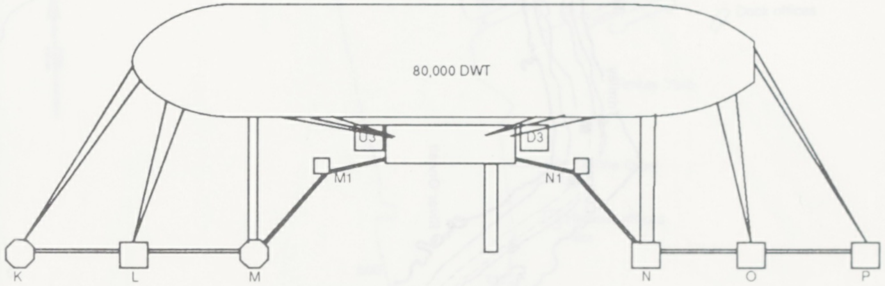
INFORMATION SHEET 15
MOORING REQUIREMENTS - VESSELS 40,000 - 80,000 TONS SUMMER DEADWEIGHT

THERE MAY BE AN ALTERATION TO THE MOORING PATTERN
DUE TO THE POSITION OF THE SHIP'S EQUIPMENT

MOORING ARRANGEMENT

FORWARD	AFT
2 Headlines 4 Breastlines 3 Springs	2 Sternlines 4 Breastlines 3 Springs

MIXED MOORINGS NOT ACCEPTED


80,000 DWT
D3
D3
M1
N1
K
L
M
N
O
P

Berth No. 3

1. Normal sequence of mooring (one or two mooring launches)

FORWARD	AFT
(a) Offside Headlines	After Breastlines
(b) Nearside Headlines	Sternlines
(c) For'd Breastlines	

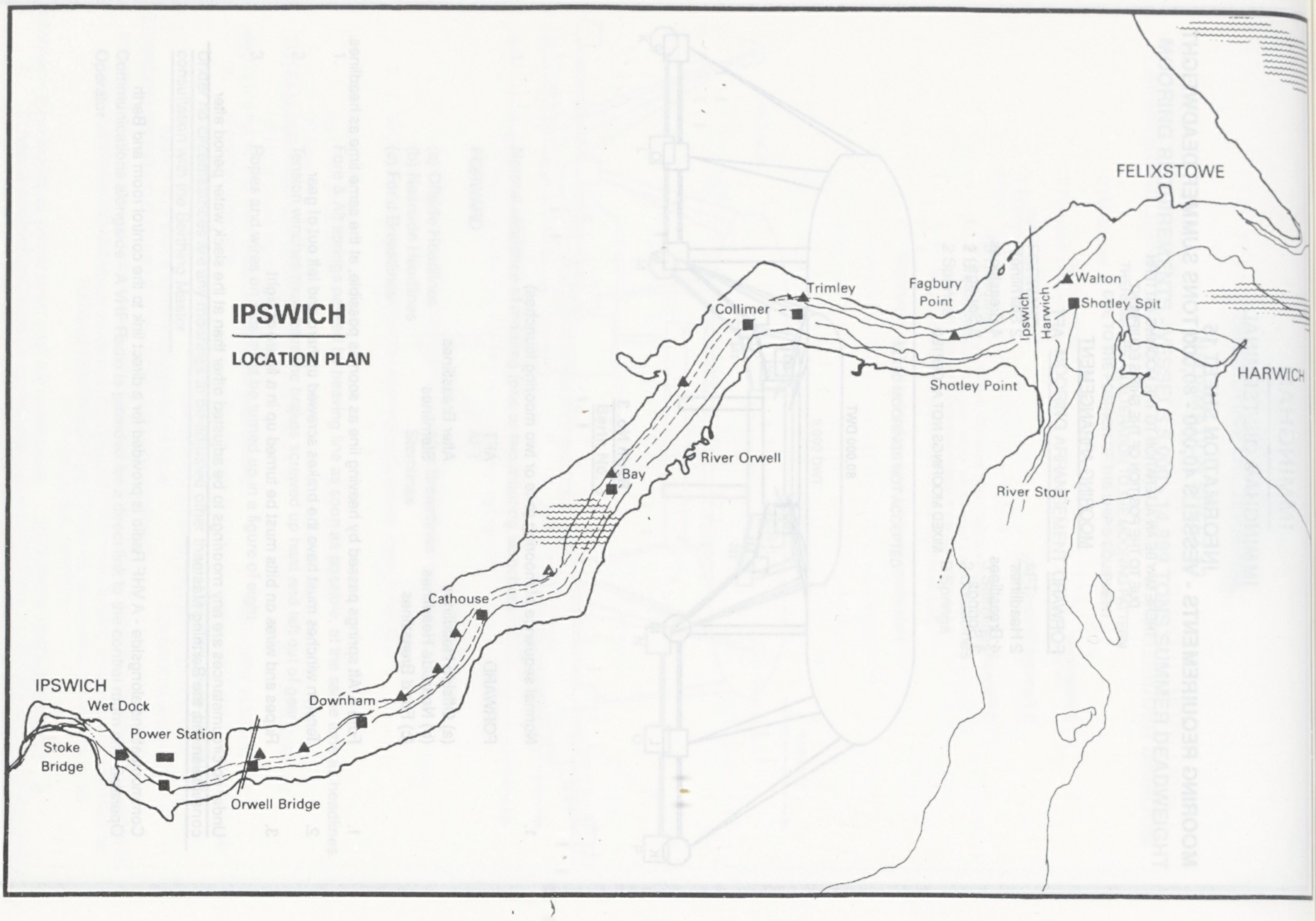
1. Fore & Aft springs passed by heaving line as soon as possible, at the same time as headlines.

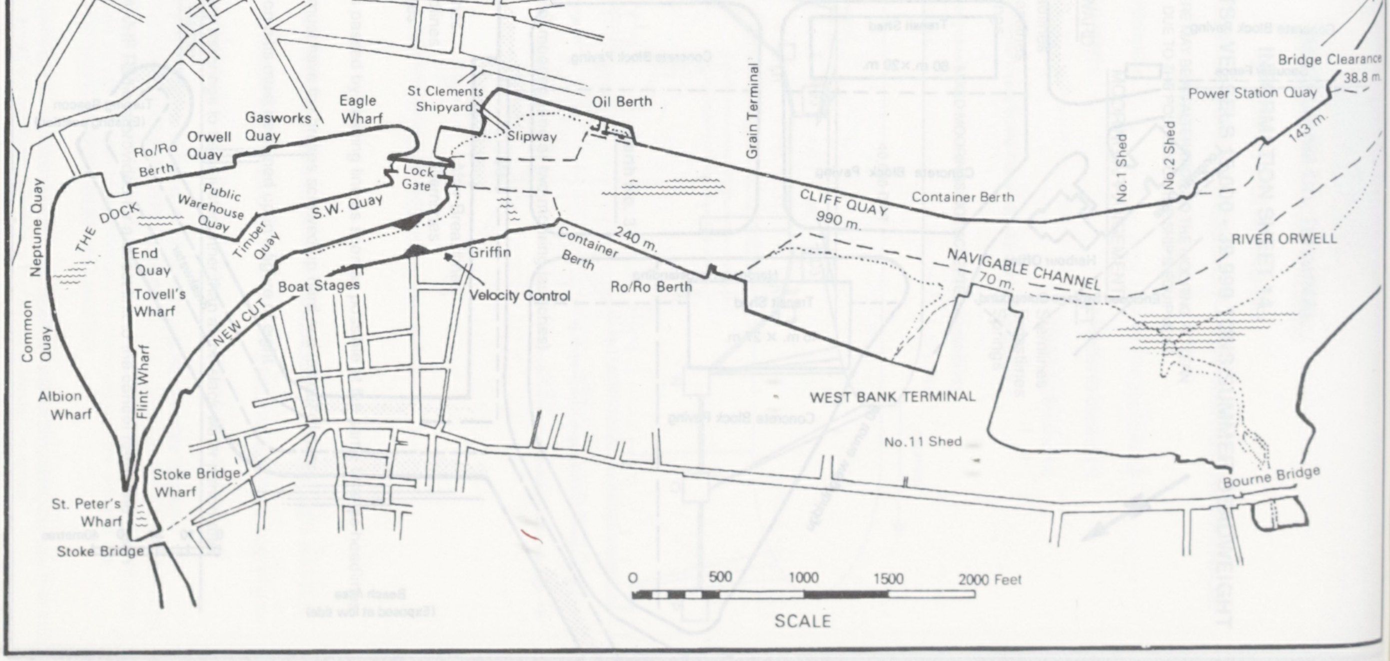
2. Tension winches must have the brakes screwed up hard and left out of gear

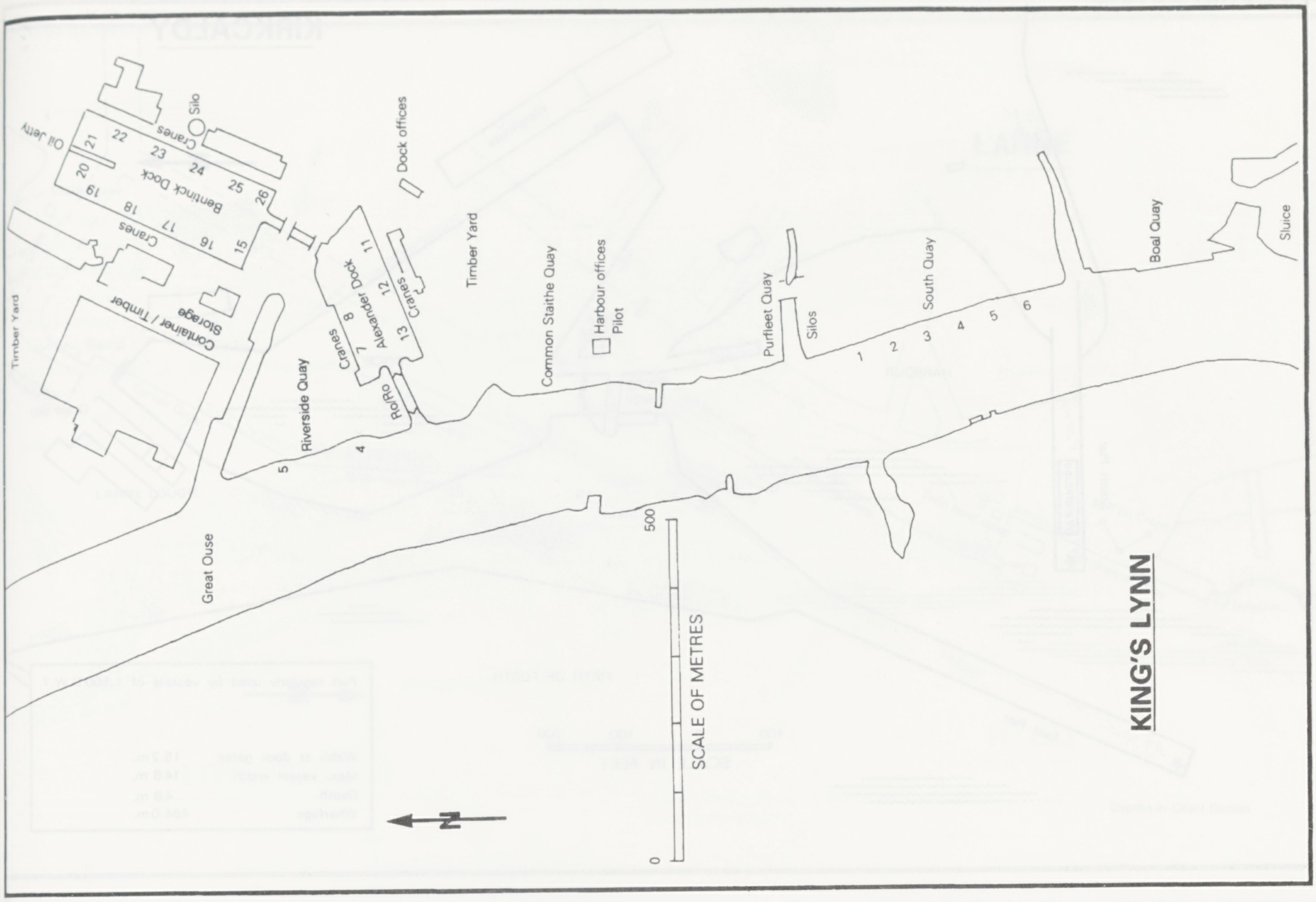
3. Ropes and wires on bitts must be turned up in a figure of eight

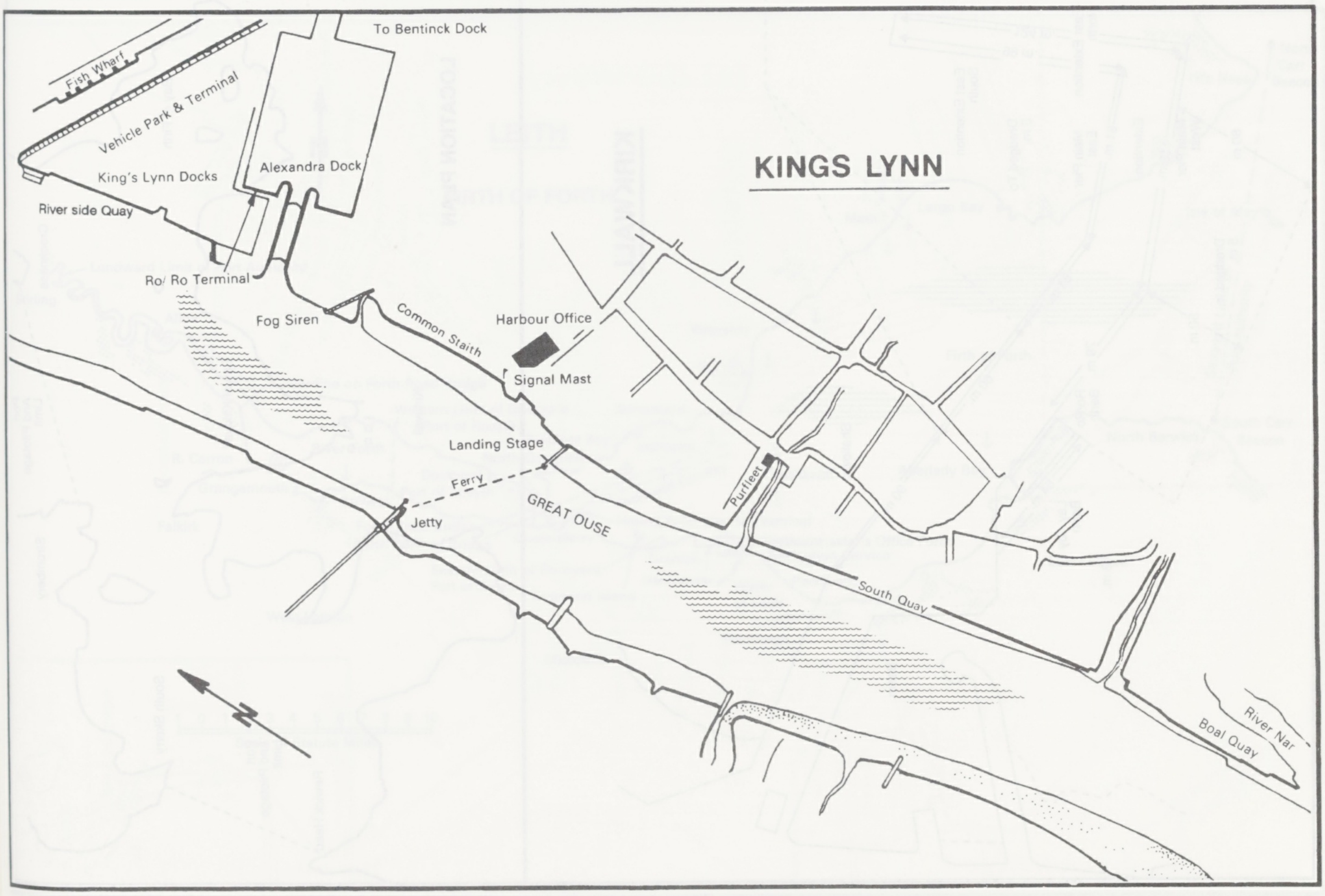
Under no circumstances are any moorings to be adjusted other than at the slack water period after consultation with the Berthing Master

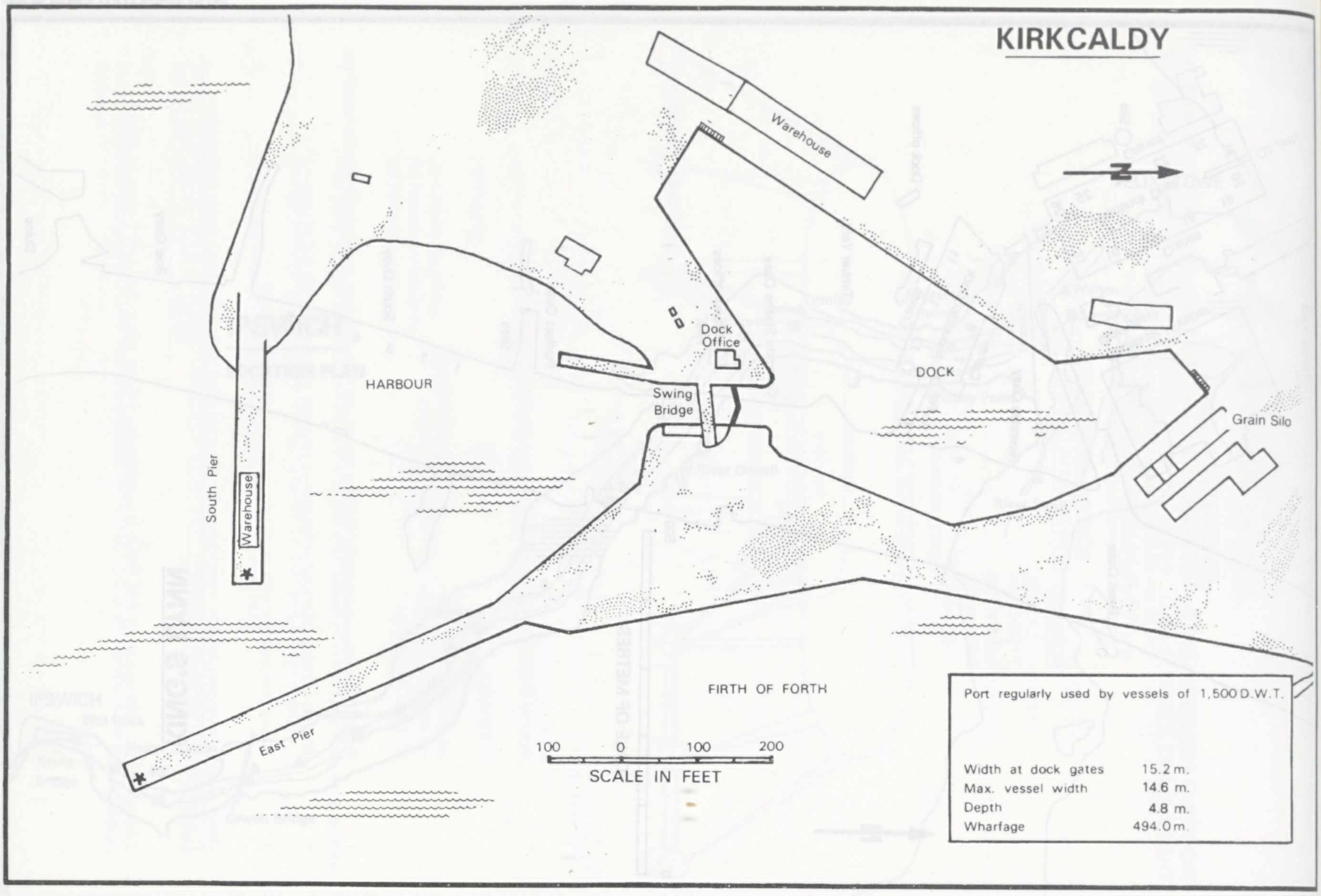
Communications alongside - A VHF Radio is provided for a direct link to the control room and Berth Operator


IPSWICH
LOCATION PLAN
FELIXSTOWE
HARWICH
Walton
Shotley Spit
Fagbury Point
Trimley
Collimer
Shotley Point
Ipswich
Harwich
River Stour
River Orwell
Bay
Cathouse
Downham
IPSWICH
Wet Dock
Power Station
Stoke Bridge
Orwell Bridge


IPSWICH
N
Bridge Clearance 38.8 m.
Power Station Quay
143 m.
No.1 Shed
No.2 Shed
RIVER ORWELL
Grain Terminal
Oil Berth
St Clements Shipyard
Slipway
Eagle Wharf
Gasworks Quay
Orwell Quay
Ro/Ro Berth
Neptune Quay
THE DOCK
Public Warehouse Quay
Timber Quay
S.W. Quay
Lock Gate
CLIFF QUAY
990 m.
Container Berth
NAVIGABLE CHANNEL
70 m.
Container Berth
240 m.
Griffin
Velocity Control
Ro/Ro Berth
Boat Stages
End Quay
Tovell's Wharf
Common Quay
NEW CUT
Flint Wharf
Albion Wharf
WEST BANK TERMINAL
No.11 Shed
Bourne Bridge
Stoke Bridge Wharf
St. Peter's Wharf
Stoke Bridge
0
500
1000
1500
2000 Feet
SCALE

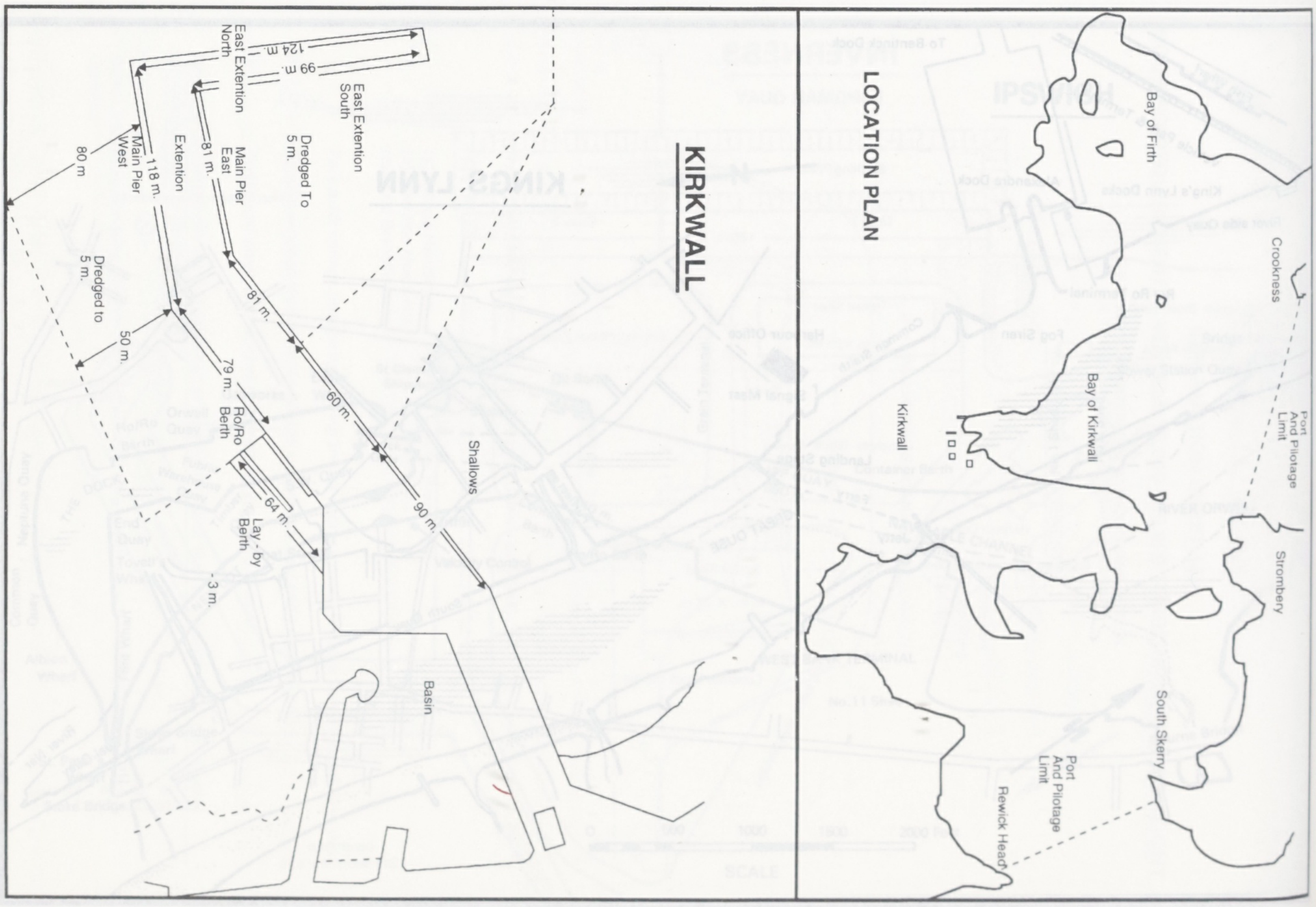

KING'S LYNN
Oil Jetty
Silo
Cranes
Bentinck Dock
21
22
23
24
25
26
20
19
18
17
16
15
Cranes
Dock offices
Timber Yard
Container / Timber Storage
Alexander Dock
11
12
13
8
7
Cranes
Cranes
Ro/Ro
Riverside Quay
4
5
Great Ouse
Timber Yard
Common Staithe Quay
Harbour offices
Pilot
Purfleet Quay
Silos
South Quay
1
2
3
4
5
6
Boal Quay
Sluice
SCALE OF METRES
0
500
N

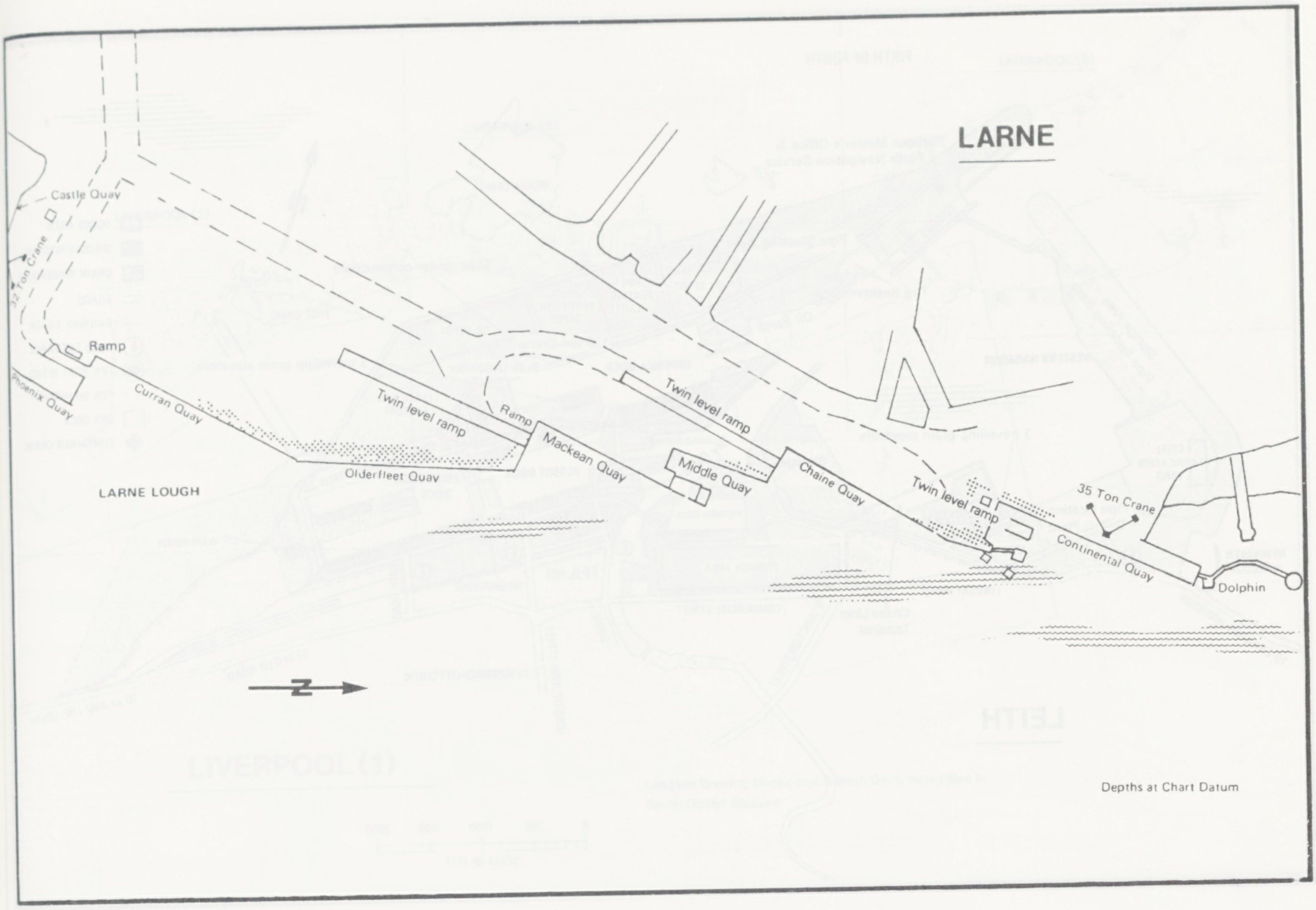

KINGS LYNN
To Bentinck Dock
Fish Wharf
Vehicle Park & Terminal
Alexandra Dock
King's Lynn Docks
River side Quay
Ro/ Ro Terminal
Fog Siren
Common Staith
Harbour Office
Signal Mast
Landing Stage
Ferry
Jetty
GREAT OUSE
Purfleet
South Quay
River Nar
Boal Quay
N

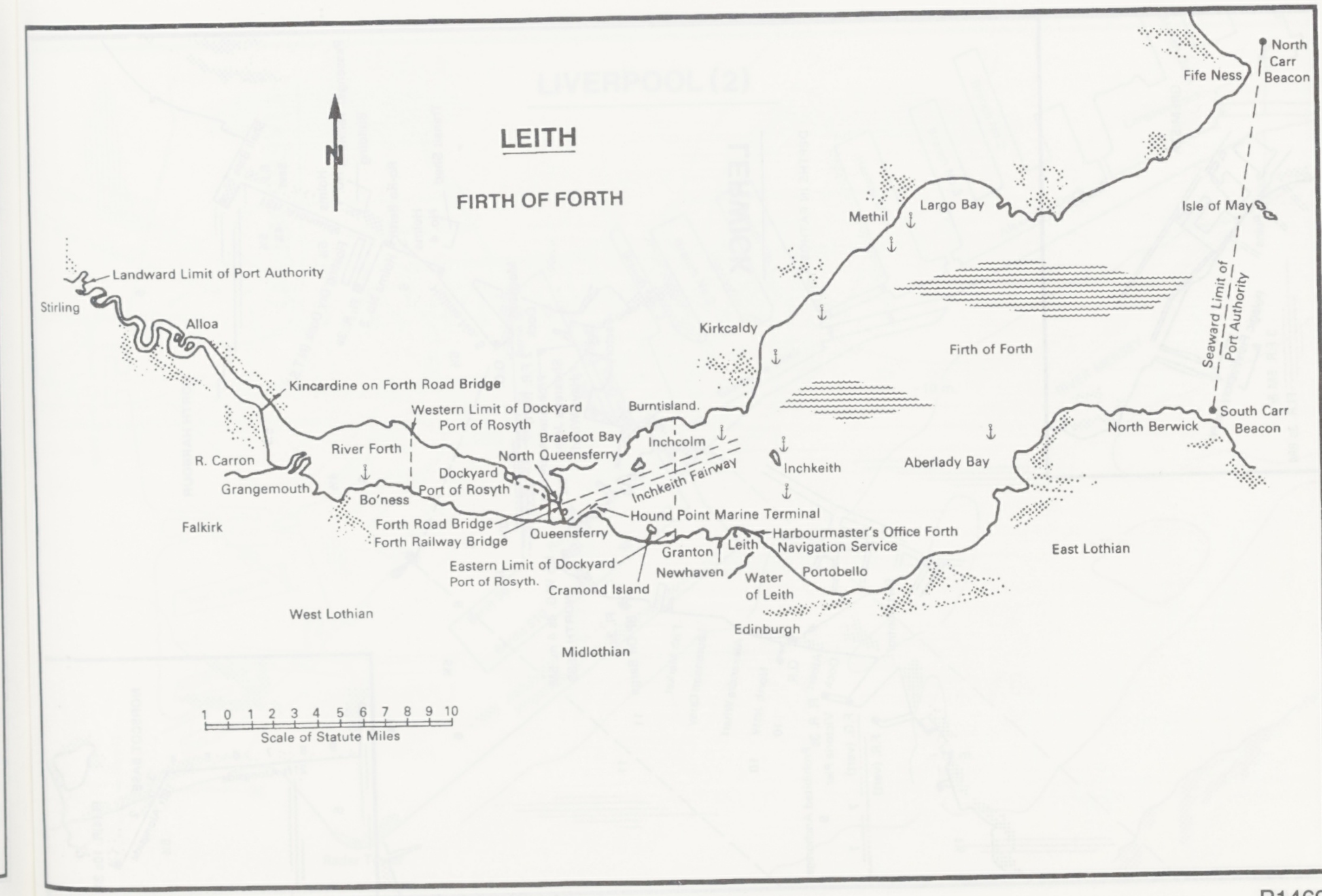

KIRKCALDY
N
Warehouse
Dock Office
Swing Bridge
HARBOUR
DOCK
Grain Silo
South Pier
Warehouse
East Pier
FIRTH OF FORTH
100 0 100 200
SCALE IN FEET

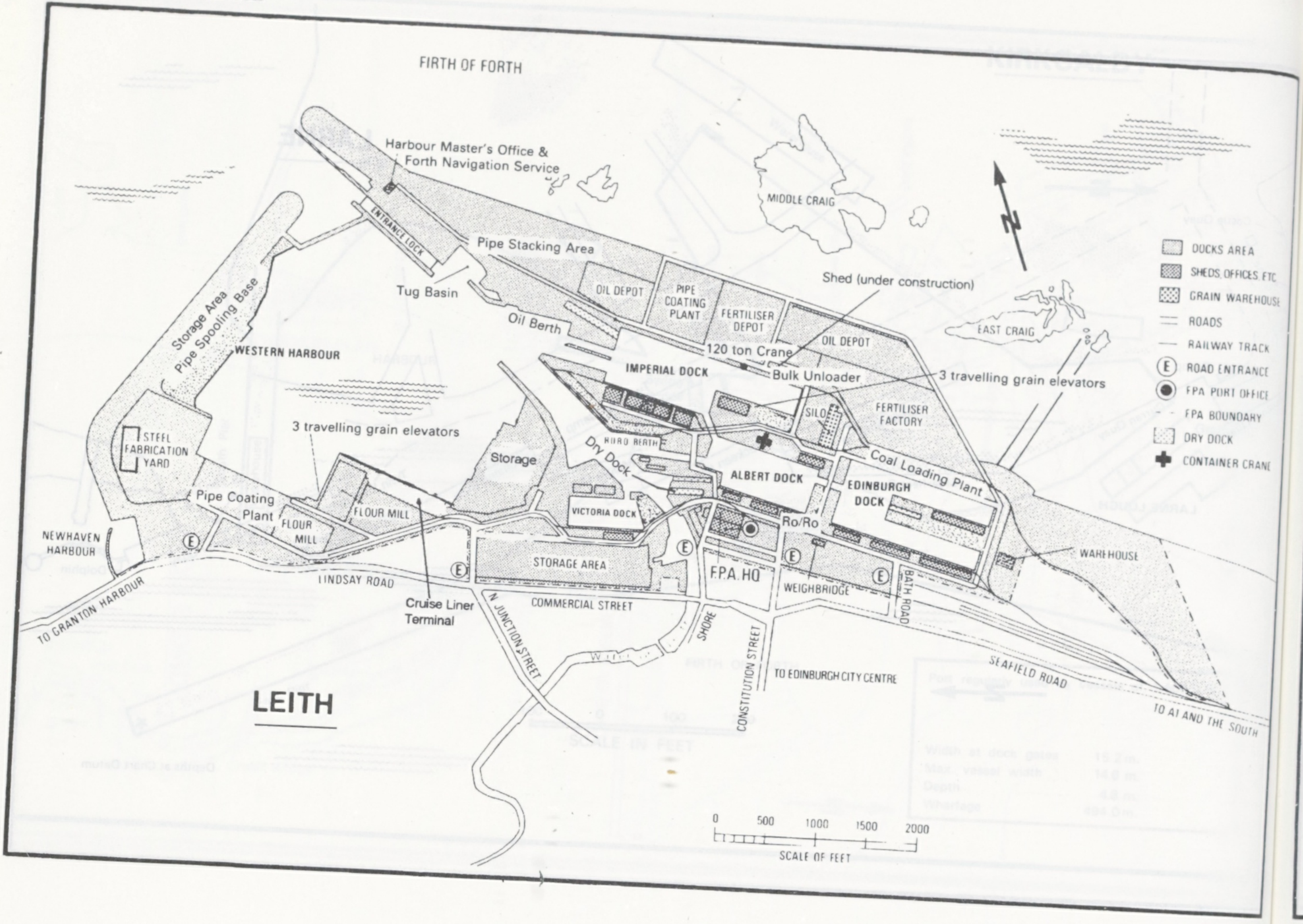
Port regularly used by vessels of 1,500 D.W.T.

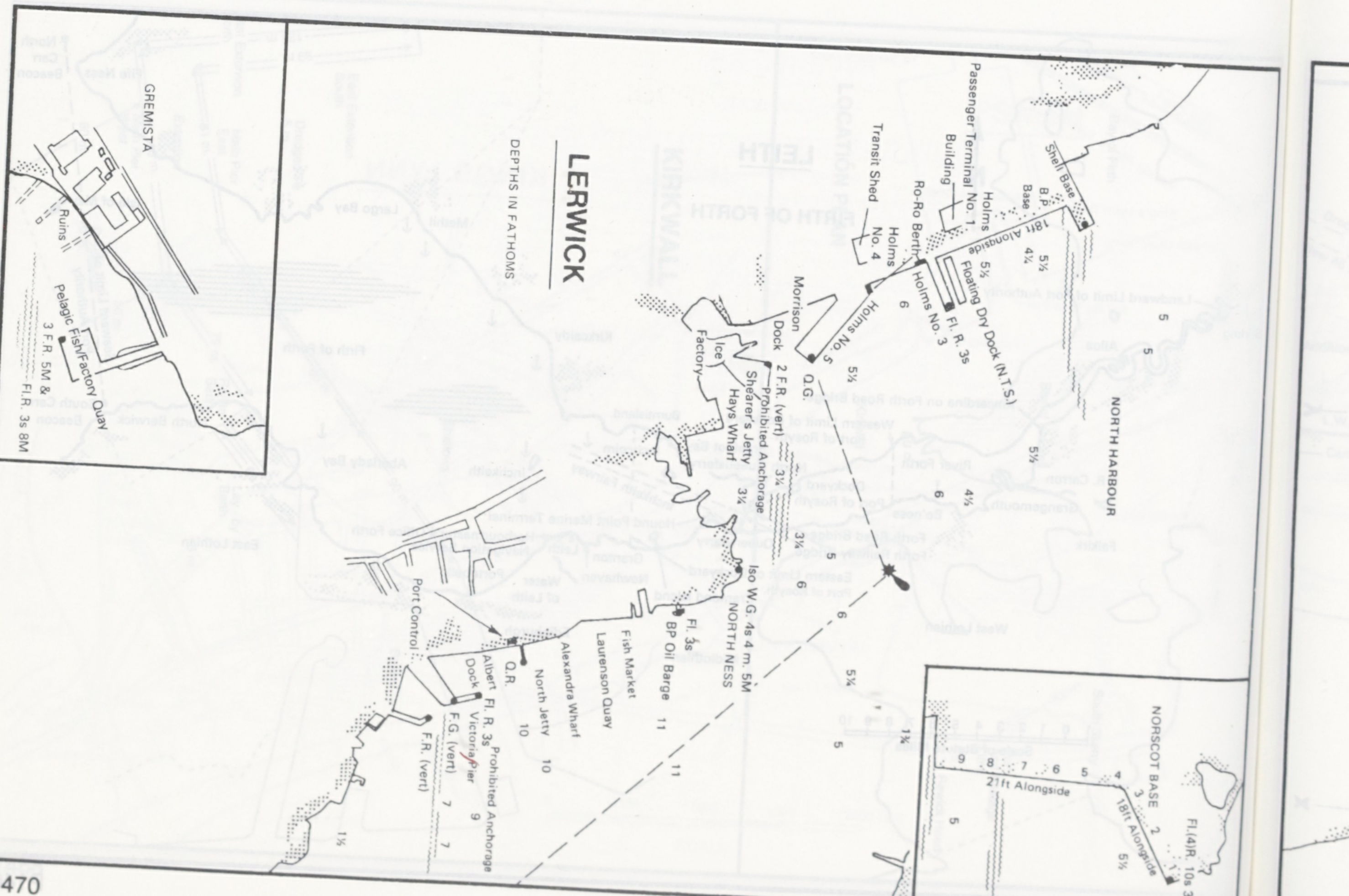
Width at dock gates	15.2 m.
Max. vessel width	14.6 m.
Depth	4.8 m.
Wharfage	494.0 m.

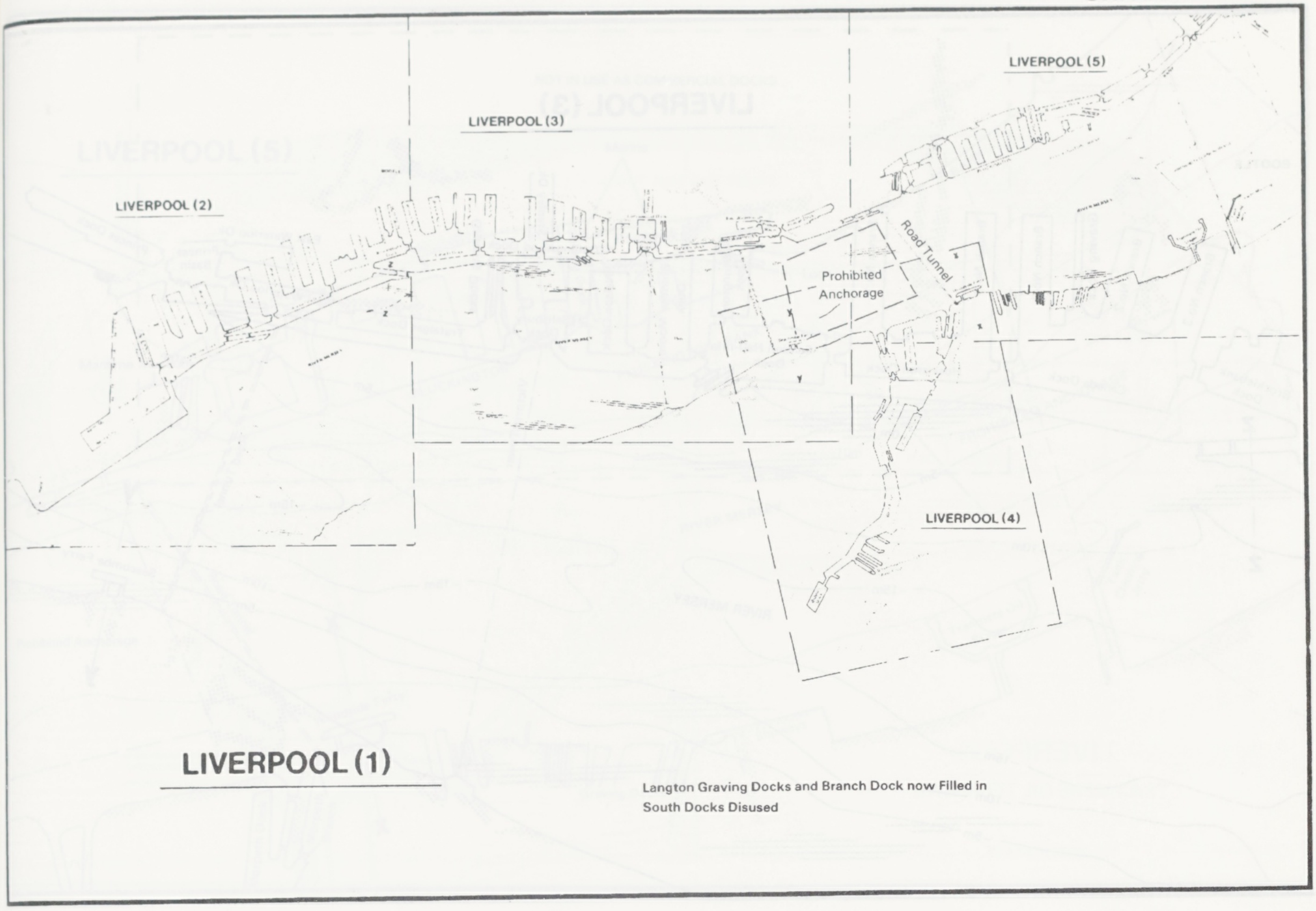

KIRKWALL
East Extention North
124 m.
99 m.
East Extention South
Dredged To 5 m.
Main Pier East
81 m.
Extention
118 m.
Main Pier West
80 m
Dredged to 5 m.
50 m.
81 m.
60 m.
79 m.
Ro/Ro Berth
64 m.
Lay-by Berth
3 m.
90 m.
Shallows
Basin
LOCATION PLAN
Kirkwall
Bay of Kirkwall
Bay of Firth
Crookness
Port And Pilotage Limit
Stromberry
South Skerry
Port And Pilotage Limit
Rewick Head


LARNE
Castle Quay
32 Ton Crane
Ramp
Phoenix Quay
Curran Quay
Twin level ramp
Ramp
Olderfleet Quay
Mackean Quay
Twin level ramp
Middle Quay
Chaine Quay
Twin level ramp
35 Ton Crane
Continental Quay
Dolphin
LARNE LOUGH
N
Depths at Chart Datum


LEITH
FIRTH OF FORTH
N
North Carr Beacon
Fife Ness
Isle of May
Methil
Largo Bay
Landward Limit of Port Authority
Stirling
Alloa
Kirkcaldy
Firth of Forth
Seaward Limit of Port Authority
Kincardine on Forth Road Bridge
Western Limit of Dockyard Port of Rosyth
Burntisland
Braefoot Bay
North Queensferry
Inchcolm
River Forth
R. Carron
Grangemouth
Dockyard Port of Rosyth
Bo'ness
Inchkeith Fairway
Inchkeith
Aberlady Bay
North Berwick
South Carr Beacon
Hound Point Marine Terminal
Falkirk
Forth Road Bridge
Forth Railway Bridge
Queensferry
Eastern Limit of Dockyard Port of Rosyth.
Granton
Leith
Harbourmaster's Office Forth Navigation Service
Newhaven
Water of Leith
Portobello
Cramond Island
East Lothian
West Lothian
Edinburgh
Midlothian
1 0 1 2 3 4 5 6 7 8 9 10
Scale of Statute Miles


FIRTH OF FORTH
Harbour Master's Office & Forth Navigation Service
ENTRANCE LOCK
MIDDLE CRAIG
N
Pipe Stacking Area
Tug Basin
Storage Area Pipe Spooling Base
WESTERN HARBOUR
OIL DEPOT
PIPE COATING PLANT
FERTILISER DEPOT
Shed (under construction)
Oil Berth
OIL DEPOT
EAST CRAIG
120 ton Crane
IMPERIAL DOCK
Bulk Unloader
3 travelling grain elevators
SILO
FERTILISER FACTORY
STEEL FABRICATION YARD
3 travelling grain elevators
HORO BERTH
Storage
Dry Dock
ALBERT DOCK
Coal Loading Plant
EDINBURGH DOCK
Pipe Coating Plant
FLOUR MILL
FLOUR MILL
VICTORIA DOCK
Ro/Ro
NEWHAVEN HARBOUR
STORAGE AREA
F.P.A. HQ
WEIGHBRIDGE
BATH ROAD
WAREHOUSE
LINDSAY ROAD
TO GRANTON HARBOUR
Cruise Liner Terminal
COMMERCIAL STREET
N. JUNCTION STREET
SHORE
CONSTITUTION STREET
TO EDINBURGH CITY CENTRE
SEAFIELD ROAD
TO A1 AND THE SOUTH
LEITH
0 500 1000 1500 2000
SCALE OF FEET
DOCKS AREA
SHEDS, OFFICES, ETC
GRAIN WAREHOUSE
ROADS
RAILWAY TRACK
ROAD ENTRANCE
FPA PORT OFFICE
FPA BOUNDARY
DRY DOCK
CONTAINER CRANE

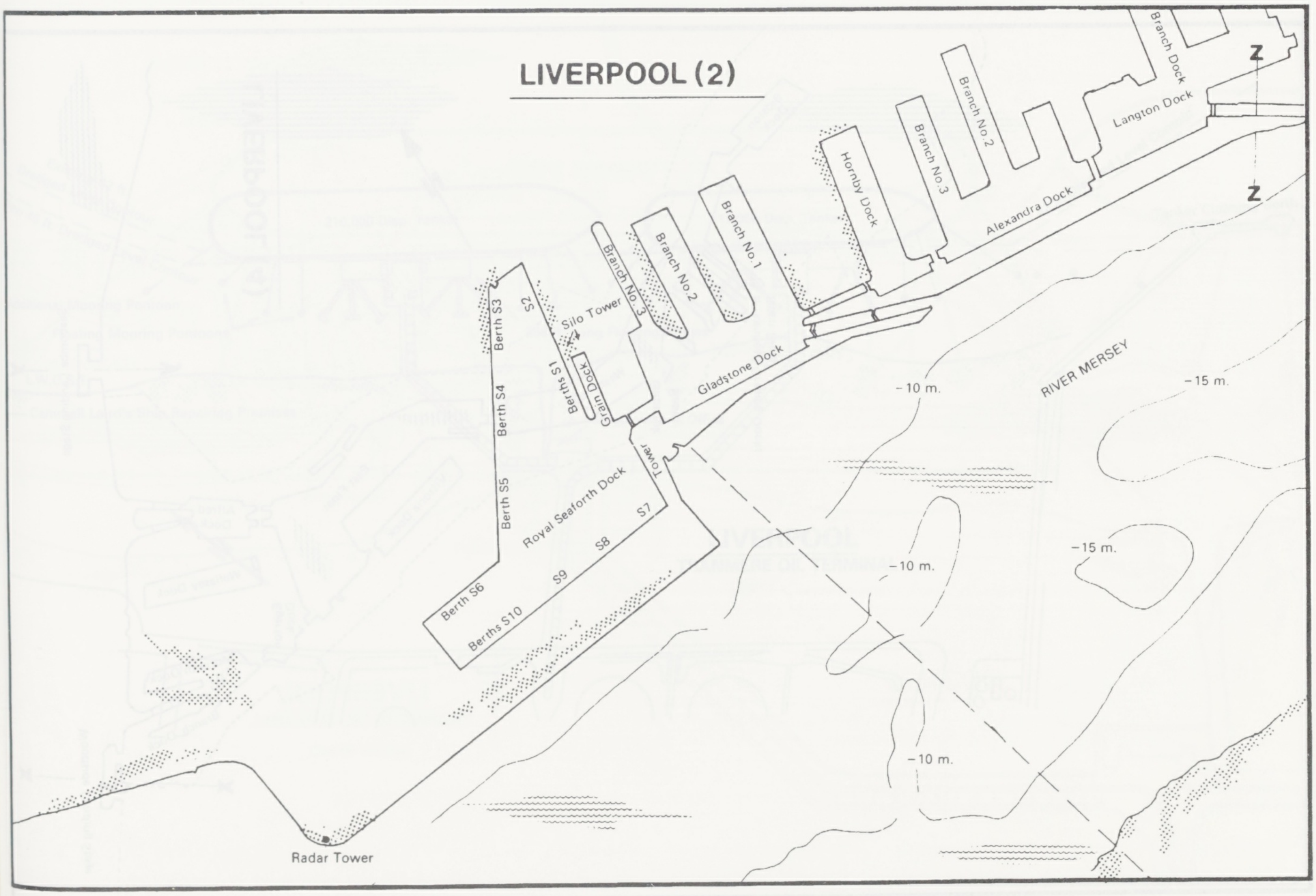

LERWICK
DEPTHS IN FATHOMS
GREMISTA
Ruins
Pelagic Fish/Factory Quay
3 F.R. 5M & Fl.R. 3s 8M
Shell Base
B.P. Base
18ft Alongside
Passenger Terminal No. 1 Building
Holms
Transit Shed No. 4
Ro-Ro Berth
Holms No. 4
Holms No. 3
Floating Dry Dock (N.T.S.)
Fl. R. 3s
Holms No. 5
Morrison Dock
Ice Factory
Q.G.
2 F.R. (vert)
Shearer's Jetty
Hays Wharf
Prohibited Anchorage
NORTH HARBOUR
Iso W.G. 4s 4 m. 5M
NORTH NESS
Fl. 3s
BP Oil Barge
Fish Market
Laurenson Quay
Alexandra Wharf
North Jetty
Q.R.
Albert Dock
Fl. R. 3s
Victoria Pier
F.G. (vert)
Prohibited Anchorage
F.R. (vert)
Port Control
NORSCOT BASE
21ft Alongside
18ft Alongside
Fl.(4)R. 10s



LIVERPOOL (1)

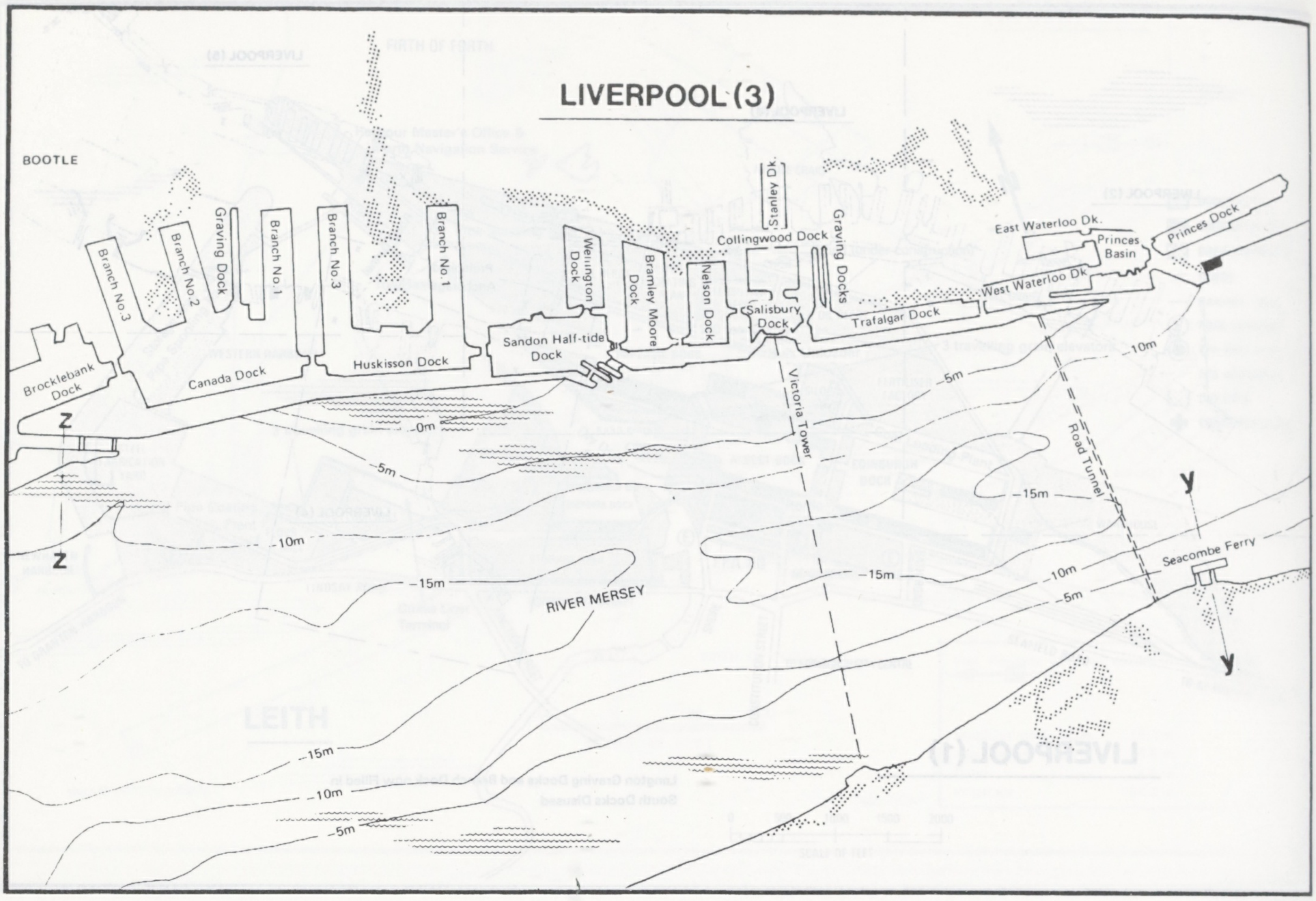
Langton Graving Docks and Branch Dock now Filled in
South Docks Disused

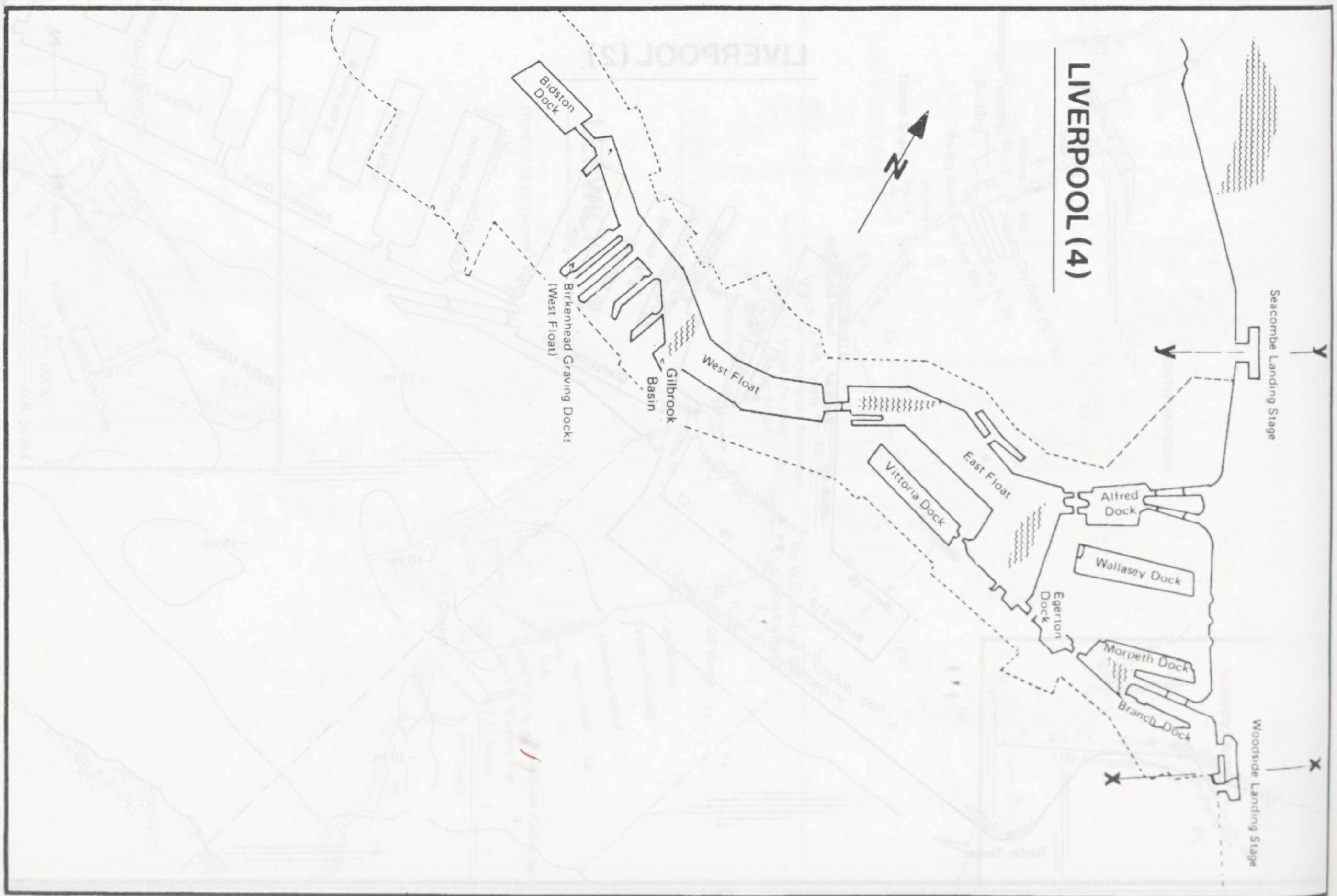
LIVERPOOL (2)
LIVERPOOL (3)
LIVERPOOL (4)
LIVERPOOL (5)
Prohibited Anchorage
Road Tunnel

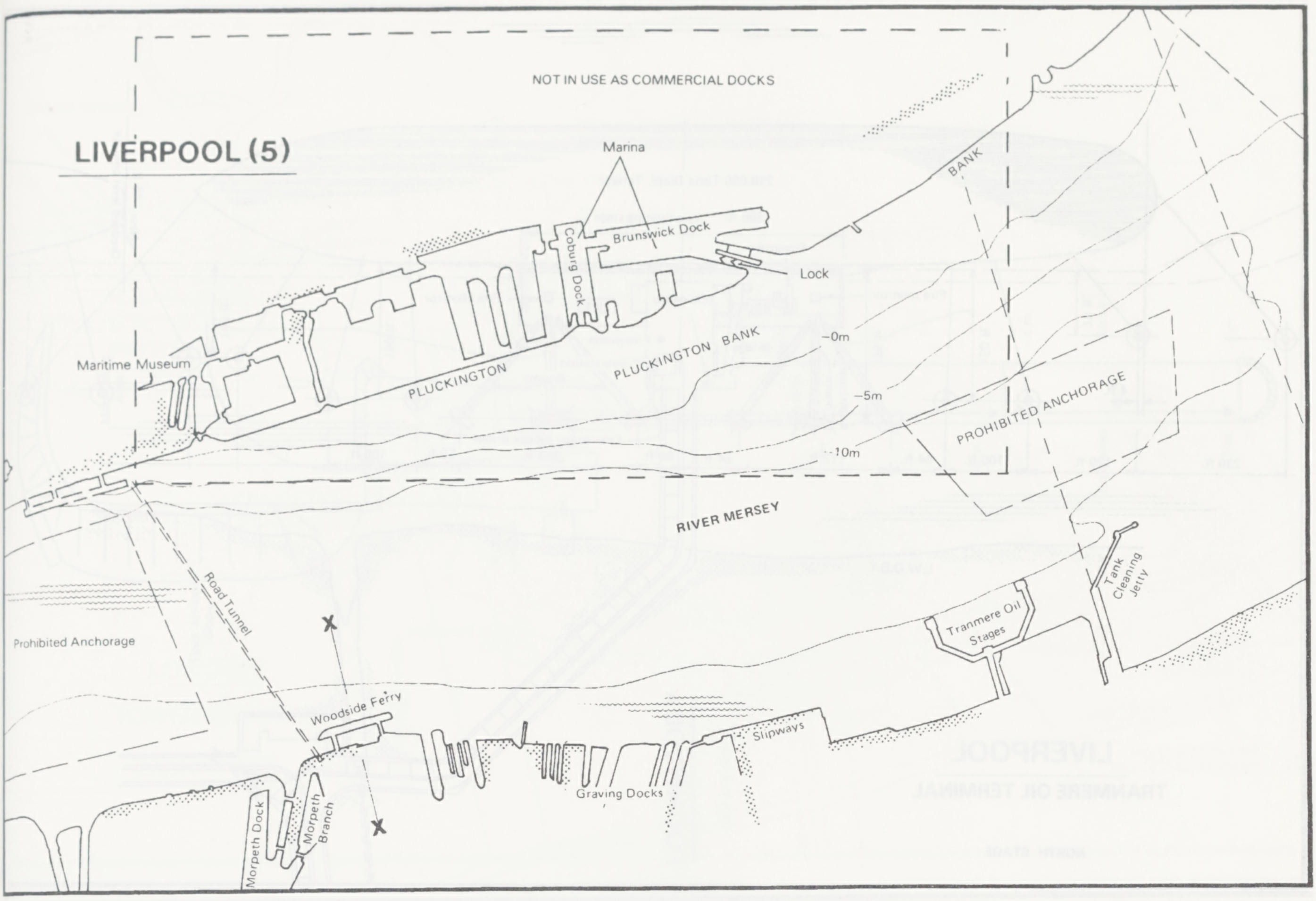


LIVERPOOL (2)

Branch Dock
Z
Langton Dock
Z
Branch No.2
Branch No.3
Hornby Dock
Alexandra Dock
Branch No.1
Branch No.2
Branch No.3
Silo Tower
Berth S3
S2
Berths S1
Grain Dock
Gladstone Dock
Berth S4
Tower
Berth S5
Royal Seaforth Dock
S7
S8
S9
Berth S6
Berths S10
RIVER MERSEY
−10 m.
−15 m.
−10 m.
−15 m.
−10 m.
Radar Tower

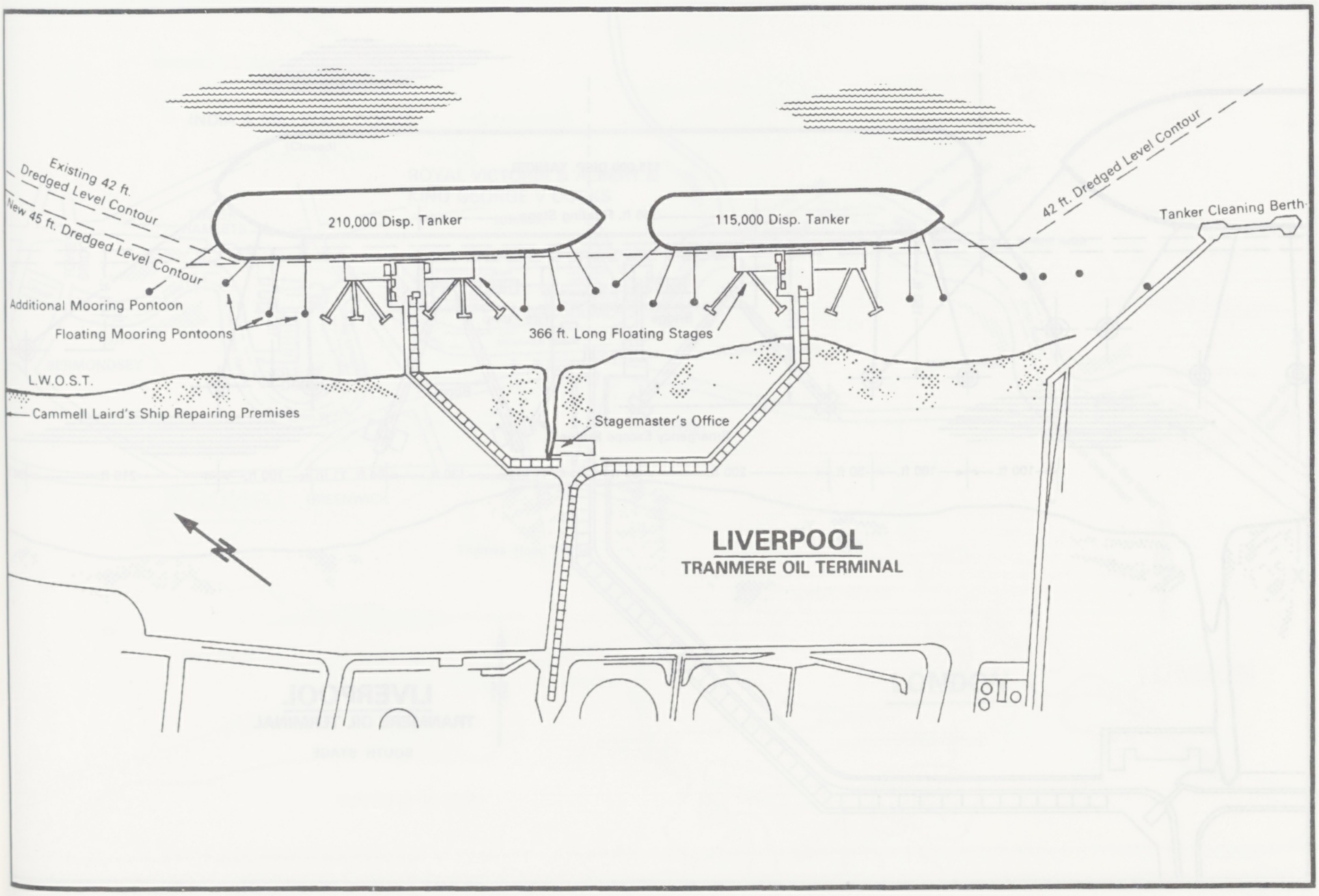

LIVERPOOL (3)
BOOTLE
Brocklebank Dock
Branch No.3
Branch No.2
Graving Dock
Branch No.1
Canada Dock
Branch No.3
Branch No.1
Huskisson Dock
Wellington Dock
Sandon Half-tide Dock
Bramley Moore Dock
Nelson Dock
Stanley Dk.
Collingwood Dock
Salisbury Dock
Graving Docks
Trafalgar Dock
East Waterloo Dk.
West Waterloo Dk
Princes Basin
Princes Dock
Victoria Tower
Road Tunnel
Seacombe Ferry
RIVER MERSEY
–0m
–5m
–10m
–15m
Z
Z
Y
Y


LIVERPOOL (4)
N
Bidston Dock
Birkenhead Graving Docks (West Float)
Gilbrook Basin
West Float
East Float
Vittoria Dock
Alfred Dock
Wallasey Dock
Egerton Dock
Morpeth Dock
Branch Dock
Seacombe Landing Stage
Woodside Landing Stage
Y
Y
X
X



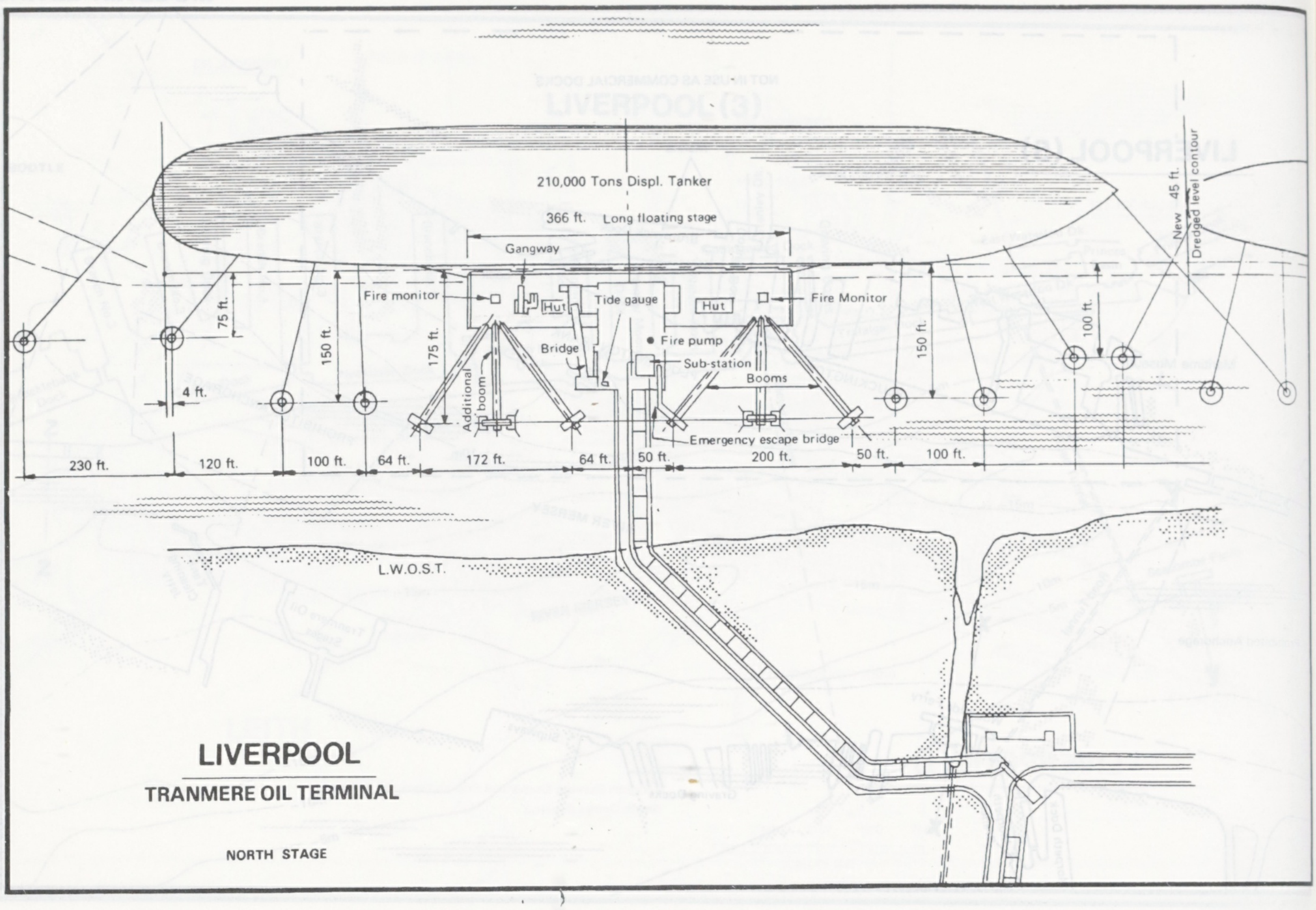
LIVERPOOL (5)

NOT IN USE AS COMMERCIAL DOCKS
Marina
Brunswick Dock
Coburg Dock
Lock
BANK
Maritime Museum
PLUCKINGTON
PLUCKINGTON BANK
-0m
-5m
-10m
PROHIBITED ANCHORAGE
RIVER MERSEY
Road Tunnel
Prohibited Anchorage
Tank Cleaning Jetty
Tranmere Oil Stages
Woodside Ferry
Slipways
Graving Docks
Morpeth Dock
Morpeth Branch



LIVERPOOL
TRANMERE OIL TERMINAL

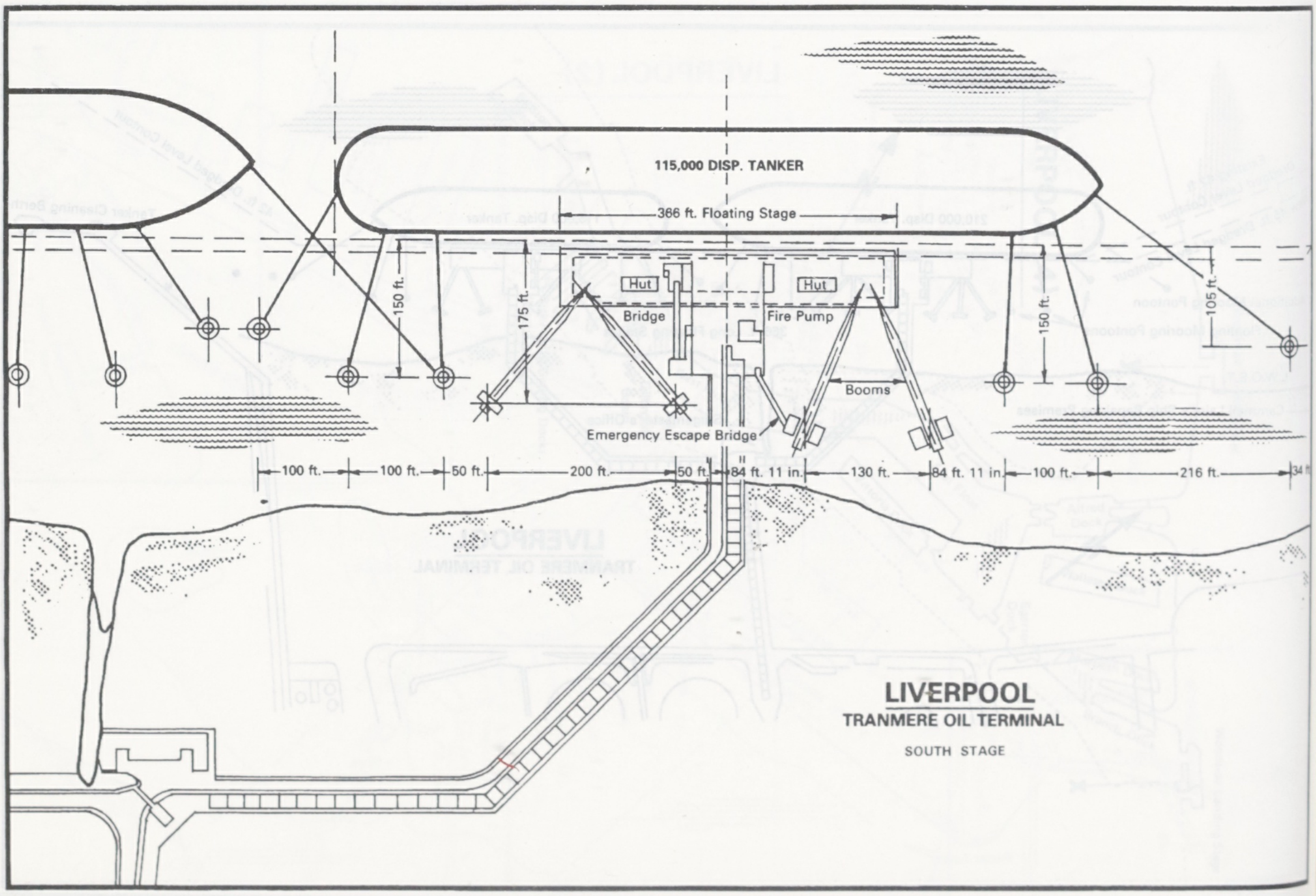
Existing 42 ft. Dredged Level Contour
New 45 ft. Dredged Level Contour
210,000 Disp. Tanker
115,000 Disp. Tanker
42 ft. Dredged Level Contour
Tanker Cleaning Berth
Additional Mooring Pontoon
Floating Mooring Pontoons
366 ft. Long Floating Stages
L.W.O.S.T.
Cammell Laird's Ship Repairing Premises
Stagemaster's Office


210,000 Tons Displ. Tanker
366 ft. Long floating stage
Gangway
Fire monitor
Hut
Tide gauge
Hut
Fire Monitor
Bridge
Fire pump
Sub-station
Booms
Additional boom
Emergency escape bridge
75 ft.
150 ft.
175 ft.
150 ft.
100 ft.
4 ft.
New 45 ft. Dredged level contour
230 ft.
120 ft.
100 ft.
64 ft.
172 ft.
64 ft.
50 ft.
200 ft.
50 ft.
100 ft.
L.W.O.S.T.

LIVERPOOL

TRANMERE OIL TERMINAL

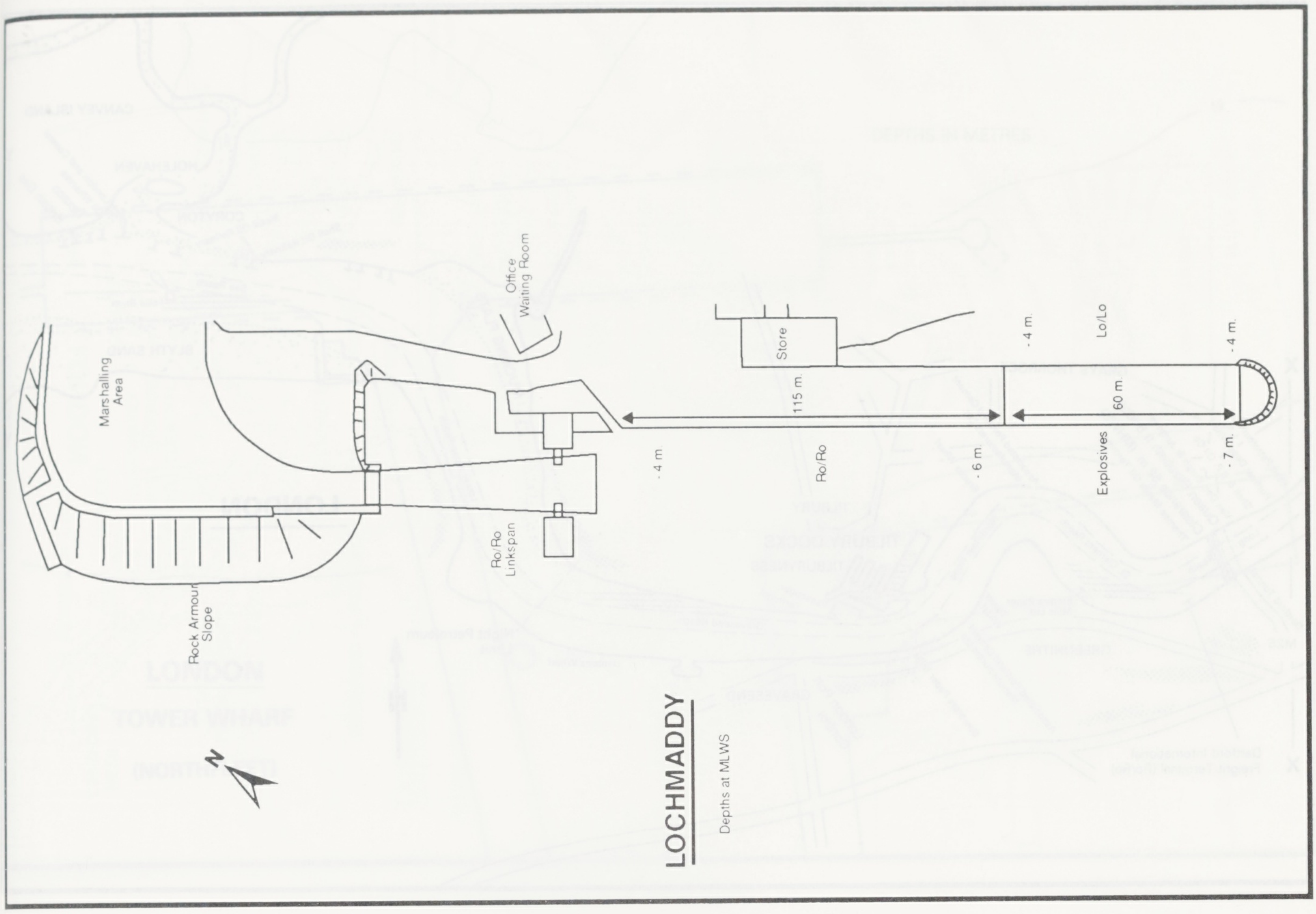
NORTH STAGE

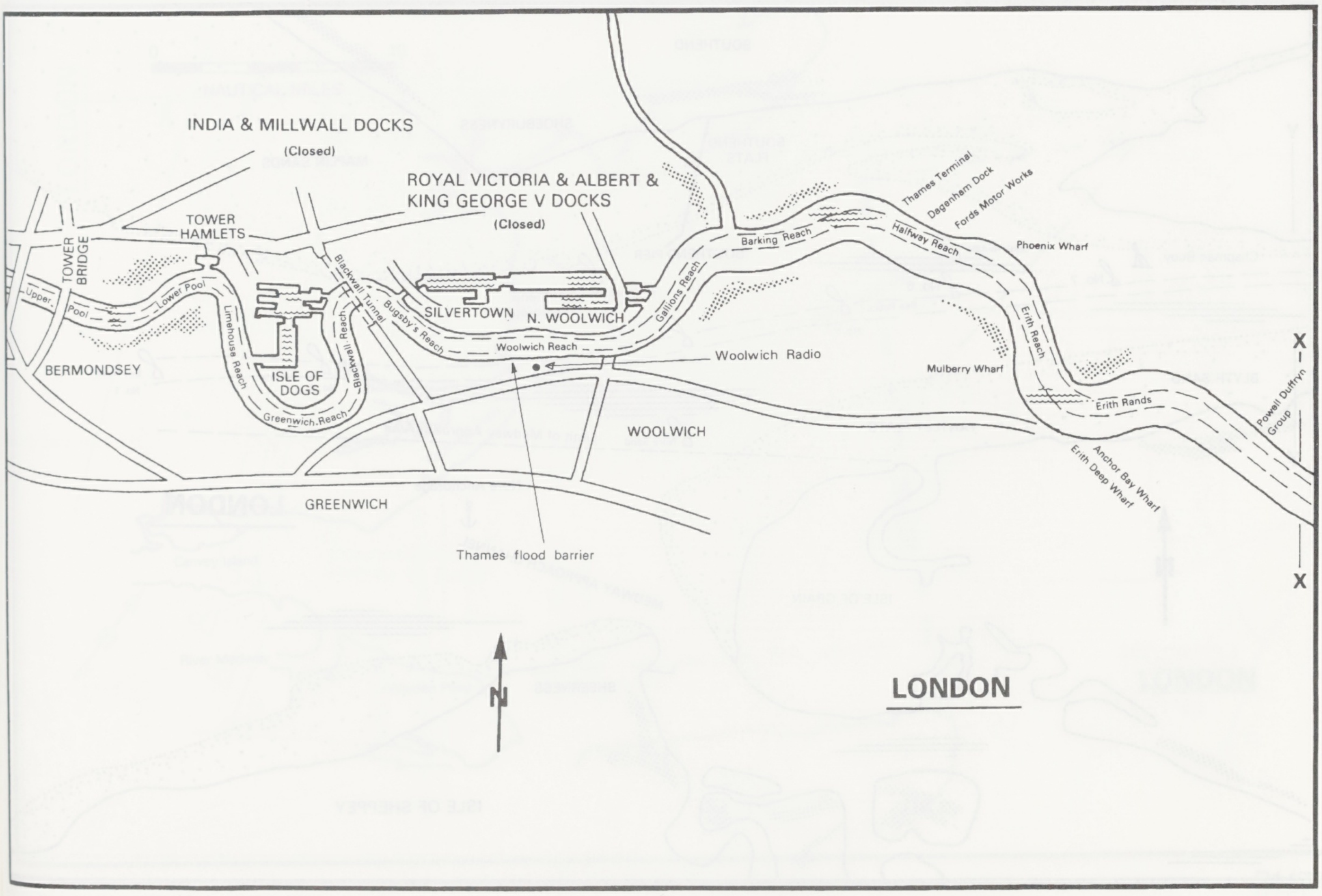

115,000 DISP. TANKER
366 ft. Floating Stage
Hut
Hut
Bridge
Fire Pump
Booms
Emergency Escape Bridge
150 ft.
175 ft.
150 ft.
105 ft.
100 ft.
100 ft.
50 ft.
200 ft.
50 ft.
84 ft. 11 in.
130 ft.
84 ft. 11 in.
100 ft.
216 ft.
34

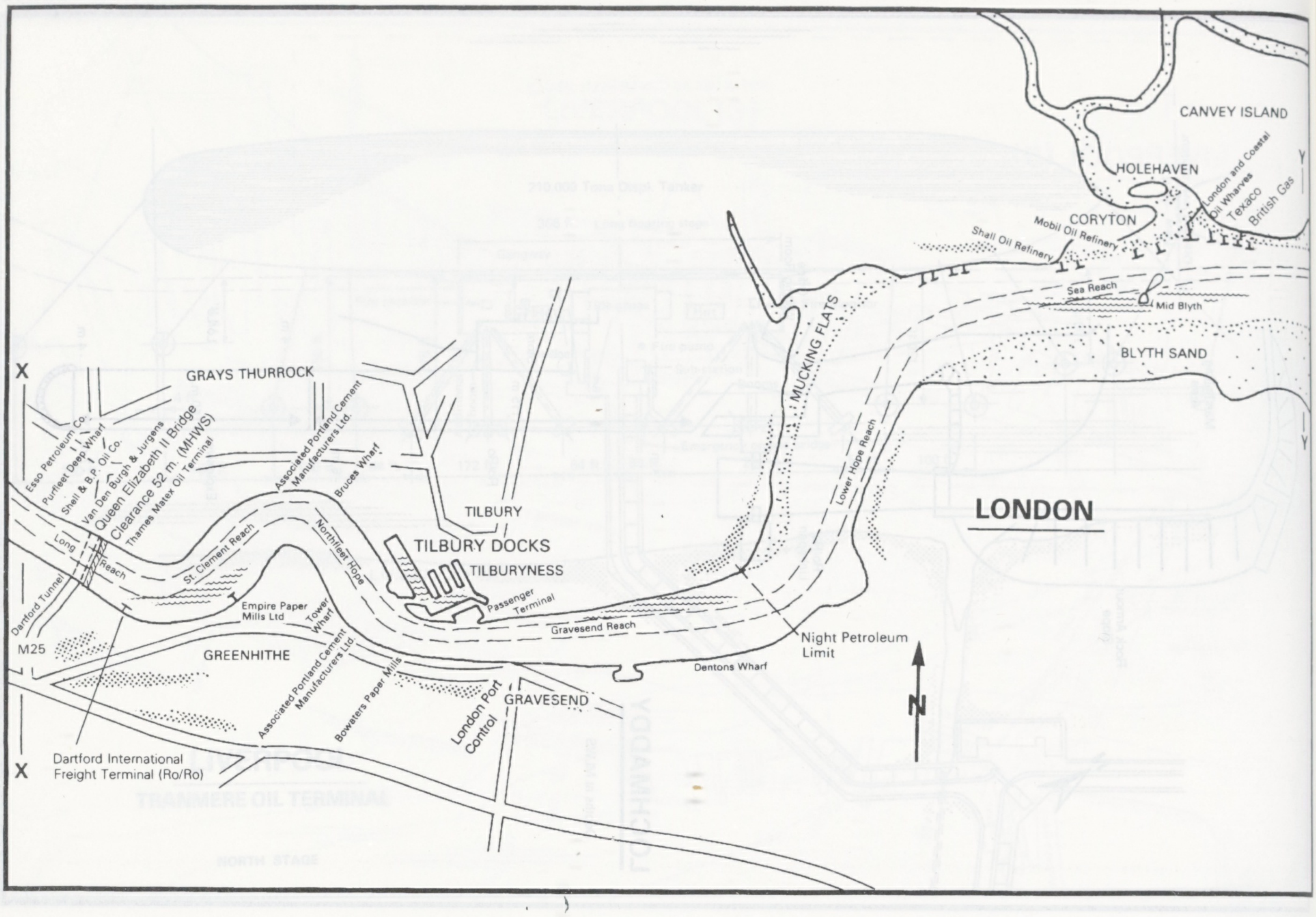
LIVERPOOL

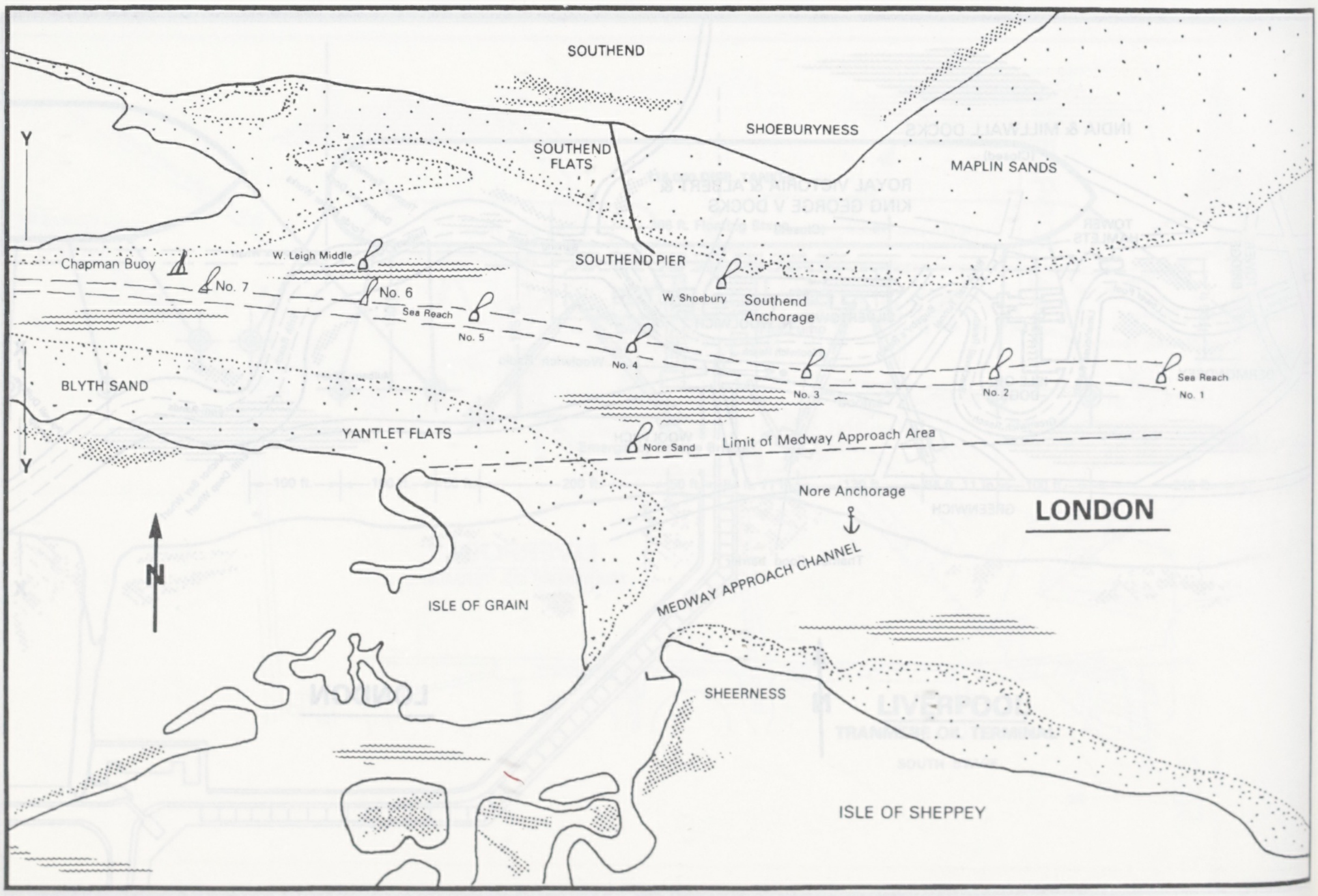
TRANMERE OIL TERMINAL

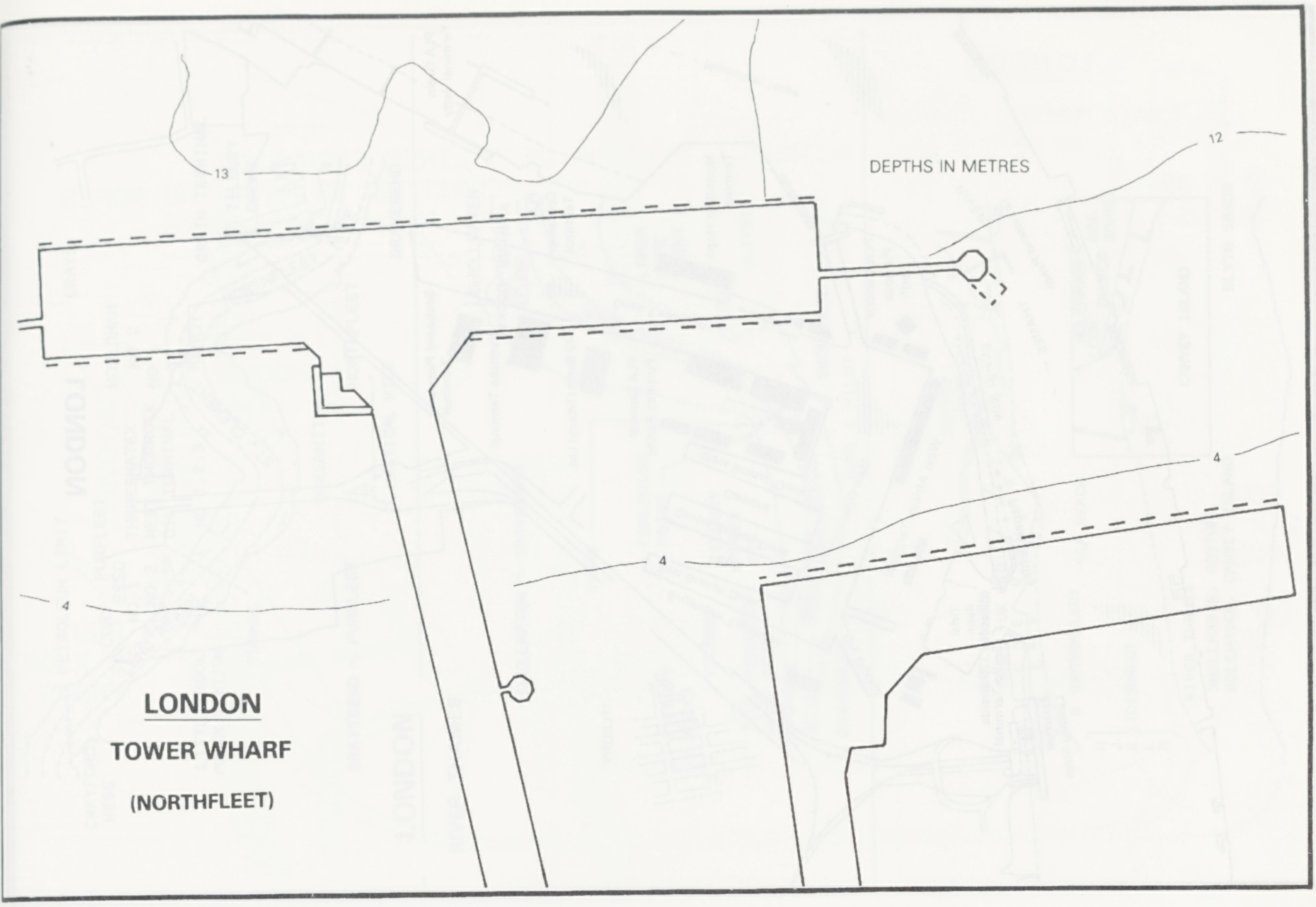
SOUTH STAGE

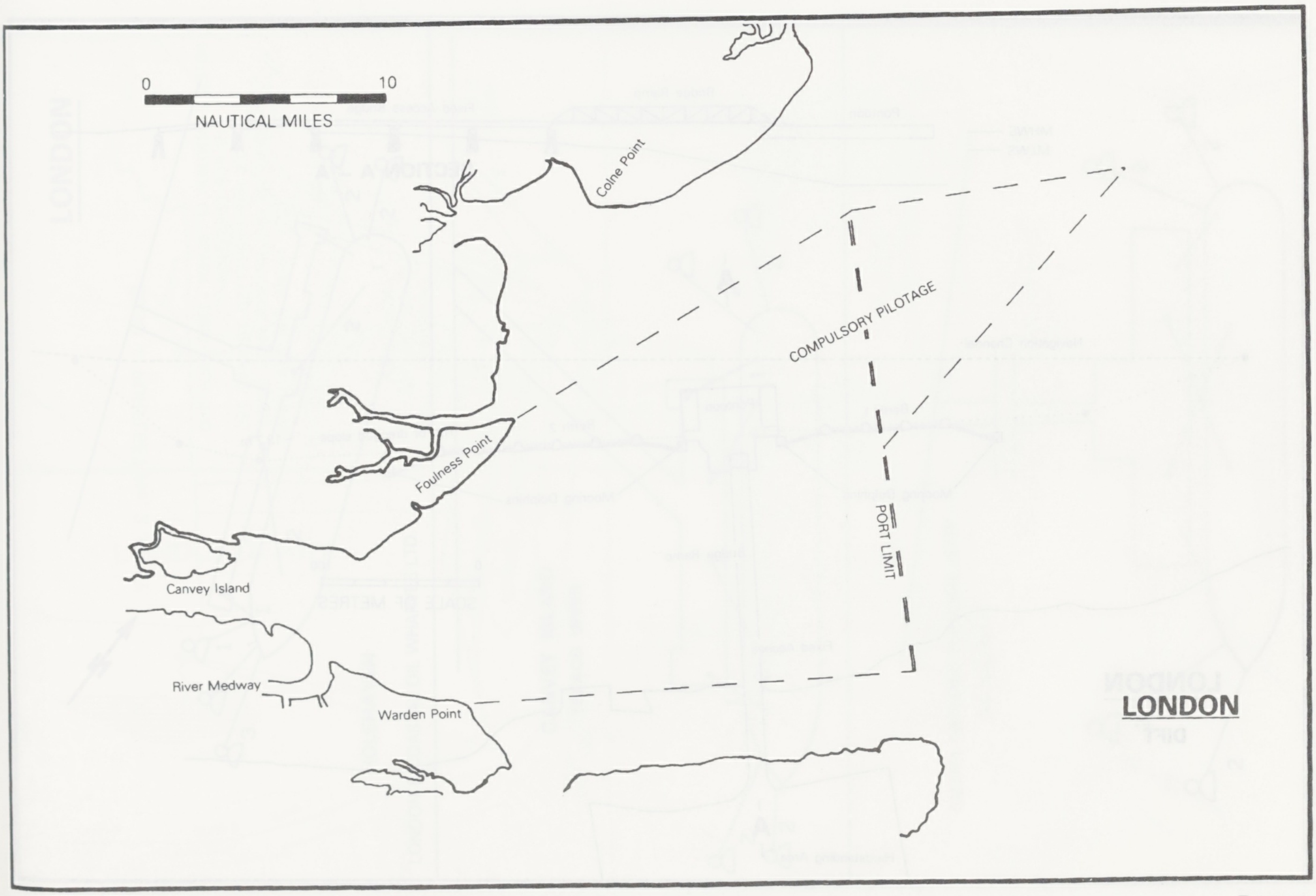

Office
Waiting Room
Store
Lo/Lo
-4 m.
-4 m.
115 m.
60 m
Marshalling Area
Rock Armour Slope
Ro/Ro Linkspan
-4 m
Ro/Ro
-6 m
Explosives
-7 m.
LOCHMADDY
Depths at MLWS

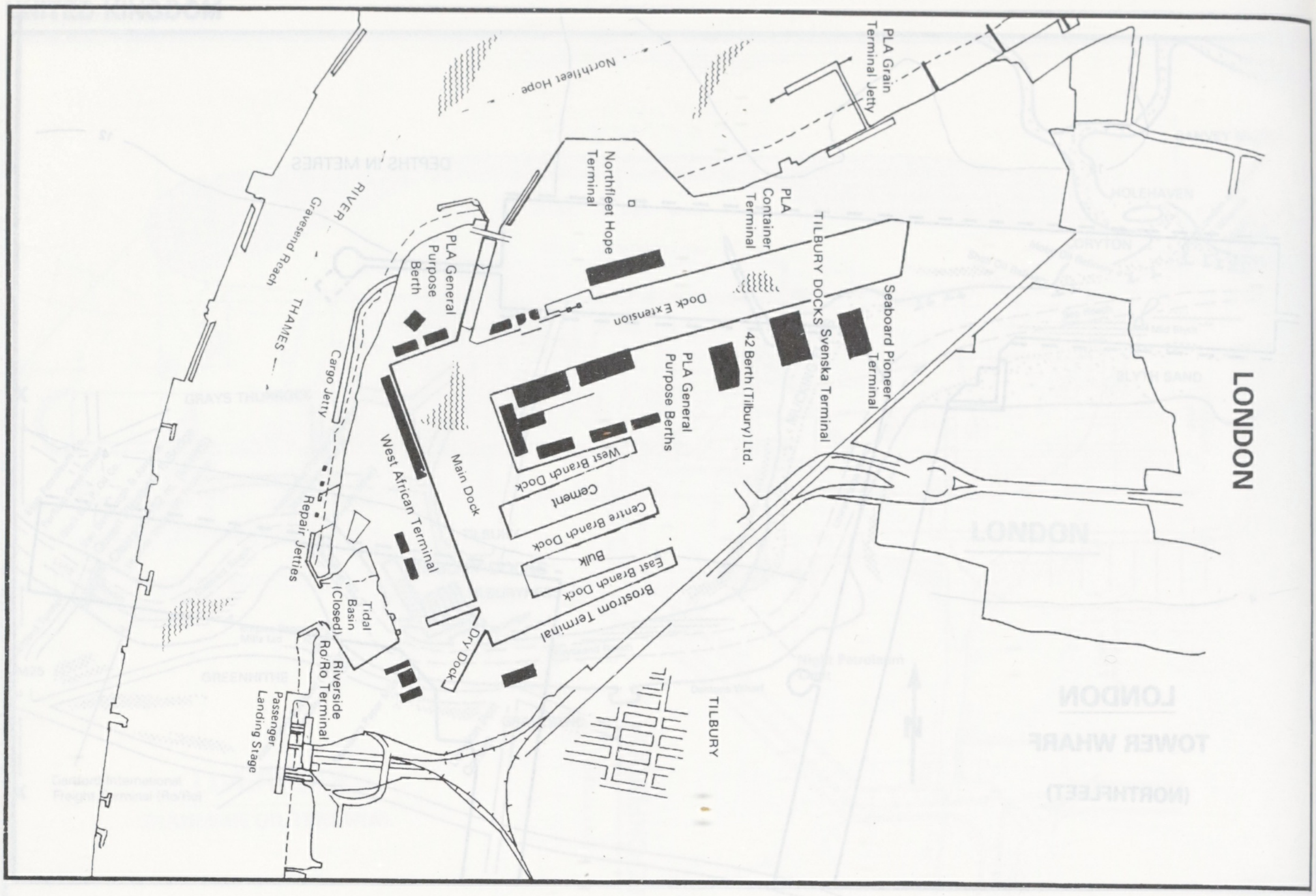

INDIA & MILLWALL DOCKS
(Closed)
ROYAL VICTORIA & ALBERT &
KING GEORGE V DOCKS
(Closed)
TOWER HAMLETS
TOWER BRIDGE
Upper Pool
Lower Pool
Limehouse Reach
ISLE OF DOGS
Greenwich Reach
Blackwall Reach
Blackwall Tunnel
Bugsby's Reach
SILVERTOWN
N. WOOLWICH
Woolwich Reach
Gallions Reach
Barking Reach
Thames Terminal
Dagenham Dock
Fords Motor Works
Halfway Reach
Phoenix Wharf
Erith Reach
Mulberry Wharf
Erith Rands
Anchor Bay Wharf
Erith Deep Wharf
Powell Duffryn Group
X
X
BERMONDSEY
Woolwich Radio
WOOLWICH
GREENWICH
Thames flood barrier
N
LONDON

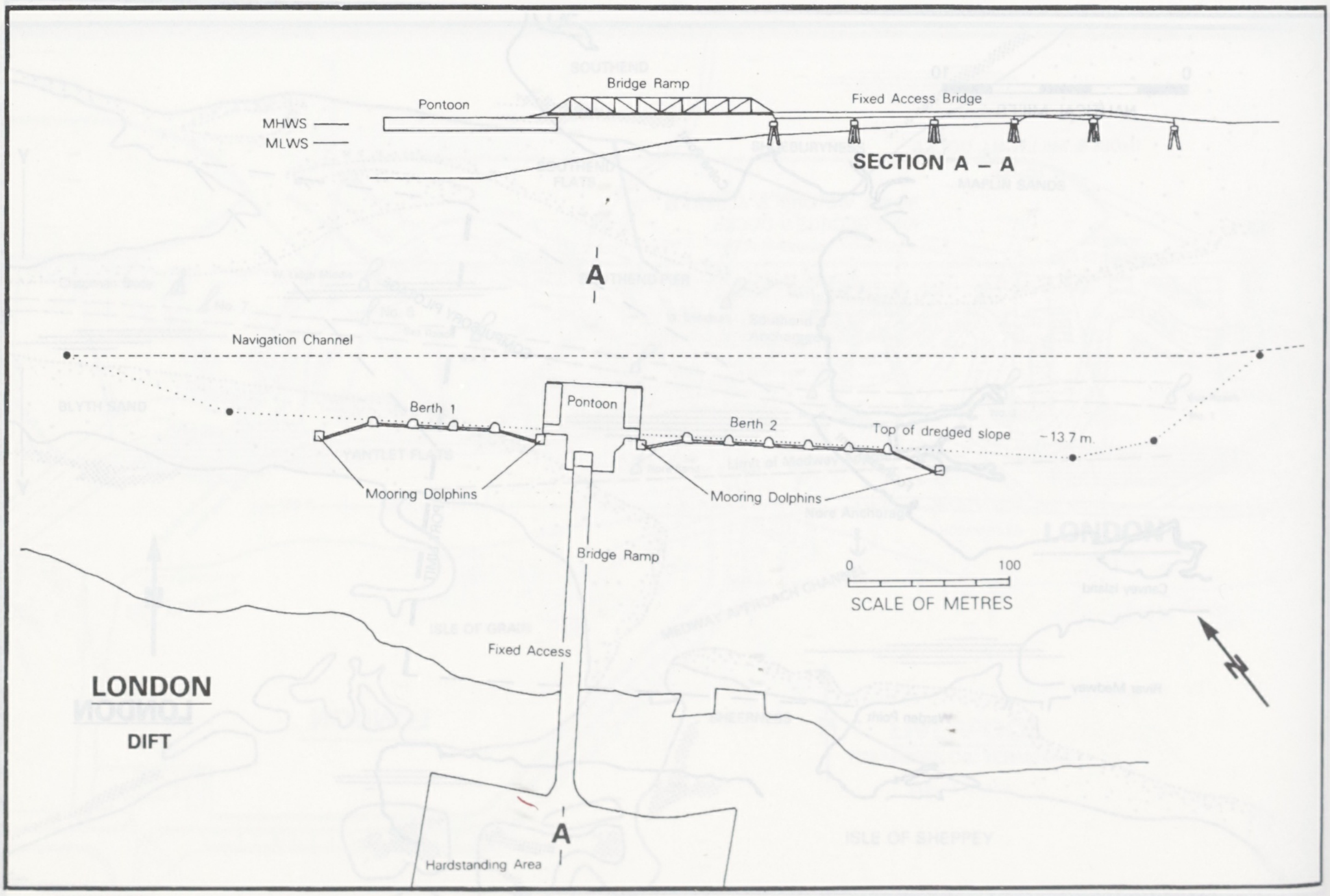

CANVEY ISLAND
HOLEHAVEN
London and Coastal Oil Wharves
Texaco
British Gas
CORYTON
Mobil Oil Refinery
Shall Oil Refinery
Sea Reach
Mid Blyth
BLYTH SAND
Y
Y
MUCKING FLATS
Lower Hope Reach
LONDON
X
GRAYS THURROCK
Esso Petroleum Co.
Purfleet Deep Wharf
Shell & B.P. Oil Co.
Van Den Burgh & Jurgens
Queen Elizabeth II Bridge
Clearance 52 m. (MHWS)
Thames Matex Oil Terminal
Associated Portland Cement Manufacturers Ltd.
Bruces Wharf
TILBURY
TILBURY DOCKS
TILBURYNESS
Long Reach
St. Clement Reach
Northfleet Hope
Passenger Terminal
Gravesend Reach
Dartford Tunnel
Empire Paper Mills Ltd
Tower Wharf
M25
GREENHITHE
Associated Portland Cement Manufacturers Ltd.
Bowaters Paper Mills
London Port Control
GRAVESEND
Dentons Wharf
Night Petroleum Limit
N
Dartford International Freight Terminal (Ro/Ro)
X


SOUTHEND
SHOEBURYNESS
MAPLIN SANDS
SOUTHEND FLATS
Y
Chapman Buoy
W. Leigh Middle
No. 7
No. 6
Sea Reach
No. 5
SOUTHEND PIER
W. Shoebury
Southend Anchorage
No. 4
No. 3
No. 2
Sea Reach No. 1
BLYTH SAND
Y
YANTLET FLATS
Nore Sand
Limit of Medway Approach Area
Nore Anchorage
LONDON
N
MEDWAY APPROACH CHANNEL
ISLE OF GRAIN
SHEERNESS
ISLE OF SHEPPEY

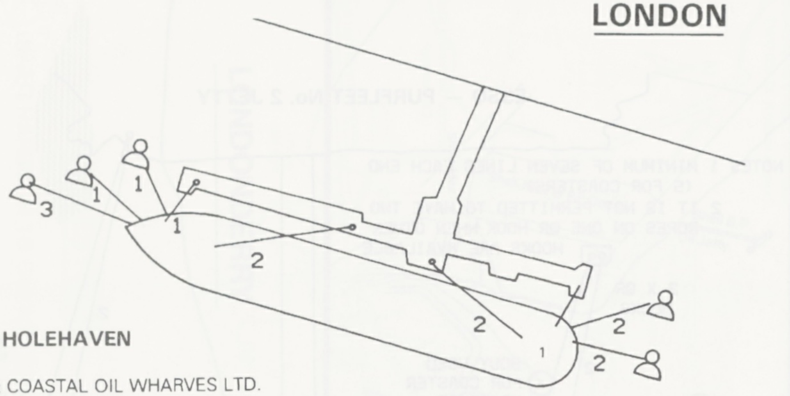

DEPTHS IN METRES
13
12
4
4
4
4
LONDON
TOWER WHARF
(NORTHFLEET)


0
10
NAUTICAL MILES
Colne Point
COMPULSORY PILOTAGE
Foulness Point
PORT LIMIT
Canvey Island
River Medway
Warden Point
LONDON


LONDON
PLA Grain Terminal Jetty
Northfleet Hope
Northfleet Hope Terminal
PLA Container Terminal
TILBURY DOCKS
Seaboard Pioneer Terminal
Svenska Terminal
42 Berth (Tilbury) Ltd.
PLA General Purpose Berths
Dock Extension
PLA General Purpose Berth
RIVER
Gravesend Reach
THAMES
Cargo Jetty
Main Dock
West African Terminal
West Branch Dock
Cement
Centre Branch Dock
Bulk
East Branch Dock
Brostrom Terminal
Dry Dock
Repair Jetties
Tidal Basin (Closed)
Riverside Ro/Ro Terminal
Passenger Landing Stage
TILBURY


Pontoon
Bridge Ramp
Fixed Access Bridge
MHWS
MLWS
SECTION A – A
A
Navigation Channel
Berth 1
Pontoon
Berth 2
Top of dredged slope
-13.7 m.
Mooring Dolphins
Mooring Dolphins
Bridge Ramp
0
100
SCALE OF METRES
Fixed Access
A
Hardstanding Area
LONDON
DIFT

LONDON

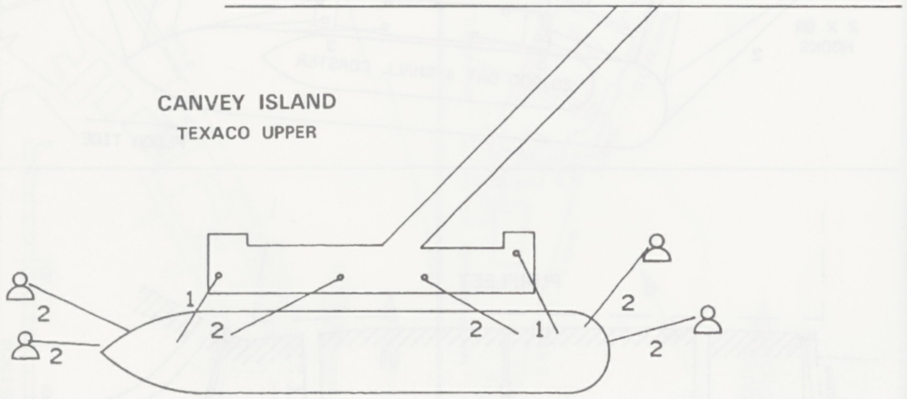


HOLEHAVEN

LONDON & COASTAL OIL WHARVES LTD.

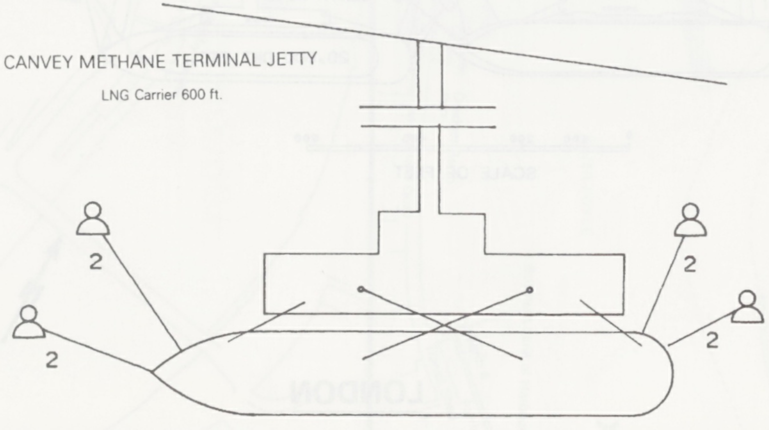
CANVEY ISLAND

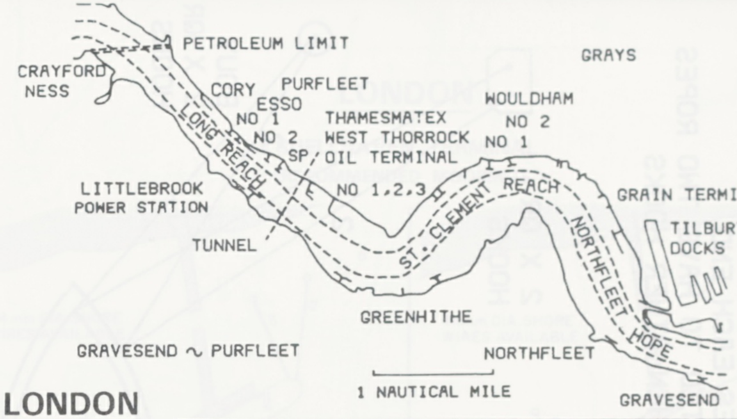
TEXACO UPPER



CANVEY METHANE TERMINAL JETTY

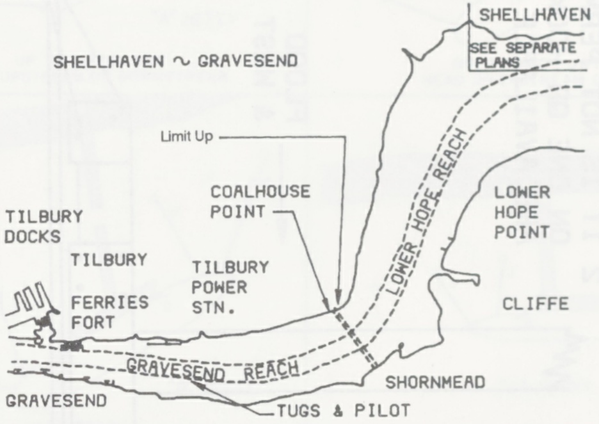
LNG Carrier 600 ft.

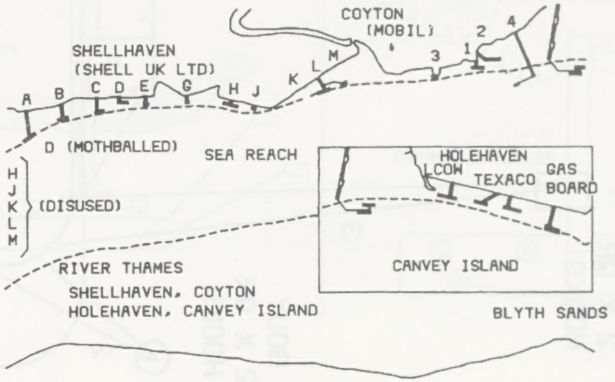


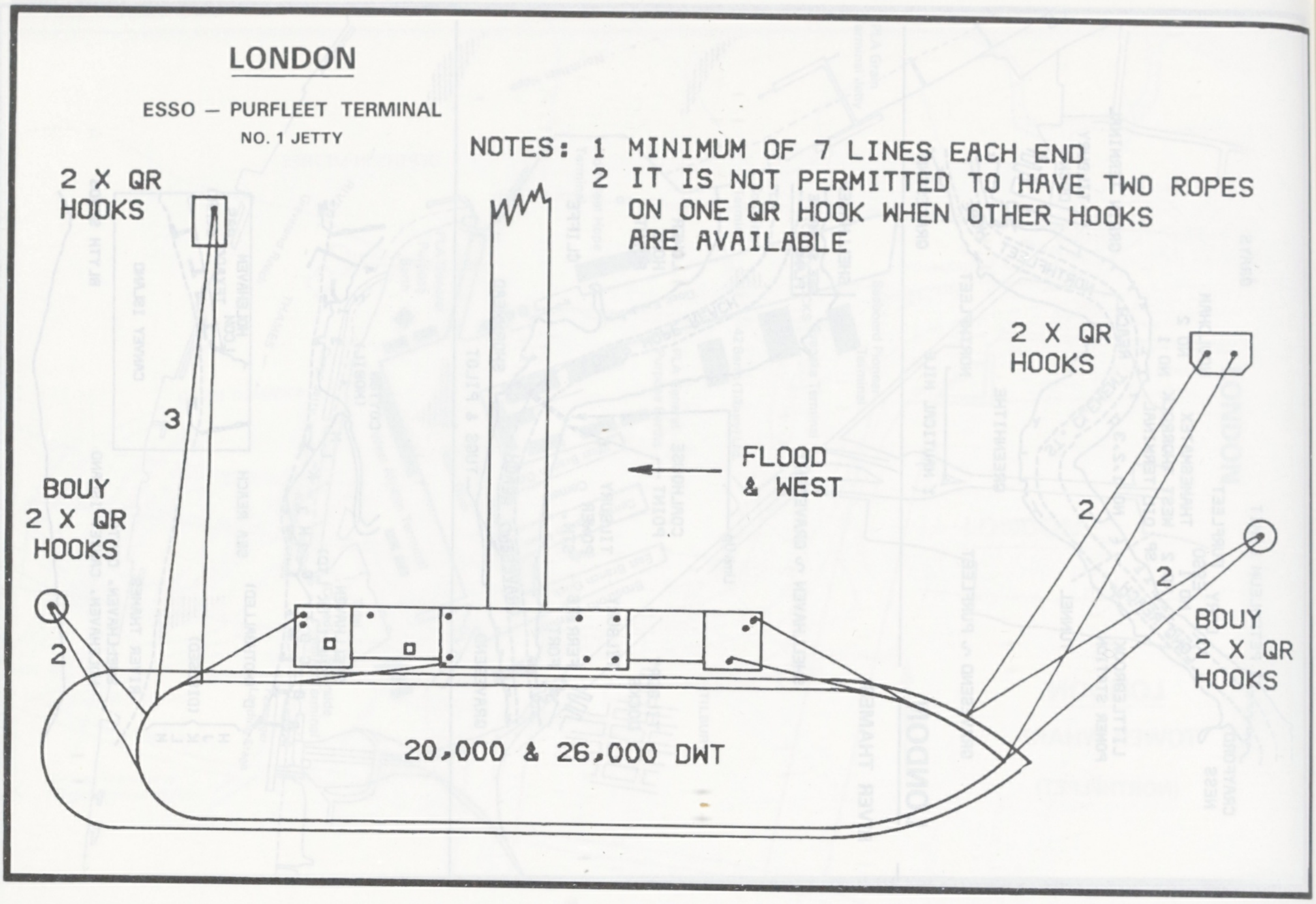

PETROLEUM LIMIT
CRAYFORD NESS
CORY
ESSO
NO 1
NO 2
SP
PURFLEET
THAMESMATEX
WEST THORROCK
OIL TERMINAL
NO 1,2,3
WOULDHAM
NO 2
NO 1
GRAYS
LONG REACH
LITTLEBROOK
POWER STATION
TUNNEL
ST. CLEMENT REACH
GRAIN TERMINAL
TILBURY
DOCKS
NORTHFLEET HOPE
GREENHITHE
GRAVESEND ~ PURFLEET
NORTHFLEET
1 NAUTICAL MILE
GRAVESEND

LONDON

RIVER THAMES


SHELLHAVEN
SEE SEPARATE PLANS
SHELLHAVEN ~ GRAVESEND
Limit Up
LOWER HOPE REACH
COALHOUSE POINT
LOWER HOPE POINT
TILBURY DOCKS
TILBURY
TILBURY POWER STN.
FERRIES
FORT
CLIFFE
GRAVESEND REACH
SHORNMEAD
GRAVESEND
TUGS & PILOT


COYTON (MOBIL)
SHELLHAVEN (SHELL UK LTD)
A
B
C
D
E
G
H
J
K
L
M
3
1
2
4
D (MOTHBALLED)
SEA REACH
H J K L M
(DISUSED)
HOLEHAVEN
LCOW
TEXACO
GAS BOARD
CANVEY ISLAND
RIVER THAMES
SHELLHAVEN, COYTON
HOLEHAVEN, CANVEY ISLAND
BLYTH SANDS



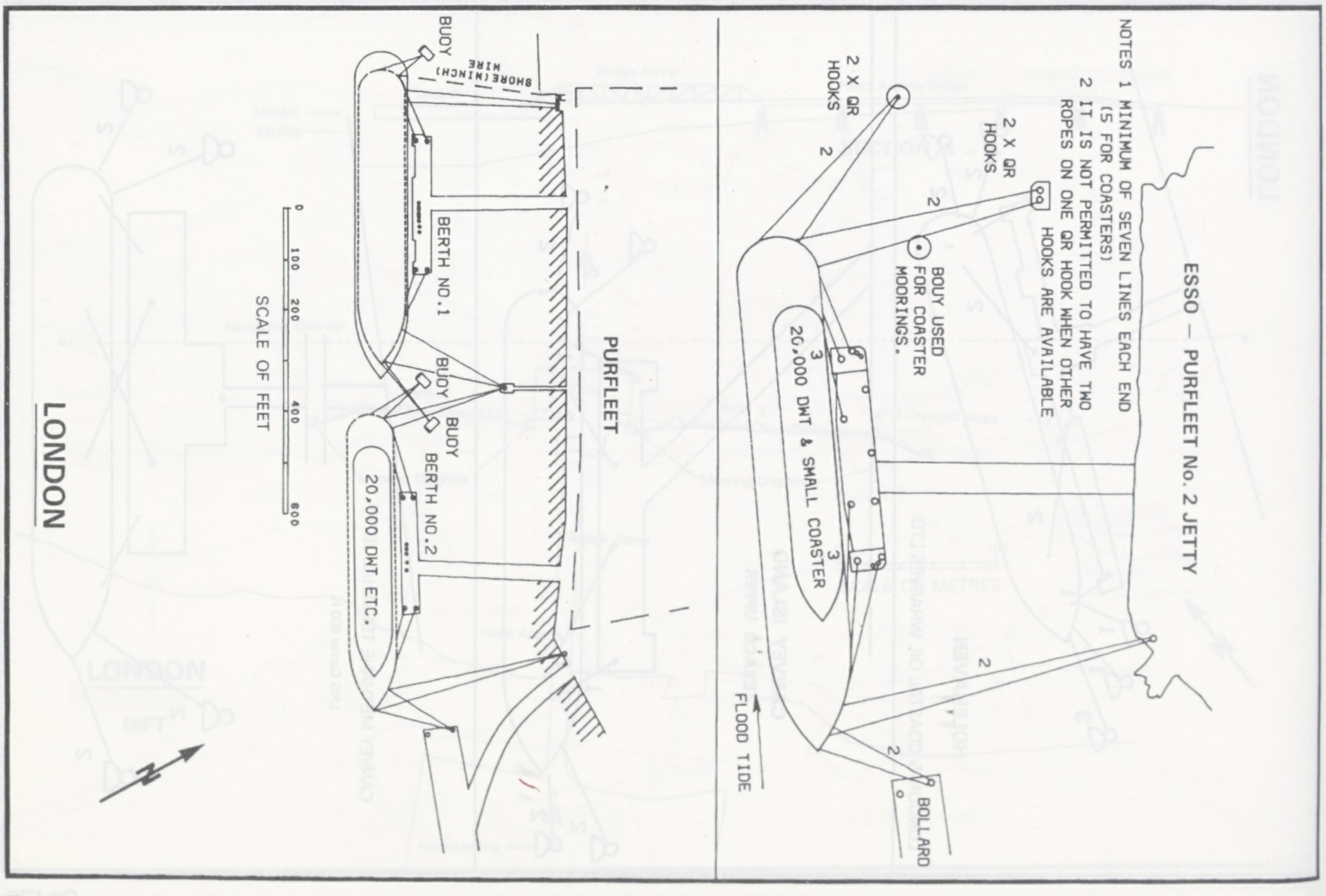
LONDON

ESSO – PURFLEET TERMINAL

NO. 1 JETTY

NOTES: 1 MINIMUM OF 7 LINES EACH END
2 IT IS NOT PERMITTED TO HAVE TWO ROPES ON ONE QR HOOK WHEN OTHER HOOKS ARE AVAILABLE

2 X QR HOOKS
3
BOUY 2 X QR HOOKS
2
FLOOD & WEST
2 X QR HOOKS
2
2
BOUY 2 X QR HOOKS
20,000 & 26,000 DWT



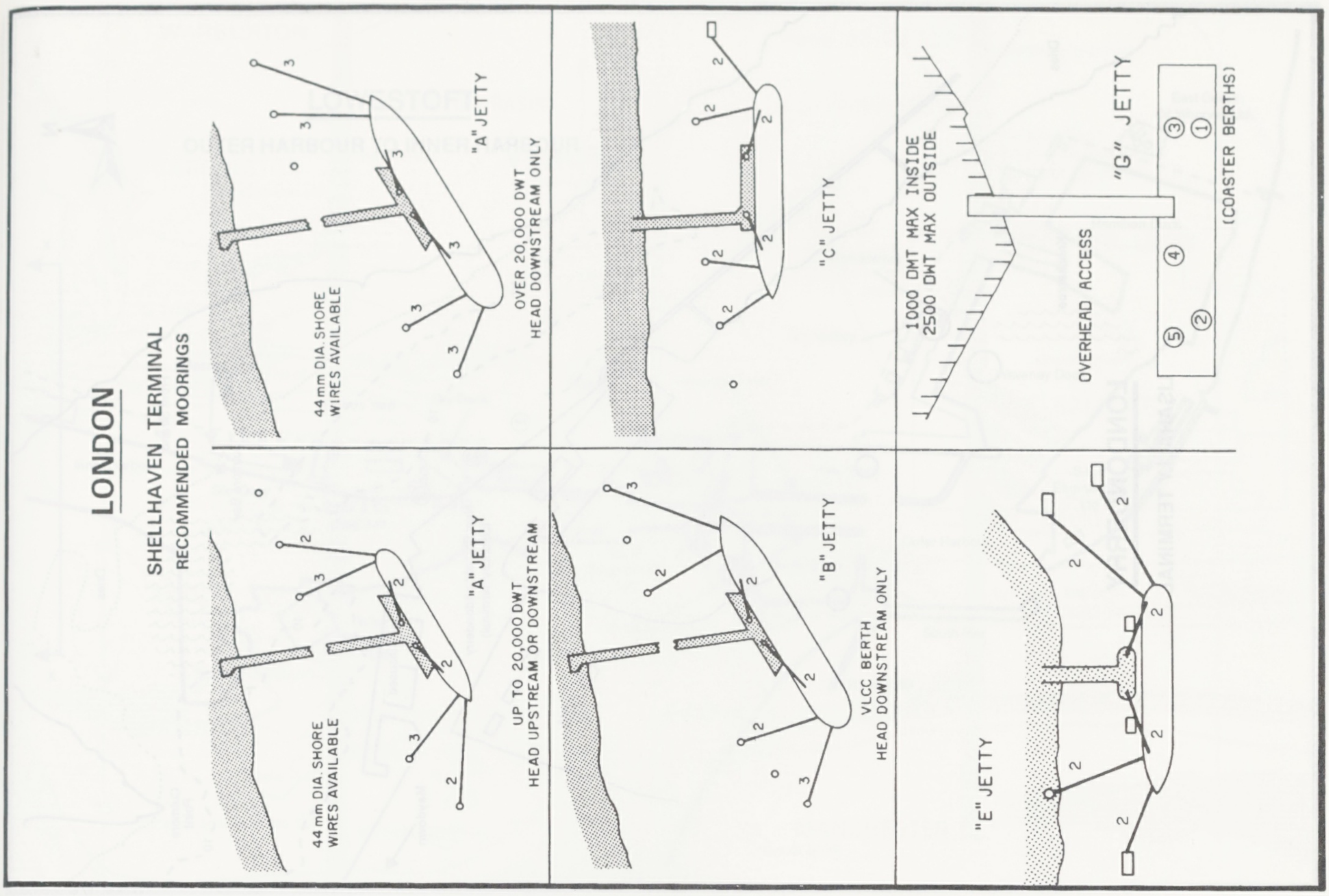
ESSO – PURFLEET No. 2 JETTY

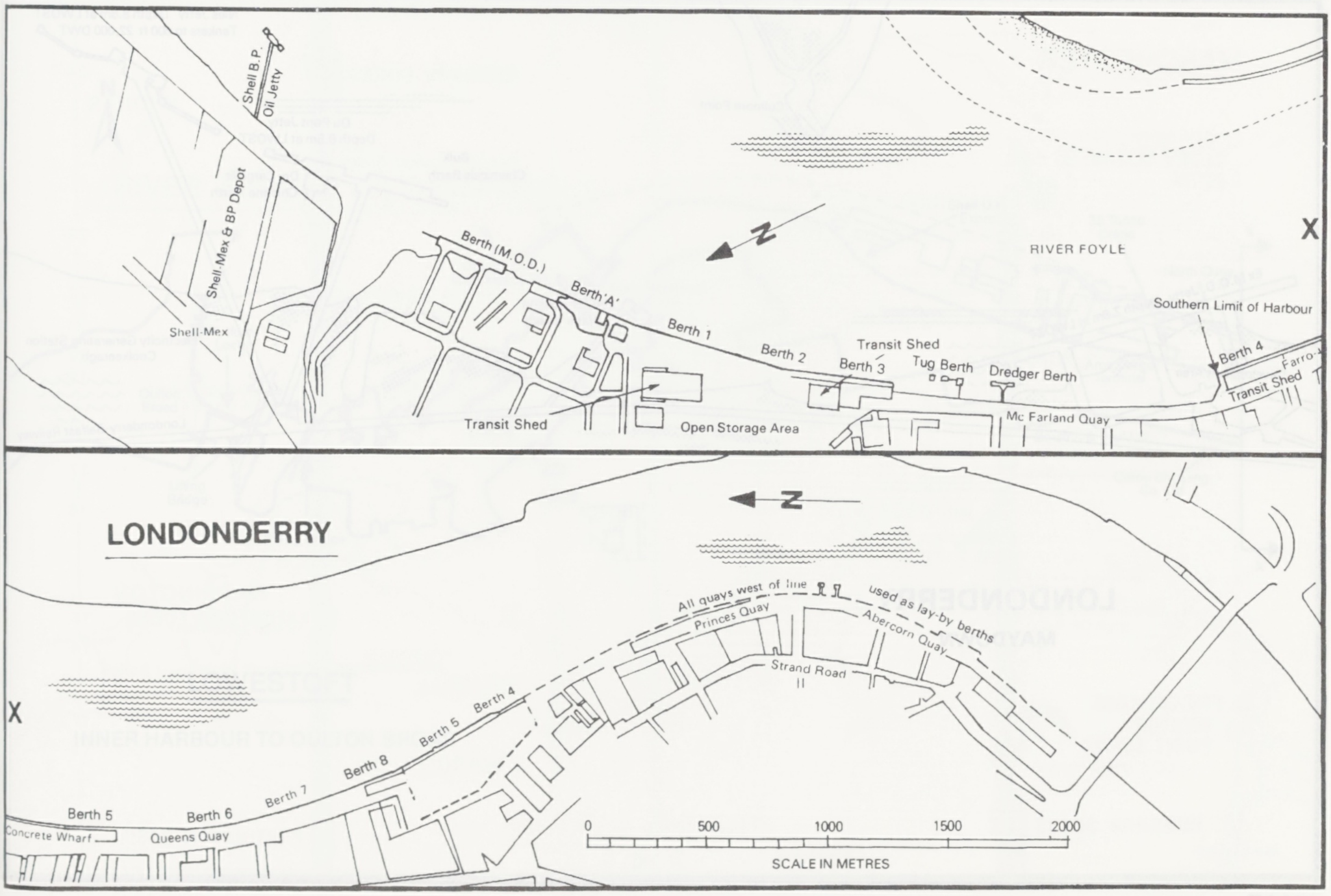
NOTES 1 MINIMUM OF SEVEN LINES EACH END (5 FOR COASTERS)
2 IT IS NOT PERMITTED TO HAVE TWO ROPES ON ONE QR HOOK WHEN OTHER HOOKS ARE AVAILABLE

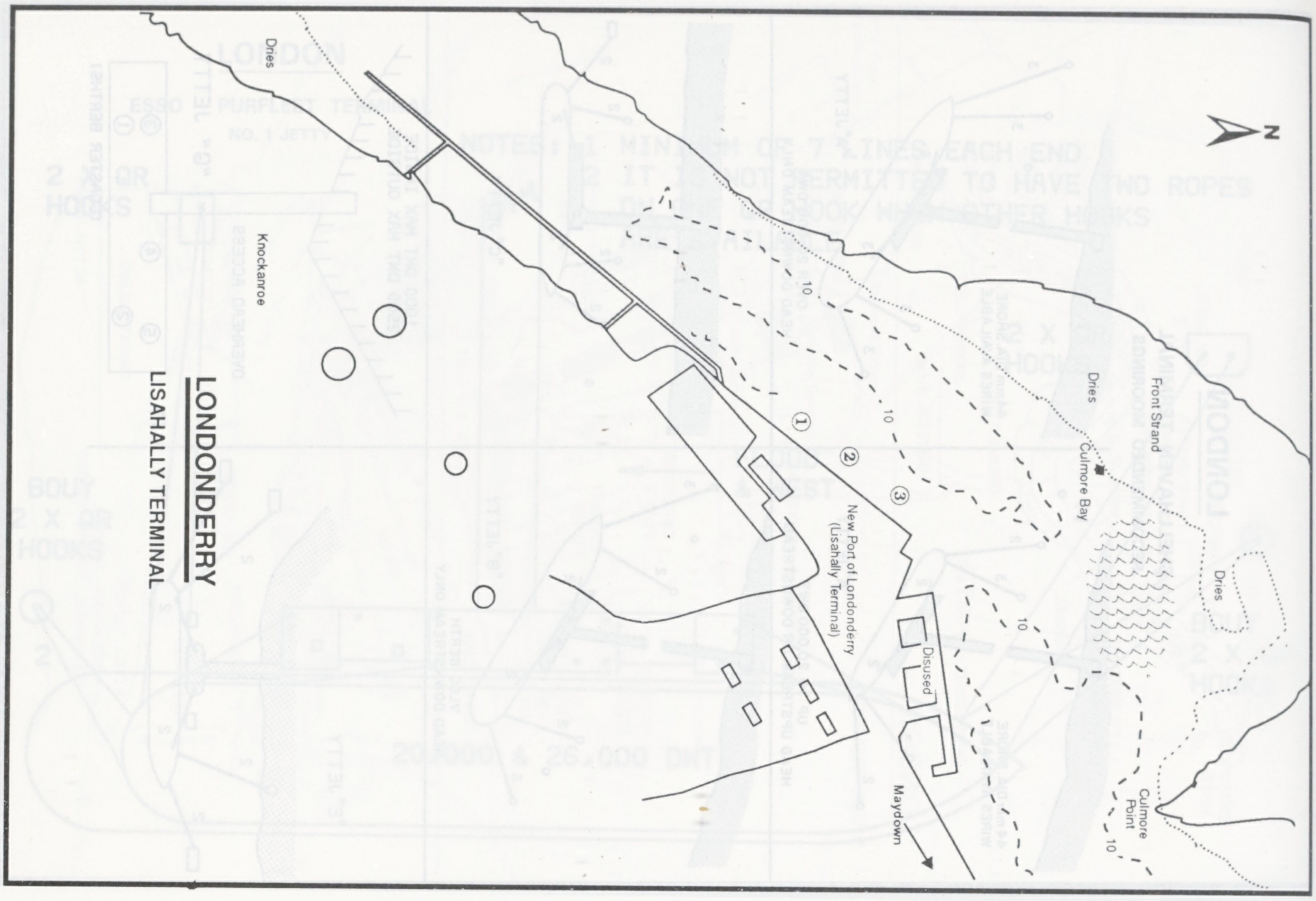
2 X QR HOOKS
2
2 X QR HOOKS
2
BOUY USED FOR COASTER MOORINGS.
3
20,000 DWT & SMALL COASTER
3
2
2
BOLLARD
FLOOD TIDE

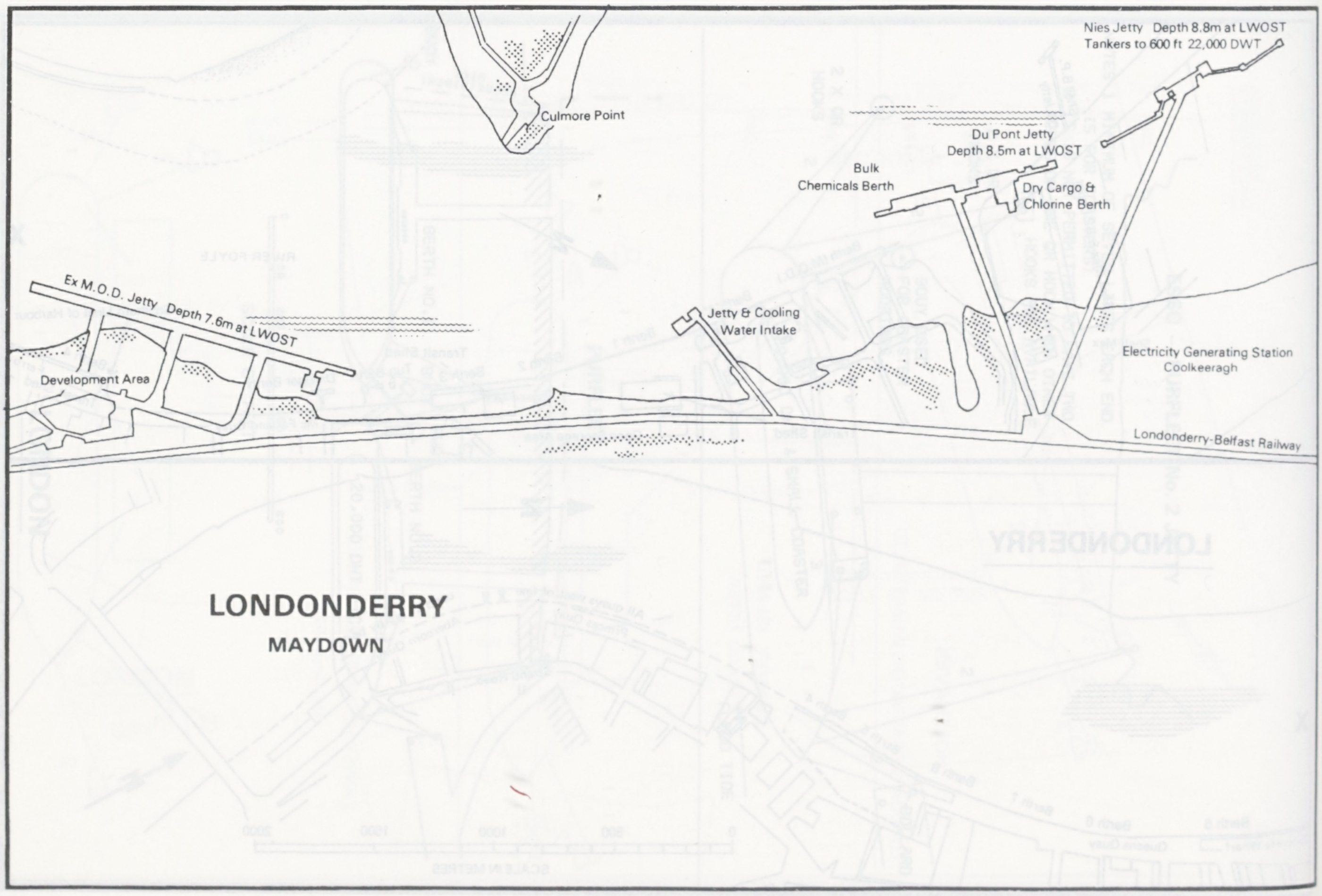
LONDON

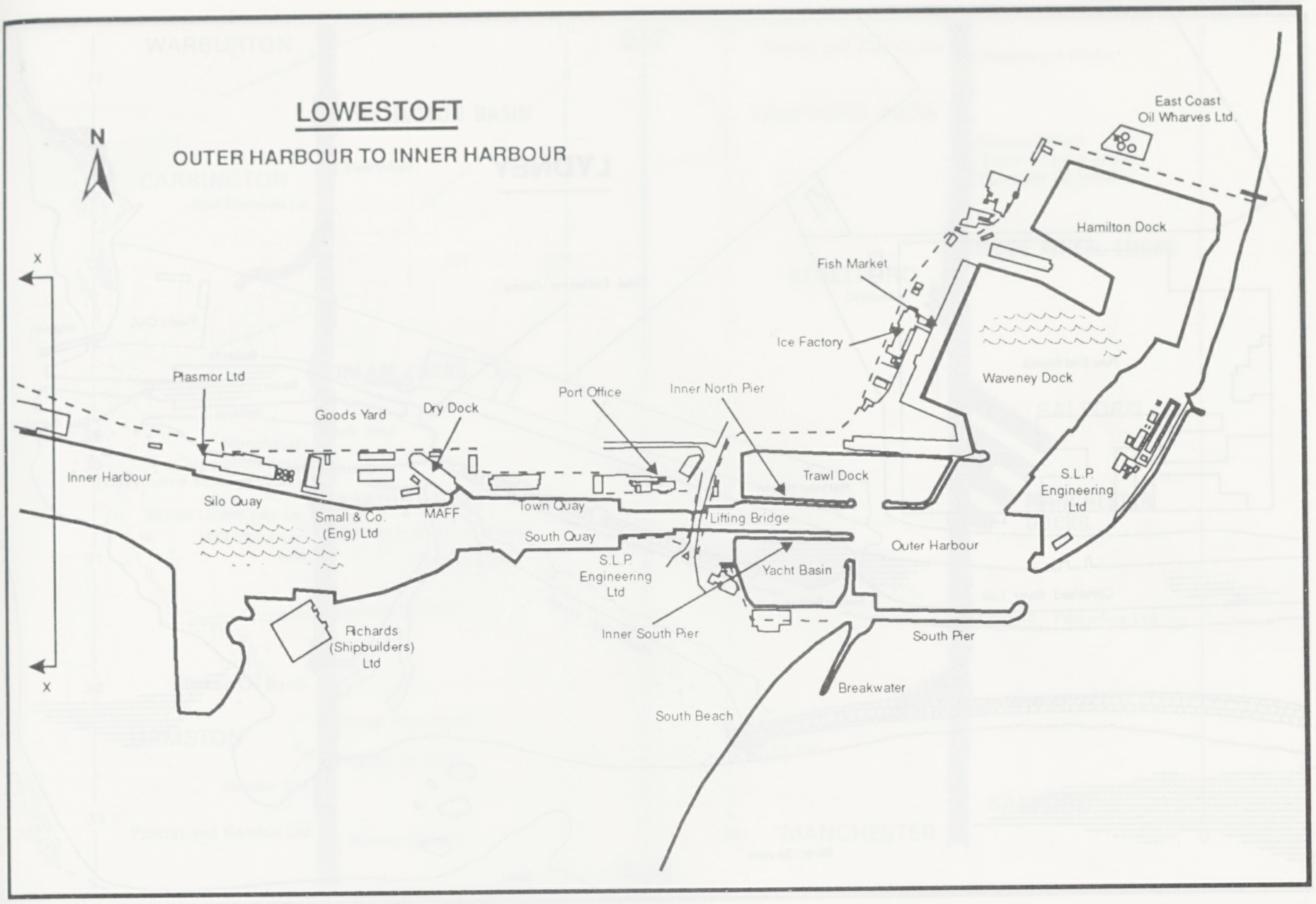
BUOY
SHORE (WINCH) WIRE
BERTH NO.1
PURFLEET
BUOY
BUOY
BERTH NO.2
20,000 DWT ETC.
0
100
200
400
800
SCALE OF FEET
N

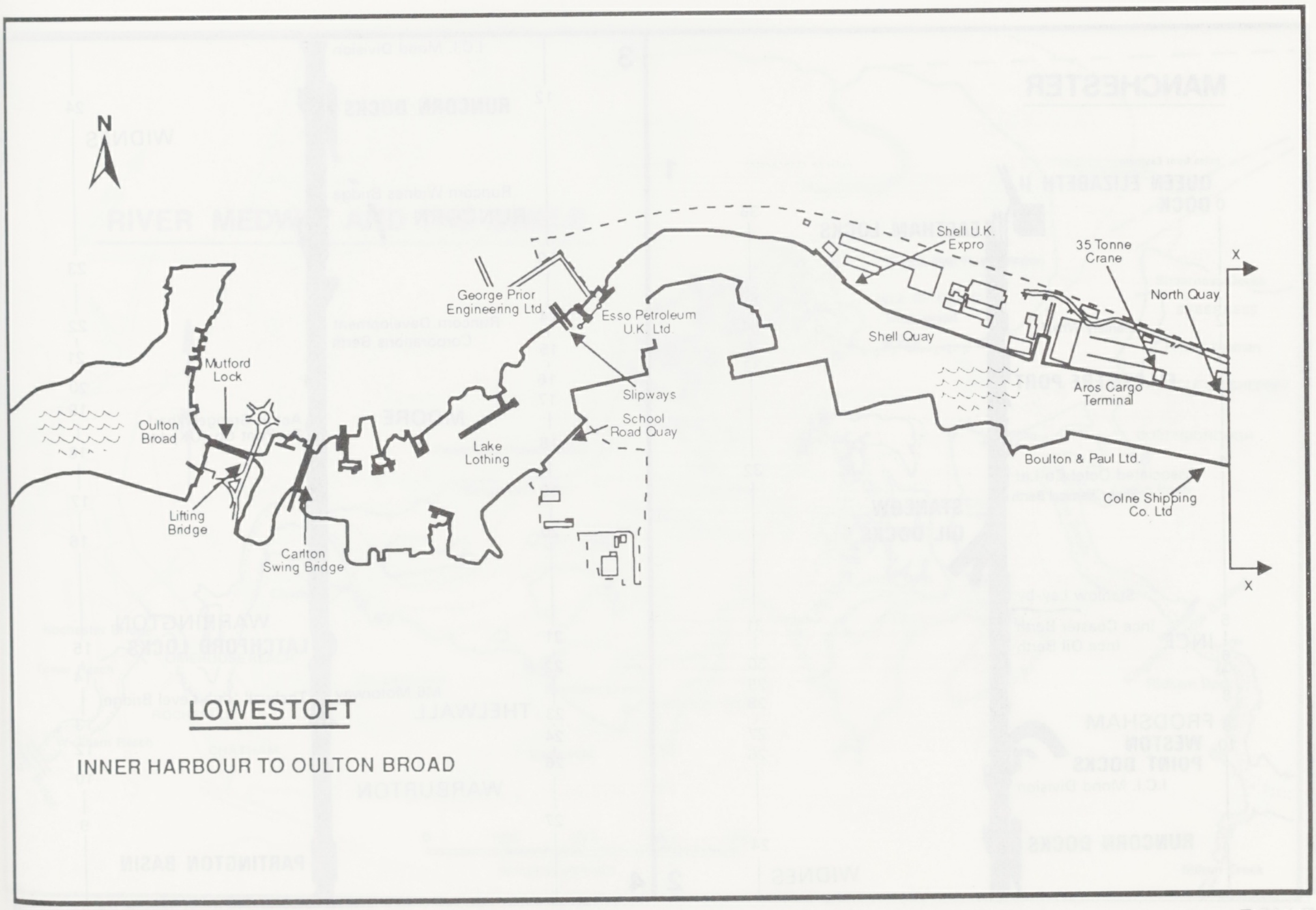

LONDON
SHELLHAVEN TERMINAL
RECOMMENDED MOORINGS
44 mm DIA. SHORE WIRES AVAILABLE
"A" JETTY
UP TO 20,000 DWT HEAD UPSTREAM OR DOWNSTREAM
44 mm DIA. SHORE WIRES AVAILABLE
"A" JETTY
OVER 20,000 DWT HEAD DOWNSTREAM ONLY
"B" JETTY
VLCC BERTH HEAD DOWNSTREAM ONLY
"C" JETTY
"E" JETTY
1000 DWT MAX INSIDE
2500 DWT MAX OUTSIDE
OVERHEAD ACCESS
"G" JETTY
① ② ③ ④ ⑤
(COASTER BERTHS)

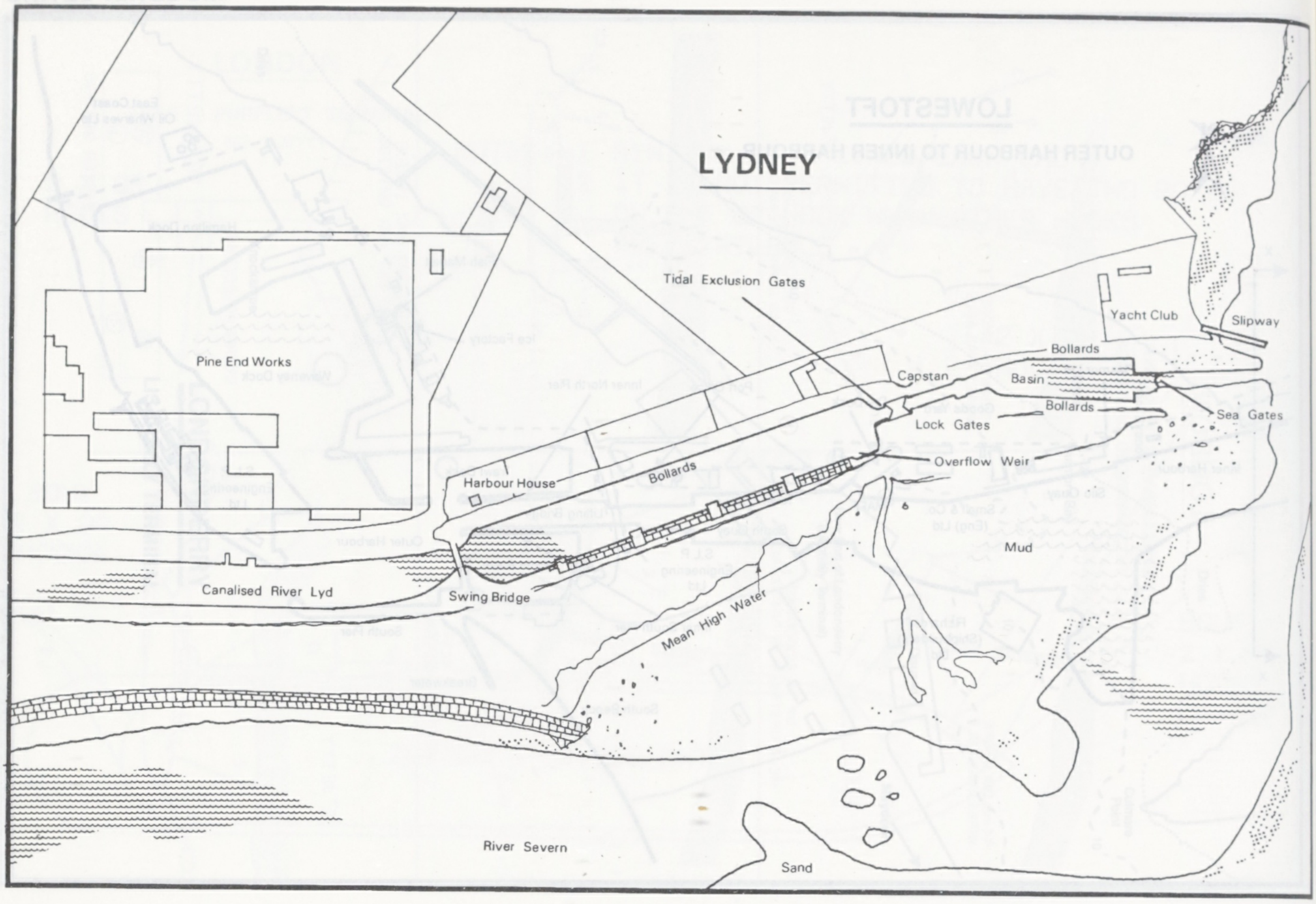

LONDONDERRY
Shell B.P. Oil Jetty
Shell-Mex & BP Depot
Shell-Mex
Berth (M.O.D.)
Berth 'A'
Berth 1
Berth 2
Berth 3
Transit Shed
Tug Berth
Dredger Berth
Transit Shed
Open Storage Area
Mc Farland Quay
N
RIVER FOYLE
X
Southern Limit of Harbour
Berth 4
Farro
Transit Shed
N
All quays west of line used as lay-by berths
Princes Quay
Abercorn Quay
Strand Road
Berth 4
Berth 5
Berth 8
Berth 7
Berth 6
Berth 5
Concrete Wharf
Queens Quay
X
0
500
1000
1500
2000
SCALE IN METRES

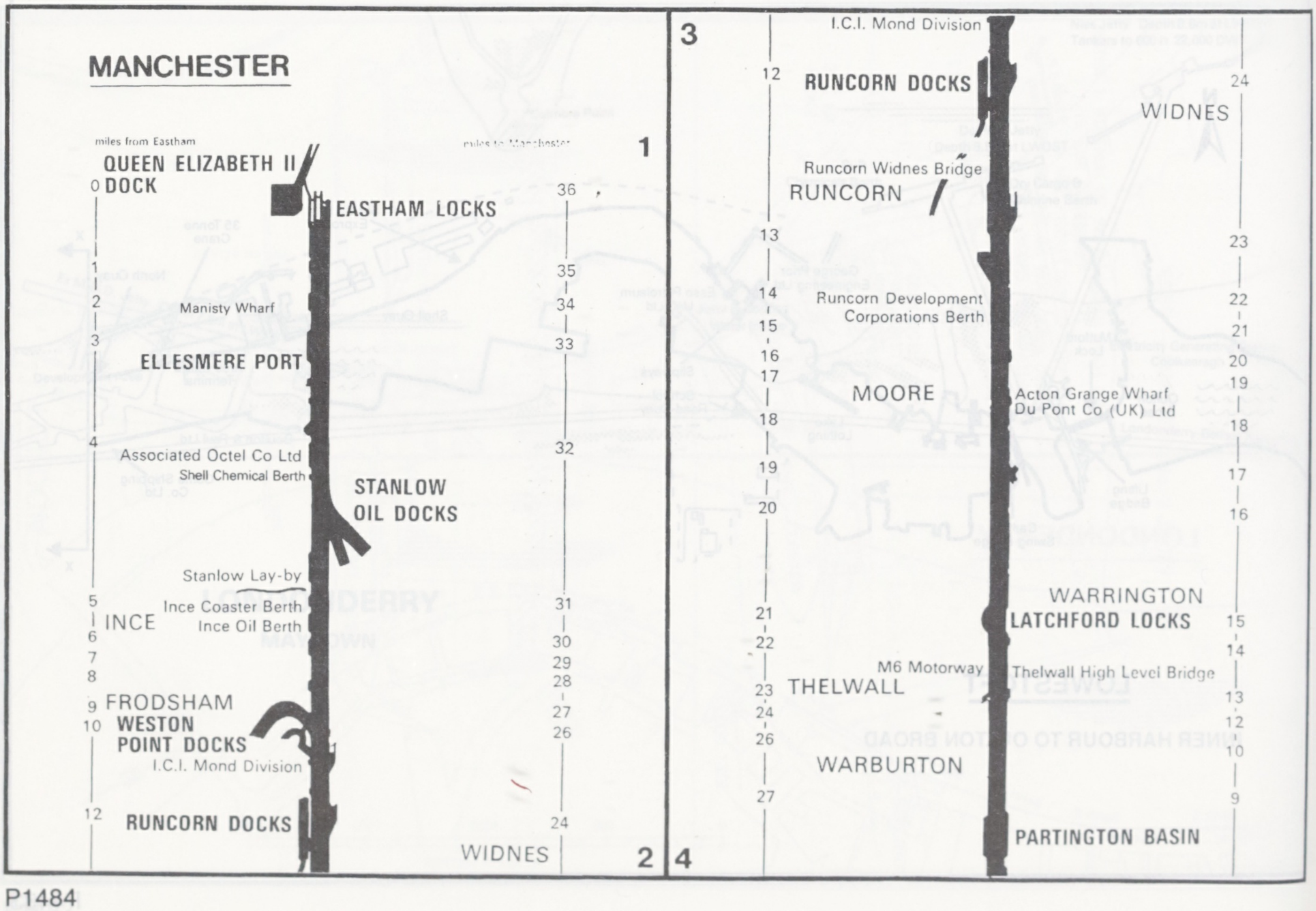

LONDONDERRY
LISAHALLY TERMINAL
N
Dries
Knockanroe
New Port of Londonderry (Lisahally Terminal)
①
②
③
10
Disused
Maydown
Front Strand
Dries
Culmore Bay
Dries
Culmore Point

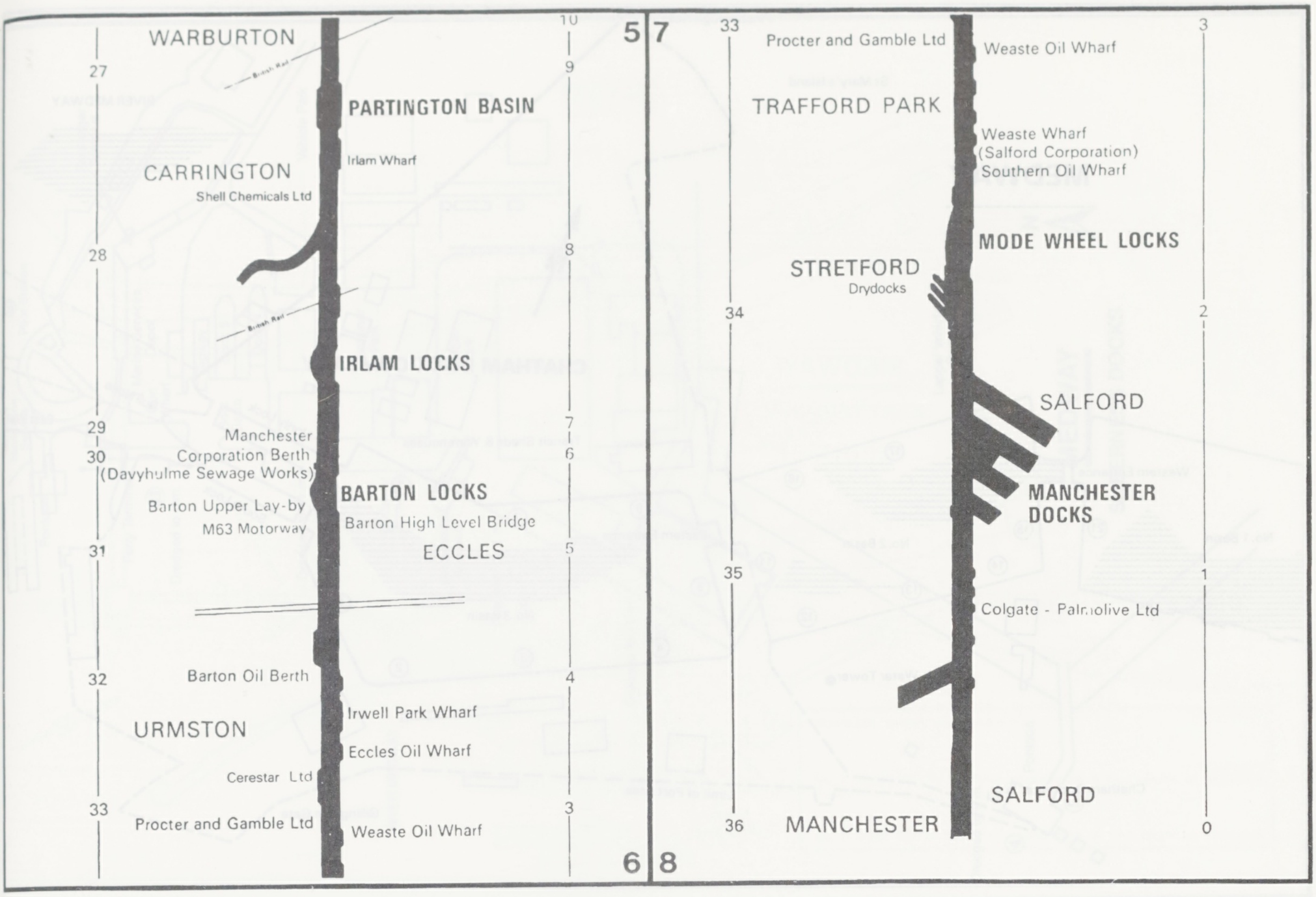

LONDONDERRY
MAYDOWN
Culmore Point
Nies Jetty Depth 8.8m at LWOST
Tankers to 600 ft 22,000 DWT
Du Pont Jetty
Depth 8.5m at LWOST
Bulk
Chemicals Berth
Dry Cargo &
Chlorine Berth
Ex M.O.D. Jetty Depth 7.6m at LWOST
Development Area
Jetty & Cooling
Water Intake
Electricity Generating Station
Coolkeeragh
Londonderry-Belfast Railway

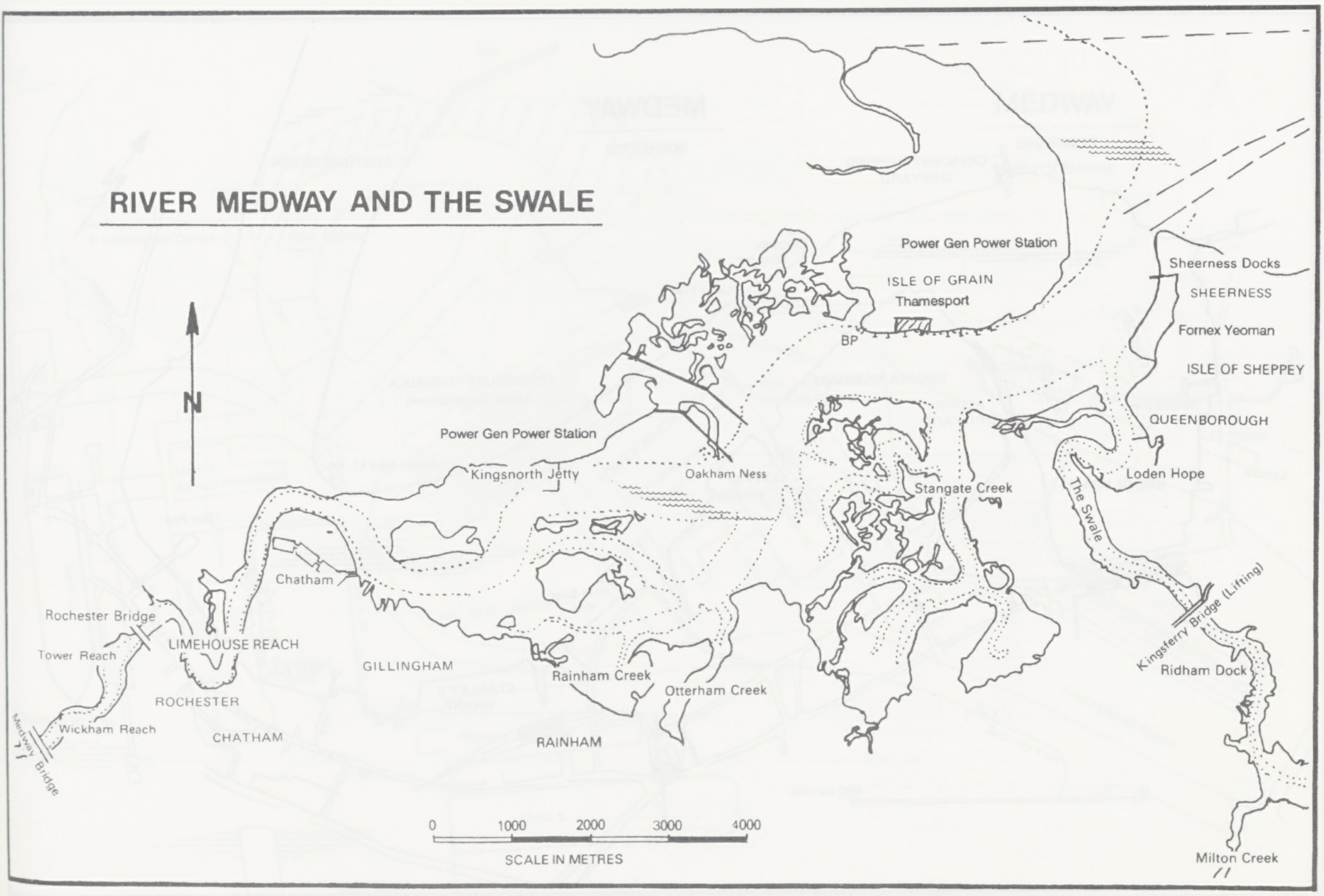

LOWESTOFT
OUTER HARBOUR TO INNER HARBOUR
N
X
X
East Coast
Oil Wharves Ltd.
Hamilton Dock
Fish Market
Ice Factory
Waveney Dock
Plasmor Ltd
Goods Yard
Dry Dock
Port Office
Inner North Pier
Inner Harbour
Silo Quay
Small & Co.
(Eng) Ltd
MAFF
Town Quay
Lifting Bridge
Trawl Dock
S.L.P.
Engineering
Ltd
South Quay
S.L.P.
Engineering
Ltd
Yacht Basin
Outer Harbour
Richards
(Shipbuilders)
Ltd
Inner South Pier
South Pier
Breakwater
South Beach


N
Shell U.K.
Expro
35 Tonne
Crane
X
X
North Quay
George Prior
Engineering Ltd
Esso Petroleum
U.K. Ltd
Shell Quay
Mutford
Lock
Aros Cargo
Terminal
Slipways
Oulton
Broad
School
Road Quay
Lake
Lothing
Boulton & Paul Ltd.
Colne Shipping
Co. Ltd
Lifting
Bridge
Carlton
Swing Bridge
LOWESTOFT
INNER HARBOUR TO OULTON BROAD

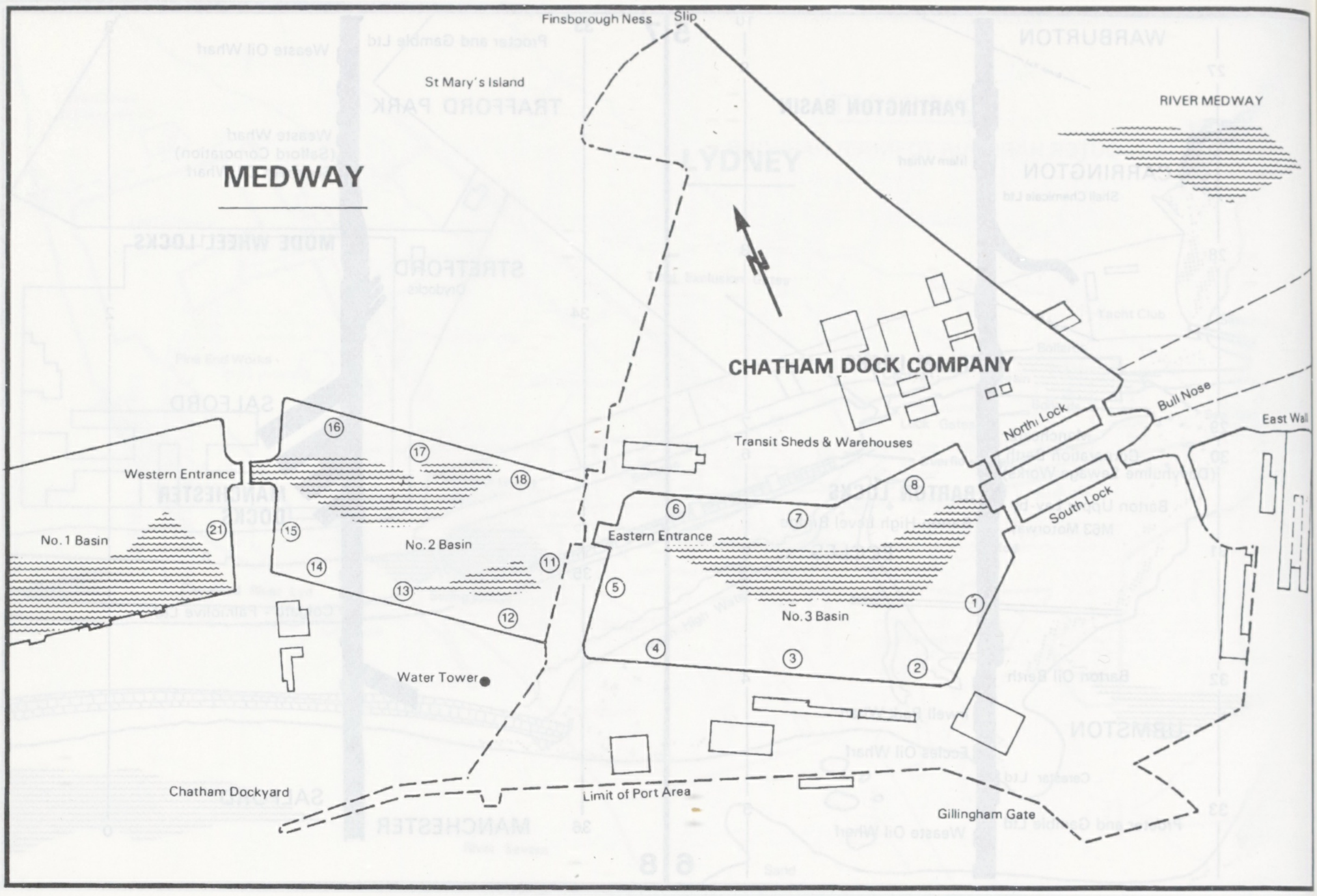

LYDNEY
Tidal Exclusion Gates
Yacht Club
Slipway
Pine End Works
Bollards
Capstan
Basin
Bollards
Sea Gates
Lock Gates
Overflow Weir
Bollards
Harbour House
Mud
Canalised River Lyd
Swing Bridge
Mean High Water
River Severn
Sand

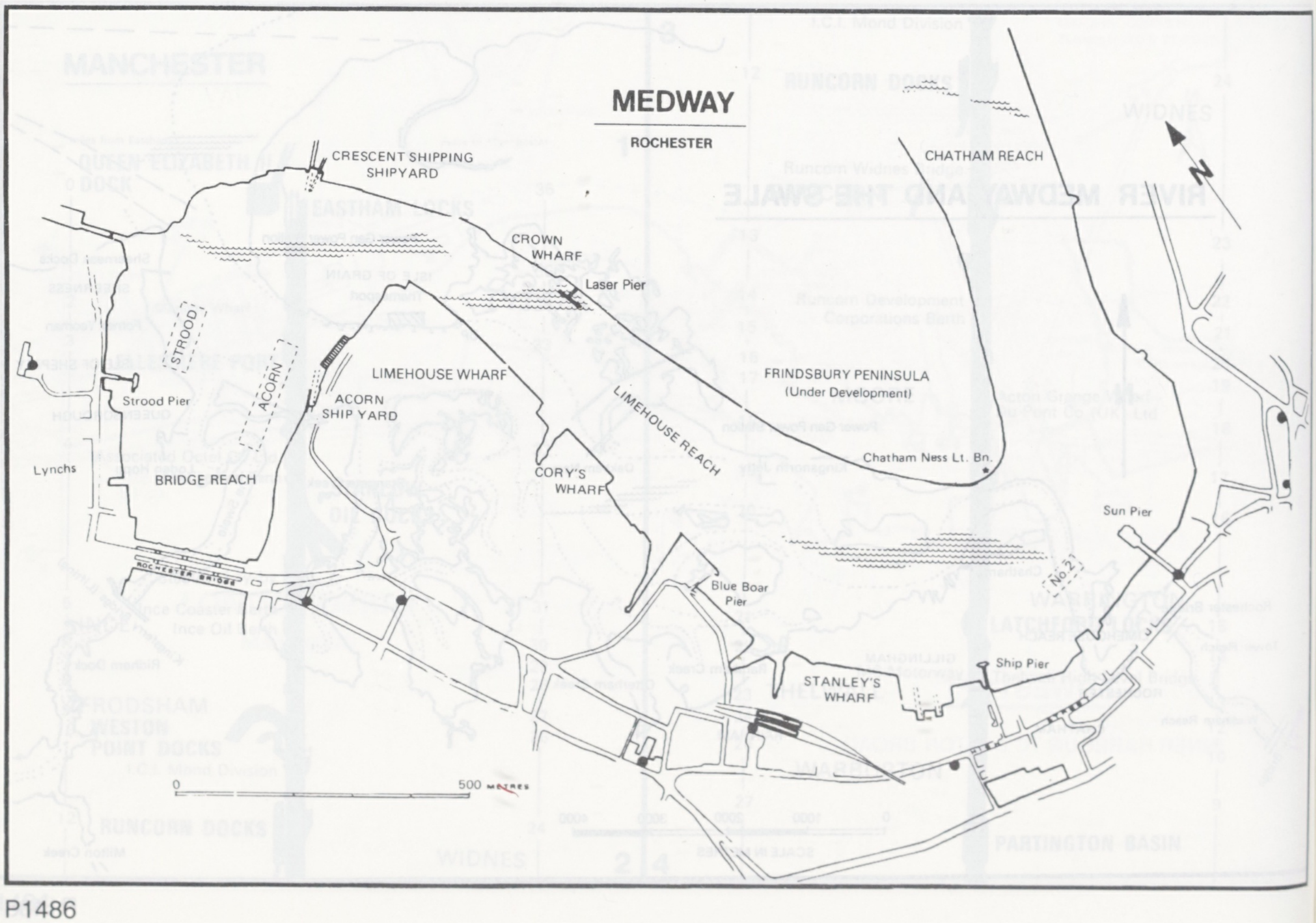

MANCHESTER
miles from Eastham
miles to Manchester
1
QUEEN ELIZABETH II DOCK
0
EASTHAM LOCKS
36
1
35
2
Manisty Wharf
34
3
33
ELLESMERE PORT
4
Associated Octel Co Ltd
Shell Chemical Berth
32
STANLOW OIL DOCKS
Stanlow Lay-by
5
INCE
Ince Coaster Berth
31
6
Ince Oil Berth
30
7
29
8
28
9
FRODSHAM
27
10
WESTON POINT DOCKS
26
I.C.I. Mond Division
12
RUNCORN DOCKS
24
WIDNES
2
3
I.C.I. Mond Division
12
RUNCORN DOCKS
24
WIDNES
Runcorn Widnes Bridge
RUNCORN
13
23
14
Runcorn Development Corporations Berth
22
15
21
16
20
17
MOORE
19
Acton Grange Wharf
Du Pont Co (UK) Ltd
18
18
19
17
20
16
WARRINGTON
21
LATCHFORD LOCKS
15
22
14
M6 Motorway
Thelwall High Level Bridge
23
THELWALL
13
24
12
26
WARBURTON
10
27
9
PARTINGTON BASIN
4

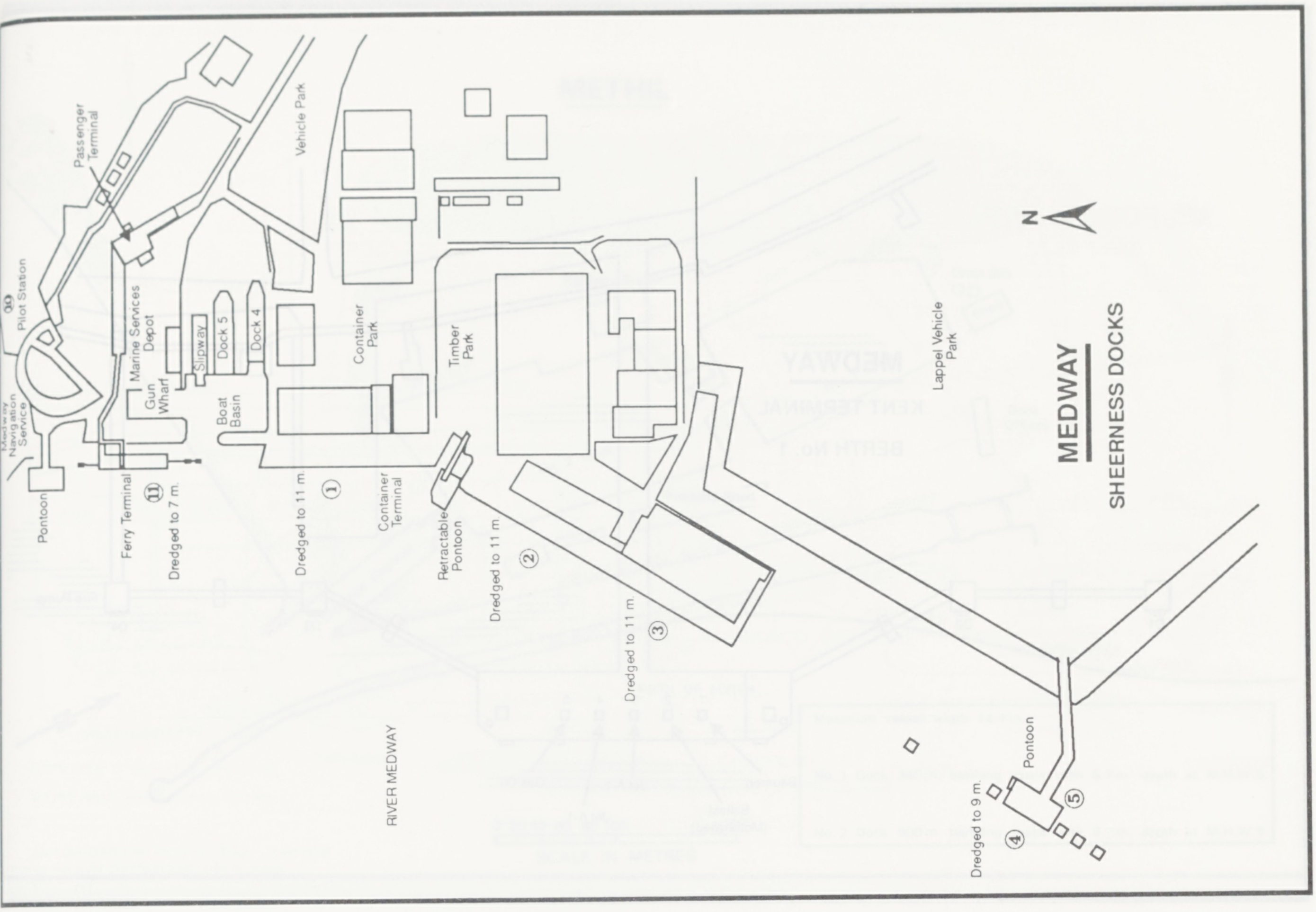

5
6
7
8
WARBURTON
27
28
29
30
31
32
33
10
9
8
7
6
5
4
3
PARTINGTON BASIN
Irlam Wharf
CARRINGTON
Shell Chemicals Ltd
British Rail
IRLAM LOCKS
Manchester Corporation Berth (Davyhulme Sewage Works)
BARTON LOCKS
Barton Upper Lay-by
M63 Motorway
Barton High Level Bridge
ECCLES
Barton Oil Berth
URMSTON
Irwell Park Wharf
Eccles Oil Wharf
Cerestar Ltd
Procter and Gamble Ltd
Weaste Oil Wharf
33
34
35
36
Procter and Gamble Ltd
Weaste Oil Wharf
TRAFFORD PARK
Weaste Wharf (Salford Corporation)
Southern Oil Wharf
MODE WHEEL LOCKS
STRETFORD
Drydocks
SALFORD
MANCHESTER DOCKS
Colgate - Palmolive Ltd
SALFORD
MANCHESTER
3
2
1
0

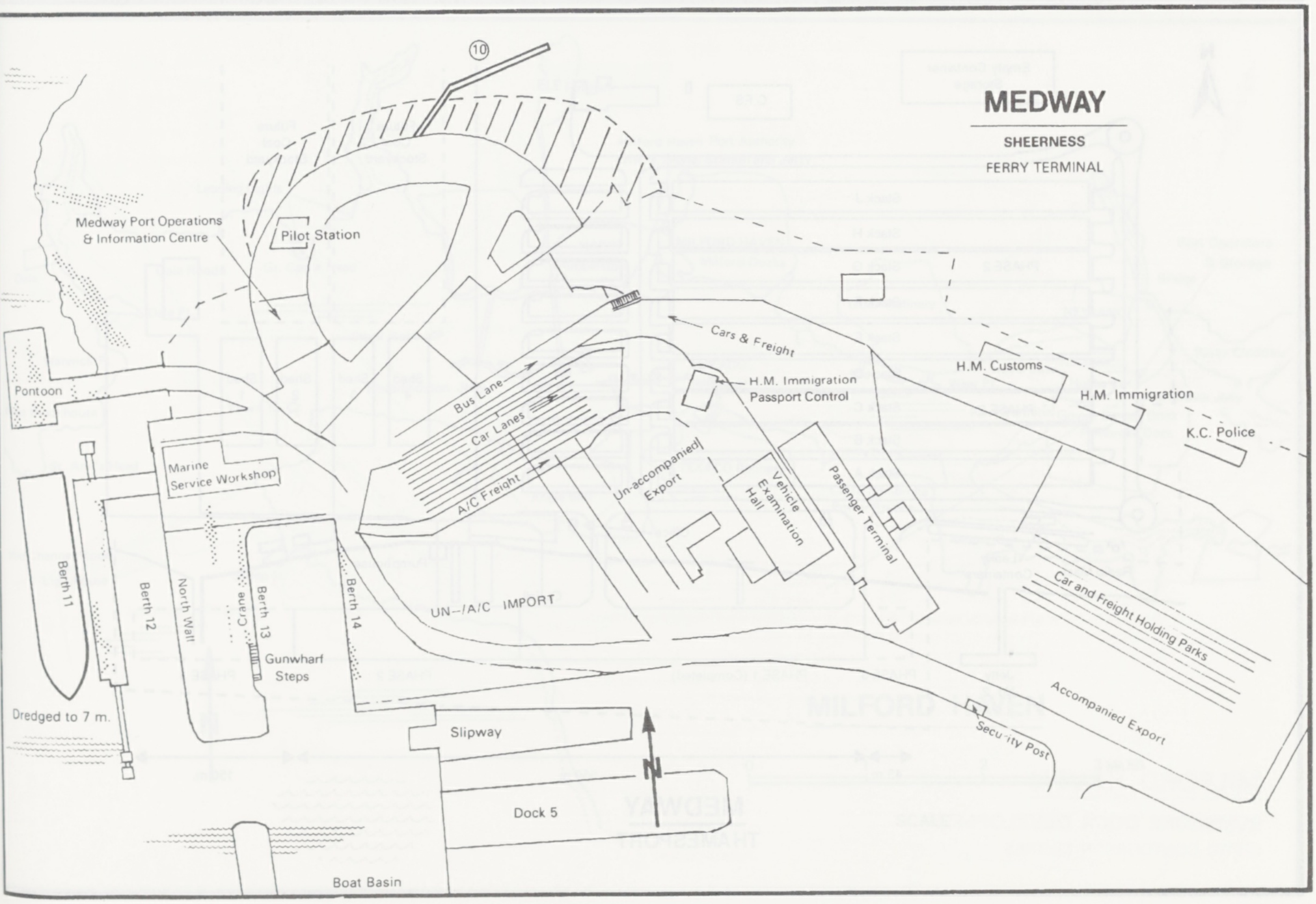

RIVER MEDWAY AND THE SWALE

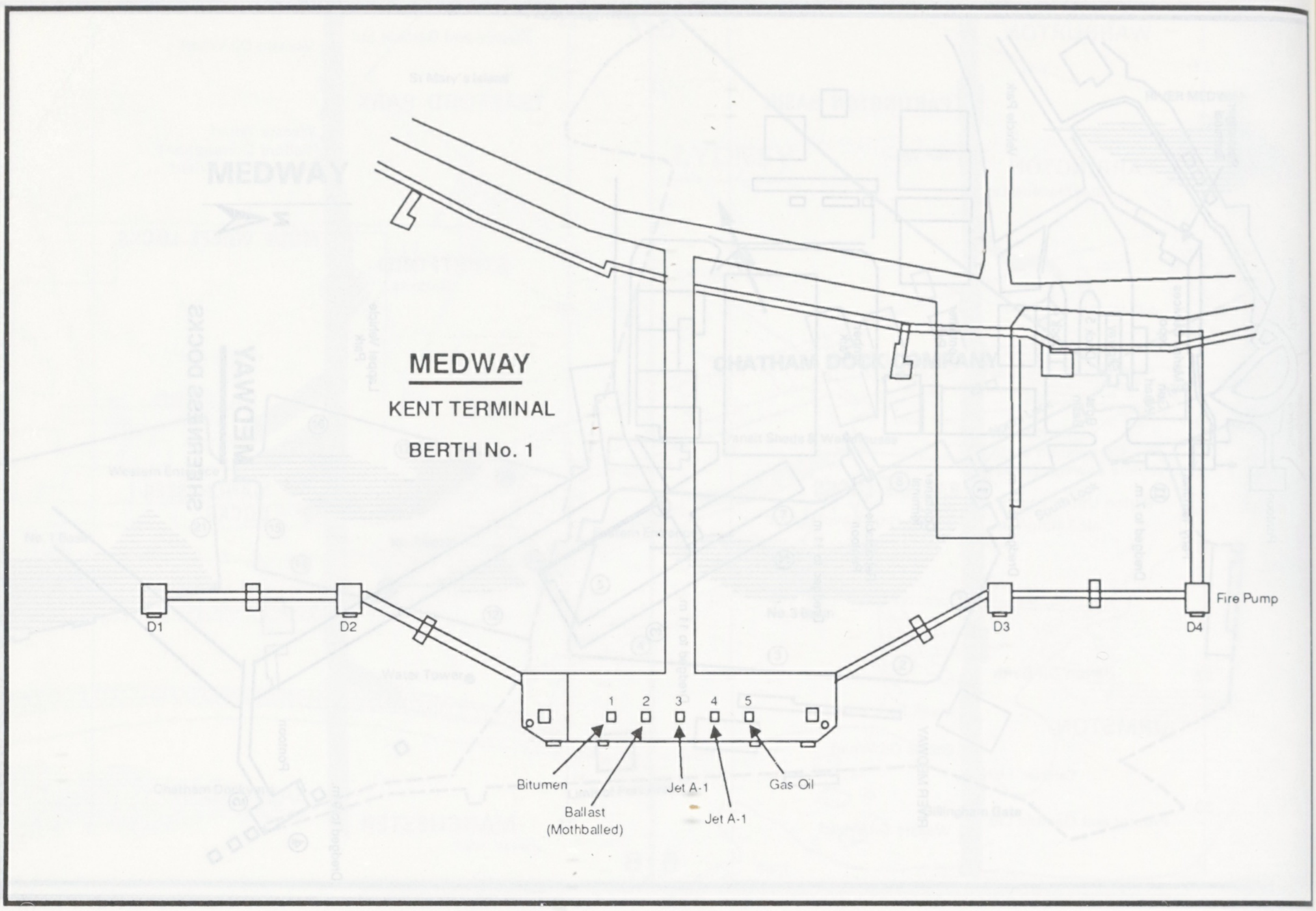
N
Power Gen Power Station
ISLE OF GRAIN
Thamesport
BP
Sheerness Docks
SHEERNESS
Fornex Yeoman
ISLE OF SHEPPEY
QUEENBOROUGH
Loden Hope
The Swale
Power Gen Power Station
Kingsnorth Jetty
Oakham Ness
Stangate Creek
Chatham
Rochester Bridge
LIMEHOUSE REACH
Tower Reach
ROCHESTER
Wickham Reach
Medway Bridge
CHATHAM
GILLINGHAM
Rainham Creek
Otterham Creek
RAINHAM
Kingsferry Bridge (Lifting)
Ridham Dock
Milton Creek
0
1000
2000
3000
4000
SCALE IN METRES

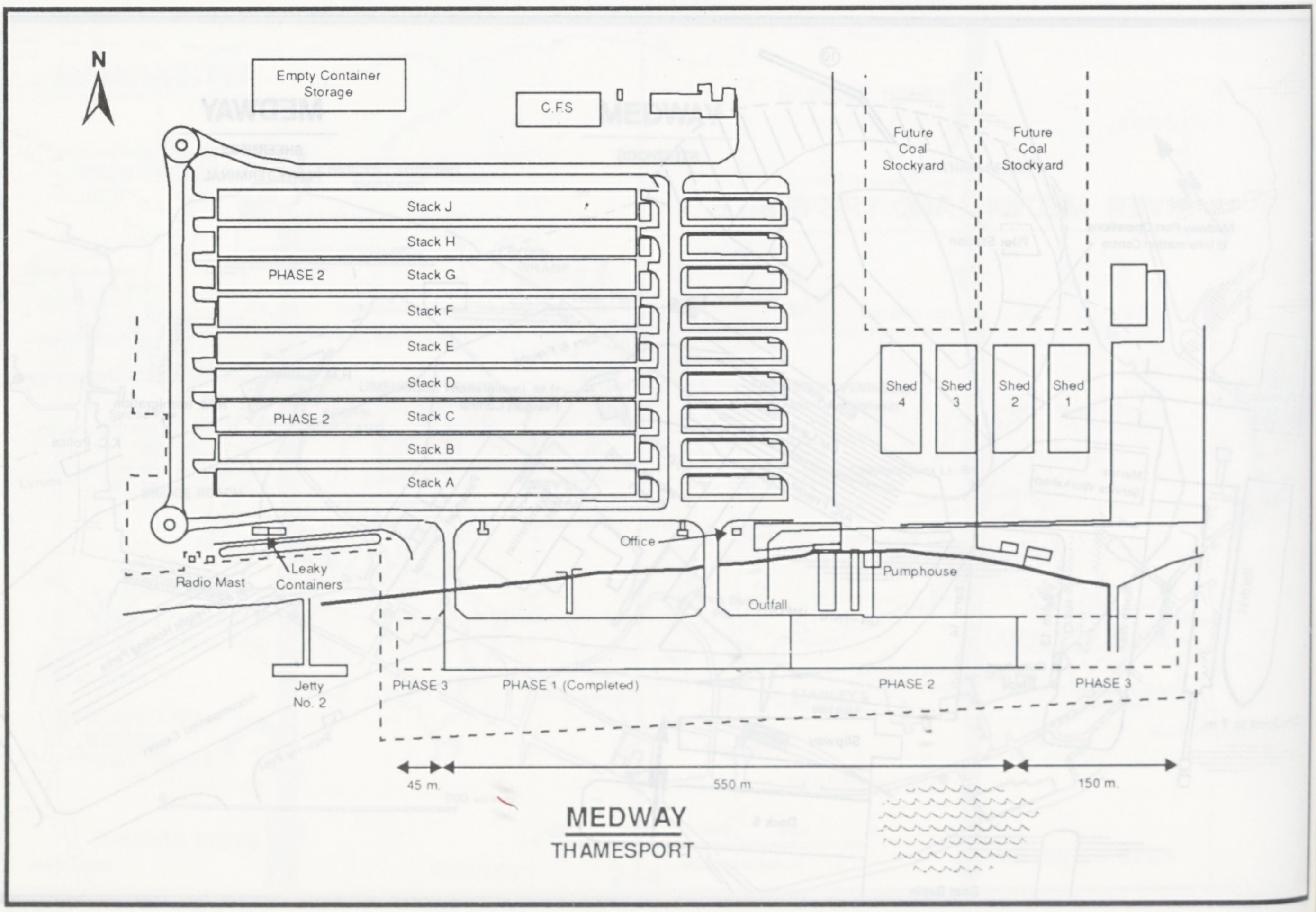

MEDWAY
Finsborough Ness
Slip
St Mary's Island
RIVER MEDWAY
N
CHATHAM DOCK COMPANY
North Lock
Bull Nose
East Wall
Transit Sheds & Warehouses
South Lock
Western Entrance
16
17
18
No.1 Basin
21
15
14
13
No.2 Basin
11
12
6
Eastern Entrance
5
4
8
7
No.3 Basin
1
3
2
Water Tower
Chatham Dockyard
Limit of Port Area
Gillingham Gate


MEDWAY
ROCHESTER
CRESCENT SHIPPING
SHIPYARD
CHATHAM REACH
N
CROWN
WHARF
Laser Pier
STROOD
ACORN
LIMEHOUSE WHARF
ACORN
SHIP YARD
FRINDSBURY PENINSULA
(Under Development)
Strood Pier
LIMEHOUSE REACH
Lynchs
BRIDGE REACH
CORY'S
WHARF
Chatham Ness Lt. Bn.
Sun Pier
No.2
ROCHESTER BRIDGE
Blue Boar
Pier
STANLEY'S
WHARF
Ship Pier
0
500 METRES

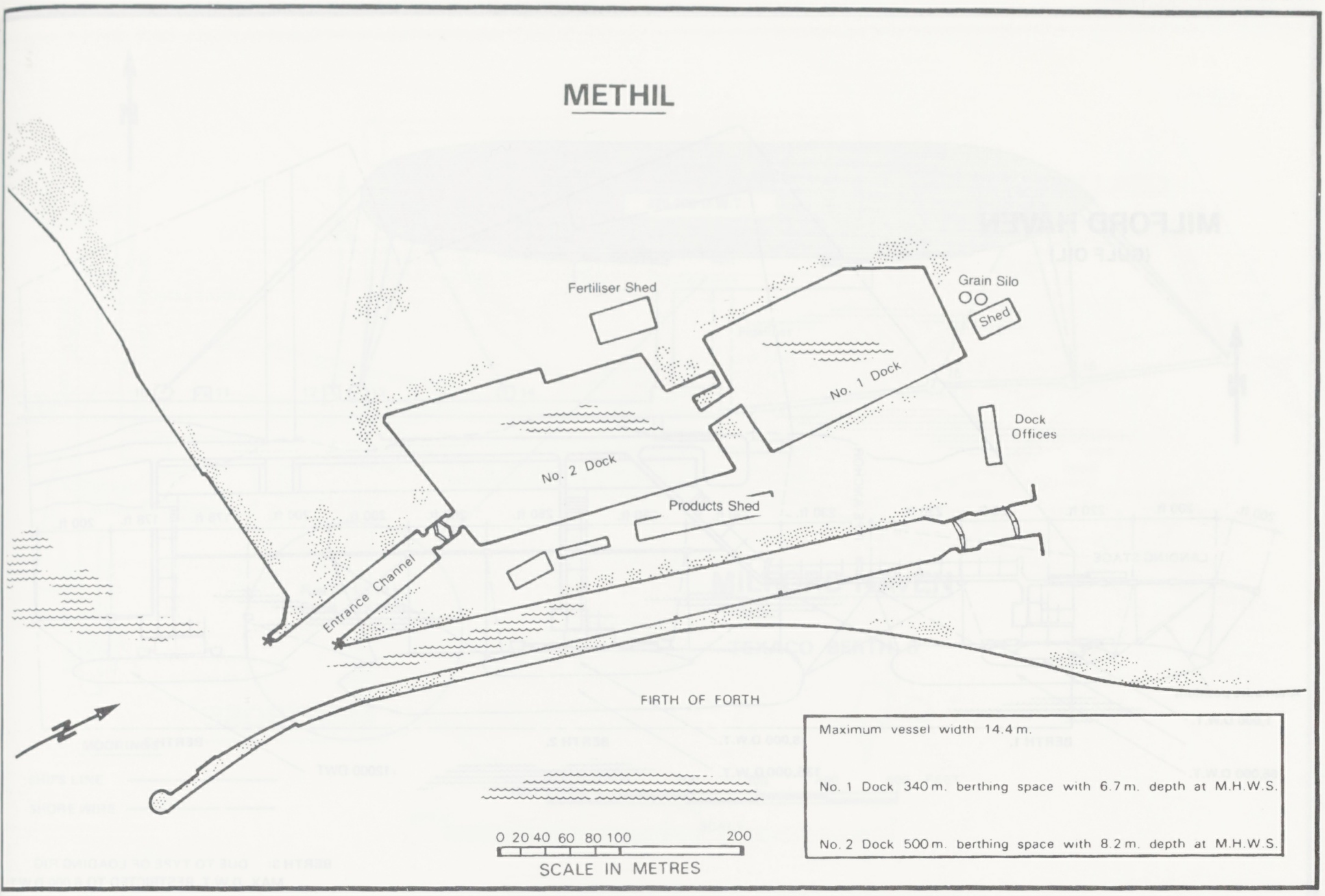

MEDWAY
SHEERNESS DOCKS
N
Passenger Terminal
Vehicle Park
⑩
Pilot Station
Medway Navigation Service
Marine Services Depot
Slipway
Dock 5
Dock 4
Gun Wharf
Boat Basin
Container Park
Timber Park
Pontoon
Ferry Terminal
⑪
Dredged to 7 m.
Dredged to 11 m
①
Container Terminal
Retractable Pontoon
Dredged to 11 m
②
Dredged to 11 m
③
RIVER MEDWAY
Lappel Vehicle Park
Pontoon
Dredged to 9 m.
④
⑤


MEDWAY
SHEERNESS
FERRY TERMINAL
⑩
Medway Port Operations & Information Centre
Pilot Station
Pontoon
Cars & Freight
Bus Lane
Car Lanes
A/C Freight
H.M. Immigration Passport Control
H.M. Customs
H.M. Immigration
K.C. Police
Marine Service Workshop
Un-accompanied Export
Vehicle Examination Hall
Passenger Terminal
Car and Freight Holding Parks
Berth 11
Berth 12
North Wall
Crane
Berth 13
Gunwharf Steps
Berth 14
UN–/A/C IMPORT
Dredged to 7 m.
Slipway
N
Dock 5
Boat Basin
Security Post
Accompanied Export


MEDWAY
KENT TERMINAL
BERTH No. 1
D1
D2
D3
D4
Fire Pump
1
2
3
4
5
Bitumen
Ballast (Mothballed)
Jet A-1
Jet A-1
Gas Oil


N
Empty Container Storage
C.F.S
Future Coal Stockyard
Future Coal Stockyard
Stack J
Stack H
PHASE 2
Stack G
Stack F
Stack E
Stack D
PHASE 2
Stack C
Stack B
Stack A
Shed 4
Shed 3
Shed 2
Shed 1
Office
Radio Mast
Leaky Containers
Pumphouse
Outfall
Jetty No. 2
PHASE 3
PHASE 1 (Completed)
PHASE 2
PHASE 3
45 m.
550 m
150 m.
MEDWAY
THAMESPORT

METHIL

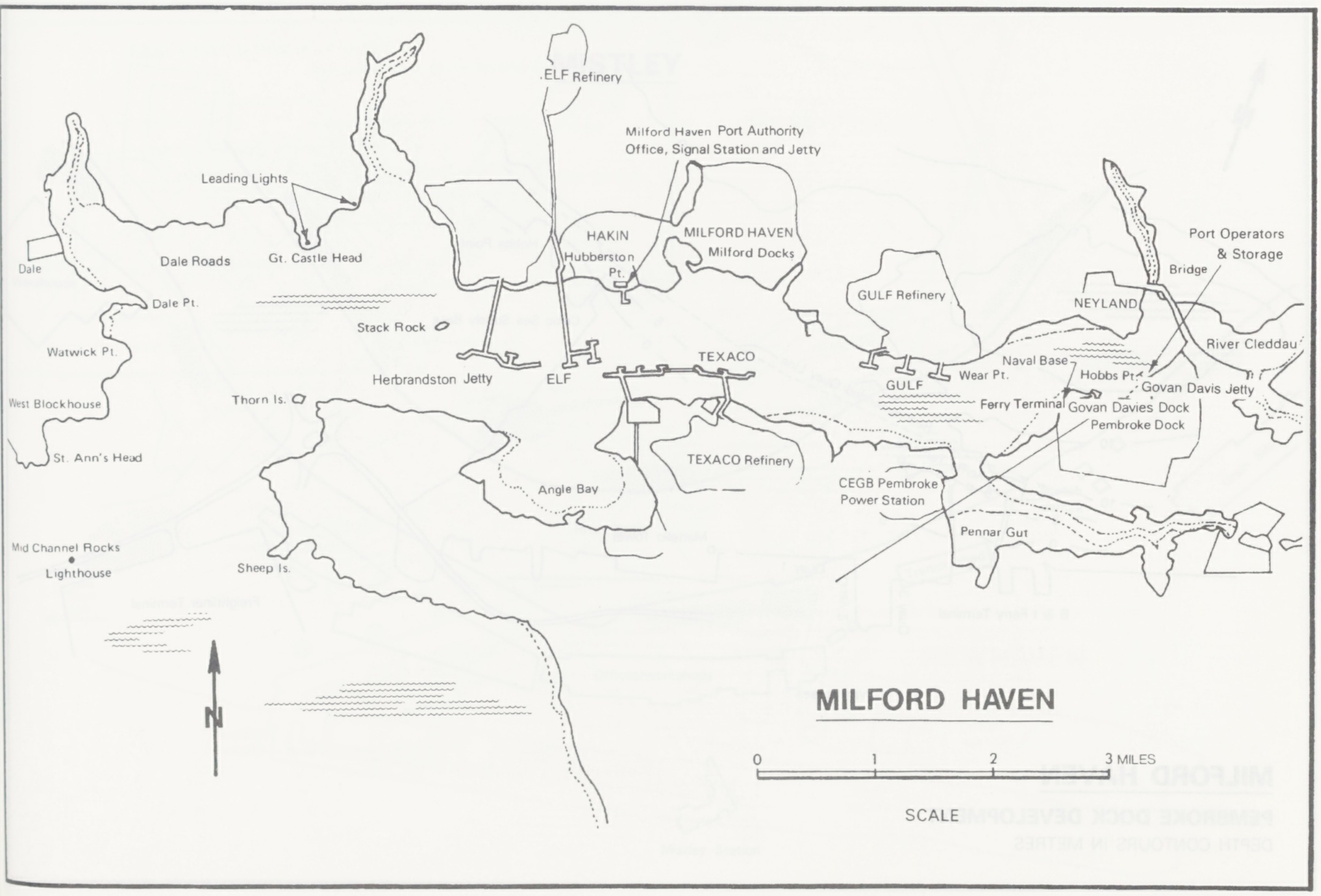

Fertiliser Shed
Grain Silo
Shed
No. 1 Dock
Dock Offices
No. 2 Dock
Products Shed
Entrance Channel
FIRTH OF FORTH
N
0 20 40 60 80 100 200
SCALE IN METRES

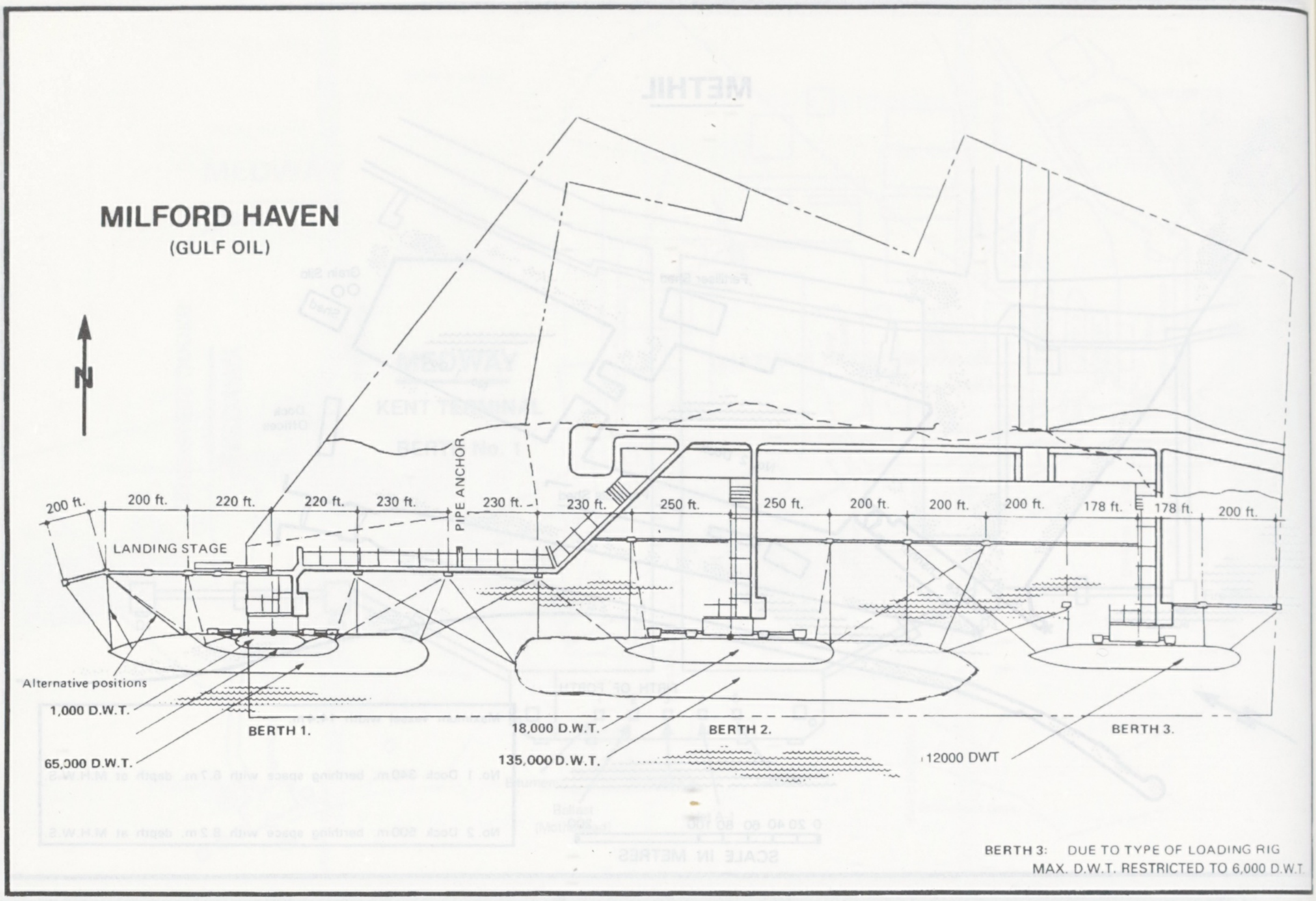
Maximum vessel width 14.4 m.

No. 1 Dock 340 m. berthing space with 6.7 m. depth at M.H.W.S.

No. 2 Dock 500 m. berthing space with 8.2 m. depth at M.H.W.S.

MILFORD HAVEN

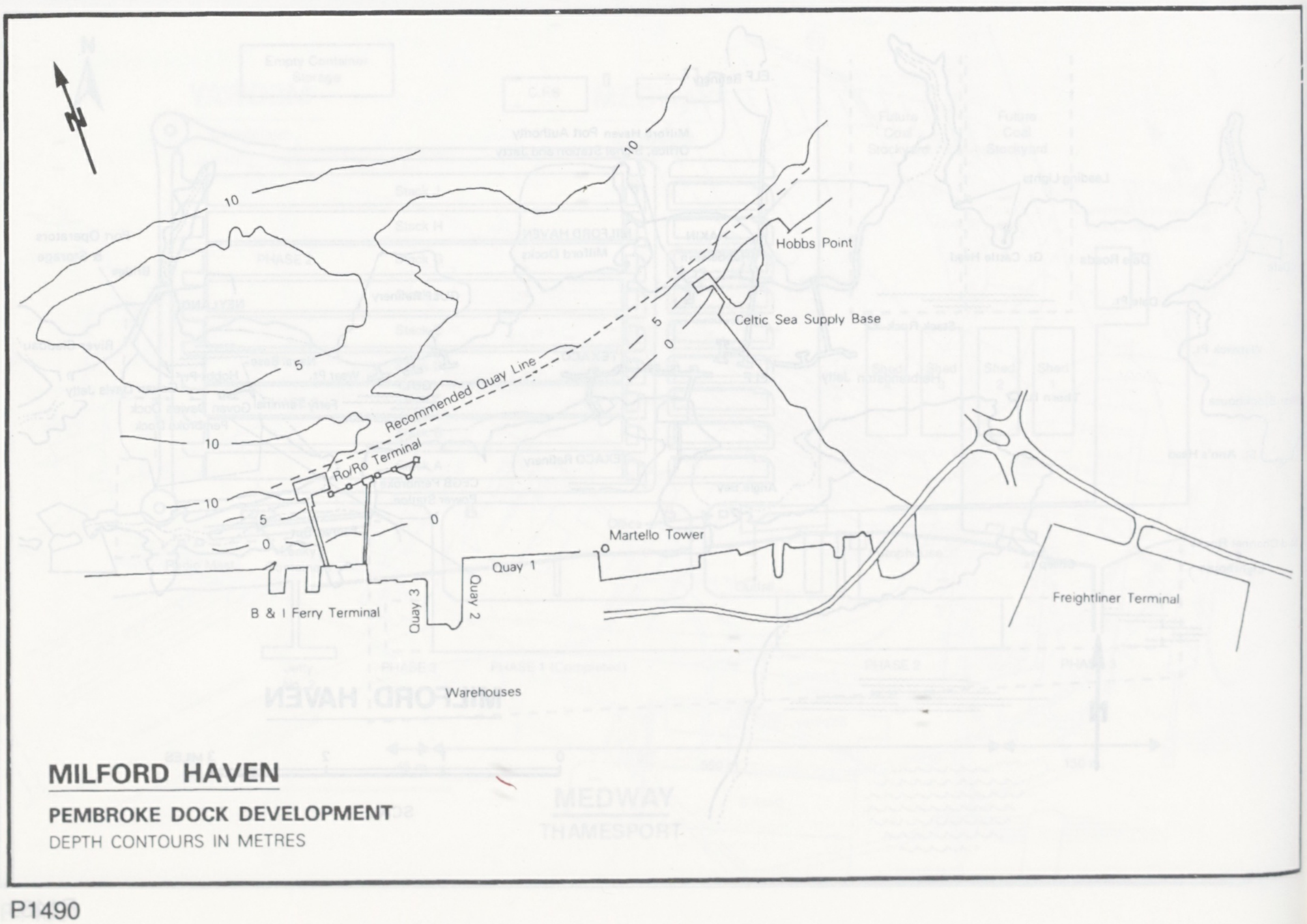

ELF Refinery
Milford Haven Port Authority Office, Signal Station and Jetty
Leading Lights
HAKIN
Hubberston Pt.
MILFORD HAVEN
Milford Docks
Dale
Dale Roads
Gt. Castle Head
Dale Pt.
Stack Rock
Watwick Pt.
Herbrandston Jetty
ELF
TEXACO
GULF Refinery
Port Operators & Storage
Bridge
NEYLAND
River Cleddau
Naval Base
Hobbs Pt.
Govan Davis Jetty
Wear Pt.
GULF
Ferry Terminal
Govan Davies Dock
Pembroke Dock
West Blockhouse
Thorn Is.
TEXACO Refinery
St. Ann's Head
Angle Bay
CEGB Pembroke Power Station
Pennar Gut
Mid Channel Rocks
Lighthouse
Sheep Is.
N
0 1 2 3 MILES
SCALE



MILFORD HAVEN

(GULF OIL)

200 ft.
200 ft.
220 ft.
220 ft.
230 ft.
PIPE ANCHOR
230 ft.
230 ft.
250 ft.
250 ft.
200 ft.
200 ft.
200 ft.
178 ft.
178 ft.
200 ft.
LANDING STAGE
Alternative positions
1,000 D.W.T.
BERTH 1.
65,000 D.W.T.
18,000 D.W.T.
BERTH 2.
135,000 D.W.T.
12000 DWT
BERTH 3.
BERTH 3: DUE TO TYPE OF LOADING RIG
MAX. D.W.T. RESTRICTED TO 6,000 D.W.T.

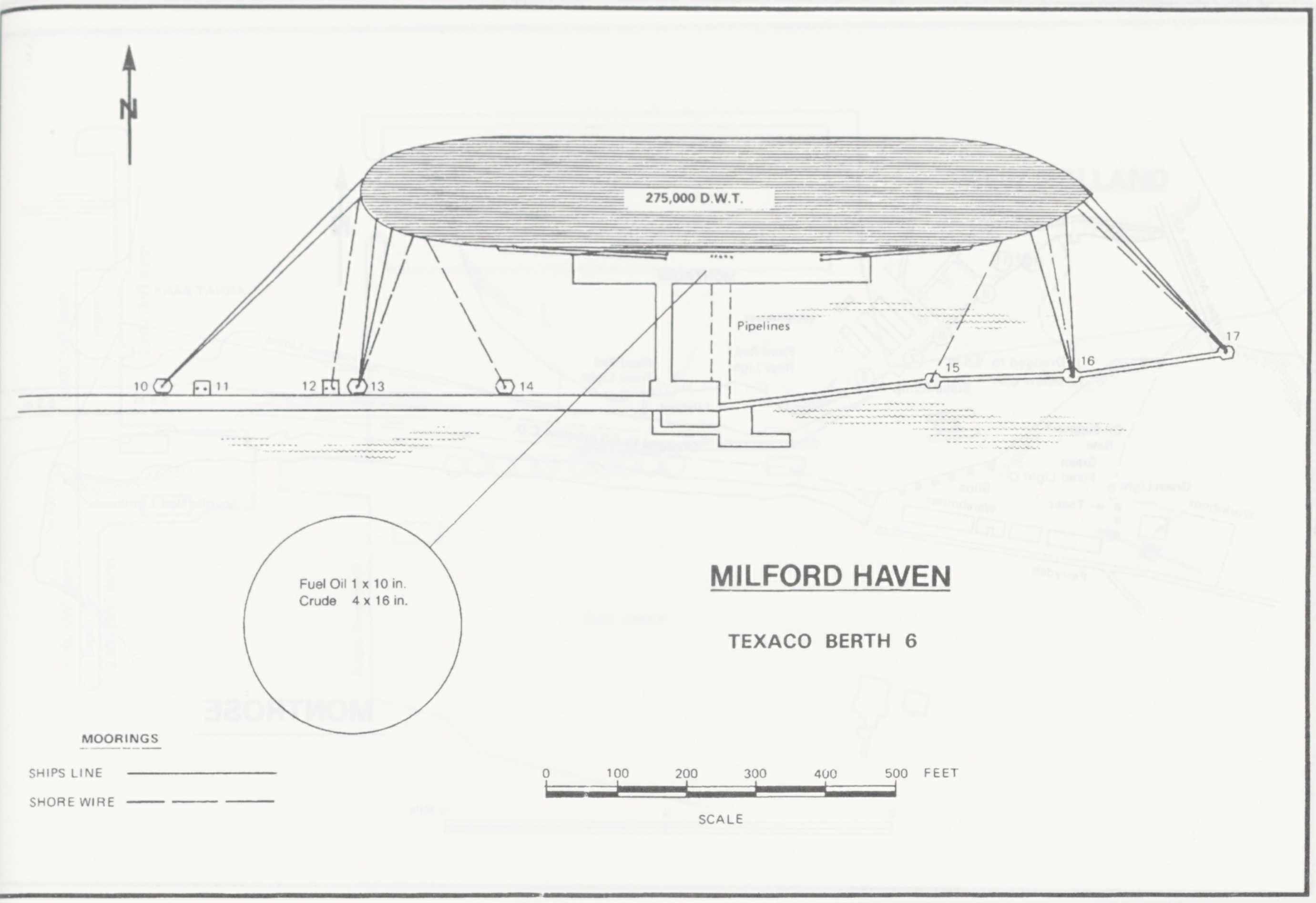


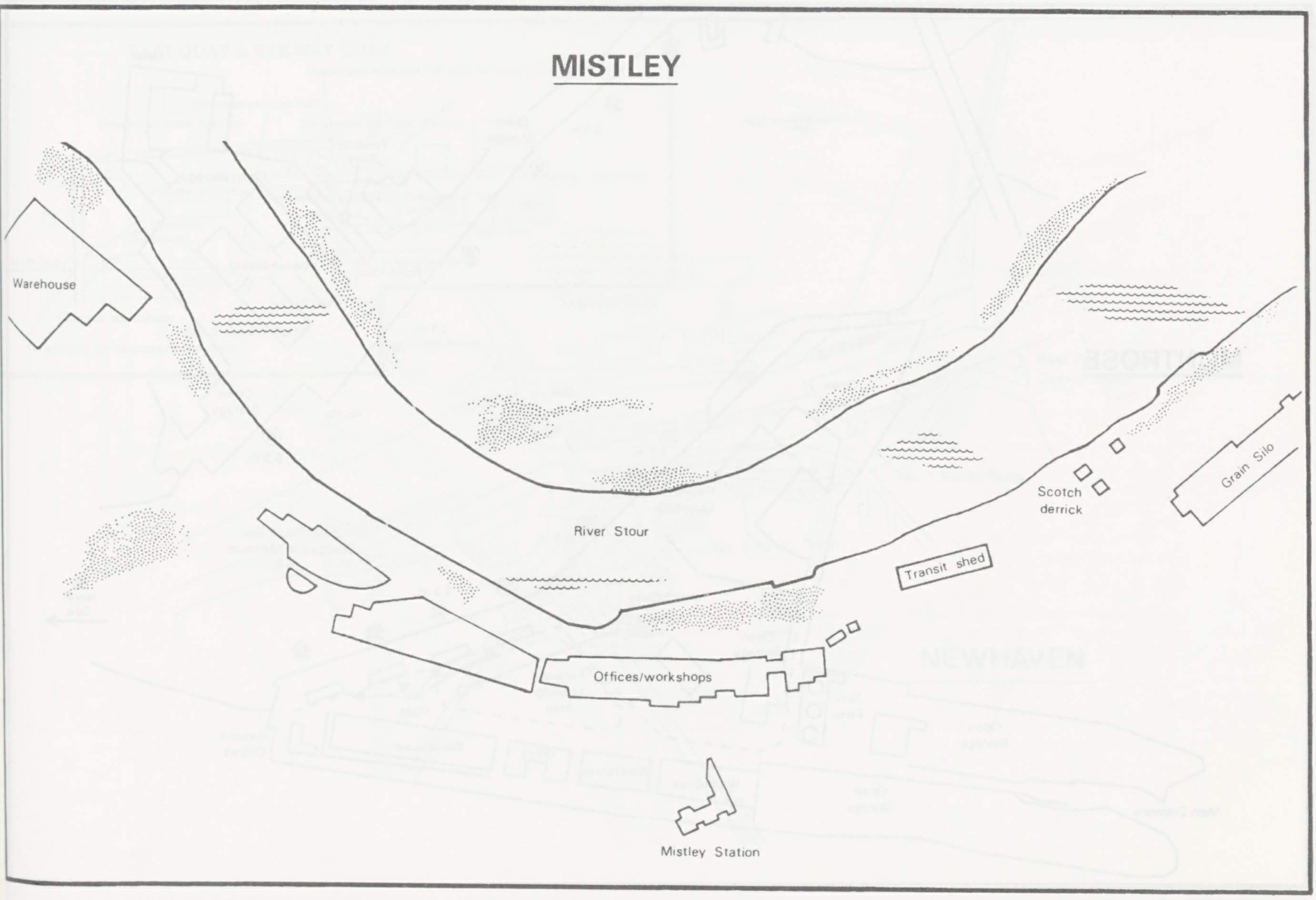
MILFORD HAVEN

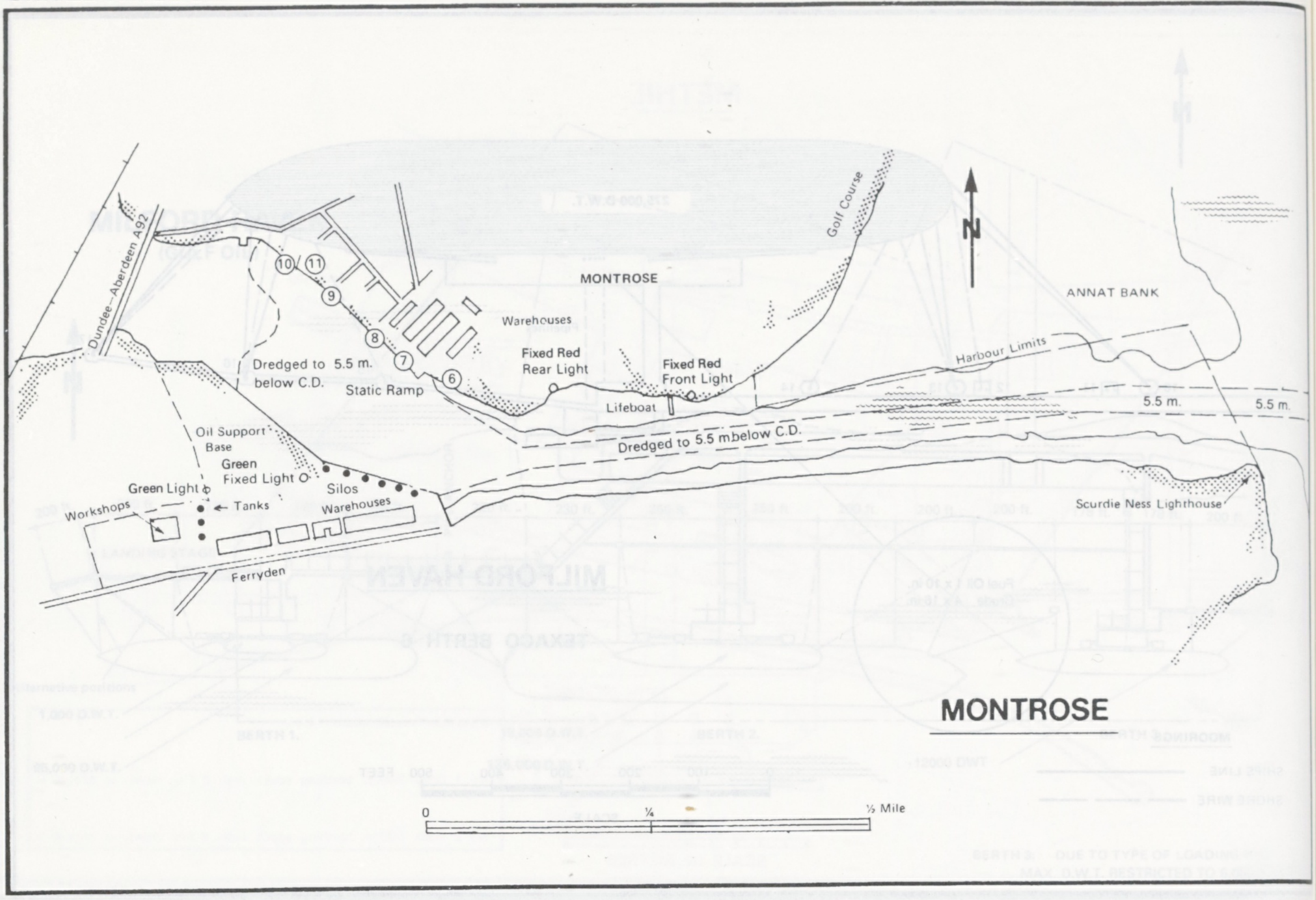
PEMBROKE DOCK DEVELOPMENT

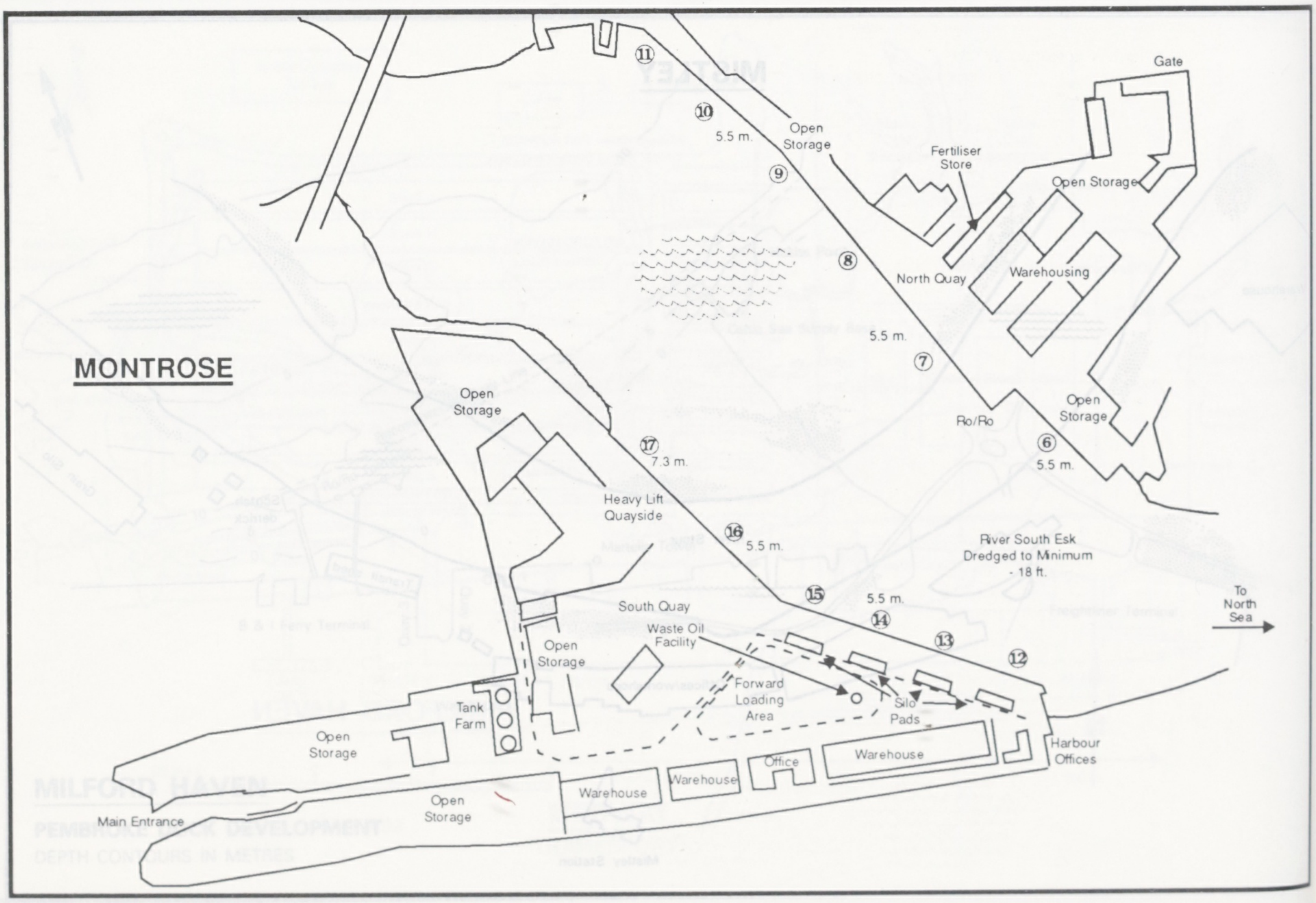
DEPTH CONTOURS IN METRES

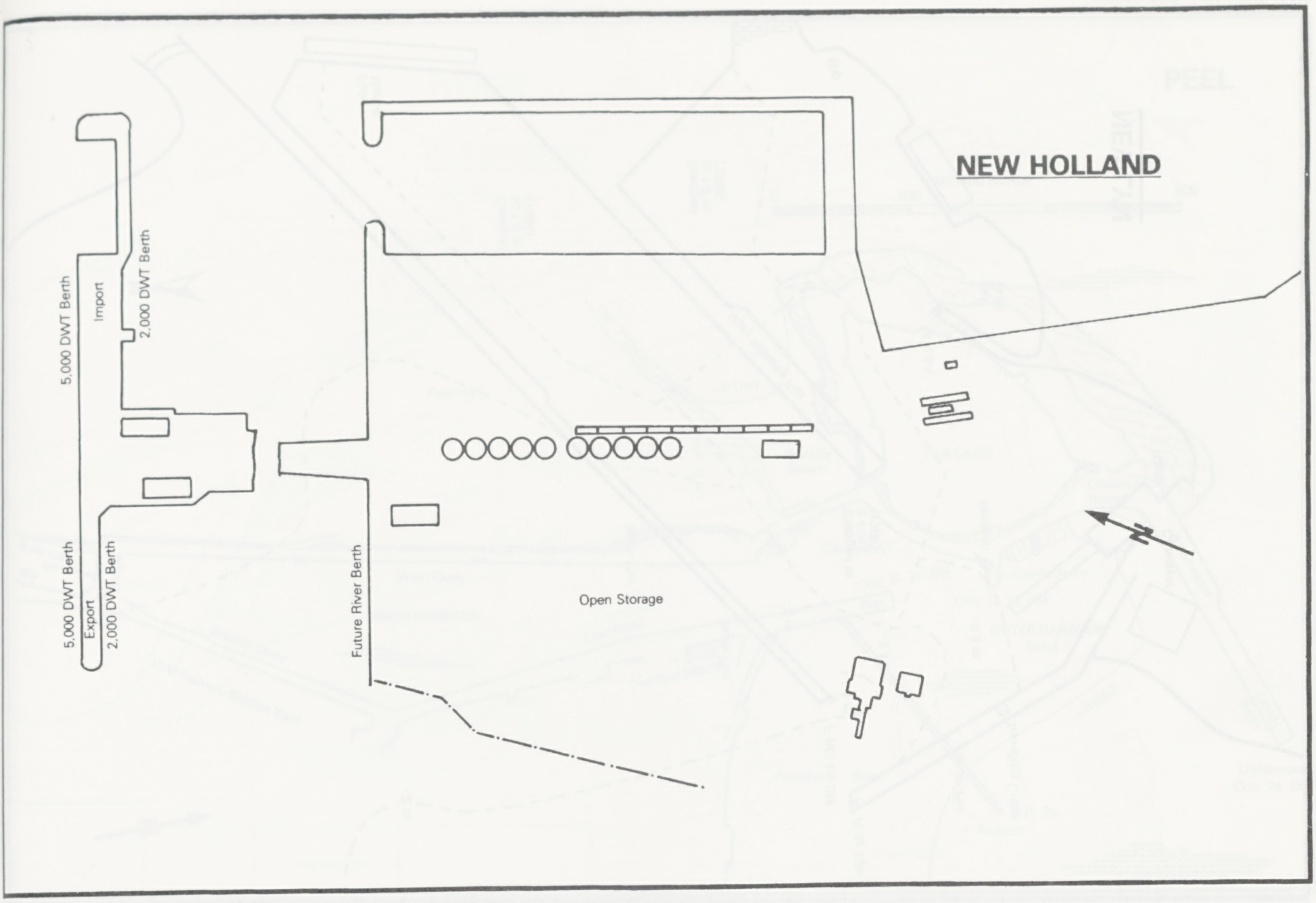
10
10
5
0
10
10
5
0
5
0
Hobbs Point
Celtic Sea Supply Base
Recommended Quay Line
Ro/Ro Terminal
0
Martello Tower
Quay 1
Quay 2
Quay 3
B & I Ferry Terminal
Warehouses
Freightliner Terminal

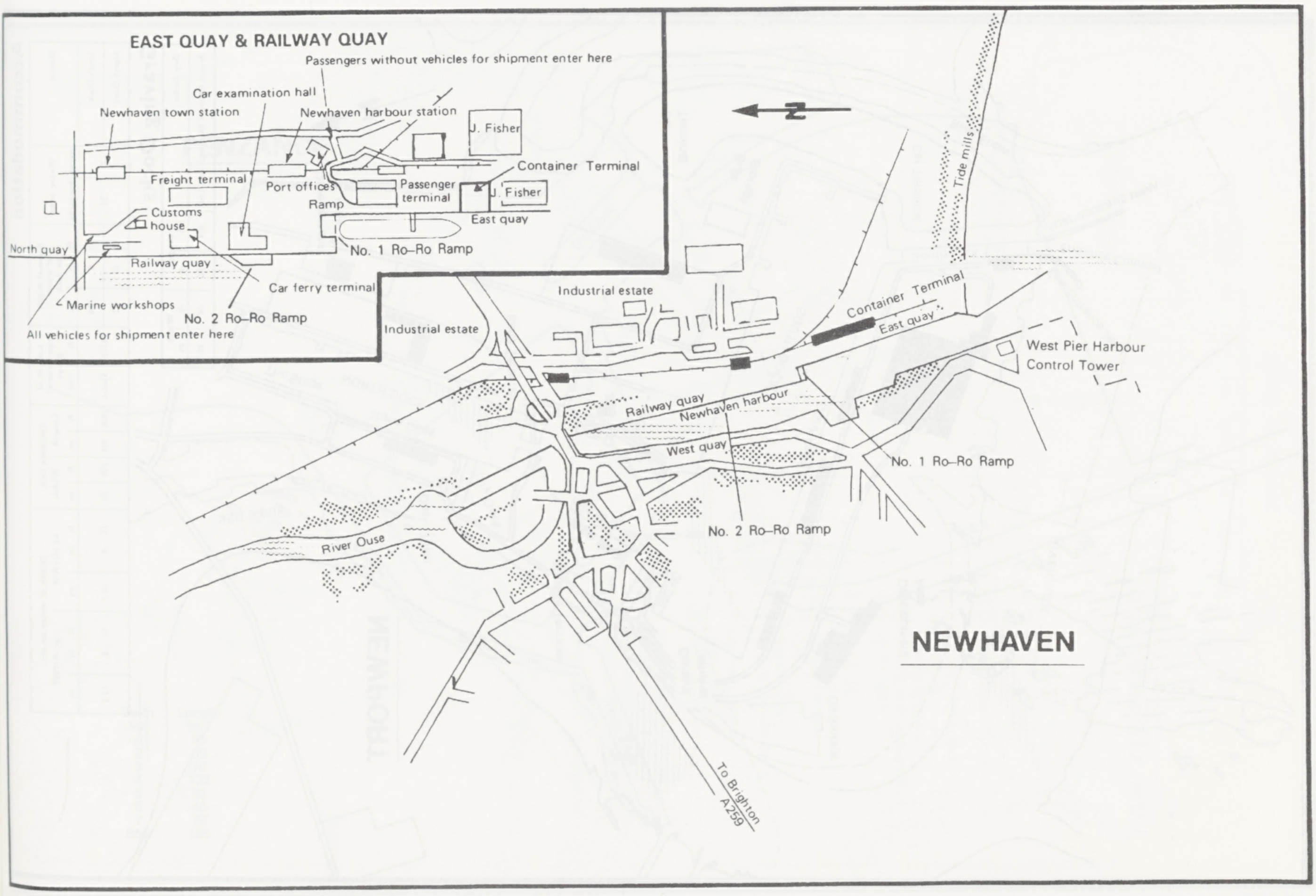

N
275,000 D.W.T.
Pipelines
10
11
12
13
14
15
16
17
Fuel Oil 1 x 10 in.
Crude 4 x 16 in.
MILFORD HAVEN
TEXACO BERTH 6
MOORINGS
SHIPS LINE
SHORE WIRE
0
100
200
300
400
500
FEET
SCALE

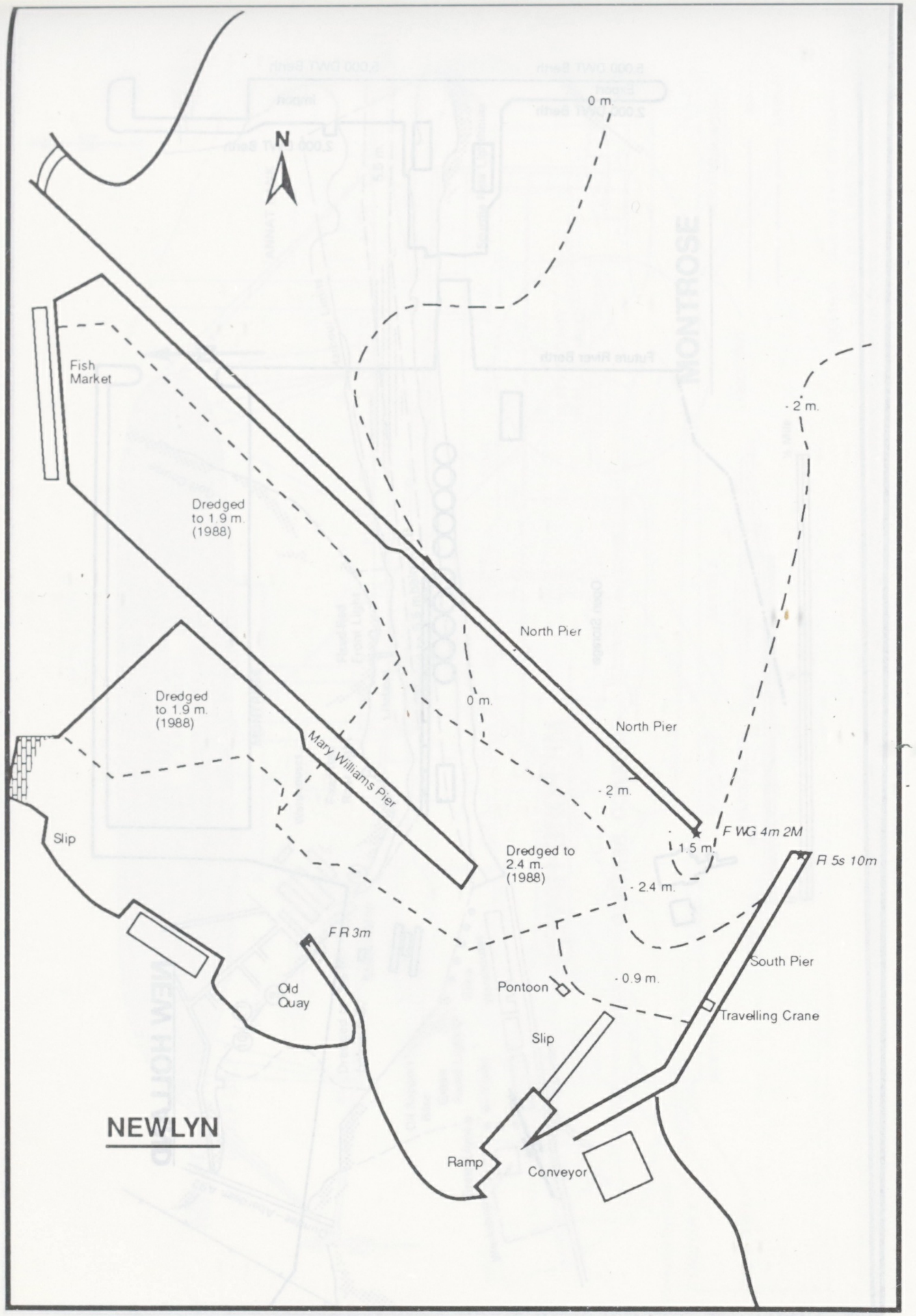

MISTLEY
Warehouse
River Stour
Scotch derrick
Grain Silo
Transit shed
Offices/workshops
Mistley Station


N
MONTROSE
Golf Course
Dundee–Aberdeen A92
10
11
9
8
7
6
Warehouses
Dredged to 5.5 m.
below C.D.
Static Ramp
Fixed Red
Rear Light
Fixed Red
Front Light
Lifeboat
ANNAT BANK
Harbour Limits
5.5 m.
5.5 m.
Dredged to 5.5 m below C.D.
Oil Support
Base
Green
Fixed Light
Green Light
Workshops
Tanks
Silos
Warehouses
Ferryden
Scurdie Ness Lighthouse
MONTROSE
0
¼
½ Mile


MONTROSE
⑪
⑩
5.5 m.
Open
Storage
⑨
Gate
Fertiliser
Store
Open Storage
⑧
North Quay
Warehousing
5.5 m.
⑦
Ro/Ro
Open
Storage
⑥
5.5 m.
Open
Storage
⑰
7.3 m.
Heavy Lift
Quayside
⑯
5.5 m.
River South Esk
Dredged to Minimum
- 18 ft.
⑮
5.5 m.
⑭
⑬
⑫
To
North
Sea
South Quay
Waste Oil
Facility
Open
Storage
Forward
Loading
Area
Silo
Pads
Tank
Farm
Open
Storage
Harbour
Offices
Warehouse
Office
Warehouse
Warehouse
Open
Storage
Main Entrance


NEW HOLLAND
5,000 DWT Berth
Import
2,000 DWT Berth
5,000 DWT Berth
Export
2,000 DWT Berth
Future River Berth
Open Storage
N


EAST QUAY & RAILWAY QUAY
Passengers without vehicles for shipment enter here
Car examination hall
Newhaven town station
Newhaven harbour station
J. Fisher
Container Terminal
Freight terminal
Port offices
Passenger terminal
Ramp
J. Fisher
East quay
Customs house
North quay
No. 1 Ro–Ro Ramp
Railway quay
Car ferry terminal
Marine workshops
No. 2 Ro–Ro Ramp
All vehicles for shipment enter here
N
Tide mills
Industrial estate
Industrial estate
Container Terminal
East quay
West Pier Harbour Control Tower
Railway quay
Newhaven harbour
West quay
No. 1 Ro–Ro Ramp
No. 2 Ro–Ro Ramp
River Ouse
NEWHAVEN
To Brighton
A259

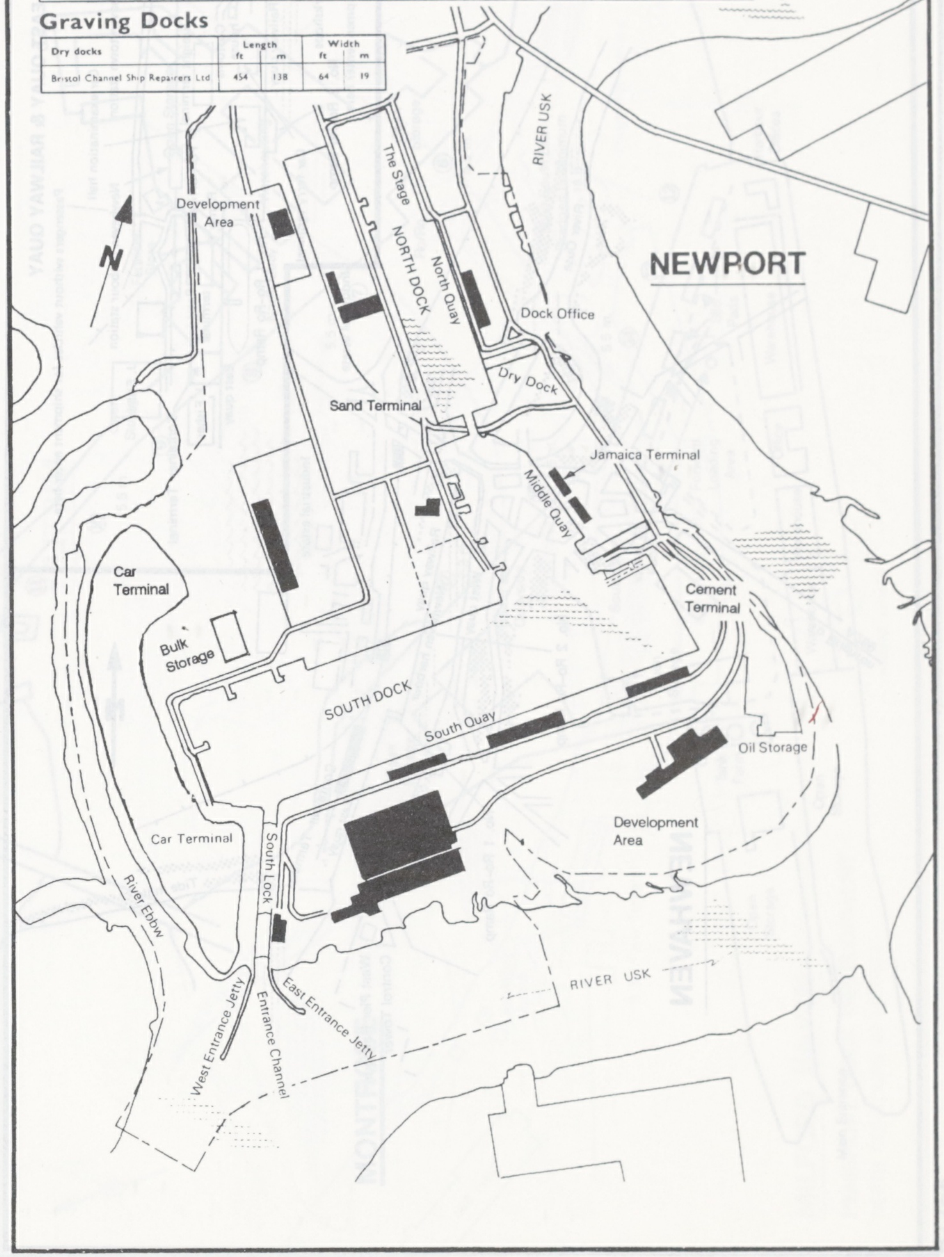

0 m.
N
Fish Market
Dredged to 1.9 m. (1988)
- 2 m.
North Pier
0 m.
Dredged to 1.9 m. (1988)
North Pier
Mary Williams Pier
- 2 m.
Slip
F WG 4m 2M
1.5 m.
Dredged to 2.4 m. (1988)
R 5s 10m
- 2.4 m.
F R 3m
South Pier
Old Quay
Pontoon
- 0.9 m.
Travelling Crane
Slip
NEWLYN
Ramp
Conveyor

Accommodation

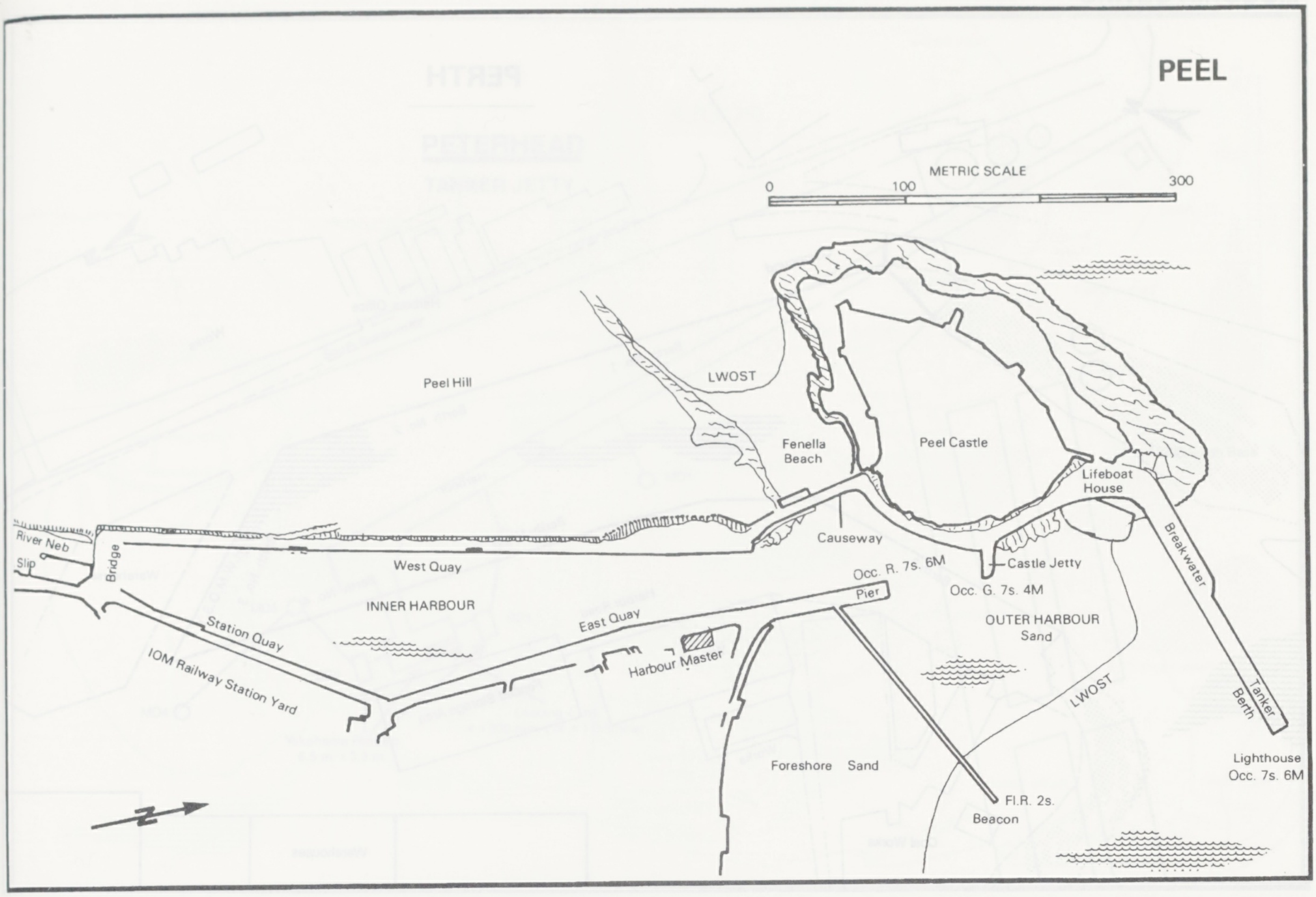
Docks	Water area		Normal depth of water in dock			Length of operational quays		Entrance lock				Depth of water on sill					
								Length		Width		at MHWN			at MHWS		
	acres	hectares	ft	in	m	ft	m	ft	m	ft	m	ft	in	m	ft	in	m
South Dock	125	50	35	0	10·6	18270	5568·6	1000	305	100	30	35	4	10·7	45	4	13·8
North Dock			27	0	8·2												

Graving Docks

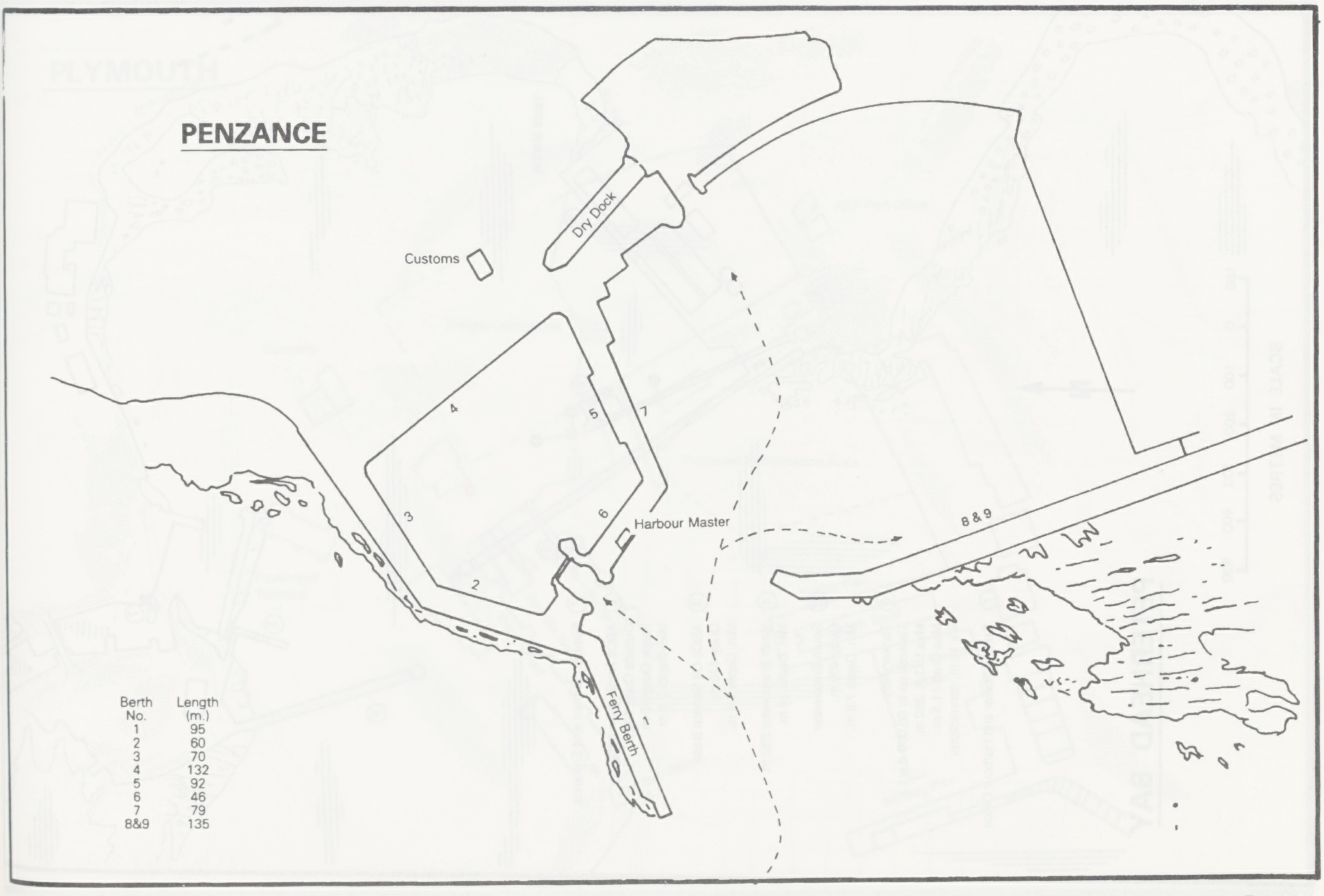
Dry docks	Length		Width	
	ft	m	ft	m
Bristol Channel Ship Repairers Ltd	454	138	64	19


RIVER USK
The Stage
Development Area
N
NORTH DOCK
North Quay
NEWPORT
Dock Office
Dry Dock
Sand Terminal
Jamaica Terminal
Middle Quay
Car Terminal
Cement Terminal
Bulk Storage
SOUTH DOCK
South Quay
Oil Storage
Development Area
Car Terminal
South Lock
River Ebbw
RIVER USK
East Entrance Jetty
West Entrance Jetty
Entrance Channel

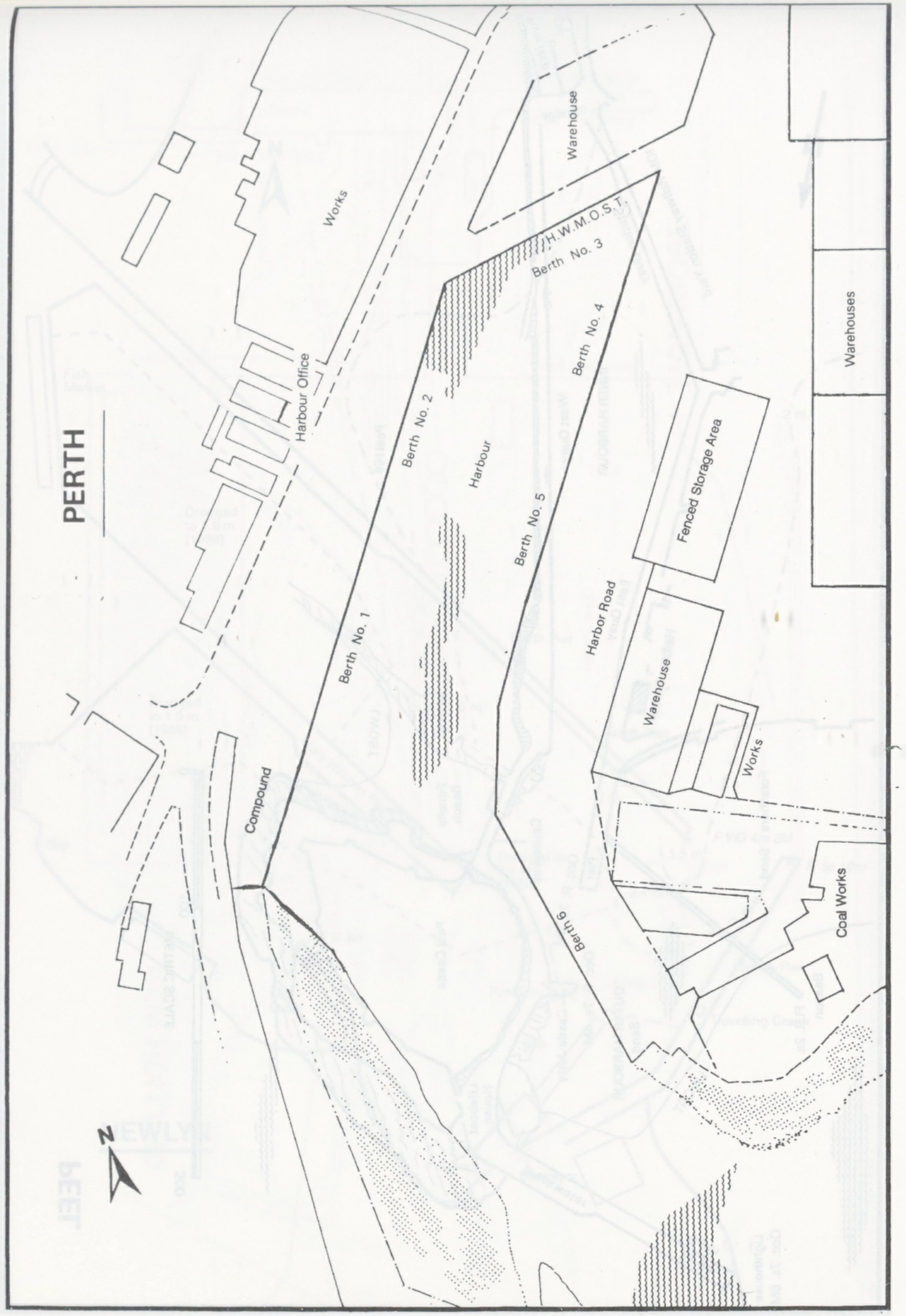
PEEL


METRIC SCALE
0
100
300
Peel Hill
LWOST
Fenella Beach
Peel Castle
Lifeboat House
River Neb
Slip
Bridge
West Quay
Causeway
Castle Jetty
Occ. R. 7s. 6M
Pier
Occ. G. 7s. 4M
INNER HARBOUR
OUTER HARBOUR Sand
Breakwater
Station Quay
East Quay
Harbour Master
IOM Railway Station Yard
LWOST
Tanker Berth
Foreshore Sand
Lighthouse Occ. 7s. 6M
Fl.R. 2s.
Beacon
N

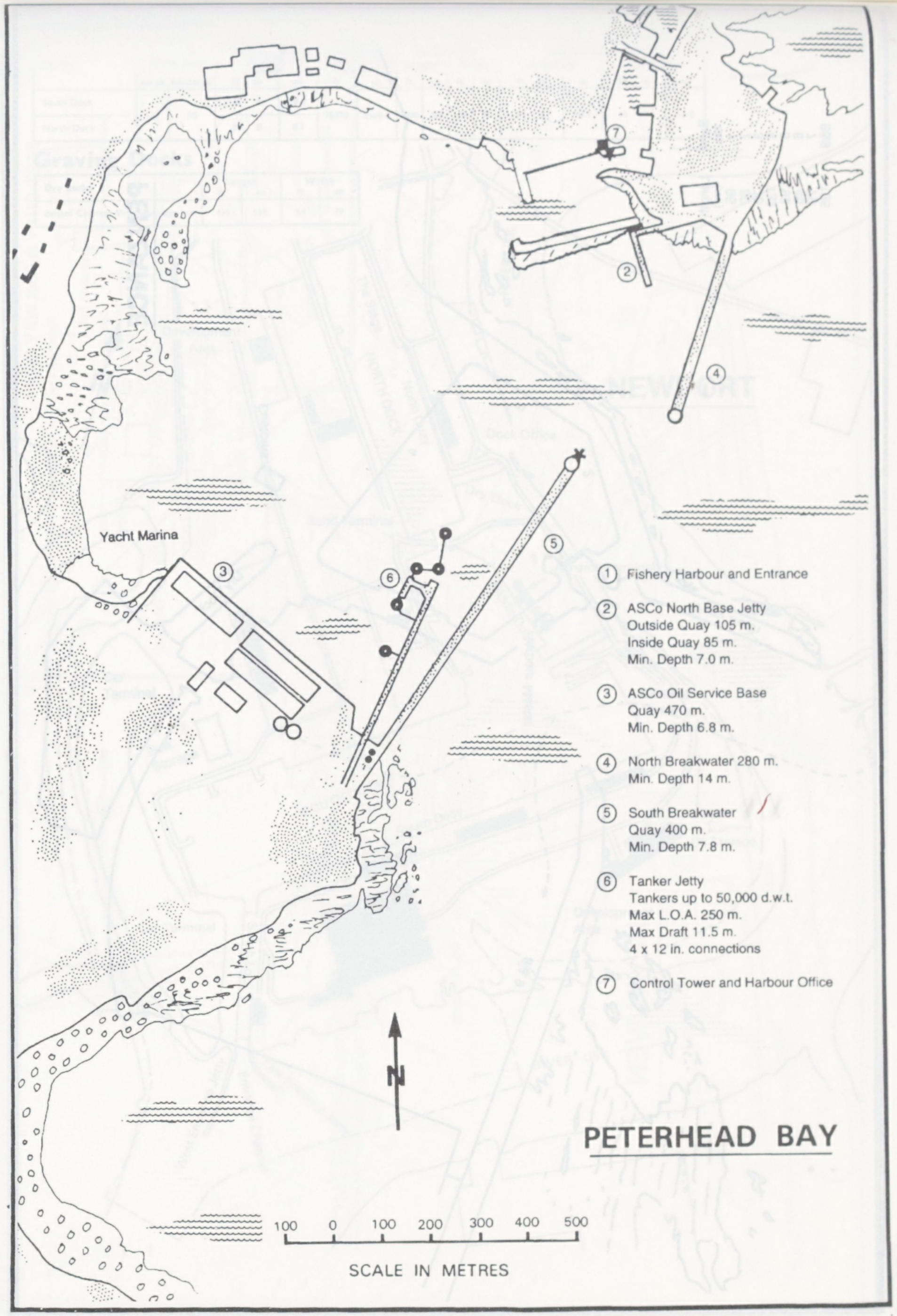
PENZANCE


Dry Dock
Customs
4
5
7
3
6
Harbour Master
2
8 & 9
Ferry Berth
1

Berth No.	Length (m.)
1	95
2	60
3	70
4	132
5	92
6	46
7	79
8&9	135


N
Works
Warehouse
H.W.M.O.S.T.
Berth No. 3
Berth No. 4
Harbour Office
Berth No. 2
Harbour
Berth No. 5
Fenced Storage Area
Warehouses
Berth No. 1
Harbor Road
Warehouse
Works
Compound
Berth 6
Coal Works

PERTH


7
2
4
Yacht Marina
3
6
5
N
100 0 100 200 300 400 500
SCALE IN METRES

PETERHEAD BAY

① Fishery Harbour and Entrance

② ASCo North Base Jetty
Outside Quay 105 m.
Inside Quay 85 m.
Min. Depth 7.0 m.

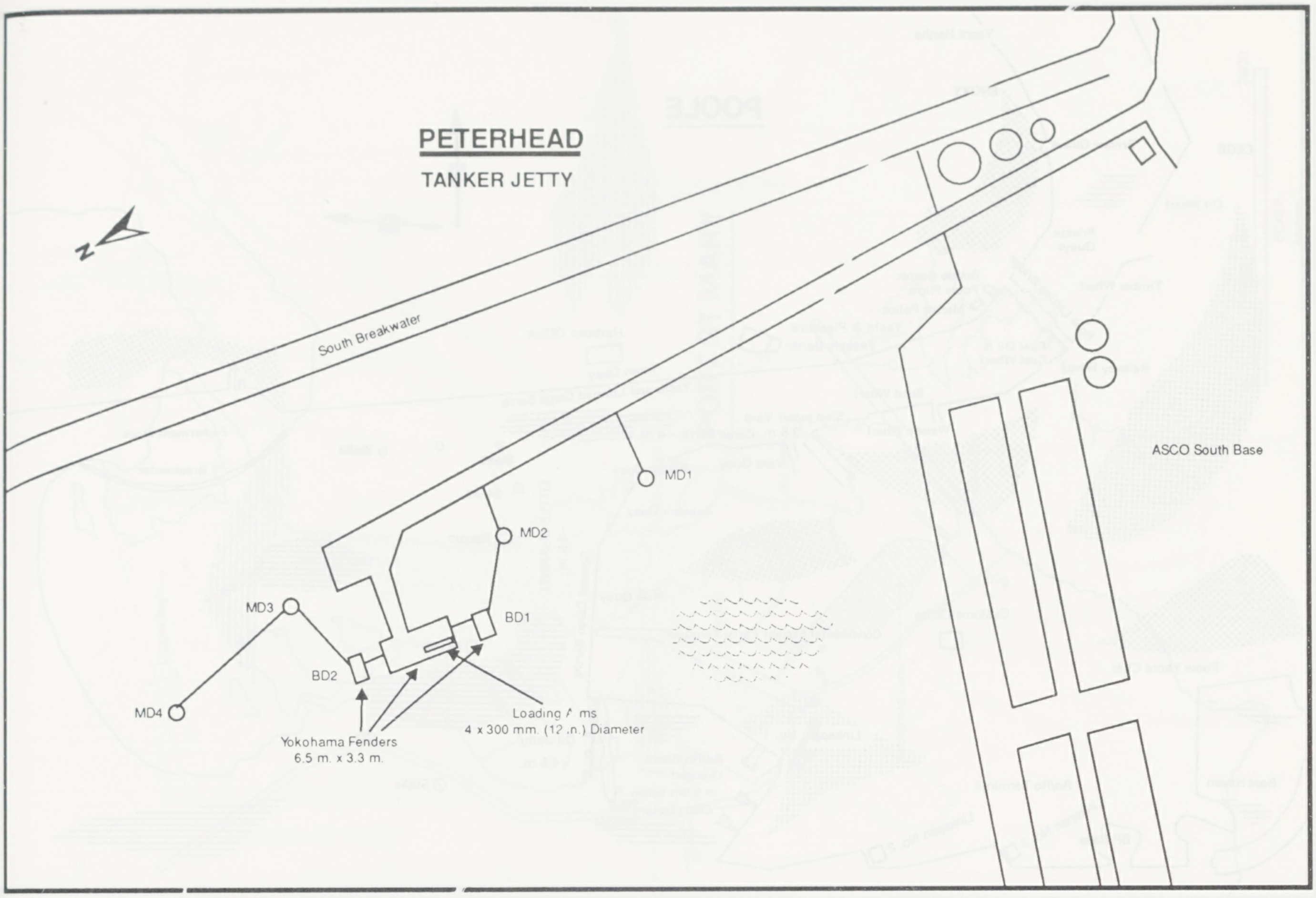
③ ASCo Oil Service Base
Quay 470 m.
Min. Depth 6.8 m.

④ North Breakwater 280 m.
Min. Depth 14 m.

⑤ South Breakwater
Quay 400 m.
Min. Depth 7.8 m.

⑥ Tanker Jetty
Tankers up to 50,000 d.w.t.
Max L.O.A. 250 m.
Max Draft 11.5 m.
4 x 12 in. connections

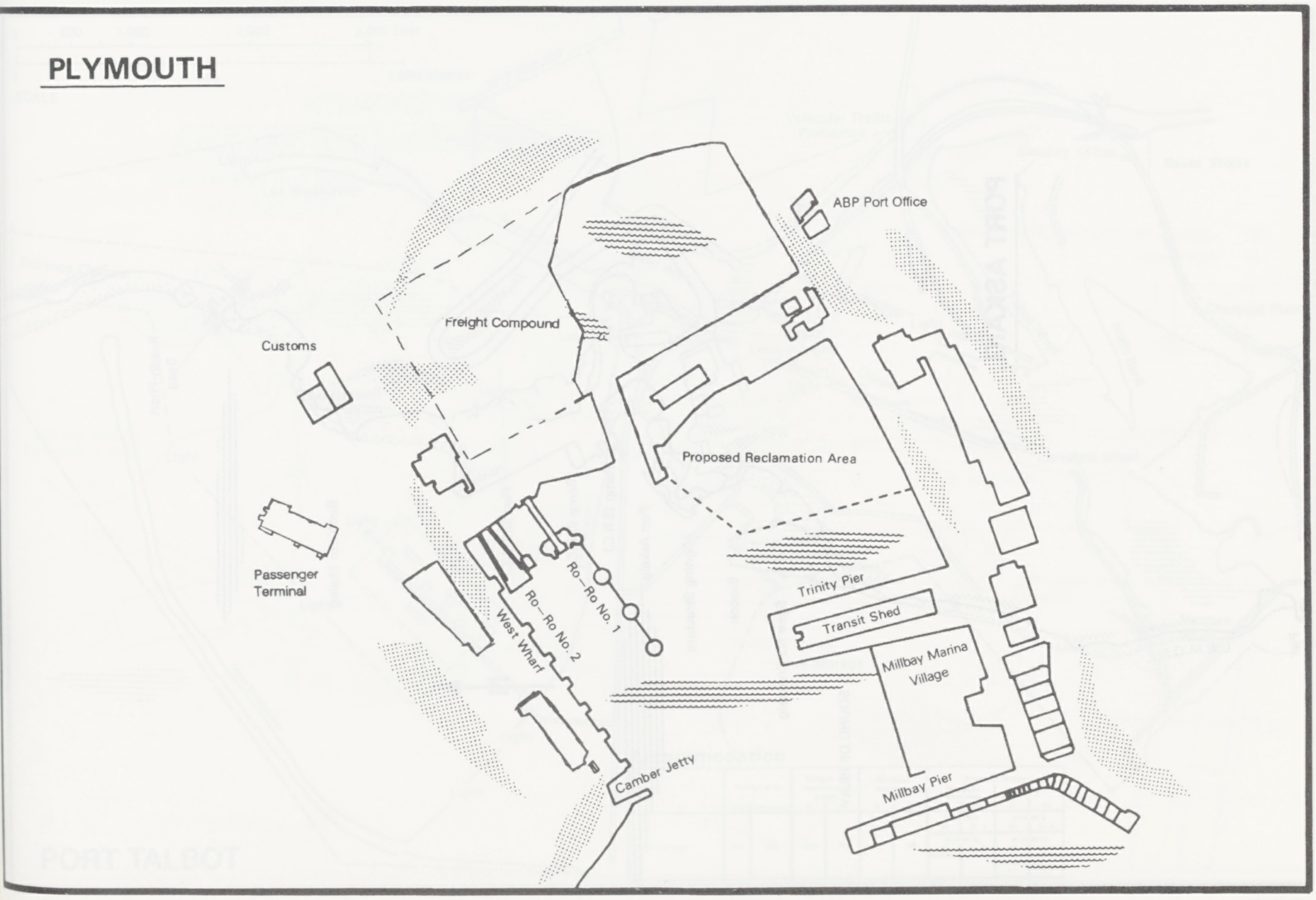
⑦ Control Tower and Harbour Office



PETERHEAD

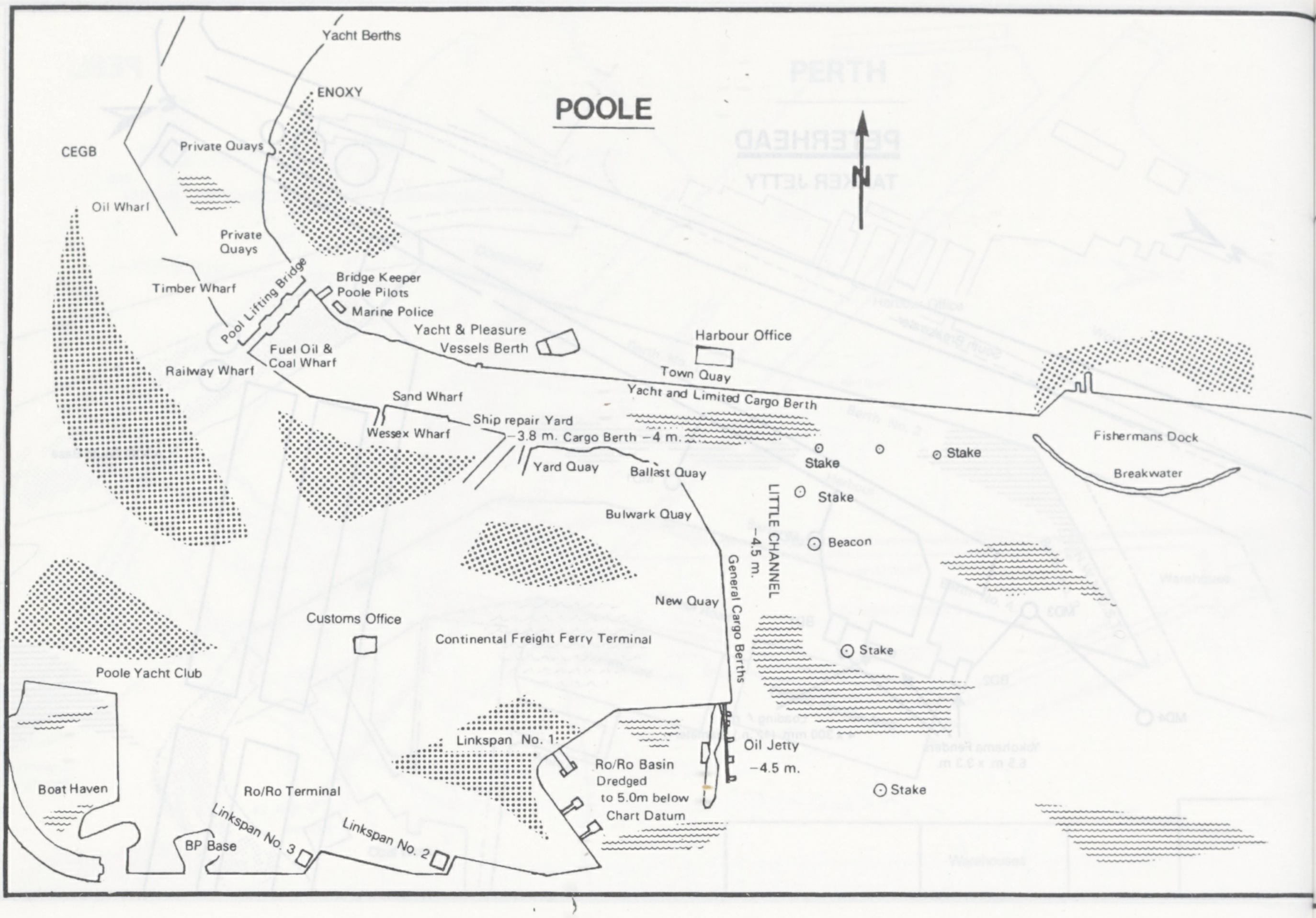
TANKER JETTY

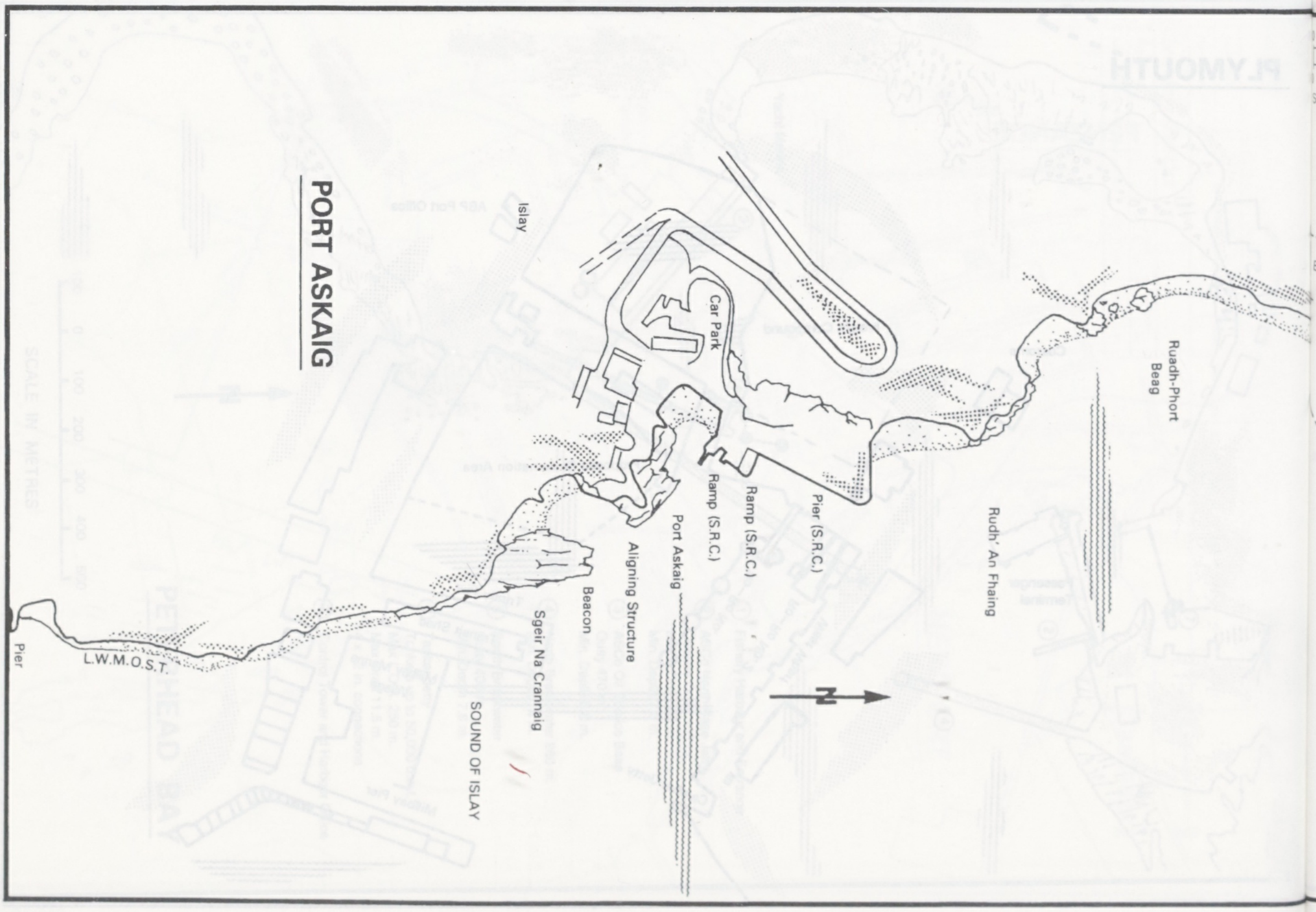
N
South Breakwater
MD1
MD2
MD3
MD4
BD1
BD2
Loading Arms
4 x 300 mm. (12 in.) Diameter
Yokohama Fenders
6.5 m. x 3.3 m.
ASCO South Base

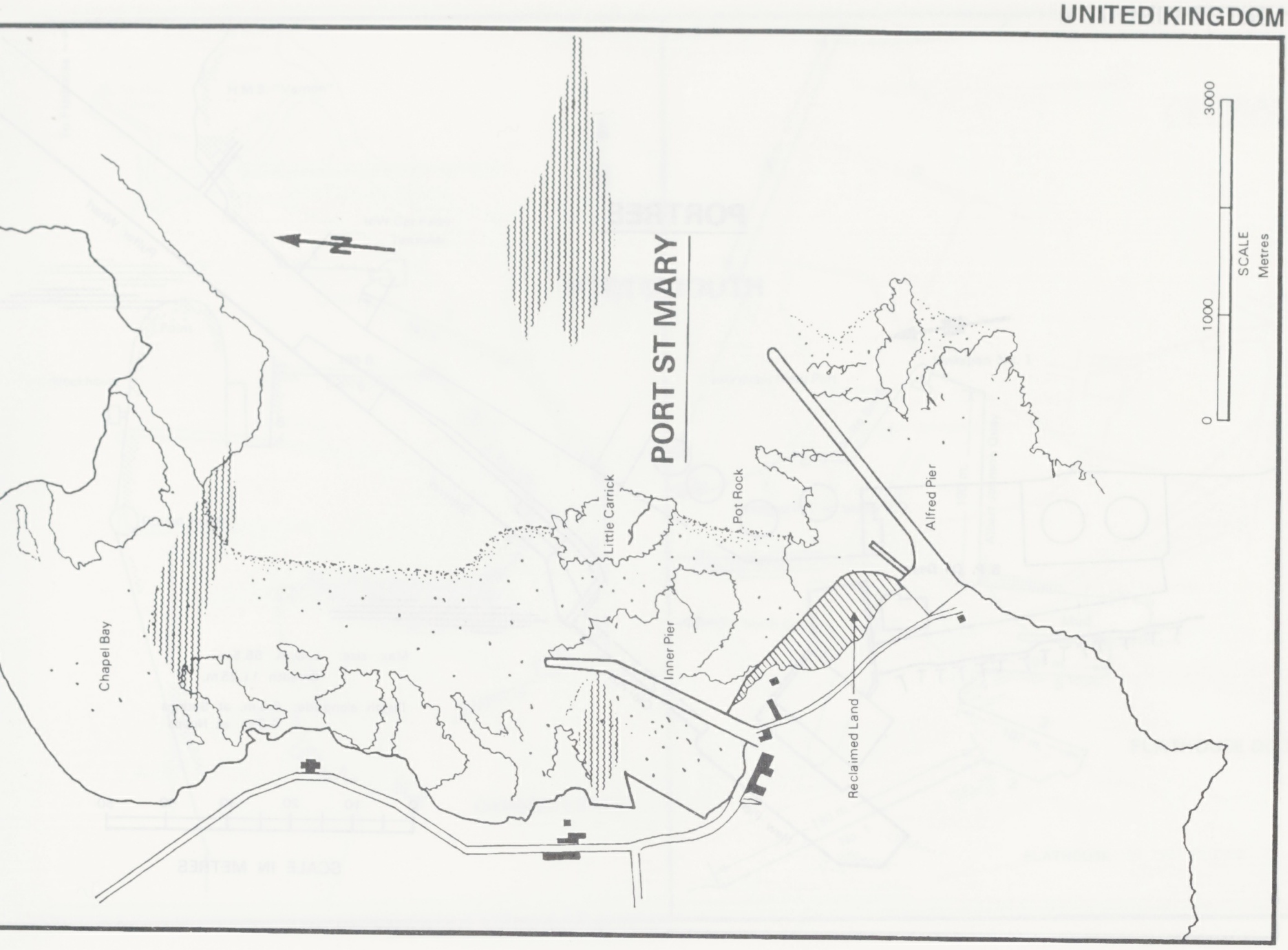


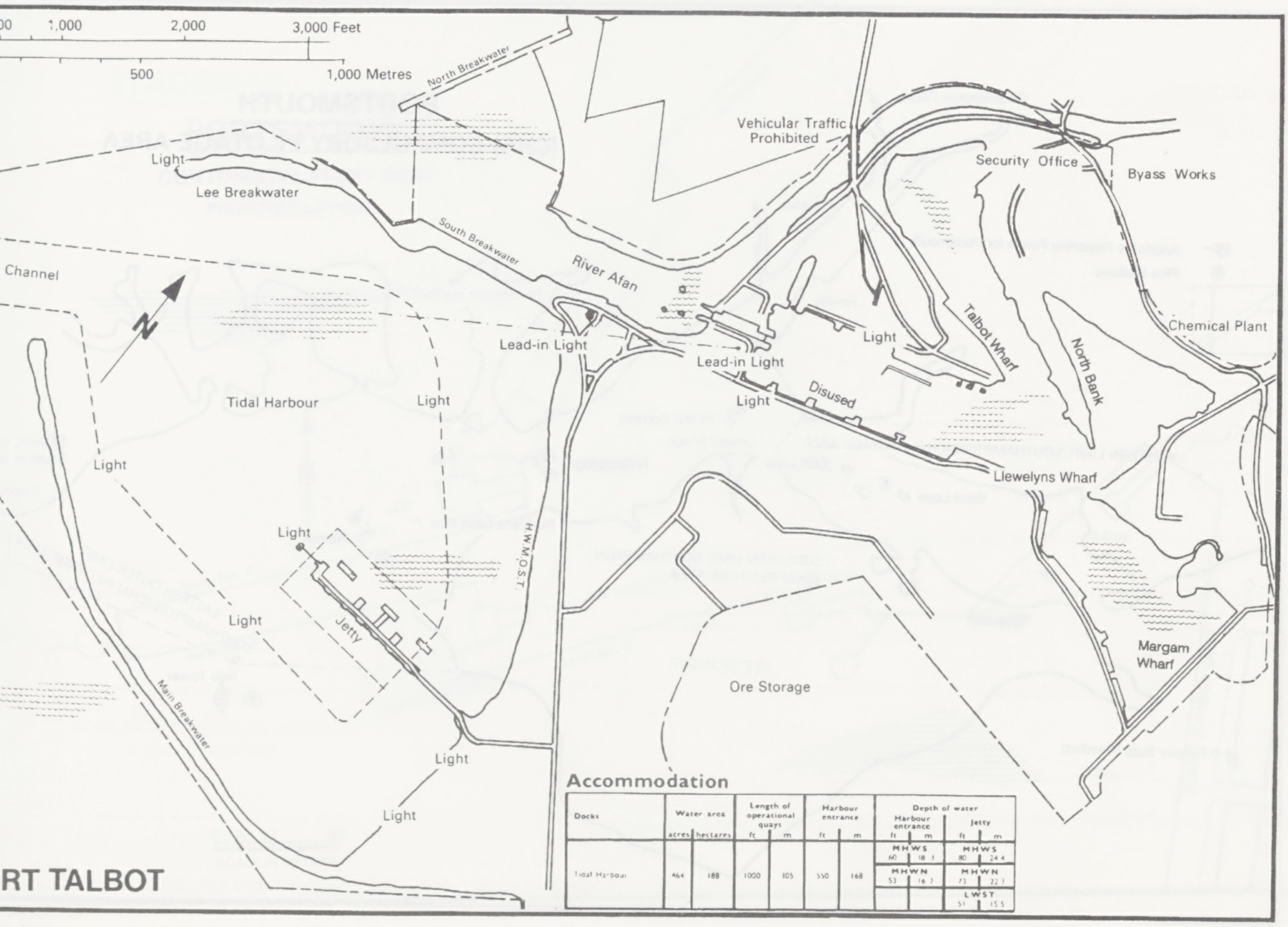
PLYMOUTH

ABP Port Office
Freight Compound
Customs
Proposed Reclamation Area
Passenger Terminal
Ro–Ro No. 1
Ro–Ro No. 2
West Wharf
Trinity Pier
Transit Shed
Millbay Marina Village
Millbay Pier
Camber Jetty


POOLE
N
Yacht Berths
ENOXY
CEGB
Private Quays
Oil Wharf
Private Quays
Timber Wharf
Pool Lifting Bridge
Bridge Keeper
Poole Pilots
Marine Police
Yacht & Pleasure Vessels Berth
Harbour Office
Town Quay
Yacht and Limited Cargo Berth
Railway Wharf
Fuel Oil & Coal Wharf
Sand Wharf
Wessex Wharf
Ship repair Yard
−3.8 m. Cargo Berth −4 m.
Yard Quay
Ballast Quay
Stake
Stake
Stake
Beacon
Fishermans Dock
Breakwater
LITTLE CHANNEL −4.5 m.
Bulwark Quay
General Cargo Berths
New Quay
Customs Office
Continental Freight Ferry Terminal
Stake
Poole Yacht Club
Linkspan No. 1
Oil Jetty −4.5 m.
Ro/Ro Basin Dredged to 5.0m below Chart Datum
Stake
Boat Haven
Ro/Ro Terminal
Linkspan No. 3
BP Base
Linkspan No. 2

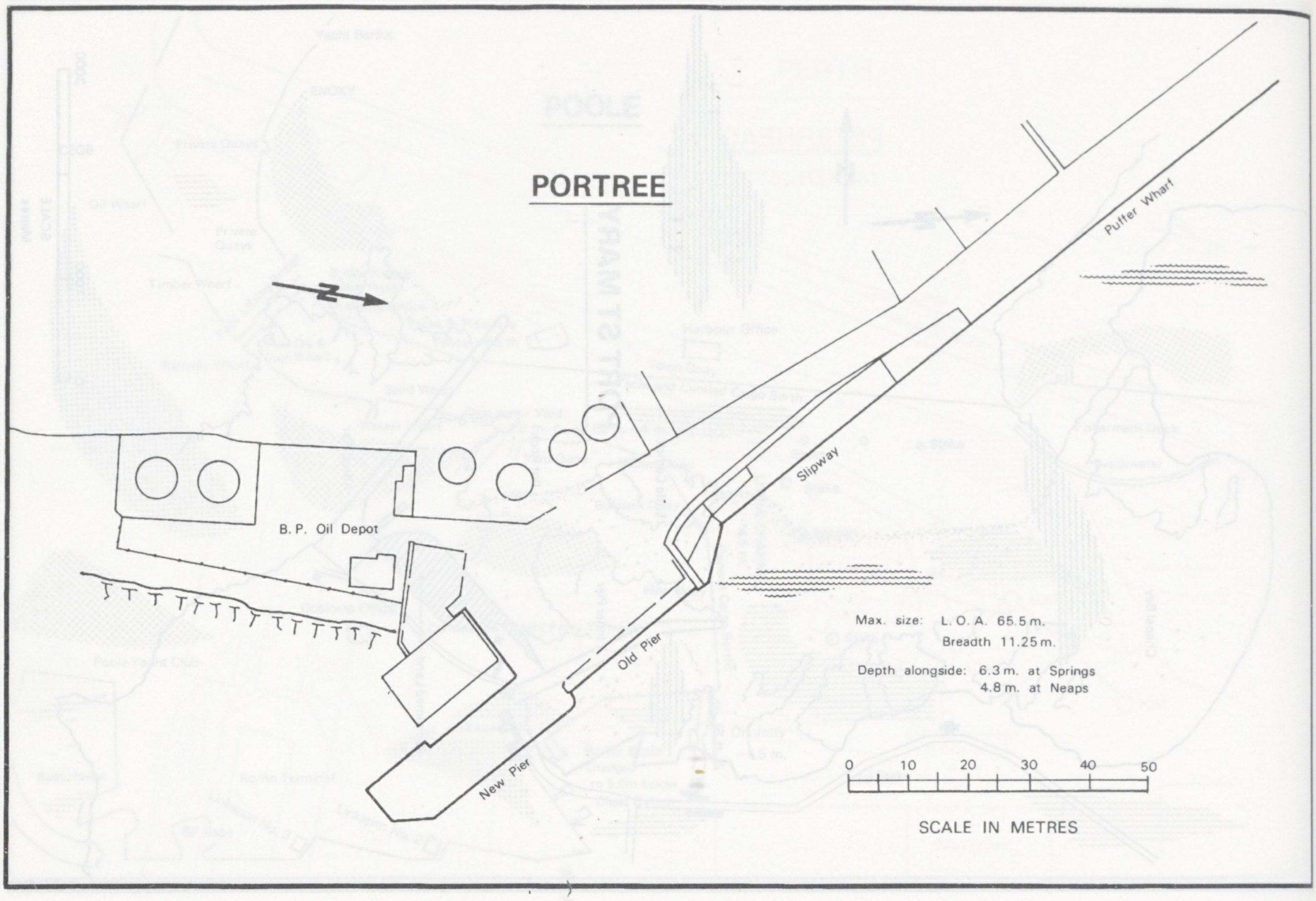

PORT ASKAIG
Islay
Car Park
Ruadh-Phort Beag
Pier (S.R.C.)
Ramp (S.R.C.)
Ramp (S.R.C.)
Port Askaig
Aligning Structure
Beacon
Sgeir Na Crannaig
SOUND OF ISLAY
Rudh' An Fhaing
N
L.W.M.O.S.T.
Pier


PORT ST MARY
N
SCALE
Metres
0
1000
3000
Alfred Pier
Reclaimed Land
Pot Rock
Little Carrick
Inner Pier
Chapel Bay


00
1,000
2,000
3,000 Feet
500
1,000 Metres
North Breakwater
Vehicular Traffic Prohibited
Security Office
Byass Works
Light
Lee Breakwater
South Breakwater
River Afan
Channel
N
Chemical Plant
Talbot Wharf
North Bank
Lead-in Light
Light
Lead-in Light
Light
Disused
Tidal Harbour
Light
Light
Llewelyns Wharf
Light
H W M O S T
Light
Jetty
Margam Wharf
Ore Storage
Main Breakwater
Light
Light
RT TALBOT

Accommodation

Docks	Water area acres	Water area hectares	Length of operational quays ft	Length of operational quays m	Harbour entrance ft	Harbour entrance m	Depth of water Harbour entrance ft	Depth of water Harbour entrance m	Depth of water Jetty ft	Depth of water Jetty m
Tidal Harbour	464	188	1000	305	550	168	MHWS 60	18.3	MHWS 80	24.4
							MHWN 53	16.2	MHWN 73	22.3
									LWST 51	15.5

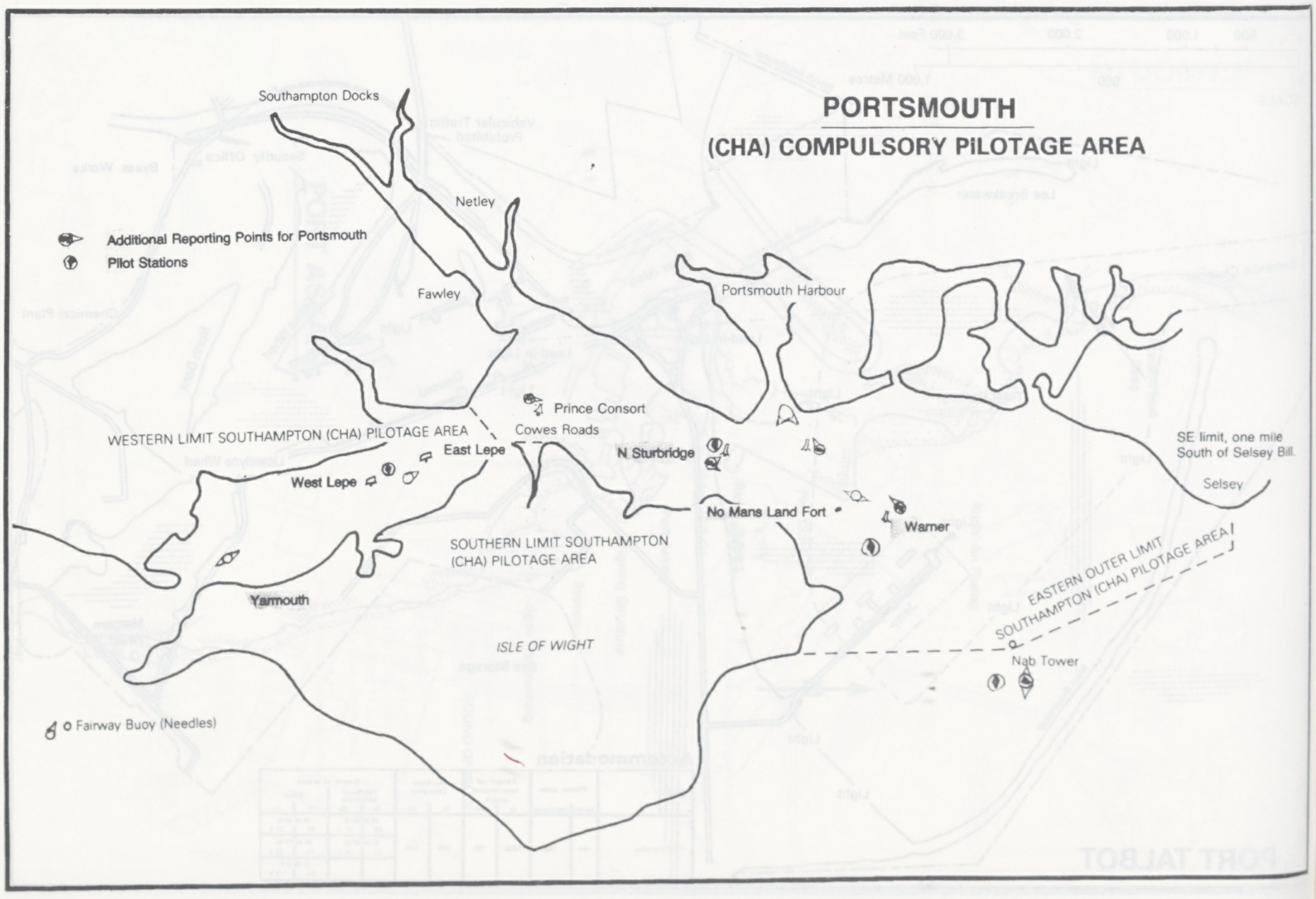


PORTREE

Puffer Wharf
Slipway
B. P. Oil Depot
Old Pier
New Pier
0
10
20
30
40
50
SCALE IN METRES

Max. size: L. O. A. 65.5 m.
Breadth 11.25 m.

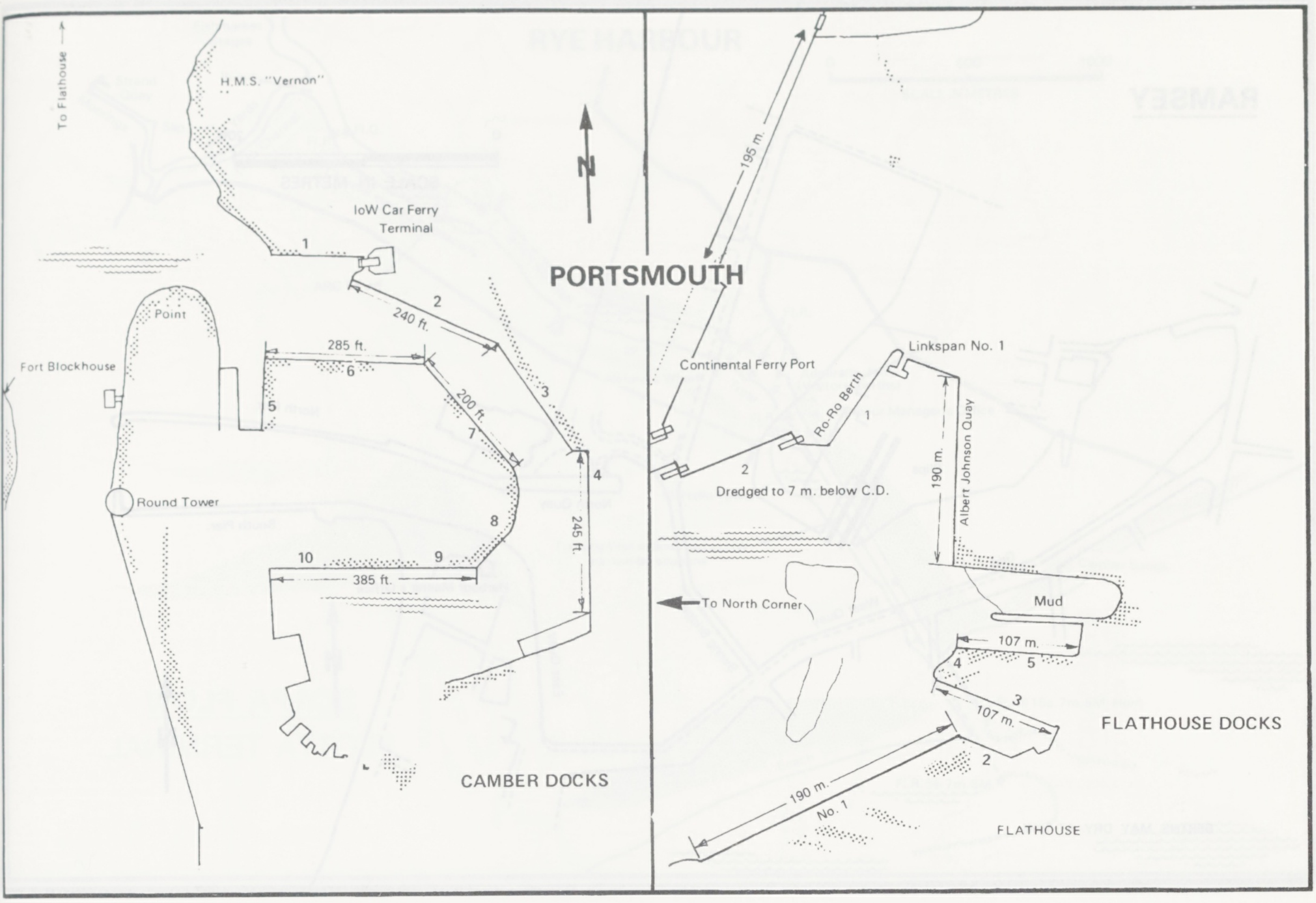
Depth alongside: 6.3 m. at Springs
4.8 m. at Neaps

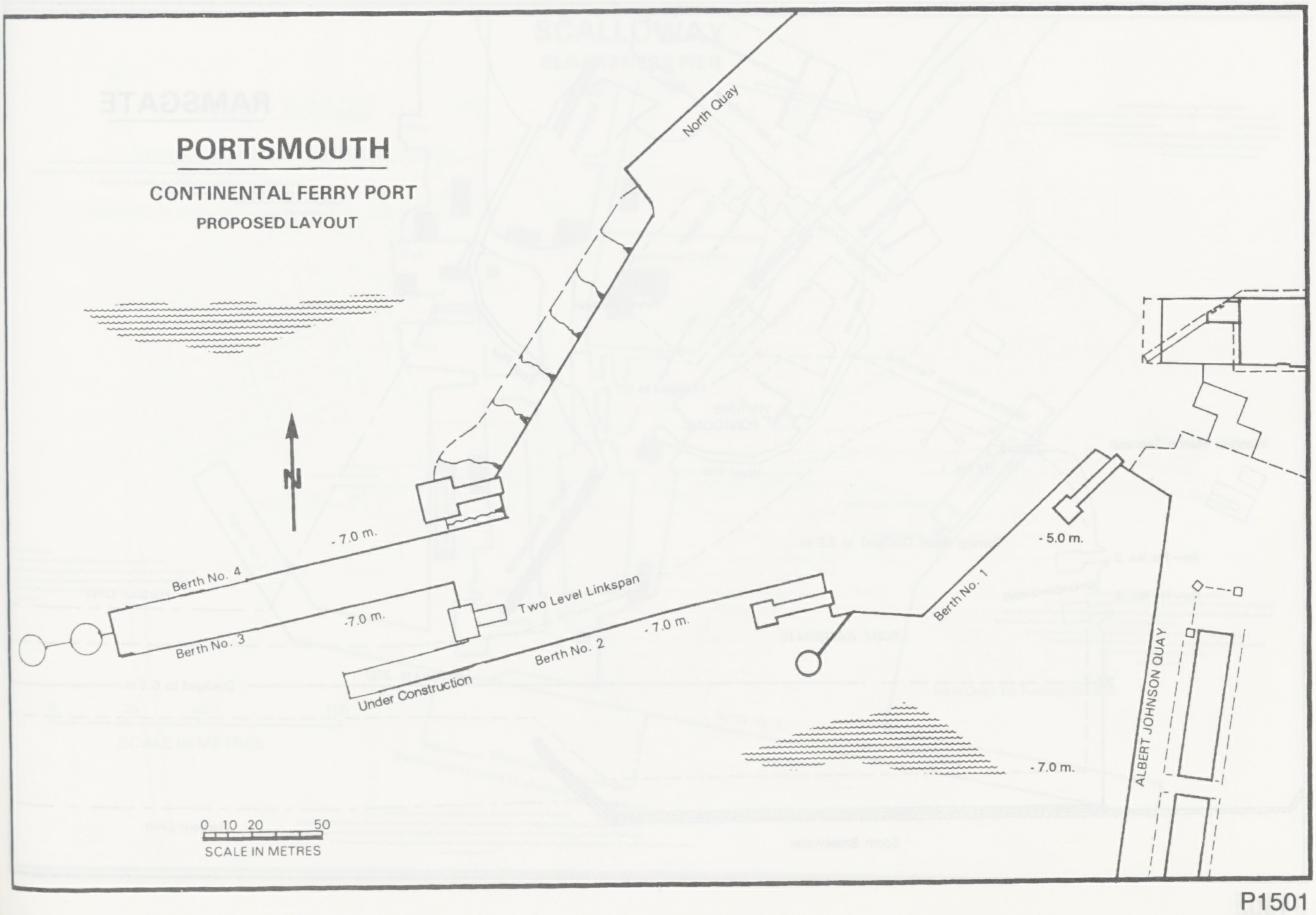


PORTSMOUTH

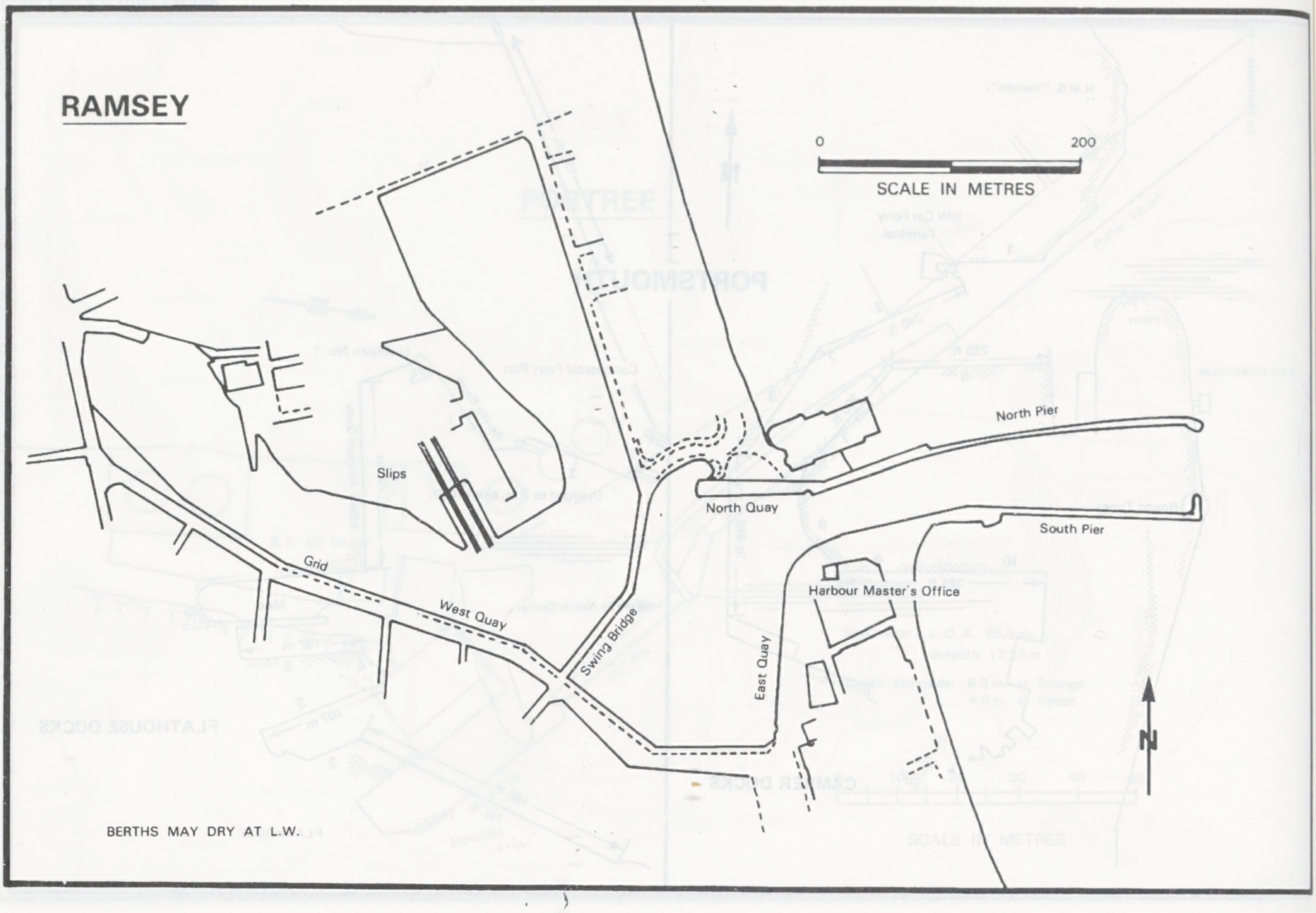
(CHA) COMPULSORY PILOTAGE AREA

Southampton Docks
Netley
Fawley
Portsmouth Harbour
Additional Reporting Points for Portsmouth
Pilot Stations
Prince Consort
Cowes Roads
WESTERN LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
East Lepe
N Sturbridge
West Lepe
No Mans Land Fort
Warner
SE limit, one mile South of Selsey Bill.
Selsey
SOUTHERN LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
Yarmouth
EASTERN OUTER LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
ISLE OF WIGHT
Nab Tower
Fairway Buoy (Needles)

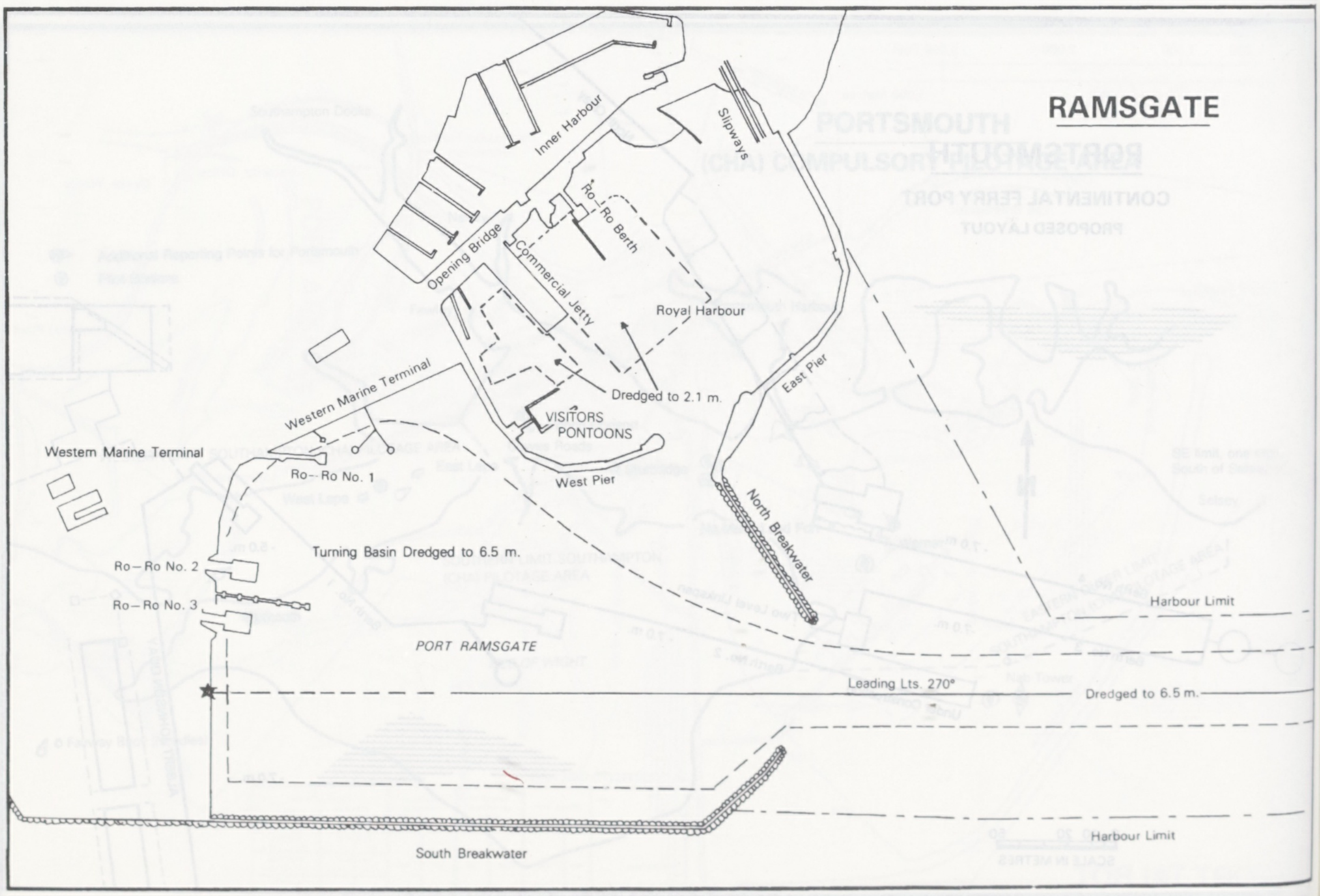

PORTSMOUTH
To Flathouse
H.M.S. "Vernon"
IoW Car Ferry Terminal
1
2
240 ft.
3
4
245 ft.
285 ft.
6
5
200 ft.
7
8
Point
Fort Blockhouse
Round Tower
10
9
385 ft.
CAMBER DOCKS
N
195 m.
Continental Ferry Port
Linkspan No. 1
Ro-Ro Berth
1
2
Dredged to 7 m. below C.D.
190 m.
Albert Johnson Quay
To North Corner
Mud
107 m.
5
4
3
107 m.
2
190 m.
No. 1
FLATHOUSE DOCKS
FLATHOUSE


PORTSMOUTH
CONTINENTAL FERRY PORT
PROPOSED LAYOUT
North Quay
N
-7.0 m.
Berth No. 4
-7.0 m.
Berth No. 3
Two Level Linkspan
-7.0 m.
Berth No. 2
Under Construction
Berth No. 1
-5.0 m.
-7.0 m.
ALBERT JOHNSON QUAY
0 10 20 50
SCALE IN METRES

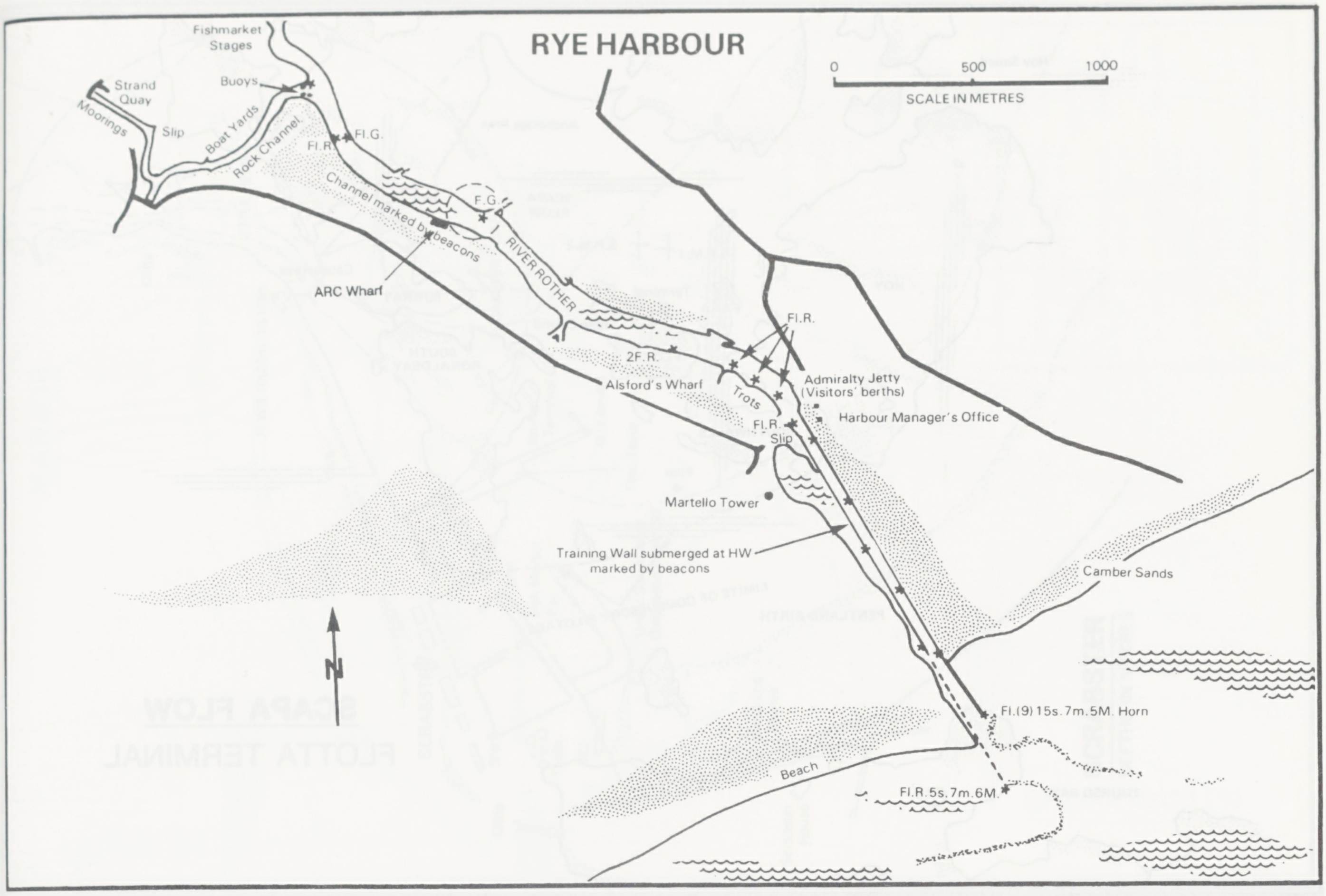
RAMSEY


0
200
SCALE IN METRES
N
Slips
Grid
West Quay
Swing Bridge
North Quay
North Pier
South Pier
Harbour Master's Office
East Quay
BERTHS MAY DRY AT L.W.

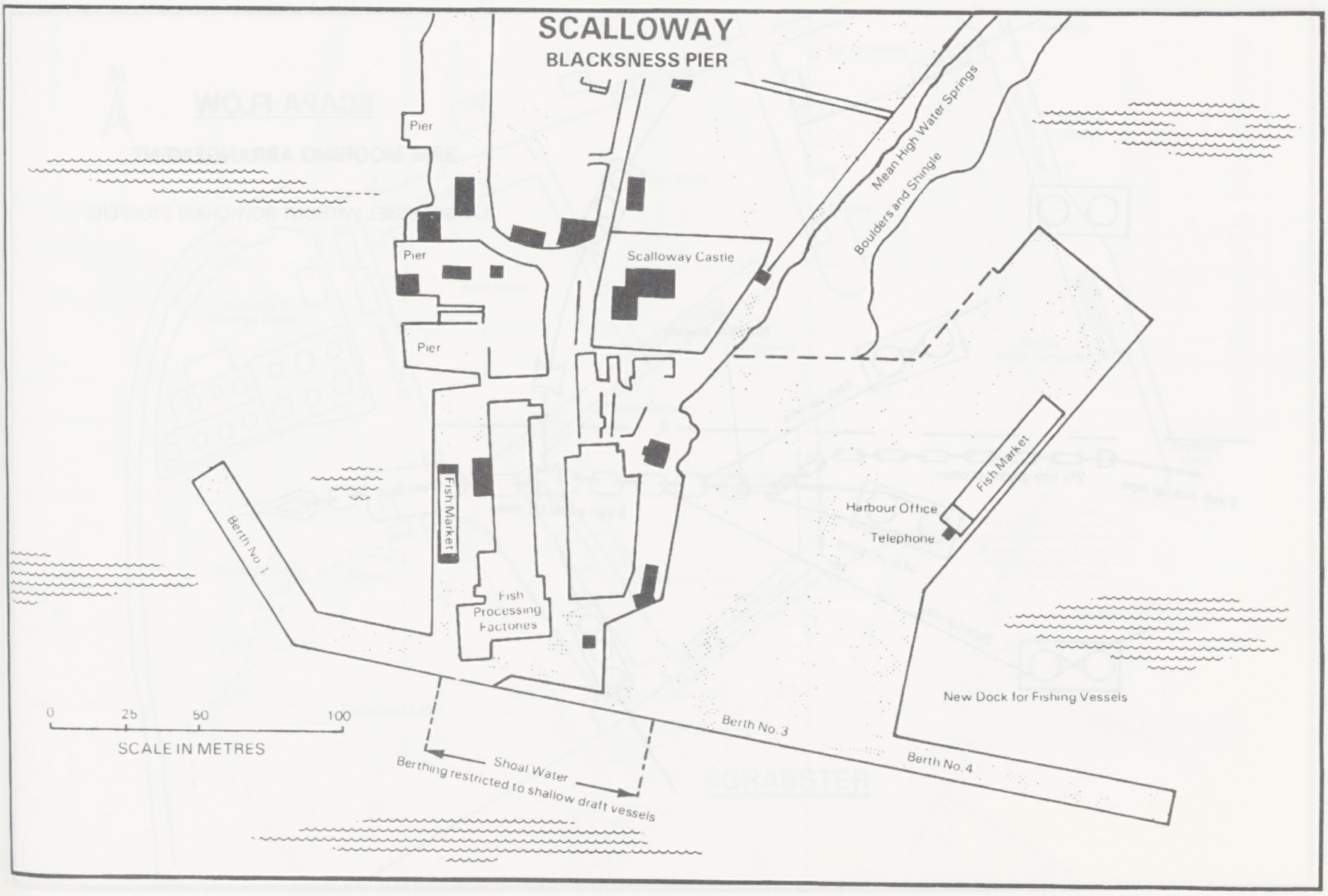
RAMSGATE

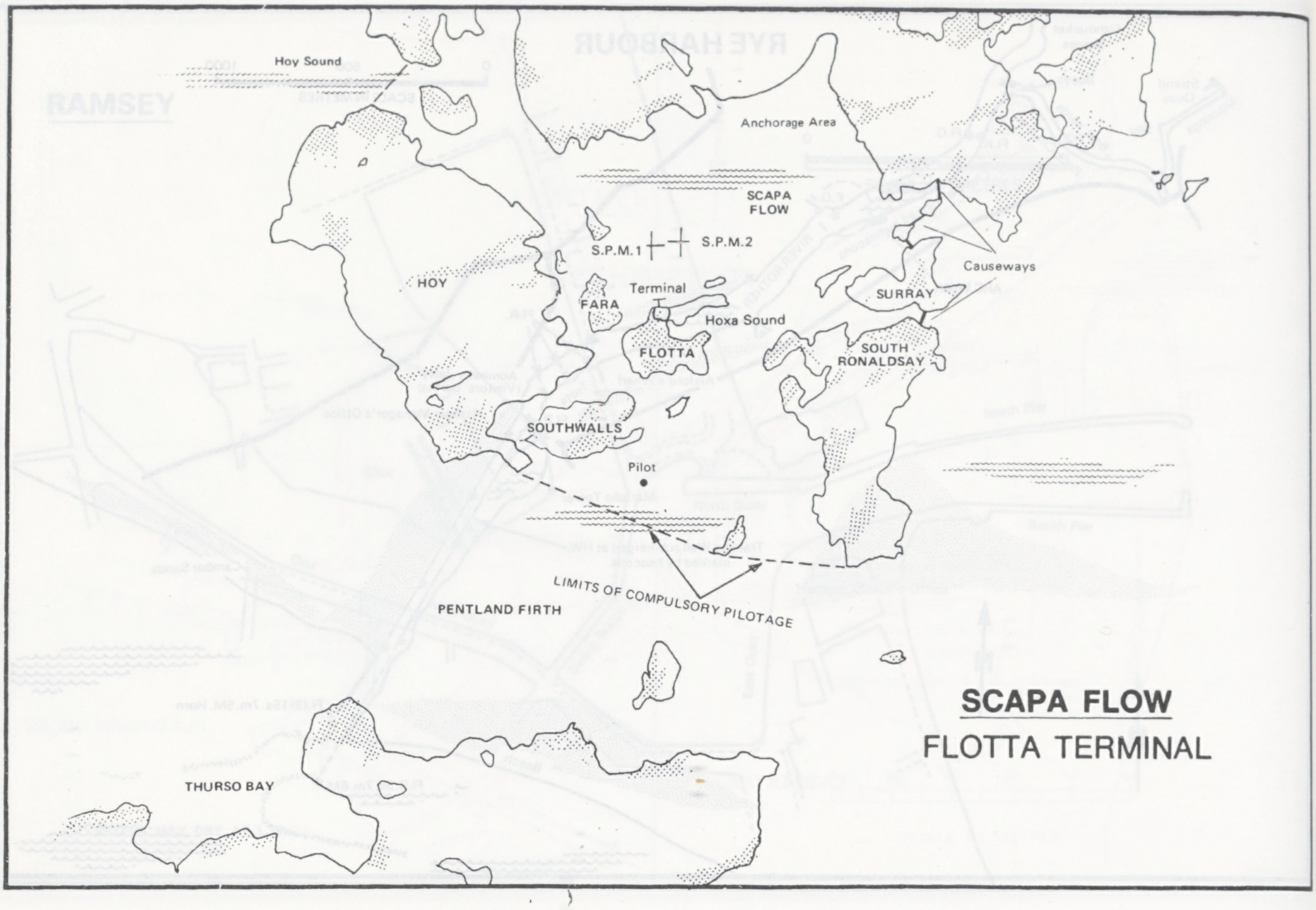

Inner Harbour
Slipways
Ro–Ro Berth
Opening Bridge
Commercial Jetty
Royal Harbour
Dredged to 2.1 m.
VISITORS PONTOONS
West Pier
East Pier
Western Marine Terminal
Western Marine Terminal
Ro–Ro No. 1
Ro–Ro No. 2
Ro–Ro No. 3
Turning Basin Dredged to 6.5 m.
North Breakwater
Harbour Limit
PORT RAMSGATE
Leading Lts. 270°
Dredged to 6.5 m.
Harbour Limit
South Breakwater

RYE HARBOUR


0
500
1000
SCALE IN METRES
Fishmarket Stages
Strand Quay
Buoys
Moorings
Slip
Boat Yards
Rock Channel
Fl.R.
Fl.G.
F.G.
Channel marked by beacons
ARC Wharf
RIVER ROTHER
Fl.R.
2F.R.
Alsford's Wharf
Trots
Admiralty Jetty (Visitors' berths)
Harbour Manager's Office
Fl.R.
Slip
Martello Tower
Training Wall submerged at HW marked by beacons
Camber Sands
N
Fl.(9) 15s.7m.5M. Horn
Beach
Fl.R.5s.7m.6M.

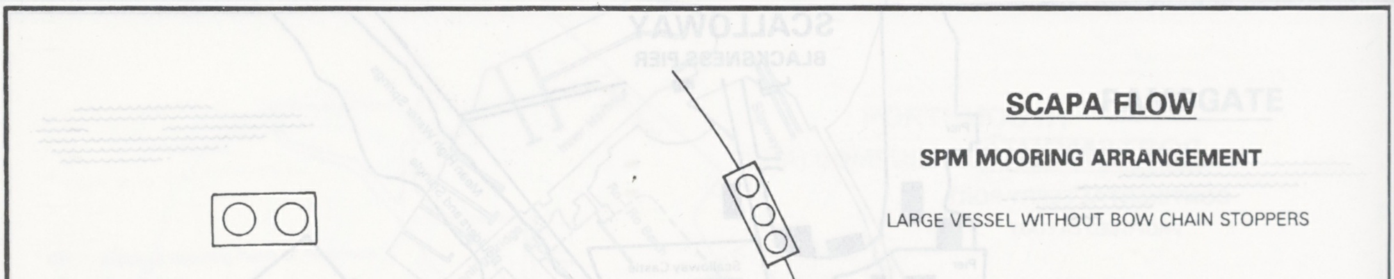
SCALLOWAY
BLACKSNESS PIER


Pier
Pier
Pier
Scalloway Castle
Mean High Water Springs
Boulders and Shingle
Fish Market
Fish Market
Harbour Office
Telephone
Berth No 1
Fish Processing Factories
0
25
50
100
SCALE IN METRES
Berth No. 3
Berth No. 4
New Dock for Fishing Vessels
Shoal Water
Berthing restricted to shallow draft vessels


Hoy Sound
Anchorage Area
SCAPA
FLOW
S.P.M.1
S.P.M.2
HOY
Terminal
FARA
Hoxa Sound
FLOTTA
SURRAY
Causeways
SOUTH
RONALDSAY
SOUTHWALLS
Pilot
LIMITS OF COMPULSORY PILOTAGE
PENTLAND FIRTH
THURSO BAY

SCAPA FLOW

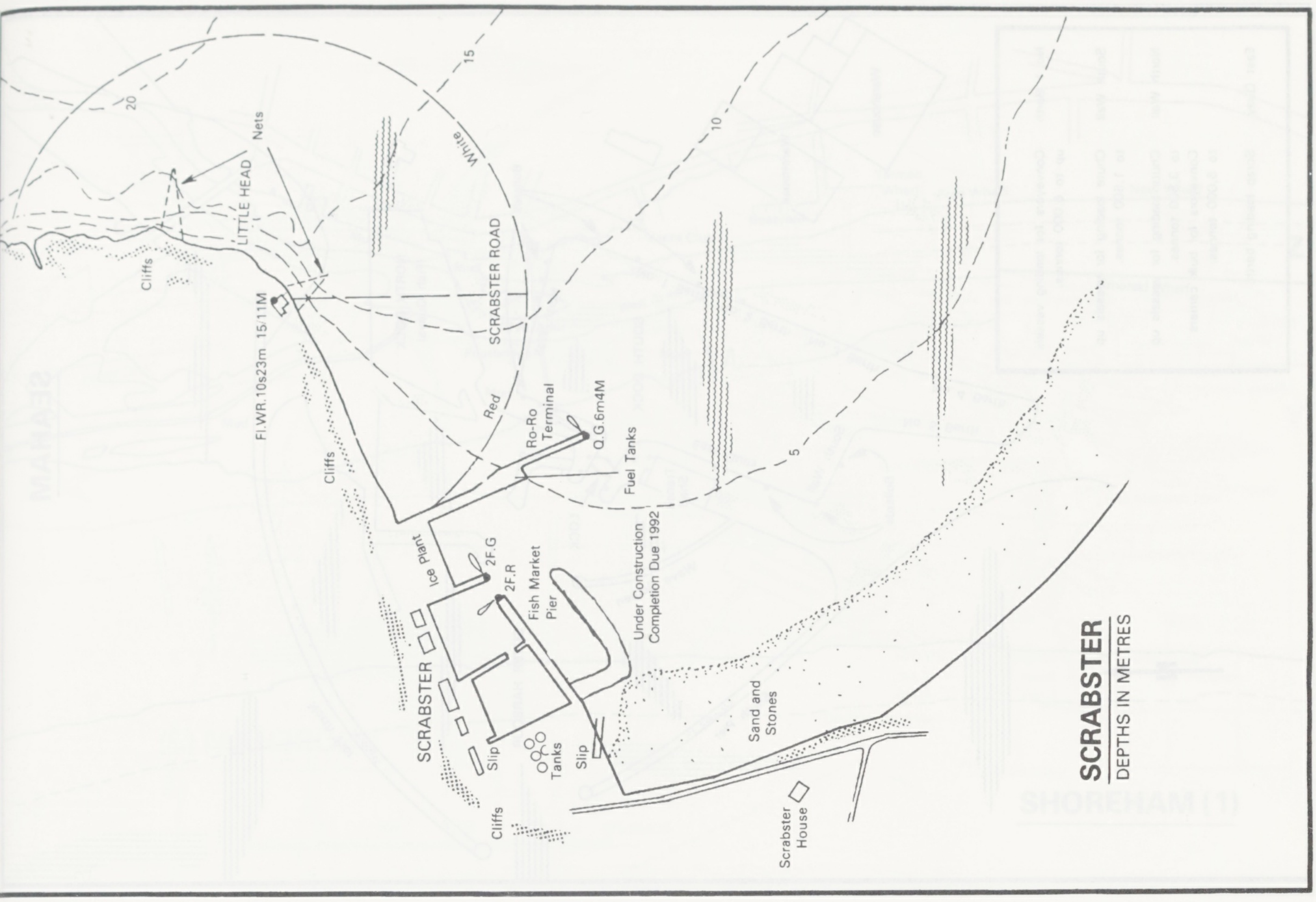
FLOTTA TERMINAL

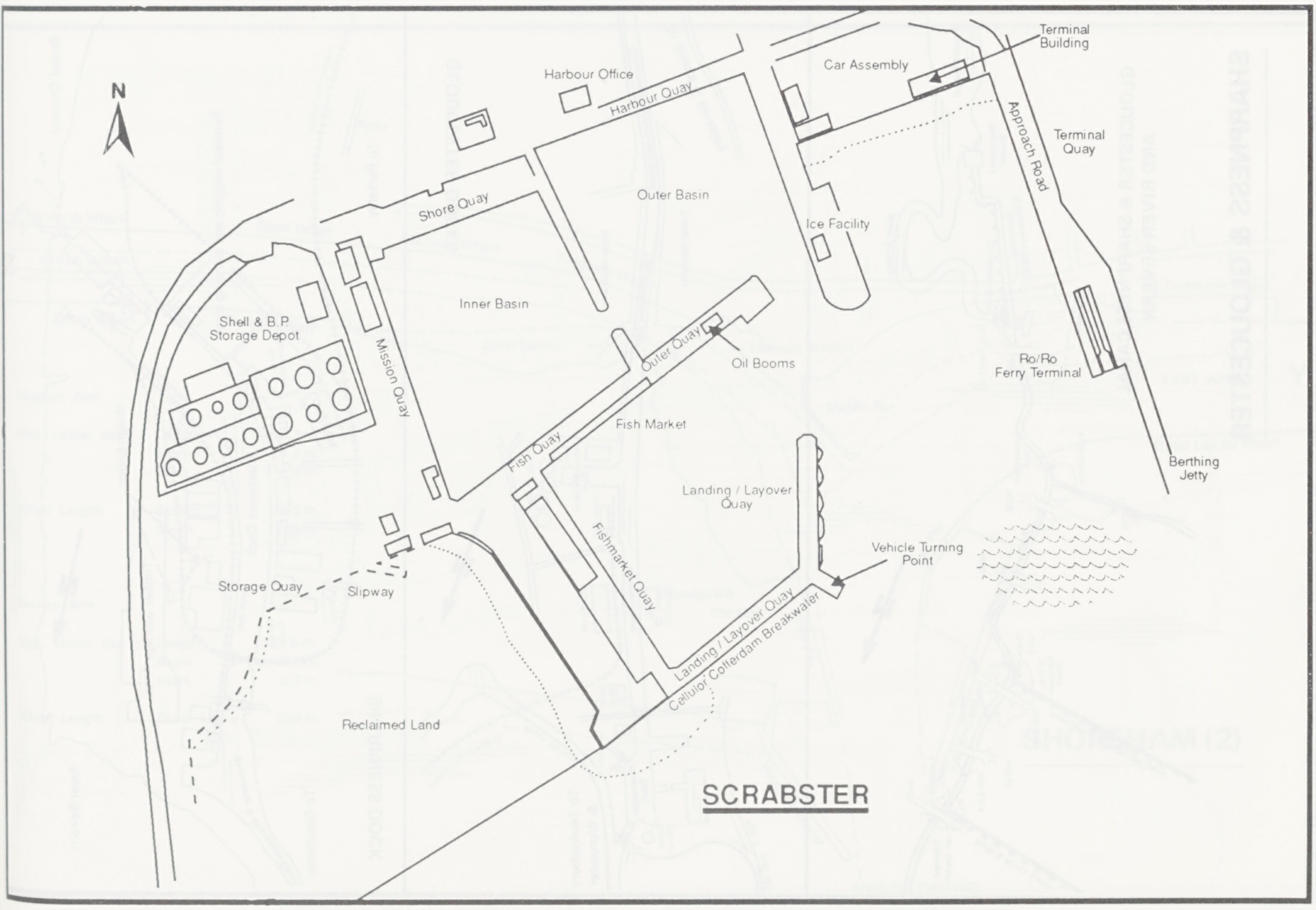

70T SWL shackle
Back-up wire
9 inch pick-up rope
2$\frac{5}{8}$ inch grade U3 chain
3 inch grade U3 chain
Chain float
44 m m. strop
Back-up wire

SCAPA FLOW

SPM MOORING ARRANGEMENT

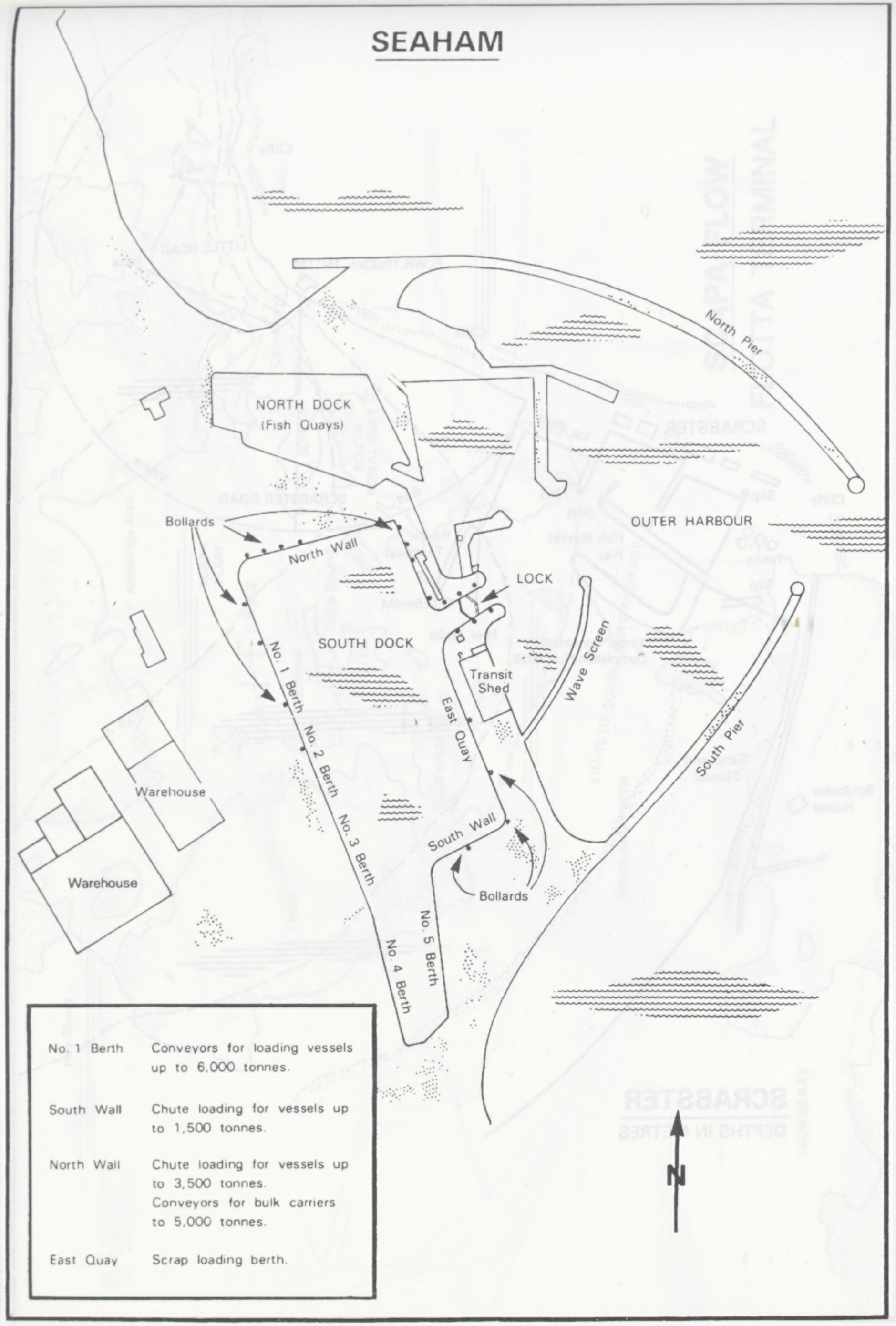
LARGE VESSEL WITHOUT BOW CHAIN STOPPERS


SCRABSTER
DEPTHS IN METRES
20
15
10
5
Nets
LITTLE HEAD
Cliffs
Fl.WR.10s23m 15/11M
White
SCRABSTER ROAD
Red
Ro-Ro Terminal
Q.G.6m4M
Fuel Tanks
Cliffs
Ice Plant
2F.G
2F.R
Fish Market Pier
Under Construction Completion Due 1992
SCRABSTER
Slip
Tanks
Slip
Cliffs
Sand and Stones
Scrabster House


N
Harbour Office
Harbour Quay
Car Assembly
Terminal Building
Approach Road
Terminal Quay
Outer Basin
Shore Quay
Ice Facility
Inner Basin
Shell & B.P. Storage Depot
Mission Quay
Outer Quay
Oil Booms
Ro/Ro Ferry Terminal
Fish Market
Fish Quay
Berthing Jetty
Landing / Layover Quay
Fishmarket Quay
Vehicle Turning Point
Storage Quay
Slipway
Landing / Layover Quay
Cellular Cofferdam Breakwater
Reclaimed Land

SCRABSTER

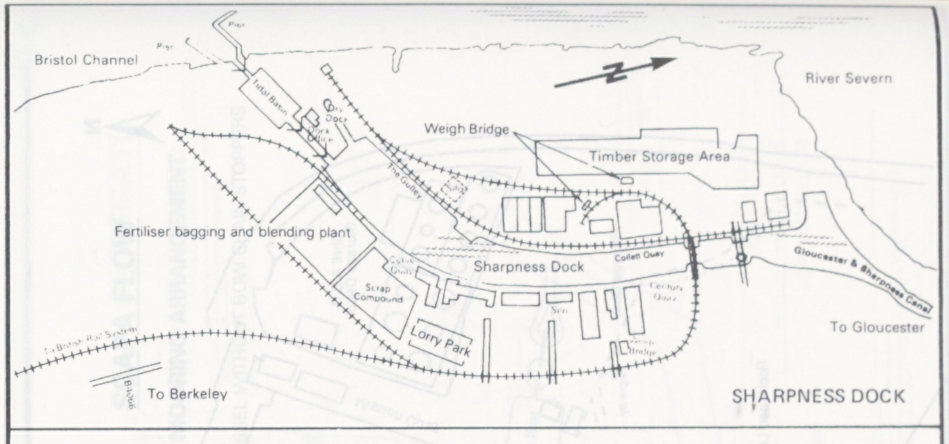
SEAHAM


NORTH DOCK
(Fish Quays)
North Pier
OUTER HARBOUR
Bollards
North Wall
LOCK
SOUTH DOCK
Transit Shed
Wave Screen
East Quay
South Pier
No. 1 Berth
No. 2 Berth
No. 3 Berth
No. 4 Berth
No. 5 Berth
South Wall
Bollards
Warehouse
Warehouse
N

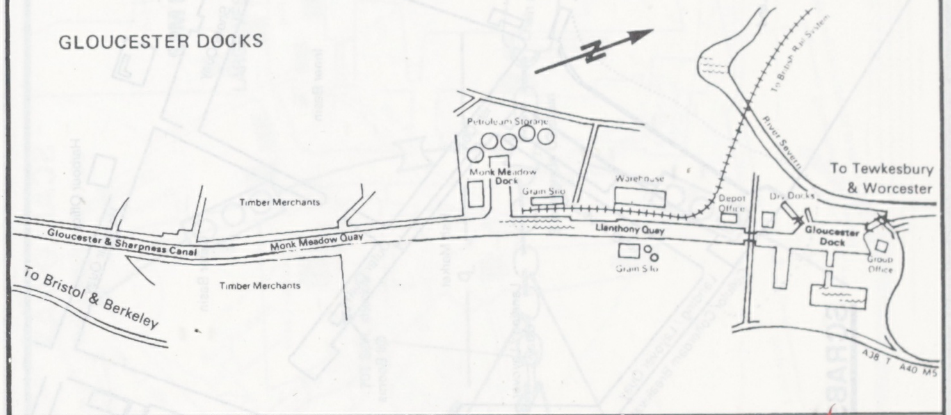
No. 1 Berth	Conveyors for loading vessels up to 6,000 tonnes.
South Wall	Chute loading for vessels up to 1,500 tonnes.
North Wall	Chute loading for vessels up to 3,500 tonnes. Conveyors for bulk carriers to 5,000 tonnes.
East Quay	Scrap loading berth.

SHARPNESS & GLOUCESTER

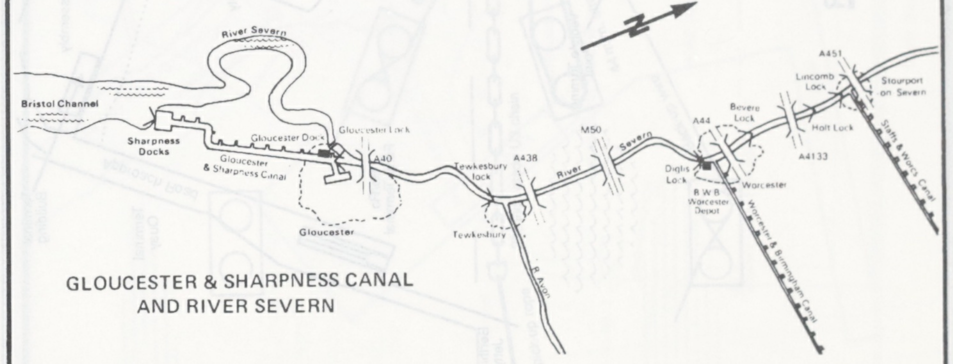
SHARPNESS DOCK

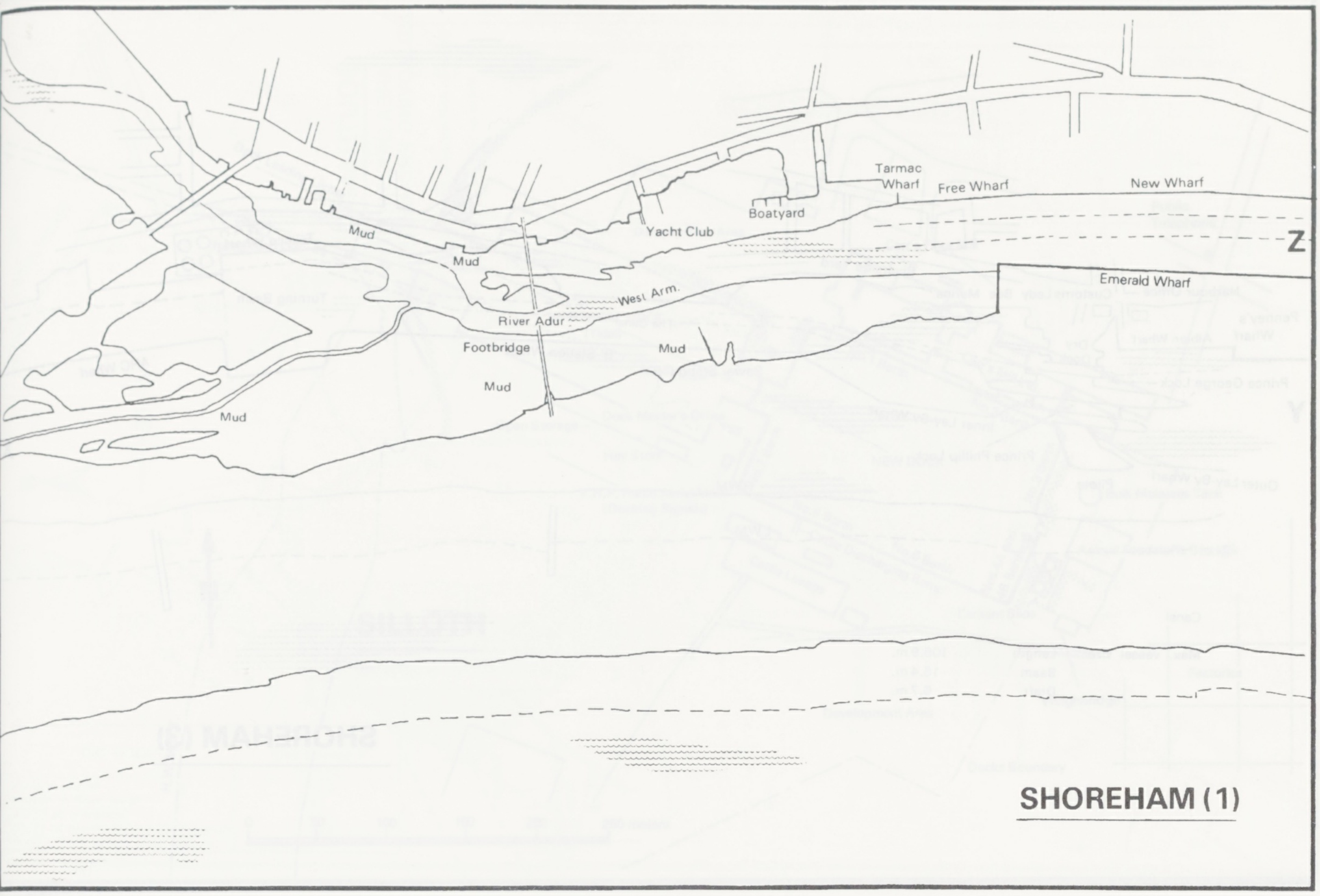

Pier
Pier
Bristol Channel
River Severn
N
Tidal Basin
Dry Dock
Dock Office
Weigh Bridge
Timber Storage Area
The Gulley
Silo
Fertiliser bagging and blending plant
Cabot Quay
Sharpness Dock
Collett Quay
Gloucester & Sharpness Canal
Scrap Compound
Silo
Century Quay
Lorry Park
Swing Bridge
To Gloucester
To British Rail System
B4066
To Berkeley

GLOUCESTER DOCKS

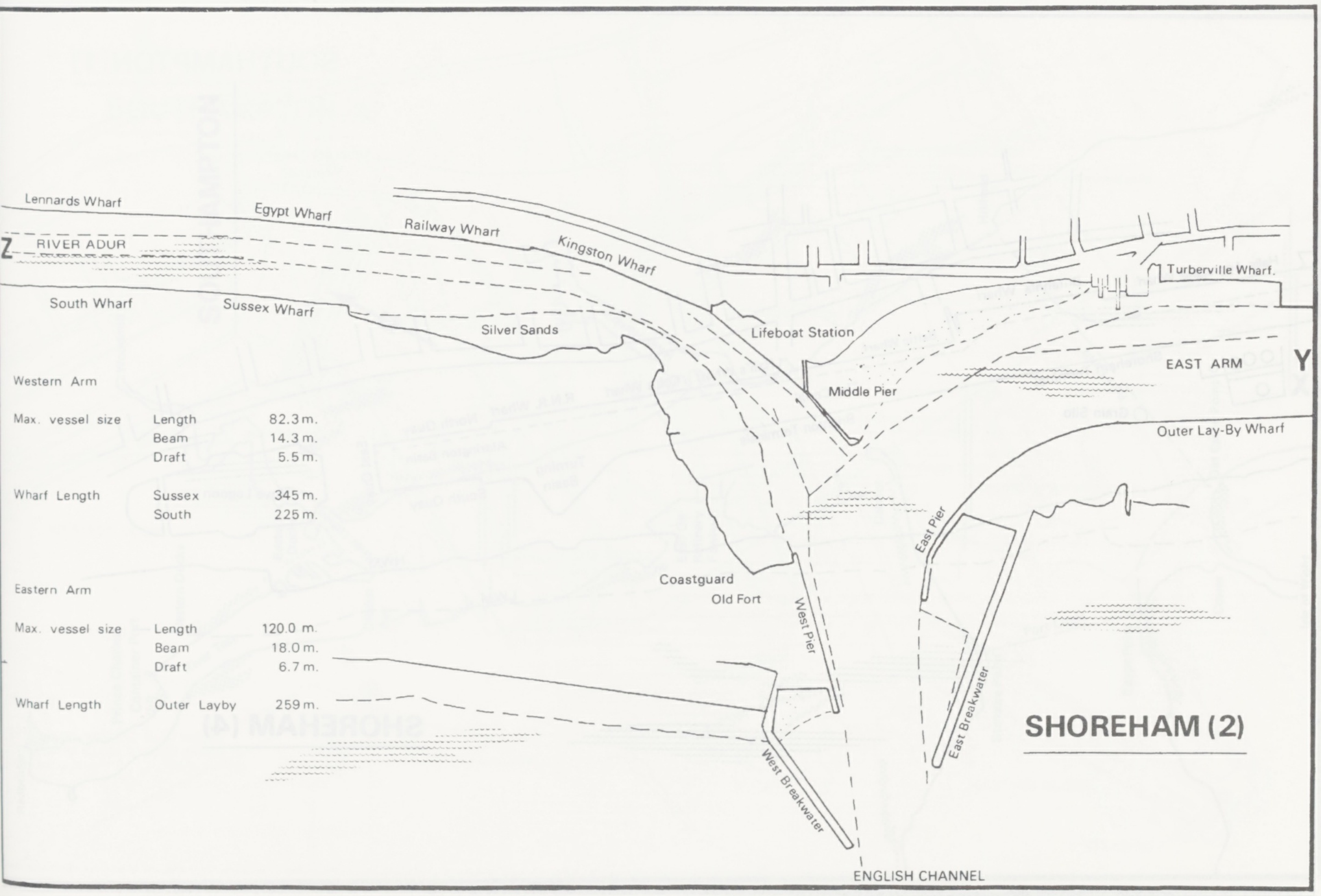

N
To British Rail System
Petroleum Storage
Monk Meadow Dock
Grain Silo
Warehouse
River Severn
To Tewkesbury & Worcester
Timber Merchants
Depot Office
Dry Docks
Llanthony Quay
Gloucester Dock
Gloucester & Sharpness Canal
Monk Meadow Quay
Grain Silo
Group Office
Timber Merchants
To Bristol & Berkeley
A38 T
A40 M5

GLOUCESTER & SHARPNESS CANAL AND RIVER SEVERN


N
River Severn
Bristol Channel
Sharpness Docks
Gloucester Dock
Gloucester Lock
Gloucester & Sharpness Canal
A40
Gloucester
Tewkesbury lock
Tewkesbury
A438
R Avon
River Severn
M50
A44
Diglis Lock
B W B Worcester Depot
Worcester
Bevere Lock
Holt Lock
A4133
Lincomb Lock
A451
Stourport on Severn
Staffs & Worcs Canal
Worcester & Birmingham Canal


Tarmac Wharf
Free Wharf
New Wharf
Z
Boatyard
Yacht Club
Mud
Mud
Emerald Wharf
West Arm.
River Adur
Footbridge
Mud
Mud
Mud

SHOREHAM (1)


Lennards Wharf
Egypt Wharf
Railway Wharf
Kingston Wharf
Z
RIVER ADUR
Turberville Wharf.
South Wharf
Sussex Wharf
Silver Sands
Lifeboat Station
Middle Pier
EAST ARM
Y
Outer Lay-By Wharf
East Pier
Coastguard
Old Fort
West Pier
East Breakwater
West Breakwater
ENGLISH CHANNEL

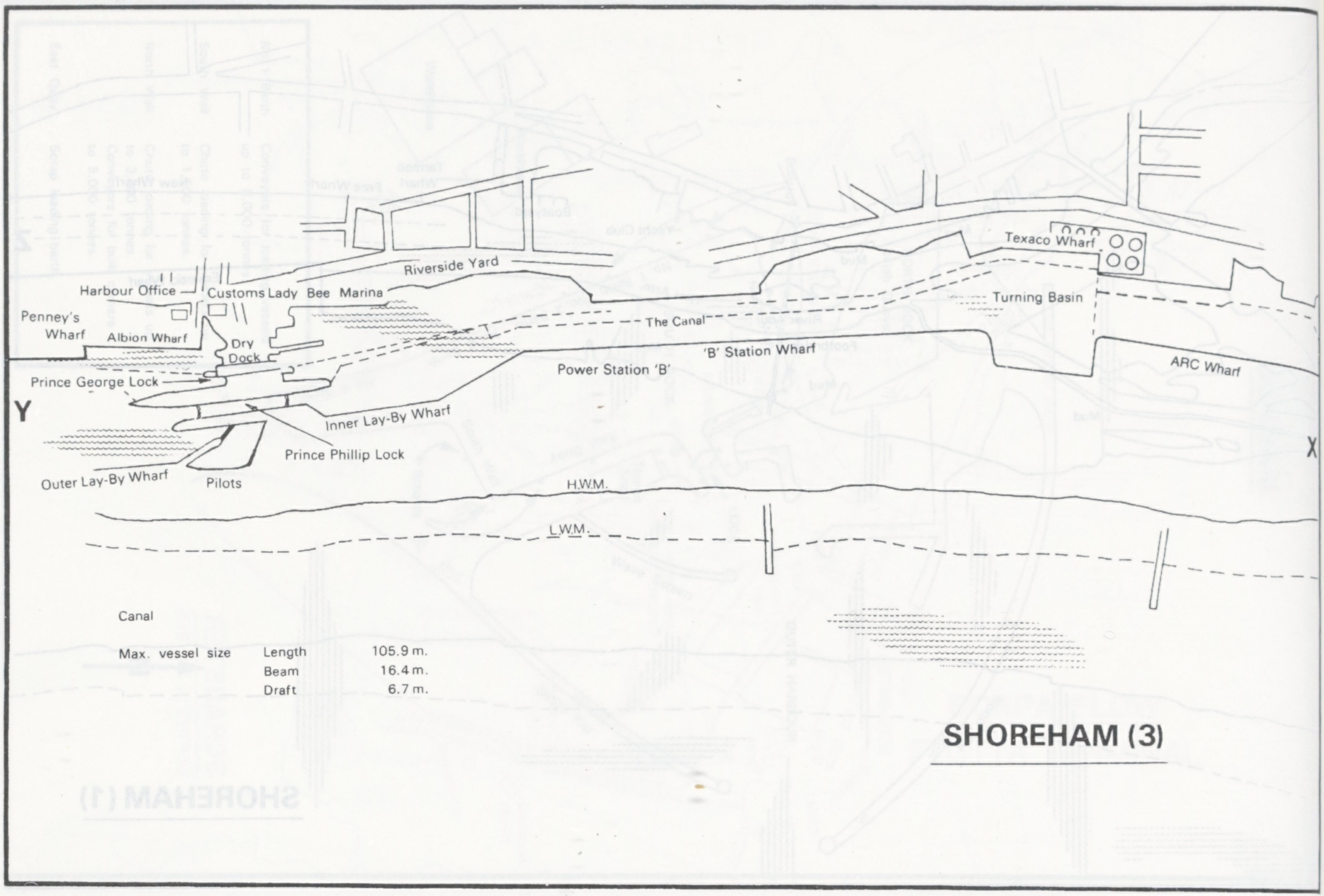
Western Arm

Max. vessel size	Length	82.3 m.
	Beam	14.3 m.
	Draft	5.5 m.
Wharf Length	Sussex	345 m.
	South	225 m.

Eastern Arm

Max. vessel size	Length	120.0 m.
	Beam	18.0 m.
	Draft	6.7 m.
Wharf Length	Outer Layby	259 m.

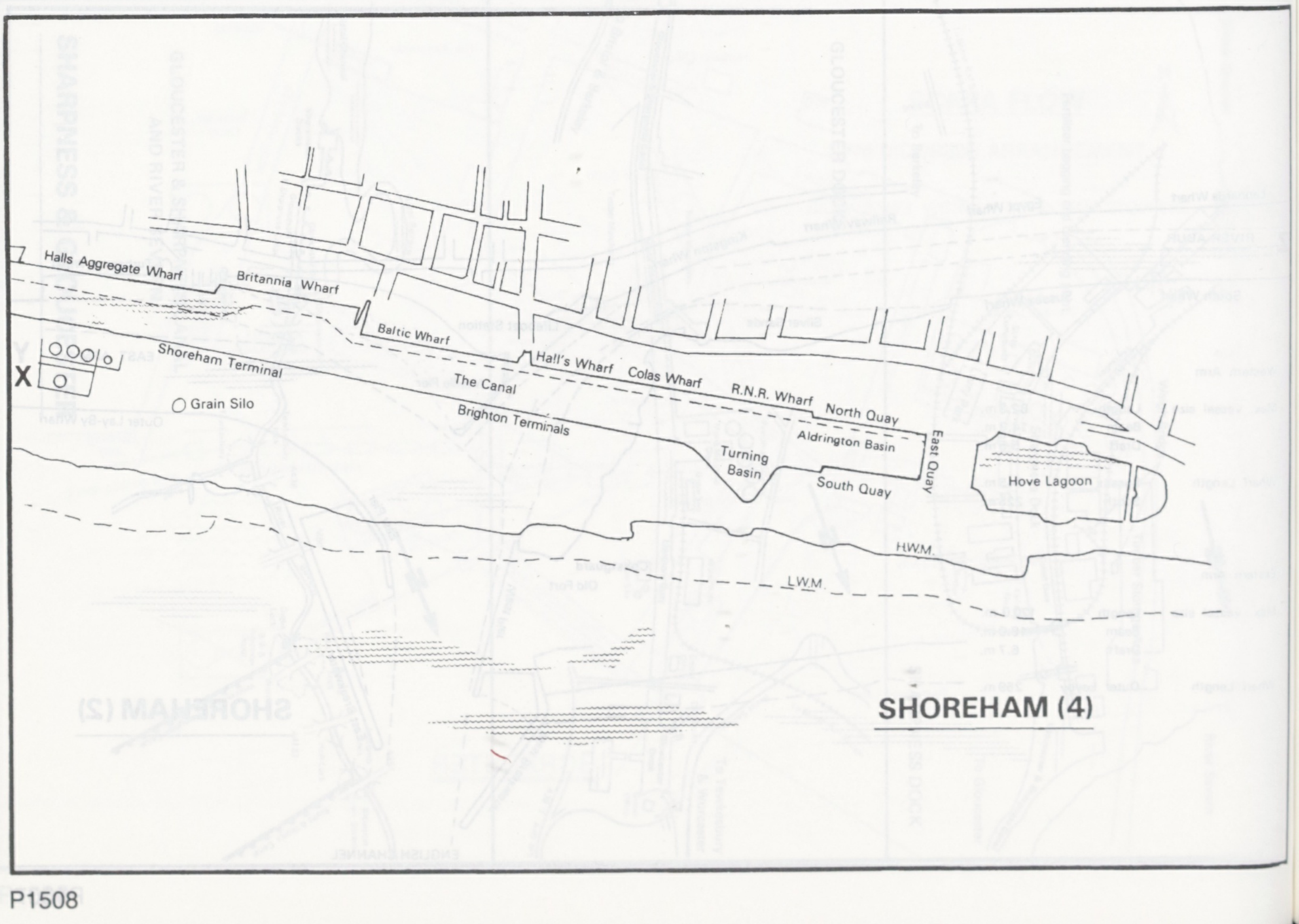
SHOREHAM (2)


Harbour Office
Customs
Lady Bee Marina
Riverside Yard
Penney's Wharf
Albion Wharf
Dry Dock
Prince George Lock
Y
Inner Lay-By Wharf
Prince Phillip Lock
Outer Lay-By Wharf
Pilots
The Canal
Power Station 'B'
'B' Station Wharf
Texaco Wharf
Turning Basin
ARC Wharf
X
H.W.M.
L.W.M.

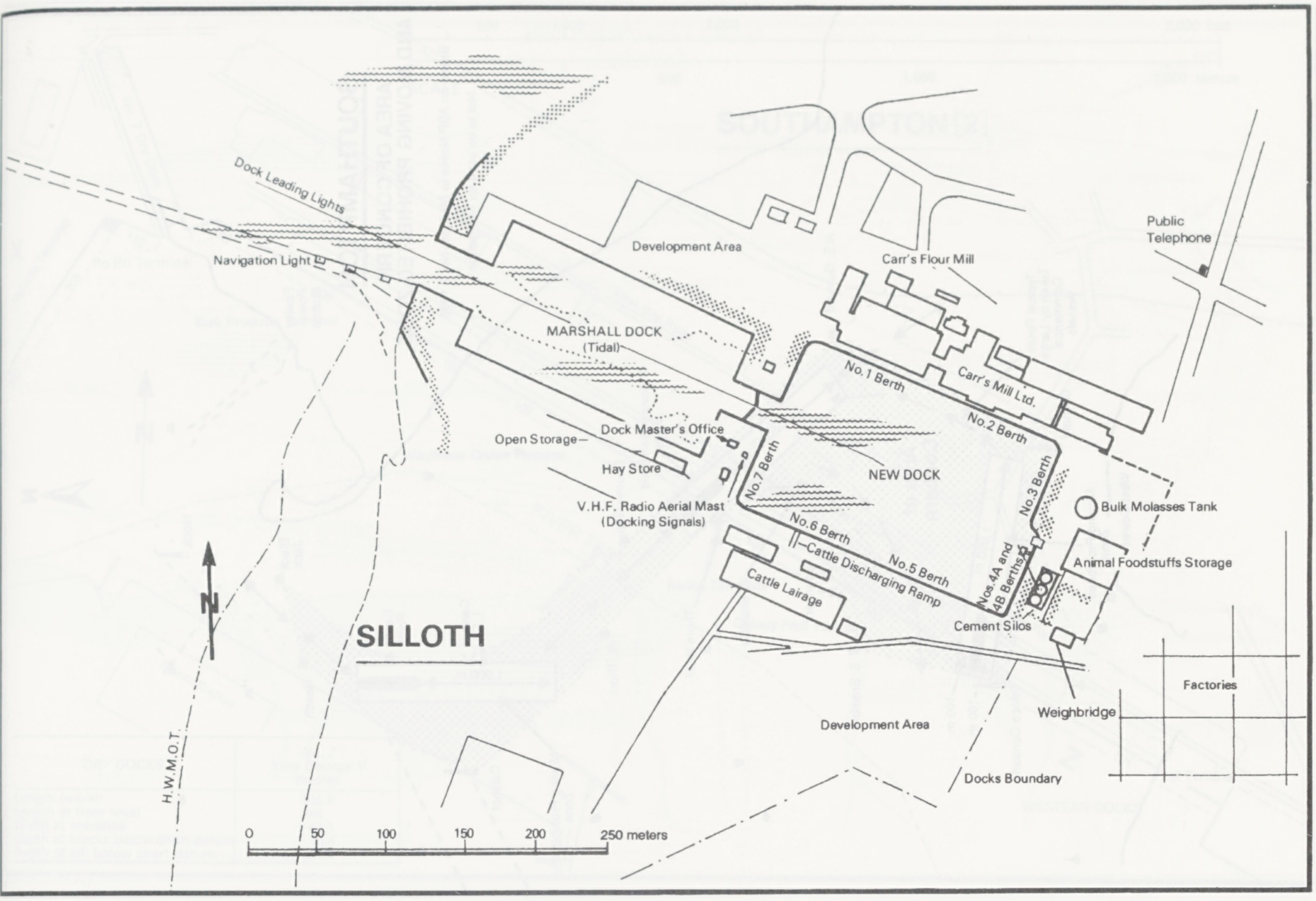
Canal

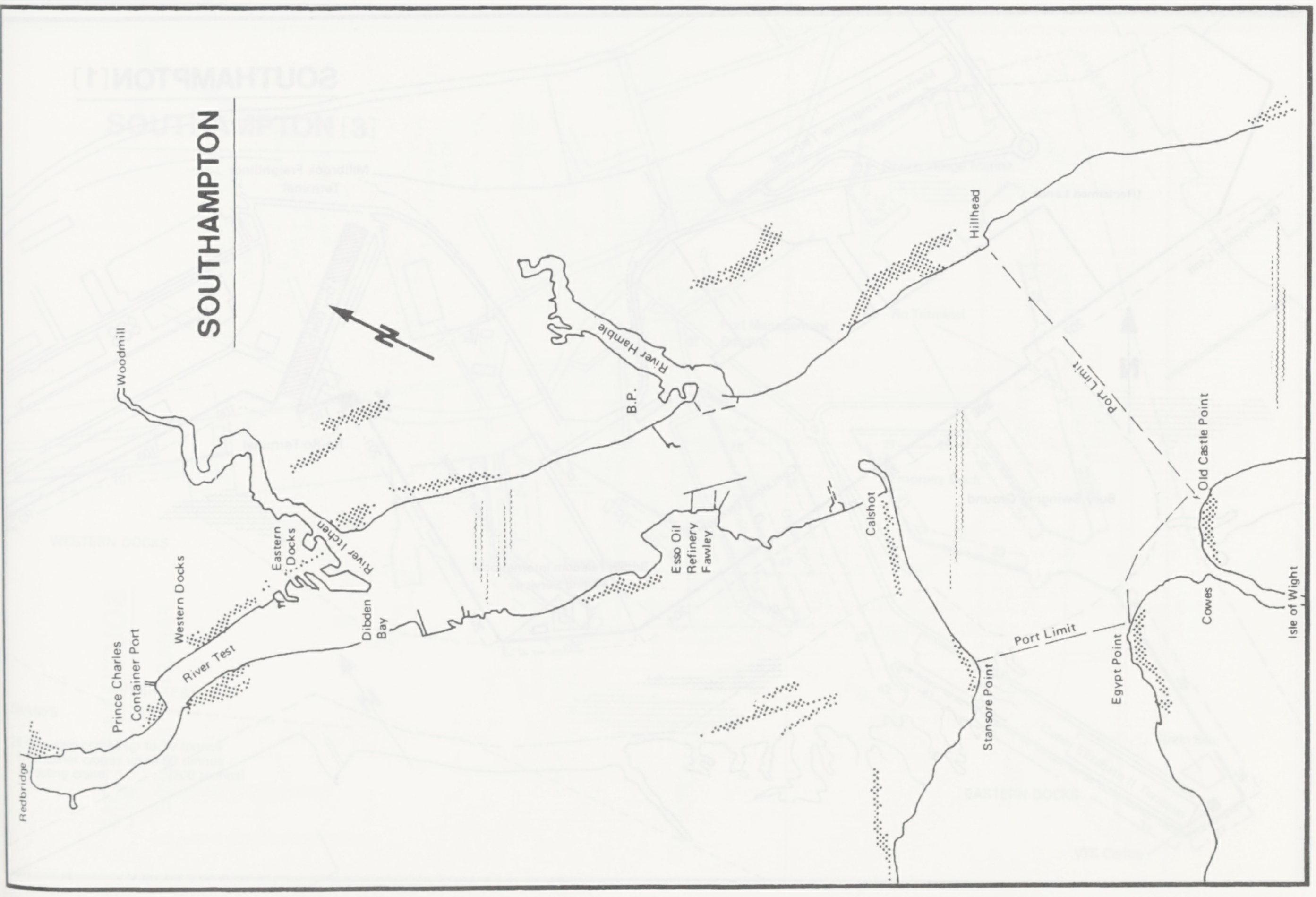
Max. vessel size	Length	105.9 m.
	Beam	16.4 m.
	Draft	6.7 m.

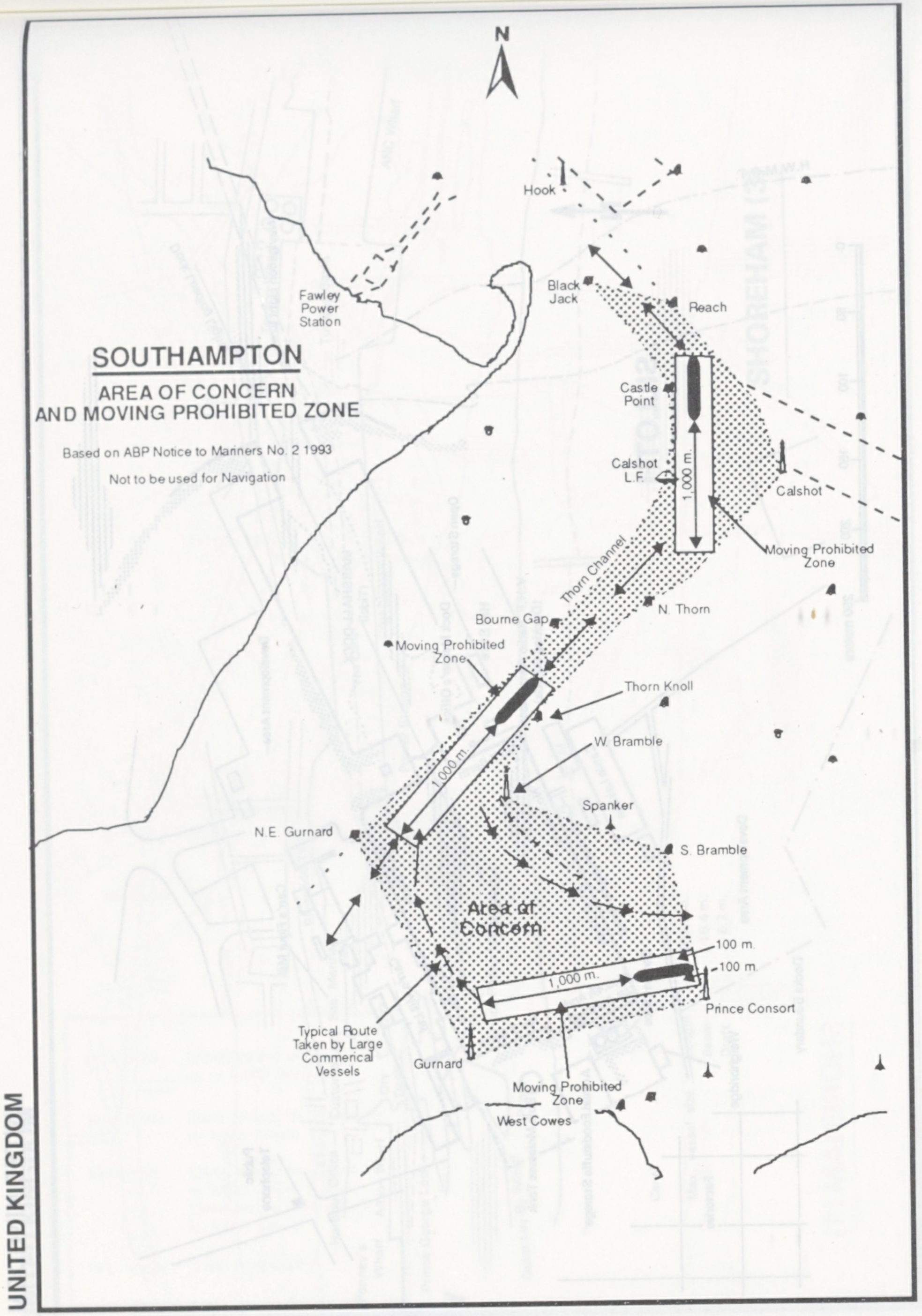
SHOREHAM (3)

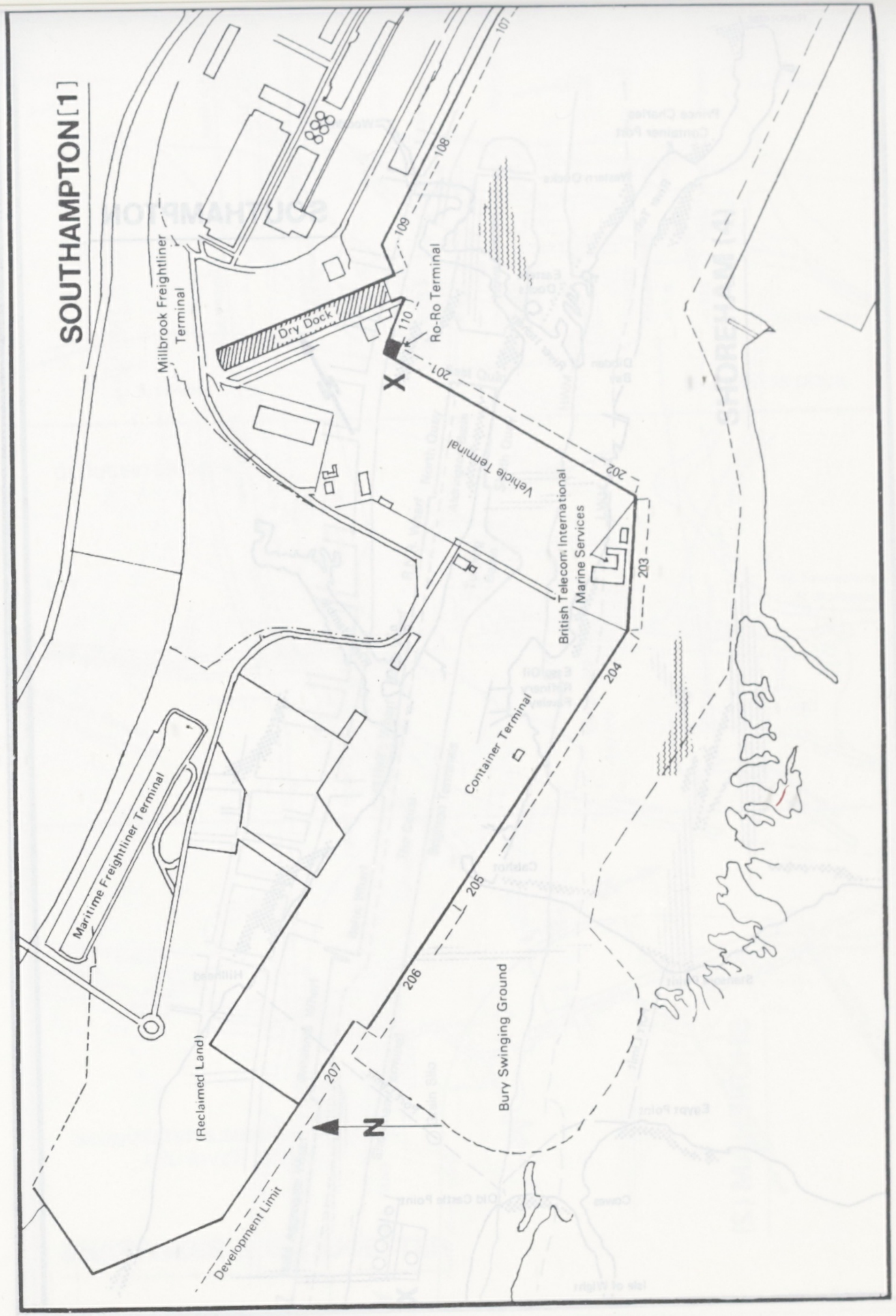

Halls Aggregate Wharf
Britannia Wharf
Baltic Wharf
X
Shoreham Terminal
Grain Silo
The Canal
Brighton Terminals
Hall's Wharf
Colas Wharf
R.N.R. Wharf
North Quay
Aldrington Basin
East Quay
Turning Basin
South Quay
Hove Lagoon
H.W.M.
L.W.M.

SHOREHAM (4)

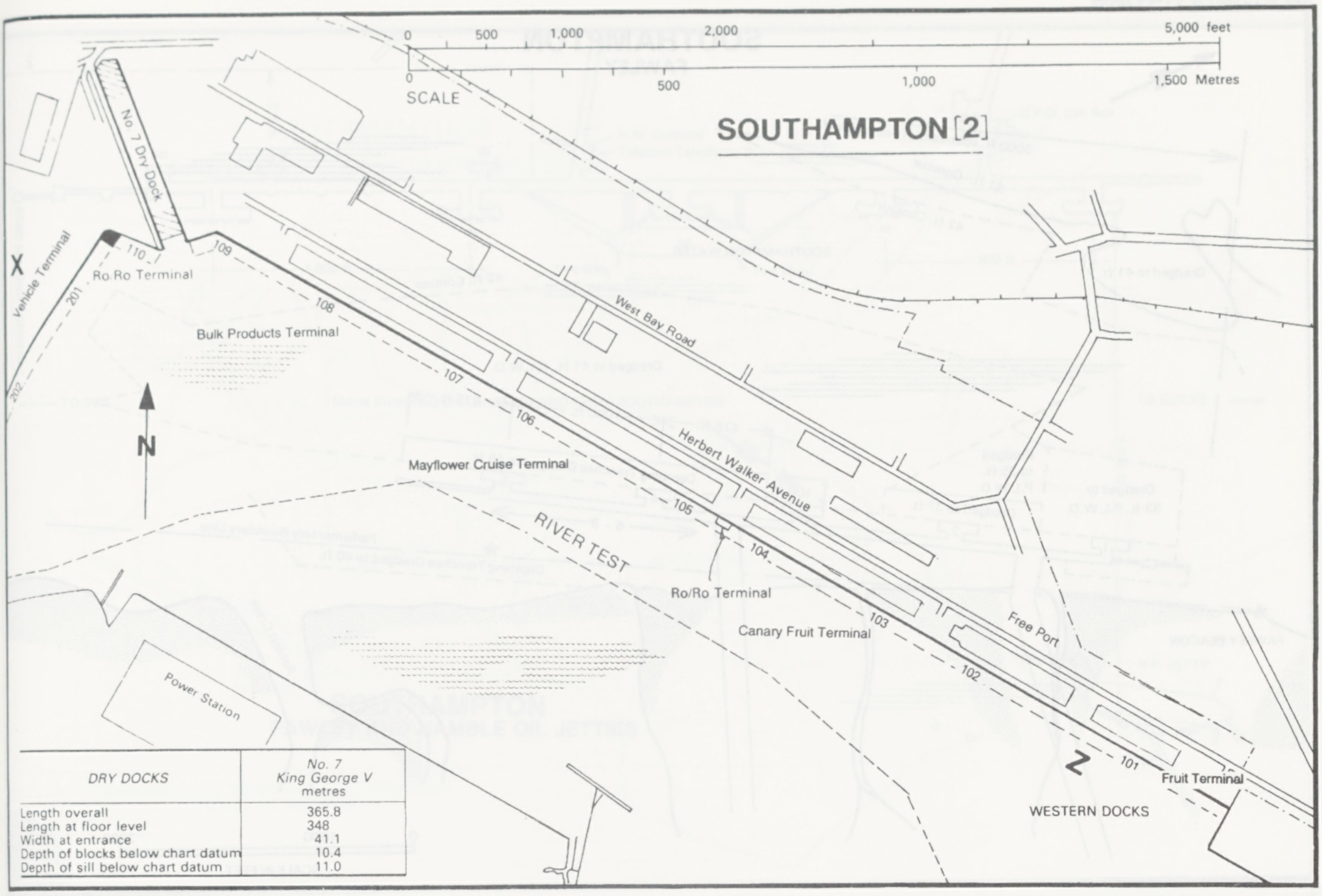

SILLOTH
Dock Leading Lights
Navigation Light
Development Area
Carr's Flour Mill
Public Telephone
MARSHALL DOCK (Tidal)
No.1 Berth
Carr's Mill Ltd.
No.2 Berth
Open Storage
Dock Master's Office
Hay Store
No.7 Berth
NEW DOCK
No.3 Berth
Bulk Molasses Tank
V.H.F. Radio Aerial Mast (Docking Signals)
No.6 Berth
Cattle Discharging Ramp
No.5 Berth
Nos.4A and 4B Berths
Animal Foodstuffs Storage
Cattle Lairage
Cement Silos
N
Factories
Weighbridge
Development Area
Docks Boundary
H.W.M.O.T.
0
50
100
150
200
250 meters


SOUTHAMPTON
N
Woodmill
River Hamble
Hillhead
Port Limit
B.P.
Old Castle Point
Calshot
Esso Oil Refinery Fawley
River Itchen
Eastern Docks
Western Docks
Dibden Bay
Isle of Wight
Cowes
Port Limit
Egypt Point
Stansore Point
River Test
Prince Charles Container Port
Redbridge


N
SOUTHAMPTON
AREA OF CONCERN
AND MOVING PROHIBITED ZONE
Based on ABP Notice to Mariners No. 2 1993
Not to be used for Navigation
Hook
Fawley Power Station
Black Jack
Reach
Castle Point
Calshot L.F.
1,000 m.
Calshot
Moving Prohibited Zone
Thorn Channel
N. Thorn
Bourne Gap
Moving Prohibited Zone
Thorn Knoll
W. Bramble
1,000 m.
Spanker
N.E. Gurnard
S. Bramble
Area of Concern
100 m.
100 m.
1,000 m.
Prince Consort
Typical Route Taken by Large Commerical Vessels
Gurnard
Moving Prohibited Zone
West Cowes

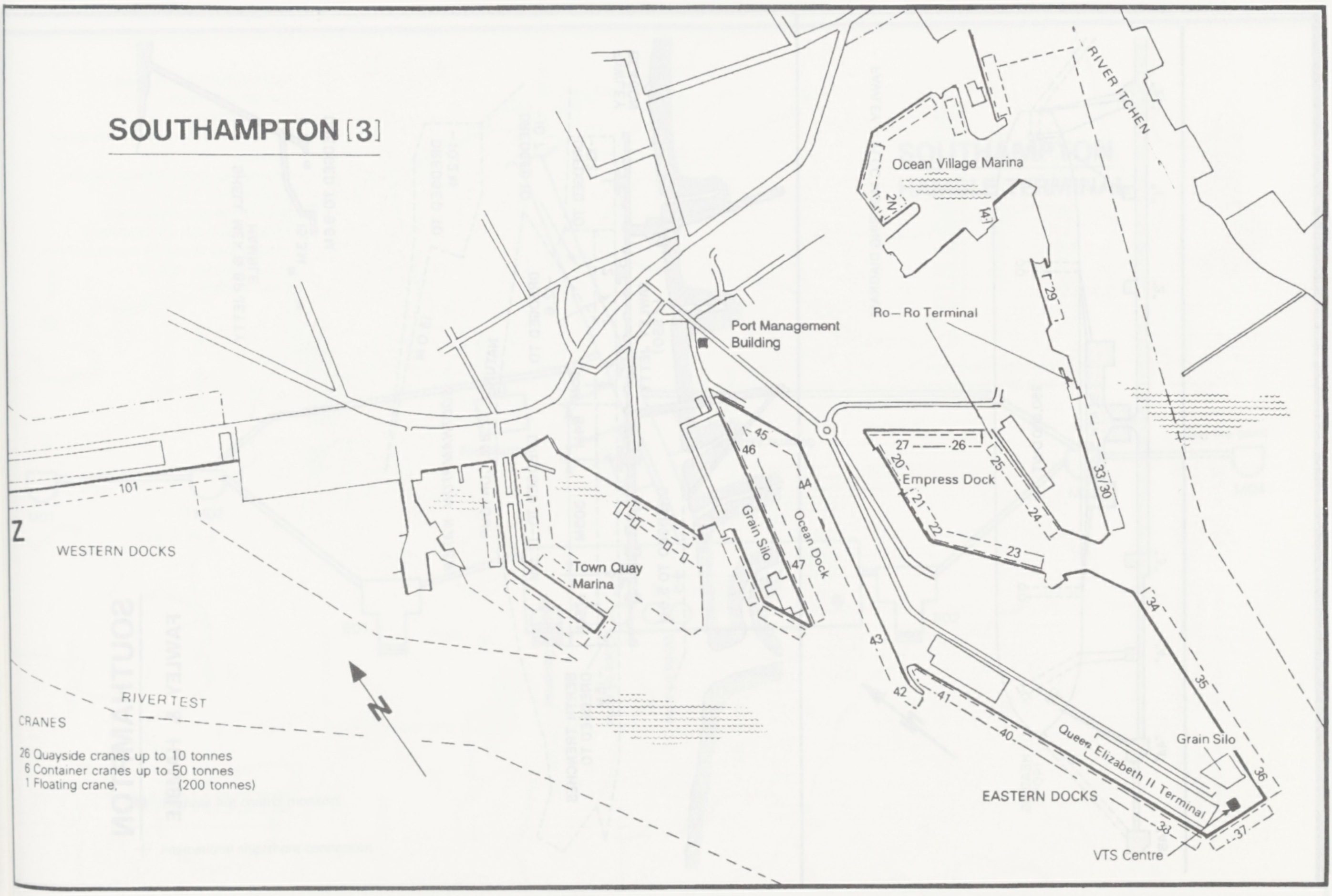

SOUTHAMPTON [1]
107
108
109
110
Dry Dock
Ro-Ro Terminal
X
Millbrook Freightliner Terminal
201
Vehicle Terminal
202
British Telecom International Marine Services
203
204
Container Terminal
Maritime Freightliner Terminal
205
206
Bury Swinging Ground
207
(Reclaimed Land)
N
Development Limit

SOUTHAMPTON [2]


0
500
1,000
2,000
5,000 feet
0
500
1,000
1,500 Metres
SCALE
X
No. 7 Dry Dock
Vehicle Terminal
201
202
110
109
Ro Ro Terminal
108
Bulk Products Terminal
N
107
106
Mayflower Cruise Terminal
West Bay Road
Herbert Walker Avenue
105
104
RIVER TEST
Ro/Ro Terminal
Canary Fruit Terminal
103
Free Port
102
Power Station
Z
101
Fruit Terminal
WESTERN DOCKS

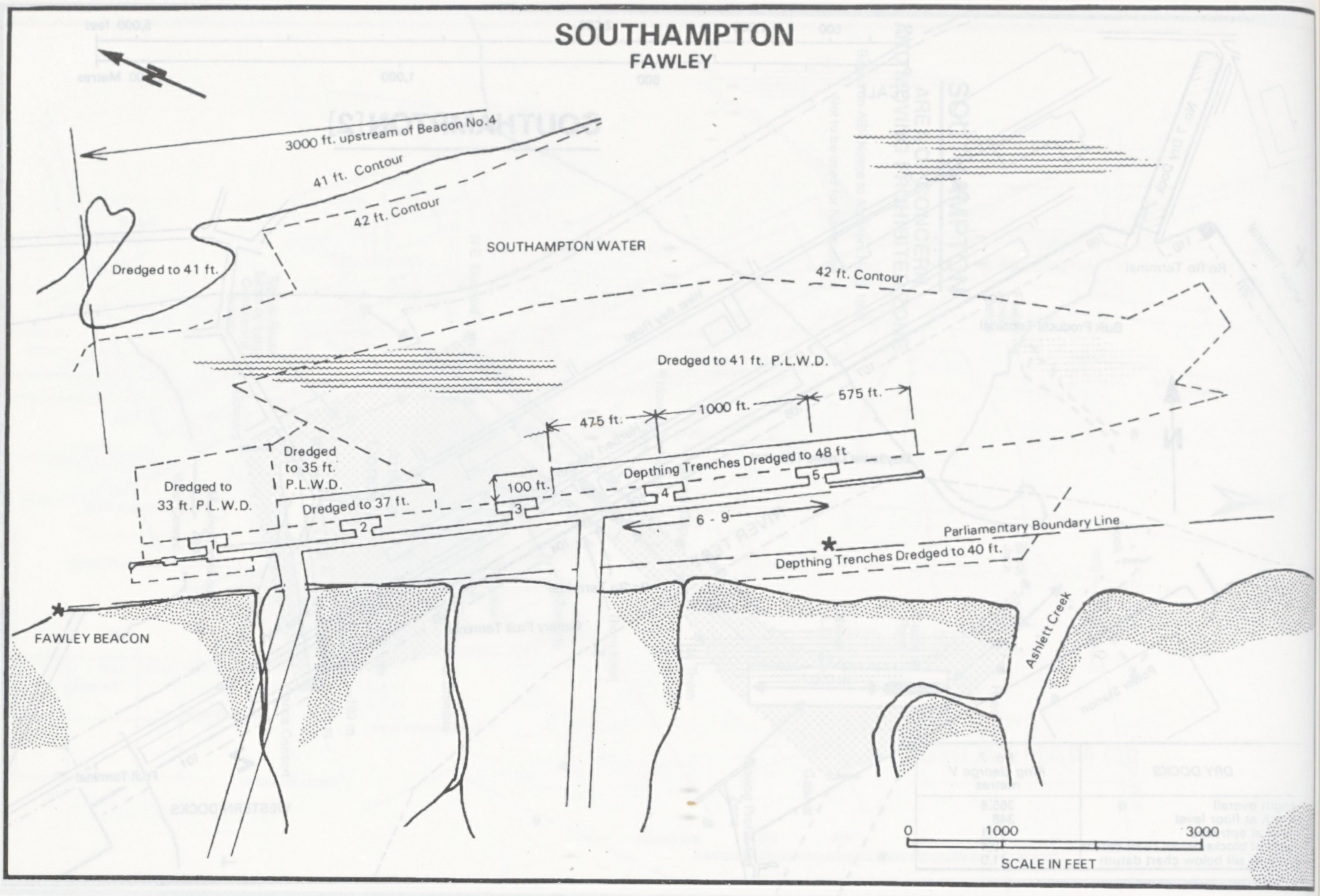
DRY DOCKS	No. 7 King George V metres
Length overall	365.8
Length at floor level	348
Width at entrance	41.1
Depth of blocks below chart datum	10.4
Depth of sill below chart datum	11.0

SOUTHAMPTON [3]


RIVER ITCHEN
Ocean Village Marina
2N
1
41
29
Ro – Ro Terminal
Port Management Building
101
Z
WESTERN DOCKS
45
46
44
Grain Silo
Ocean Dock
47
Town Quay Marina
27
26
20
Empress Dock
21
22
25
24
23
33/30
34
35
43
42
41
40
Queen Elizabeth II Terminal
Grain Silo
36
37
38
EASTERN DOCKS
VTS Centre
RIVER TEST
N

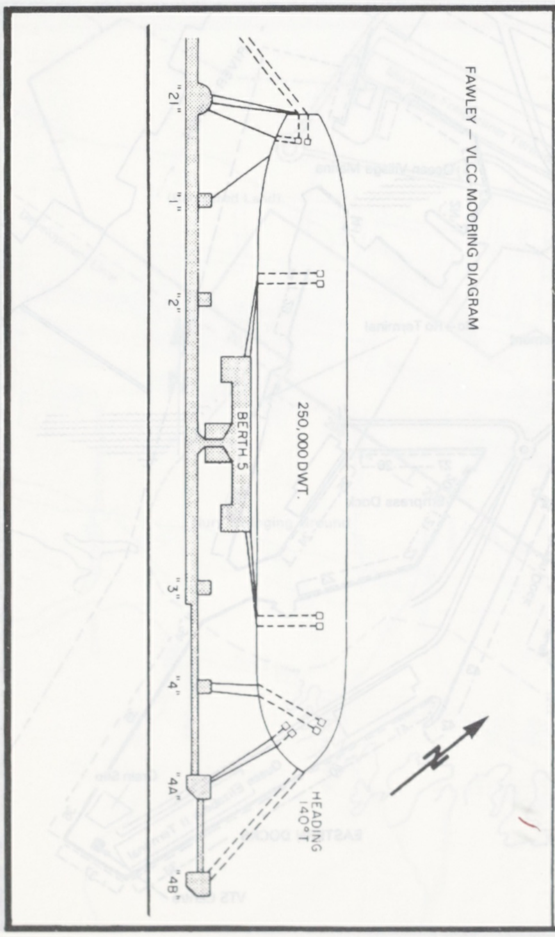
CRANES

26 Quayside cranes up to 10 tonnes
6 Container cranes up to 50 tonnes
1 Floating crane, (200 tonnes)



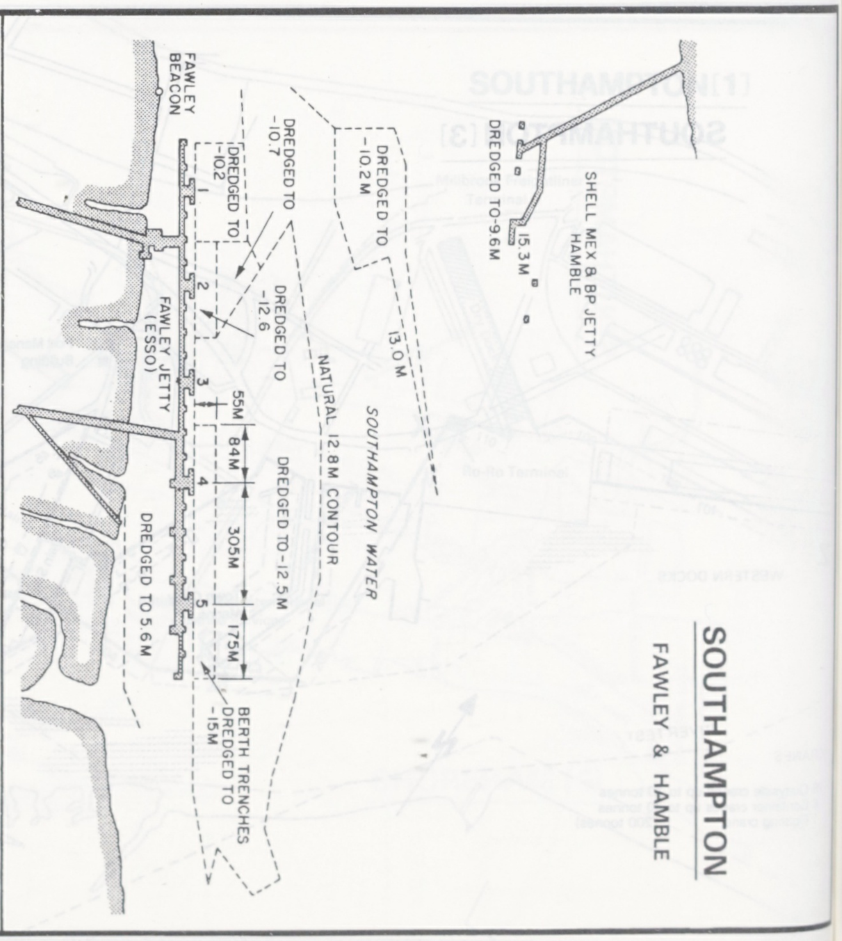
SOUTHAMPTON
FAWLEY

3000 ft. upstream of Beacon No.4
41 ft. Contour
42 ft. Contour
SOUTHAMPTON WATER
Dredged to 41 ft.
42 ft. Contour
Dredged to 41 ft. P.L.W.D.
475 ft.
1000 ft.
575 ft.
Dredged to 33 ft. P.L.W.D.
Dredged to 35 ft. P.L.W.D.
Dredged to 37 ft.
100 ft.
Depthing Trenches Dredged to 48 ft.
1
2
3
4
5
6 - 9
Parliamentary Boundary Line
Depthing Trenches Dredged to 40 ft.
FAWLEY BEACON
Ashlett Creek
0
1000
3000
SCALE IN FEET



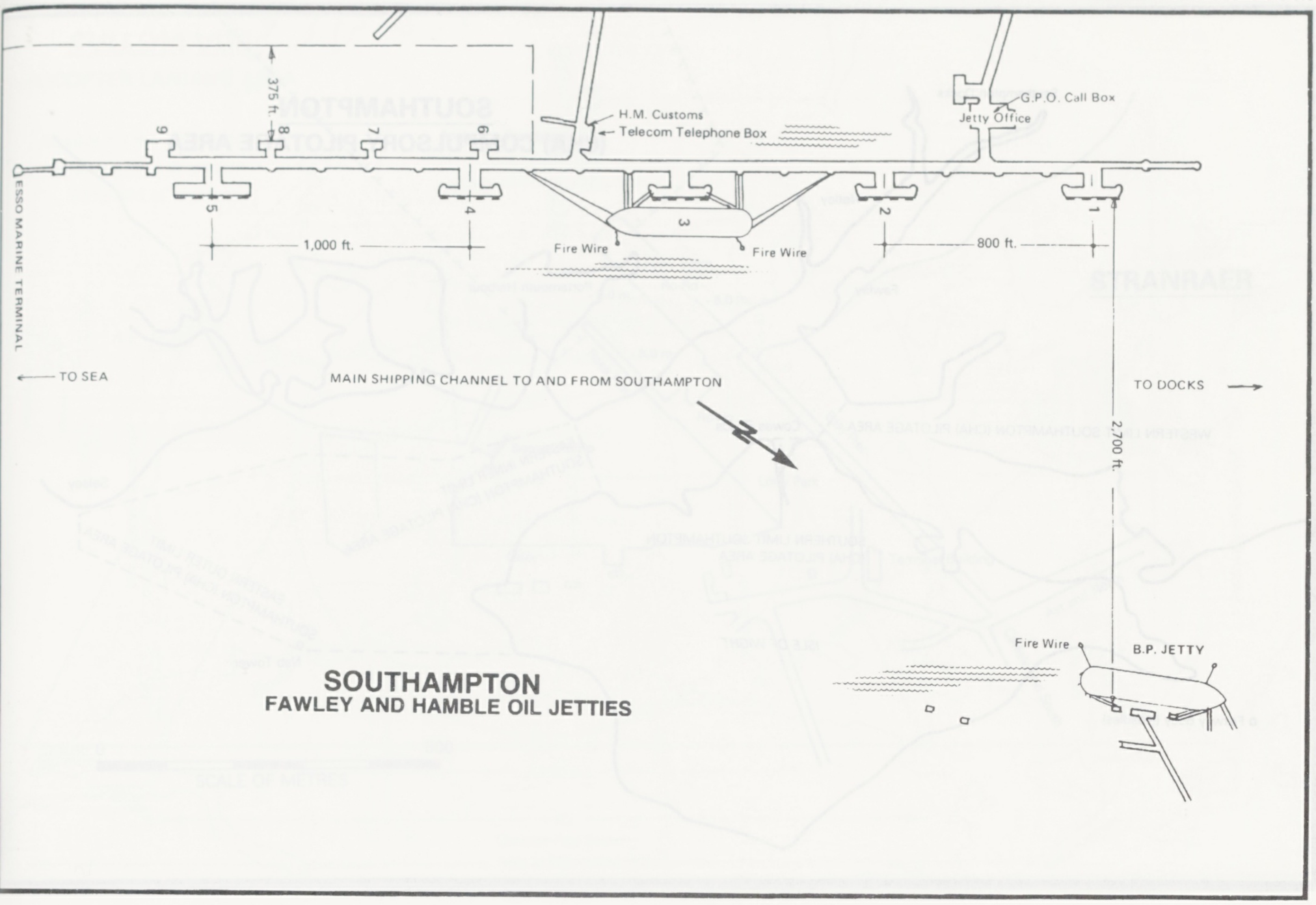
FAWLEY – VLCC MOORING DIAGRAM

"21"
"1"
"2"
BERTH 5
250,000 DWT.
"3"
"4"
"4A"
"4B"
HEADING 140°T



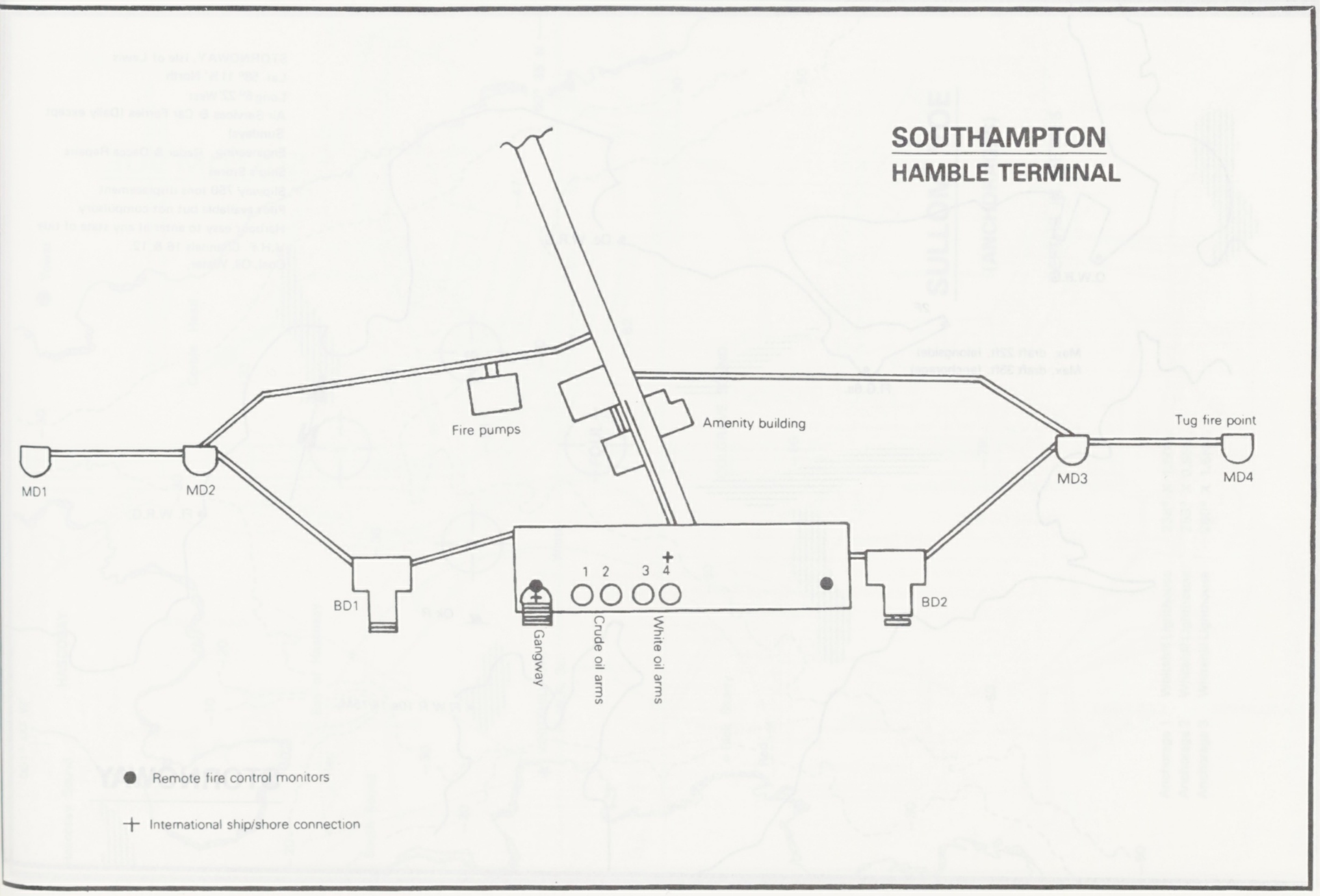
SOUTHAMPTON
FAWLEY & HAMBLE

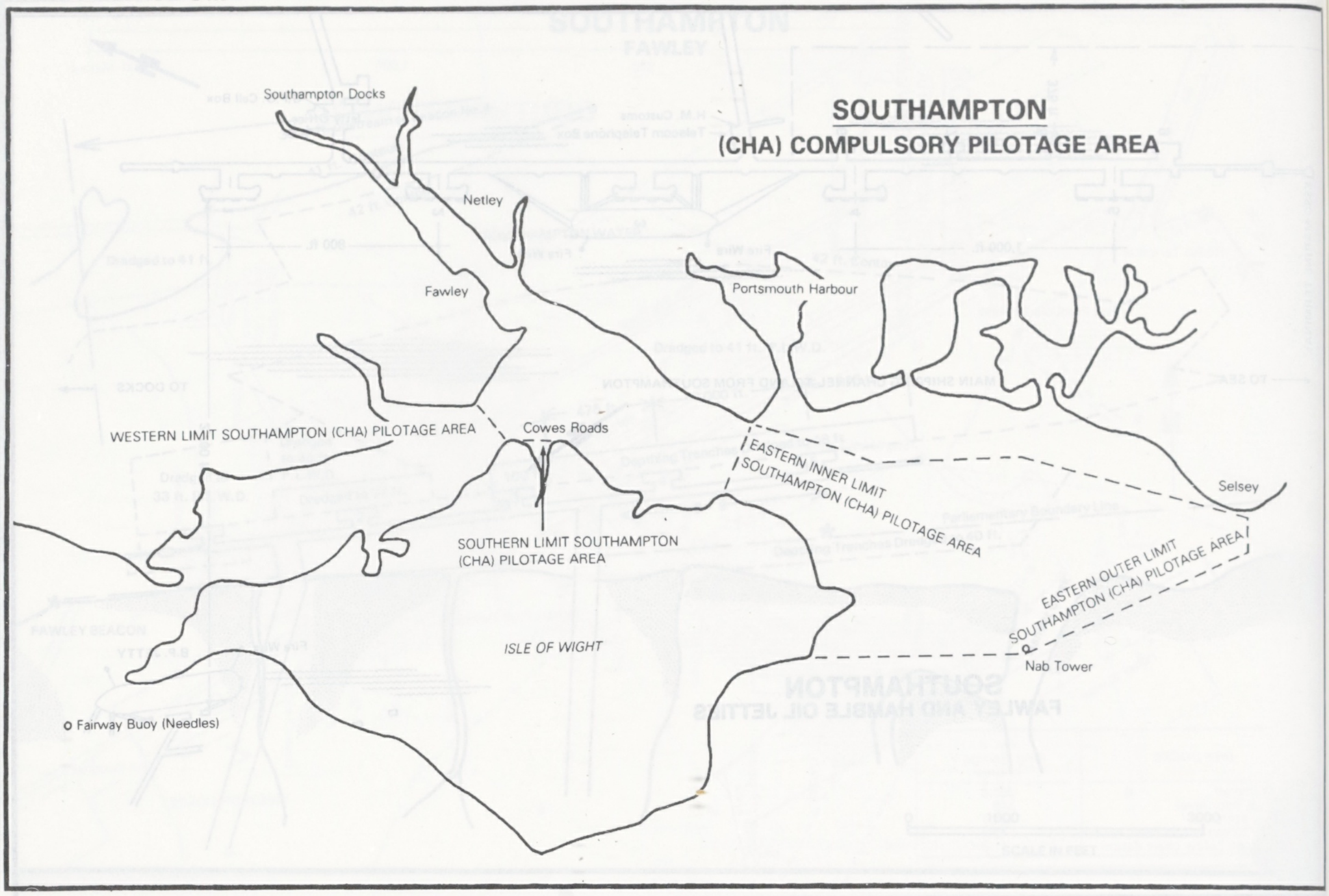
SHELL MEX & BP JETTY HAMBLE
DREDGED TO -9.6M
15.3M
FAWLEY BEACON
DREDGED TO -10.2
DREDGED TO -10.7
DREDGED TO -10.2M
13.0M
DREDGED TO -12.6
NATURAL 12.8M CONTOUR
SOUTHAMPTON WATER
FAWLEY JETTY (ESSO)
1
2
3
4
5
55M
84M
305M
175M
DREDGED TO -12.5M
DREDGED TO 5.6M
BERTH TRENCHES DREDGED TO -15M


375 ft.
9
8
7
6
5
4
3
2
1
ESSO MARINE TERMINAL
H.M. Customs
Telecom Telephone Box
G.P.O. Call Box
Jetty Office
1,000 ft.
800 ft.
Fire Wire
Fire Wire
TO SEA
MAIN SHIPPING CHANNEL TO AND FROM SOUTHAMPTON
TO DOCKS →
2,700 ft.
Fire Wire
B.P. JETTY

SOUTHAMPTON
FAWLEY AND HAMBLE OIL JETTIES

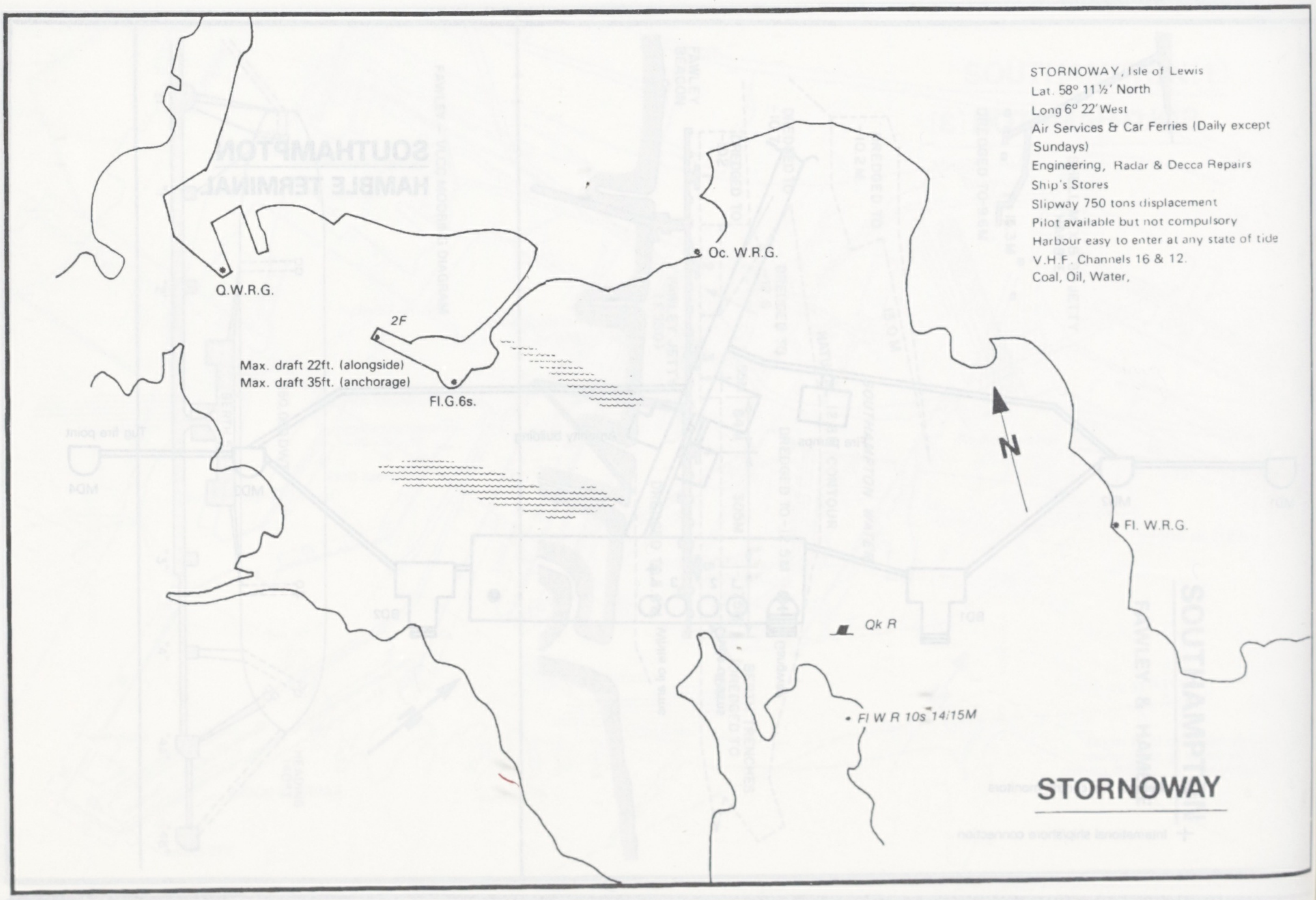
SOUTHAMPTON
HAMBLE TERMINAL


Fire pumps
Amenity building
Tug fire point
MD1
MD2
MD3
MD4
BD1
BD2
1
2
3
4
Gangway
Crude oil arms
White oil arms
● Remote fire control monitors
+ International ship/shore connection



SOUTHAMPTON (CHA) COMPULSORY PILOTAGE AREA

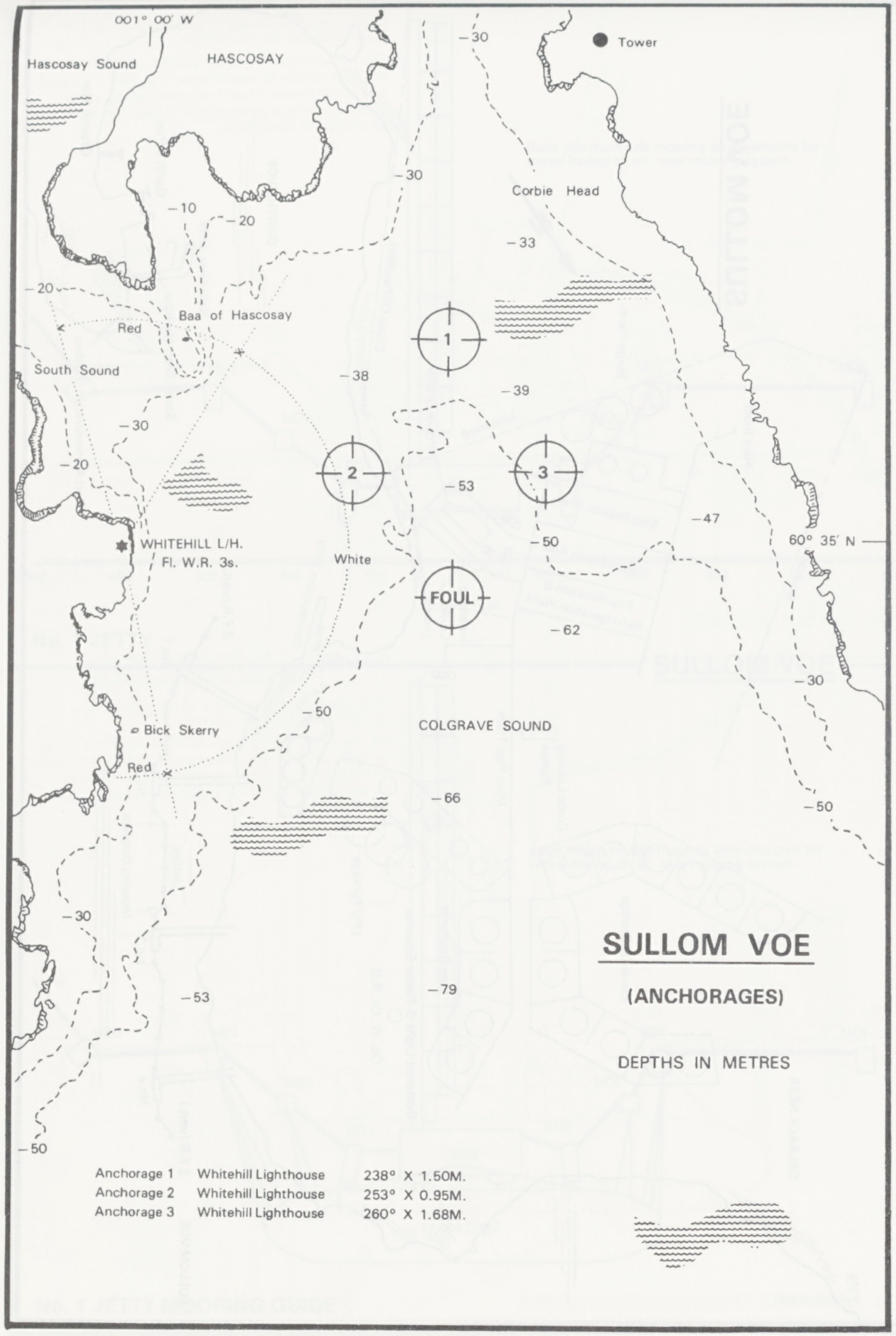
Southampton Docks
Netley
Fawley
Portsmouth Harbour
WESTERN LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
Cowes Roads
EASTERN INNER LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
Selsey
SOUTHERN LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
EASTERN OUTER LIMIT SOUTHAMPTON (CHA) PILOTAGE AREA
ISLE OF WIGHT
Nab Tower
Fairway Buoy (Needles)



STORNOWAY, Isle of Lewis
Lat. 58° 11½' North
Long 6° 22' West
Air Services & Car Ferries (Daily except Sundays)
Engineering, Radar & Decca Repairs
Ship's Stores
Slipway 750 tons displacement
Pilot available but not compulsory
Harbour easy to enter at any state of tide
V.H.F. Channels 16 & 12.
Coal, Oil, Water,

STORNOWAY

Q.W.R.G.
Oc. W.R.G.
2F
Max. draft 22ft. (alongside)
Max. draft 35ft. (anchorage)
Fl.G.6s.
N
Fl. W.R.G.
Qk R
Fl W R 10s 14/15M


001° 00′ W
Hascosay Sound
HASCOSAY
Tower
–30
Corbie Head
–10
–20
–33
–20
Baa of Hascosay
Red
South Sound
1
–38
–39
–30
–20
2
3
–53
WHITEHILL L/H.
Fl. W.R. 3s.
White
–50
–47
60° 35′ N
FOUL
–62
–30
–50
COLGRAVE SOUND
Bick Skerry
Red
–66
–50
–30
–79
–53
–50

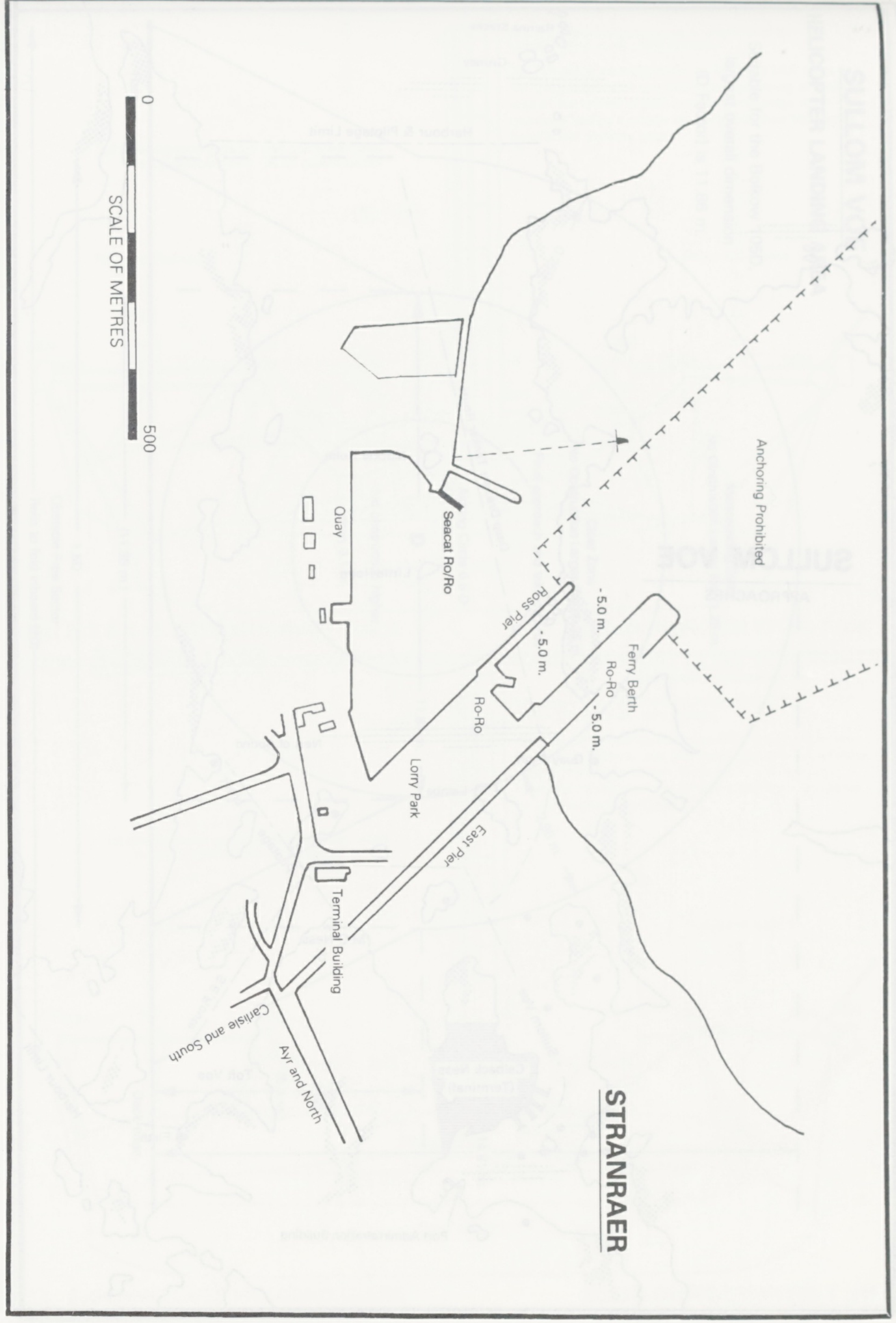
SULLOM VOE

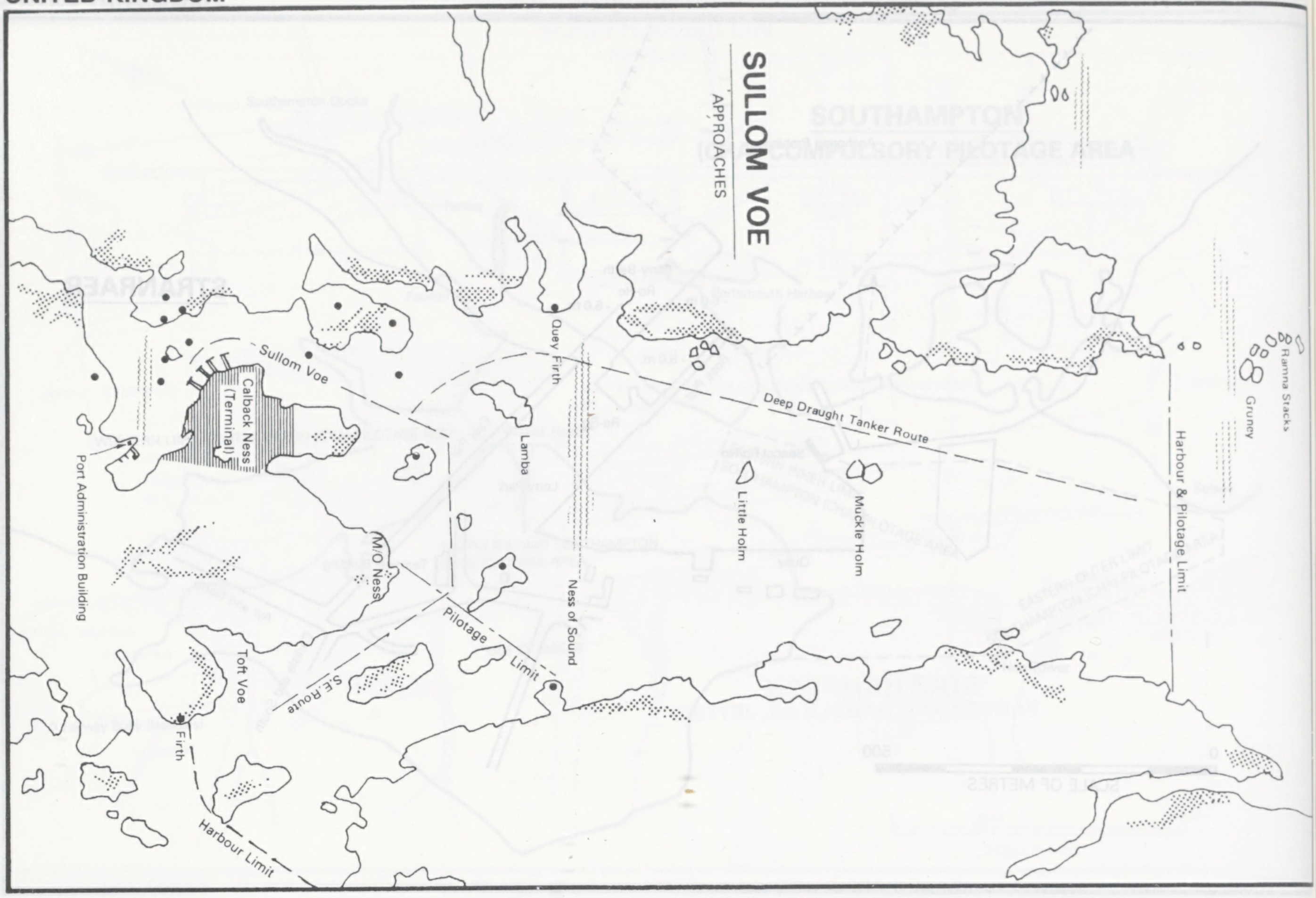
(ANCHORAGES)

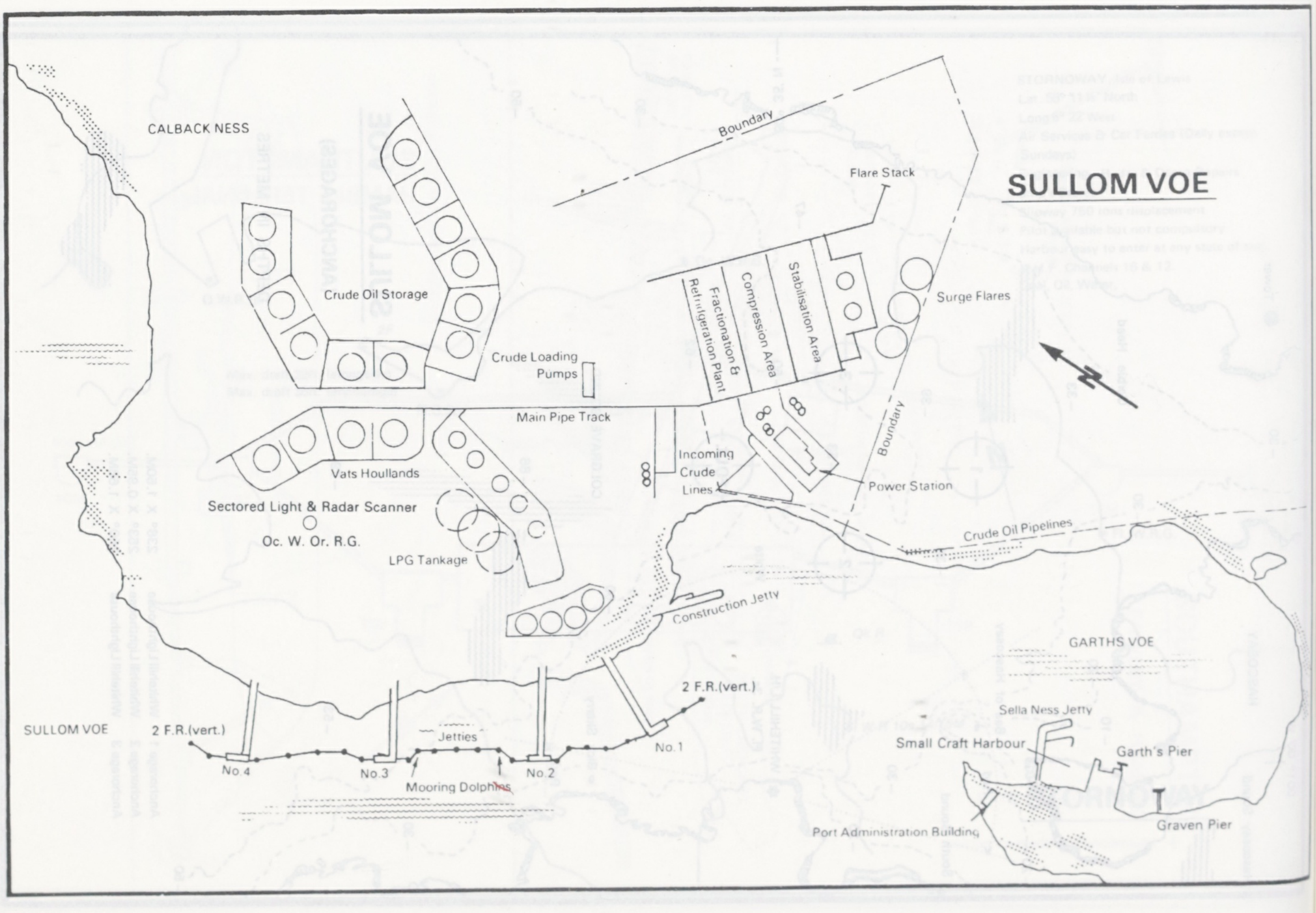
DEPTHS IN METRES

Anchorage 1	Whitehill Lighthouse	238° X 1.50M.
Anchorage 2	Whitehill Lighthouse	253° X 0.95M.
Anchorage 3	Whitehill Lighthouse	260° X 1.68M.

STRANRAER


0
SCALE OF METRES
500
Anchoring Prohibited
Seacat Ro/Ro
Quay
Ross Pier
-5.0 m.
-5.0 m.
Ferry Berth
Ro-Ro
Ro-Ro
-5.0 m.
Lorry Park
East Pier
Terminal Building
Carlisle and South
Ayr and North

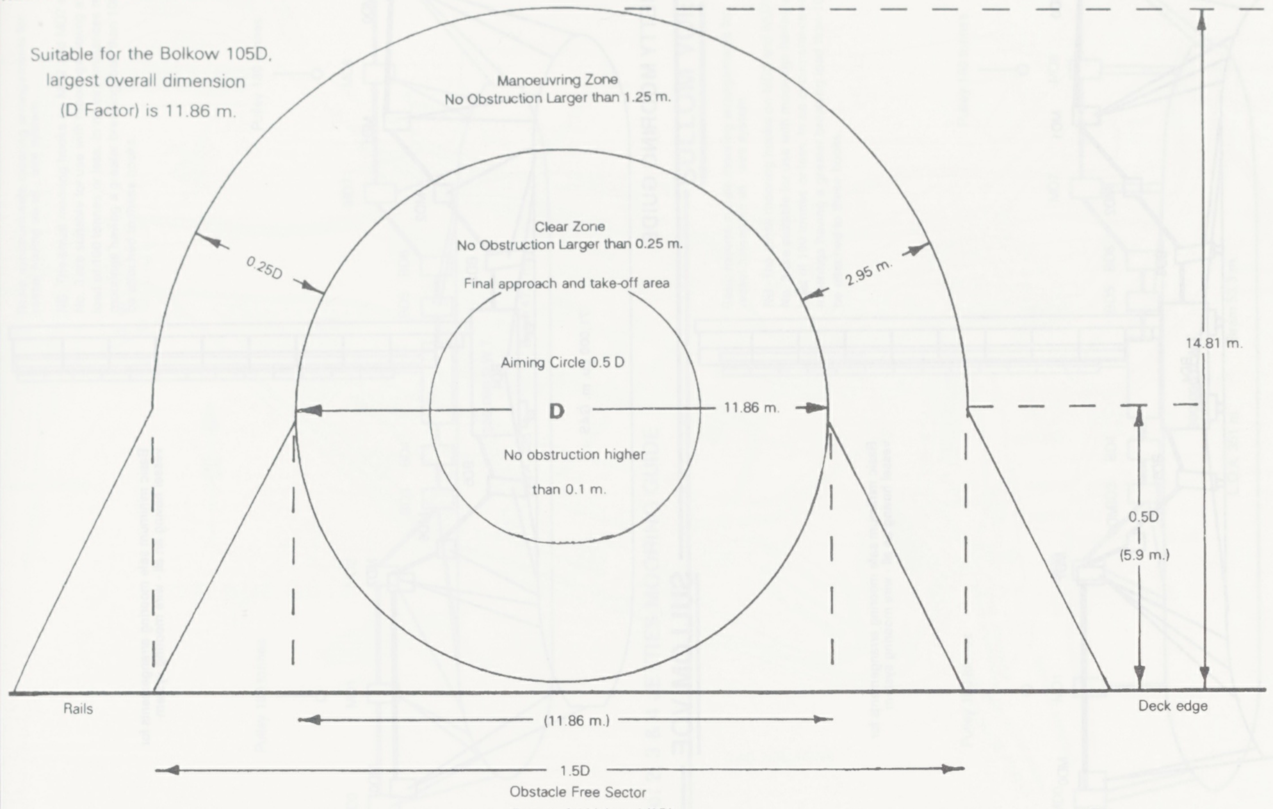

SULLOM VOE
APPROACHES
Sullom Voe
Calback Ness (Terminal)
Port Administration Building
Quey Firth
Lamba
Deep Draught Tanker Route
Little Holm
Muckle Holm
Harbour & Pilotage Limit
Ramna Stacks
Gruney
M/O Ness
Ness of Sound
Pilotage Limit
S.E.Route
Toft Voe
Firth
Harbour Limit


SULLOM VOE
CALBACK NESS
Boundary
Flare Stack
Crude Oil Storage
Fractionation & Refrigeration Plant
Compression Area
Stabilisation Area
Surge Flares
Crude Loading Pumps
Main Pipe Track
Incoming Crude Lines
Boundary
Power Station
Vats Houllands
Sectored Light & Radar Scanner
Oc. W. Or. R.G.
LPG Tankage
Crude Oil Pipelines
Construction Jetty
GARTHS VOE
SULLOM VOE
2 F.R.(vert.)
2 F.R.(vert.)
Jetties
No.4
No.3
No.2
No.1
Mooring Dolphins
Sella Ness Jetty
Small Craft Harbour
Garth's Pier
Port Administration Building
Graven Pier

SULLOM VOE

HELICOPTER LANDING AREA

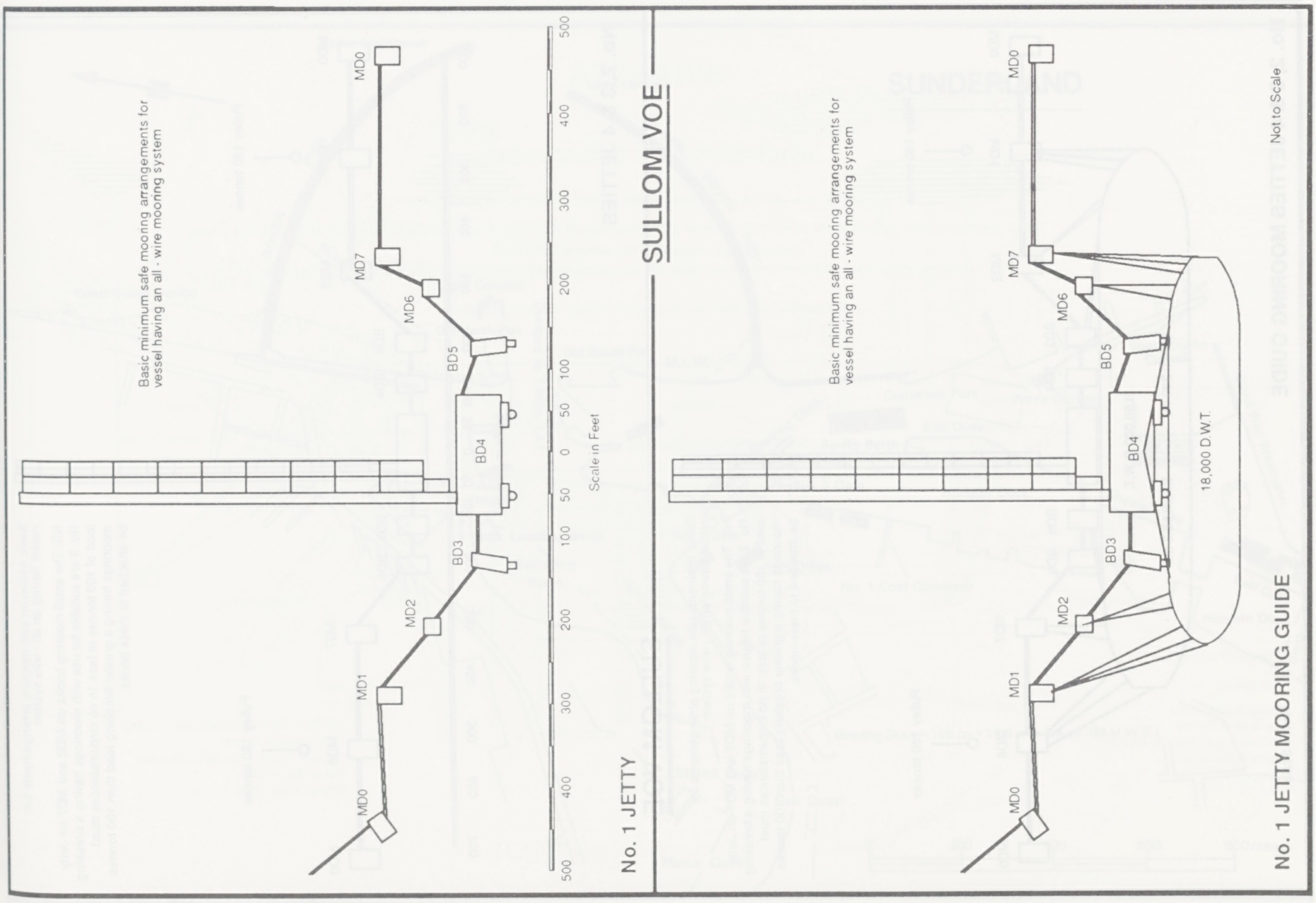
Suitable for the Bolkow 105D, largest overall dimension (D Factor) is 11.86 m.

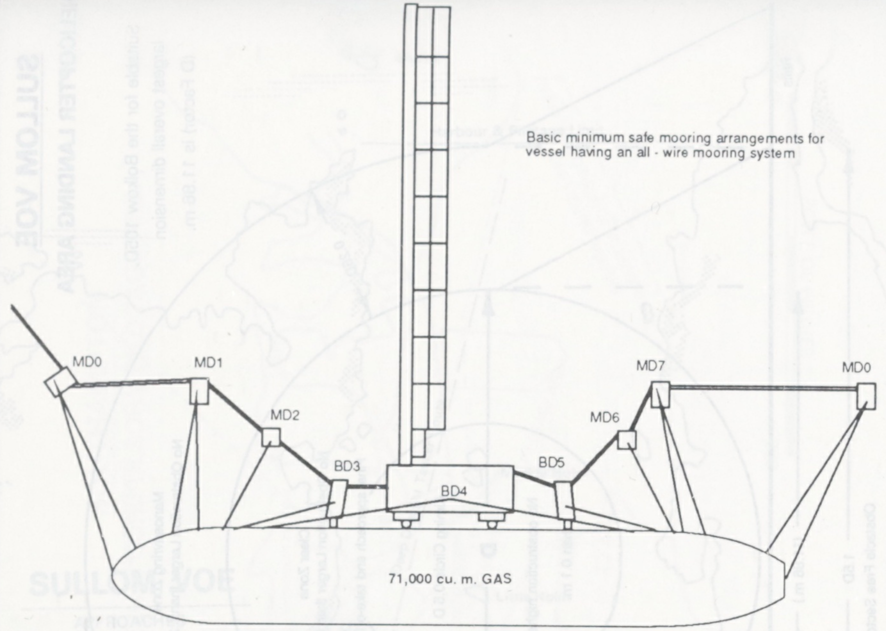

Manoeuvring Zone
No Obstruction Larger than 1.25 m.
Clear Zone
No Obstruction Larger than 0.25 m.
Final approach and take-off area
Aiming Circle 0.5 D
D
11.86 m.
No obstruction higher than 0.1 m.
0.25D
2.95 m.
14.81 m.
0.5D
(5.9 m.)
Rails
Deck edge
(11.86 m.)
1.5D
Obstacle Free Sector
Rails to fold inboard (2D)

SULLOM VOE

No. 1 JETTY

No. 1 JETTY MOORING GUIDE

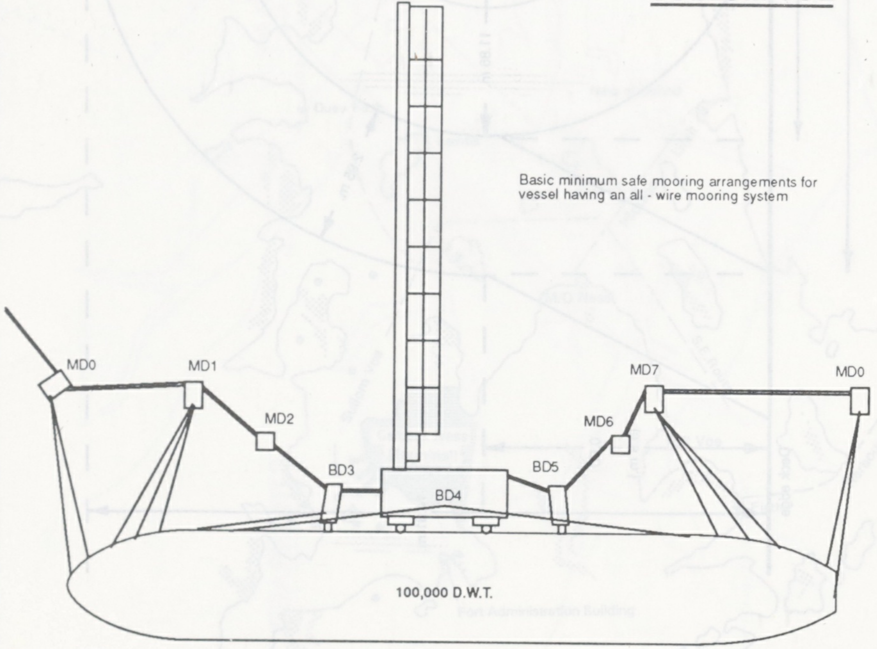

Basic minimum safe mooring arrangements for vessel having an all - wire mooring system
MD0
MD1
MD2
BD3
BD4
BD5
MD6
MD7
MD0
500
400
300
200
100
50
0
50
100
200
300
400
500
Scale in Feet
Basic minimum safe mooring arrangements for vessel having an all - wire mooring system
MD0
MD1
MD2
BD3
BD4
BD5
MD6
MD7
MD0
18,000 D.W.T.
Not to Scale


MD0
MD1
MD2
BD3
BD4
BD5
MD6
MD7
MD0
71,000 cu. m. GAS

Basic minimum safe mooring arrangements for vessel having an all - wire mooring system

No. 1 JETTY MOORING GUIDE

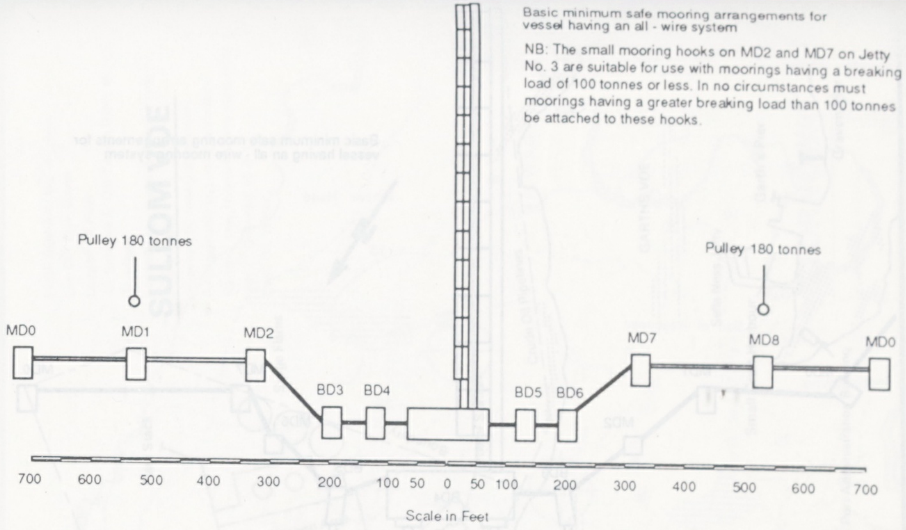
SULLOM VOE


MD0
MD1
MD2
BD3
BD4
BD5
MD6
MD7
MD0
100,000 D.W.T.

Basic minimum safe mooring arrangements for vessel having an all - wire mooring system

No. 1 JETTY MOORING GUIDE

Not to Scale

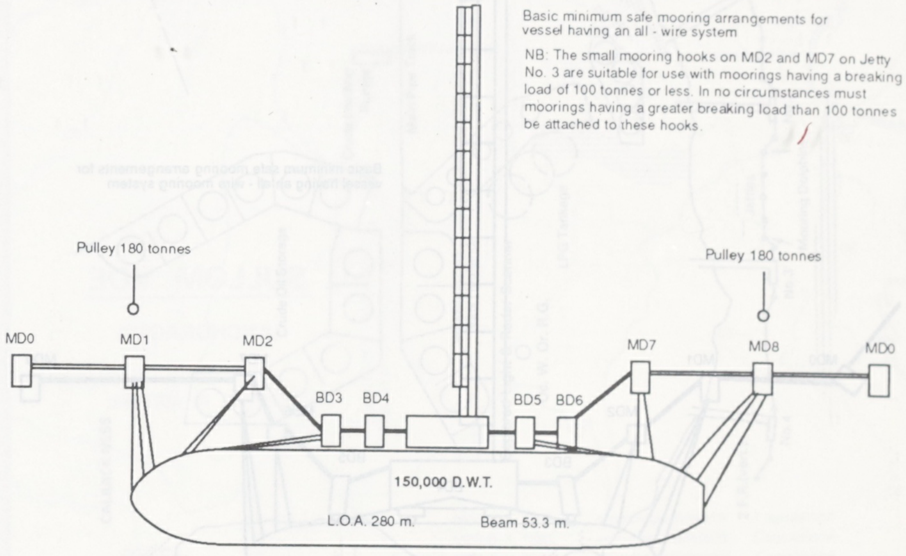

Pulley 180 tonnes
Pulley 180 tonnes
MD0
MD1
MD2
BD3
BD4
BD5
BD6
MD7
MD8
MD0
700
600
500
400
300
200
100
50
0
50
100
200
300
400
500
600
700
Scale in Feet

Basic minimum safe mooring arrangements for vessel having an all - wire system

NB: The small mooring hooks on MD2 and MD7 on Jetty No. 3 are suitable for use with moorings having a breaking load of 100 tonnes or less. In no circumstances must moorings having a greater breaking load than 100 tonnes be attached to these hooks.

No. 2, 3 & 4 JETTIES

SULLOM VOE

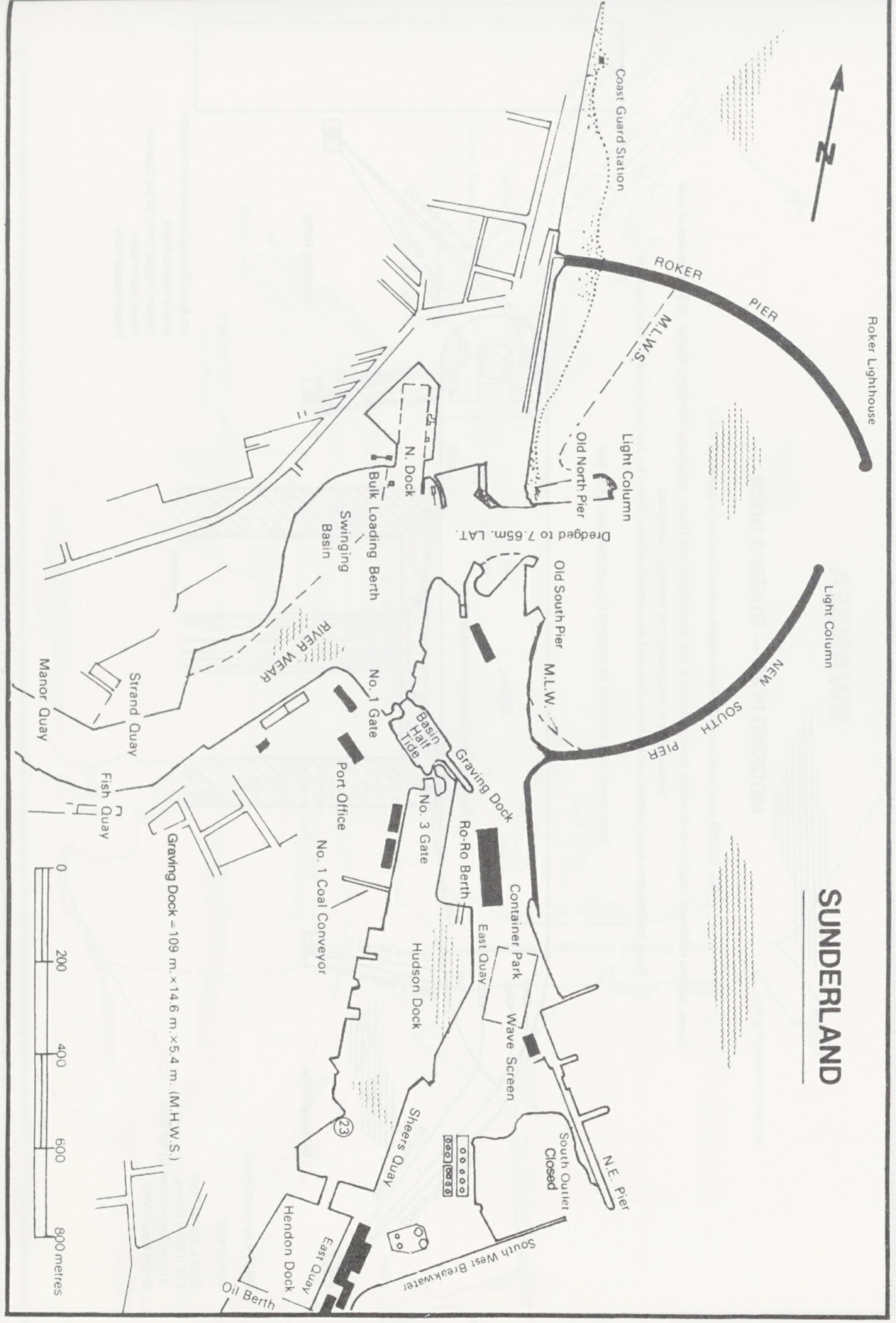

Pulley 180 tonnes
Pulley 180 tonnes
MD0
MD1
MD2
BD3
BD4
BD5
BD6
MD7
MD8
MD0
150,000 D.W.T.
L.O.A. 280 m.
Beam 53.3 m.

Basic minimum safe mooring arrangements for vessel having an all - wire system

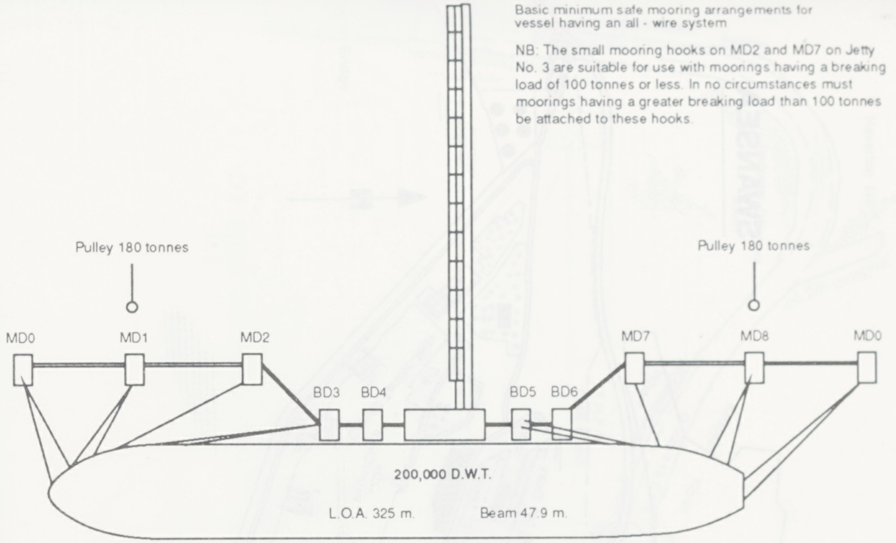
NB: The small mooring hooks on MD2 and MD7 on Jetty No. 3 are suitable for use with moorings having a breaking load of 100 tonnes or less. In no circumstances must moorings having a greater breaking load than 100 tonnes be attached to these hooks.

No. 2, 3 & 4 JETTIES MOORING GUIDE

Not to Scale


SUNDERLAND
Roker Lighthouse
ROKER PIER
Coast Guard Station
M.L.W.S.
Light Column
Old North Pier
N. Dock
Bulk Loading Berth
Swinging Basin
Dredged to 7.65m. LAT.
Light Column
NEW SOUTH PIER
Old South Pier
M.L.W.
RIVER WEAR
No. 1 Gate
Basin Half Tide
Graving Dock
Manor Quay
Strand Quay
Fish Quay
Port Office
No. 3 Gate
Ro-Ro Berth
Container Park
East Quay
No. 1 Coal Conveyor
Hudson Dock
Wave Screen
N.E. Pier
South Outlet Closed
Shiers Quay
23
South West Breakwater
East Quay
Hendon Dock
Oil Berth
0
200
400
600
800 metres
N

Graving Dock – 109 m. × 14.6 m. × 5.4 m. (M.H.W.S.)

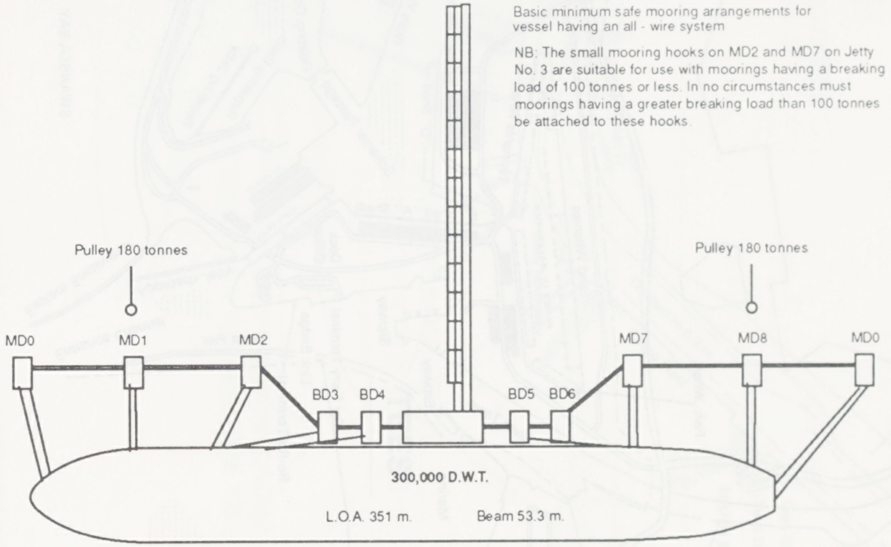

Basic minimum safe mooring arrangements for vessel having an all - wire system

NB: The small mooring hooks on MD2 and MD7 on Jetty No. 3 are suitable for use with moorings having a breaking load of 100 tonnes or less. In no circumstances must moorings having a greater breaking load than 100 tonnes be attached to these hooks.

Pulley 180 tonnes
Pulley 180 tonnes
MD0
MD1
MD2
MD7
MD8
MD0
BD3
BD4
BD5
BD6
200,000 D.W.T.
L.O.A. 325 m.
Beam 47.9 m.

No. 2, 3 & 4 JETTIES MOORING GUIDE

SULLOM VOE

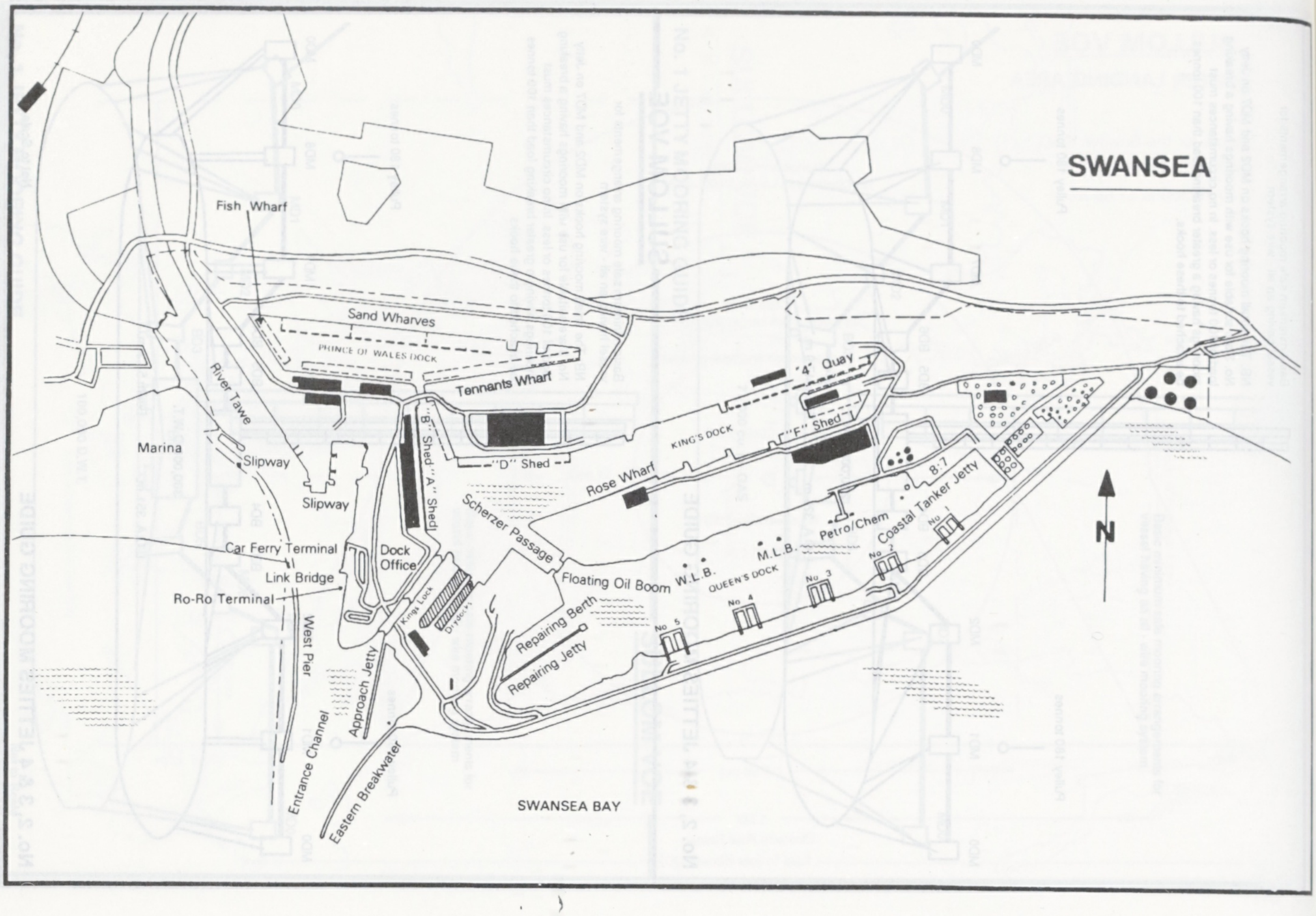

Basic minimum safe mooring arrangements for vessel having an all - wire system

NB: The small mooring hooks on MD2 and MD7 on Jetty No. 3 are suitable for use with moorings having a breaking load of 100 tonnes or less. In no circumstances must moorings having a greater breaking load than 100 tonnes be attached to these hooks.

Pulley 180 tonnes
Pulley 180 tonnes
MD0
MD1
MD2
MD7
MD8
MD0
BD3
BD4
BD5
BD6
300,000 D.W.T.
L.O.A. 351 m.
Beam 53.3 m.

No. 2, 3 & 4 JETTIES MOORING GUIDE

Not to Scale


SWANSEA
Fish Wharf
Sand Wharves
PRINCE OF WALES DOCK
Tennants Wharf
River Tawe
Marina
Slipway
Slipway
"B" Shed "A" Shed
"D" Shed
"4" Quay
"F" Shed
KING'S DOCK
Rose Wharf
Scherzer Passage
Car Ferry Terminal
Link Bridge
Ro-Ro Terminal
Dock Office
Kings Lock
Drydocks
Floating Oil Boom
W.L.B.
M.L.B.
QUEEN'S DOCK
Petro/Chem
Coastal Tanker Jetty
8-7
No. 1
No. 2
No. 3
No. 4
No. 5
Repairing Berth
Repairing Jetty
West Pier
Approach Jetty
Entrance Channel
Eastern Breakwater
SWANSEA BAY
N

SWANSEA

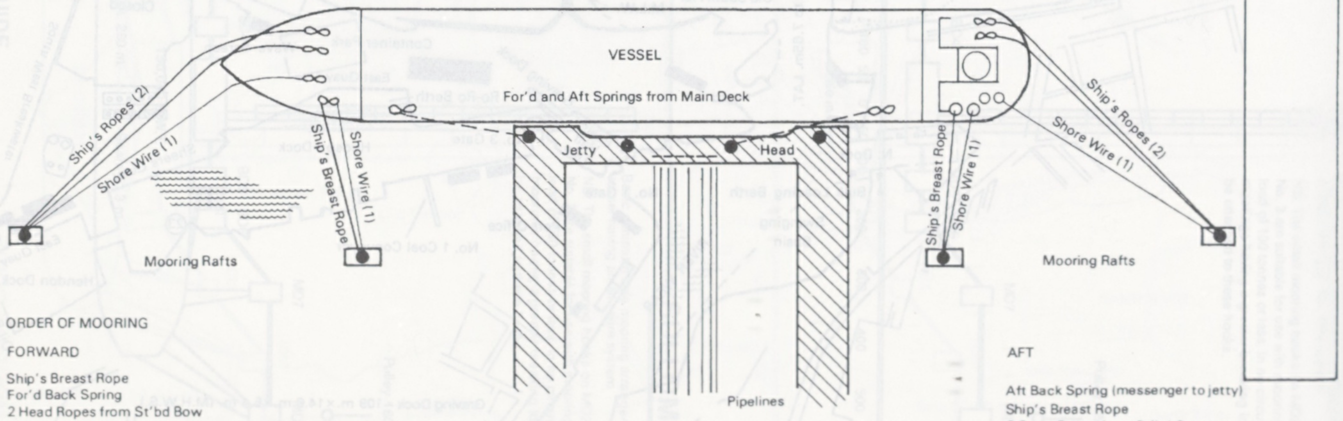
MOORING PLAN — QUEEN'S DOCK

For 12,000 tons (and upwards) deadweight tankers berthed at Jetties 2,3,4,5

These are the minimum requirements which may be varied at the discretion of the Docks Supervisor/Berthing Master to suit the size of ship and existing or impending bad weather conditions.

Rope messengers are attached to the shore wires and are passed on board from the Jetty or attendant mooring boat.

Shore stern wire must not be shipped through the centre fairlead


VESSEL
For'd and Aft Springs from Main Deck
Ship's Ropes (2)
Shore Wire (1)
Ship's Breast Rope
Shore Wire (1)
Jetty
Head
Ship's Breast Rope
Shore Wire (1)
Ship's Ropes (2)
Shore Wire (1)
Mooring Rafts
Mooring Rafts
Pipelines

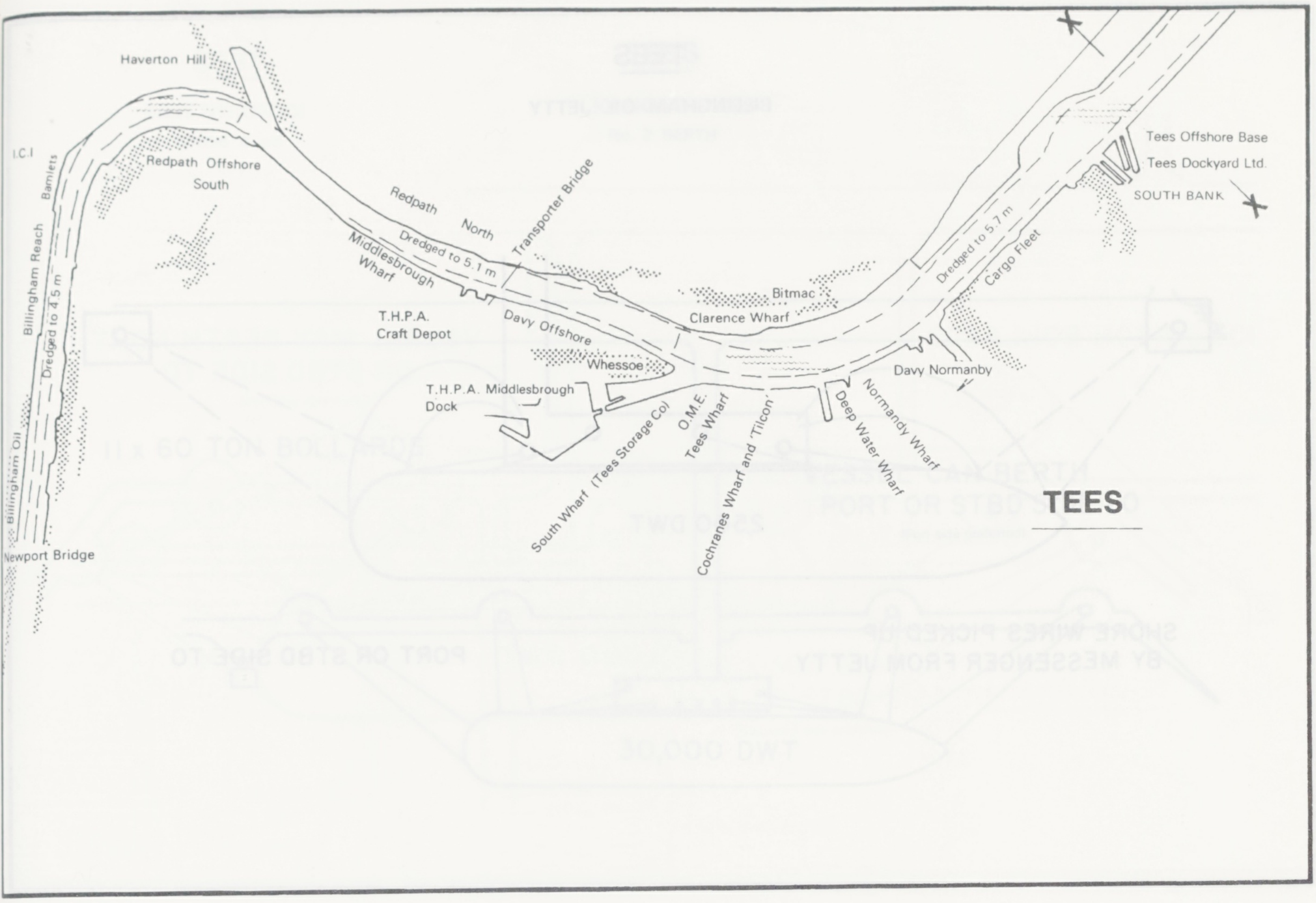
ORDER OF MOORING

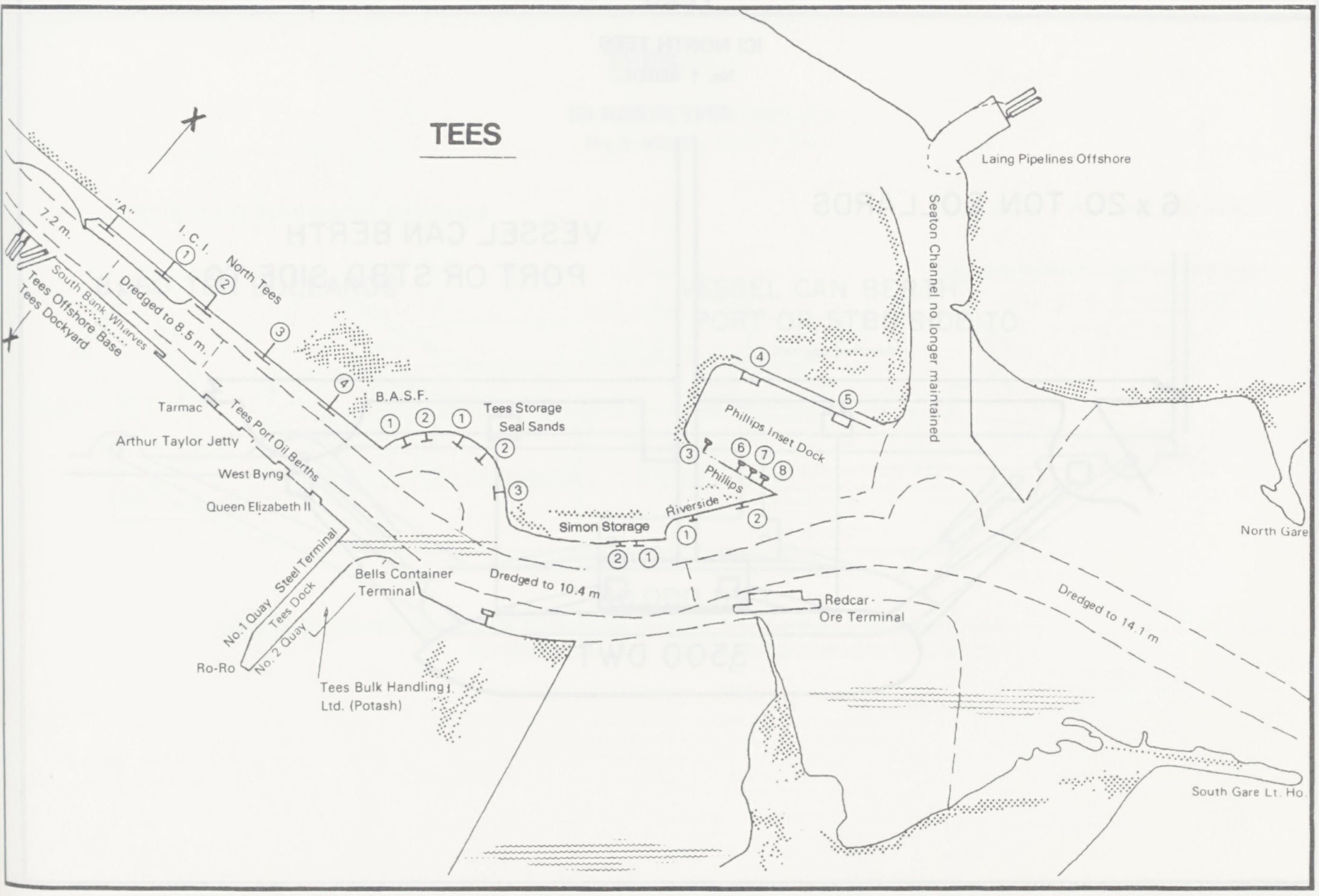
FORWARD

Ship's Breast Rope
For'd Back Spring
2 Head Ropes from St'bd Bow
Shore Head Wire

AFT

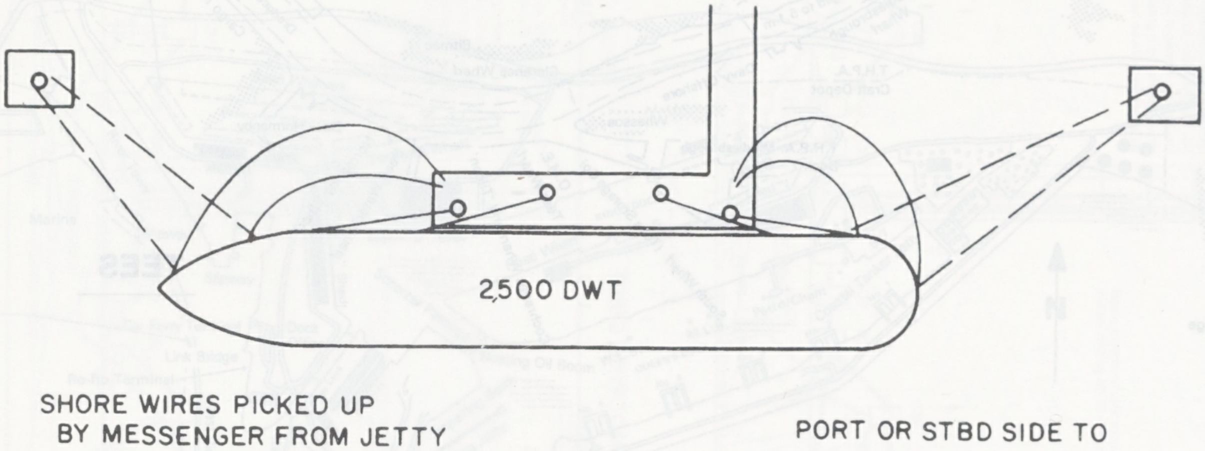
Aft Back Spring (messenger to jetty)
Ship's Breast Rope
2 Stern Ropes from St'bd Quarter
Shore Stern Wire
Shore Breast Wire


TEES
Haverton Hill
I.C.I
Bamlets
Billingham Reach
Dredged to 4.5 m
Billingham Oil
Newport Bridge
Redpath Offshore South
Redpath North
Transporter Bridge
Dredged to 5.1 m
Middlesbrough Wharf
T.H.P.A. Craft Depot
Davy Offshore
Whessoe
T.H.P.A. Middlesbrough Dock
South Wharf (Tees Storage Co)
O.M.E.
Tees Wharf
Cochranes Wharf and Tilcon
Deep Water Wharf
Normandy Wharf
Clarence Wharf
Bitmac
Davy Normanby
Cargo Fleet
Dredged to 5.7 m
Tees Offshore Base
Tees Dockyard Ltd.
SOUTH BANK


TEES
"A"
7.2 m.
I.C.I. North Tees
①
②
③
④
Dredged to 8.5 m.
South Bank Wharves
Tees Offshore Base
Tees Dockyard
Tarmac
Tees Port Oil Berths
Arthur Taylor Jetty
West Byng
Queen Elizabeth II
B.A.S.F.
① ② ①
Tees Storage Seal Sands
②
③
Simon Storage
② ①
Riverside
①
②
Phillips
③ ⑥ ⑦ ⑧
Phillips Inset Dock
④
⑤
Laing Pipelines Offshore
Seaton Channel no longer maintained
North Gare
Dredged to 10.4 m
Dredged to 14.1 m
Redcar Ore Terminal
Bells Container Terminal
No.1 Quay
Steel Terminal
Tees Dock
No.2 Quay
Ro-Ro
Tees Bulk Handling Ltd. (Potash)
South Gare Lt. Ho.

TEES

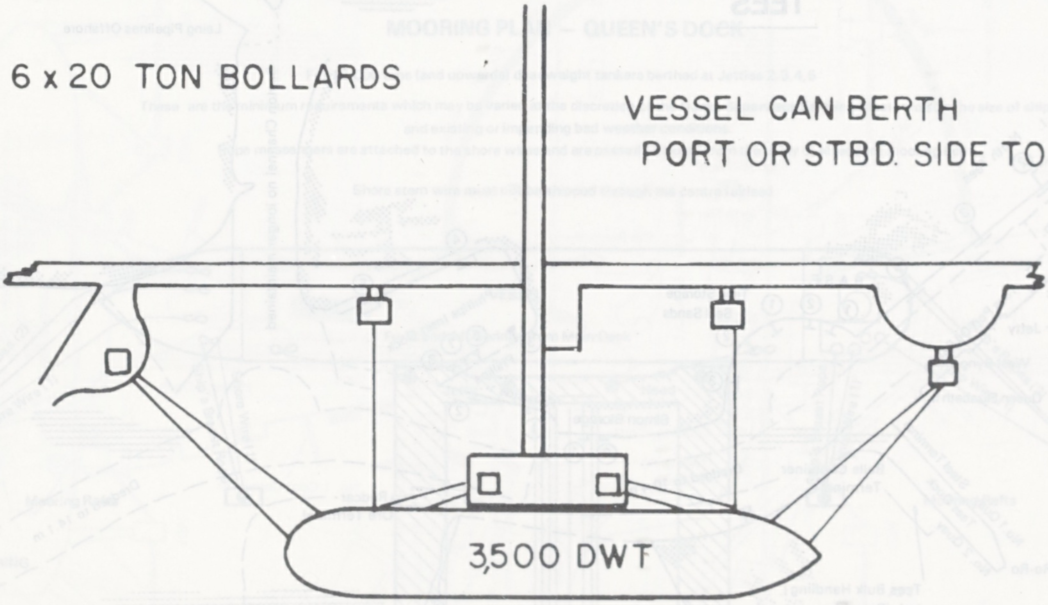
BILLINGHAM OIL JETTY


2,500 DWT
SHORE WIRES PICKED UP
BY MESSENGER FROM JETTY
PORT OR STBD SIDE TO

TEES

ICI NORTH TEES

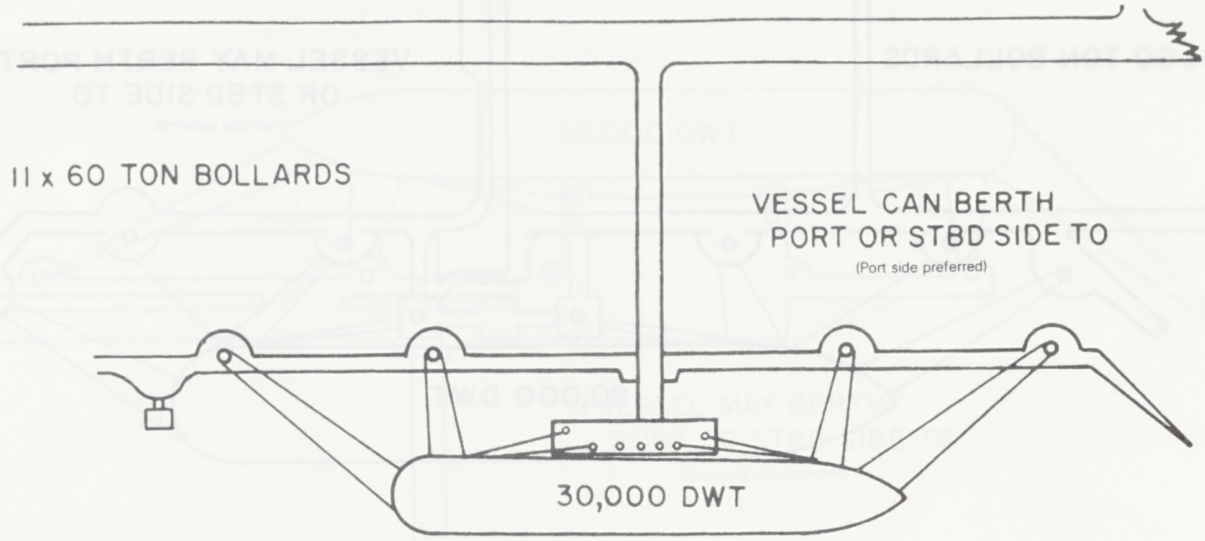
No. 1 BERTH


6 x 20 TON BOLLARDS
VESSEL CAN BERTH
PORT OR STBD. SIDE TO
3,500 DWT

TEES

ICI NORTH TEES

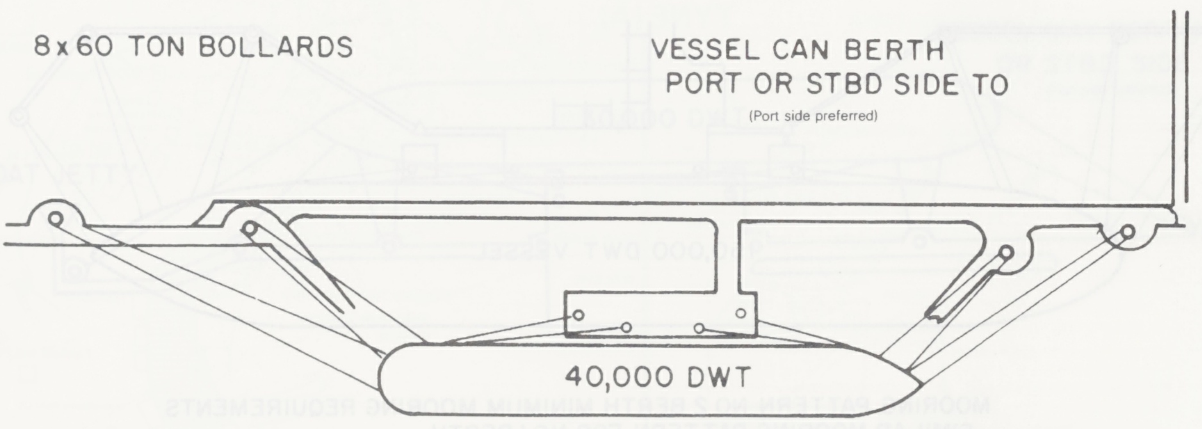
No. 2 BERTH


11 x 60 TON BOLLARDS
VESSEL CAN BERTH PORT OR STBD SIDE TO
(Port side preferred)
30,000 DWT

TEES

ICI NORTH TEES

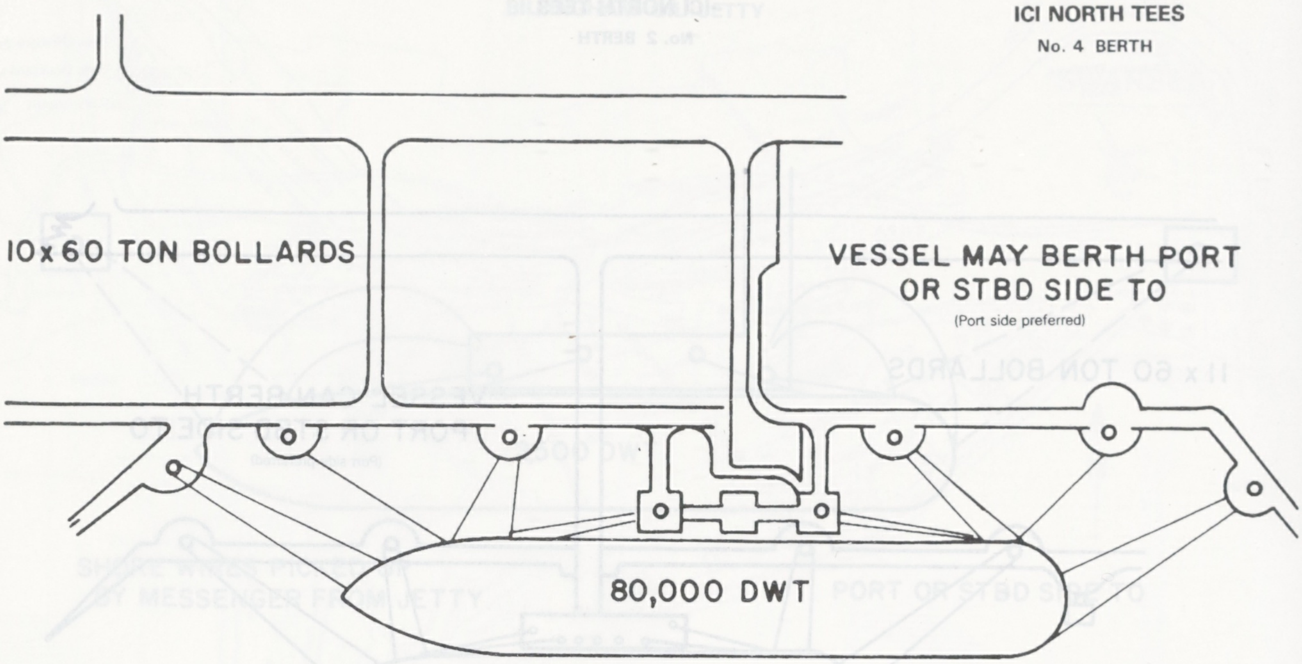
No. 3 BERTH


8 x 60 TON BOLLARDS
VESSEL CAN BERTH PORT OR STBD SIDE TO
(Port side preferred)
40,000 DWT

TEES

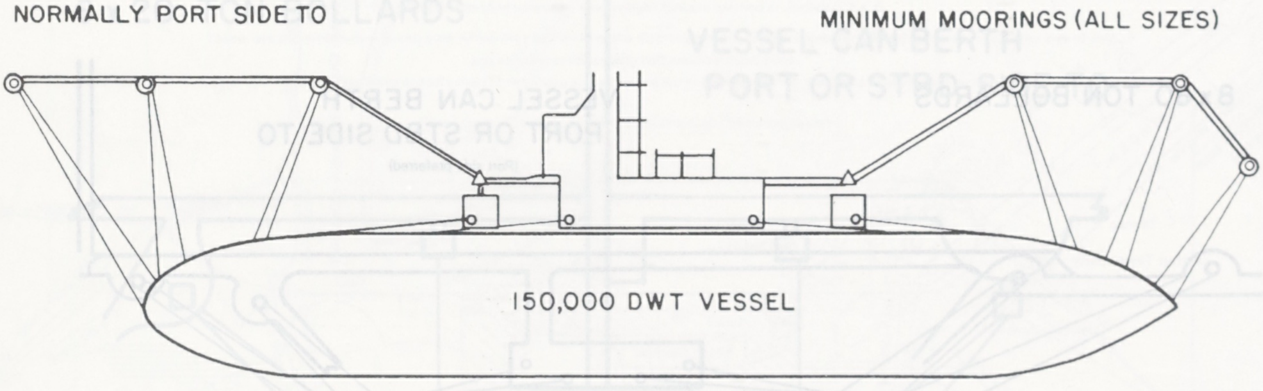
ICI NORTH TEES

No. 4 BERTH


10x60 TON BOLLARDS
VESSEL MAY BERTH PORT OR STBD SIDE TO
(Port side preferred)
80,000 DWT

TEES

PHILLIPS PETROLEUM

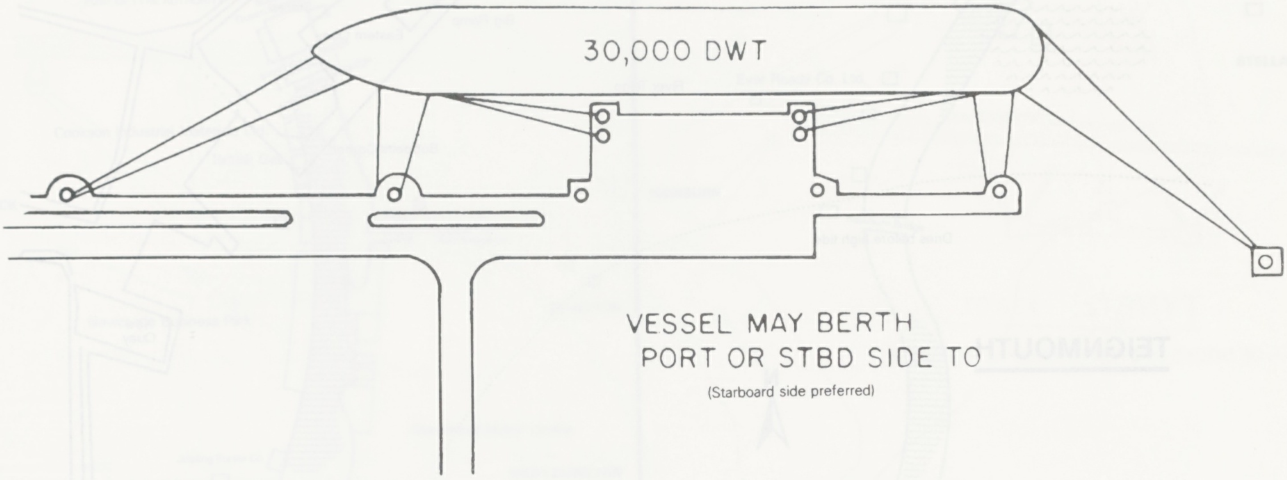

NORMALLY PORT SIDE TO
MINIMUM MOORINGS (ALL SIZES)
150,000 DWT VESSEL

MOORING PATTERN NO 2 BERTH MINIMUM MOORING REQUIREMENTS
SIMILAR MOORING PATTERN FOR NO 1 BERTH

TEES

TEESPORT OIL JETTIES

No. 1 BERTH / QE II



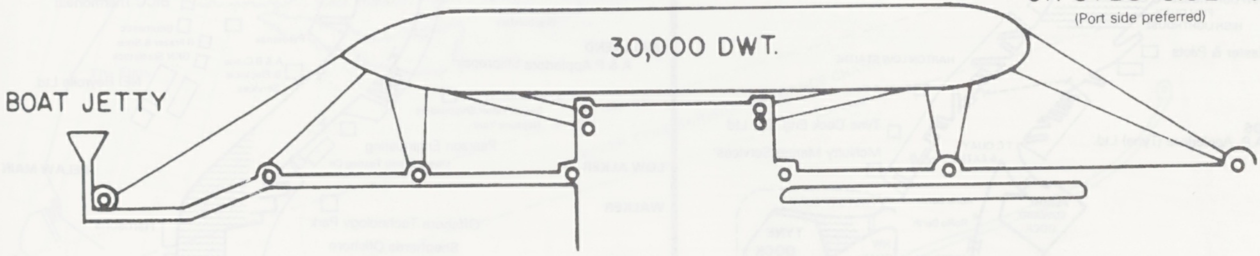
VESSEL MAY BERTH
PORT OR STBD SIDE TO
(Starboard side preferred)

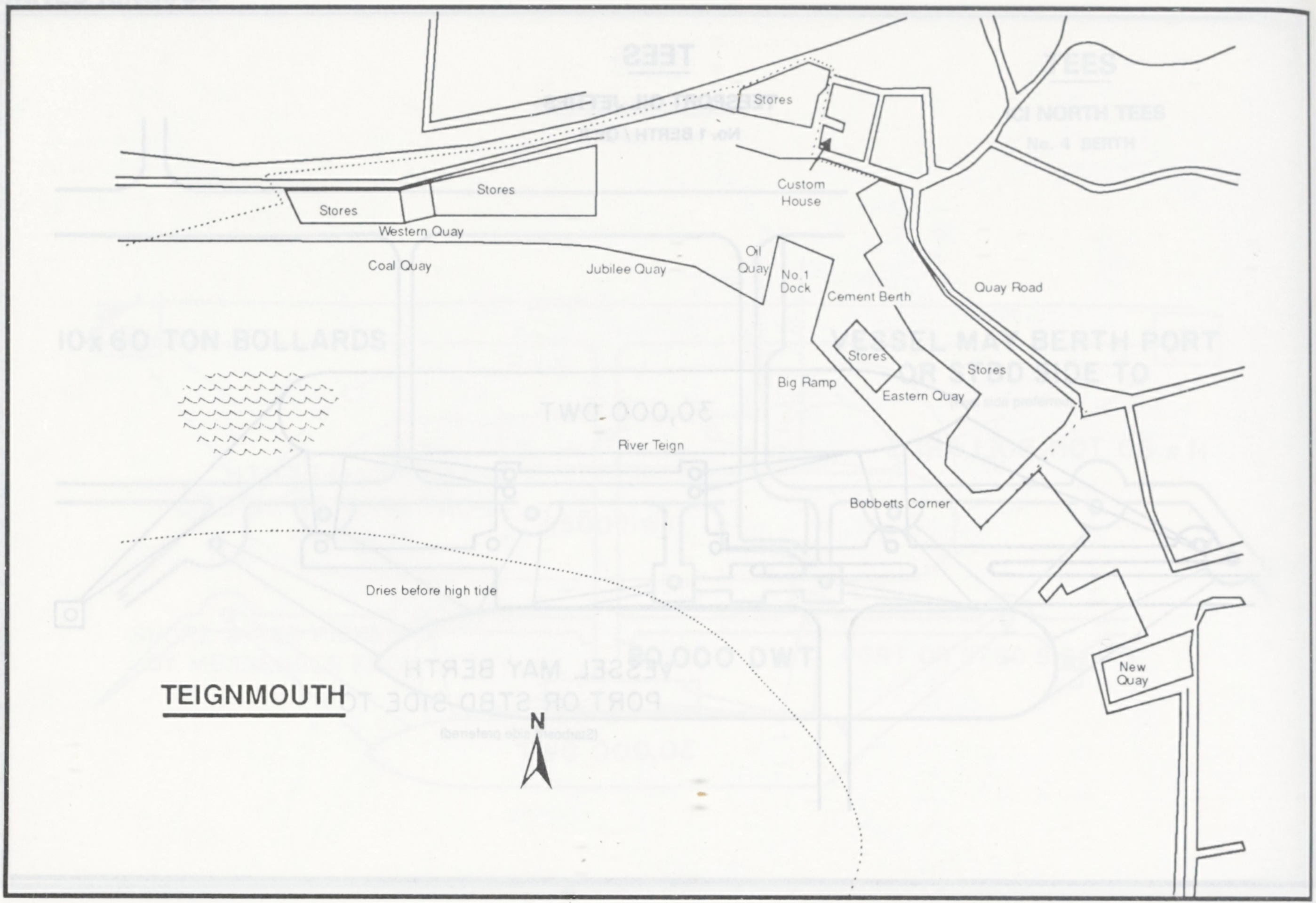
TEES

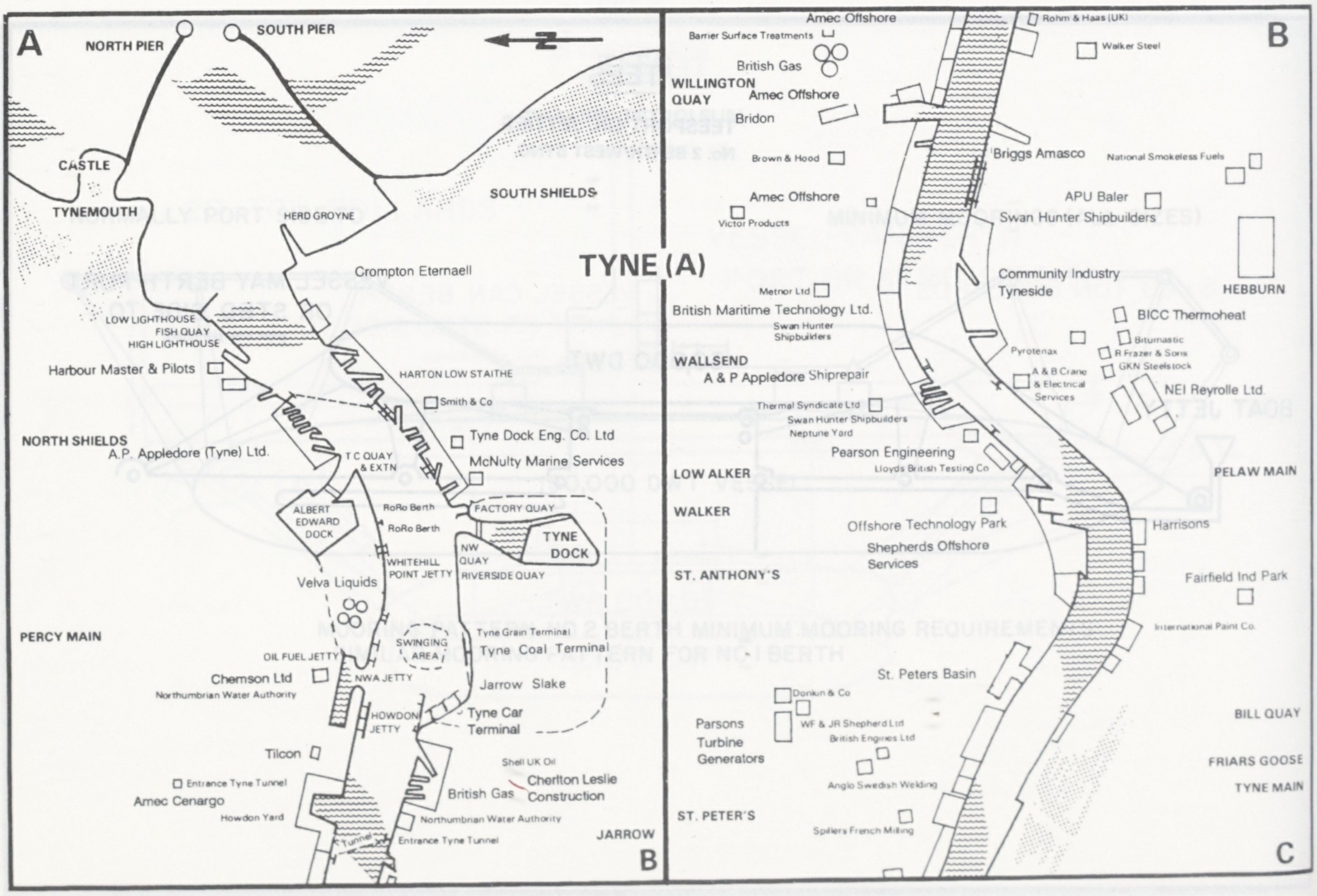
TEESPORT OIL JETTIES

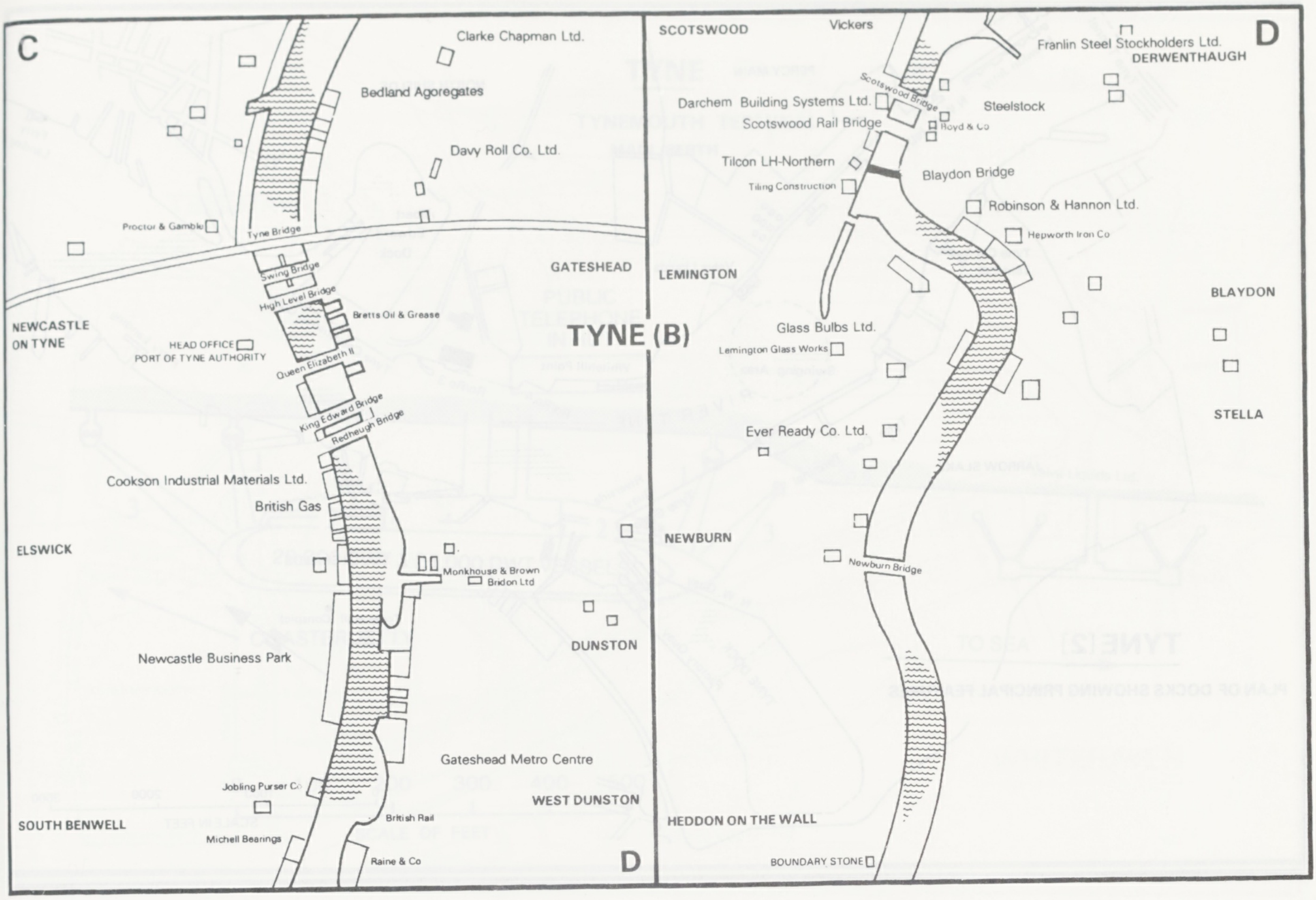
No. 2 BERTH/WEST BYNG

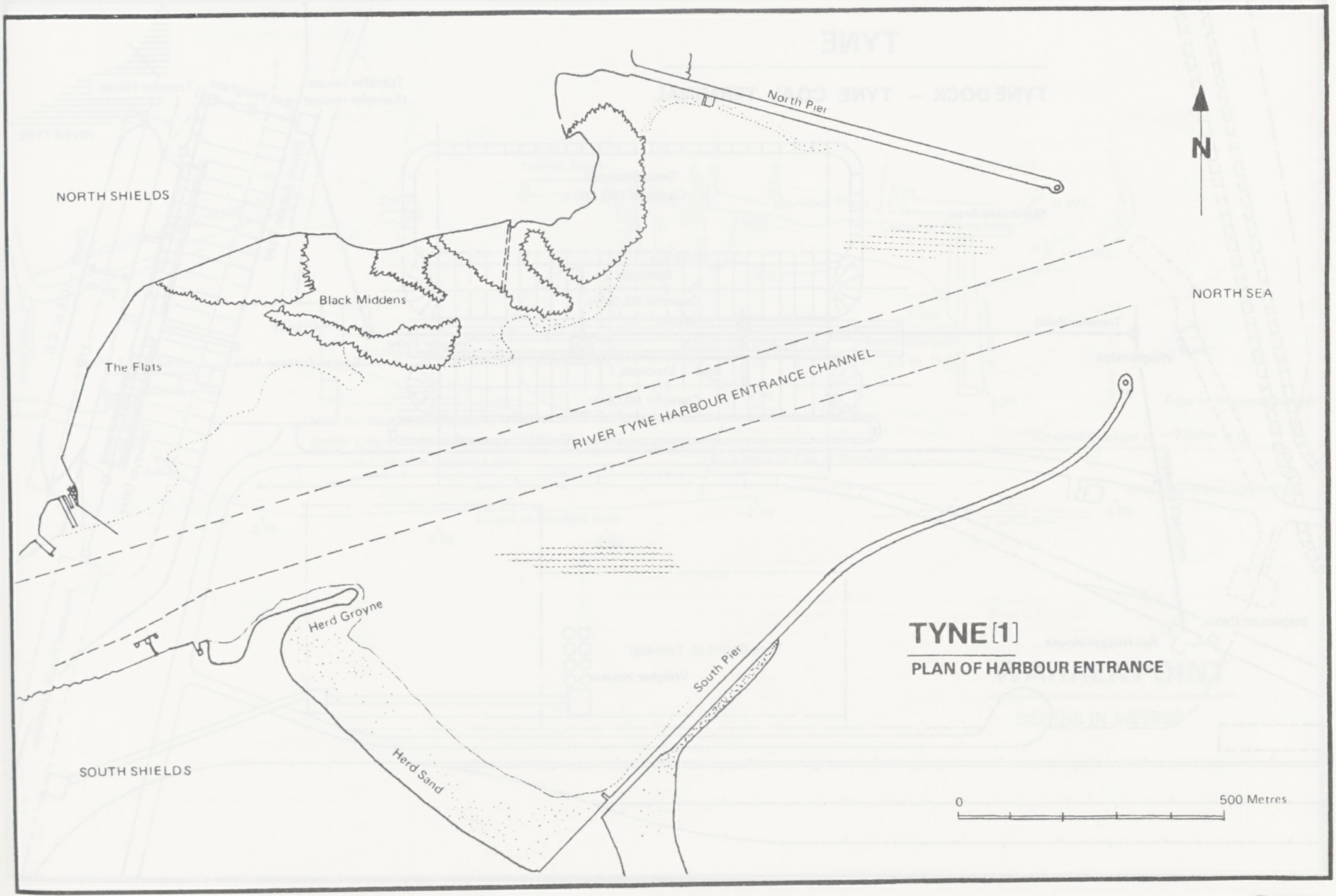
VESSEL MAY BERTH PORT
OR STBD. SIDE TO
(Port side preferred)


30,000 DWT.
BOAT JETTY

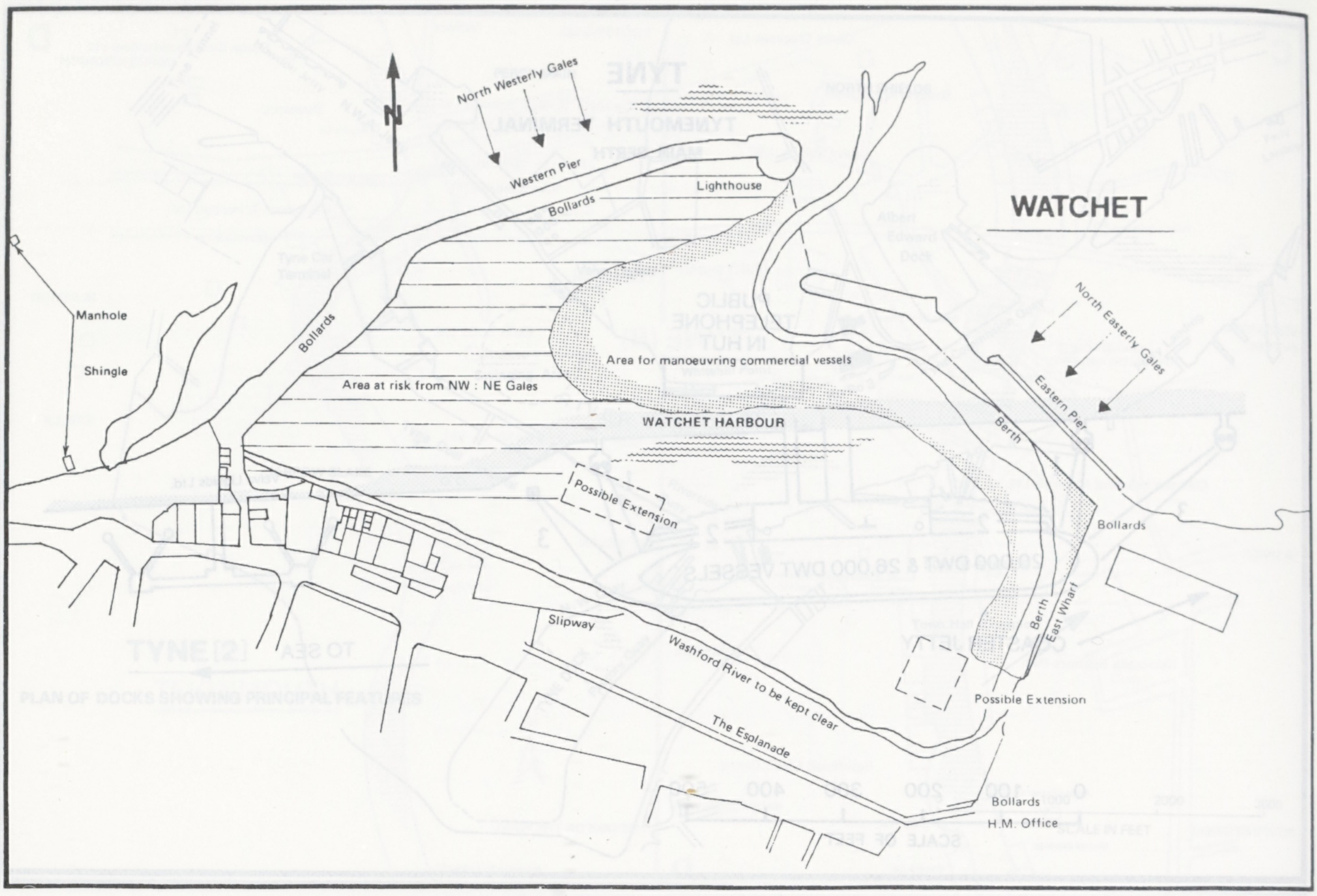

Stores
Stores
Stores
Custom House
Western Quay
Coal Quay
Jubilee Quay
Oil Quay
No.1 Dock
Cement Berth
Quay Road
Stores
Stores
Big Ramp
Eastern Quay
River Teign
Bobbetts Corner
Dries before high tide
New Quay
TEIGNMOUTH
N

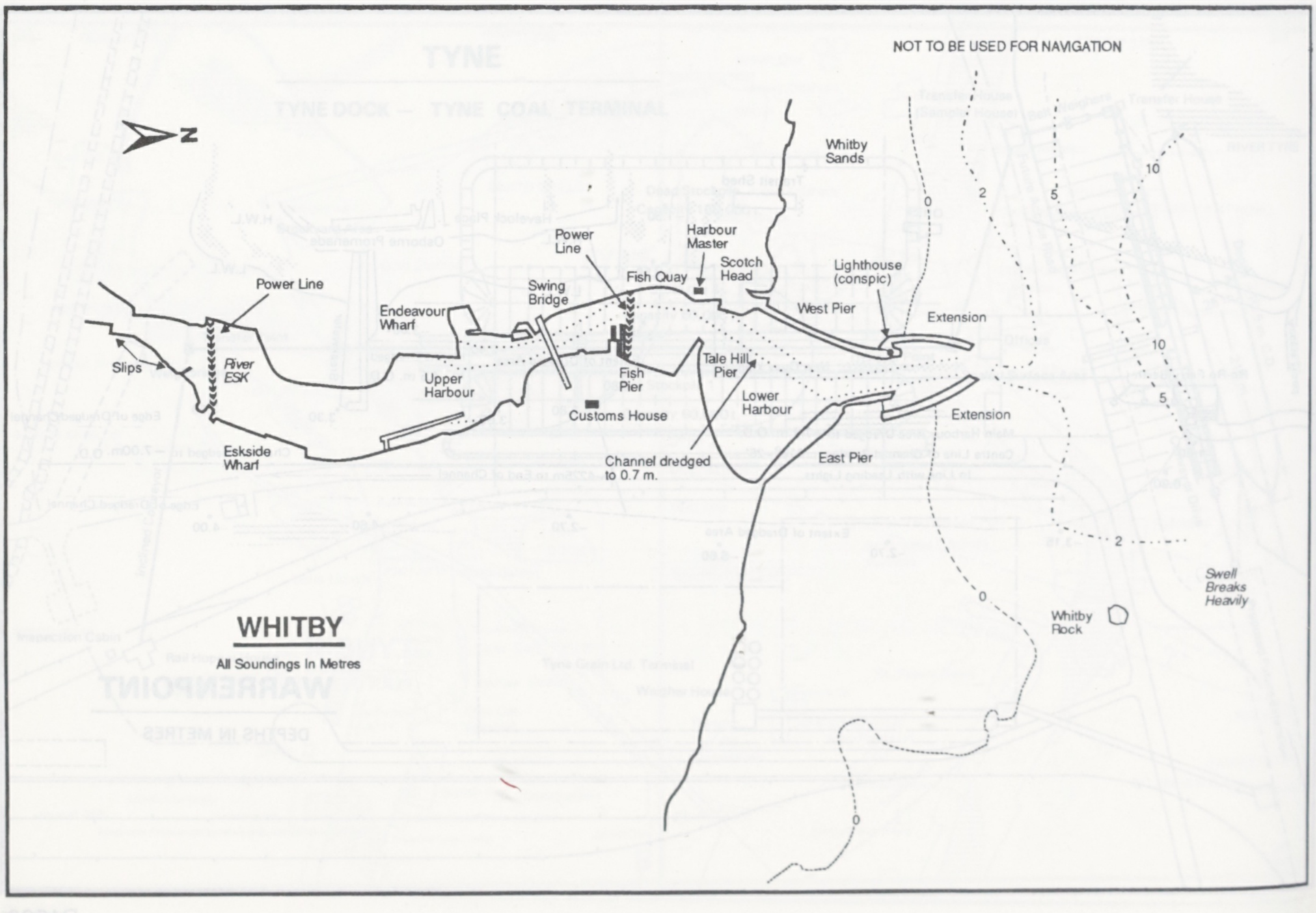

A
NORTH PIER
SOUTH PIER
N
CASTLE
TYNEMOUTH
SOUTH SHIELDS
HERD GROYNE
Crompton Eternaell
TYNE (A)
LOW LIGHTHOUSE
FISH QUAY
HIGH LIGHTHOUSE
Harbour Master & Pilots
HARTON LOW STAITHE
Smith & Co
NORTH SHIELDS
A.P. Appledore (Tyne) Ltd.
Tyne Dock Eng. Co. Ltd
T C QUAY & EXTN
McNulty Marine Services
ALBERT EDWARD DOCK
RoRo Berth
RoRo Berth
FACTORY QUAY
TYNE DOCK
NW QUAY
WHITEHILL POINT JETTY
RIVERSIDE QUAY
Velva Liquids
PERCY MAIN
Tyne Grain Terminal
SWINGING AREA
Tyne Coal Terminal
OIL FUEL JETTY
Chemson Ltd
Northumbrian Water Authority
NWA JETTY
Jarrow Slake
HOWDON JETTY
Tyne Car Terminal
Tilcon
Shell UK Oil
Entrance Tyne Tunnel
Cherlton Leslie Construction
British Gas
Amec Cenargo
Howdon Yard
Northumbrian Water Authority
Tunnel
Entrance Tyne Tunnel
JARROW
B
Amec Offshore
Rohm & Haas (UK)
B
Barrier Surface Treatments
Walker Steel
British Gas
WILLINGTON QUAY
Amec Offshore
Bridon
Brown & Hood
Briggs Amasco
National Smokeless Fuels
Amec Offshore
APU Baler
Victor Products
Swan Hunter Shipbuilders
Community Industry Tyneside
Metnor Ltd
HEBBURN
British Maritime Technology Ltd.
BICC Thermoheat
Swan Hunter Shipbuilders
Bitumastic
Pyrotenax
R Frazer & Sons
WALLSEND
GKN Steelstock
A & P Appledore Shiprepair
A & B Crane & Electrical Services
NEI Reyrolle Ltd.
Thermal Syndicate Ltd
Swan Hunter Shipbuilders
Neptune Yard
Pearson Engineering
Lloyds British Testing Co
LOW ALKER
PELAW MAIN
WALKER
Offshore Technology Park
Harrisons
Shepherds Offshore Services
ST. ANTHONY'S
Fairfield Ind Park
International Paint Co.
St. Peters Basin
Donkin & Co
Parsons Turbine Generators
WF & JR Shepherd Ltd
BILL QUAY
British Engines Ltd
FRIARS GOOSE
Anglo Swedish Welding
TYNE MAIN
ST. PETER'S
Spillers French Milling
C

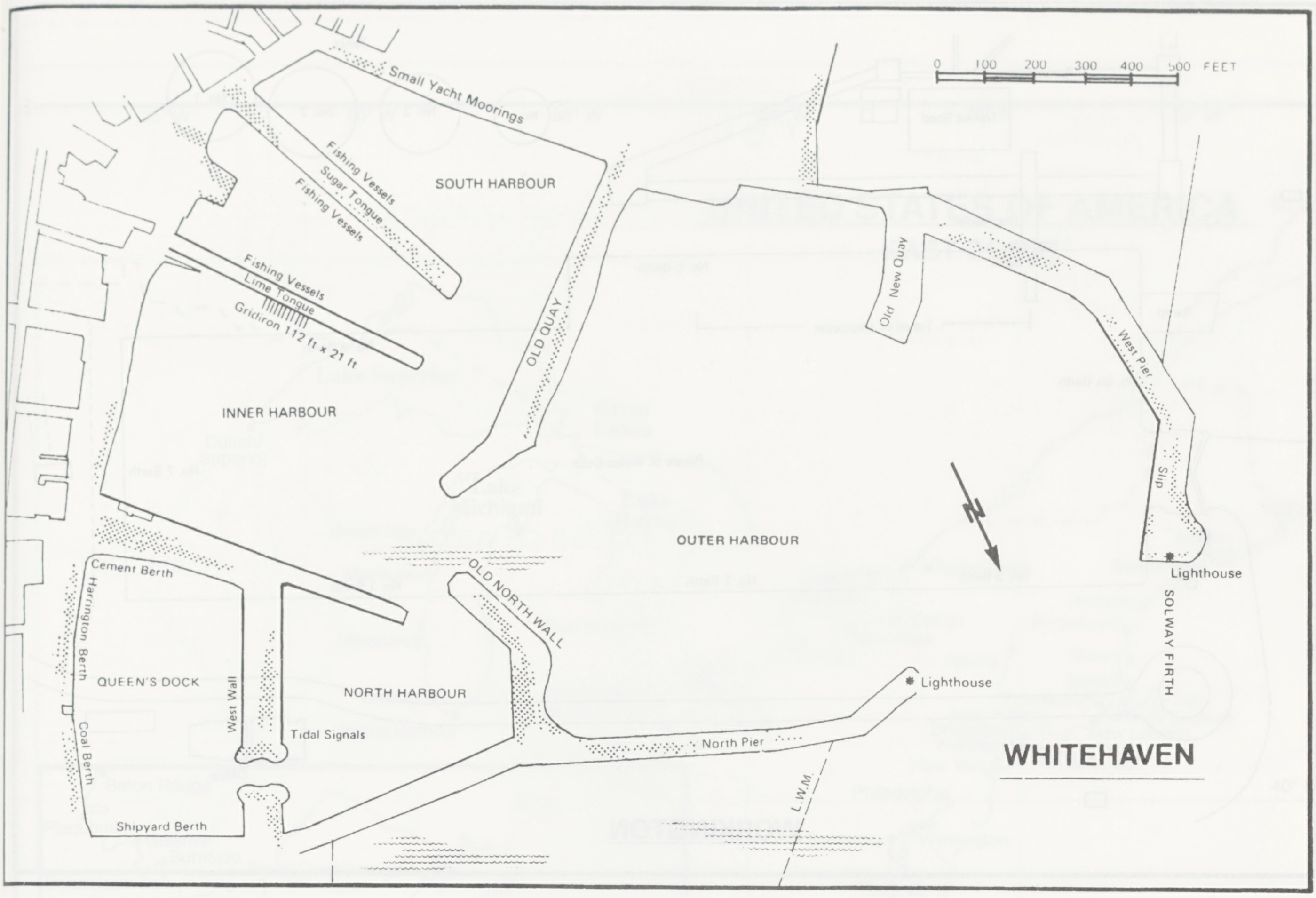

C
Clarke Chapman Ltd.
Bedland Agoregates
Davy Roll Co. Ltd.
Proctor & Gamble
Tyne Bridge
Swing Bridge
High Level Bridge
Bretts Oil & Grease
HEAD OFFICE
PORT OF TYNE AUTHORITY
NEWCASTLE
ON TYNE
Queen Elizabeth II
King Edward Bridge
Redheugh Bridge
GATESHEAD
TYNE (B)
Cookson Industrial Materials Ltd.
British Gas
ELSWICK
Monkhouse & Brown
Bridon Ltd
DUNSTON
Newcastle Business Park
Gateshead Metro Centre
Jobling Purser Co
WEST DUNSTON
SOUTH BENWELL
British Rail
Michell Bearings
Raine & Co
D
SCOTSWOOD
Vickers
Franlin Steel Stockholders Ltd.
DERWENTHAUGH
D
Scotswood Bridge
Darchem Building Systems Ltd.
Steelstock
Scotswood Rail Bridge
Royd & Co
Tilcon LH-Northern
Blaydon Bridge
Tiling Construction
Robinson & Hannon Ltd.
Hepworth Iron Co
LEMINGTON
BLAYDON
Glass Bulbs Ltd.
Lemington Glass Works
STELLA
Ever Ready Co. Ltd.
NEWBURN
Newburn Bridge
HEDDON ON THE WALL
BOUNDARY STONE

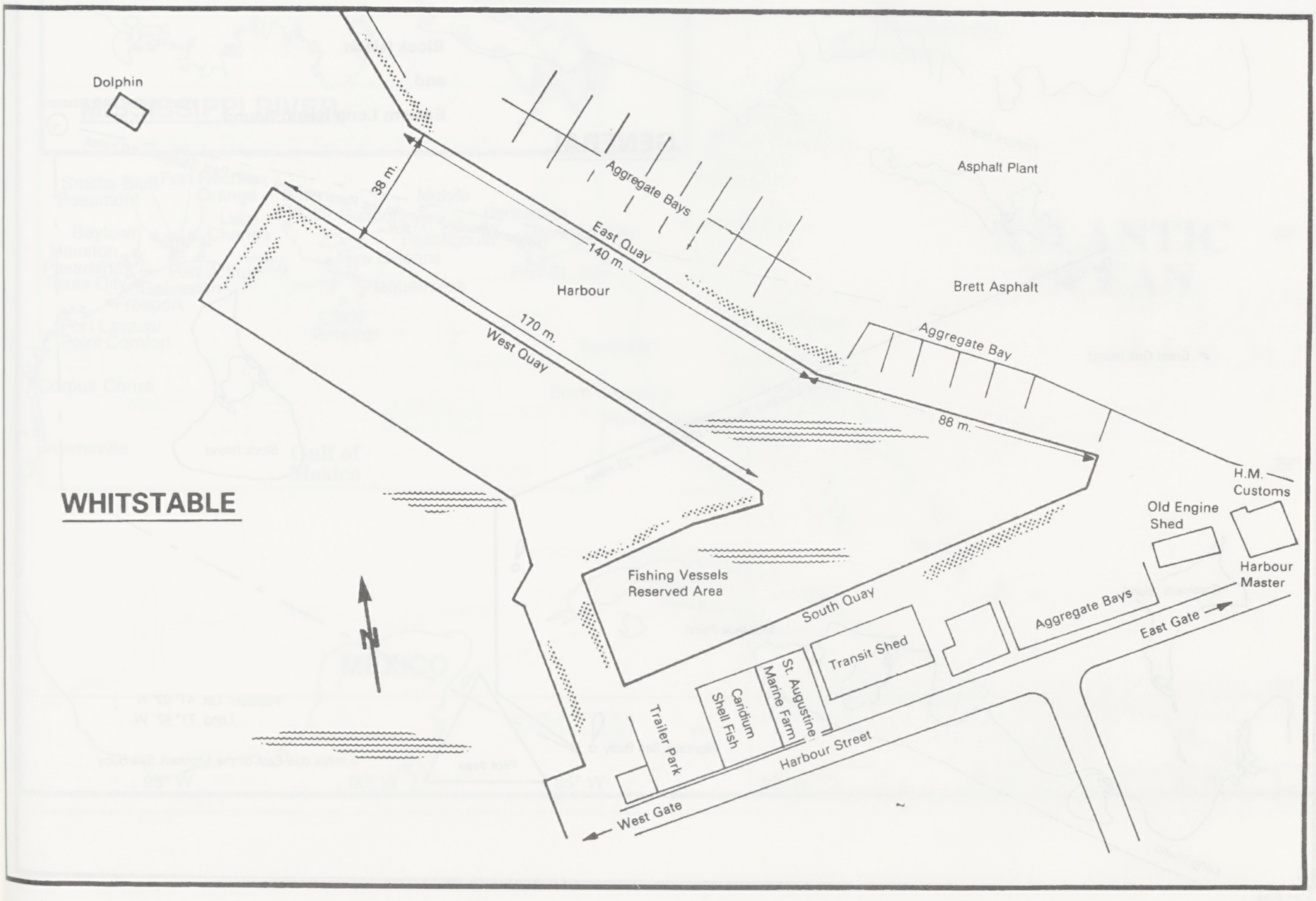

North Pier
N
NORTH SHIELDS
Black Middens
NORTH SEA
The Flats
RIVER TYNE HARBOUR ENTRANCE CHANNEL
Herd Groyne
South Pier
SOUTH SHIELDS
Herd Sand
0
500 Metres

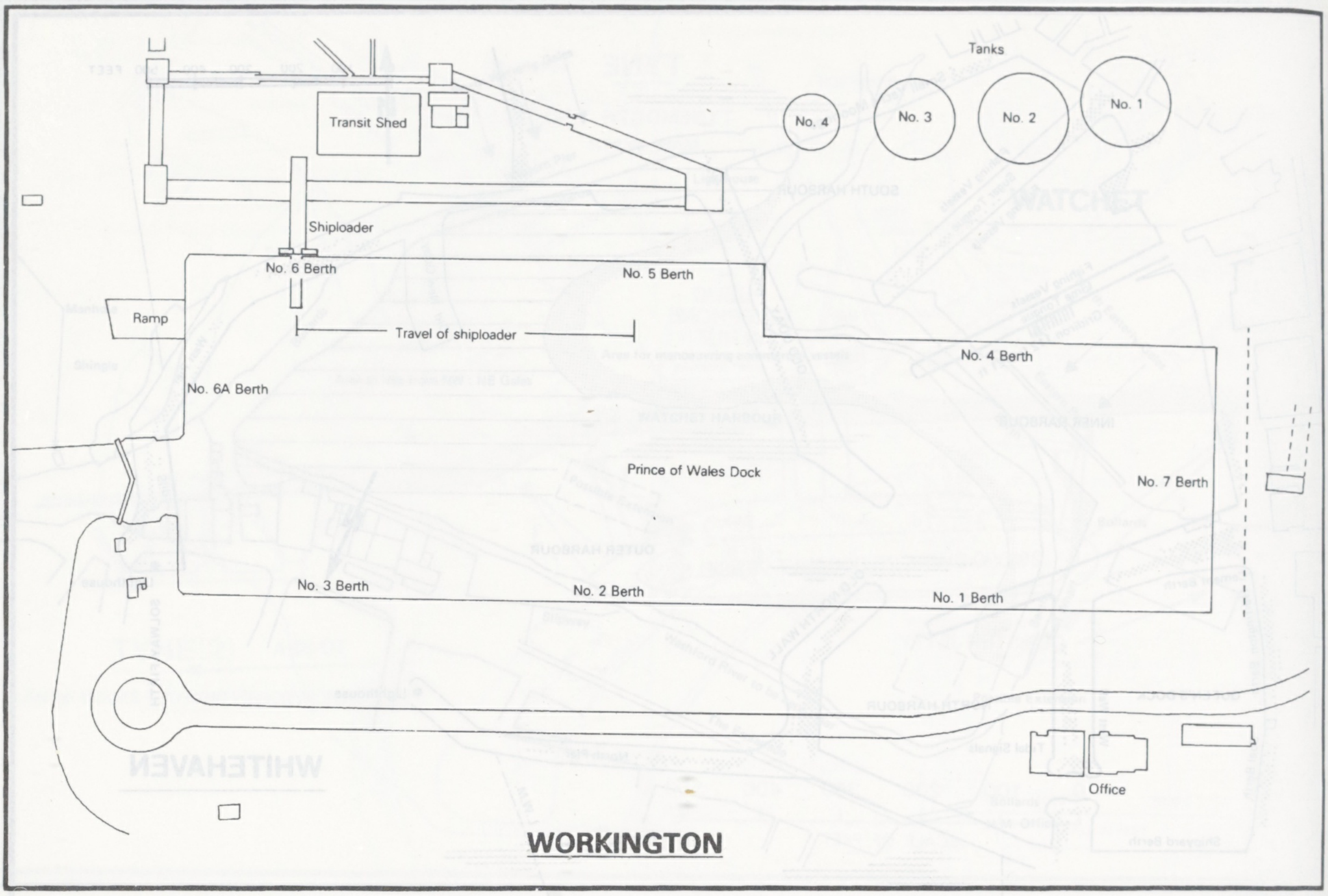
TYNE [1]
PLAN OF HARBOUR ENTRANCE

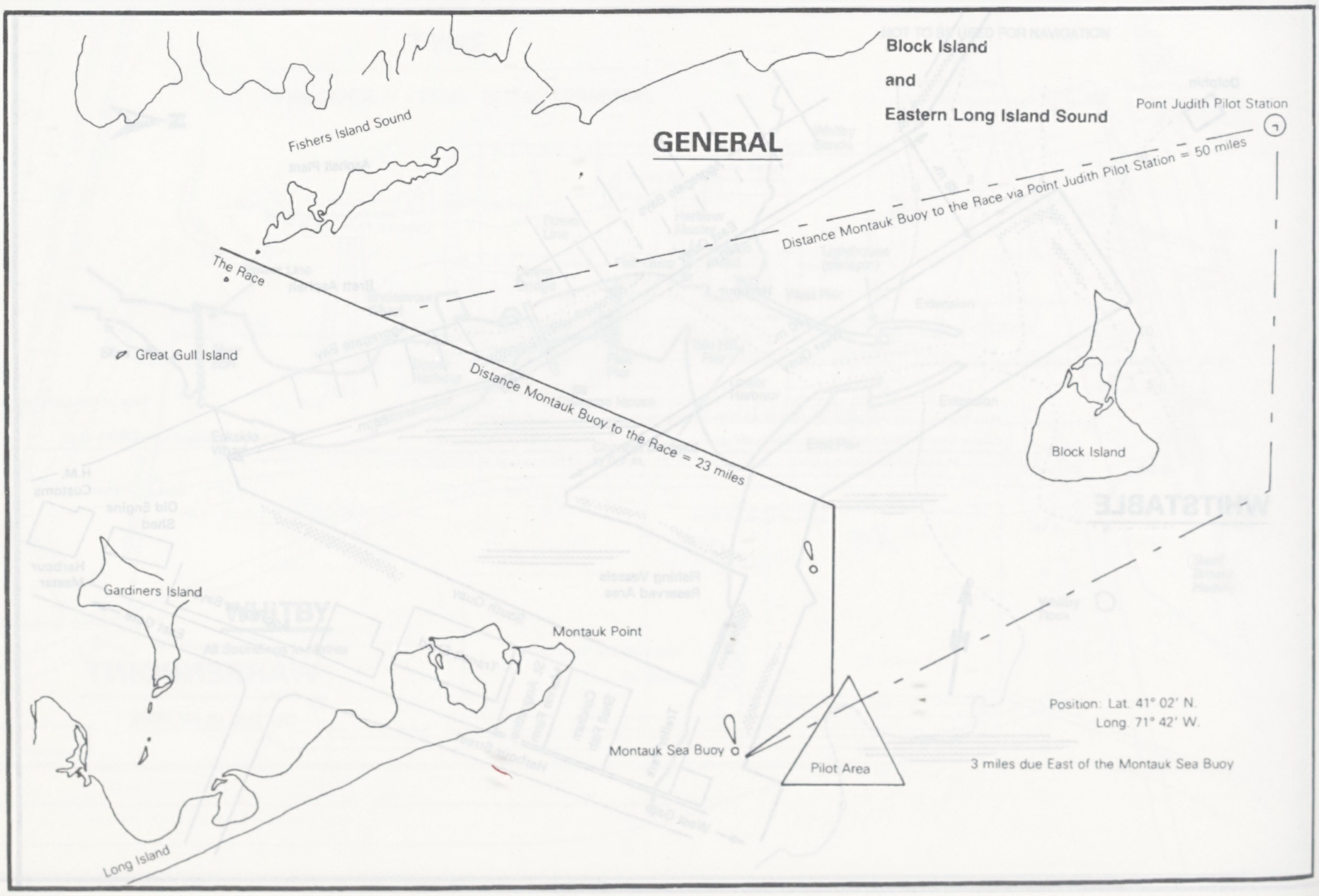

WATCHET
N
North Westerly Gales
Western Pier
Bollards
Lighthouse
Manhole
Shingle
Bollards
Area at risk from NW : NE Gales
Area for manoeuvring commercial vessels
WATCHET HARBOUR
Possible Extension
Slipway
Washford River to be kept clear
The Esplanade
North Easterly Gales
Eastern Pier
Berth
Bollards
Berth
East Wharf
Possible Extension
Bollards
H.M. Office

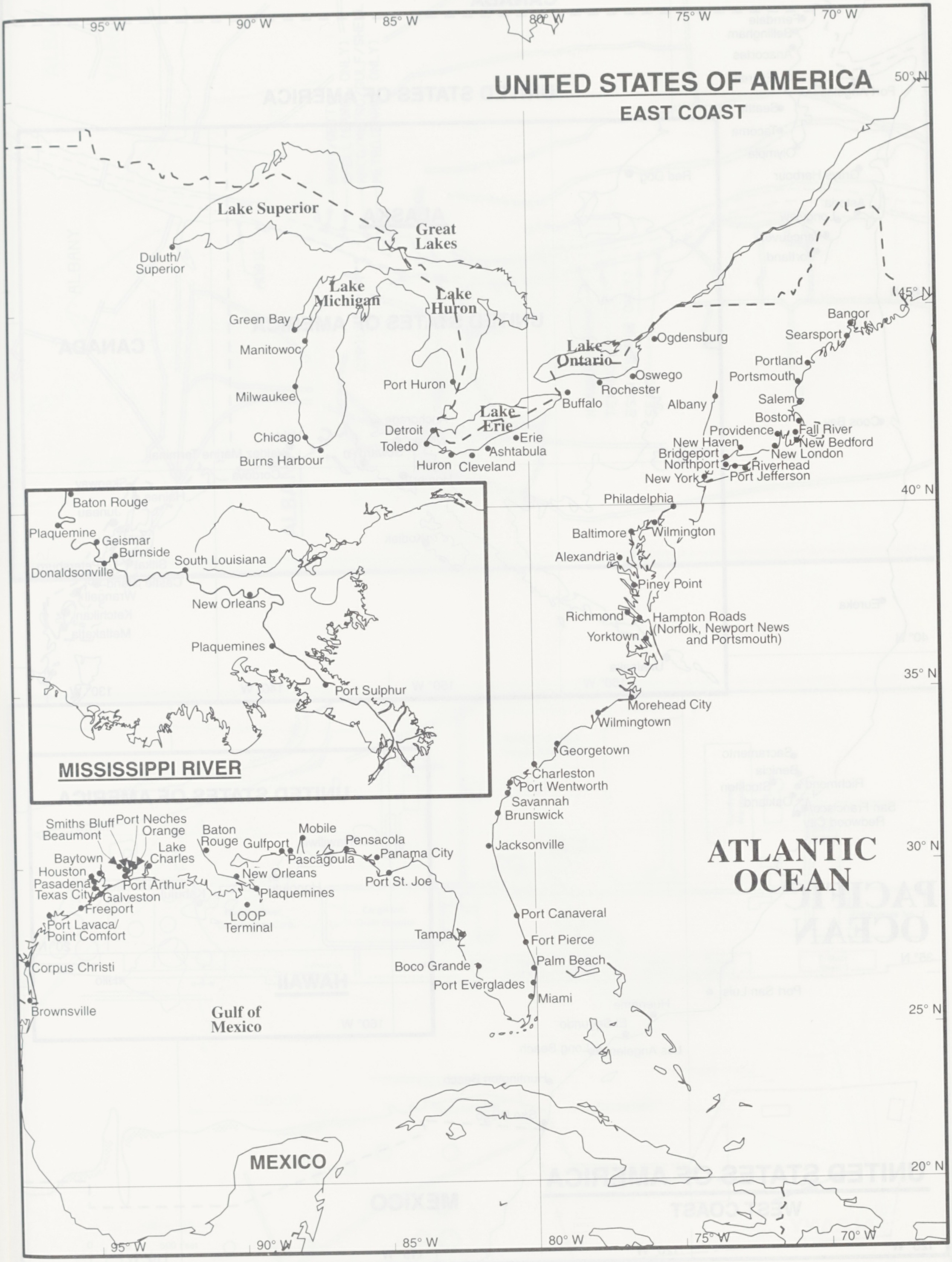

NOT TO BE USED FOR NAVIGATION
N
Whitby Sands
0
2
5
10
Power Line
Harbour Master
Scotch Head
Lighthouse (conspic)
Swing Bridge
Fish Quay
West Pier
Extension
Power Line
Endeavour Wharf
Slips
River ESK
Upper Harbour
Fish Pier
Tale Hill Pier
Lower Harbour
Customs House
Extension
Eskside Wharf
Channel dredged to 0.7 m.
East Pier
10
5
2
0
Swell Breaks Heavily
Whitby Rock
0
WHITBY
All Soundings In Metres

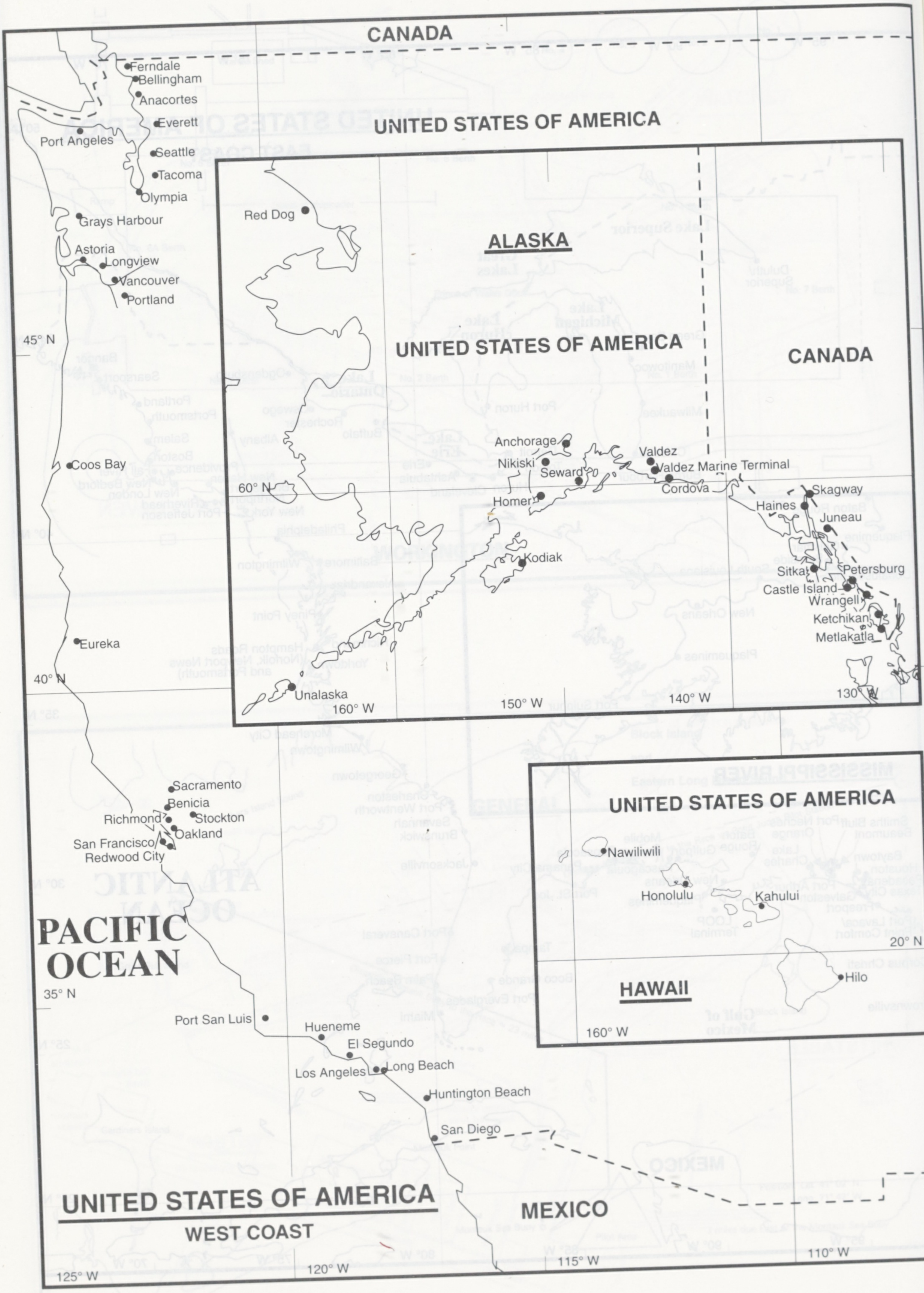

0 100 200 300 400 500 FEET
Small Yacht Moorings
Fishing Vessels
Sugar Tongue
Fishing Vessels
SOUTH HARBOUR
Fishing Vessels
Lime Tongue
Gridiron 112 ft x 21 ft
INNER HARBOUR
OLD QUAY
Old New Quay
West Pier
Slip
N
OUTER HARBOUR
Lighthouse
SOLWAY FIRTH
Cement Berth
Harrington Berth
QUEEN'S DOCK
West Wall
NORTH HARBOUR
OLD NORTH WALL
Lighthouse
Tidal Signals
Coal Berth
North Pier
L.W.M.
WHITEHAVEN
Shipyard Berth

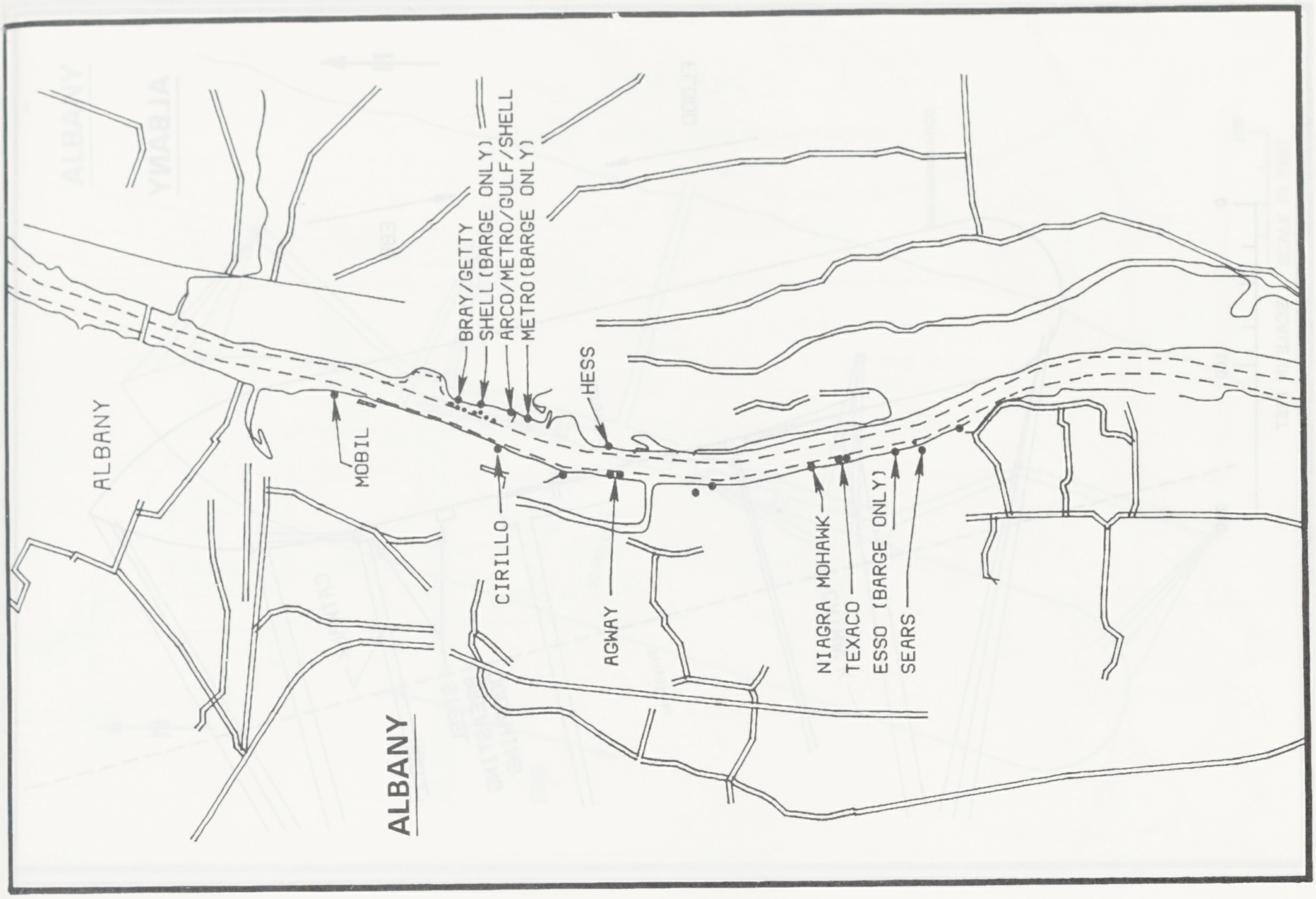

Dolphin
38 m.
Aggregate Bays
Asphalt Plant
East Quay
140 m.
Harbour
Brett Asphalt
170 m.
West Quay
Aggregate Bay
88 m.
H.M. Customs
WHITSTABLE
Old Engine Shed
Harbour Master
Fishing Vessels Reserved Area
South Quay
N
Aggregate Bays
East Gate
Transit Shed
St. Augustine Marine Farm
Caridum Shell Fish
Trailer Park
Harbour Street
West Gate

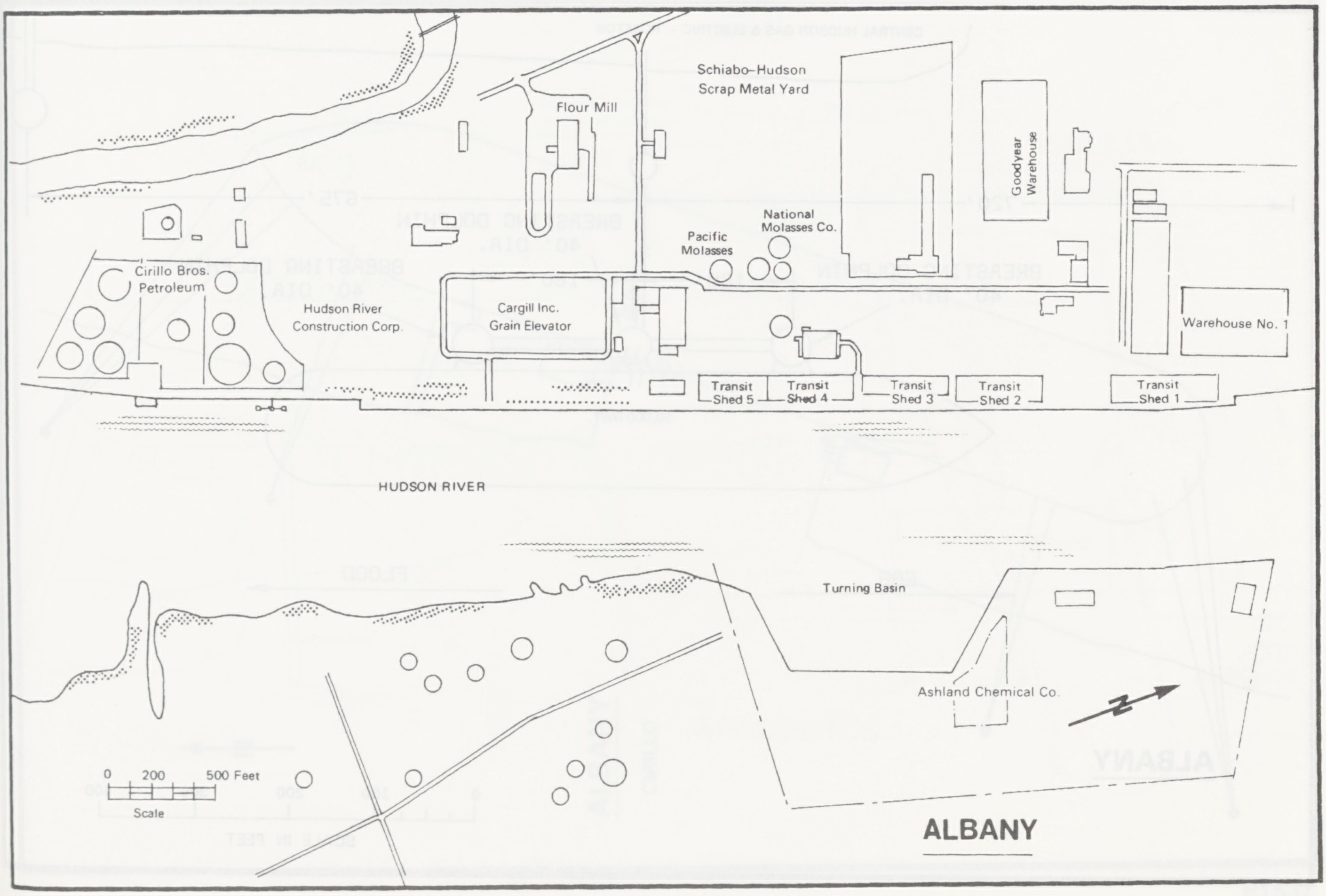

Tanks
No. 4
No. 3
No. 2
No. 1
Transit Shed
Shiploader
No. 6 Berth
No. 5 Berth
Ramp
Travel of shiploader
No. 4 Berth
No. 6A Berth
Prince of Wales Dock
No. 7 Berth
No. 3 Berth
No. 2 Berth
No. 1 Berth
Office
WORKINGTON

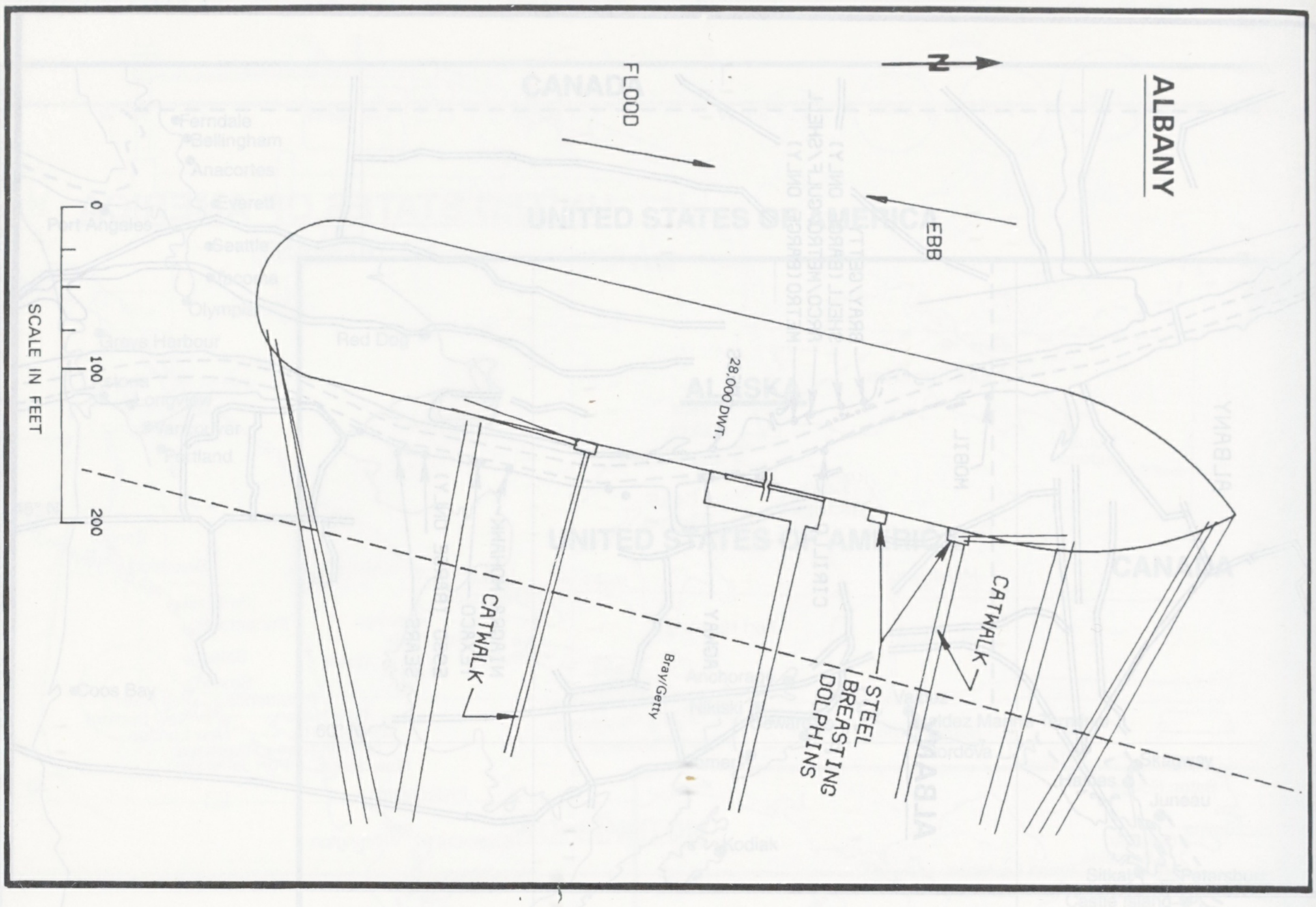

Block Island
and
Eastern Long Island Sound
GENERAL
Point Judith Pilot Station
Fishers Island Sound
Distance Montauk Buoy to the Race via Point Judith Pilot Station = 50 miles
The Race
Great Gull Island
Distance Montauk Buoy to the Race = 23 miles
Block Island
Gardiners Island
Montauk Point
Position: Lat. 41° 02′ N.
Long. 71° 42′ W.
Montauk Sea Buoy
Pilot Area
3 miles due East of the Montauk Sea Buoy
Long Island

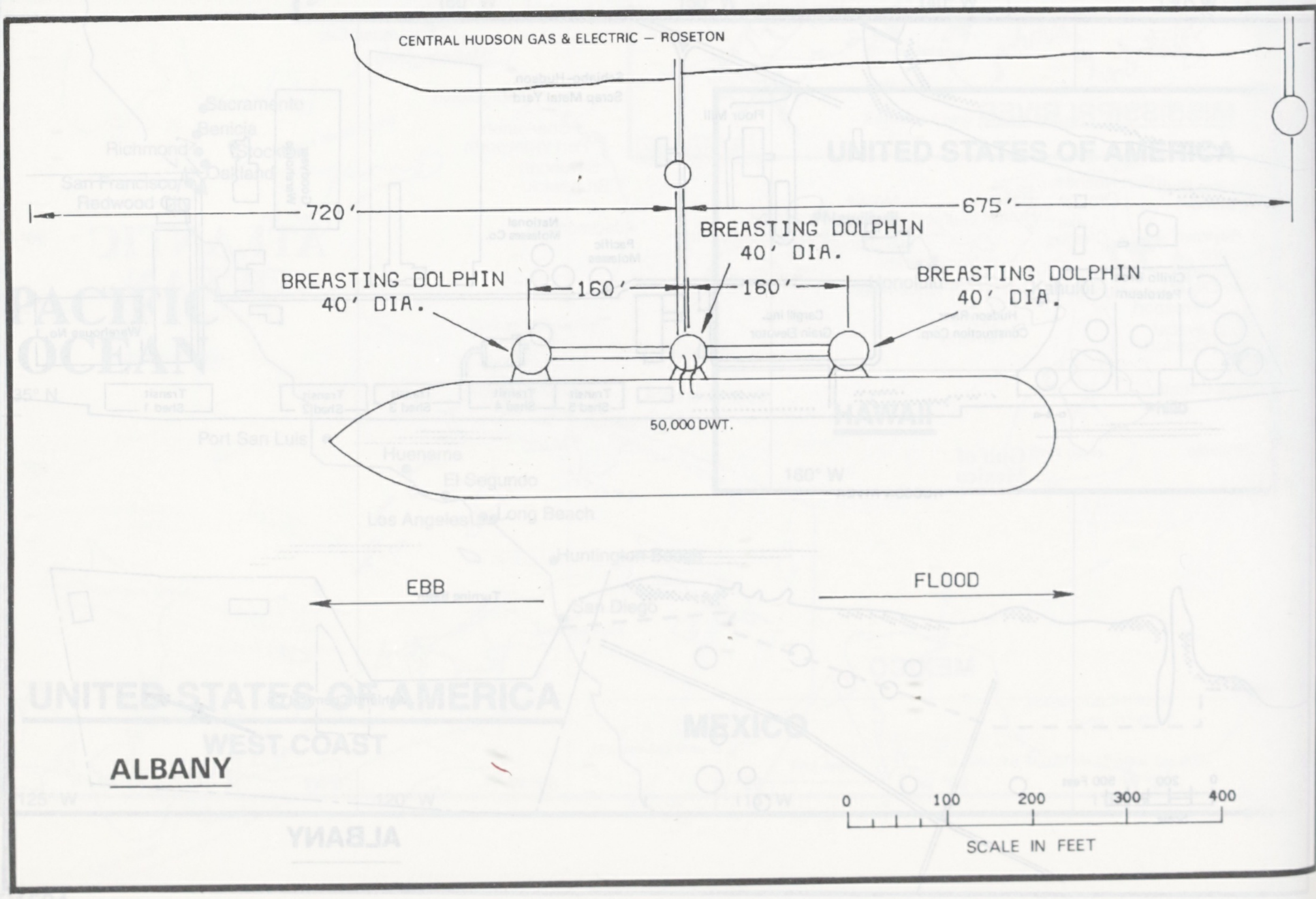

UNITED STATES OF AMERICA
EAST COAST
95° W
90° W
85° W
80° W
75° W
70° W
50° N
45° N
40° N
35° N
30° N
25° N
20° N
Lake Superior
Duluth/ Superior
Great Lakes
Lake Michigan
Lake Huron
Green Bay
Manitowoc
Milwaukee
Chicago
Burns Harbour
Port Huron
Detroit
Toledo
Huron
Cleveland
Lake Erie
Erie
Ashtabula
Buffalo
Lake Ontario
Ogdensburg
Oswego
Rochester
Albany
Bangor
Searsport
Portland
Portsmouth
Salem
Boston
Providence
Fall River
New Bedford
New Haven
Bridgeport
New London
Northport
Riverhead
New York
Port Jefferson
Philadelphia
Baltimore
Wilmington
Alexandria
Piney Point
Richmond
Hampton Roads (Norfolk, Newport News and Portsmouth)
Yorktown
Morehead City
Wilmingtown
Georgetown
Charleston
Port Wentworth
Savannah
Brunswick
Jacksonville
ATLANTIC OCEAN
Port Canaveral
Fort Pierce
Palm Beach
Port Everglades
Miami
Boco Grande
Tampa
Baton Rouge
Plaquemine
Geismar
Burnside
Donaldsonville
South Louisiana
New Orleans
Plaquemines
Port Sulphur
MISSISSIPPI RIVER
Smiths Bluff
Port Neches
Beaumont
Orange
Baytown
Lake Charles
Houston
Pasadena
Port Arthur
Texas City
Galveston
Freeport
Port Lavaca/ Point Comfort
Corpus Christi
Brownsville
Baton Rouge
Gulfport
Mobile
Pensacola
Pascagoula
Panama City
New Orleans
Port St. Joe
Plaquemines
LOOP Terminal
Gulf of Mexico
MEXICO

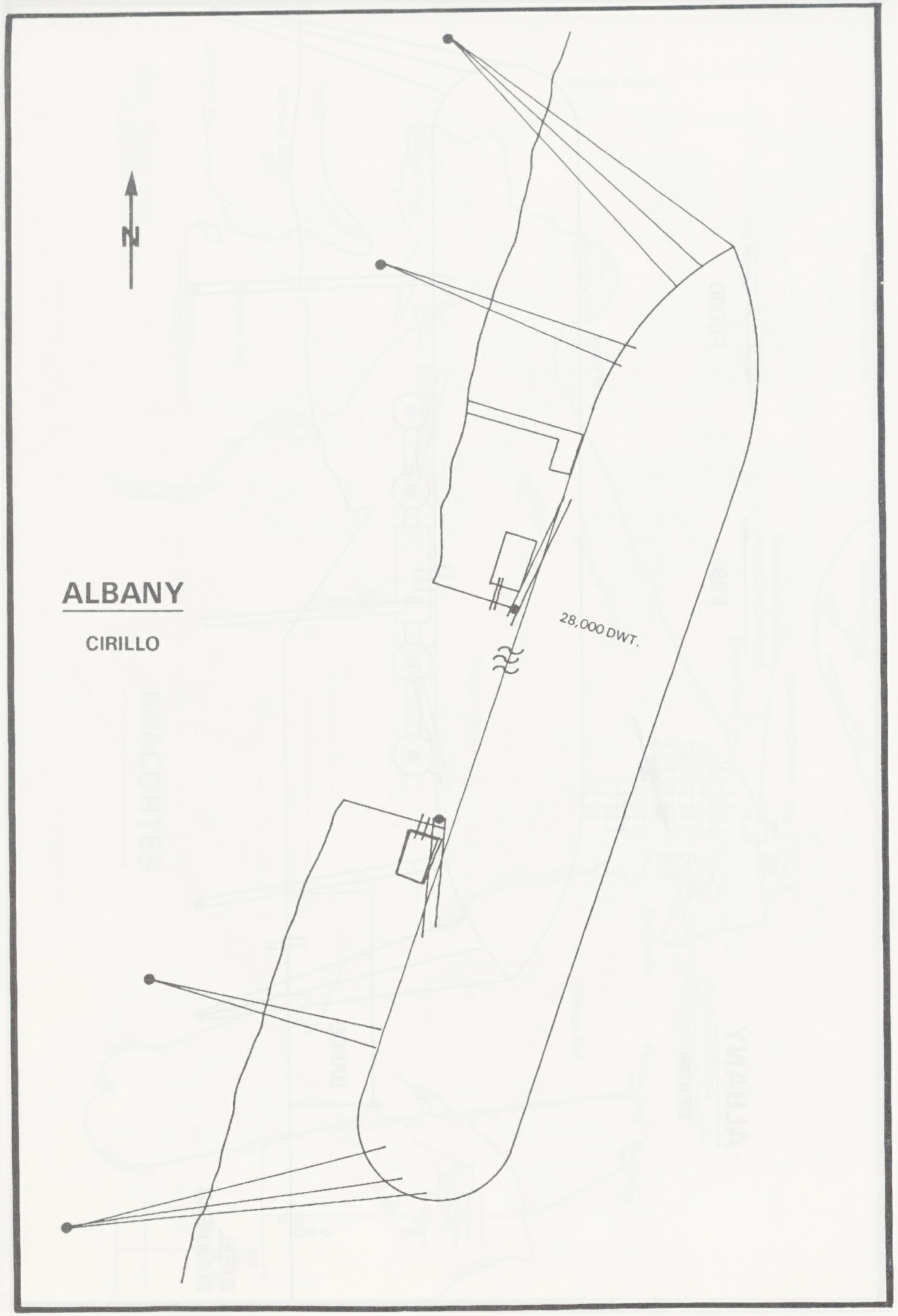

CANADA
UNITED STATES OF AMERICA
Ferndale
Bellingham
Anacortes
Everett
Port Angeles
Seattle
Tacoma
Olympia
Grays Harbour
Astoria
Longview
Vancouver
Portland
45° N
Coos Bay
Eureka
40° N
Sacramento
Benicia
Richmond
Stockton
Oakland
San Francisco
Redwood City
PACIFIC OCEAN
35° N
Port San Luis
Hueneme
El Segundo
Los Angeles
Long Beach
Huntington Beach
San Diego
MEXICO
UNITED STATES OF AMERICA
WEST COAST
125° W
120° W
115° W
110° W
ALASKA
Red Dog
UNITED STATES OF AMERICA
CANADA
Anchorage
Nikiski
Seward
Homer
Valdez
Valdez Marine Terminal
Cordova
Skagway
Haines
Juneau
Kodiak
Sitka
Petersburg
Castle Island
Wrangell
Ketchikan
Metlakatla
60° N
Unalaska
160° W
150° W
140° W
130° W
UNITED STATES OF AMERICA
Nawiliwili
Honolulu
Kahului
Hilo
20° N
HAWAII
160° W

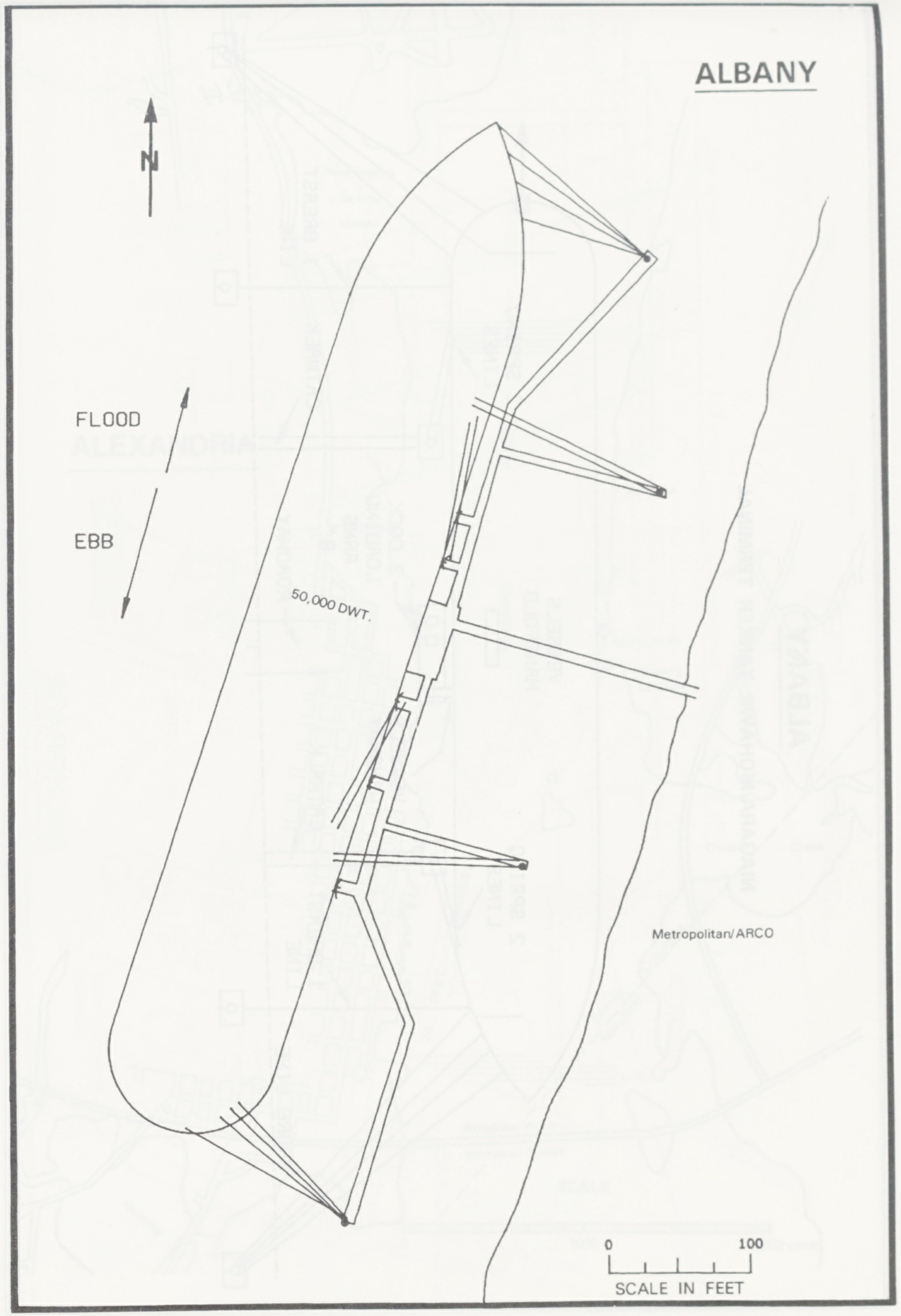

ALBANY
MOBIL
BRAY/GETTY
SHELL (BARGE ONLY)
ARCO/METRO/GULF/SHELL
METRO (BARGE ONLY)
HESS
CIRILLO
AGWAY
NIAGRA MOHAWK
TEXACO
ESSO (BARGE ONLY)
SEARS
ALBANY


Schiabo–Hudson
Scrap Metal Yard
Flour Mill
Goodyear Warehouse
Pacific Molasses
National Molasses Co.
Cirillo Bros. Petroleum
Hudson River Construction Corp.
Cargill Inc. Grain Elevator
Warehouse No. 1
Transit Shed 5
Transit Shed 4
Transit Shed 3
Transit Shed 2
Transit Shed 1
HUDSON RIVER
Turning Basin
Ashland Chemical Co.
0
200
500 Feet
Scale
ALBANY


ALBANY
N
FLOOD
EBB
SCALE IN FEET
0
100
200
28,000 DWT.
CATWALK
Bray/Getty
STEEL BREASTING DOLPHINS
CATWALK

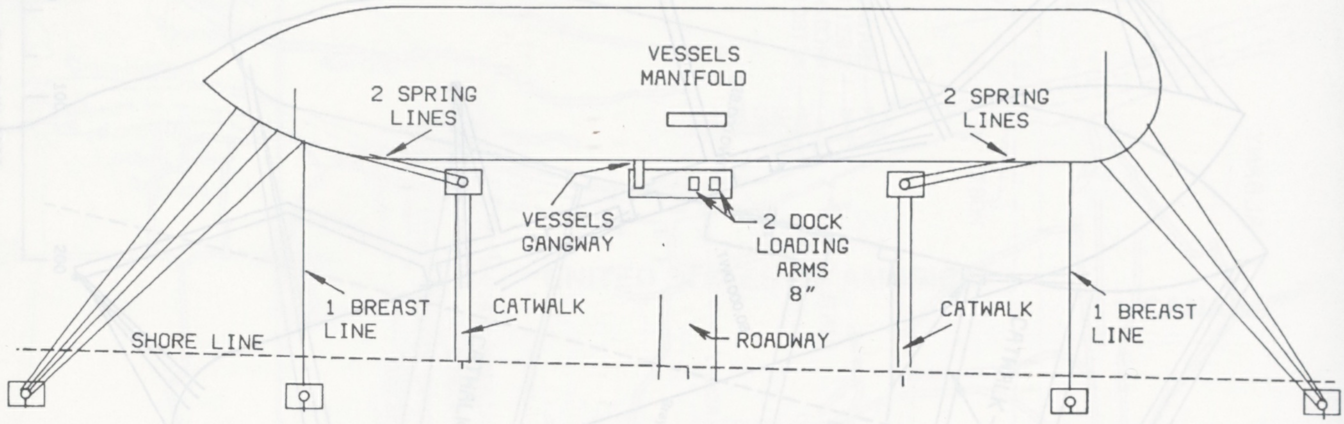

CENTRAL HUDSON GAS & ELECTRIC — ROSETON
720′
675′
BREASTING DOLPHIN 40′ DIA.
BREASTING DOLPHIN 40′ DIA.
160′
160′
BREASTING DOLPHIN 40′ DIA.
50,000 DWT.
EBB
FLOOD
ALBANY
0
100
200
300
400
SCALE IN FEET


N
ALBANY
CIRILLO
28,000 DWT.


ALBANY
N
FLOOD
EBB
50,000 DWT.
Metropolitan/ARCO
0
100
SCALE IN FEET

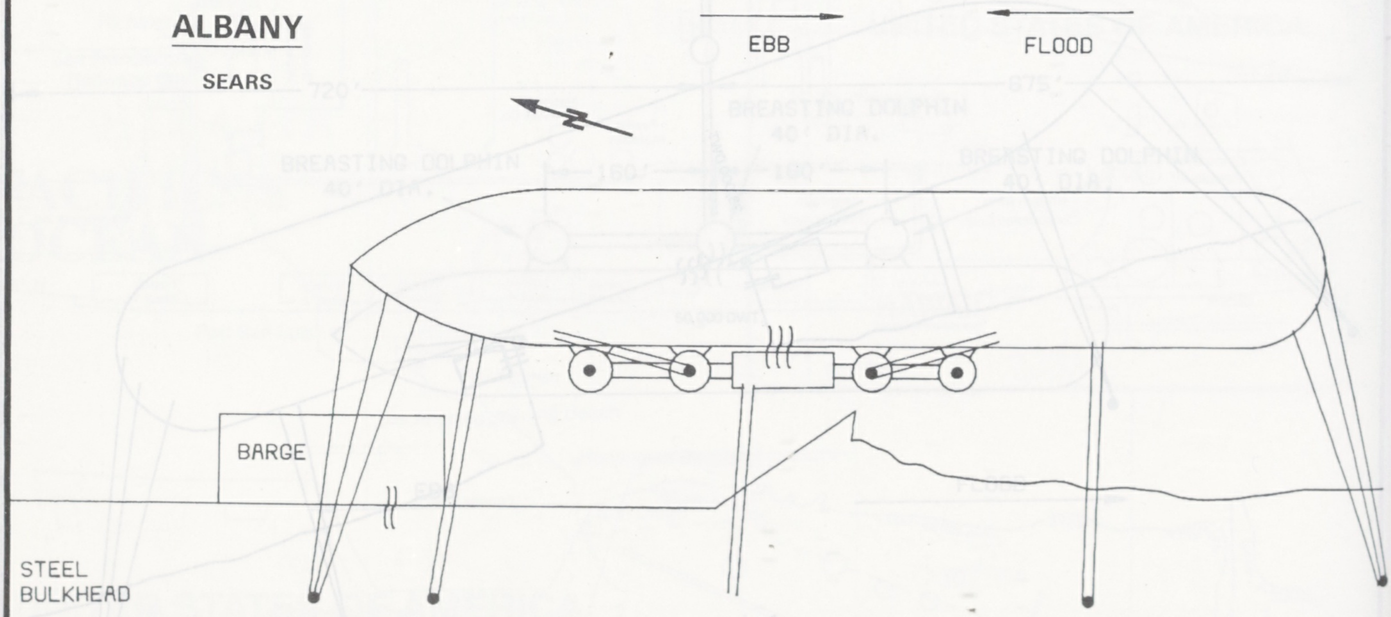
ALBANY

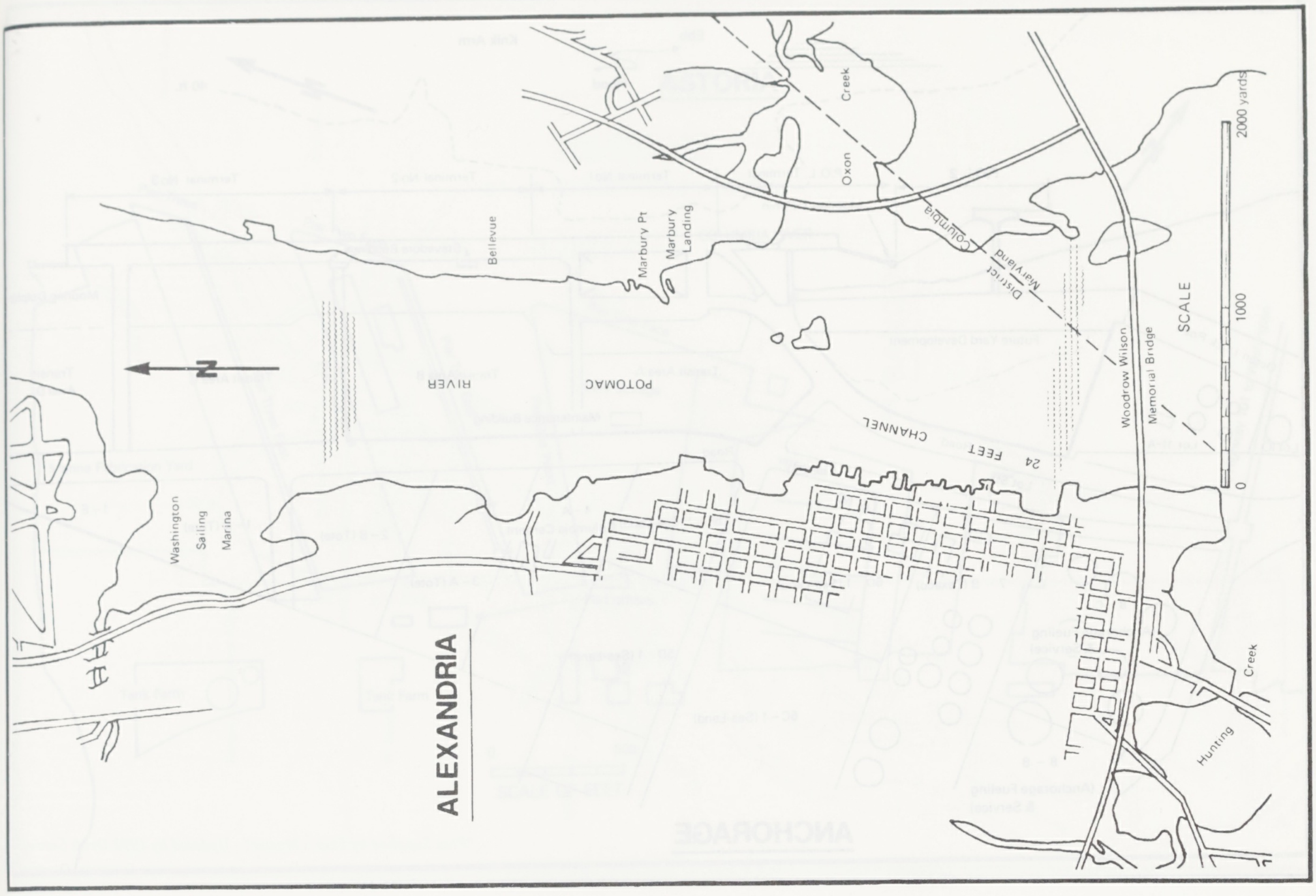
NIAGARA/MOHAWK TANKER TERMINAL

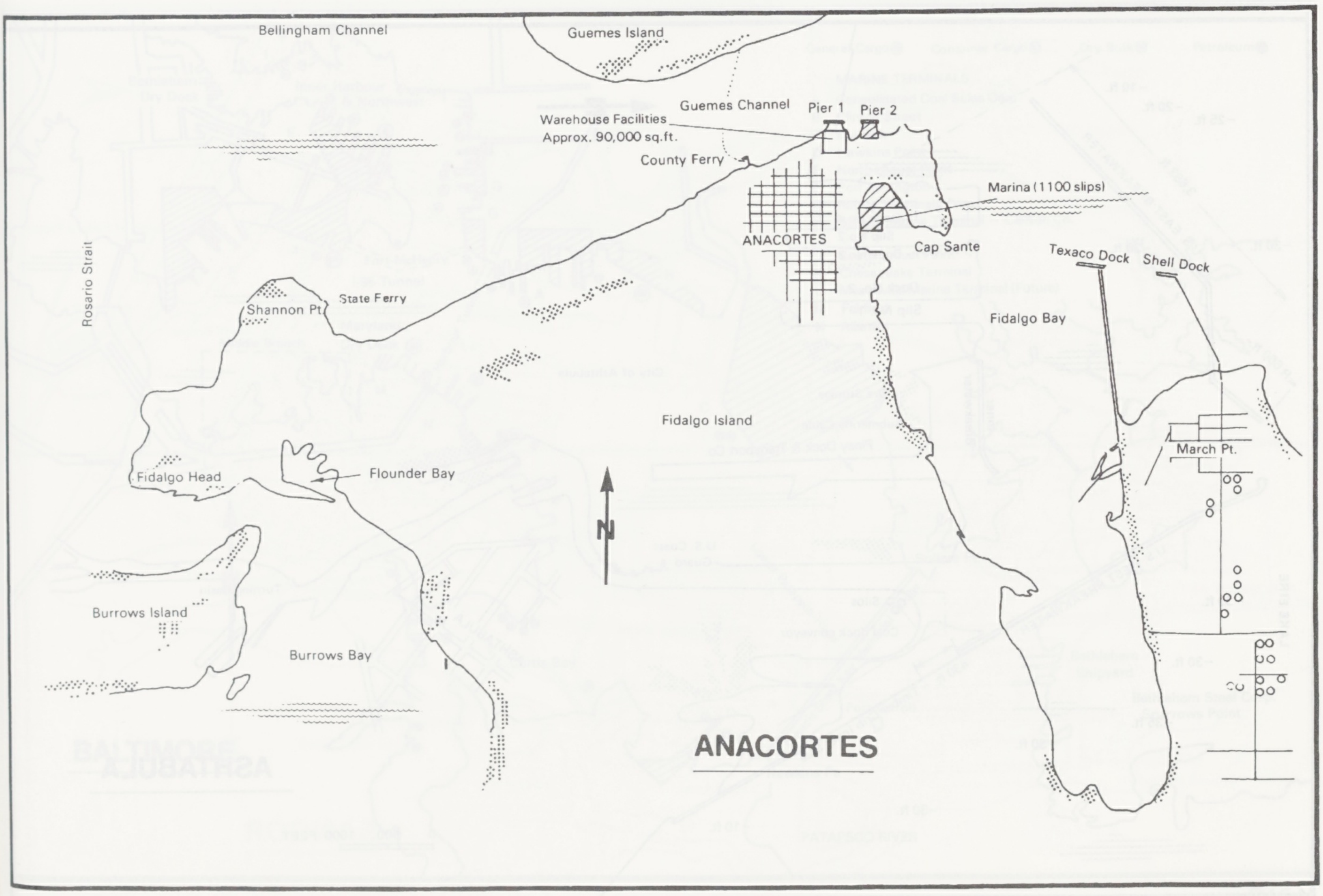

VESSELS
MANIFOLD
2 SPRING
LINES
2 SPRING
LINES
VESSELS
GANGWAY
2 DOCK
LOADING
ARMS
8"
1 BREAST
LINE
CATWALK
SHORE LINE
ROADWAY
CATWALK
1 BREAST
LINE

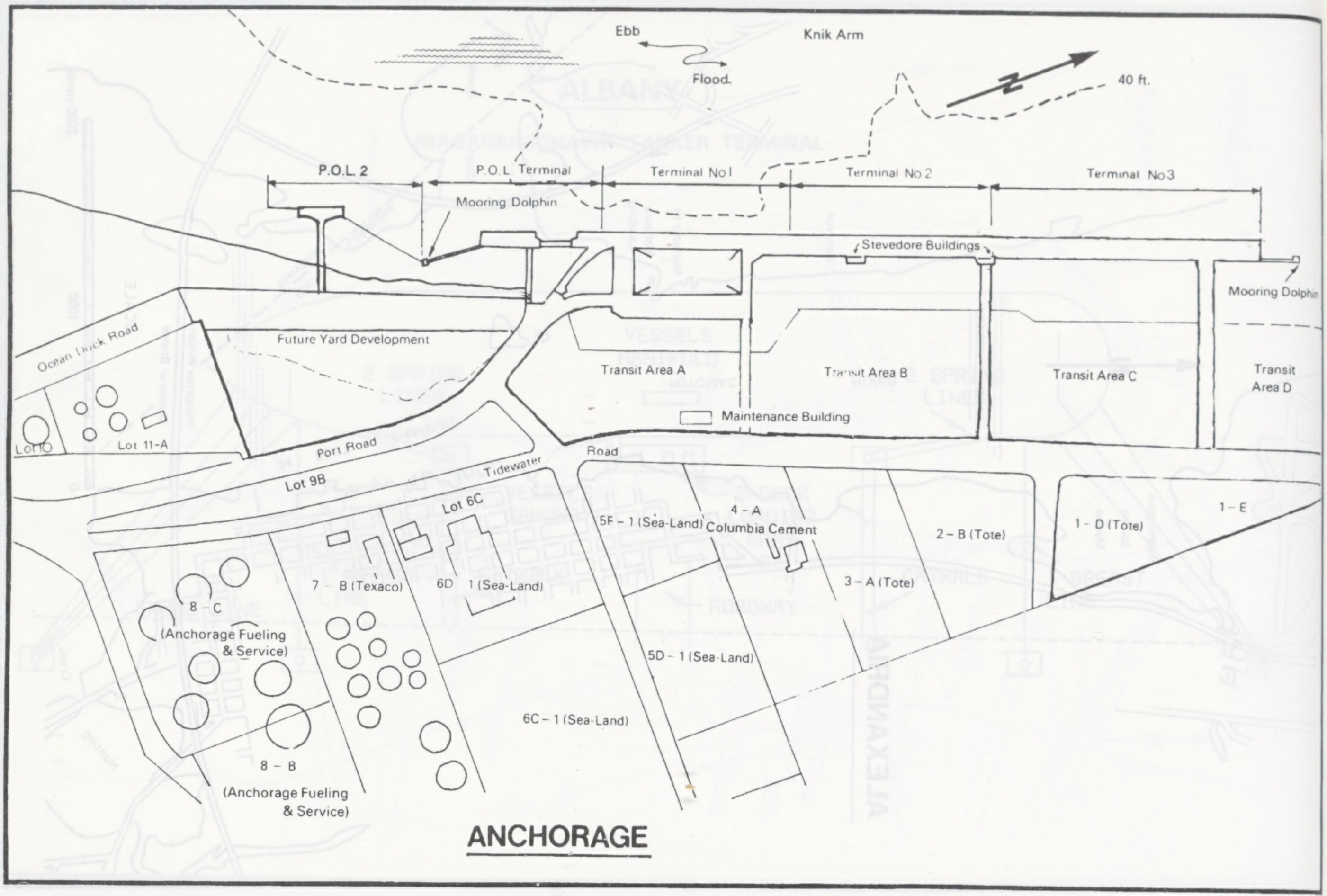
ALBANY

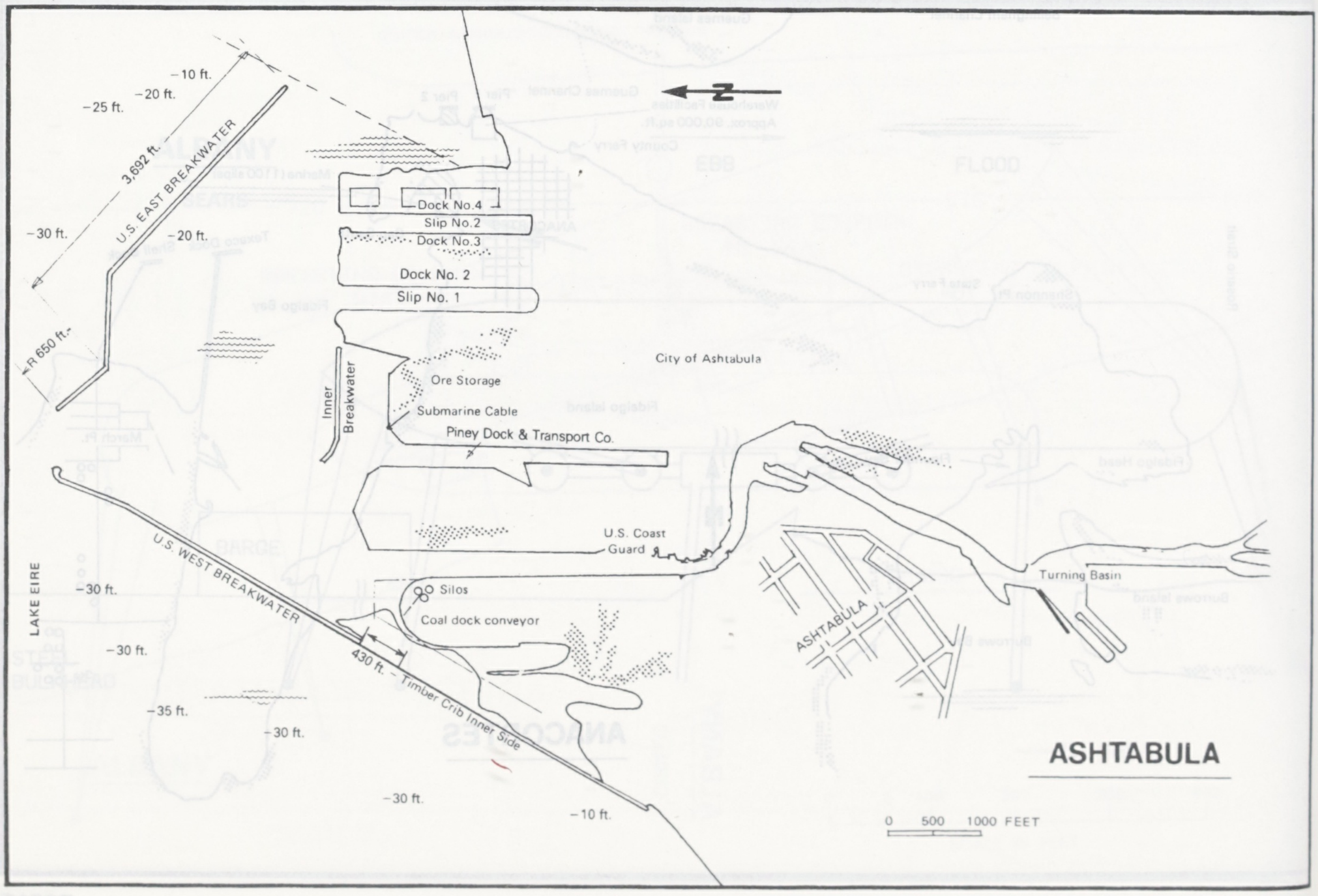
SEARS


EBB
FLOOD
N
BARGE
STEEL
BULKHEAD

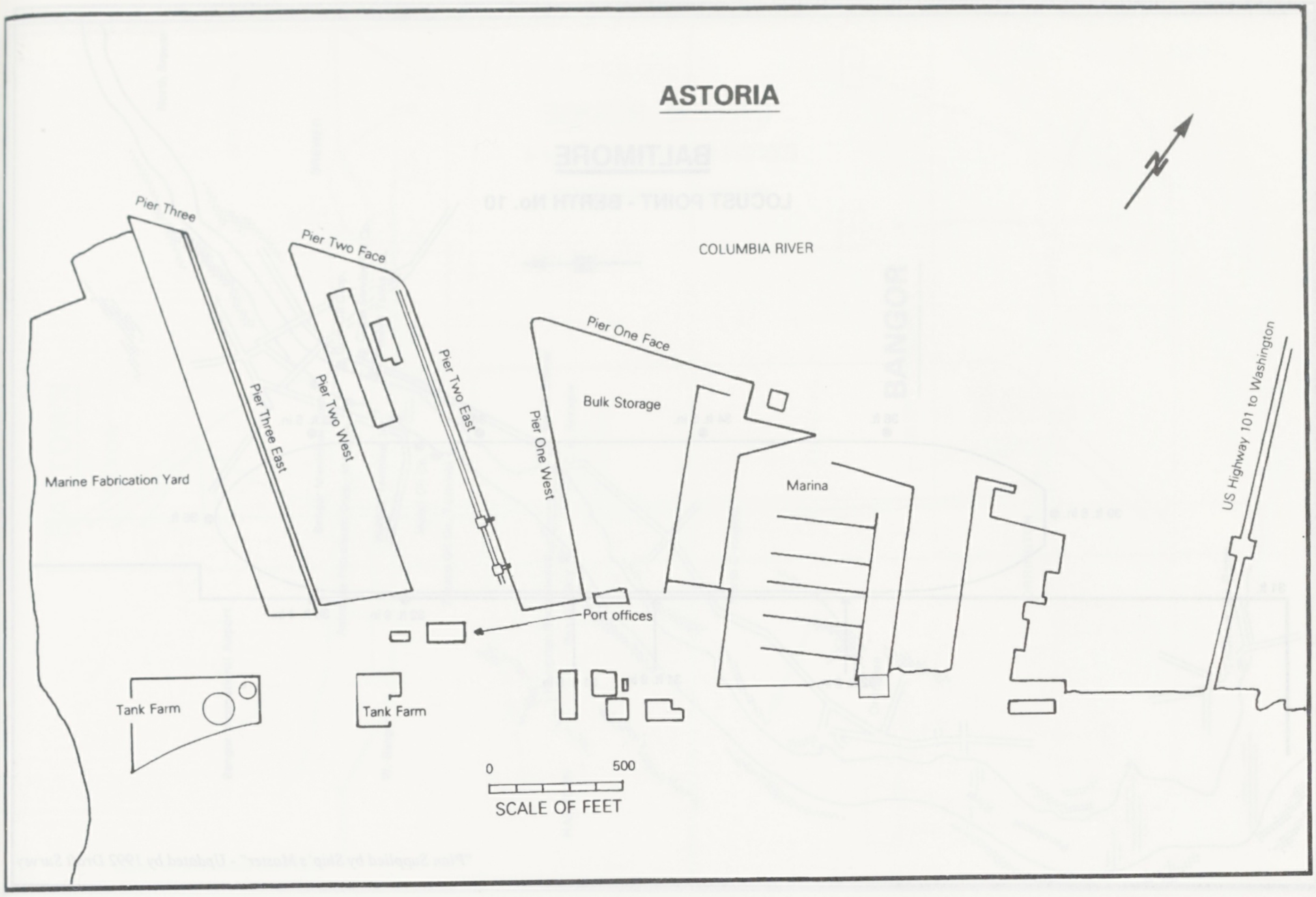

ALEXANDRIA
N
Washington Sailing Marina
Bellevue
Marbury Pt
Marbury Landing
Oxon Creek
District Columbia
Maryland
POTOMAC RIVER
24 FEET CHANNEL
Woodrow Wilson Memorial Bridge
Hunting Creek
SCALE
0
1000
2000 yards


Bellingham Channel
Guemes Island
Guemes Channel
Pier 1
Pier 2
Warehouse Facilities Approx. 90,000 sq.ft.
County Ferry
Marina (1100 slips)
ANACORTES
Cap Sante
Texaco Dock
Shell Dock
Fidalgo Bay
Rosario Strait
Shannon Pt
State Ferry
Fidalgo Island
March Pt.
Fidalgo Head
Flounder Bay
N
Burrows Island
Burrows Bay
ANACORTES

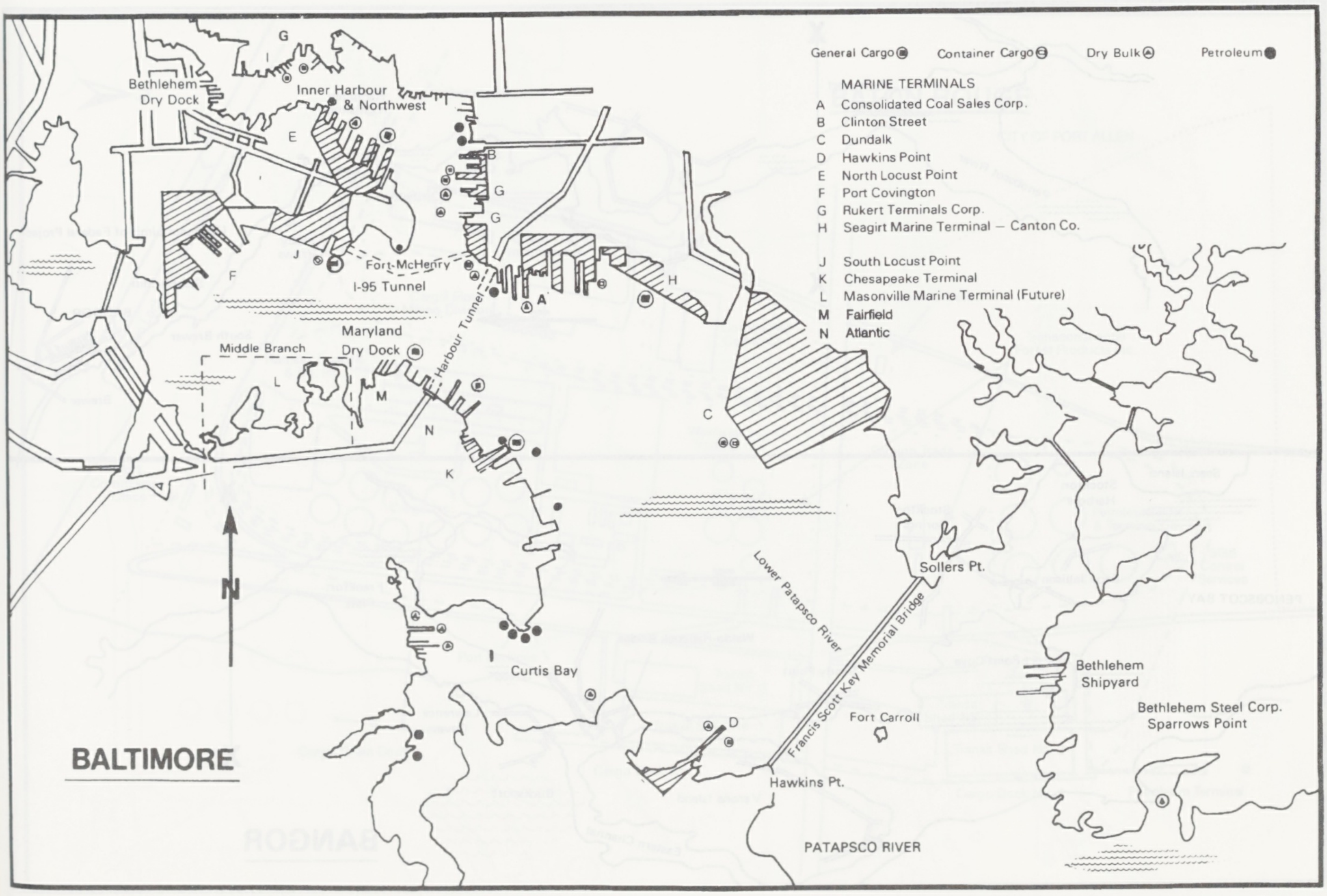

Ebb
Flood.
Knik Arm
40 ft.
P.O.L. 2
P.O.L. Terminal
Terminal No 1
Terminal No 2
Terminal No 3
Mooring Dolphin
Stevedore Buildings
Mooring Dolphin
Ocean Dock Road
Future Yard Development
Transit Area A
Transit Area B
Transit Area C
Transit Area D
Maintenance Building
Lot 10
Lot 11-A
Port Road
Road
Tidewater
Lot 9B
Lot 6C
5F – 1 (Sea-Land)
4 – A
Columbia Cement
2 – B (Tote)
1 – D (Tote)
1 – E
7 – B (Texaco)
6D 1 (Sea-Land)
3 – A (Tote)
8 – C
(Anchorage Fueling & Service)
5D – 1 (Sea-Land)
6C – 1 (Sea-Land)
8 – B
(Anchorage Fueling & Service)
ANCHORAGE


–10 ft.
–20 ft.
–25 ft.
3,692 ft.
U.S. EAST BREAKWATER
–30 ft.
–20 ft.
R 650 ft.
Dock No.4
Slip No.2
Dock No.3
Dock No. 2
Slip No. 1
City of Ashtabula
Inner Breakwater
Ore Storage
Submarine Cable
Piney Dock & Transport Co.
U.S. Coast Guard
U.S. WEST BREAKWATER
LAKE EIRE
–30 ft.
Silos
Coal dock conveyor
Turning Basin
ASHTABULA
–30 ft.
430 ft. – Timber Crib Inner Side
–35 ft.
–30 ft.
–30 ft.
–10 ft.
ASHTABULA
0 500 1000 FEET

ASTORIA

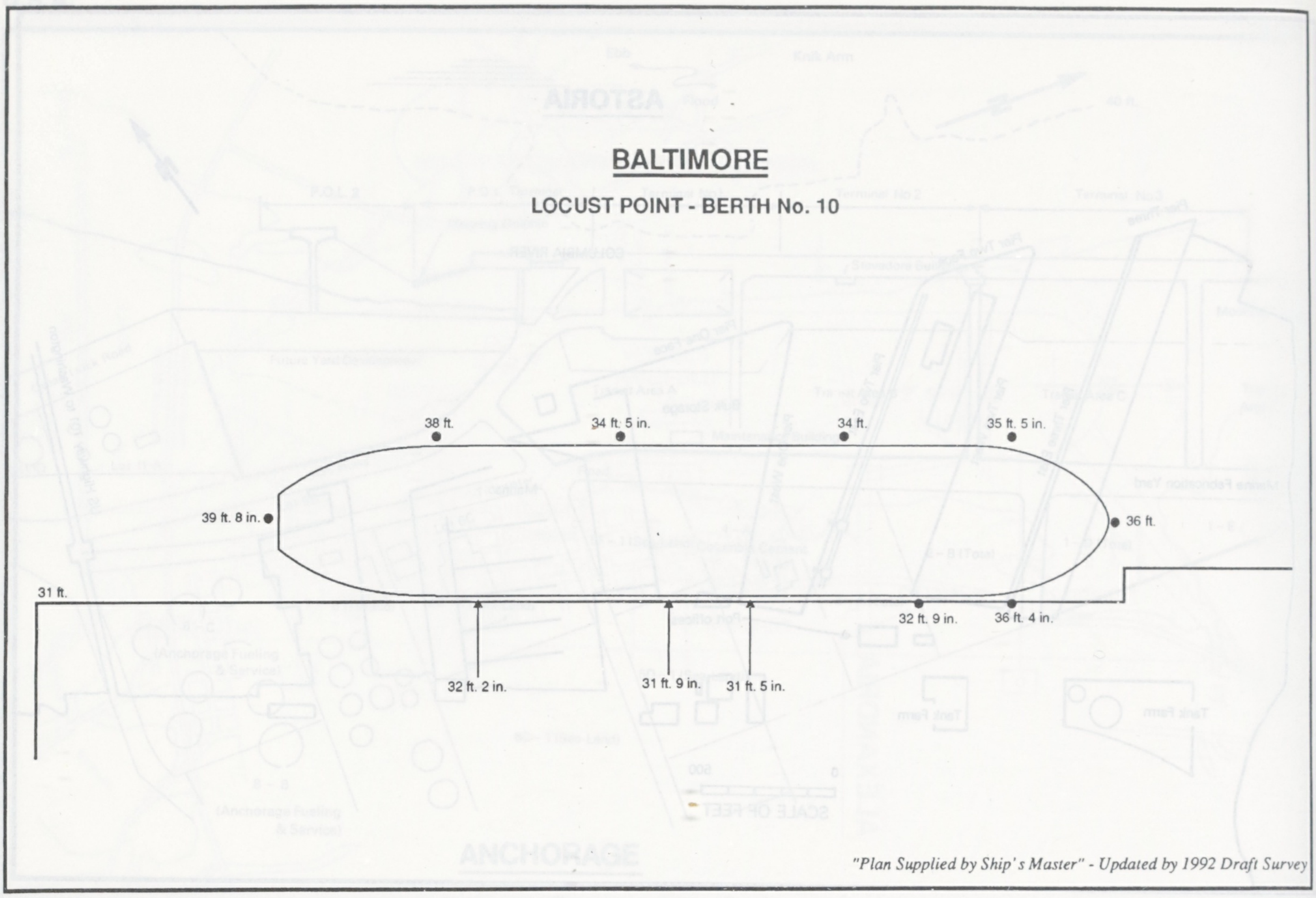

N
COLUMBIA RIVER
Pier Three
Pier Two Face
Pier One Face
Pier Three East
Pier Two West
Pier Two East
Pier One West
Bulk Storage
Marina
US Highway 101 to Washington
Marine Fabrication Yard
Port offices
Tank Farm
Tank Farm
0
500
SCALE OF FEET

BALTIMORE

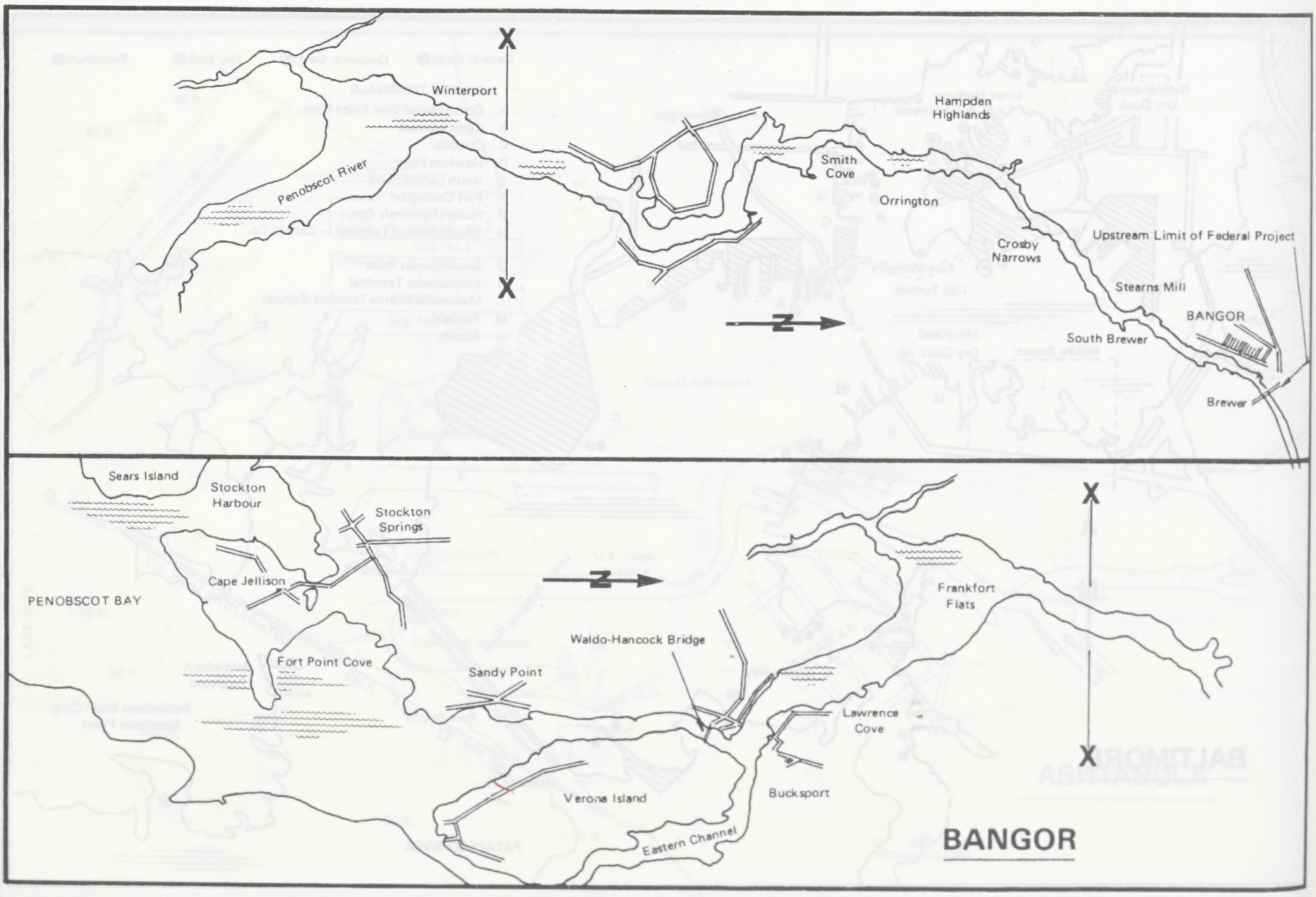

General Cargo ⊞
Container Cargo ⊖
Dry Bulk Ⓐ
Petroleum ●
MARINE TERMINALS
A Consolidated Coal Sales Corp.
B Clinton Street
C Dundalk
D Hawkins Point
E North Locust Point
F Port Covington
G Rukert Terminals Corp.
H Seagirt Marine Terminal – Canton Co.
J South Locust Point
K Chesapeake Terminal
L Masonville Marine Terminal (Future)
M Fairfield
N Atlantic
G
Bethlehem Dry Dock
Inner Harbour & Northwest
E
B
G
G
J
F
Fort McHenry
I-95 Tunnel
A
H
Harbour Tunnel
Maryland Dry Dock
Middle Branch
L
M
N
K
C
N
Curtis Bay
D
Lower Patapsco River
Francis Scott Key Memorial Bridge
Sollers Pt.
Fort Carroll
Hawkins Pt.
Bethlehem Shipyard
Bethlehem Steel Corp. Sparrows Point
PATAPSCO RIVER

BALTIMORE

LOCUST POINT - BERTH No. 10

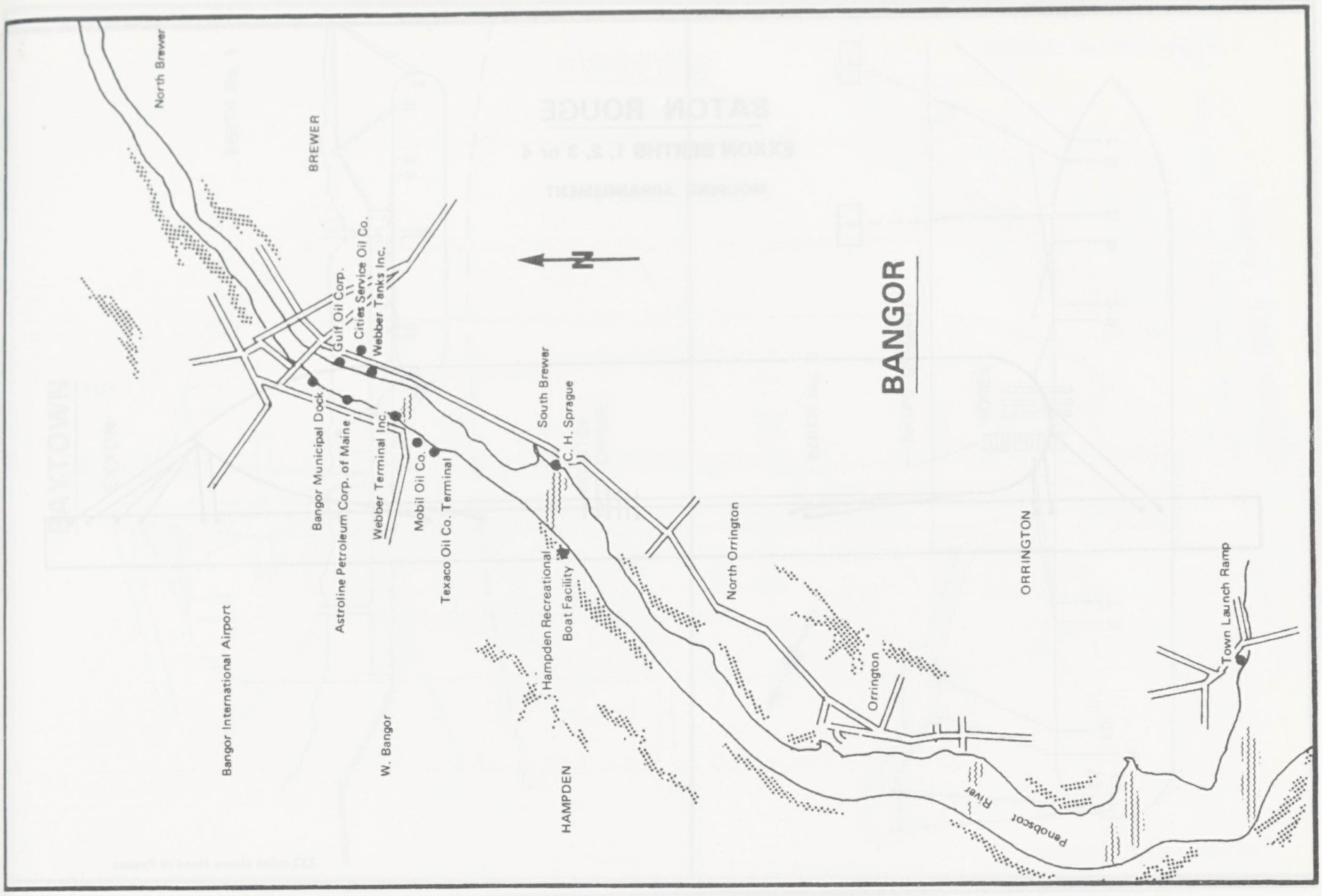

38 ft.
34 ft. 5 in.
34 ft.
35 ft. 5 in.
39 ft. 8 in.
36 ft.
31 ft.
32 ft. 9 in.
36 ft. 4 in.
32 ft. 2 in.
31 ft. 9 in.
31 ft. 5 in.

"Plan Supplied by Ship's Master" - Updated by 1992 Draft Survey

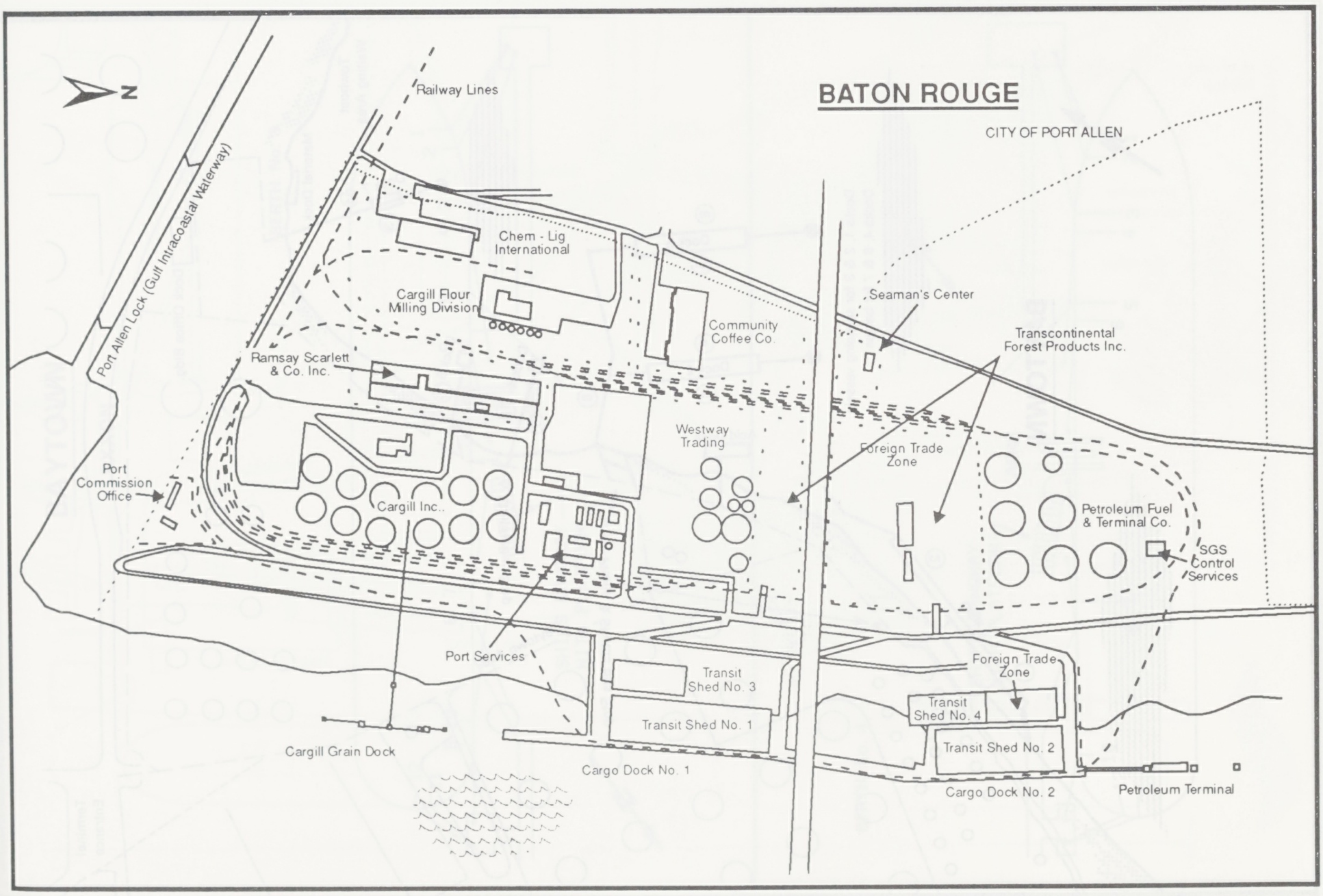

X
X
Winterport
Penobscot River
Hampden Highlands
Smith Cove
Orrington
Crosby Narrows
Upstream Limit of Federal Project
Stearns Mill
BANGOR
South Brewer
Brewer
N
Sears Island
Stockton Harbour
Stockton Springs
Cape Jellison
PENOBSCOT BAY
N
Frankfort Flats
X
X
Fort Point Cove
Sandy Point
Waldo-Hancock Bridge
Lawrence Cove
Verona Island
Bucksport
Eastern Channel

BANGOR

BANGOR


North Brewer
BREWER
N
Gulf Oil Corp.
Cities Service Oil Co.
Webber Tanks Inc.
Bangor Municipal Dock
Astroline Petroleum Corp. of Maine
Webber Terminal Inc.
Mobil Oil Co.
Texaco Oil Co. Terminal
South Brewer
C. H. Sprague
Hampden Recreational Boat Facility
North Orrington
ORRINGTON
Orrington
Town Launch Ramp
Bangor International Airport
W. Bangor
HAMPDEN
Penobscot River

BATON ROUGE

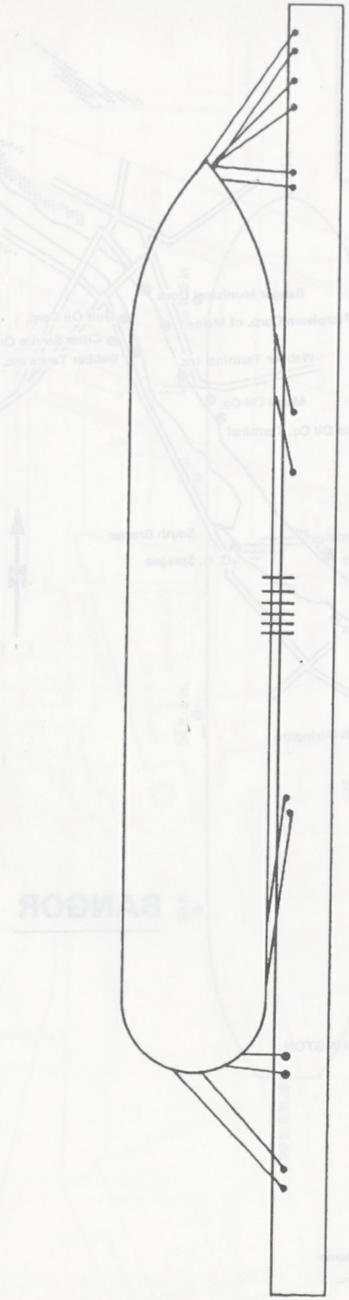

N
Railway Lines
CITY OF PORT ALLEN
Chem - Lig International
Cargill Flour Milling Division
Community Coffee Co.
Seaman's Center
Transcontinental Forest Products Inc.
Port Allen Lock (Gulf Intracoastal Waterway)
Ramsay Scarlett & Co. Inc.
Westway Trading
Foreign Trade Zone
Port Commission Office
Cargill Inc.
Petroleum Fuel & Terminal Co.
SGS Control Services
Port Services
Transit Shed No. 3
Foreign Trade Zone
Transit Shed No. 4
Transit Shed No. 1
Transit Shed No. 2
Cargill Grain Dock
Cargo Dock No. 1
Cargo Dock No. 2
Petroleum Terminal

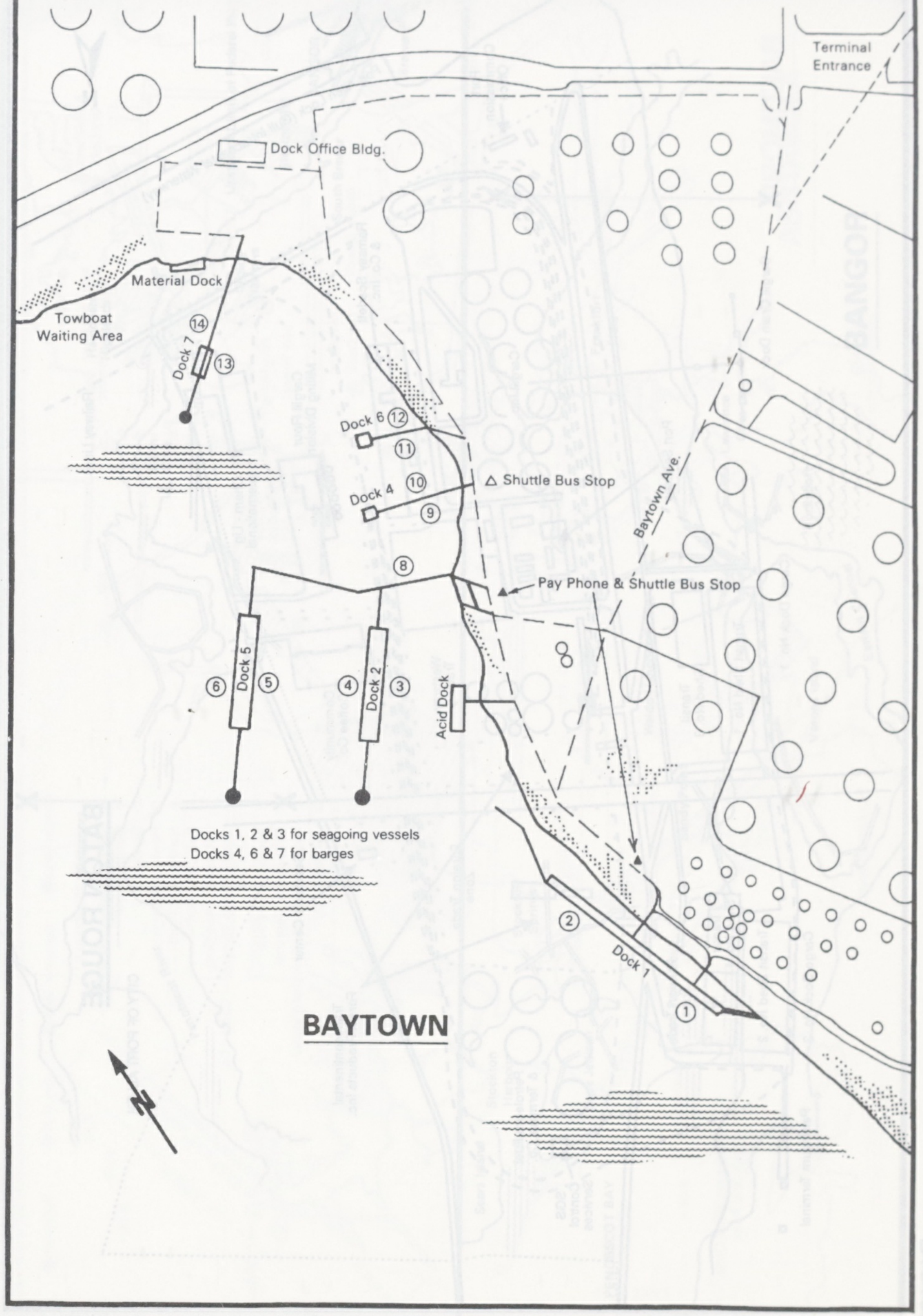
BATON ROUGE

EXXON BERTHS 1, 2, 3 or 4

MOORING ARRANGEMENT

232 miles above Head of Passes





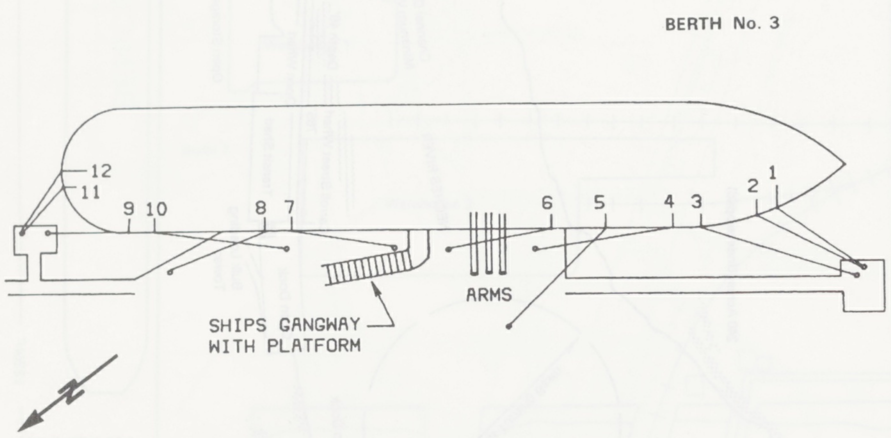
Terminal Entrance
Dock Office Bldg.
Material Dock
Towboat Waiting Area
Dock 7
⑭
⑬
Dock 6
⑫
⑪
⑩
Shuttle Bus Stop
Dock 4
⑨
⑧
Pay Phone & Shuttle Bus Stop
Baytown Ave.
Dock 5
⑥
⑤
Dock 2
④
③
Acid Dock
Dock 1
②
①

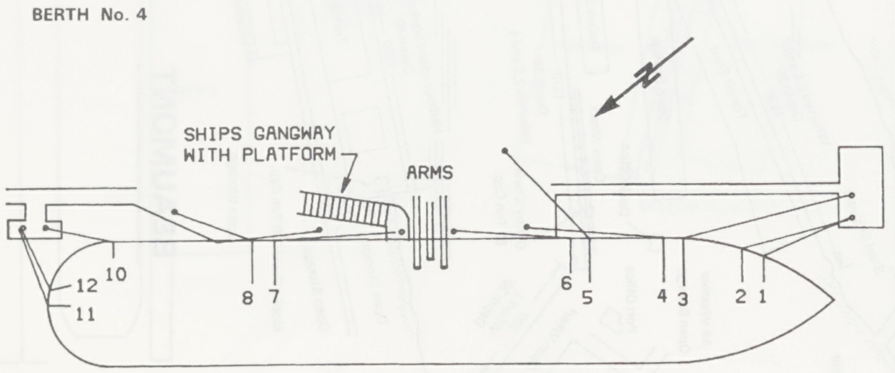
BAYTOWN

Docks 1, 2 & 3 for seagoing vessels
Docks 4, 6 & 7 for barges

BAYTOWN

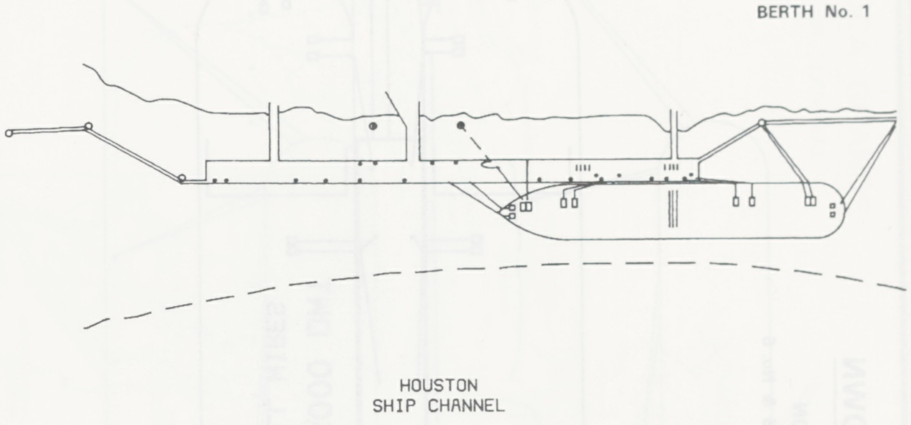
EXXON

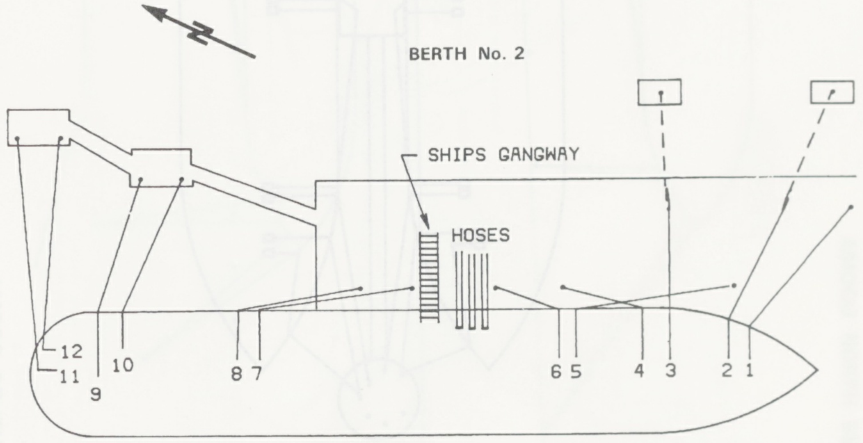

BERTH No. 3
12
11
9 10
8 7
6
5
4 3
2 1
ARMS
SHIPS GANGWAY WITH PLATFORM

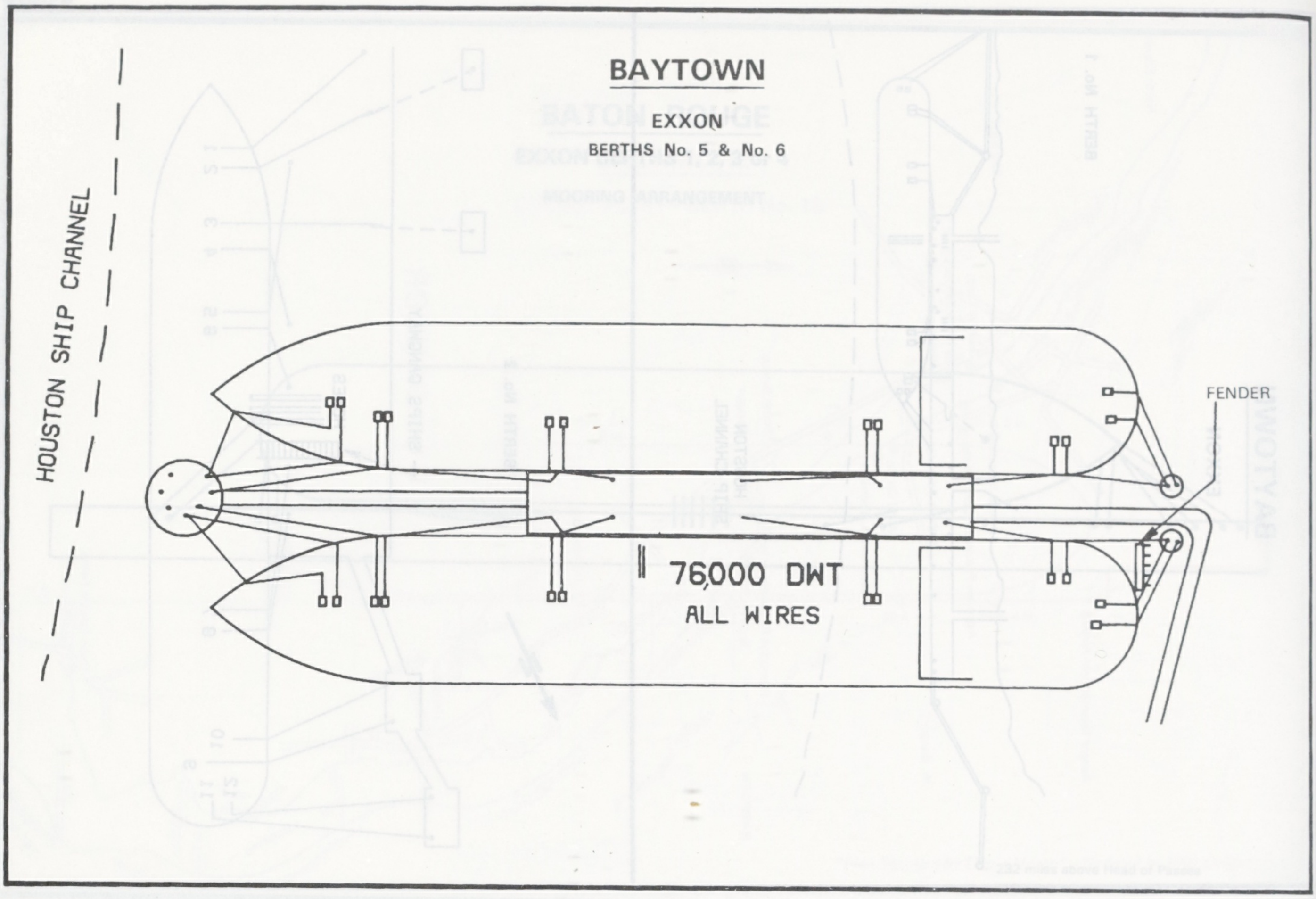

BERTH No. 4
SHIPS GANGWAY WITH PLATFORM
ARMS
10
12
11
8 7
6
5
4 3
2 1

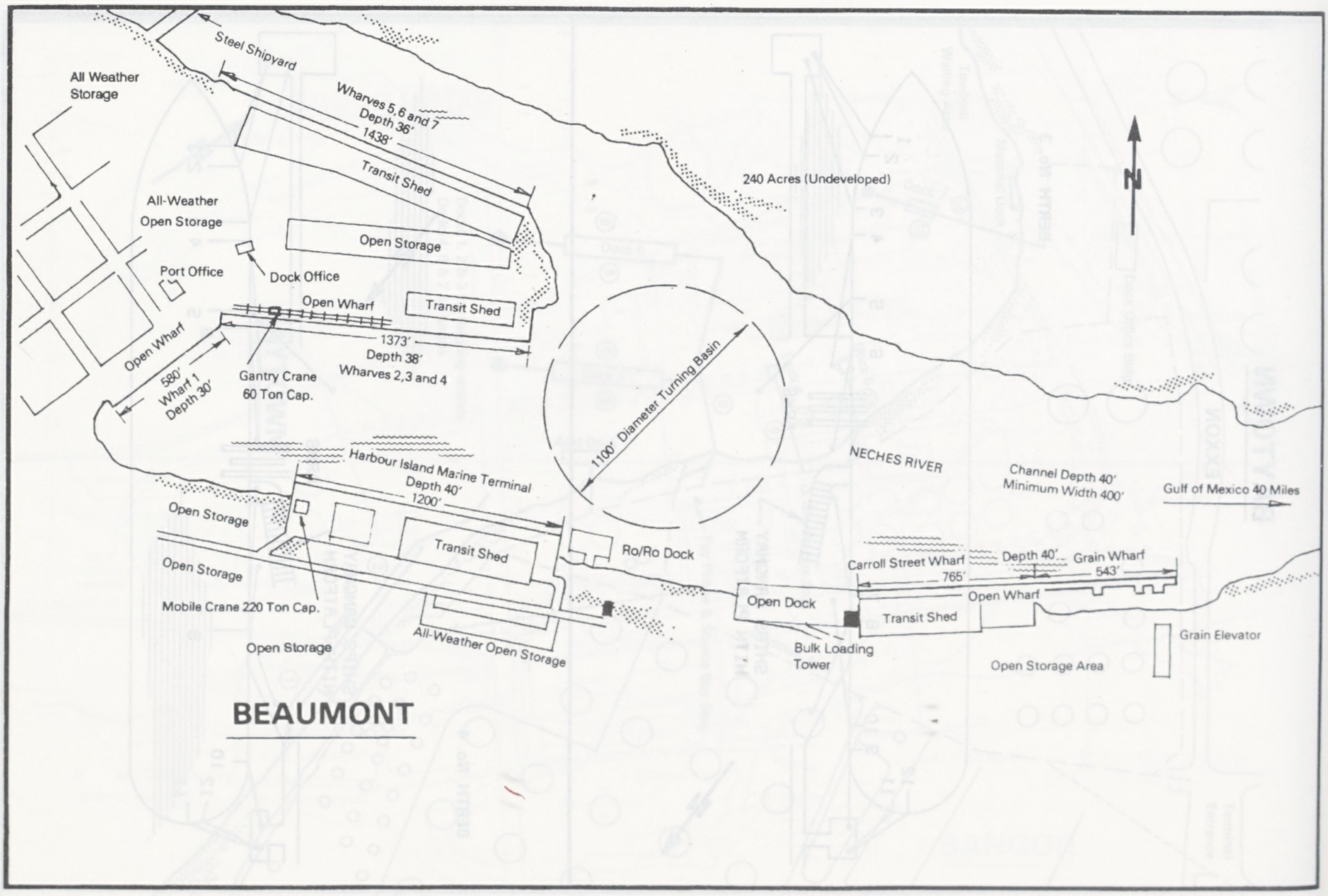
BAYTOWN

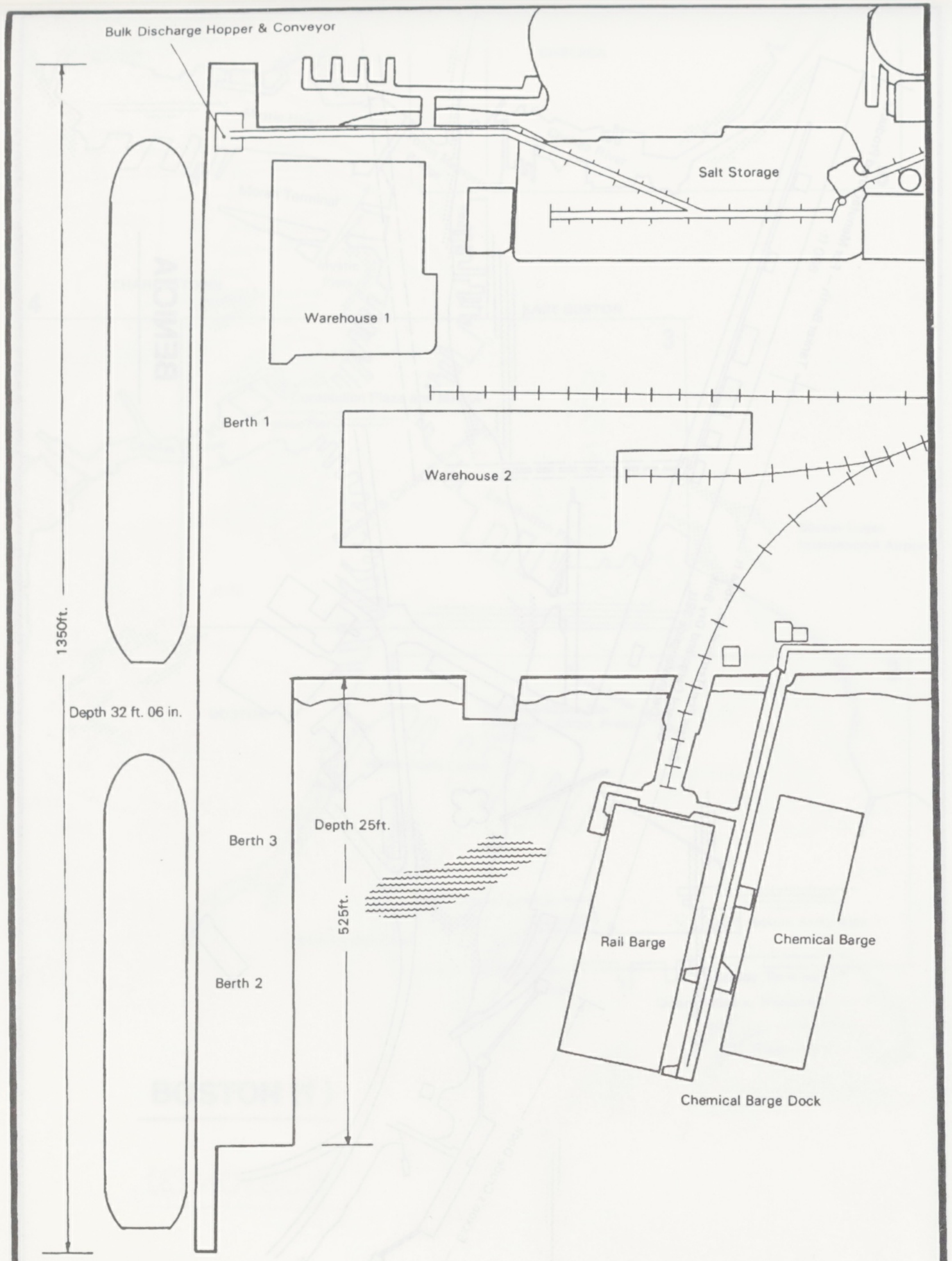
EXXON


BERTH No. 1
HOUSTON SHIP CHANNEL


BERTH No. 2
SHIPS GANGWAY
HOSES
12
11
9
10
8 7
6 5
4 3
2 1


BAYTOWN
EXXON
BERTHS No. 5 & No. 6
HOUSTON SHIP CHANNEL
FENDER
76,000 DWT
ALL WIRES

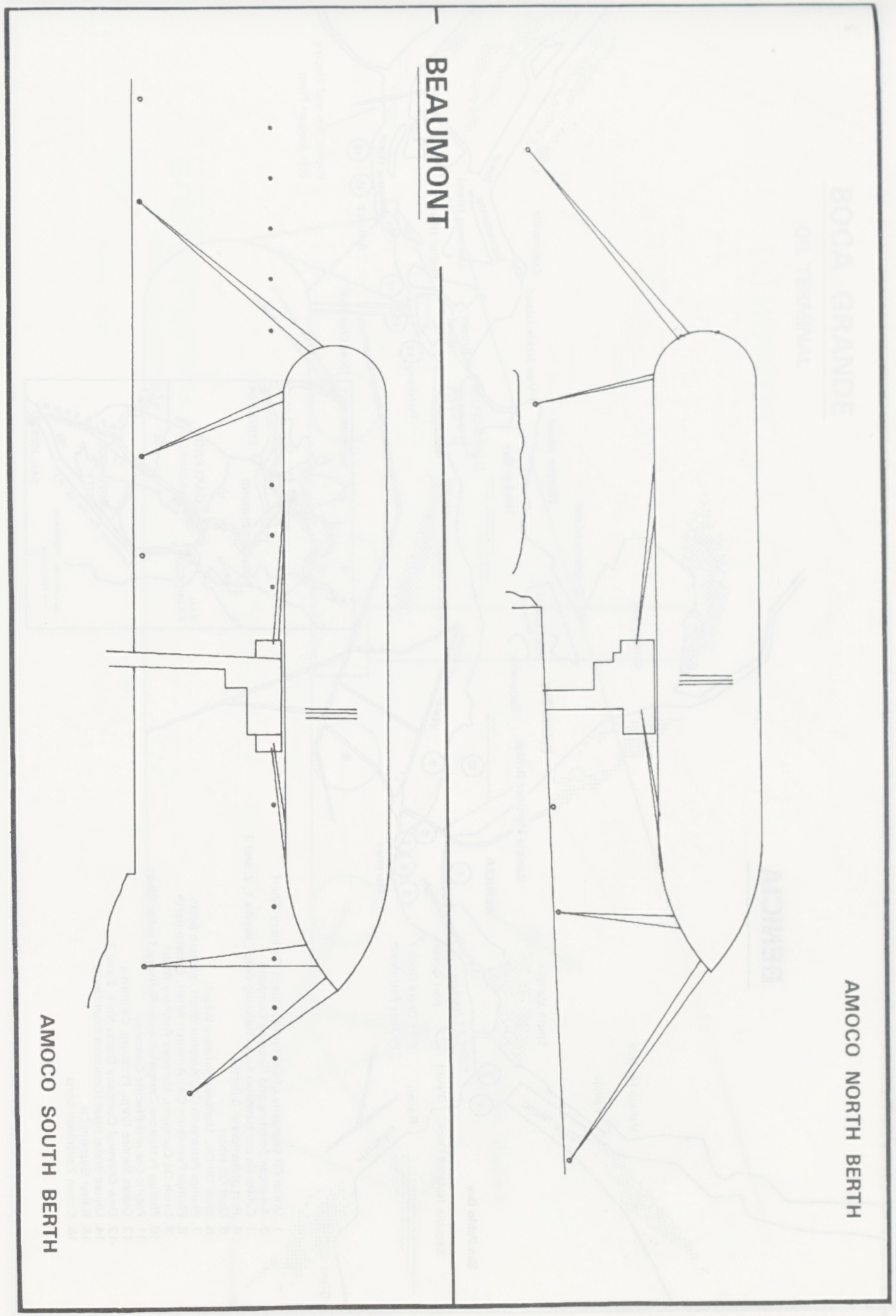

Steel Shipyard
All Weather Storage
Wharves 5,6 and 7
Depth 36'
1438'
Transit Shed
All-Weather Open Storage
Open Storage
Port Office
Dock Office
Open Wharf
Transit Shed
240 Acres (Undeveloped)
N
Open Wharf
1373'
Depth 38'
Wharves 2,3 and 4
Gantry Crane 60 Ton Cap.
580'
Wharf 1
Depth 30'
1100' Diameter Turning Basin
Harbour Island Marine Terminal
Depth 40'
1200'
NECHES RIVER
Channel Depth 40'
Minimum Width 400'
Gulf of Mexico 40 Miles
Open Storage
Open Storage
Transit Shed
Ro/Ro Dock
Carroll Street Wharf
Depth 40'
Grain Wharf
765'
543'
Open Wharf
Open Dock
Transit Shed
Mobile Crane 220 Ton Cap.
Open Storage
All-Weather Open Storage
Bulk Loading Tower
Grain Elevator
Open Storage Area
BEAUMONT

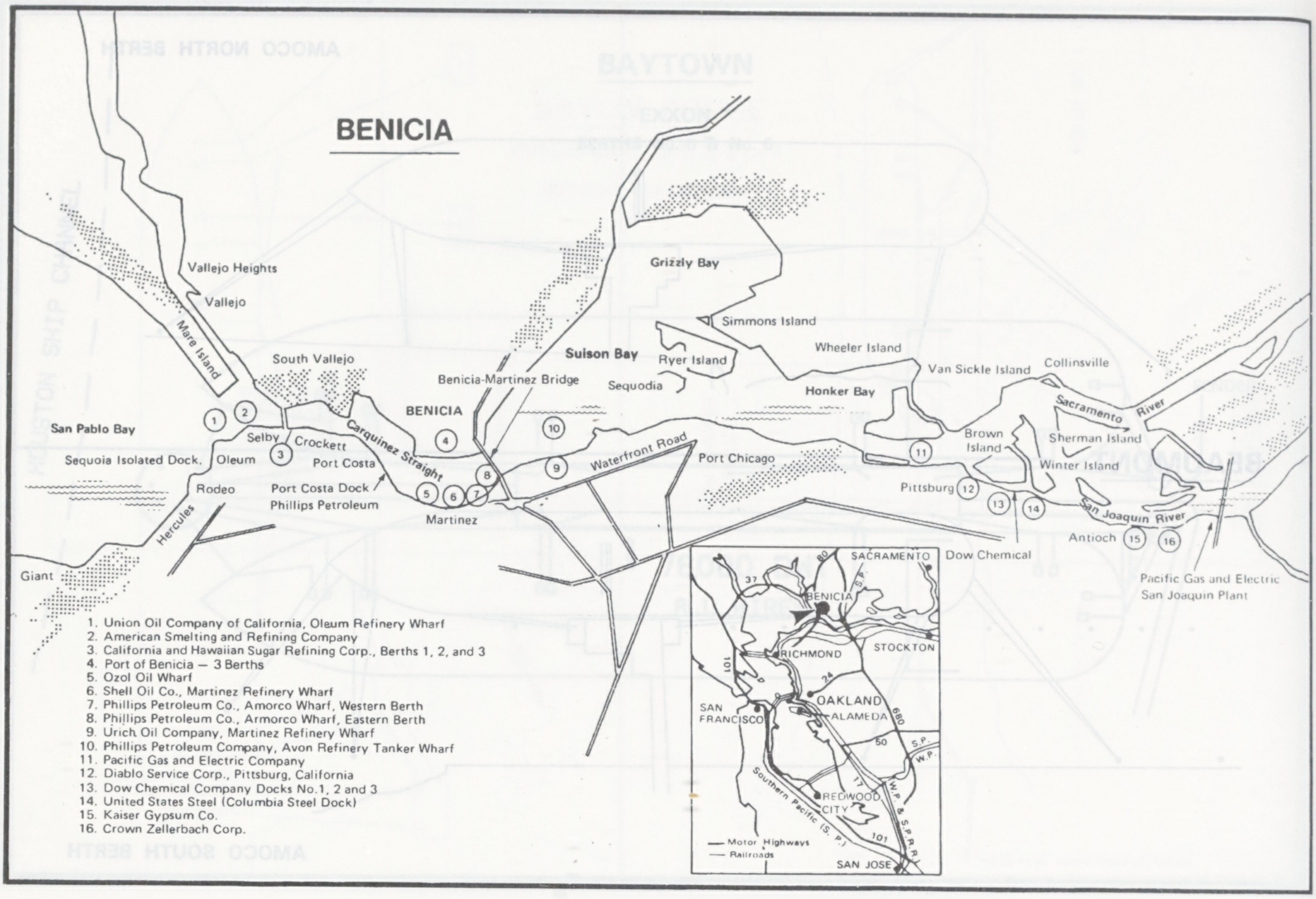

Bulk Discharge Hopper & Conveyor
Salt Storage
Warehouse 1
Berth 1
Warehouse 2
1350ft.
Depth 32 ft. 06 in.
Berth 3
Depth 25ft.
525ft.
Berth 2
Rail Barge
Chemical Barge
Chemical Barge Dock

BELLINGHAM

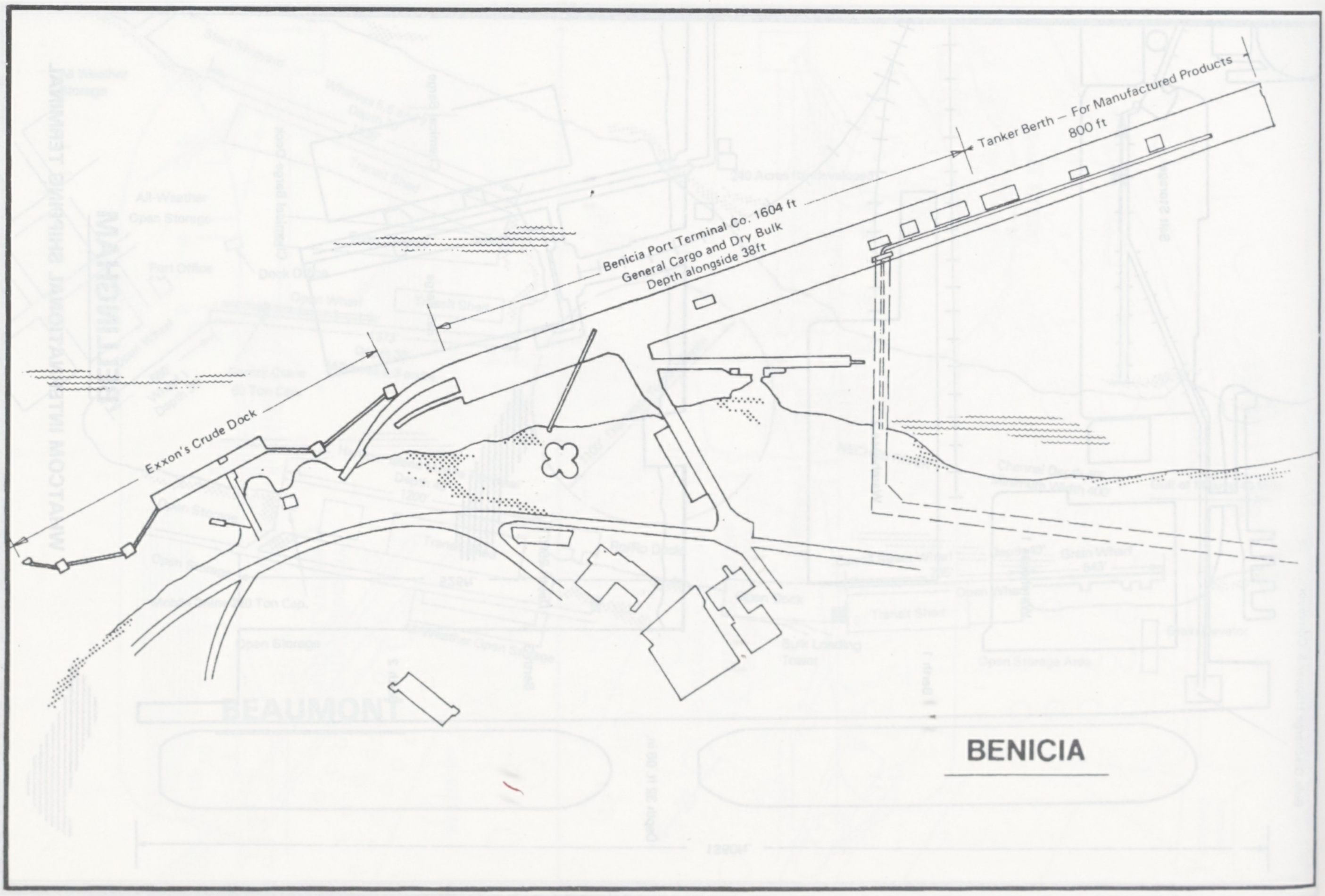
WHATCOM INTERNATIONAL SHIPPING TERMINAL

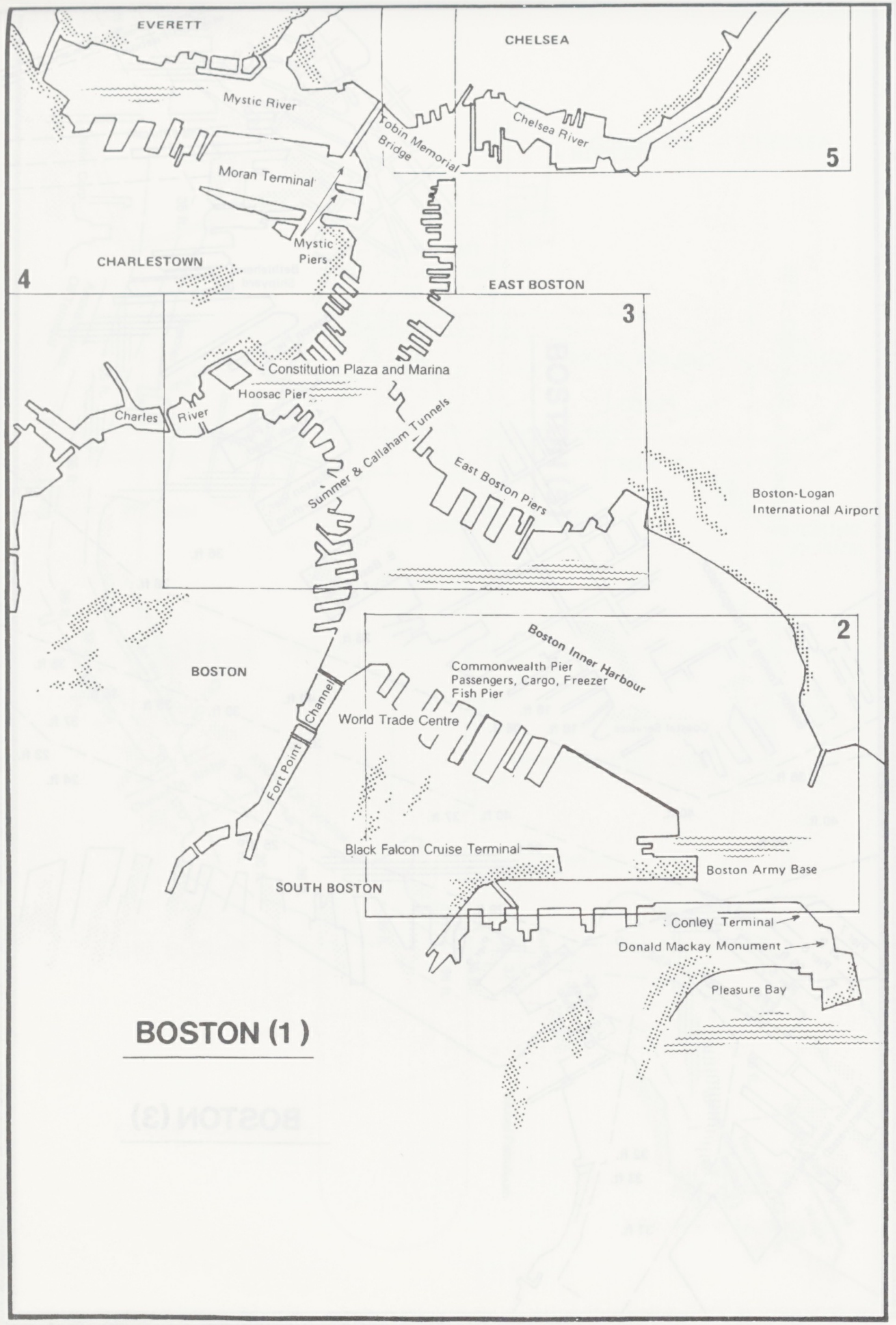
BEAUMONT


AMOCO NORTH BERTH
AMOCO SOUTH BERTH

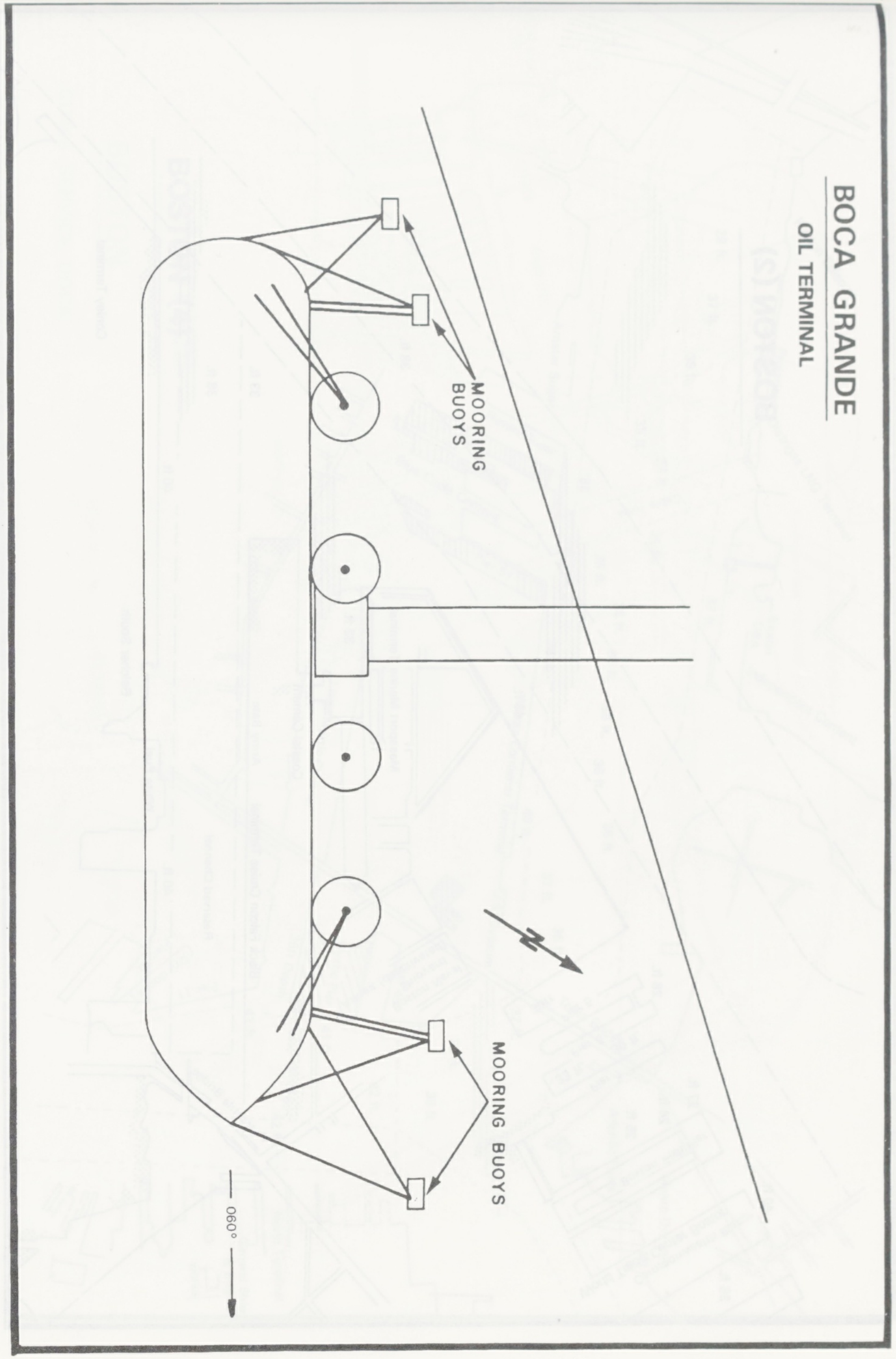

BENICIA
Vallejo Heights
Vallejo
Mare Island
South Vallejo
San Pablo Bay
Sequoia Isolated Dock.
Oleum
Selby
Crockett
Port Costa
Rodeo
Port Costa Dock
Phillips Petroleum
Hercules
Giant
Carquinez Straight
BENICIA
Benicia-Martinez Bridge
Martinez
Grizzly Bay
Suisun Bay
Ryer Island
Sequodia
Simmons Island
Wheeler Island
Honker Bay
Waterfront Road
Port Chicago
Van Sickle Island
Collinsville
Sacramento River
Brown Island
Sherman Island
Winter Island
Pittsburg
San Joaquin River
Antioch
Dow Chemical
Pacific Gas and Electric San Joaquin Plant
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
SACRAMENTO
BENICIA
RICHMOND
STOCKTON
SAN FRANCISCO
OAKLAND
ALAMEDA
REDWOOD CITY
SAN JOSE
Southern Pacific (S. P.)
W. P. & S. P. R. R.
S. P.
W. P.
37
80
101
24
680
50
17
Motor Highways
Railroads

1. Union Oil Company of California, Oleum Refinery Wharf
2. American Smelting and Refining Company
3. California and Hawaiian Sugar Refining Corp., Berths 1, 2, and 3
4. Port of Benicia — 3 Berths
5. Ozol Oil Wharf
6. Shell Oil Co., Martinez Refinery Wharf
7. Phillips Petroleum Co., Amorco Wharf, Western Berth
8. Phillips Petroleum Co., Armorco Wharf, Eastern Berth
9. Urich Oil Company, Martinez Refinery Wharf
10. Phillips Petroleum Company, Avon Refinery Tanker Wharf
11. Pacific Gas and Electric Company
12. Diablo Service Corp., Pittsburg, California
13. Dow Chemical Company Docks No.1, 2 and 3
14. United States Steel (Columbia Steel Dock)
15. Kaiser Gypsum Co.
16. Crown Zellerbach Corp.


Tanker Berth — For Manufactured Products
800 ft
Benicia Port Terminal Co. 1604 ft
General Cargo and Dry Bulk
Depth alongside 38ft
Exxon's Crude Dock
BENICIA


EVERETT
CHELSEA
Mystic River
Tobin Memorial Bridge
Chelsea River
5
Moran Terminal
Mystic Piers
CHARLESTOWN
4
EAST BOSTON
3
Constitution Plaza and Marina
Hoosac Pier
Charles River
Summer & Callaham Tunnels
East Boston Piers
Boston-Logan International Airport
2
Boston Inner Harbour
Commonwealth Pier Passengers, Cargo, Freezer
Fish Pier
BOSTON
World Trade Centre
Channel
Fort Point
Black Falcon Cruise Terminal
Boston Army Base
SOUTH BOSTON
Conley Terminal
Donald Mackay Monument
Pleasure Bay

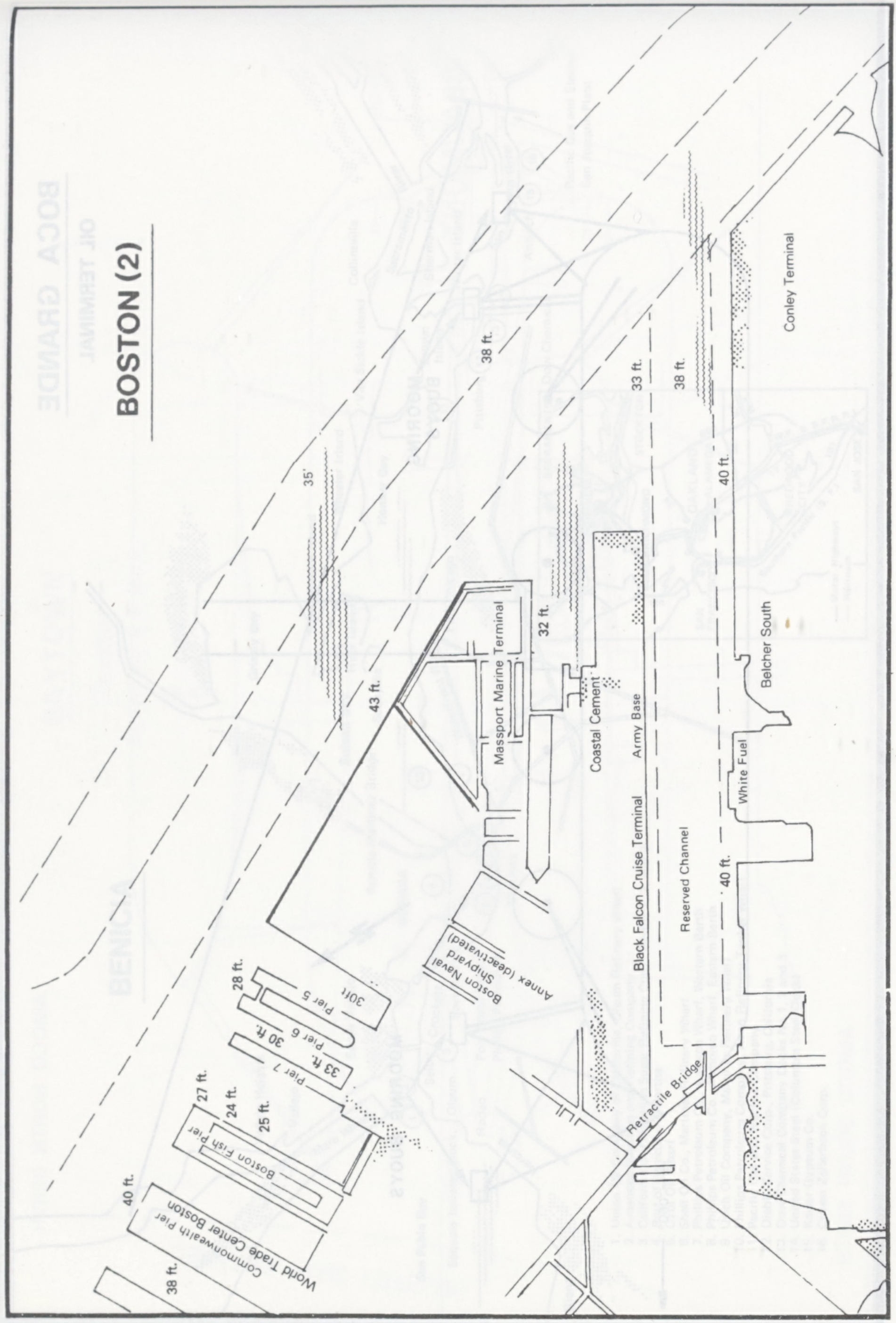
BOSTON (1)

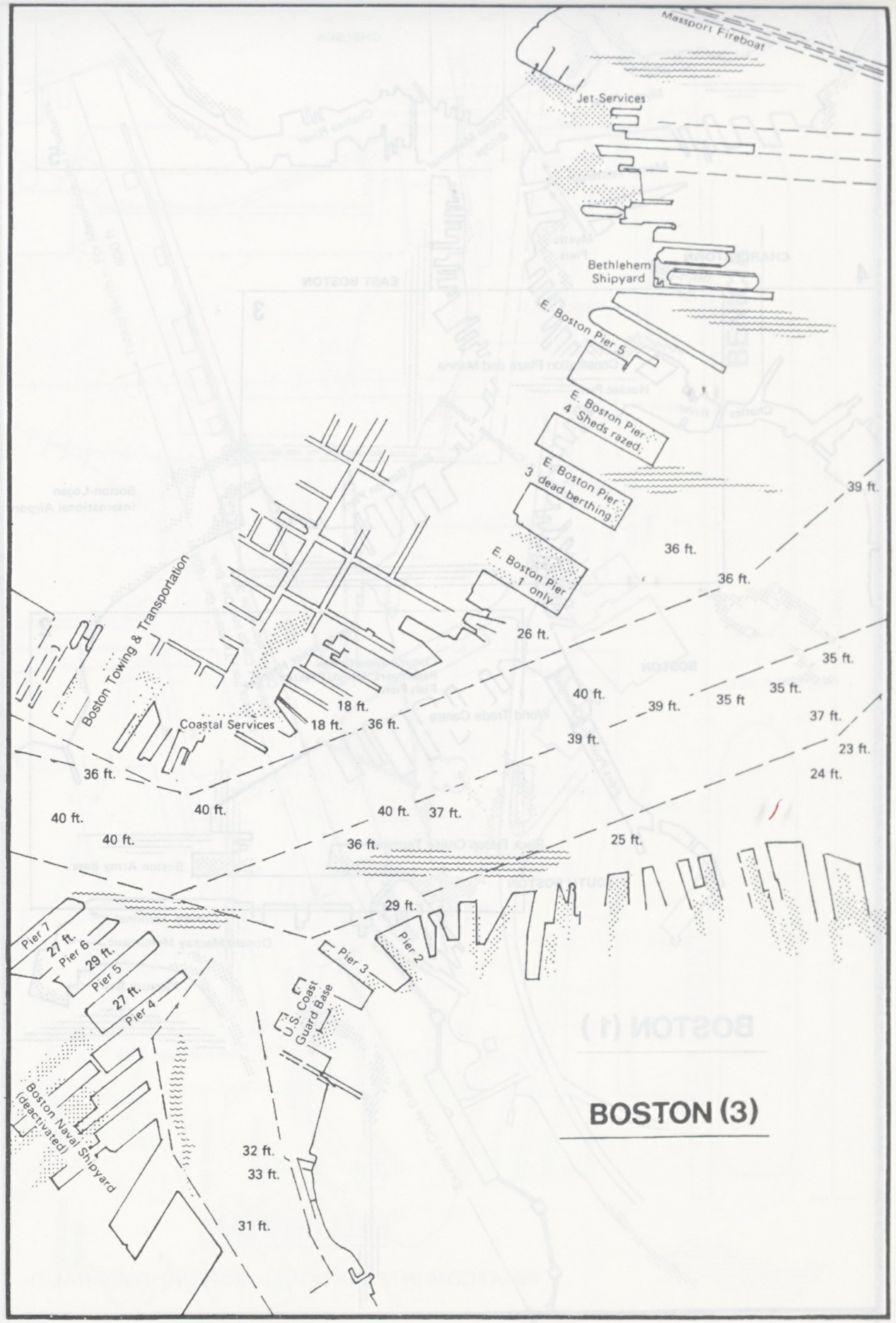

MOORING BUOYS
MOORING BUOYS
060°

BOCA GRANDE

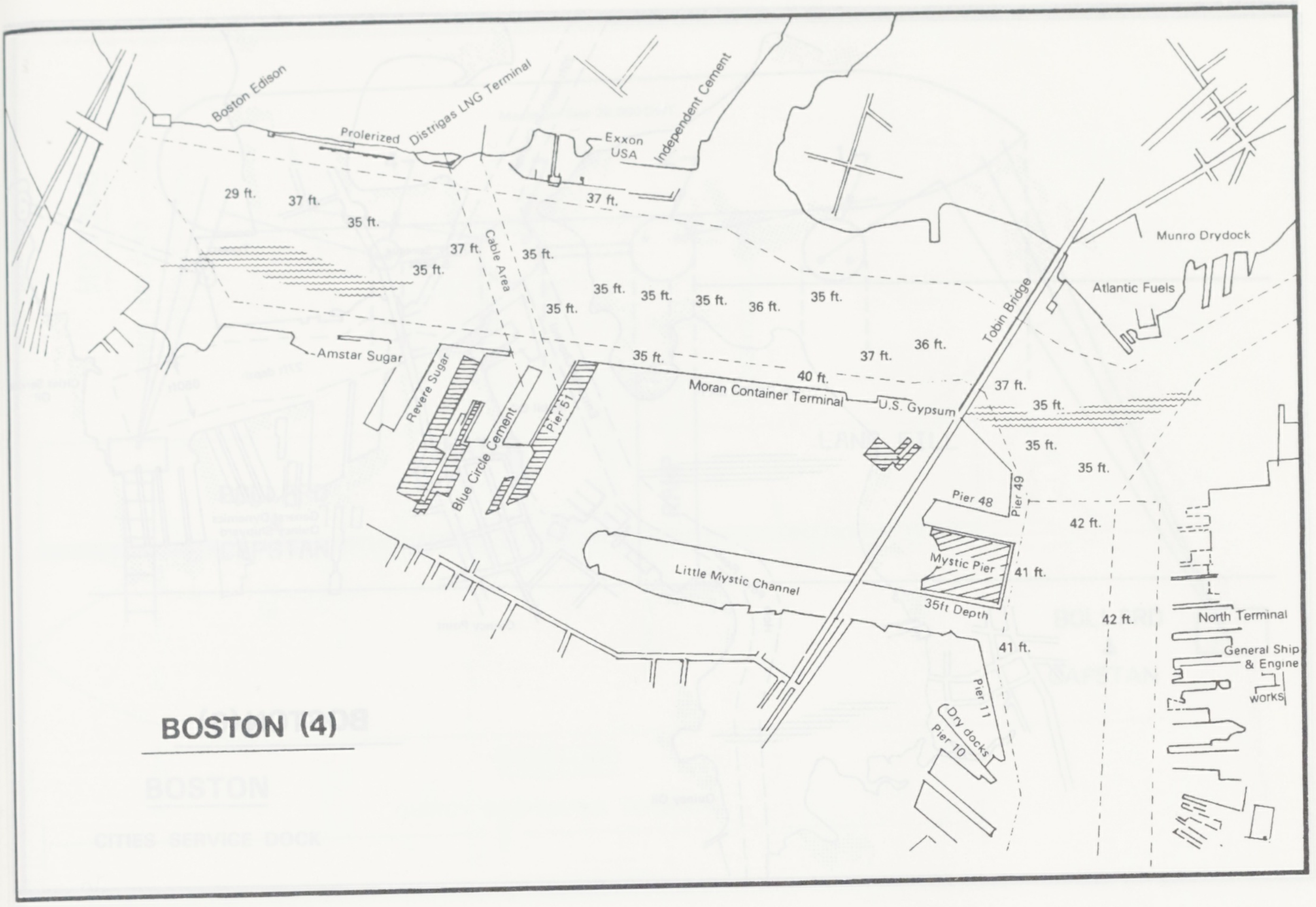
OIL TERMINAL

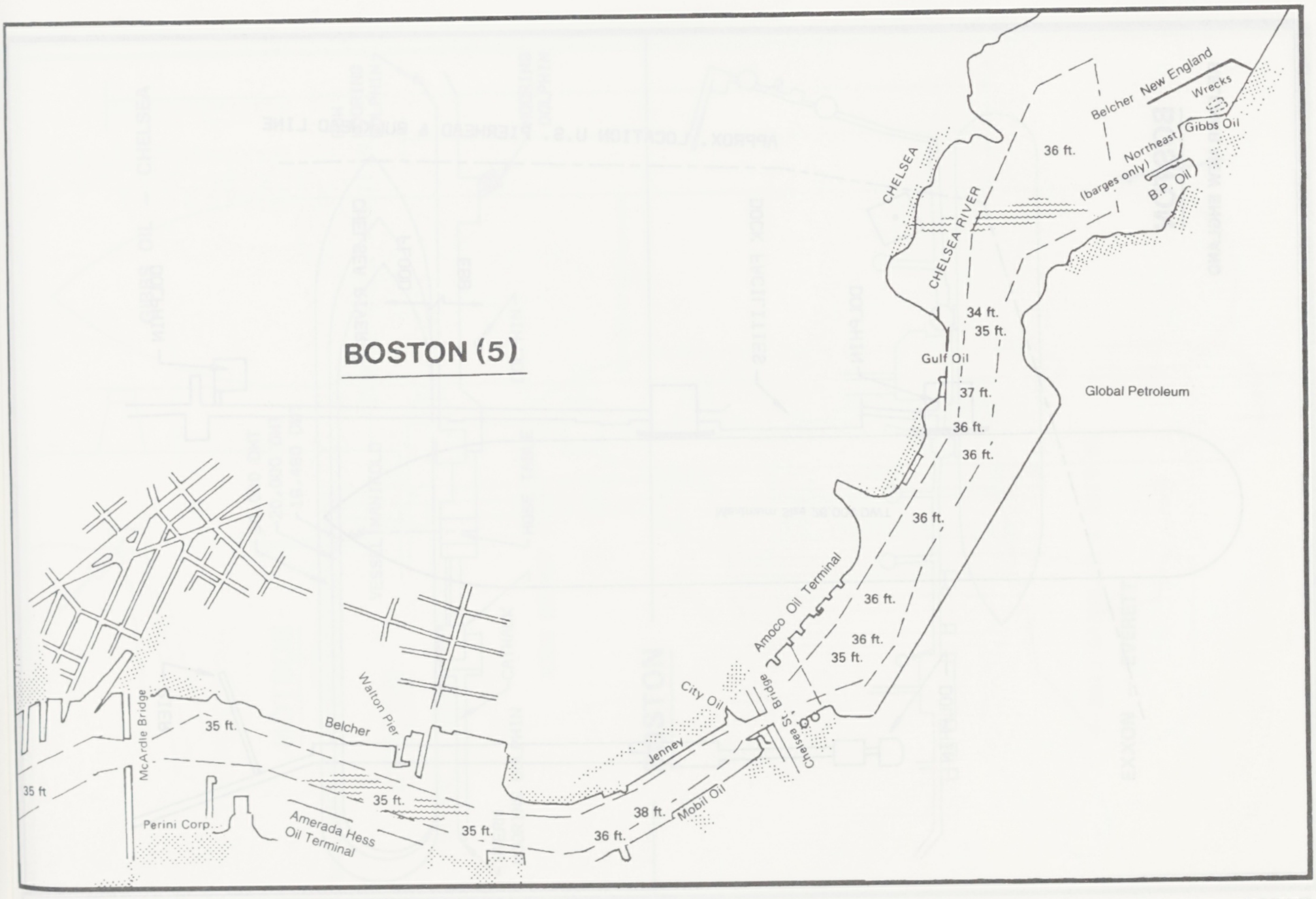
BOSTON (2)

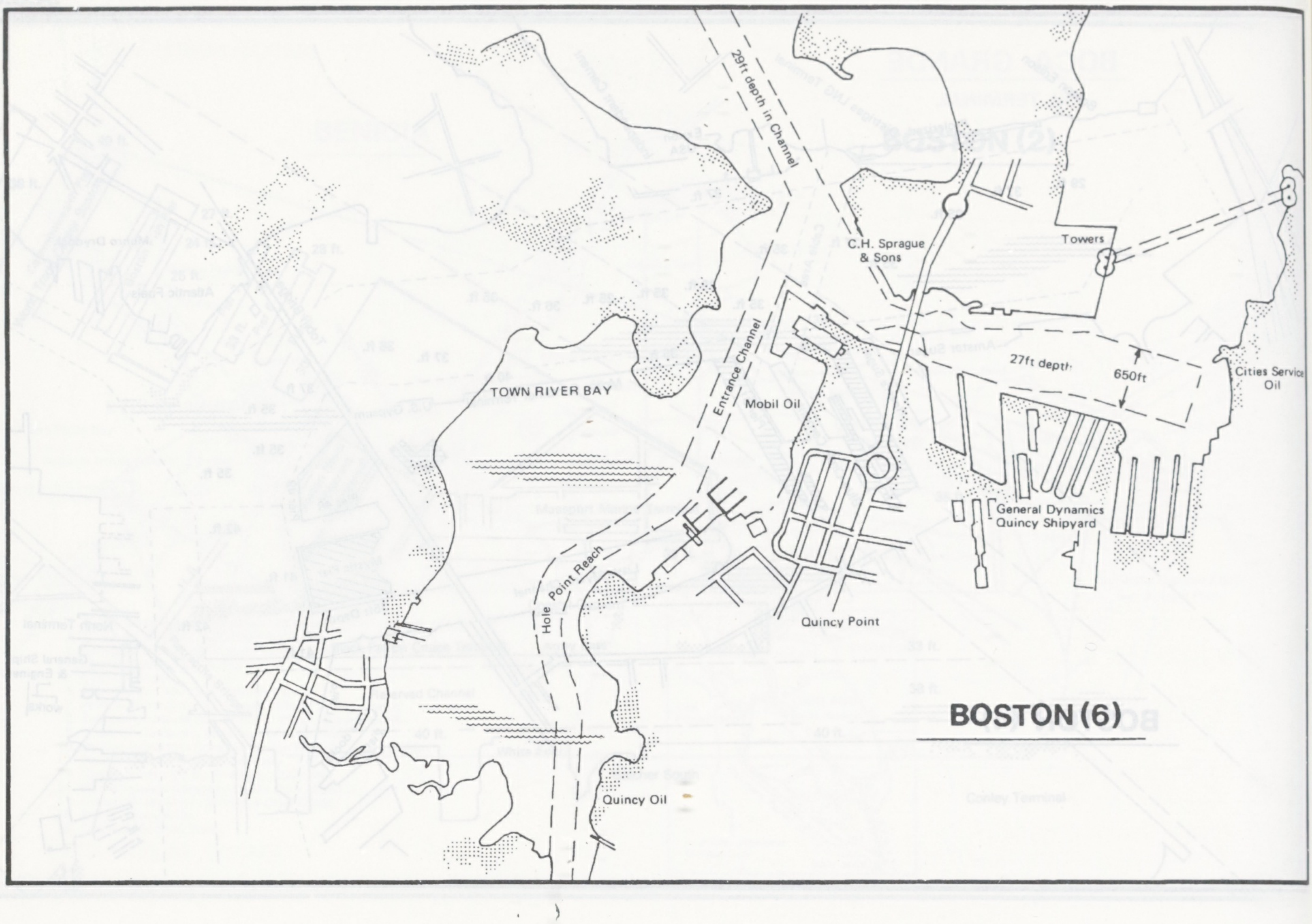

35'
38 ft.
43 ft.
32 ft.
Massport Marine Terminal
Coastal Cement
Army Base
33 ft.
38 ft.
40 ft.
Conley Terminal
Belcher South
White Fuel
Black Falcon Cruise Terminal
Reserved Channel
40 ft.
Retractile Bridge
Boston Naval Shipyard Annex (deactivated)
30ft
Pier 5
28 ft.
Pier 6
30 ft.
Pier 7
33 ft.
27 ft.
24 ft.
25 ft.
Boston Fish Pier
40 ft.
Commonwealth Pier
World Trade Center Boston
38 ft.

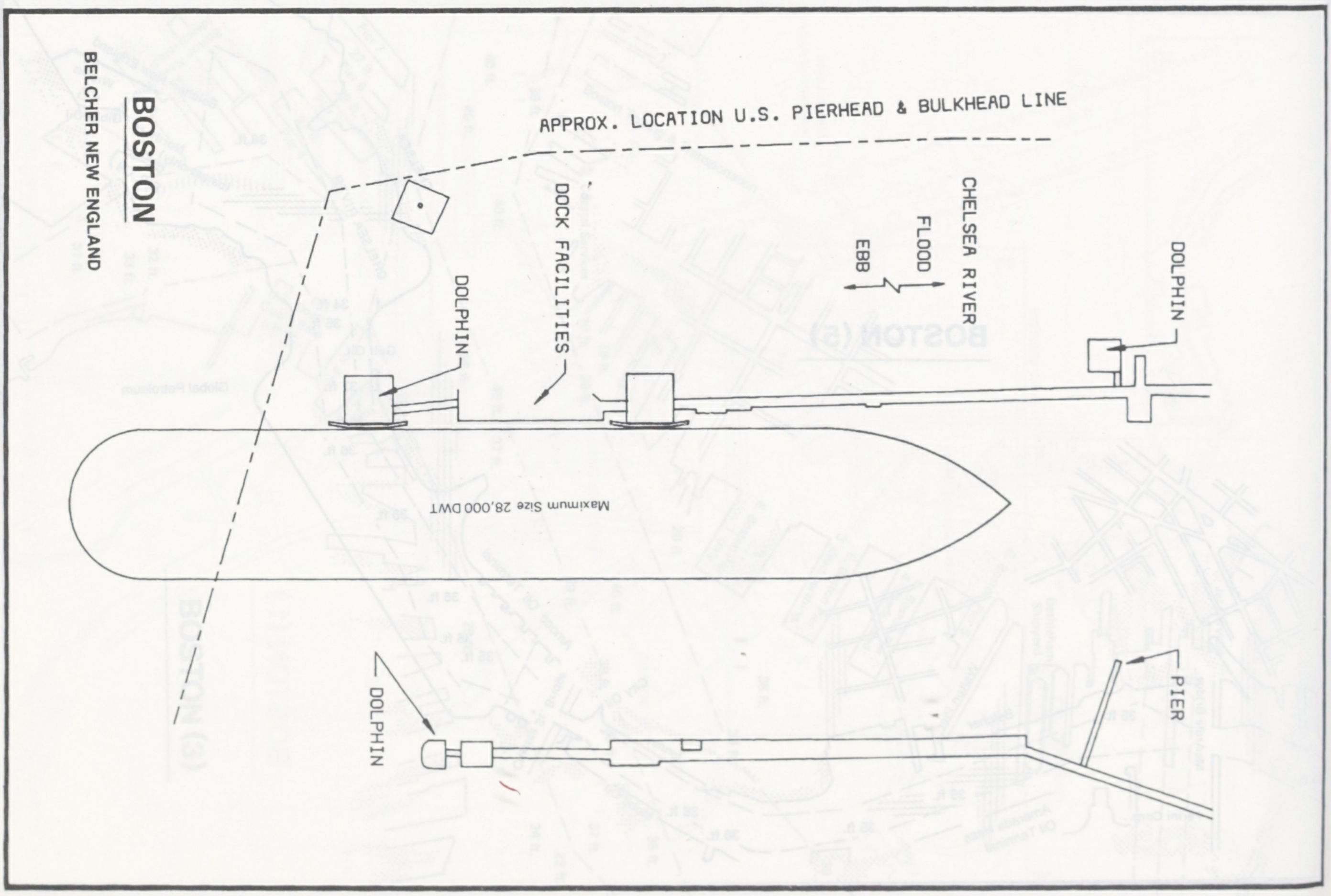

Massport Fireboat
Jet-Services
Bethlehem Shipyard
E. Boston Pier 5
E. Boston Pier 4 Sheds razed
E. Boston Pier 3 dead berthing
E. Boston Pier 1 only
39 ft.
36 ft.
36 ft.
26 ft.
Boston Towing & Transportation
Coastal Services
18 ft.
18 ft.
36 ft.
40 ft.
39 ft.
35 ft
35 ft.
35 ft.
37 ft.
23 ft.
24 ft.
39 ft.
36 ft.
40 ft.
40 ft.
40 ft.
37 ft.
40 ft.
36 ft.
25 ft.
29 ft.
Pier 7
27 ft.
Pier 6
29 ft.
Pier 5
27 ft.
Pier 4
Pier 3
Pier 2
U.S. Coast Guard Base
Boston Naval Shipyard (deactivated)
32 ft.
33 ft.
31 ft.

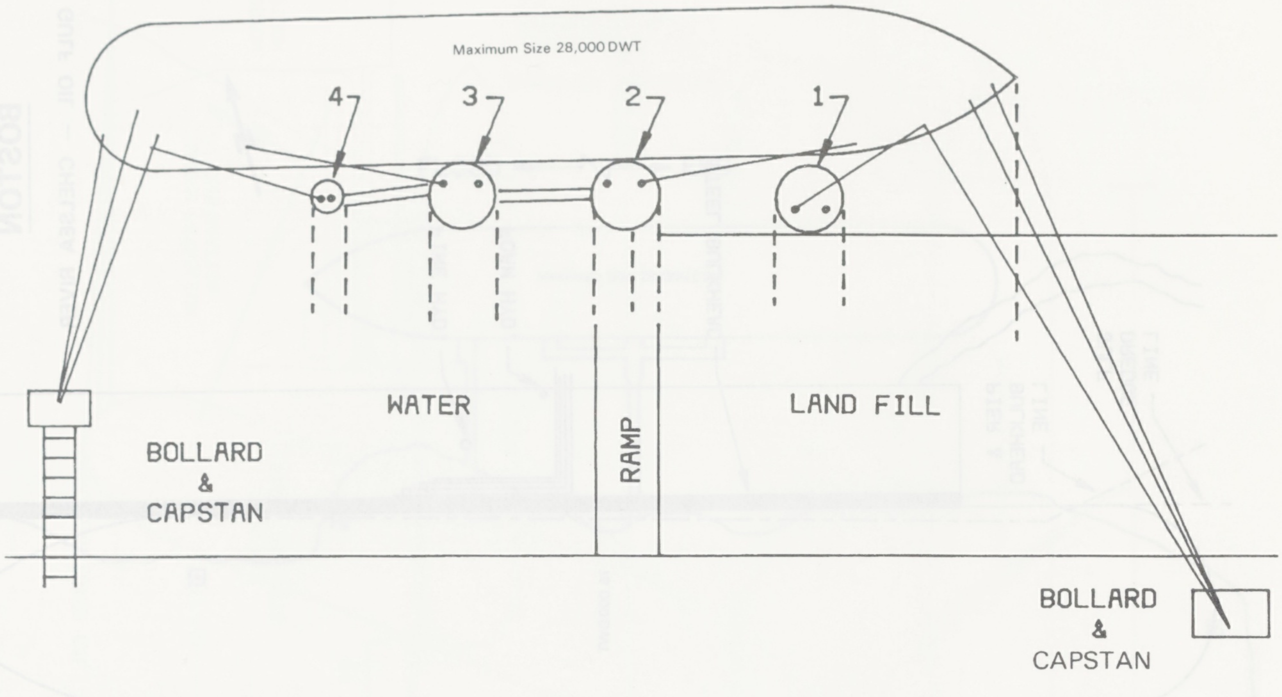
BOSTON (3)


Boston Edison
Prolerized
Distrigas LNG Terminal
Exxon USA
Independent Cement
29 ft.
37 ft.
35 ft.
37 ft.
Cable Area
35 ft.
35 ft.
37 ft.
35 ft.
35 ft.
35 ft.
35 ft.
36 ft.
35 ft.
Munro Drydock
Atlantic Fuels
Tobin Bridge
Amstar Sugar
Revere Sugar
35 ft.
40 ft.
37 ft.
36 ft.
Moran Container Terminal
U.S. Gypsum
37 ft.
35 ft.
Blue Circle Cement
Pier 51
35 ft.
35 ft.
Pier 48
Pier 49
42 ft.
Mystic Pier
41 ft.
Little Mystic Channel
35ft Depth
42 ft.
North Terminal
General Ship & Engine works
41 ft.
Pier 11
Dry docks
Pier 10
BOSTON (4)


Belcher
New England
Wrecks
Gibbs Oil
Northeast (barges only)
B.P. Oil
36 ft.
CHELSEA
CHELSEA RIVER
34 ft.
35 ft.
Gulf Oil
37 ft.
Global Petroleum
36 ft.
36 ft.
36 ft.
BOSTON (5)
Amoco Oil Terminal
36 ft.
36 ft.
35 ft.
City Oil
Chelsea St. Bridge
Walton Pier
Belcher
Jenney
McArdle Bridge
35 ft.
35 ft
Perini Corp.
Amerada Hess Oil Terminal
35 ft.
35 ft.
38 ft.
Mobil Oil
36 ft.


29ft depth in Channel
C.H. Sprague & Sons
Towers
Entrance Channel
27ft depth
650ft
Cities Service Oil
TOWN RIVER BAY
Mobil Oil
General Dynamics Quincy Shipyard
Hole Point Reach
Quincy Point
BOSTON (6)
Quincy Oil


BOSTON
BELCHER NEW ENGLAND
APPROX. LOCATION U.S. PIERHEAD & BULKHEAD LINE
DOCK FACILITIES
CHELSEA RIVER
FLOOD
EBB
DOLPHIN
DOLPHIN
Maximum Size 28,000 DWT
DOLPHIN
PIER

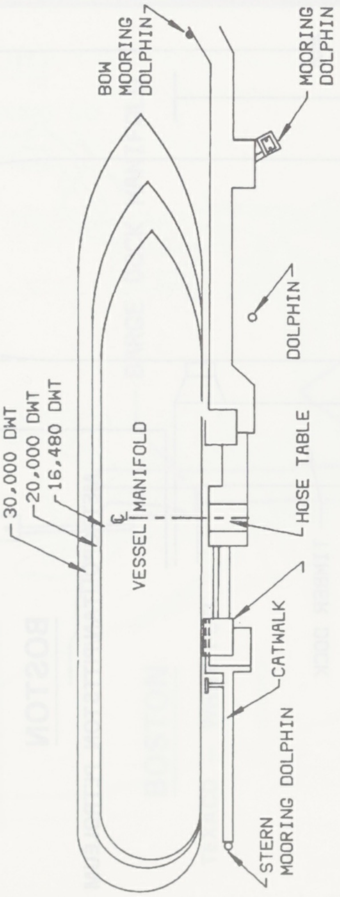

Maximum Size 28,000 DWT
4
3
2
1
WATER
LAND FILL
RAMP
BOLLARD
&
CAPSTAN
BOLLARD
&
CAPSTAN

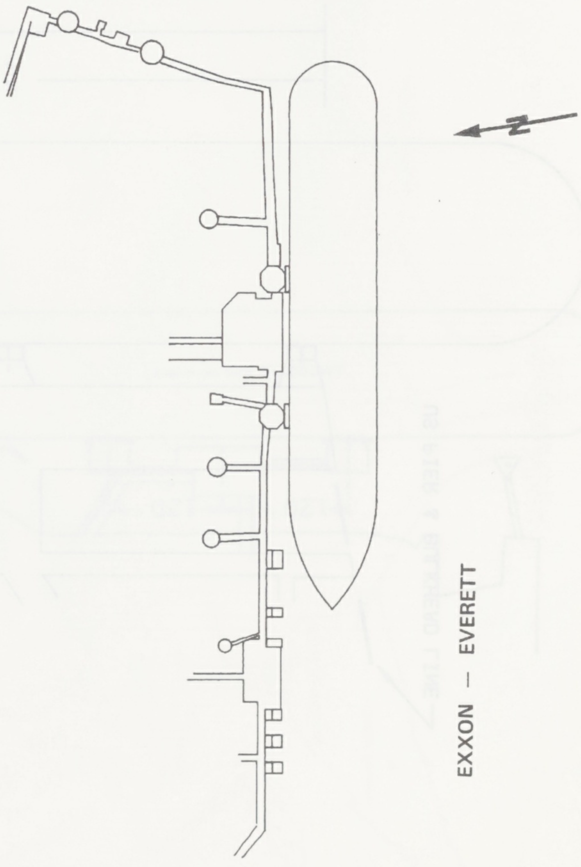
BOSTON

CITIES SERVICE DOCK

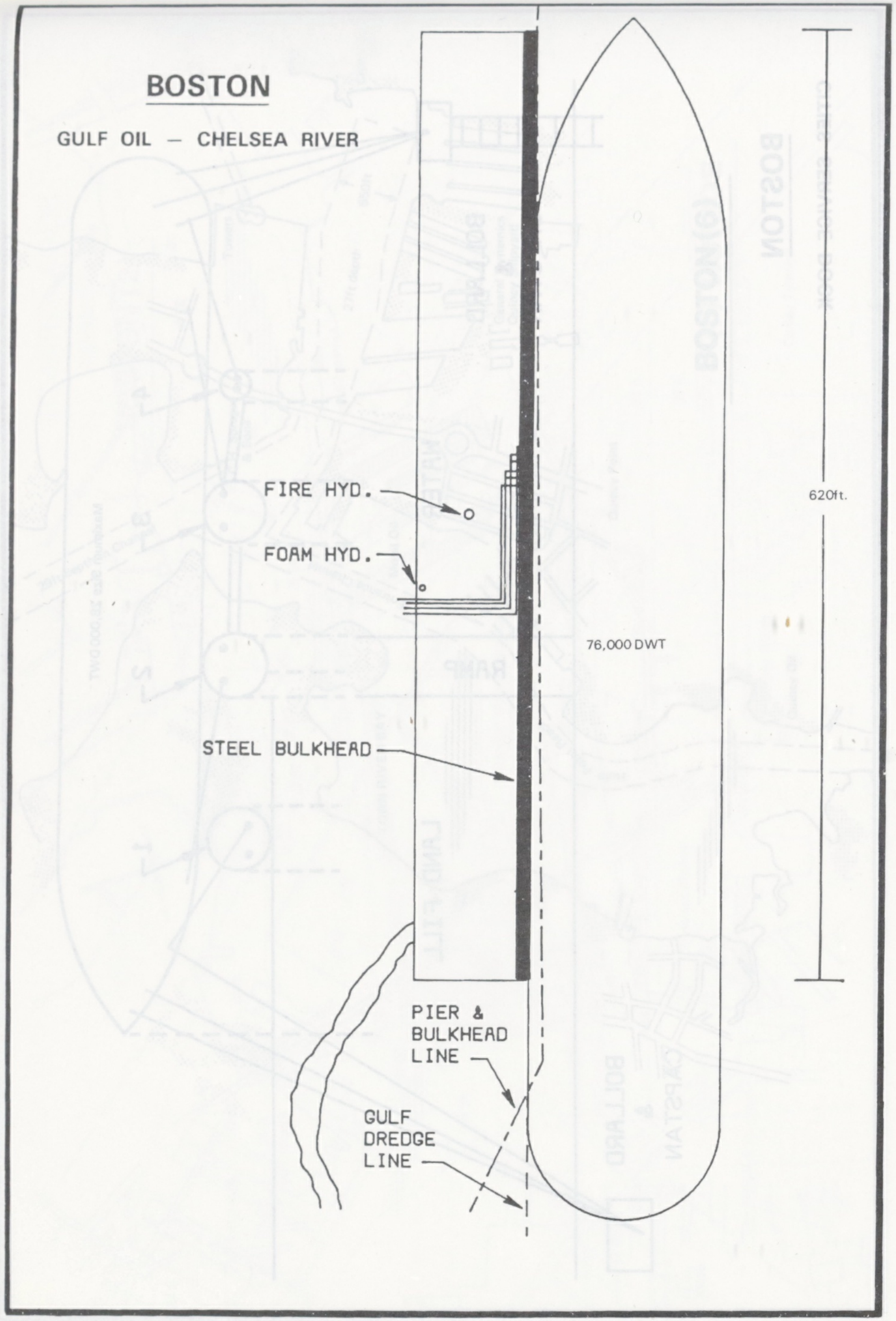
BOSTON

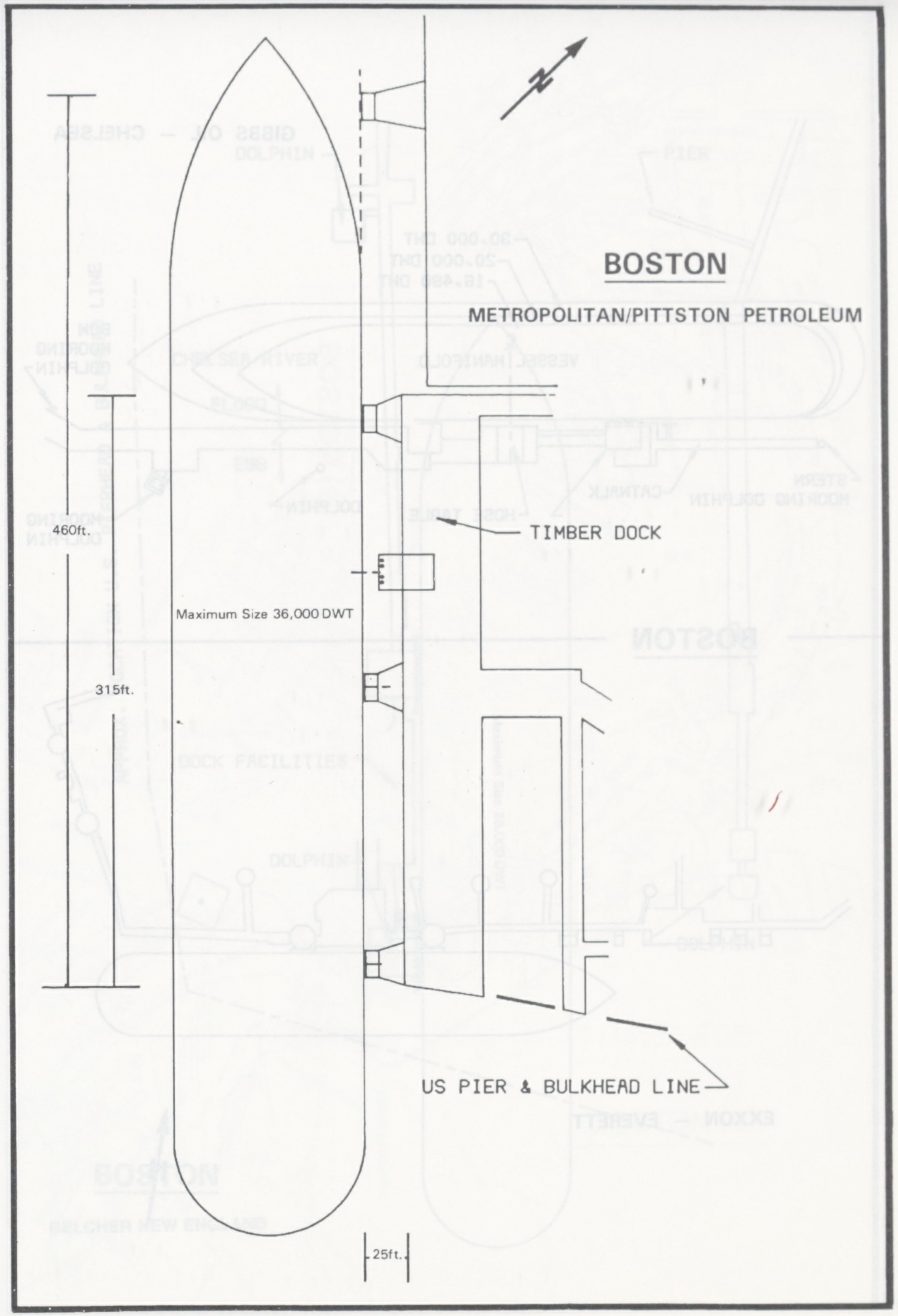
GIBBS OIL — CHELSEA

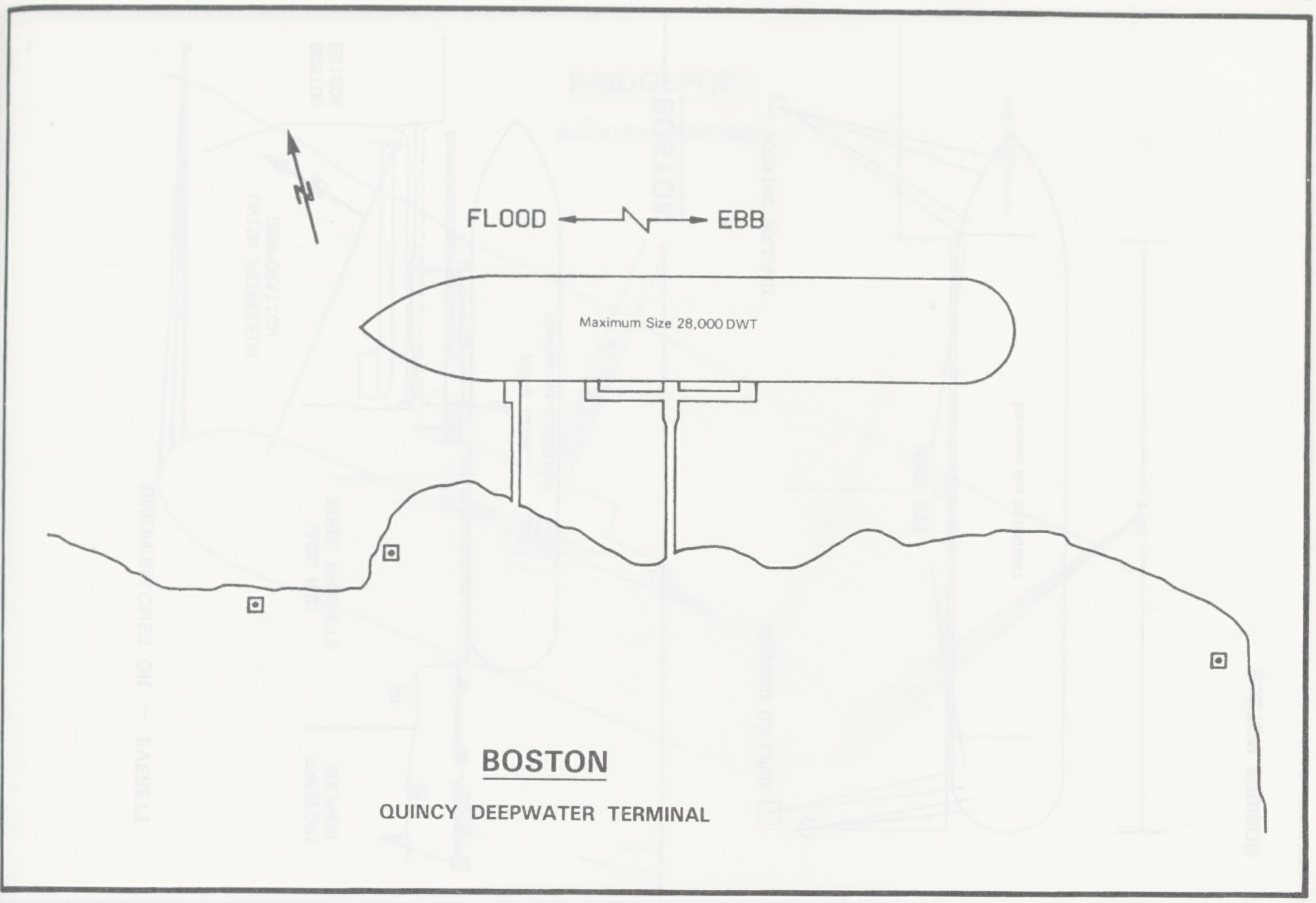

BOW MOORING DOLPHIN
MOORING DOLPHIN
DOLPHIN
30,000 DWT
20,000 DWT
16,480 DWT
℄
VESSEL MANIFOLD
HOSE TABLE
CATWALK
MOORING DOLPHIN
STERN MOORING DOLPHIN



EXXON — EVERETT

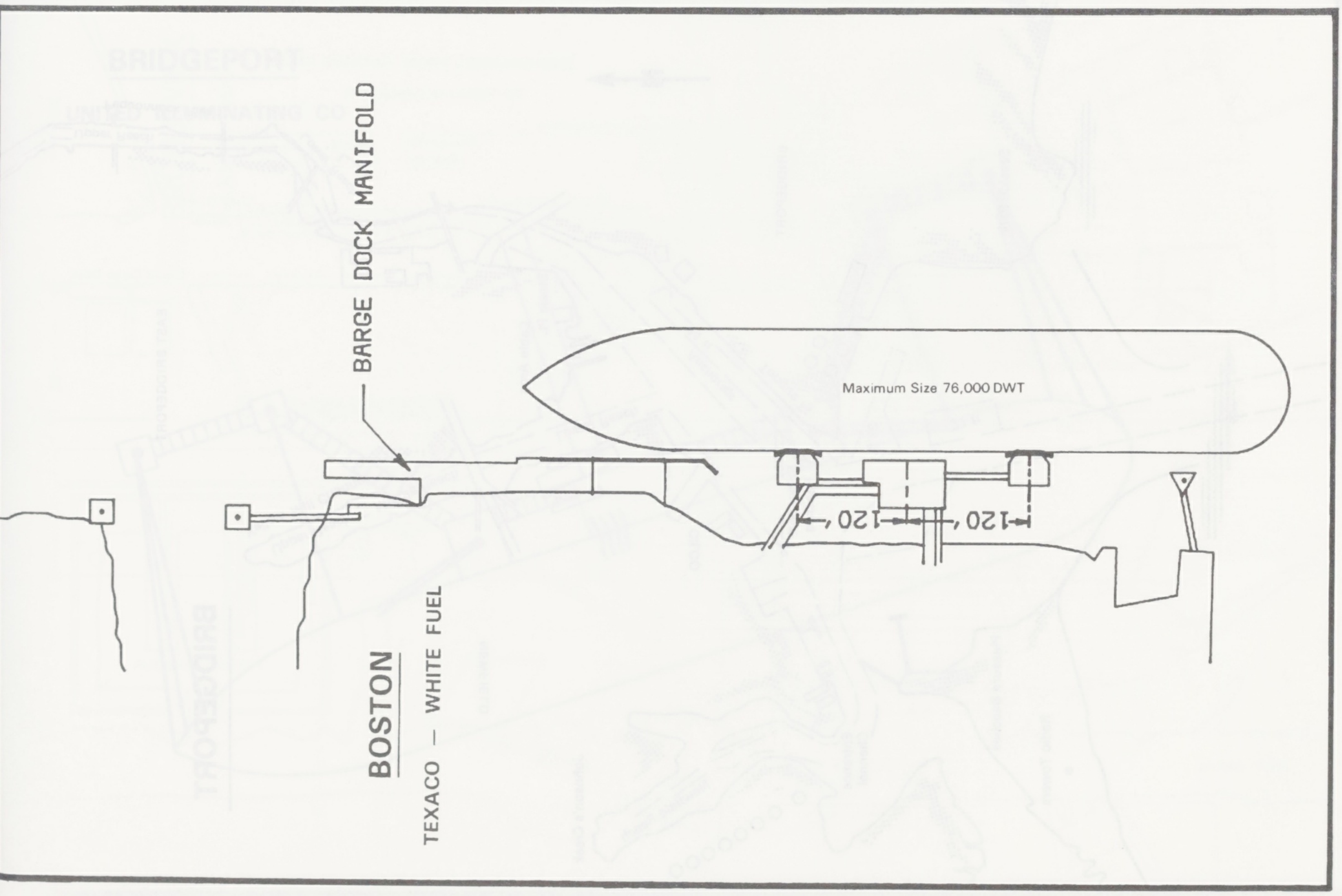

BOSTON
GULF OIL — CHELSEA RIVER
FIRE HYD.
FOAM HYD.
STEEL BULKHEAD
PIER & BULKHEAD LINE
GULF DREDGE LINE
76,000 DWT
620ft.


BOSTON
METROPOLITAN/PITTSTON PETROLEUM
TIMBER DOCK
US PIER & BULKHEAD LINE
Maximum Size 36,000 DWT
460ft.
315ft.
25ft.


N
FLOOD
EBB
Maximum Size 28,000 DWT

BOSTON

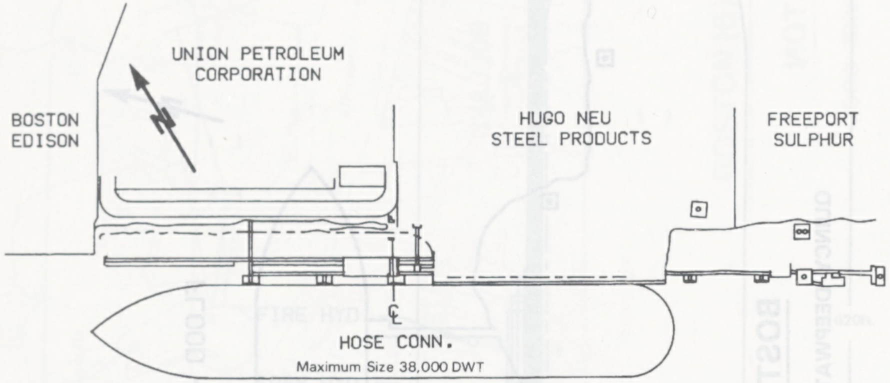
QUINCY DEEPWATER TERMINAL


BARGE DOCK MANIFOLD
Maximum Size 76,000 DWT
120'
120'

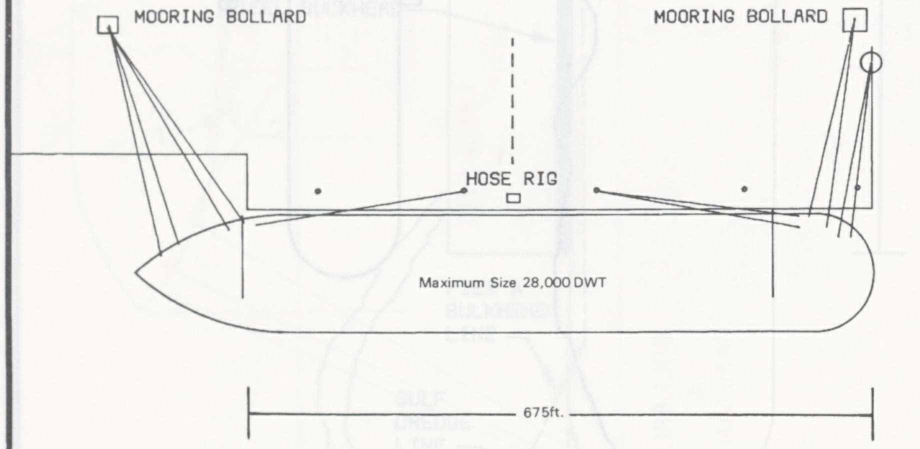
BOSTON

TEXACO — WHITE FUEL

UNION/BELCHER OIL — EVERETT

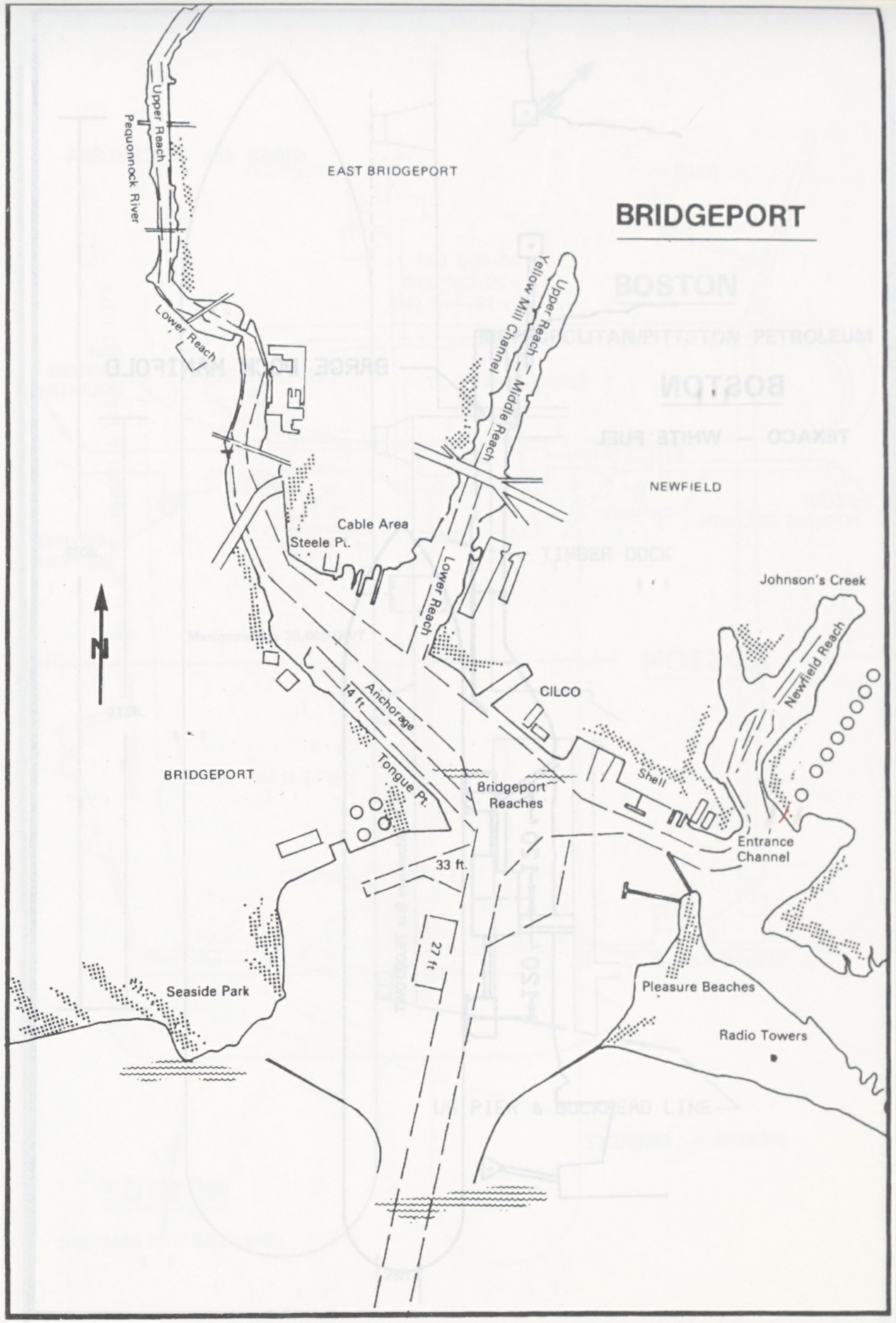

UNION PETROLEUM CORPORATION
BOSTON EDISON
N
HUGO NEU STEEL PRODUCTS
FREEPORT SULPHUR
℄
HOSE CONN.
Maximum Size 38,000 DWT

BOSTON


MOORING BOLLARD
MOORING BOLLARD
HOSE RIG
Maximum Size 28,000 DWT
675ft.

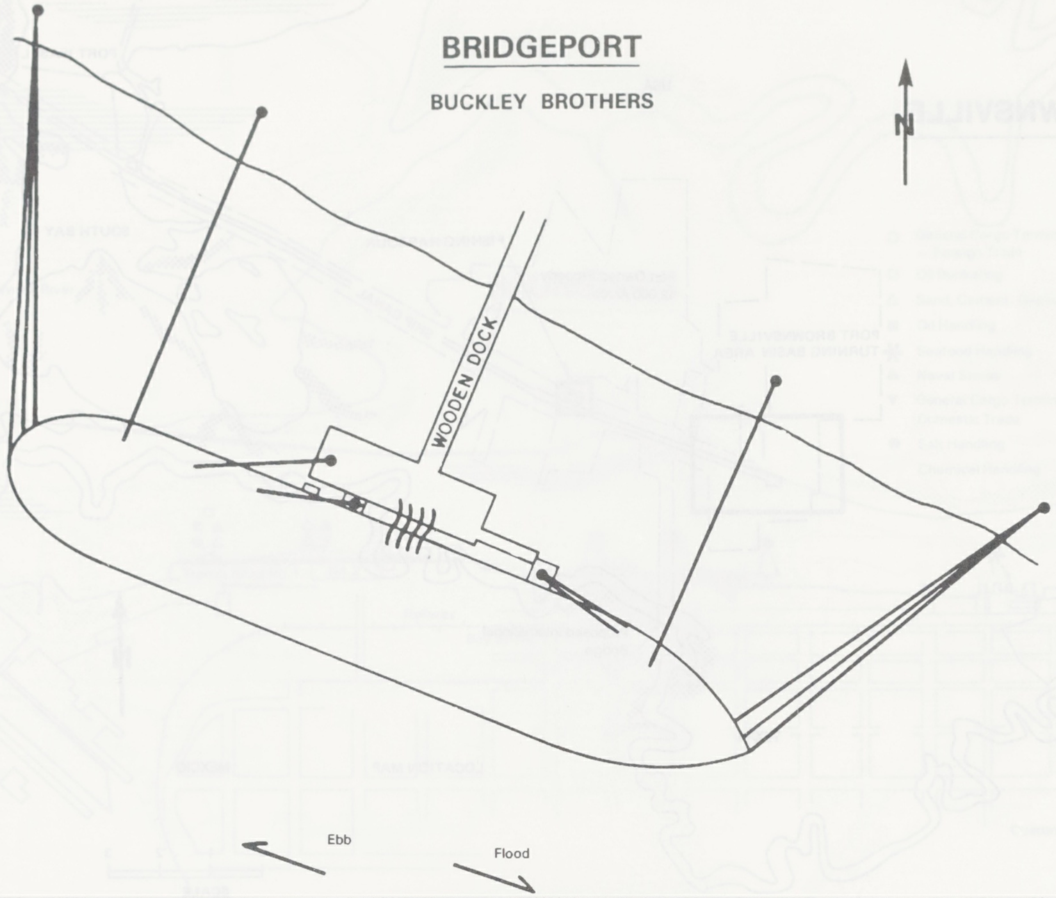
BOSTON EDDISON

BRIDGEPORT


Upper Reach
Pequonnock River
EAST BRIDGEPORT
Lower Reach
Yellow Mill Channel
Upper Reach
Middle Reach
NEWFIELD
Cable Area
Steele Pt.
Lower Reach
Johnson's Creek
Newfield Reach
N
CILCO
Anchorage
14 ft.
Tongue Pt.
Bridgeport Reaches
Shell
BRIDGEPORT
Entrance Channel
33 ft.
27 ft
Seaside Park
Pleasure Beaches
Radio Towers

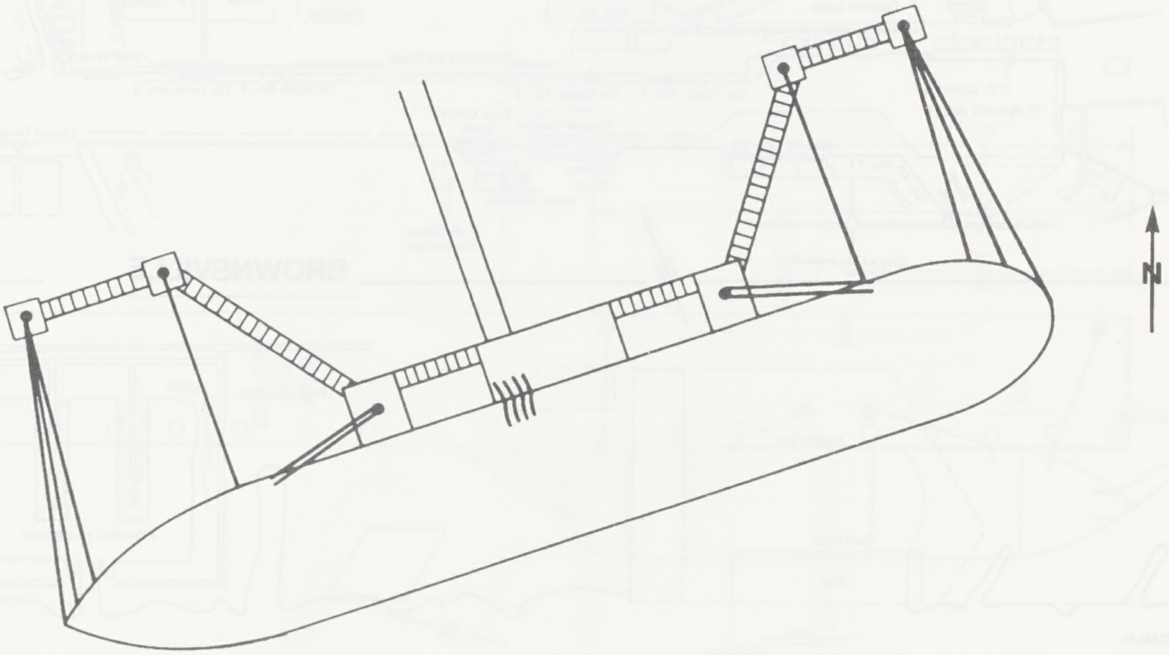
BRIDGEPORT

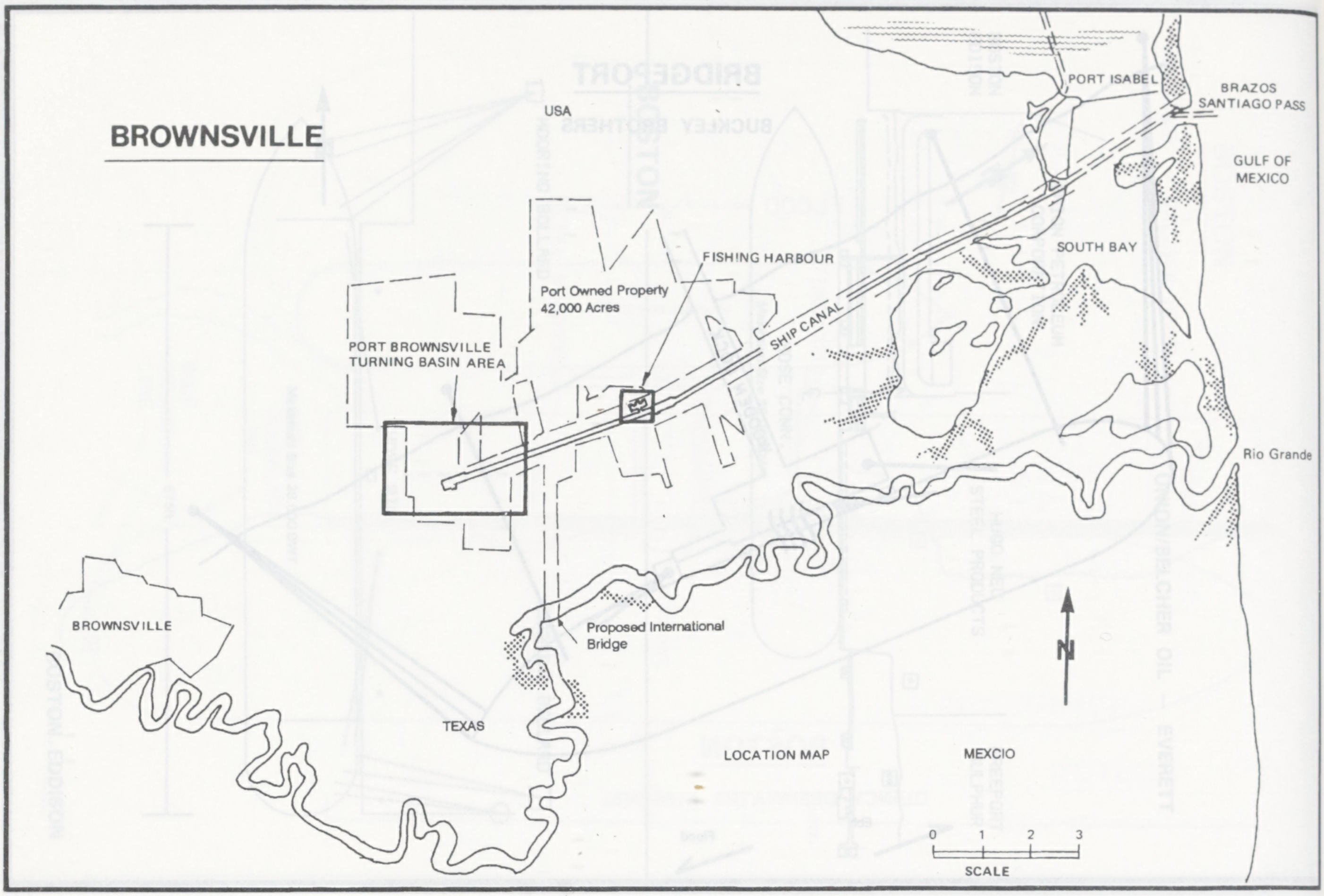
BUCKLEY BROTHERS

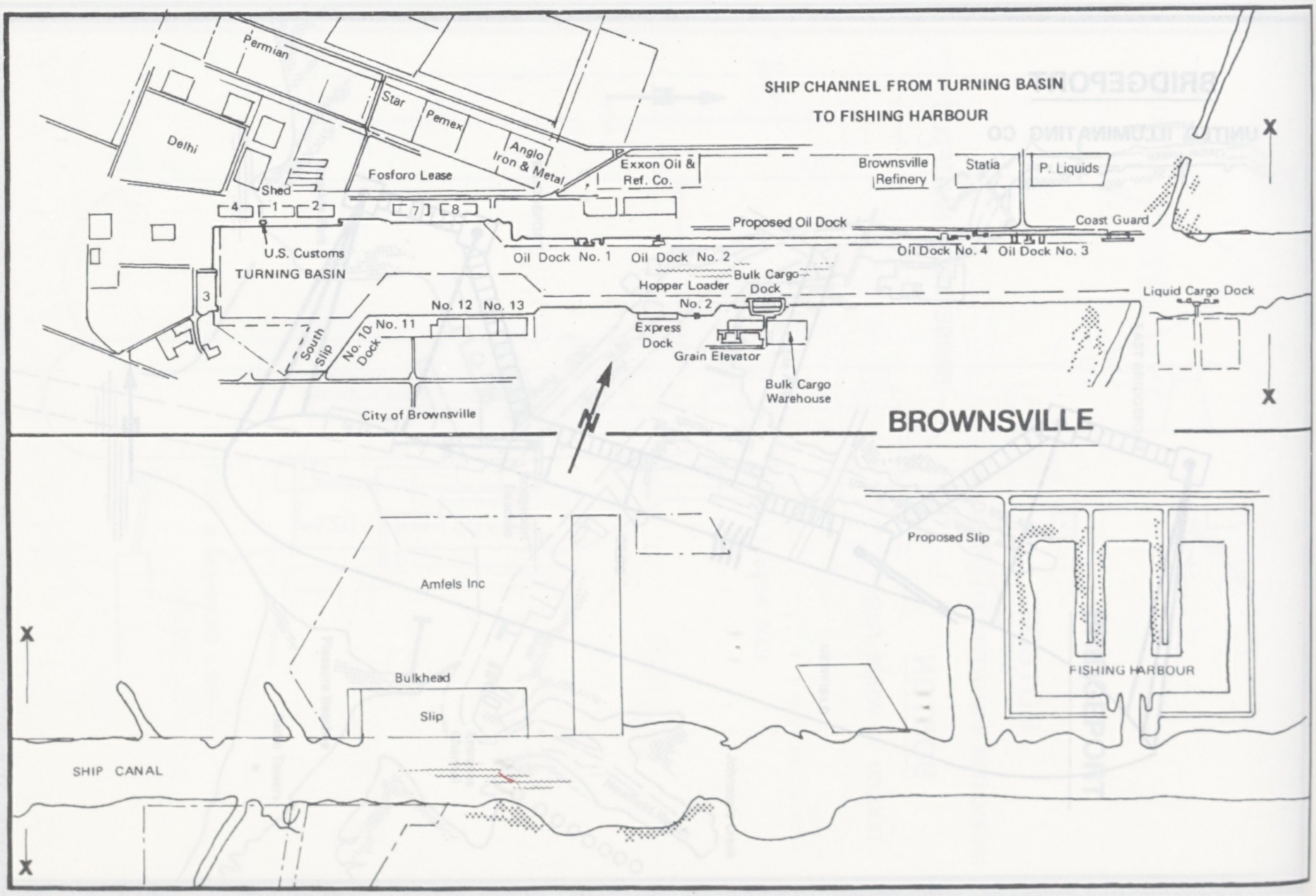

N
WOODEN DOCK
Ebb
Flood

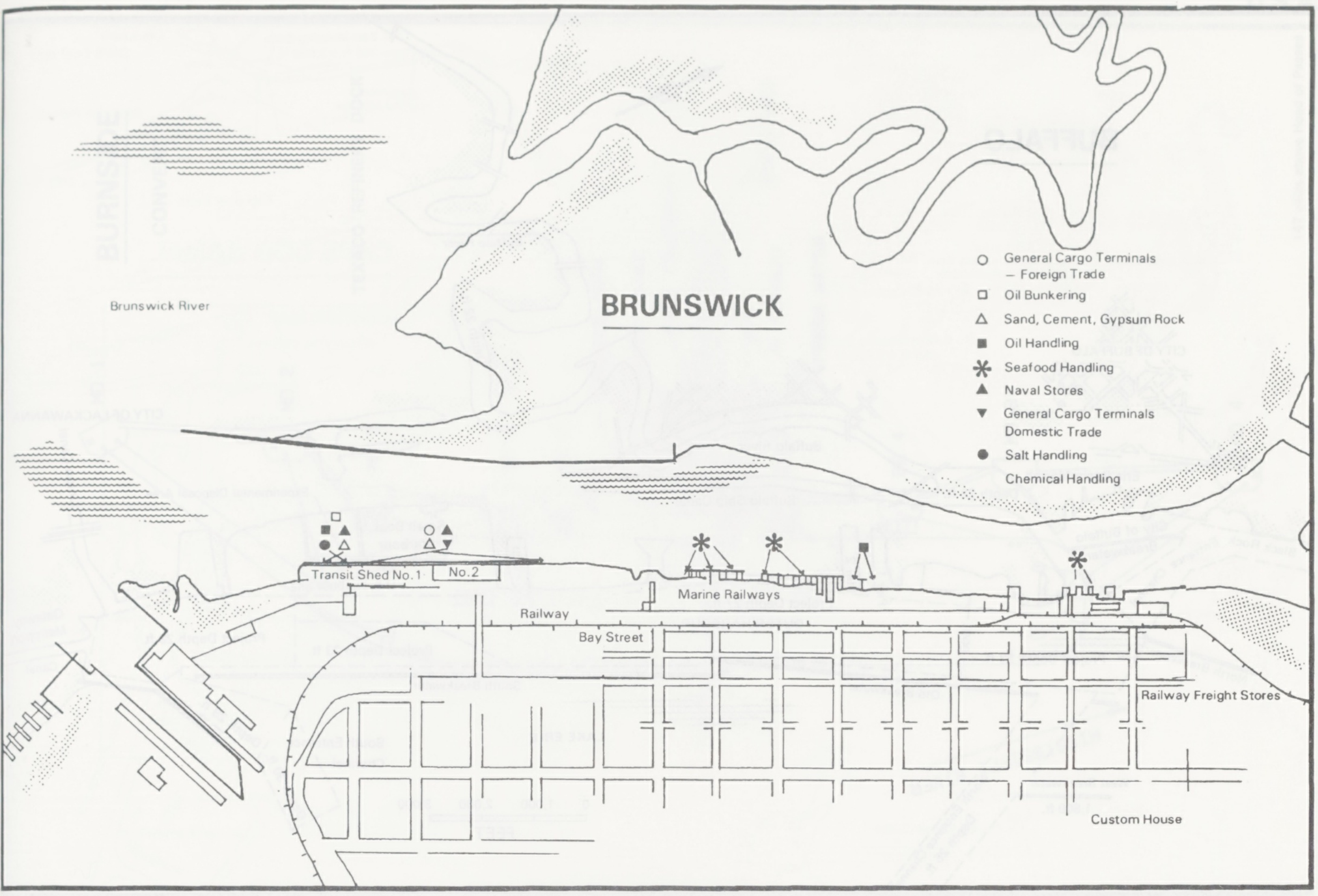
BRIDGEPORT

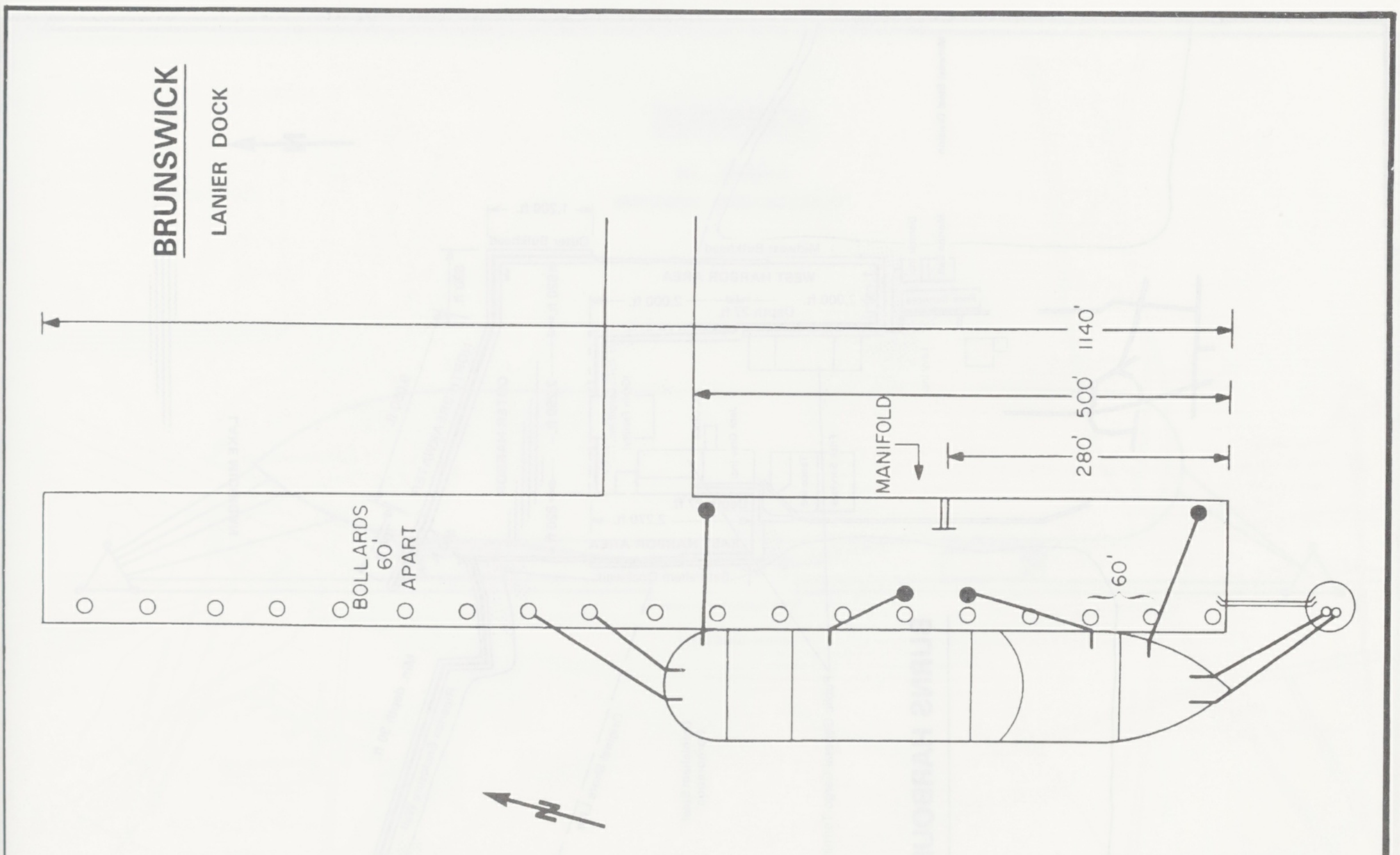
UNITED ILLUMINATING CO

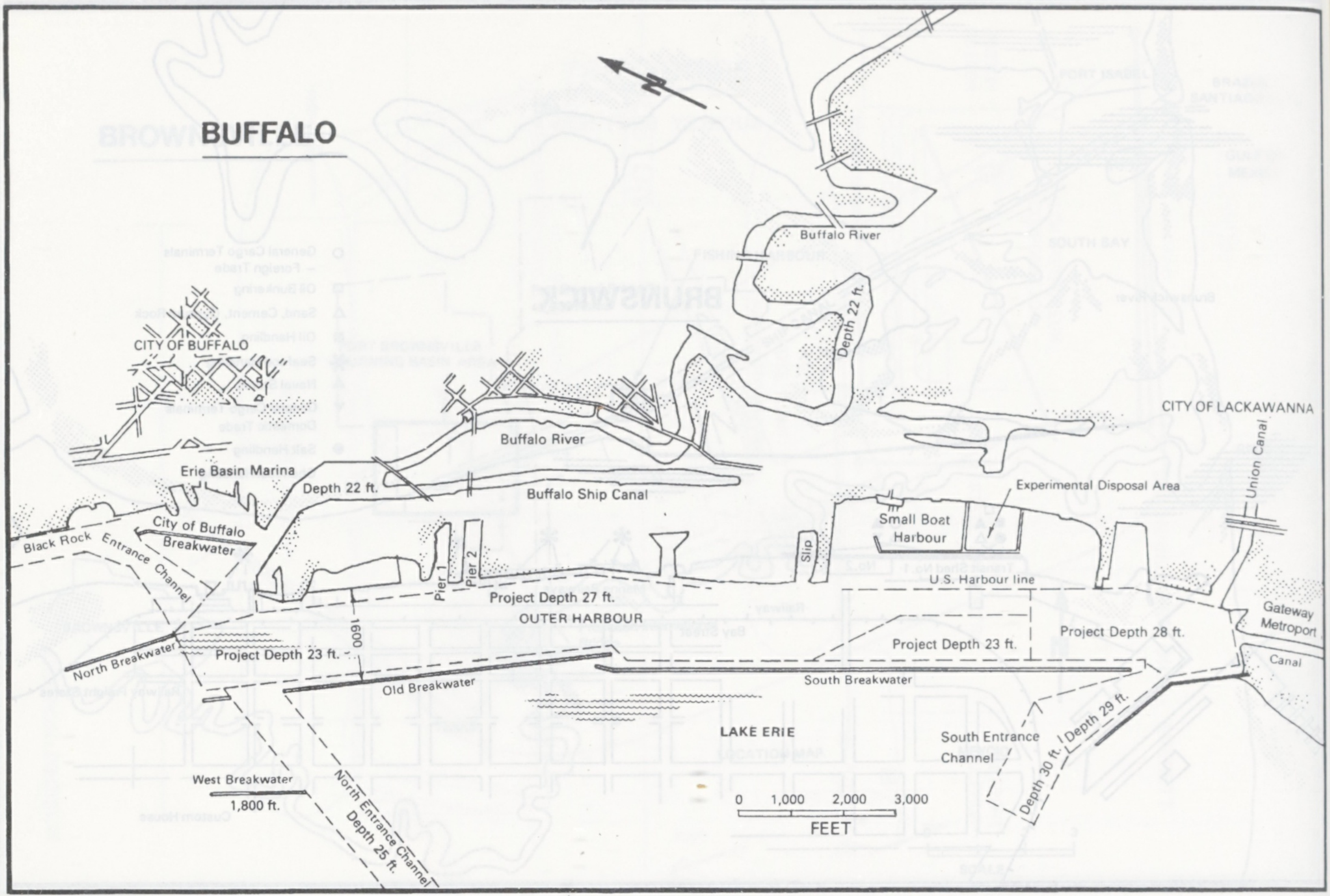


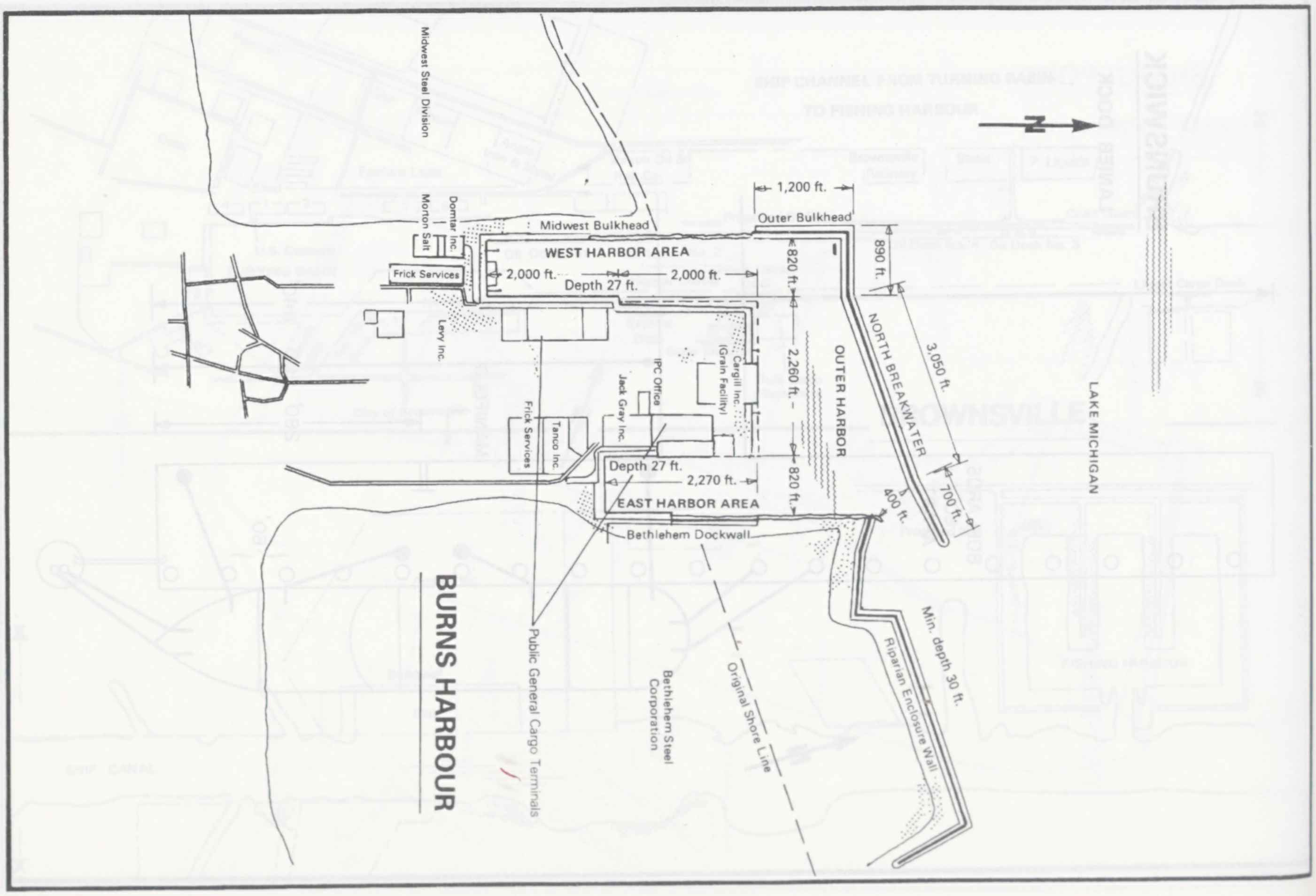

BROWNSVILLE
USA
PORT ISABEL
BRAZOS SANTIAGO PASS
GULF OF MEXICO
FISHING HARBOUR
Port Owned Property 42,000 Acres
SOUTH BAY
SHIP CANAL
PORT BROWNSVILLE TURNING BASIN AREA
Rio Grande
BROWNSVILLE
Proposed International Bridge
N
TEXAS
LOCATION MAP
MEXCIO
0 1 2 3
SCALE


Permian
SHIP CHANNEL FROM TURNING BASIN
TO FISHING HARBOUR
Star
Pemex
X
Delhi
Anglo Iron & Metal
Exxon Oil & Ref. Co.
Brownsville Refinery
Statia
P. Liquids
Fosforo Lease
Shed
4
1
2
7
8
Proposed Oil Dock
Coast Guard
U.S. Customs
Oil Dock No. 1
Oil Dock No. 2
Oil Dock No. 4
Oil Dock No. 3
TURNING BASIN
Bulk Cargo Dock
Hopper Loader No. 2
Liquid Cargo Dock
3
No. 12
No. 13
No. 11
No. 10 Dock
South Slip
Express Dock
Grain Elevator
Bulk Cargo Warehouse
X
City of Brownsville
N
BROWNSVILLE
Proposed Slip
Amfels Inc
X
FISHING HARBOUR
Bulkhead
Slip
SHIP CANAL
X


BRUNSWICK
Brunswick River
○ General Cargo Terminals – Foreign Trade
□ Oil Bunkering
△ Sand, Cement, Gypsum Rock
■ Oil Handling
✱ Seafood Handling
▲ Naval Stores
▼ General Cargo Terminals Domestic Trade
● Salt Handling
Chemical Handling
Transit Shed No.1
No.2
Marine Railways
Railway
Bay Street
Railway Freight Stores
Custom House


BRUNSWICK
LANIER DOCK
1140'
500'
280'
MANIFOLD
BOLLARDS 60' APART
60'
N

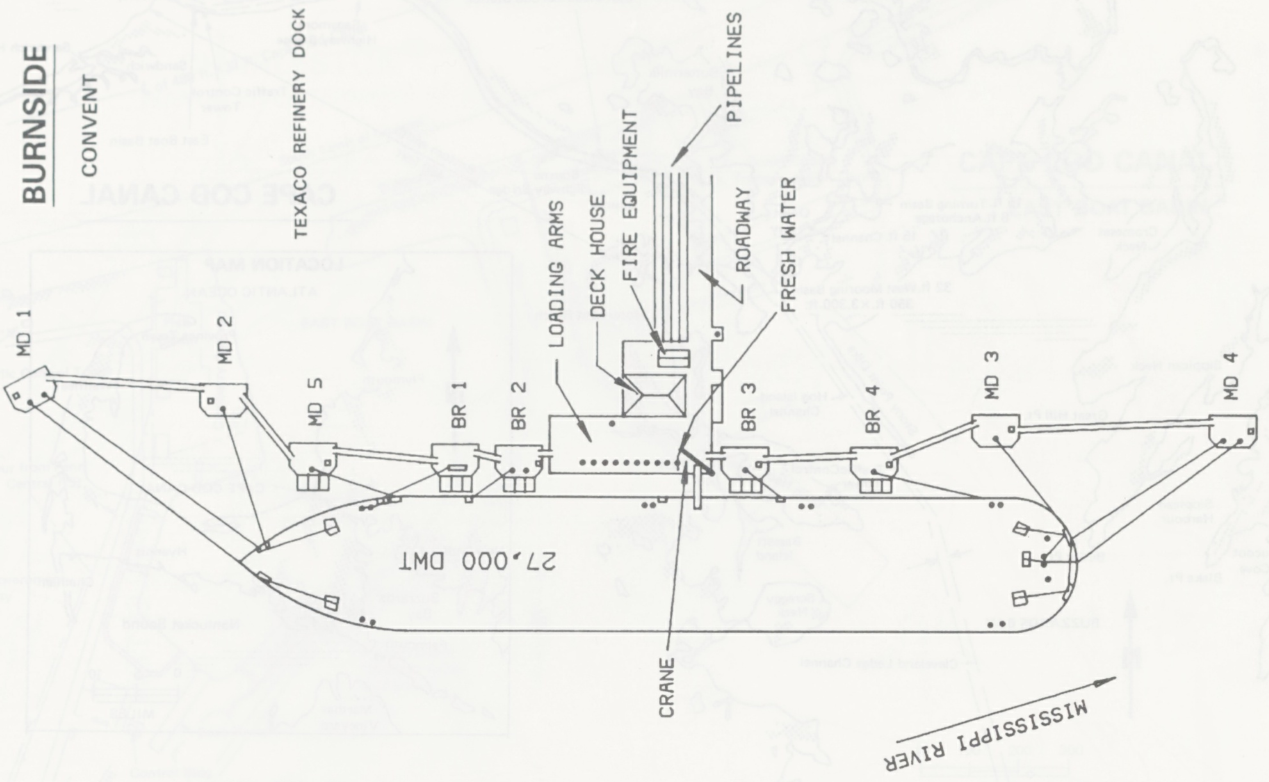

BUFFALO
N
CITY OF BUFFALO
Buffalo River
Depth 22 ft.
CITY OF LACKAWANNA
Buffalo River
Erie Basin Marina
Depth 22 ft.
Buffalo Ship Canal
Experimental Disposal Area
Union Canal
Small Boat Harbour
City of Buffalo Breakwater
Black Rock
Entrance Channel
Pier 1
Pier 2
Slip
U.S. Harbour line
Project Depth 27 ft.
OUTER HARBOUR
1600
Gateway Metroport
Canal
Project Depth 23 ft.
Project Depth 28 ft.
North Breakwater
Project Depth 23 ft.
Old Breakwater
South Breakwater
LAKE ERIE
South Entrance Channel
Depth 29 ft.
Depth 30 ft.
West Breakwater
1,800 ft.
North Entrance Channel
Depth 25 ft.
0
1,000
2,000
3,000
FEET


Midwest Steel Division
N
1,200 ft.
Outer Bulkhead
Domtar Inc.
Morton Salt
Midwest Bulkhead
WEST HARBOR AREA
890 ft.
820 ft.
Frick Services
2,000 ft.
2,000 ft.
Depth 27 ft.
Levy Inc.
Cargill Inc. (Grain Facility)
IPC Office
Jack Gray Inc.
2,260 ft.
OUTER HARBOR
NORTH BREAKWATER
3,050 ft.
LAKE MICHIGAN
Frick Services
Tanco Inc.
Depth 27 ft.
2,270 ft.
820 ft.
EAST HARBOR AREA
700 ft.
400 ft.
Bethlehem Dockwall
BURNS HARBOUR
Public General Cargo Terminals
Bethlehem Steel Corporation
Original Shore Line
Riparian Enclosure Wall
Min. depth 30 ft.

BURNSIDE

CONVENT

TEXACO REFINERY DOCK

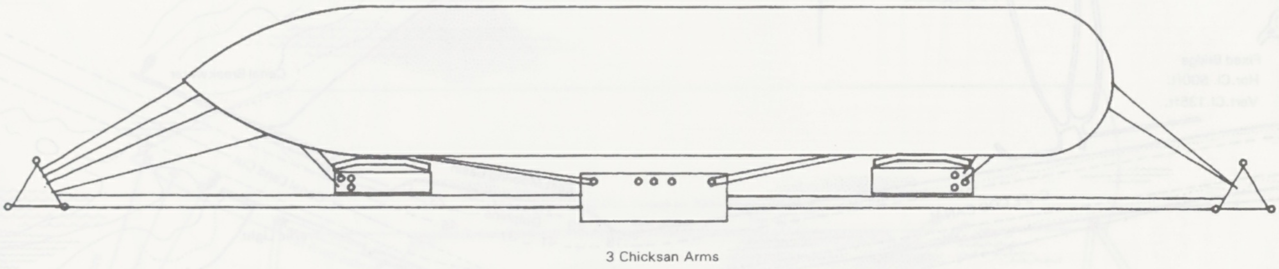

MD 1
MD 2
MD 5
BR 1
BR 2
LOADING ARMS
DECK HOUSE
FIRE EQUIPMENT
PIPELINES
ROADWAY
FRESH WATER
BR 3
BR 4
MD 3
MD 4
27,000 DWT
CRANE
MISSISSIPPI RIVER

147 miles above Head of Passes

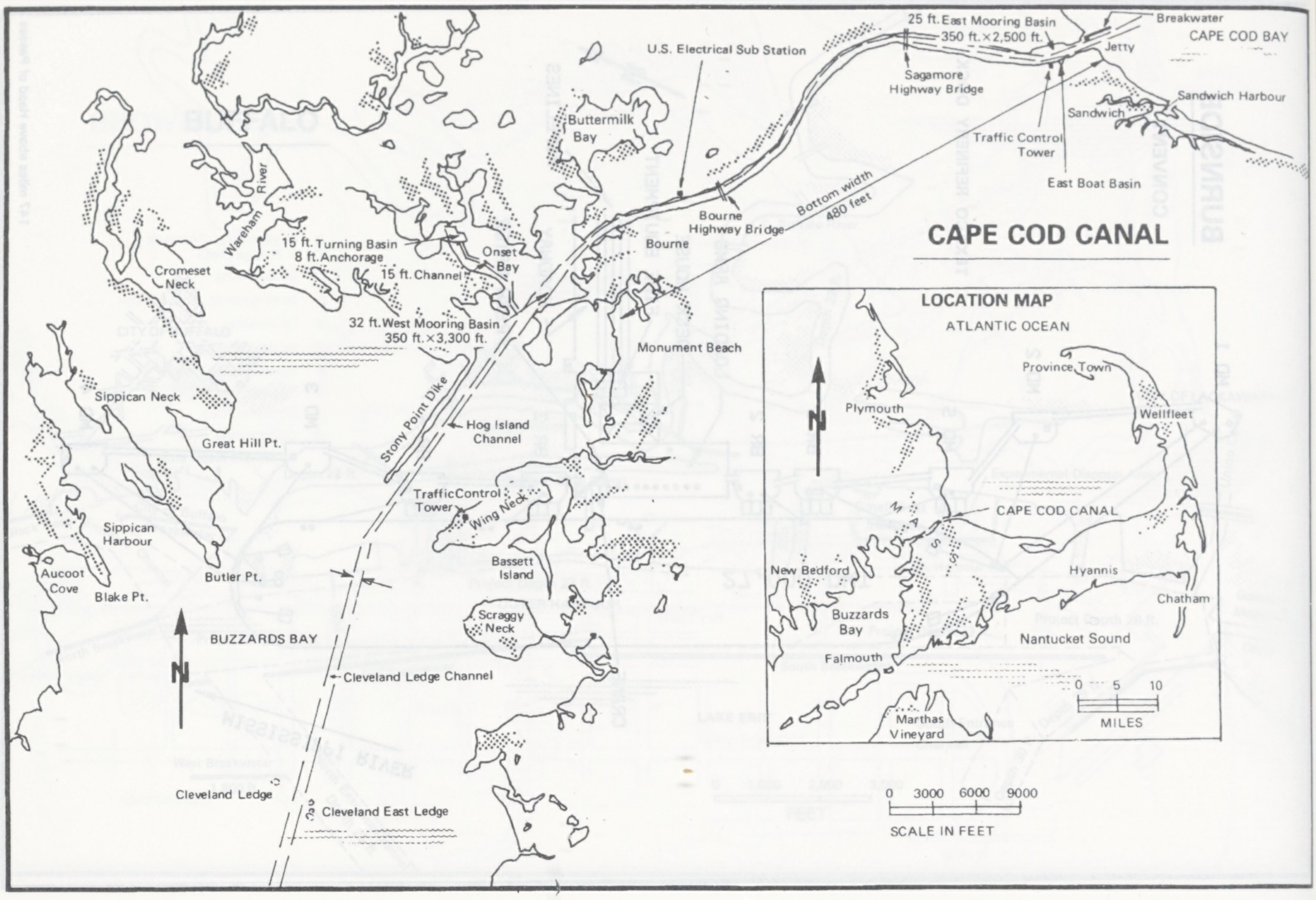
BURNSIDE

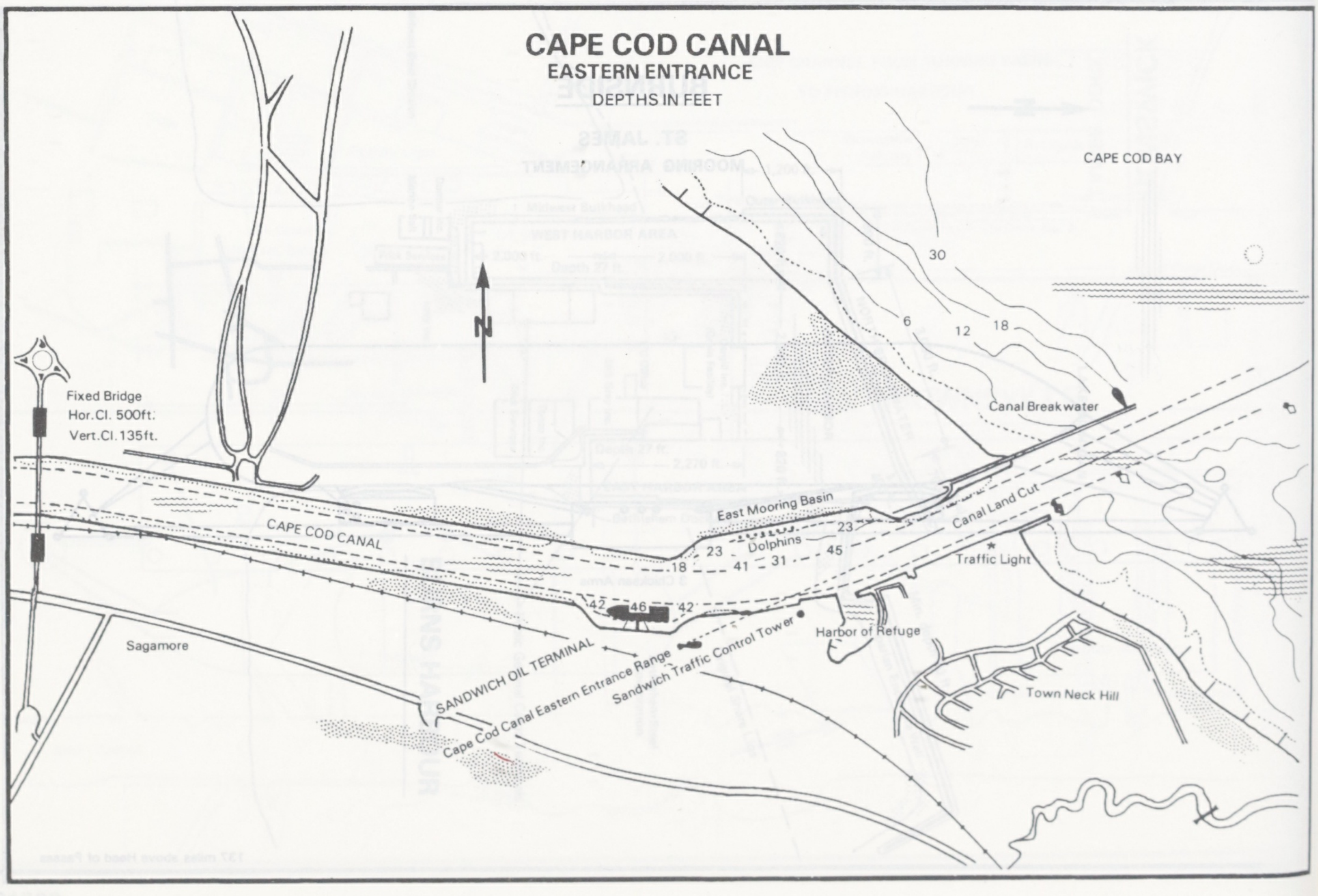
ST. JAMES

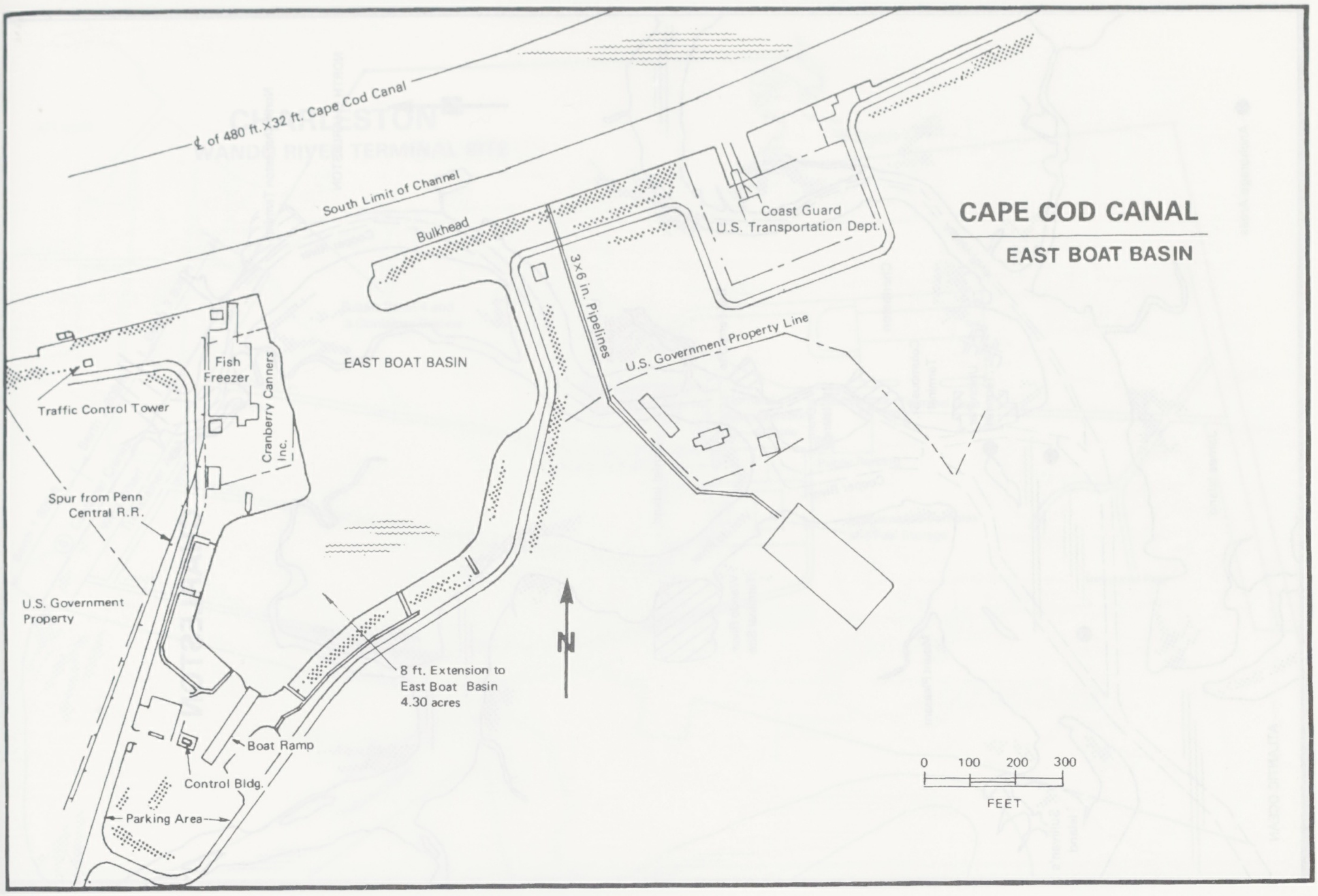
MOORING ARRANGEMENT

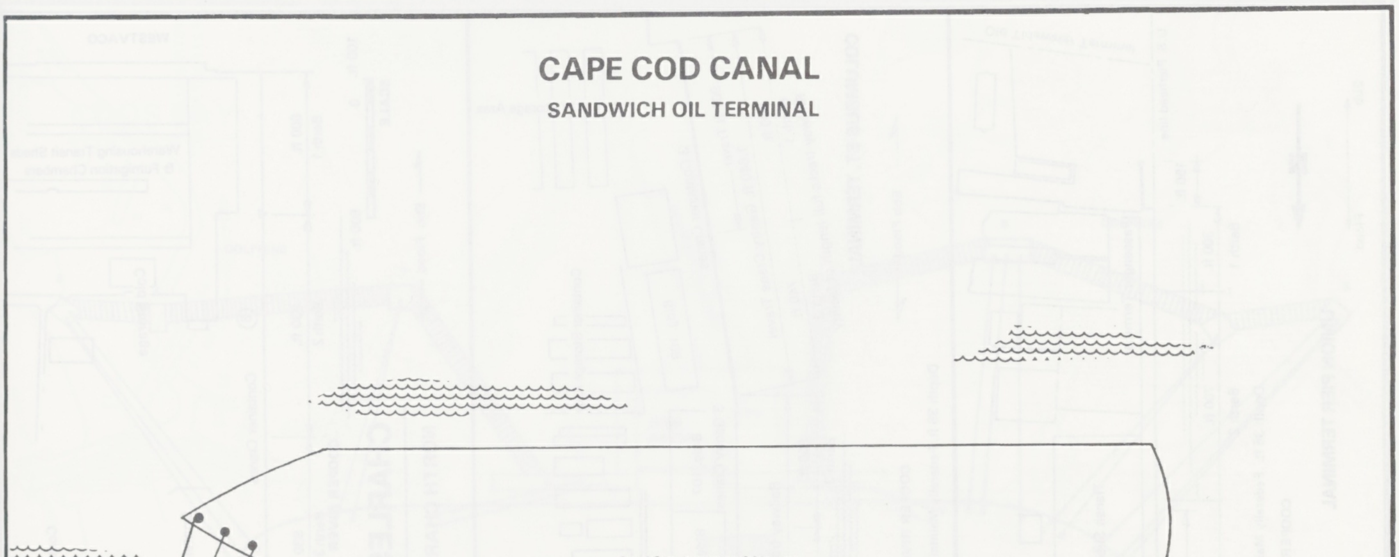

3 Chicksan Arms

137 miles above Head of Passes

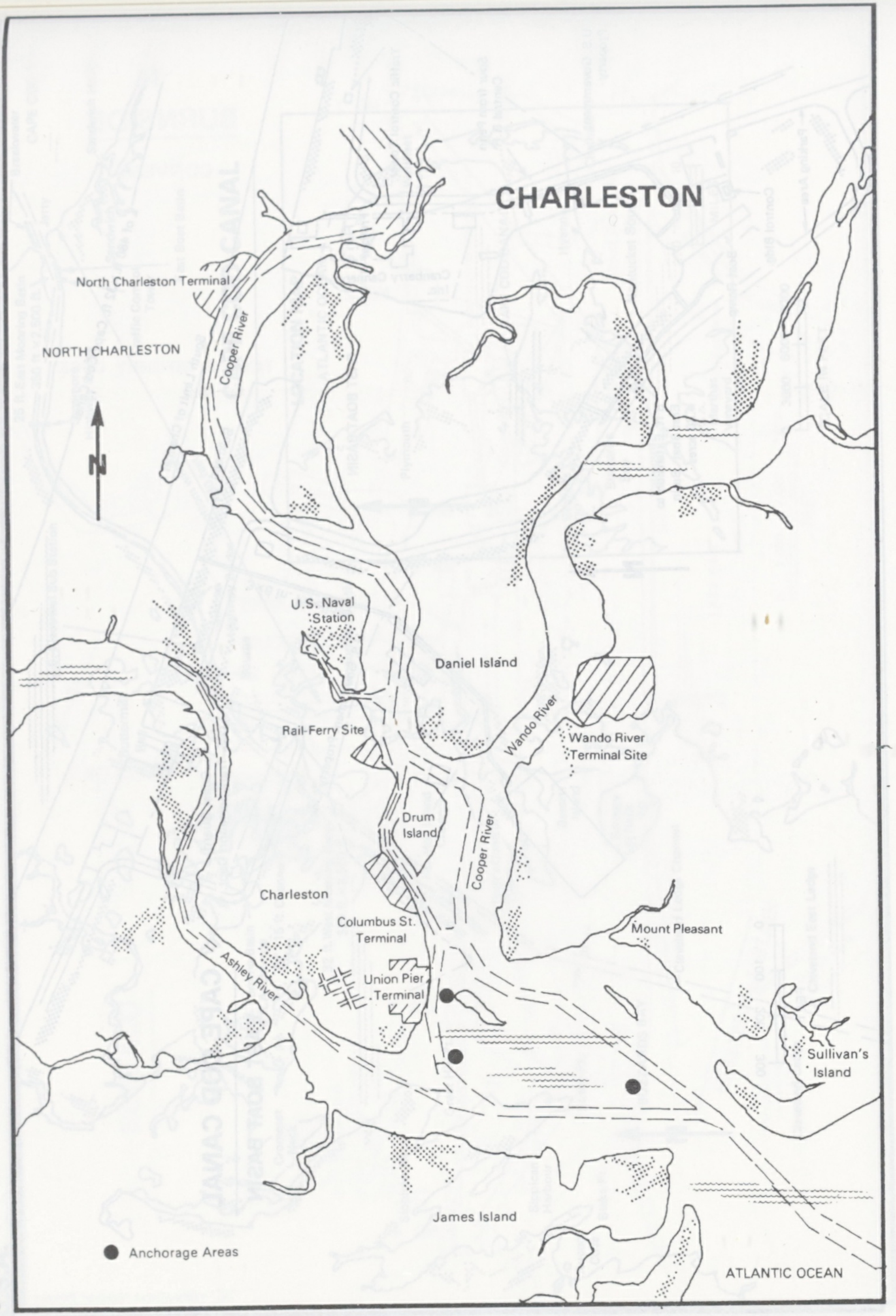

CAPE COD CANAL
25 ft. East Mooring Basin
350 ft.×2,500 ft.
Breakwater
CAPE COD BAY
Jetty
U.S. Electrical Sub Station
Sagamore
Highway Bridge
Sandwich Harbour
Sandwich
Traffic Control
Tower
East Boat Basin
Buttermilk
Bay
Bottom width
480 feet
Bourne
Highway Bridge
Bourne
Wareham
River
15 ft. Turning Basin
8 ft. Anchorage
Onset
Bay
15 ft. Channel
Cromeset
Neck
32 ft. West Mooring Basin
350 ft.×3,300 ft.
Monument Beach
Sippican Neck
Great Hill Pt.
Stony Point Dike
Hog Island
Channel
TrafficControl
Tower
Wing Neck
Sippican
Harbour
Aucoot
Cove
Blake Pt.
Butler Pt.
Bassett
Island
Scraggy
Neck
BUZZARDS BAY
N
Cleveland Ledge Channel
Cleveland Ledge
Cleveland East Ledge
0 3000 6000 9000
SCALE IN FEET
LOCATION MAP
ATLANTIC OCEAN
Province Town
Wellfleet
Plymouth
N
MASS
CAPE COD CANAL
New Bedford
Buzzards
Bay
Hyannis
Chatham
Nantucket Sound
Falmouth
Marthas
Vineyard
0 5 10
MILES


CAPE COD CANAL
EASTERN ENTRANCE
DEPTHS IN FEET
CAPE COD BAY
N
30
6
12
18
Canal Breakwater
Fixed Bridge
Hor.Cl. 500ft.
Vert.Cl. 135ft.
East Mooring Basin
CAPE COD CANAL
23
Canal Land Cut
18
23
41
Dolphins
31
45
Traffic Light
42
46
42
Sagamore
SANDWICH OIL TERMINAL
Sandwich Traffic Control Tower
Harbor of Refuge
Cape Cod Canal Eastern Entrance Range
Town Neck Hill

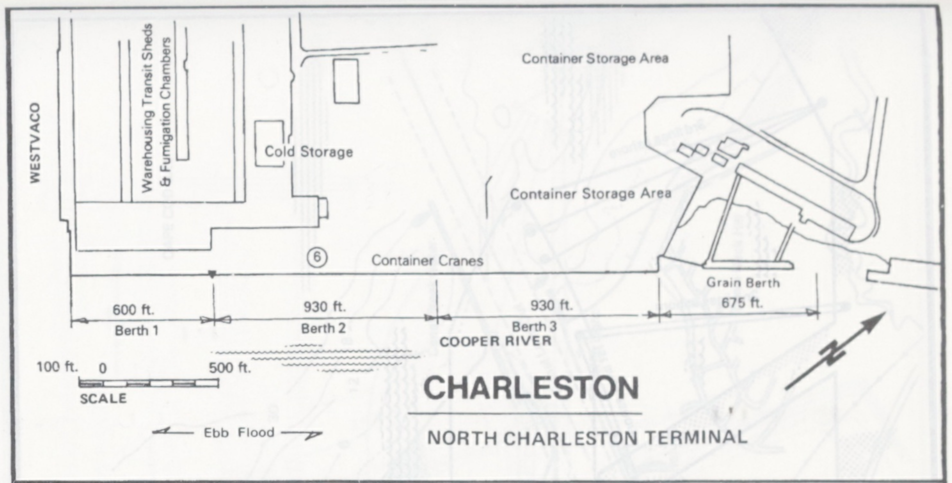

CAPE COD CANAL
EAST BOAT BASIN
℄ of 480 ft.×32 ft. Cape Cod Canal
South Limit of Channel
Bulkhead
3×6 in. Pipelines
Coast Guard
U.S. Transportation Dept.
U.S. Government Property Line
EAST BOAT BASIN
Fish Freezer
Cranberry Canners Inc.
Traffic Control Tower
Spur from Penn Central R.R.
U.S. Government Property
8 ft. Extension to East Boat Basin 4.30 acres
Boat Ramp
Control Bldg.
Parking Area
N
0
100
200
300
FEET


CAPE COD CANAL
SANDWICH OIL TERMINAL
2× 10in. hoses to 20in.line
1st lines ashore
1st lines ashore
2nd lines ashore
2nd lines ashore
3rd lines ashore
3rd lines ashore

"Plan Supplied by Ship's Master"

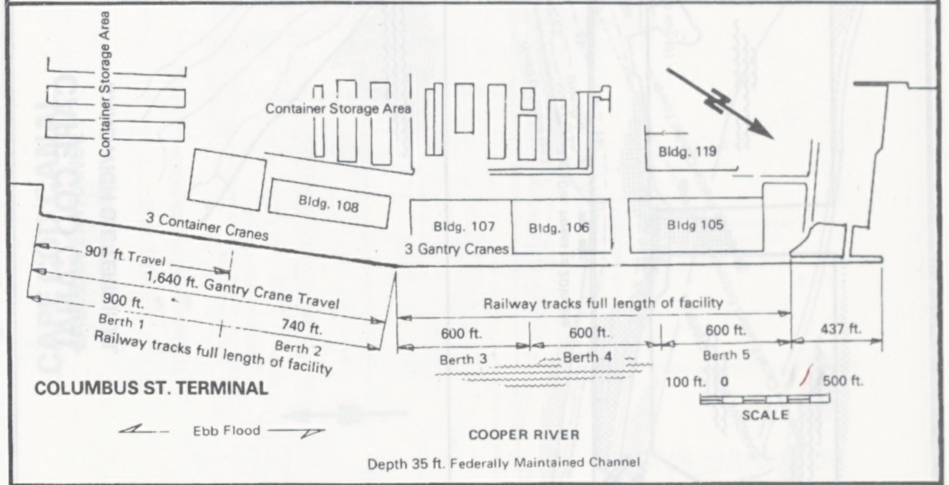

CHARLESTON

North Charleston Terminal
NORTH CHARLESTON
Cooper River
N
U.S. Naval Station
Daniel Island
Wando River
Wando River Terminal Site
Rail-Ferry Site
Drum Island
Cooper River
Charleston
Columbus St. Terminal
Union Pier Terminal
Ashley River
Mount Pleasant
Sullivan's Island
James Island
ATLANTIC OCEAN
● Anchorage Areas

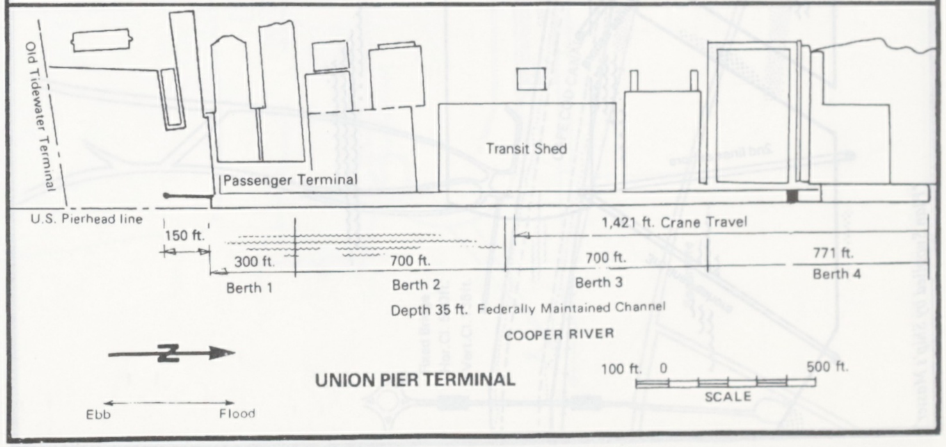

CHARLESTON

NORTH CHARLESTON TERMINAL

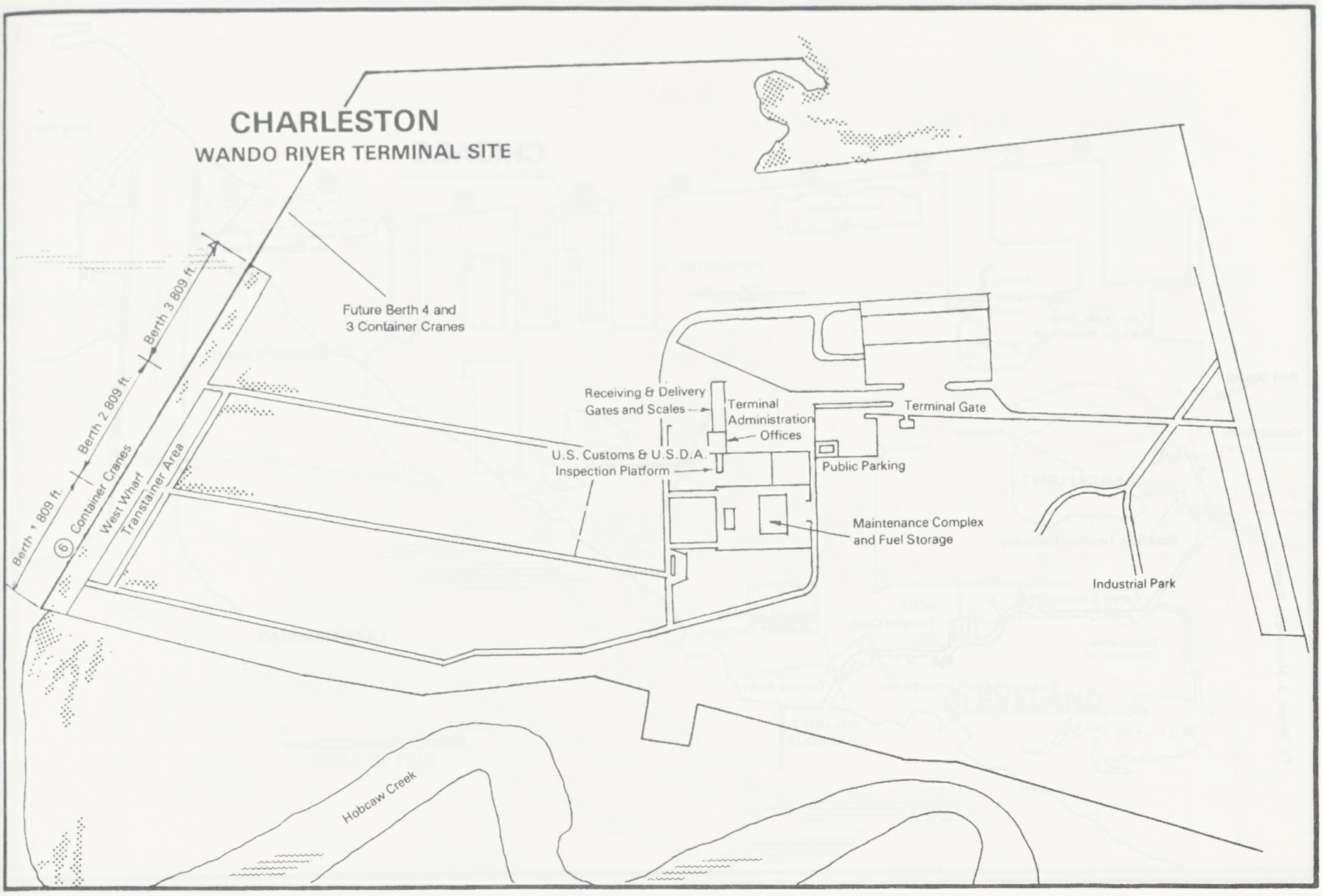
WESTVACO
Warehousing Transit Sheds & Fumigation Chambers
Cold Storage
Container Storage Area
Container Storage Area
⑥
Container Cranes
Grain Berth
675 ft.
600 ft.
Berth 1
930 ft.
Berth 2
930 ft.
Berth 3
COOPER RIVER
100 ft. 0
500 ft.
SCALE
Ebb Flood
N

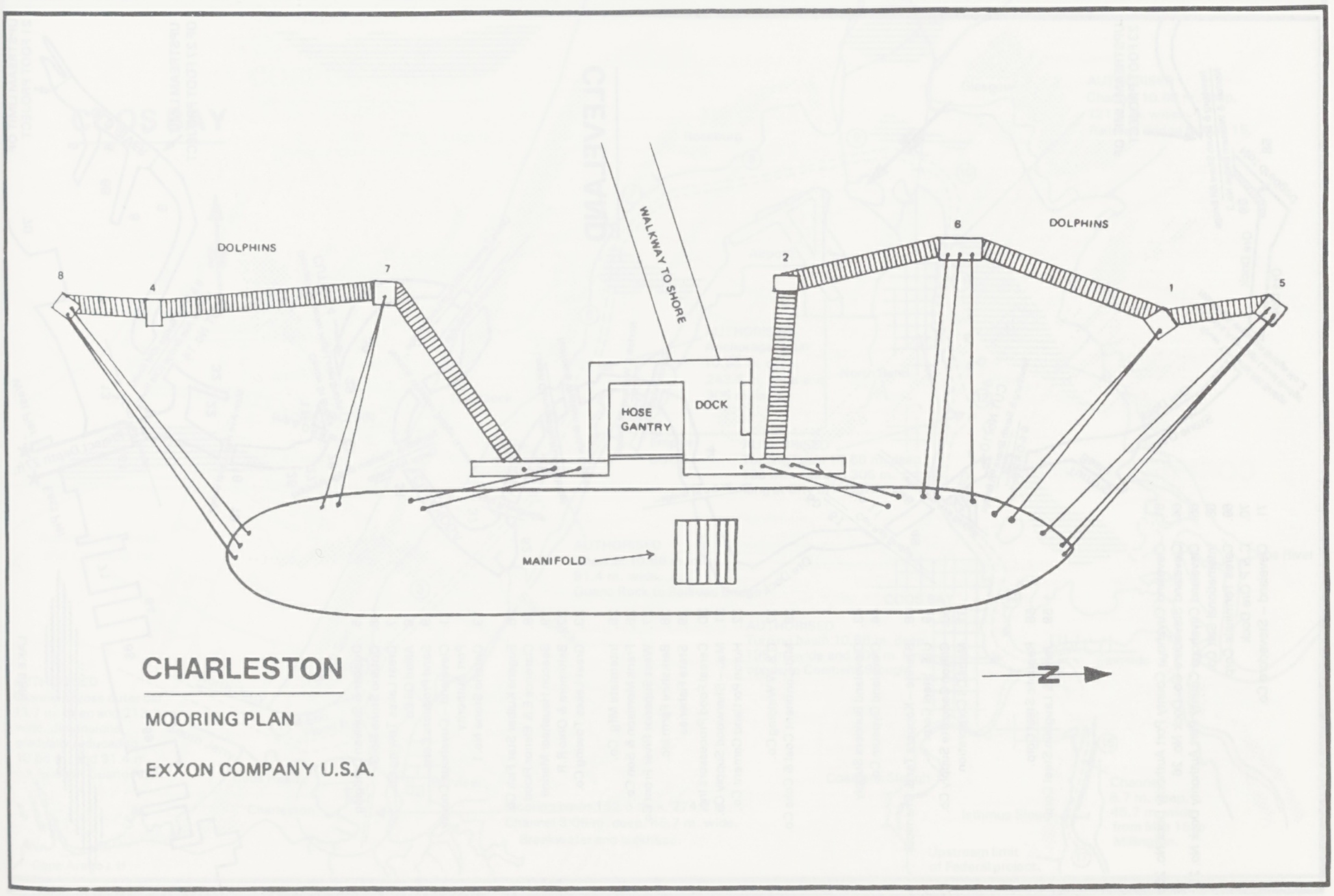

COLUMBUS ST. TERMINAL

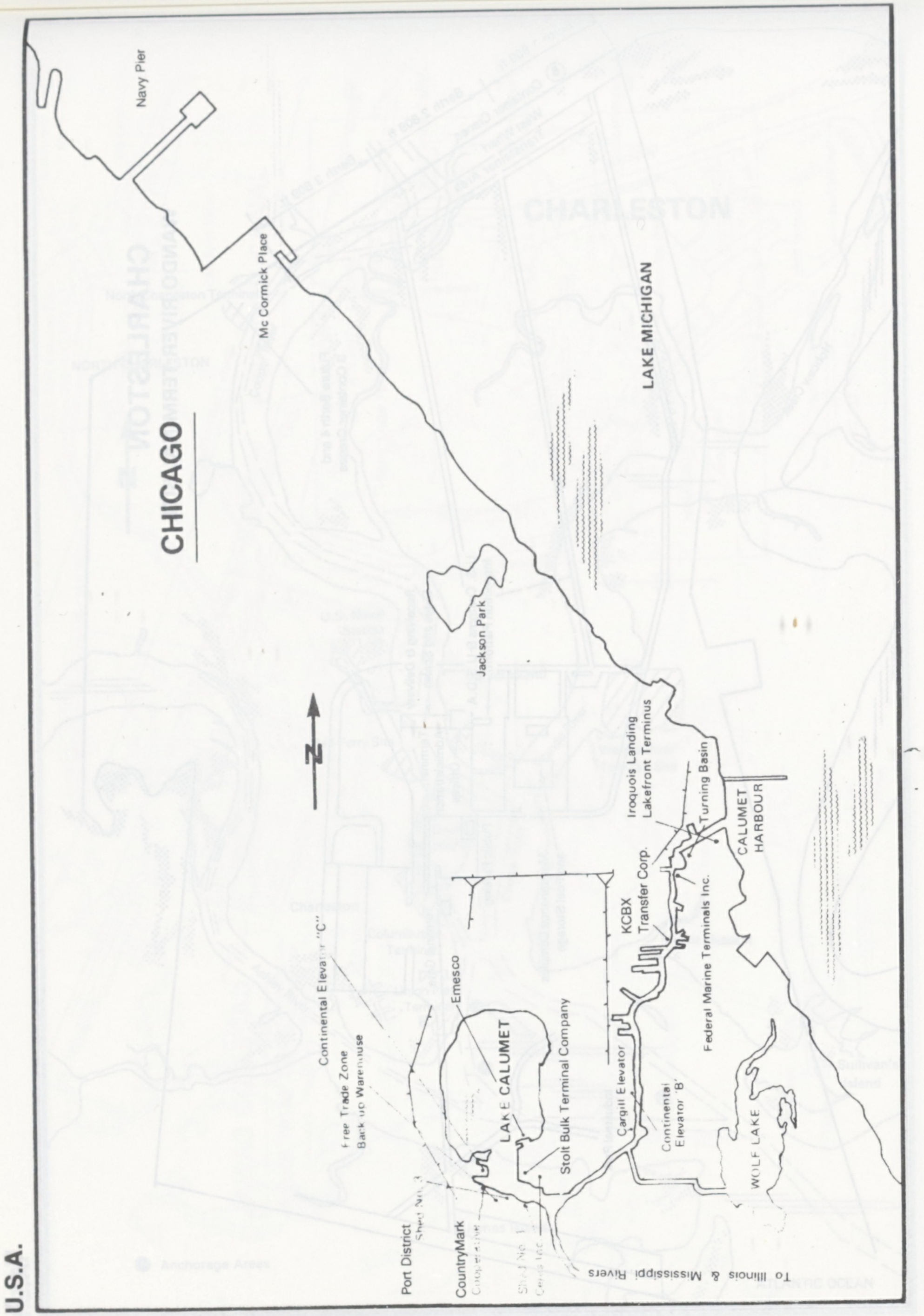
Container Storage Area
Container Storage Area
N
Bldg. 119
Bldg. 108
Bldg. 107
Bldg. 106
Bldg 105
3 Container Cranes
3 Gantry Cranes
901 ft. Travel
1,640 ft. Gantry Crane Travel
900 ft.
Berth 1
740 ft.
Berth 2
Railway tracks full length of facility
Railway tracks full length of facility
600 ft.
Berth 3
600 ft.
Berth 4
600 ft.
Berth 5
437 ft.
100 ft. 0
500 ft.
SCALE
Ebb Flood
COOPER RIVER
Depth 35 ft. Federally Maintained Channel

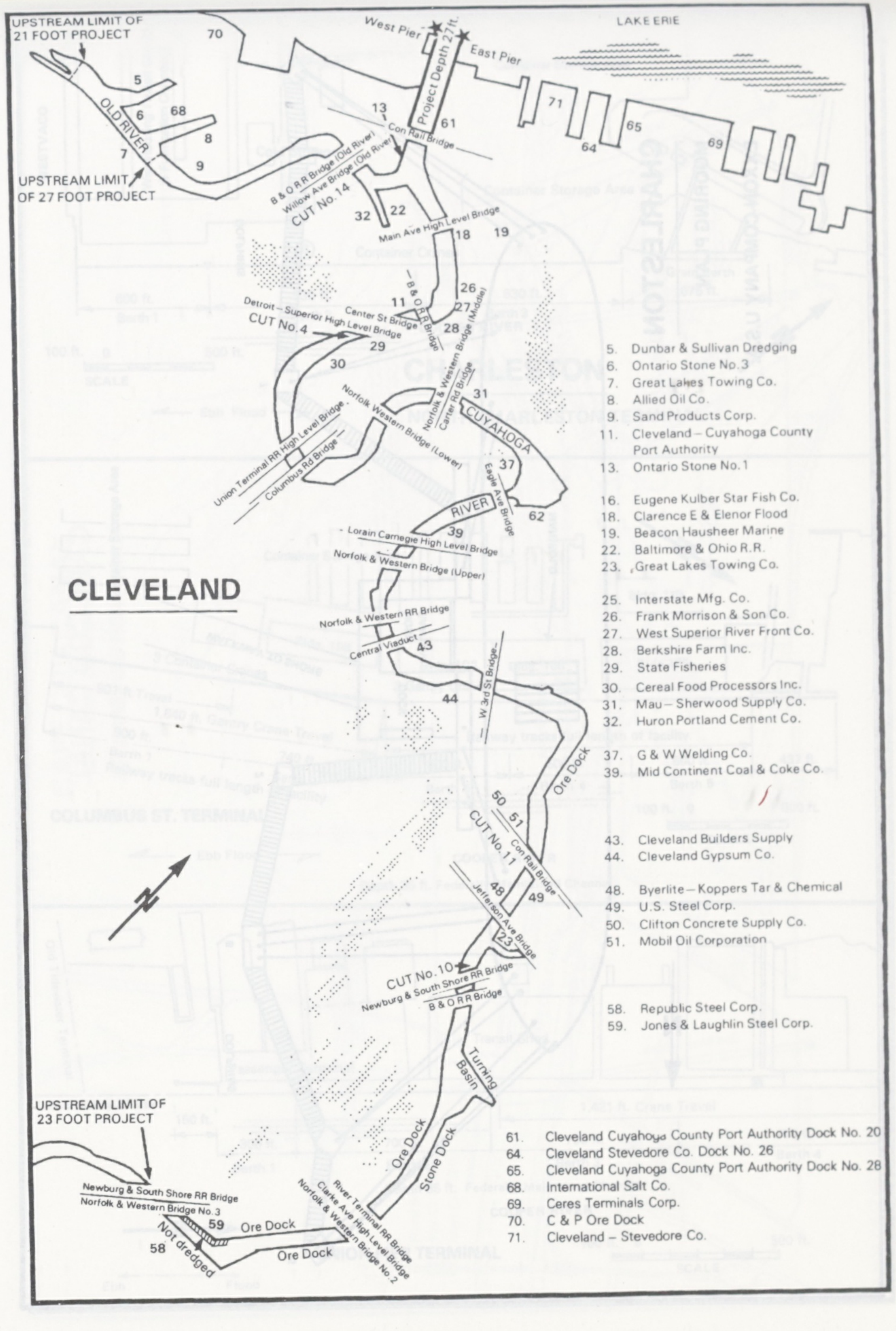

UNION PIER TERMINAL

Old Tidewater Terminal
Transit Shed
Passenger Terminal
U.S. Pierhead line
150 ft.
1,421 ft. Crane Travel
300 ft.
Berth 1
700 ft.
Berth 2
700 ft.
Berth 3
771 ft.
Berth 4
Depth 35 ft. Federally Maintained Channel
COOPER RIVER
N
100 ft. 0
500 ft.
SCALE
Ebb
Flood

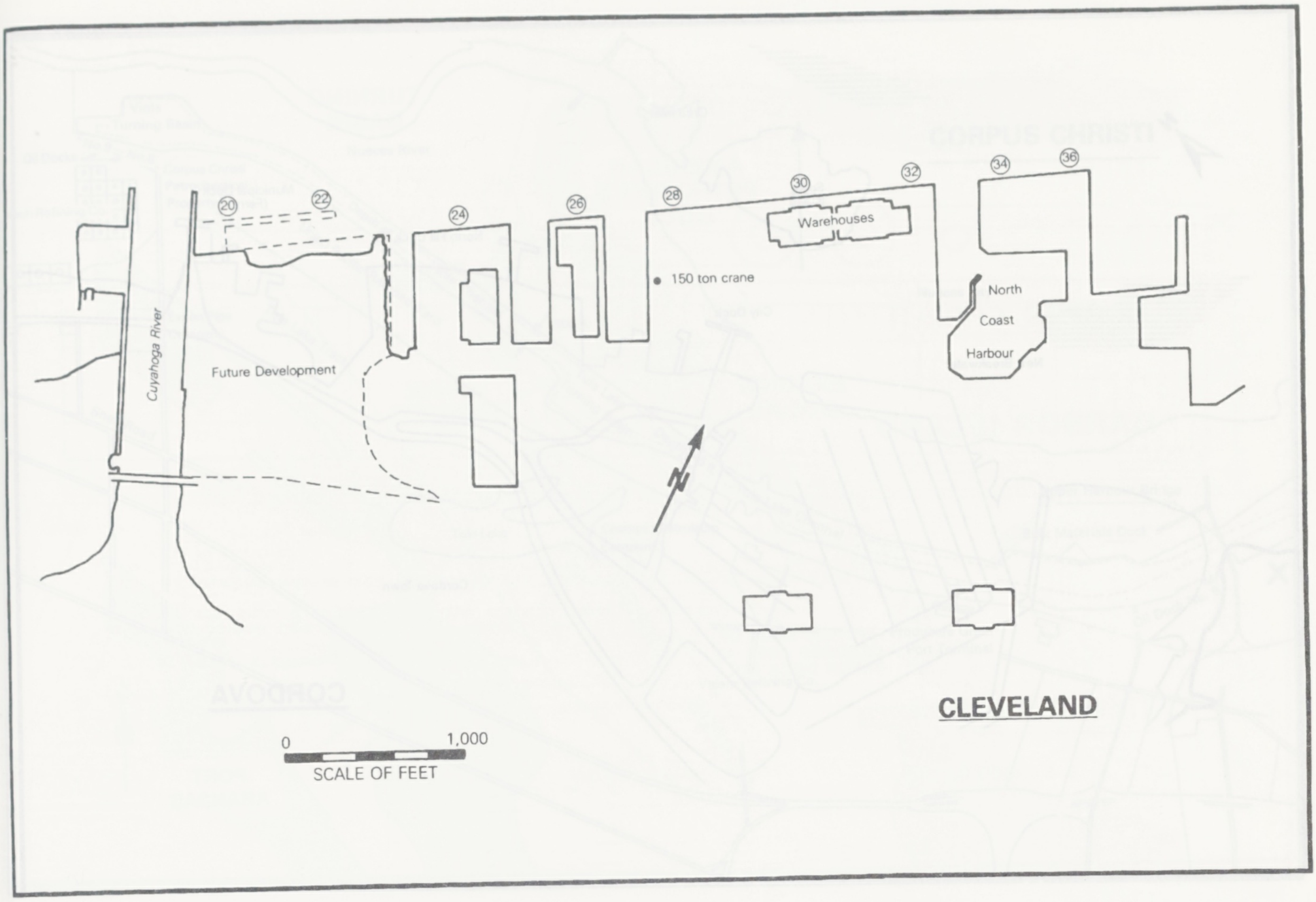

CHARLESTON
WANDO RIVER TERMINAL SITE
Future Berth 4 and 3 Container Cranes
Berth 3 809 ft.
Berth 2 809 ft.
Berth 1 809 ft.
⑥ Container Cranes
West Wharf
Transtainer Area
Receiving & Delivery Gates and Scales
Terminal Administration Offices
U.S. Customs & U.S.D.A. Inspection Platform
Terminal Gate
Public Parking
Maintenance Complex and Fuel Storage
Industrial Park
Hobcaw Creek

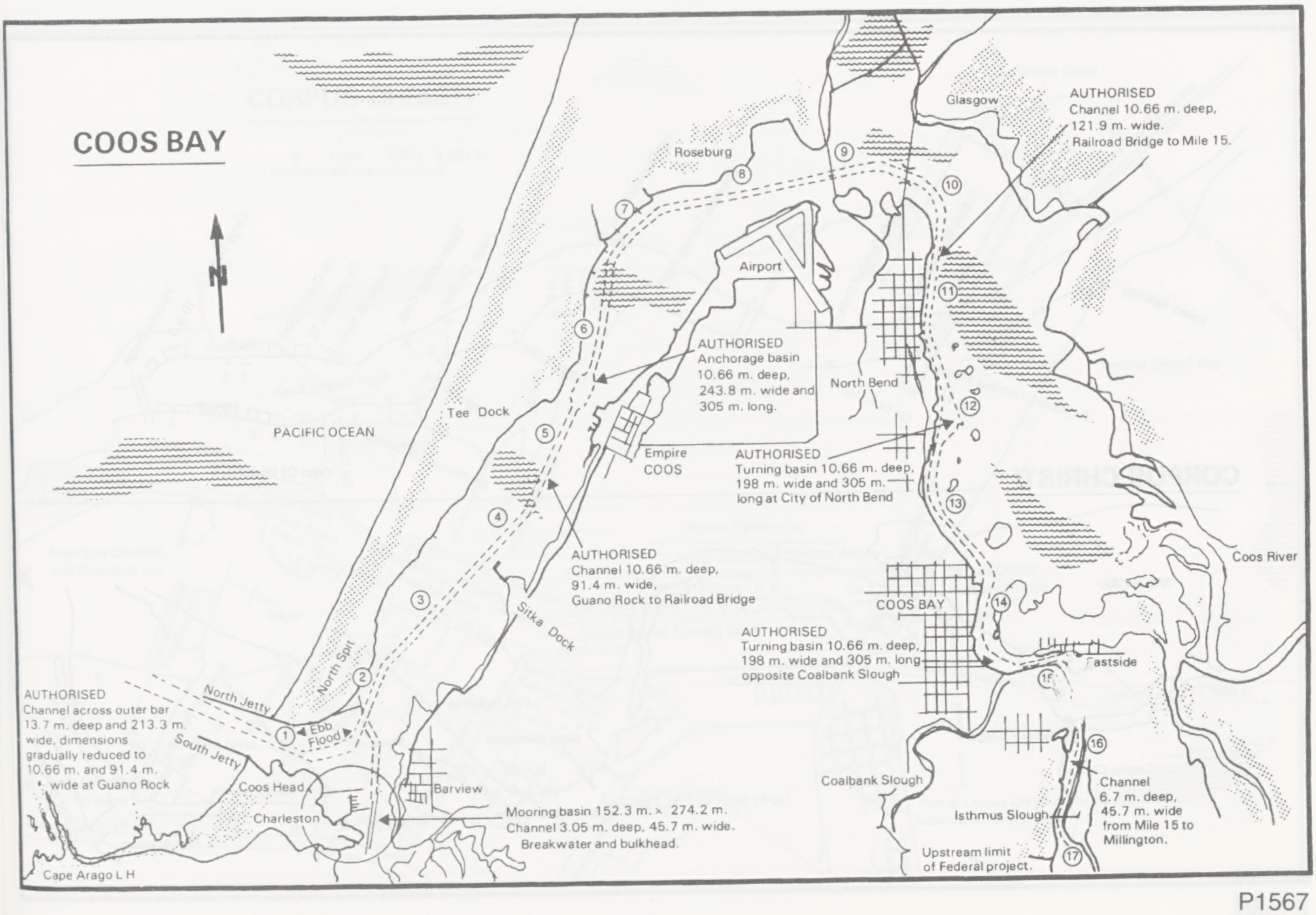

WALKWAY TO SHORE
DOLPHINS
8
4
7
2
6
DOLPHINS
1
5
HOSE GANTRY
DOCK
MANIFOLD
N
CHARLESTON
MOORING PLAN
EXXON COMPANY U.S.A.

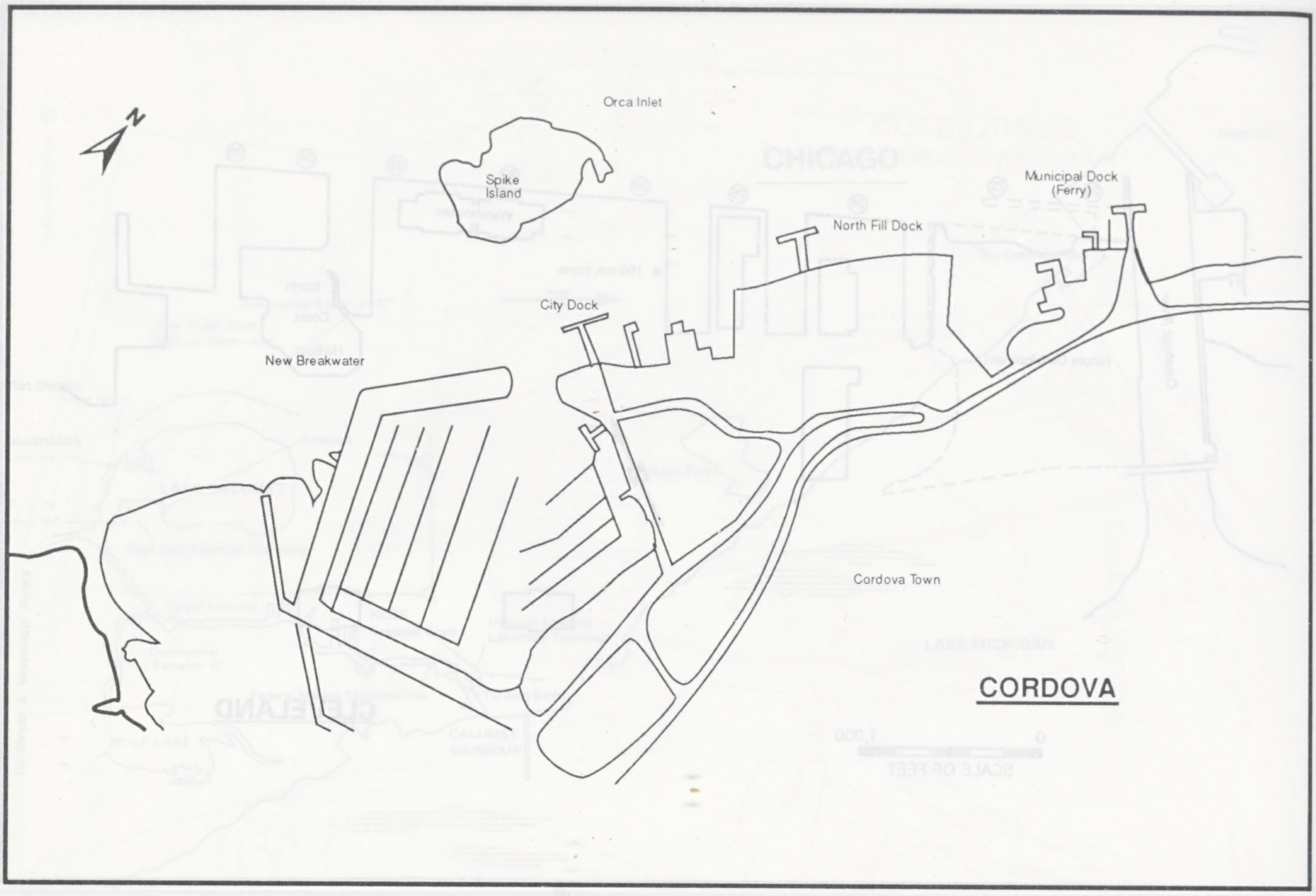

CHICAGO
LAKE MICHIGAN
Navy Pier
Mc Cormick Place
Jackson Park
N
Iroquois Landing Lakefront Terminus
Turning Basin
CALUMET HARBOUR
KCBX Transfer Corp.
Federal Marine Terminals Inc.
Continental Elevator 'B'
Cargill Elevator
Stolt Bulk Terminal Company
LAKE CALUMET
WOLF LAKE
Emesco
Continental Elevator "C"
Free Trade Zone Back up Warehouse
Port District Shed No. 3
CountryMark Cooperative
Shed No. 1 Cenex Inc.
To Illinois & Mississippi Rivers


CLEVELAND
LAKE ERIE
UPSTREAM LIMIT OF 21 FOOT PROJECT
UPSTREAM LIMIT OF 27 FOOT PROJECT
UPSTREAM LIMIT OF 23 FOOT PROJECT
West Pier
East Pier
Project Depth 27ft.
OLD RIVER
Con Rail Bridge
B & O R.R Bridge (Old River)
Willow Ave Bridge (Old River)
CUT No. 14
Main Ave High Level Bridge
B & O R.R Bridge
Center St Bridge
Detroit – Superior High Level Bridge
CUT No. 4
Norfolk & Western Bridge (Middle)
Carter Rd Bridge
Norfolk Western Bridge (Lower)
Union Terminal RR High Level Bridge
Columbus Rd Bridge
CUYAHOGA
RIVER
Eagle Ave Bridge
Lorain Carnegie High Level Bridge
Norfolk & Western Bridge (Upper)
Norfolk & Western RR Bridge
Central Viaduct
W 3rd St Bridge
Ore Dock
Con Rail Bridge
CUT No. 11
Jefferson Ave Bridge
CUT No. 10
Newburg & South Shore RR Bridge
B & O R R Bridge
Turning Basin
Ore Dock
Stone Dock
River Terminal RR Bridge
Clarke Ave High Level Bridge
Norfolk & Western Bridge No 2
Newburg & South Shore RR Bridge
Norfolk & Western Bridge No. 3
Ore Dock
Ore Dock
Not dredged
70
5
6
68
7
8
9
13
61
71
65
64
69
32
22
18
19
26
11
27
28
29
30
31
37
62
39
43
44
50
51
48
49
23
59
58

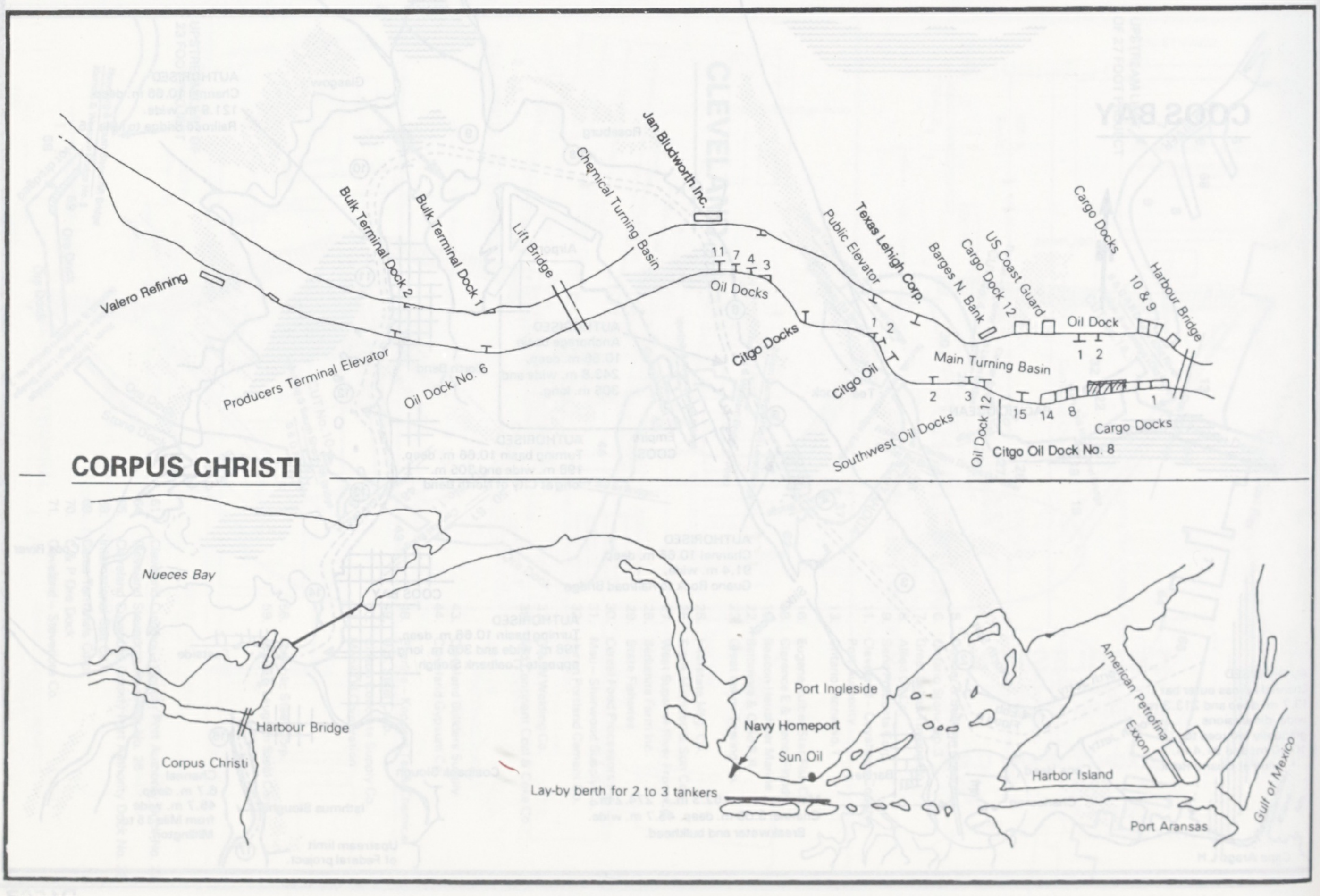
5.	Dunbar & Sullivan Dredging
6.	Ontario Stone No.3
7.	Great Lakes Towing Co.
8.	Allied Oil Co.
9.	Sand Products Corp.
11.	Cleveland – Cuyahoga County Port Authority
13.	Ontario Stone No.1
16.	Eugene Kulber Star Fish Co.
18.	Clarence E & Elenor Flood
19.	Beacon Hausheer Marine
22.	Baltimore & Ohio R.R.
23.	Great Lakes Towing Co.
25.	Interstate Mfg. Co.
26.	Frank Morrison & Son Co.
27.	West Superior River Front Co.
28.	Berkshire Farm Inc.
29.	State Fisheries
30.	Cereal Food Processors Inc.
31.	Mau – Sherwood Supply Co.
32.	Huron Portland Cement Co.
37.	G & W Welding Co.
39.	Mid Continent Coal & Coke Co.
43.	Cleveland Builders Supply
44.	Cleveland Gypsum Co.
48.	Byerlite – Koppers Tar & Chemical
49.	U.S. Steel Corp.
50.	Clifton Concrete Supply Co.
51.	Mobil Oil Corporation
58.	Republic Steel Corp.
59.	Jones & Laughlin Steel Corp.
61.	Cleveland Cuyahoga County Port Authority Dock No. 20
64.	Cleveland Stevedore Co. Dock No. 26
65.	Cleveland Cuyahoga County Port Authority Dock No. 28
68.	International Salt Co.
69.	Ceres Terminals Corp.
70.	C & P Ore Dock
71.	Cleveland – Stevedore Co.


CLEVELAND
⑳
㉒
㉔
㉖
㉘
㉚
㉜
㉞
㊱
Warehouses
150 ton crane
North
Coast
Harbour
Cuyahoga River
Future Development
N
0
1,000
SCALE OF FEET

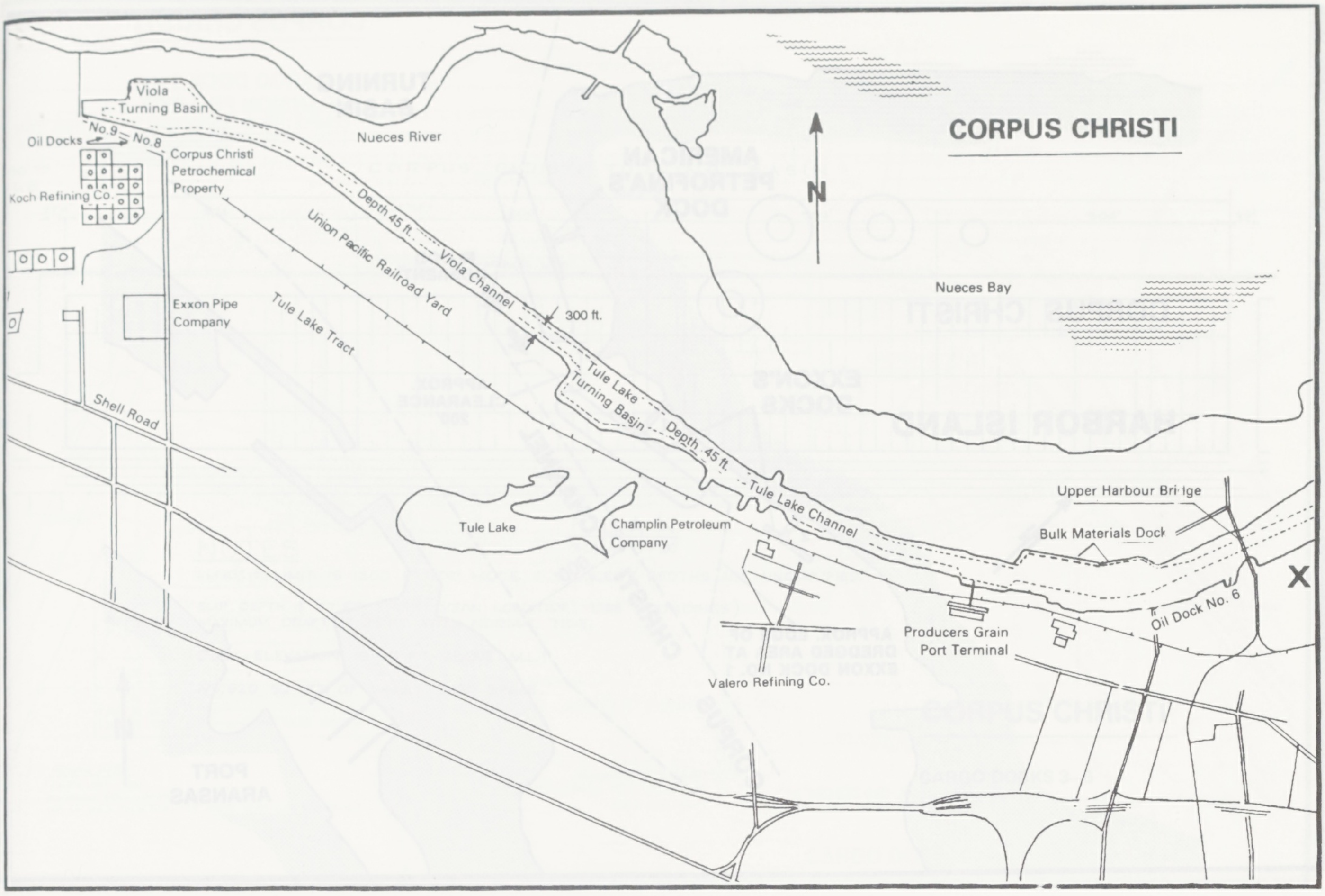

COOS BAY
N
PACIFIC OCEAN
Roseburg
Glasgow
Airport
North Bend
Empire
COOS
Tee Dock
Sitka Dock
North Spit
North Jetty
South Jetty
Ebb
Flood
Coos Head
Charleston
Barview
Cape Arago L H
COOS BAY
Eastside
Coalbank Slough
Isthmus Slough
Coos River
①
②
③
④
⑤
⑥
⑦
⑧
⑨
⑩
⑪
⑫
⑬
⑭
⑮
⑯
⑰
AUTHORISED
Channel 10.66 m. deep,
121.9 m. wide.
Railroad Bridge to Mile 15.
AUTHORISED
Anchorage basin
10.66 m. deep,
243.8 m. wide and
305 m. long.
AUTHORISED
Turning basin 10.66 m. deep,
198 m. wide and 305 m.
long at City of North Bend
AUTHORISED
Channel 10.66 m. deep,
91.4 m. wide,
Guano Rock to Railroad Bridge
AUTHORISED
Turning basin 10.66 m. deep,
198 m. wide and 305 m. long
opposite Coalbank Slough
AUTHORISED
Channel across outer bar
13.7 m. deep and 213.3 m.
wide, dimensions
gradually reduced to
10.66 m. and 91.4 m.
wide at Guano Rock
Mooring basin 152.3 m. × 274.2 m.
Channel 3.05 m. deep, 45.7 m. wide.
Breakwater and bulkhead.
Channel
6.7 m. deep,
45.7 m. wide
from Mile 15 to
Millington.
Upstream limit
of Federal project.

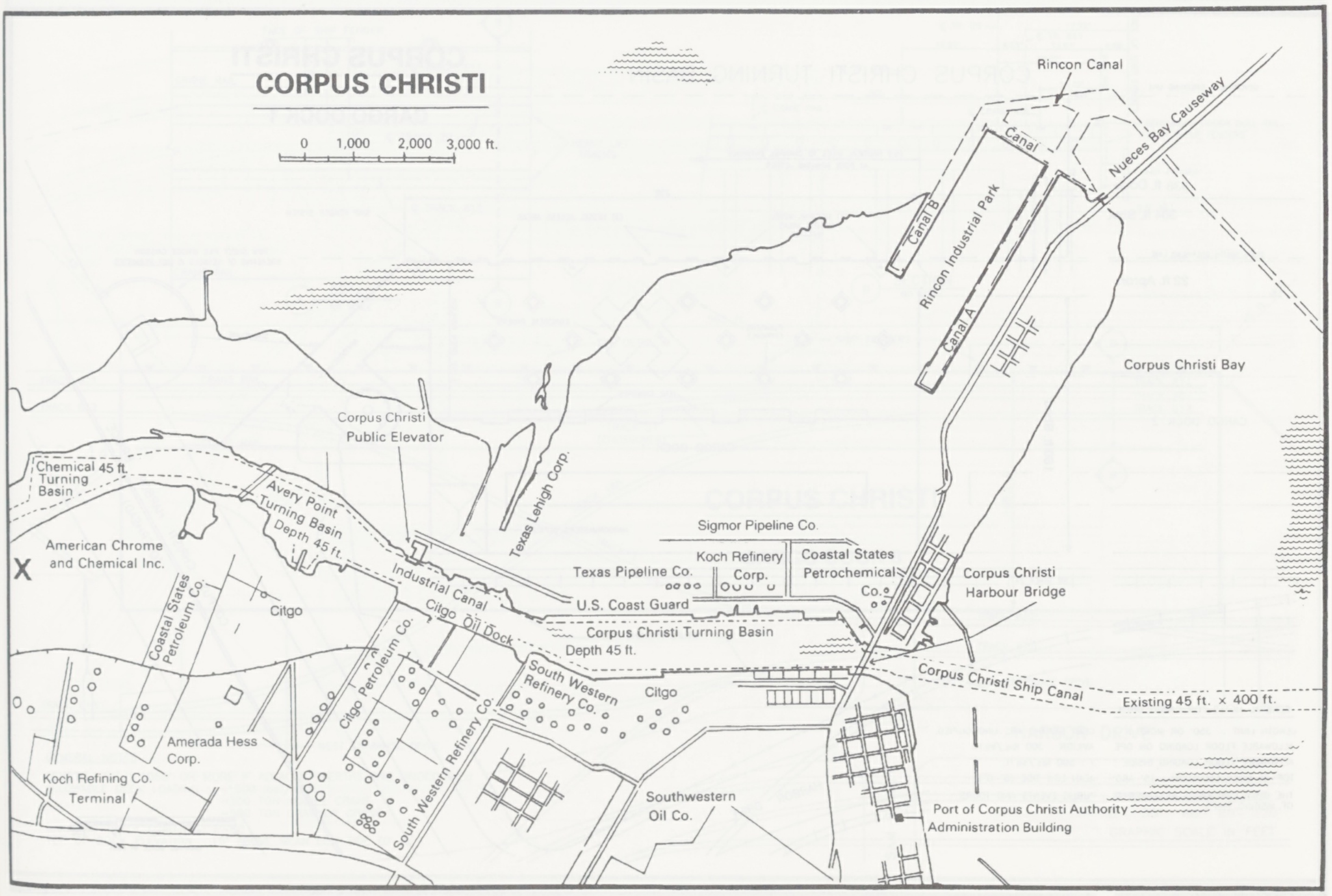

Orca Inlet
Spike Island
Municipal Dock (Ferry)
North Fill Dock
City Dock
New Breakwater
Cordova Town
N

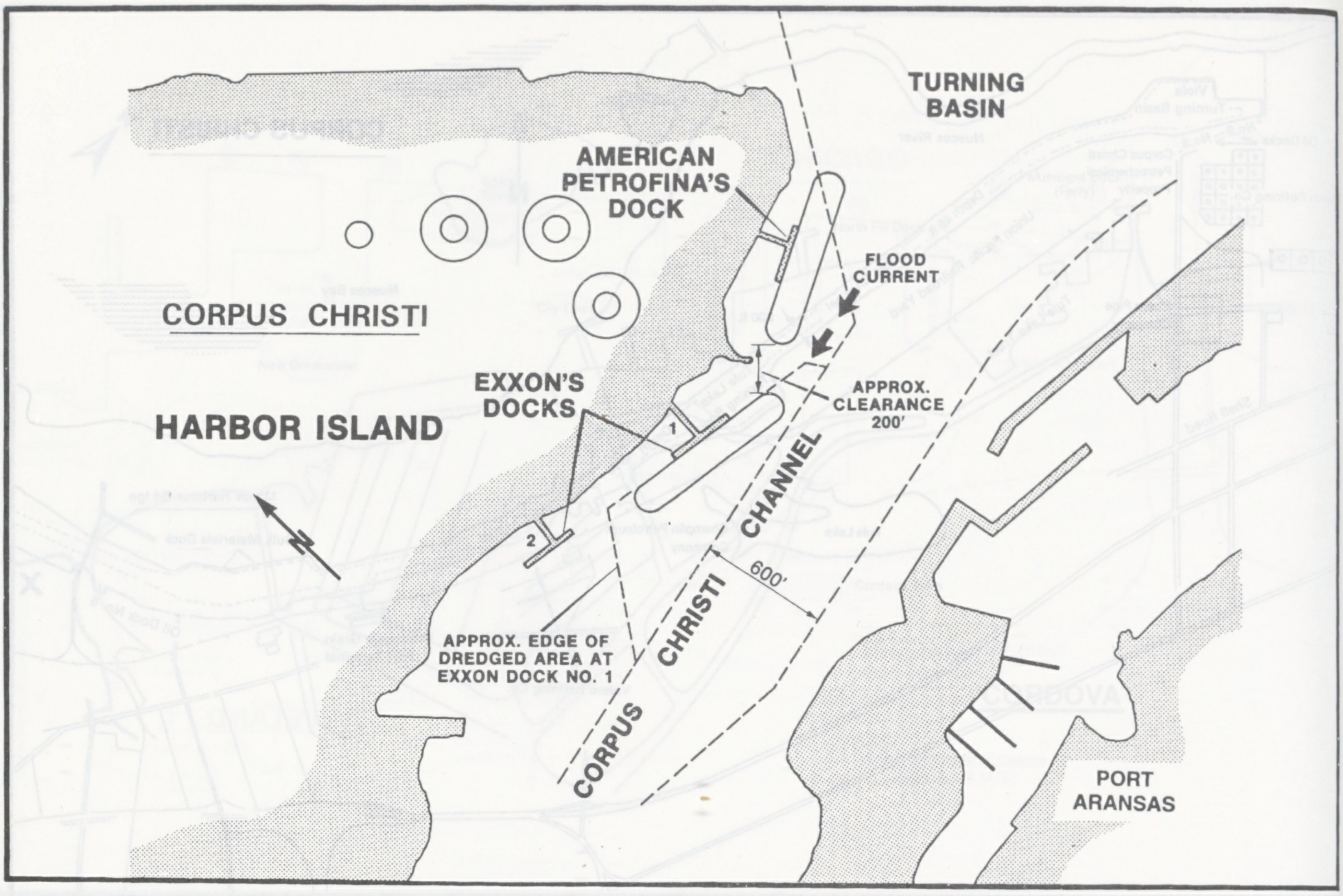
CORDOVA

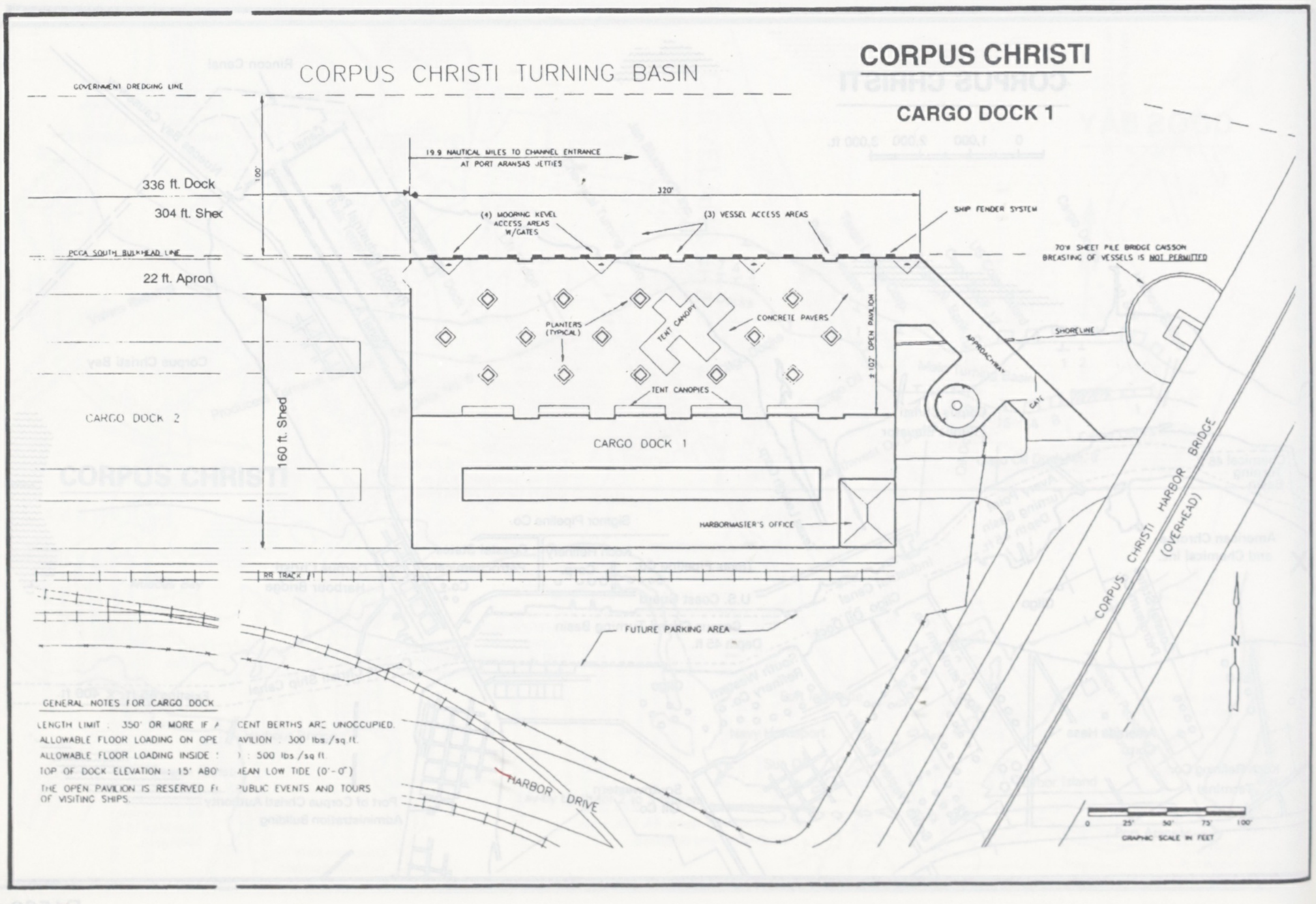

Valero Refining
Bulk Terminal Dock 2
Bulk Terminal Dock 1
Lift Bridge
Chemical Turning Basin
Jan Bludworth Inc.
11 7 4 3
Oil Docks
Public Elevator
Texas Lehigh Corp.
Barges N. Bank
Cargo Dock 12
US Coast Guard
Cargo Docks
Harbour Bridge
10 & 9
Oil Dock
1 2
Main Turning Basin
Citgo Docks
1 2
Citgo Oil
Producers Terminal Elevator
Oil Dock No. 6
2 3
Oil Dock 12
15 14 8
1
Cargo Docks
Southwest Oil Docks
Citgo Oil Dock No. 8
Nueces Bay
Port Ingleside
Navy Homeport
Sun Oil
Lay-by berth for 2 to 3 tankers
Harbour Bridge
Corpus Christi
American Petrofina
Exxon
Harbor Island
Port Aransas
Gulf of Mexico

CORPUS CHRISTI


CORPUS CHRISTI
N
Viola Turning Basin
No.9
No.8
Oil Docks
Corpus Christi Petrochemical Property
Koch Refining Co.
Nueces River
Depth 45 ft.
Viola Channel
Union Pacific Railroad Yard
Tule Lake Tract
Exxon Pipe Company
300 ft.
Shell Road
Tule Lake Turning Basin
Depth 45 ft.
Tule Lake Channel
Tule Lake
Champlin Petroleum Company
Nueces Bay
Upper Harbour Bridge
Bulk Materials Dock
X
Oil Dock No. 6
Producers Grain Port Terminal
Valero Refining Co.


CORPUS CHRISTI
0
1,000
2,000
3,000 ft.
Rincon Canal
Canal
Nueces Bay Causeway
Canal B
Rincon Industrial Park
Canal A
Corpus Christi Bay
Corpus Christi Public Elevator
Texas Lehigh Corp.
Chemical 45 ft. Turning Basin
Avery Point Turning Basin
Depth 45 ft.
X
American Chrome and Chemical Inc.
Sigmor Pipeline Co.
Koch Refinery Corp.
Coastal States Petrochemical Co.
Corpus Christi Harbour Bridge
Texas Pipeline Co.
Industrial Canal
U.S. Coast Guard
Citgo
Citgo Oil Dock
Corpus Christi Turning Basin
Depth 45 ft.
Coastal States Petroleum Co.
Citgo Petroleum Co.
South Western Refinery Co.
Citgo
Corpus Christi Ship Canal
Existing 45 ft. × 400 ft.
South Western Refinery Co.
Amerada Hess Corp.
Koch Refining Co. Terminal
Southwestern Oil Co.
Port of Corpus Christi Authority Administration Building


TURNING BASIN
AMERICAN PETROFINA'S DOCK
FLOOD CURRENT
CORPUS CHRISTI
EXXON'S DOCKS
APPROX. CLEARANCE 200'
1
HARBOR ISLAND
2
CHANNEL
600'
APPROX. EDGE OF DREDGED AREA AT EXXON DOCK NO. 1
CHRISTI
CORPUS
PORT ARANSAS


CORPUS CHRISTI
CARGO DOCK 1
CORPUS CHRISTI TURNING BASIN
GOVERNMENT DREDGING LINE
19.9 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
100'
336 ft. Dock
304 ft. Shed
320'
(4) MOORING KEVEL ACCESS AREAS W/GATES
(3) VESSEL ACCESS AREAS
SHIP FENDER SYSTEM
PCCA SOUTH BULKHEAD LINE
70'Ø SHEET PILE BRIDGE CAISSON
BREASTING OF VESSELS IS NOT PERMITTED
22 ft. Apron
PLANTERS (TYPICAL)
TENT CANOPY
CONCRETE PAVERS
± 102' OPEN PAVILION
SHORELINE
APPROACHWAY
GATE
TENT CANOPIES
CARGO DOCK 2
160 ft. Shed
CARGO DOCK 1
HARBORMASTER'S OFFICE
CORPUS CHRISTI HARBOR BRIDGE (OVERHEAD)
RR TRACK
FUTURE PARKING AREA
HARBOR DRIVE
N
0
25'
50'
75'
100'
GRAPHIC SCALE IN FEET

GENERAL NOTES FOR CARGO DOCK

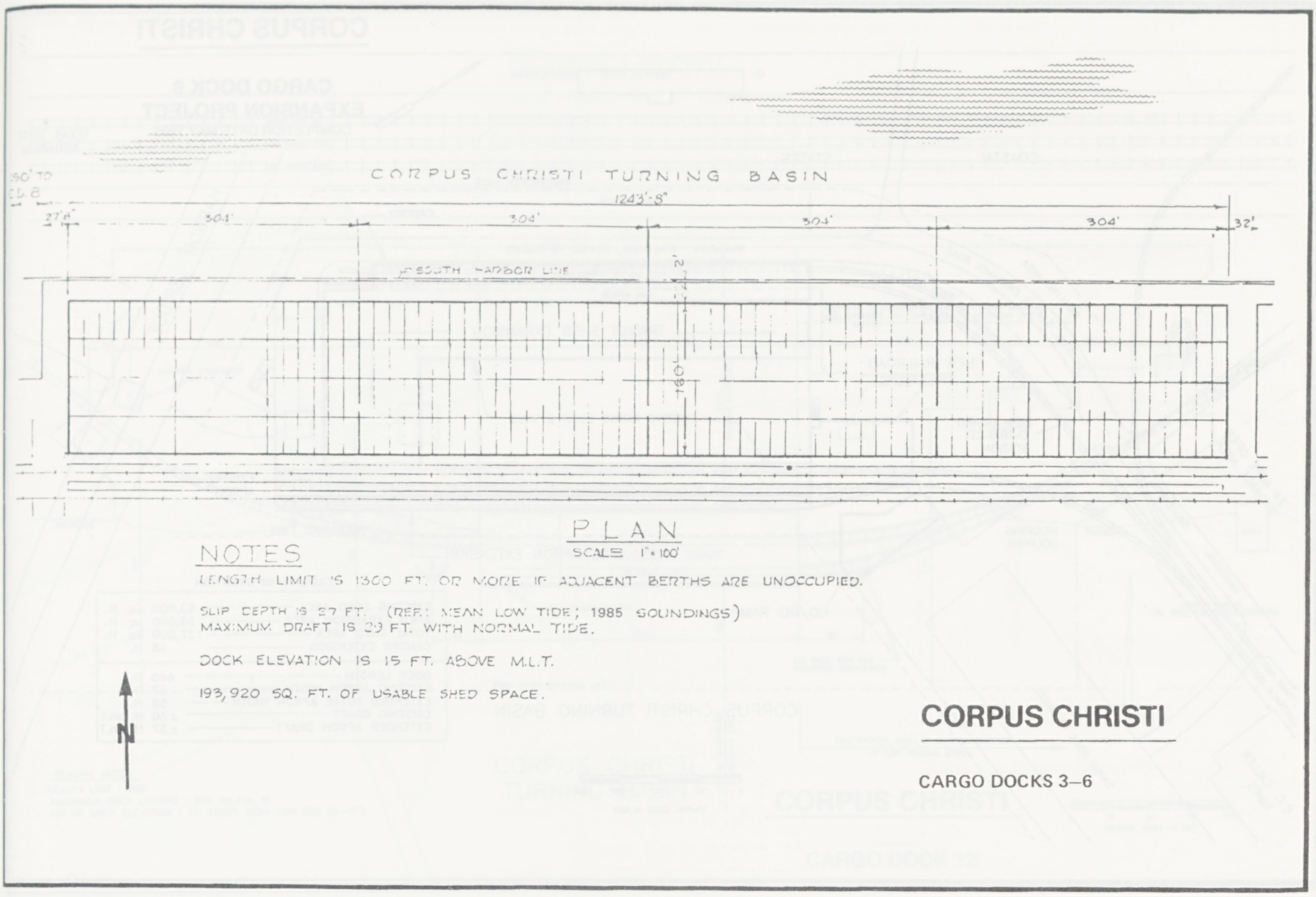
LENGTH LIMIT : 350' OR MORE IF A CENT BERTHS ARE UNOCCUPIED.

ALLOWABLE FLOOR LOADING ON OPE AVILION : 300 lbs./sq.ft.

ALLOWABLE FLOOR LOADING INSIDE) : 500 lbs./sq.ft.

TOP OF DOCK ELEVATION : 15' ABO MEAN LOW TIDE (0'-0")

THE OPEN PAVILION IS RESERVED F PUBLIC EVENTS AND TOURS OF VISITING SHIPS.


CORPUS CHRISTI TURNING BASIN
1243'-8"
27'8"
304'
304'
304'
304'
32'
SOUTH HARBOR LINE
2'
160'
PLAN
SCALE 1"=100'
N

NOTES

LENGTH LIMIT IS 1300 FT. OR MORE IF ADJACENT BERTHS ARE UNOCCUPIED.

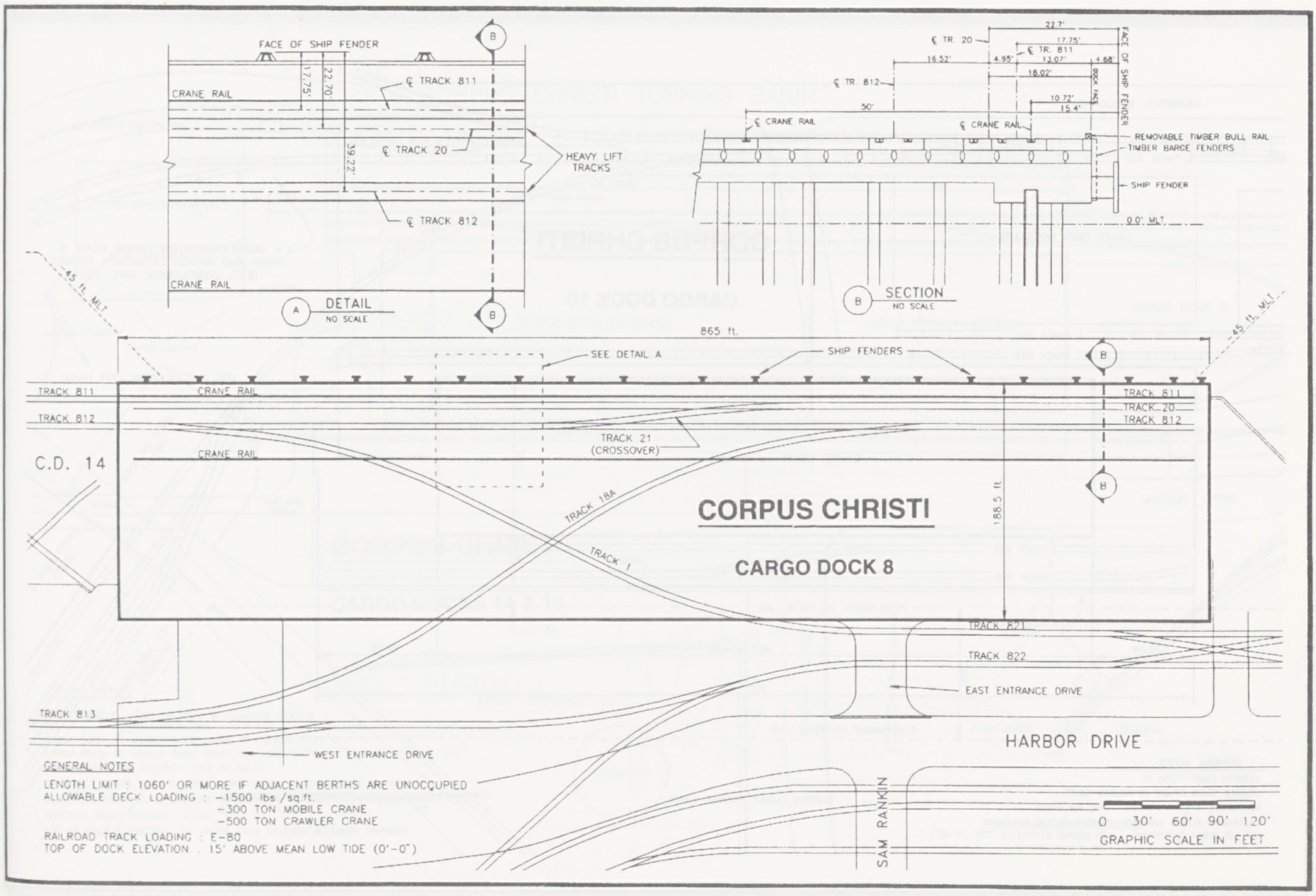
SLIP DEPTH IS 27 FT. (REF: MEAN LOW TIDE; 1985 SOUNDINGS)
MAXIMUM DRAFT IS 29 FT. WITH NORMAL TIDE.

DOCK ELEVATION IS 15 FT. ABOVE M.L.T.

193,920 SQ. FT. OF USABLE SHED SPACE.

CORPUS CHRISTI

CARGO DOCKS 3–6

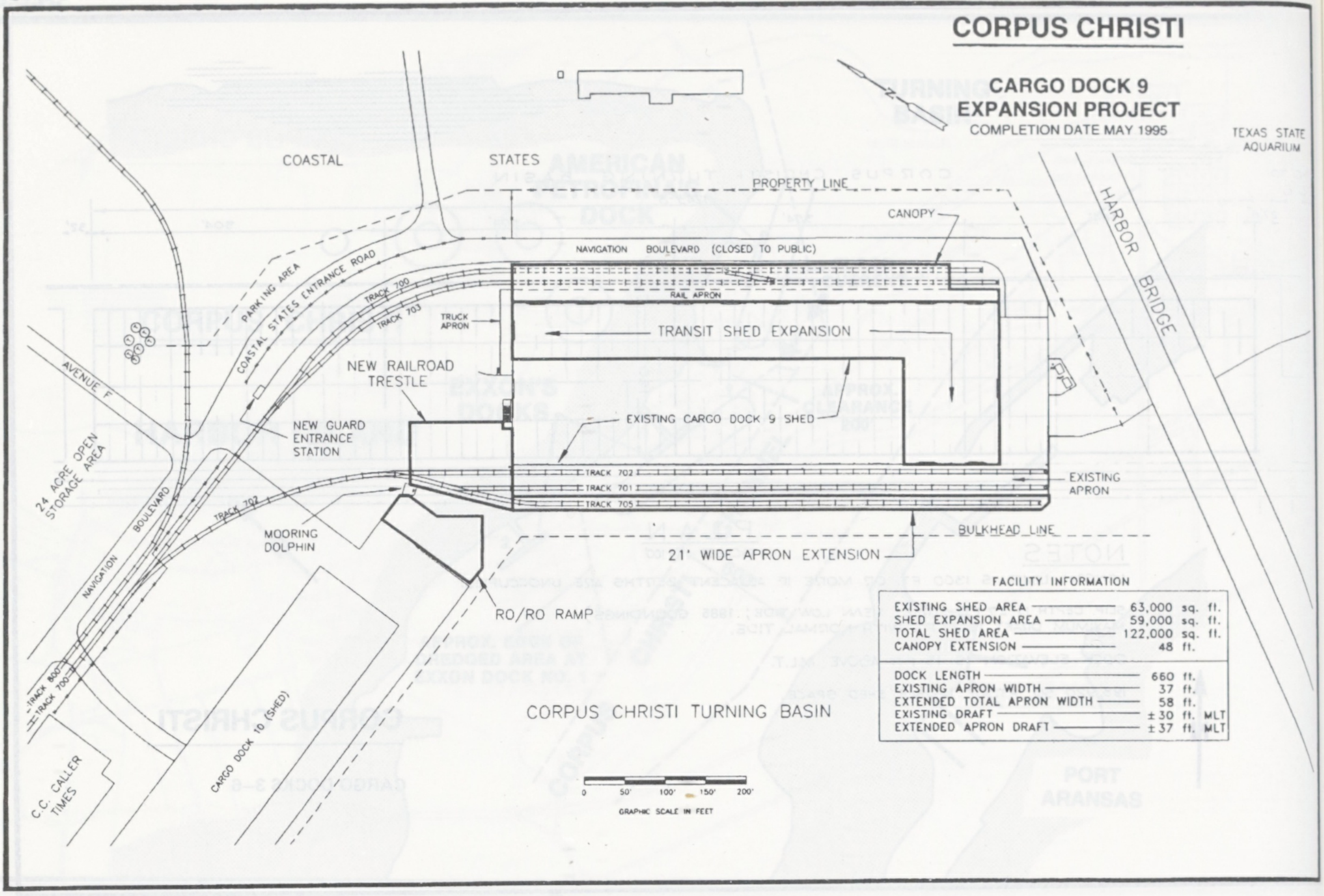

FACE OF SHIP FENDER
CRANE RAIL
17.75'
22.70'
39.22'
℄ TRACK 811
℄ TRACK 20
℄ TRACK 812
HEAVY LIFT TRACKS
CRANE RAIL
B
B
A
DETAIL
NO SCALE
℄ TR. 20
℄ TR. 811
℄ TR. 812
22.7'
17.75'
16.52'
4.95'
13.07'
4.68'
18.02'
10.72'
15.4'
50'
DOCK FACE
FACE OF SHIP FENDER
℄ CRANE RAIL
℄ CRANE RAIL
REMOVABLE TIMBER BULL RAIL
TIMBER BARGE FENDERS
SHIP FENDER
0.0' MLT
B
SECTION
NO SCALE
45 ft. MLT
865 ft.
SEE DETAIL A
SHIP FENDERS
45 ft. MLT
TRACK 811
TRACK 812
CRANE RAIL
CRANE RAIL
TRACK 21 (CROSSOVER)
C.D. 14
TRACK 18A
TRACK 1
188.5 ft
TRACK 811
TRACK 20
TRACK 812
TRACK 821
TRACK 822
EAST ENTRANCE DRIVE
TRACK 813
WEST ENTRANCE DRIVE
HARBOR DRIVE
SAM RANKIN
0 30' 60' 90' 120'
GRAPHIC SCALE IN FEET

CORPUS CHRISTI

CARGO DOCK 8

GENERAL NOTES

LENGTH LIMIT : 1060' OR MORE IF ADJACENT BERTHS ARE UNOCCUPIED
ALLOWABLE DECK LOADING : -1500 lbs /sq.ft.
-300 TON MOBILE CRANE
-500 TON CRAWLER CRANE
RAILROAD TRACK LOADING : E-80
TOP OF DOCK ELEVATION . 15' ABOVE MEAN LOW TIDE (0'-0")



CORPUS CHRISTI

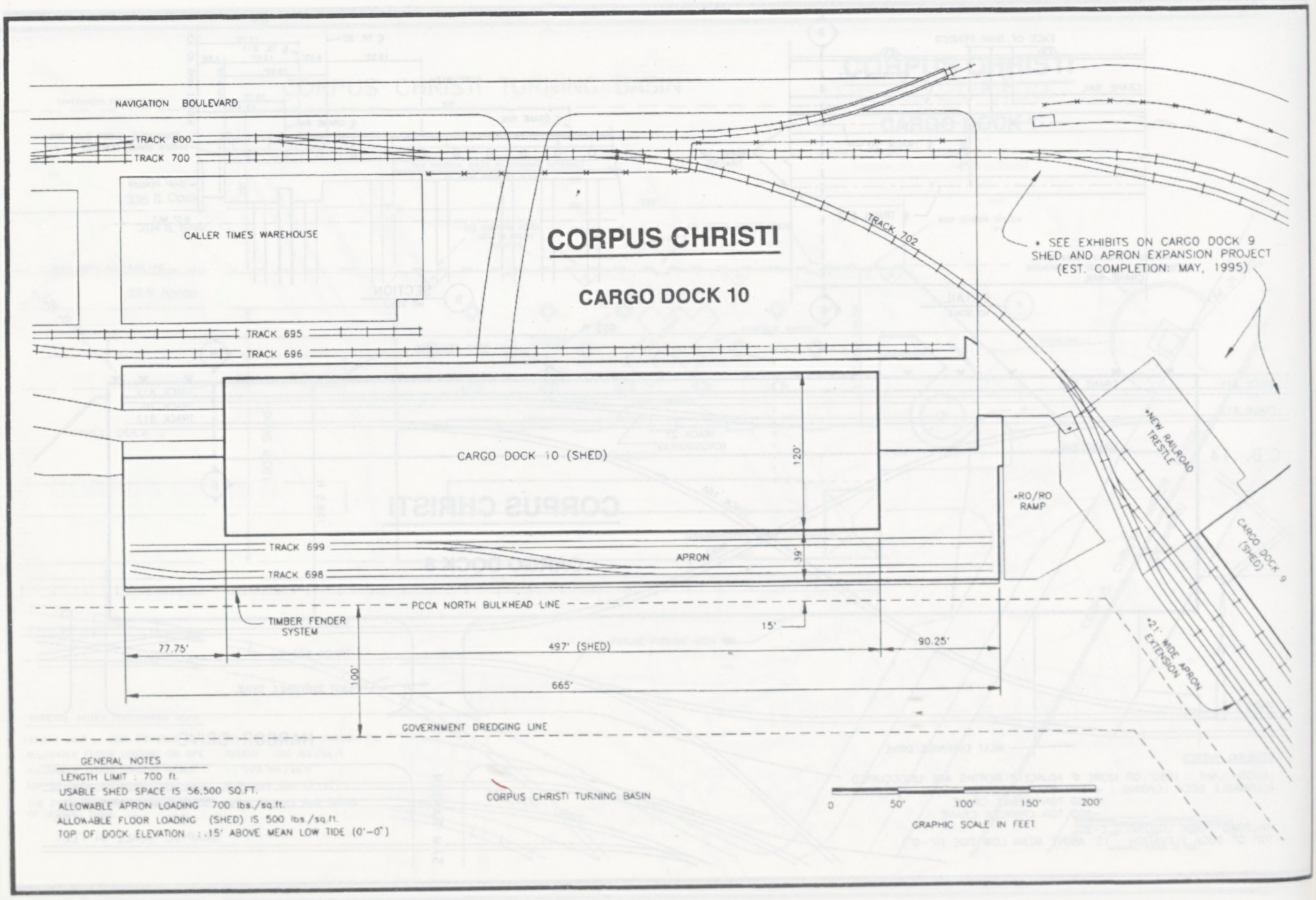
CARGO DOCK 9 EXPANSION PROJECT

COMPLETION DATE MAY 1995

COASTAL
STATES
PROPERTY LINE
TEXAS STATE AQUARIUM
HARBOR BRIDGE
CANOPY
NAVIGATION BOULEVARD (CLOSED TO PUBLIC)
RAIL APRON
TRUCK APRON
TRANSIT SHED EXPANSION
PARKING AREA
COASTAL STATES ENTRANCE ROAD
TRACK 700
TRACK 703
NEW RAILROAD TRESTLE
AVENUE F
EXISTING CARGO DOCK 9 SHED
NEW GUARD ENTRANCE STATION
24 ACRE OPEN STORAGE AREA
NAVIGATION BOULEVARD
TRACK 702
TRACK 702
TRACK 701
TRACK 705
EXISTING APRON
MOORING DOLPHIN
BULKHEAD LINE
21' WIDE APRON EXTENSION
RO/RO RAMP
TRACK 800
TRACK 700
CARGO DOCK 10 (SHED)
C.C. CALLER TIMES
CORPUS CHRISTI TURNING BASIN
0
50'
100'
150'
200'
GRAPHIC SCALE IN FEET

FACILITY INFORMATION

EXISTING SHED AREA	63,000 sq. ft.
SHED EXPANSION AREA	59,000 sq. ft.
TOTAL SHED AREA	122,000 sq. ft.
CANOPY EXTENSION	48 ft.
DOCK LENGTH	660 ft.
EXISTING APRON WIDTH	37 ft.
EXTENDED TOTAL APRON WIDTH	58 ft.
EXISTING DRAFT	±30 ft. MLT
EXTENDED APRON DRAFT	±37 ft. MLT



CORPUS CHRISTI

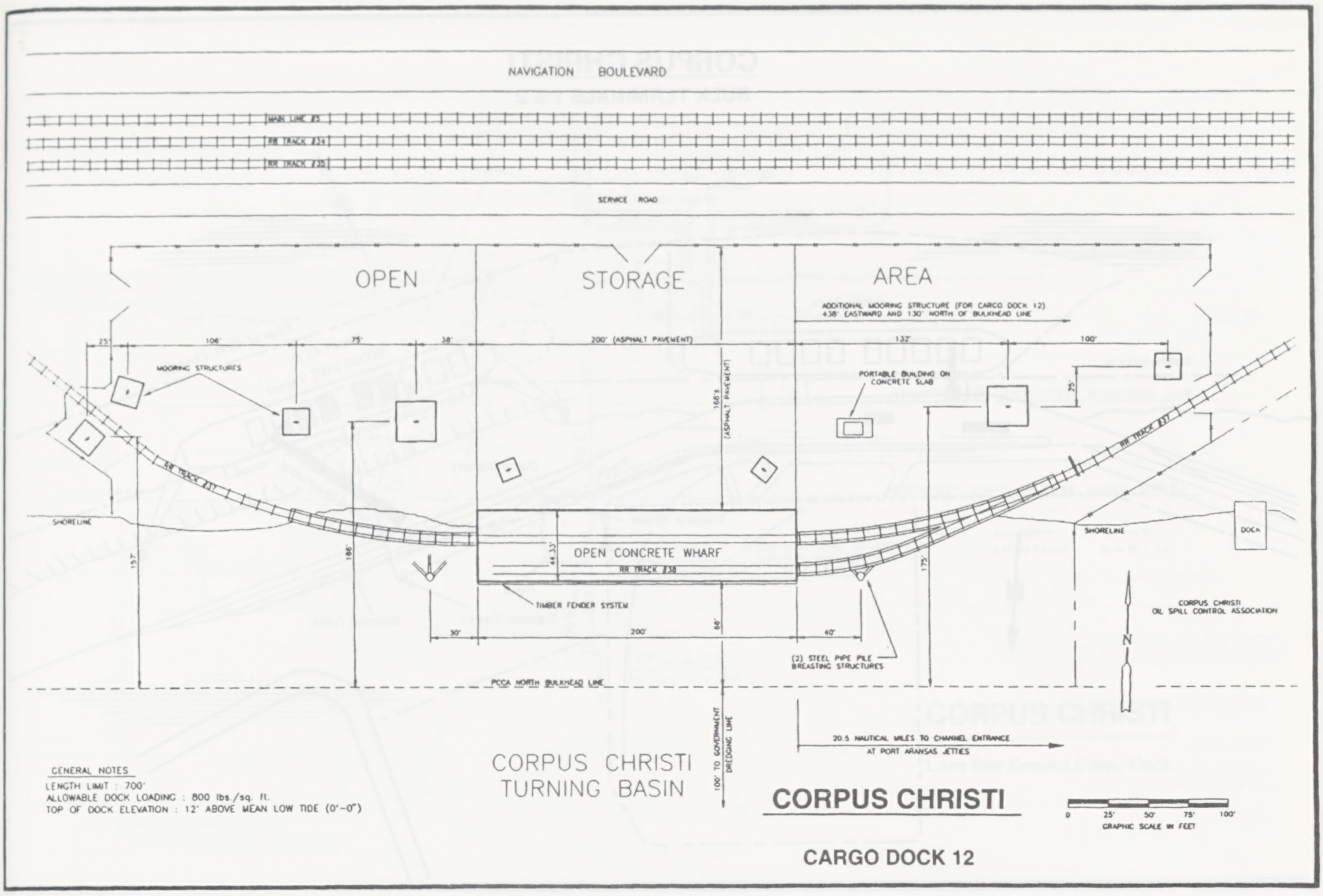
CARGO DOCK 10

NAVIGATION BOULEVARD
TRACK 800
TRACK 700
CALLER TIMES WAREHOUSE
TRACK 702
TRACK 695
TRACK 696
CARGO DOCK 10 (SHED)
120'
TRACK 699
TRACK 698
APRON
39'
PCCA NORTH BULKHEAD LINE
TIMBER FENDER SYSTEM
15'
77.75'
497' (SHED)
90.25'
100'
665'
GOVERNMENT DREDGING LINE
CORPUS CHRISTI TURNING BASIN
*RO/RO RAMP
*NEW RAILROAD TRESTLE
CARGO DOCK 9 (SHED)
*21' WIDE APRON EXTENSION
0
50'
100'
150'
200'
GRAPHIC SCALE IN FEET

* SEE EXHIBITS ON CARGO DOCK 9 SHED AND APRON EXPANSION PROJECT (EST. COMPLETION: MAY, 1995)

GENERAL NOTES

LENGTH LIMIT : 700 ft.
USABLE SHED SPACE IS 56,500 SQ.FT.
ALLOWABLE APRON LOADING 700 lbs./sq.ft.
ALLOWABLE FLOOR LOADING (SHED) IS 500 lbs./sq.ft.
TOP OF DOCK ELEVATION : .15' ABOVE MEAN LOW TIDE (0'-0")

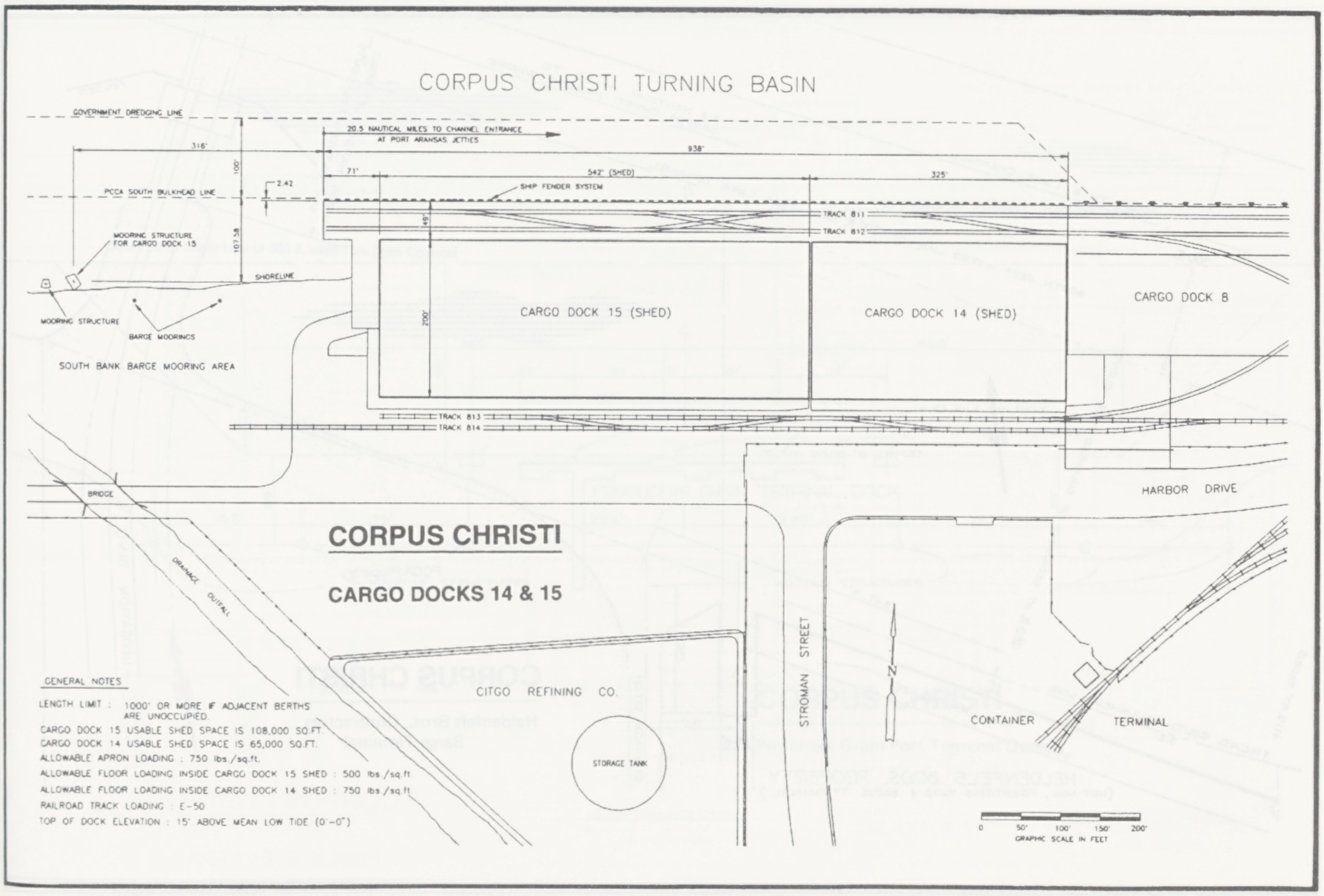

NAVIGATION BOULEVARD
MAIN LINE #5
RR TRACK #34
RR TRACK #35
SERVICE ROAD
OPEN STORAGE AREA
ADDITIONAL MOORING STRUCTURE (FOR CARGO DOCK 12) 438' EASTWARD AND 130' NORTH OF BULKHEAD LINE
25'
106'
75'
38'
200' (ASPHALT PAVEMENT)
132'
100'
MOORING STRUCTURES
PORTABLE BUILDING ON CONCRETE SLAB
168'± (ASPHALT PAVEMENT)
25'
RR TRACK #37
SHORELINE
157'
186'
44.33'
OPEN CONCRETE WHARF
RR TRACK #38
175'
DOCK
TIMBER FENDER SYSTEM
CORPUS CHRISTI OIL SPILL CONTROL ASSOCIATION
30'
200'
88'
40'
(2) STEEL PIPE PILE BREASTING STRUCTURES
N
PCCA NORTH BULKHEAD LINE
20.5 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
CORPUS CHRISTI TURNING BASIN
100' TO GOVERNMENT DREDGING LINE
0
25'
50'
75'
100'
GRAPHIC SCALE IN FEET

GENERAL NOTES

LENGTH LIMIT : 700'
ALLOWABLE DOCK LOADING : 800 lbs./sq. ft.
TOP OF DOCK ELEVATION : 12' ABOVE MEAN LOW TIDE (0'-0")

CORPUS CHRISTI

CARGO DOCK 12

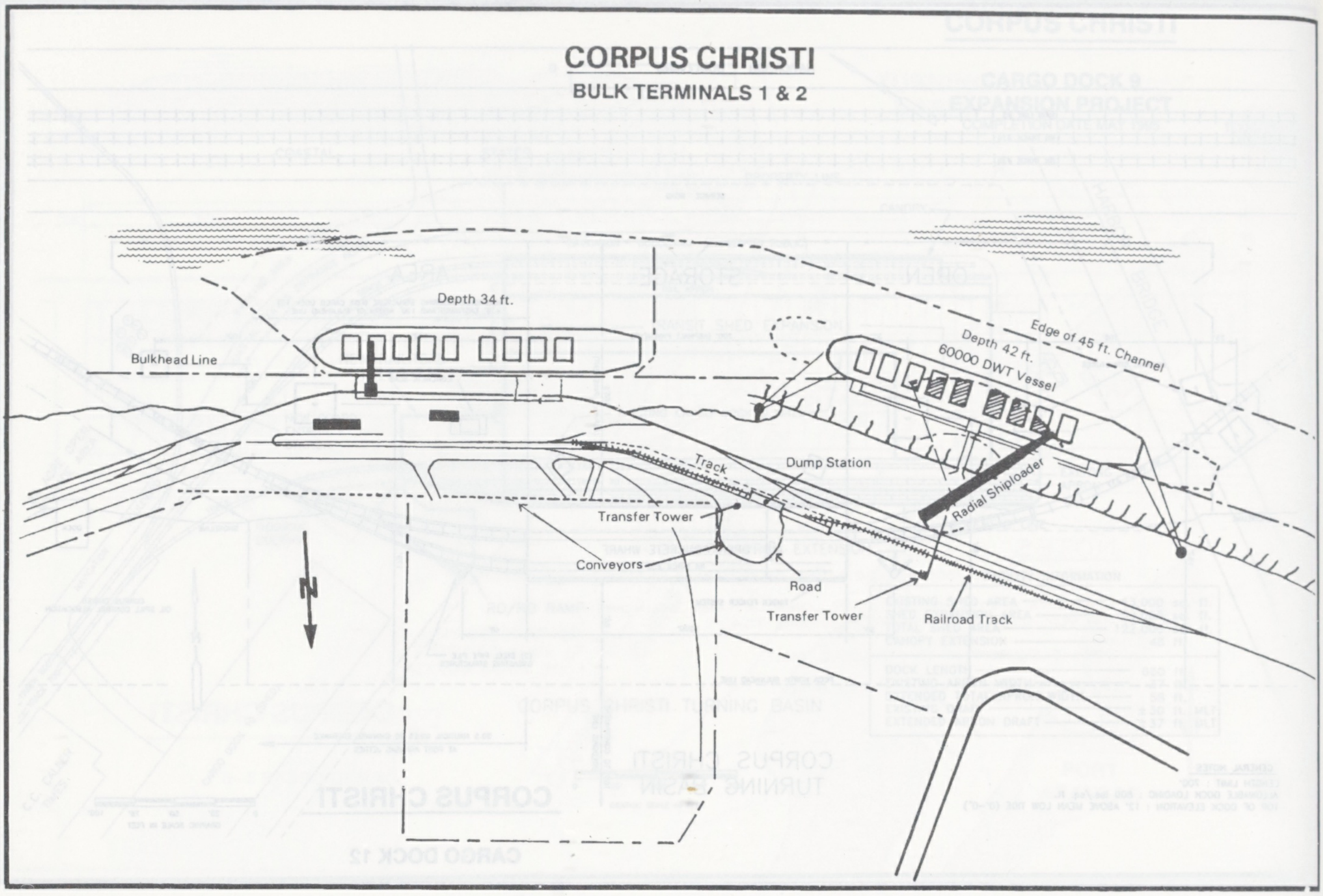

CORPUS CHRISTI TURNING BASIN
GOVERNMENT DREDGING LINE
20.5 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
316'
938'
100'
71'
542' (SHED)
325'
2.42
PCCA SOUTH BULKHEAD LINE
SHIP FENDER SYSTEM
TRACK 811
TRACK 812
49'
107.58
MOORING STRUCTURE FOR CARGO DOCK 15
SHORELINE
200'
CARGO DOCK 15 (SHED)
CARGO DOCK 14 (SHED)
CARGO DOCK 8
MOORING STRUCTURE
BARGE MOORINGS
SOUTH BANK BARGE MOORING AREA
TRACK 813
TRACK 814
BRIDGE
HARBOR DRIVE
DRAINAGE OUTFALL
STROMAN STREET
N
CITGO REFINING CO.
STORAGE TANK
CONTAINER TERMINAL
0
50'
100'
150'
200'
GRAPHIC SCALE IN FEET

CORPUS CHRISTI

CARGO DOCKS 14 & 15

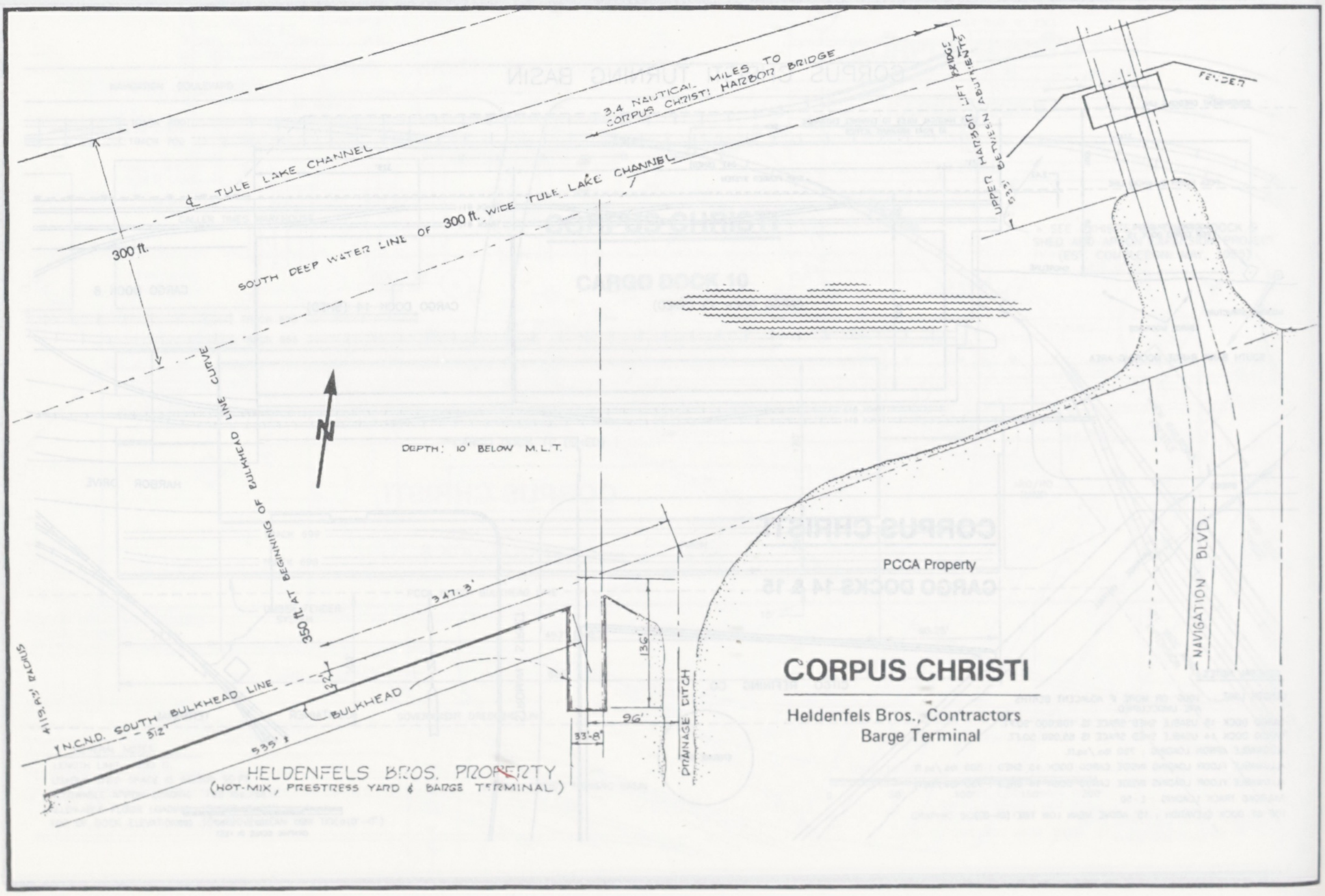
GENERAL NOTES

LENGTH LIMIT : 1000' OR MORE IF ADJACENT BERTHS ARE UNOCCUPIED.
CARGO DOCK 15 USABLE SHED SPACE IS 108,000 SQ.FT.
CARGO DOCK 14 USABLE SHED SPACE IS 65,000 SQ.FT.
ALLOWABLE APRON LOADING : 750 lbs./sq.ft.
ALLOWABLE FLOOR LOADING INSIDE CARGO DOCK 15 SHED : 500 lbs./sq.ft.
ALLOWABLE FLOOR LOADING INSIDE CARGO DOCK 14 SHED : 750 lbs./sq.ft.
RAILROAD TRACK LOADING : E-50
TOP OF DOCK ELEVATION : 15' ABOVE MEAN LOW TIDE (0'-0")



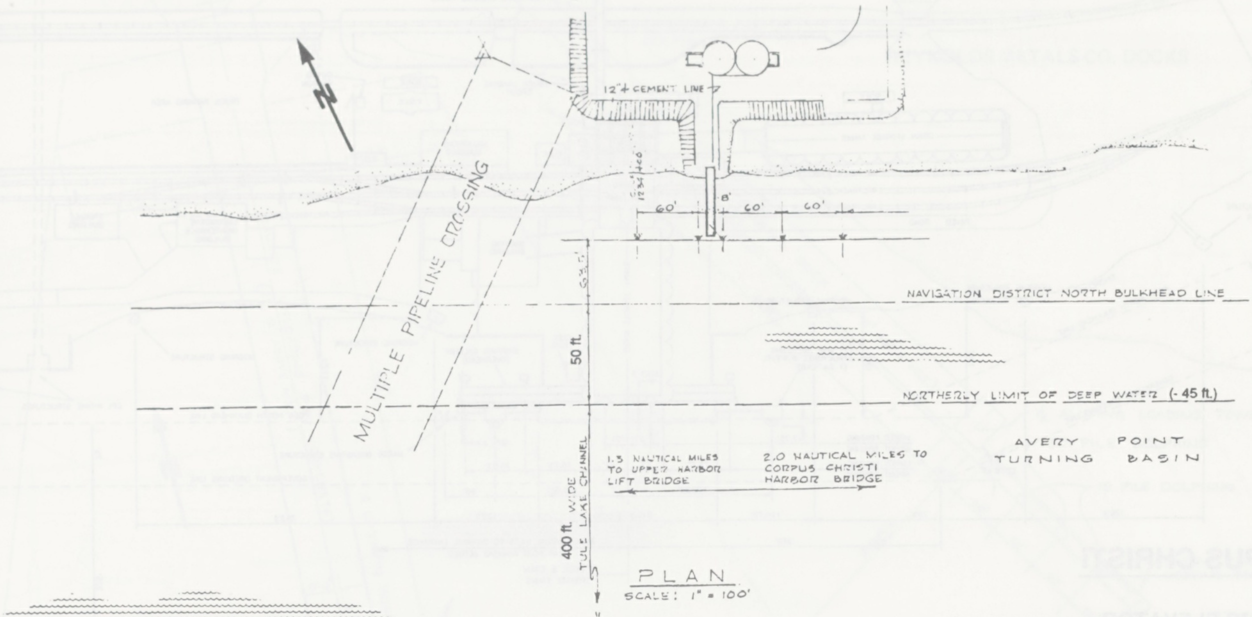
CORPUS CHRISTI
BULK TERMINALS 1 & 2

Depth 34 ft.
Bulkhead Line
Edge of 45 ft. Channel
Depth 42 ft.
60000 DWT Vessel
Track
Dump Station
Radial Shiploader
Transfer Tower
Conveyors
Road
Transfer Tower
Railroad Track
N



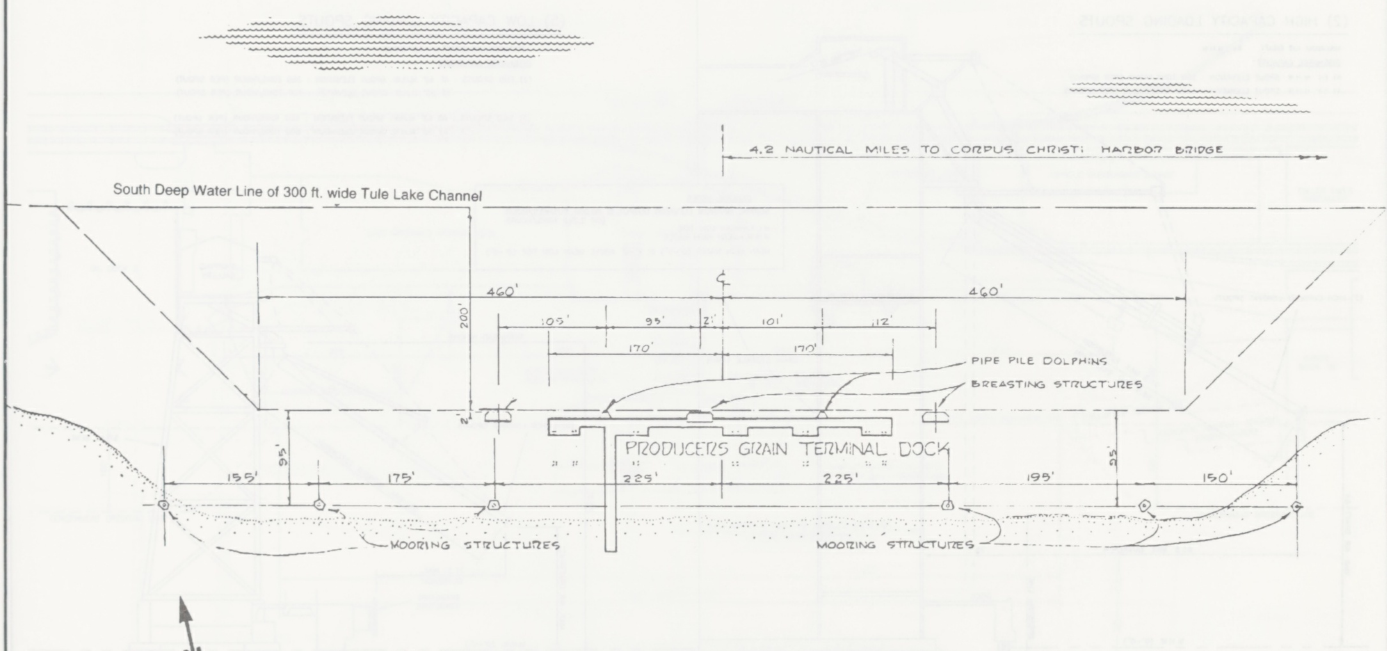
CORPUS CHRISTI
Heldenfels Bros., Contractors
Barge Terminal

3.4 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
UPPER HARBOR LIFT BRIDGE
53' BETWEEN ABUTMENTS
℄ TULE LAKE CHANNEL
300 ft.
SOUTH DEEP WATER LINE OF 300 ft. WIDE TULE LAKE CHANNEL
N
DEPTH: 10' BELOW M.L.T.
350 ft. AT BEGINNING OF BULKHEAD LINE CURVE
PCCA Property
NAVIGATION BLVD.
347.3'
136'
32'
96'
33'-8"
DRAINAGE DITCH
4119.83' RADIUS
Y.N.C.N.D. SOUTH BULKHEAD LINE
512'
BULKHEAD
535'±
HELDENFELS BROS. PROPERTY
(HOT-MIX, PRESTRESS YARD & BARGE TERMINAL)


N
12"φ CEMENT LINE
60'
8'
60'
60'
MULTIPLE PIPELINE CROSSING
NAVIGATION DISTRICT NORTH BULKHEAD LINE
50 ft.
NORTHERLY LIMIT OF DEEP WATER (-45 ft.)
AVERY POINT TURNING BASIN
1.5 NAUTICAL MILES TO UPPER HARBOR LIFT BRIDGE
2.0 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
400 ft. WIDE TULE LAKE CHANNEL
PLAN
SCALE: 1" = 100'

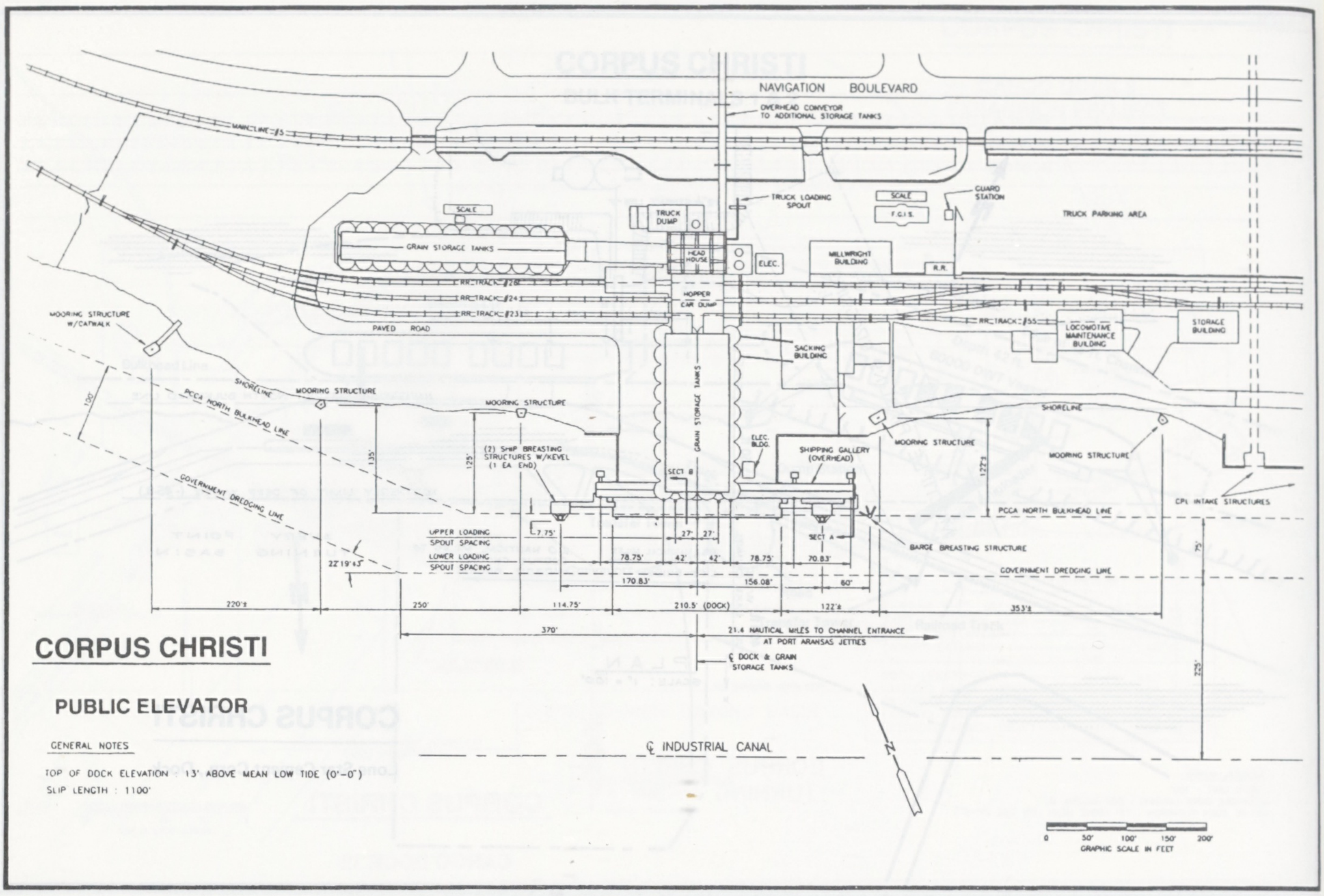
CORPUS CHRISTI

Lone Star Cement Corp., Dock


4.2 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
South Deep Water Line of 300 ft. wide Tule Lake Channel
460'
460'
200'
105'
93'
2'
101'
112'
170'
170'
PIPE PILE DOLPHINS
BREASTING STRUCTURES
2'
PRODUCERS GRAIN TERMINAL DOCK
95'
25'
155'
175'
225'
225'
195'
150'
MOORING STRUCTURES
MOORING STRUCTURES
N
SCALE: 1" = 100'

CORPUS CHRISTI

Producers Grain Port Terminal Dock

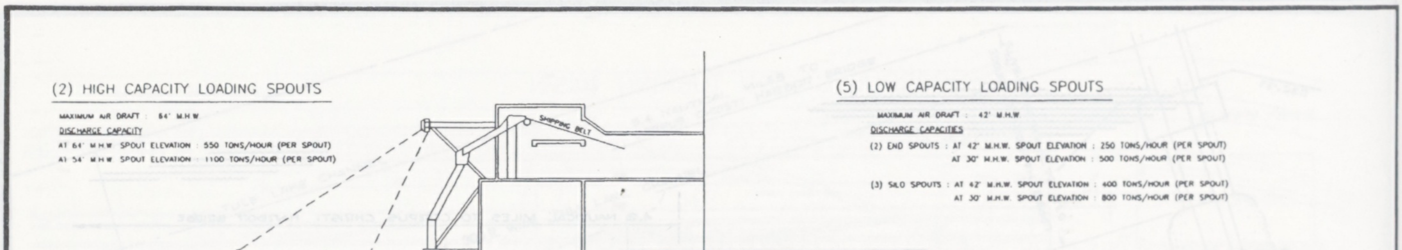

NAVIGATION BOULEVARD
OVERHEAD CONVEYOR TO ADDITIONAL STORAGE TANKS
MAIN LINE #5
TRUCK LOADING SPOUT
SCALE
GUARD STATION
TRUCK DUMP
F.G.I.S.
TRUCK PARKING AREA
GRAIN STORAGE TANKS
HEAD HOUSE
ELEC.
MILLWRIGHT BUILDING
R.R.
RR. TRACK #26
RR. TRACK #24
RR. TRACK #23
HOPPER CAR DUMP
RR. TRACK #55
LOCOMOTIVE MAINTENANCE BUILDING
STORAGE BUILDING
MOORING STRUCTURE W/CATWALK
PAVED ROAD
SACKING BUILDING
SHORELINE
MOORING STRUCTURE
PCCA NORTH BULKHEAD LINE
GRAIN STORAGE TANKS
ELEC. BLDG.
SHIPPING GALLERY (OVERHEAD)
(2) SHIP BREASTING STRUCTURES W/KEVEL (1 EA. END)
GOVERNMENT DREDGING LINE
SECT B
SECT A
CPL INTAKE STRUCTURES
UPPER LOADING SPOUT SPACING
LOWER LOADING SPOUT SPACING
BARGE BREASTING STRUCTURE
22°19'43"
120'
135'
125'
122'±
75'
225'
7.75'
27'
78.75'
42'
70.83'
170.83'
156.08'
60'
220'±
250'
114.75'
210.5' (DOCK)
122'±
353'±
370'
21.4 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
℄ DOCK & GRAIN STORAGE TANKS
℄ INDUSTRIAL CANAL
N
0 50' 100' 150' 200'
GRAPHIC SCALE IN FEET

CORPUS CHRISTI

PUBLIC ELEVATOR

GENERAL NOTES

TOP OF DOCK ELEVATION : 13' ABOVE MEAN LOW TIDE (0'-0")
SLIP LENGTH : 1100'


SHIPPING BELT
SHIPPING GALLERY FL.
(2) HIGH CAPACITY LOADING SPOUTS
91.5' MAX. EXTENSION
56.5' MIN. EXTENSION
GRAIN STORAGE TANKS
MAX. AIR DRAFT = 64'
63.5' MAX. OUTREACH
25.5'
BREASTING LINE
DOCK
M.H.W. (0'-0")
M.L.T. (0'-0")
2.0'
SHIPPING GALLERY
TURNHEAD HEIGHT
(5) LOWER LOADING SPOUTS
65' MAX. WITHOUT EXTENSION
STEEL BENT
72.5'
31.5' MAX. OUTREACH
BREASTING STRUCTURE
MAX. AIR DRAFT = 42'
0 10' 20' 30' 40'
GRAPHIC SCALE IN FEET

(2) HIGH CAPACITY LOADING SPOUTS

MAXIMUM AIR DRAFT : 64' M.H.W.
DISCHARGE CAPACITY
AT 64' M.H.W. SPOUT ELEVATION : 550 TONS/HOUR (PER SPOUT)
AT 54' M.H.W. SPOUT ELEVATION : 1100 TONS/HOUR (PER SPOUT)

(5) LOW CAPACITY LOADING SPOUTS

MAXIMUM AIR DRAFT : 42' M.H.W.
DISCHARGE CAPACITIES
(2) END SPOUTS : AT 42' M.H.W. SPOUT ELEVATION : 250 TONS/HOUR (PER SPOUT)
AT 30' M.H.W. SPOUT ELEVATION : 500 TONS/HOUR (PER SPOUT)
(3) SILO SPOUTS : AT 42' M.H.W. SPOUT ELEVATION : 400 TONS/HOUR (PER SPOUT)
AT 30' M.H.W. SPOUT ELEVATION : 800 TONS/HOUR (PER SPOUT)

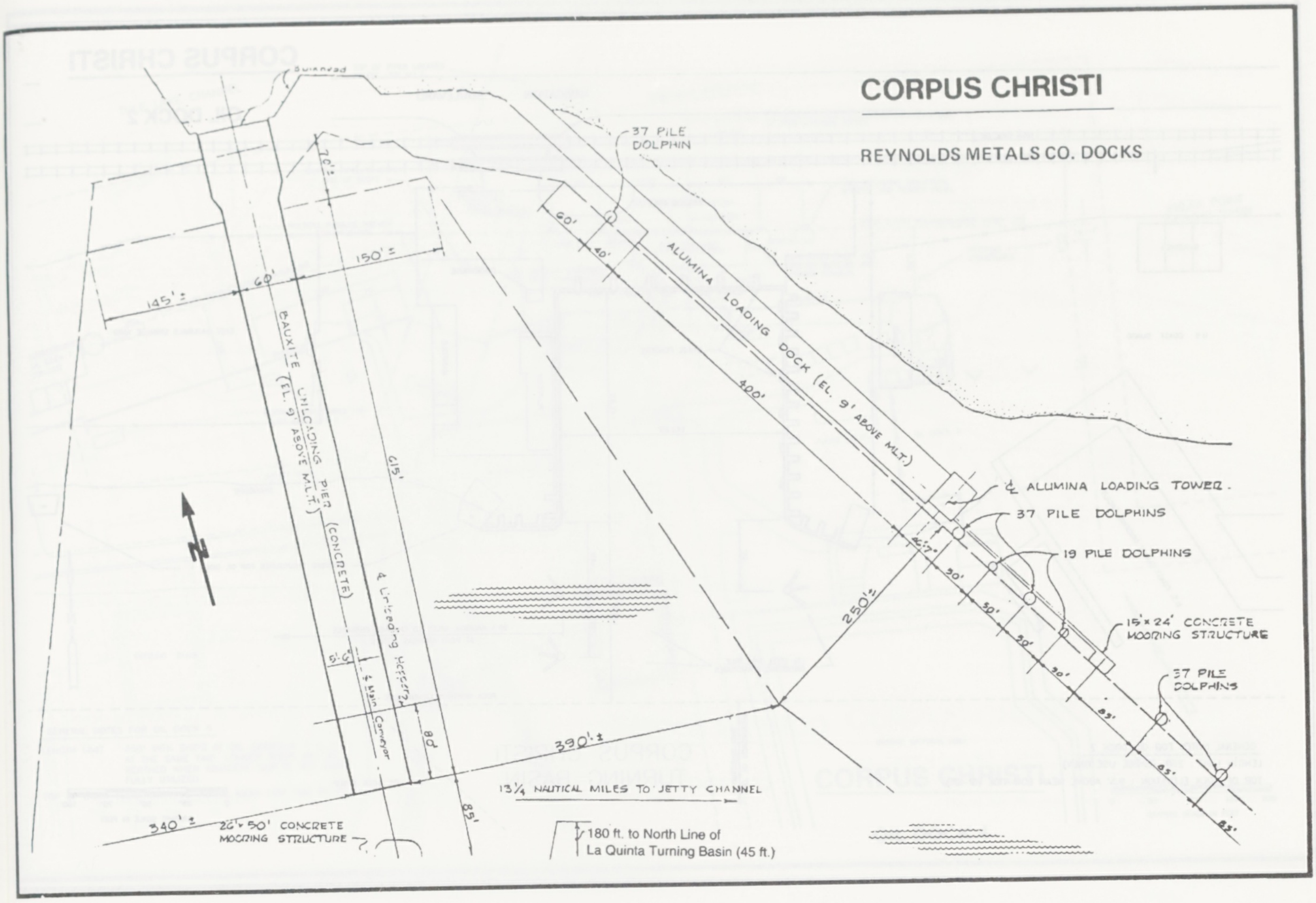
GENERAL NOTES
NORMAL MAXIMUM ELEVATOR OUTPUT IS 80,000 BUSHELS/HOUR (OR 2,240 TONS/HOUR)
M.L.T.=MEAN LOW TIDE
M.H.W.=MEAN HIGH WATER
MEAN HIGH WATER (0'-0") IS 2'-0" ABOVE MEAN LOW TIDE (0'-0")

SECTION B

SECTION A

CORPUS CHRISTI

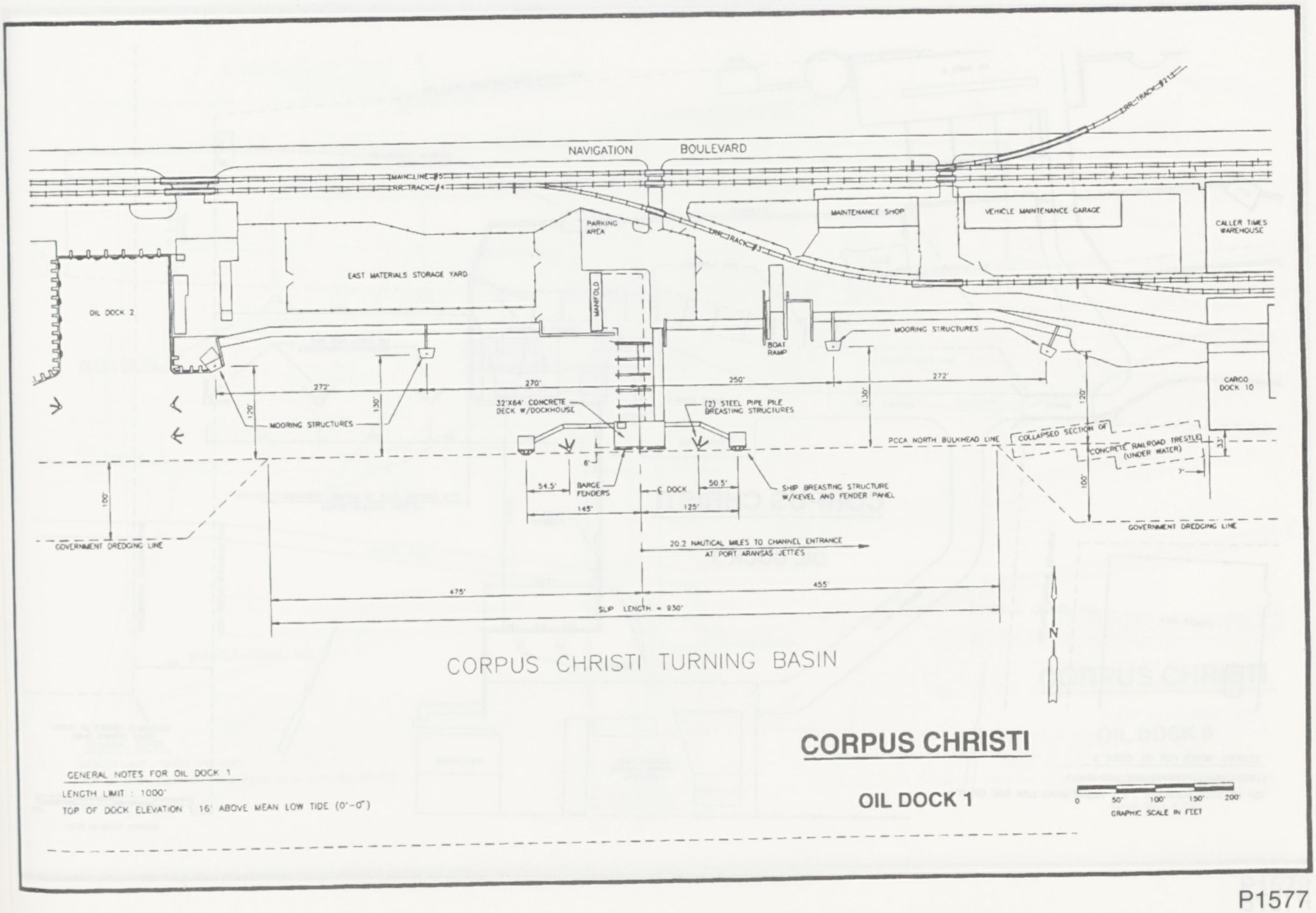
PUBLIC ELEVATOR



CORPUS CHRISTI

REYNOLDS METALS CO. DOCKS

Bulkhead
37 PILE DOLPHIN
60'
40'
ALUMINA LOADING DOCK (EL. 9' ABOVE MLT.)
400'
250'±
℄ ALUMINA LOADING TOWER.
37 PILE DOLPHINS
19 PILE DOLPHINS
15'×24' CONCRETE MOORING STRUCTURE
37 PILE DOLPHINS
40'-7"
50'
50'
50'
50'
83'
83'
83'
70'
150'±
145'±
60'
BAUXITE UNLOADING PIER (EL. 9' ABOVE M.L.T.) (CONCRETE)
615'
℄ Unloading Tower
5'-6"
℄ Main Conveyor
80'
N
390'±
340'±
85'
85'
13¼ NAUTICAL MILES TO JETTY CHANNEL
26'×50' CONCRETE MOORING STRUCTURE
180 ft. to North Line of La Quinta Turning Basin (45 ft.)



CORPUS CHRISTI

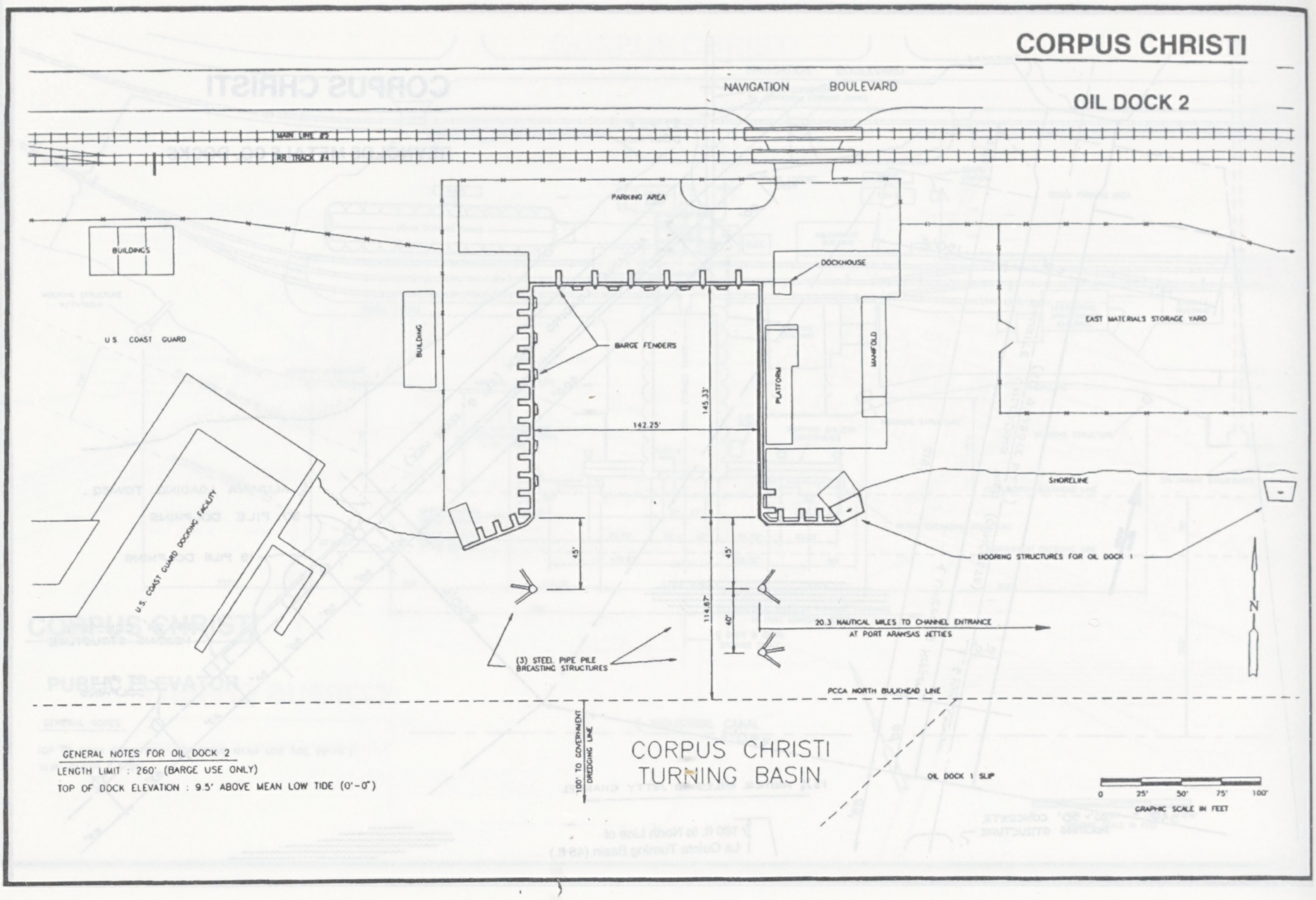
OIL DOCK 1

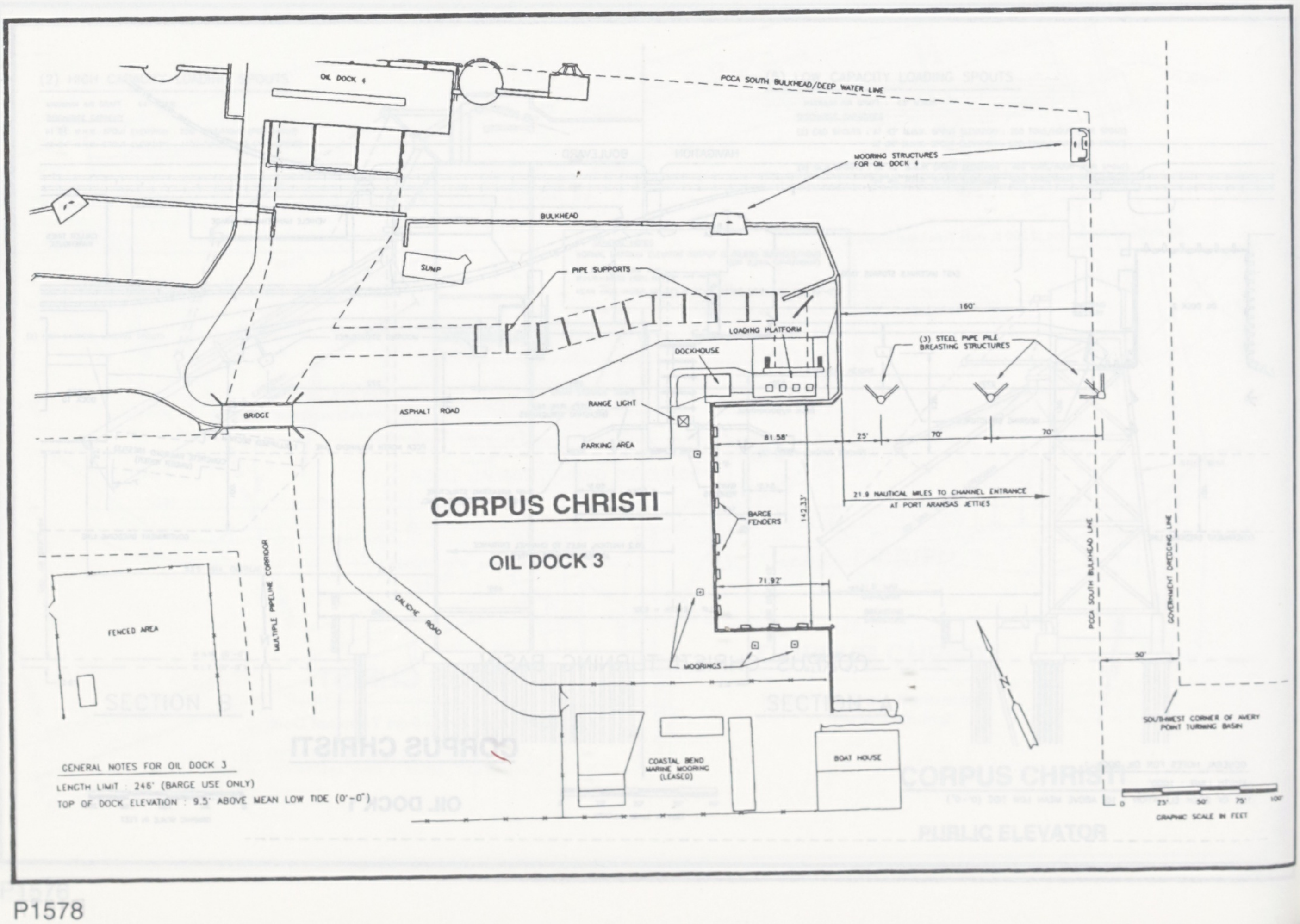
NAVIGATION BOULEVARD
MAIN LINE #5
RR TRACK #4
RR TRACK #3
RR TRACK #21
PARKING AREA
MAINTENANCE SHOP
VEHICLE MAINTENANCE GARAGE
CALLER TIMES WAREHOUSE
EAST MATERIALS STORAGE YARD
OIL DOCK 2
MANIFOLD
BOAT RAMP
MOORING STRUCTURES
MOORING STRUCTURES
CARGO DOCK 10
272'
270'
250'
272'
120'
130'
130'
120'
32'X64' CONCRETE DECK W/DOCKHOUSE
(2) STEEL PIPE PILE BREASTING STRUCTURES
PCCA NORTH BULKHEAD LINE
COLLAPSED SECTION OF CONCRETE RAILROAD TRESTLE (UNDER WATER)
33'
7'
6'
54.5'
BARGE FENDERS
℄ DOCK
50.5'
SHIP BREASTING STRUCTURE W/KEVEL AND FENDER PANEL
145'
125'
100'
100'
GOVERNMENT DREDGING LINE
GOVERNMENT DREDGING LINE
20.2 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
475'
455'
SLIP LENGTH = 930'
N
CORPUS CHRISTI TURNING BASIN
0
50'
100'
150'
200'
GRAPHIC SCALE IN FEET

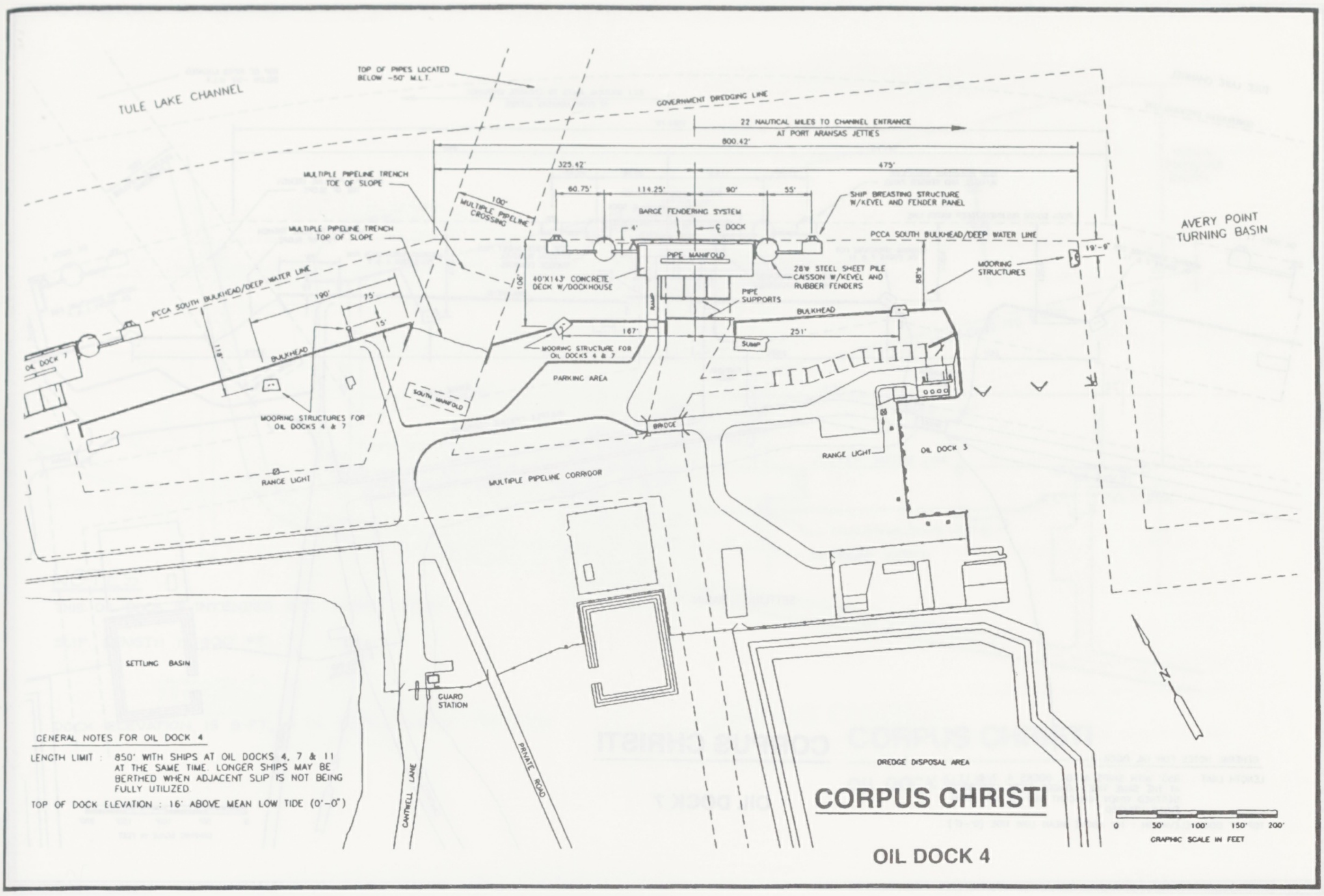
GENERAL NOTES FOR OIL DOCK 1

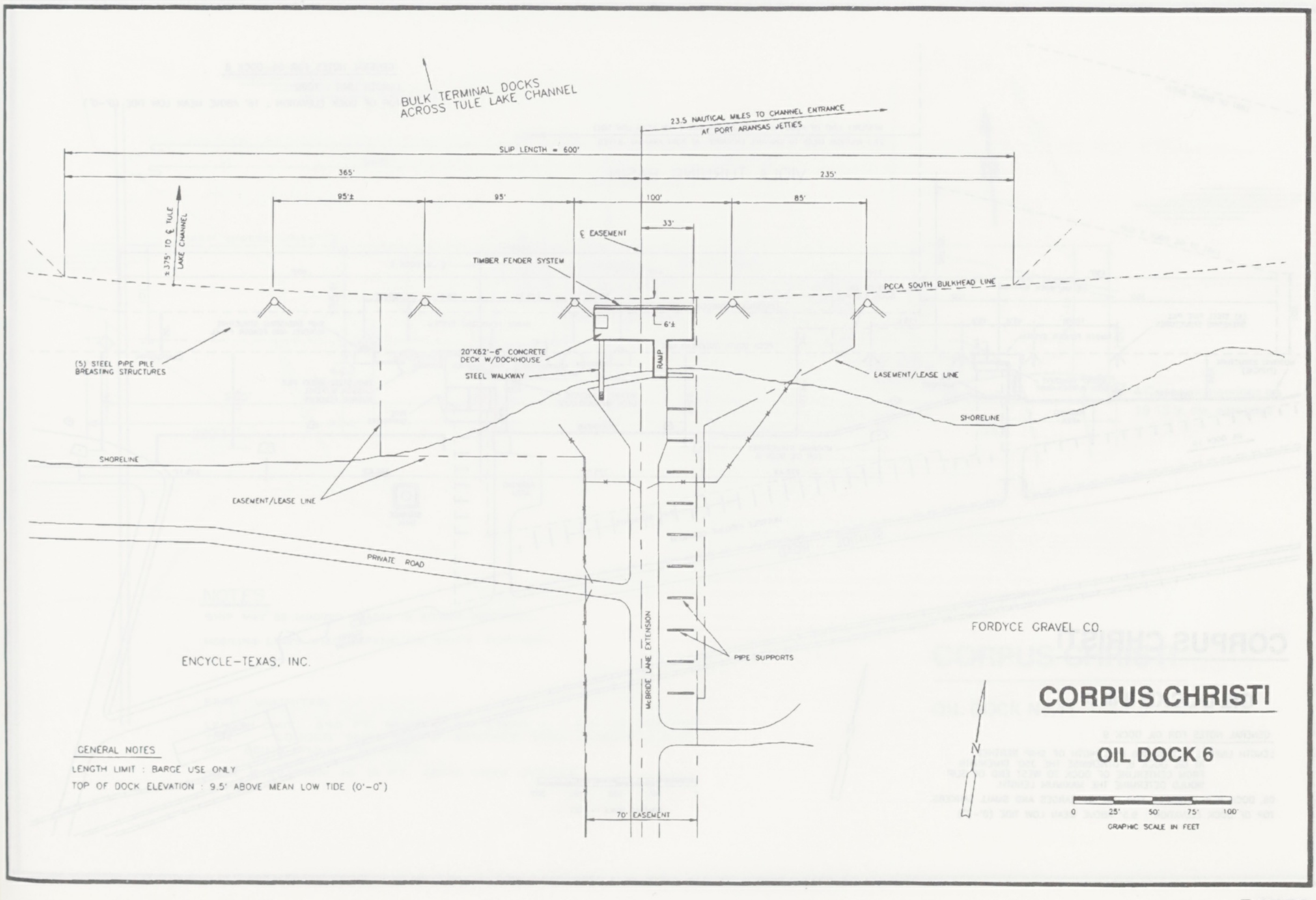
LENGTH LIMIT : 1000'

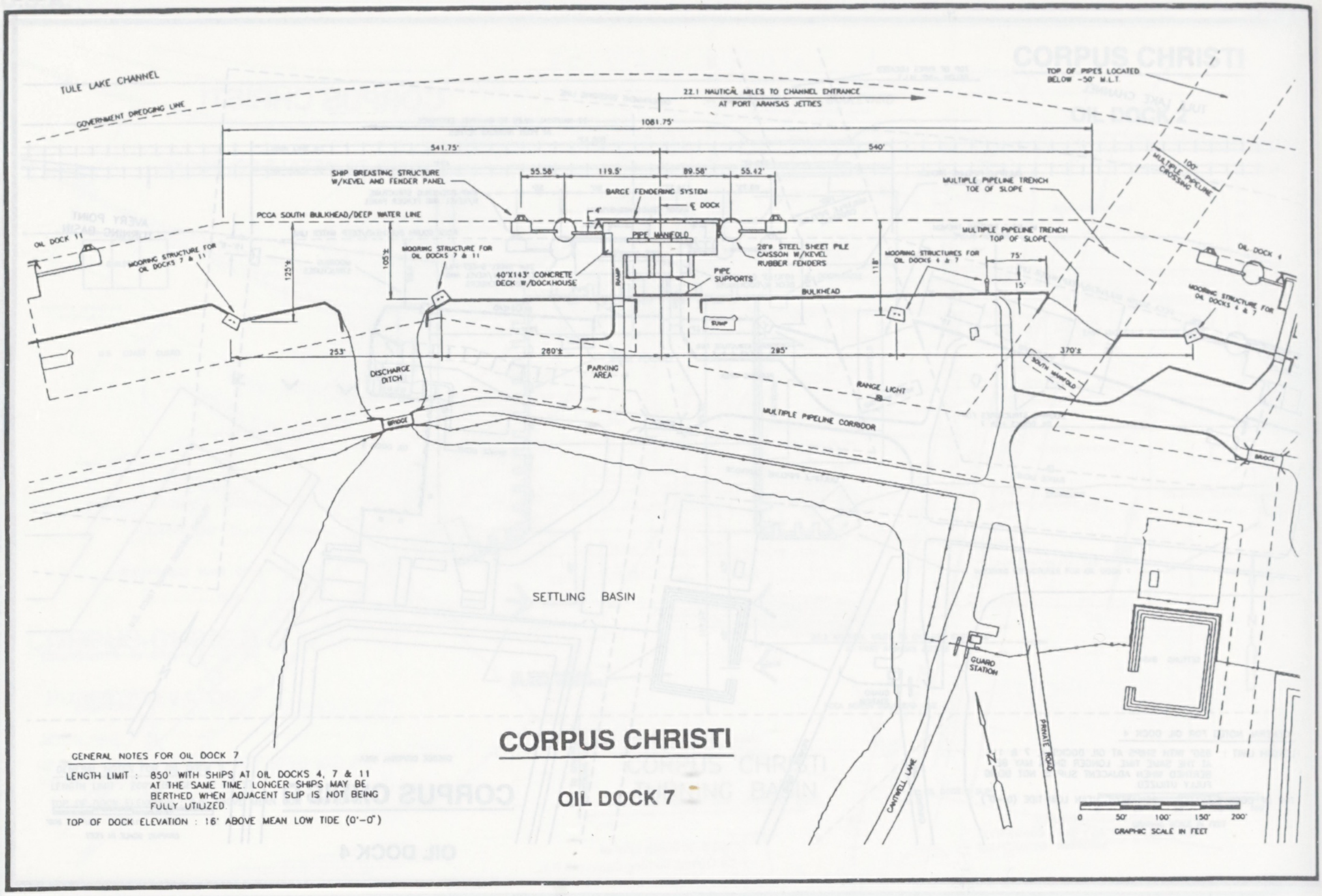
TOP OF DOCK ELEVATION 16' ABOVE MEAN LOW TIDE (0'-0")


CORPUS CHRISTI
OIL DOCK 2
NAVIGATION BOULEVARD
MAIN LINE #5
RR TRACK #4
PARKING AREA
BUILDINGS
DOCKHOUSE
BUILDING
U S COAST GUARD
BARGE FENDERS
EAST MATERIALS STORAGE YARD
MANIFOLD
PLATFORM
145.33'
142.25'
SHORELINE
U.S. COAST GUARD DOCKING FACILITY
45'
45'
MOORING STRUCTURES FOR OIL DOCK 1
114.67'
40'
20.3 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
N
(3) STEEL PIPE PILE BREASTING STRUCTURES
PCCA NORTH BULKHEAD LINE
100' TO GOVERNMENT DREDGING LINE
CORPUS CHRISTI TURNING BASIN
GENERAL NOTES FOR OIL DOCK 2
LENGTH LIMIT : 260' (BARGE USE ONLY)
TOP OF DOCK ELEVATION : 9.5' ABOVE MEAN LOW TIDE (0'-0")
OIL DOCK 1 SLIP
0
25'
50'
75'
100'
GRAPHIC SCALE IN FEET


OIL DOCK 4
PCCA SOUTH BULKHEAD/DEEP WATER LINE
MOORING STRUCTURES FOR OIL DOCK 4
BULKHEAD
SUMP
PIPE SUPPORTS
160'
LOADING PLATFORM
(3) STEEL PIPE PILE BREASTING STRUCTURES
DOCKHOUSE
RANGE LIGHT
BRIDGE
ASPHALT ROAD
PARKING AREA
81.58'
25'
70'
70'
21.9 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
CORPUS CHRISTI
OIL DOCK 3
BARGE FENDERS
142.33'
71.92'
FENCED AREA
MULTIPLE PIPELINE CORRIDOR
CALICHE ROAD
PCCA SOUTH BULKHEAD LINE
GOVERNMENT DREDGING LINE
MOORINGS
N
50'
SOUTHWEST CORNER OF AVERY POINT TURNING BASIN
COASTAL BEND MARINE MOORING (LEASED)
BOAT HOUSE
GENERAL NOTES FOR OIL DOCK 3
LENGTH LIMIT : 246' (BARGE USE ONLY)
TOP OF DOCK ELEVATION : 9.5' ABOVE MEAN LOW TIDE (0'-0")
0
25'
50'
75'
100'
GRAPHIC SCALE IN FEET


TULE LAKE CHANNEL
TOP OF PIPES LOCATED BELOW -50' M.L.T.
GOVERNMENT DREDGING LINE
22 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
800.42'
325.42'
475'
60.75'
114.25'
90'
55'
MULTIPLE PIPELINE TRENCH TOE OF SLOPE
100' MULTIPLE PIPELINE CROSSING
BARGE FENDERING SYSTEM
4'
℄ DOCK
SHIP BREASTING STRUCTURE W/KEVEL AND FENDER PANEL
AVERY POINT TURNING BASIN
MULTIPLE PIPELINE TRENCH TOP OF SLOPE
PCCA SOUTH BULKHEAD/DEEP WATER LINE
19'-9"
PIPE MANIFOLD
40'X143' CONCRETE DECK W/DOCKHOUSE
106'
28'Ø STEEL SHEET PILE CAISSON W/KEVEL AND RUBBER FENDERS
88'±
MOORING STRUCTURES
PCCA SOUTH BULKHEAD/DEEP WATER LINE
190'
75'
15'
118'
OIL DOCK 7
BULKHEAD
RAMP
PIPE SUPPORTS
BULKHEAD
MOORING STRUCTURE FOR OIL DOCKS 4 & 7
187'
251'
SUMP
SOUTH MANIFOLD
PARKING AREA
MOORING STRUCTURES FOR OIL DOCKS 4 & 7
BRIDGE
RANGE LIGHT
OIL DOCK 3
RANGE LIGHT
MULTIPLE PIPELINE CORRIDOR
SETTLING BASIN
GUARD STATION
N
GENERAL NOTES FOR OIL DOCK 4
LENGTH LIMIT : 850' WITH SHIPS AT OIL DOCKS 4, 7 & 11 AT THE SAME TIME. LONGER SHIPS MAY BE BERTHED WHEN ADJACENT SLIP IS NOT BEING FULLY UTILIZED
TOP OF DOCK ELEVATION : 16' ABOVE MEAN LOW TIDE (0'-0")
CANTWELL LANE
PRIVATE ROAD
DREDGE DISPOSAL AREA
CORPUS CHRISTI
OIL DOCK 4
0 50' 100' 150' 200'
GRAPHIC SCALE IN FEET


BULK TERMINAL DOCKS ACROSS TULE LAKE CHANNEL
23.5 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
SLIP LENGTH = 600'
365'
235'
95'±
95'
100'
85'
33'
±375' TO ℄ TULE LAKE CHANNEL
℄ EASEMENT
TIMBER FENDER SYSTEM
PCCA SOUTH BULKHEAD LINE
6'±
(5) STEEL PIPE PILE BREASTING STRUCTURES
20'X62'-6" CONCRETE DECK W/DOCKHOUSE
STEEL WALKWAY
RAMP
EASEMENT/LEASE LINE
SHORELINE
SHORELINE
EASEMENT/LEASE LINE
PRIVATE ROAD
FORDYCE GRAVEL CO.
ENCYCLE-TEXAS, INC.
McBRIDE LANE EXTENSION
PIPE SUPPORTS
CORPUS CHRISTI
OIL DOCK 6
N
GENERAL NOTES
LENGTH LIMIT : BARGE USE ONLY
TOP OF DOCK ELEVATION : 9.5' ABOVE MEAN LOW TIDE (0'-0")
70' EASEMENT
0 25' 50' 75' 100'
GRAPHIC SCALE IN FEET


TULE LAKE CHANNEL
GOVERNMENT DREDGING LINE
22.1 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
1081.75'
541.75'
540'
SHIP BREASTING STRUCTURE W/KEVEL AND FENDER PANEL
55.58'
119.5'
89.58'
55.42'
BARGE FENDERING SYSTEM
℄ DOCK
4'
PCCA SOUTH BULKHEAD/DEEP WATER LINE
OIL DOCK 11
MOORING STRUCTURE FOR OIL DOCKS 7 & 11
MOORING STRUCTURE FOR OIL DOCKS 7 & 11
125'±
105'±
PIPE MANIFOLD
RAMP
40'X143' CONCRETE DECK W/DOCKHOUSE
28'Ø STEEL SHEET PILE CAISSON W/KEVEL RUBBER FENDERS
PIPE SUPPORTS
SUMP
BULKHEAD
118'
MOORING STRUCTURES FOR OIL DOCKS 4 & 7
75'
15'
TOP OF PIPES LOCATED BELOW -50' M.L.T.
MULTIPLE PIPELINE TRENCH TOE OF SLOPE
MULTIPLE PIPELINE TRENCH TOP OF SLOPE
100' MULTIPLE PIPELINE CROSSING
OIL DOCK 4
MOORING STRUCTURE FOR OIL DOCKS 4 & 7
253'
260'±
285'
370'±
DISCHARGE DITCH
PARKING AREA
RANGE LIGHT
SOUTH MANIFOLD
MULTIPLE PIPELINE CORRIDOR
BRIDGE
BRIDGE
SETTLING BASIN
GUARD STATION
PRIVATE ROAD
CANTWELL LANE
N
0
50'
100'
150'
200'
GRAPHIC SCALE IN FEET

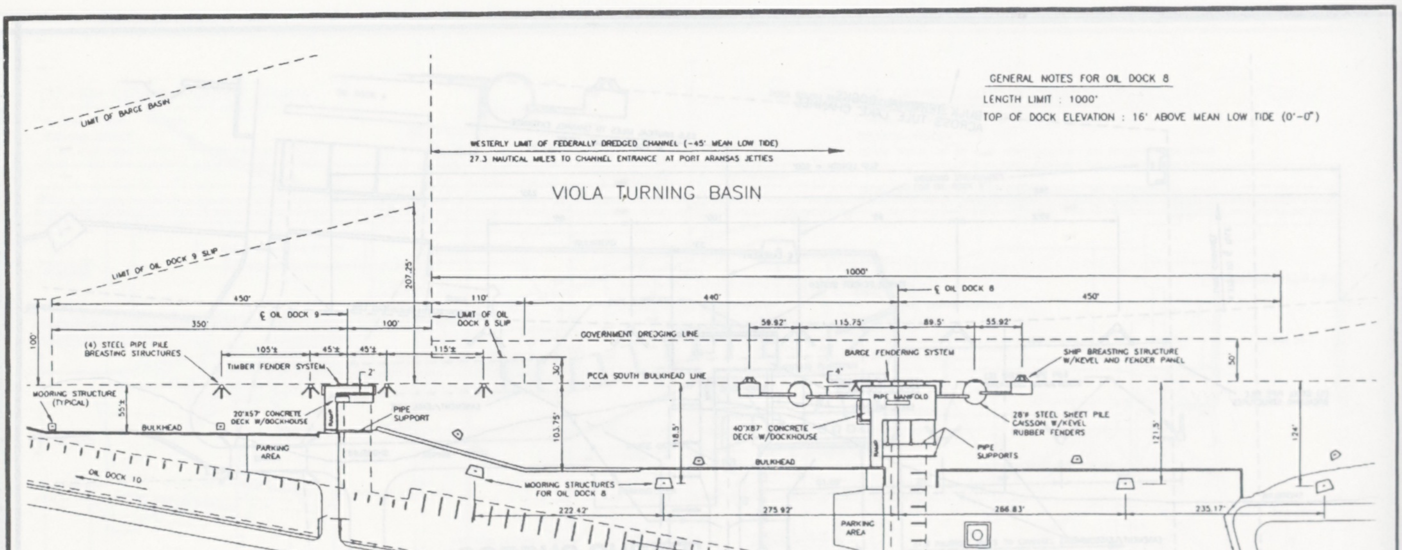
CORPUS CHRISTI

OIL DOCK 7

GENERAL NOTES FOR OIL DOCK 7

LENGTH LIMIT : 850' WITH SHIPS AT OIL DOCKS 4, 7 & 11 AT THE SAME TIME. LONGER SHIPS MAY BE BERTHED WHEN ADJACENT SLIP IS NOT BEING FULLY UTILIZED.

TOP OF DOCK ELEVATION : 16' ABOVE MEAN LOW TIDE (0'-0")


LIMIT OF BARGE BASIN
WESTERLY LIMIT OF FEDERALLY DREDGED CHANNEL (-45' MEAN LOW TIDE)
27.3 NAUTICAL MILES TO CHANNEL ENTRANCE AT PORT ARANSAS JETTIES
VIOLA TURNING BASIN
LIMIT OF OIL DOCK 9 SLIP
207.25'
1000'
℄ OIL DOCK 8
450'
110'
440'
450'
℄ OIL DOCK 9
350'
100'
LIMIT OF OIL DOCK 8 SLIP
100'
58.92'
115.75'
89.5'
55.92'
GOVERNMENT DREDGING LINE
115'±
(4) STEEL PIPE PILE BREASTING STRUCTURES
105'±
45'±
45'±
TIMBER FENDER SYSTEM
2'
30'
PCCA SOUTH BULKHEAD LINE
BARGE FENDERING SYSTEM
SHIP BREASTING STRUCTURE W/KEVEL AND FENDER PANEL
50'
4'
MOORING STRUCTURE (TYPICAL)
55'±
BULKHEAD
20'X57' CONCRETE DECK W/DOCKHOUSE
PIPE SUPPORT
PARKING AREA
105.75'
118.5'
PIPE MANIFOLD
40'X87' CONCRETE DECK W/DOCKHOUSE
28'Ø STEEL SHEET PILE CAISSON W/KEVEL RUBBER FENDERS
PIPE SUPPORTS
BULKHEAD
121.5'
124'
OIL DOCK 10
MOORING STRUCTURES FOR OIL DOCK 8
222.42'
275.92'
266.83'
235.17'
PARKING AREA
STORAGE TANK
SUPPORTS
MULTIPLE PIPELINE CORRIDOR
SUNTIDE ROAD
RXR SIDING
MISSOURI PACIFIC MAIN LINE
GUARD STATION
BUILDING
N
0
50'
100'
150'
200'
GRAPHIC SCALE IN FEET

GENERAL NOTES FOR OIL DOCK 8

LENGTH LIMIT : 1000'

TOP OF DOCK ELEVATION : 16' ABOVE MEAN LOW TIDE (0'-0")

CORPUS CHRISTI

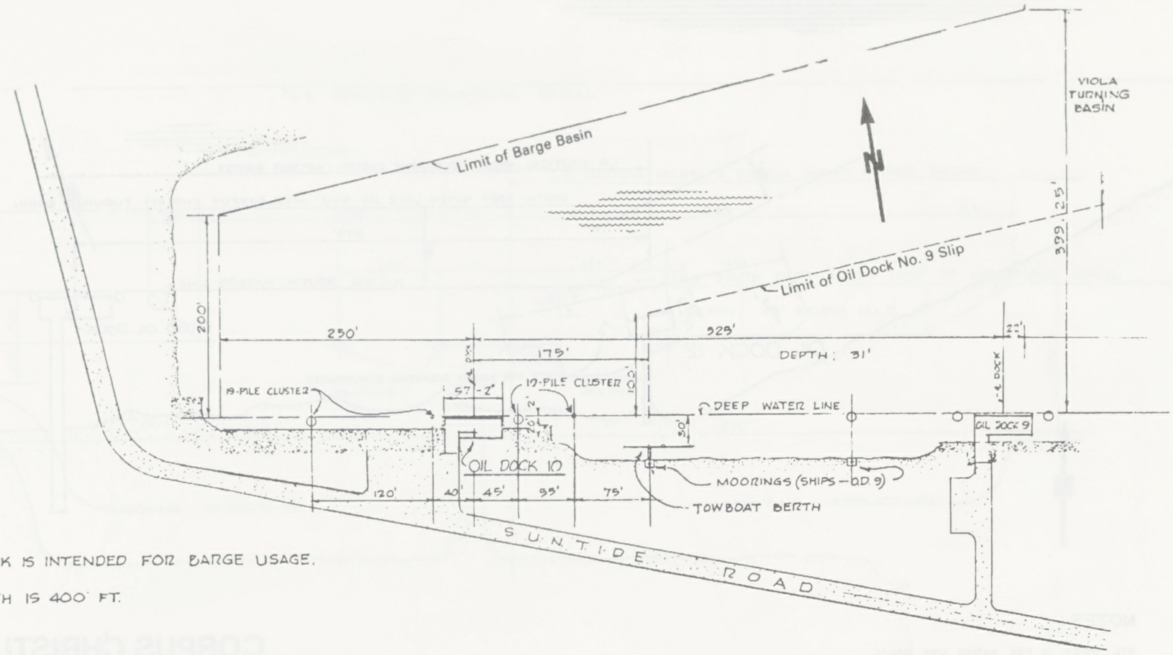
OIL DOCKS 8 & 9

GENERAL NOTES FOR OIL DOCK 9

LENGTH LIMIT IS DETERMINED BY LENGTH OF SHIP BERTHED AT OIL DOCK 8, OTHERWISE THE 350' DIMENSION FROM CENTERLINE OF DOCK TO WEST END OF SLIP WOULD DETERMINE THE MAXIMUM LENGTH.

OIL DOCK 9 IS INTENDED FOR USE BY BARGES AND SMALL TANKERS.

TOP OF DOCK ELEVATION : 9.5' ABOVE MEAN LOW TIDE (0'-0")


VIOLA
TURNING
BASIN
Limit of Barge Basin
N
399.25'
Limit of Oil Dock No. 9 Slip
200'
250'
525'
22'
175'
DEPTH: 31'
100'
57'-2"
19-PILE CLUSTER
19-PILE CLUSTER
DEEP WATER LINE
30'
OIL DOCK 9
OIL DOCK 10
MOORINGS (SHIPS — O.D. 9)
TOWBOAT BERTH
120'
40'
45'
55'
75'
SUNTIDE ROAD

NOTES

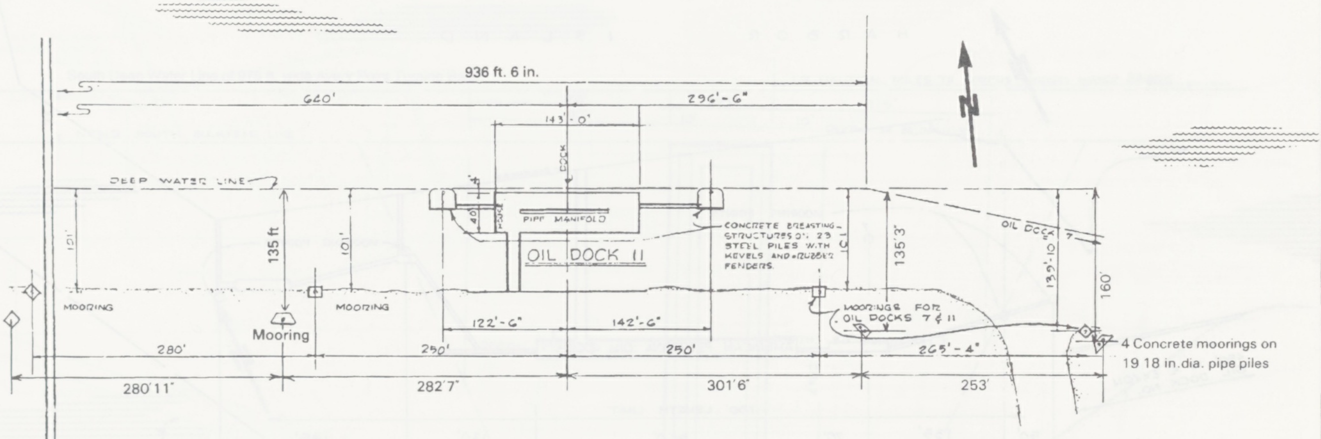
THIS OIL DOCK IS INTENDED FOR BARGE USAGE.

SLIP LENGTH IS 400' FT.

DOCK ELEVATION IS 9 FT., 6 IN. ABOVE MEAN LOW TIDE.

CORPUS CHRISTI

OIL DOCK No.10


936 ft. 6 in.
640'
296'-6"
143'-0"
DOCK
N
DEEP WATER LINE
PIPE MANIFOLD
40'
OIL DOCK 11
CONCRETE BREASTING STRUCTURES ON 23 STEEL PILES WITH KEVELS AND RUBBER FENDERS.
121'
135 ft
101'
135'3"
OIL DOCK 7
139'-10"
160'
MOORING
Mooring
MOORING
MOORINGS FOR OIL DOCKS 7 & 11
122'-6"
142'-6"
280'
250'
250'
265'-4"
280'11"
282'7"
301'6"
253'
4 Concrete moorings on 19 18 in.dia. pipe piles

NOTES

SHIP MAY BE MOORED HEADED IN EITHER DIRECTION.

MOORING LINES USED DEPEND ON SHIP'S POSITION.

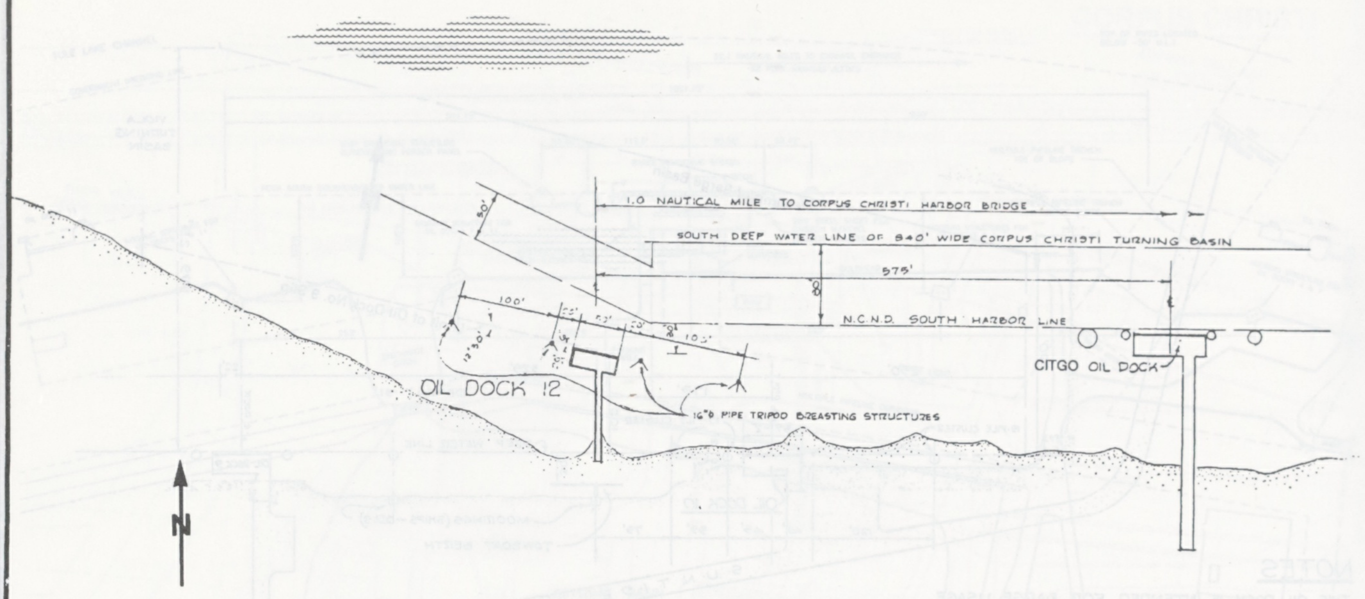
BEAM UNLIMITED.

LENGTH LIMIT: 950 FT. SHIPS AT OIL DOCKS 4, 7 & 11 AT THE SAME TIME. LONGER SHIPS MAY BE BERTHED WHEN ADJACENT SLIP IS NOT BEING FULLY UTILIZED.

DOCK ELEVATION IS 16 FT. ABOVE MEAN LOW TIDE.

CORPUS CHRISTI

OIL DOCK No.11


1.0 NAUTICAL MILE TO CORPUS CHRISTI HARBOR BRIDGE
SOUTH DEEP WATER LINE OF 840' WIDE CORPUS CHRISTI TURNING BASIN
575'
80'
30'
100'
20'
53'
20'
105'
12'30"
N.C.N.D. SOUTH HARBOR LINE
CITGO OIL DOCK
OIL DOCK 12
16"Ø PIPE TRIPOD BREASTING STRUCTURES
N

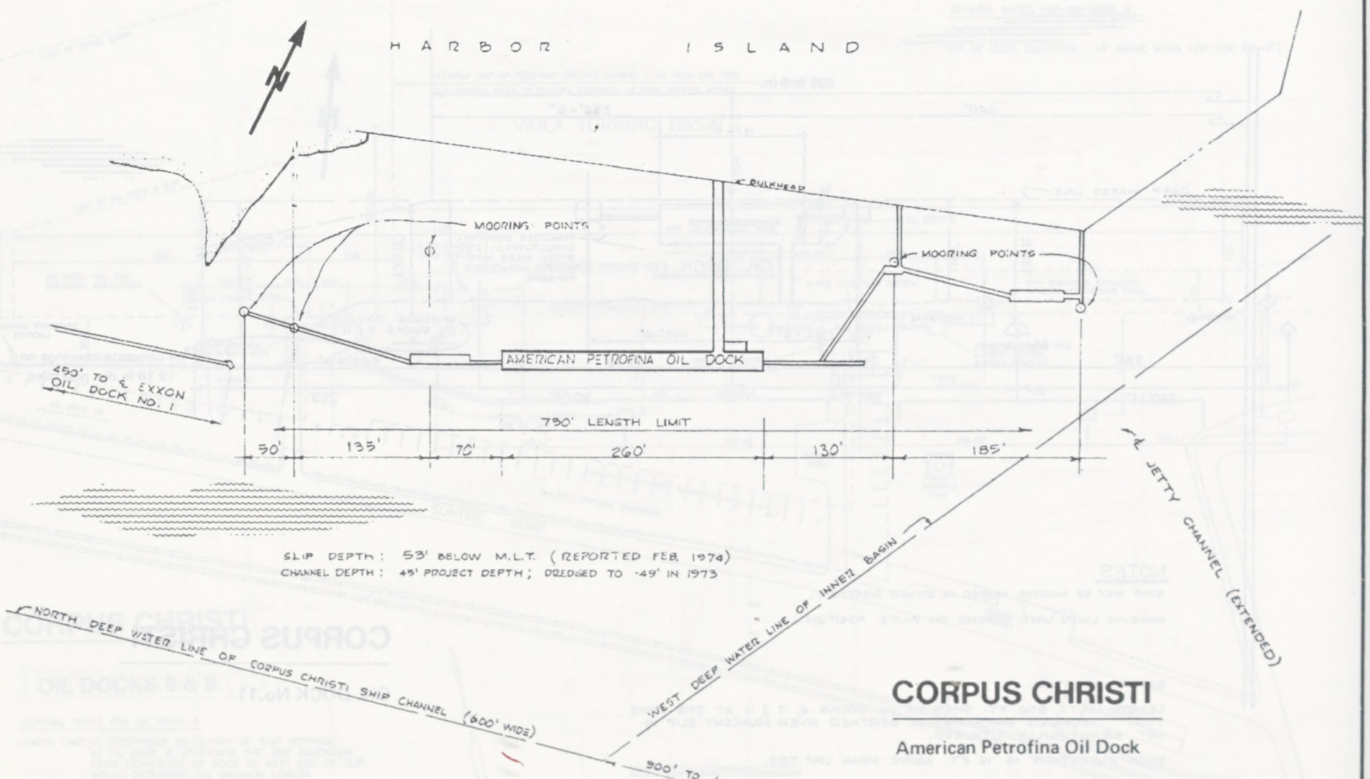
NOTES:

OIL DOCK 12 FOR BARGE USE ONLY.

DOCK ELEVATION IS 8 FT. ABOVE M.L.T.

CORPUS CHRISTI

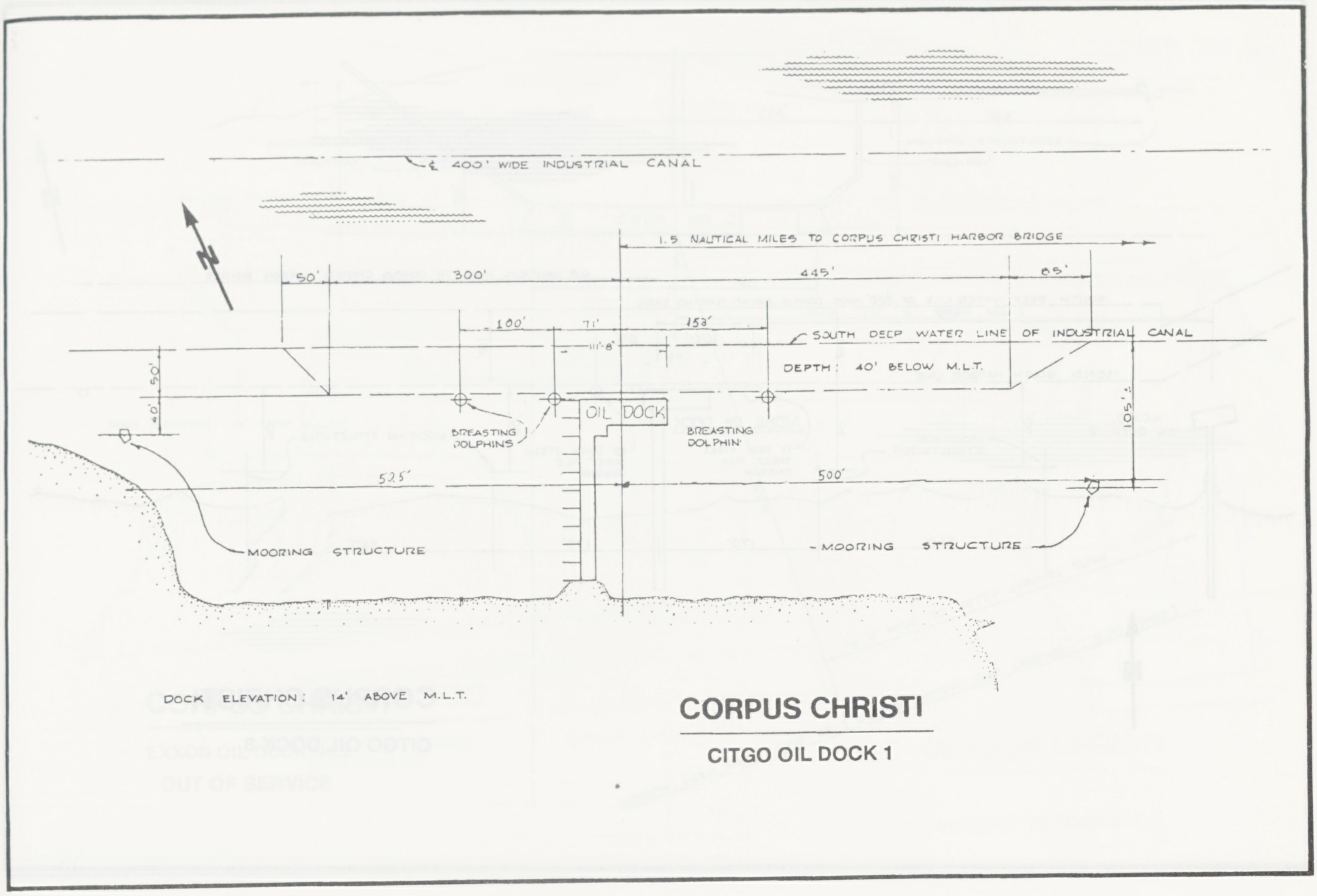
OIL DOCK No. 12


HARBOR ISLAND
N
BULKHEAD
MOORING POINTS
MOORING POINTS
AMERICAN PETROFINA OIL DOCK
450' TO ℄ EXXON OIL DOCK NO. 1
750' LENGTH LIMIT
50'
135'
70'
260'
130'
185'
℄ JETTY CHANNEL (EXTENDED)
WEST DEEP WATER LINE OF INNER BASIN
NORTH DEEP WATER LINE OF CORPUS CHRISTI SHIP CHANNEL (600' WIDE)
900' TO ℄ JETTY CHANNEL

SLIP DEPTH: 53' BELOW M.L.T. (REPORTED FEB. 1974)
CHANNEL DEPTH: 45' PROJECT DEPTH; DREDGED TO -49' IN 1973

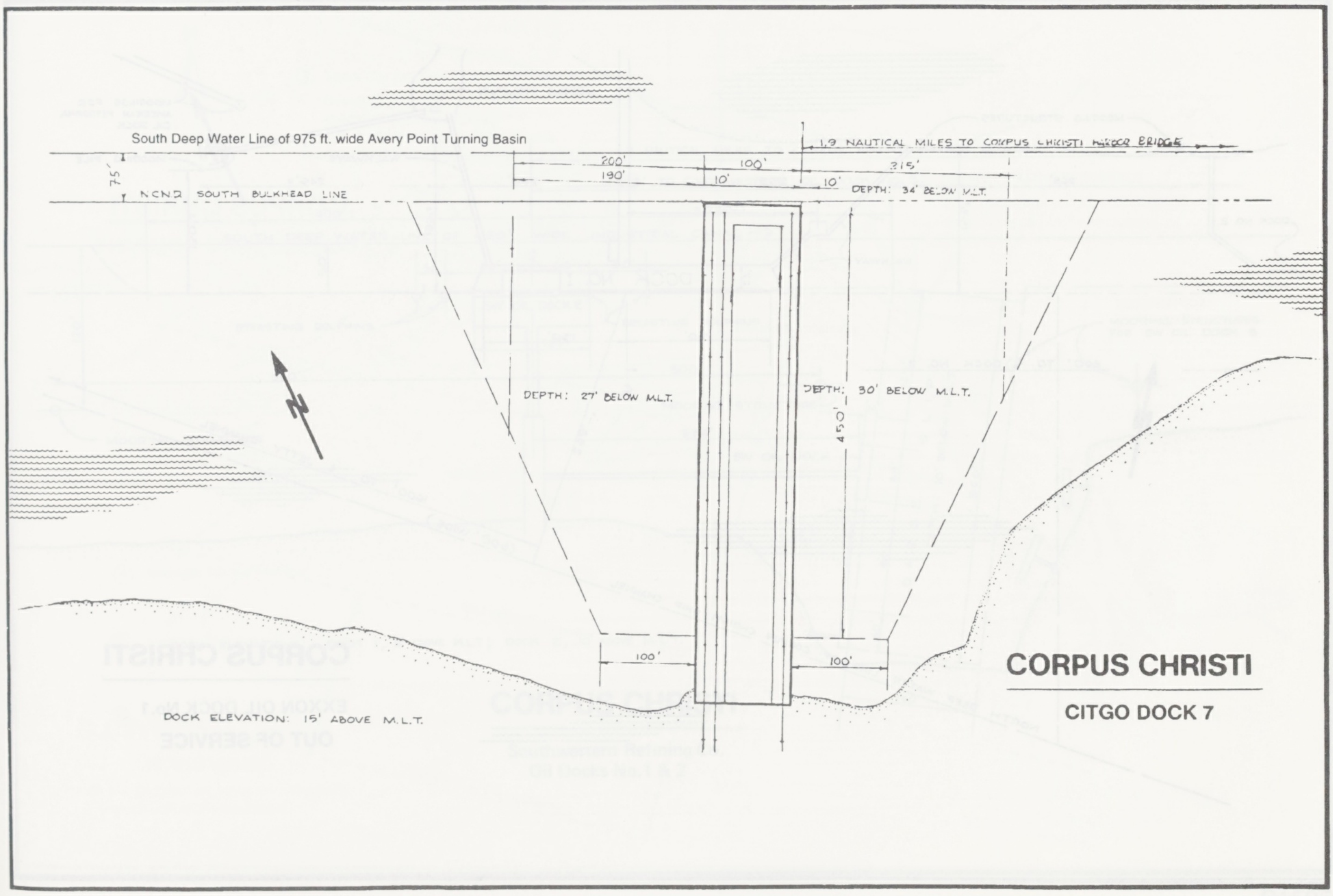
CORPUS CHRISTI

American Petrofina Oil Dock


400' WIDE INDUSTRIAL CANAL
N
1.5 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
50'
300'
445'
85'
100'
71'
111'-8"
153'
SOUTH DEEP WATER LINE OF INDUSTRIAL CANAL
DEPTH: 40' BELOW M.L.T.
50'
40'
105'±
OIL DOCK
BREASTING DOLPHINS
BREASTING DOLPHIN
525'
500'
MOORING STRUCTURE
MOORING STRUCTURE
DOCK ELEVATION: 14' ABOVE M.L.T.

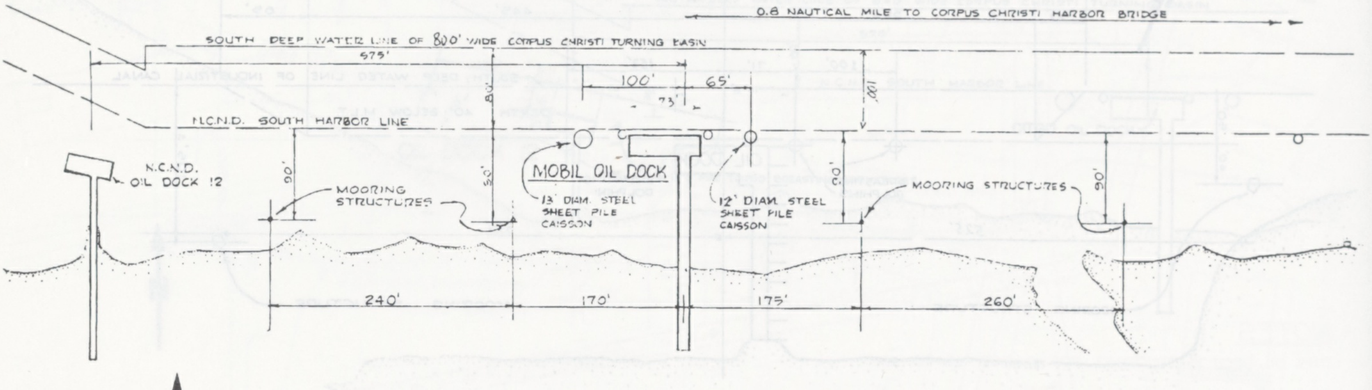
CORPUS CHRISTI

CITGO OIL DOCK 1


South Deep Water Line of 975 ft. wide Avery Point Turning Basin
75'
NCNR SOUTH BULKHEAD LINE
1.9 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
200'
190'
100'
10'
10'
215'
DEPTH: 34' BELOW M.L.T.
DEPTH: 27' BELOW M.L.T.
DEPTH: 30' BELOW M.L.T.
450'
N
100'
100'
DOCK ELEVATION: 15' ABOVE M.L.T.

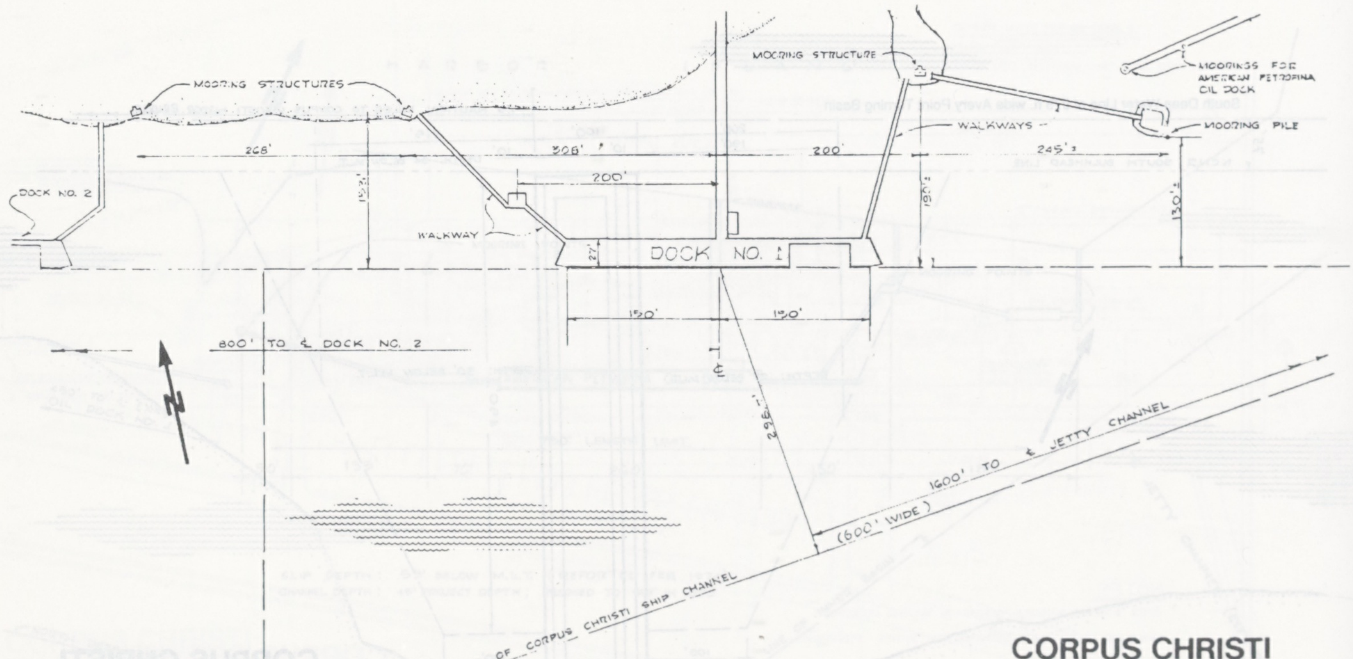
CORPUS CHRISTI

CITGO DOCK 7


0.8 NAUTICAL MILE TO CORPUS CHRISTI HARBOR BRIDGE
SOUTH DEEP WATER LINE OF 800' WIDE CORPUS CHRISTI TURNING BASIN
575'
100'
65'
73'
80'
100'
N.C.N.D. SOUTH HARBOR LINE
N.C.N.D. OIL DOCK 12
90'
MOORING STRUCTURES
50'
MOBIL OIL DOCK
13' DIAM. STEEL SHEET PILE CAISSON
12' DIAM. STEEL SHEET PILE CAISSON
90'
MOORING STRUCTURES
90'
240'
170'
175'
260'
N

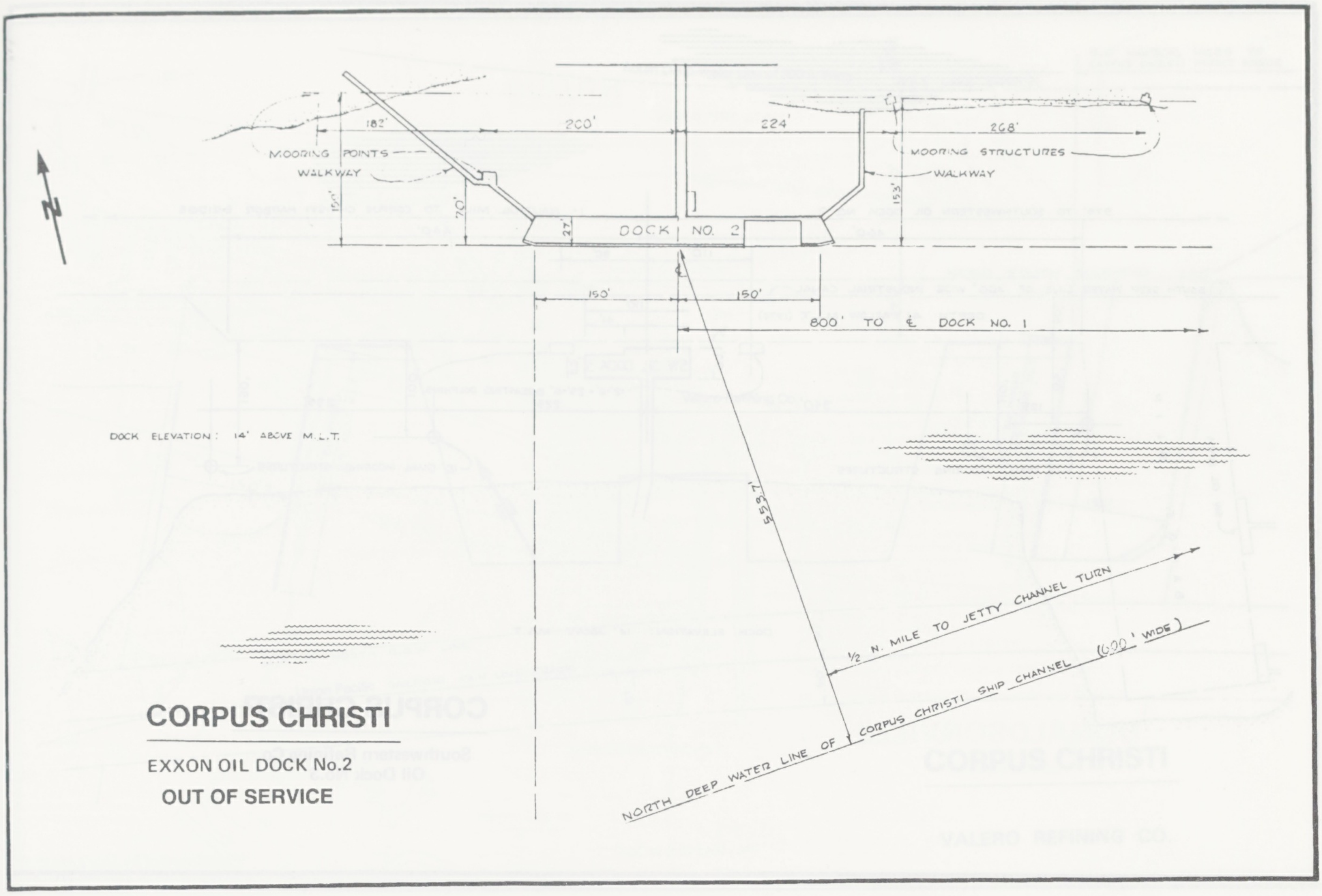
CORPUS CHRISTI

CITGO OIL DOCK 8


MOORING STRUCTURES
MOORING STRUCTURE
MOORINGS FOR AMERICAN PETROFINA OIL DOCK
MOORING PILE
WALKWAYS
268'
308'
200'
200'
245'±
150'±
130'±
DOCK NO. 2
WALKWAY
27'
DOCK NO. 1
150'
150'
800' TO ℄ DOCK NO. 2
N
296'
1600' TO ℄ JETTY CHANNEL
(600' WIDE)
NORTH DEEP WATER LINE OF CORPUS CHRISTI SHIP CHANNEL

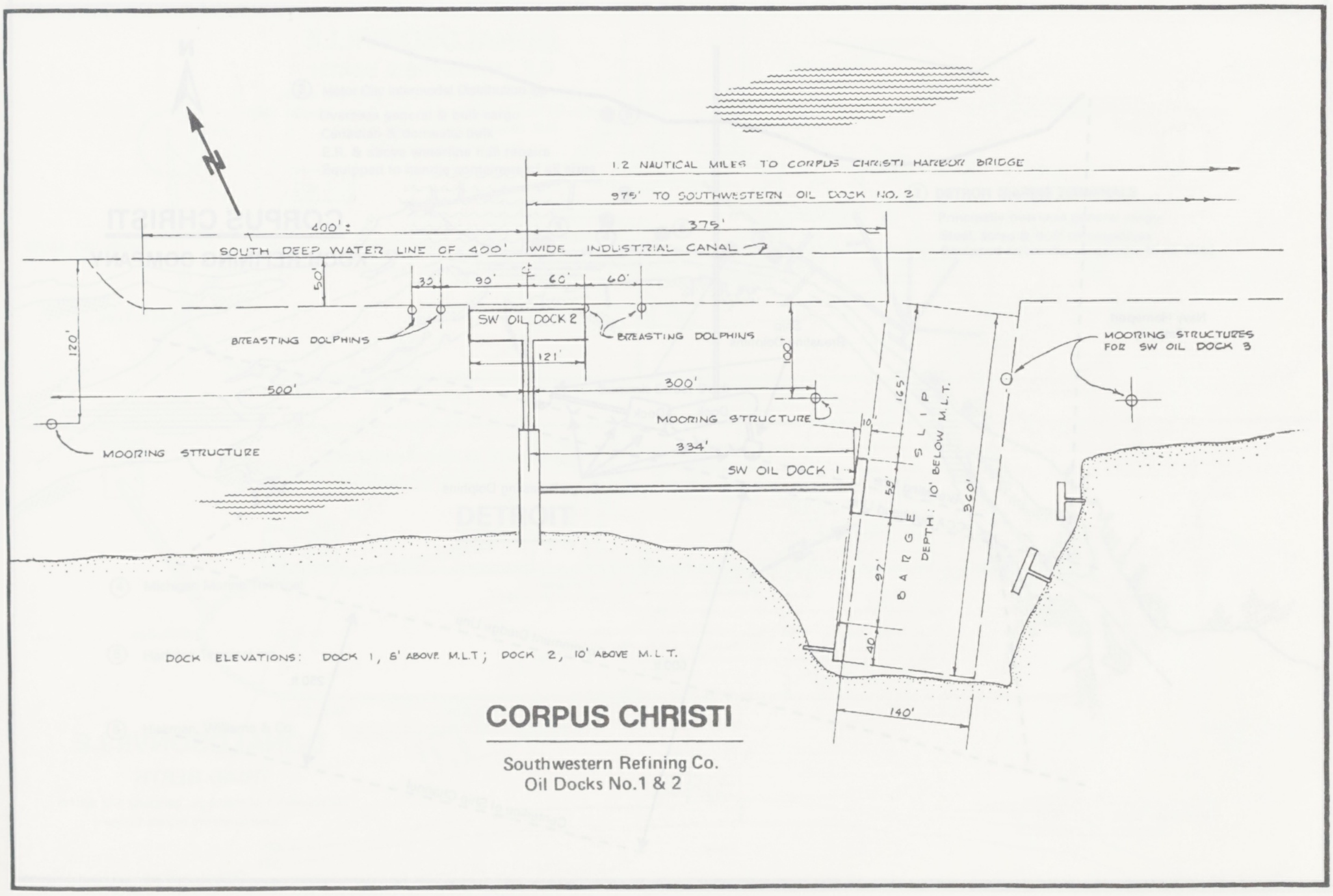
CORPUS CHRISTI

EXXON OIL DOCK No.1
OUT OF SERVICE


N
182'
200'
224'
268'
MOORING POINTS
WALKWAY
MOORING STRUCTURES
WALKWAY
150'
70'
27'
DOCK NO. 2
153'
150'
150'
800' TO ℄ DOCK NO. 1
DOCK ELEVATION: 14' ABOVE M.L.T.
5537'
1/2 N. MILE TO JETTY CHANNEL TURN
NORTH DEEP WATER LINE OF CORPUS CHRISTI SHIP CHANNEL (600' WIDE)

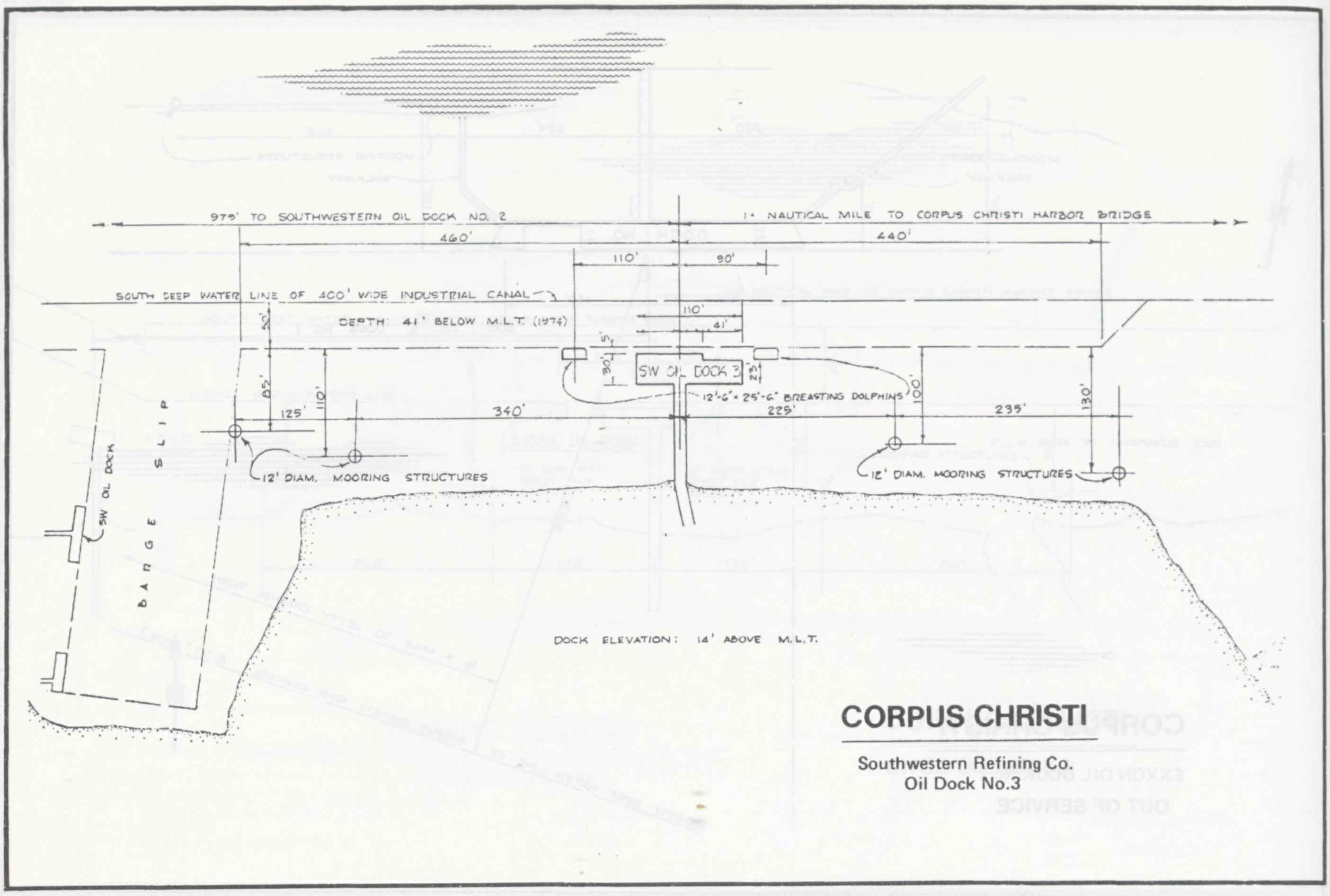
CORPUS CHRISTI

EXXON OIL DOCK No.2
OUT OF SERVICE


N
1.2 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
975' TO SOUTHWESTERN OIL DOCK NO. 3
400'±
375'
SOUTH DEEP WATER LINE OF 400' WIDE INDUSTRIAL CANAL
50'
30'
90'
℄
60'
60'
120'
BREASTING DOLPHINS
SW OIL DOCK 2
BREASTING DOLPHINS
121'
100'
500'
300'
MOORING STRUCTURE
MOORING STRUCTURE
334'
SW OIL DOCK 1
10'
165'
BARGE SLIP
DEPTH: 10' BELOW M.L.T.
58'
360'
97'
40'
140'
MOORING STRUCTURES FOR SW OIL DOCK 3
DOCK ELEVATIONS: DOCK 1, 8' ABOVE M.L.T.; DOCK 2, 10' ABOVE M.L.T.

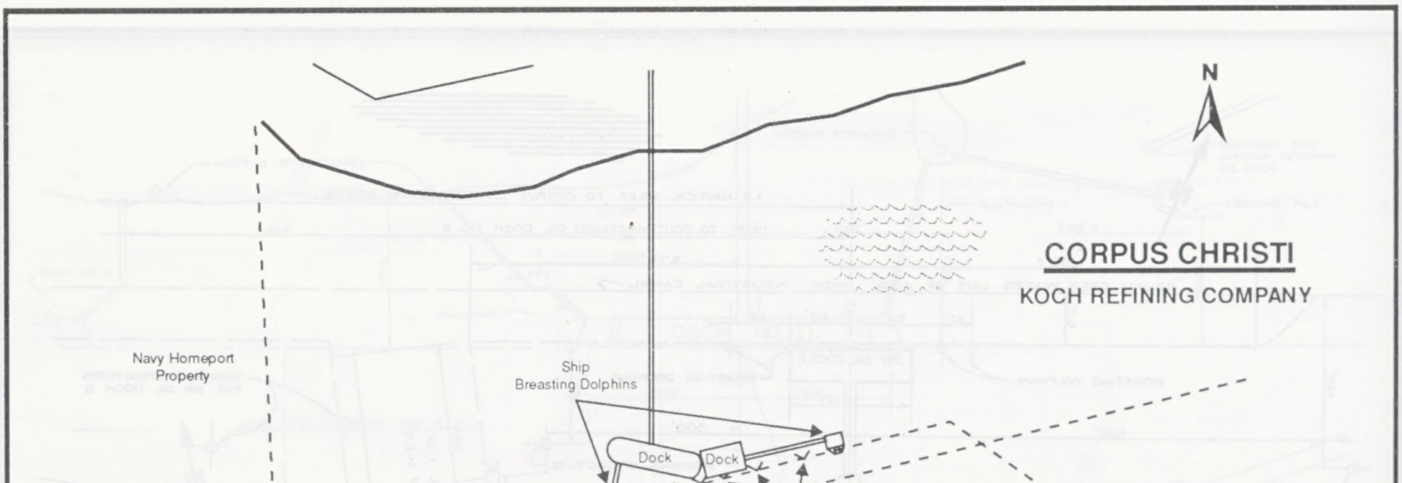
CORPUS CHRISTI

Southwestern Refining Co.
Oil Docks No.1 & 2


975' TO SOUTHWESTERN OIL DOCK NO. 2
1 NAUTICAL MILE TO CORPUS CHRISTI HARBOR BRIDGE
460'
440'
110'
90'
SOUTH DEEP WATER LINE OF 400' WIDE INDUSTRIAL CANAL
DEPTH: 41' BELOW M.L.T. (1974)
110'
41'
30'
5'
SW OIL DOCK 3
25'
12'-6" × 25'-6" BREASTING DOLPHINS
85'
125'
110'
340'
225'
100'
235'
130'
12' DIAM. MOORING STRUCTURES
12' DIAM. MOORING STRUCTURES
SW OIL DOCK
BARGE SLIP
DOCK ELEVATION: 14' ABOVE M.L.T.

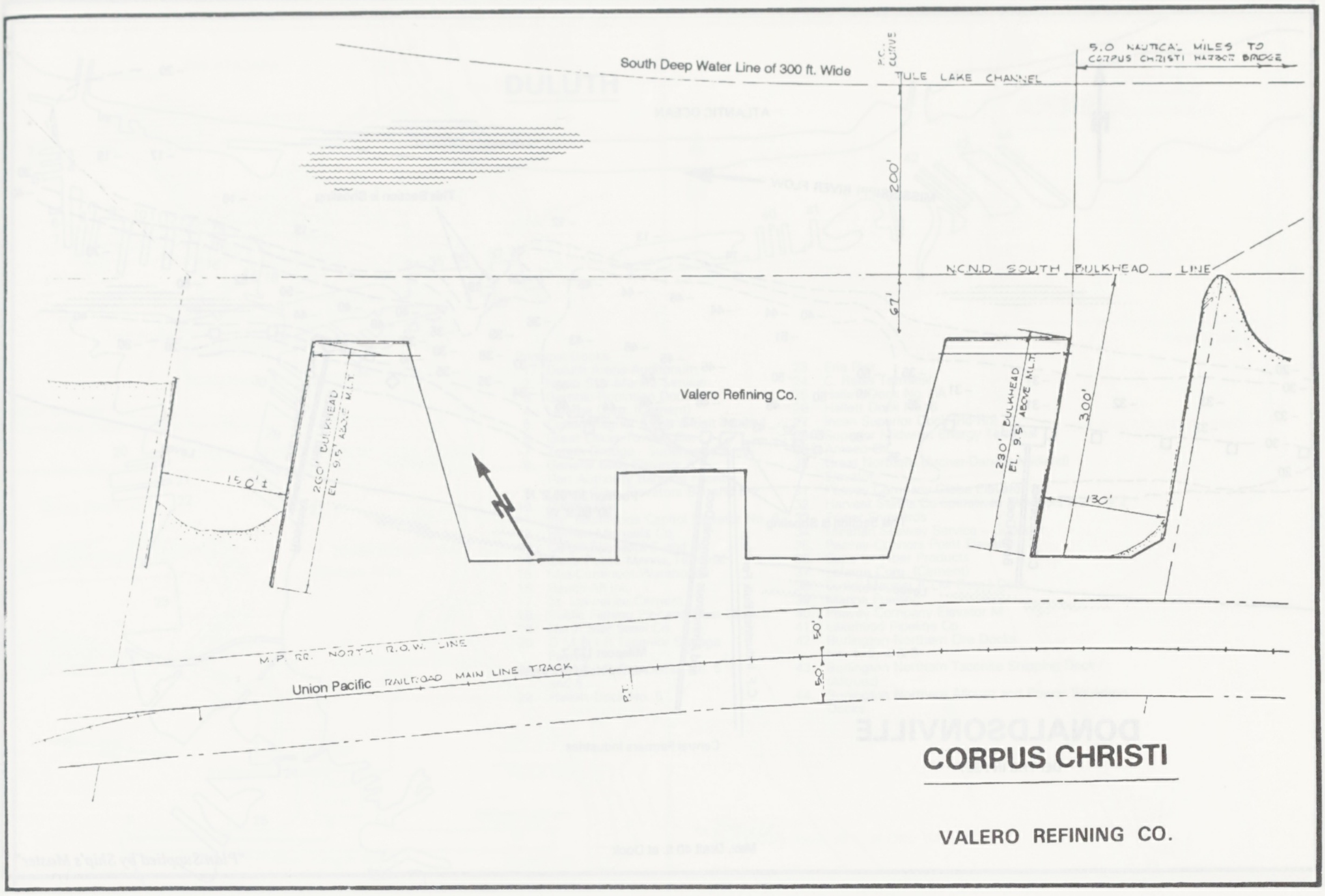
CORPUS CHRISTI

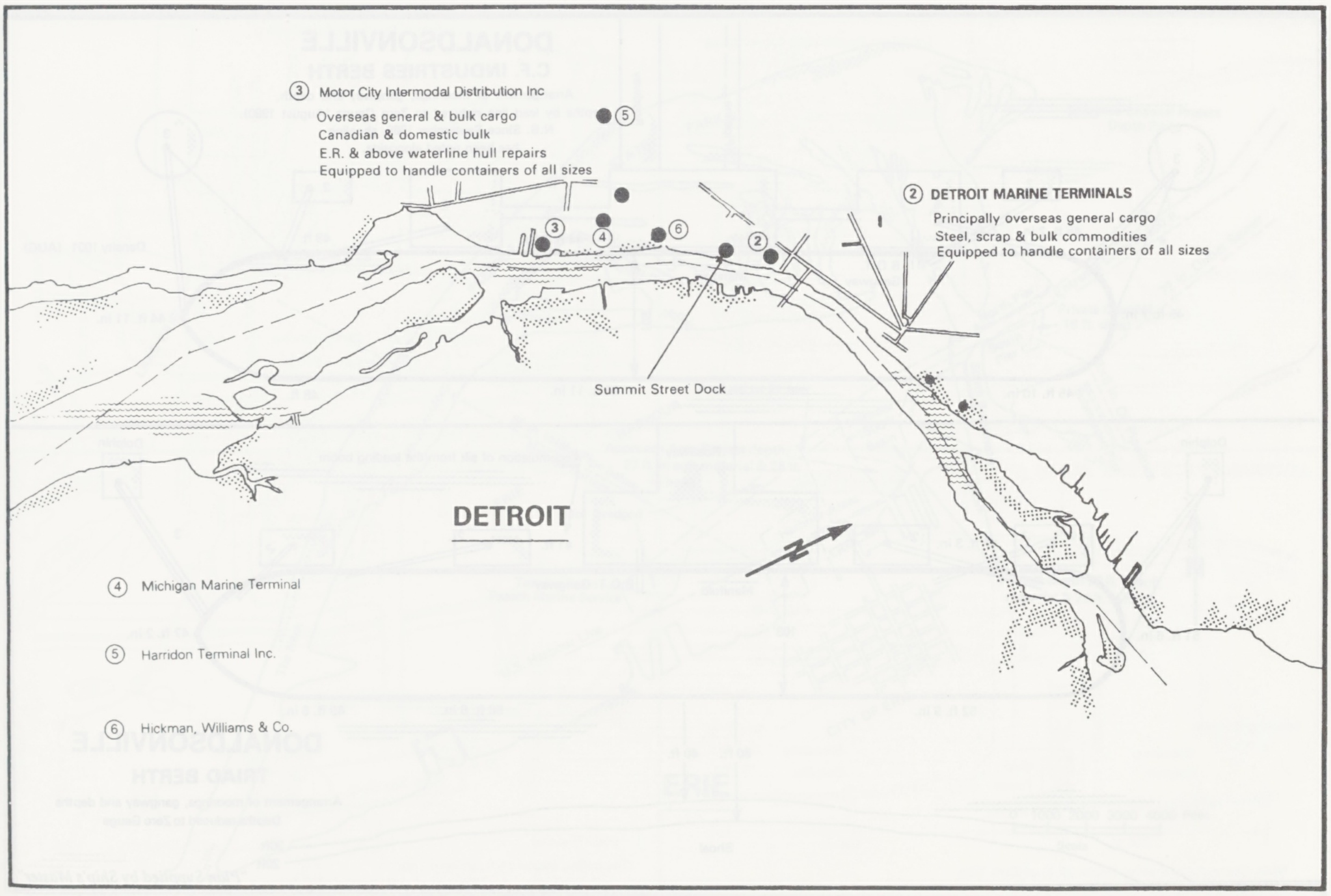
Southwestern Refining Co.
Oil Dock No.3

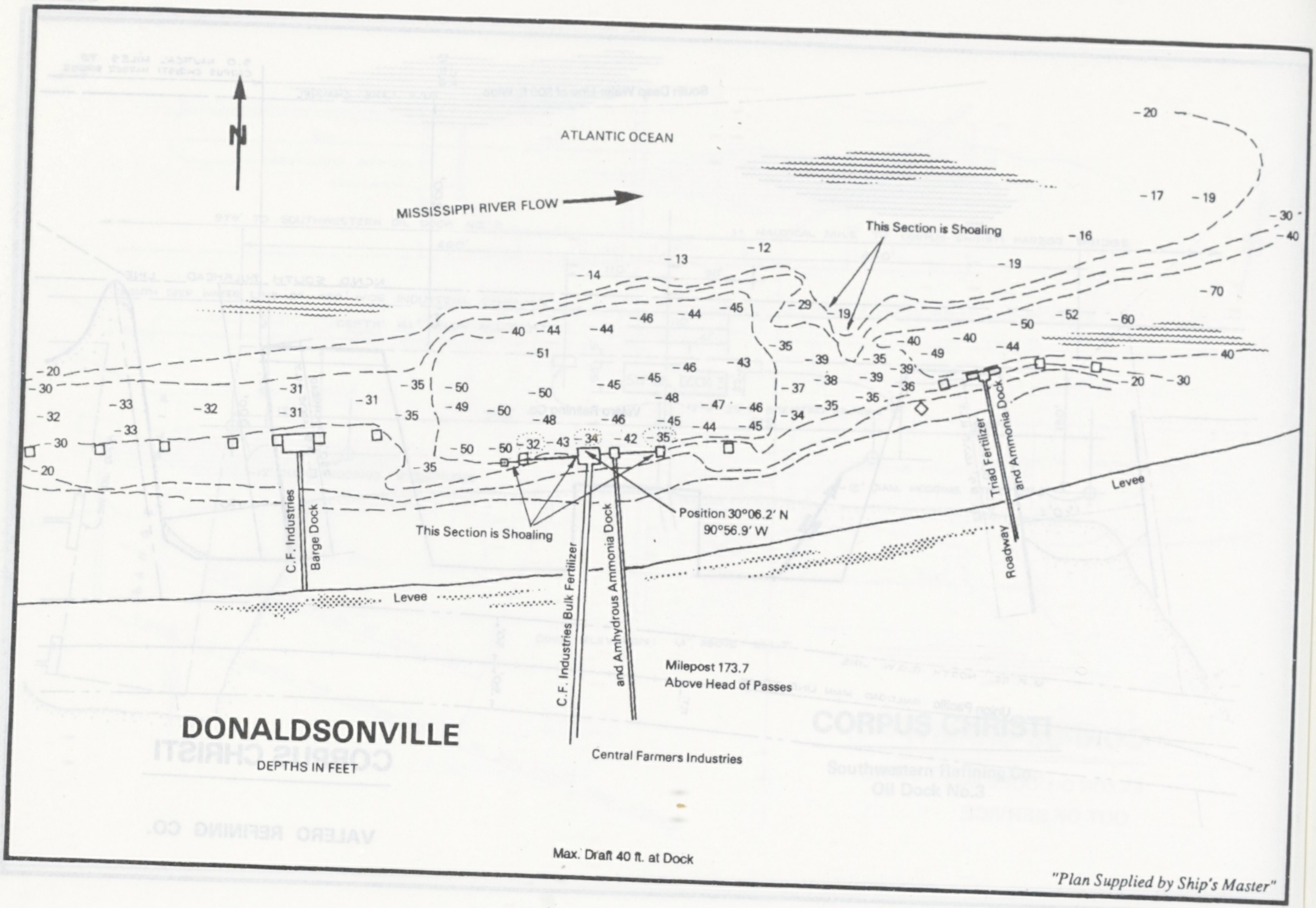

N
Navy Homeport Property
Ship Breasting Dolphins
Dock
Dock
Barge Breasting Dolphins
Breasting Line
PCCA Bulkhead Line
600 ft.
Government Dredge Line
250 ft.
Centerline of Ship Channel

CORPUS CHRISTI

KOCH REFINING COMPANY


South Deep Water Line of 300 ft. Wide
P.C. CURVE
TULE LAKE CHANNEL
5.0 NAUTICAL MILES TO CORPUS CHRISTI HARBOR BRIDGE
200'
N.C.N.D. SOUTH BULKHEAD LINE
67'
Valero Refining Co.
150'±
260' BULKHEAD EL. 9.5' ABOVE M.L.T.
N
230' BULKHEAD EL. 9.5' ABOVE M.L.T.
300'
130'
50'
50'
M.P. RR. NORTH R.O.W. LINE
Union Pacific RAILROAD MAIN LINE TRACK
P.T.
CORPUS CHRISTI
VALERO REFINING CO.


③ Motor City Intermodal Distribution Inc
Overseas general & bulk cargo
Canadian & domestic bulk
E.R. & above waterline hull repairs
Equipped to handle containers of all sizes
⑤
③
④
⑥
②
② DETROIT MARINE TERMINALS
Principally overseas general cargo
Steel, scrap & bulk commodities
Equipped to handle containers of all sizes
Summit Street Dock
DETROIT
N
④ Michigan Marine Terminal
⑤ Harridon Terminal Inc.
⑥ Hickman, Williams & Co.


N
ATLANTIC OCEAN
MISSISSIPPI RIVER FLOW
This Section is Shoaling
This Section is Shoaling
C.F. Industries Barge Dock
C.F. Industries Bulk Fertilizer
and Amhydrous Ammonia Dock
Triad Fertilizer and Ammonia Dock
Roadway
Levee
Levee
Position 30°06.2′ N 90°56.9′ W
Milepost 173.7 Above Head of Passes
Central Farmers Industries
-20
-30
-32
-30
-20
-33
-33
-32
-31
-31
-31
-35
-35
-35
-50
-49
-50
-50
-50
-32
-43
-34
-42
-35
-40
-44
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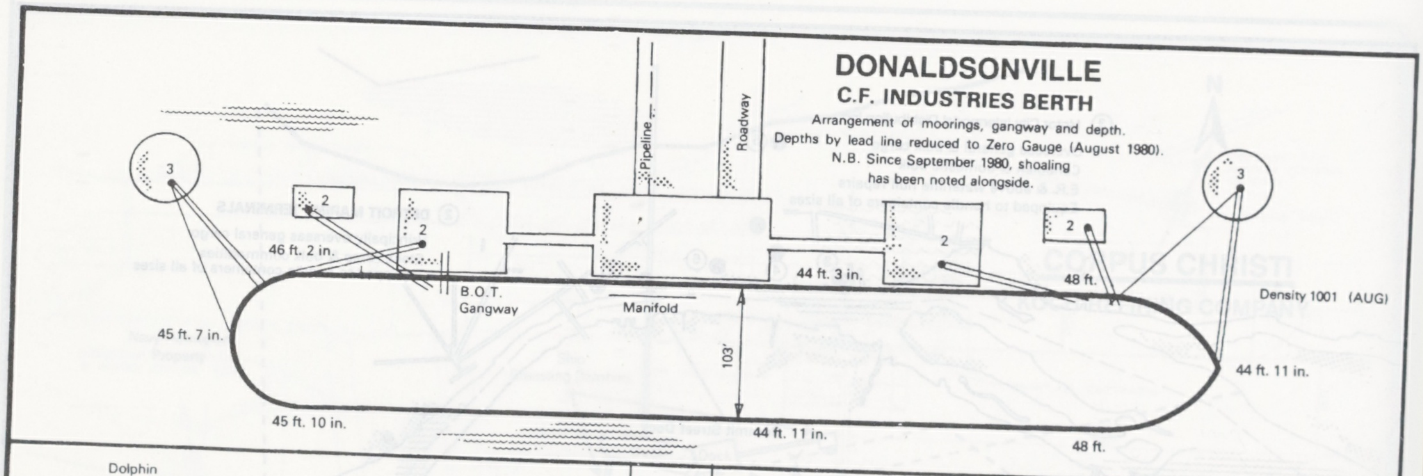
-43
-46
-44
-45
-13
-12
-14
-35
-37
-34
-29
-19
-39
-38
-35
-35
-39
-35
-39
-36
-40
-49
-40
-44
-50
-52
-60
-16
-19
-17
-19
-20
-30
-40
-70
-40
-20
-30

DONALDSONVILLE

DEPTHS IN FEET

Max. Draft 40 ft. at Dock

"Plan Supplied by Ship's Master"

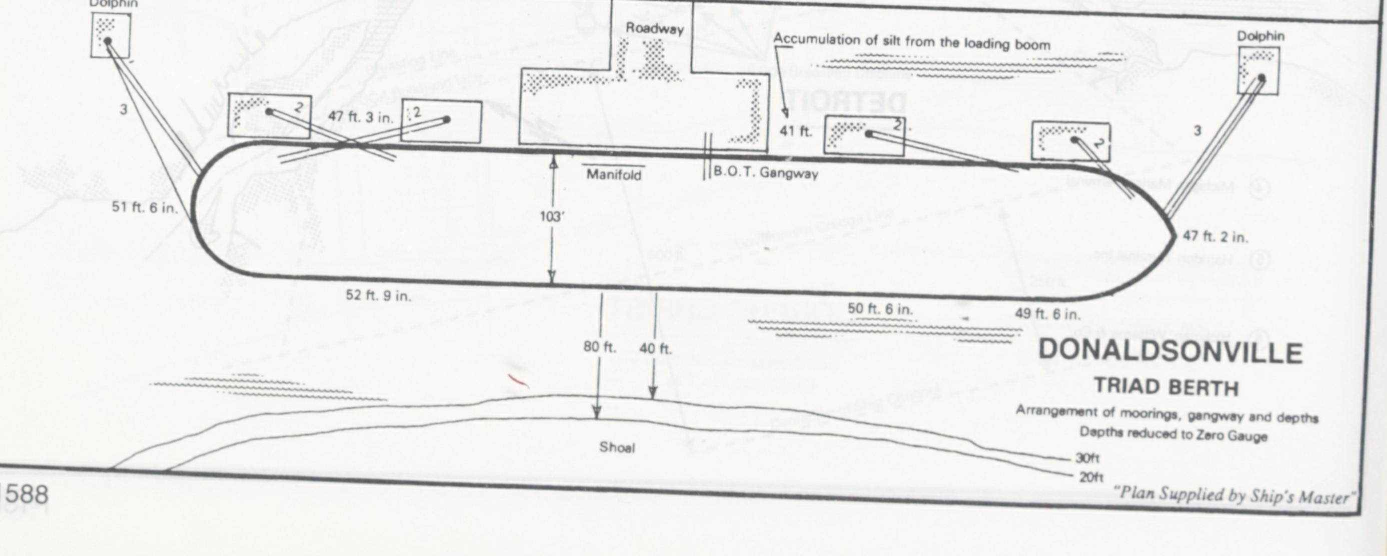

Pipeline
Roadway
3
2
2
2
2
3
46 ft. 2 in.
B.O.T. Gangway
Manifold
44 ft. 3 in.
48 ft.
45 ft. 7 in.
103′
44 ft. 11 in.
45 ft. 10 in.
44 ft. 11 in.
48 ft.

DONALDSONVILLE

C.F. INDUSTRIES BERTH

Arrangement of moorings, gangway and depth.
Depths by lead line reduced to Zero Gauge (August 1980).
N.B. Since September 1980, shoaling
has been noted alongside.

Density 1001 (AUG)

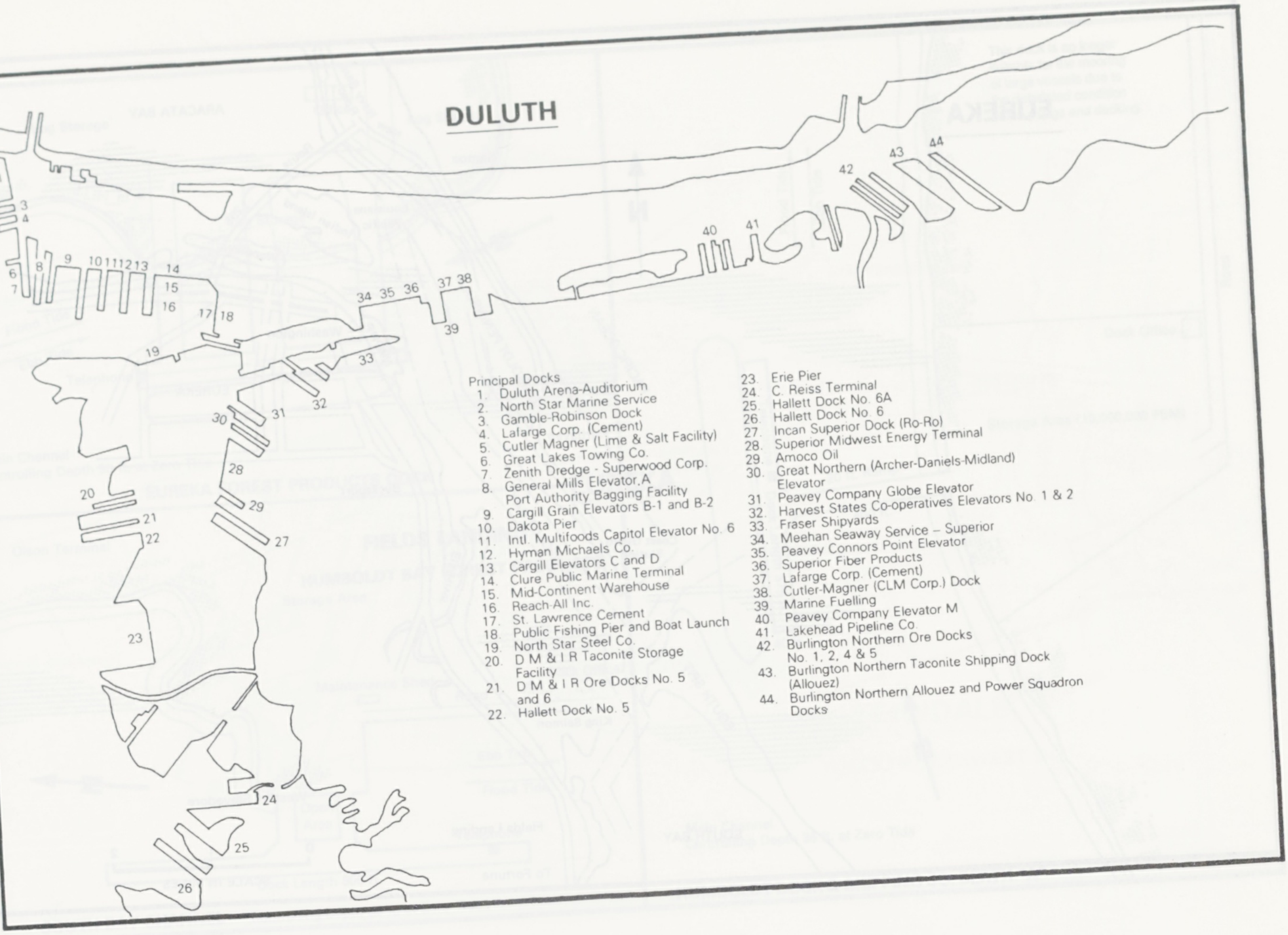

Dolphin
Roadway
Accumulation of silt from the loading boom
Dolphin
3
2
47 ft. 3 in.
2
41 ft.
2
2
3
51 ft. 6 in.
Manifold
B.O.T. Gangway
103′
47 ft. 2 in.
52 ft. 9 in.
50 ft. 6 in.
49 ft. 6 in.
80 ft.
40 ft.
Shoal
30ft
20ft

DONALDSONVILLE

TRIAD BERTH

Arrangement of moorings, gangway and depths
Depths reduced to Zero Gauge

"Plan Supplied by Ship's Master"


DULUTH
1
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10 11 12 13
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17 18
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23
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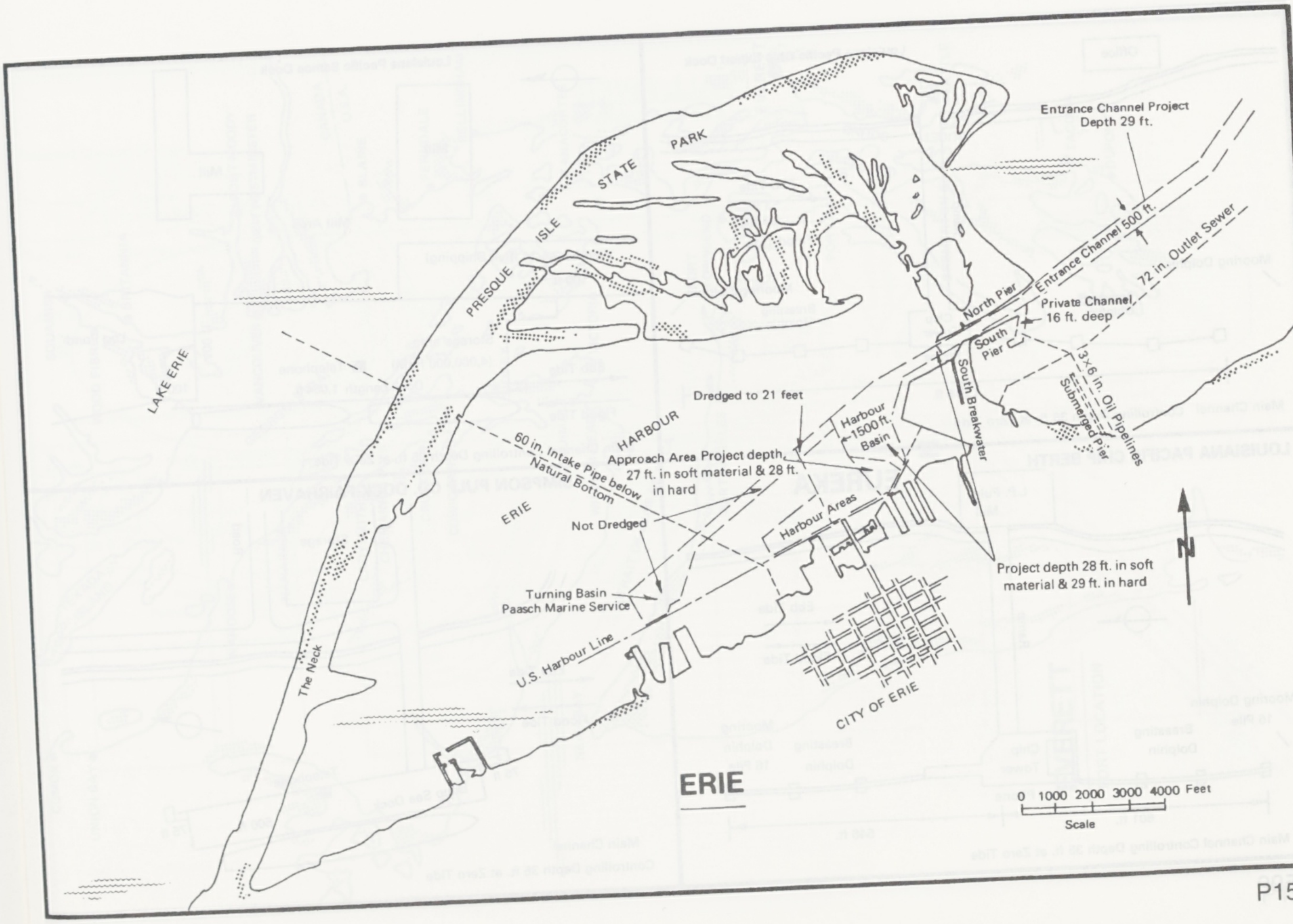
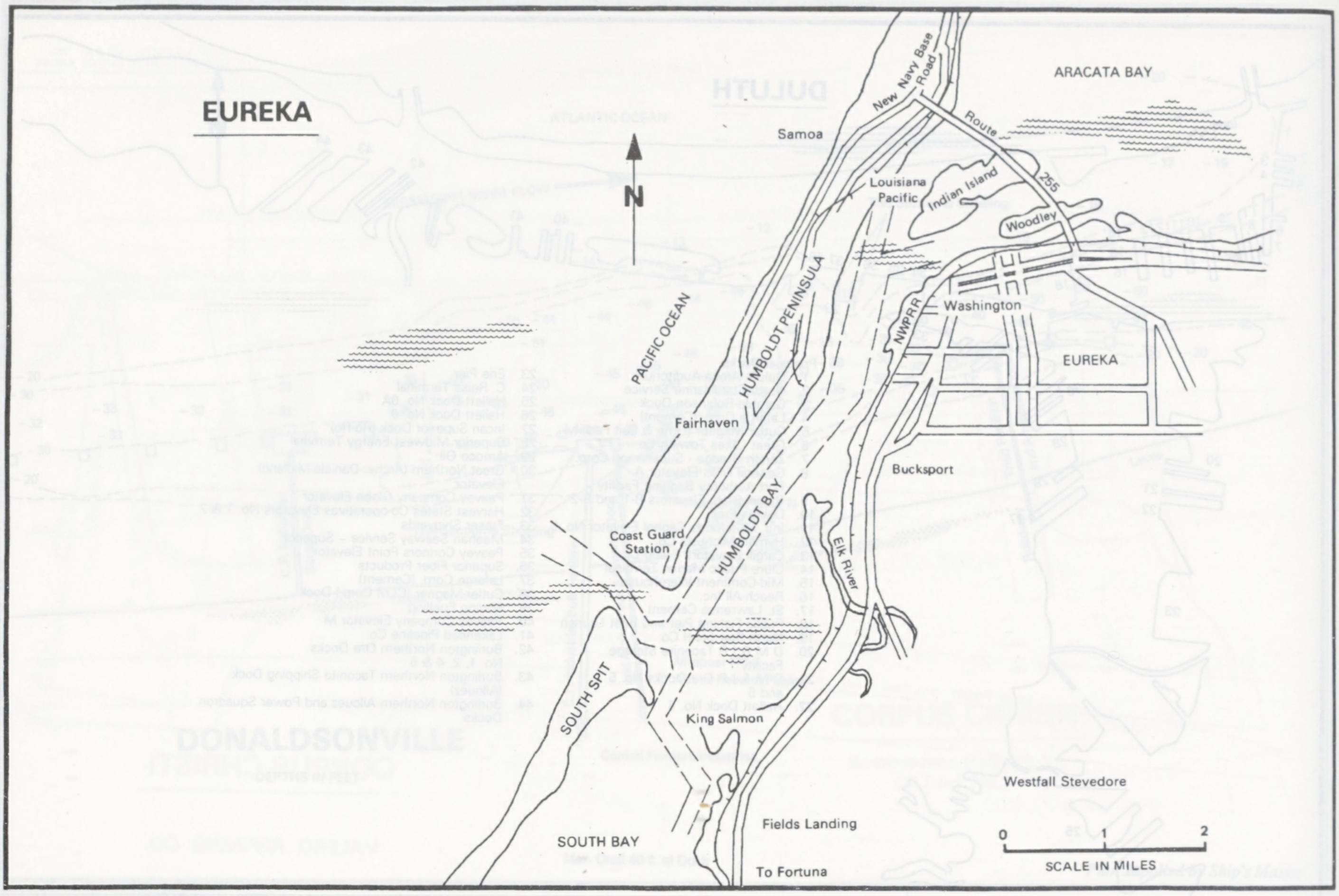
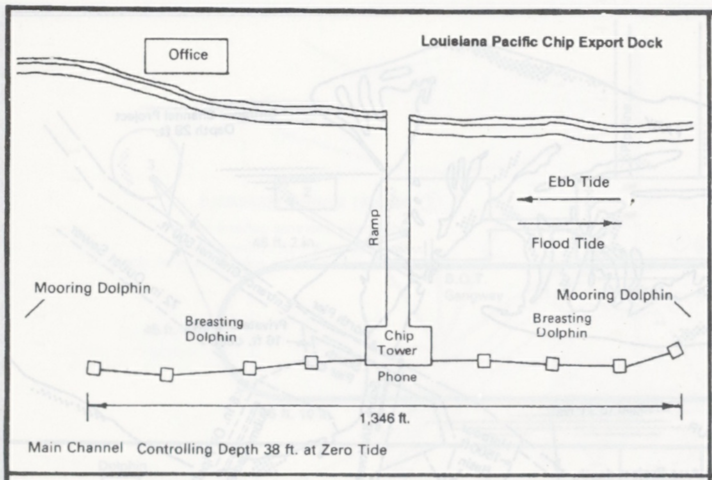
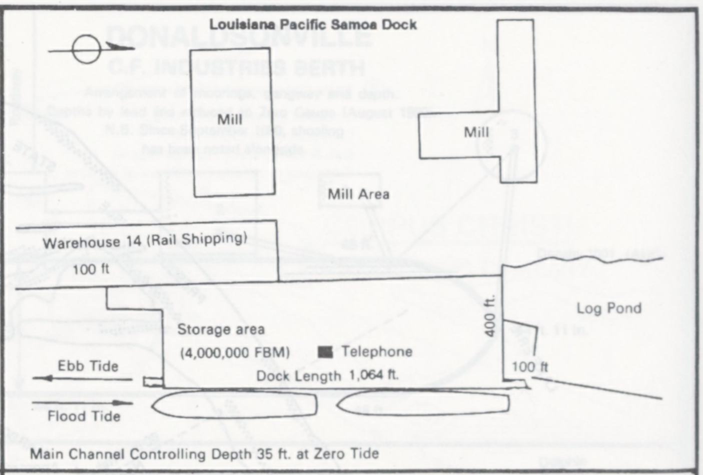
32
33
34 35 36
37 38
39
40 41
42
43 44
Principal Docks
1. Duluth Arena-Auditorium
2. North Star Marine Service
3. Gamble-Robinson Dock
4. Lafarge Corp. (Cement)
5. Cutler Magner (Lime & Salt Facility)
6. Great Lakes Towing Co.
7. Zenith Dredge - Superwood Corp.
8. General Mills Elevator A Port Authority Bagging Facility
9. Cargill Grain Elevators B-1 and B-2
10. Dakota Pier
11. Intl. Multifoods Capitol Elevator No. 6
12. Hyman Michaels Co.
13. Cargill Elevators C and D
14. Clure Public Marine Terminal
15. Mid-Continent Warehouse
16. Reach-All Inc.
17. St. Lawrence Cement
18. Public Fishing Pier and Boat Launch
19. North Star Steel Co.
20. D M & I R Taconite Storage Facility
21. D M & I R Ore Docks No. 5 and 6
22. Hallett Dock No. 5
23. Erie Pier
24. C. Reiss Terminal
25. Hallett Dock No. 6A
26. Hallett Dock No. 6
27. Incan Superior Dock (Ro-Ro)
28. Superior Midwest Energy Terminal
29. Amoco Oil
30. Great Northern (Archer-Daniels-Midland) Elevator
31. Peavey Company Globe Elevator
32. Harvest States Co-operatives Elevators No. 1 & 2
33. Fraser Shipyards
34. Meehan Seaway Service – Superior
35. Peavey Connors Point Elevator
36. Superior Fiber Products
37. Lafarge Corp. (Cement)
38. Cutler-Magner (CLM Corp.) Dock
39. Marine Fuelling
40. Peavey Company Elevator M
41. Lakehead Pipeline Co.
42. Burlington Northern Ore Docks No. 1, 2, 4 & 5
43. Burlington Northern Taconite Shipping Dock (Allouez)
44. Burlington Northern Allouez and Power Squadron Docks

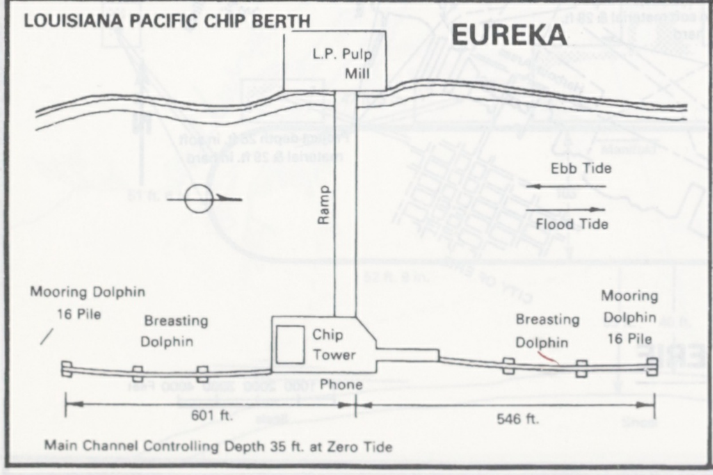

PRESQUE ISLE STATE PARK
LAKE ERIE
Entrance Channel Project Depth 29 ft.
Entrance Channel 500 ft.
72 in. Outlet Sewer
North Pier
Private Channel 16 ft. deep
South Pier
South Breakwater
13×6 in. Oil Pipelines
Submerged Pier
Dredged to 21 feet
Harbour 1500 ft. Basin
HARBOUR
Approach Area Project depth 27 ft. in soft material & 28 ft. in hard
60 in. Intake Pipe below Natural Bottom
ERIE
Not Dredged
Harbour Areas
Project depth 28 ft. in soft material & 29 ft. in hard
N
Turning Basin
Paasch Marine Service
U.S. Harbour Line
The Neck
CITY OF ERIE
ERIE
0 1000 2000 3000 4000 Feet
Scale

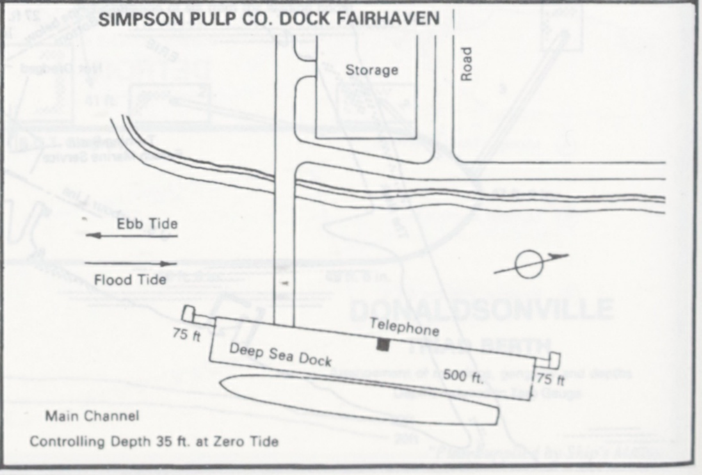

EUREKA
N
Samoa
New Navy Base Road
ARACATA BAY
Route 255
Louisiana Pacific
Indian Island
Woodley
Washington
NWPRR
EUREKA
PACIFIC OCEAN
HUMBOLDT PENINSULA
Fairhaven
Bucksport
HUMBOLDT BAY
Coast Guard Station
Elk River
SOUTH SPIT
King Salmon
Westfall Stevedore
Fields Landing
SOUTH BAY
To Fortuna
0
1
2
SCALE IN MILES


Louisiana Pacific Chip Export Dock
Office
Ramp
Ebb Tide
Flood Tide
Mooring Dolphin
Mooring Dolphin
Breasting Dolphin
Breasting Dolphin
Chip Tower
Phone
1,346 ft.
Main Channel Controlling Depth 38 ft. at Zero Tide

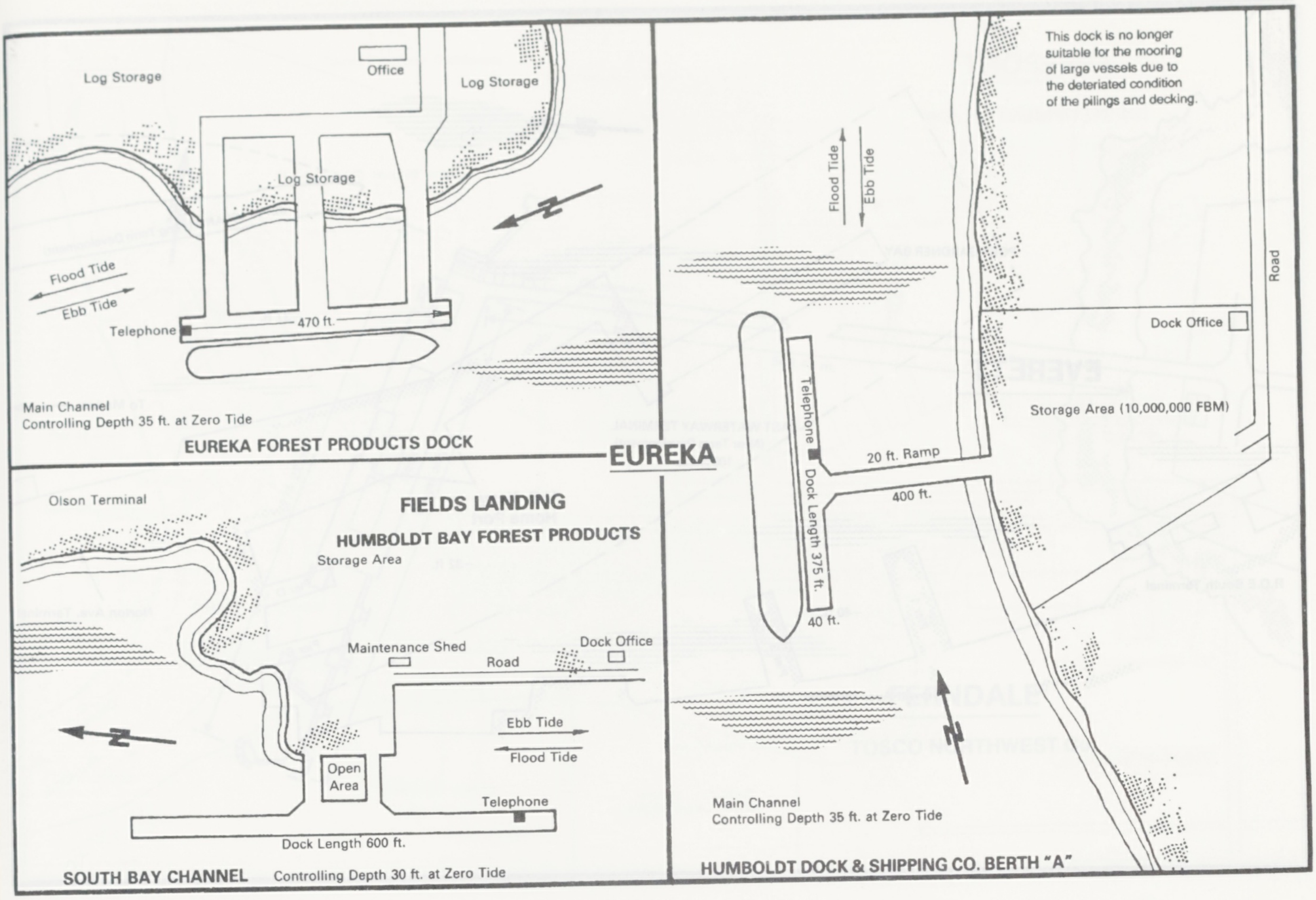

Louisiana Pacific Samoa Dock
Mill
Mill
Mill Area
Warehouse 14 (Rail Shipping)
100 ft
Storage area
(4,000,000 FBM)
■ Telephone
400 ft.
Log Pond
100 ft
Ebb Tide
Flood Tide
Dock Length 1,064 ft.
Main Channel Controlling Depth 35 ft. at Zero Tide

EUREKA


LOUISIANA PACIFIC CHIP BERTH
L.P. Pulp Mill
Ramp
Ebb Tide
Flood Tide
Mooring Dolphin
16 Pile
Breasting Dolphin
Chip Tower
Phone
Breasting Dolphin
Mooring Dolphin
16 Pile
601 ft.
546 ft.
Main Channel Controlling Depth 35 ft. at Zero Tide


SIMPSON PULP CO. DOCK FAIRHAVEN
Storage
Road
Ebb Tide
Flood Tide
Telephone
75 ft
Deep Sea Dock
500 ft.
75 ft
Main Channel
Controlling Depth 35 ft. at Zero Tide

EUREKA



EUREKA FOREST PRODUCTS DOCK

Main Channel
Controlling Depth 35 ft. at Zero Tide

Log Storage
Office
Log Storage
Log Storage
Flood Tide
Ebb Tide
Telephone
470 ft.

FIELDS LANDING

HUMBOLDT BAY FOREST PRODUCTS

SOUTH BAY CHANNEL Controlling Depth 30 ft. at Zero Tide

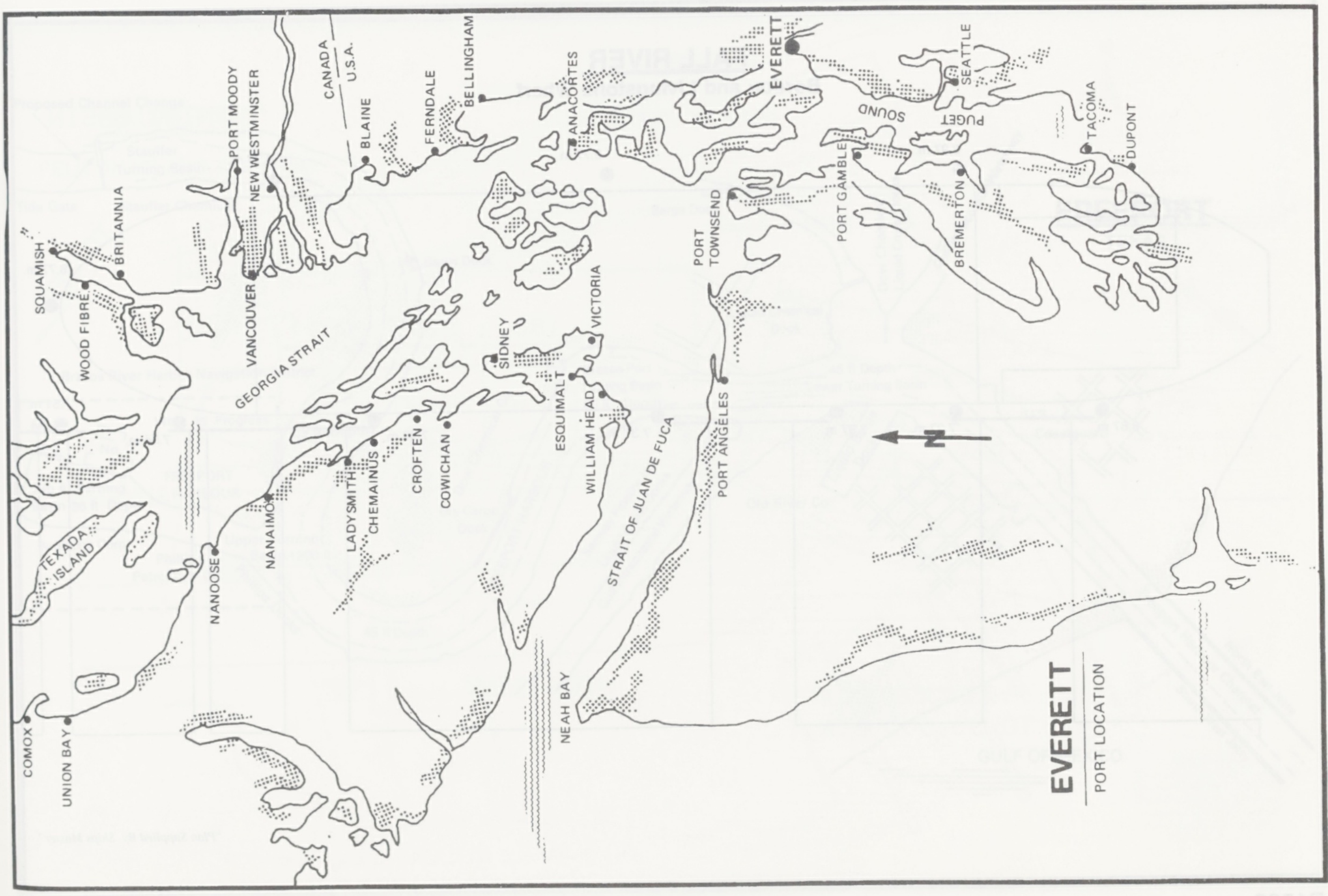
Olson Terminal
Storage Area
Maintenance Shed
Dock Office
Road
Ebb Tide
Flood Tide
Open Area
Telephone
Dock Length 600 ft.

HUMBOLDT DOCK & SHIPPING CO. BERTH "A"

This dock is no longer suitable for the mooring of large vessels due to the deteriated condition of the pilings and decking.

Main Channel
Controlling Depth 35 ft. at Zero Tide

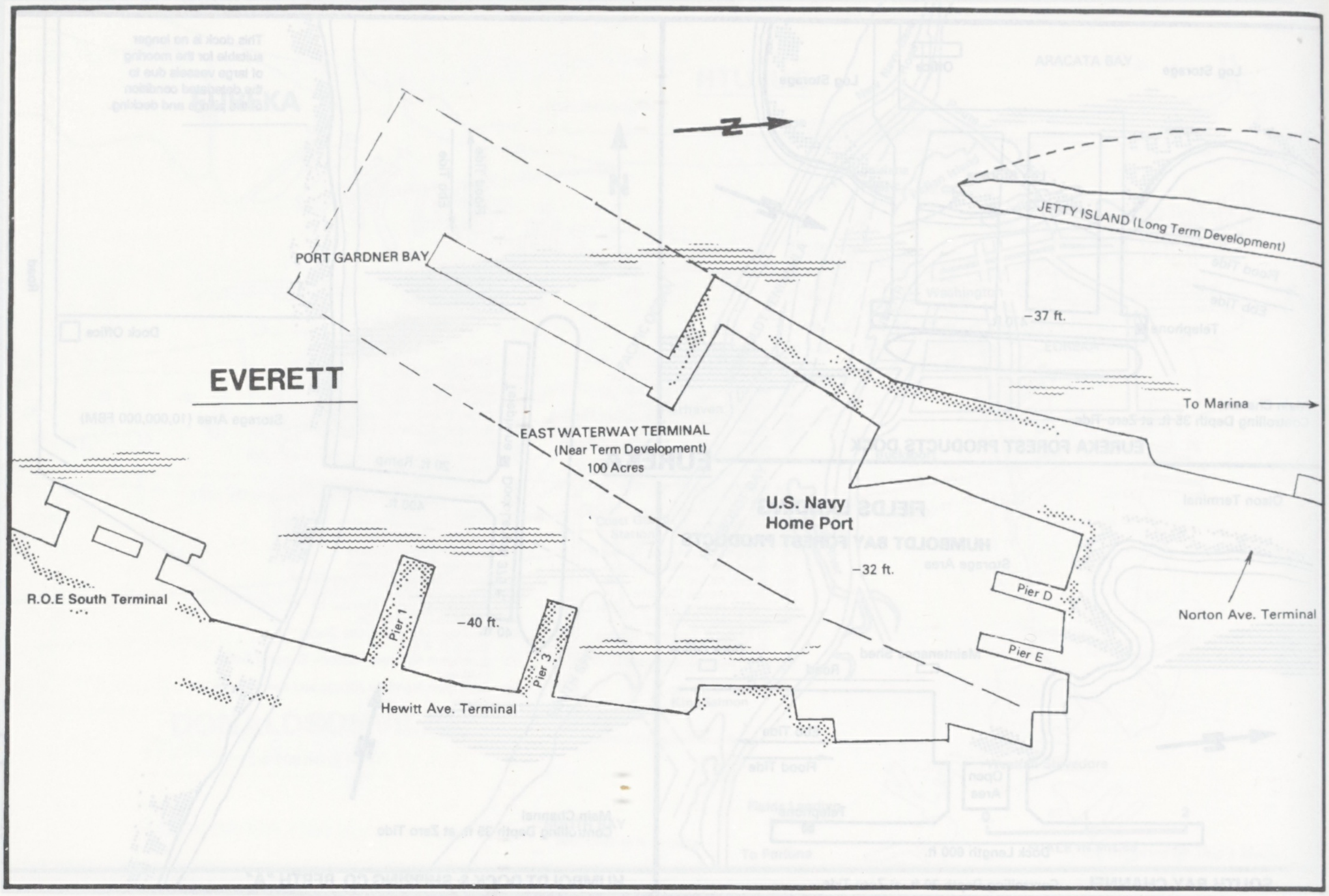
Flood Tide
Ebb Tide
Road
Dock Office
Storage Area (10,000,000 FBM)
Telephone
Dock Length 375 ft.
20 ft. Ramp
400 ft.
40 ft.

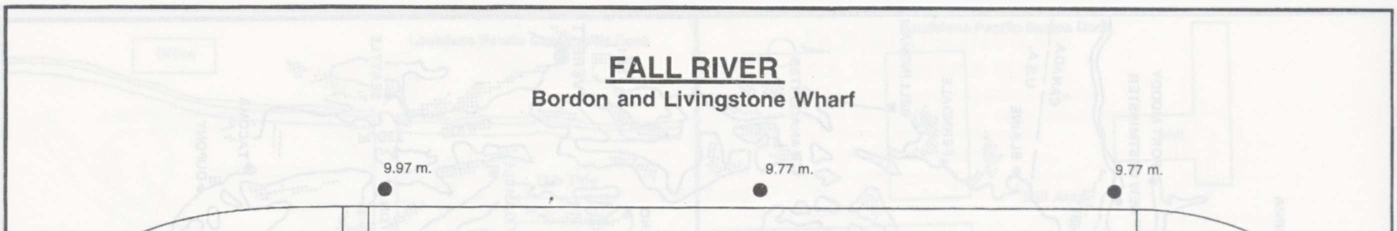


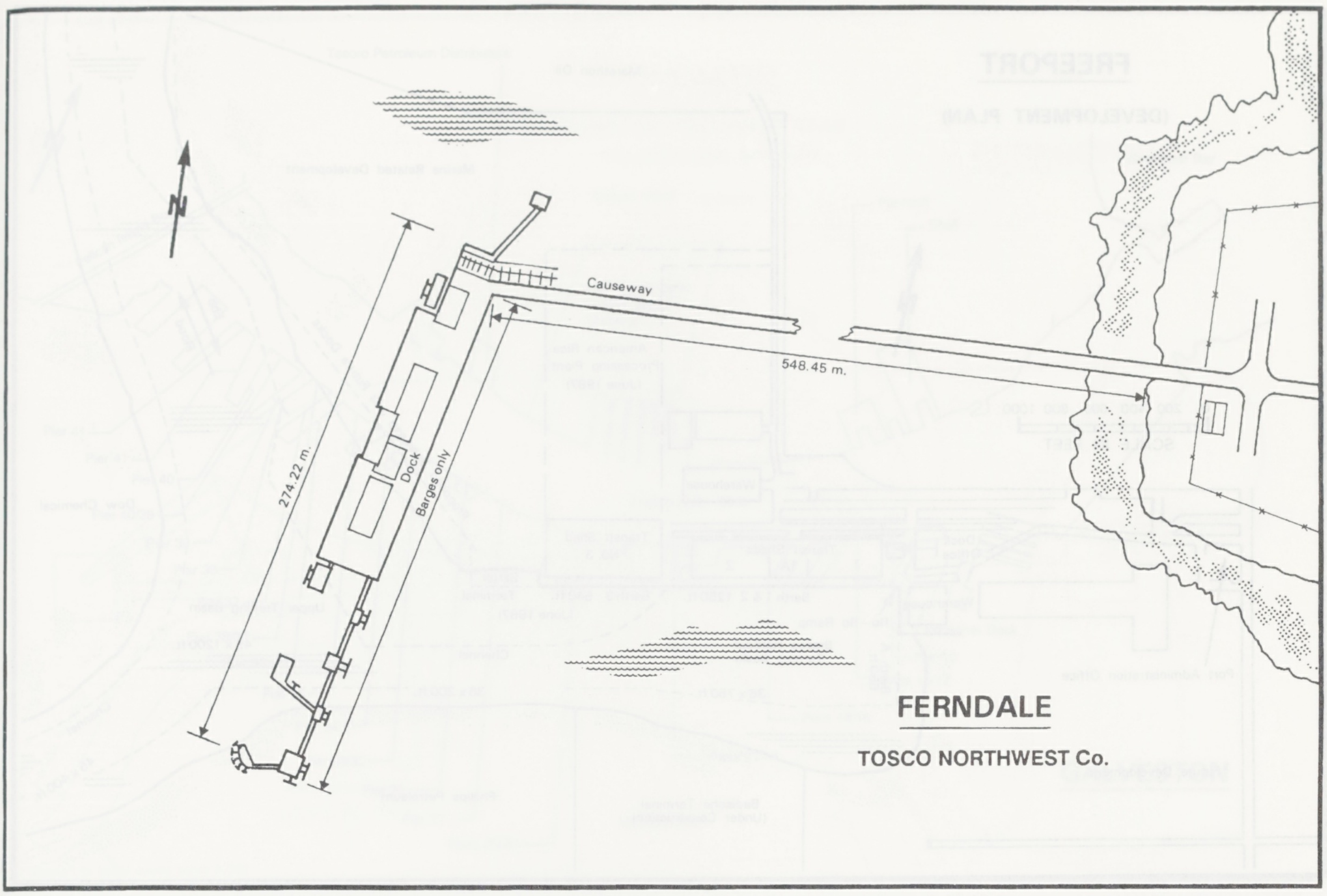
EVERETT

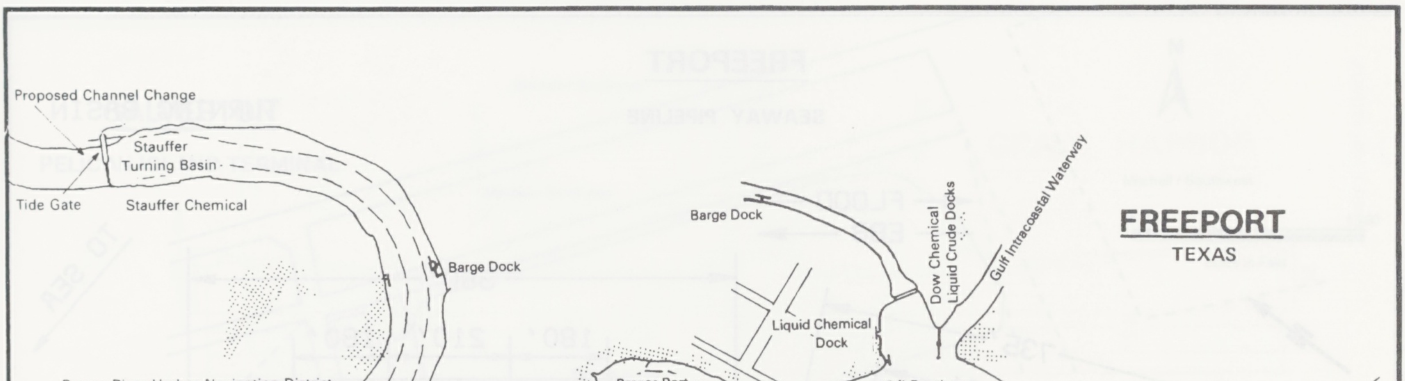
PORT LOCATION

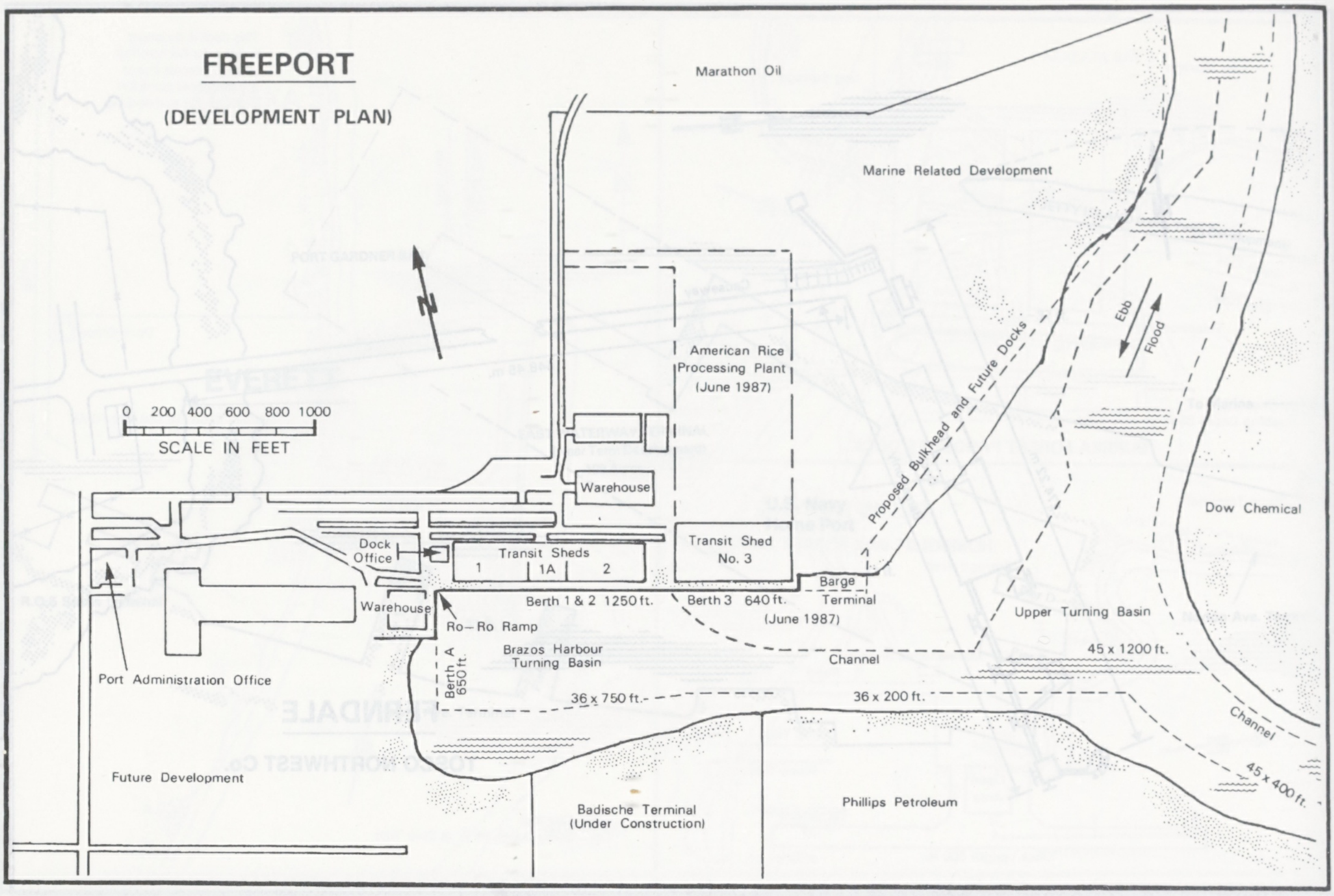
CANADA
U.S.A.
EVERETT
SEATTLE
PUGET SOUND
TACOMA
DUPONT
PORT GAMBLE
BREMERTON
PORT TOWNSEND
PORT ANGELES
ANACORTES
BELLINGHAM
FERNDALE
BLAINE
NEW WESTMINSTER
PORT MOODY
VANCOUVER
BRITANNIA
SQUAMISH
WOOD FIBRE
GEORGIA STRAIT
VICTORIA
SIDNEY
ESQUIMALT
WILLIAM HEAD
STRAIT OF JUAN DE FUCA
NEAH BAY
COWICHAN
CROFTEN
CHEMAINUS
LADYSMITH
NANAIMO
NANOOSE
TEXADA ISLAND
COMOX
UNION BAY
N

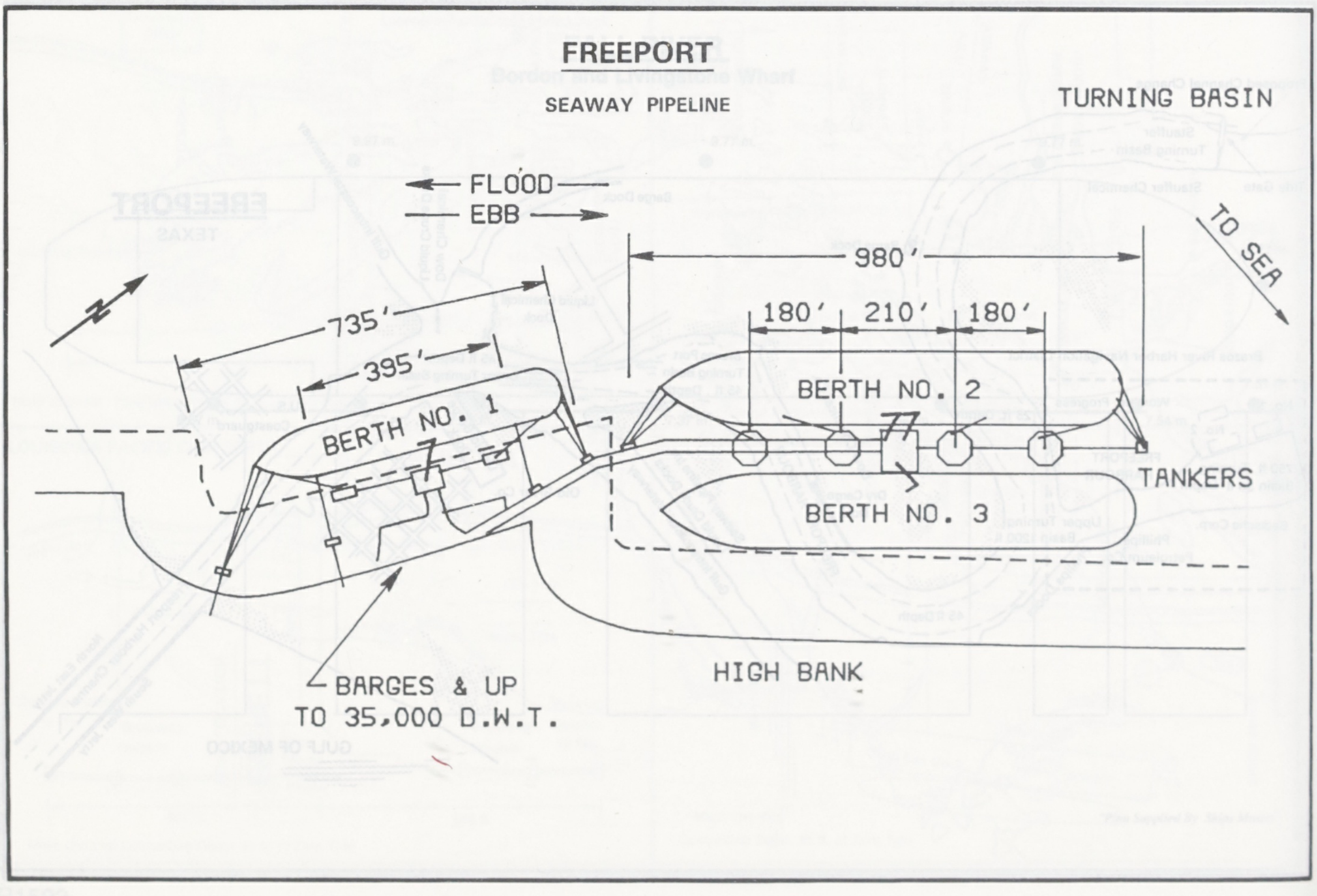

EVERETT
PORT GARDNER BAY
JETTY ISLAND (Long Term Development)
-37 ft.
To Marina
EAST WATERWAY TERMINAL
(Near Term Development)
100 Acres
U.S. Navy
Home Port
-32 ft.
Pier D
Pier E
Norton Ave. Terminal
R.O.E South Terminal
Pier 1
-40 ft.
Pier 3
Hewitt Ave. Terminal
N

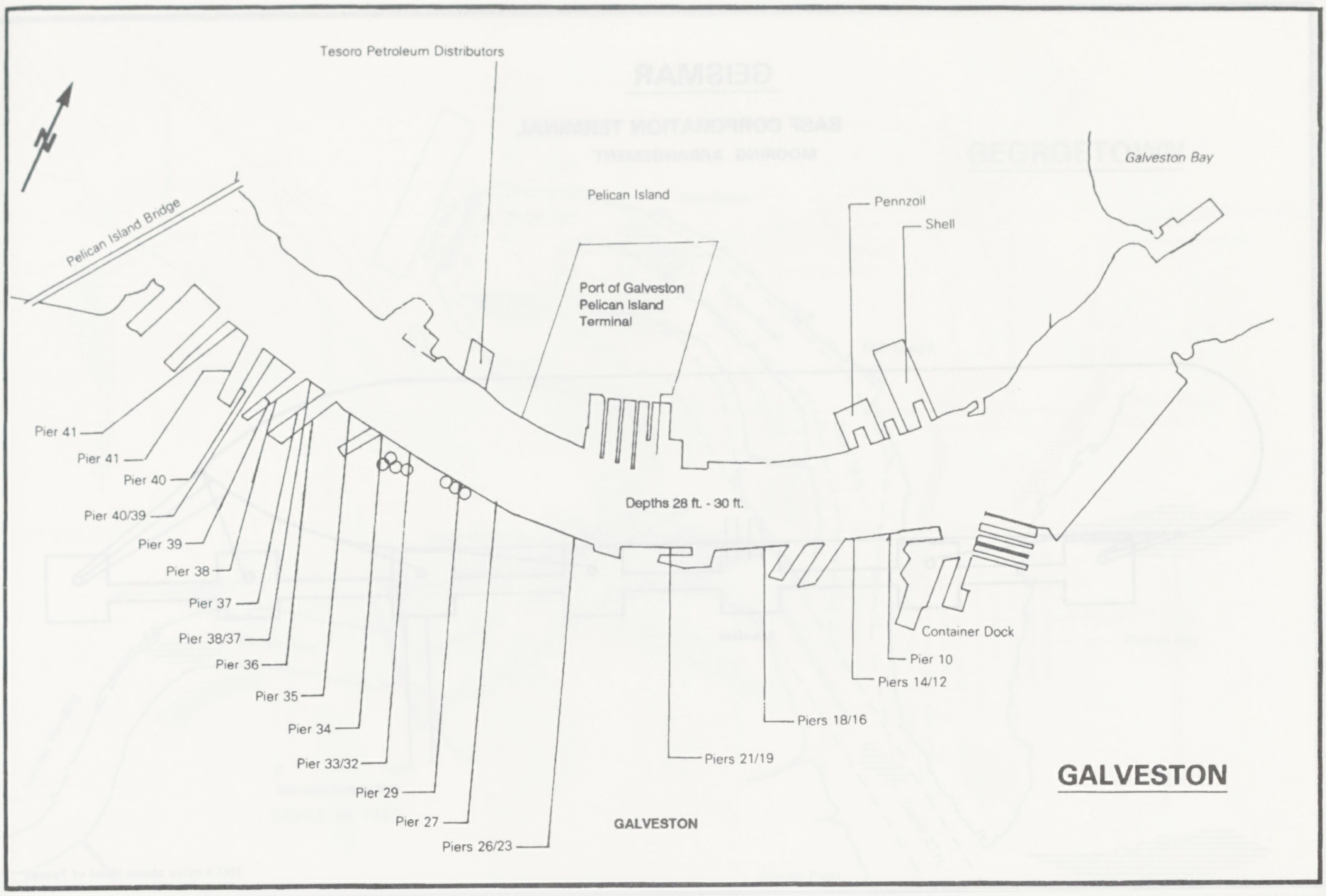

FALL RIVER
Bordon and Livingstone Wharf
9.97 m.
9.77 m.
9.77 m.
8.77 m.
7.51 m.
8.67 m.
7.27 m.
7.37 m.
7.37 m.
7.42 m.
7.54 m.
"Plan Supplied By Ships Master"

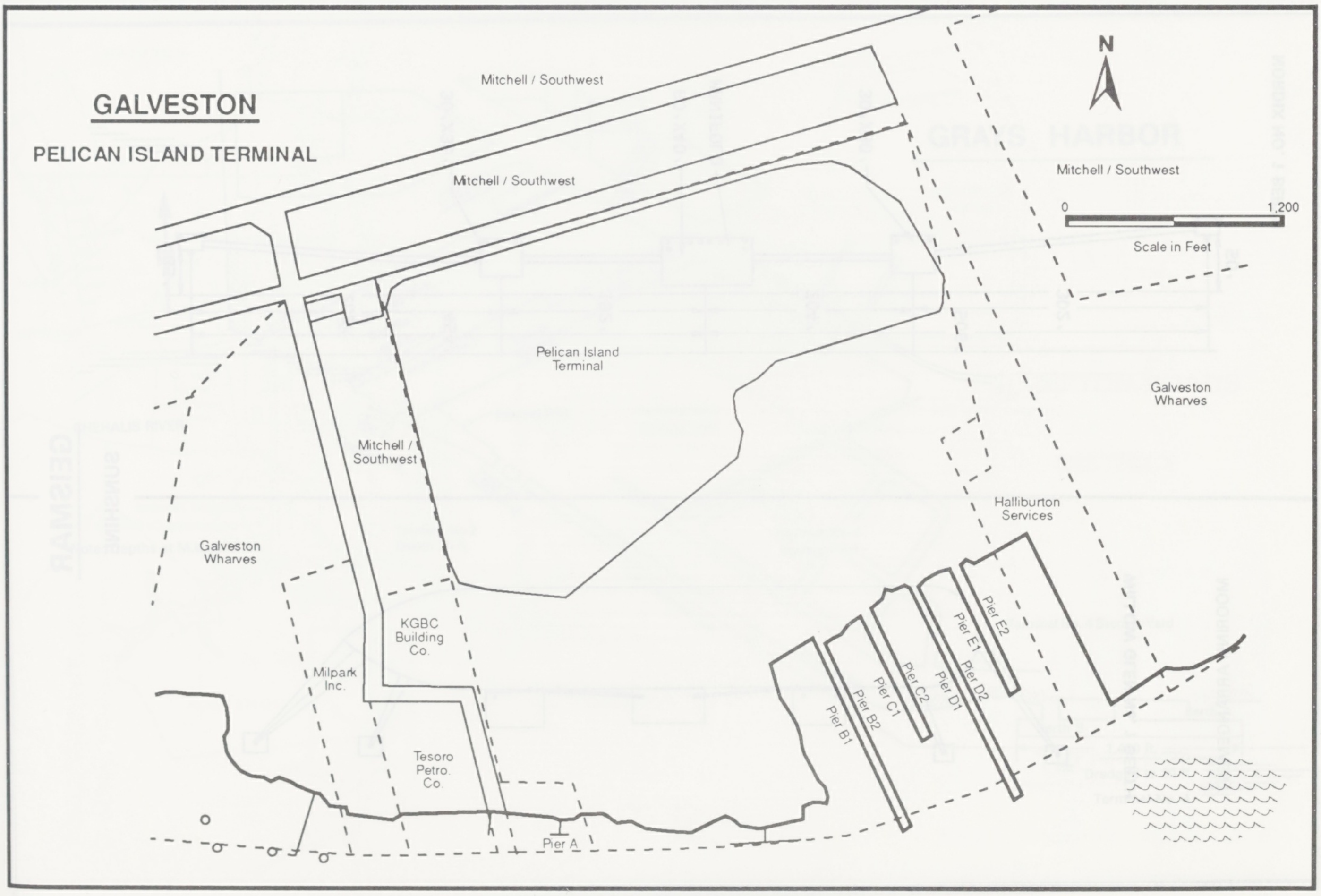

Causeway
548.45 m.
274.22 m
Dock
Barges only
FERNDALE
TOSCO NORTHWEST Co.


FREEPORT
TEXAS
Proposed Channel Change
Stauffer Turning Basin
Tide Gate
Stauffer Chemical
Barge Dock
Barge Dock
Dow Chemical Liquid Crude Docks
Gulf Intracoastal Waterway
Liquid Chemical Dock
Brazos River Harbor Navigation District
No. 1
No. 2
Work in Progress
25 ft. Depth
750 ft Turning Basin 36 ft Depth
FREEPORT HARBOUR
Badische Corp.
Phillips Petroleum Co.
Upper Turning Basin 1200 ft
Phillips Docks
45 ft Depth
Dow Chemical Co.
Dry Cargo Dock
FREEPORT HARBOUR
Brazos Port Turning Basin 45 ft . Depth
Seaway Pipeline Inc. Liquid Crude Docks
Gulf Intracoastal Waterway
45 ft Depth
Lower Turning Basin
Liquid Barge Dock
Old River Co.
U.S. Coastguard
Freeport Harbour Channel
North East Jetty
South West Jetty
GULF OF MEXICO


FREEPORT
(DEVELOPMENT PLAN)
N
0 200 400 600 800 1000
SCALE IN FEET
Marathon Oil
Marine Related Development
American Rice Processing Plant (June 1987)
Warehouse
Transit Sheds
1
1A
2
Transit Shed No. 3
Dock Office
Warehouse
Ro–Ro Ramp
Berth 1 & 2 1250 ft.
Berth 3 640 ft.
Barge Terminal (June 1987)
Proposed Bulkhead and Future Docks
Ebb
Flood
Dow Chemical
Upper Turning Basin
45 x 1200 ft.
Channel
36 x 200 ft.
Channel
45 x 400 ft.
Berth A 650 ft.
Brazos Harbour Turning Basin
36 x 750 ft.
Port Administration Office
Future Development
Badische Terminal (Under Construction)
Phillips Petroleum


FREEPORT
SEAWAY PIPELINE
TURNING BASIN
FLOOD
EBB
TO SEA
N
735′
395′
980′
180′
210′
180′
BERTH NO. 1
BERTH NO. 2
BERTH NO. 3
TANKERS
BARGES & UP TO 35,000 D.W.T.
HIGH BANK

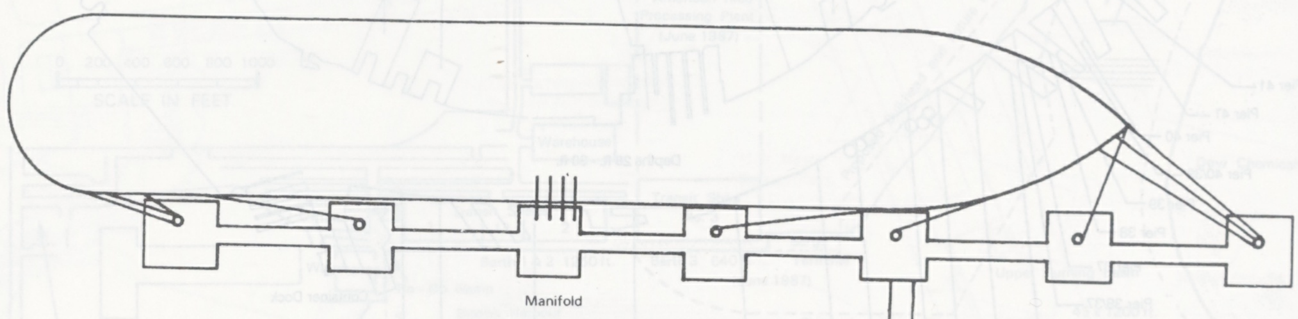

Tesoro Petroleum Distributors
N
Galveston Bay
Pelican Island Bridge
Pelican Island
Pennzoil
Shell
Port of Galveston
Pelican Island
Terminal
Pier 41
Pier 41
Pier 40
Pier 40/39
Pier 39
Pier 38
Pier 37
Pier 38/37
Pier 36
Pier 35
Pier 34
Pier 33/32
Pier 29
Pier 27
Piers 26/23
Depths 28 ft. - 30 ft.
Container Dock
Pier 10
Piers 14/12
Piers 18/16
Piers 21/19
GALVESTON
GALVESTON


GALVESTON
PELICAN ISLAND TERMINAL
Mitchell / Southwest
Mitchell / Southwest
N
Mitchell / Southwest
0
1,200
Scale in Feet
Pelican Island
Terminal
Galveston
Wharves
Mitchell /
Southwest
Halliburton
Services
Galveston
Wharves
KGBC
Building
Co.
Milpark
Inc.
Tesoro
Petro.
Co.
Pier A
Pier E2
Pier E1
Pier D2
Pier D1
Pier C2
Pier C1
Pier B2
Pier B1

GEISMAR

BASF CORPORATION TERMINAL

MOORING ARRANGEMENT

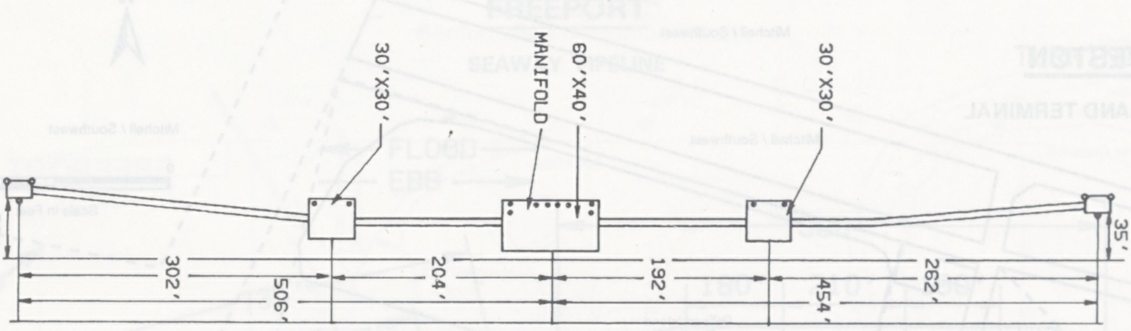


160.4 miles above Head of Passes

GEISMAR

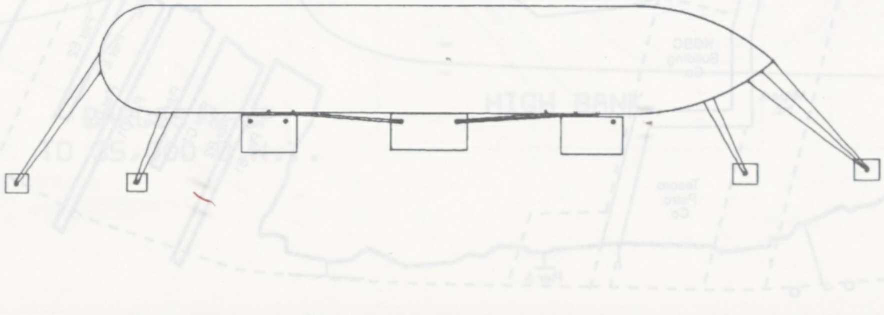
SUNSHINE

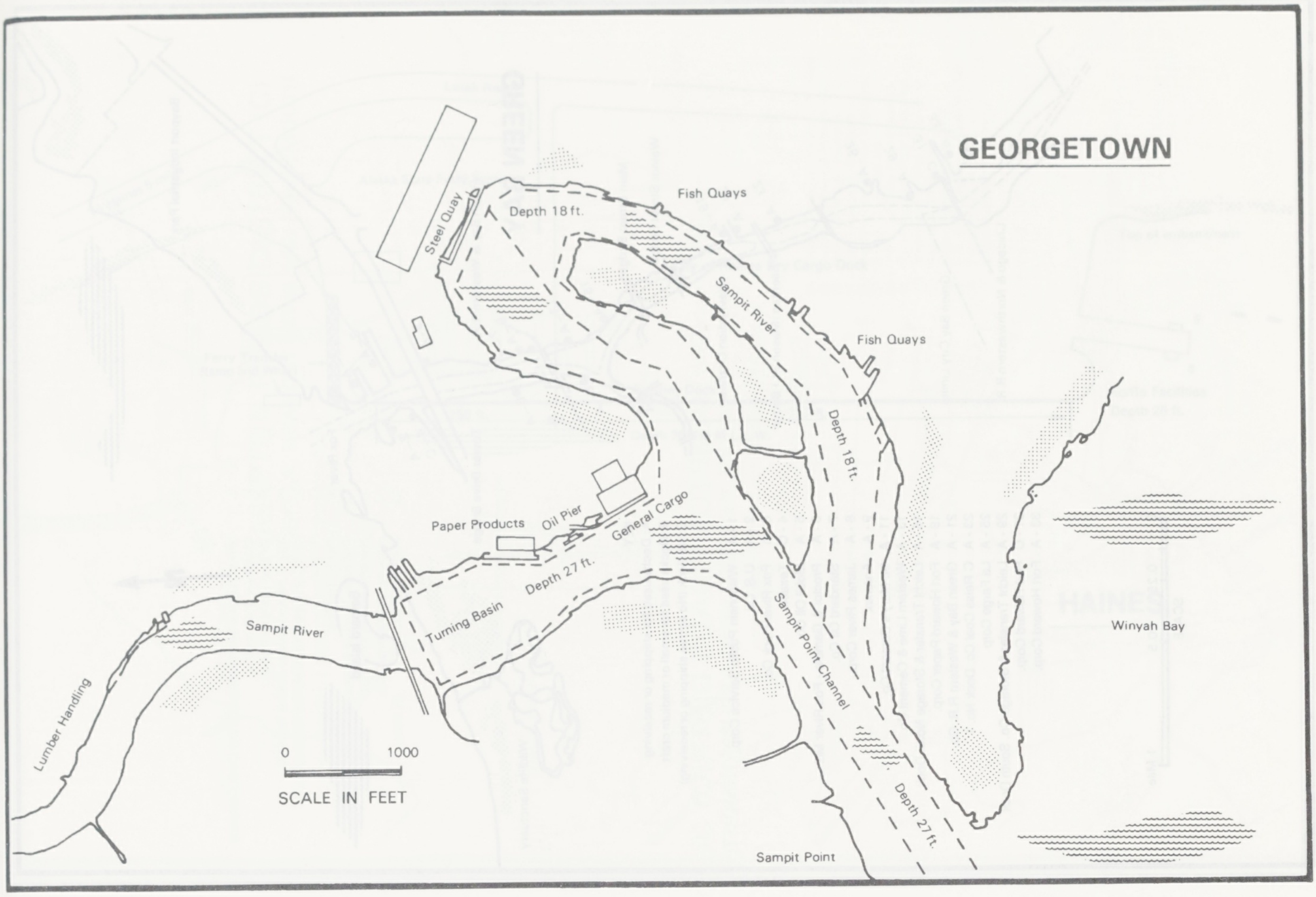
NORDIX NO. 1 BERTH

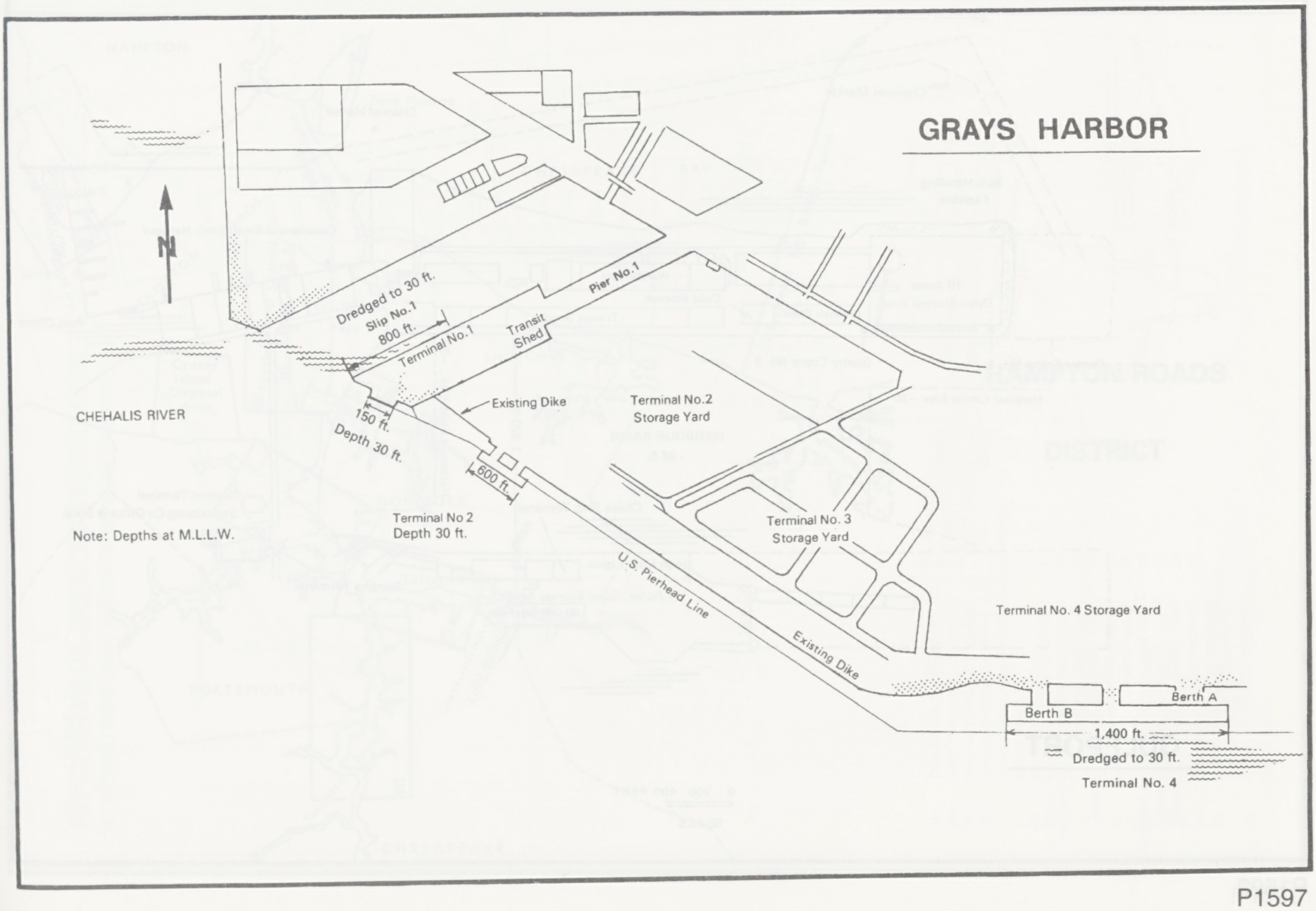

30'X30'
MANIFOLD
60'X40'
30'X30'
50'
35'
302'
506'
204'
192'
454'
262'

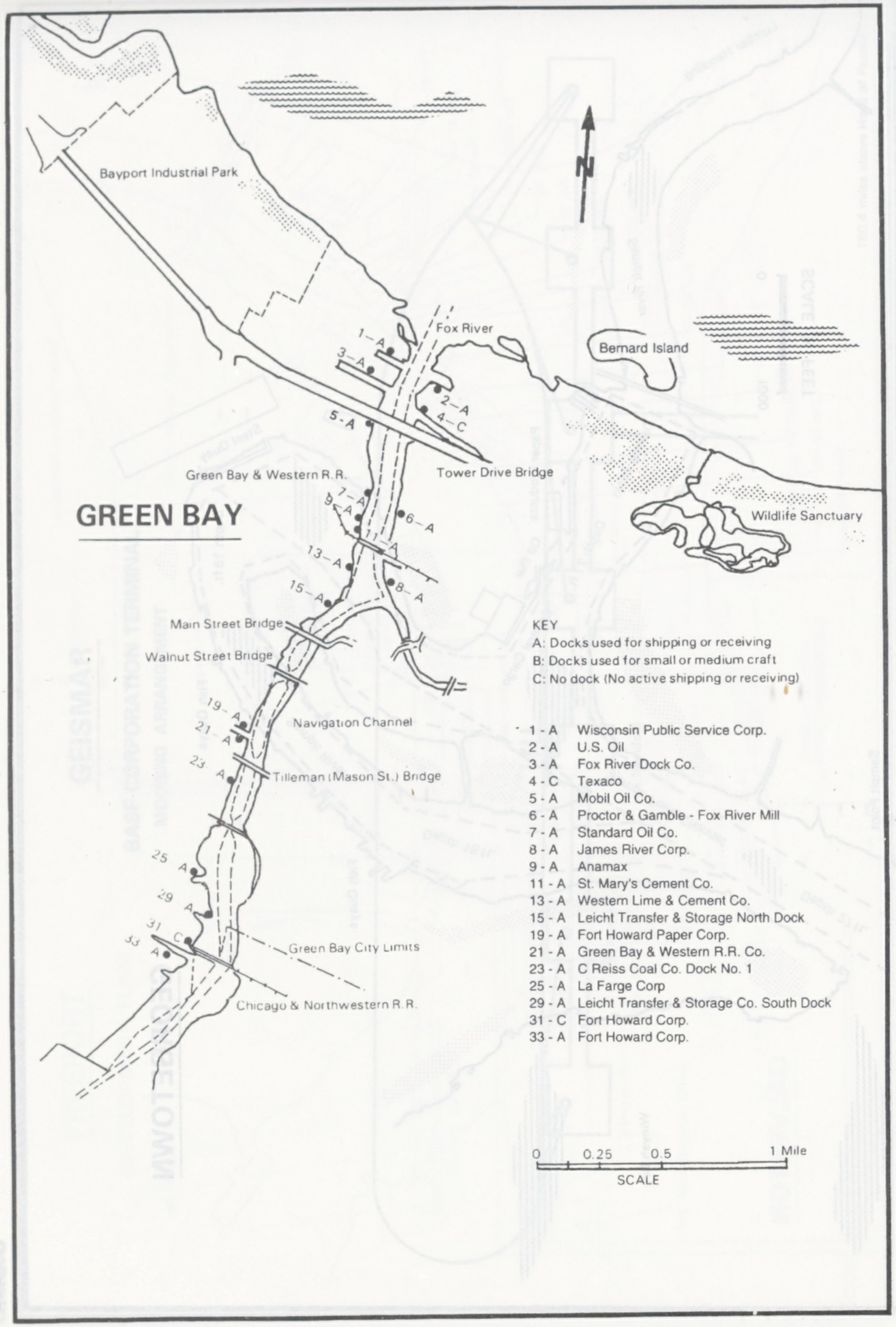
WILLOW GLEN No. 1 BERTH

MOORING ARRANGEMENT



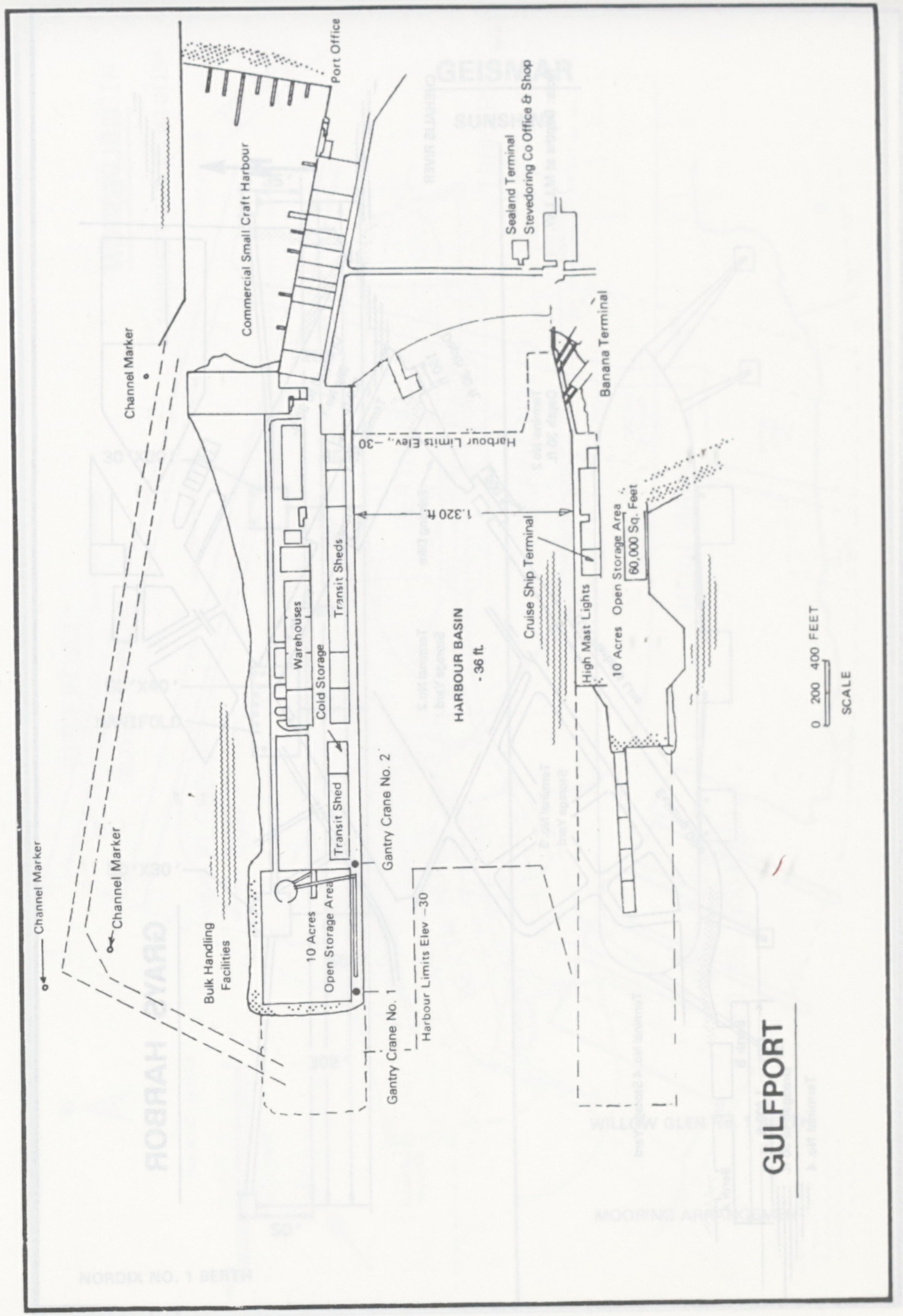

GEORGETOWN
Steel Quay
Depth 18 ft.
Fish Quays
Sampit River
Fish Quays
Depth 18 ft.
Paper Products
Oil Pier
General Cargo
Depth 27 ft.
Turning Basin
Sampit River
Sampit Point Channel
Winyah Bay
Lumber Handling
0
1000
SCALE IN FEET
Depth 27 ft.
Sampit Point

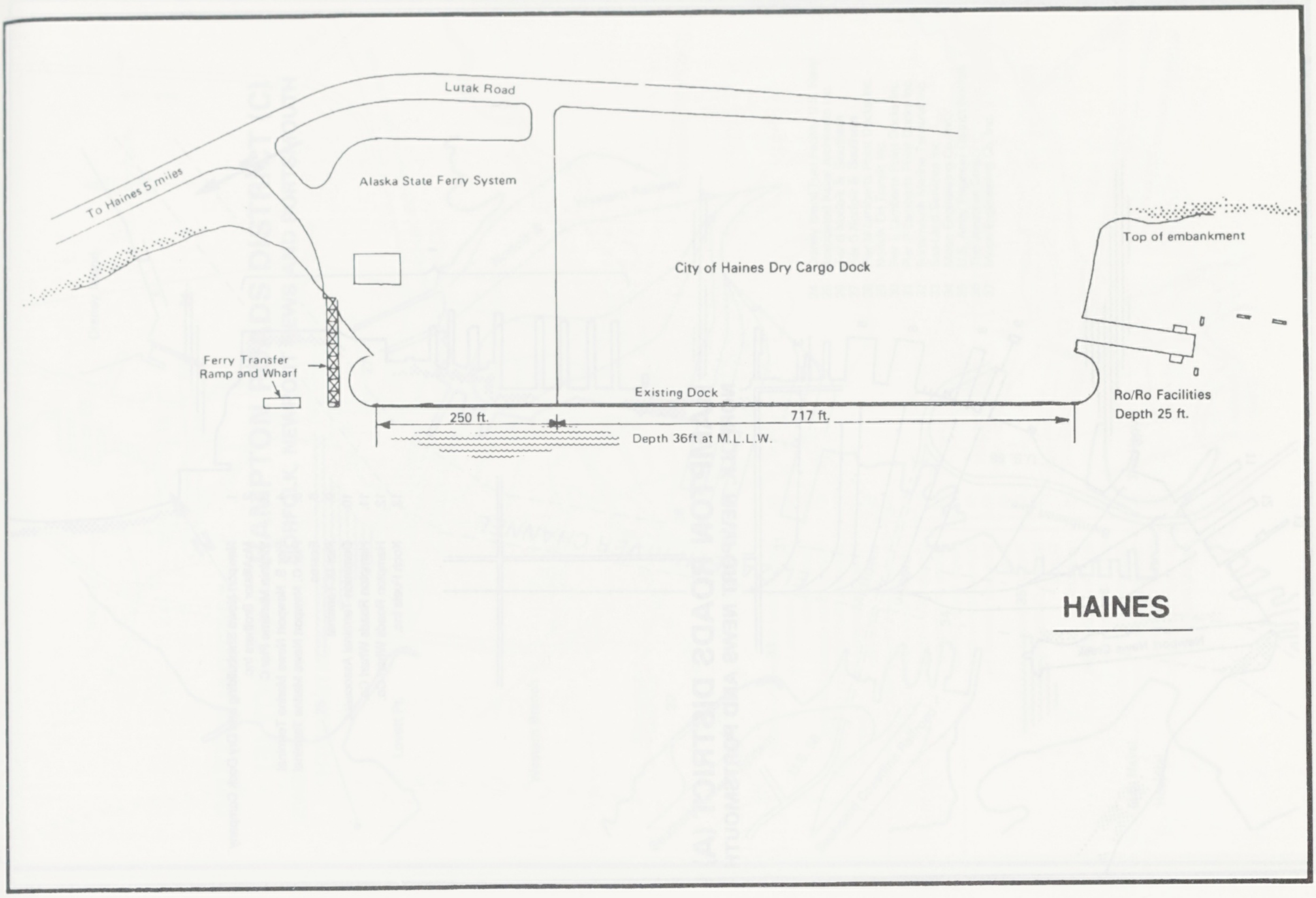

GRAYS HARBOR
N
Dredged to 30 ft.
Slip No.1
800 ft.
Terminal No.1
Transit Shed
Pier No.1
Existing Dike
Terminal No.2 Storage Yard
CHEHALIS RIVER
150 ft.
Depth 30 ft.
600 ft.
Terminal No 2 Depth 30 ft.
Note: Depths at M.L.L.W.
Terminal No. 3 Storage Yard
U.S. Pierhead Line
Existing Dike
Terminal No. 4 Storage Yard
Berth A
Berth B
1,400 ft.
Dredged to 30 ft.
Terminal No. 4

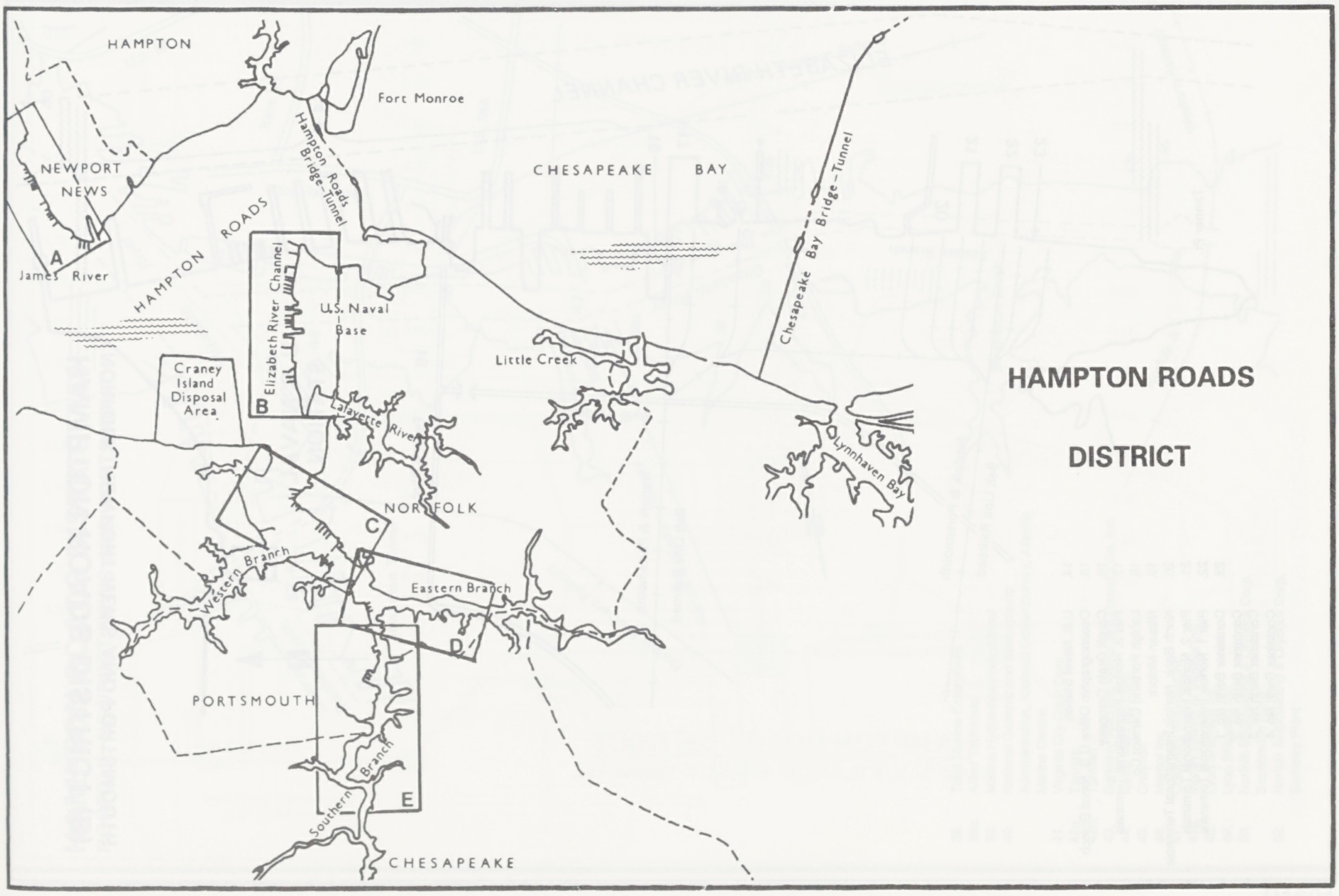

GREEN BAY
Bayport Industrial Park
Fox River
Bernard Island
Tower Drive Bridge
Green Bay & Western R.R.
Wildlife Sanctuary
Main Street Bridge
Walnut Street Bridge
Navigation Channel
Tilleman (Mason St.) Bridge
Green Bay City Limits
Chicago & Northwestern R.R.
1-A
3-A
2-A
4-C
5-A
7-A
9-A
6-A
11-A
13-A
8-A
15-A
19-A
21-A
23-A
25-A
29-A
31-C
33-A
N
0
0.25
0.5
1 Mile
SCALE

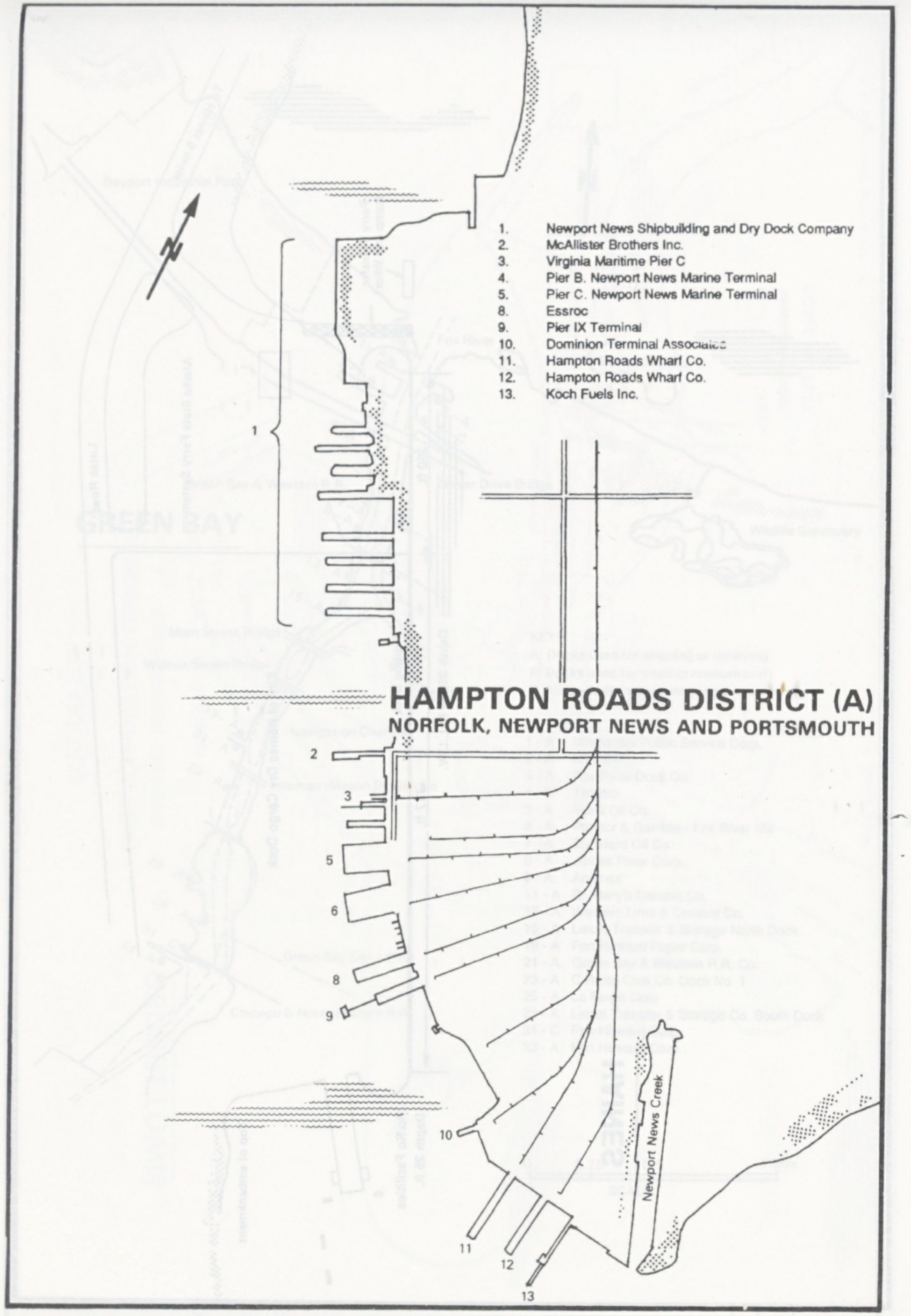
KEY
A: Docks used for shipping or receiving
B: Docks used for small or medium craft
C: No dock (No active shipping or receiving)

1 - A	Wisconsin Public Service Corp.
2 - A	U.S. Oil
3 - A	Fox River Dock Co.
4 - C	Texaco
5 - A	Mobil Oil Co.
6 - A	Proctor & Gamble - Fox River Mill
7 - A	Standard Oil Co.
8 - A	James River Corp.
9 - A	Anamax
11 - A	St. Mary's Cement Co.
13 - A	Western Lime & Cement Co.
15 - A	Leicht Transfer & Storage North Dock
19 - A	Fort Howard Paper Corp.
21 - A	Green Bay & Western R.R. Co.
23 - A	C Reiss Coal Co. Dock No. 1
25 - A	La Farge Corp
29 - A	Leicht Transfer & Storage Co. South Dock
31 - C	Fort Howard Corp.
33 - A	Fort Howard Corp.


GULFPORT
Port Office
Commercial Small Craft Harbour
Sealand Terminal
Stevedoring Co Office & Shop
Banana Terminal
Channel Marker
Channel Marker
Channel Marker
Harbour Limits Elev. -30
1,320 ft.
Transit Sheds
Warehouses
Cold Storage
HARBOUR BASIN
-36 ft.
Cruise Ship Terminal
High Mast Lights
10 Acres
Open Storage Area
60,000 Sq. Feet
Gantry Crane No. 2
Transit Shed
Bulk Handling Facilities
10 Acres
Open Storage Area
Harbour Limits Elev -30
Gantry Crane No. 1
0
200
400 FEET
SCALE


Lutak Road
To Haines 5 miles
Alaska State Ferry System
City of Haines Dry Cargo Dock
Top of embankment
Ferry Transfer Ramp and Wharf
Existing Dock
250 ft.
717 ft.
Depth 36ft at M.L.L.W.
Ro/Ro Facilities
Depth 25 ft.
HAINES

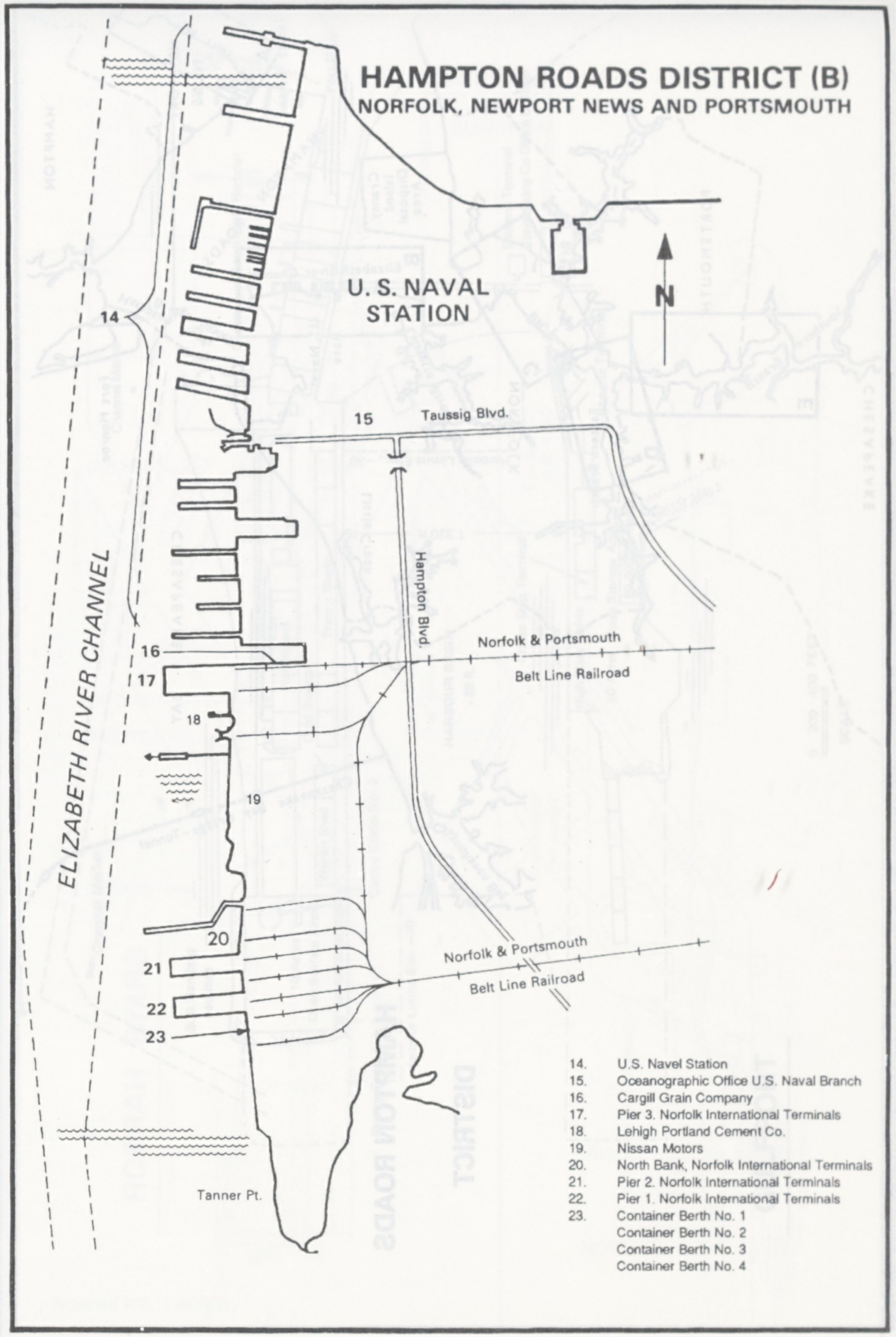

HAMPTON
Fort Monroe
NEWPORT NEWS
Hampton Roads Bridge-Tunnel
CHESAPEAKE BAY
HAMPTON ROADS
A
James River
Elizabeth River Channel
U.S. Naval Base
B
Little Creek
Chesapeake Bay Bridge-Tunnel
Craney Island Disposal Area
Lafayette River
Lynnhaven Bay
NORFOLK
C
Western Branch
Eastern Branch
D
PORTSMOUTH
Southern Branch
E
CHESAPEAKE
HAMPTON ROADS
DISTRICT



HAMPTON ROADS DISTRICT (A)
NORFOLK, NEWPORT NEWS AND PORTSMOUTH

1. Newport News Shipbuilding and Dry Dock Company
2. McAllister Brothers Inc.
3. Virginia Maritime Pier C
4. Pier B. Newport News Marine Terminal
5. Pier C. Newport News Marine Terminal
8. Essroc
9. Pier IX Terminal
10. Dominion Terminal Associates
11. Hampton Roads Wharf Co.
12. Hampton Roads Wharf Co.
13. Koch Fuels Inc.

1
2
3
5
6
8
9
10
11
12
13
Newport News Creek

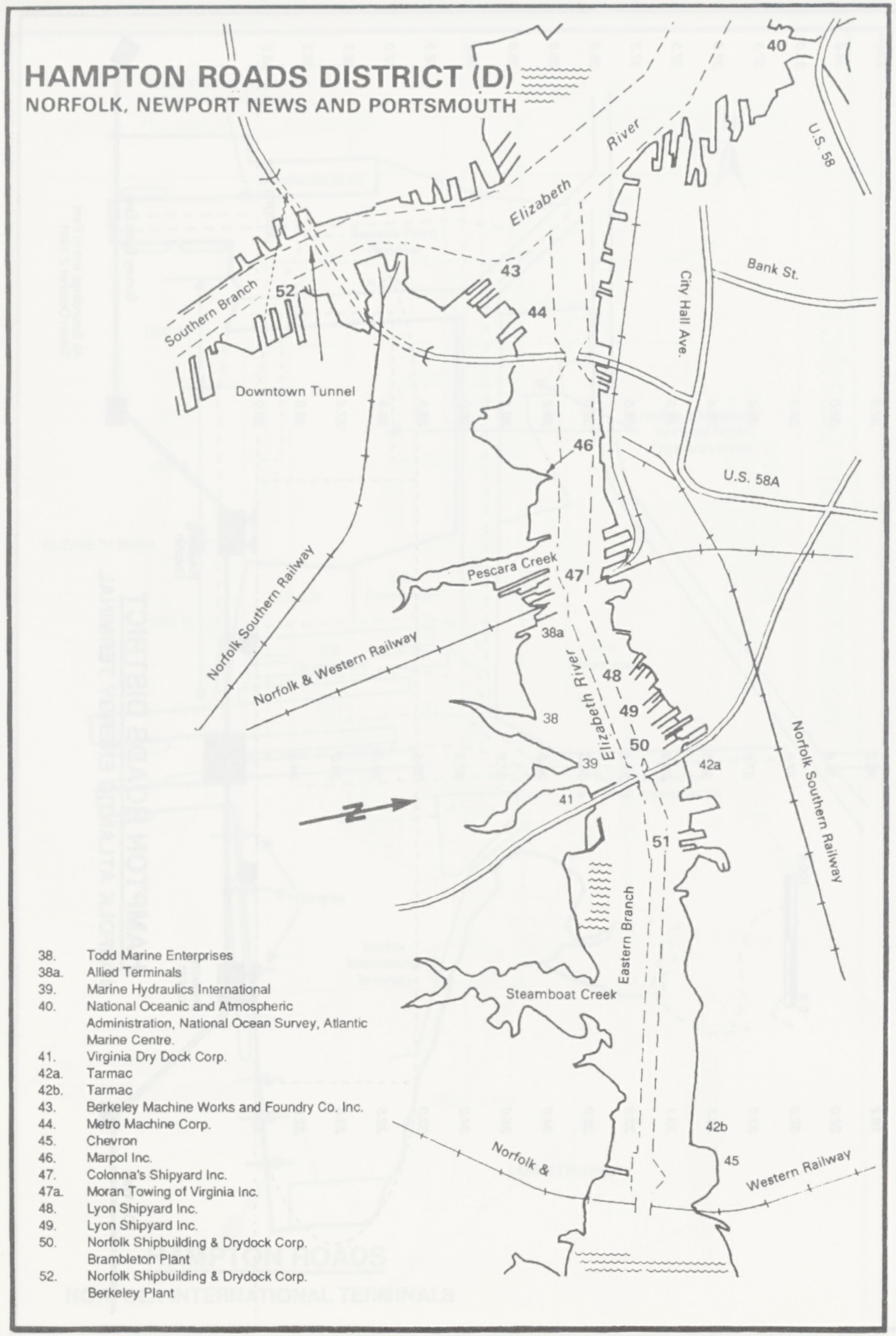


HAMPTON ROADS DISTRICT (B)
NORFOLK, NEWPORT NEWS AND PORTSMOUTH

14. U.S. Navel Station
15. Oceanographic Office U.S. Naval Branch
16. Cargill Grain Company
17. Pier 3. Norfolk International Terminals
18. Lehigh Portland Cement Co.
19. Nissan Motors
20. North Bank, Norfolk International Terminals
21. Pier 2. Norfolk International Terminals
22. Pier 1. Norfolk International Terminals
23. Container Berth No. 1
    Container Berth No. 2
    Container Berth No. 3
    Container Berth No. 4

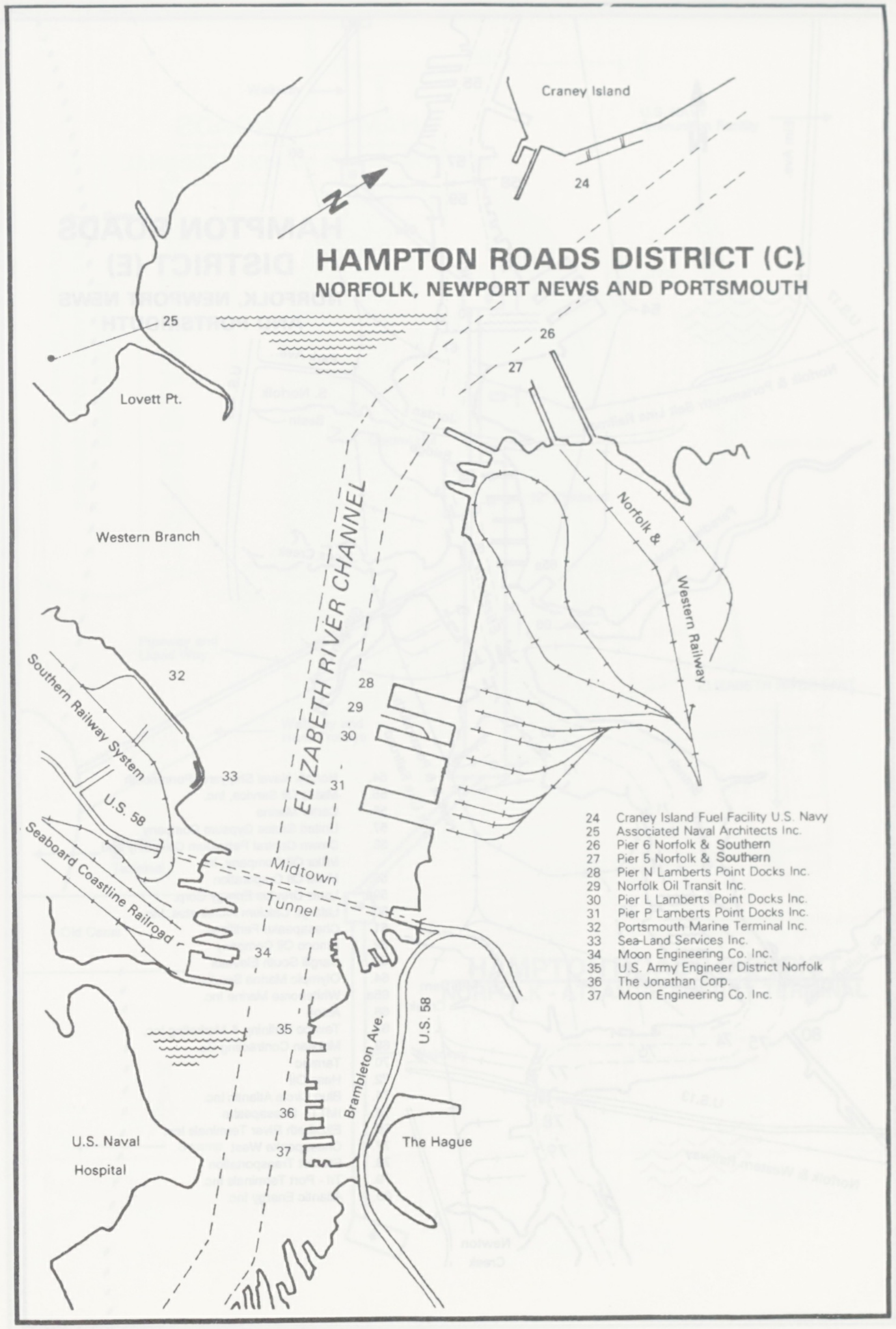
U. S. NAVAL STATION
N
14
15
Taussig Blvd.
Hampton Blvd.
16
17
Norfolk & Portsmouth
Belt Line Railroad
18
19
ELIZABETH RIVER CHANNEL
20
21
22
23
Norfolk & Portsmouth
Belt Line Railroad
Tanner Pt.

HAMPTON ROADS DISTRICT (D)
NORFOLK, NEWPORT NEWS AND PORTSMOUTH


40
U.S. 58
Elizabeth River
Bank St.
City Hall Ave.
43
44
52
Southern Branch
Downtown Tunnel
46
U.S. 58A
Pescara Creek
47
38a
Norfolk Southern Railway
Norfolk & Western Railway
Elizabeth River
48
49
50
38
39
41
42a
Norfolk Southern Railway
51
Eastern Branch
Steamboat Creek
42b
45
Norfolk &
Western Railway

38. Todd Marine Enterprises
38a. Allied Terminals
39. Marine Hydraulics International
40. National Oceanic and Atmospheric Administration, National Ocean Survey, Atlantic Marine Centre.
41. Virginia Dry Dock Corp.
42a. Tarmac
42b. Tarmac
43. Berkeley Machine Works and Foundry Co. Inc.
44. Metro Machine Corp.
45. Chevron
46. Marpol Inc.
47. Colonna's Shipyard Inc.
47a. Moran Towing of Virginia Inc.
48. Lyon Shipyard Inc.
49. Lyon Shipyard Inc.
50. Norfolk Shipbuilding & Drydock Corp. Brambleton Plant
52. Norfolk Shipbuilding & Drydock Corp. Berkeley Plant

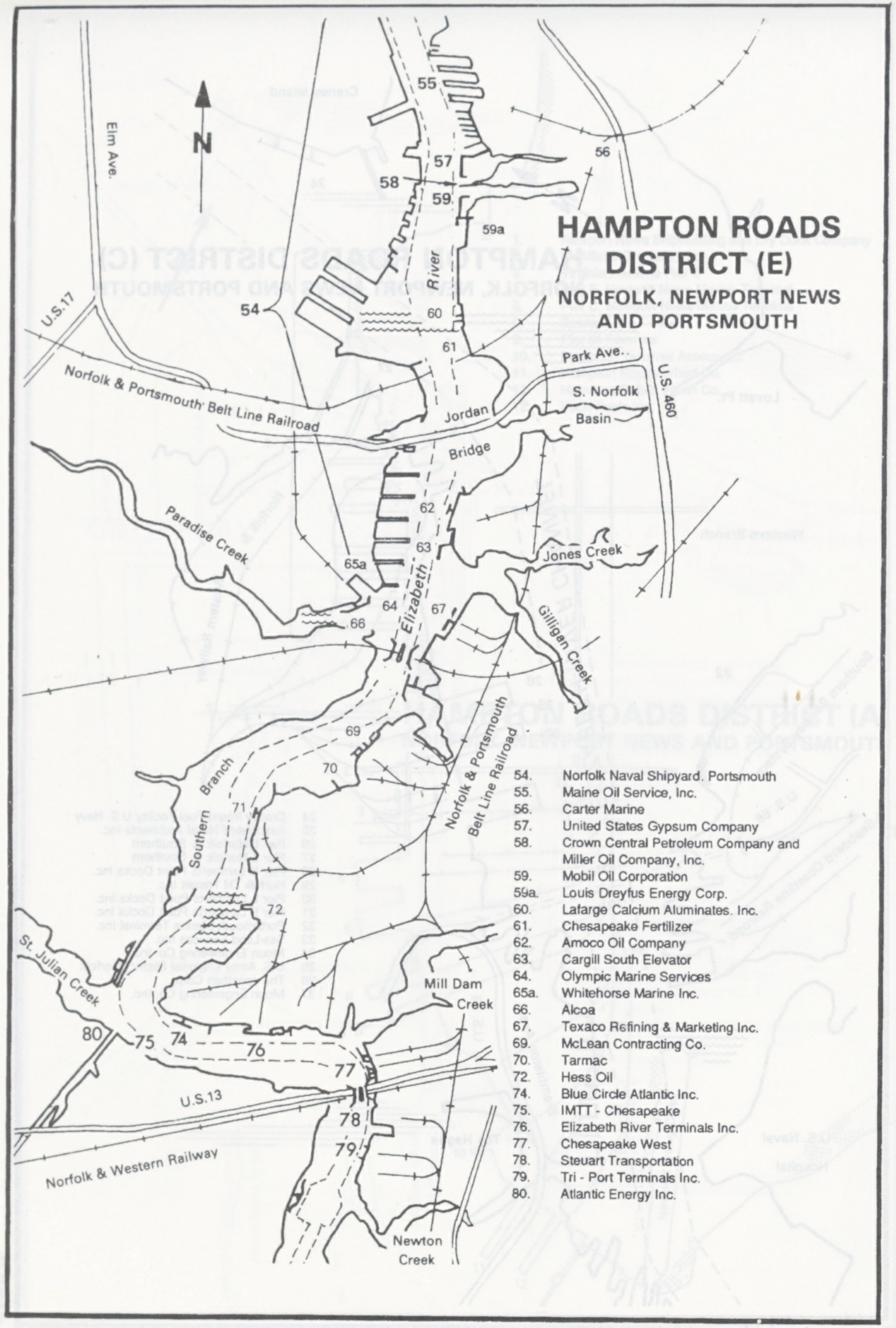
HAMPTON ROADS DISTRICT (C)
NORFOLK, NEWPORT NEWS AND PORTSMOUTH


Craney Island
24
25
Lovett Pt.
26
27
Western Branch
ELIZABETH RIVER CHANNEL
Norfolk & Western Railway
28
29
30
31
32
33
Southern Railway System
U.S. 58
Seaboard Coastline Railroad
Midtown Tunnel
34
35
36
37
U.S. Naval Hospital
Brambleton Ave.
U.S. 58
The Hague

24 Craney Island Fuel Facility U.S. Navy
25 Associated Naval Architects Inc.
26 Pier 6 Norfolk & Southern
27 Pier 5 Norfolk & Southern
28 Pier N Lamberts Point Docks Inc.
29 Norfolk Oil Transit Inc.
30 Pier L Lamberts Point Docks Inc.
31 Pier P Lamberts Point Docks Inc.
32 Portsmouth Marine Terminal Inc.
33 Sea-Land Services Inc.
34 Moon Engineering Co. Inc.
35 U.S. Army Engineer District Norfolk
36 The Jonathan Corp.
37 Moon Engineering Co. Inc.

HAMPTON ROADS DISTRICT (E)

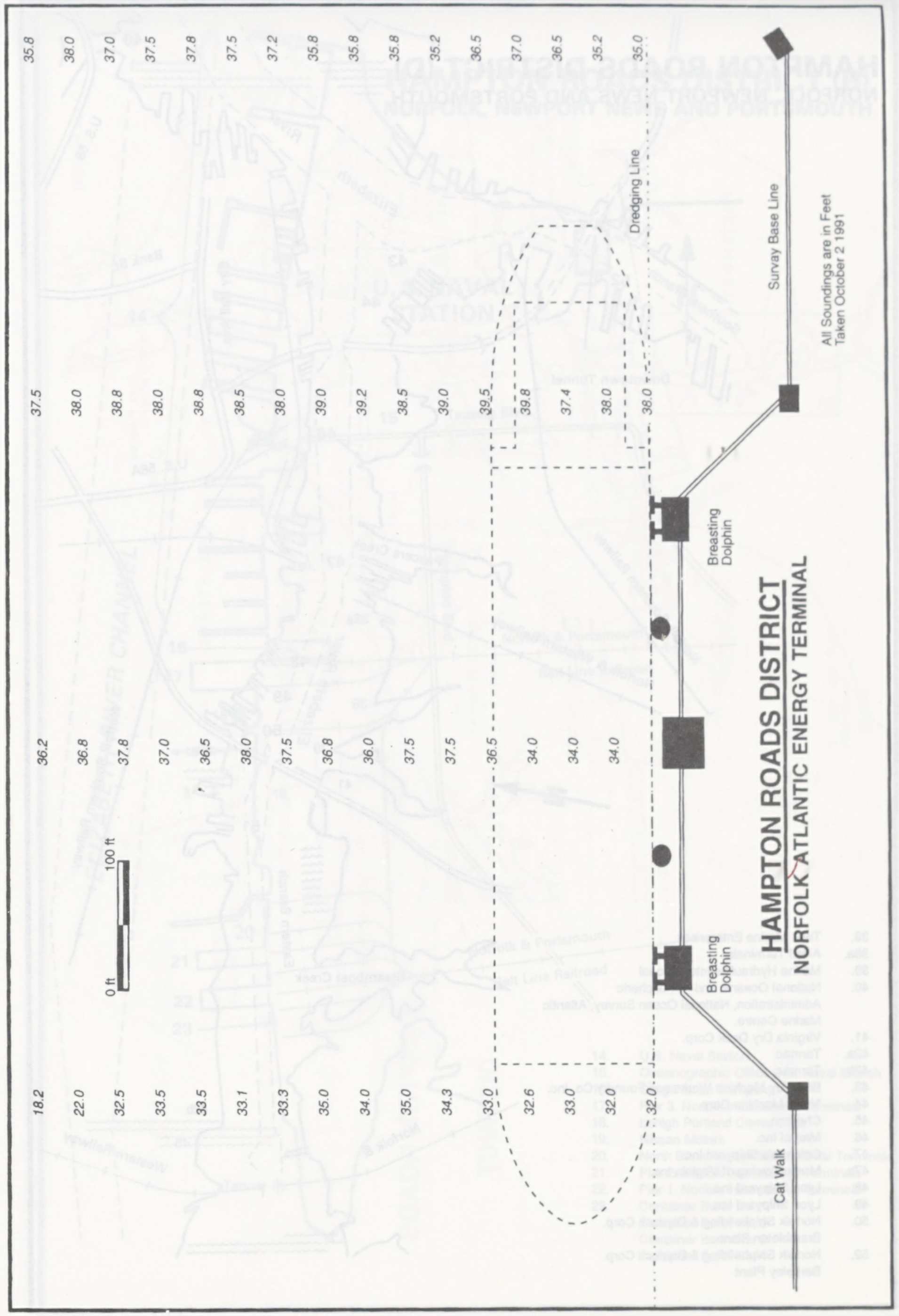
NORFOLK, NEWPORT NEWS AND PORTSMOUTH

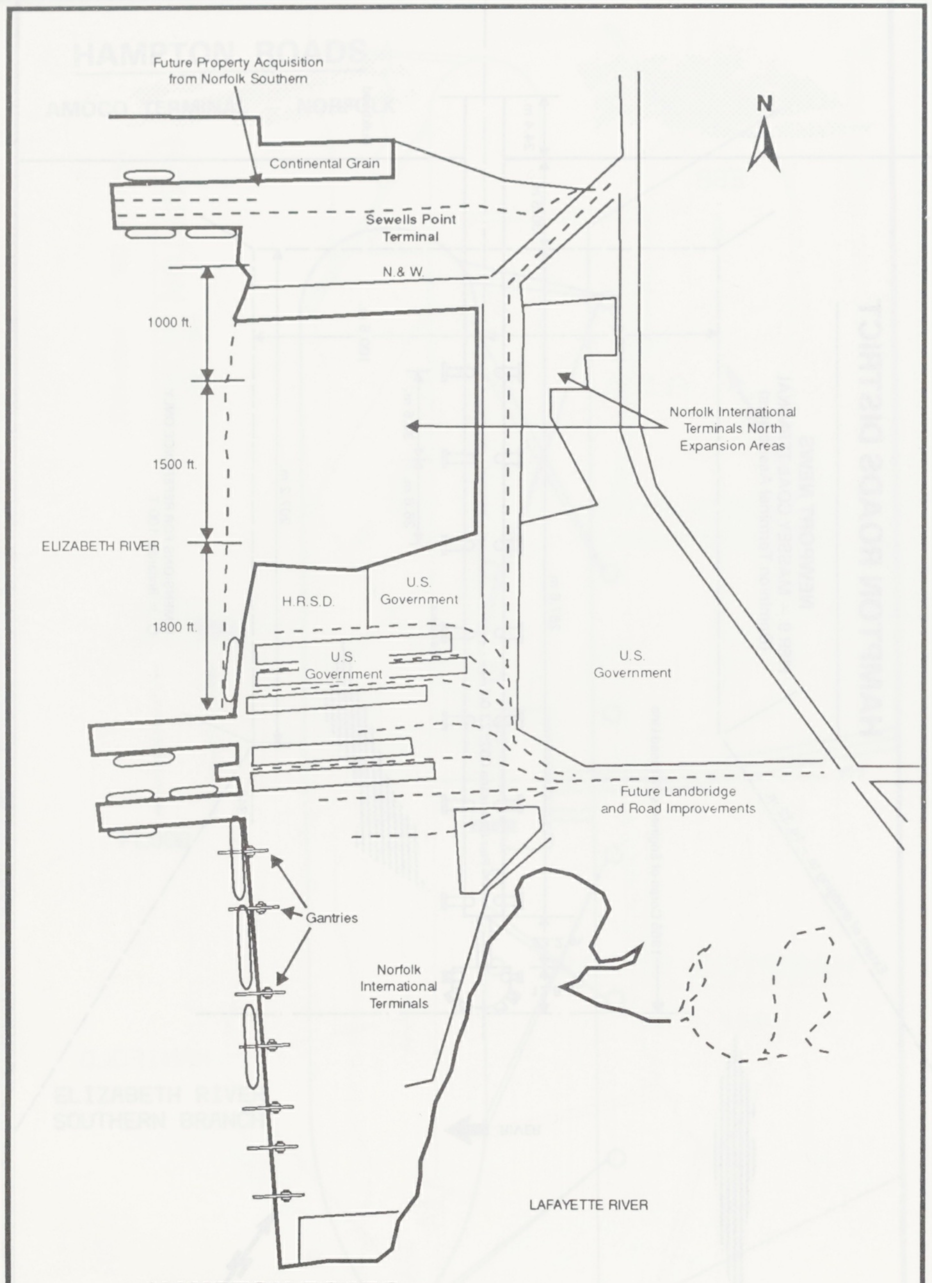

N
Elm Ave.
55
56
57
58
59
59a
River
54
60
61
U.S.17
Park Ave..
S. Norfolk
U.S. 460
Norfolk & Portsmouth Belt Line Railroad
Jordan
Bridge
Basin
Paradise Creek
62
63
Jones Creek
65a
64
Elizabeth
67
66
Gilligan Creek
Norfolk & Portsmouth Belt Line Railroad
69
70
Southern Branch
71
72
St. Julian Creek
Mill Dam Creek
80
75
74
76
77
U.S.13
78
79
Norfolk & Western Railway
Newton Creek

54.	Norfolk Naval Shipyard, Portsmouth
55.	Maine Oil Service, Inc.
56.	Carter Marine
57.	United States Gypsum Company
58.	Crown Central Petroleum Company and Miller Oil Company, Inc.
59.	Mobil Oil Corporation
59a.	Louis Dreyfus Energy Corp.
60.	Lafarge Calcium Aluminates. Inc.
61.	Chesapeake Fertilizer
62.	Amoco Oil Company
63.	Cargill South Elevator
64.	Olympic Marine Services
65a.	Whitehorse Marine Inc.
66.	Alcoa
67.	Texaco Refining & Marketing Inc.
69.	McLean Contracting Co.
70.	Tarmac
72.	Hess Oil
74.	Blue Circle Atlantic Inc.
75.	IMTT - Chesapeake
76.	Elizabeth River Terminals Inc.
77.	Chesapeake West
78.	Steuart Transportation
79.	Tri - Port Terminals Inc.
80.	Atlantic Energy Inc.

HAMPTON ROADS DISTRICT

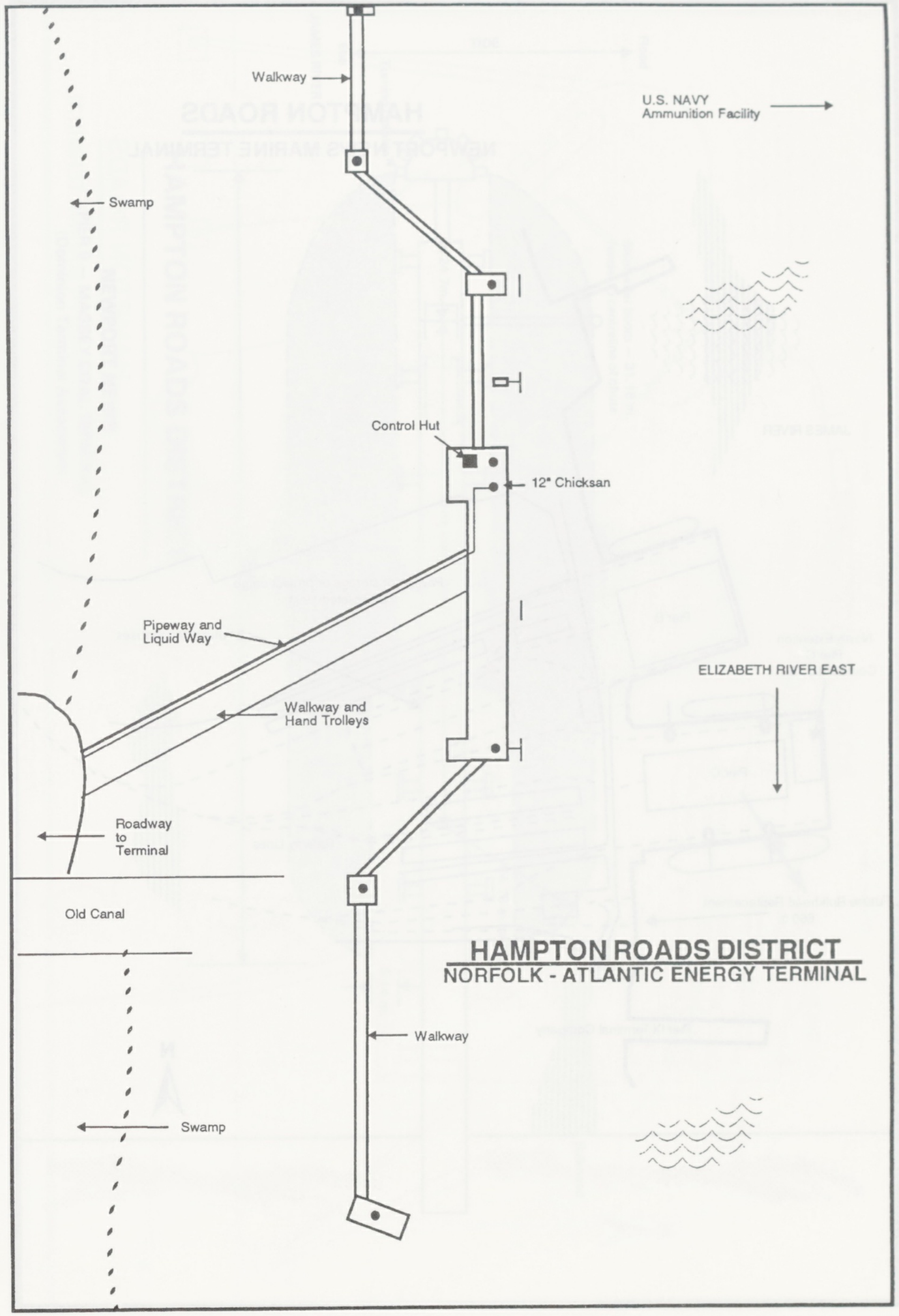
NORFOLK ATLANTIC ENERGY TERMINAL


35.8
38.0
37.0
37.5
37.8
37.5
37.2
35.8
35.8
35.8
35.2
36.5
37.0
36.5
35.2
35.0
37.5
38.0
38.8
38.0
38.8
38.5
38.0
39.0
39.2
38.5
39.0
39.5
39.8
37.4
38.0
38.0
36.2
36.8
37.8
37.0
36.5
38.0
37.5
36.8
36.0
37.5
37.5
36.5
34.0
34.0
34.0
18.2
22.0
32.5
33.5
33.5
33.1
33.3
35.0
34.0
35.0
34.3
33.0
32.6
33.0
32.0
32.0
0 ft
100 ft
Dredging Line
Survay Base Line
All Soundings are in Feet
Taken October 2 1991
Breasting Dolphin
Breasting Dolphin
Cat Walk


Future Property Acquisition from Norfolk Southern
N
Continental Grain
Sewells Point Terminal
N.& W.
1000 ft.
1500 ft.
1800 ft.
ELIZABETH RIVER
Norfolk International Terminals North Expansion Areas
H.R.S.D.
U.S. Government
U.S. Government
U.S. Government
Future Landbridge and Road Improvements
Gantries
Norfolk International Terminals
LAFAYETTE RIVER

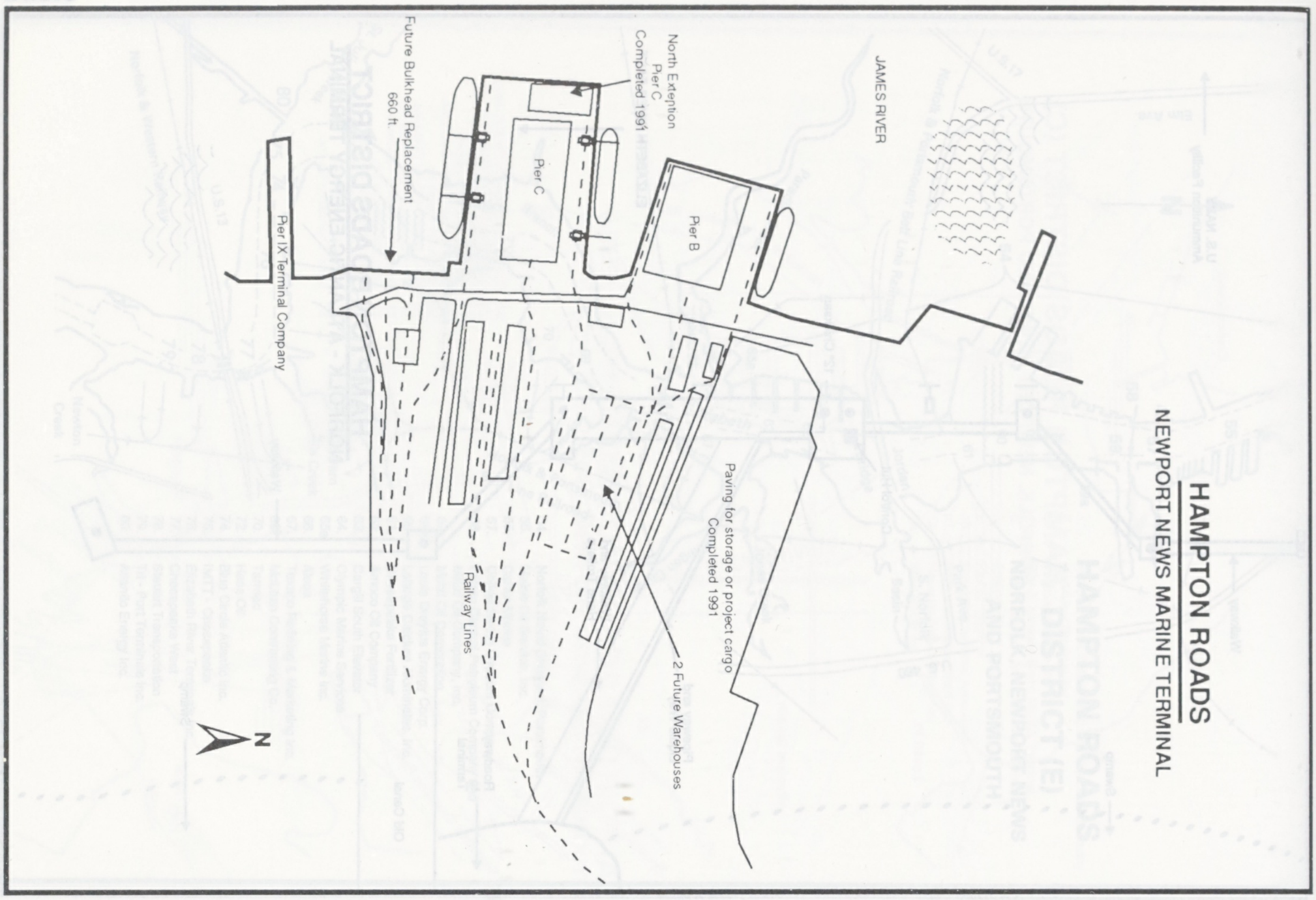
HAMPTON ROADS

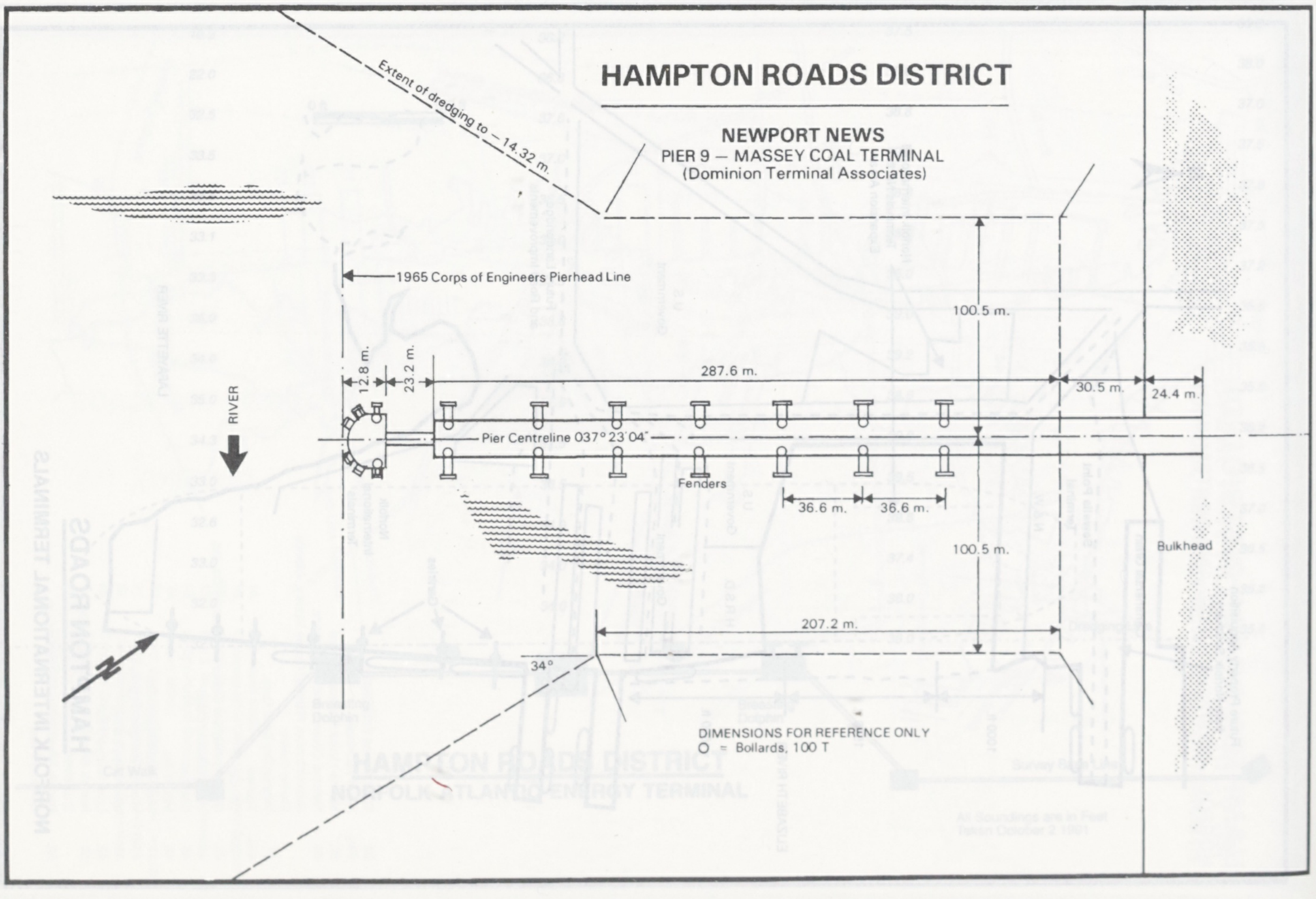
NORFOLK INTERNATIONAL TERMINALS

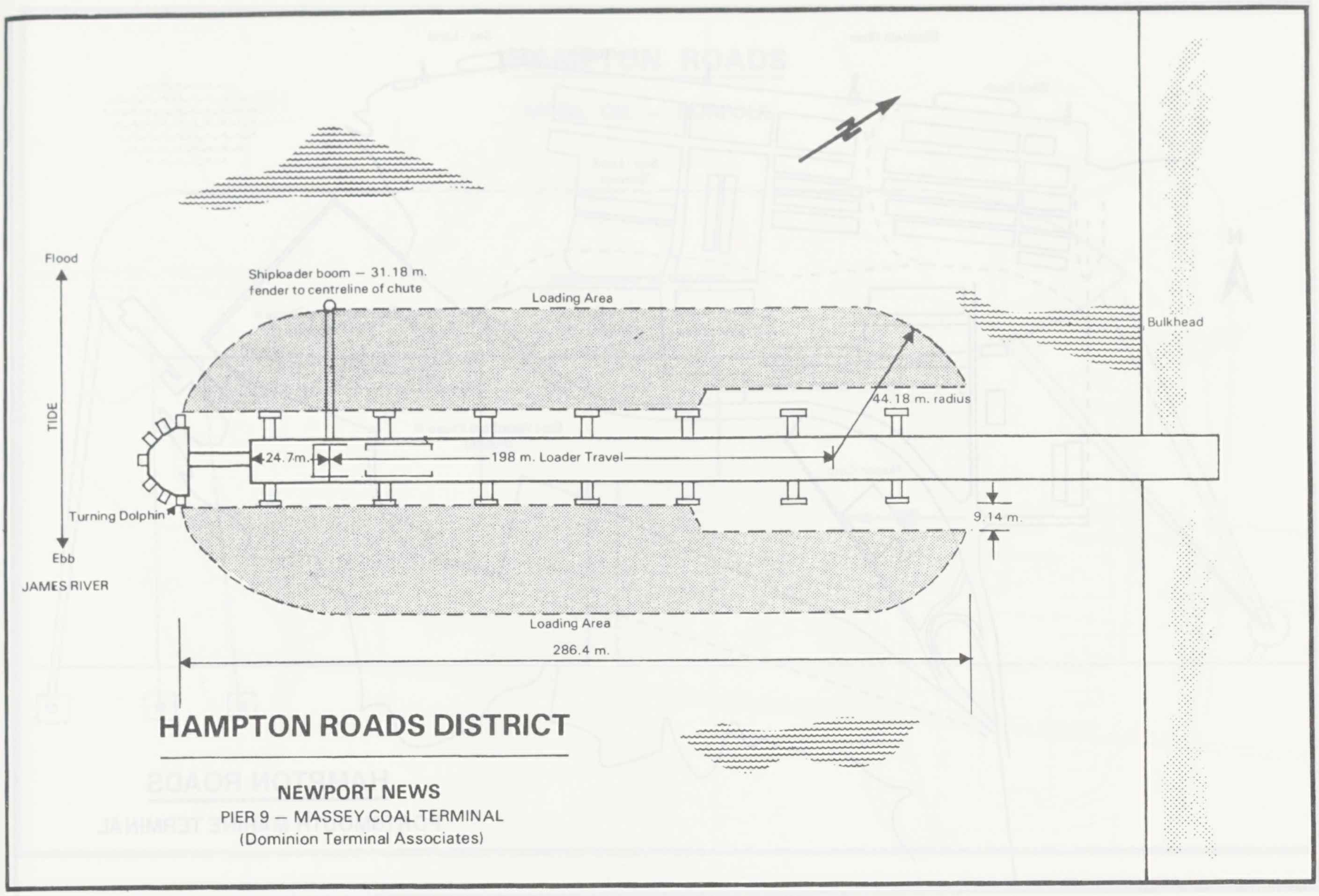

Walkway
U.S. NAVY Ammunition Facility
Swamp
Control Hut
12" Chicksan
Pipeway and Liquid Way
Walkway and Hand Trolleys
ELIZABETH RIVER EAST
Roadway to Terminal
Old Canal
Walkway
Swamp

HAMPTON ROADS DISTRICT

NORFOLK - ATLANTIC ENERGY TERMINAL


HAMPTON ROADS
NEWPORT NEWS MARINE TERMINAL
JAMES RIVER
North Extention Pier C Completed 1991
Future Bulkhead Replacement 660 ft
Pier C
Pier B
Pier IX Terminal Company
Paving for storage or project cargo Completed 1991
2 Future Warehouses
Railway Lines
N

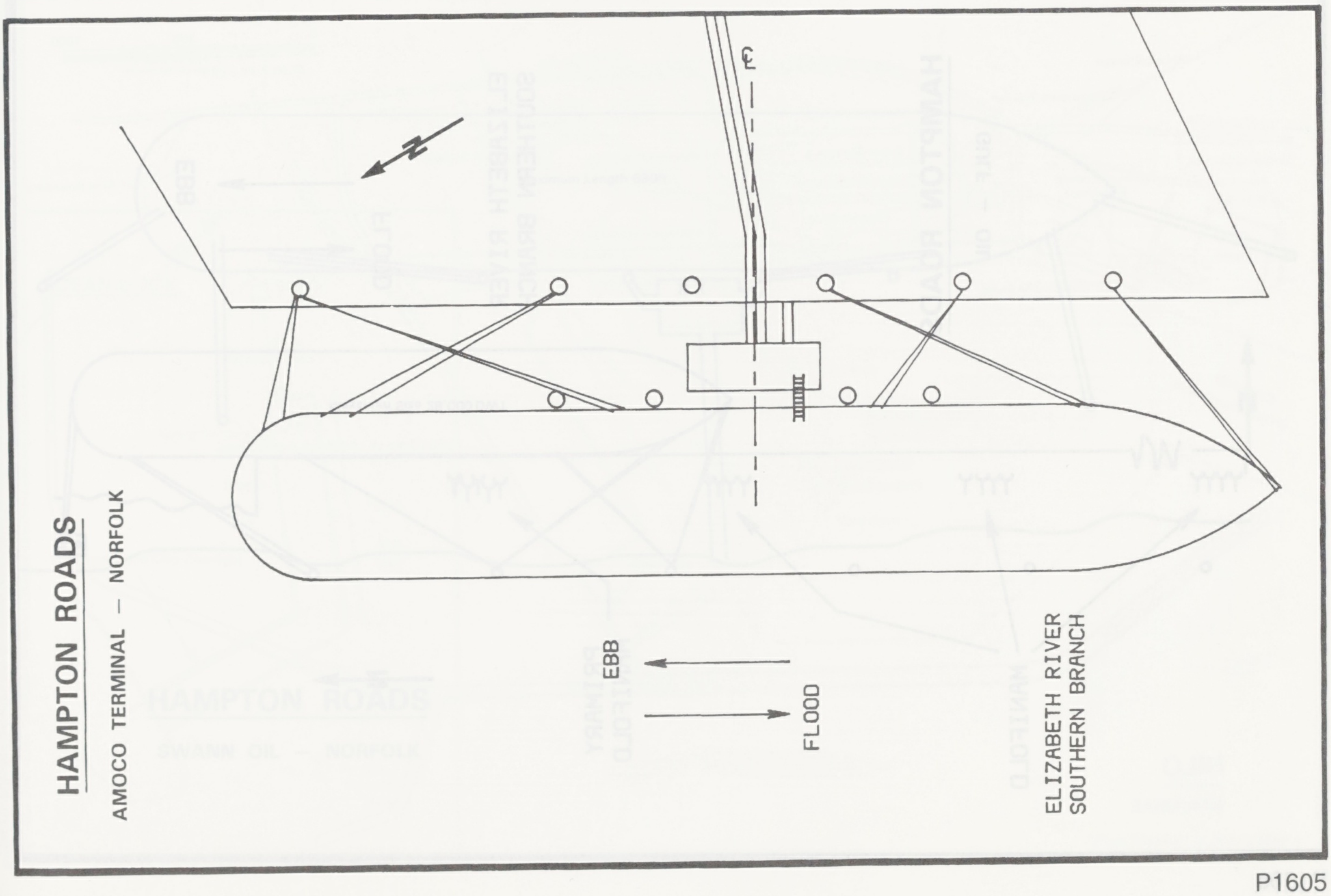

HAMPTON ROADS DISTRICT
NEWPORT NEWS
PIER 9 — MASSEY COAL TERMINAL
(Dominion Terminal Associates)
Extent of dredging to – 14.32 m.
1965 Corps of Engineers Pierhead Line
100.5 m.
287.6 m.
30.5 m.
24.4 m.
12.8 m.
23.2 m.
RIVER
Pier Centreline 037° 23′ 04″
Fenders
36.6 m.
36.6 m.
100.5 m.
Bulkhead
207.2 m.
34°
DIMENSIONS FOR REFERENCE ONLY
O = Bollards, 100 T


Flood
TIDE
Ebb
JAMES RIVER
Turning Dolphin
Shiploader boom — 31.18 m.
fender to centreline of chute
Loading Area
44.18 m. radius
24.7m.
198 m. Loader Travel
9.14 m.
Loading Area
286.4 m.
Bulkhead

HAMPTON ROADS DISTRICT

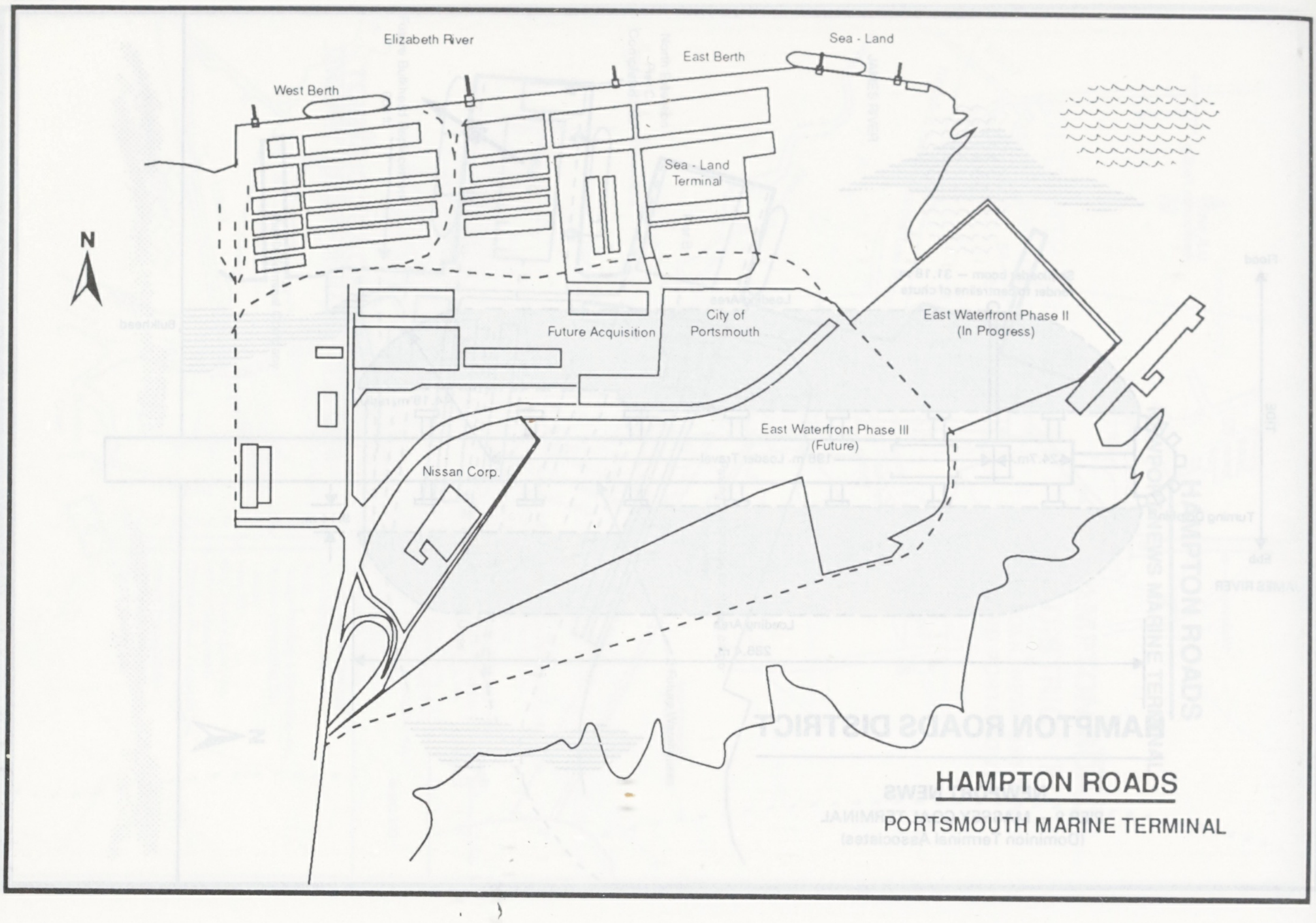
NEWPORT NEWS

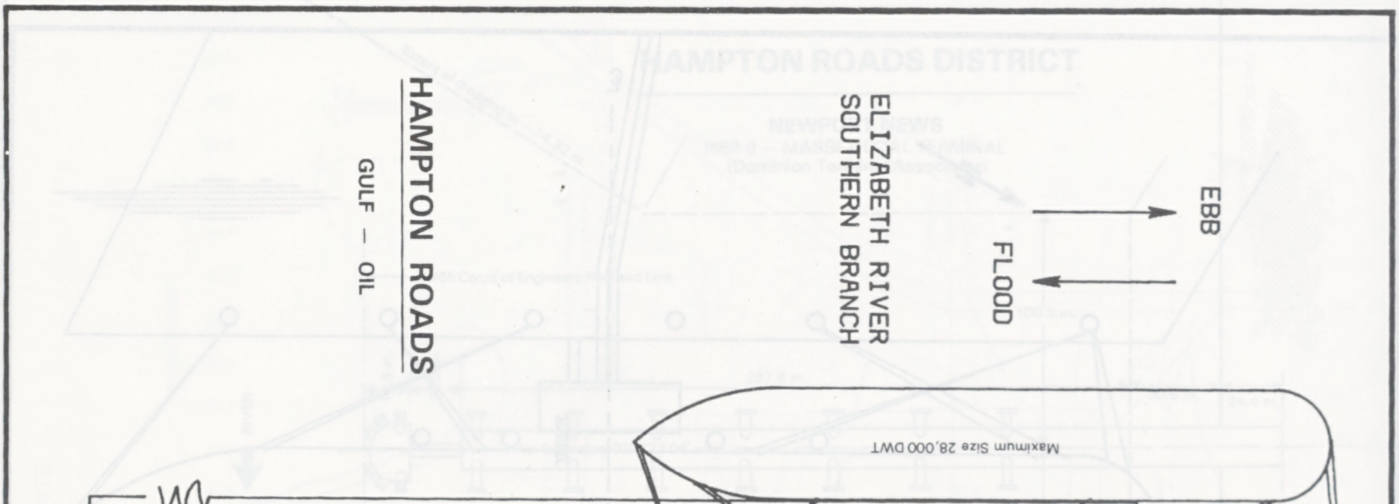
PIER 9 — MASSEY COAL TERMINAL
(Dominion Terminal Associates)


℄
EBB
FLOOD
ELIZABETH RIVER
SOUTHERN BRANCH

HAMPTON ROADS

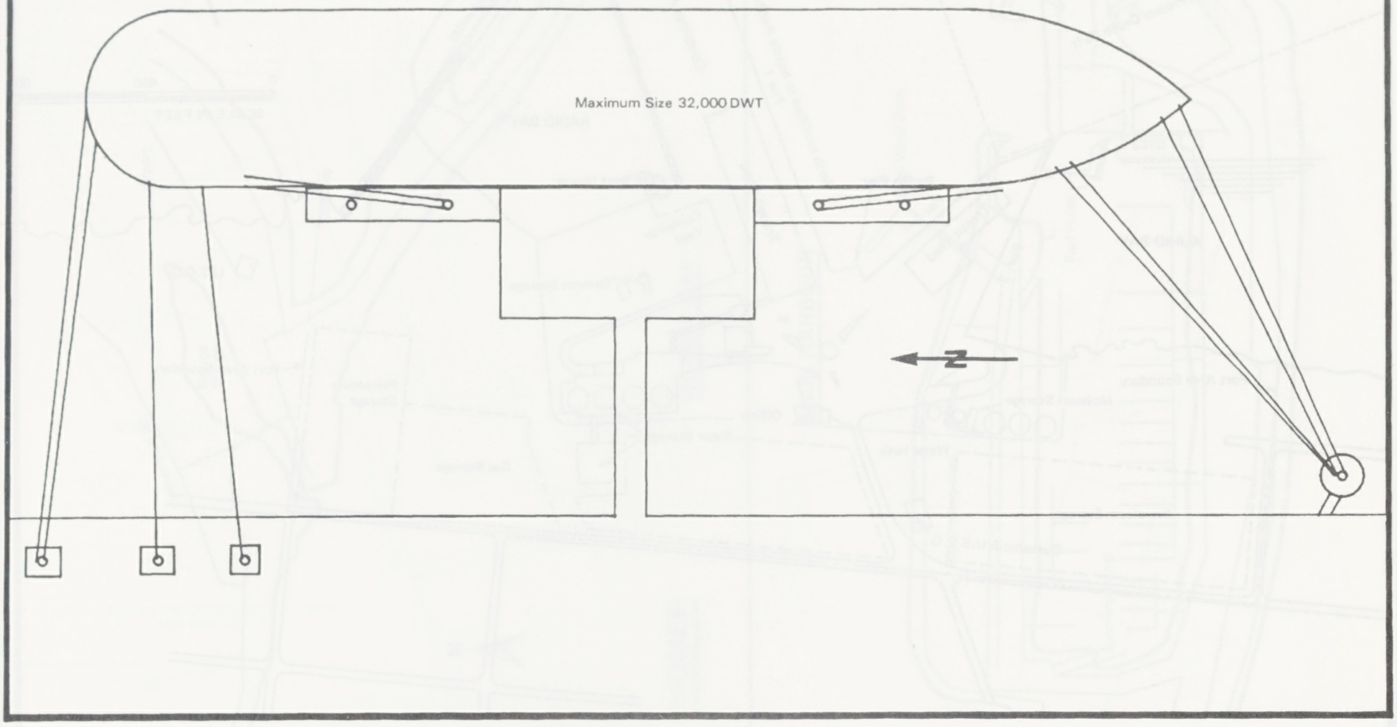
AMOCO TERMINAL — NORFOLK

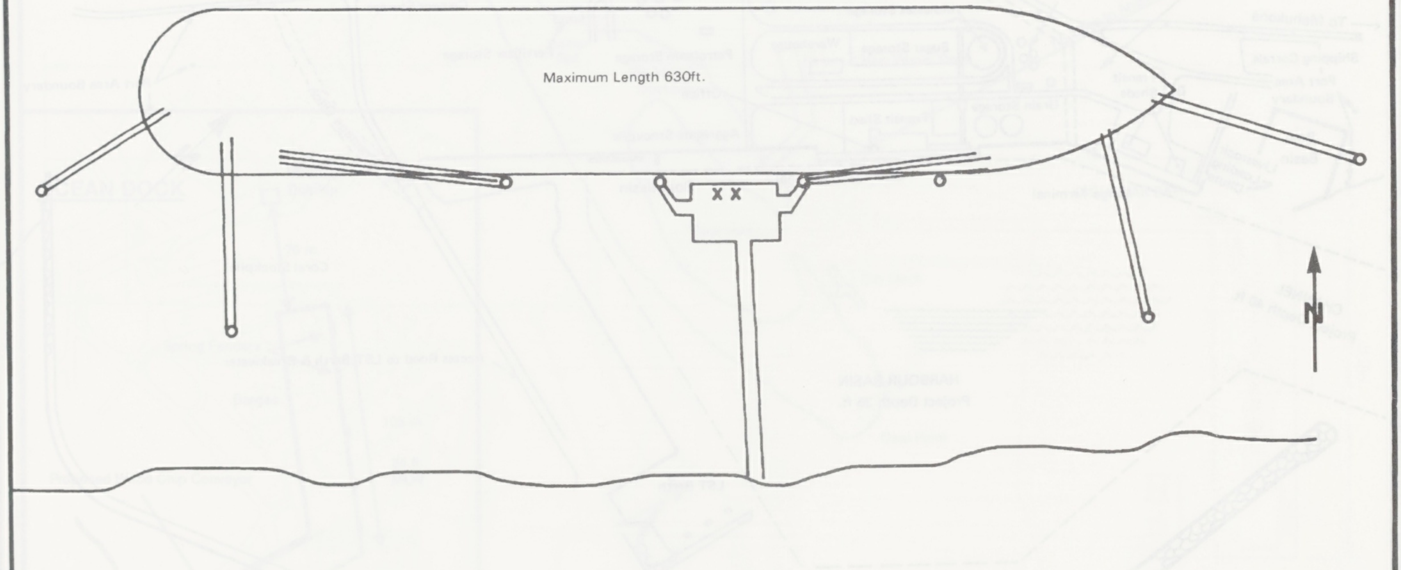

Elizabeth River
Sea - Land
East Berth
West Berth
Sea - Land
Terminal
N
Future Acquisition
City of
Portsmouth
East Waterfront Phase II
(In Progress)
East Waterfront Phase III
(Future)
Nissan Corp.
HAMPTON ROADS
PORTSMOUTH MARINE TERMINAL


HAMPTON ROADS
GULF — OIL
ELIZABETH RIVER
SOUTHERN BRANCH
EBB
FLOOD
Maximum Size 28,000 DWT
PRIMARY
MANIFOLD
MANIFOLD
N

HAMPTON ROADS

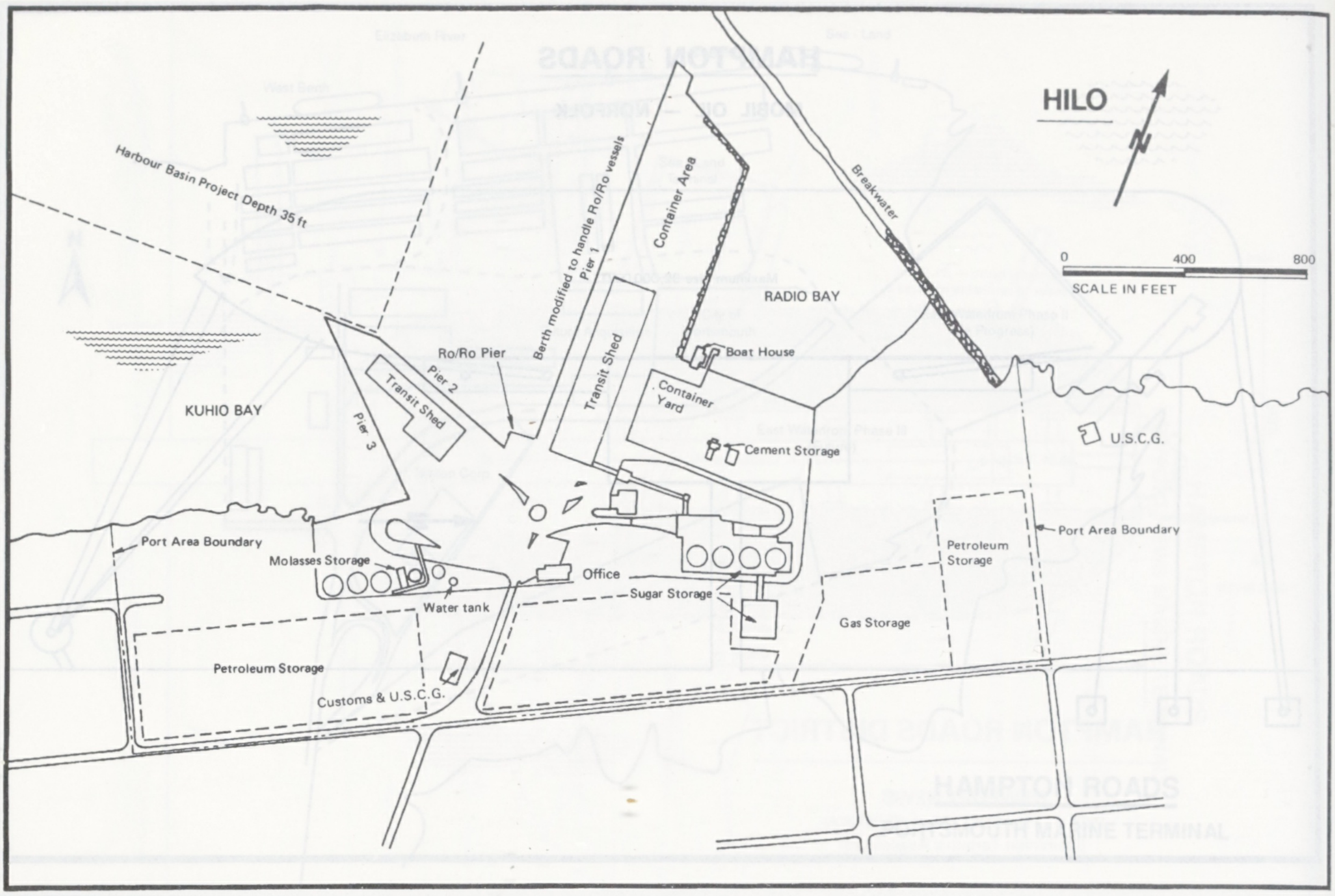
MOBIL OIL — NORFOLK

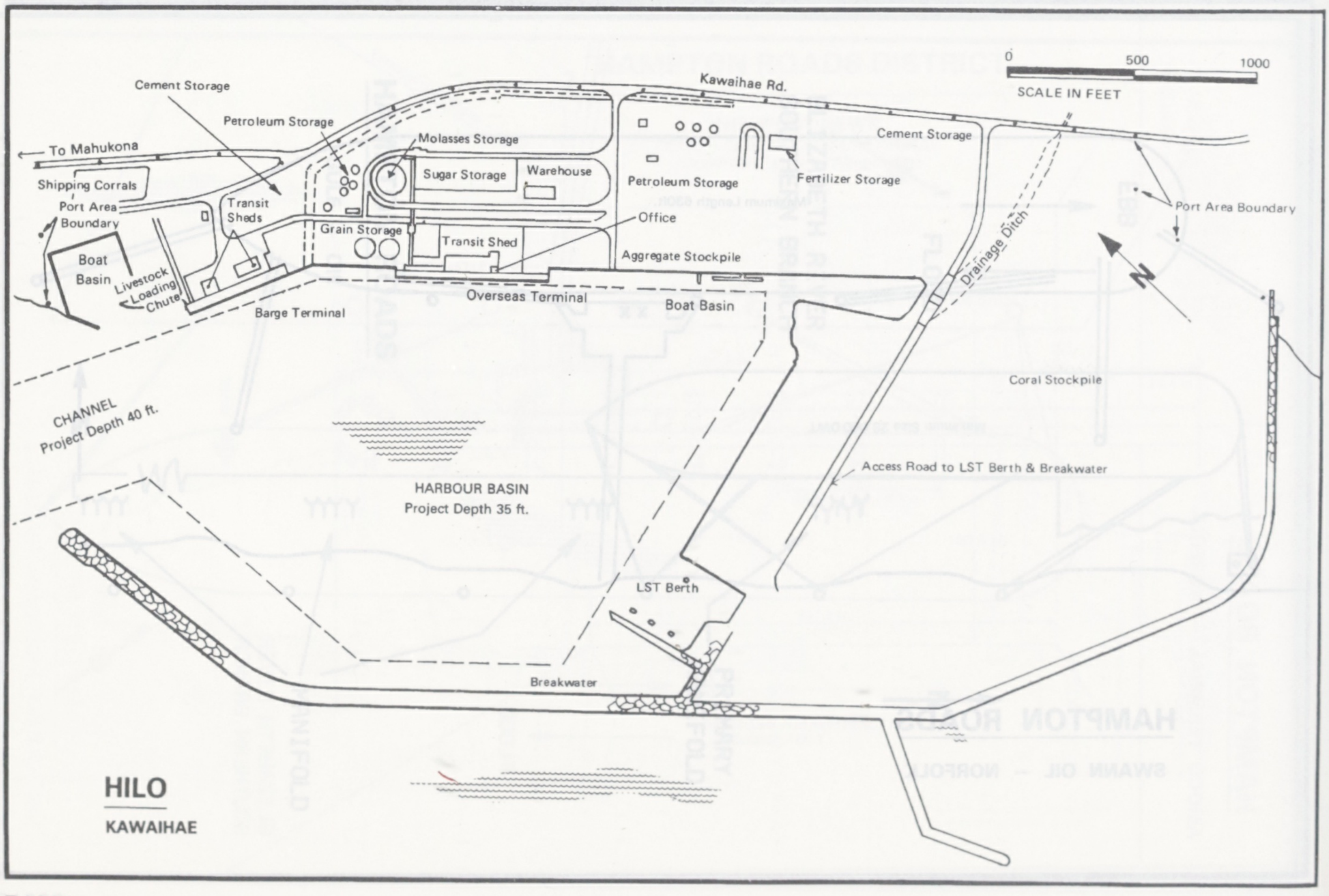

Maximum Size 32,000 DWT
N

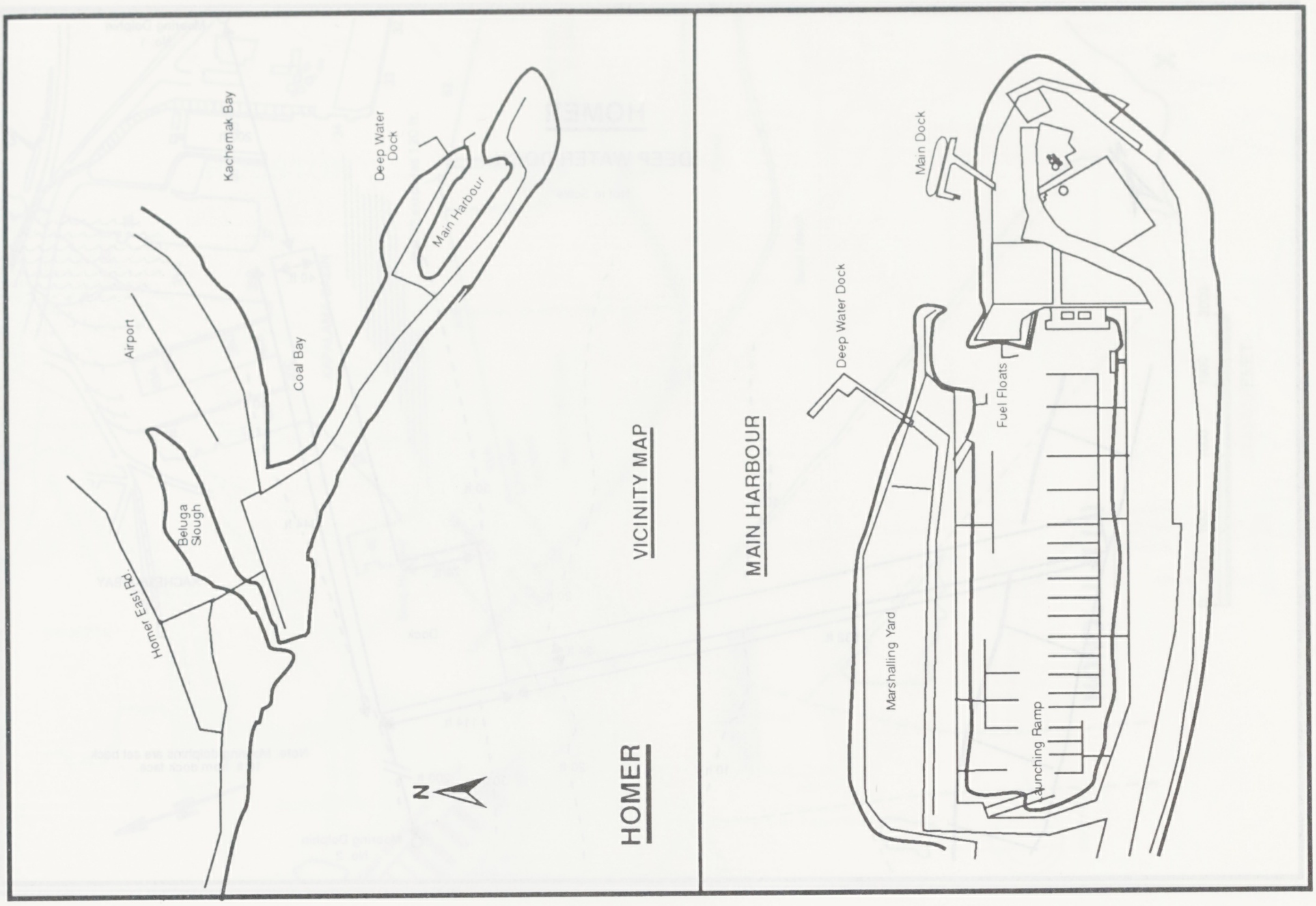

Maximum Length 630ft.
X X
N

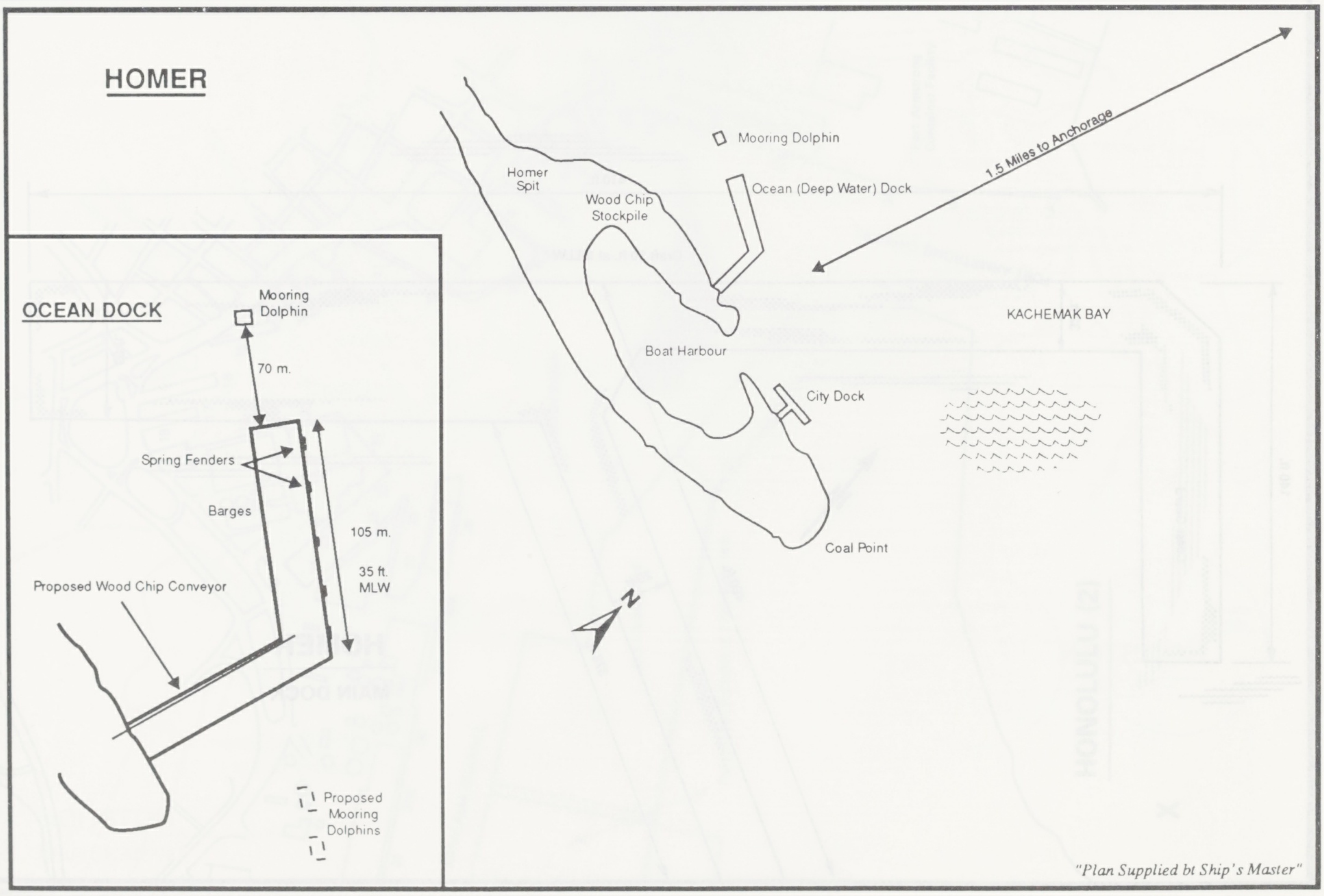
HAMPTON ROADS

SWANN OIL — NORFOLK

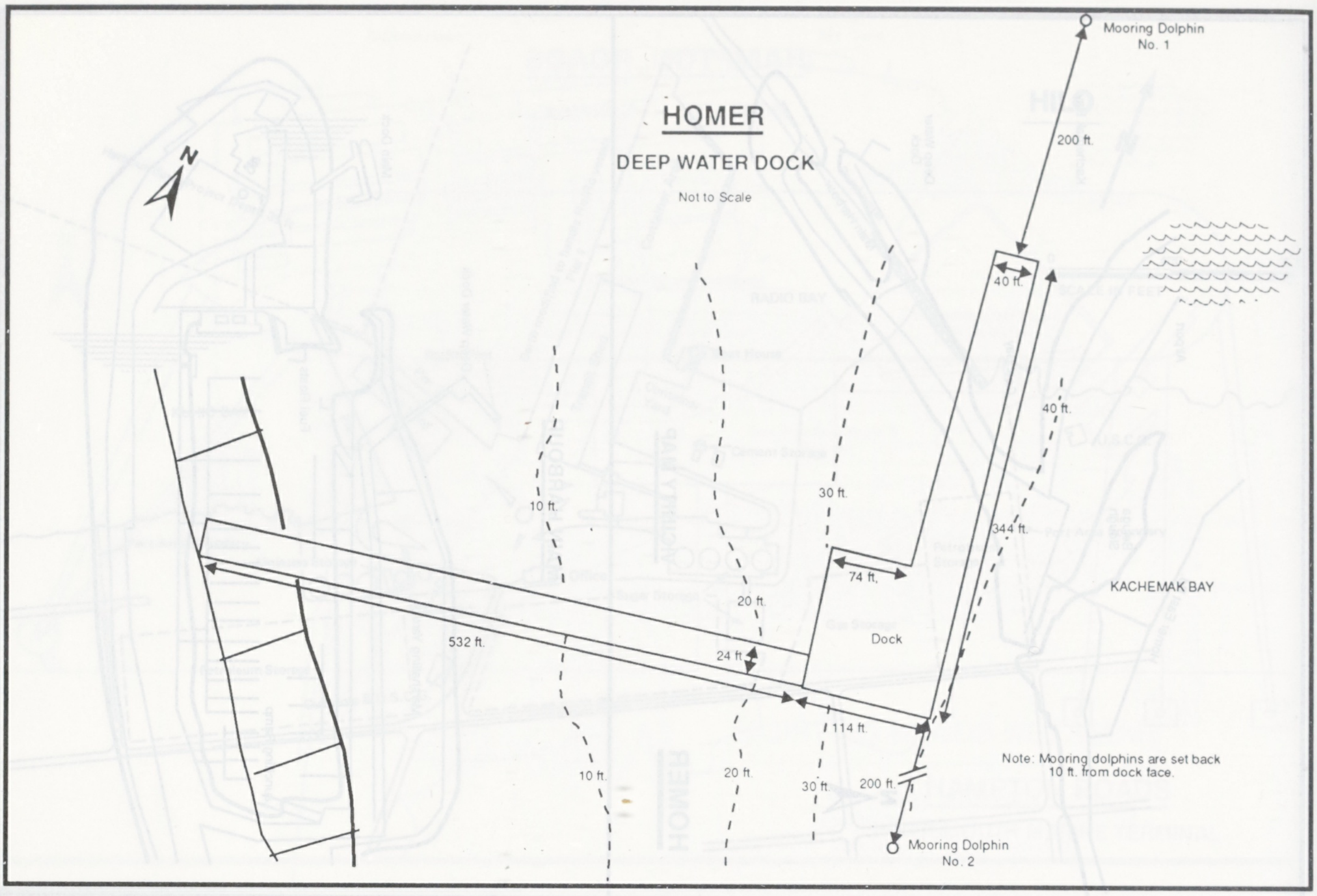

HILO
0
400
800
SCALE IN FEET
Breakwater
RADIO BAY
Boat House
Container Area
Container Yard
Berth modified to handle Ro/Ro vessels
Pier 1
Transit Shed
Ro/Ro Pier
Pier 2
Transit Shed
Pier 3
KUHIO BAY
Harbour Basin Project Depth 35 ft
Cement Storage
U.S.C.G.
Petroleum Storage
Port Area Boundary
Gas Storage
Sugar Storage
Office
Water tank
Molasses Storage
Port Area Boundary
Petroleum Storage
Customs & U.S.C.G.

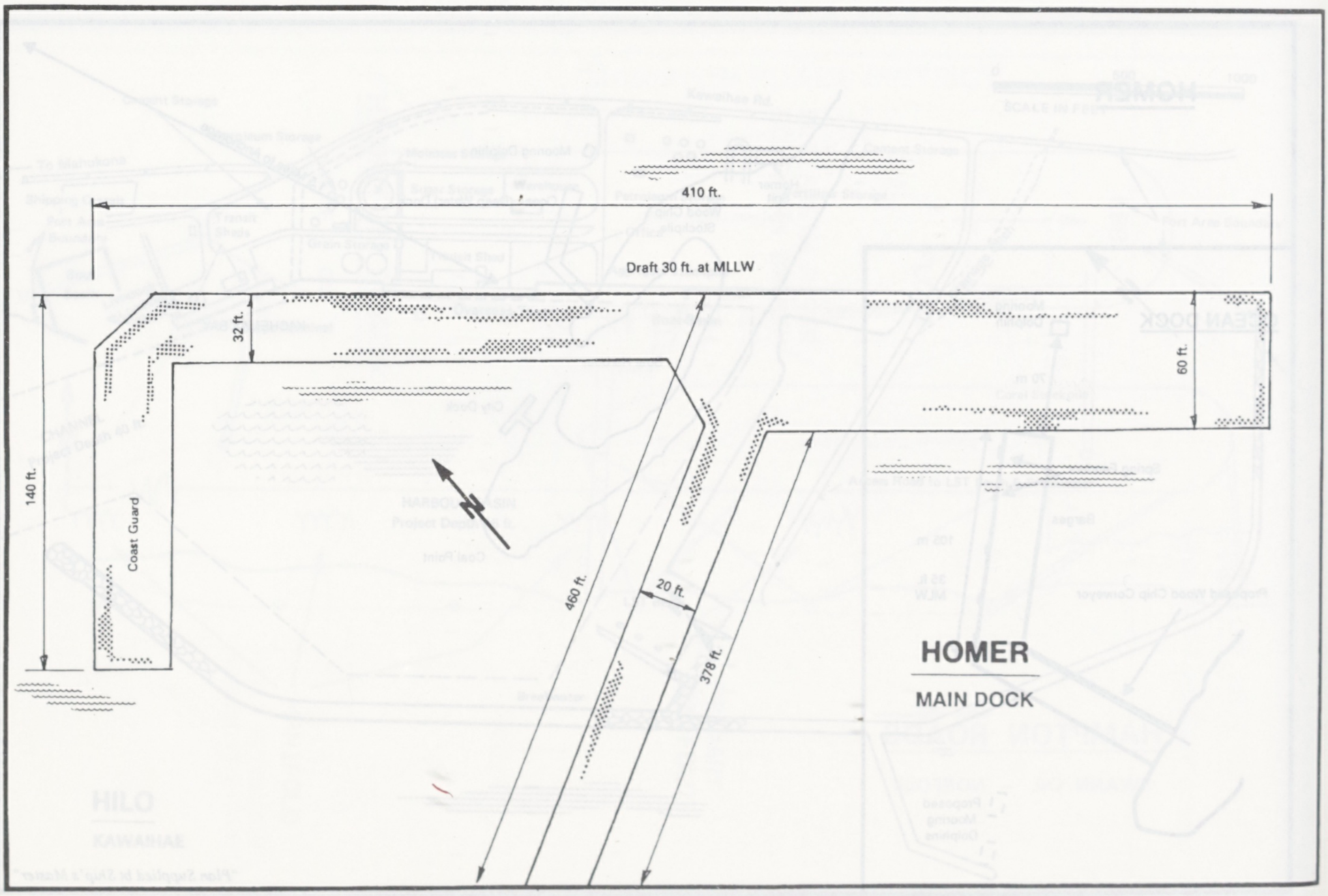

0
500
1000
SCALE IN FEET
Kawaihae Rd.
Cement Storage
Petroleum Storage
To Mahukona
Molasses Storage
Sugar Storage
Warehouse
Cement Storage
Petroleum Storage
Fertilizer Storage
Shipping Corrals
Port Area Boundary
Transit Sheds
Grain Storage
Office
Transit Shed
Aggregate Stockpile
Port Area Boundary
Boat Basin
Livestock Loading Chute
Barge Terminal
Overseas Terminal
Boat Basin
Drainage Ditch
N
Coral Stockpile
CHANNEL Project Depth 40 ft.
HARBOUR BASIN Project Depth 35 ft.
Access Road to LST Berth & Breakwater
LST Berth
Breakwater
HILO
KAWAIHAE

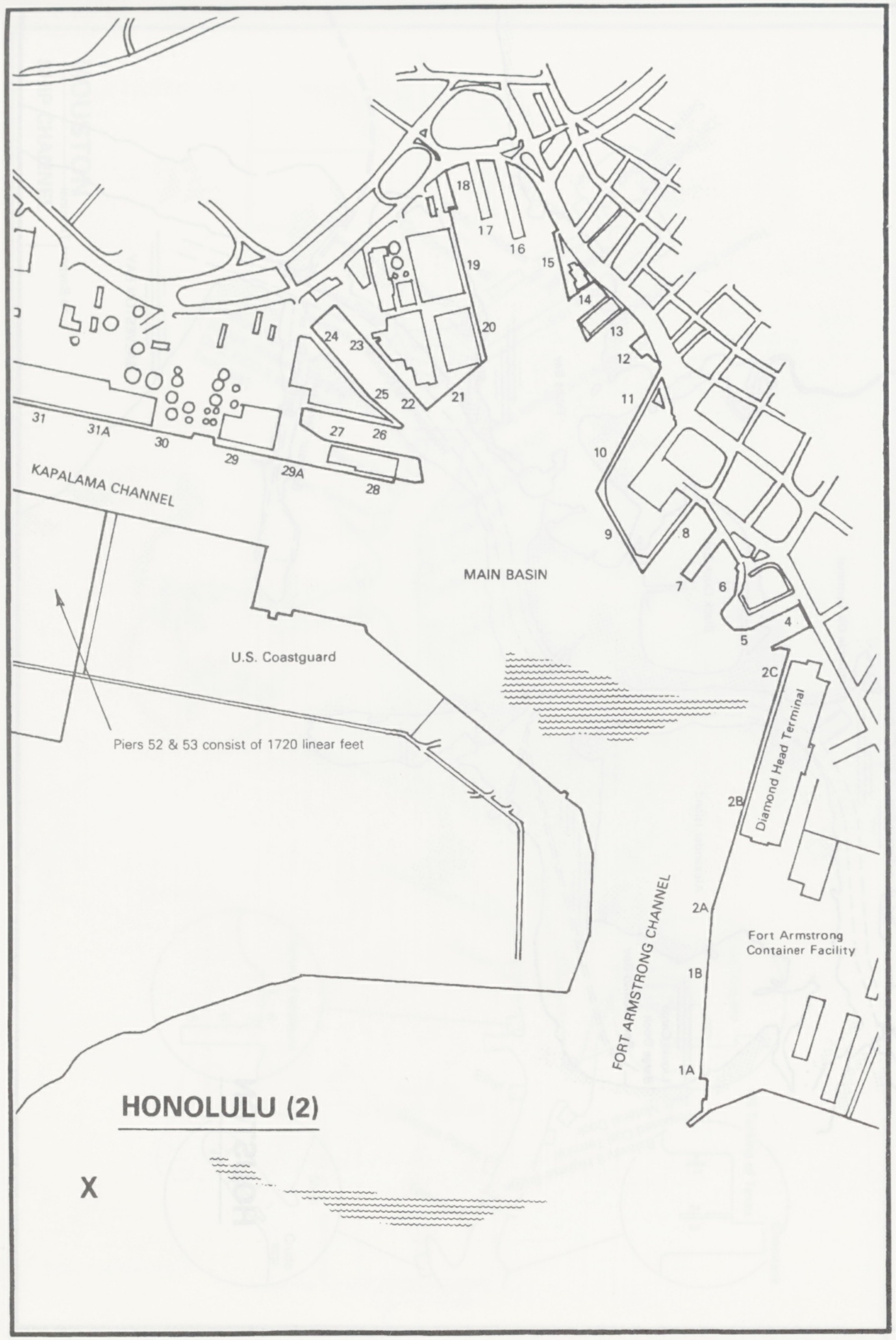

HOMER
VICINITY MAP
Kachemak Bay
Deep Water Dock
Main Harbour
Airport
Coal Bay
Beluga Slough
Homer East Rd
N
MAIN HARBOUR
Main Dock
Deep Water Dock
Fuel Floats
Marshalling Yard
Launching Ramp


HOMER
Mooring Dolphin
Homer Spit
Wood Chip Stockpile
Ocean (Deep Water) Dock
1.5 Miles to Anchorage
KACHEMAK BAY
Boat Harbour
City Dock
Coal Point
N
OCEAN DOCK
Mooring Dolphin
70 m.
Spring Fenders
Barges
105 m.
35 ft. MLW
Proposed Wood Chip Conveyor
Proposed Mooring Dolphins

"Plan Supplied bt Ship's Master"

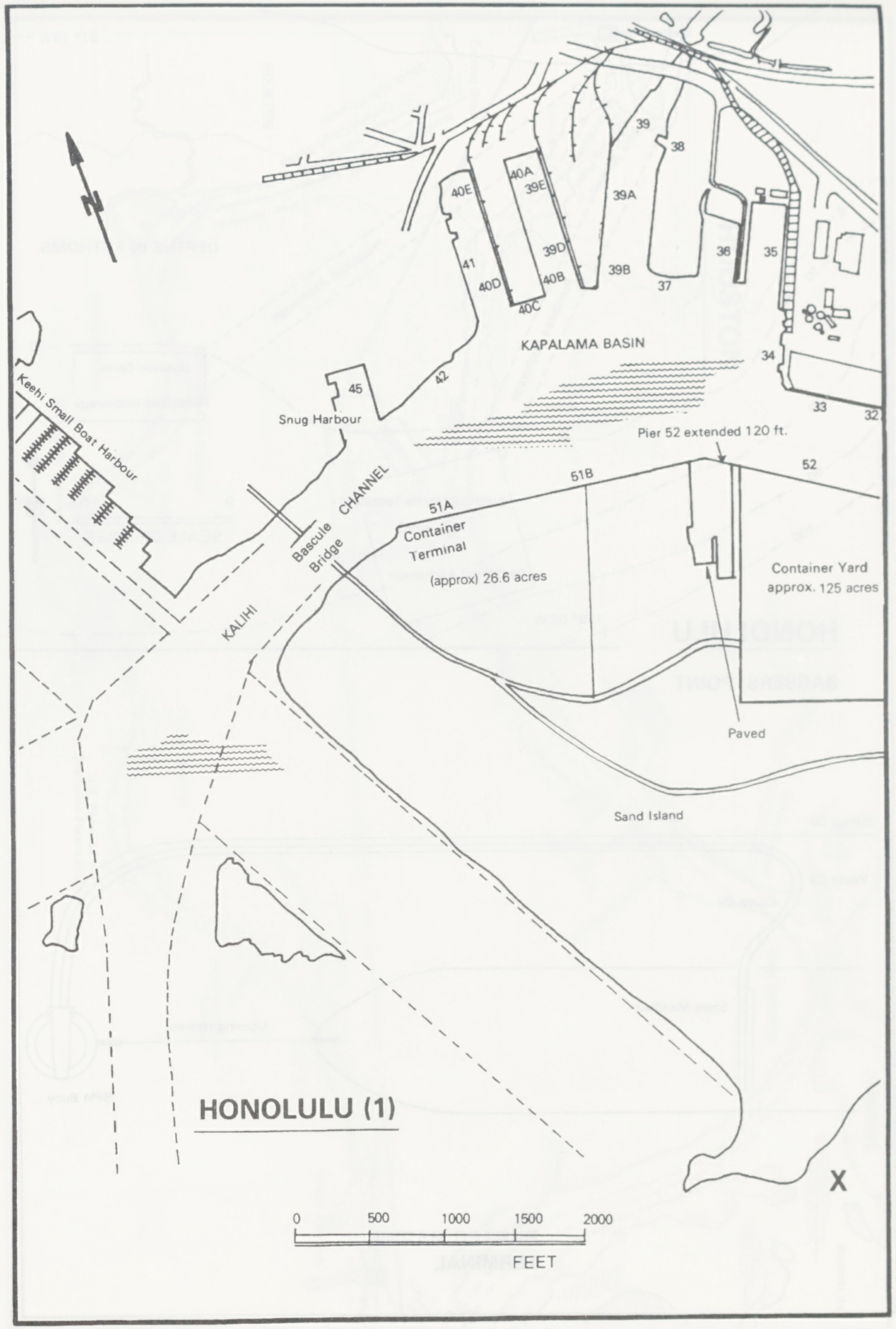

HOMER
DEEP WATER DOCK
Not to Scale
N
Mooring Dolphin No. 1
200 ft.
40 ft.
40 ft.
344 ft.
30 ft.
10 ft.
74 ft.
20 ft.
KACHEMAK BAY
532 ft.
24 ft.
Dock
114 ft.
Note: Mooring dolphins are set back 10 ft. from dock face.
10 ft.
20 ft.
30 ft.
200 ft.
Mooring Dolphin No. 2


410 ft.
Draft 30 ft. at MLLW
32 ft.
60 ft.
140 ft.
Coast Guard
460 ft.
20 ft.
378 ft.
HOMER
MAIN DOCK



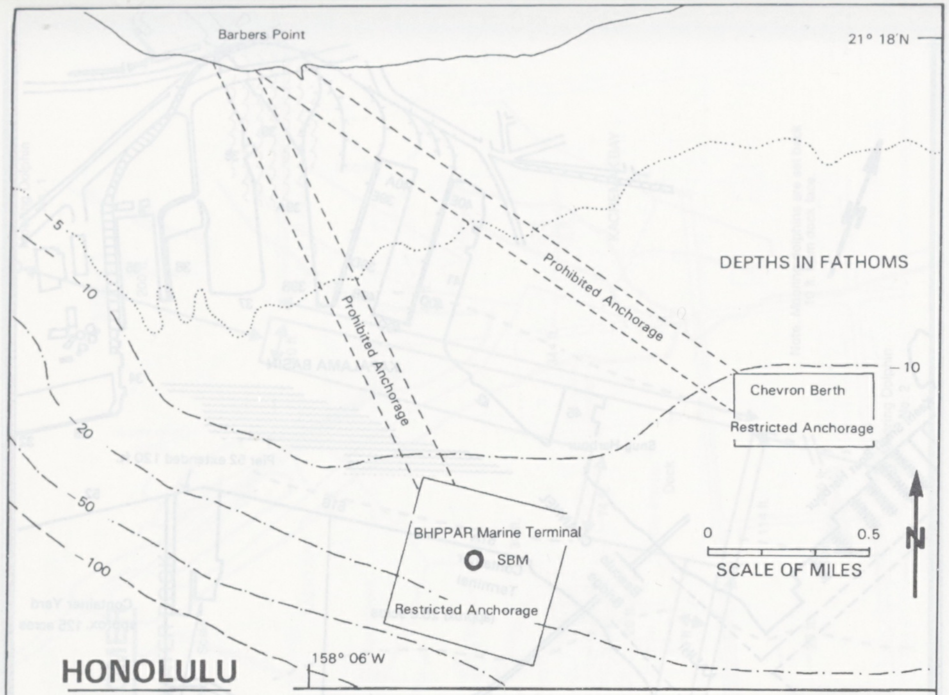
18
17
16
15
19
14
13
12
11
10
9
8
7
6
5
4
20
21
22
23
24
25
26
27
28
29
29A
30
31
31A
KAPALAMA CHANNEL
MAIN BASIN
U.S. Coastguard
Piers 52 & 53 consist of 1720 linear feet
2C
2B
2A
1B
1A
Diamond Head Terminal
FORT ARMSTRONG CHANNEL
Fort Armstrong Container Facility
X

HONOLULU (2)



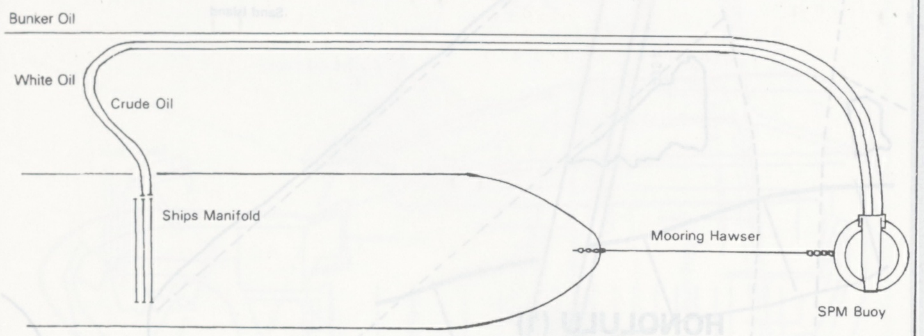
N
39
38
40A
39E
40E
39A
39D
40B
39B
36
35
41
40D
40C
37
KAPALAMA BASIN
34
33
32
45
42
Snug Harbour
Keehi Small Boat Harbour
Pier 52 extended 120 ft.
52
51B
51A
Container Terminal
(approx) 26.6 acres
Container Yard approx. 125 acres
CHANNEL
Bascule Bridge
KALIHI
Paved
Sand Island
X
0
500
1000
1500
2000
FEET

HONOLULU (1)

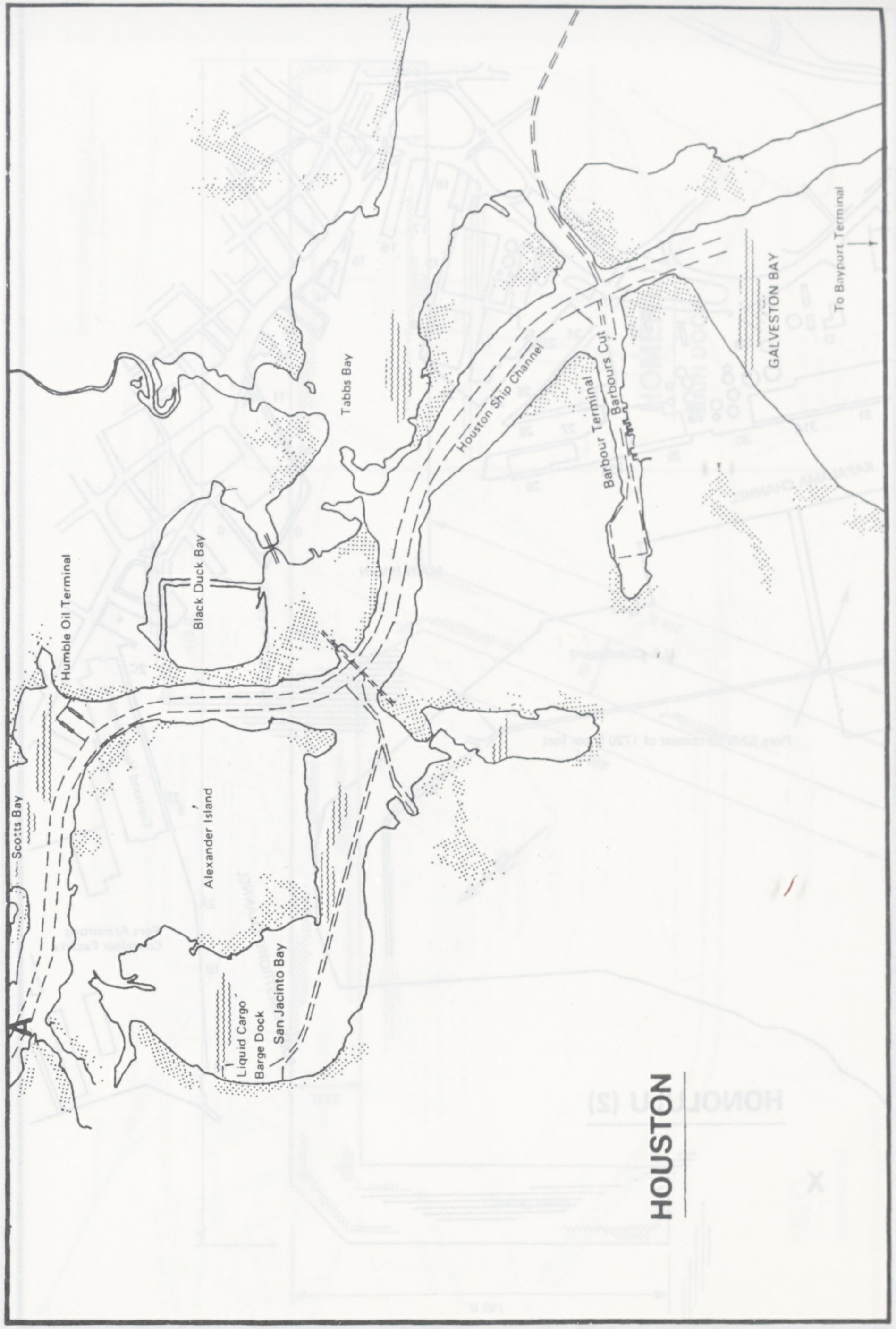

Barbers Point
21° 18′N
5
10
20
50
100
Prohibited Anchorage
Prohibited Anchorage
DEPTHS IN FATHOMS
Chevron Berth
Restricted Anchorage
10
BHPPAR Marine Terminal
SBM
Restricted Anchorage
0
0.5
SCALE OF MILES
N
158° 06′W

HONOLULU

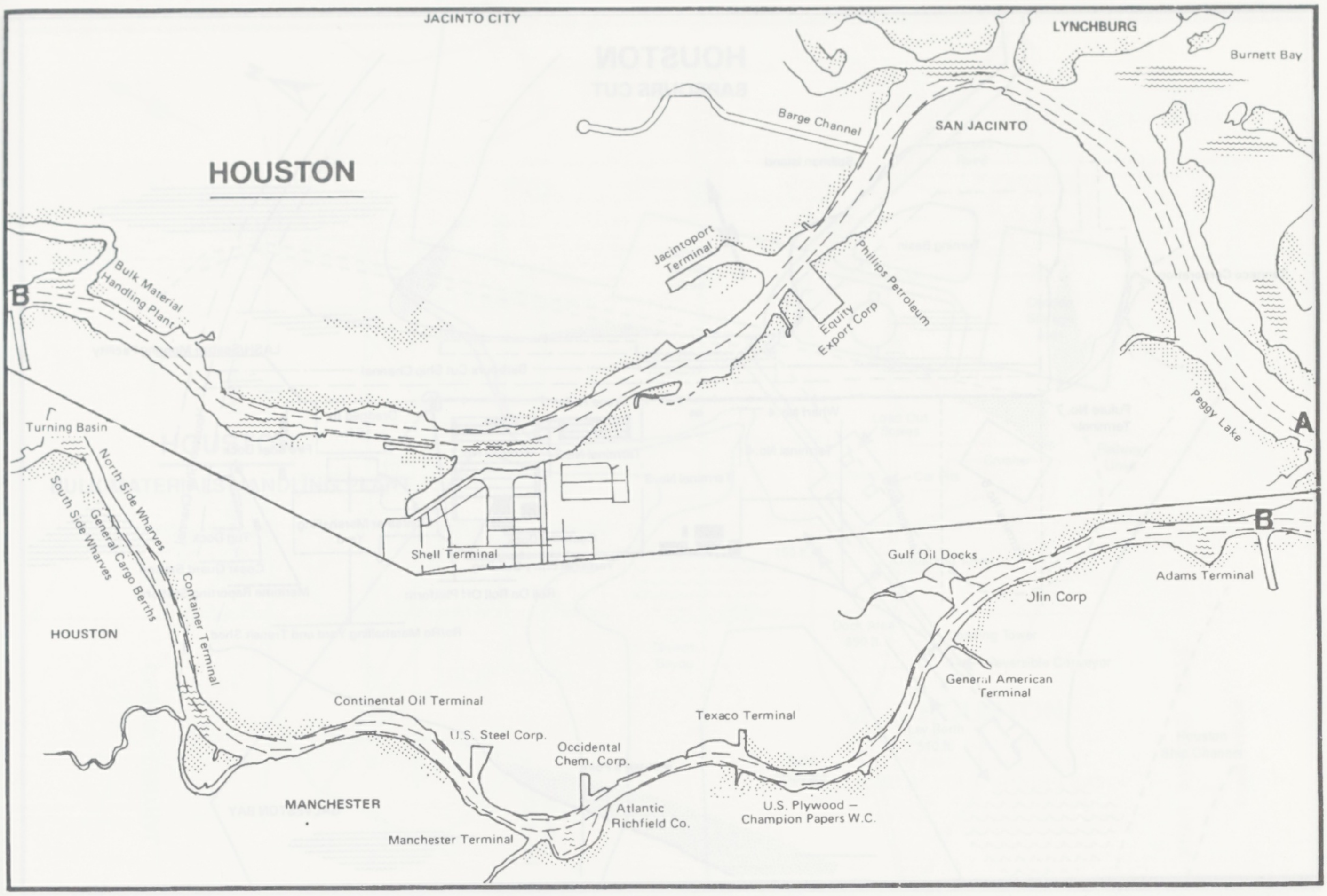
BARBERS POINT

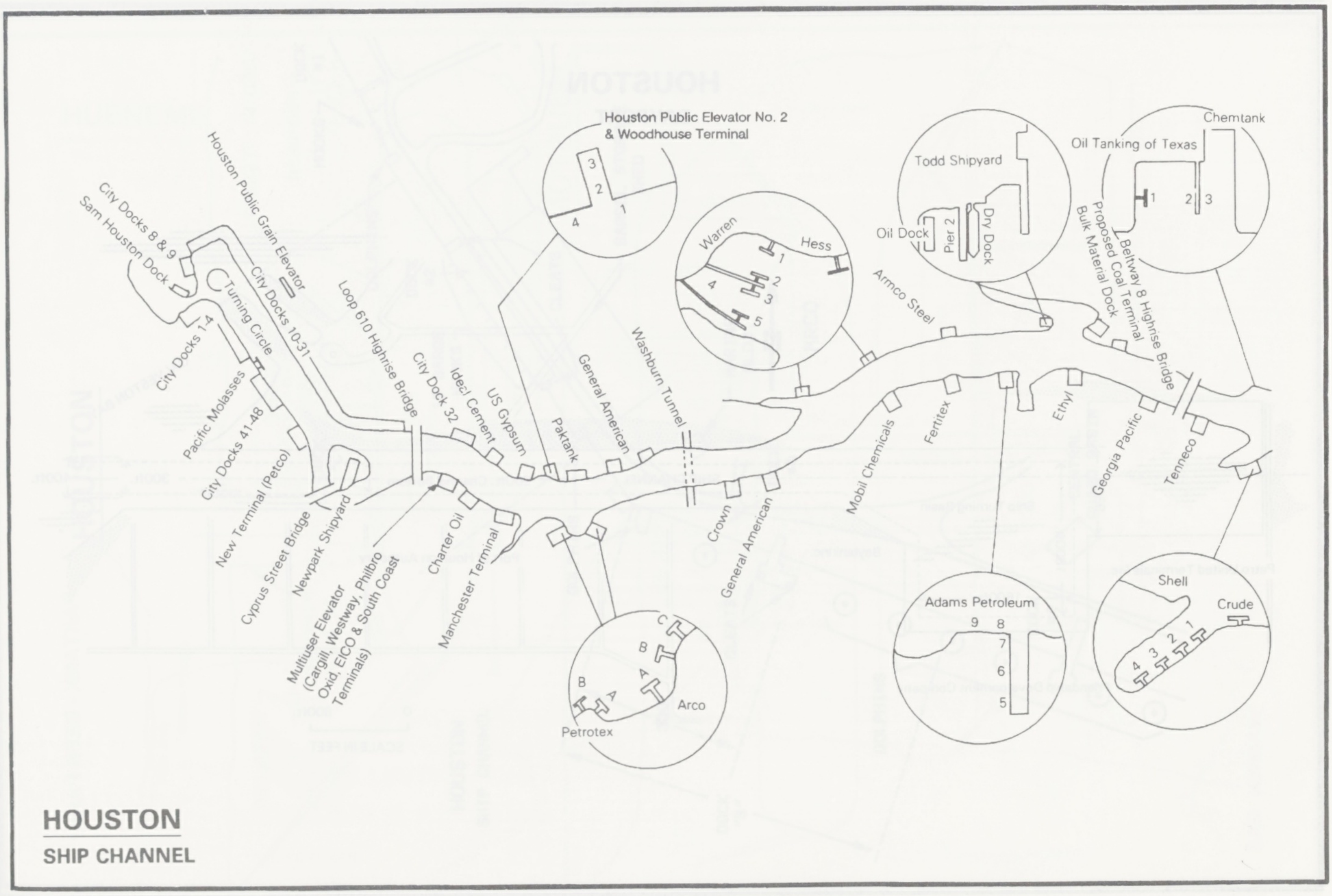

Bunker Oil
White Oil
Crude Oil
Ships Manifold
Mooring Hawser
SPM Buoy

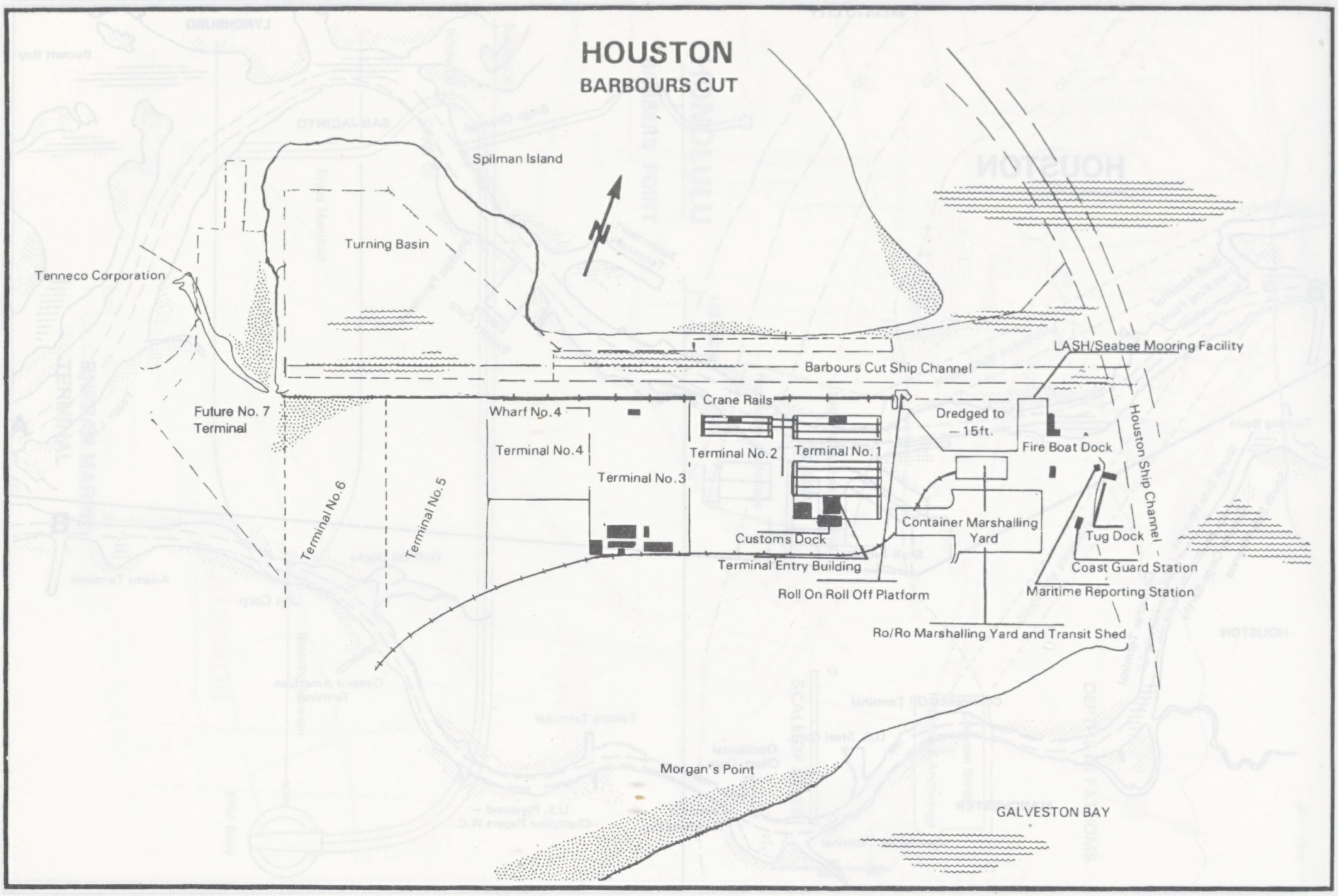
BHPPAR MARINE TERMINAL

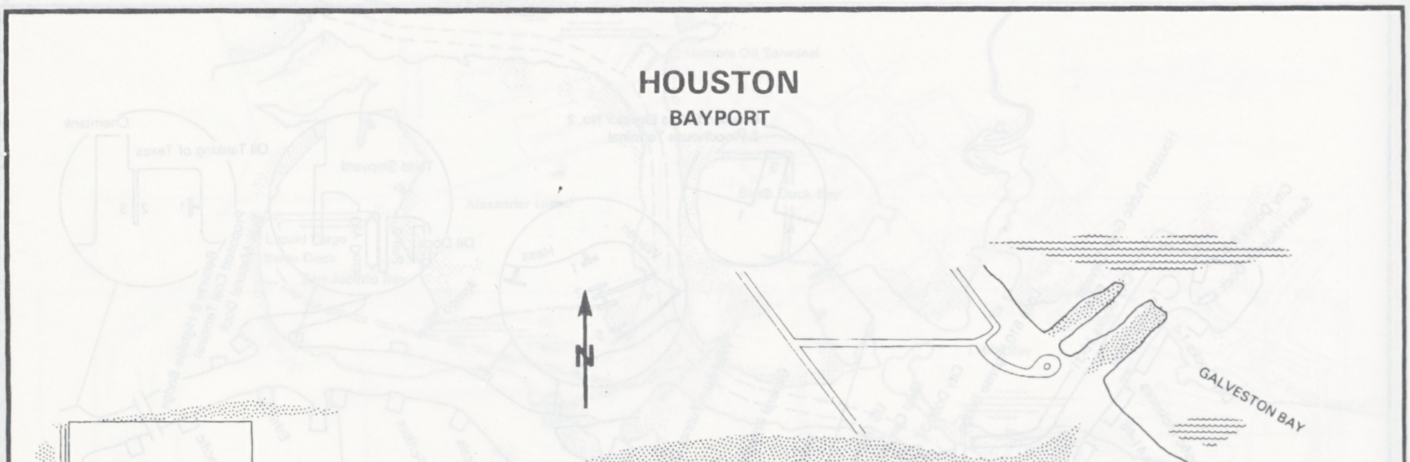

To Bayport Terminal
GALVESTON BAY
Barbours Cut
Barbour Terminal
Houston Ship Channel
Tabbs Bay
Black Duck Bay
Humble Oil Terminal
Alexander Island
Scotts Bay
San Jacinto Bay
Barge Dock
Liquid Cargo

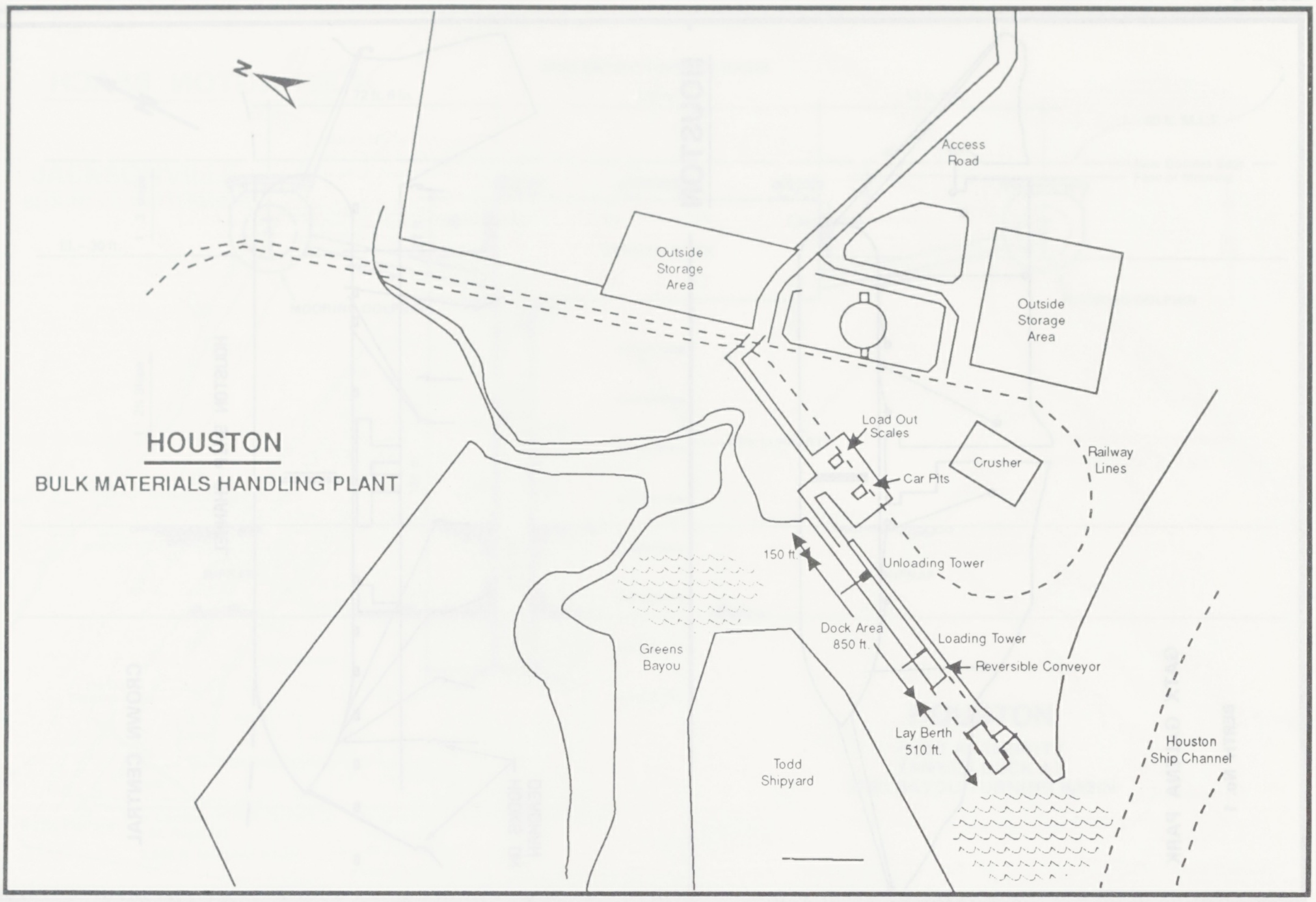
HOUSTON


HOUSTON
JACINTO CITY
LYNCHBURG
Burnett Bay
Barge Channel
SAN JACINTO
Jacintoport Terminal
Phillips Petroleum
Equity Export Corp
Bulk Material Handling Plant
B
A
Peggy Lake
B
Turning Basin
North Side Wharves
South Side Wharves
General Cargo Berths
Container Terminal
HOUSTON
Shell Terminal
Gulf Oil Docks
Adams Terminal
Olin Corp
General American Terminal
Continental Oil Terminal
U.S. Steel Corp.
Occidental Chem. Corp.
Texaco Terminal
MANCHESTER
Atlantic Richfield Co.
U.S. Plywood – Champion Papers W.C.
Manchester Terminal


HOUSTON
SHIP CHANNEL
Houston Public Elevator No. 2 & Woodhouse Terminal
3
2
1
4
Warren
Hess
1
2
3
4
5
Todd Shipyard
Oil Dock
Pier 2
Dry Dock
Chemtank
Oil Tanking of Texas
1
2
3
Armco Steel
Beltway 8 Highrise Bridge
Proposed Coal Terminal
Bulk Material Dock
City Docks 8 & 9
Sam Houston Dock
Houston Public Grain Elevator
City Docks 10-31
Turning Circle
City Docks 1-4
Pacific Molasses
City Docks 41-48
New Terminal (Petco)
Loop 610 Highrise Bridge
City Dock 32
Ideal Cement
US Gypsum
Paktank
General American
Washburn Tunnel
Cyprus Street Bridge
Newpark Shipyard
Multiuser Elevator (Cargill, Westway, Philbro Oxid, EICO & South Coast Terminals)
Charter Oil
Manchester Terminal
Crown
General American
Mobil Chemicals
Fertitex
Ethyl
Georgia Pacific
Tenneco
C
B
A
B
A
Arco
Petrotex
Adams Petroleum
9
8
7
6
5
Shell
Crude
1
2
3
4


HOUSTON
BARBOURS CUT
Spilman Island
N
Turning Basin
Tenneco Corporation
Barbours Cut Ship Channel
LASH/Seabee Mooring Facility
Future No. 7 Terminal
Wharf No.4
Crane Rails
Dredged to −15ft.
Terminal No.4
Terminal No.2
Terminal No.1
Fire Boat Dock
Houston Ship Channel
Terminal No.3
Terminal No.6
Terminal No.5
Container Marshalling Yard
Tug Dock
Customs Dock
Terminal Entry Building
Coast Guard Station
Roll On Roll Off Platform
Maritime Reporting Station
Ro/Ro Marshalling Yard and Transit Shed
Morgan's Point
GALVESTON BAY

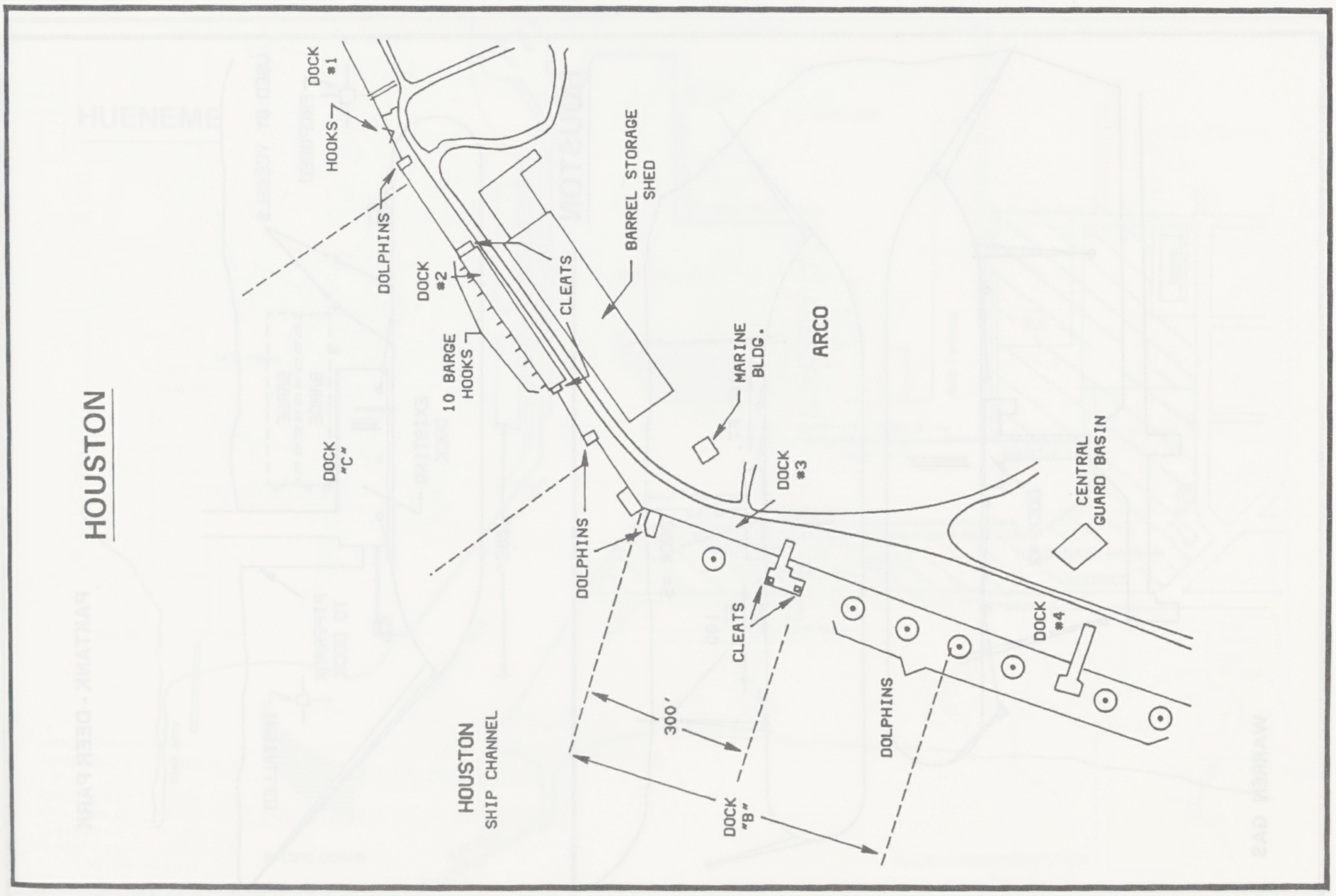

HOUSTON
BAYPORT
N
GALVESTON BAY
SHIP CHANNEL
300ft. Channel Bottom
300ft.
400ft.
950ft.
Ship Turning Basin
1600ft.
1600ft.
Baytank Inc.
Port of Houston Authority
Petro United Terminals Inc.
Friendship Development Company
0
800ft.
SCALE IN FEET



HOUSTON

BULK MATERIALS HANDLING PLANT

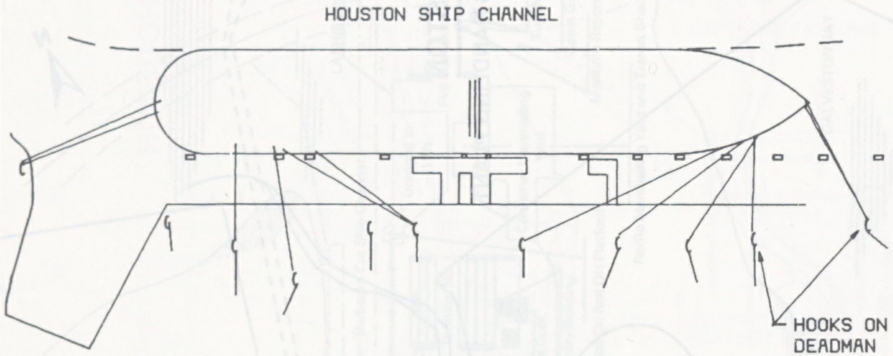
N
Access Road
Outside Storage Area
Outside Storage Area
Load Out Scales
Car Pits
Crusher
Railway Lines
150 ft.
Unloading Tower
Dock Area 850 ft.
Loading Tower
Reversible Conveyor
Greens Bayou
Lay Berth 510 ft.
Todd Shipyard
Houston Ship Channel



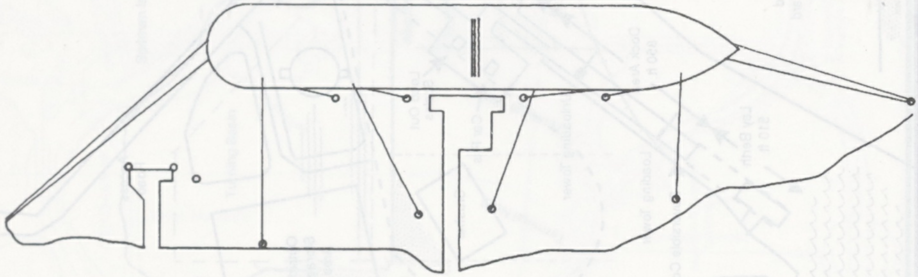
HOUSTON

DOCK #1
HOOKS
DOLPHINS
DOCK #2
CLEATS
BARREL STORAGE SHED
10 BARGE HOOKS
MARINE BLDG.
ARCO
DOCK "C"
DOCK #3
CENTRAL GUARD BASIN
DOLPHINS
CLEATS
DOCK #4
300′
DOLPHINS
HOUSTON SHIP CHANNEL
DOCK "B"

CROWN CENTRAL


HOUSTON SHIP CHANNEL
HOOKS ON DEADMAN

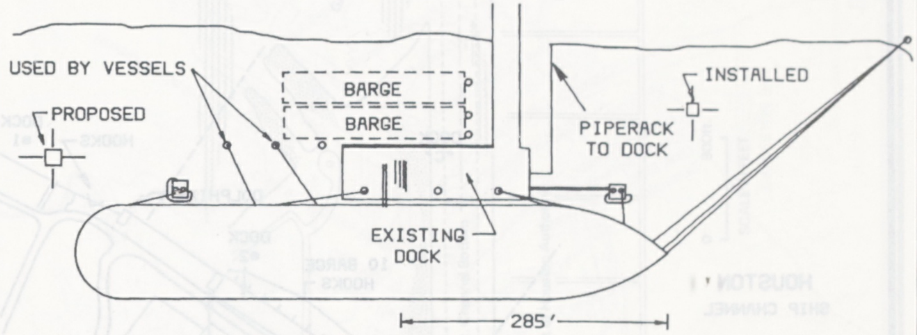
HOUSTON



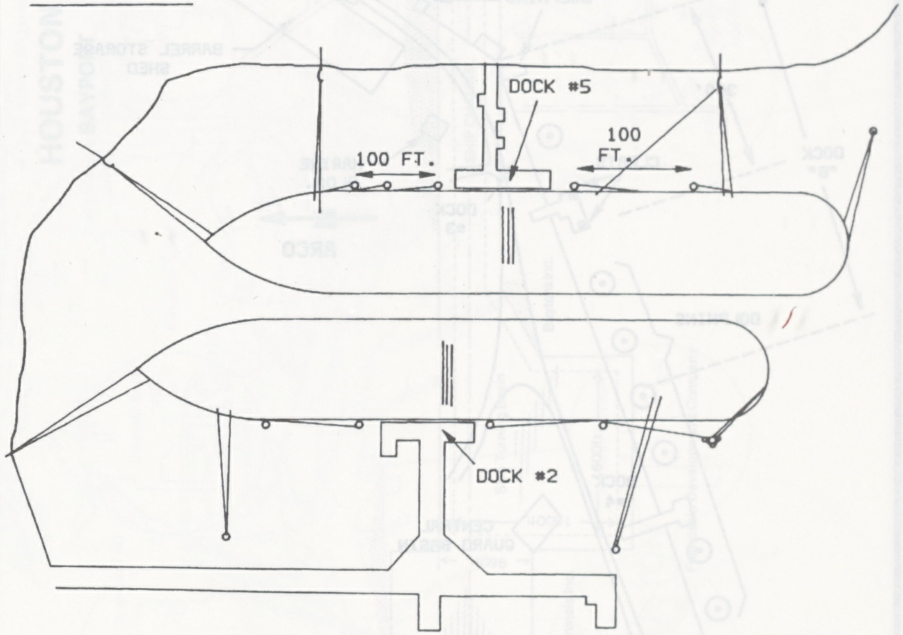
GATX GALENA PARK

BERTH No. 1

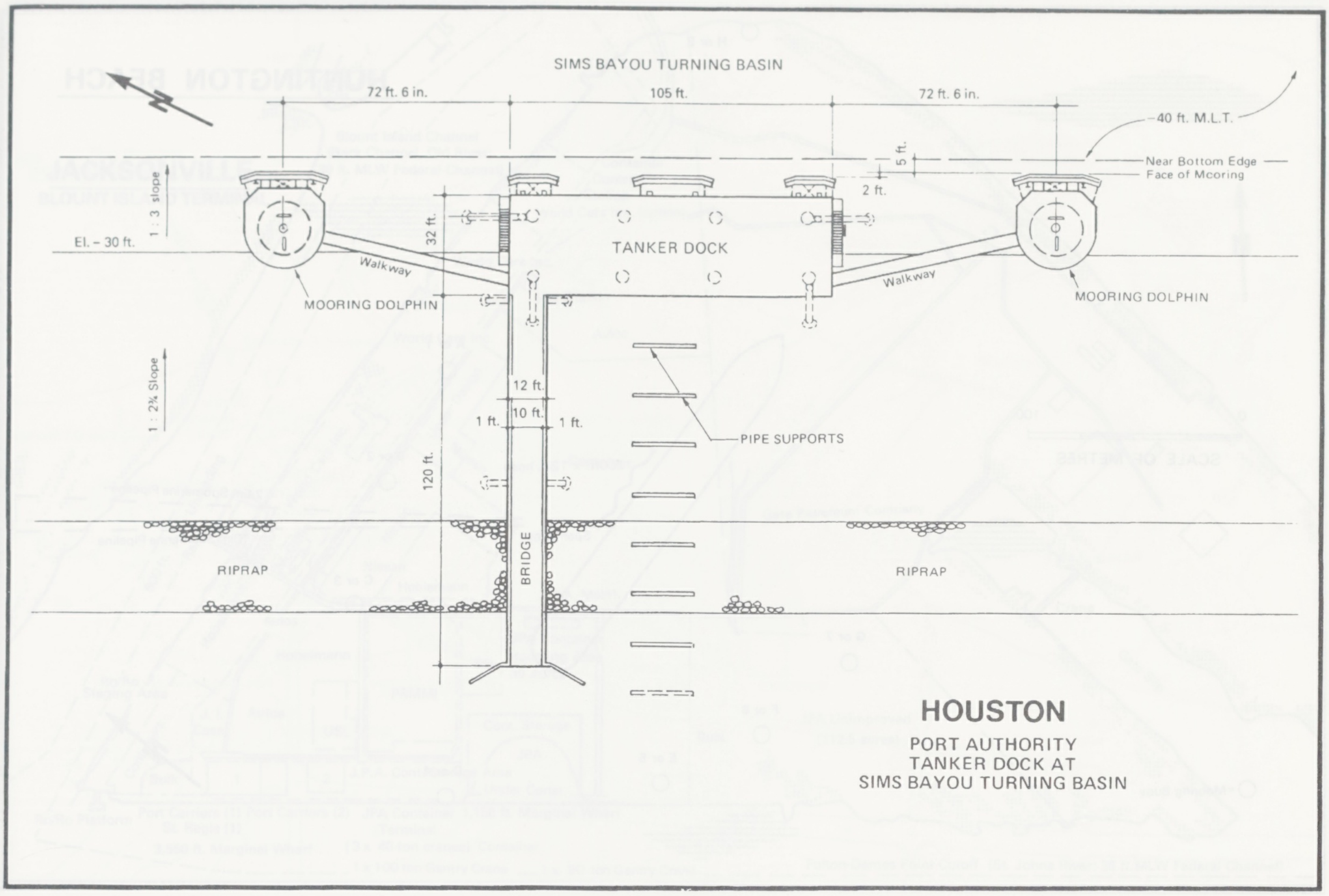
PAKTANK - DEER PARK

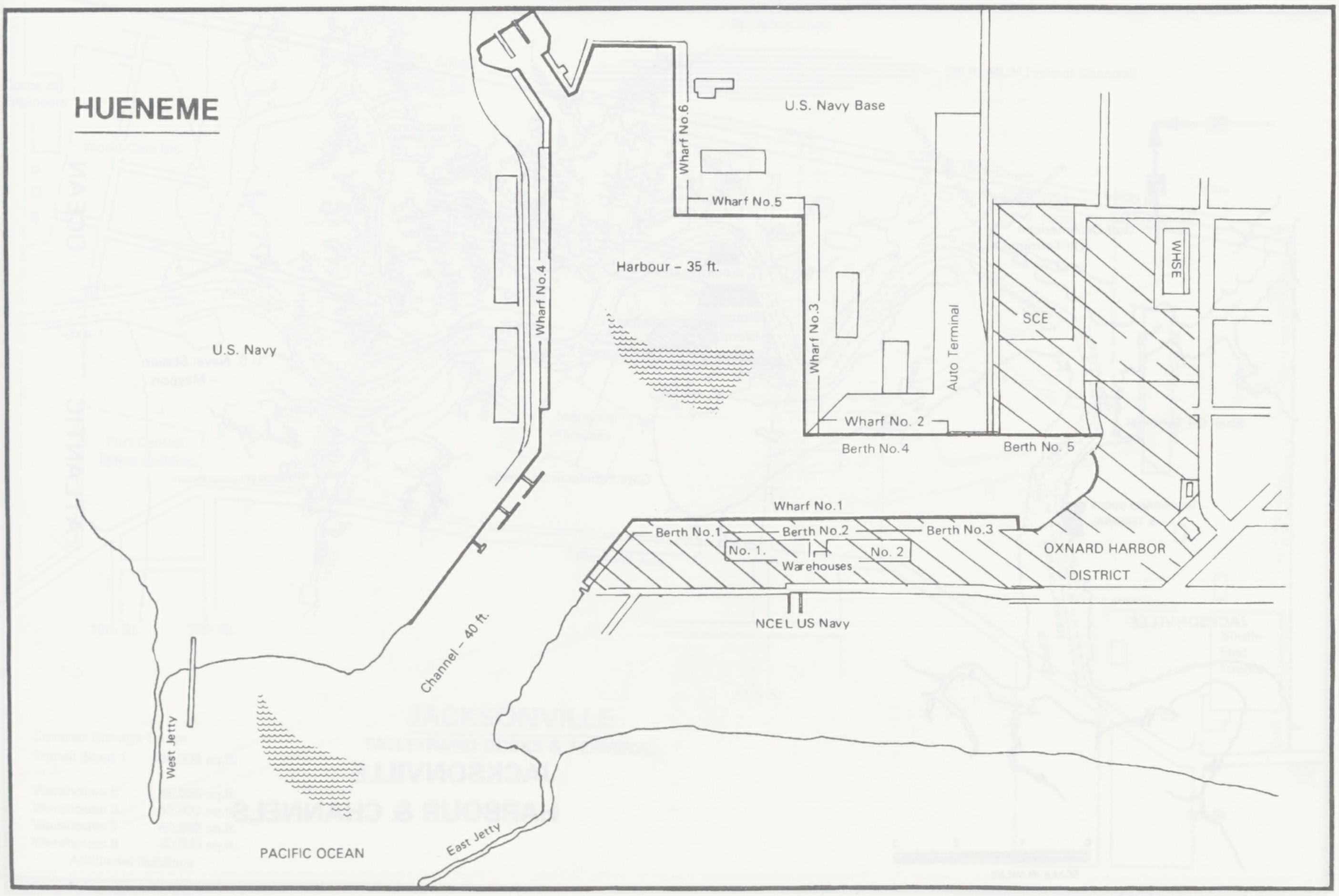

USED BY VESSELS
PROPOSED
BARGE
BARGE
INSTALLED
PIPERACK TO DOCK
EXISTING DOCK
285'

HOUSTON

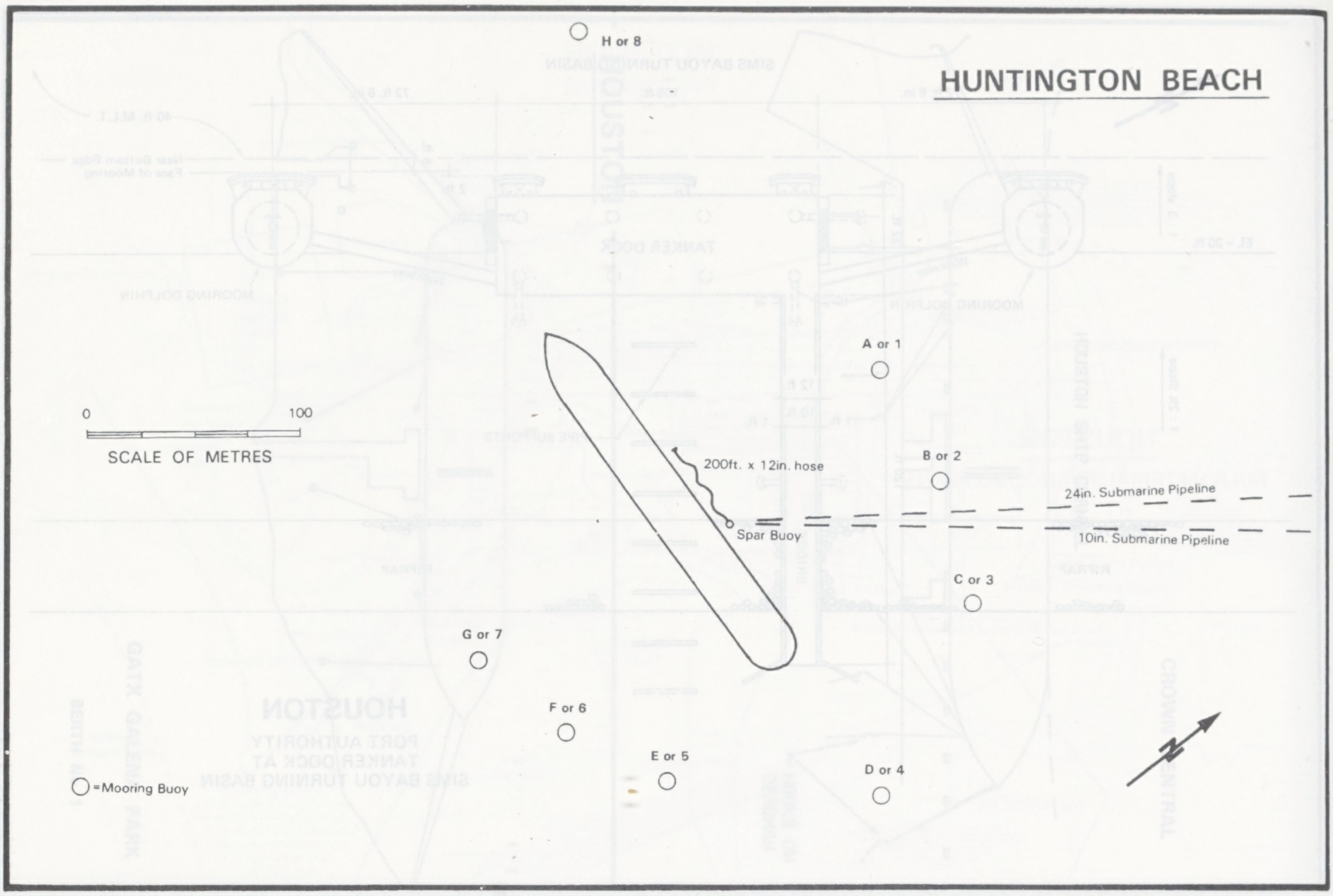

DOCK #5
100 FT.
100 FT.
DOCK #2

WARREN GAS

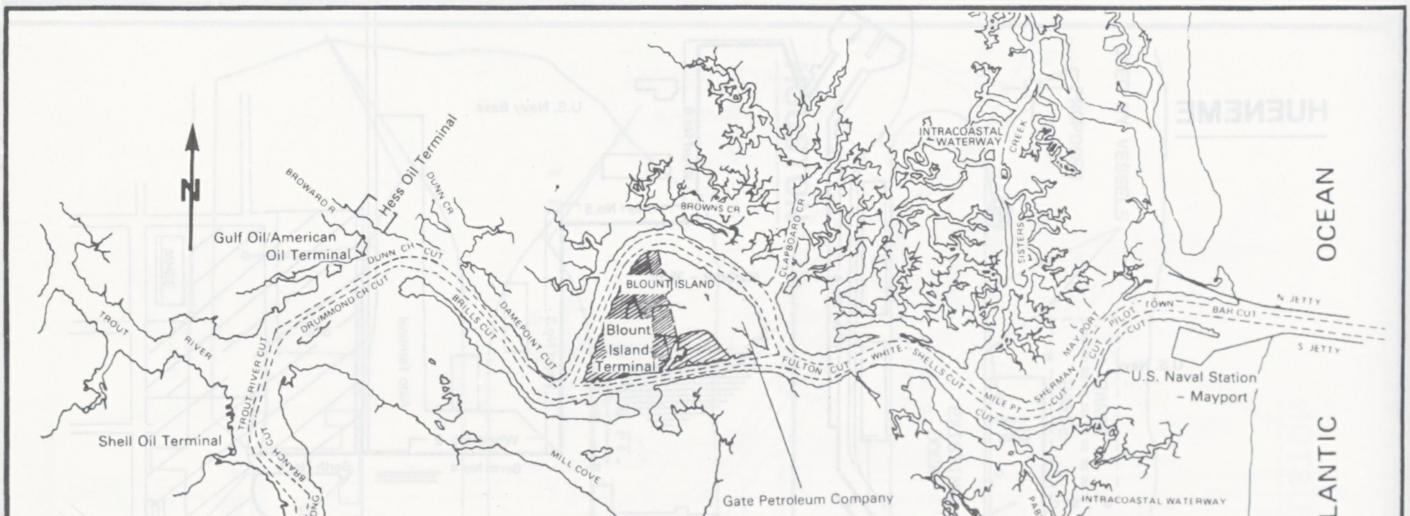

SIMS BAYOU TURNING BASIN
72 ft. 6 in.
105 ft.
72 ft. 6 in.
40 ft. M.L.T.
5 ft.
Near Bottom Edge
Face of Mooring
2 ft.
1 : 3 slope
El. – 30 ft.
32 ft.
TANKER DOCK
Walkway
Walkway
MOORING DOLPHIN
MOORING DOLPHIN
1 : 2½ Slope
12 ft.
10 ft.
1 ft.
1 ft.
PIPE SUPPORTS
120 ft.
RIPRAP
BRIDGE
RIPRAP
HOUSTON
PORT AUTHORITY
TANKER DOCK AT
SIMS BAYOU TURNING BASIN

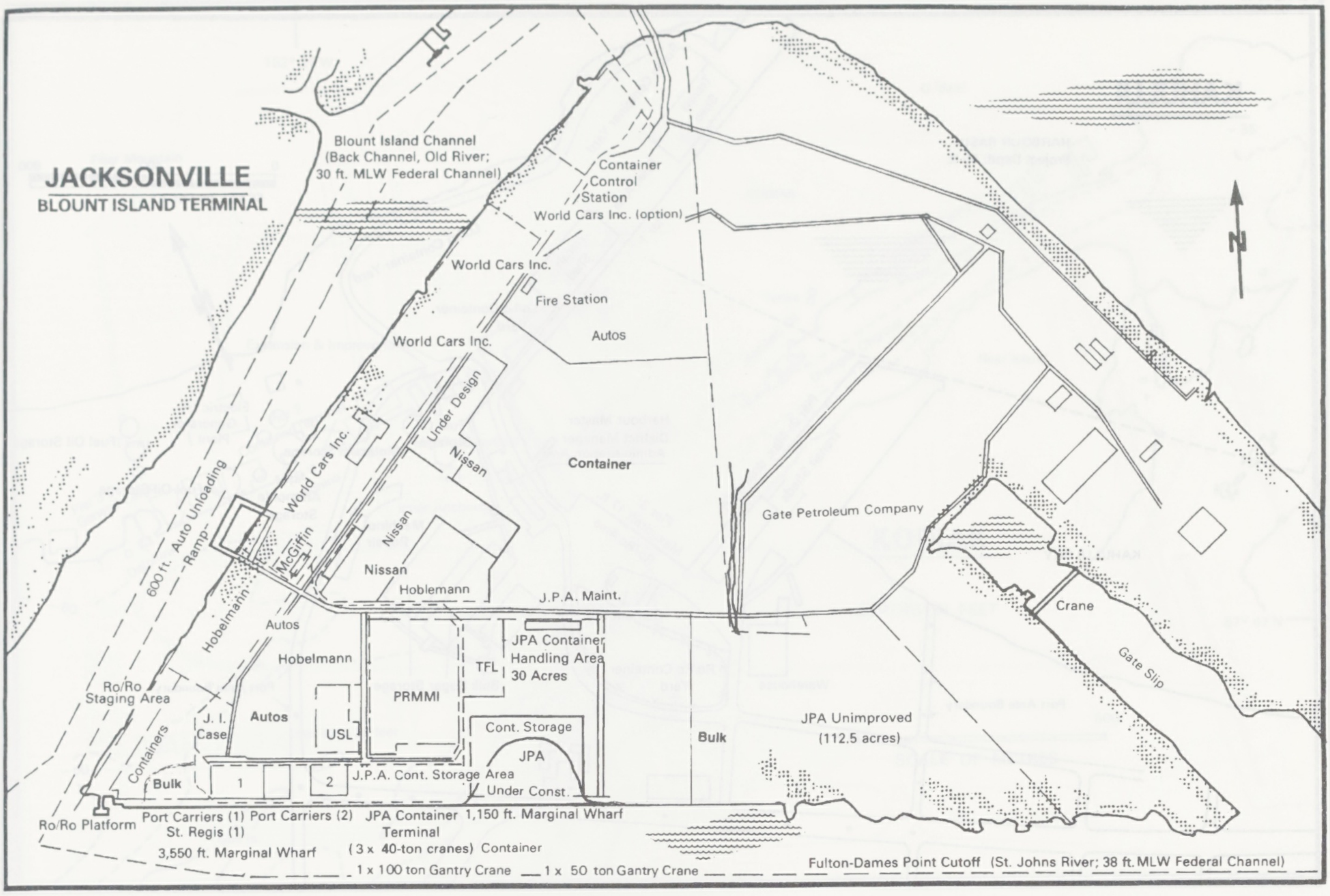

HUENEME
U.S. Navy Base
Wharf No.6
Wharf No.5
Harbour – 35 ft.
Wharf No.4
Wharf No.3
Auto Terminal
SCE
WHSE
U.S. Navy
Wharf No. 2
Berth No.4
Berth No. 5
Wharf No.1
Berth No.1
Berth No.2
Berth No.3
No. 1.
No. 2
Warehouses
OXNARD HARBOR
DISTRICT
NCEL US Navy
Channel – 40 ft.
West Jetty
East Jetty
PACIFIC OCEAN

HUNTINGTON BEACH


H or 8
A or 1
0
100
SCALE OF METRES
200ft. x 12in. hose
B or 2
24in. Submarine Pipeline
Spar Buoy
10in. Submarine Pipeline
C or 3
G or 7
F or 6
E or 5
D or 4
○=Mooring Buoy

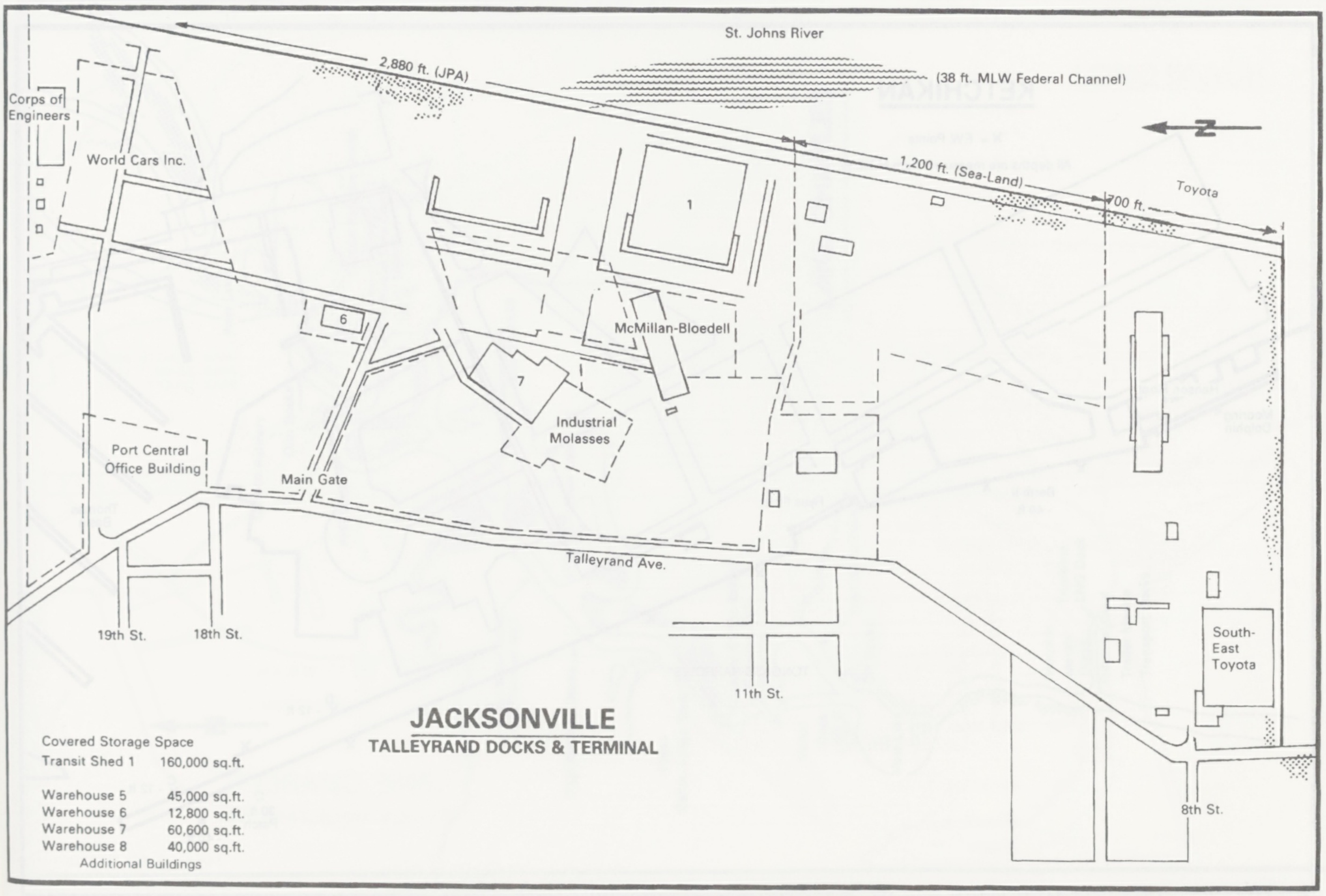
JACKSONVILLE HARBOUR & CHANNELS


N
BROWARD R
Hess Oil Terminal
DUNN CR
Gulf Oil/American Oil Terminal
DUNN CH CUT
DRUMMOND CR CUT
TROUT RIVER
TROUT RIVER CUT
BRILLS CUT
DAMEPOINT CUT
BROWNS CR
BLOUNT ISLAND
Blount Island Terminal
CLAPBOARD CR
INTRACOASTAL WATERWAY
CREEK
SISTERS
FULTON CUT
WHITE SHELLS CUT
MILE PT CUT
SHERMAN CUT
MAYPORT CUT
PILOT TOWN CUT
BAH CUT
N JETTY
S JETTY
OCEAN
U.S. Naval Station - Mayport
ATLANTIC
Shell Oil Terminal
BRANCH CUT
LONG
MILL COVE
Gate Petroleum Company
PABLO CREEK
INTRACOASTAL WATERWAY
TALLEYRAND DOCKS & TERMINAL
TERMINAL CHANNEL
JACKSONVILLE
0
1
2
3
SCALE IN MILES



JACKSONVILLE
BLOUNT ISLAND TERMINAL

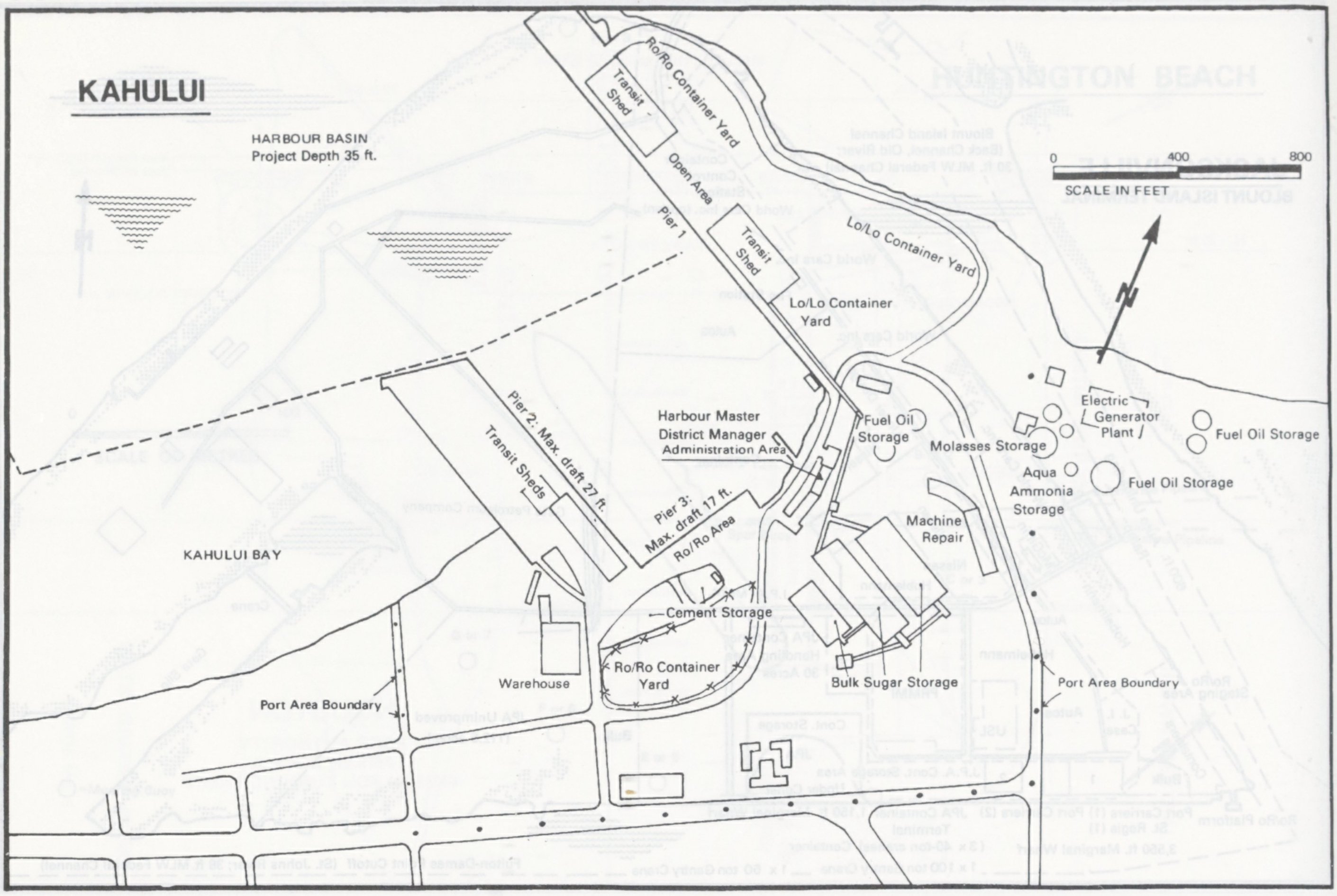
Blount Island Channel
(Back Channel, Old River;
30 ft. MLW Federal Channel)
Container
Control
Station
World Cars Inc. (option)
World Cars Inc.
Fire Station
Autos
World Cars Inc.
Under Design
Nissan
Container
World Cars Inc.
600 ft. Auto Unloading
Ramp
McGiffin
Nissan
Nissan
Hoblemann
J.P.A. Maint.
Gate Petroleum Company
Crane
Gate Slip
Hobelmann
Autos
Hobelmann
JPA Container
Handling Area
30 Acres
TFL
PRMMI
Ro/Ro
Staging Area
J. I.
Case
Autos
USL
Cont. Storage
JPA
Bulk
JPA Unimproved
(112.5 acres)
Containers
Bulk
1
2
J.P.A. Cont. Storage Area
Under Const.
Ro/Ro Platform
Port Carriers (1)
St. Regis (1)
Port Carriers (2)
JPA Container
Terminal
(3 x 40-ton cranes) Container
1,150 ft. Marginal Wharf
3,550 ft. Marginal Wharf
1 x 100 ton Gantry Crane
1 x 50 ton Gantry Crane
Fulton-Dames Point Cutoff (St. Johns River; 38 ft. MLW Federal Channel)
N

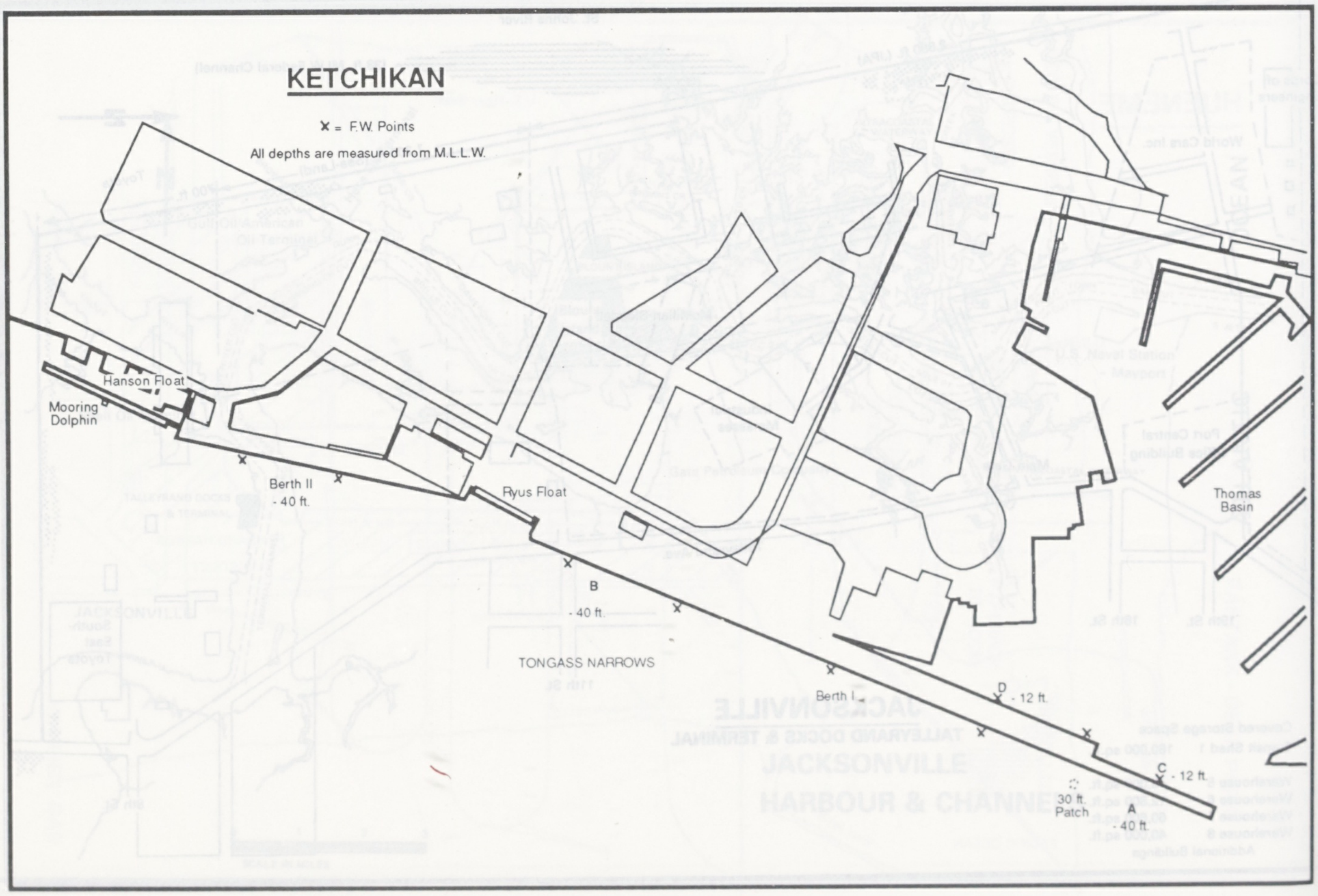


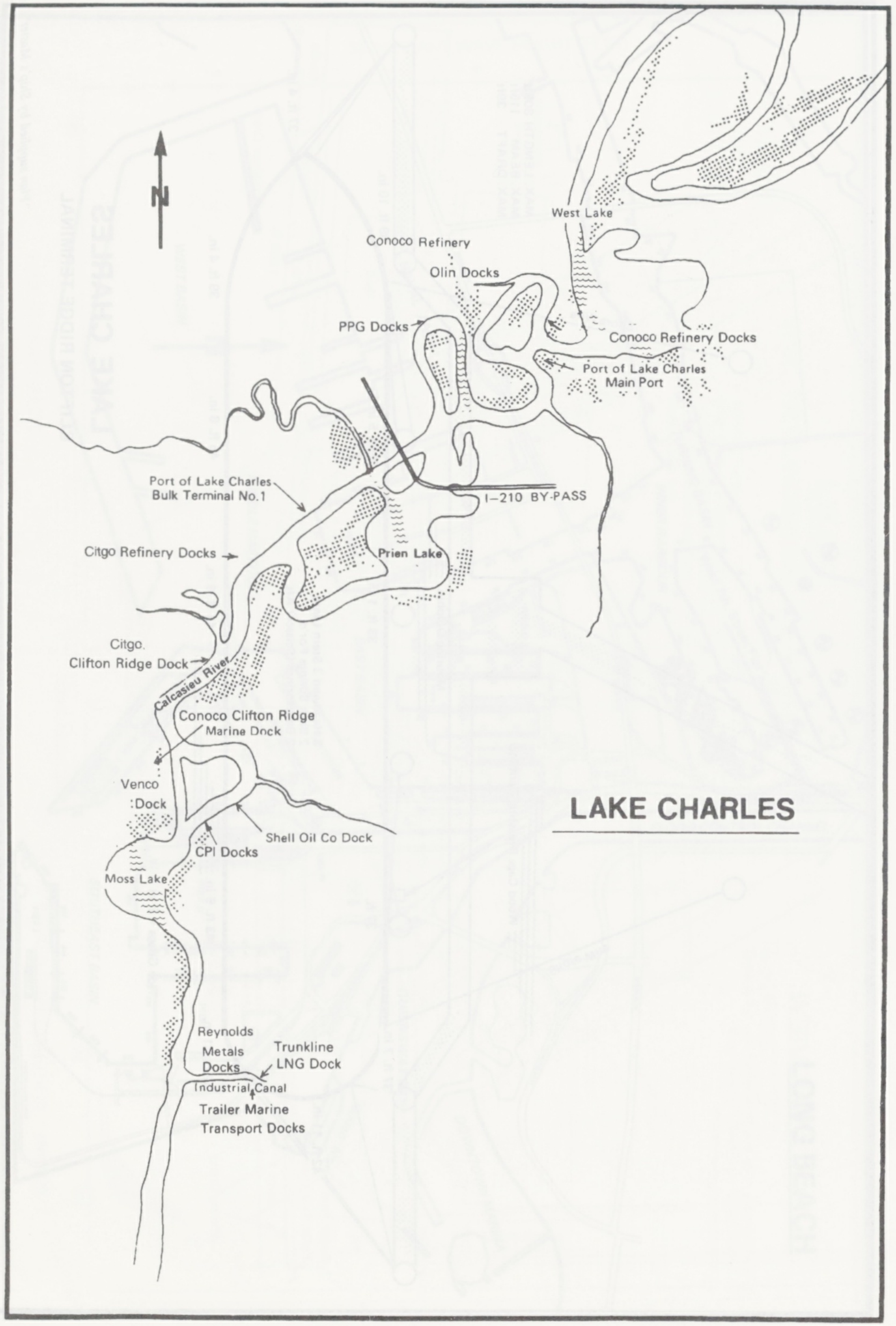
JACKSONVILLE
TALLEYRAND DOCKS & TERMINAL

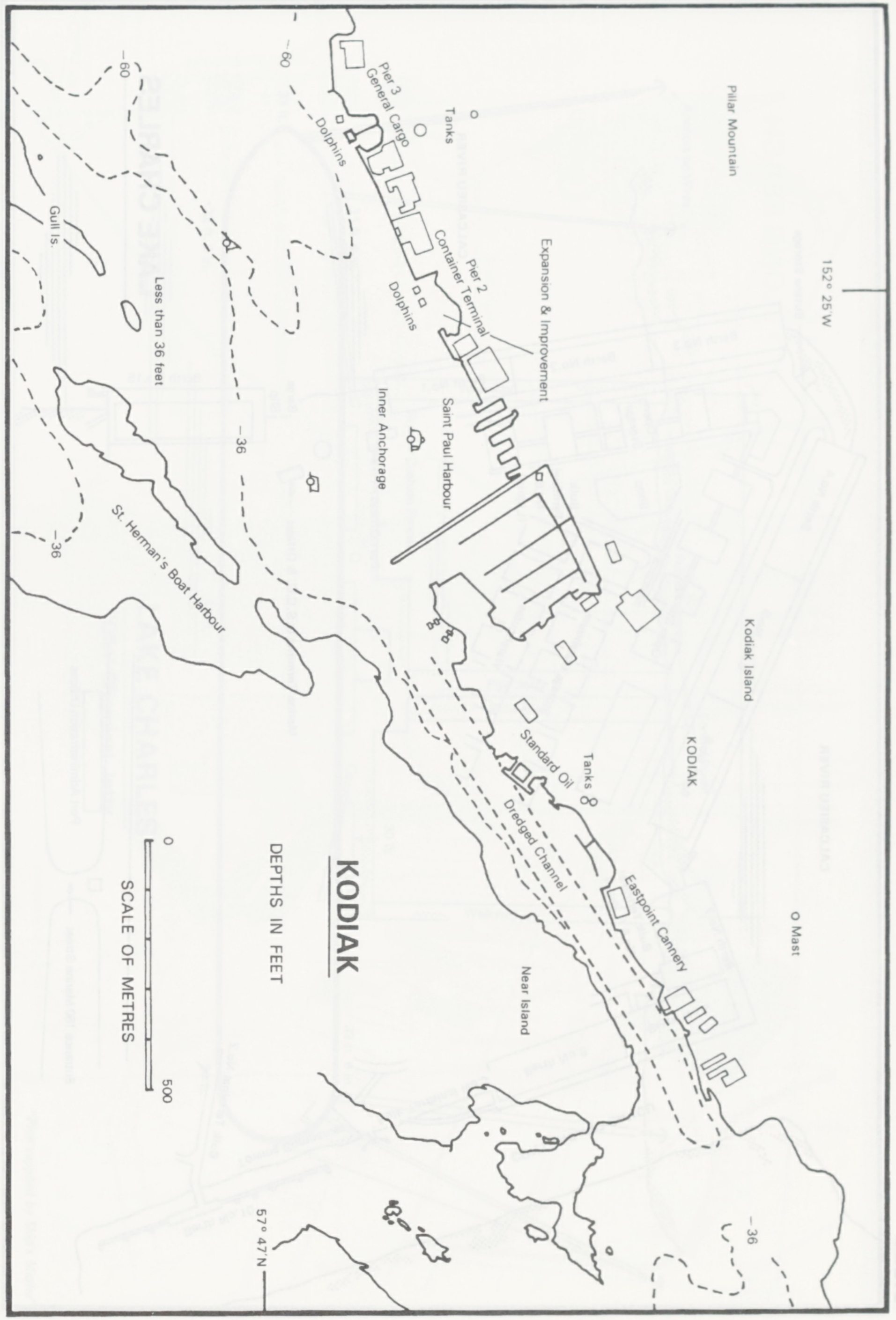
St. Johns River
2,880 ft. (JPA)
(38 ft. MLW Federal Channel)
N
Corps of
Engineers
World Cars Inc.
1,200 ft. (Sea-Land)
700 ft.
Toyota
1
6
McMillan-Bloedell
7
Industrial
Molasses
Port Central
Office Building
Main Gate
Talleyrand Ave.
19th St.
18th St.
11th St.
South-
East
Toyota
8th St.

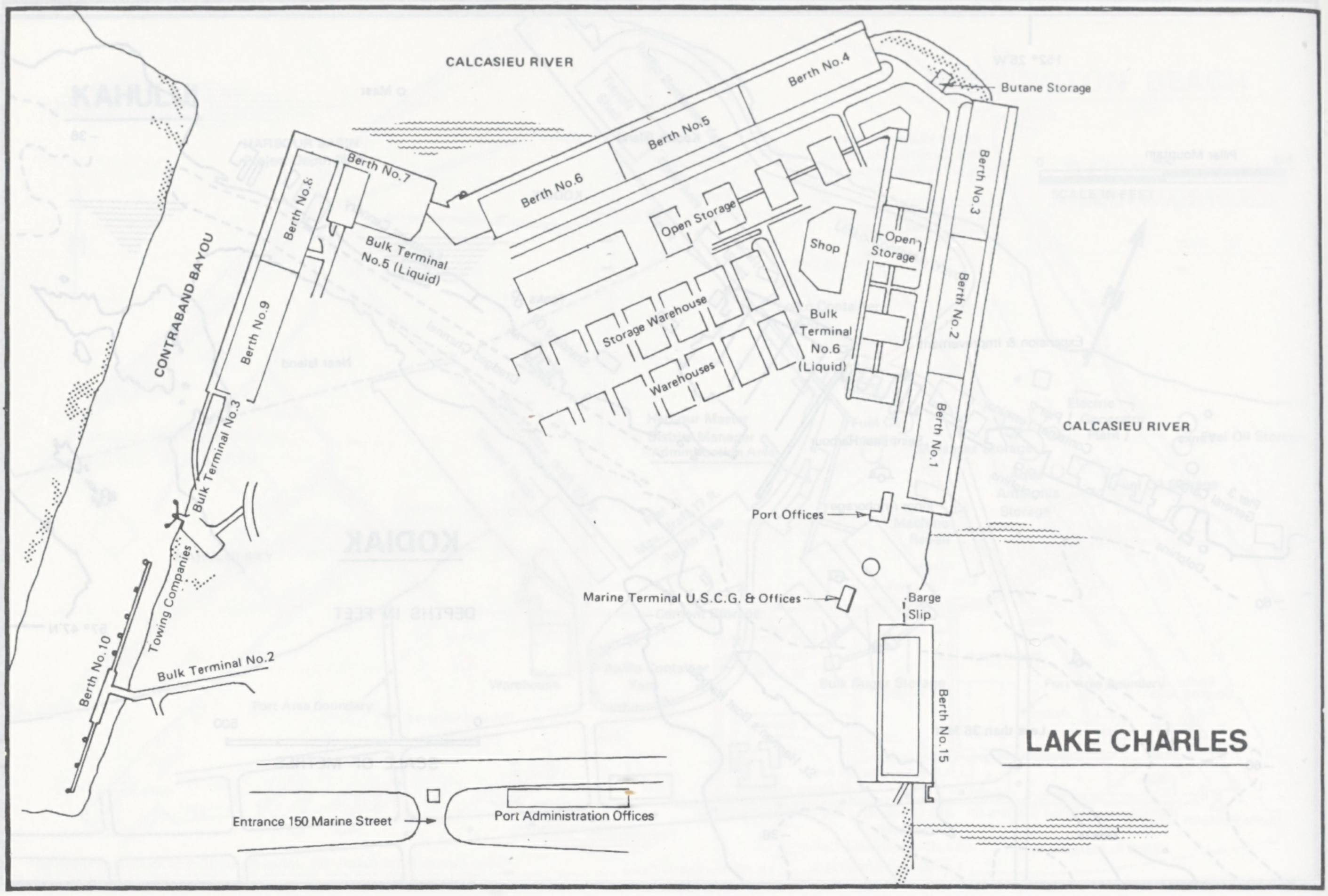
Covered Storage Space	
Transit Shed 1	160,000 sq.ft.
Warehouse 5	45,000 sq.ft.
Warehouse 6	12,800 sq.ft.
Warehouse 7	60,600 sq.ft.
Warehouse 8	40,000 sq.ft.
Additional Buildings	


KAHULUI
HARBOUR BASIN
Project Depth 35 ft.
0
400
800
SCALE IN FEET
Transit Shed
Ro/Ro Container Yard
Open Area
Pier 1
Transit Shed
Lo/Lo Container Yard
Lo/Lo Container Yard
Harbour Master
District Manager
Administration Area
Fuel Oil Storage
Molasses Storage
Electric Generator Plant
Fuel Oil Storage
Fuel Oil Storage
Aqua Ammonia Storage
Machine Repair
Pier 2: Max. draft 27 ft.
Transit Sheds
Pier 3: Max. draft 17 ft.
Ro/Ro Area
Cement Storage
Ro/Ro Container Yard
Warehouse
Bulk Sugar Storage
Port Area Boundary
Port Area Boundary
KAHULUI BAY

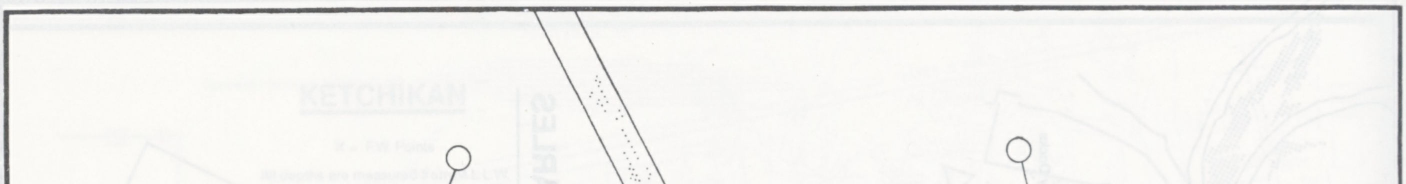

KETCHIKAN
X = F.W. Points
All depths are measured from M.L.L.W.
Hanson Float
Mooring Dolphin
Berth II
- 40 ft.
Ryus Float
B
- 40 ft.
TONGASS NARROWS
Berth I
D - 12 ft.
C - 12 ft.
30 ft. Patch
A
- 40 ft.
Thomas Basin


N
West Lake
Conoco Refinery
Olin Docks
PPG Docks
Conoco Refinery Docks
Port of Lake Charles
Main Port
Port of Lake Charles
Bulk Terminal No. 1
I-210 BY-PASS
Citgo Refinery Docks
Prien Lake
Citgo.
Clifton Ridge Dock
Calcasieu River
Conoco Clifton Ridge
Marine Dock
Venco
Dock
Shell Oil Co Dock
CPI Docks
Moss Lake
Reynolds
Metals
Docks
Trunkline
LNG Dock
Industrial Canal
Trailer Marine
Transport Docks
LAKE CHARLES


Pillar Mountain
152° 25' W
Tanks
Pier 3
General Cargo
Dolphins
Expansion & Improvement
Pier 2
Container Terminal
Dolphins
Saint Paul Harbour
Inner Anchorage
-60
-60
Gull Is.
Less than 36 feet
-36
-36
St. Herman's Boat Harbour
Kodiak Island
KODIAK
Tanks
Standard Oil
Dredged Channel
Eastpoint Cannery
o Mast
Near Island
KODIAK
DEPTHS IN FEET
SCALE OF METRES
0
500
57° 47' N
-36


CALCASIEU RIVER
Berth No.4
Butane Storage
Berth No.5
Berth No.6
Berth No.7
Berth No.8
Berth No.3
Bulk Terminal No.5 (Liquid)
Open Storage
Shop
Open Storage
CONTRABAND BAYOU
Berth No.9
Storage Warehouse
Bulk Terminal No.6 (Liquid)
Berth No.2
Warehouses
CALCASIEU RIVER
Bulk Terminal No.3
Berth No.1
Port Offices
Towing Companies
Marine Terminal U.S.C.G. & Offices
Barge Slip
Berth No.10
Bulk Terminal No.2
Berth No.15
Entrance 150 Marine Street
Port Administration Offices

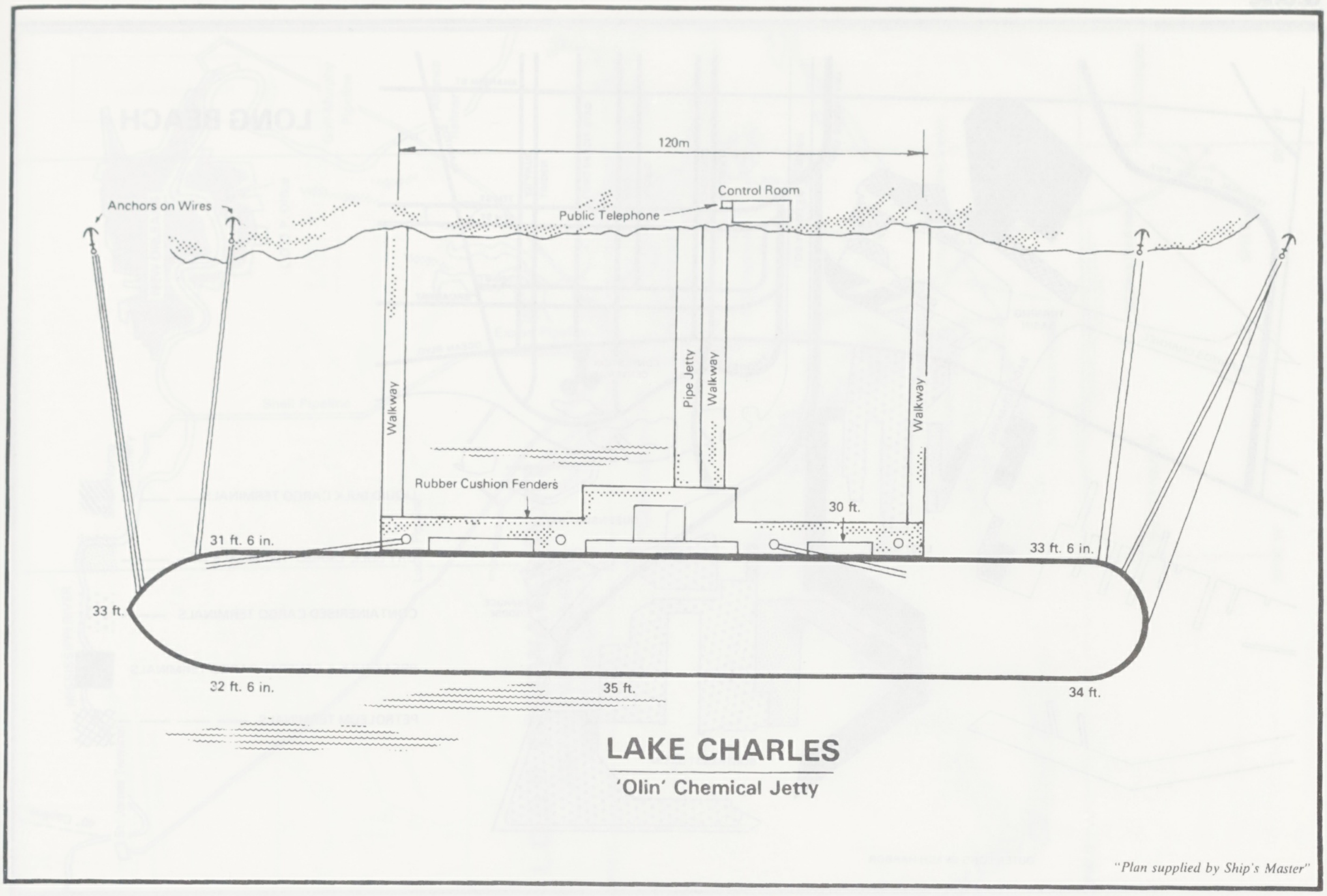
LAKE CHARLES


Shore Wire
Shore Wire
MAX. LENGTH 805ft
MAX. BEAM 115ft
MAX. DRAFT 39ft
Wood Cage Breasting Terminal
Mooring Dolphin
37 ft. 7 in.
37 ft.
33 ft. 1 in.
36 ft. 5 in.
39 ft. 10 in.
42 ft. 11 in.
3 Head and 3 Stern Lines
2 Back Springs For'd.
2 Backsprings (Scissor) Aft
37 ft. 4 in.
42 ft. 11 in.
43 ft. 5 in.
41 ft. 8 in.
45 ft. 6 in.
39 ft. 4 in.
Tide Guage + 2' at H.W.

LAKE CHARLES

CLIFTON RIDGE TERMINAL

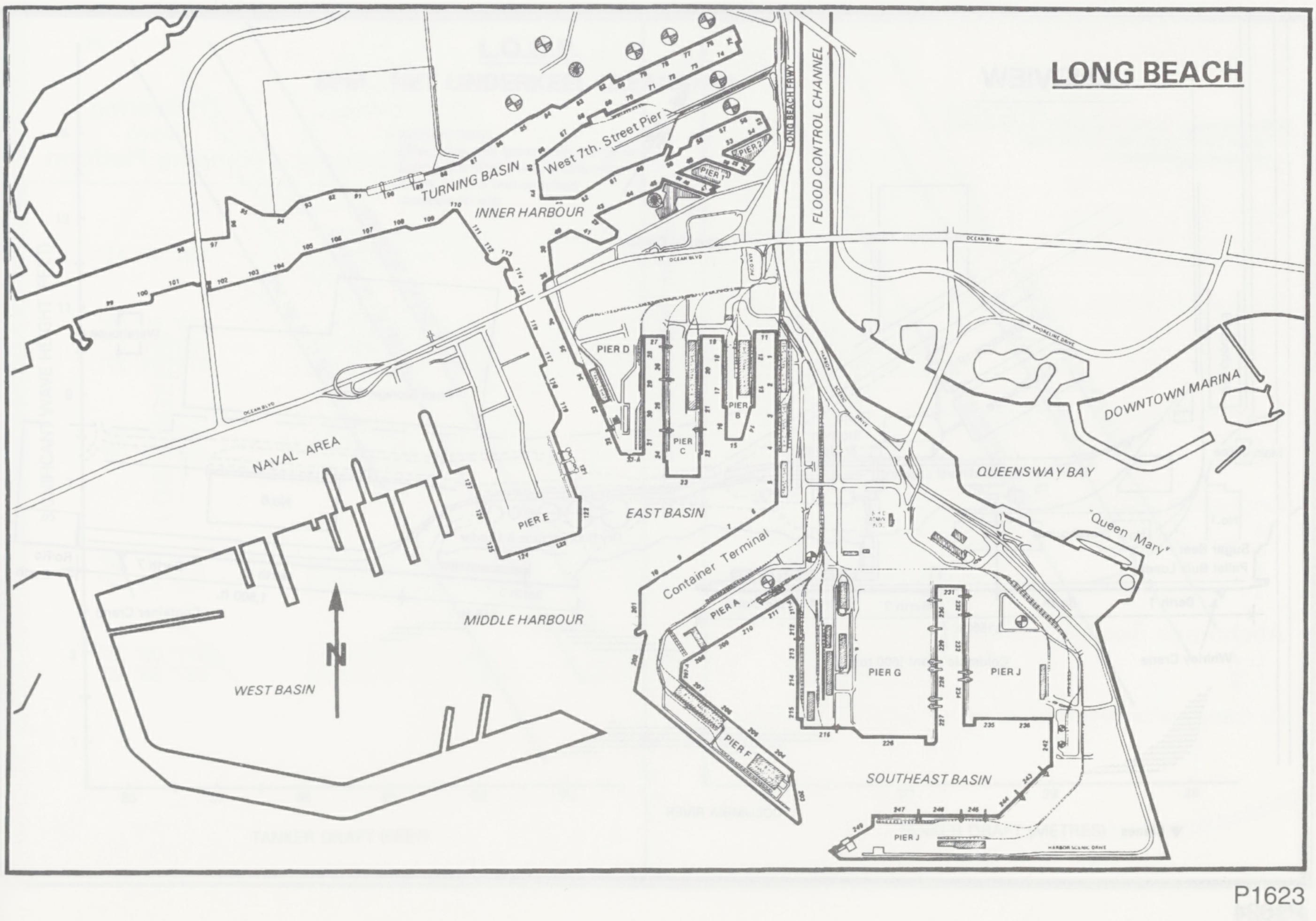
"Plan supplied by Ship's Master"

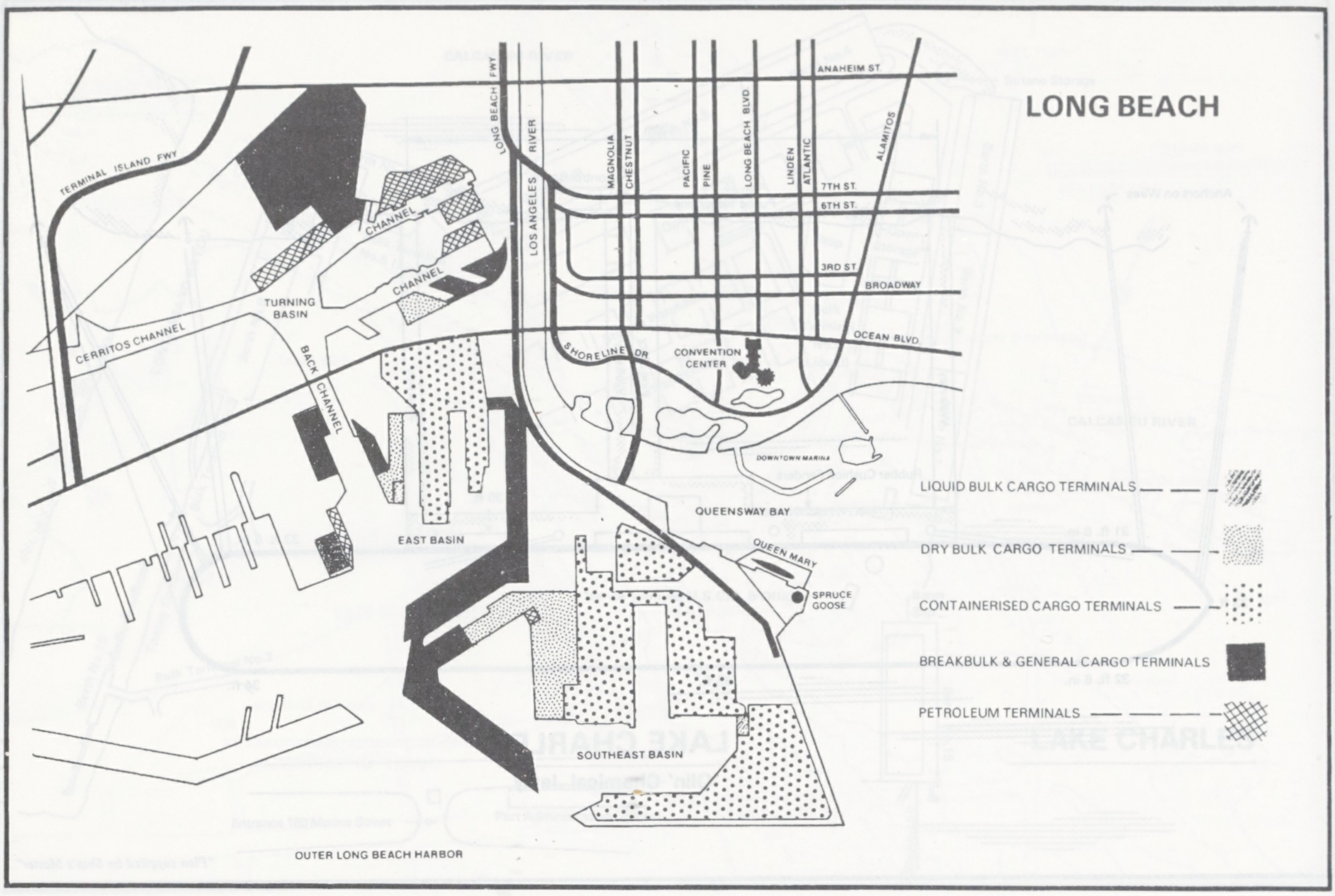

120m
Control Room
Anchors on Wires
Public Telephone
Walkway
Pipe Jetty
Walkway
Walkway
Rubber Cushion Fenders
30 ft.
31 ft. 6 in.
33 ft. 6 in.
33 ft.
32 ft. 6 in.
35 ft.
34 ft.

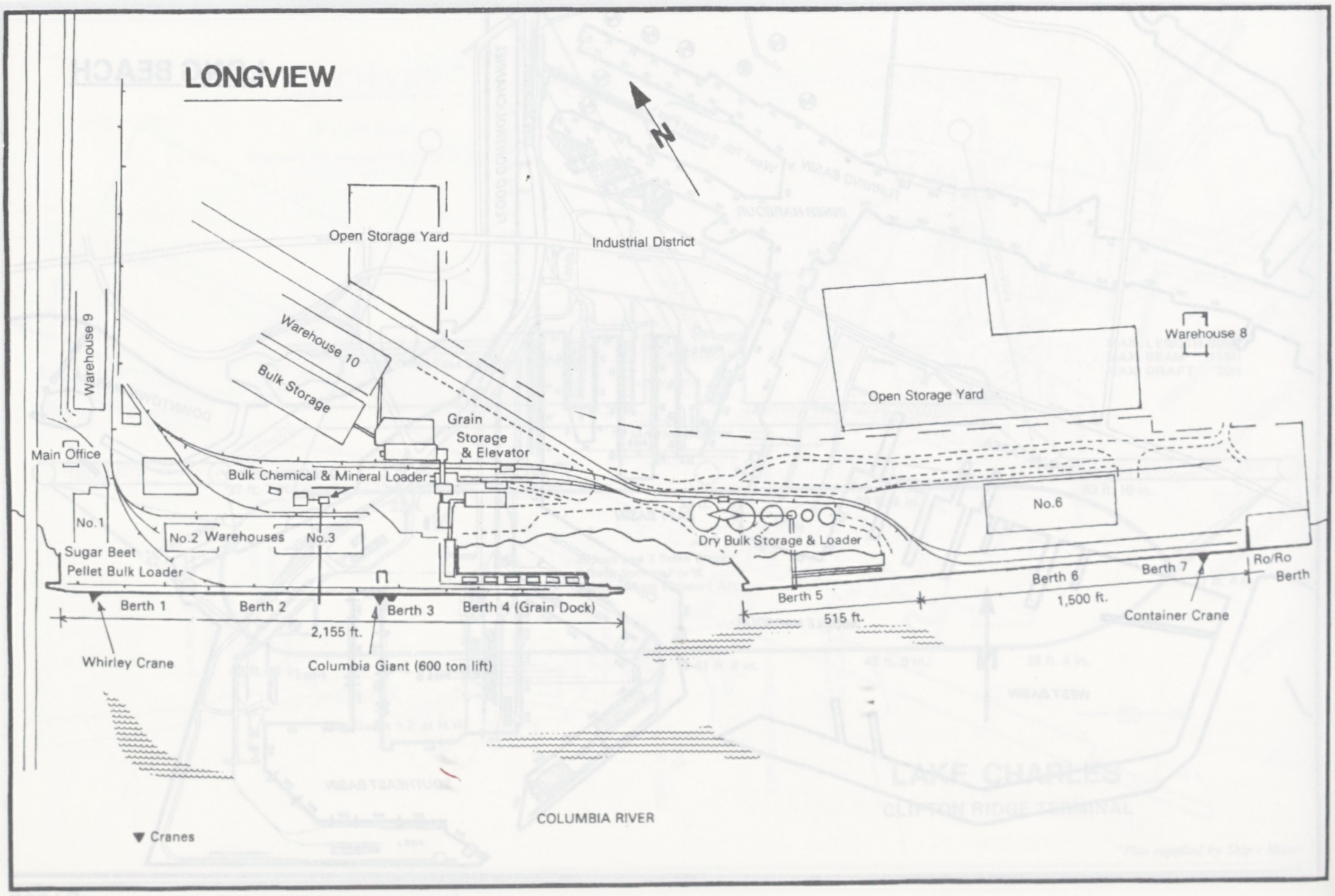
LAKE CHARLES

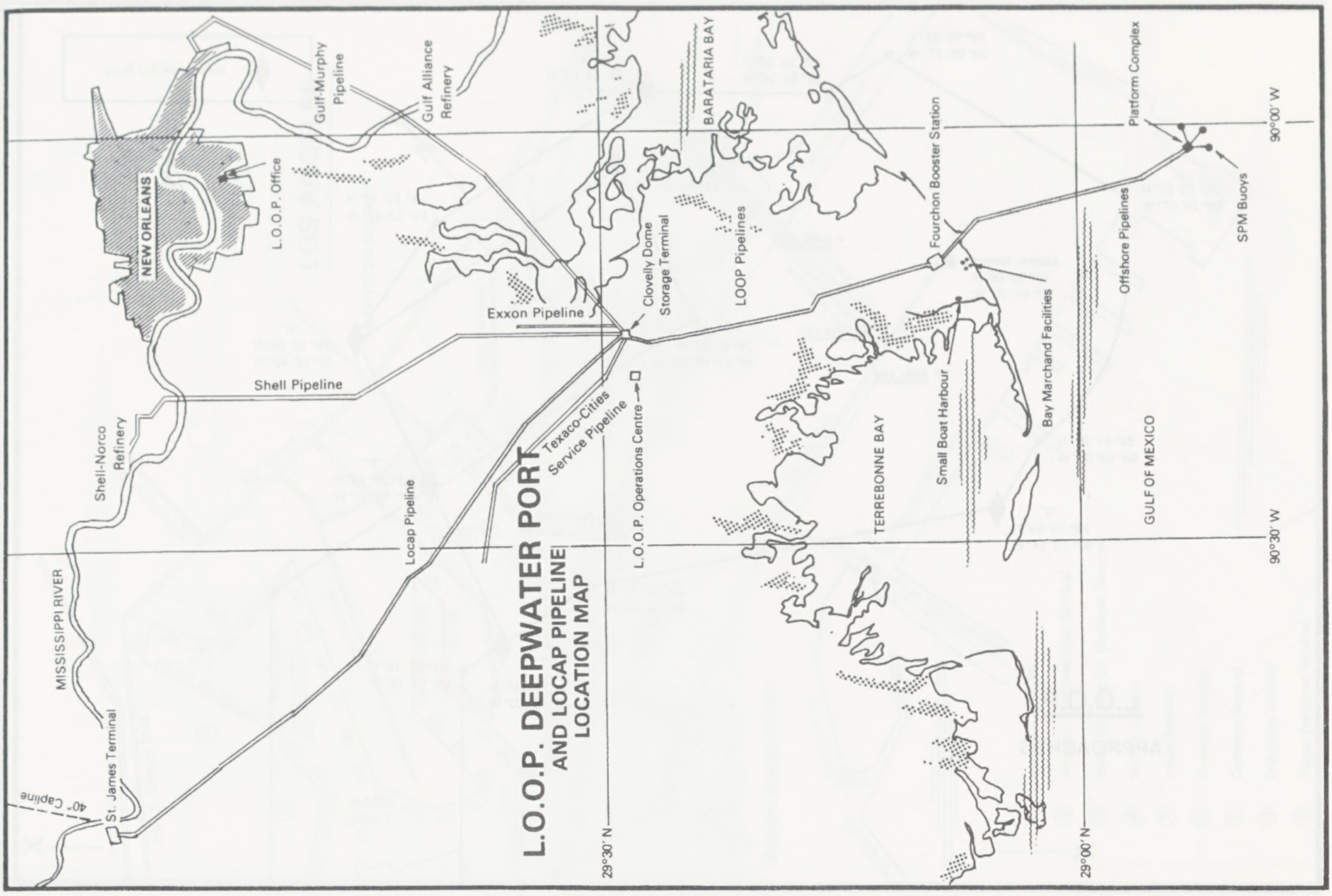
'Olin' Chemical Jetty

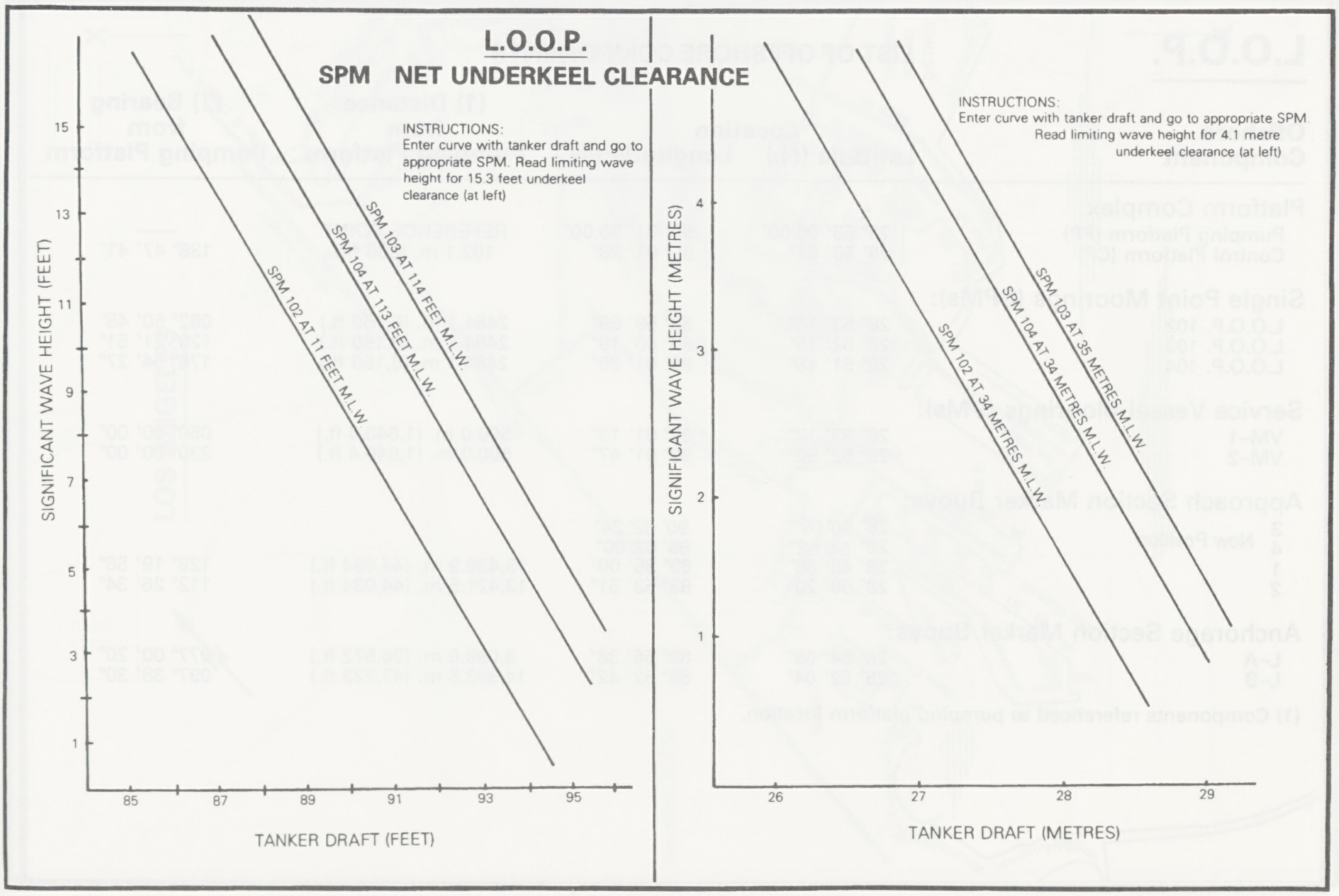
"Plan supplied by Ship's Master"


LONG BEACH
LONG BEACH FRWY
FLOOD CONTROL CHANNEL
West 7th. Street Pier
PIER 1
PIER 2
TURNING BASIN
INNER HARBOUR
OCEAN BLVD
PIER D
PIER C
PIER B
PIER E
NAVAL AREA
EAST BASIN
Container Terminal
PIER A
MIDDLE HARBOUR
WEST BASIN
N
PIER F
PIER G
PIER J
SOUTHEAST BASIN
PIER J
DOWNTOWN MARINA
QUEENSWAY BAY
"Queen Mary"
SHORELINE DRIVE
HARBOR SCENIC DRIVE


LONG BEACH
ANAHEIM ST.
TERMINAL ISLAND FWY
LONG BEACH FWY
RIVER
LOS ANGELES
MAGNOLIA
CHESTNUT
PACIFIC
PINE
LONG BEACH BLVD
LINDEN
ATLANTIC
ALAMITOS
7TH ST.
6TH ST.
3RD ST.
BROADWAY
OCEAN BLVD.
SHORELINE DR
CONVENTION CENTER
CHANNEL
CHANNEL
TURNING BASIN
CERRITOS CHANNEL
BACK CHANNEL
DOWNTOWN MARINA
QUEENSWAY BAY
QUEEN MARY
SPRUCE GOOSE
EAST BASIN
SOUTHEAST BASIN
OUTER LONG BEACH HARBOR
LIQUID BULK CARGO TERMINALS
DRY BULK CARGO TERMINALS
CONTAINERISED CARGO TERMINALS
BREAKBULK & GENERAL CARGO TERMINALS
PETROLEUM TERMINALS

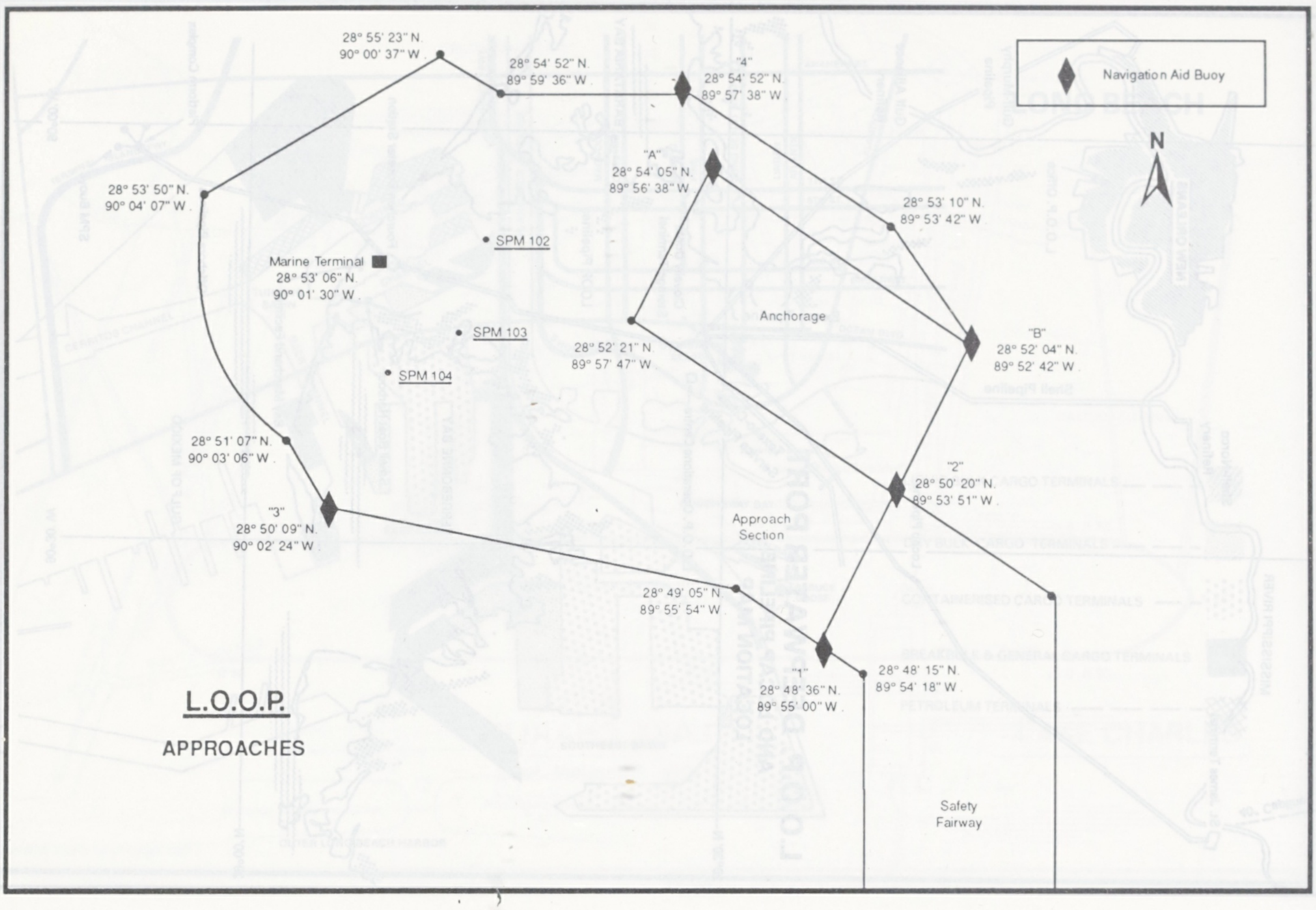

LONGVIEW
N
Open Storage Yard
Industrial District
Warehouse 9
Warehouse 10
Bulk Storage
Grain Storage & Elevator
Main Office
Bulk Chemical & Mineral Loader
No.1
No.2 Warehouses No.3
Sugar Beet Pellet Bulk Loader
Dry Bulk Storage & Loader
Open Storage Yard
Warehouse 8
No.6
Berth 1
Berth 2
Berth 3
Berth 4 (Grain Dock)
Berth 5
Berth 6
Berth 7
Ro/Ro Berth
2,155 ft.
515 ft.
1,500 ft.
Whirley Crane
Columbia Giant (600 ton lift)
Container Crane
COLUMBIA RIVER
▼ Cranes


L.O.O.P. DEEPWATER PORT
AND LOCAP PIPELINE
LOCATION MAP
NEW ORLEANS
L.O.O.P. Office
Gulf-Murphy Pipeline
Gulf Alliance Refinery
BARATARIA BAY
Platform Complex
90°00' W
SPM Buoys
Offshore Pipelines
Fourchon Booster Station
LOOP Pipelines
Clovelly Dome Storage Terminal
Exxon Pipeline
Shell Pipeline
Shell-Norco Refinery
Texaco-Cities Service Pipeline
L.O.O.P. Operations Centre
Locap Pipeline
MISSISSIPPI RIVER
St. James Terminal
40" Capline
29°30' N
TERREBONNE BAY
Small Boat Harbour
Bay Marchand Facilities
GULF OF MEXICO
90°30' W
29°00' N


L.O.O.P.
SPM NET UNDERKEEL CLEARANCE

INSTRUCTIONS:
Enter curve with tanker draft and go to appropriate SPM. Read limiting wave height for 15.3 feet underkeel clearance (at left)

INSTRUCTIONS:
Enter curve with tanker draft and go to appropriate SPM. Read limiting wave height for 4.1 metre underkeel clearance (at left)

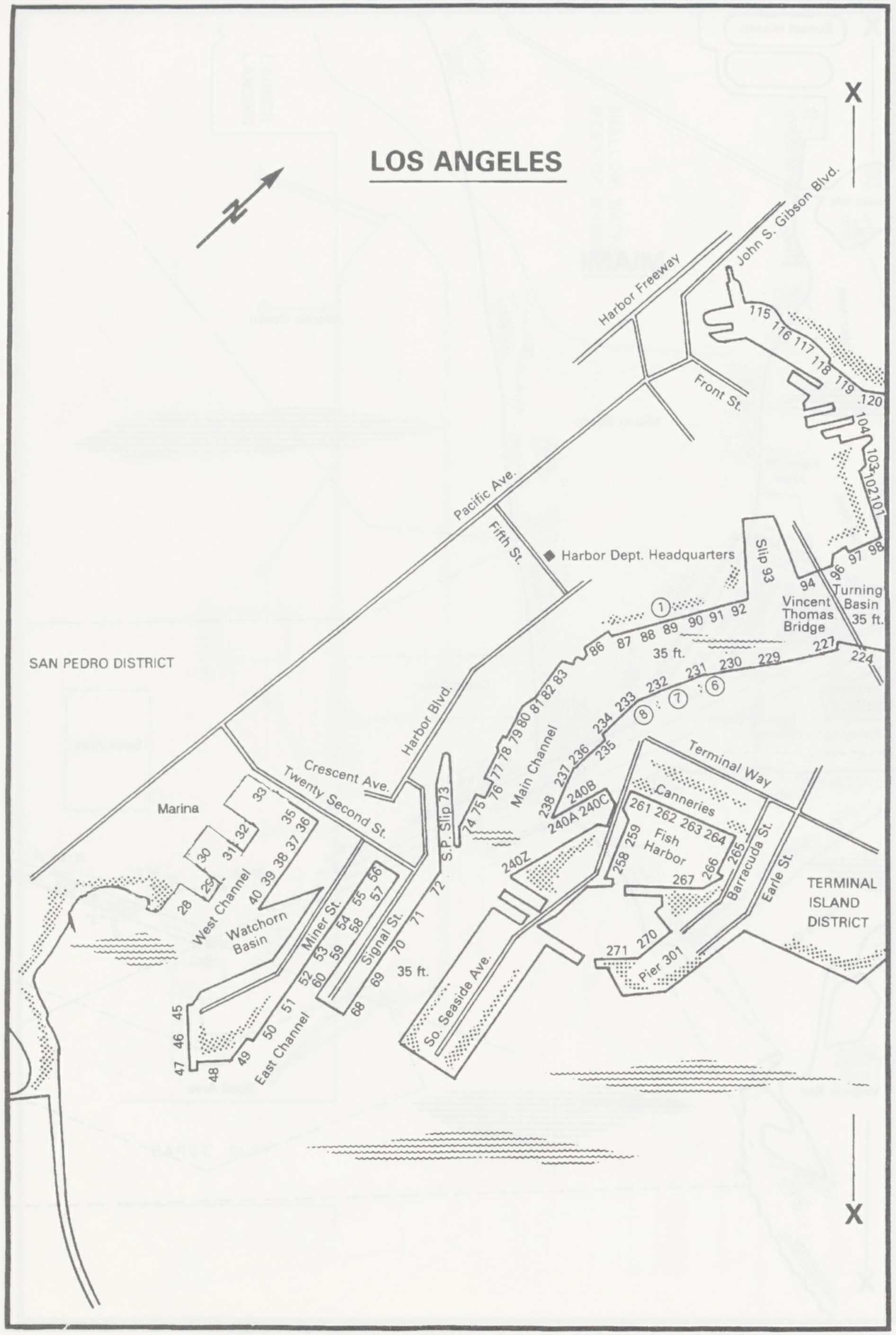

28° 55' 23" N.
90° 00' 37" W.
28° 54' 52" N.
89° 59' 36" W.
"4"
28° 54' 52" N.
89° 57' 38" W.
Navigation Aid Buoy
N
"A"
28° 54' 05" N.
89° 56' 38" W.
28° 53' 50" N.
90° 04' 07" W.
28° 53' 10" N.
89° 53' 42" W.
SPM 102
Marine Terminal
28° 53' 06" N.
90° 01' 30" W.
Anchorage
SPM 103
"B"
28° 52' 04" N.
89° 52' 42" W.
28° 52' 21" N.
89° 57' 47" W.
SPM 104
28° 51' 07" N.
90° 03' 06" W.
"2"
28° 50' 20" N.
89° 53' 51" W.
"3"
28° 50' 09" N.
90° 02' 24" W.
Approach
Section
28° 49' 05" N.
89° 55' 54" W.
28° 48' 15" N.
89° 54' 18" W.
"1"
28° 48' 36" N.
89° 55' 00" W.
L.O.O.P.
APPROACHES
Safety
Fairway

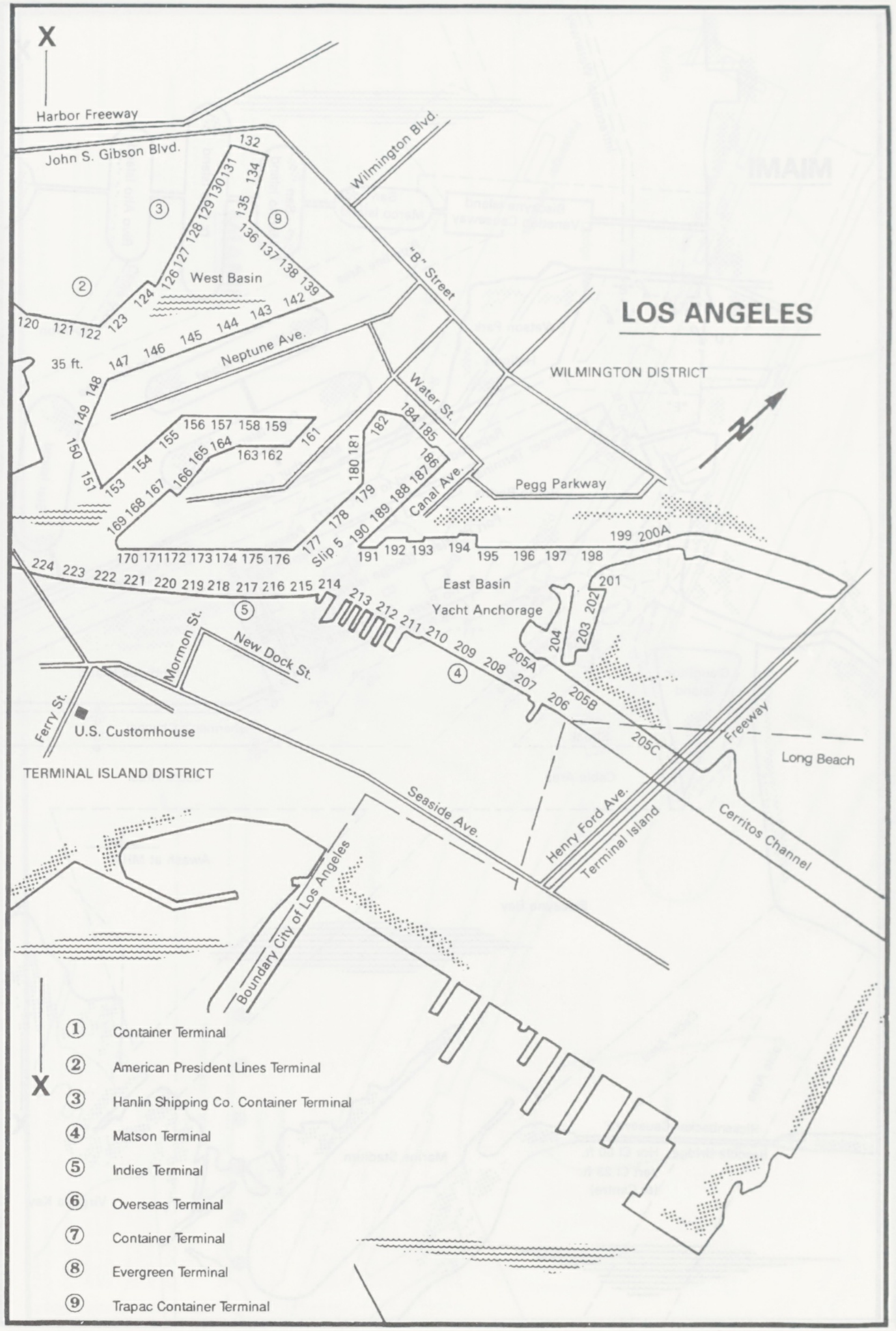
L.O.O.P.

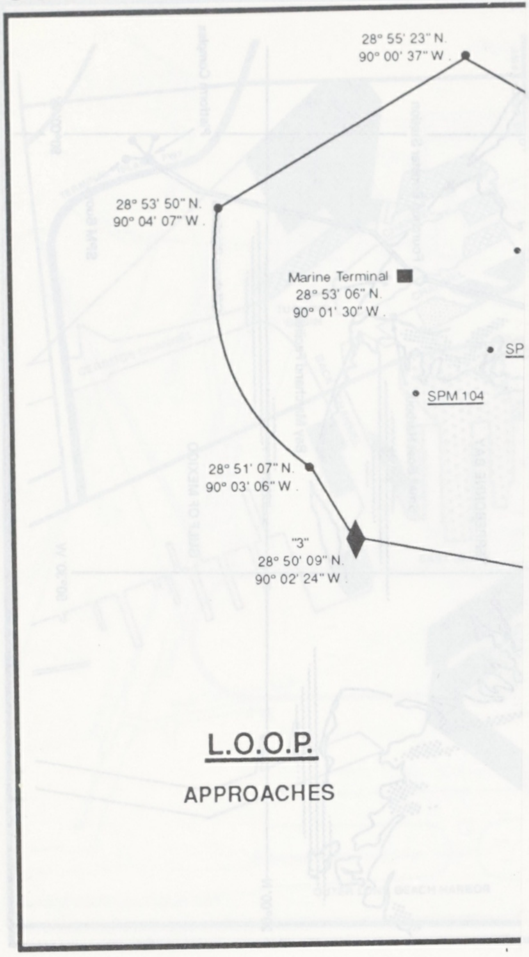
LIST OF OFFSHORE COMPONENTS

Offshore Component	Location Latitude (N.)	Longitude (W.)	(1) Distance from Pumping Platform	(1) Bearing from Pumping Platform
Platform Complex:				
Pumping Platform (PP)	28° 53′ 06.00″	90° 01′ 30.00″	REFERENCE POINT	——
Control Platform (CP)	28° 53′ 04″	90° 01′ 28″	102.1 m. (335 ft.)	138° 47′ 41″
Single Point Moorings (SPMs):				
L.O.O.P. 102	28° 53′ 16″	89° 59′ 59″	2484.1 m. (8,150 ft.)	082° 50′ 48″
L.O.O.P. 103	28° 52′ 15″	90° 00′ 19″	2484.1 m. (8,150 ft.)	129° 21′ 51″
L.O.O.P. 104	28° 51′ 45″	90° 01′ 25″	2484.1 m. (8,150 ft.)	176° 54′ 27″
Service Vessel Moorings (VMs):				
VM–1	28° 53′ 17″	90° 01′ 13″	500.0 m. (1,640.4 ft.)	050° 00′ 00″
VM–2	28° 52′ 52″	90° 01′ 47″	500.0 m. (1,640.4 ft.)	230° 00′ 00″
Approach Section Marker Buoys:				
3	28° 50' 09"	90' 02' 24"		
4 New Position	28° 54' 52"	89' 02' 00"		
1	28° 48′ 36″	89° 55′ 00″	13,436.9 m. (44,084 ft.)	128° 19′ 56″
2	28° 50′ 20″	89° 53′ 51″	13,421.5 m. (44,034 ft.)	112° 26′ 34″
Anchorage Section Marker Buoys:				
L–A	28° 54′ 05″	89° 56′ 38″	8,099.0 m. (26,572 ft.)	077° 00′ 20″
L–B	28° 52′ 04″	89° 52′ 42″	14,393.5 m. (47,223 ft.)	097° 38′ 30″

(1) Components referenced to pumping platform location.

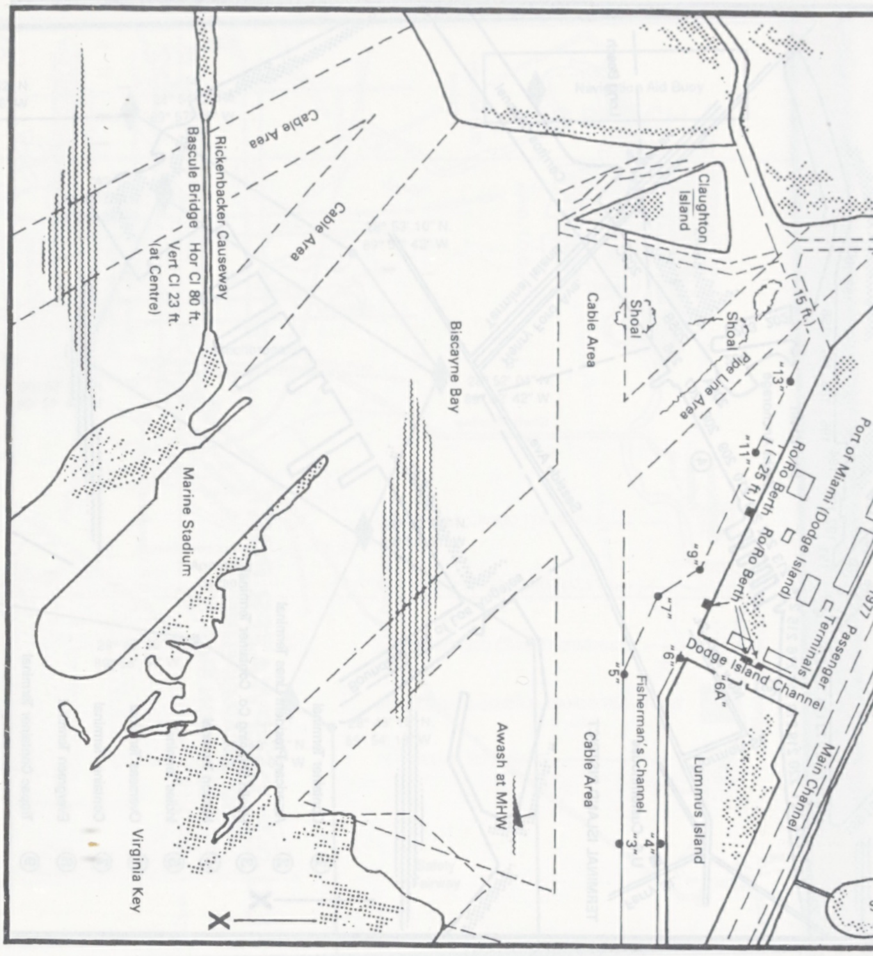

LOS ANGELES
N
X
X
SAN PEDRO DISTRICT
Harbor Freeway
John S. Gibson Blvd.
Front St.
Pacific Ave.
Fifth St.
Harbor Dept. Headquarters
Harbor Blvd.
Crescent Ave.
Twenty Second St.
Marina
West Channel
Watchorn Basin
Miner St.
Signal St.
East Channel
S.P. Slip 73
Main Channel
So. Seaside Ave.
Slip 93
Vincent Thomas Bridge
Turning Basin 35 ft.
35 ft.
35 ft.
Terminal Way
Canneries
Fish Harbor
Barracuda St.
Earle St.
Pier 301
TERMINAL ISLAND DISTRICT
115 116 117 118 119 120 104 103 102 101
94 96 97 98
86 87 88 89 90 91 92
227 224 229 230 231 232 233 234 235
236 237 238 240A 240B 240C 240Z
74 75 76 77 78 79 80 81 82 83
261 262 263 264 265 266 267 258 259
270 271
28 29 30 31 32 33 35 36 37 38 39 40
45 46 47 48 49 50 51 52
53 54 55 56 57 58 59 60
68 69 70 71 72
①
⑥
⑦
⑧


X
X
LOS ANGELES
N
Harbor Freeway
John S. Gibson Blvd.
Wilmington Blvd.
"B" Street
Neptune Ave.
Water St.
Canal Ave.
Pegg Parkway
WILMINGTON DISTRICT
West Basin
35 ft.
East Basin
Yacht Anchorage
Slip 5
Mormon St.
New Dock St.
Ferry St.
U.S. Customhouse
TERMINAL ISLAND DISTRICT
Seaside Ave.
Henry Ford Ave.
Terminal Island
Freeway
Cerritos Channel
Long Beach
Boundary City of Los Angeles
120 121 122 123 124 126 127 128 129 130 131 132 134 135 136 137 138 139 142
143 144 145 146 147 148 149 150 151
153 154 155 156 157 158 159 161 162 163 164 165 166 167 168 169
170 171 172 173 174 175 176 177 178 179 180 181 182 184 185 186 187 188 189 190
191 192 193 194 195 196 197 198 199 200A 201 202 203 204
205A 205B 205C 206 207 208 209 210 211 212 213 214
215 216 217 218 219 220 221 222 223 224
②
③
④
⑤
⑨
① Container Terminal
② American President Lines Terminal
③ Hanlin Shipping Co. Container Terminal
④ Matson Terminal
⑤ Indies Terminal
⑥ Overseas Terminal
⑦ Container Terminal
⑧ Evergreen Terminal
⑨ Trapac Container Terminal


28° 55' 23" N.
90° 00' 37" W.
28° 53' 50" N.
90° 04' 07" W.
Marine Terminal
28° 53' 06" N.
90° 01' 30" W.
SP
SPM 104
28° 51' 07" N.
90° 03' 06" W.
"3"
28° 50' 09" N.
90° 02' 24" W.

L.O.O.P.

APPROACHES

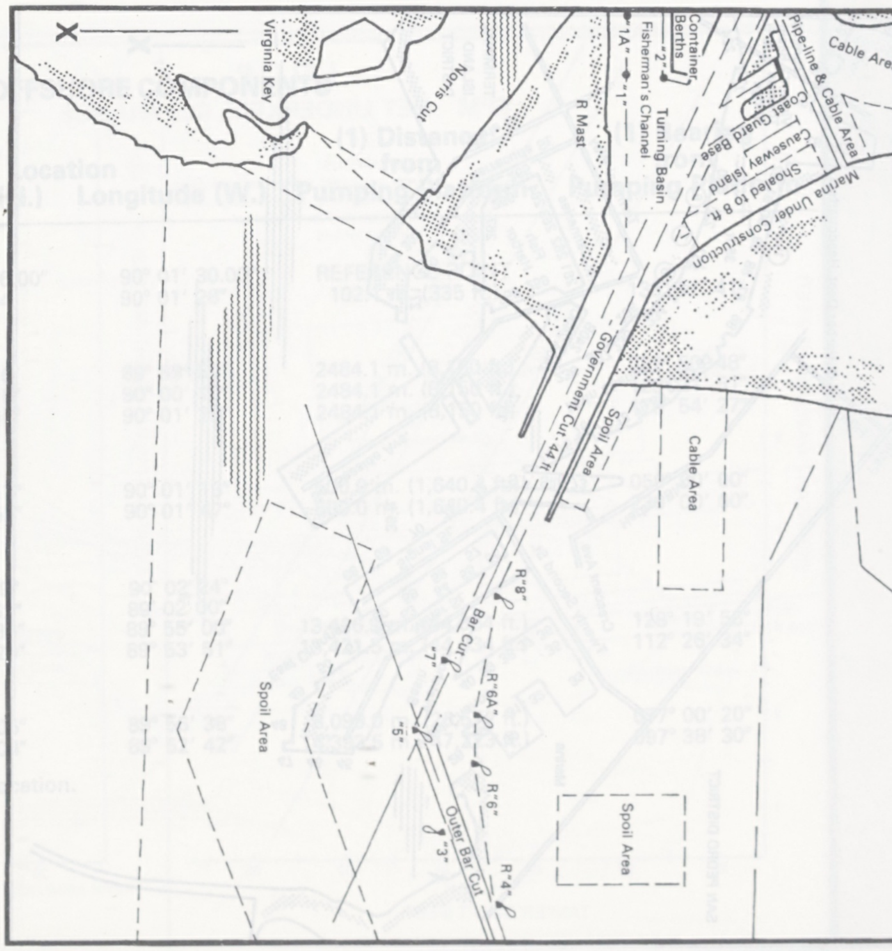

Cable Area
Rickenbacker Causeway
Bascule Bridge Hor Cl 80 ft.
Vert Cl 23 ft.
(at Centre)
Cable Area
Biscayne Bay
Marine Stadium
Virginia Key
Awash at MHW
Cable Area
Claughton Island
Shoal
Shoal
Pipe Line Area
Cable Area
(15 ft.)
"13"
"11"
25 ft.
Ro/Ro Berth
Ro/Ro Berth
Port of Miami (Dodge Island)
Passenger
Terminals
Dodge Island Channel
"6A"
"9"
"7"
"6"
"5"
Fisherman's Channel
"4"
"3"
Lummus Island
Main Channel

L.O.O.P.

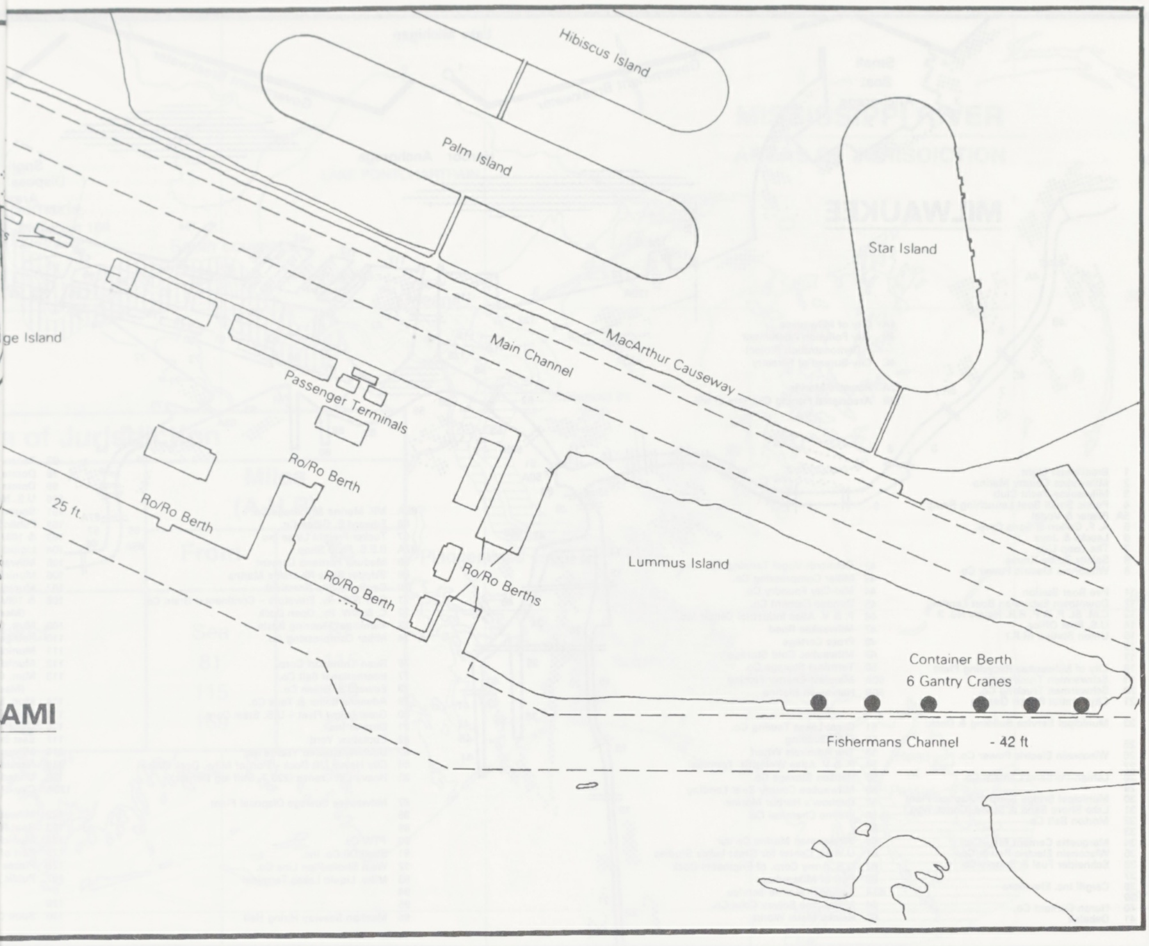
LIST

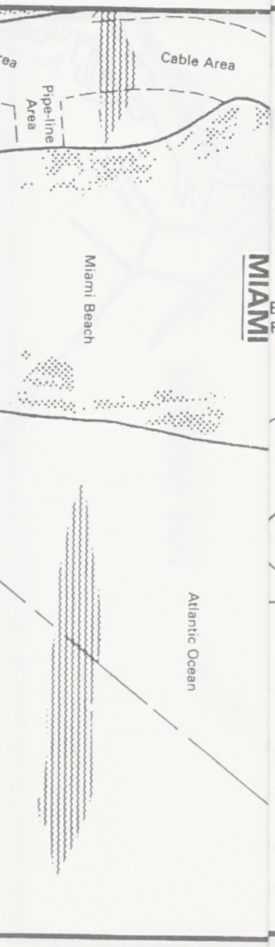
Offshore Component	Latit
Platform Complex:	
Pumping Platform (PP)	28°
Control Platform (CP)	28°
Single Point Moorings (SPMs):	
L.O.O.P. 102	28°
L.O.O.P. 103	28°
L.O.O.P. 104	28°
Service Vessel Moorings (VMs):	
VM–1	28°
VM–2	28°
Approach Section Marker Buoys:	
3 New Position	28
4	28
1	28
2	28
Anchorage Section Marker Buoys:	
L–A	28
L–B	28

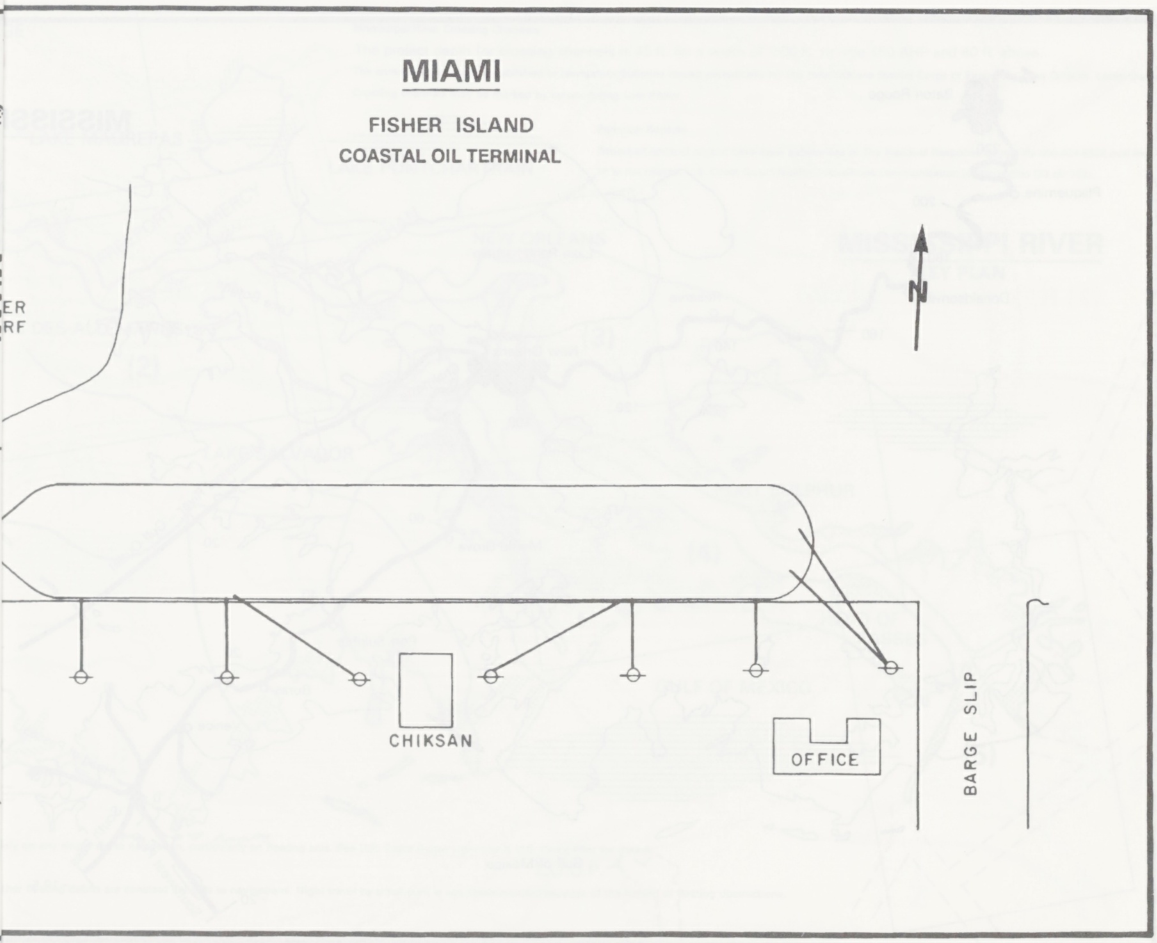
(1) Components referenced to pumping platf


Virginia Key
Norris Cut
R Mast
"1A"
"1"
Fisherman's Channel
Container Berths
"2"
Turning Basin
Pipe-line & Cable Area
Cable Area
Coast Guard Base
Causeway Island
Shoaled to 8 ft
Marina Under Construction
Government Cut 44 ft
Spoil Area
Cable Area
R"8"
Bar Cut
"7"
R"6A"
"5"
R"6"
Outer Bar Cut
"3"
R"4"
Spoil Area
Spoil Area

"D"
"C"
"B"
"A"
"E"
30 ft.
ge Island
Watson Park
Heliport
Passenger Terminals
Ro/Ro Berths
Reported Dredged to 36 ft. 1977
MacArthur Causeway
Palm Island
Hibiscus Island
Pipe-line Area
Cable Area
Area
Mon
Star Island
Port
AMI

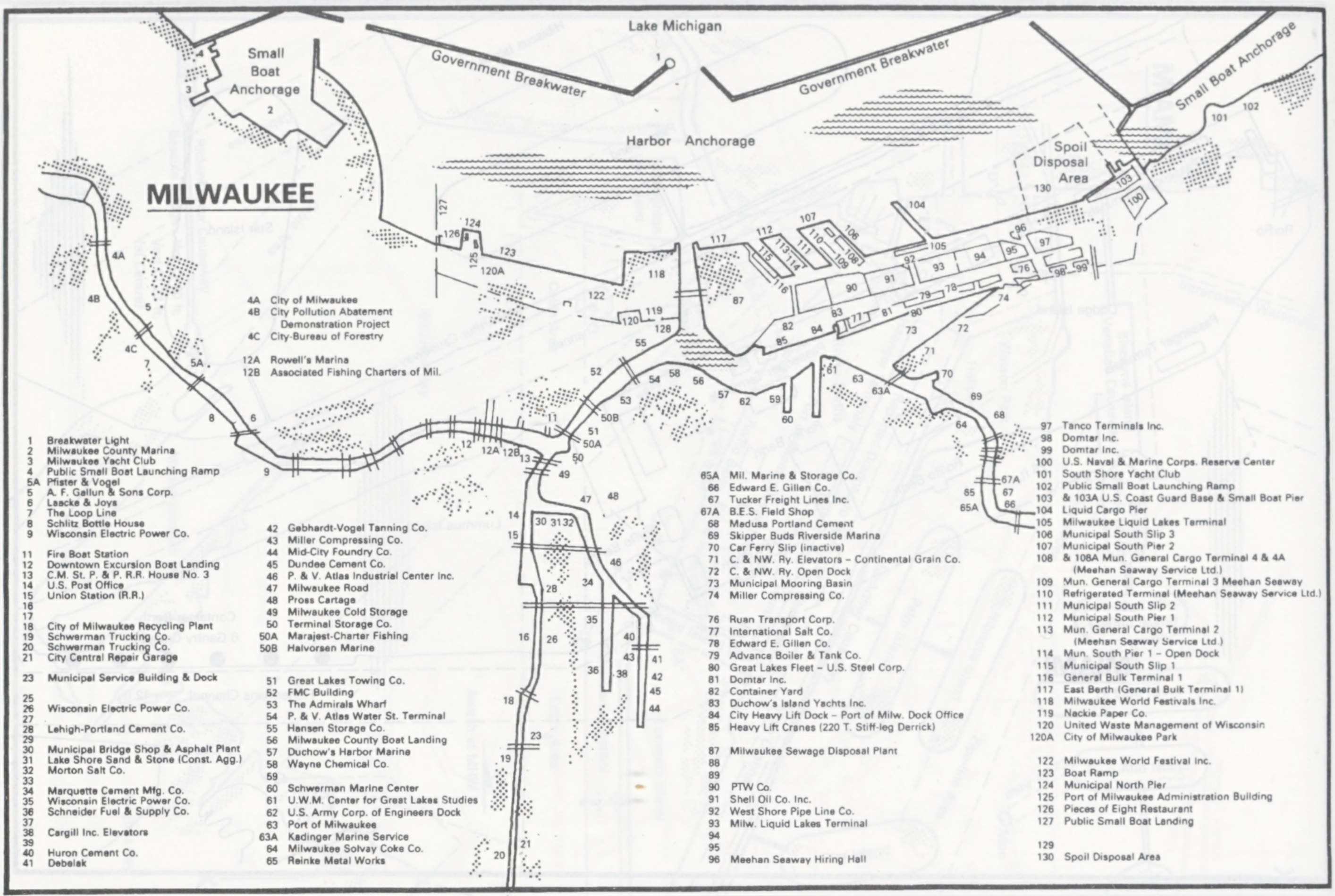

Hibiscus Island
Palm Island
Star Island
MacArthur Causeway
Main Channel
Passenger Terminals
Ro/Ro Berth
Ro/Ro Berth
Ro/Ro Berth
Ro/Ro Berths
25 ft.
Lummus Island
Container Berth
6 Gantry Cranes
Fishermans Channel
- 42 ft


rea
Cable Area
Pipe-line Area
Miami Beach
Atlantic Ocean
MIAMI
ER
RF

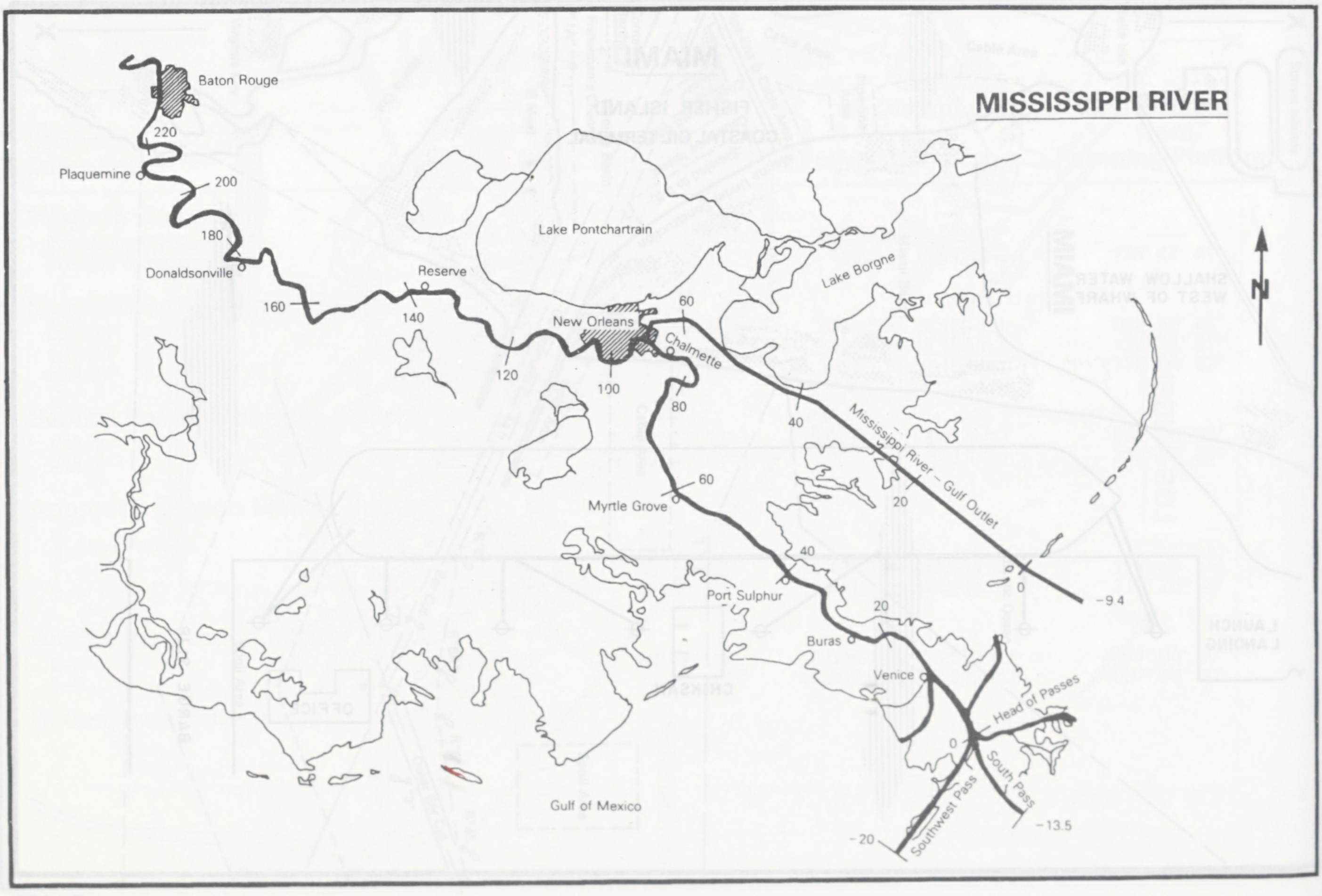

MIAMI

FISHER ISLAND
COASTAL OIL TERMINAL

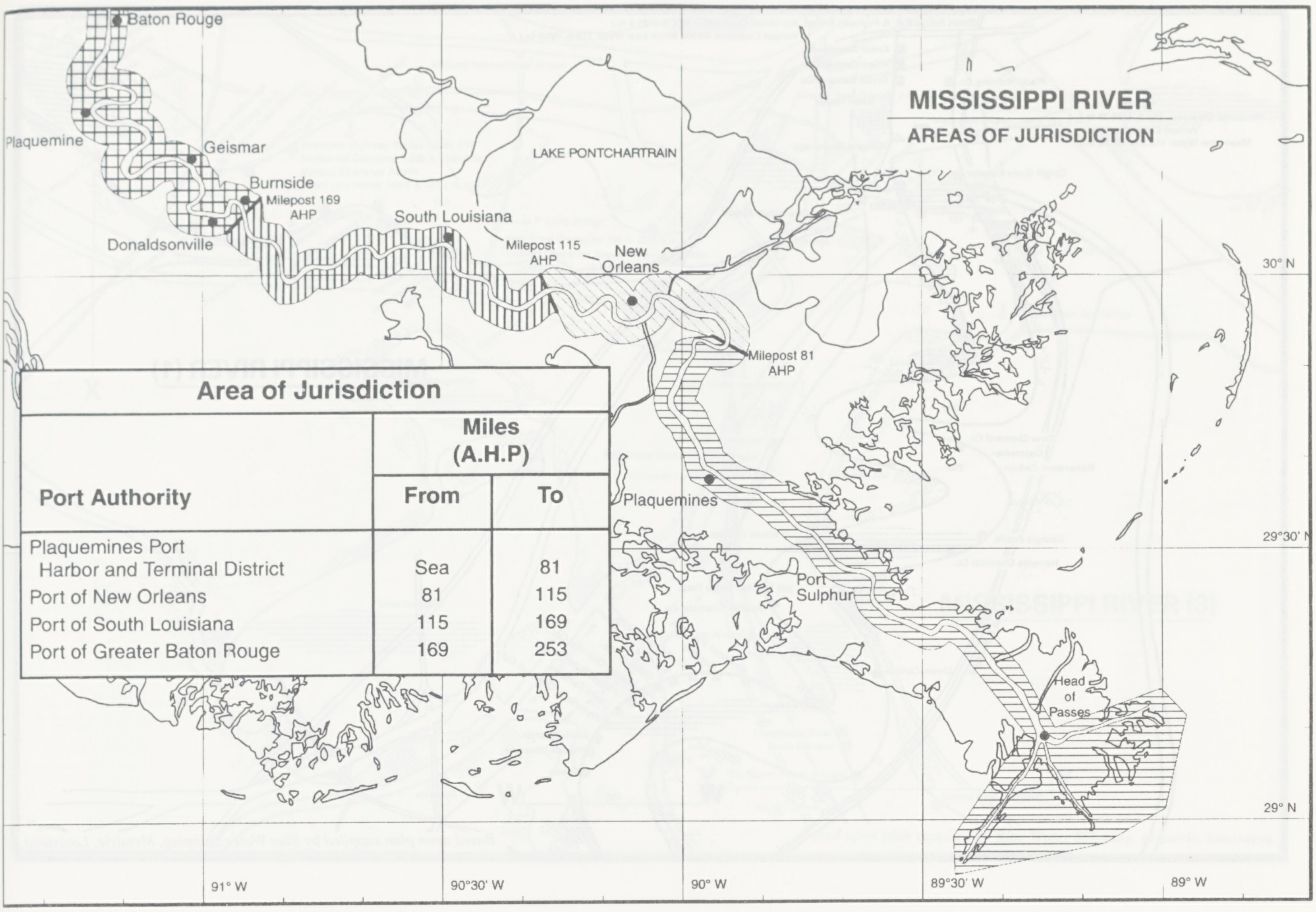
N
CHIKSAN
OFFICE
BARGE SLIP


MILWAUKEE
Lake Michigan
Government Breakwater
Government Breakwater
Small Boat Anchorage
Small Boat Anchorage
Harbor Anchorage
Spoil Disposal Area

1	Breakwater Light
2	Milwaukee County Marina
3	Milwaukee Yacht Club
4	Public Small Boat Launching Ramp
5A	Pfister & Vogel
5	A. F. Gallun & Sons Corp.
6	Laacke & Joys
7	The Loop Line
8	Schlitz Bottle House
9	Wisconsin Electric Power Co.
11	Fire Boat Station
12	Downtown Excursion Boat Landing
13	C.M. St. P. & P. R.R. House No. 3
14	U.S. Post Office
15	Union Station (R.R.)
16	
17	
18	City of Milwaukee Recycling Plant
19	Schwerman Trucking Co.
20	Schwerman Trucking Co.
21	City Central Repair Garage
23	Municipal Service Building & Dock
25	
26	Wisconsin Electric Power Co.
27	
28	Lehigh-Portland Cement Co.
29	
30	Municipal Bridge Shop & Asphalt Plant
31	Lake Shore Sand & Stone (Const. Agg.)
32	Morton Salt Co.
33	
34	Marquette Cement Mfg. Co.
35	Wisconsin Electric Power Co.
36	Schneider Fuel & Supply Co.
37	
38	Cargill Inc. Elevators
39	
40	Huron Cement Co.
41	Debelak
4A	City of Milwaukee
4B	City Pollution Abatement Demonstration Project
4C	City-Bureau of Forestry
12A	Rowell's Marina
12B	Associated Fishing Charters of Mil.
42	Gebhardt-Vogel Tanning Co.
43	Miller Compressing Co.
44	Mid-City Foundry Co.
45	Dundee Cement Co.
46	P. & V. Atlas Industrial Center Inc.
47	Milwaukee Road
48	Pross Cartage
49	Milwaukee Cold Storage
50	Terminal Storage Co.
50A	Marajest-Charter Fishing
50B	Halvorsen Marine
51	Great Lakes Towing Co.
52	FMC Building
53	The Admirals Wharf
54	P. & V. Atlas Water St. Terminal
55	Hansen Storage Co.
56	Milwaukee County Boat Landing
57	Duchow's Harbor Marine
58	Wayne Chemical Co.
59	
60	Schwerman Marine Center
61	U.W.M. Center for Great Lakes Studies
62	U.S. Army Corp. of Engineers Dock
63	Port of Milwaukee
63A	Kadinger Marine Service
64	Milwaukee Solvay Coke Co.
65	Reinke Metal Works
65A	Mil. Marine & Storage Co.
66	Edward E. Gillen Co.
67	Tucker Freight Lines Inc.
67A	B.E.S. Field Shop
68	Medusa Portland Cement
69	Skipper Buds Riverside Marina
70	Car Ferry Slip (inactive)
71	C. & NW. Ry. Elevators – Continental Grain Co.
72	C. & NW. Ry. Open Dock
73	Municipal Mooring Basin
74	Miller Compressing Co.
76	Ruan Transport Corp.
77	International Salt Co.
78	Edward E. Gillen Co.
79	Advance Boiler & Tank Co.
80	Great Lakes Fleet – U.S. Steel Corp.
81	Domtar Inc.
82	Container Yard
83	Duchow's Island Yachts Inc.
84	City Heavy Lift Dock – Port of Milw. Dock Office
85	Heavy Lift Cranes (220 T. Stiff-leg Derrick)
87	Milwaukee Sewage Disposal Plant
88	
89	
90	PTW Co.
91	Shell Oil Co. Inc.
92	West Shore Pipe Line Co.
93	Milw. Liquid Lakes Terminal
94	
95	
96	Meehan Seaway Hiring Hall
97	Tanco Terminals Inc.
98	Domtar Inc.
99	Domtar Inc.
100	U.S. Naval & Marine Corps. Reserve Center
101	South Shore Yacht Club
102	Public Small Boat Launching Ramp
103	& 103A U.S. Coast Guard Base & Small Boat Pier
104	Liquid Cargo Pier
105	Milwaukee Liquid Lakes Terminal
106	Municipal South Slip 3
107	Municipal South Pier 2
108	& 108A Mun. General Cargo Terminal 4 & 4A (Meehan Seaway Service Ltd.)
109	Mun. General Cargo Terminal 3 Meehan Seaway
110	Refrigerated Terminal (Meehan Seaway Service Ltd.)
111	Municipal South Slip 2
112	Municipal South Pier 1
113	Mun. General Cargo Terminal 2 (Meehan Seaway Service Ltd.)
114	Mun. South Pier 1 – Open Dock
115	Municipal South Slip 1
116	General Bulk Terminal 1
117	East Berth (General Bulk Terminal 1)
118	Milwaukee World Festivals Inc.
119	Nackie Paper Co.
120	United Waste Management of Wisconsin
120A	City of Milwaukee Park
122	Milwaukee World Festival Inc.
123	Boat Ramp
124	Municipal North Pier
125	Port of Milwaukee Administration Building
126	Pieces of Eight Restaurant
127	Public Small Boat Landing
129	
130	Spoil Disposal Area


MISSISSIPPI RIVER
Baton Rouge
220
Plaquemine
200
180
Donaldsonville
160
Reserve
140
120
New Orleans
100
60
Chalmette
80
Lake Pontchartrain
Lake Borgne
40
Mississippi River – Gulf Outlet
20
0
– 9.4
60
Myrtle Grove
40
Port Sulphur
20
Buras
Venice
Head of Passes
0
South Pass
Southwest Pass
– 13.5
– 20
Gulf of Mexico

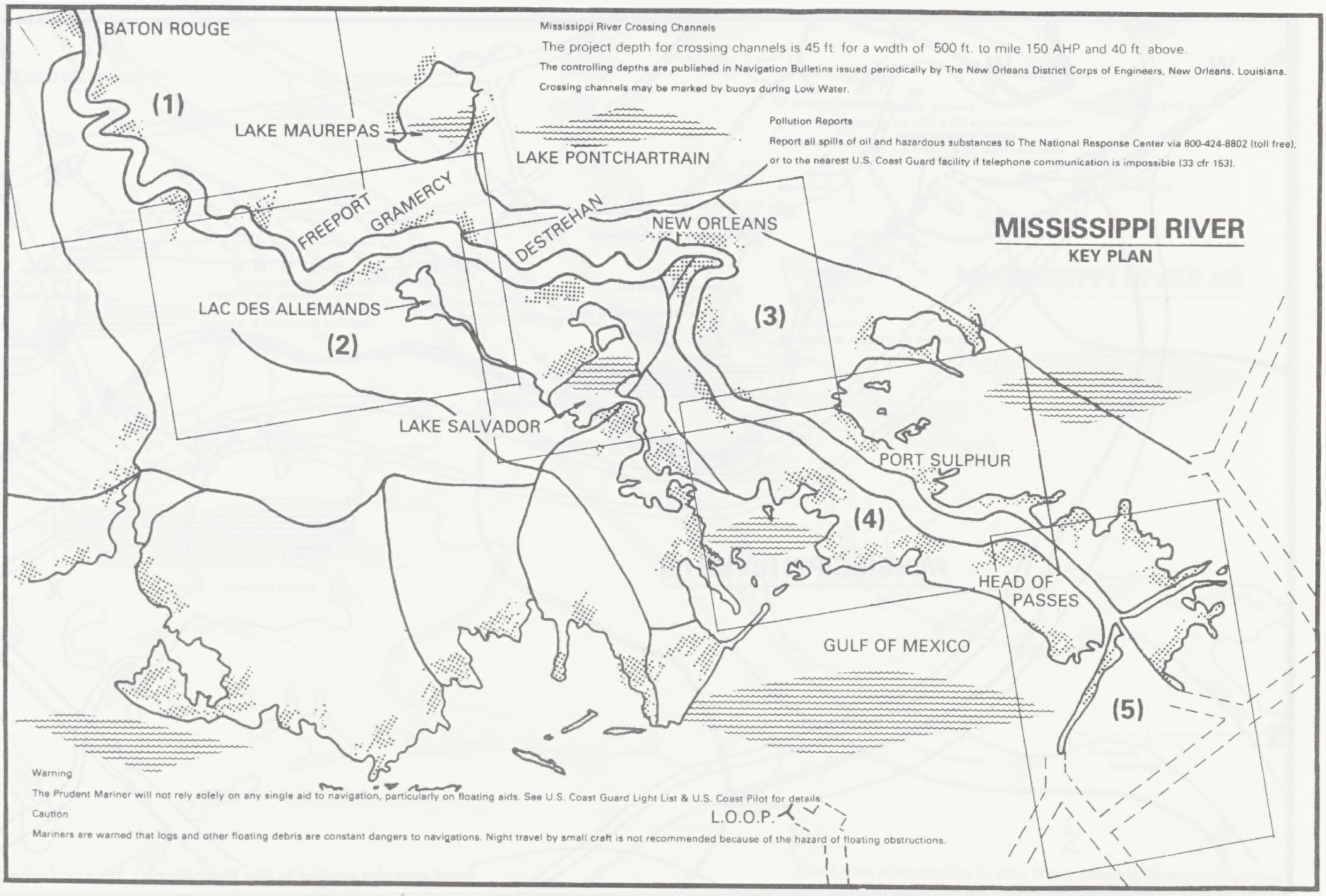
MISSISSIPPI RIVER
AREAS OF JURISDICTION


Baton Rouge
Plaquemine
Geismar
Burnside
Milepost 169 AHP
Donaldsonville
South Louisiana
Milepost 115 AHP
New Orleans
LAKE PONTCHARTRAIN
Milepost 81 AHP
Plaquemines
Port Sulphur
Head of Passes
30° N
29°30' N
29° N
91° W
90°30' W
90° W
89°30' W
89° W

Area of Jurisdiction

Port Authority	Miles (A.H.P)	
	From	To
Plaquemines Port Harbor and Terminal District	Sea	81
Port of New Orleans	81	115
Port of South Louisiana	115	169
Port of Greater Baton Rouge	169	253

MISSISSIPPI RIVER
KEY PLAN


BATON ROUGE
(1)
LAKE MAUREPAS
LAKE PONTCHARTRAIN
FREEPORT
GRAMERCY
DESTREHAN
NEW ORLEANS
LAC DES ALLEMANDS
(2)
(3)
LAKE SALVADOR
PORT SULPHUR
(4)
HEAD OF PASSES
GULF OF MEXICO
(5)
L.O.O.P.

Mississippi River Crossing Channels

The project depth for crossing channels is 45 ft. for a width of 500 ft. to mile 150 AHP and 40 ft. above.

The controlling depths are published in Navigation Bulletins issued periodically by The New Orleans District Corps of Engineers, New Orleans, Louisiana.

Crossing channels may be marked by buoys during Low Water.

Pollution Reports

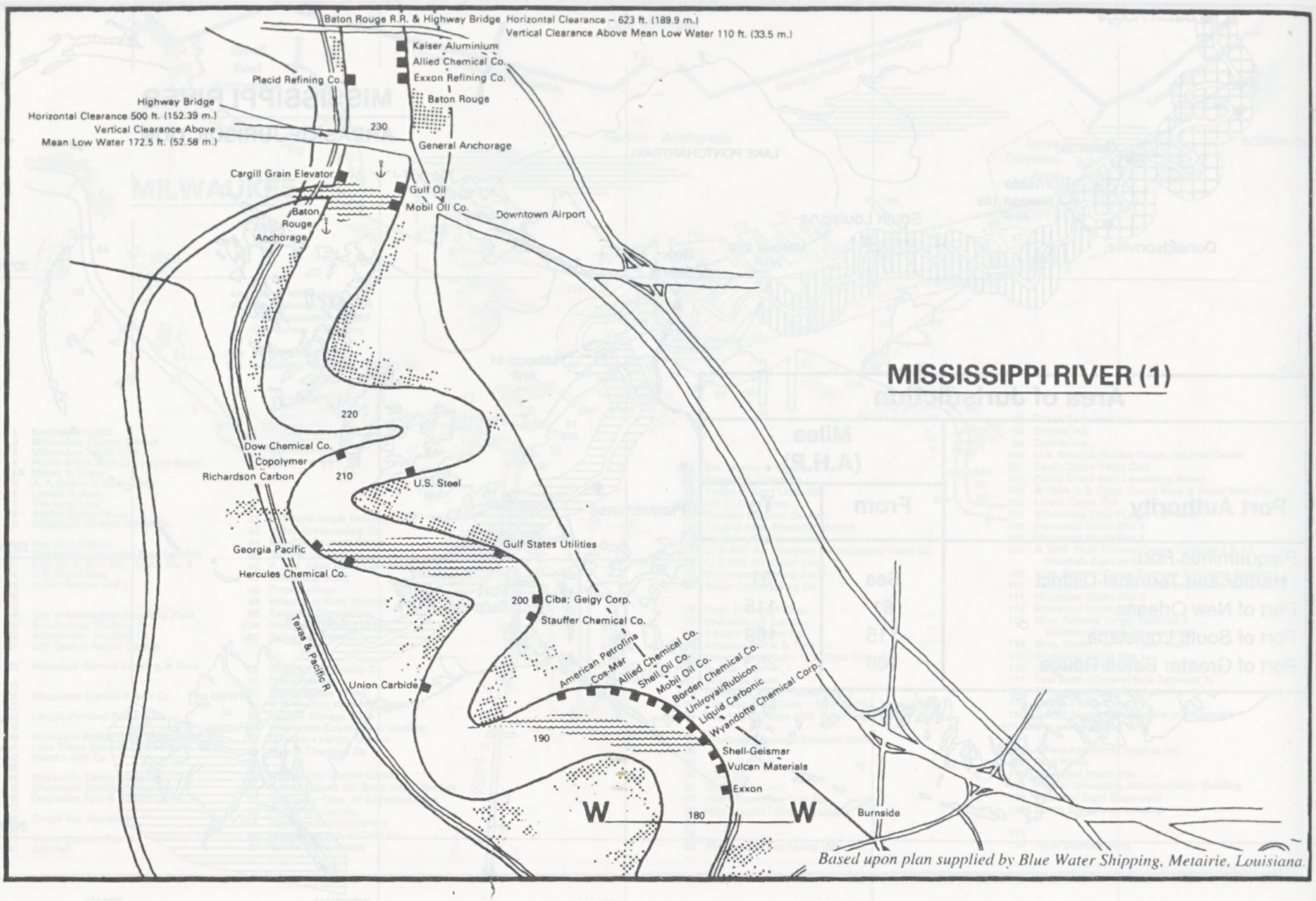
Report all spills of oil and hazardous substances to The National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 cfr 153).

Warning

The Prudent Mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List & U.S. Coast Pilot for details.

Caution

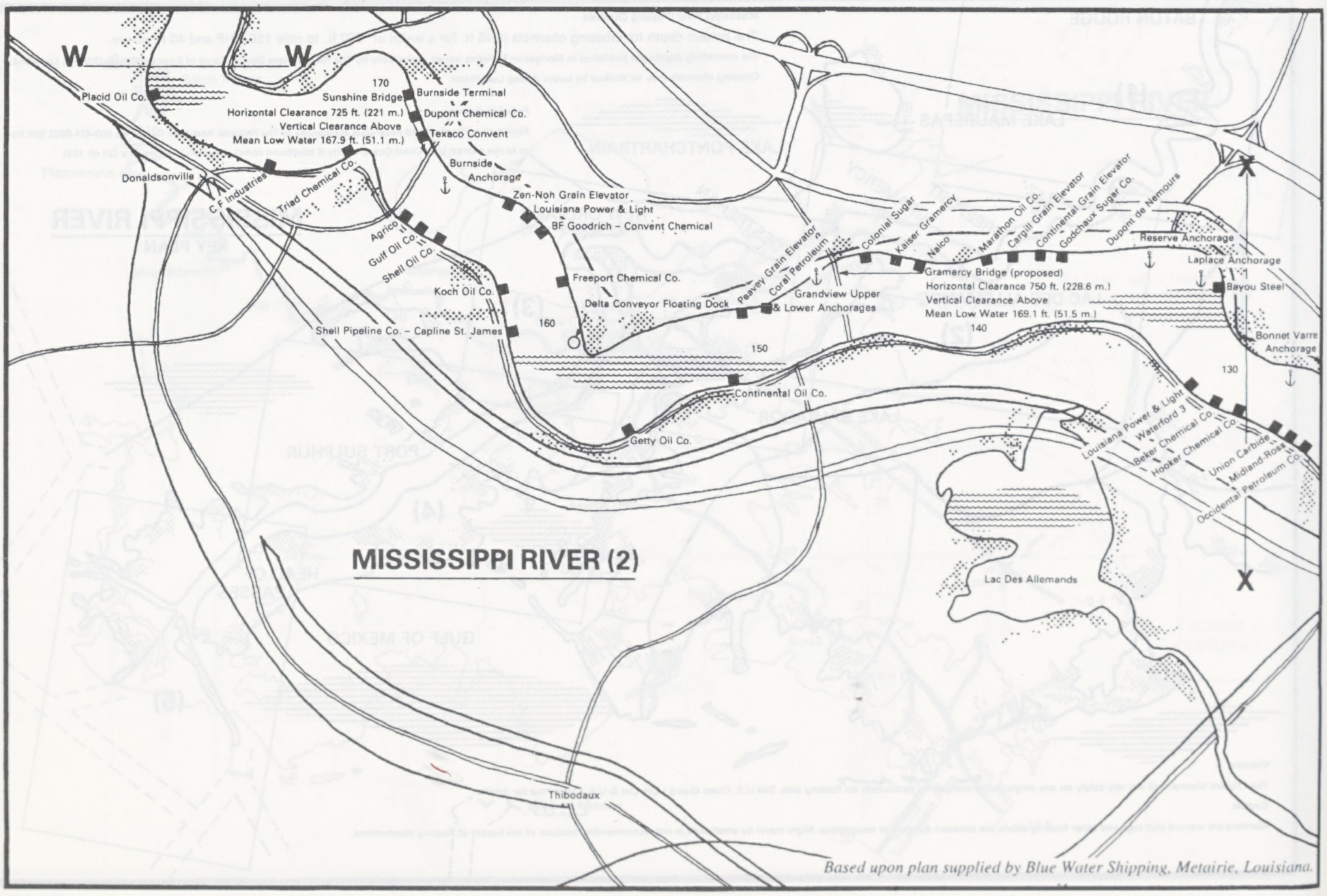
Mariners are warned that logs and other floating debris are constant dangers to navigations. Night travel by small craft is not recommended because of the hazard of floating obstructions.



MISSISSIPPI RIVER (1)

Based upon plan supplied by Blue Water Shipping, Metairie, Louisiana.

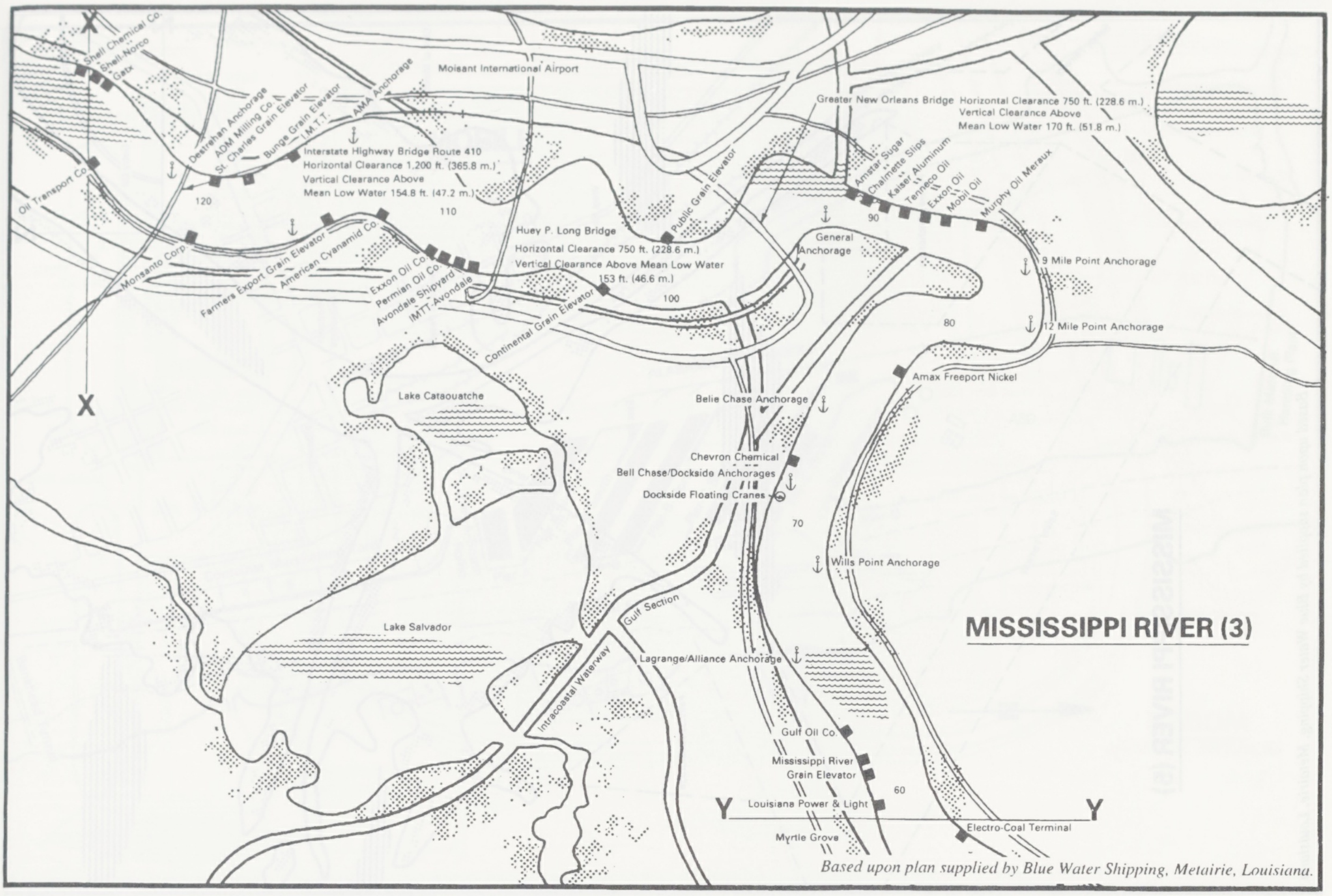
Baton Rouge R.R. & Highway Bridge Horizontal Clearance – 623 ft. (189.9 m.)
Vertical Clearance Above Mean Low Water 110 ft. (33.5 m.)
Kaiser Aluminium
Allied Chemical Co.
Placid Refining Co.
Exxon Refining Co.
Baton Rouge
Highway Bridge
Horizontal Clearance 500 ft. (152.39 m.)
Vertical Clearance Above
Mean Low Water 172.5 ft. (52.58 m.)
230
General Anchorage
Cargill Grain Elevator
Gulf Oil
Mobil Oil Co.
Baton Rouge Anchorage
Downtown Airport
220
Dow Chemical Co.
Copolymer
Richardson Carbon
210
U.S. Steel
Gulf States Utilities
Georgia Pacific
Hercules Chemical Co.
Texas & Pacific R.
200
Ciba; Geigy Corp.
Stauffer Chemical Co.
American Petrofine
Cos-Mar
Allied Chemical Co.
Shell Oil Co.
Mobil Oil Co.
Borden Chemical Co.
Uniroyal/Rubicon
Liquid Carbonic
Wyandotte Chemical Corp.
Union Carbide
190
Shell-Geismar
Vulcan Materials
Exxon
W
180
W
Burnside



MISSISSIPPI RIVER (2)

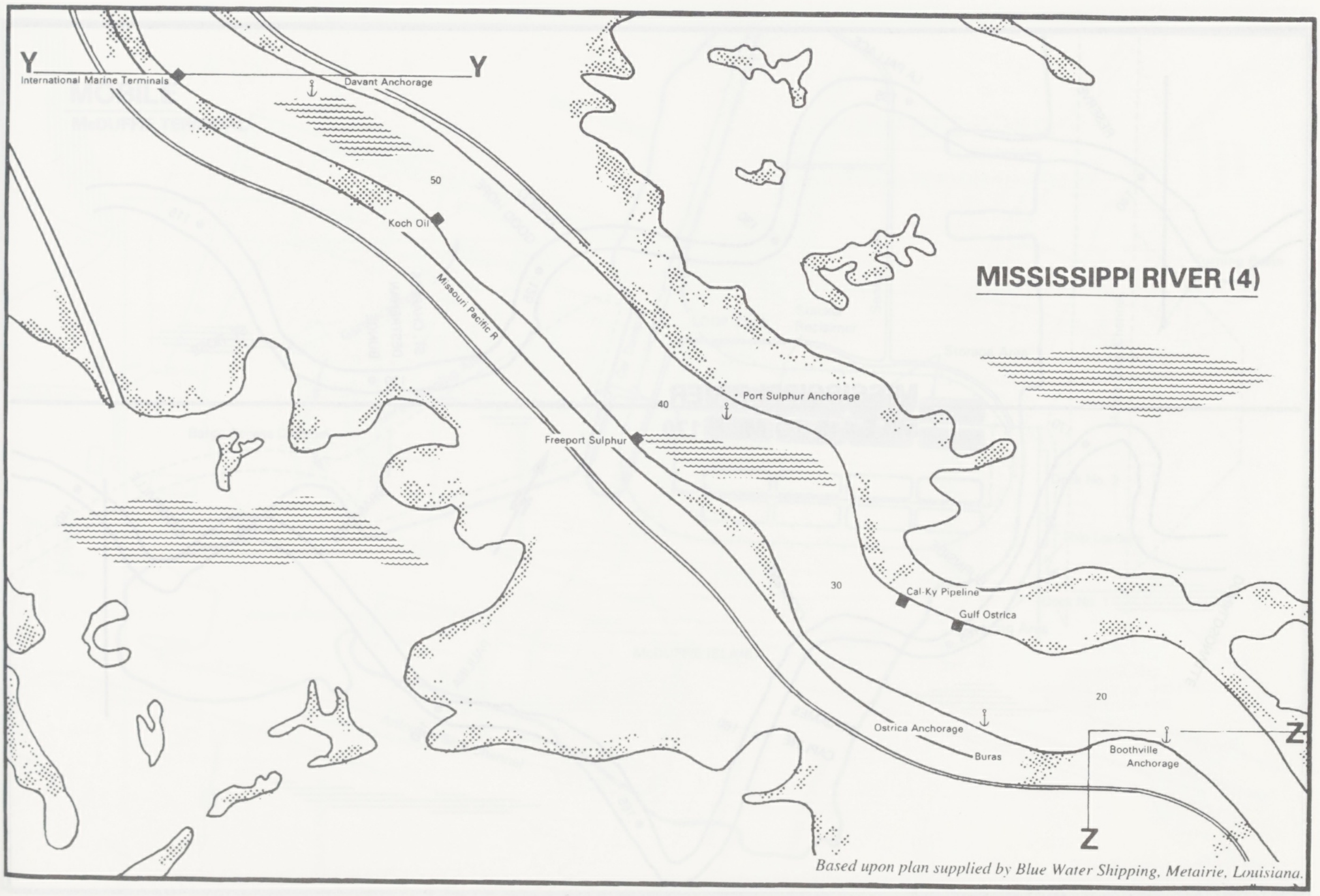
Based upon plan supplied by Blue Water Shipping, Metairie, Louisiana.

W
W
Placid Oil Co.
170
Sunshine Bridge
Horizontal Clearance 725 ft. (221 m.)
Vertical Clearance Above
Mean Low Water 167.9 ft. (51.1 m.)
Burnside Terminal
Dupont Chemical Co.
Texaco Convent
Donaldsonville
C F Industries
Triad Chemical Co.
Burnside Anchorage
Zen-Noh Grain Elevator
Louisiana Power & Light
BF Goodrich – Convent Chemical
Aprico
Gulf Oil Co.
Shell Oil Co.
Koch Oil Co.
Freeport Chemical Co.
Delta Conveyor Floating Dock
Shell Pipeline Co. – Capline St. James
160
Peavey Grain Elevator
Coral Petroleum
Grandview Upper & Lower Anchorages
Colonial Sugar
Kaiser Gramercy
Nalco
Marathon Oil Co.
Cargill Grain Elevator
Continental Grain Elevator
Godchaux Sugar Co.
Dupont de Nemours
Reserve Anchorage
Laplace Anchorage
Bayou Steel
X
Gramercy Bridge (proposed)
Horizontal Clearance 750 ft. (228.6 m.)
Vertical Clearance Above
Mean Low Water 169.1 ft. (51.5 m.)
140
150
Continental Oil Co.
Getty Oil Co.
Bonnet Varre Anchorage
130
Louisiana Power & Light
Waterford 3
Beker Chemical Co.
Hooker Chemical Co.
Union Carbide
Midland-Ross
Occidental Petroleum Co.
Lac Des Allemands
X
Thibodaux


X
Shell Chemical Co.
Shell-Norco
Gatx
Moisant International Airport
Destrehan Anchorage
ADM Milling Co.
St. Charles Grain Elevator
Bunge Grain Elevator
I.M.T.T.
AMA Anchorage
Interstate Highway Bridge Route 410
Horizontal Clearance 1,200 ft. (365.8 m.)
Vertical Clearance Above
Mean Low Water 154.8 ft. (47.2 m.)
Oil Transport Co.
120
110
Monsanto Corp.
Farmers Export Grain Elevator
American Cyanamid Co.
Exxon Oil Co.
Permian Oil Co.
Avondale Shipyard
IMTT-Avondale
Huey P. Long Bridge
Horizontal Clearance 750 ft. (228.6 m.)
Vertical Clearance Above Mean Low Water
153 ft. (46.6 m.)
Public Grain Elevator
Continental Grain Elevator
100
Greater New Orleans Bridge
Horizontal Clearance 750 ft. (228.6 m.)
Vertical Clearance Above
Mean Low Water 170 ft. (51.8 m.)
Amstar Sugar
Chalmette Slips
Kaiser Aluminum
Tenneco Oil
Exxon Oil
Mobil Oil
Murphy Oil Meraux
90
General
Anchorage
9 Mile Point Anchorage
80
12 Mile Point Anchorage
Amax Freeport Nickel
X
Lake Cataouatche
Belie Chase Anchorage
Chevron Chemical
Bell Chase/Dockside Anchorages
Dockside Floating Cranes
70
Wills Point Anchorage
Lake Salvador
Gulf Section
Intracoastal Waterway
Lagrange/Alliance Anchorage
Gulf Oil Co.
Mississippi River
Grain Elevator
60
Y
Louisiana Power & Light
Y
Electro-Coal Terminal
Myrtle Grove

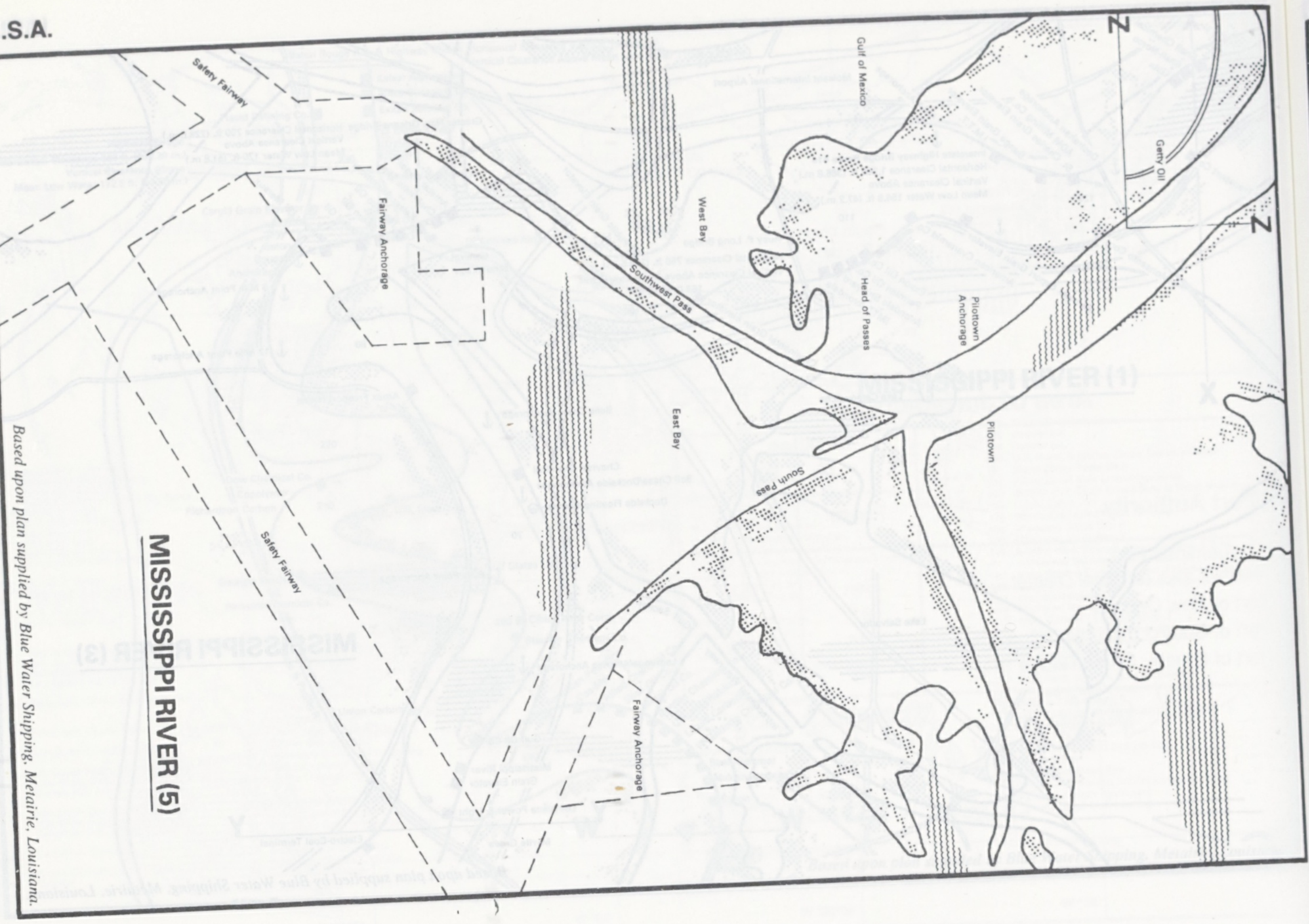
MISSISSIPPI RIVER (3)

Based upon plan supplied by Blue Water Shipping, Metairie, Louisiana.


Y
International Marine Terminals
Davant Anchorage
Y
50
Koch Oil
Missouri Pacific R
Port Sulphur Anchorage
40
Freeport Sulphur
30
Cal-Ky Pipeline
Gulf Ostrica
20
Ostrica Anchorage
Buras
Boothville
Anchorage
Z
Z

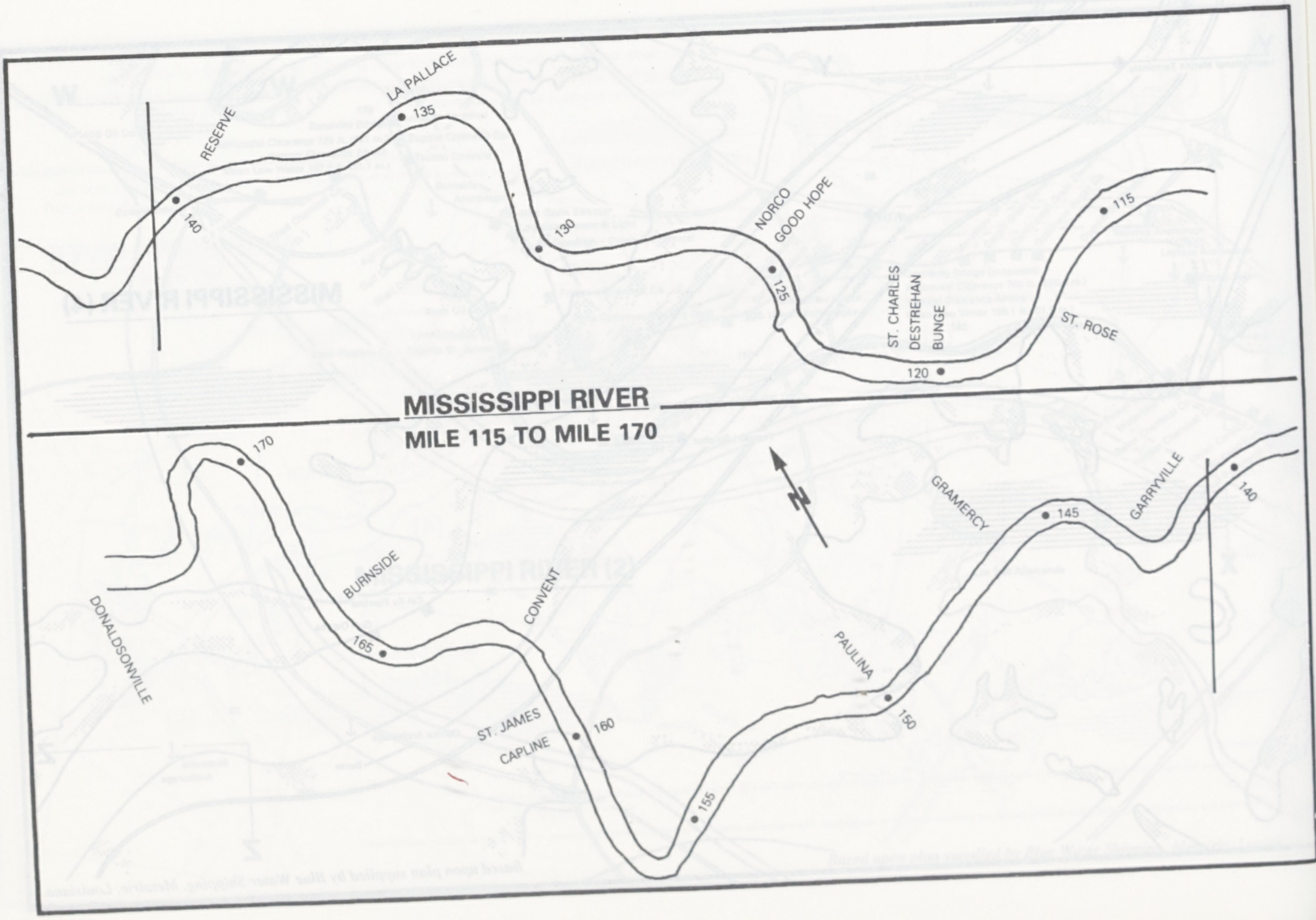
MISSISSIPPI RIVER (4)

Based upon plan supplied by Blue Water Shipping, Metairie, Louisiana.

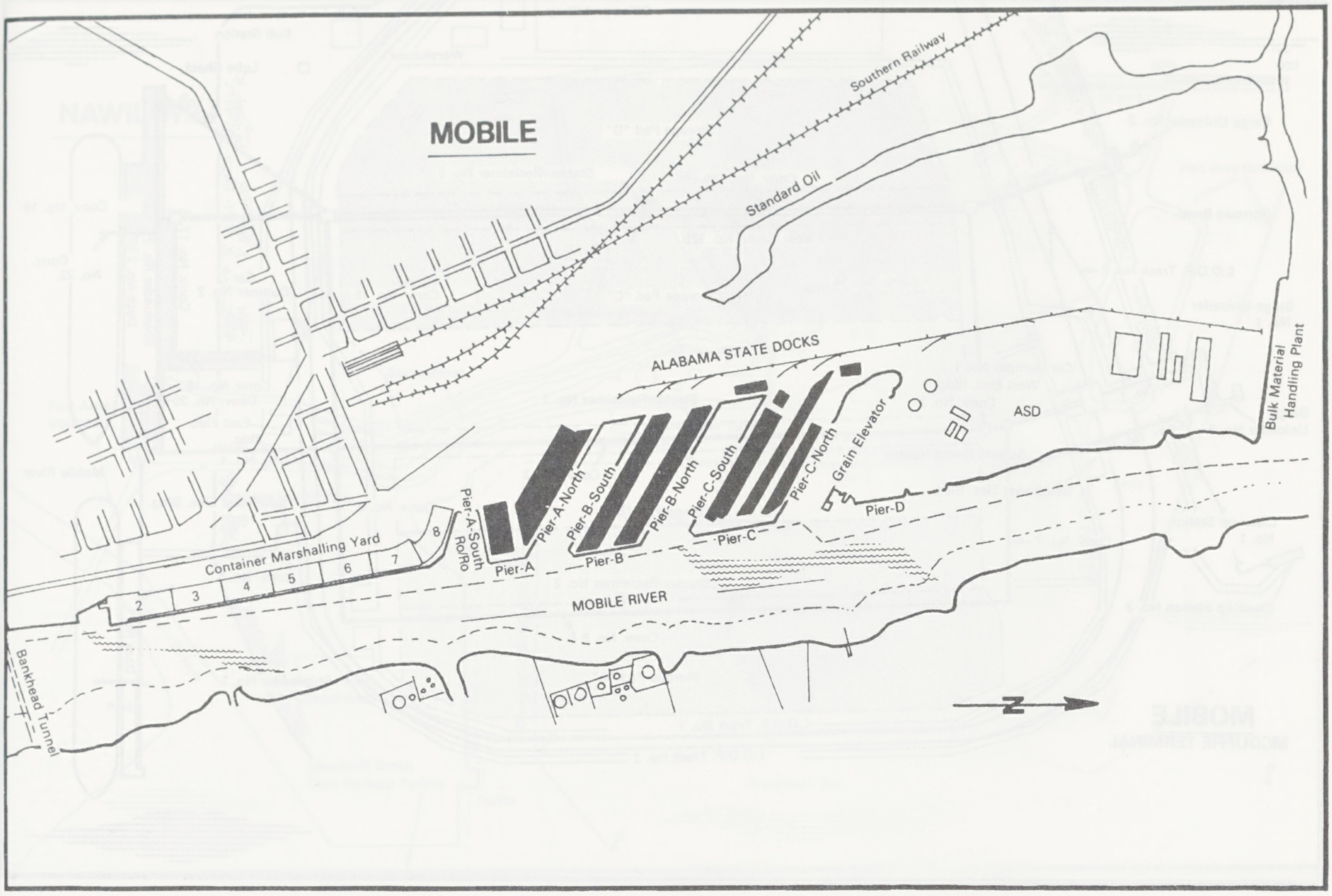

Safety Fairway
Fairway Anchorage
Southwest Pass
West Bay
Gulf of Mexico
Head of Passes
Pilottown Anchorage
Getty Oil
N
N
East Bay
South Pass
Pilottown
Safety Fairway
Fairway Anchorage

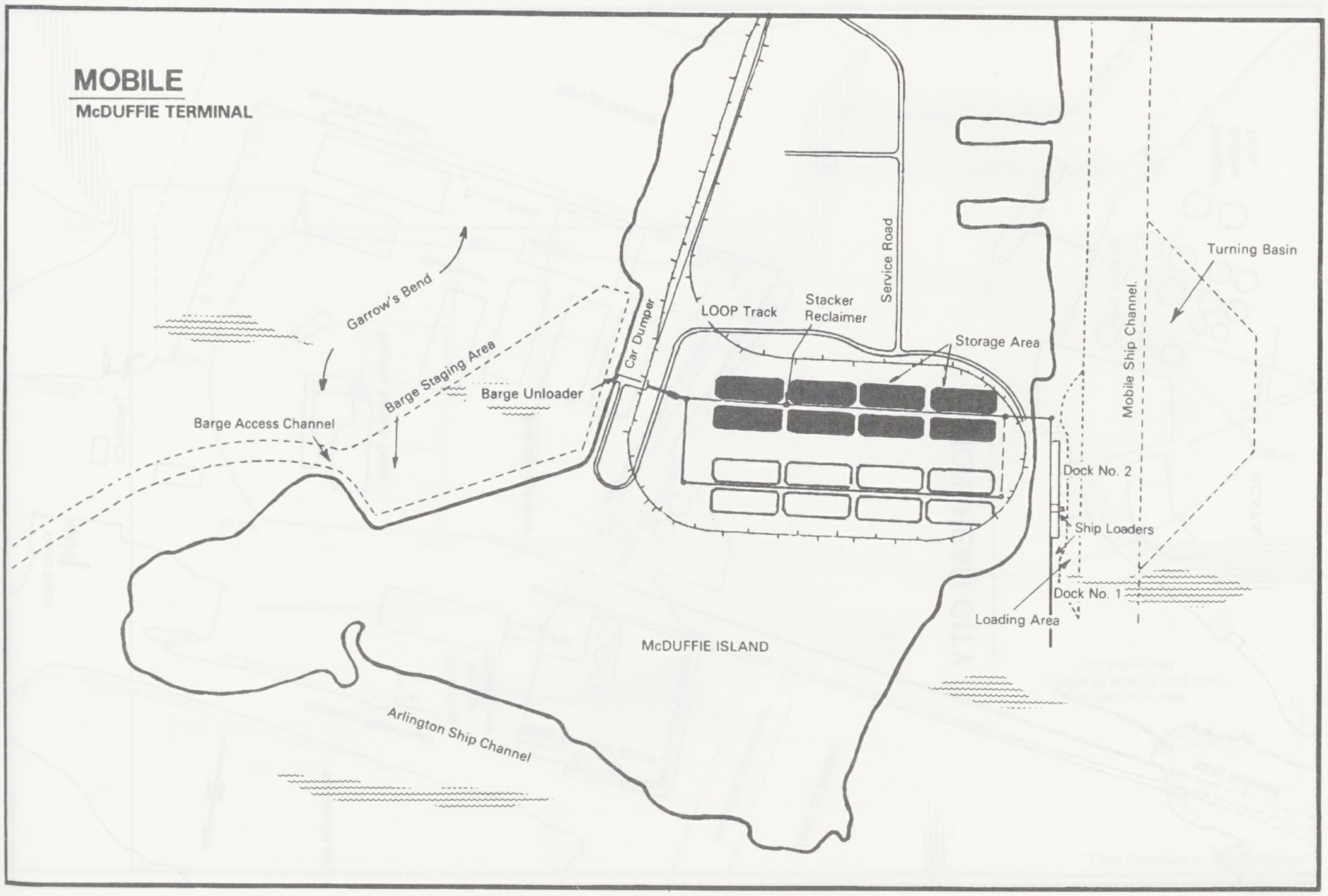
MISSISSIPPI RIVER (5)

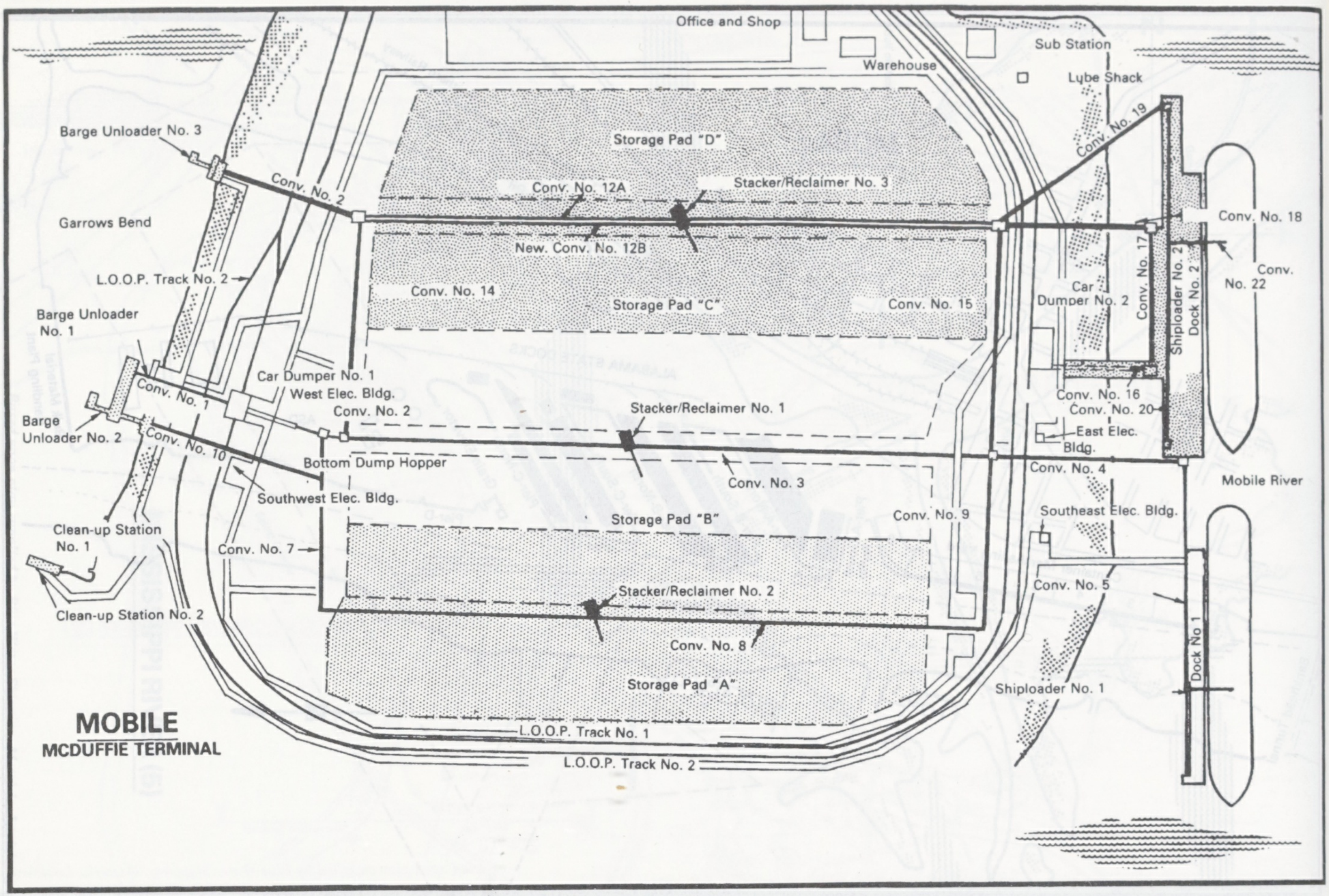
Based upon plan supplied by Blue Water Shipping, Metairie, Louisiana.

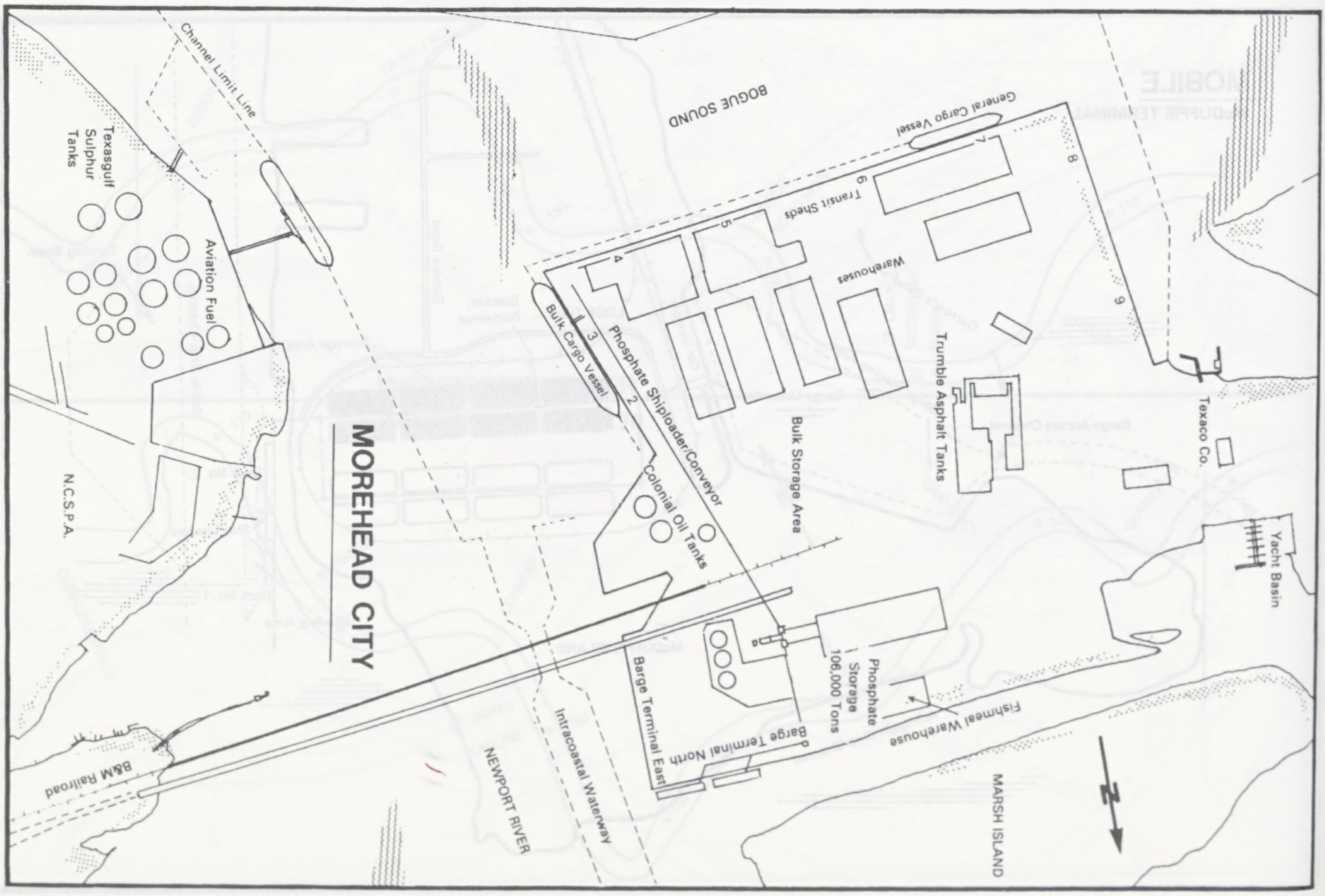

LA PALLACE
RESERVE
135
140
130
NORCO
GOOD HOPE
125
ST. CHARLES
DESTREHAN
BUNGE
120
ST. ROSE
115
170
N
BURNSIDE
165
DONALDSONVILLE
CONVENT
ST. JAMES
CAPLINE
160
155
PAULINA
150
GRAMERCY
145
GARRYVILLE
140

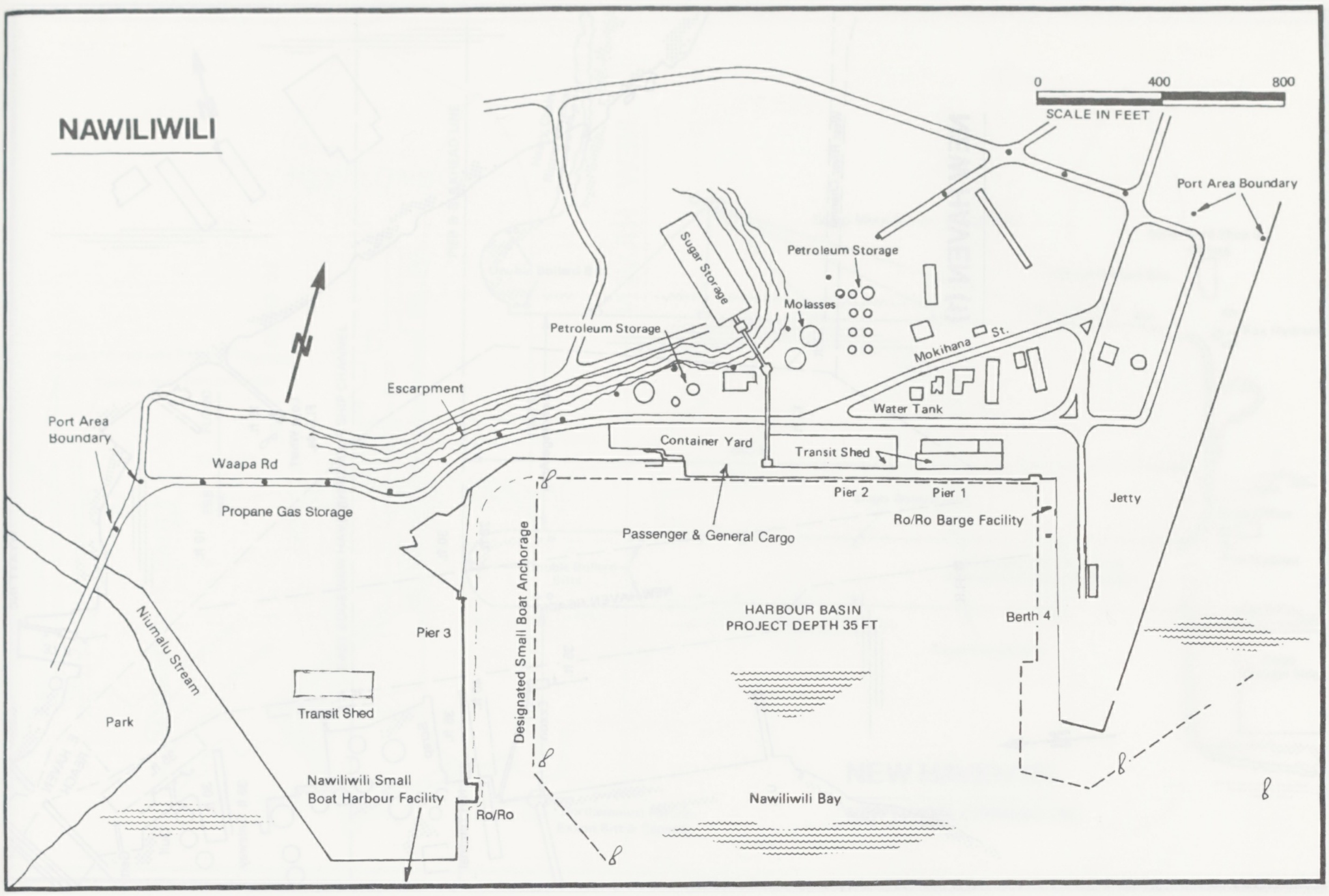
MISSISSIPPI RIVER
MILE 115 TO MILE 170

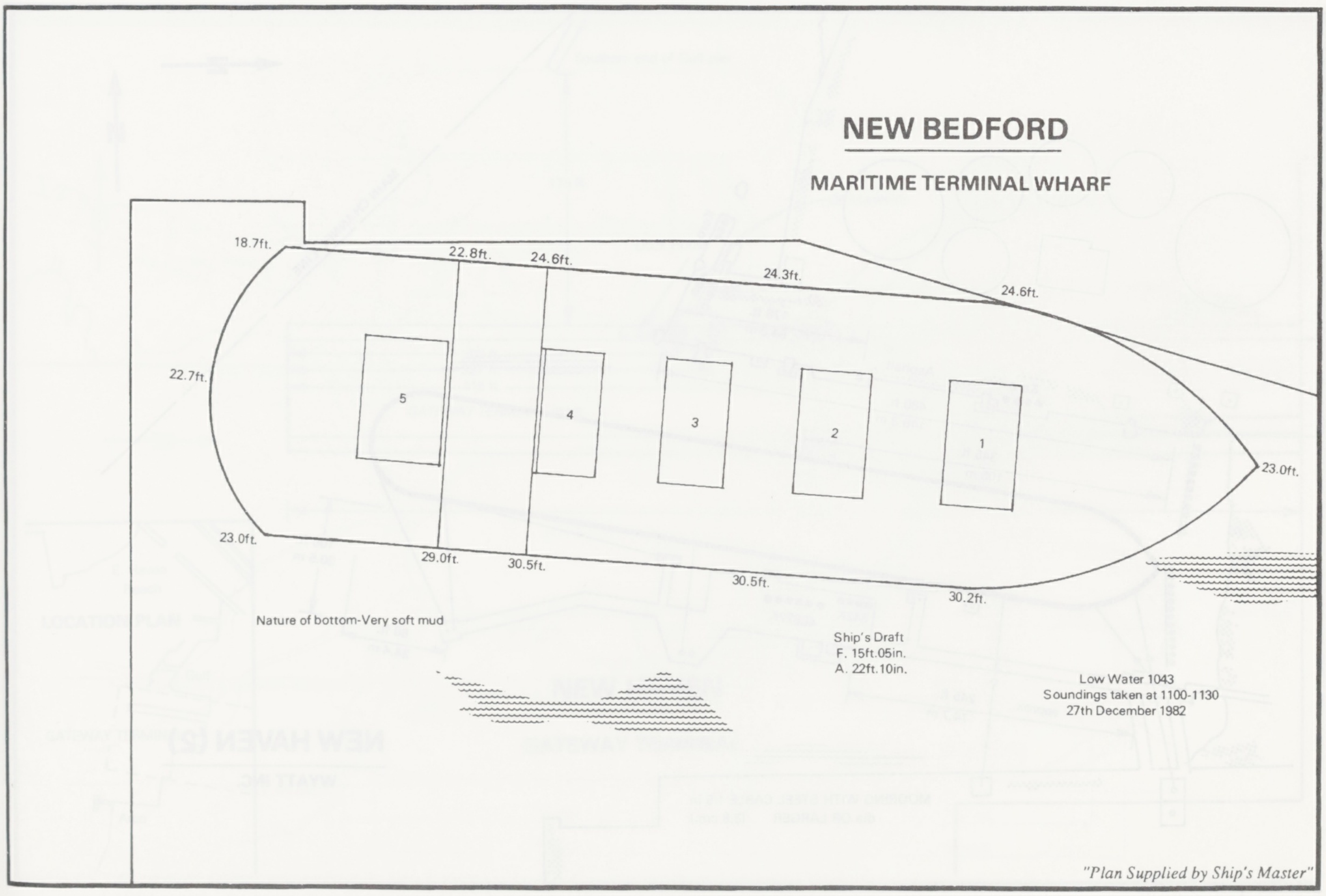

MOBILE
Southern Railway
Standard Oil
ALABAMA STATE DOCKS
Bulk Material Handling Plant
ASD
Grain Elevator
Pier-C-North
Pier-C-South
Pier-B-North
Pier-B-South
Pier-A-North
Pier-A-South Ro/Ro
Pier-D
Pier-C
Pier-B
Pier-A
Container Marshalling Yard
8
7
6
5
4
3
2
MOBILE RIVER
Bankhead Tunnel
N


MOBILE
McDUFFIE TERMINAL
Garrow's Bend
Barge Staging Area
Barge Access Channel
Barge Unloader
Car Dumper
LOOP Track
Stacker Reclaimer
Service Road
Storage Area
Mobile Ship Channel.
Turning Basin
Dock No. 2
Ship Loaders
Dock No. 1
Loading Area
McDUFFIE ISLAND
Arlington Ship Channel

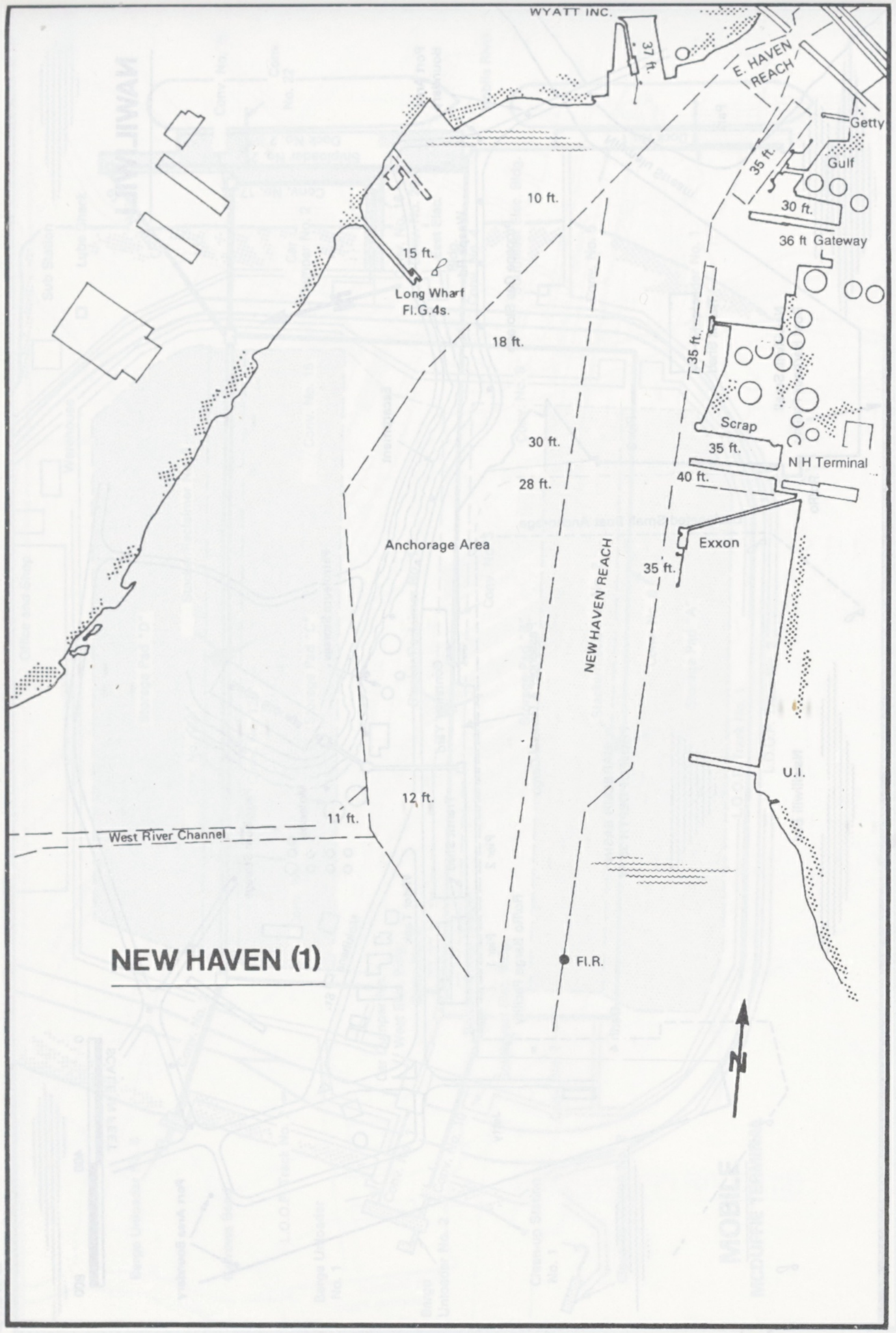

Office and Shop
Warehouse
Sub Station
Lube Shack
Barge Unloader No. 3
Storage Pad "D"
Conv. No. 19
Conv. No. 2
Conv. No. 12A
Stacker/Reclaimer No. 3
Conv. No. 18
Garrows Bend
New. Conv. No. 12B
Conv. No. 17
Shiploader No. 2
Dock No. 2
Conv. No. 22
L.O.O.P. Track No. 2
Conv. No. 14
Storage Pad "C"
Conv. No. 15
Car Dumper No. 2
Barge Unloader No. 1
Car Dumper No. 1
West Elec. Bldg.
Conv. No. 1
Conv. No. 16
Conv. No. 20
Stacker/Reclaimer No. 1
Conv. No. 2
Barge Unloader No. 2
Conv. No. 10
East Elec. Bldg.
Bottom Dump Hopper
Conv. No. 3
Conv. No. 4
Mobile River
Southwest Elec. Bldg.
Conv. No. 9
Southeast Elec. Bldg.
Clean-up Station No. 1
Storage Pad "B"
Conv. No. 7
Conv. No. 5
Stacker/Reclaimer No. 2
Clean-up Station No. 2
Conv. No. 8
Dock No 1
Storage Pad "A"
Shiploader No. 1
MOBILE
MCDUFFIE TERMINAL
L.O.O.P. Track No. 1
L.O.O.P. Track No. 2


Channel Limit Line
Texasgulf Sulphur Tanks
Aviation Fuel
BOGUE SOUND
General Cargo Vessel
7
8
6
Transit Sheds
5
4
Warehouses
9
Bulk Cargo Vessel
3
Phosphate Shiploader/Conveyor
2
Trumble Asphalt Tanks
Texaco Co.
MOREHEAD CITY
Colonial Oil Tanks
Bulk Storage Area
N.C.S.P.A.
Yacht Basin
Phosphate Storage 106,000 Tons
Barge Terminal East
Barge Terminal North
Fishmeal Warehouse
B&M Railroad
Intracoastal Waterway
NEWPORT RIVER
MARSH ISLAND
N


NAWILIWILI
0
400
800
SCALE IN FEET
Port Area Boundary
Petroleum Storage
Sugar Storage
Molasses
Petroleum Storage
Mokihana St.
Escarpment
Water Tank
Port Area Boundary
Container Yard
Transit Shed
Waapa Rd
Pier 2
Pier 1
Jetty
Propane Gas Storage
Ro/Ro Barge Facility
Passenger & General Cargo
Designated Small Boat Anchorage
HARBOUR BASIN
PROJECT DEPTH 35 FT
Berth 4
Pier 3
Niumalu Stream
Transit Shed
Park
Nawiliwili Small
Boat Harbour Facility
Ro/Ro
Nawiliwili Bay

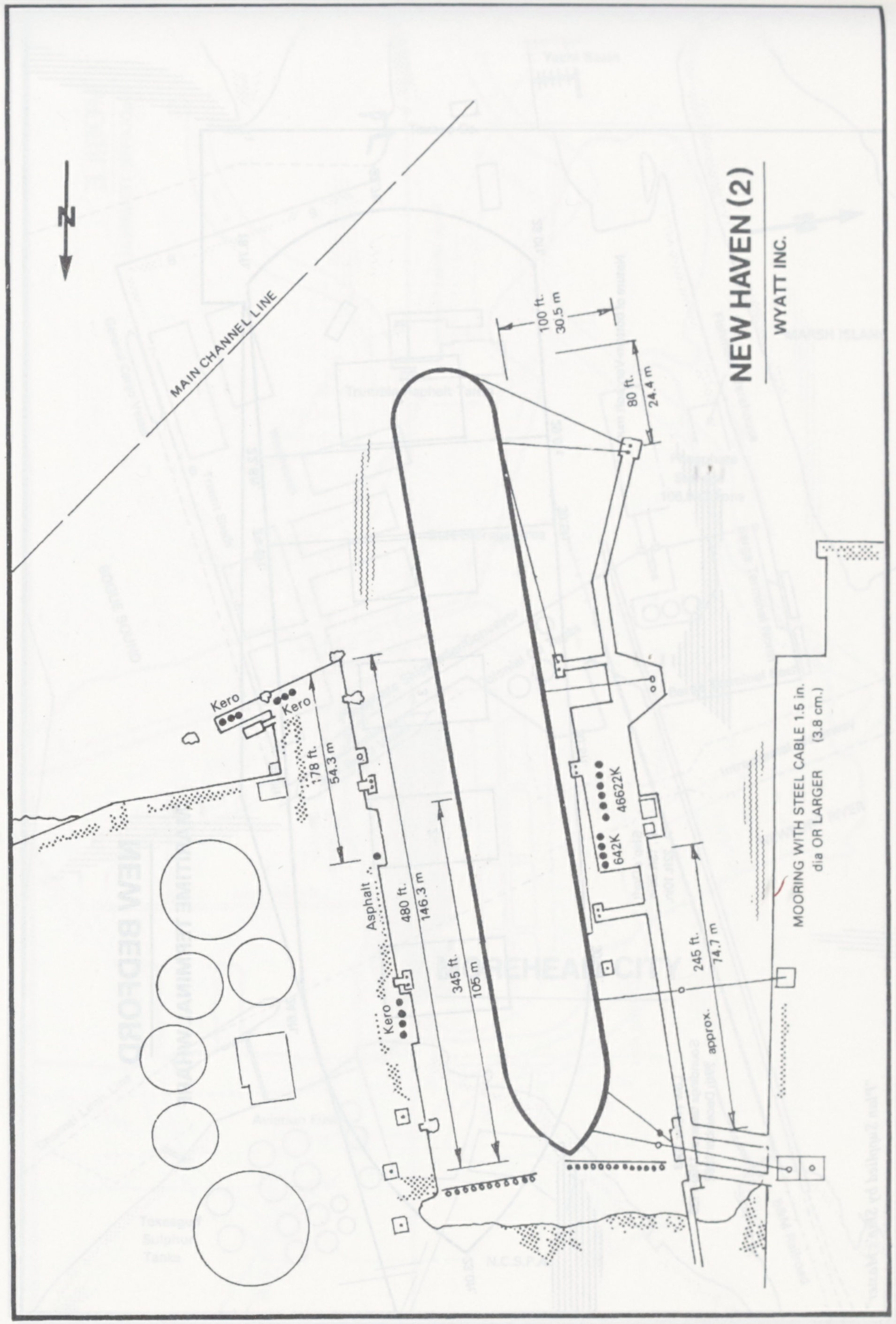

NEW BEDFORD
MARITIME TERMINAL WHARF
18.7ft.
22.8ft.
24.6ft.
24.3ft.
24.6ft.
22.7ft.
5
4
3
2
1
23.0ft.
23.0ft.
29.0ft.
30.5ft.
30.5ft.
30.2ft.
Nature of bottom-Very soft mud
Ship's Draft
F. 15ft.05in.
A. 22ft.10in.
Low Water 1043
Soundings taken at 1100-1130
27th December 1982

"Plan Supplied by Ship's Master"



NEW HAVEN (1)

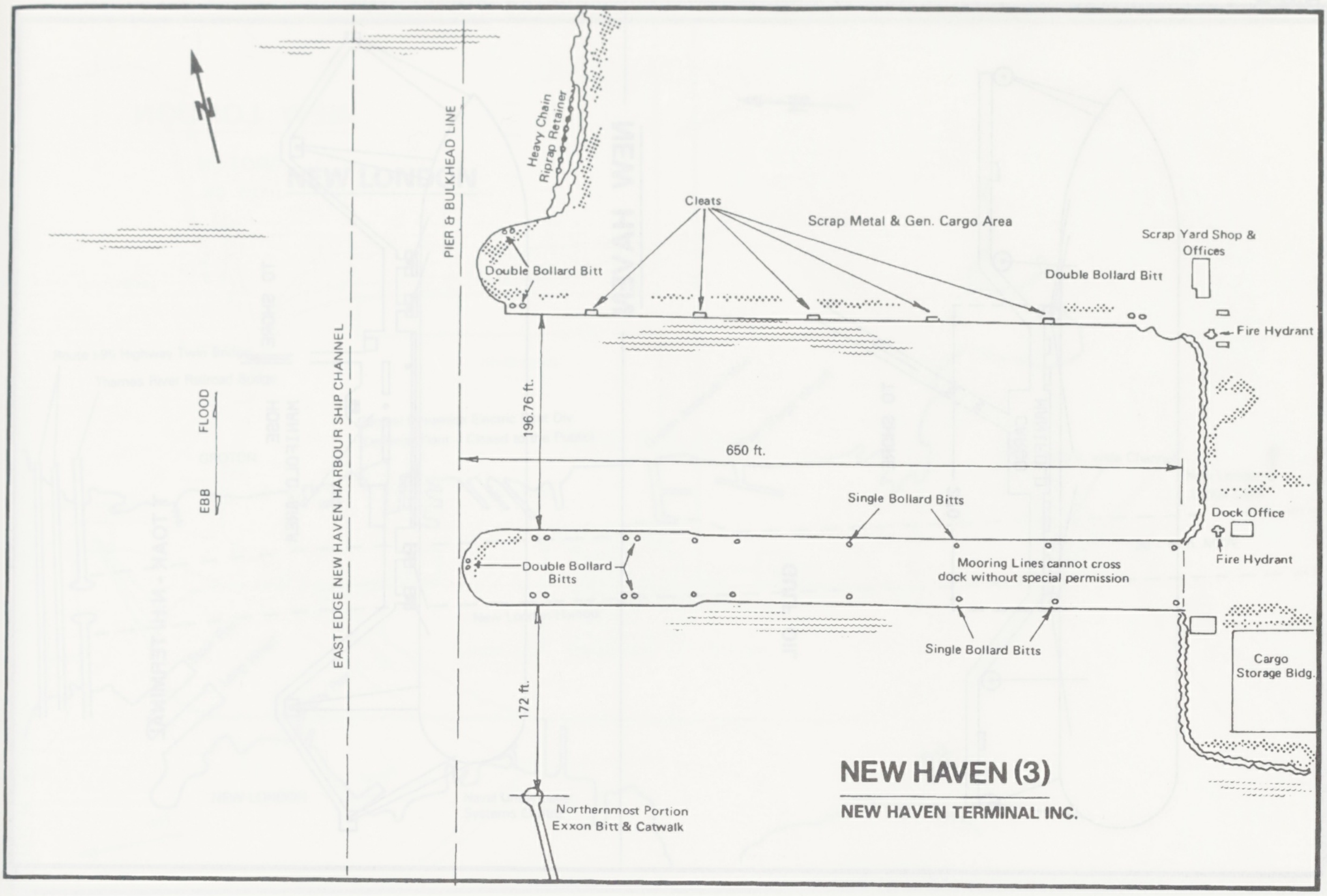
WYATT INC.
37 ft.
E. HAVEN REACH
Getty
35 ft.
Gulf
10 ft.
30 ft.
36 ft Gateway
15 ft.
Long Wharf
Fl.G.4s.
18 ft.
35 ft.
Scrap
30 ft.
35 ft.
N H Terminal
40 ft.
28 ft.
Anchorage Area
Exxon
35 ft.
NEW HAVEN REACH
U.I.
12 ft.
11 ft.
West River Channel
Fl.R.
N



NEW HAVEN (2)

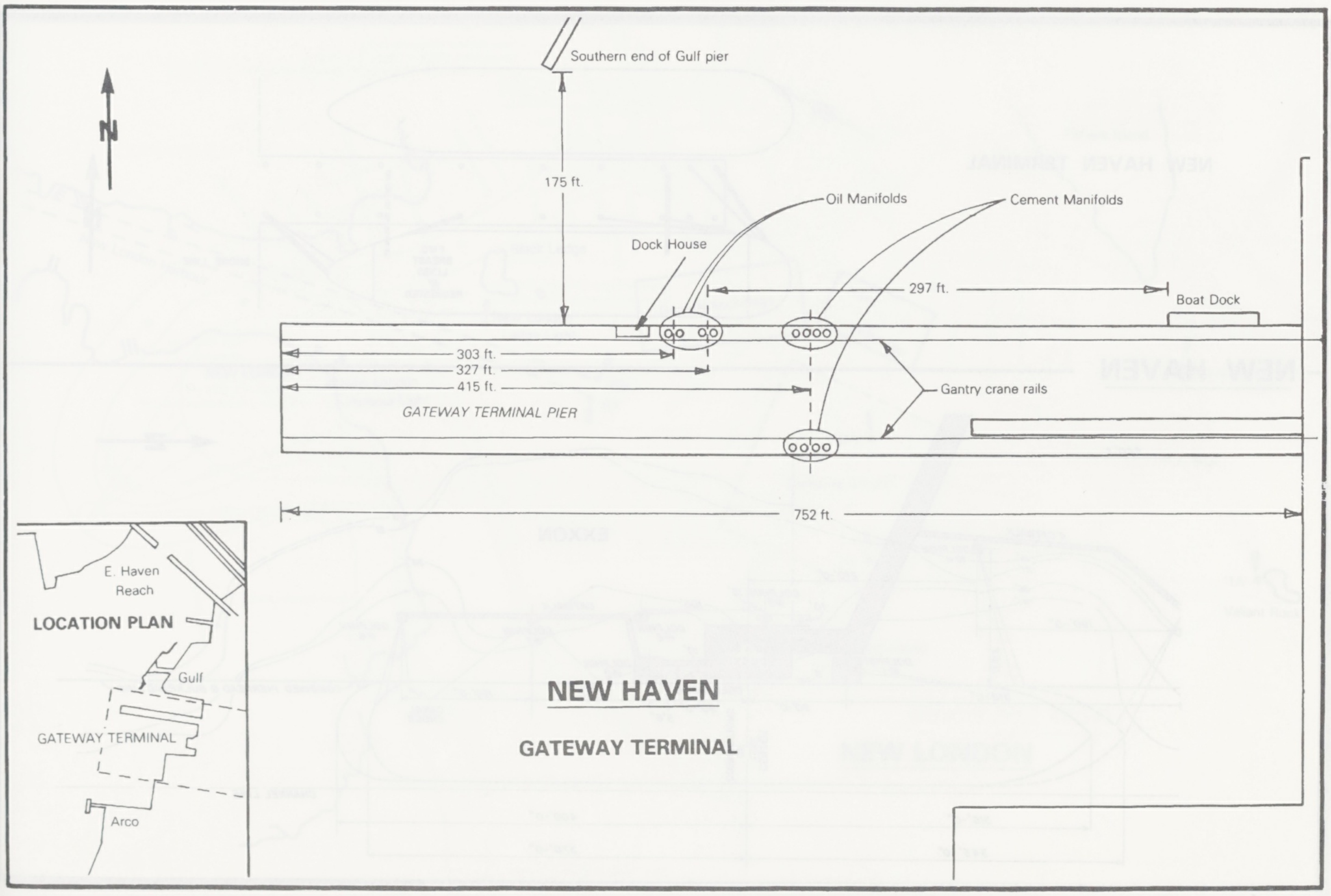
WYATT INC.

N
MAIN CHANNEL LINE
100 ft.
30.5 m
80 ft.
24.4 m
Kero
Kero
178 ft.
54.3 m
Asphalt
480 ft.
146.3 m
345 ft.
105 m
Kero
642K
46622K
245 ft.
74.7 m
approx.
MOORING WITH STEEL CABLE 1.5 in.
dia OR LARGER (3.8 cm.)


Heavy Chain
Riprap Retainer
PIER & BULKHEAD LINE
EAST EDGE NEW HAVEN HARBOUR SHIP CHANNEL
FLOOD
EBB
Cleats
Scrap Metal & Gen. Cargo Area
Scrap Yard Shop & Offices
Double Bollard Bitt
Double Bollard Bitt
Fire Hydrant
196.76 ft.
650 ft.
Single Bollard Bitts
Dock Office
Fire Hydrant
Double Bollard Bitts
Mooring Lines cannot cross dock without special permission
Single Bollard Bitts
Cargo Storage Bldg.
172 ft.
Northernmost Portion Exxon Bitt & Catwalk

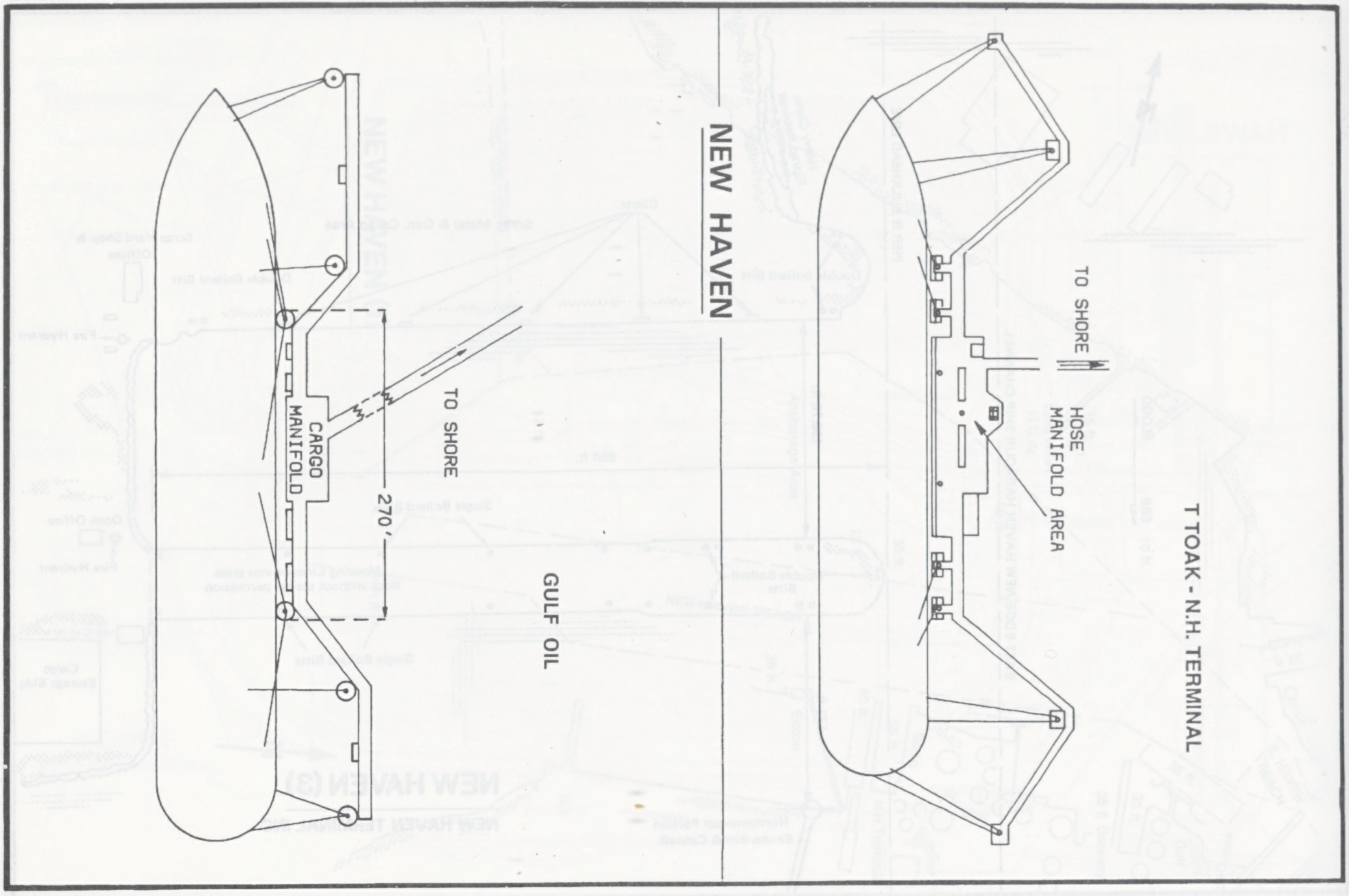
NEW HAVEN (3)

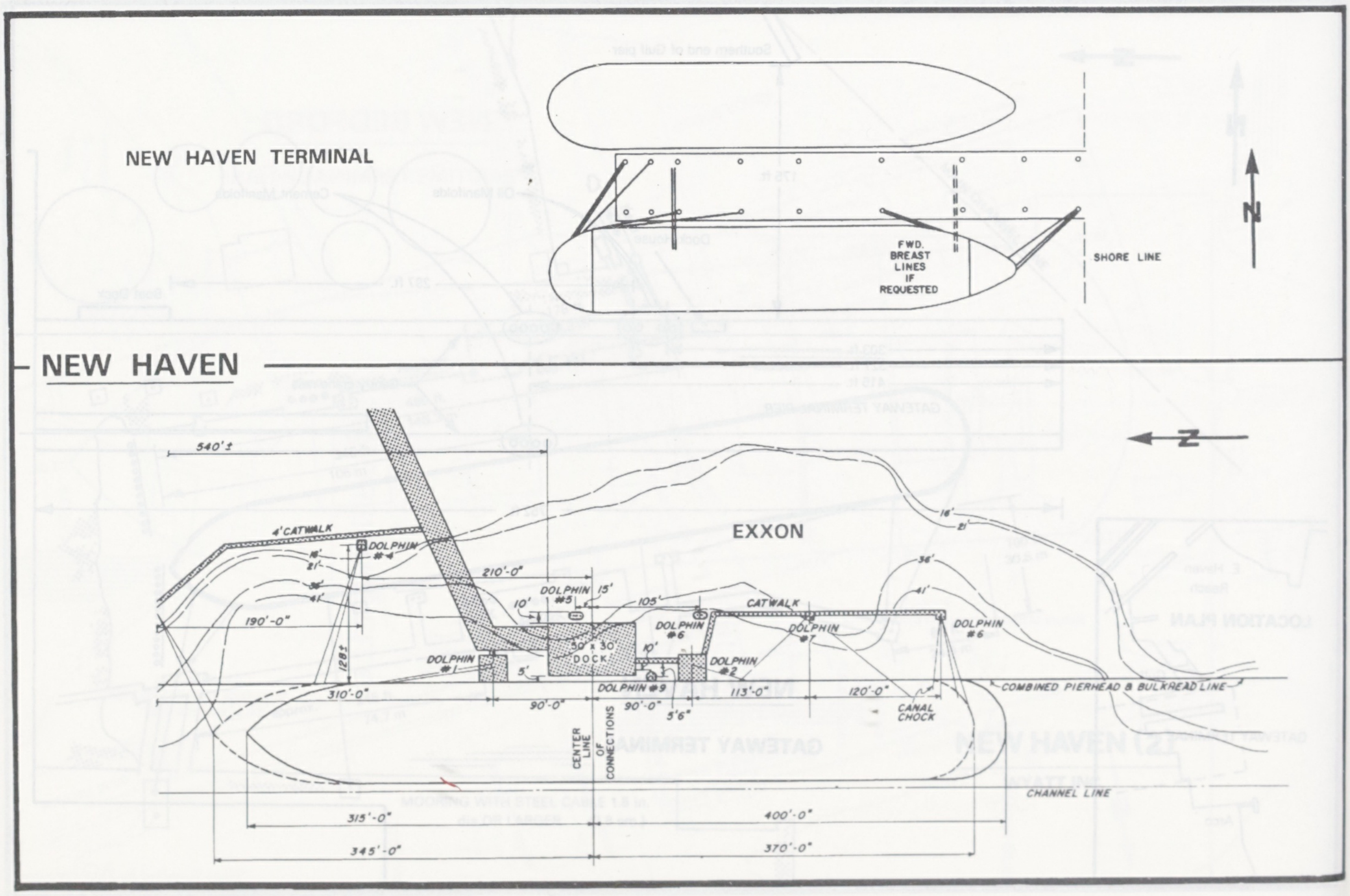
NEW HAVEN TERMINAL INC.

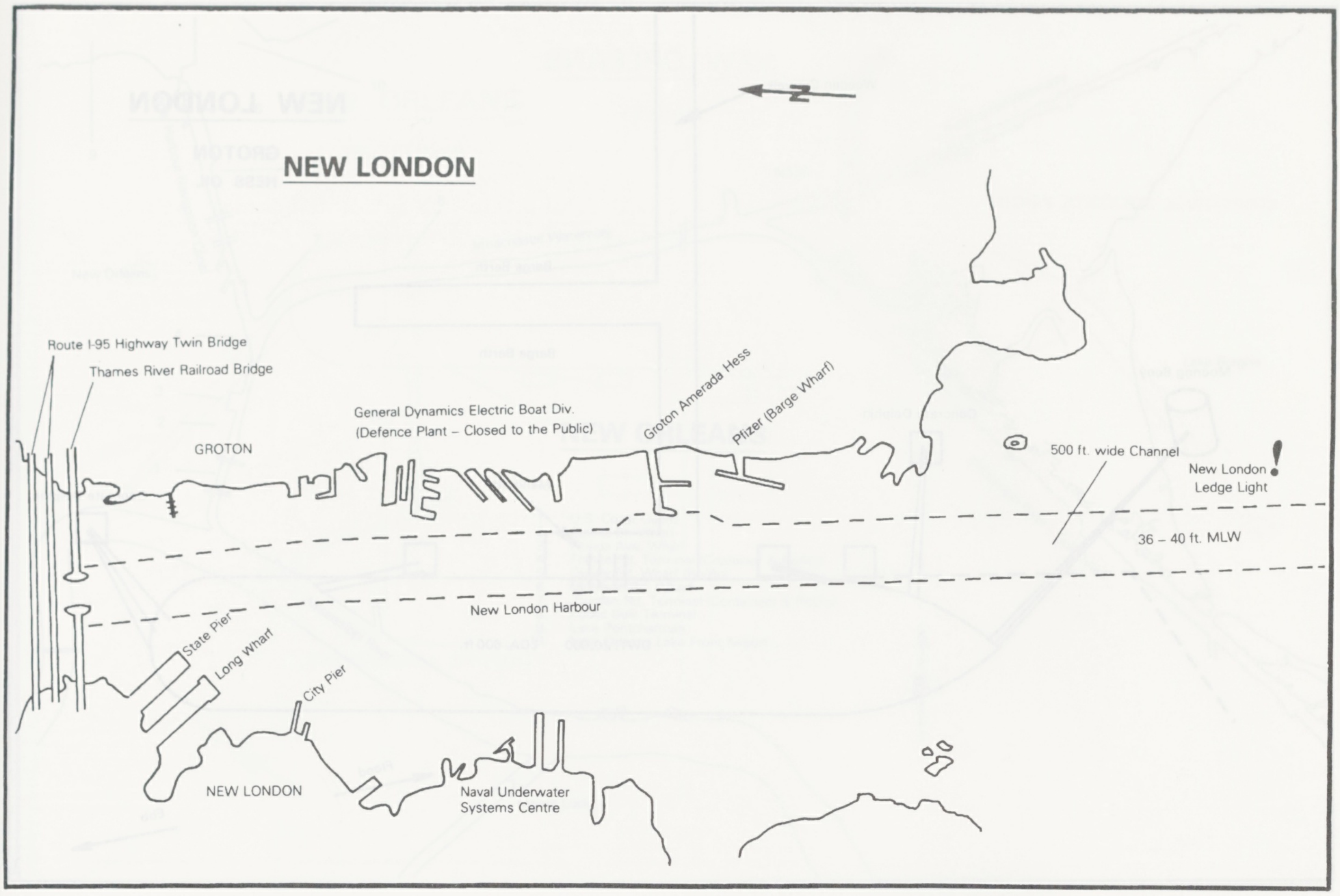

Southern end of Gulf pier
175 ft.
Oil Manifolds
Cement Manifolds
Dock House
297 ft.
Boat Dock
303 ft.
327 ft.
415 ft.
Gantry crane rails
GATEWAY TERMINAL PIER
752 ft.
E. Haven Reach
LOCATION PLAN
Gulf
GATEWAY TERMINAL
Arco

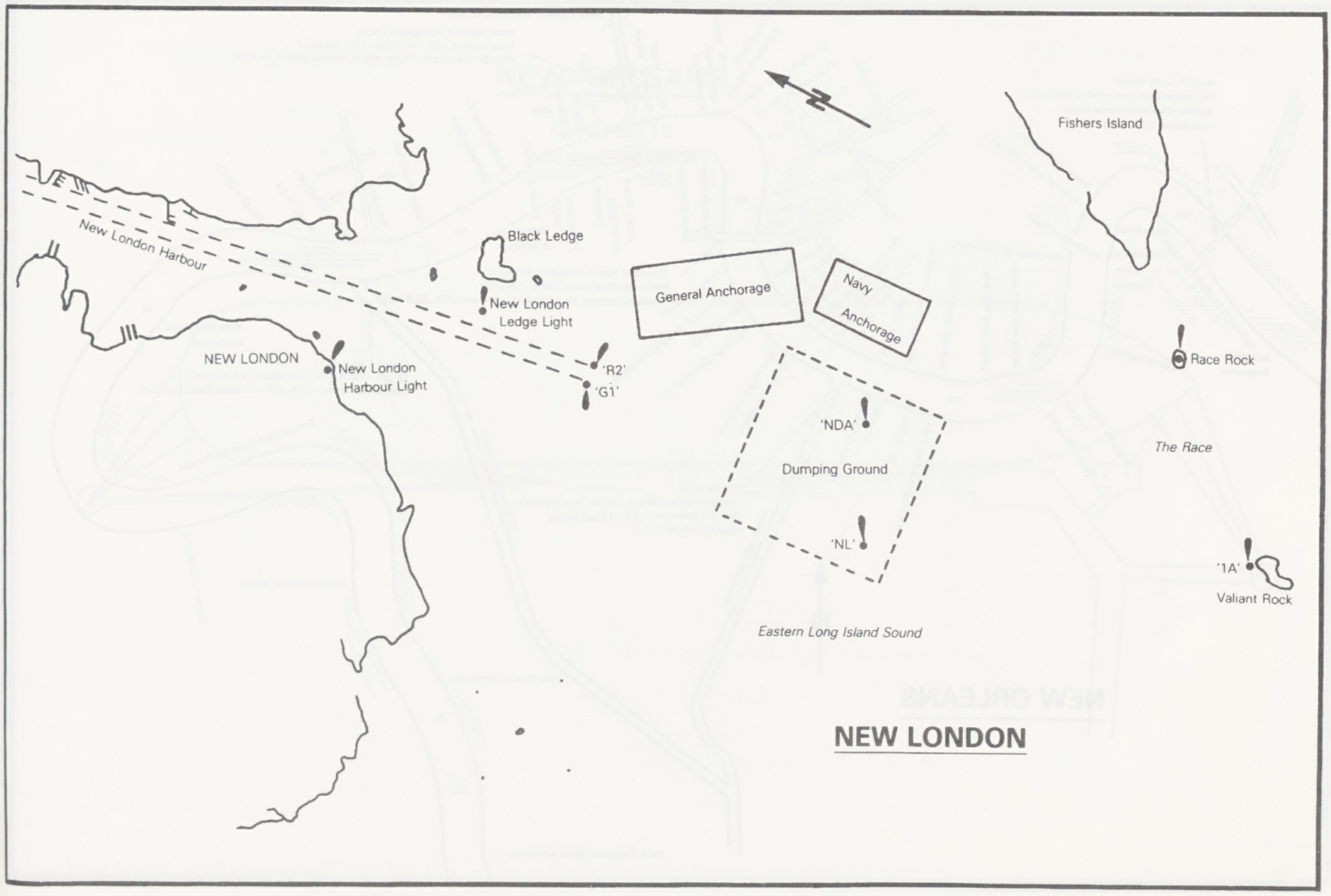
NEW HAVEN

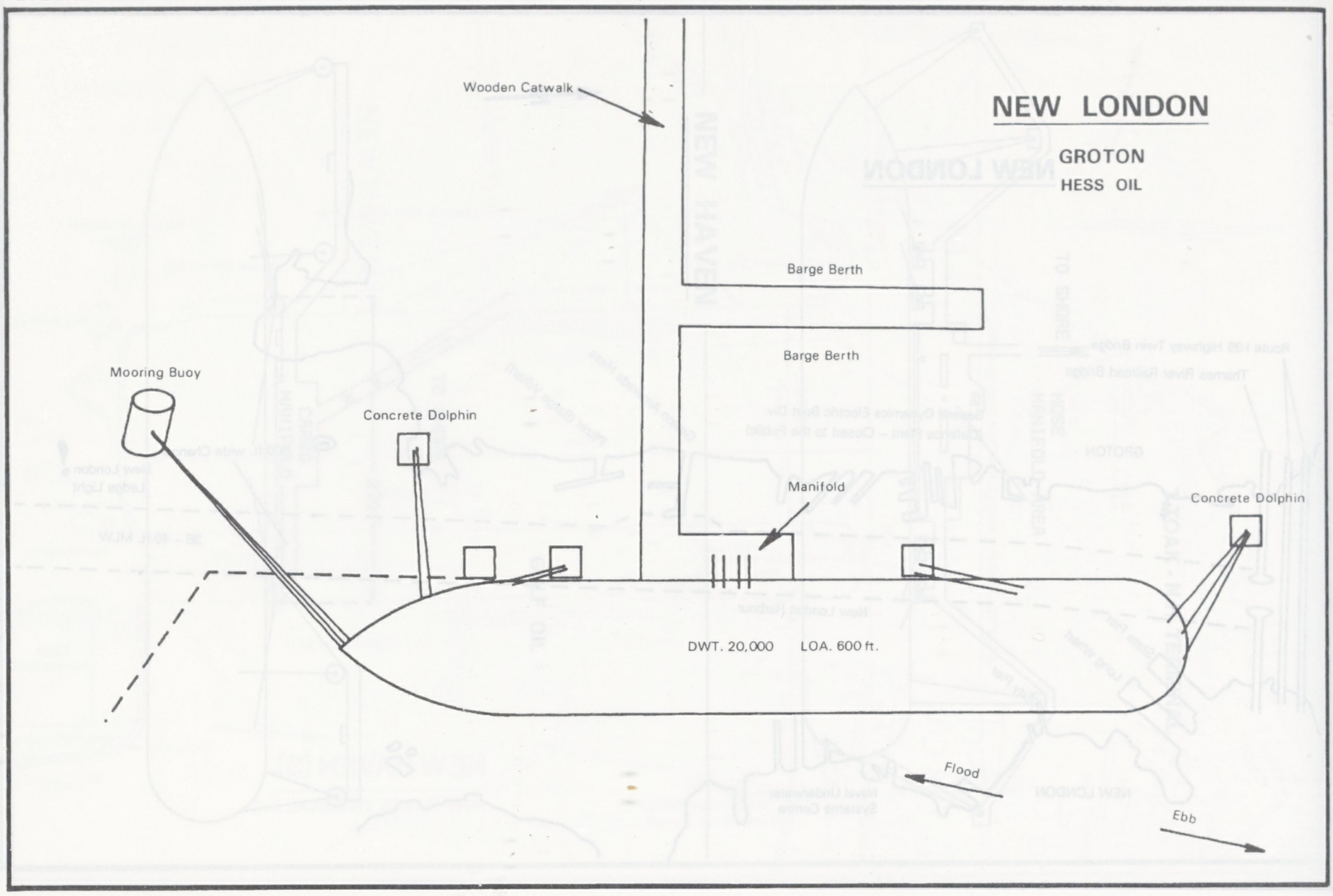
GATEWAY TERMINAL

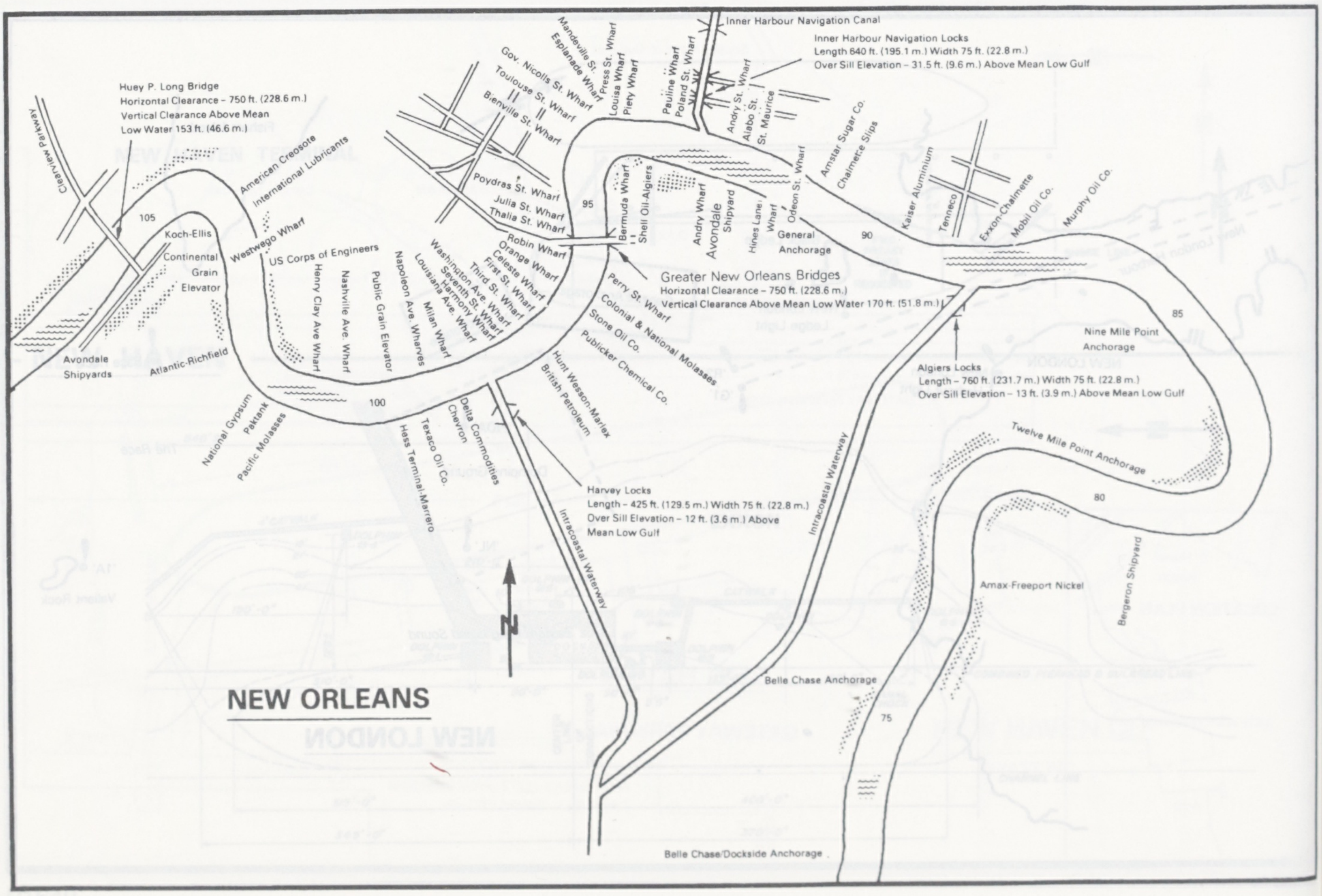

NEW HAVEN
GULF OIL
CARGO MANIFOLD
TO SHORE
270'
T TOAK - N.H. TERMINAL
HOSE MANIFOLD AREA
TO SHORE

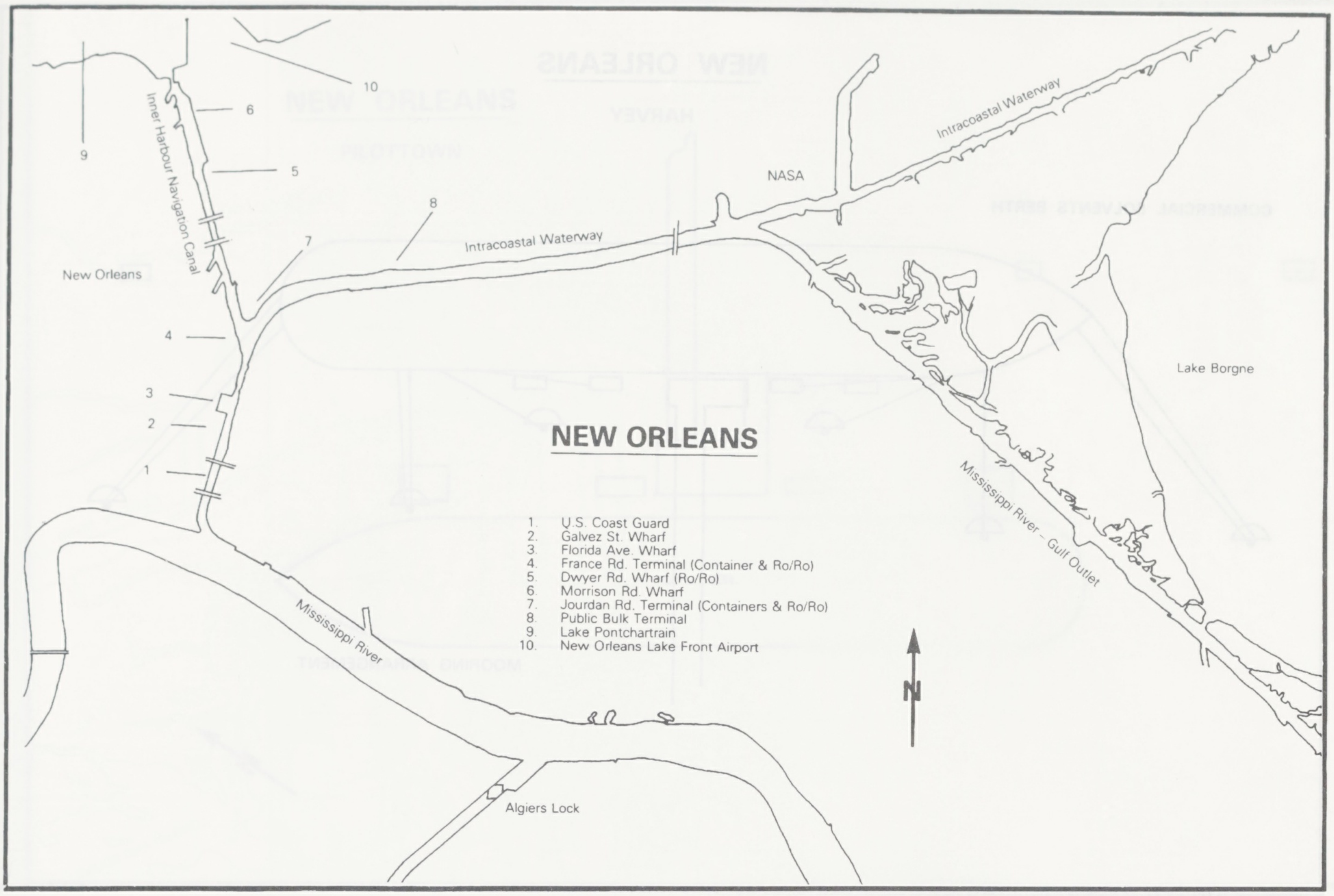

NEW HAVEN TERMINAL
FWD. BREAST LINES IF REQUESTED
SHORE LINE
N
NEW HAVEN
N
EXXON
540'±
4'CATWALK
DOLPHIN #4
16'
21'
36'
41'
190'-0"
128'±
210'-0"
DOLPHIN #5
10'
15'
105'
30' x 30' DOCK
DOLPHIN #1
5'
DOLPHIN #6
10'
DOLPHIN #2
CATWALK
DOLPHIN #7
DOLPHIN #6
16'
21'
36'
41'
DOLPHIN #9
310'-0"
90'-0"
90'-0"
5'6"
113'-0"
120'-0"
CANAL CHOCK
COMBINED PIERHEAD & BULKHEAD LINE
CENTER LINE OF CONNECTIONS
CHANNEL LINE
315'-0"
400'-0"
345'-0"
370'-0"

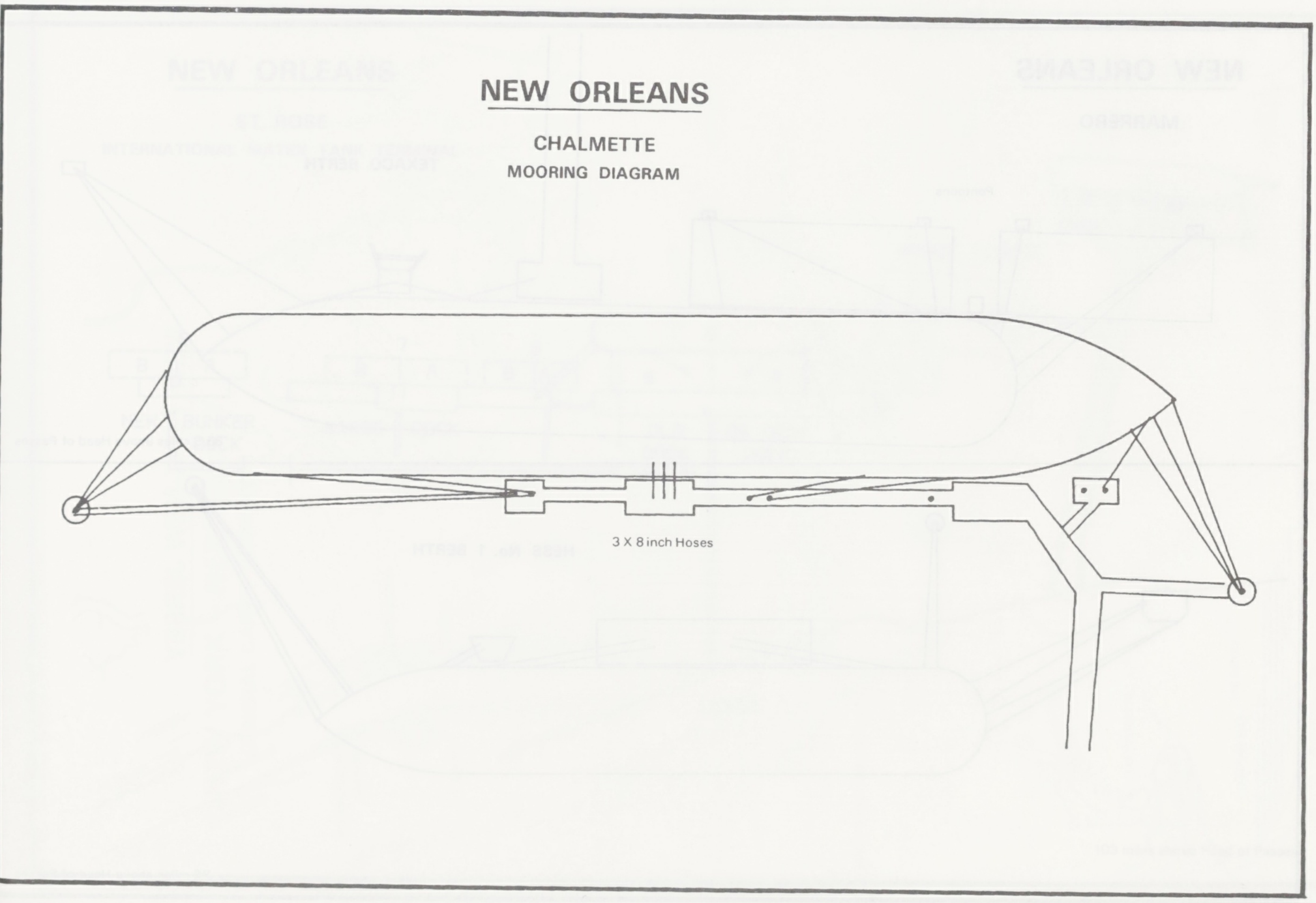

N
NEW LONDON
Route I-95 Highway Twin Bridge
Thames River Railroad Bridge
GROTON
General Dynamics Electric Boat Div.
(Defence Plant – Closed to the Public)
Groton Amerada Hess
Pfizer (Barge Wharf)
500 ft. wide Channel
New London Ledge Light
36 – 40 ft. MLW
New London Harbour
State Pier
Long Wharf
City Pier
NEW LONDON
Naval Underwater Systems Centre

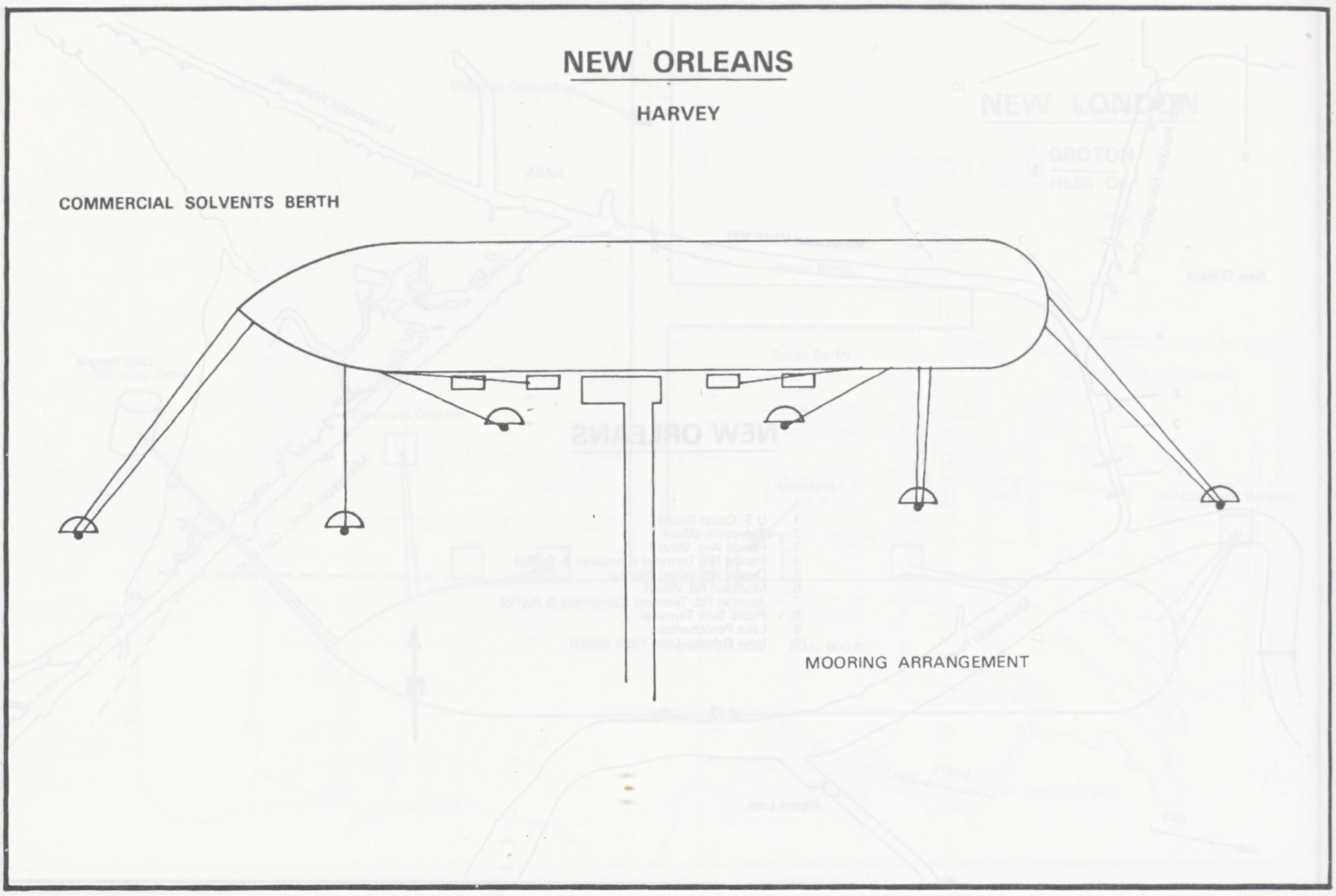

N
Fishers Island
New London Harbour
Black Ledge
New London Ledge Light
General Anchorage
Navy Anchorage
NEW LONDON
New London Harbour Light
'R2'
'G1'
'NDA'
Dumping Ground
'NL'
Race Rock
The Race
'1A'
Valiant Rock
Eastern Long Island Sound
NEW LONDON


NEW LONDON
GROTON
HESS OIL
Wooden Catwalk
Barge Berth
Barge Berth
Mooring Buoy
Concrete Dolphin
Manifold
Concrete Dolphin
DWT. 20,000
LOA. 600 ft.
Flood
Ebb


Huey P. Long Bridge
Horizontal Clearance – 750 ft. (228.6 m.)
Vertical Clearance Above Mean
Low Water 153 ft. (46.6 m.)
Clearview Parkway
American Creosote
International Lubricants
105
Koch-Ellis
Continental Grain Elevator
Westwego Wharf
US Corps of Engineers
Avondale Shipyards
Atlantic-Richfield
Henry Clay Ave Wharf
Nashville Ave. Wharf
Public Grain Elevator
Napoleon Ave. Wharves
Louisiana Ave. Wharf
Milan Wharf
Washington Ave. Wharf
Seventh St. Wharf
Harmony Wharf
Third St. Wharf
First St. Wharf
Celeste Wharf
Orange Wharf
Robin Wharf
Thalia St. Wharf
Julia St. Wharf
Poydras St. Wharf
Bienville St. Wharf
Toulouse St. Wharf
Gov. Nicolls St. Wharf
Esplanade Wharf
Mandeville St.
Press St. Wharf
Louisa Wharf
Piety Wharf
Pauline Wharf
Poland St. Wharf
Inner Harbour Navigation Canal
Inner Harbour Navigation Locks
Length 640 ft. (195.1 m.) Width 75 ft. (22.8 m.)
Over Sill Elevation – 31.5 ft. (9.6 m.) Above Mean Low Gulf
Andry St. Wharf
Alabo St.
St. Maurice
Amstar Sugar Co.
Chalmette Slips
Kaiser Aluminium
Tenneco
Exxon-Chalmette
Mobil Oil Co.
Murphy Oil Co.
95
Bermuda Wharf
Shell Oil-Algiers
Andry Wharf
Avondale Shipyard
Hines Lane Wharf
Odeon St. Wharf
General Anchorage
90
Greater New Orleans Bridges
Horizontal Clearance – 750 ft. (228.6 m.)
Vertical Clearance Above Mean Low Water 170 ft. (51.8 m.)
Perry St. Wharf
Colonial & National Molasses
Stone Oil Co.
Publicker Chemical Co.
Hunt Wesson-Marlex
British Petroleum
Delta Commodities
Chevron
Texaco Oil Co.
Hess Terminal-Marrero
100
National Gypsum
Paktank
Pacific Molasses
Harvey Locks
Length – 425 ft. (129.5 m.) Width 75 ft. (22.8 m.)
Over Sill Elevation – 12 ft. (3.6 m.) Above
Mean Low Gulf
Intracoastal Waterway
Intracoastal Waterway
Algiers Locks
Length – 760 ft. (231.7 m.) Width 75 ft. (22.8 m.)
Over Sill Elevation – 13 ft. (3.9 m.) Above Mean Low Gulf
85
Nine Mile Point Anchorage
Twelve Mile Point Anchorage
80
Amax-Freeport Nickel
Bergeron Shipyard
N
Belle Chase Anchorage
75
Belle Chase/Dockside Anchorage
NEW ORLEANS


NEW ORLEANS
10
6
9
5
8
Inner Harbour Navigation Canal
7
New Orleans
4
3
2
1
Intracoastal Waterway
NASA
Intracoastal Waterway
Lake Borgne
Mississippi River – Gulf Outlet
Mississippi River
N
Algiers Lock
1. U.S. Coast Guard
2. Galvez St. Wharf
3. Florida Ave. Wharf
4. France Rd. Terminal (Container & Ro/Ro)
5. Dwyer Rd. Wharf (Ro/Ro)
6. Morrison Rd. Wharf
7. Jourdan Rd. Terminal (Containers & Ro/Ro)
8. Public Bulk Terminal
9. Lake Pontchartrain
10. New Orleans Lake Front Airport

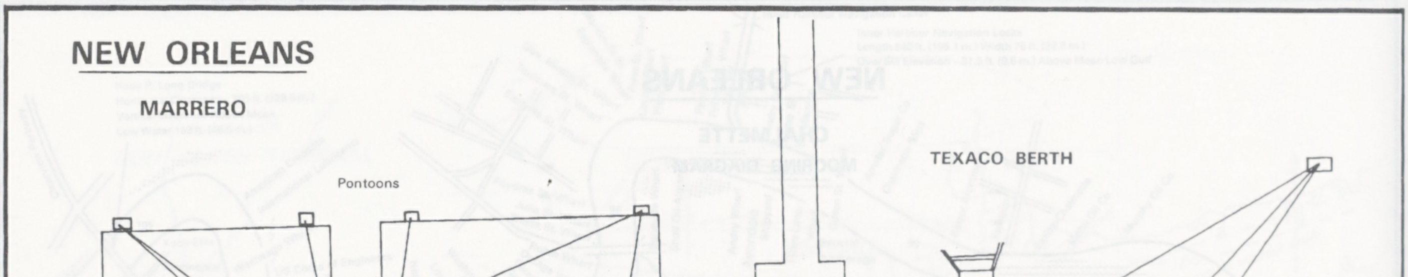

NEW ORLEANS
CHALMETTE
MOORING DIAGRAM
3 X 8 inch Hoses



NEW ORLEANS

HARVEY

COMMERCIAL SOLVENTS BERTH
MOORING ARRANGEMENT



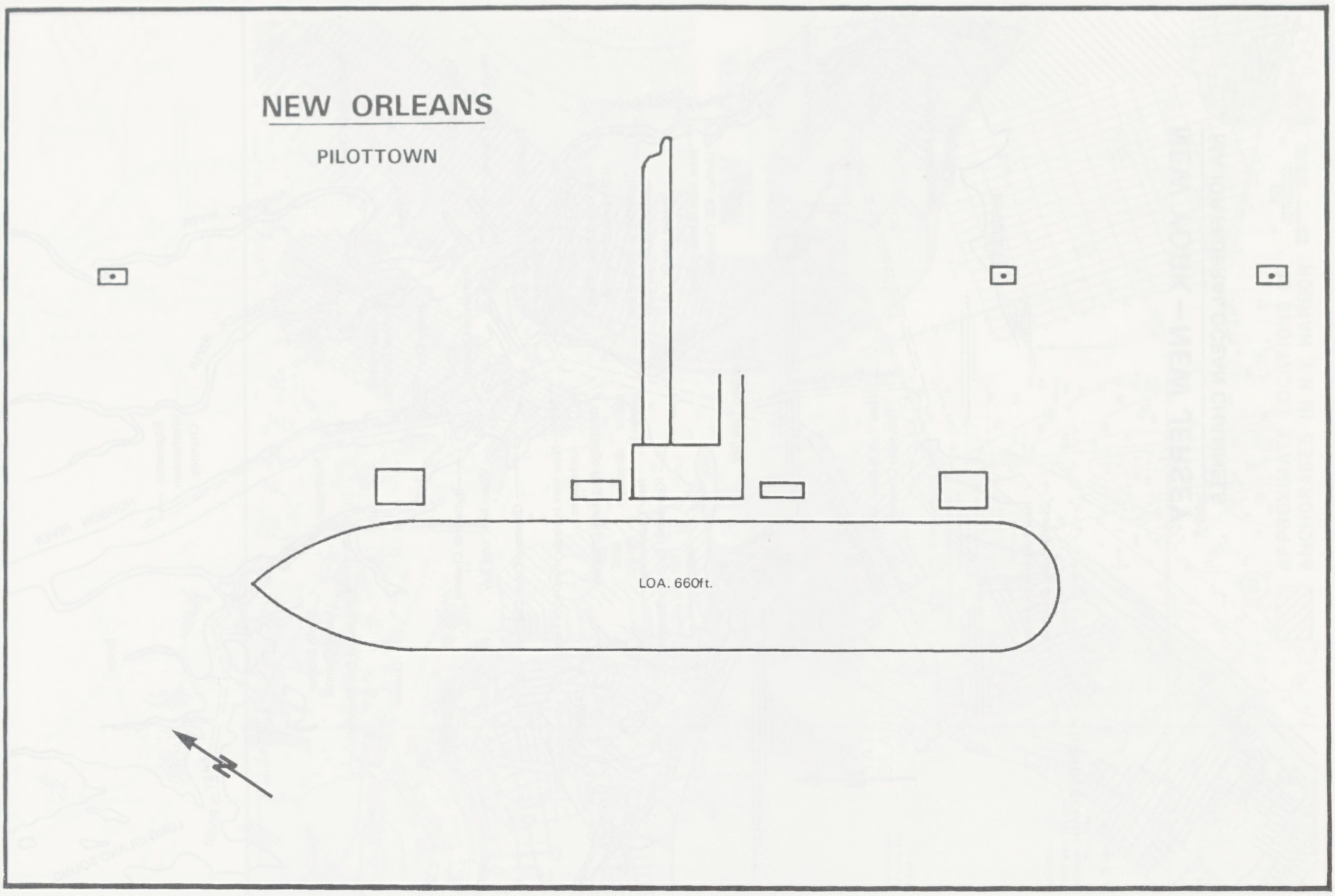
NEW ORLEANS

MARRERO

Pontoons
TEXACO BERTH
86.5 miles above Head of Passes
HESS No. 1 BERTH
86 miles above Head of Passes

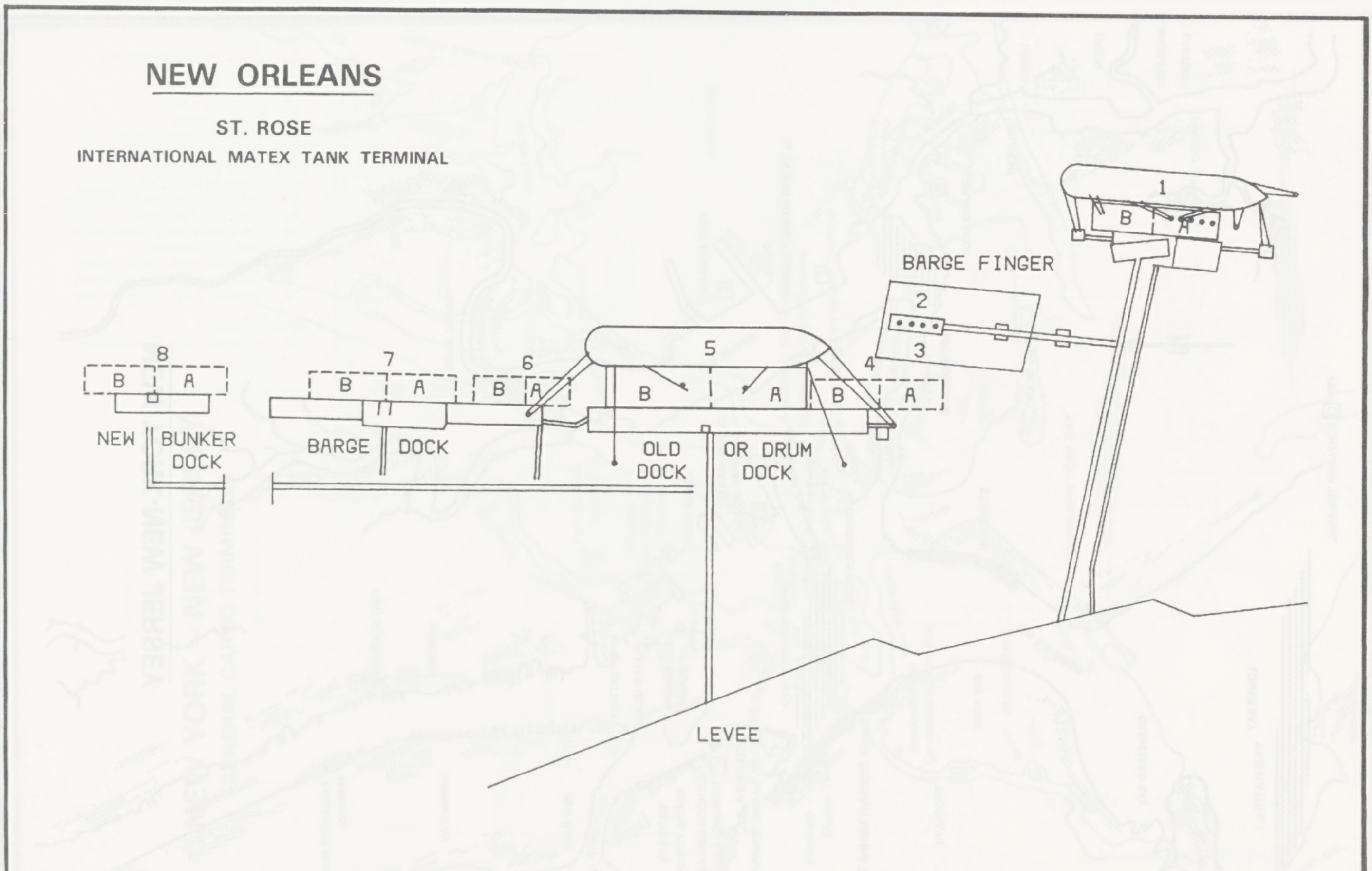
NEW ORLEANS

PILOTTOWN

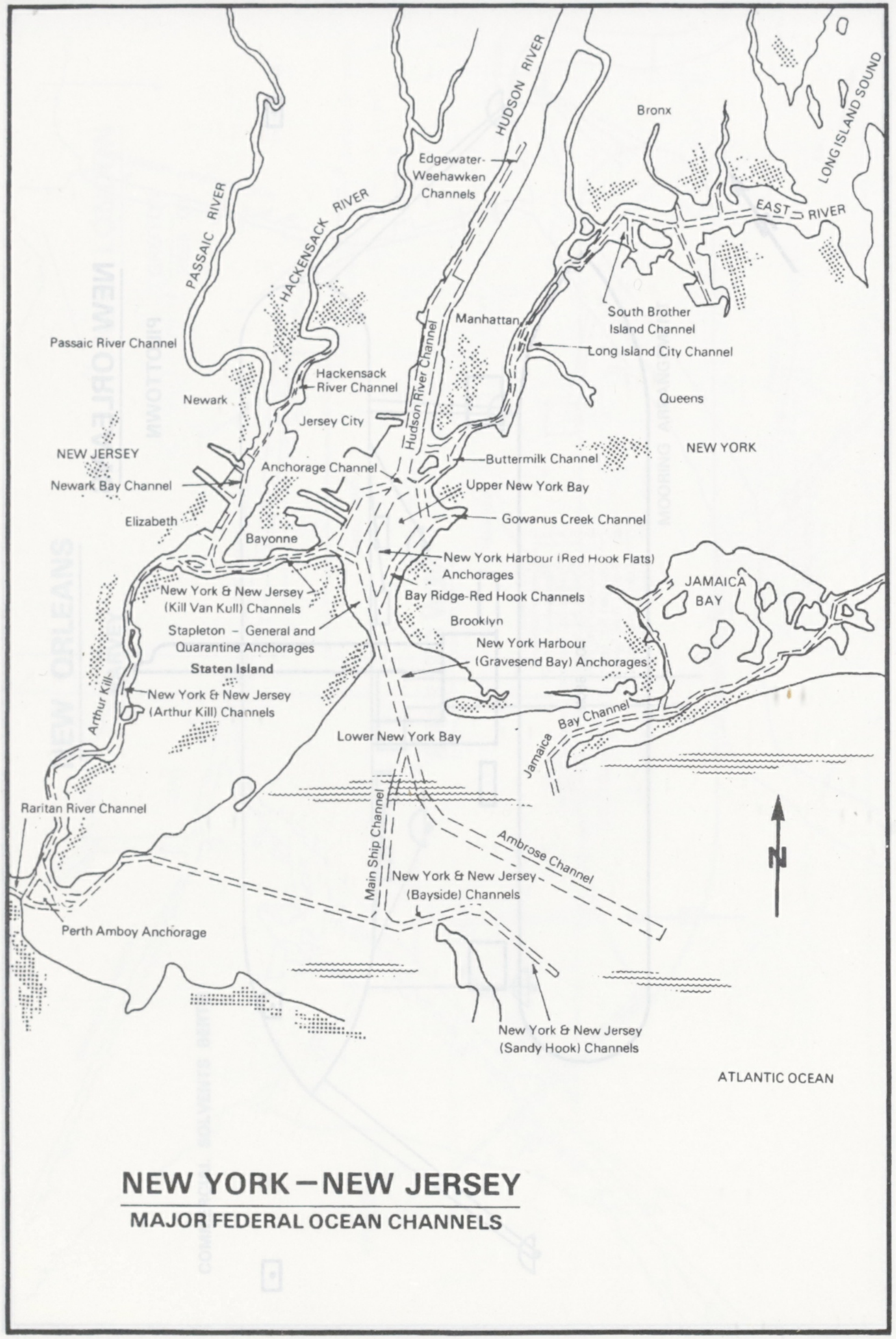


NEW ORLEANS

ST. ROSE
INTERNATIONAL MATEX TANK TERMINAL

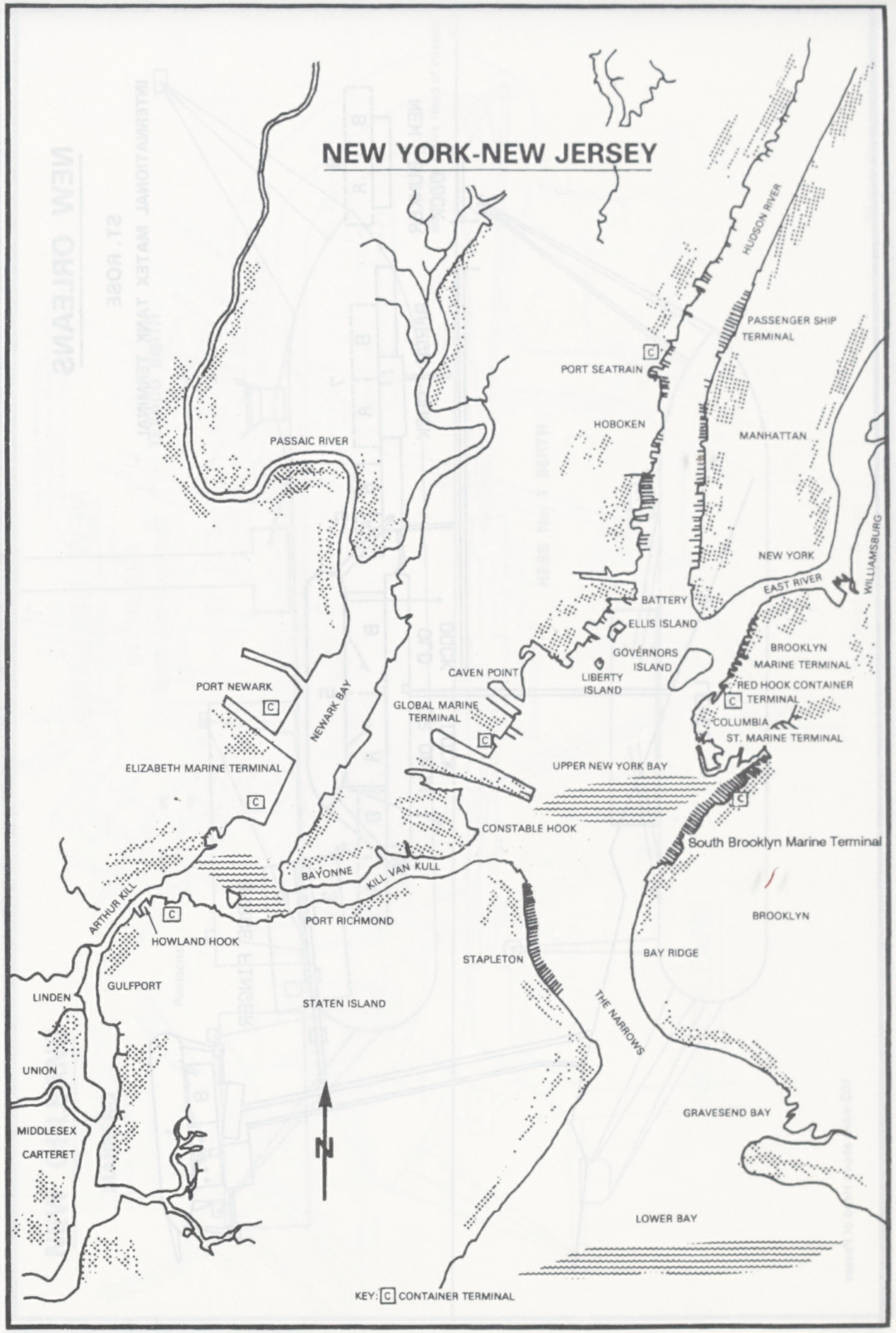

1
B
A
BARGE FINGER
2
3
4
B
A
5
B
A
6
B
A
7
B
A
8
B
A
NEW
BUNKER DOCK
BARGE DOCK
OLD DOCK
OR DRUM DOCK
LEVEE

103 miles above Head of Passes


HUDSON RIVER
LONG ISLAND SOUND
Bronx
Edgewater-Weehawken Channels
EAST RIVER
PASSAIC RIVER
HACKENSACK RIVER
South Brother Island Channel
Manhattan
Long Island City Channel
Passaic River Channel
Hackensack River Channel
Hudson River Channel
Queens
Newark
Jersey City
NEW YORK
NEW JERSEY
Anchorage Channel
Buttermilk Channel
Newark Bay Channel
Upper New York Bay
Elizabeth
Gowanus Creek Channel
Bayonne
New York Harbour (Red Hook Flats) Anchorages
JAMAICA BAY
New York & New Jersey (Kill Van Kull) Channels
Bay Ridge-Red Hook Channels
Brooklyn
Stapleton – General and Quarantine Anchorages
New York Harbour (Gravesend Bay) Anchorages
Staten Island
Arthur Kill
New York & New Jersey (Arthur Kill) Channels
Jamaica Bay Channel
Lower New York Bay
Raritan River Channel
Ambrose Channel
Main Ship Channel
New York & New Jersey (Bayside) Channels
N
Perth Amboy Anchorage
New York & New Jersey (Sandy Hook) Channels
ATLANTIC OCEAN

NEW YORK—NEW JERSEY

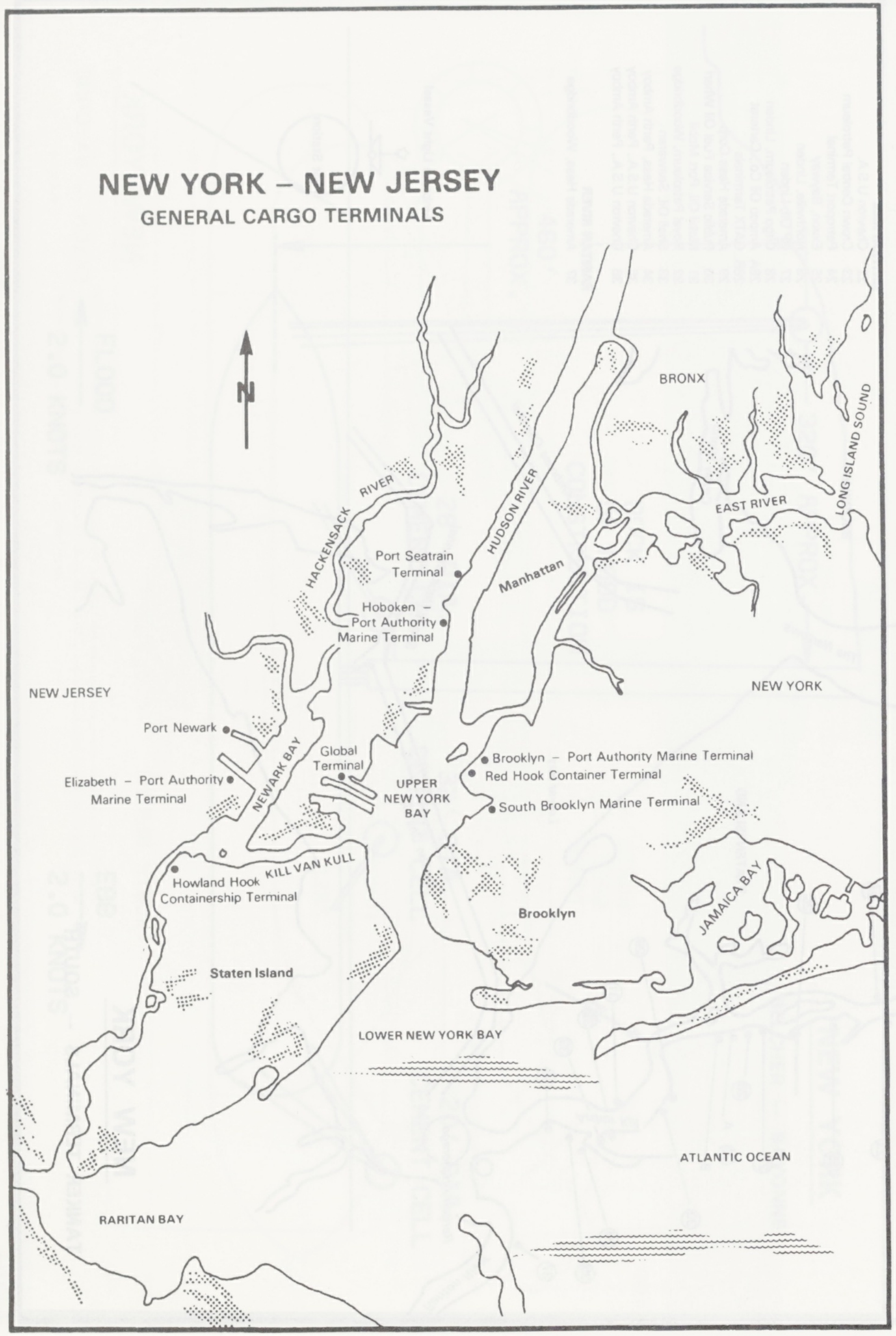
MAJOR FEDERAL OCEAN CHANNELS

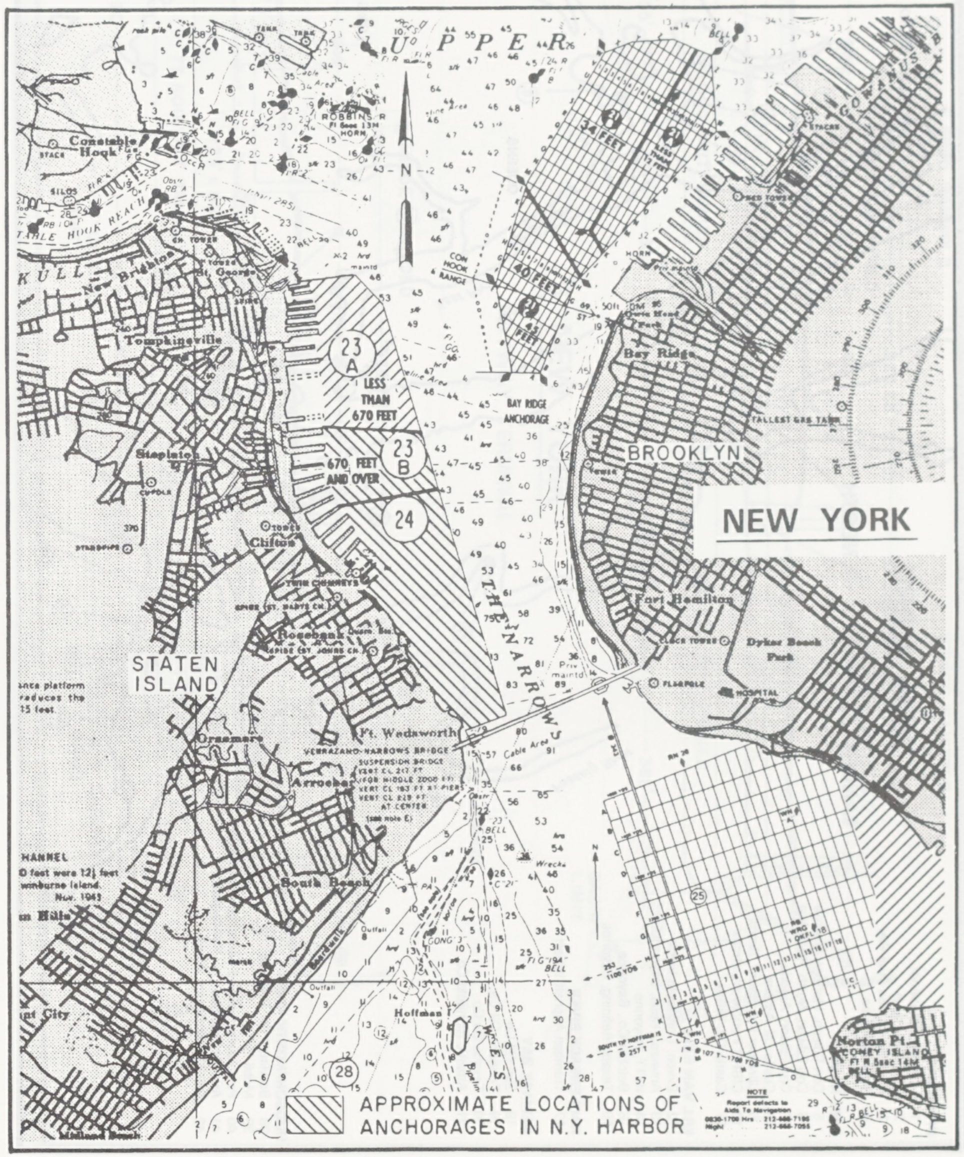


NEW YORK-NEW JERSEY

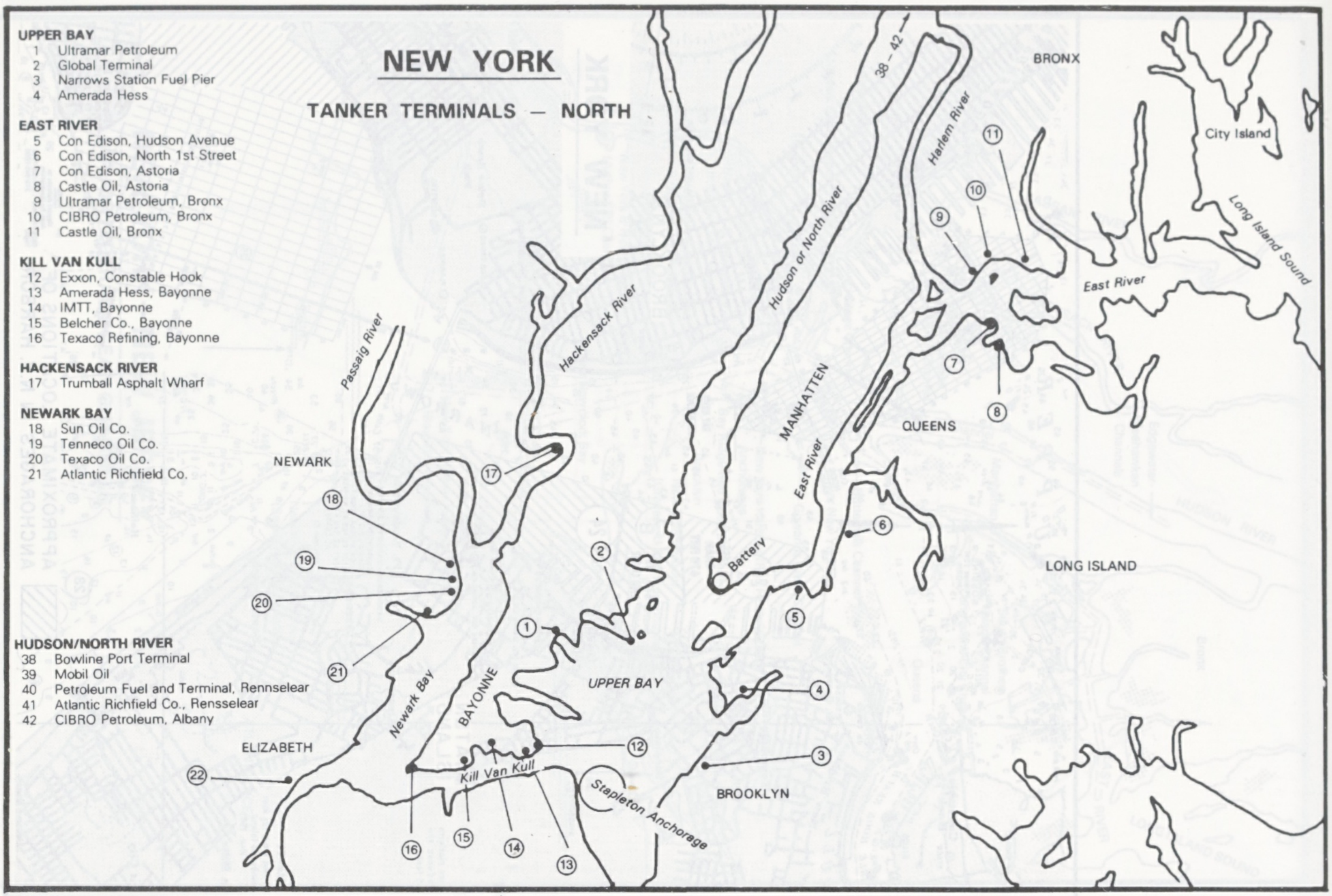
HUDSON RIVER
PASSENGER SHIP TERMINAL
PORT SEATRAIN
C
HOBOKEN
PASSAIC RIVER
MANHATTAN
NEW YORK
WILLIAMSBURG
EAST RIVER
BATTERY
ELLIS ISLAND
GOVERNORS ISLAND
BROOKLYN MARINE TERMINAL
LIBERTY ISLAND
CAVEN POINT
RED HOOK CONTAINER TERMINAL
PORT NEWARK
NEWARK BAY
GLOBAL MARINE TERMINAL
COLUMBIA ST. MARINE TERMINAL
ELIZABETH MARINE TERMINAL
UPPER NEW YORK BAY
CONSTABLE HOOK
South Brooklyn Marine Terminal
BAYONNE
KILL VAN KULL
ARTHUR KILL
PORT RICHMOND
BROOKLYN
HOWLAND HOOK
STAPLETON
BAY RIDGE
LINDEN
GULFPORT
STATEN ISLAND
THE NARROWS
UNION
N
GRAVESEND BAY
MIDDLESEX
CARTERET
LOWER BAY
KEY: C CONTAINER TERMINAL

NEW YORK – NEW JERSEY
GENERAL CARGO TERMINALS


N
BRONX
LONG ISLAND SOUND
EAST RIVER
HACKENSACK RIVER
HUDSON RIVER
Manhattan
Port Seatrain Terminal
Hoboken – Port Authority Marine Terminal
NEW JERSEY
NEW YORK
Port Newark
Elizabeth – Port Authority Marine Terminal
NEWARK BAY
Global Terminal
UPPER NEW YORK BAY
Brooklyn – Port Authority Marine Terminal
Red Hook Container Terminal
South Brooklyn Marine Terminal
KILL VAN KULL
Howland Hook Containership Terminal
Brooklyn
JAMAICA BAY
Staten Island
LOWER NEW YORK BAY
ATLANTIC OCEAN
RARITAN BAY


UPPER
Constable Hook
KILL
New Brighton
St. George
ROBBINS R
Tompkinsville
Stapleton
Clifton
Rosebank
STATEN ISLAND
Ft. Wadsworth
Arrochar
South Beach
23 A
LESS THAN 670 FEET
23 B
670 FEET AND OVER
24
25
28
34 FEET
40 FEET
BAY RIDGE ANCHORAGE
Bay Ridge
BROOKLYN
GOWANUS
TALLEST GAS TANK
THE NARROWS
VERRAZANO-NARROWS BRIDGE
Fort Hamilton
Dyker Beach Park
Hoffman I
Norton Pt.
CONEY ISLAND
NEW YORK

▨ APPROXIMATE LOCATIONS OF ANCHORAGES IN N.Y. HARBOR



NEW YORK

TANKER TERMINALS — NORTH

UPPER BAY

1	Ultramar Petroleum
2	Global Terminal
3	Narrows Station Fuel Pier
4	Amerada Hess

EAST RIVER

5	Con Edison, Hudson Avenue
6	Con Edison, North 1st Street
7	Con Edison, Astoria
8	Castle Oil, Astoria
9	Ultramar Petroleum, Bronx
10	CIBRO Petroleum, Bronx
11	Castle Oil, Bronx

KILL VAN KULL

12	Exxon, Constable Hook
13	Amerada Hess, Bayonne
14	IMTT, Bayonne
15	Belcher Co., Bayonne
16	Texaco Refining, Bayonne

HACKENSACK RIVER

17	Trumball Asphalt Wharf

NEWARK BAY

18	Sun Oil Co.
19	Tenneco Oil Co.
20	Texaco Oil Co.
21	Atlantic Richfield Co.

HUDSON/NORTH RIVER

38	Bowline Port Terminal
39	Mobil Oil
40	Petroleum Fuel and Terminal, Rennselear
41	Atlantic Richfield Co., Rensselear
42	CIBRO Petroleum, Albany

BRONX
City Island
Long Island Sound
East River
Harlem River
38 – 42
Hudson or North River
MANHATTEN
East River
QUEENS
LONG ISLAND
Battery
Passaig River
Hackensack River
NEWARK
Newark Bay
BAYONNE
UPPER BAY
ELIZABETH
Kill Van Kull
Stapleton Anchorage
BROOKLYN
①
②
③
④
⑤
⑥
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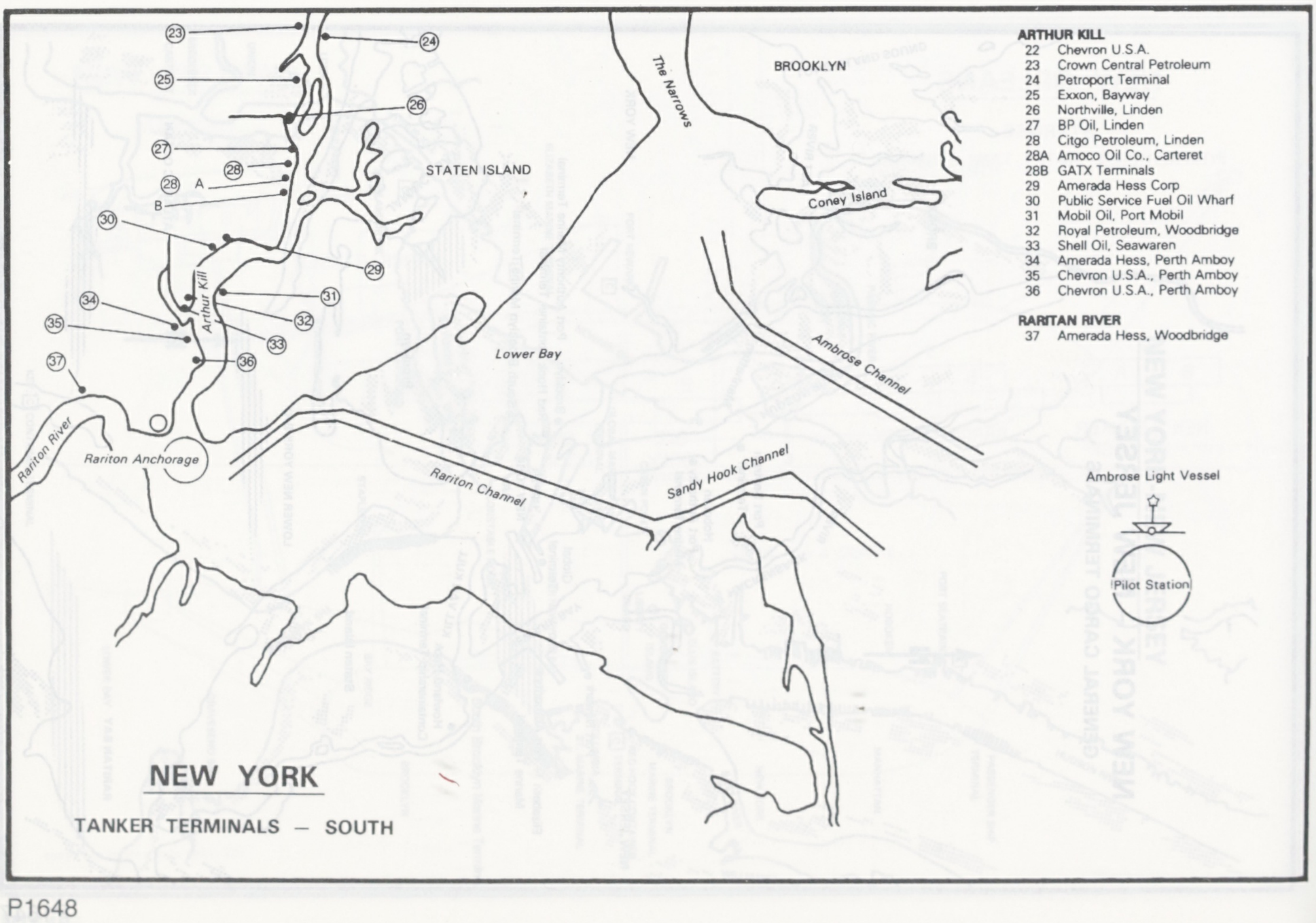

ARTHUR KILL

22	Chevron U.S.A.
23	Crown Central Petroleum
24	Petroport Terminal
25	Exxon, Bayway
26	Northville, Linden
27	BP Oil, Linden
28	Citgo Petroleum, Linden
28A	Amoco Oil Co., Carteret
28B	GATX Terminals
29	Amerada Hess Corp
30	Public Service Fuel Oil Wharf
31	Mobil Oil, Port Mobil
32	Royal Petroleum, Woodbridge
33	Shell Oil, Seawaren
34	Amerada Hess, Perth Amboy
35	Chevron U.S.A., Perth Amboy
36	Chevron U.S.A., Perth Amboy

RARITAN RIVER

37	Amerada Hess, Woodbridge

NEW YORK

TANKER TERMINALS — SOUTH

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㉘
28 A
B
㉙
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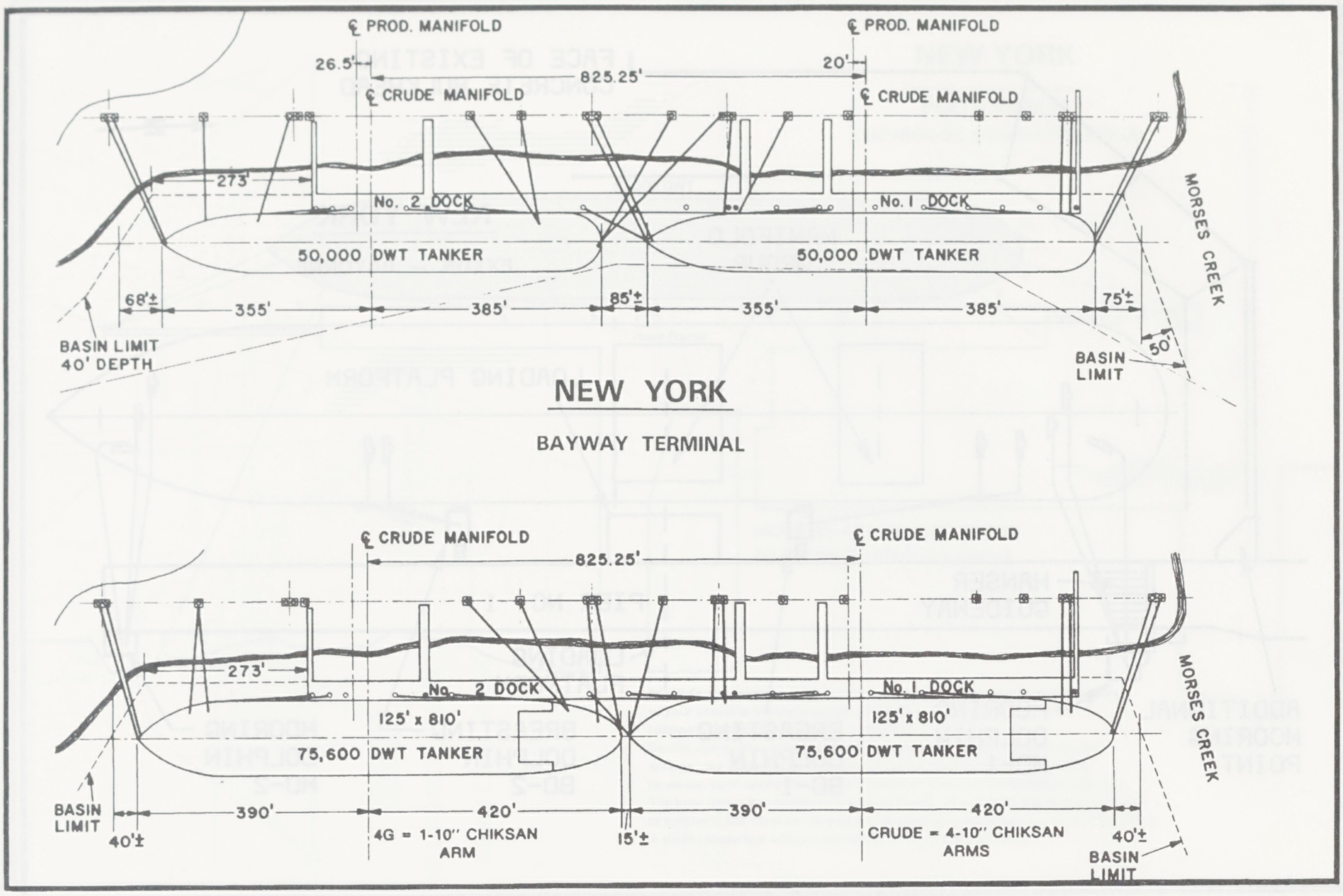
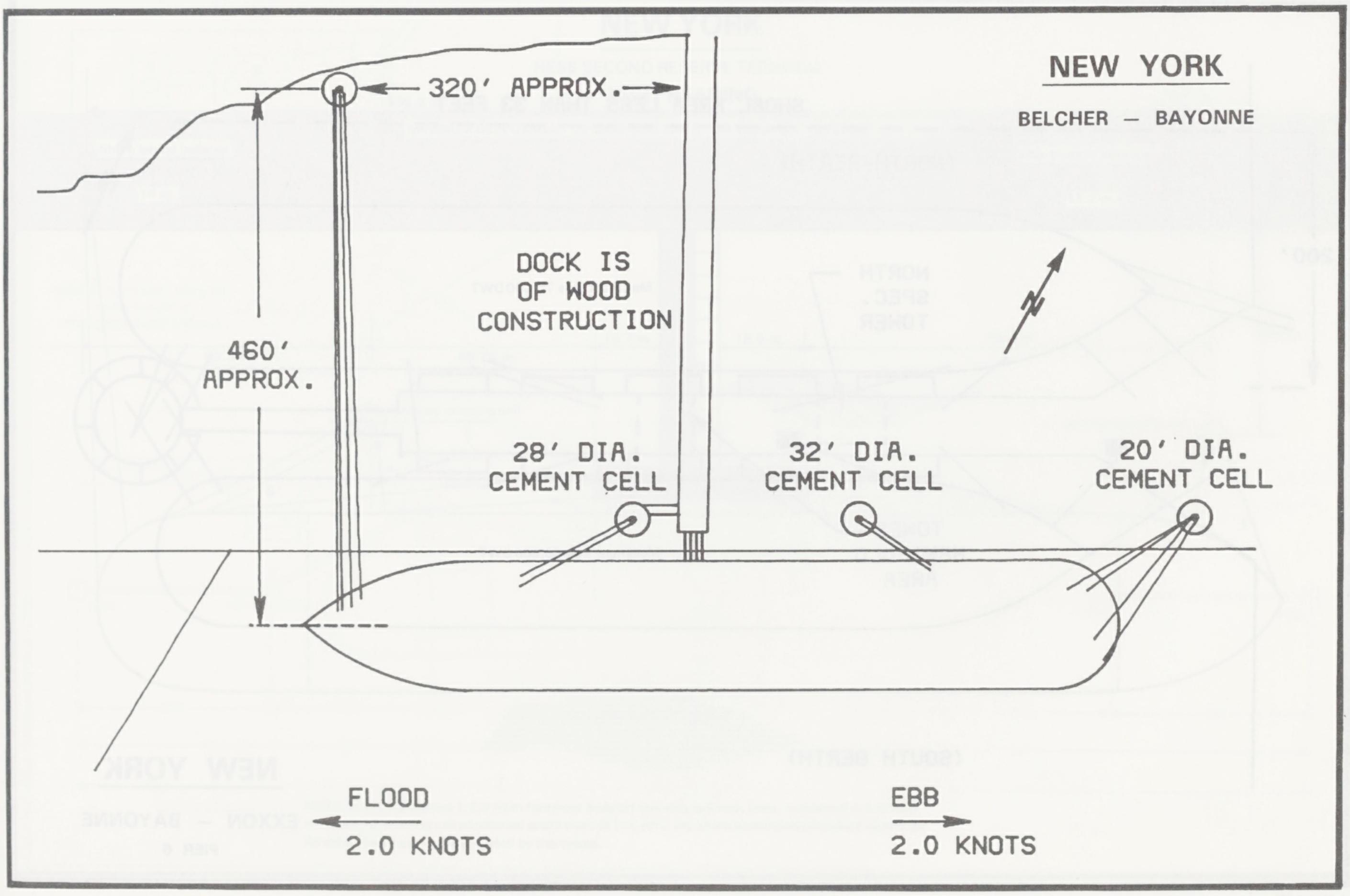
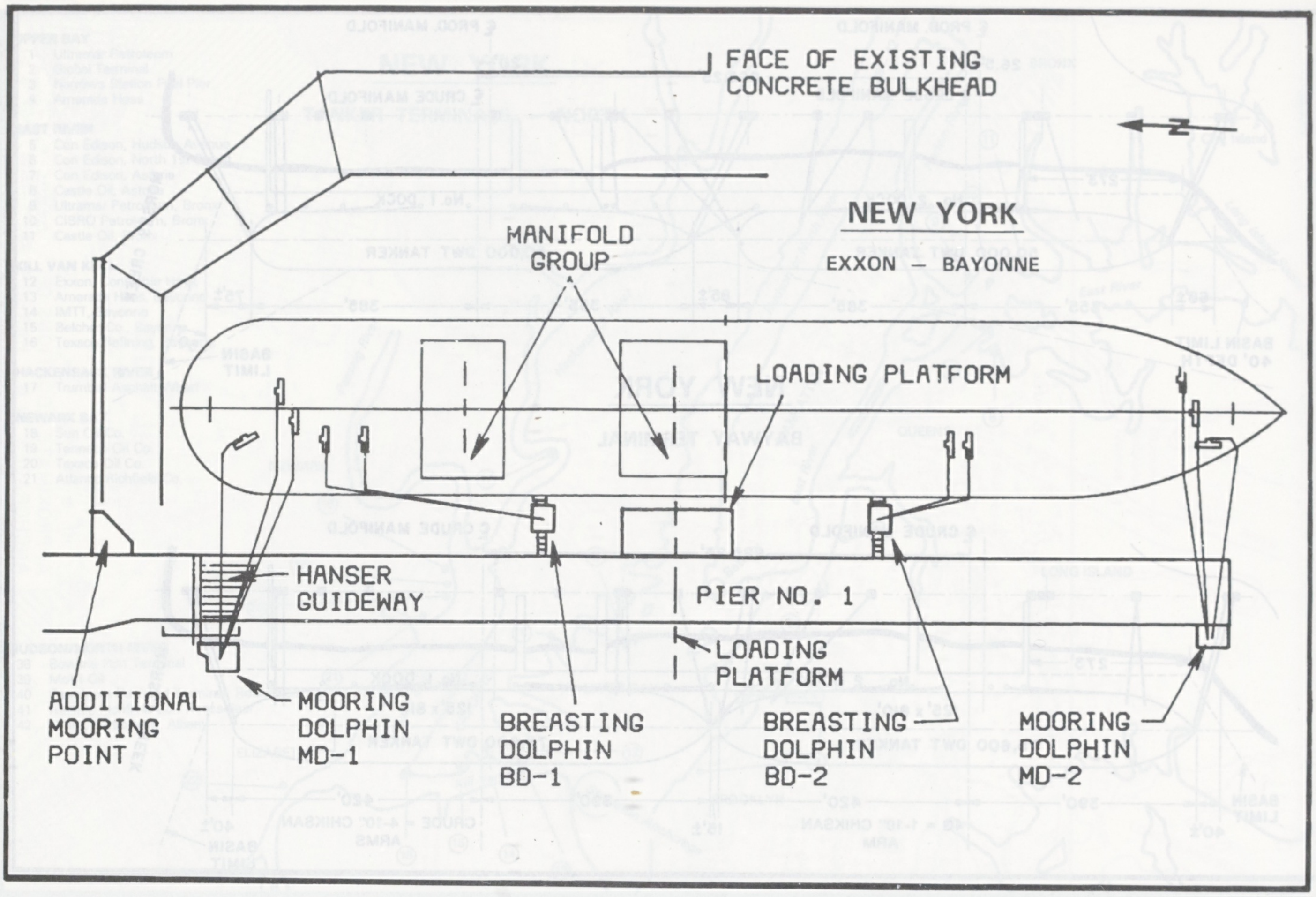
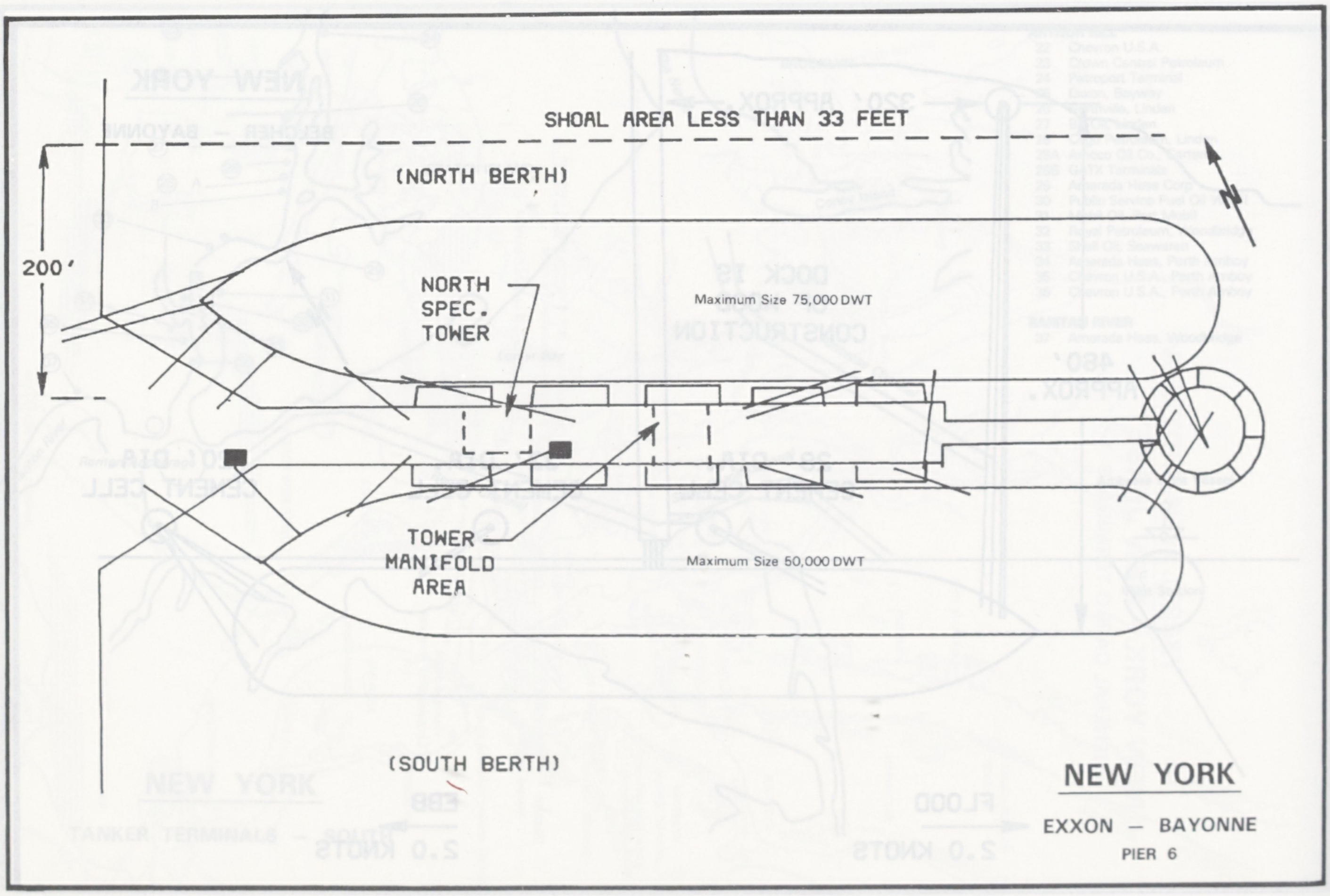
㉟
㊱
㊲
STATEN ISLAND
Arthur Kill
The Narrows
BROOKLYN
Coney Island
Lower Bay
Ambrose Channel
Rariton River
Rariton Anchorage
Rariton Channel
Sandy Hook Channel
Ambrose Light Vessel
Pilot Station


NEW YORK
BAYWAY TERMINAL
℄ PROD. MANIFOLD
℄ PROD. MANIFOLD
26.5'
825.25'
20'
℄ CRUDE MANIFOLD
℄ CRUDE MANIFOLD
273'
No. 2 DOCK
No. 1 DOCK
50,000 DWT TANKER
50,000 DWT TANKER
MORSES CREEK
68'±
355'
385'
85'±
355'
385'
75'±
50'
BASIN LIMIT 40' DEPTH
BASIN LIMIT
℄ CRUDE MANIFOLD
℄ CRUDE MANIFOLD
825.25'
273'
No. 2 DOCK
No. 1 DOCK
125' x 810'
125' x 810'
75,600 DWT TANKER
75,600 DWT TANKER
MORSES CREEK
BASIN LIMIT
40'±
390'
420'
15'±
390'
420'
40'±
4G = 1-10" CHIKSAN ARM
CRUDE = 4-10" CHIKSAN ARMS
BASIN LIMIT


NEW YORK
BELCHER – BAYONNE
320' APPROX.
460' APPROX.
DOCK IS OF WOOD CONSTRUCTION
N
28' DIA. CEMENT CELL
32' DIA. CEMENT CELL
20' DIA. CEMENT CELL
FLOOD
2.0 KNOTS
EBB
2.0 KNOTS

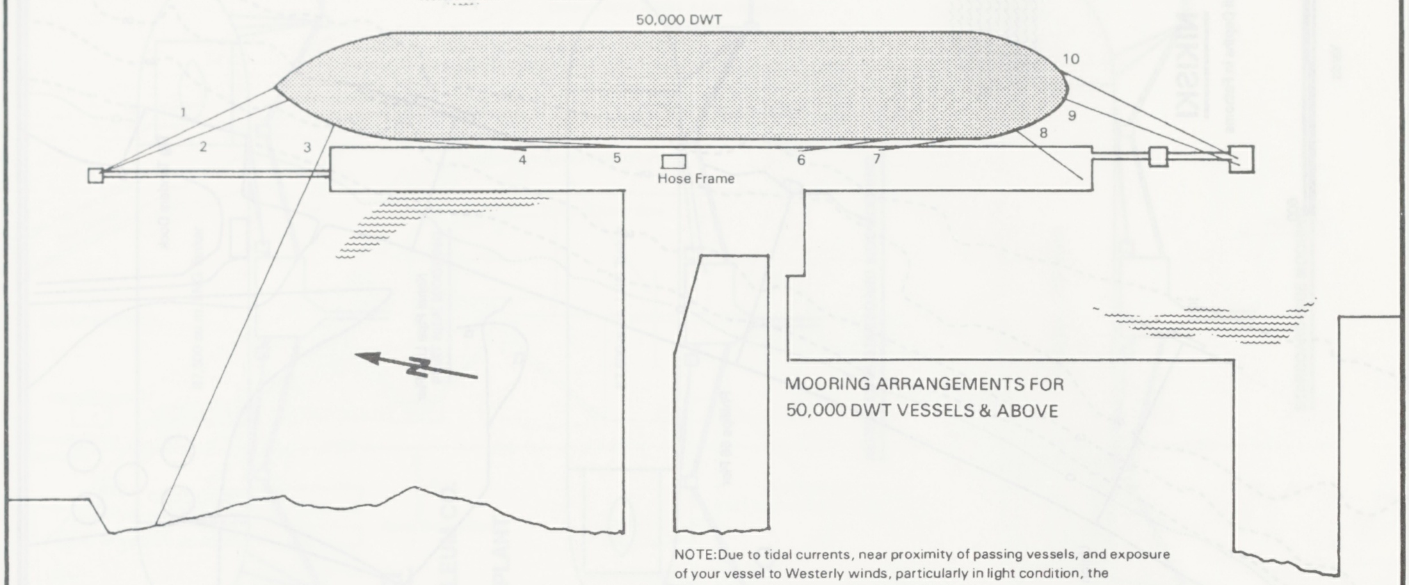

FACE OF EXISTING CONCRETE BULKHEAD
N
NEW YORK
EXXON – BAYONNE
MANIFOLD GROUP
LOADING PLATFORM
HANSER GUIDEWAY
PIER NO. 1
LOADING PLATFORM
ADDITIONAL MOORING POINT
MOORING DOLPHIN MD-1
BREASTING DOLPHIN BD-1
BREASTING DOLPHIN BD-2
MOORING DOLPHIN MD-2


SHOAL AREA LESS THAN 33 FEET
N
(NORTH BERTH)
200'
NORTH SPEC. TOWER
Maximum Size 75,000 DWT
TOWER MANIFOLD AREA
Maximum Size 50,000 DWT
(SOUTH BERTH)
NEW YORK
EXXON – BAYONNE
PIER 6

NEW YORK

PERTH AMBOY

CHEVRON OIL COMPANY TERMINAL


50,000 DWT
10
9
8
1
2
3
4
5
6
7
Hose Frame
N

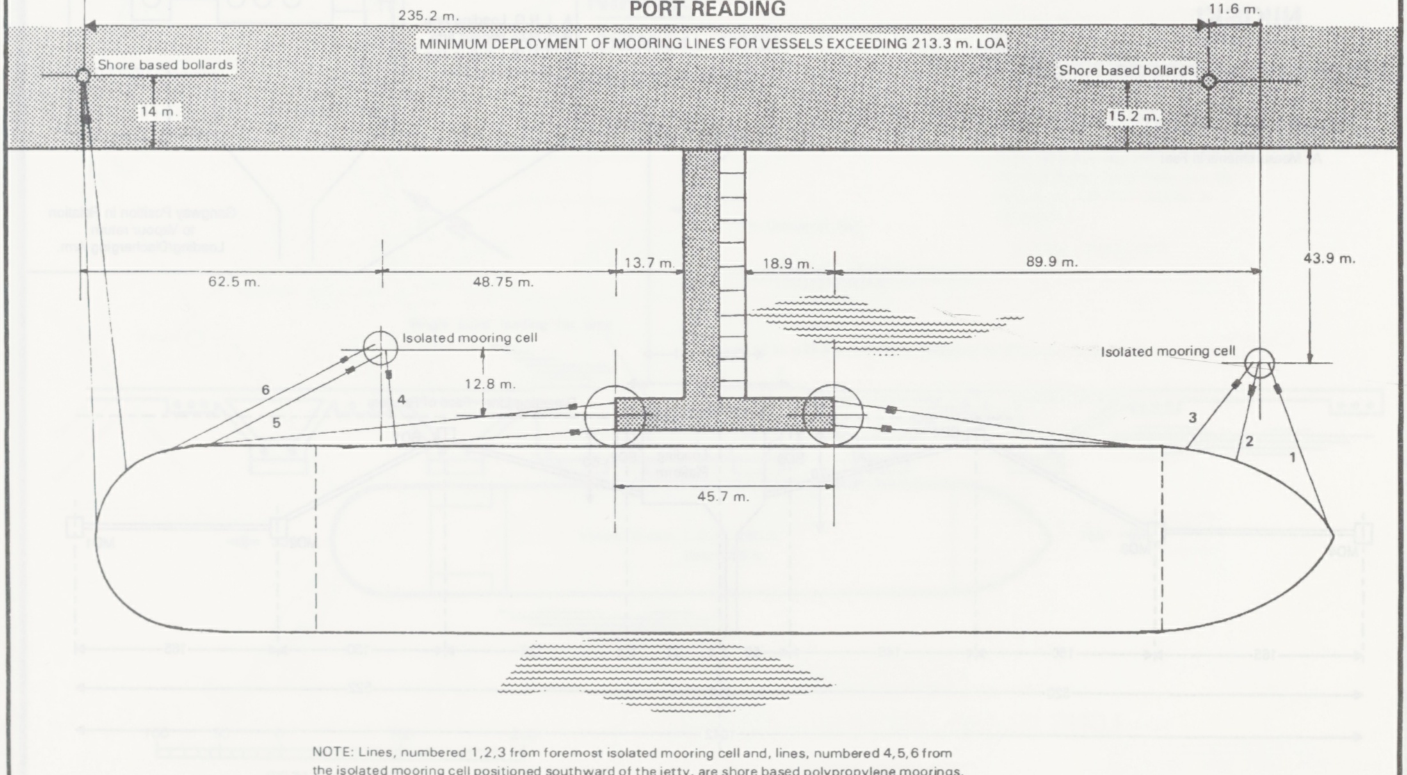
MOORING ARRANGEMENTS FOR
50,000 DWT VESSELS & ABOVE

NOTE: Due to tidal currents, near proximity of passing vessels, and exposure of your vessel to Westerly winds, particularly in light condition, the following mooring arrangement is required.
Double spring lines to be used both forward and aft. Both forward and aft springs may lead through the same chocks at their respective locations, however, each spring line should be secured to a separate bollard on the dock.
The bow breast line deadman is approximately 137 m. from the vessel. A manila or synthetic line must be used as it is impossible to pull a wire to the shoreline here.
A shore messenger will be used to pull this line to the deadman.

NEW YORK

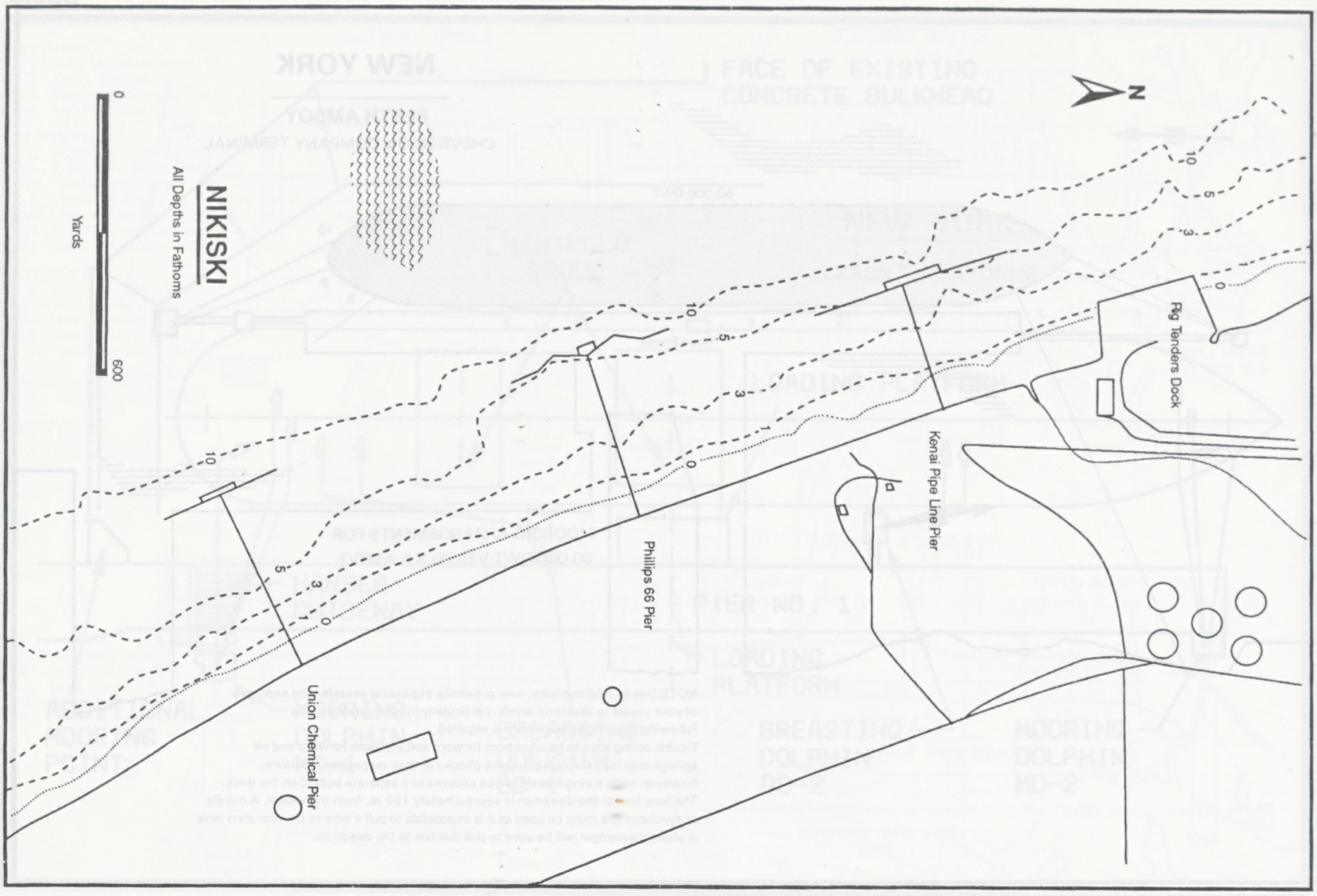
HESS SECOND RESERVE TERMINAL

PORT READING


235.2 m.
11.6 m.
Shore based bollards
14 m.
Shore based bollards
15.2 m.
43.9 m.
62.5 m.
48.75 m.
13.7 m.
18.9 m.
89.9 m.
Isolated mooring cell
Isolated mooring cell
12.8 m.
6
5
4
3
2
1
45.7 m.

MINIMUM DEPLOYMENT OF MOORING LINES FOR VESSELS EXCEEDING 213.3 m. LOA

NOTE: Lines, numbered 1,2,3 from foremost isolated mooring cell and, lines, numbered 4,5,6 from the isolated mooring cell positioned southward of the jetty, are shore based polypropylene moorings. All other lines have to be provided by the vessel.

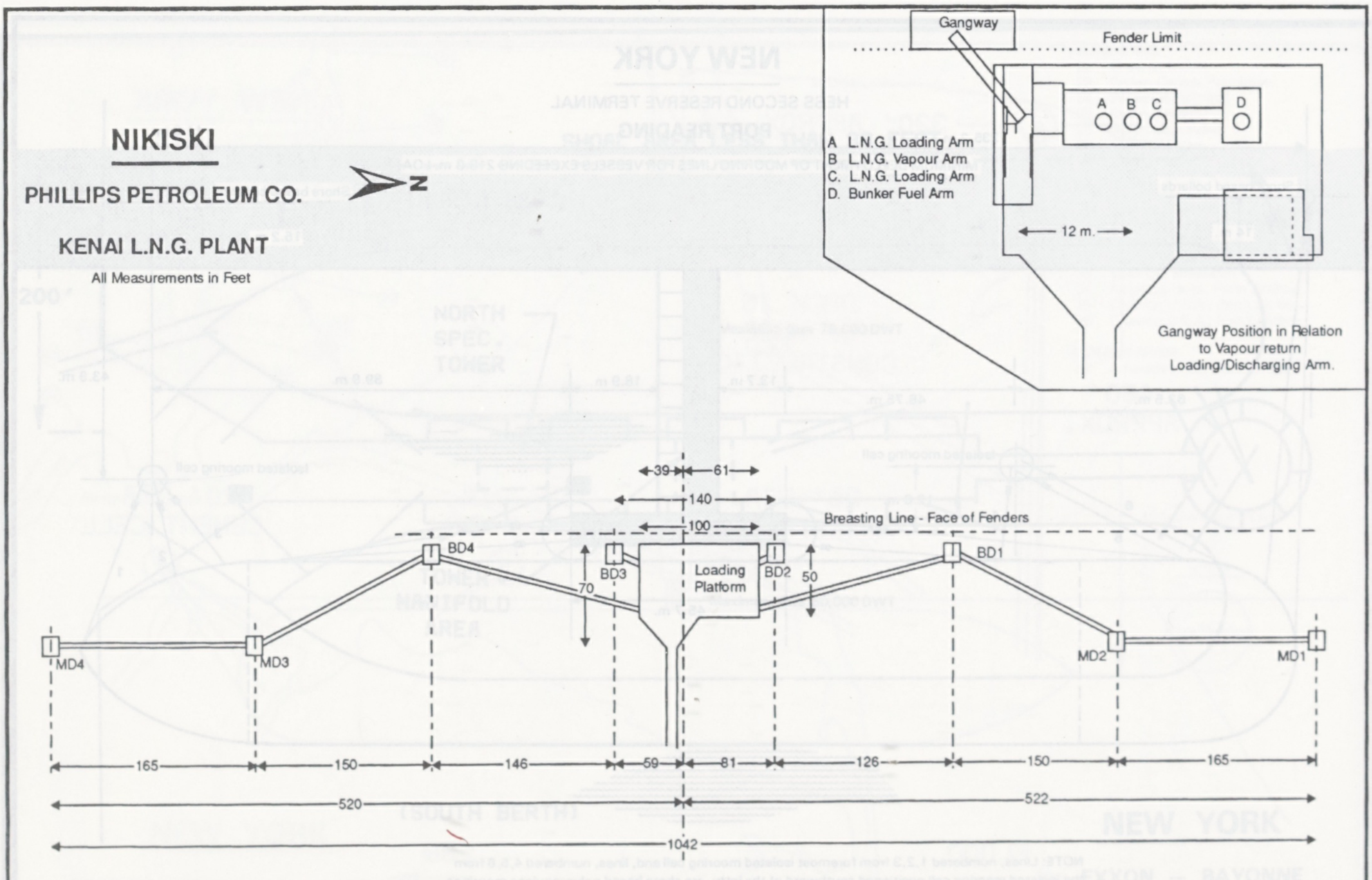

NIKISKI
All Depths in Fathoms
0
Yards
600
N
Union Chemical Pier
Phillips 66 Pier
Kenai Pipe Line Pier
Rig Tenders Dock
10
5
3
0

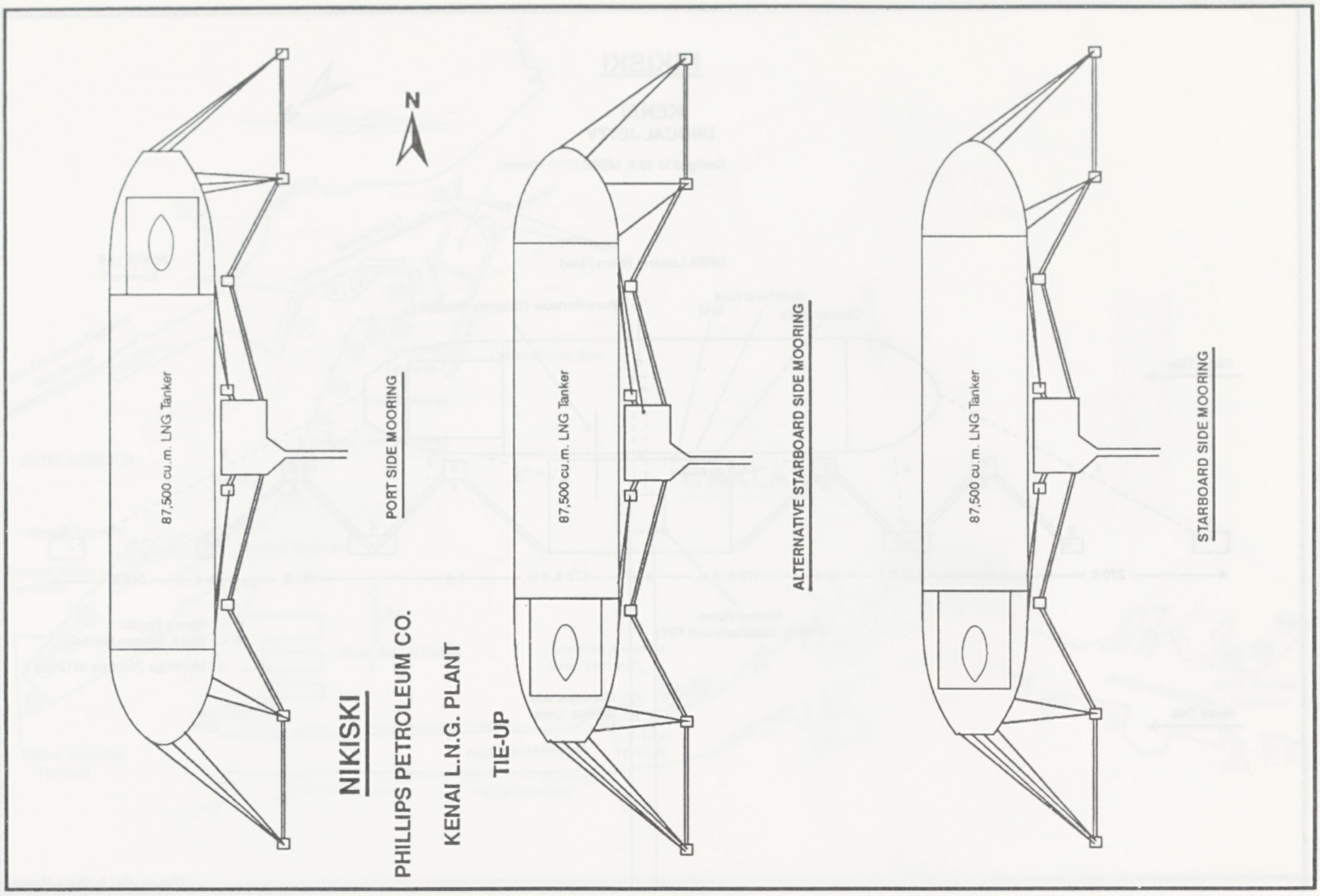
NIKISKI

PHILLIPS PETROLEUM CO.

KENAI L.N.G. PLANT

All Measurements in Feet


N
Gangway
Fender Limit
A
B
C
D
A L.N.G. Loading Arm
B L.N.G. Vapour Arm
C. L.N.G. Loading Arm
D. Bunker Fuel Arm
12 m.
Gangway Position in Relation to Vapour return Loading/Discharging Arm.
39
61
140
100
Breasting Line - Face of Fenders
BD4
BD3
Loading Platform
BD2
50
BD1
70
MD4
MD3
MD2
MD1
165
150
146
59
81
126
150
165
520
522
1042


N
87,500 cu.m. LNG Tanker
PORT SIDE MOORING
87,500 cu.m. LNG Tanker
ALTERNATIVE STARBOARD SIDE MOORING
87,500 cu.m. LNG Tanker
STARBOARD SIDE MOORING

NIKISKI

PHILLIPS PETROLEUM CO.

KENAI L.N.G. PLANT

TIE-UP

NIKISKI

UNION CHEMICAL DOCK

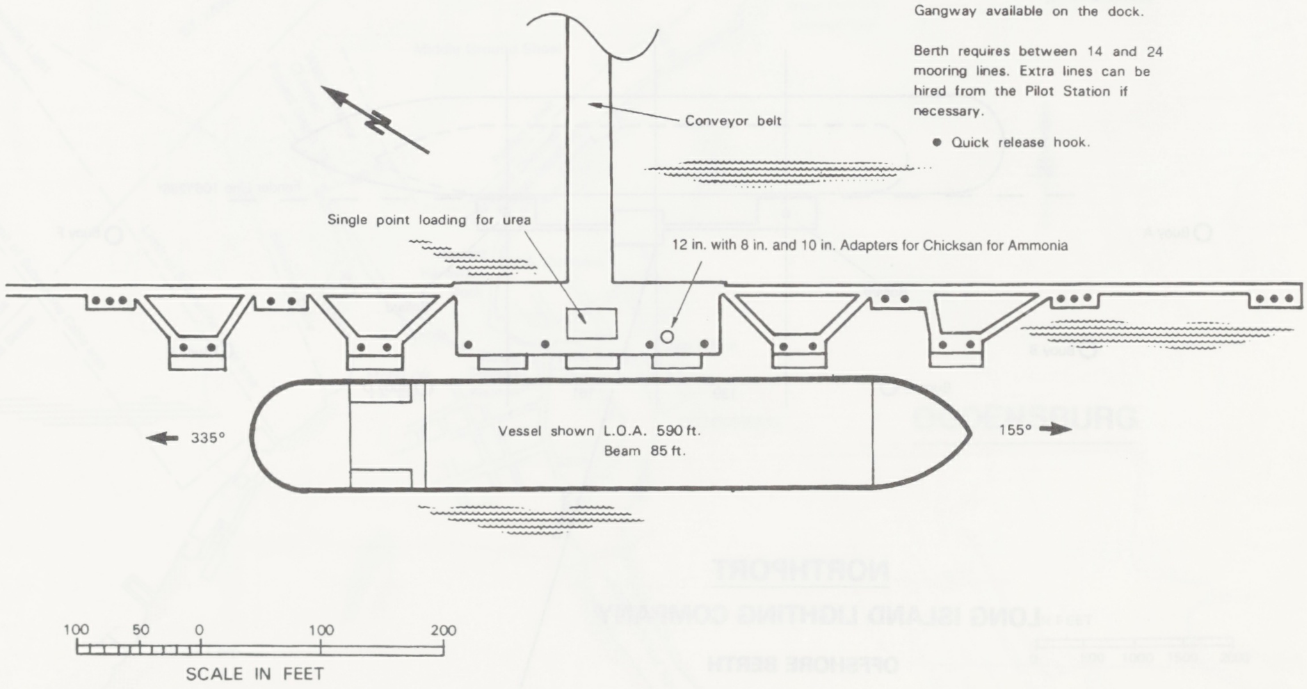
& MINERALS DOCK

Flood and ebb currents are usually parallel to the dock at rates of 1.5 – 6 knots.

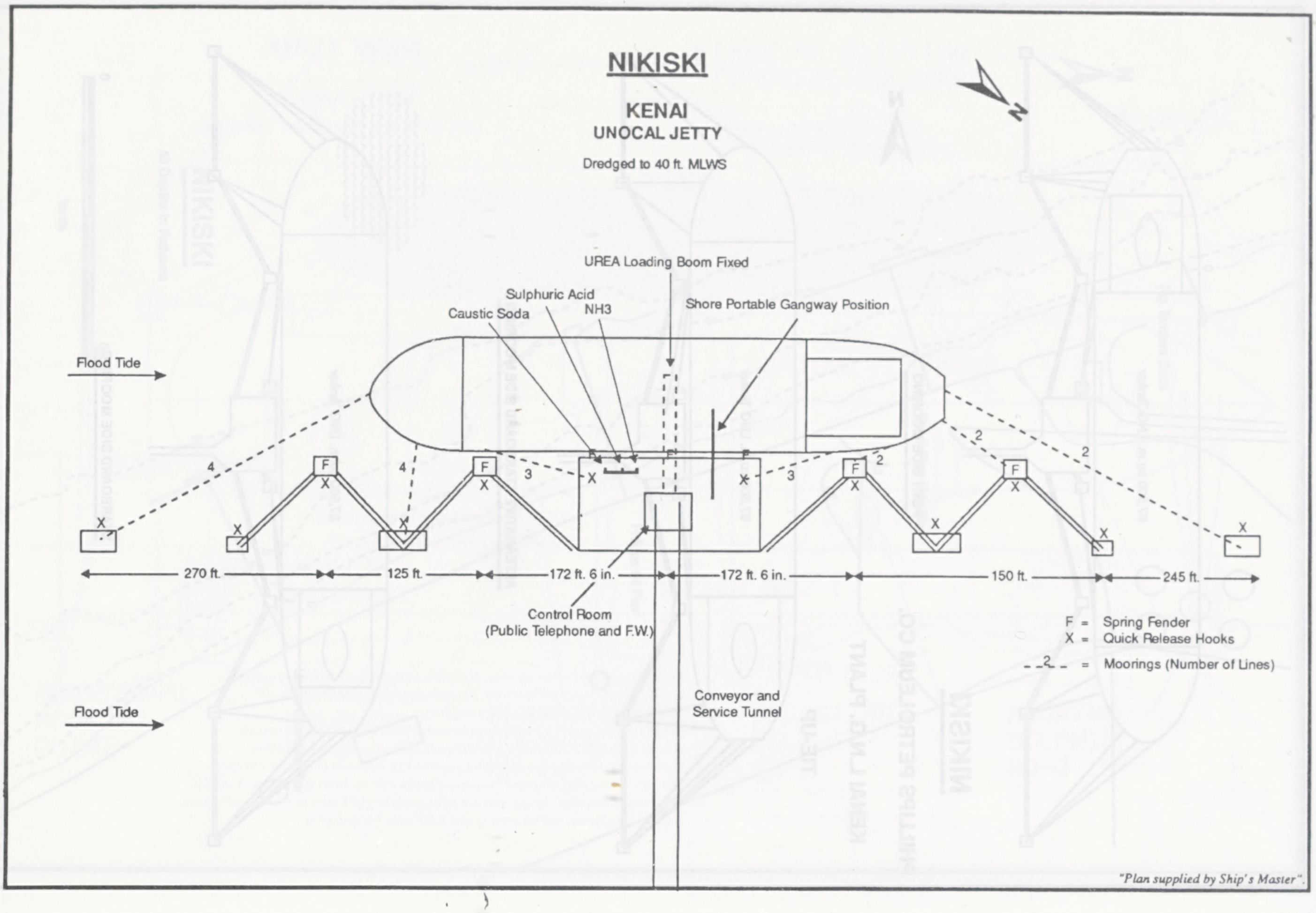
Gangway available on the dock.

Berth requires between 14 and 24 mooring lines. Extra lines can be hired from the Pilot Station if necessary.

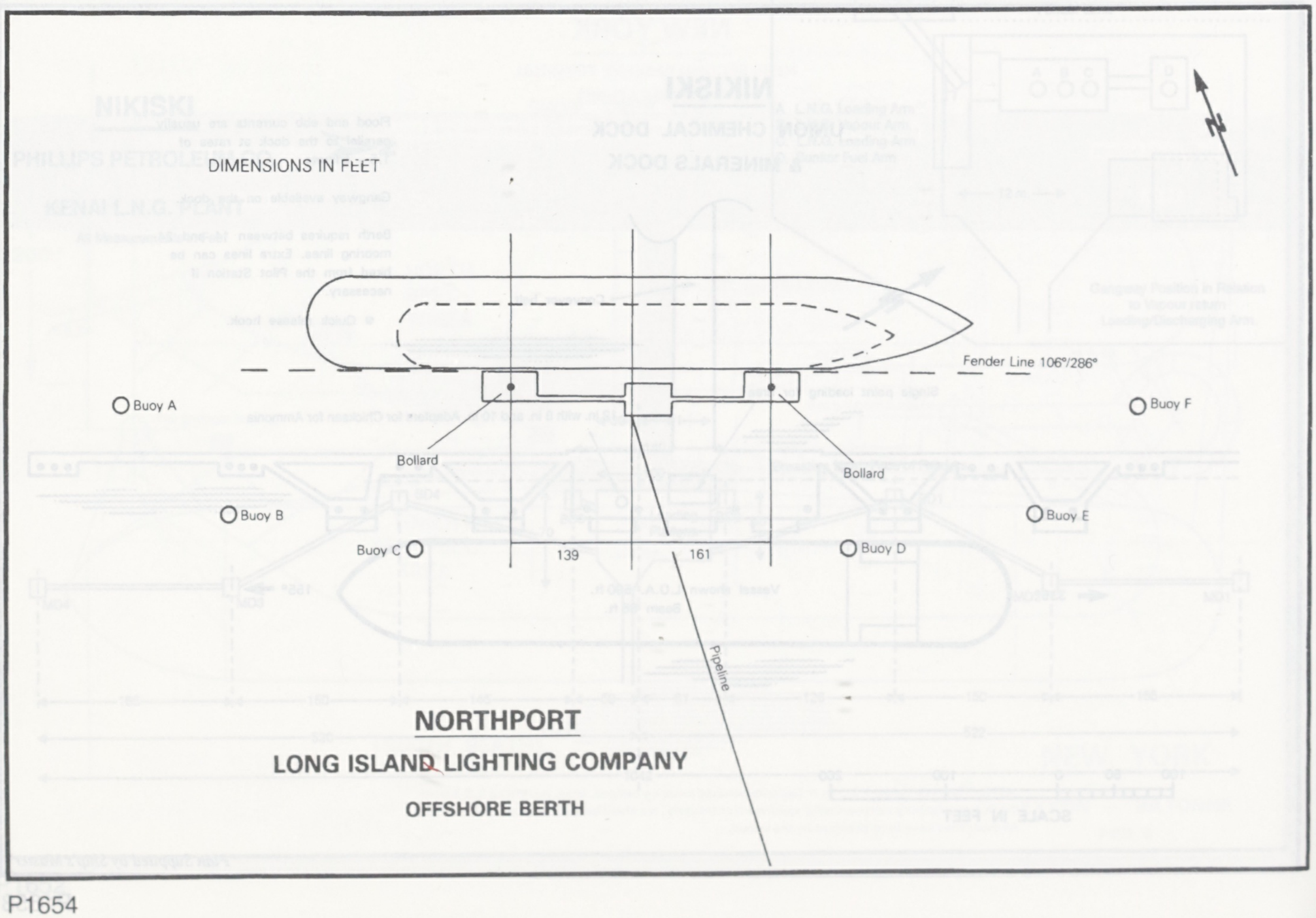
● Quick release hook.

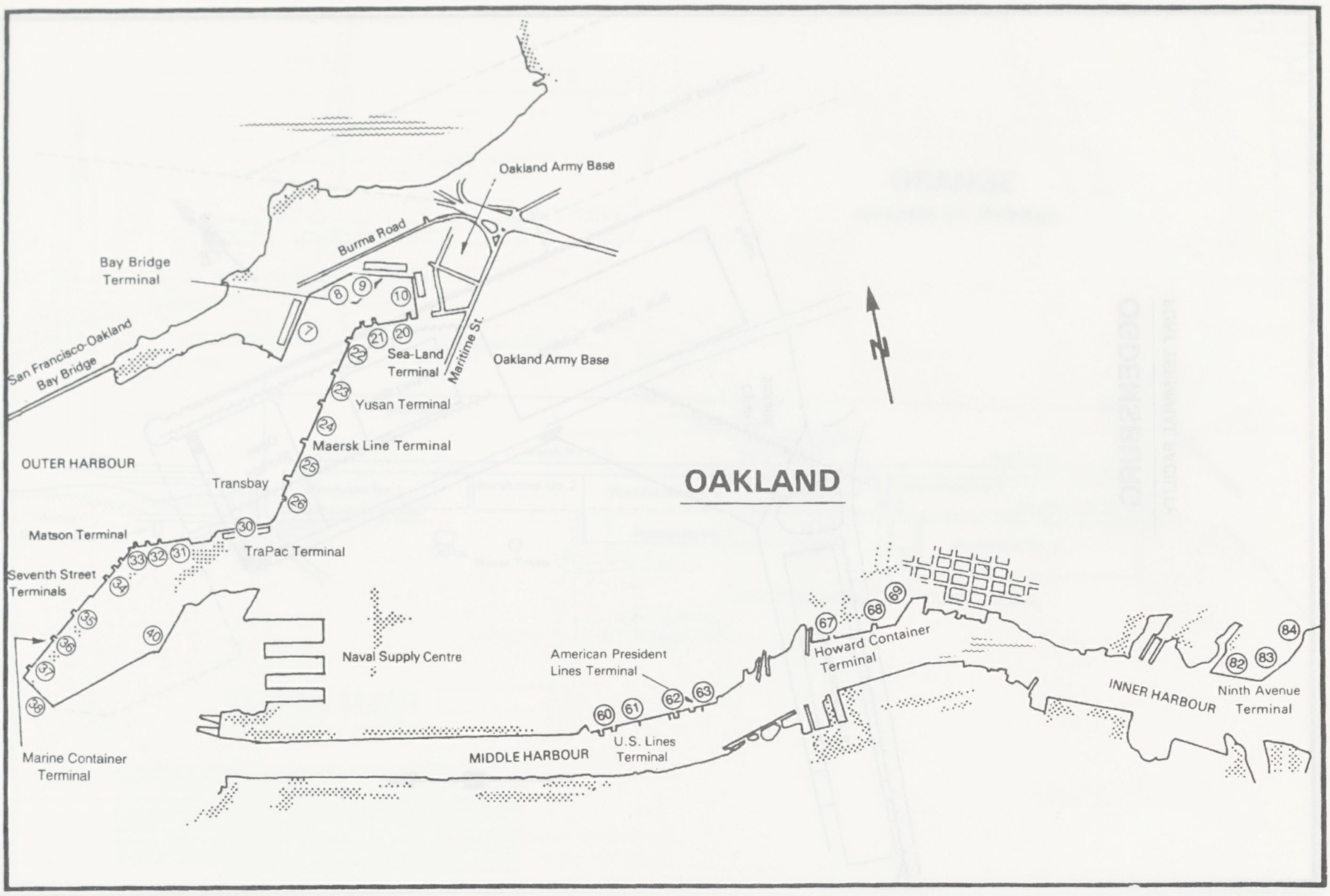

N
Conveyor belt
Single point loading for urea
12 in. with 8 in. and 10 in. Adapters for Chicksan for Ammonia
335°
Vessel shown L.O.A. 590 ft.
Beam 85 ft.
155°
100
50
0
100
200
SCALE IN FEET

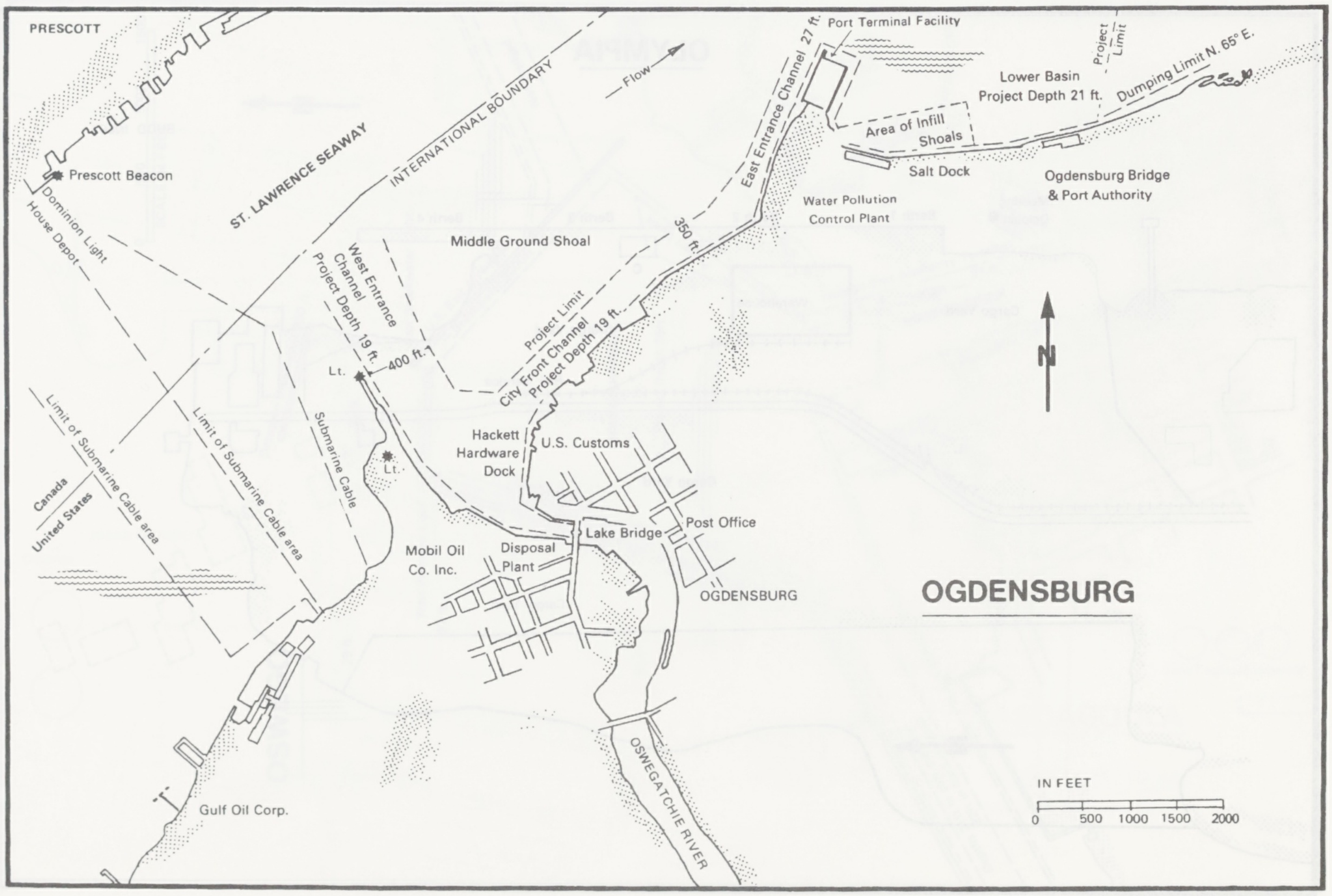
"Plan Supplied by Ship's Master"

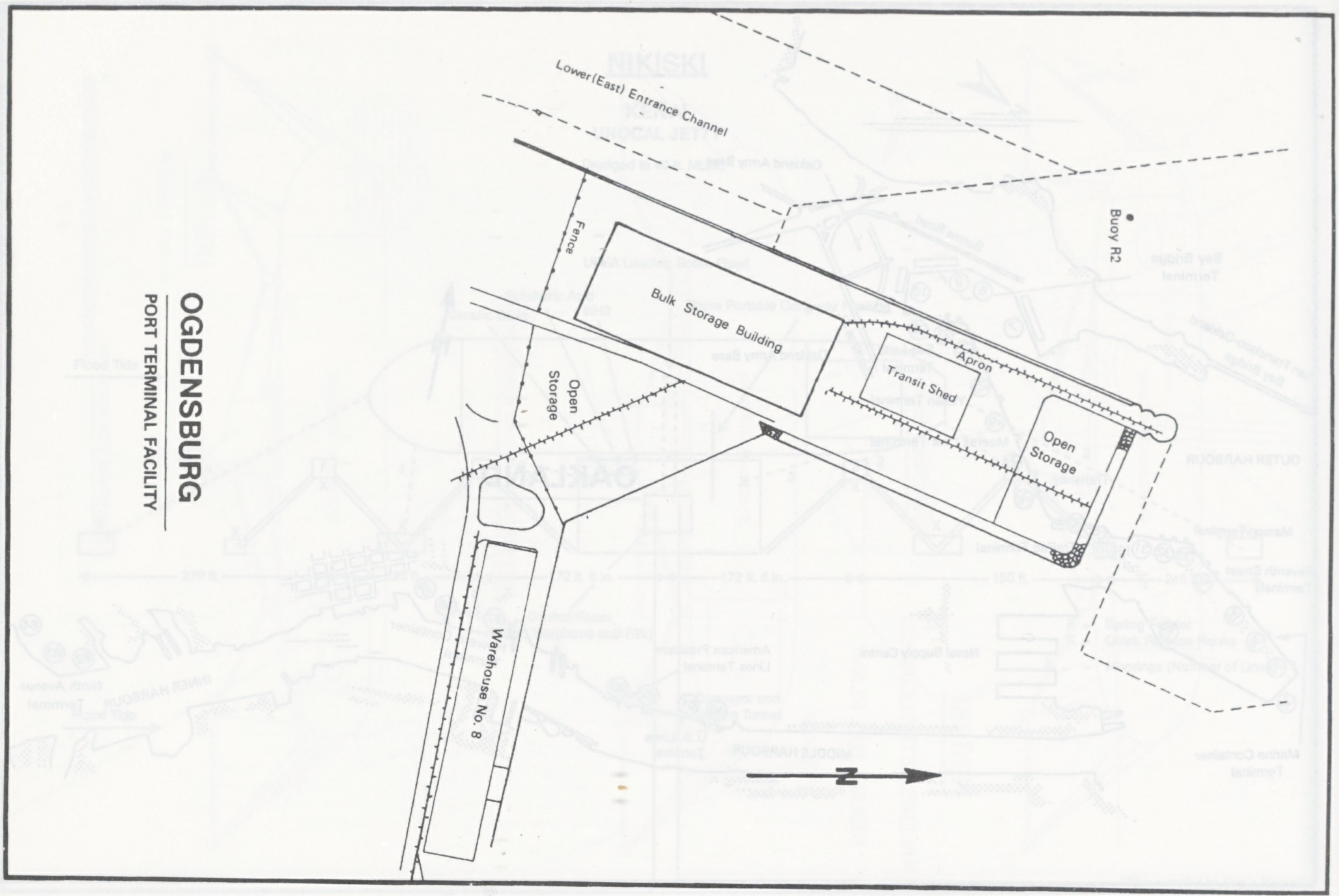

NIKISKI
KENAI
UNOCAL JETTY
Dredged to 40 ft. MLWS
N
UREA Loading Boom Fixed
Sulphuric Acid
NH3
Caustic Soda
Shore Portable Gangway Position
Flood Tide
4
4
3
3
2
2
2
F
X
270 ft.
125 ft.
172 ft. 6 in.
172 ft. 6 in.
150 ft.
245 ft.
Control Room
(Public Telephone and F.W.)
F = Spring Fender
X = Quick Release Hooks
2 = Moorings (Number of Lines)
Conveyor and
Service Tunnel
Flood Tide

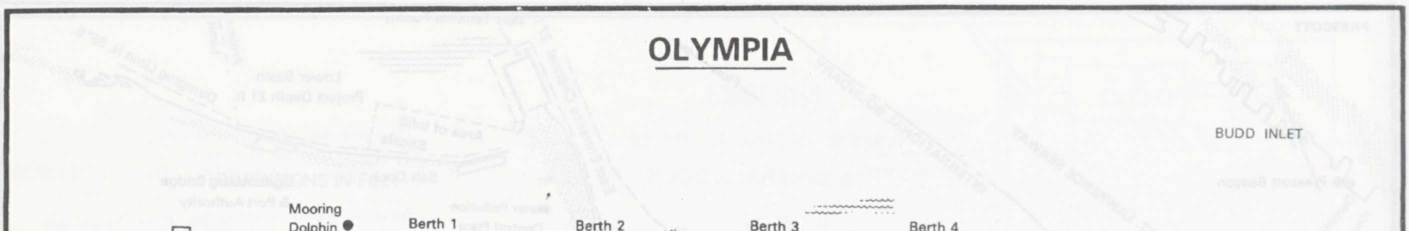
"Plan supplied by Ship's Master".

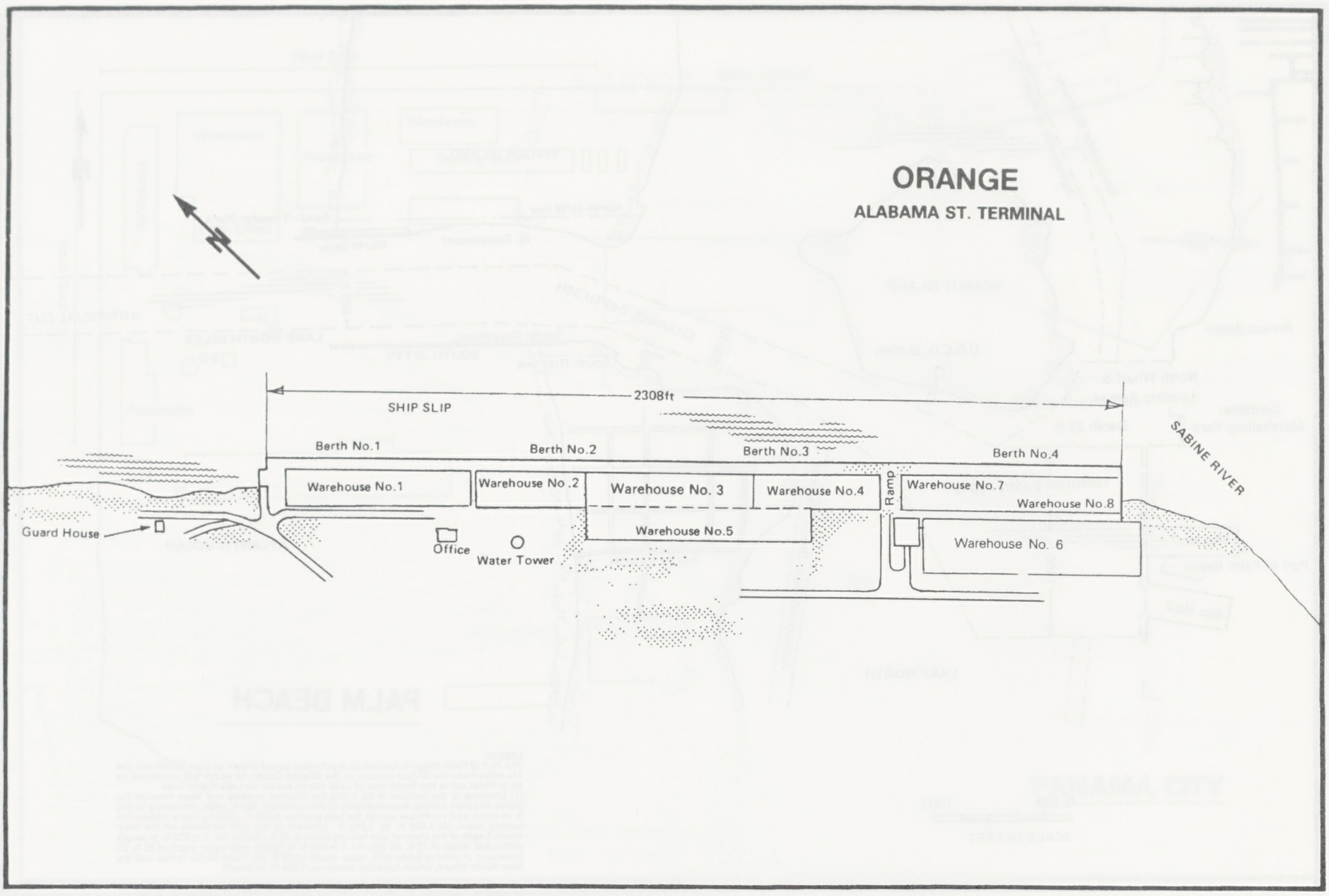

N
DIMENSIONS IN FEET
Fender Line 106°/286°
Buoy A
Buoy B
Buoy C
Buoy D
Buoy E
Buoy F
Bollard
Bollard
139
161
Pipeline
NORTHPORT
LONG ISLAND LIGHTING COMPANY
OFFSHORE BERTH

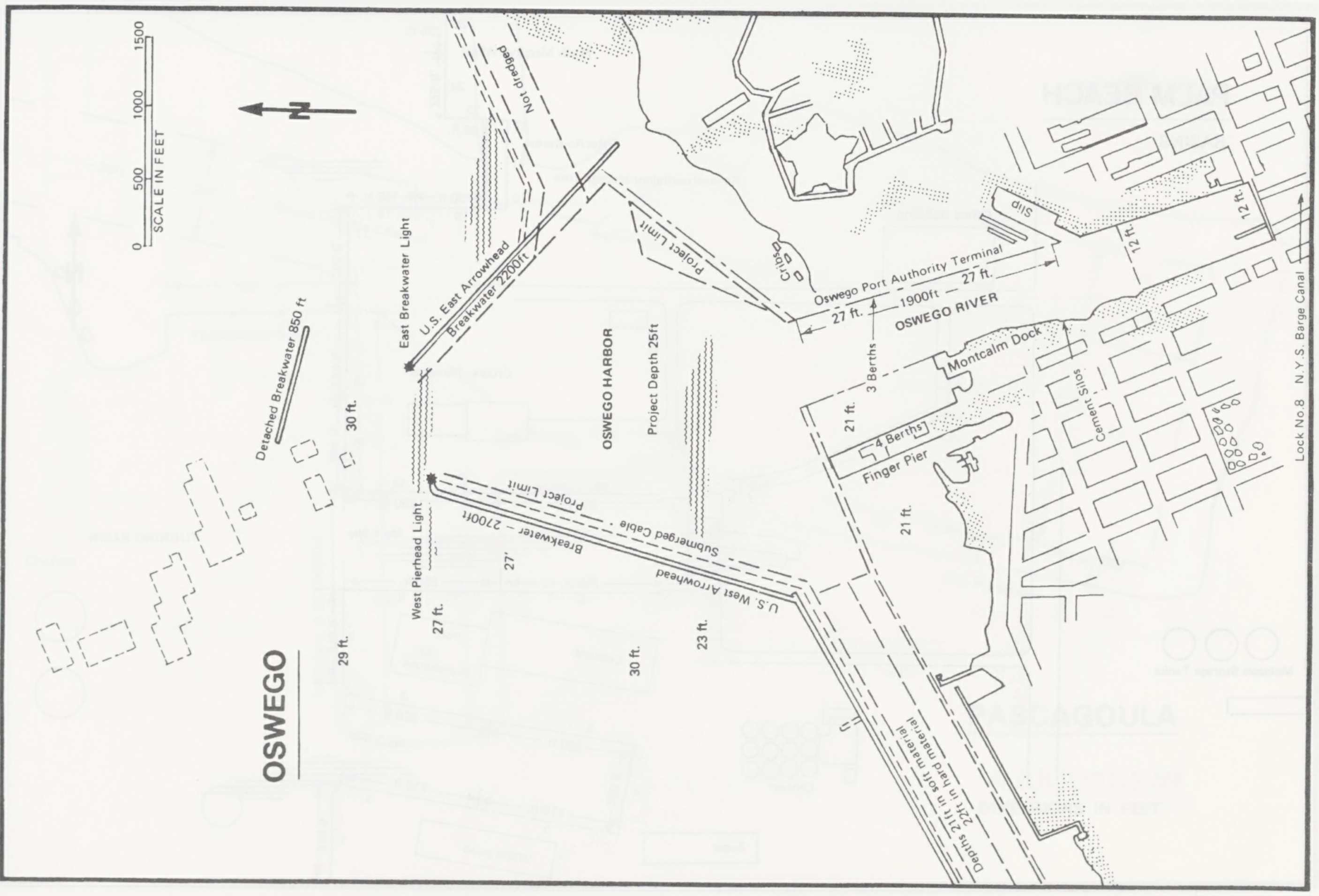

Oakland Army Base
Burma Road
Bay Bridge Terminal
San Francisco-Oakland Bay Bridge
7
8
9
10
21
20
22
Sea-Land Terminal
Maritime St.
Oakland Army Base
23
Yusan Terminal
24
Maersk Line Terminal
OUTER HARBOUR
25
Transbay
26
N
OAKLAND
Matson Terminal
30
TraPac Terminal
33
32
31
Seventh Street Terminals
34
35
36
37
38
40
Naval Supply Centre
American President Lines Terminal
60
61
62
63
U.S. Lines Terminal
MIDDLE HARBOUR
Marine Container Terminal
67
68
69
Howard Container Terminal
INNER HARBOUR
82
83
84
Ninth Avenue Terminal

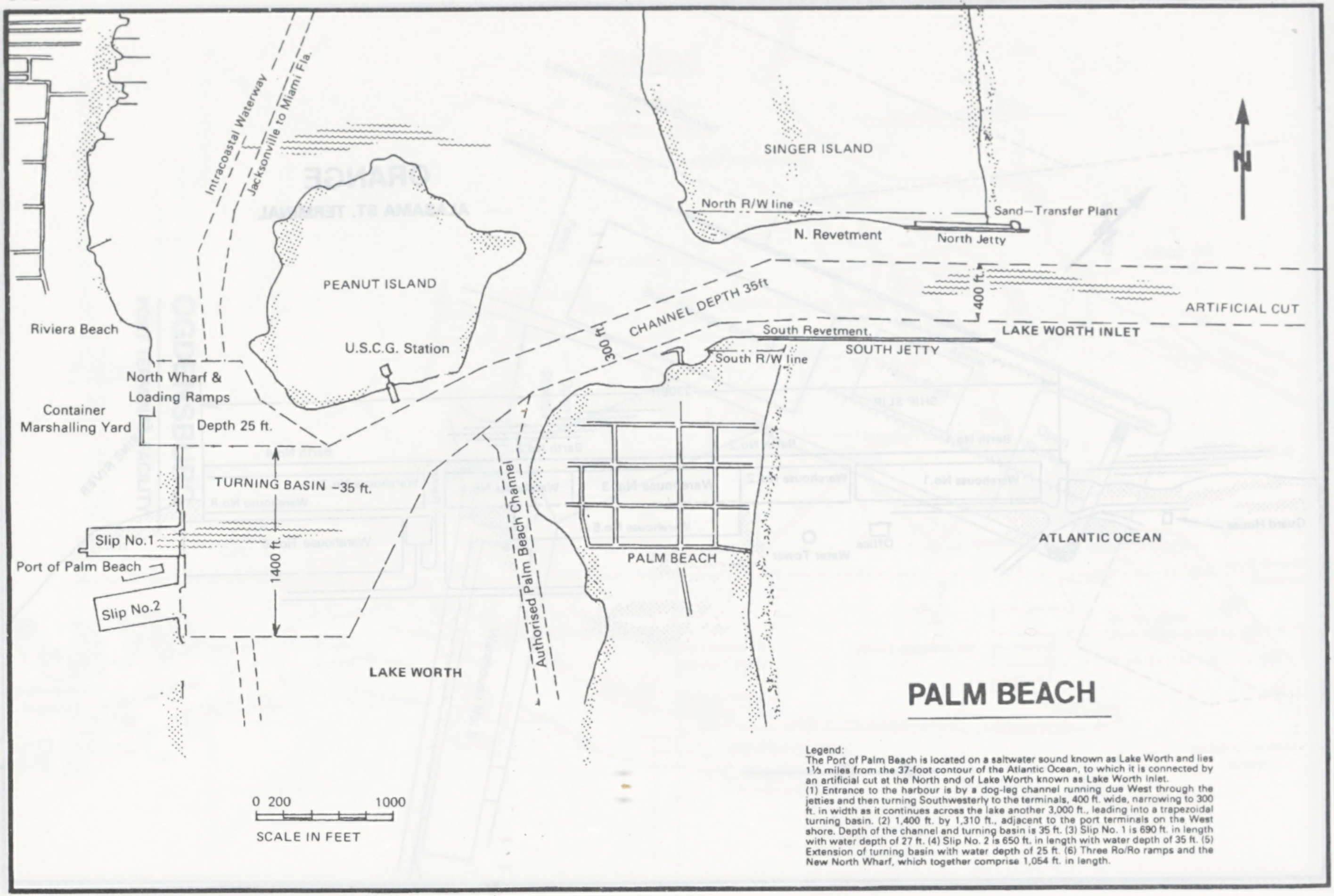

PRESCOTT
Prescott Beacon
Dominion Light House Depot
ST. LAWRENCE SEAWAY
INTERNATIONAL BOUNDARY
Flow
Port Terminal Facility
East Entrance Channel 27 ft.
Project Limit
Lower Basin
Project Depth 21 ft.
Dumping Limit N. 65° E.
Area of Infill Shoals
Salt Dock
Ogdensburg Bridge & Port Authority
Water Pollution Control Plant
Middle Ground Shoal
350 ft.
West Entrance Channel Project Depth 19 ft.
400 ft.
Lt.
Project Limit
City Front Channel Project Depth 19 ft.
N
Limit of Submarine Cable area
Canada
United States
Limit of Submarine Cable area
Submarine Cable
Lt.
Hackett Hardware Dock
U.S. Customs
Lake Bridge
Post Office
Mobil Oil Co. Inc.
Disposal Plant
OGDENSBURG
OGDENSBURG
OSWEGATCHIE RIVER
IN FEET
0
500
1000
1500
2000
Gulf Oil Corp.


OGDENSBURG
PORT TERMINAL FACILITY
Lower (East) Entrance Channel
Fence
Bulk Storage Building
Apron
Transit Shed
Open Storage
Open Storage
Warehouse No. 8
Buoy R2
N


OLYMPIA
BUDD INLET
Mooring Dolphin
Berth 1
Berth 2
Berth 3
Berth 4
C
Warehouse
Cargo Yard
Cargo Yard
Rail Service
Cargo Yard
Cargo Yard
N


ORANGE
ALABAMA ST. TERMINAL
N
SHIP SLIP
2308ft
Berth No.1
Berth No.2
Berth No.3
Berth No.4
Warehouse No.1
Warehouse No.2
Warehouse No. 3
Warehouse No.4
Ramp
Warehouse No.7
Warehouse No.8
Warehouse No.5
Warehouse No. 6
Guard House
Office
Water Tower
SABINE RIVER


SCALE IN FEET
0
500
1000
1500
N
Not dredged
U.S. East Arrowhead
Breakwater 2200ft
East Breakwater Light
Project Limit
Detached Breakwater 850 ft
30 ft.
OSWEGO HARBOR
Project Depth 25ft
West Pierhead Light
Project Limit
Submerged Cable
Breakwater - 2700ft
U.S. West Arrowhead
27'
27 ft.
29 ft.
30 ft.
23 ft.
OSWEGO
Cribs
Oswego Port Authority Terminal
27 ft.
1900ft
27 ft.
OSWEGO RIVER
Slip
12 ft.
12 ft.
Lock No.8
N.Y.S. Barge Canal
3 Berths
Montcalm Dock
21 ft.
4 Berths
Finger Pier
21 ft.
Cement Silos
Depths 21ft in soft material
22ft in hard material



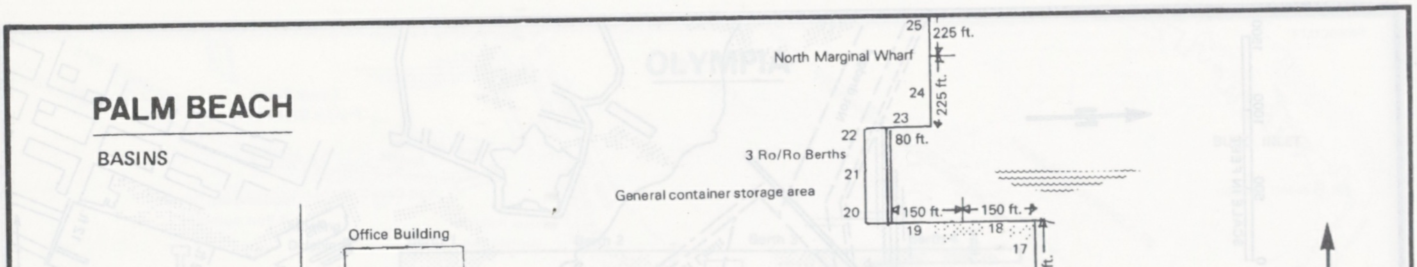
PALM BEACH

Intracoastal Waterway
Jacksonville to Miami Fla.
SINGER ISLAND
North R/W line
Sand–Transfer Plant
N. Revetment
North Jetty
PEANUT ISLAND
400 ft.
ARTIFICIAL CUT
CHANNEL DEPTH 35ft
300 ft.
South Revetment
LAKE WORTH INLET
Riviera Beach
U.S.C.G. Station
SOUTH JETTY
South R/W line
North Wharf &
Loading Ramps
Container
Marshalling Yard
Depth 25 ft.
TURNING BASIN -35 ft.
Slip No.1
Port of Palm Beach
Slip No.2
1400 ft.
Authorised Palm Beach Channel
PALM BEACH
ATLANTIC OCEAN
LAKE WORTH
N
0 200
1000
SCALE IN FEET

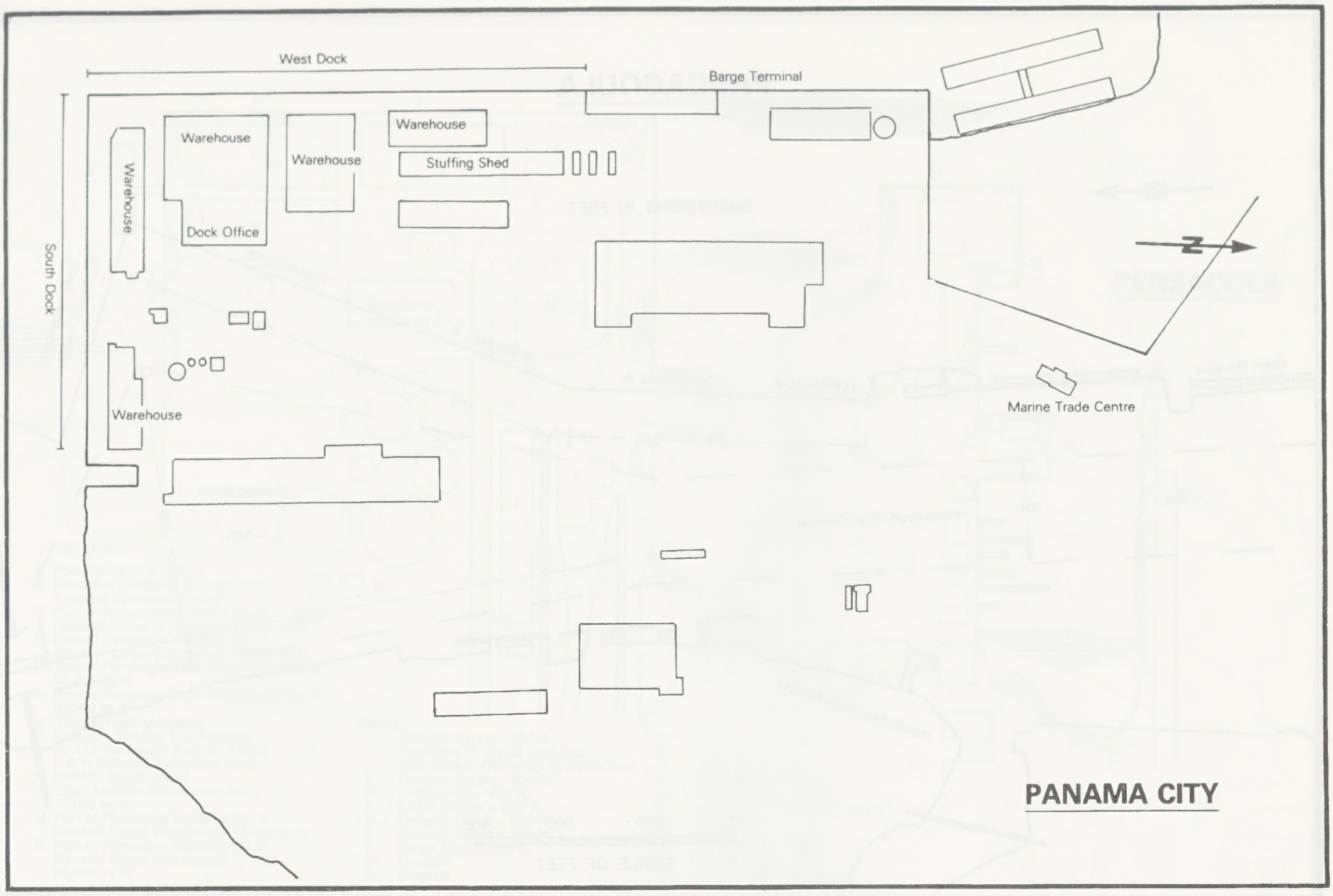
Legend:
The Port of Palm Beach is located on a saltwater sound known as Lake Worth and lies 1⅓ miles from the 37-foot contour of the Atlantic Ocean, to which it is connected by an artificial cut at the North end of Lake Worth known as Lake Worth Inlet.
(1) Entrance to the harbour is by a dog-leg channel running due West through the jetties and then turning Southwesterly to the terminals, 400 ft. wide, narrowing to 300 ft. in width as it continues across the lake another 3,000 ft., leading into a trapezoidal turning basin. (2) 1,400 ft. by 1,310 ft., adjacent to the port terminals on the West shore. Depth of the channel and turning basin is 35 ft. (3) Slip No. 1 is 690 ft. in length with water depth of 27 ft. (4) Slip No. 2 is 650 ft. in length with water depth of 35 ft. (5) Extension of turning basin with water depth of 25 ft. (6) Three Ro/Ro ramps and the New North Wharf, which together comprise 1,054 ft. in length.

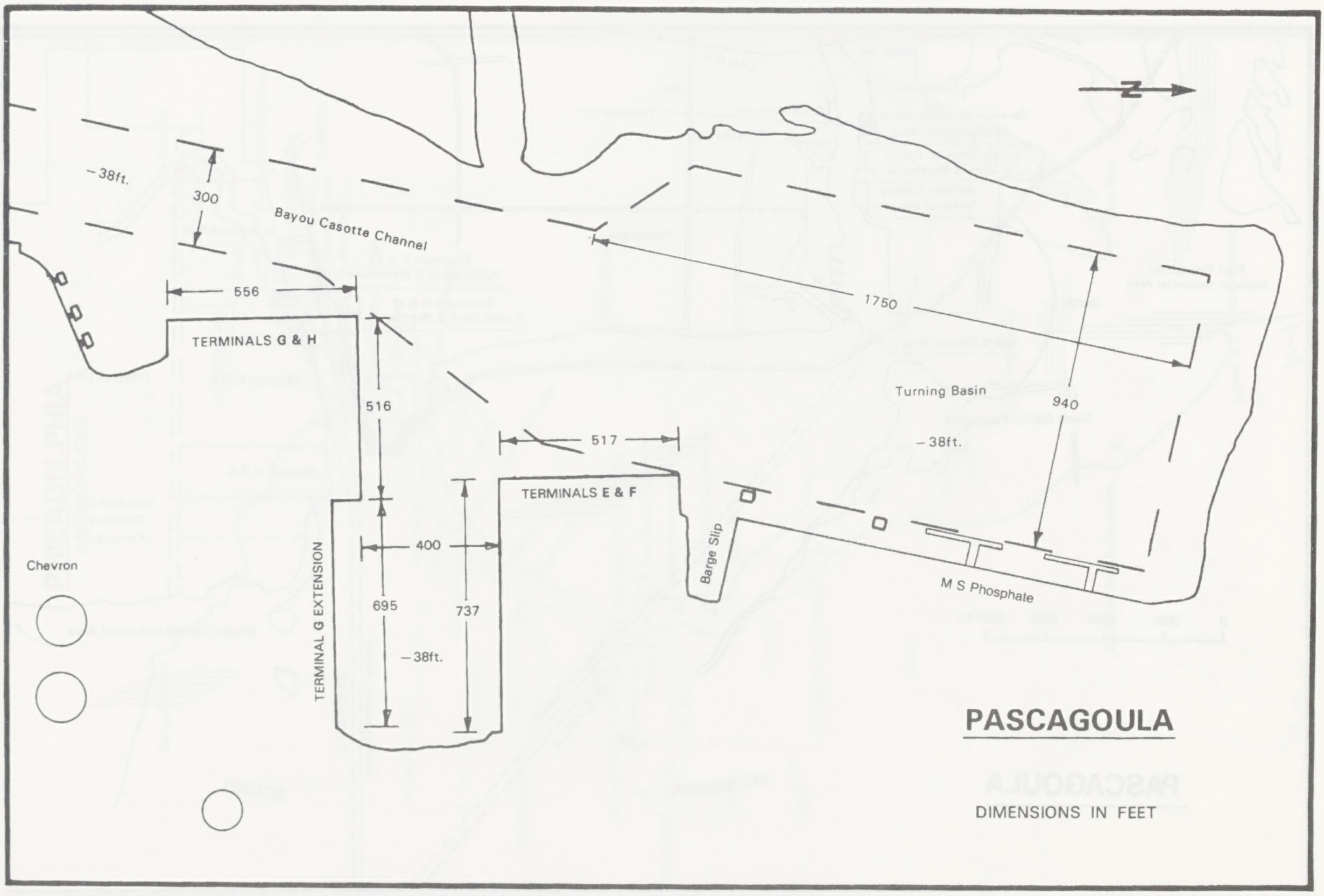
PALM BEACH

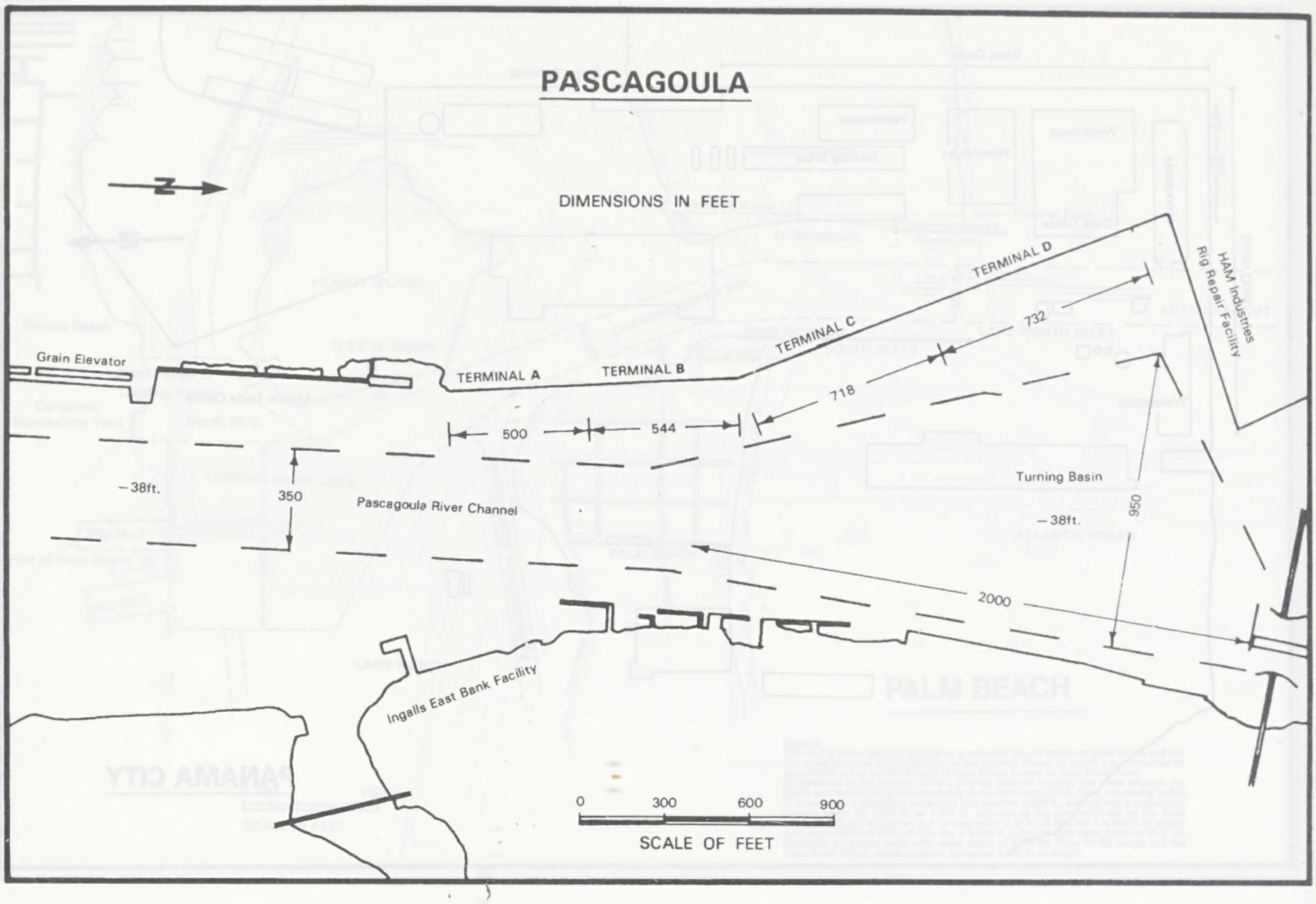
BASINS

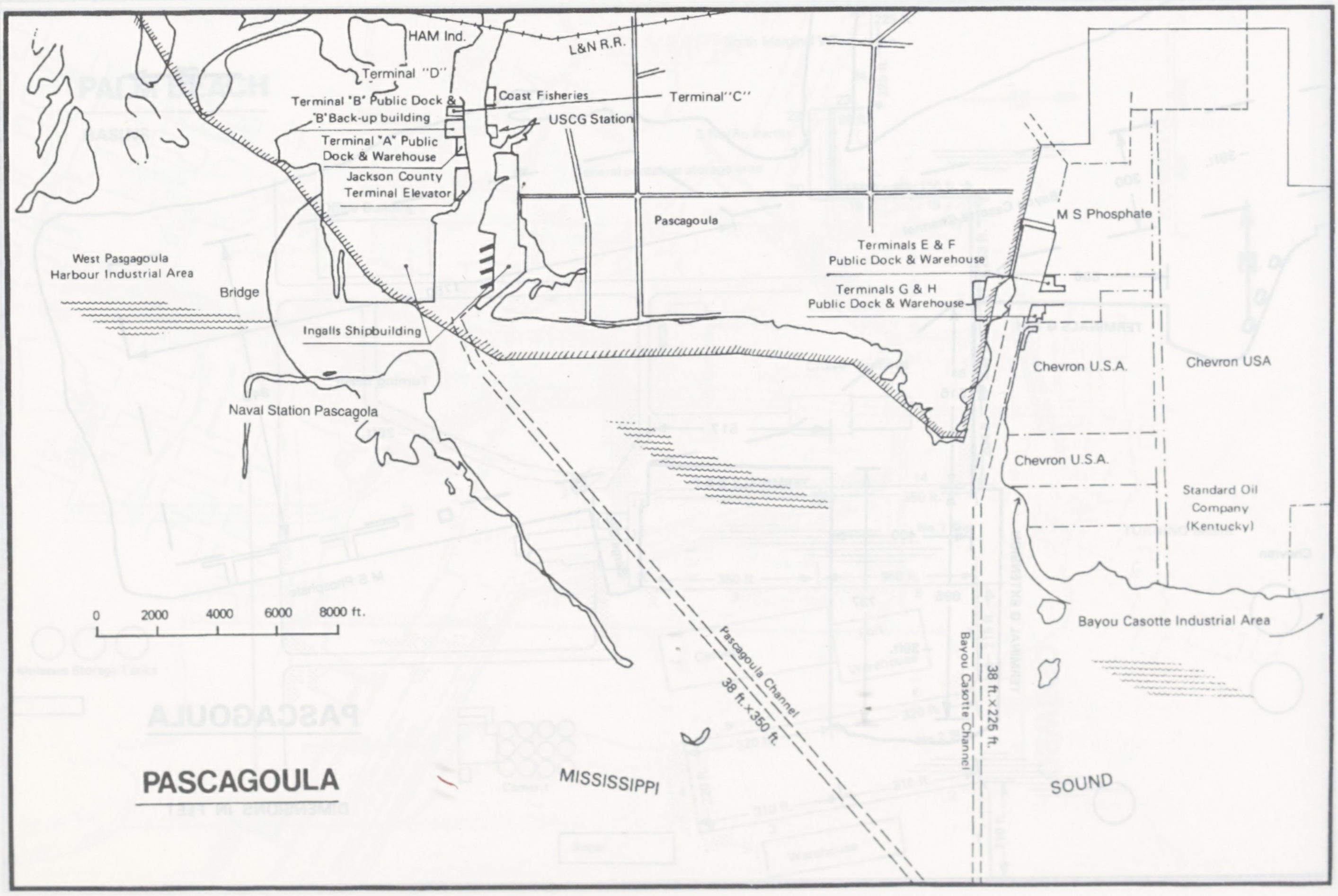


25
225 ft.
North Marginal Wharf
24
225 ft.
23
22
80 ft.
3 Ro/Ro Berths
21
General container storage area
20
150 ft.
150 ft.
19
18
17
Office Building
203 ft.
N
Cruise Terminal
16
203 ft.
15
204 ft.
13
14
12
350 ft.
350 ft.
No.1 Slip
TURNING BASIN
11
10
350 ft.
350 ft.
9
8
Port
Warehouse
Cement
7
215 ft.
Molasses Storage Tanks
6
5
320 ft.
320 ft.
No.2 Slip
4
220 ft.
310 ft.
310 ft.
2
Cement
3
1
210 ft.
Sugar
Warehouse

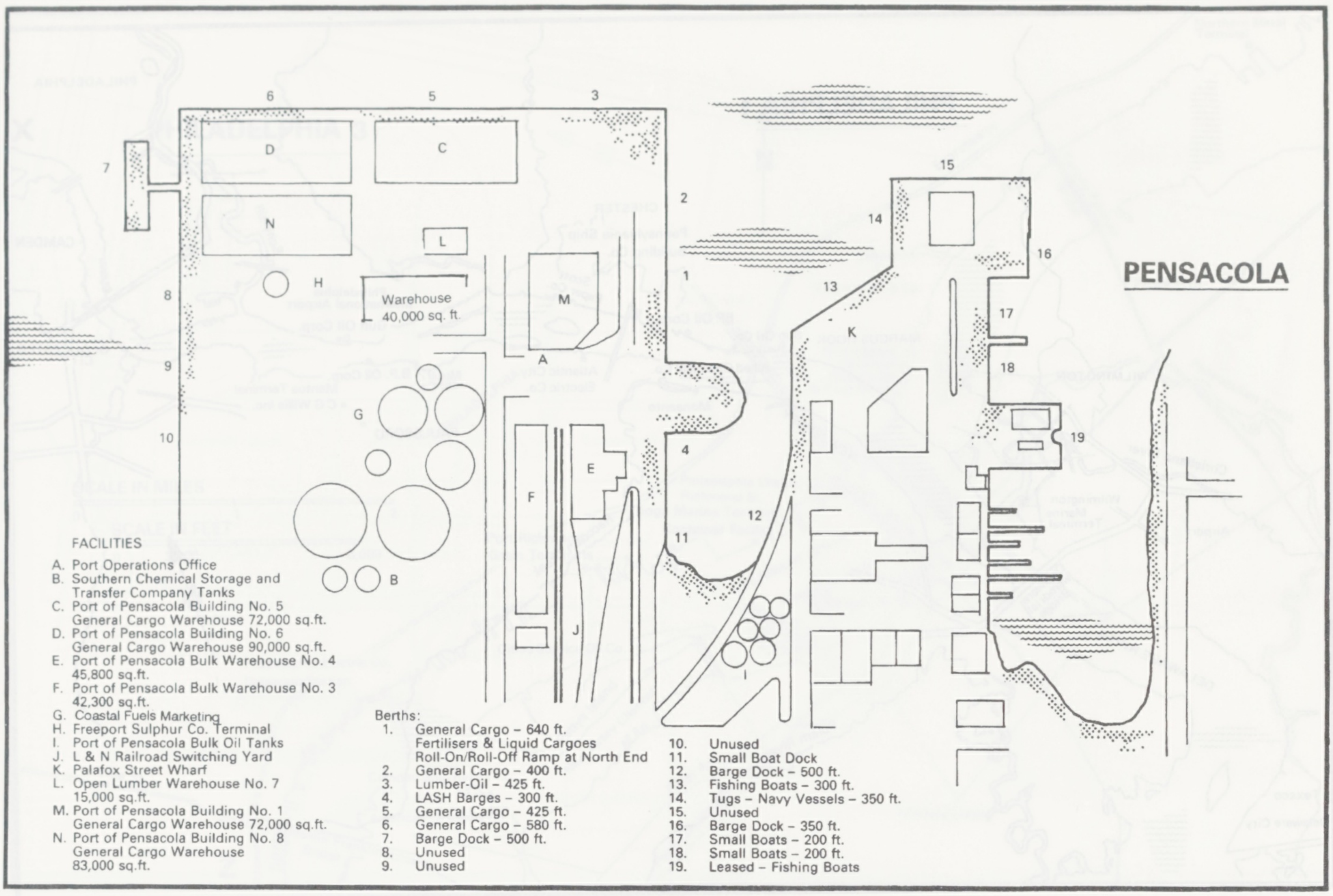

West Dock
Barge Terminal
Warehouse
Warehouse
Warehouse
Stuffing Shed
Warehouse
Dock Office
South Dock
Warehouse
Marine Trade Centre
N
PANAMA CITY


N
−38ft.
300
Bayou Casotte Channel
556
1750
TERMINALS G & H
516
517
Turning Basin
940
−38ft.
TERMINALS E & F
400
Barge Slip
M S Phosphate
Chevron
TERMINAL G EXTENSION
695
737
−38ft.
PASCAGOULA
DIMENSIONS IN FEET


PASCAGOULA
N
DIMENSIONS IN FEET
HAM Industries Rig Repair Facility
TERMINAL D
732
TERMINAL C
718
Grain Elevator
TERMINAL A
TERMINAL B
500
544
−38ft.
350
Pascagoula River Channel
Turning Basin
−38ft.
950
2000
Ingalls East Bank Facility
0
300
600
900
SCALE OF FEET


HAM Ind.
L&N R.R.
Terminal "D"
Terminal "B" Public Dock & "B" Back-up building
Coast Fisheries
Terminal "C"
USCG Station
Terminal "A" Public Dock & Warehouse
Jackson County Terminal Elevator
Pascagoula
M S Phosphate
West Pasgagoula Harbour Industrial Area
Bridge
Terminals E & F Public Dock & Warehouse
Terminals G & H Public Dock & Warehouse
Ingalls Shipbuilding
Chevron U.S.A.
Chevron USA
Naval Station Pascagola
Chevron U.S.A.
Standard Oil Company (Kentucky)
0
2000
4000
6000
8000 ft.
Bayou Casotte Industrial Area
Pascagoula Channel 38 ft. × 350 ft.
Bayou Casotte Channel 38 ft. × 225 ft.
PASCAGOULA
MISSISSIPPI
SOUND

PENSACOLA



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
A
B
C
D
E
F
G
H
I
J
K
L
M
N
Warehouse 40,000 sq. ft.

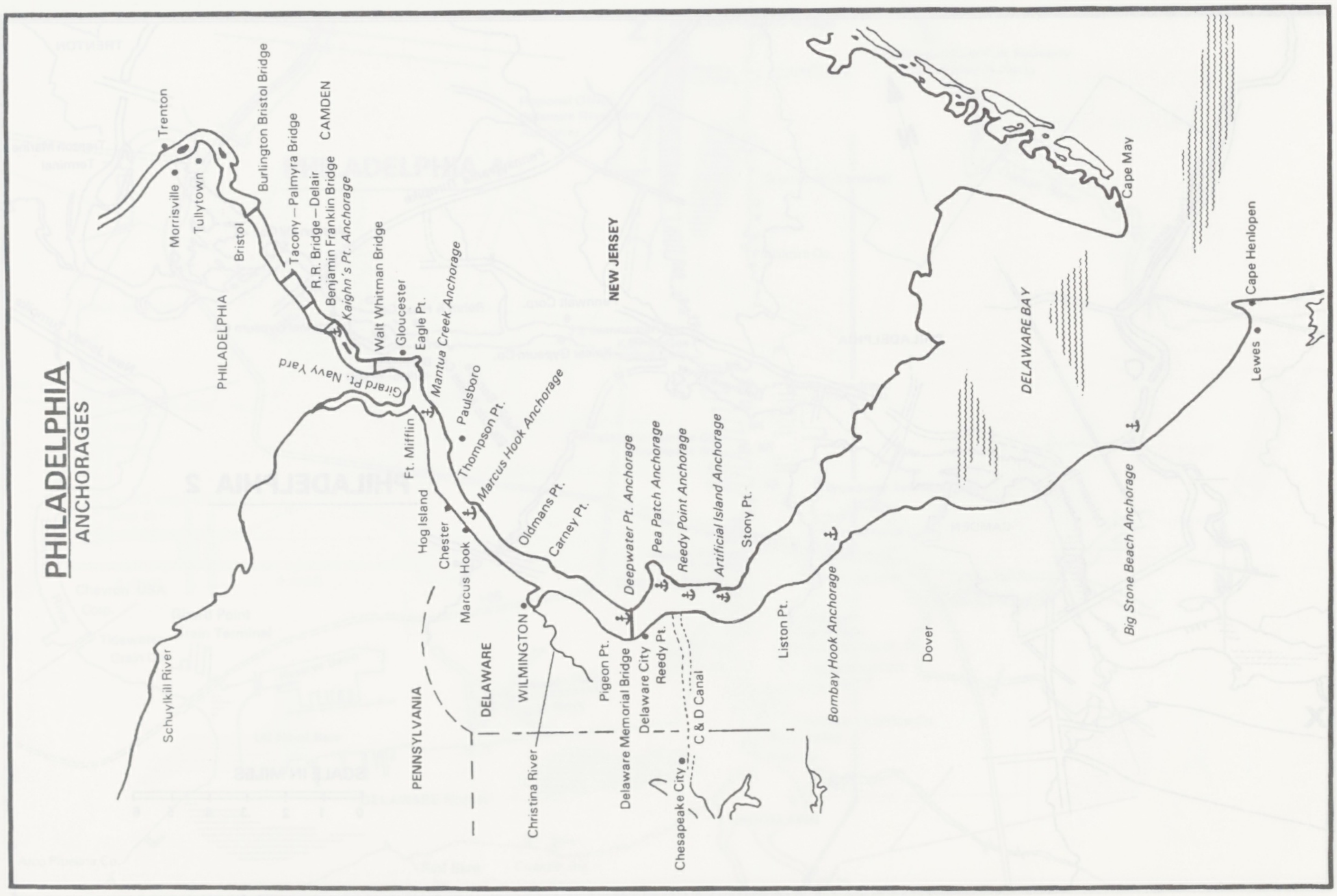
FACILITIES

A. Port Operations Office
B. Southern Chemical Storage and Transfer Company Tanks
C. Port of Pensacola Building No. 5 General Cargo Warehouse 72,000 sq.ft.
D. Port of Pensacola Building No. 6 General Cargo Warehouse 90,000 sq.ft.
E. Port of Pensacola Bulk Warehouse No. 4 45,800 sq.ft.
F. Port of Pensacola Bulk Warehouse No. 3 42,300 sq.ft.
G. Coastal Fuels Marketing
H. Freeport Sulphur Co. Terminal
I. Port of Pensacola Bulk Oil Tanks
J. L & N Railroad Switching Yard
K. Palafox Street Wharf
L. Open Lumber Warehouse No. 7 15,000 sq.ft.
M. Port of Pensacola Building No. 1 General Cargo Warehouse 72,000 sq.ft.
N. Port of Pensacola Building No. 8 General Cargo Warehouse 83,000 sq.ft.

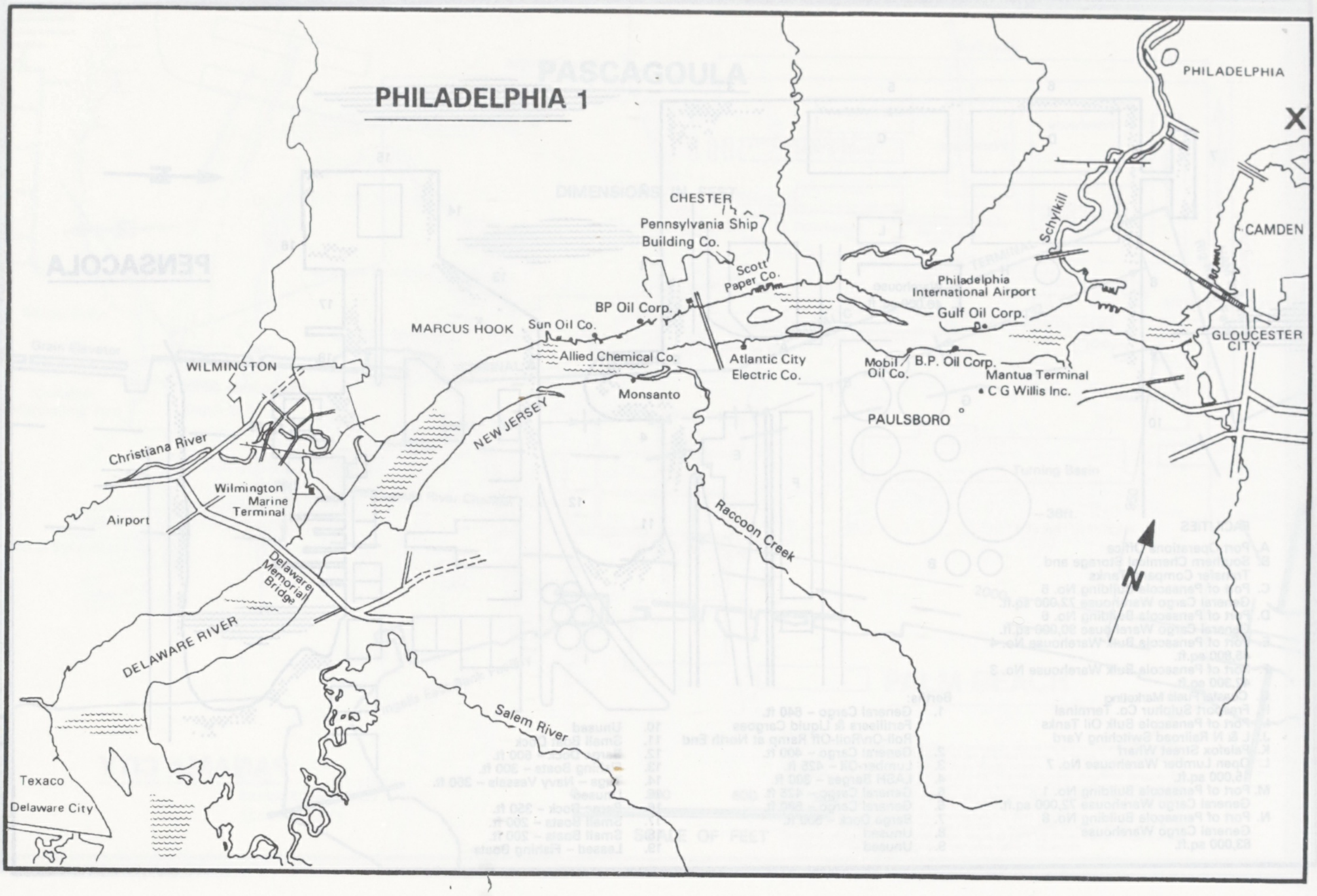
Berths:

1. General Cargo – 640 ft. Fertilisers & Liquid Cargoes Roll-On/Roll-Off Ramp at North End
2. General Cargo – 400 ft.
3. Lumber-Oil – 425 ft.
4. LASH Barges – 300 ft.
5. General Cargo – 425 ft.
6. General Cargo – 580 ft.
7. Barge Dock – 500 ft.
8. Unused
9. Unused
10. Unused
11. Small Boat Dock
12. Barge Dock – 500 ft.
13. Fishing Boats – 300 ft.
14. Tugs – Navy Vessels – 350 ft.
15. Unused
16. Barge Dock – 350 ft.
17. Small Boats – 200 ft.
18. Small Boats – 200 ft.
19. Leased – Fishing Boats

PHILADELPHIA
ANCHORAGES

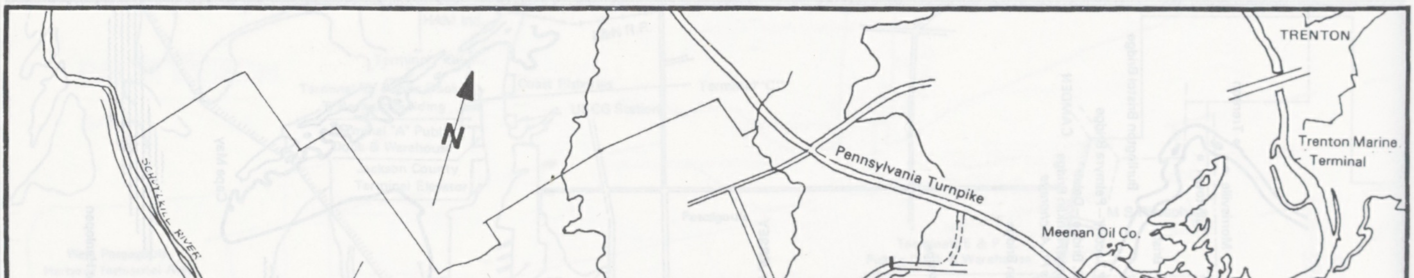


Trenton
Morrisville
Tullytown
Bristol
Burlington Bristol Bridge
Tacony – Palmyra Bridge
R.R. Bridge – Delair
Benjamin Franklin Bridge
Kaighn's Pt. Anchorage
CAMDEN
PHILADELPHIA
Walt Whitman Bridge
Gloucester
Eagle Pt.
Mantua Creek Anchorage
Girard Pt. Navy Yard
Paulsboro
Ft. Mifflin
Thompson Pt.
Marcus Hook Anchorage
NEW JERSEY
Hog Island
Chester
Marcus Hook
Oldmans Pt.
Carney Pt.
Deepwater Pt. Anchorage
Pea Patch Anchorage
Reedy Point Anchorage
Artificial Island Anchorage
Stony Pt.
Schuylkill River
PENNSYLVANIA
DELAWARE
WILMINGTON
Christina River
Pigeon Pt.
Delaware Memorial Bridge
Delaware City
Reedy Pt.
C & D Canal
Chesapeake City
Liston Pt.
Bombay Hook Anchorage
Dover
Big Stone Beach Anchorage
DELAWARE BAY
Cape May
Lewes
Cape Henlopen



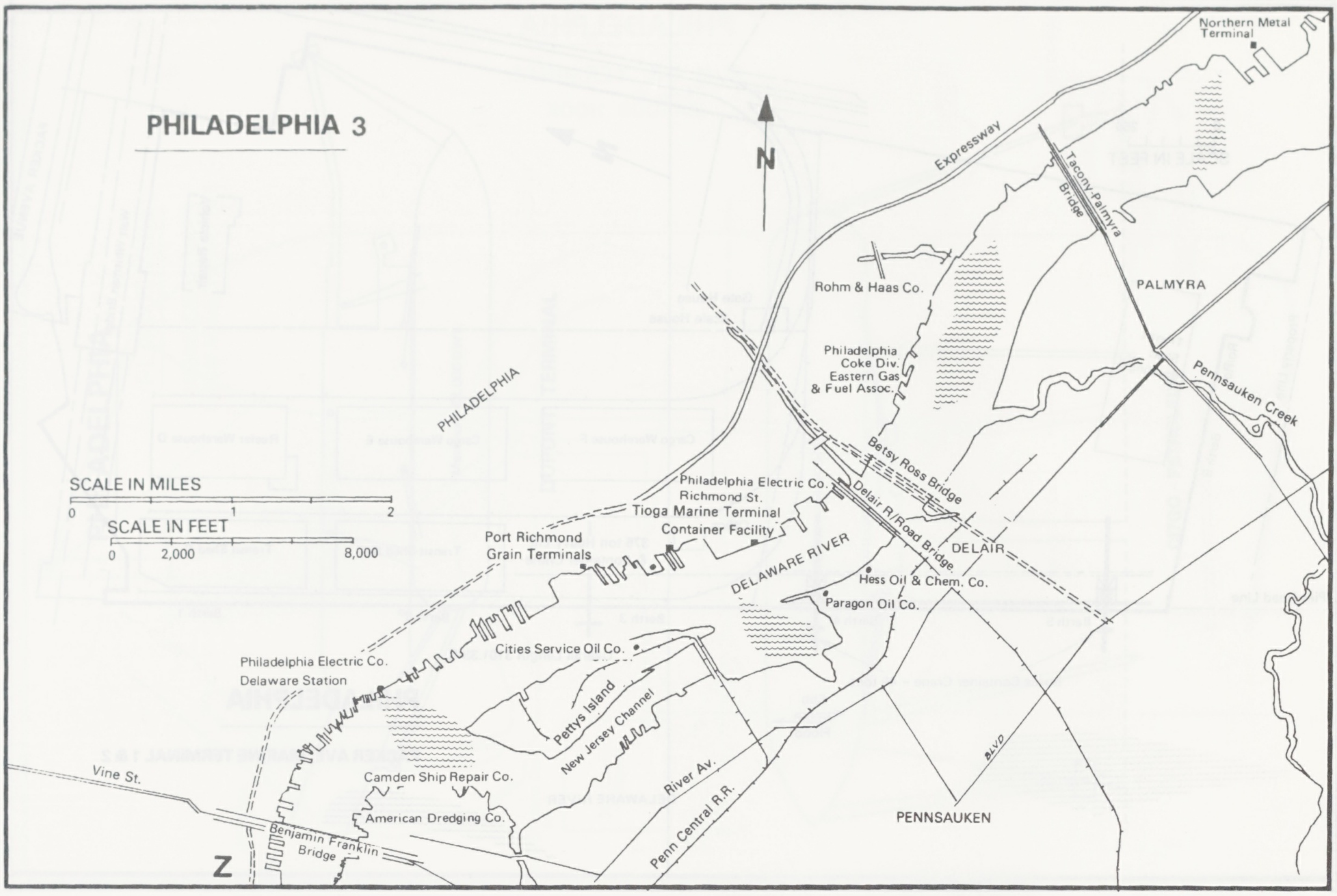
PHILADELPHIA 1

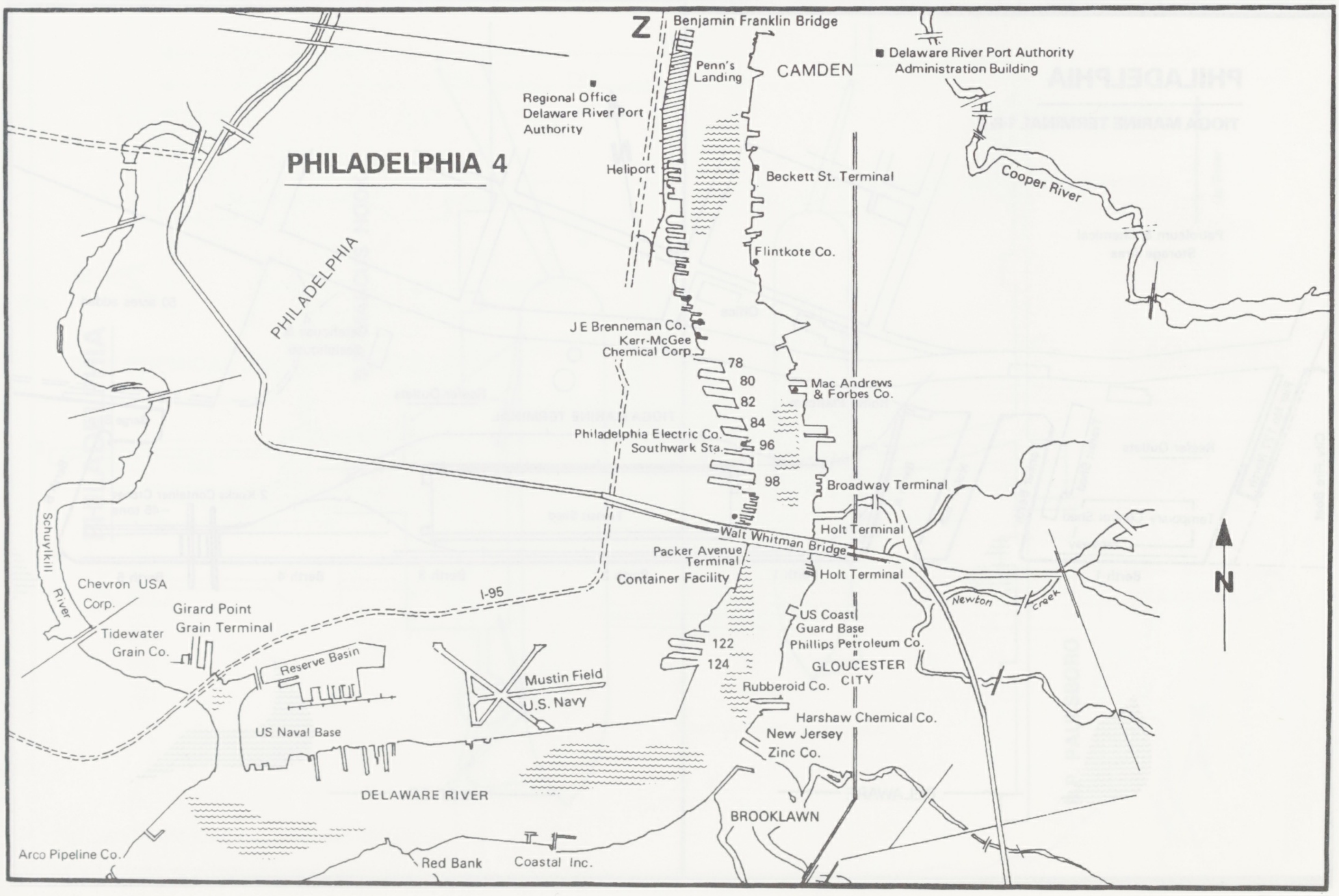
CHESTER
Pennsylvania Ship Building Co.
Scott Paper Co.
BP Oil Corp.
MARCUS HOOK
Sun Oil Co.
Allied Chemical Co.
Monsanto
Atlantic City Electric Co.
Philadelphia International Airport
Gulf Oil Corp.
Mobil Oil Co.
B.P. Oil Corp.
Mantua Terminal
C G Willis Inc.
PAULSBORO
Schylkill
PHILADELPHIA
X
CAMDEN
GLOUCESTER CITY
N
WILMINGTON
Christiana River
Wilmington Marine Terminal
Airport
NEW JERSEY
Raccoon Creek
Delaware Memorial Bridge
DELAWARE RIVER
Salem River
Texaco
Delaware City

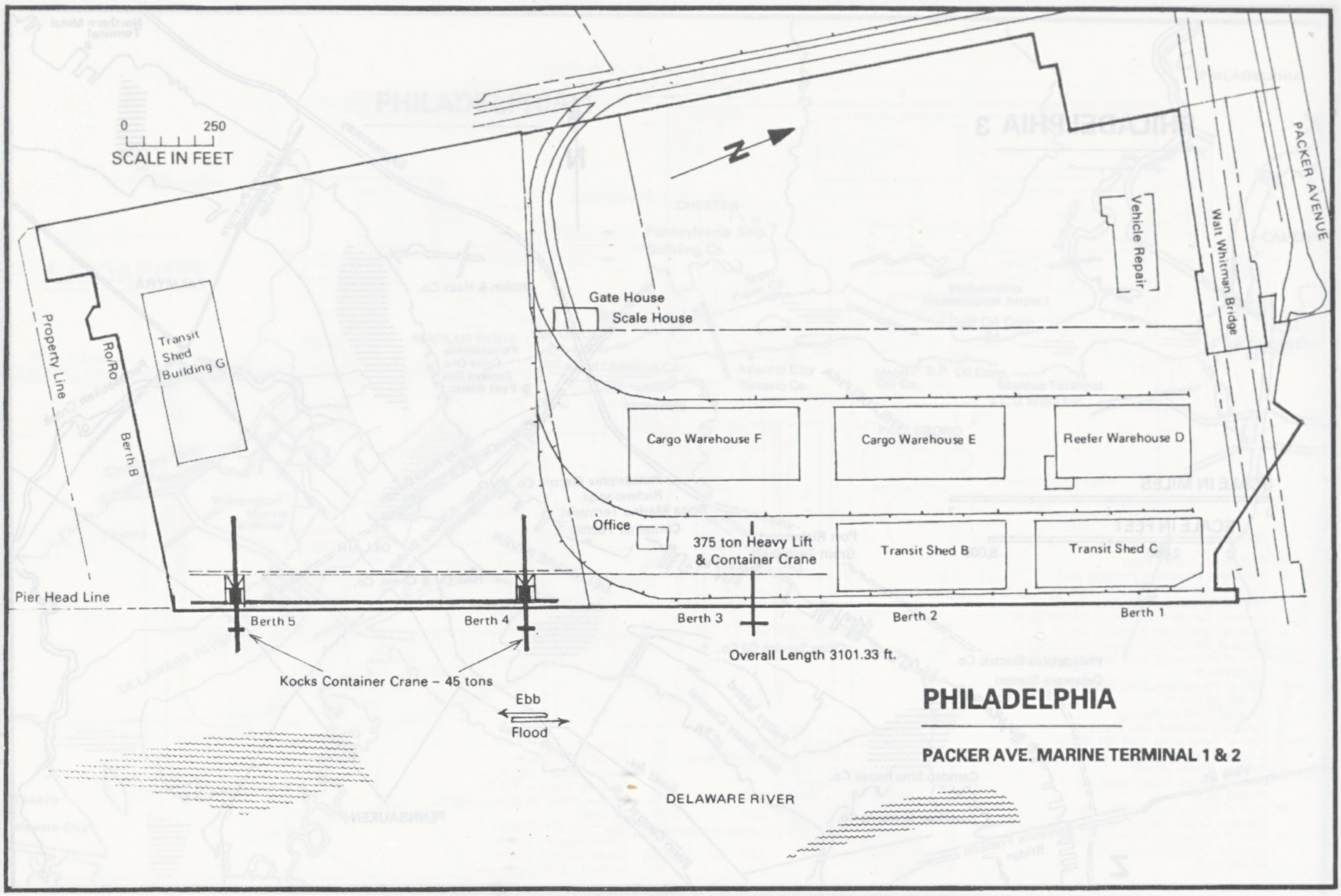


PHILADELPHIA 2

TRENTON
Trenton Marine Terminal
N
Pennsylvania Turnpike
SCHUYLKILL RIVER
Meenan Oil Co.
Pennwalt Corp.
Rohm & Haas Co.
National Gypsum Co.
Kaiser Gypsum Co.
Burlington -Bristol Bridge
Public Service Electric & Gas Co.
New Jersey Turnpike
PHILADELPHIA
Delaware River
Delaware
CAMDEN
X
SCALE IN MILES
0
1
2
3
4
5
6

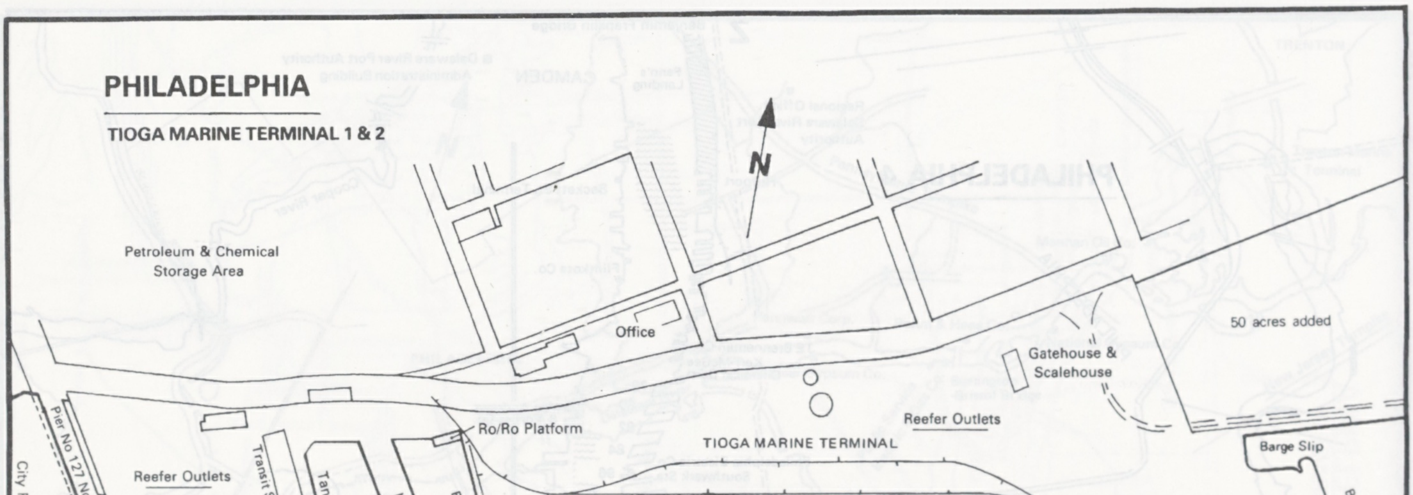

PHILADELPHIA 3
N
Northern Metal Terminal
Expressway
Tacony-Palmyra Bridge
Rohm & Haas Co.
PALMYRA
Philadelphia Coke Div. Eastern Gas & Fuel Assoc.
PHILADELPHIA
Pennsauken Creek
Betsy Ross Bridge
SCALE IN MILES
0
1
2
SCALE IN FEET
0
2,000
8,000
Philadelphia Electric Co. Richmond St.
Tioga Marine Terminal Container Facility
Delair R/Road Bridge
DELAIR
Port Richmond Grain Terminals
DELAWARE RIVER
Hess Oil & Chem. Co.
Paragon Oil Co.
Cities Service Oil Co.
Philadelphia Electric Co. Delaware Station
Pettys Island
New Jersey Channel
BLVD
Camden Ship Repair Co.
Vine St.
River Av.
American Dredging Co.
Penn Central R.R.
PENNSAUKEN
Benjamin Franklin Bridge
Z


Z
Benjamin Franklin Bridge
Penn's Landing
CAMDEN
Delaware River Port Authority Administration Building
Regional Office Delaware River Port Authority
PHILADELPHIA 4
Heliport
Beckett St. Terminal
Cooper River
PHILADELPHIA
Flintkote Co.
J E Brenneman Co.
Kerr-McGee Chemical Corp.
78
80
82
84
Mac Andrews & Forbes Co.
Philadelphia Electric Co. Southwark Sta.
96
98
Broadway Terminal
Walt Whitman Bridge
Holt Terminal
Packer Avenue Terminal
Container Facility
Holt Terminal
N
Newton Creek
Schuylkill River
Chevron USA Corp.
I-95
Girard Point Grain Terminal
Tidewater Grain Co.
US Coast Guard Base
Phillips Petroleum Co.
122
124
GLOUCESTER CITY
Reserve Basin
Mustin Field U.S. Navy
Rubberoid Co.
Harshaw Chemical Co.
US Naval Base
New Jersey Zinc Co.
DELAWARE RIVER
BROOKLAWN
Arco Pipeline Co.
Red Bank
Coastal Inc.


0
250
SCALE IN FEET
N
PACKER AVENUE
Walt Whitman Bridge
Vehicle Repair
Gate House
Scale House
Property Line
Ro/Ro
Transit Shed Building G
Berth B
Cargo Warehouse F
Cargo Warehouse E
Reefer Warehouse D
Office
375 ton Heavy Lift & Container Crane
Transit Shed B
Transit Shed C
Pier Head Line
Berth 5
Berth 4
Berth 3
Berth 2
Berth 1
Kocks Container Crane – 45 tons
Overall Length 3101.33 ft.
Ebb
Flood
DELAWARE RIVER

PHILADELPHIA

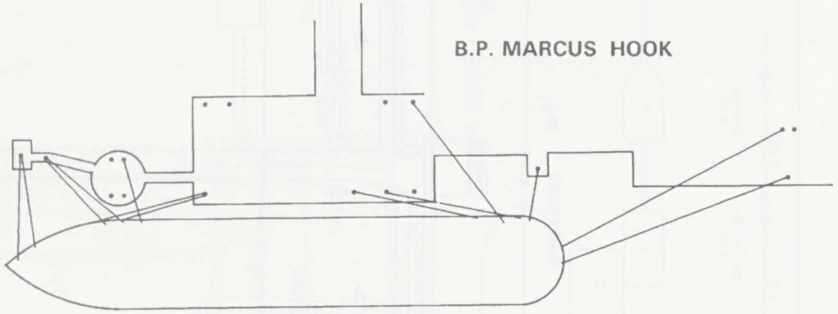
PACKER AVE. MARINE TERMINAL 1 & 2

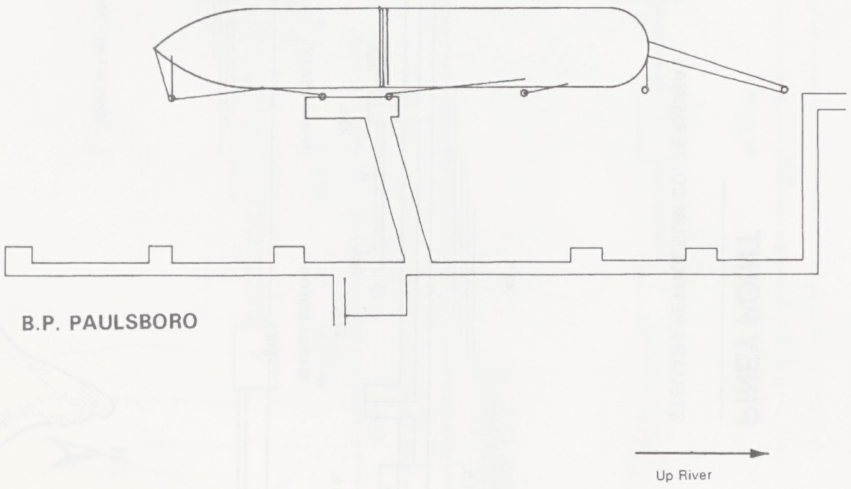

N
Petroleum & Chemical Storage Area
Office
Gatehouse & Scalehouse
50 acres added
Barge Slip
Reefer Outlets
Ro/Ro Platform
TIOGA MARINE TERMINAL
Pier No 127 North
City Fire Boat
Reefer Outlets
Transit Shed
Tanker Berth
Not in use
Berth A
Temporary Control Shed
Craneway
Transit Shed
2 Kocks Container Cranes – 45 tons
Berth B
Berth 1
Berth 1
Berth 2
Berth 3
Berth 4
Berth 5
DELAWARE
RIVER

PHILADELPHIA

TIOGA MARINE TERMINAL 1 & 2

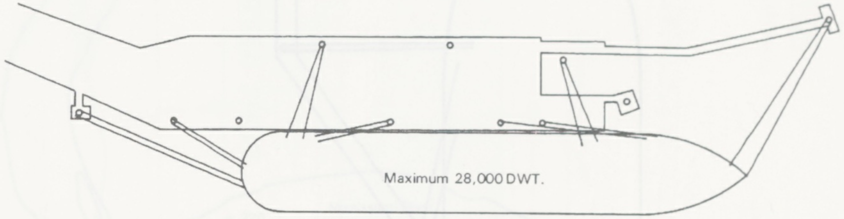
PHILADELPHIA


B.P. MARCUS HOOK

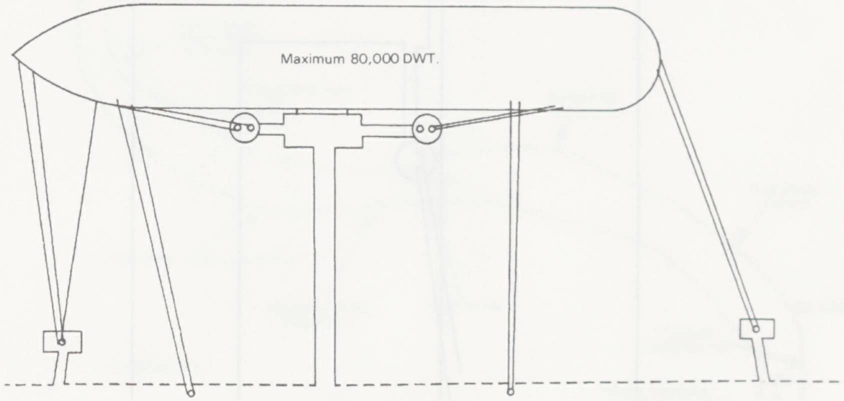


B.P. PAULSBORO

PHILADELPHIA


Maximum 28,000 DWT.

DUPONT TERMINAL

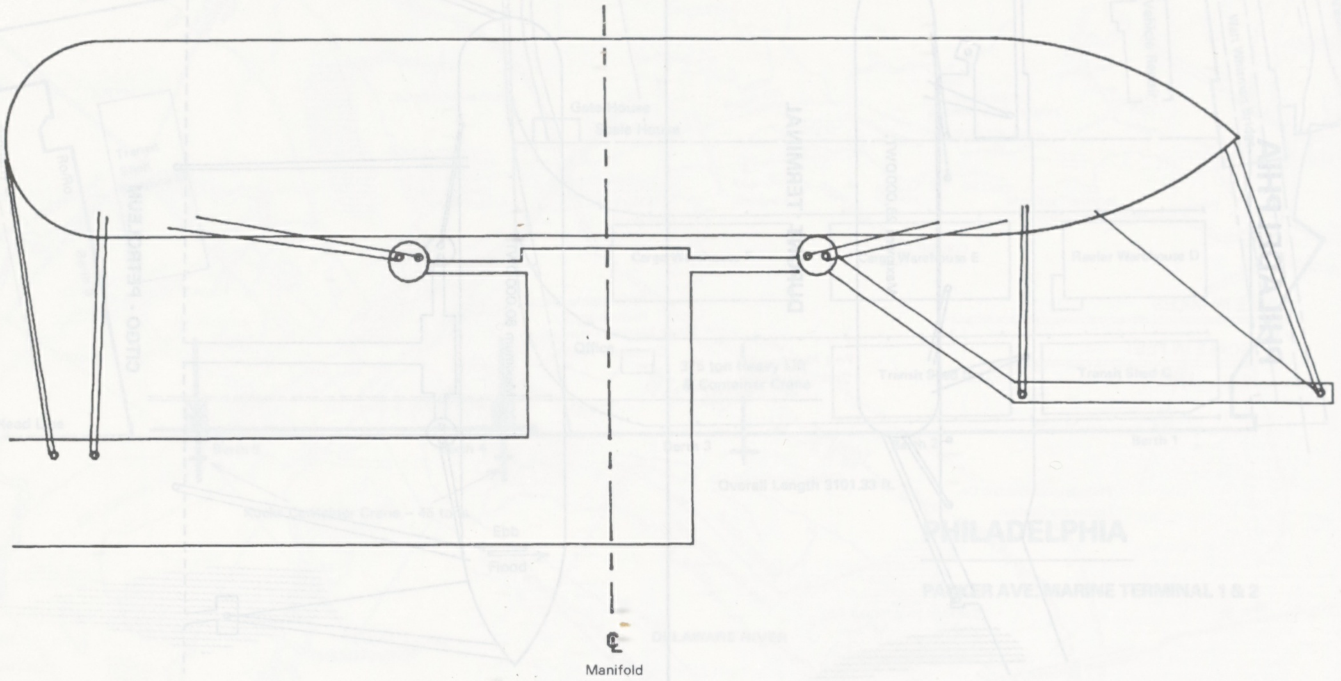

Maximum 80,000 DWT.

CITGO - PETROLEUM

PHILADELPHIA

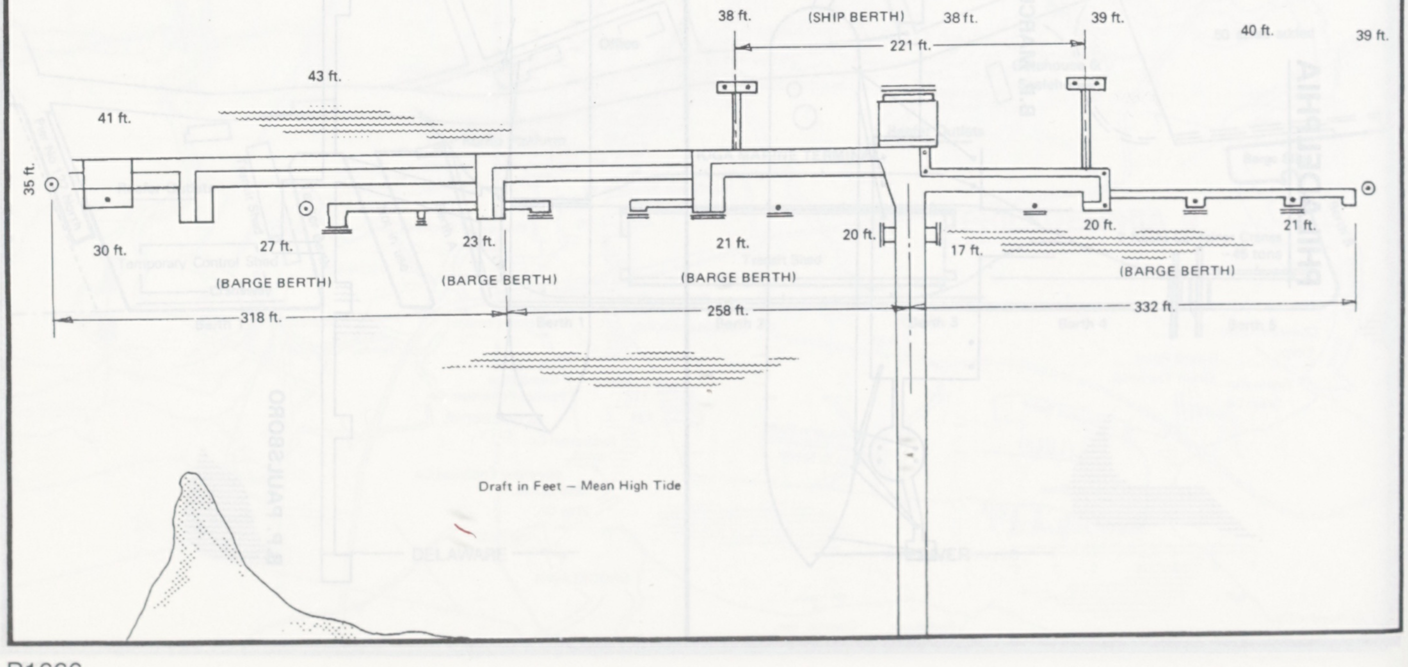
SUN OIL TERMINAL

MARCUS HOOK



PINEY POINT

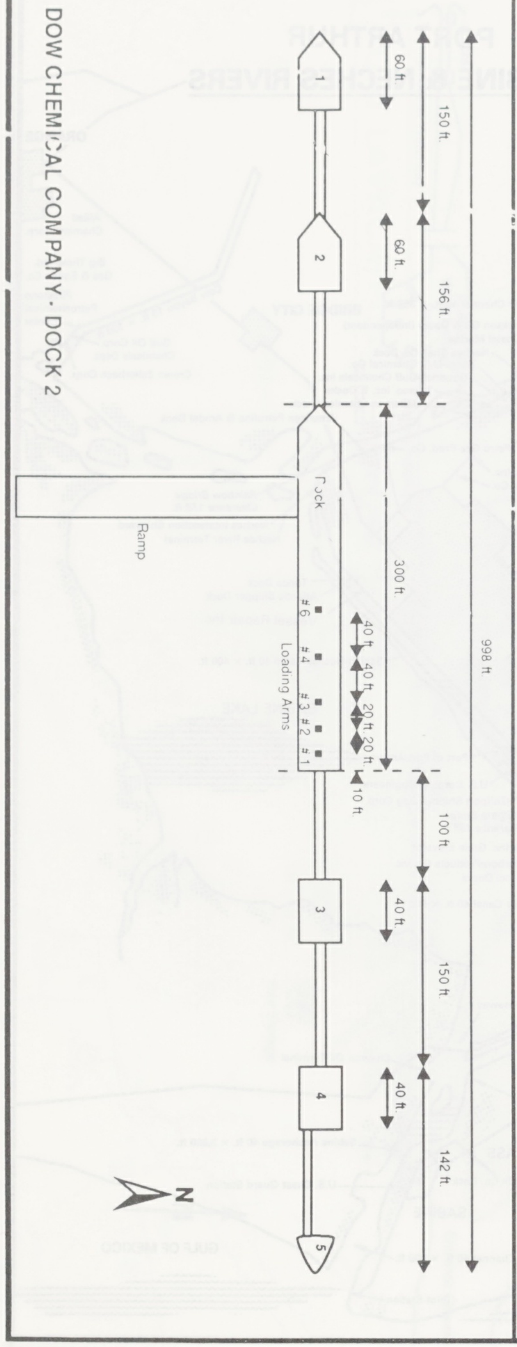
STEUART PETROLEUM CO. TERMINAL


38 ft.
(SHIP BERTH)
38 ft.
39 ft.
221 ft.
40 ft.
39 ft.
43 ft.
41 ft.
35 ft.
30 ft.
27 ft.
23 ft.
21 ft.
20 ft.
17 ft.
20 ft.
21 ft.
(BARGE BERTH)
(BARGE BERTH)
(BARGE BERTH)
(BARGE BERTH)
318 ft.
258 ft.
332 ft.

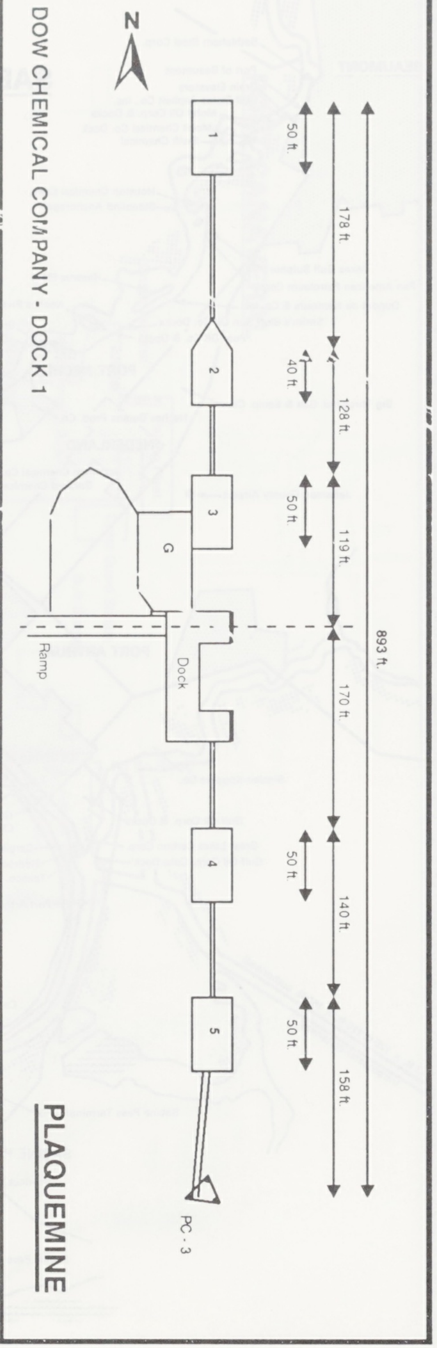
Draft in Feet – Mean High Tide

PLAQUEMINE

DOW CHEMICAL COMPANY - DOCK 2

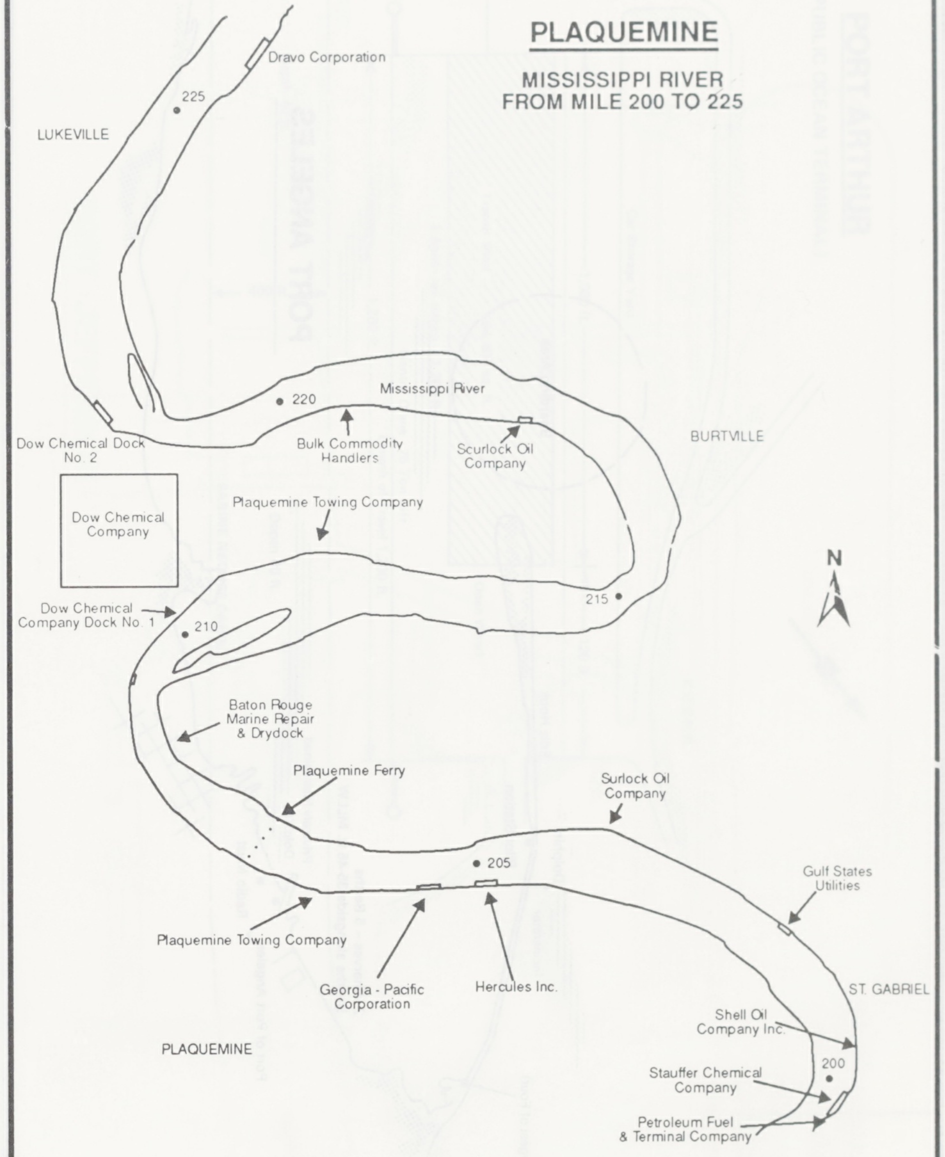

1
2
3
4
5
60 ft
150 ft
60 ft
156 ft
300 ft
40 ft
40 ft
20 ft
20 ft
10 ft
100 ft
40 ft
150 ft
40 ft
142 ft
998 ft
Dock
Ramp
#6
#4
#3
#2
#1
Loading Arms
N

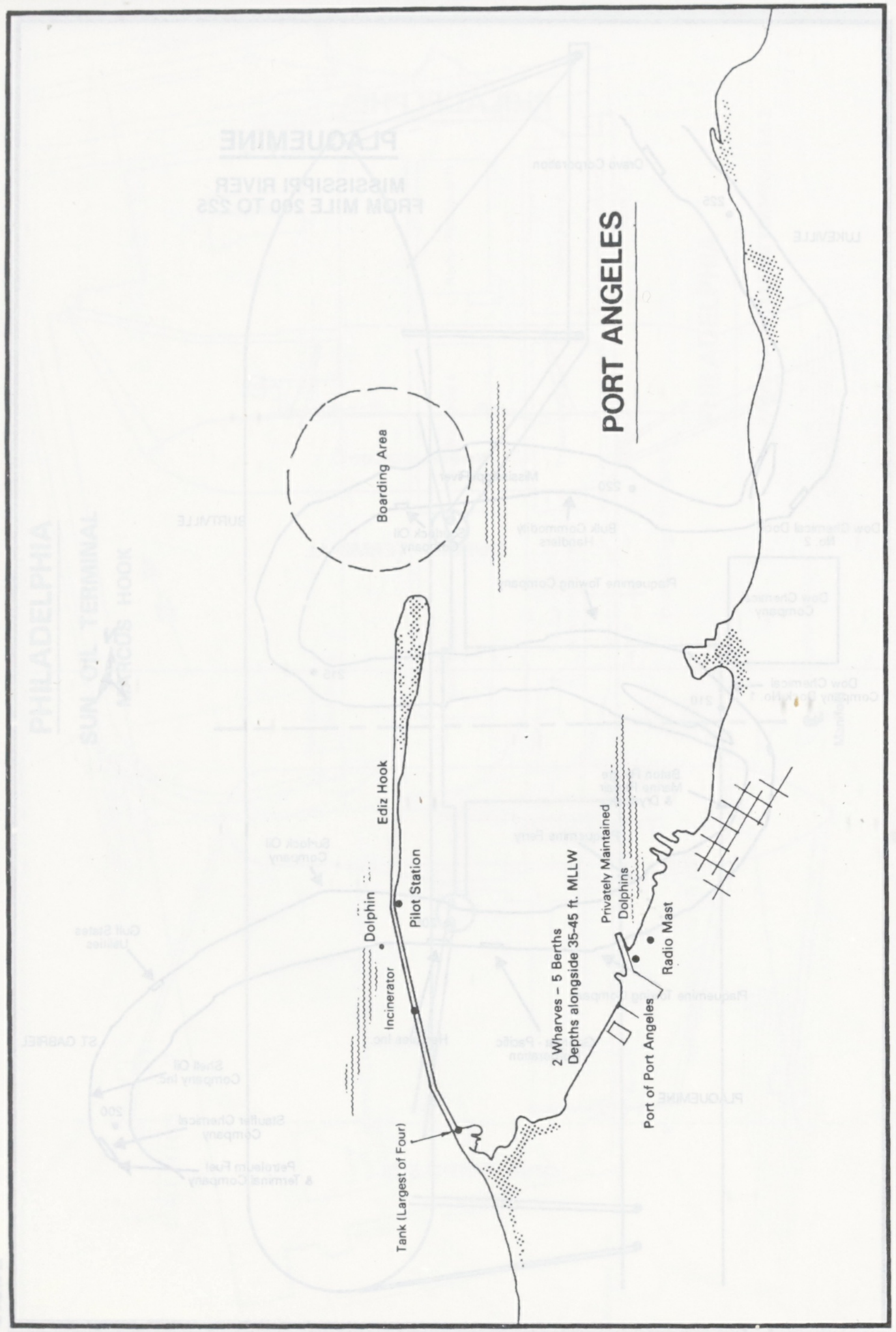
DOW CHEMICAL COMPANY - DOCK 1

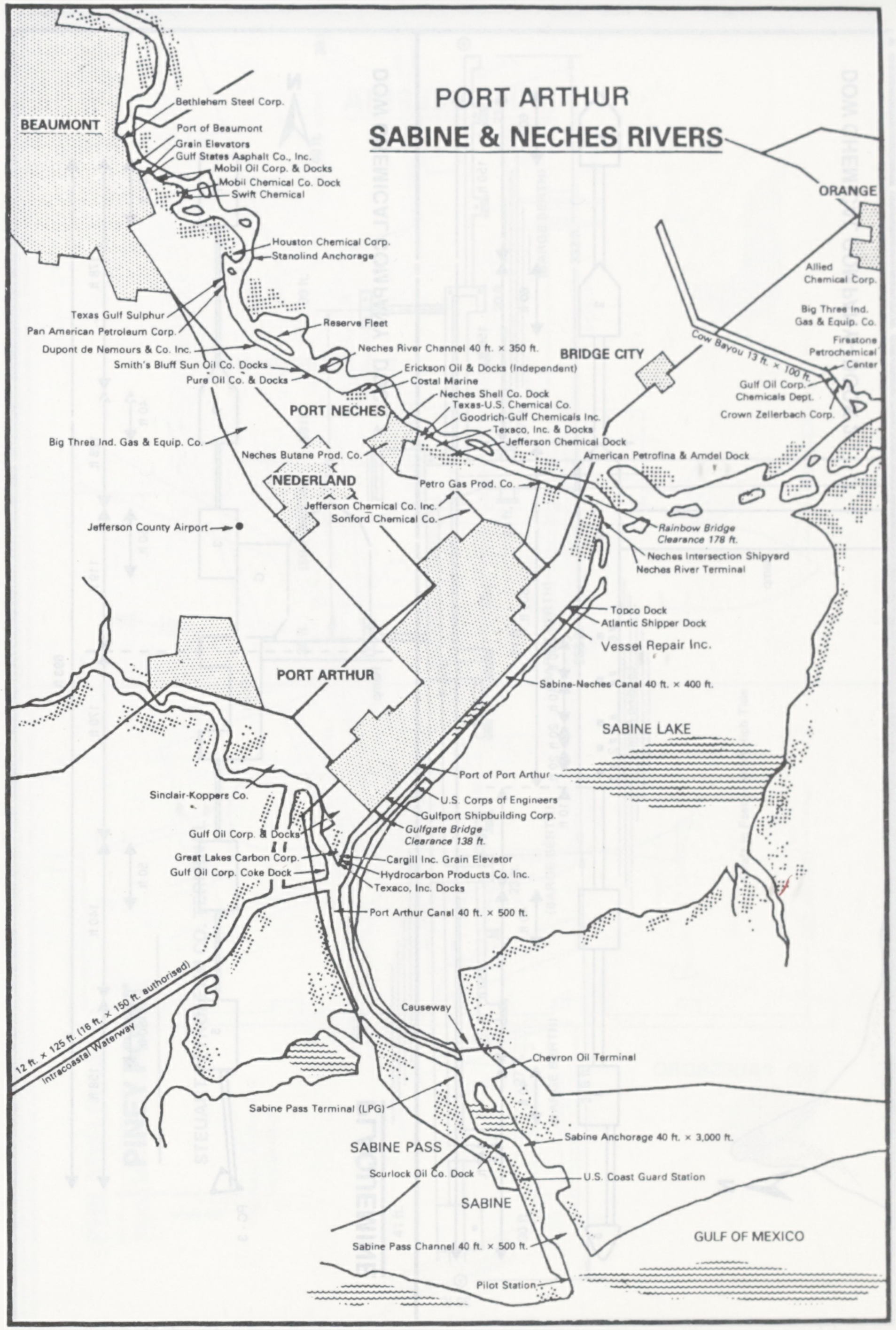

N
1
2
3
4
5
G
Dock
Ramp
PC - 3
50 ft
178 ft
40 ft
128 ft
50 ft
119 ft
170 ft
50 ft
140 ft
50 ft
158 ft
893 ft.

PLAQUEMINE

MISSISSIPPI RIVER
FROM MILE 200 TO 225

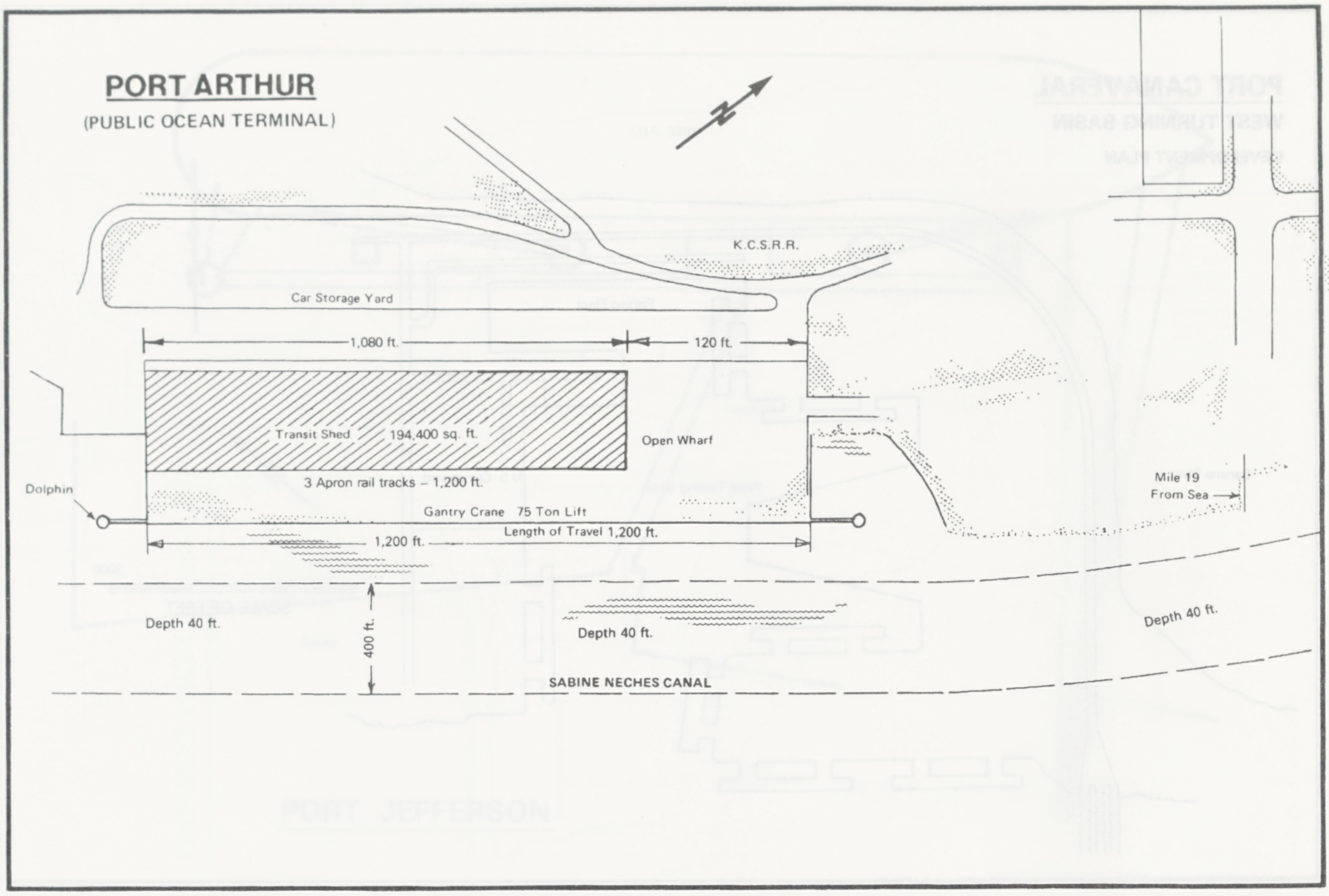

Dravo Corporation
225
LUKEVILLE
220
Mississippi River
Bulk Commodity Handlers
Scurlock Oil Company
BURTVILLE
Dow Chemical Dock No. 2
Dow Chemical Company
Plaquemine Towing Company
215
N
Dow Chemical Company Dock No. 1
210
Baton Rouge Marine Repair & Drydock
Plaquemine Ferry
Surlock Oil Company
205
Gulf States Utilities
Plaquemine Towing Company
Georgia - Pacific Corporation
Hercules Inc.
ST. GABRIEL
Shell Oil Company Inc.
200
PLAQUEMINE
Stauffer Chemical Company
Petroleum Fuel & Terminal Company


PORT ANGELES
Boarding Area
Ediz Hook
Pilot Station
Dolphin
Incinerator
Tank (Largest of Four)
2 Wharves – 5 Berths
Depths alongside 35-45 ft. MLLW
Privately Maintained
Dolphins
Radio Mast
Port of Port Angeles

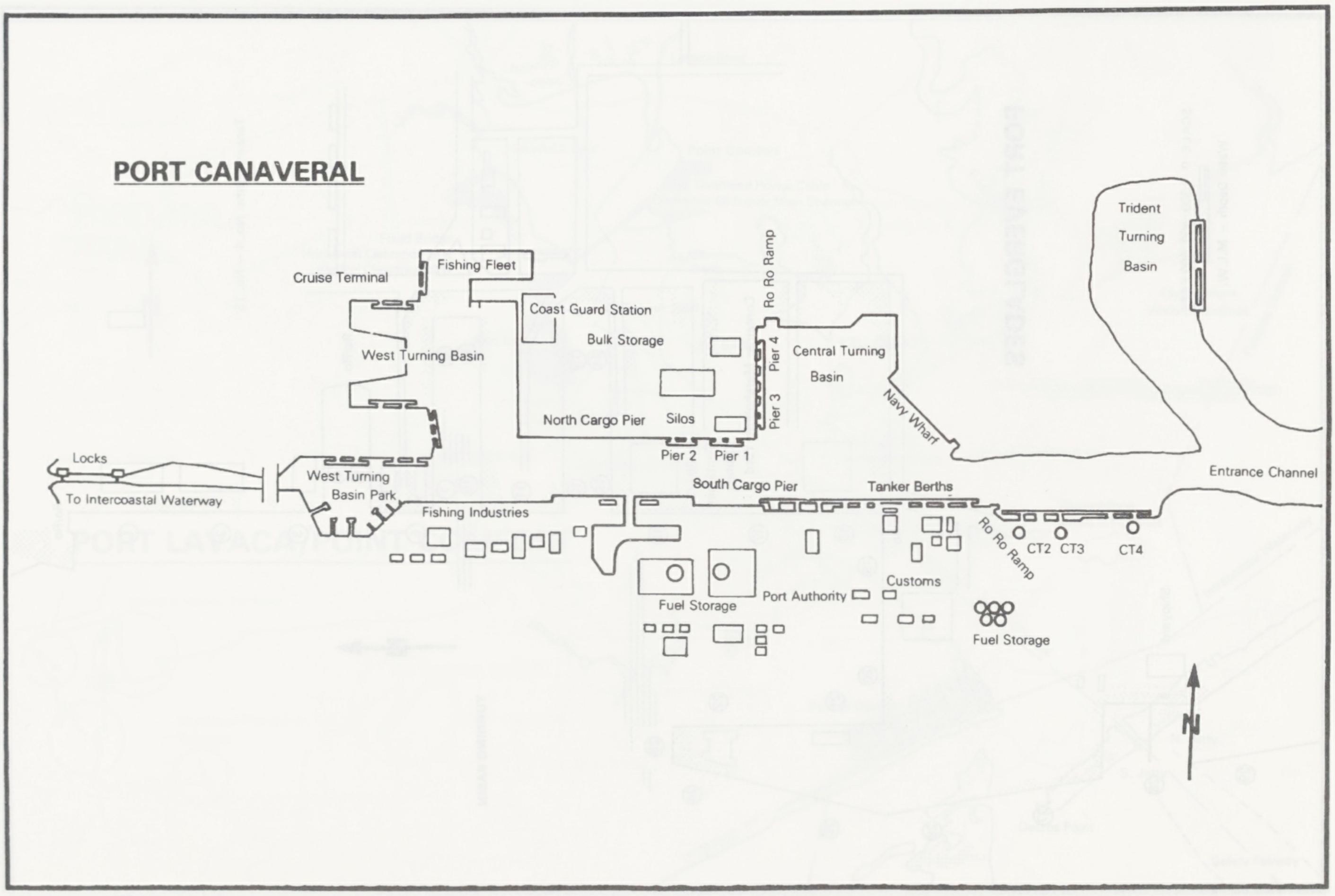

PORT ARTHUR
SABINE & NECHES RIVERS
BEAUMONT
ORANGE
Bethlehem Steel Corp.
Port of Beaumont
Grain Elevators
Gulf States Asphalt Co., Inc.
Mobil Oil Corp. & Docks
Mobil Chemical Co. Dock
Swift Chemical
Houston Chemical Corp.
Stanolind Anchorage
Texas Gulf Sulphur
Pan American Petroleum Corp.
Reserve Fleet
Dupont de Nemours & Co. Inc.
Neches River Channel 40 ft. × 350 ft.
Smith's Bluff Sun Oil Co. Docks
Pure Oil Co. & Docks
Erickson Oil & Docks (Independent)
Costal Marine
BRIDGE CITY
Cow Bayou 13 ft. × 100 ft.
Allied Chemical Corp.
Big Three Ind. Gas & Equip. Co.
Firestone Petrochemical Center
Gulf Oil Corp. Chemicals Dept.
Crown Zellerbach Corp.
PORT NECHES
Neches Shell Co. Dock
Texas-U.S. Chemical Co.
Goodrich-Gulf Chemicals Inc.
Texaco, Inc. & Docks
Jefferson Chemical Dock
Big Three Ind. Gas & Equip. Co.
Neches Butane Prod. Co.
American Petrofina & Amdel Dock
NEDERLAND
Petro Gas Prod. Co.
Jefferson Chemical Co. Inc.
Sonford Chemical Co.
Jefferson County Airport
Rainbow Bridge Clearance 176 ft.
Neches Intersection Shipyard
Neches River Terminal
Topco Dock
Atlantic Shipper Dock
Vessel Repair Inc.
PORT ARTHUR
Sabine-Neches Canal 40 ft. × 400 ft.
SABINE LAKE
Port of Port Arthur
U.S. Corps of Engineers
Gulfport Shipbuilding Corp.
Sinclair-Koppers Co.
Gulfgate Bridge Clearance 138 ft.
Gulf Oil Corp. & Docks
Great Lakes Carbon Corp.
Cargill Inc. Grain Elevator
Gulf Oil Corp. Coke Dock
Hydrocarbon Products Co. Inc.
Texaco, Inc. Docks
Port Arthur Canal 40 ft. × 500 ft.
12 ft. × 125 ft. (16 ft. × 150 ft. authorised)
Intracoastal Waterway
Causeway
Chevron Oil Terminal
Sabine Pass Terminal (LPG)
Sabine Anchorage 40 ft. × 3,000 ft.
SABINE PASS
Scurlock Oil Co. Dock
U.S. Coast Guard Station
SABINE
GULF OF MEXICO
Sabine Pass Channel 40 ft. × 500 ft.
Pilot Station

PORT ARTHUR

(PUBLIC OCEAN TERMINAL)


K.C.S.R.R.
Car Storage Yard
1,080 ft.
120 ft.
Transit Shed
194,400 sq. ft.
Open Wharf
3 Apron rail tracks – 1,200 ft.
Dolphin
Gantry Crane 75 Ton Lift
Length of Travel 1,200 ft.
1,200 ft.
Mile 19
From Sea
Depth 40 ft.
400 ft.
Depth 40 ft.
Depth 40 ft.
SABINE NECHES CANAL

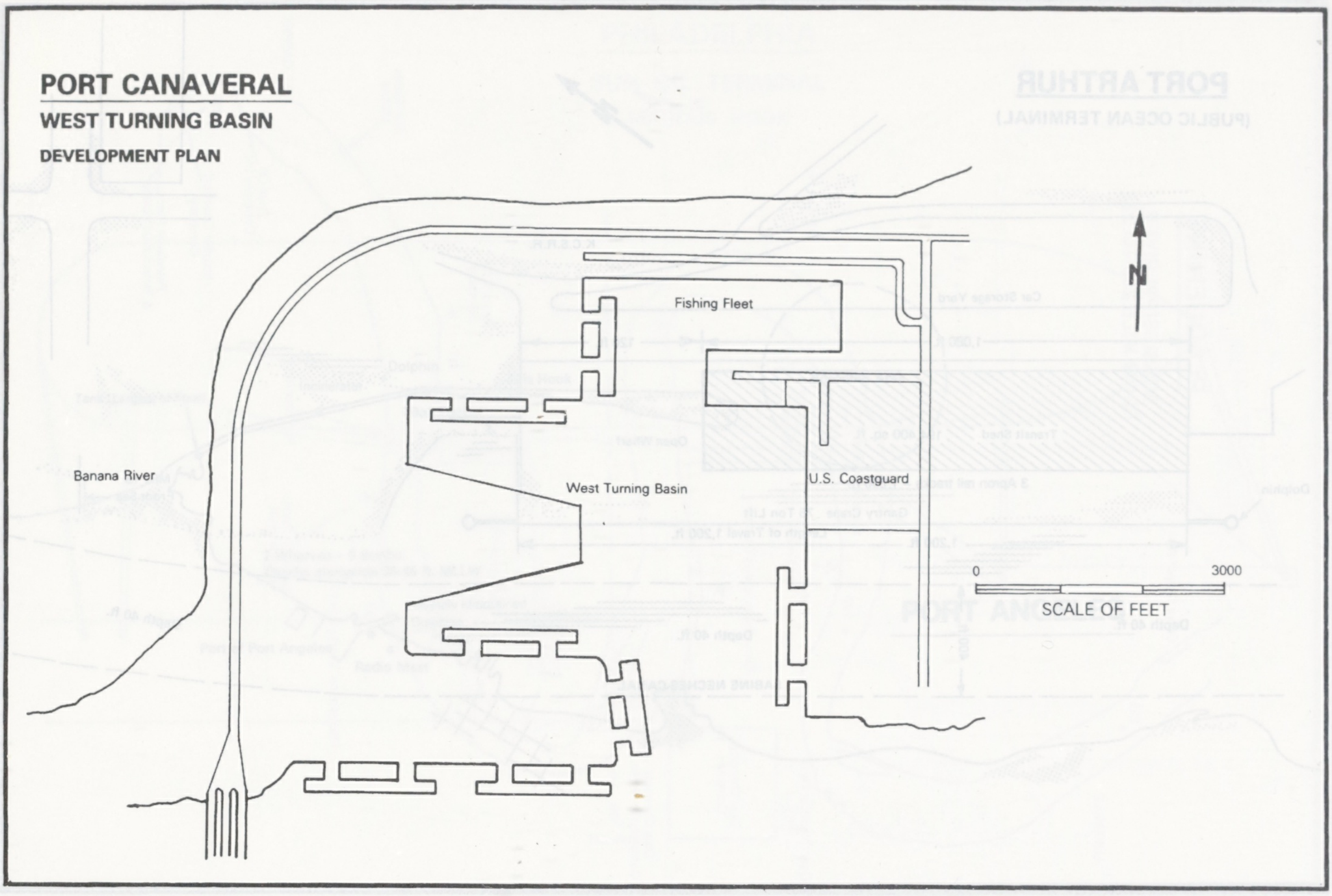
PORT CANAVERAL


Cruise Terminal
Fishing Fleet
Coast Guard Station
Bulk Storage
Ro Ro Ramp
Pier 4
Central Turning Basin
Trident
Turning
Basin
West Turning Basin
North Cargo Pier
Silos
Pier 3
Navy Wharf
Pier 2
Pier 1
Locks
To Intercoastal Waterway
West Turning Basin Park
South Cargo Pier
Tanker Berths
Entrance Channel
Fishing Industries
Ro Ro Ramp
CT2
CT3
CT4
Customs
Port Authority
Fuel Storage
Fuel Storage
N

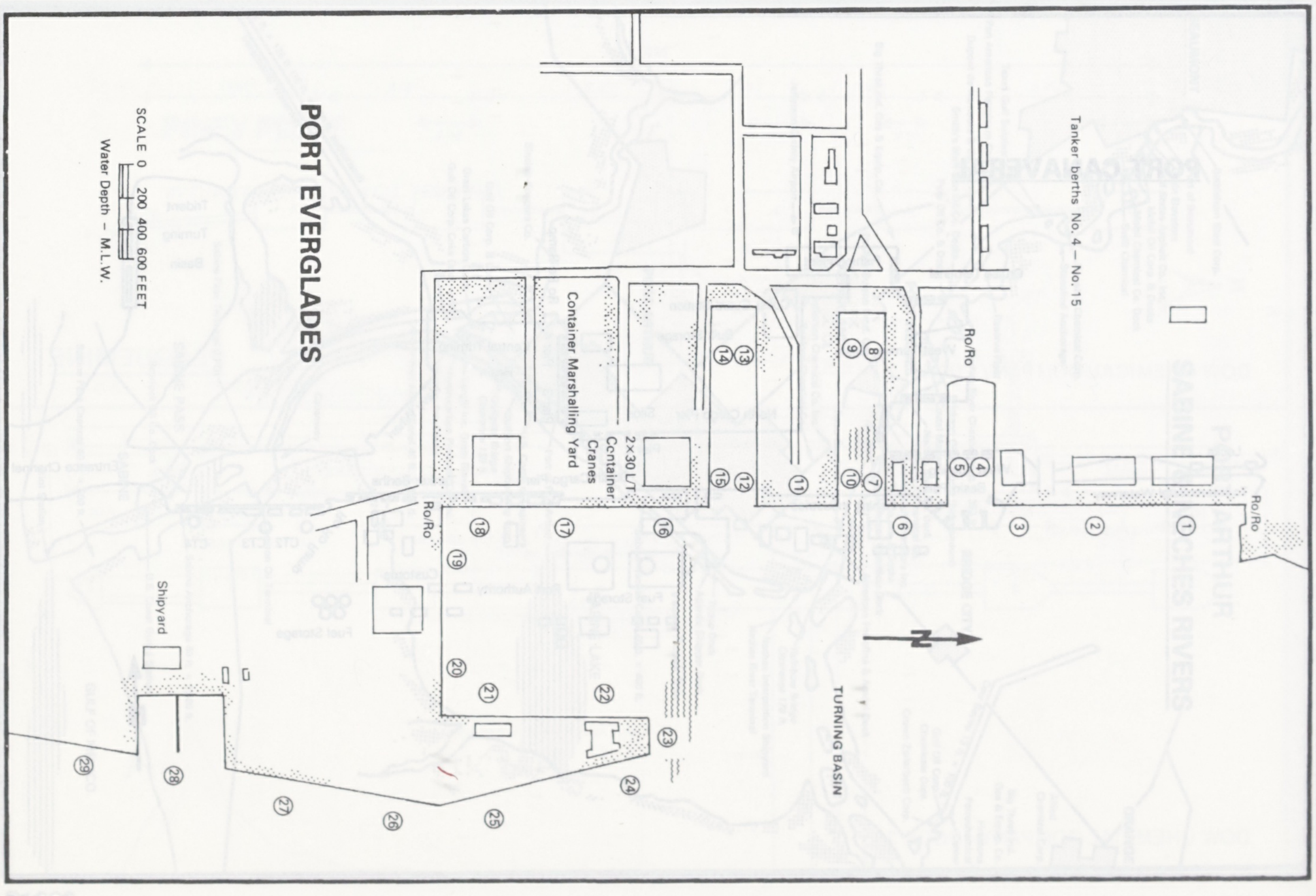
PORT CANAVERAL

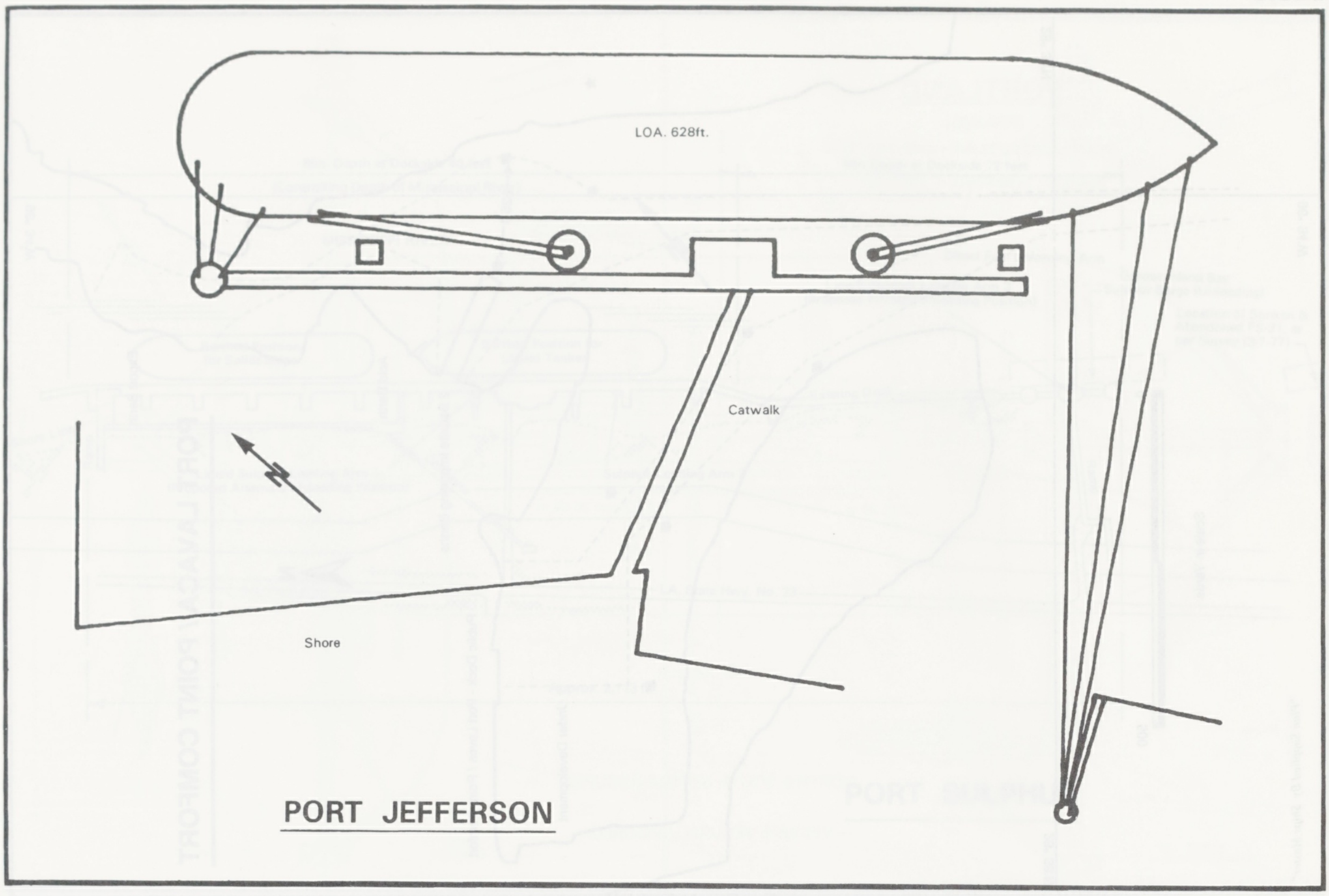
WEST TURNING BASIN

DEVELOPMENT PLAN

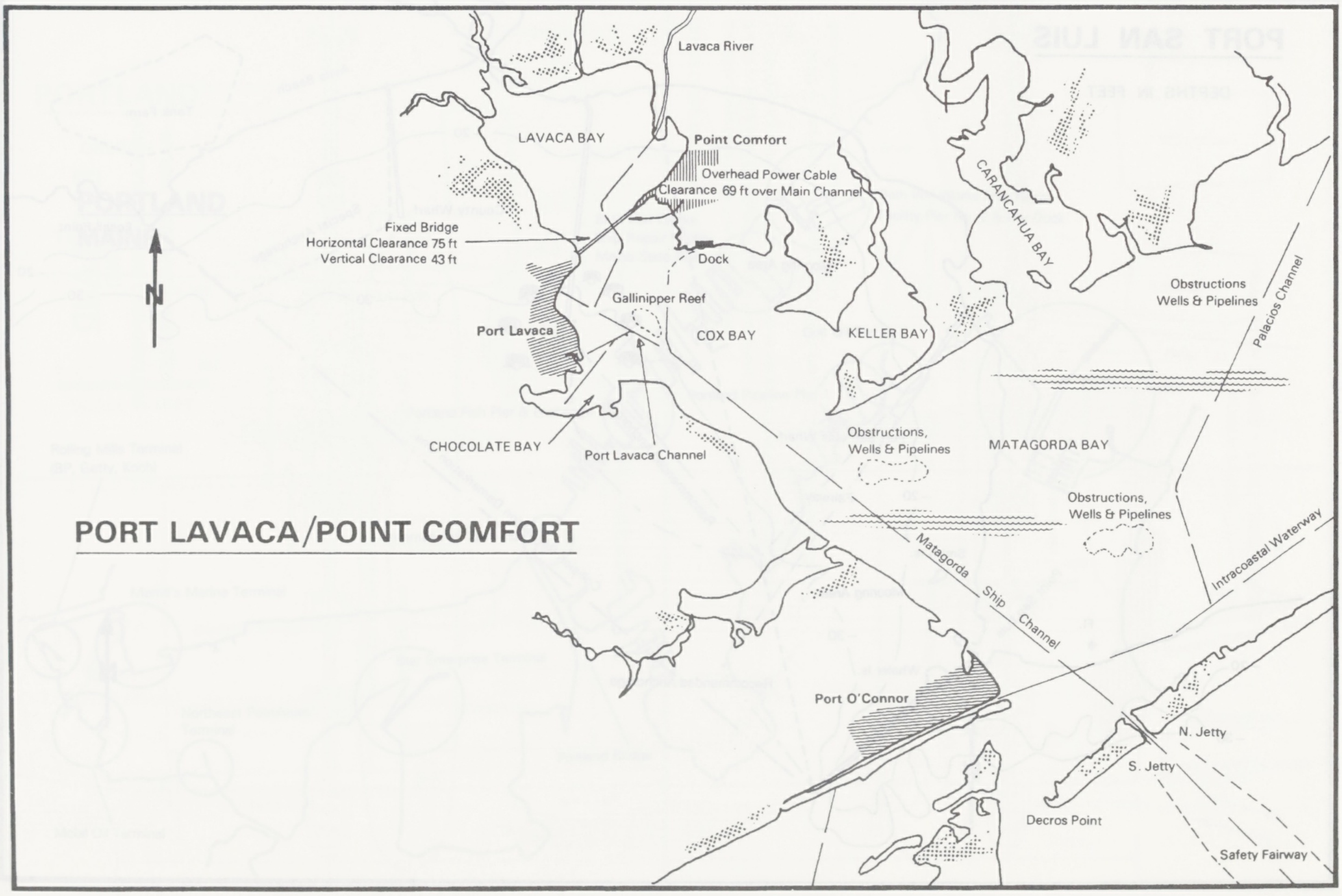

Fishing Fleet
Banana River
West Turning Basin
U.S. Coastguard
N
0
3000
SCALE OF FEET

PORT EVERGLADES

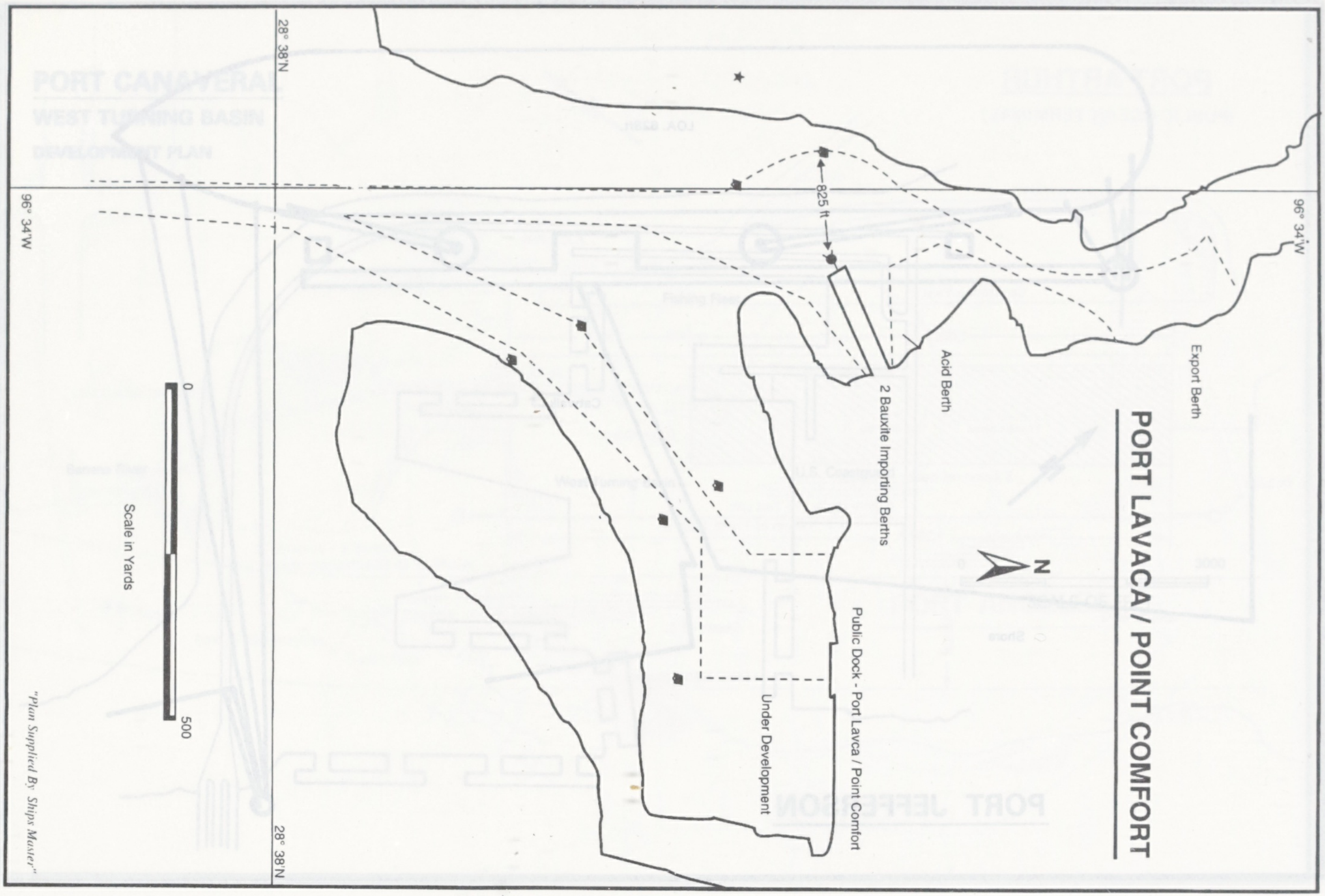

SCALE 0 200 400 600 FEET
Water Depth – M.L.W.
Tanker berths No. 4 – No. 15
Ro/Ro
Ro/Ro
Ro/Ro
Container Marshalling Yard
2×30 LT Container Cranes
Shipyard
TURNING BASIN
N
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

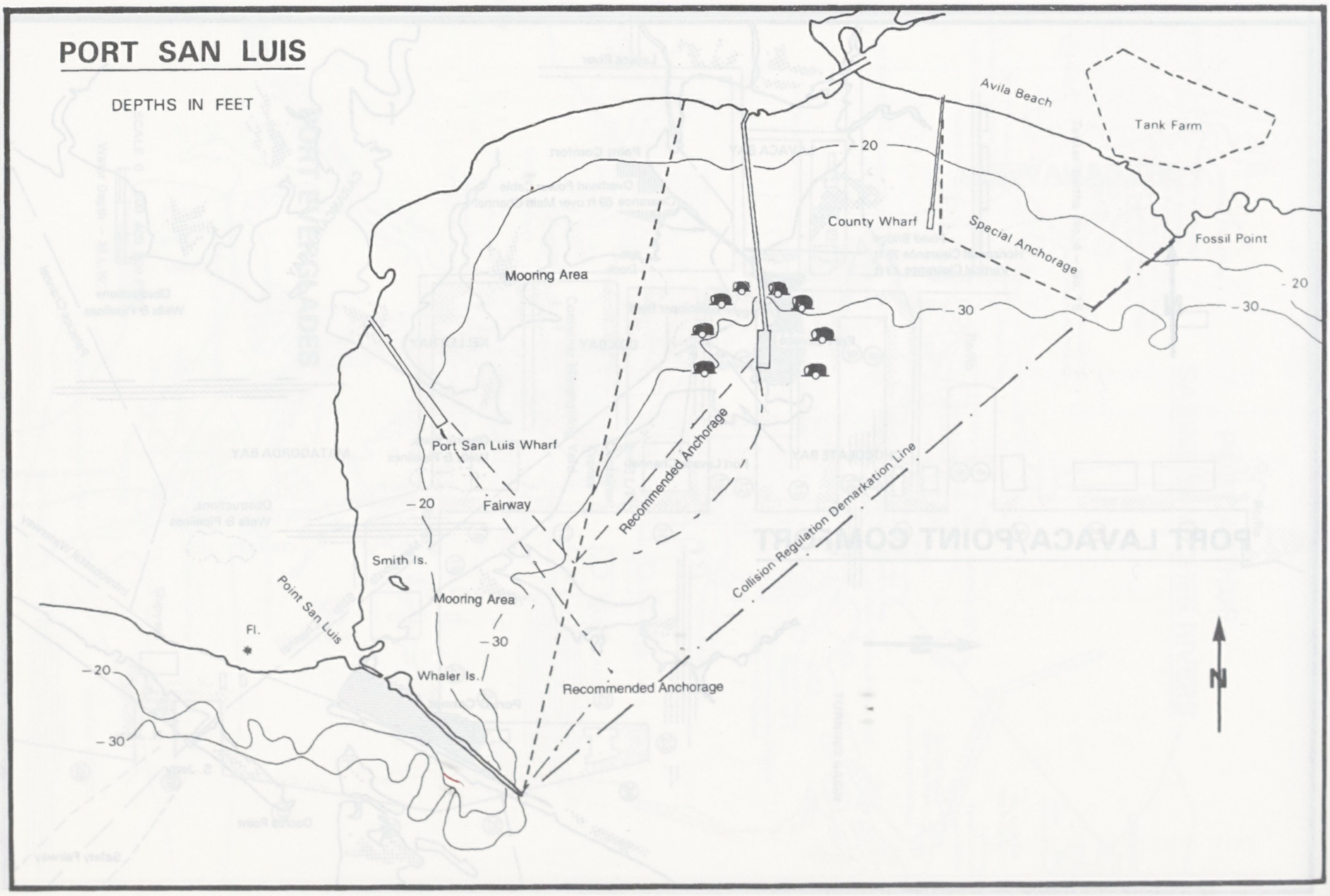

LOA. 628ft.
N
Catwalk
Shore

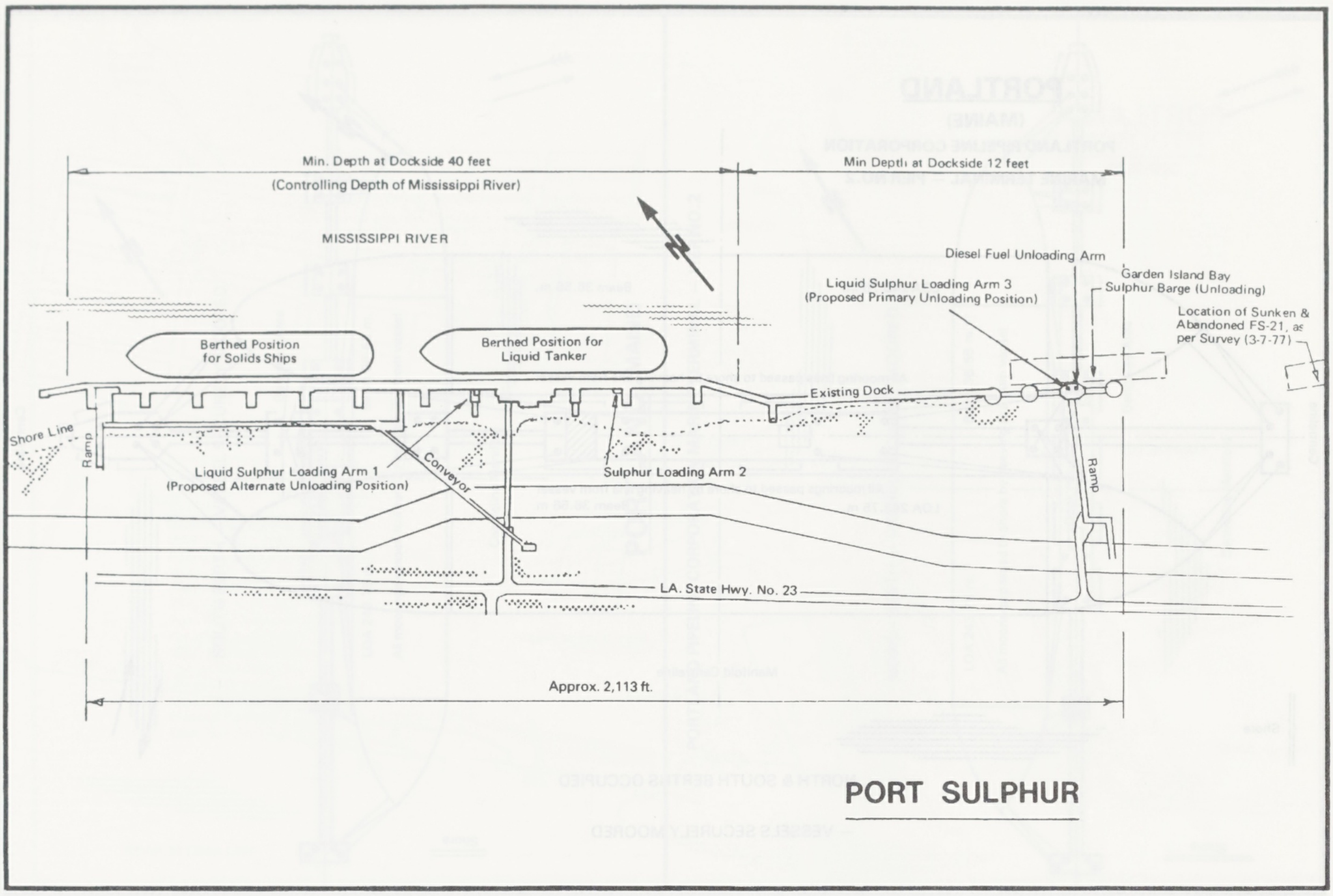
PORT JEFFERSON

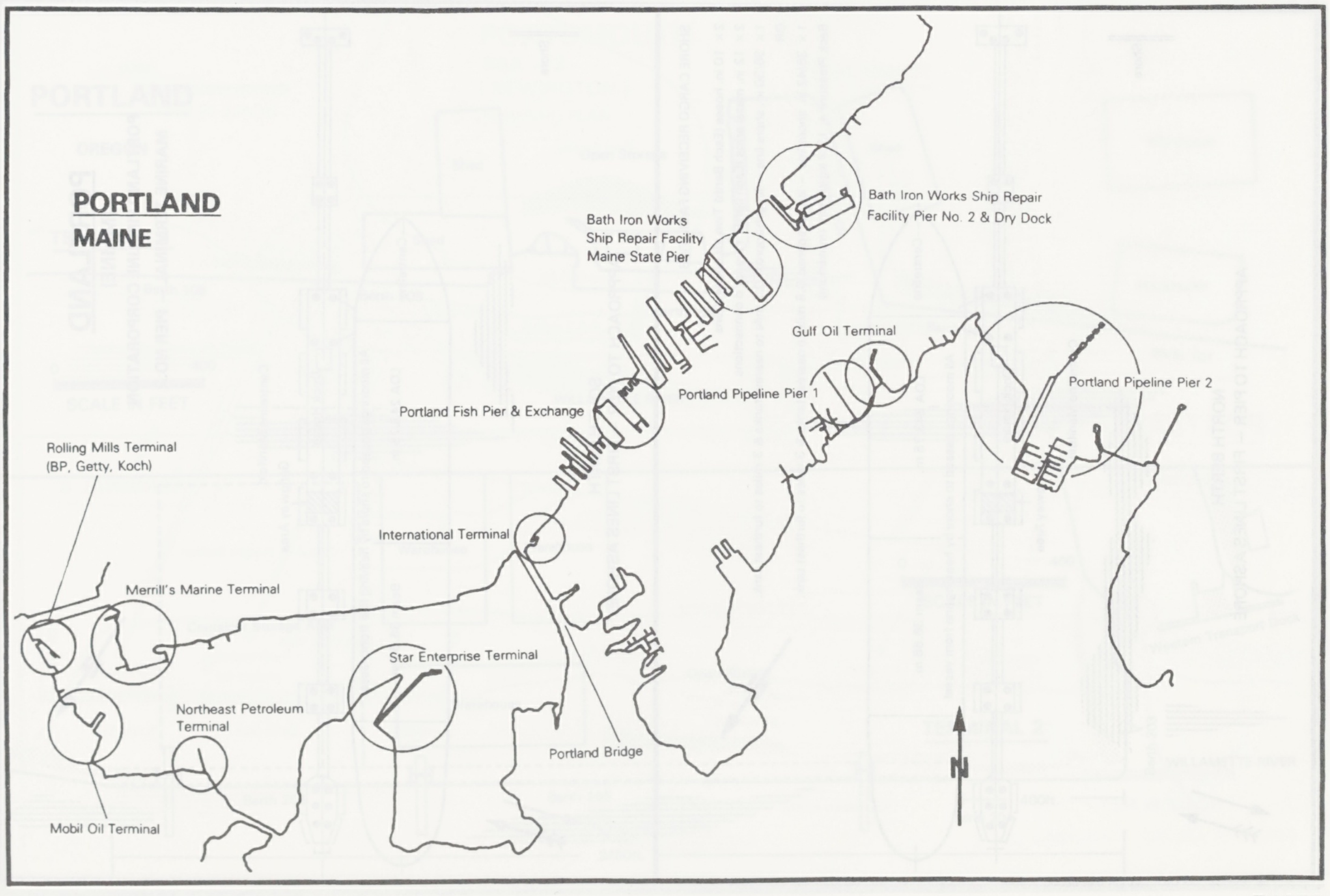

Lavaca River
LAVACA BAY
Point Comfort
Overhead Power Cable
Clearance 69 ft over Main Channel
Fixed Bridge
Horizontal Clearance 75 ft
Vertical Clearance 43 ft
Dock
N
Gallinipper Reef
Port Lavaca
COX BAY
KELLER BAY
CARANCAHUA BAY
Obstructions
Wells & Pipelines
Palacios Channel
CHOCOLATE BAY
Port Lavaca Channel
Obstructions,
Wells & Pipelines
MATAGORDA BAY
Obstructions,
Wells & Pipelines
Intracoastal Waterway
Matagorda Ship Channel
Port O'Connor
N. Jetty
S. Jetty
Decros Point
Safety Fairway

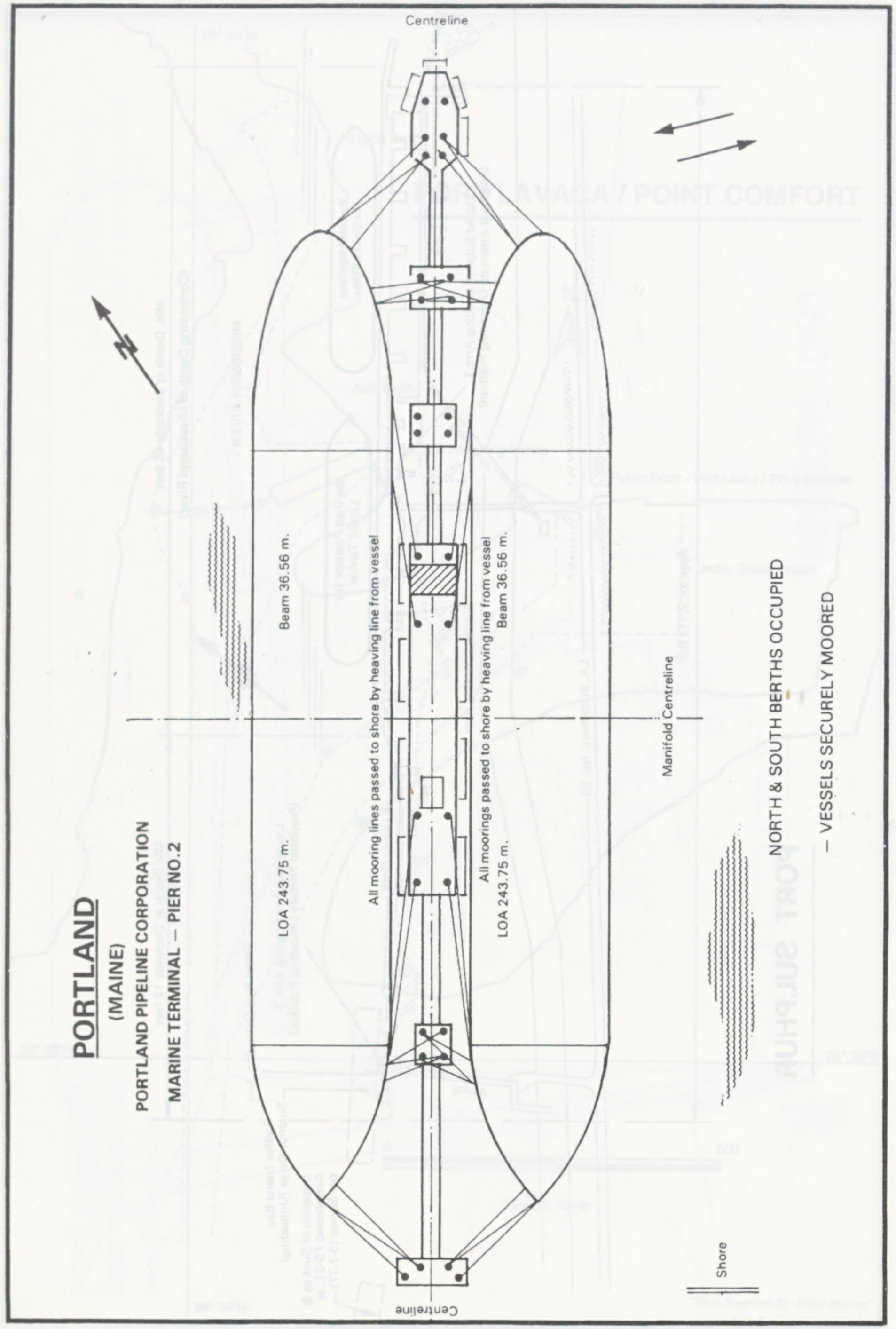
PORT LAVACA/POINT COMFORT


PORT LAVACA / POINT COMFORT
28° 38'N
28° 38'N
96° 34'W
96° 34'W
825 ft
Export Berth
Acid Berth
2 Bauxite Importing Berths
Public Dock - Port Lavca / Point Comfort
Under Development
N
Scale in Yards
0
500
"Plan Supplied By Ships Master"


PORT SAN LUIS
DEPTHS IN FEET
Avila Beach
Tank Farm
County Wharf
Special Anchorage
Fossil Point
Mooring Area
Port San Luis Wharf
Recommended Anchorage
Collision Regulation Demarkation Line
Fairway
Smith Is.
Mooring Area
Point San Luis
Fl.
Whaler Is.
Recommended Anchorage
– 20
– 20
– 20
– 20
– 30
– 30
– 30
– 30
N


Min. Depth at Dockside 40 feet
(Controlling Depth of Mississippi River)
Min Depth at Dockside 12 feet
MISSISSIPPI RIVER
N
Diesel Fuel Unloading Arm
Garden Island Bay
Sulphur Barge (Unloading)
Liquid Sulphur Loading Arm 3
(Proposed Primary Unloading Position)
Location of Sunken &
Abandoned FS-21, as
per Survey (3-7-77)
Berthed Position
for Solids Ships
Berthed Position for
Liquid Tanker
Existing Dock
Shore Line
Ramp
Conveyor
Liquid Sulphur Loading Arm 1
(Proposed Alternate Unloading Position)
Sulphur Loading Arm 2
Ramp
LA. State Hwy. No. 23
Approx. 2,113 ft.
PORT SULPHUR

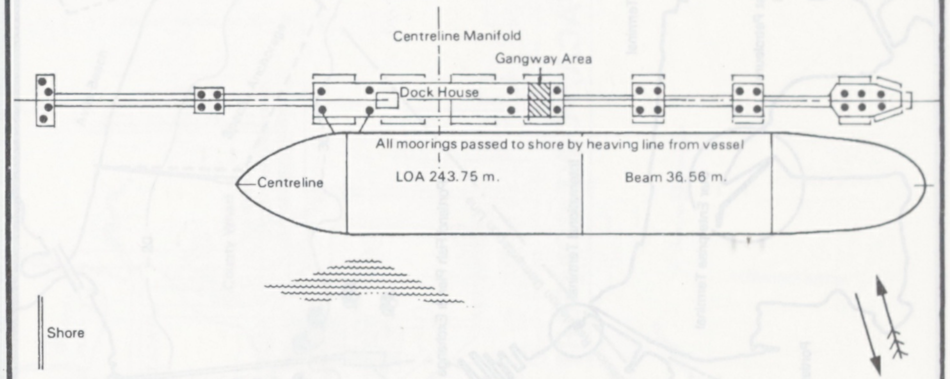

PORTLAND
MAINE
Bath Iron Works Ship Repair
Facility Pier No. 2 & Dry Dock
Bath Iron Works
Ship Repair Facility
Maine State Pier
Gulf Oil Terminal
Portland Pipeline Pier 2
Portland Pipeline Pier 1
Portland Fish Pier & Exchange
Rolling Mills Terminal
(BP, Getty, Koch)
International Terminal
Merrill's Marine Terminal
Star Enterprise Terminal
Northeast Petroleum
Terminal
Portland Bridge
Mobil Oil Terminal
N


Centreline
Beam 36.56 m.
LOA 243.75 m.
All mooring lines passed to shore by heaving line from vessel
All moorings passed to shore by heaving line from vessel
Beam 36.56 m.
LOA 243.75 m.
Manifold Centreline
Shore
Centreline

PORTLAND
(MAINE)
PORTLAND PIPELINE CORPORATION
MARINE TERMINAL – PIER NO.2

NORTH & SOUTH BERTHS OCCUPIED
– VESSELS SECURELY MOORED

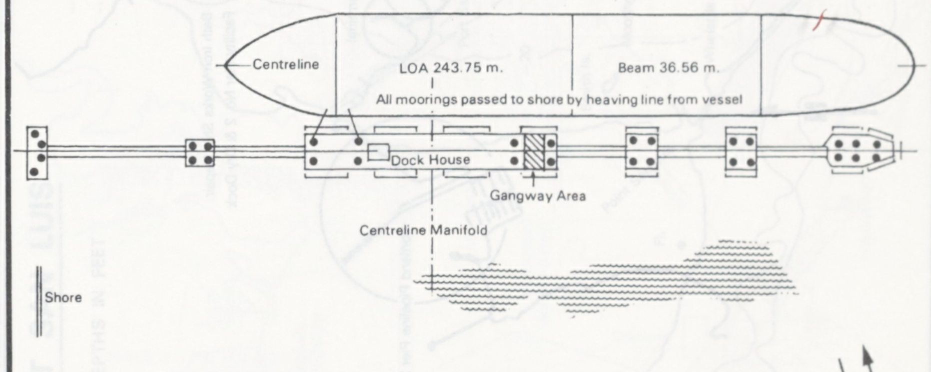
PORTLAND
(MAINE)
PORTLAND PIPELINE CORPORATION
MARINE TERMINAL – PIER NO.2


Centreline Manifold
Gangway Area
Dock House
All moorings passed to shore by heaving line from vessel
Centreline
LOA 243.75 m.
Beam 36.56 m.
Shore

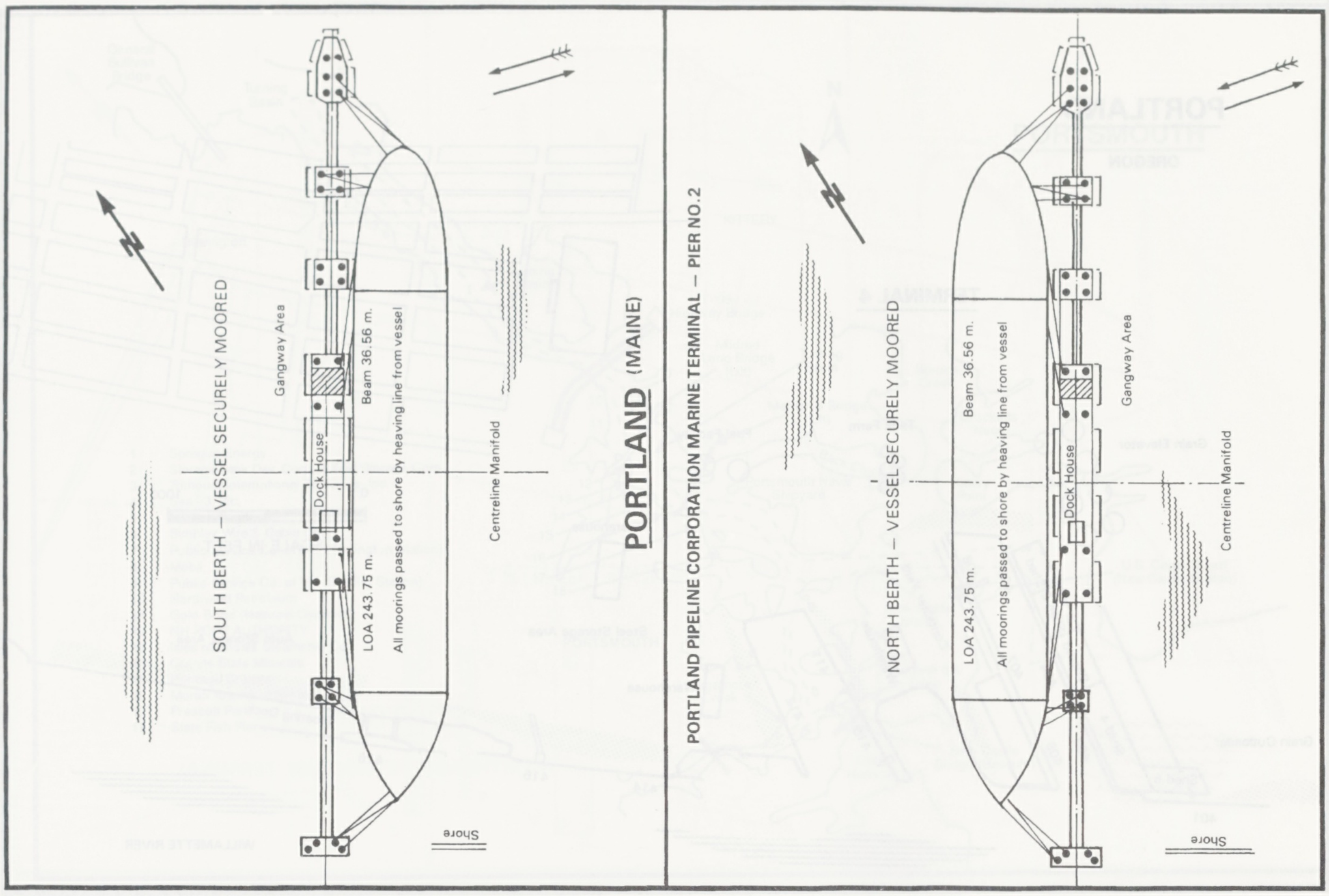
SOUTH BERTH
APPROACH TO PIER – FIRST LINES ASHORE

SHORE CARGO RECEIVING FACILITIES

2× 10 in. hoses (Each Berth) Two aft connections
2× 12 in. metal arms (Each berth) Two for'd connections
1× 36/30 in. shore line – length approx. 0.5 mile to nearest tanks & 3 miles to furthest tank.
OR
1× 36/42 in. shore line – length approx. 0.5 mile to nearest tanks & 3 miles to furthest tank.
Back Pressure = 12.3 kg/sq.cm. (maximum)


Centreline
LOA 243.75 m.
Beam 36.56 m.
All moorings passed to shore by heaving line from vessel
Dock House
Gangway Area
Centreline Manifold
Shore

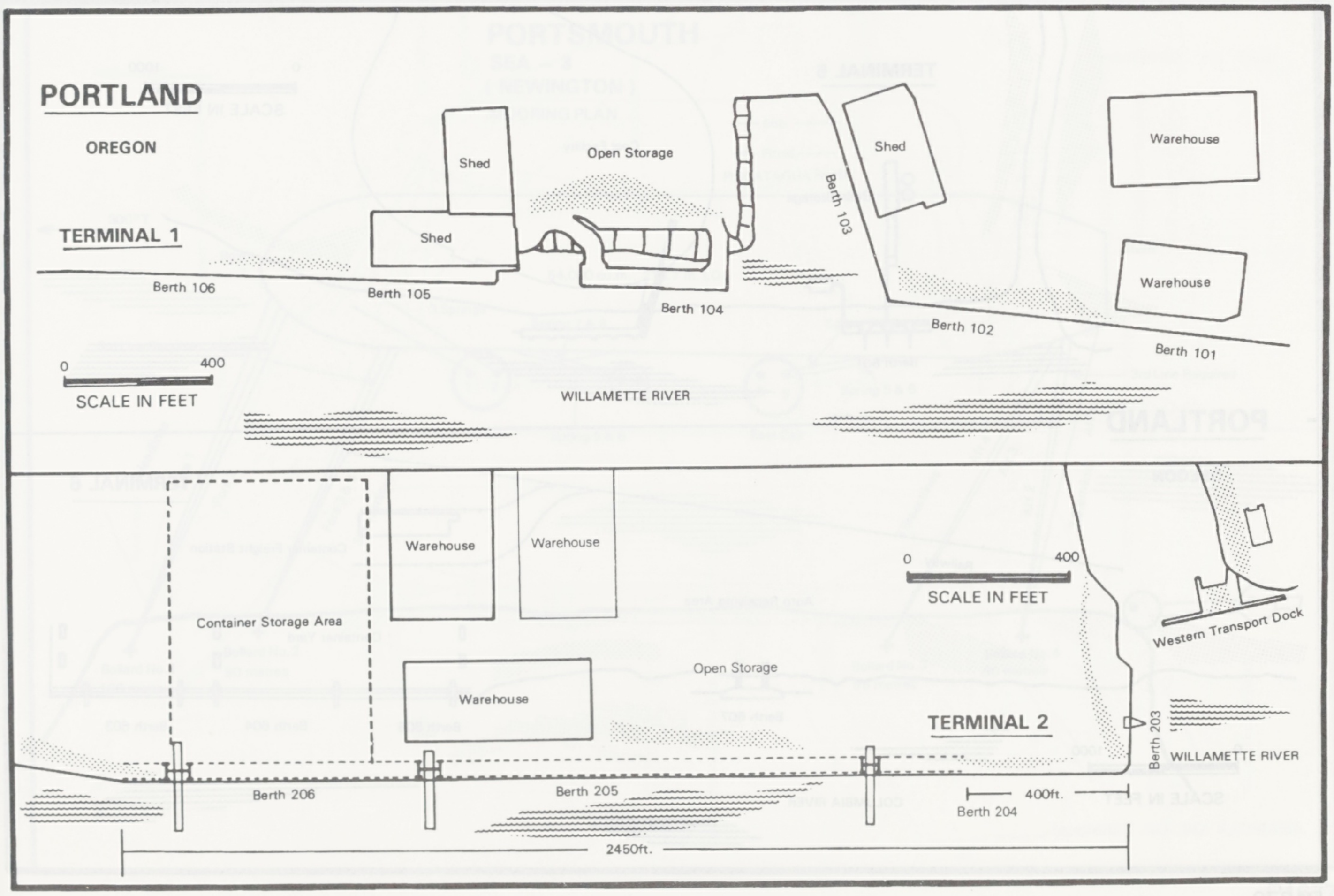
NORTH BERTH
APPROACH TO PIER – FIRST LINES ASHORE



PORTLAND (MAINE)

PORTLAND PIPELINE CORPORATION MARINE TERMINAL – PIER NO.2

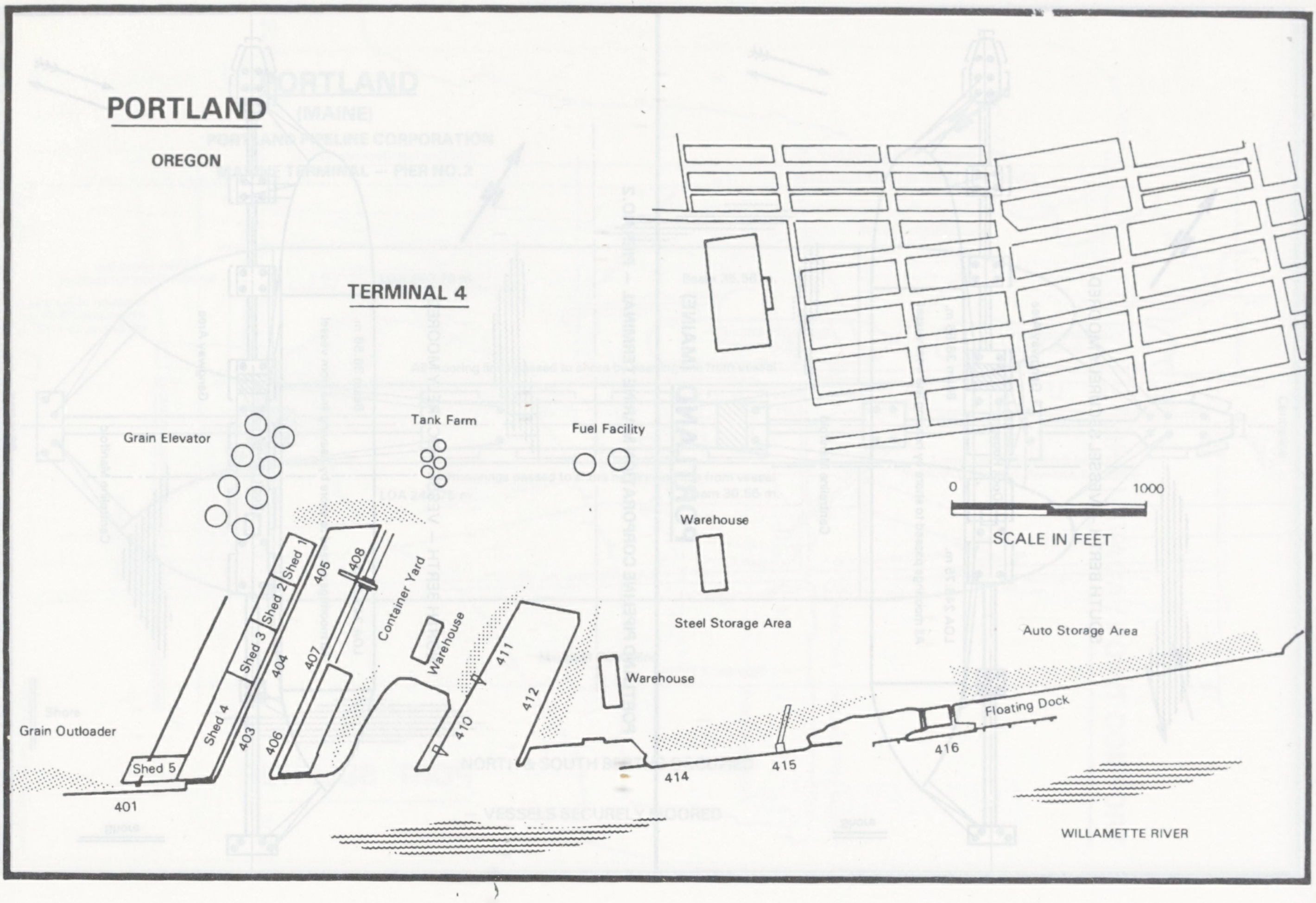
SOUTH BERTH – VESSEL SECURELY MOORED
Gangway Area
Dock House
Beam 36.56 m.
LOA 243.75 m.
All moorings passed to shore by heaving line from vessel
Centreline Manifold
Shore
NORTH BERTH – VESSEL SECURELY MOORED
Beam 36.56 m.
LOA 243.75 m.
All moorings passed to shore by heaving line from vessel
Gangway Area
Dock House
Centreline Manifold
Shore

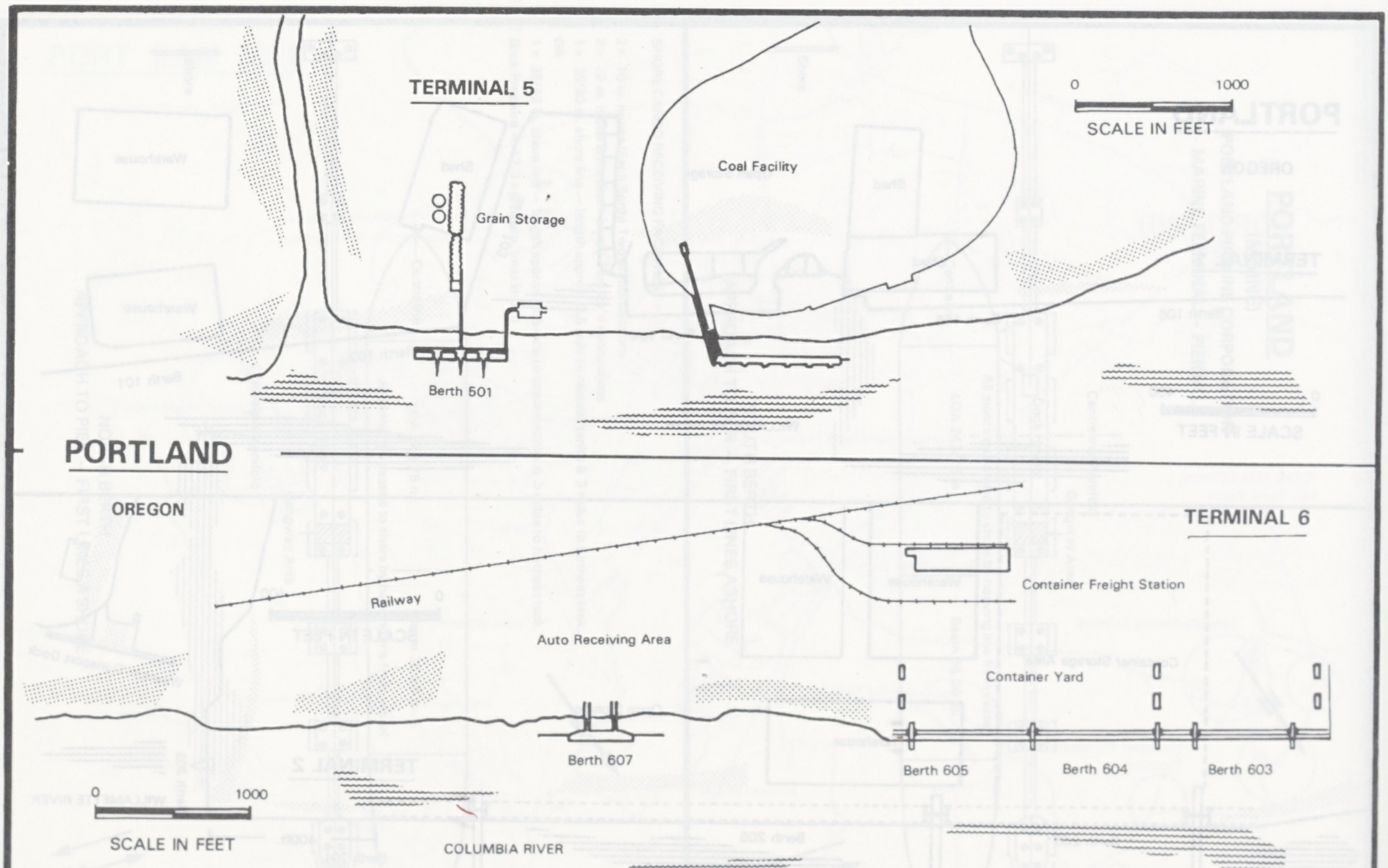


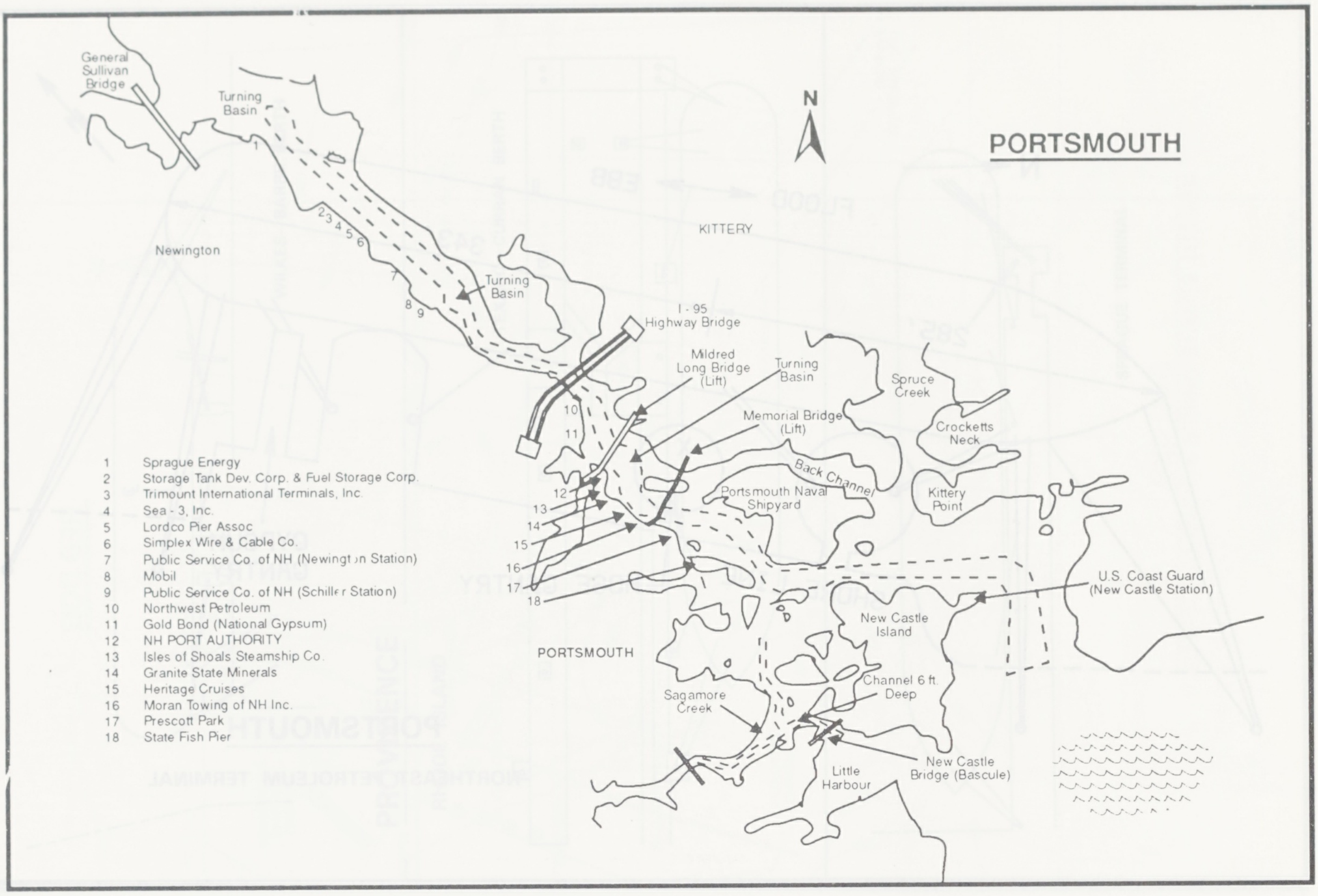
PORTLAND

OREGON

TERMINAL 1
Shed
Shed
Open Storage
Berth 103
Shed
Warehouse
Warehouse
Berth 106
Berth 105
Berth 104
Berth 102
Berth 101
0
400
SCALE IN FEET
WILLAMETTE RIVER
Warehouse
Warehouse
Container Storage Area
Warehouse
Open Storage
0
400
SCALE IN FEET
Western Transport Dock
TERMINAL 2
Berth 203
WILLAMETTE RIVER
Berth 206
Berth 205
400ft.
Berth 204
2450ft.


PORTLAND
OREGON
TERMINAL 4
Grain Elevator
Tank Farm
Fuel Facility
Warehouse
Container Yard
Warehouse
Steel Storage Area
Warehouse
Auto Storage Area
Floating Dock
Grain Outloader
Shed 1
Shed 2
Shed 3
Shed 4
Shed 5
401
403
404
405
406
407
408
410
411
412
414
415
416
0
1000
SCALE IN FEET
WILLAMETTE RIVER


TERMINAL 5
Grain Storage
Coal Facility
Berth 501
0
1000
SCALE IN FEET
PORTLAND
OREGON
TERMINAL 6
Railway
Container Freight Station
Auto Receiving Area
Container Yard
Berth 607
Berth 605
Berth 604
Berth 603
0
1000
SCALE IN FEET
COLUMBIA RIVER


PORTSMOUTH
N
General Sullivan Bridge
Turning Basin
Newington
KITTERY
Turning Basin
I - 95 Highway Bridge
Mildred Long Bridge (Lift)
Turning Basin
Spruce Creek
Crocketts Neck
Memorial Bridge (Lift)
Back Channel
Kittery Point
Portsmouth Naval Shipyard
U.S. Coast Guard (New Castle Station)
New Castle Island
PORTSMOUTH
Channel 6 ft. Deep
Sagamore Creek
New Castle Bridge (Bascule)
Little Harbour
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

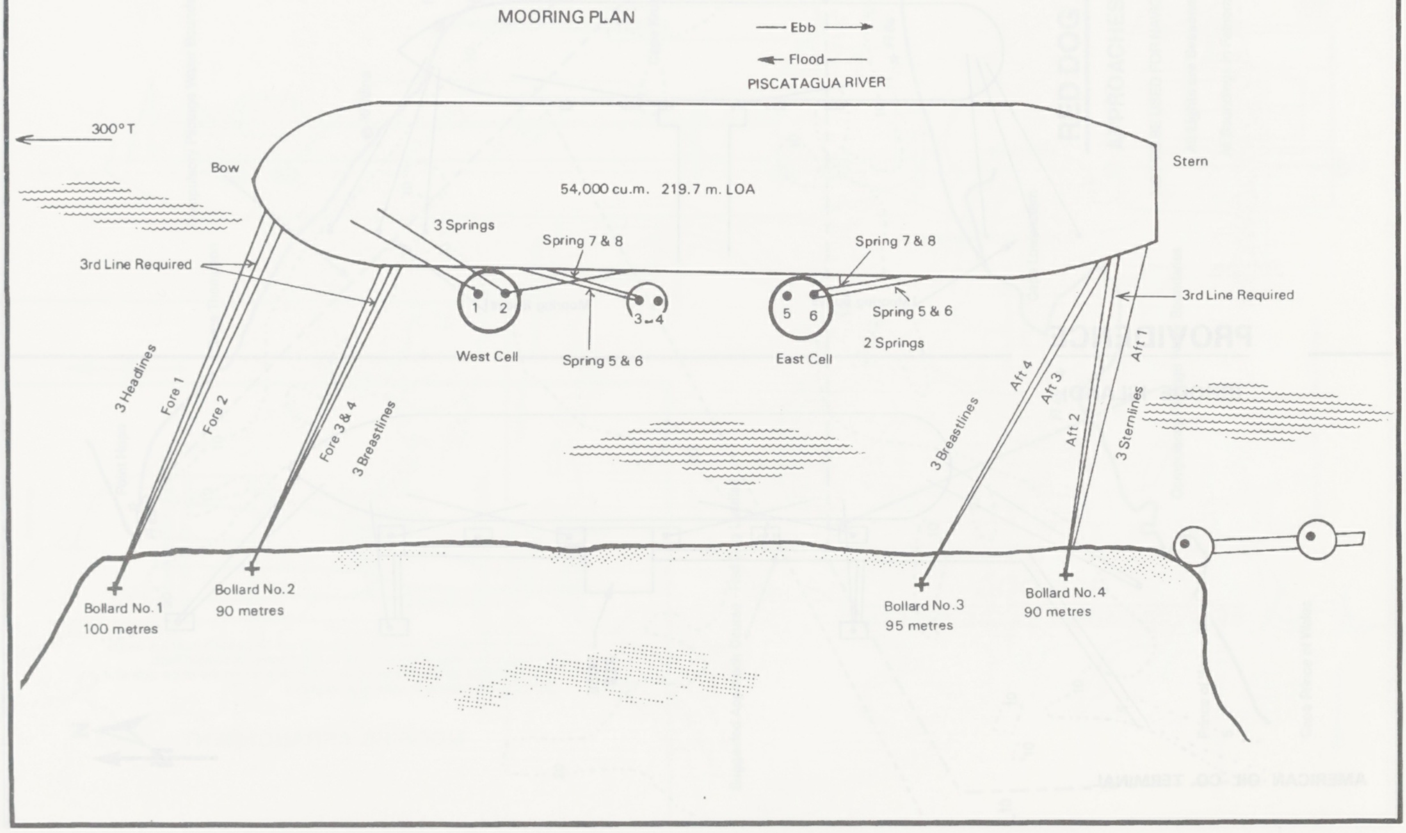
1 Sprague Energy
2 Storage Tank Dev. Corp. & Fuel Storage Corp.
3 Trimount International Terminals, Inc.
4 Sea - 3, Inc.
5 Lordco Pier Assoc
6 Simplex Wire & Cable Co.
7 Public Service Co. of NH (Newington Station)
8 Mobil
9 Public Service Co. of NH (Schiller Station)
10 Northwest Petroleum
11 Gold Bond (National Gypsum)
12 NH PORT AUTHORITY
13 Isles of Shoals Steamship Co.
14 Granite State Minerals
15 Heritage Cruises
16 Moran Towing of NH Inc.
17 Prescott Park
18 State Fish Pier

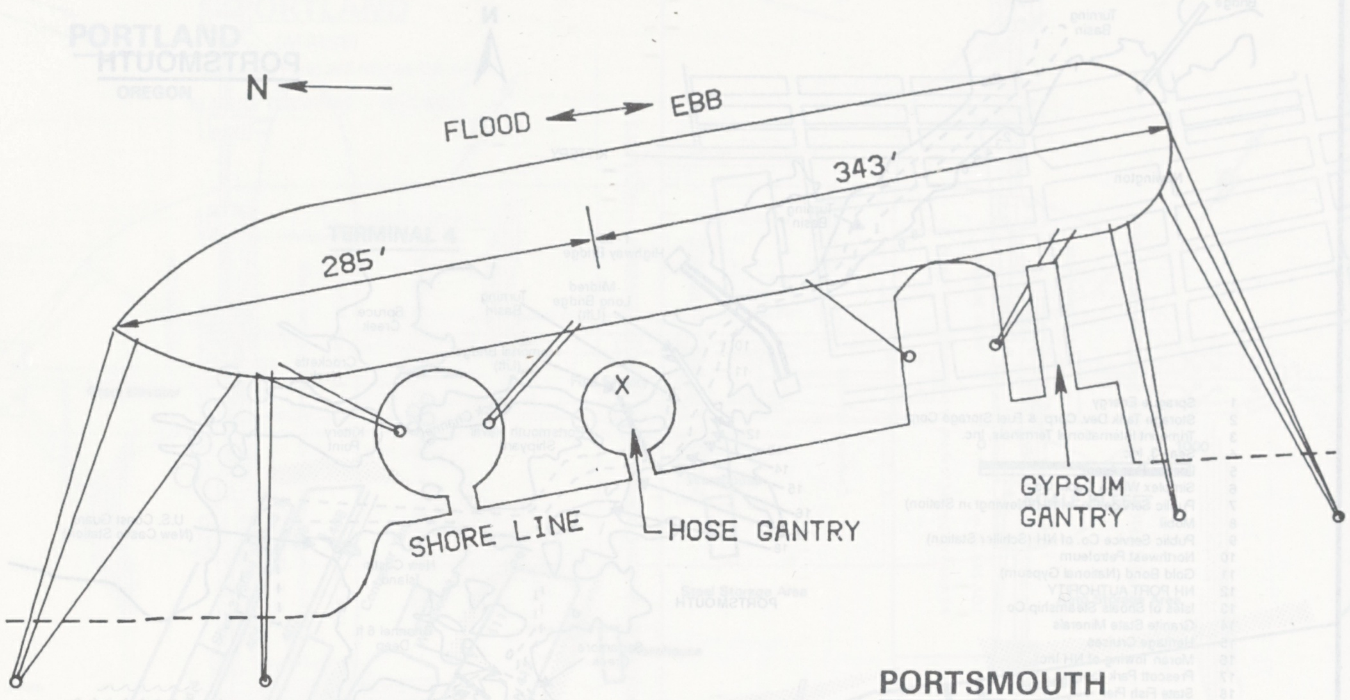
PORTSMOUTH

SEA – 3

(NEWINGTON)

MOORING PLAN

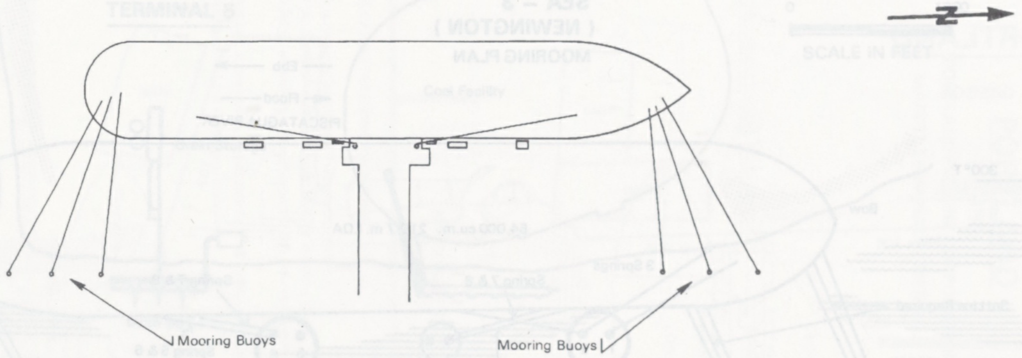

Ebb
Flood
PISCATAGUA RIVER
300° T
Bow
Stern
54,000 cu.m. 219.7 m. LOA
3 Springs
Spring 7 & 8
Spring 7 & 8
3rd Line Required
3rd Line Required
1
2
3 - 4
5
6
West Cell
Spring 5 & 6
East Cell
Spring 5 & 6
2 Springs
3 Headlines
Fore 1
Fore 2
Fore 3 & 4
3 Breastlines
3 Breastlines
Aft 4
Aft 3
Aft 2
Aft 1
3 Sternlines
Bollard No. 1
100 metres
Bollard No. 2
90 metres
Bollard No. 3
95 metres
Bollard No. 4
90 metres


N
FLOOD
EBB
343'
285'
X
SHORE LINE
HOSE GANTRY
GYPSUM
GANTRY

PORTSMOUTH

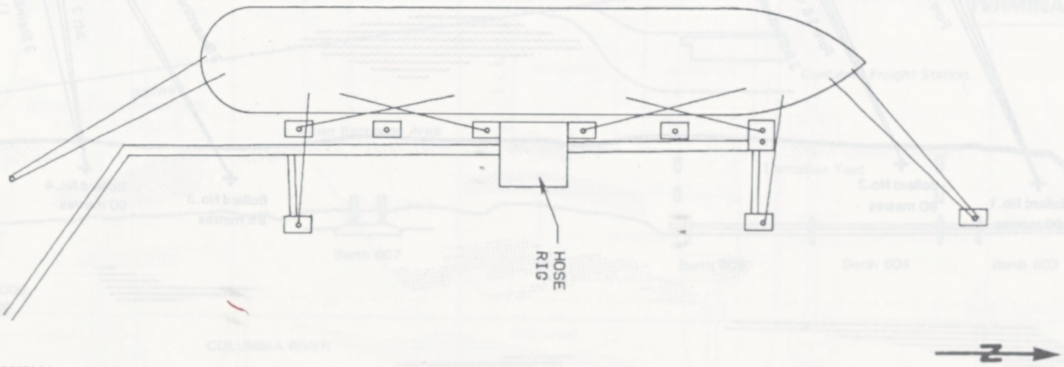
NORTHEAST PETROLEUM TERMINAL

GULF OIL TERMINAL

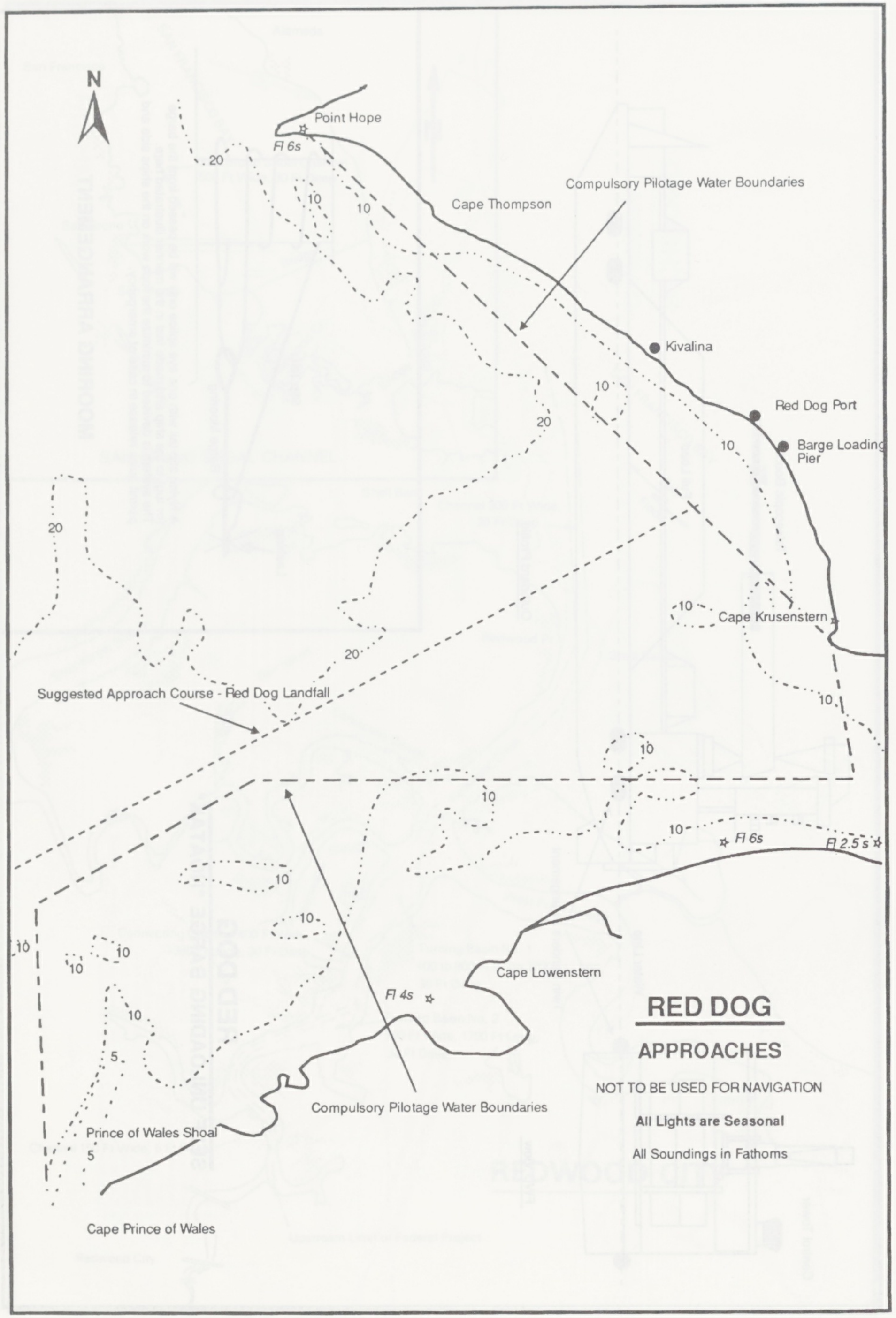

N
Mooring Buoys
Mooring Buoys

PROVIDENCE

(RHODE ISLAND)



AMERICAN OIL CO. TERMINAL


N
Point Hope
Fl 6s
20
10
10
Cape Thompson
Compulsory Pilotage Water Boundaries
Kivalina
10
20
Red Dog Port
10
Barge Loading Pier
20
10
Cape Krusenstern
20
Suggested Approach Course - Red Dog Landfall
10
10
10
10
10
Fl 6s
Fl 2.5 s
10
10
10
10
10
Cape Lowenstern
Fl 4s
10
5
Compulsory Pilotage Water Boundaries
Prince of Wales Shoal
5
Cape Prince of Wales

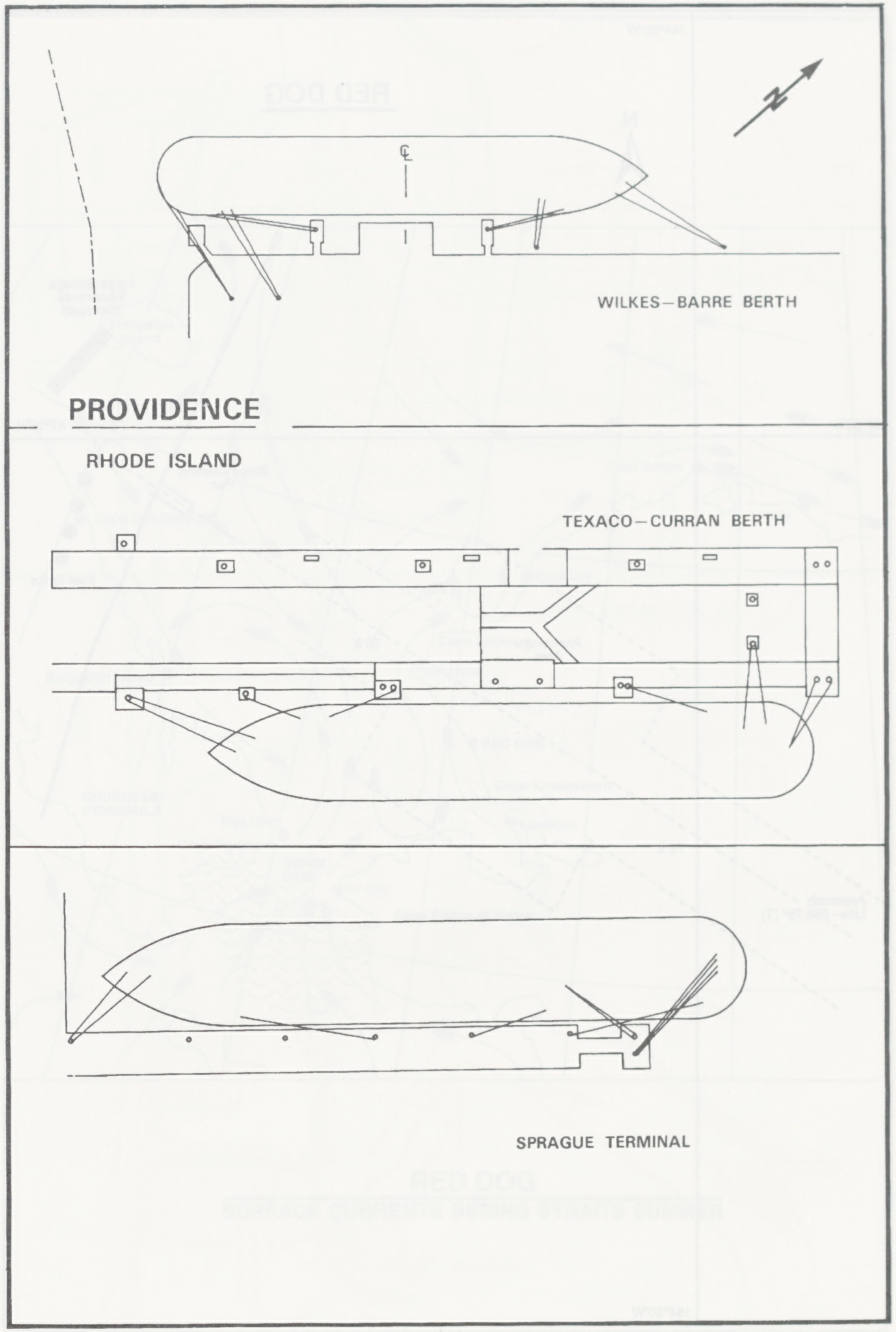
RED DOG

APPROACHES

NOT TO BE USED FOR NAVIGATION

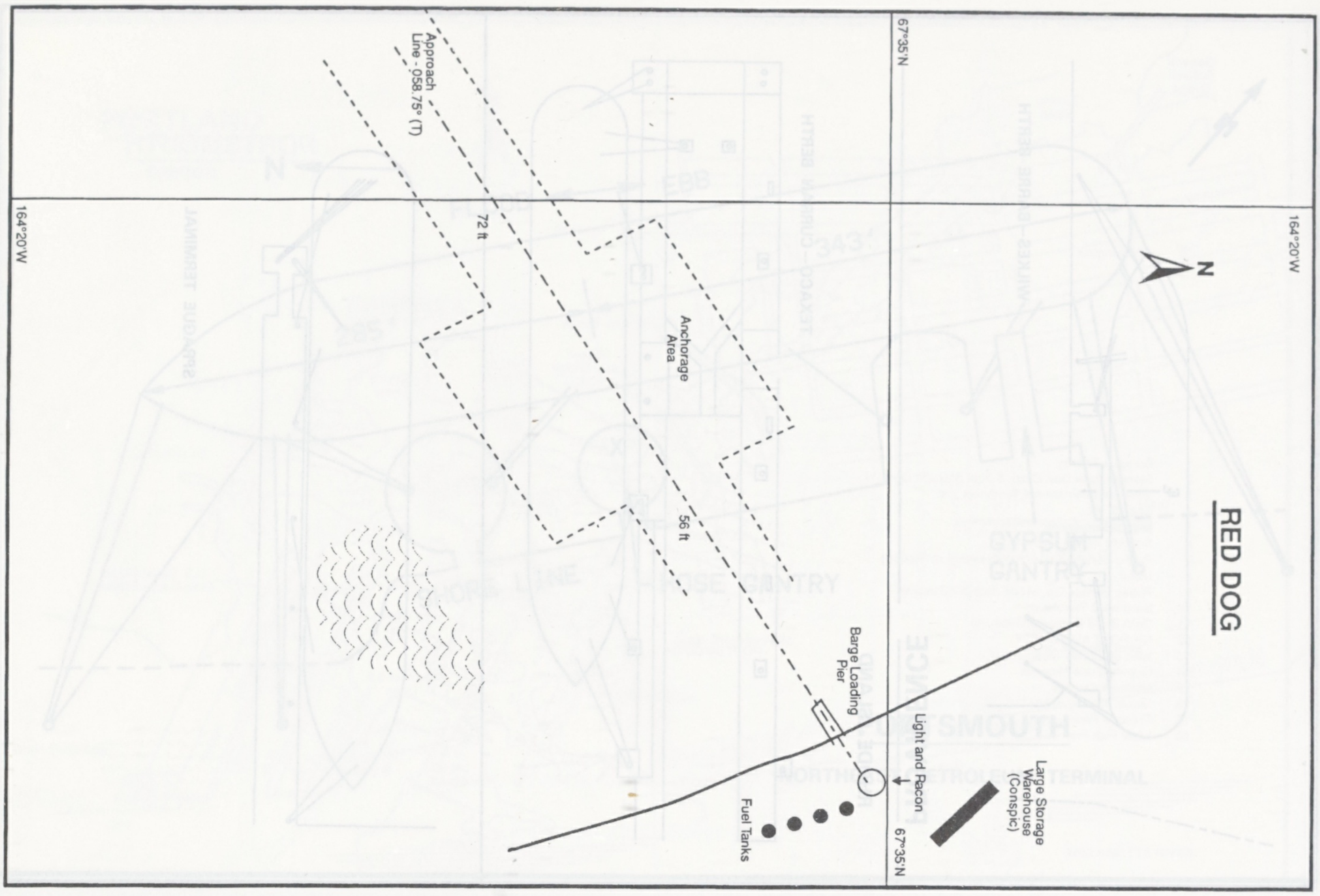
All Lights are Seasonal

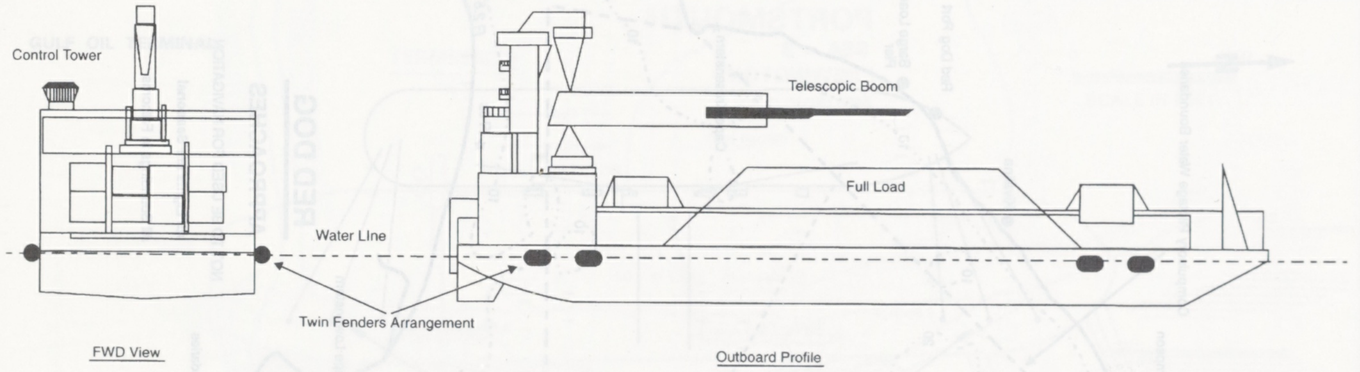
All Soundings in Fathoms


N
℄
WILKES—BARRE BERTH
TEXACO—CURRAN BERTH
SPRAGUE TERMINAL

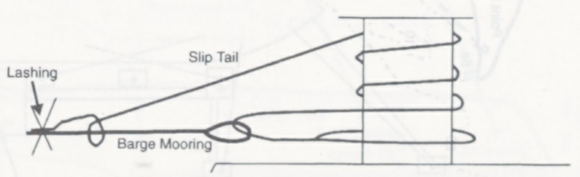
PROVIDENCE

RHODE ISLAND


RED DOG
N
164°20'W
164°20'W
67°35'N
67°35'N
Approach Line - 058.75° (T)
72 ft
Anchorage Area
56 ft
Barge Loading Pier
Light and Racon
Large Storage Warehouse (Conspic)
Fuel Tanks

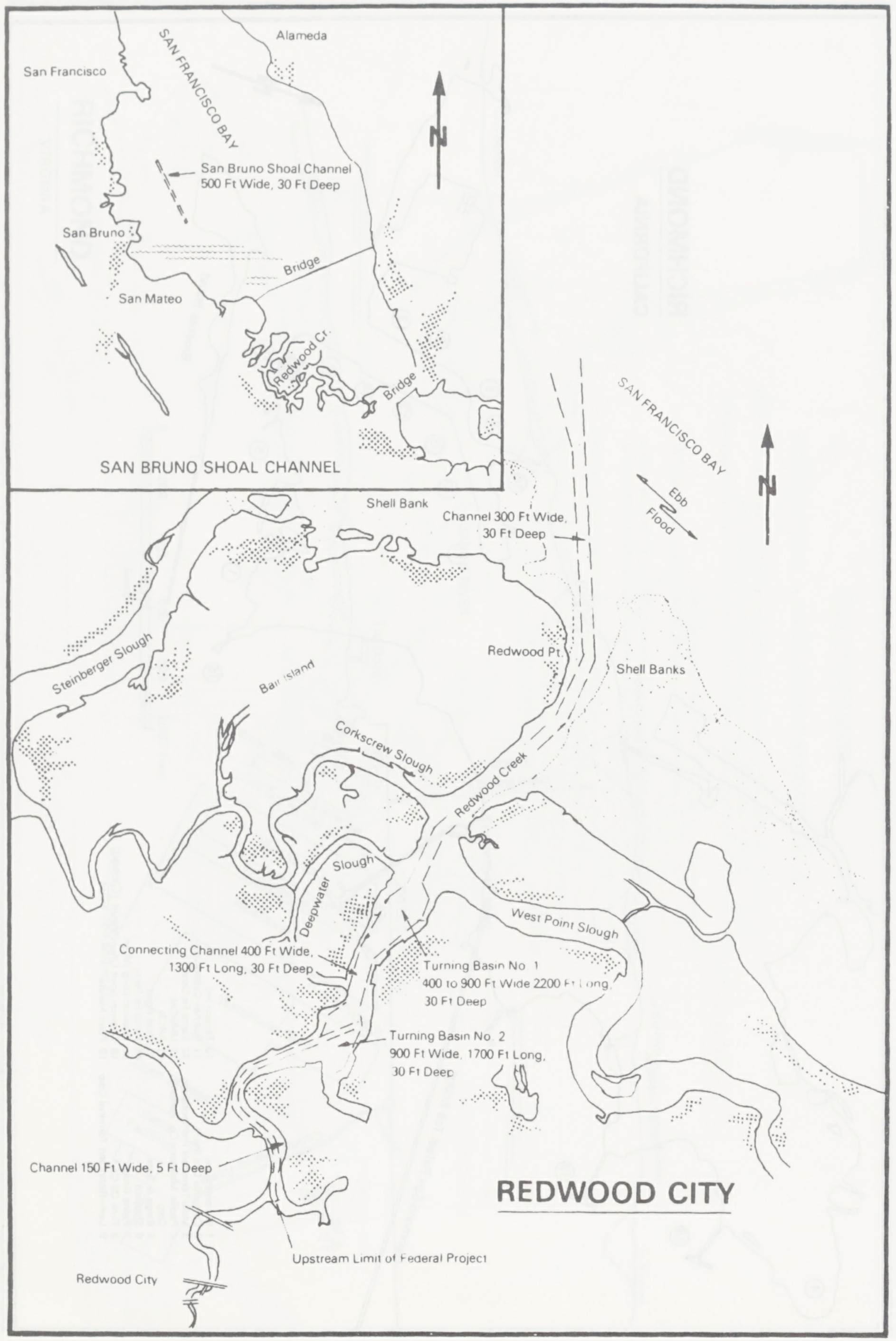

Control Tower
Telescopic Boom
Full Load
Water LIne
Twin Fenders Arrangement
FWD View
Outboard Profile

RED DOG
SELF UNLOADING BARGE "NOATAK"

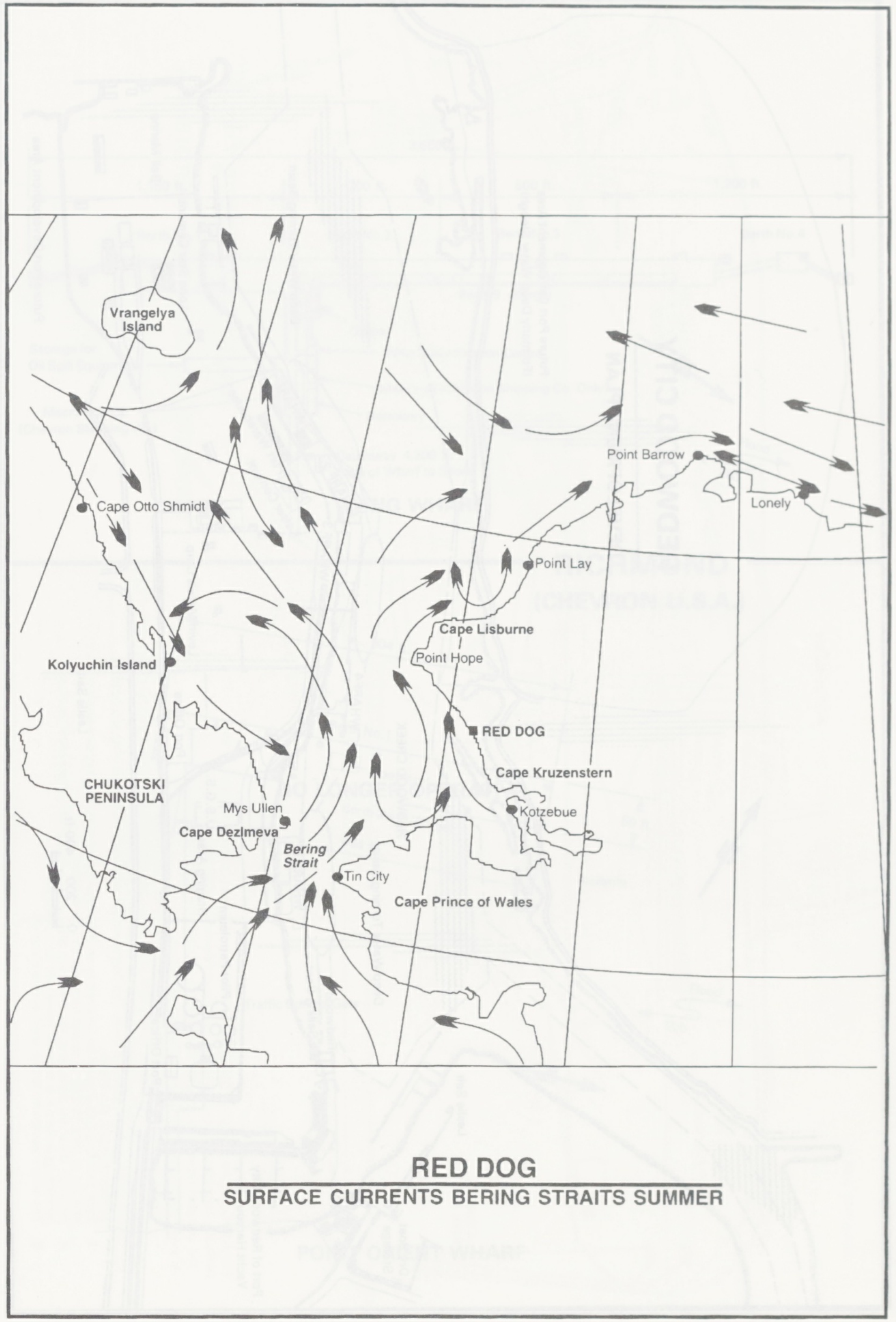

Lashing
Slip Tail
Barge Mooring

A Nylon slip tail with one eye splice only will be passed from the barge (or tug) to the ship and made fast in the manner illustrated here.
The system is devised to minimize the rope work on the ships side and permit quick release in case of emergency.

MOORING ARRANGEMENT

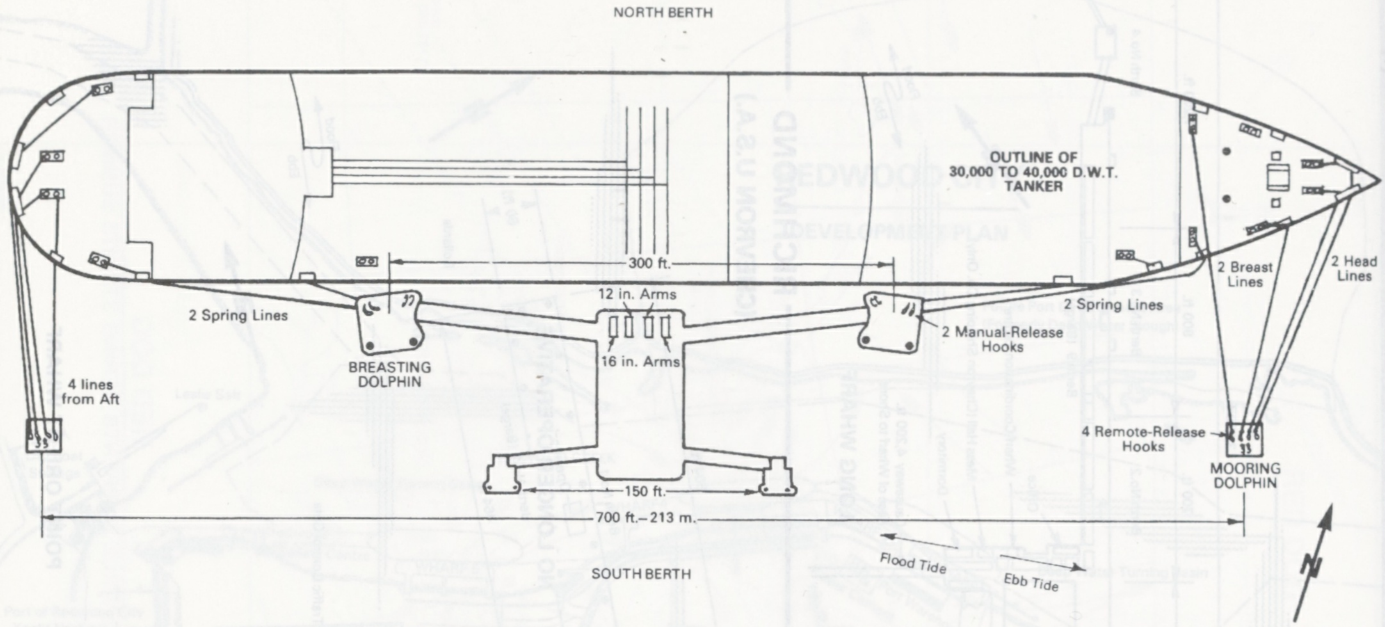

Alameda
San Francisco
SAN FRANCISCO BAY
N
San Bruno Shoal Channel
500 Ft Wide, 30 Ft Deep
San Bruno
Bridge
San Mateo
Redwood Cr.
Redwood
Bridge
SAN BRUNO SHOAL CHANNEL
Shell Bank
Channel 300 Ft Wide,
30 Ft Deep
SAN FRANCISCO BAY
Ebb
Flood
N
Steinberger Slough
Bair Island
Redwood Pt.
Shell Banks
Corkscrew Slough
Redwood Creek
Deepwater Slough
West Point Slough
Connecting Channel 400 Ft Wide,
1300 Ft Long, 30 Ft Deep
Turning Basin No. 1
400 to 900 Ft Wide 2200 Ft Long,
30 Ft Deep
Turning Basin No. 2
900 Ft Wide, 1700 Ft Long,
30 Ft Deep
Channel 150 Ft Wide, 5 Ft Deep
Upstream Limit of Federal Project
Redwood City

REDWOOD CITY


Vrangelya
Island
Point Barrow
Lonely
Cape Otto Shmidt
Point Lay
Cape Lisburne
Point Hope
Kolyuchin Island
RED DOG
Cape Kruzenstern
CHUKOTSKI
PENINSULA
Mys Ullen
Kotzebue
Cape Dezlmeva
Bering
Strait
Tin City
Cape Prince of Wales

RED DOG

SURFACE CURRENTS BERING STRAITS SUMMER


NORTH BERTH
OUTLINE OF 30,000 TO 40,000 D.W.T. TANKER
300 ft.
12 in. Arms
16 in. Arms
2 Spring Lines
BREASTING DOLPHIN
4 lines from Aft
2 Manual-Release Hooks
2 Spring Lines
2 Breast Lines
2 Head Lines
4 Remote-Release Hooks
MOORING DOLPHIN
150 ft.
700 ft.–213 m.
SOUTH BERTH
Flood Tide
Ebb Tide
N

RIVERHEAD

SUGGESTED MOORING PLAN — NORTH BERTH

The diagram above represents a suggested mooring arrangement for the North berth of the Northville Industries Corporation tanker platform at Riverhead, New York.

The ship plan represents a 30,000 to 40,000 d.w.t. handy size tanker with bridge amidship.

Mooring operations at Tosco are conducted as Follows:

1. With the vessel alongside the breasting dolphins, run spring lines fore and aft to maintain desired position. Spring line leads must provide adequate scope.
2. The launch will carry a messenger from the mooring dolphins to the bow or stern to run head, stern, and breast lines. The line crew will work one end of the ship at a time, as requested by the Master.
3. Each mooring line should be secured to an individual set of bitts. Placing two lines on one set of bitts by taking round turns should be avoided.
4. All lines must be tight, and the mooring plan adequate for all anticipated weather conditions before the transfer arms will be connected.
5. The ship's gangway is not used at this terminal.

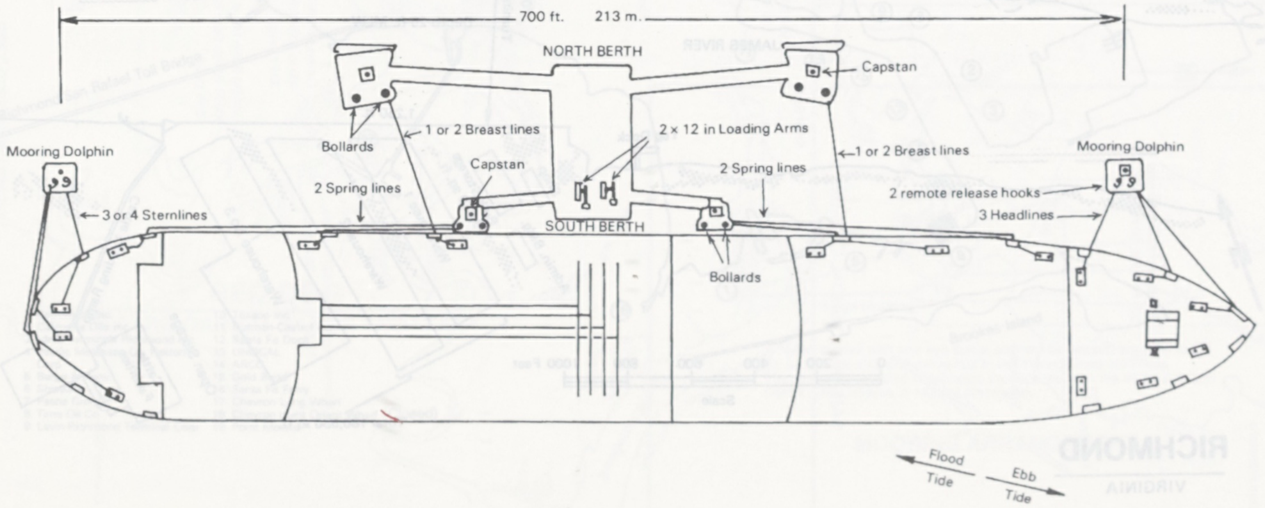
RIVERHEAD

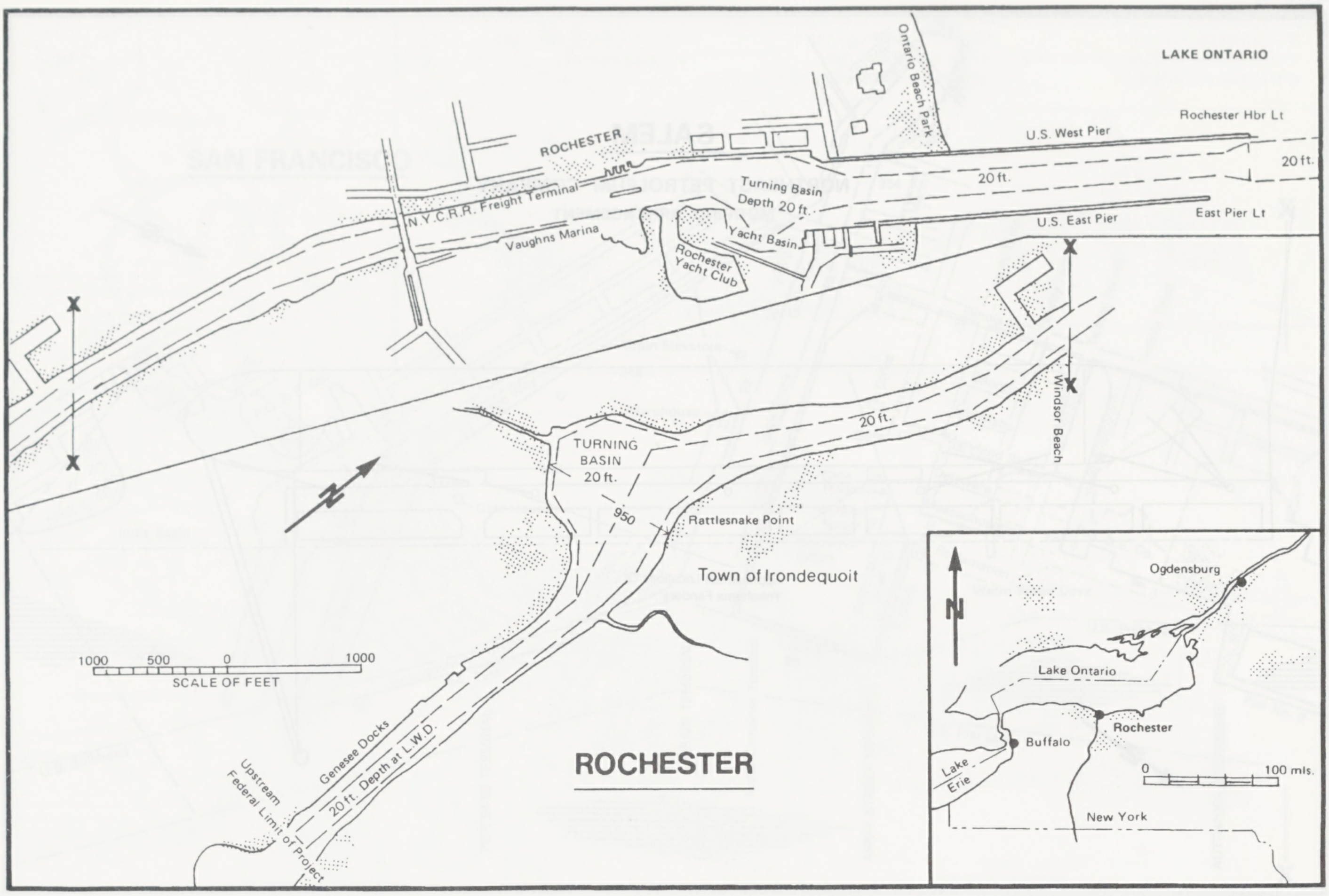
SUGGESTED MOORING PLAN — SOUTH BERTH

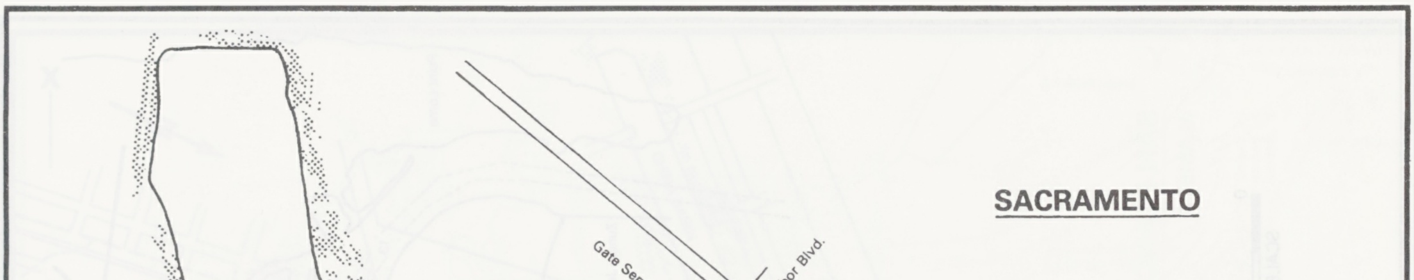
The diagram below represents a suggested mooring arrangement for the South Berth of the Tosco Industries Corporation tanker platform at Riverhead, New York.
The ship plan represents a 30,000 to 40,000 DWT handy size tanker with bridge amidship.

Mooring operations at Northville are conducted as follows:

1. With the vessel alongside the breasting dolphins, run spring lines fore and aft to maintain desired position.
2. The launch will carry a messenger from the mooring dolphins to the bow or stern to run head, stern, and breast lines. The line crew will work one end of the ship at a time, as requested by the Master.
3. Each mooring line should be secured to an individual set of bitts. Placing two lines on one set of bitts by taking round turns should be avoided.
4. All lines must be tight, and the mooring plan adequate for all anticipated weather conditions before the transfer arms will be connected.
5. The ship's gangway is not used at this terminal.


700 ft. 213 m.
NORTH BERTH
Capstan
Bollards
1 or 2 Breast lines
2 × 12 in Loading Arms
1 or 2 Breast lines
Mooring Dolphin
Capstan
2 Spring lines
2 Spring lines
Mooring Dolphin
3 or 4 Sternlines
SOUTH BERTH
2 remote release hooks
3 Headlines
Bollards
Flood Tide
Ebb Tide

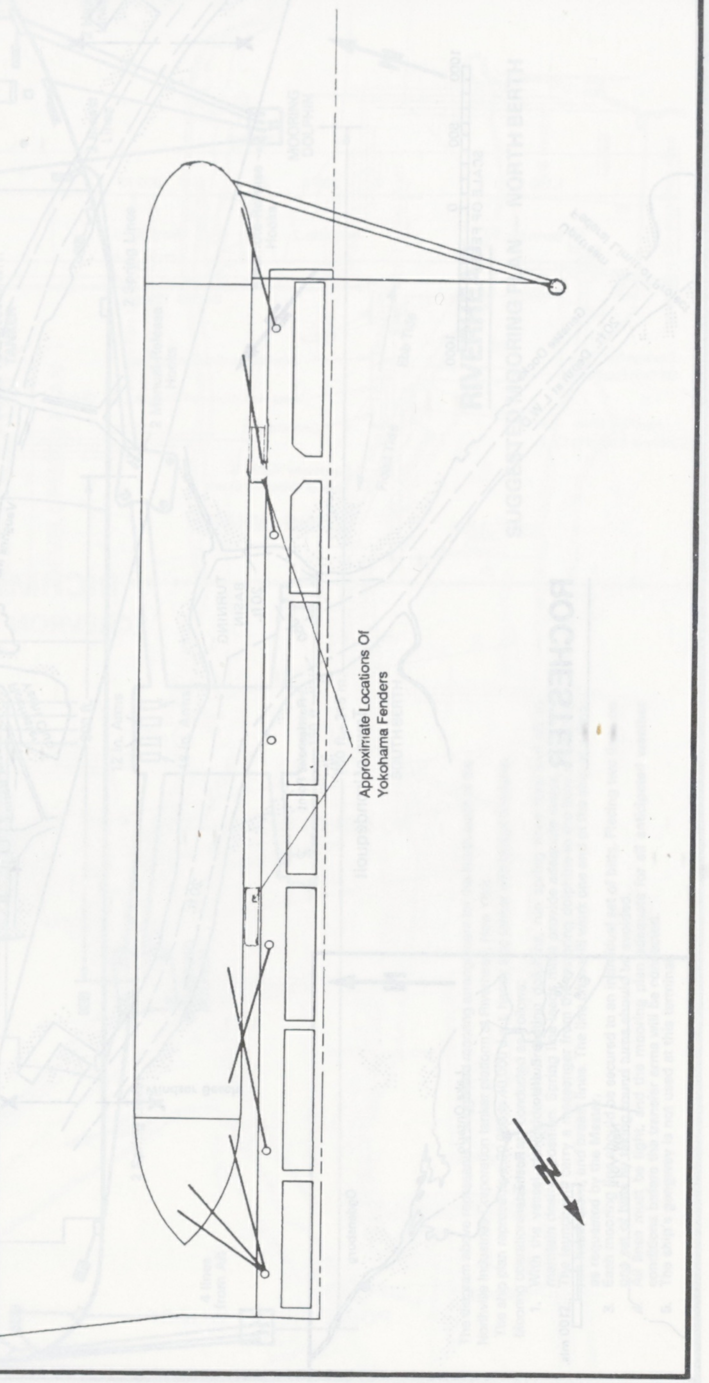

LAKE ONTARIO
Ontario Beach Park
Rochester Hbr Lt
U.S. West Pier
20 ft.
20 ft.
ROCHESTER
N.Y.C.R.R. Freight Terminal
Turning Basin
Depth 20 ft.
Yacht Basin
U.S. East Pier
East Pier Lt
Vaughns Marina
Rochester Yacht Club
X
X
X
X
Windsor Beach
20 ft.
TURNING BASIN 20 ft.
950
Rattlesnake Point
Town of Irondequoit
N
1000
500
0
1000
SCALE OF FEET
Genesee Docks
20 ft. Depth at L.W.D.
Upstream Federal Limit of Project
ROCHESTER
N
Ogdensburg
Lake Ontario
Rochester
Buffalo
Lake Erie
0
100 mls.
New York

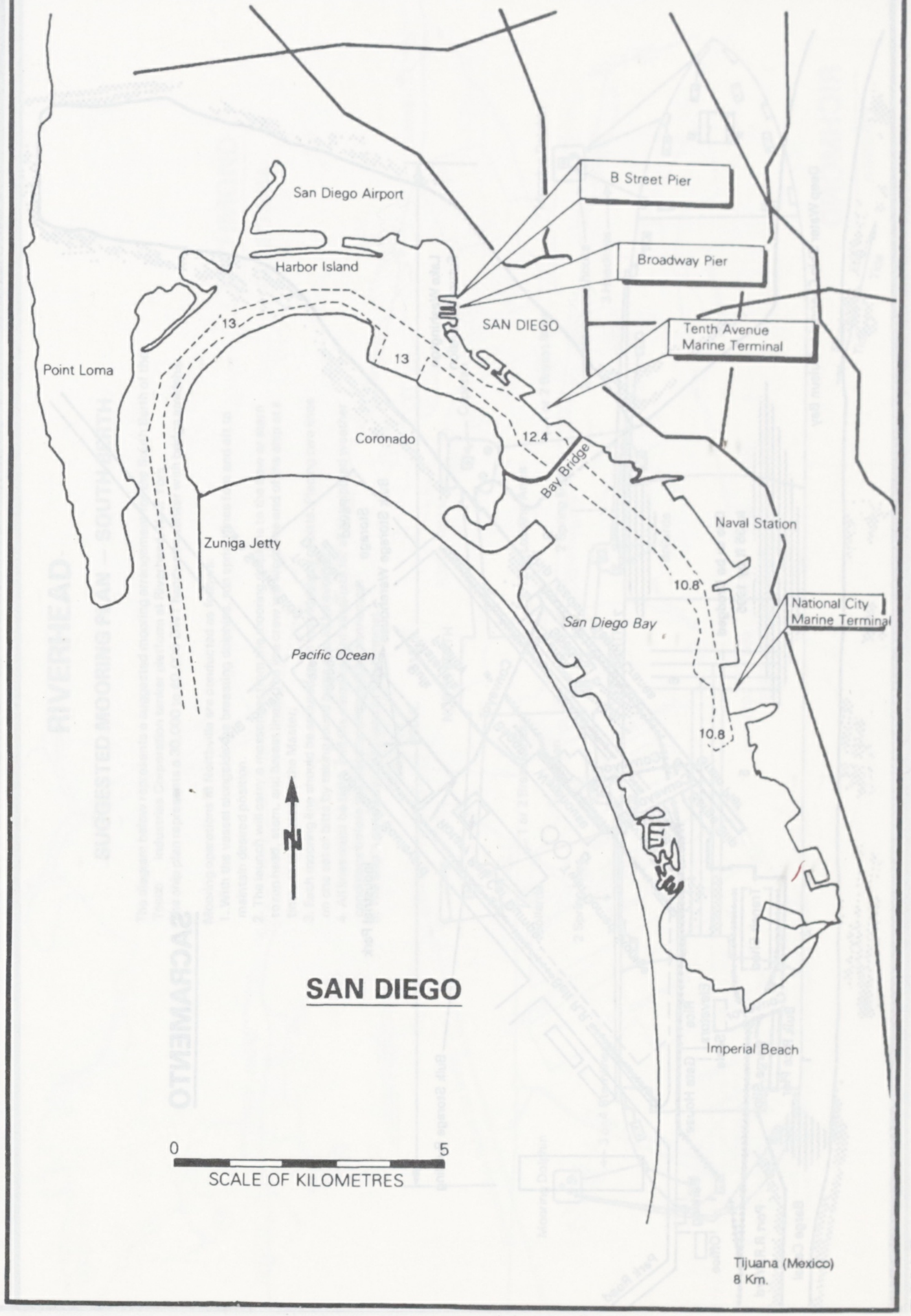

SACRAMENTO
Gate Service Bldg.
Harbor Blvd.
Truck Dumper
Gate House
Paved Storage
Bulk Storage Warehouse
Industrial Boulevard
Industrial Park
Bulk Materials Facility
Bulk Storage Building
Rotary Rail Car Dumper
Lake Washington Future Expansion
Conveyor
Bagger
Warehouse
Twin Domed Storage
Belt R.R.
8
Transit Shed
Ship Loader
7
Gantry Cranes
Conveyor
Grain Elevator
Conveyor
Scale
6
Barge Slip
Grain Pier
Park Road
Rice Elevators
Gate House
Scale
Parking
Office
5
Due to be Dredged to 35 ft by 1995
Transit Shed
Conveyor
Barge Slip
Port R.R. Yard
Bulk Rice Pier
Barge Canal
2
1
Deep Water Ship Channel to Suisun Bay

SALEM

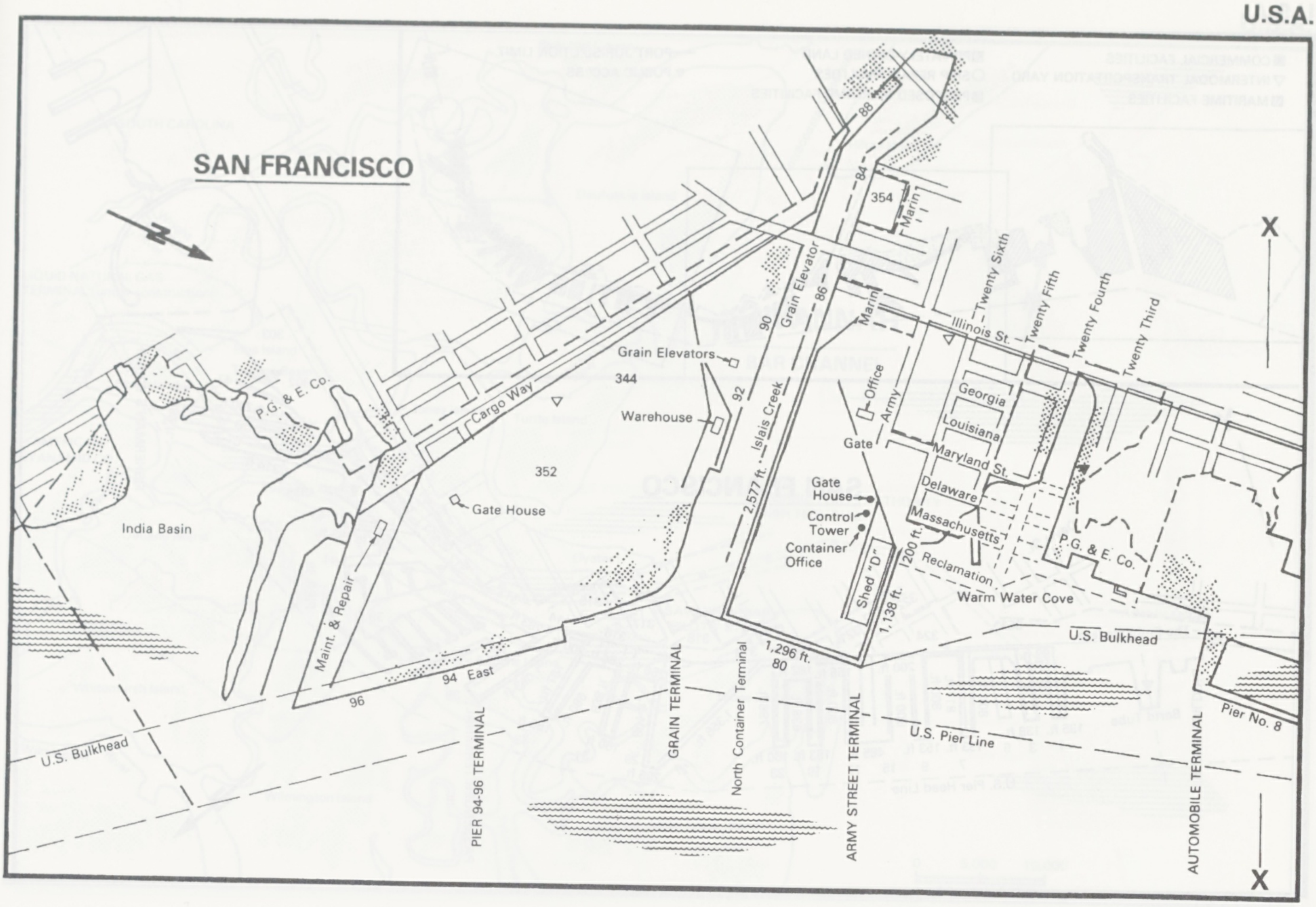
NORTHEAST PETROLEUM COMPANY

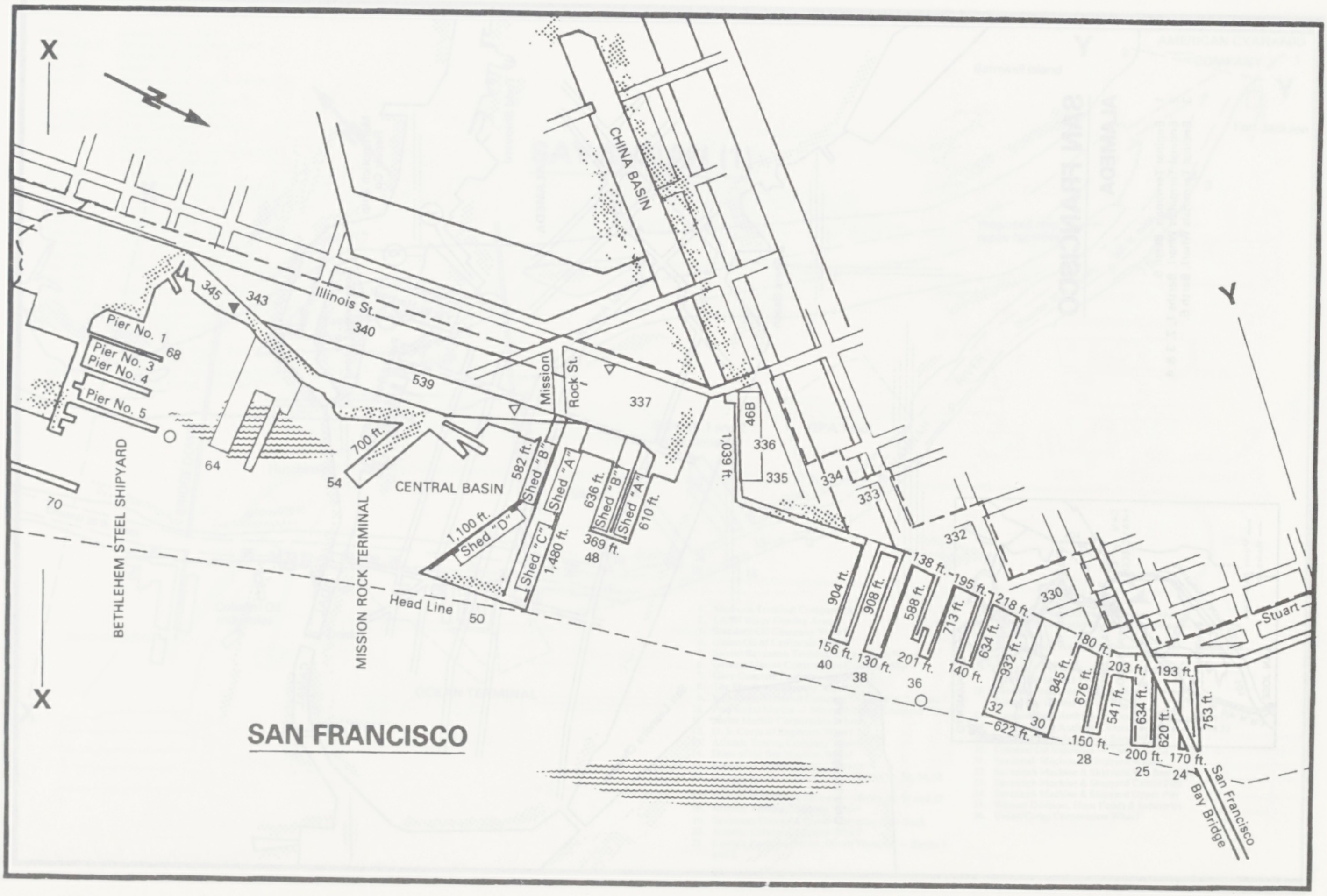
MOORING ARRANGEMENT

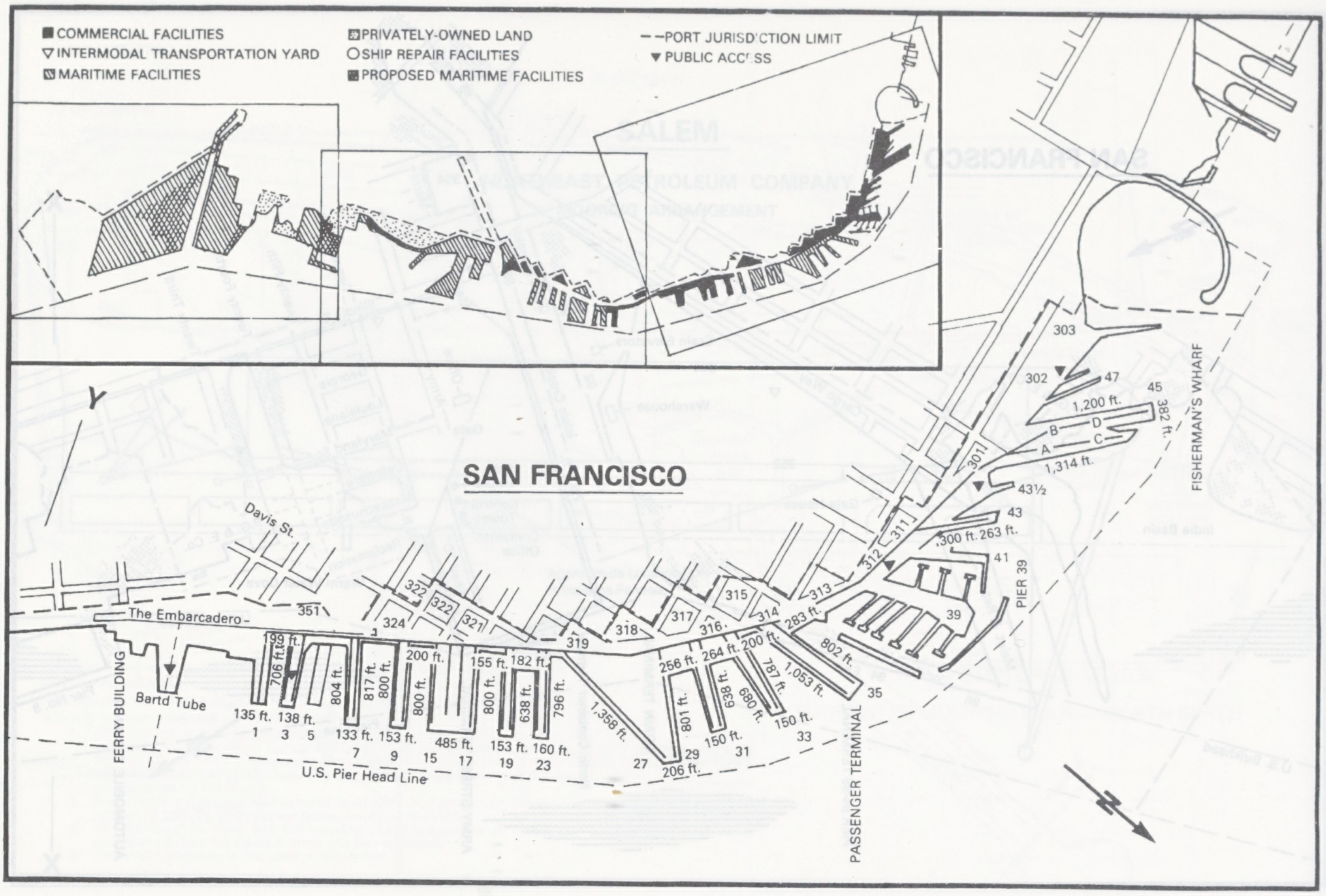

Approximate Locations Of
Yokohama Fenders
N

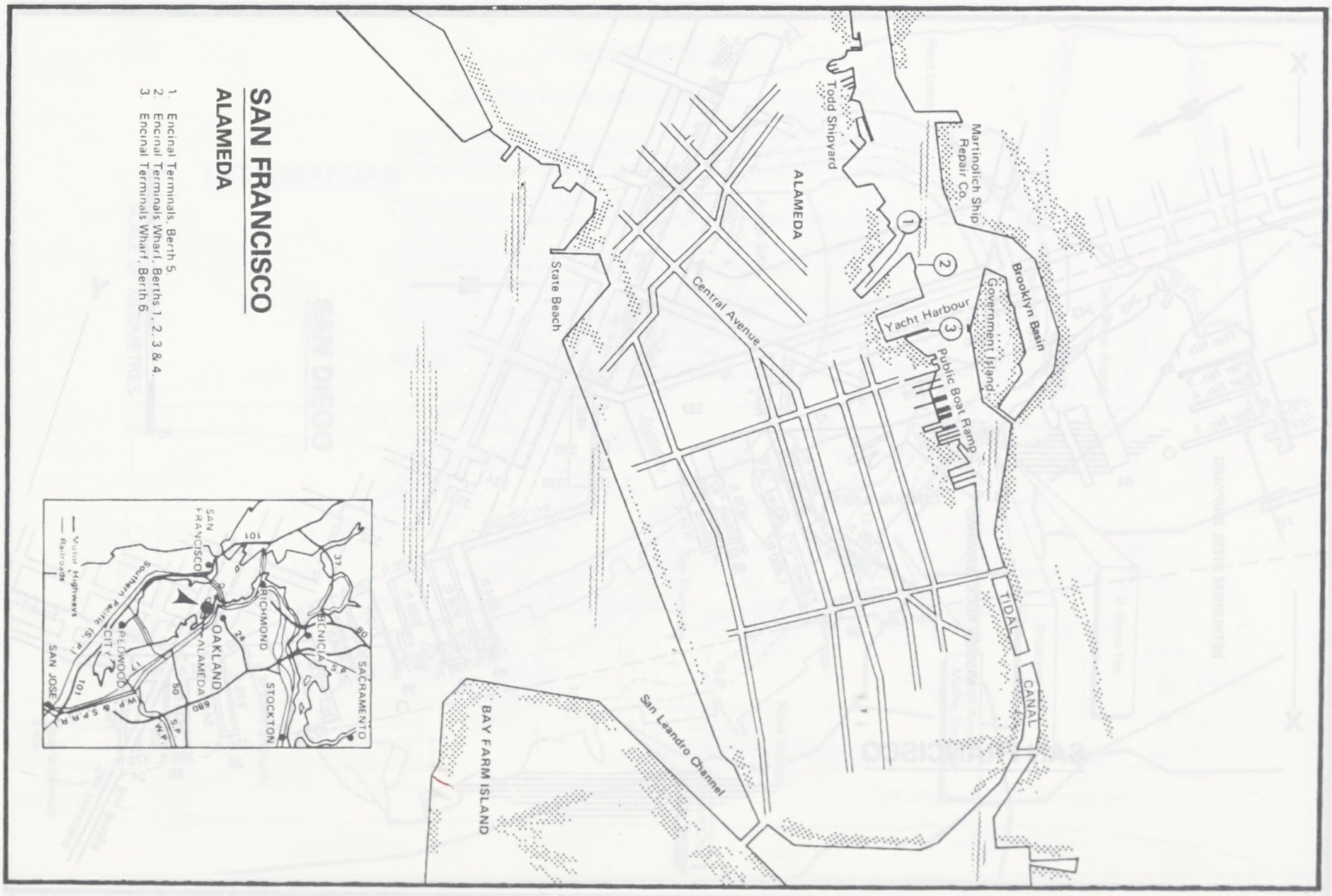

B Street Pier
Broadway Pier
San Diego Airport
Harbor Island
SAN DIEGO
Tenth Avenue Marine Terminal
Point Loma
13
13
12.4
Coronado
Bay Bridge
Naval Station
Zuniga Jetty
10.8
National City Marine Terminal
San Diego Bay
Pacific Ocean
10.8
N
Imperial Beach
0
5
SCALE OF KILOMETRES
Tijuana (Mexico)
8 Km.

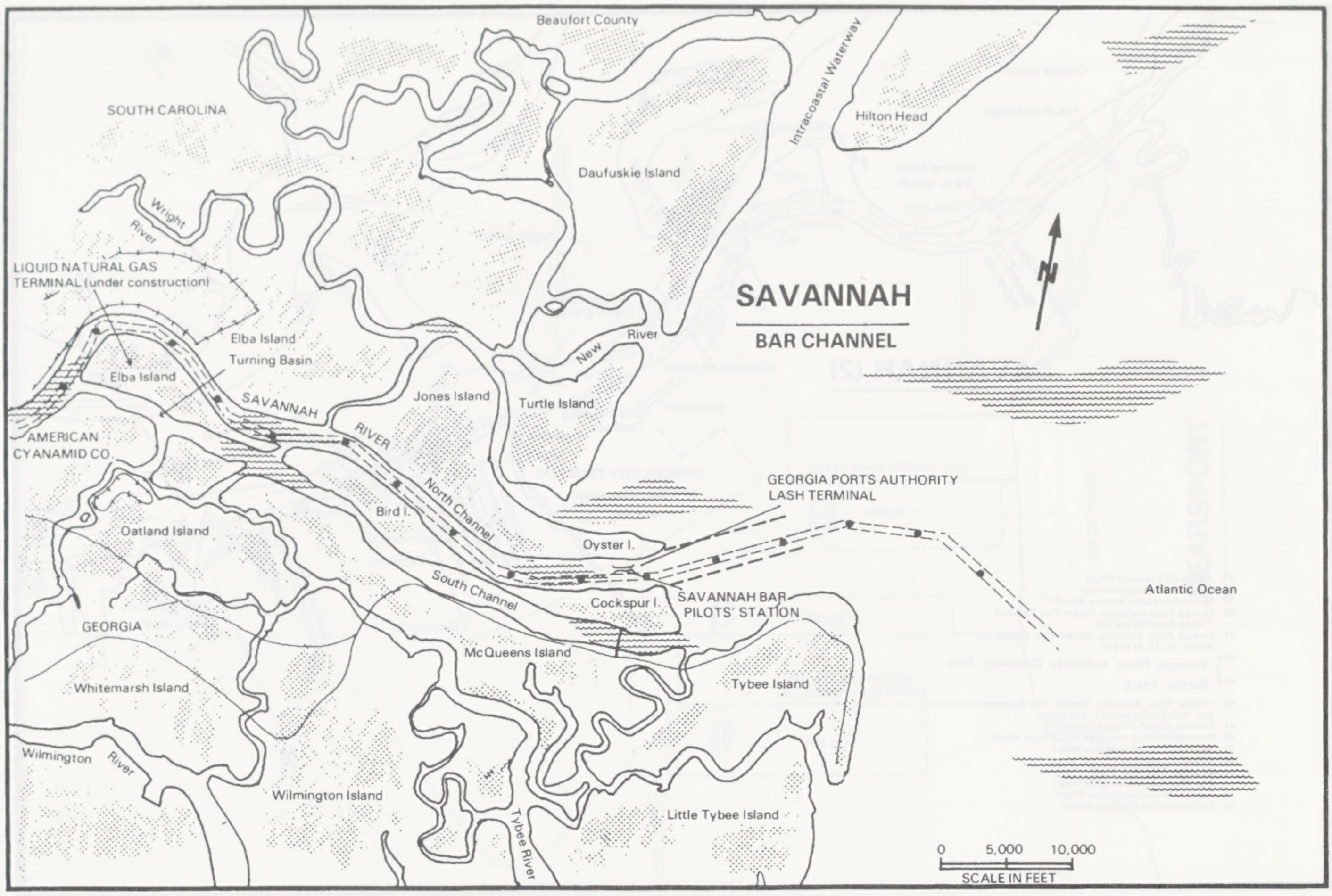
SAN DIEGO


SAN FRANCISCO
N
India Basin
P.G. & E. Co.
Cargo Way
344
352
Gate House
Maint. & Repair
96
94 East
U.S. Bulkhead
Grain Elevators
Warehouse
90
92
Islais Creek
2,577 ft.
Grain Elevator
86
84
88
354
Marin
Office
Army
Gate
Gate House
Control Tower
Container Office
Shed "D"
1,138 ft.
1200 ft.
1,296 ft.
80
Twenty Sixth
Twenty Fifth
Twenty Fourth
Twenty Third
Illinois St.
Georgia
Louisiana
Maryland St.
Delaware
Massachusetts
P.G. & E. Co.
Reclamation
Warm Water Cove
U.S. Bulkhead
U.S. Pier Line
Pier No. 8
PIER 94-96 TERMINAL
GRAIN TERMINAL
North Container Terminal
ARMY STREET TERMINAL
AUTOMOBILE TERMINAL
X
X


X
N
CHINA BASIN
Illinois St.
345
343
340
Pier No. 1
68
Pier No. 3
Pier No. 4
Pier No. 5
64
70
539
Mission
Rock St.
337
46B
336
335
1,039 ft.
700 ft.
54
CENTRAL BASIN
582 ft.
Shed "B"
Shed "A"
636 ft.
Shed "B"
Shed "A"
610 ft.
369 ft.
48
1,100 ft.
Shed "D"
Shed "C"
Shed "D"
1,480 ft.
Head Line
50
BETHLEHEM STEEL SHIPYARD
MISSION ROCK TERMINAL
X
334
333
332
330
904 ft.
908 ft.
138 ft.
588 ft.
195 ft.
713 ft.
218 ft.
634 ft.
932 ft.
845 ft.
180 ft.
676 ft.
203 ft.
541 ft.
193 ft.
634 ft.
620 ft.
753 ft.
156 ft.
40
130 ft.
38
201 ft.
140 ft.
36
32
30
622 ft.
150 ft.
28
200 ft.
25
170 ft.
24
Stuart
Y
San Francisco Bay Bridge
SAN FRANCISCO


■ COMMERCIAL FACILITIES
▽ INTERMODAL TRANSPORTATION YARD
▧ MARITIME FACILITIES
▨ PRIVATELY-OWNED LAND
○ SHIP REPAIR FACILITIES
▩ PROPOSED MARITIME FACILITIES
– – PORT JURISDICTION LIMIT
▼ PUBLIC ACCESS
SAN FRANCISCO
Davis St.
The Embarcadero
FERRY BUILDING
Bartd Tube
U.S. Pier Head Line
PASSENGER TERMINAL
PIER 39
FISHERMAN'S WHARF
351
324
322
322
321
319
318
317
316
315
314
313
312
311
301
302
303
199 ft.
706 ft.
804 ft.
817 ft.
800 ft.
200 ft.
800 ft.
155 ft.
182 ft.
800 ft.
638 ft.
796 ft.
1,358 ft.
256 ft.
264 ft.
200 ft.
801 ft.
638 ft.
680 ft.
787 ft.
283 ft.
1,053 ft.
802 ft.
135 ft.
138 ft.
133 ft.
153 ft.
485 ft.
153 ft.
160 ft.
206 ft.
150 ft.
150 ft.
1
3
5
7
9
15
17
19
23
27
29
31
33
35
39
41
43
43½
300 ft.
263 ft.
1,314 ft.
1,200 ft.
A
B
C
D
45
47
382 ft.

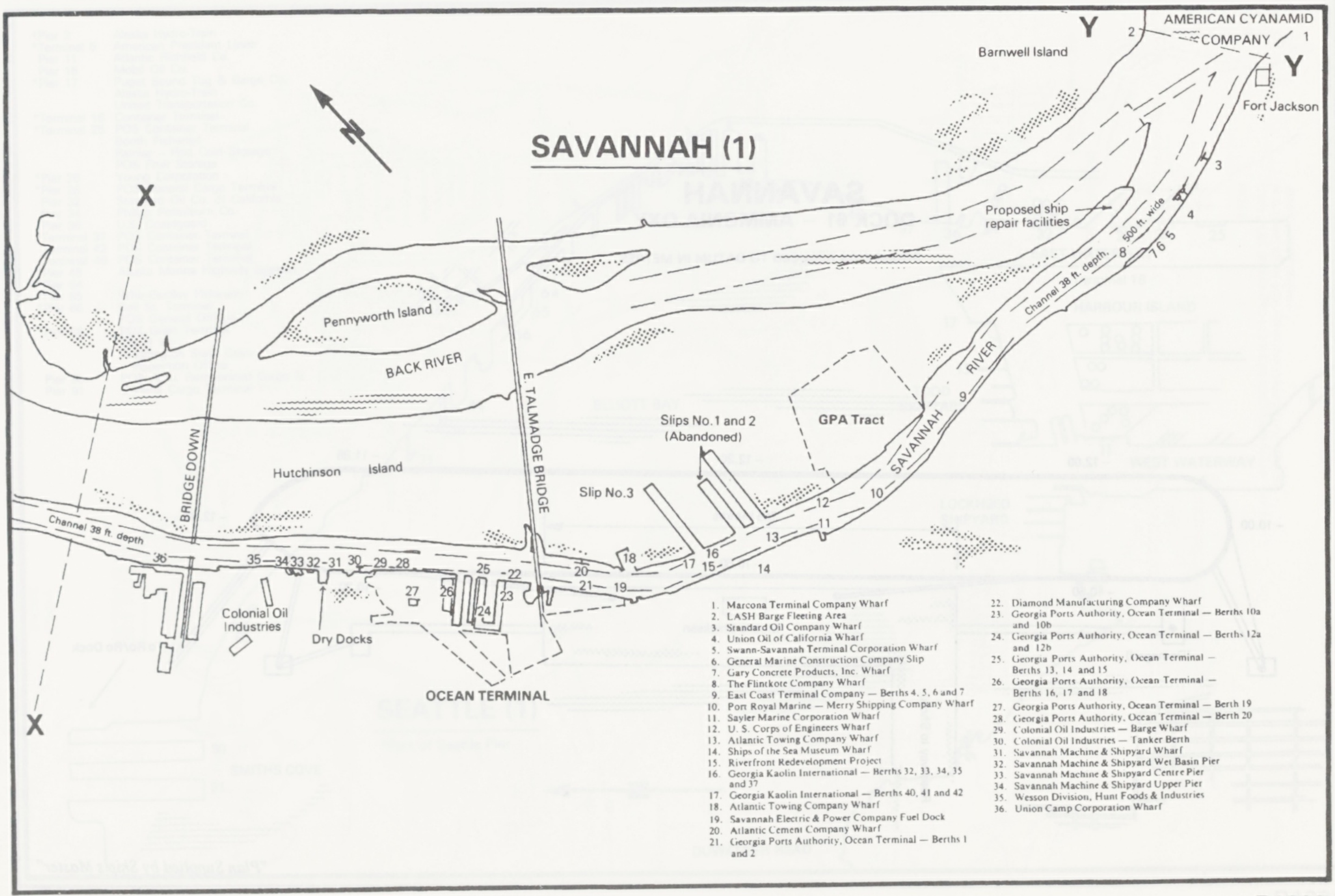

SAN FRANCISCO
ALAMEDA
1. Encinal Terminals, Berth 5.
2. Encinal Terminals Wharf, Berths 1, 2, 3 & 4.
3. Encinal Terminals Wharf, Berth 6.
Todd Shipyard
ALAMEDA
Martinolich Ship Repair Co.
Brooklyn Basin
Government Island
Yacht Harbour
Public Boat Ramp
State Beach
Central Avenue
San Leandro Channel
BAY FARM ISLAND
TIDAL
CANAL
1
2
3
SAN FRANCISCO
101
RICHMOND
OAKLAND
ALAMEDA
STOCKTON
24
50
680
REDWOOD CITY
Southern Pacific
W.P.
S.P.
SAN JOSE
BENICIA
SACRAMENTO
80
37
Motor Highways
Railroads



SAVANNAH

BAR CHANNEL

Beaufort County
SOUTH CAROLINA
Intracoastal Waterway
Hilton Head
Daufuskie Island
Wright River
LIQUID NATURAL GAS TERMINAL (under construction)
Elba Island
Turning Basin
Elba Island
New River
Jones Island
Turtle Island
SAVANNAH RIVER
AMERICAN CYANAMID CO.
GEORGIA PORTS AUTHORITY LASH TERMINAL
North Channel
Bird I.
Oatland Island
Oyster I.
South Channel
Cockspur I.
SAVANNAH BAR PILOTS' STATION
Atlantic Ocean
GEORGIA
McQueens Island
Whitemarsh Island
Tybee Island
Wilmington River
Wilmington Island
Tybee River
Little Tybee Island
0
5,000
10,000
SCALE IN FEET
N

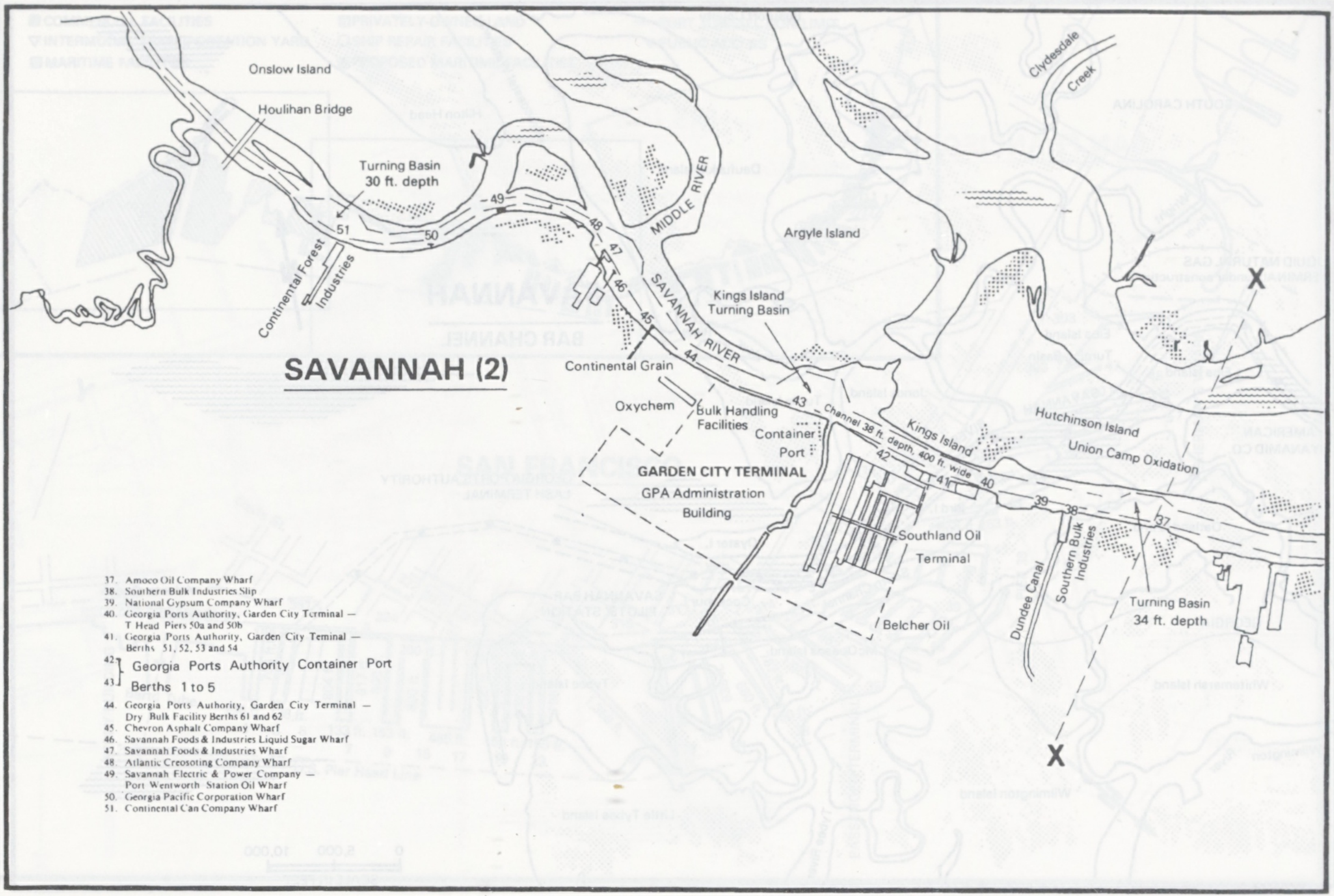


SAVANNAH (1)

Y
Y
X
X
AMERICAN CYANAMID COMPANY
Barnwell Island
Fort Jackson
N
Proposed ship repair facilities
500 ft. wide
Channel 38 ft. depth
SAVANNAH RIVER
Pennyworth Island
BACK RIVER
BRIDGE DOWN
E. TALMADGE BRIDGE
GPA Tract
Slips No. 1 and 2 (Abandoned)
Slip No. 3
Hutchinson Island
Channel 38 ft. depth
Colonial Oil Industries
Dry Docks
OCEAN TERMINAL
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36

1. Marcona Terminal Company Wharf
2. LASH Barge Fleeting Area
3. Standard Oil Company Wharf
4. Union Oil of California Wharf
5. Swann-Savannah Terminal Corporation Wharf
6. General Marine Construction Company Slip
7. Gary Concrete Products, Inc. Wharf
8. The Flintkote Company Wharf
9. East Coast Terminal Company — Berths 4, 5, 6 and 7
10. Port Royal Marine — Merry Shipping Company Wharf
11. Sayler Marine Corporation Wharf
12. U. S. Corps of Engineers Wharf
13. Atlantic Towing Company Wharf
14. Ships of the Sea Museum Wharf
15. Riverfront Redevelopment Project
16. Georgia Kaolin International — Berths 32, 33, 34, 35 and 37
17. Georgia Kaolin International — Berths 40, 41 and 42
18. Atlantic Towing Company Wharf
19. Savannah Electric & Power Company Fuel Dock
20. Atlantic Cement Company Wharf
21. Georgia Ports Authority, Ocean Terminal — Berths 1 and 2
22. Diamond Manufacturing Company Wharf
23. Georgia Ports Authority, Ocean Terminal — Berths 10a and 10b
24. Georgia Ports Authority, Ocean Terminal — Berths 12a and 12b
25. Georgia Ports Authority, Ocean Terminal — Berths 13, 14 and 15
26. Georgia Ports Authority, Ocean Terminal — Berths 16, 17 and 18
27. Georgia Ports Authority, Ocean Terminal — Berth 19
28. Georgia Ports Authority, Ocean Terminal — Berth 20
29. Colonial Oil Industries — Barge Wharf
30. Colonial Oil Industries — Tanker Berth
31. Savannah Machine & Shipyard Wharf
32. Savannah Machine & Shipyard Wet Basin Pier
33. Savannah Machine & Shipyard Centre Pier
34. Savannah Machine & Shipyard Upper Pier
35. Wesson Division, Hunt Foods & Industries
36. Union Camp Corporation Wharf

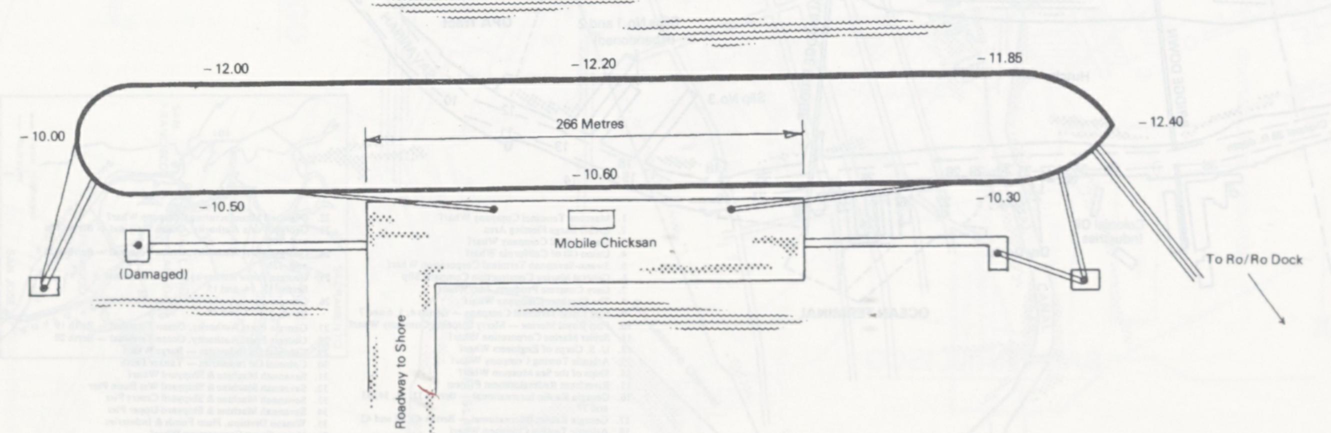
SAVANNAH (2)


Onslow Island
Houlihan Bridge
Turning Basin
30 ft. depth
51
50
49
48
47
46
45
44
43
42
41
40
39
38
37
Continental Forest Industries
MIDDLE RIVER
SAVANNAH RIVER
Argyle Island
Clydesdale Creek
Kings Island Turning Basin
Continental Grain
Oxychem
Bulk Handling Facilities
Container Port
GARDEN CITY TERMINAL
GPA Administration Building
Channel 38 ft. depth, 400 ft. wide
Kings Island
Hutchinson Island
Union Camp Oxidation
Southland Oil Terminal
Belcher Oil
Dundee Canal
Southern Bulk Industries
Turning Basin
34 ft. depth
X
X

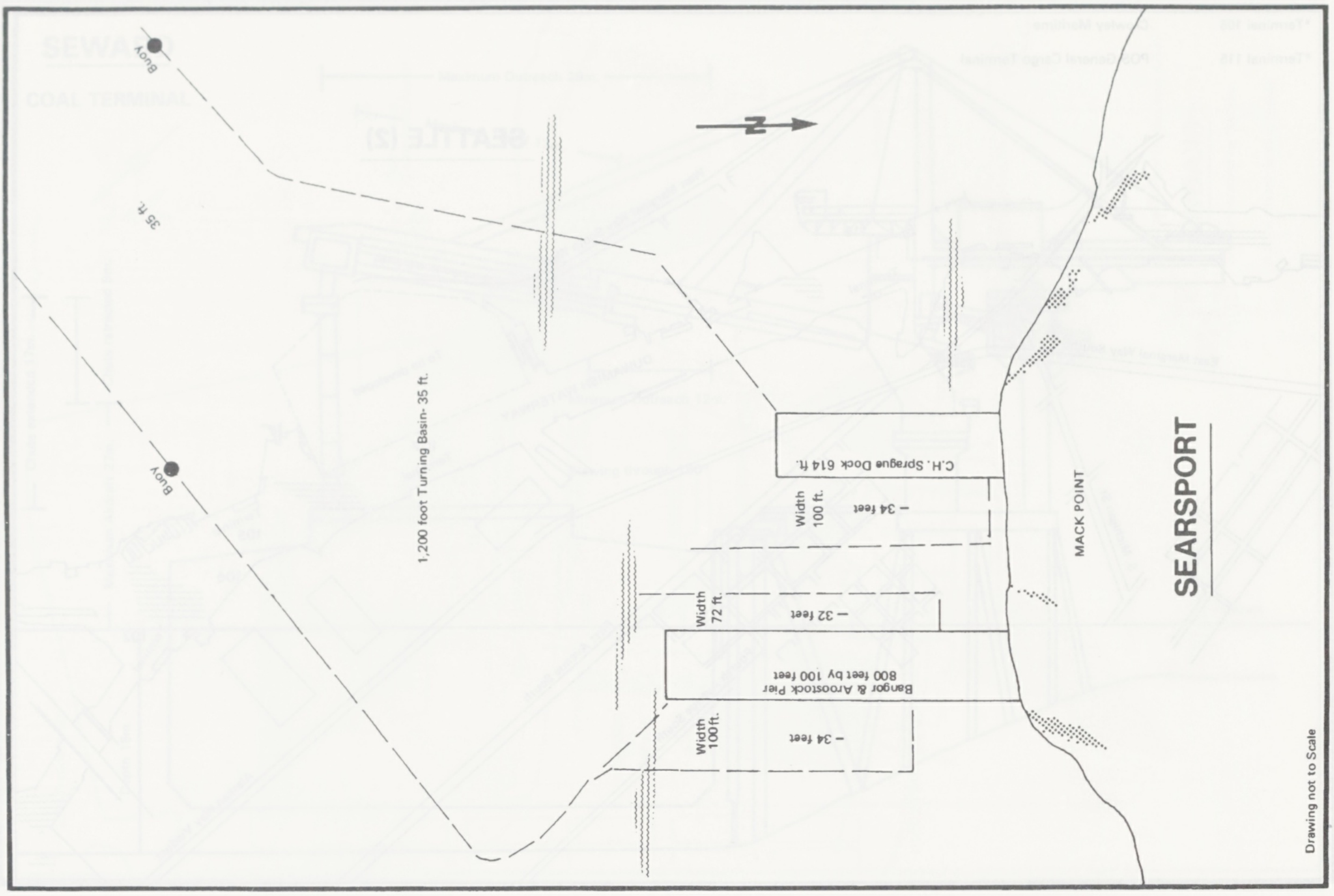
37. Amoco Oil Company Wharf
38. Southern Bulk Industries Slip
39. National Gypsum Company Wharf
40. Georgia Ports Authority, Garden City Terminal — T Head Piers 50a and 50b
41. Georgia Ports Authority, Garden City Teminal — Berths 51, 52, 53 and 54
42.–43. Georgia Ports Authority Container Port Berths 1 to 5
44. Georgia Ports Authority, Garden City Terminal — Dry Bulk Facility Berths 61 and 62
45. Chevron Asphalt Company Wharf
46. Savannah Foods & Industries Liquid Sugar Wharf
47. Savannah Foods & Industries Wharf
48. Atlantic Creosoting Company Wharf
49. Savannah Electric & Power Company — Port Wentworth Station Oil Wharf
50. Georgia Pacific Corporation Wharf
51. Continental Can Company Wharf

SAVANNAH
DOCK 61 – AMMONIA OXY

SOUNDINGS REDUCED TO DATUM IN METRES

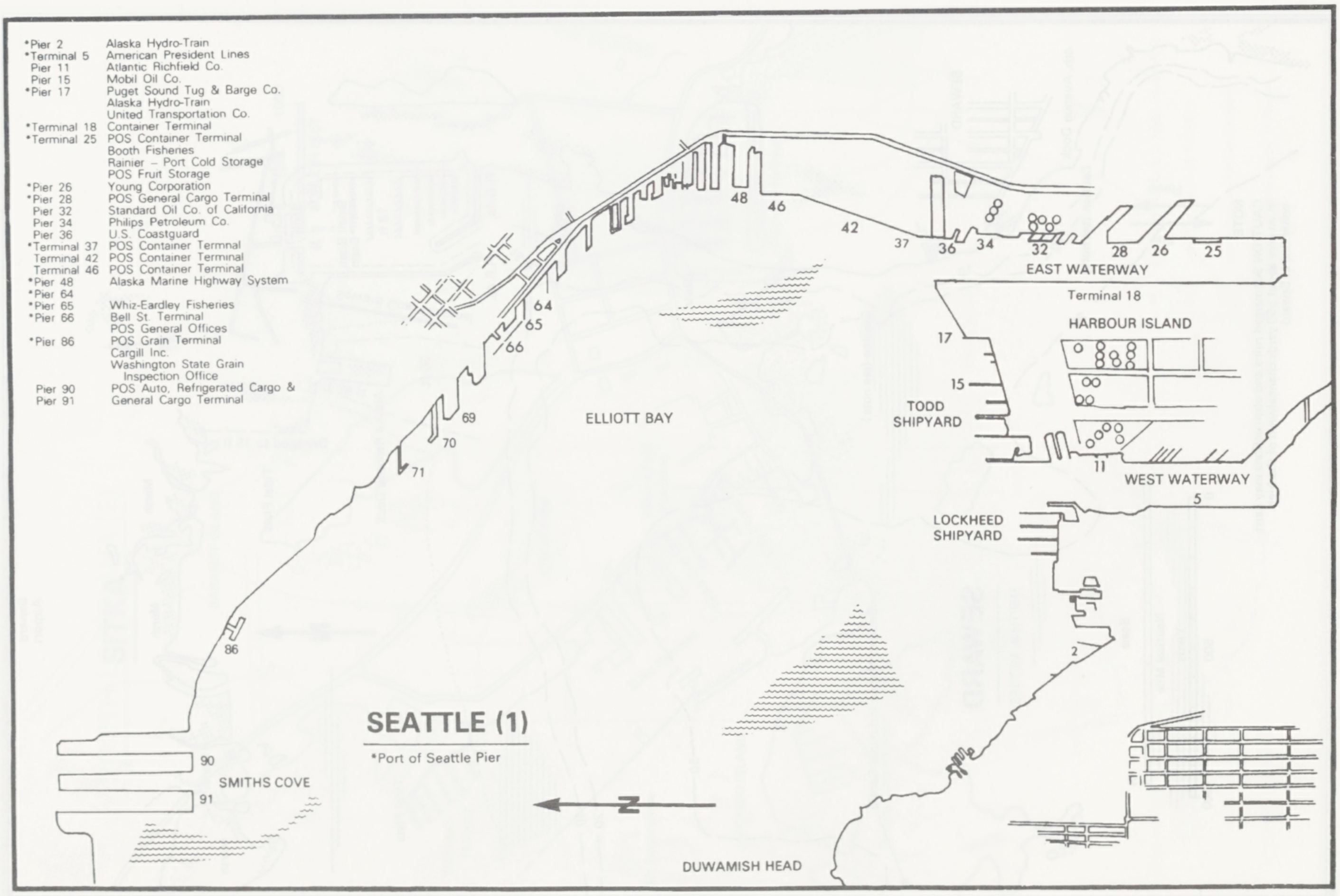

– 12.00
– 12.20
– 11.85
– 10.00
266 Metres
– 12.40
– 10.60
– 10.50
– 10.30
(Damaged)
Mobile Chicksan
To Ro/Ro Dock
Roadway to Shore

"Plan Supplied by Ship's Master"



SEARSPORT

Buoy
35 ft.
1,200 foot Turning Basin- 35 ft.
Buoy
C.H. Sprague Dock 614 ft.
Width 100 ft.
– 34 feet
Width 72 ft.
– 32 feet
Bangor & Aroostock Pier 800 feet by 100 feet
Width 100ft.
– 34 feet
MACK POINT
Drawing not to Scale

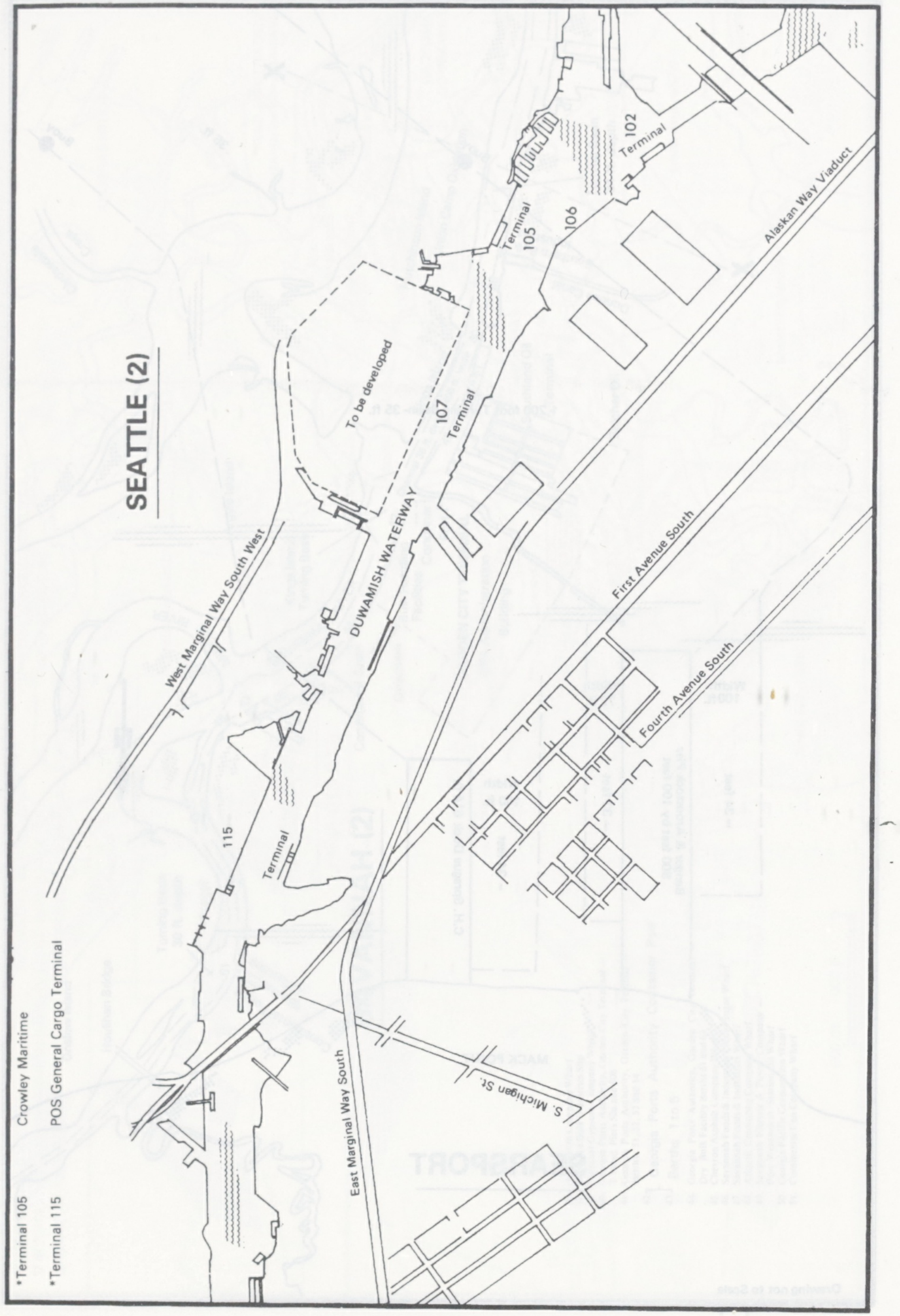


*Pier 2	Alaska Hydro-Train
*Terminal 5	American President Lines
Pier 11	Atlantic Richfield Co.
Pier 15	Mobil Oil Co.
*Pier 17	Puget Sound Tug & Barge Co. Alaska Hydro-Train United Transportation Co.
*Terminal 18	Container Terminal
*Terminal 25	POS Container Terminal Booth Fisheries Rainier – Port Cold Storage POS Fruit Storage
*Pier 26	Young Corporation
*Pier 28	POS General Cargo Terminal
Pier 32	Standard Oil Co. of California
Pier 34	Philips Petroleum Co.
Pier 36	U.S. Coastguard
*Terminal 37	POS Container Termnal
Terminal 42	POS Container Terminal
Terminal 46	POS Container Terminal
*Pier 48	Alaska Marine Highway System
*Pier 64	
*Pier 65	Whiz-Eardley Fisheries
*Pier 66	Bell St. Terminal POS General Offices
*Pier 86	POS Grain Terminal Cargill Inc. Washington State Grain Inspection Office
Pier 90	POS Auto, Refrigerated Cargo &
Pier 91	General Cargo Terminal

SEATTLE (1)

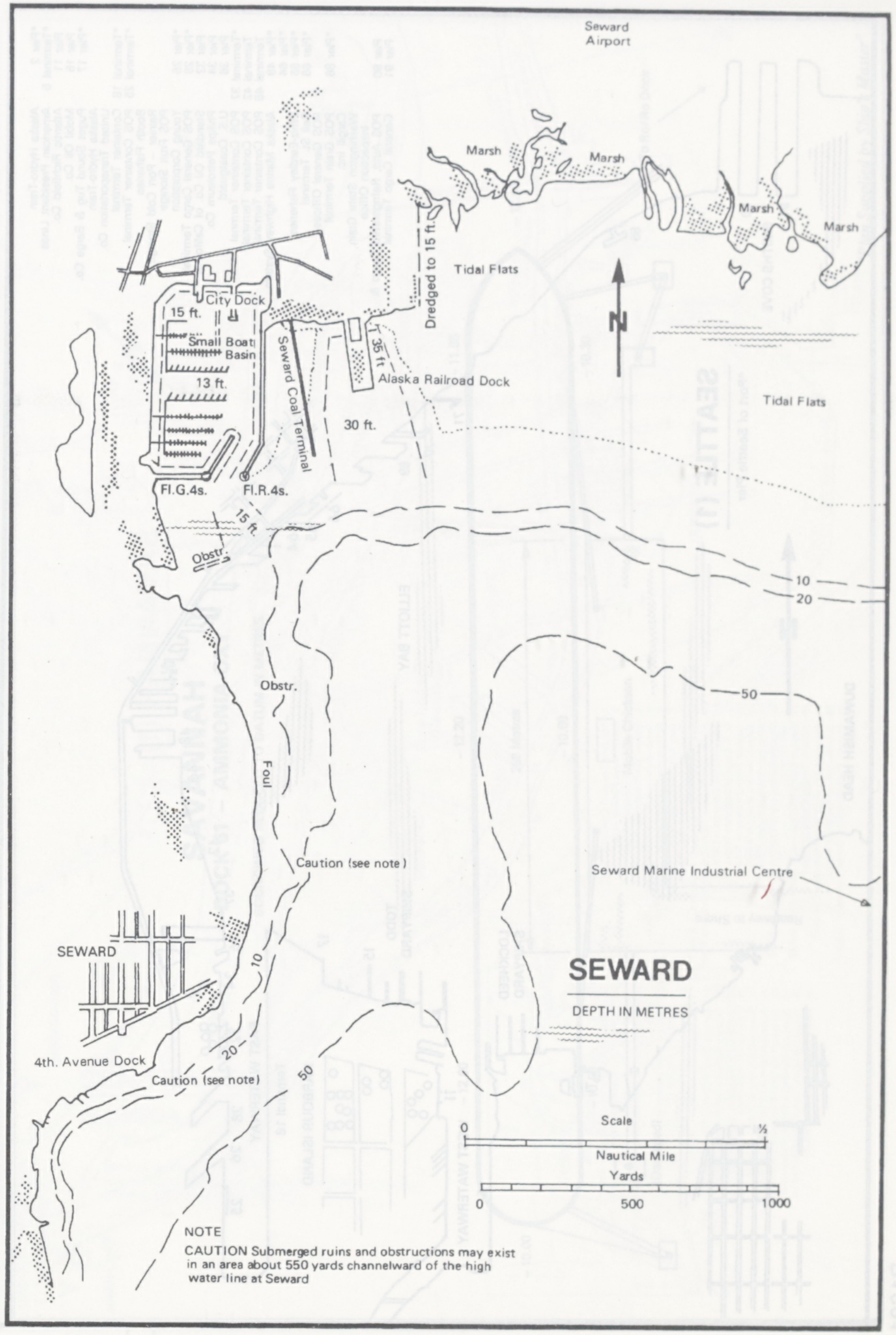
*Port of Seattle Pier

48
46
42
37
36
34
32
28
26
25
EAST WATERWAY
Terminal 18
HARBOUR ISLAND
17
15
TODD SHIPYARD
11
WEST WATERWAY
5
LOCKHEED SHIPYARD
2
64
65
66
69
70
71
ELLIOTT BAY
86
90
91
SMITHS COVE
DUWAMISH HEAD
N


SEATTLE (2)
To be developed
DUWAMISH WATERWAY
West Marginal Way South West
East Marginal Way South
First Avenue South
Fourth Avenue South
Alaskan Way Viaduct
S. Michigan St.
Terminal 102
Terminal 105
106
Terminal 107
Terminal 115

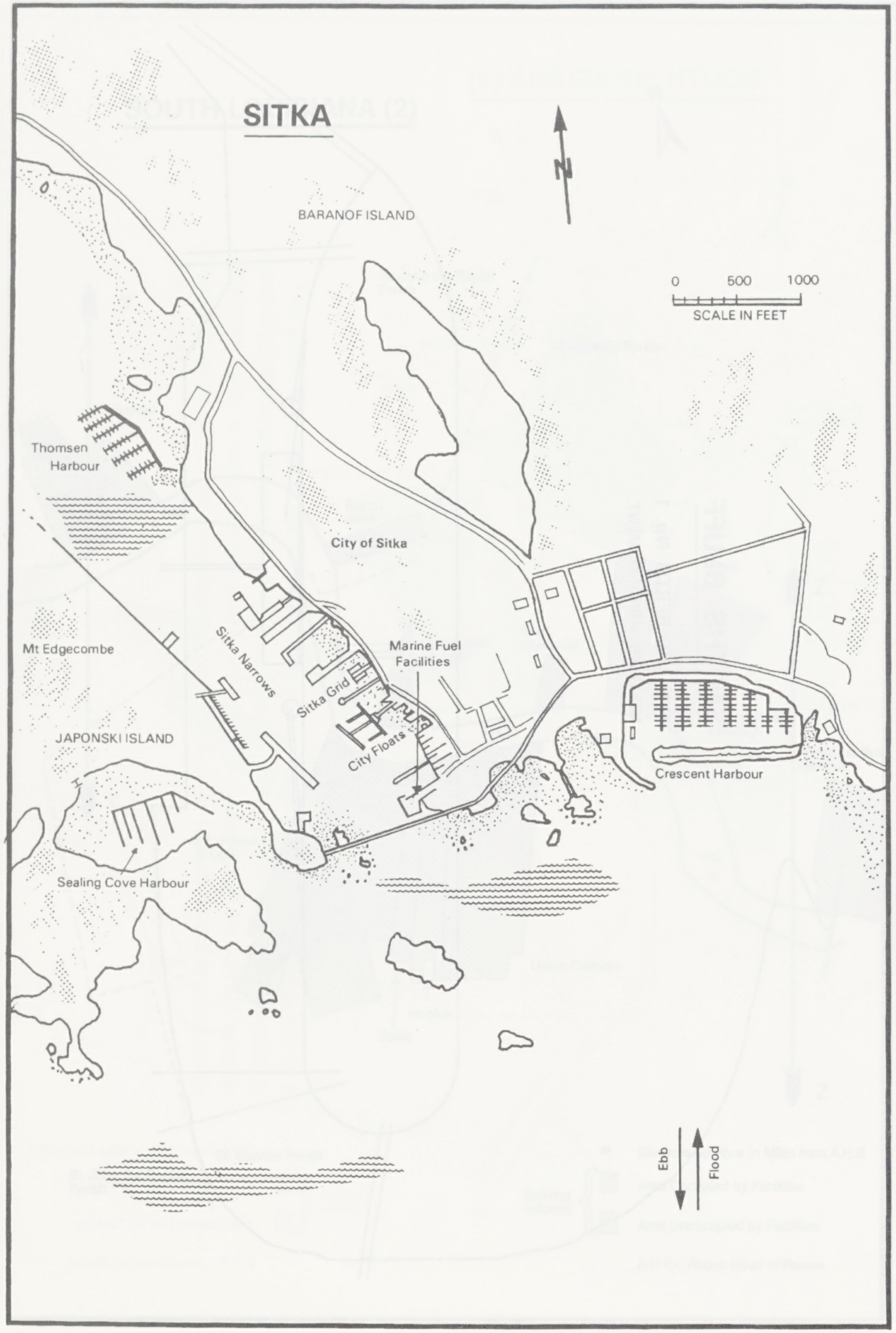
*Terminal 105 Crowley Maritime

*Terminal 115 POS General Cargo Terminal

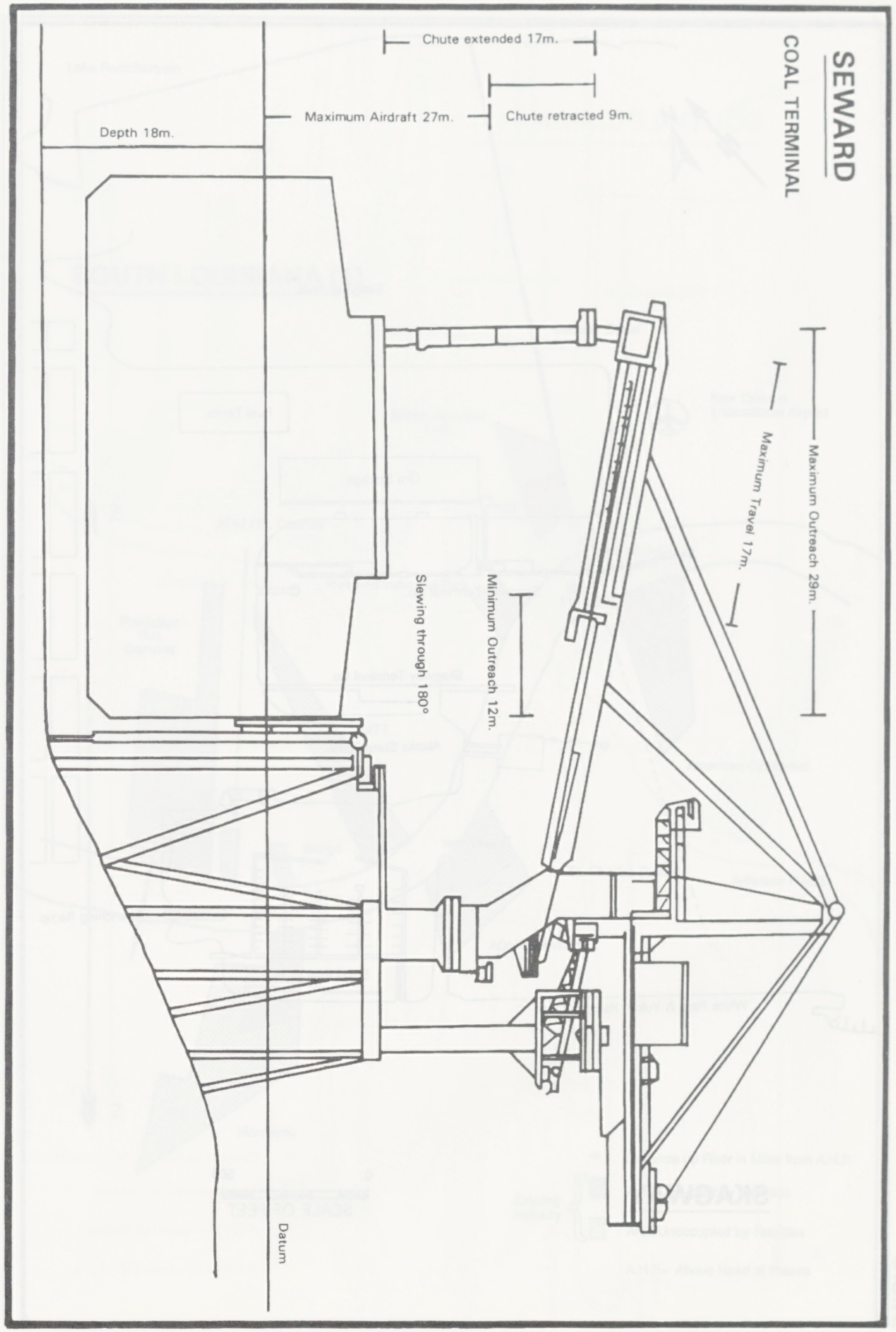

SEWARD
DEPTH IN METRES
Seward Airport
Marsh
Marsh
Marsh
Marsh
Tidal Flats
Tidal Flats
Dredged to 15 ft.
City Dock
15 ft.
Small Boat Basin
13 ft.
Seward Coal Terminal
35 ft.
Alaska Railroad Dock
30 ft.
Fl.G.4s.
Fl.R.4s.
15 ft.
Obstr.
Obstr.
Foul
Caution (see note)
Caution (see note)
Seward Marine Industrial Centre
SEWARD
4th. Avenue Dock
10
20
50
10
20
50
Scale
0
½
Nautical Mile
Yards
0
500
1000

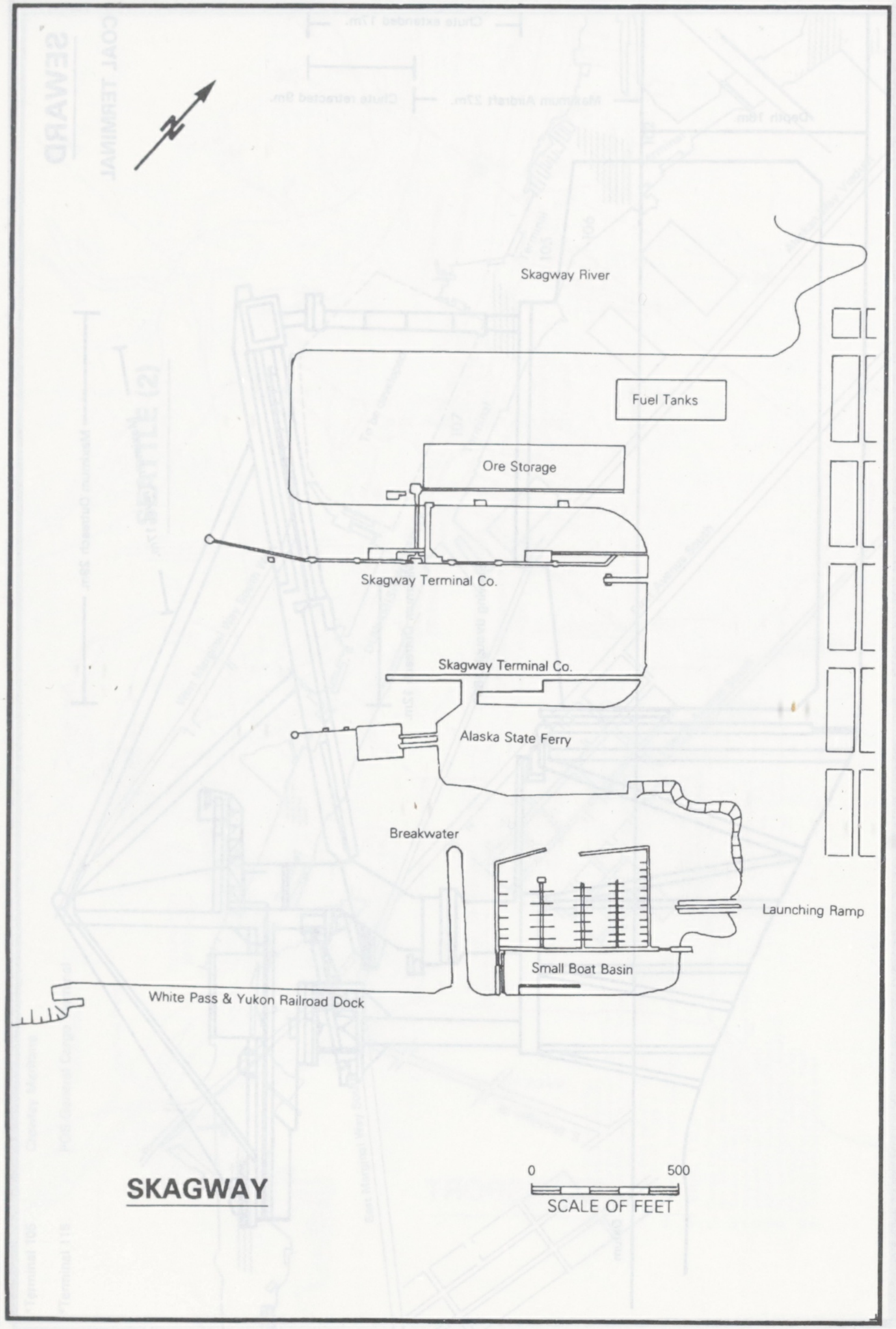
NOTE
CAUTION Submerged ruins and obstructions may exist in an area about 550 yards channelward of the high water line at Seward

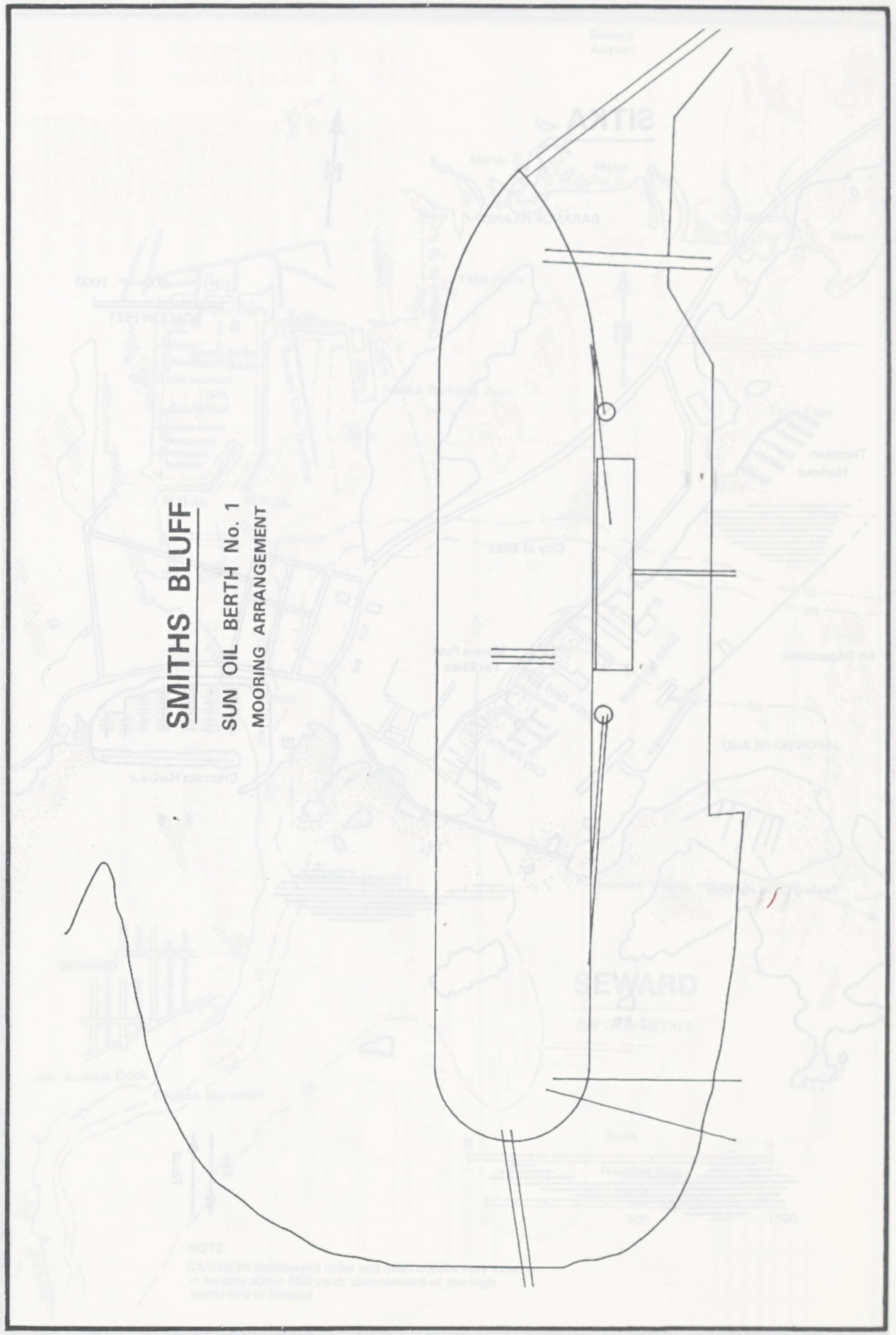
SITKA

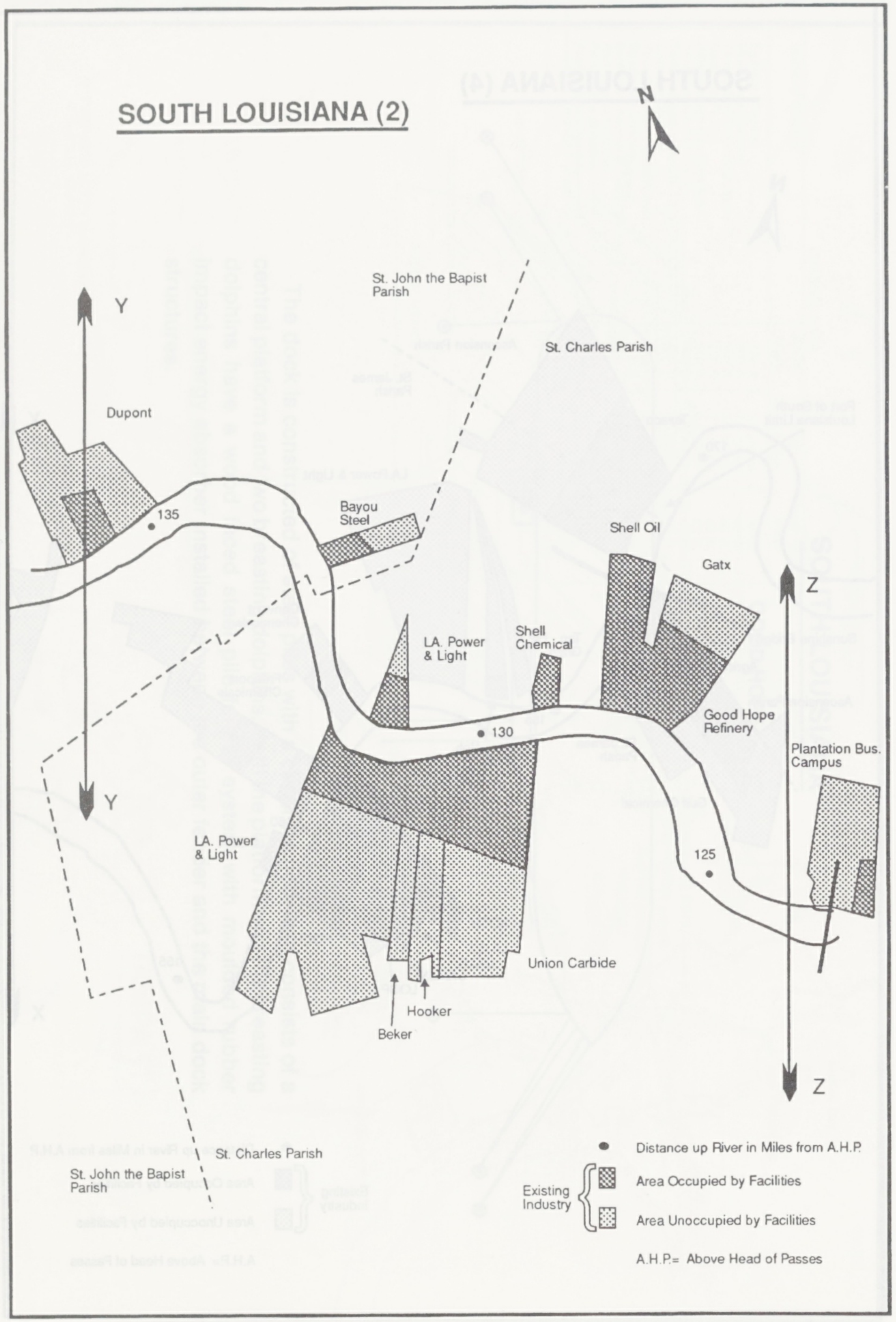

N
BARANOF ISLAND
0 500 1000
SCALE IN FEET
Thomsen Harbour
City of Sitka
Mt Edgecombe
Sitka Narrows
Sitka Grid
Marine Fuel Facilities
City Floats
JAPONSKI ISLAND
Crescent Harbour
Sealing Cove Harbour
Ebb
Flood

SEWARD
COAL TERMINAL


Chute extended 17m.
Chute retracted 9m.
Maximum Airdraft 27m.
Depth 18m.
Maximum Outreach 29m.
Maximum Travel 17m.
Minimum Outreach 12m.
Slewing through 180°
Datum

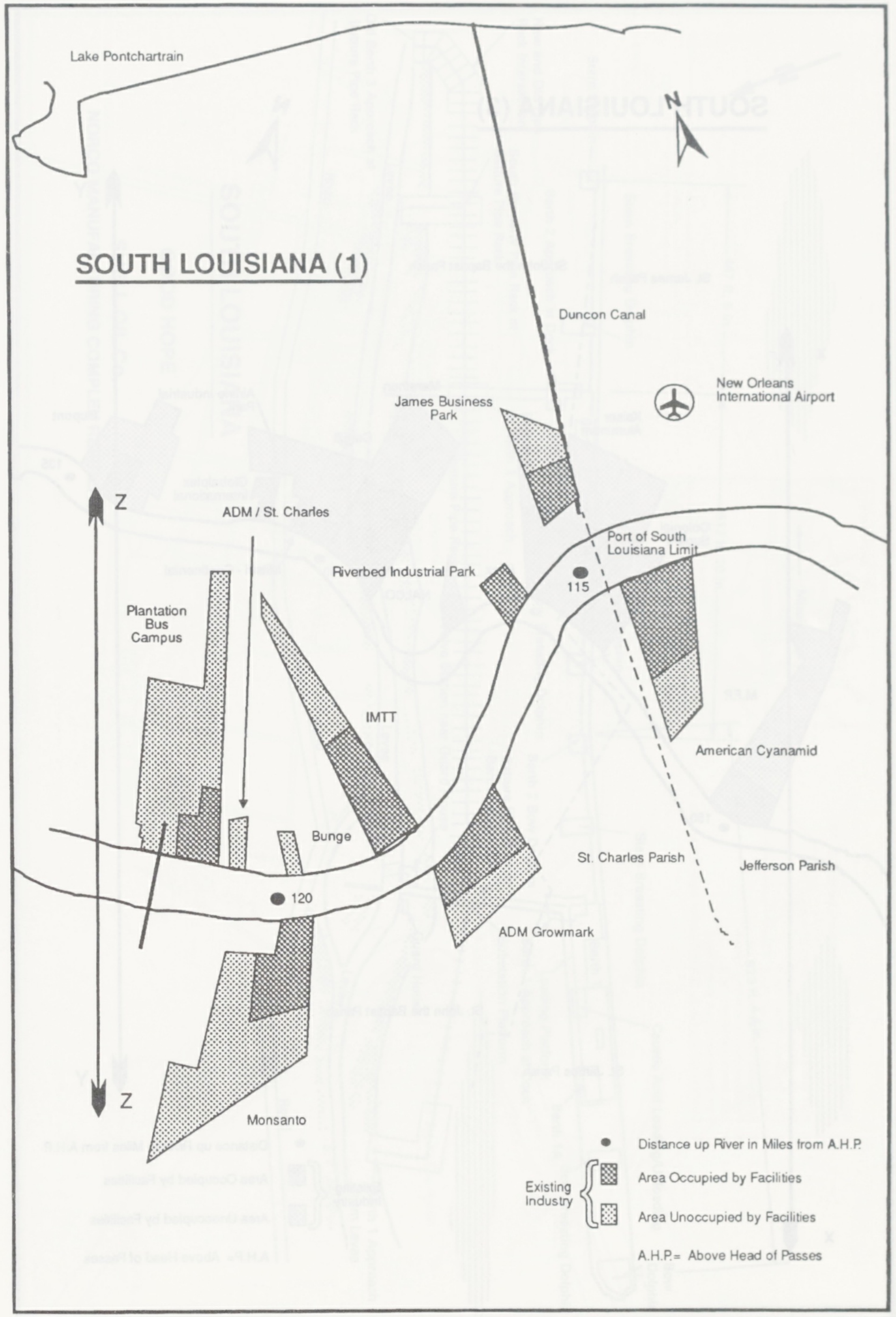

N
Skagway River
Fuel Tanks
Ore Storage
Skagway Terminal Co.
Skagway Terminal Co.
Alaska State Ferry
Breakwater
Launching Ramp
Small Boat Basin
White Pass & Yukon Railroad Dock
SKAGWAY
0
500
SCALE OF FEET


SMITHS BLUFF
SUN OIL BERTH No. 1
MOORING ARRANGEMENT



SOUTH LOUISIANA (2)

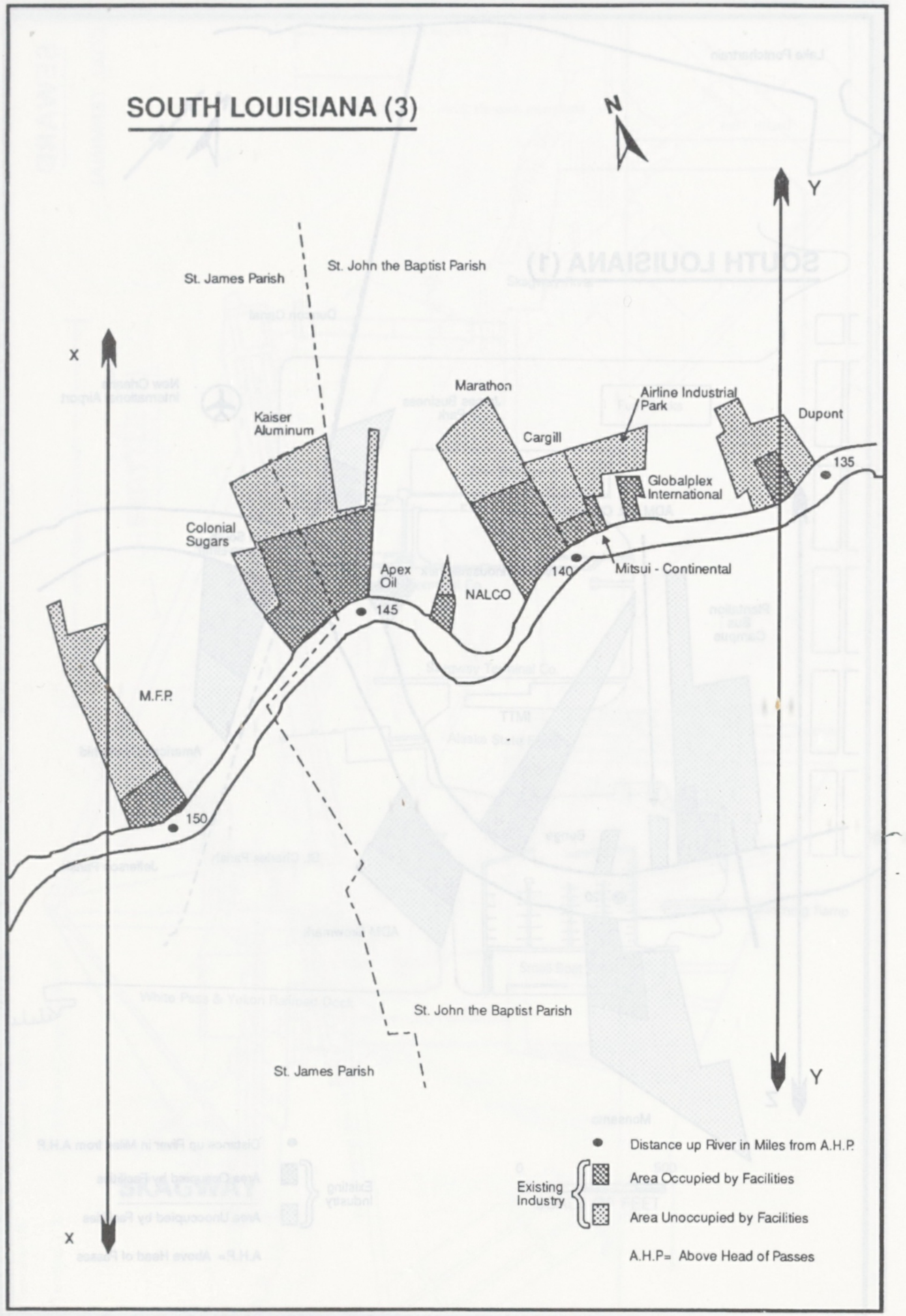
N
St. John the Bapist Parish
St. Charles Parish
Y
Dupont
135
Bayou Steel
Shell Oil
Gatx
Z
LA. Power & Light
Shell Chemical
130
Good Hope Refinery
Plantation Bus. Campus
Y
LA. Power & Light
125
Union Carbide
Hooker
Beker
Z
St. Charles Parish
St. John the Bapist Parish
● Distance up River in Miles from A.H.P.
Existing Industry
▨ Area Occupied by Facilities
░ Area Unoccupied by Facilities
A.H.P.= Above Head of Passes



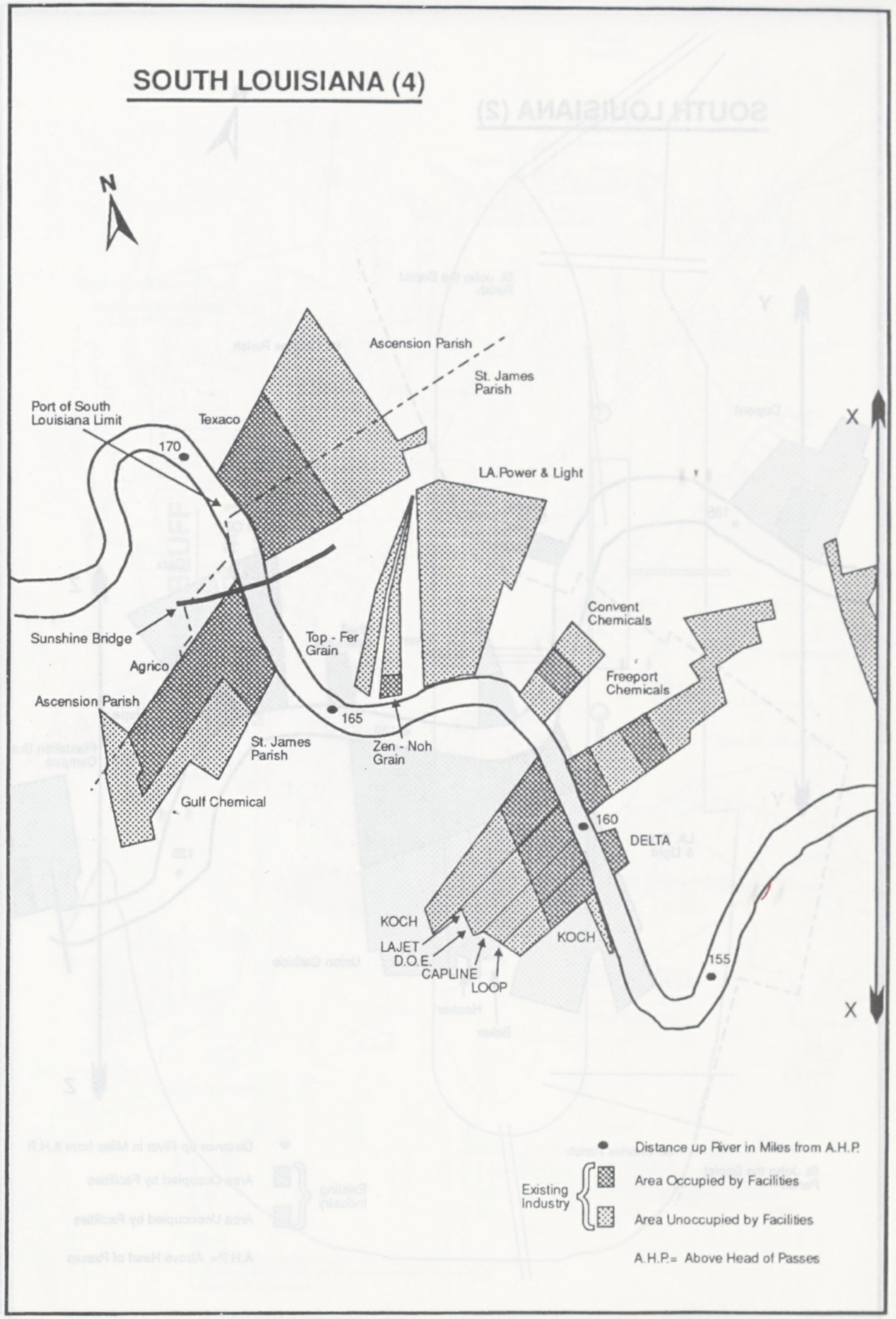
SOUTH LOUISIANA (1)

Lake Pontchartrain
N
Duncon Canal
New Orleans International Airport
James Business Park
Z
ADM / St. Charles
Port of South Louisiana Limit
Riverbed Industrial Park
115
Plantation Bus Campus
IMTT
American Cyanamid
Bunge
St. Charles Parish
Jefferson Parish
120
ADM Growmark
Z
Monsanto
● Distance up River in Miles from A.H.P.
Existing Industry
▨ Area Occupied by Facilities
░ Area Unoccupied by Facilities
A.H.P.= Above Head of Passes

SOUTH LOUISIANA (3)

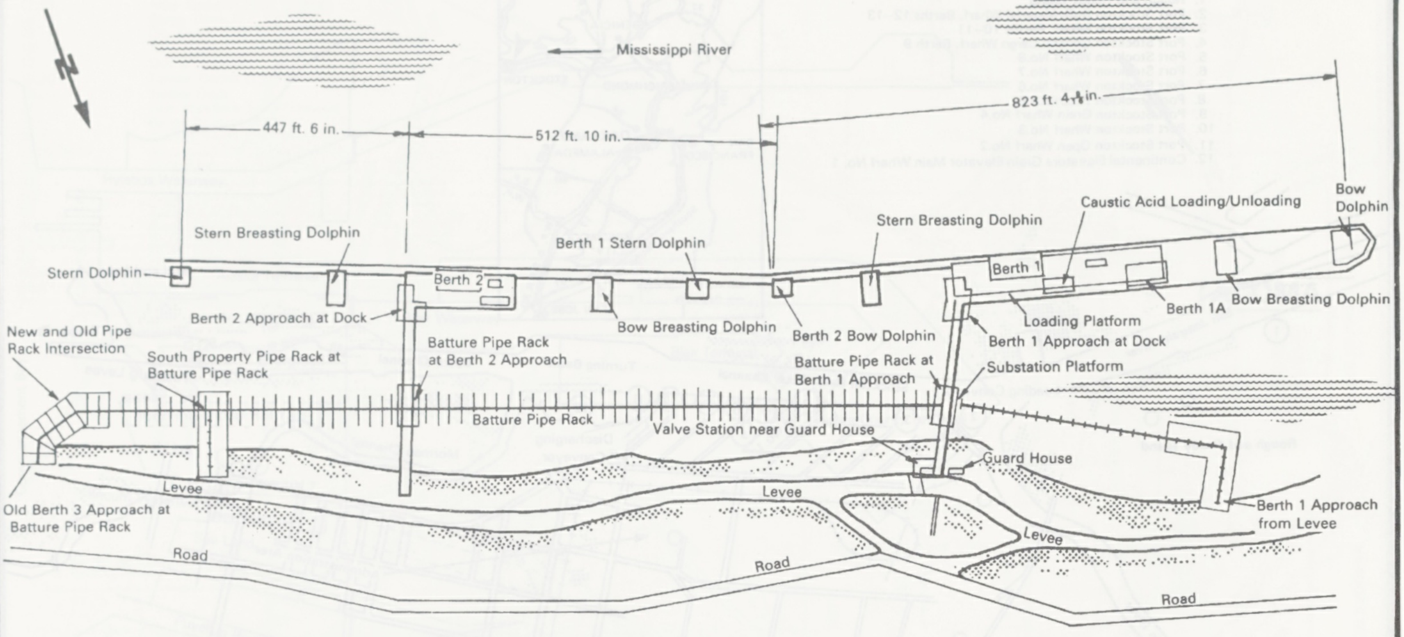

N
Y
St. James Parish
St. John the Baptist Parish
X
Marathon
Kaiser Aluminum
Cargill
Airline Industrial Park
Dupont
Globalplex International
135
Colonial Sugars
Apex Oil
NALCO
140
Mitsui - Continental
145
M.F.P.
150
St. John the Baptist Parish
St. James Parish
Y
X
Distance up River in Miles from A.H.P.
Existing Industry
Area Occupied by Facilities
Area Unoccupied by Facilities
A.H.P.= Above Head of Passes

SOUTH LOUISIANA (4)


N
Ascension Parish
St. James Parish
Port of South Louisiana Limit
Texaco
170
X
LA Power & Light
Sunshine Bridge
Agrico
Top - Fer Grain
Convent Chemicals
Freeport Chemicals
Ascension Parish
165
Zen - Noh Grain
St. James Parish
Gulf Chemical
160
DELTA
KOCH
LAJET D.O.E.
CAPLINE
LOOP
KOCH
155
X
Distance up River in Miles from A.H.P.
Existing Industry
Area Occupied by Facilities
Area Unoccupied by Facilities
A.H.P.= Above Head of Passes

U.S.A.

P1696


N
Mississippi River
447 ft. 6 in.
512 ft. 10 in.
823 ft. 4 9/16 in.
Stern Dolphin
Stern Breasting Dolphin
Berth 2
Berth 1 Stern Dolphin
Stern Breasting Dolphin
Caustic Acid Loading/Unloading
Bow Dolphin
Berth 1
Berth 1A
Bow Breasting Dolphin
Berth 2 Approach at Dock
Bow Breasting Dolphin
Berth 2 Bow Dolphin
Loading Platform
Berth 1 Approach at Dock
New and Old Pipe Rack Intersection
South Property Pipe Rack at Batture Pipe Rack
Batture Pipe Rack at Berth 2 Approach
Batture Pipe Rack at Berth 1 Approach
Substation Platform
Batture Pipe Rack
Valve Station near Guard House
Guard House
Levee
Levee
Levee
Old Berth 3 Approach at Batture Pipe Rack
Berth 1 Approach from Levee
Road
Road
Road

SOUTH LOUISIANA

GOOD HOPE

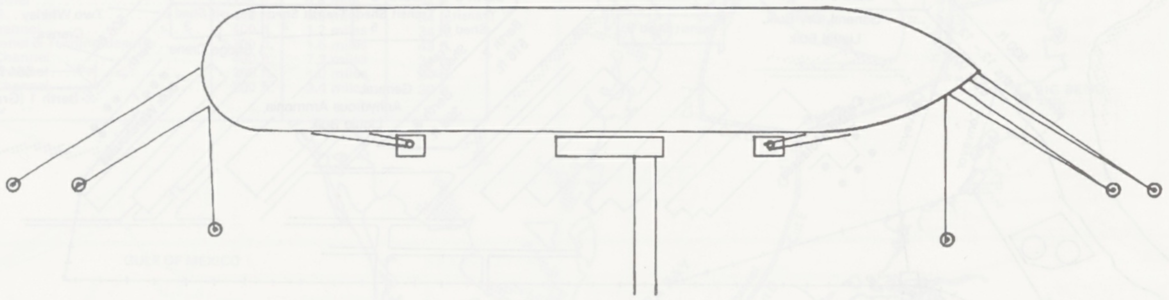
SHELL OIL Co.

NORCO MANUFACTURING COMPLEX REFINERY

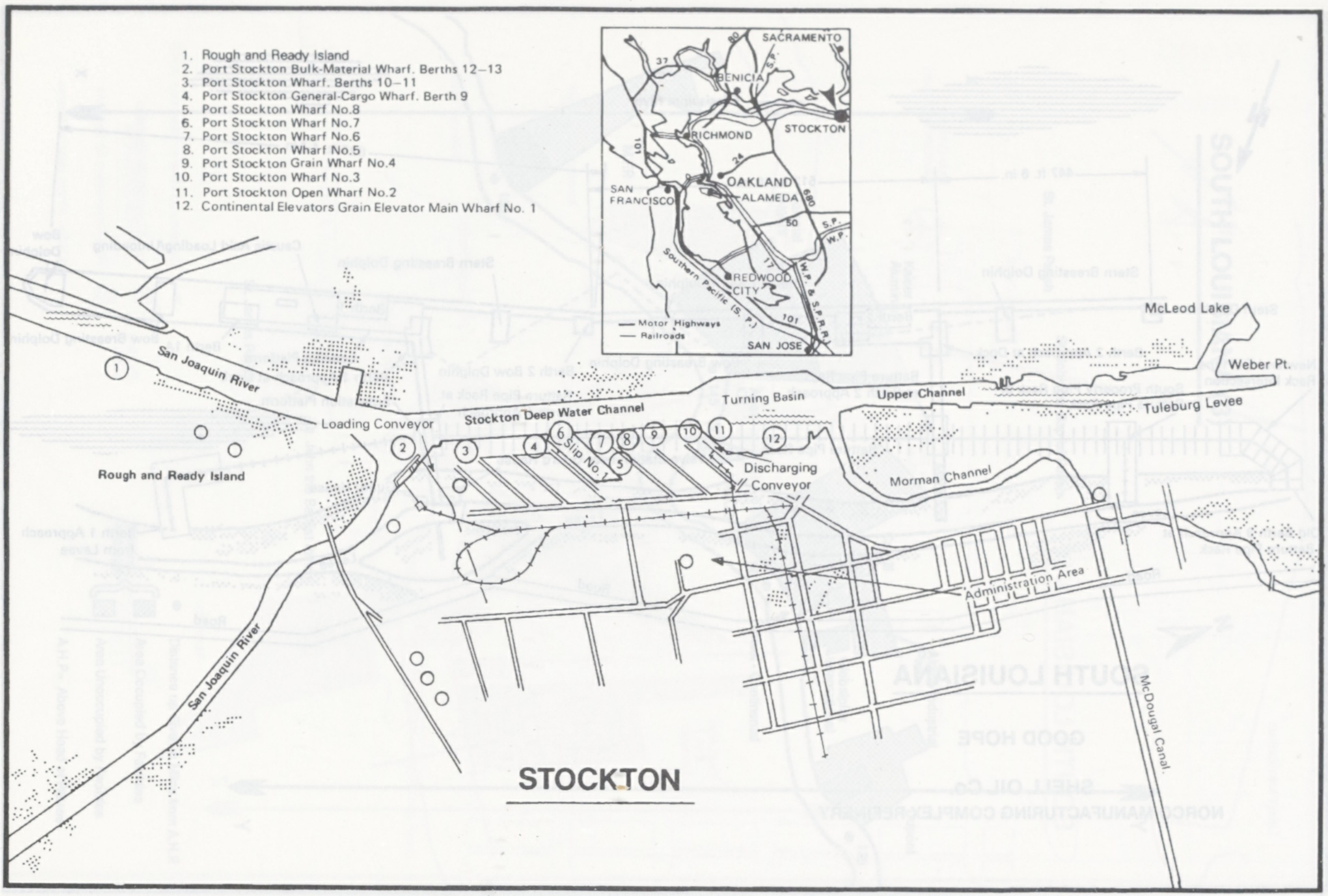
SOUTH LOUISIANA

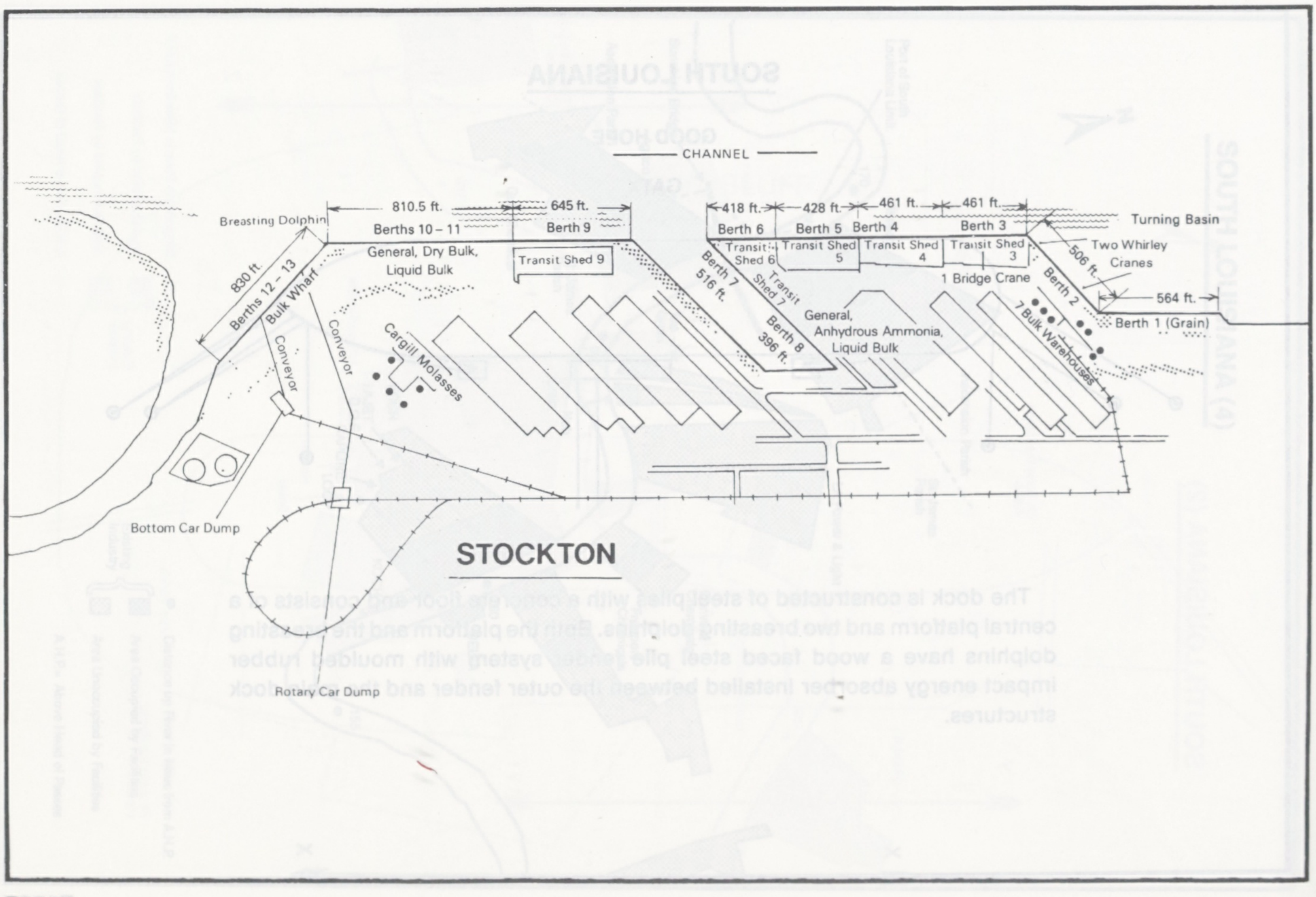
GOOD HOPE

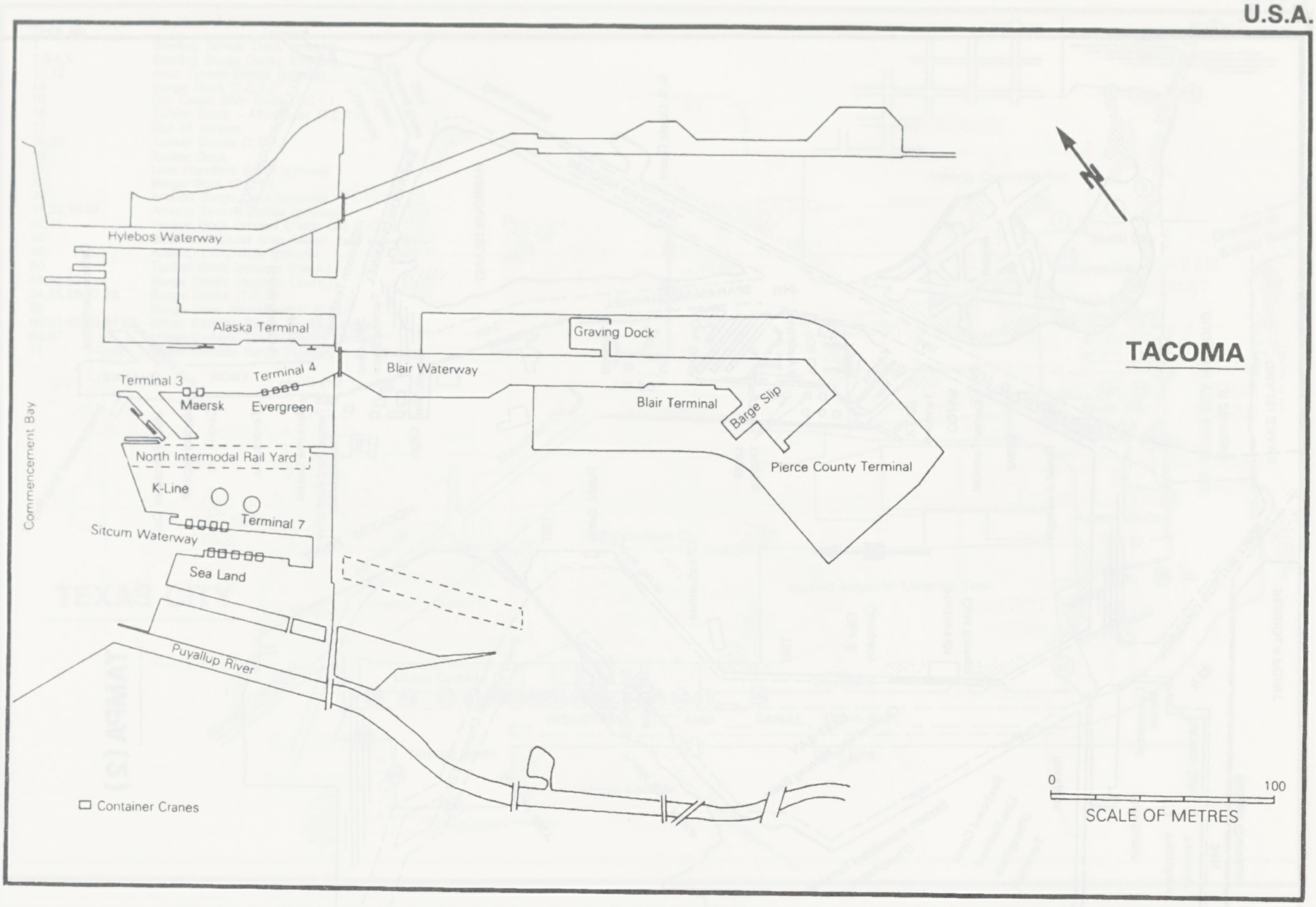
GATX



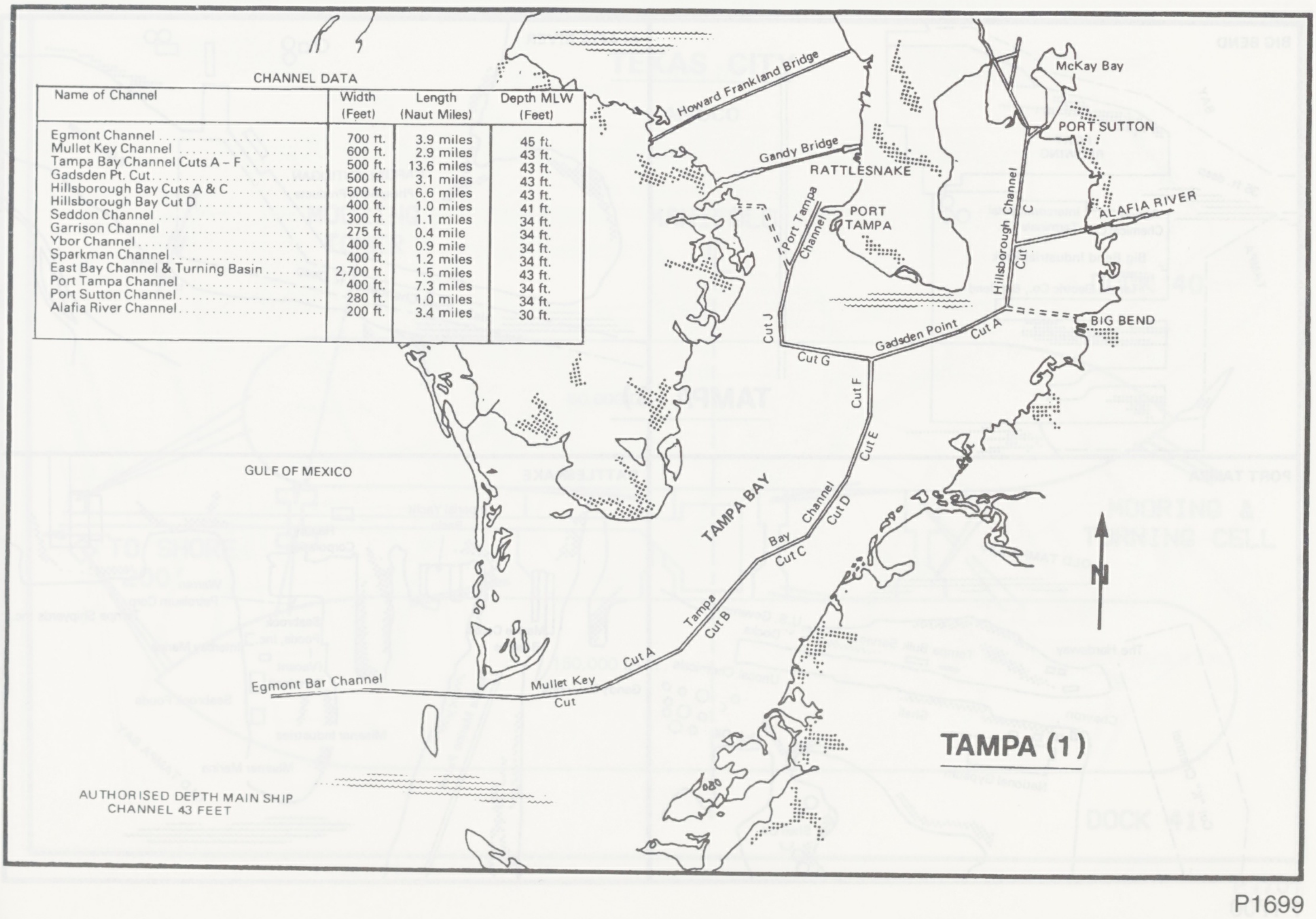
The dock is constructed of steel piles with a concrete floor and consists of a central platform and two breasting dolphins. Both the platform and the breasting dolphins have a wood faced steel pile fender system with moulded rubber impact energy absorber installed between the outer fender and the main dock structures.


1. Rough and Ready Island
2. Port Stockton Bulk-Material Wharf. Berths 12–13
3. Port Stockton Wharf. Berths 10–11
4. Port Stockton General-Cargo Wharf. Berth 9
5. Port Stockton Wharf No.8
6. Port Stockton Wharf No.7
7. Port Stockton Wharf No.6
8. Port Stockton Wharf No.5
9. Port Stockton Grain Wharf No.4
10. Port Stockton Wharf No.3
11. Port Stockton Open Wharf No.2
12. Continental Elevators Grain Elevator Main Wharf No. 1
SACRAMENTO
BENICIA
STOCKTON
RICHMOND
OAKLAND
ALAMEDA
SAN FRANCISCO
REDWOOD CITY
SAN JOSE
Southern Pacific (S. P.)
W.P. & S.P.R.R.
S.P.
W.P.
80
37
101
24
680
50
17
101
Motor Highways
Railroads
San Joaquin River
Rough and Ready Island
Loading Conveyor
Stockton Deep Water Channel
Slip No. 1
Turning Basin
Discharging Conveyor
Upper Channel
McLeod Lake
Weber Pt.
Tuleburg Levee
Morman Channel
Administration Area
San Joaquin River
McDougal Canal
STOCKTON


CHANNEL
Breasting Dolphin
810.5 ft.
Berths 10 – 11
645 ft.
Berth 9
418 ft.
Berth 6
428 ft.
Berth 5
461 ft.
Berth 4
461 ft.
Berth 3
Turning Basin
General, Dry Bulk, Liquid Bulk
Transit Shed 9
Transit Shed 6
Transit Shed 5
Transit Shed 4
Transit Shed 3
Two Whirley Cranes
1 Bridge Crane
506 ft.
Berth 2
564 ft.
Berth 1 (Grain)
830 ft.
Berths 12 – 13
Bulk Wharf
Conveyor
Conveyor
Cargill Molasses
Berth 7
516 ft.
Transit Shed 7
Berth 8
396 ft.
General, Anhydrous Ammonia, Liquid Bulk
7 Bulk Warehouses
Bottom Car Dump
Rotary Car Dump
STOCKTON


Hylebos Waterway
Alaska Terminal
Terminal 3
Terminal 4
Maersk
Evergreen
Blair Waterway
Graving Dock
Blair Terminal
Barge Slip
Pierce County Terminal
Commencement Bay
North Intermodal Rail Yard
K-Line
Terminal 7
Sitcum Waterway
Sea Land
Puyallup River
N
0
100
SCALE OF METRES
Container Cranes

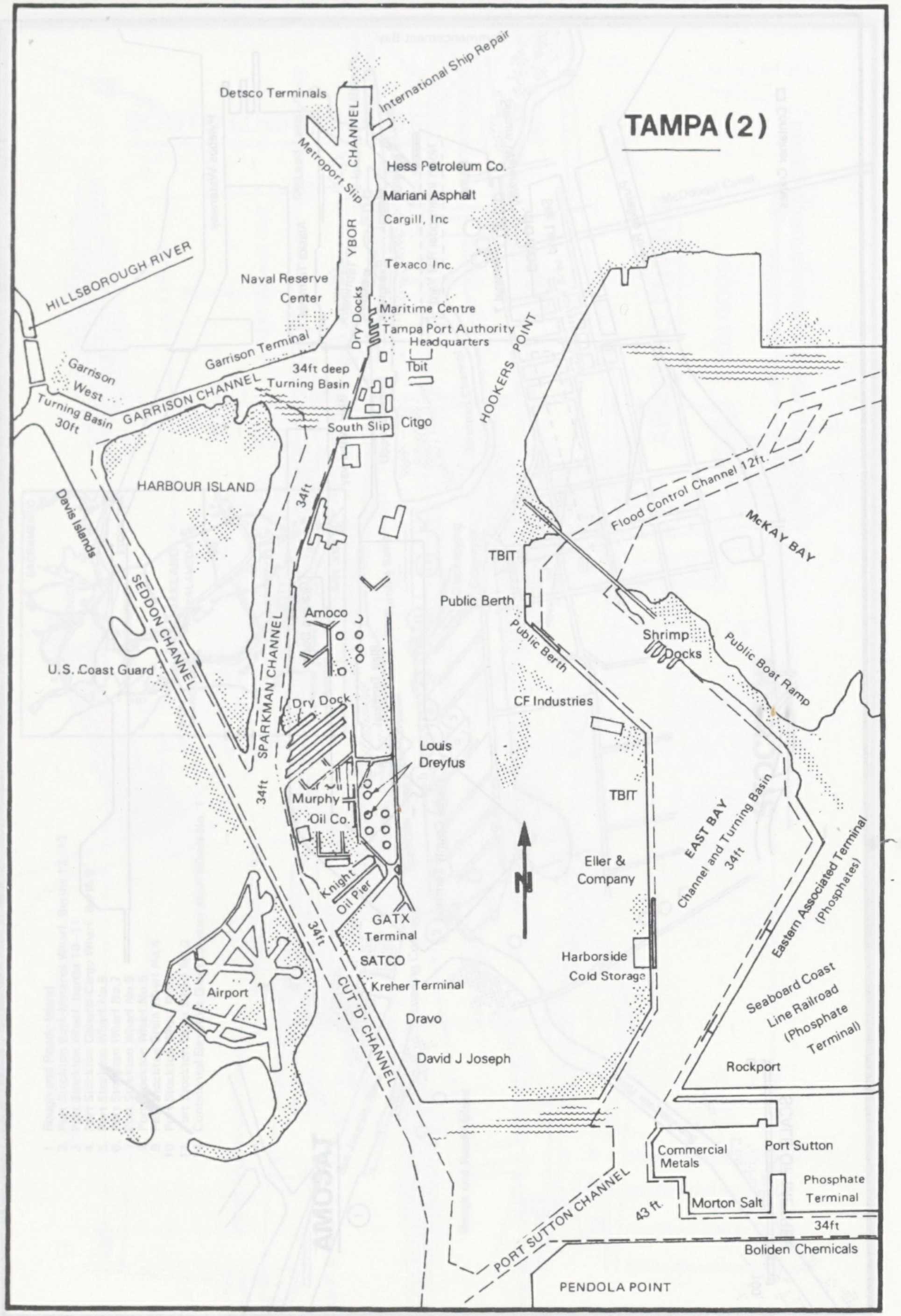
TACOMA

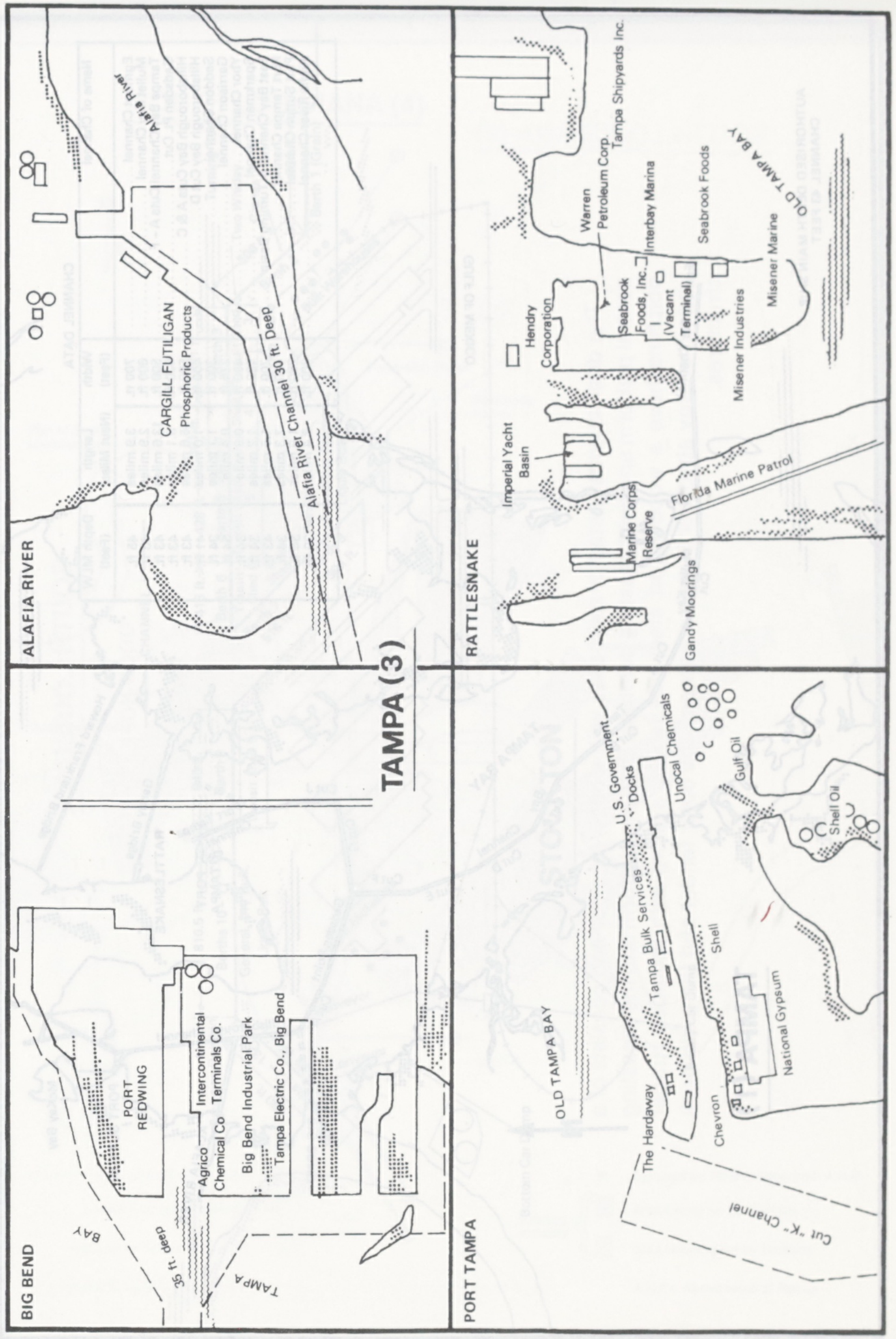

Howard Frankland Bridge
Gandy Bridge
RATTLESNAKE
PORT TAMPA
Port Tampa Channel
McKay Bay
PORT SUTTON
Hillsborough Channel
Cut C
ALAFIA RIVER
BIG BEND
Cut A
Gadsden Point
Cut J
Cut G
Cut F
Cut E
Cut D
Channel
Bay
Cut C
TAMPA BAY
Tampa
Cut B
Cut A
Mullet Key
Cut
Egmont Bar Channel
GULF OF MEXICO
N
AUTHORISED DEPTH MAIN SHIP CHANNEL 43 FEET

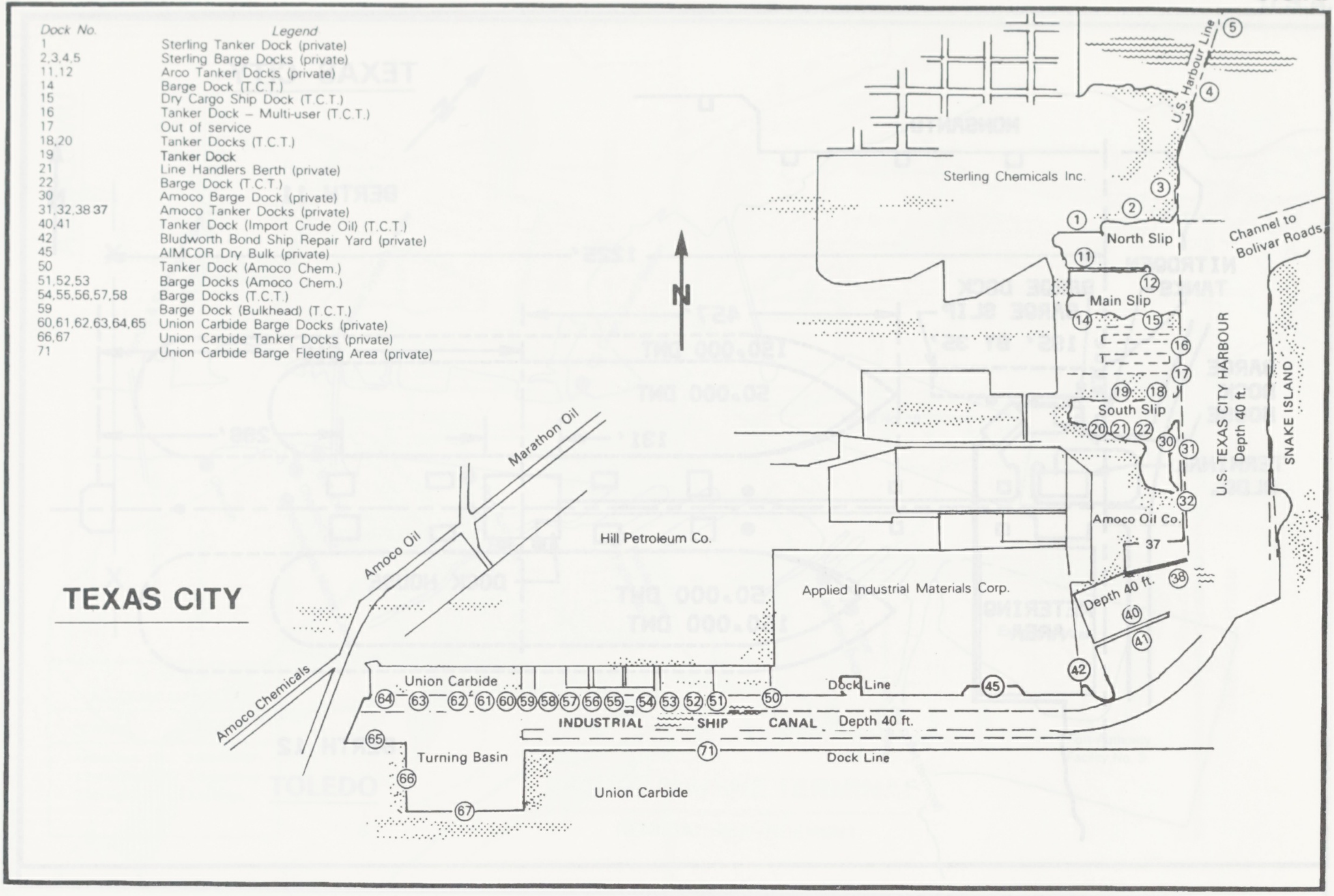
CHANNEL DATA

Name of Channel	Width (Feet)	Length (Naut Miles)	Depth MLW (Feet)
Egmont Channel	700 ft.	3.9 miles	45 ft.
Mullet Key Channel	600 ft.	2.9 miles	43 ft.
Tampa Bay Channel Cuts A – F	500 ft.	13.6 miles	43 ft.
Gadsden Pt. Cut	500 ft.	3.1 miles	43 ft.
Hillsborough Bay Cuts A & C	500 ft.	6.6 miles	43 ft.
Hillsborough Bay Cut D	400 ft.	1.0 miles	41 ft.
Seddon Channel	300 ft.	1.1 miles	34 ft.
Garrison Channel	275 ft.	0.4 mile	34 ft.
Ybor Channel	400 ft.	0.9 mile	34 ft.
Sparkman Channel	400 ft.	1.2 miles	34 ft.
East Bay Channel & Turning Basin	2,700 ft.	1.5 miles	43 ft.
Port Tampa Channel	400 ft.	7.3 miles	34 ft.
Port Sutton Channel	280 ft.	1.0 miles	34 ft.
Alafia River Channel	200 ft.	3.4 miles	30 ft.

TAMPA (1)

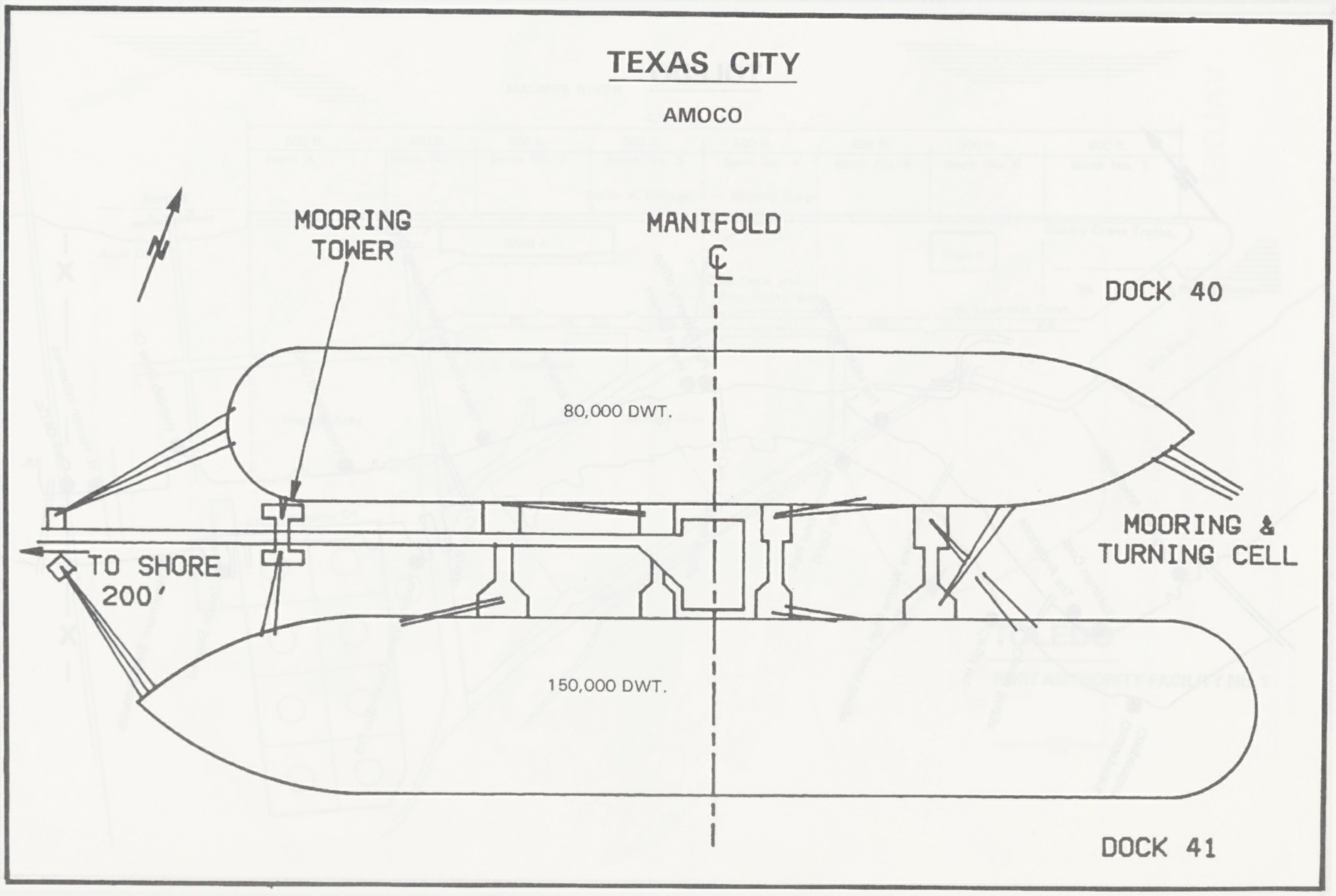

TAMPA (2)
Detsco Terminals
International Ship Repair
Metroport Slip
YBOR CHANNEL
Hess Petroleum Co.
Mariani Asphalt
Cargill, Inc
Texaco Inc.
HILLSBOROUGH RIVER
Naval Reserve Center
Dry Docks
Maritime Centre
Tampa Port Authority Headquarters
Tbit
Garrison Terminal
34ft deep Turning Basin
Garrison West Turning Basin 30ft
GARRISON CHANNEL
South Slip
Citgo
HOOKERS POINT
HARBOUR ISLAND
Davis Islands
34ft
Flood Control Channel 12ft.
McKAY BAY
TBIT
Public Berth
Public Berth
SEDDON CHANNEL
SPARKMAN CHANNEL
Amoco
U.S. Coast Guard
Shrimp Docks
Public Boat Ramp
Dry Dock
CF Industries
Louis Dreyfus
Murphy Oil Co.
34ft
TBIT
EAST BAY Channel and Turning Basin 34ft
Knight Oil Pier
Eller & Company
Eastern Associated Terminal (Phosphates)
N
GATX Terminal
SATCO
Harborside Cold Storage
Airport
34ft
Kreher Terminal
CUT 'D' CHANNEL
Seaboard Coast Line Railroad (Phosphate Terminal)
Dravo
David J Joseph
Rockport
Commercial Metals
Port Sutton
PORT SUTTON CHANNEL
43 ft.
Morton Salt
Phosphate Terminal
34ft
Boliden Chemicals
PENDOLA POINT


TAMPA (3)
ALAFIA RIVER
Alafia River
CARGILL FUTILIGAN Phosphoric Products
Alafia River Channel 30 ft. Deep
RATTLESNAKE
Tampa Shipyards Inc.
OLD TAMPA BAY
Warren Petroleum Corp.
Interbay Marina
Seabrook Foods
Seabrook Foods, Inc.
(Vacant Terminal)
Hendry Corporation
Misener Marine
Misener Industries
Imperial Yacht Basin
Florida Marine Patrol
Marine Corps Reserve
Gandy Moorings
BIG BEND
PORT REDWING
Agrico Chemical Co
Intercontinental Terminals Co.
Big Bend Industrial Park
Tampa Electric Co., Big Bend
BAY
35 ft. deep
TAMPA
PORT TAMPA
U.S. Government Docks
Unocal Chemicals
Gulf Oil
Shell Oil
Tampa Bulk Services
The Hardaway
Shell
Chevron
National Gypsum
OLD TAMPA BAY
Cut "K" Channel

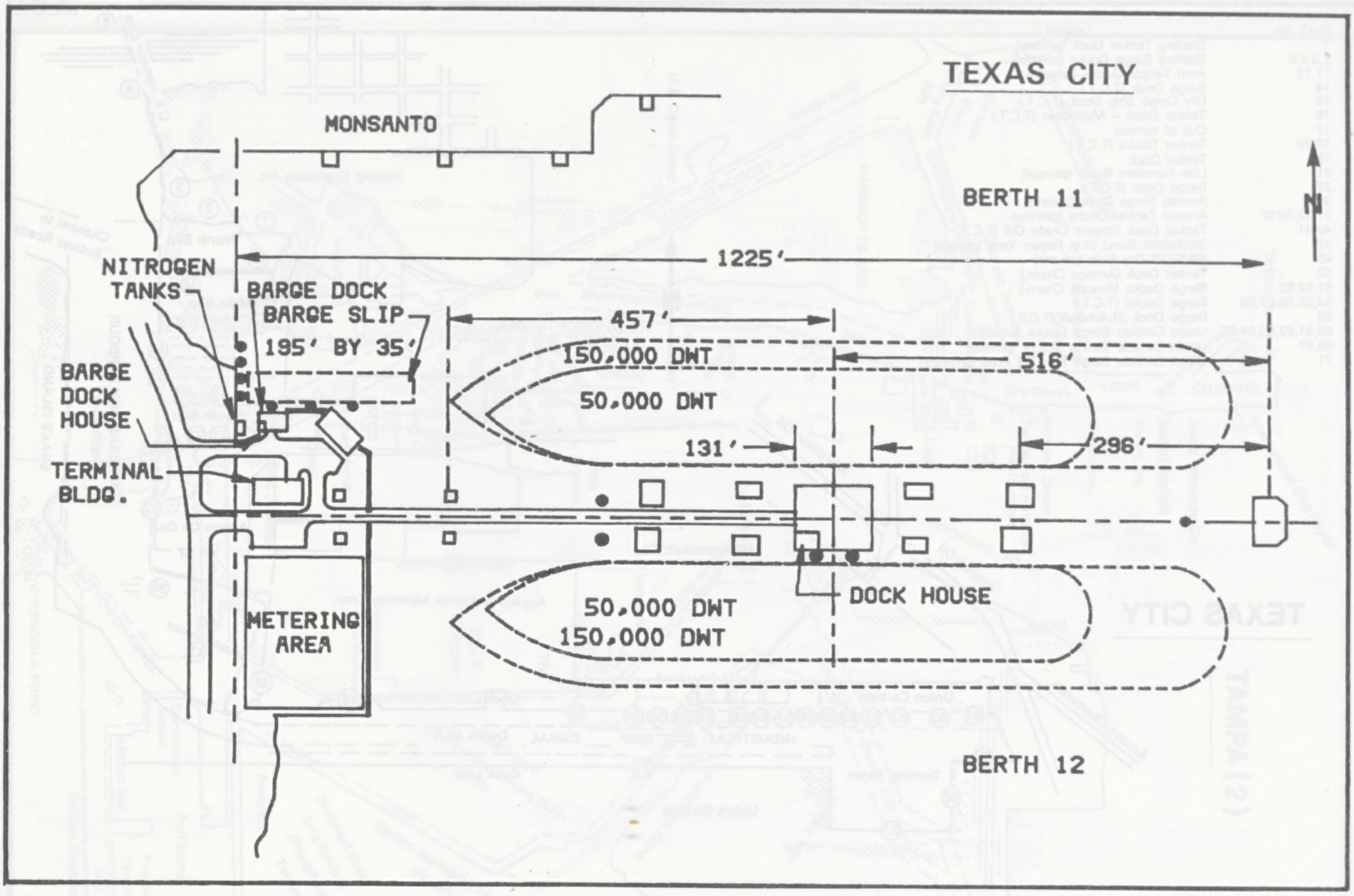


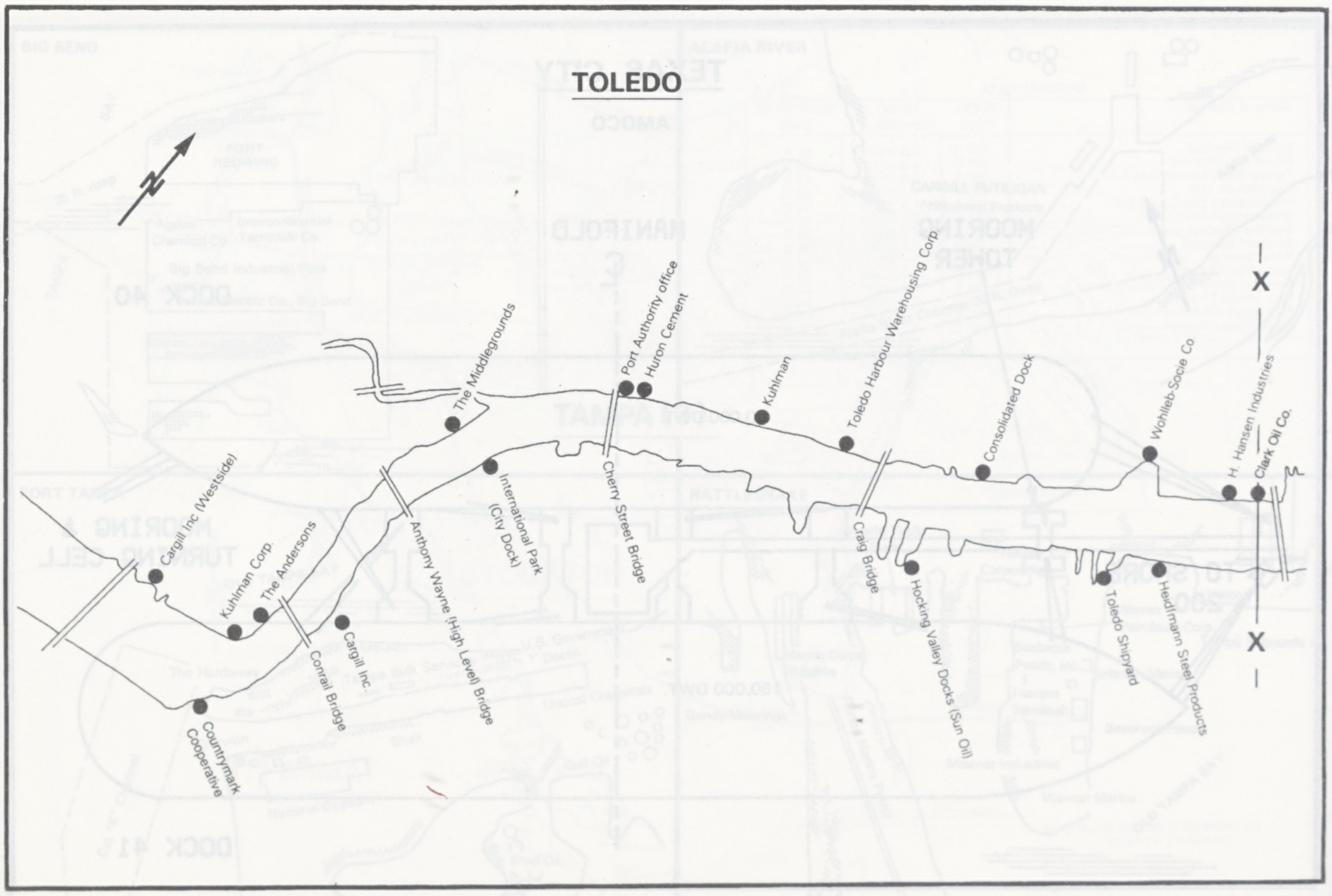
Dock No.	Legend
1	Sterling Tanker Dock (private)
2,3,4,5	Sterling Barge Docks (private)
11,12	Arco Tanker Docks (private)
14	Barge Dock (T.C.T.)
15	Dry Cargo Ship Dock (T.C.T.)
16	Tanker Dock – Multi-user (T.C.T.)
17	Out of service
18,20	Tanker Docks (T.C.T.)
19	Tanker Dock
21	Line Handlers Berth (private)
22	Barge Dock (T.C.T.)
30	Amoco Barge Dock (private)
31,32,38 37	Amoco Tanker Docks (private)
40,41	Tanker Dock (Import Crude Oil) (T.C.T.)
42	Bludworth Bond Ship Repair Yard (private)
45	AIMCOR Dry Bulk (private)
50	Tanker Dock (Amoco Chem.)
51,52,53	Barge Docks (Amoco Chem.)
54,55,56,57,58	Barge Docks (T.C.T.)
59	Barge Dock (Bulkhead) (T.C.T.)
60,61,62,63,64,65	Union Carbide Barge Docks (private)
66,67	Union Carbide Tanker Docks (private)
71	Union Carbide Barge Fleeting Area (private)

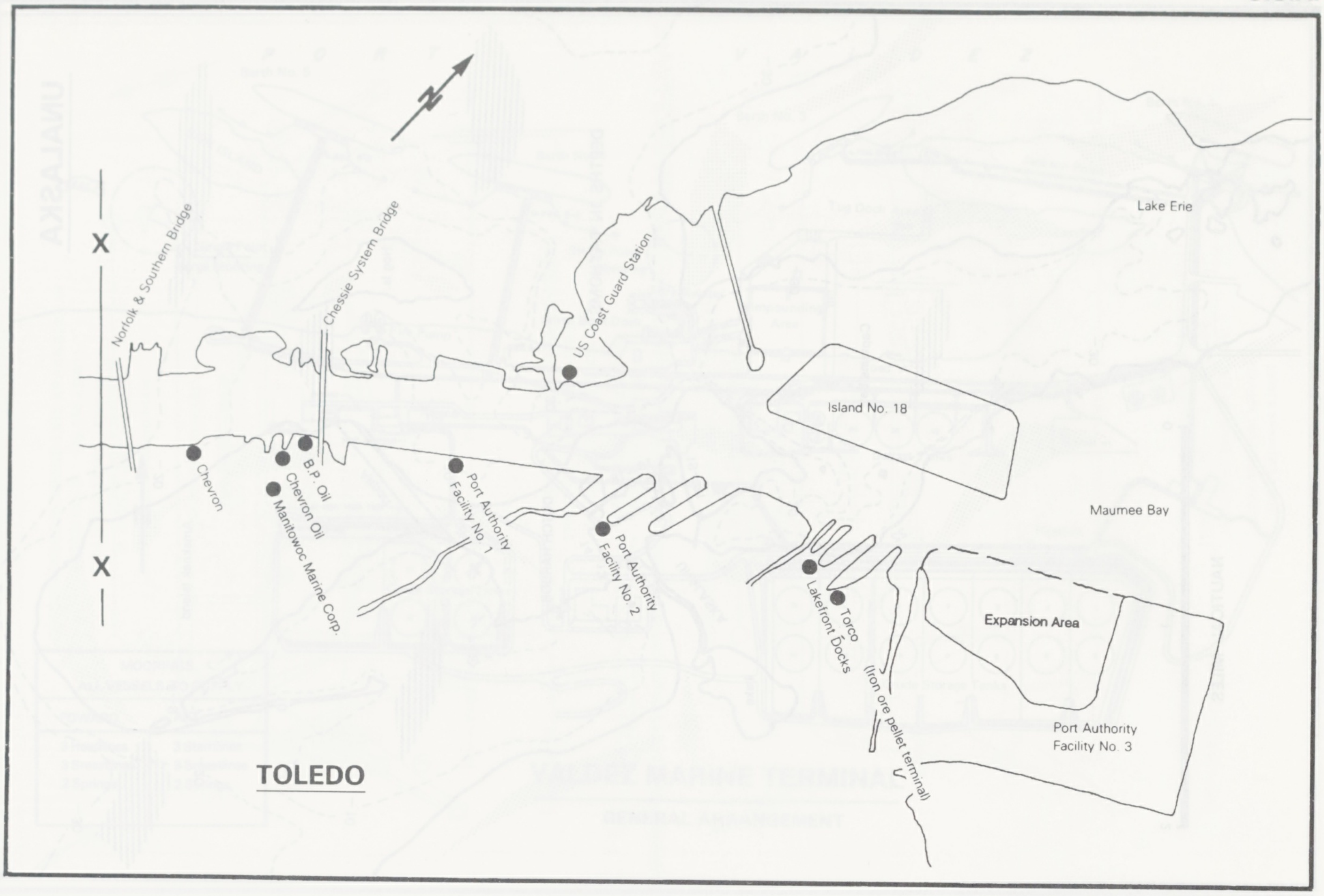
TEXAS CITY
N
Sterling Chemicals Inc.
U.S. Harbour Line
⑤
④
③
①
②
North Slip
Channel to Bolivar Roads
⑪
⑫
Main Slip
⑭
⑮
⑯
⑰
⑲
⑱
South Slip
⑳
㉑
㉒
㉚
㉛
㉜
U.S. TEXAS CITY HARBOUR Depth 40 ft.
SNAKE ISLAND
Amoco Oil Co.
37
㊳
Depth 40 ft.
㊵
㊶
㊷
Marathon Oil
Amoco Oil
Amoco Chemicals
Hill Petroleum Co.
Applied Industrial Materials Corp.
Union Carbide
㊹
㊸
(62)
(61)
(60)
(59)
(58)
(57)
(56)
(55)
(54)
(53)
(52)
(51)
㊿
Dock Line
㊺
INDUSTRIAL
SHIP
CANAL
Depth 40 ft.
(65)
(71)
Dock Line
Turning Basin
(66)
(67)
Union Carbide

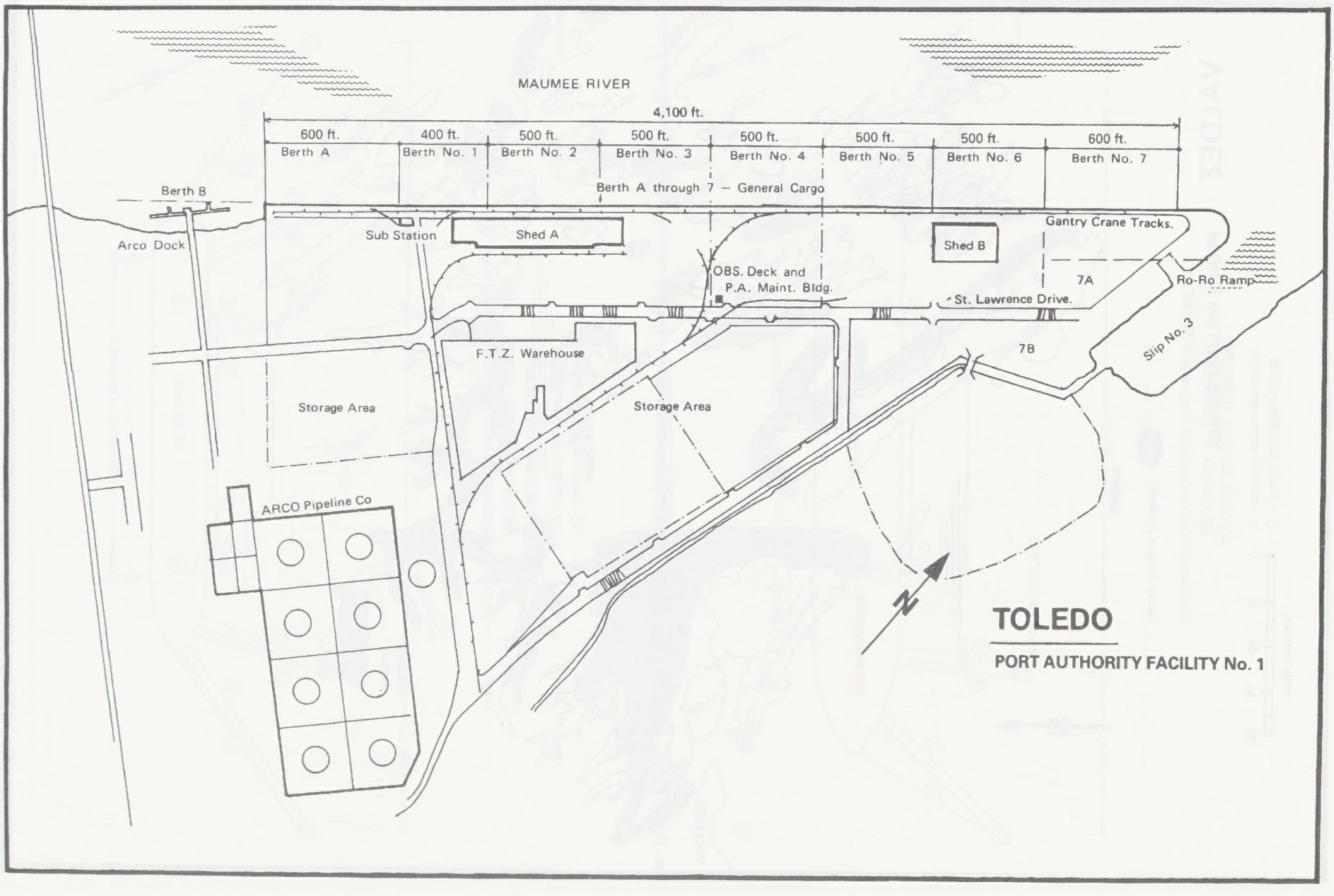


TEXAS CITY
AMOCO
MOORING TOWER
MANIFOLD
℄
DOCK 40
80,000 DWT.
MOORING & TURNING CELL
TO SHORE 200′
150,000 DWT.
DOCK 41

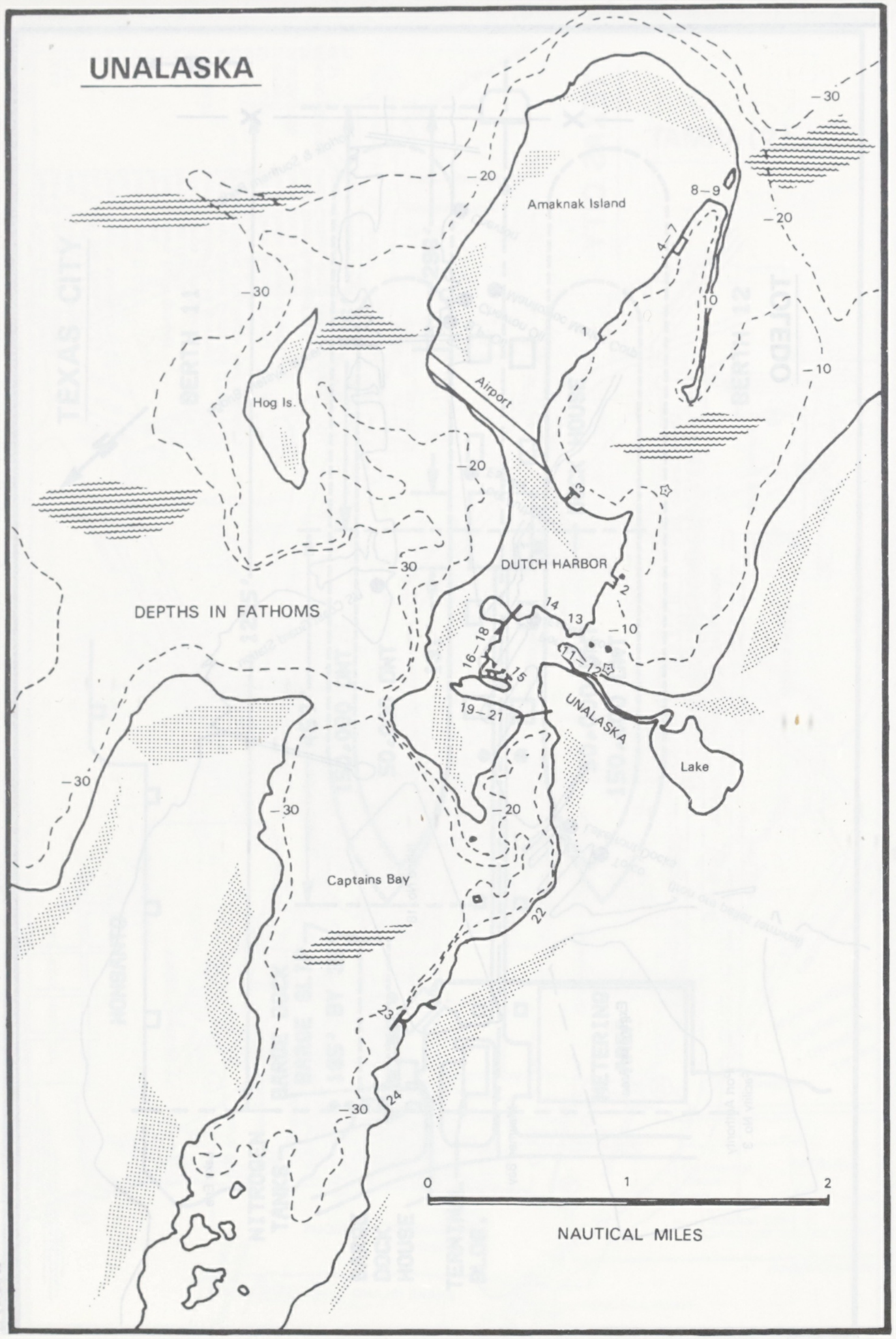

TEXAS CITY
MONSANTO
BERTH 11
NITROGEN TANKS
BARGE DOCK
BARGE SLIP
195' BY 35'
BARGE DOCK HOUSE
TERMINAL BLDG.
1225'
457'
150,000 DWT
50,000 DWT
516'
131'
296'
DOCK HOUSE
50,000 DWT
150,000 DWT
METERING AREA
BERTH 12
N


TOLEDO
N
Cargill Inc (Westside)
Kuhlman Corp
The Andersons
Countrymark Cooperative
Conrail Bridge
Cargill Inc.
Anthony Wayne (High Level Bridge)
The Middlegrounds
International Park (City Dock)
Cherry Street Bridge
Port Authority office
Huron Cement
Kuhlman
Toledo Harbour Warehousing Corp
Craig Bridge
Hocking Valley Docks (Sun Oil)
Consolidated Dock
Wohlleb-Socie Co
Toledo Shipyard
Heidtmann Steel Products
H. Hansen Industries
Clark Oil Co.
X
X


X
X
Norfolk & Southern Bridge
Chessie System Bridge
US Coast Guard Station
Lake Erie
Island No. 18
Chevron
Chevron Oil
B.P. Oil
Manitowoc Marine Corp.
Port Authority Facility No. 1
Port Authority Facility No. 2
Maumee Bay
Lakefront Docks
Torco
(Iron ore pellet terminal)
Expansion Area
Port Authority Facility No. 3
TOLEDO

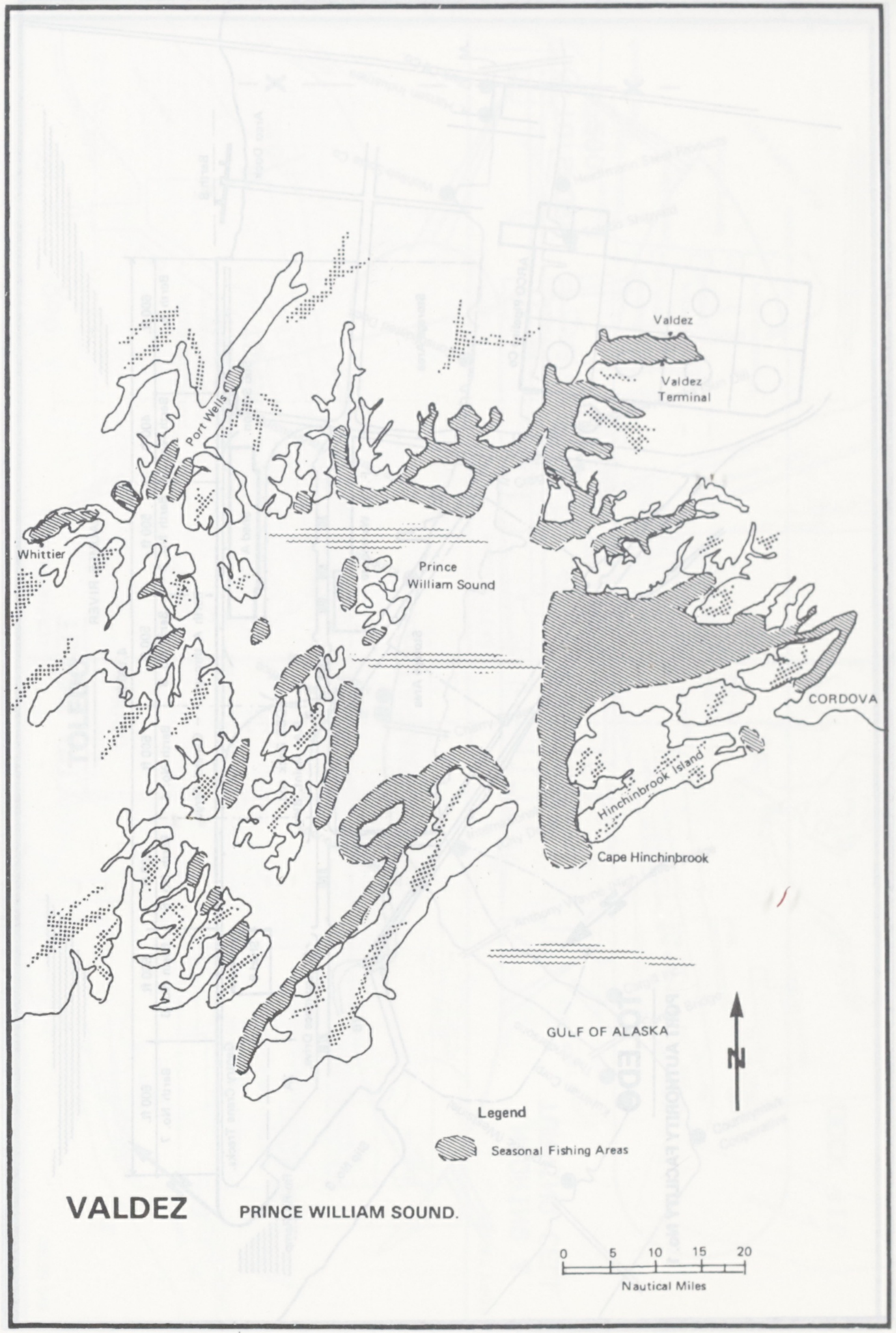

MAUMEE RIVER
4,100 ft.
600 ft.
Berth A
400 ft.
Berth No. 1
500 ft.
Berth No. 2
500 ft.
Berth No. 3
500 ft.
Berth No. 4
500 ft.
Berth No. 5
500 ft.
Berth No. 6
600 ft.
Berth No. 7
Berth A through 7 – General Cargo
Berth B
Arco Dock
Sub Station
Shed A
Shed B
Gantry Crane Tracks.
OBS. Deck and P.A. Maint. Bldg.
7A
Ro-Ro Ramp
St. Lawrence Drive.
Slip No. 3
7B
F.T.Z. Warehouse
Storage Area
Storage Area
ARCO Pipeline Co
TOLEDO
PORT AUTHORITY FACILITY No. 1

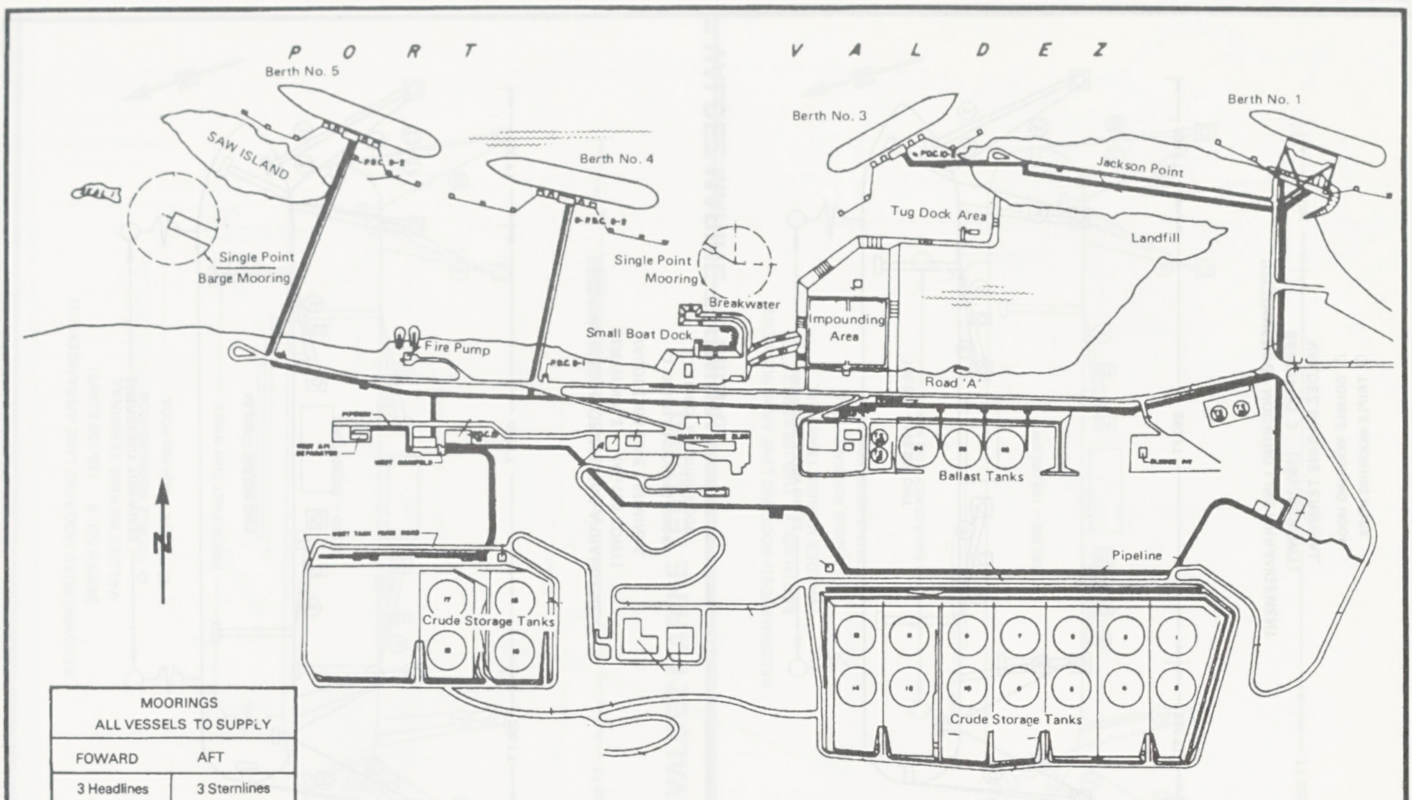
UNALASKA


Amaknak Island
Hog Is.
Airport
DUTCH HARBOR
DEPTHS IN FATHOMS
UNALASKA
Lake
Captains Bay
1
2
4–7
8–9
10
11–12
13
14
15
16–18
19–21
22
23
24
–10
–20
–30
0
1
2
NAUTICAL MILES

VALDEZ

PRINCE WILLIAM SOUND.


Valdez
Valdez Terminal
Port Wells
Whittier
Prince William Sound
CORDOVA
Hinchinbrook Island
Cape Hinchinbrook
GULF OF ALASKA
N
Legend
Seasonal Fishing Areas
0
5
10
15
20
Nautical Miles

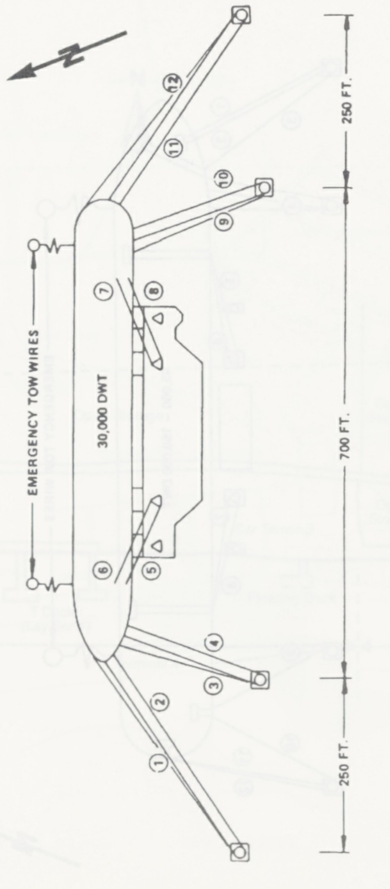

PORT VALDEZ
Berth No. 5
Berth No. 4
Berth No. 3
Berth No. 1
SAW ISLAND
Single Point Barge Mooring
Single Point Mooring
Breakwater
Small Boat Dock
Fire Pump
Jackson Point
Tug Dock Area
Landfill
Impounding Area
Road 'A'
Ballast Tanks
Pipeline
Crude Storage Tanks
Crude Storage Tanks
N

MOORINGS ALL VESSELS TO SUPPLY	
FOWARD	AFT
3 Headlines 3 Breastlines 2 Springs	3 Sternlines 3 Breastlines 2 Springs

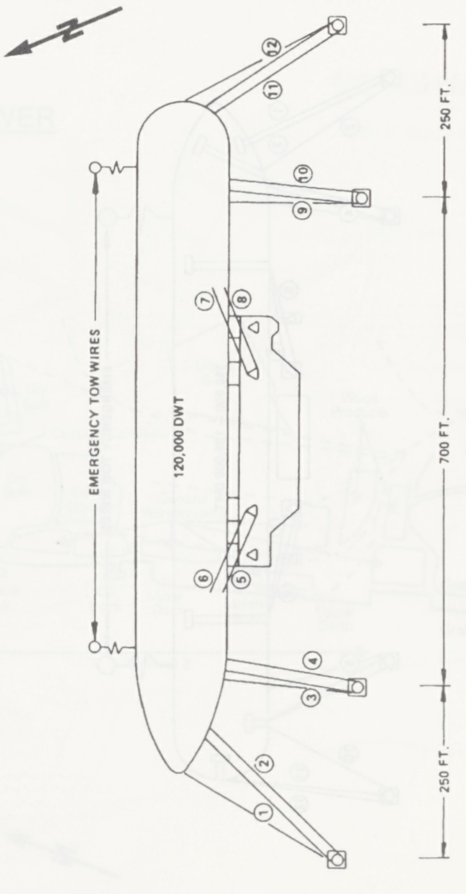
VALDEZ MARINE TERMINAL

GENERAL ARRANGEMENT

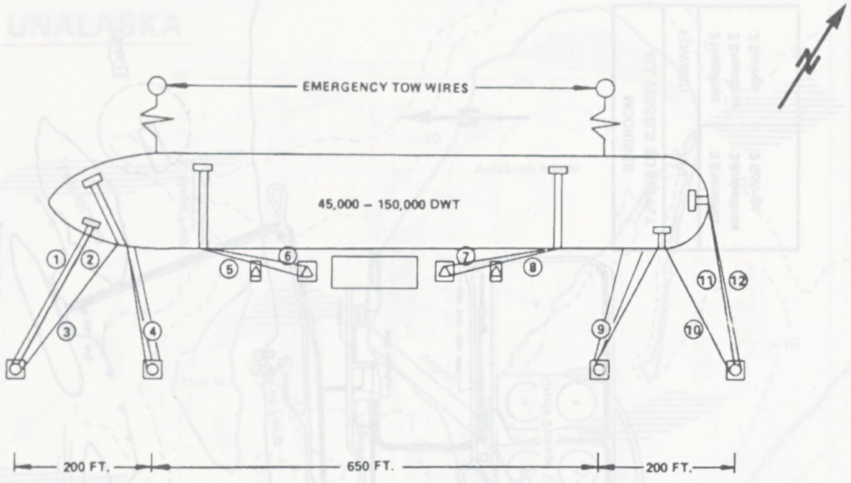
VALDEZ MARINE TERMINAL


N
EMERGENCY TOW WIRES
30,000 DWT
250 FT.
700 FT.
250 FT.
1
2
3
4
5
6
7
8
9
10
11
12

RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 1 (30 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK

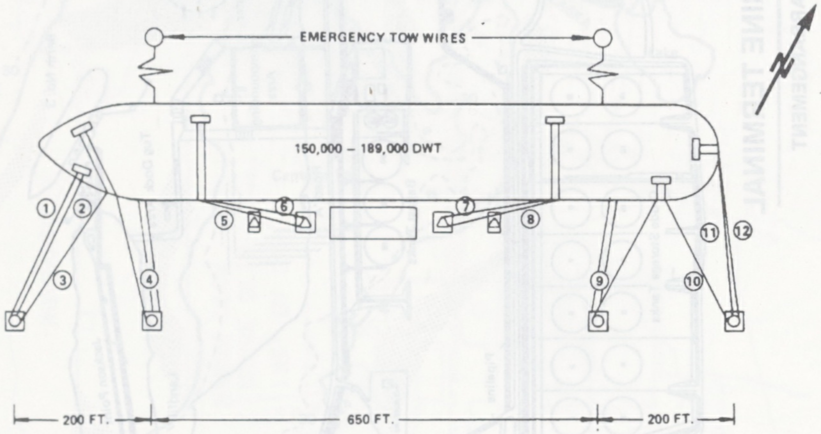

N
EMERGENCY TOW WIRES
120,000 DWT
250 FT.
700 FT.
250 FT.
1
2
3
4
5
6
7
8
9
10
11
12

RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 1 (120 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK

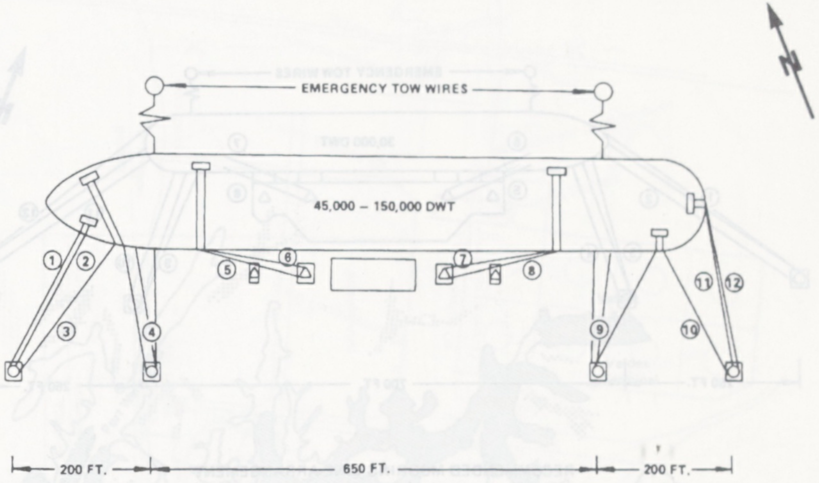

EMERGENCY TOW WIRES
45,000 – 150,000 DWT
1
2
3
4
5
6
7
8
9
10
11
12
200 FT.
650 FT.
200 FT.

RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 3 (45-150 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK

VALDEZ MARINE TERMINAL

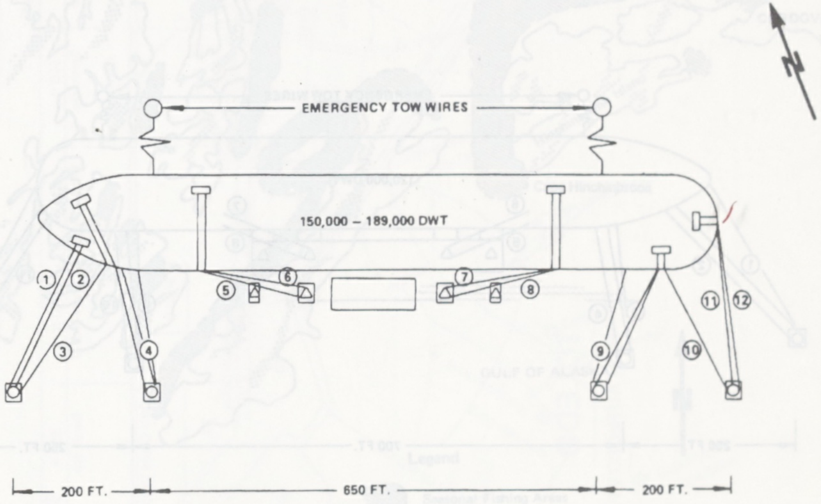

EMERGENCY TOW WIRES
150,000 – 189,000 DWT
1
2
3
4
5
6
7
8
9
10
11
12
200 FT.
650 FT.
200 FT.

RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 3 (150-189 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK

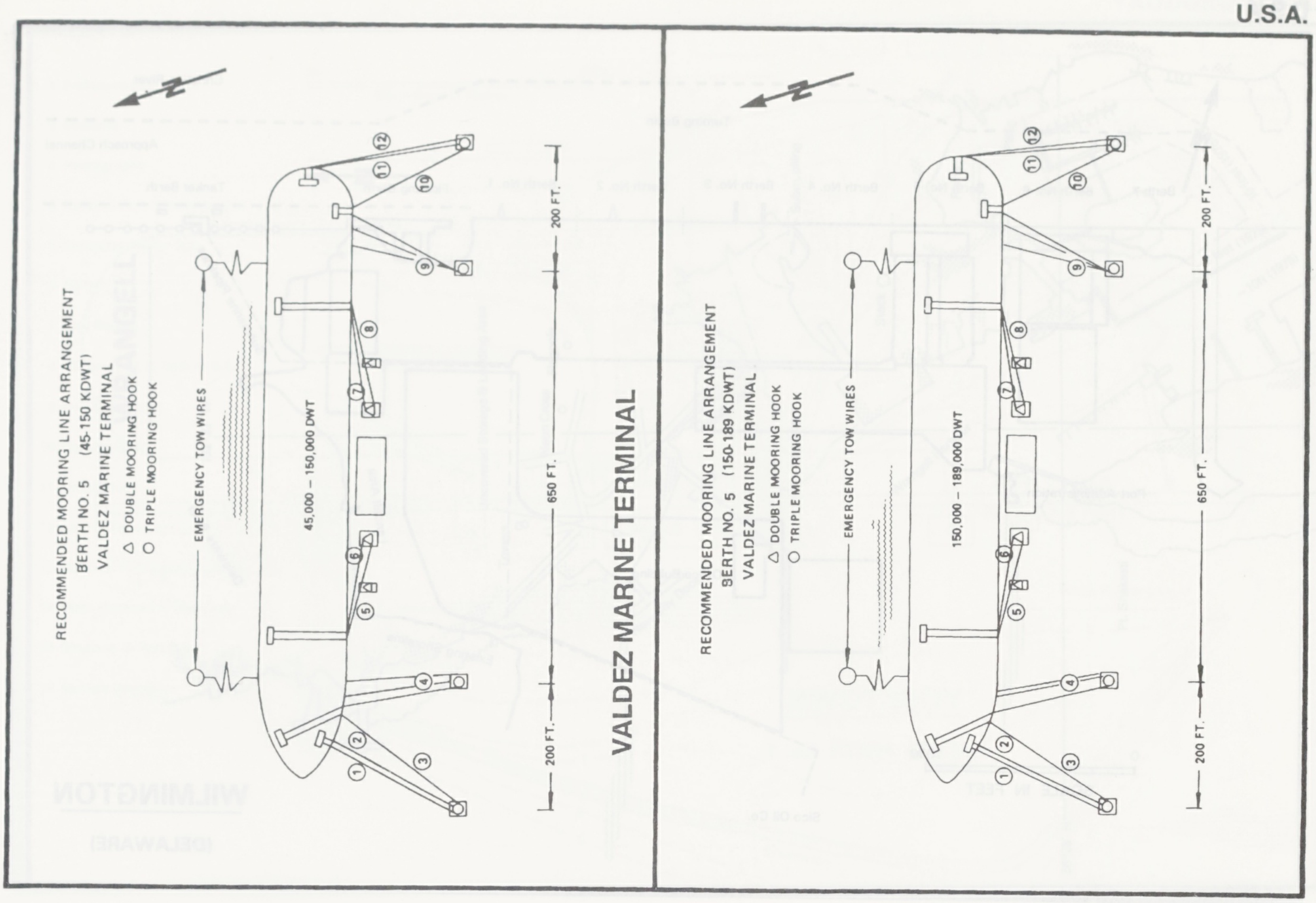

EMERGENCY TOW WIRES
45,000 – 150,000 DWT
1
2
3
4
5
6
7
8
9
10
11
12
200 FT.
650 FT.
200 FT.

RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 4 (45-150 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK

VALDEZ MARINE TERMINAL

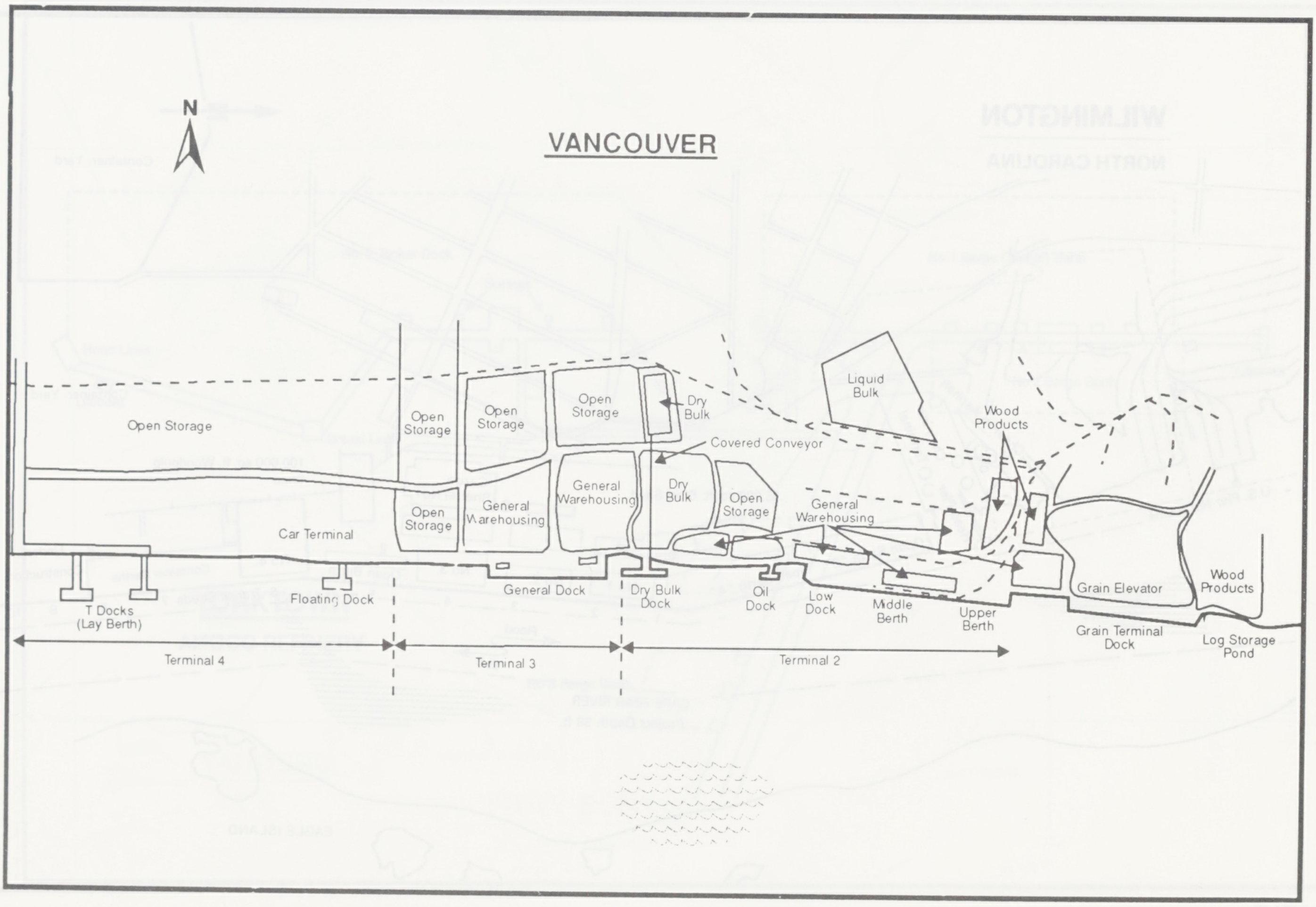

EMERGENCY TOW WIRES
150,000 – 189,000 DWT
1
2
3
4
5
6
7
8
9
10
11
12
200 FT.
650 FT.
200 FT.

RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 4 (150-189 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK



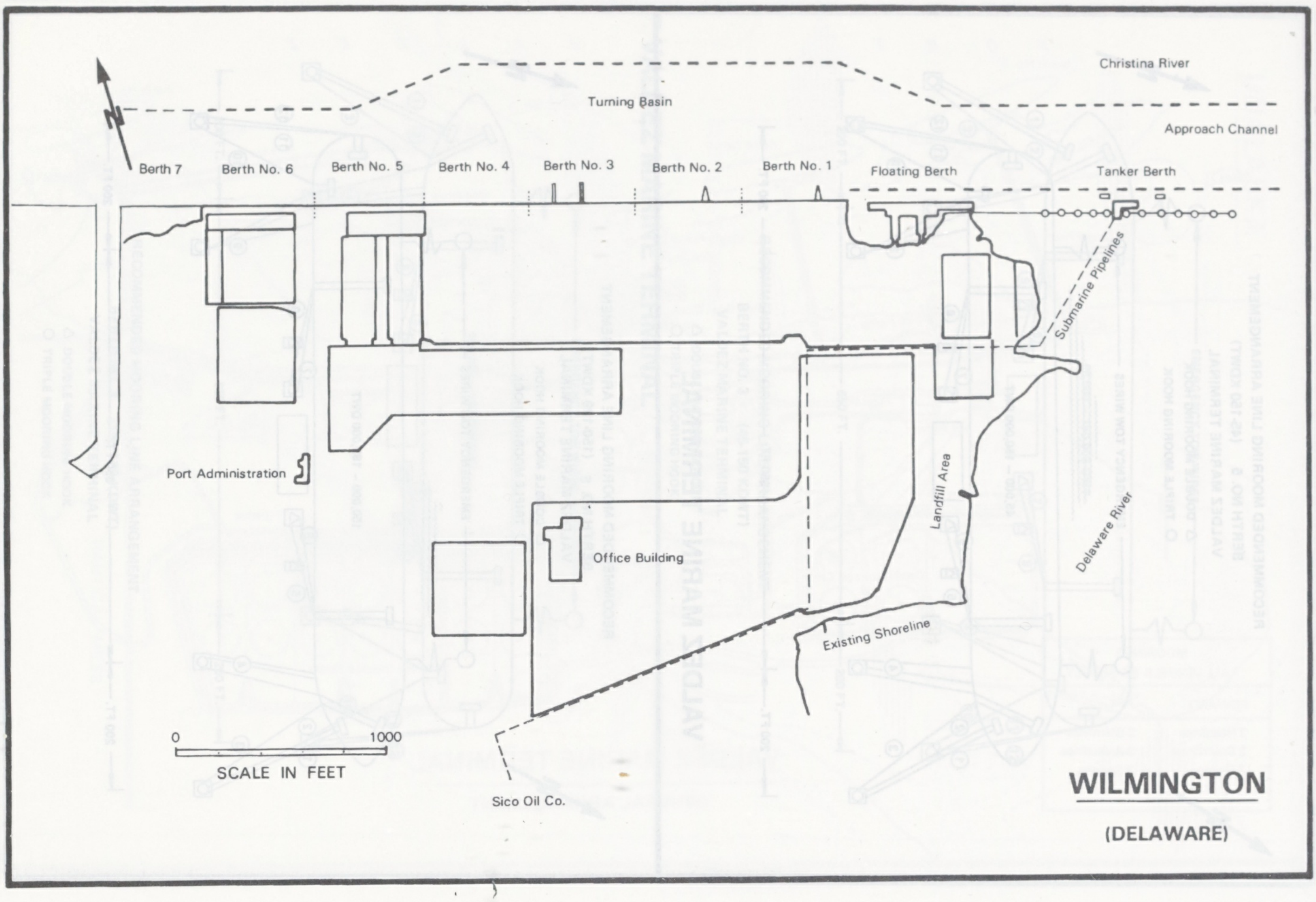
VALDEZ MARINE TERMINAL

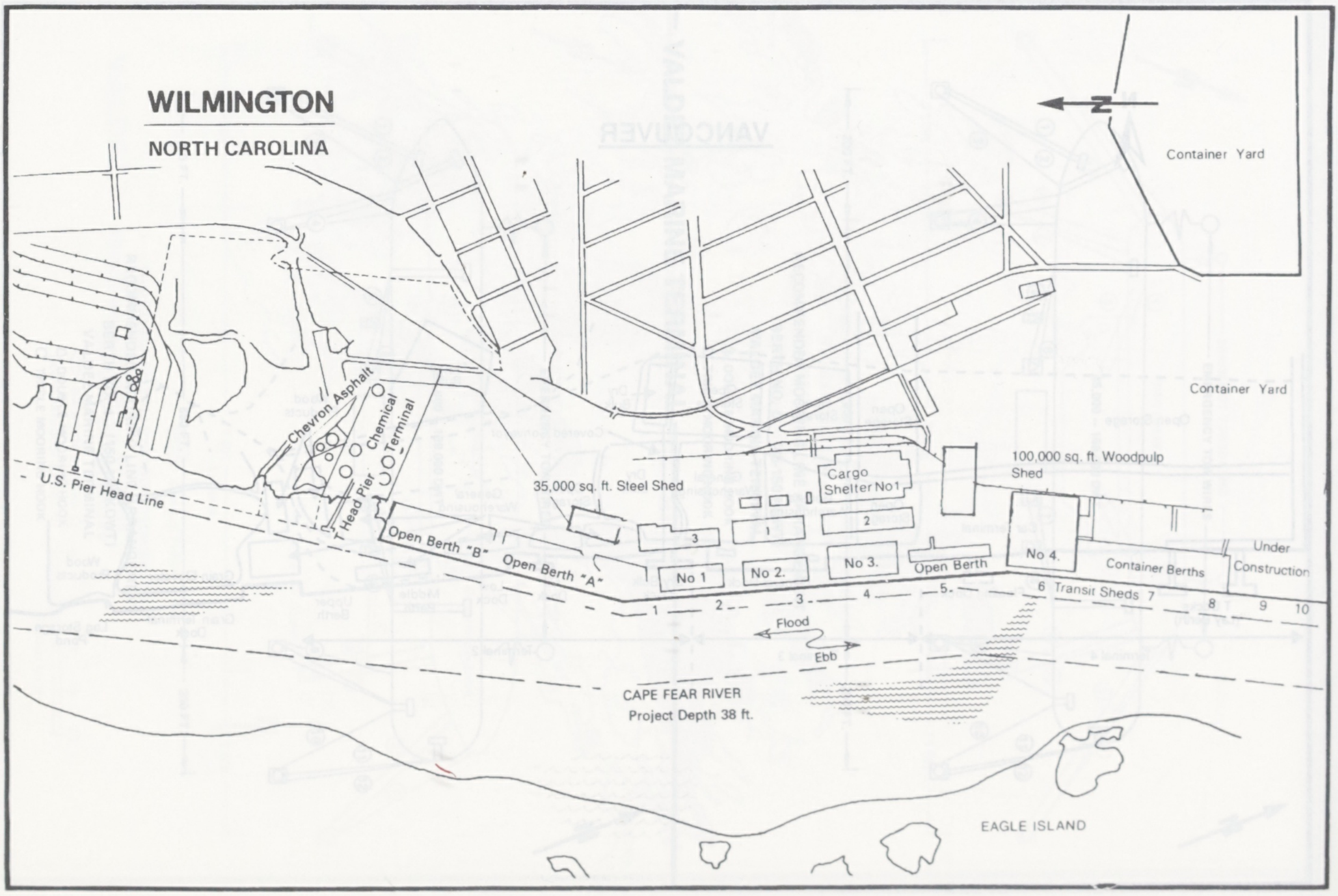
RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 5 (45-150 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK
EMERGENCY TOW WIRES
45,000 – 150,000 DWT
200 FT.
650 FT.
200 FT.
1 2 3 4 5 6 7 8 9 10 11 12
RECOMMENDED MOORING LINE ARRANGEMENT
BERTH NO. 5 (150-189 KDWT)
VALDEZ MARINE TERMINAL
△ DOUBLE MOORING HOOK
○ TRIPLE MOORING HOOK
EMERGENCY TOW WIRES
150,000 – 189,000 DWT
200 FT.
650 FT.
200 FT.
1 2 3 4 5 6 7 8 9 10 11 12

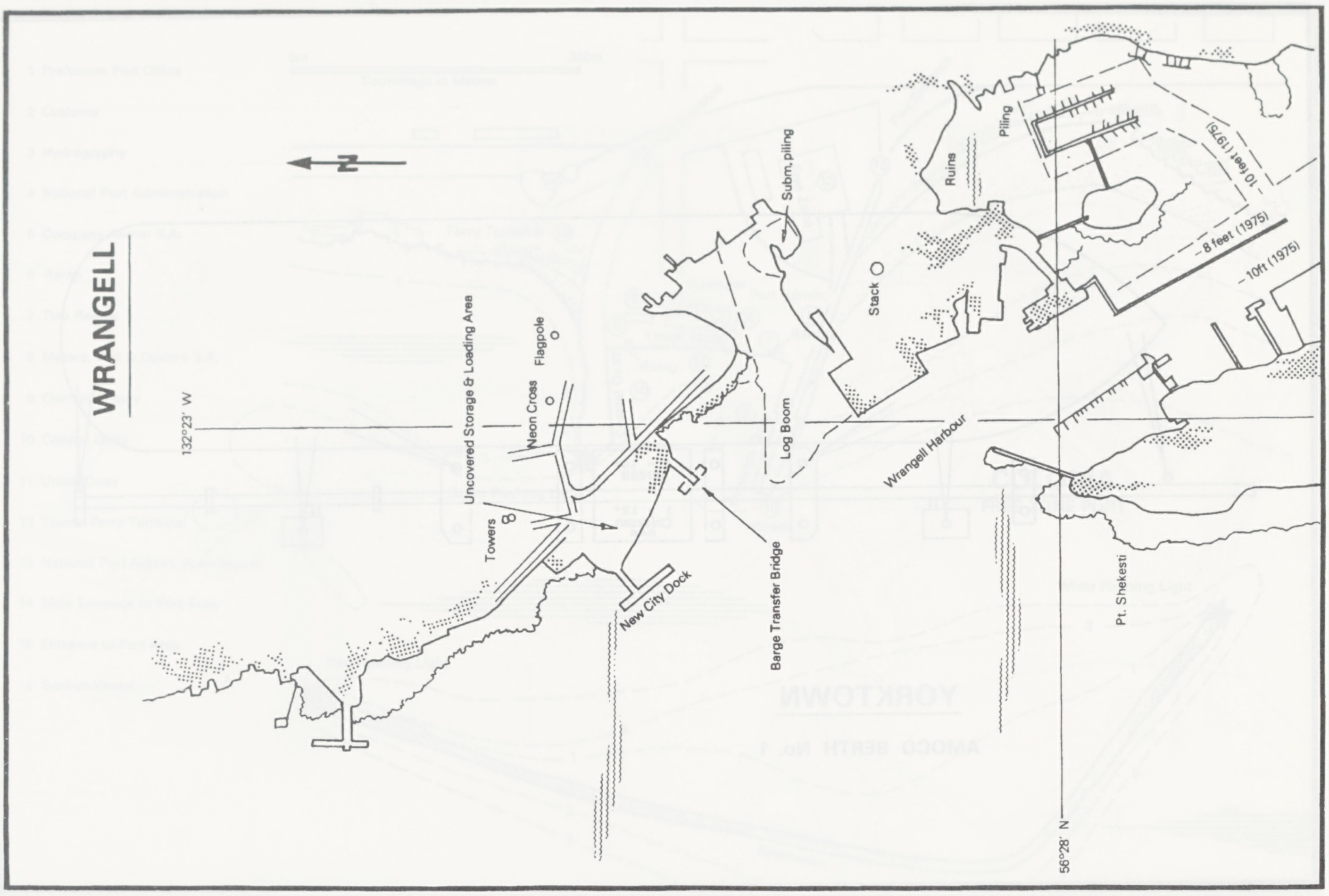


VANCOUVER

N
Open Storage
Open Storage
Open Storage
Open Storage
Dry Bulk
Covered Conveyor
Liquid Bulk
Wood Products
Car Terminal
Open Storage
General Warehousing
General Warehousing
Dry Bulk
Open Storage
General Warehousing
Grain Elevator
Wood Products
T Docks (Lay Berth)
Floating Dock
General Dock
Dry Bulk Dock
Oil Dock
Low Dock
Middle Berth
Upper Berth
Grain Terminal Dock
Log Storage Pond
Terminal 4
Terminal 3
Terminal 2

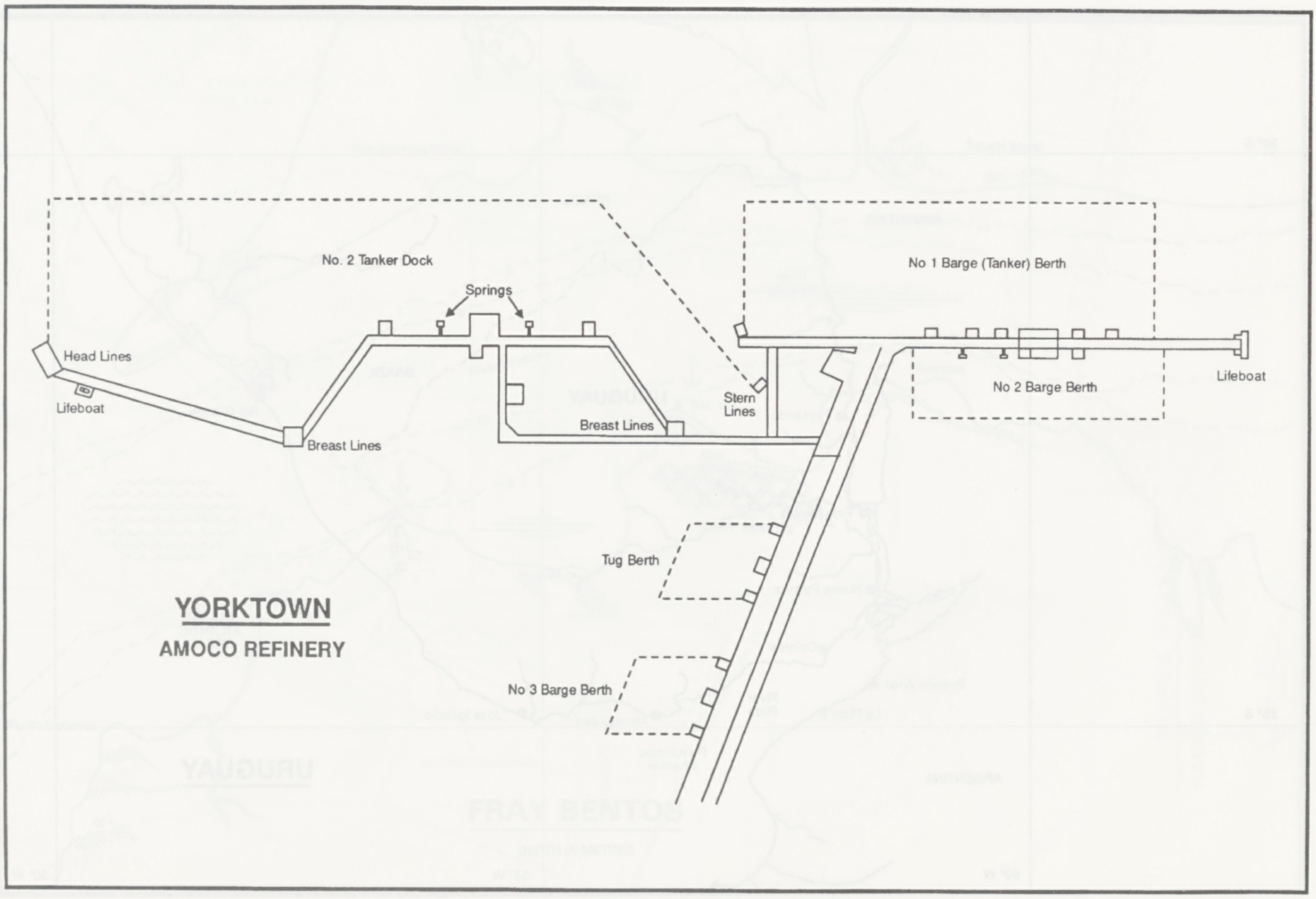

N
Turning Basin
Christina River
Approach Channel
Berth 7
Berth No. 6
Berth No. 5
Berth No. 4
Berth No. 3
Berth No. 2
Berth No. 1
Floating Berth
Tanker Berth
Submarine Pipelines
Port Administration
Office Building
Landfill Area
Delaware River
Existing Shoreline
0
1000
SCALE IN FEET
Sico Oil Co.
WILMINGTON
(DELAWARE)


WILMINGTON
NORTH CAROLINA
N
Container Yard
Container Yard
Chevron Asphalt
Chemical
Terminal
Head Pier
U.S. Pier Head Line
35,000 sq. ft. Steel Shed
Cargo Shelter No1
100,000 sq. ft. Woodpulp Shed
Open Berth "B"
Open Berth "A"
3
1
2
No 1
No 2.
No 3.
Open Berth
No 4.
Container Berths
Under Construction
Transit Sheds
1
2
3
4
5
6
7
8
9
10
Flood
Ebb
CAPE FEAR RIVER
Project Depth 38 ft.
EAGLE ISLAND



WRANGELL

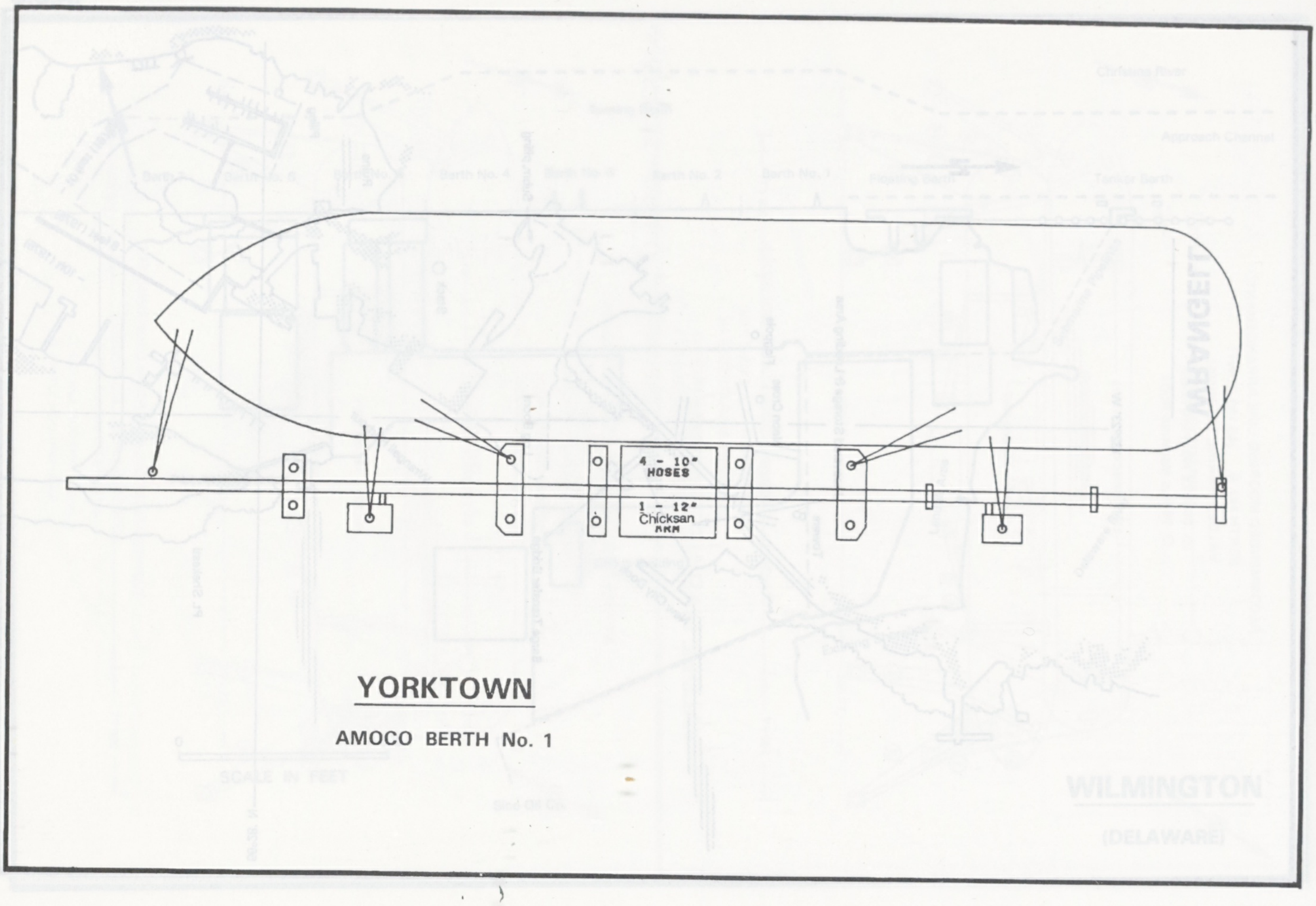
N
132°23' W
Uncovered Storage & Loading Area
Flagpole
Neon Cross
Towers
Subm. piling
Log Boom
Barge Transfer Bridge
New City Dock
Stack
Ruins
Piling
10 feet (1975)
8 feet (1975)
10ft (1975)
Wrangell Harbour
Pt. Shekesti
56°28' N



YORKTOWN

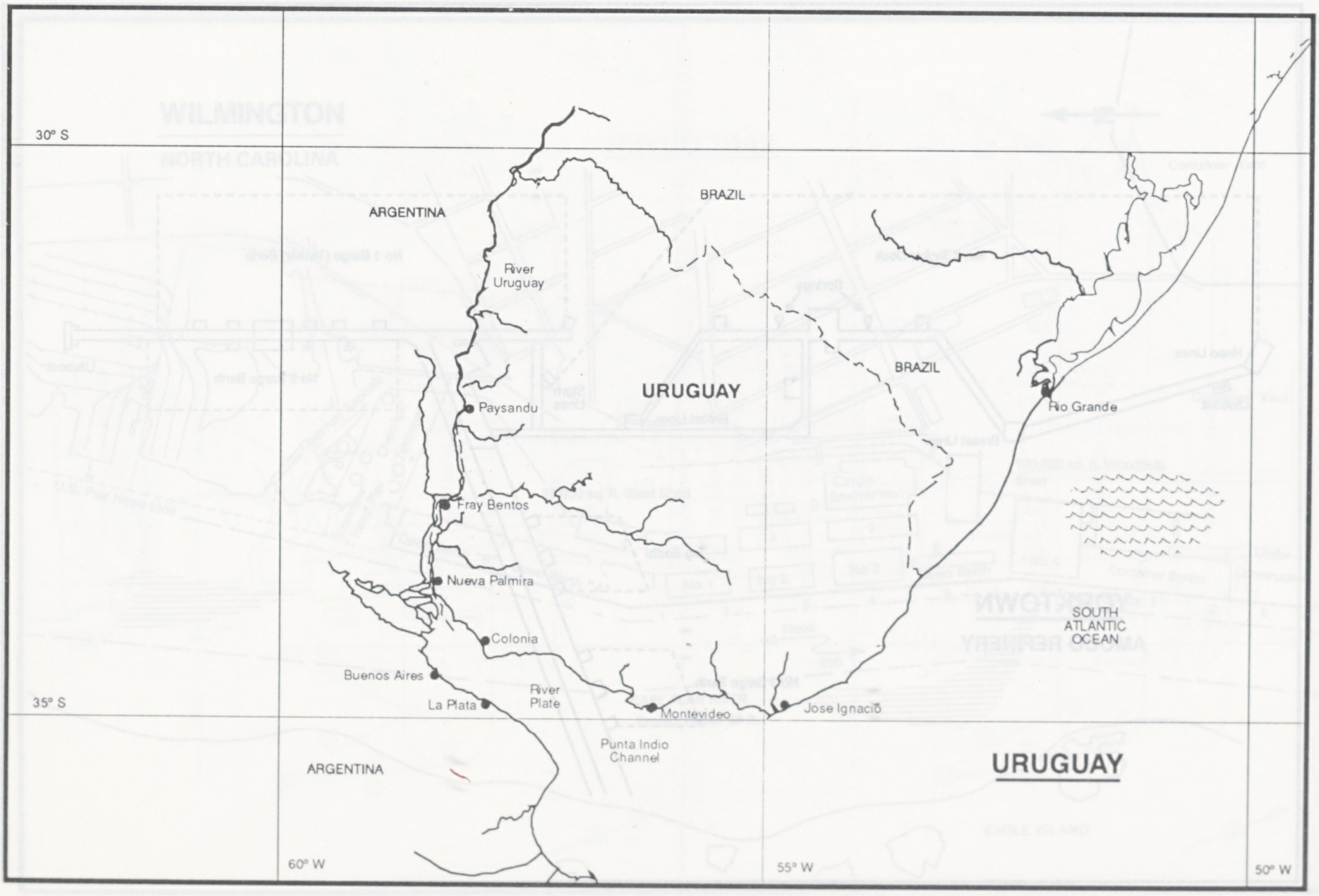
AMOCO REFINERY

No. 2 Tanker Dock
Springs
Head Lines
Lifeboat
Breast Lines
Breast Lines
Stern Lines
No 1 Barge (Tanker) Berth
No 2 Barge Berth
Lifeboat
Tug Berth
No 3 Barge Berth

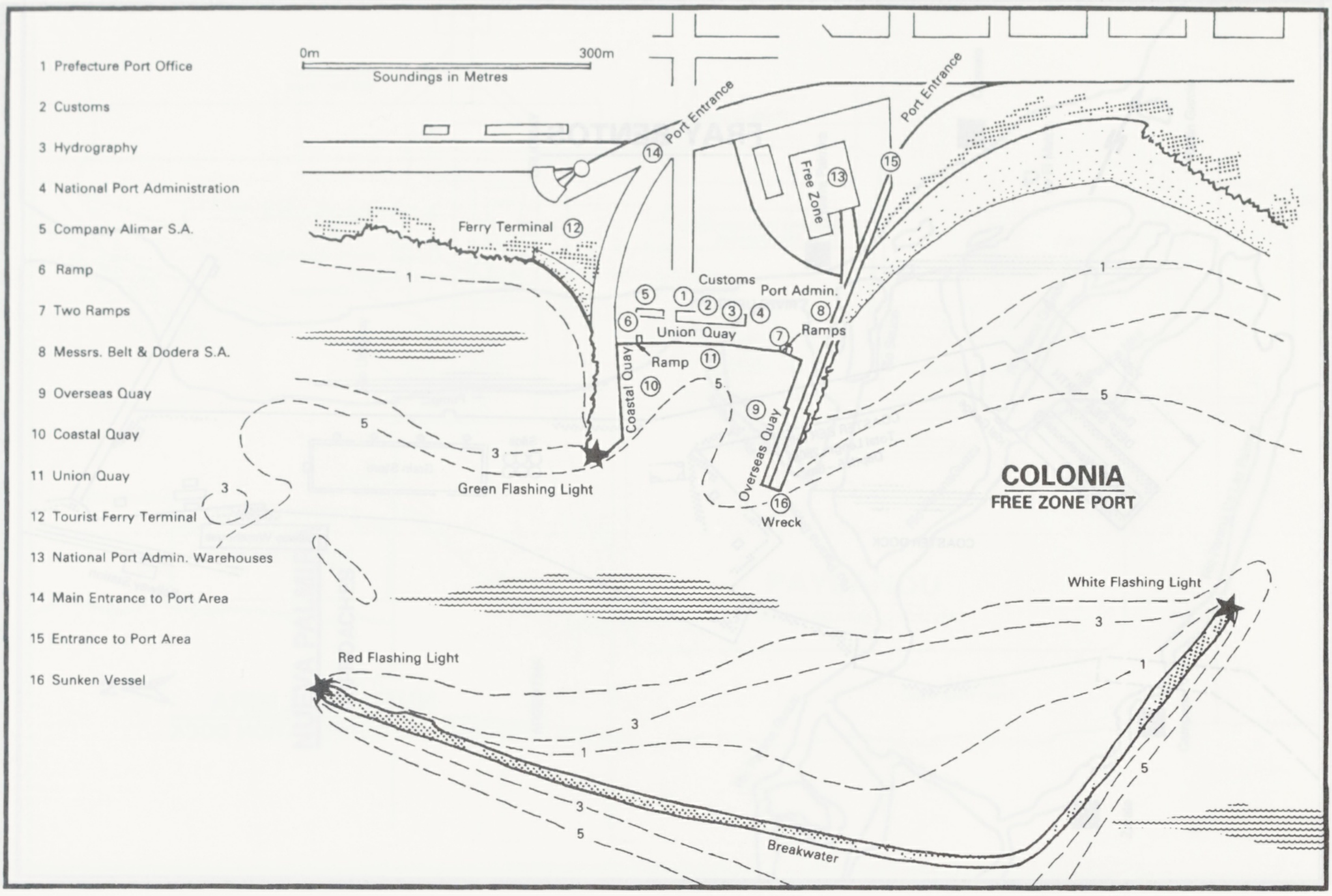

4 - 10"
HOSES
1 - 12"
Chicksan
ARM

YORKTOWN

AMOCO BERTH No. 1


30° S
35° S
60° W
55° W
50° W
ARGENTINA
BRAZIL
River Uruguay
URUGUAY
BRAZIL
Paysandu
Rio Grande
Fray Bentos
Nueva Palmira
SOUTH ATLANTIC OCEAN
Colonia
Buenos Aires
La Plata
River Plate
Montevideo
Jose Ignacio
Punta Indio Channel
ARGENTINA

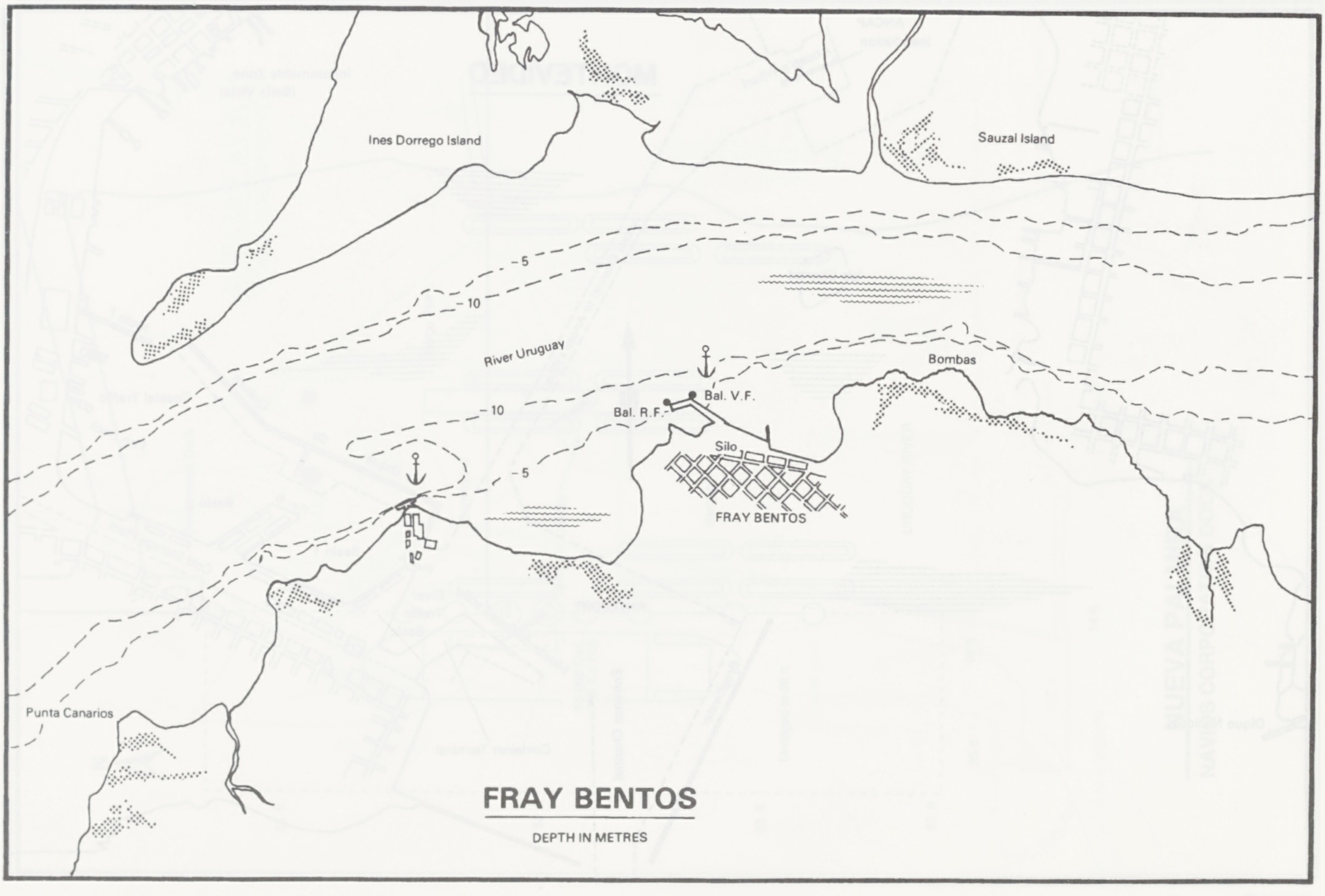
URUGUAY



COLONIA
FREE ZONE PORT

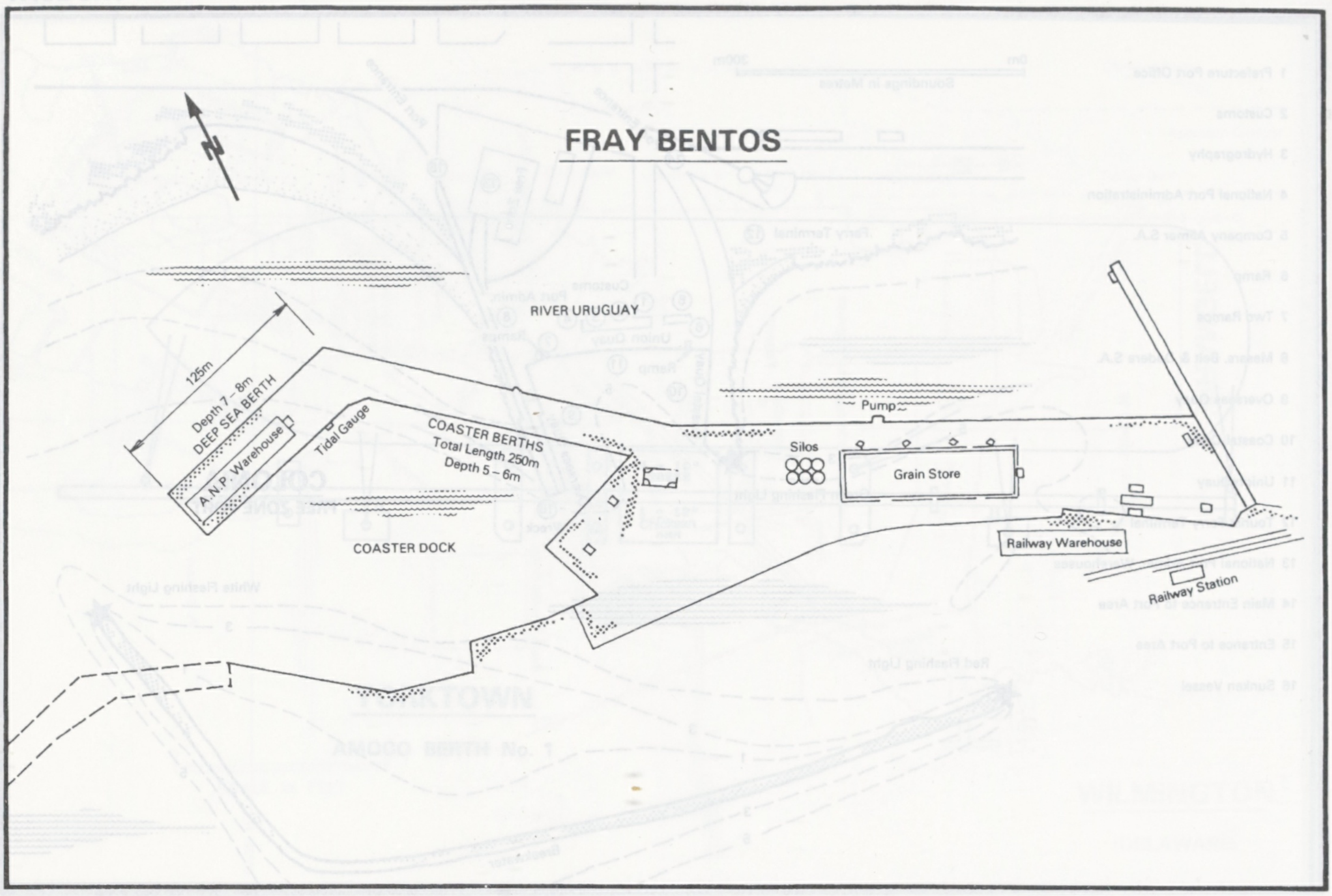
1 Prefecture Port Office
2 Customs
3 Hydrography
4 National Port Administration
5 Company Alimar S.A.
6 Ramp
7 Two Ramps
8 Messrs. Belt & Dodera S.A.
9 Overseas Quay
10 Coastal Quay
11 Union Quay
12 Tourist Ferry Terminal
13 National Port Admin. Warehouses
14 Main Entrance to Port Area
15 Entrance to Port Area
16 Sunken Vessel

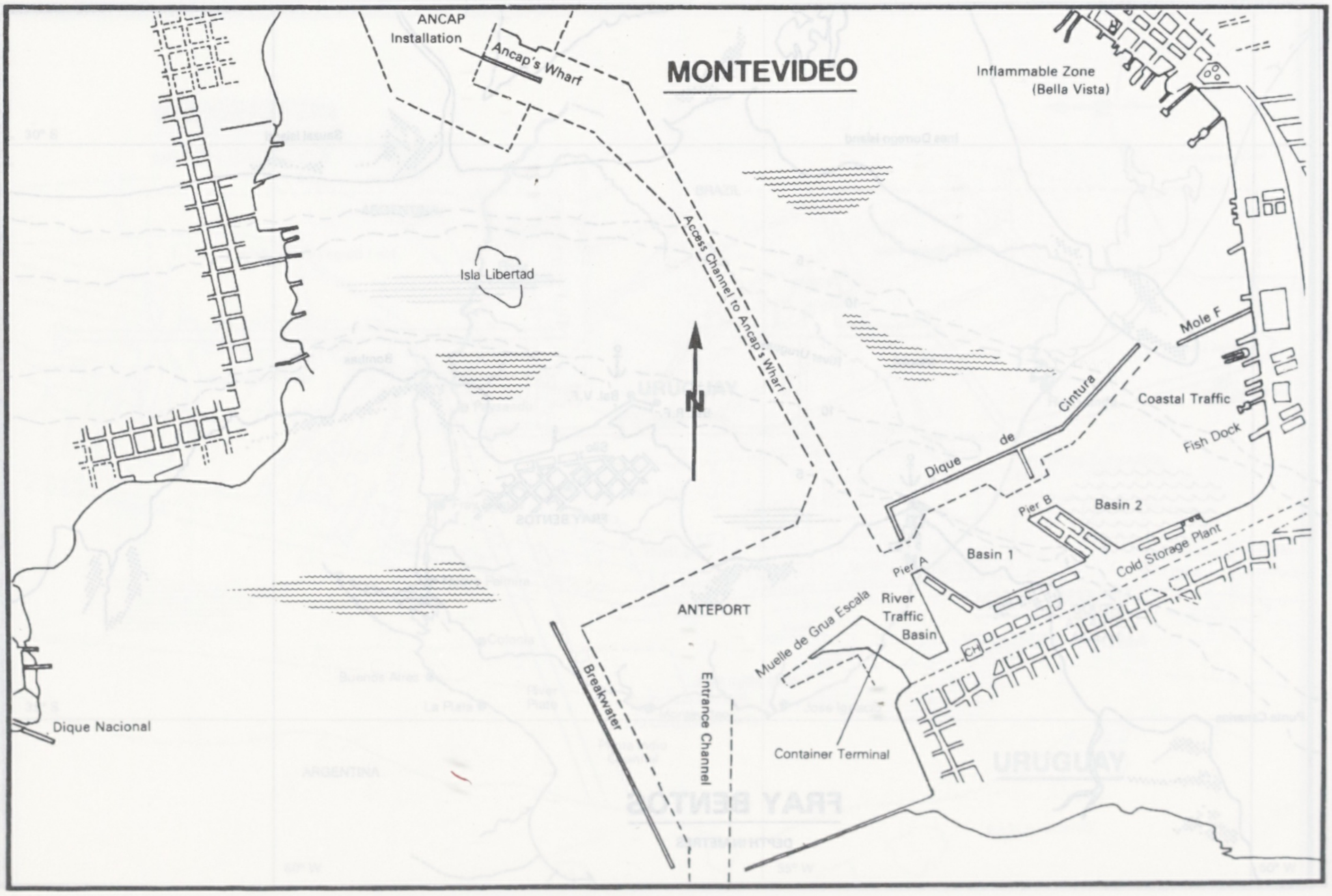
0m
300m
Soundings in Metres
Port Entrance
Port Entrance
Free Zone
Ferry Terminal
Customs
Port Admin.
Union Quay
Ramps
Ramp
Coastal Quay
Overseas Quay
Wreck
Green Flashing Light
White Flashing Light
Red Flashing Light
Breakwater
1
3
5

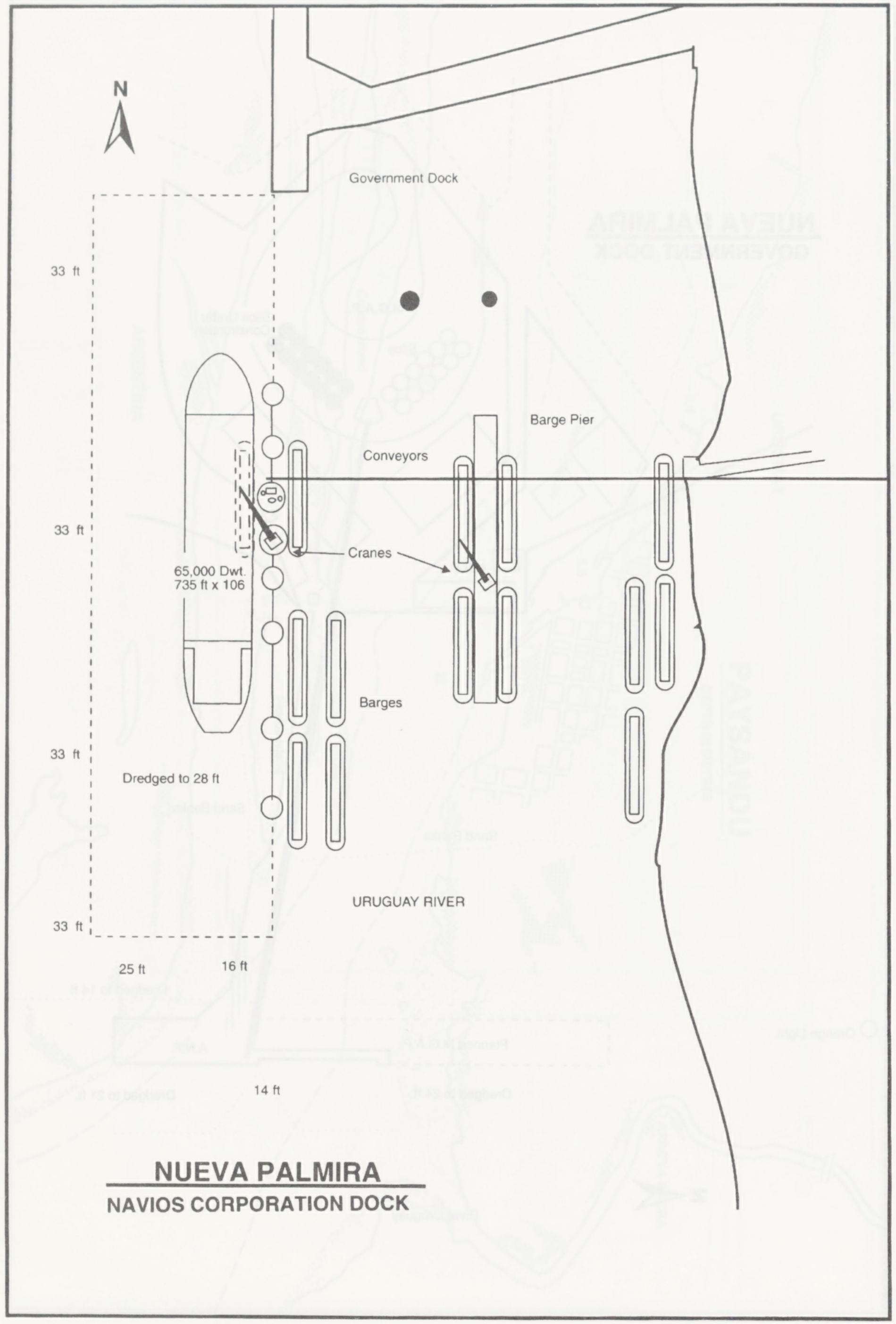


FRAY BENTOS
DEPTH IN METRES

Ines Dorrego Island
Sauzal Island
River Uruguay
Bombas
Bal. V.F.
Bal. R.F.
Silo
FRAY BENTOS
Punta Canarios
5
10
10
5

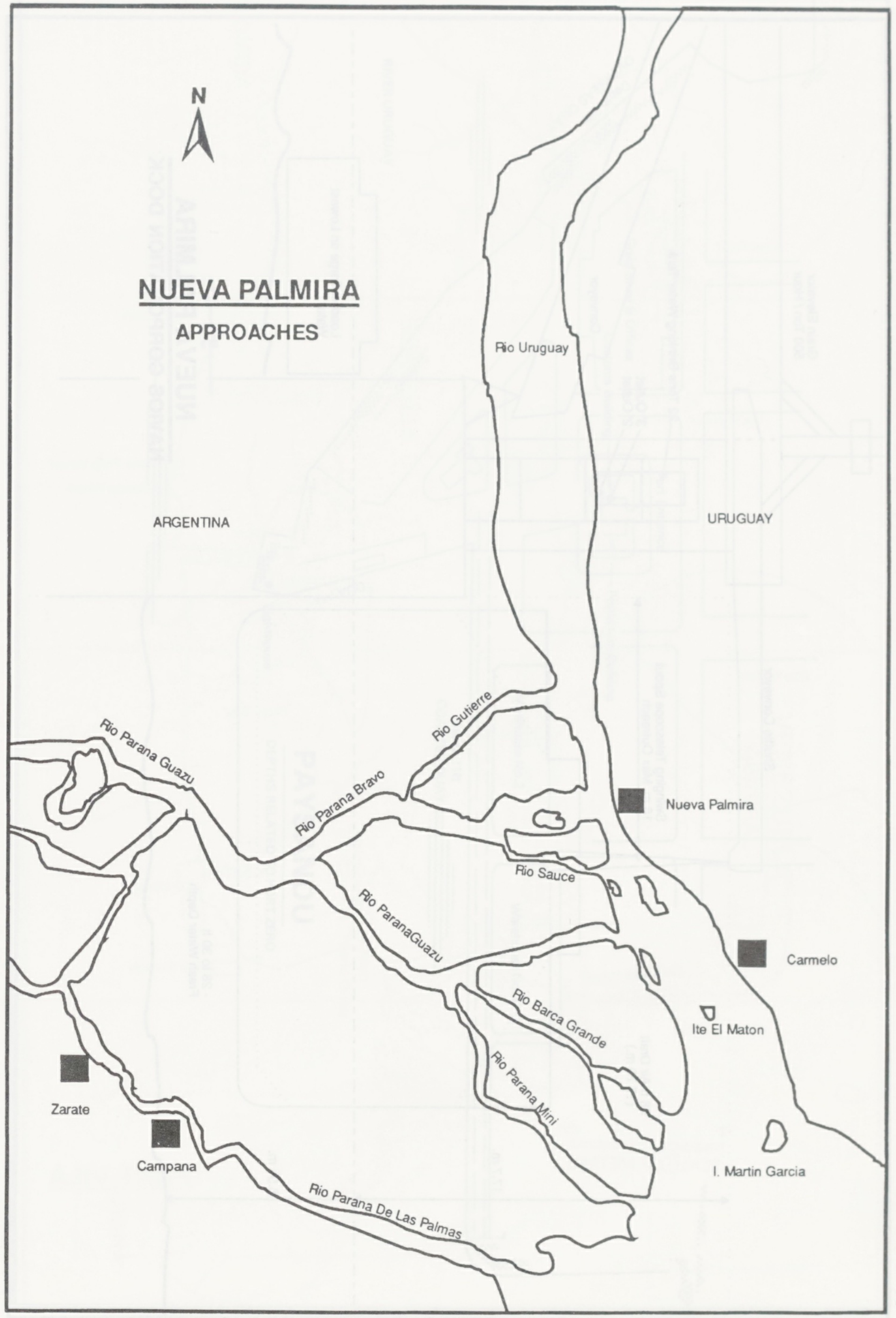

FRAY BENTOS
N
RIVER URUGUAY
125m
Depth 7 – 8m
DEEP SEA BERTH
A.N.P. Warehouse
Tidal Gauge
COASTER BERTHS
Total Length 250m
Depth 5 – 6m
COASTER DOCK
Silos
Pump
Grain Store
Railway Warehouse
Railway Station


MONTEVIDEO
ANCAP
Installation
Ancap's Wharf
Inflammable Zone
(Bella Vista)
Access Channel to Ancap's Wharf
Isla Libertad
N
Mole F
Coastal Traffic
Fish Dock
Dique de Cintura
Pier B
Basin 2
Basin 1
Pier A
Cold Storage Plant
ANTEPORT
River
Traffic
Basin
Muelle de Grua Escala
CH
Breakwater
Entrance Channel
Container Terminal
Dique Nacional



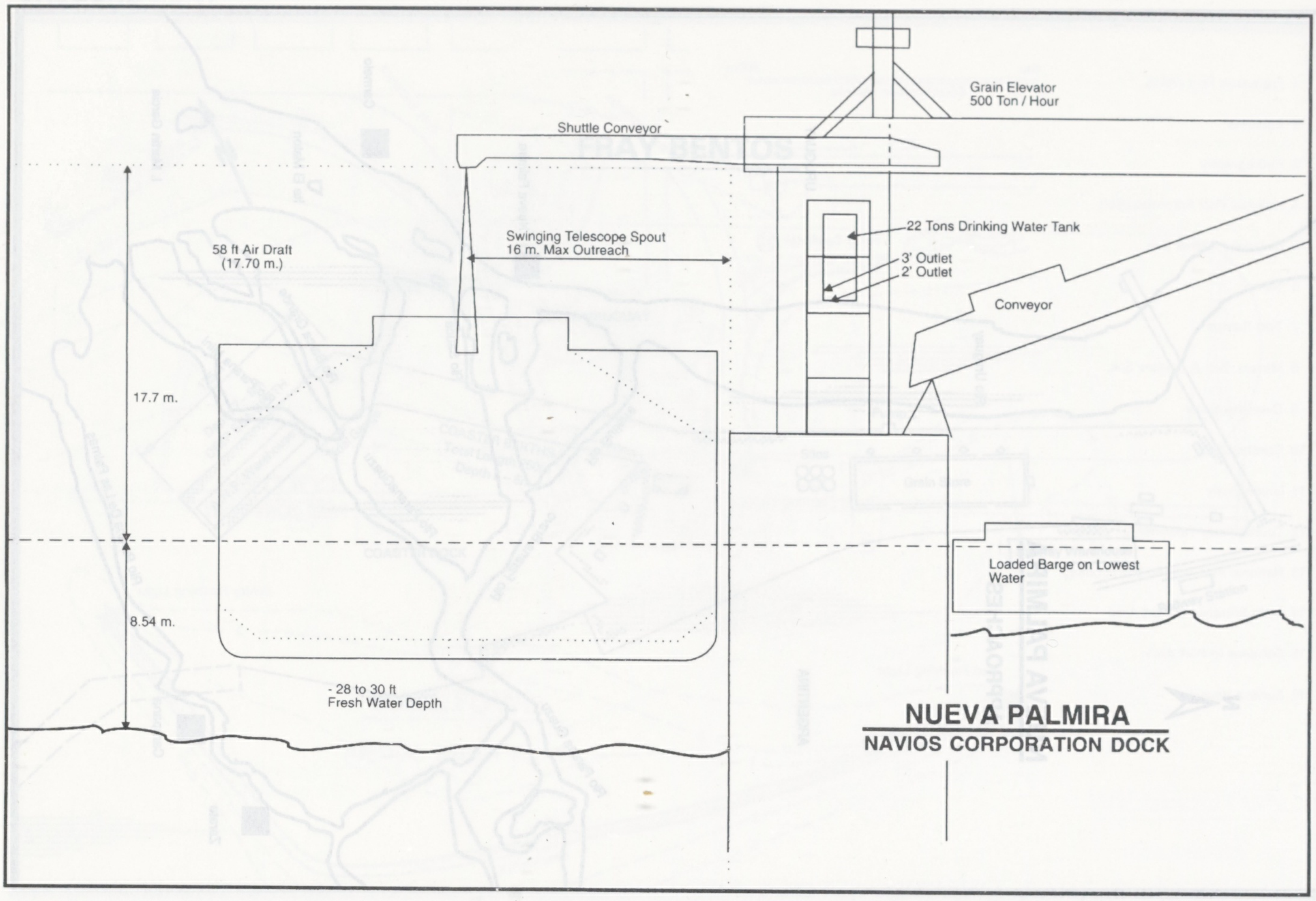
NUEVA PALMIRA
NAVIOS CORPORATION DOCK

N
Government Dock
33 ft
33 ft
33 ft
33 ft
Barge Pier
Conveyors
Cranes
65,000 Dwt.
735 ft x 106
Barges
Dredged to 28 ft
URUGUAY RIVER
25 ft
16 ft
14 ft



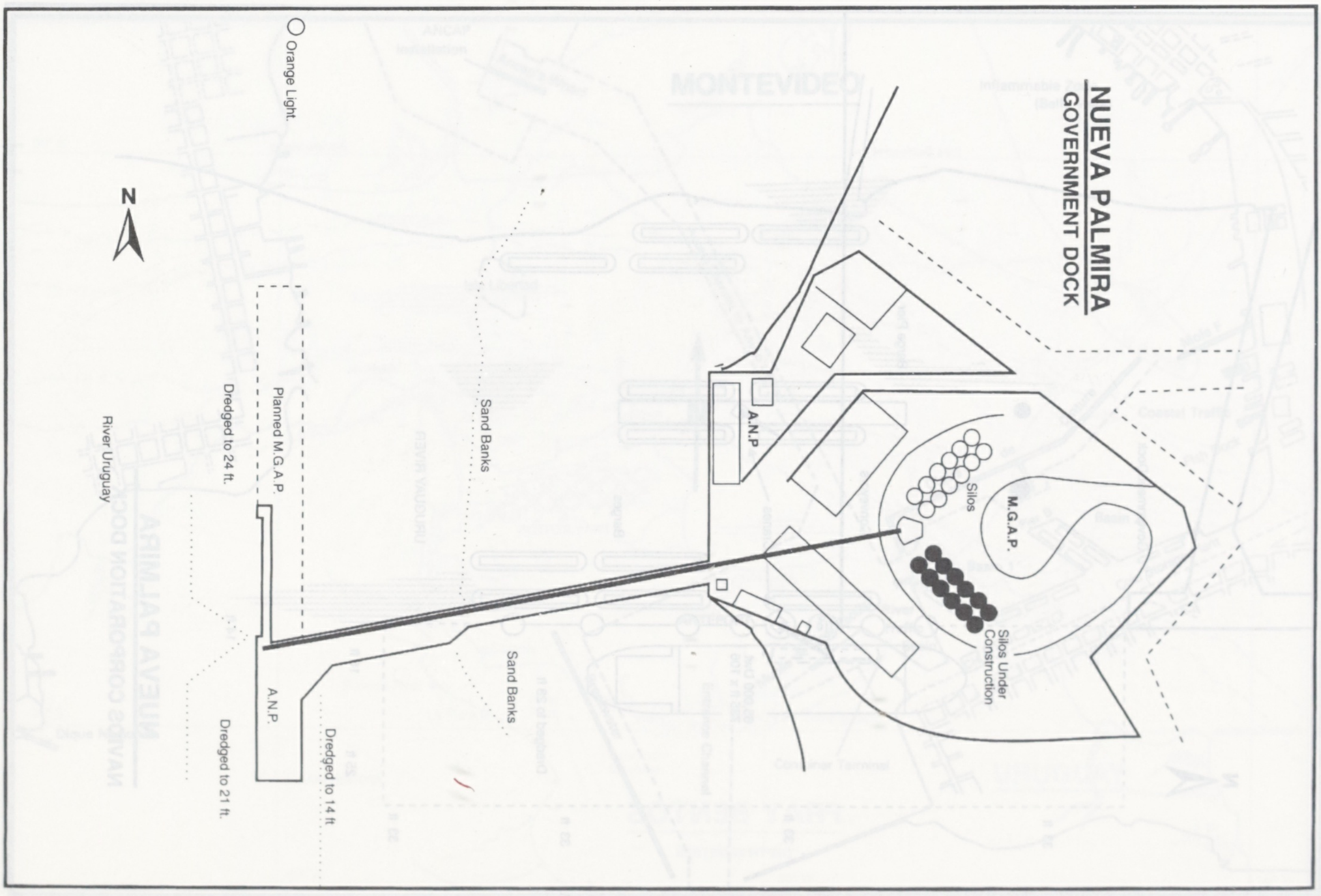
NUEVA PALMIRA
APPROACHES

N
Rio Uruguay
ARGENTINA
URUGUAY
Rio Gutierre
Rio Parana Guazu
Rio Parana Bravo
Nueva Palmira
Rio Sauce
Rio ParanaGuazu
Carmelo
Rio Barca Grande
Ite El Maton
Rio Parana Mini
Zarate
Campana
I. Martin Garcia
Rio Parana De Las Palmas


Grain Elevator
500 Ton / Hour
Shuttle Conveyor
58 ft Air Draft
(17.70 m.)
Swinging Telescope Spout
16 m. Max Outreach
22 Tons Drinking Water Tank
3' Outlet
2' Outlet
Conveyor
17.7 m.
Loaded Barge on Lowest Water
8.54 m.
- 28 to 30 ft
Fresh Water Depth

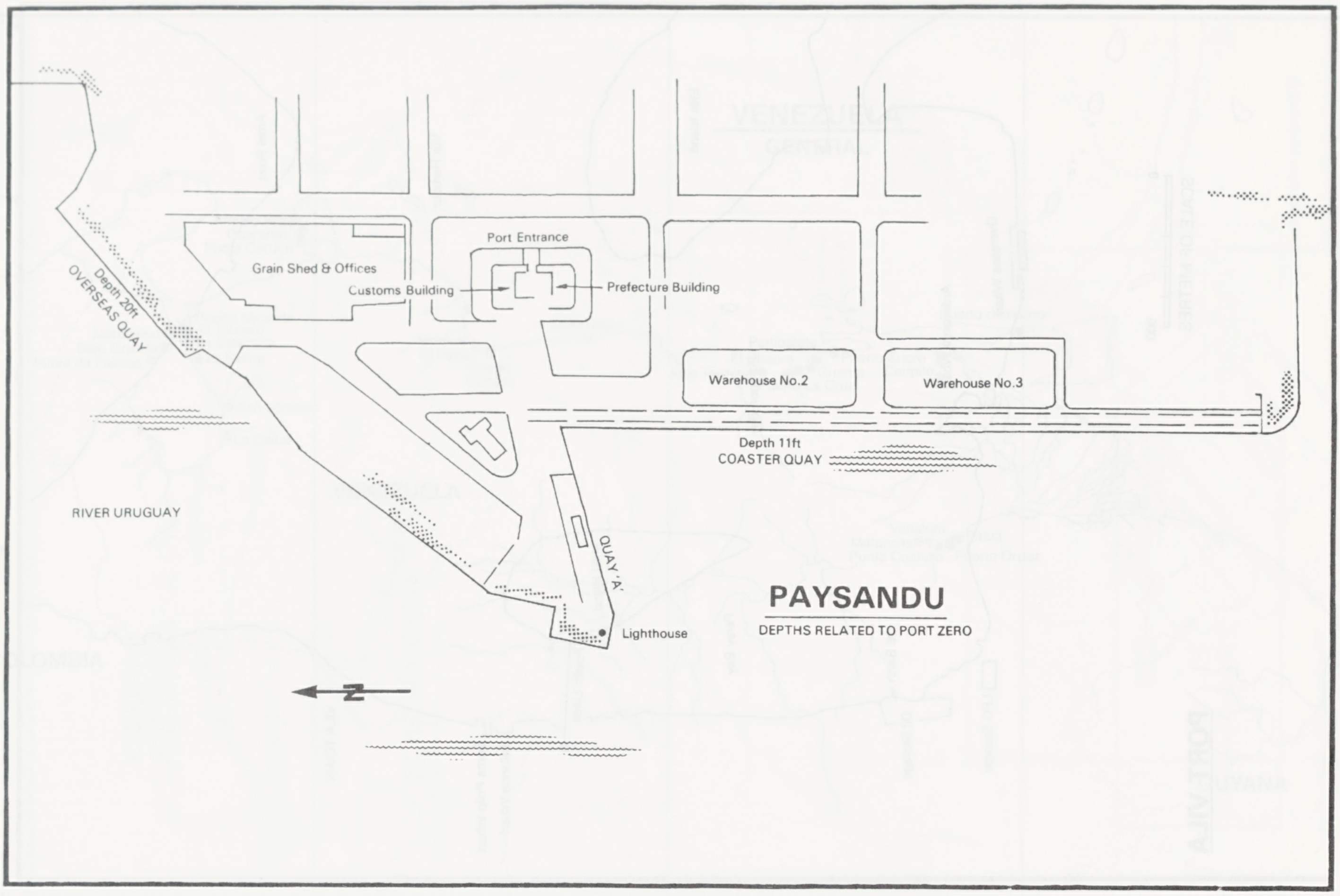
NUEVA PALMIRA

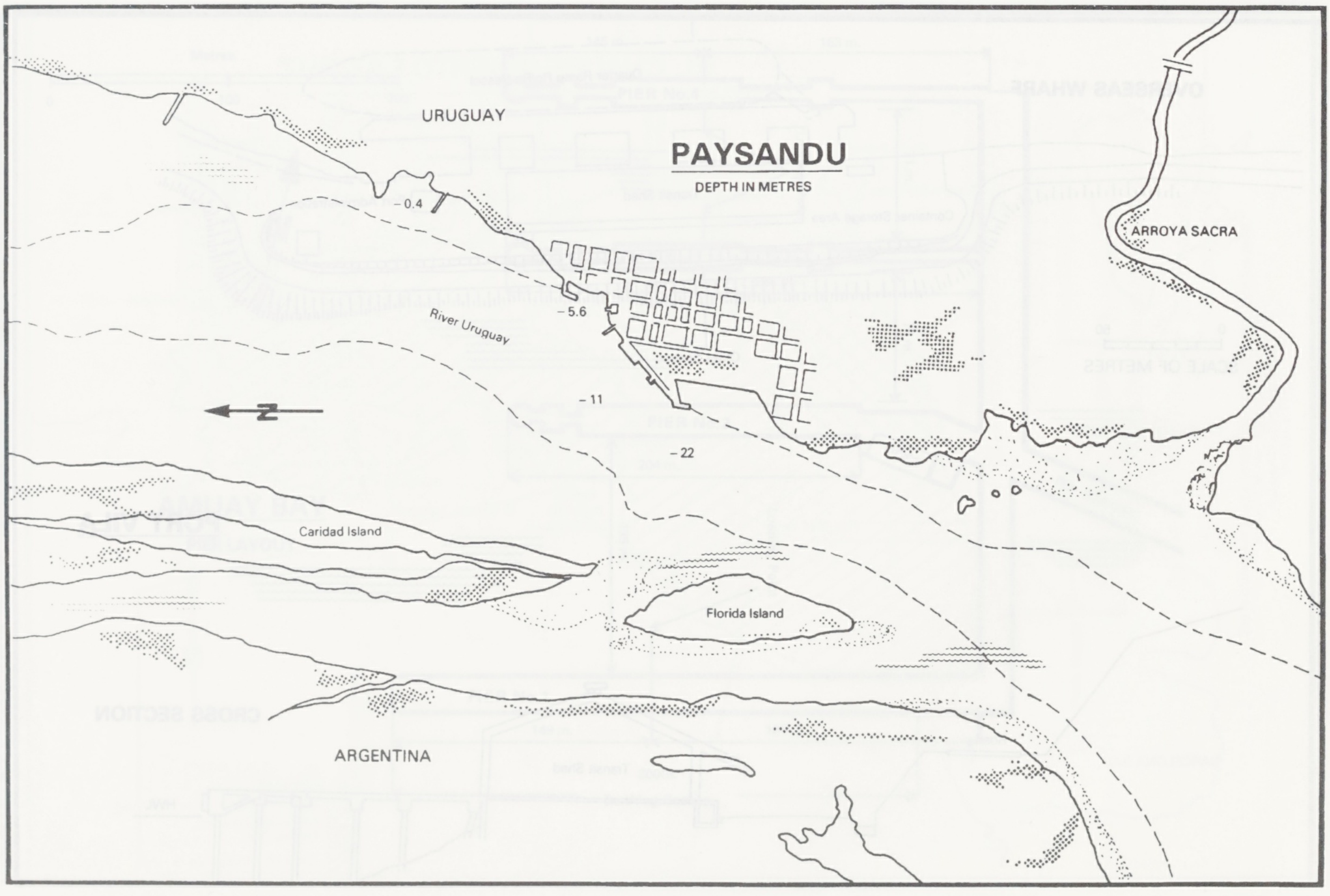
NAVIOS CORPORATION DOCK

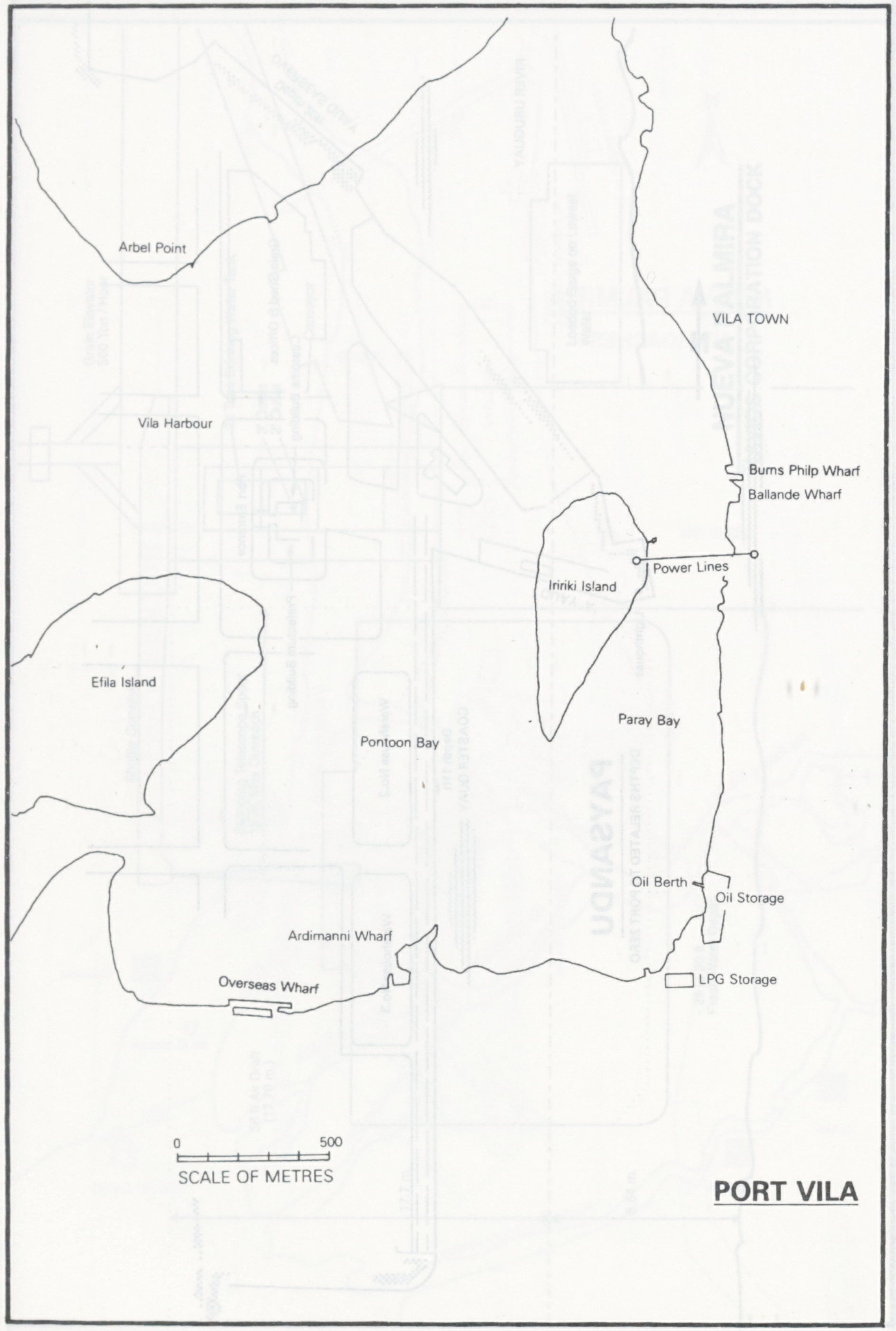

Orange Light
N
Planned M.G.A.P.
Dredged to 24 ft.
River Uruguay
Sand Banks
A.N.P
Silos
M.G.A.P.
Silos Under Construction
Sand Banks
A.N.P.
Dredged to 21 ft.
Dredged to 14 ft

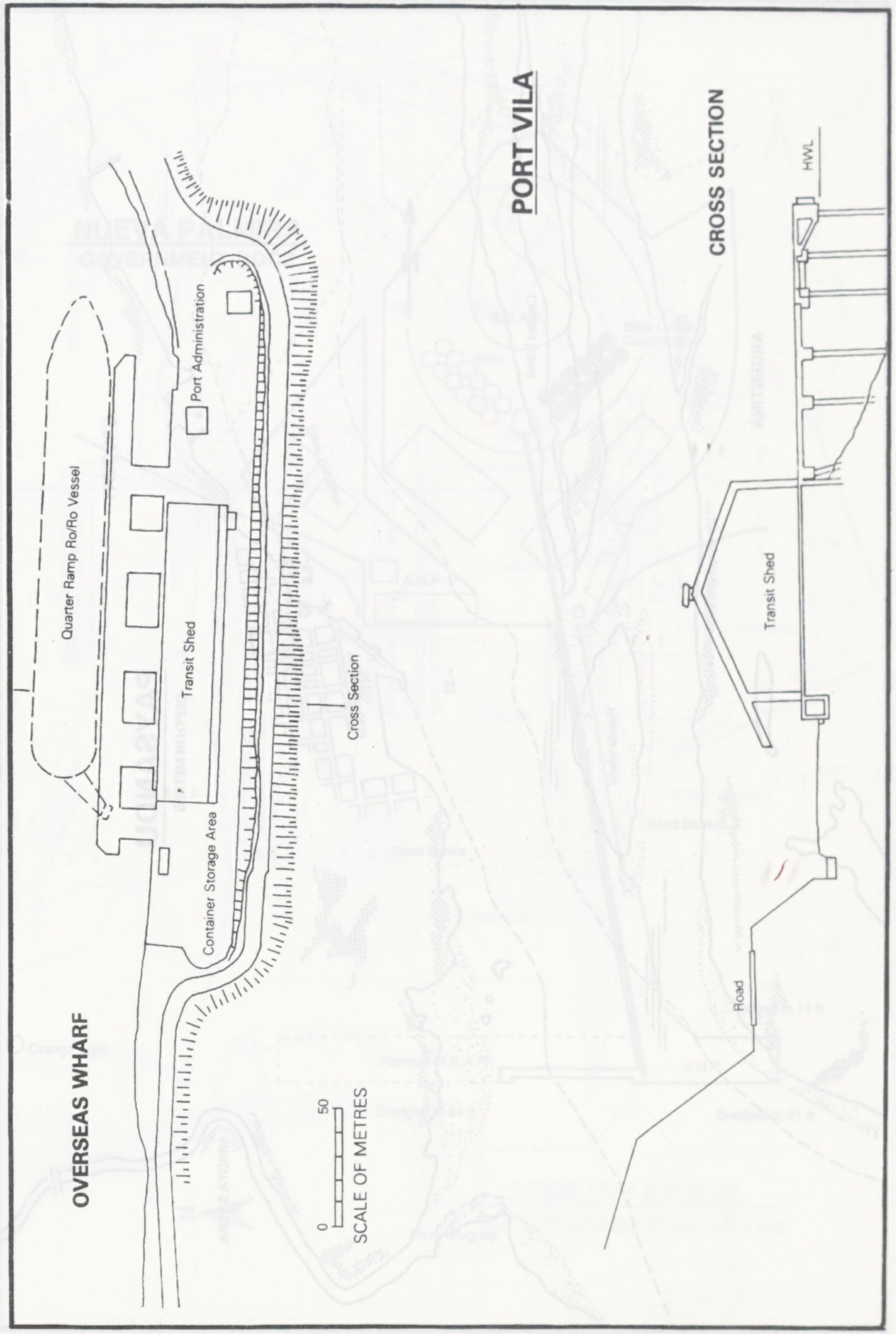
NUEVA PALMIRA

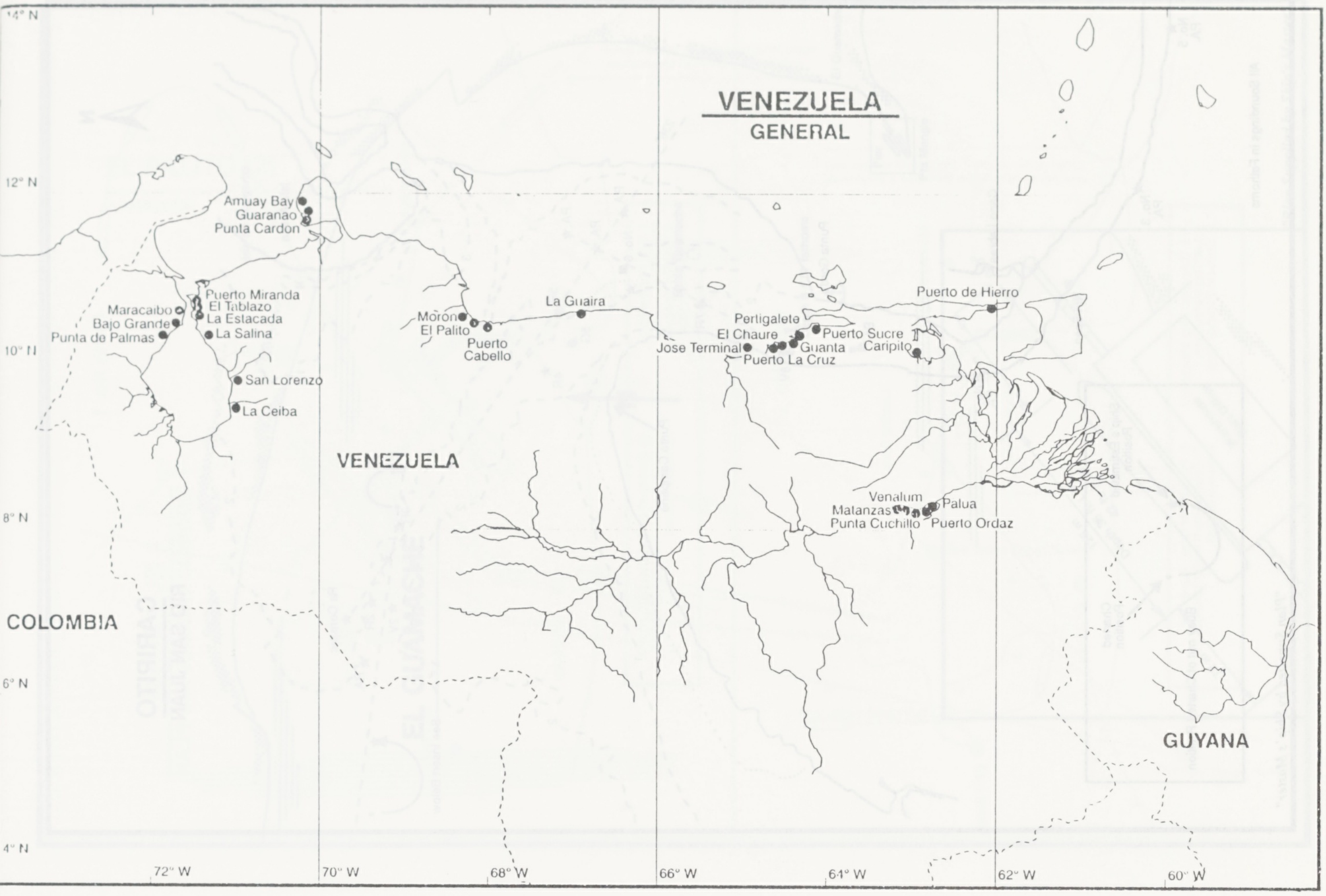
GOVERNMENT DOCK

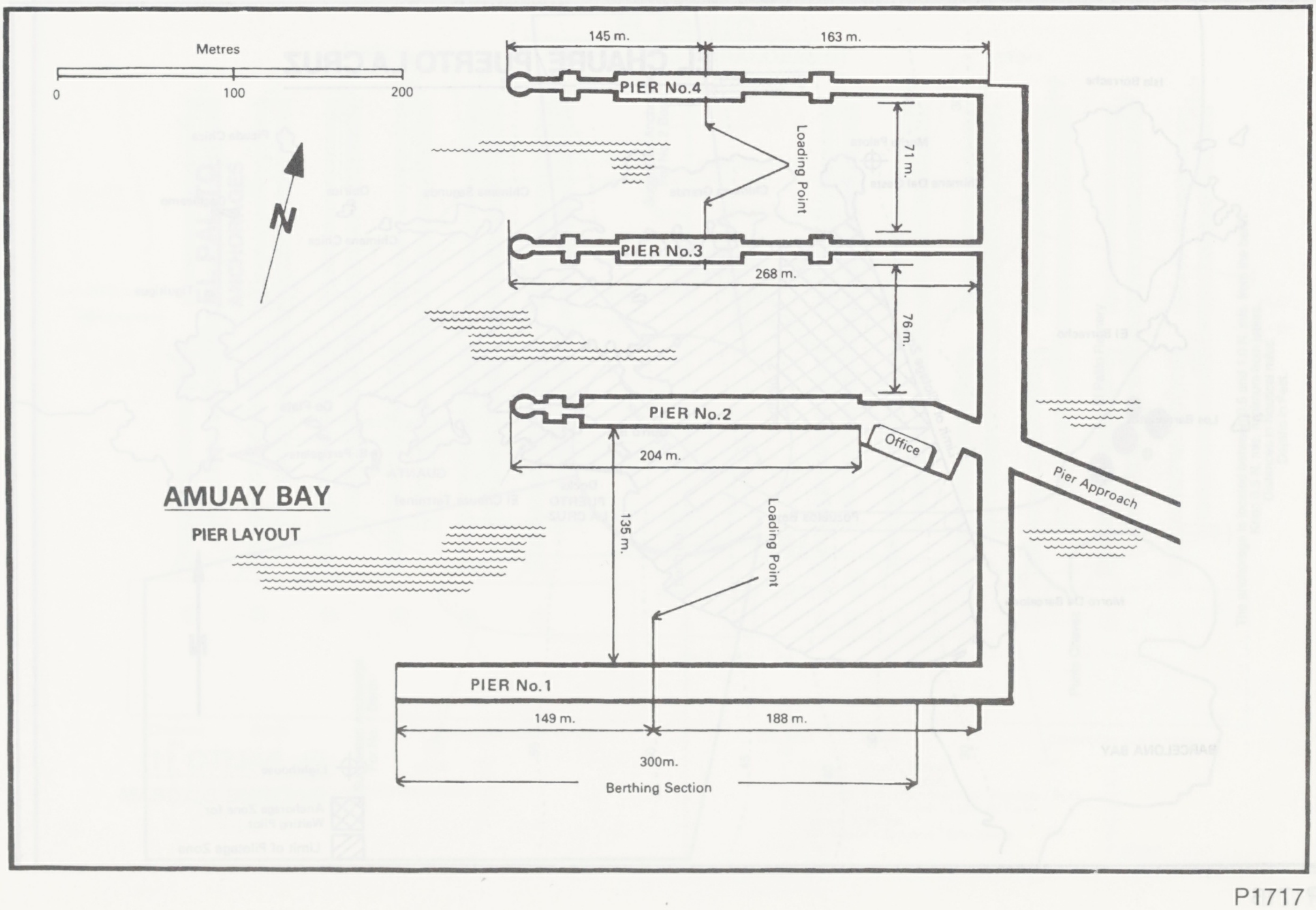

Grain Shed & Offices
Port Entrance
Customs Building
Prefecture Building
Depth 20ft
OVERSEAS QUAY
Warehouse No.2
Warehouse No.3
Depth 11ft
COASTER QUAY
RIVER URUGUAY
QUAY 'A'
Lighthouse
PAYSANDU
DEPTHS RELATED TO PORT ZERO
N

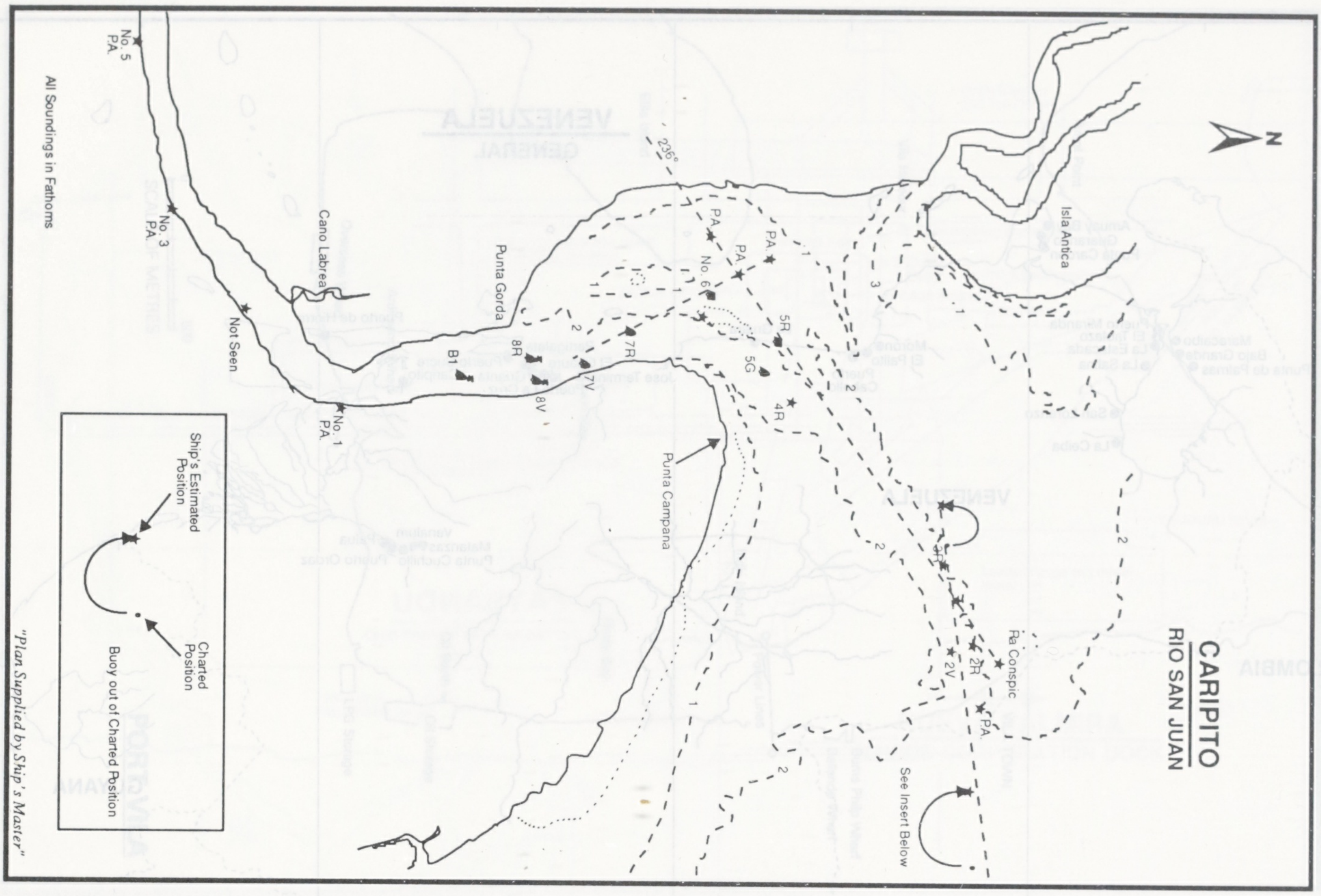

URUGUAY
PAYSANDU
DEPTH IN METRES
ARROYA SACRA
– 0.4
– 5.6
River Uruguay
– 11
– 22
N
Caridad Island
Florida Island
ARGENTINA


Arbel Point
VILA TOWN
Vila Harbour
Burns Philp Wharf
Ballande Wharf
Power Lines
Iririki Island
Efila Island
Paray Bay
Pontoon Bay
Oil Berth
Oil Storage
Ardimanni Wharf
Overseas Wharf
LPG Storage
0
500
SCALE OF METRES
PORT VILA

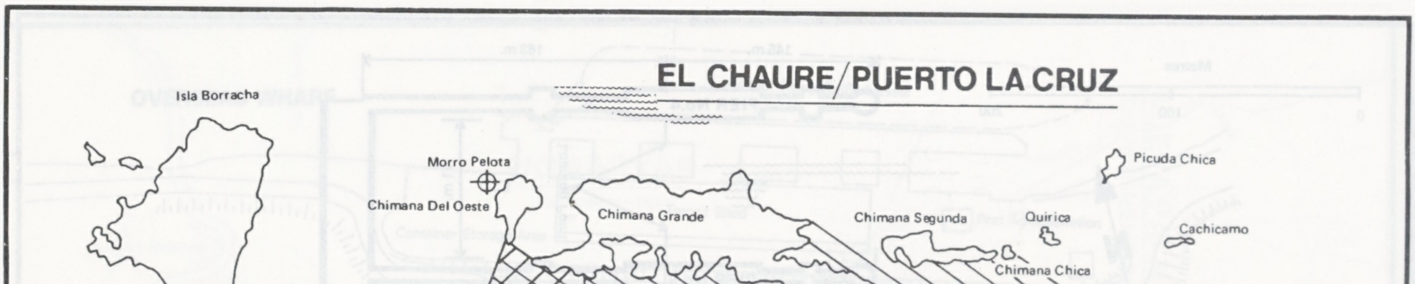

PORT VILA
CROSS SECTION
HWL
Port Administration
Quarter Ramp Ro/Ro Vessel
Transit Shed
Cross Section
Container Storage Area
OVERSEAS WHARF
0
50
SCALE OF METRES
Transit Shed
Road

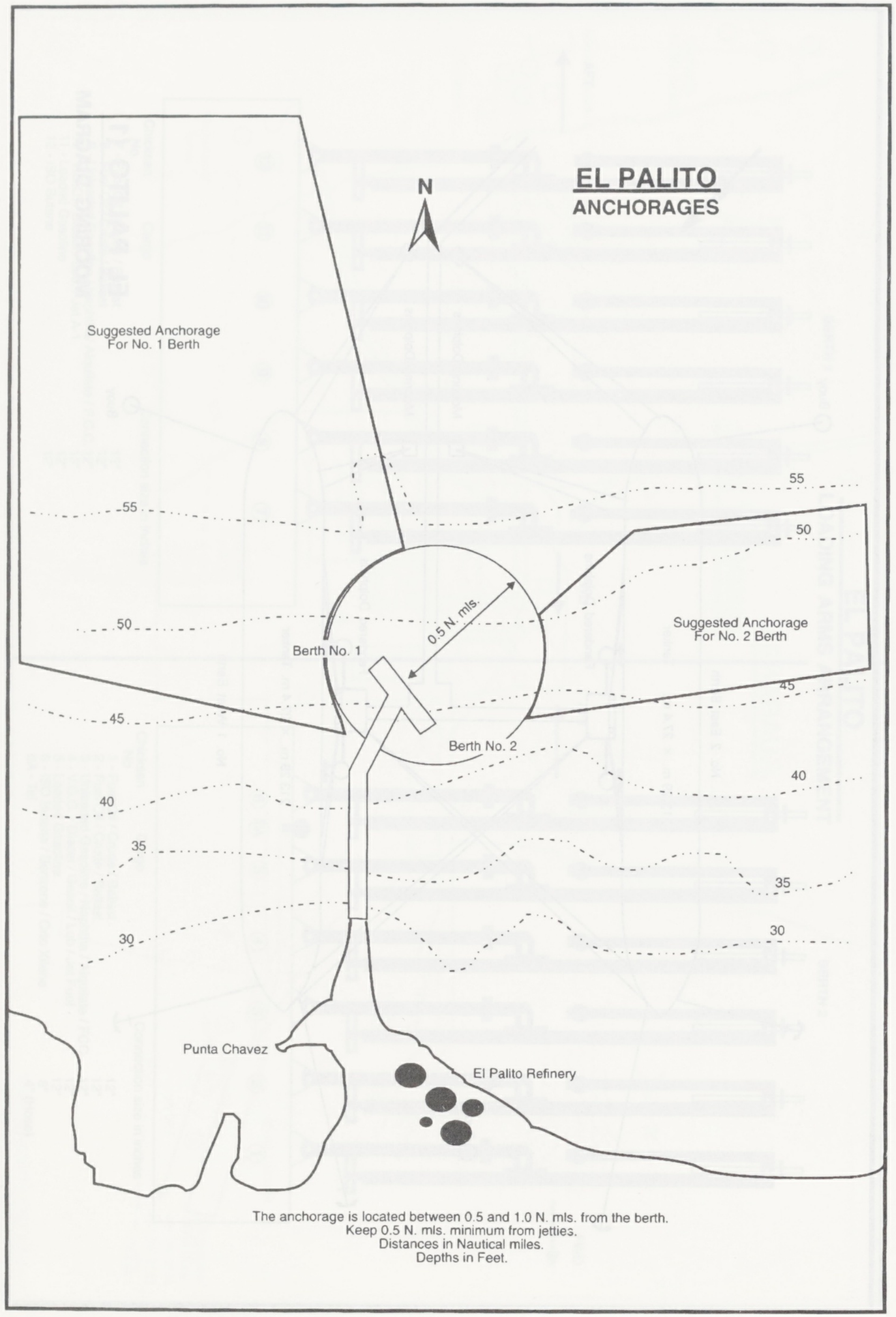

VENEZUELA
GENERAL
14° N
12° N
10° N
8° N
6° N
4° N
72° W
70° W
68° W
66° W
64° W
62° W
60° W
Amuay Bay
Guaranao
Punta Cardon
Puerto Miranda
El Tablazo
La Estacada
La Salina
Maracaibo
Bajo Grande
Punta de Palmas
San Lorenzo
La Ceiba
Moron
El Palito
Puerto Cabello
La Guaira
Perligalete
El Chaure
Jose Terminal
Puerto La Cruz
Guanta
Puerto Sucre
Caripito
Puerto de Hierro
Venalum
Matanzas
Punta Cuchillo
Palua
Puerto Ordaz
VENEZUELA
COLOMBIA
GUYANA


Metres
0
100
200
N
145 m.
163 m.
PIER No.4
Loading Point
71 m.
PIER No.3
268 m.
76 m.
PIER No.2
204 m.
Office
Pier Approach
135 m.
Loading Point
AMUAY BAY
PIER LAYOUT
PIER No.1
149 m.
188 m.
300m.
Berthing Section

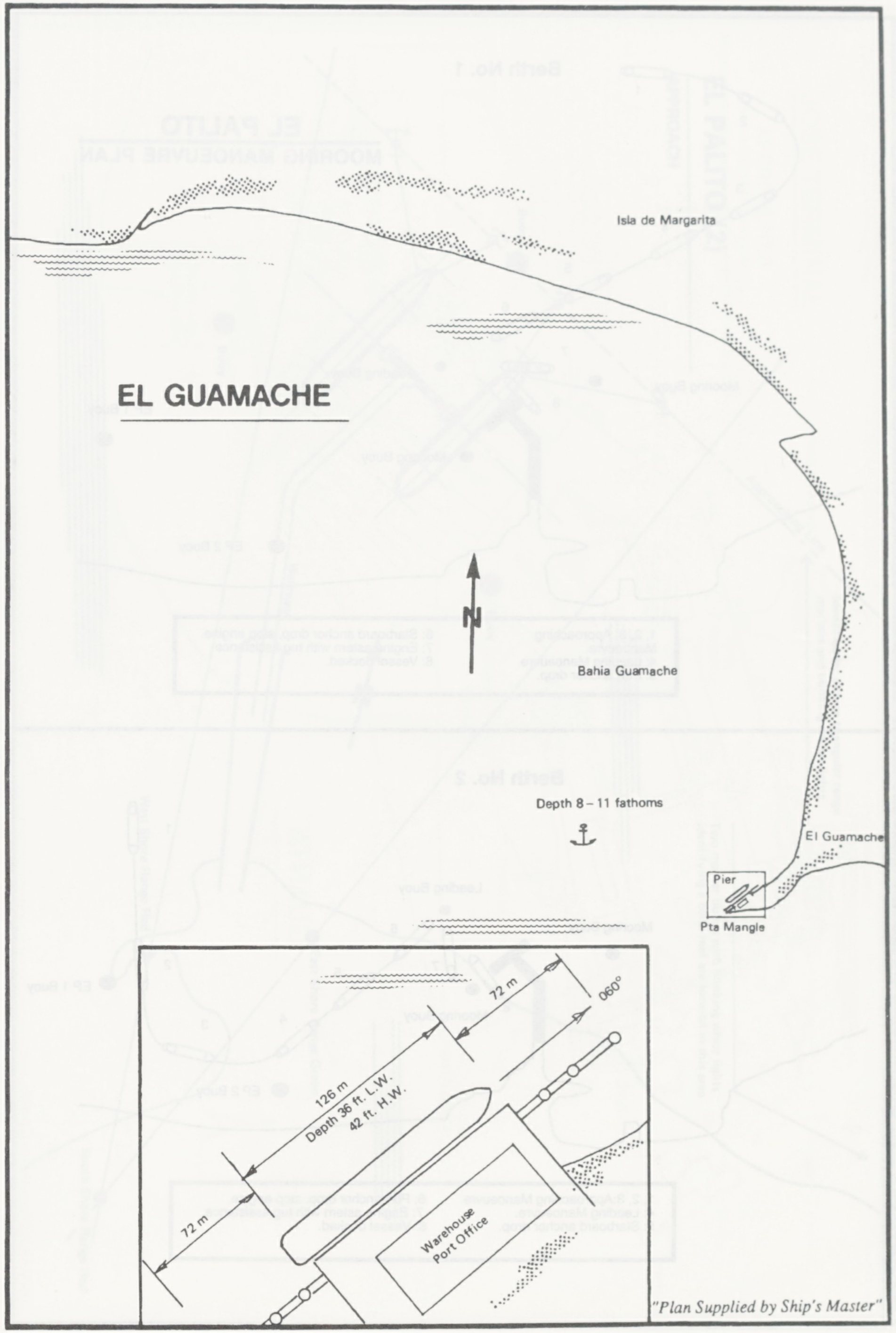

CARIPITO
RIO SAN JUAN
All Soundings in Fathoms
No. 5 P.A.
No. 3 P.A.
Not Seen
No. 1 P.A.
Cano Labrea
Punta Gorda
Punta Campana
B
8R
8V
7R
7V
No. 6
PA
PA
PA
5R
5G
4R
236°
Isla Antica
Pa Conspic
3R
2R
2V
PA
See Insert Below
N
Ship's Estimated Position
Charted Position
Buoy out of Charted Position
1
2
3

"Plan Supplied by Ship's Master"


EL CHAURE/PUERTO LA CRUZ
Isla Borracha
El Borracho
Los Barrachitos
Morro Pelota
Chimana Del Oeste
Chimana Grande
Chimana Segunda
Quirica
Picuda Chica
Cachicamo
Chimana Chica
Tiguitigue
Chimana Del Sur
Limit of Pilotage Zone
De Plata
Burro Is.
GUANTA
B. Pertigalete
Docks PUERTO LA CRUZ
El Chaure Terminal
Pozuelos Bay
Morro De Barcelona
BARCELONA BAY
N
Lighthouse
Anchorage Zone for Waiting Pilot
Limit of Pilotage Zone


EL PALITO
ANCHORAGES
N
Suggested Anchorage For No. 1 Berth
55
55
50
50
0.5 N. mls.
Suggested Anchorage For No. 2 Berth
Berth No. 1
45
45
Berth No. 2
40
40
35
35
30
30
Punta Chavez
El Palito Refinery

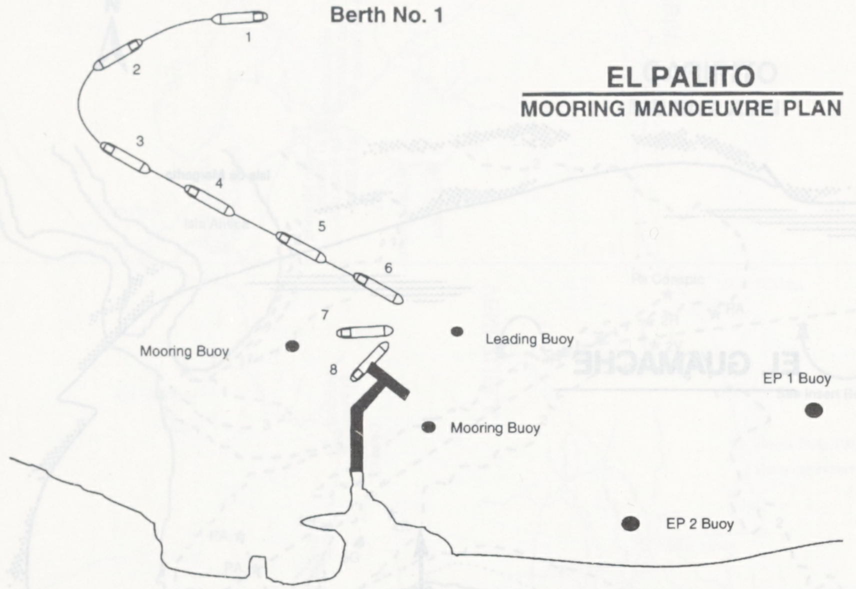
The anchorage is located between 0.5 and 1.0 N. mls. from the berth.
Keep 0.5 N. mls. minimum from jetties.
Distances in Nautical miles.
Depths in Feet.


Isla de Margarita
EL GUAMACHE
N
Bahia Guamache
Depth 8 – 11 fathoms
El Guamache
Pier
Pta Mangle
72 m
060°
126 m
Depth 36 ft. L.W.
42 ft. H.W.
72 m
Warehouse
Port Office

"Plan Supplied by Ship's Master"

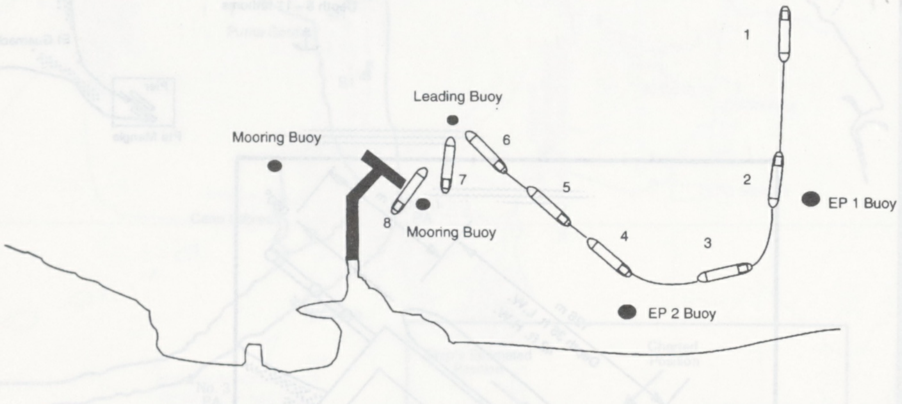
EL PALITO
MOORING MANOEUVRE PLAN

Berth No. 1


1
2
3
4
5
6
7
8
Mooring Buoy
Leading Buoy
EP 1 Buoy
Mooring Buoy
EP 2 Buoy

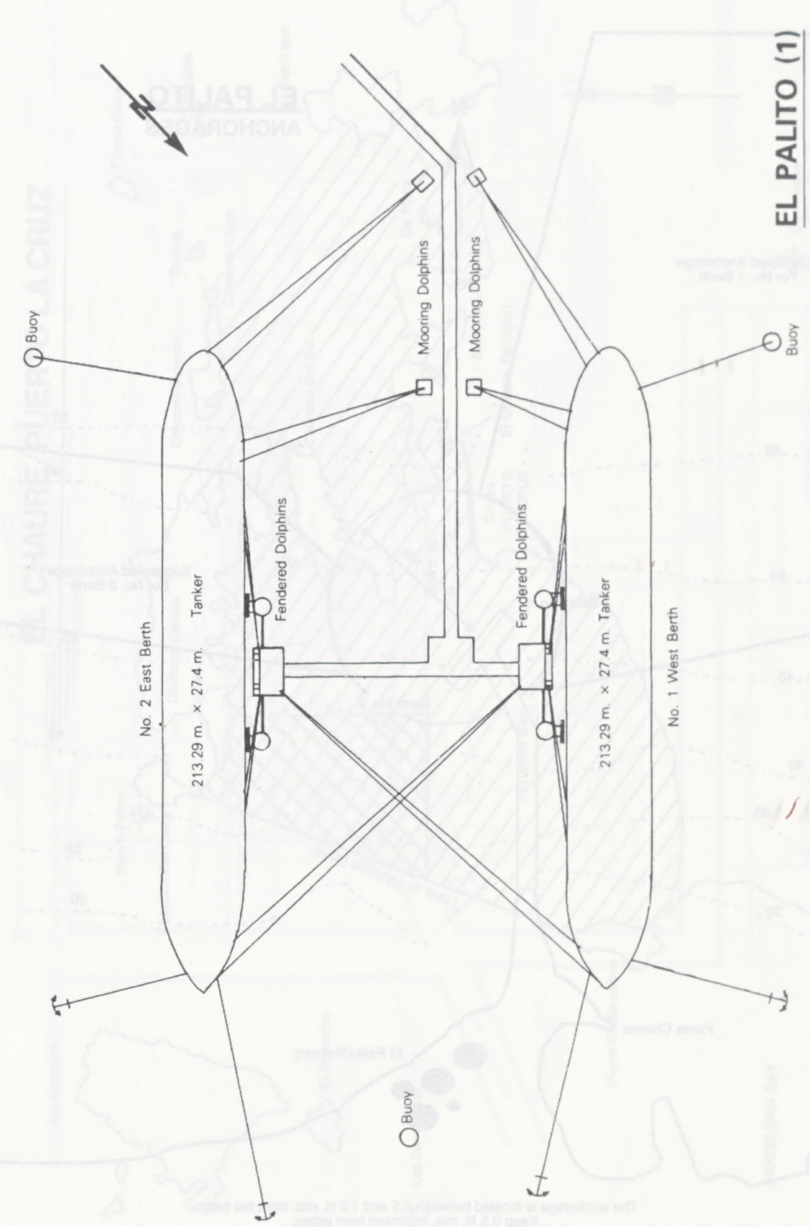
1, 2, 3: Approaching Manoeuvre.
4: Leading Manoeuvre.
5: Port anchor drop.
6: Starboard anchor drop, stop engine.
7: Engine astern with tug assistance.
8: Vessel docked.

Berth No. 2


1
2
3
4
5
6
7
8
Leading Buoy
Mooring Buoy
Mooring Buoy
EP 1 Buoy
EP 2 Buoy

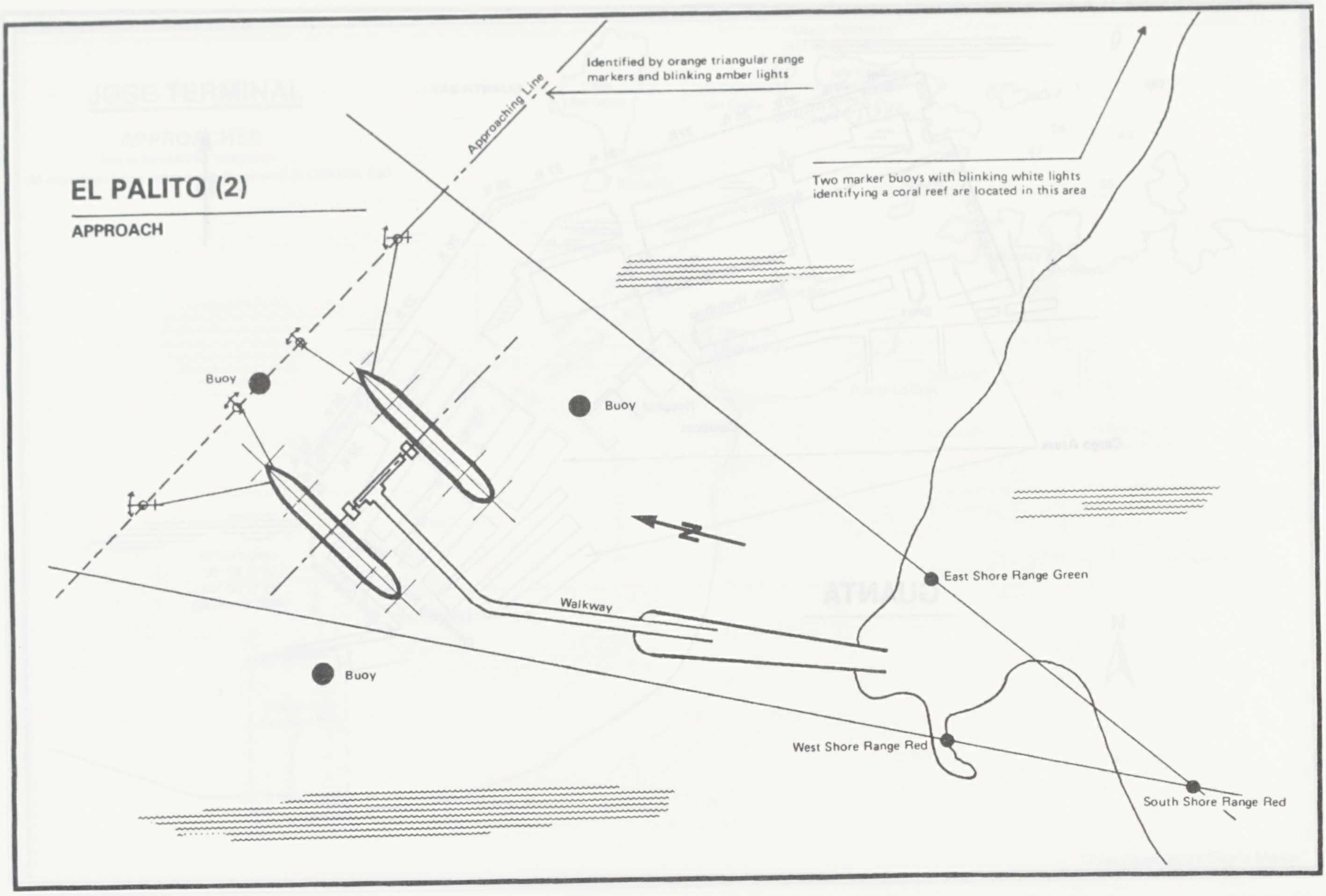
1, 2, 3:Approaching Manoeuvre.
4: Leading Manoeuvre.
5: Starboard anchor drop.
6: Port anchor drop, stop engine.
7: Engine astern with tug assistance.
8: Vessel docked.

EL PALITO (1)
MOORING DIAGRAM


Buoy
Buoy
Buoy
Mooring Dolphins
Mooring Dolphins
Fendered Dolphins
Fendered Dolphins
No. 2 East Berth
213 29 m. × 27.4 m.
Tanker
Tanker
213 29 m. × 27.4 m.
No. 1 West Berth

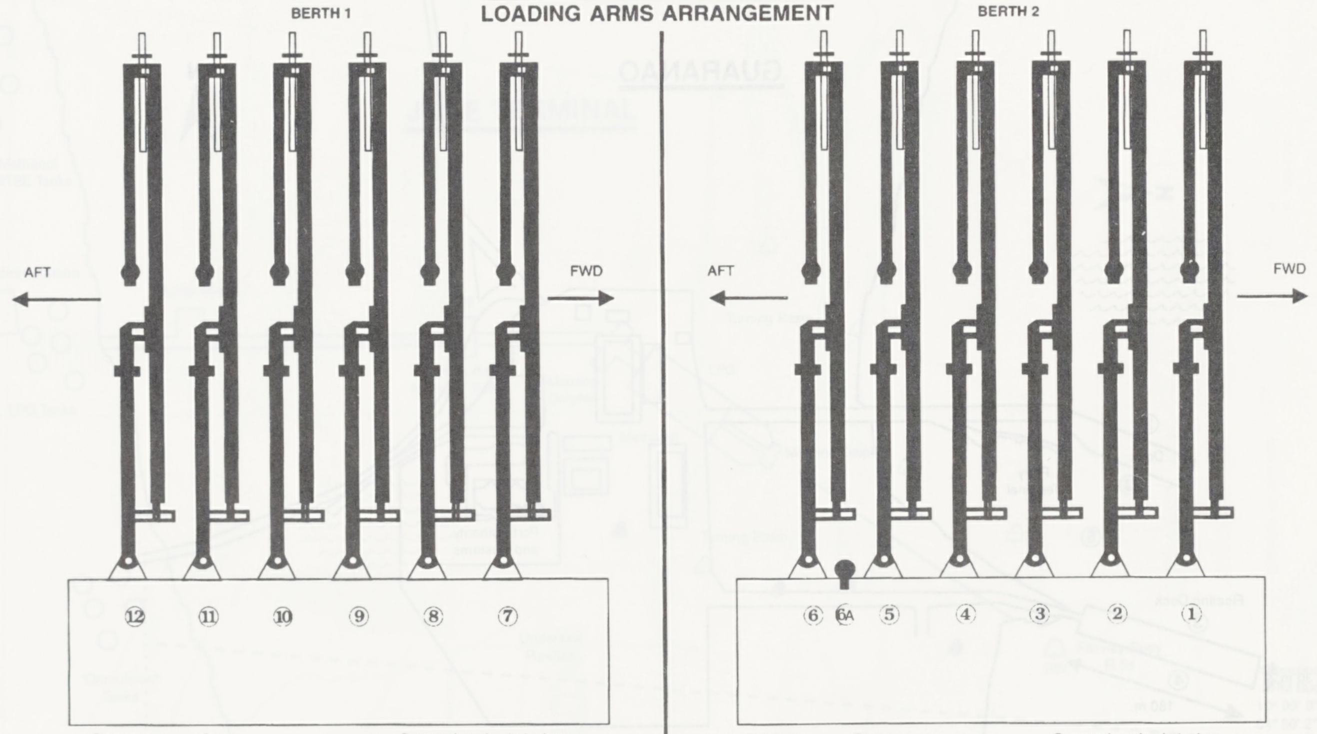
EL PALITO (2)

APPROACH


Identified by orange triangular range markers and blinking amber lights
Approaching Line
Two marker buoys with blinking white lights identifying a coral reef are located in this area
Buoy
Buoy
Buoy
Walkway
East Shore Range Green
West Shore Range Red
South Shore Range Red

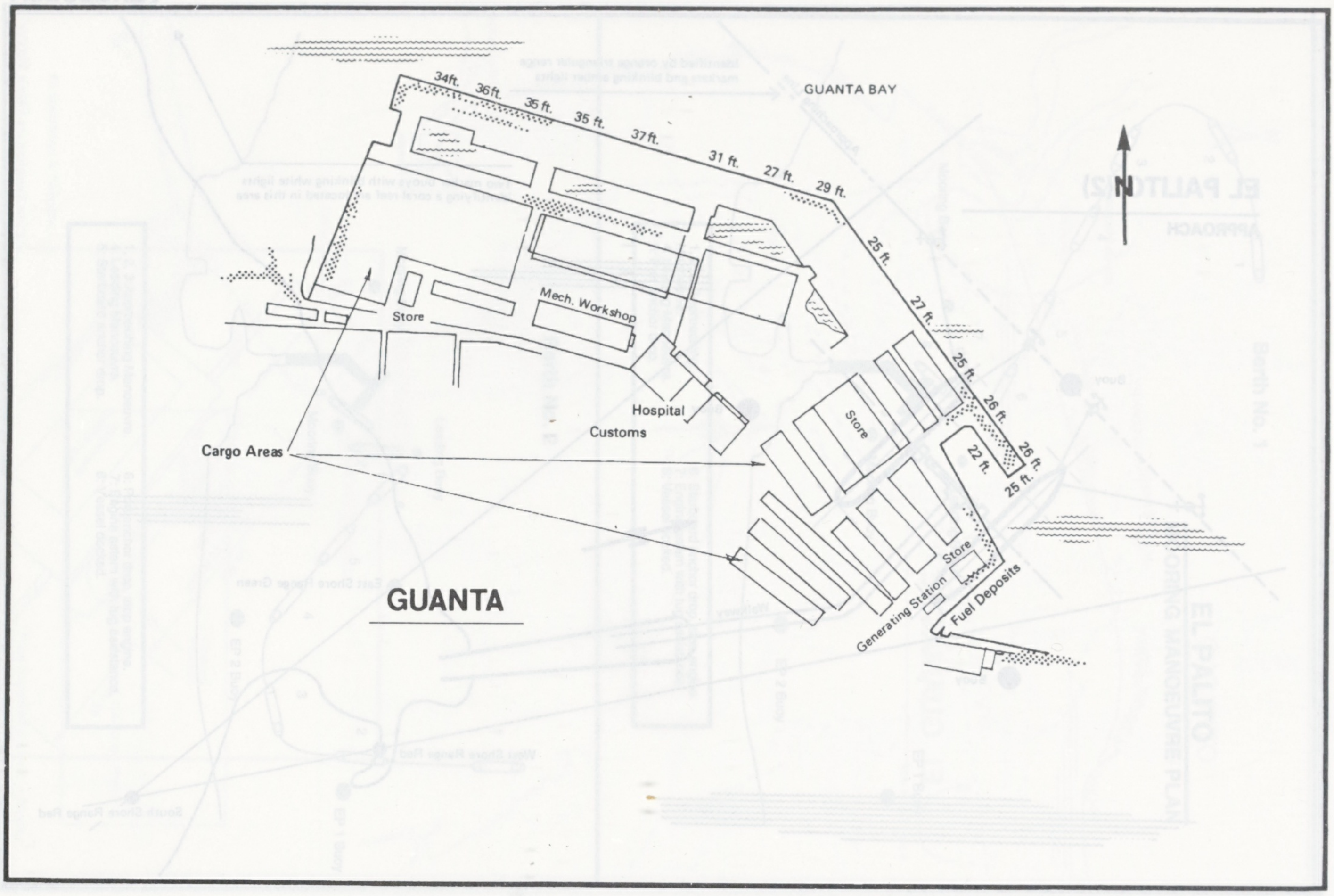
EL PALITO

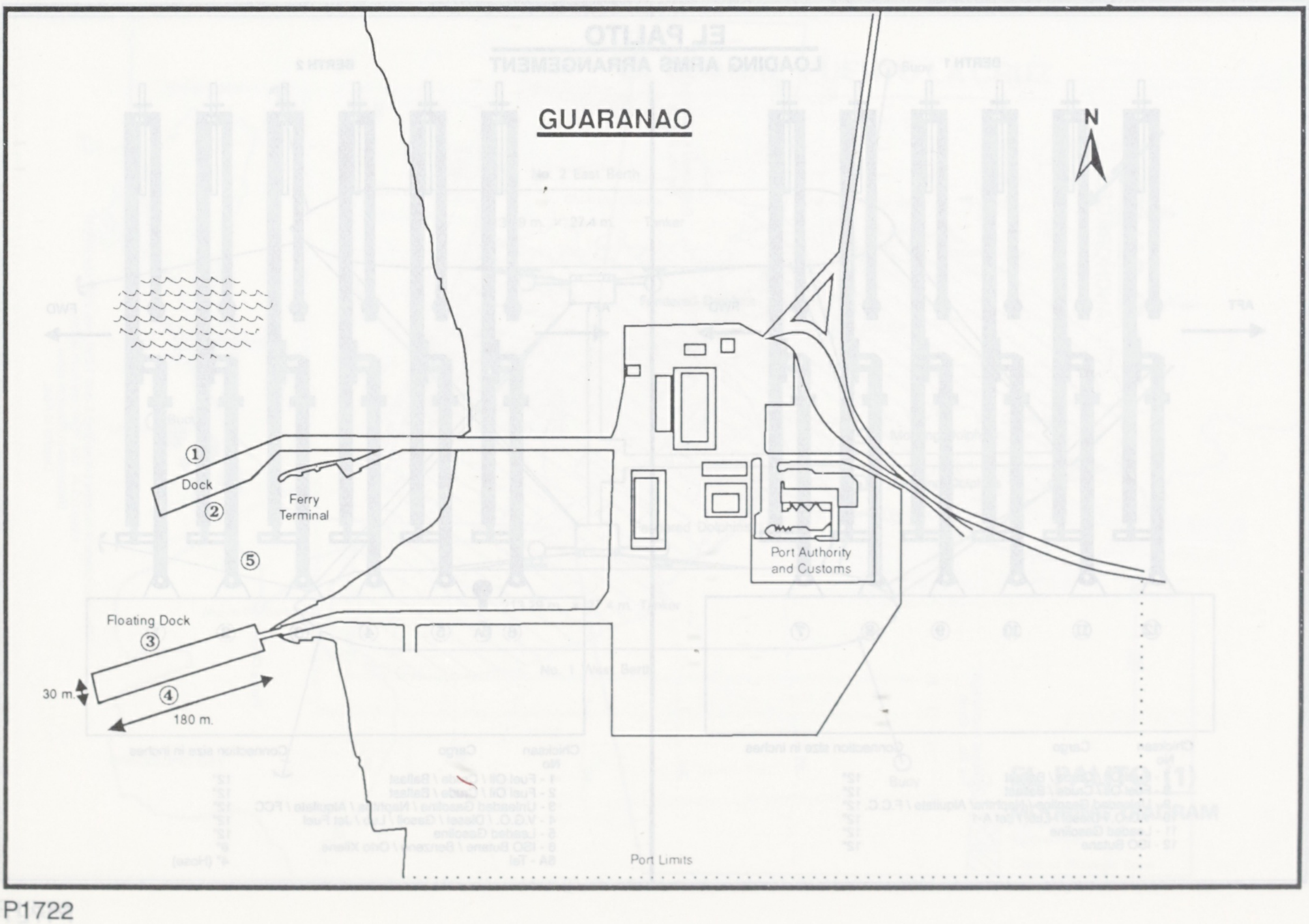
LOADING ARMS ARRANGEMENT

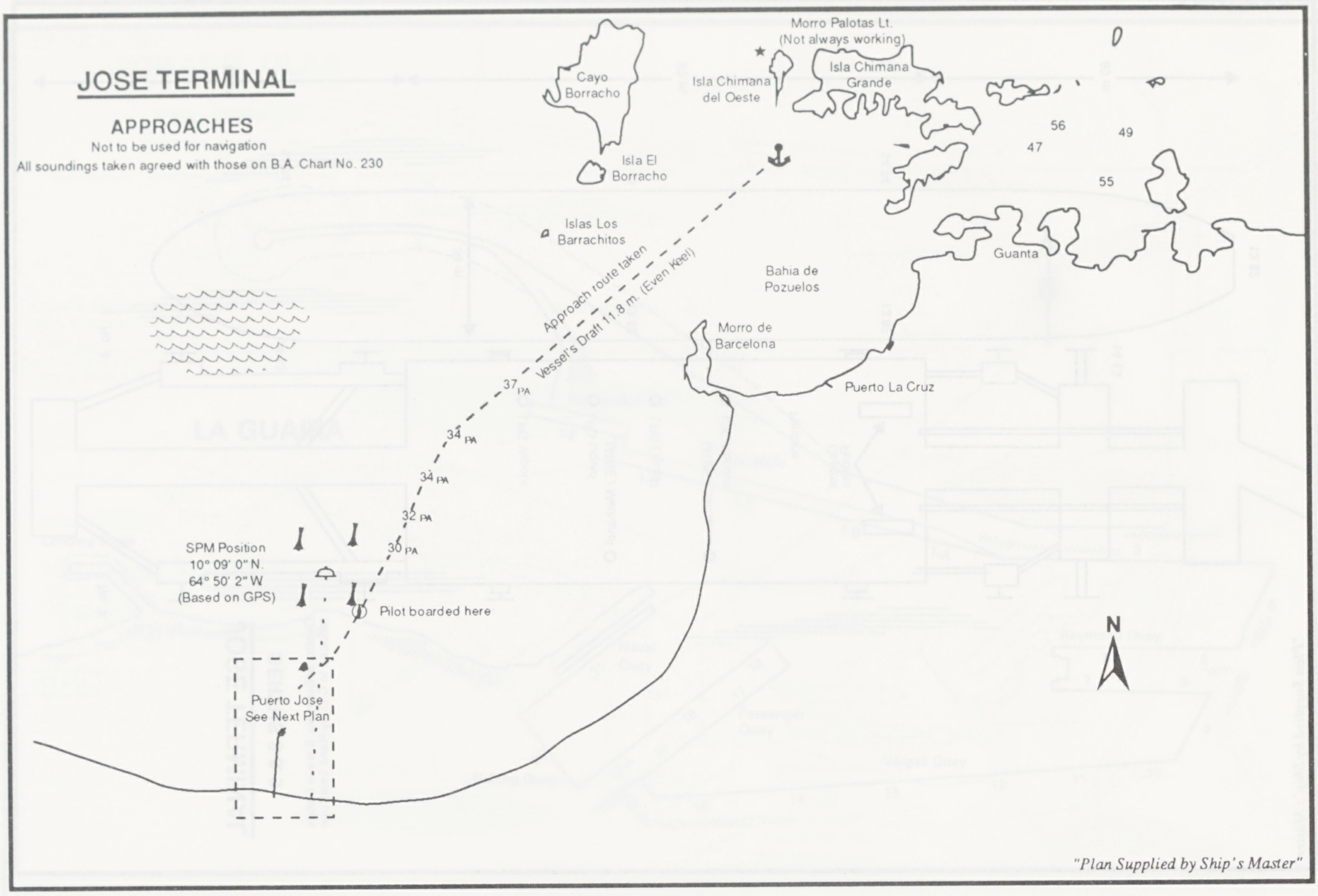

BERTH 1
BERTH 2
AFT
FWD
AFT
FWD
⑫
⑪
⑩
⑨
⑧
⑦
⑥
6A
⑤
④
③
②
①

Chicksan No	Cargo	Connection size in inches
7	Fuel Oil / Crude / Ballast	12"
8	Fuel Oil / Crude / Ballast	12"
9	Unleaded Gasoline / Naphtha/ Alquilate / F.C.C.	12"
10	V.G.O. / Diesel / Lub. / Jet A-1	12"
11	Leaded Gasoline	12"
12	ISO Butane	12"

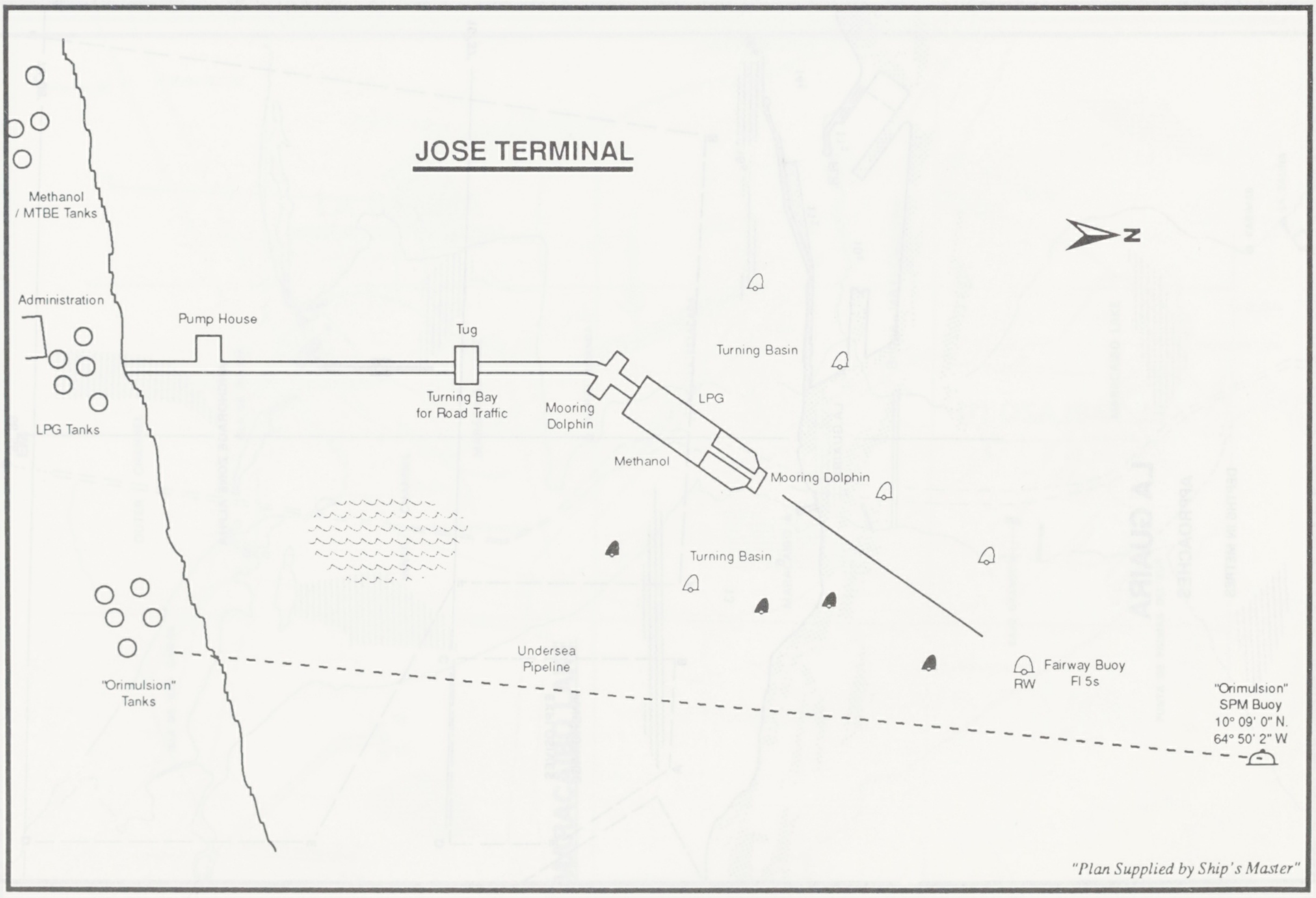
Chicksan No	Cargo	Connection size in inches
1	Fuel Oil / Crude / Ballast	12"
2	Fuel Oil / Crude / Ballast	12"
3	Unleaded Gasoline / Naphtha / Alquilate / FCC	12"
4	V.G.O. / Diesel / Gasoil / Lub / Jet Fuel	12"
5	Leaded Gasoline	12"
6	ISO Butane / Benzene / Orto Xilene	8"
6A	Tel	4" (Hose)


GUANTA BAY
N
34ft.
36ft.
35 ft.
35 ft.
37ft.
31 ft.
27 ft.
29 ft.
25 ft.
27 ft.
25 ft.
26 ft.
26 ft.
25 ft.
22 ft.
Store
Mech. Workshop
Hospital
Customs
Cargo Areas
Store
Store
Generating Station
Fuel Deposits
GUANTA

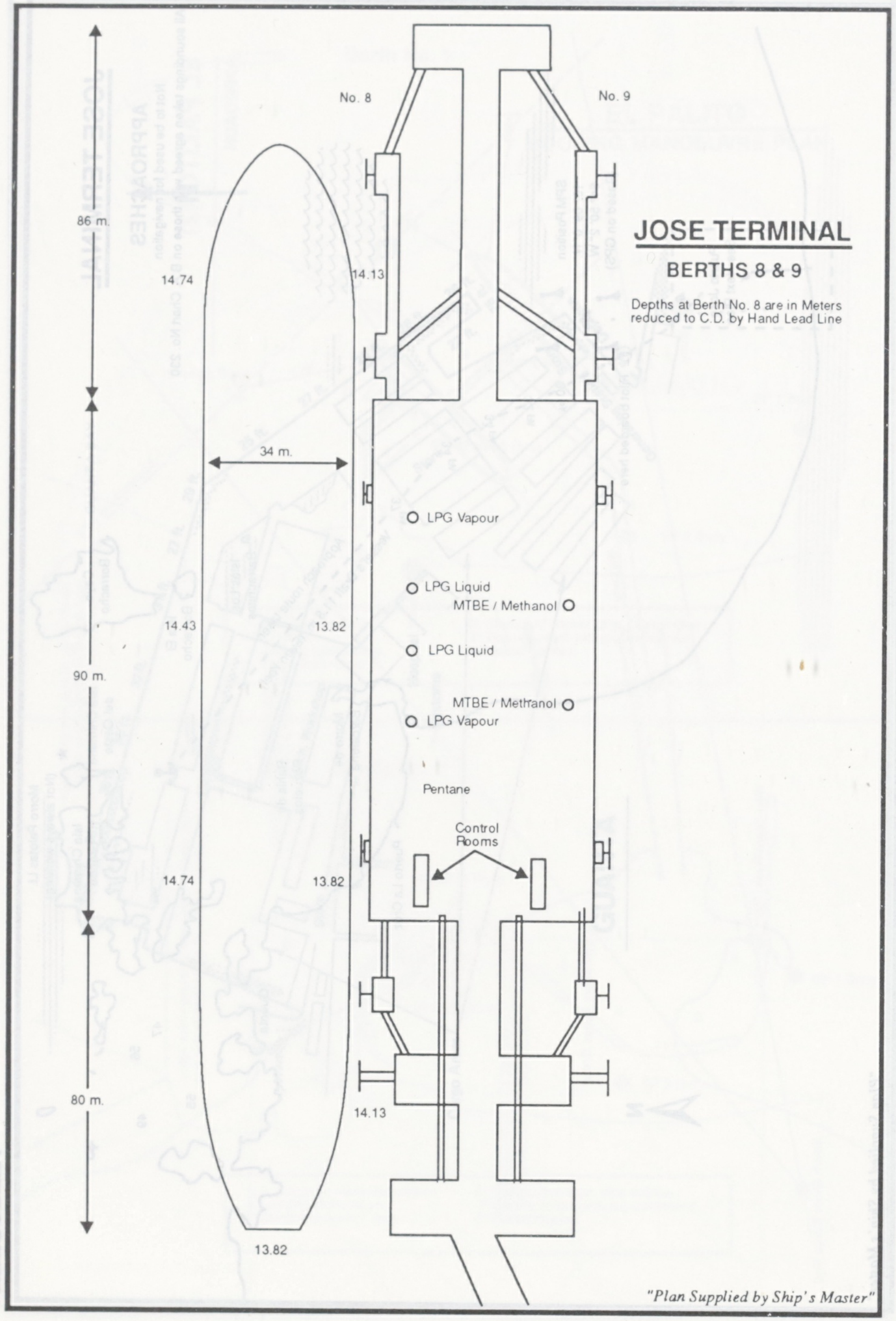

GUARANAO
N
①
Dock
②
Ferry Terminal
⑤
Floating Dock
③
30 m.
④
180 m.
Port Authority and Customs
Port Limits


JOSE TERMINAL
APPROACHES
Not to be used for navigation
All soundings taken agreed with those on B.A. Chart No. 230
Cayo Borracho
Isla El Borracho
Morro Palotas Lt. (Not always working)
Isla Chimana del Oeste
Isla Chimana Grande
56
47
49
55
Islas Los Barrachitos
Guanta
Bahia de Pozuelos
Morro de Barcelona
Puerto La Cruz
Approach route taken
Vessel's Draft 11.8 m. (Even Keel)
37 PA
34 PA
34 PA
32 PA
30 PA
SPM Position
10° 09' 0" N.
64° 50' 2" W
(Based on GPS)
Pilot boarded here
Puerto Jose
See Next Plan
N

"Plan Supplied by Ship's Master"


JOSE TERMINAL
Methanol / MTBE Tanks
Administration
Pump House
Tug
LPG Tanks
Turning Bay for Road Traffic
Mooring Dolphin
LPG
Turning Basin
Methanol
Mooring Dolphin
Turning Basin
Undersea Pipeline
"Orimulsion" Tanks
Fairway Buoy
RW
Fl 5s
"Orimulsion" SPM Buoy
10° 09' 0" N.
64° 50' 2" W
N

"Plan Supplied by Ship's Master"

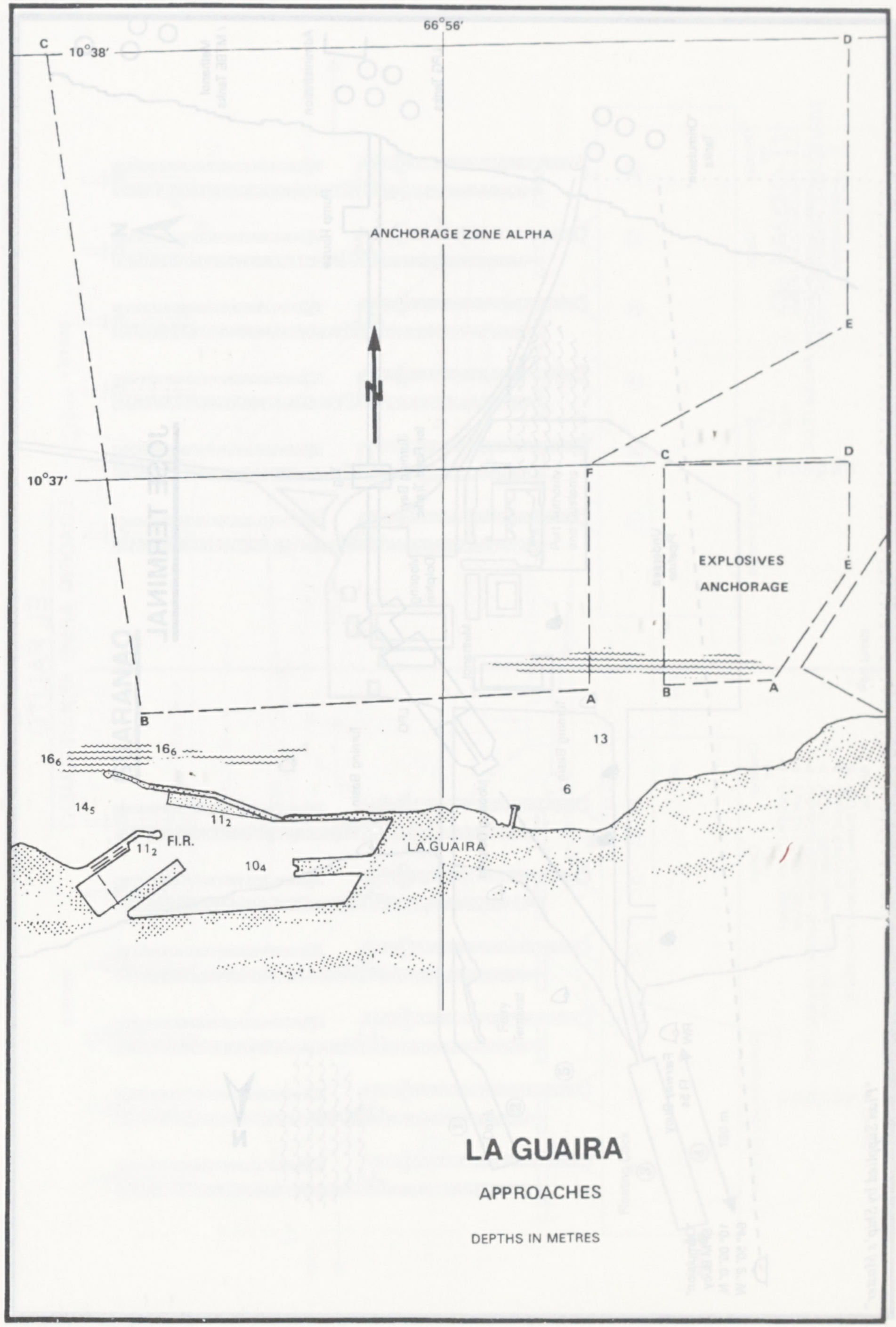

No. 8
No. 9
86 m.
90 m.
80 m.
34 m.
14.74
14.13
14.43
13.82
14.74
13.82
14.13
13.82
LPG Vapour
LPG Liquid
MTBE / Methanol
LPG Liquid
MTBE / Methanol
LPG Vapour
Pentane
Control Rooms

JOSE TERMINAL

BERTHS 8 & 9

Depths at Berth No. 8 are in Meters reduced to C.D. by Hand Lead Line

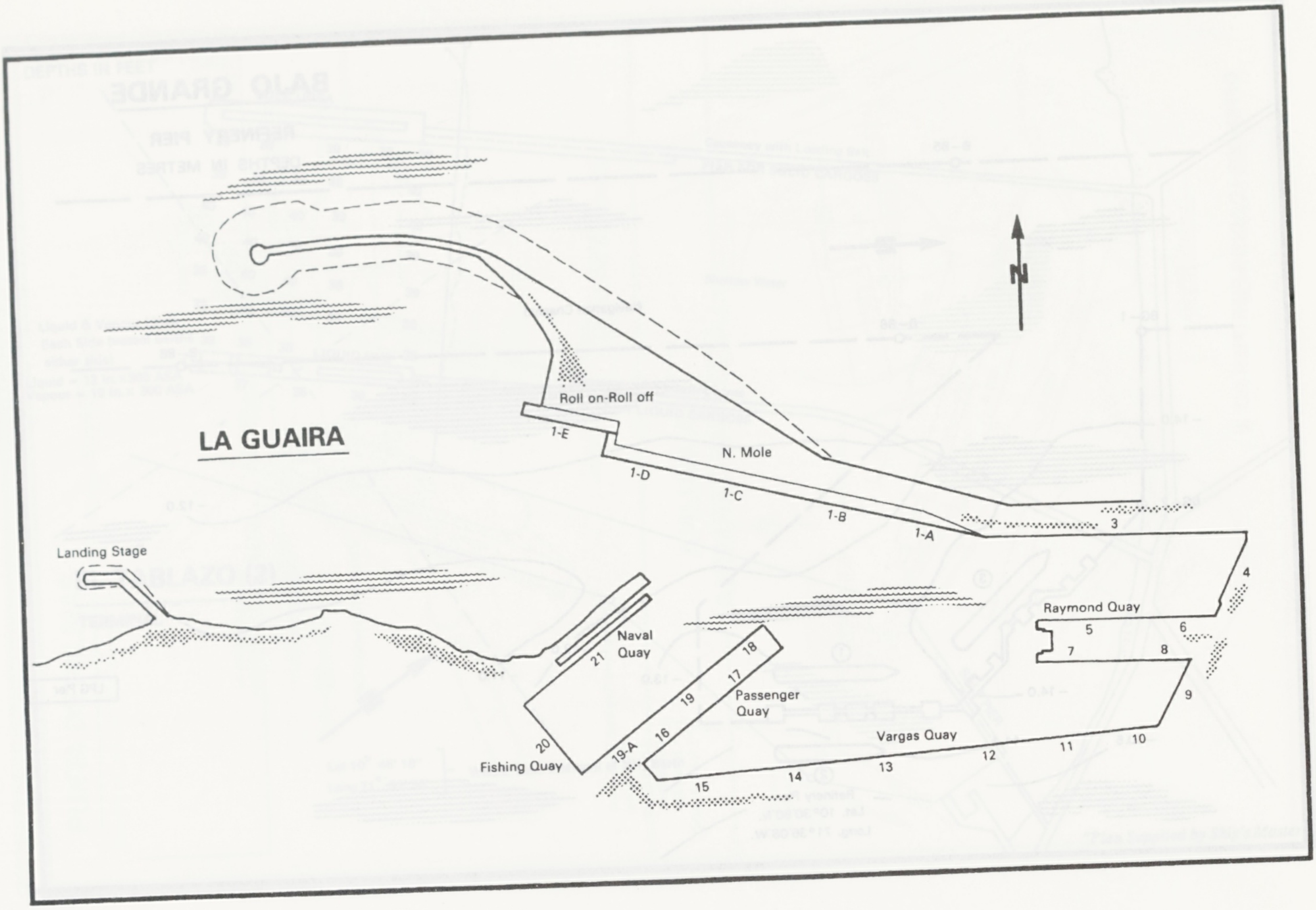
"Plan Supplied by Ship's Master"

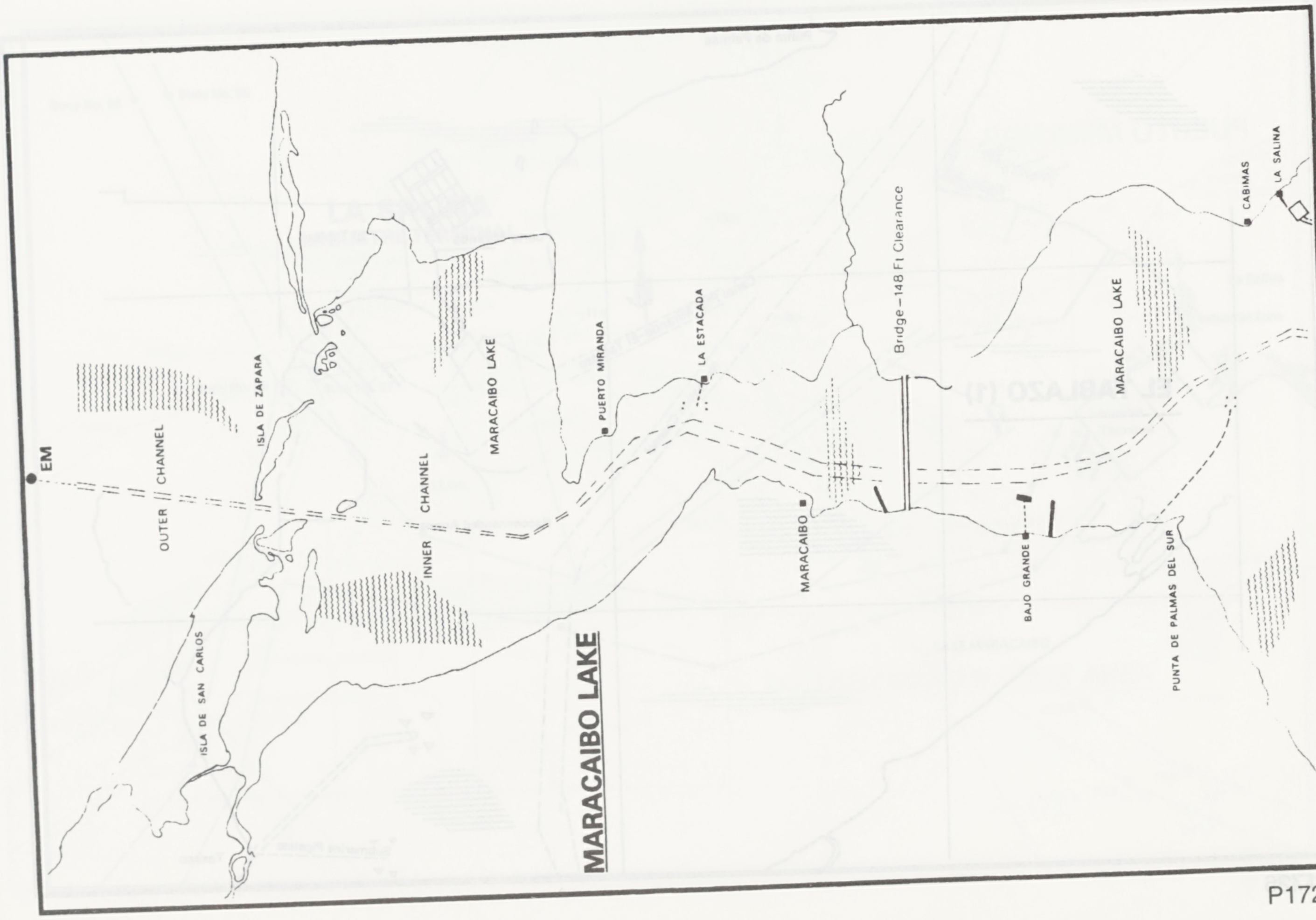

66°56′
10°38′
10°37′
C
D
E
F
C
D
E
A
B
A
B
ANCHORAGE ZONE ALPHA
EXPLOSIVES ANCHORAGE
N
16_6
16_6
13
6
14_5
11_2
11_2
Fl.R.
10_4
LA GUAIRA

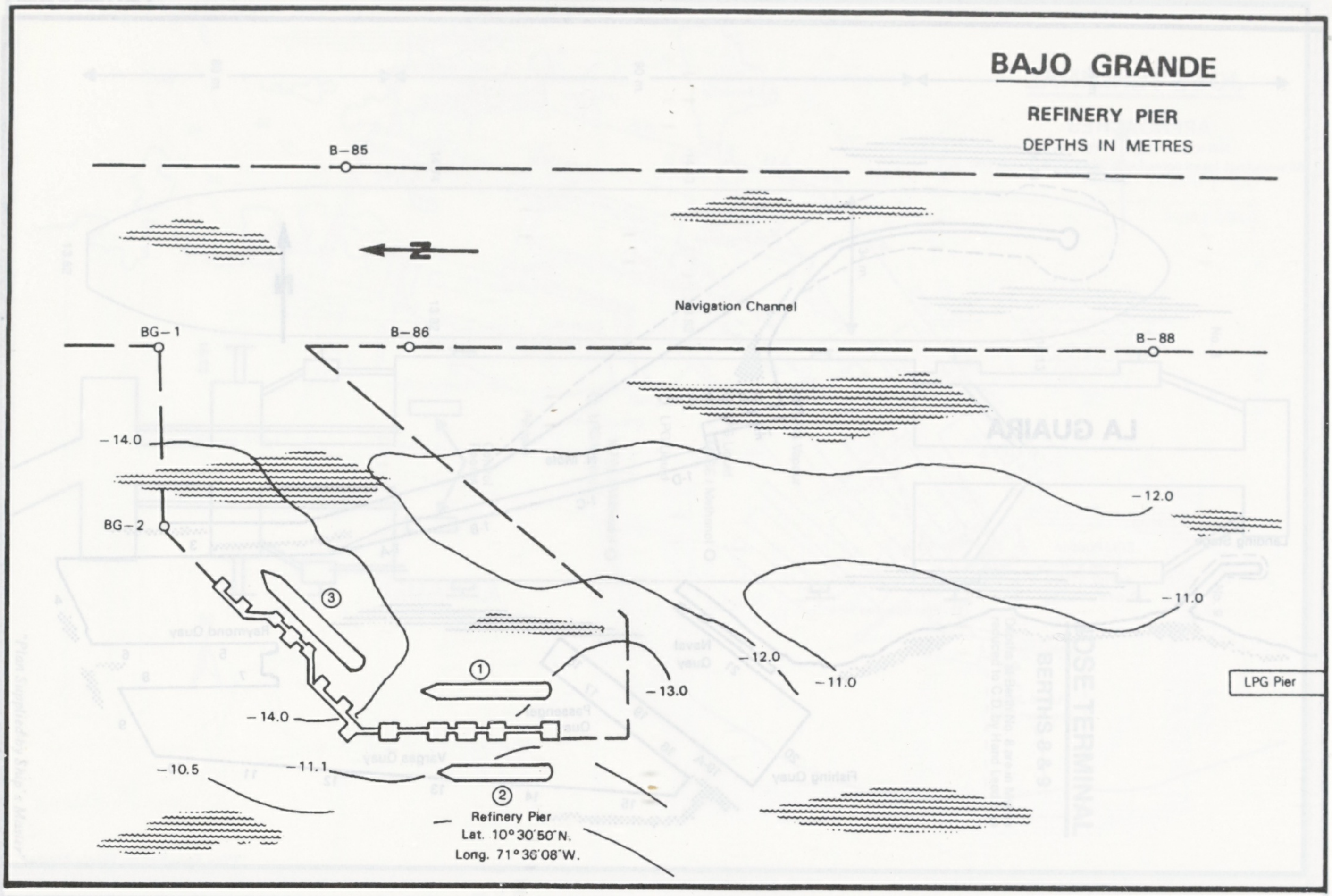
LA GUAIRA

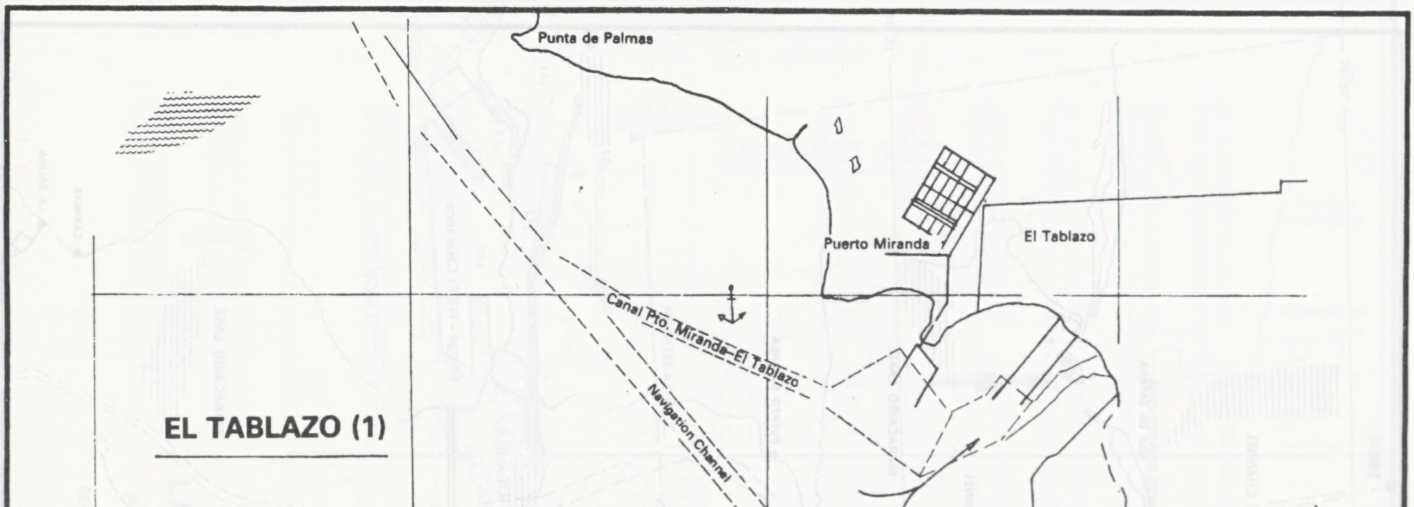
APPROACHES

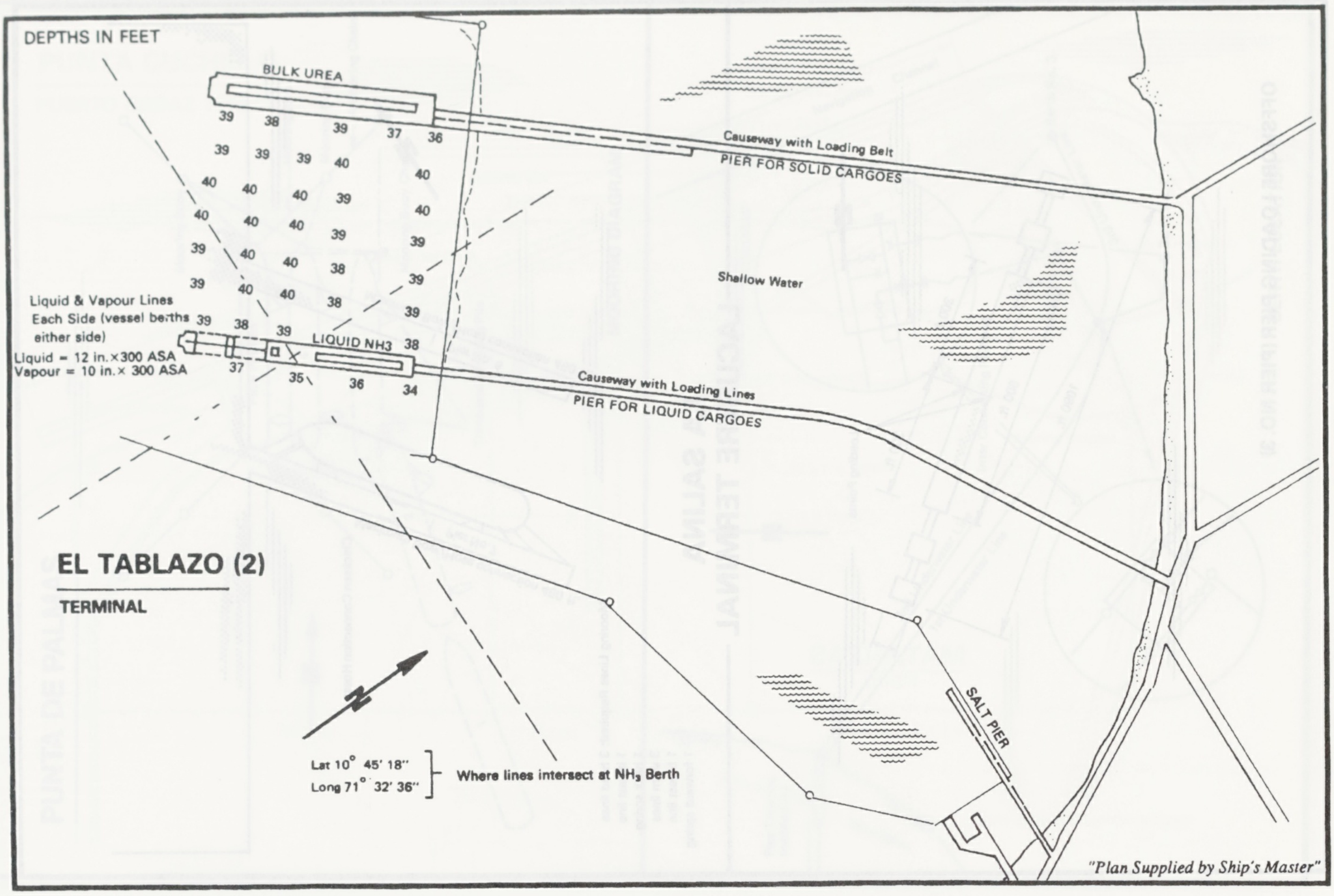
DEPTHS IN METRES

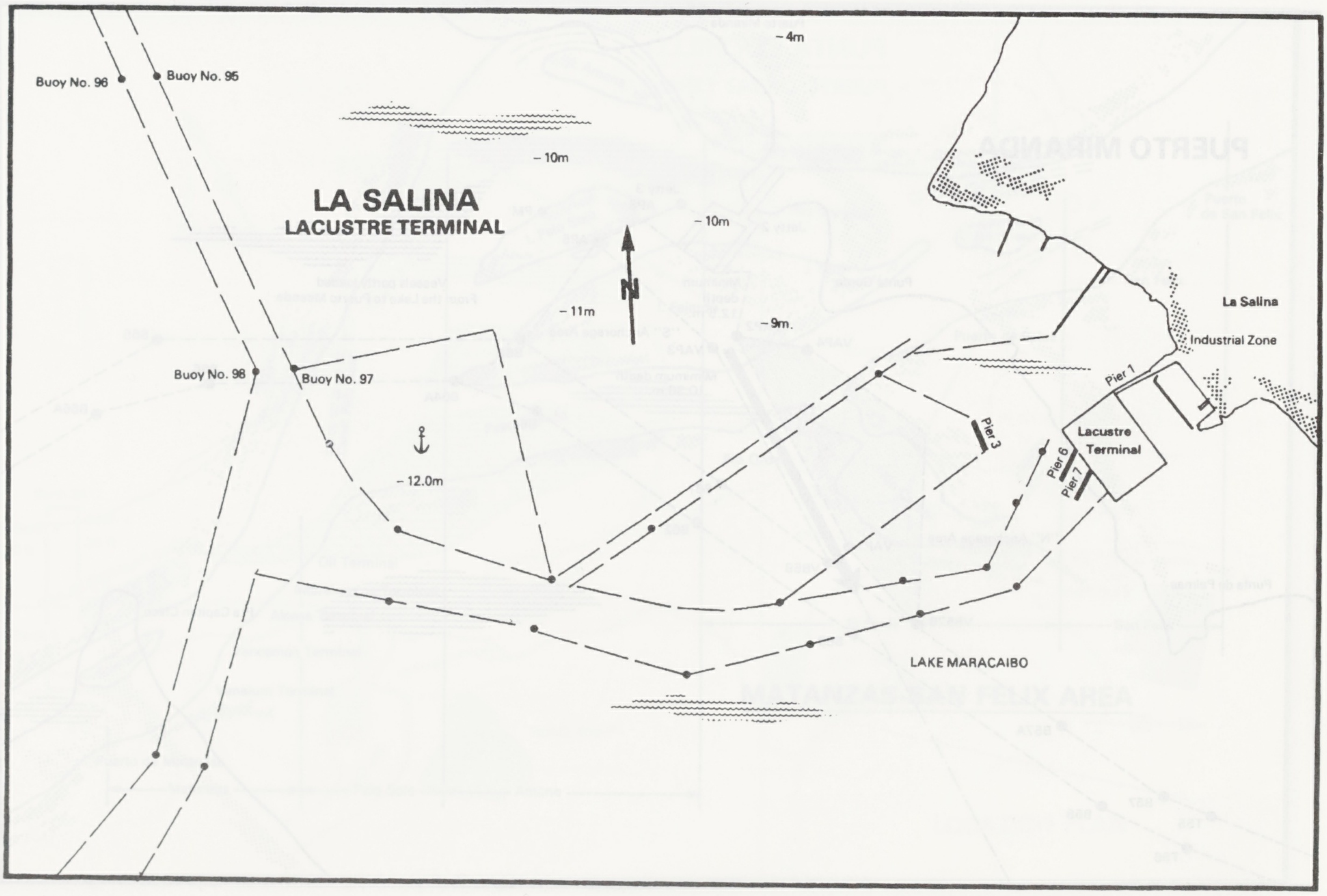

LA GUAIRA
N
Roll on-Roll off
1-E
1-D
1-C
1-B
1-A
N. Mole
3
4
Raymond Quay
5
6
7
8
9
10
11
12
13
14
15
Vargas Quay
16
17
18
19
19-A
20
21
Passenger Quay
Naval Quay
Fishing Quay
Landing Stage

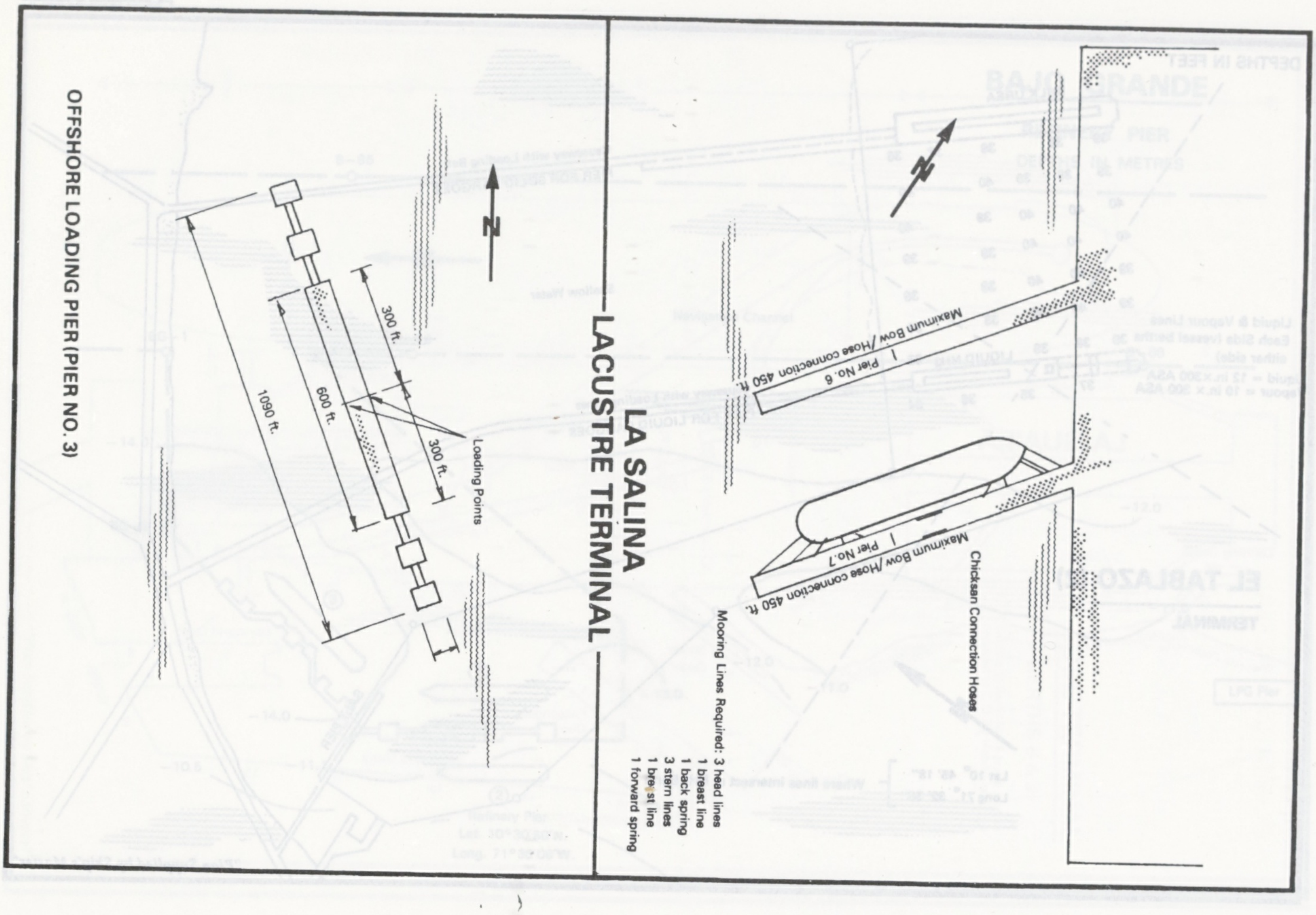

MARACAIBO LAKE
EM
OUTER CHANNEL
INNER CHANNEL
ISLA DE ZAPARA
ISLA DE SAN CARLOS
MARACAIBO LAKE
PUERTO MIRANDA
LA ESTACADA
MARACAIBO
Bridge–148 Ft Clearance
BAJO GRANDE
PUNTA DE PALMAS DEL SUR
MARACAIBO LAKE
CABIMAS
LA SALINA

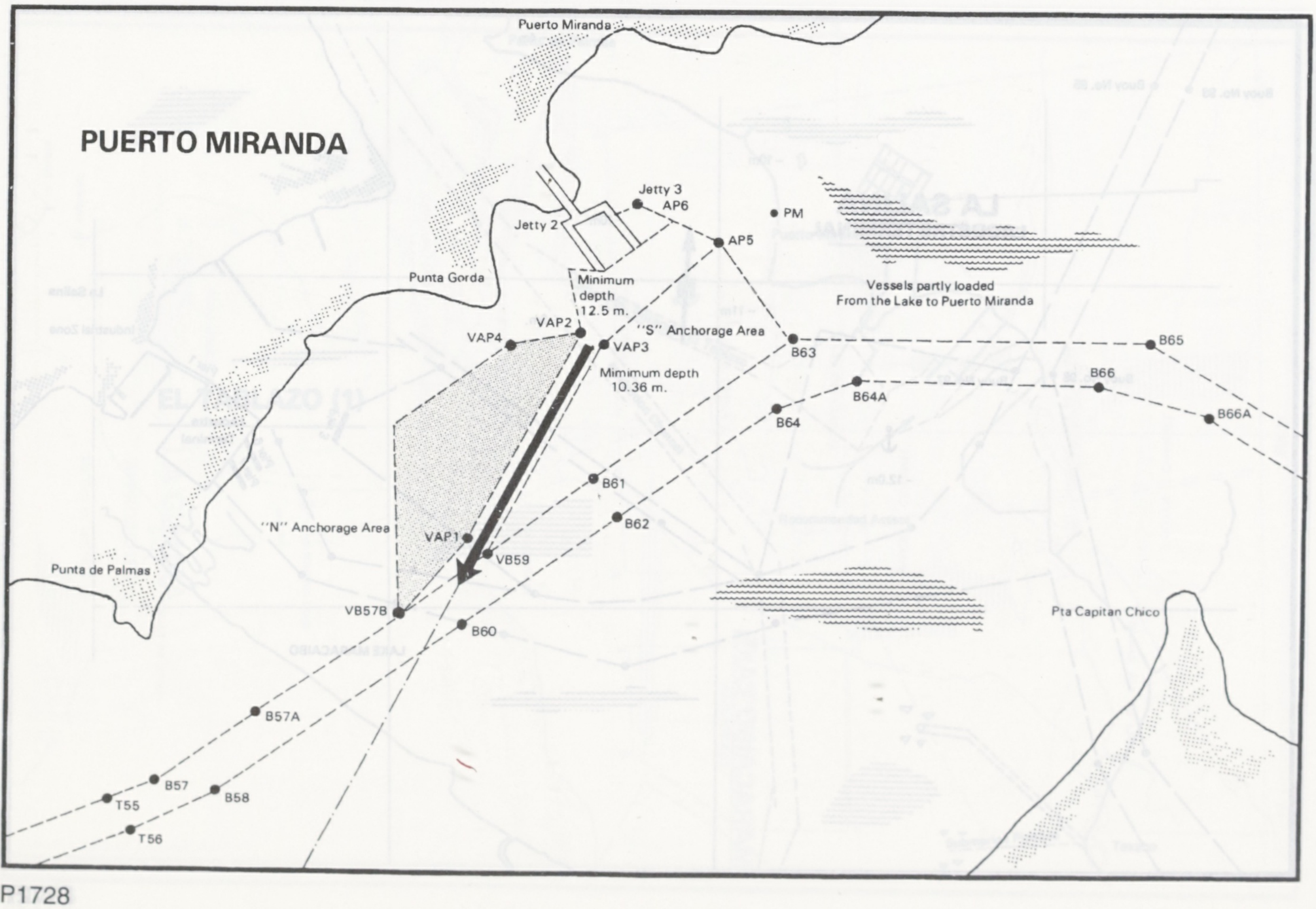

BAJO GRANDE
REFINERY PIER
DEPTHS IN METRES
B–85
N
Navigation Channel
BG–1
B–86
B–88
–14.0
–12.0
BG–2
3
–11.0
1
–12.0
–11.0
–13.0
LPG Pier
–14.0
–10.5
–11.1
2
Refinery Pier
Lat. 10°30'50"N.
Long. 71°36'08"W.

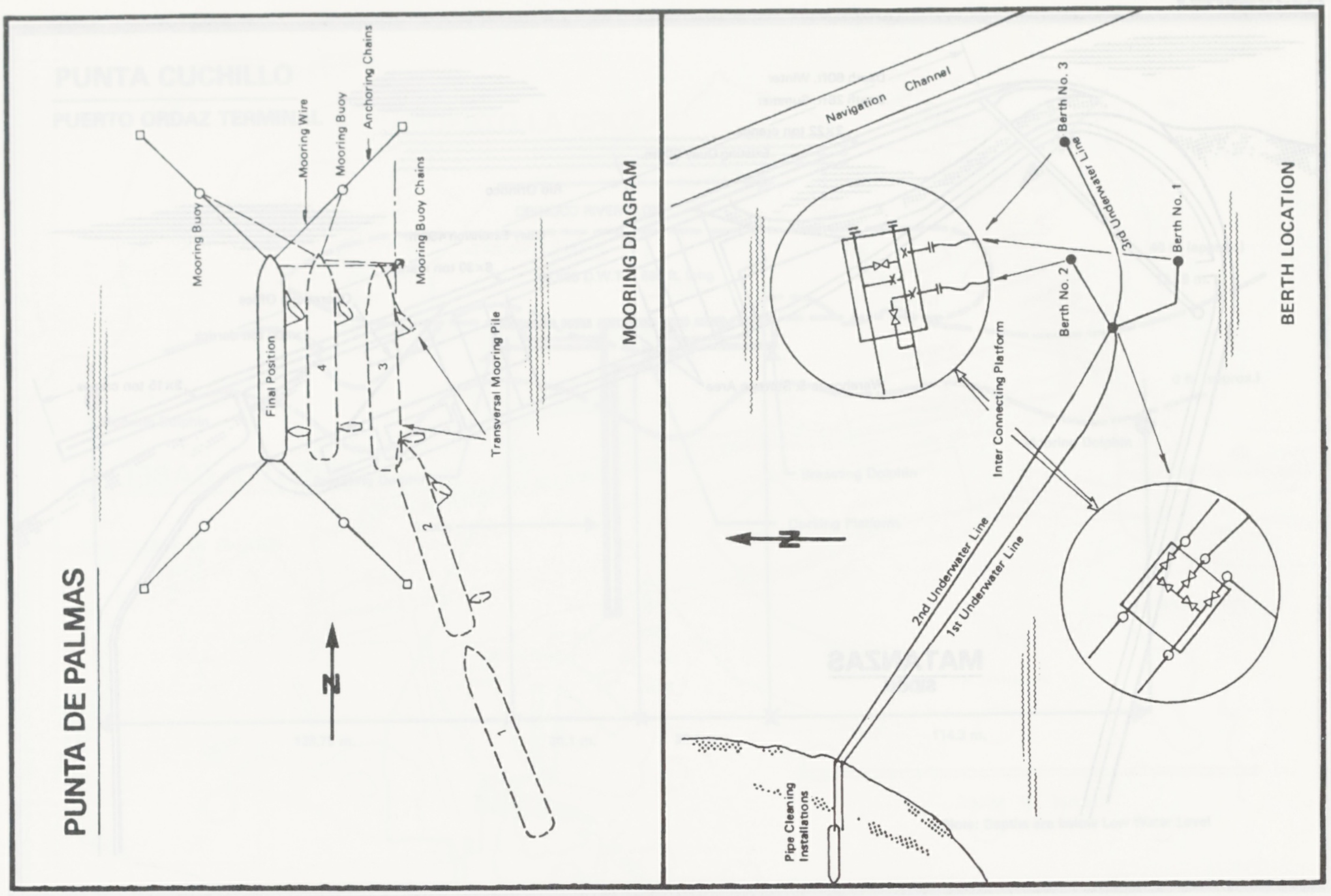

Punta de Palmas
Puerto Miranda
El Tablazo
Canal Pto. Miranda–El Tablazo
Navigation Channel
EL TABLAZO (1)
Recommended Access
Submarine Pipeline
Texaco


DEPTHS IN FEET
BULK UREA
Causeway with Loading Belt
PIER FOR SOLID CARGOES
Shallow Water
Liquid & Vapour Lines
Each Side (vessel berths either side)
Liquid = 12 in.×300 ASA
Vapour = 10 in.× 300 ASA
LIQUID NH3
Causeway with Loading Lines
PIER FOR LIQUID CARGOES
SALT PIER
39 38 39 37 36
39 39 39 40 40
40 40 40 39 40
40 40 40 39 39
39 40 40 38 39
39 40 40 38 39
39 38 39 38
37 35 36 34
EL TABLAZO (2)
TERMINAL
N
Lat 10° 45' 18"
Long 71° 32' 36"
Where lines intersect at NH3 Berth
"Plan Supplied by Ship's Master"


LA SALINA
LACUSTRE TERMINAL
Buoy No. 96
Buoy No. 95
Buoy No. 98
Buoy No. 97
– 4m
– 10m
– 10m
– 11m
– 9m.
– 12.0m
N
Pier 1
Pier 3
Pier 6
Pier 7
Lacustre Terminal
La Salina
Industrial Zone
LAKE MARACAIBO

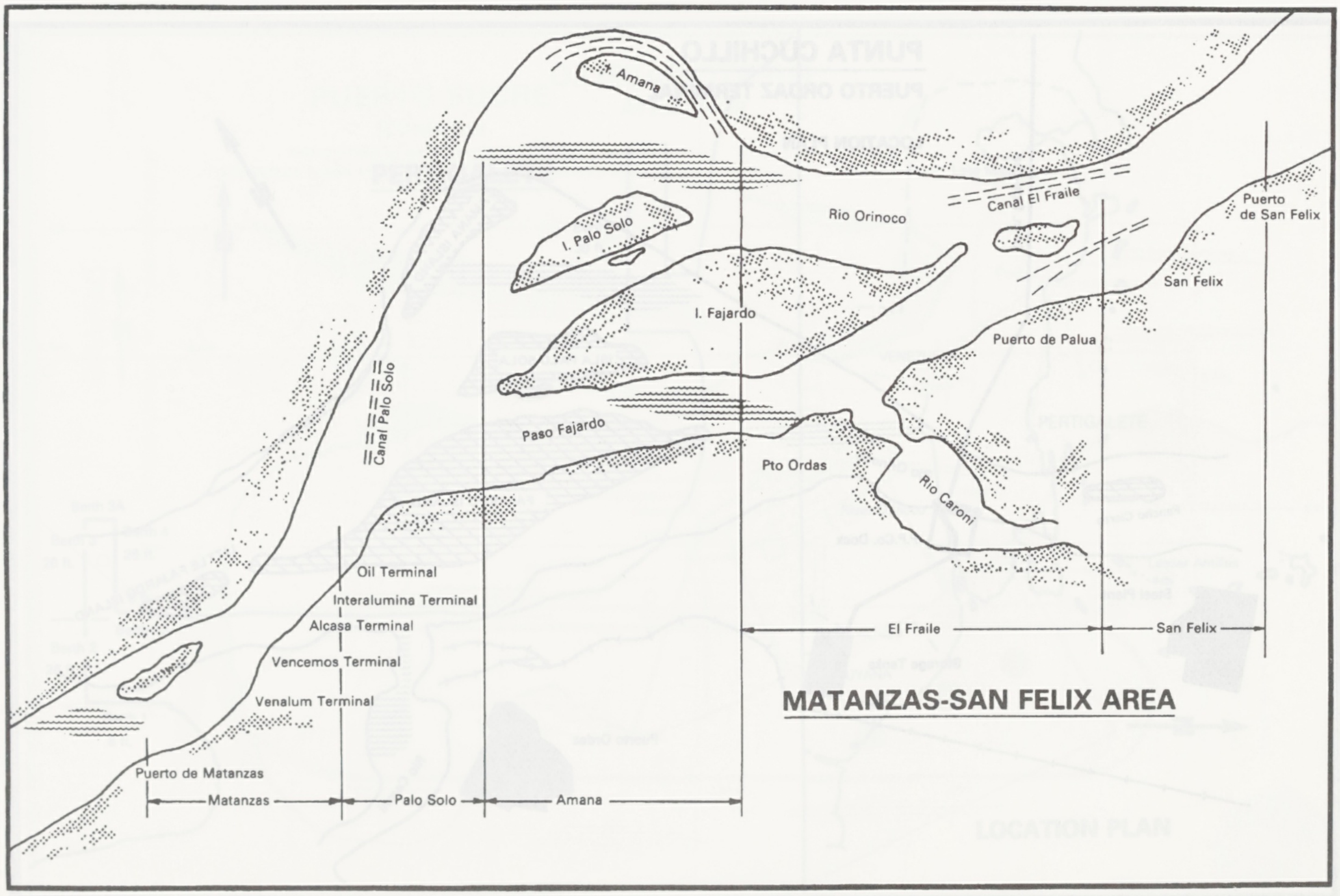

OFFSHORE LOADING PIER (PIER NO. 3)
1090 ft.
600 ft.
300 ft.
300 ft.
Loading Points
N
LA SALINA
LACUSTRE TERMINAL
Maximum Bow/Hose connection 450 ft.
Pier No.6
Pier No.7
Maximum Bow/Hose connection 450 ft.
Chicksan Connection Hoses
Mooring Lines Required: 3 head lines
1 breast line
1 back spring
3 stern lines
1 breast line
1 forward spring


Puerto Miranda
PUERTO MIRANDA
Jetty 3
AP6
Jetty 2
PM
AP5
Punta Gorda
Minimum depth 12.5 m.
Vessels partly loaded From the Lake to Puerto Miranda
VAP4
VAP2
VAP3
"S" Anchorage Area
B63
B65
Mimimum depth 10.36 m.
B64A
B66
B64
B66A
B61
B62
"N" Anchorage Area
VAP1
VB59
Punta de Palmas
VB57B
B60
Pta Capitan Chico
B57A
B57
B58
T55
T56



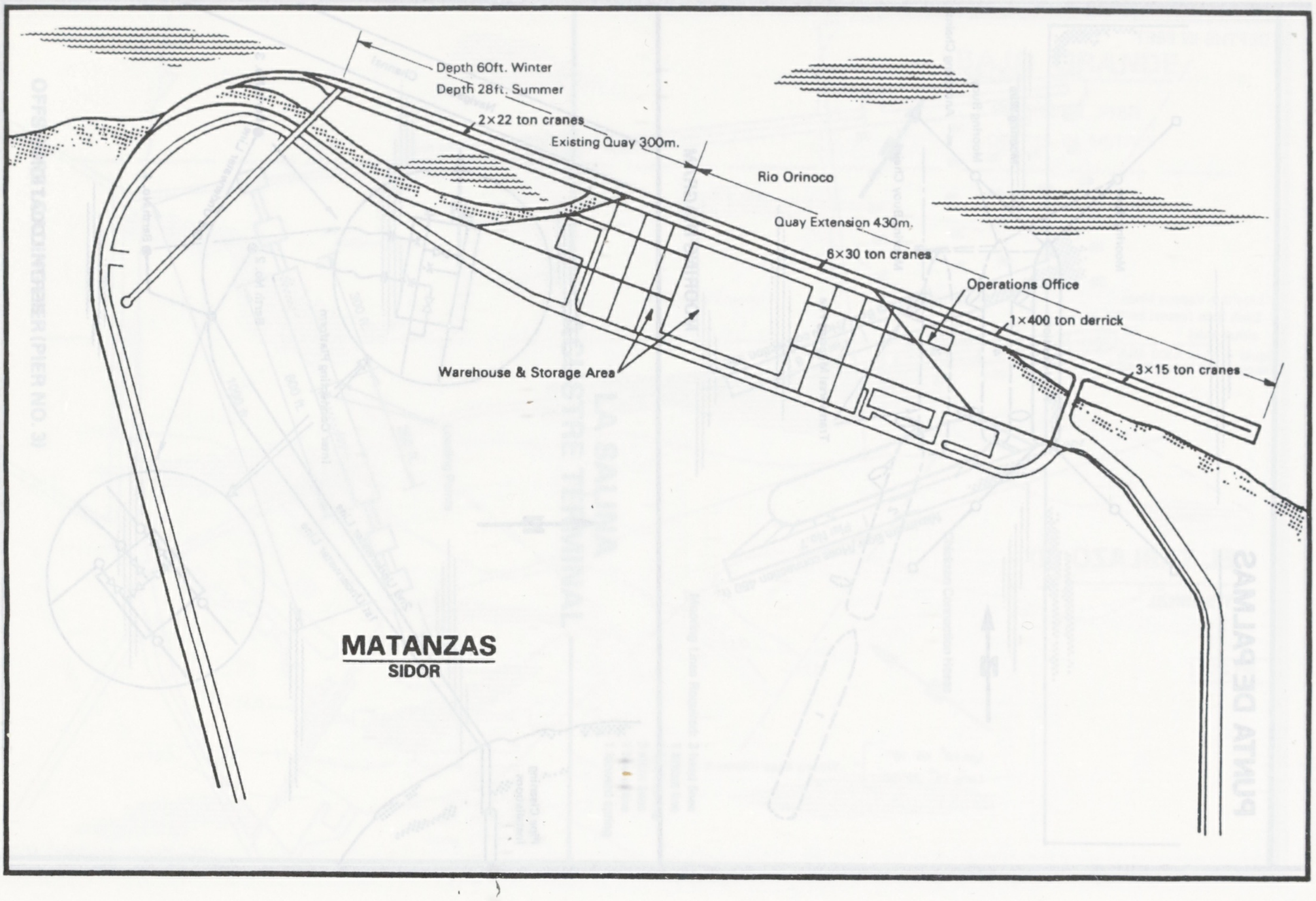
PUNTA DE PALMAS

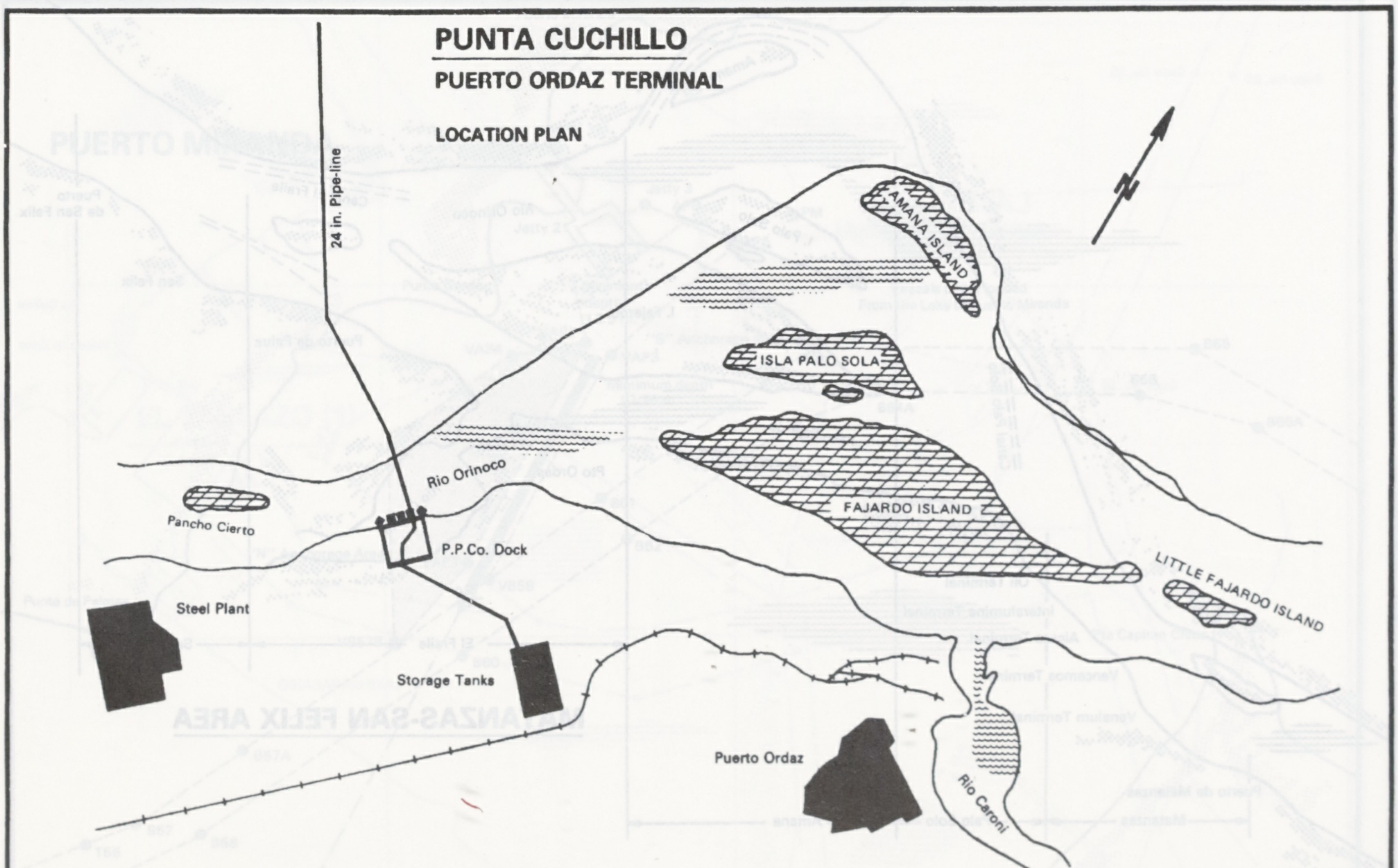
MOORING DIAGRAM
Mooring Buoy
Mooring Wire
Mooring Buoy
Anchoring Chains
Mooring Buoy Chains
Final Position
4
3
2
1
Transversal Mooring Pile
N
BERTH LOCATION
Navigation Channel
Berth No. 3
3rd Underwater Line
Berth No. 1
Berth No. 2
Inter Connecting Platform
2nd Underwater Line
1st Underwater Line
Pipe Cleaning Installations
N



MATANZAS-SAN FELIX AREA

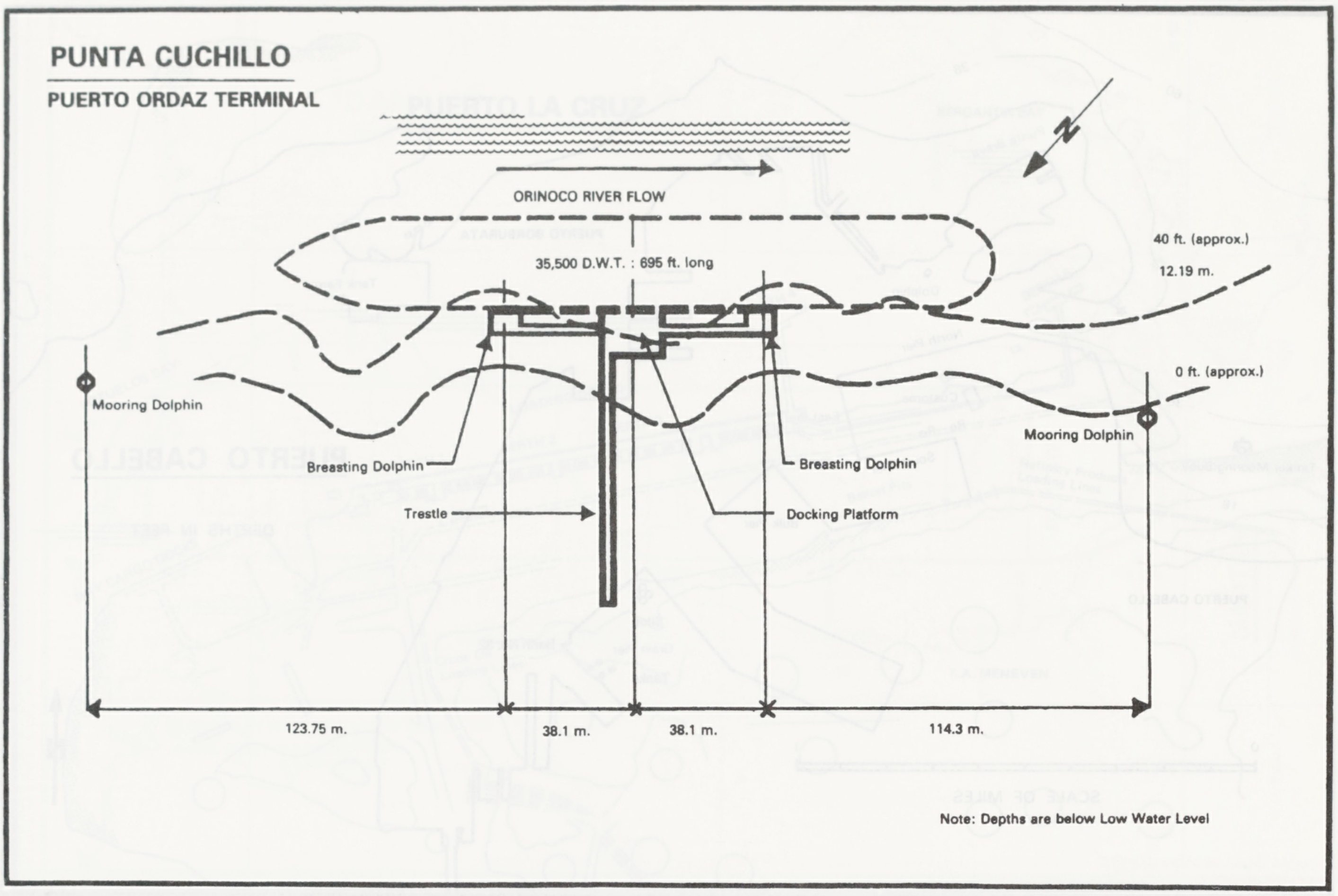
I. Amana
I. Palo Solo
Rio Orinoco
Canal El Fraile
Puerto de San Felix
San Felix
I. Fajardo
Puerto de Palua
Canal Palo Solo
Paso Fajardo
Pto Ordas
Rio Caroni
Oil Terminal
Interalumina Terminal
Alcasa Terminal
Vencemos Terminal
Venalum Terminal
Puerto de Matanzas
Matanzas
Palo Solo
Amana
El Fraile
San Felix


Depth 60ft. Winter
Depth 28ft. Summer
2×22 ton cranes
Existing Quay 300m.
Rio Orinoco
Quay Extension 430m.
6×30 ton cranes
Operations Office
1×400 ton derrick
3×15 ton cranes
Warehouse & Storage Area
MATANZAS
SIDOR


PUNTA CUCHILLO
PUERTO ORDAZ TERMINAL
LOCATION PLAN
24 in. Pipe-line
AMANA ISLAND
ISLA PALO SOLA
FAJARDO ISLAND
LITTLE FAJARDO ISLAND
Rio Orinoco
Pancho Cierto
P.P.Co. Dock
Steel Plant
Storage Tanks
Puerto Ordaz
Rio Caroni

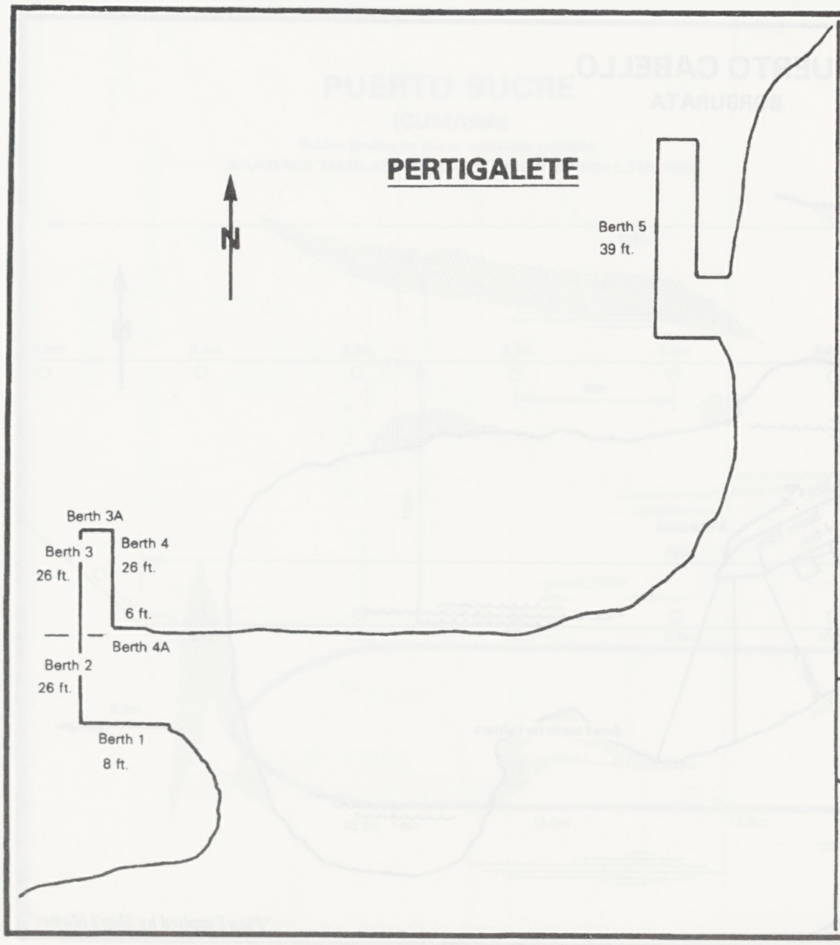
PUNTA CUCHILLO

PUERTO ORDAZ TERMINAL

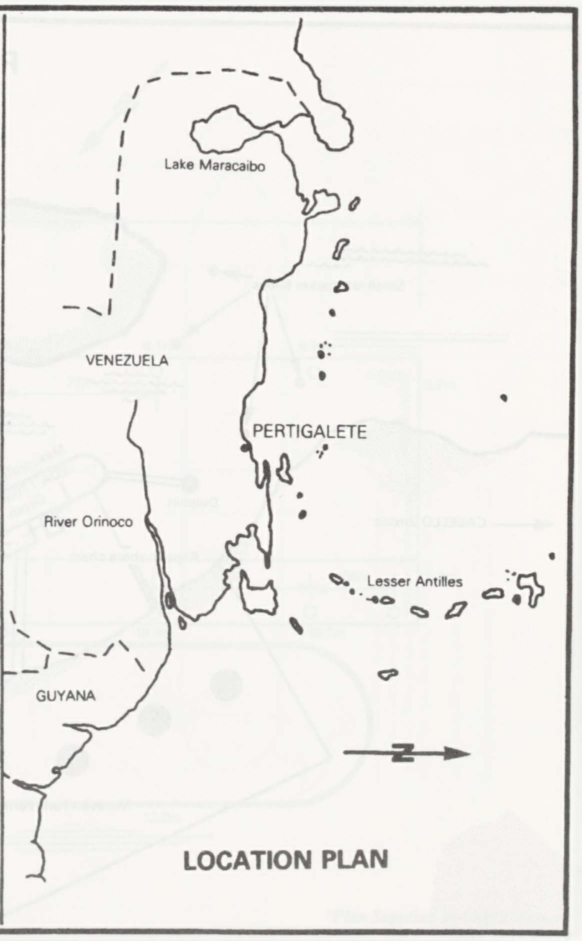

N
ORINOCO RIVER FLOW
35,500 D.W.T. : 695 ft. long
40 ft. (approx.)
12.19 m.
0 ft. (approx.)
Mooring Dolphin
Mooring Dolphin
Breasting Dolphin
Breasting Dolphin
Trestle
Docking Platform
123.75 m.
38.1 m.
38.1 m.
114.3 m.

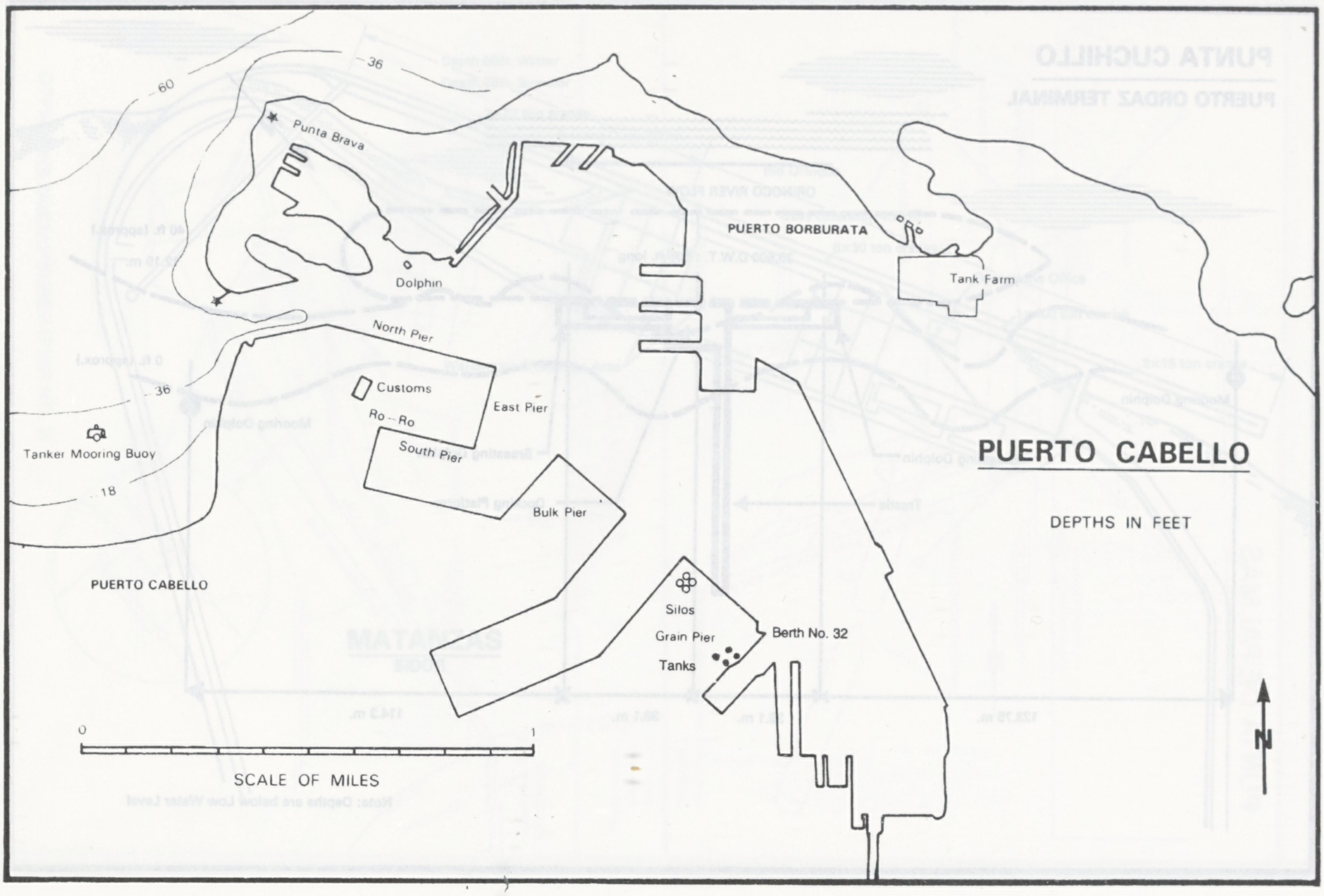
Note: Depths are below Low Water Level

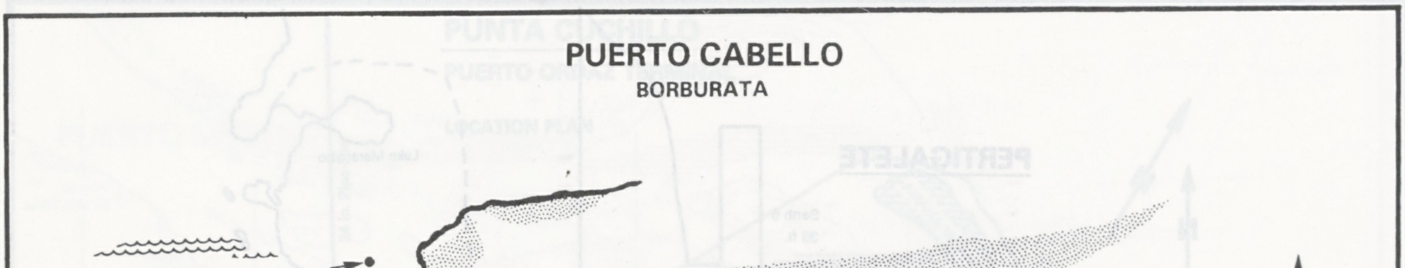
PERTIGALETE


N
Berth 5
39 ft.
Berth 3A
Berth 3
26 ft.
Berth 4
26 ft.
6 ft.
Berth 4A
Berth 2
26 ft.
Berth 1
8 ft.

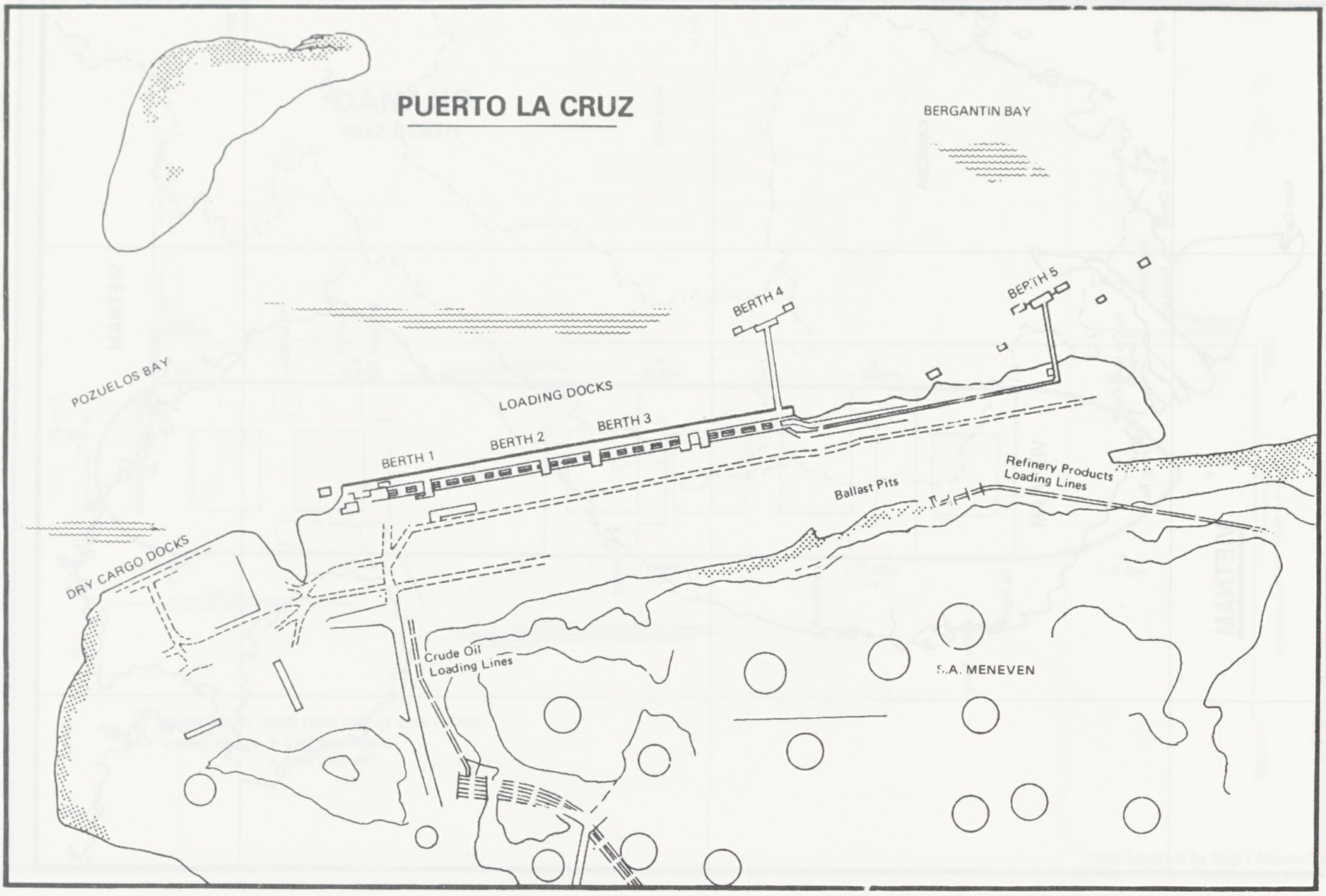
LOCATION PLAN


Lake Maracaibo
VENEZUELA
PERTIGALETE
River Orinoco
Lesser Antilles
GUYANA
N


PUERTO CABELLO
DEPTHS IN FEET
36
60
Punta Brava
PUERTO BORBURATA
Tank Farm
Dolphin
North Pier
Customs
East Pier
Ro-Ro
South Pier
36
Tanker Mooring Buoy
18
Bulk Pier
PUERTO CABELLO
Silos
Grain Pier
Tanks
Berth No. 32
0
1
SCALE OF MILES
N

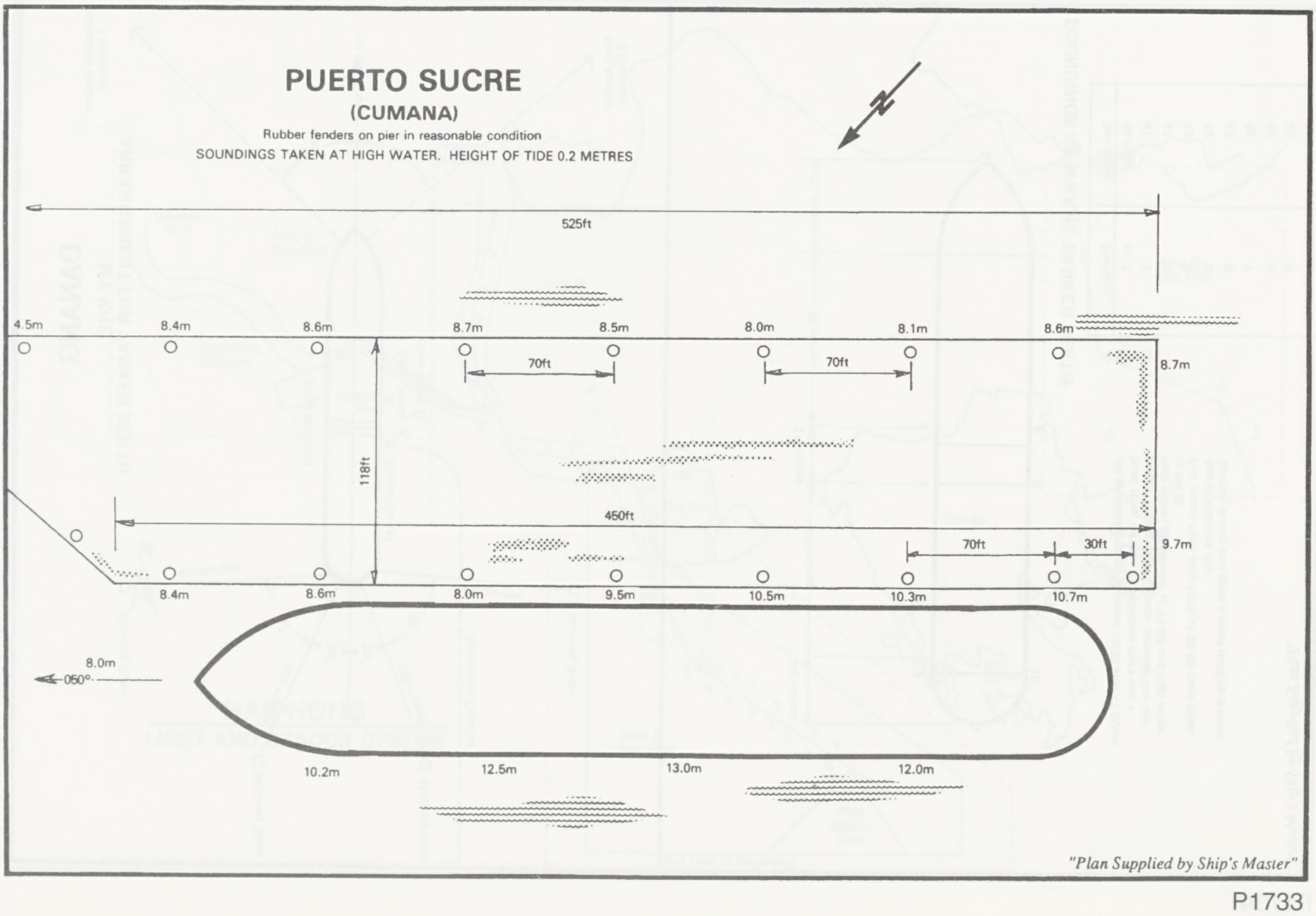

PUERTO CABELLO
BORBURATA
N
Small red marker buoys
CABELLO 2miles
Dolphin
Max. draft 32ft.
LOA 170m. Beam 26m.
Depth 14.6m.
4 Shackles
Rope to shore chain
Small berth for lighters
Maraven Tank Farm

"Plan Supplied by Ship's Master"



PUERTO LA CRUZ

BERGANTIN BAY
BERTH 4
BERTH 5
POZUELOS BAY
LOADING DOCKS
BERTH 1
BERTH 2
BERTH 3
Refinery Products Loading Lines
Ballast Pits
DRY CARGO DOCKS
Crude Oil Loading Lines
S.A. MENEVEN



PUERTO SUCRE

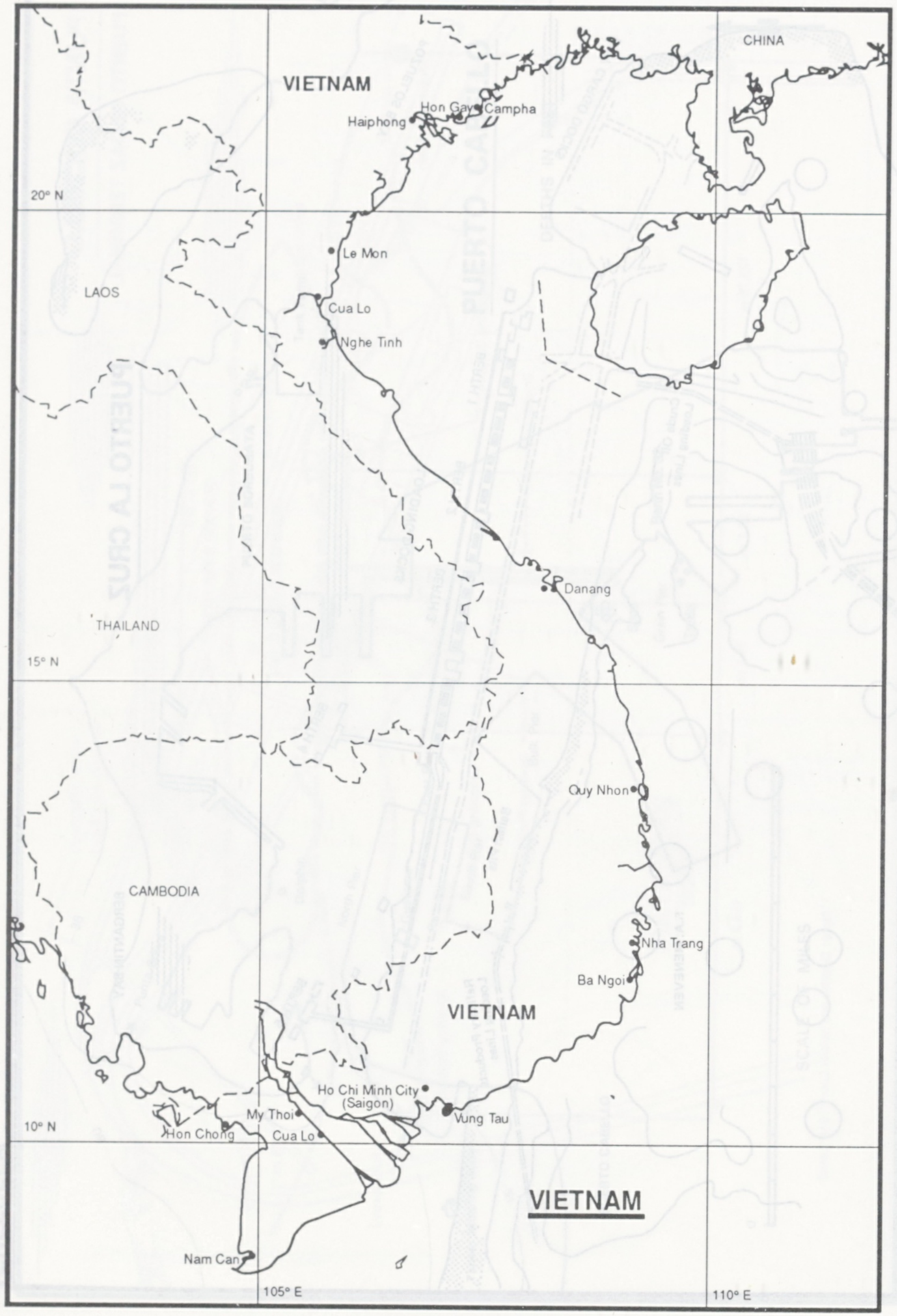
(CUMANA)

Rubber fenders on pier in reasonable condition

SOUNDINGS TAKEN AT HIGH WATER. HEIGHT OF TIDE 0.2 METRES

525ft
4.5m
8.4m
8.6m
8.7m
8.5m
8.0m
8.1m
8.6m
8.7m
70ft
70ft
118ft
450ft
70ft
30ft
9.7m
8.4m
8.6m
8.0m
9.5m
10.5m
10.3m
10.7m
8.0m
050°
10.2m
12.5m
13.0m
12.0m

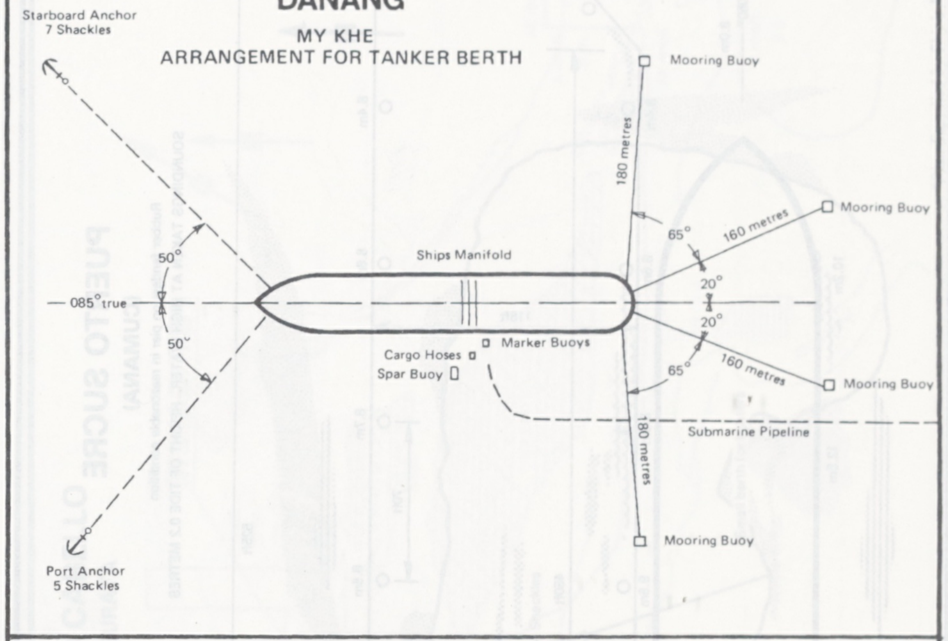
"Plan Supplied by Ship's Master"

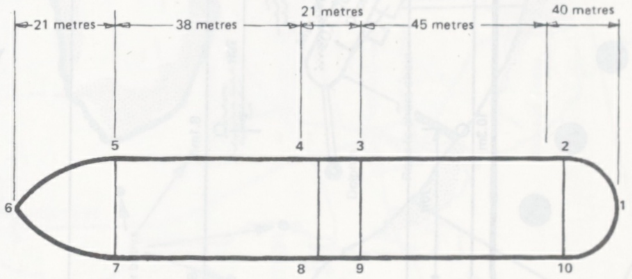

CHINA
VIETNAM
Haiphong
Hon Gay
Campha
20° N
Le Mon
LAOS
Cua Lo
Nghe Tinh
Danang
THAILAND
15° N
Quy Nhon
CAMBODIA
Nha Trang
Ba Ngoi
VIETNAM
Ho Chi Minh City (Saigon)
Vung Tau
My Thoi
10° N
Hon Chong
Cua Lo
Nam Can
105° E
110° E

VIETNAM

DANANG

MY KHE ARRANGEMENT FOR TANKER BERTH


Starboard Anchor 7 Shackles
Mooring Buoy
180 metres
Mooring Buoy
65°
160 metres
Ships Manifold
50°
085° true
20°
20°
50°
Cargo Hoses
Marker Buoys
Spar Buoy
65°
160 metres
Mooring Buoy
Submarine Pipeline
180 metres
Mooring Buoy
Port Anchor 5 Shackles

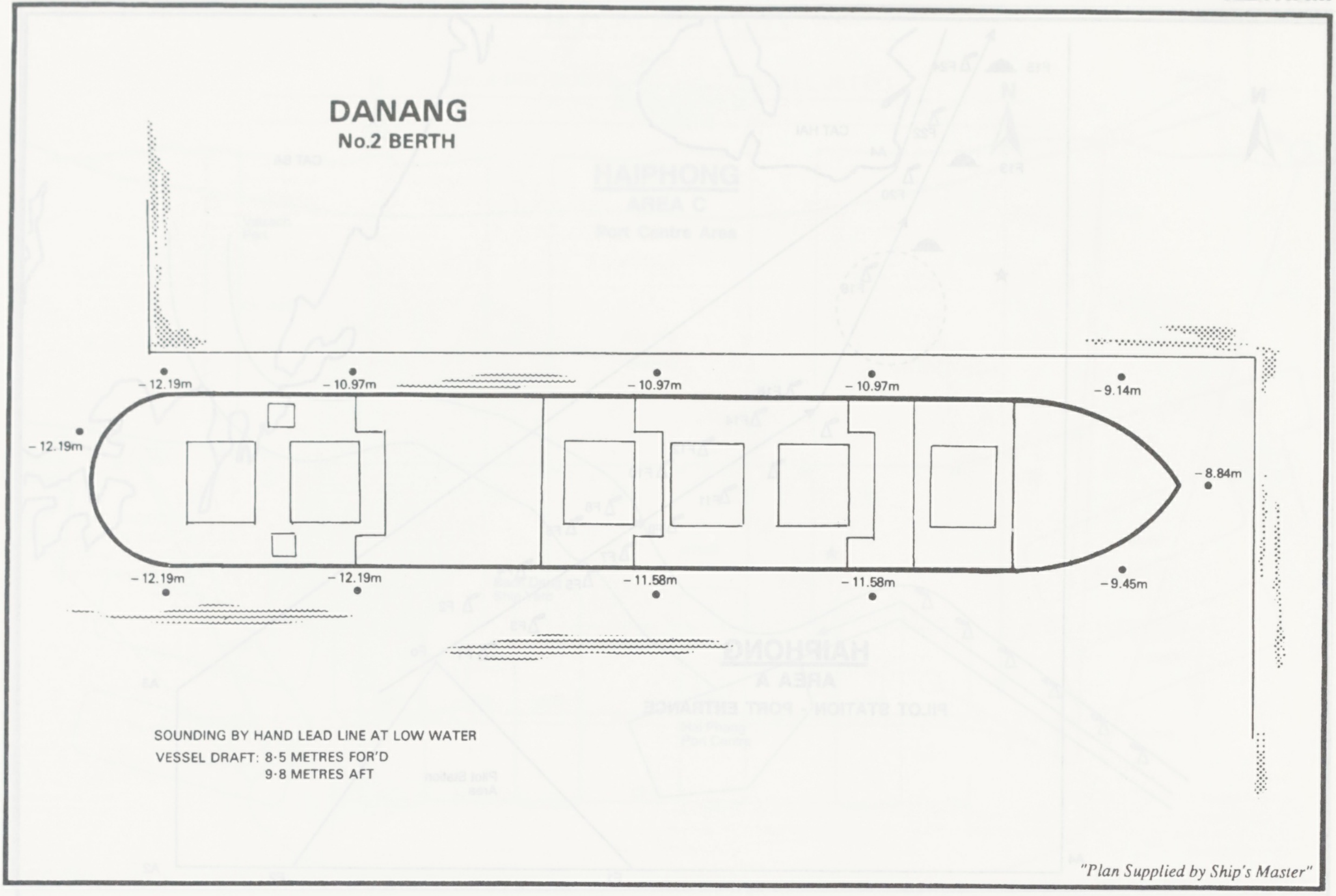

21 metres
38 metres
21 metres
45 metres
40 metres
5
4
3
2
6
1
7
8
9
10

SOUNDINGS AT MY KHE TANKER BERTH

Sounding:	Position:
40 feet	nr. 1
41	2
43	3
42	4
42	5
43	6
42	7
42	8
43	9
41	10

All soundings taken between 10.00 and 11.00am local time. At date of sounding there was a height difference of 2 meter between low and high water. Low water at 11.00 and high water at 06.15
Full moon 11th July 1976 at 20.09 local time, Age of tide one day.
Bottom is clay and gives a good holding ground.

"Plan Supplied by Ship's Master"



DANANG

No.2 BERTH

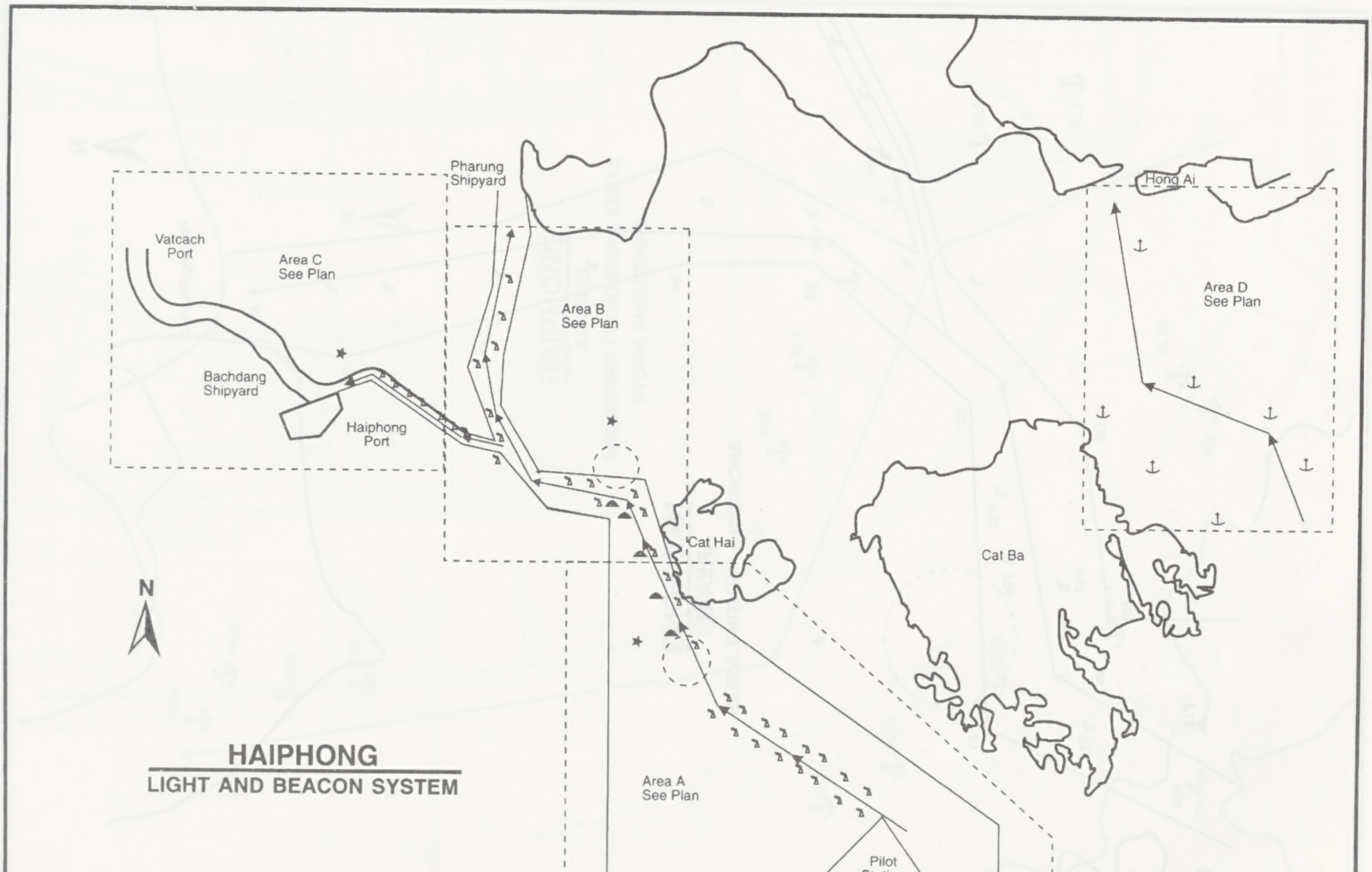
– 12.19m
– 10.97m
– 10.97m
– 10.97m
– 9.14m
– 12.19m
– 8.84m
– 12.19m
– 12.19m
– 11.58m
– 11.58m
– 9.45m

SOUNDING BY HAND LEAD LINE AT LOW WATER

VESSEL DRAFT: 8·5 METRES FOR'D

9·8 METRES AFT

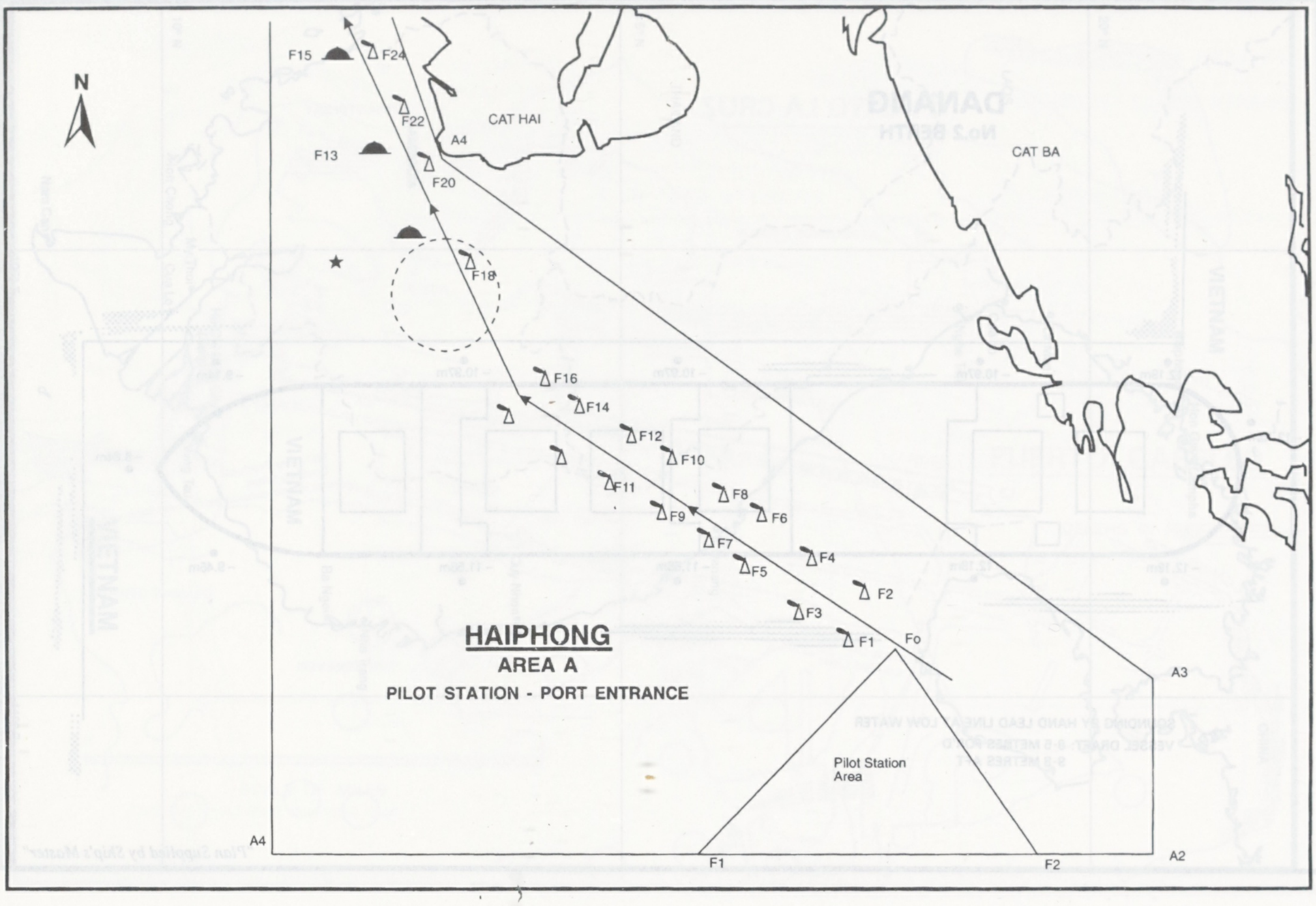
"Plan Supplied by Ship's Master"



HAIPHONG

LIGHT AND BEACON SYSTEM

Pharung Shipyard
Vatcach Port
Area C See Plan
Area B See Plan
Hong Ai
Area D See Plan
Bachdang Shipyard
Haiphong Port
Cat Hai
Cat Ba
N
Area A See Plan
Pilot Station Area
Port Limit of Haiphong

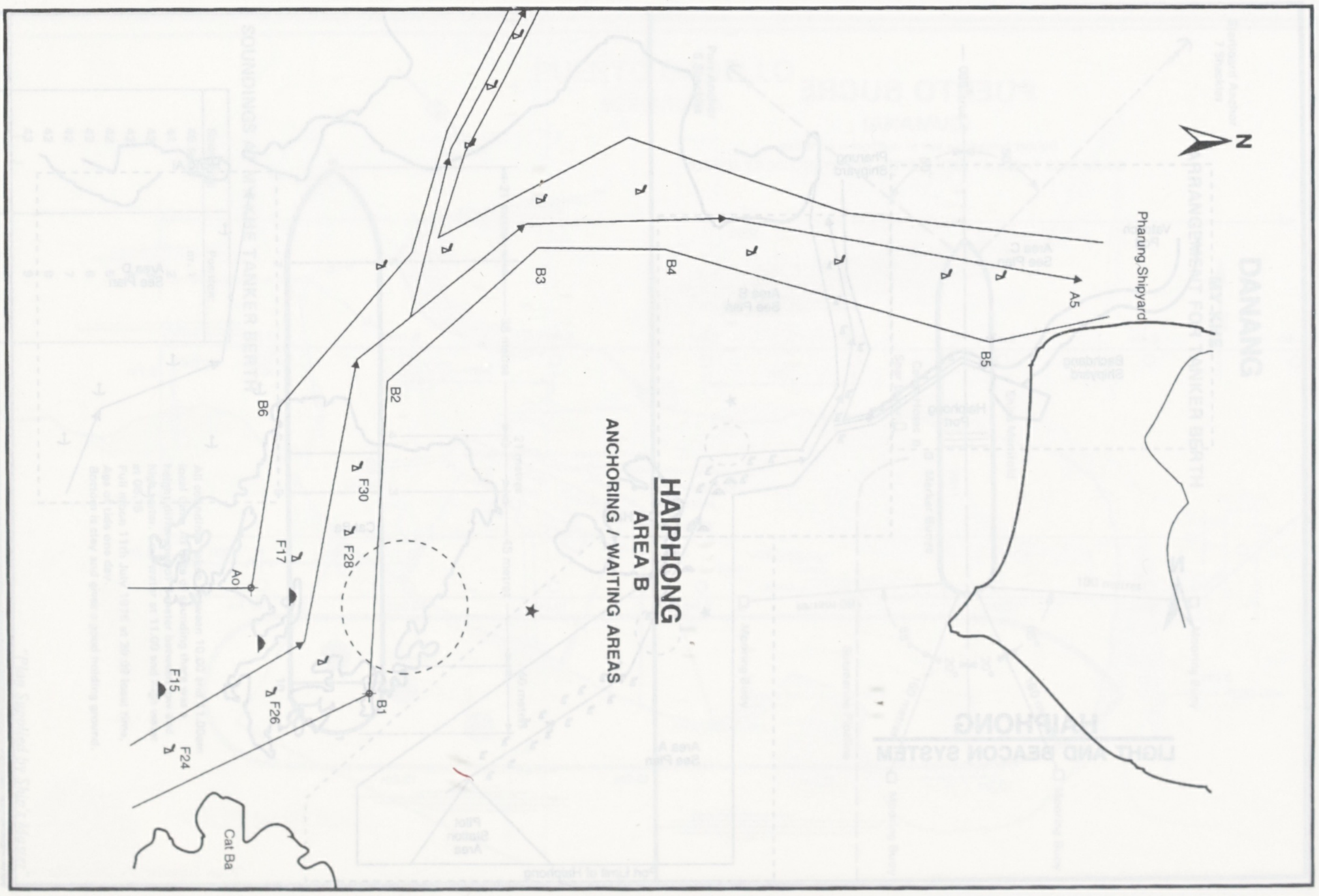


HAIPHONG

AREA A

PILOT STATION - PORT ENTRANCE

N
F15
F24
F22
CAT HAI
A4
F13
F20
F18
CAT BA
F16
F14
F12
F10
F11
F8
F9
F6
F7
F4
F5
F2
F3
F1
Fo
A3
Pilot Station Area
A4
F1
F2
A2

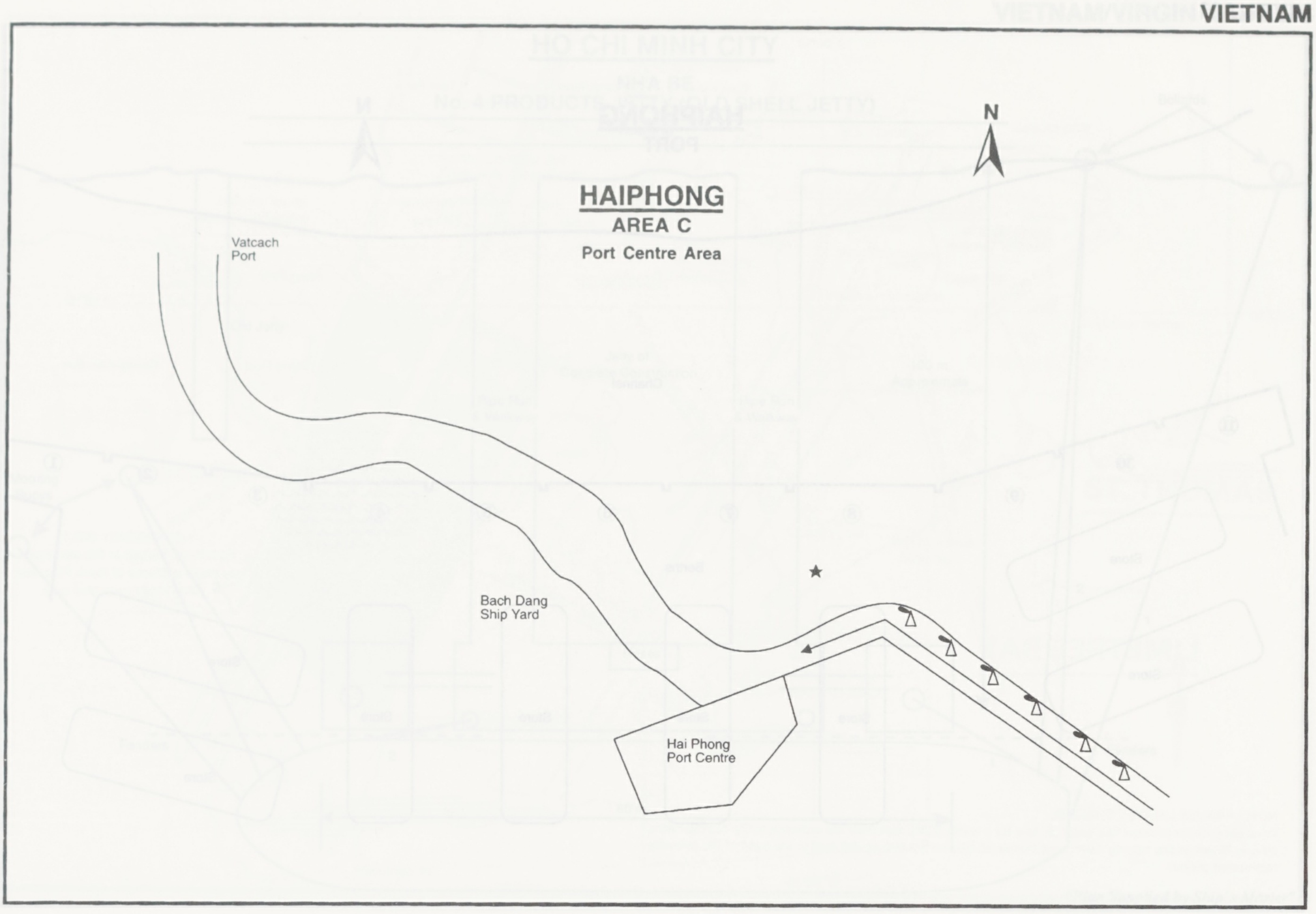


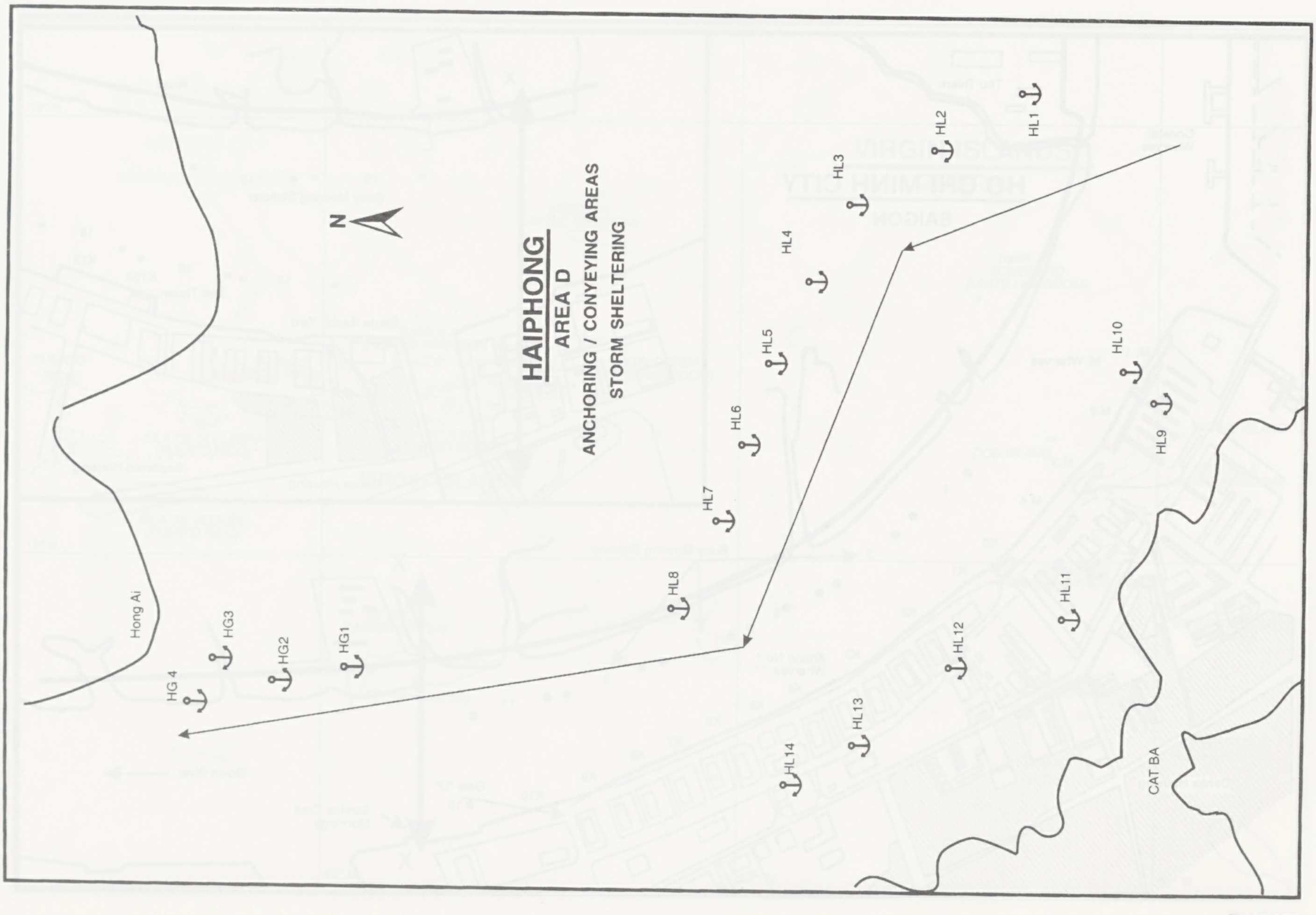
HAIPHONG

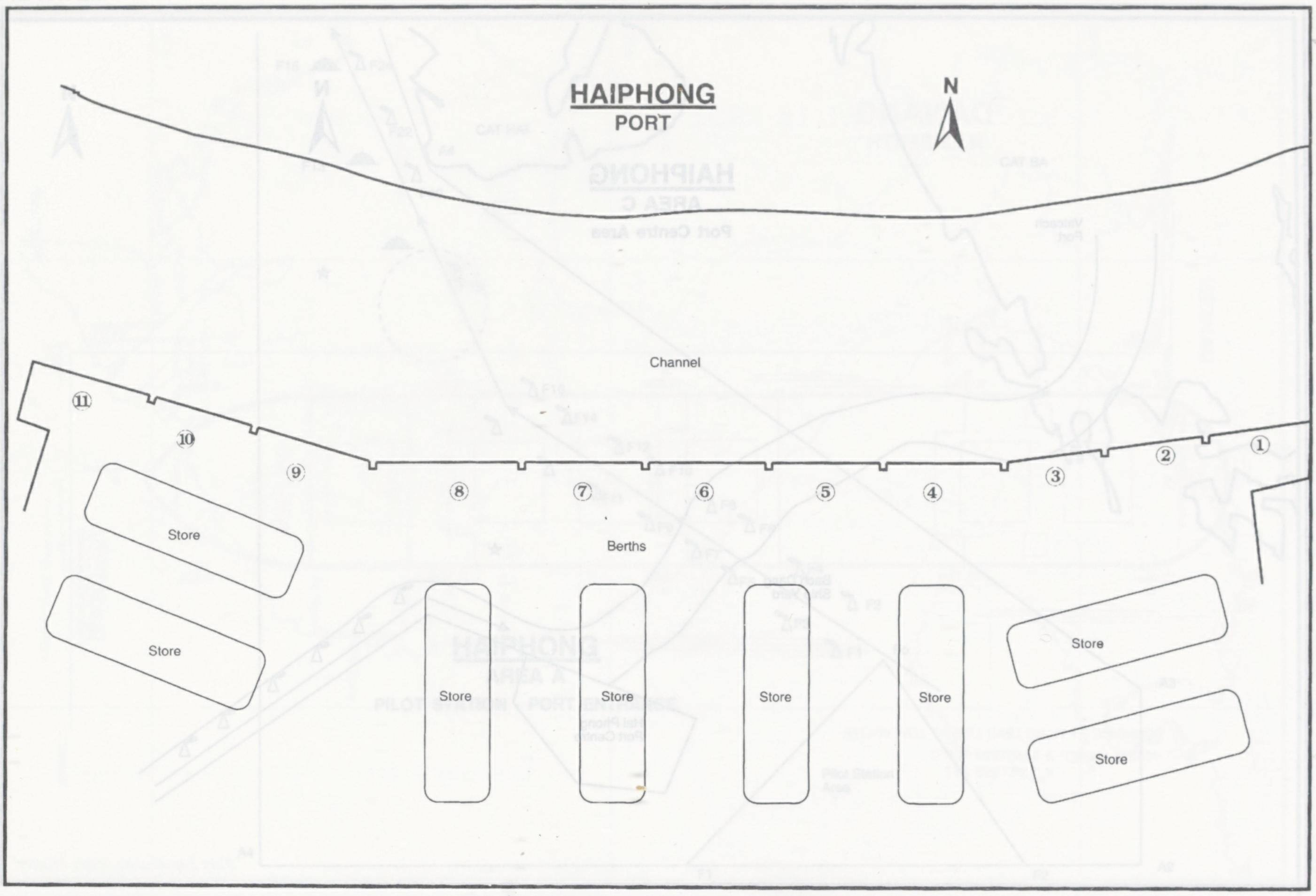
AREA B

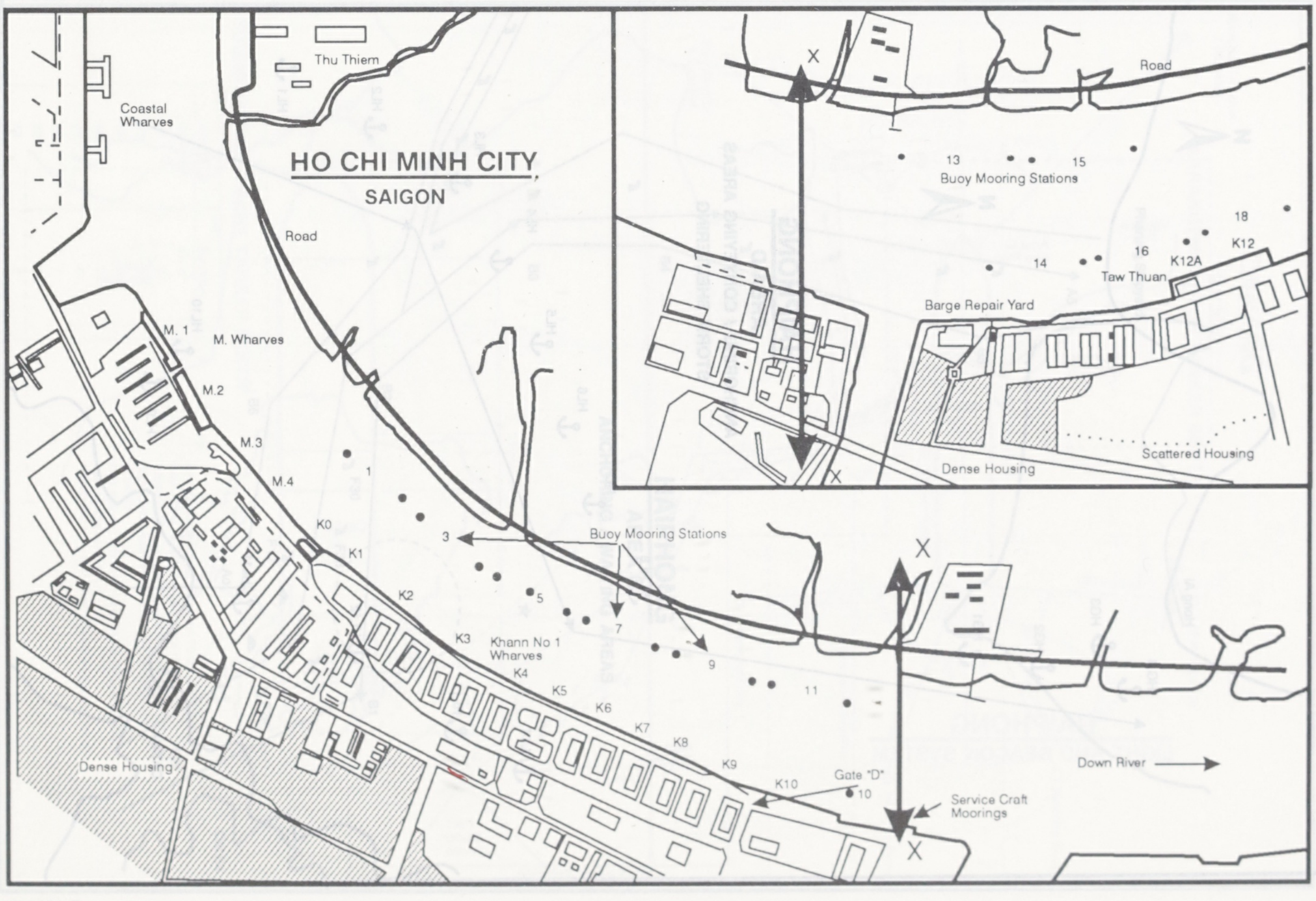
ANCHORING / WAITING AREAS

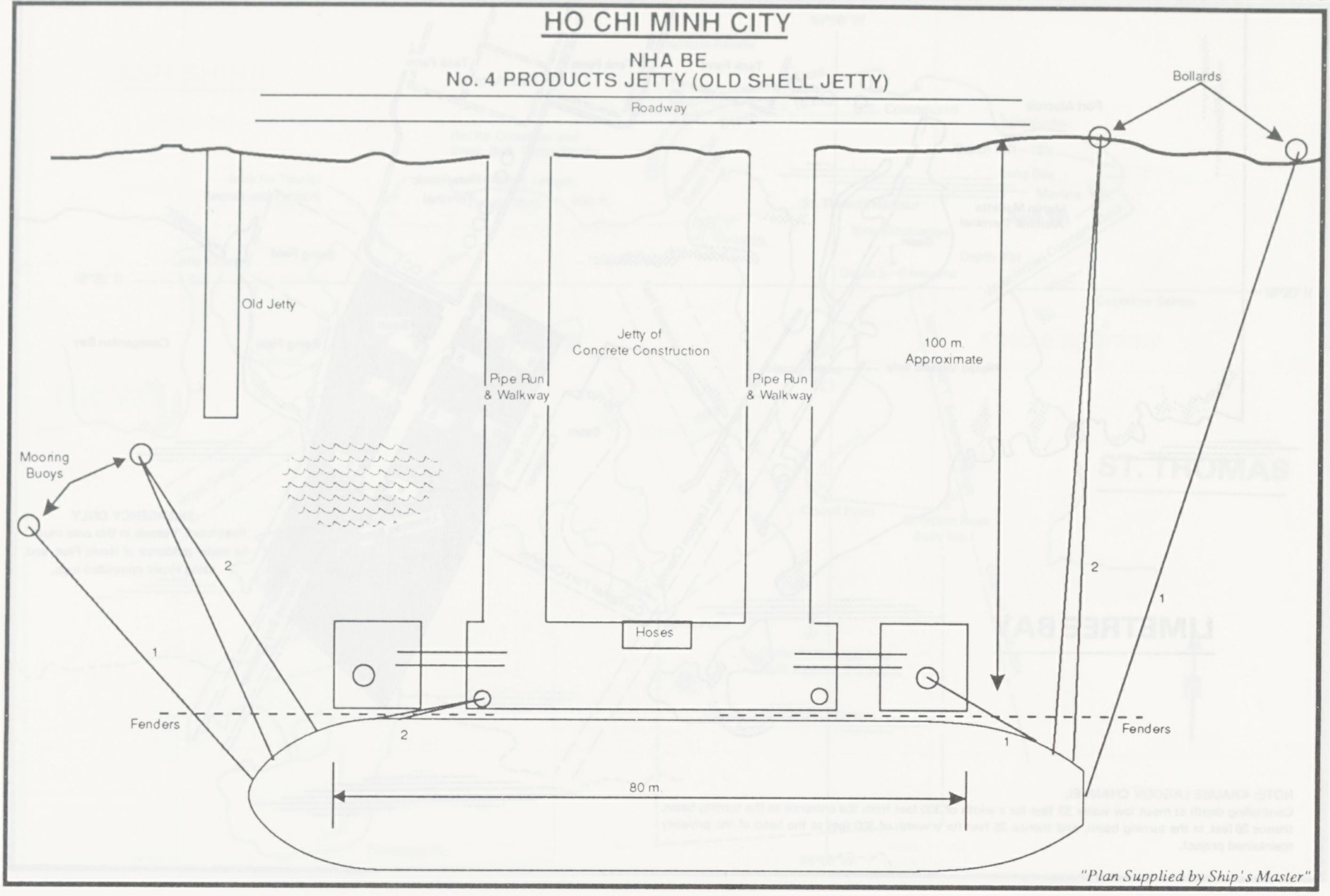
N
Phanung Shipyard
A5
B5
B4
B3
B2
B6
B1
Ao
F30
F28
F17
F15
F26
F24
Cat Ba


N
HAIPHONG
AREA C
Port Centre Area
Vatcach Port
Bach Dang Ship Yard
Hai Phong Port Centre


HAIPHONG
AREA D
ANCHORING / CONYEYING AREAS
STORM SHELTERING
N
HL1
HL2
HL3
HL4
HL5
HL6
HL7
HL8
HL9
HL10
HL11
HL12
HL13
HL14
HG1
HG2
HG3
HG 4
Hong Ai
CAT BA


HAIPHONG
PORT
N
Channel
⑪
⑩
⑨
⑧
⑦
⑥
⑤
④
③
②
①
Berths
Store
Store
Store
Store
Store
Store
Store
Store


HO CHI MINH CITY
SAIGON
Thu Thiem
Coastal Wharves
Road
M. 1
M. Wharves
M.2
M.3
M.4
K0
K1
K2
K3
Khann No 1 Wharves
K4
K5
K6
K7
K8
K9
K10
Buoy Mooring Stations
1
3
5
7
9
11
Gate "D"
10
Service Craft Moorings
Down River
Dense Housing
X
X
Road
X
X
13
15
Buoy Mooring Stations
18
K12
16
K12A
14
Taw Thuan
Barge Repair Yard
Dense Housing
Scattered Housing

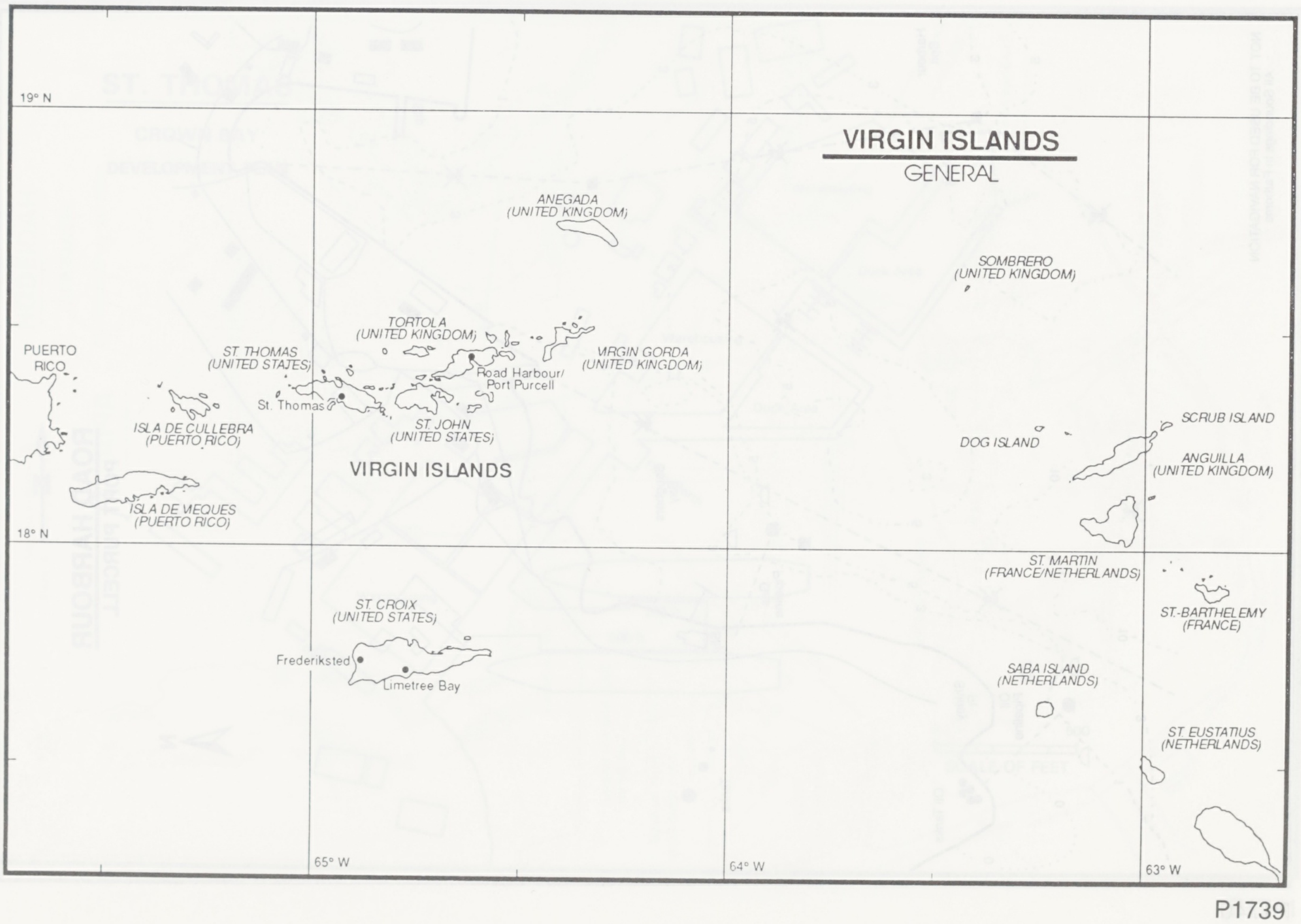


HO CHI MINH CITY

NHA BE
No. 4 PRODUCTS JETTY (OLD SHELL JETTY)

Roadway
Bollards
Old Jetty
Jetty of Concrete Construction
Pipe Run & Walkway
Pipe Run & Walkway
100 m. Approximate
Mooring Buoys
2
1
Hoses
Fenders
2
1
Fenders
2
1
80 m.

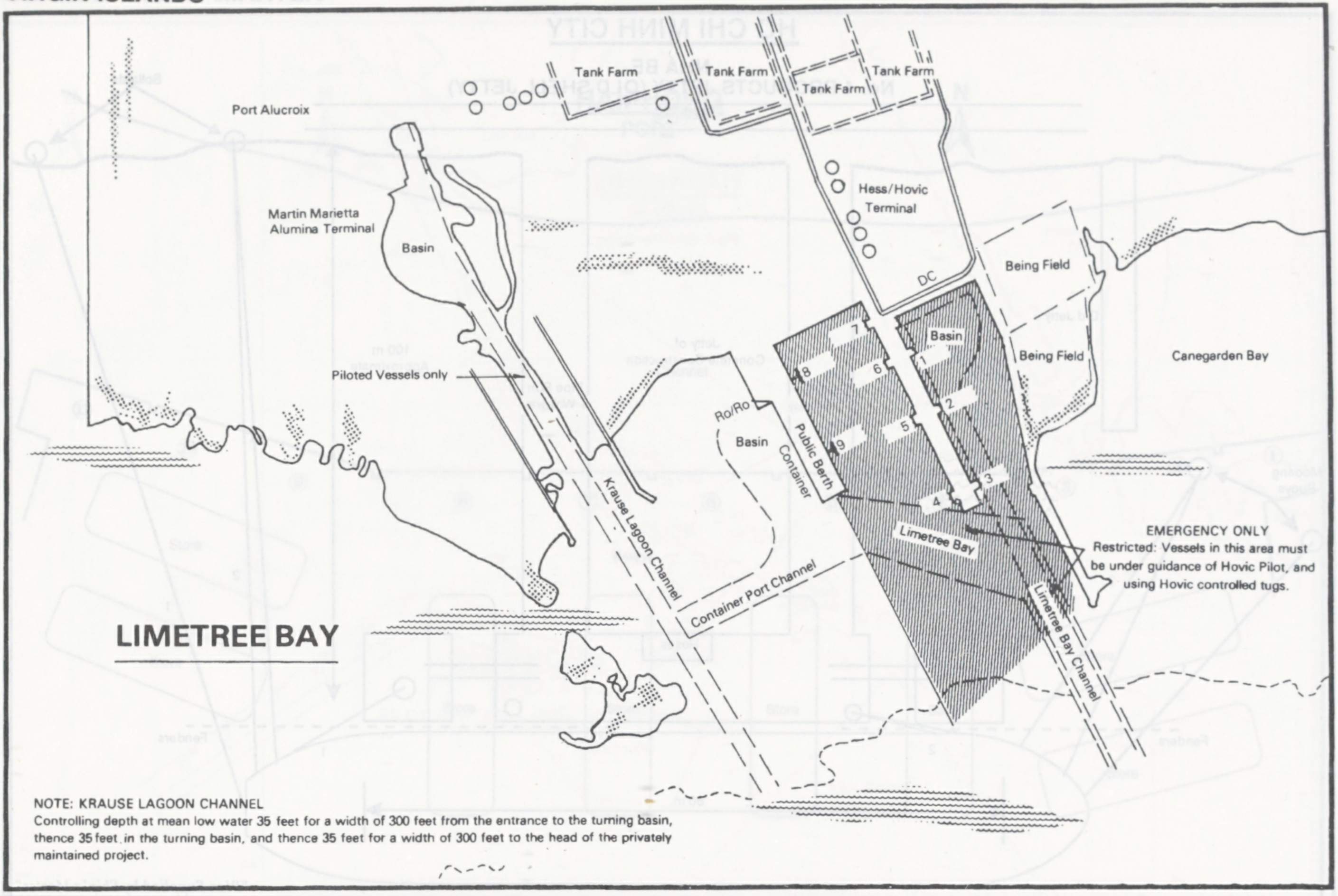
"Plan Supplied by Ship's Master"



VIRGIN ISLANDS
GENERAL

19° N
18° N
65° W
64° W
63° W
ANEGADA (UNITED KINGDOM)
SOMBRERO (UNITED KINGDOM)
TORTOLA (UNITED KINGDOM)
VIRGIN GORDA (UNITED KINGDOM)
PUERTO RICO
ST. THOMAS (UNITED STATES)
Road Harbour/ Port Purcell
St. Thomas
ST. JOHN (UNITED STATES)
ISLA DE CULLEBRA (PUERTO RICO)
VIRGIN ISLANDS
ISLA DE VIEQUES (PUERTO RICO)
DOG ISLAND
SCRUB ISLAND
ANGUILLA (UNITED KINGDOM)
ST. MARTIN (FRANCE/NETHERLANDS)
ST.-BARTHELEMY (FRANCE)
ST. CROIX (UNITED STATES)
Frederiksted
Limetree Bay
SABA ISLAND (NETHERLANDS)
ST. EUSTATIUS (NETHERLANDS)

LIMETREE BAY

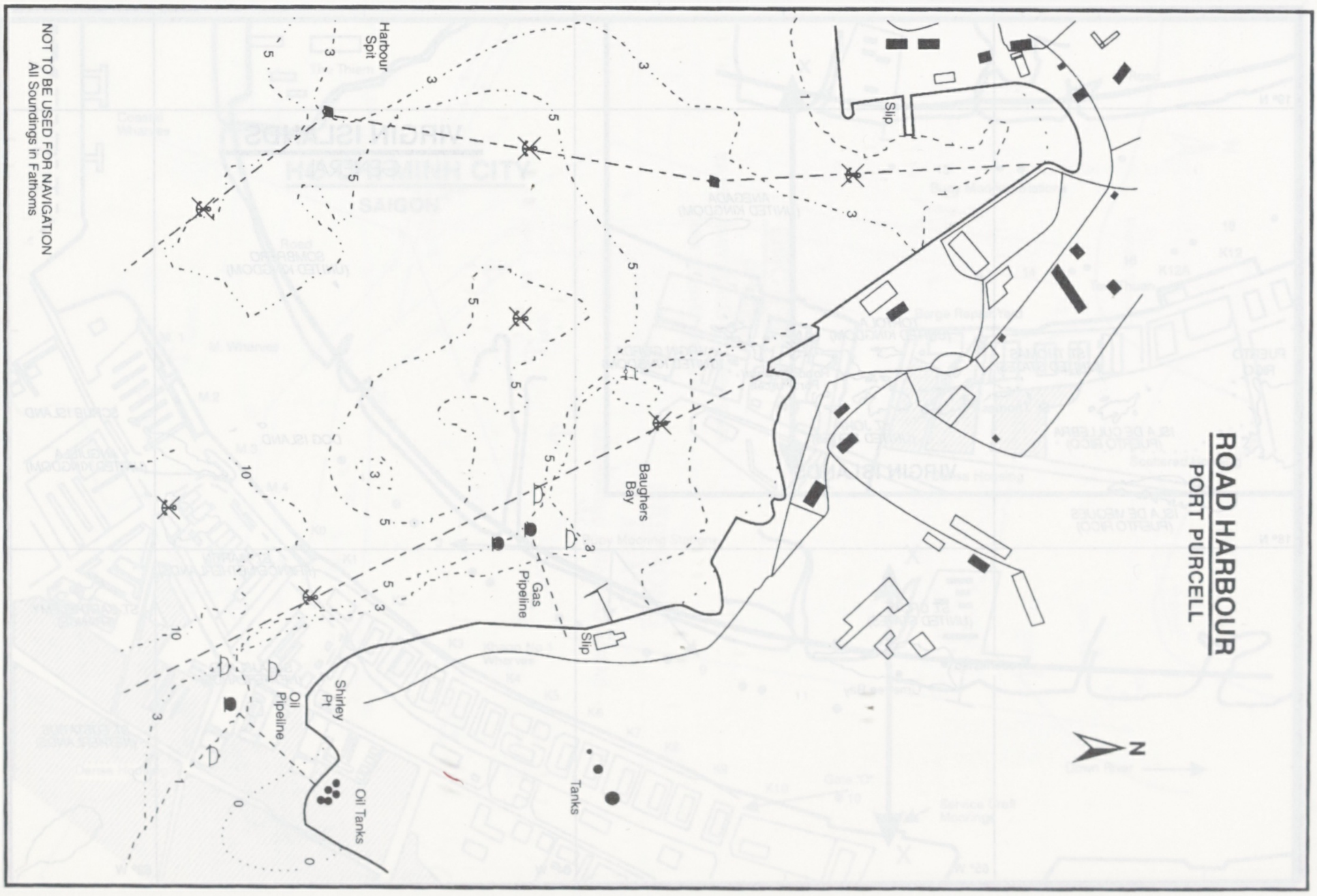

Tank Farm
Tank Farm
Tank Farm
Tank Farm
Port Alucroix
Hess/Hovic
Terminal
Martin Marietta
Alumina Terminal
Basin
Being Field
Being Field
Canegarden Bay
DC
Basin
7
1
8
6
2
9
5
3
4
Piloted Vessels only
Ro/Ro
Basin
Public Berth
Container
Limetree Bay
Krause Lagoon Channel
Container Port Channel
Limetree Bay Channel
EMERGENCY ONLY
Restricted: Vessels in this area must be under guidance of Hovic Pilot, and using Hovic controlled tugs.

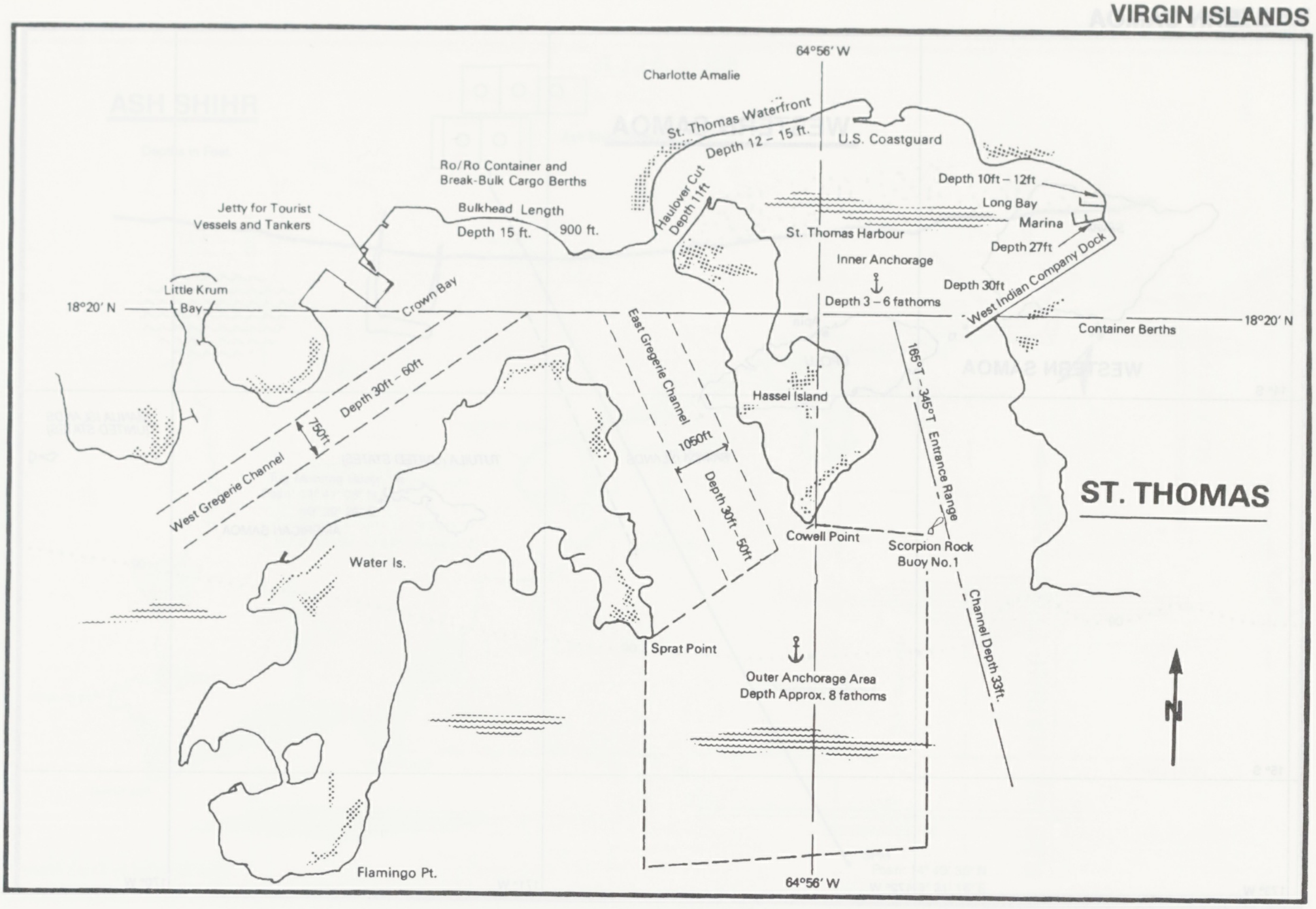
NOTE: KRAUSE LAGOON CHANNEL
Controlling depth at mean low water 35 feet for a width of 300 feet from the entrance to the turning basin, thence 35 feet in the turning basin, and thence 35 feet for a width of 300 feet to the head of the privately maintained project.

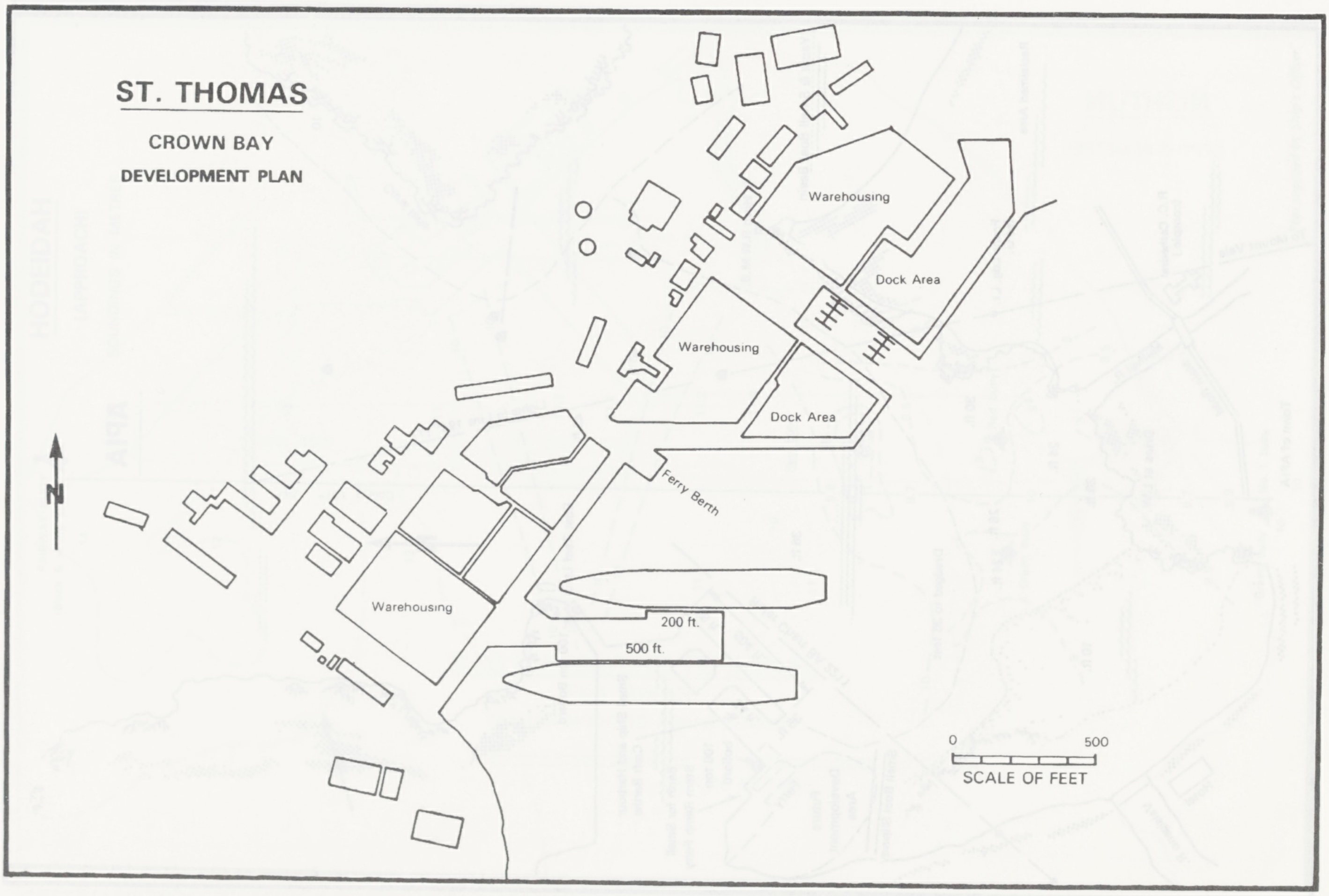
ROAD HARBOUR

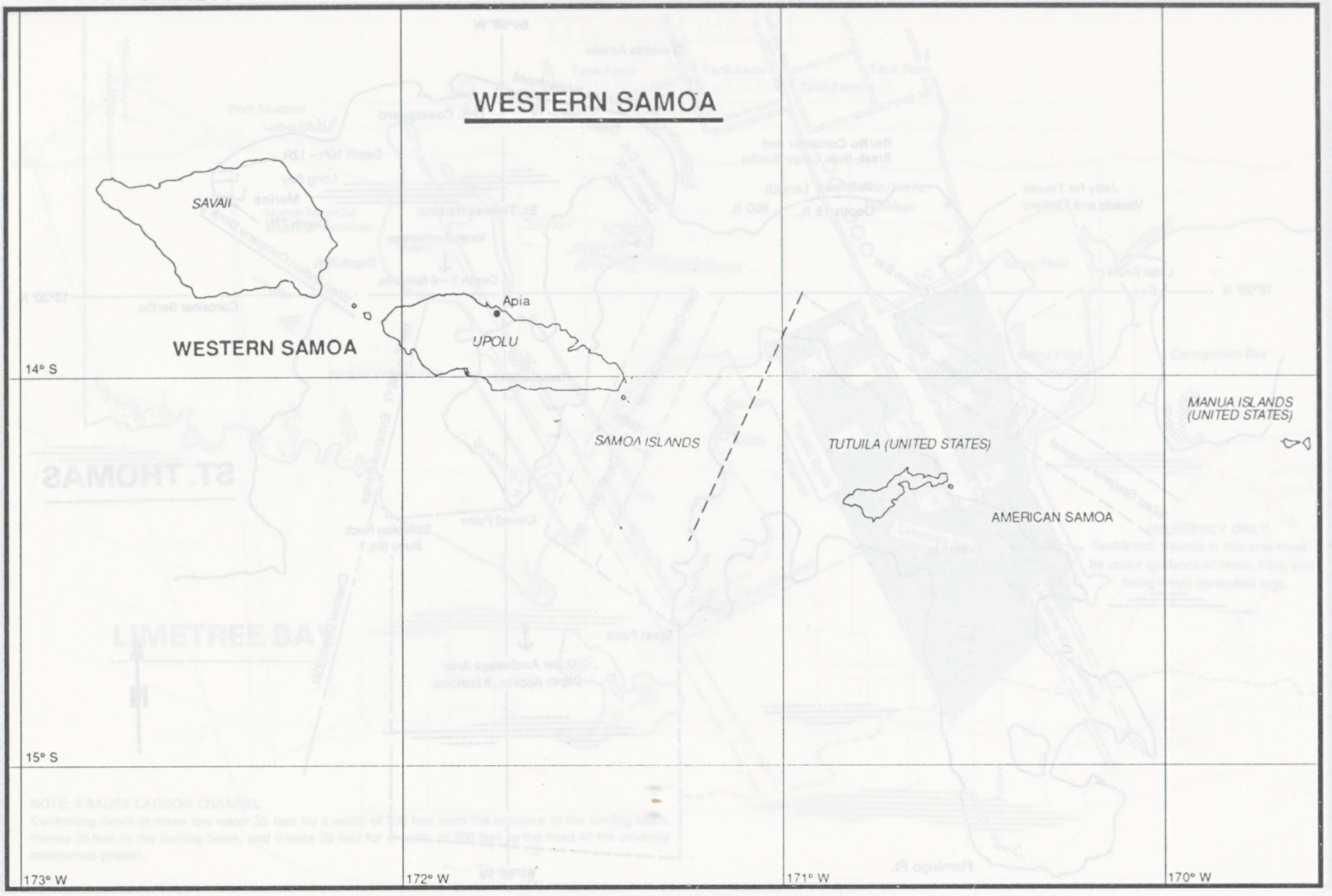
PORT PURCELL

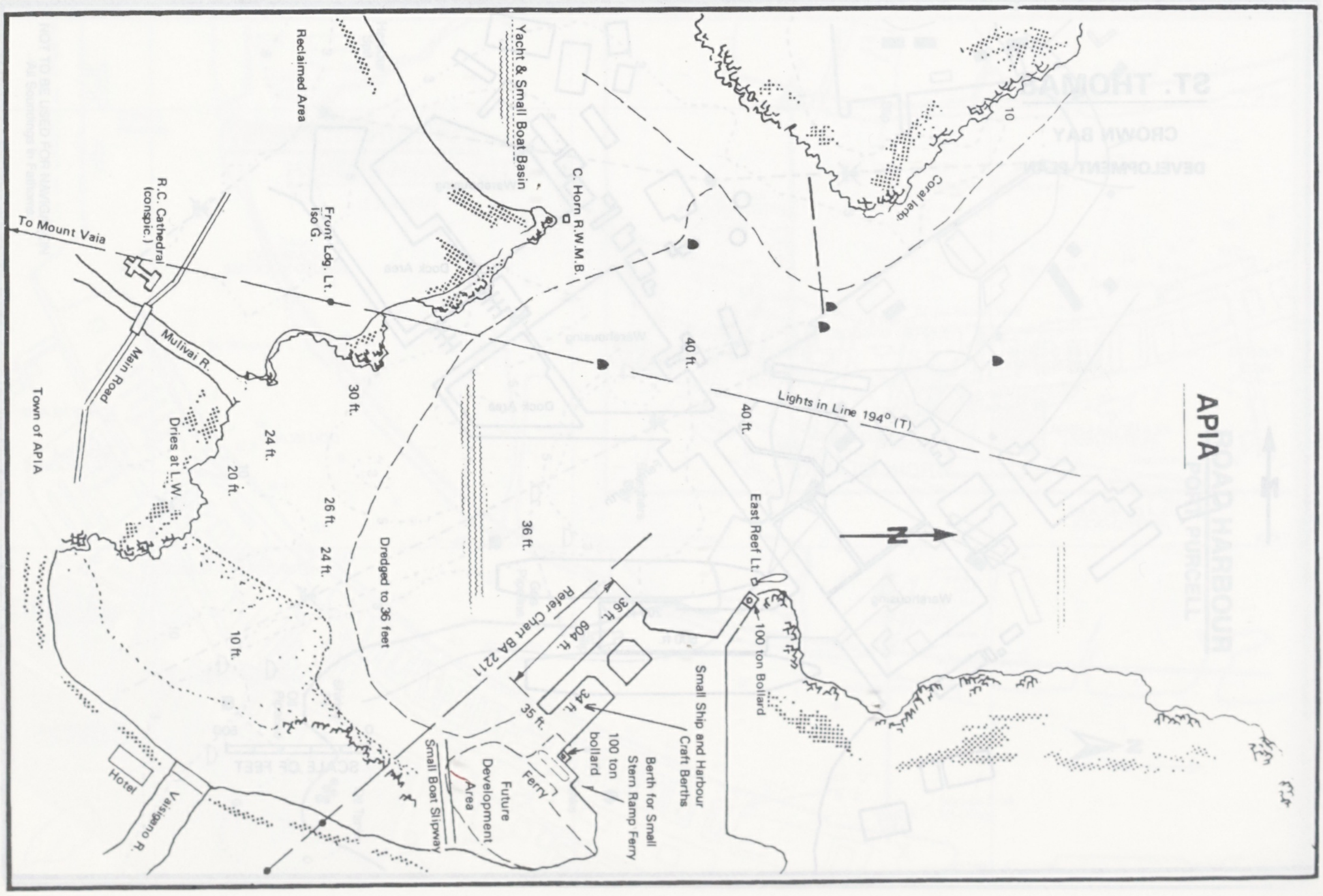
NOT TO BE USED FOR NAVIGATION
All Soundings in Fathoms

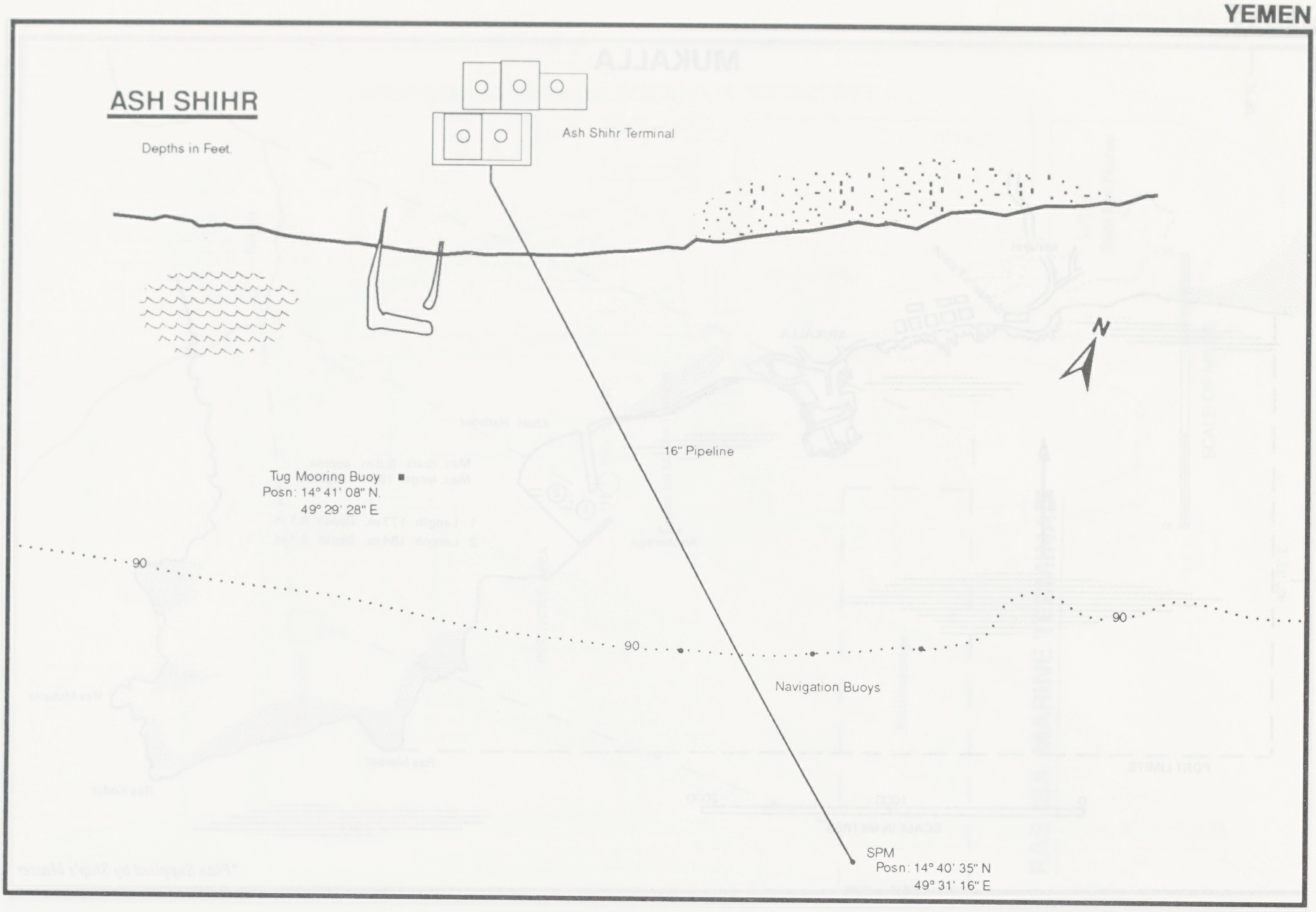

Harbour Spit
Slip
3
5
5
3
5
5
5
5
3
5
3
10
10
5
3
3
1
0
0
Baughers Bay
Gas Pipeline
Slip
Shirley Pt
Oil Pipeline
Oil Tanks
Tanks
N

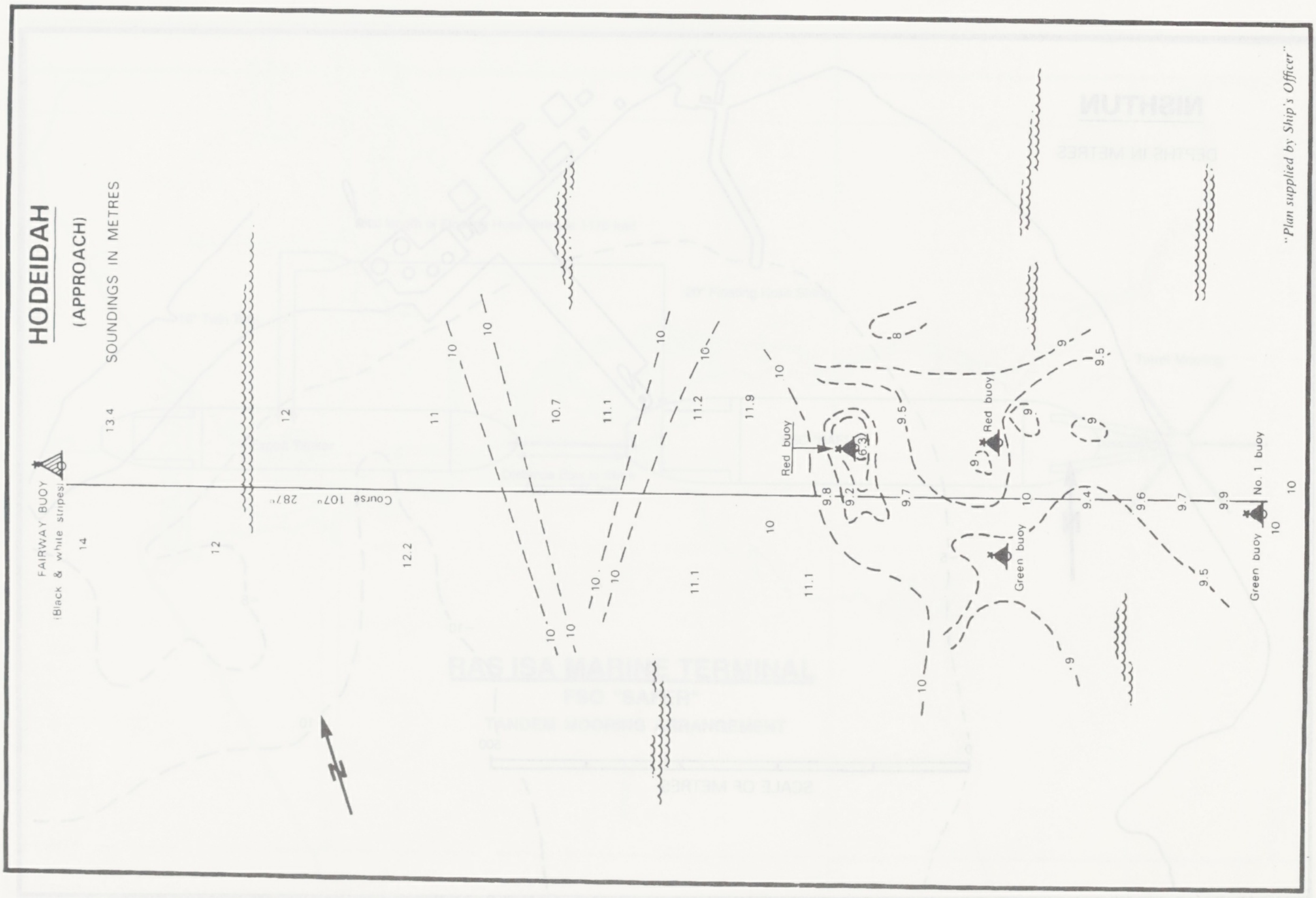

64°56′ W
Charlotte Amalie
St. Thomas Waterfront
Depth 12 – 15 ft.
U.S. Coastguard
Ro/Ro Container and
Break-Bulk Cargo Berths
Haulover Cut
Depth 11ft
Depth 10ft – 12ft
Long Bay
Marina
Jetty for Tourist
Vessels and Tankers
Bulkhead Length
Depth 15 ft.
900 ft.
St. Thomas Harbour
Depth 27ft
Inner Anchorage
Depth 3 – 6 fathoms
Depth 30ft
West Indian Company Dock
Little Krum
Bay
18°20′ N
Crown Bay
East Gregerie Channel
165°T – 345°T Entrance Range
18°20′ N
Container Berths
Hassel Island
Depth 30ft – 60ft
750ft
1050ft
West Gregerie Channel
Depth 30ft – 50ft
ST. THOMAS
Cowell Point
Scorpion Rock
Buoy No.1
Water Is.
Channel Depth 33ft.
Sprat Point
Outer Anchorage Area
Depth Approx. 8 fathoms
N
Flamingo Pt.
64°56′ W


ST. THOMAS
CROWN BAY
DEVELOPMENT PLAN
Warehousing
Dock Area
Warehousing
Dock Area
N
Ferry Berth
Warehousing
200 ft.
500 ft.
0
500
SCALE OF FEET

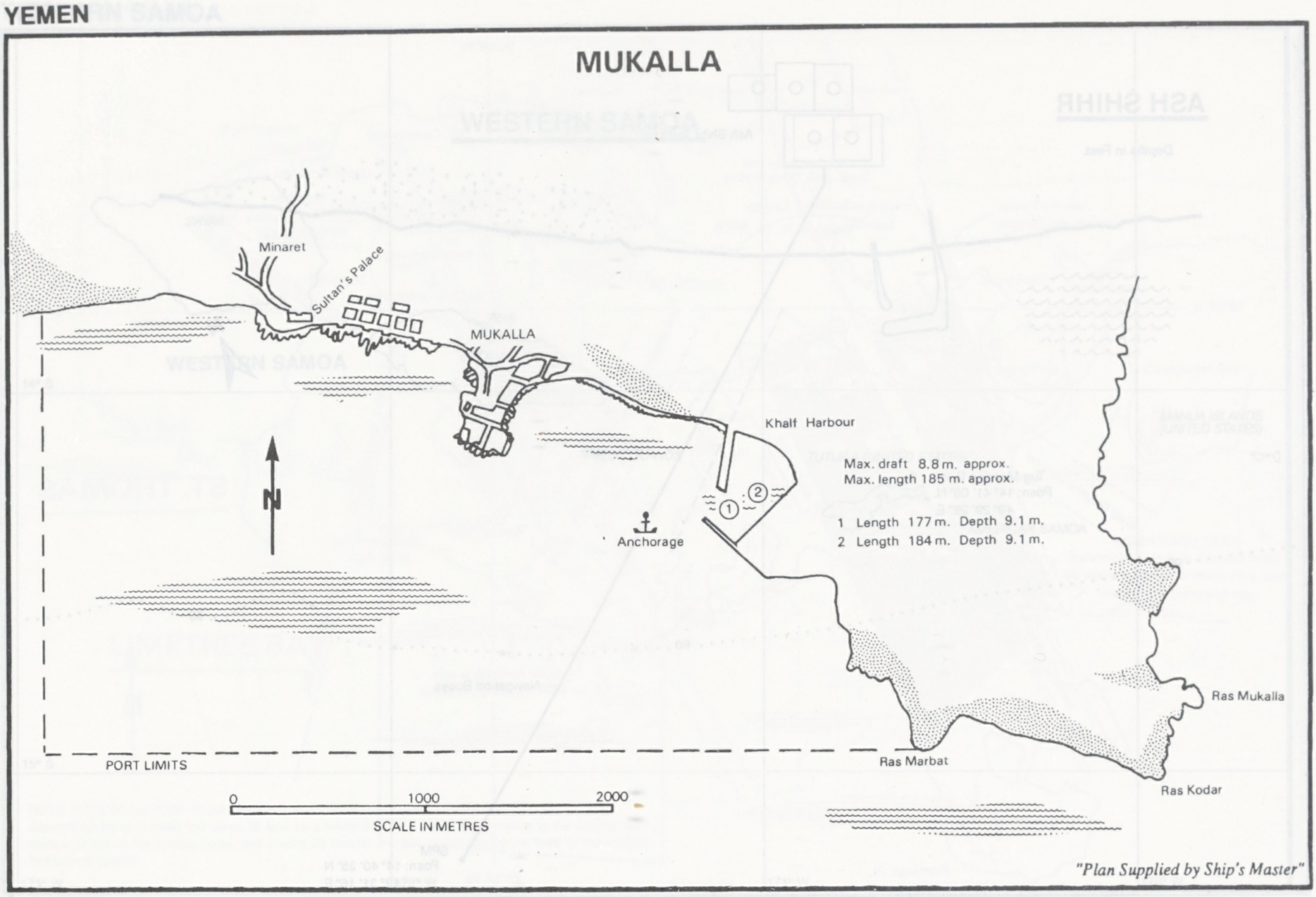

WESTERN SAMOA
SAVAII
WESTERN SAMOA
Apia
UPOLU
SAMOA ISLANDS
TUTUILA (UNITED STATES)
AMERICAN SAMOA
MANUA ISLANDS (UNITED STATES)
14° S
15° S
173° W
172° W
171° W
170° W


APIA
Reclaimed Area
Yacht & Small Boat Basin
C. Horn R.W.M.B.
Front Ldg. Lt. Iso G.
R.C. Cathedral (conspic.)
To Mount Vaia
Mulivai R.
Main Road
Town of APIA
Dries at L.W.
30 ft.
24 ft.
20 ft.
26 ft.
24 ft.
10 ft.
Dredged to 36 feet
36 ft.
40 ft.
40 ft.
Lights in Line 194° (T)
East Reef Lt.
100 ton Bollard
Small Ship and Harbour Craft Berths
Berth for Small Stern Ramp Ferry
100 ton bollard
Ferry
Future Development Area
Small Boat Slipway
Refer Chart BA 2211
36 ft.
604 ft.
34 ft.
35 ft.
Hotel
Vaisigano R.
Coral ledge
10
N


ASH SHIHR
Depths in Feet.
Ash Shihr Terminal
N
16" Pipeline
Tug Mooring Buoy
Posn: 14° 41' 08" N.
49° 29' 28" E.
90
90
90
Navigation Buoys
SPM
Posn: 14° 40' 35" N
49° 31' 16" E


HODEIDAH
(APPROACH)
SOUNDINGS IN METRES
FAIRWAY BUOY
(Black & white stripes)
Course 107° 287°
14
13.4
12
12
11
12.2
10.7
11.1
11.2
11.9
11.1
11.1
10
Red buoy
(6.3)
9.8
9.2
9.7
9.5
Red buoy
10
Green buoy
9.4
9.6
9.7
9.9
9.5
No. 1 buoy
Green buoy
10
N
"Plan supplied by Ship's Officer"

MUKALLA


Minaret
Sultan's Palace
MUKALLA
Khalf Harbour
①
②
Anchorage
N
PORT LIMITS
Ras Marbat
Ras Mukalla
Ras Kodar
0
1000
2000
SCALE IN METRES

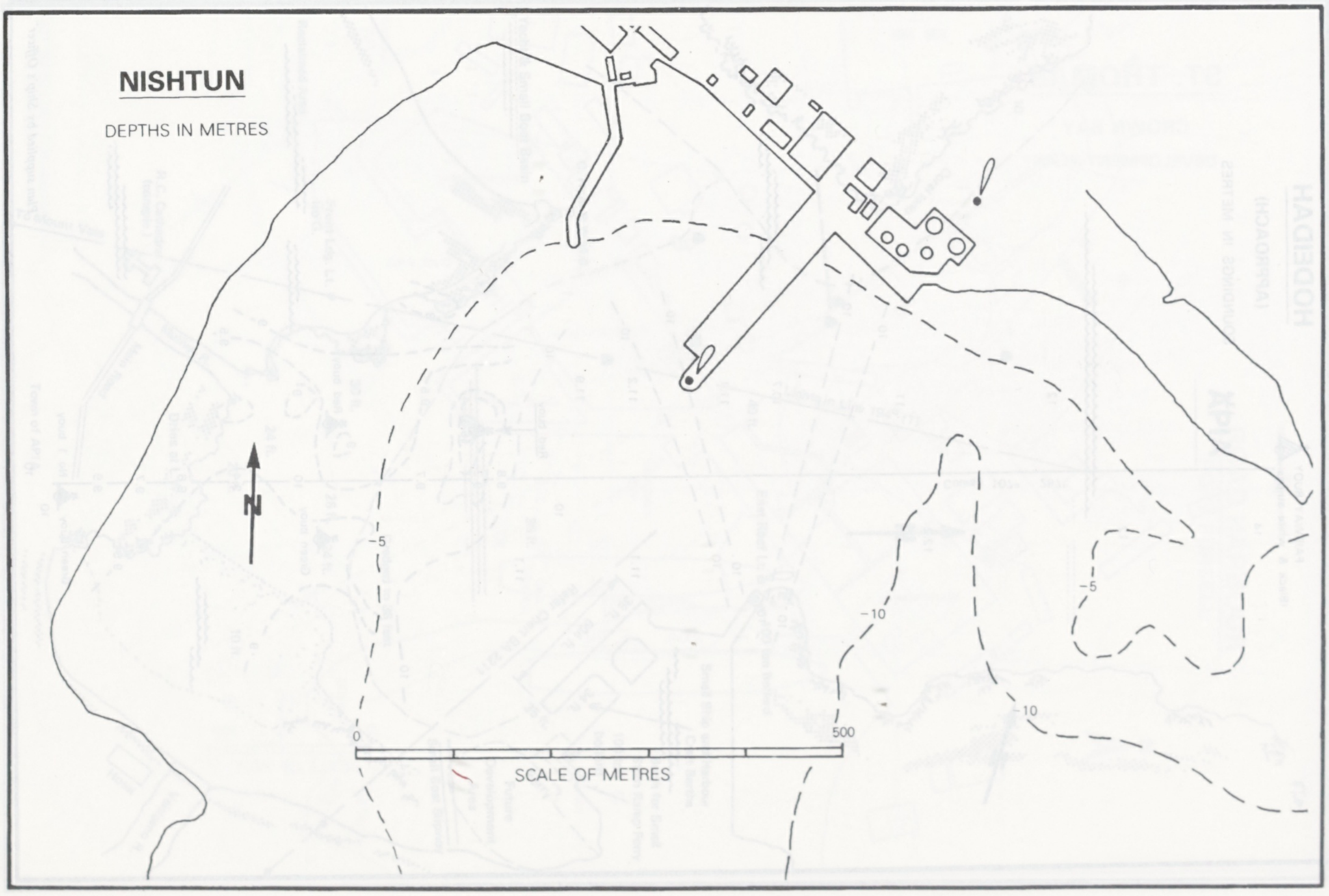
Max. draft 8.8 m. approx.
Max. length 185 m. approx.

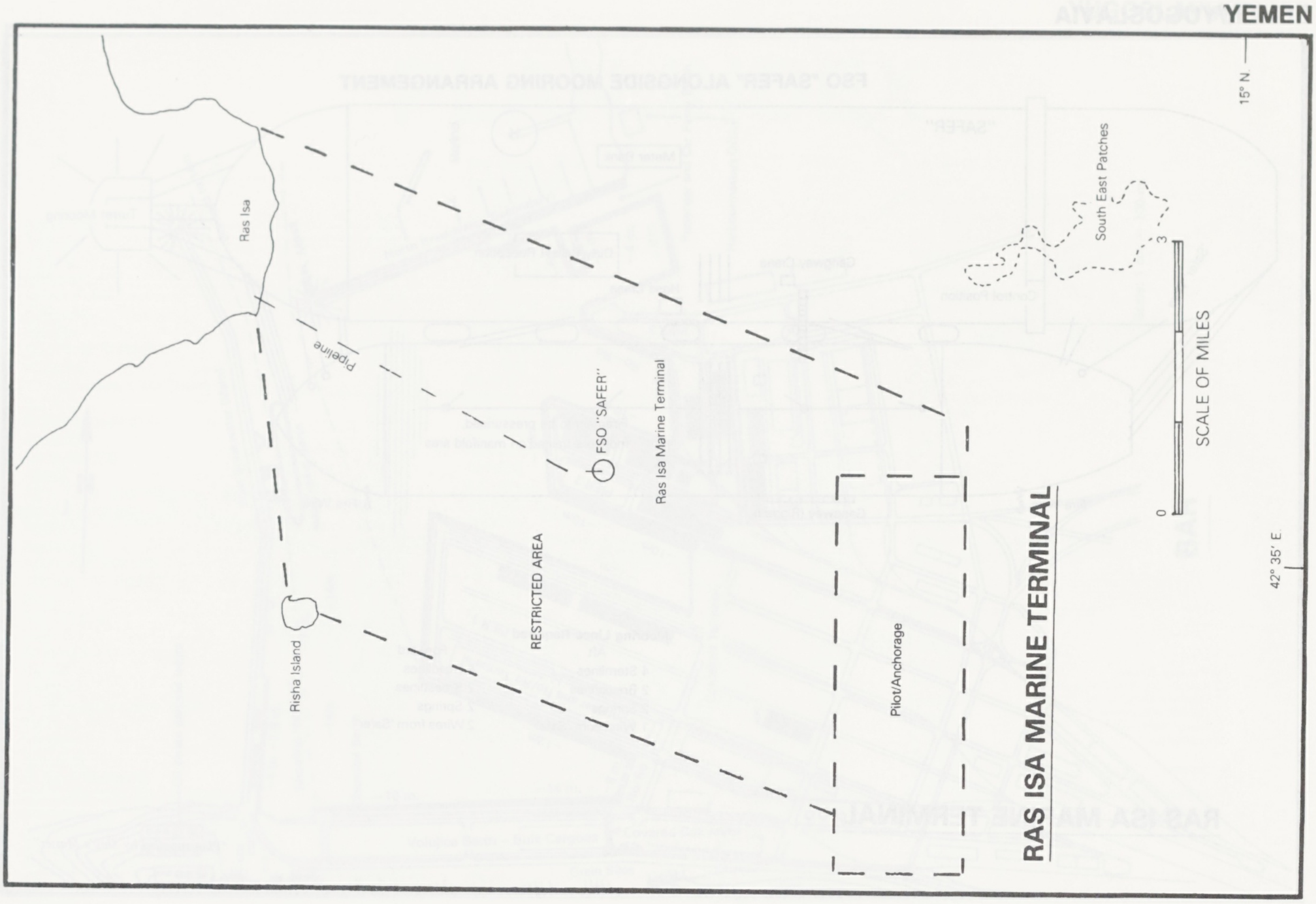
1 Length 177 m. Depth 9.1 m.
2 Length 184 m. Depth 9.1 m.

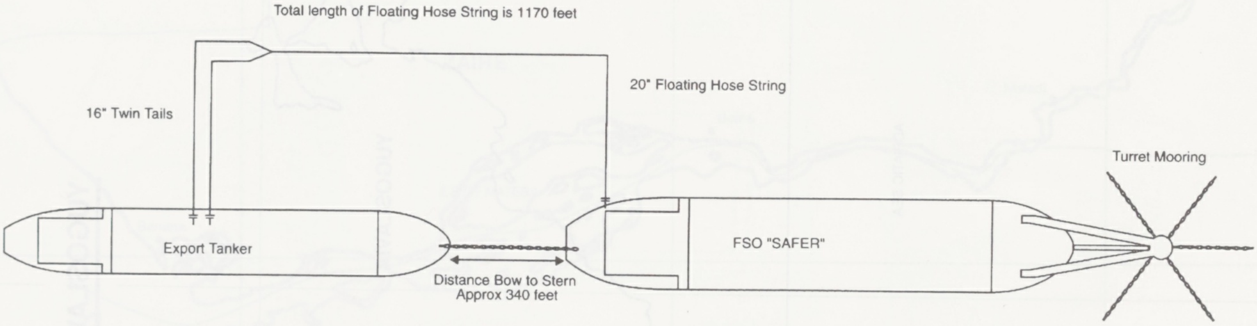
"Plan Supplied by Ship's Master"

NISHTUN

DEPTHS IN METRES


N
−5
−10
−5
−10
0
500
SCALE OF METRES


RAS ISA MARINE TERMINAL
Ras Isa
Pipeline
FSO "SAFER"
Ras Isa Marine Terminal
RESTRICTED AREA
Risha Island
Pilot/Anchorage
South East Patches
SCALE OF MILES
0
3
15° N
42° 35' E

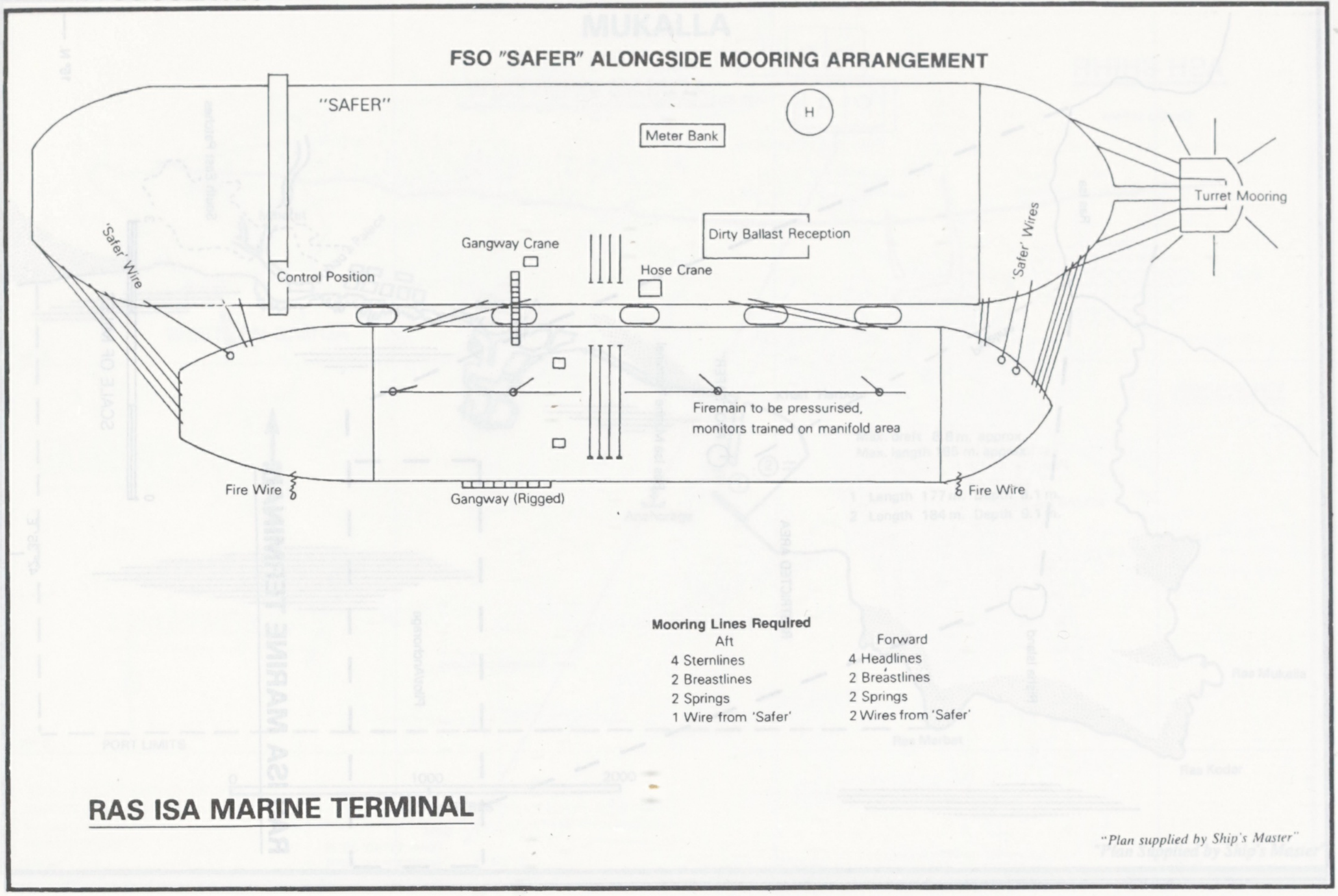

Total length of Floating Hose String is 1170 feet
16" Twin Tails
20" Floating Hose String
Turret Mooring
Export Tanker
FSO "SAFER"
Distance Bow to Stern
Approx 340 feet

RAS ISA MARINE TERMINAL

FSO "SAFER"

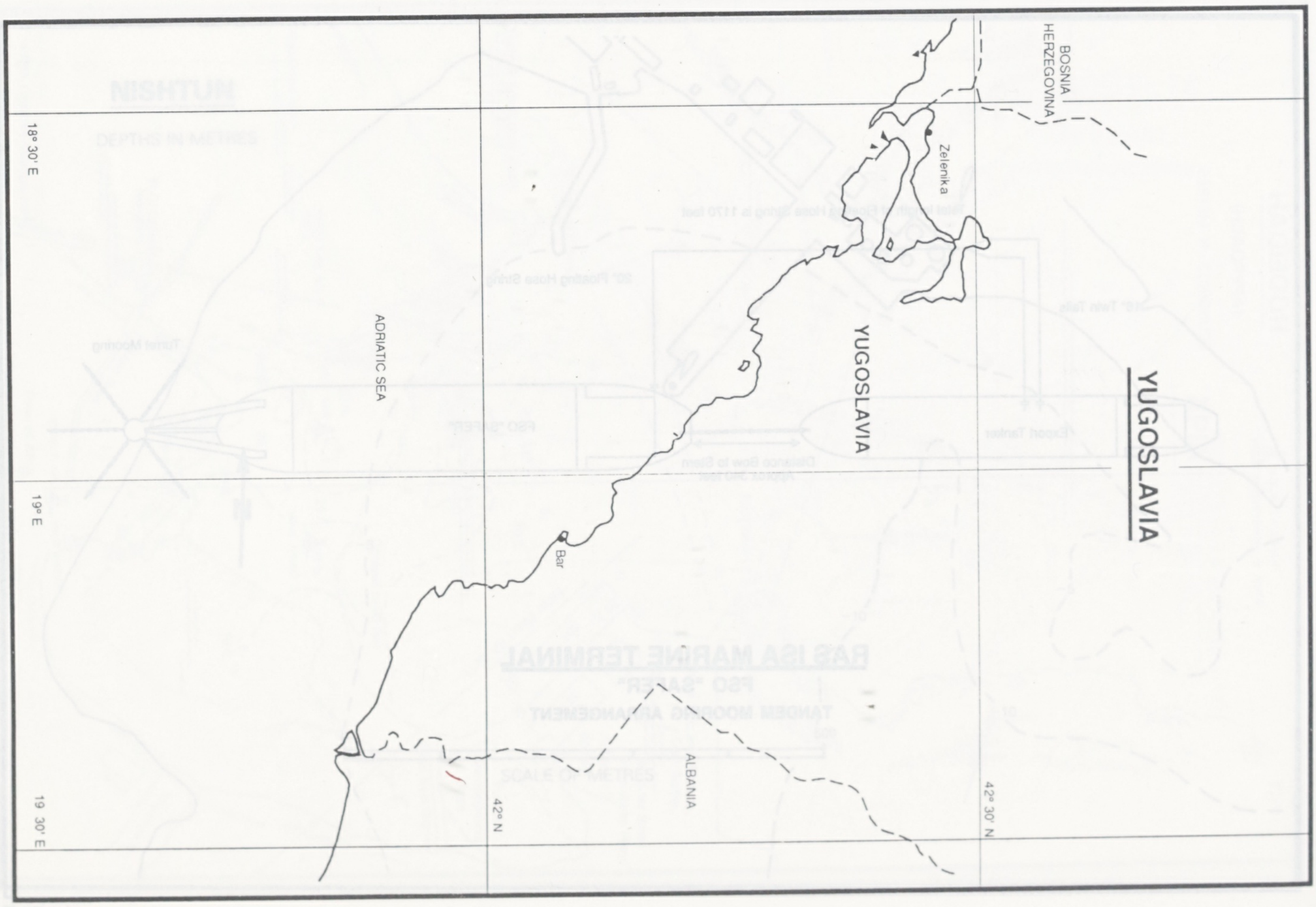
TANDEM MOORING ARRANGEMENT

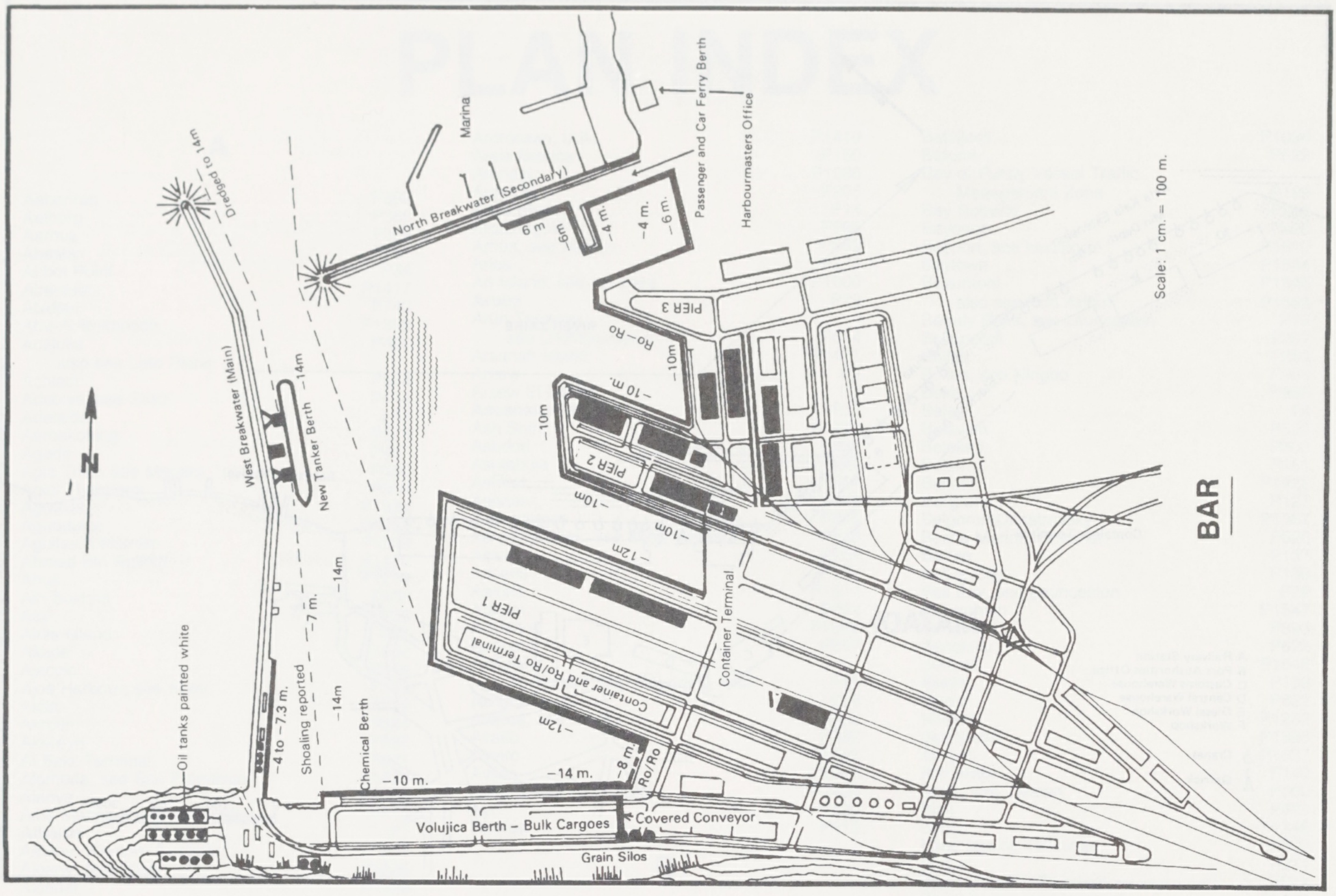
RAS ISA MARINE TERMINAL

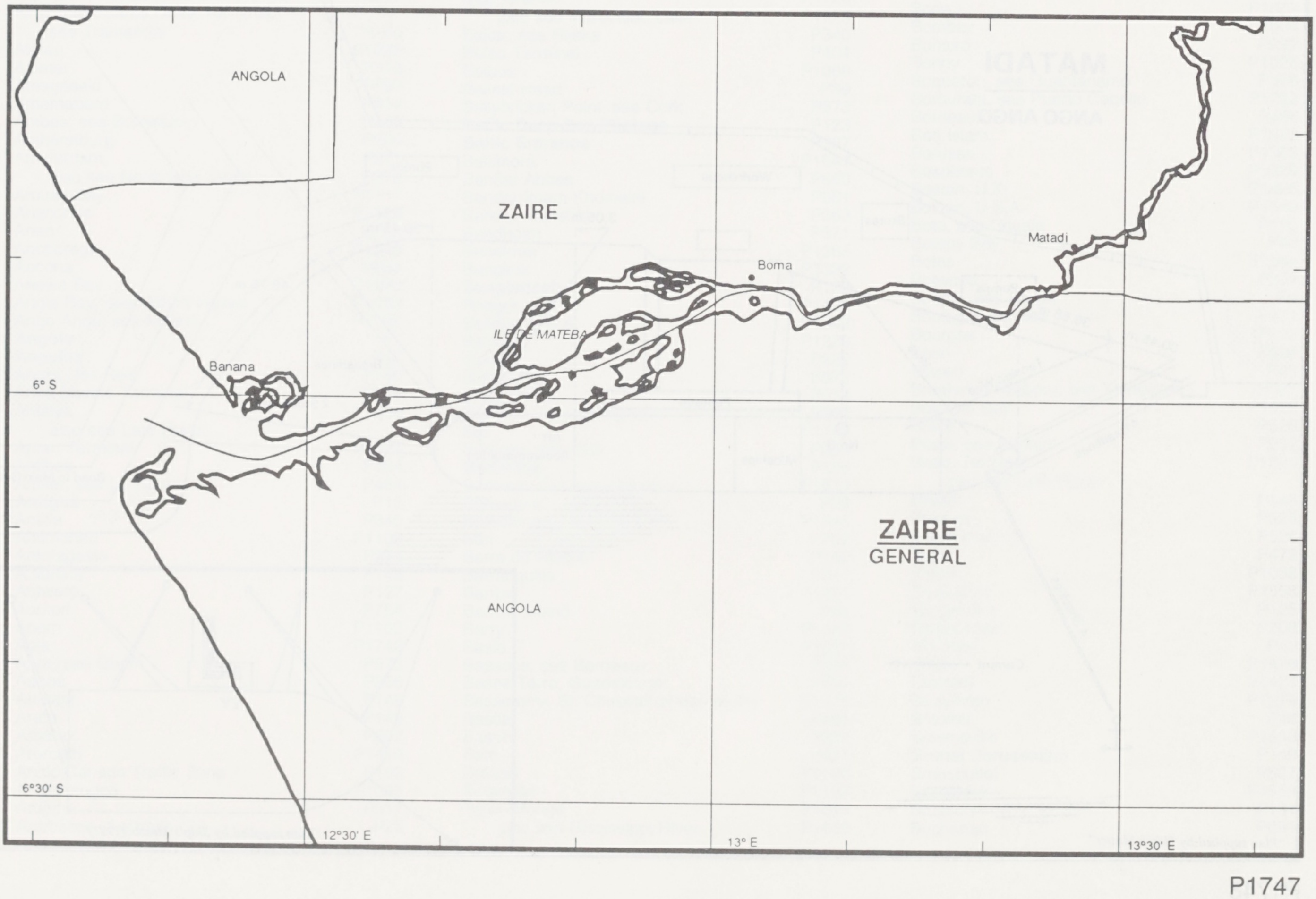

FSO "SAFER" ALONGSIDE MOORING ARRANGEMENT
"SAFER"
H
Meter Bank
Turret Mooring
Dirty Ballast Reception
'Safer' Wires
'Safer' Wire
Gangway Crane
Hose Crane
Control Position
Firemain to be pressurised, monitors trained on manifold area
Fire Wire
Gangway (Rigged)
Fire Wire
Mooring Lines Required
Aft
4 Sternlines
2 Breastlines
2 Springs
1 Wire from 'Safer'
Forward
4 Headlines
2 Breastlines
2 Springs
2 Wires from 'Safer'

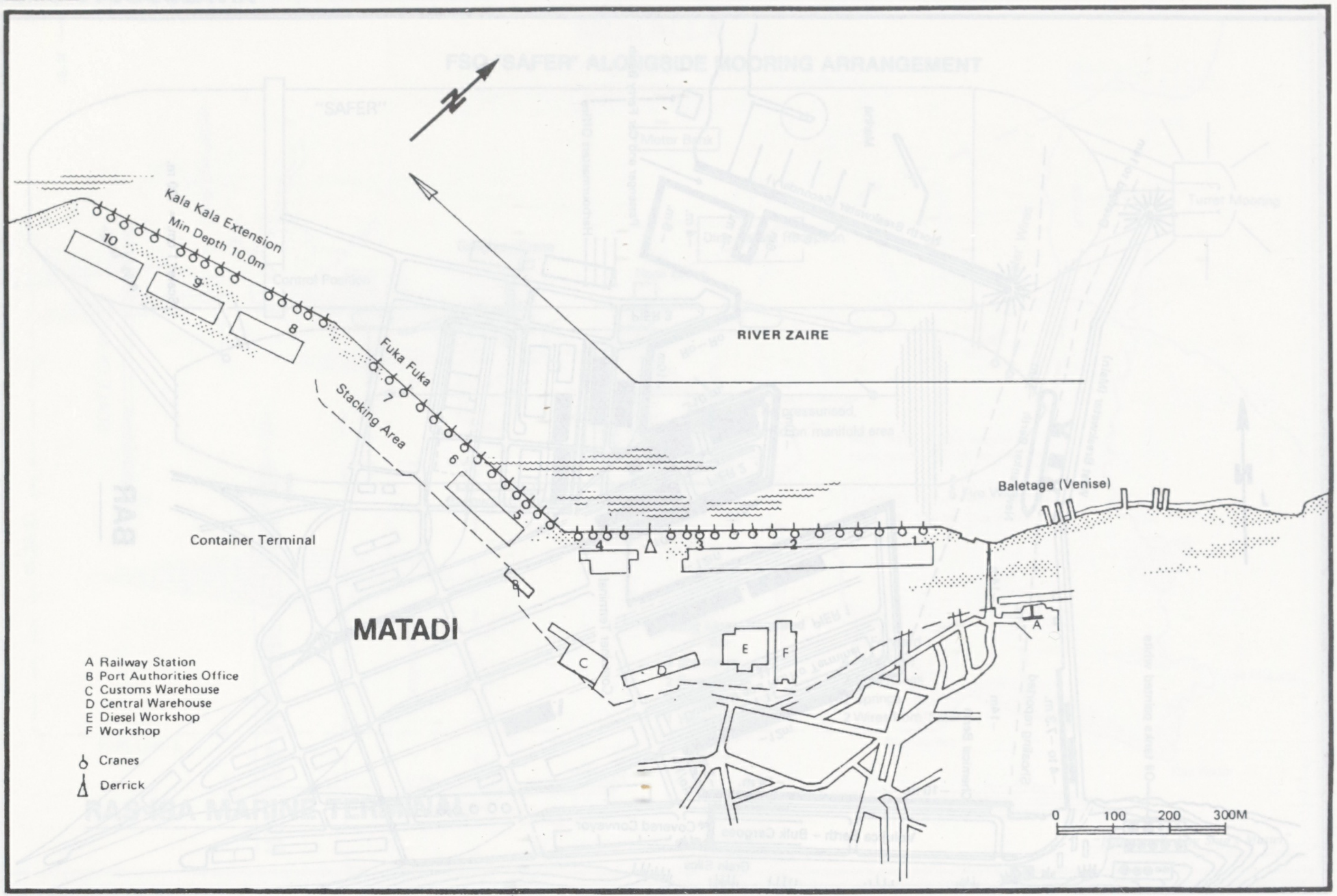
"Plan supplied by Ship's Master"

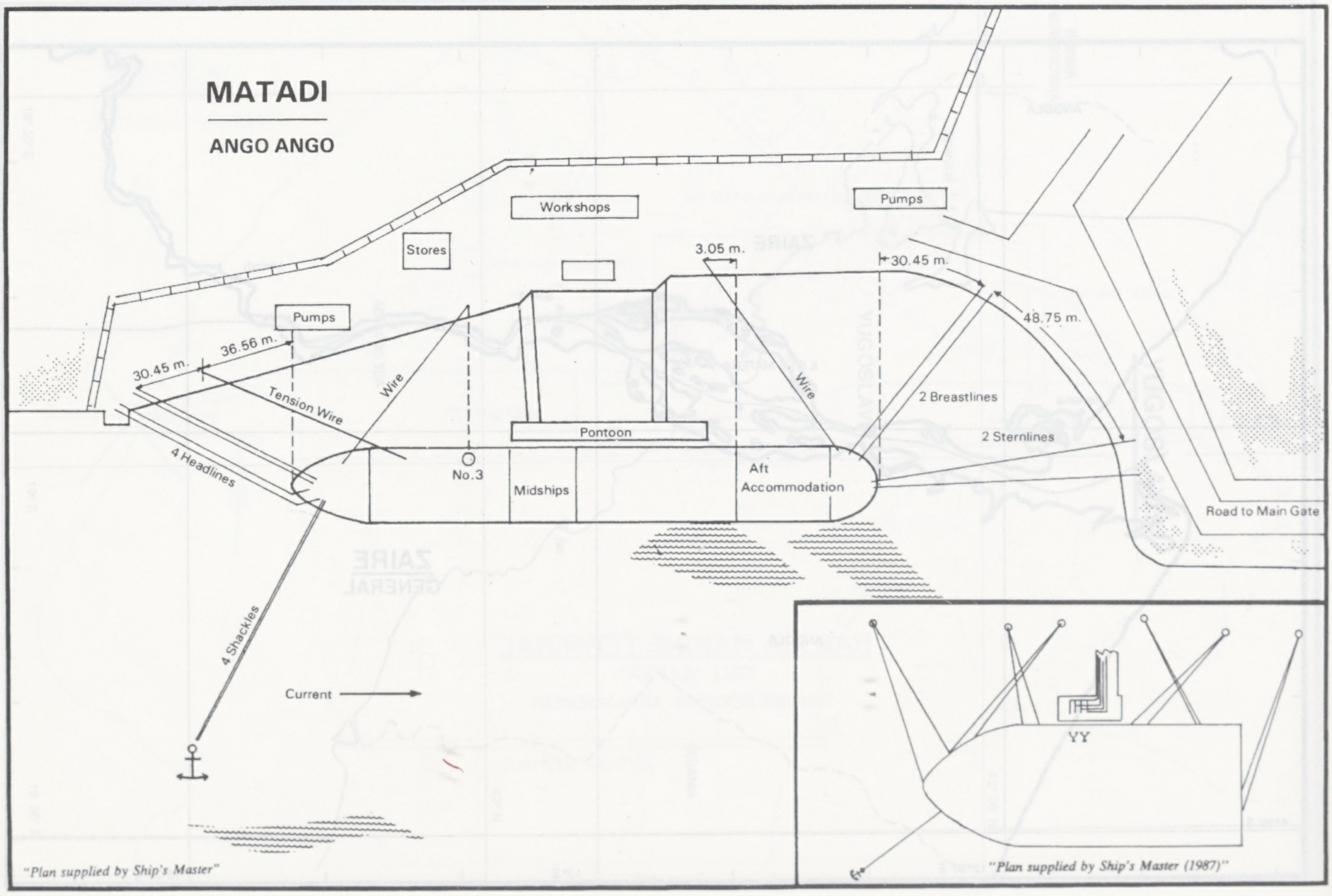
YUGOSLAVIA


BOSNIA HERZEGOVINA
Zelenika
YUGOSLAVIA
ADRIATIC SEA
Bar
ALBANIA
18° 30' E
19° E
19° 30' E
42° N
42° 30' N


BAR
Scale: 1 cm. = 100 m.
N
Passenger and Car Ferry Berth
Harbourmasters Office
Marina
North Breakwater (Secondary)
6 m
-6m
-4 m.
-4 m.
-6 m.
Dredged to 14m
PIER 3
Ro-Ro
-10m
-10 m.
-10m
PIER 2
-10m
-10m
-12m
PIER 1
Container and Ro/Ro Terminal
Container Terminal
West Breakwater (Main)
New Tanker Berth
-14m
-14m
-7 m.
Shoaling reported
-4 to -7.3 m.
-14m
Chemical Berth
-12m
-10 m.
-14 m.
-8 m.
Ro/Ro
Volujica Berth - Bulk Cargoes
Covered Conveyor
Grain Silos
Oil tanks painted white


ANGOLA
ZAIRE
Boma
Matadi
ILE DE MATEBA
Banana
6° S
ZAIRE
GENERAL
ANGOLA
6°30' S
12°30' E
13° E
13°30' E


N
Kala Kala Extension
Min Depth 10.0m
10
9
8
Fuka Fuka
7
6
5
Stacking Area
B
RIVER ZAIRE
Baletage (Venise)
4
3
2
1
A
Container Terminal
MATADI
C
D
E
F
A Railway Station
B Port Authorities Office
C Customs Warehouse
D Central Warehouse
E Diesel Workshop
F Workshop
Cranes
Derrick
0
100
200
300M


MATADI
ANGO ANGO
Workshops
Pumps
Stores
3.05 m.
30.45 m.
48.75 m.
Pumps
36.56 m.
30.45 m.
Tension Wire
Wire
Wire
2 Breastlines
2 Sternlines
Pontoon
4 Headlines
No.3
Midships
Aft
Accommodation
Road to Main Gate
4 Shackles
Current
YY

"Plan supplied by Ship's Master"

"Plan supplied by Ship's Master (1987)"

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MOROCCO	Mohammedia
NIGERIA	Brass Terminal
ROMANIA	Constantza
SPAIN	Gijon
TURKEY	Antalya

Algeria

BEJAIA: (Also see Page 5)

SHIPMASTER'S REPORT: March 1994.
Note: The report was received in November 1994.
Vessel: 96,000 d.w.t. combination carrier operating in tanker mode.

Tugs available are of very low power and there is a very small Turning Basin inside the breakwater and close to the berth (S.W. of Berth No. 3 and S.E. of Berth No. 2). Due to above reasons, berthing in adverse conditions of wind and swell is very difficult and risky (All vessels have to be swung 180° in the Basin as, on Berth No. 3 always port side alongside and on Berth No. 2 always starboard side alongside).

Large ships always berth on Berth No. 3.

Cargo operations can be suspended and vessel can be shifted to roads with wind force going up to Force 4 or 5.

Any stores, charts, etc., sent to Bejaia can take as long as 7 days to clear Customs.

Shore leave not advisable at time of our visit.

Angola

KIABO MARINE TERMINAL: 07.20 S. 12.35 E.
(See Late Plans)

LOCATION: *Terminal Description:* The FPSO "Ocean Producer" is a Floating Production, Storage and Offloading vessel, located in territorial waters off the Coast of Angola, West Africa. The FPSO is a converted 78,061 d.w.t. export tanker, registered under the Liberian flag and has an overall length of 789 ft. The loaded draft is 44 ft. The total crude oil storage capacity is 514,000 barrels. The water depth at the location is 250 ft. with no significant change in depth within the operating area.

With a bow heading of 022.5° from true North, the FPSO has permanent moorings port and starboard to buoys off the bow and stern quarters (See "Plans" – Figures 1 and 2).

Two sub-sea production wellheads are 552 ft. astern of the FPSO (See "Plans" – Figures 1 and 2).

There is a laboratory onboard, capable of carrying out a limited number of tests on the crude oil stock.

There are no facilities to receive dirty ballast.

FPSO "Ocean Producer" Radio Call Sign: "5 LBJ".
Inmarsat "A" I.D. No. (871) 124-1412.

Operating Location:
FPSO Stern Co-ordinates: Lat. 07° 20′ 30″ S., Long. 12° 35′ 24″ E.
Angolan Shoreline: 17 nautical miles.
Water Depth: 250 ft.

Note: A maritime Exclusion Zone has been established around the Terminal. Vessels are not permitted to enter this area without authorisation from the Company.

The Exclusion Zone is bounded by the following co-ordinates:
Lat. 07° 19′ 30″ S., Long. 12° 35′ 00″ E.
Lat. 07° 19′ 30″ S., Long. 12° 38′ 00″ E.
Lat. 07° 21′ 30″ S., Long. 12° 35′ 00″ E.
Lat. 07° 21′ 30″ S., Long. 12° 38′ 00″ E.

PILOTAGE: Pilotage is compulsory within a 1.5 miles radius of the Marine Terminal.

Use of Mooring Master by Export Tanker: Mooring Master will meet the vessel before it proceeds to the Kiabo Field Marine Terminal. Mooring Master will advise the Export Tanker's Master on approaches to the FPSO, mooring and unmooring, connecting and disconnecting hoses, and in all other operations within the Marine Terminal area. All manoeuvring of ships within the Terminal area shall be done with the advice of Mooring Master, subject to the understanding that in all cases and circumstances the Master of the vessel being manoeuvred shall remain solely responsible, on behalf of this vessel's Owner for the safety and proper manoeuvring of the vessel. The Export Tanker's Master or qualified Deck Officer must be on the bridge at all times while the ship is manoeuvring.

Visiting Export Tankers may not commence final approach to the Marine Terminal until the Mooring Master from the FPSO is aboard, has completed all required safety checks and has authorised the Export Tanker's Master to proceed with final approach to the mooring.

Boarding Procedure: From FPSO to Export Tanker:

Prior to commencing final approach and after completion of all preparatory radio signals with the FPSO, the Export Tanker shall advise the FPSO of its speed and heading, as well as the location and status of the gangway for boarding by the Mooring Master. The Export Tanker's Master shall ensure Export Tanker's crew availability and readiness to facilitate safe alongside boarding by the Mooring Master. Export tankers are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's boat. A life-ring with a heaving line should be provided near the pilot ladder for immediate use. If at night, adequate lighting must be rigged overside for the Mooring Master's ladder. Vessels will provide a lee for Mooring Master, both when boarding and leaving. If a pilot ladder is not suitable for use, then it is the responsibility of the Export Tankers' Master to change it. Vessels with a freeboard greater than 30 ft. are requested to provide a combination pilot and accommodation ladder.

Exchange of Arrival Documentation:

When the Mooring Master is safely aboard the Export Tanker, all required and designated documentation shall be exchanged between the Export Tanker's Master and the Mooring Master. When the exchange is completed, the Mooring Master shall so notify the FPSO Master.

Validation of Safety Condition/Measures:

Prior to authorising final approach to mooring, the Mooring Master shall satisfy himself that all requirements relative to safety conditions and measures aboard the visiting Export Tanker are in place and/or in a state of readiness according to the parameters of the OCIMF/ICS "Ship to Ship Transfer Guide".

Concurrence of Emergency Procedure: (ESD/Fire/others):

Prior to authorising loading and connection of transfer hose to the Export Tanker, the Mooring Master shall determine from the Export Tanker's Master that the Export Tanker's crew is in a state of readiness and is proficient in emergency safety, fire and other related procedures to ensure maximum safety during ship-to-ship cargo transfer operations.

APPROACHES: *Approach to Marine Terminal:*

1. Anchorage Area:
   The anchorage area for vessels awaiting the loading berth at the Kiabo Field Marine Terminal is at the Master's discretion, but in any event shall not be within the Exclusion Zone.
2. Mooring Master Pick-Up Zone:
   The Mooring Master Pick-Up Zone is an area between 2.5 – 3.0 miles N.W. of the FPSO location. Vessels should take a suitable heading to allow safe access for the Mooring Master. Following receipt of instructions from the Company or the Mooring Master, an Export Tanker should proceed from the anchorage area to the Mooring Master pick-up zone, where the vessel will be boarded by the Mooring Master.
3. Marine Terminal Safety Zone:
   Export tankers are prohibited from navigating within the safety zone at Kiabo Field Marine Terminal at any time unless the Mooring Master is on board. The safety zone is within 1.5 miles radius of the FPSO.

ANCHORAGE: No vessel may anchor within the Exclusion Zone. For Export Tankers requested to anchor, the recommended anchorage area is located East of location in 165 ft. of water. Anchoring within the FPSO's mooring legs is strictly prohibited. Prior to arrival, the Master of Export Tanker should contact the FPSO for information concerning anchorage positions. B.A. Chart No. 604 describes the area.

If an Export Tanker is not scheduled to moor on arrival, or the Terminal is closed due to adverse weather conditions, etc., the Export Tanker's Master will be advised by VHF radio and requested to anchor.

FPSO ACCEPTANCE CRITERIA FOR EXPORT TANKER:
Displacement/Cargo Capacity: FPSO capacity is 514,000 bbls. Export tankers should have a minimum arrival displacement not less than 25% Summer deadweight. Prior notice must be given of any Export Tanker not able to comply, and an agreement must be reached with the Master of the FPSO.

RESTRICTIONS: Mean sea water depth at the FPSO is 250 ft., no draft restriction. Mooring and unmooring during daylight hours only (See "Berthing").

MAX. SIZE: 150,000 d.w.t. Also see "Berthing".

RADIO: *Arrival Time:* The Export Tanker shall send an initial estimated time of arrival (ETA) message to Sonangol P&P upon departure from the previous port. The message should be updated 72 hours, 48 hours and 24 hours before arrival at the FPSO location.

Initial ETA: It is important that all in-coming Export Tankers advise Sonangol P&P at least 72 hours before the estimated time of arrival, giving best estimate of the ship's arrival time at the Marine Terminal via the operator.

Time to be used for ETA is the local time zone of GMT +1 hour throughout the year.

The first message should include the following information:

(a) Name of Export Tanker and radio call sign.
(b) Inmarsat "A" I.D. number for voice, fax and telex, if so fitted.
(c) Cargo requirements.
(d) Maximum loading rate.
(e) Arrival draft, fore and aft.
(f) Last port of call.
(g) Confirm that vessel has clean Bill of Health.
(h) If there is any sickness onboard, give all available information as to the possible type of sickness.
(i) Distance in feet from the bow to the loading manifold on the Export Tanker.
(j) Total length overall (LOA).
(k) If the ship's hose connections are different from a 16 in. flange.
(l) Name and full style of local Agent.

Subsequent ETA's: Further ETA messages should be sent to Sonangol P&P when the Export Tanker is 48 hours and 24 hours from the Terminal, and additional notification shall be given if the vessel's ETA will vary from the original notification by 6 hours or more. Notwithstanding the foregoing, in case the sea passage from the vessel's last port is less than 72 hours from the Kiabo Field Marine Terminal, the first notice shall be given immediately after leaving such port of call, and subsequent notices shall be given at regular time intervals.

Should the ETA change by one hour or more following the 24 hours notice, the vessel shall promptly notify Sonangol P&P of the new ETA.

Export Tanker Pre-Arrival Questionnaire: All Export Tankers will be required to complete the Export Tanker Pre-Arrival Questionnaire prior to arrival at the Terminal.

1. Vessel's name and call sign:
   Previous name(s):
2. Flag:
3. Year built and class:
4. Owners/Managers (including address and telex number):
5. Nationality of Master: Officers: Crew:
6. Last port of call / date:
7. Date of last dry dock / special survey:
8. Summer deadweight and draft:
9. Arrival draft and displacement:
10. Vessel dimensions (metres): LOA: Beam:
    Moulded depth:
11. Terminal factor (LOA × Beam × M.Depth):
12. Distance between bow and manifold:

13. Manifold size/crossovers onboard (the Export Tanker will be expected to provide all crossovers, etc., for connection to the FPSO 16 in. floating hose assembly):
14. Hose boom S.W.L.:
15. Length of anchor chains: Port: Starboard:
    Are there cleats and/or bits in manifold area for securing overside hose?
17. Quantity and quality of slops onboard / L.O.T. intended?
18. Quantity of ballast onboard / are tanks segregated:
19. Vessel should not be less than 25% d.w.t. on arrival. Can vessel load and deballast simultaneously with 2 valve segregation to maintain 25% d.w.t. minimum?
20. If answer to (19) is NO, state deballast time required before loading:
21. State maximum loading rate (single 16 in. hose):
22. Is an Inert Gas System fitted? Are tanks under Inert Gas?
23. Is a crude oil washing system fitted?
24. Advise the number, size and locations of bow Panama leads (or equivalent):
    Note: Bow fairlead should be at least 23.6 in. × 17.7 in.
25. Is vessel fitted with Smit Brackets or patent chain stoppers in bow area? If so, state number, type and S.W.L.:
26. How many sets of bitts are located in the bow area:
27. What are the distances of these bitts from the bow fairleads:

Owner warrants vessel able to discharge ballast and load back cargo simultaneously (with two valve segregation) whilst maintaining a minimum 25% d.w.t. Any relaxation due to non-compliance with this clause is for Owner's account.

In any case of the vessel's deficiency in mooring design or hose handling capability, the Terminal will reserve the right to accept the vessel and will not, in any case, be responsible for any delay or costs arising from such deficiency.

VHF: *Radio Communication:* VHF/FM Channel 16 (156.8 MHz).

The FPSO maintains a continuous watch on VHF/FM Channel 16 and Export Tankers' Masters are recommended to use this channel when they are within range of the Kiabo Field Marine Terminal. Particularly when approaching the Marine Terminal, attention to VHF/FM communications will minimise the risk of delays in mooring.

During mooring operations, the Export Tanker's radio will be under sole control of the Master. Masters are reminded that if their vessel is requested to anchor to await mooring, it is their responsibility to maintain a constant listening watch on VHF Channel 16 to receive Marine Terminal instructions. Any delay due to failure to maintain a constant listening watch on Channel 16 will be for the Export Tanker's account and will not be included in a subsequent laytime calculation.

The communication equipment onboard the FPSO is capable of switching to all VHF marine frequencies.

Communications After Mooring Master has Boarded: For subsequent intership communications between the Export Tanker and the FPSO, portable VHF/UHF radio-telephone units will be utilised by the Mooring Master. These sets will be intrinsically safe.

General:

(1) Any telephone, portable VHF/UHF and radio-telephone systems utilised shall comply with applicable safety requirements.

(2) At a minimum, continual voice communication shall be maintained between the FPSO and the Export Tanker, Mooring Master and the Export Tanker's Chief Officer.

(3) The selected communication channels to be used shall be assigned prior to the final approach of the Export Tanker and shall be recorded on the appropriate forms, as per applicable regulations.

(4) All communications shall be in the English language.

Pre-Arrival/Arrival Exchanges:

(1) Prior to initiating final approach to mooring, the Export Tanker shall notify the FPSO of:
  (a) Course (heading).
  (b) Speed.
  (c) Location.

(2) The FPSO shall then advise the Export Tanker of the ETA of Mooring Master and his transportation type (utility boat, etc.).

(3) The Export Tanker shall advise the FPSO of the following:
  (a) Tanker draft and trim.
  (b) Available tank capacity for loading.
  (c) Disposition, composition and quantities of ballast plus time required for discharge and maximum light freeboard.
  (d) Quality of Inert Gas.
  (e) Any other information that may be deemed relevant.

Emergency Procedure:

(1) Prior to the commencement of any operational phase, a secondary, stand-by procedure for the communication of emergency signals shall be established, agreed upon and understood.
  Signals should include, as a minimum:
  (a) Radio Communication Inoperative.
  (b) Stand-by.
  (c) Start Loading or Start Discharging.
  (d) Slow Down.
  (e) Stop Loading or Stop Discharging.
  (f) Emergency Stop.
  (g) Emergency Disconnect.

(2) When primary radio communication fails, all mooring and/or cargo transfer operations should be suspended pending restoration of the service.

(3) Immediately when the need for emergency signalling procedure becomes evident, action should be taken to determine and correct the problem.

TUGS: *Use of Boat Services by Export Tanker:* Export tankers shall not undertake final approach to the designated mooring without the assistance of a tug.

On Arrival – Lines and Hoses: Preparation for mooring will be advised by the Marine Terminal through VHF radio communication prior to the Export Eanker's arrival or by the Mooring Master before the mooring operation commences. The Export Tanker will moor with her bow to the Marine Terminal FPSO. Prior to mooring, Export Tankers are required to have ready on the starboard side, a derrick at least 10 tons SWL, rigged and ready for connecting and disconnecting the cargo transfer hose.

Similarly, the Export Tanker shall be rigged and ready to heave up the mooring hawser from the FPSO as well as the towing wire from the hold back tug.

(1) While the tug is assisting the Export Tanker to the designated mooring location, a workboat shall deliver the FPSO bow hawser pick-up line to the Export Tanker.

(2) When the Export Tanker is secured, a workboat shall deliver the cargo transfer hose to the Export Tanker.

(3) After all mooring services are completed, the tug shall maintain sufficient thrust astern, so as to keep the bow hawser between the Export Tanker and the FPSO in constant tension. The workboat shall stand-by and be prepared to render any assistance required during cargo transfer operations.

On Departure:

(1) When summoned, the workboat shall approach the Export Tanker to assist in disconnection and retrieval of the cargo transfer hose.

(2) The workboat shall then assist in retrieval of the bow hawser.

(3) The tug shall then assist the Export Tanker in preliminary manoeuvring in preparation for departure.

Safety Precautions Aboard Export Tanker:

(1) All cargo tanks on the Export Tanker are to be gas free, all cargo tank lids, ballast tank lids and ullage ports shall be closed before the tug(s) comes alongside the Export Tanker.

(2) No tugs or any other vessels shall be permitted alongside until the Master of the Export Tanker has determined that it is safe.

BERTHING:

Operating Layout:

(a) FPSO Length: 789 ft.
(b) FPSO Bow Heading: 022.5°
(c) Permanent Moorings and Marker Buoys: 6
(d) Mooring Tie-In Locations, Quantities and Headings: (See "Plan")

Port Bow (1) 322.5°	Starboard bow (2) 080° and 085°
Port Stern (1) 262.5°	Starboard stern (2) 140° and 145°

(e) Wellheads: 495 ft. from FPSO, due astern on bearing 202.5°
(f) Export Tanker Berthed Heading: 172°
(g) Export Tanker Minimum Berthed Distance: 250 ft.
(h) Export Tanker Stern Mooring: Tug (Company supplied).
Export Tanker Bow Mooring: Bow Hawser (FPSO supplied).
(i) Offloading Hose: 970 ft. (BCM – 130 ft.)

Hours of Operation: The Kiabo Field Marine Terminal will generally operate 24 hours a day, 7 days a week. Ships are loaded at any hour, weather and other circumstances permitting, and at the full discretion of the Company. Vessels are moored and unmoored during daylight hours only. In order to assure all mooring activities occur during daylight hours, an arrival time of 1200 hrs. local time is recommended.

Notices of Readiness: Mooring Master will act on behalf of the Company to acknowledge receipt of the vessel's "Notice of Readiness", which should be tendered at time of arrival. Arrival time will be considered as the time the anchor is dropped at the anchorage area. "Notice of Readiness" will be accepted as the time that the Mooring Master boards the vessel, or the Export Tanker shall have dropped anchor within the recommended anchorage area and has advised the Marine Terminal of the time of anchoring. Exception to the above will be if the Export Tanker is in the anchorage area awaiting arrival of the Mooring Master and has been requested by the Marine Terminal not to anchor. In this case, "Notice of Readiness" will be accepted from the time the Marine Terminal requested the ship not to anchor.

Marine Terminal Closure: "Notice of Readiness" will not be accepted during periods when the Marine Terminal is closed. The Marine Terminal is closed when the weather is such that it is too rough for Export Tankers to moor or remain safely moored to the FPSO. Any decision regarding the opening and closing of the Marine Terminal will be made solely at the discretion of the Company. In such case, the Marine Terminal will provide the Export Tanker's Master with a written notice of the time during which the port was closed due to adverse weather. Vessels required to leave the Marine Terminal area on account of weather should keep in contact with the Marine Terminal via VHF radio, in order that they will be readily available when weather moderates. The Company reserves the right to decline to moor a specific Export Tanker, if in the Company's opinion existing conditions or facilities are considered unsafe for mooring or loading, even though the mooring may be open to other Export Tankers. Various combinations of wind, sea and tidal conditions, as well as the size, length, ballasted trim, and handling qualities of a vessel can affect the decision to berth a vessel at the Marine Terminal. All of these factors have to be evaluated before a final mooring decision is made. Should an Export Tanker be rejected for any of the aforesaid reasons, the Marine Terminal will supply the Export Tanker and the Owners/Charterers with written reasons for non-acceptance.

Departure Procedure for Export Tanker:

(1) Documentation:
  After the disconnection of the cargo transfer hose and prior to preparing for departure of the Export Tanker, all necessary pre-departure documentation shall be completed.

(2) Export Tanker Departure:
  (i) Mooring Master shall witness the Export Tanker's closure of the cargo transfer hose end butterfly valve, disconnection of the cargo transfer hose from the manifold, and fitting of the blind flange on the end of the cargo transfer hose.

(ii) Workboat shall approach Export Tanker to accept free end of hose when lowered by Export Tanker.
(iii) Workboat shall tow hose away from Export Tanker to the pre-assigned storage area.
(iv) Export tanker shall check and confirm that all manifolds are securely blanked, that ship is clear of obstructions, that winches and windlass are powered and operational, that crew are standing-by and ready to cast-off.
(v) Area shipping traffic to be checked and confirmed to be clear.
(vi) "Check List 4 – Before Unmooring" to be completed.

MOORING: A bow mooring hawser and hold back tug is provided for visiting Export Tankers up to 150,000 d.w.t., partially loaded or in ballast to a maximum displacement of 80,000 tonnes.

Forecastle: The Export Tanker bow mooring comprises an 18 in. circumference mooring hawser, 250 ft. long with 30 ft. of 3 in. diameter chafing chain attached to both ends. The hawser is equipped with 1,448 ft. of pick-up line and pick-up hardware.

Stern: An Anchor Handling Tug Supply (AHTS) vessel is provided to assist the Export Tanker in mooring to the FPSO, and will attach its towing wire to the stern of the Export tanker to hold it off the FPSO during cargo transfer operations.

Weather Conditions:

(1) Prior to commencing mooring and/or cargo transfer operations, all available weather forecasts for the FPSO location should be obtained.
(2) The operation should proceed and/or continue only if both Master and the Mooring Master are satisfied that the prevailing and anticipated conditions are within the limits considered safe for such an operation.
(3) The Master of either vessel and/or Mooring Master may, at his sole discretion, order cessation of mooring or transfer operations. In such event, the Master of the other vessel shall immediately enact required procedures to cease such operations.

Mooring Criteria: Figure 7 (See "Plan") estimates the allowable wind speed along with the allowable significant wave height for a range of Export Tanker sizes that may be connected at the Kiabo Field Marine Terminal.

HOSES: Sufficient crew must be available at all times to carry out, under the supevision of a responsible licensed officer, the instructions given by the Mooring Master. Raising, lowering, connecting and disconnecting of the cargo transfer hose, as well as other labours and duties on the Export Tanker connected with the loading of cargo or maintaining mooring lines in a correct manner, will be performed by the Export Tanker's crew directed by a responsible officer as required by the Mooring Master. Export tankers must also have an adequate supply of reducers, gaskets and wrenches to connect the cargo transfer hose.

Cargo Transfer Hose Connection Aboard Export Tanker: The cargo transfer hose is a 970 ft. long assembly of 16 in. hose terminating at the Export Tanker end with a 25 ft. long barbell type hose. The final termination components comprise a butterfly valve, a short spool Camlock, and a blind flange. When the hose is not in use, the butterfly valve shall be kept closed. At all times, when the hose is not connected, the blind flange shall be securely fastened in place.

Procedure:

(1) The barbell end of the cargo transfer hose will be delivered to the Export Tanker which shall hoist and correctly locate the hose ready for connection to the Export Tanker manifold.
(2) Ensure that the butterfly valve is closed.
(3) Remove blind flange and store in a safe place.
(4) Mooring Master will witness the connection of the cargo transfer hose to the Export Tanker manifold and shall inspect the hose for kinks or damage.
(5) Before transfer commences, all required pre-transfer checks shall be performed and completed.
(6) Prior to cargo transfer commencing, open the cargo transfer hose end butterfly valve.
(7) The FPSO shall inform the Export Tanker of the rate capable of being supplied, and shall provide such rate as mutually agreed between the Export Tanker's Chief Officer and the FPSO Master. The receiving Export Tanker shall set the maximum rate, regardless of the pumping capacity of the FPSO.
(8) When satisfied that the cargo transfer hose is correctly attached and the Export Tanker systems are ready for full rate transfer operations, the Export Tanker's Chief Officer shall indicate readiness to proceed with cargo transfer.
(9) Transfer shall commence at an agreed low rate, in order to check that the loading system is correctly aligned, that no leakage occurs, and that all valves, venting system, and other apparatus are correctly arranged to facilitate cargo transfer according to the applicable regulations.

FPSO Supplied Components and Spares:

(a) Butterfly valve handle for cargo transfer hose (Mooring Master).
(b) VHF/UHF portable radio (Mooring Master).
(c) Paperwork (Mooring Master).
(d) Spare O-ring seal for Camlock blind flange (Mooring Master).
(e) Handle for Camlock flange (Mooring Master).
(f) Spare export hose sections (FPSO).
(g) Spare bow line hawser and associated parts (FPSO).

LOADING: *Cargo Transfer Hose Handling Provisions:* Cargo transfer from the FPSO is through a 16 in. diameter hose. This hose is 970 ft. long and is terminated at the Export Tanker end by a barbell type hose with a butterfly valve and shaft spool Camlock. When not connected to the Export Tanker, a blind flange is fitted to the open end of the Camlock (See "Plans").

(1) (a) When not connected to an Export Tanker, the cargo transfer hose shall remain in the sea.
  (b) A marker buoy (unlit) shall be permanently attached to the pick-up chain at the Export Tanker end of the transfer hose by a synthetic rope.
  (c) When not connected to an Export Tanker, the transfer hose shall be stored near the FPSO's No. 6 mooring leg with the hose marker buoy attached to a mooring buoy anchored near the No. 6 leg marker buoy.
(2) During handling operations prior to and following attachment to Export Tanker, care must be exercised to prevent kinking or other damage to the transfer hose. A minimum radius of 10 ft. for any bend in the hose is recommended.
(3) The Terminal will have a limited number of reducers available, but will accept no liability or obligation to provide them.

Inert Gas System: All Export Tankers must be fitted with an inert gas system and confirm that all tanks have an oxygen content of less than 8% by volume prior to loading.

(1) On request, the vessel will demonstrate the oxygen quality to the Mooring Master prior to commencement of transfer or at any time so requested during transfer.
(2) In the event of a failure of the inert gas system, immediate action shall be taken to prevent air from being drawn into the tanks. All tank operations shall be stopped and the deck isolating valve closed.

Fire/Pollution Control/Gas Detection Systems:

(1) Each Export Tanker must have its fire fighting system fully operational prior to commencing any mooring and/or transfer operations.
(2) All Export Tankers shall comply with all applicable regulations and requirements pertaining to the control of pollution of any type.
(3) All Export Tankers must be equipped with a fully operational inert gas monitoring system, which shall be in a monitoring mode (for oxygen content, pressure, etc.) prior to commencing any mooring and/or transfer operations.
(4) All Export Tankers shall conform with the International Maritime Organisation (IMO) regulations for the prevention of pollution by oil.

Loading Rate: The FPSO is capable of completing transfer of 500,000 bbls. within 36 hours, not including connection/disconnection time, providing the Export Tanker's facilities and operations permit.

Cargo/Ballast Tank Contents/Ullage:

(1) The maximum cargo oil storage capacity, both wet and dry, of the FPSO is approximately 514,000 bbls.
(2) The Export Tanker will load cargo and discharge ballast as previously arranged between the Export Tanker's Loading Master, Master and Chief Officer. This plan will be placed in written form and signed before operations commence.

Ballast Transfer:

(1) When the Export Tanker is loading, it may commence discharging clean ballast concurrently with loading only if the ballast system is completely separated from the cargo system.
(2) Export tankers having clean ballast in cleaned cargo tanks and lines are recommended to suspend loading when discharging ballast.
(3) Export tankers may only discharge ballast that is clean.
(4) The FPSO is *not* equipped to receive dirty ballast.

Loading/Ballast Operations: It is strongly emphasised that the undertaking and completion of a successful cargo transfer operation is dependent upon effective co-ordination and co-operation of all parties involved.

It is the Export Tanker's Master's responsibility to observe International Convention Laws and Angolan Government Regulations and to ensure that no crude oil, bunker C, diesel, bilges or dirty ballast is pumped or spilled overboard from his vessel whilst in the area of the Kiabo Field Marine Terminal. Drip pans should be used, especially when disconnecting hoses, in order to prevent any spillage.

Cargo/Ballast Transfer Plan: Prior to the commencement of a cargo transfer operation, the contents of each cargo and ballast tank shall be checked and recorded. The sequence of all operations during transfer of cargo to the Export Tanker shall be planned in detail with regard to personnel assignments, pumping/discharge rates, valve change over requirements, ballasting adjustments, and tank level measurements during operations, etc.

(1) Inspection of Cargo Tanks: The Export Tanker's cargo tanks are to be inspected by Sonangol P&P.
(2) Scuppers to be Plugged: Before loading commences, all overside scuppers shall be plugged and made oil-tight.
(3) Completion of Loading: Normally completion of loading is by Export Tanker's stop and any request for the Marine Terminal to stop the flow of oil at the pre-determined tonnage must be in writing. The request must include the statement by the Export Tanker's Master that the Company will not be held responsible for any error, and in the case of the vessel being overloaded, the Export Tanker's Master will be responsible for any oil spills caused by this request. Please note that under normal operations, excess cargo cannot be pumped back to the FPSO, only in an emergency will this be allowed, and all cost and delays will be to the account of the Export Tanker.
(4) Communication During Loading: All communications relative to the loading of the Export Tanker shall be routed through the Mooring Master who will remain in contact with the Marine Terminal continously via portable VHF radio communication.
(5) Failure of Communication: In the event of radio communications failure with the Marine Terminal, the Export Tanker should sound the emergency signal. Continuous blasts of the vessel's whistle will be sounded to notify the Marine Terminal of the radio communication failure. Upon hearing this signal from a loading Export Tanker, the FPSO will immediately cease loading to the Export Tanker until radio communications have been re-established.

(6) Leaking Oil from Export Tankers: If it is discovered that oil is leaking from an Export Tanker whether at anchor, deballasting or during loading, and so as to constitute a safety or pollution hazard, which is at the sole discretion of the FPSO's Master, the Export Tanker will cease operations and may be requested to leave the Marine Terminal limits. Completion of loading will only be undertaken when satisfactory evidence of repair, duly certified by the surveyors of ABS, Lloyds or DNV or another recognised classification society, is submitted.

(7) Valve Closure During Loading: *No Export Tanker valves, which stop or reduce the flow rate of oil from the pumps of the FPSO, are to be operated without prior authorisation of the Kiabo Field Marine Terminal.* It is extremely dangerous to close ship's valves against the incoming stream, such a procedure creates excessive pressure, which may damage hoses, piping or other Marine Terminal facilities. Vessels will be held responsible for damage resulting from failure to observe this precaution. The practice of throttling back on the Export Tanker's cargo manifold valves is to be avoided. If a lower loading rate is required, the Terminal is to be advised and the pumping rate will be reduced to the new agreed rate. A reduction in loading rate before topping-off a final tank or tanks may be arranged through the Mooring Master by the Export Tanker's officer-in-charge. On advice from the Export Tanker, a minimum of 3 minutes is required to stop the flow of crude oil from the FPSO.

(8) Crude Oil Overflow During Loading: Export tanker's Masters are warned that if at any time an overflow of crude oil occurs, cargo transfer operations will be suspended immediately. Loading will only be resumed when the oil is cleaned up and removed from the decks of the vessel and/or from the surface of the sea, any damage is repaired, and no further danger exists. All spillage of oil must be reported immediately to the FPSO Master. Subsequently, a detailed report, giving all relevant information, must be submitted in writing by the Master of the Export Tanker concerned to the FPSO Master. A joint survey of the Export Tanker by its Master and a Kiabo Field Marine Terminal Representative will be required.

(9) Cargo Transfer Plan:

(1) A plan of operation shall be developed prior to each cargo transfer.

(2) The plan of operation shall include, but not be limited to, the following details:

(a) Date and time of arrival of visiting Export Tanker.
(b) Weather and sea conditions anticipated at time of arrival and until Export Tanker departure.
(c) Identity, size and Master of Export Tanker.
(d) Mooring Master assigned.
(e) Cargo officer assigned.
(f) Crew/team assignments.
(g) Cargo tanks contents start/finish.
(h) Ballast tanks contents start/finish.
(i) Mooring/cargo transfer hose connection timing.
(j) Date/time for completion of pre-cargo transfer safety checks.
(k) Date/time for commencing cargo transfer operations.
(l) Detailed operational procedures.
(m) Date/time for expected completion of cargo transfer operations.
(n) Cargo transfer hose retrieval procedures – Date/time.
(o) Date/time of Export Tanker departure.
(p) Radio assignments – portable radios.

(3) All relevant information from the plan shall be transmitted to the Export Tanker prior to its final approach to the Marine Terminal.

(10) Cargo Transfer Team Familiarisation:

(1) FPSO Master shall ensure that the Mooring Master, Cargo Officer and designated Team Leaders are familiarised with and understand the requirements and details of the Cargo Transfer Plan.

(2) Mooring Master, Cargo Officers and Team Leaders shall ensure that personnel, assigned to them for the cargo transfer operation, from arrival to departure of Export Tanker, are familiar and understand the Cargo Transfer Plan.

(3) FPSO Master shall ensure that all personnel involved in cargo transfer operations have received satisfactory training in all functions for which they are, or may be, responsible.

(4) FPSO Master shall ensure that all personnel are fully familiarised with emergency shut-down procedures, along with their corresponding assignements and responsibilities. Furthermore, he shall specifically impress the need for immediate action in raising the alarm in the event of an emergency situation, such as a fire on board.

(5) No cargo transfer related operation may proceed until the Master of the FPSO is satisfied that the requirements of (1) through (4) of this section have been met.

(11) Equipment Deployment and Test:

(1) All equipment required for interconnection to the visiting Export Tanker and for normal cargo transfer operations shall be checked for operability, availability and location prior to the arrival of the Export Tanker.

(2) All FPSO equipment requiring operability, hydrostatic pressure and other tests shall be tested as specified in the Cargo Handling Manual. Specific examination, and if necessary, adjustment, repair or replacement of valve and pump glands, etc., shall be undertaken before commencing cargo transfer operations. All equipment static grounds shall be checked before commencing interconnection of the cargo transfer hose to the Export Tanker.

(3) Inert Gas System shall be checked and in operation prior to and during all cargo transfer operations.

(4) All fire fighting equipment shall be checked and fully operational before commencing any cargo transfer operations.

Dirty Ballast: FPSO "Ocean Producer" has no facilities for receiving dirty ballast. Export tankers are recommended to arrival with clean ballast.

Discharging Ballast at Night: In addition to the lights usually displayed, Export Tankers discharging ballast or loading cargo during darkness, will illuminate the area around the ship, to the satisfaction of Mooring Master, in order that any oil on the surface of the sea may be readily detected, and appropriate action taken. Export tankers unable to illuminate the sea satisfactorily, may not discharge ballast during darkness. Export tankers should provide suitable flood lights for working on deck during night operations. Export tankers equipped with separate tank system (SBT) will be allowed to discharge.

Ballast Required for Mooring: An Export Tanker must have sufficient ballast for safe manoeuvring. However, by a careful watch of the weather information, mooring, instructions and frequent exchange of information between the Export Tanker and the Marine Terminal, and by a knowledge of the behaviour of his own vessel, Export Tanker's Master may desire to come to the Marine Terminal with minimum safe ballast.

Load-on-Top or Discharge of Slops: Most responsible ship owners have adopted a system of tank cleaning using circulator methods of transfer of tank washings. The result is that no oil is discharged into the sea and the oil separated is collected to avoid pollution. With the written permission of the Export Tanker's Owners/Charterers, the Marine Terminal will load on top of such slops.

Penalties for Pollution of the Sea: The categories of pollution include crude oil, bunkers, bilges and dirty ballast or any other matter that may result in pollution of the sea. Any fines imposed for such pollution will be for the Export Tanker's account.

Concurrence on Loading Plan – Export Tanker/FPSO: Prior to commencing cargo transfer operations, the Master of the Export Tanker, the FPSO and/or the Mooring Master will confer and agree on a cargo transfer plan.

(1) The Master of the FPSO shall inform the Master of the Export Tanker as follows:

(a) Cargo specifications.
(b) Quantity of cargo to be loaded.
(c) Tank venting requirements.
(d) Maximum loading rates.
(e) Maximum pressure available at the STS connection.
(f) Stand-by time for normal pump stopping.
(g) Communication system for cargo transfer control, including the signal for emergency stop.

(2) The Master of the Export Tanker shall inform the Master of the FPSO as follows:

(a) Where the vessel has part cargoes on board, grade, volume and tank distribution.
(b) Maximum allowable loading rate and topping-off rates.
(c) Maximum allowable pressure at the cargo transfer hose connection during cargo transfer.
(d) Cargo quantities acceptable.
(e) Quantity, quality and disposition of ballast together with time required for discharge and maximum light freeboard.
(f) Quantity, quality and disposition of slops.
(g) Quality of inert gas.

Agreement on Delivery Rate/Rate of Exchange:

(1) Prior to commencing cargo transfer operations and following the exchange of information as required in Section (1) (d) and (2) (b) above ("Concurrence on Loading Plan – Export Tanker/FPSO"), agreement between the Masters of the visiting Export Tanker and the FPSO shall be established regarding:

(a) Cargo transfer initiation rate.
(b) Cargo transfer normal rate.
(c) Cargo transfer topping-off rate.
(d) Stand-by time for normal pump stopping.
(e) Time required for rate changes, zero flow to maximum agreed rate (MAR), and from MAR to zero.
(f) Masters are reminded that, for safety reasons, it is advisable to have the Export Tanker loaded as quickly as possible.

(2) Such agreement shall be confirmed in writing.

Manning Assignments/Stations Manned:

(1) Cargo Officer: The Cargo Officer shall be an officer appointed by and responsible to the Master of the FPSO. The Cargo Officer shall be empowered to make and implement all decisions relating to the cargo handling and cargo transfer operations, having the necessary knowledge and experience for that purpose.

(2) Pump Man: One or more crewmen as assigned by the Master of the FPSO to man the pumps and, when required, to operate the manifold valves. Pump men shall have the necessary knowledge and experience required for operation of pumps and valves to ensure maximum control capability, smooth operation and a minimum of pressure surge effect.

(3) Deck Men: Ship's crew members assigned as required by the Master of the FPSO or the Cargo Officer. Care should be taken, when making assignments for normal cargo transfer operations, that there is no conflict relative to any crew member's assignment under any emergency planning.

(4) Lead Man: Each group operating in the jurisdiction of the Cargo Officer shall have a lead man designated. Each such lead man shall be provided with a portable, two way radio for the purpose of relaying the Cargo Officer's commands and instructions to the respective groups. Each such lead man shall be competent in the use of a two way radio, shall be knowledgeable and experienced in the area of operations to which they are assigned, and shall be conversant with the established communications language to be utilised.

(5) Others: As deemed appropriate for the safety and completeness of any cargo transfer operations, the Master of the FPSO and/or the Cargo Officer shall assign other personnel as is considered necessary.

Concurrence on Readiness to Proceed – Export Tanker/FPSO: Prior to commencing with any cargo transfer operation, the following requirements must be completed and reported to the Master of the FPSO. Cargo transfer operations may only commence after the report has been understood, acknowledged and the Masters of both the FPSO and the visiting Export Tanker concur on the readiness to proceed.

(1) Export Tanker Personnel in Place:
  (1) Prior to commencing cargo transfer operations, the Export Tanker crew shall be at their stations as normally assigned for cargo loading operations.
  (2) All personnel assigned for radio duty, station and portable, shall have checked the serviceability/operation of their radio equipment, and shall have reported by radio as being in position and ready for the duty as assigned.
  (3) All call signs assigned to Export Tanker crew and FPSO crew sections shall be advised to and recorded by the Masters of the FPSO, the Export Tanker, the tug, the workboat and the Mooring Master.

(2) Tanks Vented: Export tanker and FPSO Masters shall confirm that the tanks are vented and that the agreed venting systems are operational and are being used.

(3) Test Flows for Leakage/Correct Valve Positions:
  (1) Prior to commencing cargo transfer operations, the Export Tanker's Master shall confirm that:
    (a) All sea and overboard discharge valves are tightly closed and sealed.
    (b) All unused connections on the manifold are closed and blanked.
    (c) That the scuppers are effectively plugged and drip trays are in position under the manifold.
  (2) During initial low flow cargo transfer, the Export Tanker's Master shall check and confirm that no leakage is apparent, and that all valves are correctly set for full cargo transfer rate operations.

Execution of Plan:

(1) All personnel shall be at their designated stations when required.
(2) All stations shall report status of equipment and personnel readiness.
(3) Mooring Master and Cargo Officer shall concur on readiness to commence cargo transfer operations.
(4) Cargo Officer shall order commencement of cargo transfer operations.
(5) Cargo Officer shall supervise operation, ordering valve change-over when necessary to ensure correct withdrawal sequence from FPSO tanks according to the Cargo Transfer Plan.
(6) When cargo transfer operations are 90%, 95%, 98% and 99% complete, Cargo Officer shall advise the Mooring Master accordingly.
(7) When cargo transfer has been completed, the Cargo Officer shall so notify the Masters of the FPSO, the Export Tanker, the tug, the workboat and the Mooring Master. He shall then order the securing of all pumps and valves, informing the FPSO Master and Mooring Master when this has been completed.

Securing from Operations:

(1) Mooring Master shall then order the closing of the butterfly valve at the Export Tanker end of the cargo transfer hose, the closing of the Export Tanker manifold valves and the disconnection of the cargo transfer hose. He will supervise the fitting of the blind flange to the cargo transfer hose prior to lowering the hose-off of the Export Tanker, the exchange of documentation and other requirements necessary to complete the operation.
(2) Prior to departure of the Export Tanker, the Master of the FPSO and the Master of the Export Tanker shall reach agreement on the quantity of cargo that has been transferred, that all required documentation has been completed, and that all operations have been secured.
(3) The Master of the FPSO shall, when satisfied that departure of the Export Tanker may proceed, provide clearance to the Master of the Export Tanker to initiate departure operations. He shall also advise the Mooring Master, the Tug Master and the Workboat Master, all of which shall acknowledge readiness to proceed with departure operations and responsibilities.

Close-Out Documentation:

Cargo Documentation: Crude oil loading documents, such as the Bill of Lading, Quality Certificate, Quantity Certificate, Dry Certificate, Ullage Report, Time Loading Report, Certificate of Origin, Cargo Manifest and Master's Receipt for Shipping Documents and Samples, are prepared at the Kiabo Field Marine Terminal.

Signing of these documents by the Master will take place at the same time as the final departure clearance formalities are being carried out.

Protest: Notes of Protest, if any, should be handed to the Mooring Master for onward delivery to the Company.

Masters are requested to pay particular attention to the fact that the Mooring Master will only acknowledge receipt of any "Note of Protest", and *is not authorised to accept* such letters.

GENERAL:

Agency: The Company does not perform any vessel agency functions. Export tankers calling at the Kiabo Field Marine Terminal must arrange for their own Agents.

Flag: Export tankers are required to fly the flag of Angola on the foremast during daylight hours while at the Terminal.

Government Officials: Government officials, such as the Customs Officer, Quarantine Officer, Immigration Officer, Captain of the Port and the Police, may be expected to visit the vessel. Should Customs guards be stationed onboard the Export Tanker while at the Terminal, it is expected that the Export Tanker will provide food for these guards and other governmental officials. Export tankers calling at the Terminal must provide an accommodation ladder for subject officials if required.

Quarantine Regulations: The rules governing the quarantine of Export Tankers are similar to those found in other parts of the world.

Roles/Responsibilities:

(1) Mooring Master shall assist with Export Tanker operations until the Export Tanker disengages from the mooring preparatory to leaving the Marine Terminal site.
(2) The Export Tanker's Master is responsible for the frequent monitoring and careful tending of the Export Tanker moorings to ensure that movement of the Export Tanker is minimised.
(3) While moored, the Export Tanker equipment and machinery essential for manoeuvring shall be maintained, ready to permit the ship movement from the mooring at short notice.
(4) Repairs or other work, which may prevent the rapid departure of the Export Tanker, should not be undertaken while the Export Tanker is moored to the FPSO.
(5) A watchman should be stationed aboard the Export Tanker to monitor the condition of the Export Tanker's mooring, to report any condition which may indicate imminent failure of the mooring, and also to report any leakage of oil.
(6) (a) In the absence of a third party cargo surveyor, the Mooring Master shall witness the ullage of all tanks onboard the Export Tanker prior to and following completion of the cargo transfer operations.
  (b) Each measurement record shall be delivered to and retained by the Master of the FPSO.

WEATHER/TIDE: *Operating Environment:*

(a) Weather conditions (20 years):
  Wind Speed: 29 knots – 41 knots.
  Wind Direction: 0° – 360°
  Significant Wave Height: 15.1 ft.
  Significant Wave Period: 13.7 seconds – 17.3 seconds
  Swell Height: 13 ft.
  Swell Period: 17.3 seconds
  Swell Direction: 180° – 225°
(b) Current Speed: 0 – 1.8 knots
  Current Direction: Primarily from 135°, can sometimes reverse.
(c) Sea Water Surface Temperature: 75°F – 85°F
(d) Mean Air Temperature: 72°F – 80°F

OPERATOR: Sonangol P&P.

Contact: Ranger Oil Ltd., c/o Atlantis Production Systems Ltd., B.P. 4430, Pointe Noire, Congo. *Tel:* (242) 945707. *Fax:* (242) 945708. *Tel/Fax:* Inmarsat +871-156-2136.

Argentina

ROSARIO: (Also see Page 45)

SHIPMASTER'S REPORT: July 1994 (Received October 1994).

Berth: Grain Wharf.

Cargo: Degummed soya bean oil (connection – hoses).

Gangway: Ship's accommodation ladder.

General: Port is sited 300 miles from Sea Pilot Station (River berth). Strong current. No tugs used. Ship berthed port side to. Cargo loaded via manifold and via tank hatch. No work at night or weekends, as no overtime payments sanctioned by Charterer. Max. draft 29 ft. (F.W.). Density – fresh.

Berth: Grain Terminal.

Cargo: Degummed soya bean oil (connection – hoses).

Gangway: From shore.

General: River berth 10 miles down-stream from Rosario. No tugs. Vessel berthed using offshore anchor. Strong river current at all times. Max. draft 29 ft. (F.W.). Vessel suspected of touching bottom on departure when least depth in Emilio Mitre Channel less than advised (our draft 24 ft. 3 in.) (minimum depth in channel advised as 25 ft. 7 in.).

Recommendations: Check maximum draft available for all approach channels to this port.

USHUAIA: (Also see Page 55)

SHIPMASTER'S REPORT: July 1994.

Vessel:

LOA 156 m.
Breadth: 24.7 m.
D.w.t. 18,277 tons.
Draft 7.30 m.
Vessel called to discharge and load containers.

Location: The port of Ushuaia is close to South Polar Region, and is situated at centre of the "Canal Beagle" River, approximately 54 nautical miles from the Easterly open sea pilot station.

Restrictions: Restriction limits by a line joining the following approximate positions:

(a) Lat. 54° 15′ 00″ S., Long. 66° 54.7′ W.
(b) Lat. 54° 57′ 50″ S., Long. 66° 50.9′ W.

All foreign vessels without a Pilot on board prohibited entry West of this line.

Pilotage: Compulsory. Four licensed Pilots are available at any time. Pilots usually join ship in approximate position Lat. 55° 01.8′ S., Long. 66° 49′ W.

Vessel must give Agent 48 hours notice, in order to arrange Pilot and give accurate ETA to their Agents (not to the Pilot Association). When within VHF range, vessel should communicate with the Ushuaia Pilot Boat, via Channel 16, working Channels are 14 and 12.

The Pilot boat was not at the pilot station, but at the following approximate position: Lat. 54° 53′ S., Long. 67° 20′ 30″ W. (Pto. Harberton). Pilot boat has to sail about 20 nautical miles to the pilot station. Therefore the Pilot shall be confirmed 4 hours, 2 hours and 1 hour in advance by VHF. The pilot boat "La Pampa" is easily identified, as it is painted with blue hull and white bridge and clearly marked "Pilot" and displays international pilotage signals.

Pilot Office Address: Gdor. Deloqui 304-(9410) Ushuaia. Tel:/Fax: 0901-22448.

Documents:

Customs:
- 1 copy Crew List.
- 8 copies Special Form-Deck and Engine Spares and Stores List (one original, 2 copies for Customs).
- 3 copies Crew Effects Declaration.
- 3 copies Bond Stores List.

Sanitary Officials:
- 1 copy Health Declaration.
- 2 copies Crew List.
- 1 copy Vaccination List.

Maritime Police:
- 4 copies Crew List.
- 4 copies General Declaration, issued by Agent.
- 4 copies Passenger List.
- 3 copies Drugs List.
- 3 copies Arms and Ammunitions List.

Immigration:
- 3 copies Crew List and Shore Pass issued by each crew member (photograph necessary).
- 3 copies Passenger List.

Port Authority check and sight following ship's certificates:
- Certificate of Vessel's Nationality.
- International Tonnage Certificate.
- Derat Exemption Certificate.
- Cargo Ship Safety Equipment Certificate.
- Cargo Ship Radio-Telegraphy Certificate.
- Cargo Ship Safety Construction Certificate.
- International Load Line Certificate.
- International Oil Pollution Prevention Certificate.
- Last Port Clearance.

Ship Reporting System: Compulsory system in effect for vessels, call sign "L4D".

Vessel should report:
(a) Vessel's name.
(b) Call sign.
(c) Flag.
(d) Port of departure (Inward-bound) next port (Outward-bound).
(e) Type of vessel.
(f) Draft.

Anchorage:
(A) Roadstead: Within 1.5 miles to 4.0 miles from Pta. Moat Lighthouse. There is an anchorage for awaiting Pilot.
(B) Port Anchorages:
    South Anchorage:
    (i) Lat. 54° 50.02′ S., Long. 68° 16.08′ W. (Buoy)
    (ii) Lat. 54° 50.20′ S., Long. 68° 16.40′ W.
    (iii) Lat. 54° 49.53′ S., Long. 68° 18.10′ W.
    (iv) Lat. 54° 49.72′ S., Long. 68° 18.20′ W.
    North Anchorage:
    (i) Lat. 54° 48.45′ S., Long. 68° 15.71′ W.
    (ii) Lat. 54° 48.38′ S., Long. 68° 15.90′ W.
    (iii) Lat. 54° 48.76′ S., Long. 68° 17.35′ W.
    (iv) Lat. 54° 48.65′ S., Long. 68° 17.38′ W.
    Above anchorage for awaiting berth or quarantine.

Radio/VHF: Ushuaia Radio call sign "LPC2" 512 kHz, or "LPC27" 4428.6 kHz.

VHF Channel 16, working 14 and 12 for Pilot and Port Control. Channel 69 for Agents.

Tugs: None.

In an emergency, the ship's Agent requests a tug from the Navy.

Medical: Assistance available.

Fresh Water: Available at berth.

Fuel: All grades of bunkers available from Muelle "Orion" Pier, subject to advance notice being given.

Cranes: No cranes on berth, usually use ship's cranes. Stevedore company has 2×45 tons mobile cranes and 1×30 tons truck crane.

Stevedores: Working hours: 0700 hrs. – 1900 hrs. Saturdays 0700 hrs. – 1300 hrs. Overtime if required from 1900 hrs. – 2400 hrs. and 0000 hrs. – 0700 hrs.

Gangway/Deck Watchmen: Required.

Opening/Closing Hatches: Usually by crew.

Time: Summertime: GMT minus 4 hours (from October to March).
Wintertime: GMT minus 3 hours (from April to September).

Tides: Springs about 5.2 ft., Neaps about 2.2 ft.

Identification Cards: Required.

Shore Leave: Crew members allowed ashore, but must be provided with identification cards.

Airport: Small airport with service to Buenos Aires.

Currency: U.S.$ 1.00 = Un.Peso 1.00.

Seamen's Club: None.

Australia

GENERAL: (Also see Page 60)

HEALTH: *Delete and substitute:*
AUSTRALIAN QUARANTINE AND INSPECTION SERVICE
Department of Primary Industries and Energy
Request for Pratique (Health Clearance):
Commonwealth of Australia
Quarantine Act 1908

Note: Masters or Medical Officers, who wilfully make a false statement in answers to questions A – H, are liable to a fine not exceeding $5,000 or imprisonment for a period not exceeding 2 years.

A. Name of vessel . . . .
Call sign . . . . Type . . . .
Nationality . . . .
B. Where is the vessel from? . . . .
Departure date . . . .
C. Destination . . . .
ETA first port . . . .
D. Name of next port . . . .
ETD . . . .
E. Have there been any deaths during the current voyage?
Yes No
Have there been any cases of illness during the last 21 days with a fever of 38°C or above, and accompanied by:
(a) rash, jaundice or glandular swelling,
Yes No
(b) diarrhoea lasting longer than 24 hours.
Yes No
F. Are there any animals onboard?
Yes No
G. Have you carried livestock in the last 6 months?
Yes No
If yes, list the type, ports visited and cleaning performed since last livestock voyage.
. . . .
H. Date of Derat/Derat Exemption Certificate?
. . . .
I. Ballast Water:
Do you intend to discharge ballast while in Australian waters?
Yes No
If yes, have you:
(a) Exchanged ballast water at sea during the voyage and have logbook certification of time and co-ordinates when re-ballasting occurred:
Yes No
OR
(b) Is your vessel part of a compliance arrangement for ballast water control accepted by the Australian Quarantine and Inspection Service?
Yes No
J. In the past 2 years, has your ship been in a Russian Far East port/s between 40° N. and 60° N. during any period between July and September?
Yes No
(a) If YES, since your last visit to the port/s, has your ship been inspected and cleared as being free of Asian Gypsy Moth by agricultural authorities in Australia, Canada, New Zealand or the U.S.A.
Yes No
(b) If NO, during your last visit to a Russian Far East port, did you obtain a certificate issued by the Russian agricultural authorities certifying that they had inspected the ship and found it free of Asian Gypsy Moth egg masses?
Yes No

Shipping Agency Name: . . . .
Signature and Date: . . . .

Note: The granting of Pratique to a vessel does not release it from being subject to quarantine. Goods require separate clearance.

CARNARVON:
This entry supersedes the entry on Page 84.

(B) CAPE CUVIER: 24.13 S. 113.23 E. (See Plan)

LOCATION: Cape Cuvier is situated on the N.W. coast of Australia approximately 75 km. N.N.W. of Carnarvon.

PORT LIMITS: This port is now incorporated in the Port of Carnarvon the limits of which have been extended as follows:—

"A line due West for 4 nautical miles from a point on the mainland in Lat. 24° 10′ S. and Long. 113° 26′ 4.5″ E., and thence in a S.S.W. direction to Cape Ronsard at the North End of Bernier Island" and then as for Carnarvon to the starting point.

DOCUMENTS: The following documents are currently required and must be completed prior to arrival and sailing.

Form 42A:	Ship's Stores Consumed in Australia.
Form M&S–11 (2 copies):	Crew List.
Form W080:	Boarding Report.
Form 5:	List of all Articles Owned or in Possession of Master, officers and crew.
Form QA4:	Quarantine Notice.
Form QA5 (if required):	Ship Master's Bond.
Form F Q360:	Primary Health Report.
Ship's Stationery:	Crew List.

APPROACHES: Red Bluff about 12 miles North of Cape Cuvier can be picked up by radar at a distance of about 20 miles. Cape Cuvier is easily identified by large white salt hill.

The berth is floodlit at night when a vessel is being loaded.

PILOTAGE: Facilities provided by vessels for Pilot boarding at Cape Cuvier must comply strictly with SOLAS regulations in all aspects.

Pilot, supplied by Dampier Salt Limited, will board approximately 1 mile North of jetty-head.

Any delays to vessels berthing due to non-compliance with Solas regulations (IMO current resolutions) will be for Owner's account.

Guidelines for all ships calling at Cape Cuvier: From past experience we have found it necessary to insist that all vessels intending calling at Cape Cuvier must supply plans showing winch layouts and deck machinery. In the case of older type vessels it is in the Owner's interest that the Pilot checks the vessel before arrival. The best way to organise this is to send the plans of the vessel's winch configuration to the Pilot (via Dampier Salt Limited) for approval.

The winches are the controlling factor and must be in first class working condition. There must be no rust on the brake drums and all brake linings must be renewed and to be of non-asbestos material. If the vessel is old it may be necessary to machine the brake liner so that the brakes will grip. The worm drive brake lever must be free and greased and be able to apply considerable pressure on the brake linings without running out of thread.

The winch reels must be capable of taking 250 m.×80 mm. rope on vessels over 30,000 d.w.t. and 250 m.×70 mm. for vessels under 30,000 d.w.t. A minimum of 2 drums each end and for vessels under 30,000 d.w.t., and a minimum of 4 drums each end (but would prefer 6) on vessels over 30,000 d.w.t.

The winches must be capable of supplying full power for long periods so steam or hydraulic lines and associated machinery must be in first class working order.

Remember: The condition of the winches control the safety of the vessel while in berth.

The leads must be good with all rollers working. The 2 centre winches are used for 266 m.×36 mm. wires so they must have provision for securing the wire to the side of the drum. Roller leads (aft only) must have a 75 mm. top bar to prevent the wires from jumping off the rollers when the vessel is trimmed by the stern.

The Pilot will remain on board for the entire loading and will be responsible for moving the vessel in the berth. Good accommodation with toilet and shower facilities and meals must be provided.

ANCHORAGE: Recommended anchorage is in position with the jetty bearing approximately 200° (T) at a distance of 1.5 miles. Depth at anchorage is about 15 fathoms. 3 cables off the shore, the depth is about 9 fathoms. Holding ground is good.

RESTRICTIONS: No berthing at night. Also see "Pilotage".

MAX. SIZE: Vessels of 70,000 d.w.t. call on a regular basis. Depth alongside is 17.80 m.

HEALTH: In the case of each vessel arriving from overseas the following information must be sent to the Port Health Authorities between 12 and 24 hours before arrival, addressing the message to the relevant shipping agency (a copy of which message is required to be sent also to Dampier Salt Limited (Telex No. 99283)):

1. The expected hour and date of arrival of the vessel.
2. Confirmation that the Master has individually inspected all persons on board within 24 hours before arrival.
3. Particulars of any cases of serious illness on board.
4. Confirmation that all persons on board are satisfactorily vaccinated against cholera and in possession of valid Vaccination Certificate.
5. Request for permission to enter Port.

On receipt of quarantine message, Dampier Salt Limited, will advise anchorage position if vessel is not berthing on arrival.

Vessels must also ensure International Quarantine signals are displayed at all times until cleared by the Quarantine Officer (Clearance will be issued via Shipping Agency).

Whilst berthed at Cape Cuvier all food and organic waste must be kept in efficiently sealed containers and frequently doused with a soluble disinfectant. No garbage may be thrown overboard.

RADIO: Perth Radio.

Weather Broadcasts: Vessels are advised to listen to daily weather broadcasts by:

1. Perth Radio (VIP) at 0100 hrs. GMT and 1200 hrs. GMT, on 484 kHz, 8597 kHz, 12294 kHz or at 0200 GMT and 1000 GMT on 16947 kHz or 22315 kHz.
2. Local broadcast by VHF Channel 24, twice daily. Broadcast is via Perth Radio.

Vessels Arrival Requirements: Cape Cuvier is a First Port of Entry and all vessels bound for the berth are required to radio to Dampier Salt Limited, Telex No. 99283 (Fax: 414029. Cables: 6 CDPR SALT C), through the normal recognised coastal radio station, i.e. Perth Radio VIP the following information additional to Port Health messages (See "Health"):

1. Upon departure from previous port, estimated time of arrival and whether or not the port is the first port of call in Australia.
2. 10 days before intended arrival at the port, the estimated time of arrival and whether or not the port is the first port of call in Australia.
3. 7 days before intended arrival at the port, confirmation or any variation of the advice previously given.
4. 4 days before intended arrival at the port, confirmation or any variation of the advice previously given.
5. 48 hours before intended arrival at the port – estimate time of arrival at the Pilot boarding ground and also advise the vessel's estimated draft fore and aft.
6. 24 hours before intended arrival confirmation or any variation of the advice previously given.
7. 12 hours before intended arrival, final confirmation of time of arrival.

Note: Because of the isolated location of Cape Cuvier and the need to organise transport for the various berth services it is imperative that ample notice is given on arrival times. This is particularly so for weekend arrivals. Failure to adhere to these requirements may jeopardise vessels berthing to the detriment of Owner's account.

VHF: Call sign: Cape Cuvier. Available frequencies: Channels 6, 8, 12, 16, 67. Loading Operation Frequency: 155.97 MHz. Emergency Working Frequency: Channel 67.

A continuous watch must be maintained by the vessel on VHF Channel 16. All vessels approaching the Port or at anchor must maintain a continuous watch on this frequency. *Disregard of this requirement is a contravention of Berth By-Laws and may adversely affect expeditious berthing.*

TUGS: A contractor operates the tugs and line launches which are available at all hours.

The following craft are available to assist in berthing and unberthing.

Line launch – "Bigidda". Length 16.7 m. Twin screw.

Tug "Pilbara Neptuna". Bollard pull 28 tonnes. Length 26.41 m., breadth 9.3 m. Main engines: 2×Dilhatsu eight cylinder at 950 BHP each. Twin screw "Z" peller.

"Boolathana" – tug. Bollard pull 25 tonnes. Length 24 m., breadth 8 m., draft 3.4 m. Main engines: 2×V12 Caterpillar 398 1,400 r.p.m., 850 b.h.p. each. Twin screw kort nozzles.

BERTHING:

Salt Loading Berth: Situated at Lat. 24° 13′ S., Long. 113° 24′ E. The berth is used only for salt loading.

A central timber decked wharfhead carrying a fixed position, stiff arm, slewing and luffing conveyor boom shiploader with deflector.

Six mooring buoys anchored to the seabed.

Vessels moor to buoys and warp themselves into position for loading each hold. The shiploader generally has the capacity to load 2 adjacent holds for each warped position of the vessel.

The principal berth dimensions are as follows:

Natural seabed level: R.L. – 17.8 m.

Minimum distance between vessel and jettyhead structure: 14.5 m.

Berth length 670 m. between fore and aft mooring buoys Nos. 2 and 5.

Berth width 180 m., between breasting mooring buoys Nos. 3 and 4, and minimum vessel stand-off from jettyhead (14.5 m.).

R.L 0.0 m. is Indian Spring Low Water at Cape Cuvier. The maximum tidal range at Cape Cuvier is 1.7 m.

The principal shiploader dimensions are as follows:

Jettyhead area:	18 m.×18 m.
Jettyhead deck level:	R.L. 13.2 m.
Shiploader boom underside:	R.L. 16.2 m.
Shiploader boom outreach:	Approx. 30 m.
Shiploader boom luff:	incline 45° decline 15°
Shiploader boom loading arc:	incline 18° decline 15°
Shiploader boom slew:	± 90°
Shiploader boom conveyor width:	1,600 mm.
Shiploader boom conveyor speed:	3.1 m./sec.
Shiploader boom conveyor capacity:	3,500 t.p.h.

Also see "Loading".

MOORING: *Ship's Mooring Lines:*

1. Vessels shall provide the following lines:

6×250 m.×80 mm. diameter polylines on forecastle deck.

6×250 m.×80 mm. diameter polylines on afterdeck (in case of vessels under 30,000 d.w.t., 70 mm. to apply).

All lines to have a reinforced soft eye, 1 m. long in the outer end.

2. All vessels shall provide satisfactory ship's lines on both fore and after decks, such to pick up the 36 mm. diameter steel wires, 2 from each mooring buoys Nos. 2 and 5.

3. All working and spare lines supplied by the vessel are to be in first class working condition.

Note: If vessel cannot supply lines, Dampier Salt Ltd. will supply at no cost.

Mooring Equipment – Supplied by Dampier Salt:

1. Dampier Salt shall supply 2×265 m.×36 mm. diameter steel wires from each of mooring buoys Nos. 2 and 5. These lines are to be run back to the vessel and secured on drum winches to act as the fore and aft longitudinal mooring lines.

2. Dampier Salt Limited shall supply all ropes necessary for stopping-off polylines.

Berth Operating Conditions: Unless the Pilot otherwise directs, berthing operations will generally be restricted to the following conditions:

Winds: Zero winds from Northern quadrants and below 25 knots within the Southern sector between East and West.

Swells: Up to a mean amplitude of 2 m. as recorded on the berth wave rider.

Ballast: The vessel to maintain ballasted state with the propeller 75% immersed and a stern trim.

Berth Occupancy: Unless the Pilot otherwise directs, berth occupancy will generally be restricted to the following conditions:

Winds: Below 35 knots from the Southern quadrants. Below 10 knots from the Northern quadrants.

Swell: Up to a mean amplitude of 2.5 m. as recorded on the berth wave rider.

Mooring Procedure:

1. Preparation before Berthing – Two central drums, both fore and aft, are to be left bare ready to receive the 36 mm. diameter wires when these wires are landed on board from mooring buoys Nos. 2 and 5.

2. On berthing – Immediately prior to berthing, a number of shore based personnel will board the vessel to assist in handling lines during berthing. As instructed by the Pilot, polylines will be run out as both breasting lines and to pick up the steel wires from the fore and aft mooring buoys. Polylines unable to be held on drum winches will be taken up on warping winches, stoppered off and placed on bitts.

The Pilot will give instructions as to how much tension is to be applied to each line.

3. On Warping – During the shiploading operation, it will be necessary to shift the vessel such that the shiploader can load the vessel in accordance with the loading schedule. Normally, the shiploader will load only two hatches from the one positioning of the vessel.

The shore-based personnel will board the vessel to assist in line handling for the warping operation. The tugs will also assist as required.

Under the direction of the Pilot, lines shall be played out or taken in such to warp the vessel to the next loading position.

4. On unberthing – All lines shall be dropped or taken in as instructed by the Pilot. The shore personnel will assist in line handling.

LOADING:

Condition to Load Salt:

1. Ensure that vessel's holds are thoroughly washed and all traces of the previous cargo are removed.

2. Ensure that vessel's holds are thoroughly lime washed with slaked lime (calcium hydroxide – $Ca(OH)_2$ and that no other substances are mixed with it.

Note: Limewashing is a pre-requisite of vessel's loading.

In the event that holds are not acceptable, the Master may be required to sign a "Letter of Indemnity" accepting the cargo on behalf of the Operating Line, acknowledging that holds are in the condition described in the report by the independent Marine Surveyor.

Provided the vessel's holds are acceptable to the Surveyor as being "clean" the Surveyor will issue a Hold "Cleanliness Certificate".

3. Ensure that mooring lines are laid out in readiness for berthing in accordance with "Mooring Procedure".

Loading Procedure: The vessel is to ensure that the first 2 holds to be loaded have the hatch covers removed on berthing. On berthing the vessel will be positioned by the Pilot, such that the loading can commence immediately upon acceptance of the Notice of Readiness and verification that vessel's holds are clean to standards set by Dampier Salt Limited.

An independent Marine Surveyor appointed by Dampier Salt will agree all draft readings and ballast soundings with the Chief Officer prior to commencement of loading.

An Operations Supervisor from Dampier Salt Limited will board the vessel prior to berthing to check that the vessel is ready to load. This Officer will agree with the Chief Officer a loading sequence, loading schedule, warping procedures, draft problems (if any) and any other matters relating to the loading of the vessel. Warping procedures shall be confirmed with the Pilot.

The Operations Supervisor will draw up a loading schedule, after consultation with the Chief Officer, nominating the approximate hold loading duration, times of warping and the estimated time of completion of loading, and sailing time.

The Operations Supervisor will normally remain on board the vessel for the duration of loading in order to liaise with the Chief Officer on matters concerning the loading procedures.

A belt weightometer is used by Dampier Salt Limited to indicate loading rates and tonnages loaded in each hold. This instrument has an accuracy of ±1.5%. It is the practice of Dampier Salt Limited for the Surveyor and Chief Officer to agree a preliminary draft survey when the second last hold is approximately 80% loaded. This survey then allows the correct loading of the remainder of the cargo so as to ensure correct trim and prevent inadvertent overloading. The final loaded cargo tonnage is determined by draft survey, calculated by and agreed between the Surveyor and Chief Officer.

No labour is available at Cape Cuvier to board the vessel for any shipboard duties other than handling of mooring lines. Trimming is by conveyor discharge at the end of the loading spout only.

Salt – General Specifications: Stowage factor of Salt. Normal stowage density 32 cu.ft. per long ton or 0.89 cu.m. per metric tonne. Angle of repose 33°.

STEVEDORES: Dampier Salt Ltd.

MEDICAL: Master to advise by telex via coastal radio if any crew members require medical or dental services. Prior advice will generally ensure adequate arrangements can be made to accommodate such requests. Insufficient notice, or advice only on berthing may jeopardise the chances of obtaining normal medical/dental treatment. Emergency medical treatment is normally available through Carnarvon Regional Hospital.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: There are no ship repair facilities. However, vessels may carry out repairs of a limited nature but only with the prior approval of Dampier Salt Limited and the Harbour Master.

DRY DOCK: None.

WATCHMEN: No shore watchmen available.

HATCHES: To be opened/closed by ship's crew.

CUSTOMS ALLOWANCES: 200 cigarettes in opened carton, or 0.25 lb. cigars, or 0.5 lb. tobacco, and one opened bottle spirits per crew member.

An Australian Customs Boarding Officer is resident in Carnarvon. Regulations of Australian Department of Customs and Excise apply to the Port.

CARGO GEAR: Not required. Salt loading is by conveyor belt.

REPATRIATION: Road connection to Carnarvon, which is 97 km. distance from Cape Cuvier, thence air connection with Perth where international flights available.

AIRPORT: Carnarvon has a daily air service to Perth. Connecting flights for other Australian cities and also for overseas destinations are available from Perth.

TIME: See "General" before first port.

GENERAL: Port is gazetted under Western Australian legislation and controlled under Ports and Harbours Regulations.

Ordering Stores: Telex advice of any and all stores and provisions requirements should be given to Agent at least 4 days prior to arrival. Stores orders received later than this may not be able to be filled.

Charts and Publications:

Australian Pilot Volume V
Australian Chart AUS 329 (N.W. Cape to Pt. Cloates)
Australian Chart AUS 330 (Pt. Cloates to Quobba Pt.)
Australian Chart AUS 331 (Quobba Pt. to Geraldton)
British Chart BA 1055 (Bedout Island to Cape Cuvier)

Access to Vessel:

At Anchorage: Whilst at anchorage, access will be by authorised personnel only from the line launch or one of the tugs.

In Berth: Whilst in berth, access will normally be by a hydraulically operated gangway. On these occasions the shiploader supervisor will direct the timing and positioning of the shiploader boom such to minimise inconvenience to the shiploader operation.

Vessels Engines: Vessel's engines are not to be demobilised whilst the vessel is in berth. Adverse weather conditions affecting the area may require the vessel to be moved. Vessels in the berth will be on notice to shift at all times.

OPERATOR: Dampier Salt Limited, Lake Macleod Division, P.O.Box 501, Carnarvon, W.A. 6701. *Tel:* (099) 412677. *Telex:* AA 99283. *Cables:* 6CDPRSALTC. *FAX:* (099) 414029.

AUTHORITY: Department of Transport, 2 Essex Street, Fremantle, Western Australia 6160. *Tel:* 335-0888. *FAX:* (09) 335-0850. *Contact:* Superintendent of Pilotage.

AGENT: See "Fremantle".

GRIFFIN VENTURE: 21.13 S. 114.39 E.

LOCATION: The Griffin Oilfield is located in the Indian Ocean off the Northwest coast of Western Australia.

"Griffin Venture" is located in position Lat. 21° 13′ 24″ S., Long. 114° 38′ 40.4″ E.

ANCHORAGE/RESTRICTIONS: The off-take vessel shall not anchor in the exclusion zone. The exclusion zone is centred on the facility and extends in a 5 nautical miles radius around it. It also extends 1 nautical mile either side of the sub-sea natural gas pipeline.

The co-ordinates specifying the pipeline's route are:

Latitude	Longitude
21° 13.4′ S.	114° 38.7′ E.
21° 14.4′ S.	114° 39.2′ E.
21° 28.6′ S.	114° 47.2′ E.
21° 32.2′ S.	114° 49.0′ E.
21° 42.8′ S.	114° 49.4′ E.
21° 45.0′ S.	114° 50.4′ E.

RADIO/VHF: The Terminal will use VHF Channel 72 as a working frequency.

TUGS: None.

There is a small workboat available for line handling and floating hose work only.

MEDICAL: Facilities are not available. In emergency, medical evacuation to Karratha can be arranged, which may take 4 hours.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: Repairs are not permitted whilst moored to the facility.

TIME: GMT plus 8 hours.

SHORE LEAVE: Not possible.

SHIPMASTER'S REPORT: September 1994.

The "Griffin Venture" is a Floating Production and Storage Unit in position Lat. 21° 13.4′ S., Long. 114° 38.6′ E., about 30 miles from the coast of Western Australia.

Helicopter service is from Dampier, about 100 miles (approximately 1 hour flying time).

Normal production of crude oil is about 80,000 bbls. per day, though this could be increased by opening additional wells. The Terminal also exports gas by pipeline to the shore.

The maximum size of ship accepted by the Terminal has been 150,000 d.w.t. There have been 33 export cargoes loaded at the facility since it's opening in January 1994.

Agents were from Dampier. A representative of the Agency flies out to the "Griffin Venture" and boards before berthing. The Agent remains on board until departure.

Radio Pratique is sent to Agents using standard format. SBT ballast was reduced to half tank level and refilled twice at sea prior to arrival.

Customs can board on arrival at "Griffin Venture", though probably will not attend on a regular basis.

Port entry requirements are as normal for Australian ports. Customs require fax of Crew List and ship's details 48 hours prior to arrival (See Form below).

Port Dues and Marine Oil Pollution Levy are not collected at the facility.

On arrival, contacted "Griffin Venture" on VHF Channel 16 with Channel 72 as working channel. Ships are required to remain at least 5 miles off the facility until instructed to proceed closer for berthing. Ship stopped and drifted – rate of drift about 1 knot in S.E.'ly direction (September).

Berthing is carried out from 0700 hrs. until 1630 hrs.

Berthing Master and 2 assistants (plus Agent, Surveyor (SGS) and Customs) board by launch using combination ladder when ship is about 1 mile astern of the "Griffin Venture". A wave rider buoy is moored about 1 mile S.W. of the facility. It is a small orange buoy with a light, radio aerial and several floats, about 75 m. from it. The facility did not advise the ship of its presence and it is not marked on the charts.

Berthing is carried out as for normal SBM practice. The messenger line and pick-up rope are wound on to mooring winch drum and the chaffing chain is secured in AKD bracket. Only one chain is available with SWL of 200 tonnes. The pick-up rope is a 72 mm. polyproylene.

Distance off and speed are relayed to the Berthing Master from the assistants on the fo'c'sle and from the stern of the "Griffin Venture". The "Griffin Venture" has a radar gun for speed and distance off measurement.

The hose connection is to the port side and is a 16 in. line with Camlock securing arrangement.

One mooring assistant remains on the fo'c'sle throughout the time the ship is secured to the "Griffin Venture". Communication between the bridge and fo'c'sle is by VHF Channel 72. Engines are required to maintain station astern of the facility and can be required to run for prolonged periods at dead slow astern (In our case we had the engines running continuously from 1715 hrs. until departure the next day at 1136 hrs.

The second mooring assistant supervises the lifting and securing of the cargo hose.

Normal OBQ inspection is carried out by the surveyor. Cargo density is given on basis of previous lifting from facility. Density advised prior to loading was 0.7571 at 15°C, loading temperature 83.75° F and API 55.3; actual was 0.7596 at 15°C, 83.5°F API 54.70.

No Safety Check List was presented from Terminal, so ship used own from ISGOTT, and mooring assistant countersigned same.

Loading is started as soon after connection as possible. The initial flow from the cargo hose is water and it is preferred that this is loaded into only one tank. The cargo is started at minimum rate of about 1,000 cu.m./hr. until it is established that all is correct onboard, then it is increased to a maximum rate of 4,000 cu.m./hr. Loading rate from the facility varies, depending on the amount of cargo available and the amount of ballasting the facility requires to do during the loading.

Contact is maintained by UHF radio to the "Griffin Venture" Control Room, and also on VHF Channel 72.

Slowing and stopping cargo is almost instantaneous. On completion of loading, a water plug is again pumped through the hose. It is preferred if it can be to the same tank as the initial plug. Terminal did agree to their stopping cargo on their meter, but compared readings with ship as neared completion.

As soon as loading is complete, the hose is disconnected, then the ship unmoors. The 2 mooring assistants carry out the unmooring.

After unmooring, cargo survey is carried out, and on completion of calculations the personnel depart.

EDP is used by the facility. The final density is given as soon as possible after the loading is completed. The ship's figures are used for the Bill of Lading. Due to the swell conditions, a Letter of Protest must be given to the facility for using the ship's figures and for the ship's movement during taking the ullages. Mooring assistant signs same on behalf of facility Master.

No boarding by helicopter is envisaged for this facility. Helicopters to and from facility are arranged as required. Cost varies, but is about A$8,000 to A$10,000.

No stores or shore assistance is available at the facility.

Spares and stores were picked-up by launch at Dampier. Bonded stores could be available, but Customs will consider on case by case basis. All stores and provisions are brought from Fremantle, and at least 48 hours notice is required. Quality and cost of provisions good, and most items are available. Stores are delivered in a small container which must be unpacked and returned to the launch.

Additional charts which were required are AUS.327, AUS.328, AUS.415 and AUS.744.

Weather criterion for mooring and for ships to be released from the facility is wind speed 35 knots and swell height about 3.0 m. There is also a tension monitoring device on the mooring and 3 alarms require the ship to be slipped.

Mooring does also depend on the sea condition and the ability of the "Griffin Venture" to launch her boat.

BHPP have a fixed criterion for unmooring ships and the "Griffin Venture" in the event of a cyclone being in the vicinity. Cyclone season is from October through to April.

Customs:

AUSTRALIAN CUSTOMS SERVICE

SHIPS ARRIVAL DETAILS

The vessel .... departed ...... on (date) .....
and will arrive at .... on (date) ...... at . . . hours.

SHIPS PARTICULARS

1. Previous Name: .... 2. Vessel Type: ....
3. Port of Registration: .... 4. Official Number: ....
5. Vessel Call Sign: .... 6. Animals on Board: ....
7. Tonnages: Gross: ....
Net: ....
Deadweight: ....
8. Last 4 Overseas Ports of Call:1: .... Date: ....
2: .... Date: ....
3: .... Date: ....
4: .... Date: ....
9. Does Master hold valid identity documents for all crew?: Yes/No
10. Number of Passengers on Board: ....

SHIPS CERTIFICATES – EXPIRY DATED

Load Line: .... Safety Equipment: ....
Safety Construction: .... Oil Insurance: ....
Safety Radio: .... Navigation Levy: ....
IOPPL: .... MOPL: ....
Intended Date of Departure: ...... Next Port of Call: ....

Note: This Document is to be lodged at Customs along with a copy of the Crew List *48 hours prior* to the vessel's arrival.

OPERATOR: BHP Petroleum Ltd., Lot 1876, Pruen Road, Berrimah, Northern Territory 0828, Australia. *Tel:* (089) 221122. *Telex:* AA 85146. *FAX:* (089) 844139. *Cables:* Hempet, Darwin. *Contact:* Manager, Darwin Operations.

PORT LATTA: (Also see Page 139)

VHF: Call sign "Port Latta".
Channel 16 Calling on arrival.
Channel 12 Port operations.
Channel 70 Shiploading.
Channel 12 Additional working channel.
Channel 67 Additional working channel.

LOADING: *Rate:* Nominal rate 2,259 long tons per hour.

FRESH WATER: *Delete* 70 tons, *insert* 50 tons. *Add:* Rate 14 tonnes/hr. Cost: A$5.00 per tonne.

CERTIFICATES: *Add:*
Australian Oil Pollution Levy.
International Oil Pollution Certificate.
Australian Light Dues.

REPAIRS: *Add:* Only minor repairs possible.

SURVEYORS: Captain D. Gunn, Bass Coast Marine Surveyors. Tel: (004) 38-1222. Fax: (004) 38-1194. Mobile Tel: 018-142-791.

STORES: Available by line boat during loading. Contact: North West Providores. Tel: (004) 31-2148. Fax: (004) 31-4020.

CURRENCY: Australian Dollar (A$) = U.S.$ 0.74 (September 1994).

SERVICES: Compass adjusting, radio and radar repairs, supply of charts and publications; sounding paper and course recorder paper; Notice to Mariners; extension of Safety Equipment Certificates arranged by Agent, with maximum possible notice.

AUTHORITY: *Delete and substitute:*

Savage River Mines, Marine Department – Port Latta, P.O.Box 353, Wynyard, Tasmania 7325, Australia. *Tel:* Wynyard (004) 420444. *Cables:* 7PPickands. *FAX:* (004) 434349, (004) 423285. *Contact:* D.C. Schmidt, General Manager.

Marine Board of Circular Head, P.O.Box 61, Stanley, Tasmania 7351, Australia. *Tel:* (004) 581271. *FAX:* (004) 581442. *Contact:* Yvonne Tierney, Manager.

SYDNEY: (Also see Page 152)

SHIPMASTER'S REPORT: October 1994.

Documents: On our most recent visit to Sydney, which was our first port of arrival, the following documents were required by Australian Customs:
2 copies 3A – Crew Report (cover sheet).
2 copies 3B – Crew List.
2 copies Form 5 (Part one) – Ship's Report of Arrival.
1 copy Form 5 (Part two) – Crew Effects Declaration.
1 copy Form 5 (Part four) – Report of Ship's Stores.
1 copy Vessel Pro-Forma.
3 copies Ports of Call List.
3 copies 2A – Passenger Report (if required).
3 copies 2B – Passenger List (if required).

Bahamas

SOUTH RIDING POINT: (Also see Page 172)

(See Late Plans)

The sections under the headings below should be replaced with the following:

DOCUMENTS: Incoming:

Prepared by Ship:
5 Crew Lists.
3 Stores Lists.
3 Crew Declaration forms (Signed by all on board).
4 Copies of Bills of Lading.
3 Cargo Manifests.

In addition the ship will have to supply a clearance from last port of call, Derat Certificate, vaccination lists and the usual ships papers viz: Register, Safety Construction, Radio, Safety Equipment, Load Line Certificate. Oil Record Book must be up to date and available for inspection.

All vessels must have a valid certificate of insurance or other financial security in respect of civil liability for pollution damage.

Prepared by Agent:
1 Copy of Maritime Declaration of Health.
2 Copies of Inwards Report.

Customs and Immigration: After pratique has been granted, an immigration and customs inspection is carried out. The Master will be required to furnish particulars including:
(a) Name and nationality of vessel.
(b) Last port or ports of call.
(c) Nature of cargo.
(d) Number of crew.
(e) Port of destination and name of Agent.
(f) Number of days since departure from last loading/unloading port.

Copies of the Crew List and stores remaining on board will be required before clearance is granted.

Masters of vessels must take every precaution to ensure that no drugs, wine or alcoholic liquors are supplied, sold or conveyed to any person at the terminal.

Outgoing:

Prepared by Agent:

4 Copies of Outward Cargo Manifest.

2 Copies of Outwards Report.

Port Clearance Certificate.

In order to comply with Immigration regulations, crews should be checked before sailing and any missing seaman reported to the Agent. In the case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances if any, and instructions for repatriation.

Documentation and Clearance:

Documentation on completion of cargo operations is normally attended to prior to the vessel vacating the berth. In cases where excessive documentation is anticipated a vessel may be asked to leave the berth to complete this standing off. In such cases launches would be made available to transport documents and personnel in order to expedite the vessel's departure.

APPROACHES: Vessels approaching South Riding Point from the Eastern entrance of Northwest Providence Channel are recommended to make departure from Great Stirrup Cay Lighthouse Gp. Fl. (4) 15 sec. 14m. and head directly for South Riding Point Terminal.

Preliminary extensive soundings by U.S. Hydrographic Department indicate no underwater obstructions up to 100 fathom line within Northwest Providence Channel.

An observation airship/balloon is sited just North of the Terminal in position: Lat. 26° 38′ 00″ N., Long. 78° 14′ 22″ W.

It is clearly visible from seaward, painted white and at night a bright Qk. Fl. strobe light marks position. When in use it rises to a distance of 10,000 ft. above the ground.

A conspicuous parabolic dish antenna is situated in position: Lat. 26° 37′ 30″ N., Long. 78° 17′ 58″ W. The antenna has a face diameter of 85 ft. and maximum height above sea level is 134 ft.

The large buff-painted oil storage tanks are visible behind the sea island. The terminal frontage is backed with pine trees and scrub.

Lights: A light, Fl.R. 3 seconds, is exhibited from a height of 140 ft. above sea level on top of the sea island control building on the central platform, whilst Nos. 1 and 6 mooring dolphins are marked by quick flashing red lights.

Two leading line (range) towers mark the 300 ft. wide approach channel centre line. Lights with clear lenses, each 2.5 seconds flash, 0.5 seconds eclipse, are exhibited from the top of the towers at elevations of 39.4 ft. and 53 ft. The towers are located at Lat. 26° 37′ 21.7″ N., Long. 78° 13′ 10.2″ W., and Lat. 26° 37′ 22.8″ N., Long. 78° 13′ 11.5″ W. respectively. Daymarks are attached as follows:

Leading mark: A 9 ft. triangle at the base of the tower.

Rear mark: A 9 ft. × 6 ft. diamond immediately below the light.

Both marks are painted with 'dayglo' orange.

Buoys: Red and Black Buoys mark the outer channel entrance to the inner harbour whose light characteristics of red and green respectively are each 2.0 seconds flash, 2.0 seconds eclipse.

Three white buoys with white lights mark the 50 ft. contour.

ANCHORAGES: Anchorage or the lowering of anchors is prohibited at the Sea Island berths.

RADIO: Vessels loading for South Riding Point should communicate ETA date to the terminal immediately after clearing loading port.

Variations of this original ETA date should be communicated throughout the voyage.

Vessels proceeding to South Riding Point Terminal to load should communicate their ETA immediately upon clearing departure port.

All vessels should upgrade ETA's 72, 48 & 24 hours prior to arrival and should transmit the information laid out in "Appendix VII" at least 36 hours prior to arrival.

VHF: Station "South Riding Point Shore Control" located at the terminal is equipped with VHF radio maintaining continuous watch on Channel 16. After making successful contact, vessels will be required to change to a working frequency, where information will be exchanged regarding berthing, manifold connections, quantity of ballast and deballasting time required.

The terminal is also equipped with approved intrinsically safe VHF walkie-talkie radio sets and vessels will have this additional communication with the terminal after boarding by the Berthing Master.

TUGS: 2 × 4,200 h.p. diesel tugs are stationed at the terminal. Each tug has a bollard pull of 50 tons. Additional tugs are available to handle large size vessels.

All tugs are equipped for fire fighting and can deliver water at the rate of 2,000 gallons per minute through direct or fan spray nozzles. The tugs have foam making and oil dispersant equipment.

The tugs are owned and operated by South Riding Point Holding Ltd. Conditions of hire are given in Appendix II.

Small Craft: The terminal has one diesel engined personnel/general purpose carrier for up to 25 persons and 2 smaller boats. Both of the latter are equipped for anti-pollution duties. Launches are available for hire when operationally convenient.

Small Craft Landing: A landing is situated on the West side of the platform of the oil berths and there are additional landing stages at mooring dolphins Nos. 1 and 6.

BERTHING/UNBERTHING: *Responsibilities:* In all circumstances, the Master of any vessel shall remain solely responsible on behalf of his owners, for the safety and navigation of his vessel.

Tugs: Tank lids and openings should be securely closed before tugs are made fast. Tug utilisation in berthing operations will be as required by the Berthing Master who will meet the vessel in position as directed off the sea island. Masters of calling vessels are reminded of their obligation to comply with statutory pilot ladder rules and associated safe access regulations

Mooring System: The Berthing Master will advise the Ship's Master of minimum mooring requirements. Usual moorings consist of 2 springs, 3 breast and 4 head/stern lines at each end.

The berths have double and triple quick release hooks of 150 and 100 tons capacity. Mooring and berthing dolphins have electrically operated capstans with 2 ton line pull at 100 ft. per minute in association with mooring assemblies. Messengers are provided on all mooring dolphins.

Ship Connection: The positioning of the vessel's deck manifold in relation to the loading arms on the berth must be carried out to a close tolerance to the requirements of terminal personnel and as directed by the Berthing Master.

Loading arm connection will be made to ship's manifold by the sea island crew with assistance from ship's personnel.

Independent oil measurement representatives will attend for ullaging and sampling and/or inspection of cargo tanks in vessels discharging or loading.

Unberthing: Tug attendance and numbers will be dependent on weather conditions and on the advice of the Berthing Master.

BERTHING FACILITIES: The Sea Island has two berths interconnected for tanker to tanker transfer and to the shore tanks and inshore berths by 2×36 in. diameter submarine lines. One line for ballast/slops and another for crude.

The island is 1,470 ft. long with a central platform 48 ft. above datum and 3 mooring dolphins 25 ft. above datum on each side.

There are 4 fixed and 4 oscillating foam/oil dispersant monitor units on the platform.

The berths have a sacrificial anode cathodic protection system and ships that have an impressed voltage cathodic protection system should turn it off in the vicinity of the sea island.

Berth No. 1: Tankers of 50,000 to 500,000 d.w.t. can dock at this outer berth which is equipped with a self levelling and articulated gangway and 4×16 in. diameter Chicksan loading arms with quick release couplings in sizes 16 in., 14 in. and 12 in. diameter.

Water depth at the berth is 100 ft.

Berth No. 2: Tankers of 35,000 to 100,000 d.w.t. with a max. LOA of 900 ft. can dock at this inner berth which is equipped with a self levelling and articulated gangway and 4×12 in. diameter loading arms with quick release couplings.

Water depth at the berth is 85 ft.

Small Boat Harbour: This harbour is at the S.W. corner of the inner harbour and has a water depth of 25 ft. The harbour is used by the Company's tugs and small craft.

LOADING/UNLOADING: Cargo transfer operations are carried out on VHF Channel 74.

Procedure: Once the vessel is secure, the Berthing Master, who also acts as Loading Master, will advise the Master and Chief Officer of their cargo programme and discuss the vessel's ability to comply. Any adjustments will be mutually agreed at this stage and be reflected on the Loading/Discharging instructions which the Master will sign.

Ballast Water: Ballast water can be received in the terminal oil and water separation tanks through one of the submarine or onshore lines at rates of up to 5,000 t.p.h. On no account may ballast water be otherwise discharged in territorial waters, unless vessel has segregated ballast system. A charge is levied on all slops and ballast received ashore.

Dirty ballast and slops from ships' cargo tanks which, on the previous voyage, carried product including fuel oils or any crude requiring heat, cannot be accepted ashore. In such cases, vessels must arrive with clean ballast for shore reception.

During ballast operations at the berths, strict observance of rules and regulations governing the opening of sea valves is necessary and in correct sequence with ballast pump commencement to eliminate the risk of oil spills. Vessels may be required to ballast concurrent with discharge and throughout all cargo operations, maintain draft and trim conditions consistent with prevailing weather conditions, on the advice of Berthing Master.

Control: A responsible Ship's Officer is required to be on duty continuously.

The Terminal Operators in the control buildings offshore and onshore continuously monitor the cargo transfer rates and status of the onshore tanks or shuttle tankers receiving cargoes direct from VLCC's. The Ship's Officer will be advised immediately of changes necessary in the pumping programme.

The Terminal Operator in the offshore control room will activate all cargo movements from the tanker's manifold to or from shore tanks/receiving shuttle tankers.

Mooring Lines: It is the responsibilty of the Ship's Master to ensure that all mooring lines are kept tight. Berthing Master will constantly check a vessel's moorings and may at any time direct lines to be adjusted as circumstances warrant.

Tension Winches: When a vessel is fitted with tension winches, the latter must be set to manual operation and the brakes securely applied.

STORING: See "Prelims".

(i) Storing at Terminal discretion. Terminal launches normally employed.

(ii) Storing permitted during cargo transfer using stern lifting devices only.

(v) Usual Customs regulations.

(vi) Labour usually supplied by chandler.

CURRENCY: Bahamian Dollar is equal to U.S.Dollar. Notes and coins are interchangeable. U.S.Dollars are universally accepted.

SAFETY: *TERMINAL SAFETY REGULATIONS:* With the object of protecting all concerned against the possibility of fire hazards, oil and smoke pollution, vessels calling at South Riding Point Terminal must comply with the following safety regulations or other regulations which may be issued by the proper authorities from time to time.

Dangerous Area: The whole of the sea island and the onshore terminal are declared Dangerous Areas and the use of naked lights and smoking therein is strictly prohibited except in those places expressly designated by the Master of a vessel and the Terminal Manager.

A copy of the "Fire and Safety Regulations" (See "Appendix IIIA and IIIB") is given to the Master of every vessel by the Berthing Master on boarding and it is the responsibility of the Master to see that these regulations are strictly observed.

Inspection: The Berthing Master will conduct a safety inspection prior to the commencement of loading/unloading and at regular intervals thereafter to ensure that all safety regulations are being enforced.

A comprehensive list of safety requirements are detailed on a Ship/Shore Safety Check List (See "Appendix IVB") and must be signed by the Master of the vessel or his delegate and the Berthing Master (The "Check List" is as laid out in I.S.G.O.T.T.).

Galley Fires: Only approved steam or electric galleys in selected locations in the after part of the vessel, as agreed to by the Master and the Berthing Master, are permitted.

Boiler Tubes: Boiler tubes must not be blown whilst vessel is alongside and emitting smoke is strictly prohibited while vessels are in the vicinity of the terminal. Every precaution must be taken to prevent sparks and soot particles escaping from the funnel.

Firewires: Firewires of steel must be made fast and hang over the outboard bow and quarter whilst alongside to enable tugs to connect readily in an emergency situation. Firewires must be tended on board throughout cargo operations in order to maintain towing eyes at water level.

Deck Scuppers: Deck Scuppers must be securely plugged and cemented before loading/discharging operations commence. Approved mechanical means of closing scuppers may be acceptable.

Spillage Trays: See "Oil Pollution – Minor Leakages Onboard".

Main Engine(s): Immobilisation is prohibited whilst alongside a terminal berth. Minor engine repairs may be effected after receipt of written permission from the Berthing Master and providing the repair will not affect the prompt sailing of the vessel in an emergency or upon cargo completion.

Maintenance Work: No chipping, scaling, hot work or work of any kind that would cause a spark is allowed while alongside a berth.

Ventilation: When loading or discharging cargo or ballast, all open ullage pipes and sighting ports shall have installed approved flame arresters.

Stores: Inflammable or explosive ship's stores shall be kept in a safe place securely fastened.

Bilge and Dirty Ballast Water: Disposal of bilge and dirty ballast water over the side is strictly prohibited by the authorities and any pollution of the sea through these mediums will result in heavy claims and fines. The terminal will, in case of an oily discharge, take such steps as may be deemed necessary to fight the pollution before it spreads.

If the discharge is due to faulty equipment or material on the vessel or to negligence on the part of ship's personnel, the terminal shall be indemnified for any expenses incurred in connection with the preventative action taken. (See Oil Pollution – "Oil Spills").

International Code Flag 'B': International Code Flag 'B' shall be flown during the day and a red light exhibited by night by all vessels during cargo or ballast operations.

Transfer Cargo Operations: Transfer cargo operations shall not be started, or if started, shall be discontinued by the Berthing Master or Terminal Control if any of the following conditions prevail:

(a) During severe electrical storms.
(b) If fire breaks out at berth or on vessel.
(c) Should any condition develop which represents a hazard to the vessel or terminal facilities.

Fire-Fighting Equipment: Fire-fighting equipment of vessels alongside must be kept ready for use at all times.

Gas-Freeing: Gas-Freeing of vessels alongside sea island berths will not be permitted.

Earthing and Bonding: All metal on the shore side of an insulating flange should be electrically continuous to the sea island or inshore berths earthing systems and all metal to the seaward side should be electrically continuous to the vessel.

Insulating flanges are fitted on each loading arm.

Small Boats or Craft: Small boats or craft will not be permitted to moor alongside a vessel during cargo or ballast operations, unless special permission has been granted by the Berthing Master.

Permitted Entry: Only persons holding authorized passes will be permitted entry to the terminal or sea island. The terminal reserves the right to refuse admission.

Safety Responsibilities: Nothing in these regulations will relieve Masters of their responsibilities in observing the normal safety, fire prevention and security regulations. The Berthing Master is authorised to advise and request Masters to take additional measures to ensure a higher degree of safety if they find that circumstances warrant such action.

FIRE FIGHTING:

Responsibilities: The Fire and Safety Officer is responsible for all fire fighting operations at the sea island and the onshore terminal.

Fire Alarm: Do not hesitate to raise the alarm in the event of fire however small it may be.

The ship's fire alarm at the terminal will be one or more blasts of the ship's whistle or siren, each blast of not less than 10 secs. duration supplemented by a continuous ringing of the ship's bell and continuous sounding of the general alarm system.

The fire alarm at berths or elsewhere within the terminal or harbour area will be a continuous blast on the sirens sited on the onshore and offshore control buildings.

Action Ship – Fire On Your Ship:

1. Raise alarm.
2. Cease all cargo operations and then close all valves.
3. Fight fire and prevent it spreading.
4. Inform terminal of details.
5. Standby to disconnect loading arms.
6. Bring engines to standby.

Action Ship – Fire On Other Ship: You will be advised of necessary instructions to:

1. Cease all cargo operations and then close all valves.
2. Standby to disconnect loading arms.
3. Bring engines and crew to standby ready to unberth.

Action Shore: The operator in the control room will immediately contact the Fire and Safety Officer by phone or VHF radio. The Fire and Safety Officer will then direct operations.

1. Raise alarm.
2. Cease all cargo operations and then close all valves.
3. Fight fire and prevent fire spreading.
4. Standby to disconnect loading arms.
5. Inform all ships of details.
6. Terminal emergency procedure is immediately effective.

Emergency Situation: During an emergency situation on board a vessel alongside, the Berthing Master will be in charge of organising the preliminary fire-fighting/anti-pollution procedures assisted by the operators in the Control Room and at the berths until the Fire and Safety Officer at the terminal takes over the direction of all fire fighting operations.

The Berthing Master is to make use of all available means at his disposal, such as tugs, launches, terminal equipment and other facilities to assist the vessel and protect lives and terminal facilities.

APPENDICES:

Appendix IVA:

The Master
SS/MV ....
Port: ....
Dear Sir,

SOUTH RIDING POINT TRANSSHIPMENT TERMINAL
SAFETY REQUIREMENTS

Responsibility for the safe conduct of operations whilst your ship is at this Terminal rests jointly with you, as Master of the ship, and with the responsible Terminal representative. We wish, therefore, before operations start, to seek your full co-operation and understanding on the safety requirements set out in the Ship/Shore Safety Check List, which are based on safe practices widely accepted by the oil and tanker industries.

We expect you and all under your command to adhere strictly to these requirements throughout your stay alongside this Terminal and, for our part, we will ensure that our personnel do likewise and co-operate fully with you in the mutual interest of safe and efficient operations.

Before the start of operations, and from time to time thereafter, for our mutual safety, a member of the Terminal staff, where appropriate together with a responsible officer, will make a routine inspection of your ship to ensure that the questions on the Ship/Shore Safety Check List can be answered in the affirmative. Where corrective action is needed, we will not agree to operations commencing or, should they have been started, will require them to be stopped.

Similarly, if you consider safety is endangered by any action on the part of our staff or by any equipment under our control, you should demand immediate cessation of operations.

There can be no compromise with safety.

Please acknowledge receipt of this letter by countersigning and returning the attached copy.

Signed: ....
Terminal Representative

Terminal Representative on duty is
....
Position or Title ....
Telephone No. ....
UHF/VHF Channel ....

Signed: ....
Master
SS/MV ....
Date: .... Time: ....

Appendix VII:

Ship Arrival Information

Name of Vessel ....
Call Sign ....
Nationality ....
LOA/Beam (metres) ....
D.W.T. (metric tonnes) ....
CBT, SBT or Double Hull ....
ETA South Riding Point ....
Is Inert Gas System fully operational ....
Any Requirements for Tank Cleaning/Slops Disposal/COW ....
Name(s) of Cargo onboard ....
Cargo Quantity B/L (bbl.) ....
Cargo Tank Distribution ....
Cargo API and Load Temperature ....
Load Port OBQ ....
Amount Water in Cargo ....
Last Cargo ....
Vessel VEF ....
Arrival Draft ....
Master's Name ....
SCAC Code ....
Next Port ....
Any Hull Machinery or Equipment Defects ....

AUTHORITY: *Operator:* South Riding Point Holdng Ltd., P.O.Box F-42530, Freeport, Grand Bahama, Bahamas. *Tel:* South Riding Point Terminal (809) 353-4471 (6 lines). *Telex:* SRPH 067-047. *FAX:* (809) 353-4573. *Contact:* Captain D.C. McNab, Marine Operations Manager. Captain M. Rolle, Marine Superintendent.

Appendix IVB: (South Riding Point)

Ship/Shore Safety Check List

Ship's Name ....

Berth .... Port ....

Date of Arrival .... Time of Arrival ....

Instructions for Completion:

The safety of operations requires that all questions should be answered affirmatively. ☑ If an affirmative answer is not possible, the reason should be given and agreement reached upon appropriate precautions to be taken between the Ship and the Terminal. Where any question is not considered to be applicable, a note to that effect should be inserted in the remarks column.

☐ – The presence of this symbol in the columns 'Ship' and 'Terminal' indicates that checks shall be carried out by the party concerned.

The presence of the letters A and P in the column 'Code' indicates the following:
A – The mentioned procedures and agreements shall be in writing and signed by both parties.
P – In the case of a negative answer, the operation shall not be carried out without the permission of the Port Authority.

	Ship	Terminal	Code	Remarks
1. Is the Ship securely moored ?	☐	☐		
2. Are emergency towing wires correctly positioned ?	☐	☐		
3. Is there safe access between Ship and Shore ?	☐	☐		
4. Is the Ship ready to move under its own power ?	☐	☐	P	
5. Is there an effective deck watch in attendance on board and adequate supervision on the Terminal and on the Ship ?	☐	☐		
6. Is the agreed ship/shore communications system operative ?	☐	☐	A	
7. Have the procedures for cargo, bunker and ballast handling been agreed ?	☐	☐	A	
8. Has the emergency shut-down procedure been agreed ?	☐	☐	A	
9. Are fire hoses and fire-fighting equipment on board and ashore positioned and ready for immediate use ?	☐	☐		
10. Are cargo and bunker hoses/arms in good condition and properly rigged and, where appropriate, certificates checked ?	☐	☐		
11. Are scuppers effectively plugged and drip trays in position, both onboard and ashore ?	☐	☐		
12. Are unused cargo and bunker connections, including the stern discharge line, if fitted, blanked ?	☐	☐		
13. Are sea and overboard discharge valves, when not in use, closed and lashed ?	☐	☐		
14. Are all cargo and bunker tank lids closed ?	☐	☐		
15. Is the agreed tank venting system being used ?	☐	☐	A	
16. Are hand torches of an approved type ?	☐	☐		
17. Are portable VHF/UHF transceivers of an approved type ?	☐	☐		
18. Are the ship's main radio transmitting aerials earthed and radars switched off ?	☐	☐		
19. Are electric cables to portable electrical equipment disconnected from power ?	☐	☐		
20. Are all external doors and ports in the amidships accommodation closed ?	☐	☐		
21. Are all external doors and ports in the after accommodation leading onto or over-looking the tank deck closed ?	☐	☐		
22. Are air conditioning intakes, which may permit the entry of cargo vapours, closed ?	☐	☐		
23. Are window-type air conditioning units disconnected ?	☐	☐		
24. Are smoking requirements being observed ?	☐	☐		
25. Are the requirements for the use of galley and other cooking appliances being observed ?	☐	☐		
26. Are naked light requirements being observed ?	☐	☐		
27. Is there provision for an emergency escape possibility ?	☐	☐		
28. Are sufficient personnel on board and ashore to deal with an emergency ?	☐	☐		
29. Are adequate insulating means in place in the ship/shore connection ?	☐	☐		
30. Have measures been taken to ensure sufficient pump room ventilation ?	☐	☐		

	Ship	Shore
Are tank cleaning operations planned during the ship's stay alongside the shore installation?	Yes/No *	
If so, have the Port Authority and Terminal been informed?	Yes/No	Yes/No *

* Delete Yes or No as appropriate.

Declaration:

We have decided, where appropriate jointly, the items on this Check List, and have satisfied ourselves that the entries we have made are correct to the best of our knowledge, and arrangements have been made to carry out repetitive checks as necessary.

For Ship	For Terminal
Name	Name ....
Rank	Position ....
Signature	Signature ....

Time ....
Date ....

Brazil

NATAL: (Also see Page 238)

SHIPMASTER'S REPORT: August 1994.
The Master received the following telex from Agent:
Quote:
Sanitary Health Inspection Natal:

We have just received information from Master on one of our vessels, that the Health Inspectors at Natal confiscated all provisions which were kept in deep-freezer or cool-store, according to following criterias:

All items with the expiry date overdue.
All items with the date "Best before" overdue.
All items without any expiry stamp.
All meat which is older than one month at the time of delivery, according to the stamp.
All buckled tins.

The Master succeeded in preventing the Authorities from taking the items ashore and burned everything in the vessel's incinerator. According to the local Agents, who tried their best to assist, everything was correct according to Brazilian Law.

Please be guided accordingly in order for you to take your own precautions before arrival.
Unquote.
Master's comment:

The Health Inspector, who had recently been sent up from Rio de Janeiro, did not board us as he was off-duty at that time. However, he is known to be strict, and it is well to be prepared.

PORTO TROMBETAS: (Also see Page 248)

SHIPMASTER'S REPORT: April 1994 (Received September 1994).
Report on Amazon River Navigation:

Vessel coming from Tenerife and bound for Porto Trombetas, which is situated about 590 miles up-river from Amazon Entrance Buoy.
Approaches to Amazon Entrance Buoy: Amazon Entrance Buoy fitted with Racon 'G' was picked-up on radar at 18 miles and ship's course was adjusted. Continuous bottom soundings check was maintained. It was noticed that water colour starts changing about 60 miles before Amazon Entrance Buoy. At about 30 miles before Amazon Buoy, water colour is totally muddy. Soundings of 8.0 m. – 10.0 m. below keel were observed. Shallow water area starts about 10 miles East of Amazon Entrance Buoy and further 20 miles until Amazon Buoy No. 1, thus total mileage of 30 miles over Amazon Bar.

It is most important that the buoys positions be checked well beforehand by local Agent, who obtains same from Brazilian Navy. Agents at Santana provided us with all latest positions of buoys. On plotting these positions on B.A. Chart No. 2189, it was found that the buoyed channel has shifted drastically and new channel buoys, especially Buoy No. 9 to Buoy No. 12, were going over sand bank. We requested Agent to re-check buoy position with Navy/Coast guards and advise correct positions of buoys. Agent came back with same positions. From sailing directions, it was clear that sand banks keep changing. B.A. Charts are not corrected by Admiralty itself, hence navigation on B.A. Charts should be done with great caution.

Position of buoys as received from Agents were plotted on chart and navigation was done with maximum caution. Vessel's bottom sounding were constantly checked. All the buoys were picked-up on radar at distance of 7-8 miles. Vessel's position plotted frequently and verified with soundings. Vessel experienced strong current. We were advised by the Agents that as per Brazilian Hydrographer/Navy, Amazon Bar has draft of 32 ft. (FW) at low water and 37 ft. (FW) at high water.

Vessel constantly got soundings of 4.0 m. – 5.0 m. below keel.

Channel Buoys were picked-up on radar at 6 miles.

In channel itself, which is wide, we observed soundings of 8.0 m. – 10.0 m. below keel. There are a total of 6 pairs of buoys in channel. During our transit only 1 buoy was not lit, otherwise channel is very clear.

After clearing the channel, depth of water increases and navigation becomes much easier. While inbound, total navigation until Fazendinha Anchorage was done on B.A. Chart No. 2189. One point to note here is that there is no mention of Fazendinha anywhere on chart. However, position of same obtained from Agents. The name of anchorage area given as there is a church named Fazendinha on North shore. After leaving buoyed channel, vessel steered course to keep in the middle of deep water. Ponta do Cue Racon was picked-up on radar at 16 miles. All lights were working.

When Southbound passing through Canal do Norte (Lat. 00° 35′ N., Long. 50° 25′ W.), vessel should keep close to Ilha Caviana de Dentro, and Banco Carolina Buoy (Fl.R.3) should be kept on starboard side. Then steer clear South of Ilhas Pedreira Island Lt., and from there steer South of Pta. do Pau Cavade Lt. with Racon 'X' and from this point steer in deep water up to Macapa. At this point, vessel starts meeting ships outbound. From Macapa to Fazendinha, steer in deep water, keeping Bancoda Cascalheria Lt. on your starboard side and Fl.G.5 sec. light on port side and steer to Fazendinha Anchorage. The safe position to anchor is by keeping Santana Leste Lt. bearing 270° × 1.3 miles. On B.A. Chart No. 2189, South side of Fazendinha Anchorage is not shown. However, as per Brazilian charts, there is enough water on South side.

Vessel anchored at Fazendinha at 0630 hrs. when it was already daylight. However, great care must be taken if anchoring during night hours, because Agent and Port officials do not board at night-time, and every ship has reported heavy thefts at anchorage and at Santana. Agent and Authorities boarded at 0830 hrs. It takes about 45 minutes to clear formalities as Quarantine undertake a thorough check of ship. Agent from Santana brought Brazilian charts and Tide Tables. However, two charts for Amazon River were not available.

Two Pilots boarded at Fazendinha. They were well experienced with river and spoke sufficient English, which is safe for navigation. Vessel picked-up anchor at 0900 hrs. and started heading towards Porto Trombetas. Amazon River itself is deep enough for safe navigation. Vessel was steaming at maximum possible safe RPM.

Amazon River is not marked. However, Pilots are very experienced and know the river well. Vessel must have good radar, as night navigation is totally done by radar only.

Porto Trombetas is situated in River Trombetas, and from entrance of river until Porto Trombetas, the river is well marked with buoys, and night navigation in clear weather is no problem. It took nearly 42 hours from Fazendinha to Porto Trombetas and vessel went straight alongside.

Pilots stay onboard as they bring the vessel back to Santana. Santana is nearest port to Fazendinha Anchorage.

Loading at Porto Trombetas is by one loader only and loading rate of 3,000 tonnes/hr. was given. Terminal operators are co-operative. To land ashore, ship has to use boat service as landing on Terminal is not allowed.

Departure from Porto Trombetas was at 1000 hrs., and vessel arrived at Fazendinha Pilot Station at 1400 hrs. next day. It took 28 hrs. downbound.

After dropping the Pilots, vessel's speed was adjusted so as to arrive 10 miles West of buoyed channel, 1 hour before low water at Ponta do Ceu. In Tide Tables, HW and LW timings are given for Ponta do Ceu. For Barra Norte, you have to calculate the tide for position 'H' (Lat. 01° 30′ N., Long. 49° 10′ W.), which has an amplitude of 78% and about 3 hours 20 minutes earlier for HW and 4 hours 30 minutes earlier for LW than the tide timings for Ponta do Ceu.

The tidal current at Barra Norte has a general direction of S.W. (flood tide) and N.W. (ebb tide) and runs at 3 knots (Neap) and 5.5 knots (Spring).

Vessel's speed was adjusted and vessel entered buoyed channel. Sometimes you might see vessels at anchor, as some vessels go at full speed and anchor off Ponta do Ceu and wait for tide. Some vessels clear buoyed channel and anchor North of channel and wait for high water at Point 'H'.

Vessel's position and soundings were constantly checked. After passing Amazon Buoy No. 1, vessel's speed was reduced to avoid heavy squatting. However, speed should be so maintained that the Bar is cleared in time. All over the Bar, soundings of 2.0 m. – 3.0 m. below keel were noted. After clearing Amazon Racon Buoy, vessel steered course so as to go through deep water. Soundings started increasing slowly. When soundings of 15.0 m. below keel were obtained, ship's speed was increased to sea speed, and before RPM could come to maximum, the soundings were more than 30.0 m. below keel.

RIO GRANDE: (Also see Page 256) **(See Late Plans)**

SHIPMASTER'S REPORT: August 1994.
Berth: Cotrijui Terminal.
Cargo: Soya Bean Oil.
Connection: Hoses.
General: An unsafe berth. 3 ships in the previous month parted all moorings and were swept into the river. Very few dolphins on the jetty restrict mooring options. Ships slightly larger than ours have to have a tug pushing the vessel alongside at all times.

The berth has 3 fenders. But the central fender is larger than the others, so the vessel only rests on 2 fenders (See "Plans").

There is a partial groyne beneath walkway and grain elevator. In times of heavy inland rain and strong current, the current is deflected by the groyne to laterally push the vessel off the berth. If mooring ropes are not tight at all times, this can cause the vessel to oscillate and pivot around the central fender, and many ships have parted mooring ropes at this berth. Insufficient bollards on the jetty give poor loads.

Poor access ladder.

Berth: Incobrasa.
Cargo: Degummed Soya Bean Oil.
Connection: Hoses.
General: Max. draft 37 ft. (F.W.).
There is a strong river current at all times.
3 tugs used for mooring and unmooring.

SANTOS: (Also see Page 265)

SHIPMASTER'S REPORT: August 1994.
The Master received the following telexes from Agent prior to arrival:

"*Santos Anchorage – Pirates:* We have consulted Bimco and our Sao Paolo Office, who both confirm your information concerning Santos Anchorage being high risk area for piracy.

Thus Bimco suggest to keep at least 20 nautical miles off the coast as a safety margin, meaning that drifting will be required in order to delay your arrival time outside Santos. However, please keep Agents informed of arrival, also concerning drifting outside Santos, as congestion is expected – and first in first served."

"Have confirmed with Pilots possibility for a vessel to anchor 15/20 miles away from Santos Roads, and they have replied no problem since vessel can communicate via VHF with pilot station and Santos Radio (in case of any telephone call from Santos). As such go ahead anchoring at the position that you most prefer. Furthermore bear in mind (1) on your arrival/dropping anchor to report to Pilots over VHF Channel 16 the exact arrival time at Santos. (2) When vessel is supposed to dock, Pilots may get in touch with vessel only 1.0 – 1.5 hours before boarding time.

Fresh Water:

"Regarding fresh water, can say that we have one of the most expensive water in the world which costs U.S.$ 10.65/tonne (by barge) and U.S.$ 20.70/tonne at the quay. Kindly confirm your acceptance for such prices, as well as the quantity intended to be supplied."

"*Reporting/Documents:*

Please inform last port of call and arrival drafts. On arrival at Santos Roads please contact pilot station on VHF Channel 16 and inform exact arrival time, also contact "PWS 88 N Concomtran" – see your "Guide to Port Entry".

Upon berthing, local Authorities will require following documents:

10 copies Crew List.
10 copies Passenger List (if any).
2 copies Vaccination List.
1 copy Maritime Declaration of Health.
1 copy Ports of Call List.
3 copies Spare Parts List, no special form required for engine/deck/radio department – Inventory books are not allowed for presentation – Minimum 100 items inserted.
3 copies Personal Effects List with marks/Serial No./Model No. and exact quantity of objects.
3 copies Bonded Stores List.
3 copies Narcotics List.
3 copies Ammunitions List.
3 copies Animals List.

Spares and personal effects undeclared are confiscated by Customs. Please send us message addressed to Santos Port Health, requiring Free Pratique 72 hours before arrival at Santos. For your guidance, Port is not equipped with fenders alongside. A private company has them to hire for U.S.$10.00 per day/fender. In case needed, kindly ask same to Agent or to your Boarding Pilot in order to arrange accordingly. Please advise if any requirement needed upon berth.

Master's Comments on above:

Concerning Piracy: We did in fact anchor 19 miles from the pilot station and had no problems with communication with the pilot station or with unwanted visitors.

Fresh Water: We had to pay that price. The price has come into being since the Government changed the Brazilian currency.

Declaration of Spares/Stores at Santos: They are strict and have been known to remove liners, cylinder heads, etc., that have not been declared after a rummage gang visited the ship on her third call to Santos (P&I Rep and local solicitors were able to retrieve the goods, but at what cost I do not know).

In Cabedelo and Natal, the Customs were not bothered, even though I presented the same Customs papers on arrival at both ports.

Fenders: The fenders, we were given, were car tyres inserted on a solid wooden pole, which were hung-off a bollard by a wire.

Brazilian Ship Reporting System: In the ALRS Vol. 1, the system is quoted as being voluntary. However, fines have been levied on vessels not complying, so really it is mandatory to comply. I sent our telex to: Comcontram, Rio – Telex: 2153180+.

TRAMANDAI: (Also see Page 281)

SHIPMASTER'S REPORT: July 1994.
Berth: Petrobras/DT Sul – SBM.
Cargo: Discharging naphtha.
Connection: Hoses.
General: SBM very open to weather, and vessel may be delayed in berthing or may have to vacate berth (2 SBM's operational).

Chile

HUASCO: (Also see Page 390)

PORT LIMITS: Inside a line from mouth of Huasco River and "Blanco Small Barren Islands".

PILOTAGE: Vessels over 220 m. LOA require 2 Pilots. Pilot ladder to be rigged on port side.

ANCHORAGE: Anchorage for vessels over 100 m. LOA.

(1) Lat. 28° 27′ 06″ S., Long. 71° 14′ 04″ W.
(2) Lat. 28° 26′ 53″ S., Long. 71° 14′ 10″ W.
(3) Lat. 28° 27′ 05″ S., Long. 71° 14′ 52″ W.
(4) Lat. 28° 27′ 17″ S., Long. 71° 14′ 46″ W.

TUGS: 2×3,000 h.p. tugs available. Use of one tug is compulsory.

AIRPORT: Nearest commercial airport is at Serena, 241 km.

AUTHORITY: *Contact:* Ricardo Bendal Vidal, Harbour Master.

PUERTO CORRAL: (Also see Page 395)

TUGS: *Delete and substitute:* Compania Portuaria Corral has one tug of 1,200 h.p. and 17 tons bollard pull. Compania Portuaria Talcahuano has one tug of 550 h.p. On request, tugs from other locations can be made available.

Vessels up to 180 m. LOA should use one tug of minimum 1,200 h.p. to go alongside. Vessels between 180 m. and 229 m. should use one tug of minimum 2,000 h.p., or 2 tugs with a combined minimum capacity of 2,000 h.p.

The use of tugs is not compulsory when leaving, if weather conditions are favourable.

TOCOPILLA: (Also see Page 403)

SHIPMASTER'S REPORT: August 1994.
Vessel:
Type: Bulk carrier.
Summer d.w.t.: 27,476 tonnes.
Summer draft: 31 ft. 6 in.
Length of stay: 4 days.

Position Reporting System: To avoid heavy fines, when entering and within Chilean territorial waters, reporting system must be followed (See"General" before first port).

Documents: Last Port Clearance and normal inward papers.

Clearing: Undertaken upon arrival after anchoring.

Pilotage: Pilots board at anchorage area from 0700 hrs. to 2000 hrs. for berthing. Unberthing any time.

Anchorage: Good anchorage 7-10 cables from shore. Depths 30 m. – 70 m. Anchorage became unsafe when vessel rolled in bad weather (strong winds, heavy swell). When winds blowing from shore, brown dust is produced from the nearby mountains, and vessel covered, but dust washed away easily.

Draft: Max. permissible draft 37 ft. Max. air draft 10.5 m. – 11.0 m.

Tugs: Two powerful tugs assist with mooring/unmooring. In case of bad weather (emergency), while alongside, tugs can be contacted by VHF Channel 16.

Berthing: Vessel moored port side to. Firstly starboard anchor is dropped and kept slack (finally slacked to 8 shackles). Then 2 ropes secured to each buoy (No. 1 forward, No. 3 and No. 4 aft, No. 2 forward). Then 2 spring lines secured to shore hooks. Shore gang do not board for spring lines. All lines are transferred to buoys and shore by boat. Distance from shore 50 m. – 60 m.

At a distance of about 25 m. from the vessel's port side, there are a few hidden rocks which are uncovered at low tide.

Special attention must be given all the time to vessel's lines, especially those at Buoy No. 3.

Mooring Lines: At least 10 new or very good mooring lines of 220 m. length each are required, otherwise local lines can be rented at U.S.$300.00 per line per day.

Holds: Should be extremely clean with special care to higher and hidden parts of holds. Local surveyors are very strict, and many vessels are rejected.

Cargo: Loaded part cargo of bulk and bagged nitrates (19,846 tonnes).

Bulk cargo loaded with mechanical belt loader, and vessel shifted by Pilot and her own means as per rotation plan.

Steel bars and machines for trimming (7-8 tonnes) taken on board by stevedores and ship's cranes.

Loading rate 300 – 600 tonnes/hr. Bagged cargo of normal bags 50 kg. and maxi-bags of 1,000 kg. in slings of about 12 tonnes loaded over bulk with plastic separation between cargoes.

Watchmen: Compulsory. Good 24 hours service provided.

Fresh Water: Not available.

Fuel Oil: Not available.

Fresh Provisions: Available from local market, but expensive.

Shore Leave: Allowed from anchorage and mooring buoys. Boat service through Agent, costs U.S.$70.00 per round trip.

People's Republic of China

HUIZHOU: (Also see Page 424) **(See Late Plans)**

SHIPMASTER'S REPORT: August 1994.

Location: N.W. of Taya Bay and North of Ya-Ling Wan (Dumbell Bay) in position Lat. 22° 41.8′ N., Long. 114° 33.5′ E.

Port: Newly opened in October 1992. Port area under reclamation in May 1994.

Pilotage: Compulsory. Undertaken from sunrise to sunset. 3 Pilots and an Assistant Pilot work with 1×1,900 h.p. tug. Also used as pilot boat.

Approaches: Pilot boarding position: Lat. 22° 36.24′ N., Long. 114° 36.35′ E.

After passing Fisherman Rk. Beacon 1.3 cables off on starboard side with course 325°, Fairway Entrance Buoys No. 1 (G) and No. 2 (R) are seen. Channel course is 320°(T) until wharf. Channel width 80 m. Depth is 8.5 m. in L.W.

		Lat.	Long.
Fairway buoy locations	No. 1 (G)	22° 39.90′ N.	114° 35.38′ E.
(approx.)	No. 2 (R)	22° 39.84′ N.	114° 35.32′ E.
	No. 3 (G)	22° 40.70′ N.	114° 34.62′ E.
	No. 4 (R)	22° 40.69′ N.,	114° 34.57′ E.
Port Basin starboard buoy (G)	No mark	22° 45.52′ N.,	114° 33.92′ E.
Port Basin port buoy (R)	No mark	22° 41.61′ N.,	114° 33.52′ E.

Port Restrictions: LOA less than 150 m. and max. draft 8.5 m.
Tugs: Only one small tug available.
Berth: Total length of wharf is about 350 m., not including East side dolphin jetty.
Cranes: 2×10 ton shore cranes available.
Port Entry: Vessel must advise ETA at Huizhou Port 24 hours prior to the ship's arrival. Huizhou Harbour Master on VHF Channel 16, but signal is very weak and English poor.

NANTONG: (Also see Page 430)

SHIPMASTER'S REPORT: October 1994.
Pilotage: The Pilot cannot be arranged by the Agent to take vessel from Nantong to Liuhe Anchorage if loading is completed after 1500 hrs. local time. Sometimes vessel can be shifted from the berth to Langshan Anchorage.
General: Sailing through shallow waters of the Yangtze River has a harmful effect on the condition of the sea chest and stern tube. The level of water contamination is very high in the Yangtze River.

SHUIDONG: 21.28 N. 111.07 E.

SHIPMASTER'S REPORT: November 1994.

Vessel:
G.T.: 7,150 tons.
N.T.: 4,051 tons.
Summer d.w.t.: 12,784 tons.
LOA: 123.3 m.
Beam: 20.0 m.
Draft: 8.79 m.

Shuidong is a new port still under major construction and facilities are limited.

Vessel loaded 1,900 tonnes Linear Alkyl Benzene in Japan for discharge at this port. No information is available in any publications on board. Agents in Hong Kong were asked to obtain as much information as possible from Agents in Shuidong. Despite their efforts, no reliable guidance could be obtained.

The only chart covering the area is B.A. Chart No. 3892 and Sailing Directions NP 30 (4th Edition, Chapter 10, Parts 10.48 to 10.55). The port is not shown or mentioned. I was advised that this is a new port and no information has been published yet.

Port is located on the left bank of river, in position Lat. 21° 28.30′ N., Long. 111° 07.30′ E. The pilot station is located in position Lat. 21° 23.07′ N., Long. 111° 07.46′ E. The port is approached via a buoyed channel, with leading marks on shore.

Approach to the port is not difficult. A storage tanker (250,000 tonnes) is moored in approx. position Lat. 21° 21′ N., Long. 111° 25′ E. It is not operational, but is expected to start in the near future. It has a Racon type mark, but no distinct letters to identify it. Agent could not give me name of vessel.

The island of Dafangij Dao, shows well on radar at 12 miles and gives good guidance to pilot station and buoyed channel. The only difficulty is the large concentration of fishing vessels. It is a case of picking your way through them. They are nearly always stopped and respond to whistle signals.

Vessel anchored 0.5 miles South of Buoys No. 1 and No. 2. These are in position Lat. 21° 23.4′ N., Long. 111° 07.4′ E. and Lat. 21° 23.5′ N., Long. 111° 08.1′ E. respectively. Our draft was forward 4.7 m. and aft 5.65 m. Echo sounder showed 7.0 m. of water under-keel at this point.

No communication directly with Pilots or port. Contact is made via Shuidong Radio on Channel 16, shifting to Channel 83. All information is passed to vessel via this station. Agent will be on VHF Channel 68 in near future.

Pilot boat came out to vessel at anchorage and guided the vessel to berth. Three Pilots boarded, only one of which spoke limited English. The leading marks give a course up the first part of the channel of 349°, this is followed up to Buoys No. 7 and No. 8. The depth under the keel was never less than 4.0 m., this at Buoys No. 5 and No. 6, most of the time 6.0 m. was normal. At Buoy No. 8, course is altered to 335°. At Buoy No. 10, course altered to 316°. This takes vessel to Buoy No. 14, where the wharves for the port start.

Major construction works are taking place, especially further up the river, where conventional wharves and terminals are being built. First jetties in the river are the tanker berths. Both brand new with modern facilities. Good fenders. No tugs used for berthing. Vessel berthed on the ebb tide, port side too Berth No. 2. Starboard anchor is used as a brake. It is important to get a head line and aft back spring out as soon as possible. Current is strong on the berth and frequent use of engine must be used to hold vessel against current. Final moorings were 3 head and 3 stern lines and 2 springs either end. Starboard anchor finally ending up with 4 shackles in water. Depth of water alongside at low water 2.0 m.

Accommodation ladder was used on the jetty in our particular position, but if Chicksan arms are to be used, then portable gangway would have to be used.

As normal in Chinese ports, many officials board. All documents and certificates are checked closely. No difficulties with any officials. Quarantine do not allow any ballast water to be discharged into river, unless it is disinfected first. They also checked all stores and toilets/bathrooms, if any signs of cockroaches, they disinfect and spray these areas. As some Cholera Certificates had expired, all persons requiring injections were done.

Terminal is new and tank farm is close. It would appear that more building will take place close to jetty. Plans are to open up the port even more, mainly coastal traffic at present. We discharged using a 6 in. flexible hose. No difficulties with rate or pressure. Total discharge time was 18 hours.

Agent was asked to supply a chart of the port area, but none is available at this time. None have been published. They intend to issue one soon. As it is also difficult to communicate with any officials or surveyors, information was hard to come by.

Shuidong town is about 14 km., and can be reached by local motorcycle taxi. There are some small roadside restaurants outside the gate and a hotel. Food is cheap and reasonable.

Vessel leaves berth near the end of slack water/beginning of ebb tide. This is straight forward. Weight is taken on anchor and all lines let go aft. Single up to a forward spring. Effect of current pushes stern off jetty. Anchor is heaved and with use of engine and rudder, vessel is moved of jetty. When well clear, forward spring is let go and anchor heaved home. It is best to leave anchor ready as it may be required to turn vessel round in river. After turning, vessel proceeds outwards. Pilot leaves vessel in vicinity of Buoys No. 5 and No. 6. The only problem outwards can be the fishing craft in the channel.

YANTIAN: (Also see Page 448)

SHIPMASTER'S REPORT: September 1994.
Ship-To-Ship Transfer from "Spec-Lde-888" (262,000 d.w.t.):

Communications prior to arrival were by Sat 'A' Fax (no difficulties) and by VHF when in range.

The official daylight hours of 0600 hrs. – 1800 hrs. for berthing are strictly observed.

We anchored 1.8 miles West of Xiaosanmen Dao, in an anchorage designated by the "888" after the "hair-raising" experience of crossing the main traffic route East of Hong Kong. The anchorage and the position of the "888" move according to the Master's interpretation of the weather. The anchorage provided good holding ground in about 22.0 m. of water.

There was a constant movement of small off-takers to the "888's" starboard side, but the import tankers were subjected to a much more casual arrangement. Two tugs are required to assist in berthing and unberthing import tankers to "888's" port side. These tugs are governed by the Yantian Port Authority, and the Master of the "888" appears to have no say in their movements. We were the second in line on arrival, but waited for 30 hours, during which time the berth was vacant, for a second tug to arrive from Yantian.

While the vessel was at anchor, the Agent and Immigration Authorities boarded to carry out a full port arrival inspection, during which all documentation was thoroughly scrutinised, and bond sealed, Sanitary Inspection made, etc. 8 Crew Lists were required. The Immigration officials made a return visit prior to our departure to check the bond.

Information from the "888" with regard to berthing prospects was very scant and hard to come by and appears to be affected by tug availability. The local Chinese Berthing Pilot complained to me about the tugs, which appear to be of limited use. The Pilot's style of berthing was to lay us parallel to the berth about 4 cables off and have the tugs push us alongside, which operation required our intervention at the last minute to prevent our starboard bow landing heavily between the "888's" two forward fenders. The departure procedure was the reverse, tugs pulling and Pilot away as soon as possible with our stern falling rapidly down onto the "888's' port bow, this after some 8 hours of waiting for the tugs.

Cargo operations were handled smoothly by the "888", the British Officers in particular being very competent and co-operative. Cargo surveyors based on the "888" took before and after measurements with our equipment, but seemed to be competent.

Safety appears not to hold a high profile, with few safety hats and shoes on view. The access between the "888" and this vessel was by a combination of both vessels' accommodation ladders being pulled together, and is an accident waiting to happen. A safer arrangement is urgently required.

YINGKOU: (Also see Page 448)

SHIPMASTER'S REPORT: October 1994.

Berth: Bayuquan.

Documents: Prepare the following prior to arrival:

1 copy Maritime Declaration of Health.
10 copies Crew List.
2 copies Personal Effects List.
2 copies Bonded Stores List.
2 copies Dangerous Cargo List.
2 copies Currency List.
2 copies Ports of Call List.

Agent gives Report of Entry Form to be filled-in.

Departure:

All Crew Shore Passes will be collected for Immigration checking.

Pilotage: Compulsory for all vessels.

VHF: Prior to approaching pilot station, vessel must call Bayuquan Port Control through Channel 16. At Xingang, call Xingang Port Control on Channel 74 and report vessel's name, max. draft, last port of call, your intention to load or discharge, and name of your Agent.

Tugs: Tugs and mooring assistance available, 2 tugs used.

Stevedores: To be arranged by Agent.

Fresh Water: Available.

Fuel: Fuel oil available.

Customs Allowance: 200 cigarettes and 1 bottle of spirits.

Repatriation: Possible.

Time: GMT plus 8 hours.

Shore Leave: Every crew member going ashore must carry a Shore Pass and Seaman's Book.

ZHUHAI: 22.18 N. 123.35 E.

SHIPMASTER'S REPORT: April 1994.

Discharge of two parcels of gas oil:

This operation was the second discharge port in China. At the initial port (Beihai), 5,400 tonnes of gas oil was discharged into barges. Due to poor weather, no officials visited the vessel prior to departure, but all paperwork was forwarded by State Agents "Penavico" to Zhuhai.

Communications by telex and fax prior to arrival gave an indication that operations would be relatively well organised.

The vessel updated ETA's as per normal and arrived at night.

Anchoring position being in the Southern end of the waiting and unloading area (approx. 22° 04′ N., 113° 44′ E.). As the maximum arrival draft was 11.2 m., great care was taken with tidal information. Minimum under-keel clearance was noted at 2.0 m. during stay.

The area is very busy with naval traffic and numerous fishing craft, although the anchorage area is not particularly well used.

After arrival, very little information was obtainable from "Penavico", and the services of the Agent in Hong Kong were invaluable. All messages were copied to them and numerous telephone calls were the norm to try and gain information regarding the discharge.

It was 3 days before there was any discharge operation, and this was a combined 2 Bill of Lading parcel into small tankers. We discharged to tankers on either side, after the usual meeting about using fenders/proper hoses, etc., as is the standard for Chinese ports.

This parcel was completed after 2 days (approx. 11,000 tonnes discharged into 13 vessels). The remaining parcel of 4,000 tonnes proved more difficult. As it had been sold on from the original consignee to a company not in the region of Zhuhai, there appeared to be difficulties ashore with numerous points.

We were informed that it would be lifted in one tanker of 4,800 d.w.t. size. "Penavico" were informed that the proper fendering and hoses would be required by a vessel of this size, as up until then the largest barge had been 1,700 tonnes.

As there was so much confusion ashore, Mabanaft sent a representative from Singapore to help out with matters in Zhuhai. It was 8 days before discharge was commenced into tanker "Daqing 212", a rather large looking 4,800 d.w.t. vessel. She was equipped with 2 × 3.0 m. × 1.5 m. diameter pneumatic fenders. We had rigged all available twin tyre fenders (9 units). 3 lengths of 6 in. hose were used for the transfer. This was assembled on board our vessel and returned to the "Daqing 212" at the end of discharge. Discharge was completed the same evening and the "Daqing 212" sailed.

We awaited final Clearance before sailing for Hong Kong to discharge the final parcel of 10,184 tons of diesel.

Nobody was available on the next day, but we were assured that by the following afternoon all would be fixed, and Clearance given. The Agent and officials boarded at 1645 hrs. This was the first visit by any proper shore representative of Penavico/Customs/etc., since the vessel had arrived some 15 days earlier.

Customs officials were not happy with papers received from Beihai and refused to clear ship outward. They said things had to be confirmed with Beihai area, and that it would be cleared by the next day. The Penavico Agent was of no assistance in the matter, and it appeared that there was no intention of giving us Clearance in the first place.

They left the vessel at 1730 hrs. Owner and Hong Kong Agent were both informed of the situation.

We were later informed by Hong Kong Agent that Clearance would be granted next day.

The next day we were informed by Hong Kong that the Agent and Customs were on their way to the vessel, to give Clearance. Later, I was asked by Penavico to clarify the cargo carried from Beihai, as there appeared to be a discrepancy in the Beihai Customs papers. Having done this, I was asked to check the Entry Report form, but as I had already informed them, I did not have any Customs papers from Beihai at all. This was stated on telex, and Zhuhai Customs were given copies of all Bills of Lading relating to the cargo.

At 1700 hrs., Hong Kong informed the vessel that Customs would not now be attending the vessel, and we would have to wait another 2 days. We received message from Penavico stating that Customs wished me to make out new Entry Report form with the figure 25,114 tonnes as through-cargo from Beihai, after which all would be in order, and Clearance Inspection undertaken. I was told that the original figure was incorrect.

We were asked to supply a statement absolving Zhuhai Customs from any financial responsibility. I was told by Hong Kong Agent that this was in case if later there followed a claim for the difference in the through-cargo figures. If I did not supply this statement, the delay would perhaps run to several more days.

At 1600 hrs., the Agent in Hong Kong called and informed me that the Customs were on their way to the vessel. Officials boarded at 1715 hrs., 10 persons in total, the Report of Entry from Beihai was presented. There was an error in the onward cargo column. I changed the figure from 26,113 tonnes to 25,113 tonnes and initialled it. That was Clearance completed.

I fail to understand why this could not have been done in the first place, but as already stated, there was more behind this than just a simple error in figures.

At 1750 hrs. Clearance was given.

At 1800 hrs. commenced heaving anchor to leave area, after 18 days in port.

Agents in Hong Kong must be thanked for their assistance throughout the period, as they were our main line of communication. The representative of Mabanaft Singapore worked very hard on arrival at Zhuhai to smooth the operation along.

Croatia

PLOCE: (Also see Page 486)

AGENT'S REPORT: October 1994.

The following is Agent's reply to questions from a vessel operator.

Terminal: Terminal Tekucih Tereta.

(1) Berth Operator/User: "Energopetrol Ploce" D.O.O., Ploce Neretvanskih Gusara BB.
(2) LOA: Unlimited.
(3) Max. Beam: 27.0 m.
(4) Max. d.w.t.: As much as possible within given parameters.
(5) Max. Draft: 10.50 m.
(6) Port Authority do no specify under-keel Clearance: Bottom is mud.
(7) Min. Depth in Approaches: 15.0 m.
(8) Water Density: Brackish water, density 1013 – 1023.
(9) Berthing allowed in daylight only from sunrise to sunset.
(10) Bunkers not available. Fresh water available at the oil berth.
(11) No limitations on freeboard, but limited by above given parameters.
(12) Concrete Quay: Length 120 m. Rubber fenders at intervals. Vessels' mooring lines to bollards ashore.
(13) —
(14) Lighterage not available.
(15) Cargo Handling: Fuel oil, all grades of diesel oil. All grades of gasolene.
(16) Dirty ballast facilities available, capacity 300 cu.m.
(17) Slops are not accepted.
(18) 3 tugs available, 1,350 h.p. each. As per Harbour Master's rules, all types and sizes of tankers for mooring/unmooring are obliged to use 2 tugs.
(19) —
(20) Pilot Boarding Position: Lat. 43° 01′ N., Long. 17° 23′ E., about 1.5 miles Westward of Rt. Visnjica.

Dominican Republic

RIO HAINA: (Also see Page 569) (See Late Plans)

SHIPMASTER'S REPORT: September 1994.

Vessel (On arrival):

LOA: 226.25 m.
Breadth: 32.2 m.
Depth: 19.6 m.
Cargo onboard: 24,995 tonnes of fuel oil.
D.w.t.: 31,749 tonnes.
Displacement: 45,905 tonnes.
Draft: Forward 26 ft. 9 in., aft 27 ft. 2 in.

Restrictions for Rio Haina:

(AA) Max. draft: 29 ft. Fresh water and even-keel.
(BB) No max. length given. When asked, Pilots/Port did not have a dedicated figure. Pilots/Port said vessel was OK for berthing.
(CC) Tankers only berth/unberth in daylight.

Vessel arrived on 1st September at 0230 hrs. Pre-arrival ETA's and messages to Agents had not been acknowledged by them. Called Pilots/Port on VHF prior to arrival, and after arrival, but no reply until 0530 hrs., when we were advised that the Pilot would board at 0700 hrs. at the pilot station, which is about 3 nautical miles South of the port.

Pilot boarded at 0724 hrs. His knowledge of English was limited, but sufficient.

We entered the harbour through the entrance (buoyed channel), came astern on the engines, dropped starboard anchor, and the tugs manoeuvred vessel alongside.

As per plan, our berth was just inside the entrance. Sufficient speed is required to pass through the narrow entrance channel (the tugs wait inside for the ship) followed by the need to stop as quickly as possible (There was about 10 m. clearance either side of the ship when passing the entrance buoys). Therefore as soon as we were inside the harbour, it was engines up to full astern and drop the starboard anchor. The 2 tugs (3,000 h.p. each) then attended to assist in working us alongside, although neither made fast. Ship's engines and anchor were utilised in conjunction with the tugs to bring the ship alongside.

The jetty was of solid concrete construction, fitted with large tyre fenders only. It was important to bring the vessel slowly and squarely in to the jetty to prevent any part of the ship falling in between the fenders and contacting the jetty.

Approaching the berth, a mooring boat attended to assist in running lines. The first lines were head lines.

Final moorings were as per plan.

Once in position, the forward part of the vessel was ahead of the forward end of the jetty, and the head lines really were more like breast lines. All line handling ashore was by "hand power", but there was sufficient manpower to enable the job to be done in a reasonable time.

Once alongside, the anchor was slacked until there was no weight on the cable. At this time, there were 4 shackles on deck. We expressed our concern that the anchor itself was stuck out in the middle of the harbour with ships passing over it. Pilot said all was OK and no other deep draft vessels would be passing over it during our stay.

Wind was N.N.E. to East during our stay, which kept vessel nicely alongside in conjunction with the moorings.

1×8 in. hose was connected.

The ship's accommodation ladder was lowered to the jetty for access.

Ratguards were fitted to all moorings, and hawse pipe guards were in place.

Agents, Authorities, surveyors, etc., were all friendly, and no problems were encountered.

The Agents advised they could be contacted via VHF, or could be telephoned from the Pilot's office, which was about 200 m. from the ship.

Two shore police officers were arranged by the Agent for security. These turned out to be useful, as during the first night alongside there were 2 separate instances of thieves climbing the mooring ropes and gaining access to the main deck. Fortunately on both occasions they were spotted by ship's staff and shore security, and they quickly fled, once they realised they had been discovered.

Shore maximum back pressure allowed was 10 kg. Average discharge rate was 4,800 bbls./hr. The shore line was 10 in. and discharge was into 2 shore tanks. The tanks were 0.6 km. away and at a height of 42 ft. above sea level. Communications with the shore were verbally across the dock.

Prior to departure, shore police boarded the vessel to carry out a stowaway search. The Pilot did not board until they had completed this search and cleared the ship. Ship's staff also carried out their own search.

On departure, all lines were let go and the anchor heaved in, which pulled the ship off the berth. The Pilot taking us out was the son of the Pilot who had brought us in. His English was very good. To prevent the stern swinging in to the jetty, engines and rudder were also used. The two 3,000 h.p. tugs attended but did not make fast. The vessel went ahead to the widest part of the harbour (See "Plan") and turned to port, with one tug forward and one tug aft pushing. Engines were utilised to keep the vessel positioned during the turn. The bow of the ship passed approximately 20 m. clear of the adjacent jetty, although there was some more room to play with aft. Once turned around, the tugs stood-off and the ship gathered speed to transit the channel. Once clear, the Pilot disembarked.

Arab Republic of Egypt

SUEZ CANAL: (Also see Page 607)

RULES OF NAVIGATION:

SECTION II:
Articles 52, 53 and 54:

Increase of Maximum Draft:

The following is taken from Circular No. 6/94, dated August 1st 1994, issued by the Suez Canal Authority, Ismailia.

"As further dvelopment of the Suez Canal has been completed, the Suez Canal Authority is pleased to inform Canal users that:

1. Vessels of up to 158 ft. beam will transit the Canal drawing a 56 ft. draft.
2. Vessels of more than 158 ft. beam will transit the Canal at drafts shown in the tables which follow.
3. Ballasted vessels of up to 210 ft. beam will transit the Canal at a draft of up to 31 ft. forward and up to 35 ft. aft.

However, ballasted vessels of more than 210 ft. beam will still transit the Canal at above mentioned draft, provided that transit takes place in favourable weather conditions and clear visibility with wind velocity not exceeding 10 knots.

4. This Circular will take effect as from October 6th, 1994.

Beam				*Draft*	
ft.	in.	m.	cm.	ft.	in.
158	00	48	16	56	00
	03		24	55	11
	06		31		10
	09		39		09
159	00		46		08
	03		54		07
	06		62		06
	09		69		05
160	00		77		04
	03		84		03
	06	48	92		02
	09	49	00		01
161	00		07	55	00
	03		15	54	11
	06		23		10
	09		30		09
162	00		38		08
	03		45		07
	06		53		06
	09		61		05
163	00		68		04
	03		76		03
	06		84		02
	09		91		01
164	00	49	99	54	00
	03	50	06	53	11
	06		14		10
	09		22		09
165	00		29		08
	03		37		07
	06		44		06
	09		52		05
166	00		60		04
	03		67		03
	06		75		02
	09		83		01
167	00		90	53	00
	03	50	98	52	11
	06	51	05		10
	09		13		09
168	00		21		08
	03		28		07
	06		36		06
	09		44		05
169	00		51		04
	03		59		03
	06		66		03
	09		74		02
170	00		82		01
	03		89	52	00
	06	51	97	51	11
	09	52	05		10
171	00		12		09
	03		20		08
	06		27		07
	09		35		06
172	00		43		05
	03		50		05
	06		58		04
	09		65		03
173	00		73		02
	03		81		01
	06		88	51	00
	09	52	96	50	11
174	00	53	04		10
	03		11		09
	06		19		09
	09		26		08
175	00		34		07
	03		42		06
	06		49		05
	09		57		04
176	00		65		03
	03		72		03
	06		80		02
	09		87		01
177	00	53	95	50	00
	03	54	03	49	11
	06		10		10
	09		18		09
178	00		25		08
	03		33		07
	06		41		06
	09		48		06
179	00		56		05
	03		64		04
	06		71		03
	09		79		02
180	00		86		02
	03	54	94		01
	06	55	02	49	00
	09	55	09	48	11

Beam				*Draft*	
ft.	in.	m.	cm.	ft.	in.
181	00	55	17	48	10
	03		25		09
	06		32		09
	09		40		08
182	00		47		07
	03		55		06
	06		63		05
	09		70		05
183	00		78		04
	03		86		03
	06	55	93		02
	09	56	01		01
184	00		08		01
	03		16	48	00
	06		24	47	11
	09		31		10
185	00		39		10
	03		46		09
	06		54		08
	09		62		07
186	00		69		07
	03		77		06
	06		85		05
	09		92		04
187	00	56	99		03
	03	57	07		03
	06		15		02
	09		23		01
188	00		30		00
	03		38	47	00
	06		45	46	11
	09		53		10
189	00		61		08
	03		68		06
	06		76		04
	09		83		02
190	00		91	46	00
	03	57	99	45	11
	06	58	06		10
	09		14		09
191	00		22		07
	03		29		05
	06		37		04
	09		45		03
192	00		52	45	01
	03		60	44	11
	06		67		10
	09		75		09
193	00		83		08
	03		90		07
	06	58	98		05
	09	59	06		04
194	00		13		03
	03		21		01
	06		28	44	00
	09		36	43	11
195	00		44		09
	03		51		07
	06		59		06
	09		66		05
196	00		74		04
	03		82		03
	06		89		02
	09	59	97	43	00
197	00	60	05	42	11
	03		12		10
	06		20		09
	09		27		07
198	00		35		05
	03		43		04
	06		50		03
	09		58		01
199	00		66	42	00
	03		73	41	11
	06		81		09
	09		88		07
200	00	60	96	41	06

El Salvador

ACAJUTLA: (Also see Page 617) (See Late Plans)

SHIPMASTER'S REPORT: September 1994.

The "Chubasco" season runs from about May to October, and is a local, very violent wind/squall which can attain 80 knots. It blows up with little warning in 15-20 minutes, and apparently rarely lasts for much more than 30 minutes. It is accompanied by heavy rain and extensive lightning. The locals are extremely wary of it, and we were required to maintain full radar watches by a deck officer for 24 hours a day. A Pilot boarded the vessel at evening twilight and departed after breakfast. Additionally, a Loading Master was on duty at all times, maintaining walkie-talkie communications with the shore. When the O.O.W. detected a squall approaching by radar, Pilot and Loading Master were informed. Discharging ceased when wind speed reached 8 knots, and hose was disconnected if wind speed reached 15 knots. A squad of 5 labourers remained on board for this period.

Due to the ferocity and abrupt arrival of "Chubascos", mooring ropes must be used as in an emergency, they may have to be cast-off to enable the vessel to vacate the berth rapidly. Mooring wires are not permitted. 3 tugs available for mooring.

Minimum depth of water (by echo-sounder) at berth and on approach is 15.0 m. There was a heavy swell running the whole time.

Due to a recent accident (June 1994), discharging was by way of 1×8 in. hose on the port side, rate about 5,000 bbls./hr., the normal crude line being damaged.

Facilities exist for repatriation.

Circular Letter:

To: Master.

From: Refineria Petrolera Acajutla, S.A. de C.V., RASA Marine Terminal, Acajutla.

Subject: Precautions against bad weather conditions at Acajutla, during "Chubasco" Season.

Dear Sir:

We would like to ensure the safe and efficient turnaround of your vessel at our Marine Terminal. There are no weather forecast facilities at or near the Acajutla Port to provide you/us with this important service. However, a local storm called "Chubasco" requires special precautions to be taken, in order to avoid the possibility of damage to the ship or to RASA's all-buoy Marine Terminal facilities, or the Ecology, and related clean-up costs.

As a result of past experience of sudden violent rainstorms called "Chubascos", which are highly likely to reach your berthing area during the rainy season, from May to October, we strongly recommend the following precautionary measures be strictly followed during your tanker operation while at our Marine Terminal.

1. Request the Pilot from the local Port Authority to remain onboard your vessel at all times during the "Chubasco" season.
2. A radar weather watch should be maintained continuously from about 2 hours before sundown to sunrise, in order to detect and plot "Chubascos".
3. During the same period, your deck crew should be prepared to run out the mooring lines off the winches or bitts, and leave the berth without tugs or mooring launches. Your engines should be ready for immediate use.
4. In case of emergency evacuation of berth unassisted by tugs, we suggest the use of your starboard anchor to aid you in leaving the berth.
5. For the safety of our Terminal underwater facilities, it is of utmost importance to have the ship moorings in good condition and well tended at all times.
6. If a storm, that may be a "Chubasco", appears at a distance of 25 miles, all cargo operations should be stopped. Our Loading Master will drop hoses as is required in his procedures.
7. In such event, all personnel involved should be immediately advised of the change in weather conditions so that emergency procedures can be timely put into effect. RASA's shore personnel must be advised by radio immediately.
8. Radio communications should be maintained open with the Refinery Process Control Room at all times. "Chubascos" are known to interfere with radio communications. Timely advice is most important for our shore personnel to co-ordinate emergency activities.
9. In order to avoid the possibility of damage to the ship or to RASA's all-buoy Marine Terminal facilities, we hereby request you maintain a *minimum midships draft of 20 ft. at all times* during your berthing and crude discharge.
10. Kindly confirm with our Loading Master the time at which you will commence your ballasting operation. Also advise our Loading Master if the vessel cannot comply with any of the above precautionary measures.

Please sign the attached copy and return it to our representative in acknowledgement of the contents of this letter.

Signed: Process Manager.

Estonia

TALLINN: (Also see Page 628)

TANKERS: *Report:* September 1994.

Terminal	Scantrans ("Old Port")	Pakterminal ("New Port")	Motalis ("Old Shipyard")
Tel:	(0142) 498082	(0142) 527794	
Fax:		(0142) 527780	
Shoretanks:	15 tanks varying from 200 cu.m. to 3,100 cu.m. (Total 20,000 cu.m.)	5×10,000 cu.m. for fuel oil. 1×5,700 cu.m. for fuel oil. 2×1,000 cu.m. for lubrizol.	5×5,000 cu.m. 1 tank for gas oil. 3 tanks for K3. 1 tank for F5.
Shorelines (Length and diameter):	500 m. × 6 in.	500 m. × 8 in.	500 m. × 6 in.
No. of Berths:	1	1	1
Loading Rates (Approx.):	300 cu.m./hr.	950 cu.m./hr.	450 cu.m./hr.
Berth:			
Length (approx.):	150 m.	200 m.	150 m.
Max. Draft:	5.9 m.	9.2 m.	7.0 m.
Products handled:	Fuel oil Shale oil Artic gas oil	Fuel oil Lubrizol	K3 Fuel oil F5 Shale oil
Connections:	2×5 in.	1×8 in.	2×5 in.

Developments: Paktank Terminal in "New Port" partly completed in Summer 1993. Storage expected to be completed in 1995.

Neste and National Estonian Oil Company intend to build storage facilities in "New Port", 1993/1994 50,000 cu.m., thereafter another 50,000 cu.m.

Swedish company "Nordic Storage" intends to construct a terminal in "New Port".

A small Finnish Lub Oil storage facility under construction.

Scantrans intends to expand in their "Old Port" capacity from 20,000 cu.m. to 90,000 cu.m.

Finland

JACOBSTAD: (Also see Page 641)

RADIO: *Delete:* Vasa Radio Station. *Substitute:* Helsinki Radio Station.
CRANES: *Delete and substitute:* 3 Harbour cranes and 1 mobile crane.
CONSULS: *Delete and substitute:*
Denmark. Tel: 7247456, 7232234.
Sweden. Tel: 7862102.
POLICE/AMBULANCE/FIRE: *Delete and substitute:*
Police 10022; Ambulance and Fire 112.
AUTHORITY: *Delete and substitute:*
Port of Pietarsaari Authority, FIN-68600 Pietarsaari, Finland. *Tel:* +358 (9) 67-7236128. *FAX:* +358 (9) 67-7230034. *Contact:* Hakan V. Sundqvist, Harbour Master.

France

GENERAL: (Also see Page 655)

CUSTOMS: *Shipmaster's Report:* September 1994.

The French Customs Regulations have been changed as follows:

The Stores and Provisions List now has to be made out in triplicate.

The attached Crew Declaration (on the new form on the backside of the Stores and Provisions List) also to be made out in triplicate.

Vessels may open the bonded store between French ports (as in our case between Dunkirk and Port Jerome), but the above mentioned lists have to be submitted in both the first and the following port(s).

Gabon

OVENDO (Owendo): (Also see Page 709)

(See Late Plans)

SHIPMASTER'S REPORT: September 1994.
Circular Letters from Agent:

WARNING TO CAPTAINS OF ORE CARRIER VESSELS BERTHING AT OWENDO TERMINAL

Captains of ore carrier vessels berthing at Owendo Manganese Terminal, are hereby advised by COMILOG, as Owner of the Terminal, that vessels are systematically submitted to strong currents when berthed at the Terminal, especially during the ebb period.

Therefore, they are kindly requested to stick to Pilot recommendations, to double mooring ropes and, when the current is becoming stronger, to keep a crew member on watch.

In case of damage to the Terminal caused by the vessel, COMILOG will keep the Owner, or disponant Owner of the vessel, fully responsible.

Dear Captain,
The characteristics of our ore port do not allow crew to move about freely from vessel on shore. For moving, it is necessary to take a shuttle boat and for this purpose, COMILOG envisages to put in its place a boat service. The tariff is as follows:

One Trip	Quay/vessel/quay, during working days (0700 hrs. – 1800 hrs.):	FF 1,113.00
One Trip	Quay/vessel/quay, Sunday/holidays:	FF 1,669.50

Editor's Note:
100 FCFA = 1 French Franc.
500 FCFA = U.S.$ 1.00.

Georgia

BATUMI: (Also see Page 712)

REPORT: September 1994.

Name:	Batumi Oil Terminal.
Tel:	3-21-55.
Total Storage Capacity:	Fuel Oil 78,000 tonnes Gas Oil 70,500 tonnes Jet Fuel 8,000 tonnes Crude Oil 100,000 tonnes
Distance from Terminal to Berth:	Fuel Oil/Gas Oil and Jet Fuel – 2 km. Crude Oil – 5 km.

Berth No.		1	2	3	Offshore
Max. Draft	(m.)	10.20	9.00	9.00	12.00
Length	(m.)	200	140	165	
Diameter F.O.	(mm.)	500	500	500	500
Diameter G.O.	(mm.)	400	400	400	400
Diameter Jet Fuel	(mm.)	300	300	300	300
Diameter Hoses (all)	(mm.)	200	200	200	
Load Rate F.O.	(tonnes/hr.)	750	750	750	800
Load Rate G.O.	(tonnes/hr.)	1,000	1,000	1,000	1,000
Load Rate Jet Fuel	(tonnes/hr.)	300	300	300	

Guatemala

PUERTO QUETZAL: (Also see Page 781)

RESTRICTIONS: Line 2: *Delete* 11.0 m. (36 ft.). *Substitute* 10.5 m. (34 ft.).
CARGO OPERATIONS: Line 5: *Delete* 60 tonnes. *Substitute* 75 tonnes.
HOLIDAYS: *Delete and substitute:*
Legal and Local Holidays:

New Year's Day, from December 31st, 1430 hrs. until January 2nd, 0700 hrs.

Easter, from Thursday, 2130 hrs. until Saturday, 0700 hrs.

Labour Day, from May 1st, 0000 hrs. until May 2nd, 0700 hrs.

Christmas, from December 24th, 1430 hrs. until December 26th, 0700 hrs.

Due to the present situation (being a new harbour), the port works 365 days per year, however, this could change later.

CURRENCY: *Add* U.S.$ 1.00 = Q.5.76 (6/94).
REGULATIONS: Article 5: *Delete* 825-83. *Substitute* 469-90.
Article 7: *Delete* 825-83. *Substitute* 469-90.
SHIPMASTER'S REPORT: *Delete* "Carolyn B" 165 h.p. *Substitute* "Contigo 11" 600 h.p.
AUTHORITY: *Delete* Francisco Motta Lemus. *Substitute* Arturo Cazali Reyes.

Guinea-Bissau

BISSAU: (Also see Page 789)

SHIPMASTER'S REPORT: September 1994.
Pilotage: Pilot has to be arranged by Agent.

The pilot station on Caio Island has no means of communication with vessel. No pilot boat available.

Vessel's lifeboat has to be used to pick-up Pilot on East side of Caio Island.

Great care has to be taken due to many breakers and strong current. It is not recommended to try it in bad weather.

Pilot speaks no English.

All navigation has to be done by ship's Master.
Radio/VHF: Bissau Radio only equipped with VHF Channel 16.
Tugs: No tugs available.
Berthing: New cargo pier (length 290 m.) completed and in use.
Holidays: August 3rd is also a national holiday.
Telephones: No ship-to-shore telephone available.

Indonesia

PANGERUNGAN: 06.58 S. 115.57 E.

REPORT: November 1994.

LOCATION: The S.B.M. at Pangerungan Marine Terminal is located in position Lat. 06° 58′ 14″ S., Long.115° 57′ 23″ E.

The first shipment of condensate was loaded in May 1994.
ANCHORAGE: Within the area bounded by co-ordinates A, B, C and D.
(A) Lat. 07° 00′ 00″ S., Long. 115° 56′ 00″ E.
(B) Lat. 07° 00′ 00″ S., Long. 115° 57′ 00″ E.
(C) Lat. 07° 01′ 00″ S., Long. 115° 57′ 00″ E.
(D) Lat. 07° 01′ 00″ S., Long. 115° 56′ 00″ E.
MAX. SIZE: The S.B.M. is prepared for handling tankers up to 125,000 d.w.t.
LOADING: Hose connection is 1×12 in., butterfly valve manifold.

Loading tankers should prepare their own hose connection for 12 in.

On export S.B.M., total length of hose string is 800 ft., so for tankers intending to load condensate, the distance from bow to loading manifold should not exceed 490 ft.

Loading Rate: 3,500 - 6,500 bbls./hr.
Details of an October 1994 loading:
Loading Rate (Average): 5,952 bbls./hr.
Loading Temperature (Average): 88.3°F.
API Gravity 60°F: 61.38.
Specific Gravity 60°/60°F: 0.7336.
GENERAL: The General Agent arranges foreign flag vessel permit to enter Indonesian waters against Sea Commercial Department. Pertamina Shipping must be appointed as Port Agent as Terminal is owned/operated by Arco/Pertamina (See "General" before first port).

TANJUNG GEREM: 05.58 S. 105.59 E.

REPORT: November 1994.

PILOTAGE: Compulsory. Call pilot station when approaching Terminal.
ANCHORAGE: 0.5 miles off wharf.
MAX. SIZE: 35,000 d.w.t.
BERTHING:
Wharf No. 1: Lat. 05° 58′ 17″ S., Long. 105° 59′ 18.4″ E.
Wharf No. 2: Lat. 05° 56′ 24.5″ S., Long. 105° 59′ 14.4″ E.
Depth of Water: 13.0 m.
LOADING: First vessel expected to load on 9th November 1994.
Loading Arm Size Connection:
Wharf No. 1: 6 in.
Wharf No. 2: 10 in.
Shore Tanks:
Kerosine: 2×10,000 kilolitres.
Gas Oil: 5×10,000 kilolitres.
OPERATOR: Pertamina.

Iran

BUSHIRE: (Also see Page 955)

REPORT: October 1994.

The following information was given to a Master on arrival by the Port Authority.
Documents: Crew List, Health Documents, Manifests, Bill of Lading and all necessary Certificates, such as Safety Equipment, I.O.P.P., etc.
Pilotage: Pilotage for all foreign vessels of any tonnage, and Iranian ships above 60 g.r.t., is compulsory. Request Pilot from Bushire Port Control on VHF Channel 16.

Advance notice of ETA is required at least 10 hours before reaching Bushire Anchorage, either via VHF or 500 kHz. Pilotage is available throughout 24 hours.
Anchorage: Outer Anchorage is about 0.5 miles from the Fairway Buoy (No. 1). The depth of the water is about 12.0 m.

Inner Anchorage is suitable for small vessels (max. LOA 100 m.). Max. depth is 5.5 m.
Bushire Channel: From entrance of the channel to the Oil Jetty in harbour area is about 7 miles. The width of the channel is 140 m. and there is a sharp bend (curve) between Buoys No. 11, 12, 13 and 16, of about 110°. The maximum LOA for entry is 200 m. and the maximum draft for vessels of 185 m. and above (max. LOA 200 m.) is 27 ft., and for vessels less than 185 m. LOA, draft is 28.6 ft. The direction of the current is from the sides.
Berthing:
Oil Jetty (North Pier): Length 64 m. Depth 7.5 m.
Dolphins: Max. depth 6.0 m. (for lightering).
Pier No. 1: Length 174 m. Max. depth 8.4 m.
Pier No. 2: Length 174 m. Max. depth 8.8 m.
New Jetty: Length 286 m. Max. depth 4.0 m. Suitable for small ships.
Petrochemical Jetty (QODS Pier): Max. depth 5.0 m.
Persian Marine Jetty (for small craft and barges): Length 80 m. Max. depth 3.0 m.
Tugs: Towage undertaken by Bushire Port Authority with tugs of variable horse power.
Fresh Water: Supplied and delivered by special barge, inshore and offshore. Rate of delivery about 40 t.p.h. Cost 50 Rials/cu.m.
Surveyors: Cargo inspectors and ship surveyors are available.
Bulk Handling Facilities: Operated by private companies. Other facilities, such as shore cranes with various capacities and trucks, etc., are available from Port Authority.
Airport: Bushire Airport for domestic flights is about 5 miles from the port. There is a daily flight to Tehran. On Wednesdays, there is an extra flight to Tehran via Shiraz and Isfahan.
Police/Ambulance/Fire: Call Bushire Port Control on VHF Channel 16 and ask for service required, both in anchorage and in port.
Banks: Bank Melli or Iran.
Shore Leave: The crew are allowed ashore, in accordance with Regulations of the Customs Police (Master: 0800 hrs. – 1200 hrs. and 1600 hrs. – 2000 hrs. Crew: 1600 hrs. – 2000 hrs.).
Regulations: All particular and Islamic regulations should be respectfully obeyed by crew during their stay in port and whilst ashore.
General: All vessels at the time of arrival are inspected by Customs Police and Health Authority (Quarantine), and their radio aids, except VHF, are sealed by the Communications Department.
Authority: Bushire Port Authority. *Tel:* (0771) 22051-7. *Telex:* 332108 BDBUIR. *Contact:* Captain M.R. Golkar, Harbour Master.

Japan

GENERAL: (Also see Page 1059)

SHIP'S OFFICER'S REPORT: October 1994.
Radio Pratique: (Official Notice)

RADIO PRATIQUE PROCEDURE

Vessel desiring Radio Pratique must possess a valid Sanitary Inspection Certificate and send Radio Pratique message through the Agents to the Chief of the Quanrantine Station from 36 to 6 hours prior to arrival (Saturday, Sundays and Holidays not counting).

To obtain a Sanitary Inspection Certificate, the vessel must submit, through the Agents, a written application to the Chief of the Quarantine Station, practising Radio Pratique. A Sanitary Inspection will thereafter be carried out to ascertain the sanitary conditions on board, including any existence of rodents and/or vectors, the handling of food and beverages, etc. If the vessel's sanitary conditions are found satisfactory, a Sanitary Inspection Certificate will be issued on Form No. 9 under the regulations of the Quarantine Law, valid for 12 calendar months.

The message from the vessel requesting Radio Pratique should include the following information:

(1) The intention for requesting Radio Pratique in accordance with Clause No. 2, Article 17, of the Quarantine Law.
Example: RPM.
(2) The vessel's name and nationality (Unnecessary, include in the message).
(3) The serial number of the Sanitary Inspection Certificate:
Example: 011005.
(4) The name of the port where the vessel commenced her sea voyage and the date of departure therefrom.
Example: Losangeles 1st Mar.
(5) The name(s) of the port(s) the vessel called at within 15 days prior to her arrival in Japan, and the date(s) of departure therefrom.
Example: Pusan 15th Mar.
(6) The name of the port the vessel is scheduled to enter in Japan, and the ETA.
Example: Kobe 25th Mar.
(7) When and by whom the Derat Certificate was issued.
Example: Yokohama 1st Dec. 72 exemption (or deratting).
(8) Number of crew members and passengers.
Example: Crew 28 Pax nil.
(9) Whether or not the vessel received on board any person or article from another vessel or an aircraft within 15 days prior to the arrival in Japan, and if so, full details.
Example: None.
(10) Whether or not the vessel had any sick person on board within 15 days prior to arrival in Japan, and if so, full details.
Example: None.

(11) Whether or not anybody died on board within 15 days prior to arrival in Japan, not caused by an accident, and if so, full details.
Example: None.

(12) Whether or not rat infected with plague or suspected infected within 15 days prior to arrival, also whether or not rats onboard have been discovered dead from abnormal reasons during the voyage.
Example: None.

(13) Whether or not vessel has any articles on board contaminated with an epidemic virus.
Example: None.

(14) Whether or not there are any crew members or passengers on board who are not in possession of valid Smallpox Vaccination Certificate.
Example: None.

(15) Whether or not the vessel has a surgeon on board.
Example: None.

(16) Master's full name.

If the Items 9 to 14 (or 15) are all "None", the message can be summarised "9 to 14 (or 15) None".

The example of the Radio Pratique message is as shown below:

"RPM 011005 Losangeles 1st Mar Pusan 15th Mar Kobe 25th Mar Yokohama 1st Dec 72 Exemption Crew 28 Pax Nil 9 to 15 None (Master's full name)".

The ports which as of April 1973 are practising Radio Pratique are as follows:

Otaru, Muroran, Hakodate, Niigata, Fushiki, Toyama, Chiba, Yokohama, Kawasaki, Tokyo, Shimizu, Nagoya, Yokkaichi, Shimotsu, Wakayama, Sakai-Senboku, Osaka, Kobe, Mizushima, Hiroshima, Tokuyama-Kudamatsu, Kanmon (Shimonoseki, Moji, Kokura, Tobata, Wakayamasu, Yawata), Hakata, Sasebo, Nagasaki and Kagoshima, in North to South rotation.

No Radio Pratique will be granted to vessels falling under any of the following categories:

(1) If within 15 days prior to arrival in Japan:
  (a) The vessel called at a port in an area where plague is actually prevalent or feared to become prevalent.
  (b) The vessel received on board any person or article from a vessel or an aircraft which had called at a port as described under (a).
  (c) The vessel has on board a sick or dead person suspected infected with a contageous disease.

(2) A rat is found on board suspected to have contracted a contageous disease, or a rat is found dead from abnormal reasons.

(3) Any crew members or passengers are without valid Smallpox Vaccination Certificate.

(4) The vessel has no valid Derat Certificate.

(5) The vessel carries on board cargo which could be in danger of being contaminated with an epidemic virus.

(6) The vessel has no valid Sanitary Inspection Certificate on board.

Anchorages: Osaka and Tokyo Bay:

The application form should be handed to Customs by the Agent in advance to drop anchor within harbour limits. Otherwise the vessel should ride at anchor outside of harbour limits, in which case the pilotage fees will be higher.

Customs Formalities: Osaka and Tokyo Bay:

The Agent in Japan has to pass through Customs formalities within 24 hours from the time of the vessel's arrival, except Saturdays, Sundays and national holidays. That is why they attend the vessel to receive cargo documents or ask vessel to adjust the time of arrival in the port.

Kuwait

MINA ABDULLA: (Also see Page 1218)

SHIPMASTER'S REPORT: September 1994.

Anchorage: On arrival, while awaiting berth or awaiting tide, vessel can anchor 2.0 – 2.5 miles East of Sea Island.

Berthing/Unberthing: Mina Abdulla Sea Island has 2 berths (No. 18 and No. 19). On both berths it is always port side alongside.

On Berth No. 19 (which is seaward), berthing and unberthing is always done during ebb tide, i.e. heading into a stream which is approximately S.S.E. going. Similarly, on Berth No. 18, docking/undocking is always during flood tide, i.e. heading into a stream which is approximately N.N.E. going. Max. rate of stream is about 2 knots. Two tugs are used for berthing. No tugs used for unberthing. Pilot boards about 1.5 miles E.S.E. of Sea Island for Berth No. 19, and usually 1.5 miles E.N.E. of Sea Island for Berth No. 18. Moorings used are 3-3-2 forward and aft. There are no mooring boats, and all lines are sent ashore to dolphins by heaving lines. Complete operation of positioning vessel, aligning manifolds and mooring takes a long time.

For undocking, Pilot boards from Terminal, but a ladder should be kept ready for his disembarkation as he leaves a few cables off Sea Island.

Ship-Shore Access/Communication: Shore gangway is always used. During cargo operations, ship's portable radio is kept by Terminal Control for ship/shore communication. Terminal Control also keeps continuous watch on VHF Channel 69.

Terminal Facility and Operations: Shore connections are of 12 in. All loading arms are Chicksans with quick connector couplings. Usual rate of loading is 2,000 tonnes/hr. Usually only one loading connection is provided. However, under exceptional circumstances, 2 connections can be given. Minimum rate of loading for topping-up is 500 tonnes/hr.

All white products (ATF, AGO, HSDO and SKO) are handled.

There is no slop reception facility at Terminal.

Surveyors/Sampling: Saybolt are usually the surveyors appointed on behalf of suppliers (KPC). "First Foot" sample is usually drawn from first ship's tank loaded. Colour specification is very important. If sample is not absolutely clear visually, loading is suspended for about one hour until sample is analysed in laboratory and found satisfactory and within specification.

Documentation: EDP is always followed after completion of loading. Vessel has to cast-off immediately if tide is available (i.e. ebb tide on Berth No. 19). If however tide is not available, vessel remains alongside and documentation can be completed there. If casting-off immediately, vessel can anchor 2.5 miles East of Sea Island and await documentation. If anchoring is not desirable, vessel can authorise Agents to sign documents and proceed on her voyage. Shore cargo figures are advised to vessel on VHF.

Terminal staff/Loading Master do not sign any papers (e.g. Cargo Nomination or Protest Letters, etc.), nor do they issue any Protest Letters. KPC representative boards vessel after completion of loading, either on berth if vessel stays on berth awaiting tide, or at anchorage if vessel anchors for documentation. He signs all documents "For Receipt" on behalf of KPC.

Agents: Agent board vessel once after berthing and once before unberthing, and hands over the Port Clearance. He must be given one hour's notice before completion of loading.

Bunkers: Bunkers are available ex-pipe and ex-barge. Sometimes, required grade is not available from Terminal ex-pipe, then vessel has to obtain required grade by barge at anchorage. Bunkering ex-pipe can be done concurrent with cargo loading. Barges are not allowed to come alongside when vessel is at berth. Barge supplies bunkers at a rate of approximately 300 tonnes/hr. If bunkering by barge, it is preferable to do it at anchorage after loading, as documentation is also accomplished while vessel receives bunkers.

Routeing: Deep Water Departure Channel (QCR 305) should be used for sailing out of Mina Abdulla, even if vessel can safely navigate through "QCR 302", as no inbound ships are allowed through "QCR 305". This channel is very wide and all buoys were found in position.

Regulations/Miscellaneous: Alcohol and "Magazines" must be sealed prior to arrival. Some of the European ladies fashion magazines can also be regarded as "pornographic". Cameras must also be sealed. Radio Free Pratique is not granted and "Q" Flag must be kept hoisted until Pratique granted after berthing. However, it is still recommended to send Radio Health/Pratique message to Shuaiba Health Office via Agent.

Shore leave has to be arranged by prior notice/permission. List of persons wishing to go ashore has to be sent to Agents prior to arrival, and they should also be in possession of a photograph. Persons needing medical attention can however be sent to doctor, even if no prior arrangements are made.

MINA AL-AHMADI: (Also see Page 1220)

SHIPMASTER'S REPORT: November 1994.

Gas Berth:

Documents:

Copies of all Safety Certificates.
Copy of Certificate of Registry.
Last Port Clearance.
Maritime Declaration of Health.
2 copies Crew List.
1 copy Crew Declaration.
1 copy Bonded Stores List.
1 copy Vaccination List.

Note: 6 men had to go ashore for Cholera vaccination which is still required in Kuwait, Vaccination Certificates checked.

Radio: Pre-arrival message received from Agent:

Quote:

For Master only.

Maximum stern trim for berthing operations not to exceed 3.0 m.

Please acknowledge and advise the following (please use metric units):

(1) ETA.
(2) Last port of call.
(3) Deballasting time, type and quantity to be discharged at Kuwait. Is oil discharge monitoring equipment operational?
(4) Loading capacity while deballasting.
(5) Maximum loading rate.
(6) Bunker type and quantity required.
(7) Arrival draft in meters (forward and aft).
(8) Sailing draft in meters (forward and aft).
(9) Maximum loaded draft in meters.
(10) LOA.
(11) Beam.
(12) Light freeboard.
(13) Arrival displacement in metric tons.
(14) Sailing displacement in metric tons.
(15) Fully laden displacement in metric tons.
(16) Summer deadweight in metric tons (as per Tonnage Certificate).
(17) Year built.
(18) G.r.t. and n.r.t. as per Tonnage Certificate.
(19) Flag.
(20) Date of last call to Kuwait.
(21) Ship's call sign.
(22) Your P&I Club and their local representative.
(23) All your requirements.
(24) Please advise unique Bill of Lading Identifier No., if required to insert in the original Bill of Lading documents.
(25) Please contact your Agents "Minatank" 6, 4 and 2 hours prior to your arrival at anchorage by VHF Channel 16, 20 or 21.

(26) For crew coming ashore, please advise 48 hours in advance, full name without initials, passport details, CDC No. groupwise, each group not to exceed 12 persons.

(27) For security reasons, using cameras/video cameras is strictly prohibited by Port Authorities when your vessel at anchorage/berth. Also while crew coming ashore, no crew should be in possession of pornographic magazines, alcoholic items, or any other obscene material, including weapon items, cameras/video cameras. Anybody breaking the law will be prosecuted.

(28) Please contact Mina Control, 2 or 3 hours prior arrival by VHF Channel 69 for berthing/anchoring instructions.

(29) In order to inform shippers/Owners/Charterers correct position of vessel, you are kindly requested to inform us the following details by telex everyday noon while you are loading:
  (a) Exact time of commencement of loading.
  (b) Estimated time of completion of loading.
  (c) Cargo quantity received on board.
  (d) Grade of cargo.
  (e) Balance cargo to be loaded.

N.B.: Failure in advising above details may cause unnecessary delays.

Please contact us on:
VHF Channel 16: Calling.
VHF Channel 20/21: Operating.
Telex: (496) 44201/44202.
Fax: (009650) 3921135/3922014.
Satcom: (583) 494190010.
Or our Head Office: Telex: (496) 22013/44766/44755/30850.
Fax: (00965) 2445693/2445907.

(30) We have pleasure to inform you that we have mobile telephone available on rental basis to communicate with all over the world. The rent is KD.15/day plus 20% of original invoice of "Ministry of Communications". Please advise if you require.

(31) Please fax or telex your Crew List prior to your arrival.

Quarantine: No inspection at anchor. Signal must be displayed, "Q" flag by day and "red above white" light during darkness.

Galley and storerooms inspected before Pratique granted.

Customs officers, cargo surveyor and shore gang will not board until Pratique is granted.

VHF: Call "Mina Al-Ahmadi Port Control" 5 hours before arrival on VHF Channel 16, working channels are 69 and 73.

Navigation: Approaches are through a swept route which is 50 miles long and has a minimum width of 1.5 miles. Outbound vessels use a separate swept route 50 miles long with minimum 1 mile width. Both are well buoyed and have sufficient fixed navigational marks with Racons to make the approach relatively simple. All Racons operational and buoys in charted position.

Minimum charted depth inbound 18.9 m. and outbound 20.2 m.

Anchorage: Anchorage for LPG vessels 2 miles East of Southern Pier in 20.0 m. Bottom is soft clay and good holding ground. Pilot not required for anchoring.

Berthing: Invariably starboard side alongside.

Pilot boards from pilot boat (accommodation ladder/pilot ladder combination required) in position 1.5 miles N.E. of North point of South Pier.

Tugs "Hazim" and "Bayan" used. Tugs make fast immediately on pilot boarding, forward tug at break of fo'cs'le port side, aft tug at front of accommodation block (port side). 2 tugs' lines used, tugs push only. Messengers should be used for tugs' lines as ropes are substantial.

Pilot stops ship 3 cables off, and lying parallel to berth. Tugs push vessel onto berth, ship's engines used to maintain position relative to loading arms. Tug Masters competent and quick to respond to instructions.

Mooring: All wires should be fitted with nylon pennants. Moorings sent by heaving line/messenger.

Ship sends heaving lines as soon as possible, shore bend on messengers which are heaved onboard. Shore pick-up on messengers using good capstans.

Final positioning is undertaken using 2 springs fore and aft, springs are first lines ashore and made fast before further moorings are run. Final moorings are 3 head/stern, 2 breasts, 2 springs. Breast and spring moorings should be wire. Head and stern moorings may be polyprop, nylon (spooler) and/or wire.

Mooring operation takes approximately 1 hour.

Berth: Lies 172° – 352°, and is well fendered with wooden fenders attached to shock absorbing pistons. All fenders in good condition.

Breast moorings are secured to quick-release hooks which are all operational. There is ample shore labour.

Springs and head/stern lines on bollards.

Gangway: There is no shore gangway, but if accommodation ladder is lowered, the shore place a "brow" gangway of aluminium construction from shore onto bottom platform of the accommodation ladder.

Loading Arms: Configuration from South (forward to aft starboard side alongside): Propane Vapour – Propane Liquid – Butane Liquid – Butane Vapour. All connections are 16 in. 150 ASA bolted flanges. Shore gang connect up.

Due to shore configuration, ship must fit conversion bends.

Loading: Jetty Operator is given ship's portable VHF radio (walkie-talkie).

Load Butane and Propane concurrently.
Propane specific gravity 0.5072 at 60°F.
Butane specific gravity 0.5774 at 60°F.

Propane loading temperature was −39°C, which caused excessive vapour generation and attendant difficulties for ship.
Butane loading temperature was −4.5C.

We received no information from shore regarding quantity loaded, etc. Understand from talking to SGS Surveyor that shore tanks require some maintenance with respect to gauging equipment and temperature probes.

Bills of Lading produced on arrival by Agent's Boarding Clerk. Bills of Lading indicate only 3 originals signed by Master, but in fact they are all originals. Seek guidance Charterers instructions.

EDP is mandatory at this port.

Agent and Loading Master do not board prior to sailing, so no signatures possible on 19 L or Letter of Protest.

On completion of loading, loading arms are drained to shore, so no requirement for ship to "hot gas" to shore, or for shore to push nitrogen into ship's system. Disconnection takes about 3 hours.

Sailing: On completion of disconnection, call Agent "Minatank" on VHF Channel 20, and they will order Pilot and tugs; takes about 20 minutes before Pilot boards.

In fair weather, tugs are not required for unmooring.

Pilot takes ship off berth and disembarks immediately.

At time of writing, 36 hours after sailing, Bill of Lading details have not been received.

Latvia

LIEPAJA: 56.32 N. 20.59 E. (See Late Plans)

PORT LIMITS: A vessel is considered an "arrived ship" usually upon reaching the pilot station.

DOCUMENTS:
4 copies Crew List.
2 copies General Declaration.
1 copy International Maritime Declaration of Health.
1 copy Tonnage Certificate.
1 copy Master's Declaration, filled out by Agent.
1 copy Documents concerning Cargo on Board.
Derat Certificate.

RESTRICTIONS: Entry usually allowed around the clock. Large vessels are allowed to enter in daylight only.

MAX. SIZE:
City Canal: LOA 125 m.
Draft 6.0 m. (+0.5 m., depending on wind).
Free port: LOA 200 m.
Beam 30 m.
Draft 8.5 m.

HEALTH: Sanitary inspection undertaken when arriving from a foreign port. In the event of a disease on board, vessel can anchor in Inner Roads, upon vessel receiving a special permit from Harbour Master. Upon vessel's arrival, doctor and Agent board to fill out the Maritime Declaration of Health.

RADIO/VHF: ETA information usually provided by telex communication via Agent. Vessels approaching the port shall contact Vessels Traffic Service on VHF Channel 11. Same channel is used for applying for tugs and Pilot.

RADAR: Port Radar Service is available on VHF Channel 11.

TUGS: 4 tugs available: 1,500 h.p., 900 h.p., 600 h.p. and 450 h.p.

BERTHING:

Berths No.	47 – 51	Under reconstruction (depth 9.0 m.)
	40	Metal, timber, packed wood.
	41 – 42	Timber (pulpwood, logs).
	55 – 60	Timber (pulpwood, logs).
	73 – 78	General cargo (steel bundles, packed timber, fertilisers in big bags) and refrigerating plant.

BULK CARGO FACILITIES: "Duna" (Berths No. 62-63): Bulk cargoes from railcars (graphite, broken stone, peat, etc.).

LOA 120 m. Draft 6.0 m.

SPECIALISED CARGO HANDLING FACILITIES: There is a Ro-Ro Terminal at Berth No. 46.

The port has no facilities for handling chemicals (except in big bags).

BRIDGES: On entering Tosmare Canal, the turn-out bridge is opened as required.

STEVEDORES: Usually work round the clock. Average load/discharge rate is 800 tons per day.

MEDICAL: Advance notice of medical assistance required by Agents, but not obligatory. Agents can arrange for all necessary medical assistance. All inoculations and vaccinations can be carried out, if necessary.

TANKERS: 3 berths for tankers up to 5,000 d.w.t. and draft 6.0 m. Prevailing wind on berth is onshore. Special moorings are not required. There is a boat for collecting dirty water (capacity 30 tons). Shore steam is not available.

DENSITY: Salinity depends on wind as City Canal connects the sea with a lake. There is sea water in the port.

FRESH WATER: Available by trucks and tug, and via shore connections. Cost approximately U.S.$3.00 per ton.

FUEL: Four days notice required for large quantities. Delivery by barge.

CONSULS: Only Russian consul in Liepaja. Consulates of several other countries are situated in Riga, the capital of Latvia.

REPAIRS: All types of repairs normally possible. There are 2 shipyards with dry docks.

DRY DOCKS: 2 dry docks available. The larger is 200 m. length and has a width of 21.0 m.

1 floating dock with length 100 m. and capacity 2,200 tons.

SURVEYORS:
(a) Cargo inspectors (SGS, Baltic Kontor Ltd., Independent Marine and Cargo Surveyors, Average Agents).
(b) Russian Register of Shipping representatives available, they can act as representatives of Lloyd's Register of Shipping, German Lloyd, Bureau Veritas on contract terms.

GANGWAY/DECK WATCHMEN: Not necessary but available.

CUSTOMS ALLOWANCES: One litre of any kind of spirits and wine, and 200 cigarettes for each crew member to be held out of bond.

REPATRIATION: Crew changes and repatriation possible.

AIRPORT: 7 km. from the city. Two international air routes, to Ronne in Denmark and Visby in Sweden. Numerous air routes available via capital city of Riga.
TIME: Local time is GMT plus 2 hours.
HOLIDAYS: January 1st (New Year's Day); April 1st (Easter); May 1st (Labour Day); June 23rd (Midsummer's Eve); June 24th (Midsummer's Day); November 18th (Declaration of Independence Day); December 25th (Christmas Day); December 26th (Boxing Day).

Additional cost charged for cargo handling on official holidays.
POLICE/AMBULANCE/FIRE: Police, Tel: 02; Ambulance, Tel: 03; Fire, Tel: 01.
EMERGENCY CO-ORDINATION CENTRE: Call VHF Channel 11.
TELEPHONES: Arrangements for placing telephones on board do not exist.
SERVICES: There is no tank cleaning equipment. Discharge of tank washings is possible. Services like compass adjusting, radio and radar repairs, supply of charts, nautical publications, sounding paper, course recorder paper, Notice to Mariners, safety equipment available and extention of certificates possible.
STORING: (See "Prelims").
(1) Vessel can be stored by truck. Trucks can proceed alongside the berth.
(2) Forklift trucks can be used on the jetty to handle stores.
(3) Local riggers can be used to assist with storing.
SHIP SUPPLY SERVICE: Not available.
SHORE LEAVE: Crew members are allowed ashore.
IDENTIFICATION CARDS: Seaman's Book is sufficient.
REGULATIONS: No unusual regulations for the port.
DELAYS: Delays can be expected in berthing and loading or discharging, if wind speed exceeds 12 m./sec.
DEVELOPMENTS: Port area is being developed.
AUTHORITY: Liepaja Port Authority, 9 Hikes Street, Liepaja, LV-3407 Latvia. *Contact:* Managing Director (Tel/Fax: 371-34-27605). Harbour Master (Tel/Fax: 371-34-24721).

Lebanon

GENERAL: (Also see Page 1236)

REPORT: November 1994.

Measures put in force concerning vessels
Arrivals and Sailings to and from Lebanon

Notice is given to:

1. All vessels entering the Lebanese Territorial Waters without presenting to the Maritime Chamber an application for permission to enter at least 24 hours prior to arrival. This application should be submitted by the licensed ship agent.
2. Entrance to the following ports: Tripoli, Beirut/Saida – Sour.
   2.1. Entering these ports should be carried out by navigating on course 090°.
   2.2. Sailing out from these ports should be carried out by navigating on course 270°.
   2.3. Entering and sailing out should be carried out within a lane not to exceed 3 miles opposite the relevant port.
   2.4. Sailing between these ports should be carried out within the Lebanese Territorial Waters at a distance of 3 miles from the coast, up to 12 miles deep.
3. Times of Sailing.
   3.1. Entering and sailing out from Beirut Harbour over 24 hours.
   3.2. Entering and sailing out to and from the following ports: Tripoli, Saida and Sour; between 0500 hrs. until 2000 hrs.
   3.3. Sailing between the Lebanese ports is limited between 0500 hrs. and 2000 hrs.
4. All ships entering or leaving the Lebanese ports should contact the Maritime Operations Rooms, as follows:
   4.1. On entering:
   First contact should be established at 12 miles from the port of destination.
   Second contact should be established at 6 miles from the port of destination.
   Third contact when arriving at anchorage off the port of destination.
   4.2. On leaving:
   First contact on leaving the point of berth.
   Second contact when arriving at 6 miles from harbour.
   Third contact when arriving at 12 miles from harbour.
5. Contact should be carried out as follows:
   5.1. On leaving and entering from and to the ports of Sour and Saida, contact to be made with the Combined Maritime Operations Room, Saida Branch, on call sign "O.S.".
   5.2. On leaving and entering from and to the port of Beirut, contact to be made with the Principal Maritime Operations Room, on call sign "O.C.".
   5.3. On leaving and entering from and to the port of Tripoli, contact to be made with the Combined Maritime Operations Room, Tripoli Branch, on call sign "O.N.".

Message from Agent to Shipowner (Dated July 1994):
Re: ETA Beirut.

Please advise Master to communicate with following on VHF Channel 16:

(A) Lebanese Navy Base ("Oscar Charley") when 12 miles off Beirut, then at 6 miles and at 1 mile.
P.S.: When sailing to and from Beirut, always remember Lebanese Territorial Waters are 12 miles. Also point of entry/exit should be on 270° of Ras Beirut. Failing to abide will result in fines. Furthermore, if this infraction is repeated, seizure of vessel is possible.
(B) Beirut Harbour Master, Bey Pilot Station and Marine Customs Brigade (G-4), when off Bey port.

Advising them:
1. Name/nationality of vessel.
2. Giving them Navigation Permit (No. . . dated . . . 1994).
Note: This number is allocated for registration for vessel M/V . . . . for this call only.
Please confirm.
Note: Master M/V . . . . to confirm receipt of above telex and vessel's Navigation Permit No. . . . . dated . . . 1994 by return telex.
Note: Master to advise in same telex available space left after discharging Beirut cargo (in TEU's) for loading empty/full containers from Beirut.

Also Master is kindly requested to advise if any full cargo to be discharged at Beirut and from which port. Your prompt reply would be much appreciated in order to telex you back details of recapitulation.

Message from Agent to Shipowner (Dated August 1994):
Re: Guidelines/Requirements – Bey Port.

We recapitulate herebelow guidelines/requirements to be adhered to by vessels when calling at Beirut:

I. Vessels sailing from/to Beirut should adhere to the following:
   (A) Lebanese Territorial Waters are 12 miles from the coast line.
   (B) Access route to/from Beirut is 270° off Ras Beirut Point.
   (C) When vessels enter Lebanese Waters, the Lebanese flag should be raised.
   (D) Vessels should communicate on VHF Channel 16 with Lebanese Navy Base ("Oscar Charley") when vessel is 12 miles from Beirut Port, and should give them the Navigation Permit Number and date issued for the respective call.
   We always communicate the Navigation Permit to the vessel well before arrival (Editor's Note: See message above). The vessel should also maintain contact with the Navy Base when the vessel is 6 miles and then 1 mile off Beirut Port.
   (E) The vessel should also communicate on VHF Channel 16 with Bey Harbour Master, Bey Pilot Station and Customs Brigade (G-4) when off Bey Port, advising them:
   (1) Name/nationality of vessel.
   (2) Exact ETA Beirut Port.

II. Documentation: On arrival, the following documents should be available in 6 copies, which should be duly stamped and signed by hand:
   (a) Cargo Manifest.
   (b) Recapitulation List of containers/weight of cargo for Bey discharge and containers/weight of cargo in transit.
   (c) Crew List (Note: Crew Passports or Seaman's Books should be available on arrival to check against Crew List).
   (d) Tobacco List (Crew members are allowed to keep 2 packets, repeat 2 packets, of cigarettes for personal use only).
   (e) Liquor List.
   (f) Passenger List, if any.
   (g) Mail List.

III. Port Operations:
   (A) From May to October, it is usually possible to enter, berth and start operations up to 2100 hrs. During Winter and depending on weather conditions, it is possible to enter, berth and start operations up to 2000 hrs. If vessel arrives later, she will have to remain off Bey Port to berth the following morning to start operations.
   (B) Operations can only start after vessel obtains Free Pratique, normally about 1 hour after berthing.
   (C) Operations, when started, can be maintained until completion.
   (D) Departure from Bey Port is possible any time after completion of operations, but subject to permit of departure from the Harbour Authority.

SOUR (Tyr): 33.16 N. 35.12 E. (See Late Plans)

SHIPMASTER'S REPORT: November 1994.

LOCATION: About 12 miles North of the border with Israel.
DOCUMENTS:
1 copy Cargo Manifest.
3 copies Crew List.
1 copy Crew Personal Effects Declaration.
1 copy Stores List.
APPROACHES: B.A. Chart No. 2903.

When 12 miles from the port, vessel is required to call "Oscar Sierra" (Coast Guard Station) on VHF Channel 11 and "Israeli Navy" (Israeli Coast Guard) on VHF Channels 16 and 11. At the distance of 6 miles, vessel should call "Israeli Navy" again for permission to proceed to the port.

Permission may be granted, or they may direct the vessel to the point of 3 miles West of Sour port to wait final permission to enter the port. All data about the ship, cargo and Crew List (spelling) are requested.
PILOTAGE: Compulsory. Pilot is called on VHF Channel 16 and arrives onboard 3-4 cables North of breakwater.
ANCHORAGE: There is a convenient and well sheltered anchorage from Southerly winds and open for Northerly and Westerly winds, 6-7 cables N.N.E. from the breakwater.
RESTRICTIONS: No night navigation.
MAX. SIZE: Maximum draft should be not more than 5.30 m. in good weather conditions.
TUGS: There are no tugs available in the port. Vessels can dock or undock without tugs when weather conditions are favourable.
BERTHING: See "Plan".

Malaysia

KEMAMAN: (Also see Page 1288) (See Late Plans)

SHIPMASTER'S REPORT: November 1994.

Editor's Note: Master has called port Tanjung Sulung.

Charts: B.A. Charts No. 770 and 1374.

Approach: Tanjung Sulung is part of Tanjung Berhala, on the East coast of Malaysia, which comes under the jurisdiction of Kemaman Port, named after the local river.

The coast line is generally flat with low hills. The white LPG tanks of Tanjung Sulung, just South of the berth, are prominent.

Kuantan port, 17 miles to the South, is radar conspicuous. Tg. Gelang Lt. (LL 2857) close by is also conspicuous.

The Steel Mill on the North side of Tanjung Berhala is conspicuous, with a red flashing light in approximate position Lat. 04° 15.6′ N., Long. 103° 28.3′ E.

Anchorage: Tanker anchorage as indicated on B.A. Chart No. 1374. On our visit, we were the only ship in the anchorage and we were instructed to anchor in the Northern corner.

Tanjung Berhala Fairway Buoy is as charted.

The anchorage is very open to swells generated by typhoons to the North, although the immediate area is not in a T.R.S. path zone. There are lots of fishing nets/pots and stakes in the area. So approaching the area at night could be somewhat hazardous.

VHF: Call Kemaman Port Control on Channel 16, working on Channel 11, throughout 24 hours.

Pilot: The bulk section of Tanjung Berhala port has 24 hour pilotage. LPG ships generally only daylight berthings and departures, especially large vessels.

Pilot boards at channel entrance at Long. 103° 30′ E., not at Tanjung Berhala Fairway Buoy, from a red hulled cutter, and departs in same area. Pilot was competent and spoke good English.

Tugs: 2 tugs based at Berhala (1×2,000 h.p. and 1×3,200 h.p.). An additional tug of 3,200 h.p. comes from Kuantan, when required.

Two ship's lines required.

One tug at anchor off LPG berth whilst ship alongside.

Approach: The dredged channel depth of 15.0 m. C.D. is maintained until just inside the breakwater, then shoals to 13.0 m. C.D., basis echo trace taken both inwards and outwards. Pilots report maximum draft for LPG berth is 12.5 m. on H.W. and 12.0 m. any tidal state.

Draft for bulk carriers using the Steel Mill – East Wharf is reported by Pilots to be 14.0 m.

For all berths, vessels berth head out, swinging in the charted Turning Basin. Leading lights not operating on our visit.

Beacon No. 3 (O.G.) has been replaced by a buoy of same light character.

Berth: LPG berth is aligned 073° – 253°. GPS position agrees with berth charted position.

We found minimum depth to be 14.05 m. C.D. by hand lead line.

Berth is concrete pile construction with outlying mooring dolphins connected by catwalks, and is connected to shore by concrete pipeway/roadway of about 300 m. length.

Ships always berth port side to.

Ships' gangway used.

Moorings were 2-2-2 each end to quick-release hooks. Bow and stern lines are run by pilot boat.

Good fendering provided.

Berth completed in 1986 for Petronas Gas SDN BHD.

Density at L.W. was 1025.

Facilities: Strictly for straight run LPG Propane and Butane, both refrigerated and pressurised, to storage facility taking product from a refinery at Kerteh, some 20 miles to the North. The crude originating from fields in the South China Sea.

Four storage tanks available (2×C3 Propane at 30,000 cu.m. each and 2×C4 Butane at 25,000 cu.m. each).

Loading is by 4×12 in. 150 ASA hard arms, which can be interchanged between vapour and liquid, Propane or Butane.

1×3 in. 300 ASA line available for pressurised product.

Loading: In the past, it has been reported that initial product intake, especially Propane, has been warm. We loaded all at fully refrigerated temperature (C3) −42°C. Lines being recirculated.

Loading was started at 200 t.p.h., then increased to vessel's maximum. When the pressure in ship's tanks reaches 120 mbs., vapour return is opened, and vapour is returned to shore compressors for reliquifaction, free of charge.

Maximum loading rate is 1,000 t.p.h.

Bill of Lading is basis ship's tanks figures in vacuum. Various surveying companies available.

Propane density is 0.5083/15°C (−42°C).

Before loading, the vessel is subject to a comprehensive safety check, particularly if this is her first visit to the port. Normally this is carried out at the anchorage, but in our case, due to heavy swells, was carried out alongside after berthing. The check follows U.S.C.G. Gas Carrier Pre-Entry checks. Copies of all statutory and Line/Valve Pressure Testing Certificates are required.

The Loading Master is in contact by UHF radio. A set is loaned to vessel, as are all jetty staff.

Basically an efficient and helpful operation.

Stores: Not possible to get alongside vessel, so have to use hand trolley from area near administration building.

It is not advisable to take large quantities of stores, unless absolutely necessary.

Midship derrick will just plumb gangway landing area.

It is necessary to obtain Customs permission for bond supply, which can take 7 days.

Competitive prices, especially for beer, are available.

Fresh Water: Not available on LPG pier. Ship has to shift to Berhala Steel Quay (East Wharf).

Medical: We obtained very prompt attention for engine room casualty evacuation. Terminal arranged ambulance onto loading platform and evacuation to hospital.

Airport: Local airport at Kuantan, with flights to Kuala Lumpur International Airport.

Formalities: Easy going, but plenty of paperwork. Customs boarded latter and sealed bond.

The following documents were required:

1 copy of all statutory Certificates.
1 copy Last Port Clearance.
5 copies Crew List.
3 copies Stores/Bond List.
3 copies Personal Effects List.
5 copies Passenger List ("Nil").
5 copies Ports of Call List.
3 copies Arms and Ammunition List ("Nil").
1 copy Vaccination List.
1 copy Health Declaration.
1 copy Dangerous Drugs List.
6 copies Cargo Manifest in Transit/Discharge.
4 copies Vessel's Information Sheet.

No Seamen's Landing Cards provided. Seamen must take their Seaman's Books ashore as identification.

Immigration/Customs board before departure, and check that all seamen are on board.

KUANTAN: (Also see Page 1295) (See Late Plans)

MAX. SIZE: *Delete and substitute:*

Berth	*Length* (m.)	*Draft* (m.)	*Displacement* (tonnes)
Container/Ro-Ro	200	11.2	45,000
Multi-purpose	525	11.2	45,000
Palm Oil Berth (Outer)	250	11.5	54,000
Palm Oil Berth (Inner)	150	8.0	8,000
Mineral Oil Berth	150	8.0	8,000
Service Jetty	140	4.0	6,000
Berth 1A	70	8.0	8,000
MTBE Terminal *	240	11.4	53,000

* The Methyl Tertiary Butyl Ether Terminal of 240 m. length is under construction and scheduled to be completed by early 1995. It is a dedicated berth owned and used by the national petroleum company, Petronas.

DEVELOPMENTS: *Delete and substitute:*

Construction of the Liquid Chemical Berth (See "Max. Size"), expansion of the container yard and the purchase of a multi-purpose crane are underway.

AUTHORITY: *Delete and substitute:*

Kuantan Port Authority, Tanjung Gelang, P.O.Box 161, 25720 Kuantan, Malaysia. *Tel:* (09) 433201 (10 lines). *Telex:* Plara Ma 50234. *FAX:* (09) 433866. *Contact:* Tuan Haji Mohamed Awang Tera, General Manager. Tuan Haji Abdul Rauf Noh, Deputy General Manager. Wong Soon Fah, Traffic & Commercial Manager. Khairul Anuar Abdul Rahman, Corporate Services Manager. Captain Khudzri Mohamad, Marine Manager (Telex: Portku 50350. Fax: (09) 433588).

Malta

MARSAXLOKK: (Also see Page 1323) (See Late Plans)

The following information was received from the Port Authority on 30th November 1994.

DEVELOPMENTS: Terminal One was completed in 1993 and is now capable of handling an annual throughput of 560,000 TEU's. Malta Freeport has embarked on its most ambitious project to date, namely the development of the second Terminal: Terminal Two.

Construction of Terminal Two commenced in November 1994 and completion will occur in 1998. Once completed, Terminal Two will double the annual handling capacity to 1,000,000 TEU's.

The first phase of the oil terminal was completed in 1992, enabling a capacity of 175,000 cu.m. The second phase (185,000 cu.m.) became operational in September 1994, increasing the total capacity of the terminal to 360,000 cu.m.

Terminal One:

Name of Owner:	Malta Freeport Corporation Ltd.
Name of Operator:	Freeport Terminal Malta Ltd.
Name of Berth(s):	North Quay, West Quay.
Type of Operation:	Container Transhipment Hub.
Quay Length:	North Quay: 999 m.; West Quay: 168 m.
Depth alongside:	North Quay: 13.75 m. – 14.5 m. West Quay: 9.5 m.
Container Slots:	4,443.
Terminal Space:	223,200.5 sq.m.
Stacking Area:	76,719.5 sq.m.
CFS Area on Dock:	6,250 sq.m.
Max. Handling Capacity:	560,000 TEU.

Specification for Gantry Container Cranes:

Manufacturer	Capacity (tonnes)	Outreach (m.)	Rail Gauge (m.)	Manufactured (Year)	Hoist Type (Single/Dual)
7×MGM	40.5	42.5	18	1990/93/94	Single
1×Paceco	30.5	33.5	18	1967	Single
1×Demag	30	35.0	18	1957/58	Single
1×Liebherr	47	11-18	N/A	1992	Single
1×Liebherr	104	11-18	N/A	1992	Single

Yard Cranes:

Manufacturer	Capacity (tonnes)	Stacking Height	Type
1×Peiner	40.5	13 across 1 over 4	Rail mounted
2×MGM	40.5	13 across 1 over 4	Rail mounted
3×Paceco	35	6 across 1 over 3	Rubber-tyred
9×Ansaldo	40.5	6 across 1 over 4	Rubber-tyred

Forklifts:

Manufacturer	Capacity (tonnes)
3×Kalmar	42
1×Kalmar	35
2×Kalmar	16
4×Lansing	35
4×Lansing	5
4×Lansing	2.5

Trailers:

Manufacturer	Quantity
Sisu	58×skeletal (40 ft.)
Buiscar	14×skeletal (40 ft.)
Malta Ship Building	22×skeletal (40 ft.)
Buiscar	6×roll trailers (40 ft.)
Mafi	2×roll trailers (20 ft.)
Others	6 conventional (40 ft.)

Tractor Units:

Manufacturer	Quantity
Terberg	22
Sisu	32

Oil Terminal Jetty:
Length: 750 m. Depth: 14.0 m. – 16.5 m.

Terminal Two: Under development.

	Length (m.)	Depth (m.)
Norht Quay	480	14.5
South Quay	660	14.5
Ro-Ro Berth	220	14.5
West Quay	118	14.5
Container slots	3,846	

Proposed Equipment:
3 Quayside cranes on the North Quay.
5 Quayside cranes on the South Quay.
Yard Cranes:
18 Rubber-tyred yard gantry cranes (6 across 1 over 4).
38 Tractors.

AUTHORITY: Malta Freeport Corporation Ltd., Freeport Centre, Kalafrana BBG 05, Malta. *Tel:* (356) 650200. *FAX:* (356) 684814.

Morocco

MOHAMMEDIA: (Also see Page 1369)

(See Late Plans)

The following information was received from the Port Authority in November 1994.

ARRIVAL: *Pre-Arrival Information:* Check List to be answered and sent to the Harbour Master through the local Agent.

PILOTAGE: For tankers for the new terminal, Pilots board the vessel at the Fairway Buoy, 2 miles North of the breakwater.

ANCHORAGE: Contact Mohammedia Pilot or Mohammedia Port Control on VHF Channels 11 and 16, with view to fixing the anchorage position. Anchorage usually used for tankers is N.N.W. of breakwater at a minimum distance of 3 miles.

During bad weather, it is necessary to drift at least 10 miles off the harbour.

RESTRICTIONS: Berthing daytime only, and all vessels can leave day and night without any restrictions.

TUGS: Tugs are necessary for berthing and unberthing as per Port Authority instructions. Tugs are available day and night. "Assalama" (1 & 2) 2×6,000 h.p. "Brahim" 1×2,400 h.p. "Sidi Ismail" 1×2,400 h.p. "Jalil" 1×360 h.p. "Yacoub" 1×2,200 h.p.

TANKERS: Vessels must be in good state of repair and all equipment properly functioning prior to proceeding to the berth.

Berth A (New terminal): LOA 180 m. – 260 m. Max. draft 16.0 m.
Berth B (New terminal): LOA 190 m. – 290 m. Max. draft 17.0 m.

Vessels may be berthed in daytime only, but can sail at night. Mooring is effected with 22 nylon ropes (10 head/stern lines, 4 breast lines and 8 spring lines). Wires may also be used, but must have nylon tails. Length of each wire 200 m. and cannot be run to same fair leads as the ropes. Also make ready at least 6 spare ropes.

Moorings should be inspected and renewed as necessary during commercial operations or during adverse weather conditions. They remain the responsibility of ship's Master throughout.

All vessels nominated for operations at the terminal must be subscribing members of TOVALOP (Tanker Owners Voluntary Agreement concerning Liability for Oil Pollution) or equivalent.

The port is fitted with anti-pollution equipment, positioned as recommended, and ready for operation.

All tankers must always have sufficient crew on board to be able, in case of emergency, to disconnect hoses, loading arms, and sail immediately without delay, if ordered to do so by the Harbour Master.

Ships with an abnormal trim or list, damage to the hull, windlasses, winches, cargo pumps, machinery, radio, radar, etc., must advise the Harbour Master's Office before entering the port.

Loading/Discharging/Transfer Systems:

Berth A:

Products	Loading Arms †	Pressures (Bar)	Temperatures (°C)	Rate cu.m./hrs.
Crude Oil	3×12 in.	12 – 17	15° – 30°	5,000 – 8,600
Fuel Oil	1×12 in.	12 – 17		600
Naphtha	1× 8 in.	12 – 15	15° – 20°	1,000
Jet	2×10 in.			1,000 – 2,000
Ballast	1× 8 in.	10 – 12		700
(*)	1×8 in flexible			

(*) The flexible is for discharging ballast or loading Naphtha.
(†) All arms are 150 ASA.

Berth B:

Products	Loading Arms ††	Pressures (Bar)	Temperatures (°C)	Rate cu.m./hrs.
Crude Oil	3×16 in.	12 – 17	30° – 60°	1,000 – 6,000
LPG	2×10 in.	30 – 33	40° – 60°	1,000 – 2,000
(*)	1×12 in. flexible			

(*) The flexible is for discharging Crude Oil.
(††) All arms are 150 ASA, except LPG which is 300 ASA.
Note: For any other flange size, reducers must be furnished and installed by the vessel.

HOLIDAYS: 1st January, 11th January, 3rd March, 1st May, 23rd May, 9th July, 14th August, 20th August, 6th November, 18th November, and any other religious holidays which are not at regular dates.

CURRENCY: U.S.$ 1.00 = 9.50 Dirhams (November 1994).

WEATHER: Weather station located in Harbour Master's Office.

Nigeria

BRASS TERMINAL: (Also see Page 1458)

(See Late Plans)

The sections under the headings below should be replaced with the following:

LOCATION: Brass Terminal is an open mooring located 13.5 miles off the South Nigerian coast at: Lat. 4° 04′ N., Long. 6° 17′ 10″ E.

Chart of the area is BA 1863.

DOCUMENTS: To be submitted on arrival:

Maritime Declaration of Health
3 copies Vaccination List
6 copies Arrival Crew List
6 copies port of call list —for the past 6 weeks or 3 previous ports with dates of Arrivals/Departures)
6 copies Passenger List
4 copies Animal or Livestock List
6 copies Arms and Ammunitions List
4 copies Stores List
4 copies Crew Declaration List signed by all crew members
Customs Clearance for last Port of Call.

The Naval Office in charge of the task force on crude oil liftings at Brass Terminal has advised that all tankers calling at Brass from other Nigerian Ports must obtain, in addition to the normal Customs Clearance, a Health Clearance Certificate from the first Port of Call.

RESTRICTIONS: Berthing during daylight hours only.

RADIO: VHF radio telephone Channel 16 (156.8 MHz) is in use 24 hours a day as a stand-by Channel. Channel 14 will be used as working channel by the Marine Office/Berthing Master acting as Loading Master during Mooring/Loading operations. They are provided with walkie talkie radios to ensure adequate ship/shore communications.

Cablegrammes: Cables to Brass Terminal may be sent to LAGOS RADIO and addressed to AGIPOIL LAGOS and "GAC LOS NG".

Acceptance Procedures: The following vessels are not permitted to enter Nigerian territorial waters:

(a) Any vessel which is owned directly or through subsidiaries or chartered or managed by companies or persons in Israel, or is registered in Israel.

(b) Any vessel which has called at a port in South Africa or Israel during a period of 6 weeks immediately proceeding her arrival off any of the Nigerian Terminals (a port call includes the calling off or near a port for the purpose of receiving services from the shore by helicopter or launch boat).

(c) Any vessel which has as officers, crew, passengers or supernumeries who are nationals or residents of Israel.

All vessels must give the Company at least 5 days' notice of arrival at Brass; this ETA to be updated 72, 48 and 24 hours prior to arrival by cablegramme sent via Lagos Radio and addressed to: AGIPOIL LAGOS and "GAC LOS NG".

The messages should specify cargo requirement, ANSI diameter of flanges used for loading connections, safe working load of port derrick, advise whether a Smit's towing bracket is available, last port of call and final (discharging) port, sickness on board if any.

Vessels should contact the Brass Marine Office by VHF as soon as possible.

Upon arrival of vessel off the Terminal, Government Authorities shall check to ensure that the above mentioned provisions, set in points (a), (b) and (c), have been adhered to. Any infringement of said provisions may have serious consequences for the Master, Owner or Charterer of the vessel.

Shipping Agents: Agents with offices in Brass are Gulf Agency and Elder Dempster. Gulf Agency office is situated within the Terminal and acts upon its behalf. Both have VHF capacity.

LOADING: The line boat will tow the end of the floating hoses to the point below the tanker's port cargo manifold. The safe working load of the tanker's port derrick should be at least 7 tons.

Loading Operations can commence only after the Loading Permit is issued by the Custom Authorities and NNPC Inspectorate.

Ships are requested to load cargo as rapidly as possible by day and night in accordance with the terms of their Charter Party.

Ships are expected and nominations of vessels are accepted by NAOC on the understanding that ships will be able to accept a bulk loading rate per hour of not less than 10% of the Summer d.w.t. of the vessel or at the optimum terminal loading rate, whichever is lower.

It is extremely dangerous to close ship's valves against the oil stream as such operation may create excessive pressure in terminal piping and hoses.

Should damage result from failure to observe this precaution the Master of the vessel will be held responsible.

During the loading operations the following signals shall be displayed: International Code Flag "B" during daylight. By night a red light, visible all round the horizon at a distance of at least 2 miles.

Brass Blend crude oil loading temperature is reasonably constant as well as API gravity at approximately:

Brass Blend 85°F 43.00 API R.V.P. 10.00 (approx.)

The approximate loading rate is 5,000 t.p.h.

Also see "General" before first port.

POLLUTION: Pollution of rivers and beaches by oil is a serious matter. The Mooring Master shall inspect tanker's ballast so that there will be no chance of even a small amount of pollution when the ballast is pumped out, thereby lessening any possibility of infringement of the pollution restrictions envisaged by Nigerian law.

Pollution of the sea by dirty ballast, bilge discharge or any other means will result in heavy fines or in severe cases, imprisonment.

Port Authority Inspector will board prior to loading and remains on board throughout loading.

GARBAGE DISPOSAL: Not available.

WASTE OIL DISPOSAL: Not available.

CURRENCY: Naira. U.S.$ 1.00 = 22.00 Naira (19th October 1994).

AUTHORITY: *Operator:* Nigerian AGIP Oil Co. Ltd. Head Office, P.O.Box 1268, Lagos, Nigeria. *Tel:* 600880/9 (10 lines) *Cables:* Agipoil – Lagos. *Telex:* 21268. *Contact:* Captain F. Astarita, Marine Superintendent.

District: New Base, Mile 4 – Port Harcourt, P.O.Box 923. *Tel:* 300400/20 (21 lines). *Cables:* Agipoil – Port Harcourt.

Base: Enerhen Road, P.O.Box 334, Warri. *Tel:* 231403. *Cables:* Agip Oil – Warri.

ESCRAVOS: (Also see Page 1461)

The sections under the headings below should be replaced with the following:

RADIO: Vessels bound for Escravos must advise their ETA to Chevron, Lagos, 72 hours and 24 hours before arrival – the message to contain the vessel's name, ETA, Master's name. A 24 hour watch is maintained on VHF Channel 10, and ships are usually able to make contact on this Channel at a distance of 20 miles to 40 miles on the seaward side of the Berth Operations Platform. Channels 10 and 10A used for internal traffic and ship berthing operations. Also see "Anchorage".

Incoming vessels may be advised by the Mooring Master to keep outside Nigerian territorial waters where no official nomination or clearance has yet been received by the terminal. In such cases, the vessel is required to monitor continuously VHF Channel 10 and await permission to proceed to the anchorage.

MOORING: Before arrival at the pilot boarding area, it will be necessary to ensure that the following moorings are ready for use on arrival at the berths:

Forward: 2 mooring ropes on forecastle – buoyant lines if possible, e.g. polypropylene, on the forecastle head.

When the vessel is within reasonable distance of the buoy, 1 ship's line will be carried by the mooring launch to the floating buoy lines and secured to same, this line will then be heaved aboard. As the buoy rope comes clear of the water it will be noted that a chain is attached to it. This chain is to be secured to a bow stopper. The chain is to be secured in such a manner that the mooring rope is outside of the extreme length of the vessel; i.e. so that the chain will absorb any chafing if the buoy line crosses the bow.

Because of the mooring chain weight, incoming vessels are requested to particularly check the efficiency of their bow winches.

Power must be available at all times on deck winches and windlass while vessel is at the berth.

Aft: A tug is made fast at the stern at all times, using the tug's wire. The vessel should have a messenger rope ready for connection.

There are no special arrangements for unmooring.

HOSES: Lifting, connecting, disconnecting, lowering and other handling of hoses will be performed by the ship's crew, as advised by the Company representative, and the Company will provide a pipeline gang to assist the ship's crew. At all times a deck officer must be in attendance.

Port derrick must be rigged and ready for use on arrival and vessels are cautioned that the weight of each hose is at least 7 tons under favourable conditions. In any case, members of the ship's crew will be required to operate the winch or winches.

Particular care should be taken during the hose handling operations in order to avoid serious damage to the hoses, on the plate edges, rails, etc. The cargo hoses are fitted with fully bolted flanges and blank flanges. As no equipment will be supplied from the shore; it is essential that all vessels nominated for this port have an adequate supply of gaskets, nuts, bolts, spanners, tools, etc., in the standard sizes. Failure to have these items will lead to delay in berthing and could even lead to a situation where the vessel may no longer be accepted by the terminal. Such delays would be for the ship's account.

Before hose handling operations begin, materials must be near the manifold and remain near the manifold to cope with any escape of oil, i.e. drip trays, sand, detergent, etc., and must in the event of a spill be utilised as rapidly as possible.

Berth No. 2: Loading is through an SBM which is approx. 40 ft. in diameter and held in position by 4 chains secured to piles sunk into the seabed. 1×24 in. floating hose is secured to buoy and has 2×16 in. tail pieces attached to it.

Berth No. 3: Same as No. 2 but improved type and more heavily moored with 8 chains secured to piles sunk into the seabed. There is 1×24 in. floating hose with 2×16 in. tail pieces.

There are 2 SBM Berths only at this terminal – the conventional berth (No. 1) has been de-commissioned. The max. loading rate is 30,000 b.p.h. (approximately 4,000 t.p.h.).

LOADING/BALLAST: All vessels must arrive with only clean or segregated ballast as there is no ballast reception facilities.

"Load on top" is accepted, and vessels are requested to arrive with the slops settled. A minimum 30% Summer d.w.t. is to be maintained by all vessels, while manoeuvering or moored at the terminal, either by simultaneous deballasting and loading, or by loading part cargo first, stopping the operation for deballasting and completing cargo.

The Nigerian Government has very strong views on pollution and vessels are warned that a very careful watch is kept at all times to ensure that pollution does not take place, or that if pollution should occur it is controlled as quickly as possible.

An Oil Pollution Monitoring Inspector is assigned to each vessel on behalf of Nigerian Ports PLC.

The vessel must maintain sufficient forward draft to ensure that the cargo hose cannot become trapped under the forefoot.

During the hours of darkness it is requested that searchlights from bridge wings and approved floodlights be used to illuminate the surrounding water to facilitate detection of oil and assist generally in loading operations. Vessels are advised that failure to supply sufficient lighting could result in cargo operations not being allowed during the hours of darkness. Such delay would be for the ship's accounts.

After the ballast tanks have been inspected and found to be satisfactory, deballasting will commence on the advice of the Cargo Surveyor. When all the ballast has been discharged, the tanks will again be inspected. In any case, cargo will be loaded when both ship and shore are ready to commence operations. In no circumstances will the vessel be expected to load at a faster rate than that requested by the Master. It is the ship's responsibility to check that the requested loading rate is not being exceeded. The Company for their part will make every effort to maintain the requested rate and will advise of any alteration of loading rate immediately; prior warning being given if circumstances permit.

Throughout the deballasting and cargo operations, a deck officer must be on deck with sufficient crew members to safely handle the operation. Company representatives will be on board throughout to co-ordinate terminal and marine operations and will be in constant communication with the terminal by portable and/or ship's VHF sets. Before loading commences the amount of cargo required must be given to the Company Representative in writing and the Terminal will, in conjunction with the vessel, arrange to stop the flow of cargo at this predetermined figure. *THERE ARE NO FACILITIES AVAILABLE TO DISCHARGE EXCESS CARGO SHOULD THE VESSEL OVERLOAD.*

When requesting the tonnage required in writing, a statement should be included, and will be deemed to include, that Chevron Nigeria Limited will not be held responsible for any errors or any costs or claims arising directly or indirectly from such errors. Such statement is a condition of loading. It is recommended that frequent checks are made on the loading speed and the quantities received and required so that, if possible, adjustments can be made.

The Company Representative will advise on the detailed procedure for shutting down and disconnecting, but briefly, after cargo is completed and oil has ceased to flow, loading valves on the shore and Berth Operation Platform (BOP) will be closed. Then and not before, the vessel's manifold valves may be closed.

Do not close ship's valves against incoming oil as such procedure creates excessive pressure which may damage hoses, terminal facilities, or ship's piping. Vessels will be held liable for damages resulting from failure to observe this precaution. In addition to the above, serious pollution could result which will involve the vessel in further claims and/or fines. Therefore, for the sake and safety of all parties concerned, please use the utmost care and vigilance when loading at this terminal.

Figures taken after completion will be passed to the shore by VHF and a ship/shore difference obtained. Full sets of cargo papers will be prepared and delivered to the Master as speedily as possible. However the briefer form of documentation can be used, but only with Master's acceptance, the remainder of the documents will be forwarded by airmail. At the same time the Company will arrange clearance for the vessel. Loading signal to be displayed is the International Code flag "B" from a conspicuous halyard during the hours of daylight. During the hours of darkness a red light visible all around the horizon at a distance of at least one mile is to be exhibited.

GENERAL: In view of the exposed location of the berths, the Mooring Master, 2 surveyors and pipeline gang will have to remain on board throughout the vessel's stay at the berth and, therefore, it will be necessary for the vessel to arrange food and accommodation for this period. A pipeline gang will usually consist of 3 men, but this number may be varied at the discretion of the Company.

It is assumed that the Mooring Master will be accommodated in the Pilot Room; but where such a room does not exist on board, then accommodation equivalent to a minimum standard required for a Senior Officer is to be provided. In the case of meals, due allowance and provision is to be made for the fact that irregular hours of work by day and night may be involved.

OPERATOR: The Senior Mooring Master – Escravos, c/o Chevron Nigeria Limited, Kilometre 19, Lagos – Epe Expressway, Lekki. Postal address: P.M.B. 12825, Lagos, Nigeria. *Tel:* 2600600, Ext. 3370. *Telex:* 21314. *Cables:* Cogon, Lagos. *FAX:* 2600600, Ext. 4725.

Pakistan

KARACHI: (Also see Page 1525)

SHIPMASTER'S REPORT: October 1994.

Anchorage: Outer anchorage is large and open, and vessel can safely anchor anywhere from S.E. of Fairway Buoy to N.W. of Fairway Buoy. However, care is required in respect of number of wrecks at Outer Roads, some of which are marked by buoys. During bad weather, there is a very good chance of buoys being out of position and thus not marking the wrecks truely. Area around approach channel is marked "Anchoring Prohibited". However, a number of ships can be seen anchored within this prohibited area and even Port Control/Pilots do not seem to mind this contravention of port regulations.

During S.W. monsoons, anchoring is not recommended by Port Control, Sailing Directions or the "Guide". During S.W. monsoons, S.W.'ly swell off Karachi can increase up to 6.0 m. and vessel can expect heavy rolling while at anchor. If riding the swell, cable at regular intervals stretches to very long stay and takes excessive weight. For this reason, obviously, a good scope of cable must be paid out to avoid rapid shocks/jerks to cable, and needless to say that windlass brake and cable stopper should be in efficient condition.

Our vessel safely rode through the S.W.'ly monsoon at anchorage for 10 days. Apart from our vessel, there were about 25 other ships safely anchored, and no information was heard about any ship dragging her anchor. Also no ships were seen steaming up and down awaiting berthing, in spite of Port Control reminding the arriving ships that anchoring is not recommended.

During monsoon, prolonged anchorage can be expected as, due to heavy rains and wind, City Roads are flooded and transport system is disrupted and there are frequent power breakdowns. These factors slow down cargo handling and even oil movements through pipelines from port are greatly restricted.

Arrival Formalities/Inward Clearance: For Inward Clearance, following documents should be faxed to Agent in advance or sent by courier from last port to avoid delay after berthing:

(A) Form MMD I: Date of issue, expiry, place of all statutory Certificates.
(B) Form MMD II: Details of Certificates of Competency of all Officers and Certificates of Crew and details of Pyrotechnics.
(C) Safe Manning Certificate.
(D) Crew List.
(E) Ship's Particulars and Arrival Information.

Health message is to be sent to Port Health Officer via Agent.

Agents do not reply to any messages as there is no facility to send telexes to ships (Inmarsat) from Pakistan. If anything is urgent or important, Agent will send telexes to Owners or Charterers, which in turn is relayed to vessel. Agents can however contact ship via Karachi Radio.

Berthing/Unberthing/Pilotage: Pilot boards off Fairway Buoy. Two tugs are used for berthing. Vessel berthed at "OP4". Tugs used were underpowered and one of them broke down at a critical time. Because of low-powered tugs and awkward shape of jetty, putting vessel alongside took a very long time. Port anchor usually dropped a short distance off jetty, when berthing starboard side alongside, to facilitate pulling vessel off when unberthing. Pilot disembarks inside the harbour of Buoy "S9". The channel is about 1.5 cable wide and well marked, except during monsoons, when some buoys are invariably adrift/out of position. Very often, the buoys which have been adrift, and subsequently recovered, are temporarily positioned close to the channel (not in their original position). Information regarding missing or additional buoys should be obtained from Pilot before he disembarks, to avoid confusion while transiting channel outbound. While departing and turning in channel, off breakwater, care should be taken in respect of large number of country craft/fishing vessels which obstruct the channel while moving in and out of harbour.

Berthing of tankers and other large ships is done during daytime only. Unberthing at any time.

Terminal Facility: Crude oil and all products are handled at OP4. Max. rate at which vessel can discharge at OP4 is 1,800 tonnes/hr. for products. OP4 is equipped with Chicksans, and 10 in. connections are provided for products. Ship's radio is given to Terminal for ship/shore communication.

Bunkers are available by pipeline and barge.

Due to design and disposition of jetty, most ships cannot position their gangway on jetty. Offshore side gangway is lowered and access to and from ship is by a boat which shuttles between jetty and ship's gangway, as and when required.

General: Friday is a holiday.

Watchmen are compulsory.

Being a naval port, photography is strictly prohibited.

Port regulations state that giving liquor to any local official is prohibited.

Details of signing-off crew must be sent to Agents well in advance. Similarly, flight schedule of joining crew (Indians) has to be sent in advance, so that Agent can take permission from Customs/Immigration. Police escort is attached to Indian crew signing-off or joining.

Making contact with Manora Control by Aldis (as mentioned in "Guide" and Sailing Directions) does not seem to be valid any more, and VHF serves the purpose.

Agents advised that due to political unrest in the country, going ashore is not safe, as shoot-outs in the city are common.

Against general belief, Indians are not restricted from going ashore. On the contrary, Officials were extremely friendly.

Papua New Guinea

LAE: (Also see Page 1561)

ANCHORAGE: *Delete and substitute:*

Recommended anchorage position: Lat. 06° 47′ S., Long. 146° 58′ E.

STEVEDORES: *Add:*

Licensed Stevedores:

Riback Stevedores Pty. Ltd. Tel: 422688. Fax: 423802.
Rabaul Stevedores Pty. Ltd. Tel: 421915.
United Stevedores Pty. Ltd. Tel: 422548.
Meto Investment Stevedores Pty. Ltd. Tel: 424976.

AUTHORITY: *Add: Telex:* NE 42414. *Contact:* Sakeus Gem, Operations Manager.

Romania

CONSTANTZA: (Also see Page 1667) **(See Late Plans)**

The sections under the headings below should be replaced with the following:

ANCHORAGE: The roadstead of Constantza is limited by the following co-ordinates:

(A)	Lat. 44° 10′ 50″ N.,	Long. 28° 44′ 00″ E.
(B)	Lat. 44° 10′ 50″ N.,	Long. 28° 49′ 50″ E.
(C)	Lat. 44° 06′ 50″ N.,	Long. 28° 49′ 50″ E.
(D)	Lat. 44° 06′ 50″ N.,	Long. 28° 44′ 00″ E.

The meridians of 28° 46′ 50″ E. and 28° 48′ 20″ E. divide the anchorage into 3 zones, numbered from West to East.

Zone No. 1: Anchorage for vessels up to 40,000 g.r.t. (except tankers).
Zone No. 2: Anchorage for vessels over 40,000 g.r.t. (except tankers).
Zone No. 3: Anchorage for tankers, LPG carriers and vessels carrying dangerous cargoes.

The roadstead allows safe anchorage, with depths between 25 m. – 30 m. for 40 – 50 large ships, with the possibility to make a full swing, in case of change of wind or current direction.

In bad weather, small vessels may enter into the port waters only with the approval of the Harbour Master's Office of Constantza.

The control, surveillance and the leading of the vessels from the roadstead is done by "Port Control Constantza" by VHF Channel 67. The orders of "Port Control Constantza" are compulsory.

RESTRICTIONS: Entrance to the port during night-time is forbidden for tankers with a draft over 35 ft.

The entrance into the port of large tonnage bulk carriers is allowed in special circumstances.

MAX. SIZE: The maximum size vessel allowed is length of 330 m. (bulk carriers of 250,000 d.w.t.).

The depths up to 13.5 m. allow the berthing of large vessels, both in the docks for dry cargoes (Berths No. 66 – 68), as well as in docks for petroleum (Berths No. 75 – 76). For larger oil tankers, the port has a post at Berth No. 79, with a maximum depth of 18.0 m., a for the vessels with bulk solid cargoes, there are Berths No. 80 and No. 81 with a depth of 18.0 m.

In the Southern Port, the maximum depth at the berths for general cargoes, bulk and Ro-Ro is 14.5 m.

RADIO: Radio Constantza, call sign "YQI", working frequencies 500, 461 and 2748 kHz.

VHF: Permanent watch maintained.

Harbour Master's Office – Constantza	Channel 67
Port Control Constantza	Channel 67
Pilotage Constantza	Channel 14
Towage Constantza	Channel 11
Salvage Group	Channel 13
Radio Constantza	Channel 16

BERTHING:

Northern Port:	Length of quays	15 km.
	Number of operating berths	65
	Depth in basins	7.0 m. – 13.5 m.
Southern Port:	Length of quays	10 km.
	Number of operating berths	25
	Depth in basins	7.0 m. – 16.5 m.

The Port of Constantza has a warehousing surface of about 220 ha. (190 ha. uncovered and 30 ha. covered) for the general cargoes, dry bulk (coal, ore, coke, etc.) containers, steel products, construction materials, cars, etc., as well as tanks for edible oil, molasses (25,000 tons), silos for cement (40,000 tons), tanks for petroleum and petroleum products (1.7 million cu.m.), refrigerated warehouses (10,000 tons), silos for phosphates and apatite (30,000 tons) and silo for urea (25,000 tons).

Dock No.	*Berth* No.	*Length* (m.)	*No. of Berths*	*Use*
1	1 – 5	656	5	General cargoes, transshipped or stored on platforms.
	6 – 8	311	3	General cargoes, stored in warehouses.
2	11 – 12	270	2	Perishable and general goods, stored on open spaces or transshipped.
	13 – 15	366	3	General cargo, stored in the warehouses.
	17 – 18	230	2	Cereals for silo.
	19	113	1	Edible oil and molasses.
	20 – 21	250	2	General cargoes, stored in warehouses.
3	23	115	1	Timber products and construction materials.
	24	115	1	Cereals for the silo.
6	31 – 33	690	3	Cereals, meals.
	35 – 37	612	3	General cargoes, transshipped or stored in warehouses.
	38 – 39	404	2	Vehicles, equipment, spares for engine building.
7	40	208	1	Vehicles, general goods.
	41 – 43	412	3	General cargoes, transshipped or stored in warehouses.
	44	220	1	Vehicles, general goods.
	45 – 46	455	2	Metal products.
	47 – 48	455	2	Construction materials, cement and timber products.
8	49 – 51	690	3	Construction materials, cement and timber products.
	52	240	1	Goods in containers.
	53	220	1	Perishable foodstuff.
	54 – 58	1,110	5	Packed chemicals.
9	59 – 60	460	2	Packed chemicals in transshipment.
	61	232	1	Bulk or bagged fertilisers.
	62	232	1	Bulk phosphates, apatite.
	63	220	1	Bulk fertilisers.
	64 – 67	352	4	Bulk ore, coke, coal.
	68	215	1	Bulk and bagged cement.
10	69 – 70	610	2	Liquid petroleum products.
11	72 – 73	610	2	Liquid petroleum products.
12	75 – 76	610	2	Liquid petroleum products.
1 Sud	79	405	1	Liquid petroleum products.
	80 – 84	1,395	5	Ore, coke, coal, phosphate, apatite.
	85 – 96	356	2	Ore, in ships or barges with access on Danube Black Sea Canal.
Fluvio Marit.	94 – 96	600	3	Ore, coal in barges.
	108 – 114	1,306	7	General cargoes and bulk cargoes.
12 L	115 – 118	913	4	General cargoes and bulk cargoes.
12 L	120	210	1	Ferry.
	121	212	1	Ro-Ro.
	122	214	1	Bulk cement, transshipment from barges into ships.
Old Port	Passenger	293	1	Passenger.
Old Port	Ro-Ro	454	1	Cars.

BULK CARGO FACILITIES: There are facilities for the operation of bulk cargoes (dry and liquid) in specialised terminals.

Cereals Terminal: The operational Berths are No. 17 – 18 (minimum depth 7.0 m.), Berth No. 24 (minimum depth 7.2 m.) and Berths No. 31 – 33 (depth 8.8 m. – 10.7 m.).

Cereal loading/discharging from/into vessels or barges into/from silos or railway wagons is done by 5 pneumatic elevators, 2 suction elevators and 5 quay cranes.

Coal, Coke, Ore Terminal: The operational Berths are No. 64 – 67 (minimum depth 8.4 m. – 12.2 m.), Berths No. 80 – 84 (minimum depth 10.5 m. – 18.0 m.), Berths No. 85 – 86 (minimum depth 10.5 m.) and Berths No. 94 – 96 (minimum depth 3.3 m. – 4.3 m.).

The operation of the cargoes (discharge from the vessel into warehouses, barges, railway wagons, and loading from the warehouses into barges and railway wagons) is done with 8 dischargers from the vessel of 50 tons each; 4 loaders from the barge with capacities between 1,200 – 2,000 t.p.h.; quay cranes and floating cranes.

Chemical Products Terminal: Operating berths are Berths No. 54 – 61 (minimum depth 9.2 m. – 11.0 m.) and Berth No. 62 (minimum depth 6.5 m.). Berths equipped with 2 dischargers from the vessel of 25 tons each for phosphates and apatites. Berth No. 63 (minimum depth 9.8 m.) equipped with 2 loaders from the vessel with a capacity of 200 – 250 t.p.h. for urea.

Cement Terminal: Operating berth is Berth No. 68 (minimum depth 10.6 m.). The berth is equipped with quay cranes and 2 bulk cement loaders, with a capacity of 400 tons each.

Bulk cement can be discharged/loaded at other berths by floating cranes and a floating installation for loading cement from the barge into vessels with a capacity of 250 t.p.h.

Liquid Bulk Terminal: (Edible oil and molasses): Operating berth is No. 19 (minimum depth 7.0 m.). The liquid bulk is carried by pipes to 7 tanks of 25,000 tons capacity.

SPECIALISED CARGO HANDLING FACILITIES: The container terminal for the Northern Port (See "Berthing") is equipped with 2 container cranes of 40 tons, 2 transtainers of 32 tons, auto-trucks and lateral loaders. The warehousing capacity behind the quay is 3 ha.

The Ro-Ro terminal (Berth No. 121) in the Southern Port (See "Berthing") has parking for 120 vehicles of 12 m. length on the loading side, and a similar capacity on the discharge side.

Ferry Terminal: The ferry line between Constantza and Samsun (Turkey) is not yet in operation.

TANKERS: The petroleum terminal has 7 operating berths, from which 6 berths (No. 69, 70, 72, 73, 75 and 76) have depths between 11.2 m. – 12.5 m. (length of berth 305 m. each).

Berth No. 79 (depth 18.0 m., length of berth 405 m.) for large petroleum tankers.

The berths are equipped with coupling facilities to vessels, with a diameter of 12 in. and 16 in. (installation types are Woodfield and Flexider).

The terminal is equipped with fire preventing and fighting systems and equipment for leakages (collecting vessels, anti-pollutants barriers, etc.).

Russia

NAKHODKA: (Also see Page 1680)

SHIPMASTER'S REPORT: October 1994.

(A) Documents to be prepared for arrival: (Editor's Note: Same documents required for arrival Vladivostok).
   1 copy General Declaration.
   10 copies Crew List.
   3 copies Stores List.
   3 copies Crew Personal Effects List.
   3 copies Currency List.
   1 copy Health Declaration.
   3 copies List of Port of Calls.

(B) Prior to approaching Fairway Buoy, vessel must call Port Control through VHF Channel 13. Report shall include vessel's name, max. draft, vessel's intention either to load or discharge and name of Agent. If berth not available on arrival, Port Control will advise vessel to drop anchor at Quarantine Anchorage, and there, Boarding Authorities/Agent will come on board for inspections, such as ship's Certificates, documents, Seaman's Books, Bonded Stores.

Prior to departure, Immigration Officers/Agent will board the vessel and Seaman's Books will be distributed to each crew member and will remain in their respective cabins while inspection is being undertaken, after which, if all found clear, they will issue Outward Clearance.

(C) Pilotage is compulsory for all vessels, irrespective of nationality and ownership.

(D) Anchorage depth is 13.0 m. – 28.0 m.

(E) Restrictions: Vessel can leave anytime day or night.

(F) Health: Advise Agent by radio in advance if there is any case of quarantineable illness on board. If vessel arrives from a Cholera area, then Cholera inoculation is required.

(G) Tugs: Tugs and mooring assistance available. 2 tugs used and ship's tow line used.

(H) Stevedores to be arranged by Agent.

(I) Fresh water supplied by barge only. Cost is U.S.$ 7.90/ton.

(J) Fuel available.

(K) Customs Allowances: No restrictions on tobacco and alcohol onboard.

(L) Consuls: North Korea and Japan.

(M) Wind: The most dangerous wind for staying in Nakhodka Bay is the strong Southern wind of long duration caused by typhoons.

(N) Repatriation: Can be arranged during Summer months, provided documentation is in order.

(O) Time: GMT plus 10 hours (GMT plus 11 hours in Summer).

(P) Shore Leave: Every crew member going ashore must carry their Passport. No time limit.

(Q) General: While at berth in Nakhodka, we experienced ground swell which caused the vessel to move fore and aft. 3 of our mooring ropes parted. On berth, we had 5 head/stern lines, 3 fore/aft spring lines and 2 fore and aft breast lines.

Saudi Arabia

RAS TANURA: (Also see Page 1734)
YANBU: (Also see Page 1745)

NOTICE: Issued by Saudi Aramco on 1st October 1994.
Quote:

SHIP'S STANDARD MESSAGE

Effective December 1st, 1994, Communication will apply the attached standard message to all ships calling Saudi Aramco Terminals at Ras Tanura, and Yanbu as well. Hence, we appreciate communicating this to all your customers. It is mandatory to answer back all information required, in order to eliminate any conflicts, usually caused by shortage of information received from ships.

From: Saudi Aramco Ras Tanura. No. . . . . UTC/Date and time. . .
Master . . . . .

Please contact "HZY" on CW or Inmarsat Telex 801919 Amar SJ with following information:

One ETA UTC Ras Tanura Entry Buoy, any later changes.
Two Ship's former name if any, present flag, net registered tonnage.
Three Agent's name, last dry dock MM/DD/YY and Master's name.
Four Cargo requirements in net barrels and destination of cargo.
Five Bunker requirements in net barrels fuel and/or diesel bunker.
Six Arrival/departure draft fore and aft, arrival displacement tonnage, derrick capacity, number and size of connections.
Seven If loading Arab Medium for the account of Banoco and/or Arab Extra Light, your ship must arrive with a maximum arrival draft of 54 ft. plus tide, and a maximum sailing draft of 64 ft. plus tide.
Eight If loading LPG, advise if ship's tanks sufficiently cooled for normal loading, otherwise advise if you require coolant.
Nine Whether gas-free or in inert condition.
Ten Deballasting hours, loading rate, if can load cargo concurrent with deballasting, maximum loading rate after deballasting.
Eleven Previous cargo, also quantity and quality of part cargo or residue or slops aboard, if any, and whether to be mixed with Ras Tanura cargo or not.
Twelve If loading more than one grade, which grade to be loaded first, or if can load simultaneously, and loading rate for each grade.
Thirteen Does your vessel comply with SOLAS Conventions regarding the fitting and use of a fully operational Inert Gas System.
Fourteen It is a requirement of the port that the propeller remains immersed and stern trim does not exceed 1.5% of the ship's length when at berth. Confirm that your vessel will comply.

If VHF aboard, call Ras Tanura Pilots on Channel 16 or 14 for anchoring, boarding and berthing instructions when 100 miles out. On arrival anchorage, advise "HZY" offical readiness time and anchored position. Radio messages without charge. Pilots require sufficient clean ballast for manoeuvring with propeller covered and trim limited to 15 ft. for Ras Tanura Terminal, and 8 ft. for Juaymah Terminal. Imperative all vessels operating under Early Departure Procedure, copy "HZY" traffic list after departure until cargo quantities are resolved and Agent is authorised to sign cargo documents.
Saudi Aramco.

From: Saudi Aramco Ras Tanura. No. . . .UTC/Date and time. . . .
Master . . . . .

Please advise any epidemic disease or illness on board. Status of crews International Certificates of Immunisation. All ports called past 30 days. Destination. Flag. Net registered tonnage. Vessel will not be allowed to berth until this information is received.
Saudi Aramco.
Unquote.

Somalia

BERBERA: (Also see Page 1790)

SHIPMASTER'S REPORT: August 1994.

IMPORTANT: Most seafarers are not aware of the fact that Somaliland is a separate entity, an independent State and no more a part of Somalia. The Port Authorities would rather you do not fly any courtesy flag, but certainly *not* a Somalian one. As this vessel (8,178 d.w.t. tonnes, MOGAS and gas oil, as part cargo only) was calling for the first time, the Agents were only too pleased to present the vessel with a flag.

Port Limits: As per report in "Guide to Port Entry".
Documents:
4 copies Crew List.
2 copies Crew Personal Effects Declaration.
1 copy Vaccination List.
Last Port Clearance.
Health Declaration.

All Port Officials were very courteous and promptly completed their formalities and departed.

Pilotage: Since no telecommunication was possible with Agent, all information regarding ETA, vessel's particulars, etc., was sent through the Charterers at Dubai and constantly updated all other information as per "Guide".

Anchorage: As per "Guide". Approach anchorage with extreme caution as all navigational marks unlit. The buoys were not existant. Vessels at anchor, even though manned, were not exhibiting any lights. In the months from June to September (South West Monsoons), wind picks-up from a S.W.'ly direction from about 2100 hrs. in the evening until about 1100 hrs. the following morning.

Max. Size: Up to about 40,000 d.w.t. and 28 ft. draft.

Health: Usual Health Declaration form completed on arrival.

Radio: No working radio station.

VHF: Channel 16 watch maintained. Operator responded promptly. Usual information is requested many times.

Radar: No service available.

Tugs: No tugs available. All berthing undertaken without assistance. Two mooring boats assist in running lines to the buoys. One boat is a wooden boat and the other is an enclosed lifeboat, which is also used for Pilot boarding and disembarking.

Berthing: Berthing is restricted to daylight hours only.

During monsoons, vessels berth only after wind has died down. No unberthing operations after sunset at tanker terminal. We observed small cargo vessels leaving port at about 2200 hrs.

Bulk of the cargo shipped out of this port is livestock. Some general cargo is also imported. Most vessels observed were rather small cargo vessels. All gear used was ship's gear.

A dilapitated terminal exists. None of the gear is used anymore. The vessel makes fast to 7 buoys just off the terminal. The 8th buoy, which is ideally placed to make fast the breast line on the starboard bow, has sunk with no clue as to clearance over it. Two mooring boats assist in making fast to the buoys.

The Pilot gives all orders to the boats. These boats also serve as pilot boats, routine launches, etc.

Density: 1025 – 1026.

Fresh Water: Fresh water is only available at the general cargo berths. However, only limited quantity of fresh water is available.

Fuel: No fuel available.

Consuls: None.

Repairs/Dry Docks: No facilities exist.

Surveyors: Terminal engineer acts as surveyor.

Watchmen: Two watchmen compulsory (both men slept from the time they boarded until the next evening when vessel was ready to sail, only waking up for their meals).

Customs Allowances: 200 cigarettes and 1 litre of alcohol.

Repatriation: Possible, but suggested only in cases of extreme emergency.

Airport: One airport with very limited services.

Agent: M/S Modaria served the vessel and found to be very co-operative.

General: All other information as described by other Shipmasters. Services such as telephone, banking, Seamen's Club, Waste Disposal, etc., are not available.

Spain

GIJON: (Also see Page 1830) **(See Late Plans)**

REPORT: November 1994.

Entering/Sailing Regulations:

Maximum draft permitted 54 ft.

Vessels can enter/sail at any time of the day or night according to following official conditions:

Length (m.)	*Draft* (ft.)	*Remarks*
215 – 250	45	–
250 – 260	45	Good weather conditions for manoeuvring.
260 – 275	45	Good weather conditions for manoeuvring.
275 – 290	43	Good weather conditions for manoeuvring and daylight.
290 – 305	54	Good weather conditions for manoeuvring and daylight.
Over 305	–	Owners, through their local Agent, must apply in every case for permission to Port Authority before ship's arrival.

Note: Length to be considered as between perpendiculars, except for bulbous bow vessels, in which case length overall applies.

Anchorage:
Outer: It is suggested to drop anchor 1 mile from port entrance ("Cabo Torres" bearing 090° × 1.0 miles – 1.7 miles).
Inner: Depends on ship's particulars and weather conditions, being decided always by Pilot and Master.

Tide: Maximum tidal range 4.60 m.

Shore Storage Particulars:

Operator:	Repsol Butano, S.A.	
Products handled:	Butane	Propane
Minimum Temperature:	−4°C	−2°C and −45°C
Cargo Pressure:	12/14 kg.	12/14 kg.
Pressurised/Semi-Refrigerated/ Fully Refrigerated:	Pressurised.	Semi-Refrigerated, pressurised and fully refrigerated.
Maximum Discharging Rate:	300 tons/hr.	200 tons/hr. (−2°C) 100 tons/hr. (−45°C)
Cargo Operations permitted by night:	Yes	Yes
Round the clock Discharging:	Yes	Yes
Vapour Return Line available:	Yes	Yes
Distance from Berth to Storage:	2.5 km.	2.5 km.
Hoses of 4 in./6 in. available:	Yes	Yes
Diameter of Shore Line:	8 in. Liquid 6 in. Vapour	8 in. Liquid 6 in. Vapour
Maximum Back Pressure permitted:	4/5 kg./sq.cm.	6/8 kg./sq.cm.

Storage: 10 Butane tanks – 26,490 tons (46,425 cu.m.).
11 Propane tanks – 9,859 tons (17,296 cu.m.).

Storage tanks are located 2.5 km. (approx.) from Marine Terminal and 140 m. above sea-level.

Cargo Handling Equipment:

(a) 3 Shore line connections and 2 discharging arms for liquid as per Plan (See "Late Plans").
1 Reheater from −45°C to 0°C.
2 Booster pumps 100 t.p.h. capacity each.

(b) Intermediate station 2 km. from port.
4 Booster pumps 70 t.p.h. capacity each.
Railway Gas Terminal fitted for discharging directly from vessel to tank wagons.
Daily railway tank wagons forwarding capacity 1,500 tons.

Products for LPG Carriers: Available on request: Liquid Nitrogen, Methanol, CO2, Freon, Oxygen, Acetylene.
All kinds of chemicals (Gamlen, Perolin, Ameroid, etc.).
Liquified Gases Facilities:

Name:	"Muelle de los Porticos" (Dique Norte).
Type of Berth:	Normal concrete berth with rubber fenders.
Mooring:	Normal mooring system, giving lines to bollards alongside.
Length:	146 m., but any length acceptable.
Draft:	45 ft. (always afloat).
Type of Handling Installation:	6 in. and 4 in. shore hose connections for liquid and vapour and 10 in. discharging arms available. No vessels' hoses required.
Largest LPG/Carriers Entered/Discharged:	48,920/32,794/61,340 GRT/NRT/DWT Length overall: 228.86 m. Draft: 44 ft. 4 in. 43,738/28,726/54,158 GRT/NRT/DWT Length overall: 231.12 m. Draft: 44 ft. 6 in.

Larger sizes of ships can be accommodated, but Harbour Master's authorisation must be obtained prior to vessel's arrival.
Bunkers: Diesel oil and fuel oil available.
The Spanish Bunkering Company "CAMPSA" is the only one attending such service who has contracts with the main oil companies in the world, so Owners' usual contractors can be used for arranging delivery of any quantity required.
1×800 ton barge in operation.

Thailand

SRIRACHA: (Also see Page 1926)

(A) PORT FACILITIES *(Excluding Thai Oil SBM and CBM)*.

TANKERS: *Thai Oil Sea Berth: Delete* Text. *Insert:* See Part (C).

Thai Oil Jetty: Delete and *substitute:*
Thaioil Co., Ltd. (TOC) Jetty: The following requirements apply to vessels for the use of berthing, unberthing, loading and discharging at TOC's Jetty (Location: Lat. 13° 7.3′ N., Long. 100° 53.2′ E.).

Berth No. 1 (Inner Berth):
Maximum LOA 100.5 m.
Maximum safe draft 4.8 m.
Minimum size of vessel 600 d.w.t.
Maximum size of vessel 5,000 d.w.t., consistent with LOA and draft.

Berth No. 2 (Outer Berth):
Maximum LOA 106.0 m.
Maximum safe draft 5.5 m.
Minimum size of vessel 600 d.w.t.
Maximum size of vessel 5,000 d.w.t., consistent with LOA and draft.
Vessels approaching from the South will cross the submarine crude pipeline to the CBM Berth. This line is marked by a buoy which must be passed to *seaward* to ensure adequate under-keel clearance. Engine(s) must not be used when crossing the pipeline to avoid risk of scouring seabed.

Berth No. 3:
Maximum LOA 83.0 m.
Minimum LOA 60.0 m.
Maximum safe draft 5.5 m.
Maximum size of vessel 2,500 d.w.t., consistent with LOA and draft.
Vessels in fully loaded condition *must approach the berth from the North*, in order not to cross the submarine crude oil pipeline located at the South end of jetty as marked by a buoy.
The use of anchor(s) when berthing is prohibited due to the proximity of the submarine crude oil pipeline.

Berth No. 4:
Maximum LOA 122.0 m.
Maximum safe draft 6.7 m.
Minimum size of vessel 1,000 d.w.t.
Maximum size of vessel 5,300 d.w.t., consistent with LOA and draft.

Berth No. 5:
Maximum LOA 122.0 m.
Maximum safe draft 6.4 m.
Minimum size of vessel 1,000 d.w.t.
Maximum size of vessel 5,000 d.w.t., consistent with LOA and draft.

Berth No. 6 (LPG):
Maximum LOA 122.0 m.
Maximum safe draft 5.8 m.
Minimum size of vessel 600 d.w.t.
Maximum size of vessel 5,300 d.w.t., consistent with LOA and draft.

All Berths: The following conditions apply to all berths:
A mooring boat will be in attendance to run mooring lines and provide assistance for berthing and unberthing. One additional mooring boat for Jetty No. 3.
Approach speed to the jetty for fully loaded vessels must be the minimum consistent with safe manoeuvring. The jetty has been designed for berth impact of fully laden vessels at 0.3 m./sec., and any excessive approach speed will endanger the jetty.
Vessels to have derrick S.W.L. 2 tons.
Mooring to consist of 3 ropes forward (head lines and breast) and 3 ropes aft (stern lines and breast), plus one forward and one aft back spring. Rope size to be 5 in. for vessels under 2,000 d.w.t. and 6 in. for vessels over 2,000 d.w.t.
During mooring and unmooring operations, the ship's crew to have close supervision by officers.
The safe conduct of all operations on board the vessel while at the berths must comply with ISGOTT (International Safety Guide for Oil Tankers and Terminals) recommendations, which are accepted oil industry practice.
When a vessel is loading LPG, the use of her galley fires and hotplates is prohibited.
When the vessel is loading LPG on Berth No. 2 (Outer), the use of galley fires and hotplates by vessel on Berth No. 1 (Inner) is also prohibited as her galley is less than 50 m. from the LPG manifold on the jetty.
When the vessel is loading LPG on Berth No. 1 (Inner), the use of galley fires and hotplates by vessel on Berth No. 2 (Outer) is also prohibited as her galley is less than 50 m. from the LPG manifold on the jetty.
When the vessel is loading LPG on Berth No. 6 (Inner), the use of galley fires and hotplates by vessel on Berth No. 5 (Outer) is also prohibited as her galley is less than 50 m. from the LPG manifold on the jetty.
All equipment (including mooring and unmooring equipment) to be maintained in good operational condition.
Expected discharge rates of vessels is 400 – 600 cu.m./hr. at approximately 120 p.s.i.g.
Remarks:
Should the Thaioil Marine Manager not be satisfied that any of the above requirements have been met, he has full authority to order the vessel off the berth.
Should the Thaioil Marine Manager consider that a berthing operation will endanger the jetty due to adverse weather conditions or any mechanical defect in the vessel, he has full authority to refuse to allow the vessel to berth.
When awaiting berth at anchor, the vessel should anchor in an area not to obstruct the approach route of other vessels to the berth. The jetty gang listen on Channel 13 on VHF radio on a 24 hour/day basis for marine communication.

(B) *THAI OIL – SBM.*

This entry supersedes the entry on Page 1928.

LOCATION: The SBM of Thaioil Co.Ltd. Sriracha is a Catenary Anchor Leg Mooring (CALM) and located between the island of Ko Si Chang and mainland Thailand, in position Lat. 13° 07′ 43″ N., Long. 100° 51′ 45″ E.
The water depth is approximately 23 m. (Ref. B.A.Chart No. 986 "Approaches to Ao Udom").
DOCUMENTS: *Documentation/Pratique:* Custom regulations are rather extensive. Customs Clearance will take place onboard upon arrival. No advanced Radio Pratique is permitted. All documents must be prepared and ready for submission upon arrival.
Following documents are required:
For Customs Officials:
6 copies Crew List.
6 copies Personal Belongings List.
6 copies Provision/Stores List.
6 copies Foreign Currency List (ship's and personal).
6 copies Deck/Engine Stores List.
6 copies Arms List.
6 copies Ammunition List.
6 copies Opium and Drugs List.
6 copies Bonded Stores List.
6 copies Passenger List (To be typed, even when no passenger onboard).
For Immigration:
3 copies each Inward/Outward Forms No. 3 and 4.
3 copies Crew List, Immigration Form No. 35.
All Immigration Forms will be handled by Agent on arrival.
For Port Health Authority:
2 copies Vaccination List.
1 copy Maritime Declaration of Health.
PILOTAGE: The Government Pilot and Thaioil Representatives will board the incoming vessel approximately 2 nautical miles S.W. of the SBM in the Pilot Boarding Area as indicated on B.A. Chart No. 986.
APPROACHES: *Approach to the SBM:* At the Thaioil SBM in Sriracha, tankers are berthed with the hose strings lying on the port side of the vessel. This configuration was chosen to cater for the general tendency of vessels to swing to starboard (and away from the SBM) when using the engine for astern movements during the final stages of the approach.
Special care is to be taken to prevent collision with local fishermen and/or other vessels under way or at anchor, the area between the mainland and Ko Si Chang being congested with various marine installations and activities.
The final approach is made at the slowest possible speed, keeping the vessel manoeuvrable, and the SBM slightly open on the port side, never ahead, in order to let the tanker pass clear in case of overshooting or if an emergency occurs.
Two tugs, one at each forward shoulder, assist in keeping the tanker's bow steady.
The direction of the approach is governed by wind or current, or a combined effect of both, bearing in mind the vessel's draft and handling characteristics.
Vessels with draft restrictions when passing the Ko Si Chang Bar (i.e. draft between 14.8 m. and 18.2 m.) should generally approach the SBM

from the South on an ebb tide. This will enable the vessel to always manoeuvre with sufficient water underneath her keel.

Vessels with drafts below 14.8 m. can be berthed at any stage of the tide, provided they stay in sufficiently deep water. It should be born in mind that the 14.0 m. contour of the sea bed is only 1,400 m. (7.5 cables) to the East of the SBM.

RESTRICTIONS: Berthing and unberthing is carried out at day and night. Berthing restrictions apply to vessels with a draft greater than 14.8 m., which will be berthed on ebb tide only.

All tankers stemmed to discharge at the Thaioil SBM must be equipped with bow chain stoppers and manifold equipment in accordance with OCIMF Recommendations.

Owners assurance will be sought prior to acceptance.

MAX. SIZE: The buoy is designed to accommodate tankers of sizes between 60,000 d.w.t. and 230,000 d.w.t. (part-loaded).

Tankers of a deadweight of 320,000 tonnes (part-loaded) could also be accommodated, but may also incur additional draft penalty (See "Draft Information").

Ko Si Chang Transit and Draft Information: The Ko Si Chang Bar Channel for deep draft vessels is defined by the following positions:

From:	Lat. 13° 03′ 04″ N.,	Long. 100° 48′ 47″ E.
To:	Lat. 13° 03′ 15″ N.,	Long. 100° 48′ 40″ E.
To:	Lat. 13° 03′ 40″ N.,	Long. 100° 49′ 43″ E.
To:	Lat. 13° 03′ 51″ N.,	Long. 100° 49′ 35″ E.

The maximum loaded draft over the Ko Si Chang Bar channel at any high water is 17.6 m., and calculated as follows:

Chart Datum above LLW	16.7 m.
Accuracy of Sounding	0.4 m. (minus)
Under-keel Clearance	1.5 m.
Rise in Tide	2.8 m. (minimum rise in tide any day)
Maximum draft	17.6 m.

Consequently any vessel with a draft of up to 14.8 m. can cross the bar channel at any time every day.

Although at certain periods of time, the maximum rise in tide can reach 3.9 m., the maximum draft for vessels calling at the SBM is restricted to 18.1 m. by the height of the pipeline end manifold (PLEM) above the sea bed.

Increase in draft beyond 18.1 m. for 'pumping-over-the-tide' is not permitted.

Within a radius of 950 m. around the SBM, the sea bed is dredged to a minimum water depth of 19.0 m. above LLW.

HEALTH: See "Documents".

RADIO: *Information required prior to Arrival:* Vessel's arrival draft and ETA to be given 7 days, 3 days, 2 days and 1 day prior to arrival. Vessels should attempt to arrive on even keel or as close to even keel as possible.

VHF: Initial contact with the Pilot can be made on VHF Channel 16 (Call Sign "Thaioil"). Once the contact is established, communication will be switched to Channel 13 or 73.

Communication during discharge between ship and shore is carried out by the Thaioil representative on board.

In addition, the ship is to keep a constant radio watch on Channel 13.

TUGS: Tugs are normally not required during berthing or unberthing, but are available for emergencies. 2 tugs of 2,400 b.h.p. and 2 tugs of 1,900 b.h.p. are available.

BERTHING: *Buoy Dimensions:* Diameter 12.0 m. Skirt diameter 16.2 m. Height 5.3 m. Draft 2.6 m. (approx.).

The buoy is cathodically protected by sacrificial anodes.

A white navigation light flashing "S" every 6.2 seconds with a range of 5 nautical miles is mounted to the turntable some 7.0 m. above water level.

An octahedral radar reflector with a diameter of 0.5 m. is mounted on top of a steel rope guard some 5.5 m. above water level.

Buoy Mooring: The SBM is moored with 6 chain pendants of 3.5 in. (89 mm.) stud link chain, each having a nominal length of 330 m., average angle of the chains to the horizontal being between 48° and 52°. The 6 chain pendants are anchored to the sea bed with anchors of high holding power (200 tonnes).

Mooring Arrangement: (OCIMF Standard). Tanker moorings from the buoy comprise of 2×12 in. circumference × 150 ft. (45.72 m.) long double braided circular hawsers, complete with floats and thimbles at each end.

The buoy end of the 2 mooring hawsers are attached to triangular plates and lugs on the turntable, which is mounted on a continuous roller bearing and free to turn 360°. This allows the moored tanker to lie head into the wind and/or tide.

The tanker end of the 2 mooring hawsers terminate in 2 chafing chains of high tensile steel, 8.0 m. long, grade U3, 76 mm. stud link chain with triangular plate attached to it, which is connected to a second chafing chain of high tensile steel, 3.5 m. long, grade U3, 54 mm. stud link chain with triangular plate. A 250 mm. (8 in.) circumference 20 m. long pick-up rope, which is buoyed off is attached to each set of chafing chains.

For berthing purposes, the port pick-up rope will be connected to a 150 m. (490 ft.) long 250 mm. (8 in.) circumference messenger rope (first line to pick-up), while the starboard pick-up rope will be connected to a 70 m. (230 ft.) long 250 mm. (8 in.) circumference messenger rope (second line to pick-up).

Only vessels which are equipped to the latest OCIMF Standard, having bow chain stoppers (tongue or hinged bar type) and fairleads are accepted to moor at the SBM.

Berth Preparation: Prior to the tanker's arrival, the Assistant Marine Manager and the Marine Supervisor proceed to the SBM to ensure the hose string and mooring lines are not fouled or entangled around the SBM. The outer (starboard) mooring line is towed clear round the buoy to prevent any accidental fouling of the launch's propellers when manoeuvring to pick-up the inner (port) pick-up rope.

The second SBM mooring launch makes fast at the end of the 2 floating hose strings and tows the hose strings to port, in order to clear the path for the incoming tanker. After the mooring is completed, the launch tows the hose strings back to the tanker's manifold, in order to be ready for picking-up and connecting the hoses.

In the rare case that only one SBM mooring launch is available for berthing, the hose strings will be looped back and lashed to the turntable of the SBM, in order to prevent entanglement with the tanker's propeller.

Mooring: Once the Assistant Marine Manager and the Marine Supervisor have completed the berth preparations, they board the incoming tanker, and the SBM mooring launch returns to the SBM to connect the 150 m. (490 ft.) messenger rope to the pick-up rope of the port mooring line. The SBM mooring launch runs out the full length of the messenger rope and meets the incoming tanker. The tanker lowers a mooring/messenger rope which is picked-up by the launch and shackled to the end of the messenger rope.

The tanker is now in a position to pick-up the messenger and be manoeuvred to the SBM. It is pointed out, that warping the tanker up to the buoy is to be avoided. The tanker is manoeuvred to the buoy by use of her engines and rudder and with the assistance of 2 tugs, while the messenger rope is only used to pick-up the slack of the messenger and heave up the chafing chain to the forecastle.

Once the chafe chain is in the correct position in the bow chain stopper, it is secured and the port mooring is thereby made fast.

The SBM mooring launch then returns to the SBM to pick-up the second (starboard) pick-up rope and shackle the 70 m. (230 ft.) messenger rope to it for passing to the tanker.

The second mooring rope is then secured in a similar manner.

Vessels of a deadweight below 150,000 tonnes, which have only one bow chain stopper provided on the forecastle, will secure only one chafing chain in the bow chain stopper and hang-off the second mooring line from a different fairlead, such that only the upper end of the chafing chain is in the fairlead and all weight is taken by the mooring secured in the bow chain stopper.

Unmooring: Tugs are normally not required in this operation, but this varies with the weather condition, the state of tide and the congestion with ships at anchor in the vicinity. The starboard mooring is usually released first.

The 70 m. pick-up rope of the starboard mooring is taken to a winch drum and the weight taken on the mooring rope until the bow chain stopper can be opened. The chain, the 20 m. pick-up rope and the 70 m. messenger rope are then lowered to the SBM mooring launch, where it is disconnected and the pick-up buoy attached. The mooring is towed clear by the SBM mooring launch if required, to void fouling of the second mooring, once it is released. The second mooring is similarly disconnected.

In adverse weather conditions, the same method of unmooring as described above is employed. It may be necessary to assist in taking off the weight of the mooring lines by short ahead movements with the ship's engine, but these must be used with discretion to avoid moving up to the buoy.

Once both moorings have been released, the tanker is given stern way until the bow is well clear of the end of the hose strings. The tanker then gives a good lee and the Assistant Marine Manager and Marine Supervisor disembark, the tanker can now proceed to sea.

CARGO OPERATIONS: *Pipeline and Hose:* A 40 in. pipeline of 3.8 km. length connects the SBM with the storage tanks ashore. The pipeline is concrete coated and cathodically protected by sacrificial zinc anodes. The pipeline end manifold (PLEM) is located directly underneath the SBM.

Two underwater hose strings with a length of 85 ft. (25.9 m.) and an internal diameter of 20 in. in "Chinese Lantern" configuration connect the PLEM with the under buoy flanges. The hoses are electrically discontinuous in order to isolate the cathodic protection of the sea line and the buoy, and are supported by beadfloats for better buoyancy.

Submarine hose strings (2) configuration:

1 submarine hose one end reinforced	20 in. (ID) × 30 ft. length.
1 submarine standard line	20 in. (ID) × 25 ft. length.
1 submarine hose one end reinforced	20 in. (ID) × 30 ft. length.

The two floating hose strings, the inner one with a length of 970 ft. (296.0 m.) and the outer one with a length of 1,005 ft. (306 m.), and both with an internal diameter of 20 in./16 in. respectively, connect the turntable buoy flanges with the ship's manifolds. The hoses are electrically continuous except for the tail end hoses, which isolates the cathodic protection of the SBM from the tanker. Either floating hose string can be isolated by closing the butterfly valve on the SBM turntable to allow discharging through one hose only.

In the rare case of discharging through one hose only, the other hose should be tied back and secured to the turntable in order to prevent it from fouling the ship's propeller.

Floating hose strings (2) configuration:

1 half integral floating hose with extra strengthening over the unsupported length	20 in. (ID) × 30 ft. length.
23/24 full integral floating hoses	20 in. (ID) × 35 ft. length.
1 break away coupling	20 in. × 16 in.
3 lightweight floating rail hoses	16 in. (ID) × 35 ft. length.
1 lightweight floating rail hose with extra buoyancy at both ends	16 in. (ID) × 30 ft. length.

Derrick: Refer to OCIMF Standard.

Port derrick to be rigged for hose connection.

Connecting Hoses: Hose connection is carried out by shore personnel with assistance of the ship's crew.

After the tanker is safely moored, the hose equipment consisting of rope slings, shackles, gaskets, nuts and bolts, Blake Stoppers and wire strops, are taken on board.

The hoses are lifted and connected one at a time, the inboard hose string first.

The blind flange at the end of each hose string is connected to a short lifting chain with an open link at the end. The lifting chain is supported by a PVC buoy connected to the chain by a small wire. The launch picks up the buoy and secures the open link on deck and brings the hose directly under the derrick head. The derrick runner hook is then secured to the open link and the hose is lifted out of the water until sufficient length is available for direct connection to the ship's manifold. The weight of the hose is then transferred to the snubbing chain by tightening the connecting chain which is shackled to the snubbing chain and securing it in the Blake Stopper which itself is to be secured to the ship's manifold bitts. The blank flange is removed and the hose connected to the ship's manifold. The butterfly valve at the hose end is opened and secured.

After connecting, both hoses are supported by rope slings suspended from the derrick runner hook in order to maintain a reasonable radius of bend. If necessary, the hoses are lashed on each side of the hose bar to reduce movement caused by swell.

Ship's impressed current cathodic protection, if operational, should be kept on.

Discharge of Cargo: Only one grade can be discharged at the time, dependent on shore requirements.

The quantity discharged is to be checked and compared with shore on the full hour at 2 hourly intervals. If at night the difference between ship and shore exceed 1,000 cu.m., then the cargo has to be stopped and the cause has to be investigated in order to ensure that no sub-sea leaks develop undetected.

During discharge, all floating hoses and the surrounding area should be checked frequently for oil leaks. If any oil leak is detected, the Marine Supervisor, who remains on board throughout the vessel's stay at the SBM, is to be informed without delay.

Throughout the vessel's stay at the SBM, one member of the shore crew is to be stationed on the forecastle to watch the SBM and notify the Thaioil Marine Supervisor before the vessel comes into contact with the SBM. Engines have to be ready on 10 minutes notice.

In the event that the mooring lines become fouled or the SBM hoses trapped between the SBM and the vessel, the SBM mooring launch will be utilised to clear as necessary. The launch remains on stand-by throughout.

Discharge Rate/Pressure: Maximum discharge rates that can be achieved vary between 7,200 cu.m./hr. and 8,300 cu.m./hr. respectively and are dependent on the flow characteristic of the crude oil.

The maximum discharge pressure permitted at the ship's manifold is 10 bar.

Hose Disconnection: This operation is carried out by shore personnel, with the assistance of the ship's crew.

Once cargo has been completed and shore valves are confirmed closed, the ship can close her manifolds. The butterfly valves at the end of the hoses are closed and secured and the hoses disconnected and blanked-off. The cargo runner hook is connected to the open link of the lifting chain of the outer hose and the hose lifted clear of the deck transferring the weight from the snubbing chain. The Blake Stopper is removed from the connecting chain and the hose lowered into the water. The SBM mooring launch will secure the open link of the lifting chain on her deck and disconnect the cargo runner hook. The PVC buoy is re-connected and the hose lowered into the water. The same procedure is repeated for the second (inner) hose and thereafter the hose gear is lowered into the SBM mooring launch, prior to unmooring.

If the hoses are found to lie close to the ship's propeller, they should be turned back and secured to the turntable, or pushed away by the SBM mooring launch.

Ballast: Non-SBT tankers below 120,000 deadweight tonnes may be allowed to discharge the entire cargo before taking ballast into the cargo tanks (weather permitting). All other vessels have to maintain a minimum deadweight of 30%.

Masters are advised to commence taking permanent ballast as soon as necessary, to keep the vessel at maximum draft not exceeding 17.6 m.

Crude Oil Washing (COW): Marpol 73/78 Convention requires that crude oil washing be carried out during discharging. Full crude oil washing will be subject to Terminal agreement.

COW is to be carried out in accordance with the ship's COW Operations Manual and the International Safety Guide for Oil Tankers & Terminals (ISGOTT).

I.G. Failure: In the event of a inert gas plant failure, discharge and crude oil washing must be stopped until the I.G. system is fully operational again.

MEDICAL: Doctor, dentist and hospitals are available.

FUEL: All bunkers are available by barge at anchorage only. Quantities are limited unless advanced notice is given. It is recommended to confirm bunker requirements on arrival. Failure to do so may result in cancellation or delay.

FRESH WATER: Available by barge at anchorage only. Minimum order is 200 tonnes, delivery rate approximately 30 tonnes/hr.

REPAIRS: Only minor repairs can be carried out by local workshops or by Bangkok's facilities. Advance notice is necessary since spare parts are difficult to obtain.

Immobilisation: Immobilisation of engines or steering gear is not permitted at any time while the vessel is moored to the SBM. Engines and helm must be made available at short notice (i.e. within 10 minutes).

REPATRIATION: Available via Bangkok. Advance notice on crew member's particulars is required.

SHORE LEAVE: Shore leave is permitted. No passes required. Boat service to be arranged via Agent.

GENERAL:

Berth Security and Safety: Throughout the vessel's stay at the SBM, no other craft (i.e. bunker, water, and stores barge, etc.) is permitted to moor alongside the vessel, the sole exception being the SBM mooring launch.

Accommodation Ladder: Accommodation ladder to be rigged on both sides ready for the Pilot, and later the Government Authorities, to board the vessel.

Shore Personnel: A representative of Thaioil will stay on board throughout the vessel's stay at the SBM. Adequate accommodation and messing facilities should be provided.

Additionally a 6 man shore crew, who are employed to watch the SBM from the forecastle and stand-by for emergency hose disconnection, will remain on board. The shore crew will not need to be accommodated in cabins, but will be satisfied with a room such as the gym or a table-tennis room. They will be provided with their own food, but will require water.

At times, the ship's Agent will provide 2 Marine Police who will require accommodation and messing facilities.

Stores and Provisions: Available at 48 hours notice. Fresh provisions are available in ample quantities and of good quality. Deck/engine stores are usually available in reasonable quantities, but selection is limited.

WEATHER:

Current: The main direction of the current runs more or less parallel to the shore line in a Northern direction during flood tide and in a Southern direction during ebb tide. The maximum rate of the current is around one knot.

Tide: Refer to British Admiralty Tide Tables – Bangkok Bar/Ko Si Chang.

Waves: In stormy weather, the maximum height of waves is 2.5 m. at a wave period of approximately 6 seconds.

Wind:

(a) South West Monsoon season (May to October):
The prevailing wind during South West Monsoon season is from the S.W.
This area is affected by squalls associated with cumulonimbus clouds and thunder storms. The storms can be very severe and peak gusts of 60 knots are not uncommon. The peak gust is brief and the wind settles therafter between 20 – 30 knots. All squalls are accompanied by torrential rain.

(b) North East Monsoon season (November to April):
Predominant direction:

November to January	North, East and Variable
February to March	South and East
April	Variable

The velocity of the wind during this period is about 15 knots, and only rarely increases to 25 knots.

OPERATOR: Thai Oil Co. Ltd.
Head Office: G.P.O. Box 2387, Bangkok 10501. *Tel:* (02) 2850020. *Telex:* 20447, 82695, 84095 Thaioil Th. *FAX:* (02) 2850599.
Refinery: Sukhumvit Road, (Km. 124.5), Au Udom, Sriracha, Cholburi 20230, Thailand. *Tel:* (038) 351555. *Telex:* 85802, 85808 Thaioil Th. *FAX:* (038) 351554. *Contact:* Thongchai Trakulyingyong, Marine Manager.

(C) THAI OIL – CBM

LOCATION: The TOC CBM of Thaioil Co.Ltd. Sriracha, is a Conventional Buoy Mooring (CBM) and located between the island of Kosichang and mainland Thailand in position (PLEM): Lat. 13° 07′ 29.8″ N., Long. 100° 52′ 32.7″ E. The water depth is approximately 14.5 m. (Ref. B.A. Chart No. 986 "Approaches to Ao Udom").

DOCUMENTS: See "Part (B)".

PILOTAGE: The Government Pilot and Thaioil Representatives will board the incoming vessel approximately 1.0 nautical miles S.W. of the CBM in the pilot boarding area, as indicated on B.A. Chart No. 986.

RESTRICTIONS: Berthing is carried out in daylight only. Unberthing is carried out at any time, weather permitting.

MAX. SIZE: The buoy is designed to accommodate tankers of sizes between 30,000 d.w.t. and 120,000 d.w.t., with LOA not below 560 ft. or exceeding 900 ft., and a maximum distance from bow to centre of manifold of 450 ft.

Draft Information: The maximum safe draft at the CBM at any low water is 14.62 m. and is calculated as follows:

Chart Datum above LLW	14.63 m. (48 ft.)
Under-keel Clearance	0.61 m. (2 ft. minus)
Rise in Tide	0.60 m. (minimum rise in tide at any day)
Maximum Draft	14.62 m.

Vessels with a draft greater than 14.62 m. up to a maximum of 15.00 m. can also be accommodated, but they have to discharge against the tide, and it has to be assured that for a minimum of 12 hours immediately prior to berthing, the water level is above 15.00 m., which due to the non-harmonic type of tide in Sriracha will not cause undue delays.

HEALTH: See "Documents" in "Part (B)".

RADIO: *Information required prior to Arrival:* Vessel's arrival draft and ETA to be given 7, 3, 2 and 1 days prior to arrival. Vessels should attempt to arrive on even-keel or as close to even-keel as possible.

VHF: Initial contact with the Pilot can be made on VHF Channel 16. Once the contact is established, communication will be switched to Channel 13.

Communication during discharge between ship and shore is carried out by the Thaioil Representative on board.

In addition, the ship is to keep a constant radio watch on Channel 73.

TUGS: Tugs are compulsory during berthing or unberthing and are available for emergencies. 2 tugs of 2,400 b.h.p. and 2 of 1,900 b.h.p. are available.

For vessels with a LOA of 700 ft. and above, 2 tugs are required, one of which is to have a minimum of 2,400 b.h.p. and the other 1,900 b.h.p. The tugs are made fast on the maindeck at the forward and aft offshore shoulder of the vessel respectively.

For vessels with a LOA of up to 700 ft., one tug only is required, which is made fast on the maindeck at the forward offshore shoulder.

BERTHING: *Conventional Buoy Mooring:* The CBM consists of 3 head and 3 stern mooring buoys of cylindrical reclining type, which are secured with a 3.75 in. diameter studlink chain to the anchoring system.

The buoy pattern is effectively one mooring buoy at each corner of the berth, with one further buoy at each end of the central axis of the berth. The "quarter" mooring buoys are located respectively at approximately 60° from the central axis of the berth.

The central axis of the berth lies in direction 024° – 204°.

Mooring Requirements: A total of 18 ship's mooring ropes/wires are required, which makes 3 moorings to each of the 3 head and 3 stern buoys.

The first mooring to each buoy to be a soft rope.

All mooring wires to have nylon pendants/tails.

Mooring: Procedure discussed with Pilot and Mooring Master prior to mooring.

Unmooring: At first the mooring lines are singled up (last on/first off) until one mooring line remains on every buoy. Thereafter the sequence of letting-go is as follows:

(a) Inner aft buoy.
(b) Inner forward buoy.
(c) Centre aft buoy.
(d) Centre forward buoy.

When all these lines are safely inboard, the anchor is hove-in and the two last lines to the outer aft and forward buoys let go.

The tug(s) then push the vessel out of the buoy pattern until she can proceed on her way.

CARGO OPERATIONS: *Pipeline and Hoses:* Two submarine pipelines of 2.1 km. length and 24 in. diameter connect the CBM with the storage tanks ashore. The pipelines are concrete coated and cathodically protected by sacrificial zinc anodes. The two pipeline end manifolds (PLEM's) are located directly underneath the PLEM-marker buoys and approximately 15 m. – 22 m. (50 ft. – 75 ft.) from the side of the tanker in the berth.

Two underwater hose strings with a length of 73 m. (240 ft.) and an internal diameter of 16 in./12 in. connect each of the two PLEM's with the ship's manifold. Each hose string consists of 2×30 ft. × 16 in. hoses connected to a 30 ft. × 16 in./12 in. tapered hose and followed by 5×30 in. × 12 in. hoses. The last hose is connected to a special lifting blind flange which terminates in a 30 m. × 0.875 in. diameter studlink chain with 5 equally spaced open links (for lifting), which is connected to the pick-up buoy.

Discharge Rate/Pressure: Maximum discharge rate is 3,600 cu.m./hr.

The maximum discharge pressure permitted at the ship's manifold is 10 Bar.

Derrick: Refer to OCIMF Standard.

Derrick with a minimum SWL of 10 tonnes is required to lift the submarine hoses.

Connecting Hoses: Hose connection (2×12 in. ANSI) is carried out by shore personnel with assistance of the ship's crew.

After the tanker is safely moored, the hose equipment, consisting of rope slings, shackles, gaskets, nuts and bolts, Blake stoppers and wire strops, are taken onboard.

The hoses are lifted and connected one at a time, the inner hose first, dependent on the pipeline to be used for the discharge.

The blind flange at the end of each hose string is connected to a 24 m. long lifting chain, which is made of 4 lengths of chain, each 6.0 m. long, and connected to each other with an open link. The end of the lifting chain is connected to a PVC buoy.

The launch picks-up the buoy and secures the upper open link on deck and brings the hose directly under the derrick head. The derrick runner hook is then secured to the upper open link and the chain is lifted out of the water until sufficient length is available for connecting the derrick runner hook to the second next open link. This procedure is repeated until the hose comes out of the water and sufficient length is available for direct connection to the ship's manifold.

The weight of the hose is then transferred to the snubbing chain by tightening the connecting chain which is shackled to the snubbing chain and securing it in the Blake stopper, which itself is to be secured to the ship's manifold bitts. The blank flange is removed and the hose connected to the ship's manifold. The butterfly valve at the hose end is opened and secured.

After connecting, both hoses are supported by rope slings suspended from the derrick runner hook, in order to maintain a reasonable radius of bend. If necessary, the hoses are lashed on each side of the hose bar to reduce movement caused by swell.

Ship's impressed current cathodic protection – if operational – should be kept on.

Discharge of Cargo: Only one grade can be discharged at a time, dependent on shore requirements.

The quantity discharged is to be checked and compared with shore on the full hour at 2 hourly intervals. If at night the difference between ship and shore exceeds 1,000 cu.m., then the cargo has to be stopped and the cause has to be investigated, in order to ensure that no sub-sea leaks develop undetected.

During discharge, the hoses and the surrounding area should be checked frequently for oil leaks. If any oil leak is detected, the Marine Supervisor, who remains on board throughout the vessel's stay at the CBM, is to be informed without delay.

Crude Oil Washing (COW): MARPOL 73/78 Convention requires that crude oil washing be carried out during discharging. Full crude oil washing will be subject to terminal agreement.

COW is to be carried out in accordance with the ship's COW Operations Manual and with the International Safety Guide for Oil Tankers and Terminals (ISGOTT).

Inert Gas Failure: In the event of an inert gas plant failure, discharge and crude oil washing must be stopped until the I.G. system is fully operational again.

Hose Disconnection: This operation is carried out by shore personnel with the assistance of the ship's crew.

Once cargo has been completed, the ship can close her manifolds. The butterfly valves at the end of the hoses are closed and secured, and the hoses disconnected and blanked-off. The cargo runner hook is connected to the first open link of the lifting chain of the outer hose and the hose lifted clear of the deck, transferring the weight from the snubbing chain. The Blake stopper is removed from the connecting chain and the hose lowered into the water in the same stages as during pick-up. The mooring launch will secure the last open link of the lifting chain on her deck and disconnect the cargo runner hook. The PVC buoy is reconnected and the hose towed clear of the ship's side. The same procedure is repeated for the second (inner) hose, and thereafter the hose gear is lowered into the mooring launch prior to unmooring.

BALLAST: Masters are advised to commence taking permanent ballast as soon as necessary to keep the vessel at maximum safe draft, not exceeding 14.6 m.

MEDICAL: Doctor, dentist and hospital are available.

FRESH WATER: Available by barge at anchorage only. Minimum order is 200 tonnes, delivery rate approximately 30 tonnes/hr.

FUEL: All bunkers are available by barge at anchorage only. Quantities are limited unless advanced notice is given. It is recommended to confirm bunker requirements on arrival. Failure to do so may result in cancellation or delay.

REPAIRS: Only minor repairs can be carried out by local workshops or by Bangkok's facilities. Advance notice is necessary since spare parts are difficult to obtain.

Immobilisation: Immobilisation of engines or steering gear is not permitted at any time while the vessel is moored at the CBM.

REPATRIATION: Available via Bangkok. Advance notice on crew member's particulars is required.

SHORE LEAVE: Shore leave is permitted. No passes required. Boat service to be arranged via Agent.

GENERAL: *Berth Security and Safety:* Throughout the vessel's stay at the CBM, no other craft (i.e. bunker, water, and stores barge, etc.) is permitted to moor alongside the vessel, the sole exception being the mooring launch.

Accommodation Ladder: Accommodation ladder to be rigged on both sides, ready for the Pilot and later the Government Authorities, to board the vessel.

Shore Personnel: A representative of Thaioil will stay onboard throughout the vessel's stay at the CBM. Adequate accommodation and messing facilities should be provided.

Additonally, 6 men shore crew, who stand-by for emergency hose disconnection, will remain on board. The shore crew will not need to be accommodated in cabins, but will be satisfied with a room, such as the gym or a table tennis room. They will be provided with their own food, but will require water.

At times, the ship's Agent will provide 2 Marine Police who will require accommodation and messing facilities.

In additon, 2 surveyors normally stay on board.

Stores and Provisions: Available at 48 hours notice. Fresh provisions are available in ample quantities and of good quality. Deck/engine stores are usually available in reasonable quantities, but selection is limited.

WEATHER: See "Part (B)".

AUTHORITY: See "Part (B)".

AGENT: Jardine Pacific (Thailand) Ltd., 81/11 Chermcholpol Road, Sriracha, Cholburi, Thailand. Tel: 66-2-311050, 311587. Telex: 75807 Alsrajath. Fax: 66-2-321933.

All initial correspondence to be sent to Bangkok Head Office.

Turkey

GENERAL: (Also see Page 1953)

New Maritime Regulations for Bosphorus Traffic:

Masters/Owners/Agents of vessels must comply with the following rules when proceeding through the Straits and the Marmara Sea to ensure safety of life and property.

1. Masters or Owners or Charterers of vessels which are 500 gross tons or more, 24 hours before entering the mouth of the Strait of Istanbul or the Strait of Canakkale, must give Sailing Plan 1 (SP1) to Traffic Control Centre through their Agents, and Masters of vessels must give Sailing Plan 2 (SP2) by VHF Channel 16 or 71, directly to Traffic Control Centre, 2 hours before arriving at the mouth of the Strait or at a distance of 20 nautical miles from the mouth of the Strait, whichever comes first.

   Sailing Plan 1:
   (A) Ship's name, call sign, flag.
   (B) Date and time.
   (C) Position (reporting position).
   (F) Sea speed, max. continuous manoeuvring speed.
   (G) Port of departure.
   (H) Date, time and point of entry into Traffic Separation Scheme.
   (I) Port of destination.
   (J) Request Pilot (Yes/No).
   Strait of Istanbul.
   Sea of Marmara.
   Strait of Canakkale.
   (O) Forward and aft draft (m.).
   Max. air draft (m.).
   (P) Type of cargo.
   (Q) Defect/damage/deficiencies/other limitations.
   (R) Description of dangerous, nuclear and pollution goods.
   (T) Ship's type/size.
   Length overall (LOA) in metres.
   Present displacement.
   G.R.T.
   (X) Any other information.

   Sailing Plan 2:
   (A) Ship's name, call sign, flag.
   (D) Position (bearing – distance) (See Note).
   (H) Date, time and point of entry into Traffic Separation Scheme.

(J) Request Pilot (Yes/No).
Strait of Istanbul.
Sea of Marmara.
Strait of Canakkale.
(Q) Defect/damage/deficiencies/other limitations.
(X) Any other information.

Note:
Reference points for the position in (D) above:
Turkeli Light.
Ahirkapi Light.
Gelibolu Light.
Mehmetcik Light.

2. The Owner or operator of large vessels, which plan to pass through the Straits, shall provide information on the vessel and its cargo to the administration at the planning stage of the passage. The administration, taking into consideration the morphological and physical structure of the Straits, the vessel's dimensions and the manoeuvring capability, the safety of life, property and the environment and maritime traffic conditions, shall inform the applicants of the outcome of its review.
3. Vessels of 150 m. or more in length are strongly recommended to take a Pilot for safety purposes.

ANTALYA: (Also see Page 1959) **(See Late Plans)**

The sections under the headings below should be replaced with the following:

TUGS: 3 tugs (240 h.p., 900 h.p. and 1,125 h.p.).

BERTHING: Outer breakwater is 1,440 m. long, inner breakwater is 650 m. long. Port area is 331,600 sq.m.

Vessels can enter port and anchor at any time with a Pilot aboard. Manoeuvring area has 400 m. diameter, depths 8 m. – 11 m.

11 operating quays, 2 passenger quays and a military quay available.

Quay No.	*Length* (m.)	*Depth* (m.)
1	150	10.00
2, 3	165	5.5 – 6.5
4	60	8.00
5, 6	290	10.00
7	170	10.00
8 (Passenger Quay)	170	10.00
9 (Passenger Quay)	140	5.50
10 T.M.O.	200	10.00
11 SEKA	200	8.00
12 (Military Quay)	270	5.50
4 Ro/Ro	35	5.50

Storage:

Open warehouse area is 200,000 sq.m. Closed warehouse area is 3,000 sq.m. Closed warehouse (for combustible cargo) is 400 sq.m.

Cold storage plant is 6,900 sq.m. with capacity of about 10,000 tons.

PORT EQUIPMENT:

8 cranes (1×25 tons (fixed), 2×10 tons, 5×5 tons).
5 mobile cranes (3×10 tons, 1×25 tons, 1×40 tons).
16 forklifts (10×3 tons, 3×5 tons, 2×10 tons, 1×25 tons).
4 tractors.
26 trailers (20×2 tons, 4×6 tons, 2×25 tons).

FRESH WATER: Fresh water supplied from hydrants on quays by watermen. Rate of delivery is 32 t.p.h. – 40 t.p.h. Water also available by barge of 300 tonnes capacity.

WASTE OIL DISPOSAL: Waste oil disposal service is available. Charges are as follows:

	Cost (U.S.$)/1,000 g.r.t.	
	Flag of Ship	
Method of Service	*Turkey*	*Others*
On Quay	20	60
At Anchor	40	120

Facilities include two oily water separators of 2 tons per hour capacity and a shore tank of 100 tons capacity.

Contact – Tel: 0242-2481469/2481494. Telex: 56186 ANDETR. Fax: 0242-2483346, for further details.

CURRENCY: Turkish Lira (TL). U.S.$ 1.00 = 34,016 TL (October 1994).

AUTHORITY: TDI is in charge of loading/ discharging.

Turkiye Denizcilik Isletmeleri, Genel Mudurlugu, Rihtim Caddesi, 80120 Karakoy, Istanbul, Turkey. *Contact:* Head of Port Operations Department or Assistant General Manager.

Local officials: Huseyin Seymen, Port Manager. *Tel:* 0242-2411988, 2481469. *Telex:* 56186 ANDETR. *Fax:* 0242-2483346.
Engin Kirpitci, Harbour Master. *Tel:* 0242-2481438. *Fax:* 2291330.
Dr. Tugay Aker, Sanitary Authority. *Tel:* 0242-2590955. *Fax:* 2590954.

Republic of Yemen

ADEN: (Also see Page 2441)

SHIPMASTER'S REPORT: October 1994.

Vessel called at Aden for bunkers and fresh water.

Documents:
Agent:
3 copies Crew List.
Customs:
1 copy Crew List.
2 copies Customs Declaration.
1 copy Crew Declaration.
Immigration:
2 copies Crew List.
Police:
2 copies Crew List.

Arrival Declaration filled in by Agent after arrival. Departure Declaration was also signed for Agent to fill in later for Departure Clearance. No Ship's Certificates were requested by the Agent or the Port Authorities. Immigration officers check passports. Shore leave allowed with Passports/Seaman's Book. Agent and Port Authorities very co-operative and arrival formalities were quick and smoothly carried out.

Agent returned on board prior to vessel's departure to give Port Clearance papers and instructions to call Aden Port Control by VHF Channel 16 for Pilot when vessel is ready to sail.

Pilotage/VHF: When 25 miles from Aden and approaching from the West, Aden Port Control was contacted on VHF Channel 16. Following information was requested:

Ship's name.
Flag.
G.r.t.
Type of vessel.
Draft.
Last Port.
Next Port.
Agent in Aden.

We were then instructed to call again when vessel was 4 miles off the Fairway Buoy. We reported again when vessel was 4 miles off the Fairway Buoy, and were then informed by Port Control that no arrangements made by our Agent for Pilot to bring the vessel into port. We were then instructed to anchor vessel 2.5 miles S.W. of the Fairway Buoy and to report again when vessel was anchored.

After reporting anchoring time and position back to Port Control, we were then instructed to call our Agent on VHF Channel 16. Agent was then contacted on Channel 16 with working Channel 11. We were then informed by our Agent that as no confirmation from the bank of funds from the Owners received by them yet, vessel will not be allowed into the port and we were to keep VHF watch on Channel 16 for their call again when confirmation was received. Two other vessels were also outside the anchorage who had arrived 2 days before us and were similarly waiting for confirmation of funds from their Owners to the Agents.

Next morning, our Agent called again on VHF to advise that funds had been received by them and vessel could now proceed into port for bunkers and fresh water. Thereafter Aden Port Control called up for vessel to heave-up anchor and proceed to the Fairway Buoy, where the Pilot will board. Pilot boards near the Fairway Buoy with lee side pilot ladder.

For departure, call Aden Port Control for Pilot. Vessel has to inform them that Port Clearance papers are on board and no barges alongside the vessel. Pilot checks the Port Clearance papers after boarding. We were instructed to exhibit the pilot lights (red – white – red) vertically on the masts. As our vessel did not have the lights required, we informed Port Control about it and they were kind enough to disregard the lights. Pilot and mooring gang arrived together 45 minutes later by boat. Pilot disembarks after clearing harbour entrance breakwater and at No. 4 Buoys. We were informed by the Pilot that some of the buoys are unlit, but can be picked-up clearly on the radar. No. 2 and No. 3 starboard green lights were not lit. Similarly No. 1 port red light was not lit. The Fairway Buoy could not be seen to be lit also.

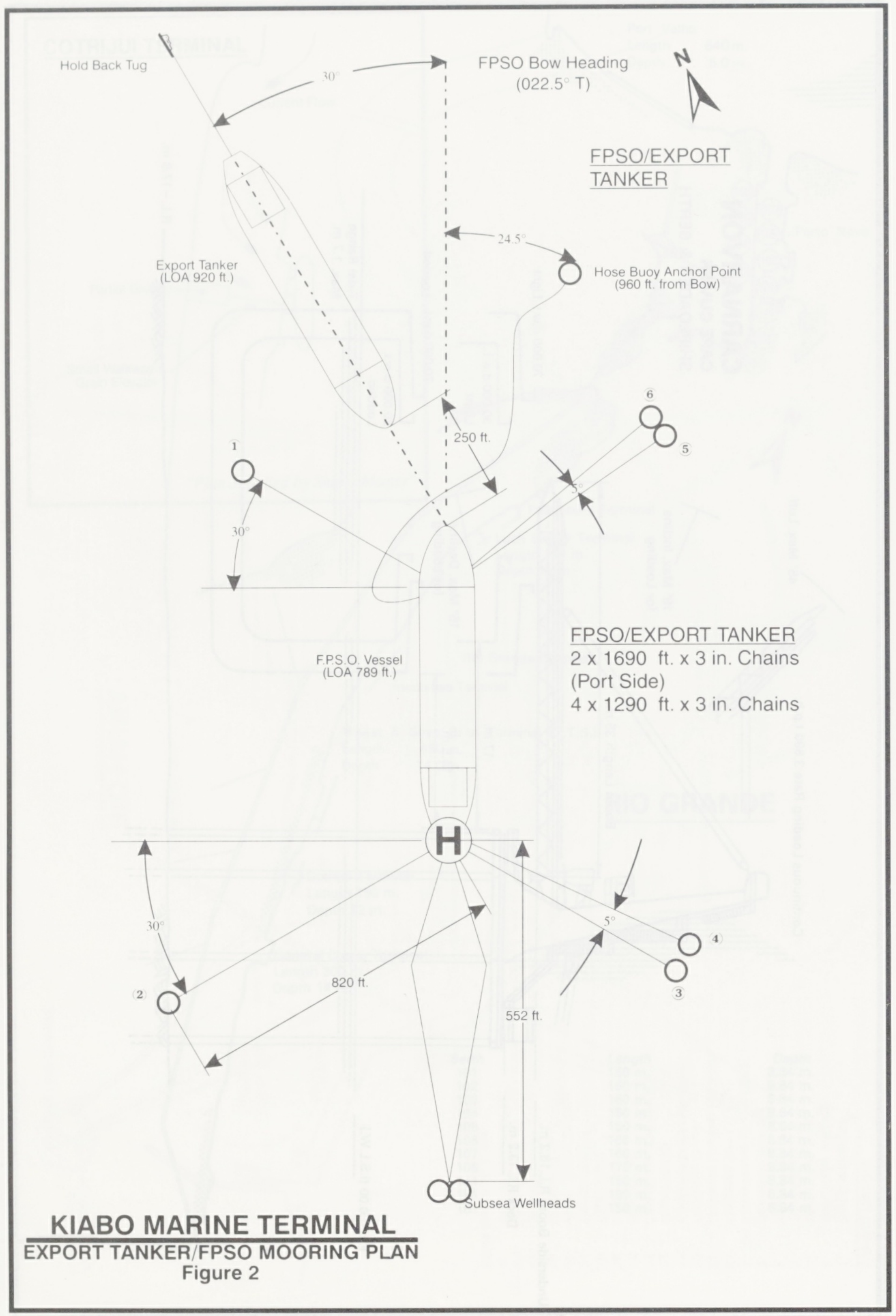
Mooring: Vessel berthed starboard side alongside dolphin berth with bunkering facilities, but which were not used during bunkering. One tug and 2 mooring boats meet the vessel near the berth, but the tug was not used. Port anchor was let-go while coming alongside with 1.5 shackles out. 3 mooring ropes were used forward and aft, 2 ropes as springs, 2 ropes as stern lines to the dolphin berth, and remaining 2 ropes also as stern lines to buoys forward and aft of the dolphin berth. Pilot disembarks to the mooring boat after vessel is all fast alongside.

During departure, one tug is made fast at the stern with ship's line. All lines were cast-off and the port anchor heaved-up with the tug aft pulling the stern of the vessel, away from the berth. When the port anchor was aweigh, engines were used with astern movements to swing the vessel round to starboard to face the entrance harbour breakwater. Tug was then cast-off from the stern.

Fuel: The gas oil bunker barge came alongside the vessel on the port side soon after vessel was made fast. Bunkering was commenced immediately on arrival, even before ship was cleared by the Port Authorities. Minimum amount of gas oil to be supplied was 35 tons. Bunkering went smoothly.

Fresh Water: The fresh water barge also came alongside and made fast forward of the bunker barge. After completion of bunkering and the bunker barge had cast-off, the fresh water barge moved aft to take its place and commenced to supply fresh water to the vessel. Capacity of the fresh water barge was approximately 200 tons. Supply was made using normal canvas hose, and there were 3 supply outlets to supply to different tanks on board our vessel simultaneously. We were informed by the Agent that there are 3 fresh water barges in Aden port, but only one is available to suppply fresh water to the vessels in port, as the other 2 barges were undergoing repairs at the time. Cost of fresh water is U.S.$ 4.00/ton.

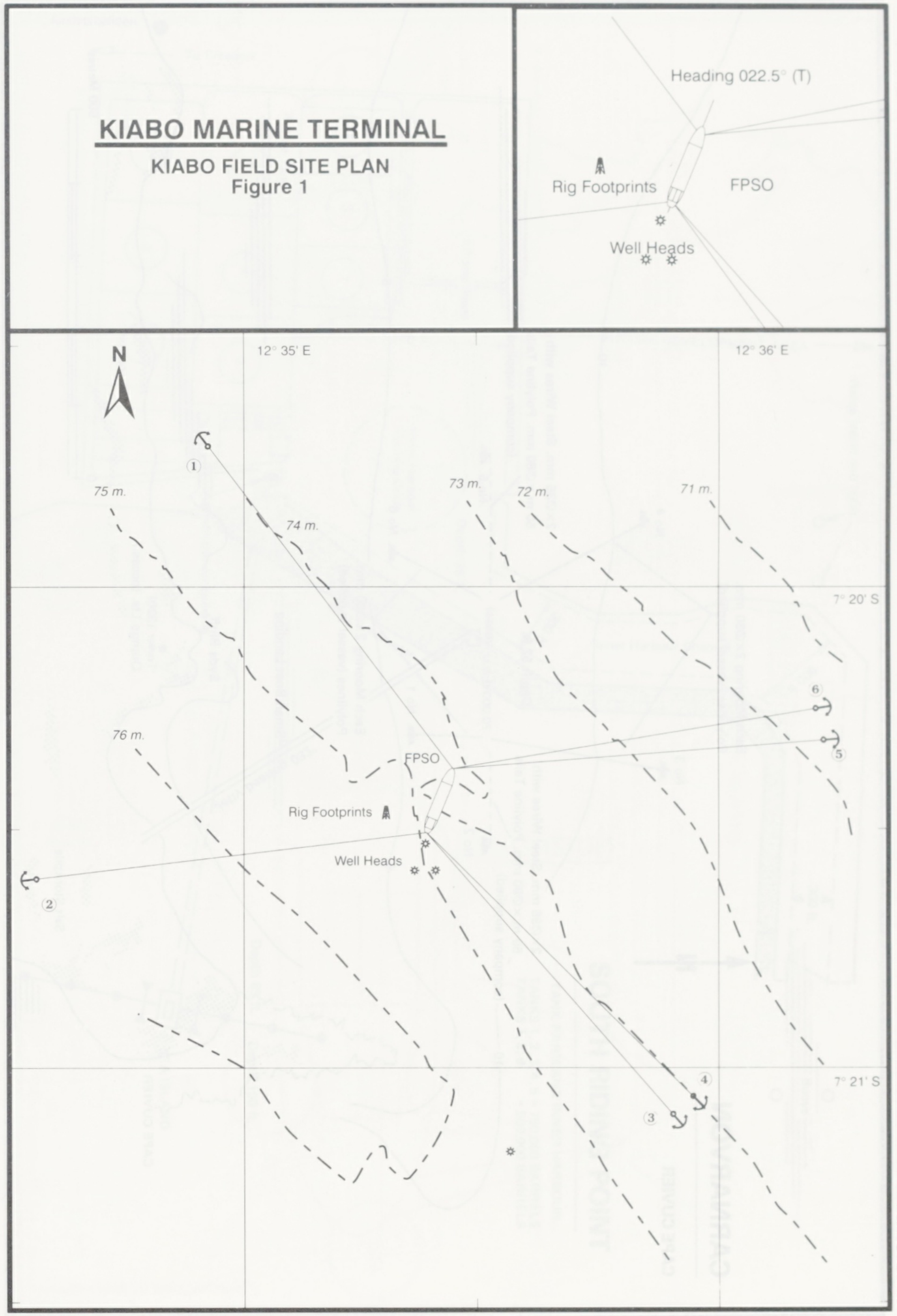
Notices and Circulars: Also see "Shipmaster's Report" dated March 1985 – "Notices". These notices are still in effect.


Hold Back Tug
30°
FPSO Bow Heading
(022.5° T)
N
FPSO/EXPORT
TANKER
24.5°
Hose Buoy Anchor Point
(960 ft. from Bow)
Export Tanker
(LOA 920 ft.)
250 ft.
6
5
1
5°
30°
F.P.S.O. Vessel
(LOA 789 ft.)
FPSO/EXPORT TANKER
2 x 1690 ft. x 3 in. Chains
(Port Side)
4 x 1290 ft. x 3 in. Chains
H
30°
5°
4
2
820 ft.
552 ft.
3
Subsea Wellheads

KIABO MARINE TERMINAL

EXPORT TANKER/FPSO MOORING PLAN
Figure 2

ANGOLA

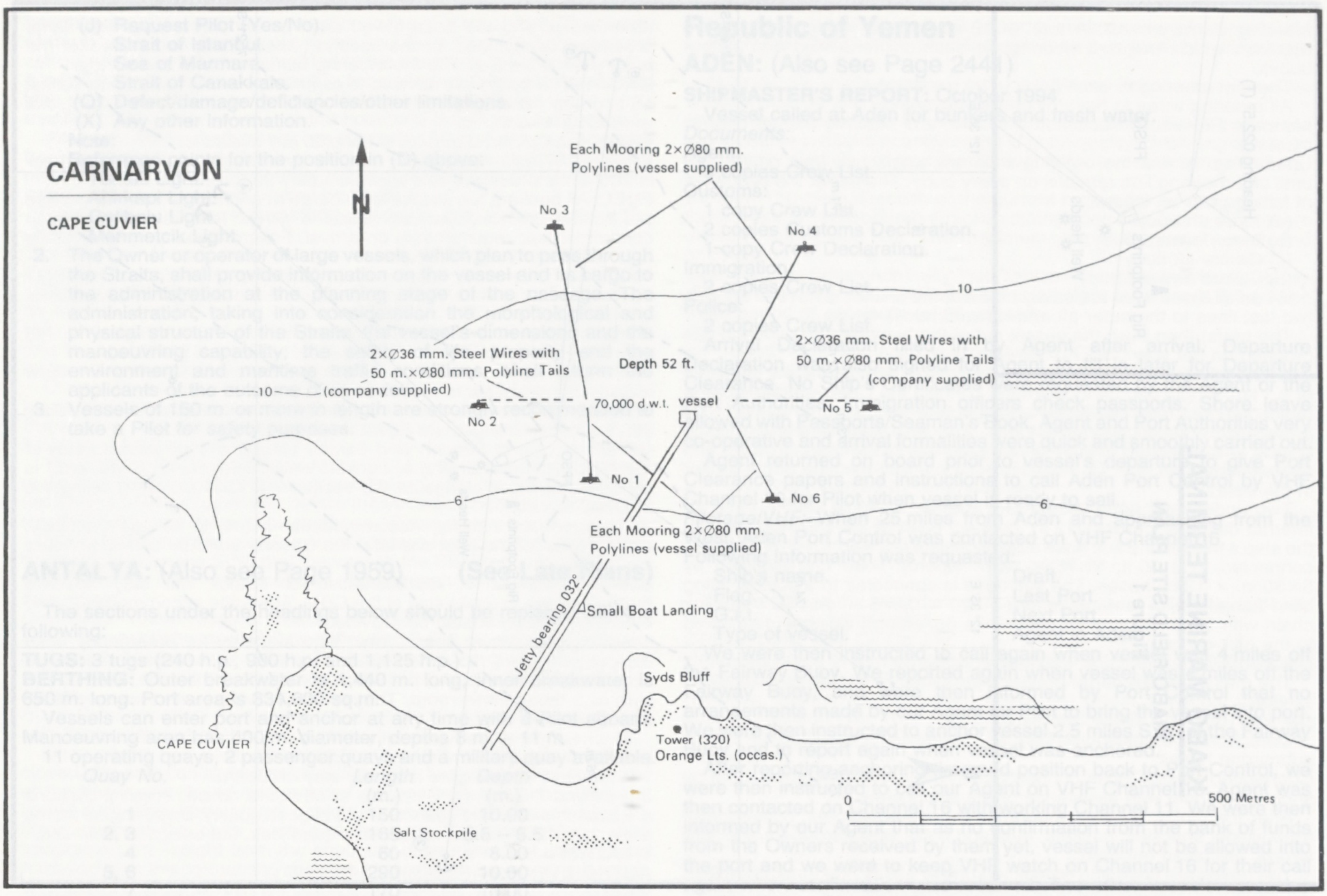

Heading 022.5° (T)
Rig Footprints
FPSO
Well Heads
N
12° 35' E
12° 36' E
①
75 m.
74 m.
73 m.
72 m.
71 m.
7° 20' S
6
76 m.
FPSO
5
Rig Footprints
Well Heads
②
4
7° 21' S
3

KIABO MARINE TERMINAL

KIABO FIELD SITE PLAN
Figure 1

ANGOLA

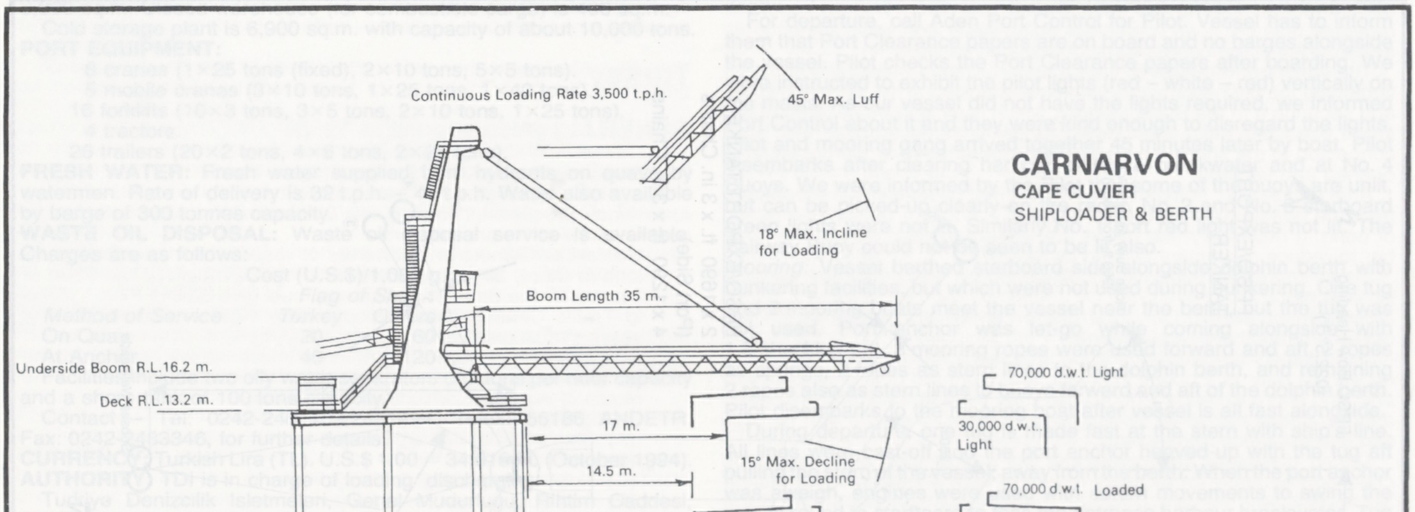
AUSTRALIA


CARNARVON

CAPE CUVIER

N
Each Mooring 2×Ø80 mm.
Polylines (vessel supplied)
No 3
No 4
2×Ø36 mm. Steel Wires with
50 m.×Ø80 mm. Polyline Tails
(company supplied)
Depth 52 ft.
2×Ø36 mm. Steel Wires with
50 m.×Ø80 mm. Polyline Tails
(company supplied)
10
70,000 d.w.t. vessel
No 2
No 5
No 1
No 6
10
6
6
Each Mooring 2×Ø80 mm.
Polylines (vessel supplied)
Jetty bearing 032°
Small Boat Landing
Syds Bluff
Tower (320)
Orange Lts. (occas.)
CAPE CUVIER
Salt Stockpile
0
500 Metres

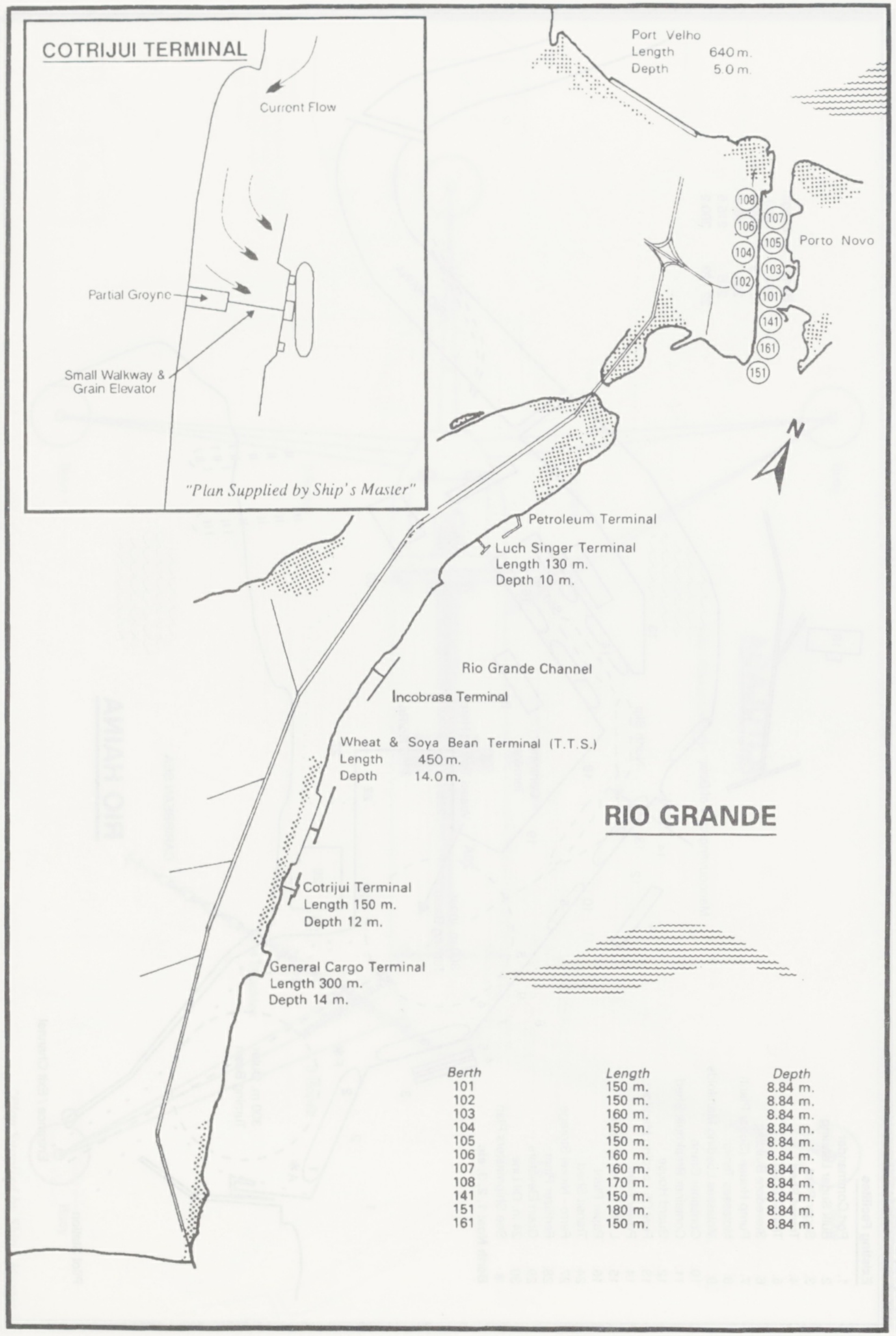
AUSTRALIA


CARNARVON

CAPE CUVIER

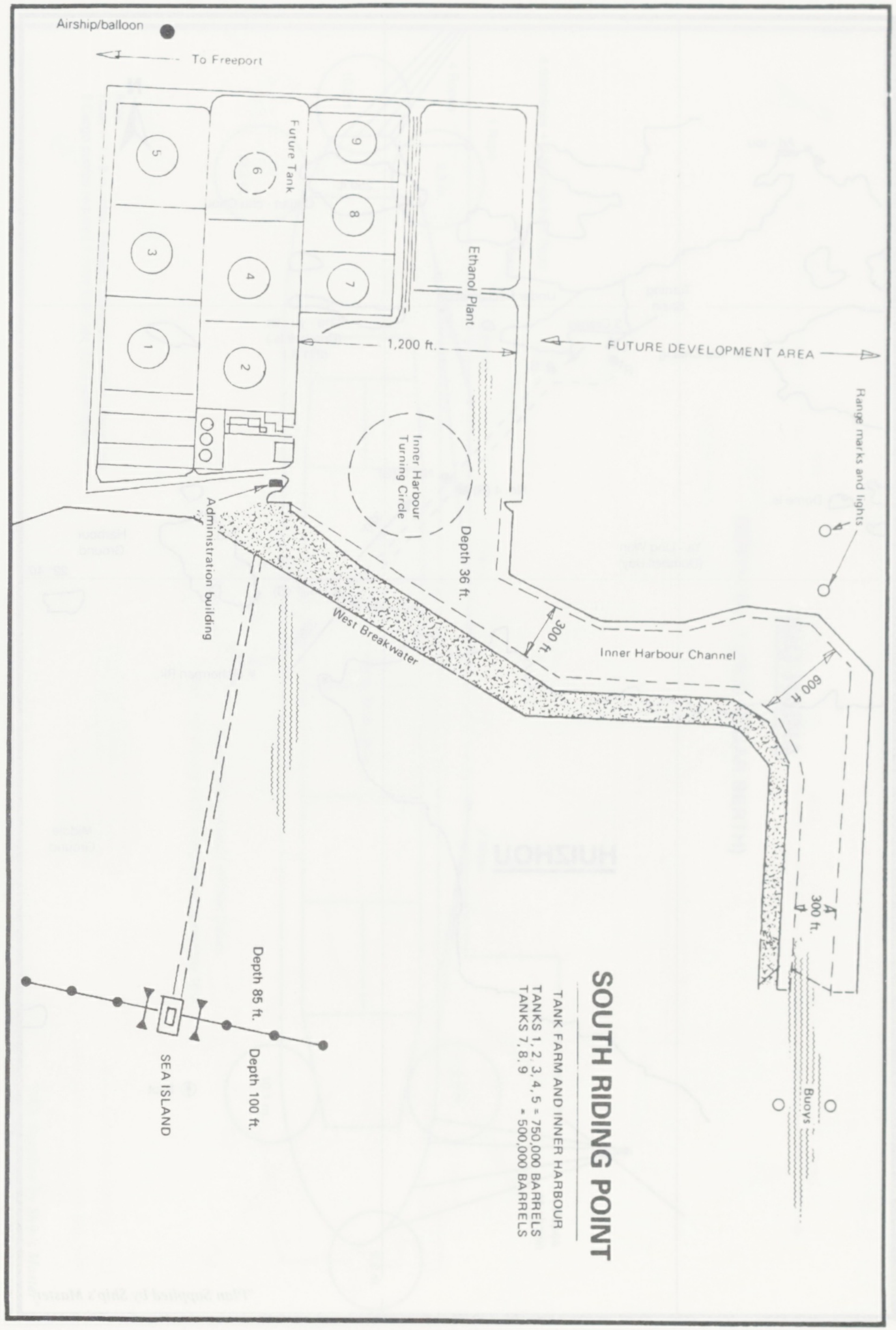
SHIPLOADER & BERTH

Continuous Loading Rate 3,500 t.p.h.
45° Max. Luff
18° Max. Incline
for Loading
Boom Length 35 m.
Underside Boom R.L.16.2 m.
Deck R.L.13.2 m.
70,000 d.w.t. Light
17 m.
30,000 d.w.t.
Light
15° Max. Decline
for Loading
14.5 m.
70,000 d.w.t. Loaded
30,000 d.w.t.
Loaded
R.L. 0.00 (I.S.L.W.)
Tidal Range
Max. 1.7 m.
R.L. –17.8 m.


COTRIJUI TERMINAL
Current Flow
Partial Groyne
Small Walkway & Grain Elevator
"Plan Supplied by Ship's Master"
Port Velho
Length 640 m.
Depth 5.0 m.
108
106
104
102
107
105
103
101
141
161
151
Porto Novo
N
Petroleum Terminal
Luch Singer Terminal
Length 130 m.
Depth 10 m.
Rio Grande Channel
Incobrasa Terminal
Wheat & Soya Bean Terminal (T.T.S.)
Length 450 m.
Depth 14.0 m.
Cotrijui Terminal
Length 150 m.
Depth 12 m.
General Cargo Terminal
Length 300 m.
Depth 14 m.

RIO GRANDE

Berth	*Length*	*Depth*
101	150 m.	8.84 m.
102	150 m.	8.84 m.
103	160 m.	8.84 m.
104	150 m.	8.84 m.
105	150 m.	8.84 m.
106	160 m.	8.84 m.
107	160 m.	8.84 m.
108	170 m.	8.84 m.
141	150 m.	8.84 m.
151	180 m.	8.84 m.
161	150 m.	8.84 m.

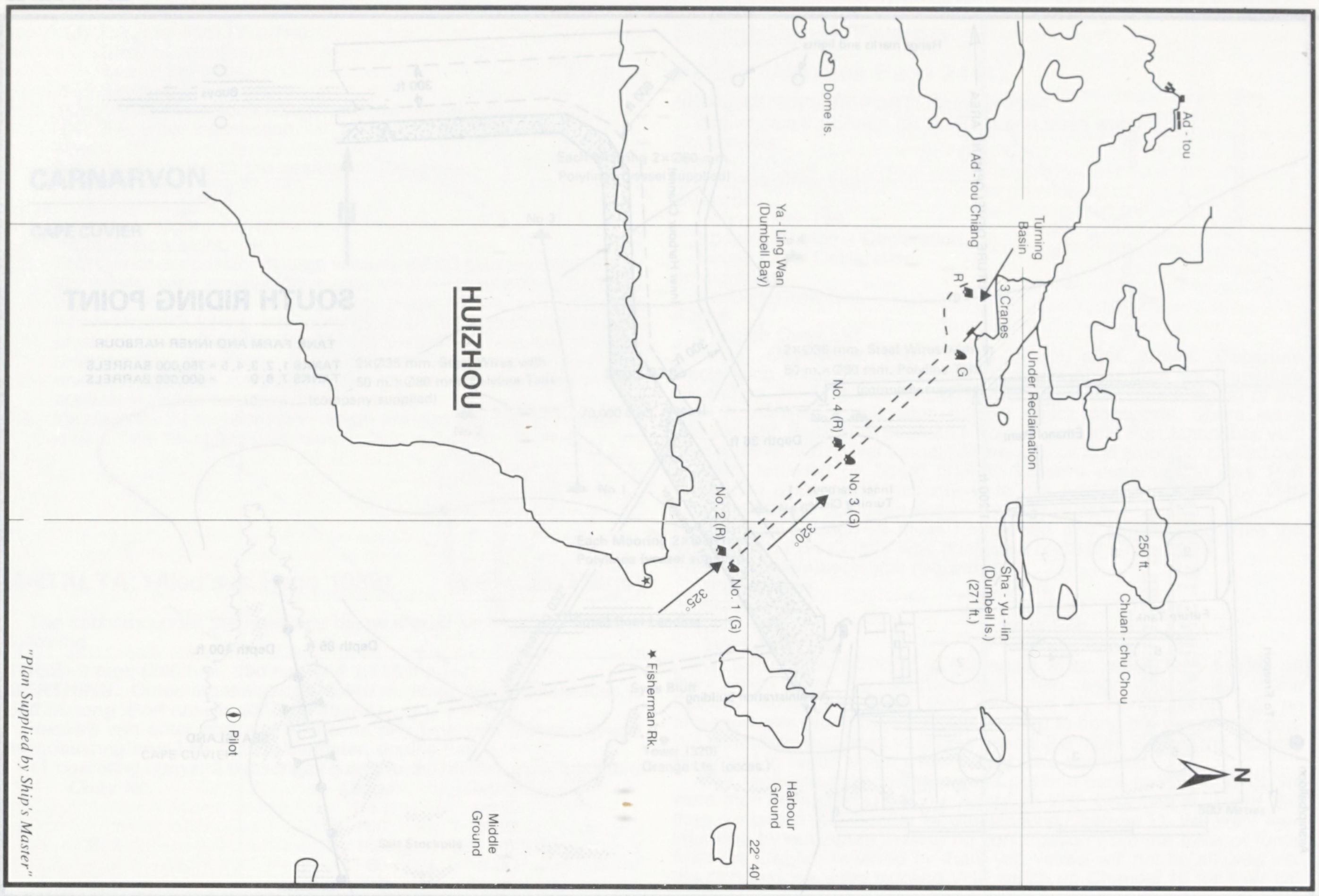

Airship/balloon
To Freeport
5
6
Future Tank
9
3
4
8
7
1
2
Ethanol Plant
1,200 ft.
FUTURE DEVELOPMENT AREA
Range marks and lights
Inner Harbour Turning Circle
Administration building
Depth 36 ft.
300 ft.
West Breakwater
Inner Harbour Channel
600 ft.
300 ft.
Depth 85 ft.
Depth 100 ft.
SEA ISLAND
Buoys

SOUTH RIDING POINT

TANK FARM AND INNER HARBOUR

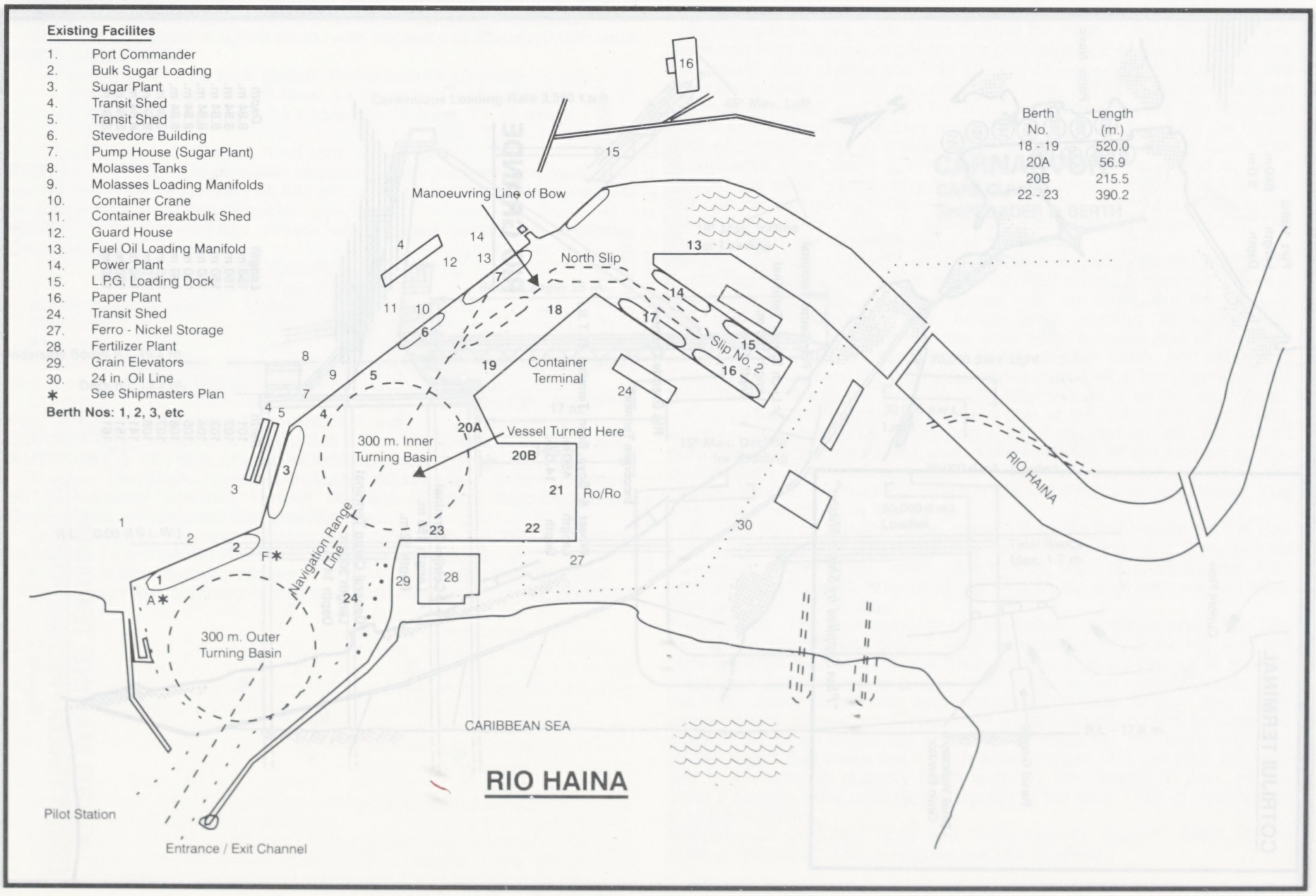
TANKS 1, 2, 3, 4, 5 = 750,000 BARRELS
TANKS 7, 8, 9 = 500,000 BARRELS

CHINA


HUIZHOU
Ad - tou
Ad - tou Chiang
Dome Is.
Turning Basin
Ya - Ling Wan (Dumbell Bay)
R
3 Cranes
G
Under Reclamation
No. 4 (R)
No. 3 (G)
320°
No. 2 (R)
No. 1 (G)
325°
Sha - yu - lin (Dumbell Is.) (271 ft.)
250 ft.
Chuan - chu Chou
Fisherman Rk.
Pilot
Harbour Ground
Middle Ground
22° 40'
N

"Plan Supplied by Ship's Master"

DOMINICAN REPUBLIC


Manoeuvring Line of Bow
North Slip
Slip No. 2
Container Terminal
Vessel Turned Here
300 m. Inner Turning Basin
Ro/Ro
Navigation Range Line
300 m. Outer Turning Basin
F*
A*
RIO HAINA
CARIBBEAN SEA
Pilot Station
Entrance / Exit Channel
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20A
20B
21
22
23
24
27
28
29
30

Existing Facilites

1. Port Commander
2. Bulk Sugar Loading
3. Sugar Plant
4. Transit Shed
5. Transit Shed
6. Stevedore Building
7. Pump House (Sugar Plant)
8. Molasses Tanks
9. Molasses Loading Manifolds
10. Container Crane
11. Container Breakbulk Shed
12. Guard House
13. Fuel Oil Loading Manifold
14. Power Plant
15. L.P.G. Loading Dock
16. Paper Plant
24. Transit Shed
27. Ferro - Nickel Storage
28. Fertilizer Plant
29. Grain Elevators
30. 24 in. Oil Line

* See Shipmasters Plan

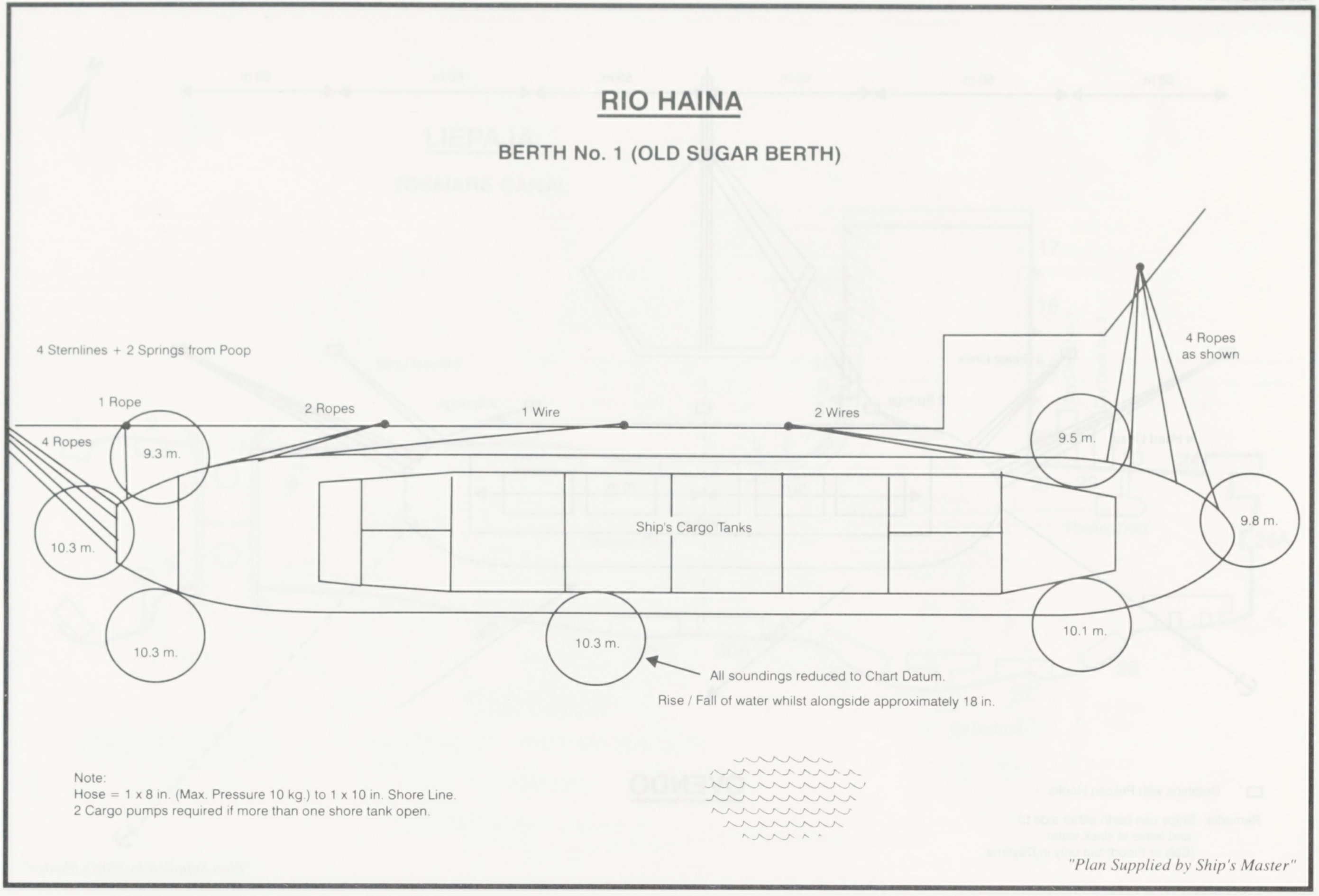
Berth Nos: 1, 2, 3, etc

Berth No.	Length (m.)
18 - 19	520.0
20A	56.9
20B	215.5
22 - 23	390.2

RIO HAINA

RIO HAINA

BERTH No. 1 (OLD SUGAR BERTH)

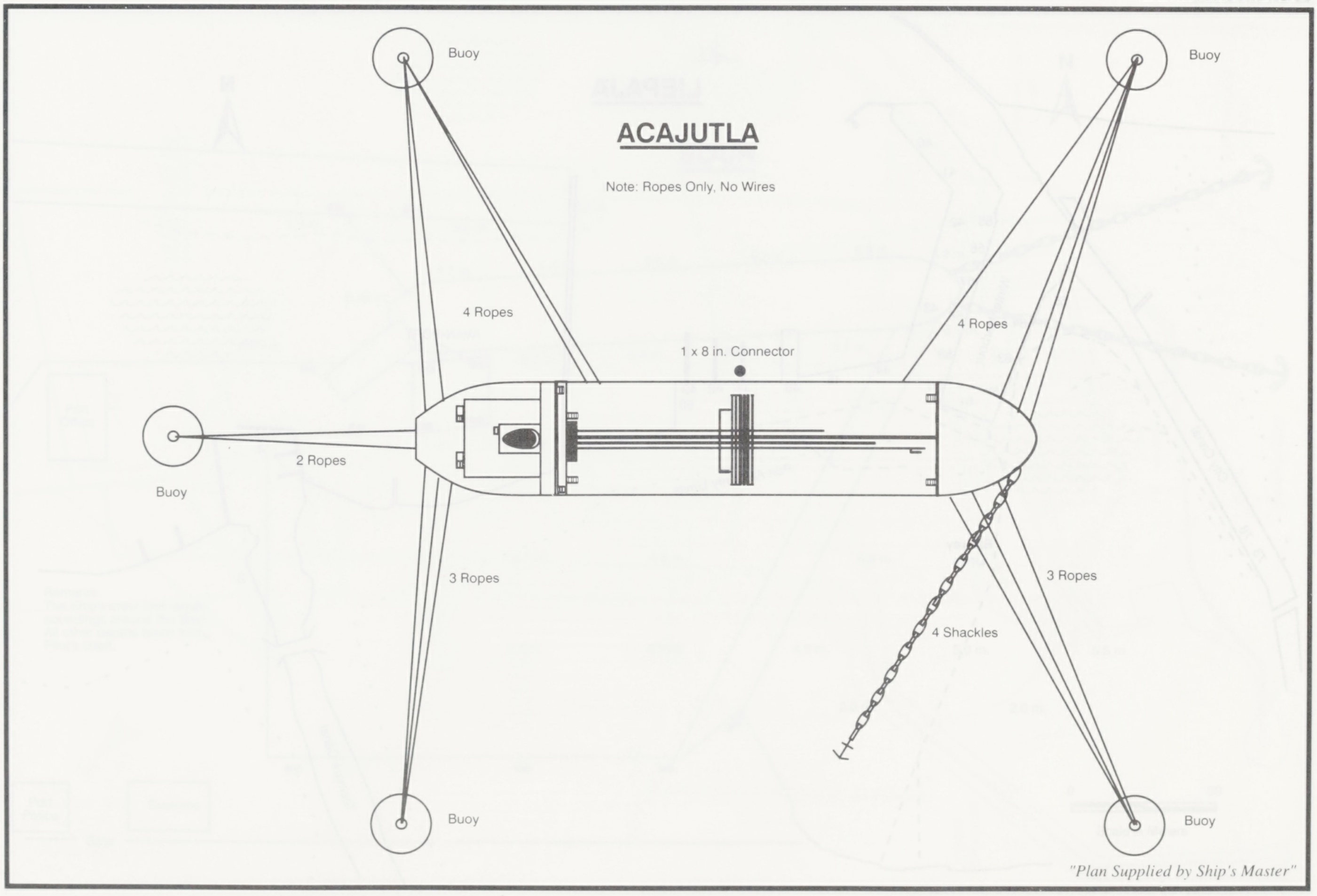

4 Sternlines + 2 Springs from Poop
1 Rope
4 Ropes
9.3 m.
10.3 m.
10.3 m.
2 Ropes
1 Wire
2 Wires
4 Ropes
as shown
9.5 m.
9.8 m.
Ship's Cargo Tanks
10.3 m.
10.1 m.
All soundings reduced to Chart Datum.
Rise / Fall of water whilst alongside approximately 18 in.

Note:
Hose = 1 x 8 in. (Max. Pressure 10 kg.) to 1 x 10 in. Shore Line.
2 Cargo pumps required if more than one shore tank open.

"Plan Supplied by Ship's Master"

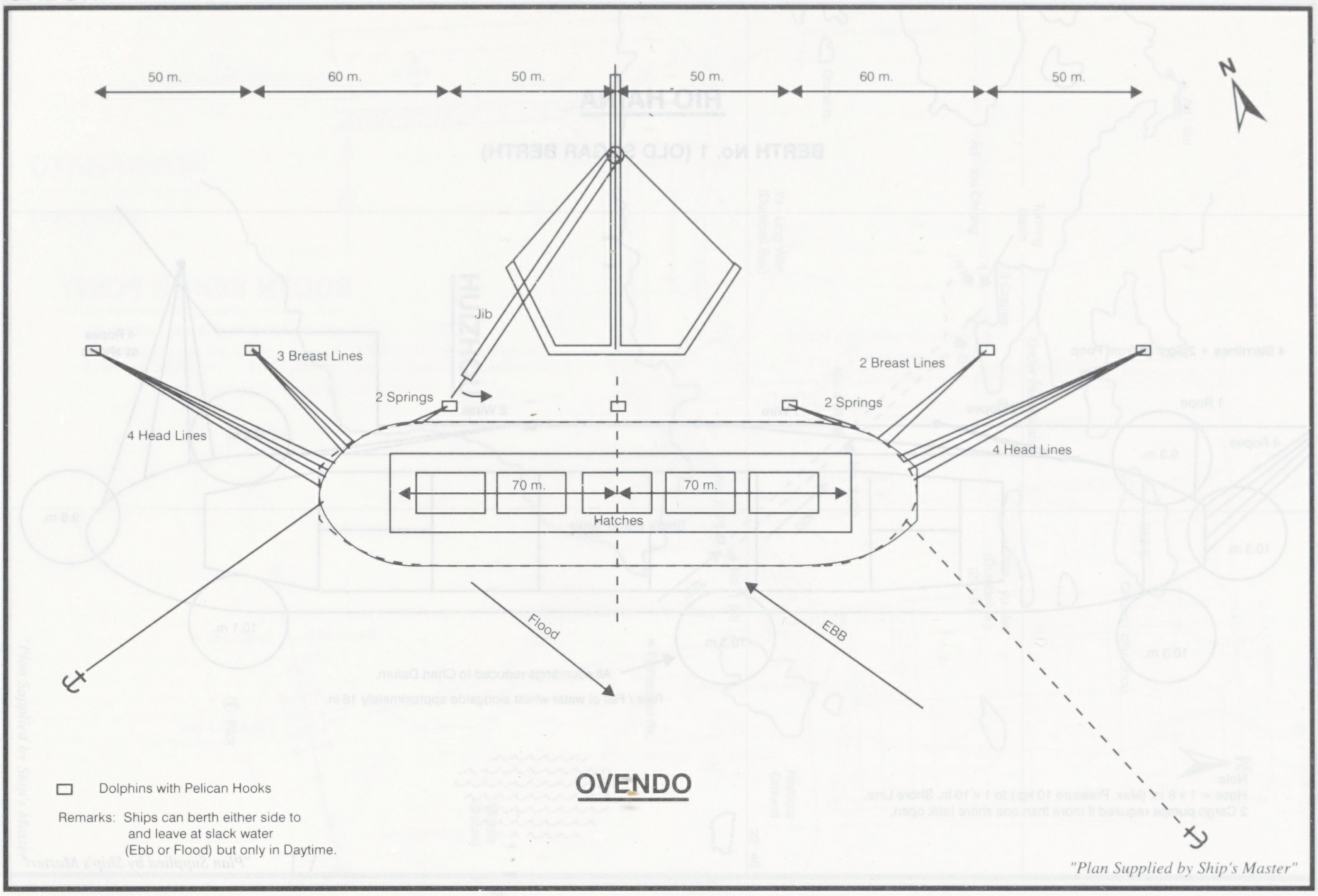
ACAJUTLA

Note: Ropes Only, No Wires


Buoy
Buoy
4 Ropes
4 Ropes
1 x 8 in. Connector
Buoy
2 Ropes
3 Ropes
3 Ropes
4 Shackles
Buoy
Buoy

"Plan Supplied by Ship's Master"

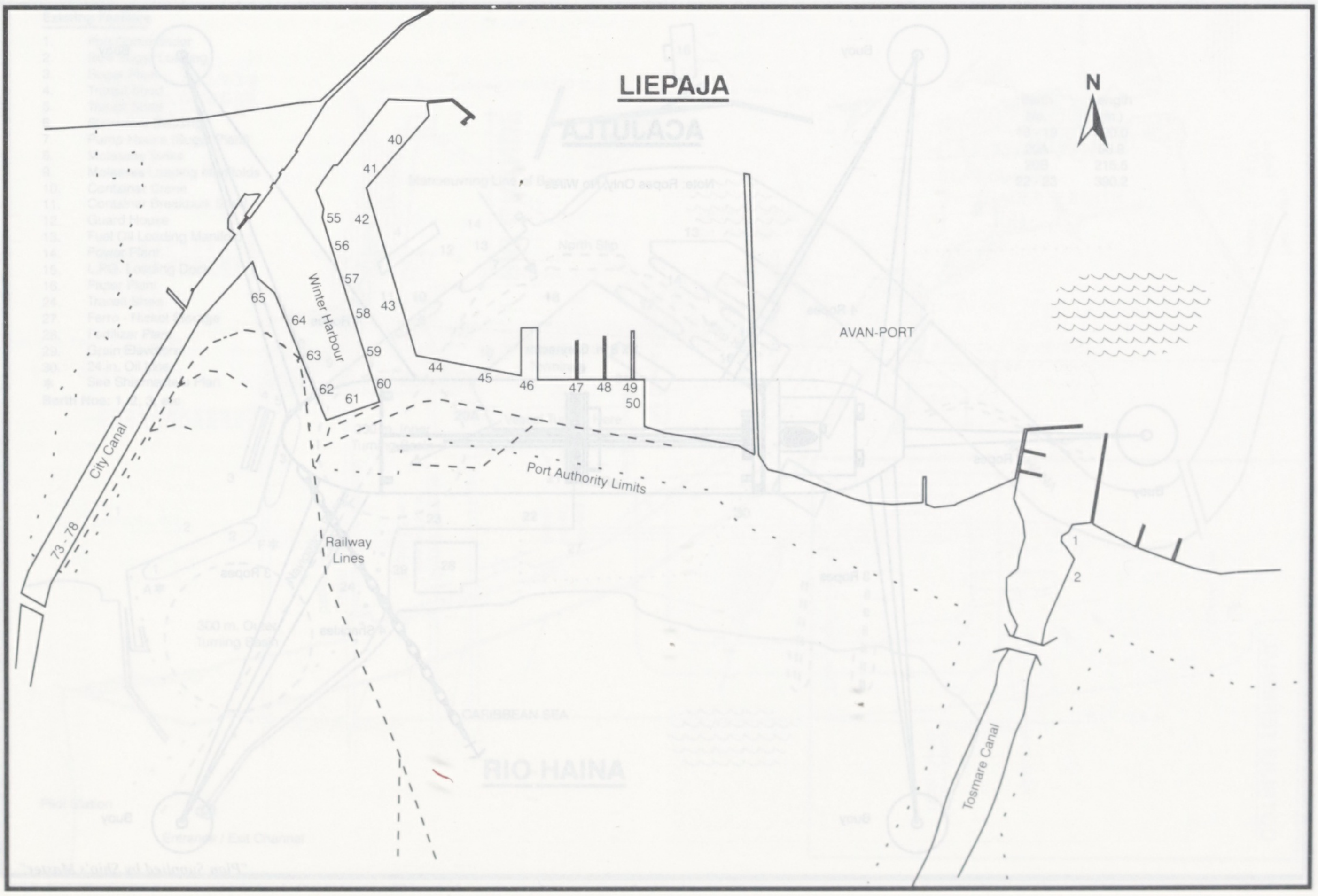
GABON

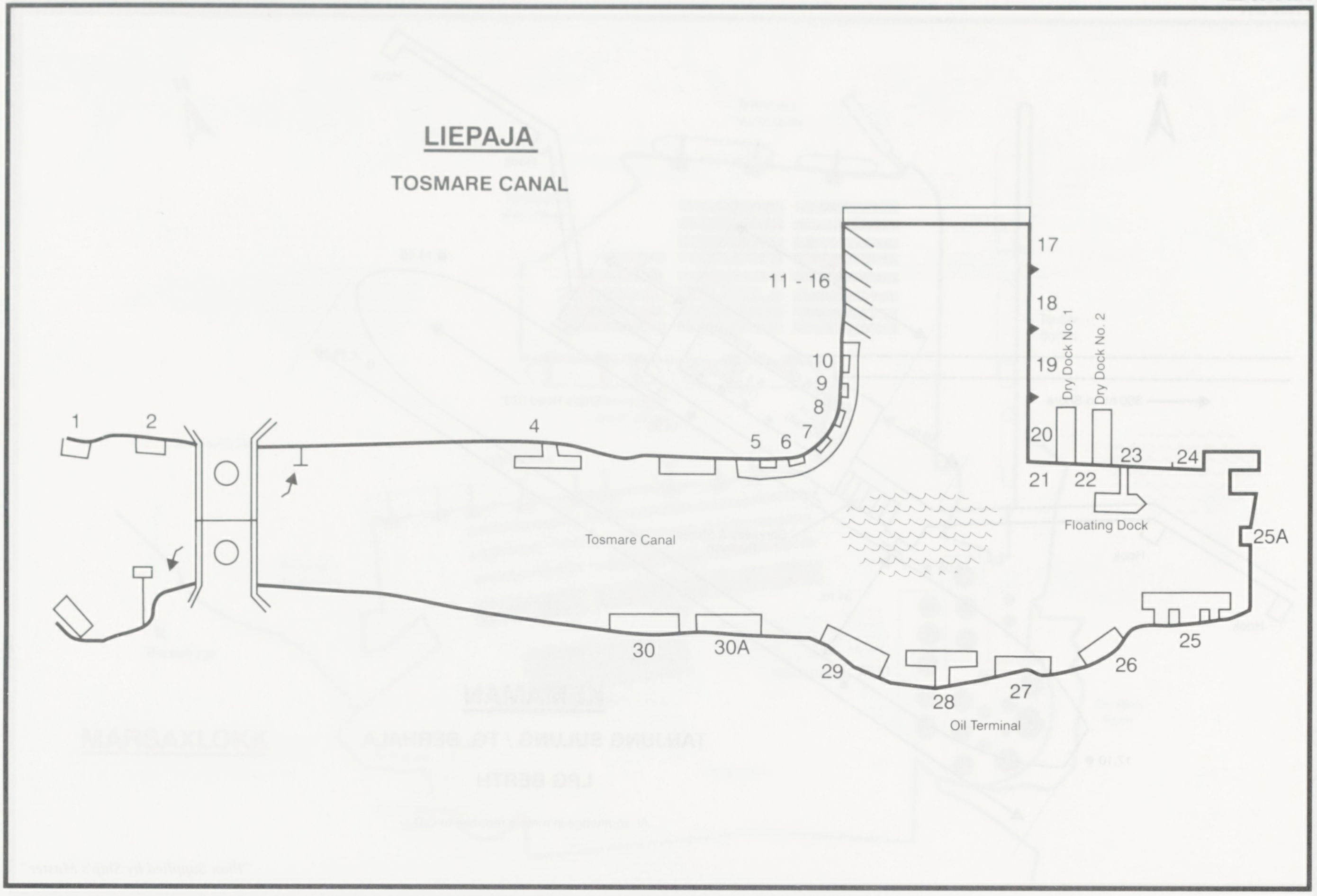

N
50 m.
60 m.
50 m.
50 m.
60 m.
50 m.
Jib
3 Breast Lines
2 Springs
4 Head Lines
2 Breast Lines
2 Springs
4 Head Lines
70 m.
70 m.
Hatches
Flood
EBB
OVENDO
Dolphins with Pelican Hooks

Remarks: Ships can berth either side to and leave at slack water (Ebb or Flood) but only in Daytime.

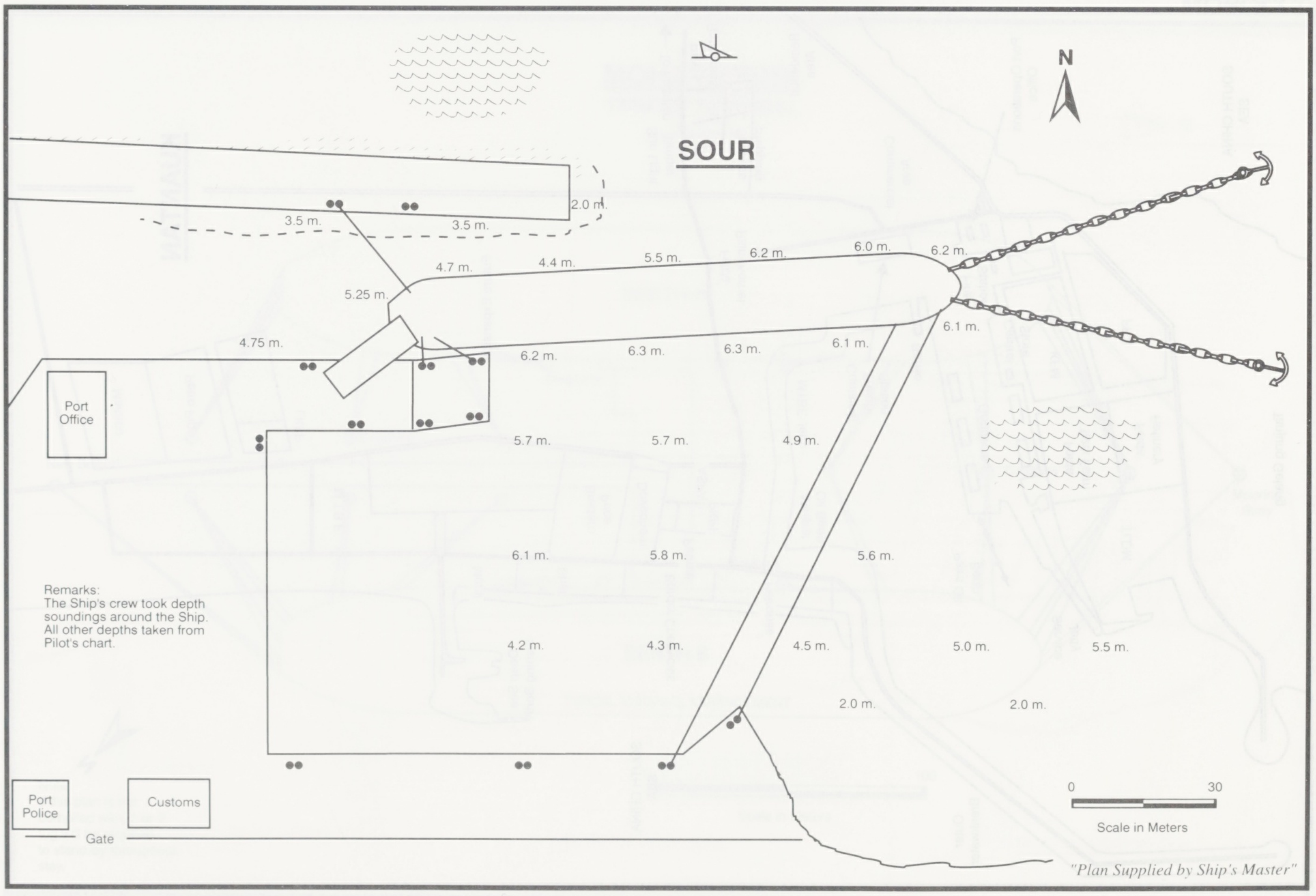
"Plan Supplied by Ship's Master"

LATVIA


LIEPAJA
N
40
41
55
42
56
57
43
65
58
64
59
63
44
62
61
60
45
46
47
48
49
50
Winter Harbour
City Canal
73 - 78
Railway Lines
Port Authority Limits
AVAN-PORT
1
2
Tosmare Canal


LIEPAJA
TOSMARE CANAL
1
2
4
5
6
7
8
9
10
11 - 16
17
18
19
20
21
22
23
24
25A
25
26
27
28
29
30
30A
Dry Dock No. 1
Dry Dock No. 2
Floating Dock
Tosmare Canal
Oil Terminal

LEBANON


SOUR
N
2.0 m.
3.5 m.
3.5 m.
4.7 m.
4.4 m.
5.5 m.
6.2 m.
6.0 m.
6.2 m.
5.25 m.
4.75 m.
6.2 m.
6.3 m.
6.3 m.
6.1 m.
6.1 m.
Port Office
5.7 m.
5.7 m.
4.9 m.
6.1 m.
5.8 m.
5.6 m.
4.2 m.
4.3 m.
4.5 m.
5.0 m.
5.5 m.
2.0 m.
2.0 m.
Port Police
Customs
Gate
0
30
Scale in Meters

Remarks:
The Ship's crew took depth soundings around the Ship.
All other depths taken from Pilot's chart.

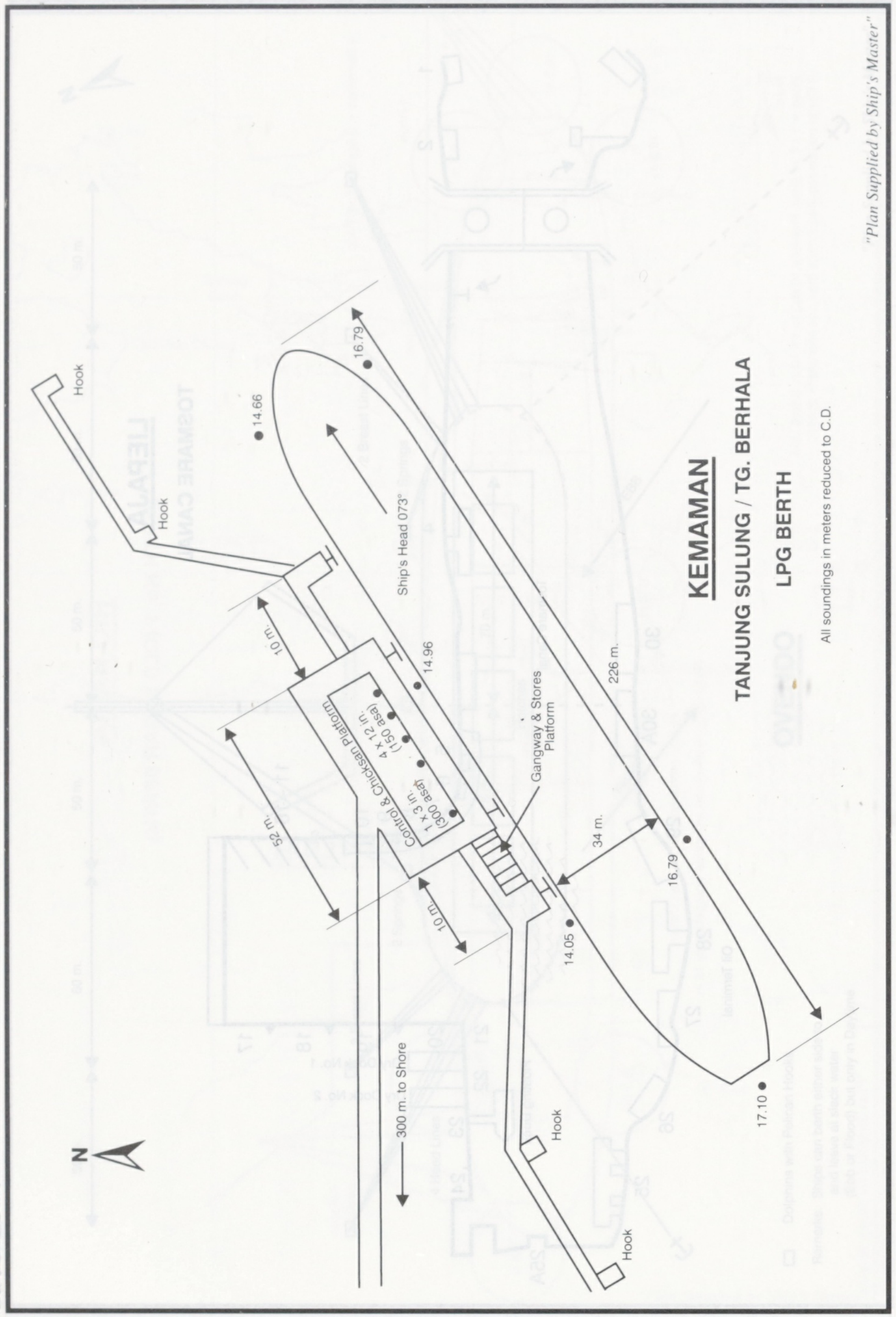
"Plan Supplied by Ship's Master"

KEMAMAN

TANJUNG SULUNG / TG. BERHALA

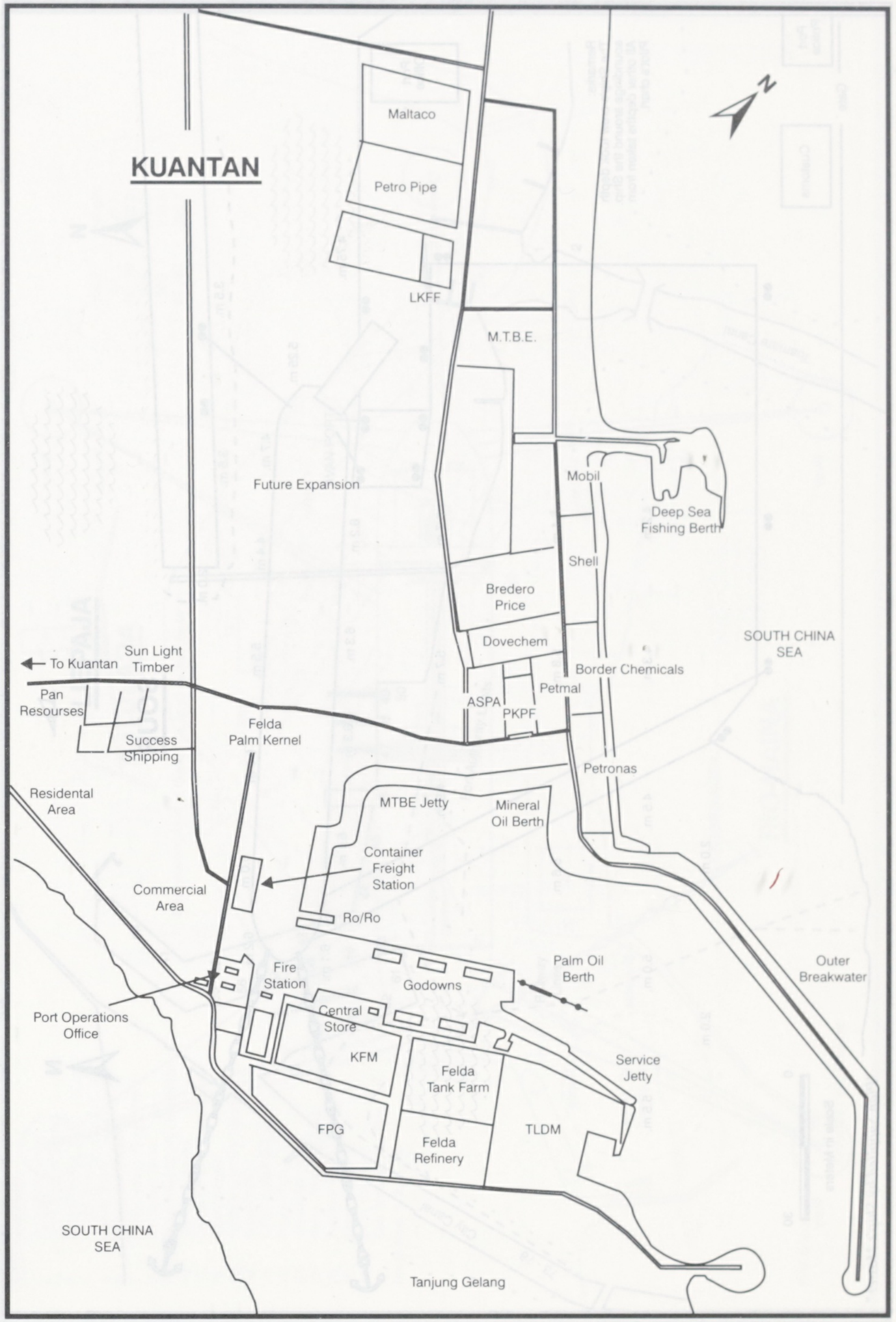
LPG BERTH

All soundings in meters reduced to C.D.

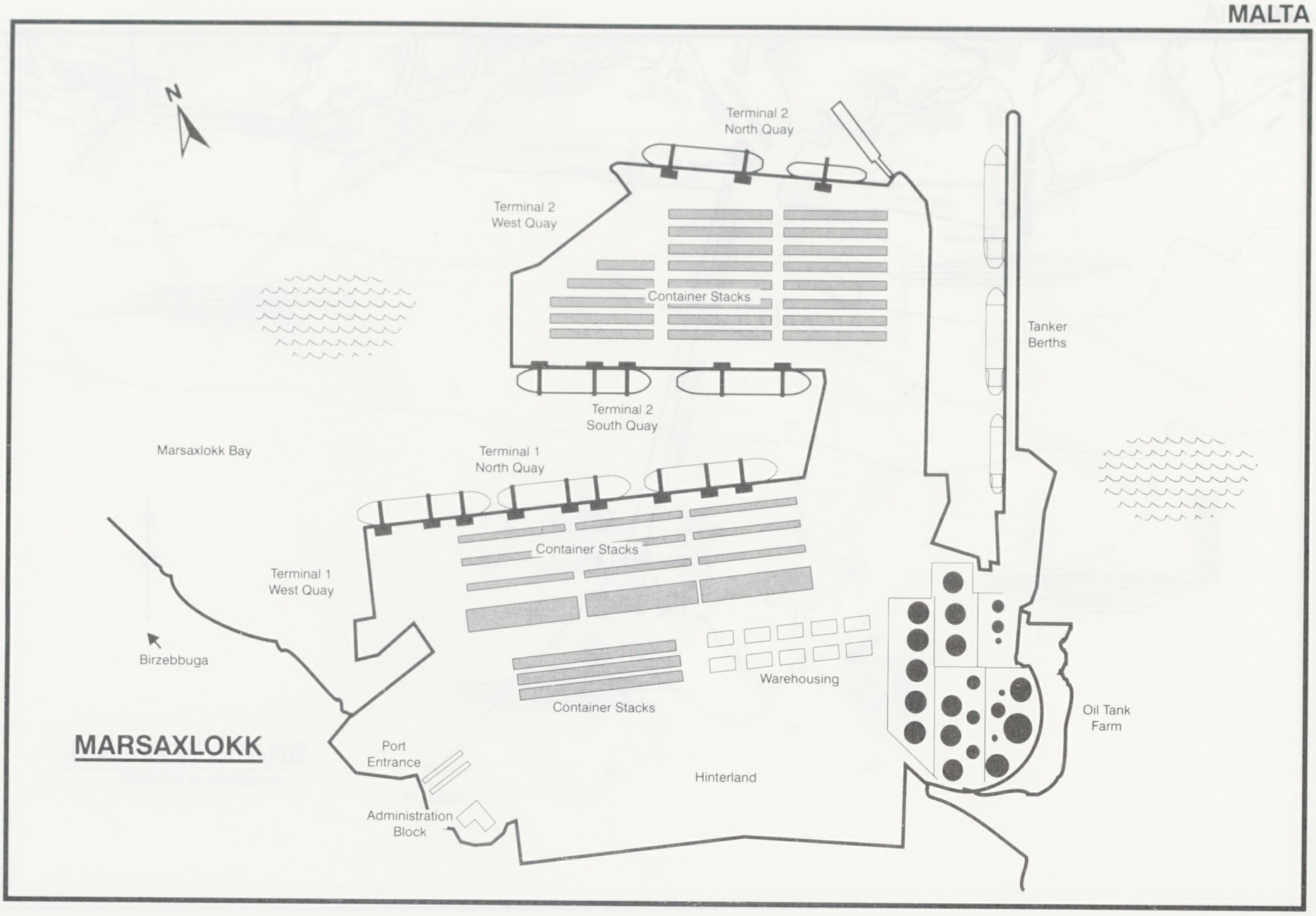

Hook
Hook
14.66
16.79
Ship's Head 073°
10 m.
14.96
226 m.
52 m.
Control & Chicksan Platform
4 x 12 in. (150 asa)
1 x 3 in. (300 asa)
Gangway & Stores Platform
34 m.
16.79
10 m.
14.05
300 m. to Shore
Hook
Hook
17.10
N

"Plan Supplied by Ship's Master"

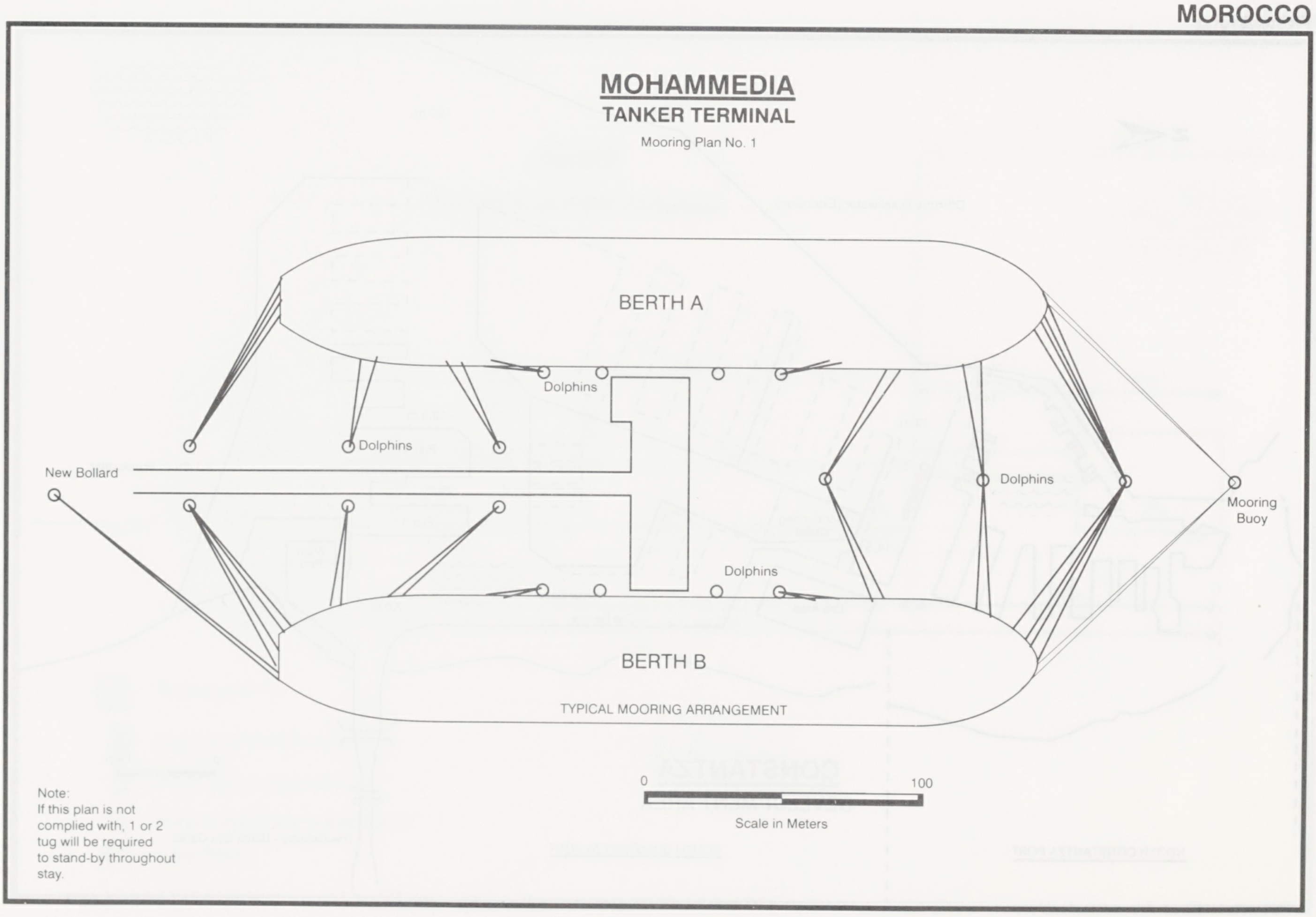
KUANTAN


N
Maltaco
Petro Pipe
LKFF
M.T.B.E.
Future Expansion
Mobil
Deep Sea Fishing Berth
Shell
Bredero Price
Dovechem
SOUTH CHINA SEA
To Kuantan
Sun Light Timber
Border Chemicals
Pan Resourses
Petmal
ASPA
PKPF
Success Shipping
Felda Palm Kernel
Petronas
Residental Area
MTBE Jetty
Mineral Oil Berth
Container Freight Station
Commercial Area
Ro/Ro
Outer Breakwater
Palm Oil Berth
Fire Station
Godowns
Port Operations Office
Central Store
KFM
Felda Tank Farm
Service Jetty
FPG
Felda Refinery
TLDM
SOUTH CHINA SEA
Tanjung Gelang

MALTA

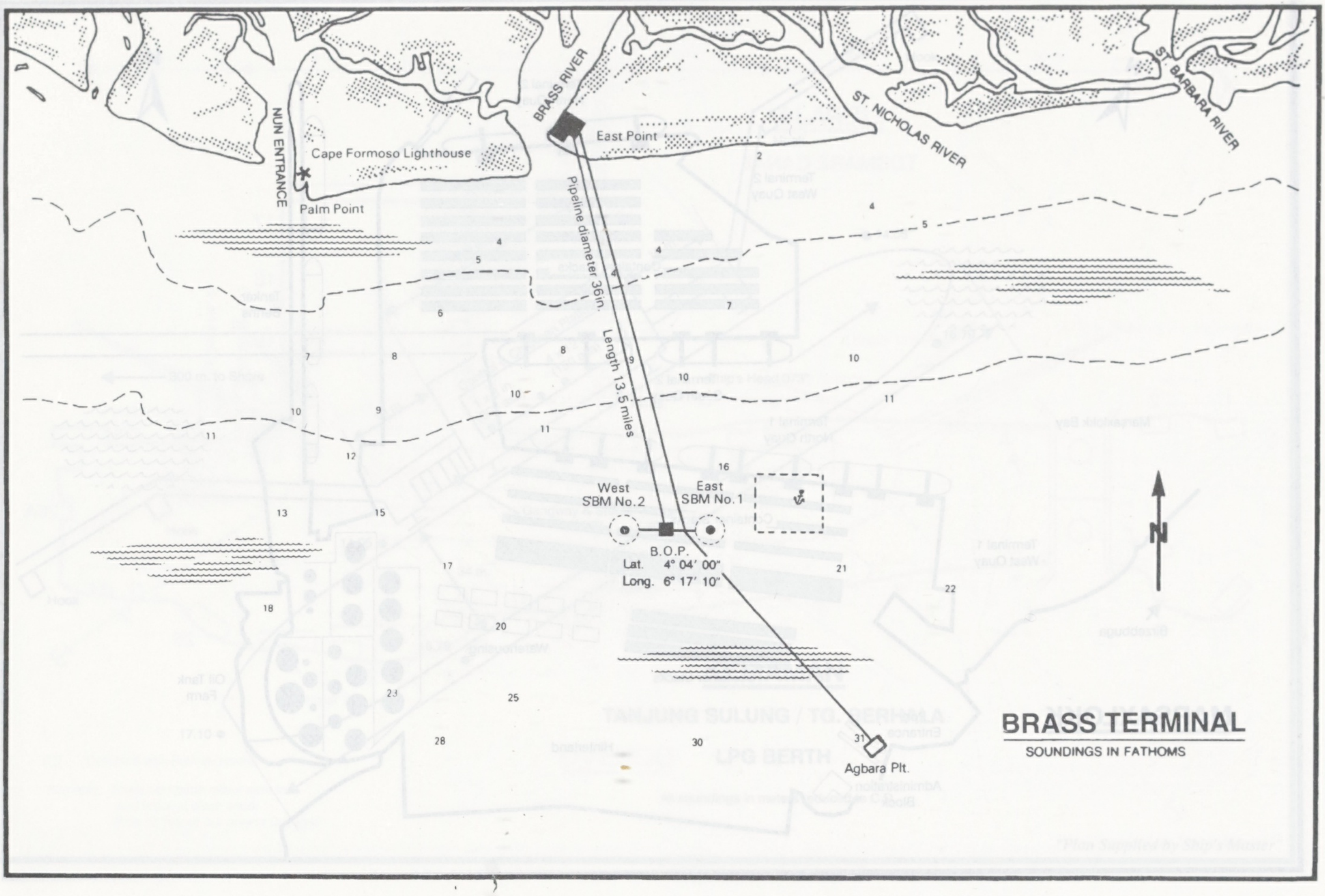

N
Terminal 2
North Quay
Terminal 2
West Quay
Container Stacks
Tanker
Berths
Terminal 2
South Quay
Marsaxlokk Bay
Terminal 1
North Quay
Container Stacks
Terminal 1
West Quay
Birzebbuga
Warehousing
Container Stacks
Oil Tank
Farm
MARSAXLOKK
Port
Entrance
Hinterland
Administration
Block

MOROCCO

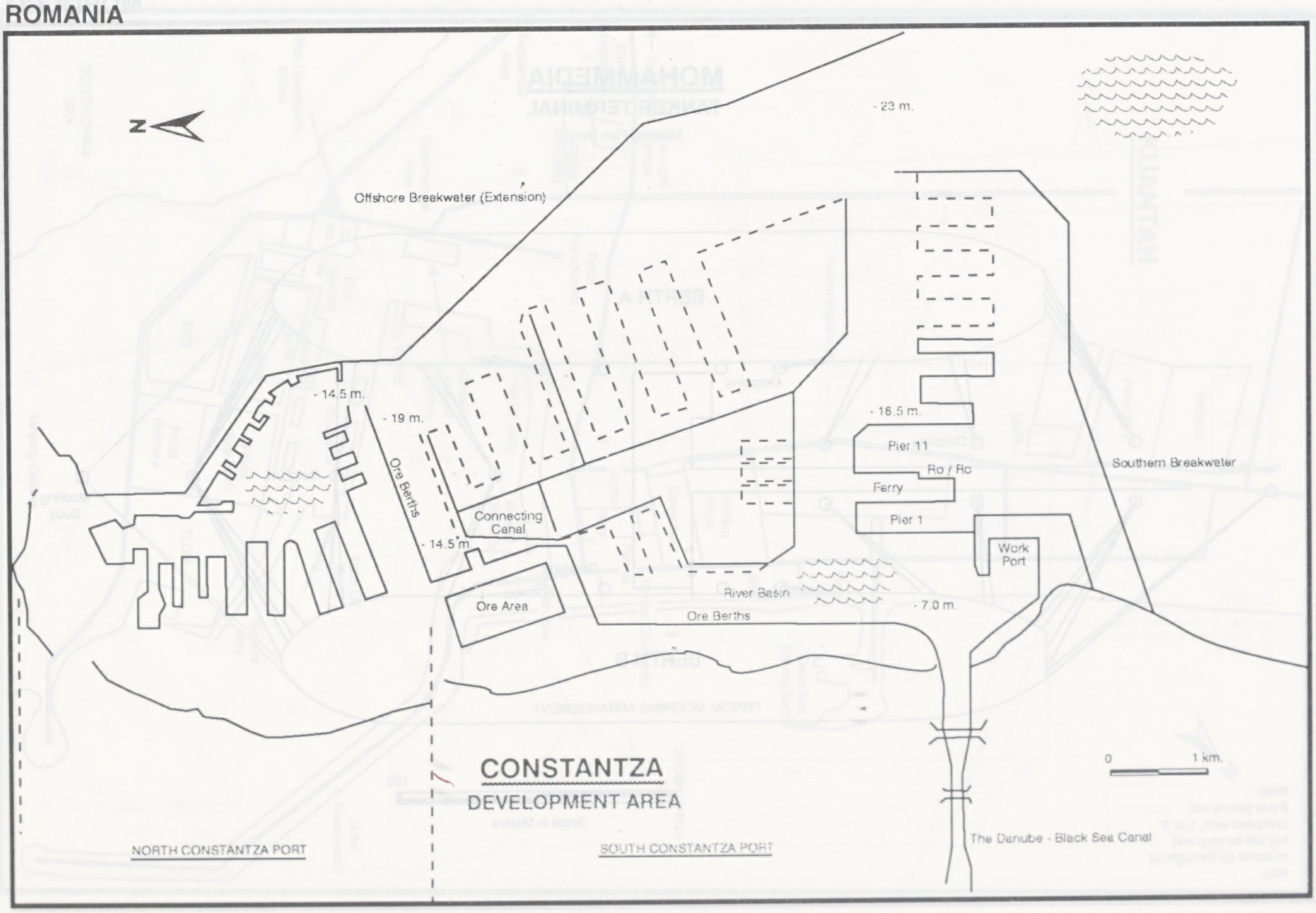

MOHAMMEDIA
TANKER TERMINAL
Mooring Plan No. 1
BERTH A
Dolphins
Dolphins
New Bollard
Dolphins
Mooring
Buoy
Dolphins
BERTH B
TYPICAL MOORING ARRANGEMENT
0
100
Scale in Meters

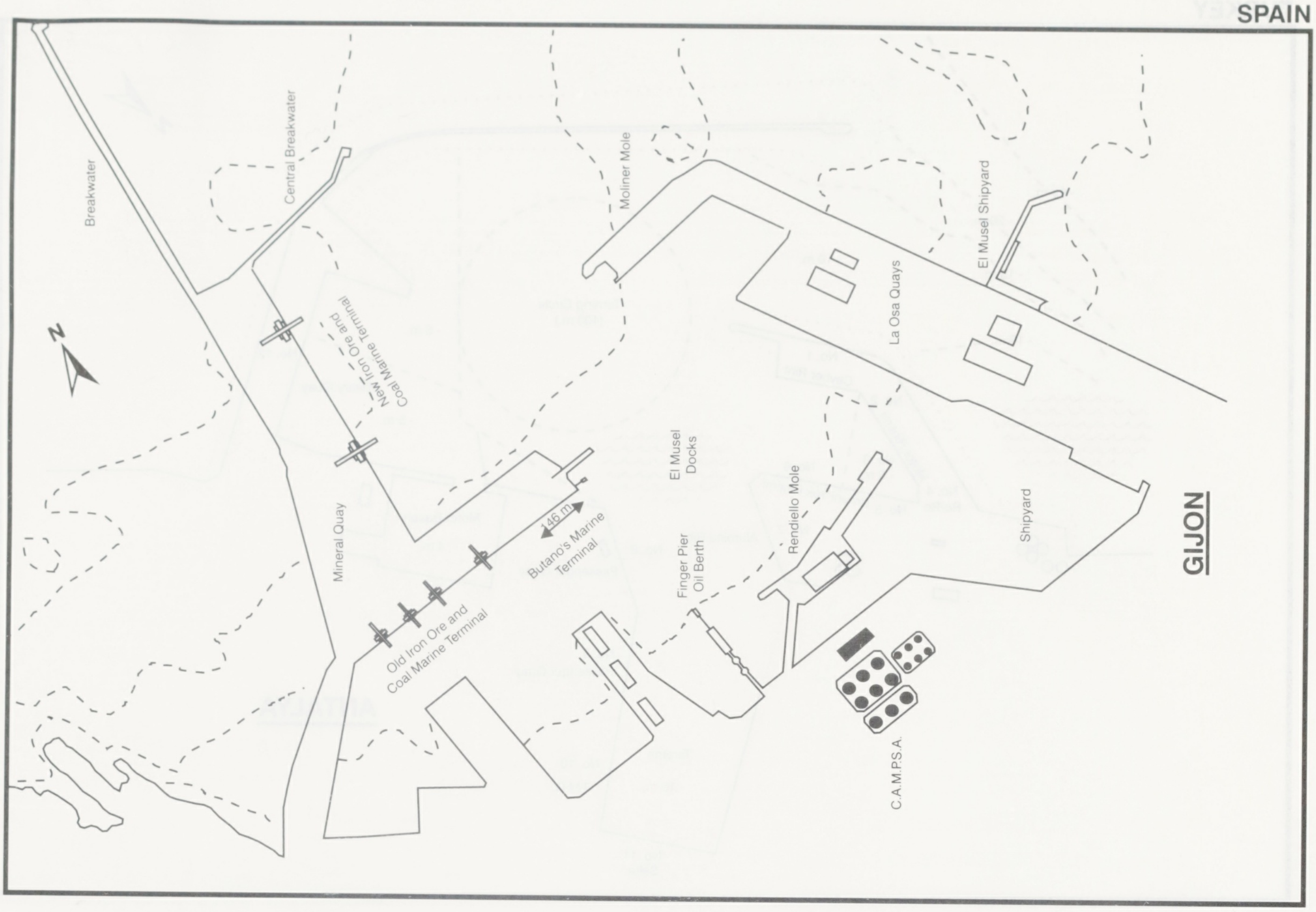
Note:
If this plan is not
complied with, 1 or 2
tug will be required
to stand-by throughout
stay.

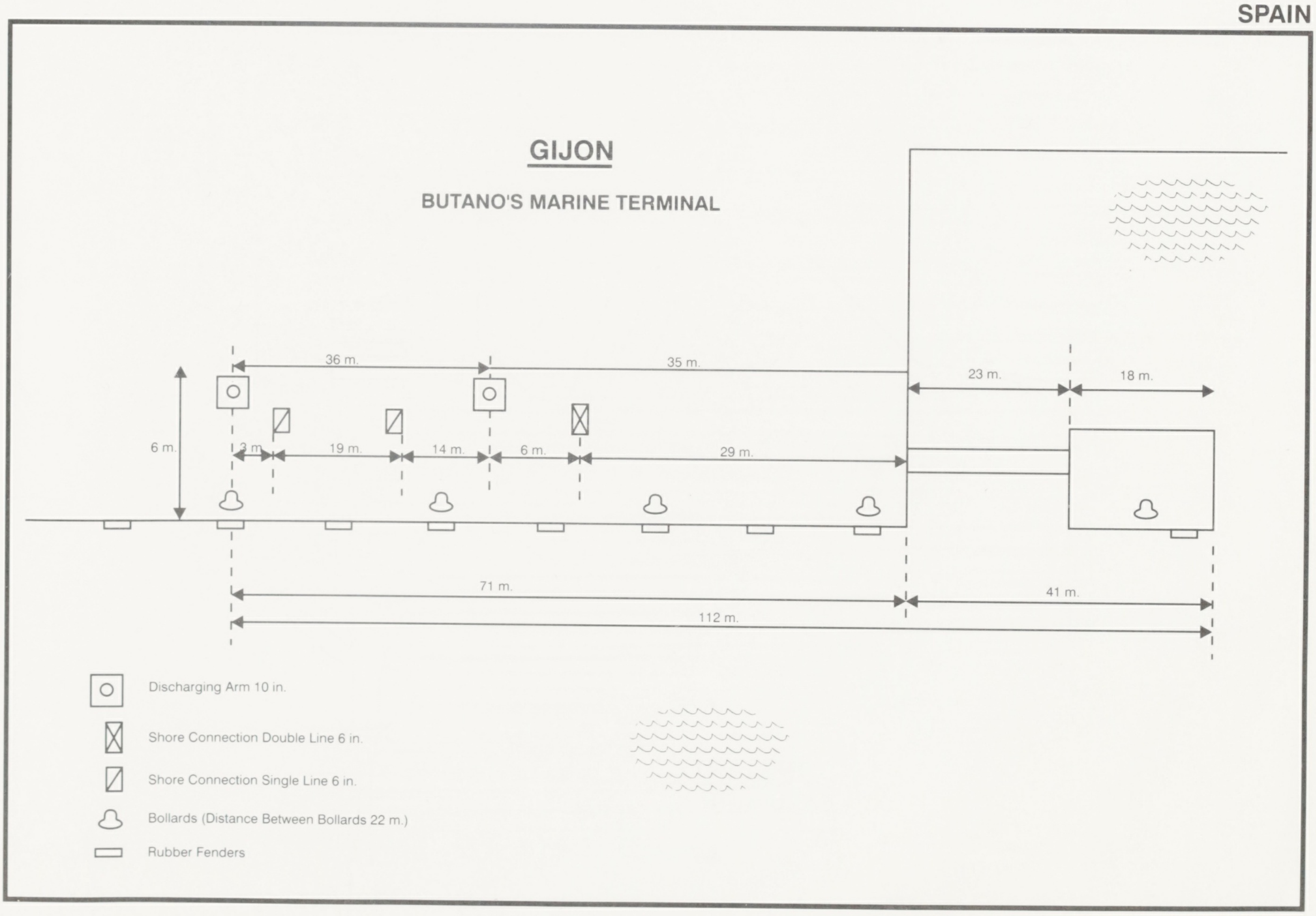
NIGERIA

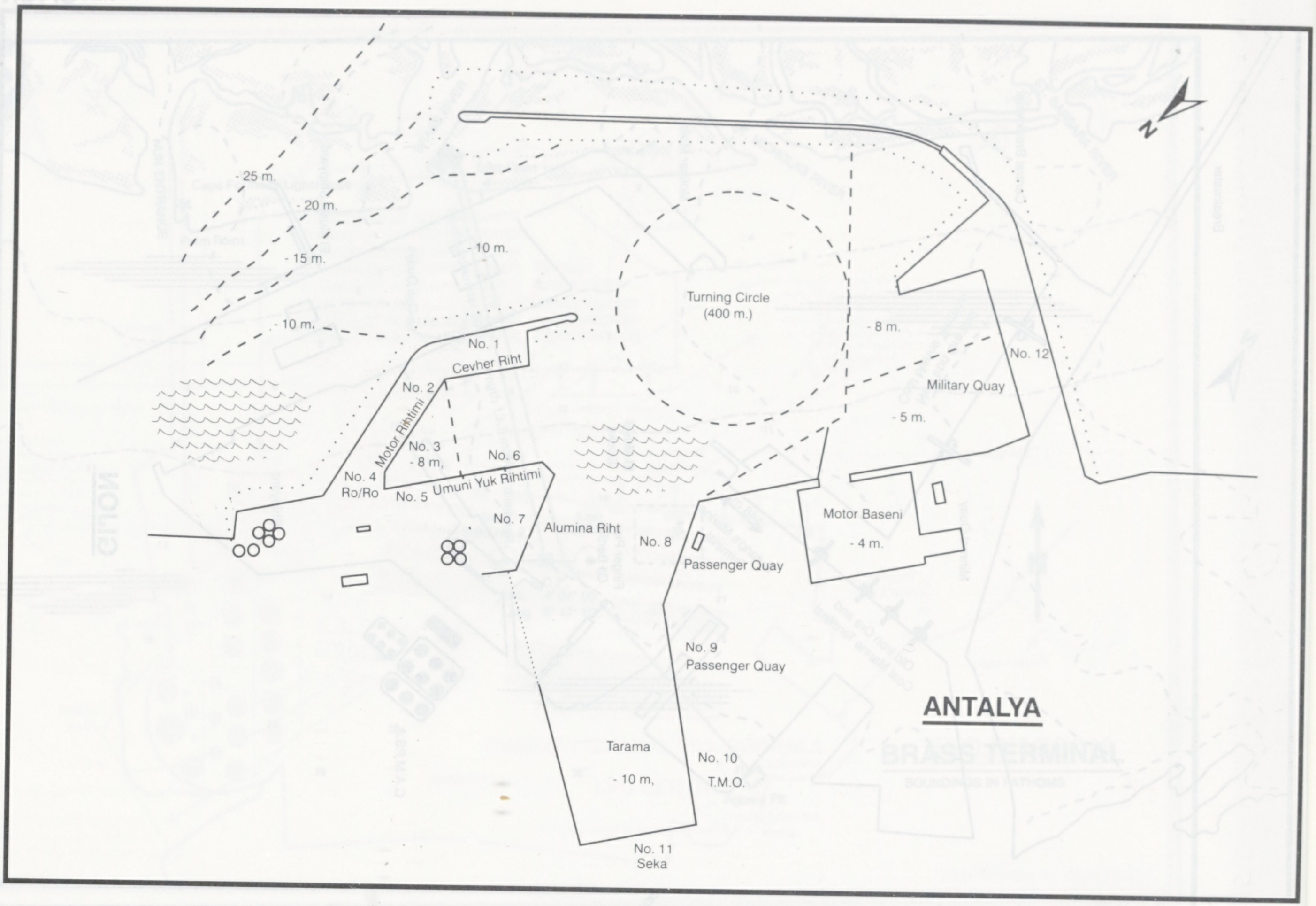

NUN ENTRANCE
Cape Formoso Lighthouse
Palm Point
BRASS RIVER
East Point
ST. NICHOLAS RIVER
ST. BARBARA RIVER
Pipeline diameter 36in.
Length 13.5 miles
West
SBM No.2
East
SBM No.1
B.O.P.
Lat. 4° 04' 00"
Long. 6° 17' 10"
Agbara Plt.
N
BRASS TERMINAL
SOUNDINGS IN FATHOMS

ROMANIA


N
- 23 m.
Offshore Breakwater (Extension)
- 14.5 m.
- 19 m.
Ore Berths
- 14.5 m
Connecting Canal
Ore Area
- 16.5 m.
Pier 11
Ro / Ro
Ferry
Pier 1
Work Port
Southern Breakwater
River Basin
Ore Berths
- 7.0 m.
0
1 km.
CONSTANTZA
DEVELOPMENT AREA
NORTH CONSTANTZA PORT
SOUTH CONSTANTZA PORT
The Danube - Black Sea Canal


GIJON
Breakwater
Central Breakwater
Moliner Mole
El Musel Shipyard
La Osa Quays
New Iron Ore and Coal Marine Terminal
Mineral Quay
146 m.
Butano's Marine Terminal
Old Iron Ore and Coal Marine Terminal
El Musel Docks
Finger Pier Oil Berth
Rendiello Mole
Shipyard
C.A.M.P.S.A.
N


GIJON
BUTANO'S MARINE TERMINAL
36 m.
35 m.
23 m.
18 m.
6 m.
3 m.
19 m.
14 m.
6 m.
29 m.
71 m.
41 m.
112 m.
Discharging Arm 10 in.
Shore Connection Double Line 6 in.
Shore Connection Single Line 6 in.
Bollards (Distance Between Bollards 22 m.)
Rubber Fenders


- 25 m.
- 20 m.
- 15 m.
- 10 m.
- 10 m.
Turning Circle
(400 m.)
- 8 m.
No. 1
Cevher Riht
No. 2
Motor Rihtimi
No. 3
- 8 m.
No. 4
Ro/Ro
No. 5
Umuni Yuk Rihtimi
No. 6
No. 7
Alumina Riht
No. 8
Passenger Quay
No. 9
Passenger Quay
No. 10
T.M.O.
No. 11
Seka
Tarama
- 10 m,
No. 12
Military Quay
- 5 m.
Motor Baseni
- 4 m.
N
ANTALYA